

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN VILLAGE OF GURNEE

DESIGN DESIGNATION

US 41: MAJOR HIGHWAY EXTENSION

IL 132: PRINCIPAL ARTERIAL

	ADT (2020)	DESIGN SPEED	POSTED SPEED
US 41	48,000 / 57,000	50 MPH / 60 MPH	45 MPH
IL 132	30,000 / 32,000	40 MPH	35 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED HIGHWAY

FAP 346 (US ROUTE 41 – SKOKIE HIGHWAY)
FAU 1218 (ILLINOIS 132 – GRAND AVENUE)

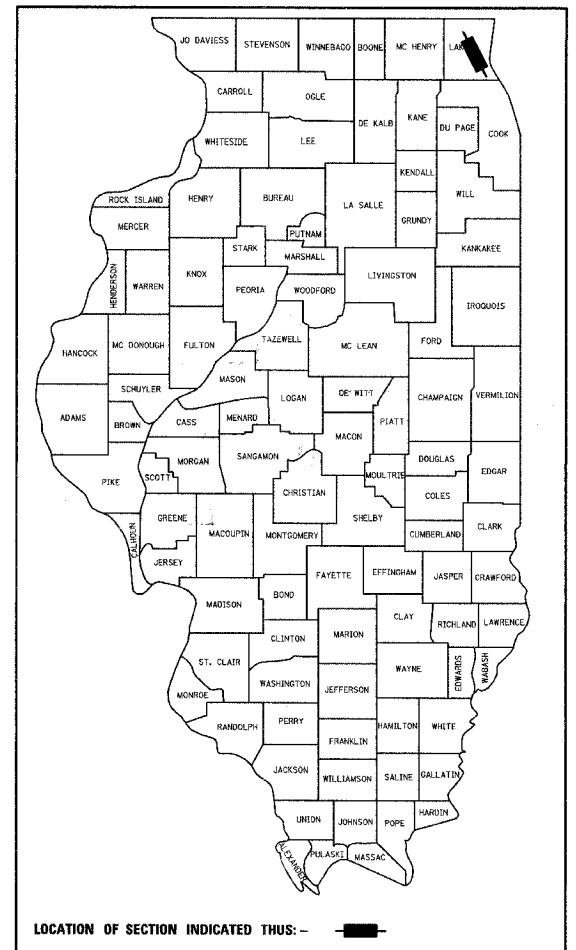
SECTION 125X-HB-1F
PROJECT: F-0346(013)
BEAM AND BEARING FABRICATION

LAKE COUNTY

C-91-358-08

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346		LAKE	23	1

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT C-91-358-08 • 125X-HB-1F CONTRACT • 60E33



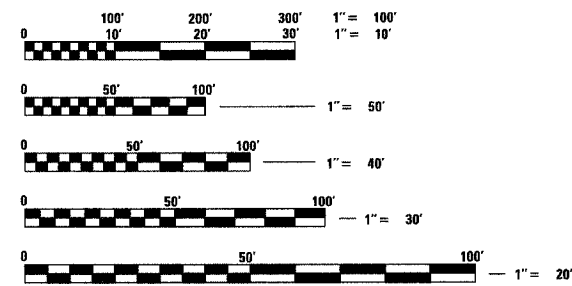
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 12, 2008

Diana M. O'Keefe DISTRICT ENGINEER

May 9, 2008
Eric E. Harman ENGINEER OF DESIGN AND ENVIRONMENT

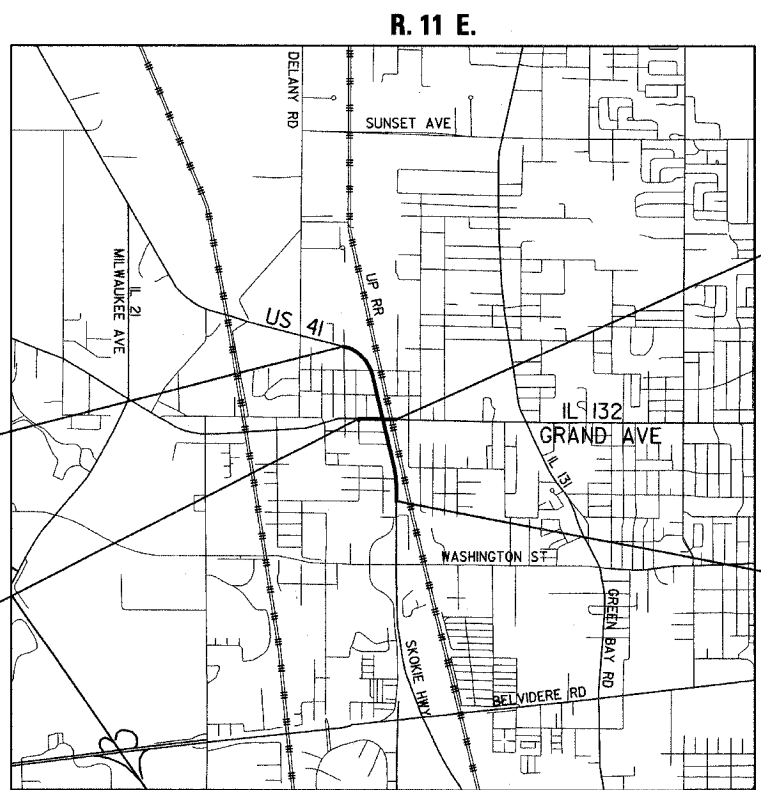
May 9, 2008
Christine M. Reed DIRECTOR, DIVISION OF HIGHWAYS



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

CONTRACT NO. 60E33



FAP 346 (US 41)
PROJECT BEGINS
STA. 509 + 68.98

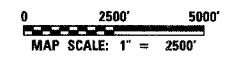
FAU 1218 (IL 132)
PROJECT LIMIT
STA. 14 + 71.00

FAU 1218 (IL 132)
PROJECT LIMIT
STA. 24 + 76.39

FAP 346 (US 41)
PROJECT ENDS
STA. 556 + 81.85

WARREN TOWNSHIP

GROSS LENGTH OF S.N. 049-0209 = 690.0 FT. = 0.131 MI.



Signed [Signature]
Spiros Pantazis, S.E., Il. Lic. No. 081-006448
Expires 11-30-2008
Date 3/7/08

TYLIN INTERNATIONAL
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DISTRICT ONE DESIGNCONSULTANT SERVICES PROJECT MANAGER
RAJENDRA SHAH (847) 705-4555

GENERAL NOTES

THESE PLANS ARE FOR THE FABRICATION OF THE STRUCTURAL STEEL AND BEARINGS. ALL WORK SHOWN THAT IS NOT RELATED TO THE FABRICATION IS FOR INFORMATION ONLY. IT IS NOT INCLUDED IN THIS CONTRACT, AND IS IDENTIFIED AT "NOT IN CONTRACT".

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel =
Grade 50 = 3,572,300 lbs.
Grade 36 = 180,150 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
- ** 5. Reinforcement bars designated (E) shall be epoxy coated.
- ** 6. 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.
7. Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- ** 8. Concrete Sealer shall be applied to all exposed surfaces of the abutments.
- ** 9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. 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 surface 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. 2.5 YR 3/4. The final finish coat shall be field painted. See Special Provisions for "Cleaning and Painting New Metal Structures."
- ** 11. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
12. The Contractor is alerted that camber and dead load deflection values shown on the drawings were developed based on the deck pouring sequence shown in the Contract Drawings. Any deviation from the pouring sequence may require changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to vary from the sequence shown on the plans, then proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer.
- ** 13. Slip forming of the parapets is not allowed.

**** THIS WORK IS NOT INCLUDED IN THIS FABRICATION CONTRACT AND IS PROVIDED FOR INFORMATION ONLY**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

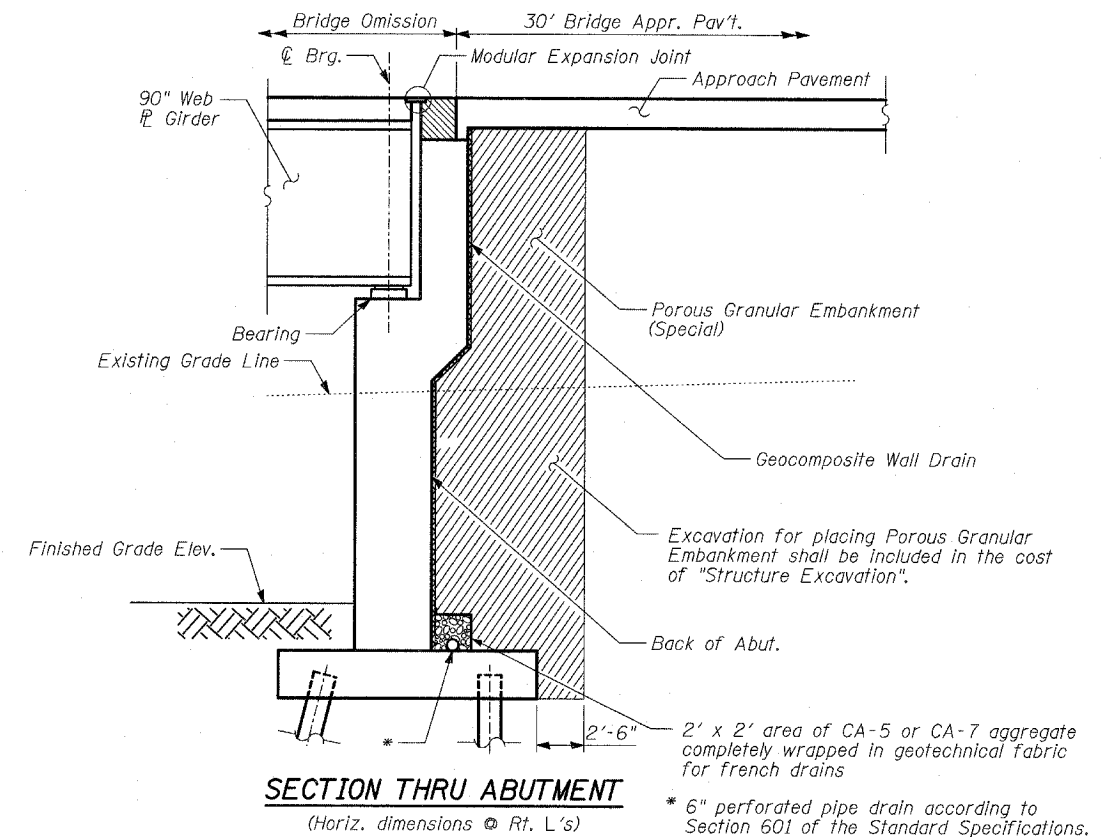
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-3
346	*	LAKE	23	4	S-66 SHEETS
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
		* 125X-HB-1F		CONTRACT * 60E33	

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- *** S-66 BORING LOG B-8 (2 OF 2)

TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
FURNISHING STRUCTURAL STEEL	L. SUM	1	-	1
FURNISHING MODULAR EXPANSION JOINT 6"	FOOT	94	-	94
FURNISHING HLMR BEARINGS, GUIDED EXPANSION, 250 KIPS	EACH	20	-	20
FURNISHING HLMR BEARINGS, GUIDED EXPANSION, 850 KIPS	EACH	10	-	10
STORAGE OF STRUCTURAL STEEL	CAL DA	60	-	60
STORAGE OF MODULAR EXPANSION JOINT	CAL DA	75	-	75
STORAGE OF HLMR BEARINGS	CAL DA	60	-	60



SECTION THRU ABUTMENT

(Horiz. dimensions @ Rt. L's)

"NOT IN CONTRACT"

***** THIS WORK IS NOT INCLUDED IN THIS FABRICATION CONTRACT AND SHEET IS NOT INCLUDED IN THESE PLANS**

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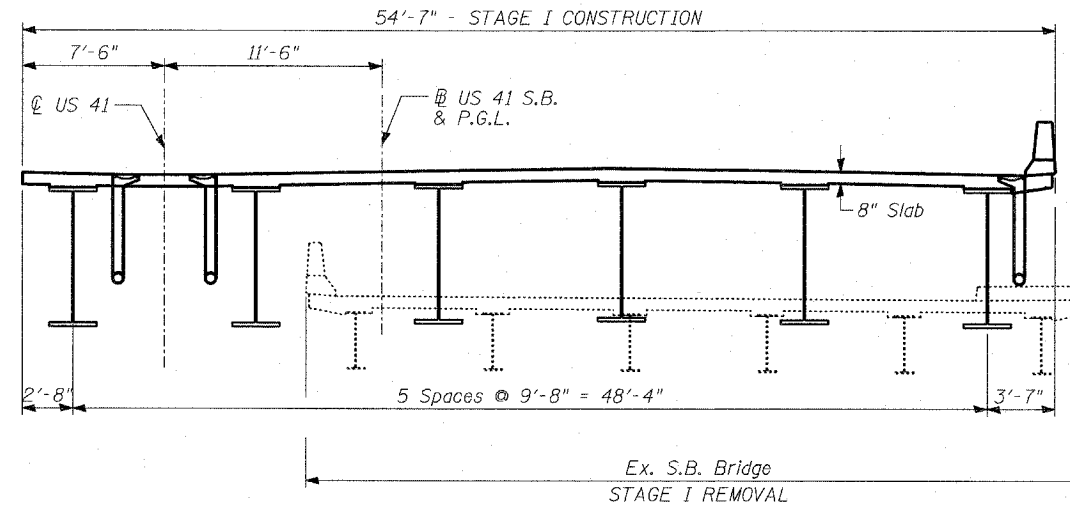
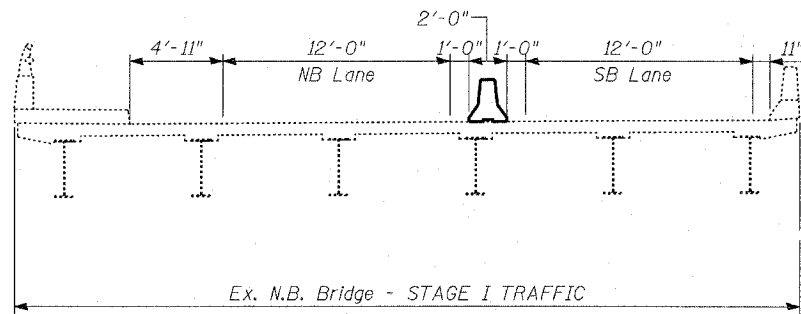
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DRAWN	- MAF
CHECKED	- AD

GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL

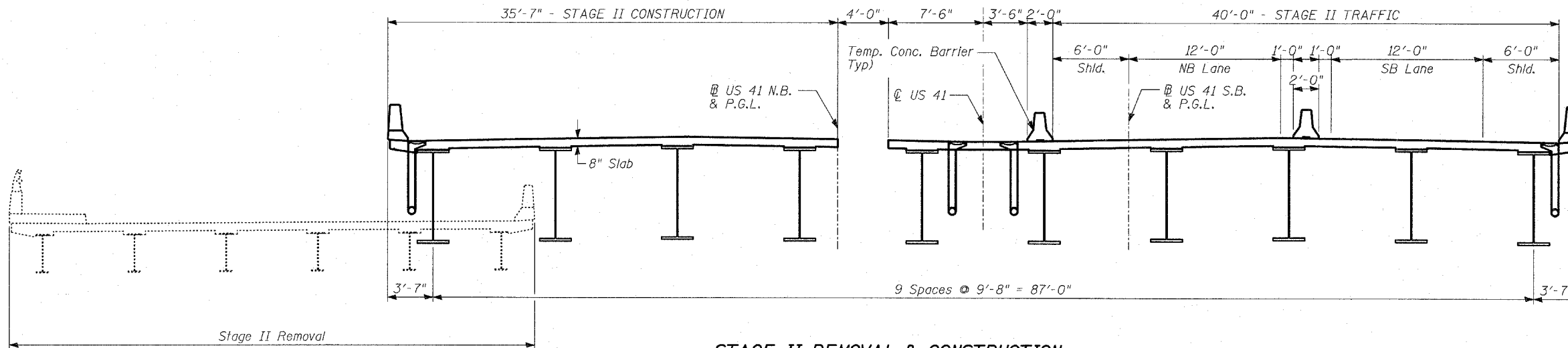
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

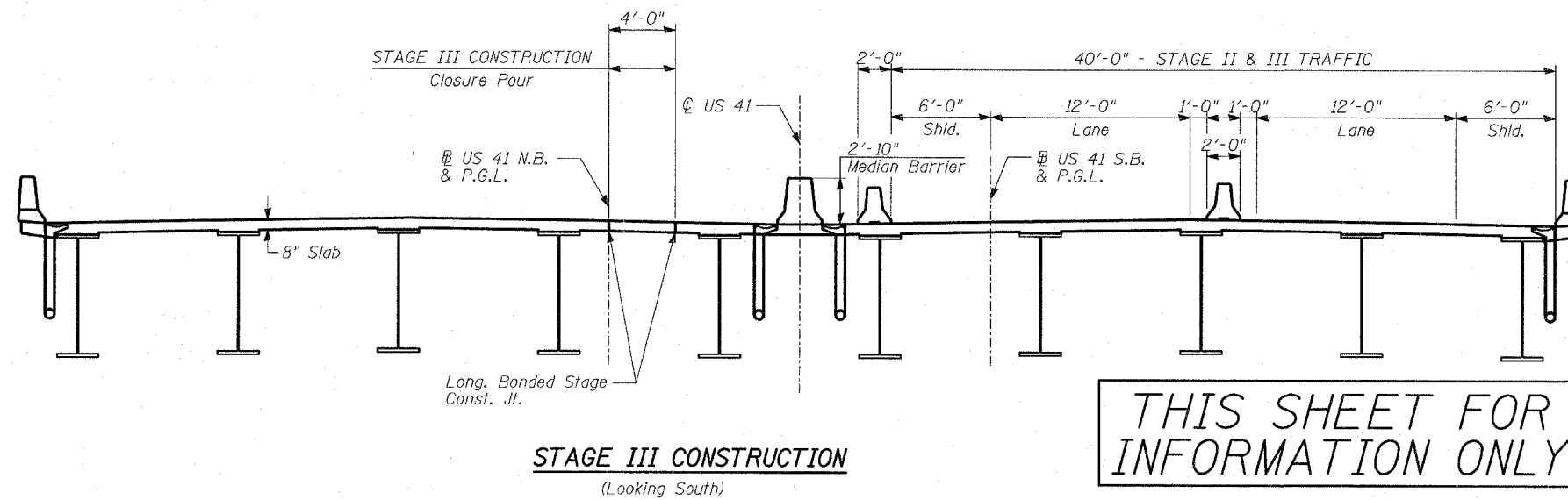
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346	*	LAKE	23	5	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			
	125X-HB-1F	CONTRACT # 60E33			



STAGE I REMOVAL & CONSTRUCTION
(Looking South)



STAGE II REMOVAL & CONSTRUCTION
(Looking South)



STAGE III CONSTRUCTION
(Looking South)

NOTES

1. Work to be performed during Stage III includes the deck closure pour and the median barrier.
2. For temporary Concrete Barrier details, see See Sheet S-6.
3. For Quantity of temporary concrete barrier, see Roadway Plans.

