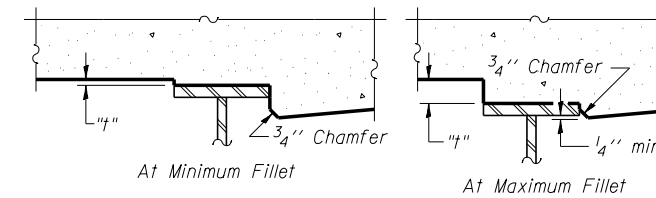


**DEAD LOAD DEFLECTION DIAGRAM**

(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 Deflection" as shown below and on sheets SC11 thru SC15.



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

**FILLET HEIGHTS**

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	566+77.37	-57.84	748.54	748.54
☉ Brg. W. Abut.	566+79.28	-57.80	748.53	748.53
A	566+89.24	-57.63	748.50	748.54
B	566+99.19	-57.46	748.46	748.54
C	567+09.14	-57.30	748.42	748.53
D	567+19.09	-57.15	748.38	748.51
E	567+29.04	-57.00	748.34	748.48
F	567+39.00	-56.87	748.30	748.44
G	567+48.95	-56.74	748.26	748.40
H	567+58.90	-56.62	748.22	748.34
I	567+68.86	-56.51	748.18	748.27
J	567+78.81	-56.40	748.15	748.21
K	567+88.77	-56.31	748.11	748.14
L	567+98.72	-56.22	748.07	748.08
M	568+08.67	-56.14	748.02	748.03
☉ Brg. Pier	568+21.67	-56.05	747.97	747.97
N	568+31.62	-55.99	747.93	747.95
O	568+41.58	-55.94	747.89	747.93
P	568+51.53	-55.89	747.85	747.93
Q	568+61.49	-55.86	747.81	747.92
R	568+71.44	-55.83	747.77	747.91
S	568+81.40	-55.81	747.73	747.90
T	568+91.35	-55.80	747.68	747.89
U	569+01.31	-55.79	747.64	747.87
V	569+11.26	-55.80	747.60	747.83
W	569+21.22	-55.81	747.56	747.80
X	569+31.17	-55.83	747.52	747.74
Y	569+41.13	-55.86	747.47	747.68
Z	569+51.08	-55.89	747.43	747.61
AA	569+61.04	-55.94	747.39	747.53
AB	569+70.99	-55.99	747.35	747.44
AC	569+80.94	-56.05	747.30	747.34
☉ Brg. E. Abut.	569+88.96	-56.11	747.26	747.26
Bk. E. Abut.	569+90.88	-56.12	747.25	747.25

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	566+82.19	-49.08	748.70	748.70
☉ Brg. W. Abut.	566+84.11	-49.05	748.70	748.70
A	566+94.07	-48.88	748.66	748.70
B	567+04.03	-48.71	748.62	748.70
C	567+13.99	-48.56	748.58	748.69
D	567+23.95	-48.41	748.54	748.67
E	567+33.91	-48.27	748.50	748.64
F	567+43.87	-48.13	748.46	748.60
G	567+53.83	-48.01	748.42	748.56
H	567+63.79	-47.89	748.39	748.50
I	567+73.75	-47.79	748.35	748.43
J	567+83.71	-47.69	748.31	748.37
K	567+93.67	-47.60	748.27	748.30
L	568+03.63	-47.51	748.23	748.24
M	568+13.59	-47.44	748.18	748.18
☉ Brg. Pier	568+26.60	-47.35	748.13	748.13
N	568+36.56	-47.29	748.08	748.10
O	568+46.52	-47.25	748.04	748.08
P	568+56.48	-47.21	748.00	748.07
Q	568+66.45	-47.17	747.96	748.07
R	568+76.41	-47.15	747.91	748.06
S	568+86.37	-47.13	747.87	748.05
T	568+96.33	-47.13	747.83	748.03
U	569+06.29	-47.13	747.79	748.01
V	569+16.25	-47.13	747.75	747.98
W	569+26.22	-47.15	747.70	747.94
X	569+36.18	-47.18	747.66	747.89
Y	569+46.14	-47.21	747.62	747.83
Z	569+56.10	-47.25	747.58	747.75
AA	569+66.06	-47.30	747.54	747.68
AB	569+76.02	-47.36	747.50	747.59
AC	569+85.98	-47.42	747.46	747.50
☉ Brg. E. Abut.	569+94.01	-47.48	747.42	747.42
Bk. E. Abut.	569+95.93	-47.49	747.41	747.41

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	566+87.03	-40.33	748.57	748.57
☉ Brg. W. Abut.	566+88.94	-40.30	748.56	748.56
A	566+98.91	-40.13	748.51	748.55
B	567+08.88	-39.97	748.47	748.54
C	567+18.84	-39.81	748.42	748.53
D	567+28.81	-39.67	748.38	748.51
E	567+38.78	-39.53	748.33	748.47
F	567+48.74	-39.41	748.29	748.43
G	567+58.71	-39.29	748.24	748.38
H	567+68.68	-39.17	748.20	748.31
I	567+78.65	-39.07	748.16	748.24
J	567+88.61	-38.97	748.11	748.17
K	567+98.58	-38.89	748.07	748.10
L	568+08.55	-38.81	748.02	748.04
M	568+18.52	-38.74	747.98	747.98
☉ Brg. Pier	568+31.53	-38.66	747.92	747.92
N	568+41.50	-38.60	747.88	747.90
O	568+51.47	-38.56	747.84	747.88
P	568+61.44	-38.52	747.80	747.87
Q	568+71.41	-38.49	747.75	747.86
R	568+81.38	-38.47	747.71	747.86
S	568+91.35	-38.46	747.67	747.85
T	569+01.32	-38.46	747.63	747.83
U	569+11.28	-38.46	747.59	747.81
V	569+21.25	-38.48	747.54	747.78
W	569+31.22	-38.50	747.50	747.74
X	569+41.19	-38.52	747.46	747.68
Y	569+51.16	-38.56	747.42	747.62
Z	569+61.13	-38.61	747.38	747.55
AA	569+71.10	-38.66	747.34	747.47
AB	569+81.06	-38.72	747.30	747.39
AC	569+91.03	-38.79	747.25	747.29
☉ Brg. E. Abut.	569+99.06	-38.85	747.21	747.21
Bk. E. Abut.	570+00.98	-38.87	747.20	747.20

**NOTE:**

All stations and offsets are measured from ☉ I-74.



Alfred Benesch & Company  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10056

FILE NAME = 0900169.68620.10.scrd1.dgn	USER NAME = mbecker	DESIGNED - MFB	REVISED -
		CHECKED - MRB/AAV	REVISED -
	PLOT SCALE =	DRAWN - PRT	REVISED -
	PLOT DATE = 7/16/2012	CHECKED - MRB	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS 1 OF 6  
STRUCTURE NO. 090-0169

SHEET NO. SC10 OF SC63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90-[14Rr(14HB-4,14,14HV)BR]	TAZEWELL	2433	1986
CONTRACT NO. 68620				
ILLINOIS FED. AID PROJECT				

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