

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAJ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	ILLINOIS	145	1
			CONTRACT NO. 66F08	

*BUREAU & PUTNAM
P-93-019-16
D-93-028-19

FOR INDEX OF SHEETS, SEE SHEET NO. 2

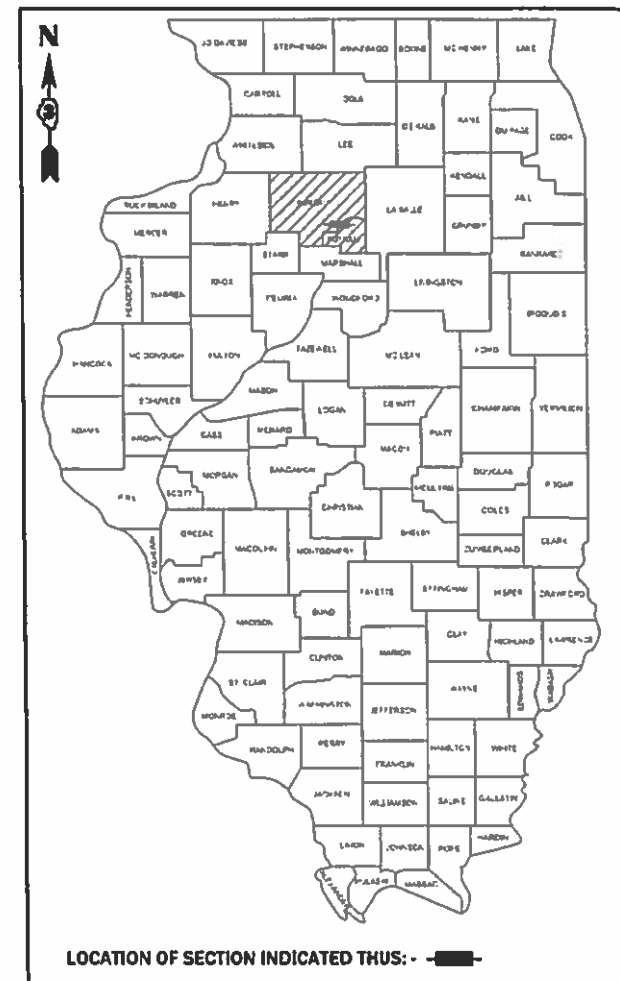
PROPOSED HIGHWAY PLANS

FAI ROUTE 180 (I-180)
SECTION (06-3, 78-1)BR-1
PROJECT NHPP-KKGI(625)
DECK REPLACEMENT
BUREAU & PUTNAM COUNTIES

C-93-049-19

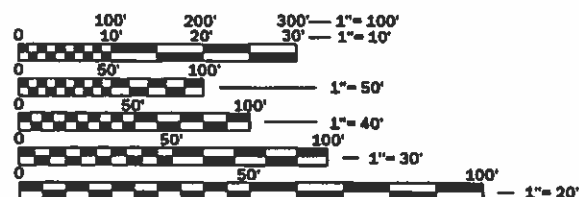
LIST OF ILLINOIS DOT HIGHWAY STANDARDS

- 000001-07 STANDARD SYMBOLS ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-09 PAVEMENT JOINTS
- 420101-06 24' (7.2 m) JOINTED PCC PAVEMENT
- 420401-13 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- 420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- 420701-03 PAVEMENT W/ELDED WIRE REINFORCEMENT
- 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RS OR WIDENING & RS PROJECTS
- 483001-05 PCC SHOULDER
- 515001-04 NAME PLATE FOR BRIDGES
- 630001-12 STEEL PLATE BEAM GUARDRAIL
- 630201-07 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-09 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-16 TRAFFIC BARRIER TERMINAL, TYPE 6
- 701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701400-09 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-12 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-12 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
- 701431-13 LANE CLOSURE, MULTILANE, UNDIVIDED WITH CROSSOVER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
- 701901-08 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 782006-01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
- 826001-02 NAVIGATION OBSTRUCTION LIGHTING CONTROLLER, 240V



FUNCTIONAL CLASSIFICATION
INTERSTATE

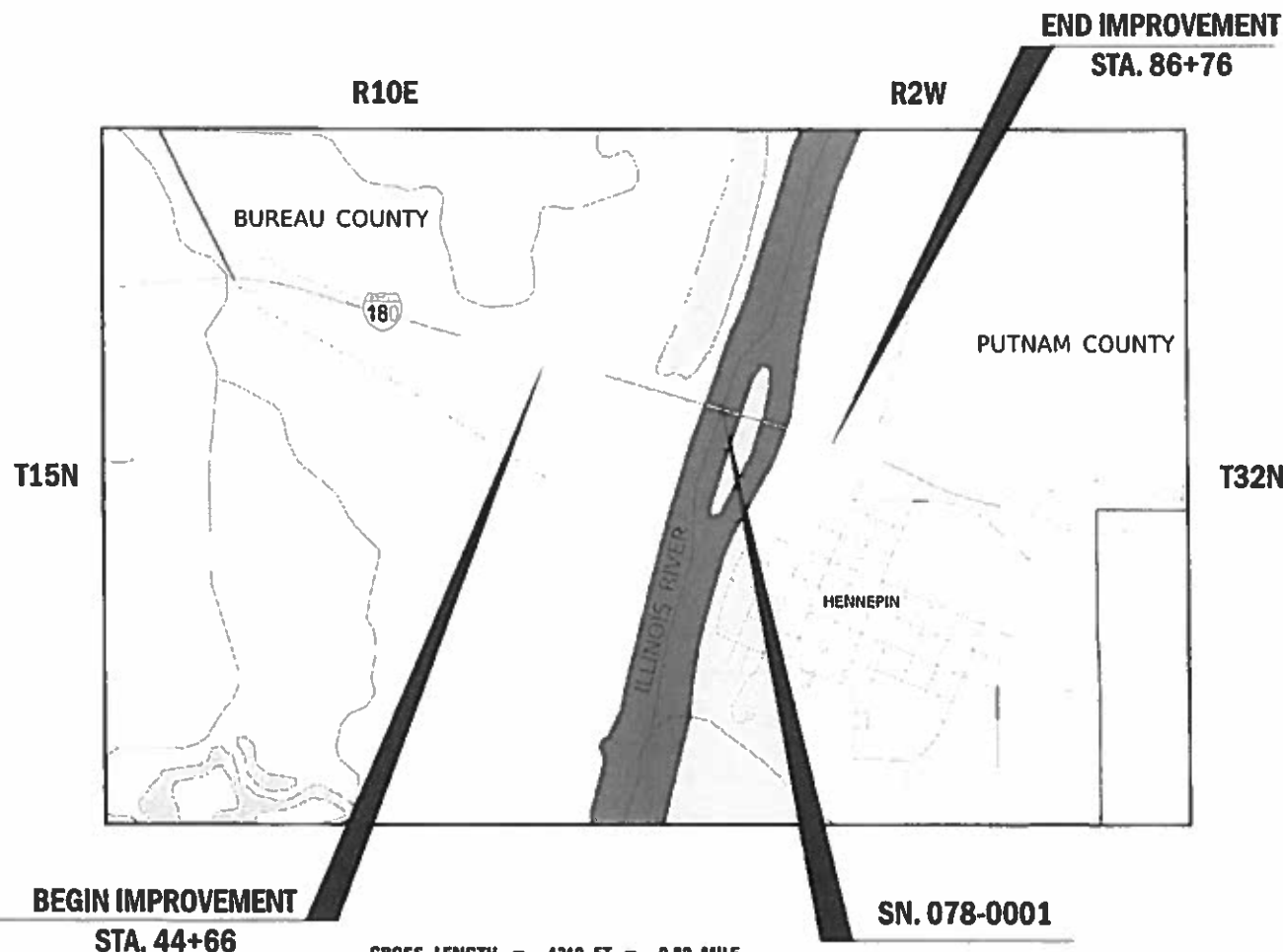
2017 ADT = 3450
P.V.=65.94% S.U.=9.42% M.U.=24.64%



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: BRAD DUNCAN, PE
UNIT CHIEF: ALEX NUGENT
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66F08



GROSS LENGTH = 4210 FT. = 0.80 MILE
NET LENGTH = 4210 FT. = 0.80 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 10/12 2019
Mason Arnold
REGIONAL ENGINEER

Dec 19 2019
Paul P. Chy
ENGINEER OF DESIGN AND ENVIRONMENT

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

ROADWAY PLANS

1 COVER SHEET
 2 GENERAL NOTES
 3-11 SUMMARY OF QUANTITIES
 12-14 SCHEDULES
 15-16 TYPICAL SECTIONS
 17-19 PLAN AND PROFILE
 20-30 STAGING AND TRAFFIC CONTROL
 31-32 DETAILS

STRUCTURE PLANS S.N. 078-0001

33-35 GENERAL PLAN AND ELEVATION
 36 INDEX OF SHEETS
 37 GENERAL NOTES & TOTAL BILL
 38 CONSTRUCTION STAGING
 39 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 40-41 CONCRETE REMOVAL - ABUTMENTS
 42-66 TOP OF SLAB ELEVATIONS
 67-68 TOP OF APPROACH SLAB ELEVATIONS
 69 DECK POUR SEQUENCE
 70 DECK REINFORCEMENT PLAN - UNIT 1
 71 PARAPET & MEDIAN REINFORCEMENT - UNIT 1
 72 SUPERSTRUCTURE DETAILS - UNIT 1
 73 DECK REINFORCEMENT PLAN - UNIT 2
 74 PARAPET & MEDIAN REINFORCEMENT - UNIT 2
 75 SUPERSTRUCTURE DETAILS - UNIT 2
 76 DECK REINFORCEMENT PLAN - UNIT 3
 77 PARAPET & MEDIAN REINFORCEMENT - UNIT 3
 78 SUPERSTRUCTURE DETAILS - UNIT 3
 79 DECK REINFORCEMENT PLAN - UNIT 4
 80 PARAPET & MEDIAN REINFORCEMENT - UNIT 4
 81 SUPERSTRUCTURE DETAILS - UNIT 4
 82 DECK REINFORCEMENT PLAN - UNIT 5
 83 PARAPET & MEDIAN REINFORCEMENT - UNIT 5
 84 SUPERSTRUCTURE DETAILS - UNIT 5
 85 DECK CROSS SECTION
 86-87 DECK DETAILS
 88 EAST APPROACH SLAB
 89 WEST APPROACH SLAB
 90 BRIDGE APPROACH SLAB DETAILS
 91 DRAINAGE PLAN & DETAILS
 92 DRAINAGE SCUPPER, DS-11
 93 DRAINAGE SCUPPER, DS-12
 94 PREFORMED JOINT STRIP SEAL
 95-97 MODULAR JOINT DETAILS
 98 MOMENT & REACTION TABLES
 99 STEEL REPAIR AND PAINTING PLAN
 100-102 STEEL REPAIR DETAILS
 103 NAVIGATIONAL LIGHTING STEEL DETAILS
 104-107 SHEAR STUDS
 108 ABUTMENTS
 109 ABUTMENT DETAILS
 110 ABUTMENT REPAIRS
 111-117 PIER REPAIRS
 118 BAR SPLICER ASSEMBLY DETAILS
 119 CONCRETE PARAPET SLIPFORMING OPTION
 120-137 EXISTING PLANS
 138-141 NAVIGATIONAL LIGHTING PLAN

CROSS SECTIONS

142-145 CROSS SECTIONS

COMMITMENTS

TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 THROUGH OCTOBER 14. ALL BRIDGE ASSESSMENTS FOR SIGNS OF BATS ARE VALID FOR TWO YEARS ONLY. EXPIRED ASSESSMENTS WILL NEED TO BE UPDATED PRIOR TO THE START OF WORK ON THE BRIDGE.

STRICT ADHERENCE TO BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL SHALL BE USED TO MINIMIZE EFFECTS TO THE HENNEPIN ILLINOIS RIVER FLOODPLAIN INAI SITE.

NAVIAGTION LIGHTS ATTACHED TO THE BRIDGE SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION TO ENSURE THAT THERE WILL BE NO INTERFERENCE TO NAVIGATION ON THE NAVIGABLE WATERWAYS OF THE UNITED STATES (ILLINOIS RIVER).

IMPLEMENTS OF HUSBANDRY ARE ALLOWED TO USE THIS PORTION OF THE INTERSTATE TO CROSS OVER THE RIVER FROM ONE SIDE TO THE OTHER. THEREFORE, ADDITIONAL NOTIFICATIONS TO LOCAL GRAIN ELEVATORS MAY BE NEEDED PRIOR TO LANE WIDTH REDUCTION BEING SET IN PLACE IN ADDITION TO THE WIDTH RESTRICTION SIGNING INSTALLED AT ALL ENTRY POINTS TO THE INTERSTATE PRIOR TO THE STRUCTURE.

ALL WORK SHALL AVOID WETLAND SITES. HIGH VISIBILITY EROSION CONTROL FENCE SHALL BE INSTALLED TO PROTECT THE WETLAND SITES ON THE PROJECT.

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
HMA BINDER (HAND METHOD)	0.0005	TONS / SQ YD

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE
 AS BUILT INFORMATION

 SUPERVISING CONSTRUCTION FIELD ENGINEER

 RESIDENT ENGINEER / TECHNICIAN

START & END DATES
 OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE

PREPARED BY: *Tom Beaman*
 DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-18-19

EXAMINED BY: *[Signature]*
 DISTRICT CONSTRUCTION ENGINEER

Michael Chutev
 DISTRICT MATERIALS ENGINEER

Tom Hagan
 DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INDEX, GENERAL NOTES, AND COMMITMENTS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1		145	2

CONTRACT NO. 66F08

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SCALE: SHEET 1 OF 1 SHEETS STA TO STA

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	151	84	67	
20101000	TEMPORARY FENCE	FOOT	742	742		
20200100	EARTH EXCAVATION	CU YD	988		988	
28000400	PERIMETER EROSION BARRIER	FOOT	742	742		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3392		3392	
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	88		88	
31200100	STABILIZED SUBBASE 4"	SQ YD	2322		2322	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3948	3101	847	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2	1.5	0.5	
40600902	HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), N90	TON	3	2.3	0.7	
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	433	335	98	
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	289	224	65	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	47	21	26	
42000060	WELDED WIRE REINFORCEMENT	SQ YD	160	80	80	

* SPECIALTY ITEMS

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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	3
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
4200080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	228	115	113	
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	2064		2064	
42001300	PROTECTIVE COAT	SQ YD	3606	115	3491	
44000100	PAVEMENT REMOVAL	SQ YD	3432	198	3234	
44001980	CONCRETE BARRIER REMOVAL	FOOT	1890	850	1040	
44004250	PAVED SHOULDER REMOVAL	SQ YD	293	264	29	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	482	382	100	
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	1170		1170	
50102400	CONCRETE REMOVAL	CU YD	28.3			28.3
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1			1
50157300	PROTECTIVE SHIELD	SQ YD	2936			2936
50200100	STRUCTURE EXCAVATION	CU YD	20			20
50300100	FLOOR DRAINS	EACH	22			22
50300225	CONCRETE STRUCTURES	CU YD	54.9			54.9

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	4
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	

*BUREAU & PUTNAM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
50300255	CONCRETE SUPERSTRUCTURE	CU YD	7384.8			7384.8
50300260	BRIDGE DECK GROOVING	SQ YD	19438			19438
50300300	PROTECTIVE COAT	SQ YD	26820			26820
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	193.8			193.8
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	950			950
50500505	STUD SHEAR CONNECTORS	EACH	10472			10472
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1890670			1890670
50800515	BAR SPLICERS	EACH	10780			10780
51500100	NAME PLATES	EACH	2			2
52000110	PREFORMED JOINT STRIP SEAL	FOOT	64			64
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	35			35
58700300	CONCRETE SEALER	SQ FT	3010			3010
59000200	EPOXY CRACK INJECTION	FOOT	24			24
60108501	PIPE UNDERDRAINS, TYPE 3	FOOT	1548		1548	

* SPECIALTY ITEMS

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PLOT DATE = 10/18/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 7B-1)BR-1	"	145	5
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	400	200	200	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	1	1	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	1129	597	532	
64300770	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2	1	1	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	210	105	105	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1		1	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1		1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3		3	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1		1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	36	18	18	
67100100	MOBILIZATION	L SUM	1	0.5	0.5	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2		
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	0.5	0.5	

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	-	145	6
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	150	75	75	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	3000	1500	1500	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1359	1020	339	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	265	193	72	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	82442	60908	21534	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3390	2550	840	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	7800	6600	1200	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	4912.5	4312.5	600	
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	50	50		
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	1	1		
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1		
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	2	2	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	2	2	
* 72000200	SIGN PANEL - TYPE 2	SQ FT	110	39	71	

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	7
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

*BUREAU & PUTNAM

REV. 11/18/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY 0006	90% FEDERAL 10% STATE ROADWAY 0006	90% FEDERAL 10% STATE BRIDGE 0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	6	2	4	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	1	1	
73000100	WOOD SIGN SUPPORT	FOOT	157	61	96	
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	103		103	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	49380	34404	14976	
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	1388	875	513	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	183	99	84	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	4	4	
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	16	16		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	183	99	84	
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1			1
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	73			73
* 81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	11			11
* 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X6"	EACH	10			10

* SPECIALTY ITEMS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	8
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

*BUREAU & PUTNAM

REV. 11/18/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
* 81603080	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	63			63
* 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.8	FOOT	3135			3135
* 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.6	FOOT	6270			6270
* 82200605	WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED	EACH	6			6
* 82600105	NAVIGATION OBSTRUCTION LIGHTING CONTROLLER	EACH	1			1
* 84301100	REMOVAL OF NAVIGATION OBSTRUCTION WARNING LIGHTING UNIT	EACH	6			6
* 84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1			1
X0325349	TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)	FOOT	1900	850	1050	
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	41	27	14	
X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	16	16		
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	35004	25419	9585	
* X2700012	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE8"	FOOT	3390	2550	840	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	5849	4594	1255	
* X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUESNO. 1	L SUM	1			1

* SPECIALTY ITEMS

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PLOT DATE = 10/18/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 7 OF 9 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	9
			CONTRACT NO. 66F08	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE ROADWAY	90% FEDERAL 10% STATE BRIDGE
				0006	0006	0013
				BUREAU COUNTY	PUTNAM COUNTY	S.N. 078-0001
X5067501	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 1	L SUM	1			1
X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	2	1	1	
X7010214	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)	EACH	2	1	1	
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	27180	20404	6776	
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	3390	2550	840	
Z0001901	JACK AND REPOSITION BEARINGS	EACH	2			2
Z0001905	STRUCTURAL STEEL REPAIR	POUND	2500			2500
Z0004552	APPROACH SLAB REMOVAL	SQ YD	284	142	142	
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	269	97	172	
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUESNO. 1	L SUM	1			1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO.1	L SUM	1			1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	427			427
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	20			20
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5	

* SPECIALTY ITEMS

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 DATE: 10/18/2019

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 8 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	10
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	

*BUREAU & PUTNAM

REV. 11/18/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				90% FEDERAL 10% STATE ROADWAY 0006 BUREAU COUNTY	90% FEDERAL 10% STATE ROADWAY 0006 PUTNAM COUNTY	90% FEDERAL 10% STATE BRIDGE 0013 S.N. 078-0001
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	60			60
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	92			92
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	2664	2080	584	
Z0034390	MODULAR EXPANSION JOINT6"	FOOT	124			124
∅ Z0076600	TRAINEES	HOUR	2000	2000		
Z0034393	MODULAR EXPANSION JOINT9"	FOOT	186			186
∅ Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2000	2000		
Z0065700	SLOPE WALL REPAIR	SQ YD	169			169

* SPECIALTY ITEMS

∅ 0042

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 9 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	11
			CONTRACT NO. 66F08	
		ILLINOIS	FED. AID PROJECT	*BUREAU & PUTNAM

PAVEMENT SCHEDULE

LOCATION			PAVT REM	EARTH EX (TO REM AGG UNDER PAVT)	PAVED SHLDR REM	APRCH SLAB REM	HMA SURF REM VAR DEPTH	BIT MAT (TACK COAT)	MIX FOR CRACKS JOINTS FLNGWAYS	HMA BINDER CSE N90 (HM)	HMA BINDER IL-19.0 N90 (MM)	HMA SURF CSE MIX "D" N90	HMA SHLD	HMA STAB 6" AT SPBGR	AGG SUB IMPRV 12"	STAB SUB BASE 4"	PCC PVMT 10" JNT	PCC SHLDR 10"	SUB GRAN MAT TYPE C	PIPE UNDER DRAIN TY 3	PRO-TECTIVE COAT	LONG JOINT SEAL (2 APPS)	WELDED WIRE REINF	PAVT CONN (PCC) BRIDGE APPROACH SLAB	
STA	TO	STA	SQ YD	CU YD	SQ YD	SQ YD	SQ YD	POUND	TON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	CU YD	FOOT	SQ YD	FOOT	SQ YD	SQ YD	
BUREAU COUNTY																									
EASTBOUND LANES																									
44+66	TO	49+86	99		264	71	2345	1583	0.7	1.1	167	111	201	97							60	1040	40	60	
WESTBOUND LANES																									
44+66	TO	49+86	99			71	2249	1518	0.7	1.1	168	112	181								55	1040	40	55	
PUTNAM COUNTY																									
EASTBOUND LANES																									
81+43	TO	85+30	1580	483		71									1659	1161	1032	548	44	774	1705		40	53	
85+30	TO	86+76					631	426	0.2	0.3	49	33	51									292			
WESTBOUND LANES																									
81+43	TO	85+30	1654	505	29	71								172	1733	1161	1032	622	44	774	1786		40	60	
85+30	TO	86+76					624	421	0.2	0.3	49	33	49									292			
BUREAU SUBTOTAL			198	0	264	142	4594	3101	1.5	2.3	335	224	382	97	0	0	0	0	0	0	115	2080	80	115	
PUTNAM SUBTOTAL			3234	988	29	142	1255	847	0.5	0.7	98	65	100	172	3392	2322	2064	1170	88	1548	3491	584	80	113	
TOTALS			3432	988	293	284	5849	3948	2	3	433	289	482	269	3392	2322	2064	1170	88	1548	3606	2664	160	228	

GUARDRAIL SCHEDULE

STATION	SIDE	S.P.B. GUARDRAIL TYPE A. 6 FOOT POSTS		TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL REFLECTORS TYPE A	BARRIER WALL REFL TYPE B	LINEAR DELINEATOR PANEL, 4"	LINEAR DELINEATOR PANEL, 6"	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL REMOVAL
		LT/RT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FOOT
BUREAU COUNTY											
44+03	TO	50+00	RT								597
47+28	TO	50+00	RT	200	1	4				1	
50+00	TO	81+13	BOTH				16	16	16		
PUTNAM COUNTY											
81+13	TO	83+88	LT	200	1	4				1	
81+13	TO	86+45	LT								532
BUREAU SUBTOTAL				200	1	4	16	16	16	1	597
PUTNAM SUBTOTAL				200	1	4	0	0	0	1	532
TOTAL				400	2	8	16	16	16	2	1129

TREE REMOVAL SCHEDULE

STA	O/S	TREE REMOVAL (6" - 15" DIAMETER) UNIT
BUREAU COUNTY		
49+94	71.59 RT	8
50+14	54.80 RT	11
50+14	54.80 RT	12
50+15	50.53 RT	14
49+75	80.44 LT	8
49+78	76.45 LT	7
49+79	79.45 LT	7
49+98	69.52 LT	9
50+06	52.53 LT	8
BUREAU SUBTOTAL		84
PUTNAM COUNTY		
80+94	49.49 RT	9
81+34	57.87 RT	5
81+34	57.87 RT	5
81+34	57.87 RT	5
81+34	57.87 RT	5
81+34	57.87 RT	5
81+34	57.87 RT	5
81+34	57.87 RT	5
80+87	47.35 LT	10
80+93	47.47 LT	7
81+01	40.49 LT	6
PUTNAM SUBTOTAL		67
TOTAL		151

EROSION CONTROL SCHEDULE

LOCATION	TEMP FENCE	PERIMETER EROSION BARRIER
	FOOT	FOOT
NW BRIDGE QUAD	374	374
SW BRIDGE QUAD	368	368
TOTAL (BUREAU COUNTY)	742	742

RTE.: I 180 LOCATION: ILLINOIS RIVER BRIDGE, 1.8 MI E OF IL 26 BUREAU/PUTNAM COUNTIES

GPS NUMBER	DESCRIPTION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
N/A	NO PERMANENT SURVEY MARKERS OR SECTION CORNER MARKERS TO BE SET ON THIS JOB	N/A	N/A	N/A	N/A

THERE ARE NO RECORD LAND SURVEY OR CENTERLINE CONTROL MONUMENTS LOCATED WITHIN THE CONSTRUCTION LIMITS. UNKNOWN MONUMENTS SET BY OTHERS MAY EXIST. IF FOUND, THE R.E. MUST TIE AND REQUEST PLATS AND PLANS PERSONNEL TO GPS ANY MONUMENT(S) SUBJECT TO DAMAGE OR DESTRUCTION FROM THE BRIDGE REPLACEMENT WORK, AND INFORM THEM TO RESET THE MONUMENT(S) UPON JOB COMPLETION. NO MONUMENT RECORDS WILL BE REQUIRED FOR THIS JOB.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	12
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

*BUREAU & PUTNAM

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STAGING SCHEDULE												
STATION	REMARKS	CONCRETE BARRIER REMOVAL	TEMP CONC BARRIER	RELOCATE TEMP CONC BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TL3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) TL3	INCIDENTAL HMA SURFACE	TEMP SPB GUARDRAIL TY A	TEMP TRAF. BAR. TERMINAL TY 1	TEMP TRAF. BAR. TERMINAL TY 6		
		FOOT	FOOT	FOOT	EACH	EACH	TON	FOOT	EACH	EACH		
BUREAU COUNTY												
41+66	TO	50+16	PRE-STAGE 1	850			21					
47+00	TO	88+00	STAGE 1		4100	2						
48+04	TO	50+16	STAGE 2		212.5		1					
48+81	TO	50+00	STAGE 1A					50	1	1		
48+00	TO	81+00	STAGE 3		2500	4100						
BUREAU SUBTOTAL				850	6600	4312.5	2	2	21	50	1	1
PUTNAM COUNTY												
80+97	TO	91+37	PRE-STAGE 1	1040				26				
80+99	TO	86+96	STAGE 2			600	2	1				
81+00	TO	87+00	STAGE 3		1200			1				
PUTNAM SUBTOTAL				1040	1200	600	2	2	26	0	0	0
TOTAL				1890	7800	4912.5	4	4	47	50	1	1

PERMANENT PAVEMENT MARKING SCHEDULE											
LOCATION	STA	TO	STA	DIRECTION	POLYUREA TYPE 1		PREFORMED PLASTIC	GROOVING FOR RECESSED PAVEMENT MARKING		RSD REFL PAVT MARK	RSD REFL PAVT MARK REM
					4"		TYPE D	5"	9"	EACH	EACH
					YELLOW	WHITE	8"				
					EDGE LINE	EDGE LINE	WHITE*	SKIP-DASH			
					FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
BUREAU COUNTY											
22+50	TO	81+00		EB	5850	5850	1460	11700	1460	68	68
37+48	TO	81+00		WB	4352	4352	1090	8704	1090	31	31
BUREAU COUNTY SUBTOTAL					10202	10202	2550	20404	2550	99	99
PUTNAM COUNTY											
81+00	TO	93+19		EB	1219	1219	300	2438	300	30	30
81+00	TO	102+69		WB	2169	2169	540	4338	540	54	54
PUTNAM COUNTY SUBTOTAL					3388	3388	840	6776	840	84	84
TOTAL					27180	27180	3390	27180	3390	183	183

*CENTERLINE SKIP-DASH = 5" WHITE WITH 1.5" BLACK BORDER EACH SIDE

SIGN SCHEDULE						
STATION	SIDE	DESCRIPTION	SIGN PANEL TYPE II	WOOD SIGN SUPPORT	REMOVE SIGN PANEL ASSEMBLY TYPE B	
			SQ FT	FOOT	EACH	
BUREAU COUNTY						
49+75	RT	EB - ILLINOIS RIVER GUDMUND "SONNY" JESSEN BRIDGE	18	30	1	
49+75	RT	WB - BUREAU COUNTY	21	31	1	
PUTNAM COUNTY						
81+00	RT	WB - ILLINOIS RIVER GUDMUND "SONNY" JESSEN BRIDGE	18	30	1	
81+00	RT	EB - PUTNAM COUNTY	21	31	1	
101+75	LT	WB - W9-2R FOR WINTER SHUTDOWN	16	17.5	1	
111+75	LT	WB - W4-2R FOR WINTER SHUTDOWN	16	17.5	1	
BUREAU COUNTY SUBTOTAL			39	61	2	
PUTNAM COUNTY SUBTOTAL			71	96	4	
TOTAL			110	157	6	

BARRIER WALL SCHEDULE					
STATION	TEMP CONC BARRIER TO REMAIN PERMANENTLY	LINEAR DELINEATOR PANELS 6"	IMPACT ATTENUATORS SEVERE USE NARROW TEST LEVEL 3	REMOVE IMPACT ATTENUATORS NO SALVAGE	
		FOOT	EACH	EACH	
BUREAU COUNTY					
41+66	TO	50+16	850	11	1
BUREAU SUBTOTAL			850	11	1
PUTNAM COUNTY					
80+97	TO	91+37	1050	14	1
PUTNAM SUBTOTAL			1050	14	1
TOTAL			1900	25	2

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES			
SCALE:	SHEET 2	OF 3	SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 7B-1)BR-1	*	145	13
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

*BUREAU & PUTNAM

TEMPORARY PAVEMENT MARKING SCHEDULE												
LOCATION STA TO STA			TEMPORARY			POLYUREA			PAVT MARK REM WTR BLST SQ FT	SHORT TERM PAVT MARK FOOT	SHRT TRM PAVT MARK REM SQ FT	
			4"		6"	4"		6"				L&S
			YELLOW	WHITE	WHITE	YELLOW	WHITE	WHITE				WHITE
			FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT			
PAVEMENT MARKING REMOVAL FOR STAGE 1												
BUREAU COUNTY												
22+50	TO	37+48								1186		
37+48	TO	48+95								1816		
BUREAU COUNTY SUBTOTAL			0	0	0	0	0	0	0	3002	0	
PUTNAM COUNTY												
81+00	TO	93+19								1930		
93+19	TO	102+69								752		
PUTNAM COUNTY SUBTOTAL			0	0	0	0	0	0	0	2682	0	
STAGE 1												
BUREAU COUNTY												
22+50	TO	32+50	1000	1000						667		
32+50	TO	37+50	500	500						333		
37+50	TO	49+00	2300	2300						1533		
49+00	TO	81+00	6400	6400								
BUREAU COUNTY SUBTOTAL			10200	10200	0	0	0	0	0	2533	0	
PUTNAM COUNTY												
81+00	TO	86+22	1044	1044								
86+22	TO	93+19	1394	1394						929		
93+19	TO	101+22	803	803						535		
PUTNAM COUNTY SUBTOTAL			3241	3241	0	0	0	0	0	1465	0	
WINTER SHUTDOWN												
BUREAU COUNTY												
46+00	TO	81+00				7000	7000	875		5105		
BUREAU COUNTY SUBTOTAL			0	0	0	7000	7000	875	0	5105	0	
PUTNAM COUNTY												
81+00	TO	101+50				4100	4100	513	103			
PUTNAM COUNTY SUBTOTAL			0	0	0	4100	4100	513	103	0	0	
STAGE 2												
BUREAU COUNTY												
34+00	TO	37+48	348	348						232		
37+48	TO	48+95	2294	2294						1529		
48+95	TO	81+00	6410	6410						4273		
BUREAU COUNTY SUBTOTAL			9052	9052	0	0	0	0		6035	0	
PUTNAM COUNTY												
81+00	TO	86+00	1000	1000						667		
86+00	TO	90+69	938	938						625		
90+69	TO	102+69	1200	1200						800		
PUTNAM COUNTY SUBTOTAL			3138	3138	0	0	0	0		2092	0	
RESURFACING AFTER BRIDGE CONSTRUCTION												
BUREAU COUNTY												
22+50	TO	81+00	5850	5850	1460					4630	585	
37+48	TO	81+00	4352	4352	1090					3446	435	
BUREAU COUNTY SUBTOTAL			10202	10202	2550	0	0	0		8077	1021	
PUTNAM COUNTY												
81+00	TO	93+19	1219	1219	300					963	122	
81+00	TO	102+69	2169	2169	540					1716	217	
PUTNAM COUNTY SUBTOTAL			3388	3388	840	0	0	0		2679	339	
STAGE 3												
BUREAU COUNTY												
EB LANE CLOSURE TAPER			1000	1000						667		
BUREAU COUNTY SUBTOTAL			1000	1000	0	0	0	0	0	667	0	
PUTNAM COUNTY												
WB LANE CLOSURE TAPER			1000	1000						667		
PUTNAM COUNTY SUBTOTAL			1000	1000	0	0	0	0	0	667	0	
PROJECT BUREAU SUBTOTAL			30454	30454	2550	7000	7000	875	0	25419	1021	
PROJECT PUTNAM SUBTOTAL			10767	10767	840	4100	4100	513	103	9585	339	
PROJECT TOTAL			82442	82442	3390	22200	22200	1388	103	35004	1360	

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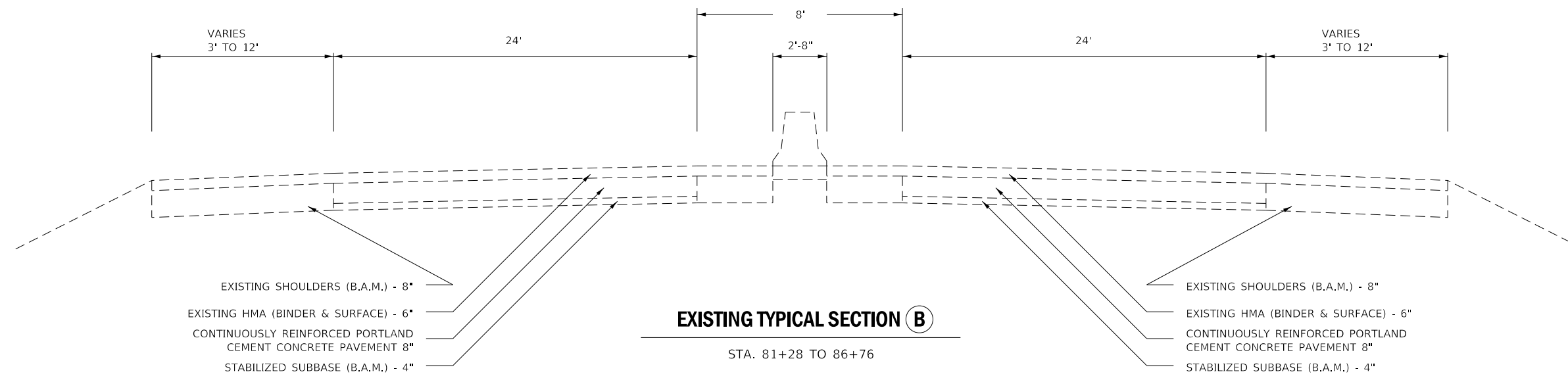
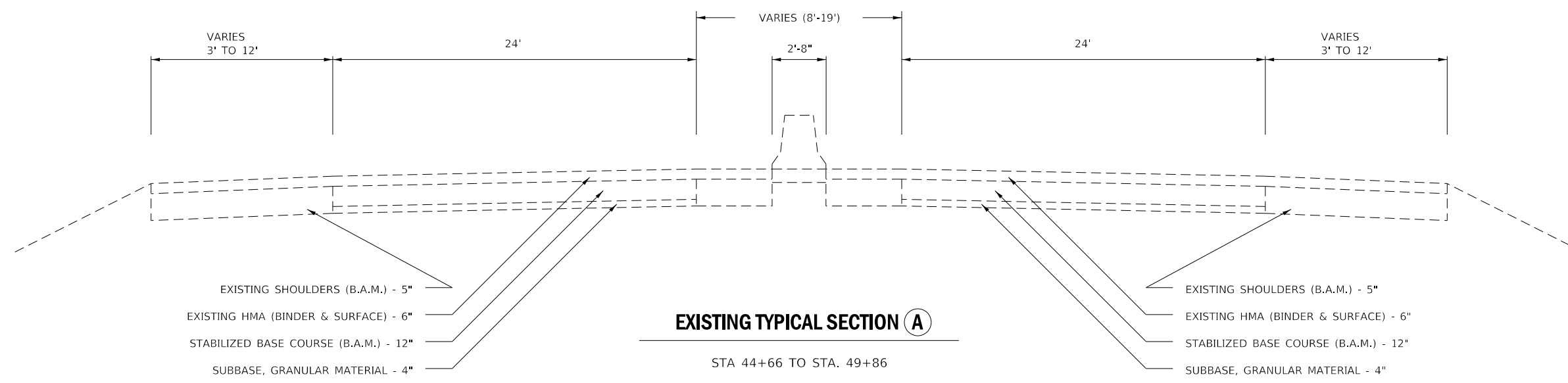
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 7B-1)BR-1	*	145	14
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER	HMA SURFACE	HMA SHOULDER
BINDER GRADE (PG):	SBS PG70-28	SBS PG70-28	PG64-22
DESIGN AIR VOIDS:	4.0% @ N90	4.0% @ N90	4.0% @ N50
MIXTURE COMPOSTITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5	IL 19.0
FRICTION AGGREGATE:		MIXTURE D	
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA
SUBLOT SIZE:	NA	NA	NA
DENSITY TEST METHOD:	CORES	CORES	CORES

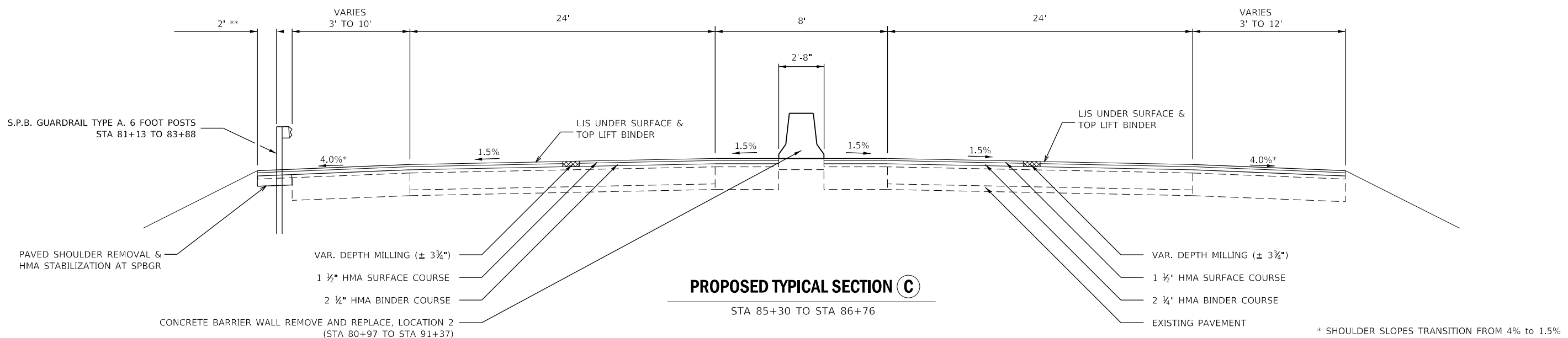
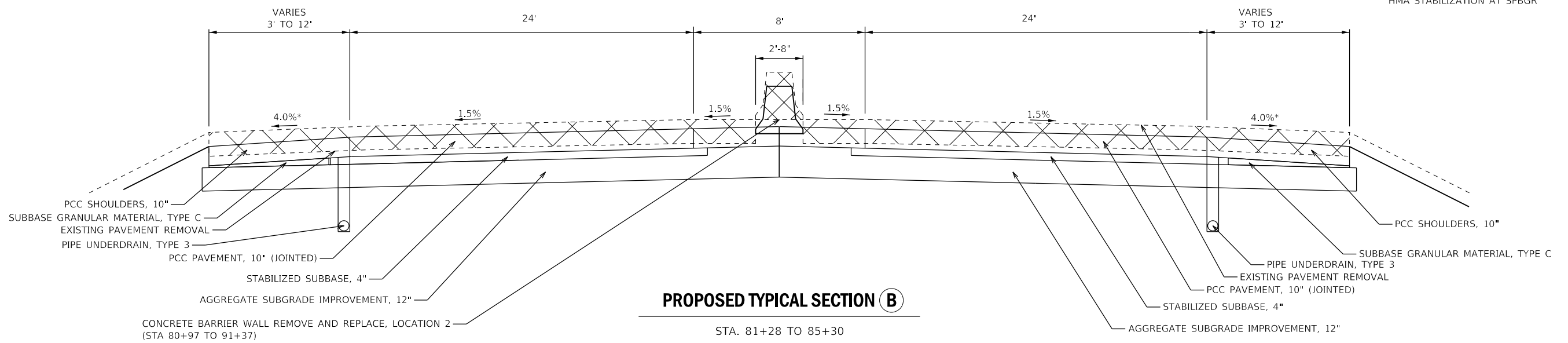
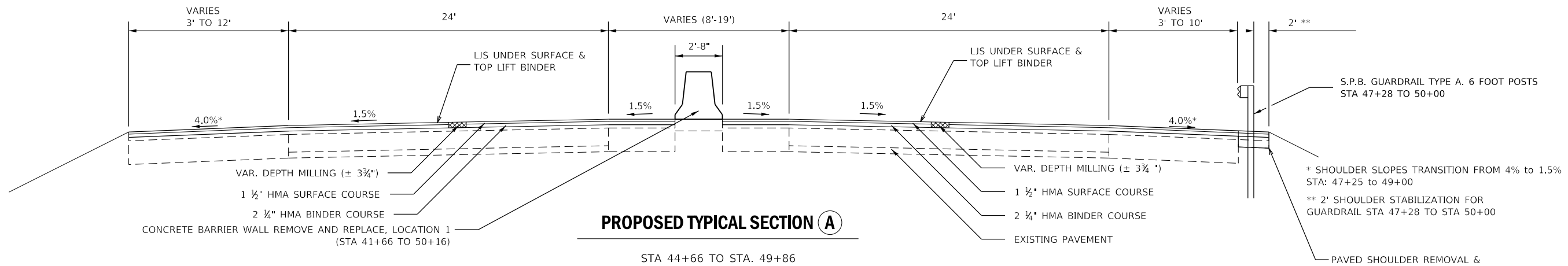
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/17/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION			
SCALE:	SHEET	OF	SHEETS
	1	2	

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-180	(06-3, 7B-1)BR-1	*	145	15
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



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 OFFICE: IDOT
 DATE: 10/17/2019

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	DRAWN -	REVISED -
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PLOT DATE = 10/17/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

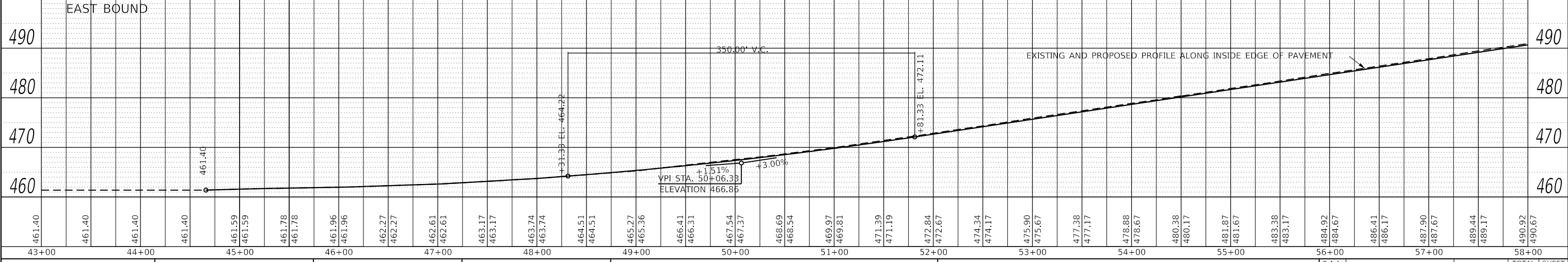
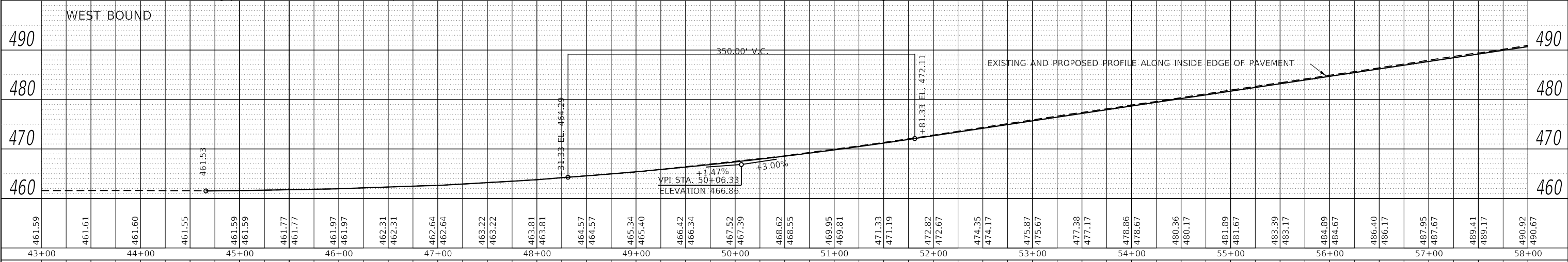
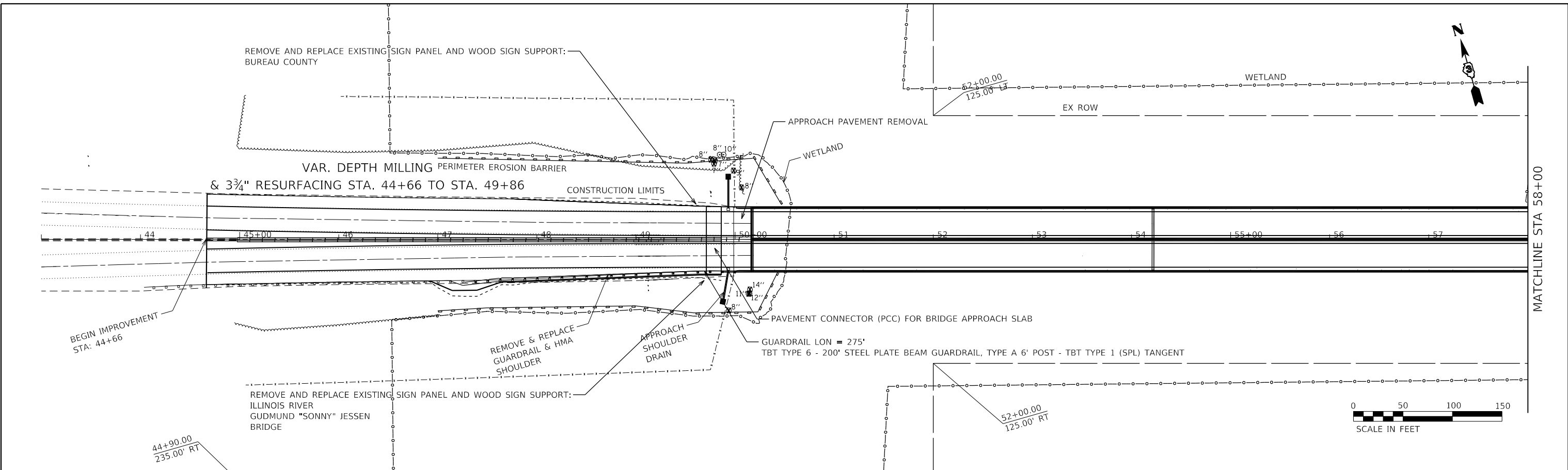
TYPICAL SECTION			
SCALE:	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-180	(06-3, 78-1)BR-1	*	145	16
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

PLAN	SURVIVED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVIVED	DATE
	PLOTTED	BY
	GRADES	
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USER NAME = nugentaj	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/17/2019	DRAWN -	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I-180 OVER IL RIVER

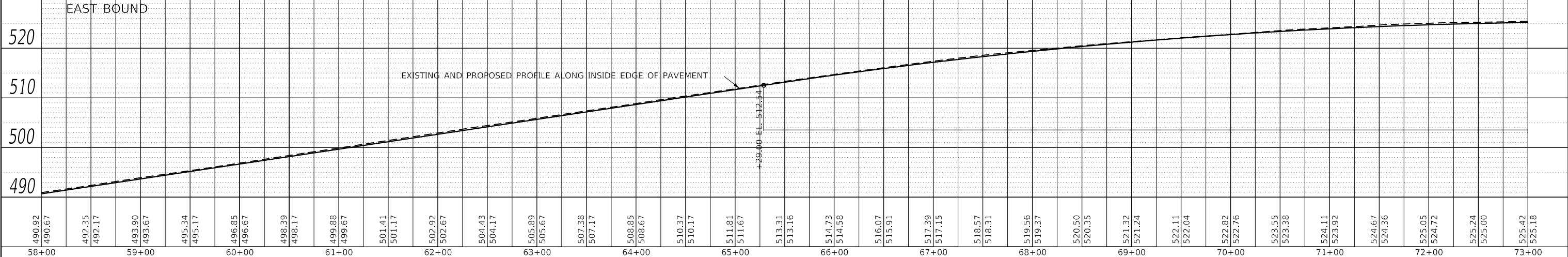
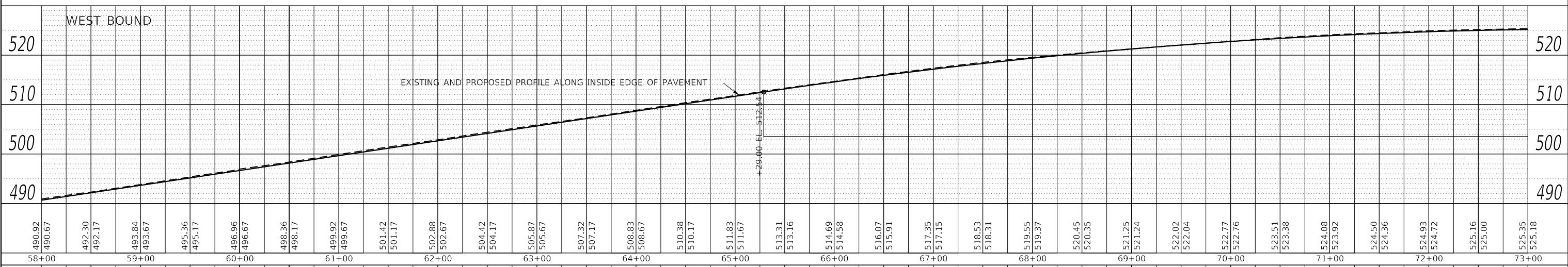
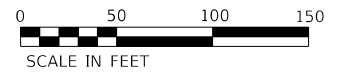
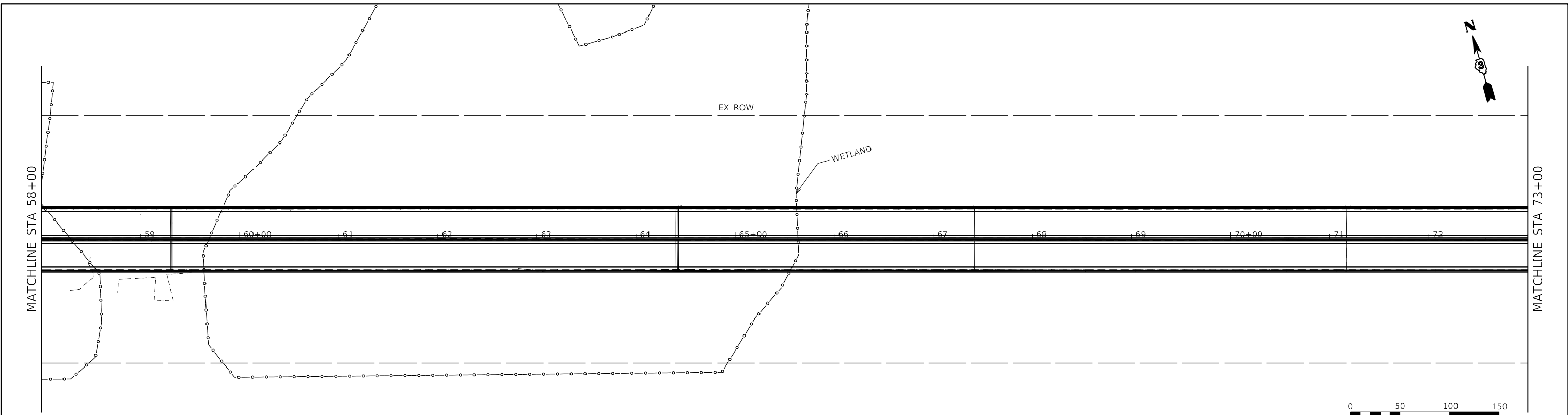
SCALE: SHEET 1 OF 3 SHEETS STA. 43+00 TO STA. 58+00

F.A.1 RTE. 180	SECTION (06-378-1)BR-1	COUNTY *	TOTAL SHEETS 145	SHEET NO. 17
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NOTE BOOK	NO.
	FILE NAME	

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	PLOTTED	BY
	GRADES CHECKED	
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USER NAME = nugentaj	DESIGNED -	REVISIED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISIED -
PLOT DATE = 10/17/2019	DRAWN -	REVISIED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

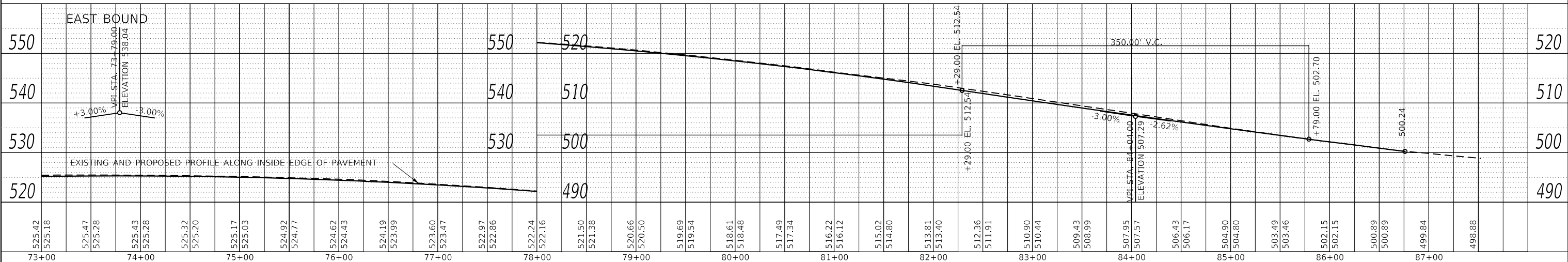
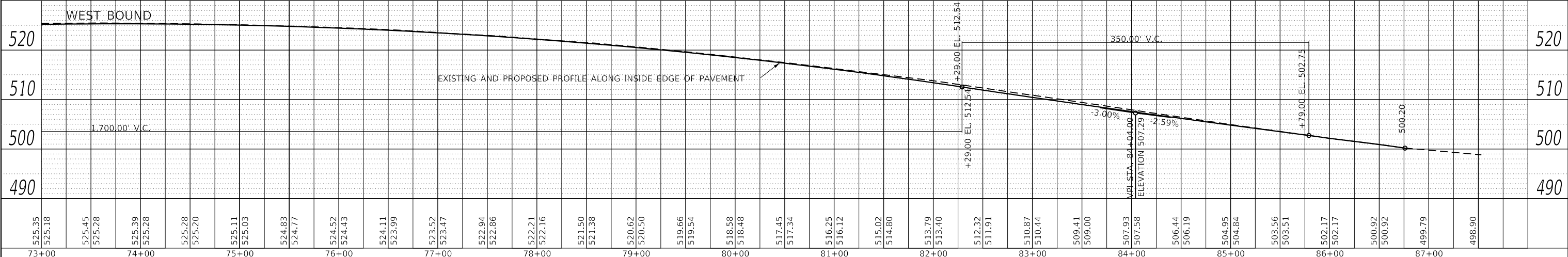
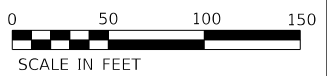
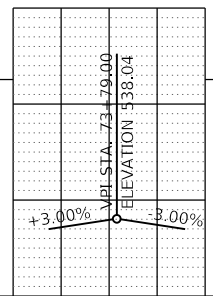
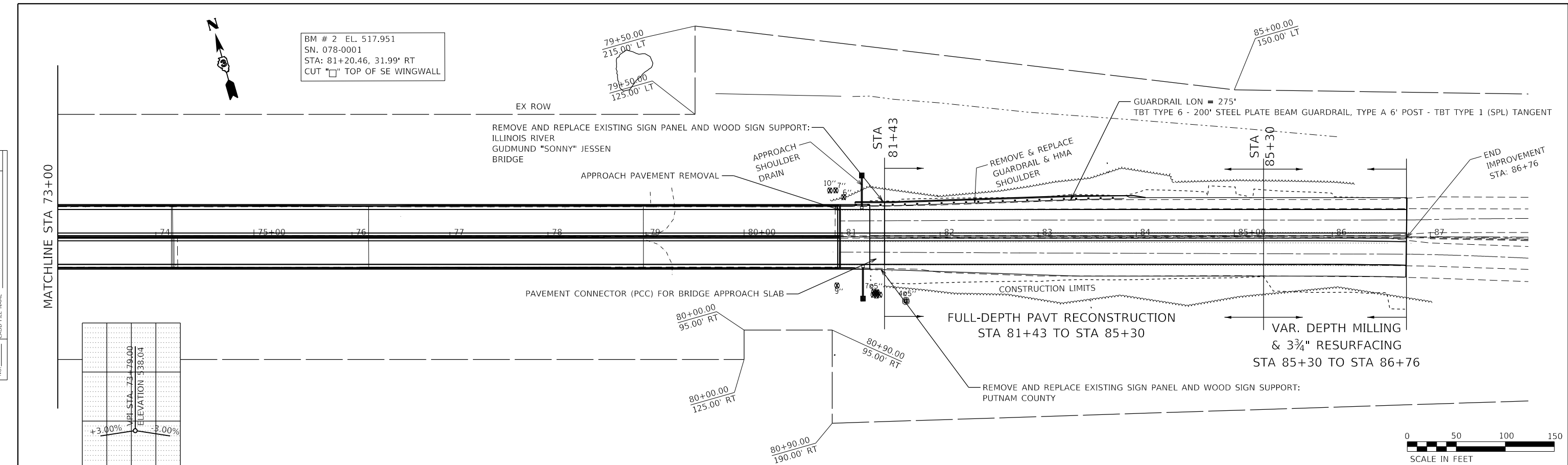
I-180 OVER IL RIVER

SCALE: SHEET 2 OF 3 SHEETS STA. 58+00 TO STA. 73+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3,78-1)BR-1	*	145	18
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NOTE BOOK	NO.
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	CHECKED
	NOTE BOOK	NO.
	FILE NAME	



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USER NAME = nugentaj	DESIGNED -	REVISIED -
	CHECKED -	REVISIED -
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PLOT DATE = 10/17/2019	CHECKED -	REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-180 OVER IL RIVER

SCALE: SHEET 3 OF 3 SHEETS STA. 73+00 TO STA. 88+00

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3,78-1)BR-1		145	19
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

*BUREAU & PUTNAM

SUGGESTED MAINTENANCE OF STAGE TRAFFIC:

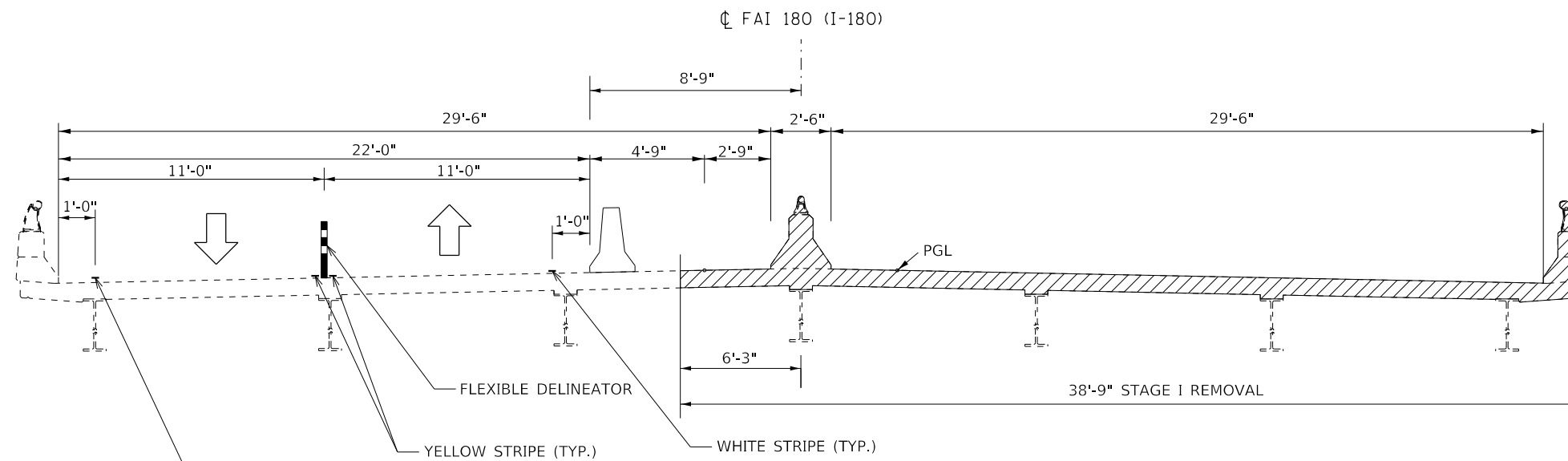
STAGE IA: INSTALL GUARDRAIL IN NW BRIDGE QUAD.

STAGE I: FOLLOW STAGE I TRAFFIC CONTROL DETAILS TO MAINTAIN TRAFFIC ON EXISTING WESTBOUND LANES. REMOVE AND REPLACE EXISTING EASTBOUND LANES, MEDIAN, AND WESTBOUND SHOULDER AS DETAILED ON BRIDGE PLANS.

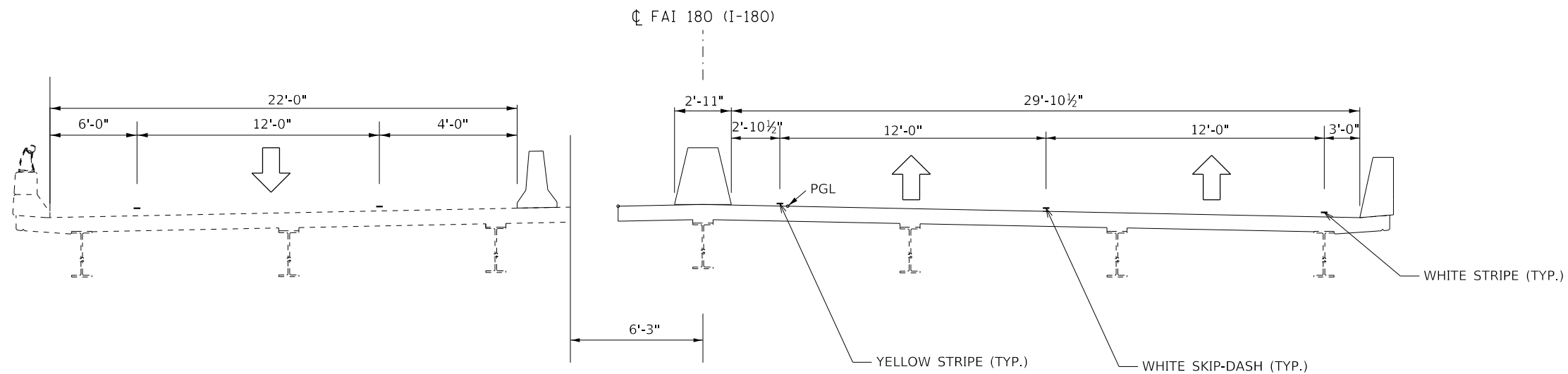
WINTER SHUTDOWN: FOLLOW WINTER SHUTDOWN TRAFFIC CONTROL DETAILS TO MAINTAIN 2 EASTBOUND LANES OF TRAFFIC AND 1 WESTBOUND LANE OF TRAFFIC ACROSS BRIDGE.

STAGE II: FOLLOW STAGE II TRAFFIC CONTROL DETAILS TO MAINTAIN TRAFFIC ON PROPOSED EASTBOUND LANES. REMOVE AND REPLACE EXISTING WESTBOUND LANES AS DETAILED ON BRIDGE PLANS.

STAGE III: FOLLOW STANDARD 701402 TO CLOSE 1 LANE IN EACH DIRECTION FOR BRIDGE PAINTING OPERATIONS.



STAGE I TRAFFIC
STRUCTURE NO. 078-0001
LOOKING EAST



WINTER SHUTDOWN TRAFFIC CONTROL
STRUCTURE NO. 078-0001
LOOKING EAST

MODEL: Default
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USER NAME = nulentaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING PLANS STAGING TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -					180	(06-3, 78-1)BR-1	*	145	20
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	SCALE: 1" = 50'	SHEET 1	OF 11	SHEETS	STA.	TO STA.	CONTRACT NO. 66F08		
PLOT DATE = 10/17/2019	DATE -	REVISED -								ILLINOIS FED. AID PROJECT	

*BUREAU & PUTNAM

SUGGESTED MAINTENANCE OF STAGE TRAFFIC:

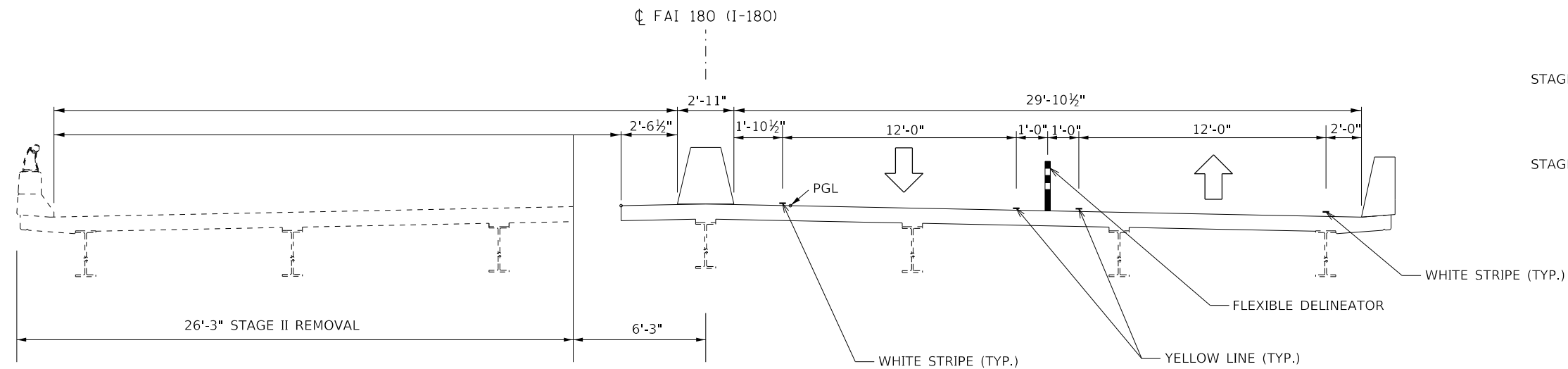
STAGE IA: INSTALL GUARDRAIL IN NW BRIDGE QUAD.

STAGE I: FOLLOW STAGE I TRAFFIC CONTROL DETAILS TO MAINTAIN TRAFFIC ON EXISTING WESTBOUND LANES. REMOVE AND REPLACE EXISTING EASTBOUND LANES, MEDIAN, AND WESTBOUND SHOULDER AS DETAILED ON BRIDGE PLANS.

WINTER SHUTDOWN: FOLLOW WINTER SHUTDOWN TRAFFIC CONTROL DETAILS TO MAINTAIN 2 EASTBOUND LANES OF TRAFFIC AND 1 WESTBOUND LANE OF TRAFFIC ACROSS BRIDGE.

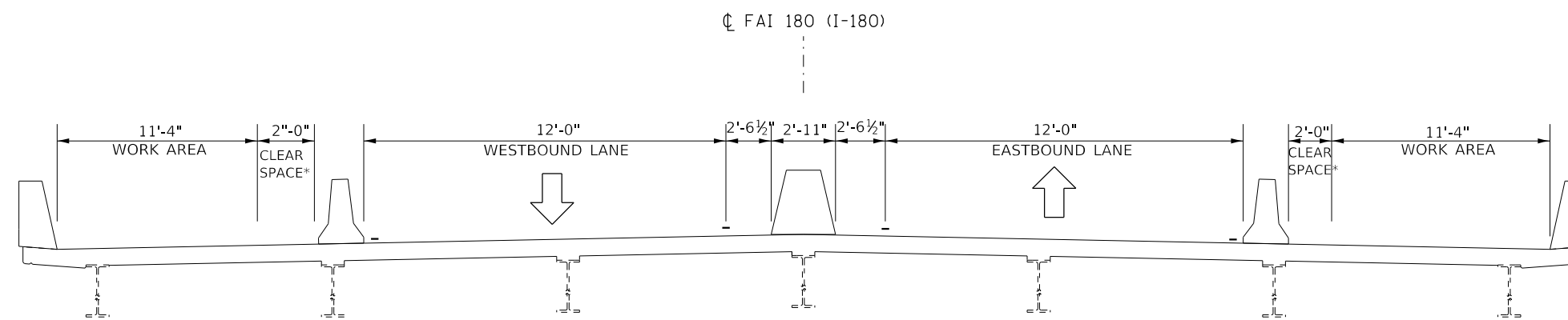
STAGE II: FOLLOW STAGE II TRAFFIC CONTROL DETAILS TO MAINTAIN TRAFFIC ON PROPOSED EASTBOUND LANES. REMOVE AND REPLACE EXISTING WESTBOUND LANES AS DETAILED ON BRIDGE PLANS.