STAGE CONSTRUCTION I

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

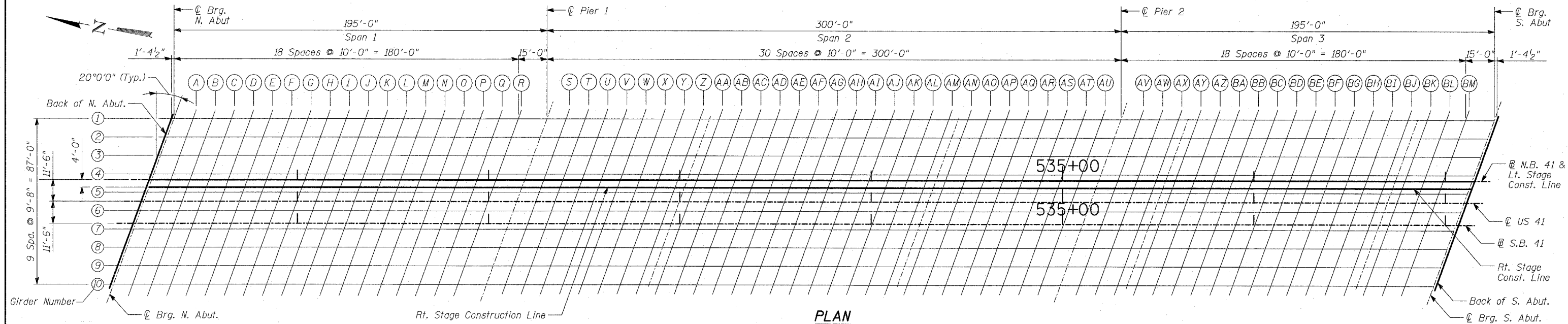
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DRAWN	- CM
CHECKED	- AD

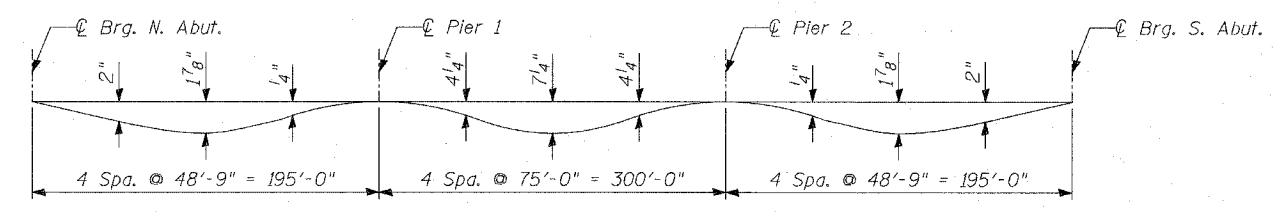
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. - S-7
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FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	
125X-HB-1F		CONTRACT # 60E33			

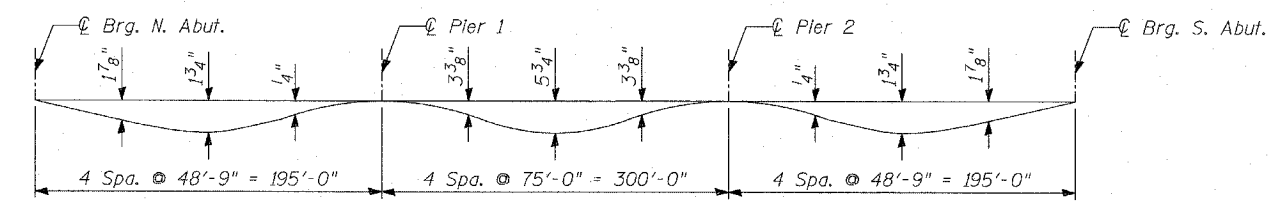


PLAN

Note: All stations relating to top of slab elevations are given relative to the \odot U.S. 41.

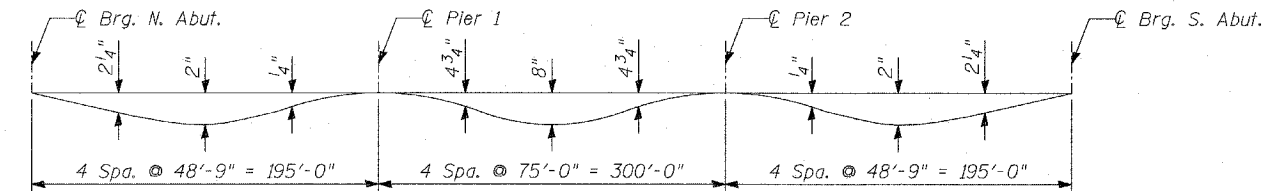


DEAD LOAD DEFLECTION DIAGRAM - BEAM 1 AND 10
(INCLUDES WEIGHT OF CONCRETE ONLY)

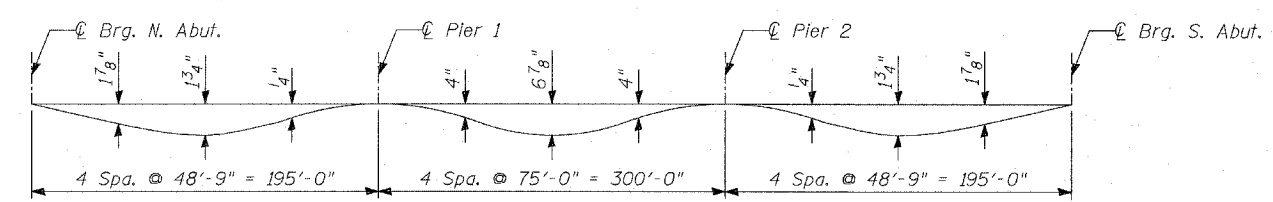


DEAD LOAD DEFLECTION DIAGRAM - BEAM 5
(INCLUDES WEIGHT OF CONCRETE ONLY)

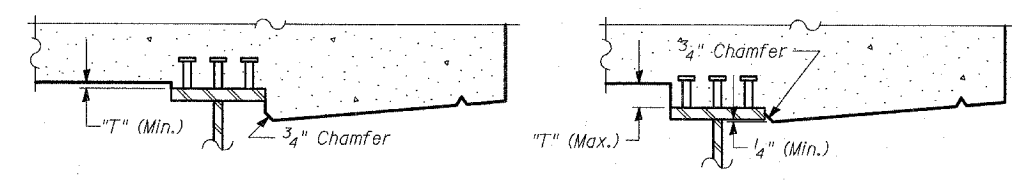
Note: The deflections shown in the dead load deflection diagrams are not to be used if the Engineer is working from the grade elevations adjusted for dead load deflections as shown in the Top of Slab elevation tables



DEAD LOAD DEFLECTION DIAGRAM - BEAMS 2, 3 AND 6-9
(INCLUDES WEIGHT OF CONCRETE ONLY)



DEAD LOAD DEFLECTION DIAGRAM - BEAM 4
(INCLUDES WEIGHT OF CONCRETE ONLY)



AT MINIMUM FILLET

AT MAXIMUM FILLET

FILLET HEIGHTS

METHOD OF DETERMINING FILLET HEIGHTS "T"

After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on the elevation location diagram. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflections" shown on the tables, minus slab thickness equals the fillet heights above top flange of girders.

THIS SHEET FOR INFORMATION ONLY

TOP OF SLAB ELEVATIONS LAYOUT

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132 SECTION 125X-HB-(1&2)R-1 LAKE COUNTY S.N. 049-0209

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DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	23	7
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		
			* 125X-HB-1F CONTRACT # 60E33	

SHEET NO. - S-8

S-66 SHEETS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+34.21	43.50 Lt.	701.41	701.41
⊕ Brg. N. Abut.	530+35.59	43.50 Lt.	701.43	701.43
A	530+45.59	43.50 Lt.	701.63	701.68
B	530+55.59	43.50 Lt.	701.82	701.90
C	530+65.59	43.50 Lt.	702.02	702.14
D	530+75.59	43.50 Lt.	702.21	702.36
E	530+85.59	43.50 Lt.	702.40	702.57
F	530+95.59	43.50 Lt.	702.58	702.76
G	531+05.59	43.50 Lt.	702.76	702.95
H	531+15.59	43.50 Lt.	702.93	703.11
I	531+25.59	43.50 Lt.	703.09	703.26
J	531+35.59	43.50 Lt.	703.25	703.40
K	531+45.59	43.50 Lt.	703.40	703.52
L	531+55.59	43.50 Lt.	703.55	703.64
M	531+65.59	43.50 Lt.	703.69	703.75
N	531+75.59	43.50 Lt.	703.83	703.86
O	531+85.59	43.50 Lt.	703.95	703.96
P	531+95.59	43.50 Lt.	704.08	704.07
Q	532+05.59	43.50 Lt.	704.19	704.17
R	532+15.59	43.50 Lt.	704.31	704.29
⊕ Pier 1	532+30.59	43.50 Lt.	704.46	704.46
S	532+40.59	43.50 Lt.	704.56	704.58
T	532+50.59	43.50 Lt.	704.65	704.71
U	532+60.59	43.50 Lt.	704.73	704.83
V	532+70.59	43.50 Lt.	704.81	704.96
W	532+80.59	43.50 Lt.	704.88	705.09
X	532+90.59	43.50 Lt.	704.95	705.22
Y	533+00.59	43.50 Lt.	705.01	705.34
Z	533+10.59	43.50 Lt.	705.06	705.44
AA	533+20.59	43.50 Lt.	705.11	705.55
AB	533+30.59	43.50 Lt.	705.16	705.64
AC	533+40.59	43.50 Lt.	705.19	705.72
AD	533+50.59	43.50 Lt.	705.22	705.78
AE	533+60.59	43.50 Lt.	705.25	705.83
AF	533+70.59	43.50 Lt.	705.27	705.87
AG	533+80.59	43.50 Lt.	705.28	705.88
AH	533+90.59	43.50 Lt.	705.29	705.89
AI	534+00.59	43.50 Lt.	705.29	705.87
AJ	534+10.59	43.50 Lt.	705.28	705.84
AK	534+20.59	43.50 Lt.	705.27	705.80
AL	534+30.59	43.50 Lt.	705.26	705.75
AM	534+40.59	43.50 Lt.	705.23	705.67
AN	534+50.59	43.50 Lt.	705.21	705.60
AO	534+60.59	43.50 Lt.	705.17	705.50
AP	534+70.59	43.50 Lt.	705.13	705.40
AQ	534+80.59	43.50 Lt.	705.09	705.33

GIRDER 1 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+90.59	43.50 Lt.	705.03	705.24
AS	535+00.59	43.50 Lt.	704.97	705.15
AT	535+10.59	43.50 Lt.	704.91	705.06
AU	535+20.59	43.50 Lt.	704.84	704.97
⊕ Pier 2	535+30.59	43.50 Lt.	704.76	704.76
AV	535+40.59	43.50 Lt.	704.68	704.72
AW	535+50.59	43.50 Lt.	704.60	704.63
AX	535+60.59	43.50 Lt.	704.50	704.50
AY	535+70.59	43.50 Lt.	704.40	704.40
AZ	535+80.59	43.50 Lt.	704.30	704.30
BA	535+90.59	43.50 Lt.	704.19	704.17
BB	536+00.59	43.50 Lt.	704.07	704.05
BC	536+10.59	43.50 Lt.	703.94	703.92
BD	536+20.59	43.50 Lt.	703.82	703.81
BE	536+30.59	43.50 Lt.	703.68	703.69
BF	536+40.59	43.50 Lt.	703.54	703.57
BG	536+50.59	43.50 Lt.	703.39	703.45
BH	536+60.59	43.50 Lt.	703.24	703.33
BI	536+70.59	43.50 Lt.	703.08	703.20
BJ	536+80.59	43.50 Lt.	702.91	703.06
BK	536+90.59	43.50 Lt.	702.74	702.91
BL	537+00.59	43.50 Lt.	702.57	702.75
BM	537+10.59	43.50 Lt.	702.38	702.56
⊕ Brg. S. Abut.	537+25.59	43.50 Lt.	702.10	702.10
BK S. Abut.	537+26.96	43.50 Lt.	702.07	702.07

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+30.70	33.83 Lt.	701.53	701.53
⊕ Brg. N. Abut.	530+32.07	33.83 Lt.	701.56	701.56
A	530+42.07	33.83 Lt.	701.75	701.81
B	530+52.07	33.83 Lt.	701.95	702.04
C	530+62.07	33.83 Lt.	702.14	702.27
D	530+72.07	33.83 Lt.	702.34	702.51
E	530+82.07	33.83 Lt.	702.53	702.72
F	530+92.07	33.83 Lt.	702.71	702.91
G	531+02.07	33.83 Lt.	702.89	703.10
H	531+12.07	33.83 Lt.	703.06	703.26
I	531+22.07	33.83 Lt.	703.23	703.42
J	531+32.07	33.83 Lt.	703.39	703.56
K	531+42.07	33.83 Lt.	703.54	703.68
L	531+52.07	33.83 Lt.	703.69	703.79
M	531+62.07	33.83 Lt.	703.84	703.91
N	531+72.07	33.83 Lt.	703.97	704.01
O	531+82.07	33.83 Lt.	704.10	704.11
P	531+92.07	33.83 Lt.	704.23	704.22
Q	532+02.07	33.83 Lt.	704.35	704.33
R	532+12.07	33.83 Lt.	704.46	704.44
⊕ Pier 1	532+27.07	33.83 Lt.	704.62	704.62
S	532+37.07	33.83 Lt.	704.72	704.75
T	532+47.07	33.83 Lt.	704.81	704.88
U	532+57.07	33.83 Lt.	704.90	705.01
V	532+67.07	33.83 Lt.	704.98	705.15
W	532+77.07	33.83 Lt.	705.05	705.28
X	532+87.07	33.83 Lt.	705.12	705.42
Y	532+97.07	33.83 Lt.	705.18	705.54
Z	533+07.07	33.83 Lt.	705.24	705.67
AA	533+17.07	33.83 Lt.	705.29	705.78
AB	533+27.07	33.83 Lt.	705.33	705.87
AC	533+37.07	33.83 Lt.	705.37	705.96
AD	533+47.07	33.83 Lt.	705.41	706.03
AE	533+57.07	33.83 Lt.	705.43	706.08
AF	533+67.07	33.83 Lt.	705.45	706.12
AG	533+77.07	33.83 Lt.	705.47	706.14
AH	533+87.07	33.83 Lt.	705.48	706.15
AI	533+97.07	33.83 Lt.	705.48	706.13
AJ	534+07.07	33.83 Lt.	705.48	706.11
AK	534+17.07	33.83 Lt.	705.47	706.06
AL	534+27.07	33.83 Lt.	705.46	706.00
AM	534+37.07	33.83 Lt.	705.44	705.93
AN	534+47.07	33.83 Lt.	705.41	705.84
AO	534+57.07	33.83 Lt.	705.38	705.75
AP	534+67.07	33.83 Lt.	705.34	705.64
AQ	534+77.07	33.83 Lt.	705.29	705.52

GIRDER 2 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+87.07	33.83 Lt.	705.24	705.41
AS	534+97.07	33.83 Lt.	705.19	705.31
AT	535+07.07	33.83 Lt.	705.13	705.20
AU	535+17.07	33.83 Lt.	705.06	705.09
⊕ Pier 2	535+27.07	33.83 Lt.	704.99	704.99
AV	535+37.07	33.83 Lt.	704.91	704.89
AW	535+47.07	33.83 Lt.	704.82	704.80
AX	535+57.07	33.83 Lt.	704.73	704.71
AY	535+67.07	33.83 Lt.	704.63	704.62
AZ	535+77.07	33.83 Lt.	704.53	704.54
BA	535+87.07	33.83 Lt.	704.42	704.46
BB	535+97.07	33.83 Lt.	704.30	704.37
BC	536+07.07	33.83 Lt.	704.18	704.29
BD	536+17.07	33.83 Lt.	704.05	704.19
BE	536+27.07	33.83 Lt.	703.92	704.09
BF	536+37.07	33.83 Lt.	703.78	703.97
BG	536+47.07	33.83 Lt.	703.64	703.84
BH	536+57.07	33.83 Lt.	703.49	703.69
BI	536+67.07	33.83 Lt.	703.33	703.52
BJ	536+77.07	33.83 Lt.	703.17	703.34
BK	536+87.07	33.83 Lt.	703.00	703.15
BL	536+97.07	33.83 Lt.	702.82	702.93
BM	537+07.07	33.83 Lt.	702.64	702.71
⊕ Brg. S. Abut.	537+22.07	33.83 Lt.	702.36	702.36
BK S. Abut.	537+23.44	33.83 Lt.	702.33	702.33

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(1 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-9 S-66 SHEETS
346	*	LAKE	23	8	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
		* 125X-HB-1F		CONTRACT * 60E33	

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+27.18	24.17 Lt.	701.62	701.62
⊕ Brg. N. Abut.	530+28.55	24.17 Lt.	701.64	701.64
A	530+38.55	24.17 Lt.	701.84	701.90
B	530+48.55	24.17 Lt.	702.03	702.12
C	530+58.55	24.17 Lt.	702.23	702.36
D	530+68.55	24.17 Lt.	702.42	702.59
E	530+78.55	24.17 Lt.	702.61	702.80
F	530+88.55	24.17 Lt.	702.80	703.00
G	530+98.55	24.17 Lt.	702.98	703.19
H	531+08.55	24.17 Lt.	703.15	703.35
I	531+18.55	24.17 Lt.	703.32	703.51
J	531+28.55	24.17 Lt.	703.48	703.65
K	531+38.55	24.17 Lt.	703.64	703.78
L	531+48.55	24.17 Lt.	703.79	703.89
M	531+58.55	24.17 Lt.	703.94	704.01
N	531+68.55	24.17 Lt.	704.08	704.12
O	531+78.55	24.17 Lt.	704.21	704.22
P	531+88.55	24.17 Lt.	704.34	704.33
Q	531+98.55	24.17 Lt.	704.46	704.44
R	532+08.55	24.17 Lt.	704.57	704.55
⊕ Pier 1	532+23.55	24.17 Lt.	704.73	704.73
S	532+33.55	24.17 Lt.	704.83	704.86
T	532+43.55	24.17 Lt.	704.93	705.00
U	532+53.55	24.17 Lt.	705.02	705.13
V	532+63.55	24.17 Lt.	705.10	705.27
W	532+73.55	24.17 Lt.	705.18	705.41
X	532+83.55	24.17 Lt.	705.25	705.55
Y	532+93.55	24.17 Lt.	705.31	705.67
Z	533+03.55	24.17 Lt.	705.37	705.80
AA	533+13.55	24.17 Lt.	705.42	705.91
AB	533+23.55	24.17 Lt.	705.47	706.01
AC	533+33.55	24.17 Lt.	705.51	706.10
AD	533+43.55	24.17 Lt.	705.55	706.17
AE	533+53.55	24.17 Lt.	705.58	706.23
AF	533+63.55	24.17 Lt.	705.60	706.27
AG	533+73.55	24.17 Lt.	705.62	706.29
AH	533+83.55	24.17 Lt.	705.63	706.30
AI	533+93.55	24.17 Lt.	705.63	706.28
AJ	534+03.55	24.17 Lt.	705.63	706.26
AK	534+13.55	24.17 Lt.	705.63	706.22
AL	534+23.55	24.17 Lt.	705.61	706.15
AM	534+33.55	24.17 Lt.	705.59	706.08
AN	534+43.55	24.17 Lt.	705.57	706.00
AO	534+53.55	24.17 Lt.	705.54	705.91
AP	534+63.55	24.17 Lt.	705.50	705.80
AQ	534+73.55	24.17 Lt.	705.46	705.69

GIRDER 3 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+83.55	24.17 Lt.	705.41	705.58
AS	534+93.55	24.17 Lt.	705.36	705.48
AT	535+03.55	24.17 Lt.	705.30	705.37
AU	535+13.55	24.17 Lt.	705.23	705.26
⊕ Pier 2	535+23.55	24.17 Lt.	705.16	705.16
AV	535+33.55	24.17 Lt.	705.09	705.07
AW	535+43.55	24.17 Lt.	705.00	704.98
AX	535+53.55	24.17 Lt.	704.91	704.89
AY	535+63.55	24.17 Lt.	704.82	704.81
AZ	535+73.55	24.17 Lt.	704.72	704.73
BA	535+83.55	24.17 Lt.	704.61	704.65
BB	535+93.55	24.17 Lt.	704.49	704.56
BC	536+03.55	24.17 Lt.	704.38	704.49
BD	536+13.55	24.17 Lt.	704.25	704.39
BE	536+23.55	24.17 Lt.	704.12	704.29
BF	536+33.55	24.17 Lt.	703.98	704.17
BG	536+43.55	24.17 Lt.	703.84	704.04
BH	536+53.55	24.17 Lt.	703.69	703.89
BI	536+63.55	24.17 Lt.	703.54	703.73
BJ	536+73.55	24.17 Lt.	703.38	703.55
BK	536+83.55	24.17 Lt.	703.21	703.36
BL	536+93.55	24.17 Lt.	703.04	703.15
BM	537+03.55	24.17 Lt.	702.86	702.93
⊕ Brg. S. Abut.	537+18.55	24.17 Lt.	702.58	702.58
BK S. Abut.	537+19.93	24.17 Lt.	702.55	702.55

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+23.66	14.50 Lt.	701.42	701.42
⊕ Brg. N. Abut.	530+25.03	14.50 Lt.	701.44	701.44
A	530+35.03	14.50 Lt.	701.64	701.69
B	530+45.03	14.50 Lt.	701.83	701.91
C	530+55.03	14.50 Lt.	702.03	702.14
D	530+65.03	14.50 Lt.	702.22	702.36
E	530+75.03	14.50 Lt.	702.41	702.57
F	530+85.03	14.50 Lt.	702.60	702.77
G	530+95.03	14.50 Lt.	702.79	702.96
H	531+05.03	14.50 Lt.	702.96	703.13
I	531+15.03	14.50 Lt.	703.13	703.29
J	531+25.03	14.50 Lt.	703.30	703.44
K	531+35.03	14.50 Lt.	703.46	703.57
L	531+45.03	14.50 Lt.	703.61	703.70
M	531+55.03	14.50 Lt.	703.76	703.82
N	531+65.03	14.50 Lt.	703.90	703.93
O	531+75.03	14.50 Lt.	704.03	704.04
P	531+85.03	14.50 Lt.	704.16	704.15
Q	531+95.03	14.50 Lt.	704.28	704.26
R	532+05.03	14.50 Lt.	704.40	704.38
⊕ Pier 1	532+20.03	14.50 Lt.	704.57	704.57
S	532+30.03	14.50 Lt.	704.67	704.69
T	532+40.03	14.50 Lt.	704.77	704.83
U	532+50.03	14.50 Lt.	704.86	704.96
V	532+60.03	14.50 Lt.	704.94	705.08
W	532+70.03	14.50 Lt.	705.02	705.22
X	532+80.03	14.50 Lt.	705.09	705.34
Y	532+90.03	14.50 Lt.	705.16	705.47
Z	533+00.03	14.50 Lt.	705.22	705.58
AA	533+10.03	14.50 Lt.	705.27	705.68
AB	533+20.03	14.50 Lt.	705.32	705.78
AC	533+30.03	14.50 Lt.	705.37	705.87
AD	533+40.03	14.50 Lt.	705.40	705.93
AE	533+50.03	14.50 Lt.	705.44	705.99
AF	533+60.03	14.50 Lt.	705.46	706.02
AG	533+70.03	14.50 Lt.	705.48	706.05
AH	533+80.03	14.50 Lt.	705.49	706.05
AI	533+90.03	14.50 Lt.	705.50	706.05
AJ	534+00.03	14.50 Lt.	705.50	706.03
AK	534+10.03	14.50 Lt.	705.50	706.00
AL	534+20.03	14.50 Lt.	705.49	705.95
AM	534+30.03	14.50 Lt.	705.47	705.91
AN	534+40.03	14.50 Lt.	705.45	705.87
AO	534+50.03	14.50 Lt.	705.42	705.81
AP	534+60.03	14.50 Lt.	705.39	705.76
AQ	534+70.03	14.50 Lt.	705.35	705.69

GIRDER 4 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+80.03	14.50 Lt.	705.30	705.61
AS	534+90.03	14.50 Lt.	705.25	705.53
AT	535+00.03	14.50 Lt.	705.19	705.44
AU	535+10.03	14.50 Lt.	705.13	705.36
⊕ Pier 2	535+20.03	14.50 Lt.	705.06	705.06
AV	535+30.03	14.50 Lt.	704.98	705.10
AW	535+40.03	14.50 Lt.	704.90	705.00
AX	535+50.03	14.50 Lt.	704.81	704.89
AY	535+60.03	14.50 Lt.	704.72	704.78
AZ	535+70.03	14.50 Lt.	704.62	704.66
BA	535+80.03	14.50 Lt.	704.52	704.54
BB	535+90.03	14.50 Lt.	704.41	704.42
BC	536+00.03	14.50 Lt.	704.29	704.29
BD	536+10.03	14.50 Lt.	704.17	704.17
BE	536+20.03	14.50 Lt.	704.04	704.04
BF	536+30.03	14.50 Lt.	703.90	703.89
BG	536+40.03	14.50 Lt.	703.76	703.74
BH	536+50.03	14.50 Lt.	703.61	703.59
BI	536+60.03	14.50 Lt.	703.46	703.45
BJ	536+70.03	14.50 Lt.	703.30	703.31
BK	536+80.03	14.50 Lt.	703.14	703.17
BL	536+90.03	14.50 Lt.	702.97	703.03
BM	537+00.03	14.50 Lt.	702.79	702.88
⊕ Brg. S. Abut.	537+15.03	14.50 Lt.	702.52	702.52
BK S. Abut.	537+16.41	14.50 Lt.	702.49	702.49

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(2 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-10
346	*	LAKE	23	9	S-66-SHEETS
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		
* 125X-HB-1F		CONTRACT * 60E33			

U.S. 41 @ - N.B. & LEFT STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+22.57	11.50 Lt.	701.35	701.35
⊕ Brg. N. Abut.	530+23.94	11.50 Lt.	701.38	701.38
A	530+33.94	11.50 Lt.	701.57	701.62
B	530+43.94	11.50 Lt.	701.76	701.84
C	530+53.94	11.50 Lt.	701.96	702.07
D	530+63.94	11.50 Lt.	702.15	702.29
E	530+73.94	11.50 Lt.	702.35	702.51
F	530+83.94	11.50 Lt.	702.54	702.71
G	530+93.94	11.50 Lt.	702.72	702.89
H	531+03.94	11.50 Lt.	702.90	703.07
I	531+13.94	11.50 Lt.	703.07	703.23
J	531+23.94	11.50 Lt.	703.23	703.37
K	531+33.94	11.50 Lt.	703.39	703.50
L	531+43.94	11.50 Lt.	703.55	703.64
M	531+53.94	11.50 Lt.	703.69	703.75
N	531+63.94	11.50 Lt.	703.84	703.87
O	531+73.94	11.50 Lt.	703.97	703.98
P	531+83.94	11.50 Lt.	704.10	704.09
Q	531+93.94	11.50 Lt.	704.22	704.20
R	532+03.94	11.50 Lt.	704.34	704.32
⊕ Pier 1	532+18.95	11.50 Lt.	704.51	704.51
S	532+28.94	11.50 Lt.	704.61	704.63
T	532+38.94	11.50 Lt.	704.71	704.77
U	532+48.94	11.50 Lt.	704.80	704.90
V	532+58.94	11.50 Lt.	704.88	705.02
W	532+68.94	11.50 Lt.	704.96	705.16
X	532+78.94	11.50 Lt.	705.04	705.29
Y	532+88.94	11.50 Lt.	705.11	705.42
Z	532+98.94	11.50 Lt.	705.17	705.53
AA	533+08.94	11.50 Lt.	705.22	705.63
AB	533+18.94	11.50 Lt.	705.27	705.73
AC	533+28.94	11.50 Lt.	705.32	705.82
AD	533+38.94	11.50 Lt.	705.35	705.88
AE	533+48.94	11.50 Lt.	705.39	705.94
AF	533+58.94	11.50 Lt.	705.41	705.97
AG	533+68.94	11.50 Lt.	705.43	706.00
AH	533+78.94	11.50 Lt.	705.45	706.01
AI	533+88.94	11.50 Lt.	705.45	706.00
AJ	533+98.94	11.50 Lt.	705.46	705.99
AK	534+08.94	11.50 Lt.	705.45	705.95
AL	534+18.94	11.50 Lt.	705.44	705.90
AM	534+28.94	11.50 Lt.	705.43	705.87
AN	534+38.94	11.50 Lt.	705.41	705.83
AO	534+48.94	11.50 Lt.	705.38	705.77
AP	534+58.94	11.50 Lt.	705.34	705.71
AQ	534+68.94	11.50 Lt.	705.31	705.65

U.S. 41 @ - N.B. CONTINUED & LEFT CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+78.94	11.50 Lt.	705.26	705.57
AS	534+88.94	11.50 Lt.	705.21	705.49
AT	534+98.94	11.50 Lt.	705.15	705.40
AU	535+08.94	11.50 Lt.	705.09	705.32
⊕ Pier 2	535+18.94	11.50 Lt.	705.02	705.02
AV	535+28.94	11.50 Lt.	704.94	705.06
AW	535+38.94	11.50 Lt.	704.86	704.96
AX	535+48.94	11.50 Lt.	704.78	704.86
AY	535+58.94	11.50 Lt.	704.68	704.74
AZ	535+68.94	11.50 Lt.	704.59	704.63
BA	535+78.94	11.50 Lt.	704.48	704.50
BB	535+88.94	11.50 Lt.	704.37	704.38
BC	535+98.94	11.50 Lt.	704.25	704.25
BD	536+08.94	11.50 Lt.	704.13	704.13
BE	536+18.94	11.50 Lt.	704.00	704.00
BF	536+28.94	11.50 Lt.	703.87	703.86
BG	536+38.94	11.50 Lt.	703.73	703.71
BH	536+48.94	11.50 Lt.	703.58	703.56
BI	536+58.94	11.50 Lt.	703.43	703.42
BJ	536+68.94	11.50 Lt.	703.27	703.28
BK	536+78.94	11.50 Lt.	703.11	703.14
BL	536+88.94	11.50 Lt.	702.94	703.00
BM	536+98.94	11.50 Lt.	702.76	702.72
⊕ Brg. S. Abut.	537+13.94	11.50 Lt.	702.49	702.49
BK S. Abut.	537+15.32	11.50 Lt.	702.46	702.46

RIGHT STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+21.11	7.50 Lt.	701.24	701.24
⊕ Brg. N. Abut.	530+22.49	7.50 Lt.	701.26	701.26
A	530+32.49	7.50 Lt.	701.46	701.50
B	530+42.49	7.50 Lt.	701.65	701.72
C	530+52.49	7.50 Lt.	701.85	701.96
D	530+62.49	7.50 Lt.	702.04	702.18
E	530+72.49	7.50 Lt.	702.24	702.40
F	530+82.49	7.50 Lt.	702.43	702.61
G	530+92.49	7.50 Lt.	702.61	702.79
H	531+02.49	7.50 Lt.	702.79	702.96
I	531+12.49	7.50 Lt.	702.96	703.12
J	531+22.49	7.50 Lt.	703.13	703.27
K	531+32.49	7.50 Lt.	703.29	703.41
L	531+42.49	7.50 Lt.	703.44	703.53
M	531+52.49	7.50 Lt.	703.59	703.65
N	531+62.49	7.50 Lt.	703.73	703.77
O	531+72.49	7.50 Lt.	703.87	703.89
P	531+82.49	7.50 Lt.	704.00	704.00
Q	531+92.49	7.50 Lt.	704.12	704.11
R	532+02.49	7.50 Lt.	704.24	704.23
⊕ Pier 1	532+17.49	7.50 Lt.	704.41	704.41
S	532+27.49	7.50 Lt.	704.51	704.53
T	532+37.49	7.50 Lt.	704.61	704.66
U	532+47.49	7.50 Lt.	704.70	704.78
V	532+57.49	7.50 Lt.	704.79	704.91
W	532+67.49	7.50 Lt.	704.87	705.03
X	532+77.49	7.50 Lt.	704.94	705.14
Y	532+87.49	7.50 Lt.	705.01	705.26
Z	532+97.49	7.50 Lt.	705.07	705.37
AA	533+07.49	7.50 Lt.	705.13	705.47
AB	533+17.49	7.50 Lt.	705.18	705.56
AC	533+27.49	7.50 Lt.	705.23	705.64
AD	533+37.49	7.50 Lt.	705.27	705.71
AE	533+47.49	7.50 Lt.	705.30	705.76
AF	533+57.49	7.50 Lt.	705.32	705.80
AG	533+67.49	7.50 Lt.	705.35	705.83
AH	533+77.49	7.50 Lt.	705.36	705.84
AI	533+87.49	7.50 Lt.	705.37	705.83
AJ	533+97.49	7.50 Lt.	705.37	705.81
AK	534+07.49	7.50 Lt.	705.37	705.79
AL	534+17.49	7.50 Lt.	705.36	705.74
AM	534+27.49	7.50 Lt.	705.35	705.69
AN	534+37.49	7.50 Lt.	705.33	705.63
AO	534+47.49	7.50 Lt.	705.30	705.55
AP	534+57.49	7.50 Lt.	705.27	705.48
AQ	534+67.49	7.50 Lt.	705.23	705.39

RIGHT STAGE CONSTRUCTION LINE CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+77.49	7.50 Lt.	705.18	705.30
AS	534+87.49	7.50 Lt.	705.13	705.21
AT	534+97.49	7.50 Lt.	705.08	705.13
AU	535+07.49	7.50 Lt.	705.02	705.05
⊕ Pier 2	535+17.49	7.50 Lt.	704.95	704.95
AV	535+27.49	7.50 Lt.	704.87	704.87
AW	535+37.49	7.50 Lt.	704.79	704.79
AX	535+47.49	7.50 Lt.	704.71	704.70
AY	535+57.49	7.50 Lt.	704.62	704.61
AZ	535+67.49	7.50 Lt.	704.52	704.51
BA	535+77.49	7.50 Lt.	704.41	704.42
BB	535+87.49	7.50 Lt.	704.30	704.32
BC	535+97.49	7.50 Lt.	704.19	704.24
BD	536+07.49	7.50 Lt.	704.07	704.14
BE	536+17.49	7.50 Lt.	703.94	704.04
BF	536+27.49	7.50 Lt.	703.81	703.93
BG	536+37.49	7.50 Lt.	703.67	703.82
BH	536+47.49	7.50 Lt.	703.52	703.68
BI	536+57.49	7.50 Lt.	703.37	703.54
BJ	536+67.49	7.50 Lt.	703.21	703.39
BK	536+77.49	7.50 Lt.	703.05	703.22
BL	536+87.49	7.50 Lt.	702.88	703.03
BM	536+97.49	7.50 Lt.	702.71	702.83
⊕ Brg. S. Abut.	537+12.49	7.50 Lt.	702.43	702.43
BK S. Abut.	537+13.86	7.50 Lt.	702.41	702.41

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(3 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. - S-11 S-66 SHEETS
346	*	LAKE	23	10	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
		125X-HB-1F		CONTRACT # 60E33	

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+20.14	4.83 Lt.	701.16	701.16
☉ Brg. N. Abut.	530+21.51	4.83 Lt.	701.19	701.19
A	530+31.51	4.83 Lt.	701.38	701.42
B	530+41.51	4.83 Lt.	701.58	701.65
C	530+51.51	4.83 Lt.	701.77	701.88
D	530+61.51	4.83 Lt.	701.97	702.11
E	530+71.51	4.83 Lt.	702.16	702.32
F	530+81.51	4.83 Lt.	702.35	702.53
G	530+91.51	4.83 Lt.	702.54	702.72
H	531+01.51	4.83 Lt.	702.72	702.89
I	531+11.51	4.83 Lt.	702.89	703.05
J	531+21.51	4.83 Lt.	703.05	703.19
K	531+31.51	4.83 Lt.	703.22	703.34
L	531+41.51	4.83 Lt.	703.37	703.46
M	531+51.51	4.83 Lt.	703.52	703.58
N	531+61.51	4.83 Lt.	703.66	703.70
O	531+71.51	4.83 Lt.	703.80	703.82
P	531+81.51	4.83 Lt.	703.93	703.93
Q	531+91.51	4.83 Lt.	704.06	704.05
R	532+01.51	4.83 Lt.	704.18	704.17
☉ Pier 1	532+16.51	4.83 Lt.	704.34	704.34
S	532+26.51	4.83 Lt.	704.45	704.47
T	532+36.51	4.83 Lt.	704.55	704.60
U	532+46.51	4.83 Lt.	704.64	704.72
V	532+56.51	4.83 Lt.	704.73	704.85
W	532+66.51	4.83 Lt.	704.81	704.97
X	532+76.51	4.83 Lt.	704.88	705.08
Y	532+86.51	4.83 Lt.	704.95	705.20
Z	532+96.51	4.83 Lt.	705.01	705.31
AA	533+06.51	4.83 Lt.	705.07	705.41
AB	533+16.51	4.83 Lt.	705.12	705.50
AC	533+26.51	4.83 Lt.	705.17	705.58
AD	533+36.51	4.83 Lt.	705.21	705.65
AE	533+46.51	4.83 Lt.	705.24	705.70
AF	533+56.51	4.83 Lt.	705.27	705.75
AG	533+66.51	4.83 Lt.	705.29	705.77
AH	533+76.51	4.83 Lt.	705.30	705.78
AI	533+86.51	4.83 Lt.	705.31	705.77
AJ	533+96.51	4.83 Lt.	705.32	705.76
AK	534+06.51	4.83 Lt.	705.31	705.73
AL	534+16.51	4.83 Lt.	705.31	705.69
AM	534+26.51	4.83 Lt.	705.29	705.63
AN	534+36.51	4.83 Lt.	705.27	705.57
AO	534+46.51	4.83 Lt.	705.25	705.50
AP	534+56.51	4.83 Lt.	705.21	705.42
AQ	534+66.51	4.83 Lt.	705.18	705.34

GIRDER 5 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+76.51	4.83 Lt.	705.13	705.25
AS	534+86.51	4.83 Lt.	705.08	705.16
AT	534+96.51	4.83 Lt.	705.03	705.08
AU	535+06.51	4.83 Lt.	704.97	705.00
☉ Pier 2	535+16.51	4.83 Lt.	704.90	704.90
AV	535+26.51	4.83 Lt.	704.82	704.82
AW	535+36.51	4.83 Lt.	704.75	704.75
AX	535+46.51	4.83 Lt.	704.66	704.65
AY	535+56.51	4.83 Lt.	704.57	704.56
AZ	535+66.51	4.83 Lt.	704.47	704.46
BA	535+76.51	4.83 Lt.	704.37	704.38
BB	535+86.51	4.83 Lt.	704.26	704.28
BC	535+96.51	4.83 Lt.	704.14	704.19
BD	536+06.51	4.83 Lt.	704.02	704.09
BE	536+16.51	4.83 Lt.	703.90	704.00
BF	536+26.51	4.83 Lt.	703.76	703.88
BG	536+36.51	4.83 Lt.	703.63	703.78
BH	536+46.51	4.83 Lt.	703.48	703.64
BI	536+56.51	4.83 Lt.	703.33	703.50
BJ	536+66.51	4.83 Lt.	703.17	703.35
BK	536+76.51	4.83 Lt.	703.01	703.18
BL	536+86.51	4.83 Lt.	702.84	702.99
BM	536+96.51	4.83 Lt.	702.67	702.79
☉ Brg. S. Abut.	537+11.51	4.83 Lt.	702.40	702.40
BK S. Abut.	537+12.89	4.83 Lt.	702.37	702.37

