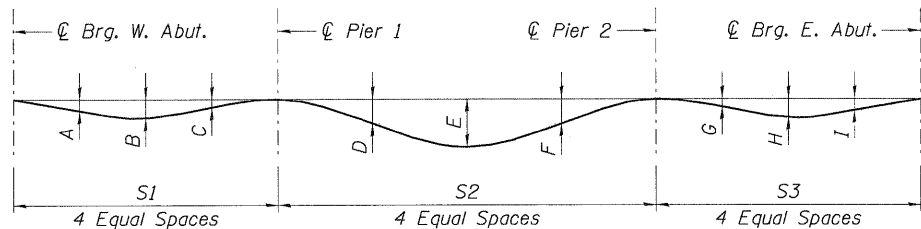


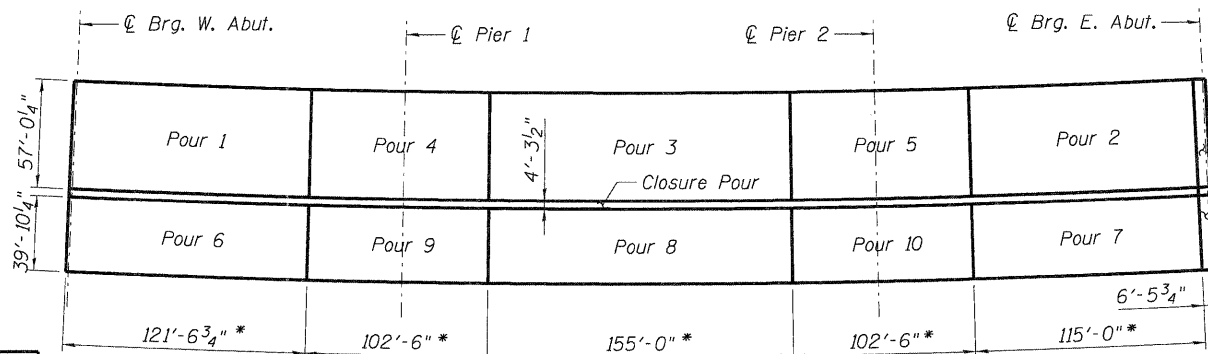
PLAN



GIRDER DEAD LOAD DEFLECTIONS
(Includes weight of concrete only.)

