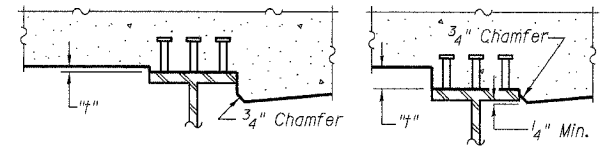


**DEAD LOAD DEFLECTION DIAGRAM**

(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 below.



At Minimum Fillet      At Maximum Fillet

To determine "f": 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 "f" above top flange of beams.

**FILLET HEIGHTS**

**PLAN**

**GIRDER 1**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+76.11	-16.67	387.17	387.17
☉ Brg. W. Abut.	627+77.38	-16.67	387.17	387.17
C	627+87.38	-16.67	387.20	387.26
D	627+97.38	-16.67	387.22	387.33
E	628+07.38	-16.67	387.25	387.40
F	628+17.38	-16.67	387.27	387.44
G	628+27.38	-16.67	387.30	387.47
H	628+37.38	-16.67	387.32	387.47
I	628+47.38	-16.67	387.35	387.46
J	628+57.38	-16.67	387.37	387.43
☉ Brg. E. Abut.	628+66.84	-16.67	387.39	387.39
Bk. of E. Abut.	628+68.11	-16.67	387.40	387.40

**GIRDER 2**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+77.26	-10.00	387.30	387.30
☉ Brg. W. Abut.	627+78.53	-10.00	387.30	387.30
C	627+88.53	-10.00	387.33	387.39
D	627+98.53	-10.00	387.35	387.47
E	628+08.53	-10.00	387.38	387.54
F	628+18.53	-10.00	387.40	387.58
G	628+28.53	-10.00	387.43	387.61
H	628+38.53	-10.00	387.45	387.61
I	628+48.53	-10.00	387.48	387.59
J	628+58.53	-10.00	387.50	387.56
☉ Brg. E. Abut.	628+67.99	-10.00	387.53	387.53
Bk. of E. Abut.	628+69.26	-10.00	387.53	387.53

**GIRDER 3**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+78.42	-3.33	387.41	387.41
☉ Brg. W. Abut.	627+79.69	-3.33	387.41	387.41
C	627+89.69	-3.33	387.43	387.50
D	627+99.69	-3.33	387.46	387.58
E	628+09.69	-3.33	387.48	387.64
F	628+19.69	-3.33	387.51	387.69
G	628+29.69	-3.33	387.53	387.71
H	628+39.69	-3.33	387.56	387.72
I	628+49.69	-3.33	387.58	387.70
J	628+59.69	-3.33	387.61	387.67
☉ Brg. E. Abut.	628+69.15	-3.33	387.63	387.63
Bk. of E. Abut.	628+70.42	-3.33	387.64	387.64

**☉ ROADWAY, P.G., & STAGE CONSTRUCTION LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+79.00	0.00	387.46	387.46
☉ Brg. W. Abut.	627+80.27	0.00	387.46	387.46
C	627+90.27	0.00	387.49	387.55
D	628+00.27	0.00	387.51	387.63
E	628+10.27	0.00	387.54	387.70
F	628+20.27	0.00	387.56	387.74
G	628+30.27	0.00	387.59	387.77
H	628+40.27	0.00	387.61	387.77
I	628+50.27	0.00	387.64	387.75
J	628+60.27	0.00	387.66	387.72
☉ Brg. E. Abut.	628+69.73	0.00	387.69	387.69
Bk. of E. Abut.	628+71.00	0.00	387.69	387.69

**GIRDER 4**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+79.58	3.33	387.41	387.41
☉ Brg. W. Abut.	627+80.85	3.33	387.41	387.41
C	627+90.85	3.33	387.44	387.50
D	628+00.85	3.33	387.46	387.58
E	628+10.85	3.33	387.49	387.65
F	628+20.85	3.33	387.51	387.69
G	628+30.85	3.33	387.54	387.72
H	628+40.85	3.33	387.56	387.72
I	628+50.85	3.33	387.59	387.70
J	628+60.85	3.33	387.61	387.67
☉ Brg. E. Abut.	628+70.31	3.33	387.64	387.64
Bk. of E. Abut.	628+71.58	3.33	387.64	387.64

**GIRDER 5**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+80.74	10.00	387.31	387.31
☉ Brg. W. Abut.	627+82.01	10.00	387.31	387.31
C	627+92.01	10.00	387.34	387.40
D	628+02.01	10.00	387.36	387.48
E	628+12.01	10.00	387.39	387.54
F	628+22.01	10.00	387.41	387.59
G	628+32.01	10.00	387.44	387.61
H	628+42.01	10.00	387.46	387.62
I	628+52.01	10.00	387.49	387.60
J	628+62.01	10.00	387.51	387.57
☉ Brg. E. Abut.	628+71.47	10.00	387.53	387.53
Bk. of E. Abut.	628+72.74	10.00	387.54	387.54

**GIRDER 6**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	627+81.89	16.67	387.18	387.18
☉ Brg. W. Abut.	627+83.16	16.67	387.19	387.19
C	627+93.16	16.67	387.21	387.27
D	628+03.16	16.67	387.24	387.35
E	628+13.16	16.67	387.26	387.41
F	628+23.16	16.67	387.29	387.46
G	628+33.16	16.67	387.31	387.48
H	628+43.16	16.67	387.34	387.48
I	628+53.16	16.67	387.36	387.47
J	628+63.16	16.67	387.39	387.44
☉ Brg. E. Abut.	628+72.62	16.67	387.41	387.41
Bk. of E. Abut.	628+73.89	16.67	387.41	387.41

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DECK ELEVATIONS**  
 ILLINOIS ROUTE 146 OVER  
 BUCK RUN CREEK  
 F.A.P. ROUTE 885 - SEC. (107A)B-1  
 JOHNSON COUNTY  
 STA. 628+25.00  
 STRUCTURE NO. 044-0059

**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Channah, Illinois  
 Designed By: KWH    Checked By: WTH    Drawn By: AJF  
 Date: 3/2007    File: 044-0059.DGN

REVISIONS	
NAME	DATE

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