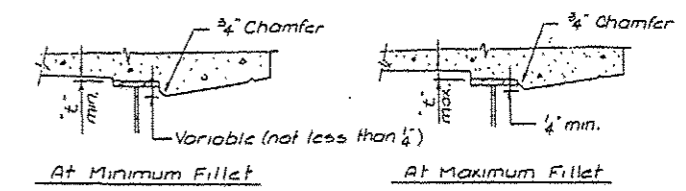
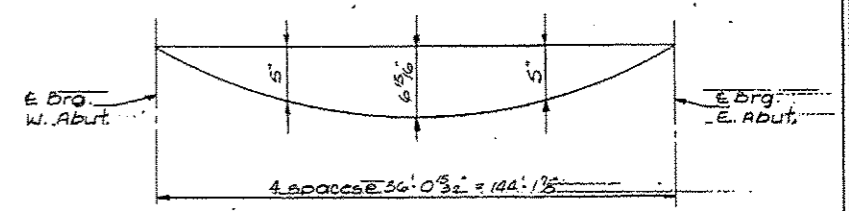


F.A.P. R.T.L.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	107Z HB-2	SANGAMON	23	92
STA.		TO STA.		
F.H.W.A. REG.		ILLINOIS		



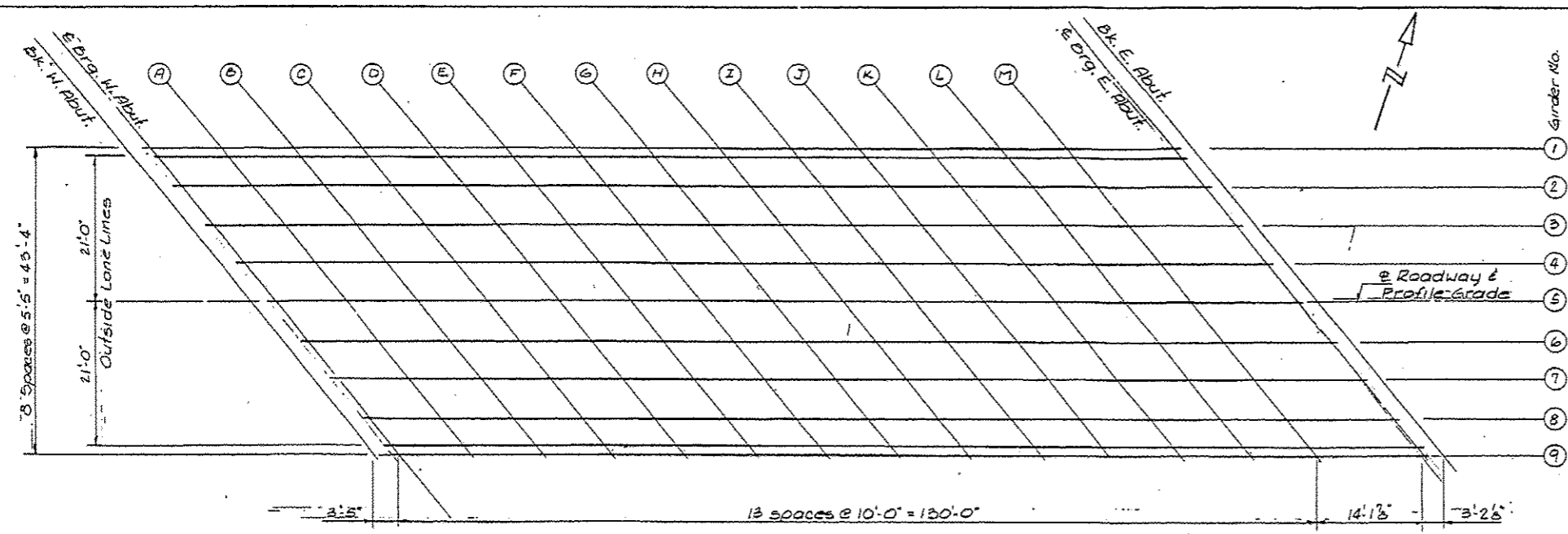
METHOD OF DETERMINING FILLET HEIGHTS "1"

After all Structural Steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown at left. These elevations subtracted from the 'Theoretical Grade Elevations Adjusted for Dead Load Deflection' shown below, minus slab thickness, equals fillet heights "e" above top flange of the girders.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflection.



GIRDER PLAN

GIRDER 1

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	6+85.890	21.667' LT	589.327	589.327
CBRG. W. ABUT.	6+89.307	21.667' LT	589.363	589.363
A	6+99.307	21.667' LT	589.462	589.462
B	7+09.307	21.667' LT	589.549	589.549
C	7+19.307	21.667' LT	589.626	589.626
D	7+29.307	21.667' LT	589.693	589.693
E	7+39.307	21.667' LT	589.748	589.748
F	7+49.307	21.667' LT	589.793	589.793
G	7+59.307	21.667' LT	589.830	589.830
H	7+69.307	21.667' LT	589.853	589.853
I	7+79.307	21.667' LT	589.866	589.866
J	7+89.307	21.667' LT	589.850	589.850
K	7+99.307	21.667' LT	589.824	589.824
L	8+09.307	21.667' LT	589.788	589.788
M	8+19.307	21.667' LT	589.740	589.740
N	8+33.453	21.667' LT	589.655	589.655
CBRG. E. ABUT	8+36.640	21.667' LT	589.633	589.633
BK. E. ABUT	8+36.640	21.667' LT	589.633	589.633

GIRDER 2

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	6+86.430	21.000' LT	589.355	589.355
CBRG. W. ABUT.	6+89.847	21.000' LT	589.389	589.389
A	6+99.847	21.000' LT	589.488	589.488
B	7+09.847	21.000' LT	589.573	589.573
C	7+19.847	21.000' LT	589.649	589.649
D	7+29.847	21.000' LT	589.714	589.714
E	7+39.847	21.000' LT	589.769	589.769
F	7+49.847	21.000' LT	589.812	589.812
G	7+59.847	21.000' LT	589.845	589.845
H	7+69.847	21.000' LT	589.869	589.869
I	7+79.847	21.000' LT	589.878	589.878
J	7+89.847	21.000' LT	589.862	589.862
K	7+99.847	21.000' LT	589.836	589.836
L	8+09.847	21.000' LT	589.798	589.798
M	8+19.847	21.000' LT	589.750	589.750
N	8+34.003	21.000' LT	589.664	589.664
CBRG. E. ABUT	8+37.180	21.000' LT	589.642	589.642
BK. E. ABUT	8+37.180	21.000' LT	589.642	589.642

GIRDER 3

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	6+94.662	10.833' LT	589.747	589.747
CBRG. W. ABUT.	6+98.079	10.833' LT	589.775	589.775
A	7+08.079	10.833' LT	589.851	589.851
B	7+18.079	10.833' LT	589.926	589.926
C	7+28.079	10.833' LT	589.970	589.970
D	7+38.079	10.833' LT	590.014	590.014
E	7+48.079	10.833' LT	590.048	590.048
F	7+58.079	10.833' LT	590.069	590.069
G	7+68.079	10.833' LT	590.082	590.082
H	7+78.079	10.833' LT	590.089	590.089
I	7+88.079	10.833' LT	590.089	590.089
J	7+98.079	10.833' LT	590.044	590.044
K	8+08.079	10.833' LT	590.009	590.009
L	8+18.079	10.833' LT	589.963	589.963
M	8+28.079	10.833' LT	589.906	589.906
N	8+42.235	10.833' LT	589.807	589.807
CBRG. E. ABUT	8+45.412	10.833' LT	589.782	589.782
BK. E. ABUT	8+45.412	10.833' LT	589.782	589.782

GIRDER 4

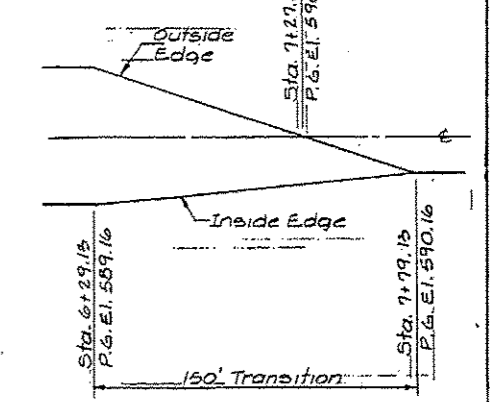
LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	6+99.049	5.417' LT	589.944	589.944
CBRG. W. ABUT.	7+02.466	5.417' LT	589.969	589.969
A	7+12.466	5.417' LT	590.033	590.033
B	7+22.466	5.417' LT	590.087	590.087
C	7+32.466	5.417' LT	590.130	590.130
D	7+42.466	5.417' LT	590.163	590.163
E	7+52.466	5.417' LT	590.185	590.185
F	7+62.466	5.417' LT	590.196	590.196
G	7+72.466	5.417' LT	590.196	590.196
H	7+82.466	5.417' LT	590.187	590.187
I	7+92.466	5.417' LT	590.168	590.168
J	8+02.466	5.417' LT	590.139	590.139
K	8+12.466	5.417' LT	590.099	590.099
L	8+22.466	5.417' LT	590.048	590.048
M	8+32.466	5.417' LT	589.987	589.987
N	8+46.622	5.417' LT	589.881	589.881
CBRG. E. ABUT	8+49.799	5.417' LT	589.855	589.855
BK. E. ABUT	8+49.799	5.417' LT	589.855	589.855

