

PLAN

SCREED DIMENSION LAYOUT

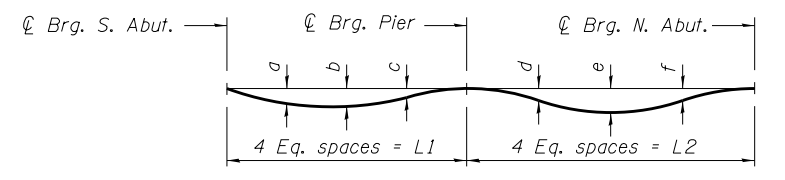
Girder	L	L1	L2	A	B
1	251'-0 ¹³ / ₁₆ "	126'-2 ⁹ / ₁₆ "	124'-10 ¹ / ₄ "	6'-2 ⁹ / ₁₆ "	4'-10 ¹ / ₄ "
2	251'-0 ¹ / ₈ "	126'-2 ³ / ₁₆ "	124'-9 ¹⁵ / ₁₆ "	6'-2 ³ / ₁₆ "	4'-9 ¹⁵ / ₁₆ "
3	250'-11 ⁷ / ₁₆ "	126'-1 ¹³ / ₁₆ "	124'-9 ⁵ / ₈ "	6'-1 ¹³ / ₁₆ "	4'-9 ⁵ / ₈ "
☐ Roadway and P.G.	250'-11 ¹ / ₁₆ "	126'-1 ⁹ / ₁₆ "	124'-9 ¹ / ₂ "	6'-1 ⁹ / ₁₆ "	4'-9 ¹ / ₂ "
Stage Construction Line	250'-10 ⁷ / ₈ "	126'-1 ¹ / ₂ "	124'-9 ³ / ₈ "	6'-1 ¹ / ₂ "	4'-9 ³ / ₈ "
4	250'-10 ³ / ₄ "	126'-1 ¹ / ₁₆ "	124'-9 ⁵ / ₁₆ "	6'-1 ⁷ / ₁₆ "	4'-9 ⁵ / ₁₆ "
5	250'-10 ¹ / ₁₆ "	126'-1 ¹ / ₁₆ "	124'-9	6'-1 ¹ / ₁₆ "	4'-9"
6	250'-9 ⁷ / ₁₆ "	126'-0 ¹¹ / ₁₆ "	124'-8 ³ / ₄ "	6'-0 ¹¹ / ₁₆ "	4'-8 ³ / ₄ "

TABLE OF DIMENSIONS

Location	g	h	i
☐ Brg. S. Abut.	3"	1'-6 ¹ / ₂ "	4'-7 ¹ / ₂ "
A	2 ⁷ / ₈ "	1'-7 ¹ / ₂ "	4'-6 ¹ / ₂ "
B	2 ⁷ / ₈ "	1'-8 ¹ / ₂ "	4'-5 ¹ / ₂ "
C	2 ⁷ / ₈ "	1'-9 ¹ / ₂ "	4'-4 ¹ / ₂ "
D	2 ⁷ / ₈ "	1'-10 ¹ / ₂ "	4'-3 ¹ / ₂ "
E	2 ³ / ₄ "	1'-11 ¹ / ₂ "	4'-2 ¹ / ₂ "
F	2 ³ / ₄ "	2'-0 ¹ / ₂ "	4'-1 ¹ / ₂ "
G	2 ⁵ / ₈ "	2'-1 ¹ / ₂ "	4'-0 ¹ / ₂ "
H	2 ¹ / ₂ "	2'-2 ⁵ / ₈ "	3'-11 ³ / ₈ "
I	2 ¹ / ₂ "	2'-3 ⁵ / ₈ "	3'-10 ³ / ₈ "
J	2 ¹ / ₂ "	2'-4 ⁵ / ₈ "	3'-9 ³ / ₈ "
K	2 ³ / ₈ "	2'-5 ⁵ / ₈ "	3'-8 ³ / ₈ "
L	2 ³ / ₈ "	2'-6 ⁵ / ₈ "	3'-7 ³ / ₈ "
☐ Pier/Brg.	2 ¹ / ₄ "	2'-7 ¹ / ₄ "	3'-6 ³ / ₄ "
M	2 ¹ / ₄ "	2'-8 ¹ / ₄ "	3'-5 ³ / ₄ "
N	2 ¹ / ₄ "	2'-9 ¹ / ₄ "	3'-4 ³ / ₄ "
O	2 ¹ / ₈ "	2'-10 ¹ / ₄ "	3'-3 ³ / ₄ "
P	2 ¹ / ₈ "	2'-11 ¹ / ₄ "	3'-2 ³ / ₄ "
Q	2"	3'-0 ¹ / ₄ "	3'-1 ³ / ₄ "
R	2"	3'-1 ³ / ₈ "	3'-0 ⁵ / ₈ "
S	1 ⁷ / ₈ "	3'-2 ³ / ₈ "	2'-11 ⁵ / ₈ "
T	1 ⁷ / ₈ "	3'-3 ³ / ₈ "	2'-10 ⁵ / ₈ "
U	1 ³ / ₄ "	3'-4 ³ / ₈ "	2'-9 ⁵ / ₈ "
V	1 ³ / ₄ "	3'-5 ³ / ₈ "	2'-8 ⁵ / ₈ "
W	1 ³ / ₄ "	3'-6 ³ / ₈ "	2'-7 ⁵ / ₈ "
X	1 ⁵ / ₈ "	3'-7 ³ / ₈ "	2'-6 ⁵ / ₈ "
☐ Brg. N. Abut.	1 ⁵ / ₈ "	3'-7 ⁷ / ₈ "	2'-6 ¹ / ₈ "