STAGE III: FOLLOW STANDARD 701402 TO CLOSE 1 LANE IN EACH DIRECTION FOR BRIDGE PAINTING OPERATIONS.



STAGE II TRAFFIC

STRUCTURE NO. 078-0001
LOOKING EAST



STAGE III TRAFFIC

STRUCTURE NO. 078-0001
LOOKING EAST

*NO PEOPLE, EQUIPMENT, OR MATERIALS SHALL ENCROACH WITHIN 2 FT OF THE BARRIER WALL DURING BRIDGE PAINTING OPERATIONS.

TRAFFIC CONTROL FOR STAGE III (BRIDGE PAINTING) SHALL BE ACCORDING TO STANDARD 701402

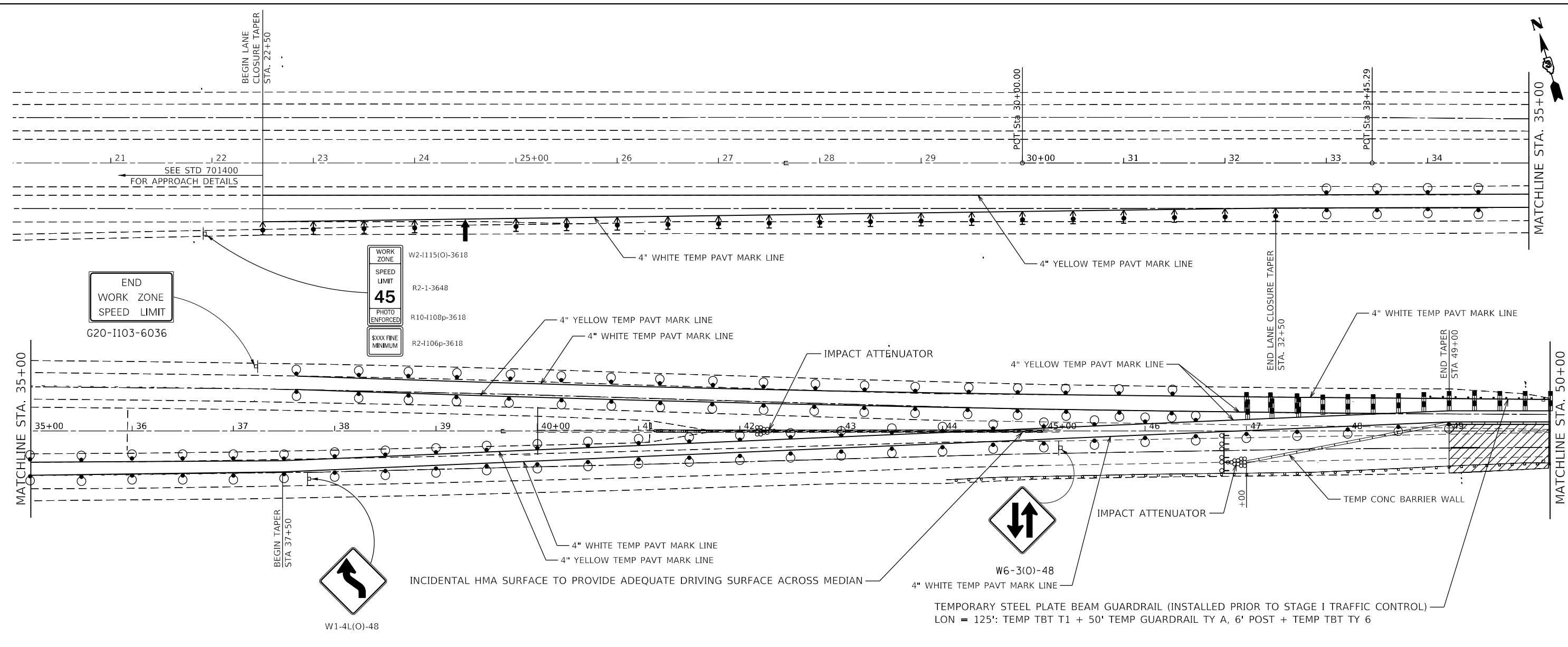
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	DRAWN -	REVISED -
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PLOT DATE = 10/17/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

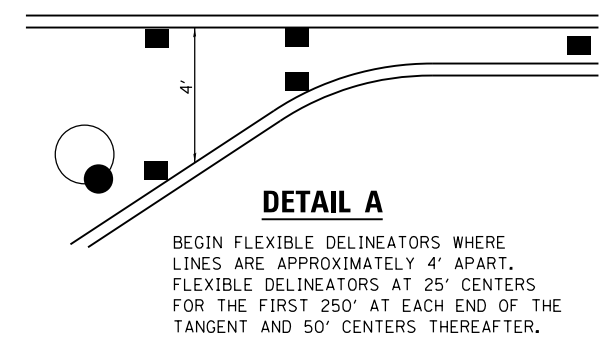
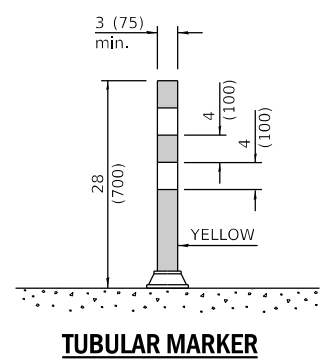
STAGING PLANS			
STAGING TYPICAL SECTIONS			
SCALE: 1" = 50'	SHEET 2	OF 11 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	21
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 50' CTS. THRU TAPER
- FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS



TRAFFIC CONTROL PLAN SHALL BE ACCORDING TO TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 EXCEPT AS MODIFIED ON PLAN DETAILS. TRAFFIC CONTROL SHOWN ON PLAN DETAILS SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".

SEE TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 FOR ADVANCED SIGNING.

TEMPORARY PAVEMENT MARKING - LINE 4" SHALL BE PAID FOR ACCORDING TO ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.

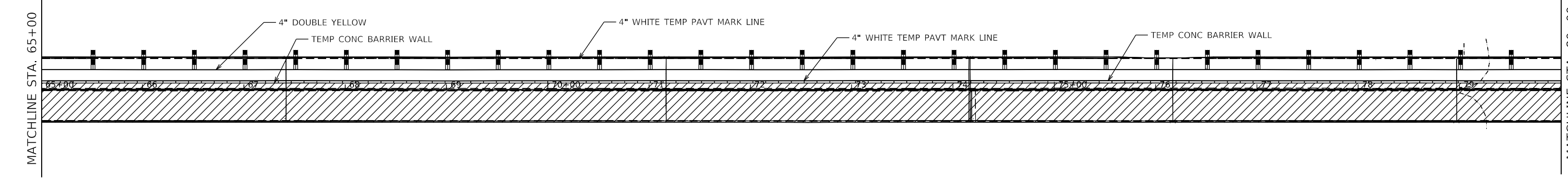
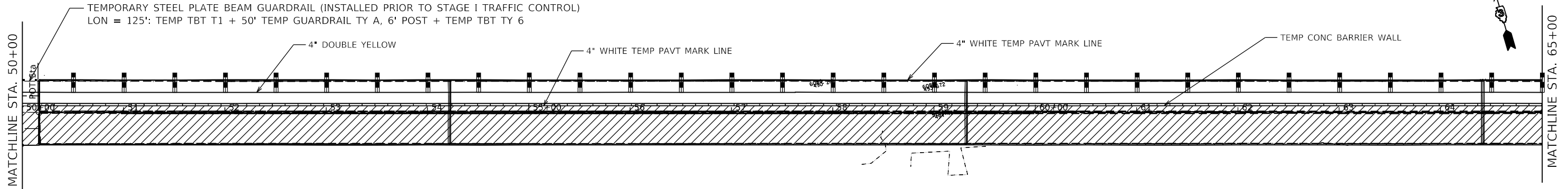
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

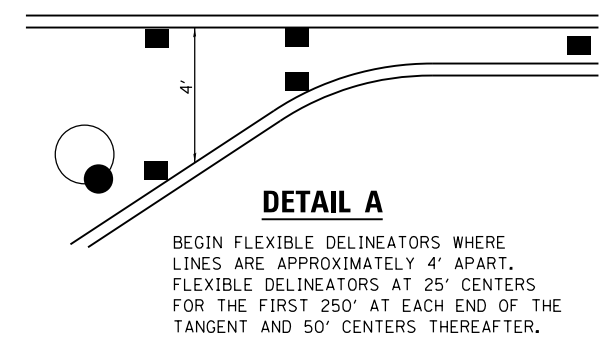
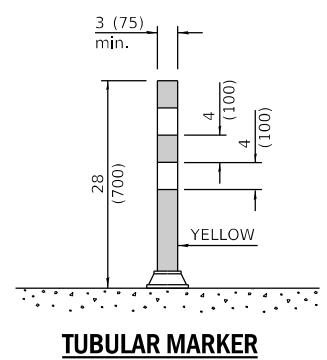
STAGING PLANS			
STAGE 1 TRAFFIC CONTROL			
SCALE: 1" = 50'	SHEET 3	OF 11 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1		145	22
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 50' CTS. THRU TAPER
- FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS



TRAFFIC CONTROL PLAN SHALL BE ACCORDING TO TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 EXCEPT AS MODIFIED ON PLAN DETAILS. TRAFFIC CONTROL SHOWN ON PLAN DETAILS SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".

SEE TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 FOR ADVANCED SIGNING.

TEMPORARY PAVEMENT MARKING - LINE 4" SHALL BE PAID FOR ACCORDING TO ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.

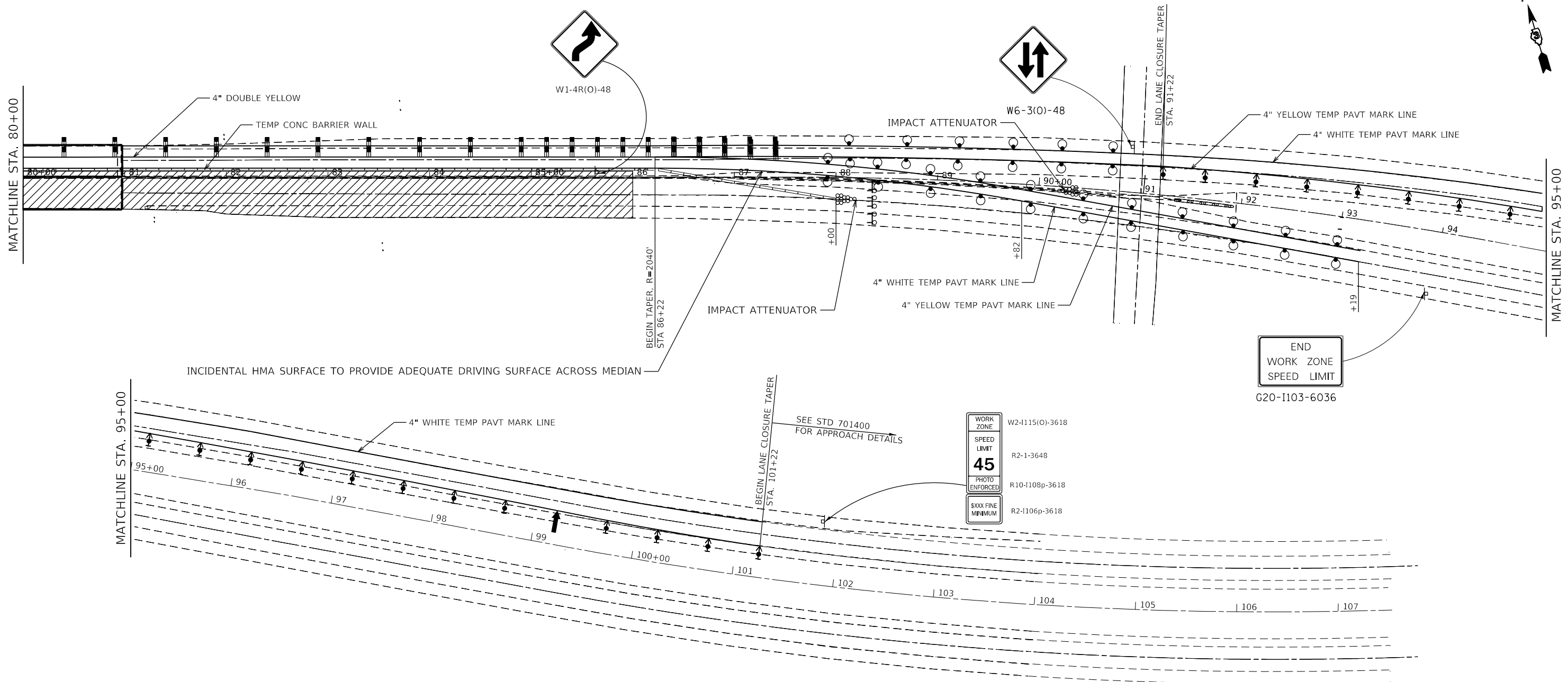
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	DRAWN -	REVISED -
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PLOT DATE = 10/17/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING PLANS STAGE 1 TRAFFIC CONTROL			
SCALE: 1" = 50'	SHEET 4	OF 11 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	-	145	23
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				




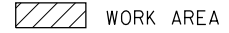





INCIDENTAL HMA SURFACE TO PROVIDE ADEQUATE DRIVING SURFACE ACROSS MEDIAN

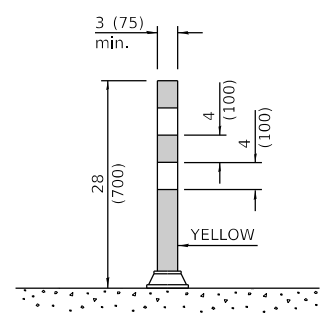
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SPEED LIMIT
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WORK ZONE W2-1115(O)-3618
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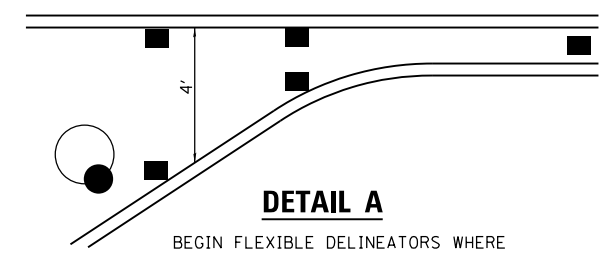
SEE STD 701400
FOR APPROACH DETAILS

SYMBOLS

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 50' CTS. THRU TAPER
-  FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.
-  TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS



TUBULAR MARKER



DETAIL A

BEGIN FLEXIBLE DELINEATORS WHERE LINES ARE APPROXIMATELY 4' APART. FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.

TRAFFIC CONTROL PLAN SHALL BE ACCORDING TO TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 EXCEPT AS MODIFIED ON PLAN DETAILS. TRAFFIC CONTROL SHOWN ON PLAN DETAILS SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".

SEE TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 FOR ADVANCED SIGNING.

TEMPORARY PAVEMENT MARKING - LINE 4" SHALL BE PAID FOR ACCORDING TO ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.

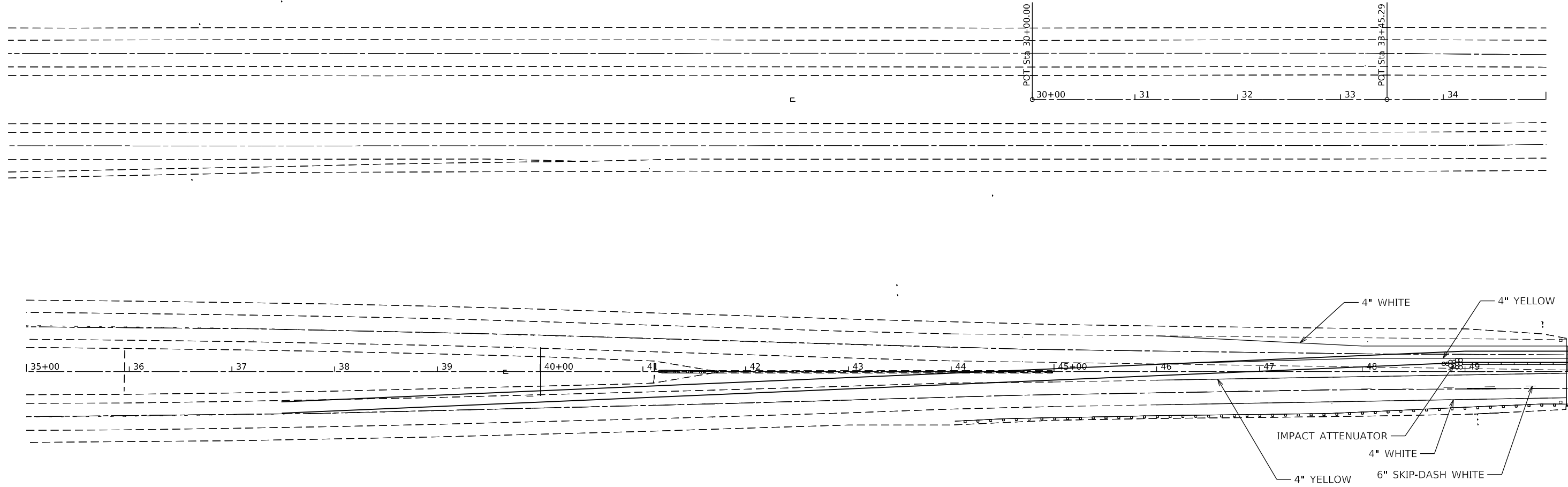
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PLOT DATE = 10/17/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS
STAGE 1 TRAFFIC CONTROL**
SCALE: 1" = 50' SHEET 5 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1		145	24
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



TRAFFIC CONTROL FOR WINTER SHUTDOWN BETWEEN STAGE 1 AND STAGE 2 SHALL BE AS DETAILED ON WINTER SHUTDOWN SHEETS. TRAFFIC IS TO BE MAINTAINED AS 2 EASTBOUND LANES ON NEW BRIDGE DECK AND 1 WESTBOUND LANE ON EXISTING BRIDGE DECK WITH TEMPORARY CONCRETE BARRIER LEFT IN PLACE FROM STAGE 1.

PAVEMENT MARKING IS TO BE POLYUREA, TYPE 1 AND PAID FOR AS SHOWN IN TEMPORARY PAVEMENT MARKING SCHEDULE.

SIGNING SHALL BE PAID FOR ACCORDING TO SIGNING SCHEDULE.

NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR CONSTRUCTION AND MAINTENANCE OF WINTER SHUTDOWN TRAFFIC CONTROL.

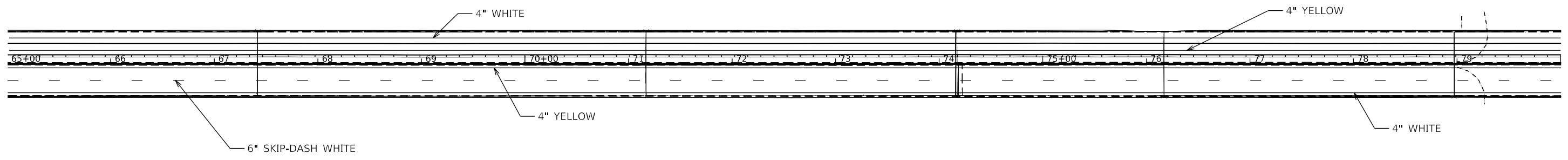
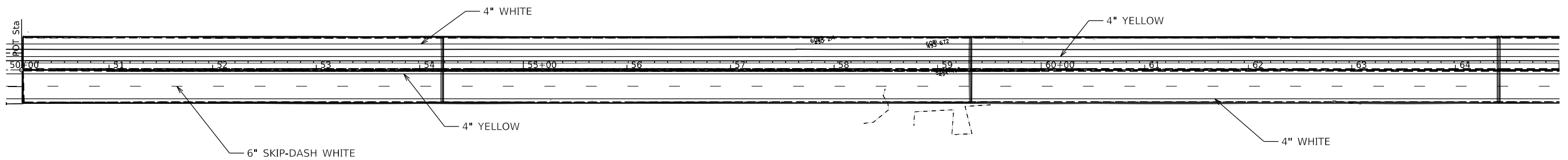
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USER NAME = nugentaj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/18/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING PLANS WINTER SHUTDOWN TRAFFIC CONTROL			
SCALE: 1" = 50'	SHEET 6	OF 11 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	-	145	25
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	



TRAFFIC CONTROL FOR WINTER SHUTDOWN BETWEEN STAGE 1 AND STAGE 2 SHALL BE AS DETAILED ON WINTER SHUTDOWN SHEETS. TRAFFIC IS TO BE MAINTAINED AS 2 EASTBOUND LANES ON NEW BRIDGE DECK AND 1 WESTBOUND LANE ON EXISTING BRIDGE DECK WITH TEMPORARY CONCRETE BARRIER LEFT IN PLACE FROM STAGE 1.

PAVEMENT MARKING IS TO BE POLYUREA, TYPE 1 AND PAID FOR AS SHOWN IN TEMPORARY PAVEMENT MARKING SCHEDULE.

SIGNING SHALL BE PAID FOR ACCORDING TO SIGNING SCHEDULE.

NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR CONSTRUCTION AND MAINTENANCE OF WINTER SHUTDOWN TRAFFIC CONTROL.

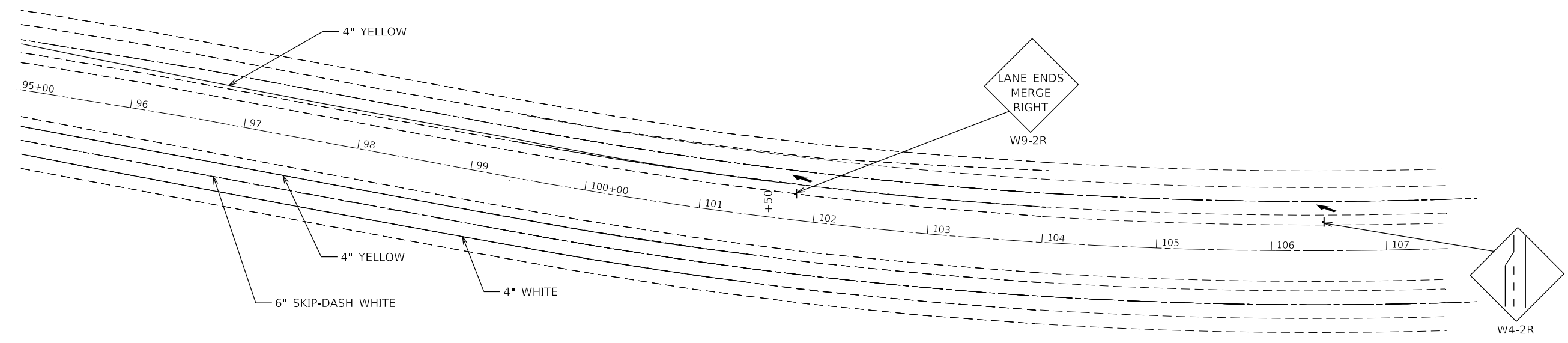
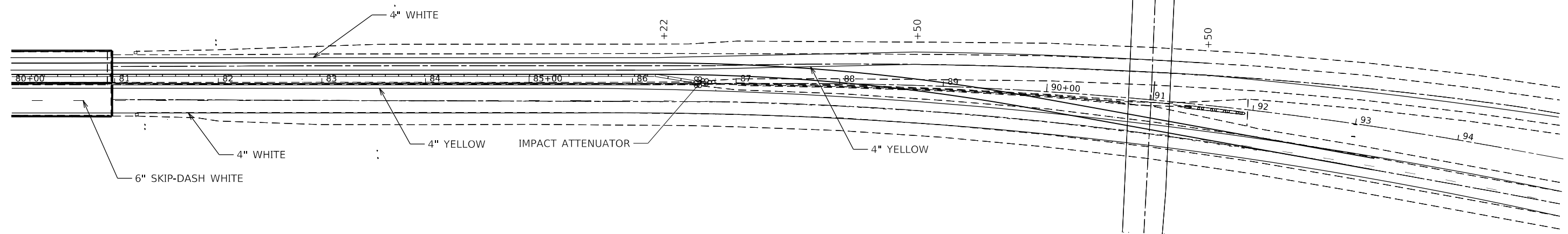
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PLOT DATE = 10/18/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING PLANS WINTER SHUTDOWN TRAFFIC CONTROL			
SCALE: 1" = 50'	SHEET 7	OF 11 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	-	145	26
CONTRACT NO. 66F08			ILLINOIS FED. AID PROJECT	



TRAFFIC CONTROL FOR WINTER SHUTDOWN BETWEEN STAGE 1 AND STAGE 2 SHALL BE AS DETAILED ON WINTER SHUTDOWN SHEETS. TRAFFIC IS TO BE MAINTAINED AS 2 EASTBOUND LANES ON NEW BRIDGE DECK AND 1 WESTBOUND LANE ON EXISTING BRIDGE DECK WITH TEMPORARY CONCRETE BARRIER LEFT IN PLACE FROM STAGE 1.

PAVEMENT MARKING IS TO BE POLYUREA, TYPE 1 AND PAID FOR AS SHOWN IN TEMPORARY PAVEMENT MARKING SCHEDULE.

SIGNING SHALL BE PAID FOR ACCORDING TO SIGNING SCHEDULE.

NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR CONSTRUCTION AND MAINTENANCE OF WINTER SHUTDOWN TRAFFIC CONTROL.

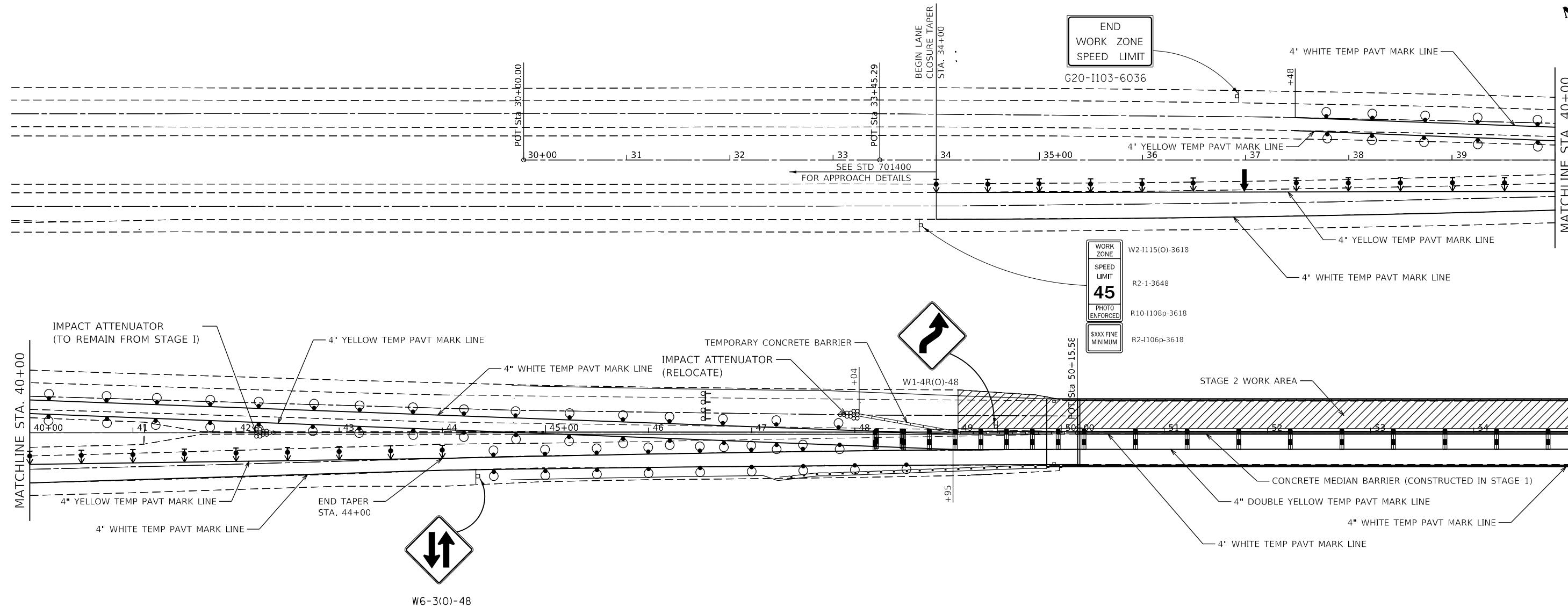
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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/18/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLANS			
WINTER SHUTDOWN TRAFFIC CONTROL			
SCALE: 1" = 50'	SHEET 8	OF 11 SHEETS	STA. TO STA.

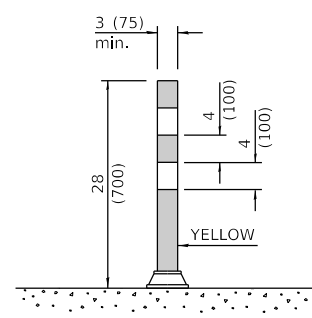
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180	(06-3, 78-1)BR-1	-	145	27
			CONTRACT NO. 66F08	
ILLINOIS		FED. AID PROJECT		



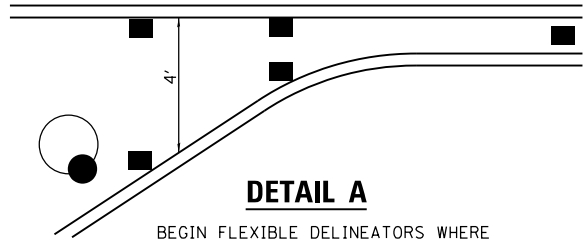
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SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 50' CTS. THRU TAPER
- FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS



TUBULAR MARKER



DETAIL A

BEGIN FLEXIBLE DELINEATORS WHERE LINES ARE APPROXIMATELY 4' APART. FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.

TRAFFIC CONTROL PLAN SHALL BE ACCORDING TO TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 EXCEPT AS MODIFIED ON PLAN DETAILS. TRAFFIC CONTROL SHOWN ON PLAN DETAILS SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".

SEE TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 FOR ADVANCED SIGNING.

TEMPORARY PAVEMENT MARKING - LINE 4" SHALL BE PAID FOR ACCORDING TO ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.

USER NAME = nugentaj	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/17/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

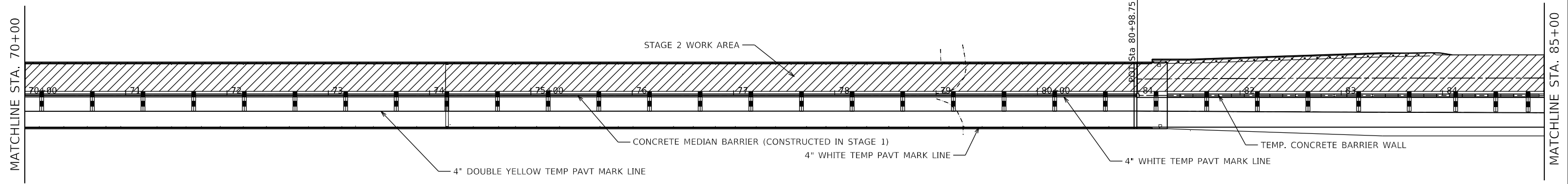
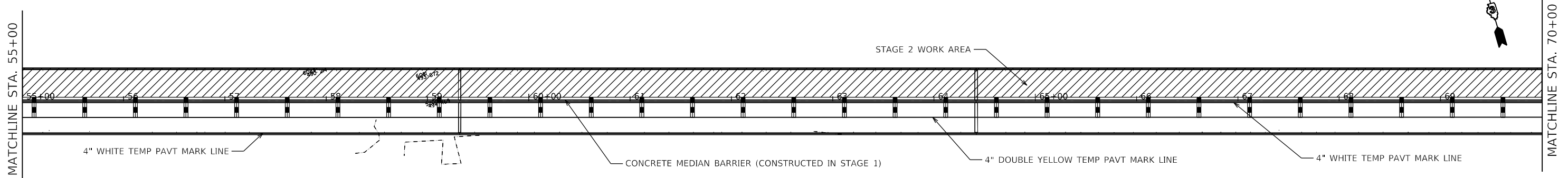
**STAGING PLANS
STAGE 2 TRAFFIC CONTROL**

SCALE: 1" = 50' SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1		145	28
CONTRACT NO. 66F08				

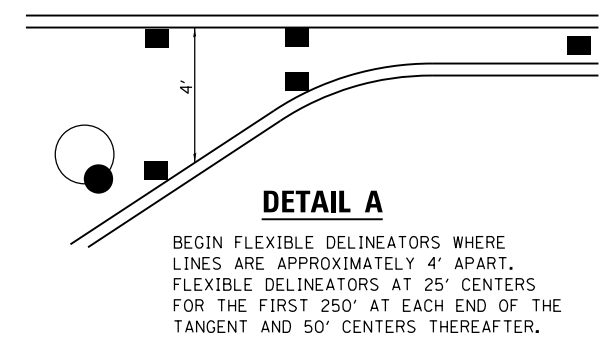
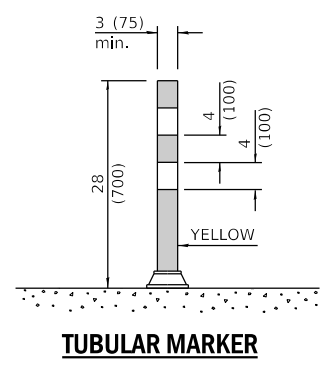
ILLINOIS FED. AID PROJECT

BUREAU & PUTNAM



SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 50' CTS. THRU TAPER
- FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS



TRAFFIC CONTROL PLAN SHALL BE ACCORDING TO TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 EXCEPT AS MODIFIED ON PLAN DETAILS. TRAFFIC CONTROL SHOWN ON PLAN DETAILS SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".

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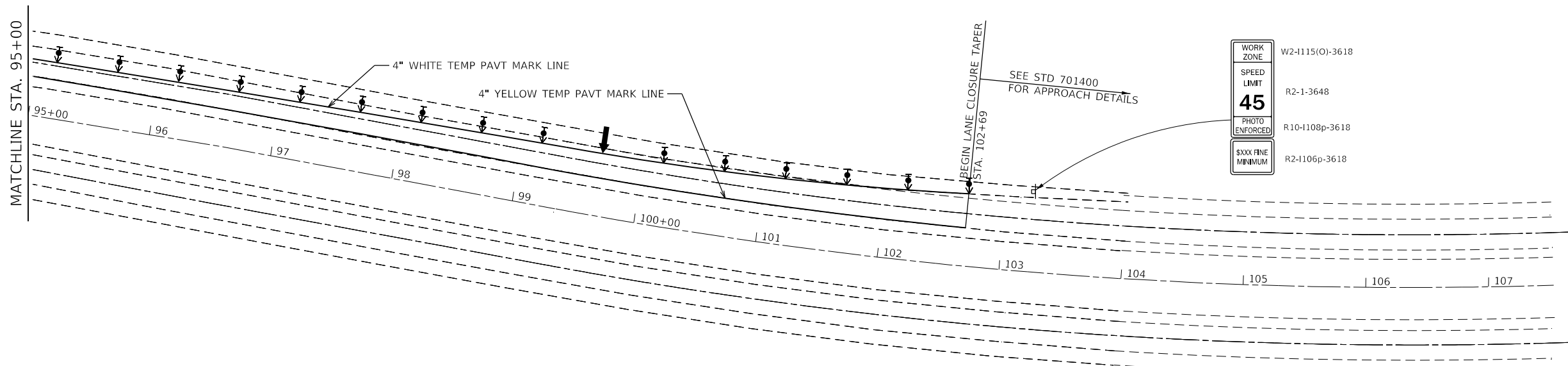
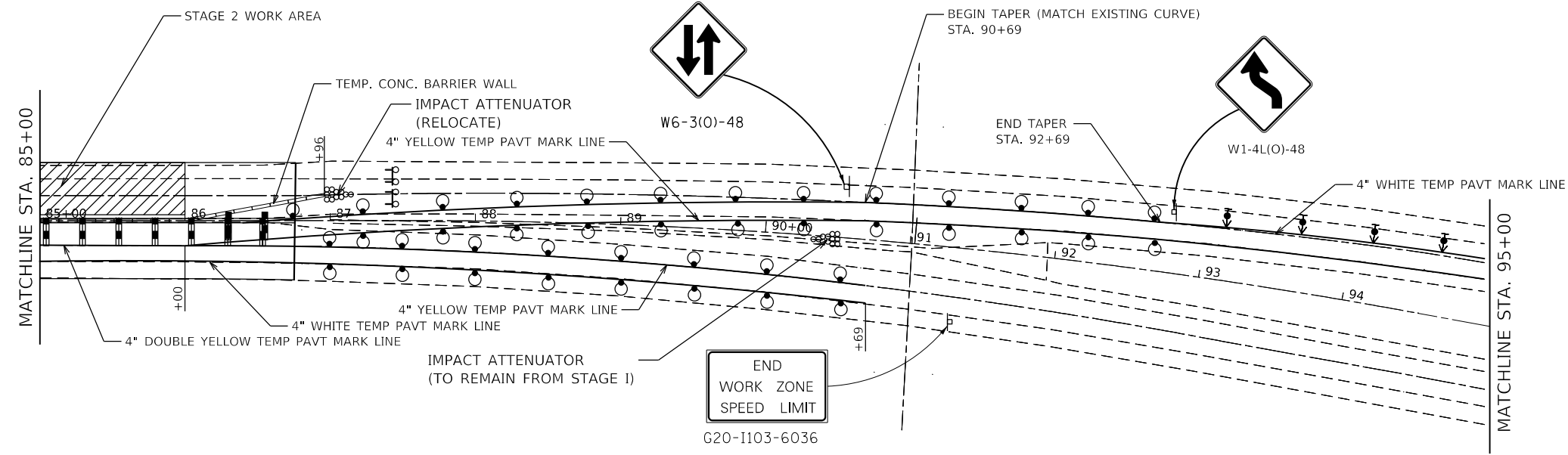
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	DRAWN -	REVISED -
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PLOT DATE = 10/17/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING PLANS STAGE 2 TRAFFIC CONTROL			
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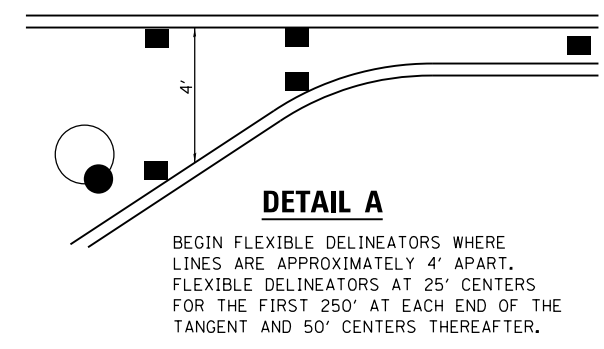
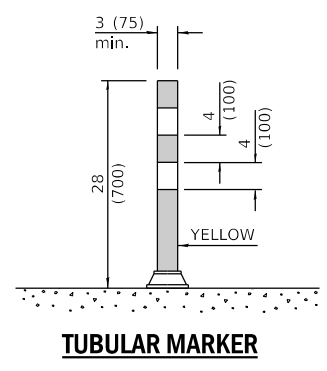
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	-	145	29
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



WORK ZONE	W2-1115(O)-3618
SPEED LIMIT	R2-1-3648
45	
PHOTO ENFORCED	R10-1108p-3618
SXXX FINE MINIMUM	R2-1106p-3618

SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 50' CTS. THRU TAPER
- FLEXIBLE DELINEATORS AT 25' CENTERS FOR THE FIRST 250' AT EACH END OF THE TANGENT AND 50' CENTERS THEREAFTER.
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS



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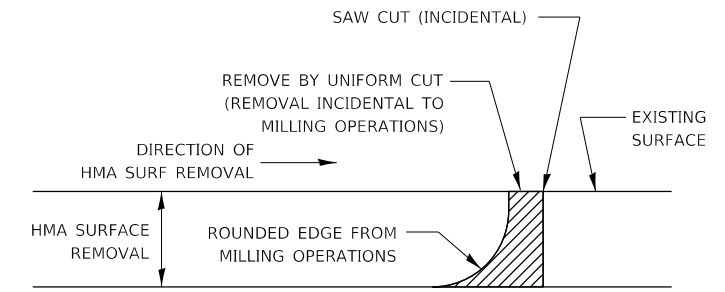
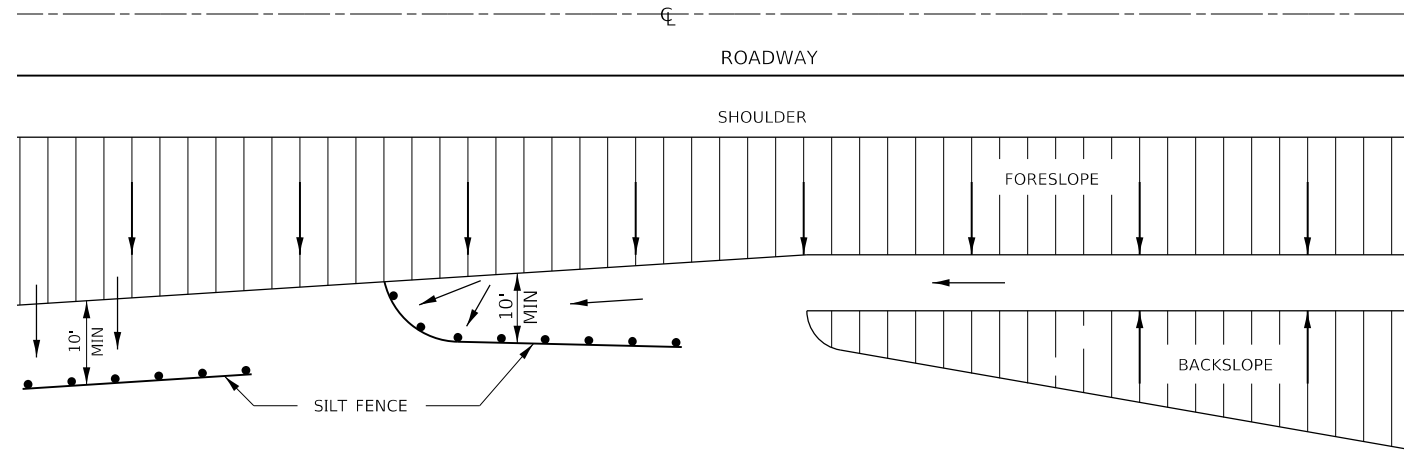
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PLOT DATE = 10/17/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

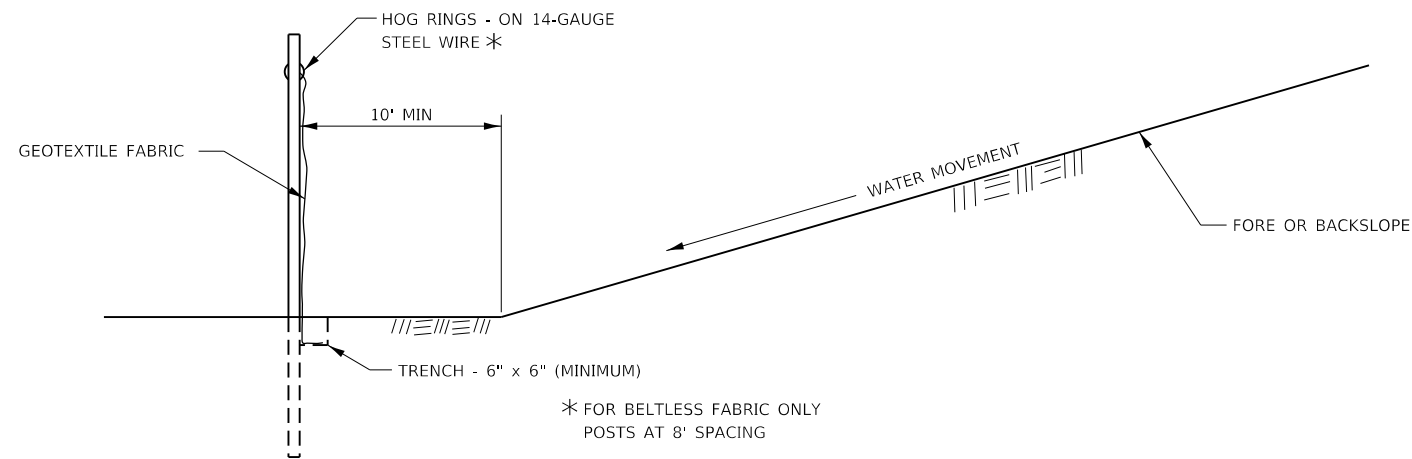
STAGING PLANS STAGE 2 TRAFFIC CONTROL			
SCALE: 1" = 50'	SHEET 11	OF 11 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	-	145	30
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



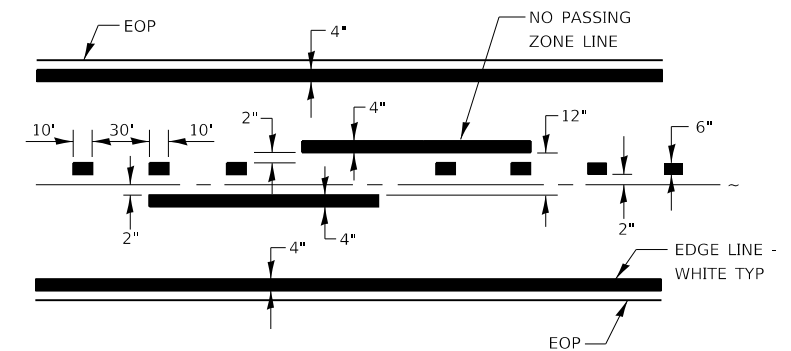
NOTE:
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,
 THEN A SAW CUT SHALL BE USED TO MANUFACTURE
 A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.
 THE ENGINEER SHALL BE THE SOLE JUDGE
 CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS



DETAILS OF SILT FENCE

EROSION CONTROL DETAILS FOR SILT FENCE



CENTERLINE & NO PASSING ZONE LINES - YELLOW

PAVEMENT MARKING

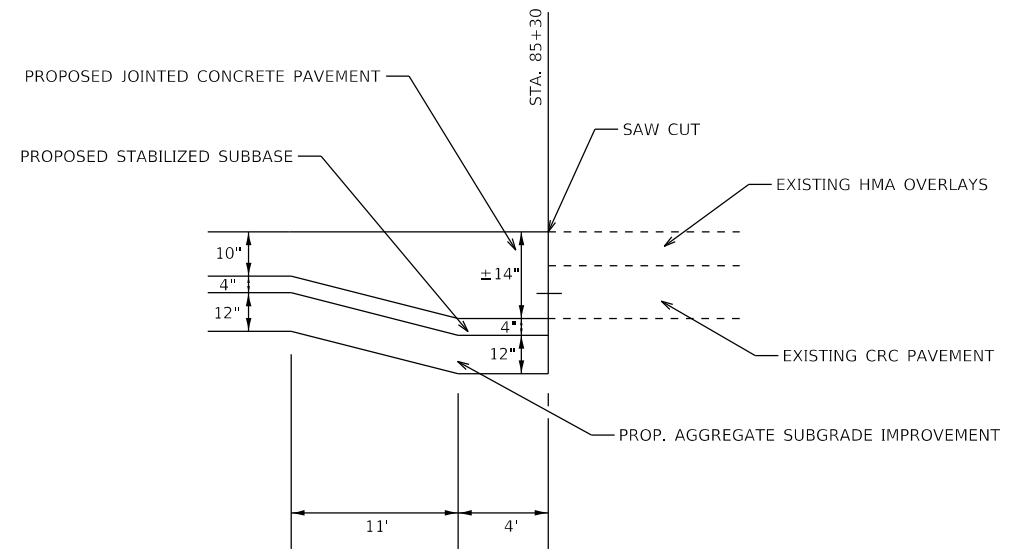
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	DATE -	REVISED -

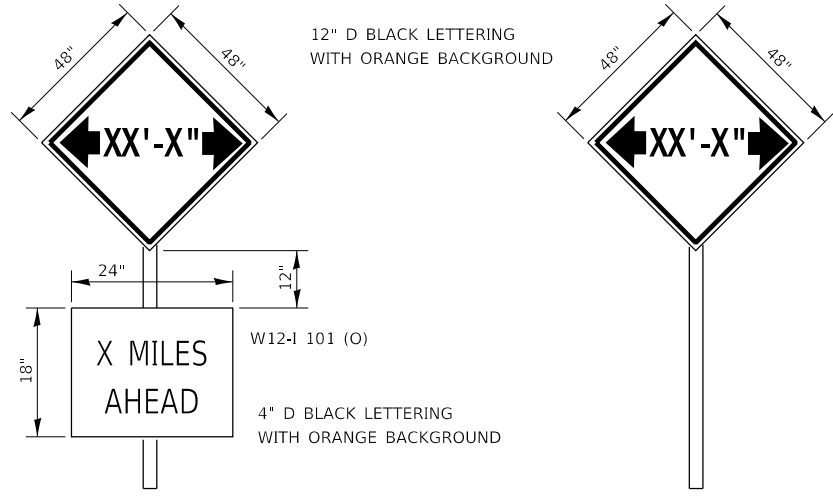
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:		SHEET 1	OF 2	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 78-1)BR-1	*	145	31
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



PAVEMENT TRANSITION DETAIL
STA. 85+30



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

WIDTH RESTRICTION SIGNING DETAILS

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PLOT DATE = 10/17/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 7B-1)BR-1	*	145	32
CONTRACT NO. 66F08				

ILLINOIS FED. AID PROJECT

*BUREAU & PUTNAM

Benchmark: BM #2 - Cut "C" Top SE Wingwall S.N. 078-0001
Sta. 81+20.46, 31.99 RT, Elev. 517.95

Existing Structure: S.N. 078-0001 (Hennepin Bridge) carrying I-180 over the Illinois River was originally constructed in 1969. A bituminous concrete overlay was placed on the deck in 1970 and replaced in 2006. In 2017, the overlaid deck was scarified and an overlay was installed. The structure consists of five 3-span units (15 spans) with a total length of 3,083'-2" back-to-back of abutments and a total width of 65'-0" out-to-out deck. The existing superstructure consists of a composite (excluding spans 8, 11 & 14) 8.5" CIP concrete deck on seven welded steel plate girders, which vary in web depth from 6'-10" to 16'-0". The existing substructure consists of reinforced concrete open stub abutments on steel H piles and reinforced concrete single hammerhead piers on steel H piles. The existing concrete deck is to be removed and replaced. Traffic will be maintained using stage construction.

Salvage: None

SCOPE OF WORK

1. Remove and replace the existing deck and approach slabs using stage construction. Install protective shield in Span 5 during deck removal. The new deck will have 39" constant-slope parapets & 44" median barrier, and the new expansion joints will be Preformed Joint Strip Seal and Modular Expansion Joints. Deck drainage will be provided using DS-11 & DS-12 Drainage Scuppers and 6" diameter floor drains; the runoff will be freefall discharged to the ground below.
2. Provide new navigational lighting system. Relocate and provide temporary supports for existing conduits and junction boxes for navigation lights during construction.
3. Install additional stud shear connectors in positive moment areas of the existing girders as required.
4. Repair, clean and paint the existing structural steel. Reset bearings as noted in plans. The existing structural steel coating contains lead. Provide containment and disposal of lead-based paint.
5. Repair substructure concrete using structural concrete repair & epoxy crack injection.
6. Remove existing approach bent cap and portions of the existing wingwalls to accommodate the new approach slabs and constant-slope barriers.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)
fy = 36,000 psi (A36) - Units 1, 3, 4, 5, Stiffeners, Crossframes & Lateral Bracing
fy = 50,000 psi (A441, Plates 3/4" thick and under) - Units 1 & 2
fy = 46,000 psi (A441, Plates over 3/4" to 1 1/2" thick) - Units 1 & 2
fy = 42,000 psi (A441, Plates over 1 1/2" to 4" thick) - Units 1 & 2

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi (Concrete Superstructure)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

LOADING HS20-44 & ALT.

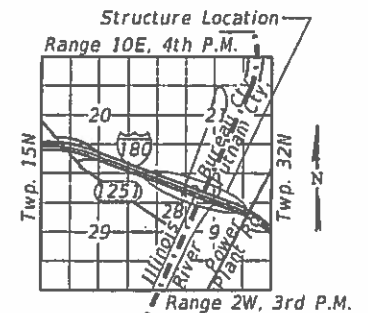
No future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.037g
Site Coefficient (S) = 2.0

APPROVED
For Structural Adequacy Only

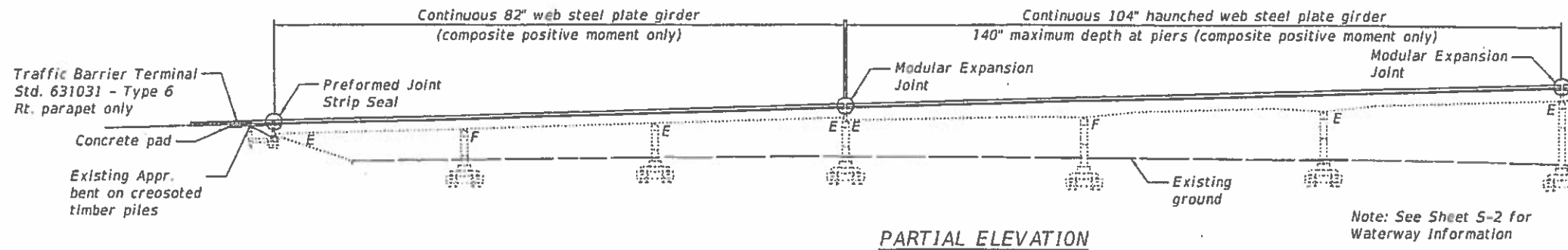
Daniel S. Filice
Engineer of Bridges & Structures



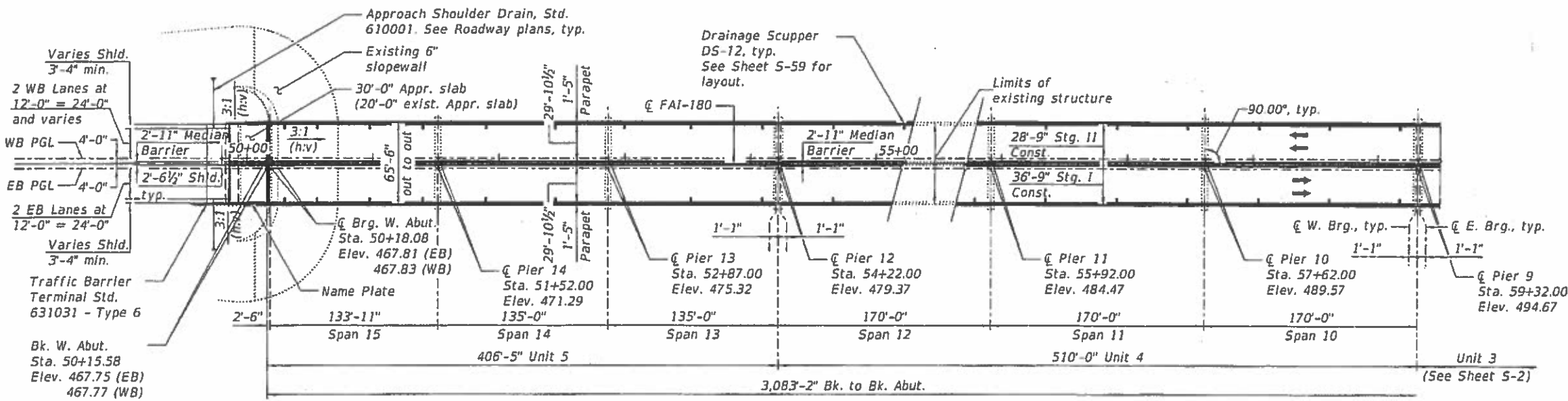
LOCATION SKETCH

**GENERAL PLAN & ELEVATION 1
I-180 OVER ILLINOIS RIVER**

PUBLIC WATER
F.A.I. RTE. 180 - SEC. (06-3, 078-1)BR-1
BUREAU AND PUTNAM COUNTIES
STATION 69+29.25
STRUCTURE NO. 078-0001



PARTIAL ELEVATION



PARTIAL PLAN

DESIGN SCOUR ELEVATION TABLE

Event / Limit	Design Scour Elevations (ft.)									
	State	E. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Item 113
Q100	500.42	433.43	419.78	450.59	414.01	421.25	443.32	441.62		8
Q200	500.42	433.36	419.76	450.59	413.98	421.20	443.32	441.62		
Design	500.42	415.13	414.86	419.12	412.94	413.00	421.81	427.08		
Check	500.42	415.13	414.86	419.12	412.94	413.00	421.81	427.08		
		Pier 8	Pier 9	Pier 10	Pier 11	Pier 12	Pier 13	Pier 14	W. Abut.	
Q100	444.45	441.85	441.85	444.88	444.87	444.47	445.37	454.09		
Q200	444.45	441.85	441.85	444.88	444.87	444.47	445.37	454.09		
Design	429.98	428.61	431.05	428.18	431.88	432.96	429.88	454.09		
Check	429.98	428.61	431.05	428.18	431.88	432.96	429.88	454.09		



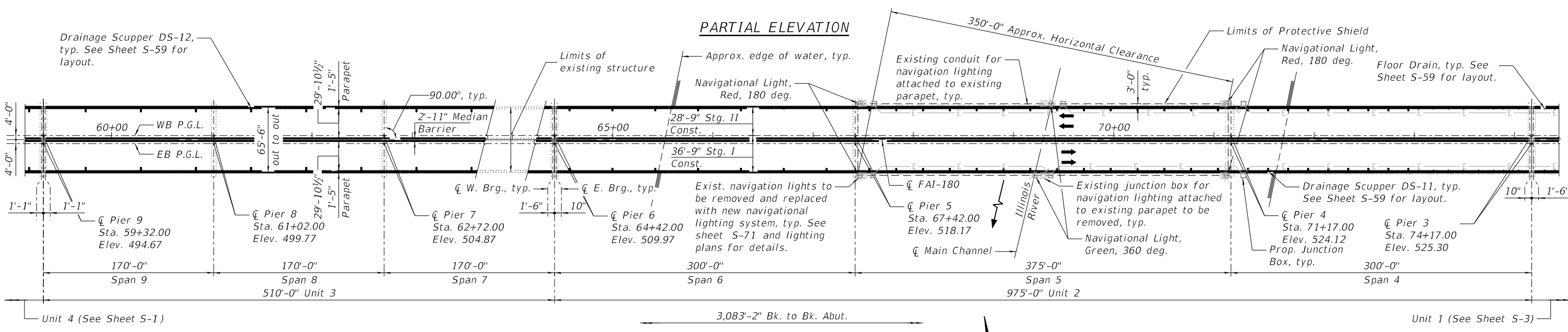
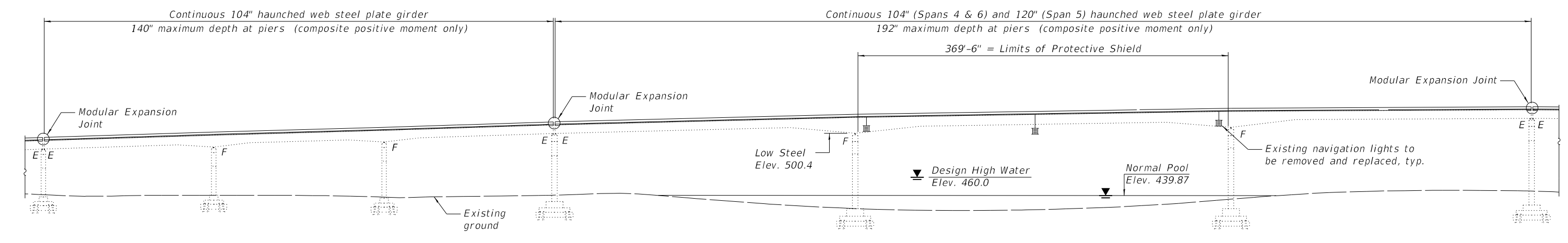
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DATE: 10/16/2019
EXPIRES: November 30, 2020
SHEETS: S-1 thru S-9 & S-37 thru S-87



SIGNATURE: *Daniel S. Filice*
DATE: 10/16/2019
EXPIRES: November 30, 2020
SHEETS: S-10 thru S-36

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	USER NAME: eckay	DESIGNED: ECK	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION 1 STRUCTURE NO. 078-0001	F.A.I. RTE: 180	SECTION: (06-3, 078-1)BR-1	COUNTY: BUREAU AND PUTNAM	TOTAL SHEETS: 145	SHEET NO.: 33
	PLOT SCALE: N.T.S.	CHECKED: TO/GEK	REVISED:			SHEET: 6-1 OF 8-87 SHEETS	CONTRACT NO. 66F08			
	PLOT DATE: 10/18/2019	DRAWN: MDW	REVISED:							



WATERWAY INFORMATION

Low Grade Elev. 460.84 @ Sta. 807+00

Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	112,000	47,700	47,700	456.2	0.1	0.1	456.3	456.3
Design	50	149,000	58,600	58,600	460.0	0.1	0.1	460.1	460.1
Overtopping	70	156,000	61,500	61,500	461.0	0.2	0.2	461.2	461.2
Base	100	165,000	70,100	70,100	461.6	0.2	0.2	461.7	461.7
Scour Check	200	180,000	66,900	66,900	462.9	0.2	0.2	463.1	463.1
Max. Calc.	500	195,000	70,800	70,800	464.3	0.1	0.1	464.4	464.4

GENERAL PLAN & ELEVATION 2
I-180 OVER ILLINOIS RIVER
PUBLIC WATER
F.A.I. RTE. 180 - SEC. (06-3, 078-1)BR-1
BUREAU AND PUTNAM COUNTIES
STATION 69+29.25
STRUCTURE NO. 078-0001

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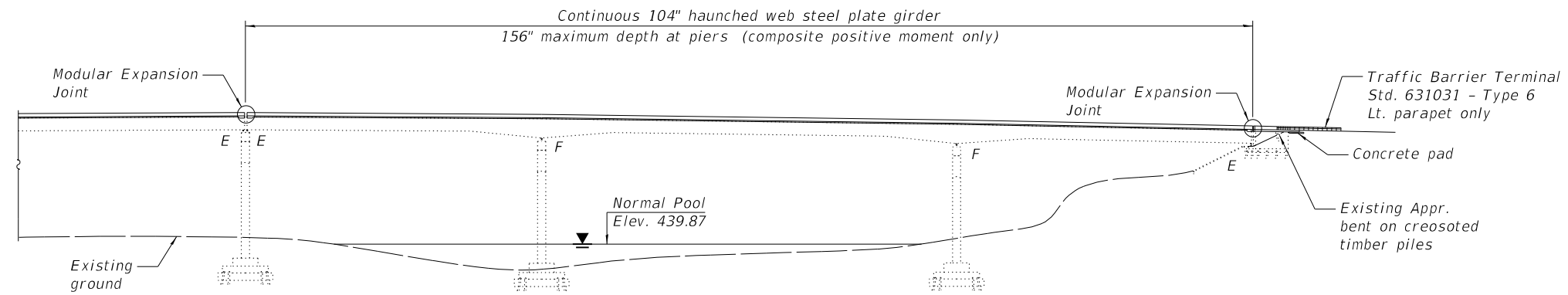
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

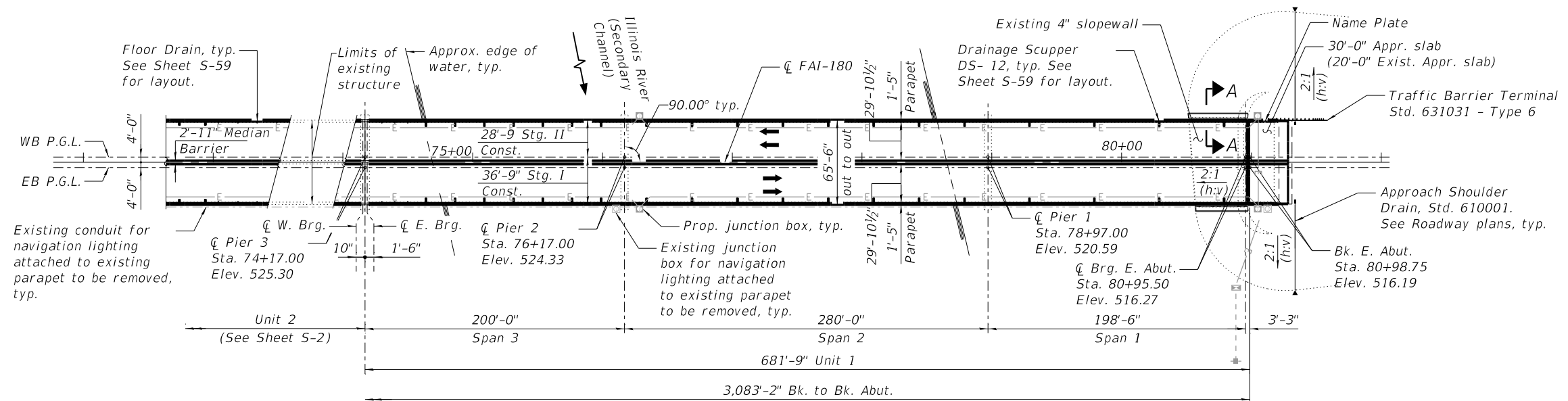
**GENERAL PLAN & ELEVATION 2
 STRUCTURE NO. 078-0001**

SHEET S-2 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	34
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PARTIAL ELEVATION



PARTIAL PLAN

GENERAL PLAN & ELEVATION 3
I-180 OVER ILLINOIS RIVER
PUBLIC WATER
F.A.I. RTE. 180 - SEC. (06-3, 078-1)BR-1
BUREAU AND PUTNAM COUNTIES
STATION 69+29.25
STRUCTURE NO. 078-0001

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PLOT DATE = 10/16/2019	CHECKED = ECK	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION 3
STRUCTURE NO. 078-0001

SHEET S-3 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	35
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		


INDEX OF SHEETS

- S-1 - General Plan & Elevation 1
- S-2 - General Plan & Elevation 2
- S-3 - General Plan & Elevation 3
- S-4 - Index of Sheets
- S-5 - General Notes & Total Bill of Material
- S-6 - Construction Staging
- S-7 - Temporary Concrete Barrier for Stage Construction
- S-8 - Concrete Removal - East Abutment
- S-9 - Concrete Removal - West Abutment
- S-10 - Unit 1 Top of Slab Elevations Layout
- S-11 - Unit 1 Top of Slab Elevations I
- S-12 - Unit 1 Top of Slab Elevations II
- S-13 - Unit 1 Top of Slab Elevations III
- S-14 - Unit 1 Top of Slab Elevations IV
- S-15 - Unit 2 Top of Slab Elevations Layout
- S-16 - Unit 2 Top of Slab Elevations I
- S-17 - Unit 2 Top of Slab Elevations II
- S-18 - Unit 2 Top of Slab Elevations III
- S-19 - Unit 2 Top of Slab Elevations IV
- S-20 - Unit 2 Top of Slab Elevations V
- S-21 - Unit 2 Top of Slab Elevations VI
- S-22 - Unit 2 Top of Slab Elevations VII
- S-23 - Unit 3 Top of Slab Elevations Layout
- S-24 - Unit 3 Top of Slab Elevations I
- S-25 - Unit 3 Top of Slab Elevations II
- S-26 - Unit 3 Top of Slab Elevations III
- S-27 - Unit 4 Top of Slab Elevations Layout
- S-28 - Unit 4 Top of Slab Elevations I
- S-29 - Unit 4 Top of Slab Elevations II
- S-30 - Unit 4 Top of Slab Elevations III
- S-31 - Unit 5 Top of Slab Elevations Layout
- S-32 - Unit 5 Top of Slab Elevations I
- S-33 - Unit 5 Top of Slab Elevations II
- S-34 - Unit 5 Top of Slab Elevations III
- S-35 - Top of West Approach Slab Elevations
- S-36 - Top of East Approach Slab Elevations
- S-37 - Deck Pour Sequence
- S-38 - Deck Reinforcement Plan - Unit 1
- S-39 - Parapet & Median Reinforcement - Unit 1
- S-40 - Superstructure Details - Unit 1
- S-41 - Deck Reinforcement Plan - Unit 2
- S-42 - Parapet & Median Reinforcement - Unit 2
- S-43 - Superstructure Details - Unit 2
- S-44 - Deck Reinforcement Plan - Unit 3

INDEX OF SHEETS (CONTINUED)

- S-45 - Parapet & Median Reinforcement - Unit 3
- S-46 - Superstructure Details - Unit 3
- S-47 - Deck Reinforcement Plan - Unit 4
- S-48 - Parapet & Median Reinforcement - Unit 4
- S-49 - Superstructure Details - Unit 4
- S-50 - Deck Reinforcement Plan - Unit 5
- S-51 - Parapet & Median Reinforcement - Unit 5
- S-52 - Superstructure Details - Unit 5
- S-53 - Deck Cross Section & Details
- S-54 - Deck Details 1
- S-55 - Deck Details 2
- S-56 - East Approach Slab
- S-57 - West Approach Slab
- S-58 - Bridge Approach Slab Details
- S-59 - Drainage Plan & Details
- S-60 - Drainage Scupper, DS-11
- S-61 - Drainage Scupper, DS-12
- S-62 - Preformed Joint Strip Seal
- S-63 - Modular Expansion Joint - E. Abutment & Pier 12
- S-64 - Modular Expansion Joint - Piers 3, 6 & 9
- S-65 - Modular Expansion Joint Details
- S-66 - Moment & Reaction Tables
- S-67 - Steel Repair & Painting Plan
- S-68 - Steel Repair Details 1
- S-69 - Steel Repair Details 2
- S-70 - Steel Repair Details 3
- S-71 - Navigational Lighting Steel Details
- S-72 - Shear Studs - Unit 1
- S-73 - Shear Studs - Unit 2
- S-74 - Shear Studs - Units 3 & 4
- S-75 - Shear Studs - Unit 5
- S-76 - Abutments
- S-77 - Abutment Details
- S-78 - Abutment Repairs
- S-79 - Pier Repairs 1
- S-80 - Pier Repairs 2
- S-81 - Pier Repairs 3
- S-82 - Pier Repairs 4
- S-83 - Pier Repairs 5
- S-84 - Pier Repairs 6
- S-85 - Pier Repairs 7
- S-86 - Bar Splicer Assembly Details
- S-87 - Concrete Parpet Slipforming Option

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	PLOT DATE = 10/16/2019	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS
STRUCTURE NO. 078-0001**

SHEET S-4 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	36
CONTRACT NO. 66F08				
		ILLINOIS	FED. AID PROJECT	

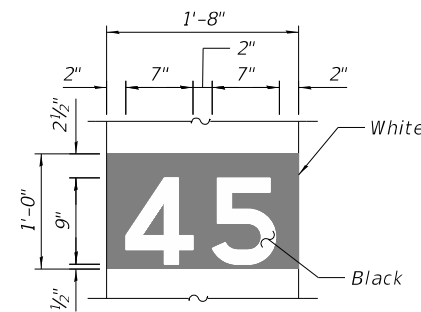
GENERAL NOTES

- Calculated weight of Structural Steel = 3,450 Pounds (M270 Grade 50)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

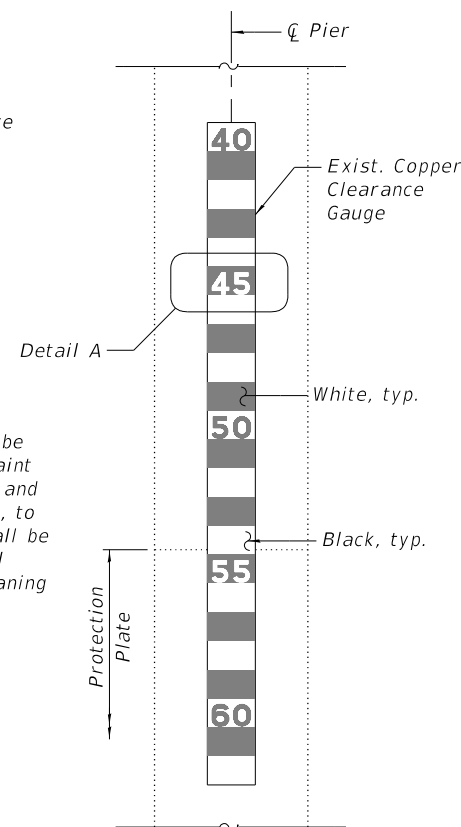
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.
- Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Concrete Sealer shall be applied to the designated areas of abutment bearing seats and backwalls (including abutment hatch block on backwalls) and top of pier caps above expansion joints.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- For areas where existing structural steel coating does not contain lead, containment of cleaning residue is required to control nuisance dust. See special provisions. For locations see sheet S-67 of S-87.
- A minimum of 4 air monitors will be required to monitor abrasive blasting operations at this site. See special provision for "Containment and Disposal of Lead Paint Cleaning Residues."
- All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type1.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.
- Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Paining Existing Steel Structures". All beams, bearings and other structural steel shall be cleaned per Near White Blast Cleaning (SSPC-SP10). The exterior surfaces and bottom flange of fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning (SSPC-SP15).