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+16.62	4.83 Rt.	701.09	701.09
☉ Brg. N. Abut.	530+18.00	4.83 Rt.	701.12	701.12
A	530+28.00	4.83 Rt.	701.32	701.38
B	530+38.00	4.83 Rt.	701.51	701.60
C	530+48.00	4.83 Rt.	701.70	701.83
D	530+58.00	4.83 Rt.	701.90	702.07
E	530+68.00	4.83 Rt.	702.09	702.28
F	530+78.00	4.83 Rt.	702.29	702.49
G	530+88.00	4.83 Rt.	702.47	702.68
H	530+98.00	4.83 Rt.	702.65	702.85
I	531+08.00	4.83 Rt.	702.83	703.02
J	531+18.00	4.83 Rt.	703.00	703.17
K	531+28.00	4.83 Rt.	703.16	703.30
L	531+38.00	4.83 Rt.	703.32	703.42
M	531+48.00	4.83 Rt.	703.47	703.54
N	531+58.00	4.83 Rt.	703.61	703.65
O	531+68.00	4.83 Rt.	703.75	703.76
P	531+78.00	4.83 Rt.	703.89	703.88
Q	531+88.00	4.83 Rt.	704.01	703.99
R	531+98.00	4.83 Rt.	704.13	704.11
☉ Pier 1	532+13.00	4.83 Rt.	704.31	704.31
S	532+23.00	4.83 Rt.	704.41	704.44
T	532+33.00	4.83 Rt.	704.51	704.58
U	532+43.00	4.83 Rt.	704.61	704.72
V	532+53.00	4.83 Rt.	704.70	704.87
X	532+73.00	4.83 Rt.	704.86	705.16
Y	532+83.00	4.83 Rt.	704.93	705.29
Z	532+93.00	4.83 Rt.	704.99	705.42
AA	533+03.00	4.83 Rt.	705.05	705.54
AB	533+13.00	4.83 Rt.	705.10	705.64
AC	533+23.00	4.83 Rt.	705.15	705.74
AD	533+33.00	4.83 Rt.	705.19	705.81
AE	533+43.00	4.83 Rt.	705.23	705.88
AF	533+53.00	4.83 Rt.	705.26	705.93
AG	533+63.00	4.83 Rt.	705.28	705.95
AH	533+73.00	4.83 Rt.	705.30	705.97
AI	533+83.00	4.83 Rt.	705.31	705.96
AJ	533+93.00	4.83 Rt.	705.32	705.95
AK	534+03.00	4.83 Rt.	705.32	705.91
AL	534+13.00	4.83 Rt.	705.31	705.85
AM	534+23.00	4.83 Rt.	705.30	705.79
AN	534+33.00	4.83 Rt.	705.28	705.71
AO	534+43.00	4.83 Rt.	705.26	705.63
AP	534+53.00	4.83 Rt.	705.23	705.53
AQ	534+63.00	4.83 Rt.	705.19	705.42

GIRDER 6 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+73.00	4.83 Rt.	705.15	705.32
AS	534+83.00	4.83 Rt.	705.10	705.22
AT	534+93.00	4.83 Rt.	705.05	705.12
AU	535+03.00	4.83 Rt.	704.99	705.02
☉ Pier 2	535+13.00	4.83 Rt.	704.92	704.92
AV	535+23.00	4.83 Rt.	704.85	704.83
AW	535+33.00	4.83 Rt.	704.77	704.75
AX	535+43.00	4.83 Rt.	704.69	704.67
AY	535+53.00	4.83 Rt.	704.60	704.59
AZ	535+63.00	4.83 Rt.	704.51	704.52
BA	535+73.00	4.83 Rt.	704.41	704.45
BB	535+83.00	4.83 Rt.	704.30	704.37
BC	535+93.00	4.83 Rt.	704.19	704.30
BD	536+03.00	4.83 Rt.	704.07	704.21
BE	536+13.00	4.83 Rt.	703.94	704.11
BF	536+23.00	4.83 Rt.	703.81	704.00
BG	536+33.00	4.83 Rt.	703.67	703.87
BH	536+43.00	4.83 Rt.	703.53	703.73
BI	536+53.00	4.83 Rt.	703.38	703.57
BJ	536+63.00	4.83 Rt.	703.23	703.40
BK	536+73.00	4.83 Rt.	703.07	703.22
BL	536+83.00	4.83 Rt.	702.90	703.01
BM	536+93.00	4.83 Rt.	702.73	702.80
☉ Brg. S. Abut.	537+08.00	4.83 Rt.	702.46	702.46
BK S. Abut.	537+09.37	4.83 Rt.	702.44	702.44

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(4 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	23	11
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 125X-HB-1F		CONTRACT # 60E33		

SHEET NO. - S-12

S-66 SHEETS

U.S. 41 @ - S.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+14.20	11.50 Rt.	701.19	701.19
⊕ Brg. N. Abut.	530+15.57	11.50 Rt.	701.21	701.21
A	530+25.57	11.50 Rt.	701.41	701.47
B	530+35.57	11.50 Rt.	701.60	701.69
C	530+45.57	11.50 Rt.	701.80	701.93
D	530+55.57	11.50 Rt.	701.99	702.16
E	530+65.57	11.50 Rt.	702.18	702.37
F	530+75.57	11.50 Rt.	702.38	702.58
G	530+85.57	11.50 Rt.	702.57	702.78
H	530+95.57	11.50 Rt.	702.75	702.95
I	531+05.57	11.50 Rt.	702.92	703.11
J	531+15.57	11.50 Rt.	703.10	703.27
K	531+25.57	11.50 Rt.	703.26	703.40
L	531+35.57	11.50 Rt.	703.42	703.52
M	531+45.57	11.50 Rt.	703.57	703.64
N	531+55.57	11.50 Rt.	703.72	703.76
O	531+65.57	11.50 Rt.	703.86	703.87
P	531+75.57	11.50 Rt.	703.99	703.98
Q	531+85.57	11.50 Rt.	704.12	704.10
R	531+95.57	11.50 Rt.	704.24	704.22
⊕ Pier 1	532+10.57	11.50 Rt.	704.42	704.42
S	532+20.57	11.50 Rt.	704.53	704.56
T	532+30.57	11.50 Rt.	704.63	704.70
U	532+40.57	11.50 Rt.	704.72	704.83
V	532+50.57	11.50 Rt.	704.81	704.98
W	532+60.57	11.50 Rt.	704.90	705.13
X	532+70.57	11.50 Rt.	704.98	705.28
Y	532+80.57	11.50 Rt.	705.05	705.41
Z	532+90.57	11.50 Rt.	705.12	705.55
AA	533+00.57	11.50 Rt.	705.18	705.67
AB	533+10.57	11.50 Rt.	705.23	705.77
AC	533+20.57	11.50 Rt.	705.28	705.87
AD	533+30.57	11.50 Rt.	705.32	705.94
AE	533+40.57	11.50 Rt.	705.36	706.01
AF	533+50.57	11.50 Rt.	705.39	706.06
AG	533+60.57	11.50 Rt.	705.42	706.09
AH	533+70.57	11.50 Rt.	705.43	706.10
AI	533+80.57	11.50 Rt.	705.45	706.10
AJ	533+90.57	11.50 Rt.	705.45	706.08
AK	534+00.57	11.50 Rt.	705.46	706.05
AL	534+10.57	11.50 Rt.	705.45	705.99
AM	534+20.57	11.50 Rt.	705.44	705.93
AN	534+30.57	11.50 Rt.	705.42	705.85
AO	534+40.57	11.50 Rt.	705.40	705.77
AP	534+50.57	11.50 Rt.	705.37	705.67
AQ	534+60.57	11.50 Rt.	705.34	705.57

U.S. 41 @ - S.B. CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+70.57	11.50 Rt.	705.30	705.47
AS	534+80.57	11.50 Rt.	705.25	705.37
AT	534+90.57	11.50 Rt.	705.20	705.27
AU	535+00.57	11.50 Rt.	705.14	705.17
⊕ Pier 2	535+10.57	11.50 Rt.	705.08	705.08
AV	535+20.57	11.50 Rt.	705.01	704.99
AW	535+30.57	11.50 Rt.	704.93	704.91
AX	535+40.57	11.50 Rt.	704.85	704.83
AY	535+50.57	11.50 Rt.	704.76	704.75
AZ	535+60.57	11.50 Rt.	704.67	704.68
BA	535+70.57	11.50 Rt.	704.57	704.61
BB	535+80.57	11.50 Rt.	704.46	704.53
BC	535+90.57	11.50 Rt.	704.35	704.46
BD	536+00.57	11.50 Rt.	704.23	704.37
BE	536+10.57	11.50 Rt.	704.11	704.28
BF	536+20.57	11.50 Rt.	703.98	704.17
BG	536+30.57	11.50 Rt.	703.85	704.05
BH	536+40.57	11.50 Rt.	703.71	703.91
BI	536+50.57	11.50 Rt.	703.56	703.75
BJ	536+60.57	11.50 Rt.	703.41	703.58
BK	536+70.57	11.50 Rt.	703.25	703.40
BL	536+80.57	11.50 Rt.	703.08	703.19
BM	536+90.57	11.50 Rt.	702.91	702.85
⊕ Brg. S. Abut.	537+05.57	11.50 Rt.	702.64	702.64
BK S. Abut.	537+06.94	11.50 Rt.	702.62	702.62

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+13.10	14.50 Rt.	701.21	701.21
⊕ Brg. N. Abut.	530+14.48	14.50 Rt.	701.24	701.24
A	530+24.48	14.50 Rt.	701.43	701.49
B	530+34.48	14.50 Rt.	701.63	701.72
C	530+44.48	14.50 Rt.	701.82	701.95
D	530+54.48	14.50 Rt.	702.02	702.19
E	530+64.48	14.50 Rt.	702.21	702.40
F	530+74.48	14.50 Rt.	702.40	702.60
G	530+84.48	14.50 Rt.	702.59	702.80
H	530+94.48	14.50 Rt.	702.78	702.98
I	531+04.48	14.50 Rt.	702.95	703.14
J	531+14.48	14.50 Rt.	703.12	703.29
K	531+24.48	14.50 Rt.	703.29	703.43
L	531+34.48	14.50 Rt.	703.45	703.55
M	531+44.48	14.50 Rt.	703.60	703.67
N	531+54.48	14.50 Rt.	703.75	703.79
O	531+64.48	14.50 Rt.	703.89	703.90
P	531+74.48	14.50 Rt.	704.03	704.02
Q	531+84.48	14.50 Rt.	704.15	704.13
R	531+94.48	14.50 Rt.	704.28	704.26
⊕ Pier 1	532+09.48	14.50 Rt.	704.45	704.45
S	532+19.48	14.50 Rt.	704.56	704.59
T	532+29.48	14.50 Rt.	704.66	704.73
U	532+39.48	14.50 Rt.	704.76	704.87
V	532+49.48	14.50 Rt.	704.85	705.02
W	532+59.48	14.50 Rt.	704.94	705.17
X	532+69.48	14.50 Rt.	705.02	705.32
Y	532+79.48	14.50 Rt.	705.09	705.45
Z	532+89.48	14.50 Rt.	705.16	705.59
AA	532+99.48	14.50 Rt.	705.22	705.71
AB	533+09.48	14.50 Rt.	705.27	705.81
AC	533+19.48	14.50 Rt.	705.32	705.91
AD	533+29.48	14.50 Rt.	705.36	705.98
AE	533+39.48	14.50 Rt.	705.40	706.05
AF	533+49.48	14.50 Rt.	705.43	706.10
AG	533+59.48	14.50 Rt.	705.46	706.13
AH	533+69.48	14.50 Rt.	705.48	706.15
AI	533+79.48	14.50 Rt.	705.49	706.14
AJ	533+89.48	14.50 Rt.	705.50	706.13
AK	533+99.48	14.50 Rt.	705.50	706.09
AL	534+09.48	14.50 Rt.	705.50	706.04
AM	534+19.48	14.50 Rt.	705.49	705.98
AN	534+29.48	14.50 Rt.	705.47	705.90
AO	534+39.48	14.50 Rt.	705.45	705.82
AP	534+49.48	14.50 Rt.	705.42	705.72
AQ	534+59.48	14.50 Rt.	705.39	705.62

GIRDER 7 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+69.48	14.50 Rt.	705.35	705.52
AS	534+79.48	14.50 Rt.	705.30	705.42
AT	534+89.48	14.50 Rt.	705.25	705.32
AU	534+99.48	14.50 Rt.	705.20	705.23
⊕ Pier 2	535+09.48	14.50 Rt.	705.13	705.13
AV	535+19.48	14.50 Rt.	705.06	705.04
AW	535+29.48	14.50 Rt.	704.99	704.97
AX	535+39.48	14.50 Rt.	704.91	704.89
AY	535+49.48	14.50 Rt.	704.82	704.81
AZ	535+59.48	14.50 Rt.	704.73	704.74
BA	535+69.48	14.50 Rt.	704.63	704.67
BB	535+79.48	14.50 Rt.	704.52	704.59
BC	535+89.48	14.50 Rt.	704.41	704.52
BD	535+99.48	14.50 Rt.	704.29	704.43
BE	536+09.48	14.50 Rt.	704.17	704.34
BF	536+19.48	14.50 Rt.	704.04	704.23
BG	536+29.48	14.50 Rt.	703.91	704.11
BH	536+39.48	14.50 Rt.	703.77	703.97
BI	536+49.48	14.50 Rt.	703.62	703.81
BJ	536+59.48	14.50 Rt.	703.47	703.64
BK	536+69.48	14.50 Rt.	703.31	703.46
BL	536+79.48	14.50 Rt.	703.15	703.26
BM	536+89.48	14.50 Rt.	702.98	703.05
⊕ Brg. S. Abut.	537+04.48	14.50 Rt.	702.71	702.71
BK S. Abut.	537+05.85	14.50 Rt.	702.69	702.69

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(5 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-13 S-66 SHEETS
346	*	LAKE	23	12	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT -		
			* 125X-HB-1F CONTRACT # 60E33		

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+09.59	24.17 Rt.	701.27	701.27
☉ Brg. N. Abut.	530+10.96	24.17 Rt.	701.30	701.30
A	530+20.96	24.17 Rt.	701.49	701.55
B	530+30.96	24.17 Rt.	701.69	701.78
C	530+40.96	24.17 Rt.	701.88	702.01
D	530+50.96	24.17 Rt.	702.08	702.25
E	530+60.96	24.17 Rt.	702.27	702.46
F	530+70.96	24.17 Rt.	702.47	702.67
G	530+80.96	24.17 Rt.	702.66	702.87
H	530+90.96	24.17 Rt.	702.84	703.04
I	531+00.96	24.17 Rt.	703.02	703.21
J	531+10.96	24.17 Rt.	703.19	703.36
K	531+20.96	24.17 Rt.	703.36	703.50
L	531+30.96	24.17 Rt.	703.52	703.62
M	531+40.96	24.17 Rt.	703.68	703.75
N	531+50.96	24.17 Rt.	703.83	703.87
O	531+60.96	24.17 Rt.	703.97	703.98
P	531+70.96	24.17 Rt.	704.11	704.10
Q	531+80.96	24.17 Rt.	704.24	704.22
R	531+90.96	24.17 Rt.	704.37	704.35
☉ Pier 1	532+05.96	24.17 Rt.	704.54	704.54
S	532+15.96	24.17 Rt.	704.65	704.68
T	532+25.96	24.17 Rt.	704.76	704.83
U	532+35.96	24.17 Rt.	704.86	704.97
V	532+45.96	24.17 Rt.	704.95	705.12
W	532+55.96	24.17 Rt.	705.04	705.27
X	532+65.96	24.17 Rt.	705.12	705.42
Y	532+75.96	24.17 Rt.	705.19	705.55
Z	532+85.96	24.17 Rt.	705.26	705.69
AA	532+95.96	24.17 Rt.	705.33	705.82
AB	533+05.96	24.17 Rt.	705.38	705.92
AC	533+15.96	24.17 Rt.	705.43	706.02
AD	533+25.96	24.17 Rt.	705.48	706.10
AE	533+35.96	24.17 Rt.	705.52	706.17
AF	533+45.96	24.17 Rt.	705.55	706.22
AG	533+55.96	24.17 Rt.	705.58	706.25
AH	533+65.96	24.17 Rt.	705.60	706.27
AI	533+75.96	24.17 Rt.	705.62	706.27
AJ	533+85.96	24.17 Rt.	705.63	706.26
AK	533+95.96	24.17 Rt.	705.63	706.22
AL	534+05.96	24.17 Rt.	705.63	706.17
AM	534+15.96	24.17 Rt.	705.62	706.11
AN	534+25.96	24.17 Rt.	705.61	706.04
AO	534+35.96	24.17 Rt.	705.59	705.96
AP	534+45.96	24.17 Rt.	705.56	705.86
AQ	534+55.96	24.17 Rt.	705.53	705.76

GIRDER 8 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+65.96	24.17 Rt.	705.49	705.66
AS	534+75.96	24.17 Rt.	705.45	705.57
AT	534+85.96	24.17 Rt.	705.40	705.47
AU	534+95.96	24.17 Rt.	705.35	705.38
☉ Pier 2	535+05.96	24.17 Rt.	705.29	705.29
AV	535+15.96	24.17 Rt.	705.22	705.20
AW	535+25.96	24.17 Rt.	705.14	705.12
AX	535+35.96	24.17 Rt.	705.07	705.05
AY	535+45.96	24.17 Rt.	704.98	704.97
AZ	535+55.96	24.17 Rt.	704.89	704.90
BA	535+65.96	24.17 Rt.	704.79	704.83
BB	535+75.96	24.17 Rt.	704.69	704.76
BC	535+85.96	24.17 Rt.	704.58	704.69
BD	535+95.96	24.17 Rt.	704.47	704.61
BE	536+05.96	24.17 Rt.	704.35	704.52
BF	536+15.96	24.17 Rt.	704.22	704.41
BG	536+25.96	24.17 Rt.	704.09	704.29
BH	536+35.96	24.17 Rt.	703.95	704.15
BI	536+45.96	24.17 Rt.	703.80	703.99
BJ	536+55.96	24.17 Rt.	703.65	703.82
BK	536+65.96	24.17 Rt.	703.50	703.65
BL	536+75.96	24.17 Rt.	703.34	703.45
BM	536+85.96	24.17 Rt.	703.17	703.24
☉ Brg. S. Abut.	537+00.96	24.17 Rt.	702.90	702.90
BK S. Abut.	537+02.33	24.17 Rt.	702.88	702.88

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+06.07	33.83 Rt.	701.05	701.05
☉ Brg. N. Abut.	530+07.44	33.83 Rt.	701.08	701.08
A	530+17.44	33.83 Rt.	701.28	701.34
B	530+27.44	33.83 Rt.	701.47	701.56
C	530+37.44	33.83 Rt.	701.66	701.79
D	530+47.44	33.83 Rt.	701.86	702.03
E	530+57.44	33.83 Rt.	702.05	702.24
F	530+67.44	33.83 Rt.	702.25	702.45
G	530+77.44	33.83 Rt.	702.44	702.65
H	530+87.44	33.83 Rt.	702.63	702.83
I	530+97.44	33.83 Rt.	702.81	703.00
J	531+07.44	33.83 Rt.	702.98	703.15
K	531+17.44	33.83 Rt.	703.15	703.29
L	531+27.44	33.83 Rt.	703.32	703.42
M	531+37.44	33.83 Rt.	703.47	703.54
N	531+47.44	33.83 Rt.	703.62	703.66
O	531+57.44	33.83 Rt.	703.77	703.78
P	531+67.44	33.83 Rt.	703.91	703.90
Q	531+77.44	33.83 Rt.	704.04	704.02
R	531+87.44	33.83 Rt.	704.17	704.15
☉ Pier 1	532+02.44	33.83 Rt.	704.35	704.35
S	532+12.44	33.83 Rt.	704.46	704.49
T	532+22.44	33.83 Rt.	704.57	704.64
U	532+32.44	33.83 Rt.	704.67	704.78
V	532+42.44	33.83 Rt.	704.77	704.94
W	532+52.44	33.83 Rt.	704.86	705.09
X	532+62.44	33.83 Rt.	704.94	705.24
Y	532+72.44	33.83 Rt.	705.02	705.38
Z	532+82.44	33.83 Rt.	705.09	705.52
AA	532+92.44	33.83 Rt.	705.15	705.64
AB	533+02.44	33.83 Rt.	705.21	705.75
AC	533+12.44	33.83 Rt.	705.27	705.86
AD	533+22.44	33.83 Rt.	705.31	705.93
AE	533+32.44	33.83 Rt.	705.36	706.01
AF	533+42.44	33.83 Rt.	705.39	706.06
AG	533+52.44	33.83 Rt.	705.42	706.09
AH	533+62.44	33.83 Rt.	705.45	706.12
AI	533+72.44	33.83 Rt.	705.46	706.11
AJ	533+82.44	33.83 Rt.	705.48	706.11
AK	533+92.44	33.83 Rt.	705.48	706.07
AL	534+02.44	33.83 Rt.	705.48	706.02
AM	534+12.44	33.83 Rt.	705.48	705.97
AN	534+22.44	33.83 Rt.	705.46	705.89
AO	534+32.44	33.83 Rt.	705.45	705.82
AP	534+42.44	33.83 Rt.	705.42	705.72
AQ	534+52.44	33.83 Rt.	705.39	705.62