GIRDER 5

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	7+03.435	0.000'	590.134	590.134
CBRG. W. ABUT.	7+06.852	0.000'	590.155	590.155
A	7+16.852	0.000'	590.208	590.208
B	7+26.852	0.000'	590.250	590.250
C	7+36.852	0.000'	590.282	590.282
D	7+46.852	0.000'	590.304	590.304
E	7+56.852	0.000'	590.315	590.315
F	7+66.852	0.000'	590.314	590.314
G	7+76.852	0.000'	590.303	590.303
H	7+86.852	0.000'	590.288	590.288
I	7+96.852	0.000'	590.265	590.265
J	8+06.852	0.000'	590.231	590.231
K	8+16.852	0.000'	590.186	590.186
L	8+26.852	0.000'	590.130	590.130
M	8+36.852	0.000'	590.064	590.064
N	8+51.008	0.000'	589.953	589.953
CBRG. E. ABUT	8+54.185	0.000'	589.925	589.925
BK. E. ABUT	8+54.185	0.000'	589.925	589.925

GIRDER 6

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	7+07.821	5.417' RT	590.203	590.203
CBRG. W. ABUT.	7+11.238	5.417' RT	590.215	590.215
A	7+21.238	5.417' RT	590.242	590.242
B	7+31.238	5.417' RT	590.259	590.259
C	7+41.238	5.417' RT	590.265	590.265
D	7+51.238	5.417' RT	590.260	590.260
E	7+61.238	5.417' RT	590.245	590.245
F	7+71.238	5.417' RT	590.219	590.219
G	7+81.238	5.417' RT	590.189	590.189
H	7+91.238	5.417' RT	590.171	590.171
I	8+01.238	5.417' RT	590.143	590.143
J	8+11.238	5.417' RT	590.104	590.104
K	8+21.238	5.417' RT	590.055	590.055
L	8+31.238	5.417' RT	589.995	590.300
M	8+41.238	5.417' RT	589.924	590.110
N	8+55.394	5.417' RT	589.806	589.806
CBRG. E. ABUT	8+58.571	5.417' RT	589.776	589.776
BK. E. ABUT	8+58.571	5.417' RT	589.776	589.776



SUPERELEVATION TRANSITION SKETCH

TOP OF SLAB ELEVATIONS!
BRIDGE OVER JEFFERSON STREET
CITY OF SPRINGFIELD
F.A.P. ROUTE 67 (MADISON STREET)
SECTION 107 Z HB-2
SANGAMON COUNTY
STATION 7+78.81
STRUCTURE NO. 084-0190

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BK. W. ABUT.	7+20.980	21.667' RT	590.286	590.286
CBRG. W. ABUT.	7+24.397	21.667' RT	590.270	590.270
A	7+34.397	21.667' RT	590.220	590.353
B	7+44.397	21.667' RT	590.160	590.418
C	7+54.397	21.667' RT	590.088	590.455
D	7+64.397	21.667' RT	590.005	590.461
E	7+74.397	21.667' RT	589.974	589.477
F	7+84.397	21.667' RT	589.859	590.428
G	7+94.397	21.667' RT	589.838	590.425
H	8+04.397	21.667' RT	589.807	590.386
I	8+14.397	21.667' RT	589.765	590.310
J	8+24.397	21.667' RT	589.712	590.199
K	8+34.397	21.667' RT	589.648	589.054
L	8+44.397	21.667' RT	589.574	589.879
M	8+54.397	21.667' RT	589.490	589.676
N	8+68.553	21.667' RT	589.356	589.356
CBRG. E. ABUT	8+71.730	21.667' RT	589.326	589.326
BK. E. ABUT	8+71.730	21.667' RT	589.326	589.326