The designated areas cleaned Near White Blast Cleaning (SSPC-SP10) and per Commercial Grade Power Tool Cleaning (SSPC-SP15) shall be painted according to the requirements of paint system 1-0Z/E/U. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

- The Contractor shall submit calculations and details demonstrating the structural integrity of the bridge is maintained under the additional imposed loads of the containment system, Safespan or platform. See special provisions.
- The Contractor shall notify the US Coast Guard (USCG) when placing Safespan or platform beneath girders.
- SSPC QP1 and QP2 Contractor Certifications required for this Contract.
- The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.



DETAIL A



CLEARANCE GAUGE
(Pier 4, 1 Each Side)

Existing Vertical Clearance Gauges shall be cleaned to SSPC - SP17 standard. The paint system shall consist of an epoxy mid coat and an urethane topcoat, colors noted in Plans, to be approved by the Engineer. No primer shall be used. Cleaning and painting of Vertical Clearance Gauge shall be paid for with Cleaning and Painting Steel Bridge No. 1.

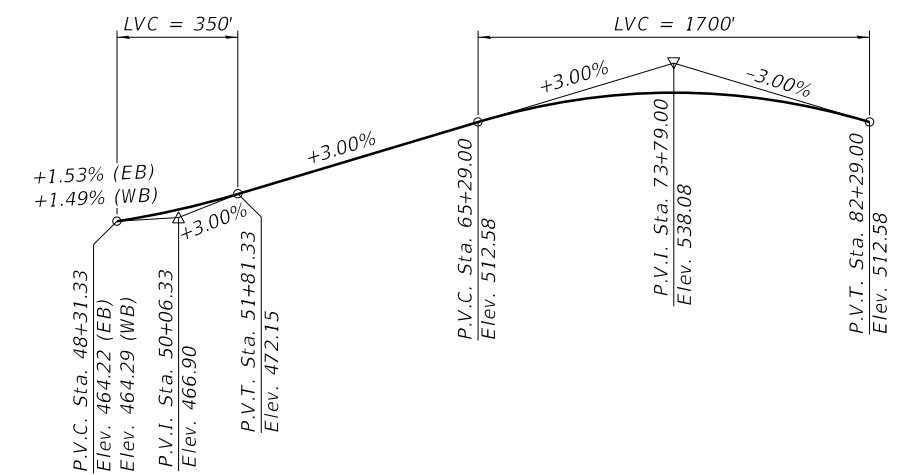
STATION 69+29.50
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT.180 SEC(06-3,78-1)BR-1
LOADING HS-20
STRUCTURE NO. 078-0001

NAME PLATE
See Std. 515001

Existing Name Plates shall be cleaned and relocated next to new Name Plates.
Cost included with Names Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Concrete Deck No. 1	Each	1	-	1
Concrete Removal	Cu. Yd.	-	28.3	28.3
Protective Shield	Sq. Yd.	2,936	-	2,936
Structure Excavation	Cu. Yd.	-	20	20
Floor Drains	Each	22	-	22
Concrete Structures	Cu. Yd.	-	54.9	54.9
Concrete Superstructure	Cu. Yd.	7,384.8	-	7,384.8
Bridge Deck Grooving	Sq. Yd.	19438	-	19,438
Protective Coat	Sq. Yd.	26,820	-	26,820
Concrete Superstructure (Approach Slab)	Cu. Yd.	193.8	-	193.8
Furnishing And Erecting Structural Steel	Pound	950	-	950
Stud Shear Connectors	Each	10,472	-	10,472
Reinforcement Bars, Epoxy Coated	Pound	1,886,830	3,840	1,890,670
Bar Splicers	Each	10,640	140	10,780
Name Plates	Each	2	-	2
Preformed Joint Strip Seal	Foot	64	-	64
Granular Backfill For Structures	Cu. Yd.	-	35	35
Concrete Sealer	Sq. Ft.	-	3,010	3,010
Epoxy Crack Injection	Foot	-	24	24
Containment And Disposal Of Non-Lead Paint Cleaning Residues No. 1	L. Sum	1	-	1
Bridge Cleaning And Painting Warranty Number 1	L. Sum	1	-	1
Jack And Reposition Bearings	Each	2	-	2
Structural Steel Repair	Pound	2,500	-	2,500
Containment And Disposal Of Lead Paint Cleaning Residues No. 1	L. Sum	1	-	1
Cleaning And Painting Steel Bridge No. 1	L. Sum	1	-	1
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	-	427	427
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	60	20	20
Drainage Scuppers, DS-11	Each	92	-	60
Drainage Scuppers, DS-12	Each	124	-	92
Modular Expansion Joint 6"	Foot	186	-	124
Modular Expansion Joint 9"	Foot	-	-	186
Slope Wall Repair	Sq. Yd.	-	169	169



EB & WB PROFILE GRADES

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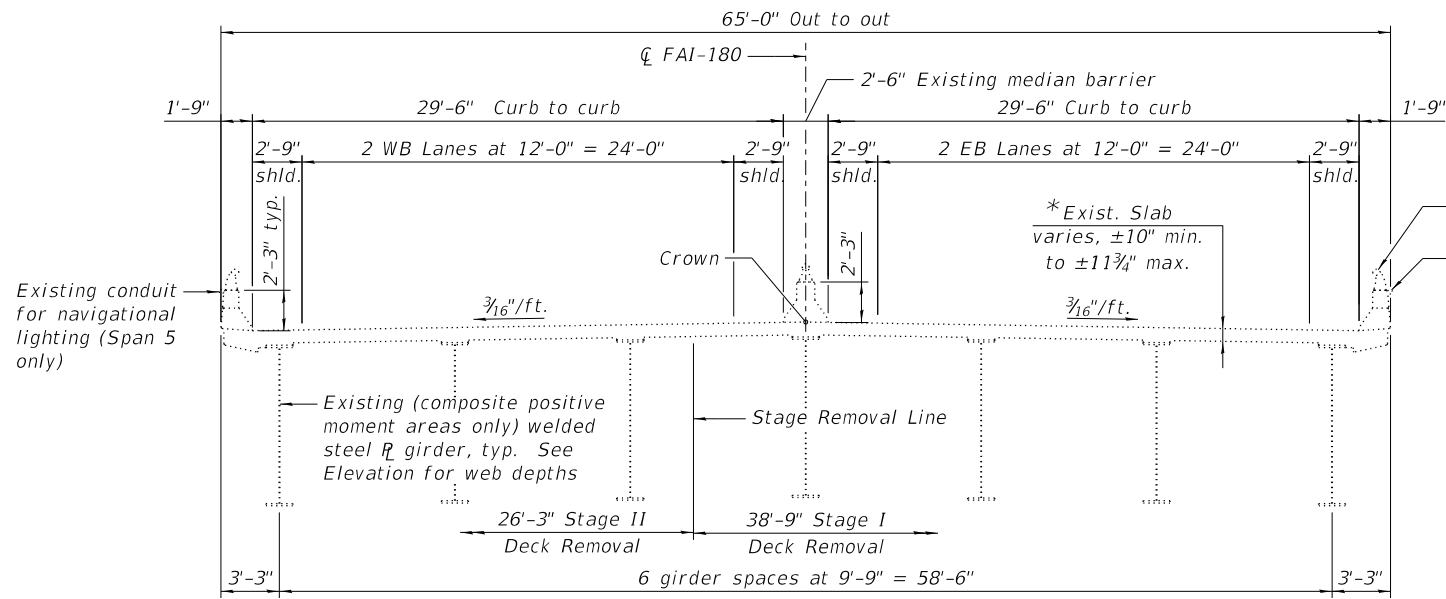
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NO. 078-0001**

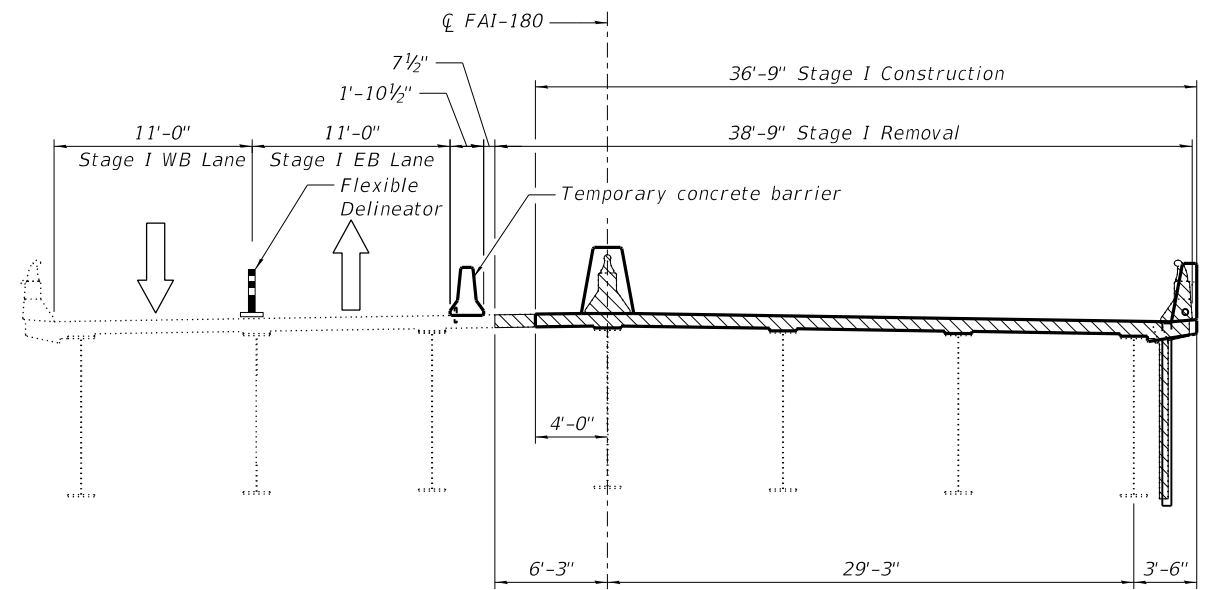
SHEET S-5 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

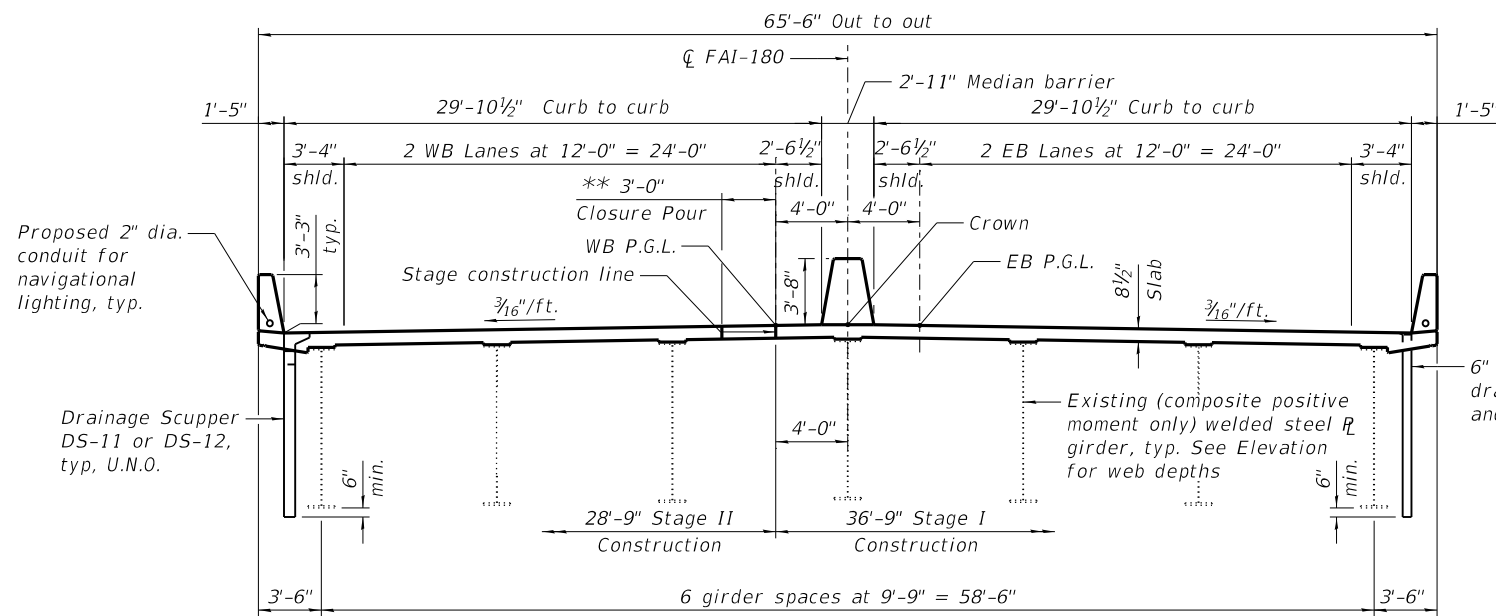


EXISTING CROSS-SECTION
 (Looking East)

* 8½" structural slab and variable depth bituminous overlay



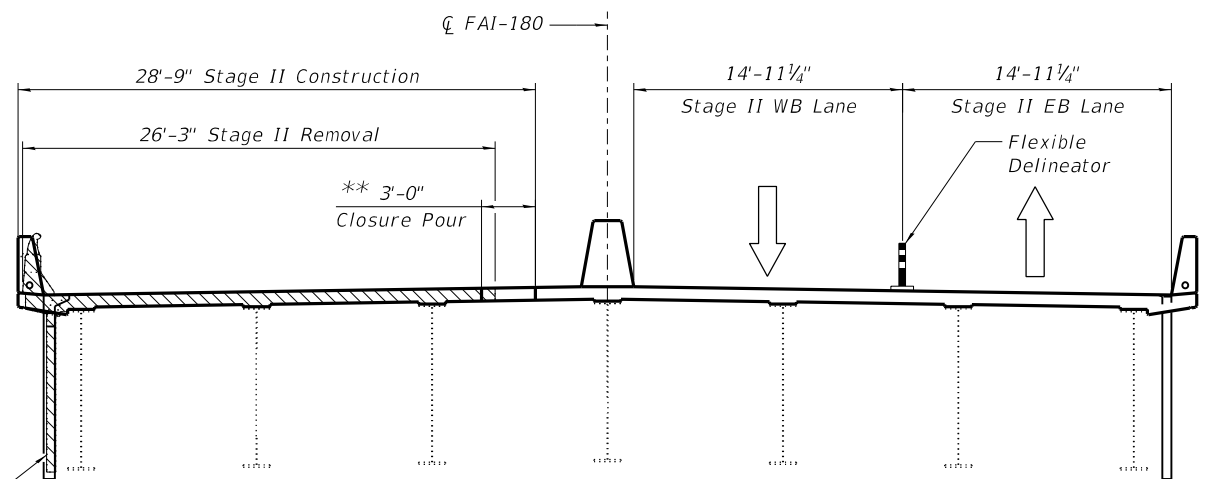
STAGE I CROSS-SECTION
 (Looking East)



FINAL CROSS-SECTION
 (Looking East)

** Units 1 & 2 only

For exist. floor drain removal see sheet S-59 of S-87.



STAGE II CROSS-SECTION
 (Looking East)

NOTES:

1. Hatched areas indicate Removal of Existing Concrete Deck No. 1.
2. For Temporary Concrete Barrier details, See Sheet S-7 of S-87.
3. See Roadway Plans for quantity of Temporary Concrete Barrier and Flexible Delineator.

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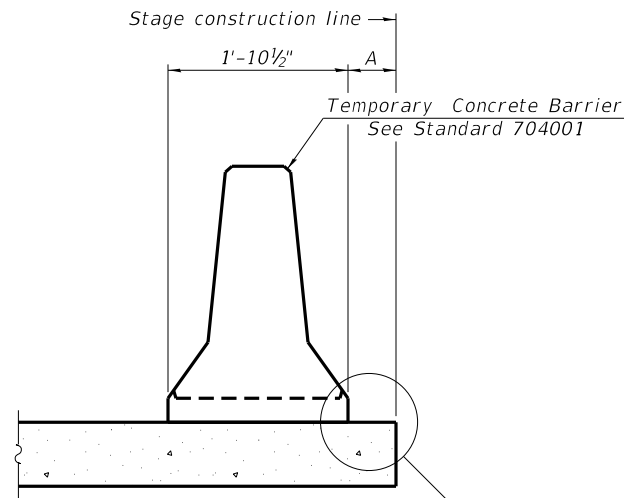
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING
 STRUCTURE NO. 078-0001

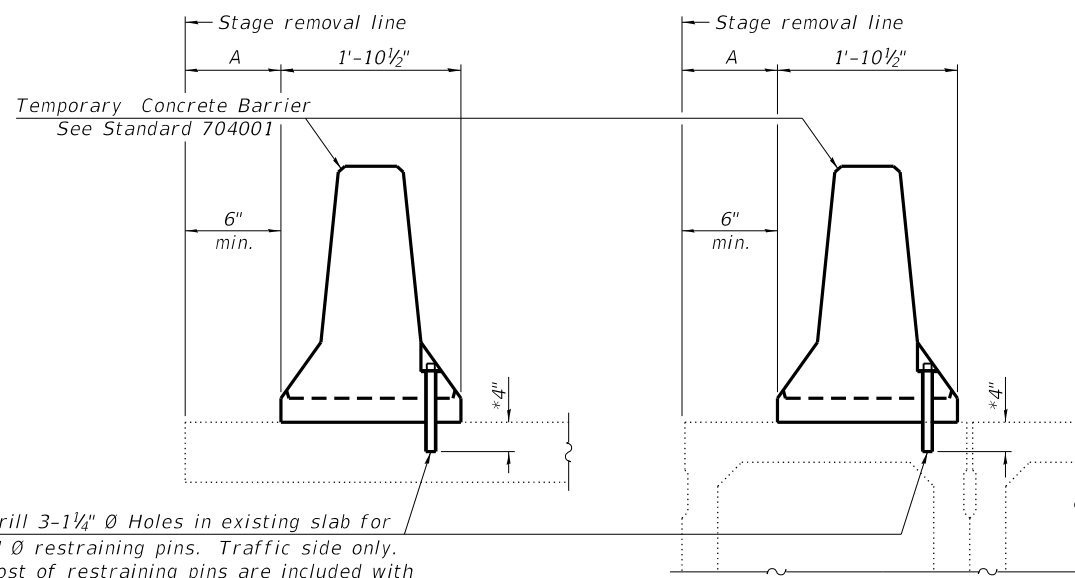
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	38
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



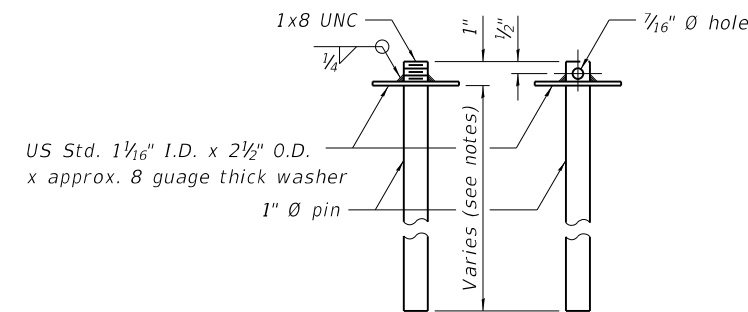
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

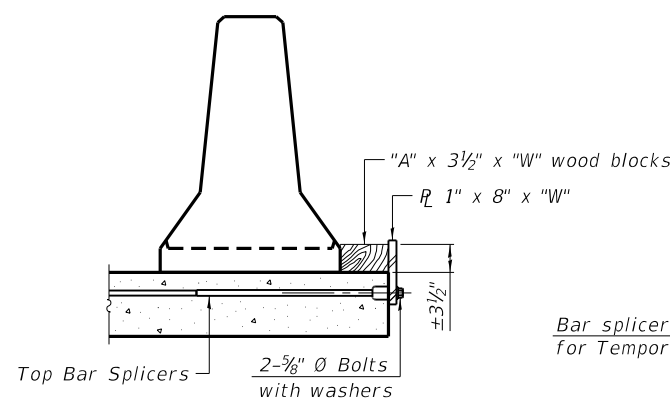
* When hot-mix asphalt wearing surface is present, embedment shall be 4" plus the wearing surface depth.

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

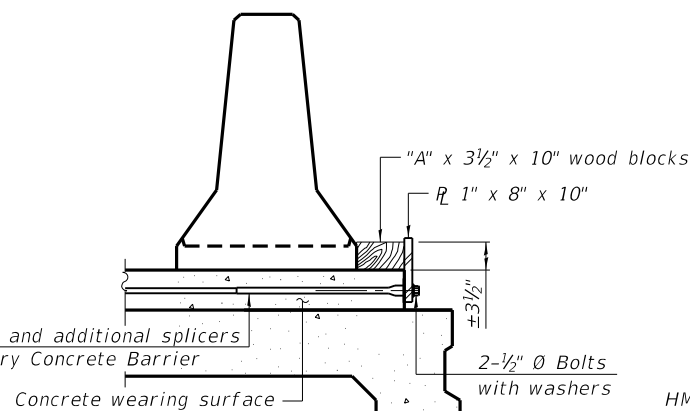


RESTRAINING PIN

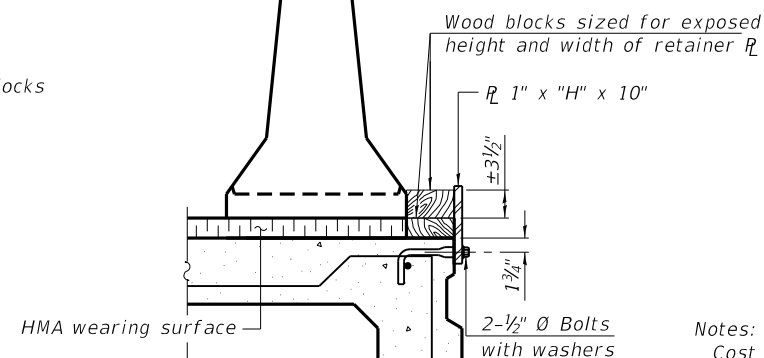


DETAIL I

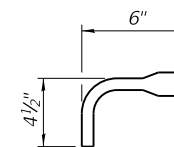
Bar splicers and additional splicers for Temporary Concrete Barrier



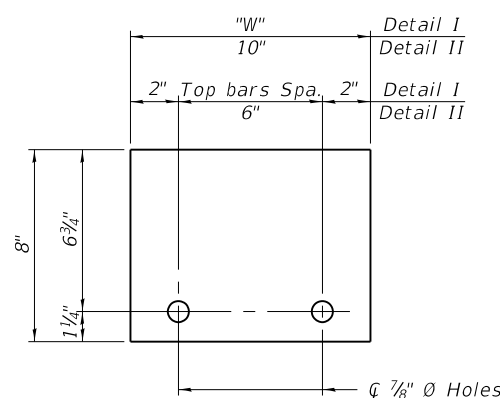
DETAIL II



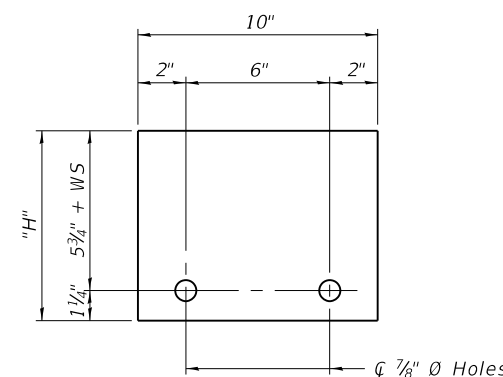
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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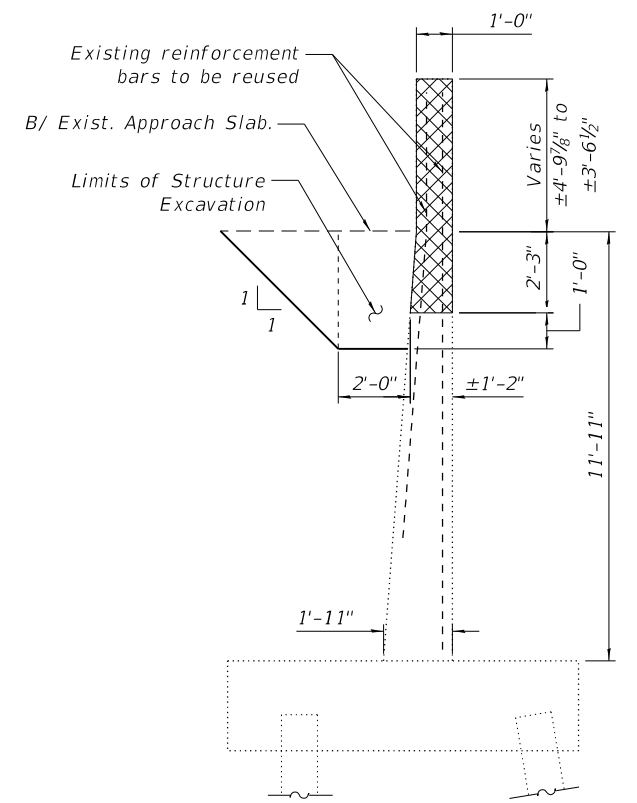
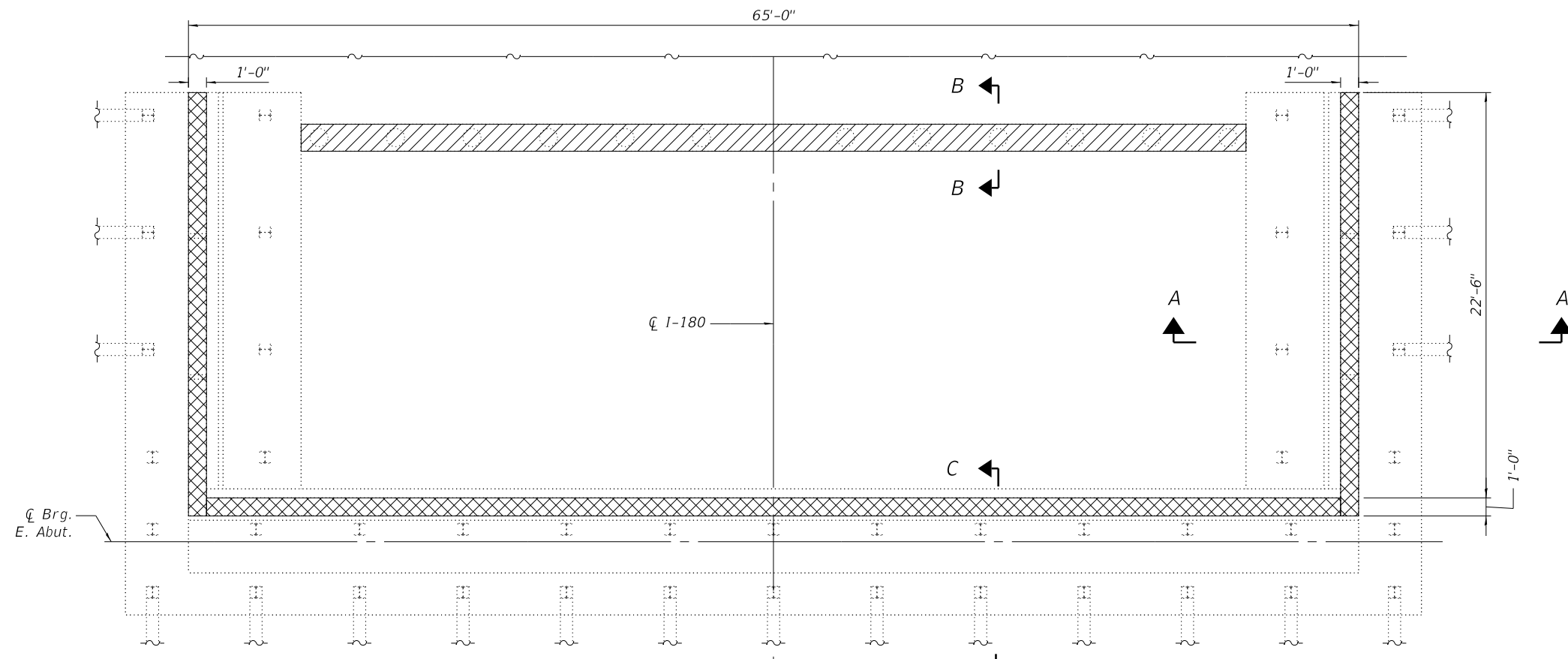
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 078-0001

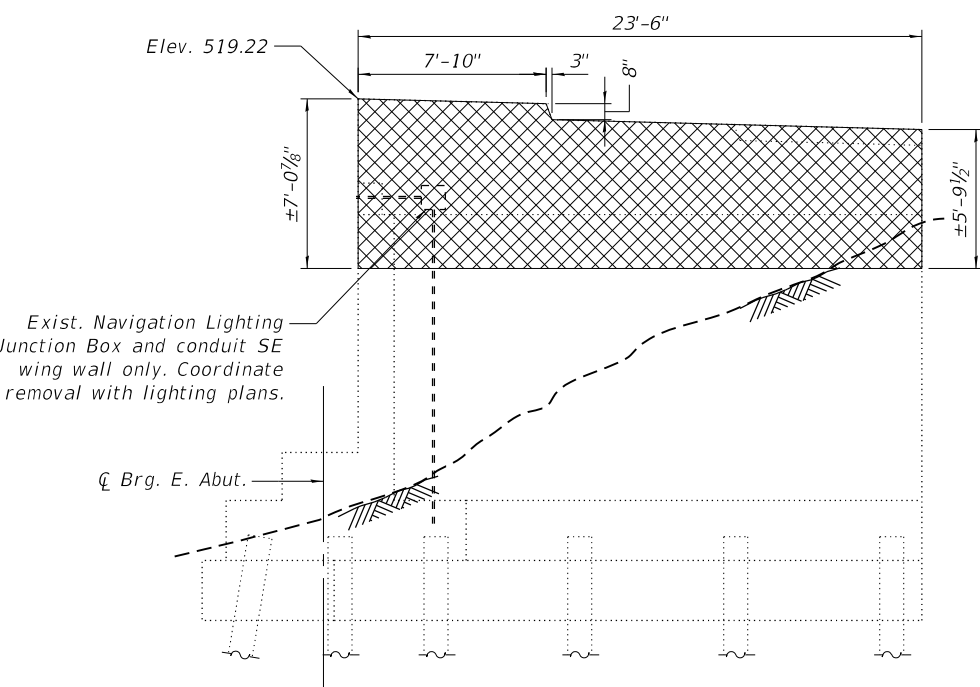
SHEET S-7 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

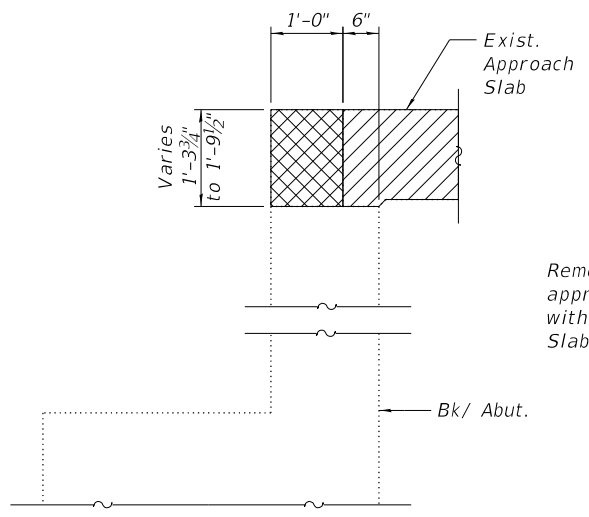


PLAN
(East Abutment)

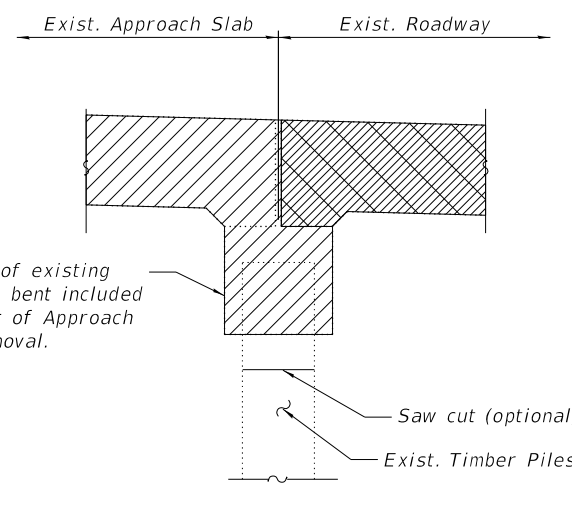
SECTION A-A



ELEVATION
(SE Wingwall Looking North, NE similar)



SECTION C-C



SECTION B-B

NOTES:

- Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included in "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in "Concrete Removal".
- Contractor may saw cut timber piles to remove existing concrete approach bent.
- For quantity and details of approach slab removal, roadway removal and approach median barrier removal see roadway plans.

LEGEND

- Approach Slab Removal
- Concrete Removal
- Roadway Removal

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	15.2

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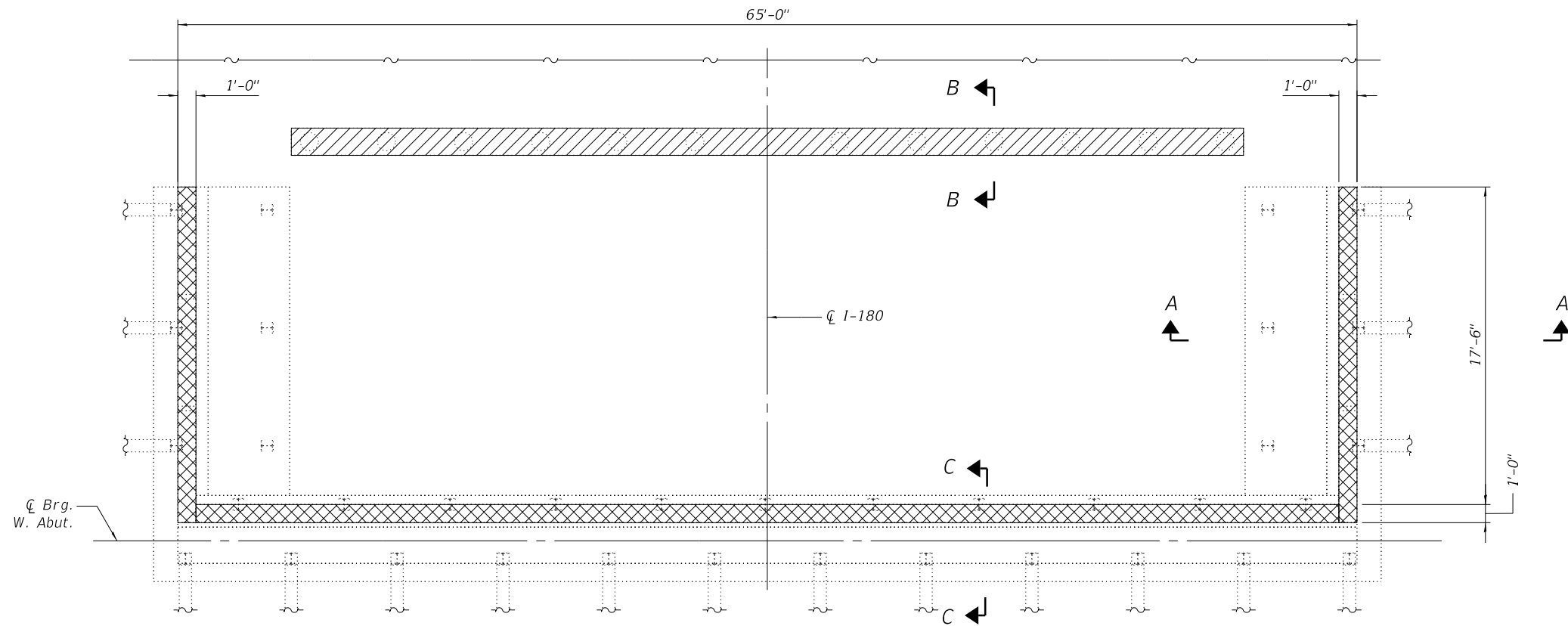
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

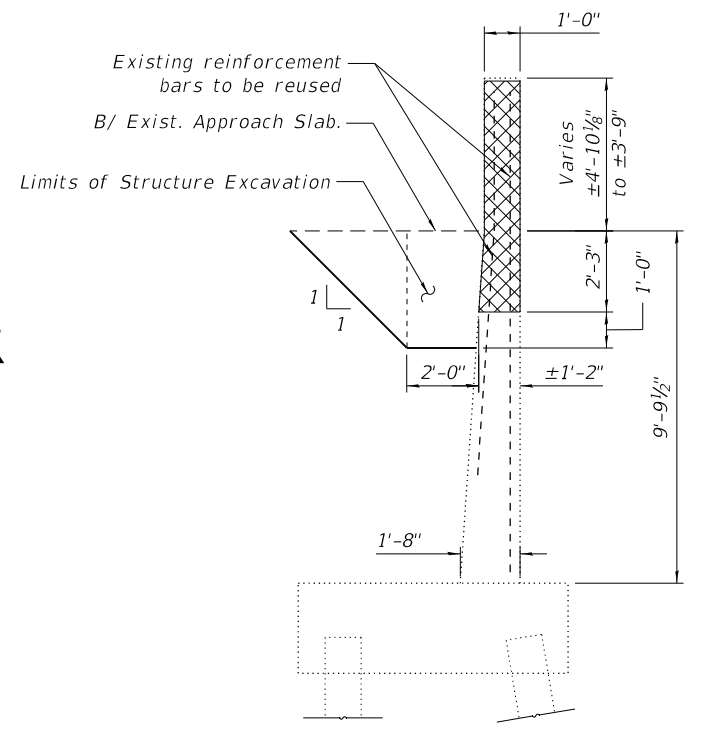
**CONCRETE REMOVAL - EAST ABUTMENT
STRUCTURE NO. 078-0001**

SHEET S-8 OF S-87 SHEETS

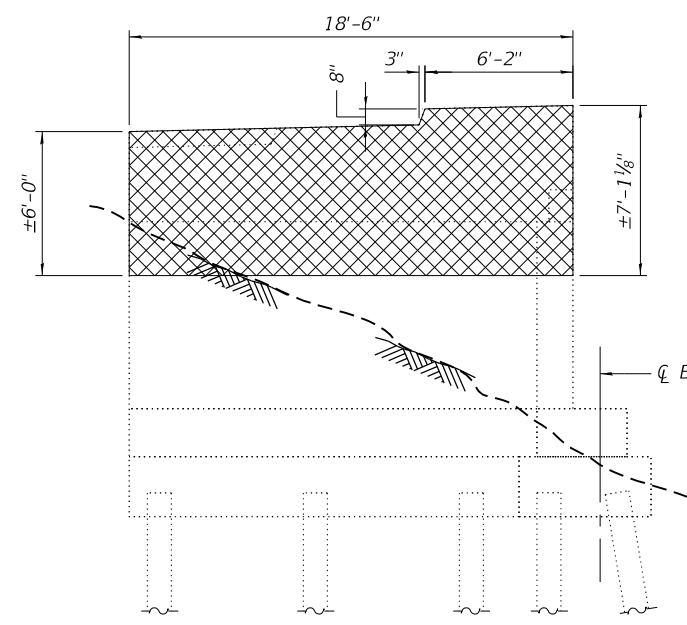
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180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	40
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PLAN
(West Abutment)

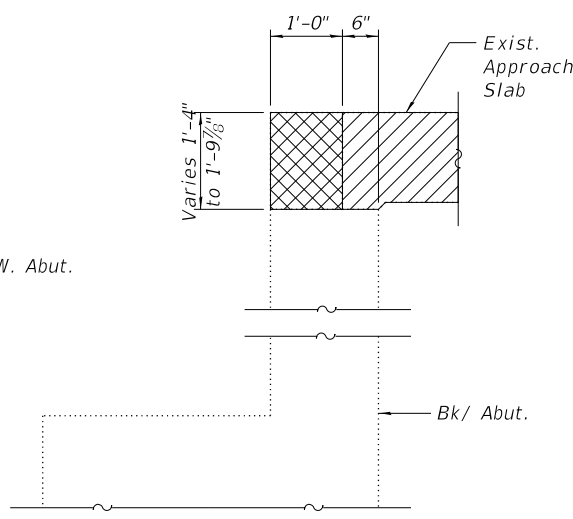


SECTION A-A

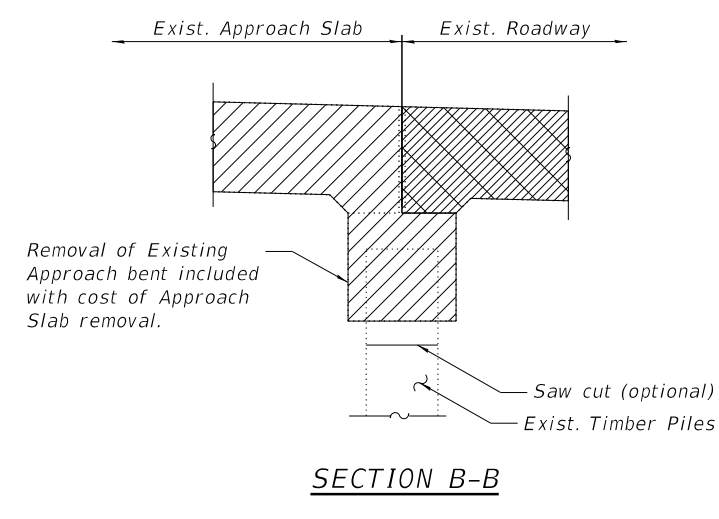


ELEVATION

(SW Wingwall Looking North, NW similar)



SECTION C-C



SECTION B-B

NOTES:

- Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included in "Concrete Removal".
- Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in "Concrete Removal".
- Contractor may saw cut timber piles to remove existing concrete approach bent.
- For quantity and details of approach slab removal, roadway removal and approach median barrier removal see roadway plans.

LEGEND

- Approach Slab Removal
- Concrete Removal
- Roadway Removal

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	13.1

MODEL: Default
FILE NAME: 0780001-66F08-005-REM2.dgn



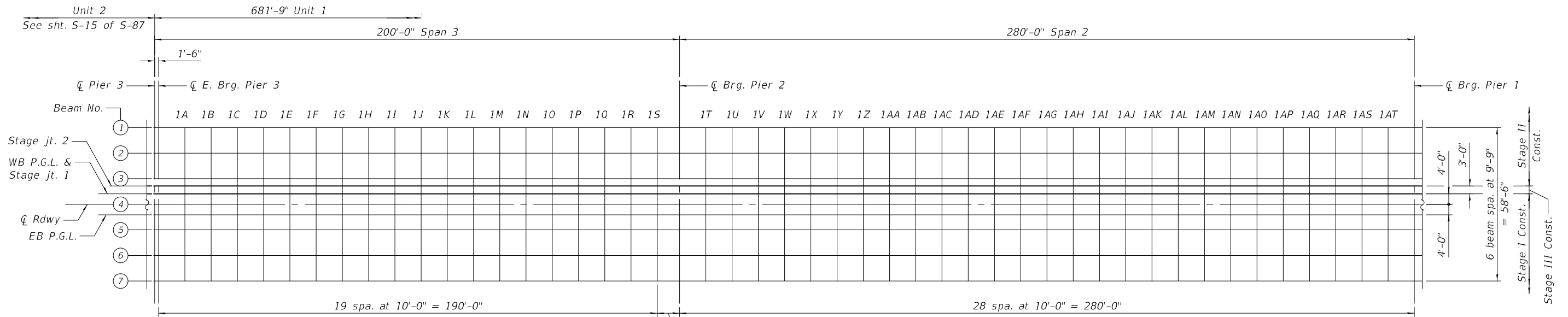
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PLOT SCALE = N.T.S.	CHECKED = TG / GEK	REVISED =
PLOT DATE = 10/16/2019	DRAWN = MDW	REVISED =
	CHECKED = ECK	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

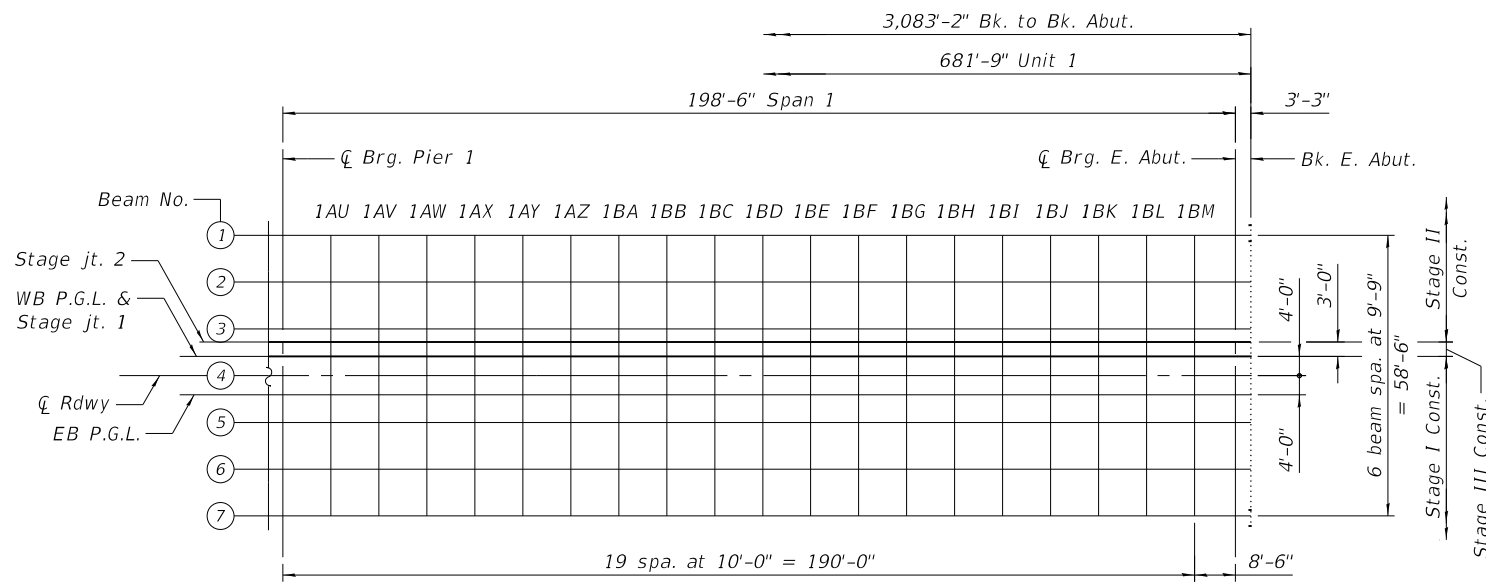
CONCRETE REMOVAL - WEST ABUTMENT
STRUCTURE NO. 078-0001

SHEET S-9 OF S-87 SHEETS

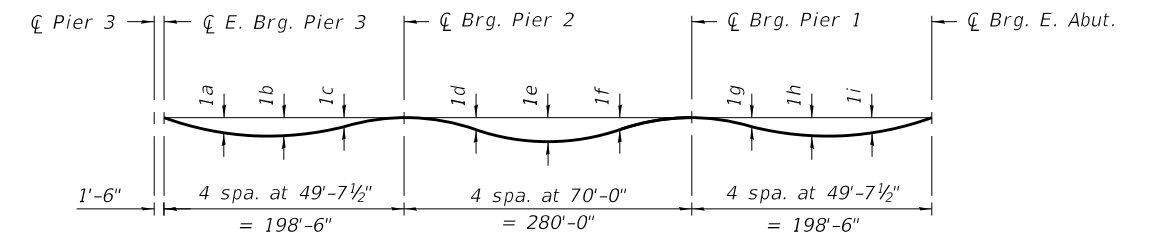
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	41
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PARTIAL PLAN



PARTIAL PLAN



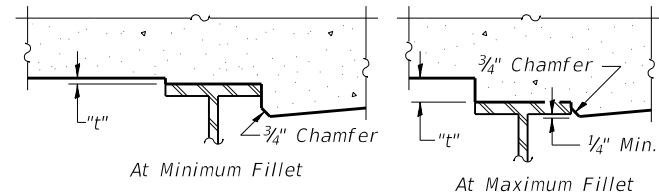
DEAD LOAD DEFLECTION DIAGRAM

(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 on sheets S-11 thru S-14 of S-87.

Beam No.	1a	1b	1c	1d	1e	1f	1g	1h	1i
1 & 7	1 1/2"	1 1/4"	0"	2 7/8"	5"	2 7/8"	0"	1 1/4"	1 1/2"
2-6	1 3/8"	1 3/8"	0"	3 1/4"	5 3/8"	3 1/8"	0"	1 3/8"	1 3/4"



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 sheets S-11 thru S-14 of S-87. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-11 thru S-14 of S-87, minus slab thickness, equals the fillet heights "t" above top flange of beams.

MODEL: Default
FILE NAME: S:\065680 (1386)\E_Work\A_CADD\Sheets\0780001-66F08-010-UJTSEL.dgn



USER NAME = Imue	DESIGNED - MMZ	REVISED -
PLOT SCALE =	CHECKED - DF	REVISED -
PLOT DATE = 10/16/2019	DRAWN - LAM	REVISED -
	CHECKED - DF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 1 TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 078-0001

SHEET S-10 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	42
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	-29.25	524.91	524.91
☐ E. Brg. Pier 3	74+18.50	-29.25	524.91	524.91
1A	74+28.50	-29.25	524.89	524.92
1B	74+38.50	-29.25	524.87	524.93
1C	74+48.50	-29.25	524.85	524.94
1D	74+58.50	-29.25	524.82	524.93
1E	74+68.50	-29.25	524.79	524.91
1F	74+78.50	-29.25	524.76	524.89
1G	74+88.50	-29.25	524.72	524.85
1H	74+98.50	-29.25	524.68	524.81
1I	75+08.50	-29.25	524.64	524.75
1J	75+18.50	-29.25	524.59	524.69
1K	75+28.50	-29.25	524.54	524.62
1L	75+38.50	-29.25	524.48	524.54
1M	75+48.50	-29.25	524.43	524.46
1N	75+58.50	-29.25	524.36	524.38
1O	75+68.50	-29.25	524.30	524.29
1P	75+78.50	-29.25	524.23	524.22
1Q	75+88.50	-29.25	524.16	524.14
1R	75+98.50	-29.25	524.08	524.06
1S	76+08.50	-29.25	524.00	523.99
☐ Brg. Pier 2	76+17.00	-29.25	523.93	523.93
1T	76+27.00	-29.25	523.85	523.87
1U	76+37.00	-29.25	523.76	523.80
1V	76+47.00	-29.25	523.67	523.74
1W	76+57.00	-29.25	523.57	523.68
1X	76+67.00	-29.25	523.47	523.62
1Y	76+77.00	-29.25	523.37	523.56
1Z	76+87.00	-29.25	523.26	523.50
1AA	76+97.00	-29.25	523.15	523.43
1AB	77+07.00	-29.25	523.04	523.35
1AC	77+17.00	-29.25	522.92	523.27
1AD	77+27.00	-29.25	522.80	523.18
1AE	77+37.00	-29.25	522.67	523.07
1AF	77+47.00	-29.25	522.54	522.95
1AG	77+57.00	-29.25	522.41	522.83
1AH	77+67.00	-29.25	522.28	522.69
1AI	77+77.00	-29.25	522.14	522.54
1AJ	77+87.00	-29.25	522.00	522.37
1AK	77+97.00	-29.25	521.85	522.20
1AL	78+07.00	-29.25	521.70	522.02
1AM	78+17.00	-29.25	521.55	521.83
1AN	78+27.00	-29.25	521.39	521.63
1AO	78+37.00	-29.25	521.23	521.42
1AP	78+47.00	-29.25	521.07	521.21
1AQ	78+57.00	-29.25	520.90	521.01
1AR	78+67.00	-29.25	520.73	520.80
1AS	78+77.00	-29.25	520.56	520.60
1AT	78+87.00	-29.25	520.38	520.40
☐ Brg. Pier 1	78+97.00	-29.25	520.20	520.20
1AU	79+07.00	-29.25	520.01	520.00
1AV	79+17.00	-29.25	519.83	519.81
1AW	79+27.00	-29.25	519.63	519.62
1AX	79+37.00	-29.25	519.44	519.43
1AY	79+47.00	-29.25	519.24	519.24
1AZ	79+57.00	-29.25	519.04	519.06
1BA	79+67.00	-29.25	518.83	518.87
1BB	79+77.00	-29.25	518.62	518.69
1BC	79+87.00	-29.25	518.41	518.50
1BD	79+97.00	-29.25	518.19	518.30
1BE	80+07.00	-29.25	517.97	518.09
1BF	80+17.00	-29.25	517.75	517.88
1BG	80+27.00	-29.25	517.52	517.66
1BH	80+37.00	-29.25	517.29	517.43
1BI	80+47.00	-29.25	517.06	517.18
1BJ	80+57.00	-29.25	516.82	516.93
1BK	80+67.00	-29.25	516.58	516.66
1BL	80+77.00	-29.25	516.34	516.39
1BM	80+87.00	-29.25	516.09	516.11
☐ Brg. E. Abut.	80+95.50	-29.25	515.87	515.87
Bk. E. Abut.	80+98.75	-29.25	515.79	515.79

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	-19.50	525.06	525.06
☐ E. Brg. Pier 3	74+18.50	-19.50	525.06	525.06
1A	74+28.50	-19.50	525.04	525.08
1B	74+38.50	-19.50	525.02	525.09
1C	74+48.50	-19.50	525.00	525.10
1D	74+58.50	-19.50	524.97	525.10
1E	74+68.50	-19.50	524.94	525.08
1F	74+78.50	-19.50	524.91	525.06
1G	74+88.50	-19.50	524.87	525.02
1H	74+98.50	-19.50	524.83	524.97
1I	75+08.50	-19.50	524.79	524.92
1J	75+18.50	-19.50	524.74	524.85
1K	75+28.50	-19.50	524.69	524.78
1L	75+38.50	-19.50	524.64	524.70
1M	75+48.50	-19.50	524.58	524.62
1N	75+58.50	-19.50	524.52	524.53
1O	75+68.50	-19.50	524.45	524.45
1P	75+78.50	-19.50	524.38	524.37
1Q	75+88.50	-19.50	524.31	524.29
1R	75+98.50	-19.50	524.24	524.21
1S	76+08.50	-19.50	524.16	524.14
☐ Brg. Pier 2	76+17.00	-19.50	524.09	524.09
1T	76+27.00	-19.50	524.00	524.02
1U	76+37.00	-19.50	523.91	523.96
1V	76+47.00	-19.50	523.82	523.90
1W	76+57.00	-19.50	523.72	523.84
1X	76+67.00	-19.50	523.62	523.79
1Y	76+77.00	-19.50	523.52	523.73
1Z	76+87.00	-19.50	523.41	523.68
1AA	76+97.00	-19.50	523.30	523.61
1AB	77+07.00	-19.50	523.19	523.54
1AC	77+17.00	-19.50	523.07	523.46
1AD	77+27.00	-19.50	522.95	523.37
1AE	77+37.00	-19.50	522.82	523.27
1AF	77+47.00	-19.50	522.70	523.16
1AG	77+57.00	-19.50	522.56	523.03
1AH	77+67.00	-19.50	522.43	522.89
1AI	77+77.00	-19.50	522.29	522.74
1AJ	77+87.00	-19.50	522.15	522.57
1AK	77+97.00	-19.50	522.00	522.40
1AL	78+07.00	-19.50	521.85	522.21
1AM	78+17.00	-19.50	521.70	522.01
1AN	78+27.00	-19.50	521.54	521.81
1AO	78+37.00	-19.50	521.38	521.60
1AP	78+47.00	-19.50	521.22	521.38
1AQ	78+57.00	-19.50	521.05	521.17
1AR	78+67.00	-19.50	520.88	520.96
1AS	78+77.00	-19.50	520.71	520.76
1AT	78+87.00	-19.50	520.53	520.55
☐ Brg. Pier 1	78+97.00	-19.50	520.35	520.35
1AU	79+07.00	-19.50	520.17	520.15
1AV	79+17.00	-19.50	519.98	519.96
1AW	79+27.00	-19.50	519.79	519.76
1AX	79+37.00	-19.50	519.59	519.58
1AY	79+47.00	-19.50	519.39	519.39
1AZ	79+57.00	-19.50	519.19	519.21
1BA	79+67.00	-19.50	518.98	519.03
1BB	79+77.00	-19.50	518.78	518.85
1BC	79+87.00	-19.50	518.56	518.66
1BD	79+97.00	-19.50	518.35	518.46
1BE	80+07.00	-19.50	518.13	518.26
1BF	80+17.00	-19.50	517.90	518.05
1BG	80+27.00	-19.50	517.68	517.83
1BH	80+37.00	-19.50	517.45	517.60
1BI	80+47.00	-19.50	517.21	517.35
1BJ	80+57.00	-19.50	516.97	517.10
1BK	80+67.00	-19.50	516.73	516.83
1BL	80+77.00	-19.50	516.49	516.55
1BM	80+87.00	-19.50	516.24	516.27
☐ Brg. E. Abut.	80+95.50	-19.50	516.03	516.03
Bk. E. Abut.	80+98.75	-19.50	515.94	515.94

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	-9.75	525.21	525.21
☐ E. Brg. Pier 3	74+18.50	-9.75	525.21	525.21
1A	74+28.50	-9.75	525.20	525.23
1B	74+38.50	-9.75	525.18	525.25
1C	74+48.50	-9.75	525.15	525.25
1D	74+58.50	-9.75	525.13	525.25
1E	74+68.50	-9.75	525.10	525.23
1F	74+78.50	-9.75	525.06	525.21
1G	74+88.50	-9.75	525.03	525.17
1H	74+98.50	-9.75	524.99	525.13
1I	75+08.50	-9.75	524.94	525.07
1J	75+18.50	-9.75	524.89	525.00
1K	75+28.50	-9.75	524.84	524.93
1L	75+38.50	-9.75	524.79	524.85
1M	75+48.50	-9.75	524.73	524.77
1N	75+58.50	-9.75	524.67	524.68
1O	75+68.50	-9.75	524.60	524.60
1P	75+78.50	-9.75	524.54	524.52
1Q	75+88.50	-9.75	524.46	524.44
1R	75+98.50	-9.75	524.39	524.37
1S	76+08.50	-9.75	524.31	524.30
☐ Brg. Pier 2	76+17.00	-9.75	524.24	524.24
1T	76+27.00	-9.75	524.15	524.17
1U	76+37.00	-9.75	524.06	524.11
1V	76+47.00	-9.75	523.97	524.05
1W	76+57.00	-9.75	523.87	524.00
1X	76+67.00	-9.75	523.77	523.94
1Y	76+77.00	-9.75	523.67	523.88
1Z	76+87.00	-9.75	523.56	523.83
1AA	76+97.00	-9.75	523.45	523.77
1AB	77+07.00	-9.75	523.34	523.70
1AC	77+17.00	-9.75	523.22	523.62
1AD	77+27.00	-9.75	523.10	523.53
1AE	77+37.00	-9.75	522.98	523.42
1AF	77+47.00	-9.75	522.85	523.31
1AG	77+57.00	-9.75	522.72	523.18
1AH	77+67.00	-9.75	522.58	523.04
1AI	77+77.00	-9.75	522.44	522.89
1AJ	77+87.00	-9.75	522.30	522.73
1AK	77+97.00	-9.75	522.15	522.55
1AL	78+07.00	-9.75	522.01	522.36
1AM	78+17.00	-9.75	521.85	522.16
1AN	78+27.00	-9.75	521.70	521.96
1AO	78+37.00	-9.75	521.54	521.75
1AP	78+47.00	-9.75	521.37	521.54
1AQ	78+57.00	-9.75	521.21	521.33
1AR	78+67.00	-9.75	521.04	521.12
1AS	78+77.00	-9.75	520.86	520.91
1AT	78+87.00	-9.75	520.68	520.71
☐ Brg. Pier 1	78+97.00	-9.75	520.50	520.50
1AU	79+07.00	-9.75	520.32	520.30
1AV	79+17.00	-9.75	520.13	520.11
1AW	79+27.00	-9.75	519.94	519.92
1AX	79+37.00	-9.75	519.74	519.73
1AY	79+47.00	-9.75	519.54	519.54
1AZ	79+57.00	-9.75	519.34	519.36
1BA	79+67.00	-9.75	519.14	519.18
1BB	79+77.00	-9.75	518.93	519.00
1BC	79+87.00	-9.75	518.71	518.81
1BD	79+97.00	-9.75	518.50	518.62
1BE	80+07.00	-9.75	518.28	518.41
1BF	80+17.00	-9.75	518.06	518.20
1BG	80+27.00	-9.75	517.83	517.98
1BH	80+37.00	-9.75	517.60	517.75
1BI	80+47.00	-9.75	517.36	517.50
1BJ	80+57.00	-9.75	517.13	517.25
1BK	80+67.00	-9.75	516.89	516.98

STAGE CONSTRUCTION JOINT 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	-7.00	525.26	525.26
☐ E. Brg. Pier 3	74+18.50	-7.00	525.25	525.25
1A	74+28.50	-7.00	525.24	525.27
1B	74+38.50	-7.00	525.22	525.29
1C	74+48.50	-7.00	525.20	525.29
1D	74+58.50	-7.00	525.17	525.29
1E	74+68.50	-7.00	525.14	525.28
1F	74+78.50	-7.00	525.11	525.25
1G	74+88.50	-7.00	525.07	525.22
1H	74+98.50	-7.00	525.03	525.17
1I	75+08.50	-7.00	524.99	525.11
1J	75+18.50	-7.00	524.94	525.05
1K	75+28.50	-7.00	524.89	524.97
1L	75+38.50	-7.00	524.83	524.90
1M	75+48.50	-7.00	524.77	524.81
1N	75+58.50	-7.00	524.71	524.73
1O	75+68.50	-7.00	524.65	524.64
1P	75+78.50	-7.00	524.58	524.56
1Q	75+88.50	-7.00	524.51	524.48
1R	75+98.50	-7.00	524.43	524.41
1S	76+08.50	-7.00	524.35	524.34
☐ Brg. Pier 2	76+17.00	-7.00	524.28	524.28
1T	76+27.00	-7.00	524.20	524.22
1U	76+37.00	-7.00	524.11	524.16
1V	76+47.00	-7.00	524.01	524.09
1W	76+57.00	-7.00	523.92	524.04
1X	76+67.00	-7.00	523.82	523.98
1Y	76+77.00	-7.00	523.71	523.93
1Z	76+87.00	-7.00	523.61	523.87
1AA	76+97.00	-7.00	523.50	523.81
1AB	77+07.00	-7.00	523.38	523.74
1AC	77+17.00	-7.00	523.27	523.66
1AD	77+27.00	-7.00	523.14	523.57
1AE	77+37.00	-7.00	523.02	523.47
1AF	77+47.00	-7.00	522.89	523.35
1AG	77+57.00	-7.00	522.76	523.23
1AH	77+67.00	-7.00	522.62	523.09
1AI	77+77.00	-7.00	522.49	522.93
1AJ	77+87.00	-7.00	522.34	522.77
1AK	77+97.00	-7.00	522.20	522.59
1AL	78+07.00	-7.00	522.05	522.40
1AM	78+17.00	-7.00	521.90	522.21
1AN	78+27.00	-7.00	521.74	522.00
1AO	78+37.00	-7.00	521.58	521.79
1AP	78+47.00	-7.00	521.42	521.58
1AQ	78+57.00	-7.00	521.25	521.37
1AR	78+67.00	-7.00	521.08	521.16
1AS	78+77.00	-7.00	520.90	520.95
1AT	78+87.00	-7.00	520.73	520.75
☐ Brg. Pier 1	78+97.00	-7.00	520.55	520.55
1AU	79+07.00	-7.00	520.36	520.35
1AV	79+17.00	-7.00	520.17	520.15
1AW	79+27.00	-7.00	519.98	519.96
1AX	79+37.00	-7.00	519.79	519.77
1AY	79+47.00	-7.00	519.59	519.59
1AZ	79+57.00	-7.00	519.39	519.41
1BA	79+67.00	-7.00	519.18	519.22
1BB	79+77.00	-7.00	518.97	519.04
1BC	79+87.00	-7.00	518.76	518.85
1BD	79+97.00	-7.00	518.54	518.66
1BE	80+07.00	-7.00	518.32	518.46
1BF	80+17.00	-7.00	518.10	518.25
1BG	80+27.00	-7.00	517.87	518.02
1BH	80+37.00	-7.00	517.64	517.79
1BI	80+47.00	-7.00	517.41	517.55
1BJ	80+57.00	-7.00	517.17	517.29
1BK	80+67.00	-7.00	516.93	517.02
1BL	80+77.00	-7.00	516.68	516.74
1BM	80+87.00	-7.00	516.44	516.46
☐ Brg. E. Abut.	80+95.50	-7.00	516.22	516.22
Bk. E. Abut.	80+98.75	-7.00	516.14	516.14

WB P.G.L. & STAGE CONSTRUCTION JOINT 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	-4.00	525.30	525.30
☐ E. Brg. Pier 3	74+18.50	-4.00	525.30	525.30
1A	74+28.50	-4.00	525.28	525.32
1B	74+38.50	-4.00	525.27	525.34
1C	74+48.50	-4.00	525.24	525.34
1D	74+58.50	-4.00	525.22	525.34
1E	74+68.50	-4.00	525.19	525.32
1F	74+78.50	-4.00	525.15	525.30
1G	74+88.50	-4.00	525.12	525.26
1H	74+98.50	-4.00	525.08	525.22
1I	75+08.50	-4.00	525.03	525.16
1J	75+18.50	-4.00	524.98	525.09
1K	75+28.50	-4.00	524.93	525.02
1L	75+38.50	-4.00	524.88	524.94
1M	75+48.50	-4.00	524.82	524.86
1N	75+58.50	-4.00	524.76	524.77
1O	75+68.50	-4.00	524.69	524.69
1P	75+78.50	-4.00	524.63	524.61
1Q	75+88.50	-4.00	524.55	524.53
1R	75+98.50	-4.00	524.48	524.46
1S	76+08.50	-4.00	524.40	524.39
☐ Brg. Pier 2	76+17.00	-4.00	524.33	524.33
1T	76+27.00	-4.00	524.24	524.26
1U	76+37.00	-4.00	524.15	524.20
1V	76+47.00	-4.00	524.06	524.14
1W	76+57.00	-4.00	523.96	524.09
1X	76+67.00	-4.00	523.86	524.03
1Y	76+77.00	-4.00	523.76	523.97
1Z	76+87.00	-4.00	523.65	523.92
1AA	76+97.00	-4.00	523.54	523.86
1AB	77+07.00	-4.00	523.43	523.79
1AC	77+17.00	-4.00	523.31	523.71
1AD	77+27.00	-4.00	523.19	523.62
1AE	77+37.00	-4.00	523.07	523.51
1AF	77+47.00	-4.00	522.94	523.40
1AG	77+57.00	-4.00	522.81	523.27
1AH	77+67.00	-4.00	522.67	523.13
1AI	77+77.00	-4.00	522.53	522.98
1AJ	77+87.00	-4.00	522.39	522.82
1AK	77+97.00	-4.00	522.24	522.64
1AL	78+07.00	-4.00	522.10	522.45
1AM	78+17.00	-4.00	521.94	522.25
1AN	78+27.00	-4.00	521.79	522.05
1AO	78+37.00	-4.00	521.63	521.84
1AP	78+47.00	-4.00	521.46	521.63
1AQ	78+57.00	-4.00	521.30	521.42
1AR	78+67.00	-4.00	521.13	521.21
1AS	78+77.00	-4.00	520.95	521.00
1AT	78+87.00	-4.00	520.77	520.80
☐ Brg. Pier 1	78+97.00	-4.00	520.59	520.59
1AU	79+07.00	-4.00	520.41	520.39
1AV	79+17.00	-4.00	520.22	520.20
1AW	79+27.00	-4.00	520.03	520.01
1AX	79+37.00	-4.00	519.83	519.82
1AY	79+47.00	-4.00	519.63	519.63
1AZ	79+57.00	-4.00	519.43	519.45
1BA	79+67.00	-4.00	519.23	519.27
1BB	79+77.00	-4.00	519.02	519.09
1BC	79+87.00	-4.00	518.80	518.90
1BD	79+97.00	-4.00	518.59	518.71
1BE	80+07.00	-4.00	518.37	518.50
1BF	80+17.00	-4.00	518.14	518.29
1BG	80+27.00	-4.00	517.92	518.07
1BH	80+37.00	-4.00	517.69	517.84
1BI	80+47.00	-4.00	517.45	517.59
1BJ	80+57.00	-4.00	517.22	517.34
1BK	80+67.00	-4.00	516.97	517.07
1BL	80+77.00	-4.00	516.73	516.79
1BM	80+87.00	-4.00	516.48	516.51
☐ Brg. E. Abut.	80+95.50	-4.00	516.27	516.27
Bk. E. Abut.	80+98.75	-4.00	516.19	516.19

☐ ROADWAY & BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	0.00	525.37	525.37
☐ E. Brg. Pier 3	74+18.50	0.00	525.36	525.36
1A	74+28.50	0.00	525.35	525.38
1B	74+38.50	0.00	525.33	525.40
1C	74+48.50	0.00	525.31	525.40
1D	74+58.50	0.00	525.28	525.40
1E	74+68.50	0.00	525.25	525.39
1F	74+78.50	0.00	525.22	525.36
1G	74+88.50	0.00	525.18	525.33
1H	74+98.50	0.00	525.14	525.28
1I	75+08.50	0.00	525.09	525.22
1J	75+18.50	0.00	525.05	525.16
1K	75+28.50	0.00	525.00	525.08
1L	75+38.50	0.00	524.94	525.01
1M	75+48.50	0.00	524.88	524.92
1N	75+58.50	0.00	524.82	524.84
1O	75+68.50	0.00	524.76	524.75
1P	75+78.50	0.00	524.69	524.67
1Q	75+88.50	0.00	524.62	524.59
1R	75+98.50	0.00	524.54	524.52
1S	76+08.50	0.00	524.46	524.45
☐ Brg. Pier 2	76+17.00	0.00	524.39	524.39
1T	76+27.00	0.00	524.31	524.33
1U	76+37.00	0.00	524.22	524.26
1V	76+47.00	0.00	524.12	524.20
1W	76+57.00	0.00	524.03	524.15
1X	76+67.00	0.00	523.93	524.09
1Y	76+77.00	0.00	523.82	524.04
1Z	76+87.00	0.00	523.72	523.98
1AA	76+97.00	0.00	523.61	523.92
1AB	77+07.00	0.00	523.49	523.85
1AC	77+17.00	0.00	523.37	523.77
1AD	77+27.00	0.00	523.25	523.68
1AE	77+37.00	0.00	523.13	523.58
1AF	77+47.00	0.00	523.00	523.46
1AG	77+57.00	0.00	522.87	523.34
1AH	77+67.00	0.00	522.73	523.19
1AI	77+77.00	0.00	522.60	523.04
1AJ	77+87.00	0.00	522.45	522.88
1AK	77+97.00	0.00	522.31	522.70
1AL	78+07.00	0.00	522.16	522.51
1AM	78+17.00	0.00	522.01	522.32
1AN	78+27.00	0.00	521.85	522.11
1AO	78+37.00	0.00	521.69	521.90
1AP	78+47.00	0.00	521.53	521.69
1AQ	78+57.00	0.00	521.36	521.48
1AR	78+67.00	0.00	521.19	521.27
1AS	78+77.00	0.00	521.01	521.06
1AT	78+87.00	0.00	520.84	520.86
☐ Brg. Pier 1	78+97.00	0.00	520.66	520.66
1AU	79+07.00	0.00	520.47	520.46
1AV	79+17.00	0.00	520.28	520.26
1AW	79+27.00	0.00	520.09	520.07
1AX	79+37.00	0.00	519.90	519.88
1AY	79+47.00	0.00	519.70	519.70
1AZ	79+57.00	0.00	519.50	519.52
1BA	79+67.00	0.00	519.29	519.33
1BB	79+77.00	0.00	519.08	519.15
1BC	79+87.00	0.00	518.87	518.96
1BD	79+97.00	0.00	518.65	518.77
1BE	80+07.00	0.00	518.43	518.56
1BF	80+17.00	0.00	518.21	518.35
1BG	80+27.00	0.00	517.98	518.13
1BH	80+37.00	0.00	517.75	517.90
1BI	80+47.00	0.00	517.52	517.66
1BJ	80+57.00	0.00	517.28	517.40
1BK	80+67.00	0.00	517.04	517.13
1BL	80+77.00	0.00	516.79	516.85
1BM	80+87.00	0.00	516.54	516.57
☐ Brg. E. Abut				

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	4.00	525.30	525.30
☐ E. Brg. Pier 3	74+18.50	4.00	525.30	525.30
1A	74+28.50	4.00	525.28	525.32
1B	74+38.50	4.00	525.27	525.34
1C	74+48.50	4.00	525.24	525.34
1D	74+58.50	4.00	525.22	525.34
1E	74+68.50	4.00	525.19	525.32
1F	74+78.50	4.00	525.15	525.30
1G	74+88.50	4.00	525.12	525.26
1H	74+98.50	4.00	525.08	525.22
1I	75+08.50	4.00	525.03	525.16
1J	75+18.50	4.00	524.98	525.09
1K	75+28.50	4.00	524.93	525.02
1L	75+38.50	4.00	524.88	524.94
1M	75+48.50	4.00	524.82	524.86
1N	75+58.50	4.00	524.76	524.77
1O	75+68.50	4.00	524.69	524.69
1P	75+78.50	4.00	524.63	524.61
1Q	75+88.50	4.00	524.55	524.53
1R	75+98.50	4.00	524.48	524.46
1S	76+08.50	4.00	524.40	524.39
☐ Brg. Pier 2	76+17.00	4.00	524.33	524.33
1T	76+27.00	4.00	524.24	524.26
1U	76+37.00	4.00	524.15	524.20
1V	76+47.00	4.00	524.06	524.14
1W	76+57.00	4.00	523.96	524.09
1X	76+67.00	4.00	523.86	524.03
1Y	76+77.00	4.00	523.76	523.97
1Z	76+87.00	4.00	523.65	523.92
1AA	76+97.00	4.00	523.54	523.86
1AB	77+07.00	4.00	523.43	523.79
1AC	77+17.00	4.00	523.31	523.71
1AD	77+27.00	4.00	523.19	523.62
1AE	77+37.00	4.00	523.07	523.51
1AF	77+47.00	4.00	522.94	523.40
1AG	77+57.00	4.00	522.81	523.27
1AH	77+67.00	4.00	522.67	523.13
1AI	77+77.00	4.00	522.53	522.98
1AJ	77+87.00	4.00	522.39	522.82
1AK	77+97.00	4.00	522.24	522.64
1AL	78+07.00	4.00	522.10	522.45
1AM	78+17.00	4.00	521.94	522.25
1AN	78+27.00	4.00	521.79	522.05
1AO	78+37.00	4.00	521.63	521.84
1AP	78+47.00	4.00	521.46	521.63
1AQ	78+57.00	4.00	521.30	521.42
1AR	78+67.00	4.00	521.13	521.21
1AS	78+77.00	4.00	520.95	521.00
1AT	78+87.00	4.00	520.77	520.80
☐ Brg. Pier 1	78+97.00	4.00	520.59	520.59
1AU	79+07.00	4.00	520.41	520.39
1AV	79+17.00	4.00	520.22	520.20
1AW	79+27.00	4.00	520.03	520.01
1AX	79+37.00	4.00	519.83	519.82
1AY	79+47.00	4.00	519.63	519.63
1AZ	79+57.00	4.00	519.43	519.45
1BA	79+67.00	4.00	519.23	519.27
1BB	79+77.00	4.00	519.02	519.09
1BC	79+87.00	4.00	518.80	518.90
1BD	79+97.00	4.00	518.59	518.71
1BE	80+07.00	4.00	518.37	518.50
1BF	80+17.00	4.00	518.14	518.29
1BG	80+27.00	4.00	517.92	518.07
1BH	80+37.00	4.00	517.69	517.84
1BI	80+47.00	4.00	517.45	517.59
1BJ	80+57.00	4.00	517.22	517.34
1BK	80+67.00	4.00	516.97	517.07
1BL	80+77.00	4.00	516.73	516.79
1BM	80+87.00	4.00	516.48	516.51
☐ Brg. E. Abut.	80+95.50	4.00	516.27	516.27
Bk. E. Abut.	80+98.75	4.00	516.19	516.19

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	9.75	525.21	525.21
☐ E. Brg. Pier 3	74+18.50	9.75	525.21	525.21
1A	74+28.50	9.75	525.20	525.23
1B	74+38.50	9.75	525.18	525.25
1C	74+48.50	9.75	525.15	525.25
1D	74+58.50	9.75	525.13	525.25
1E	74+68.50	9.75	525.10	525.23
1F	74+78.50	9.75	525.06	525.21
1G	74+88.50	9.75	525.03	525.17
1H	74+98.50	9.75	524.99	525.13
1I	75+08.50	9.75	524.94	525.07
1J	75+18.50	9.75	524.89	525.00
1K	75+28.50	9.75	524.84	524.93
1L	75+38.50	9.75	524.79	524.85
1M	75+48.50	9.75	524.73	524.77
1N	75+58.50	9.75	524.67	524.68
1O	75+68.50	9.75	524.60	524.60
1P	75+78.50	9.75	524.54	524.52
1Q	75+88.50	9.75	524.46	524.44
1R	75+98.50	9.75	524.39	524.37
1S	76+08.50	9.75	524.31	524.30
☐ Brg. Pier 2	76+17.00	9.75	524.24	524.24
1T	76+27.00	9.75	524.15	524.17
1U	76+37.00	9.75	524.06	524.11
1V	76+47.00	9.75	523.97	524.05
1W	76+57.00	9.75	523.87	524.00
1X	76+67.00	9.75	523.77	523.94
1Y	76+77.00	9.75	523.67	523.88
1Z	76+87.00	9.75	523.56	523.83
1AA	76+97.00	9.75	523.45	523.77
1AB	77+07.00	9.75	523.34	523.70
1AC	77+17.00	9.75	523.22	523.62
1AD	77+27.00	9.75	523.10	523.53
1AE	77+37.00	9.75	522.98	523.42
1AF	77+47.00	9.75	522.85	523.31
1AG	77+57.00	9.75	522.72	523.18
1AH	77+67.00	9.75	522.58	523.04
1AI	77+77.00	9.75	522.44	522.89
1AJ	77+87.00	9.75	522.30	522.73
1AK	77+97.00	9.75	522.15	522.55
1AL	78+07.00	9.75	522.01	522.36
1AM	78+17.00	9.75	521.85	522.16
1AN	78+27.00	9.75	521.70	521.96
1AO	78+37.00	9.75	521.54	521.75
1AP	78+47.00	9.75	521.37	521.54
1AQ	78+57.00	9.75	521.21	521.33
1AR	78+67.00	9.75	521.04	521.12
1AS	78+77.00	9.75	520.86	520.91
1AT	78+87.00	9.75	520.68	520.71
☐ Brg. Pier 1	78+97.00	9.75	520.50	520.50
1AU	79+07.00	9.75	520.32	520.30
1AV	79+17.00	9.75	520.13	520.11
1AW	79+27.00	9.75	519.94	519.92
1AX	79+37.00	9.75	519.74	519.73
1AY	79+47.00	9.75	519.54	519.54
1AZ	79+57.00	9.75	519.34	519.36
1BA	79+67.00	9.75	519.14	519.18
1BB	79+77.00	9.75	518.93	519.00
1BC	79+87.00	9.75	518.71	518.81
1BD	79+97.00	9.75	518.50	518.62
1BE	80+07.00	9.75	518.28	518.41
1BF	80+17.00	9.75	518.06	518.20
1BG	80+27.00	9.75	517.83	517.98
1BH	80+37.00	9.75	517.60	517.75
1BI	80+47.00	9.75	517.36	517.50
1BJ	80+57.00	9.75	517.13	517.25
1BK	80+67.00	9.75	516.89	516.98
1BL	80+77.00	9.75	516.64	516.70
1BM	80+87.00	9.75	516.39	516.42
☐ Brg. E. Abut.	80+95.50	9.75	516.18	516.18
Bk. E. Abut.	80+98.75	9.75	516.10	516.10

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	19.50	525.06	525.06
☐ E. Brg. Pier 3	74+18.50	19.50	525.06	525.06
1A	74+28.50	19.50	525.04	525.08
1B	74+38.50	19.50	525.02	525.09
1C	74+48.50	19.50	525.00	525.10
1D	74+58.50	19.50	524.97	525.10
1E	74+68.50	19.50	524.94	525.08
1F	74+78.50	19.50	524.91	525.06
1G	74+88.50	19.50	524.87	525.02
1H	74+98.50	19.50	524.83	524.97
1I	75+08.50	19.50	524.79	524.92
1J	75+18.50	19.50	524.74	524.85
1K	75+28.50	19.50	524.69	524.78
1L	75+38.50	19.50	524.64	524.70
1M	75+48.50	19.50	524.58	524.62
1N	75+58.50	19.50	524.52	524.53
1O	75+68.50	19.50	524.45	524.45
1P	75+78.50	19.50	524.38	524.37
1Q	75+88.50	19.50	524.31	524.29
1R	75+98.50	19.50	524.24	524.21
1S	76+08.50	19.50	524.16	524.14
☐ Brg. Pier 2	76+17.00	19.50	524.09	524.09
1T	76+27.00	19.50	524.00	524.02
1U	76+37.00	19.50	523.91	523.96
1V	76+47.00	19.50	523.82	523.90
1W	76+57.00	19.50	523.72	523.84
1X	76+67.00	19.50	523.62	523.79
1Y	76+77.00	19.50	523.52	523.73
1Z	76+87.00	19.50	523.41	523.68
1AA	76+97.00	19.50	523.30	523.61
1AB	77+07.00	19.50	523.19	523.54
1AC	77+17.00	19.50	523.07	523.46
1AD	77+27.00	19.50	522.95	523.37
1AE	77+37.00	19.50	522.82	523.27
1AF	77+47.00	19.50	522.70	523.16
1AG	77+57.00	19.50	522.56	523.03
1AH	77+67.00	19.50	522.43	522.89
1AI	77+77.00	19.50	522.29	522.74
1AJ	77+87.00	19.50	522.15	522.57
1AK	77+97.00	19.50	522.00	522.40
1AL	78+07.00	19.50	521.85	522.21
1AM	78+17.00	19.50	521.70	522.01
1AN	78+27.00	19.50	521.54	521.81
1AO	78+37.00	19.50	521.38	521.60
1AP	78+47.00	19.50	521.22	521.38
1AQ	78+57.00	19.50	521.05	521.17
1AR	78+67.00	19.50	520.88	520.96
1AS	78+77.00	19.50	520.71	520.76
1AT	78+87.00	19.50	520.53	520.55
☐ Brg. Pier 1	78+97.00	19.50	520.35	520.35
1AU	79+07.00	19.50	520.17	520.15
1AV	79+17.00	19.50	519.98	519.96
1AW	79+27.00	19.50	519.79	519.76
1AX	79+37.00	19.50	519.59	519.58
1AY	79+47.00	19.50	519.39	519.39
1AZ	79+57.00	19.50	519.19	519.21
1BA	79+67.00	19.50	518.98	519.03
1BB	79+77.00	19.50	518.78	518.85
1BC	79+87.00	19.50	518.56	518.66
1BD	79+97.00	19.50	518.35	518.46
1BE	80+07.00	19.50	518.13	518.26
1BF	80+17.00	19.50	517.90	518.05
1BG	80+27.00	19.50	517.68	517.83
1BH	80+37.00	19.50	517.45	517.60
1BI	80+47.00	19.50	517.21	517.35
1BJ	80+57.00	19.50	516.97	517.10
1BK	80+67.00	19.50	516.73	516.83
1BL	80+77.00	19.50	516.49	516.55
1BM	80+87.00			

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 3	74+17.00	29.25	524.91	524.91
☐ E. Brg. Pier 3	74+18.50	29.25	524.91	524.91
1A	74+28.50	29.25	524.89	524.92
1B	74+38.50	29.25	524.87	524.93
1C	74+48.50	29.25	524.85	524.94
1D	74+58.50	29.25	524.82	524.93
1E	74+68.50	29.25	524.79	524.91
1F	74+78.50	29.25	524.76	524.89
1G	74+88.50	29.25	524.72	524.85
1H	74+98.50	29.25	524.68	524.81
1I	75+08.50	29.25	524.64	524.75
1J	75+18.50	29.25	524.59	524.69
1K	75+28.50	29.25	524.54	524.62
1L	75+38.50	29.25	524.48	524.54
1M	75+48.50	29.25	524.43	524.46
1N	75+58.50	29.25	524.36	524.38
1O	75+68.50	29.25	524.30	524.29
1P	75+78.50	29.25	524.23	524.22
1Q	75+88.50	29.25	524.16	524.14
1R	75+98.50	29.25	524.08	524.06
1S	76+08.50	29.25	524.00	523.99
☐ Brg. Pier 2	76+17.00	29.25	523.93	523.93
1T	76+27.00	29.25	523.85	523.87
1U	76+37.00	29.25	523.76	523.80
1V	76+47.00	29.25	523.67	523.74
1W	76+57.00	29.25	523.57	523.68
1X	76+67.00	29.25	523.47	523.62
1Y	76+77.00	29.25	523.37	523.56
1Z	76+87.00	29.25	523.26	523.50
1AA	76+97.00	29.25	523.15	523.43
1AB	77+07.00	29.25	523.04	523.35
1AC	77+17.00	29.25	522.92	523.27
1AD	77+27.00	29.25	522.80	523.18
1AE	77+37.00	29.25	522.67	523.07
1AF	77+47.00	29.25	522.54	522.95
1AG	77+57.00	29.25	522.41	522.83
1AH	77+67.00	29.25	522.28	522.69
1AI	77+77.00	29.25	522.14	522.54
1AJ	77+87.00	29.25	522.00	522.37
1AK	77+97.00	29.25	521.85	522.20
1AL	78+07.00	29.25	521.70	522.02
1AM	78+17.00	29.25	521.55	521.83
1AN	78+27.00	29.25	521.39	521.63
1AO	78+37.00	29.25	521.23	521.42
1AP	78+47.00	29.25	521.07	521.21
1AQ	78+57.00	29.25	520.90	521.01
1AR	78+67.00	29.25	520.73	520.80
1AS	78+77.00	29.25	520.56	520.60
1AT	78+87.00	29.25	520.38	520.40
☐ Brg. Pier 1	78+97.00	29.25	520.20	520.20
1AU	79+07.00	29.25	520.01	520.00
1AV	79+17.00	29.25	519.83	519.81
1AW	79+27.00	29.25	519.63	519.62
1AX	79+37.00	29.25	519.44	519.43
1AY	79+47.00	29.25	519.24	519.24
1AZ	79+57.00	29.25	519.04	519.06
1BA	79+67.00	29.25	518.83	518.87
1BB	79+77.00	29.25	518.62	518.69
1BC	79+87.00	29.25	518.41	518.50
1BD	79+97.00	29.25	518.19	518.30
1BE	80+07.00	29.25	517.97	518.09
1BF	80+17.00	29.25	517.75	517.88
1BG	80+27.00	29.25	517.52	517.66
1BH	80+37.00	29.25	517.29	517.43
1BI	80+47.00	29.25	517.06	517.18
1BJ	80+57.00	29.25	516.82	516.93
1BK	80+67.00	29.25	516.58	516.66
1BL	80+77.00	29.25	516.34	516.39
1BM	80+87.00	29.25	516.09	516.11
☐ Brg. E. Abut.	80+95.50	29.25	515.87	515.87
Bk. E. Abut.	80+98.75	29.25	515.79	515.79

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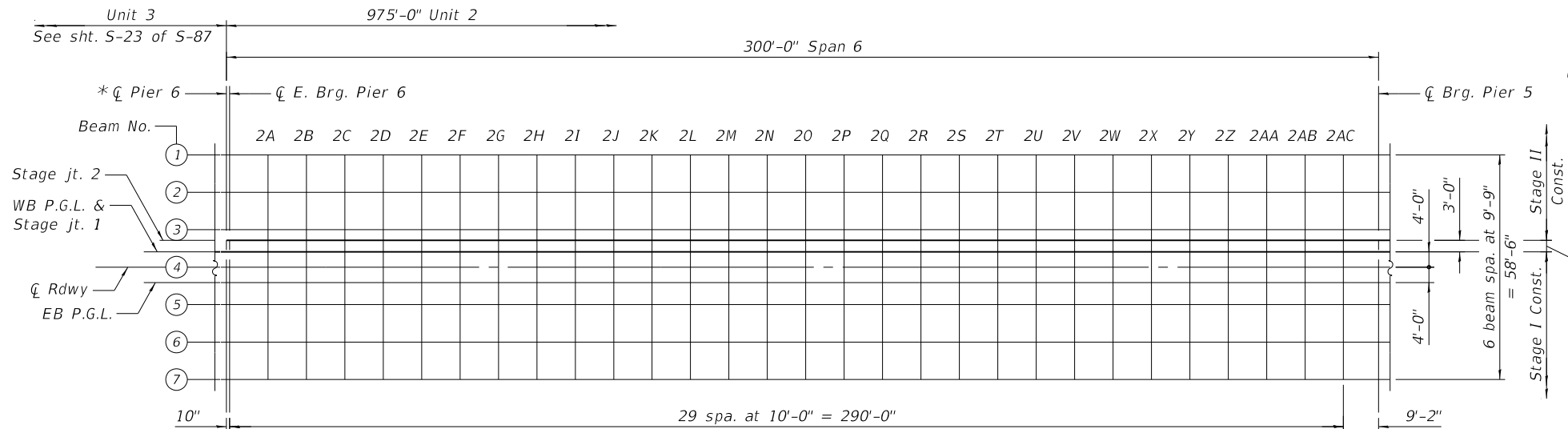
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

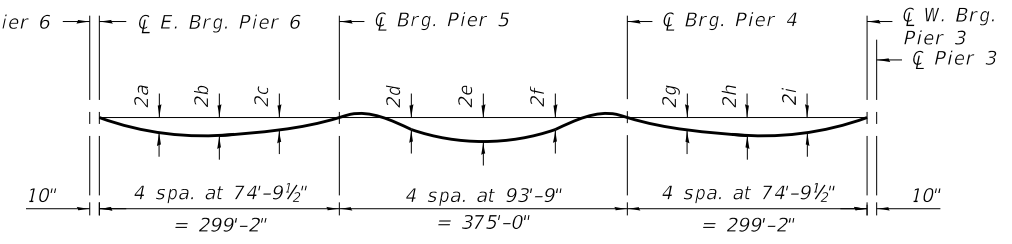
**UNIT 1 TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 078-0001**

SHEET S-14 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	46
CONTRACT NO. 66F08				
		ILLINOIS	FED. AID PROJECT	



PARTIAL PLAN

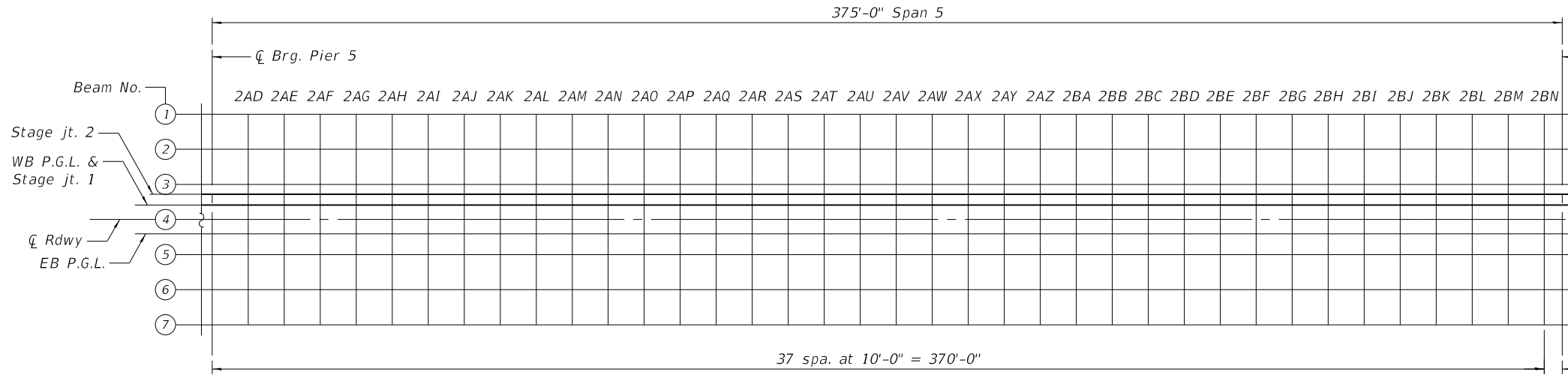


DEAD LOAD DEFLECTION DIAGRAM

(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 on sheets S-16 thru S-22 of S-87.

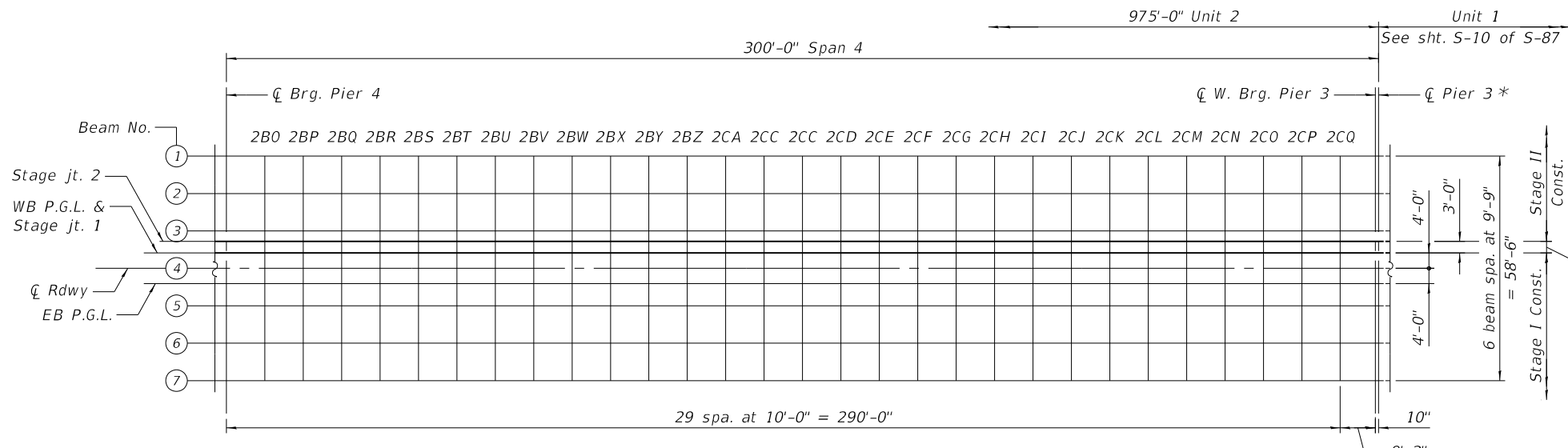
Beam No.	2a	2b	2c	2d	2e	2f	2g	2h	2i
1 & 7	4 7/8"	5 1/4"	2 1/8"	1 7/8"	4 5/8"	1 7/8"	2"	5 1/4"	4 1/8"
2-6	5 1/2"	5 7/8"	2 3/8"	2"	5 1/8"	2"	2 3/8"	5 7/8"	5 1/2"



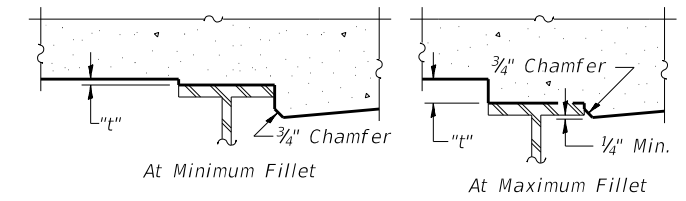
PARTIAL PLAN



* See sht. S-10 of S-87 for ϕ Exp. Jt. at Pier 3, and sht. S-23 of S-87 for ϕ Exp. Jt. at Pier 6.



PARTIAL PLAN



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 sheets S-16 thru S-22 of S-87. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-16 thru S-22 of S-87, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

MODEL: Default
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PLOT SCALE =	CHECKED - DF	REVISED -
PLOT DATE = 10/16/2019	DRAWN - LAM	REVISED -
	CHECKED - DF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNIT 2 TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 078-0001**

SHEET S-15 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	47
CONTRACT NO. 66F08				

ILLINOIS FED. AID PROJECT

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
└ Pier 6	64+42.00	-29.25	509.57	509.57
└ E. Brg. Pier 6	64+42.83	-29.25	509.60	509.60
2A	64+52.83	-29.25	509.90	509.97
2B	64+62.83	-29.25	510.20	510.34
2C	64+72.83	-29.25	510.50	510.70
2D	64+82.83	-29.25	510.80	511.05
2E	64+92.83	-29.25	511.10	511.41
2F	65+02.83	-29.25	511.40	511.75
2G	65+12.83	-29.25	511.70	512.09
2H	65+22.83	-29.25	512.00	512.42
2I	65+32.83	-29.25	512.30	512.74
2J	65+42.83	-29.25	512.60	513.05
2K	65+52.83	-29.25	512.89	513.36
2L	65+62.83	-29.25	513.18	513.65
2M	65+72.83	-29.25	513.46	513.93
2N	65+82.83	-29.25	513.75	514.20
2O	65+92.83	-29.25	514.03	514.47
2P	66+02.83	-29.25	514.30	514.72
2Q	66+12.83	-29.25	514.57	514.96
2R	66+22.83	-29.25	514.84	515.20
2S	66+32.83	-29.25	515.11	515.42
2T	66+42.83	-29.25	515.37	515.64
2U	66+52.83	-29.25	515.63	515.86
2V	66+62.83	-29.25	515.88	516.07
2W	66+72.83	-29.25	516.13	516.29
2X	66+82.83	-29.25	516.38	516.50
2Y	66+92.83	-29.25	516.62	516.71
2Z	67+02.83	-29.25	516.87	516.92
2AA	67+12.83	-29.25	517.10	517.14
2AB	67+22.83	-29.25	517.34	517.36
2AC	67+32.83	-29.25	517.57	517.57
└ Brg. Pier 5	67+42.00	-29.25	517.77	517.77
2AD	67+52.00	-29.25	518.00	517.99
2AE	67+62.00	-29.25	518.22	518.21
2AF	67+72.00	-29.25	518.43	518.44
2AG	67+82.00	-29.25	518.64	518.66
2AH	67+92.00	-29.25	518.85	518.88
2AI	68+02.00	-29.25	519.06	519.11
2AJ	68+12.00	-29.25	519.26	519.33
2AK	68+22.00	-29.25	519.46	519.56
2AL	68+32.00	-29.25	519.65	519.79
2AM	68+42.00	-29.25	519.84	520.02
2AN	68+52.00	-29.25	520.03	520.24
2AO	68+62.00	-29.25	520.22	520.46
2AP	68+72.00	-29.25	520.40	520.68
2AQ	68+82.00	-29.25	520.57	520.88
2AR	68+92.00	-29.25	520.75	521.08
2AS	69+02.00	-29.25	520.92	521.27
2AT	69+12.00	-29.25	521.08	521.46
2AU	69+22.00	-29.25	521.25	521.62
2AV	69+32.00	-29.25	521.41	521.79
2AW	69+42.00	-29.25	521.56	521.94
2AX	69+52.00	-29.25	521.72	522.08
2AY	69+62.00	-29.25	521.86	522.21
2AZ	69+72.00	-29.25	522.01	522.33
2BA	69+82.00	-29.25	522.15	522.45
2BB	69+92.00	-29.25	522.29	522.55
2BC	70+02.00	-29.25	522.43	522.65
2BD	70+12.00	-29.25	522.56	522.75
2BE	70+22.00	-29.25	522.68	522.84
2BF	70+32.00	-29.25	522.81	522.93
2BG	70+42.00	-29.25	522.93	523.02
2BH	70+52.00	-29.25	523.05	523.11
2BI	70+62.00	-29.25	523.16	523.20
2BJ	70+72.00	-29.25	523.27	523.29
2BK	70+82.00	-29.25	523.38	523.38
2BL	70+92.00	-29.25	523.48	523.48
2BM	71+02.00	-29.25	523.58	523.58
2BN	71+12.00	-29.25	523.68	523.67

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
└ Pier 6	64+42.00	-19.50	509.73	509.73
└ E. Brg. Pier 6	64+42.83	-19.50	509.75	509.75
2A	64+52.83	-19.50	510.05	510.13
2B	64+62.83	-19.50	510.35	510.50
2C	64+72.83	-19.50	510.65	510.88
2D	64+82.83	-19.50	510.95	511.24
2E	64+92.83	-19.50	511.25	511.60
2F	65+02.83	-19.50	511.55	511.95
2G	65+12.83	-19.50	511.85	512.29
2H	65+22.83	-19.50	512.15	512.62
2I	65+32.83	-19.50	512.45	512.95
2J	65+42.83	-19.50	512.75	513.26
2K	65+52.83	-19.50	513.04	513.56
2L	65+62.83	-19.50	513.33	513.86
2M	65+72.83	-19.50	513.62	514.14
2N	65+82.83	-19.50	513.90	514.41
2O	65+92.83	-19.50	514.18	514.67
2P	66+02.83	-19.50	514.45	514.92
2Q	66+12.83	-19.50	514.73	515.16
2R	66+22.83	-19.50	515.00	515.39
2S	66+32.83	-19.50	515.26	515.61
2T	66+42.83	-19.50	515.52	515.83
2U	66+52.83	-19.50	515.78	516.04
2V	66+62.83	-19.50	516.03	516.25
2W	66+72.83	-19.50	516.29	516.46
2X	66+82.83	-19.50	516.53	516.66
2Y	66+92.83	-19.50	516.78	516.87
2Z	67+02.83	-19.50	517.02	517.08
2AA	67+12.83	-19.50	517.25	517.30
2AB	67+22.83	-19.50	517.49	517.51
2AC	67+32.83	-19.50	517.72	517.73
└ Brg. Pier 5	67+42.00	-19.50	517.93	517.93
2AD	67+52.00	-19.50	518.15	518.15
2AE	67+62.00	-19.50	518.37	518.36
2AF	67+72.00	-19.50	518.58	518.59
2AG	67+82.00	-19.50	518.80	518.81
2AH	67+92.00	-19.50	519.01	519.04
2AI	68+02.00	-19.50	519.21	519.27
2AJ	68+12.00	-19.50	519.41	519.49
2AK	68+22.00	-19.50	519.61	519.73
2AL	68+32.00	-19.50	519.81	519.96
2AM	68+42.00	-19.50	520.00	520.19
2AN	68+52.00	-19.50	520.18	520.41
2AO	68+62.00	-19.50	520.37	520.64
2AP	68+72.00	-19.50	520.55	520.86
2AQ	68+82.00	-19.50	520.73	521.07
2AR	68+92.00	-19.50	520.90	521.27
2AS	69+02.00	-19.50	521.07	521.46
2AT	69+12.00	-19.50	521.24	521.65
2AU	69+22.00	-19.50	521.40	521.82
2AV	69+32.00	-19.50	521.56	521.98
2AW	69+42.00	-19.50	521.72	522.13
2AX	69+52.00	-19.50	521.87	522.27
2AY	69+62.00	-19.50	522.02	522.40
2AZ	69+72.00	-19.50	522.16	522.52
2BA	69+82.00	-19.50	522.30	522.63
2BB	69+92.00	-19.50	522.44	522.73
2BC	70+02.00	-19.50	522.58	522.83
2BD	70+12.00	-19.50	522.71	522.92
2BE	70+22.00	-19.50	522.84	523.01
2BF	70+32.00	-19.50	522.96	523.10
2BG	70+42.00	-19.50	523.08	523.18
2BH	70+52.00	-19.50	523.20	523.27
2BI	70+62.00	-19.50	523.31	523.36
2BJ	70+72.00	-19.50	523.42	523.45
2BK	70+82.00	-19.50	523.53	523.54
2BL	70+92.00	-19.50	523.63	523.63
2BM	71+02.00	-19.50	523.73	523.73
2BN	71+12.00	-19.50	523.83	523.83

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
└ Pier 6	64+42.00	-9.75	509.88	509.88
└ E. Brg. Pier 6	64+42.83	-9.75	509.90	509.90
2A	64+52.83	-9.75	510.20	510.28
2B	64+62.83	-9.75	510.50	510.66
2C	64+72.83	-9.75	510.80	511.03
2D	64+82.83	-9.75	511.10	511.39
2E	64+92.83	-9.75	511.40	511.75
2F	65+02.83	-9.75	511.70	512.10
2G	65+12.83	-9.75	512.00	512.44
2H	65+22.83	-9.75	512.30	512.78
2I	65+32.83	-9.75	512.60	513.10
2J	65+42.83	-9.75	512.90	513.41
2K	65+52.83	-9.75	513.19	513.72
2L	65+62.83	-9.75	513.48	514.01
2M	65+72.83	-9.75	513.77	514.29
2N	65+82.83	-9.75	514.05	514.56
2O	65+92.83	-9.75	514.33	514.83
2P	66+02.83	-9.75	514.61	515.07
2Q	66+12.83	-9.75	514.88	515.31
2R	66+22.83	-9.75	515.15	515.55
2S	66+32.83	-9.75	515.41	515.76
2T	66+42.83	-9.75	515.67	515.98
2U	66+52.83	-9.75	515.93	516.19
2V	66+62.83	-9.75	516.19	516.40
2W	66+72.83	-9.75	516.44	516.61
2X	66+82.83	-9.75	516.69	516.82
2Y	66+92.83	-9.75	516.93	517.03
2Z	67+02.83	-9.75	517.17	517.24
2AA	67+12.83	-9.75	517.41	517.45
2AB	67+22.83	-9.75	517.64	517.66
2AC	67+32.83	-9.75	517.87	517.88
└ Brg. Pier 5	67+42.00	-9.75	518.08	518.08
2AD	67+52.00	-9.75	518.30	518.30
2AE	67+62.00	-9.75	518.52	518.52
2AF	67+72.00	-9.75	518.74	518.74
2AG	67+82.00	-9.75	518.95	518.96
2AH	67+92.00	-9.75	519.16	519.19
2AI	68+02.00	-9.75	519.36	519.42
2AJ	68+12.00	-9.75	519.56	519.65
2AK	68+22.00	-9.75	519.76	519.88
2AL	68+32.00	-9.75	519.96	520.11
2AM	68+42.00	-9.75	520.15	520.34
2AN	68+52.00	-9.75	520.34	520.57
2AO	68+62.00	-9.75	520.52	520.79
2AP	68+72.00	-9.75	520.70	521.01
2AQ	68+82.00	-9.75	520.88	521.22
2AR	68+92.00	-9.75	521.05	521.42
2AS	69+02.00	-9.75	521.22	521.62
2AT	69+12.00	-9.75	521.39	521.80
2AU	69+22.00	-9.75	521.55	521.97
2AV	69+32.00	-9.75	521.71	522.14
2AW	69+42.00	-9.75	521.87	522.29
2AX	69+52.00	-9.75	522.02	522.43
2AY	69+62.00	-9.75	522.17	522.55
2AZ	69+72.00	-9.75	522.32	522.67
2BA	69+82.00	-9.75	522.46	522.78
2BB	69+92.00	-9.75	522.60	522.89
2BC	70+02.00	-9.75	522.73	522.98
2BD	70+12.00	-9.75	522.86	523.07
2BE	70+22.00	-9.75	522.99	523.16
2BF	70+32.00	-9.75	523.11	523.25
2BG	70+42.00	-9.75	523.23	523.33
2BH	70+52.00	-9.75	523.35	523.42
2BI	70+62.00	-9.75	523.46	523.51
2BJ	70+72.00	-9.75	523.58	523.60
2BK	70+82.00	-9.75	523.68	523.69
2BL	70+92.00	-9.75	523.78	523.79
2BM	71+02.00	-9.75	523.88	523.88
2BN	71+12.00	-9.75	523.98	523.98

NOTES

1. Spans 6 & 5 shown, see sheet S-17 of S-87 for Span 4.

BEAM 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	-29.25	523.72	523.72
2B0	71+27.00	-29.25	523.81	523.82
2BP	71+37.00	-29.25	523.90	523.92
2BQ	71+47.00	-29.25	523.98	524.02
2BR	71+57.00	-29.25	524.06	524.12
2BS	71+67.00	-29.25	524.14	524.23
2BT	71+77.00	-29.25	524.21	524.33
2BU	71+87.00	-29.25	524.28	524.44
2BV	71+97.00	-29.25	524.35	524.54
2BW	72+07.00	-29.25	524.41	524.65
2BX	72+17.00	-29.25	524.47	524.74
2BY	72+27.00	-29.25	524.53	524.84
2BZ	72+37.00	-29.25	524.58	524.93
2CA	72+47.00	-29.25	524.63	525.01
2CB	72+57.00	-29.25	524.67	525.08
2CC	72+67.00	-29.25	524.71	525.15
2CD	72+77.00	-29.25	524.75	525.20
2CE	72+87.00	-29.25	524.78	525.25
2CF	72+97.00	-29.25	524.81	525.28
2CG	73+07.00	-29.25	524.84	525.31
2CH	73+17.00	-29.25	524.87	525.32
2CI	73+27.00	-29.25	524.89	525.33
2CJ	73+37.00	-29.25	524.90	525.32
2CK	73+47.00	-29.25	524.92	525.30
2CL	73+57.00	-29.25	524.93	525.27
2CM	73+67.00	-29.25	524.93	525.23
2CN	73+77.00	-29.25	524.93	525.18
2CO	73+87.00	-29.25	524.93	525.13
2CP	73+97.00	-29.25	524.93	525.06
2CQ	74+07.00	-29.25	524.92	524.98
☐ W. Brg. Pier 3	74+16.17	-29.25	524.91	524.91

BEAM 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	-19.50	523.87	523.87
2B0	71+27.00	-19.50	523.97	523.98
2BP	71+37.00	-19.50	524.05	524.08
2BQ	71+47.00	-19.50	524.14	524.18
2BR	71+57.00	-19.50	524.22	524.28
2BS	71+67.00	-19.50	524.29	524.39
2BT	71+77.00	-19.50	524.37	524.50
2BU	71+87.00	-19.50	524.44	524.61
2BV	71+97.00	-19.50	524.50	524.72
2BW	72+07.00	-19.50	524.56	524.83
2BX	72+17.00	-19.50	524.62	524.93
2BY	72+27.00	-19.50	524.68	525.03
2BZ	72+37.00	-19.50	524.73	525.13
2CA	72+47.00	-19.50	524.78	525.21
2CB	72+57.00	-19.50	524.82	525.29
2CC	72+67.00	-19.50	524.86	525.36
2CD	72+77.00	-19.50	524.90	525.41
2CE	72+87.00	-19.50	524.94	525.46
2CF	72+97.00	-19.50	524.97	525.49
2CG	73+07.00	-19.50	524.99	525.51
2CH	73+17.00	-19.50	525.02	525.53
2CI	73+27.00	-19.50	525.04	525.53
2CJ	73+37.00	-19.50	525.05	525.52
2CK	73+47.00	-19.50	525.07	525.50
2CL	73+57.00	-19.50	525.08	525.47
2CM	73+67.00	-19.50	525.08	525.42
2CN	73+77.00	-19.50	525.09	525.37
2CO	73+87.00	-19.50	525.08	525.30
2CP	73+97.00	-19.50	525.08	525.23
2CQ	74+07.00	-19.50	525.07	525.14
☐ W. Brg. Pier 3	74+16.17	-19.50	525.06	525.06

BEAM 3 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	-9.75	524.03	524.03
2B0	71+27.00	-9.75	524.12	524.13
2BP	71+37.00	-9.75	524.20	524.23
2BQ	71+47.00	-9.75	524.29	524.33
2BR	71+57.00	-9.75	524.37	524.44
2BS	71+67.00	-9.75	524.45	524.54
2BT	71+77.00	-9.75	524.52	524.65
2BU	71+87.00	-9.75	524.59	524.76
2BV	71+97.00	-9.75	524.65	524.87
2BW	72+07.00	-9.75	524.72	524.98
2BX	72+17.00	-9.75	524.78	525.08
2BY	72+27.00	-9.75	524.83	525.18
2BZ	72+37.00	-9.75	524.88	525.28
2CA	72+47.00	-9.75	524.93	525.36
2CB	72+57.00	-9.75	524.98	525.44
2CC	72+67.00	-9.75	525.02	525.51
2CD	72+77.00	-9.75	525.05	525.56
2CE	72+87.00	-9.75	525.09	525.61
2CF	72+97.00	-9.75	525.12	525.64
2CG	73+07.00	-9.75	525.15	525.67
2CH	73+17.00	-9.75	525.17	525.68
2CI	73+27.00	-9.75	525.19	525.69
2CJ	73+37.00	-9.75	525.21	525.67
2CK	73+47.00	-9.75	525.22	525.65
2CL	73+57.00	-9.75	525.23	525.62
2CM	73+67.00	-9.75	525.24	525.57
2CN	73+77.00	-9.75	525.24	525.52
2CO	73+87.00	-9.75	525.24	525.45
2CP	73+97.00	-9.75	525.23	525.38
2CQ	74+07.00	-9.75	525.22	525.30
☐ W. Brg. Pier 3	74+16.17	-9.75	525.21	525.21

MODEL: Default
FILE NAME: S:\065680 (1386)\E. Work\A_CADD\Sheets\0780001-66F08-017-12TSEZ.dgn

	USER NAME = Imueiler	DESIGNED - MMZ	REVISED -
	PLOT SCALE =	CHECKED - DF	REVISED -
	PLOT DATE = 10/16/2019	DRAWN - LAM	REVISED -
		CHECKED - DF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNIT 2 TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 078-0001**

SHEET S-17 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	49
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

STAGE CONSTRUCTION JOINT 2

WB P.G.L. & STAGE CONSTRUCTION JOINT 1

CL ROADWAY & BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Pier 6	64+42.00	-7.00	509.92	509.92
CL E. Brg. Pier 6	64+42.83	-7.00	509.95	509.95
2A	64+52.83	-7.00	510.25	510.33
2B	64+62.83	-7.00	510.55	510.70
2C	64+72.83	-7.00	510.85	511.07
2D	64+82.83	-7.00	511.15	511.43
2E	64+92.83	-7.00	511.45	511.79
2F	65+02.83	-7.00	511.75	512.14
2G	65+12.83	-7.00	512.05	512.48
2H	65+22.83	-7.00	512.35	512.82
2I	65+32.83	-7.00	512.65	513.15
2J	65+42.83	-7.00	512.94	513.46
2K	65+52.83	-7.00	513.24	513.76
2L	65+62.83	-7.00	513.53	514.05
2M	65+72.83	-7.00	513.81	514.33
2N	65+82.83	-7.00	514.10	514.61
2O	65+92.83	-7.00	514.37	514.87
2P	66+02.83	-7.00	514.65	515.12
2Q	66+12.83	-7.00	514.92	515.36
2R	66+22.83	-7.00	515.19	515.59
2S	66+32.83	-7.00	515.46	515.81
2T	66+42.83	-7.00	515.72	516.02
2U	66+52.83	-7.00	515.98	516.24
2V	66+62.83	-7.00	516.23	516.44
2W	66+72.83	-7.00	516.48	516.65
2X	66+82.83	-7.00	516.73	516.86
2Y	66+92.83	-7.00	516.97	517.07
2Z	67+02.83	-7.00	517.21	517.28
2AA	67+12.83	-7.00	517.45	517.49
2AB	67+22.83	-7.00	517.68	517.71
2AC	67+32.83	-7.00	517.91	517.92
CL Brg. Pier 5	67+42.00	-7.00	518.12	518.12
2AD	67+52.00	-7.00	518.34	518.34
2AE	67+62.00	-7.00	518.56	518.56
2AF	67+72.00	-7.00	518.78	518.78
2AG	67+82.00	-7.00	518.99	519.01
2AH	67+92.00	-7.00	519.20	519.23
2AI	68+02.00	-7.00	519.41	519.46
2AJ	68+12.00	-7.00	519.61	519.69
2AK	68+22.00	-7.00	519.81	519.92
2AL	68+32.00	-7.00	520.00	520.16
2AM	68+42.00	-7.00	520.19	520.38
2AN	68+52.00	-7.00	520.38	520.61
2AO	68+62.00	-7.00	520.56	520.83
2AP	68+72.00	-7.00	520.75	521.06
2AQ	68+82.00	-7.00	520.92	521.26
2AR	68+92.00	-7.00	521.10	521.47
2AS	69+02.00	-7.00	521.27	521.66
2AT	69+12.00	-7.00	521.43	521.85
2AU	69+22.00	-7.00	521.60	522.02
2AV	69+32.00	-7.00	521.76	522.18
2AW	69+42.00	-7.00	521.91	522.33
2AX	69+52.00	-7.00	522.06	522.47
2AY	69+62.00	-7.00	522.21	522.60
2AZ	69+72.00	-7.00	522.36	522.72
2BA	69+82.00	-7.00	522.50	522.83
2BB	69+92.00	-7.00	522.64	522.93
2BC	70+02.00	-7.00	522.77	523.02
2BD	70+12.00	-7.00	522.90	523.12
2BE	70+22.00	-7.00	523.03	523.21
2BF	70+32.00	-7.00	523.16	523.29
2BG	70+42.00	-7.00	523.28	523.37
2BH	70+52.00	-7.00	523.39	523.46
2BI	70+62.00	-7.00	523.51	523.55
2BJ	70+72.00	-7.00	523.62	523.64
2BK	70+82.00	-7.00	523.72	523.73
2BL	70+92.00	-7.00	523.83	523.83
2BM	71+02.00	-7.00	523.93	523.92
2BN	71+12.00	-7.00	524.02	524.02

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Pier 6	64+42.00	-4.00	509.97	509.97
CL E. Brg. Pier 6	64+42.83	-4.00	509.99	509.99
2A	64+52.83	-4.00	510.29	510.37
2B	64+62.83	-4.00	510.59	510.75
2C	64+72.83	-4.00	510.89	511.12
2D	64+82.83	-4.00	511.19	511.48
2E	64+92.83	-4.00	511.49	511.84
2F	65+02.83	-4.00	511.79	512.19
2G	65+12.83	-4.00	512.09	512.53
2H	65+22.83	-4.00	512.39	512.87
2I	65+32.83	-4.00	512.69	513.19
2J	65+42.83	-4.00	512.99	513.50
2K	65+52.83	-4.00	513.28	513.81
2L	65+62.83	-4.00	513.57	514.10
2M	65+72.83	-4.00	513.86	514.38
2N	65+82.83	-4.00	514.14	514.65
2O	65+92.83	-4.00	514.42	514.92
2P	66+02.83	-4.00	514.70	515.16
2Q	66+12.83	-4.00	514.97	515.40
2R	66+22.83	-4.00	515.24	515.64
2S	66+32.83	-4.00	515.50	515.85
2T	66+42.83	-4.00	515.76	516.07
2U	66+52.83	-4.00	516.02	516.28
2V	66+62.83	-4.00	516.28	516.49
2W	66+72.83	-4.00	516.53	516.70
2X	66+82.83	-4.00	516.78	516.91
2Y	66+92.83	-4.00	517.02	517.12
2Z	67+02.83	-4.00	517.26	517.33
2AA	67+12.83	-4.00	517.50	517.54
2AB	67+22.83	-4.00	517.73	517.75
2AC	67+32.83	-4.00	517.96	517.97
CL Brg. Pier 5	67+42.00	-4.00	518.17	518.17
2AD	67+52.00	-4.00	518.39	518.39
2AE	67+62.00	-4.00	518.61	518.61
2AF	67+72.00	-4.00	518.83	518.83
2AG	67+82.00	-4.00	519.04	519.05
2AH	67+92.00	-4.00	519.25	519.28
2AI	68+02.00	-4.00	519.45	519.51
2AJ	68+12.00	-4.00	519.65	519.74
2AK	68+22.00	-4.00	519.85	519.97
2AL	68+32.00	-4.00	520.05	520.20
2AM	68+42.00	-4.00	520.24	520.43
2AN	68+52.00	-4.00	520.43	520.66
2AO	68+62.00	-4.00	520.61	520.88
2AP	68+72.00	-4.00	520.79	521.10
2AQ	68+82.00	-4.00	520.97	521.31
2AR	68+92.00	-4.00	521.14	521.51
2AS	69+02.00	-4.00	521.31	521.71
2AT	69+12.00	-4.00	521.48	521.89
2AU	69+22.00	-4.00	521.64	522.06
2AV	69+32.00	-4.00	521.80	522.23
2AW	69+42.00	-4.00	521.96	522.38
2AX	69+52.00	-4.00	522.11	522.52
2AY	69+62.00	-4.00	522.26	522.64
2AZ	69+72.00	-4.00	522.40	522.76
2BA	69+82.00	-4.00	522.55	522.87
2BB	69+92.00	-4.00	522.69	522.98
2BC	70+02.00	-4.00	522.82	523.07
2BD	70+12.00	-4.00	522.95	523.16
2BE	70+22.00	-4.00	523.08	523.25
2BF	70+32.00	-4.00	523.20	523.34
2BG	70+42.00	-4.00	523.32	523.42
2BH	70+52.00	-4.00	523.44	523.51
2BI	70+62.00	-4.00	523.55	523.60
2BJ	70+72.00	-4.00	523.66	523.69
2BK	70+82.00	-4.00	523.77	523.78
2BL	70+92.00	-4.00	523.87	523.88
2BM	71+02.00	-4.00	523.97	523.97
2BN	71+12.00	-4.00	524.07	524.07

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Pier 6	64+42.00	0.00	510.03	510.03
CL E. Brg. Pier 6	64+42.83	0.00	510.06	510.06
2A	64+52.83	0.00	510.36	510.43
2B	64+62.83	0.00	510.66	510.81
2C	64+72.83	0.00	510.96	511.18
2D	64+82.83	0.00	511.26	511.54
2E	64+92.83	0.00	511.56	511.90
2F	65+02.83	0.00	511.86	512.25
2G	65+12.83	0.00	512.16	512.59
2H	65+22.83	0.00	512.46	512.93
2I	65+32.83	0.00	512.76	513.26
2J	65+42.83	0.00	513.05	513.57
2K	65+52.83	0.00	513.35	513.87
2L	65+62.83	0.00	513.64	514.16
2M	65+72.83	0.00	513.92	514.44
2N	65+82.83	0.00	514.20	514.72
2O	65+92.83	0.00	514.48	514.98
2P	66+02.83	0.00	514.76	515.23
2Q	66+12.83	0.00	515.03	515.47
2R	66+22.83	0.00	515.30	515.70
2S	66+32.83	0.00	515.57	515.92
2T	66+42.83	0.00	515.83	516.13
2U	66+52.83	0.00	516.08	516.35
2V	66+62.83	0.00	516.34	516.55
2W	66+72.83	0.00	516.59	516.76
2X	66+82.83	0.00	516.84	516.97
2Y	66+92.83	0.00	517.08	517.18
2Z	67+02.83	0.00	517.32	517.39
2AA	67+12.83	0.00	517.56	517.60
2AB	67+22.83	0.00	517.79	517.82
2AC	67+32.83	0.00	518.02	518.03
CL Brg. Pier 5	67+42.00	0.00	518.23	518.23
2AD	67+52.00	0.00	518.45	518.45
2AE	67+62.00	0.00	518.67	518.67
2AF	67+72.00	0.00	518.89	518.89
2AG	67+82.00	0.00	519.10	519.12
2AH	67+92.00	0.00	519.31	519.34
2AI	68+02.00	0.00	519.52	519.57
2AJ	68+12.00	0.00	519.72	519.80
2AK	68+22.00	0.00	519.92	520.03
2AL	68+32.00	0.00	520.11	520.26
2AM	68+42.00	0.00	520.30	520.49
2AN	68+52.00	0.00	520.49	520.72
2AO	68+62.00	0.00	520.67	520.94
2AP	68+72.00	0.00	520.85	521.16
2AQ	68+82.00	0.00	521.03	521.37
2AR	68+92.00	0.00	521.21	521.58
2AS	69+02.00	0.00	521.38	521.77
2AT	69+12.00	0.00	521.54	521.95
2AU	69+22.00	0.00	521.71	522.13
2AV	69+32.00	0.00	521.86	522.29
2AW	69+42.00	0.00	522.02	522.44
2AX	69+52.00	0.00	522.17	522.58
2AY	69+62.00	0.00	522.32	522.71
2AZ	69+72.00	0.00	522.47	522.83
2BA	69+82.00	0.00	522.61	522.94
2BB	69+92.00	0.00	522.75	523.04
2BC	70+02.00	0.00	522.88	523.13
2BD	70+12.00	0.00	523.01	523.23
2BE	70+22.00	0.00	523.14	523.32
2BF	70+32.00	0.00	523.27	523.40
2BG	70+42.00	0.00	523.39	523.48
2BH	70+52.00	0.00	523.50	523.57
2BI	70+62.00	0.00	523.62	523.66
2BJ	70+72.00	0.00	523.73	523.75
2BK	70+82.00	0.00	523.83	523.84
2BL	70+92.00	0.00	523.94	523.94
2BM	71+02.00	0.00	524.04	524.03
2BN	71+12.00	0.00	524.13	524.13

NOTES

1. Spans 6 & 5 shown, see sheet S-19 of S-87 for Span 4.

MODEL: Default
FILE NAME: S:\065680 (1386)\E-Work\VA_CADD\Sheets\0780001-66F08-018-U2TSE3.dgn



STAGE CONSTRUCTION JOINT 2 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	-7.00	524.07	524.07
2B0	71+27.00	-7.00	524.16	524.17
2BP	71+37.00	-7.00	524.25	524.27
2BQ	71+47.00	-7.00	524.33	524.37
2BR	71+57.00	-7.00	524.41	524.48
2BS	71+67.00	-7.00	524.49	524.59
2BT	71+77.00	-7.00	524.56	524.69
2BU	71+87.00	-7.00	524.63	524.80
2BV	71+97.00	-7.00	524.70	524.91
2BW	72+07.00	-7.00	524.76	525.02
2BX	72+17.00	-7.00	524.82	525.13
2BY	72+27.00	-7.00	524.87	525.23
2BZ	72+37.00	-7.00	524.93	525.32
2CA	72+47.00	-7.00	524.97	525.41
2CB	72+57.00	-7.00	525.02	525.48
2CC	72+67.00	-7.00	525.06	525.55
2CD	72+77.00	-7.00	525.10	525.61
2CE	72+87.00	-7.00	525.13	525.65
2CF	72+97.00	-7.00	525.16	525.69
2CG	73+07.00	-7.00	525.19	525.71
2CH	73+17.00	-7.00	525.21	525.72
2CI	73+27.00	-7.00	525.23	525.73
2CJ	73+37.00	-7.00	525.25	525.72
2CK	73+47.00	-7.00	525.26	525.70
2CL	73+57.00	-7.00	525.27	525.66
2CM	73+67.00	-7.00	525.28	525.62
2CN	73+77.00	-7.00	525.28	525.56
2CO	73+87.00	-7.00	525.28	525.50
2CP	73+97.00	-7.00	525.28	525.42
2CQ	74+07.00	-7.00	525.27	525.34
☐ W. Brg. Pier 3	74+16.17	-7.00	525.26	525.26

WB P.G.L. & STAGE CONSTRUCTION JOINT 1 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	-4.00	524.12	524.12
2B0	71+27.00	-4.00	524.21	524.22
2BP	71+37.00	-4.00	524.29	524.32
2BQ	71+47.00	-4.00	524.38	524.42
2BR	71+57.00	-4.00	524.46	524.53
2BS	71+67.00	-4.00	524.53	524.63
2BT	71+77.00	-4.00	524.61	524.74
2BU	71+87.00	-4.00	524.68	524.85
2BV	71+97.00	-4.00	524.74	524.96
2BW	72+07.00	-4.00	524.81	525.07
2BX	72+17.00	-4.00	524.86	525.17
2BY	72+27.00	-4.00	524.92	525.27
2BZ	72+37.00	-4.00	524.97	525.37
2CA	72+47.00	-4.00	525.02	525.45
2CB	72+57.00	-4.00	525.07	525.53
2CC	72+67.00	-4.00	525.11	525.60
2CD	72+77.00	-4.00	525.14	525.65
2CE	72+87.00	-4.00	525.18	525.70
2CF	72+97.00	-4.00	525.21	525.73
2CG	73+07.00	-4.00	525.24	525.76
2CH	73+17.00	-4.00	525.26	525.77
2CI	73+27.00	-4.00	525.28	525.78
2CJ	73+37.00	-4.00	525.30	525.76
2CK	73+47.00	-4.00	525.31	525.74
2CL	73+57.00	-4.00	525.32	525.71
2CM	73+67.00	-4.00	525.33	525.66
2CN	73+77.00	-4.00	525.33	525.61
2CO	73+87.00	-4.00	525.33	525.54
2CP	73+97.00	-4.00	525.32	525.47
2CQ	74+07.00	-4.00	525.31	525.39
☐ W. Brg. Pier 3	74+16.17	-4.00	525.30	525.30

☐ ROADWAY & BEAM 4 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	0.00	524.18	524.18
2B0	71+27.00	0.00	524.27	524.28
2BP	71+37.00	0.00	524.36	524.38
2BQ	71+47.00	0.00	524.44	524.48
2BR	71+57.00	0.00	524.52	524.59
2BS	71+67.00	0.00	524.60	524.70
2BT	71+77.00	0.00	524.67	524.80
2BU	71+87.00	0.00	524.74	524.91
2BV	71+97.00	0.00	524.81	525.02
2BW	72+07.00	0.00	524.87	525.13
2BX	72+17.00	0.00	524.93	525.24
2BY	72+27.00	0.00	524.98	525.34
2BZ	72+37.00	0.00	525.03	525.43
2CA	72+47.00	0.00	525.08	525.52
2CB	72+57.00	0.00	525.13	525.59
2CC	72+67.00	0.00	525.17	525.66
2CD	72+77.00	0.00	525.21	525.72
2CE	72+87.00	0.00	525.24	525.76
2CF	72+97.00	0.00	525.27	525.80
2CG	73+07.00	0.00	525.30	525.82
2CH	73+17.00	0.00	525.32	525.83
2CI	73+27.00	0.00	525.34	525.84
2CJ	73+37.00	0.00	525.36	525.83
2CK	73+47.00	0.00	525.37	525.80
2CL	73+57.00	0.00	525.38	525.77
2CM	73+67.00	0.00	525.39	525.73
2CN	73+77.00	0.00	525.39	525.67
2CO	73+87.00	0.00	525.39	525.61
2CP	73+97.00	0.00	525.38	525.53
2CQ	74+07.00	0.00	525.38	525.45
☐ W. Brg. Pier 3	74+16.17	0.00	525.37	525.37

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 2 TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 078-0001

SHEET S-19 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	51
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

EB P.G.L.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 6, E. Brg. Pier 6, and Brg. Pier 5.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 6, E. Brg. Pier 6, and Brg. Pier 5.

BEAM 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 6, E. Brg. Pier 6, and Brg. Pier 5.

NOTES

1. Spans 6 & 5 shown, see sheet S-21 of S-87 for Span 4.

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

UNIT 2 TOP OF SLAB ELEVATIONS V STRUCTURE NO. 078-0001

SHEET S-20 OF S-87 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO.

EB P.G.L. (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
¢ Brg. Pier 4	71+17.00	4.00	524.12	524.12
2B0	71+27.00	4.00	524.21	524.22
2BP	71+37.00	4.00	524.29	524.32
2BQ	71+47.00	4.00	524.38	524.42
2BR	71+57.00	4.00	524.46	524.53
2BS	71+67.00	4.00	524.53	524.63
2BT	71+77.00	4.00	524.61	524.74
2BU	71+87.00	4.00	524.68	524.85
2BV	71+97.00	4.00	524.74	524.96
2BW	72+07.00	4.00	524.81	525.07
2BX	72+17.00	4.00	524.86	525.17
2BY	72+27.00	4.00	524.92	525.27
2BZ	72+37.00	4.00	524.97	525.37
2CA	72+47.00	4.00	525.02	525.45
2CB	72+57.00	4.00	525.07	525.53
2CC	72+67.00	4.00	525.11	525.60
2CD	72+77.00	4.00	525.14	525.65
2CE	72+87.00	4.00	525.18	525.70
2CF	72+97.00	4.00	525.21	525.73
2CG	73+07.00	4.00	525.24	525.76
2CH	73+17.00	4.00	525.26	525.77
2CI	73+27.00	4.00	525.28	525.78
2CJ	73+37.00	4.00	525.30	525.76
2CK	73+47.00	4.00	525.31	525.74
2CL	73+57.00	4.00	525.32	525.71
2CM	73+67.00	4.00	525.33	525.66
2CN	73+77.00	4.00	525.33	525.61
2CO	73+87.00	4.00	525.33	525.54
2CP	73+97.00	4.00	525.32	525.47
2CQ	74+07.00	4.00	525.31	525.39
¢ W. Brg. Pier 3	74+16.17	4.00	525.30	525.30

BEAM 5 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
¢ Brg. Pier 4	71+17.00	9.75	524.03	524.03
2B0	71+27.00	9.75	524.12	524.13
2BP	71+37.00	9.75	524.20	524.23
2BQ	71+47.00	9.75	524.29	524.33
2BR	71+57.00	9.75	524.37	524.44
2BS	71+67.00	9.75	524.45	524.54
2BT	71+77.00	9.75	524.52	524.65
2BU	71+87.00	9.75	524.59	524.76
2BV	71+97.00	9.75	524.65	524.87
2BW	72+07.00	9.75	524.72	524.98
2BX	72+17.00	9.75	524.78	525.08
2BY	72+27.00	9.75	524.83	525.18
2BZ	72+37.00	9.75	524.88	525.28
2CA	72+47.00	9.75	524.93	525.36
2CB	72+57.00	9.75	524.98	525.44
2CC	72+67.00	9.75	525.02	525.51
2CD	72+77.00	9.75	525.05	525.56
2CE	72+87.00	9.75	525.09	525.61
2CF	72+97.00	9.75	525.12	525.64
2CG	73+07.00	9.75	525.15	525.67
2CH	73+17.00	9.75	525.17	525.68
2CI	73+27.00	9.75	525.19	525.69
2CJ	73+37.00	9.75	525.21	525.67
2CK	73+47.00	9.75	525.22	525.65
2CL	73+57.00	9.75	525.23	525.62
2CM	73+67.00	9.75	525.24	525.57
2CN	73+77.00	9.75	525.24	525.52
2CO	73+87.00	9.75	525.24	525.45
2CP	73+97.00	9.75	525.23	525.38
2CQ	74+07.00	9.75	525.22	525.30
¢ W. Brg. Pier 3	74+16.17	9.75	525.21	525.21

BEAM 6 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
¢ Brg. Pier 4	71+17.00	19.50	523.87	523.87
2B0	71+27.00	19.50	523.97	523.98
2BP	71+37.00	19.50	524.05	524.08
2BQ	71+47.00	19.50	524.14	524.18
2BR	71+57.00	19.50	524.22	524.28
2BS	71+67.00	19.50	524.29	524.39
2BT	71+77.00	19.50	524.37	524.50
2BU	71+87.00	19.50	524.44	524.61
2BV	71+97.00	19.50	524.50	524.72
2BW	72+07.00	19.50	524.56	524.83
2BX	72+17.00	19.50	524.62	524.93
2BY	72+27.00	19.50	524.68	525.03
2BZ	72+37.00	19.50	524.73	525.13
2CA	72+47.00	19.50	524.78	525.21
2CB	72+57.00	19.50	524.82	525.29
2CC	72+67.00	19.50	524.86	525.36
2CD	72+77.00	19.50	524.90	525.41
2CE	72+87.00	19.50	524.94	525.46
2CF	72+97.00	19.50	524.97	525.49
2CG	73+07.00	19.50	524.99	525.51
2CH	73+17.00	19.50	525.02	525.53
2CI	73+27.00	19.50	525.04	525.53
2CJ	73+37.00	19.50	525.05	525.52
2CK	73+47.00	19.50	525.07	525.50
2CL	73+57.00	19.50	525.08	525.47
2CM	73+67.00	19.50	525.08	525.42
2CN	73+77.00	19.50	525.09	525.37
2CO	73+87.00	19.50	525.08	525.30
2CP	73+97.00	19.50	525.08	525.23
2CQ	74+07.00	19.50	525.07	525.14
¢ W. Brg. Pier 3	74+16.17	19.50	525.06	525.06

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 2 TOP OF SLAB ELEVATIONS VI
STRUCTURE NO. 078-0001

SHEET S-21 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	53
CONTRACT NO. 66F08				
ILLINOIS			FED. AID PROJECT	

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 6	64+42.00	29.25	509.57	509.57
☐ E. Brg. Pier 6	64+42.83	29.25	509.60	509.60
2A	64+52.83	29.25	509.90	509.97
2B	64+62.83	29.25	510.20	510.34
2C	64+72.83	29.25	510.50	510.70
2D	64+82.83	29.25	510.80	511.05
2E	64+92.83	29.25	511.10	511.41
2F	65+02.83	29.25	511.40	511.75
2G	65+12.83	29.25	511.70	512.09
2H	65+22.83	29.25	512.00	512.42
2I	65+32.83	29.25	512.30	512.74
2J	65+42.83	29.25	512.60	513.05
2K	65+52.83	29.25	512.89	513.36
2L	65+62.83	29.25	513.18	513.65
2M	65+72.83	29.25	513.46	513.93
2N	65+82.83	29.25	513.75	514.20
2O	65+92.83	29.25	514.03	514.47
2P	66+02.83	29.25	514.30	514.72
2Q	66+12.83	29.25	514.57	514.96
2R	66+22.83	29.25	514.84	515.20
2S	66+32.83	29.25	515.11	515.42
2T	66+42.83	29.25	515.37	515.64
2U	66+52.83	29.25	515.63	515.86
2V	66+62.83	29.25	515.88	516.07
2W	66+72.83	29.25	516.13	516.29
2X	66+82.83	29.25	516.38	516.50
2Y	66+92.83	29.25	516.62	516.71
2Z	67+02.83	29.25	516.87	516.92
2AA	67+12.83	29.25	517.10	517.14
2AB	67+22.83	29.25	517.34	517.36
2AC	67+32.83	29.25	517.57	517.57
☐ Brg. Pier 5	67+42.00	29.25	517.77	517.77
2AD	67+52.00	29.25	518.00	517.99
2AE	67+62.00	29.25	518.22	518.21
2AF	67+72.00	29.25	518.43	518.44
2AG	67+82.00	29.25	518.64	518.66
2AH	67+92.00	29.25	518.85	518.88
2AI	68+02.00	29.25	519.06	519.11
2AJ	68+12.00	29.25	519.26	519.33
2AK	68+22.00	29.25	519.46	519.56
2AL	68+32.00	29.25	519.65	519.79
2AM	68+42.00	29.25	519.84	520.02
2AN	68+52.00	29.25	520.03	520.24
2AO	68+62.00	29.25	520.22	520.46
2AP	68+72.00	29.25	520.40	520.68
2AQ	68+82.00	29.25	520.57	520.88
2AR	68+92.00	29.25	520.75	521.08
2AS	69+02.00	29.25	520.92	521.27
2AT	69+12.00	29.25	521.08	521.46
2AU	69+22.00	29.25	521.25	521.62
2AV	69+32.00	29.25	521.41	521.79
2AW	69+42.00	29.25	521.56	521.94
2AX	69+52.00	29.25	521.72	522.08
2AY	69+62.00	29.25	521.86	522.21
2AZ	69+72.00	29.25	522.01	522.33
2BA	69+82.00	29.25	522.15	522.45
2BB	69+92.00	29.25	522.29	522.55
2BC	70+02.00	29.25	522.43	522.65
2BD	70+12.00	29.25	522.56	522.75
2BE	70+22.00	29.25	522.68	522.84
2BF	70+32.00	29.25	522.81	522.93
2BG	70+42.00	29.25	522.93	523.02
2BH	70+52.00	29.25	523.05	523.11
2BI	70+62.00	29.25	523.16	523.20
2BJ	70+72.00	29.25	523.27	523.29
2BK	70+82.00	29.25	523.38	523.38
2BL	70+92.00	29.25	523.48	523.48
2BM	71+02.00	29.25	523.58	523.58
2BN	71+12.00	29.25	523.68	523.67

BEAM 7 (CONT'D)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Brg. Pier 4	71+17.00	29.25	523.72	523.72
2B0	71+27.00	29.25	523.81	523.82
2BP	71+37.00	29.25	523.90	523.92
2BQ	71+47.00	29.25	523.98	524.02
2BR	71+57.00	29.25	524.06	524.12
2BS	71+67.00	29.25	524.14	524.23
2BT	71+77.00	29.25	524.21	524.33
2BU	71+87.00	29.25	524.28	524.44
2BV	71+97.00	29.25	524.35	524.54
2BW	72+07.00	29.25	524.41	524.65
2BX	72+17.00	29.25	524.47	524.74
2BY	72+27.00	29.25	524.53	524.84
2BZ	72+37.00	29.25	524.58	524.93
2CA	72+47.00	29.25	524.63	525.01
2CB	72+57.00	29.25	524.67	525.08
2CC	72+67.00	29.25	524.71	525.15
2CD	72+77.00	29.25	524.75	525.20
2CE	72+87.00	29.25	524.78	525.25
2CF	72+97.00	29.25	524.81	525.28
2CG	73+07.00	29.25	524.84	525.31
2CH	73+17.00	29.25	524.87	525.32
2CI	73+27.00	29.25	524.89	525.33
2CJ	73+37.00	29.25	524.90	525.32
2CK	73+47.00	29.25	524.92	525.30
2CL	73+57.00	29.25	524.93	525.27
2CM	73+67.00	29.25	524.93	525.23
2CN	73+77.00	29.25	524.93	525.18
2CO	73+87.00	29.25	524.93	525.13
2CP	73+97.00	29.25	524.93	525.06
2CQ	74+07.00	29.25	524.92	524.98
☐ W. Brg. Pier 3	74+16.17	29.25	524.91	524.91

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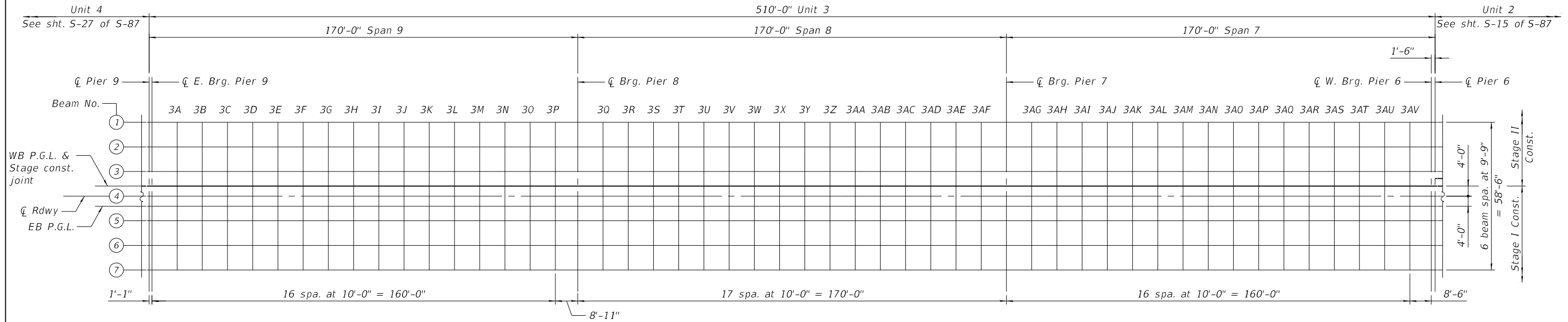
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

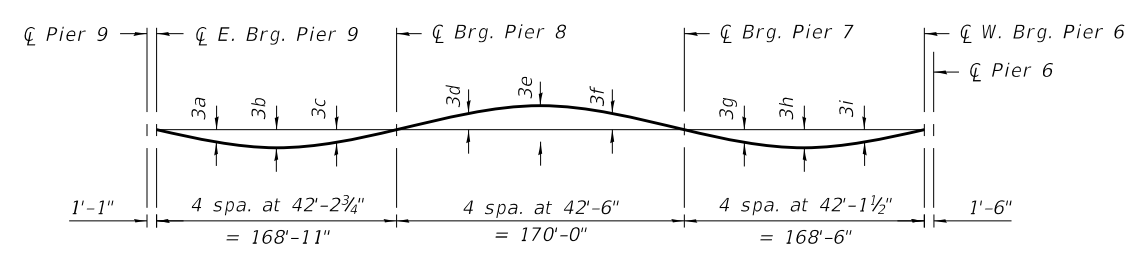
UNIT 2 TOP OF SLAB ELEVATIONS VII
STRUCTURE NO. 078-0001

SHEET S-22 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	54
CONTRACT NO. 66F08				
ILLINOIS			FED. AID PROJECT	



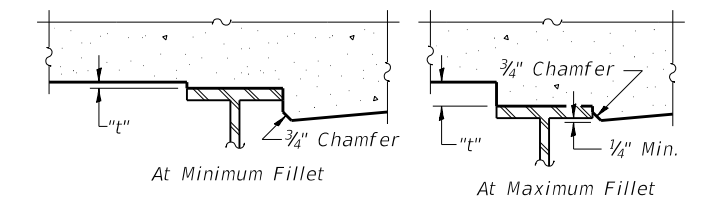
PARTIAL PLAN



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 on sheets S-24 thru S-26 of S-87.

Beam No.	3a	3b	3c	3d	3e	3f	3g	3h	3i
1 & 7	2"	2 1/2"	1 3/8"	1/2"	1/2"	1/2"	1 3/8"	2 1/2"	2"
2-6	2 1/4"	2 7/8"	1 5/8"	5/8"	1/2"	5/8"	1 5/8"	2 7/8"	2 1/4"



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 sheets S-24 thru S-26 of S-87. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-24 thru S-26 of S-87, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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	PLOT DATE = 10/16/2019	DRAWN - LAM	REVISED -
		CHECKED - DF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNIT 3 TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 078-0001**

SHEET S-23 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	55
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 9	59+32.00	-29.25	494.27	494.27
☐ E. Brg. Pier 9	59+33.08	-29.25	494.31	494.31
3A	59+43.08	-29.25	494.61	494.65
3B	59+53.08	-29.25	494.91	495.00
3C	59+63.08	-29.25	495.21	495.34
3D	59+73.08	-29.25	495.51	495.67
3E	59+83.08	-29.25	495.81	495.99
3F	59+93.08	-29.25	496.11	496.31
3G	60+03.08	-29.25	496.41	496.62
3H	60+13.08	-29.25	496.71	496.92
3I	60+23.08	-29.25	497.01	497.21
3J	60+33.08	-29.25	497.31	497.49
3K	60+43.08	-29.25	497.61	497.77
3L	60+53.08	-29.25	497.91	498.04
3M	60+63.08	-29.25	498.21	498.31
3N	60+73.08	-29.25	498.51	498.58
3O	60+83.08	-29.25	498.81	498.85
3P	60+93.08	-29.25	499.11	499.13
☐ Brg. Pier 8	61+02.00	-29.25	499.37	499.37
3Q	61+12.00	-29.25	499.67	499.66
3R	61+22.00	-29.25	499.97	499.94
3S	61+32.00	-29.25	500.27	500.24
3T	61+42.00	-29.25	500.57	500.53
3U	61+52.00	-29.25	500.87	500.83
3V	61+62.00	-29.25	501.17	501.13
3W	61+72.00	-29.25	501.47	501.43
3X	61+82.00	-29.25	501.77	501.74
3Y	61+92.00	-29.25	502.07	502.04
3Z	62+02.00	-29.25	502.37	502.33
3AA	62+12.00	-29.25	502.67	502.63
3AB	62+22.00	-29.25	502.97	502.93
3AC	62+32.00	-29.25	503.27	503.23
3AD	62+42.00	-29.25	503.57	503.54
3AE	62+52.00	-29.25	503.87	503.84
3AF	62+62.00	-29.25	504.17	504.16
☐ Brg. Pier 7	62+72.00	-29.25	504.47	504.47
3AG	62+82.00	-29.25	504.77	504.80
3AH	62+92.00	-29.25	505.07	505.12
3AI	63+02.00	-29.25	505.37	505.45
3AJ	63+12.00	-29.25	505.67	505.78
3AK	63+22.00	-29.25	505.97	506.12
3AL	63+32.00	-29.25	506.27	506.44
3AM	63+42.00	-29.25	506.57	506.76
3AN	63+52.00	-29.25	506.87	507.08
3AO	63+62.00	-29.25	507.17	507.38
3AP	63+72.00	-29.25	507.47	507.68
3AQ	63+82.00	-29.25	507.77	507.97
3AR	63+92.00	-29.25	508.07	508.26
3AS	64+02.00	-29.25	508.37	508.53
3AT	64+12.00	-29.25	508.67	508.80
3AU	64+22.00	-29.25	508.97	509.06
3AV	64+32.00	-29.25	509.27	509.31
☐ W. Brg. Pier 6	64+40.50	-29.25	509.53	509.53

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 9	59+32.00	-19.50	494.43	494.43
☐ E. Brg. Pier 9	59+33.08	-19.50	494.46	494.46
3A	59+43.08	-19.50	494.76	494.81
3B	59+53.08	-19.50	495.06	495.16
3C	59+63.08	-19.50	495.36	495.51
3D	59+73.08	-19.50	495.66	495.84
3E	59+83.08	-19.50	495.96	496.17
3F	59+93.08	-19.50	496.26	496.51
3G	60+03.08	-19.50	496.56	496.80
3H	60+13.08	-19.50	496.86	497.10
3I	60+23.08	-19.50	497.16	497.39
3J	60+33.08	-19.50	497.46	497.67
3K	60+43.08	-19.50	497.76	497.95
3L	60+53.08	-19.50	498.06	498.22
3M	60+63.08	-19.50	498.36	498.48
3N	60+73.08	-19.50	498.66	498.74
3O	60+83.08	-19.50	498.96	499.01
3P	60+93.08	-19.50	499.26	499.28
☐ Brg. Pier 8	61+02.00	-19.50	499.53	499.53
3Q	61+12.00	-19.50	499.83	499.81
3R	61+22.00	-19.50	500.13	500.09
3S	61+32.00	-19.50	500.43	500.38
3T	61+42.00	-19.50	500.73	500.68
3U	61+52.00	-19.50	501.03	500.98
3V	61+62.00	-19.50	501.33	501.28
3W	61+72.00	-19.50	501.63	501.58
3X	61+82.00	-19.50	501.93	501.88
3Y	61+92.00	-19.50	502.23	502.18
3Z	62+02.00	-19.50	502.53	502.48
3AA	62+12.00	-19.50	502.83	502.78
3AB	62+22.00	-19.50	503.13	503.08
3AC	62+32.00	-19.50	503.43	503.38
3AD	62+42.00	-19.50	503.73	503.68
3AE	62+52.00	-19.50	504.03	503.99
3AF	62+62.00	-19.50	504.33	504.31
☐ Brg. Pier 7	62+72.00	-19.50	504.63	504.63
3AG	62+82.00	-19.50	504.93	504.95
3AH	62+92.00	-19.50	505.23	505.28
3AI	63+02.00	-19.50	505.53	505.62
3AJ	63+12.00	-19.50	505.83	505.95
3AK	63+22.00	-19.50	506.13	506.29
3AL	63+32.00	-19.50	506.43	506.62
3AM	63+42.00	-19.50	506.73	506.94
3AN	63+52.00	-19.50	507.03	507.26
3AO	63+62.00	-19.50	507.33	507.56
3AP	63+72.00	-19.50	507.63	507.86
3AQ	63+82.00	-19.50	507.93	508.15
3AR	63+92.00	-19.50	508.23	508.43
3AS	64+02.00	-19.50	508.53	508.70
3AT	64+12.00	-19.50	508.83	508.97
3AU	64+22.00	-19.50	509.13	509.22
3AV	64+32.00	-19.50	509.43	509.47
☐ W. Brg. Pier 6	64+40.50	-19.50	509.68	509.68

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☐ Pier 9	59+32.00	-9.75	494.58	494.58
☐ E. Brg. Pier 9	59+33.08	-9.75	494.61	494.61
3A	59+43.08	-9.75	494.91	494.96
3B	59+53.08	-9.75	495.21	495.31
3C	59+63.08	-9.75	495.51	495.66
3D	59+73.08	-9.75	495.81	495.99
3E	59+83.08	-9.75	496.11	496.32
3F	59+93.08	-9.75	496.41	496.64
3G	60+03.08	-9.75	496.71	496.95
3H	60+13.08	-9.75	497.01	497.25
3I	60+23.08	-9.75	497.31	497.54
3J	60+33.08	-9.75	497.61	497.82
3K	60+43.08	-9.75	497.91	498.10
3L	60+53.08	-9.75	498.21	498.37
3M	60+63.08	-9.75	498.51	498.63
3N	60+73.08	-9.75	498.81	498.90
3O	60+83.08	-9.75	499.11	499.16
3P	60+93.08	-9.75	499.41	499.43
☐ Brg. Pier 8	61+02.00	-9.75	499.68	499.68
3Q	61+12.00	-9.75	499.98	499.96
3R	61+22.00	-9.75	500.28	500.24
3S	61+32.00	-9.75	500.58	500.53
3T	61+42.00	-9.75	500.88	500.83
3U	61+52.00	-9.75	501.18	501.13
3V	61+62.00	-9.75	501.48	501.43
3W	61+72.00	-9.75	501.78	501.73
3X	61+82.00	-9.75	502.08	502.03
3Y	61+92.00	-9.75	502.38	502.33
3Z	62+02.00	-9.75	502.68	502.63
3AA	62+12.00	-9.75	502.98	502.93
3AB	62+22.00	-9.75	503.28	503.23
3AC	62+32.00	-9.75	503.58	503.53
3AD	62+42.00	-9.75	503.88	503.83
3AE	62+52.00	-9.75	504.18	504.14
3AF	62+62.00	-9.75	504.48	504.46
☐ Brg. Pier 7	62+72.00	-9.75	504.78	504.78
3AG	62+82.00	-9.75	505.08	505.10
3AH	62+92.00	-9.75	505.38	505.43
3AI	63+02.00	-9.75	505.68	505.77
3AJ	63+12.00	-9.75	505.98	506.10
3AK	63+22.00	-9.75	506.28	506.44
3AL	63+32.00	-9.75	506.58	506.77
3AM	63+42.00	-9.75	506.88	507.09
3AN	63+52.00	-9.75	507.18	507.41
3AO	63+62.00	-9.75	507.48	507.72
3AP	63+72.00	-9.75	507.78	508.02
3AQ	63+82.00	-9.75	508.08	508.31
3AR	63+92.00	-9.75	508.38	508.59
3AS	64+02.00	-9.75	508.68	508.86
3AT	64+12.00	-9.75	508.98	509.12
3AU	64+22.00	-9.75	509.28	509.37
3AV	64+32.00	-9.75	509.58	509.62
☐ W. Brg. Pier 6	64+40.50	-9.75	509.83	509.83

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PLOT DATE = 11/26/2019	DRAWN - LAM	REVISED -
	CHECKED - DF	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**UNIT 3 TOP OF SLAB ELEVATIONS I
 STRUCTURE NO. 078-0001**

SHEET S-24 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	56
CONTRACT NO. 66F08				
ILLINOIS			FED. AID PROJECT	

WB P.G.L. & STAGE CONSTRUCTION JOINT 1

CL ROADWAY & BEAM 4

EB P.G.L.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 9, Brg. Pier 8, Brg. Pier 7, and W. Brg. Pier 6.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 9, Brg. Pier 8, Brg. Pier 7, and W. Brg. Pier 6.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 9, Brg. Pier 8, Brg. Pier 7, and W. Brg. Pier 6.

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GannettFleming logo and project information: USER NAME = ImueUer, DESIGNED - MMZ, CHECKED - DF, REVISED - DRAWN - LAM, PLOT DATE = 11/26/2019, CHECKED - DF, REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

UNIT 3 TOP OF SLAB ELEVATIONS II STRUCTURE NO. 078-0001 SHEET S-25 OF S-87 SHEETS

Summary table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., ILLINOIS, FED. AID PROJECT.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 9, Brg. Pier 8, Brg. Pier 7, and W. Brg. Pier 6.

BEAM 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 9, Brg. Pier 8, Brg. Pier 7, and W. Brg. Pier 6.

BEAM 7

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 9, Brg. Pier 8, Brg. Pier 7, and W. Brg. Pier 6.

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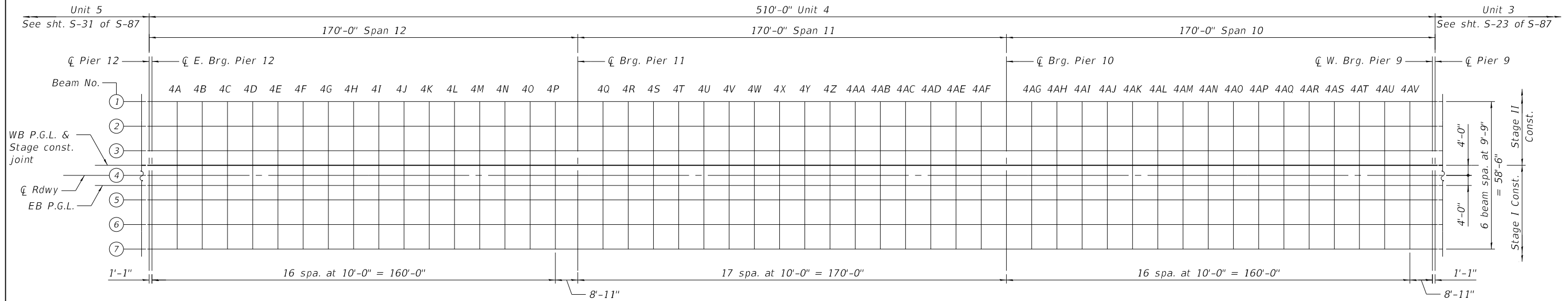
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

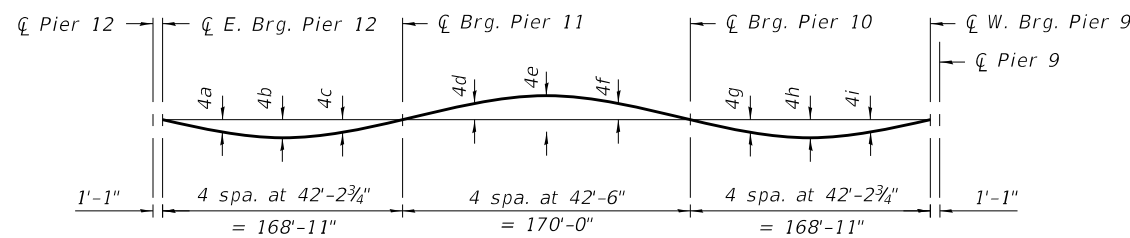
UNIT 3 TOP OF SLAB ELEVATIONS III STRUCTURE NO. 078-0001

SHEET S-26 OF S-87 SHEETS

Project information table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., BUREAU/PUTNAM, CONTRACT NO., ILLINOIS FED. AID PROJECT.



PARTIAL PLAN

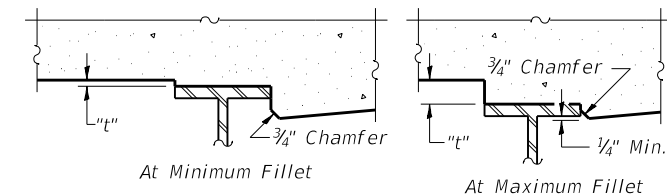


DEAD LOAD DEFLECTION DIAGRAM

(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 on sheets S-28 thru S-30 of S-87.

Beam No.	4a	4b	4c	4d	4e	4f	4g	4h	4i
1 & 7	2"	2 1/2"	1 3/8"	1/2"	1/2"	1/2"	1 3/8"	2 1/2"	2"
2-6	2 1/4"	2 7/8"	1 5/8"	5/8"	1/2"	5/8"	1 5/8"	2 7/8"	2 1/4"



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 sheets S-28 thru S-30 of S-87. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-28 thru S-30 of S-87, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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PLOT SCALE =	CHECKED - DF	REVISED -
PLOT DATE = 10/16/2019	DRAWN - LAM	REVISED -
	CHECKED - DF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 4 TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 078-0001

SHEET S-27 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	59
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 12, Brg. Pier 11, Brg. Pier 10, and W. Brg. Pier 9.

BEAM 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 12, Brg. Pier 11, Brg. Pier 10, and W. Brg. Pier 9.

BEAM 7

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 12, Brg. Pier 11, Brg. Pier 10, and W. Brg. Pier 9.

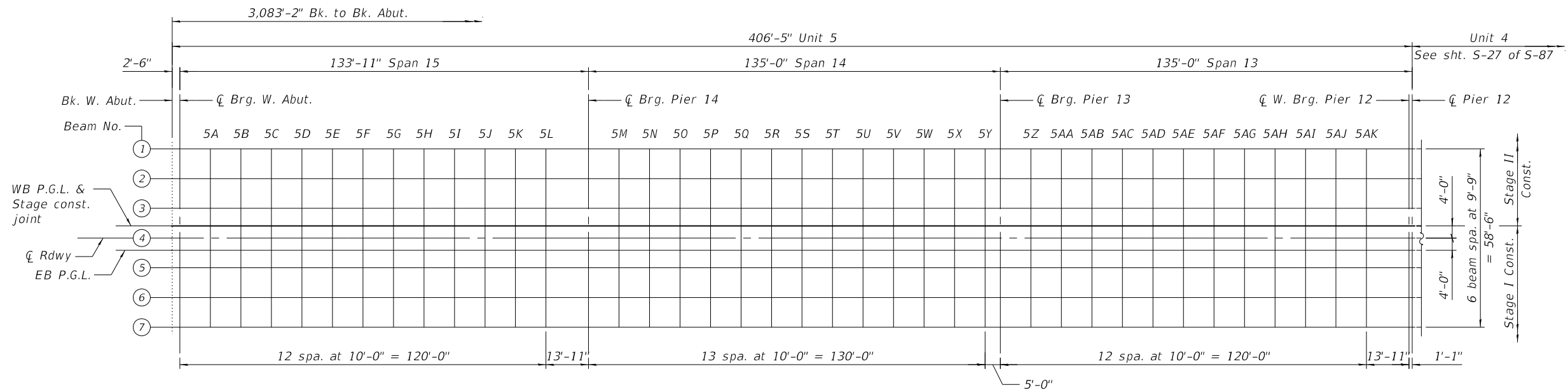
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Metadata table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their corresponding values and initials.

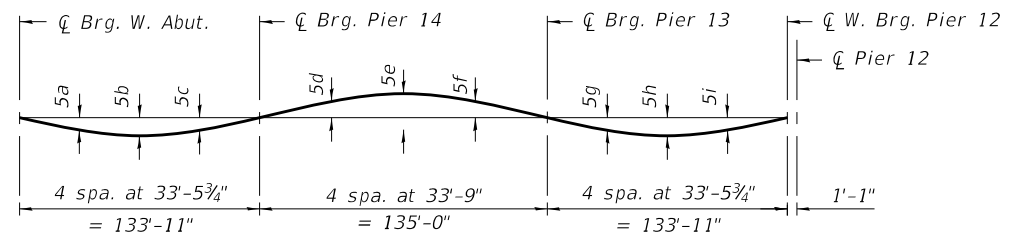
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 4 TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 078-0001
SHEET S-30 OF S-87 SHEETS

Summary table with columns: F.A.I. RTE., SECTION, COUNTY, BUREAU/PUTNAM, TOTAL SHEETS, SHEET NO., ILLINOIS, FED. AID PROJECT.



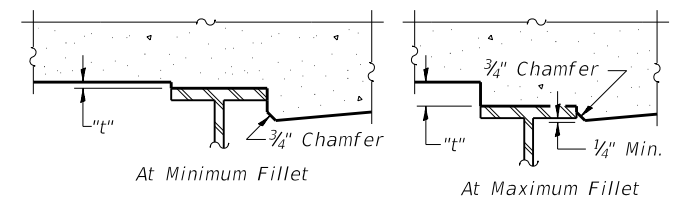
PARTIAL PLAN



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 on sheets S-32 thru S-34 of S-87.

Beam No.	5a	5b	5c	5d	5e	5f	5g	5h	5i
1 & 7	1 3/8"	1 3/4"	1"	1/4"	1/8"	1/4"	1"	1 3/4"	1 1/2"
2-6	1 3/8"	2"	1 1/8"	1/4"	1/4"	1/4"	1 1/8"	2"	1 3/8"



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 sheets S-32 thru S-34 of S-87. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S-32 thru S-34 of S-87, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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PLOT DATE = 10/16/2019	DRAWN - LAM	REVISED -
	CHECKED - DF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNIT 5 TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 078-0001**

SHEET S-31 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	63
CONTRACT NO. 66F08				

ILLINOIS FED. AID PROJECT

WB P.G.L. & STAGE CONSTRUCTION JOINT 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	50+15.58	-4.00	467.77	467.77
☉ Brg. W. Abut.	50+18.08	-4.00	467.83	467.83
5A	50+28.08	-4.00	468.06	468.10
5B	50+38.08	-4.00	468.29	468.38
5C	50+48.08	-4.00	468.53	468.66
5D	50+58.08	-4.00	468.78	468.93
5E	50+68.08	-4.00	469.03	469.19
5F	50+78.08	-4.00	469.28	469.45
5G	50+88.08	-4.00	469.54	469.70
5H	50+98.08	-4.00	469.80	469.95
5I	51+08.08	-4.00	470.07	470.19
5J	51+18.08	-4.00	470.34	470.43
5K	51+28.08	-4.00	470.61	470.67
5L	51+38.08	-4.00	470.89	470.92
☉ Brg. Pier 14	51+52.00	-4.00	471.29	471.29
5M	51+62.00	-4.00	471.58	471.56
5N	51+72.00	-4.00	471.87	471.85
5O	51+82.00	-4.00	472.17	472.15
5P	51+92.00	-4.00	472.47	472.45
5Q	52+02.00	-4.00	472.77	472.75
5R	52+12.00	-4.00	473.07	473.05
5S	52+22.00	-4.00	473.37	473.35
5T	52+32.00	-4.00	473.67	473.65
5U	52+42.00	-4.00	473.97	473.95
5V	52+52.00	-4.00	474.27	474.25
5W	52+62.00	-4.00	474.57	474.55
5X	52+72.00	-4.00	474.87	474.85
5Y	52+82.00	-4.00	475.17	475.16
☉ Brg. Pier 13	52+87.00	-4.00	475.32	475.32
5Z	52+97.00	-4.00	475.62	475.64
5AA	53+07.00	-4.00	475.92	475.97
5AB	53+17.00	-4.00	476.22	476.30
5AC	53+27.00	-4.00	476.52	476.63
5AD	53+37.00	-4.00	476.82	476.96
5AE	53+47.00	-4.00	477.12	477.28
5AF	53+57.00	-4.00	477.42	477.59
5AG	53+67.00	-4.00	477.72	477.89
5AH	53+77.00	-4.00	478.02	478.18
5AI	53+87.00	-4.00	478.32	478.46
5AJ	53+97.00	-4.00	478.62	478.72
5AK	54+07.00	-4.00	478.92	478.98
☉ W. Brg. Pier 12	54+20.92	-4.00	479.34	479.34

☉ ROADWAY & BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	50+15.58	0.00	467.83	467.83
☉ Brg. W. Abut.	50+18.08	0.00	467.89	467.89
5A	50+28.08	0.00	468.12	468.17
5B	50+38.08	0.00	468.36	468.45
5C	50+48.08	0.00	468.60	468.72
5D	50+58.08	0.00	468.84	468.99
5E	50+68.08	0.00	469.09	469.25
5F	50+78.08	0.00	469.34	469.51
5G	50+88.08	0.00	469.60	469.76
5H	50+98.08	0.00	469.86	470.01
5I	51+08.08	0.00	470.13	470.25
5J	51+18.08	0.00	470.40	470.49
5K	51+28.08	0.00	470.67	470.74
5L	51+38.08	0.00	470.95	470.98
☉ Brg. Pier 14	51+52.00	0.00	471.35	471.35
5M	51+62.00	0.00	471.64	471.63
5N	51+72.00	0.00	471.93	471.91
5O	51+82.00	0.00	472.23	472.21
5P	51+92.00	0.00	472.53	472.51
5Q	52+02.00	0.00	472.83	472.81
5R	52+12.00	0.00	473.13	473.11
5S	52+22.00	0.00	473.43	473.41
5T	52+32.00	0.00	473.73	473.71
5U	52+42.00	0.00	474.03	474.01
5V	52+52.00	0.00	474.33	474.31
5W	52+62.00	0.00	474.63	474.61
5X	52+72.00	0.00	474.93	474.91
5Y	52+82.00	0.00	475.23	475.22
☉ Brg. Pier 13	52+87.00	0.00	475.38	475.38
5Z	52+97.00	0.00	475.68	475.70
5AA	53+07.00	0.00	475.98	476.03
5AB	53+17.00	0.00	476.28	476.36
5AC	53+27.00	0.00	476.58	476.69
5AD	53+37.00	0.00	476.88	477.02
5AE	53+47.00	0.00	477.18	477.34
5AF	53+57.00	0.00	477.48	477.65
5AG	53+67.00	0.00	477.78	477.95
5AH	53+77.00	0.00	478.08	478.24
5AI	53+87.00	0.00	478.38	478.52
5AJ	53+97.00	0.00	478.68	478.79
5AK	54+07.00	0.00	478.98	479.04
☉ W. Brg. Pier 12	54+20.92	0.00	479.40	479.40

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	50+15.58	4.00	467.75	467.75
☉ Brg. W. Abut.	50+18.08	4.00	467.81	467.81
5A	50+28.08	4.00	468.05	468.09
5B	50+38.08	4.00	468.28	468.37
5C	50+48.08	4.00	468.53	468.65
5D	50+58.08	4.00	468.77	468.92
5E	50+68.08	4.00	469.02	469.19
5F	50+78.08	4.00	469.28	469.44
5G	50+88.08	4.00	469.54	469.70
5H	50+98.08	4.00	469.80	469.94
5I	51+08.08	4.00	470.07	470.19
5J	51+18.08	4.00	470.34	470.43
5K	51+28.08	4.00	470.61	470.67
5L	51+38.08	4.00	470.89	470.92
☉ Brg. Pier 14	51+52.00	4.00	471.29	471.29
5M	51+62.00	4.00	471.58	471.57
5N	51+72.00	4.00	471.87	471.85
5O	51+82.00	4.00	472.17	472.15
5P	51+92.00	4.00	472.47	472.45
5Q	52+02.00	4.00	472.77	472.75
5R	52+12.00	4.00	473.07	473.05
5S	52+22.00	4.00	473.37	473.35
5T	52+32.00	4.00	473.67	473.65
5U	52+42.00	4.00	473.97	473.95
5V	52+52.00	4.00	474.27	474.25
5W	52+62.00	4.00	474.57	474.55
5X	52+72.00	4.00	474.87	474.85
5Y	52+82.00	4.00	475.17	475.16
☉ Brg. Pier 13	52+87.00	4.00	475.32	475.32
5Z	52+97.00	4.00	475.62	475.64
5AA	53+07.00	4.00	475.92	475.97
5AB	53+17.00	4.00	476.22	476.30
5AC	53+27.00	4.00	476.52	476.63
5AD	53+37.00	4.00	476.82	476.96
5AE	53+47.00	4.00	477.12	477.28
5AF	53+57.00	4.00	477.42	477.59
5AG	53+67.00	4.00	477.72	477.89
5AH	53+77.00	4.00	478.02	478.18
5AI	53+87.00	4.00	478.32	478.46
5AJ	53+97.00	4.00	478.62	478.73
5AK	54+07.00	4.00	478.92	478.98
☉ W. Brg. Pier 12	54+20.92	4.00	479.34	479.34

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		CHECKED - DF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 5 TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 078-0001

SHEET S-33 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	65
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	50+15.58	9.75	467.66	467.66
☉ Brg. W. Abut.	50+18.08	9.75	467.72	467.72
5A	50+28.08	9.75	467.96	468.00
5B	50+38.08	9.75	468.19	468.28
5C	50+48.08	9.75	468.44	468.56
5D	50+58.08	9.75	468.68	468.83
5E	50+68.08	9.75	468.93	469.10
5F	50+78.08	9.75	469.19	469.35
5G	50+88.08	9.75	469.45	469.61
5H	50+98.08	9.75	469.71	469.86
5I	51+08.08	9.75	469.98	470.10
5J	51+18.08	9.75	470.25	470.34
5K	51+28.08	9.75	470.52	470.58
5L	51+38.08	9.75	470.80	470.83
☉ Brg. Pier 14	51+52.00	9.75	471.20	471.20
5M	51+62.00	9.75	471.49	471.48
5N	51+72.00	9.75	471.78	471.76
5O	51+82.00	9.75	472.08	472.06
5P	51+92.00	9.75	472.38	472.36
5Q	52+02.00	9.75	472.68	472.66
5R	52+12.00	9.75	472.98	472.96
5S	52+22.00	9.75	473.28	473.26
5T	52+32.00	9.75	473.58	473.56
5U	52+42.00	9.75	473.88	473.86
5V	52+52.00	9.75	474.18	474.16
5W	52+62.00	9.75	474.48	474.46
5X	52+72.00	9.75	474.78	474.76
5Y	52+82.00	9.75	475.08	475.07
☉ Brg. Pier 13	52+87.00	9.75	475.23	475.23
5Z	52+97.00	9.75	475.53	475.55
5AA	53+07.00	9.75	475.83	475.88
5AB	53+17.00	9.75	476.13	476.21
5AC	53+27.00	9.75	476.43	476.54
5AD	53+37.00	9.75	476.73	476.87
5AE	53+47.00	9.75	477.03	477.19
5AF	53+57.00	9.75	477.33	477.50
5AG	53+67.00	9.75	477.63	477.80
5AH	53+77.00	9.75	477.93	478.09
5AI	53+87.00	9.75	478.23	478.37
5AJ	53+97.00	9.75	478.53	478.64
5AK	54+07.00	9.75	478.83	478.89
☉ W. Brg. Pier 12	54+20.92	9.75	479.25	479.25

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	50+15.58	19.50	467.51	467.51
☉ Brg. W. Abut.	50+18.08	19.50	467.57	467.57
5A	50+28.08	19.50	467.80	467.85
5B	50+38.08	19.50	468.04	468.13
5C	50+48.08	19.50	468.28	468.41
5D	50+58.08	19.50	468.53	468.68
5E	50+68.08	19.50	468.78	468.95
5F	50+78.08	19.50	469.03	469.20
5G	50+88.08	19.50	469.29	469.46
5H	50+98.08	19.50	469.56	469.70
5I	51+08.08	19.50	469.82	469.95
5J	51+18.08	19.50	470.09	470.19
5K	51+28.08	19.50	470.37	470.43
5L	51+38.08	19.50	470.65	470.68
☉ Brg. Pier 14	51+52.00	19.50	471.05	471.05
5M	51+62.00	19.50	471.34	471.32
5N	51+72.00	19.50	471.63	471.61
5O	51+82.00	19.50	471.93	471.91
5P	51+92.00	19.50	472.23	472.21
5Q	52+02.00	19.50	472.53	472.51
5R	52+12.00	19.50	472.83	472.81
5S	52+22.00	19.50	473.13	473.11
5T	52+32.00	19.50	473.43	473.41
5U	52+42.00	19.50	473.73	473.71
5V	52+52.00	19.50	474.03	474.01
5W	52+62.00	19.50	474.33	474.31
5X	52+72.00	19.50	474.63	474.61
5Y	52+82.00	19.50	474.93	474.92
☉ Brg. Pier 13	52+87.00	19.50	475.08	475.08
5Z	52+97.00	19.50	475.38	475.40
5AA	53+07.00	19.50	475.68	475.73
5AB	53+17.00	19.50	475.98	476.06
5AC	53+27.00	19.50	476.28	476.39
5AD	53+37.00	19.50	476.58	476.72
5AE	53+47.00	19.50	476.88	477.04
5AF	53+57.00	19.50	477.18	477.35
5AG	53+67.00	19.50	477.48	477.65
5AH	53+77.00	19.50	477.78	477.94
5AI	53+87.00	19.50	478.08	478.22
5AJ	53+97.00	19.50	478.38	478.48
5AK	54+07.00	19.50	478.68	478.74
☉ W. Brg. Pier 12	54+20.92	19.50	479.10	479.10

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	50+15.58	29.25	467.36	467.36
☉ Brg. W. Abut.	50+18.08	29.25	467.42	467.42
5A	50+28.08	29.25	467.65	467.69
5B	50+38.08	29.25	467.89	467.97
5C	50+48.08	29.25	468.13	468.24
5D	50+58.08	29.25	468.38	468.51
5E	50+68.08	29.25	468.63	468.77
5F	50+78.08	29.25	468.88	469.03
5G	50+88.08	29.25	469.14	469.28
5H	50+98.08	29.25	469.40	469.53
5I	51+08.08	29.25	469.67	469.78
5J	51+18.08	29.25	469.94	470.02
5K	51+28.08	29.25	470.22	470.27
5L	51+38.08	29.25	470.50	470.52
☉ Brg. Pier 14	51+52.00	29.25	470.89	470.89
5M	51+62.00	29.25	471.18	471.17
5N	51+72.00	29.25	471.48	471.46
5O	51+82.00	29.25	471.78	471.76
5P	51+92.00	29.25	472.08	472.06
5Q	52+02.00	29.25	472.38	472.36
5R	52+12.00	29.25	472.68	472.66
5S	52+22.00	29.25	472.98	472.96
5T	52+32.00	29.25	473.28	473.26
5U	52+42.00	29.25	473.58	473.56
5V	52+52.00	29.25	473.88	473.86
5W	52+62.00	29.25	474.18	474.16
5X	52+72.00	29.25	474.48	474.46
5Y	52+82.00	29.25	474.78	474.77
☉ Brg. Pier 13	52+87.00	29.25	474.93	474.93
5Z	52+97.00	29.25	475.23	475.25
5AA	53+07.00	29.25	475.53	475.57
5AB	53+17.00	29.25	475.83	475.90
5AC	53+27.00	29.25	476.13	476.23
5AD	53+37.00	29.25	476.43	476.55
5AE	53+47.00	29.25	476.73	476.87
5AF	53+57.00	29.25	477.03	477.18
5AG	53+67.00	29.25	477.33	477.48
5AH	53+77.00	29.25	477.63	477.77
5AI	53+87.00	29.25	477.93	478.05
5AJ	53+97.00	29.25	478.23	478.32
5AK	54+07.00	29.25	478.53	478.58
☉ W. Brg. Pier 12	54+20.92	29.25	478.94	478.94

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		CHECKED - DF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**UNIT 5 TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 078-0001**

SHEET S-34 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	66
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	-31.33	466.69
A1	49+96.08	-31.33	466.91
A2	50+06.08	-31.33	467.13
E. End West Appr. Pvmt.	50+16.08	-31.33	467.35

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	-28.00	466.74
A1	49+96.08	-28.00	466.96
A2	50+06.08	-28.00	467.18
E. End West Appr. Pvmt.	50+16.08	-28.00	467.41

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	4.00	467.09
A1	49+96.08	4.00	467.31
A2	50+06.08	4.00	467.54
E. End West Appr. Pvmt.	50+16.08	4.00	467.77

WB P.G.L. & STAGE CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	-4.00	467.11
A1	49+96.08	-4.00	467.33
A2	50+06.08	-4.00	467.56
E. End West Appr. Pvmt.	50+16.08	-4.00	467.78

SOUTH EDGE OF PAVEMENT

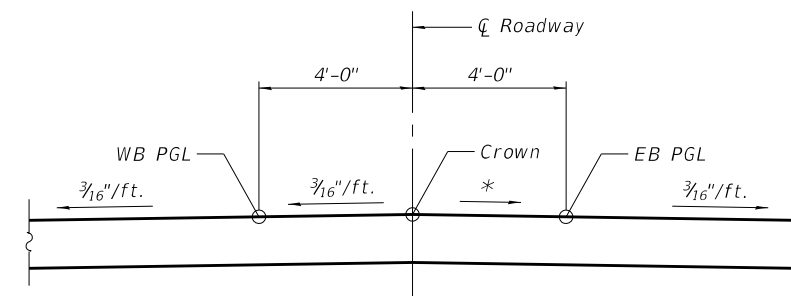
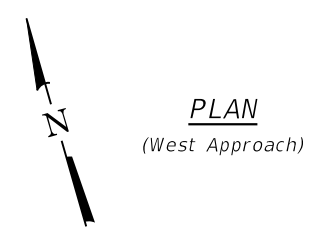
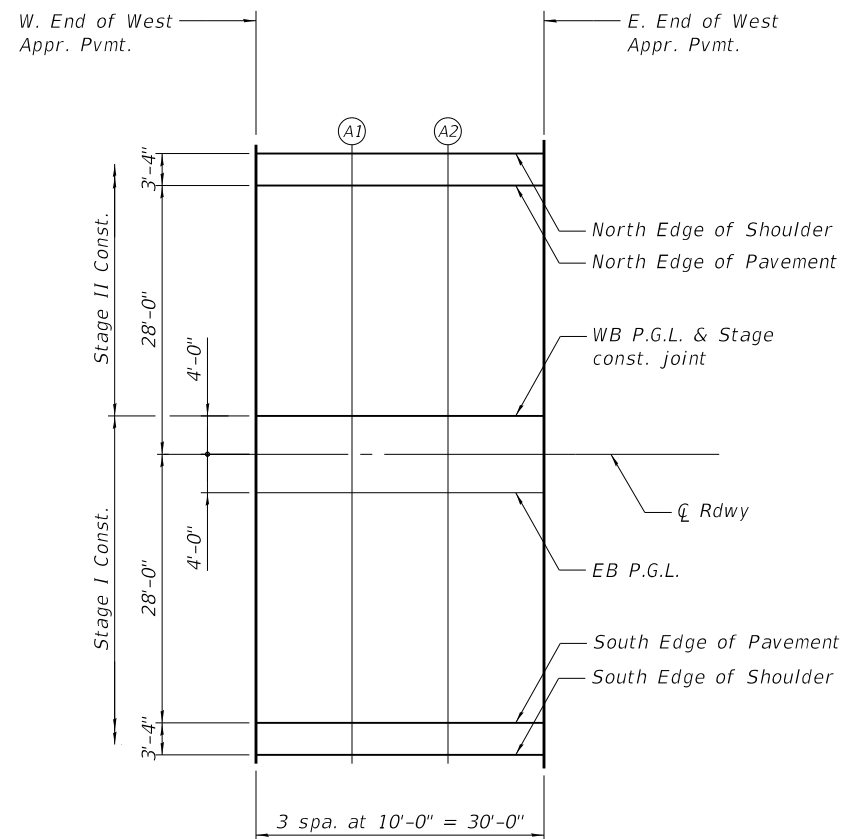
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	28.00	466.72
A1	49+96.08	28.00	466.94
A2	50+06.08	28.00	467.16
E. End West Appr. Pvmt.	50+16.08	28.00	467.39

CL ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	0.00	467.18
A1	49+96.08	0.00	467.40
A2	50+06.08	0.00	467.62
E. End West Appr. Pvmt.	50+16.08	0.00	467.84

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	49+86.08	31.33	466.67
A1	49+96.08	31.33	466.89
A2	50+06.08	31.33	467.11
E. End West Appr. Pvmt.	50+16.08	31.33	467.34



PARTIAL SECTION THRU APPROACH SLAB
(Looking East)

* Varies. Warp EB pavement slope from CL Roadway to EB PGL to meet crown elevation. Approximate slope is 1/4"/ft.

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PLOT DATE = 11/26/2019	CHECKED - DF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 078-0001

SHEET S-35 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	67
CONTRACT NO. 66F08				

ILLINOIS FED. AID PROJECT

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	-31.33	515.77
A3	81+08.25	-31.33	515.52
A4	81+18.25	-31.33	515.26
E. End East Appr. Pvmt.	81+28.25	-31.33	515.00

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	-28.00	515.83
A3	81+08.25	-28.00	515.57
A4	81+18.25	-28.00	515.31
E. End East Appr. Pvmt.	81+28.25	-28.00	515.05

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	4.00	516.20
A3	81+08.25	4.00	515.95
A4	81+18.25	4.00	515.69
E. End East Appr. Pvmt.	81+28.25	4.00	515.42

WB P.G.L. & STAGE CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	-4.00	516.20
A3	81+08.25	-4.00	515.95
A4	81+18.25	-4.00	515.69
E. End East Appr. Pvmt.	81+28.25	-4.00	515.42

SOUTH EDGE OF PAVEMENT

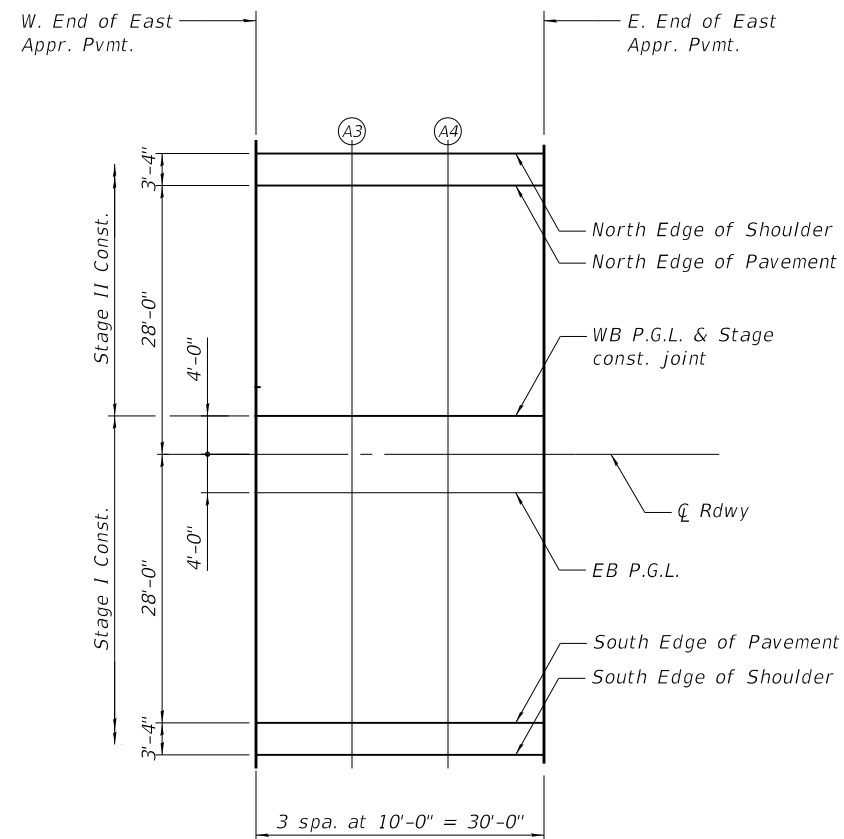
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	28.00	515.83
A3	81+08.25	28.00	515.57
A4	81+18.25	28.00	515.31
E. End East Appr. Pvmt.	81+28.25	28.00	515.05

CL ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	0.00	516.26
A3	81+08.25	0.00	516.01
A4	81+18.25	0.00	515.75
E. End East Appr. Pvmt.	81+28.25	0.00	515.49

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	80+98.25	31.33	515.77
A3	81+08.25	31.33	515.52
A4	81+18.25	31.33	515.26
E. End East Appr. Pvmt.	81+28.25	31.33	515.00



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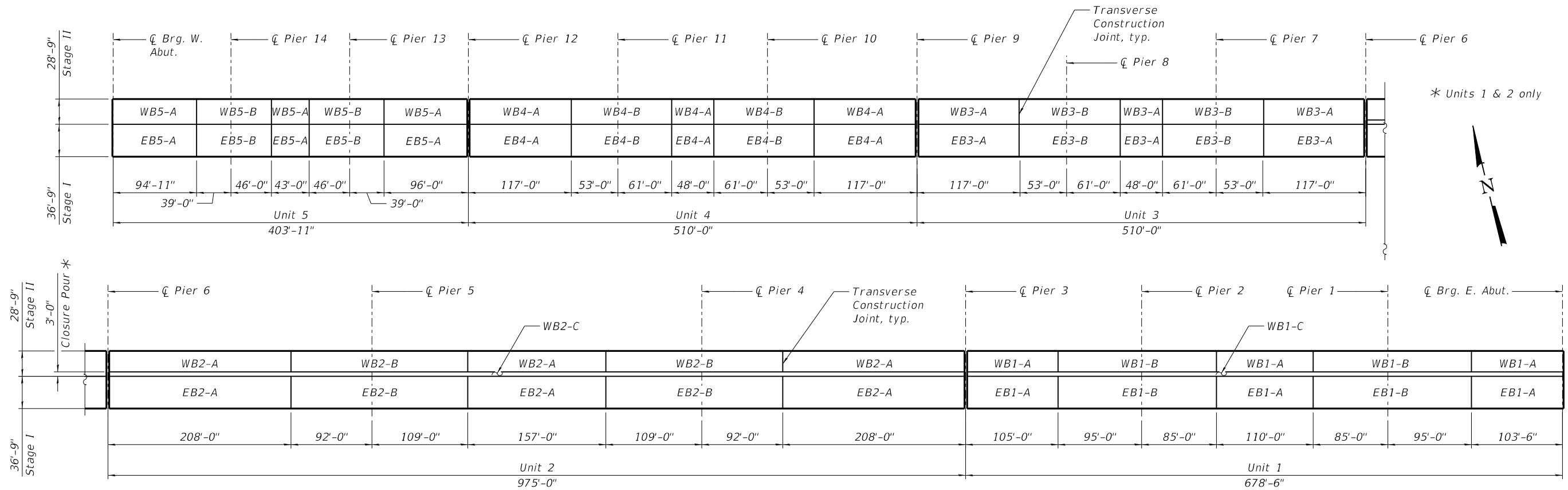
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		CHECKED - DF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 078-0001

SHEET S-36 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	68
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				

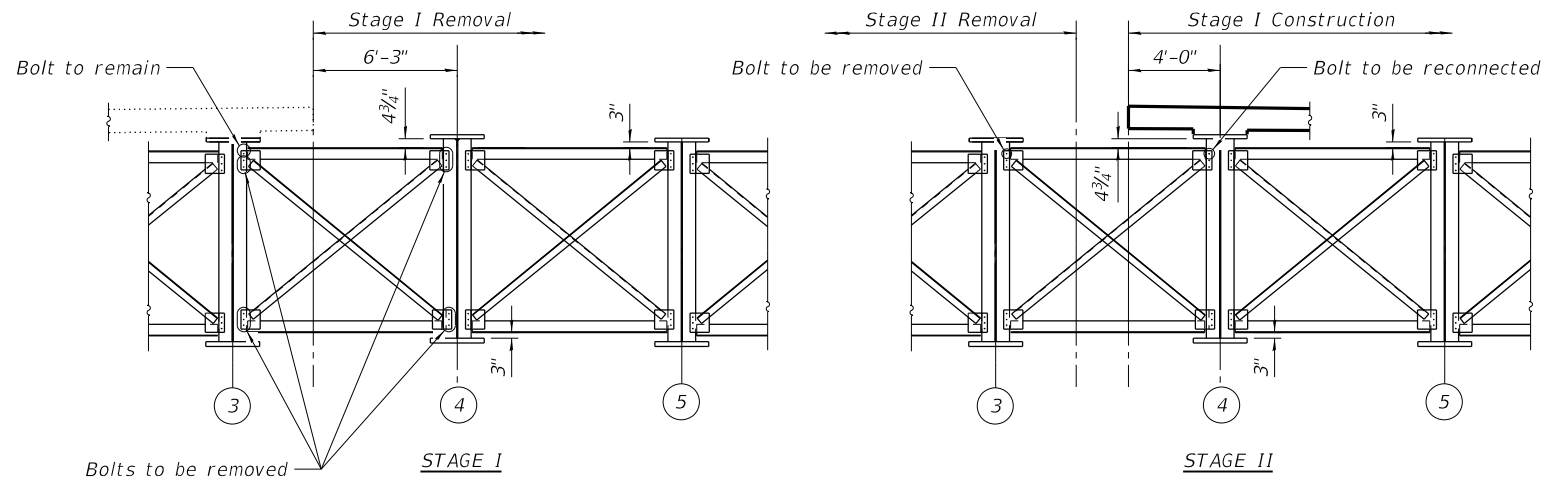


STAGE I REMOVAL / CONSTRUCTION

Prior to removing any portion of the deck for Stage I construction, release cross frames noted on Sheet S-67 from Girders 3 & 4 by removing all bolts from gusset plates, except top bolt at Girder 3 as shown below. Bolt to be loosened just enough to provide rotation of cross frame. Contractor shall secure cross frames from excessive movement by an approved method that will allow a minimum of 6" differential displacement between Girders 3 and 4. Cost included in cost of Concrete Superstructures.

STAGE II REMOVAL / CONSTRUCTION

After pouring of Stage I, prior to removing any portion of the deck for Stage II construction, reconnect top bolt of cross frame at Girder 4. Remove bolt at Girder 3. Contractor shall secure cross frames from excessive movement by an approved method that will allow a minimum of 6" differential displacement between Girders 3 and 4. Cost included in cost of Concrete Superstructures.



CROSS FRAME RELEASE PROCEDURE

(Units 1 & 2 Only)

See sheet S-67 for cross frames to be released as per above in Units 1 and 2. Cross frames shall be reconnected prior to closure pour in Units 1 and 2. Contractor will be allowed to ream holes in gusset plates to help in final fit up. The Contractor has the option to fully remove and store cross frames, in a manner as to avoid any damage to the cross frames, prior to deck removal. All other cross frames to be released at one side except at piers.

NOTES:

1. Pour segment designations shown indicate the pour sequence to be followed.
2. When the deck pour sequence 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:
 - a. At least 72 hours shall have elapsed for the end of the previous pour.
 - b. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.
3. The entire deck between adjacent expansion joints shall be removed prior to placing the new concrete.
4. All transverse joints are mandatory.
5. The Contractor is alerted that the dead load deflection values shown on the drawings were developed based on the deck pouring sequence shown. Any deviation from this pouring sequence will result in changes to deck elevations. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations, prepared and sealed by an Illinois Licensed Structural Engineer, shall be submitted to the Engineer for review and approval.
6. A closure pour shall be provided in both Units 1 and 2.
7. All cross frames shall be released between Girders 3 and 4 in all Units prior to Stage I deck removal by removing all bolts between cross frame and either Girder 3 or 4 gusset plates, except over piers. In locations where differential deflection exceeds 3", cross frames shall be released from both Girder 3 and 4 as noted in the Cross Frame Release Procedure. Cost included in cost of Concrete Superstructures.

MODEL: Default
FILE NAME: 0780001-66F08-037-DKPR.dgn



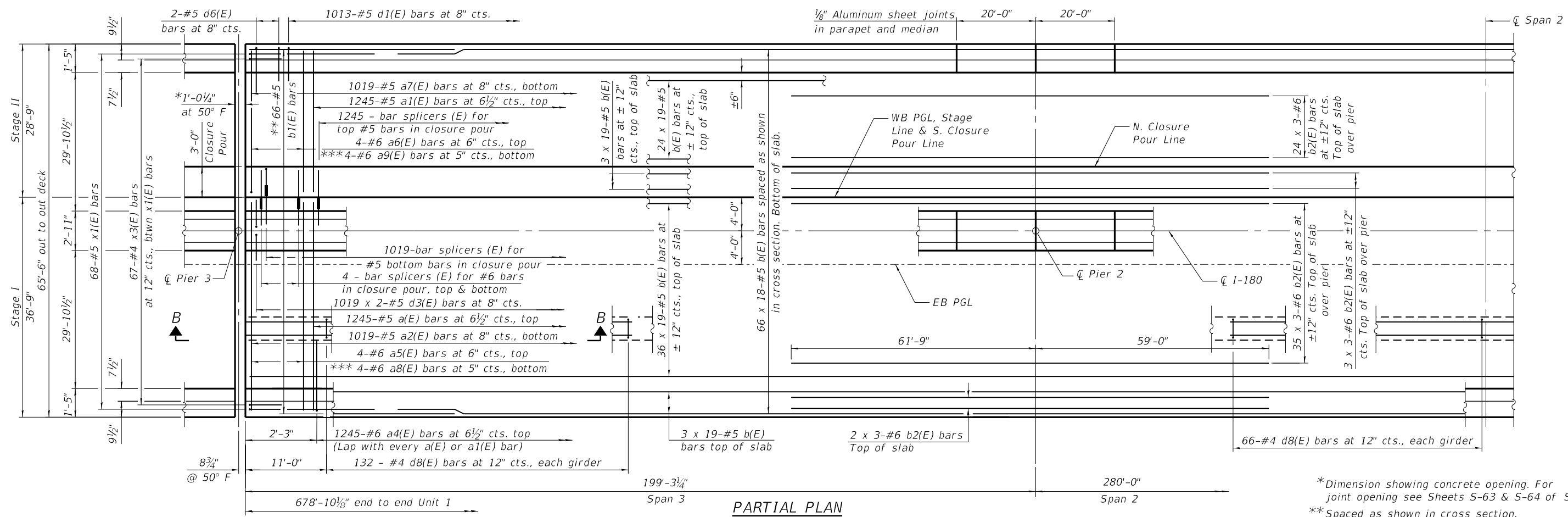
USER NAME - eckay	DESIGNED - ECK	REVISED -
PLOT SCALE - N.T.S.	CHECKED - TG / GEK	REVISED -
PLOT DATE - 10/16/2019	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK POUR SEQUENCE
STRUCTURE NO. 078-001

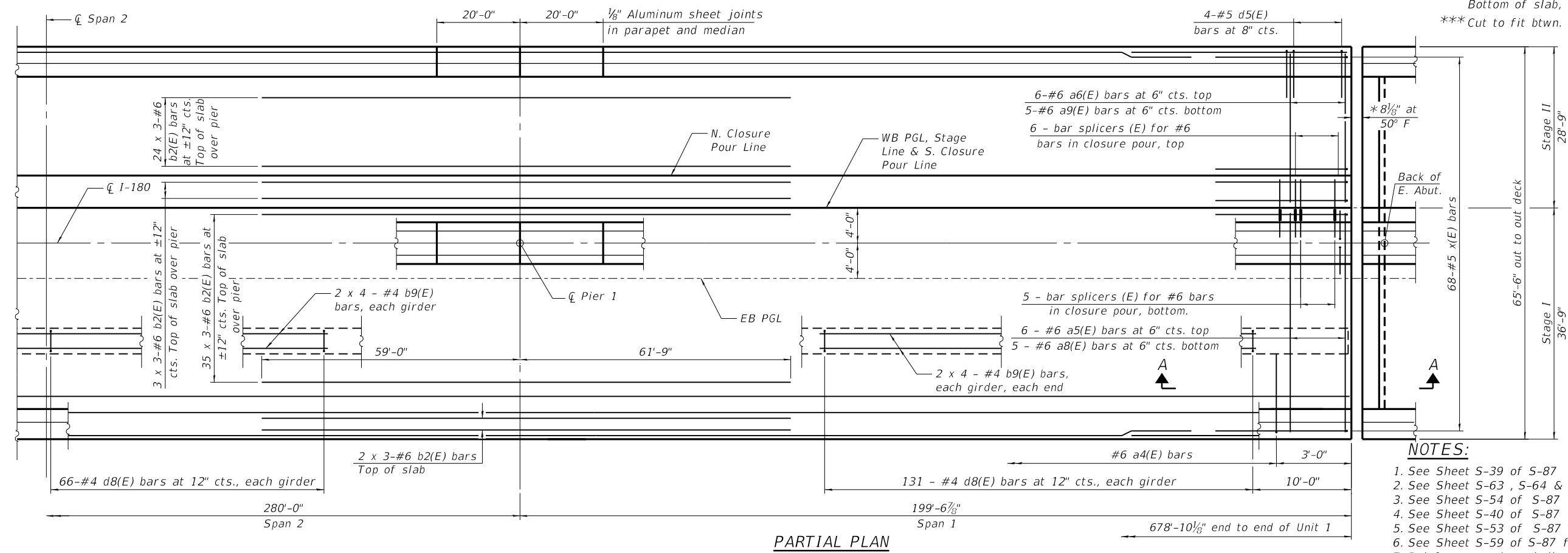
SHEET S-37 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	69
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PARTIAL PLAN

*Dimension showing concrete opening. For joint opening see Sheets S-63 & S-64 of S-87.
 **Spaced as shown in cross section. Bottom of slab, each end.
 ***Cut to fit btwn. exterior beams in field



PARTIAL PLAN

MINIMUM BAR LAP
 #4 bar = 2'-5"
 #5 bar = 3'-6"
 #6 bar = 4'-10"

NOTES:
 1. See Sheet S-39 of S-87 for parapet details.
 2. See Sheet S-63, S-64 & S-65 of S-87 for joint details.
 3. See Sheet S-54 of S-87 for Sections A-A and B-B.
 4. See Sheet S-40 of S-87 for Bill of Material.
 5. See Sheet S-53 of S-87 for typical cross section.
 6. See Sheet S-59 of S-87 for drainage scupper locations.
 7. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Sheet
 FILE NAME: 0780001-66F08-038-DKPLN1.dgn



USER NAME - eckay	DESIGNED - ECK	REVISED -
PLOT SCALE - N.T.S.	CHECKED - TG/GEK	REVISED -
PLOT DATE - 11/21/2019	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

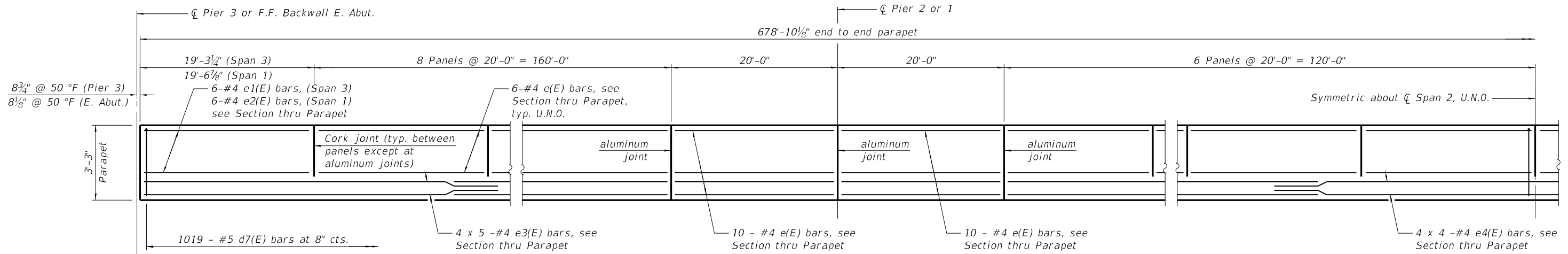
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK REINFORCEMENT PLAN - UNIT 1
 STRUCTURE NO. 078-0001**

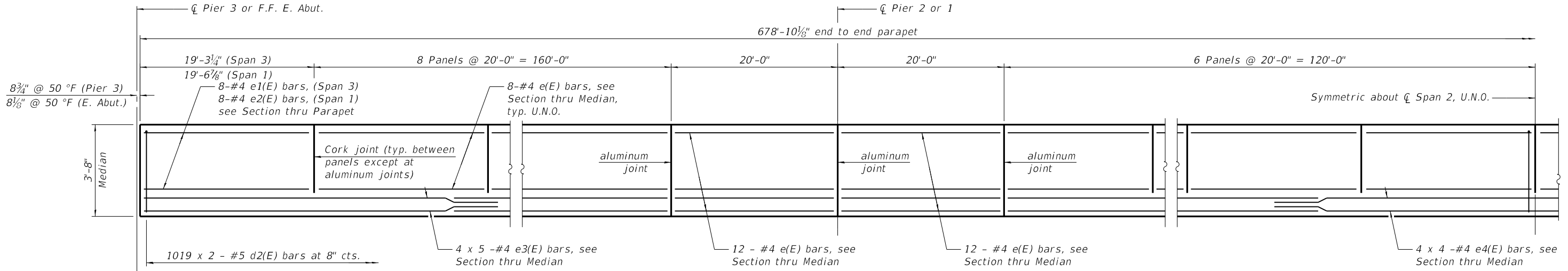
SHEET S-38 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	70
CONTRACT NO. 66F08				

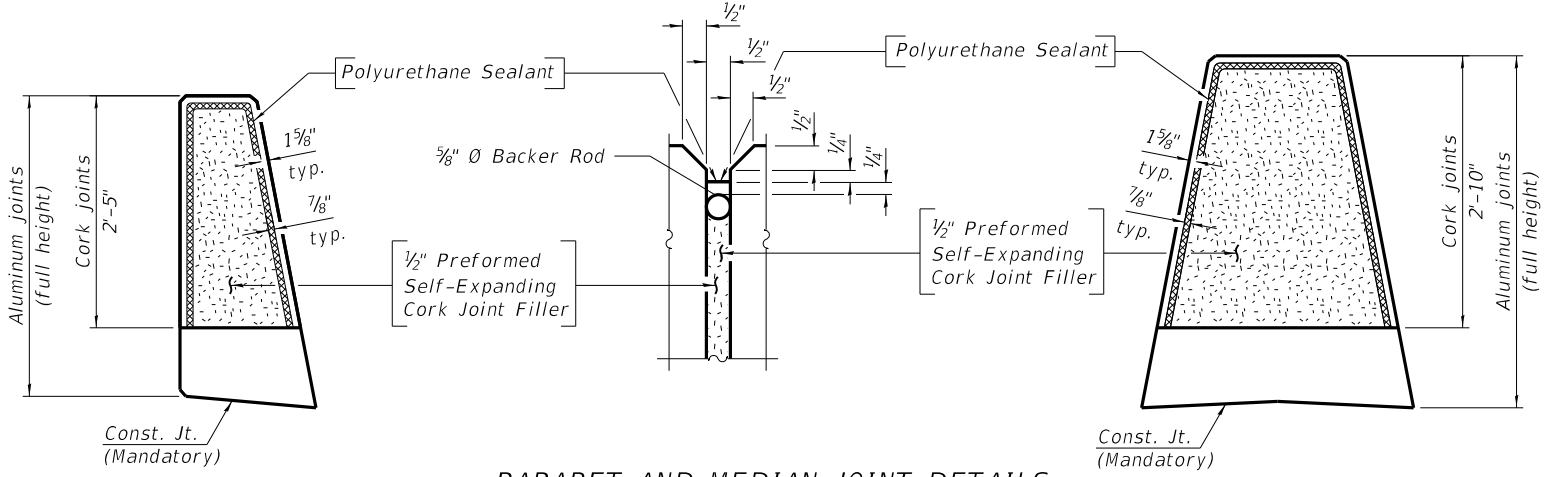
ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF PARAPET



