

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	852+74.00	-14.79	780.35	780.35
☉ Brg. W. Abut.	852+75.25	-14.79	780.35	780.35
A	852+85.25	-14.79	780.35	780.38
B	852+95.25	-14.79	780.35	780.39
C	853+05.25	-14.79	780.35	780.38
D	853+15.25	-14.79	780.35	780.37
☉ Brg. Pier	853+26.50	-14.79	780.35	780.35
E	853+36.50	-14.79	780.35	780.36
F	853+46.50	-14.79	780.35	780.38
G	853+56.50	-14.79	780.35	780.39
H	853+66.50	-14.79	780.35	780.38
☉ Brg. E. Abut.	853+77.75	-14.79	780.35	780.35
Bk. E. Abut.	853+79.00	-14.79	780.35	780.35

**BEAM 2**

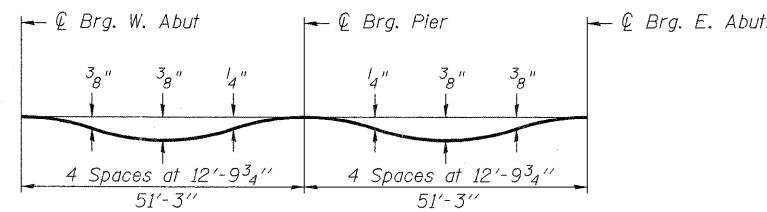
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	852+74.00	-8.87	780.46	780.46
☉ Brg. W. Abut.	852+75.25	-8.87	780.46	780.46
A	852+85.25	-8.87	780.46	780.48
B	852+95.25	-8.87	780.46	780.49
C	853+05.25	-8.87	780.46	780.49
D	853+15.25	-8.87	780.46	780.47
☉ Brg. Pier	853+26.50	-8.87	780.46	780.46
E	853+36.50	-8.87	780.46	780.47
F	853+46.50	-8.87	780.46	780.49
G	853+56.50	-8.87	780.46	780.49
H	853+66.50	-8.87	780.46	780.49
☉ Brg. E. Abut.	853+77.75	-8.87	780.46	780.46
Bk. E. Abut.	853+79.00	-8.87	780.46	780.46

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	852+74.00	-2.96	780.55	780.55
☉ Brg. W. Abut.	852+75.25	-2.96	780.55	780.55
A	852+85.25	-2.96	780.55	780.58
B	852+95.25	-2.96	780.55	780.59
C	853+05.25	-2.96	780.55	780.58
D	853+15.25	-2.96	780.55	780.57
☉ Brg. Pier	853+26.50	-2.96	780.55	780.55
E	853+36.50	-2.96	780.55	780.56
F	853+46.50	-2.96	780.55	780.58
G	853+56.50	-2.96	780.55	780.59
H	853+66.50	-2.96	780.55	780.58
☉ Brg. E. Abut.	853+77.75	-2.96	780.55	780.55
Bk. E. Abut.	853+79.00	-2.96	780.55	780.55

**☉ ROADWAY & PROFILE GRADE LINE**

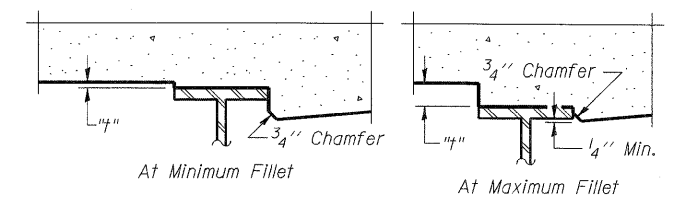
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	852+74.00	0.00	780.60	780.60
☉ Brg. W. Abut.	852+75.25	0.00	780.60	780.60
A	852+85.25	0.00	780.60	780.62
B	852+95.25	0.00	780.60	780.63
C	853+05.25	0.00	780.60	780.63
D	853+15.25	0.00	780.60	780.61
☉ Brg. Pier	853+26.50	0.00	780.60	780.60
E	853+36.50	0.00	780.60	780.61
F	853+46.50	0.00	780.60	780.63
G	853+56.50	0.00	780.60	780.63
H	853+66.50	0.00	780.60	780.62
☉ Brg. E. Abut.	853+77.75	0.00	780.60	780.60
Bk. E. Abut.	853+79.00	0.00	780.60	780.60



**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 or on sheet 7.



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 5. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown above and on sheet 7, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



USER NAME = kghan  
PLOT SCALE =  
PLOT DATE = 10/11/2011

DESIGNED - SK  
CHECKED - GBC/SMK  
DRAWN - SK  
CHECKED - GBC/SMK

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS-2  
STRUCTURE NO. 006-0183**

SHEET NO. 6 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
587	(22 BR)BR	BUREAU	61	22
				CONTRACT NO. 66995

ILLINOIS FED. AID PROJECT