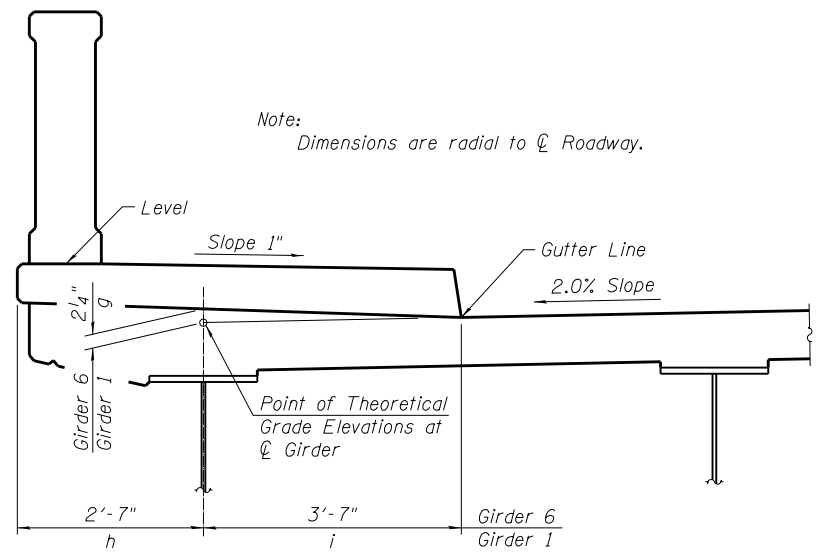
DEAD LOAD DEFLECTIONS

Location	Girder					
	1	2	3	4	5	6
a	1 ¹ / ₄ "	1 ¹ / ₄ "	1 ¹ / ₄ "	1 ¹ / ₄ "	1 ³ / ₈ "	1 ¹ / ₂ "
b	1 ¹ / ₂ "	1 ¹ / ₂ "	1 ³ / ₈ "	1 ³ / ₈ "	1 ¹ / ₂ "	1 ³ / ₄ "
c	5 ⁵ / ₈ "	5 ⁵ / ₈ "	5 ⁵ / ₈ "	5 ⁵ / ₈ "	5 ⁵ / ₈ "	3 ³ / ₄ "
d	3 ³ / ₄ "	5 ⁵ / ₈ "	1 ¹ / ₂ "	1 ¹ / ₂ "	1 ¹ / ₂ "	5 ⁵ / ₈ "
e	1 ³ / ₄ "	1 ¹ / ₂ "	1 ¹ / ₄ "	1 ¹ / ₄ "	1 ³ / ₈ "	1 ⁵ / ₈ "
f	1 ¹ / ₂ "	1 ¹ / ₄ "	1 ¹ / ₈ "	1 ¹ / ₈ "	1 ¹ / ₄ "	1 ³ / ₈ "

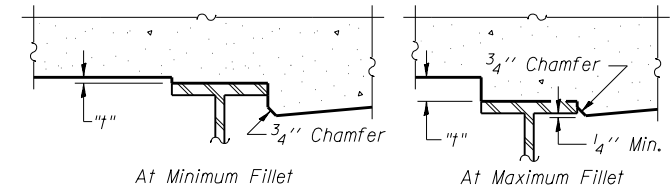


DEAD LOAD DEFLECTION DIAGRAM

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 on sheets 11-13 of 60.



SECTION THRU SIDEWALK



FILLET HEIGHTS

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 the Top of Slab Elevation Location Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 11-13 of 60, minus slab thickness, equals the fillet heights "t" above top flange of beams.

Notes: Work this sheet with sheets 11-13 of 60. Increments for elevations are measured along each individual girder. Stations and offsets shown on sheet 11-13 of 60 are located radial to ☐ of Roadway and P.G.