ELEVATION OF MEDIAN



PARAPET AND MEDIAN JOINT DETAILS

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"

NOTES:

1. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
2. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
3. See Sheet S-53 of S-87 for Sections thru Parapet and Median Barrier.
4. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
FILE NAME: 0780001-66F08-03S-PARA1.dgn



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	CHECKED - TG / GEK	REVISED -
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PLOT DATE - 10/16/2019	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

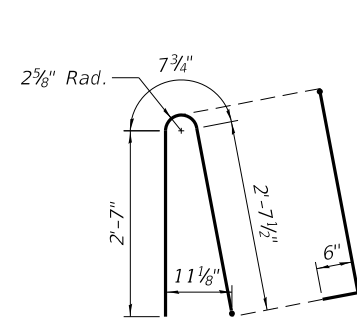
**PARAPET & MEDIAN REINFORCEMENT - UNIT 1
STRUCTURE NO. 078-0001**

SHEET S-39 OF S-87 SHEETS

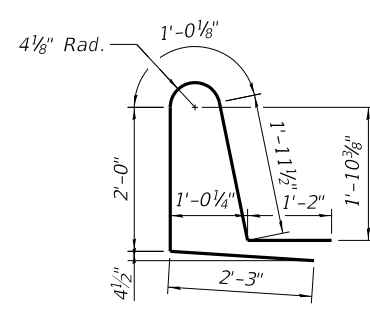
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180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	71
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

BILL OF MATERIAL

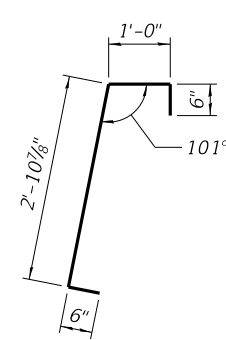
Bar	No.	Size	Length	Shape
a(E)	1245	#5	36'-5"	—
a1(E)	1245	#5	28'-5"	—
a2(E)	1019	#5	36'-1"	—
a4(E)	2490	#6	8'-4"	└
a5(E)	10	#6	36'-5"	—
a6(E)	10	#6	28'-5"	—
a7(E)	1019	#5	28'-8"	└
a8(E)	9	#6	36'-1"	—
a9(E)	9	#6	28'-1"	—
a11(E)	304	#5	2'-0"	—
b(E)	2499	#5	39'-1"	—
b1(E)	132	#5	21'-9"	—
b2(E)	396	#6	43'-6"	—
b9(E)	168	#4	34'-10"	—
d1(E)	2026	#5	8'-5"	└
d2(E)	2038	#5	4'-11"	└
d3(E)	2038	#5	8'-6"	└
d5(E)	8	#5	8'-11"	└
d6(E)	4	#5	9'-3"	└
d7(E)	2038	#5	6'-5"	└
d8(E)	2765	#4	3'-7"	└
e(E)	688	#4	19'-8"	—
e1(E)	20	#4	18'-11"	—
e2(E)	20	#4	19'-3"	—
e3(E)	120	#4	37'-11"	—
e4(E)	96	#4	32'-2"	—
x(E)	68	#5	6'-8"	└
x1(E)	68	#5	6'-5"	└
x3(E)	67	#4	1'-11"	└
Item			Unit	Total
Concrete Superstructure			Cu. Yd.	1,621.9
Bridge Deck Grooving			Sq. Yd.	4,206
Protective Coat			Sq. Yd.	5,802
Reinforcement Bars, Epoxy Coated			Pound	403,640



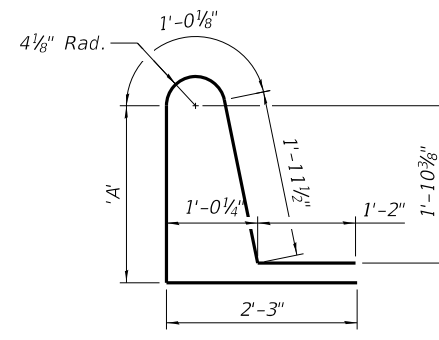
BAR d7(E)



BAR d1(E)

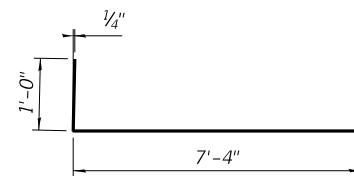


BAR d2(E)

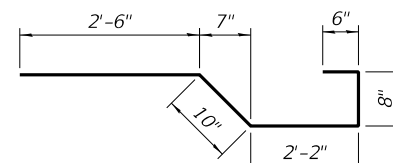


BARS d3(E), d5(E) & d6(E)

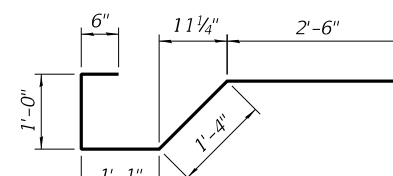
Bar	A
d3(E)	2'-1"
d5(E)	2'-6"
d6(E)	2'-10"



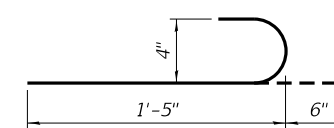
BAR a4(E)



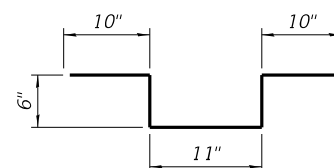
BAR x(E)



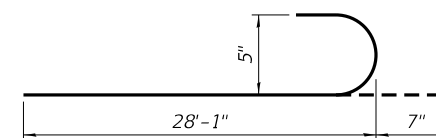
BAR x1(E)



BAR x3(E)



BAR d8(E)



BARS a7(E)

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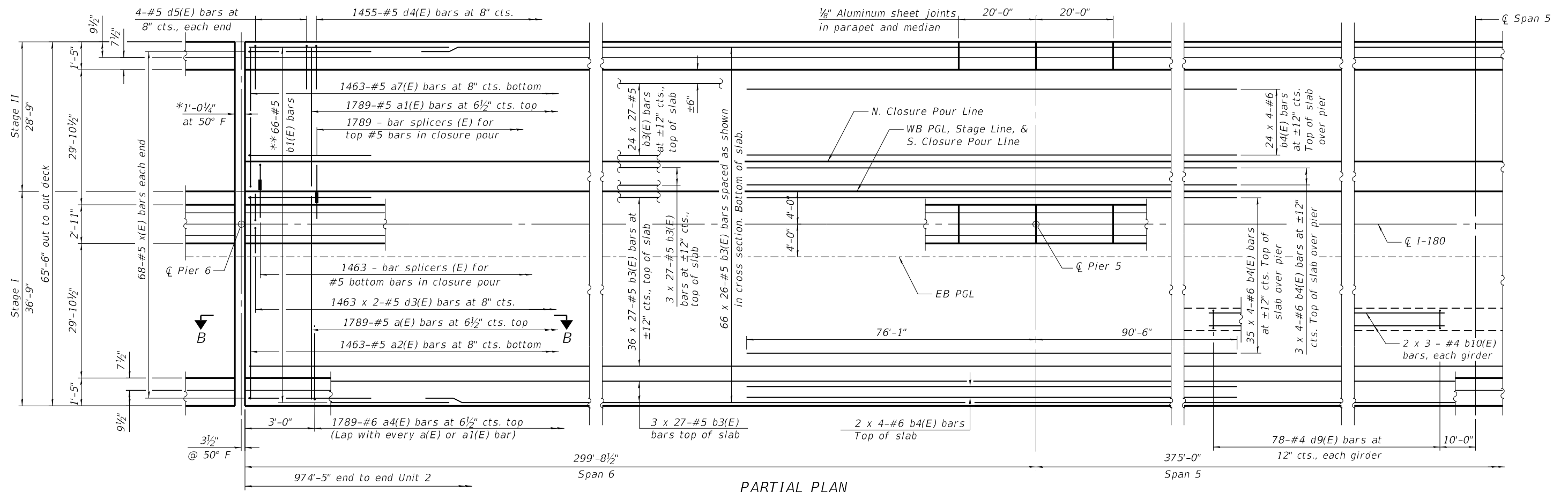
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CHECKED = TG / GEK	REVISIONS =	
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PLOT DATE = 11/21/2019	CHECKED = ECK	REVISED =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

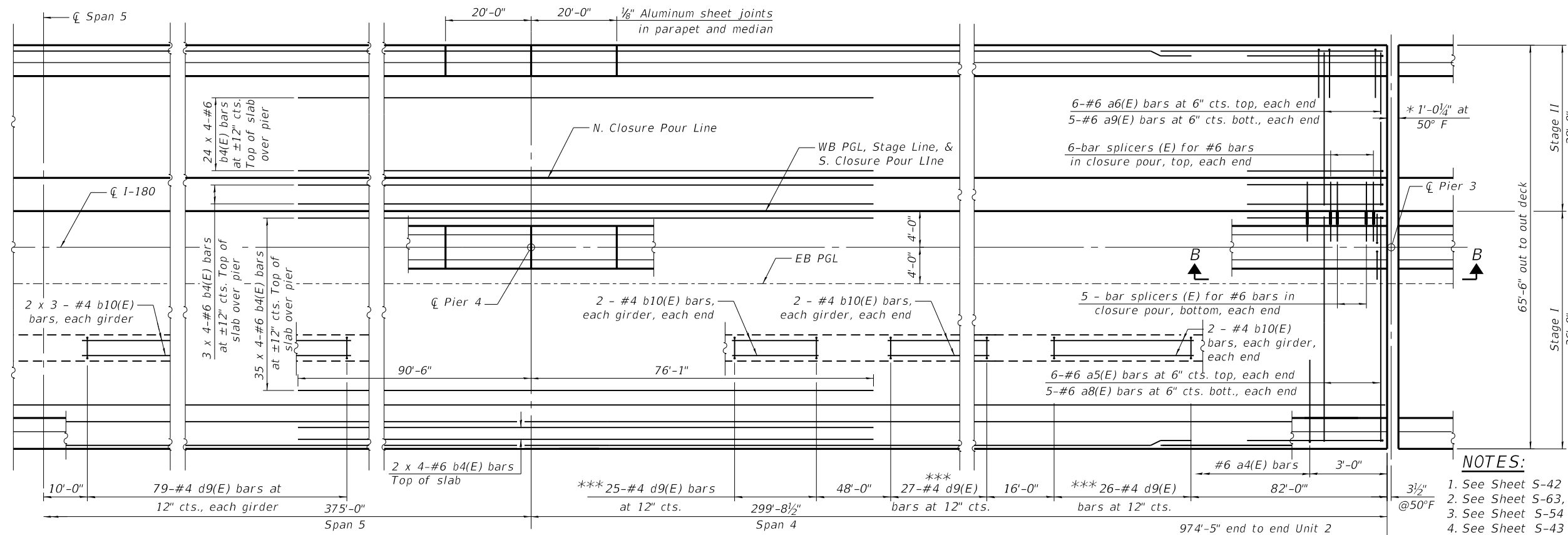
**SUPERSTRUCTURE DETAILS - UNIT 1
STRUCTURE NO. 078-0001**

SHEET S-40 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	72
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN



PARTIAL PLAN

MINIMUM BAR LAP

- #4 bar = 2'-5"
- #5 bar = 3'-6"
- #6 bar = 4'-10"

* Dimension showing concrete opening. For joint opening see sheet S-63 & S-64 of S-87.
 ** Spaced as shown in cross section. Bottom of slab, each end.
 *** Each girder, each end of deck.

NOTES:

1. See Sheet S-42 of S-87 for parapet details.
2. See Sheet S-63, S-64 & S-65 of S-87 for joint details.
3. See Sheet S-54 of S-87 for Section B-B.
4. See Sheet S-43 of S-87 for Bill of Material.
5. See Sheet S-53 of S-87 for typical cross section.
6. See Sheet S-59 of S-87 for drainage scupper locations.
7. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Sheet
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CHECKED	- TG / GEK	CHECKED	- TG / GEK	REVISED	-
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PLOT DATE	- 12/5/2019	CHECKED	- ECK	REVISED	-

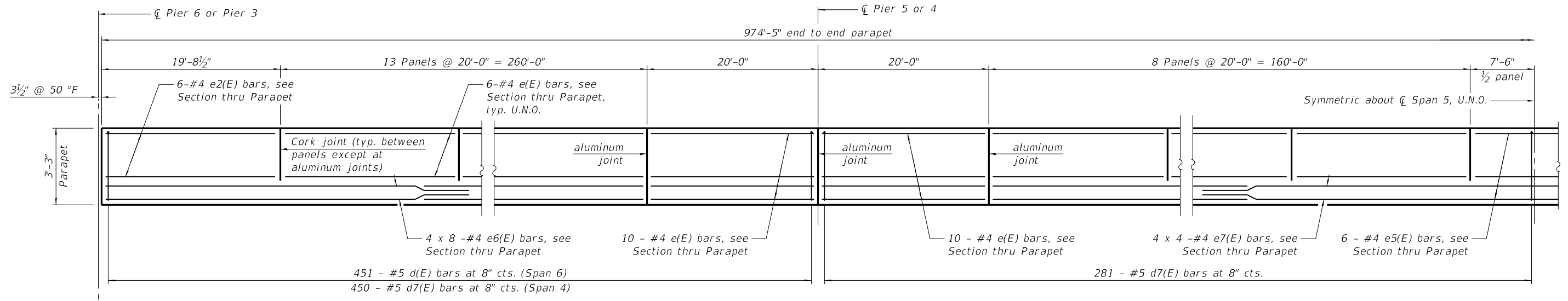
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN - UNIT 2
 STRUCTURE NO. 078-0001

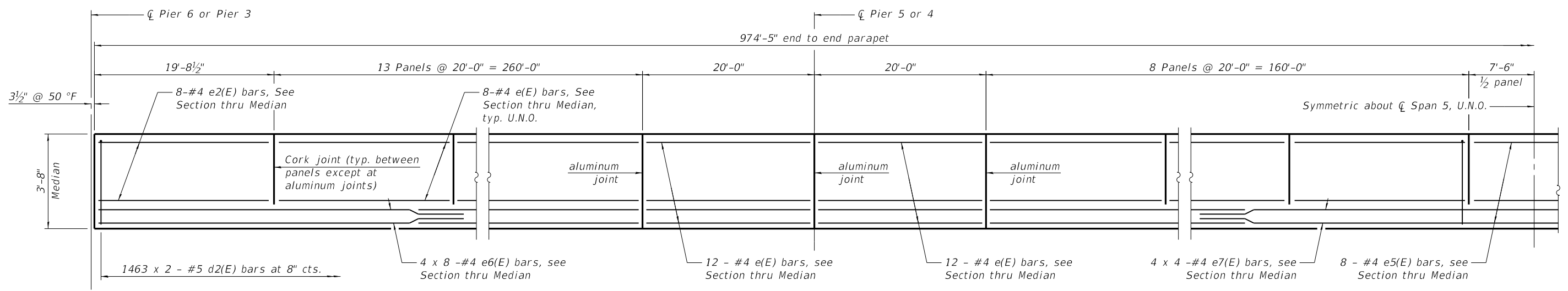
SHEET S-41 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	73
CONTRACT NO. 66F08				

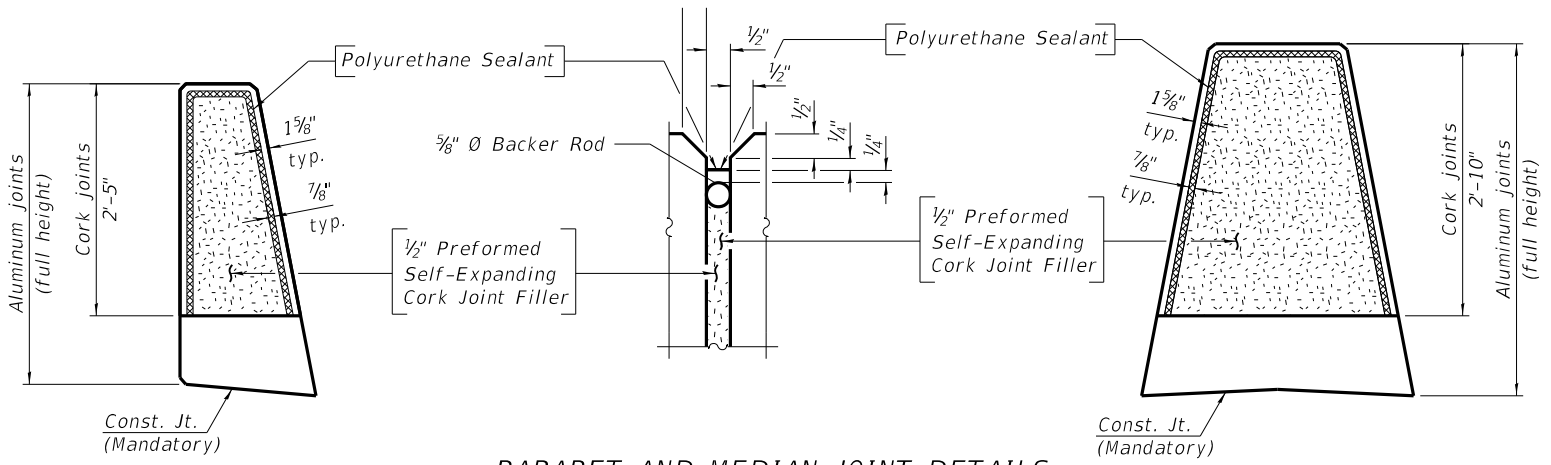
ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF PARAPET



ELEVATION OF MEDIAN



PARAPET AND MEDIAN JOINT DETAILS

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-5"

NOTES:

1. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
2. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
3. See Sheet S-53 of S-87 for Sections thru Parapet and Median Barrier.
4. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
FILE NAME: 0780001-66F08-042-PARA2.dgn



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CHECKED - TG / GEK	REVISED -	
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PLOT DATE - 10/16/2019	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

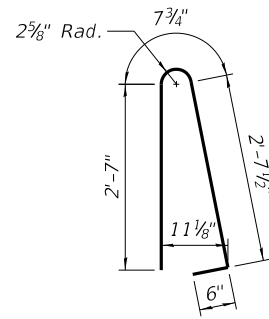
PARAPET & MEDIAN REINFORCEMENT - UNIT 2
STRUCTURE NO. 078-0001

SHEET S-42 OF S-87 SHEETS

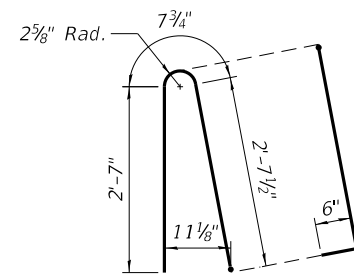
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	74
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

BILL OF MATERIAL

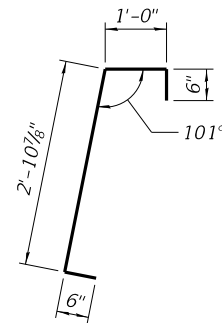
Bar	No.	Size	Length	Shape
a(E)	1789	#5	36'-5"	—
a1(E)	1789	#5	28'-5"	—
a2(E)	1463	#5	36'-1"	—
a4(E)	3578	#6	8'-4"	└
a5(E)	12	#6	36'-5"	—
a6(E)	12	#6	28'-5"	—
a7(E)	1463	#5	28'-8"	└
a8(E)	10	#6	36'-1"	—
a9(E)	10	#6	28'-1"	—
a10(E)	480	#5	1'-6"	—
b1(E)	132	#5	21'-9"	—
b3(E)	3579	#5	39'-6"	—
b4(E)	528	#6	45'-4"	—
b10(E)	168	#4	27'-8"	—
d(E)	902	#5	6'-5"	└
d2(E)	2926	#5	4'-11"	└
d3(E)	2926	#5	8'-6"	└
d4(E)	2910	#5	8'-1"	└
d5(E)	16	#5	8'-11"	└
d7(E)	2024	#5	6'-5"	└
d9(E)	2191	#4	4'-5"	└
e(E)	968	#4	19'-8"	—
e2(E)	40	#4	19'-3"	—
e5(E)	20	#4	14'-8"	—
e6(E)	192	#4	37'-1"	—
e7(E)	120	#4	35'-9"	—
x(E)	136	#5	6'-8"	└
Item			Unit	Total
Concrete Superstructure			Cu. Yd.	2,355.6
Bridge Deck Grooving			Sq. Yd.	6,036
Protective Coat			Sq. Yd.	8,328
Reinforcement Bars, Epoxy Coated			Pound	570,620



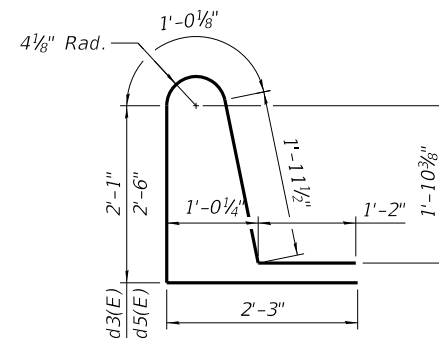
BAR d(E)



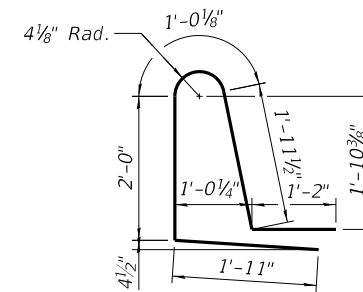
BAR d7(E)



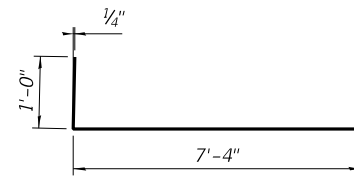
BAR d2(E)



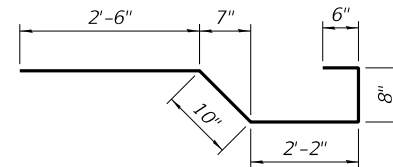
BARS d3(E) & d5(E)



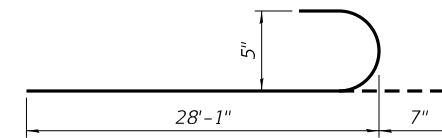
BAR d4(E)



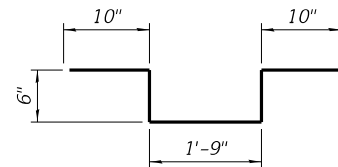
BAR a4(E)



BAR x(E)



BAR a7(E)



BAR d9(E)

MODEL: Default
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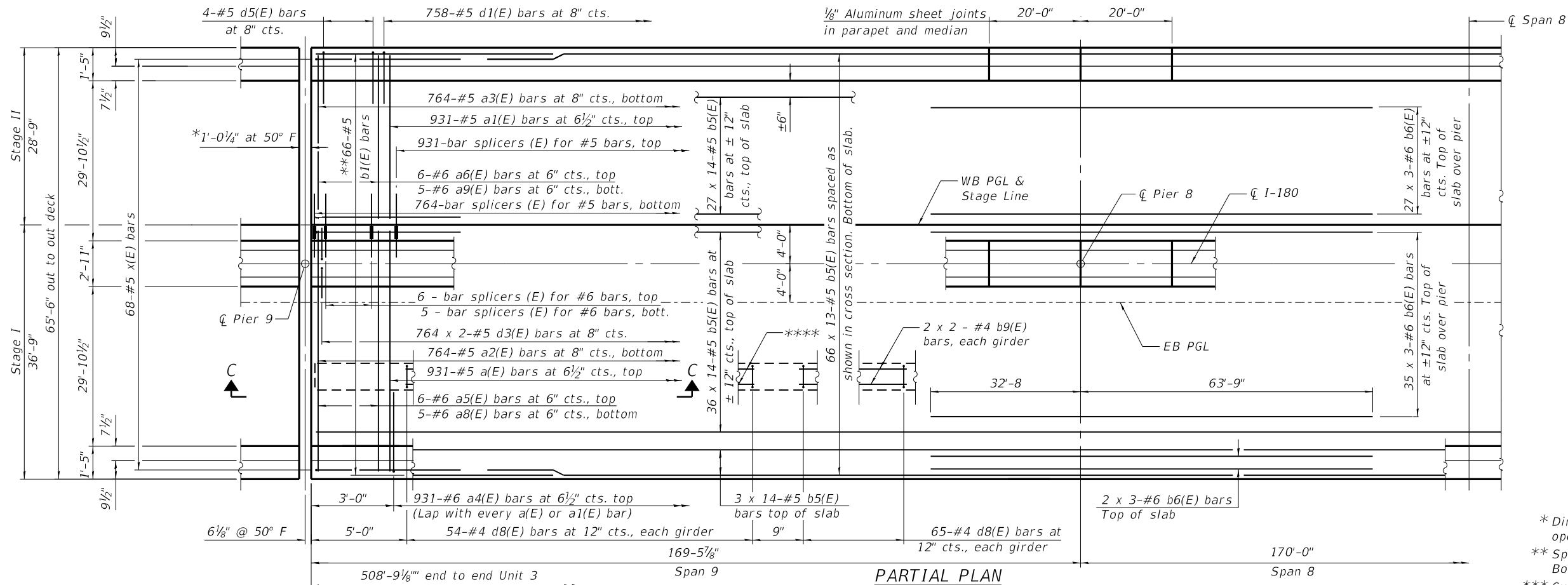
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PLOT DATE	11/21/2019	CHECKED	ECK	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 2
STRUCTURE NO. 078-0001**

SHEET S-43 OF S-87 SHEETS

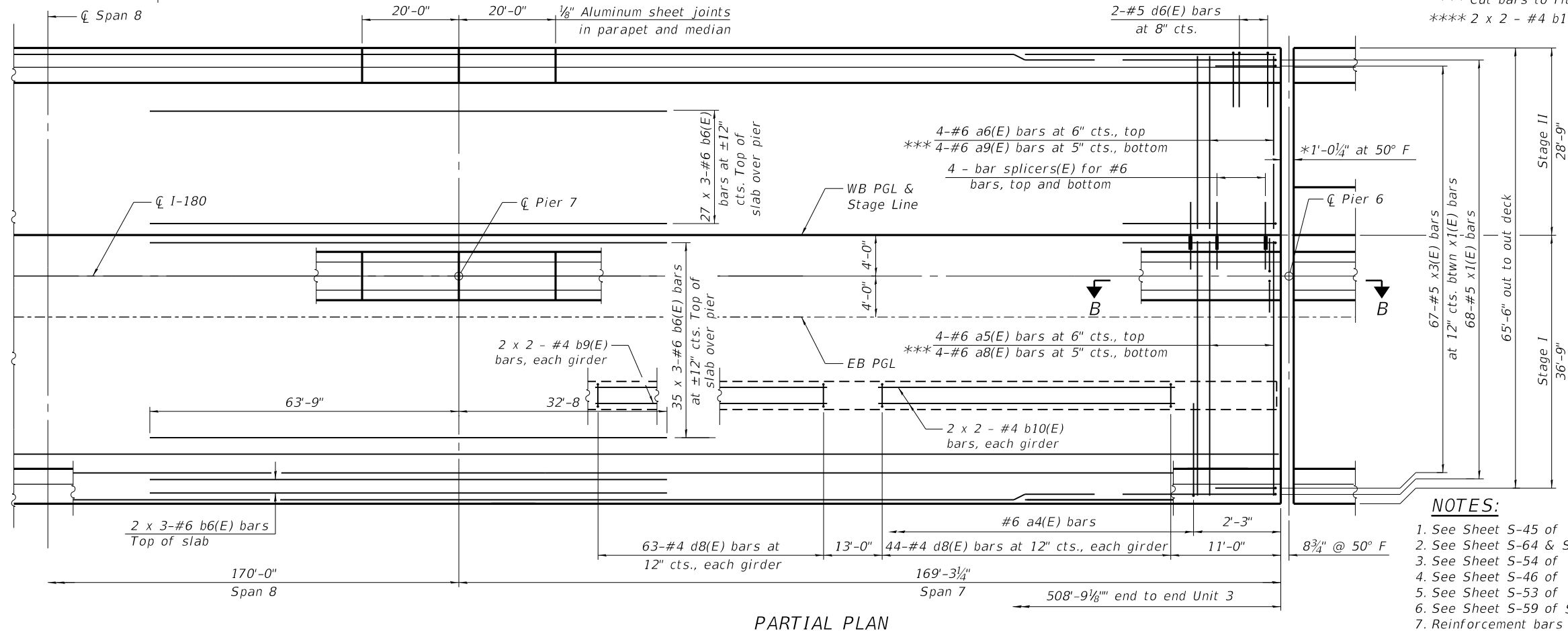
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	75
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PARTIAL PLAN

MINIMUM BAR LAP
 #4 bar = 2'-5"
 #5 bar = 3'-6"
 #6 bar = 4'-10"

- * Dimension showing concrete opening. For joint opening see sheet S-63 & S-64 of S-87.
- ** Spaced as shown in cross section. Bottom of slab, each end.
- *** Cut bars to fit btwn. exterior beams in field.
- **** 2 x 2 - #4 b10(E) bars, each girder



PARTIAL PLAN

- NOTES:**
1. See Sheet S-45 of S-87 for parapet details.
 2. See Sheet S-64 & S-65 of S-87 for joint details.
 3. See Sheet S-54 of S-87 for Sections B-B and C-C.
 4. See Sheet S-46 of S-87 for Bill of Material.
 5. See Sheet S-53 of S-87 for typical cross section.
 6. See Sheet S-59 of S-87 for drainage scupper locations.
 7. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Sheet
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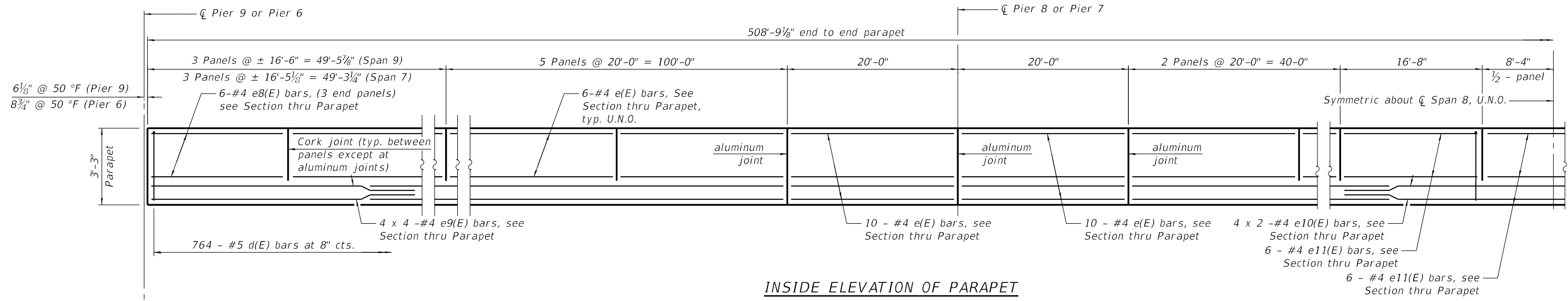
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PLOT SCALE - N.T.S.	CHECKED - TG/GEK	REVISED -
PLOT DATE - 11/21/2019	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

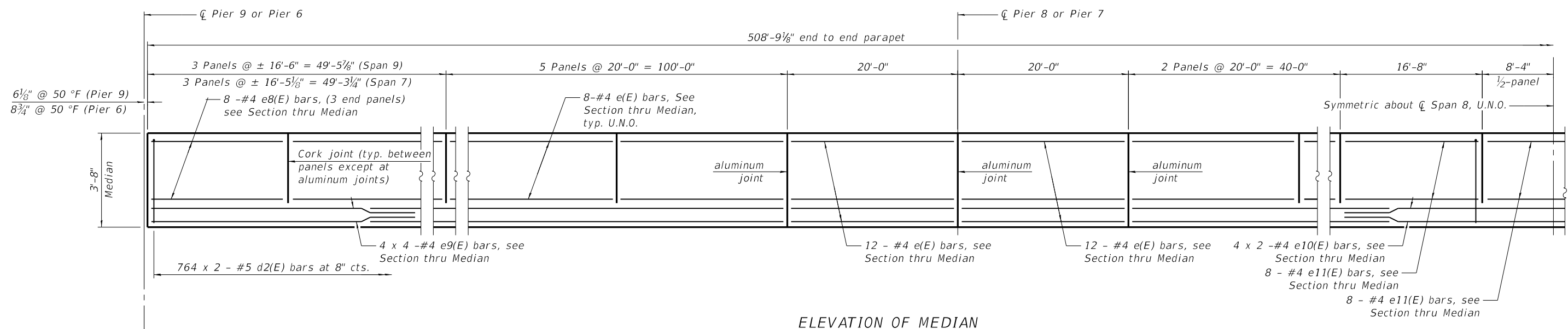
**DECK REINFORCEMENT PLAN - UNIT 3
 STRUCTURE NO. 078-0001**

SHEET S-44 OF S-87 SHEETS

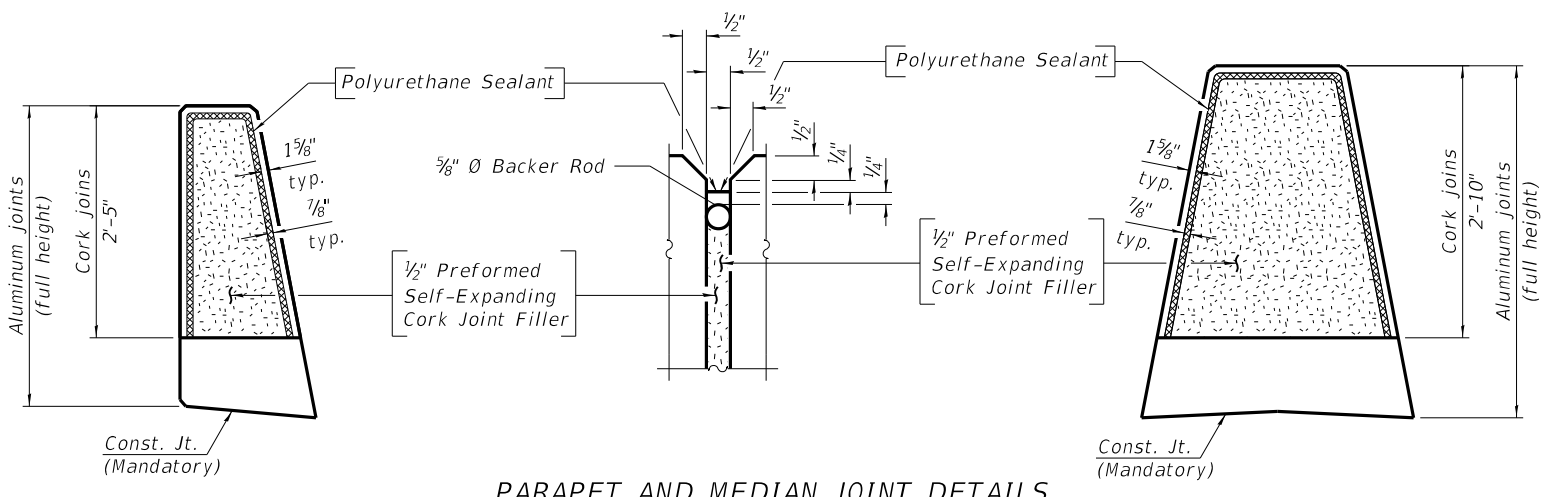
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	76
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET



ELEVATION OF MEDIAN



PARAPET AND MEDIAN JOINT DETAILS

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"

- NOTES:**
1. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 2. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
 3. See Sheet S-53 of S-87 for Sections thru Parapet and Median.
 4. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
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PLOT DATE = 10/16/2019	CHECKED = ECK	REVISED =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET & MEDIAN REINFORCEMENT - UNIT 3
STRUCTURE NO. 078-0001**

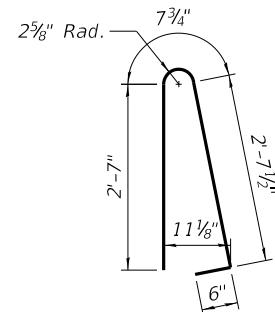
SHEET S-45 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	77
CONTRACT NO. 66F08				

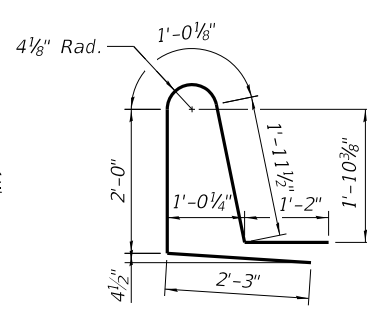
ILLINOIS FED. AID PROJECT

BILL OF MATERIAL

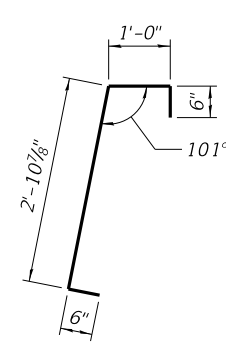
Bar	No.	Size	Length	Shape
a(E)	931	#5	36'-5"	—
a1(E)	931	#5	28'-5"	—
a2(E)	764	#5	36'-1"	—
a3(E)	764	#5	28'-1"	—
a4(E)	1862	#6	8'-4"	└
a5(E)	10	#6	36'-5"	—
a6(E)	10	#6	28'-5"	—
a8(E)	9	#6	36'-1"	—
a9(E)	9	#6	28'-1"	—
a11(E)	144	#5	2'-0"	—
b1(E)	132	#5	21'-9"	—
b5(E)	1824	#5	39'-8"	—
b6(E)	396	#6	35'-5"	—
b9(E)	56	#4	34'-10"	—
b10(E)	56	#4	27'-8"	—
d(E)	1528	#5	6'-5"	└
d1(E)	1516	#5	8'-5"	└
d2(E)	1528	#5	4'-11"	└
d3(E)	1528	#5	8'-6"	└
d5(E)	8	#5	8'-11"	└
d6(E)	4	#5	9'-3"	└
d8(E)	1582	#4	3'-7"	└
e(E)	408	#4	19'-8"	—
e8(E)	120	#4	16'-2"	—
e9(E)	96	#4	39'-3"	—
e10(E)	48	#4	34'-4"	—
e11(E)	60	#4	16'-4"	—
x(E)	68	#5	6'-8"	└
x1(E)	68	#5	6'-5"	└
x3(E)	67	#4	1'-11"	└
Item			Unit	Total
Concrete Superstructure			Cu. Yd.	1,213.1
Bridge Deck Grooving			Sq. Yd.	3,152
Protective Coat			Sq. Yd.	4,349
Reinforcement Bars, Epoxy Coated			Pound	302,160



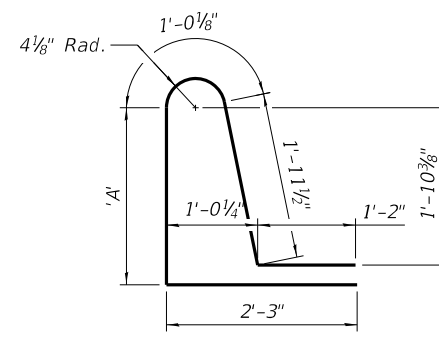
BAR d(E)



BAR d1(E)

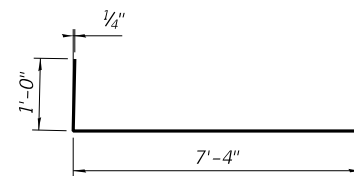


BAR d2(E)

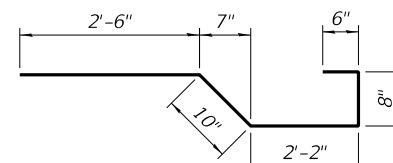


BARS d3(E), d5(E) & d6(E)

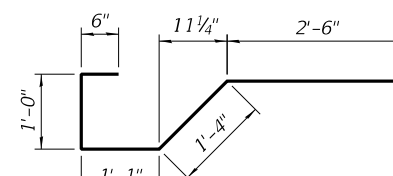
Bar	A
d3(E)	2'-1"
d5(E)	2'-6"
d6(E)	2'-10"



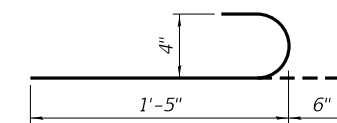
BAR a4(E)



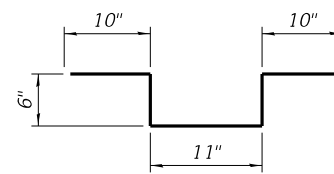
BAR x(E)



BAR x1(E)



BAR x3(E)



BAR d8(E)

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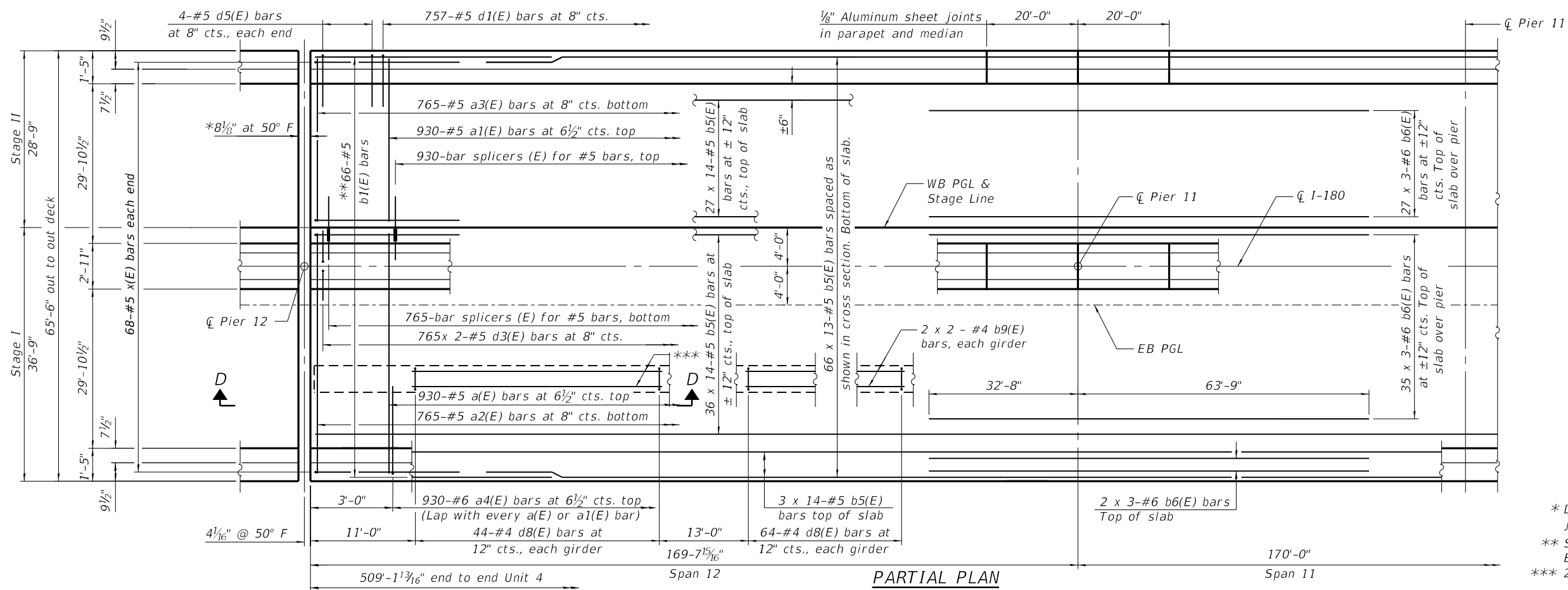
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CHECKED = TG / GEK	REVISIONS =	
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PLOT DATE = 11/21/2019	CHECKED = ECK	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - UNIT 3
STRUCTURE NO. 078-0001

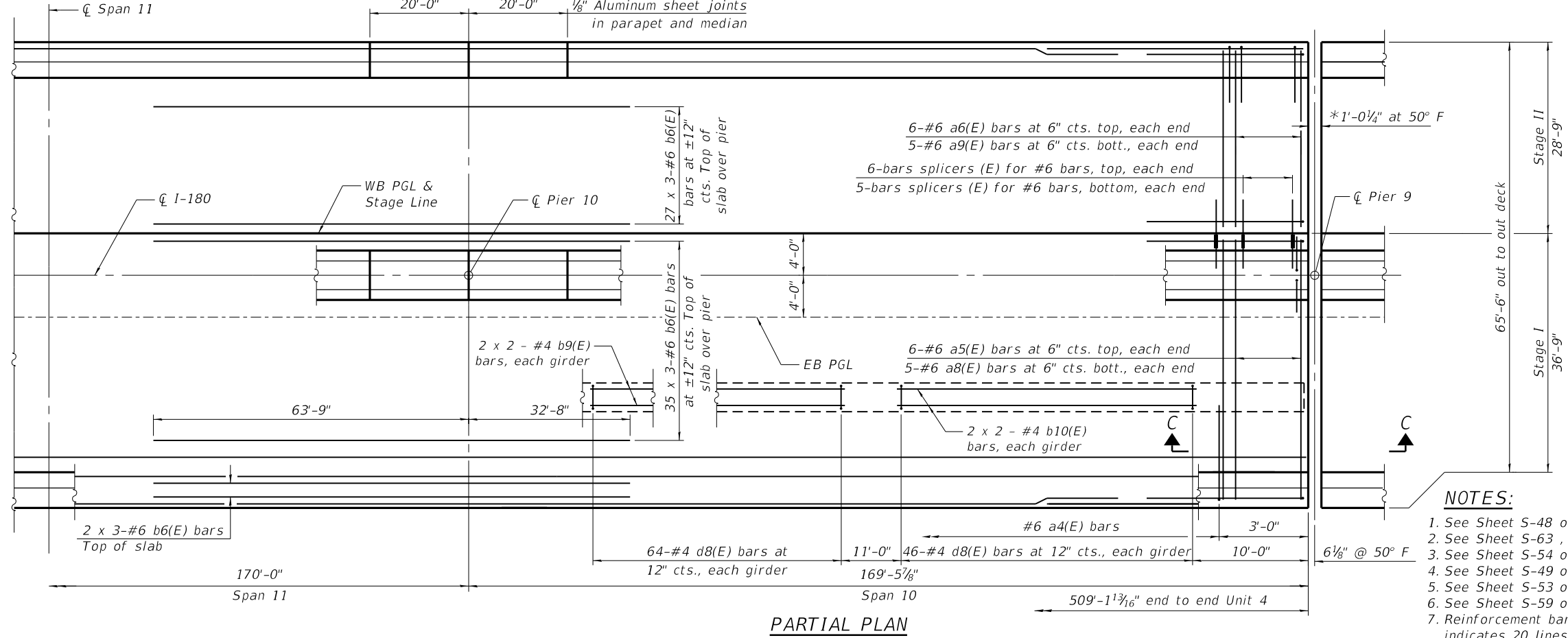
SHEET S-46 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	78
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



MINIMUM BAR LAP
 #4 bar = 2'-5"
 #5 bar = 3'-6"
 #6 bar = 4'-10"

* Dimension showing concrete opening. For joint opening see sheet S-63 & S-64 of S-87.
 ** Spaced as shown in cross section. Bottom of slab, each end.
 *** 2 x 2 - #4 b10(E) bars, each girder



NOTES:
 1. See Sheet S-48 of S-87 for parapet details.
 2. See Sheet S-63, S-64 & S-65 of S-87 for joint details.
 3. See Sheet S-54 of S-87 for Sections C-C and D-D.
 4. See Sheet S-49 of S-87 for Bill of Material.
 5. See Sheet S-53 of S-87 for typical cross section.
 6. See Sheet S-59 of S-87 for drainage scupper locations.
 7. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Sheet
 FILE NAME: 0780001-66F08-047-DKPLN4.dgn



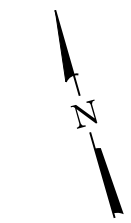
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CHECKED	TG / GEK	CHECKED	TG / GEK	REVISED	-
PLOT SCALE	N.T.S.	DRAWN	MDW	REVISED	-
PLOT DATE	11/21/2019	CHECKED	ECK	REVISED	-

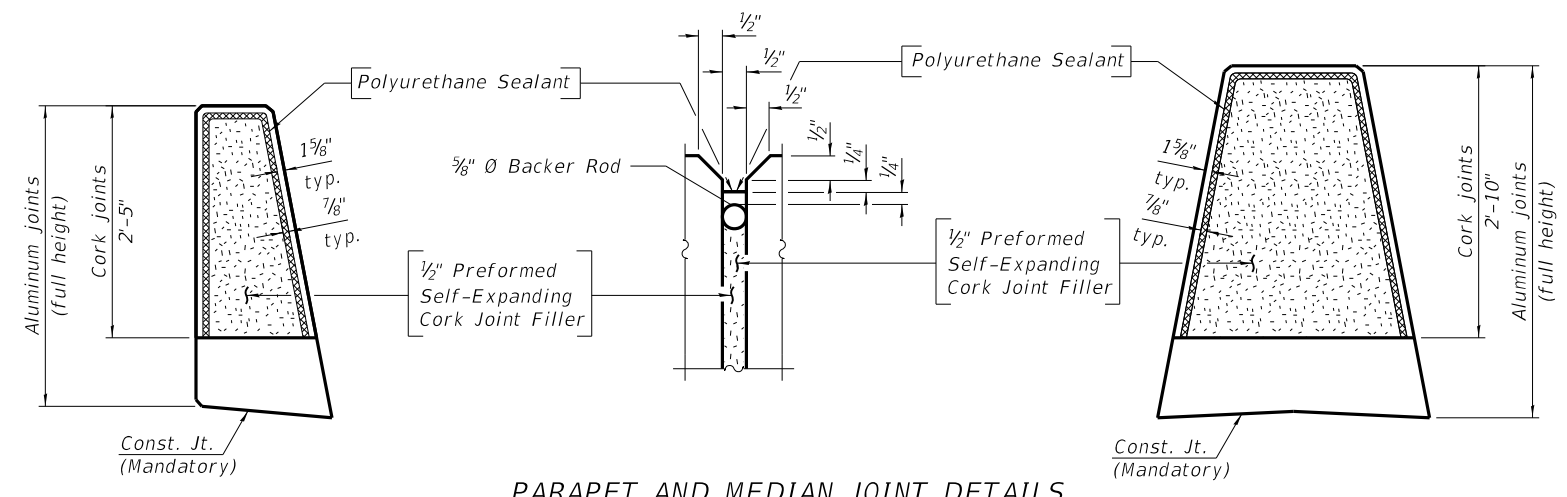
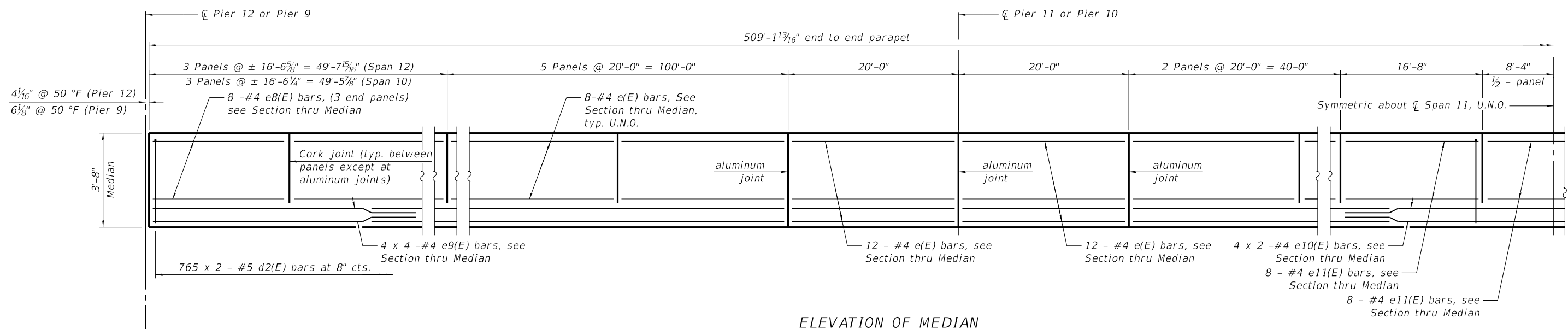
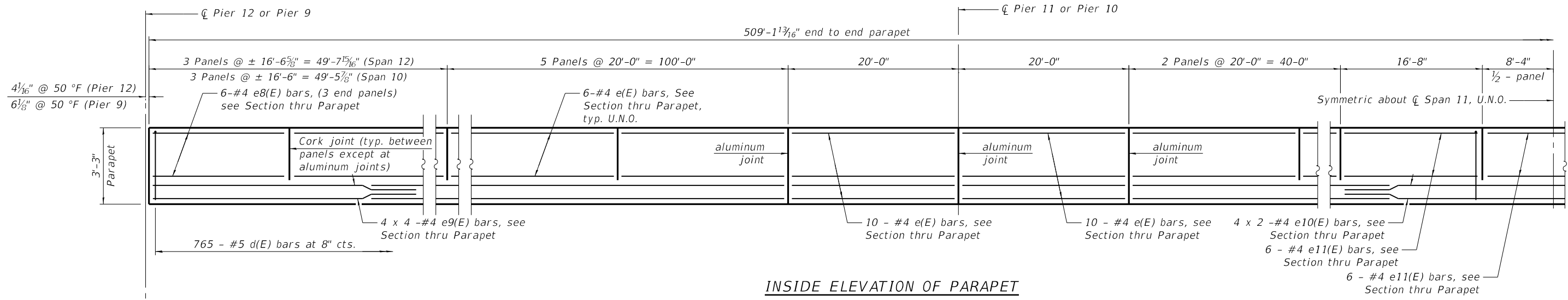
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN-UNIT 4
 STRUCTURE NO. 078-0001

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	79
CONTRACT NO. 66F08				

SHEET S-47 OF S-87 SHEETS





MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"

- NOTES:**
1. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 2. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
 3. See Sheet S-53 of S-87 for Sections thru Parapet and Median Barrier.
 4. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
FILE NAME: 0780001-66F08-048-PARA4.dgn



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

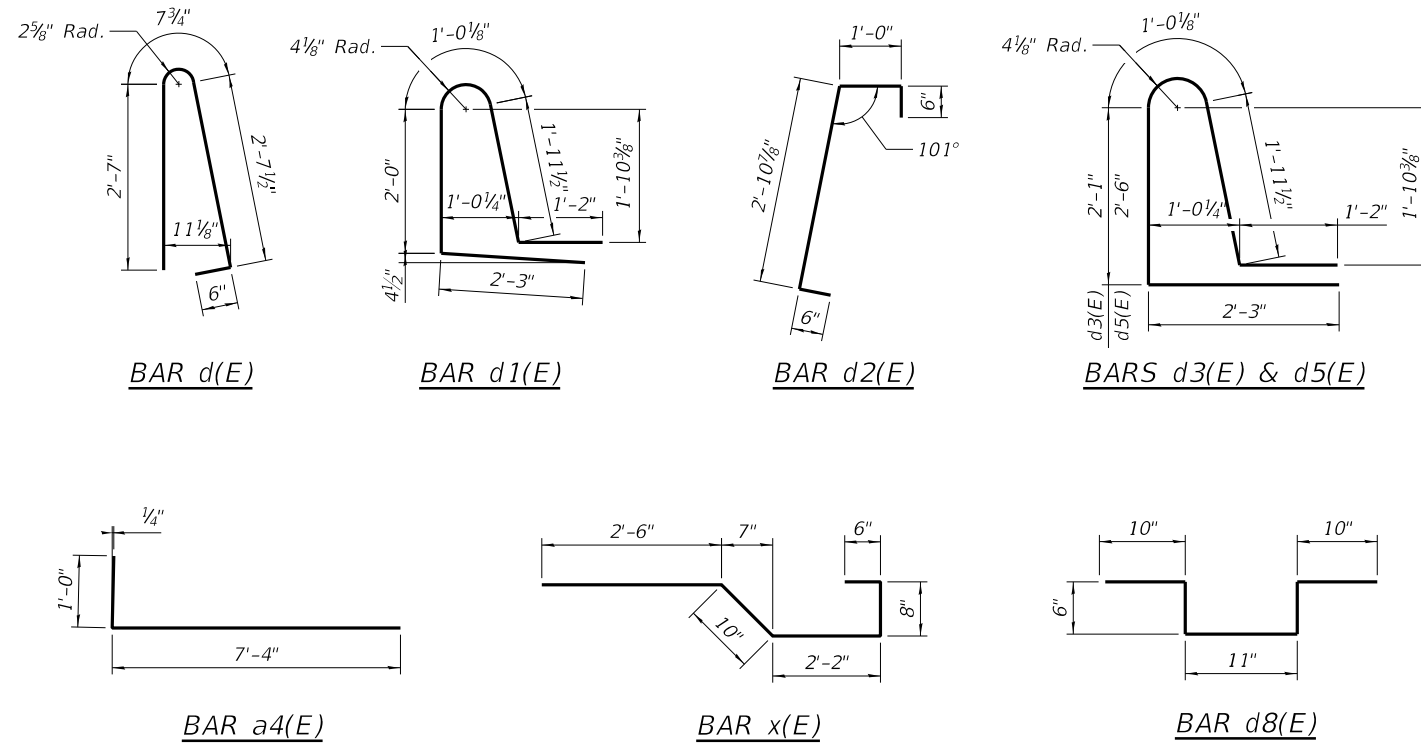
**PARAPET & MEDIAN REINFORCEMENT - UNIT 4
STRUCTURE NO. 078-0001**

SHEET S-48 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	80
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	930	#5	36'-5"	—
a1(E)	930	#5	28'-5"	—
a2(E)	765	#5	36'-1"	—
a3(E)	765	#5	28'-1"	—
a4(E)	1860	#6	8'-4"	└
a5(E)	12	#6	36'-5"	—
a6(E)	12	#6	28'-5"	—
a8(E)	10	#6	36'-1"	—
a9(E)	10	#6	28'-1"	—
a11(E)	144	#5	2'-0"	—
b1(E)	132	#5	21'-9"	—
b5(E)	1824	#5	39'-8"	—
b6(E)	396	#6	35'-5"	—
b9(E)	56	#4	34'-10"	—
b10(E)	56	#4	27'-8"	—
d(E)	1530	#5	6'-5"	└
d1(E)	1514	#5	8'-5"	└
d2(E)	1530	#5	4'-11"	└
d3(E)	1530	#5	8'-6"	└
d5(E)	16	#5	8'-11"	└
d8(E)	1526	#4	3'-7"	└
e(E)	408	#4	19'-8"	—
e8(E)	120	#4	16'-2"	—
e9(E)	96	#4	39'-3"	—
e10(E)	48	#4	34'-4"	—
e11(E)	60	#4	16'-4"	—
x(E)	136	#5	6'-8"	└
Item			Unit	Total
Concrete Superstructure			Cu. Yd.	1,211.3
Bridge Deck Grooving			Sq. Yd.	3,154
Protective Coat			Sq. Yd.	4,352
Reinforcement Bars, Epoxy Coated			Pound	302,280



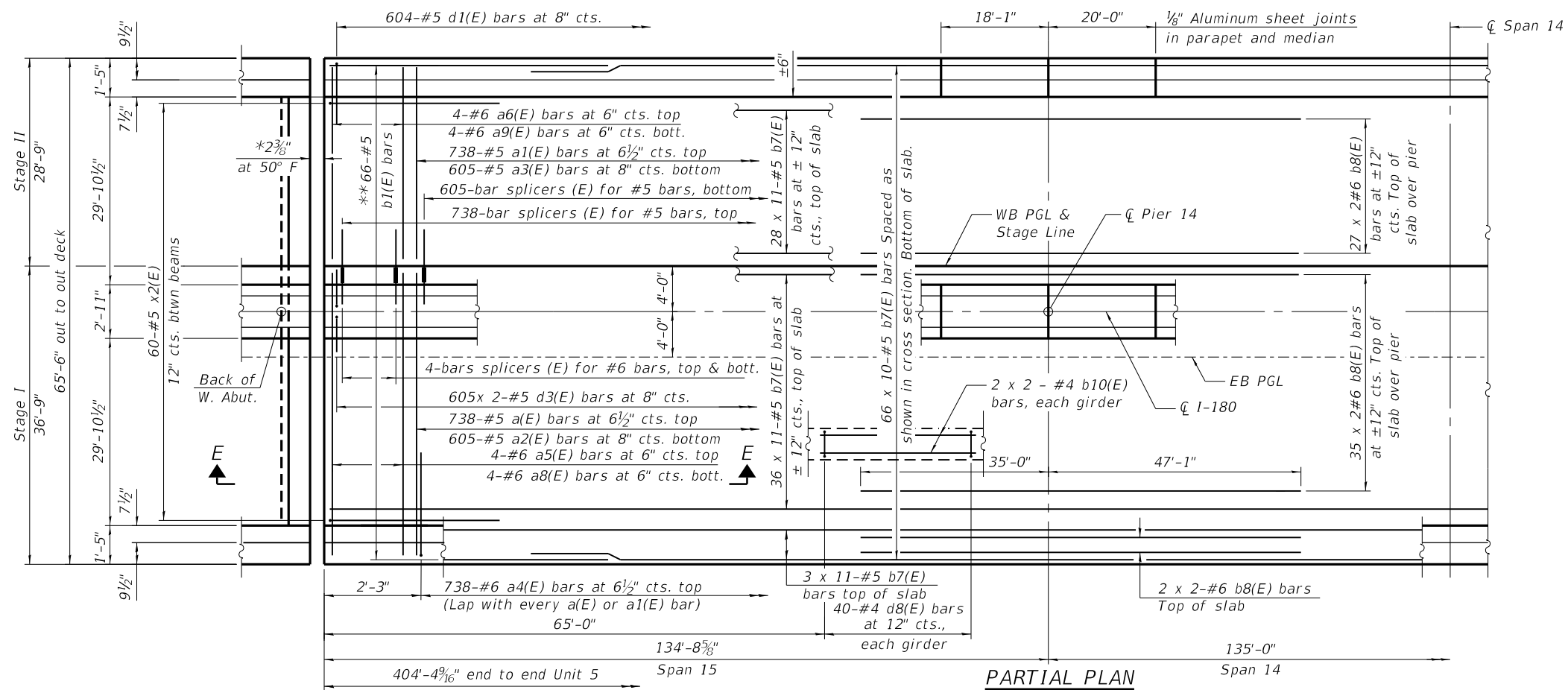
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BURNS MCDONNELL	USER NAME = eckay	DESIGNED = ECK	REVISED =
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 4
STRUCTURE NO. 078-0001**

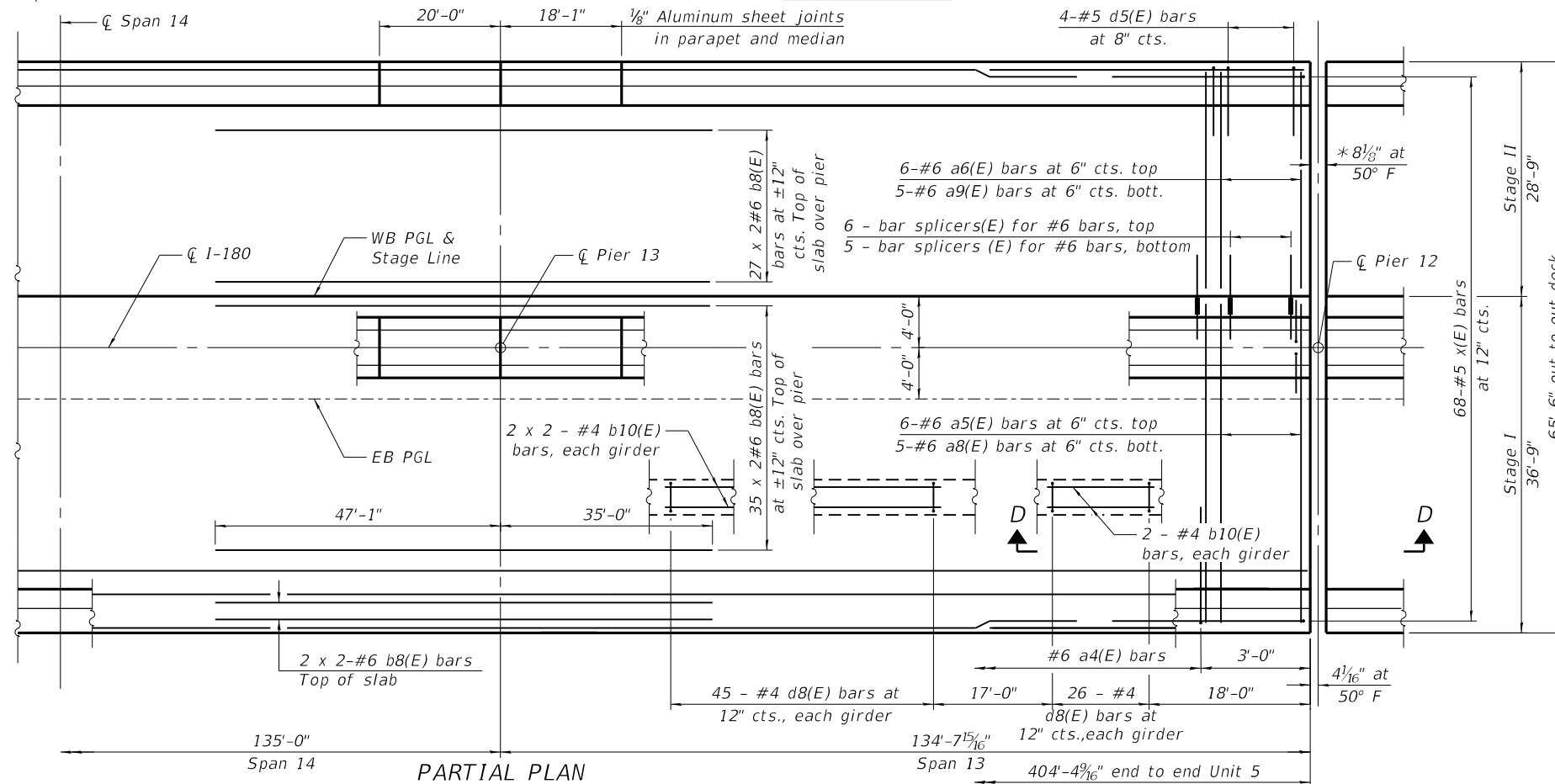
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	81
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP

- #4 bar = 2'-5"
- #5 bar = 3'-6"
- #6 bar = 4'-10"

* Dimension showing concrete opening. For joint opening see sheet S-62 & S-64 of S-87.
 ** Spaced as shown in cross section. Bottom of slab, each end.



NOTES:

1. See Sheet S-51 of S-87 for parapet details.
2. See Sheet S-62, S-63 & S-65 of S-87 for joint details.
3. See Sheet S-54 of S-87 for Sections D-D and E-E.
4. See Sheet S-52 of S-87 for Bill of Material.
5. See Sheet S-53 of S-87 for typical cross section.
6. See Sheet S-59 of S-87 for drainage scupper locations.
7. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Sheet
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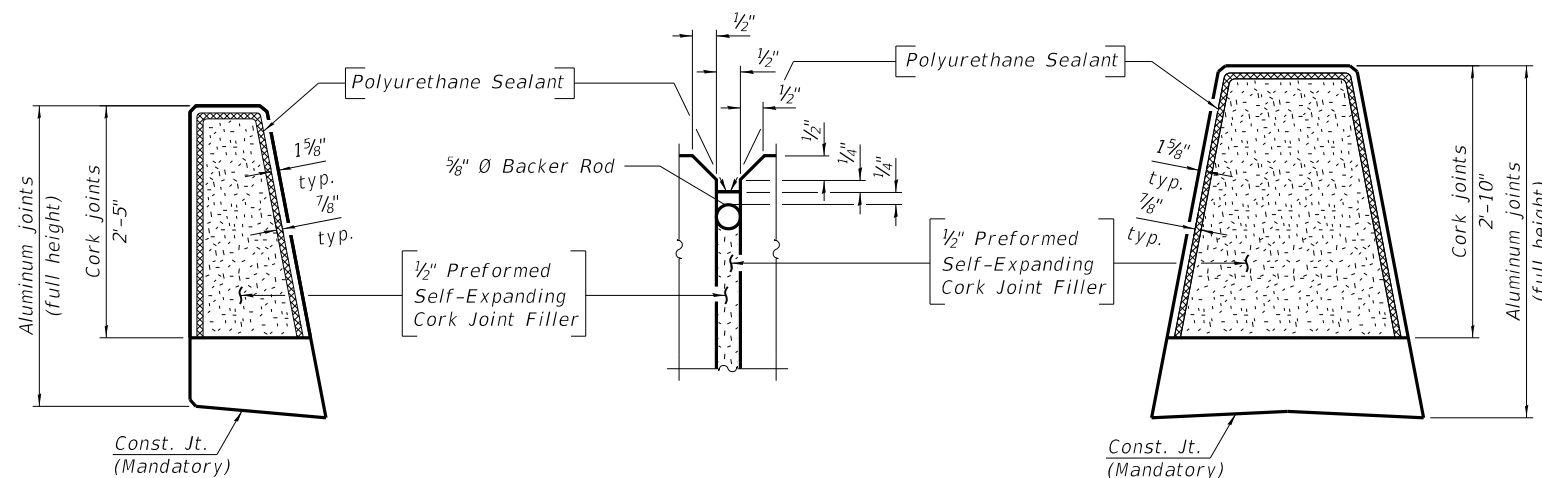
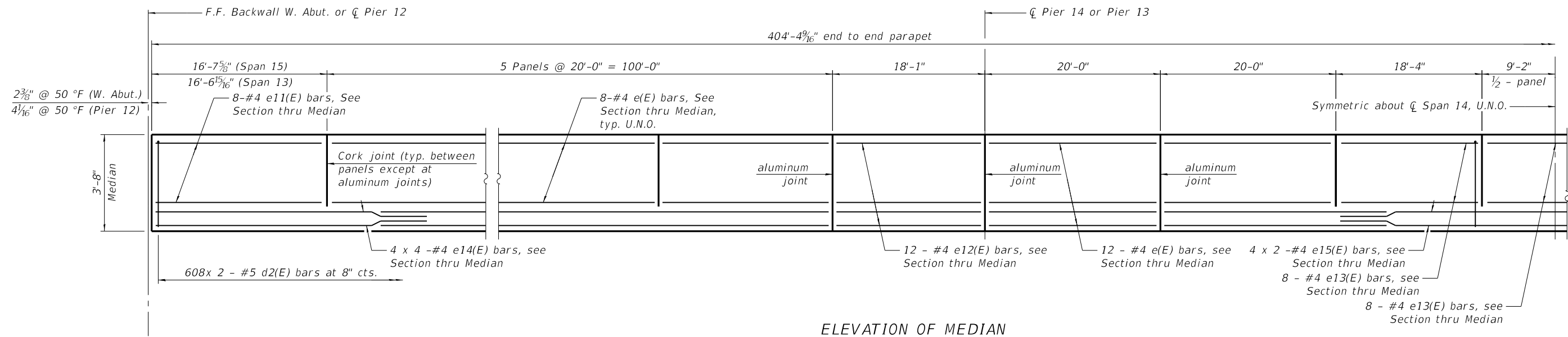
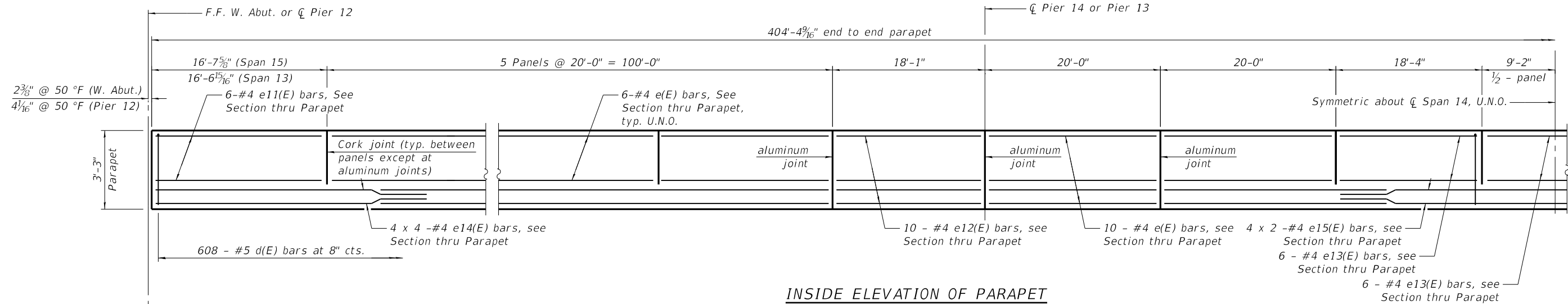
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PLOT DATE	- 11/21/2019	CHECKED	- ECK	REVISIONS	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN - UNIT 5
 STRUCTURE NO. 078-0001

SHEET S-50 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	82
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"

NOTES:

1. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
2. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
3. See Sheet S-53 of S-87 for Sections thru Parapet and Median Barrier.
4. Reinforcement bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
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10/16/2019 3:17:57 PM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

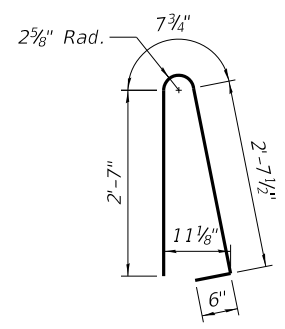
**PARAPET & MEDIAN REINFORCEMENT - UNIT 5
STRUCTURE NO. 078-0001**

SHEET S-51 OF S-87 SHEETS

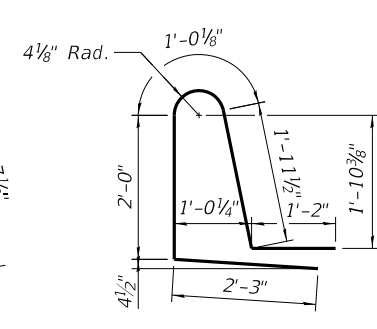
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	83
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

BILL OF MATERIAL

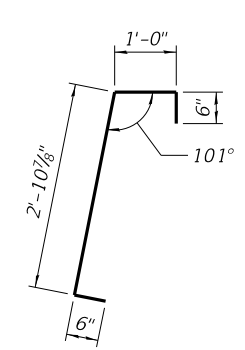
Bar	No.	Size	Length	Shape
a(E)	738	#5	36'-5"	—
a1(E)	738	#5	28'-5"	—
a2(E)	605	#5	36'-1"	—
a3(E)	605	#5	28'-1"	—
a4(E)	1476	#6	8'-4"	└
a5(E)	10	#6	36'-5"	—
a6(E)	10	#6	28'-5"	—
a8(E)	9	#6	36'-1"	—
a9(E)	9	#6	28'-1"	—
a11(E)	144	#5	2'-0"	—
b1(E)	132	#5	21'-9"	—
b7(E)	1419	#5	40'-0"	—
b8(E)	264	#6	38'-0"	—
b10(E)	70	#4	27'-8"	—
d(E)	1216	#5	6'-5"	└
d1(E)	1208	#5	8'-5"	└
d2(E)	1216	#5	4'-11"	└
d3(E)	1216	#5	8'-6"	└
d5(E)	8	#5	8'-11"	└
d8(E)	777	#4	3'-7"	└
e(E)	304	#4	19'-8"	—
e11(E)	40	#4	16'-4"	—
e12(E)	64	#4	17'-9"	—
e13(E)	60	#4	18'-0"	—
e14(E)	96	#4	31'-0"	—
e15(E)	48	#4	25'-7"	—
x(E)	68	#5	5'-8"	└
x2(E)	60	#5	5'-11"	└
Item			Unit	Total
Concrete Superstructure			Cu. Yd.	964.1
Bridge Deck Grooving			Sq. Yd.	2,505
Protective Coat			Sq. Yd.	3,457
Reinforcement Bars, Epoxy Coated			Pound	236,690



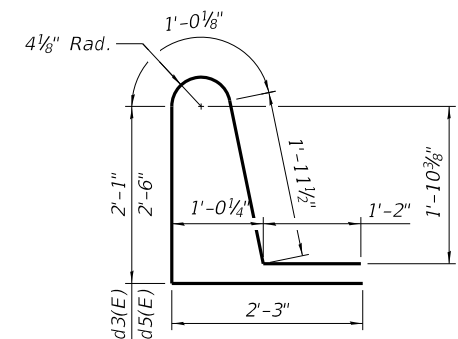
BAR d(E)



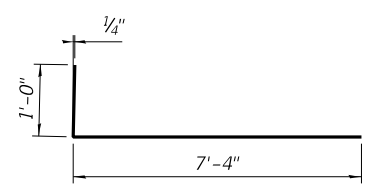
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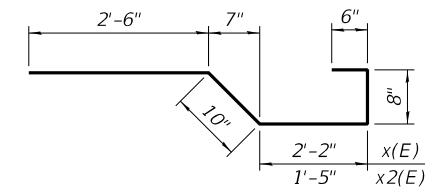
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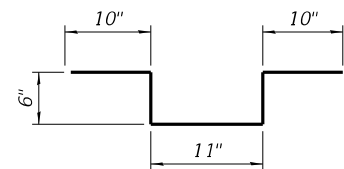
BARS d3(E) & d5(E)



BAR a4E



BARS x(E) & x2(E)



BAR d8(E)

MODEL: Default
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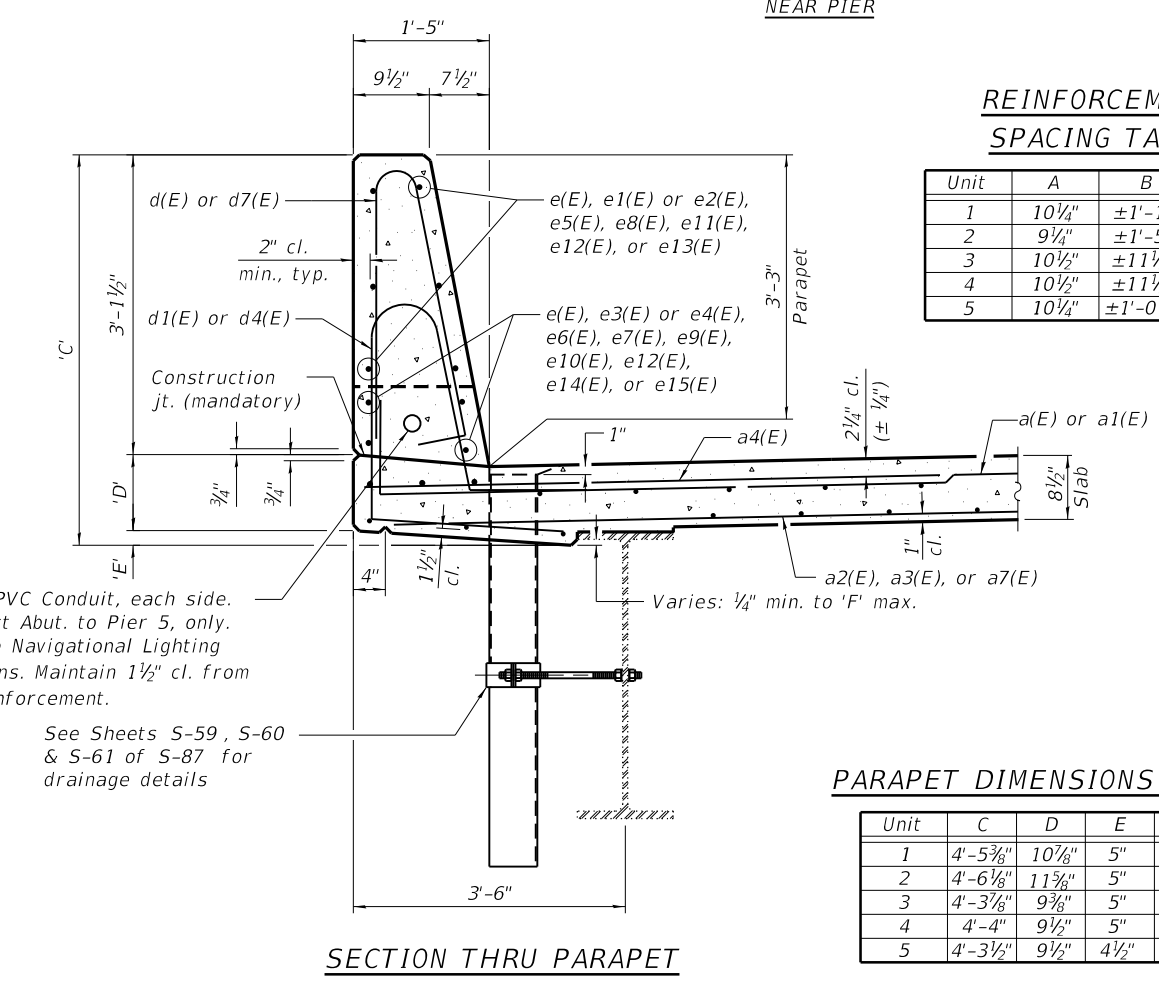
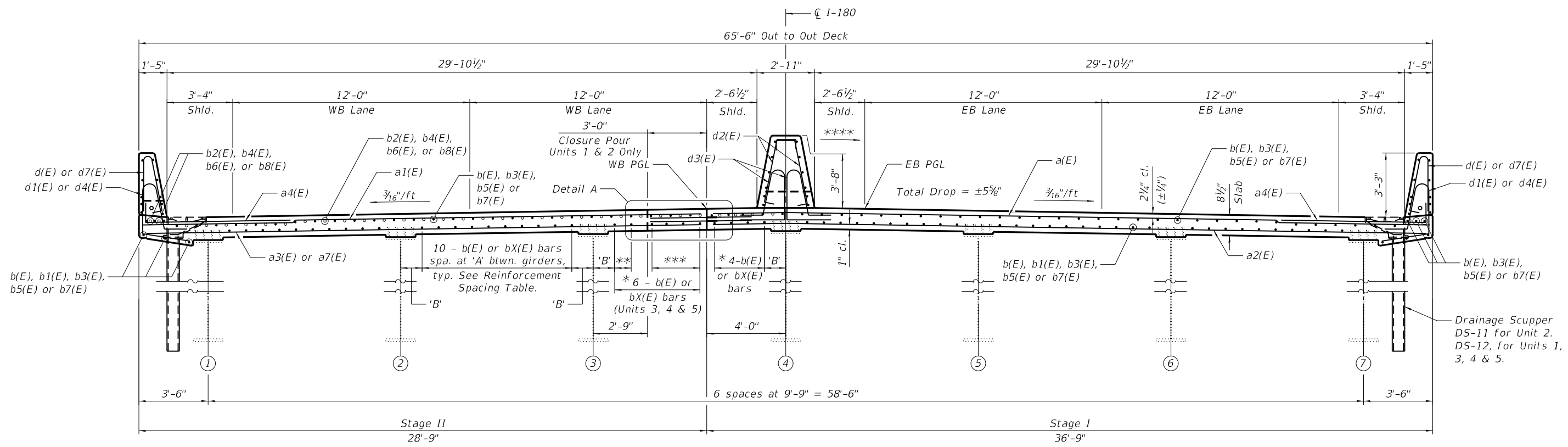
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PLOT DATE = 11/21/2019		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 5
STRUCTURE NO. 078-0001**

SHEET S-52 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	84
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



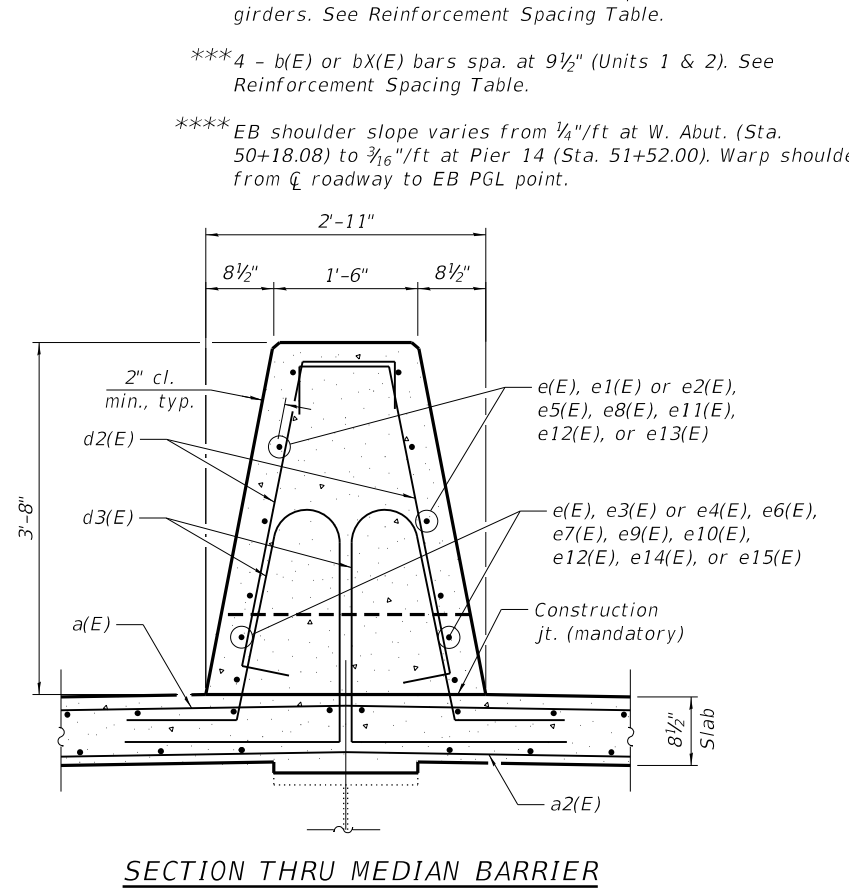
REINFORCEMENT SPACING TABLE

Unit	A	B	bX(E)
1	10 1/4"	±1'-1"	b1(E)
2	9 1/4"	±1'-5"	b3(E)
3	10 1/2"	±11 1/2"	b5(E)
4	10 1/2"	±11 1/2"	b5(E)
5	10 1/4"	±1'-0 1/2"	b7(E)

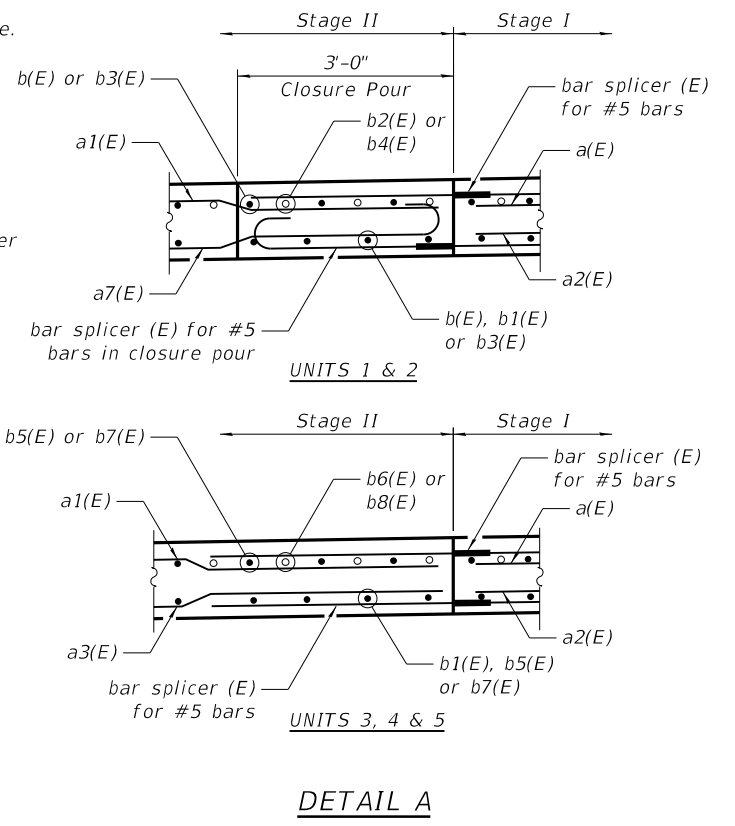
PARAPET DIMENSIONS TABLE

Unit	C	D	E	F
1	4'-5 3/8"	10 7/8"	5"	3 1/4"
2	4'-6 1/8"	11 3/8"	5"	3 3/4"
3	4'-3 7/8"	9 3/8"	5"	2"
4	4'-4"	9 1/2"	5"	2"
5	4'-3 1/2"	9 1/2"	4 1/2"	1 3/8"

CROSS SECTION (Looking East)



- * Spaced at 'A' btwn. girders. See Reinforcement Spacing Table.
- ** 2 - b(E) or bX(E) bars (Units 1 & 2). Spaced at 'A' btwn. girders. See Reinforcement Spacing Table.
- *** 4 - b(E) or bX(E) bars spa. at 9 1/2" (Units 1 & 2). See Reinforcement Spacing Table.
- **** EB shoulder slope varies from 1/4"/ft at W. Abut. (Sta. 50+18.08) to 3/16"/ft at Pier 14 (Sta. 51+52.00). Warp shoulder from center roadway to EB PGL point.



- NOTES:**
- See Sheets S-39, S-42, S-45, S-48 & S-51 of S-87 for Elevation of Parapet and Median Barrier.
 - See Sheets S-37 of S-87 for closure pour details.

MODEL: Default
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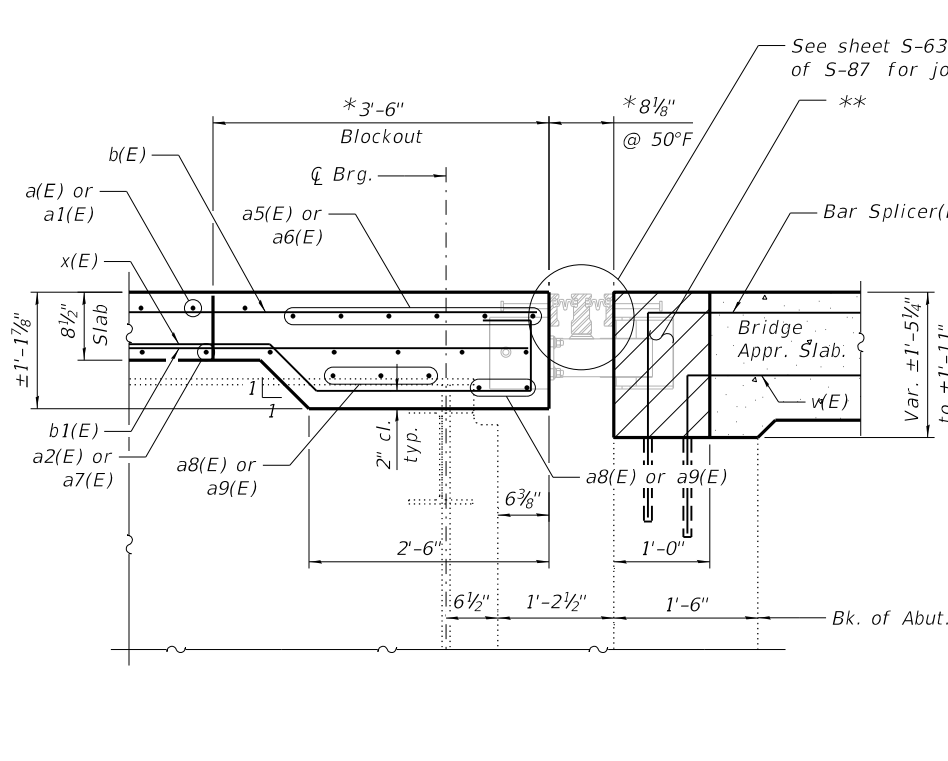
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

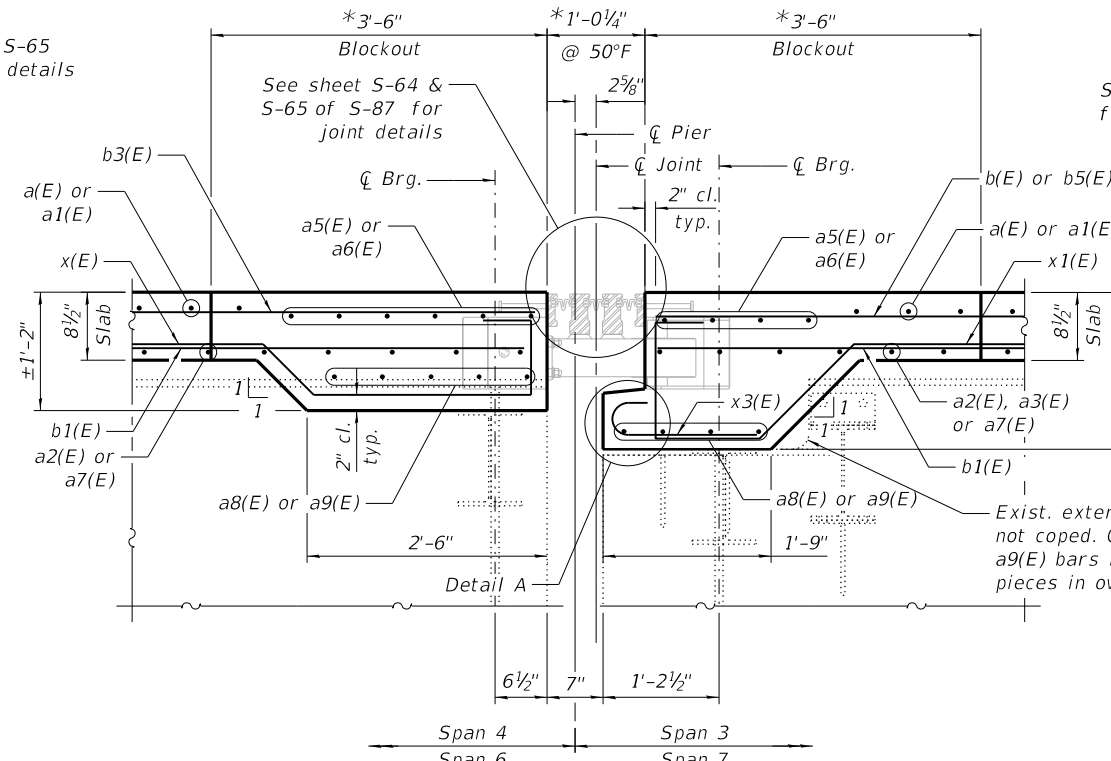
DECK CROSS SECTION & DETAILS
STRUCTURE NO. 078-0001

SHEET S-53 OF S-87 SHEETS

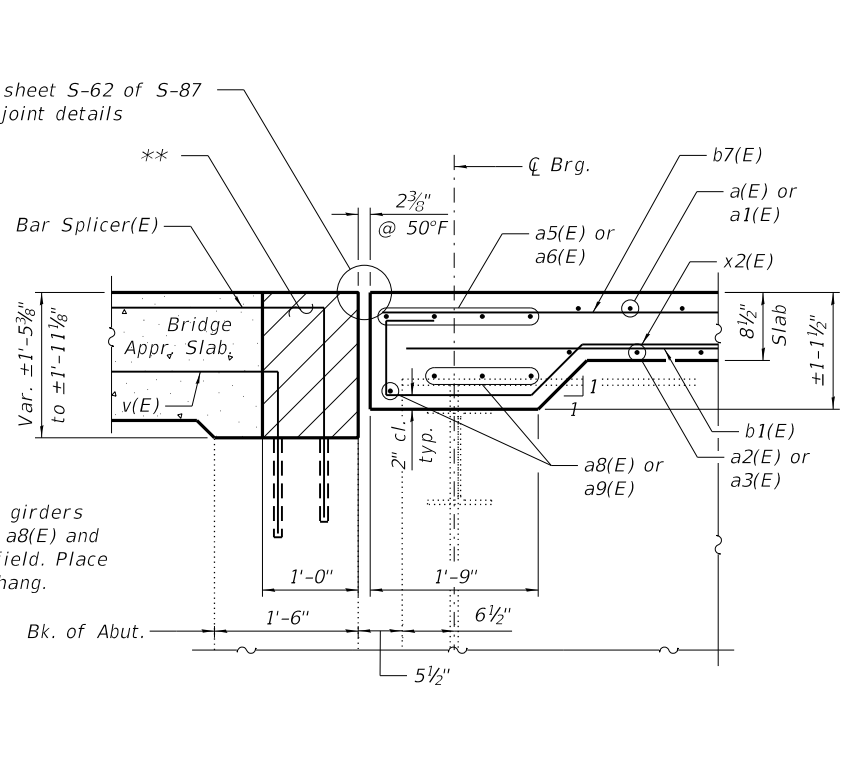
F.A.I. RTE. 180	SECTION (06-3, 078-1)BR-1	COUNTY BUREAU/PUTNAM	TOTAL SHEETS 145	SHEET NO. 85
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



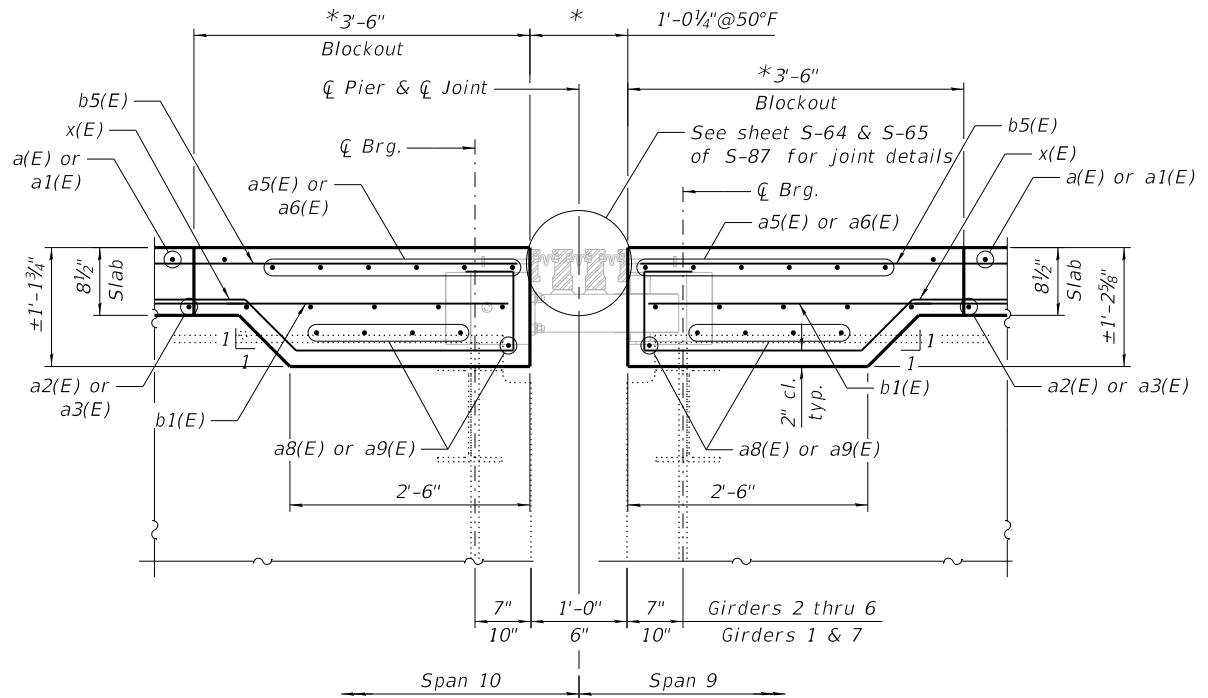
SECTION A-A
(E. Abutment)



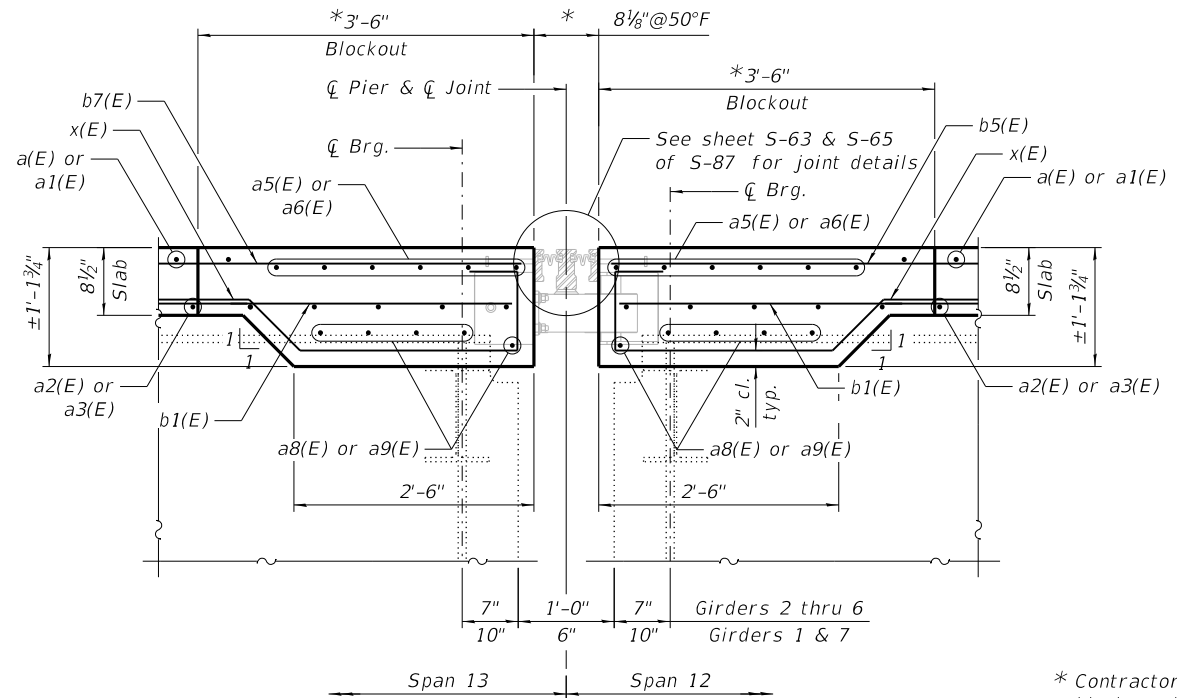
SECTION B-B
(Piers 3 & 6)



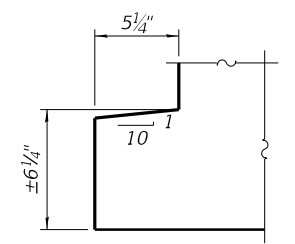
SECTION E-E
(W. Abutment)



SECTION C-C
(Pier 9)



SECTION D-D
(Pier 12)



Detail A
(Reinforcing Bars not shown for Clarity)

NOTE:
1. Bars a2(E), a3(E), a7(E) & b1(E) may be cut to fit and bars x(E) & x1(E) may be adjusted as required at support boxes and beam webs to place Modular Expansion Joint.

* Contractor to verify number of rails, blockout dimensions and joint opening with joint manufacturer
** Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure

MODEL: Default
FILE NAME: 0780001-66F08-054-DKDET.dgn



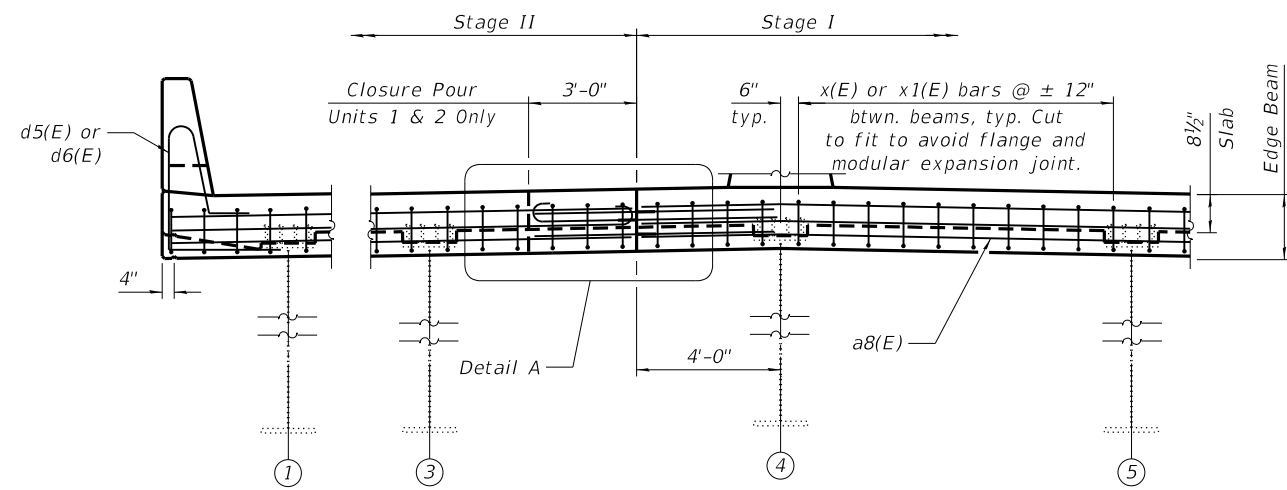
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PLOT SCALE	- N.T.S.	DRAWN	- MDW	REVISED	-
PLOT DATE	- 11/21/2019	CHECKED	- ECK	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

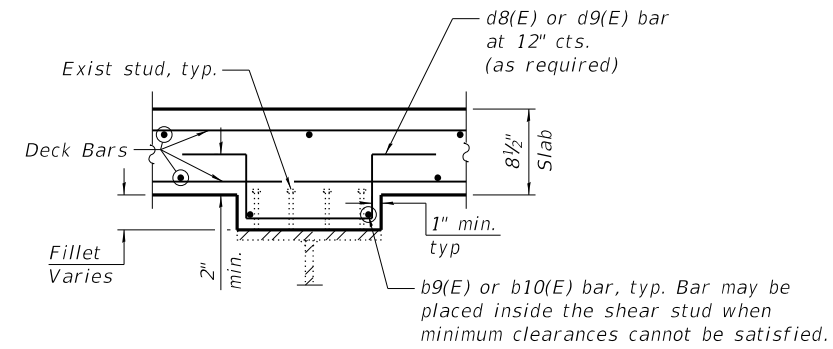
DECK DETAILS 1
STRUCTURE NO. 078-0001

SHEET S-54 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	86
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

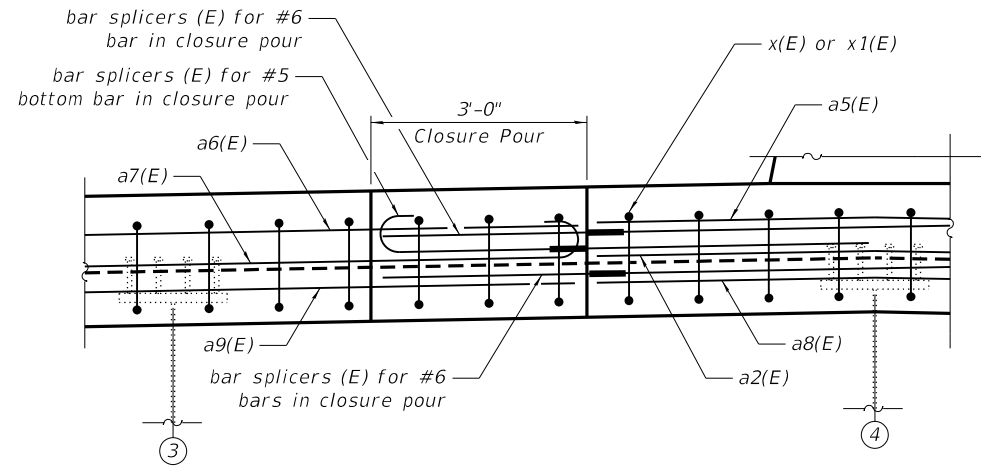


EDGE BEAM AT MODULAR JOINT

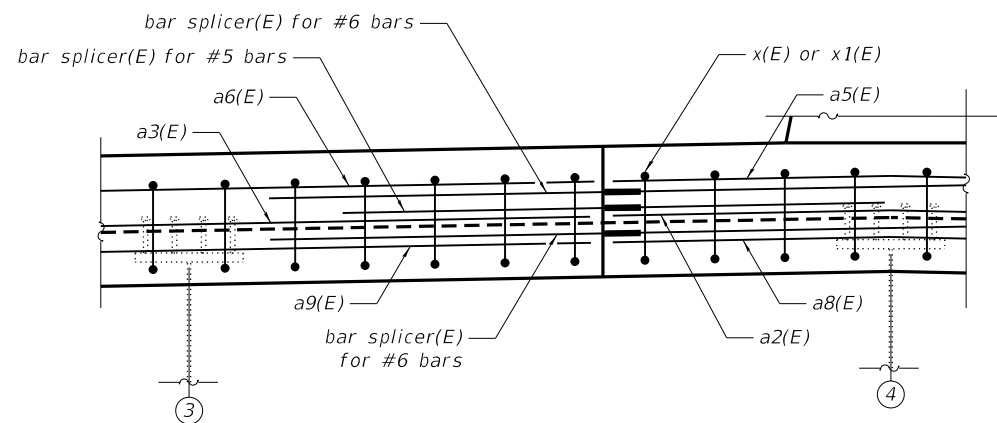


FILLET REINFORCEMENT DETAIL

(When existing studs do not meet the minimum 2" projection into proposed deck)



UNITS 1 & 2



UNITS 3, 4 & 5

DETAIL A

NOTES:

- For details of bars d8(E) and d9(E) see Sheets S-40, S-43, S-46, S-49 & S-52 of S-87.

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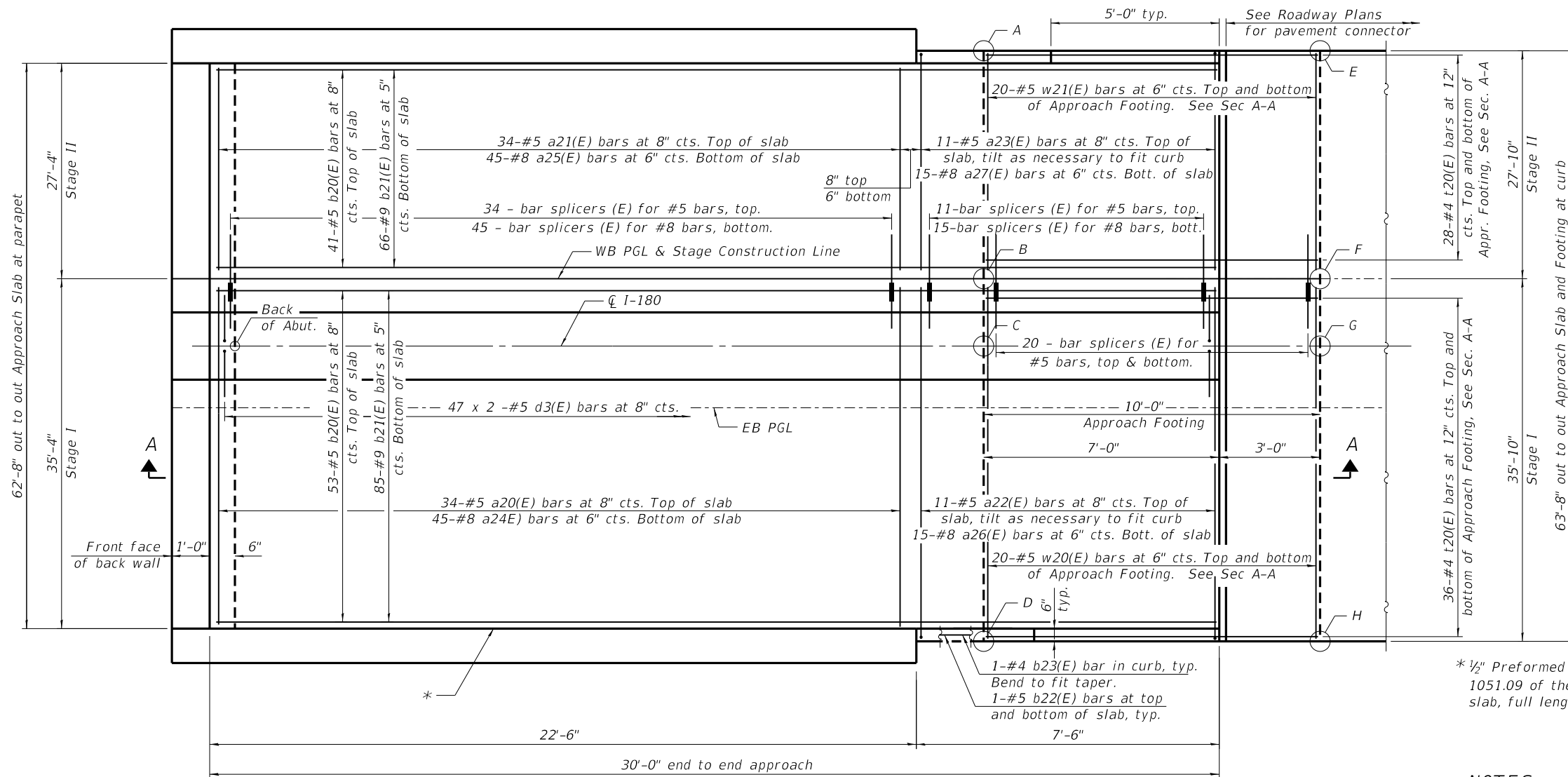
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS 2
STRUCTURE NO. 078-0001**

SHEET S-55 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	87
CONTRACT NO. 66F08				
		ILLINOIS	FED. AID PROJECT	



PLAN

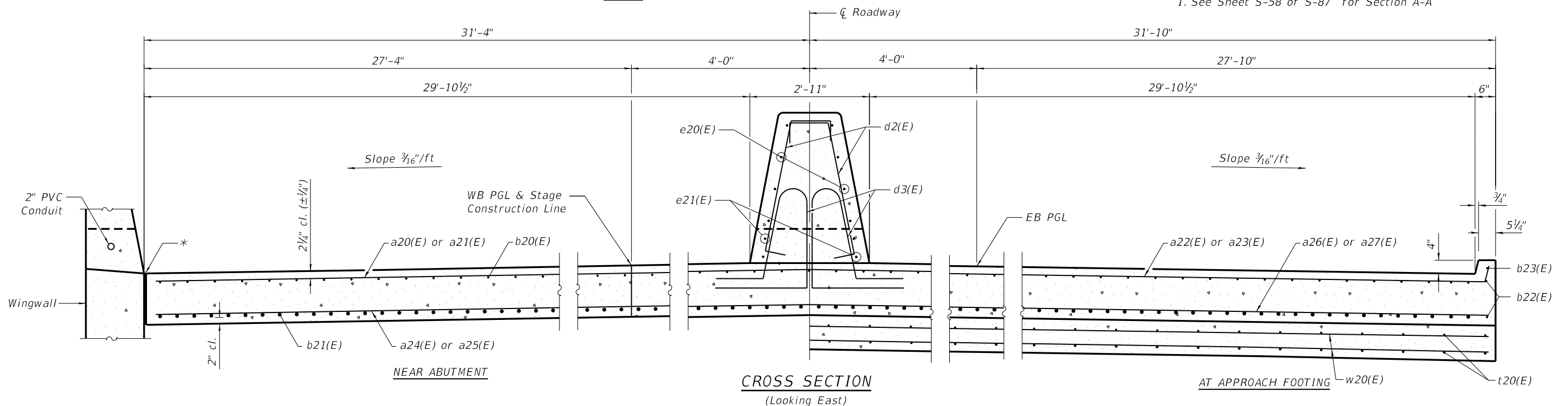
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

East Approach		
Point	Top	Bottom
A	513.92	513.09
B	514.36	513.52
C	514.42	513.59
D	513.92	513.09
E	513.66	512.83
F	514.09	513.26
G	514.16	513.32
H	513.66	512.83

* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.

NOTES:

1. See Sheet S-58 of S-87 for Section A-A



CROSS SECTION (Looking East)

MODEL: Default
FILE NAME: 0780001-66F08-056-EAPR.dgn



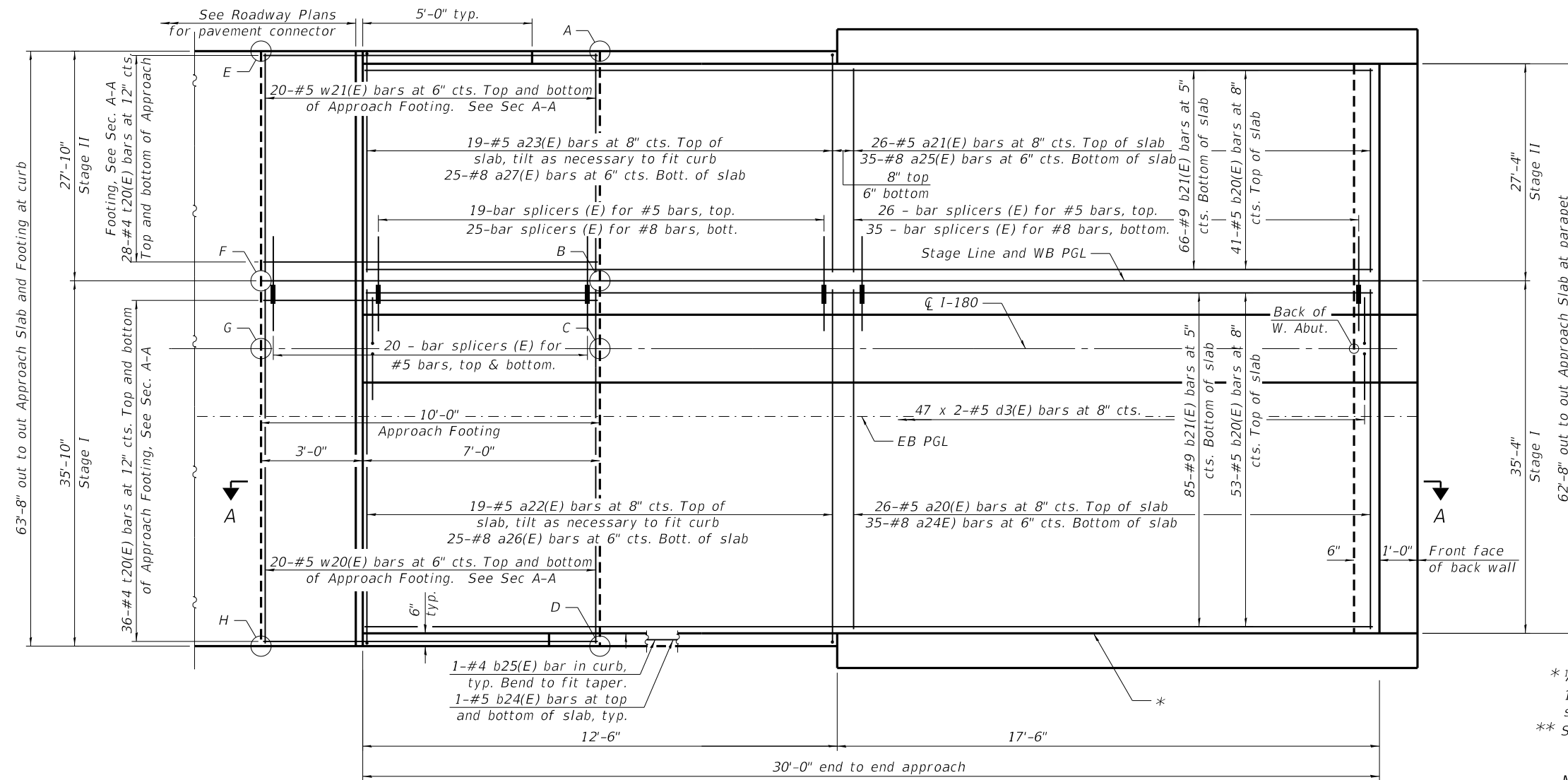
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PLOT DATE = 11/21/2019	DRAWN = MDW	REVISED =
	CHECKED = ECK	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB
STRUCTURE NO. 078-0001

SHEET S-56 OF S-87 SHEETS

F.A.I. RTE. 180	SECTION (06-3, 078-1)BR-1	COUNTY BUREAU/PUTNAM	TOTAL SHEETS 145	SHEET NO. 88
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

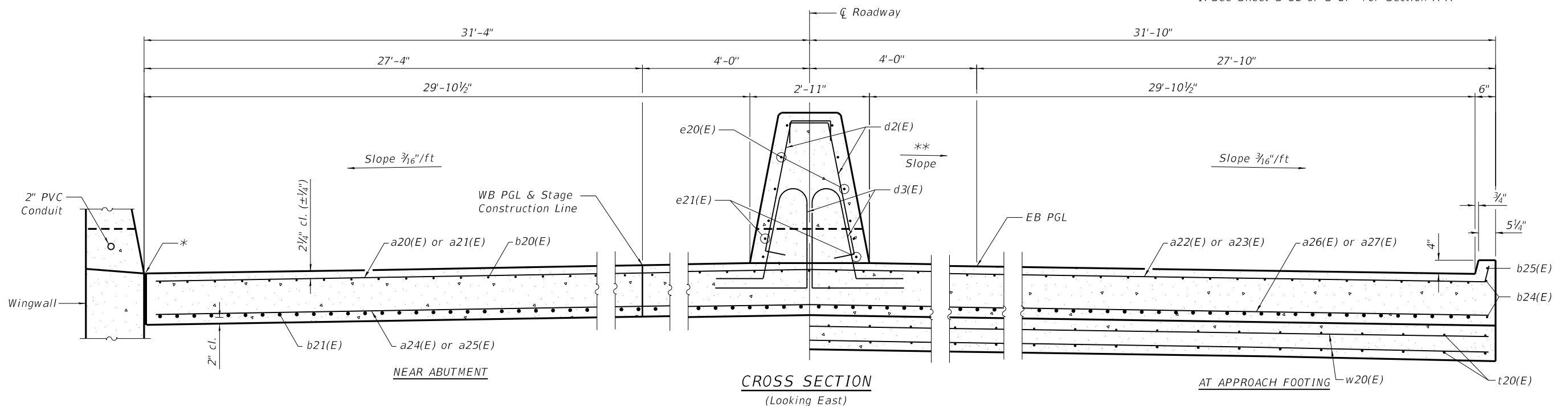
Point	West Approach	
	Top	Bottom
A	465.58	464.75
B	466.02	465.18
C	466.08	465.25
D	465.56	464.73
E	465.37	464.53
F	465.80	464.97
G	465.86	465.03
H	465.34	464.51

* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.
** See sheet S-35 of S-87 for varying shoulder slope details.

NOTES:

1. See Sheet S-58 of S-87 for Section A-A

PLAN



**CROSS SECTION
(Looking East)**

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FILE NAME: 0780001-66F08-057-WAPP.dgn



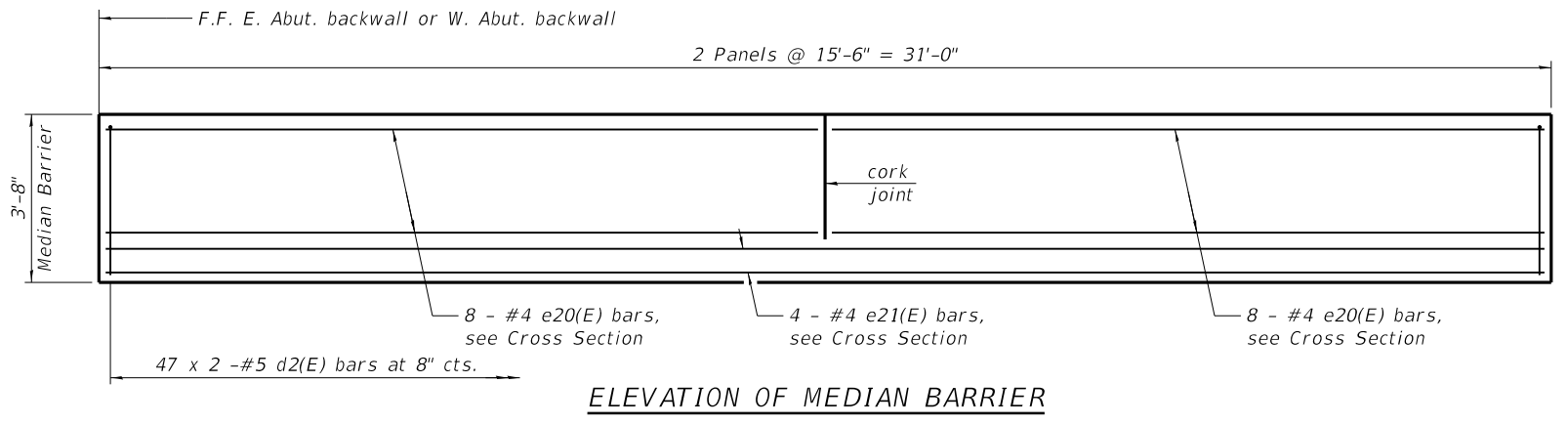
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PLOT SCALE	N.T.S.	DRAWN	MDW	REVISED	-
PLOT DATE	11/21/2019	CHECKED	ECK	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

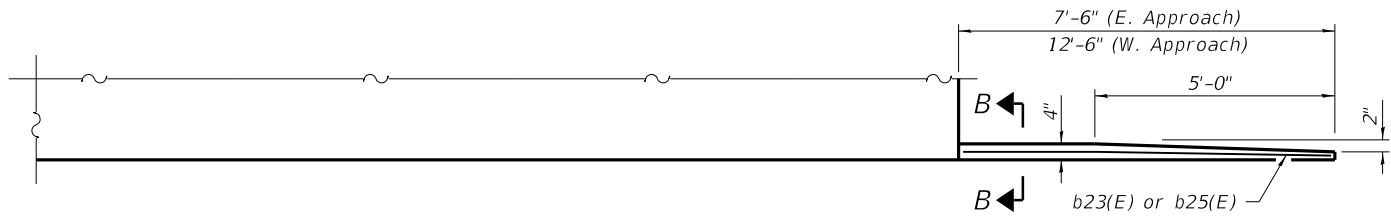
**WEST APPROACH SLAB
STRUCTURE NO. 078-001**

SHEET S-57 OF S-87 SHEETS

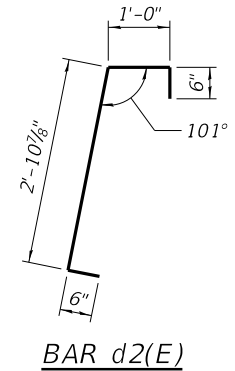
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CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



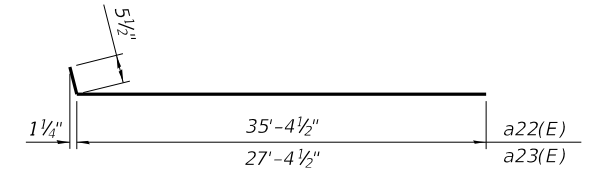
ELEVATION OF MEDIAN BARRIER



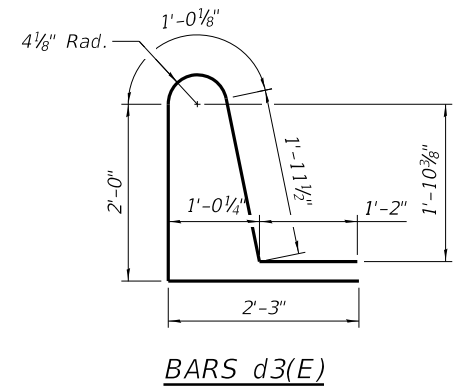
INSIDE ELEVATION OF PARAPET AND CURB



BAR d2(E)



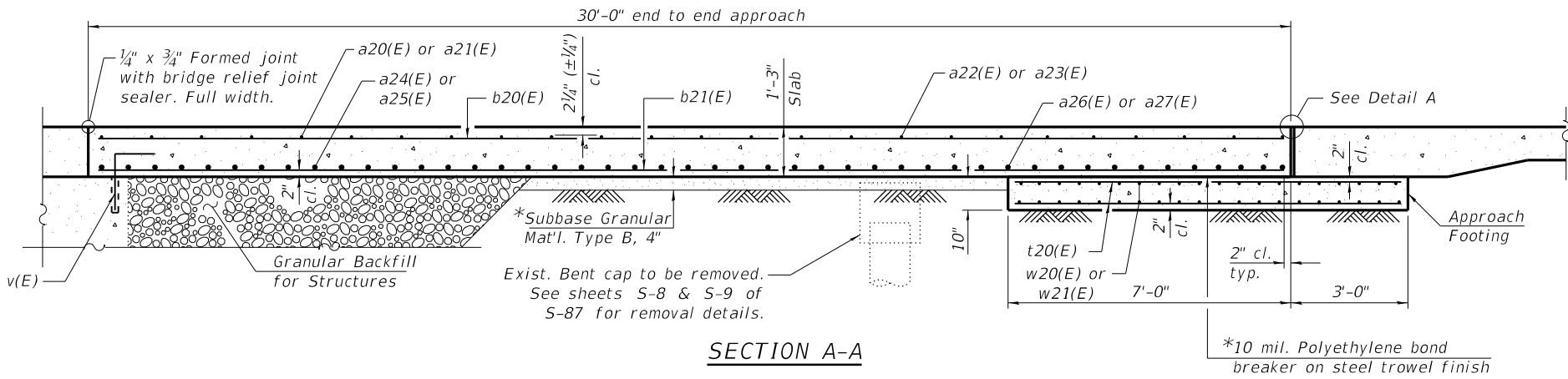
BAR a22(E) & a23(E)



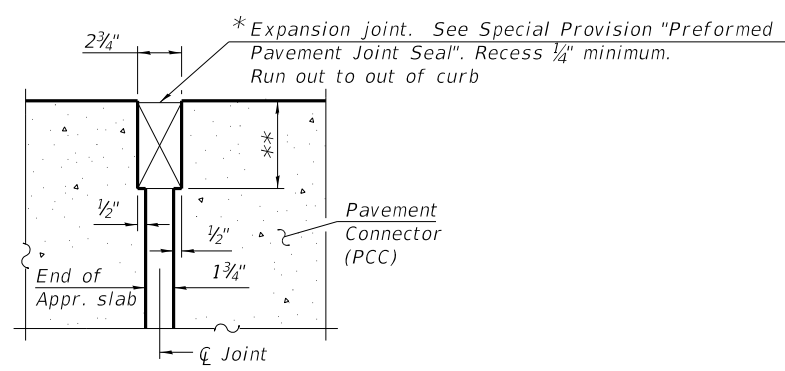
BARS d3(E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	60	#5	35'-0"	—
a21(E)	60	#5	27'-0"	—
a22(E)	30	#5	35'-10"	—
a23(E)	30	#5	27'-10"	—
a24(E)	80	#8	35'-0"	—
a25(E)	80	#8	27'-0"	—
a26(E)	40	#8	35'-6"	—
a27(E)	40	#8	27'-6"	—
b20(E)	188	#5	29'-8"	—
b21(E)	302	#9	29'-8"	—
b22(E)	4	#5	7'-2"	—
b23(E)	2	#4	7'-2"	—
b24(E)	4	#5	12'-2"	—
b25(E)	2	#4	12'-2"	—
d2(E)	188	#5	4'-11"	f
d3(E)	188	#5	8'-5"	U
e20(E)	32	#4	15'-2"	—
e21(E)	8	#4	30'-8"	—
t20(E)	128	#4	9'-8"	—
w20(E)	80	#5	35'-6"	—
w21(E)	80	#5	27'-6"	—
Item	Unit	Total		
Concrete Superstructure (Approach Slab)	Cu. Yd.	193.8		
Concrete Structures	Cu. Yd.	39.4		
Bridge Deck Grooving	Sq. Yd.	385		
Protective Coat	Sq. Yd.	478		
Reinforcement Bars, Epoxy Coated	Pound	71,440		

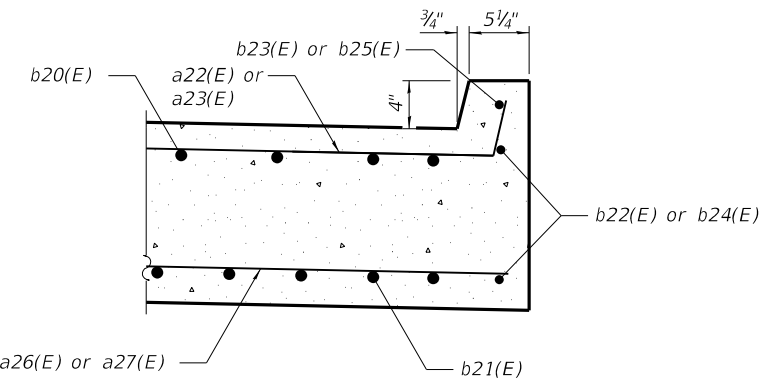


SECTION A-A



DETAIL A

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)



SECTION B-B

* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations

NOTES:

- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures see Sheet S-76 & S-77 of S-87 .

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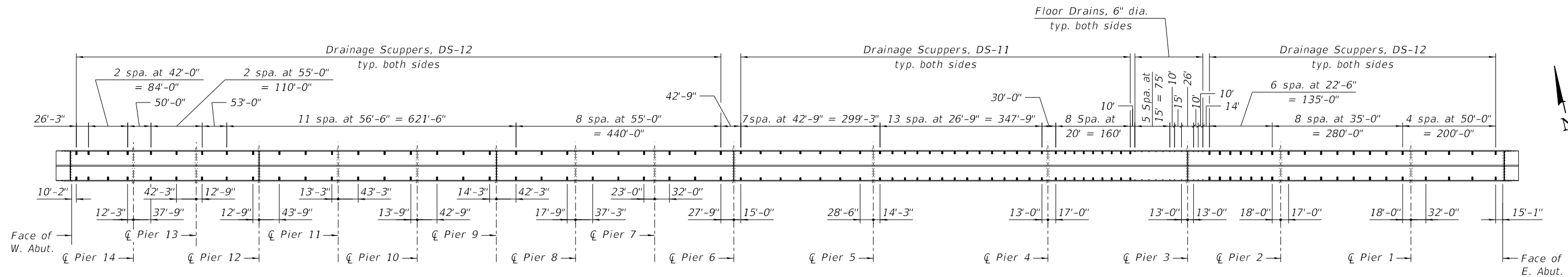
BURNS MCDONNELL	USER NAME - eckay	DESIGNED - ECK	REVISED -
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	PLOT DATE - 10/16/2019	DRAWN - MDW	REVISED -
		CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 078-0001

SHEET S-58 OF S-87 SHEETS

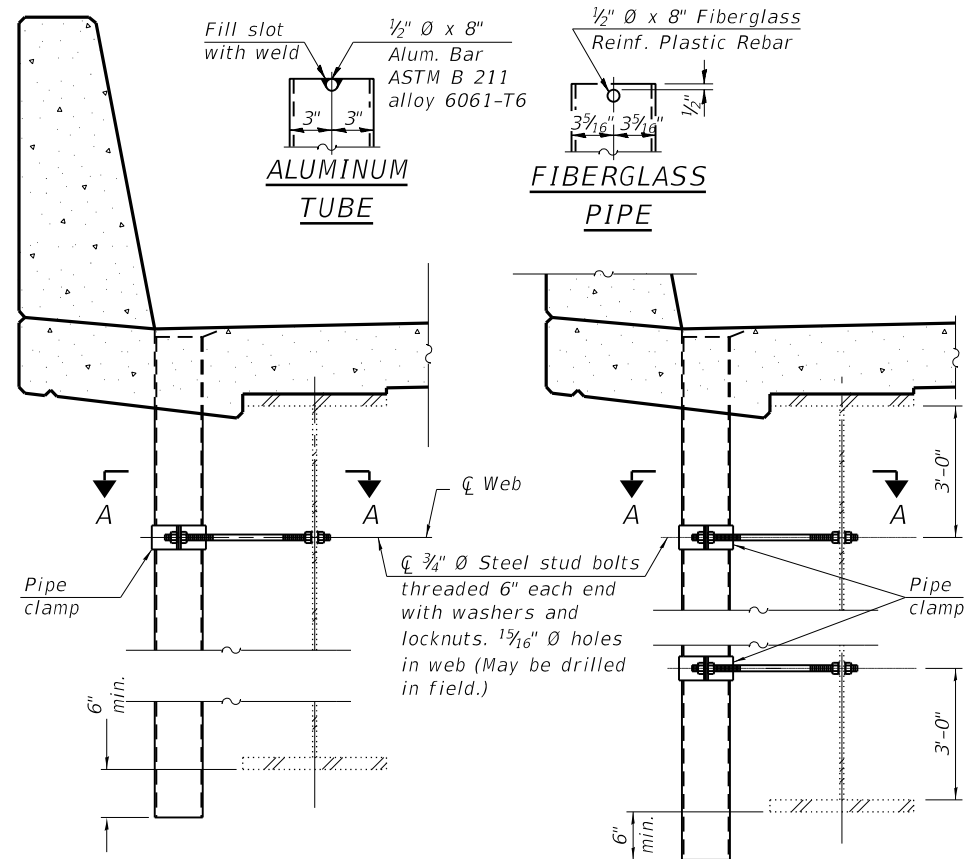
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180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	90
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



SCUPPER AND FLOOR DRAIN LAYOUT

NOTES:

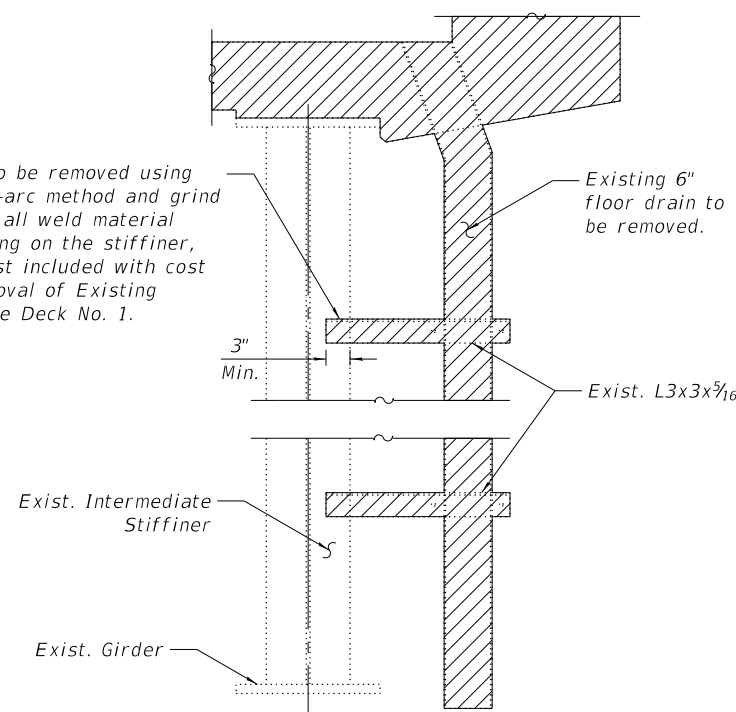
1. Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
2. The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings' Spec. SSPC-SP1 prior to painting.
3. The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
4. The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
5. The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
6. See Sheets S-60 & S-61 of S-87 for drainage scupper details.
7. Cut longitudinal reinforcement to clear drainage scuppers.



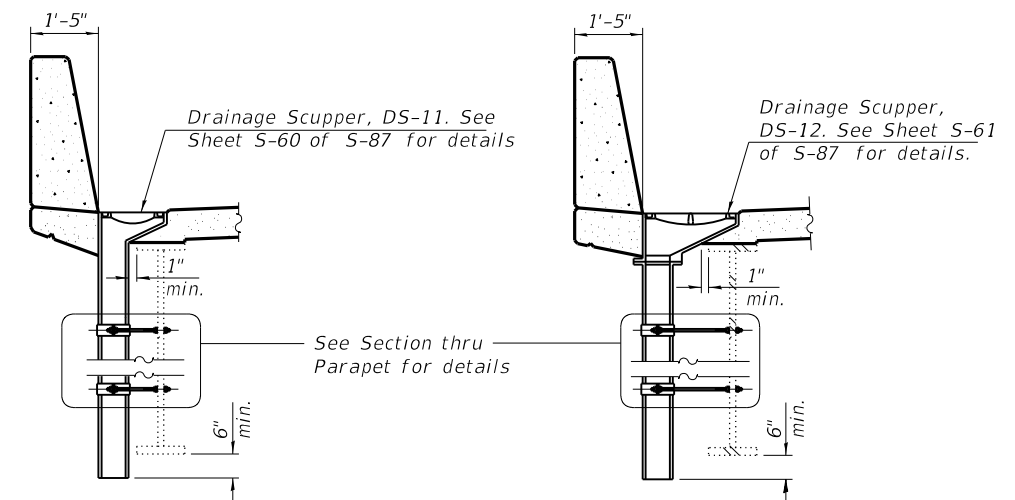
SECTION THRU PARAPET
(Girder depth ≤ 8'-8")

SECTION THRU PARAPET
(Girder depth > 8'-8")

Angle to be removed using the air-arc method and grind smooth all weld material remaining on the stiffener, typ. Cost included with cost of Removal of Existing Concrete Deck No. 1.

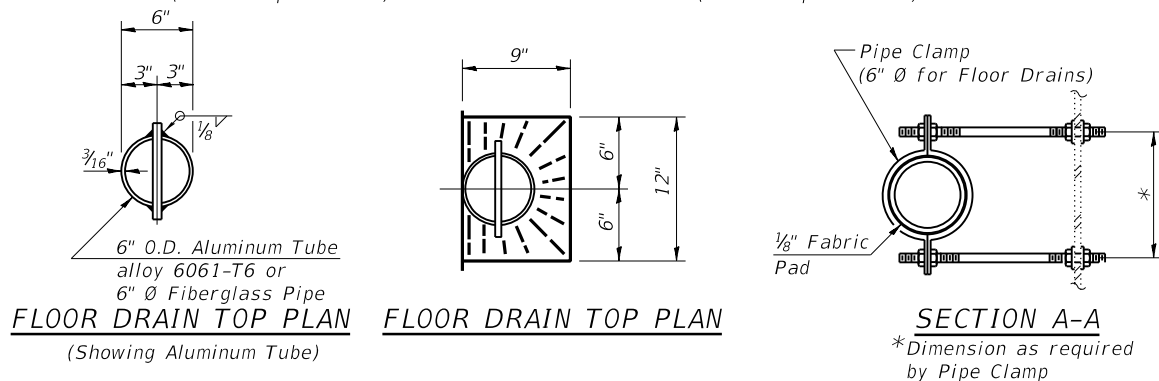


EXISTING FLOOR DRAIN REMOVAL DETAIL



SECTION B-B

SECTION C-C



FLOOR DRAIN TOP PLAN
(Showing Aluminum Tube)

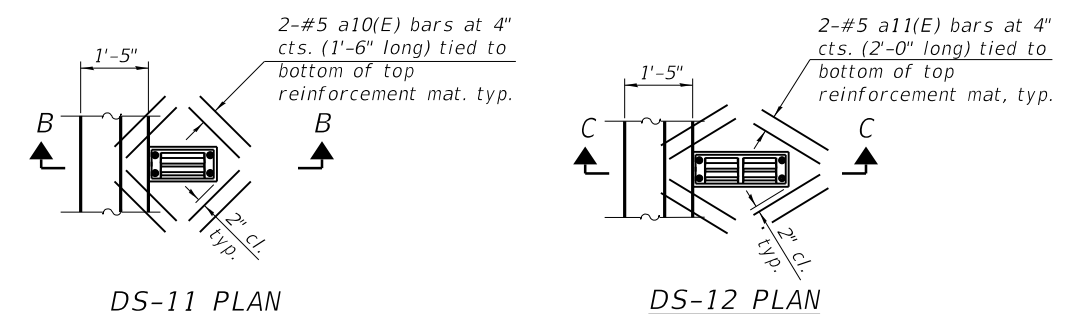
FLOOR DRAIN TOP PLAN

SECTION A-A

*Dimension as required by Pipe Clamp

BILL OF MATERIAL

Item	Unit	Total
Floor Drains	Each	22



DS-11 PLAN

DS-12 PLAN

MODEL: Default
FILE NAME: 0780001-66F08-055-DRN.dgn



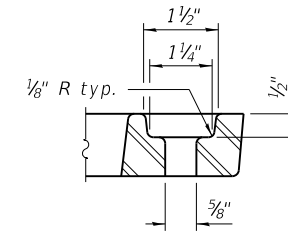
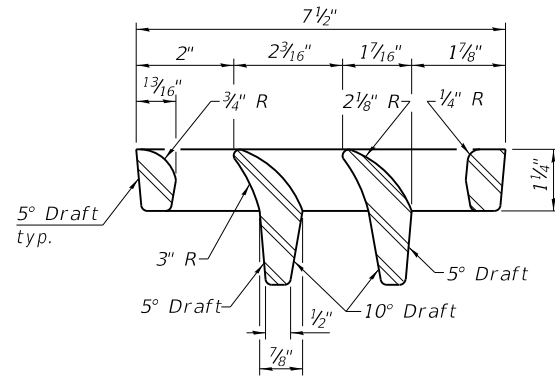
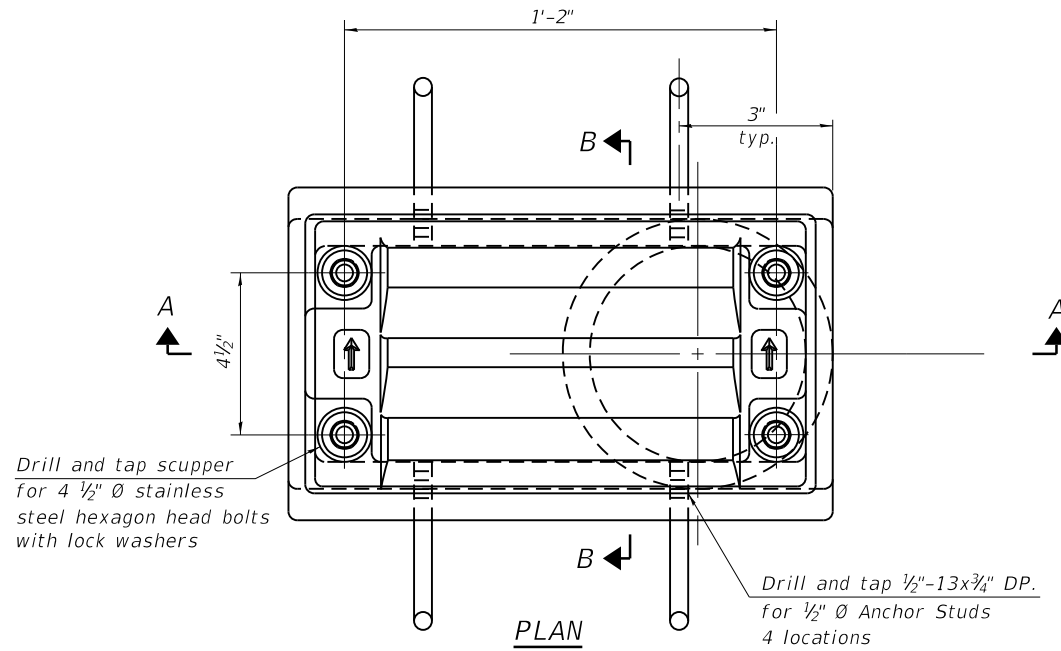
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PLOT DATE - 10/16/2019	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE PLAN & DETAILS
STRUCTURE NO. 078-0001**

SHEET S-59 OF S-87 SHEETS

F.A.I. RTE. 180	SECTION (06-3, 078-1)BR-1	COUNTY BUREAU/PUTNAM	TOTAL SHEETS 145	SHEET NO. 91
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

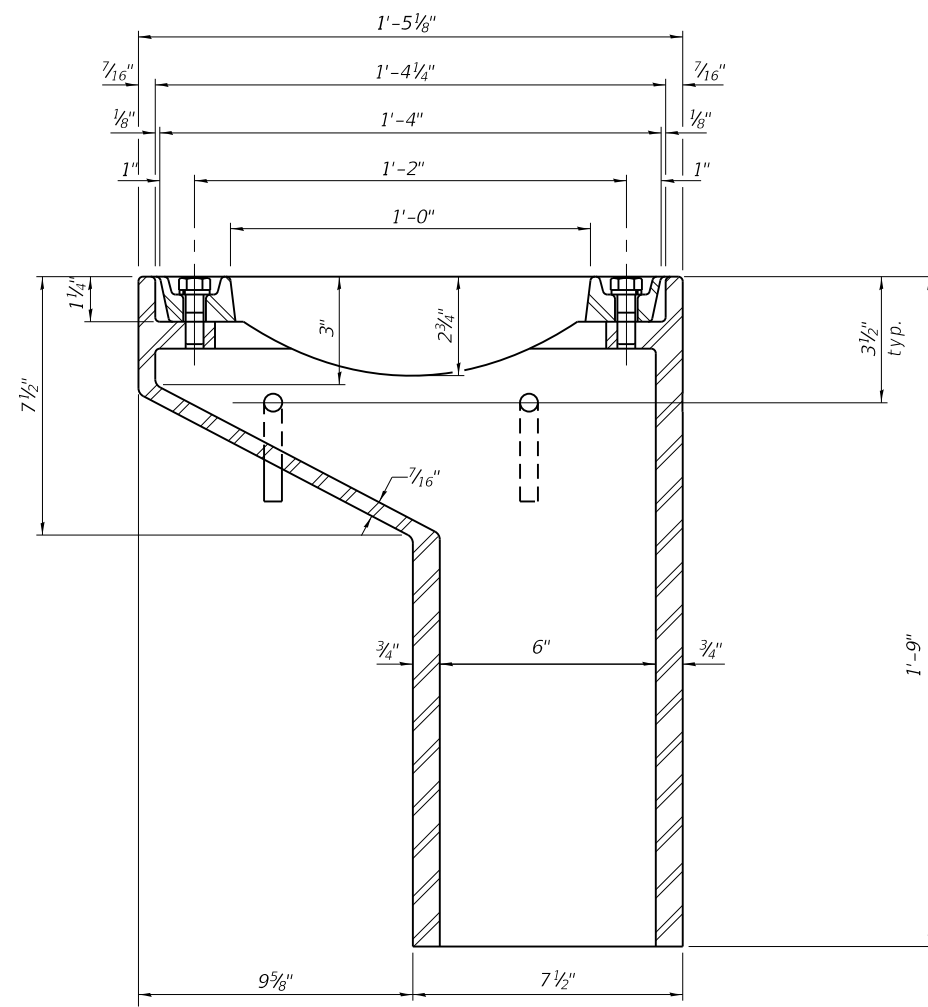
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

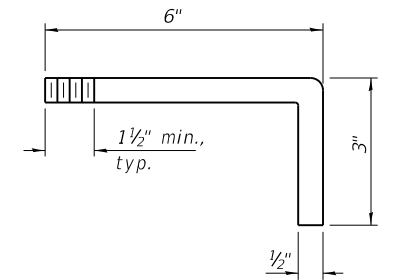
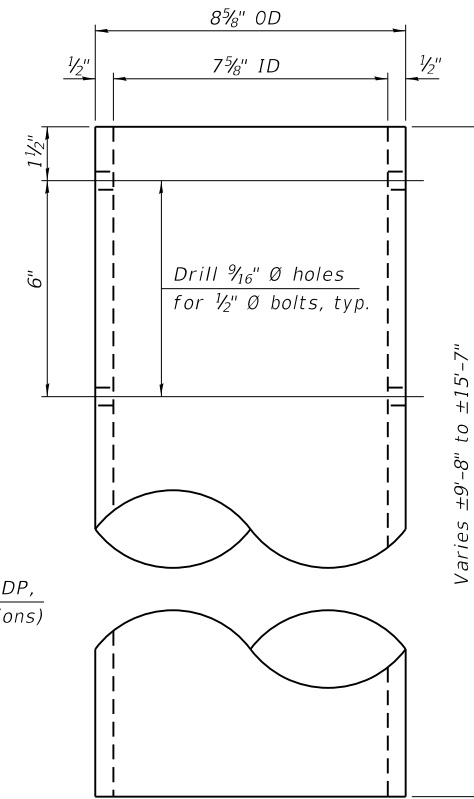
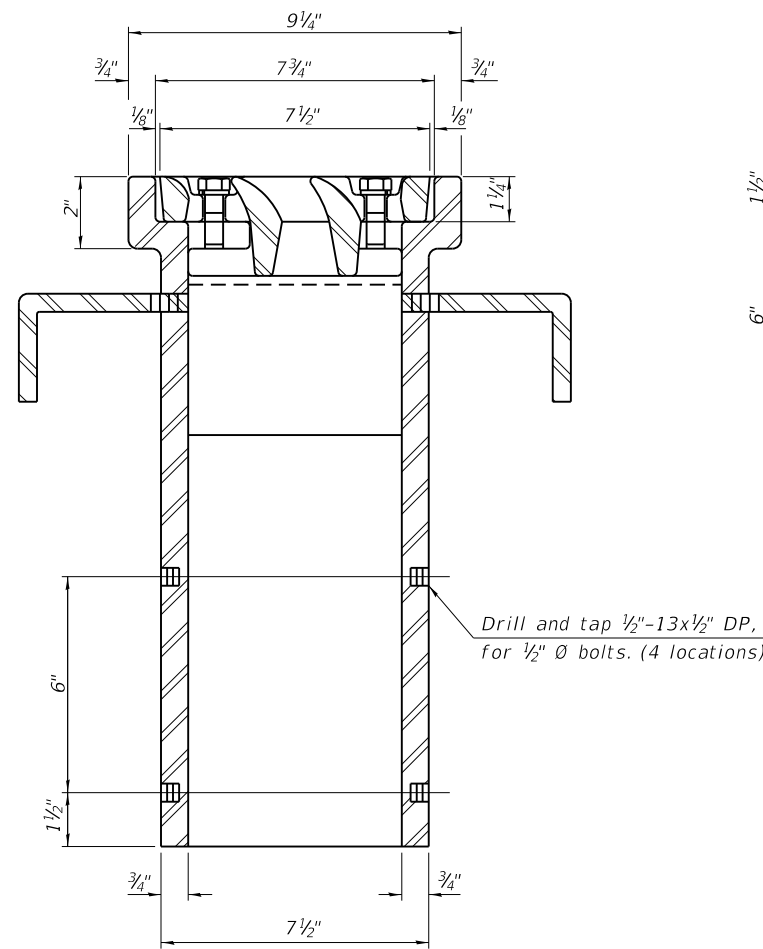
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See sheet S-59 of S-87 for scupper location relative to parapet.



ANCHOR STUD DETAIL

BILL OF MATERIAL

Item	Unit	Total
Drainage Scupper, DS-11	Each	60

MODEL: Default
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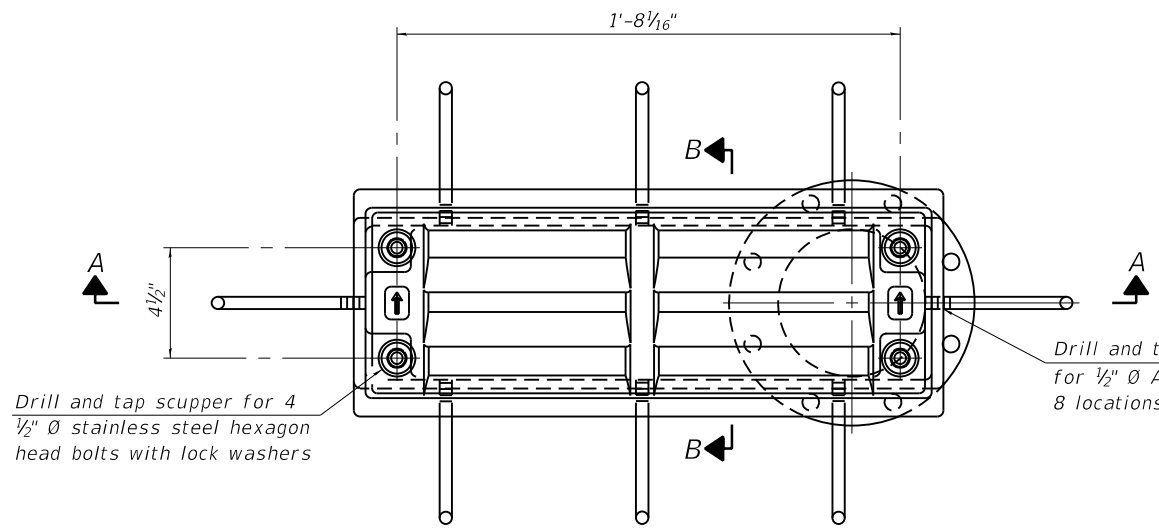
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PLOT SCALE	N.T.S.	DRAWN	MDW	REVISED	-
PLOT DATE	10/16/2019	CHECKED	ECK	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

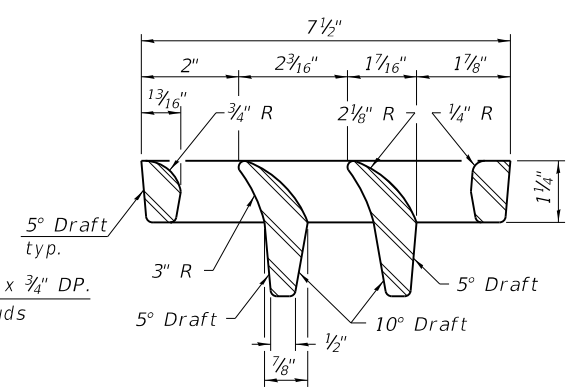
DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 078-0001

SHEET S-60 OF S-87 SHEETS

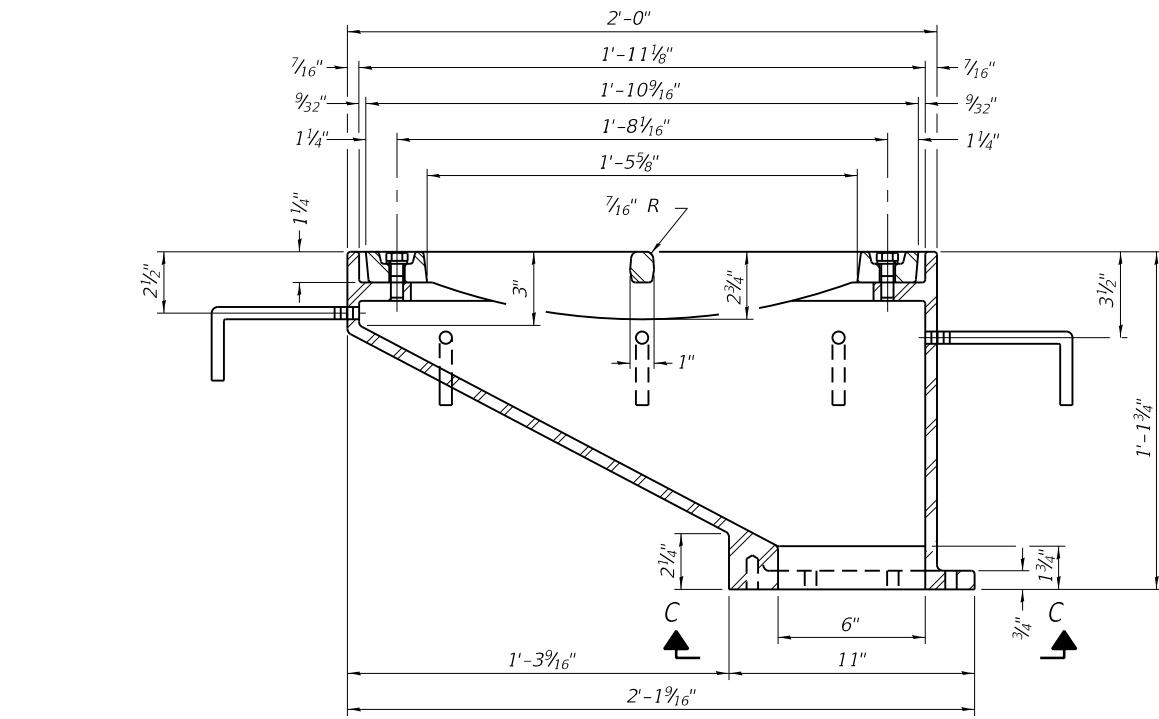
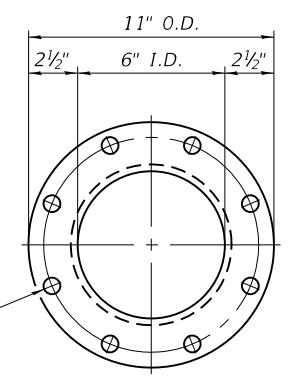
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PLAN

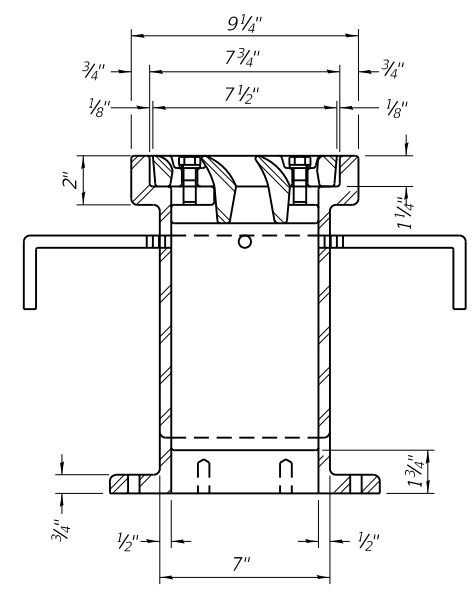


VANE GRATE DETAIL

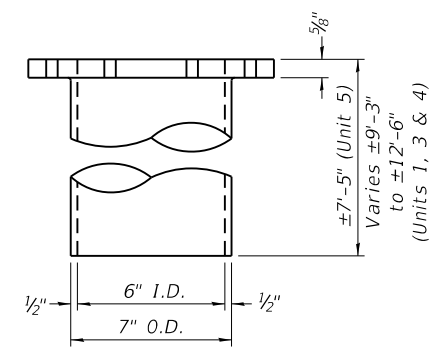


SECTION A-A

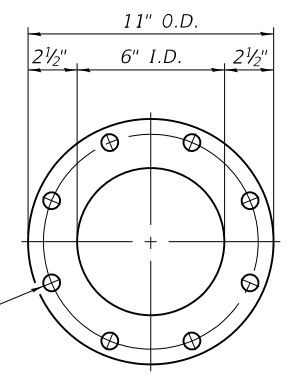
See sheet S-59 of S-87 for scupper location relative to parapet.



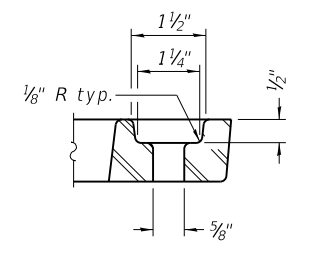
SECTION B-B



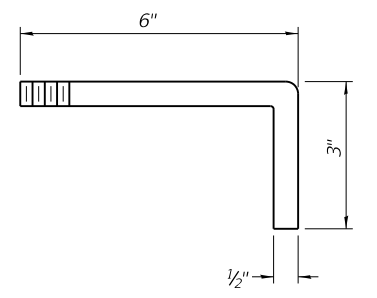
DOWNSPOUT



VIEW C-C



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

Item	Unit	Total
Drainage Scupper, DS-12	Each	92

MODEL: Default
FILE NAME: 0780001-66F08-061-DS12.dgn



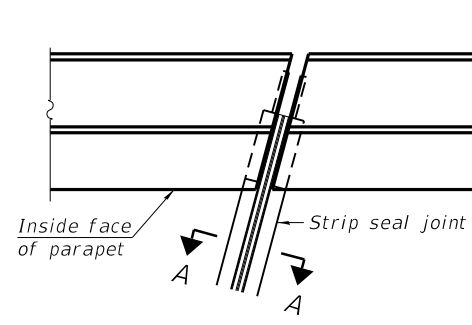
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 078-0001

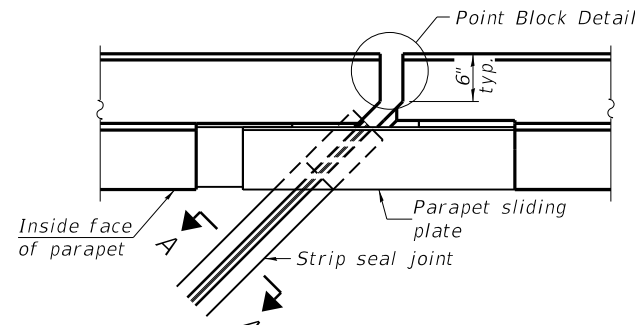
SHEET S-61 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

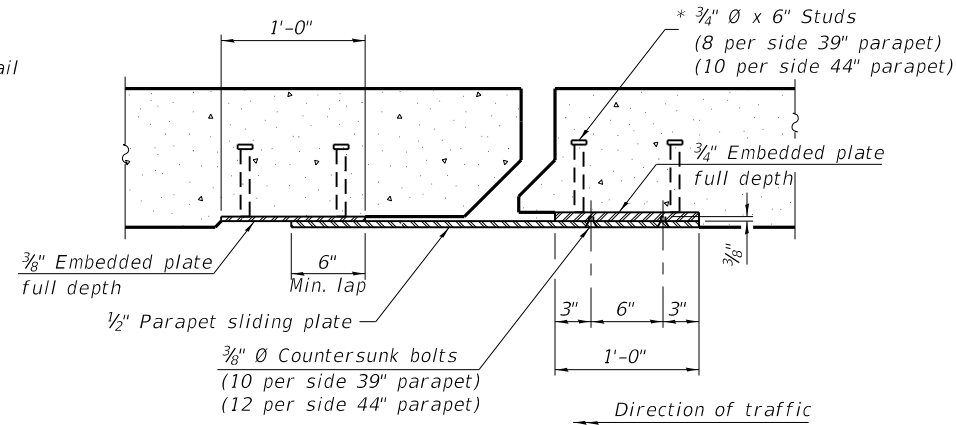


FOR SKEWS $\leq 30^\circ$

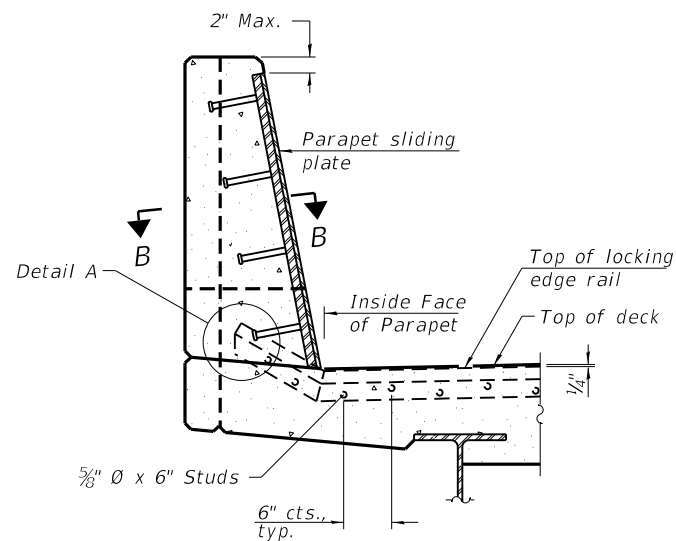
PLAN AT PARAPET



FOR SKEWS $> 30^\circ$

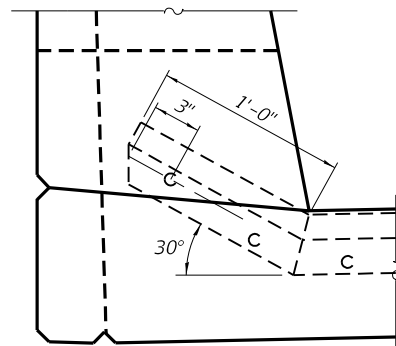


SECTION B-B

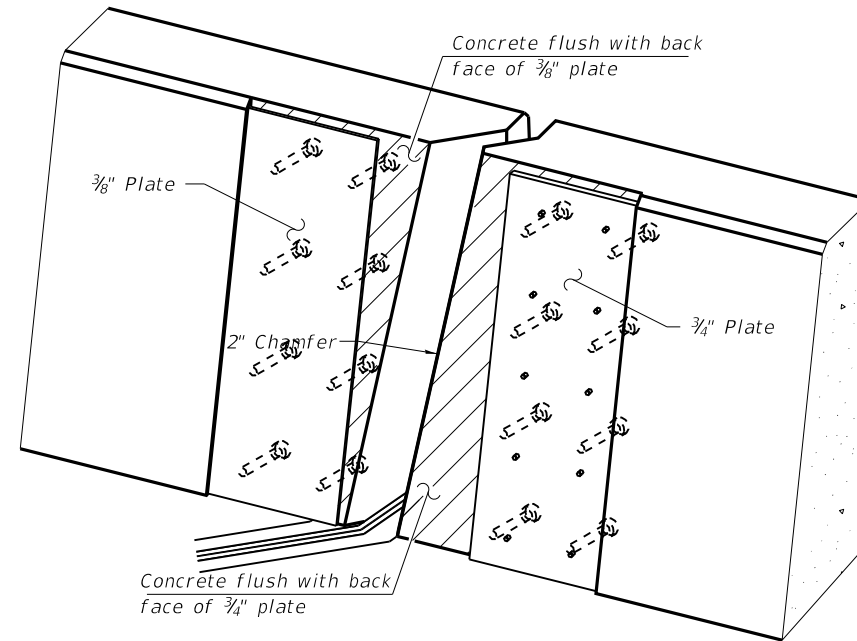


ELEVATION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)

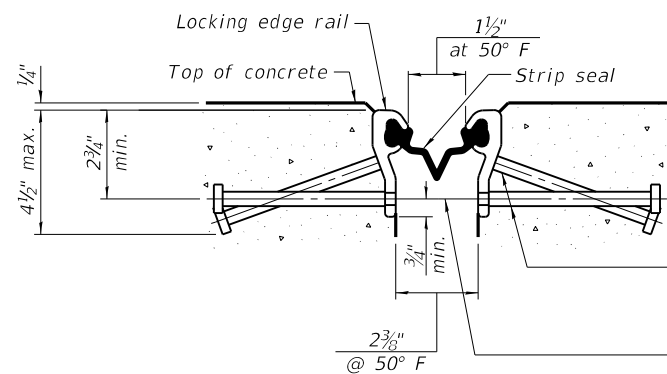


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



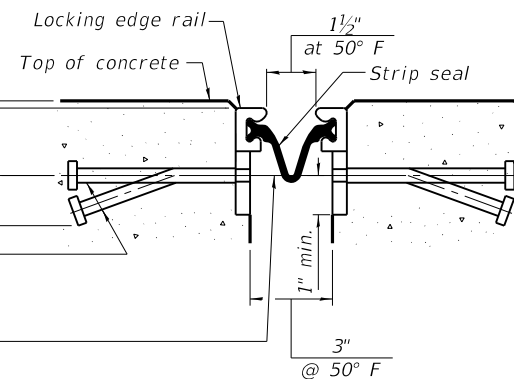
SHOWING ROLLED RAIL JOINT

* $5/8$ " ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

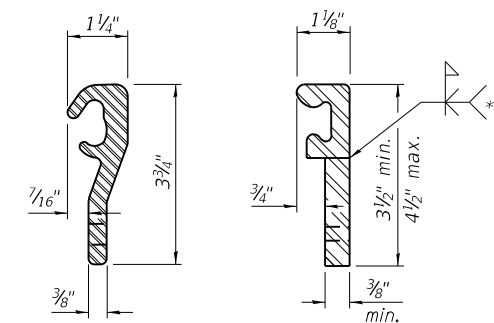
$3/8$ " ϕ threaded rods in $7/16$ " ϕ holes at ± 4 '-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT

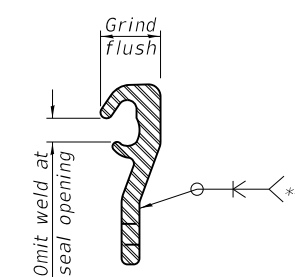


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

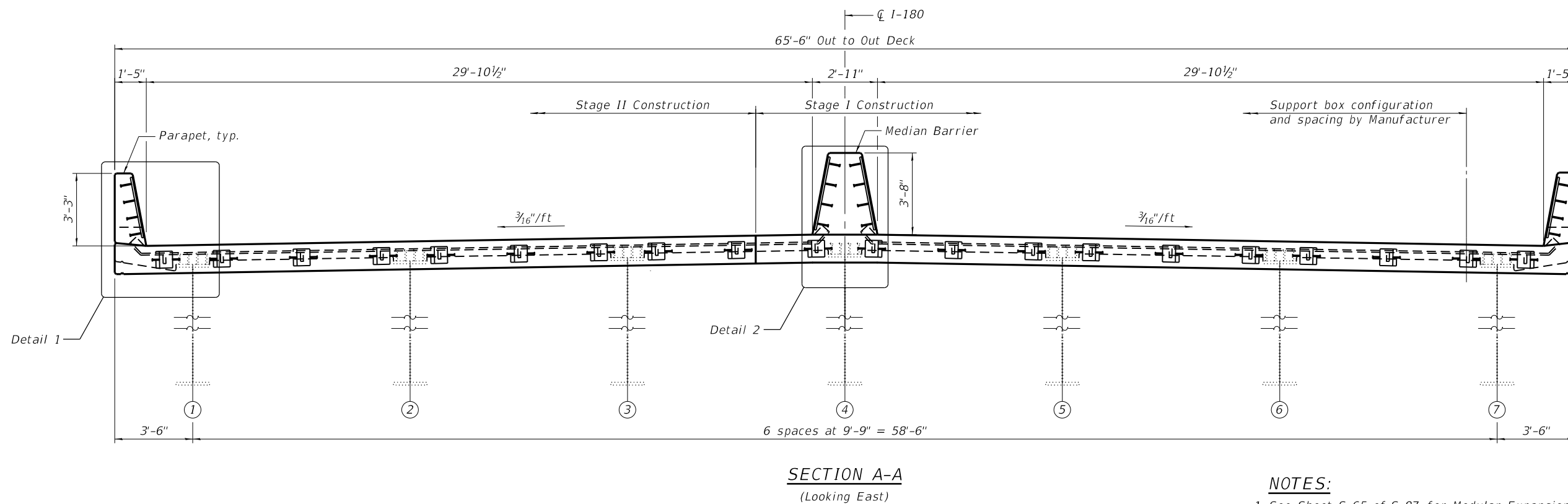
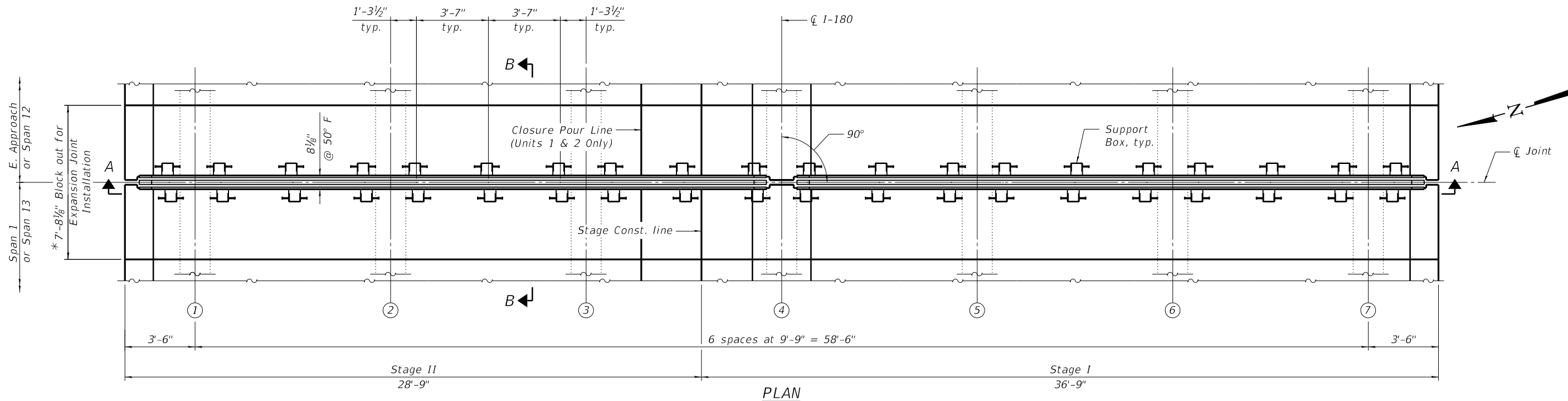
Item	Unit	Total
Preformed Joint Strip Seal	Foot	64

NOTES:

- The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
- The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4 1/2$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
- The manufacturer's recommended installation methods shall be followed.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- The Maximum space between locking edge rail segments shall be $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
- Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
- 39" constant-slope barrier shown, 44" constant-slope similar as noted.
- The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.
- Details to be verified with pending base sheet for IDOT constant-slope barrier.

USER NAME	- eckay	DESIGNED	- ECK	REVISED	-
CHECKED	- TG / GEK	CHECKED	- TG / GEK	REVISED	-
PLOT SCALE	- N.T.S.	DRAWN	- MDW	REVISED	-
PLOT DATE	- 10/16/2019	CHECKED	- ECK	REVISED	-

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	94
CONTRACT NO. 66F08				
ILLINOIS FED. AID PROJECT				



NOTES:
1. See Sheet S-65 of S-87 for Modular Expansion Joint Notes and Details.

* Contractor to verify number of rails, blockout dimensions and joints opening with joint manufacturer.

REQUIRED MOVEMENT
Total Longitudinal (Open/Close)

Location	Amount
E. Abut.	3 3/4"
Pier 12	4 13/16"

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint, 6"	Foot	124

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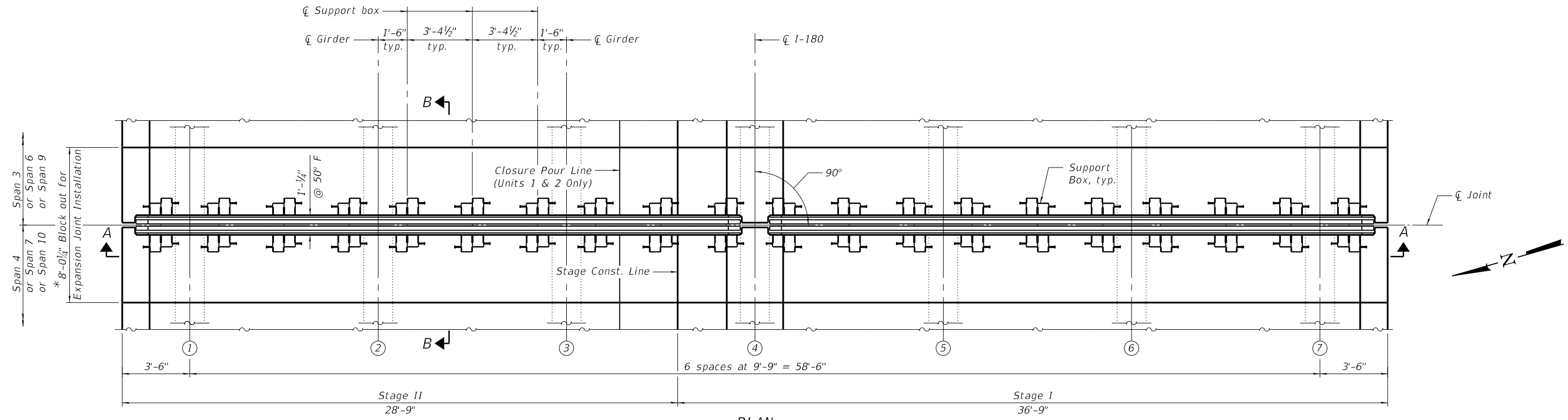
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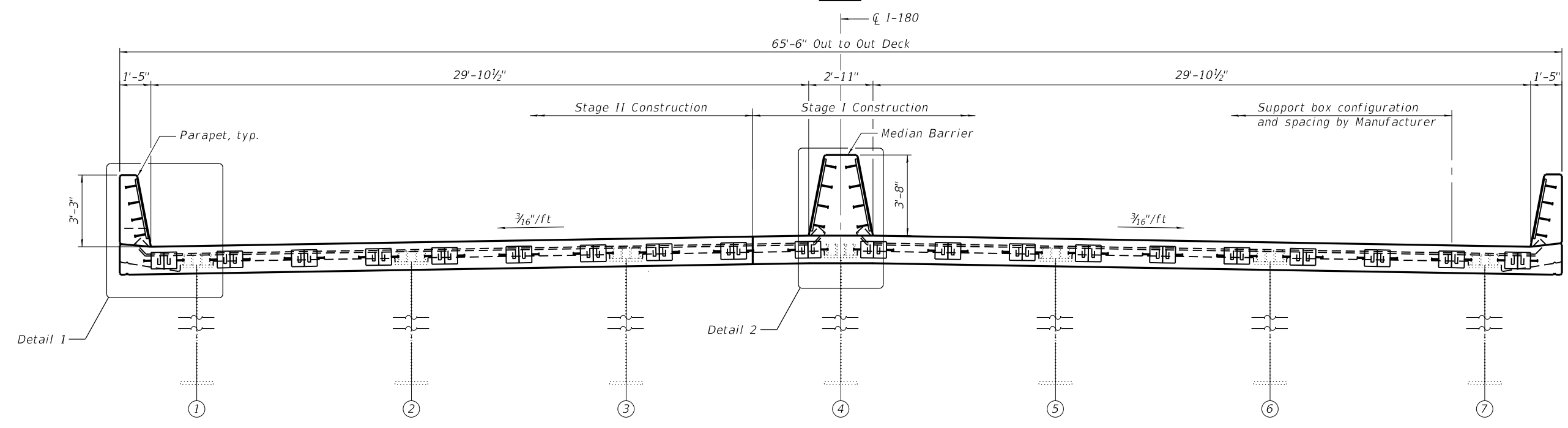
MODULAR EXPANSION JOINT - E. ABUTMENT & PIER 12
STRUCTURE NO. 078-0001

SHEET S-63 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	95
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



PLAN



SECTION A-A
(Looking East)

NOTES:
 1. See Sheet S-65 of S-87 for Modular Expansion Joint Notes and Details.
 * Contractor to verify number of rails, blockout dimensions and joints opening with joint manufacturer.

REQUIRED MOVEMENT
 Total Longitudinal (Open/Close)

Location	Amount
Pier 3	9 1/16"
Pier 6	8 1/8"
Pier 9	6 1/2"

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint, 9"	Foot	186

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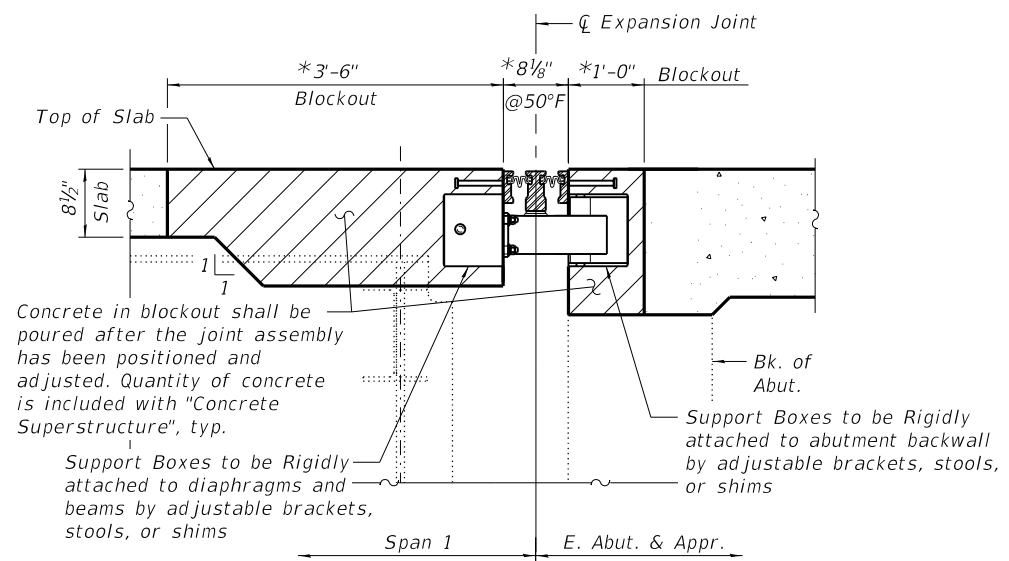
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

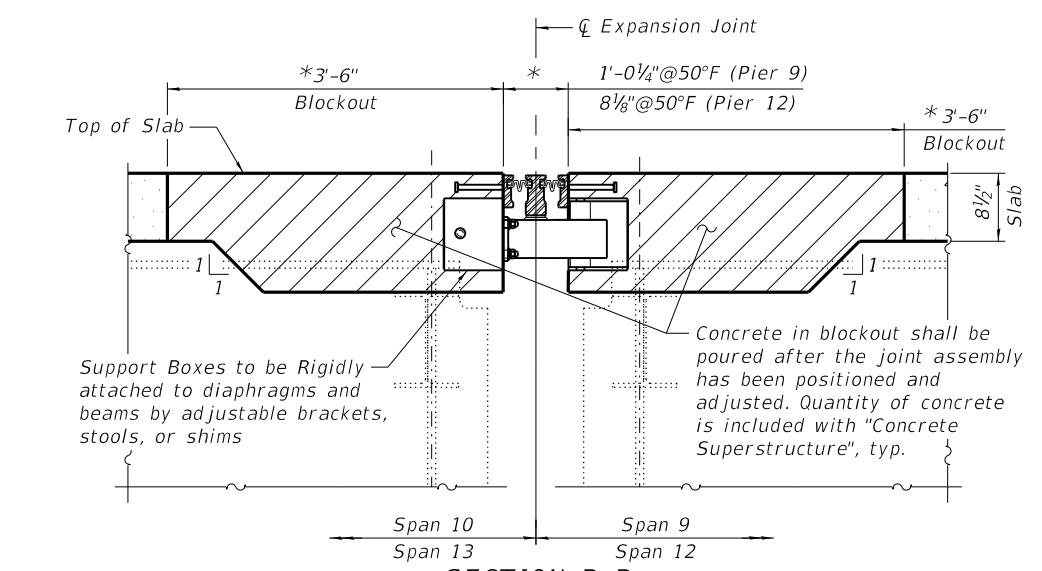
MODULAR EXPANSION JOINT - PIERS 3, 6 & 9
 STRUCTURE NO. 078-0001

SHEET S-64 OF S-87 SHEETS

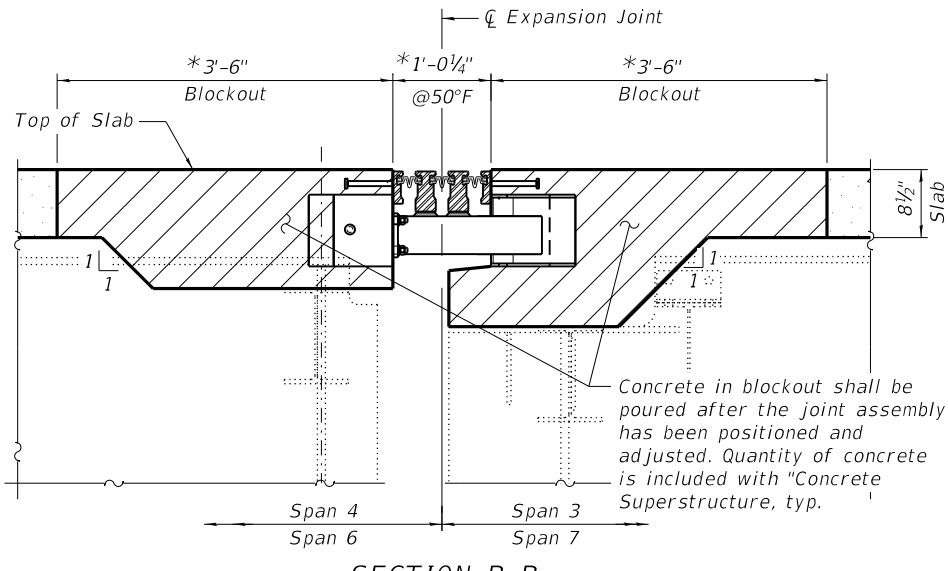
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CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



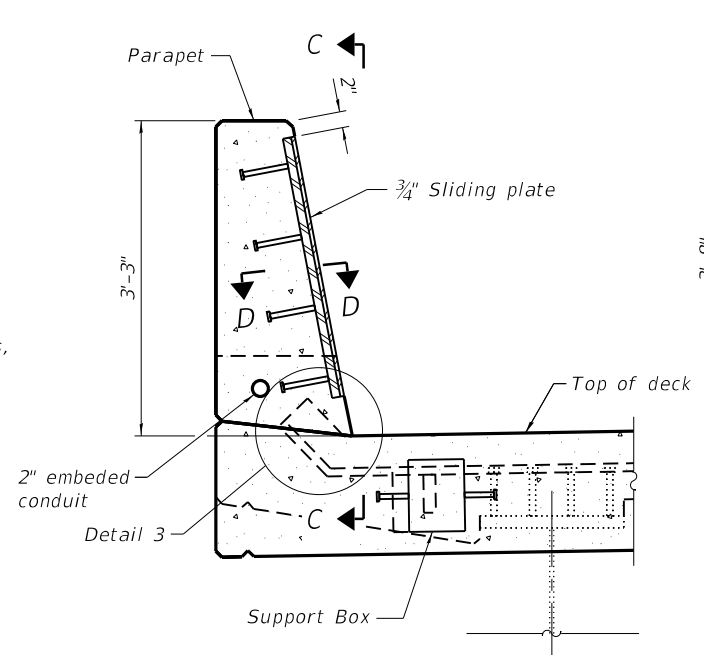
SECTION B-B
(E. Abutment)



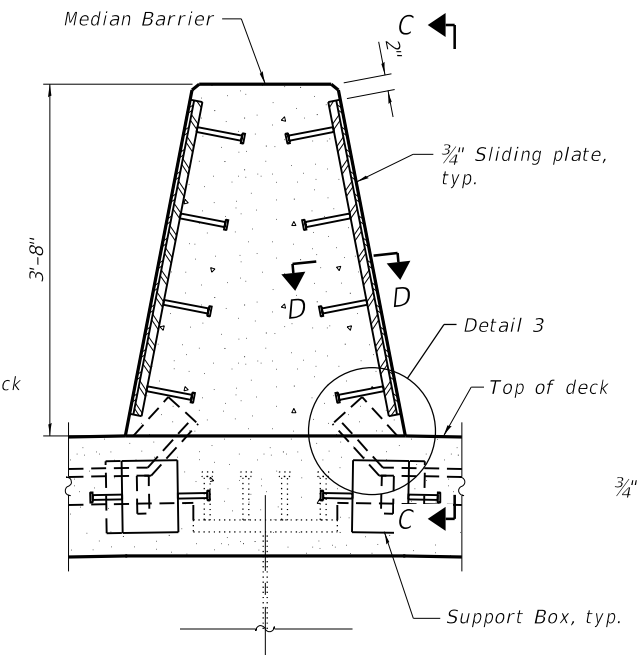
SECTION B-B
(Piers 9 & 12)



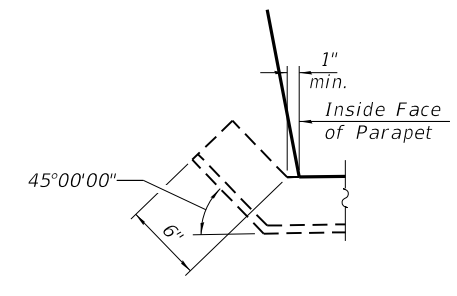
SECTION B-B
(Pier 3, Pier 6 Similar)



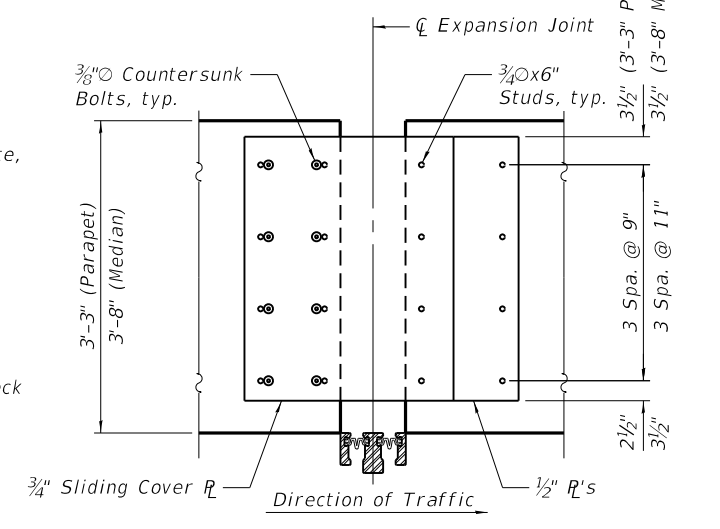
DETAIL 1



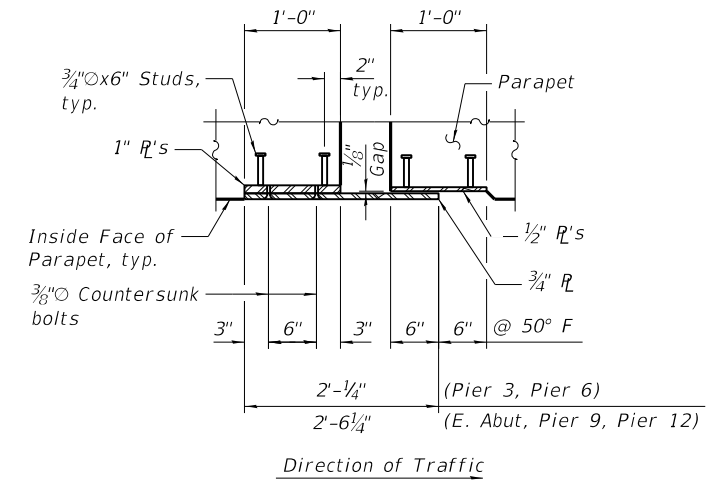
DETAIL 2



DETAIL 3



VIEW C-C



SECTION D-D

NOTES:

1. Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
2. The structural steel plates of the barrier plate assemblies shall conform to the requirements of AASHTO M270 grade 36, and hot-dipped galvanized according to AASHTO M11 after fabrication.
3. Joint opening shall be adjusted according to Article 520.04 of the Standard Specifications when the concrete blockout is cast at an ambient temperature other than 50° F.
4. Countersunk bolts shall be in accordance with Astm A307, Grade A.
5. Countersunk bolts and concrete inserts shall be hot-dipped galvanized according to AASHTO M232.
6. 3/4" x 6" Studs shall be granular or solid flux filled headed studs conforming to Article 1006.32 of the Standard Specifications.
7. Scissor spacer type joints are not allowed.
8. Cost of parapet and median plate included with cost of Modular Expansion Joint of the size specified.

* Contractor to verify number of rails, blockout dimensions and joint opening with joint manufacturer.

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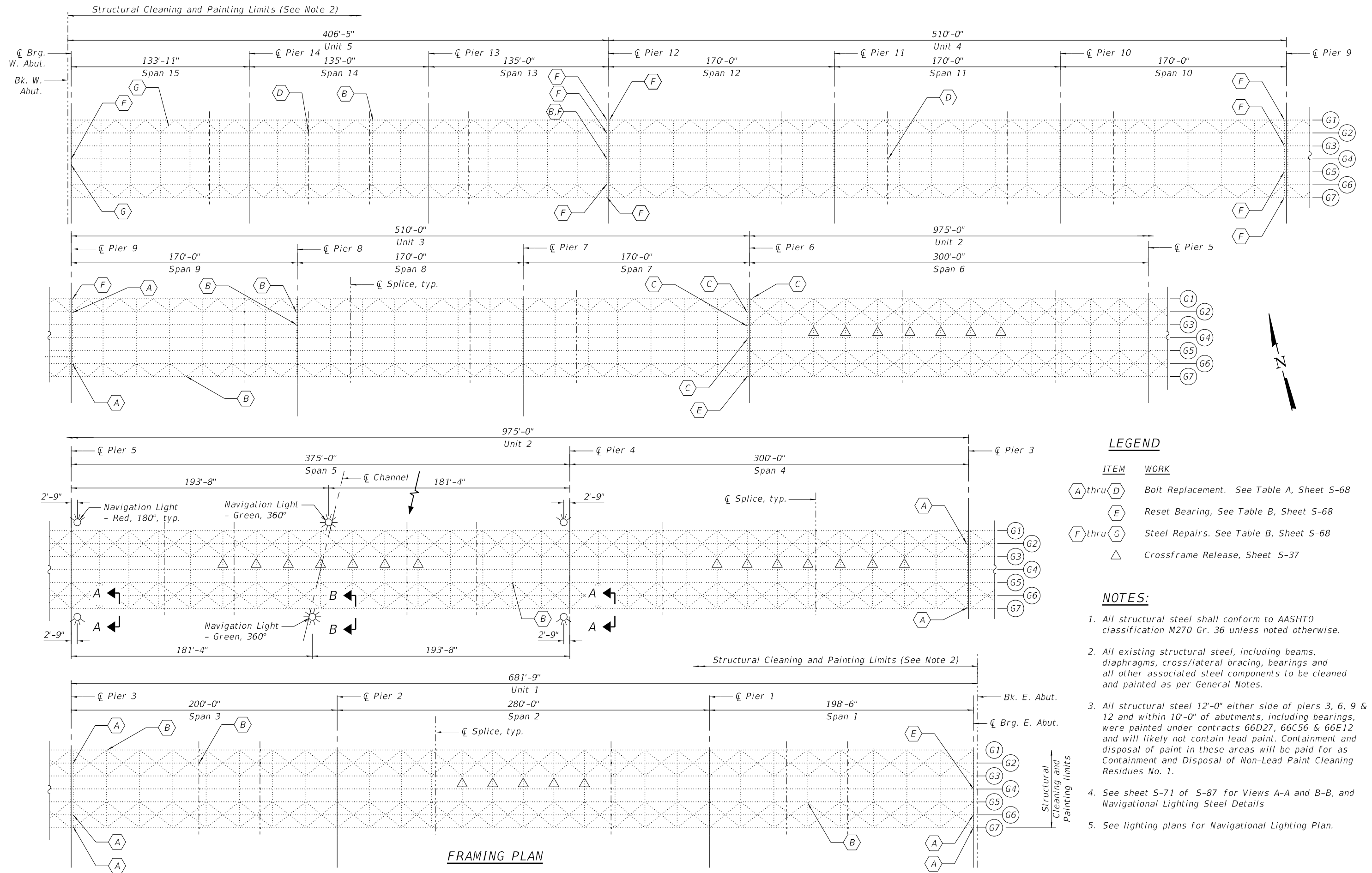
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT DETAILS
STRUCTURE NO. 078-0001

SHEET S-65 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	97
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		



LEGEND

ITEM	WORK
A thru D	Bolt Replacement. See Table A, Sheet S-68
E	Reset Bearing, See Table B, Sheet S-68
F thru G	Steel Repairs. See Table B, Sheet S-68
△	Crossframe Release, Sheet S-37

NOTES:

- All structural steel shall conform to AASHTO classification M270 Gr. 36 unless noted otherwise.
- All existing structural steel, including beams, diaphragms, cross/lateral bracing, bearings and all other associated steel components to be cleaned and painted as per General Notes.
- All structural steel 12'-0" either side of piers 3, 6, 9 & 12 and within 10'-0" of abutments, including bearings, were painted under contracts 66D27, 66C56 & 66E12 and will likely not contain lead paint. Containment and disposal of paint in these areas will be paid for as Containment and Disposal of Non-Lead Paint Cleaning Residues No. 1.
- See sheet S-71 of S-87 for Views A-A and B-B, and Navigational Lighting Steel Details
- See lighting plans for Navigational Lighting Plan.

FRAMING PLAN

MODEL: Default
FILE NAME: 0780001-66F08-067-STL.PLD.dgn



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PLOT DATE - 10/16/2019	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STEEL REPAIR & PAINTING PLAN
STRUCTURE NO. 078-0001**

SHEET S-67 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	99
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		

TABLE A - LOOSE/MISSING/BROKEN BOLTS

Reference Item	Location	Member	Repair Item
A	Span 1 - Girder 6 - East Abutment (Both sides)	Bearing Retainers	Retainer Shoulder Bolts & Angles
A	Span 1 - Girder 7 - East Abutment (Both sides)	Bearing Retainers	Retainer Shoulder Bolts & Angles
B	Span 1 - Girder 5 (South side), 6th C.F. from East Abut.	Lateral Brace	1 Loose Bolt
B	Span 3 - Girder 2	Splice near mid-span	1 Missing 7/8" dia. Bolt
B	Span 3 - Girder 1 (South side), 8th C.F. from Pier 2	Lateral Brace	1 Loose Bolt
A	Span 3 - Girder 6 - Pier 3 (Both sides)	Bearing Retainer	Retainer Shoulder Bolts & Angles
A	Span 3 - Girder 7 - Pier 3 (Both sides)	Bearing Retainer	Retainer Shoulder Bolts & Angles
A	Span 3 - Girder 2 - Pier 3 (South side)	Bearing Retainer	Retainer Shoulder Bolt & Angle
A	Span 4 - Girder 2 - Pier 3 (North side)	Bearing Retainer	Retainer Shoulder Bolt & Angle
A	Span 4 - Girder 7 - Pier 3 (North side)	Bearing Retainer	Retainer Shoulder Bolt & Angle
B	Span 5 - Girder 5 (South side), 3rd C.F. West of Pier 4	Lateral Brace	3 Loose Bolts
C	Span 6 - Pier 6 - Girder 1	Bearing Plate to Bottom Flange	1 - 1" dia. Broken Bolt
C	Span 7 - Pier 6 - Girder 2	Bearing Plate to Bottom Flange	1 Loose Bolt
C	Span 7 - Pier 6 - Girder 3	Bearing Plate to Bottom Flange	1 Loose Bolt
C	Span 7 - Pier 6 - Girder 4	Bearing Plate to Bottom Flange	1 Loose Bolt
B	Pier 8 - Girder 2	Bottom Bearing Plate	2 Loose Anchor Bolt Nuts
B	Pier 8 - Girder 3	Bottom Bearing Plate	2 Loose Anchor Bolt Nuts
A	Span 9 - Girder 6 at Pier 9 (South side)	Bearing Retainer	Retainer Shoulder Bolt & Angle
B	Span 9 - Girder 7 btwn. 4th & 5th C.F. West of Pier 8	Lateral Brace	1 Loose Bolt
A	Span 9 - Girder 2 at Pier 9 (North side)	Bearing Retainer	Retainer Shoulder Bolt & Angle
D	Span 11 - Girder 4	1st Splice from Pier 11	Drill Web, 1 New 3/4" dia. Bolt
B	Span 13 - Girder 4 - Pier 12	Bearing Plate to Bottom Flange	1 Missing Nut for 1" dia. Bolt
B	Span 14 - Girder 1	3rd Cross Frame from Pier 13	1 Loose Bolt
D	Span 14 - Girder 2	1st Splice from Pier 14	Drill Web, 2 New 7/8" dia. Bolts

TABLE B- STEEL/BEARING REPAIRS

Reference Item	Location	Member	Repair	Repair Detail
E	East Abutment	G4	Reset Bearing	-
E	Pier 6 - Span 7	G7	Reset Bearing	-
F	Pier 9 - Span 9	G1	Strengthen Girder	Q
F	Pier 9 - Span 10	G1	Strengthen Girder	Q
F	Pier 9 - Span 10	G3	Strengthen Girder	R
F	Pier 9 - Span 10	G5	Strengthen Girder	R
F	Pier 9 - Span 10	G7	Strengthen Girder	Q
F	Pier 12 - Span 12	G1	Strengthen Girder	Q
F	Pier 12 - Span 13	G1	Strengthen Girder	Q
F	Pier 12 - Span 13	G2	Strengthen Girder	R
F	Pier 12 - Span 13	G4	Strengthen Girder	R
F	Pier 12 - Span 13	G6	Strengthen Girder	R
F	Pier 12 - Span 13	G7	Strengthen Girder	Q
F	West Abutment	G4	Strengthen Girder	R
G	Span 15 - Gir. 1 & 2	Lateral bracing between Cross Frames 3 & 4 from Pier 14	Repair Bottom Lateral Brace	P
G	West Abutment - Gir. 4 & 5	Cross Frame	Replace Bottom WT of Cross Frame	S

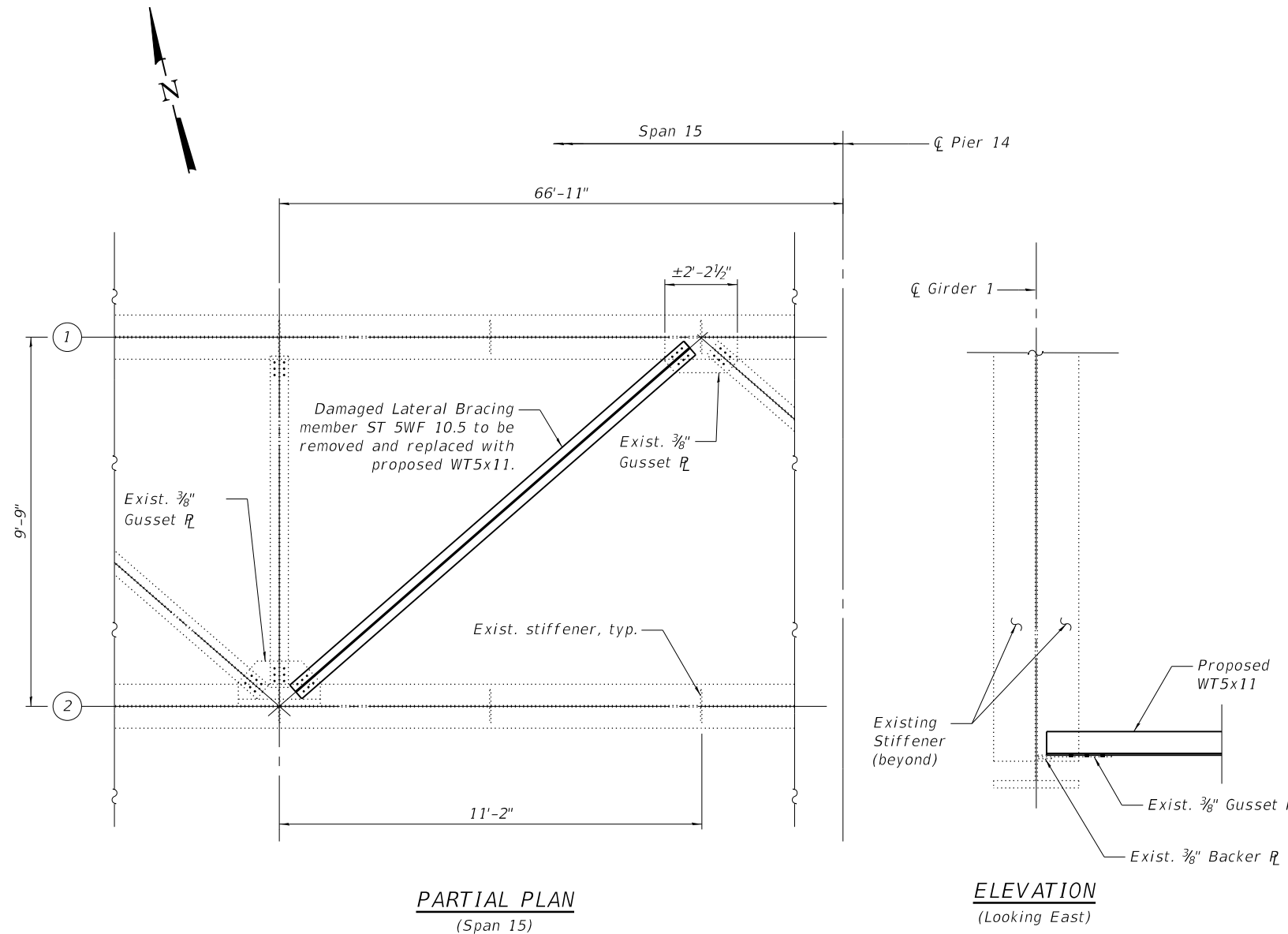
*JACKING LOADS

Bearing Location	R _p (k)
E. Abut.	20.9
Pier 6, Span 7	20.6

*Service girder self-weight reactions are shown with the deck removed. The contractor shall design and place jacking system to reposition the specified bearings for the stated beam reactions and as required in the special provisions.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	210
Jack and Reposition Bearings	Each	2



PARTIAL PLAN (Span 15)

ELEVATION (Looking East)

REPAIR DETAIL "P"

NOTES:

- Lateral bracing member may be replaced in-kind utilizing a WT section or fabricated section providing equal or greater capacity as approved by the Engineer. All new fasteners shall be provided and shall be 3/4" dia. H.S. bolts.
- Use holes in the existing connection plates as a template for drilling 13/16" dia. holes in ends of the new WT. Cost of field drilling included in Structural Steel Repair.

MODEL: Default
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CHECKED - TG / GEK	REVISED -	
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PLOT DATE - 11/21/2019	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL REPAIR DETAILS 1
STRUCTURE NO. 078-0001

SHEET S-68 OF S-87 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
180	(06-3, 078-1)BR-1	BUREAU/PUTNAM	145	100
CONTRACT NO. 66F08				
ILLINOIS		FED. AID PROJECT		