GIRDER	S1	S2	S3	A	B	C	D	E	F	G	H	I
1	173'-8 ⁵ / ₈ "	248'-2 ¹ / ₁₆ "	173'-8 ⁵ / ₈ "	2 ¹ / ₄ "	2 ³ / ₈ "	3 ⁴ / ₈ "	2 ³ / ₄ "	5"	2 ³ / ₄ "	3 ⁴ / ₈ "	2 ¹ / ₂ "	2 ³ / ₈ "
2	173'-11 ⁷ / ₁₆ "	248'-6"	173'-11 ⁷ / ₁₆ "	2 ¹ / ₄ "	2 ³ / ₈ "	5 ⁸ / ₈ "	2 ³ / ₄ "	5"	2 ⁵ / ₈ "	3 ⁴ / ₈ "	2 ¹ / ₂ "	2 ³ / ₈ "
3	174'-2 ³ / ₁₆ "	248'-10"	174'-2 ³ / ₁₆ "	2 ¹ / ₈ "	2 ¹ / ₄ "	5 ⁸ / ₈ "	2 ⁵ / ₈ "	4 ⁷ / ₈ "	2 ⁵ / ₈ "	3 ⁴ / ₈ "	2 ³ / ₈ "	2 ¹ / ₄ "
4	174'-5"	249'-2"	174'-5"	2 ¹ / ₈ "	2 ¹ / ₄ "	5 ⁸ / ₈ "	2 ⁵ / ₈ "	4 ⁷ / ₈ "	2 ⁵ / ₈ "	3 ⁴ / ₈ "	2 ¹ / ₂ "	2 ¹ / ₄ "
5	174'-7 ¹³ / ₁₆ "	249'-6"	174'-7 ¹³ / ₁₆ "	2 ¹ / ₄ "	2 ³ / ₈ "	3 ⁴ / ₈ "	2 ³ / ₄ "	5"	2 ³ / ₄ "	3 ⁴ / ₈ "	2 ⁵ / ₈ "	2 ³ / ₈ "
6	174'-10 ⁵ / ₈ "	249'-10"	174'-10 ⁵ / ₈ "	2 ³ / ₈ "	2 ¹ / ₂ "	3 ⁴ / ₈ "	2 ⁷ / ₈ "	5 ¹ / ₄ "	2 ⁷ / ₈ "	7 ⁸ / ₈ "	2 ³ / ₄ "	2 ¹ / ₂ "
7	175'-1 ³ / ₈ "	250'-2"	175'-1 ³ / ₈ "	2 ³ / ₈ "	2 ¹ / ₂ "	3 ⁴ / ₈ "	2 ⁷ / ₈ "	5 ¹ / ₄ "	2 ⁷ / ₈ "	7 ⁸ / ₈ "	2 ³ / ₄ "	2 ¹ / ₂ "
8	175'-4 ³ / ₁₆ "	250'-6"	175'-4 ³ / ₁₆ "	2 ¹ / ₄ "	2 ¹ / ₂ "	3 ⁴ / ₈ "	2 ³ / ₄ "	5 ¹ / ₈ "	2 ³ / ₄ "	3 ⁴ / ₈ "	2 ⁵ / ₈ "	2 ¹ / ₂ "
9	175'-7"	250'-10"	175'-7"	2 ¹ / ₄ "	2 ³ / ₈ "	5 ⁸ / ₈ "	2 ³ / ₄ "	5"	2 ⁵ / ₈ "	3 ⁴ / ₈ "	2 ¹ / ₂ "	2 ³ / ₈ "
10	175'-9 ¹³ / ₁₆ "	251'-2"	175'-9 ¹³ / ₁₆ "	2 ¹ / ₄ "	2 ³ / ₈ "	5 ⁸ / ₈ "	2 ³ / ₄ "	5"	2 ³ / ₄ "	3 ⁴ / ₈ "	2 ¹ / ₂ "	2 ³ / ₈ "
11	176'-0 ⁹ / ₁₆ "	251'-6"	176'-0 ⁹ / ₁₆ "	2 ³ / ₈ "	2 ¹ / ₂ "	3 ⁴ / ₈ "	2 ⁷ / ₈ "	5 ¹ / ₄ "	2 ⁷ / ₈ "	3 ⁴ / ₈ "	2 ⁵ / ₈ "	2 ¹ / ₂ "
12	176'-3 ³ / ₈ "	251'-9 ¹⁵ / ₁₆ "	176'-3 ³ / ₈ "	2 ¹ / ₂ "	2 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ⁸ / ₈ "	5 ⁵ / ₈ "	3"	7 ⁸ / ₈ "	2 ⁷ / ₈ "	2 ⁵ / ₈ "

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."

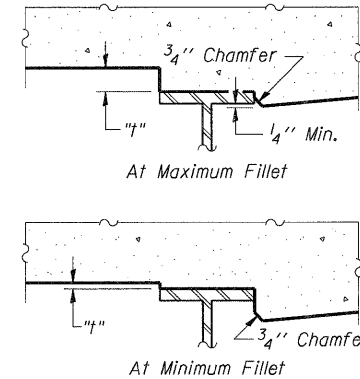


* Dimensions measured along Prop. & US 20.

DECK POURING SEQUENCE

Notes:

- The Contractor is alerted that camber and dead load deflection values shown on the plans were developed based on the deck pouring sequence shown on this sheet. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.
- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Shts. S-9 thru S-14, minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

Note:

Work this sheet with Shts. S-9 thru S-14.

FILE NAME = \$FILEL\$
 USER NAME = \$USER\$
 DESIGNED - MDB
 DRAWN - MDB
 CHECKED - CCE
 DATE - 12/16/11
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 US 20 OVER MCLEAN BOULEVARD
 TOP OF SLAB ELEVATION PLAN
 SCALE: SHEET NO. S-8 OF S-62 STATION 98+32.18
 F.A.P. RTE. 345 SECTION BR-R COUNTY KANE TOTAL SHEETS 794 SHEET NO. 480
 SN 045-0077 CONTRACT NO. 60H45
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT