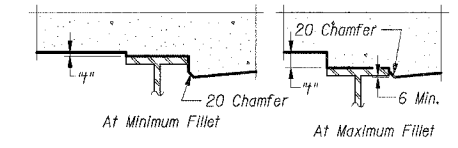
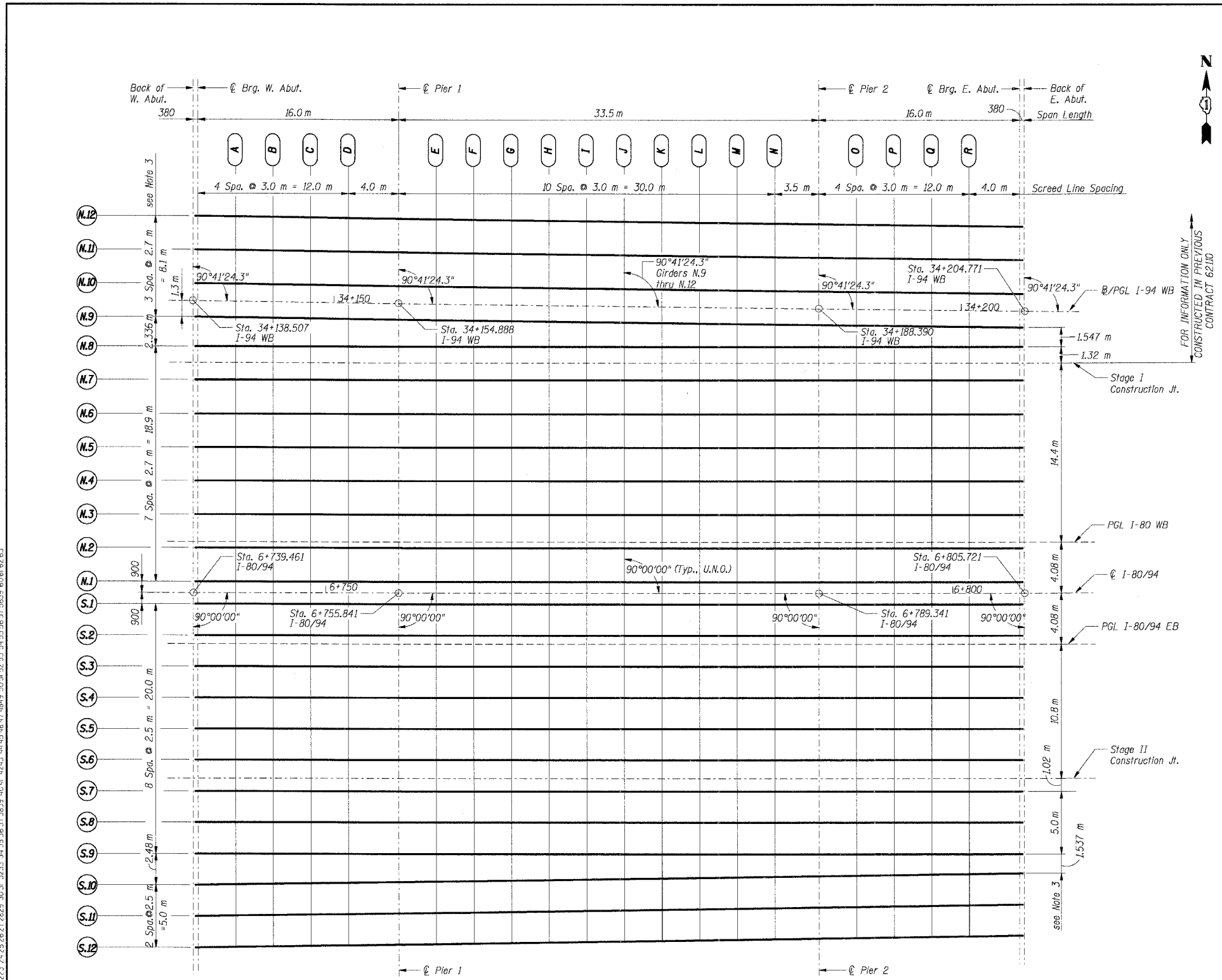
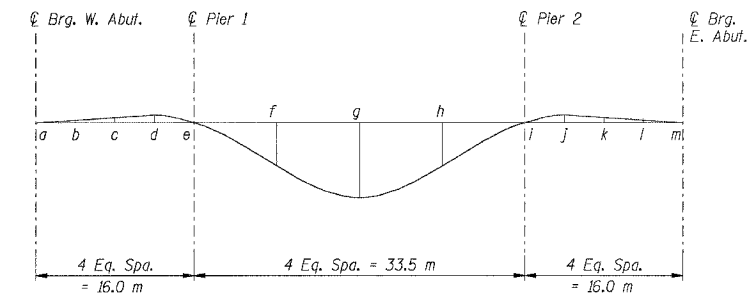


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	631	451
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (2425 & 2626) R-2		CONTRACT NO. 62111		



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 on Shts. BS-10 through BS-14, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

DEAD LOAD DEFLECTION TABLE
(Positive deflections are downward)

GIRDERS	DEAD LOAD DEFLECTIONS (mm)												
	a	b	c	d	e	f	g	h	i	j	k	l	m
N.12 & S.12*	0	-1	-2	-2	0	16	25	16	0	-2	-2	-1	0
N.10, N.11 & S.10, S.11	0	-1	-3	-4	0	24	38	24	0	-4	-3	-1	0
N.2 thru N.9 & S.2 thru S.9	0	-1	-3	-3	0	22	34	22	0	-3	-3	-1	0
N.1 & S.1	0	-1	-2	-3	0	18	29	18	0	-3	-2	-1	0

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 as shown in the Top of Deck Elevation tables, Shts. BS-10 to BS-14.

* Dead load deflections for girders N.12 & S.12 exclude the Noise Abatement Wall selfweight.

Notes:

- All dimensions are in millimeters (mm) except as noted.
- Work this sheet with Shts. BS-10 to BS-14.
- Dimensions are measured along the bridge axis perpendicular to the bridge axis.

SCREED PLAN

SHT. BS-9 OF 60

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 I-80/94 OVER BURNHAM AVENUE
 STRUCTURE NO. 016-2791 STA. 6+772.591
 SECTION 1977-121-R
 COOK COUNTY

**SCREED PLAN
& DEAD LOAD DEFLECTIONS**

DRAWN BY: NK
 CHECKED BY: TCU
 DATE: 7/18/2005

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

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