GIRDER 9 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+62.44	33.83 Rt.	705.36	705.53
AS	534+72.44	33.83 Rt.	705.32	705.44
AT	534+82.44	33.83 Rt.	705.27	705.34
AU	534+92.44	33.83 Rt.	705.22	705.25
☉ Pier 2	535+02.44	33.83 Rt.	705.16	705.16
AV	535+12.44	33.83 Rt.	705.09	705.07
AW	535+22.44	33.83 Rt.	705.02	705.00
AX	535+32.44	33.83 Rt.	704.94	704.92
AY	535+42.44	33.83 Rt.	704.86	704.85
AZ	535+52.44	33.83 Rt.	704.77	704.78
BA	535+62.44	33.83 Rt.	704.68	704.72
BB	535+72.44	33.83 Rt.	704.58	704.65
BC	535+82.44	33.83 Rt.	704.47	704.58
BD	535+92.44	33.83 Rt.	704.36	704.50
BE	536+02.44	33.83 Rt.	704.24	704.41
BF	536+12.44	33.83 Rt.	704.11	704.30
BG	536+22.44	33.83 Rt.	703.98	704.18
BH	536+32.44	33.83 Rt.	703.85	704.05
BI	536+42.44	33.83 Rt.	703.70	703.89
BJ	536+52.44	33.83 Rt.	703.56	703.73
BK	536+62.44	33.83 Rt.	703.40	703.55
BL	536+72.44	33.83 Rt.	703.24	703.35
BM	536+82.44	33.83 Rt.	703.08	703.15
☉ Brg. S. Abut.	536+97.44	33.83 Rt.	702.82	702.82
BK S. Abut.	536+98.82	33.83 Rt.	702.79	702.79

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(6 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	23	13
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		125X-HB-1F	CONTRACT # 60E33	

SHEET NO. - S-14
S-66-SHEETS

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+02.55	43.50 Rt.	700.79	700.79
⊕ Brg. N. Abut.	530+03.92	43.50 Rt.	700.82	700.82
A	530+13.92	43.50 Rt.	701.01	701.06
B	530+23.92	43.50 Rt.	701.21	701.29
C	530+33.92	43.50 Rt.	701.40	701.52
D	530+43.92	43.50 Rt.	701.60	701.75
E	530+53.92	43.50 Rt.	701.79	701.96
F	530+63.92	43.50 Rt.	701.99	702.17
G	530+73.92	43.50 Rt.	702.18	702.37
H	530+83.92	43.50 Rt.	702.37	702.55
I	530+93.92	43.50 Rt.	702.55	702.72
J	531+03.92	43.50 Rt.	702.73	702.88
K	531+13.92	43.50 Rt.	702.90	703.02
L	531+23.92	43.50 Rt.	703.07	703.16
M	531+33.92	43.50 Rt.	703.23	703.29
N	531+43.92	43.50 Rt.	703.38	703.41
O	531+53.92	43.50 Rt.	703.53	703.54
P	531+63.92	43.50 Rt.	703.67	703.66
Q	531+73.92	43.50 Rt.	703.80	703.78
R	531+83.92	43.50 Rt.	703.93	703.91
⊕ Pier 1	531+98.92	43.50 Rt.	704.12	704.12
S	532+08.92	43.50 Rt.	704.23	704.25
T	532+18.92	43.50 Rt.	704.34	704.40
U	532+28.92	43.50 Rt.	704.44	704.54
V	532+38.92	43.50 Rt.	704.54	704.69
W	532+48.92	43.50 Rt.	704.63	704.84
X	532+58.92	43.50 Rt.	704.72	704.99
Y	532+68.92	43.50 Rt.	704.80	705.13
Z	532+78.92	43.50 Rt.	704.87	705.25
AA	532+88.92	43.50 Rt.	704.94	705.38
AB	532+98.92	43.50 Rt.	705.00	705.48
AC	533+08.92	43.50 Rt.	705.06	705.59
AD	533+18.92	43.50 Rt.	705.10	705.66
AE	533+28.92	43.50 Rt.	705.15	705.73
AF	533+38.92	43.50 Rt.	705.19	705.79
AG	533+48.92	43.50 Rt.	705.22	705.82
AH	533+58.92	43.50 Rt.	705.24	705.84
AI	533+68.92	43.50 Rt.	705.26	705.84
AJ	533+78.92	43.50 Rt.	705.28	705.84
AK	533+88.92	43.50 Rt.	705.29	705.82
AL	533+98.92	43.50 Rt.	705.29	705.78
AM	534+08.92	43.50 Rt.	705.29	705.73
AN	534+18.92	43.50 Rt.	705.28	705.67
AO	534+28.92	43.50 Rt.	705.26	705.59
AP	534+38.92	43.50 Rt.	705.24	705.51
AQ	534+48.92	43.50 Rt.	705.21	705.45

GIRDER 10 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+58.92	43.50 Rt.	705.18	705.39
AS	534+68.92	43.50 Rt.	705.14	705.32
AT	534+78.92	43.50 Rt.	705.09	705.24
AU	534+88.92	43.50 Rt.	705.04	705.17
⊕ Pier 2	534+98.92	43.50 Rt.	704.98	704.98
AV	535+08.92	43.50 Rt.	704.92	704.96
AW	535+18.92	43.50 Rt.	704.85	704.88
AX	535+28.92	43.50 Rt.	704.78	704.78
AY	535+38.92	43.50 Rt.	704.70	704.70
AZ	535+48.92	43.50 Rt.	704.61	704.61
BA	535+58.92	43.50 Rt.	704.52	704.50
BB	535+68.92	43.50 Rt.	704.42	704.40
BC	535+78.92	43.50 Rt.	704.31	704.29
BD	535+88.92	43.50 Rt.	704.20	704.19
BE	535+98.92	43.50 Rt.	704.09	704.10
BF	536+08.92	43.50 Rt.	703.97	704.00
BG	536+18.92	43.50 Rt.	703.84	703.90
BH	536+28.92	43.50 Rt.	703.70	703.79
BI	536+38.92	43.50 Rt.	703.56	703.68
BJ	536+48.92	43.50 Rt.	703.42	703.57
BK	536+58.92	43.50 Rt.	703.26	703.43
BL	536+68.92	43.50 Rt.	703.11	703.29
BM	536+78.92	43.50 Rt.	702.94	703.12
⊕ Brg. S. Abut.	536+93.92	43.50 Rt.	702.69	702.69
BK S. Abut.	536+95.30	43.50 Rt.	702.66	702.66

U.S. 41 ⊕

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+18.38	00.00	701.03	701.03
⊕ Brg. N. Abut.	530+19.76	00.00	701.05	701.05
A	530+29.76	00.00	701.25	701.29
B	530+39.76	00.00	701.44	701.50
C	530+49.76	00.00	701.64	701.73
D	530+59.76	00.00	701.83	701.94
E	530+69.76	00.00	702.03	702.16
F	530+79.76	00.00	702.22	702.36
G	530+89.76	00.00	702.40	702.54
H	530+99.76	00.00	702.58	702.72
I	531+09.76	00.00	702.76	702.89
J	531+19.76	00.00	702.92	703.04
K	531+29.76	00.00	703.09	703.19
L	531+39.76	00.00	703.24	703.31
M	531+49.76	00.00	703.39	703.44
N	531+59.76	00.00	703.54	703.57
O	531+69.76	00.00	703.67	703.68
P	531+79.76	00.00	703.81	703.81
Q	531+89.76	00.00	703.93	703.92
R	531+99.76	00.00	704.05	704.04
⊕ Pier 1	532+14.76	00.00	704.22	704.22
S	532+24.76	00.00	704.33	704.35
T	532+34.76	00.00	704.43	704.47
U	532+44.76	00.00	704.52	704.59
V	532+54.76	00.00	704.61	704.72
W	532+64.76	00.00	704.69	704.84
X	532+74.76	00.00	704.77	704.96
Y	532+84.76	00.00	704.84	705.07
Z	532+94.76	00.00	704.90	705.18
AA	533+04.76	00.00	704.96	705.28
AB	533+14.76	00.00	705.01	705.36
AC	533+24.76	00.00	705.06	705.44
AD	533+34.76	00.00	705.10	705.50
AE	533+44.76	00.00	705.13	705.55
AF	533+54.76	00.00	705.16	705.59
AG	533+64.76	00.00	705.18	705.62
AH	533+74.76	00.00	705.20	705.63
AI	533+84.76	00.00	705.21	705.63
AJ	533+94.76	00.00	705.22	705.63
AK	534+04.76	00.00	705.21	705.59
AL	534+14.76	00.00	705.21	705.56
AM	534+24.76	00.00	705.19	705.51
AN	534+34.76	00.00	705.18	705.46
AO	534+44.76	00.00	705.15	705.39
AP	534+54.76	00.00	705.12	705.31
AQ	534+64.76	00.00	705.08	705.23

U.S. 41 ⊕

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+74.76	00.00	705.04	705.15
AS	534+84.76	00.00	704.99	705.06
AT	534+94.76	00.00	704.94	704.98
AU	535+04.76	00.00	704.88	704.90
⊕ Pier 2	535+14.76	00.00	704.81	704.81
AV	535+24.76	00.00	704.74	704.73
AW	535+34.76	00.00	704.66	704.64
AX	535+44.76	00.00	704.57	704.56
AY	535+54.76	00.00	704.48	704.48
AZ	535+64.76	00.00	704.39	704.40
BA	535+74.76	00.00	704.29	704.32
BB	535+84.76	00.00	704.18	704.23
BC	535+94.76	00.00	704.06	704.13
BD	536+04.76	00.00	703.94	704.04
BE	536+14.76	00.00	703.82	703.93
BF	536+24.76	00.00	703.69	703.82
BG	536+34.76	00.00	703.55	703.69
BH	536+44.76	00.00	703.41	703.55
BI	536+54.76	00.00	703.26	703.39
BJ	536+64.76	00.00	703.10	703.22
BK	536+74.76	00.00	702.94	703.04
BL	536+84.76	00.00	702.77	702.85
BM	536+94.76	00.00	702.60	702.65
⊕ Brg. S. Abut.	537+09.76	00.00	702.33	702.33
BK S. Abut.	537+11.13	00.00	702.30	702.30

TYLIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

THIS SHEET FOR
INFORMATION ONLY

TOP OF SLAB ELEVATIONS
(7 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	23	15
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
125X-HB-1F		CONTRACT # 60E33		

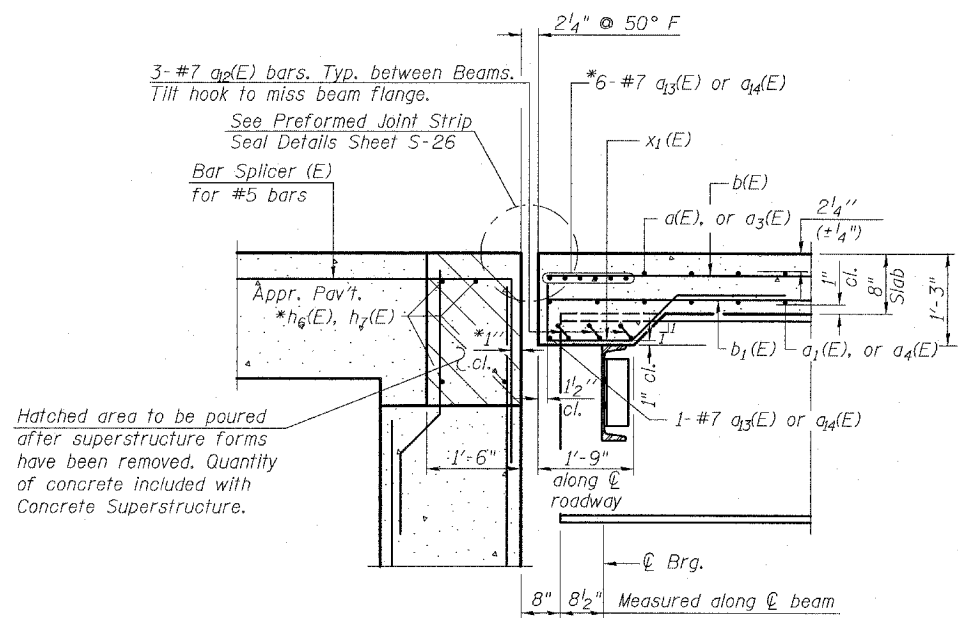
SHEET NO. - S-23
S-66 SHEETS

BILL OF MATERIAL (CONTINUED)

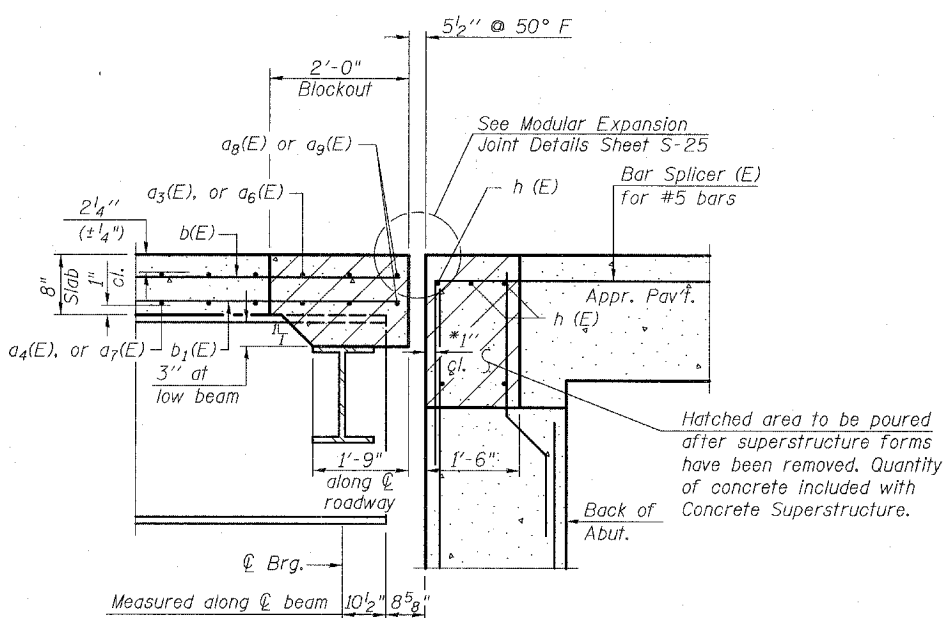
Reinforcement Bars, Epoxy Coated	POUND	525,770
Concrete Superstructure	CU YD	2,025
Bridge Deck Grooving	SQ YD	6,488
Protective Coat	SQ YD	8,143
Bar Splicers	EACH	5,690
Mechanical Splice	EACH	22

BILL OF MATERIAL

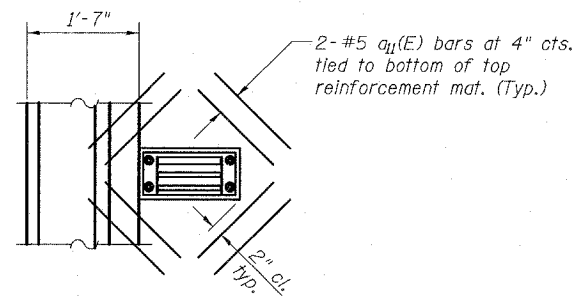
Bar	No.	Size	Length	Shape
a(E)	3224	#5	28'-2"	—
a ₁ (E)	3456	#5	19'-5"	—
a ₂ (E)	1660	#6	6'-0"	—
a ₃ (E)	1660	#5	35'-3"	—
a ₄ (E)	1185	#5	34'-11"	—
a ₅ (E)	2845	#5	3'-8"	—
a ₆ (E)	48	#5	54'-3"	—
a ₇ (E)	33	#5	53'-11"	—
a ₈ (E)	4	#5	29'-11"	—
a ₉ (E)	2	#5	37'-6"	—
a ₁₀ (E)	2	#5	3'-11"	—
a ₁₁ (E)	128	#5	1'-6"	—
a ₁₂ (E)	32	#7	11'-8"	U
a ₁₃ (E)	14	#7	30'-7"	—
a ₁₄ (E)	7	#7	37'-7"	—
a ₁₅ (E)	22	#7	3'-10"	—
a ₁₆ (E)	4	#7	3'-6"	U
a ₁₇ (E)	4	#7	3'-9"	U
b(E)	2352	#5	30'-11"	—
b ₁ (E)	2208	#5	32'-2"	—
b ₂ (E)	570	#6	49'-4"	—
d(E)	1514	#5	5'-7"	U
d ₁ (E)	1514	#5	7'-6"	U
d ₂ (E)	1514	#5	1'-9"	U
d ₃ (E)	1514	#5	3'-0"	U
d ₄ (E)	24	#6	4'-5"	U
d ₅ (E)	40	#6	8'-11"	U
e(E)	441	#4	19'-9"	—
e ₁ (E)	26	#4	15'-10"	—
e ₂ (E)	12	#8	19'-9"	—
e ₃ (E)	42	#4	26'-7"	—
e ₄ (E)	42	#8	29'-0"	—
e ₅ (E)	30	#4	27'-6"	—
e ₆ (E)	30	#8	30'-0"	—
x ₁ (E)	95	#5	5'-11"	—



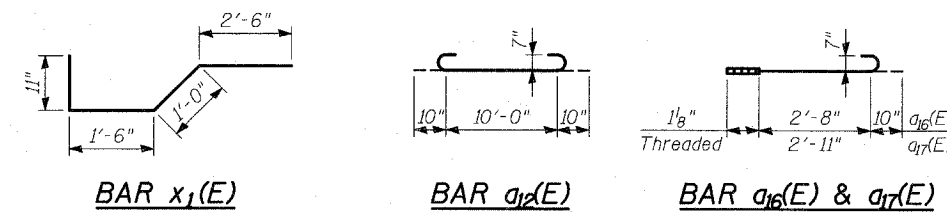
SECTION A-A



SECTION B-B



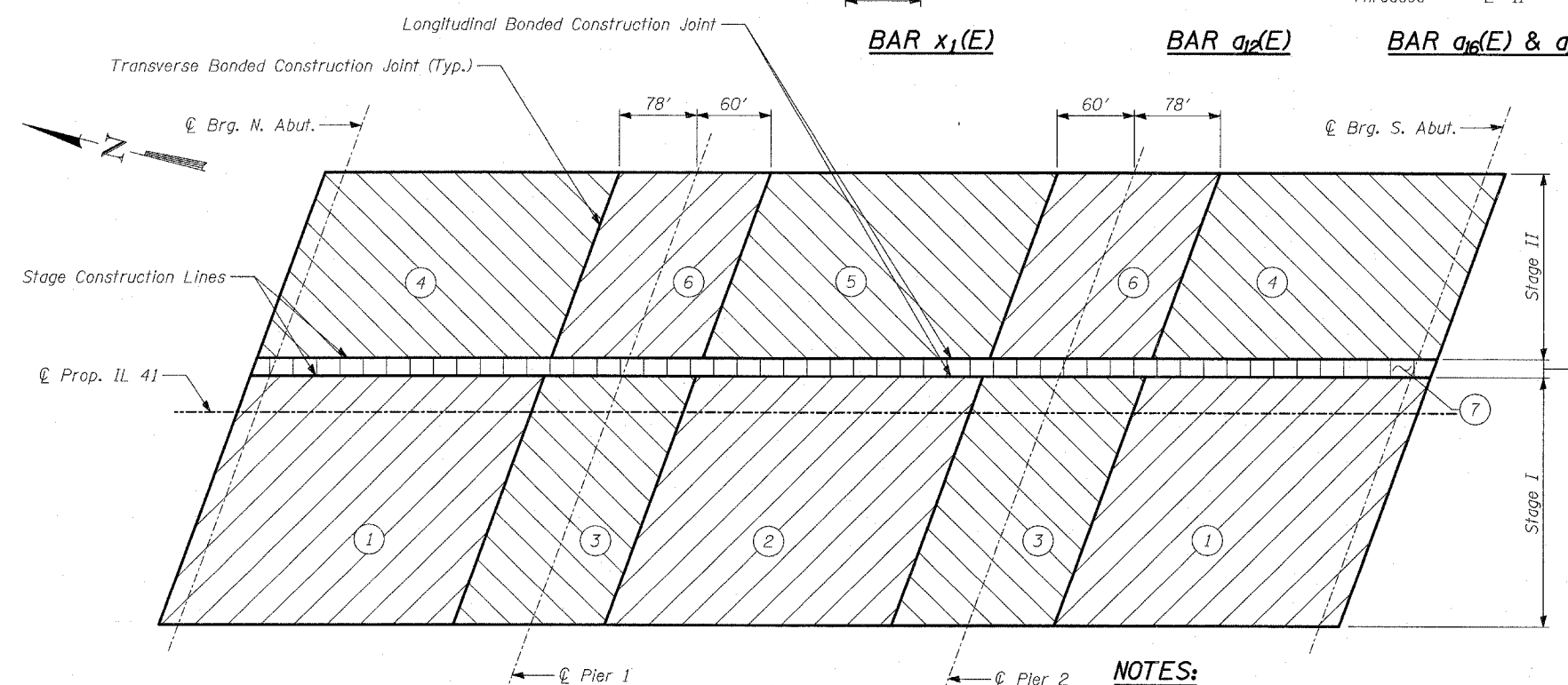
ADDITIONAL REINFORCEMENT AT SCUPPERS



BAR x₁(E)

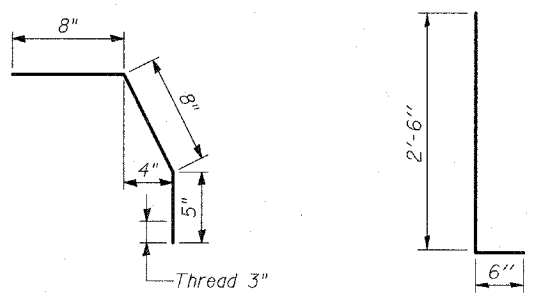
BAR a₁₂(E)

BAR a₁₆(E) & a₁₇(E)



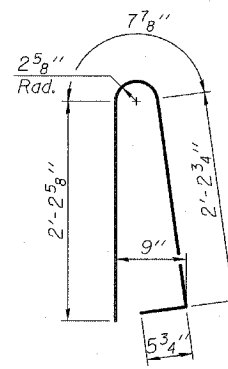
DECK POUR SEQUENCE PLAN

- NOTES:**
- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

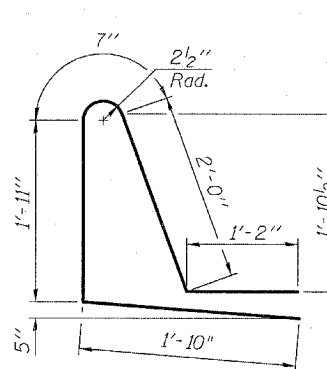


BAR d₂(E)

BAR d₃(E)



BAR d(E)



BAR d₁(E)

THIS SHEET FOR INFORMATION ONLY

SUPERSTRUCTURE DETAILS V

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132 SECTION 125X-HB-(1&2)R-1 LAKE COUNTY S.N. 049-0209

TYLIN INTERNATIONAL

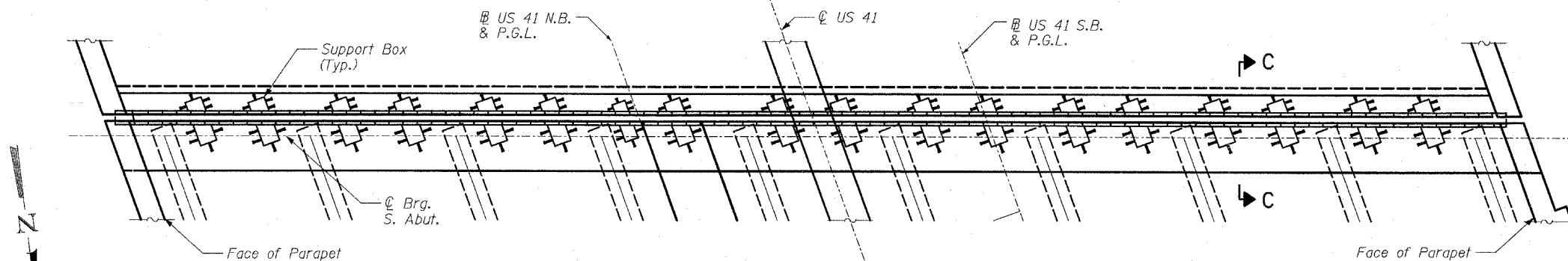
DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

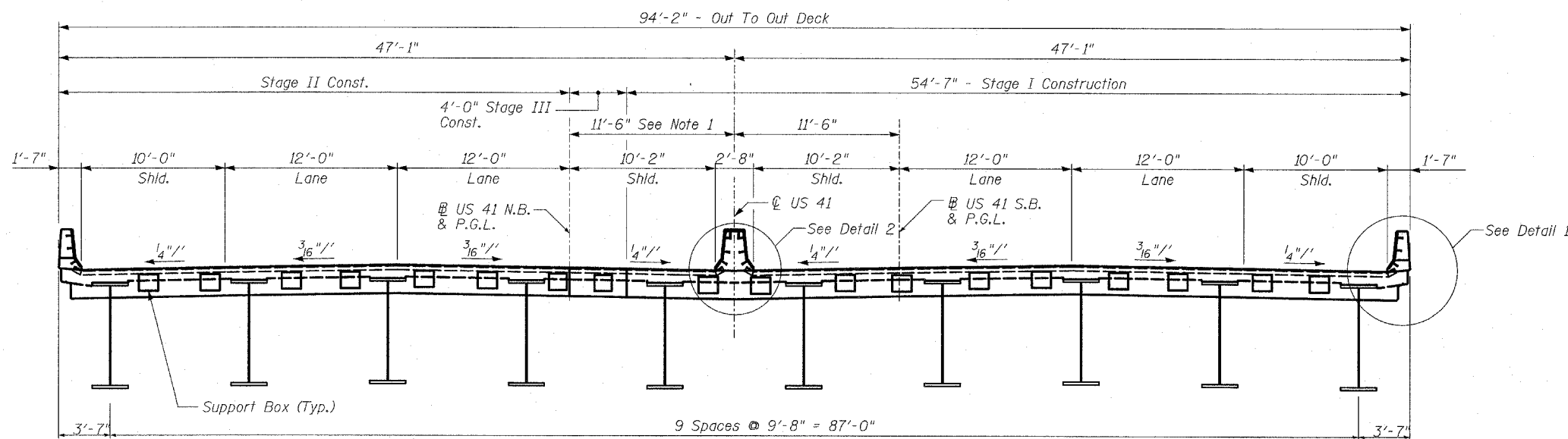
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET
346	*	LAKE	23	16	16
FED. ROAD DIST. NO.		M.I. LINES		FED. AID PROJECT	
125X-HB-1F		CONTRACT # 60E33			

GENERAL NOTES

- The expansion joint device shall be a prefabricated modular assembly with multiple support bars and separator beams, providing a continuous seal across the deck.
- All splices of center beams and edge beams shall be full penetration welds. Upturn splices may be partial penetration welds.
- Joint shall be fabricated according to the manufacturer's recommendations and as shown in the Special Provisions for Modular Expansion Joint and as approved by the Engineer.
- Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the concrete blockout is cast at an ambient temperature other than 50° F.
- Joint shall be fabricated to conform to the roadway profile and cross slope.
- The cost of furnishing all material for the sliding plate assemblies at the parapets and median barrier shall be included with Furnishing Modular Expansion Joints. The sliding plate assembly shall be galvanized.
- Countersunk bolts and concrete inserts shall be Hot-Dipped Galvanized according to AASHTO M232.
- Barrier plates to be AASHTO M270, Grade 36 and to be Hot-Dipped Galvanized according to AASHTO M111 after fabrication.
- 3/4" x 6" studs shall be according to Article 1006.32 of the Standard Specifications.
- All anchor studs shall be included with Furnishing Modular Expansion Joint (unless noted otherwise).
- Modular expansion joint shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

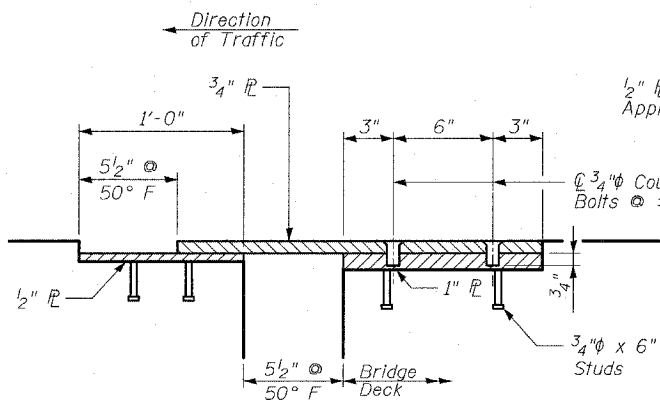


PLAN



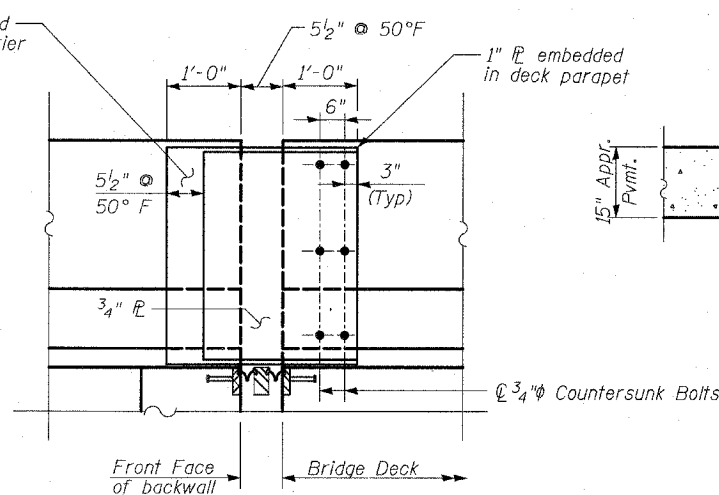
CROSS SECTION

Note 1:
From Sta. 536+83.97 to end of deck,
Varies 11'-6" to 11'-6 1/2"



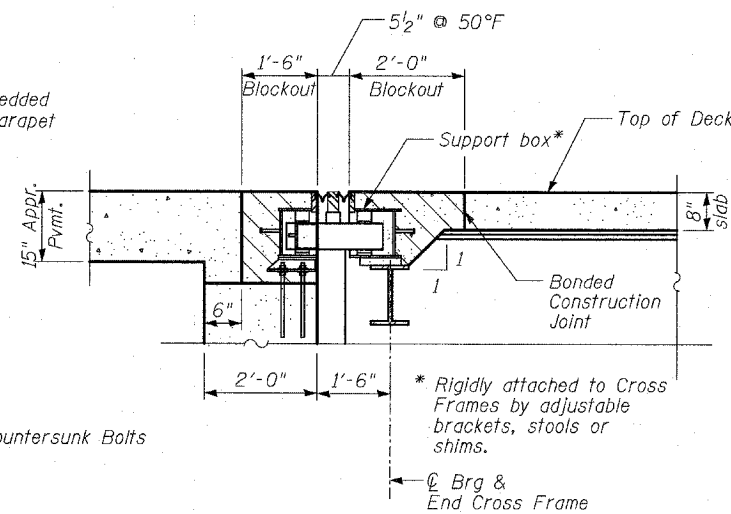
SECTION A-A

Note:
Detail applicable to each
Face of median barrier.



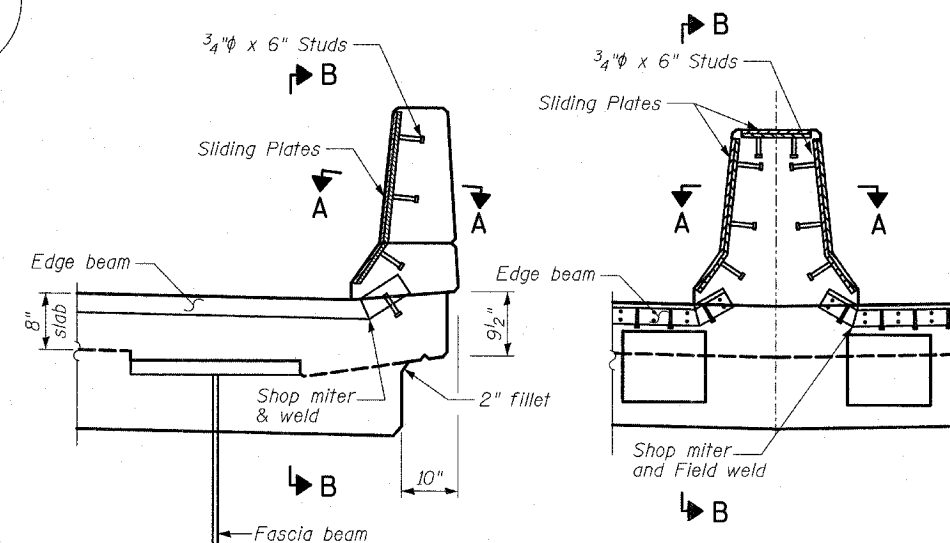
VIEW B-B

Note:
Parapet shown.
Studs not shown for clarity.
Median Barrier Detail similar.



SECTION C-C

Note:
Reinforcement not shown for clarity.
All dimensions at Rt. L's.



DETAIL 1

DETAIL 2

Note:
Install upturns at median in
Construction Stage III.

TYLIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

BILL OF MATERIAL

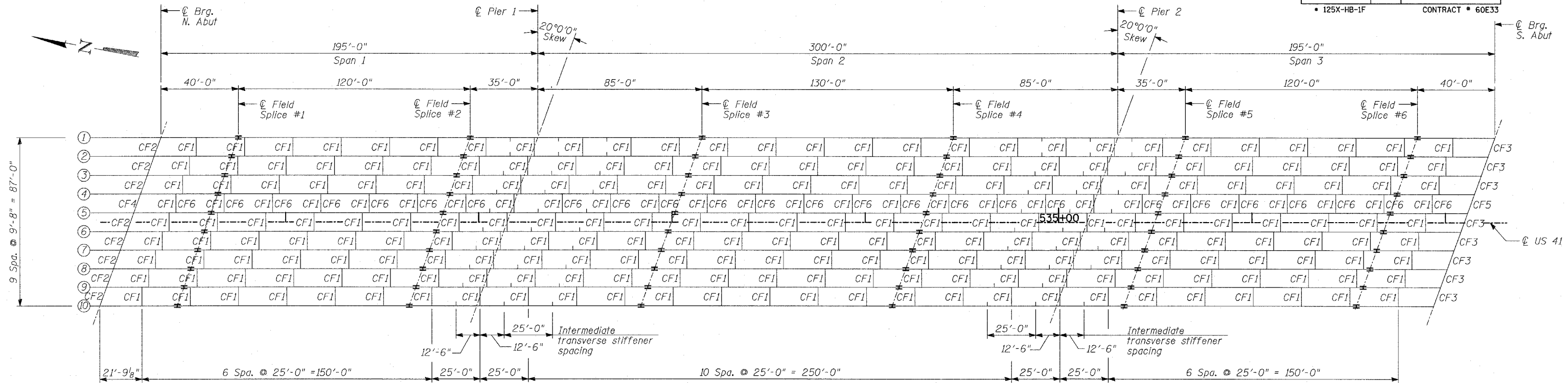
ITEM	UNIT	TOTAL
Furnishing Modular Expansion Joint 6"	Foot	94

NORTH ABUTMENT MODULAR EXPANSION JOINT DETAILS

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-29 S-66 SHEETS
346	*	LAKE	23	17	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
125X-HB-1F		CONTRACT # 60E33			



FRAMING PLAN

	0.4 Sp. 1 & 0.6 Sp. 3	Pier	0.5 Sp. 2
I_s	(in ⁴) 127,652	382,990	203,212
$I_c(n)$	(in ⁴) 264,482	---	407,843
$I_c(3n)$	(in ⁴) 192,285	---	293,119
S_s	(in ³) 2,965	7,979	5,555
$S_c(n)$	(in ³) 3,962	---	6,936
$S_c(3n)$	(in ³) 3,544	---	6,324
W	(k/ft.) 1.43	2.47	1.57
$M\emptyset$	(k) 2,185	15,606	6,421
$s\emptyset$	(k/ft.) 0.65	---	0.65
$M_s\emptyset$	(k) 1,202	---	2,892
M_L	(k) 2,813	4,572	4,606
$M(Imp)$	(k) 440	613	542
${}^2_3[M_L + M(Imp)]$	(k) 5,422	8,642	8,580
M_a	(k) 11,452	31,522	23,261
M_u	(k) 17,609	---	24,653
$f_s\emptyset$ non-comp (k.s.i.)	8.84	23.47	13.87
$f_s\emptyset$ (comp) (k.s.i.)	4.08	---	5.49
$f_s{}^2_3(L + Imp)$ (k.s.i.)	16.39	13.00	14.84
f_s (Overload) (k.s.i.)	29.31	36.47	34.2
f_s (Total) (k.s.i.)	---	47.41	---
VR	(k) 87.5	---	101.0

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- \emptyset : Un-factored non-composite dead load (kips/ft.).
- $M\emptyset$: Un-factored moment due to non-composite dead load (kip-ft.).
- $s\emptyset$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s\emptyset$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_L : Un-factored live load moment (kip-ft.).
- M_{Imp} : Un-factored moment due to impact (kip-ft.).
- M_a : Factored design moment (kip-ft.).
- $1.3 [M\emptyset + M_s\emptyset + \frac{2}{3}(M_L + M_{Imp})]$
- M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- f_s (Overload): Sum of stresses as computed from the moments below (ksi). $M\emptyset + M_s\emptyset + \frac{2}{3}(M_L + M_{Imp})$
- f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi). $1.3 [M\emptyset + M_s\emptyset + \frac{2}{3}(M_L + M_{Imp})]$
- VR: Maximum $\frac{1}{4}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

NOTES:
All structural steel for girders and splices shall conform to the requirements of AASHTO M270, Grade 50. All other structural steel shall conform to the requirements of AASHTO M270, Grade 36.

TYLIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

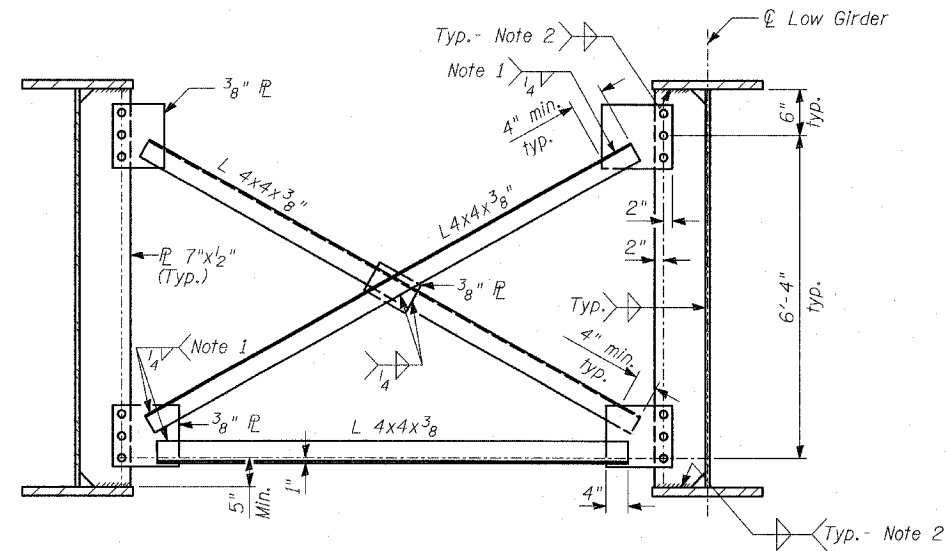
	Abut.	Pier
$R\emptyset$	(k) 124.9	631.6
R_L	(k) 72.8	178.9
Imp.	(k) 11.4	24.0
R (Total)	(k) 209.1	834.5

FRAMING PLAN

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

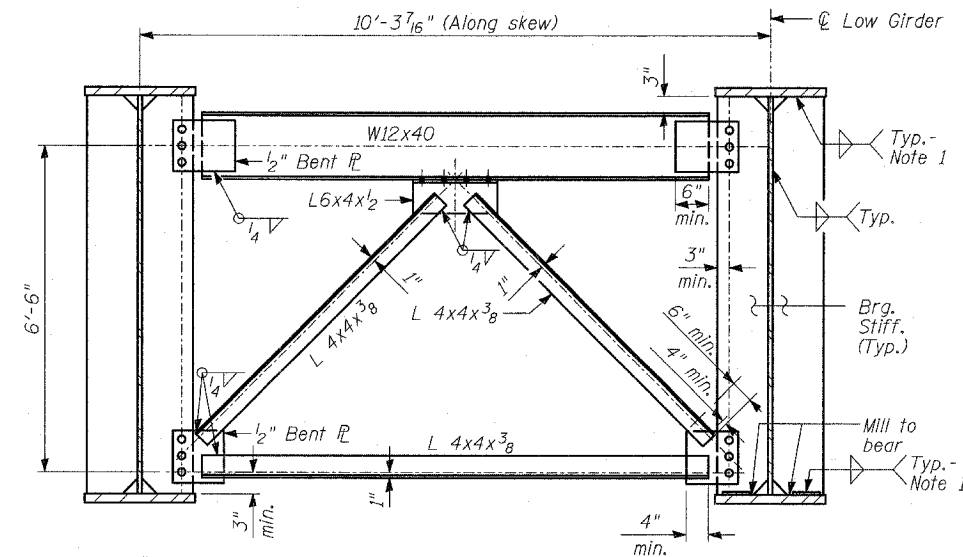
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. - S-31
346	*	LAKE	23	19	S-66 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			
			* 125X-HB-1F CONTRACT # 60E33		



INTERIOR CROSS FRAME CF1
243 Required

NOTES FOR CROSS FRAME CF1

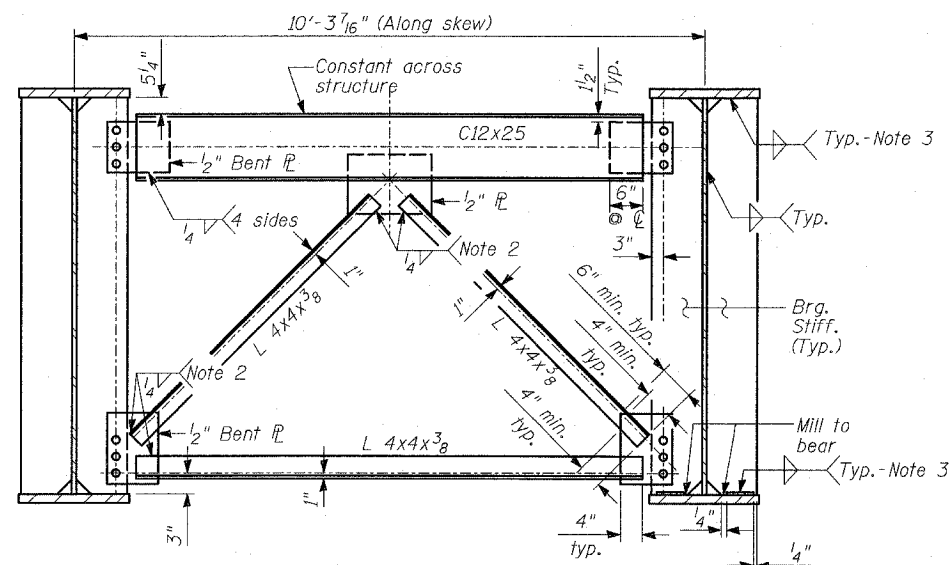
1. Fillet weld angle along 3 sides on one face of gusset plate.
2. Stop weld 1/4" from each end of plate.
3. Clip connection plates 1" horizontal and 4" vertical.



END CROSS FRAME CF3
8 Required for CF3

NOTE FOR END CROSS FRAME CF3

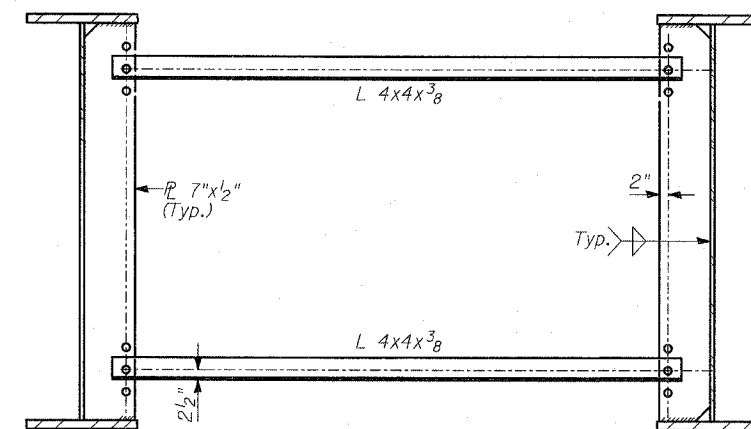
1. Stop weld 1/4" from each end of plate.



END CROSS FRAME CF2
8 Required

NOTES FOR CROSS FRAME CF2

1. Place Cross Frame with channel flanges and outstanding angle legs outward from abutment backwall.
2. Weld on near side for 1/2" plate.
3. Stop weld 1/4" from each end of plate.



CROSS FRAME CF6 - TEMPORARY BRACING
25 Required

NOTES FOR CROSS FRAME CF6

1. This detail shall be installed prior to Stage II deck pour.
2. Once deck has cured, remove temporary bracing and install CF1 members.
3. Work this detail with Interior Cross Frame CF1.
4. Bolts shall be finger tight.

GENERAL NOTES

1. All bolts shall be 3/4" phi with 5/16" phi holes unless otherwise noted.
2. Two hardened washers required for each set of oversized holes.
3. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

TYLIN INTERNATIONAL

DESIGNED	- MB
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

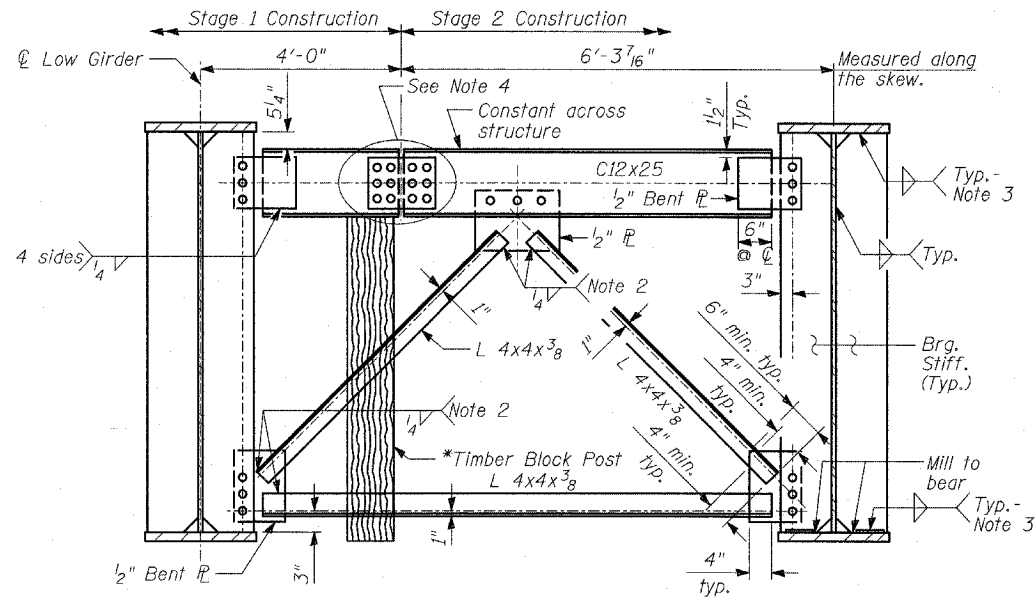
FRAMING DETAILS I

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
346	*	LAKE	23	20
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		125X-HB-1F	CONTRACT # 60E33	

SHEET NO. - S-32
S-66-SHEETS



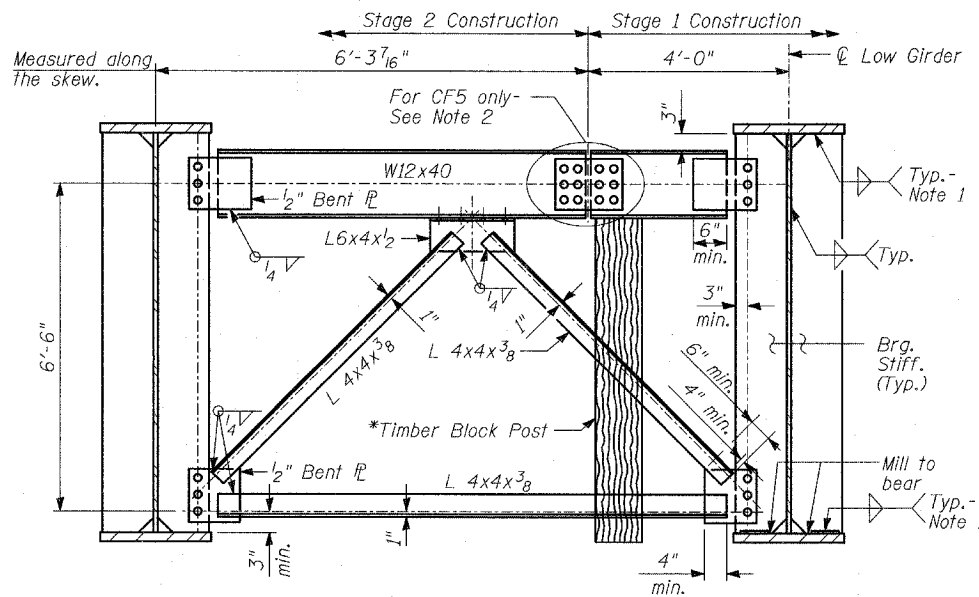
END CROSS FRAME CF4

1 Required

* Cost included with "Erecting Structural Steel".

NOTES FOR CROSS FRAME CF4

1. Place Cross Frame with channel flanges and outstanding angle legs outward from abutment backwall.
2. Weld on near side for 1/2" plate.
3. Stop weld 1/4" from each end of plate.
4. For additional details, see "End Cross Frame CF4 Components."



END CROSS FRAME CF5

1 Required

NOTES FOR END CROSS FRAME CF5

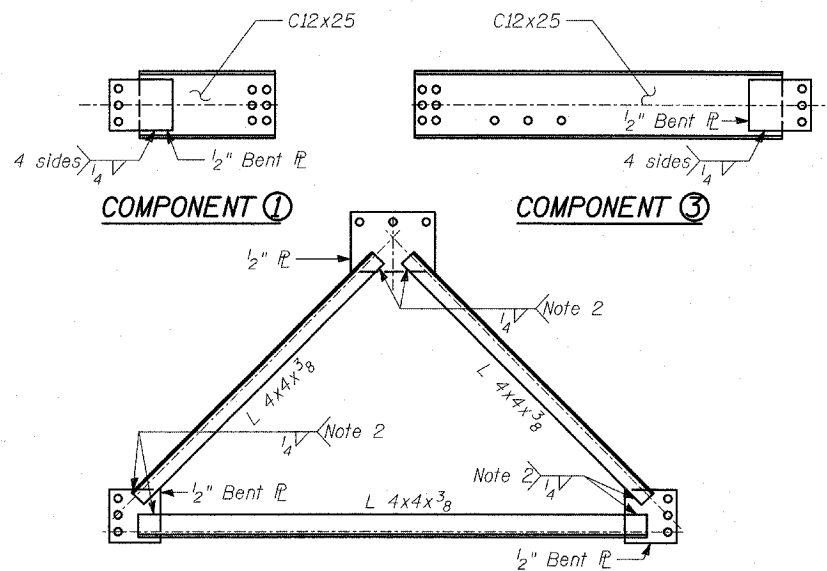
1. Stop weld 1/4" from each end of plate.
2. For additional details, see "End Cross Frame CF5 Components."

**CROSS FRAME CF4 AND CF5
CONSTRUCTION SEQUENCE**

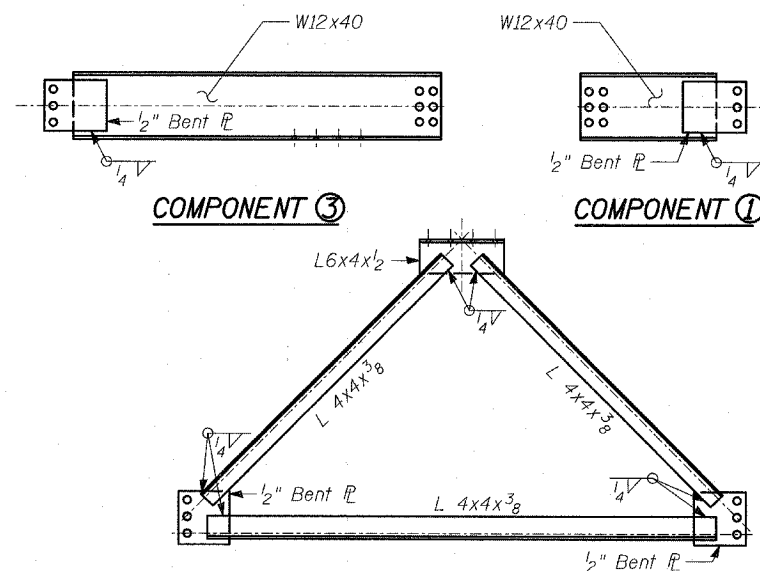
1. Order Cross Frame CF4 and CF5 in three components as shown.
2. Attach component ① to the bearing stiffener on Girder nearest Stage Construction Line.
3. Place Timber Block Post between component ① and bearing seat.
4. Pour Stage I deck and erect Stage II Girders.
5. Attach component ③ to the bearing stiffener on adjacent Stage 2 Construction Girder, and attach web splice plates.
6. Remove Timber Block Post.
7. Install component ②.
8. Complete remaining deck pours.

GENERAL NOTES

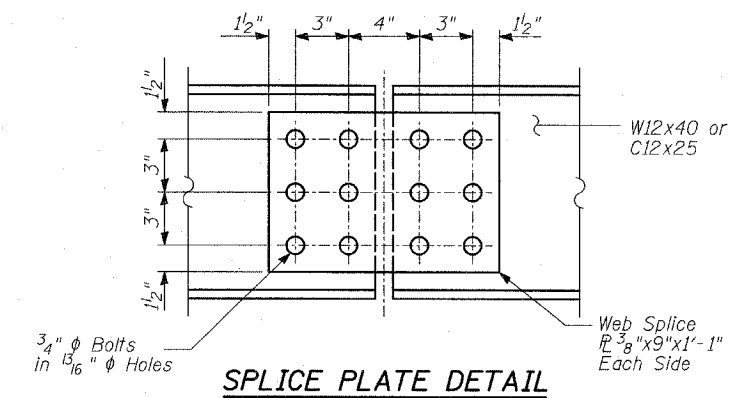
1. All bolts shall be 3/4" φ with 15/16" φ holes unless otherwise noted.
2. Two hardened washers required for each set of oversized holes.



END CROSS FRAME CF4 COMPONENTS



END CROSS FRAME CF5 COMPONENTS



SPLICE PLATE DETAIL

TYLIN INTERNATIONAL

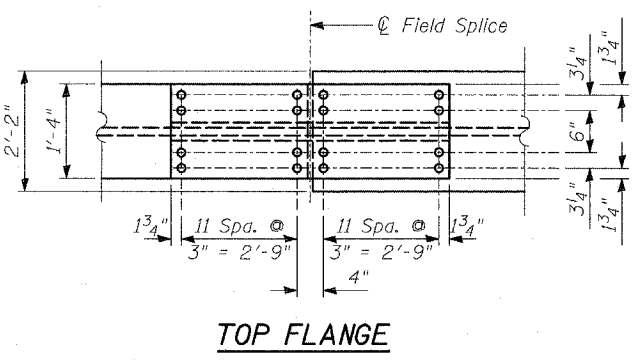
DESIGNED	- MB
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

FRAMING DETAILS II

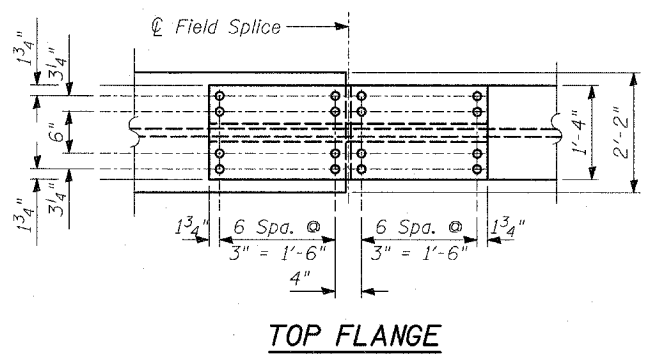
FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

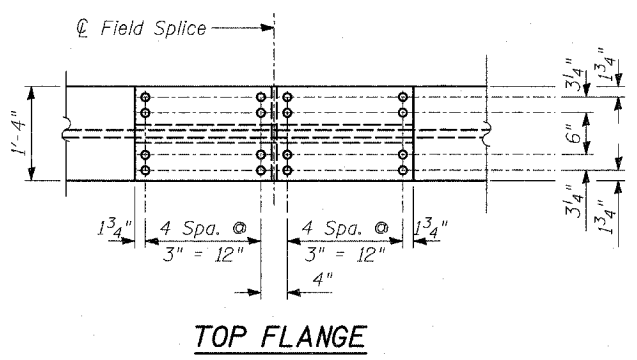
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-33 S-66-SHEETS
346	*	LAKE	23	21	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		
125X-HB-1F		CONTRACT # 60E33			



