

**Girder 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	9+974.069	-13.833	269.837	269.837
☉ Brg. W. Abut.	9+974.865	-13.808	269.829	269.829
A	9+977.817	-13.720	269.800	269.841
B	9+980.770	-13.643	269.769	269.849
C	9+983.723	-13.575	269.736	269.850
D	9+986.677	-13.518	269.701	269.842
E	9+989.631	-13.471	269.665	269.825
F	9+992.585	-13.434	269.627	269.797
G	9+995.540	-13.407	269.588	269.759
H	9+998.494	-13.390	269.547	269.708
I	10+001.449	-13.383	269.504	269.647
J	10+004.404	-13.387	269.460	269.577
K	10+007.359	-13.400	269.414	269.497
L	10+010.313	-13.424	269.366	269.411
☉ Brg. E. Abut.	10+013.498	-13.461	269.313	269.313
Back E. Abut.	10+014.294	-13.472	269.300	269.300

**Girder 2**

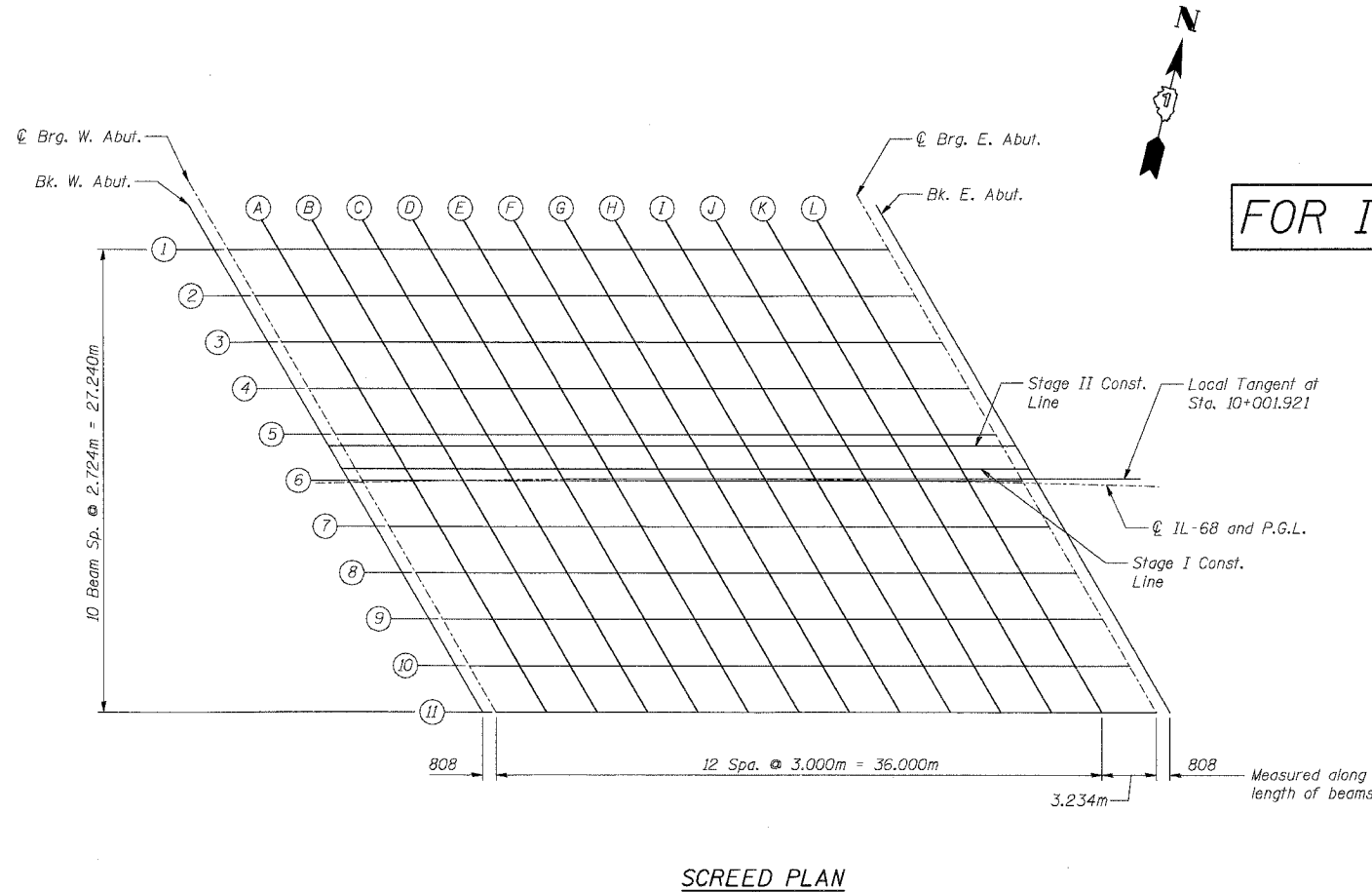
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	9+975.536	-11.062	269.757	269.757
☉ Brg. W. Abut.	9+976.334	-11.038	269.750	269.750
A	9+979.295	-10.955	269.719	269.760
B	9+982.258	-10.883	269.687	269.767
C	9+985.220	-10.820	269.653	269.767
D	9+988.183	-10.768	269.618	269.759
E	9+991.147	-10.726	269.581	269.741
F	9+994.110	-10.694	269.542	269.712
G	9+997.074	-10.673	269.502	269.673
H	10+000.038	-10.661	269.460	269.621
I	10+003.002	-10.660	269.416	269.559
J	10+005.965	-10.668	269.371	269.488
K	10+008.929	-10.687	269.324	269.407
L	10+011.893	-10.716	269.275	269.320
☉ Brg. E. Abut.	10+015.088	-10.759	269.221	269.221
Back E. Abut.	10+015.886	-10.772	269.207	269.207

