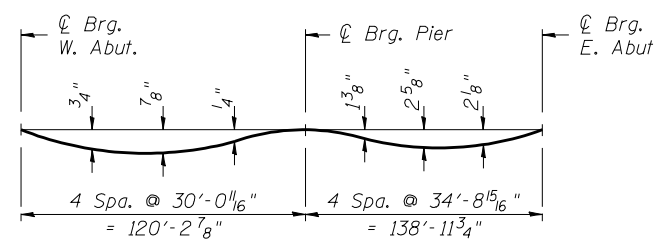
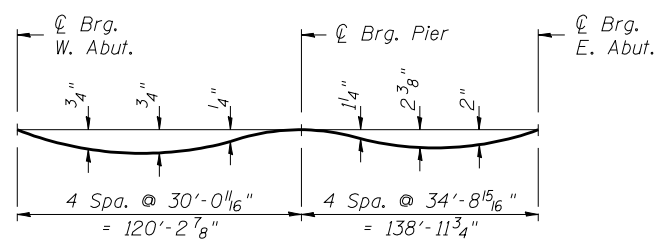


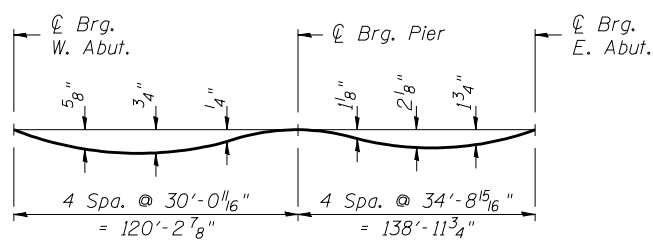
**PLAN**



**DEAD LOAD DEFLECTION DIAGRAM  
GIRDER NOS. 2 THRU 6**  
(Includes weight of concrete only.)

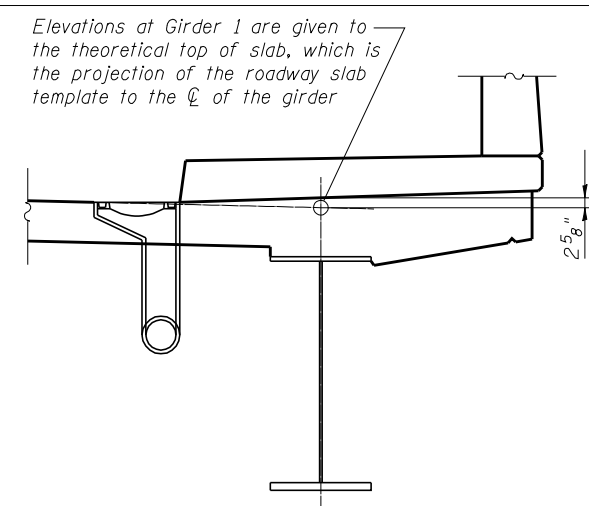


**DEAD LOAD DEFLECTION DIAGRAM  
GIRDER NOS. 1, 7 THRU 12**  
(Includes weight of concrete only.)

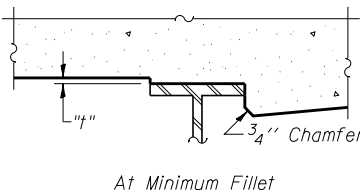


**DEAD LOAD DEFLECTION DIAGRAM  
GIRDER NO. 13**  
(Includes weight of concrete only.)

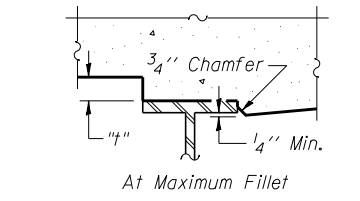
Note:  
The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections".



**LOCATIONS OF ELEVATIONS AT GIRDER 1**



At Minimum Fillet



At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown in the "Dead Load Deflection Diagram". These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the following sheets, minus slab thickness, equals the fillet heights "t" above top flange of girders.

**FILLET HEIGHTS**

<b>TYLIN INTERNATIONAL</b>	USER NAME =	DESIGNED - PK	REVISED -
	PLOT SCALE =	CHECKED - SP	REVISED -
	PLOT DATE =	DRAWN - PK	REVISED -
		CHECKED - SP	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - LAYOUT  
STRUCTURE NO. 099-0526**

SHEET NO. 4 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-1HB-R	WILL	63	26
CONTRACT NO. 60T40			ILLINOIS FED. AID PROJECT	