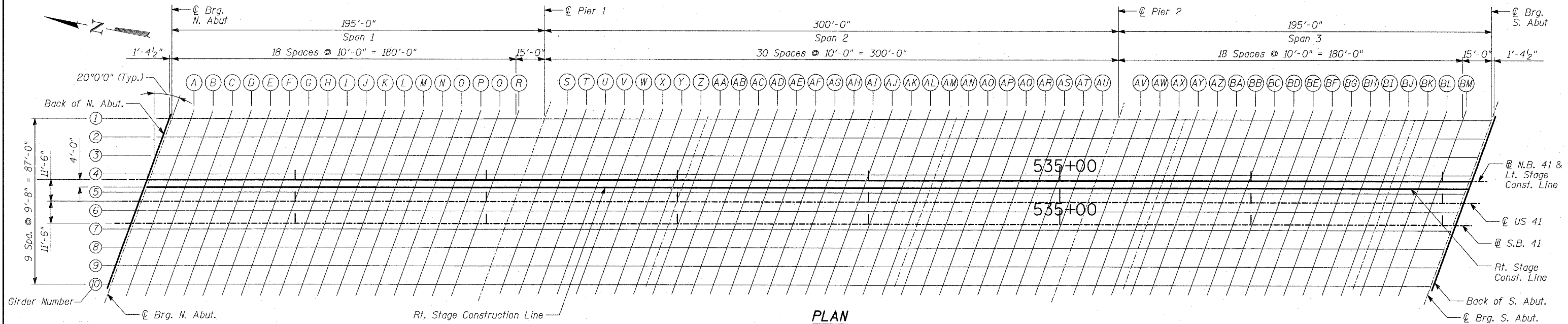


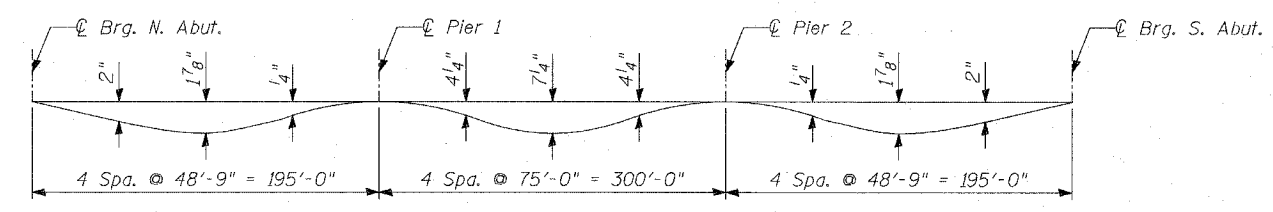
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. - S-7
346	*	LAKE	23	6	S-66 SHEETS
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	
125X-HB-1F		CONTRACT # 60E33			

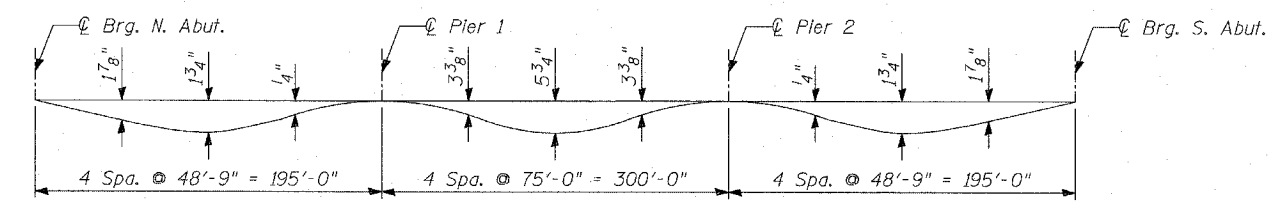


PLAN

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

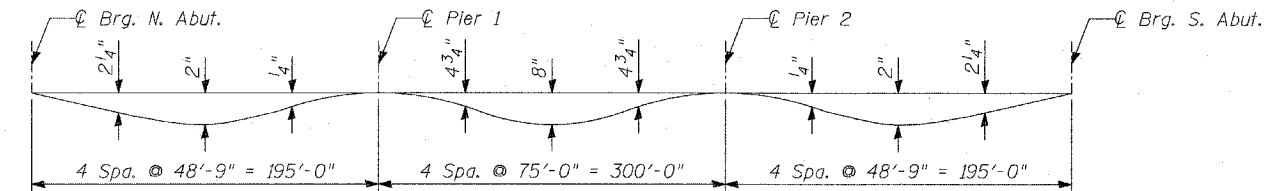


DEAD LOAD DEFLECTION DIAGRAM - BEAM 1 AND 10
(INCLUDES WEIGHT OF CONCRETE ONLY)

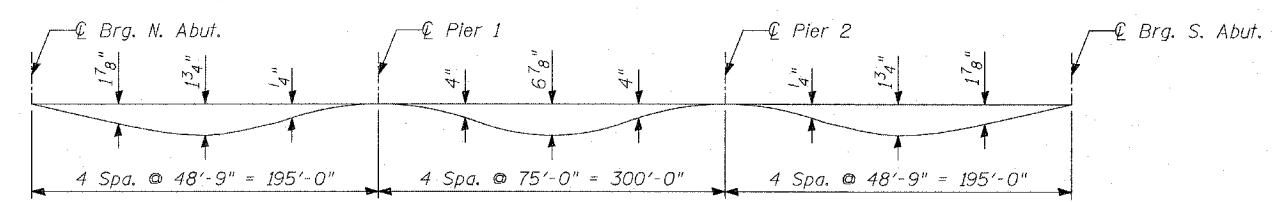


DEAD LOAD DEFLECTION DIAGRAM - BEAM 5
(INCLUDES WEIGHT OF CONCRETE ONLY)

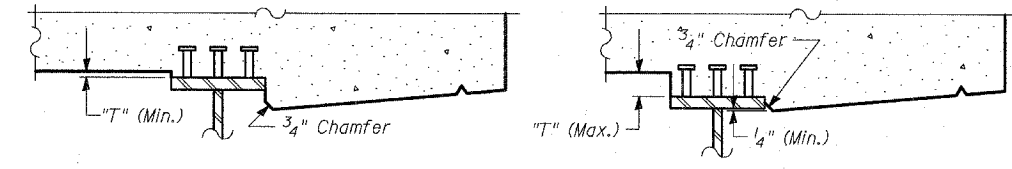
Note: The deflections shown in the dead load deflection diagrams are not to be used if the Engineer is working from the grade elevations adjusted for dead load deflections as shown in the Top of Slab elevation tables



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.

THIS SHEET FOR INFORMATION ONLY

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