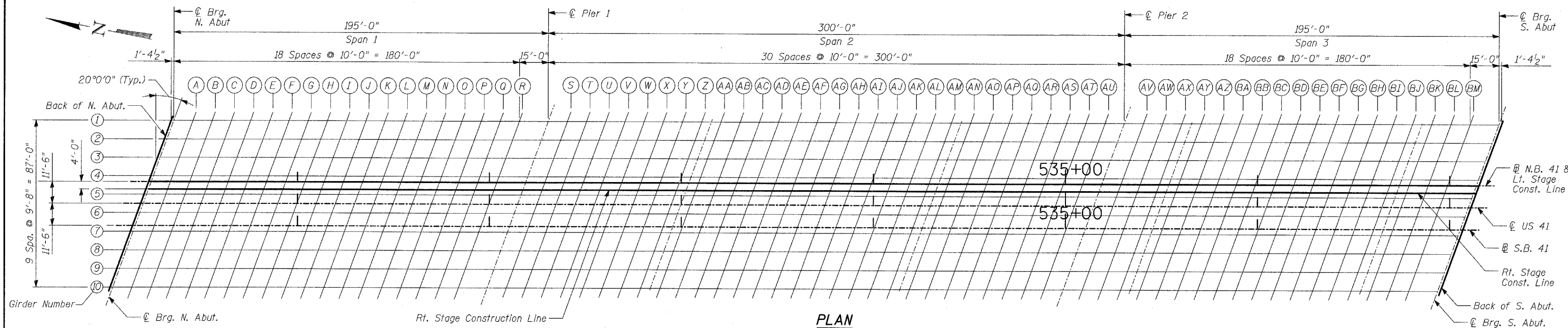


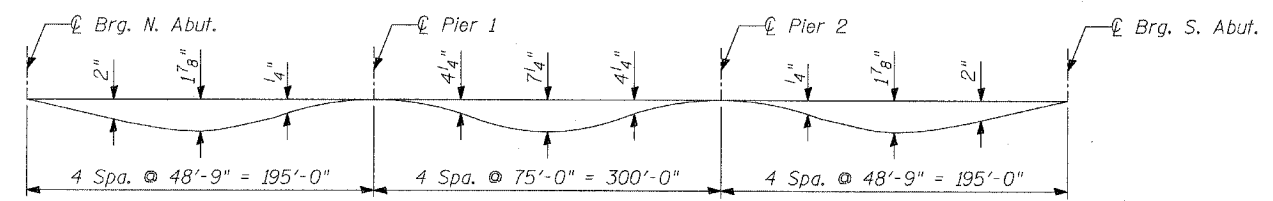
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-7
346		LAKE	469	176	S-66 SHEETS
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		
125X-HB-(1&2) R-1		CONTRACT # 60826			

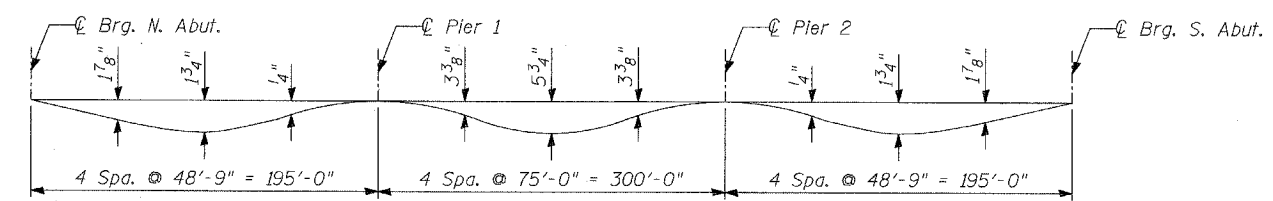


**PLAN**

Note: All stations relating to top of slab elevations are given relative to the  $\odot$  U.S. 41.

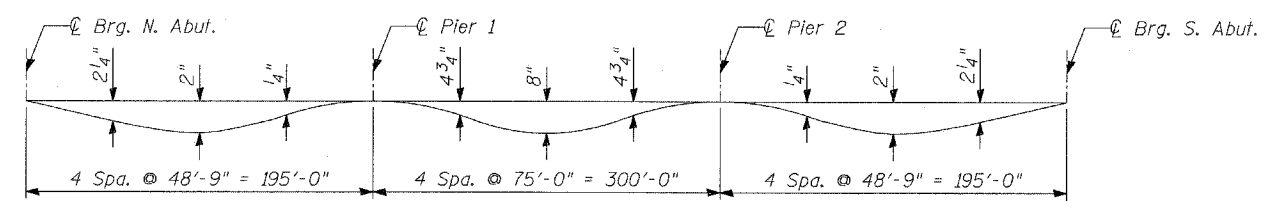


**DEAD LOAD DEFLECTION DIAGRAM - BEAM 1 AND 10**  
(INCLUDES WEIGHT OF CONCRETE ONLY)

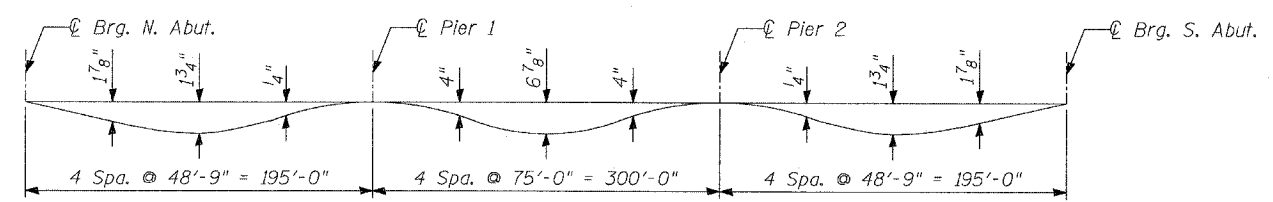


**DEAD LOAD DEFLECTION DIAGRAM - BEAM 5**  
(INCLUDES WEIGHT OF CONCRETE ONLY)

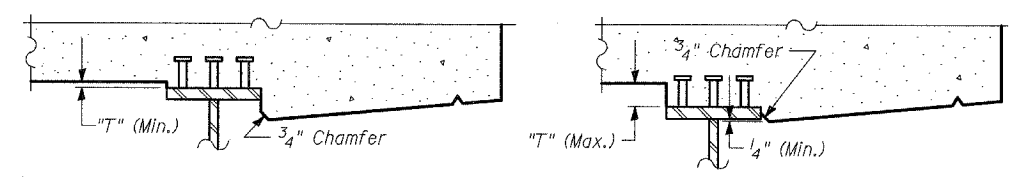
Note: The deflections shown in the dead load deflection diagrams are not to be used if the Engineer is working from the grade elevations adjusted for dead load deflections as shown in the Top of Slab elevation tables



**DEAD LOAD DEFLECTION DIAGRAM - BEAMS 2, 3 AND 6-9**  
(INCLUDES WEIGHT OF CONCRETE ONLY)



**DEAD LOAD DEFLECTION DIAGRAM - BEAM 4**  
(INCLUDES WEIGHT OF CONCRETE ONLY)



**AT MINIMUM FILLET**

**AT MAXIMUM FILLET**

**FILLET HEIGHTS**

**METHOD OF DETERMINING FILLET HEIGHTS "T"**

After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on the elevation location diagram. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflections" shown on the tables, minus slab thickness equals the fillet heights above top flange of girders.

**TOP OF SLAB ELEVATIONS LAYOUT**

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132  
SECTION 125X-HB-(1&2)R-1  
LAKE COUNTY  
S.N. 049-0209

**TYLIN INTERNATIONAL**

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD