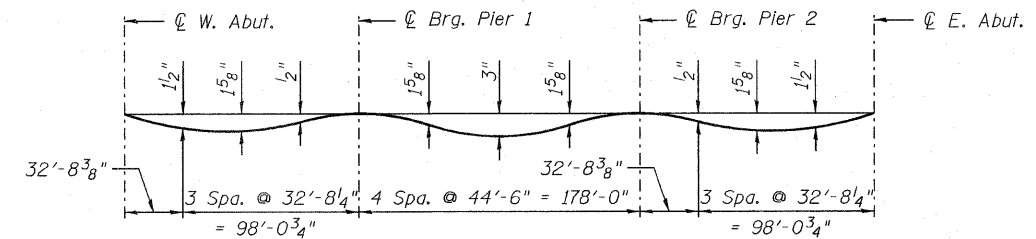


GIRDER 6

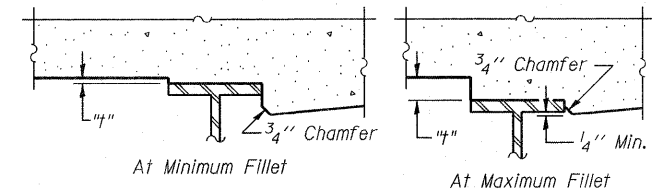
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1117+83.24	14.58	389.40	-
☉ W. Exp. Jt.	1117+85.96	14.58	389.40	-
☉ Brg. W. Abut.	1117+87.48	14.58	389.40	389.40
1	1117+97.48	14.58	389.42	389.47
2	1118+07.48	14.58	389.44	389.53
3	1118+17.48	14.58	389.46	389.58
4	1118+27.48	14.58	389.48	389.63
5	1118+37.48	14.58	389.50	389.65
6	1118+47.48	14.58	389.52	389.66
7	1118+57.48	14.58	389.54	389.67
8	1118+67.48	14.58	389.56	389.66
9	1118+77.48	14.58	389.58	389.65
10	1118+87.48	14.58	389.60	389.65
11	1118+97.48	14.58	389.62	389.64
12	1119+07.48	14.58	389.64	389.65
☉ Brg. Pier 1	1119+18.24	14.58	389.67	389.67
13	1119+28.24	14.58	389.69	389.71
14	1119+38.24	14.58	389.71	389.75
15	1119+48.24	14.58	389.73	389.81
16	1119+58.24	14.58	389.75	389.87
17	1119+68.24	14.58	389.77	389.93
18	1119+78.24	14.58	389.79	389.99
19	1119+88.24	14.58	389.81	390.04
20	1119+98.24	14.58	389.83	390.08
21	1120+08.24	14.58	389.85	390.11
22	1120+18.24	14.58	389.87	390.11
23	1120+28.24	14.58	389.89	390.11
24	1120+38.24	14.58	389.91	390.10
25	1120+48.24	14.58	389.93	390.08
26	1120+58.24	14.58	389.95	390.06
27	1120+68.24	14.58	389.97	390.04
28	1120+78.24	14.58	389.99	390.02
29	1120+88.24	14.58	390.01	390.02
☉ Brg. Pier 2	1120+96.24	14.58	390.02	390.02
30	1121+06.24	14.58	390.04	390.04
31	1121+16.24	14.58	390.06	390.08
32	1121+26.24	14.58	390.08	390.12
33	1121+36.24	14.58	390.10	390.17
34	1121+46.24	14.58	390.12	390.22
35	1121+56.24	14.58	390.14	390.26
36	1121+66.24	14.58	390.16	390.30
37	1121+76.24	14.58	390.18	390.33
38	1121+86.24	14.58	390.20	390.34
39	1121+96.24	14.58	390.22	390.34
40	1122+06.24	14.58	390.24	390.33
41	1122+16.24	14.58	390.26	390.31
☉ Brg. E. Abut.	1122+26.99	14.58	390.28	390.28
☉ E. Exp. Jt.	1122+28.51	14.58	390.29	-
Bk. E. Abut.	1122+31.24	14.58	390.29	-



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 Deflections" as shown on sheets 5, 6 and 7 of 35.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 4 of 35. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet numbers 5, 6 and 7 of 35, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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