**Girder 3**

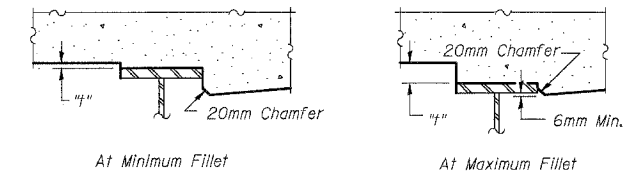
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	9+977.012	-8.293	269.677	269.677
☉ Brg. W. Abut.	9+977.812	-8.270	269.669	269.669
A	9+980.783	-8.193	269.638	269.679
B	9+983.755	-8.125	269.605	269.685
C	9+986.727	-8.068	269.570	269.684
D	9+989.699	-8.021	269.534	269.675
E	9+992.672	-7.984	269.496	269.656
F	9+995.644	-7.958	269.456	269.626
G	9+998.617	-7.941	269.415	269.586
H	10+001.590	-7.935	269.372	269.532
I	10+004.563	-7.939	269.327	269.470
J	10+007.536	-7.953	269.280	269.397
K	10+010.509	-7.978	269.232	269.315
L	10+013.482	-8.012	269.183	269.228
☉ Brg. E. Abut.	10+016.686	-8.061	269.127	269.127
Back E. Abut.	10+017.487	-8.075	269.113	269.113

**Girder 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	9+978.497	-5.527	269.597	269.597
☉ Brg. W. Abut.	9+979.300	-5.505	269.588	269.588
A	9+982.280	-5.433	269.556	269.597
B	9+985.261	-5.371	269.522	269.602
C	9+988.243	-5.319	269.486	269.600
D	9+991.224	-5.277	269.449	269.590
E	9+994.206	-5.245	269.410	269.570
F	9+997.188	-5.224	269.369	269.539
G	10+000.171	-5.213	269.327	269.498
H	10+003.153	-5.212	269.283	269.444
I	10+006.135	-5.221	269.237	269.380
J	10+009.117	-5.241	269.190	269.307
K	10+012.099	-5.271	269.141	269.224
L	10+015.081	-5.311	269.090	269.135
☉ Brg. E. Abut.	10+018.295	-5.365	269.033	269.033
Back E. Abut.	10+019.098	-5.381	269.019	269.019

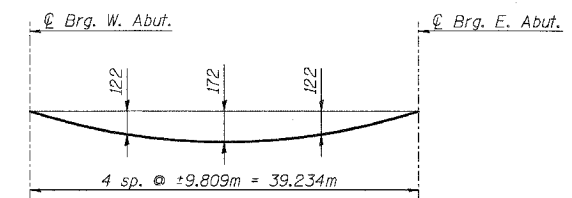


FOR INFORMATION ONLY



To determine fillet height "t", measure elevations at intervals as shown after all steel has been erected. Add this number to the slab thickness and subtract the sum from the "Theoretical Grade Elev. Adjusted for Dead Load Deflection." This equals the fillet height above the girders.

**FILLET HEIGHTS**



**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 grade elevations adjusted for dead load deflections as shown above.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION	
IL ROUTE 68 OVER US-14 & UPRR	
F.A.P. ROUTE 343 SECTION 70HB-F & 70D-Y-B-F	
COOK COUNTY	
STRUCTURE NO. 016-2861 & 016-2732	
SCREED PLAN & TOP OF DECK ELEVATIONS	
SN 016-2861	
DESIGNED: BTO	DRAWN: BTO
CHECKED: JAN	CHECKED: JAN
DATE: 6/06	

SHT. S-06 OF S-24