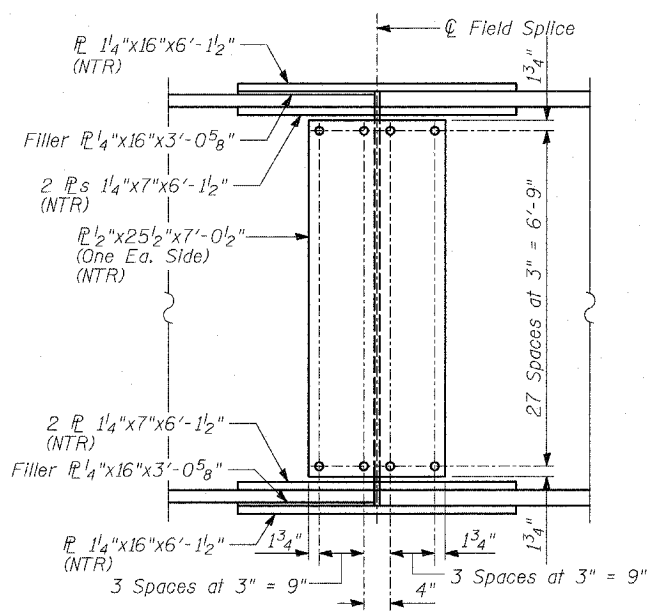
TOP FLANGE



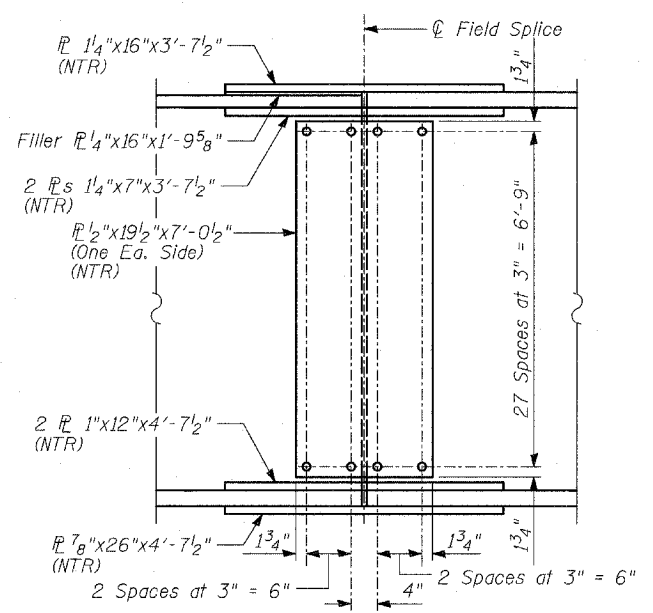
TOP FLANGE



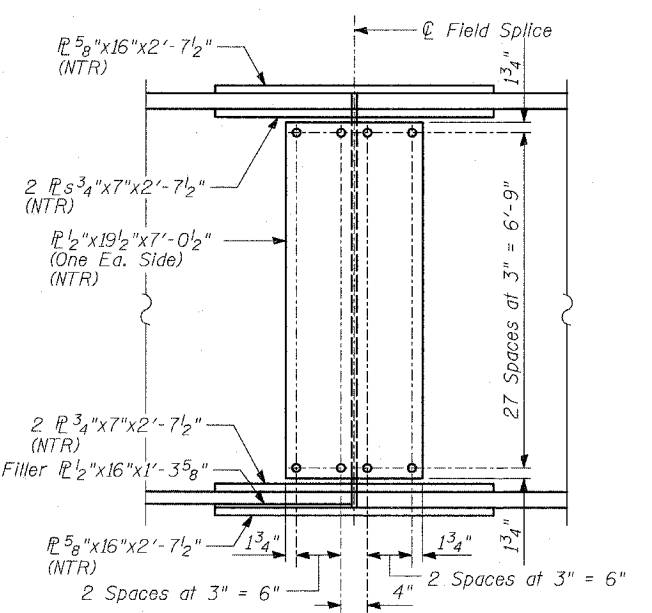
TOP FLANGE



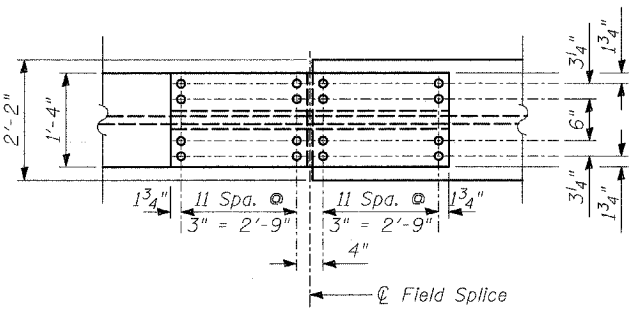
ELEVATION



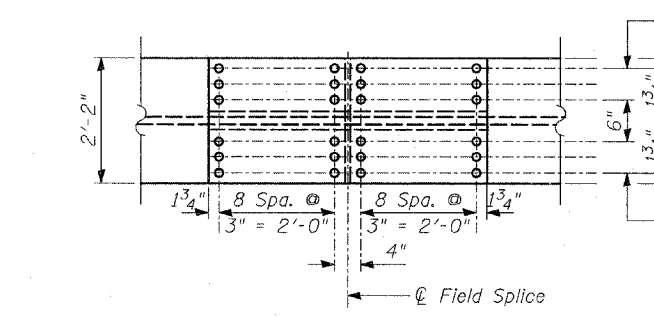
ELEVATION



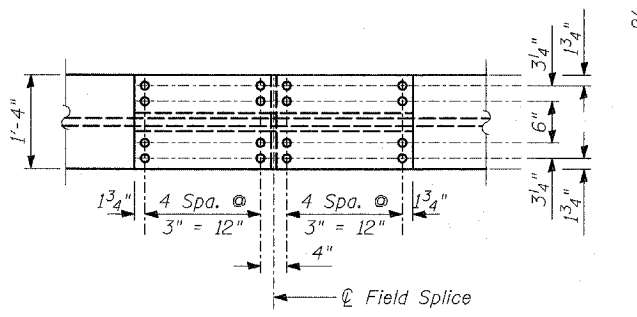
ELEVATION



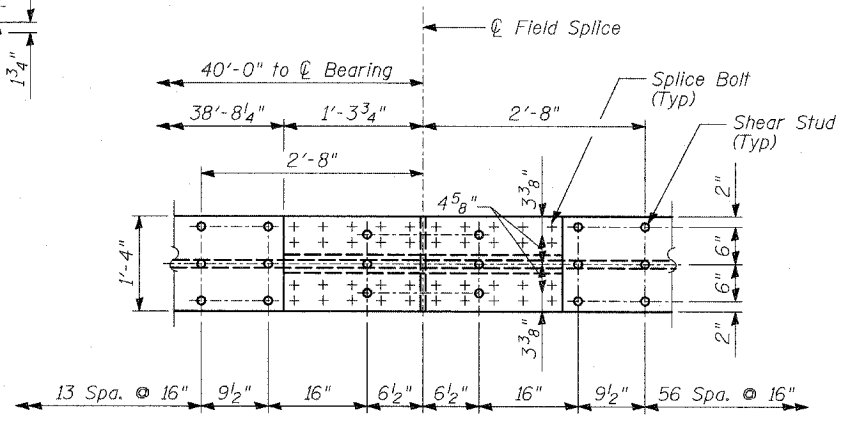
BOTTOM FLANGE
FIELD SPLICE #2 & #5



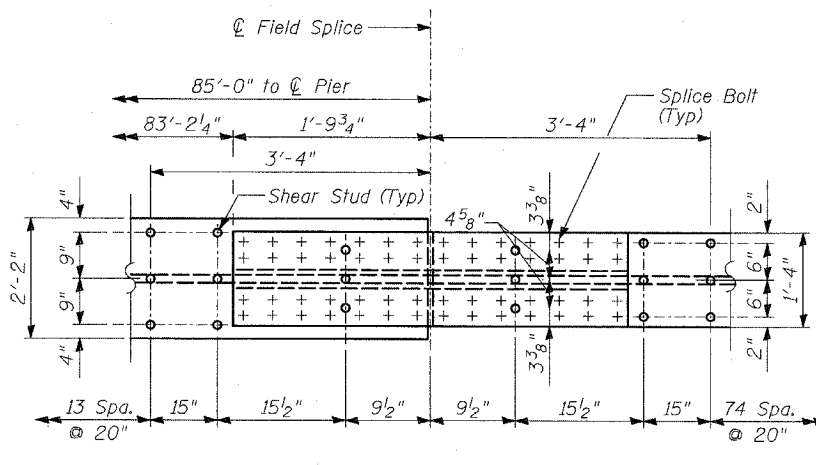
BOTTOM FLANGE
FIELD SPLICE #3 & #4



BOTTOM FLANGE
FIELD SPLICE #1 & #6



STUD LAYOUT AT FS #1 & #6
(Layout at FS #1 shown, at FS #6 opp. hand)
"NOT IN CONTRACT"



STUD LAYOUT AT FS #3 & #4
(Layout at FS #3 shown, at FS #4 opp. hand)
"NOT IN CONTRACT"

TYLIN INTERNATIONAL

DESIGNED	- MB
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

NOTES:

- All bolts shall be 7/8" AASHTO M164/ASTM A325 with 15/16" holes unless noted.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

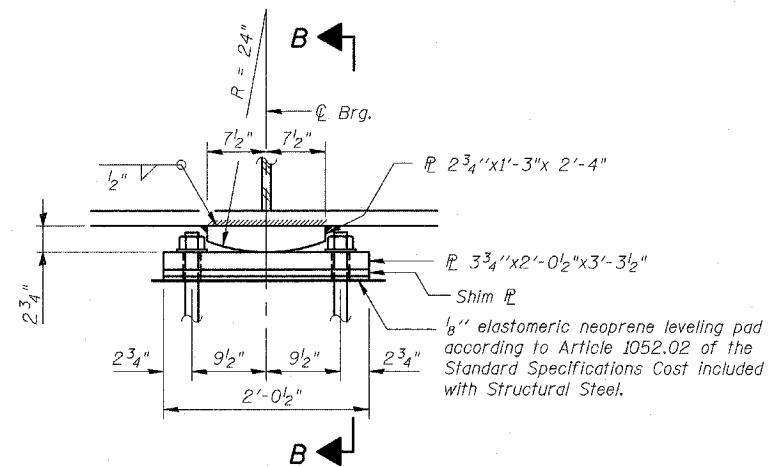
FRAMING DETAILS III

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	23	22
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	
• 125X-HB-1F		CONTRACT # 60E33		

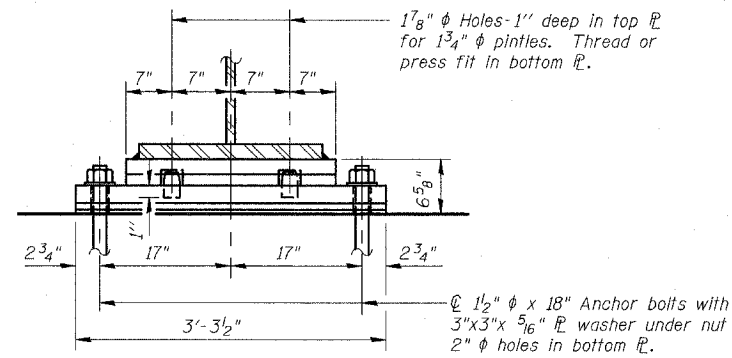
SHEET NO. - S-34
S-66 SHEETS



ELEVATION AT PIER

FIXED BEARING AT PIER 1

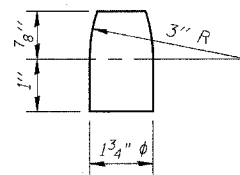
(Cost Included with Furnishing Structural Steel)



SECTION B-B

Notes:

Anchor bolts not included in this contract.



PINTLE

NOTES

1. Structural Steel for the fixed bearing, including pintles, shall be AASHTO M270 Grade 50.
2. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

TYLIN INTERNATIONAL

DESIGNED	- MB
CHECKED	- SP
DRAWN	- MAF
CHECKED	- AD

I-2-E1 9-01-03

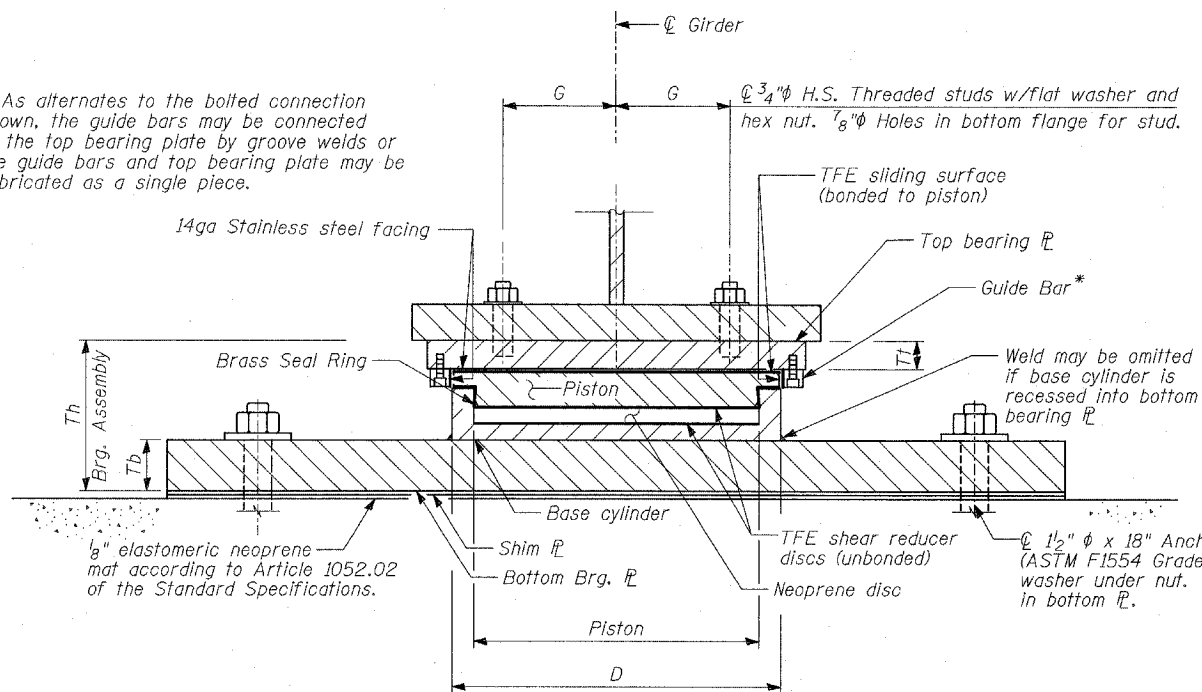
FIXED BEARING

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

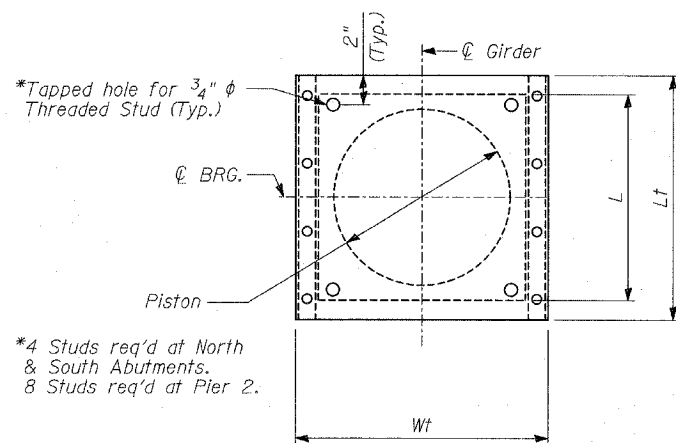
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - S-35 S-66 SHEETS
346	*	LAKE	23	23	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
		125X-HB-1F	CONTRACT # 60E33		

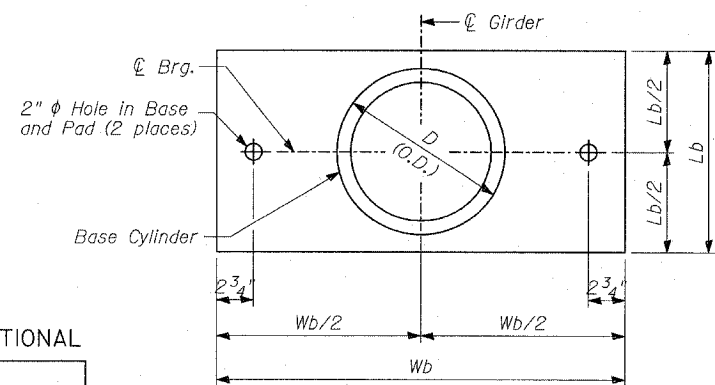
* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



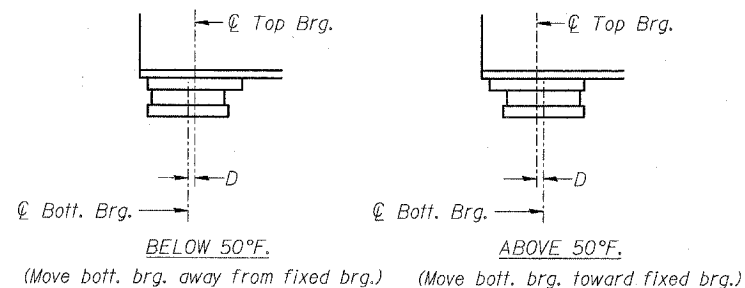
GUIDED EXPANSION POT BEARING



TOP BEARING PLATE - PISTON PLAN
(N. & S. Abutments)



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN
(N. & S. Abutments)



SETTING ANCHOR BOLTS AT EXP. BRG.

$D = \frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

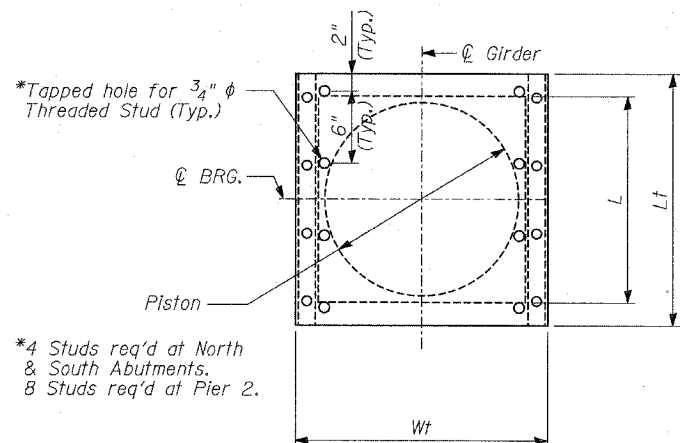
"NOT IN CONTRACT"

NOTES:

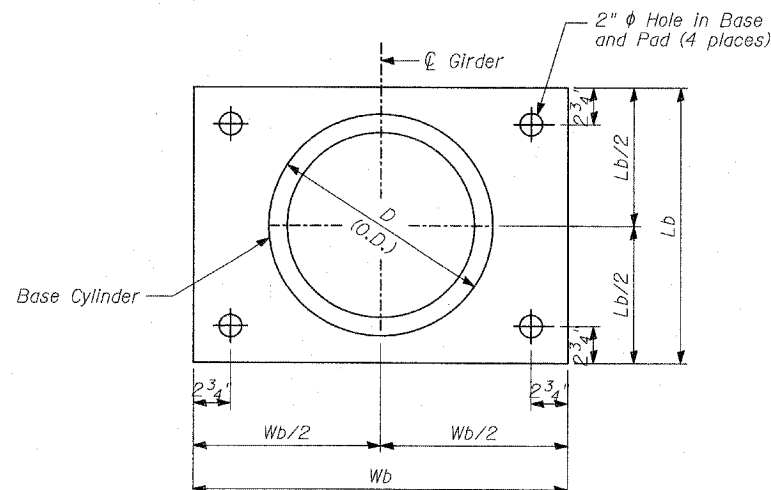
- All structural steel for the top and bottom bearing plates shall conform to AASHTO M 270 Grade 50.
- Cost of top and bottom bearing plates, $\frac{1}{8}$ " Elastomeric Neoprene, shim plates and threaded studs with washer shall be included with "Furnishing HLMR Bearings, Guided Expansion", of the load rating specified.
- Anchor bolts not included in this Contract.
- Two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

FLOATING BEARING, GUIDED EXPANSION TABLE

LOCATION	NO. REQ'D	VERT. LOAD CAPACITY	DESIGN VERT. LOAD	TOT. REQ'D MOVEMENT (in)	TOP PLATE (in)				BOTTOM PLATE (in)			BRG. ASSEMBLY (in)		
					Wt	Lt	Tt	G	Wb	Lb	Tb	D	L	Th
NORTH ABUTMENT	10	250K	197K	2.50	17.0	16.5	1.75	6.0	27.0	16.0	1.75	11.875	12.0	8.625
PIER 2	10	850K	820K	3.75	28.5	28.5	3.25	11.0	38.5	26.0	2.50	21.875	22.0	13.75
SOUTH ABUTMENT	10	250K	197K	6.25	17.0	20.5	1.50	6.0	27.0	16.0	1.75	11.875	12.0	8.375



TOP BEARING PLATE - PISTON PLAN
(Pier 2)



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN
(Pier 2)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing HLMR Bearings, Guided Expansion, 250 kips	Each	20
Furnishing HLMR Bearings, Guided Expansion, 850 kips	Each	10

HIGH LOAD MULTI-ROTATION BEARINGS

FAP 346 (U.S. ROUTE 41 - SKOKIE
HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

TYLIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD