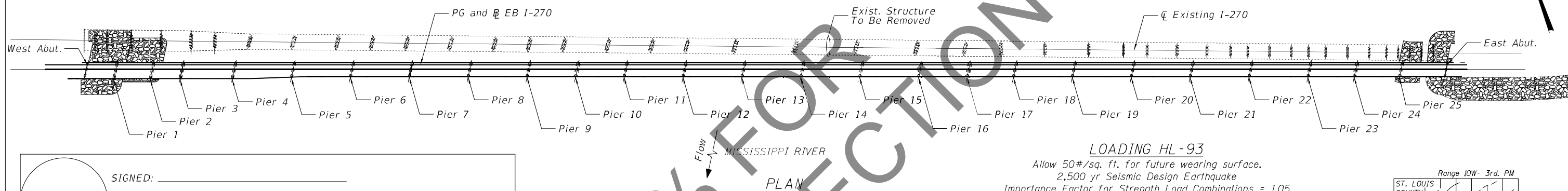
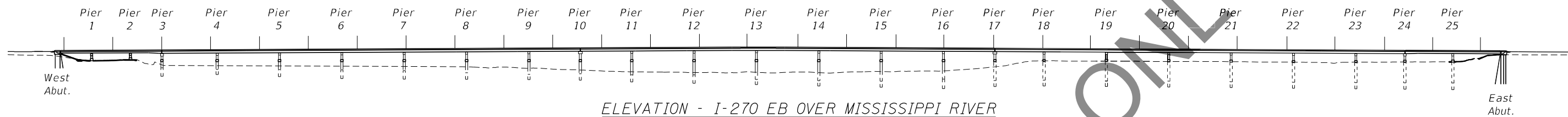
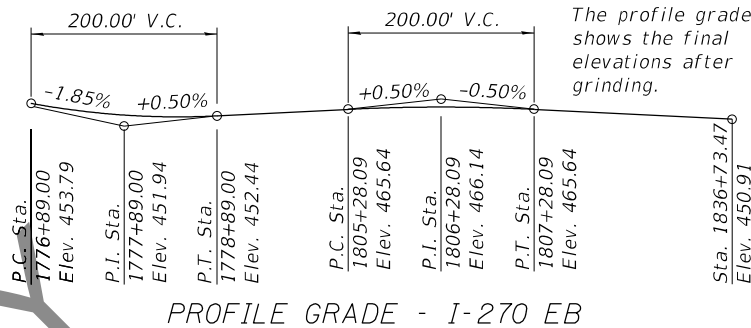
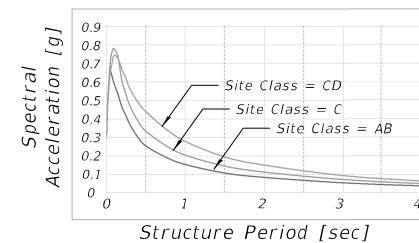


Benchmark:  
 BM2316-4: Cut "□" on Southwest corner of South wing wall at the West end of the Old Chain of Rocks Bridge over the Mississippi River (Missouri). Elev. 439.761'  
 BM2316-5: RR spike in power pole at the Northwest corner of Riverview Drive and Coal Bank Road (Missouri). Elev. 430.055'  
 Existing Structure: SN 060-0035 Steel girder and concrete slab superstructure bridge on piers. Approximately in line with Westbound structure. Approximately 5411.0' long by 62'-9" wide. Constructed in 1966. To be removed after proposed EB Structure No. 060-0350 is complete.  
 Traffic Control: none  
 No Salvage

**SEISMIC DATA**  
 Seismic Performance Zone (SPZ) = 2  
 Operational Classification: Critical

Seismic Data based on Site-Specific Data			
	West Abut. Piers 1-3	Piers 4-16	Piers 17-25 East Abut.
Site Class	C	AB	CD
Design Spectral Acceleration at 1.0 sec, $S_{D1}$ [g]	0.204	0.153	0.279
Design Spectral Acceleration at 0.2 sec, $S_{D5}$ [g]	0.608	0.465	0.668

**SITE - SPECIFIC UNIFORM HAZARD SPECTRA**



SIGNED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ FOR SHEETS:

SIGNED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ FOR SHEETS:

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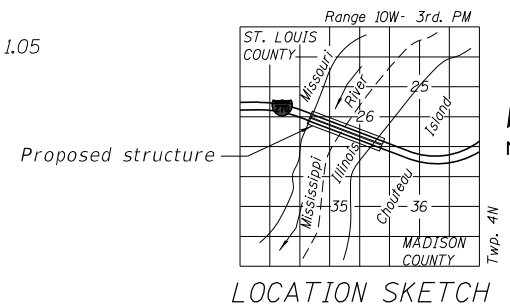
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 DATE: \_\_\_\_\_ FOR SHEETS:

**LOADING HL-93**  
 Allow 50#/sq. ft. for future wearing surface.  
 2,500 yr Seismic Design Earthquake  
 Importance Factor for Strength Load Combinations = 1.05

**DESIGN SPECIFICATIONS**  
 2020 AASHTO LRFD Bridge  
 Design Specifications, 9th Edition

**DESIGN STRESSES**  
 FIELD UNITS

$f'_c$  = 4,000 psi (Substructure)  
 $f'_c$  = 4,000 psi (Superstructure)  
 $f'_c$  = 5,000 psi (Drilled Shafts)  
 $f_y$  = 60,000 psi (Reinforcement)  
 $f_y$  = 50,000 psi (M270 Grade 50)



**HIGHWAY CLASSIFICATION**

I-270 (FAI 270)  
 Functional Class: Interstate  
 ADT: 44,600(2019); 58,000(2045)  
 ADTT: 8,000(2019); 10,440(2045)  
 DHV: 4.080  
 Design Speed: 60 m.p.h.  
 Posted Speed: 60 m.p.h.  
 Two-Way Traffic  
 Directional Distribution: 50/50

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	West Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	Pier 10	Pier 11	Pier 12	Pier 13
Q100	441.49	386.5	385.9	391.5	385.6	384.7	383.7	380.9	373.0	372.9	370.3	364.7	364.7	347.3
Q200	441.49	386.5	385.9	391.5	385.6	384.7	383.7	380.9	373.0	372.9	370.3	364.7	364.7	347.3
Design Scour Elevation (ft.)	Pier 14	Pier 15	Pier 16	Pier 17	Pier 18	Pier 19	Pier 20	Pier 21	Pier 22	Pier 23	Pier 24	Pier 25	East Abut.	Item 113
Q100	342.4	340.7	347.6	346.3	345.0	381.2	381.2	381.2	381.2	381.2	381.2	381.2	439.83	5
Q200	342.4	340.7	347.6	346.3	345.0	371.8	371.8	371.8	371.8	371.8	371.8	371.8	439.83	5

**WATERWAY INFORMATION**

Flood		Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
				Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year Design		10	777,656	144,867	152,761	426.3	0.1	0.0	426.4	426.3
Base		50	984,883	179,011	188,351	433.3	0.1	0.1	433.4	433.4
Scour Design Check		100	1,067M	188,974	198,694	435.4	0.2	0.1	435.6	435.5
Max. Calc.		200	1,146M	201,158	211,492	437.8	0.2	0.2	438.0	438.0
		500	1,247M	211,346	221,832	439.9	0.2	0.2	440.1	440.1

10 Year Velocity Through Existing Bridge = 5.37 ft/s  
 10 Year Velocity Through Proposed Bridge = 5.09 ft/s

**OVERALL SITE PLAN**  
 I-270 OVER THE MISSISSIPPI RIVER

PUBLIC WATER  
 F.A.I. Rte 270 - SEC. 60B-1  
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES  
 STATION 1806+89.23  
 STRUCTURE NO. 060-0350 (EB)

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

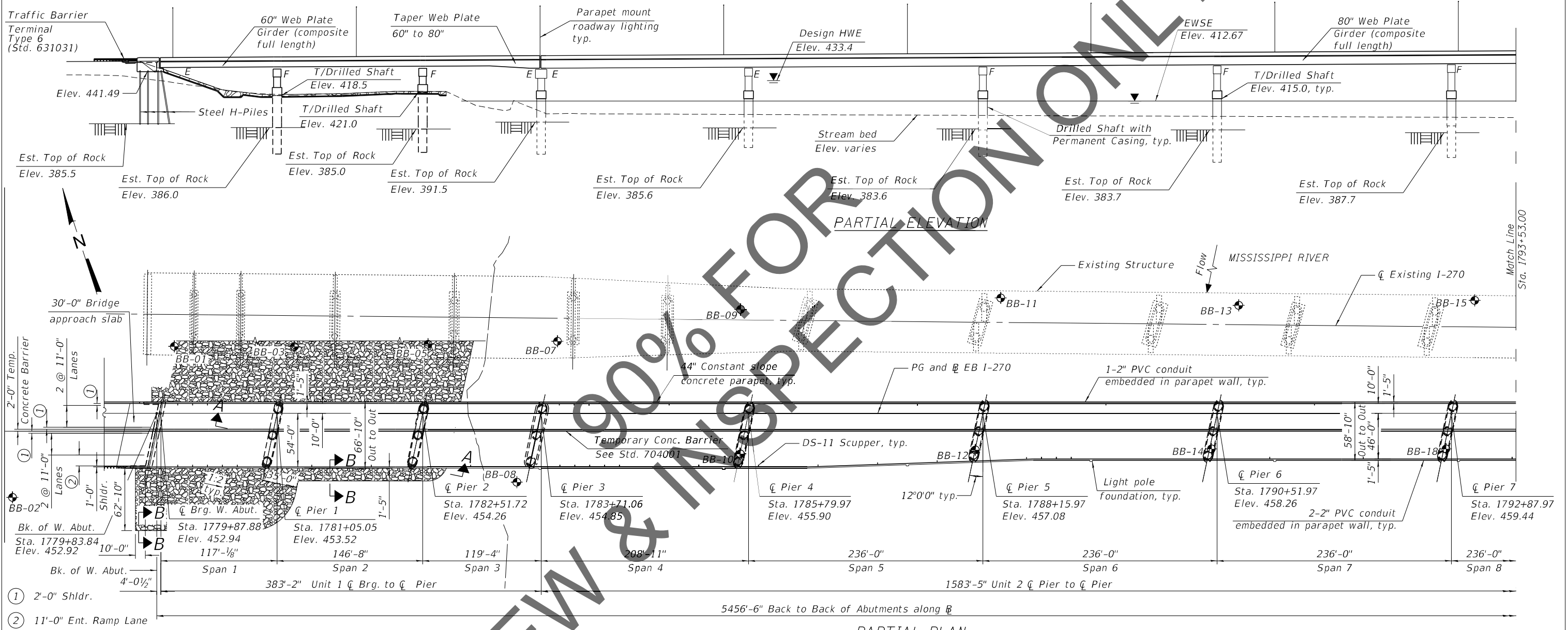
OVERALL SITE PLAN  
 STRUCTURE NO. 060-0350 (EB)

SHEET 1 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	201
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

Notes:  
 All Elevations are given in NAVD 1988 Datum unless noted.  
 NAVD 1988 = NGVD 1929 - 0.20'.  
 EWSE = Estimated Water Surface Elevation.  
 HWE = High Water Elevation.  
 ♦ Denotes soil boring.

For sections A-A and B-B, see sheet 12 of 292 .



DRAINAGE LOCATIONS - I-270 EB

PARTIAL PLAN

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	1	1780+05.00	10.00' Lt. & 54.00' Rt.	DS-11	4	1784+05.00	54.00' Rt.	DS-11	5	1787+70.00	48.62' Rt.
DS-11	1	1780+20.00	10.00' Lt. & 54.00' Rt.	DS-11	4	1784+19.39	10.00' Lt.	DS-11	6	1788+60.00	46.22' Rt.
DS-11	1	1780+35.00	10.00' Lt. & 54.00' Rt.	DS-11	4	1784+20.00	54.00' Rt.	DS-11	6	1788+75.00	46.00' Rt.
DS-11	1	1780+50.00	54.00' Rt.	DS-11	4	1784+35.00	54.00' Rt.	DS-11	6	1788+90.00	46.00' Rt.
DS-11	1	1780+65.00	54.00' Rt.	DS-11	4	1784+50.00	54.00' Rt.	DS-11	6	1789+05.00	46.00' Rt.
DS-11	2	1781+40.00	54.00' Rt.	DS-11	4	1784+99.97	10.00' Lt.	DS-11	6	1789+39.97	10.00' Lt.
DS-11	2	1782+00.00	54.00' Rt.	DS-11	4	1785+30.00	54.00' Rt.	DS-11	7	1791+05.00	46.00' Rt.
DS-11	3	1783+00.00	54.00' Rt.	DS-11	5	1785+90.00	53.42' Rt.	DS-11	7	1791+49.97	10.00' Lt.
DS-11	4	1783+89.39	10.00' Lt.	DS-11	5	1786+50.00	51.82' Rt.	DS-11	7	1791+99.15	46.00' Rt.
DS-11	4	1783+90.00	54.00' Rt.	DS-11	5	1787+10.00	50.22' Rt.	DS-11	8	1793+49.15	46.00' Rt.
DS-11	4	1784+04.39	10.00' Lt.	DS-11	5	1787+49.97	10.00' Lt.				

GENERAL PLAN & ELEVATION - 1  
 I-270 OVER THE MISSISSIPPI RIVER  
 PUBLIC WATER  
 F.A.I. Rte 270 - SEC. 60B-1  
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES  
 STATION 1806+89.23  
 STRUCTURE NO. 060-0350 (EB)

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION - 1  
 STRUCTURE NO. 060-0350 (EB)

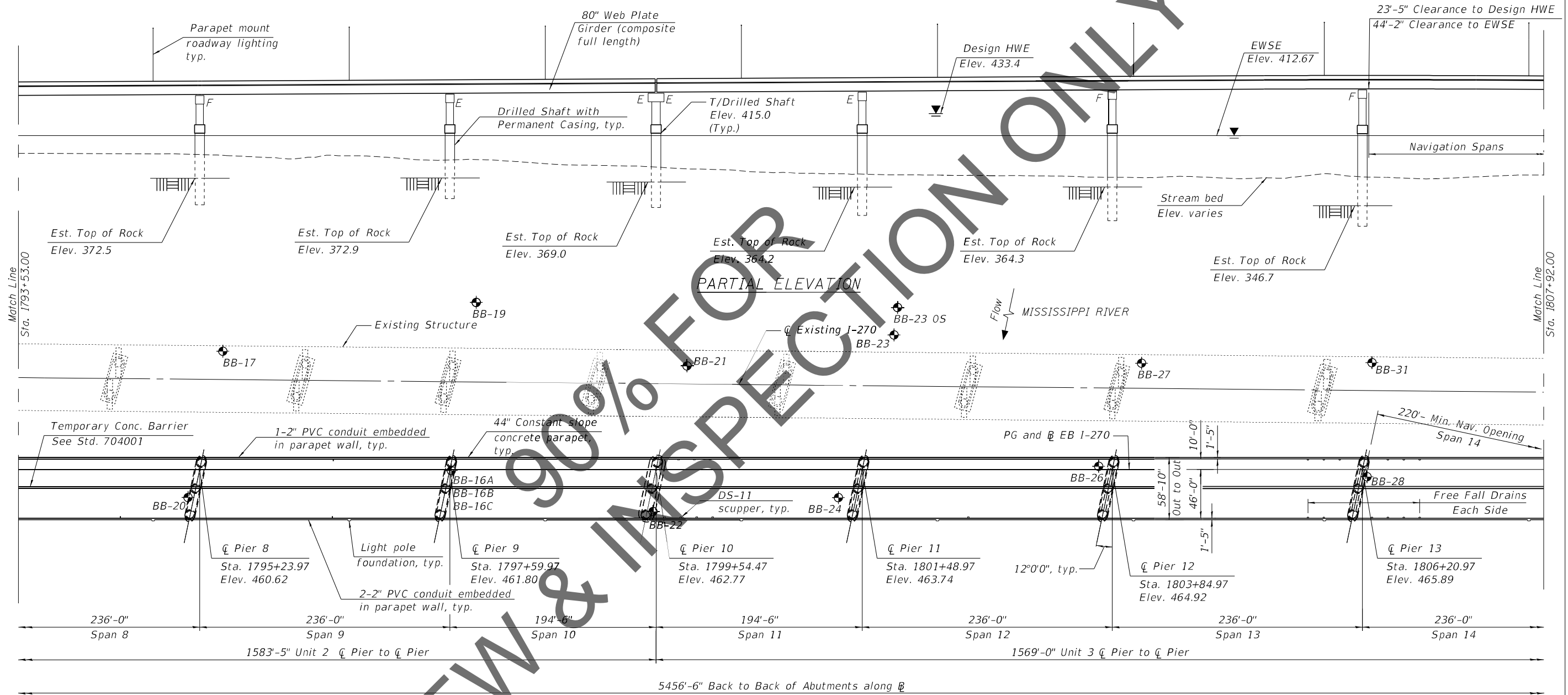
SHEET 2 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	202
CONTRACT NO. 76J90				

ILLINOIS FED. AID PROJECT



Notes:  
 All Elevations are given in NAVD 1988 Datum unless noted.  
 EWSE = Estimated Water Surface Elevation.  
 HWE = High Water Elevation.  
 ⚡ Denotes soil boring.



DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	8	1794+49.15	46.00' Rt.	DS-11	11	1800+07.81	46.00' Rt.
DS-11	9	1796+49.15	46.00' Rt.	DS-11	12	1802+49.15	46.00' Rt.
DS-11	9	1796+49.97	10.00' Lt.	*FFFD	13	1805+69.53	10.00' Lt. & 46.00' Rt.
DS-11	11	1799+62.81	46.00' Rt.	*FFFD	13	1805.84.53	10.00' Lt. & 46.00' Rt.
DS-11	11	1799+75.60	10.00' Lt.	*FFFD	13	1805+99.53	10.00' Lt.
DS-11	11	1799+77.81	46.00' Rt.	*FFFD	14	1806+30.00	46.00' Rt.
DS-11	11	1799+90.60	10.00' Lt.	*FFFD	14	1806+45.00	10.00' Lt. & 46.00' Rt.
DS-11	11	1799+92.81	46.00' Rt.	*FFFD	14	1806+60.00	10.00' Lt. & 46.00' Rt.
DS-11	11	1800+05.60	10.00' Lt.	*FFFD	14	1806+75.00	10.00' Lt. & 46.00' Rt.

\*FFFD - Free Fall Floor Drains

PARTIAL PLAN

GENERAL PLAN & ELEVATION - 2  
 I-270 OVER THE MISSISSIPPI RIVER  
 PUBLIC WATER  
 F.A.I. Rte 270 - SEC. 60B-1  
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES  
 STATION 1806+89.23  
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 DEPARTMENT OF TRANSPORTATION

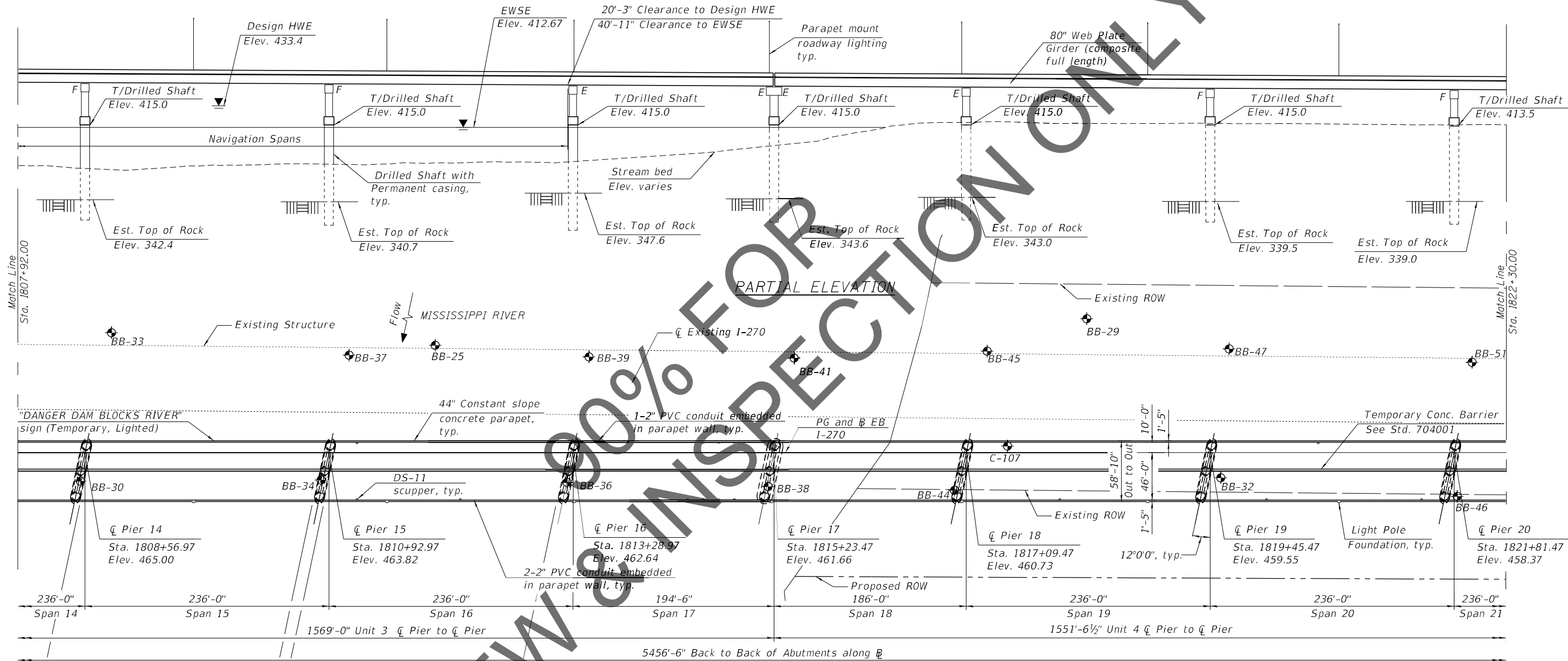
GENERAL PLAN AND ELEVATION - 2  
 STRUCTURE NO. 060-0350 (EB)

SHEET 3 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	203
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT

Notes:  
 All Elevations are given in NAVD 1988 Datum unless noted.  
 EWSE = Estimated Water Surface Elevation.  
 HWE = High Water Elevation.  
 ♦ Denotes soil boring.



DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	16	1811+19.97	10.00' Lt.	DS-11	17	1814+70.00	46.00' Rt.
DS-11	16	1811+20.00	46.00' Rt.	DS-11	17	1814+84.97	10.00' Lt.
DS-11	16	1812+20.00	46.00' Rt.	DS-11	17	1814+85.00	46.00' Rt.
DS-11	17	1814+40.00	46.00' Rt.	DS-11	19	1818+00.00	46.00' Rt.
DS-11	17	1814+54.97	10.00' Lt.	DS-11	20	1820+00.00	46.00' Rt.
DS-11	17	1814+55.00	46.00' Rt.	DS-11	20	1820+49.97	10.00' Lt.
DS-11	17	1814+69.97	10.00' Lt.	DS-11	20	1821+50.00	46.00' Rt.

GENERAL PLAN & ELEVATION - 3  
 I-270 OVER THE MISSISSIPPI RIVER  
 PUBLIC WATER  
 F.A.I. Rte. 270 - SEC. 60B-1  
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES  
 STATION 1806+89.23  
 STRUCTURE NO. 060-0350 (EB)

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GENERAL PLAN AND ELEVATION - 3  
 STRUCTURE NO. 060-0350 (EB)

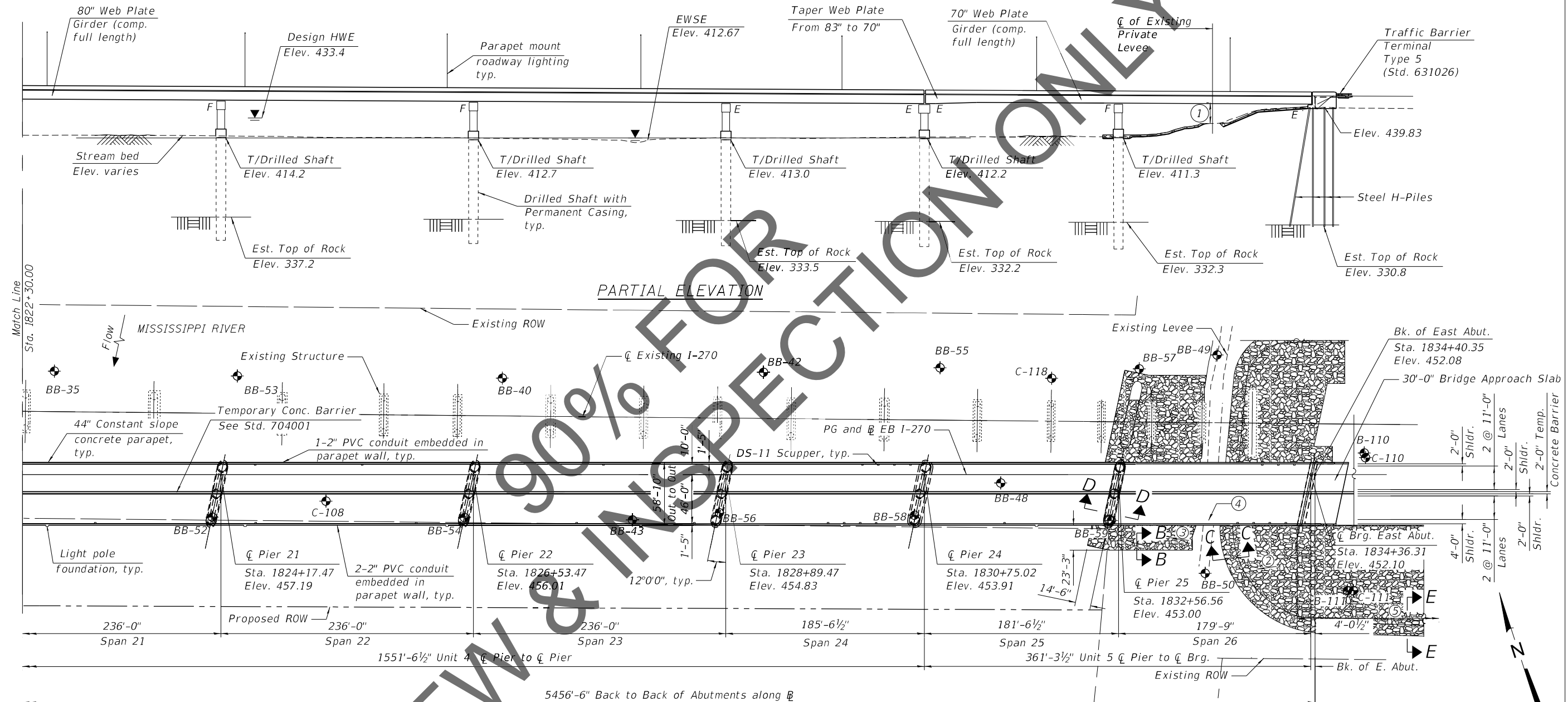
SHEET 4 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	204
CONTRACT NO. 76J90				

ILLINOIS FED. AID PROJECT

Notes:  
 All Elevations are given in NAVD 1988 Datum unless noted.  
 EWSE = Estimated Water Surface Elevation.  
 HWE = High Water Elevation.  
 ♦ Denotes soil boring.  
 For sections B-B, C-C, D-D and E-E see sheet 12 of 292.

- ① Min. Clr. 18'-6"±
- ② Riprap slope varies. Max at 1V:2H at right angles
- ③ Riprap placed on existing west face of levee. Approximate slope 1V:2H at right angles to existing levee
- ④ Point of minimum vertical clear
- ⑤ Riprap shall extend 500ft to the east of the abutment and match roadway grading.



DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	21	1823+00.00	46.00' Rt.	DS-11	24	1829+85.00	46.00' Rt.	DS-11	25	1831+50.00	46.00' Rt.
DS-11	22	1824+49.47	10.00' Lt.	DS-11	24	1830+00.00	46.00' Rt.	DS-11	26	1833+68.00	46.00' Rt.
DS-11	22	1824+50.00	46.00' Rt.	DS-11	24	1830+15.00	46.00' Rt.	DS-11	26	1833+83.00	46.00' Rt.
DS-11	22	1825+49.47	10.00' Lt.	DS-11	24	1830+17.14	10.00' Lt.	DS-11	26	1833+90.92	10.00' Lt.
DS-11	22	1826+00.00	46.00' Rt.	DS-11	24	1830+30.00	46.00' Rt.	DS-11	26	1833+98.00	46.00' Rt.
DS-11	23	1827+50.00	46.00' Rt.	DS-11	24	1830+32.14	10.00' Lt.	DS-11	26	1834.05.92	10.00' Lt.
DS-11	23	1827+74.97	10.00' Lt.	DS-11	24	1830+47.14	10.00' Lt.	DS-11	26	1834+13.00	46.00' Rt.
DS-11	23	1828+60.00	46.00' Rt.	DS-11	24	1830+62.14	10.00' Lt.	DS-11	26	1834+20.92	10.00' Lt.

GENERAL PLAN & ELEVATION - 4  
 I-270 OVER THE MISSISSIPPI RIVER

PUBLIC WATER  
 F.A.I. Rte. 270 - SEC. 60B-1  
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES  
 STATION 1806+89.23  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION - 4  
 STRUCTURE NO. 060-0350 (EB)

SHEET 5 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	205
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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STRUCTURE NO. 060-0350 (EB)**

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270	60B-1	MADISON	860	206
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

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- 291. Boring Logs - East Abutment
- 292. Boring Logs - East Abutment

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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STRUCTURE NO. 060-0350 (EB)**

SHEET 7 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	207
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metallized and painted areas. Bolts 7/8 in. diameter, holes 15/16 in  $\phi$ , unless otherwise noted.
2. Calculated weight of Structural Steel = 15,357,480 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. 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.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in (0.01ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to the designated areas of the West Abutment, Pier 3, Pier 10, Pier 17, Pier 24 and East Abutment.
8. The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the final finish coat of the exterior surface and bottom of the bottom flange of the fascia beams shall be applied in the field. The color of the final finish coat for all interior surfaces shall be gray, Munsell No. 5B 7/1. The color of the exterior and bottom flange of the fascia beam shall be gray, Munsell No. 5B 7/1.
9. All structural steel within a distance of 10' from girder ends under expansion joints shall be thermal spray metallized and sealed with an epoxy penetrating sealer (System 3). See special provision for Metallizing of Structural Steel. All metallized surfaces shall be painted with the intermediate and topcoats as specified for structural steel.
10. All end cross frames and end diaphragms located under expansion joints shall be hot dip galvanized and painted with a full epoxy intermediate coat and a full urethane coat from System 3. See special provision for Metallizing of Structural Steel.
11. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
12. The embankment configuration shown shall be minimum that must be placed and compacted prior to construction of the abutments.
13. Construction and demolition activities shall be coordinated and approved in writing be the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG or USACE restrictions.

STATION 1806+89.23  
 BUILT 202\_ BY  
 STATE OF ILLINOIS  
 F.A.I. RTE 270-SEC. 60B-1  
 LOADING HL-93  
 STRUCTURE NO. 060-0350

NAME PLATE  
 See Std. 515001

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 8 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	208
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A6	Sq. Yd.		10,863	10,863
Filter Fabric	Sq. Yd.		10,863	10,863
Removal of Existing Structures	Each			0.5
Structure Excavation	Cu. Yd.		616	616
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		12,730.3	12,730.3
Concrete Superstructure	Cu. Yd.	10,948.2		10,948.2
Concrete Encasement	Cu. Yd.		14.7	14.7
Protective Coat	Sq. Yd.	40,392		40,392
Concrete Superstructure (Approach Slab)	Cu. Yd.	173.5		173.5
Furnishing and Erecting Structural Steel	L Sum	0.502		0.502
Stud Shear Connectors	Each	98,024		98,024
Reinforcement Bars, Epoxy Coated	Pound	3,512,210	7,710,470	11,222,680
Bar Splicers	Each		124	124
Mechanical Splicers	Each		7,502	7,502
Furnishing Steel Piles HP12X63	Foot		2,097	2,097
Furnishing Steel Piles HP12X84	Foot		1,140	1,140
Driving Piles	Foot		3,237	3,237
Test Pile Steel HP12X63	Each		1	1
Test Pile Steel HP12X84	Each		2	2
Pile Shoes	Each		42	42
Name Plates	Each	1		1
Permanent Casing	Foot		4,405	4,405
Drilled Shaft in Soil	Cu. Yd.		10,017	10,017
Drilled Shaft in Rock	Cu. Yd.		3,500	3,500
Preformed Joint Strip Seal	Foot	127.5		127.5
Elastomeric Bearing Assembly, Type I	Each	26		26
Elastomeric Bearing Assembly, Type III	Each	37		37
Anchor Bolts, 1 1/4"	Each	410		410
Anchor Bolts, 1 1/2"	Each	84		84
Anchor Bolts, 2"	Each	152		152
Granular Backfill for Structures	Cu. Yd.		340	340
Concrete Sealer	Sq. Ft.		26,225	26,225
Geocomposite Wall Drain	Sq. Yd.		189	189
Drainage Scuppers, DS-11	Each	84		84
Diamond Grinding (Bridge Section)	Sq. Yd.	33,363		33,363
Modular Expansion Joint 12"	Foot	66		66
Modular Expansion Joint 18"	Foot	58		58
Modular Expansion Joint 27"	Foot	116		116
Pipe Underdrains for Structures 4"	Foot		174	174
Crosshole Sonic Logging Access Ducts	Foot		5,912	5,912
Crosshole Sonic Logging Testing	Each		75	75
Construction Vibration Monitoring	L Sum			0.5
Thermal Integrity Profile Testing	Each		75	75
Thermal Integrity Profile Data Collection	Foot		5,912	5,912
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	23,084		23,084
High Load Multi-Rotational Bearings, Guided Expansion - 850K	Each	24		24
High Load Multi-Rotational Bearings, Guided Expansion - 900K	Each	13		13
High Load Multi-Rotational Bearings, Fixed - 550K	Each	14		14
High Load Multi-Rotational Bearings, Fixed - 850K	Each	54		54
High Load Multi-Rotational Bearings, Fixed - 900K	Each	25		25

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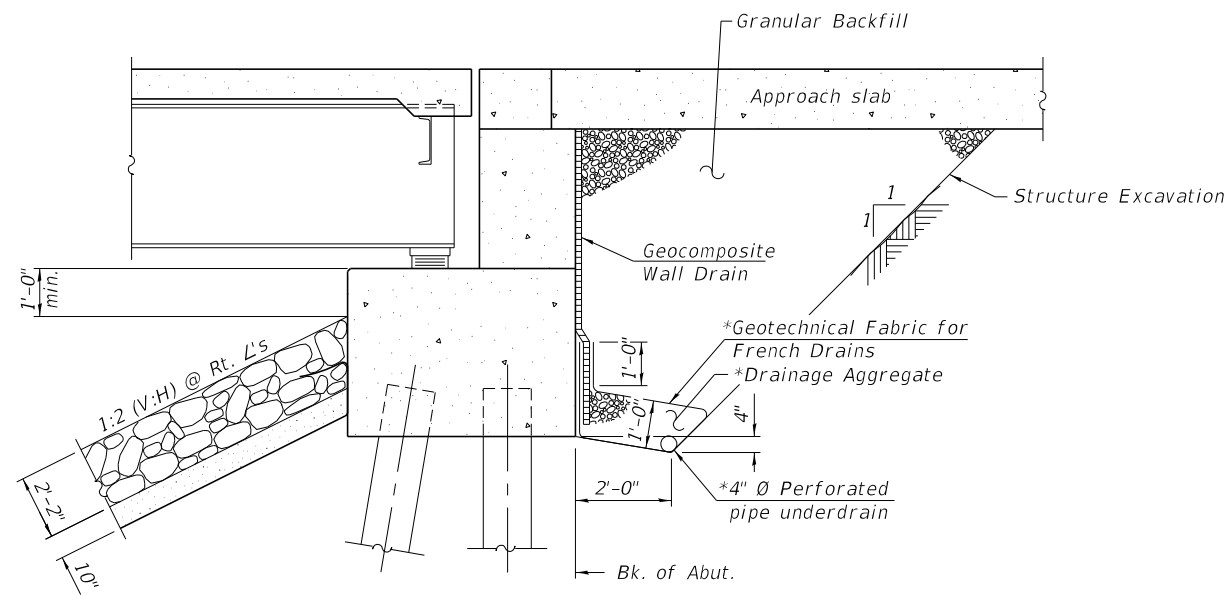
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOTAL BILL OF MATERIAL**  
**STRUCTURE NO. 060-0350 (EB)**  
 SHEET 9 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	209
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



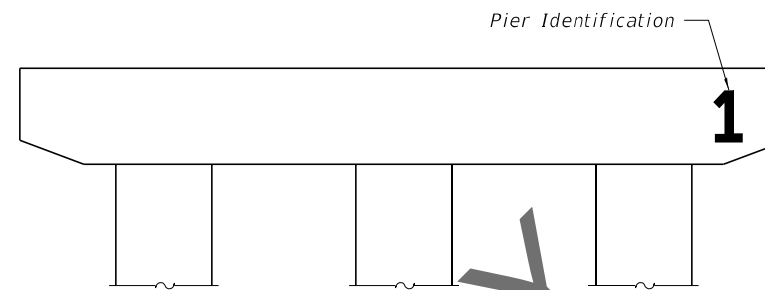


**SECTION THRU PILE SUPPORTED  
STUB ABUTMENT**  
(Horiz. dim. @ Rt. L's)

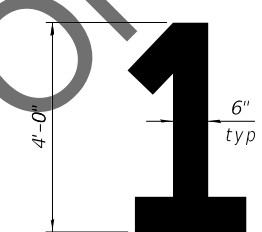
\*Included in the cost of Pipe Underdrains for Structures

**Notes:**

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).  
Concrete sealer shall be applied to the backwall, brdge seat, and front face of East and West abutments.



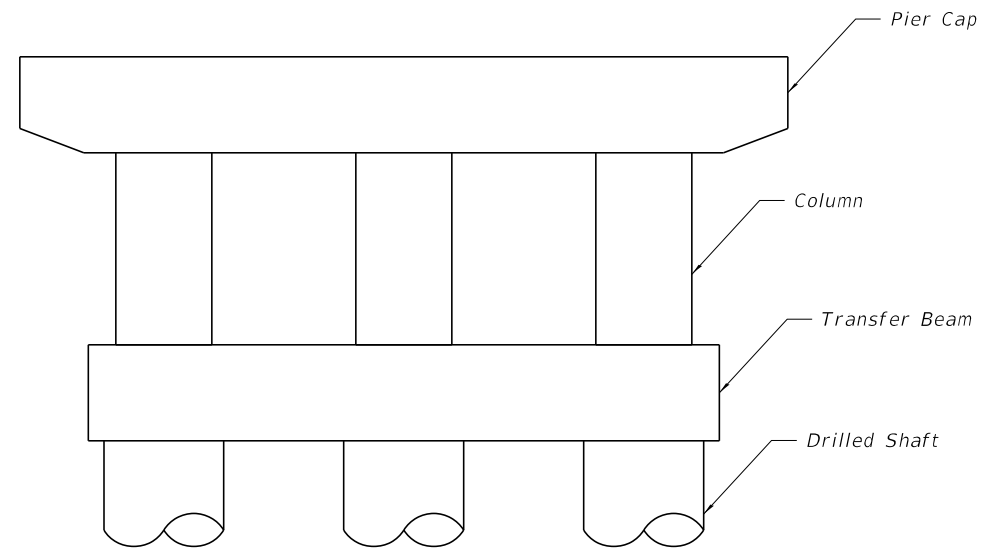
**PART ELEVATION OF PIER**  
(Looking Upstation and Downstation)



**PIER IDENTIFICATION DETAIL**

**Notes:**

Pier identification cost included with Concrete Structures.  
Pier 1 shown, other piers similar.  
Pier identification shall be painted on cap with black paint prior to the application of Concrete Sealer.



**PIER CONCRETE SEALER DETAIL**  
(Pier 3, Pier 10, Pier 17, and Pier 24)

**Note:**

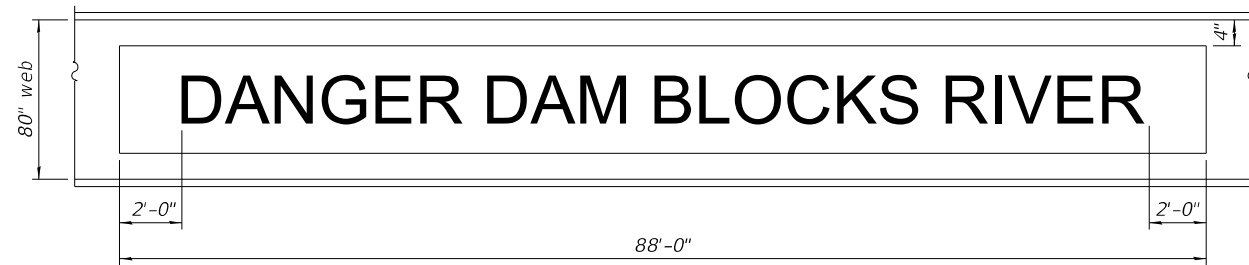
Concrete sealer shall be applied to the pier cap, columns, and top and sides of transfer beam.

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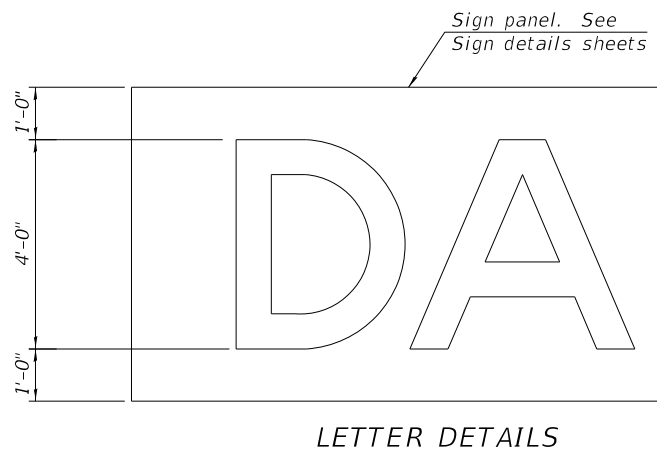
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	210
			CONTRACT NO. 76J90	
			ILLINOIS FED. AID PROJECT	

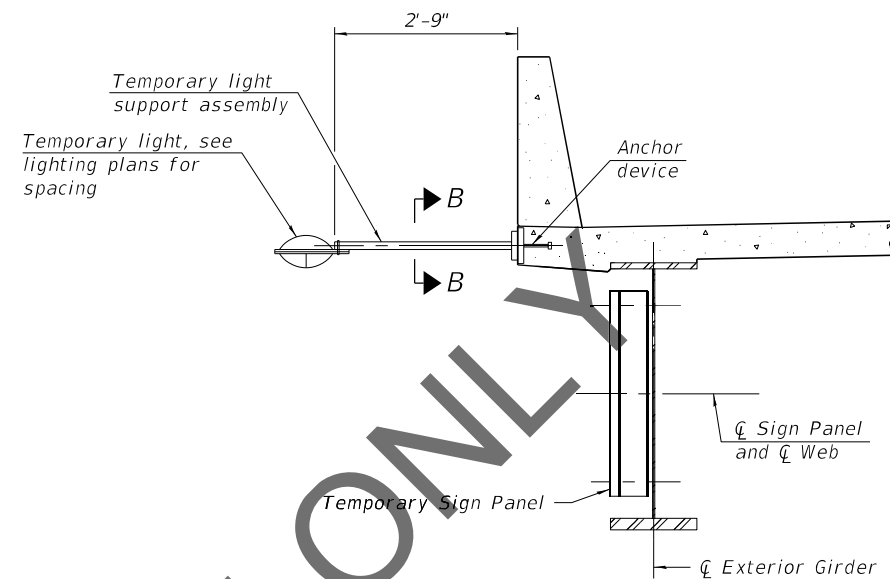


**SIGNAGE ELEVATION**

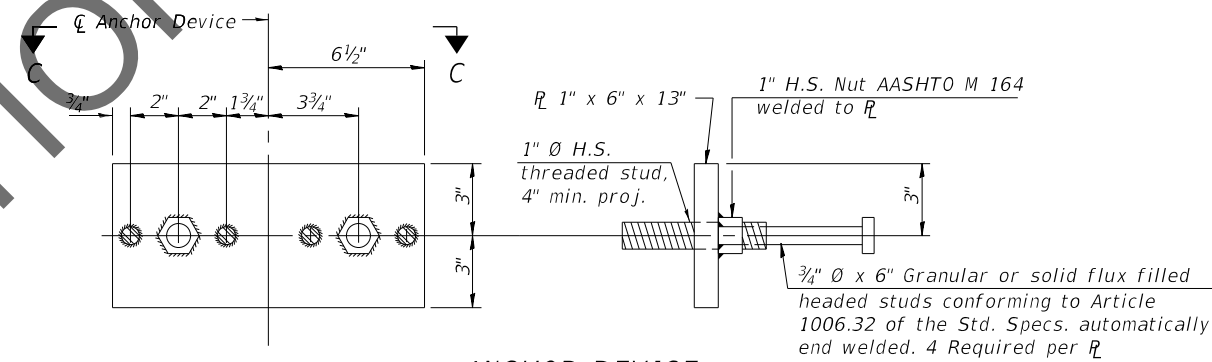
Notes:  
Center of sign to be placed at center of Span 15.  
Sign is to be placed on exterior face of upstream girder only.



**LETTER DETAILS**

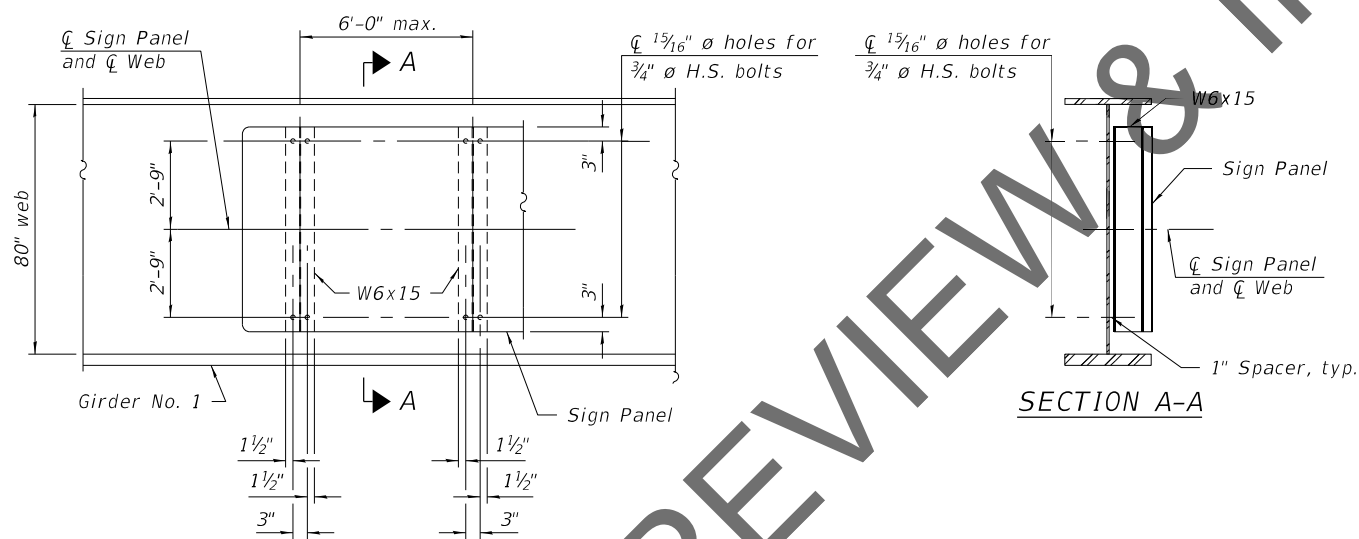


**TYPICAL SECTION**  
(Showing sign mount only.)

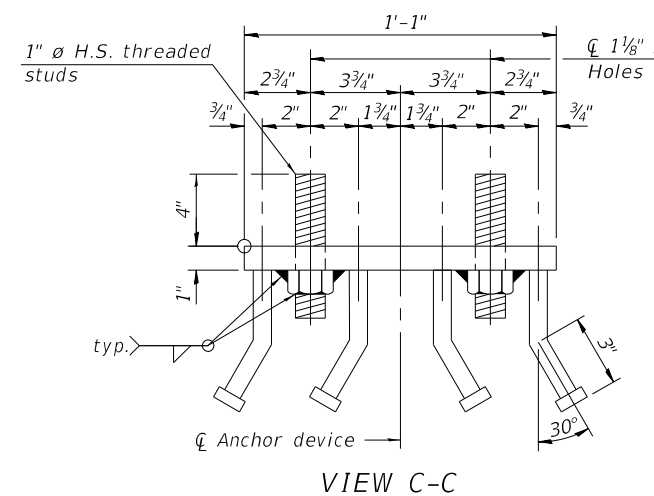


**ANCHOR DEVICE**

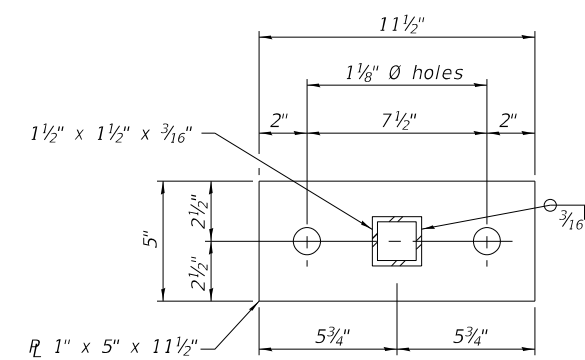
(8 Required)  
Provide 2 1" H.S. nuts and washer per anchor device to connect light support assembly to anchor device.



**PART ELEVATION SHOWING SIGN SUPPORT**



**VIEW C-C**



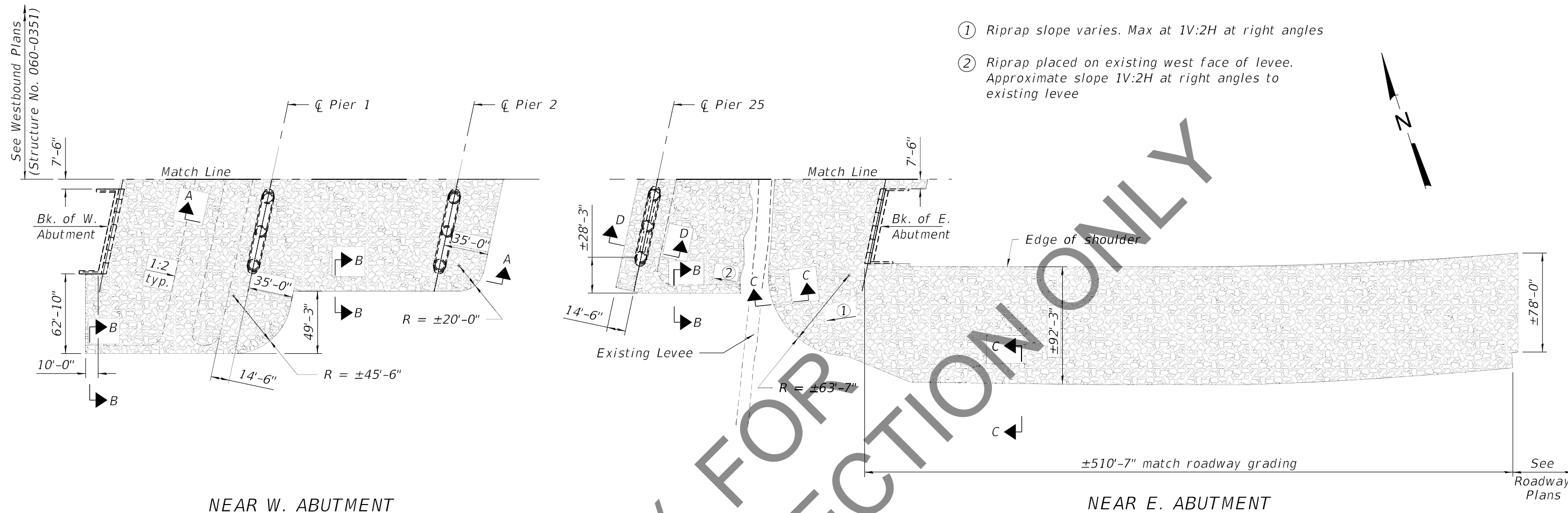
**SECTION B-B**  
(8 Required)

Notes:  
Temporary light support assembly, anchor device, and W6x15 shall be galvanized according to Article 509.05 of the Standard Specifications.  
See Signing Plans for Sign Details.  
See electrical plans for conduit and wiring details.  
See lighting plans for light specification.  
Cost for temporary light support assembly, anchor device, and W6x15 is included with Concrete Superstructure.

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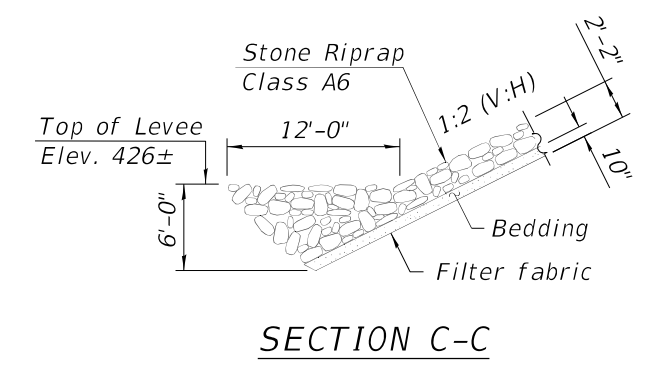
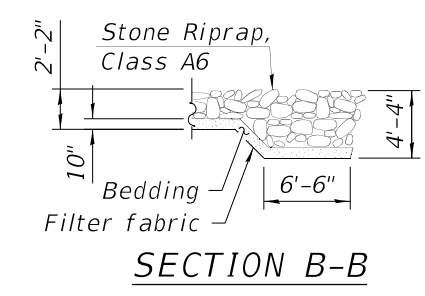
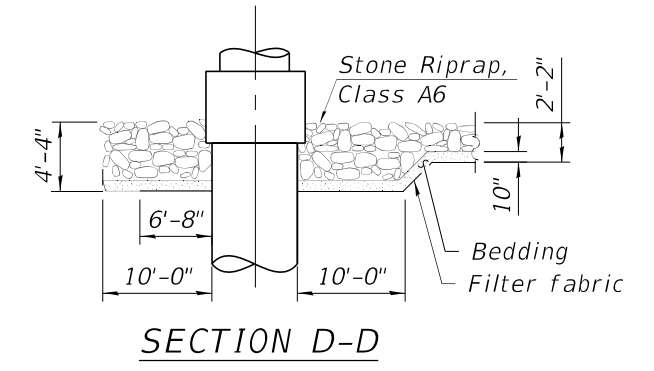
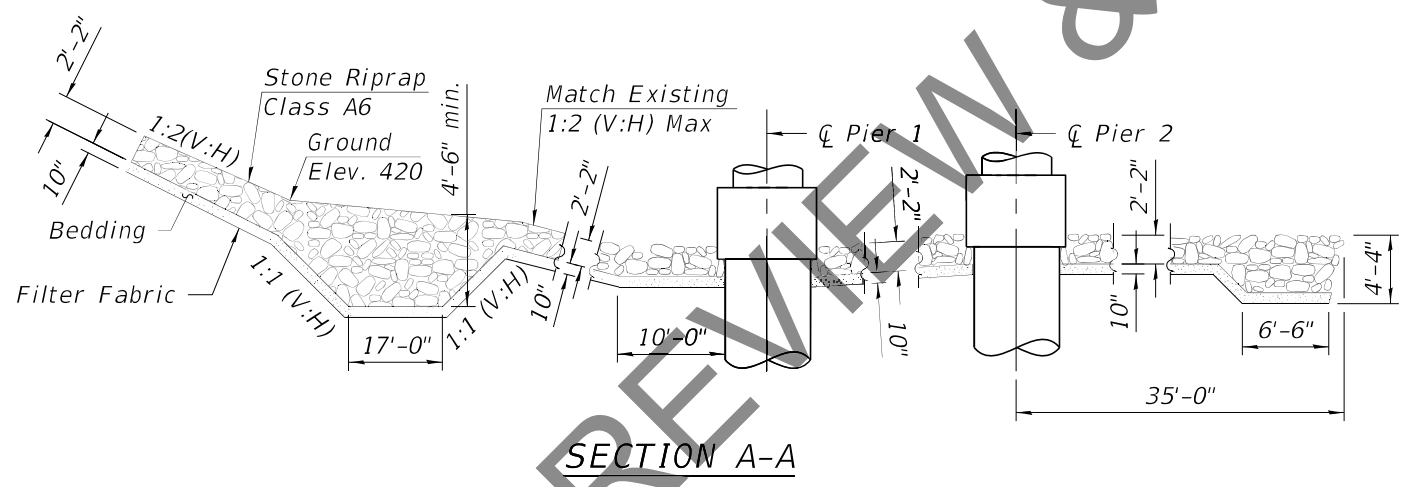
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	211
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



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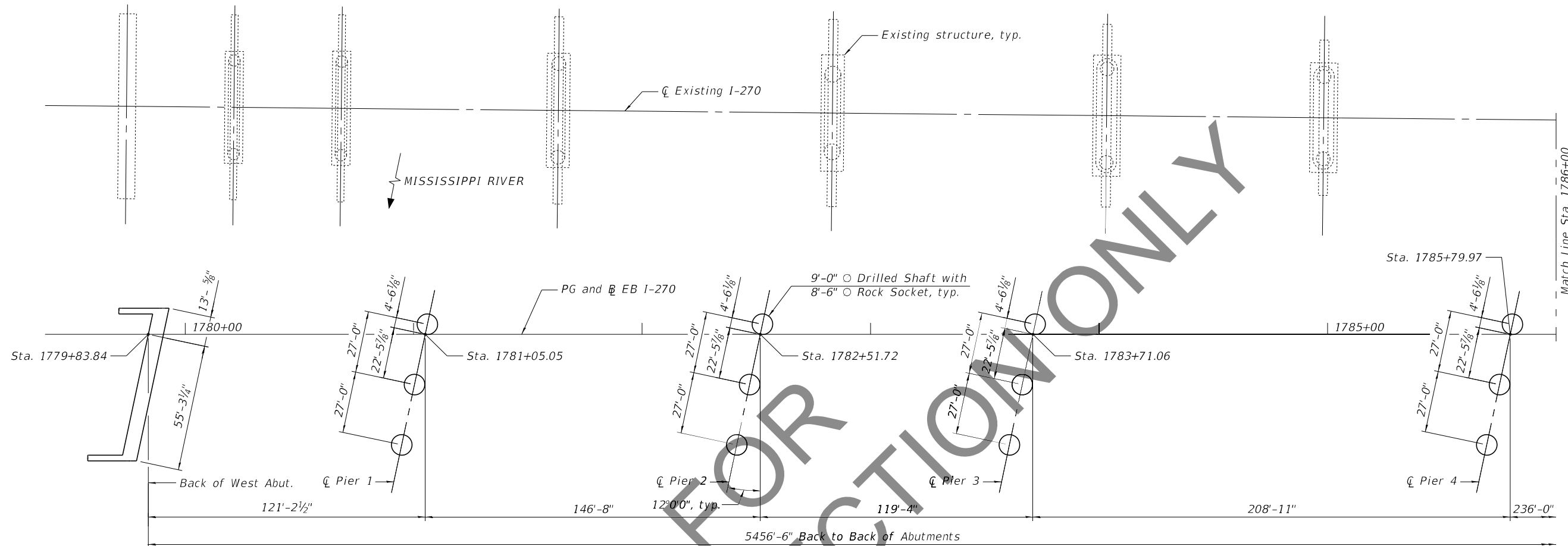
Note:  
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



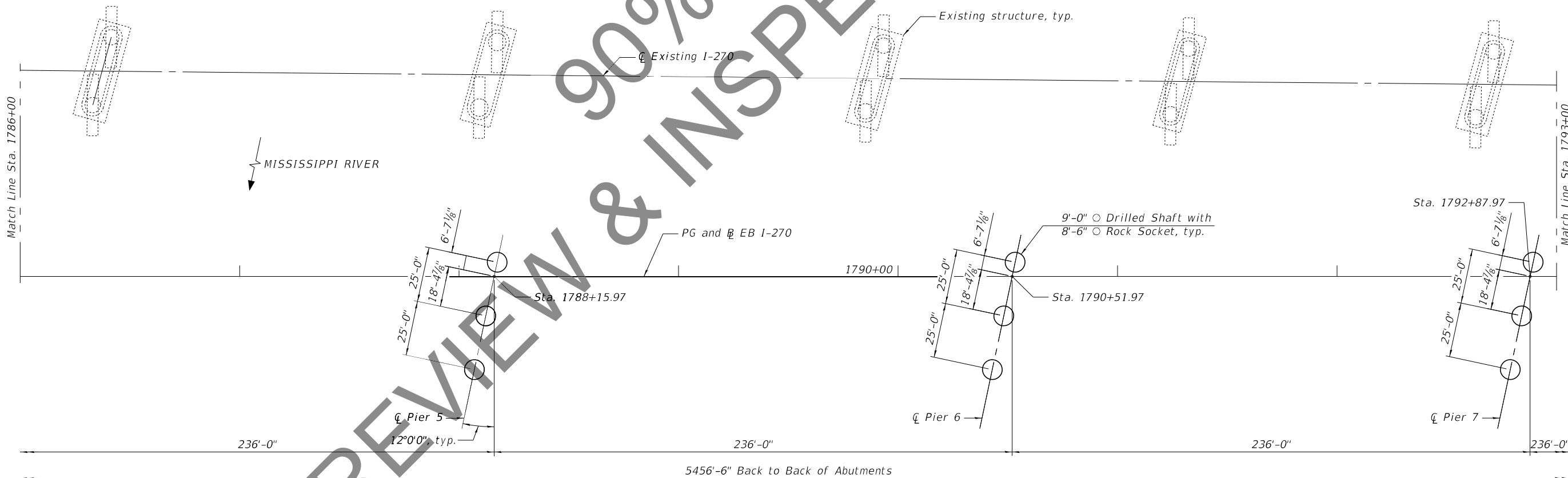
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	212
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN



PARTIAL PLAN

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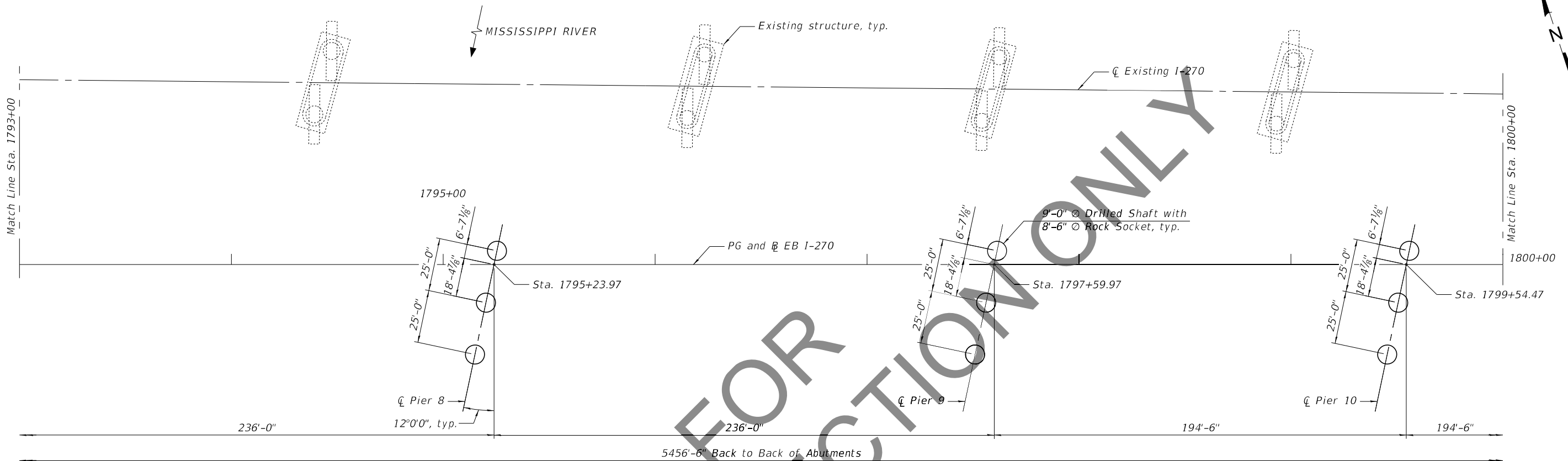
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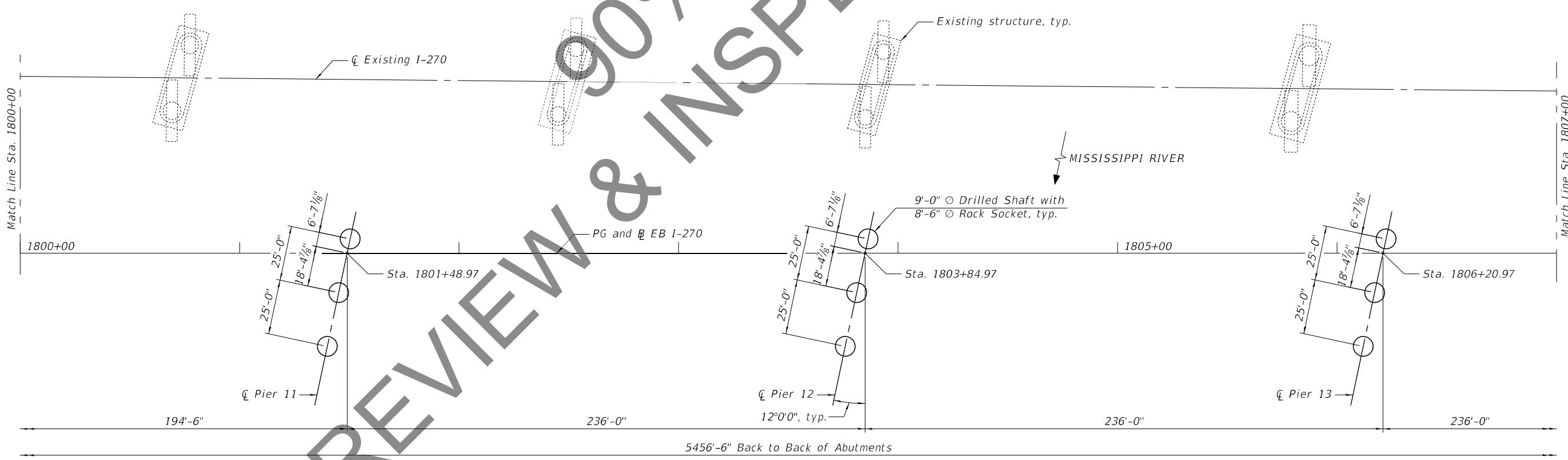
FOOTING LAYOUT - 1  
 STRUCTURE NO. 060-0350 (EB)

SHEET 13 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	213
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN



PARTIAL PLAN

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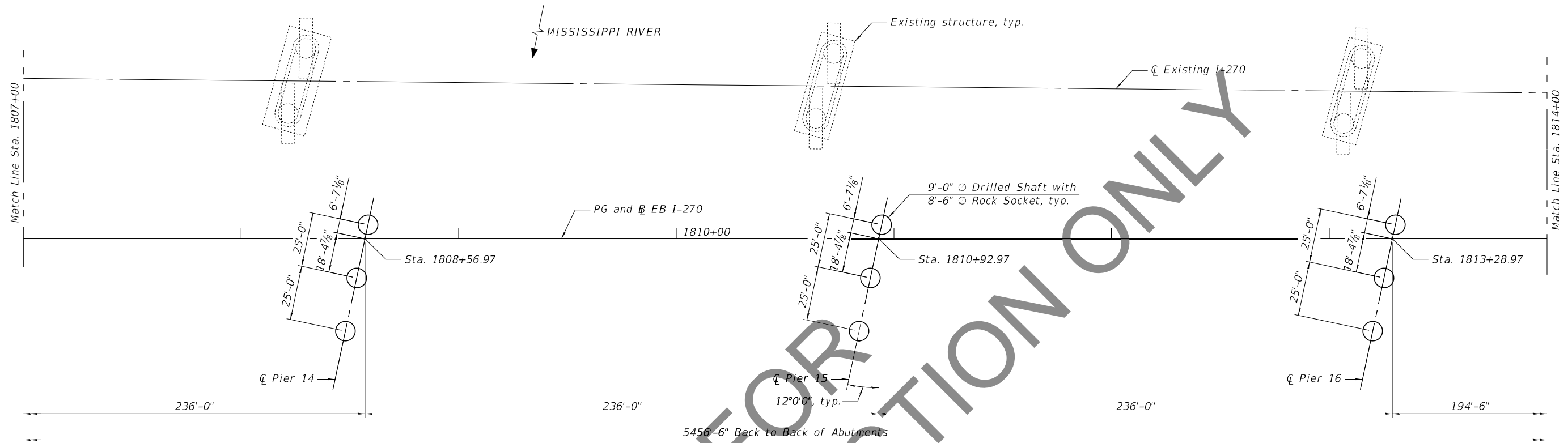
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

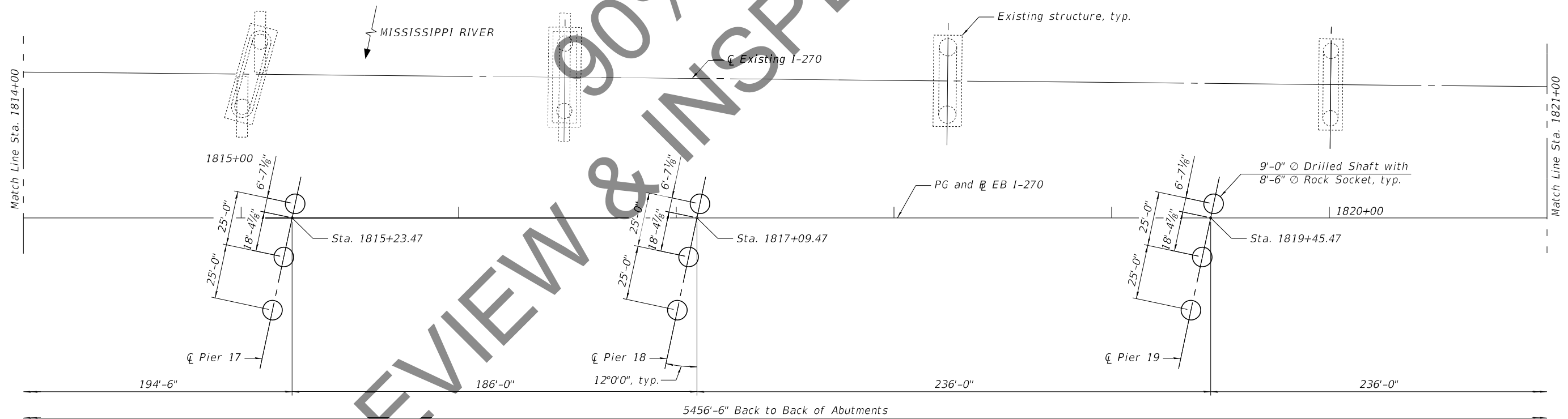
FOOTING LAYOUT - 2  
STRUCTURE NO. 060-0350 (EB)

SHEET 14 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	214
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN



PARTIAL PLAN

REVIEW & INSPECTION ONLY

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 Teaming with: PARSONS  
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**HORNER SHIFRIN**  
**PARSONS**

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PLOT SCALE =	CHECKED - RDF	REVISED -
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

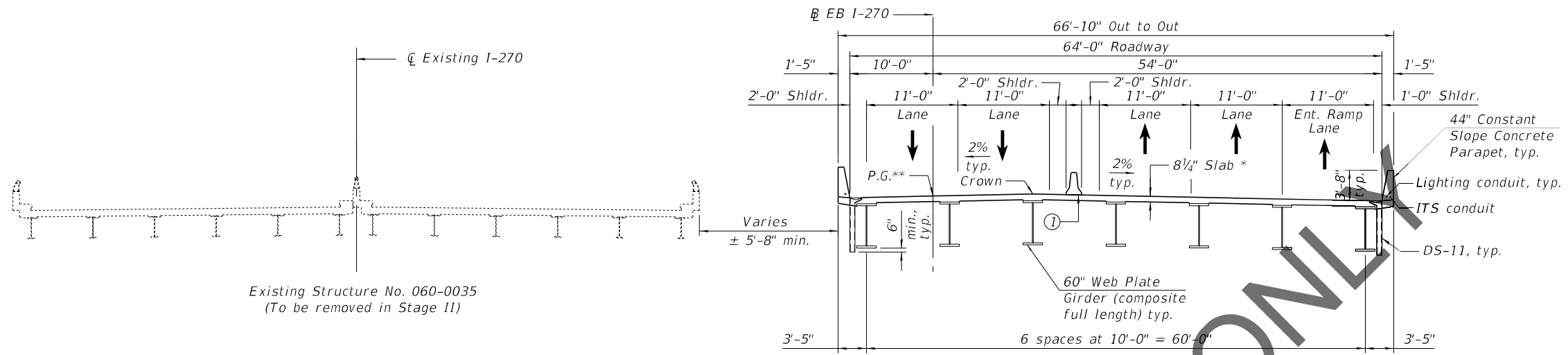
**FOOTING LAYOUT - 3  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 15 OF 292 SHEETS

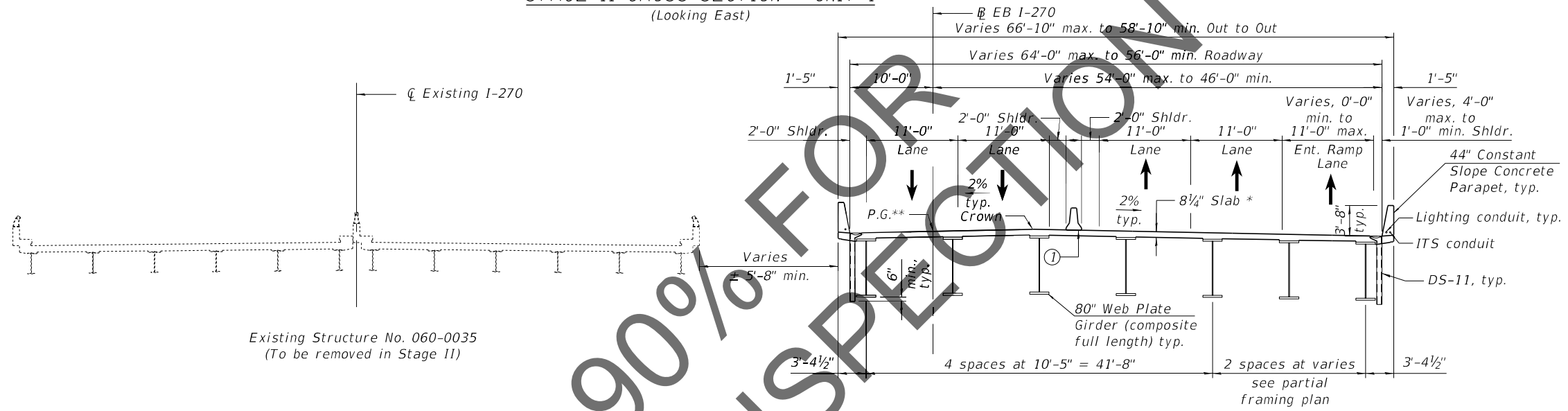
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	215
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



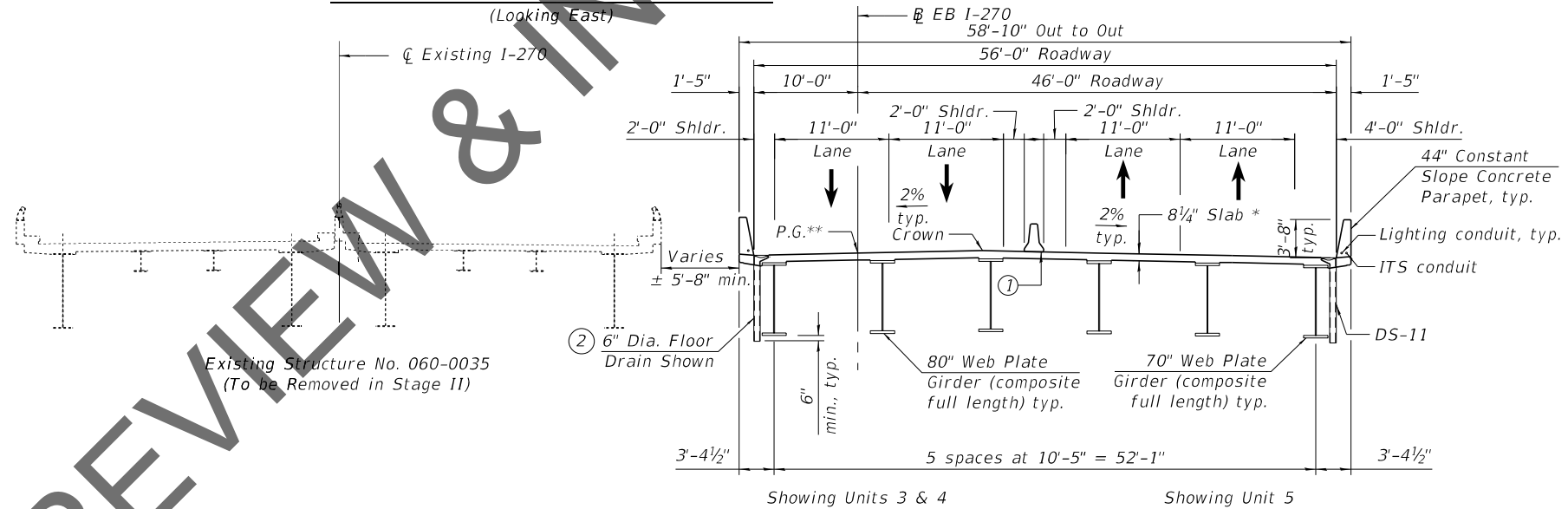




STAGE II CROSS SECTION - UNIT 1  
(Looking East)



STAGE II CROSS SECTION - UNIT 2  
(Looking East)



STAGE II CROSS SECTION - UNIT 3, 4 & 5  
(Looking East)

MOT Note:  
Traffic is maintained in its existing configuration on existing structure during construction of SN-060-0350. Cross sections show traffic at the start of Stage II.

Note:  
Up to 1/4" may be ground off the bridge deck and bridge approach slabs.

\* Prior to grinding  
\*\* After grinding

① Temporary Concrete Barrier  
See Std. 704001, typ.

② 6" diameter floor drain  
from Station 805+70.00 to 806+75.00, DS-11 Scupper at other locations

REVIEW & INSPECTION ONLY

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**HORNER SHIFRIN**  
Teaming with: **PARSONS**

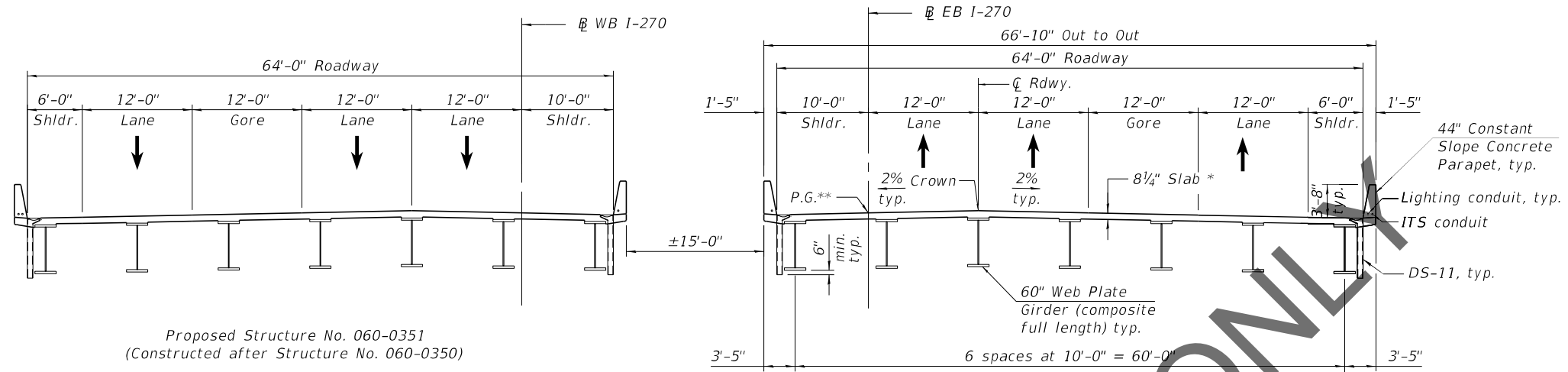
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTION - 1  
STRUCTURE NO. 060-0350 (EB)**

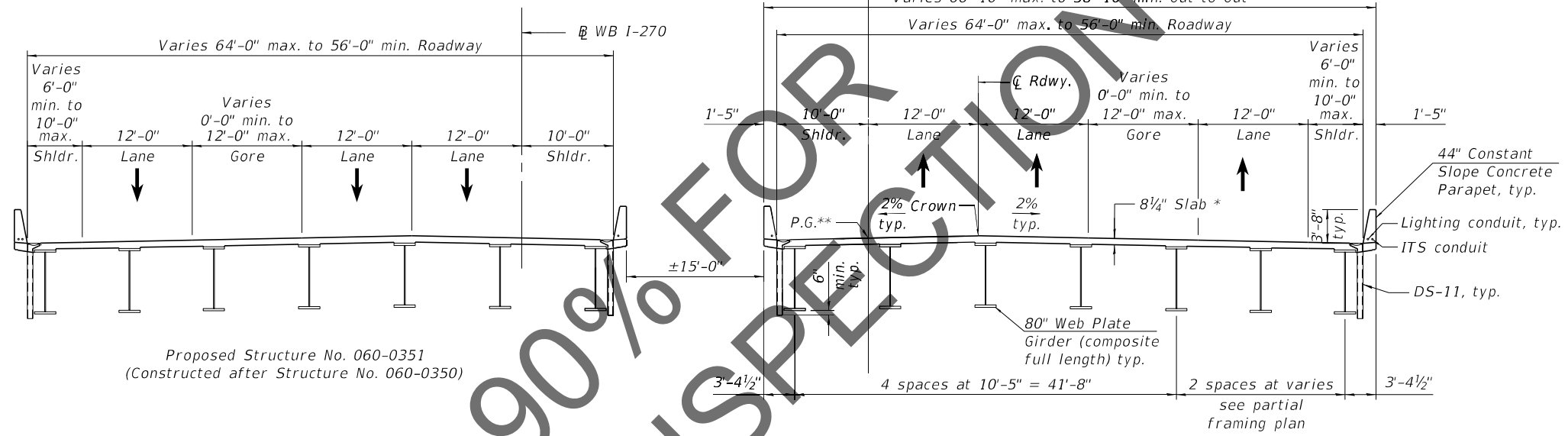
SHEET 17 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	217
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



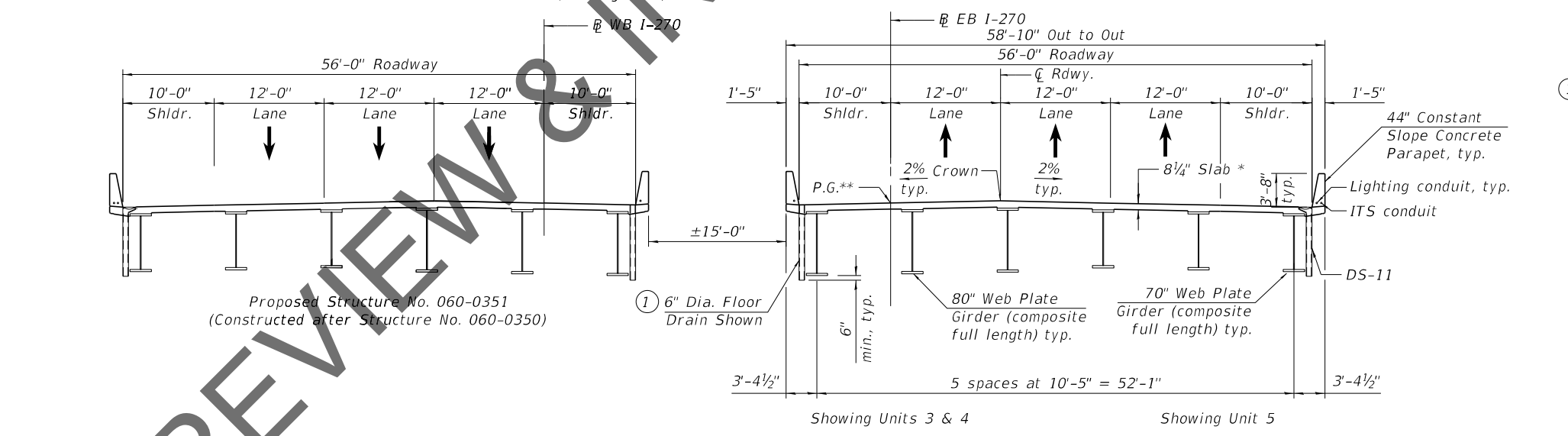
Proposed Structure No. 060-0351  
(Constructed after Structure No. 060-0350)

STAGE III CROSS SECTION - UNIT 1  
(Looking East)



Proposed Structure No. 060-0351  
(Constructed after Structure No. 060-0350)

STAGE III CROSS SECTION - UNIT 2  
(Looking East)



Proposed Structure No. 060-0351  
(Constructed after Structure No. 060-0350)

STAGE III CROSS SECTION - UNIT 3, 4 & 5  
(Looking East)

Note:  
Up to 1/4" may be ground off the bridge deck and bridge approach slabs.  
\* Prior to grinding  
\*\* After grinding  
① 6" diameter floor drain from Station 805+70.00 to 806+75.00, DS-11 Scupper at other locations

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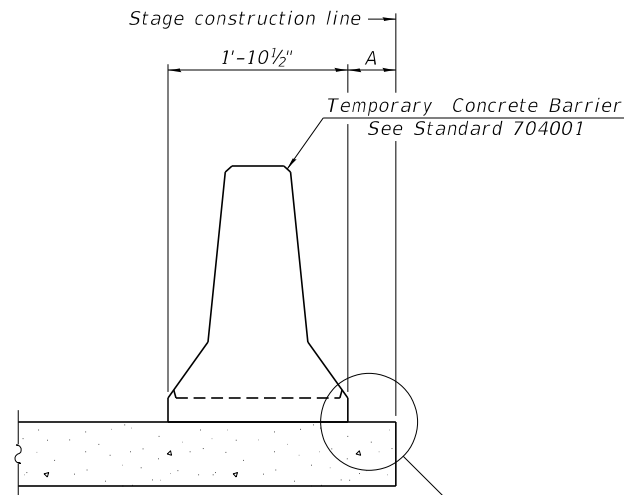
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - 2  
STRUCTURE NO. 060-0350 (EB)

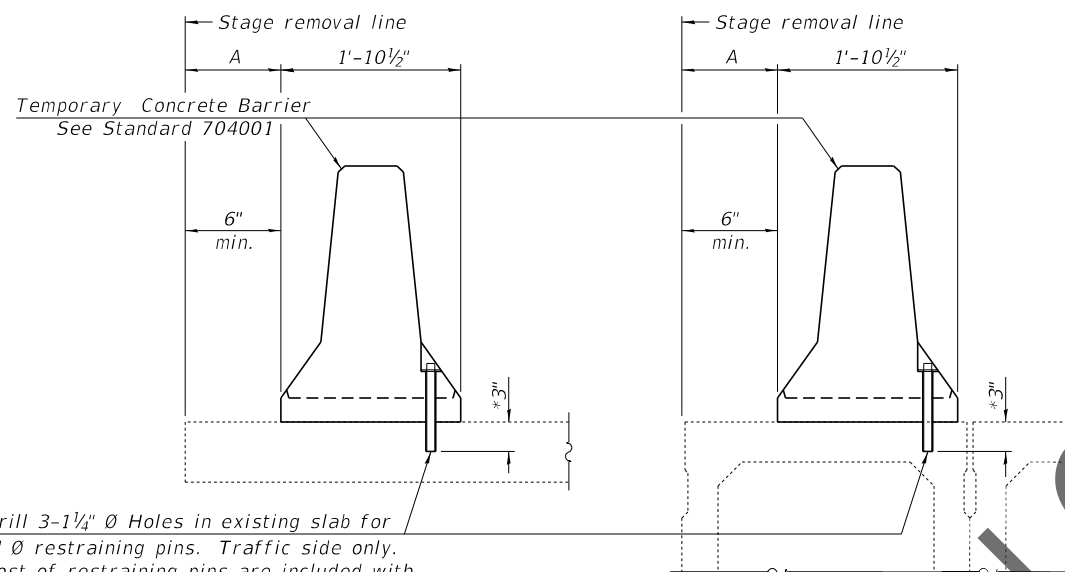
SHEET 18 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	218
CONTRACT NO. 76190				
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

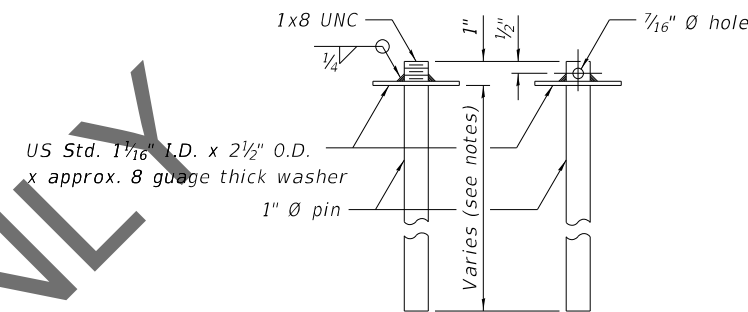


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

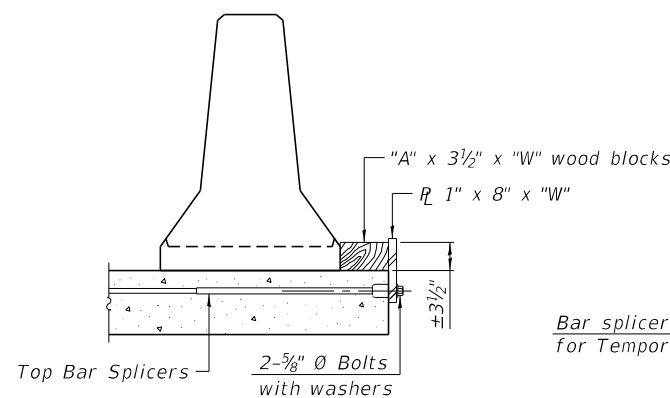
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

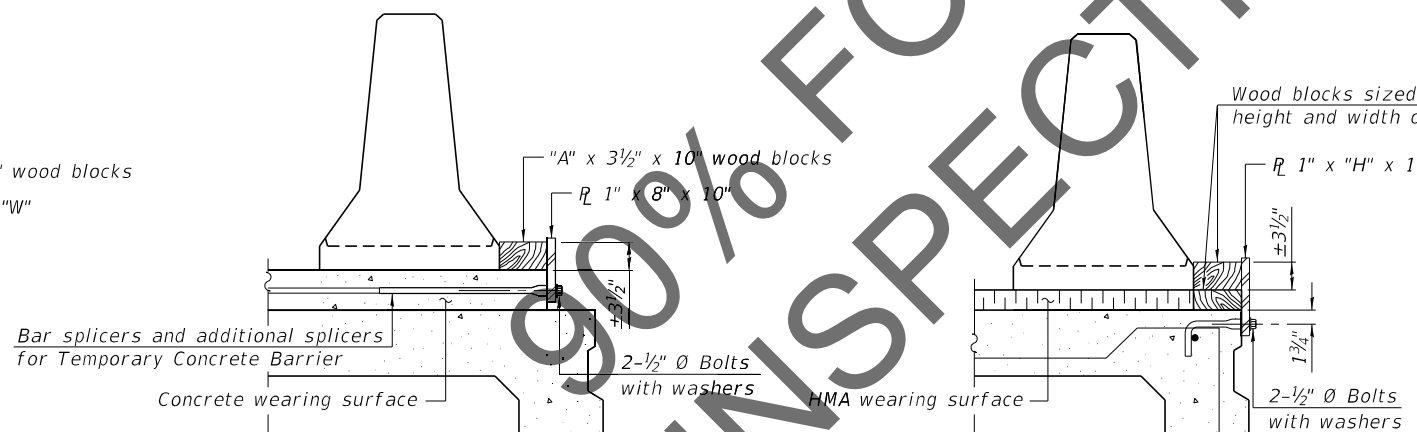


RESTRAINING PIN

\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



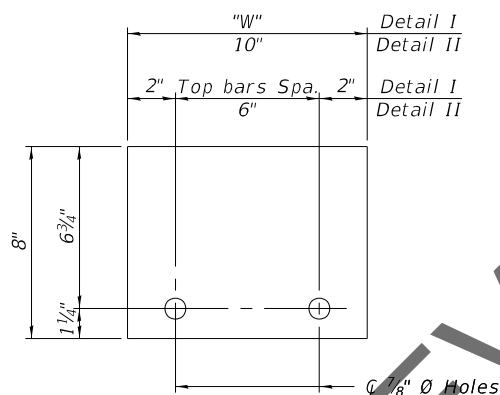
DETAIL I



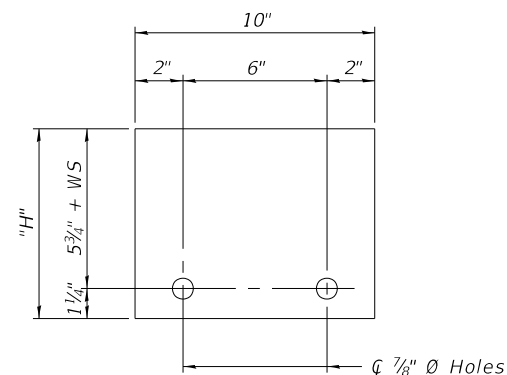
DETAIL II

DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER R 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 C 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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R-27 2-17-2017

HORNER SHIFRIN  
 PARSONS

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PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - BTF	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

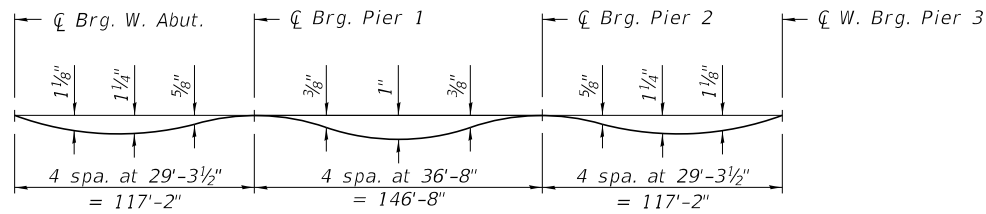
TEMPORARY BARRIER  
 STRUCTURE NO. 060-0350 (EB)

SHEET 19 OF 292 SHEETS

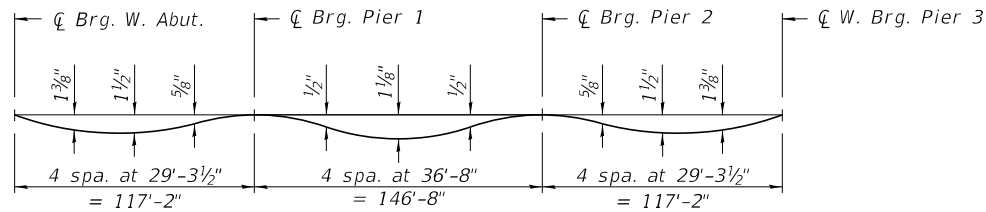
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	219
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT

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EXTERIOR GIRDERS



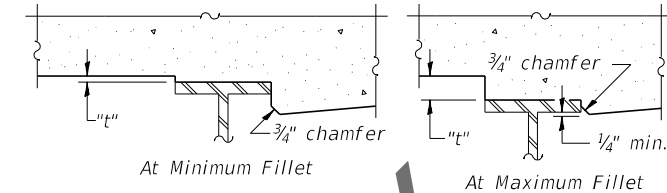
INTERIOR GIRDERS

**DEAD LOAD DEFLECTION DIAGRAMS**

(Includes weight of concrete only.)

Note:

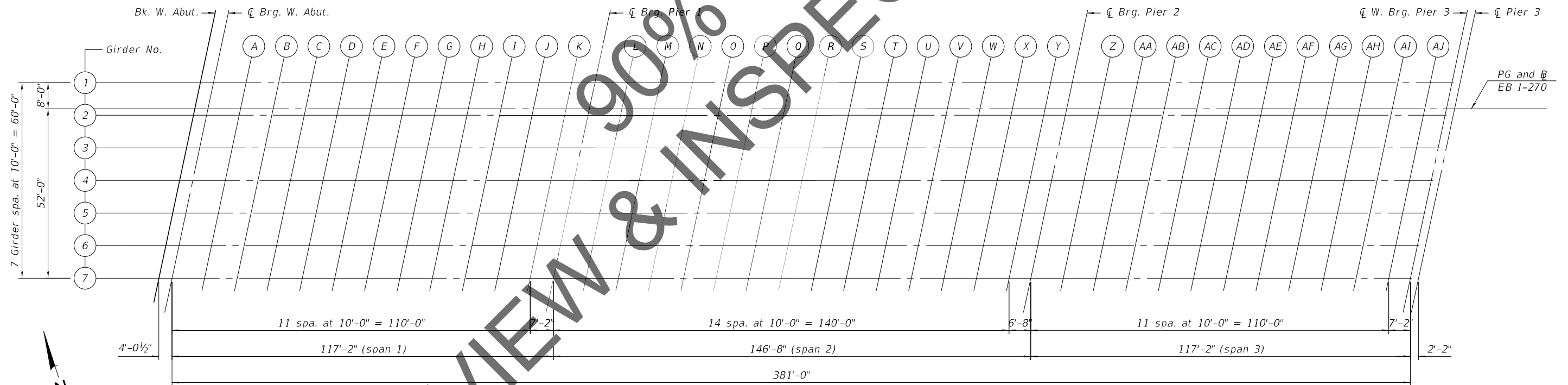
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 21 thru 23 of 292.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 21 thru 23 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 21 thru 23 of 292. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



UNIT 1 PLAN

REVIEW & INSPECTION ONLY

MODEL: Default  
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USER NAME =	DESIGNED - JJD	REVISED -
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PLOT DATE =	DRAWN - EAT	REVISED -
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	220
CONTRACT NO. 76190				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+85.54	-8.00	452.76	452.78
☉ Brg. W. Abut.	1779+89.58	-8.00	452.78	452.80
A	1779+99.58	-8.00	452.83	452.89
B	1780+09.58	-8.00	452.88	452.97
C	1780+19.58	-8.00	452.93	453.04
D	1780+29.58	-8.00	452.98	453.10
E	1780+39.58	-8.00	453.03	453.16
F	1780+49.58	-8.00	453.08	453.20
G	1780+59.58	-8.00	453.13	453.23
H	1780+69.58	-8.00	453.18	453.26
I	1780+79.58	-8.00	453.23	453.29
J	1780+89.58	-8.00	453.28	453.32
K	1780+99.58	-8.00	453.33	453.36
☉ Brg. Pier 1	1781+06.75	-8.00	453.37	453.39
L	1781+16.75	-8.00	453.42	453.44
M	1781+26.75	-8.00	453.47	453.50
N	1781+36.75	-8.00	453.52	453.56
O	1781+46.75	-8.00	453.57	453.63
P	1781+56.75	-8.00	453.62	453.69
Q	1781+66.75	-8.00	453.67	453.75
R	1781+76.75	-8.00	453.72	453.81
S	1781+86.75	-8.00	453.77	453.86
T	1781+96.75	-8.00	453.82	453.90
U	1782+06.75	-8.00	453.87	453.94
V	1782+16.75	-8.00	453.92	453.97
W	1782+26.75	-8.00	453.97	454.01
X	1782+36.75	-8.00	454.02	454.05
Y	1782+46.75	-8.00	454.07	454.09
☉ Brg. Pier 2	1782+53.42	-8.00	454.10	454.12
Z	1782+63.42	-8.00	454.15	454.18
AA	1782+73.42	-8.00	454.20	454.25
AB	1782+83.42	-8.00	454.25	454.32
AC	1782+93.42	-8.00	454.30	454.39
AD	1783+03.42	-8.00	454.35	454.46
AE	1783+13.42	-8.00	454.40	454.52
AF	1783+23.42	-8.00	454.45	454.58
AG	1783+33.42	-8.00	454.50	454.62
AH	1783+43.42	-8.00	454.55	454.66
AI	1783+53.42	-8.00	454.60	454.68
AJ	1783+63.42	-8.00	454.65	454.70
☉ W. Brg. Pier 3	1783+70.59	-8.00	454.69	454.71
☉ Pier 3	1783+72.76	-8.00	454.70	454.72

PG AND EB 1-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+83.84	0.00	452.91	452.94
☉ Brg. W. Abut.	1779+87.88	0.00	452.93	452.96
A	1779+97.88	0.00	452.98	453.05
B	1780+07.88	0.00	453.03	453.13
C	1780+17.88	0.00	453.08	453.21
D	1780+27.88	0.00	453.13	453.27
E	1780+37.88	0.00	453.18	453.33
F	1780+47.88	0.00	453.23	453.37
G	1780+57.88	0.00	453.28	453.40
H	1780+67.88	0.00	453.33	453.43
I	1780+77.88	0.00	453.38	453.45
J	1780+87.88	0.00	453.43	453.48
K	1780+97.88	0.00	453.48	453.51
☉ Brg. Pier 1	1781+05.05	0.00	453.52	453.54
L	1781+15.05	0.00	453.57	453.59
M	1781+25.05	0.00	453.62	453.65
N	1781+35.05	0.00	453.67	453.72
O	1781+45.05	0.00	453.72	453.78
P	1781+55.05	0.00	453.77	453.85
Q	1781+65.05	0.00	453.82	453.92
R	1781+75.05	0.00	453.87	453.97
S	1781+85.05	0.00	453.92	454.02
T	1781+95.05	0.00	453.97	454.06
U	1782+05.05	0.00	454.02	454.10
V	1782+15.05	0.00	454.07	454.13
W	1782+25.05	0.00	454.12	454.16
X	1782+35.05	0.00	454.17	454.20
Y	1782+45.05	0.00	454.22	454.24
☉ Brg. Pier 2	1782+51.72	0.00	454.25	454.27
Z	1782+61.72	0.00	454.30	454.34
AA	1782+71.72	0.00	454.35	454.40
AB	1782+81.72	0.00	454.40	454.48
AC	1782+91.72	0.00	454.45	454.55
AD	1783+01.72	0.00	454.50	454.62
AE	1783+11.72	0.00	454.55	454.69
AF	1783+21.72	0.00	454.60	454.75
AG	1783+31.72	0.00	454.65	454.79
AH	1783+41.72	0.00	454.70	454.82
AI	1783+51.72	0.00	454.75	454.84
AJ	1783+61.72	0.00	454.80	454.85
☉ W. Brg. Pier 3	1783+68.89	0.00	454.84	454.86
☉ Pier 3	1783+71.06	0.00	454.85	454.87

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+83.41	2.00	452.95	452.97
☉ Brg. W. Abut.	1779+87.46	2.00	452.97	452.99
A	1779+97.46	2.00	453.02	453.08
B	1780+07.46	2.00	453.07	453.17
C	1780+17.46	2.00	453.12	453.25
D	1780+27.46	2.00	453.17	453.31
E	1780+37.46	2.00	453.22	453.37
F	1780+47.46	2.00	453.27	453.41
G	1780+57.46	2.00	453.32	453.44
H	1780+67.46	2.00	453.37	453.46
I	1780+77.46	2.00	453.42	453.49
J	1780+87.46	2.00	453.47	453.52
K	1780+97.46	2.00	453.52	453.55
☉ Brg. Pier 1	1781+04.62	2.00	453.56	453.58
L	1781+14.62	2.00	453.61	453.63
M	1781+24.62	2.00	453.66	453.69
N	1781+34.62	2.00	453.71	453.75
O	1781+44.62	2.00	453.76	453.82
P	1781+54.62	2.00	453.81	453.89
Q	1781+64.62	2.00	453.86	453.95
R	1781+74.62	2.00	453.91	454.01
S	1781+84.62	2.00	453.96	454.06
T	1781+94.62	2.00	454.01	454.10
U	1782+04.62	2.00	454.06	454.13
V	1782+14.62	2.00	454.11	454.17
W	1782+24.62	2.00	454.16	454.20
X	1782+34.62	2.00	454.21	454.24
Y	1782+44.62	2.00	454.26	454.28
☉ Brg. Pier 2	1782+51.29	2.00	454.29	454.31
Z	1782+61.29	2.00	454.34	454.37
AA	1782+71.29	2.00	454.39	454.44
AB	1782+81.29	2.00	454.44	454.51
AC	1782+91.29	2.00	454.49	454.59
AD	1783+01.29	2.00	454.54	454.66
AE	1783+11.29	2.00	454.59	454.73
AF	1783+21.29	2.00	454.64	454.79
AG	1783+31.29	2.00	454.69	454.83
AH	1783+41.29	2.00	454.74	454.86
AI	1783+51.29	2.00	454.79	454.88
AJ	1783+61.29	2.00	454.84	454.89
☉ W. Brg. Pier 3	1783+68.46	2.00	454.88	454.90
☉ Pier 3	1783+70.63	2.00	454.89	454.91

REVIEW & APPROVAL ONLY

Note:  
All offsets based off PG and EB 1-270. Negative offsets denote left of PG and EB 1-270 and positive offsets denote right of PG and EB 1-270.

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PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 - 2  
STRUCTURE NO. 060-0350 (EB)

SHEET 21 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	221
CONTRACT NO. 76190			ILLINOIS FED. AID PROJECT	

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+81.29	12.00	453.14	453.16
☉ Brg. W. Abut.	1779+85.33	12.00	453.16	453.18
A	1779+95.33	12.00	453.21	453.27
B	1780+05.33	12.00	453.26	453.36
C	1780+15.33	12.00	453.31	453.44
D	1780+25.33	12.00	453.36	453.50
E	1780+35.33	12.00	453.41	453.55
F	1780+45.33	12.00	453.46	453.60
G	1780+55.33	12.00	453.51	453.63
H	1780+65.33	12.00	453.56	453.65
I	1780+75.33	12.00	453.61	453.68
J	1780+85.33	12.00	453.66	453.71
K	1780+95.33	12.00	453.71	453.74
☉ Brg. Pier 1	1781+02.50	12.00	453.75	453.77
L	1781+12.50	12.00	453.80	453.82
M	1781+22.50	12.00	453.85	453.88
N	1781+32.50	12.00	453.90	453.94
O	1781+42.50	12.00	453.95	454.01
P	1781+52.50	12.00	454.00	454.08
Q	1781+62.50	12.00	454.05	454.14
R	1781+72.50	12.00	454.10	454.20
S	1781+82.50	12.00	454.15	454.25
T	1781+92.50	12.00	454.20	454.29
U	1782+02.50	12.00	454.25	454.32
V	1782+12.50	12.00	454.30	454.36
W	1782+22.50	12.00	454.35	454.39
X	1782+32.50	12.00	454.40	454.43
Y	1782+42.50	12.00	454.45	454.47
☉ Brg. Pier 2	1782+49.17	12.00	454.48	454.50
Z	1782+59.17	12.00	454.53	454.56
AA	1782+69.17	12.00	454.58	454.63
AB	1782+79.17	12.00	454.63	454.70
AC	1782+89.17	12.00	454.68	454.78
AD	1782+99.17	12.00	454.73	454.85
AE	1783+09.17	12.00	454.78	454.92
AF	1783+19.17	12.00	454.83	454.98
AG	1783+29.17	12.00	454.88	455.02
AH	1783+39.17	12.00	454.93	455.05
AI	1783+49.17	12.00	454.98	455.07
AJ	1783+59.17	12.00	455.03	455.08
☉ W. Brg. Pier 3	1783+66.34	12.00	455.07	455.09
☉ Pier 3	1783+68.51	12.00	455.08	455.10

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+79.16	22.00	452.93	452.95
☉ Brg. W. Abut.	1779+83.21	22.00	452.95	452.97
A	1779+93.21	22.00	453.00	453.06
B	1780+03.21	22.00	453.05	453.15
C	1780+13.21	22.00	453.10	453.23
D	1780+23.21	22.00	453.15	453.29
E	1780+33.21	22.00	453.20	453.34
F	1780+43.21	22.00	453.25	453.39
G	1780+53.21	22.00	453.30	453.42
H	1780+63.21	22.00	453.35	453.44
I	1780+73.21	22.00	453.40	453.47
J	1780+83.21	22.00	453.45	453.50
K	1780+93.21	22.00	453.50	453.53
☉ Brg. Pier 1	1781+00.37	22.00	453.54	453.56
L	1781+10.37	22.00	453.59	453.61
M	1781+20.37	22.00	453.64	453.67
N	1781+30.37	22.00	453.69	453.73
O	1781+40.37	22.00	453.74	453.80
P	1781+50.37	22.00	453.79	453.87
Q	1781+60.37	22.00	453.84	453.93
R	1781+70.37	22.00	453.89	453.99
S	1781+80.37	22.00	453.94	454.04
T	1781+90.37	22.00	453.99	454.08
U	1782+00.37	22.00	454.04	454.11
V	1782+10.37	22.00	454.09	454.14
W	1782+20.37	22.00	454.14	454.18
X	1782+30.37	22.00	454.19	454.21
Y	1782+40.37	22.00	454.24	454.26
☉ Brg. Pier 2	1782+47.04	22.00	454.27	454.29
Z	1782+57.04	22.00	454.32	454.35
AA	1782+67.04	22.00	454.37	454.42
AB	1782+77.04	22.00	454.42	454.49
AC	1782+87.04	22.00	454.47	454.57
AD	1782+97.04	22.00	454.52	454.64
AE	1783+07.04	22.00	454.57	454.71
AF	1783+17.04	22.00	454.62	454.76
AG	1783+27.04	22.00	454.67	454.81
AH	1783+37.04	22.00	454.72	454.84
AI	1783+47.04	22.00	454.77	454.86
AJ	1783+57.04	22.00	454.82	454.87
☉ W. Brg. Pier 3	1783+64.21	22.00	454.86	454.88
☉ Pier 3	1783+66.38	22.00	454.87	454.89

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+77.04	32.00	452.72	452.74
☉ Brg. W. Abut.	1779+81.08	32.00	452.74	452.76
A	1779+91.08	32.00	452.79	452.85
B	1780+01.08	32.00	452.84	452.94
C	1780+11.08	32.00	452.89	453.02
D	1780+21.08	32.00	452.94	453.08
E	1780+31.08	32.00	452.99	453.13
F	1780+41.08	32.00	453.04	453.18
G	1780+51.08	32.00	453.09	453.21
H	1780+61.08	32.00	453.14	453.23
I	1780+71.08	32.00	453.19	453.26
J	1780+81.08	32.00	453.24	453.28
K	1780+91.08	32.00	453.29	453.32
☉ Brg. Pier 1	1780+98.25	32.00	453.33	453.35
L	1781+08.25	32.00	453.38	453.40
M	1781+18.25	32.00	453.43	453.46
N	1781+28.25	32.00	453.48	453.52
O	1781+38.25	32.00	453.53	453.59
P	1781+48.25	32.00	453.58	453.66
Q	1781+58.25	32.00	453.63	453.72
R	1781+68.25	32.00	453.68	453.78
S	1781+78.25	32.00	453.73	453.83
T	1781+88.25	32.00	453.78	453.87
U	1781+98.25	32.00	453.83	453.90
V	1782+08.25	32.00	453.88	453.93
W	1782+18.25	32.00	453.93	453.97
X	1782+28.25	32.00	453.98	454.00
Y	1782+38.25	32.00	454.03	454.05
☉ Brg. Pier 2	1782+44.92	32.00	454.06	454.08
Z	1782+54.92	32.00	454.11	454.14
AA	1782+64.92	32.00	454.16	454.21
AB	1782+74.92	32.00	454.21	454.28
AC	1782+84.92	32.00	454.26	454.36
AD	1782+94.92	32.00	454.31	454.43
AE	1783+04.92	32.00	454.36	454.50
AF	1783+14.92	32.00	454.41	454.55
AG	1783+24.92	32.00	454.46	454.60
AH	1783+34.92	32.00	454.51	454.63
AI	1783+44.92	32.00	454.56	454.65
AJ	1783+54.92	32.00	454.61	454.66
☉ W. Brg. Pier 3	1783+62.09	32.00	454.65	454.67
☉ Pier 3	1783+64.25	32.00	454.66	454.68

REVIEW & APPROVAL ONLY

Note:  
All offsets based off PG and EB 1-270. Negative offsets denote left of PG and EB 1-270 and positive offsets denote right of PG and EB 1-270.

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**HORNER SHIFRIN**  
Teaming with: **PARSONS**

USER NAME =	DESIGNED - JJD	REVISED -
	CHECKED - NHP	REVISED -
PLOT SCALE =	DRAWN - EAT	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 - 3  
STRUCTURE NO. 060-0350 (EB)

SHEET 22 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	222
			CONTRACT NO. 76190	
		ILLINOIS FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+74.91	42.00	452.51	452.53
☉ Brg. W. Abut.	1779+78.95	42.00	452.53	452.55
A	1779+88.95	42.00	452.58	452.64
B	1779+98.95	42.00	452.63	452.73
C	1780+08.95	42.00	452.68	452.80
D	1780+18.95	42.00	452.73	452.87
E	1780+28.95	42.00	452.78	452.92
F	1780+38.95	42.00	452.83	452.96
G	1780+48.95	42.00	452.88	453.00
H	1780+58.95	42.00	452.93	453.02
I	1780+68.95	42.00	452.98	453.05
J	1780+78.95	42.00	453.03	453.07
K	1780+88.95	42.00	453.08	453.11
☉ Brg. Pier 1	1780+96.12	42.00	453.12	453.14
L	1781+06.12	42.00	453.17	453.19
M	1781+16.12	42.00	453.22	453.25
N	1781+26.12	42.00	453.27	453.31
O	1781+36.12	42.00	453.32	453.38
P	1781+46.12	42.00	453.37	453.45
Q	1781+56.12	42.00	453.42	453.51
R	1781+66.12	42.00	453.47	453.57
S	1781+76.12	42.00	453.52	453.62
T	1781+86.12	42.00	453.57	453.66
U	1781+96.12	42.00	453.62	453.69
V	1782+06.12	42.00	453.67	453.72
W	1782+16.12	42.00	453.72	453.76
X	1782+26.12	42.00	453.77	453.79
Y	1782+36.12	42.00	453.82	453.84
☉ Brg. Pier 2	1782+42.79	42.00	453.85	453.87
Z	1782+52.79	42.00	453.90	453.93
AA	1782+62.79	42.00	453.95	454.00
AB	1782+72.79	42.00	454.00	454.07
AC	1782+82.79	42.00	454.05	454.15
AD	1782+92.79	42.00	454.10	454.22
AE	1783+02.79	42.00	454.15	454.29
AF	1783+12.79	42.00	454.20	454.34
AG	1783+22.79	42.00	454.25	454.39
AH	1783+32.79	42.00	454.30	454.42
AI	1783+42.79	42.00	454.35	454.44
AJ	1783+52.79	42.00	454.40	454.45
☉ W. Brg. Pier 3	1783+59.96	42.00	454.43	454.46
☉ Pier 3	1783+62.13	42.00	454.45	454.47

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+72.79	52.00	452.30	452.32
☉ Brg. W. Abut.	1779+76.83	52.00	452.32	452.34
A	1779+86.83	52.00	452.37	452.43
B	1779+96.83	52.00	452.42	452.51
C	1780+06.83	52.00	452.47	452.58
D	1780+16.83	52.00	452.52	452.64
E	1780+26.83	52.00	452.57	452.69
F	1780+36.83	52.00	452.62	452.74
G	1780+46.83	52.00	452.67	452.77
H	1780+56.83	52.00	452.72	452.80
I	1780+66.83	52.00	452.77	452.83
J	1780+76.83	52.00	452.82	452.86
K	1780+86.83	52.00	452.87	452.90
☉ Brg. Pier 1	1780+94.00	52.00	452.90	452.93
L	1781+04.00	52.00	452.95	452.98
M	1781+14.00	52.00	453.00	453.04
N	1781+24.00	52.00	453.05	453.10
O	1781+34.00	52.00	453.10	453.16
P	1781+44.00	52.00	453.15	453.23
Q	1781+54.00	52.00	453.20	453.29
R	1781+64.00	52.00	453.25	453.34
S	1781+74.00	52.00	453.30	453.39
T	1781+84.00	52.00	453.35	453.44
U	1781+94.00	52.00	453.40	453.47
V	1782+04.00	52.00	453.45	453.51
W	1782+14.00	52.00	453.50	453.54
X	1782+24.00	52.00	453.55	453.58
Y	1782+34.00	52.00	453.60	453.63
☉ Brg. Pier 2	1782+40.67	52.00	453.64	453.66
Z	1782+50.67	52.00	453.69	453.72
AA	1782+60.67	52.00	453.74	453.78
AB	1782+70.67	52.00	453.79	453.85
AC	1782+80.67	52.00	453.84	453.92
AD	1782+90.67	52.00	453.89	453.99
AE	1783+00.67	52.00	453.94	454.06
AF	1783+10.67	52.00	453.99	454.11
AG	1783+20.67	52.00	454.04	454.16
AH	1783+30.67	52.00	454.09	454.19
AI	1783+40.67	52.00	454.14	454.22
AJ	1783+50.67	52.00	454.19	454.23
☉ W. Brg. Pier 3	1783+57.84	52.00	454.22	454.25
☉ Pier 3	1783+60.00	52.00	454.24	454.26

REVIEW & APPROVAL ONLY

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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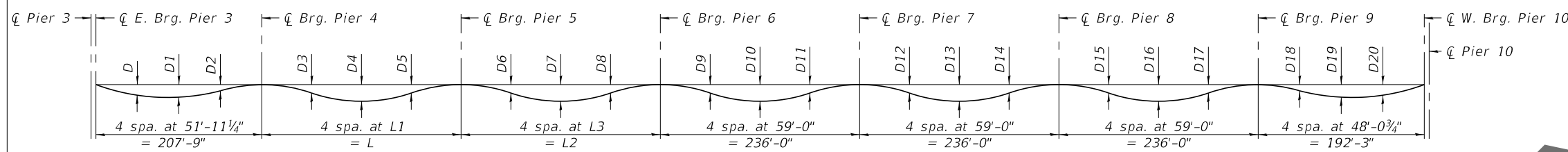
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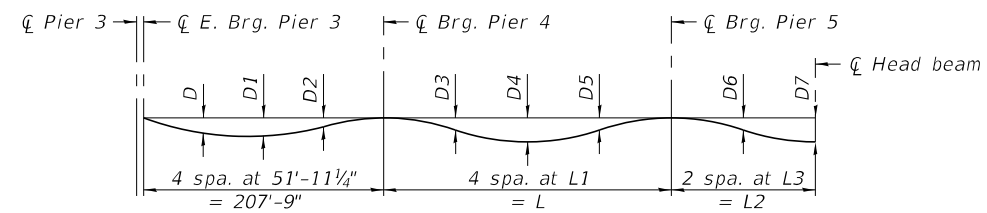
TOP OF SLAB ELEVATIONS, UNIT 1 - 4  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	223
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



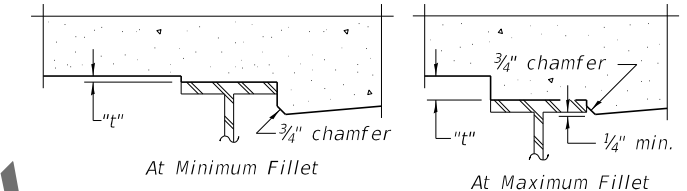


**DEAD LOAD DEFLECTION DIAGRAM GIRDERS 1 THRU 5 AND 7**  
(Includes weight of concrete only.)



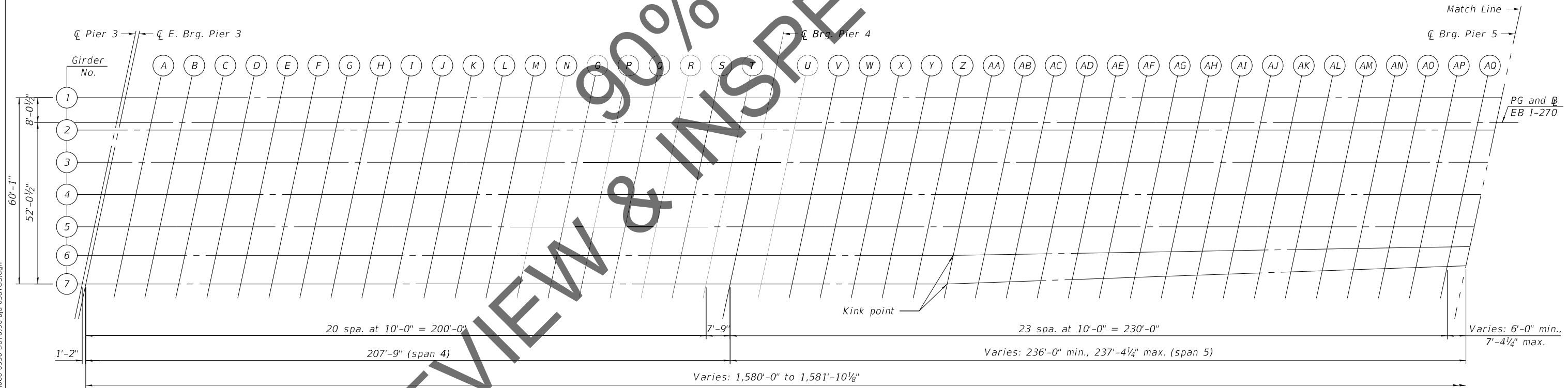
**DEAD LOAD DEFLECTION DIAGRAM GIRDER 6**  
(Includes weight of concrete only.)

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 and grinding as shown on sheets 27 thru 34 of 292.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 27 thru 34 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.  
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 27 thru 34 of 292. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



**UNIT 2 PART PLAN**

Notes:  
For spans 6 thru 10, see sheets 25 thru 26 of 292.  
Horizontal dimensions shown are measured along centerline of individual girders.  
For table of "D" and "L" dimensions, see sheet 26 of 292.

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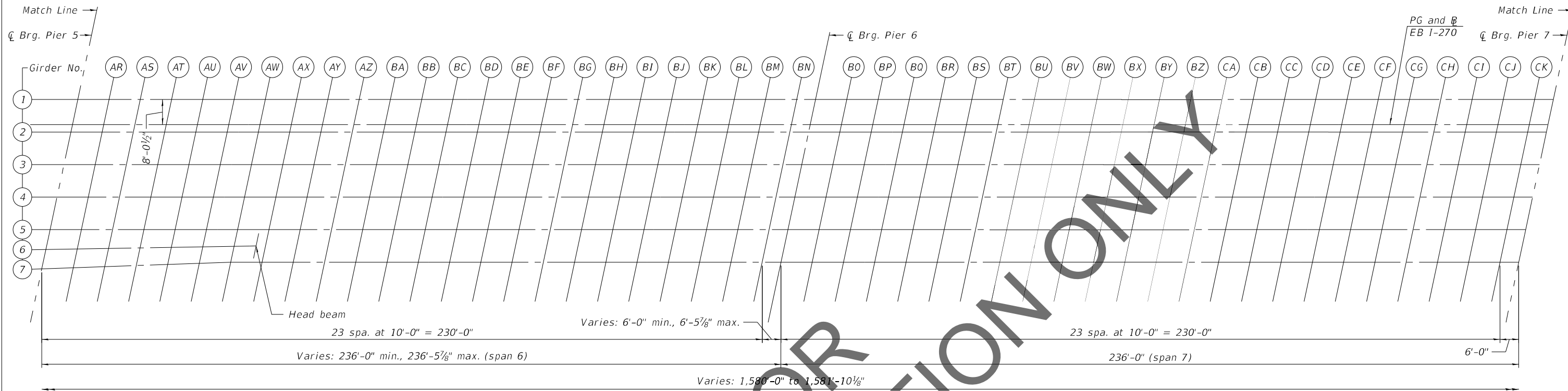
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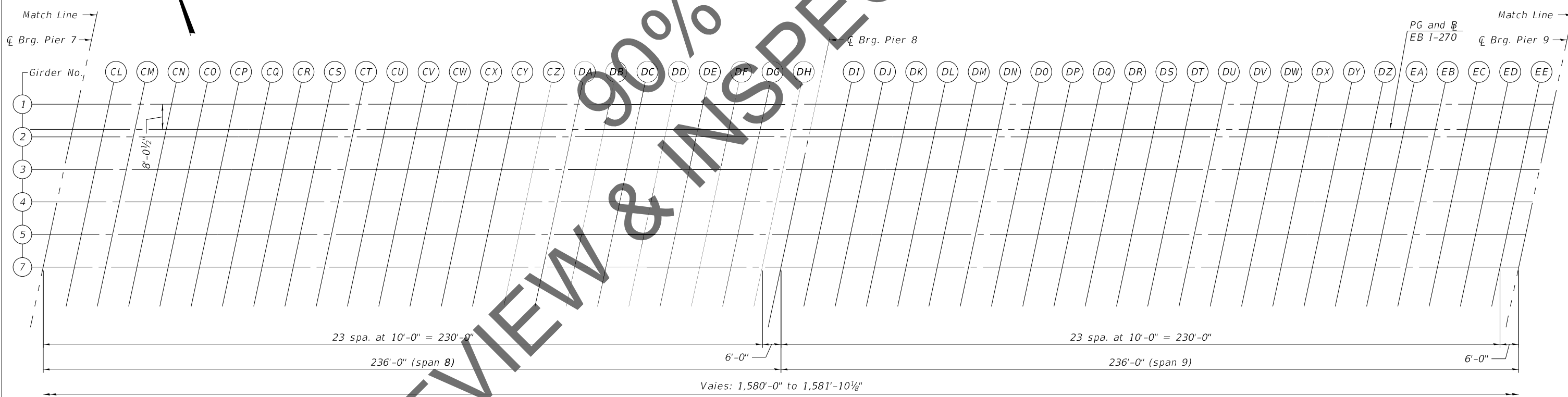
**TOP OF SLAB ELEVATIONS, UNIT 2 - 1  
STRUCTURE NO. 060-0350 (EB)**

SHEET 24 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	224
			CONTRACT NO. 76190	
ILLINOIS FED. AID PROJECT				



UNIT 2 PART PLAN



UNIT 2 PART PLAN

Notes:  
 For spans 4 and 5, see sheet 24 of 292.  
 For span 10, see sheet 26 of 292.  
 Horizontal dimensions shown are measured along  $\bar{c}$  individual girders.

REVIEW & INSPECTION ONLY

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**HORNER SHIFRIN**  
 Teaming with: **PARSONS**

USER NAME =	DESIGNED - BTF	REVISED -
PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS, UNIT 2 - 2  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 25 OF 292 SHEETS

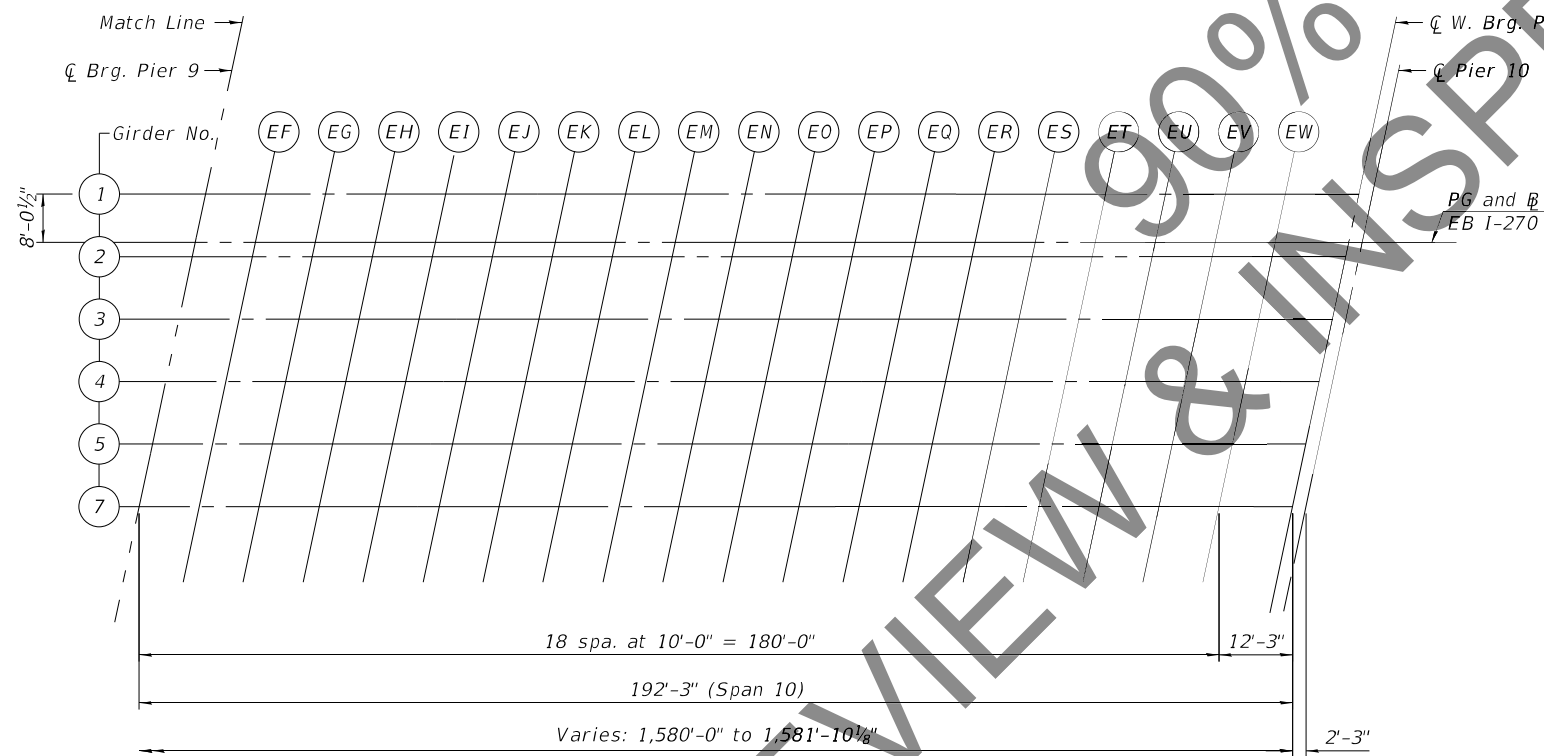
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	225
CONTRACT NO. 76190			ILLINOIS FED. AID PROJECT	

TABLE OF "L" DIMENSIONS

Girder No.	L	L1	L2	L3
1	236'-0"	59'-0"	236'-0"	59'-0"
2	236'-0"	59'-0"	236'-0"	59'-0"
3	236'-0"	59'-0"	236'-0"	59'-0"
4	236'-0"	59'-0"	236'-0"	59'-0"
5	236'-0"	59'-0"	236'-0"	59'-0"
6	236'-7 <sup>9</sup> / <sub>16</sub> "	±59'-1 <sup>7</sup> / <sub>8</sub> "	67'-3 <sup>1</sup> / <sub>16</sub> "	±33'-7 <sup>1</sup> / <sub>2</sub> "
7	237'-4 <sup>1</sup> / <sub>4</sub> "	59'-4 <sup>1</sup> / <sub>16</sub> "	236'-5 <sup>7</sup> / <sub>8</sub> "	±59'-1 <sup>7</sup> / <sub>16</sub> "

TABLE OF "D" DIMENSIONS

Girder No.	D	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17	D18	D19	D20
1	5"	5 <sup>7</sup> / <sub>8</sub> "	2 <sup>3</sup> / <sub>4</sub> "	1"	2 <sup>3</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>8</sub> "	2 <sup>1</sup> / <sub>4</sub> "	4 <sup>3</sup> / <sub>8</sub> "	2 <sup>1</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>3</sup> / <sub>4</sub> "	1 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	4"	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>5</sup> / <sub>8</sub> "	4"	3 <sup>1</sup> / <sub>2</sub> "
2	4 <sup>7</sup> / <sub>8</sub> "	5 <sup>7</sup> / <sub>8</sub> "	2 <sup>3</sup> / <sub>4</sub> "	7 <sup>1</sup> / <sub>8</sub> "	2 <sup>3</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>8</sub> "	2 <sup>1</sup> / <sub>8</sub> "	4 <sup>1</sup> / <sub>8</sub> "	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>3</sup> / <sub>4</sub> "	1 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	4"	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>5</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	3 <sup>1</sup> / <sub>2</sub> "
3	4 <sup>3</sup> / <sub>4</sub> "	5 <sup>3</sup> / <sub>4</sub> "	2 <sup>5</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>8</sub> "	2"	3 <sup>7</sup> / <sub>8</sub> "	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>2</sub> "	3 <sup>7</sup> / <sub>8</sub> "	3 <sup>1</sup> / <sub>2</sub> "
4	4 <sup>3</sup> / <sub>4</sub> "	5 <sup>5</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>3</sup> / <sub>4</sub> "	1 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>5</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	3 <sup>1</sup> / <sub>2</sub> "
5	4 <sup>3</sup> / <sub>8</sub> "	5 <sup>1</sup> / <sub>2</sub> "	2 <sup>5</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>1</sup> / <sub>2</sub> "	1 <sup>7</sup> / <sub>8</sub> "	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	2"	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>5</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> "	3 <sup>1</sup> / <sub>2</sub> "
6	4 <sup>3</sup> / <sub>8</sub> "	5 <sup>1</sup> / <sub>2</sub> "	2 <sup>5</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>8</sub> "	2 <sup>1</sup> / <sub>2</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>2</sub> "	---	---	---	---	---	---	---	---	---	---	---	---	---	---
7	4 <sup>3</sup> / <sub>8</sub> "	5 <sup>3</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>8</sub> "	7 <sup>1</sup> / <sub>8</sub> "	2 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>2</sub> "	3 <sup>3</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	2"	4"	2"	1 <sup>7</sup> / <sub>8</sub> "	4"	2"	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>5</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>5</sup> / <sub>8</sub> "	4"	3 <sup>5</sup> / <sub>8</sub> "



UNIT 2 PART PLAN

Notes:  
 For spans 4 thru 9, see sheets 24 thru 25 of 292.  
 Horizontal dimensions shown are measured along  $\bar{c}$  individual girders.

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PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 3  
 STRUCTURE NO. 060-0350 (EB)

SHEET 26 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	226
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+72.77	-8.04	454.70	454.72
☐ E. Brg. Pier 3	1783+73.93	-8.04	454.70	454.72
A	1783+83.93	-8.04	454.75	454.86
B	1783+93.93	-8.04	454.80	455.00
C	1784+03.93	-8.04	454.85	455.12
D	1784+13.93	-8.04	454.90	455.23
E	1784+23.93	-8.04	454.95	455.34
F	1784+33.93	-8.04	455.00	455.44
G	1784+43.93	-8.04	455.05	455.52
H	1784+53.93	-8.04	455.10	455.59
I	1784+63.93	-8.04	455.15	455.64
J	1784+73.93	-8.04	455.20	455.68
K	1784+83.93	-8.04	455.25	455.70
L	1784+93.93	-8.04	455.30	455.71
M	1785+03.93	-8.04	455.35	455.72
N	1785+13.93	-8.04	455.40	455.72
O	1785+23.93	-8.04	455.45	455.71
P	1785+33.93	-8.04	455.50	455.71
Q	1785+43.93	-8.04	455.55	455.71
R	1785+53.93	-8.04	455.60	455.72
S	1785+63.93	-8.04	455.65	455.73
T	1785+73.93	-8.04	455.70	455.75
☐ Brg. Pier 4	1785+81.68	-8.04	455.74	455.77
U	1785+91.68	-8.04	455.79	455.81
V	1786+01.68	-8.04	455.84	455.86
W	1786+11.68	-8.04	455.89	455.92
X	1786+21.68	-8.04	455.94	455.98
Y	1786+31.68	-8.04	455.99	456.05
Z	1786+41.68	-8.04	456.04	456.13
AA	1786+51.68	-8.04	456.09	456.21
AB	1786+61.68	-8.04	456.14	456.29
AC	1786+71.68	-8.04	456.19	456.37
AD	1786+81.68	-8.04	456.24	456.44
AE	1786+91.68	-8.04	456.29	456.50
AF	1787+01.68	-8.04	456.34	456.56
AG	1787+11.68	-8.04	456.39	456.61
AH	1787+21.68	-8.04	456.44	456.65
AI	1787+31.68	-8.04	456.49	456.68
AJ	1787+41.68	-8.04	456.54	456.71
AK	1787+51.68	-8.04	456.59	456.73
AL	1787+61.68	-8.04	456.64	456.76
AM	1787+71.68	-8.04	456.69	456.78
AN	1787+81.68	-8.04	456.74	456.81
AO	1787+91.68	-8.04	456.79	456.83
AP	1788+01.68	-8.04	456.84	456.87
AQ	1788+11.68	-8.04	456.89	456.92
☐ Brg. Pier 5	1788+17.68	-8.04	456.92	456.95
AR	1788+27.68	-8.04	456.97	457.01
AS	1788+37.68	-8.04	457.02	457.08
AT	1788+47.68	-8.04	457.07	457.16
AU	1788+57.68	-8.04	457.12	457.24
AV	1788+67.68	-8.04	457.17	457.32
AW	1788+77.68	-8.04	457.22	457.41
AX	1788+87.68	-8.04	457.27	457.50
AY	1788+97.68	-8.04	457.32	457.59
AZ	1789+07.68	-8.04	457.37	457.68
BA	1789+17.68	-8.04	457.42	457.75
BB	1789+27.68	-8.04	457.47	457.81
BC	1789+37.68	-8.04	457.52	457.87
BD	1789+47.68	-8.04	457.57	457.90
BE	1789+57.68	-8.04	457.62	457.94
BF	1789+67.68	-8.04	457.67	457.95
BG	1789+77.68	-8.04	457.72	457.97
BH	1789+87.68	-8.04	457.77	457.98

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+97.68	-8.04	457.82	458.00
BJ	1790+07.68	-8.04	457.87	458.01
BK	1790+17.68	-8.04	457.92	458.02
BL	1790+27.68	-8.04	457.97	458.04
BM	1790+37.68	-8.04	458.02	458.07
BN	1790+47.68	-8.04	458.07	458.10
☐ Brg. Pier 6	1790+53.68	-8.04	458.10	458.13
BO	1790+63.68	-8.04	458.15	458.18
BP	1790+73.68	-8.04	458.20	458.24
BQ	1790+83.68	-8.04	458.25	458.31
BR	1790+93.68	-8.04	458.30	458.39
BS	1791+03.68	-8.04	458.35	458.47
BT	1791+13.68	-8.04	458.40	458.55
BU	1791+23.68	-8.04	458.45	458.63
BV	1791+33.68	-8.04	458.50	458.72
BW	1791+43.68	-8.04	458.55	458.81
BX	1791+53.68	-8.04	458.60	458.88
BY	1791+63.68	-8.04	458.65	458.94
BZ	1791+73.68	-8.04	458.70	459.00
CA	1791+83.68	-8.04	458.75	459.04
CB	1791+93.68	-8.04	458.80	459.08
CC	1792+03.68	-8.04	458.85	459.10
CD	1792+13.68	-8.04	458.90	459.12
CE	1792+23.68	-8.04	458.95	459.14
CF	1792+33.68	-8.04	459.00	459.15
CG	1792+43.68	-8.04	459.05	459.17
CH	1792+53.68	-8.04	459.10	459.19
CI	1792+63.68	-8.04	459.15	459.21
CJ	1792+73.68	-8.04	459.20	459.24
CK	1792+83.68	-8.04	459.25	459.28
☐ Brg. Pier 7	1792+89.68	-8.04	459.28	459.31
CL	1792+99.68	-8.04	459.33	459.37
CM	1793+09.68	-8.04	459.38	459.43
CN	1793+19.68	-8.04	459.43	459.50
CO	1793+29.68	-8.04	459.48	459.58
CP	1793+39.68	-8.04	459.53	459.66
CQ	1793+49.68	-8.04	459.58	459.74
CR	1793+59.68	-8.04	459.63	459.83
CS	1793+69.68	-8.04	459.68	459.92
CT	1793+79.68	-8.04	459.73	460.00
CU	1793+89.68	-8.04	459.78	460.08
CV	1793+99.68	-8.04	459.83	460.14
CW	1794+09.68	-8.04	459.88	460.20
CX	1794+19.68	-8.04	459.93	460.23
CY	1794+29.68	-8.04	459.98	460.27
CZ	1794+39.68	-8.04	460.03	460.29
DA	1794+49.68	-8.04	460.08	460.31
DB	1794+59.68	-8.04	460.13	460.33
DC	1794+69.68	-8.04	460.18	460.34
DD	1794+79.68	-8.04	460.23	460.36
DE	1794+89.68	-8.04	460.28	460.38
DF	1794+99.68	-8.04	460.33	460.39
DG	1795+09.68	-8.04	460.38	460.43
DH	1795+19.68	-8.04	460.43	460.46
☐ Brg. Pier 8	1795+25.68	-8.04	460.46	460.49
DI	1795+35.68	-8.04	460.51	460.54
DJ	1795+45.68	-8.04	460.56	460.60
DK	1795+55.68	-8.04	460.61	460.67
DL	1795+65.68	-8.04	460.66	460.75
DM	1795+75.68	-8.04	460.71	460.83
DN	1795+85.68	-8.04	460.76	460.91
DO	1795+95.68	-8.04	460.81	460.99
DP	1796+05.68	-8.04	460.86	461.07
DQ	1796+15.68	-8.04	460.91	461.16

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+25.68	-8.04	460.96	461.23
DS	1796+35.68	-8.04	461.01	461.29
DT	1796+45.68	-8.04	461.06	461.35
DU	1796+55.68	-8.04	461.11	461.38
DV	1796+65.68	-8.04	461.16	461.42
DW	1796+75.68	-8.04	461.21	461.44
DX	1796+85.68	-8.04	461.26	461.46
DY	1796+95.68	-8.04	461.31	461.48
DZ	1797+05.68	-8.04	461.36	461.50
EA	1797+15.68	-8.04	461.41	461.52
EB	1797+25.68	-8.04	461.46	461.54
EC	1797+35.68	-8.04	461.51	461.57
ED	1797+45.68	-8.04	461.56	461.60
EE	1797+55.68	-8.04	461.61	461.64
☐ Brg. Pier 9	1797+61.68	-8.04	461.64	461.67
EF	1797+71.68	-8.04	461.69	461.73
EG	1797+81.68	-8.04	461.74	461.79
EH	1797+91.68	-8.04	461.79	461.87
EI	1798+01.68	-8.04	461.84	461.95
EJ	1798+11.68	-8.04	461.89	462.04
EK	1798+21.68	-8.04	461.94	462.13
EL	1798+31.68	-8.04	461.99	462.22
EM	1798+41.68	-8.04	462.04	462.31
EN	1798+51.68	-8.04	462.09	462.39
EO	1798+61.68	-8.04	462.14	462.46
EP	1798+71.68	-8.04	462.19	462.52
EQ	1798+81.68	-8.04	462.24	462.57
ER	1798+91.68	-8.04	462.29	462.61
ES	1799+01.68	-8.04	462.34	462.64
ET	1799+11.68	-8.04	462.39	462.66
EU	1799+21.68	-8.04	462.44	462.66
EV	1799+31.68	-8.04	462.49	462.66
EW	1799+41.68	-8.04	462.54	462.65
☐ W. Brg. Pier 10	1799+53.93	-8.04	462.60	462.63
☐ Pier 10	1799+56.18	-8.04	462.62	462.64

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 4  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	227
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

SHEET 27 OF 292 SHEETS

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PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+71.06	0.00	454.85	454.87
☐ E. Brg. Pier 3	1783+72.22	0.00	454.86	454.88
A	1783+82.22	0.00	454.91	455.01
B	1783+92.22	0.00	454.96	455.14
C	1784+02.22	0.00	455.01	455.26
D	1784+12.22	0.00	455.06	455.38
E	1784+22.22	0.00	455.11	455.49
F	1784+32.22	0.00	455.16	455.59
G	1784+42.22	0.00	455.21	455.67
H	1784+52.22	0.00	455.26	455.74
I	1784+62.22	0.00	455.31	455.78
J	1784+72.22	0.00	455.36	455.83
K	1784+82.22	0.00	455.41	455.85
L	1784+92.22	0.00	455.46	455.86
M	1785+02.22	0.00	455.51	455.87
N	1785+12.22	0.00	455.56	455.87
O	1785+22.22	0.00	455.61	455.86
P	1785+32.22	0.00	455.66	455.86
Q	1785+42.22	0.00	455.71	455.86
R	1785+52.22	0.00	455.76	455.87
S	1785+62.22	0.00	455.81	455.88
T	1785+72.22	0.00	455.86	455.90
☐ Brg. Pier 4	1785+79.97	0.00	455.89	455.92
U	1785+89.97	0.00	455.94	455.96
V	1785+99.97	0.00	455.99	456.01
W	1786+09.97	0.00	456.04	456.07
X	1786+19.97	0.00	456.09	456.14
Y	1786+29.97	0.00	456.14	456.20
Z	1786+39.97	0.00	456.19	456.28
AA	1786+49.97	0.00	456.24	456.36
AB	1786+59.97	0.00	456.29	456.44
AC	1786+69.97	0.00	456.34	456.52
AD	1786+79.97	0.00	456.39	456.59
AE	1786+89.97	0.00	456.44	456.66
AF	1786+99.97	0.00	456.49	456.72
AG	1787+09.97	0.00	456.54	456.76
AH	1787+19.97	0.00	456.59	456.81
AI	1787+29.97	0.00	456.64	456.84
AJ	1787+39.97	0.00	456.69	456.86
AK	1787+49.97	0.00	456.74	456.89
AL	1787+59.97	0.00	456.79	456.91
AM	1787+69.97	0.00	456.84	456.93
AN	1787+79.97	0.00	456.89	456.96
AO	1787+89.97	0.00	456.94	456.99
AP	1787+99.97	0.00	456.99	457.03
AQ	1788+09.97	0.00	457.04	457.07
☐ Brg. Pier 5	1788+15.97	0.00	457.07	457.10
AR	1788+25.97	0.00	457.12	457.16
AS	1788+35.97	0.00	457.17	457.23
AT	1788+45.97	0.00	457.22	457.30
AU	1788+55.97	0.00	457.27	457.38
AV	1788+65.97	0.00	457.32	457.47
AW	1788+75.97	0.00	457.37	457.56
AX	1788+85.97	0.00	457.42	457.65
AY	1788+95.97	0.00	457.47	457.73
AZ	1789+05.97	0.00	457.52	457.82
BA	1789+15.97	0.00	457.57	457.89
BB	1789+25.97	0.00	457.62	457.95
BC	1789+35.97	0.00	457.67	458.00
BD	1789+45.97	0.00	457.72	458.04
BE	1789+55.97	0.00	457.77	458.08
BF	1789+65.97	0.00	457.82	458.10
BG	1789+75.97	0.00	457.87	458.11
BH	1789+85.97	0.00	457.92	458.13

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+95.97	0.00	457.97	458.14
BJ	1790+05.97	0.00	458.02	458.15
BK	1790+15.97	0.00	458.07	458.17
BL	1790+25.97	0.00	458.12	458.19
BM	1790+35.97	0.00	458.17	458.22
BN	1790+45.97	0.00	458.22	458.26
☐ Brg. Pier 6	1790+51.97	0.00	458.25	458.28
BO	1790+61.97	0.00	458.30	458.34
BP	1790+71.97	0.00	458.35	458.40
BQ	1790+81.97	0.00	458.40	458.47
BR	1790+91.97	0.00	458.45	458.54
BS	1791+01.97	0.00	458.50	458.62
BT	1791+11.97	0.00	458.55	458.71
BU	1791+21.97	0.00	458.60	458.80
BV	1791+31.97	0.00	458.65	458.88
BW	1791+41.97	0.00	458.70	458.96
BX	1791+51.97	0.00	458.75	459.04
BY	1791+61.97	0.00	458.80	459.10
BZ	1791+71.97	0.00	458.85	459.16
CA	1791+81.97	0.00	458.90	459.20
CB	1791+91.97	0.00	458.95	459.24
CC	1792+01.97	0.00	459.00	459.28
CD	1792+11.97	0.00	459.05	459.28
CE	1792+21.97	0.00	459.10	459.29
CF	1792+31.97	0.00	459.15	459.30
CG	1792+41.97	0.00	459.20	459.32
CH	1792+51.97	0.00	459.25	459.34
CI	1792+61.97	0.00	459.30	459.36
CJ	1792+71.97	0.00	459.35	459.40
CK	1792+81.97	0.00	459.40	459.43
☐ Brg. Pier 7	1792+87.97	0.00	459.43	459.46
CL	1792+97.97	0.00	459.48	459.52
CM	1793+07.97	0.00	459.53	459.58
CN	1793+17.97	0.00	459.58	459.65
CO	1793+27.97	0.00	459.63	459.73
CP	1793+37.97	0.00	459.68	459.81
CQ	1793+47.97	0.00	459.73	459.90
CR	1793+57.97	0.00	459.78	459.99
CS	1793+67.97	0.00	459.83	460.07
CT	1793+77.97	0.00	459.88	460.16
CU	1793+87.97	0.00	459.93	460.23
CV	1793+97.97	0.00	459.98	460.29
CW	1794+07.97	0.00	460.03	460.35
CX	1794+17.97	0.00	460.08	460.39
CY	1794+27.97	0.00	460.13	460.43
CZ	1794+37.97	0.00	460.18	460.45
DA	1794+47.97	0.00	460.23	460.47
DB	1794+57.97	0.00	460.28	460.48
DC	1794+67.97	0.00	460.33	460.49
DD	1794+77.97	0.00	460.38	460.50
DE	1794+87.97	0.00	460.43	460.52
DF	1794+97.97	0.00	460.48	460.54
DG	1795+07.97	0.00	460.53	460.58
DH	1795+17.97	0.00	460.58	460.62
☐ Brg. Pier 8	1795+23.97	0.00	460.61	460.64
DI	1795+33.97	0.00	460.66	460.70
DJ	1795+43.97	0.00	460.71	460.75
DK	1795+53.97	0.00	460.76	460.82
DL	1795+63.97	0.00	460.81	460.90
DM	1795+73.97	0.00	460.86	460.98
DN	1795+83.97	0.00	460.91	461.07
DO	1795+93.97	0.00	460.96	461.15
DP	1796+03.97	0.00	461.01	461.23
DQ	1796+13.97	0.00	461.06	461.31

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+23.97	0.00	461.11	461.38
DS	1796+33.97	0.00	461.16	461.44
DT	1796+43.97	0.00	461.21	461.50
DU	1796+53.97	0.00	461.26	461.54
DV	1796+63.97	0.00	461.31	461.58
DW	1796+73.97	0.00	461.36	461.60
DX	1796+83.97	0.00	461.41	461.62
DY	1796+93.97	0.00	461.46	461.63
DZ	1797+03.97	0.00	461.51	461.65
EA	1797+13.97	0.00	461.56	461.67
EB	1797+23.97	0.00	461.61	461.69
EC	1797+33.97	0.00	461.66	461.72
ED	1797+43.97	0.00	461.71	461.75
EE	1797+53.97	0.00	461.76	461.79
☐ Brg. Pier 9	1797+59.97	0.00	461.79	461.82
EF	1797+69.97	0.00	461.84	461.88
EG	1797+79.97	0.00	461.89	461.94
EH	1797+89.97	0.00	461.94	462.02
EI	1797+99.97	0.00	461.99	462.11
EJ	1798+09.97	0.00	462.04	462.19
EK	1798+19.97	0.00	462.09	462.28
EL	1798+29.97	0.00	462.14	462.37
EM	1798+39.97	0.00	462.19	462.46
EN	1798+49.97	0.00	462.24	462.54
EO	1798+59.97	0.00	462.29	462.61
EP	1798+69.97	0.00	462.34	462.68
EQ	1798+79.97	0.00	462.39	462.73
ER	1798+89.97	0.00	462.44	462.77
ES	1798+99.97	0.00	462.49	462.79
ET	1799+09.97	0.00	462.54	462.81
EU	1799+19.97	0.00	462.59	462.82
EV	1799+29.97	0.00	462.64	462.81
EW	1799+39.97	0.00	462.69	462.80
☐ W. Brg. Pier 10	1799+52.22	0.00	462.76	462.78
☐ Pier 10	1799+54.47	0.00	462.77	462.79

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\C54PDF\8862M45087\_135\060-0350-0876\90-jar-09a105.dgn

E-S 2-17-2017



USER NAME =	DESIGNED - BTF	REVISED -
PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 5  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	228
CONTRACT NO. 76190			ILLINOIS FED. AID PROJECT	

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+70.55	2.38	454.90	454.92
☐ E. Brg. Pier 3	1783+71.72	2.38	454.90	454.92
A	1783+81.72	2.38	454.95	455.05
B	1783+91.72	2.38	455.00	455.18
C	1784+01.72	2.38	455.05	455.31
D	1784+11.72	2.38	455.10	455.43
E	1784+21.72	2.38	455.15	455.53
F	1784+31.72	2.38	455.20	455.64
G	1784+41.72	2.38	455.25	455.71
H	1784+51.72	2.38	455.30	455.78
I	1784+61.72	2.38	455.35	455.83
J	1784+71.72	2.38	455.40	455.87
K	1784+81.72	2.38	455.45	455.89
L	1784+91.72	2.38	455.50	455.91
M	1785+01.72	2.38	455.55	455.91
N	1785+11.72	2.38	455.60	455.91
O	1785+21.72	2.38	455.65	455.91
P	1785+31.72	2.38	455.70	455.91
Q	1785+41.72	2.38	455.75	455.91
R	1785+51.72	2.38	455.80	455.91
S	1785+61.72	2.38	455.85	455.93
T	1785+71.72	2.38	455.90	455.95
☐ Brg. Pier 4	1785+79.47	2.38	455.94	455.96
U	1785+89.47	2.38	455.99	456.01
V	1785+99.47	2.38	456.04	456.06
W	1786+09.47	2.38	456.09	456.12
X	1786+19.47	2.38	456.14	456.18
Y	1786+29.47	2.38	456.19	456.25
Z	1786+39.47	2.38	456.24	456.33
AA	1786+49.47	2.38	456.29	456.41
AB	1786+59.47	2.38	456.34	456.49
AC	1786+69.47	2.38	456.39	456.56
AD	1786+79.47	2.38	456.44	456.64
AE	1786+89.47	2.38	456.49	456.70
AF	1786+99.47	2.38	456.54	456.76
AG	1787+09.47	2.38	456.59	456.81
AH	1787+19.47	2.38	456.64	456.85
AI	1787+29.47	2.38	456.69	456.88
AJ	1787+39.47	2.38	456.74	456.91
AK	1787+49.47	2.38	456.79	456.93
AL	1787+59.47	2.38	456.84	456.95
AM	1787+69.47	2.38	456.89	456.97
AN	1787+79.47	2.38	456.94	457.00
AO	1787+89.47	2.38	456.99	457.03
AP	1787+99.47	2.38	457.04	457.07
AQ	1788+09.47	2.38	457.09	457.12
☐ Brg. Pier 5	1788+15.47	2.38	457.12	457.14
AR	1788+25.47	2.38	457.17	457.21
AS	1788+35.47	2.38	457.22	457.27
AT	1788+45.47	2.38	457.27	457.35
AU	1788+55.47	2.38	457.32	457.43
AV	1788+65.47	2.38	457.37	457.51
AW	1788+75.47	2.38	457.42	457.60
AX	1788+85.47	2.38	457.47	457.70
AY	1788+95.47	2.38	457.52	457.78
AZ	1789+05.47	2.38	457.57	457.86
BA	1789+15.47	2.38	457.62	457.93
BB	1789+25.47	2.38	457.67	457.99
BC	1789+35.47	2.38	457.72	458.05
BD	1789+45.47	2.38	457.77	458.09
BE	1789+55.47	2.38	457.82	458.13
BF	1789+65.47	2.38	457.87	458.15
BG	1789+75.47	2.38	457.92	458.16
BH	1789+85.47	2.38	457.97	458.17

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+95.47	2.38	458.02	458.18
BJ	1790+05.47	2.38	458.07	458.19
BK	1790+15.47	2.38	458.12	458.21
BL	1790+25.47	2.38	458.17	458.23
BM	1790+35.47	2.38	458.22	458.26
BN	1790+45.47	2.38	458.27	458.30
☐ Brg. Pier 6	1790+51.47	2.38	458.30	458.32
BO	1790+61.47	2.38	458.35	458.38
BP	1790+71.47	2.38	458.40	458.44
BQ	1790+81.47	2.38	458.45	458.51
BR	1790+91.47	2.38	458.50	458.59
BS	1791+01.47	2.38	458.55	458.67
BT	1791+11.47	2.38	458.60	458.76
BU	1791+21.47	2.38	458.65	458.84
BV	1791+31.47	2.38	458.70	458.93
BW	1791+41.47	2.38	458.75	459.01
BX	1791+51.47	2.38	458.80	459.08
BY	1791+61.47	2.38	458.85	459.14
BZ	1791+71.47	2.38	458.90	459.20
CA	1791+81.47	2.38	458.95	459.24
CB	1791+91.47	2.38	459.00	459.28
CC	1792+01.47	2.38	459.05	459.31
CD	1792+11.47	2.38	459.10	459.32
CE	1792+21.47	2.38	459.15	459.34
CF	1792+31.47	2.38	459.20	459.35
CG	1792+41.47	2.38	459.25	459.36
CH	1792+51.47	2.38	459.30	459.38
CI	1792+61.47	2.38	459.35	459.41
CJ	1792+71.47	2.38	459.40	459.44
CK	1792+81.47	2.38	459.45	459.48
☐ Brg. Pier 7	1792+87.47	2.38	459.48	459.50
CL	1792+97.47	2.38	459.53	459.56
CM	1793+07.47	2.38	459.58	459.62
CN	1793+17.47	2.38	459.63	459.70
CO	1793+27.47	2.38	459.68	459.77
CP	1793+37.47	2.38	459.73	459.86
CQ	1793+47.47	2.38	459.78	459.95
CR	1793+57.47	2.38	459.83	460.03
CS	1793+67.47	2.38	459.88	460.12
CT	1793+77.47	2.38	459.93	460.20
CU	1793+87.47	2.38	459.98	460.27
CV	1793+97.47	2.38	460.03	460.34
CW	1794+07.47	2.38	460.08	460.39
CX	1794+17.47	2.38	460.13	460.44
CY	1794+27.47	2.38	460.18	460.48
CZ	1794+37.47	2.38	460.23	460.50
DA	1794+47.47	2.38	460.28	460.51
DB	1794+57.47	2.38	460.33	460.53
DC	1794+67.47	2.38	460.38	460.54
DD	1794+77.47	2.38	460.43	460.55
DE	1794+87.47	2.38	460.48	460.57
DF	1794+97.47	2.38	460.53	460.59
DG	1795+07.47	2.38	460.58	460.62
DH	1795+17.47	2.38	460.63	460.66
☐ Brg. Pier 8	1795+23.47	2.38	460.66	460.68
DI	1795+33.47	2.38	460.71	460.74
DJ	1795+43.47	2.38	460.76	460.80
DK	1795+53.47	2.38	460.81	460.87
DL	1795+63.47	2.38	460.86	460.95
DM	1795+73.47	2.38	460.91	461.03
DN	1795+83.47	2.38	460.96	461.11
DO	1795+93.47	2.38	461.01	461.20
DP	1796+03.47	2.38	461.06	461.28
DQ	1796+13.47	2.38	461.11	461.36

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+23.47	2.38	461.16	461.43
DS	1796+33.47	2.38	461.21	461.49
DT	1796+43.47	2.38	461.26	461.54
DU	1796+53.47	2.38	461.31	461.58
DV	1796+63.47	2.38	461.36	461.63
DW	1796+73.47	2.38	461.41	461.65
DX	1796+83.47	2.38	461.46	461.66
DY	1796+93.47	2.38	461.51	461.68
DZ	1797+03.47	2.38	461.56	461.69
EA	1797+13.47	2.38	461.61	461.71
EB	1797+23.47	2.38	461.66	461.74
EC	1797+33.47	2.38	461.71	461.76
ED	1797+43.47	2.38	461.76	461.80
EE	1797+53.47	2.38	461.81	461.84
☐ Brg. Pier 9	1797+59.47	2.38	461.84	461.86
EF	1797+69.47	2.38	461.89	461.93
EG	1797+79.47	2.38	461.94	461.99
EH	1797+89.47	2.38	461.99	462.07
EI	1797+99.47	2.38	462.04	462.15
EJ	1798+09.47	2.38	462.09	462.24
EK	1798+19.47	2.38	462.14	462.33
EL	1798+29.47	2.38	462.19	462.42
EM	1798+39.47	2.38	462.24	462.51
EN	1798+49.47	2.38	462.29	462.59
EO	1798+59.47	2.38	462.34	462.66
EP	1798+69.47	2.38	462.39	462.72
EQ	1798+79.47	2.38	462.44	462.77
ER	1798+89.47	2.38	462.49	462.81
ES	1798+99.47	2.38	462.54	462.84
ET	1799+09.47	2.38	462.59	462.86
EU	1799+19.47	2.38	462.64	462.86
EV	1799+29.47	2.38	462.69	462.85
EW	1799+39.47	2.38	462.74	462.84
☐ W. Brg. Pier 10	1799+51.72	2.38	462.80	462.82
☐ Pier 10	1799+53.97	2.38	462.81	462.83

Note:  
All offsets based off PG and ☐ EB 1-270. Negative offsets denote left of PG and ☐ EB 1-270 and positive offsets denote right of PG and ☐ EB 1-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\8863M5087\_138\060-0350-0876\90-0-jar-10aTOS.dgn

E-S 2-17-2017



USER NAME =	DESIGNED - BTF	REVISED -
PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 6  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	229
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76190	

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+68.34	12.79	455.06	455.08
☐ E. Brg. Pier 3	1783+69.50	12.79	455.07	455.09
A	1783+79.50	12.79	455.12	455.22
B	1783+89.50	12.79	455.17	455.36
C	1783+99.50	12.79	455.22	455.48
D	1784+09.50	12.79	455.27	455.59
E	1784+19.50	12.79	455.32	455.70
F	1784+29.50	12.79	455.37	455.80
G	1784+39.50	12.79	455.42	455.87
H	1784+49.50	12.79	455.47	455.94
I	1784+59.50	12.79	455.52	455.99
J	1784+69.50	12.79	455.57	456.03
K	1784+79.50	12.79	455.62	456.05
L	1784+89.50	12.79	455.67	456.07
M	1784+99.50	12.79	455.72	456.07
N	1785+09.50	12.79	455.77	456.07
O	1785+19.50	12.79	455.82	456.07
P	1785+29.50	12.79	455.87	456.07
Q	1785+39.50	12.79	455.92	456.07
R	1785+49.50	12.79	455.97	456.08
S	1785+59.50	12.79	456.02	456.09
T	1785+69.50	12.79	456.07	456.11
☐ Brg. Pier 4	1785+77.25	12.79	456.11	456.13
U	1785+87.25	12.79	456.16	456.18
V	1785+97.25	12.79	456.21	456.22
W	1786+07.25	12.79	456.26	456.28
X	1786+17.25	12.79	456.31	456.35
Y	1786+27.25	12.79	456.36	456.42
Z	1786+37.25	12.79	456.41	456.49
AA	1786+47.25	12.79	456.46	456.57
AB	1786+57.25	12.79	456.51	456.65
AC	1786+67.25	12.79	456.56	456.73
AD	1786+77.25	12.79	456.61	456.80
AE	1786+87.25	12.79	456.66	456.86
AF	1786+97.25	12.79	456.71	456.92
AG	1787+07.25	12.79	456.76	456.97
AH	1787+17.25	12.79	456.81	457.02
AI	1787+27.25	12.79	456.86	457.05
AJ	1787+37.25	12.79	456.91	457.07
AK	1787+47.25	12.79	456.96	457.10
AL	1787+57.25	12.79	457.01	457.12
AM	1787+67.25	12.79	457.06	457.14
AN	1787+77.25	12.79	457.11	457.17
AO	1787+87.25	12.79	457.16	457.20
AP	1787+97.25	12.79	457.21	457.24
AQ	1788+07.25	12.79	457.26	457.28
☐ Brg. Pier 5	1788+13.25	12.79	457.29	457.31
AR	1788+23.25	12.79	457.34	457.37
AS	1788+33.25	12.79	457.39	457.43
AT	1788+43.25	12.79	457.44	457.51
AU	1788+53.25	12.79	457.49	457.59
AV	1788+63.25	12.79	457.54	457.67
AW	1788+73.25	12.79	457.59	457.76
AX	1788+83.25	12.79	457.64	457.84
AY	1788+93.25	12.79	457.69	457.93
AZ	1789+03.25	12.79	457.74	458.01
BA	1789+13.25	12.79	457.79	458.08
BB	1789+23.25	12.79	457.84	458.14
BC	1789+33.25	12.79	457.89	458.20
BD	1789+43.25	12.79	457.94	458.24
BE	1789+53.25	12.79	457.99	458.28
BF	1789+63.25	12.79	458.04	458.30
BG	1789+73.25	12.79	458.09	458.31
BH	1789+83.25	12.79	458.14	458.33

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+93.25	12.79	458.19	458.34
BJ	1790+03.25	12.79	458.24	458.35
BK	1790+13.25	12.79	458.29	458.37
BL	1790+23.25	12.79	458.34	458.39
BM	1790+33.25	12.79	458.39	458.43
BN	1790+43.25	12.79	458.44	458.47
☐ Brg. Pier 6	1790+49.25	12.79	458.47	458.49
BO	1790+59.25	12.79	458.52	458.55
BP	1790+69.25	12.79	458.57	458.61
BQ	1790+79.25	12.79	458.62	458.68
BR	1790+89.25	12.79	458.67	458.76
BS	1790+99.25	12.79	458.72	458.84
BT	1791+09.25	12.79	458.77	458.92
BU	1791+19.25	12.79	458.82	459.01
BV	1791+29.25	12.79	458.87	459.10
BW	1791+39.25	12.79	458.92	459.18
BX	1791+49.25	12.79	458.97	459.25
BY	1791+59.25	12.79	459.02	459.31
BZ	1791+69.25	12.79	459.07	459.37
CA	1791+79.25	12.79	459.12	459.41
CB	1791+89.25	12.79	459.17	459.45
CC	1791+99.25	12.79	459.22	459.47
CD	1792+09.25	12.79	459.27	459.49
CE	1792+19.25	12.79	459.32	459.50
CF	1792+29.25	12.79	459.37	459.52
CG	1792+39.25	12.79	459.42	459.53
CH	1792+49.25	12.79	459.47	459.55
CI	1792+59.25	12.79	459.52	459.57
CJ	1792+69.25	12.79	459.57	459.61
CK	1792+79.25	12.79	459.62	459.64
☐ Brg. Pier 7	1792+85.25	12.79	459.65	459.67
CL	1792+95.25	12.79	459.70	459.73
CM	1793+05.25	12.79	459.75	459.79
CN	1793+15.25	12.79	459.80	459.86
CO	1793+25.25	12.79	459.85	459.94
CP	1793+35.25	12.79	459.90	460.02
CQ	1793+45.25	12.79	459.95	460.11
CR	1793+55.25	12.79	460.00	460.20
CS	1793+65.25	12.79	460.05	460.28
CT	1793+75.25	12.79	460.10	460.37
CU	1793+85.25	12.79	460.15	460.44
CV	1793+95.25	12.79	460.20	460.50
CW	1794+05.25	12.79	460.25	460.56
CX	1794+15.25	12.79	460.30	460.60
CY	1794+25.25	12.79	460.35	460.64
CZ	1794+35.25	12.79	460.40	460.66
DA	1794+45.25	12.79	460.45	460.68
DB	1794+55.25	12.79	460.50	460.69
DC	1794+65.25	12.79	460.55	460.70
DD	1794+75.25	12.79	460.60	460.72
DE	1794+85.25	12.79	460.65	460.74
DF	1794+95.25	12.79	460.70	460.76
DG	1795+05.25	12.79	460.75	460.79
DH	1795+15.25	12.79	460.80	460.83
☐ Brg. Pier 8	1795+21.25	12.79	460.83	460.85
DI	1795+31.25	12.79	460.88	460.91
DJ	1795+41.25	12.79	460.93	460.97
DK	1795+51.25	12.79	460.98	461.04
DL	1795+61.25	12.79	461.03	461.11
DM	1795+71.25	12.79	461.08	461.19
DN	1795+81.25	12.79	461.13	461.28
DO	1795+91.25	12.79	461.18	461.36
DP	1796+01.25	12.79	461.23	461.44
DQ	1796+11.25	12.79	461.28	461.52

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+21.25	12.79	461.33	461.59
DS	1796+31.25	12.79	461.38	461.65
DT	1796+41.25	12.79	461.43	461.71
DU	1796+51.25	12.79	461.48	461.75
DV	1796+61.25	12.79	461.53	461.79
DW	1796+71.25	12.79	461.58	461.81
DX	1796+81.25	12.79	461.63	461.83
DY	1796+91.25	12.79	461.68	461.85
DZ	1797+01.25	12.79	461.73	461.86
EA	1797+11.25	12.79	461.78	461.88
EB	1797+21.25	12.79	461.83	461.90
EC	1797+31.25	12.79	461.88	461.93
ED	1797+41.25	12.79	461.93	461.96
EE	1797+51.25	12.79	461.98	462.00
☐ Brg. Pier 9	1797+57.25	12.79	462.01	462.03
EF	1797+67.25	12.79	462.06	462.09
EG	1797+77.25	12.79	462.11	462.15
EH	1797+87.25	12.79	462.16	462.23
EI	1797+97.25	12.79	462.21	462.31
EJ	1798+07.25	12.79	462.26	462.40
EK	1798+17.25	12.79	462.31	462.49
EL	1798+27.25	12.79	462.36	462.59
EM	1798+37.25	12.79	462.41	462.67
EN	1798+47.25	12.79	462.46	462.75
EO	1798+57.25	12.79	462.51	462.82
EP	1798+67.25	12.79	462.56	462.89
EQ	1798+77.25	12.79	462.61	462.94
ER	1798+87.25	12.79	462.66	462.98
ES	1798+97.25	12.79	462.71	463.01
ET	1799+07.25	12.79	462.76	463.02
EU	1799+17.25	12.79	462.81	463.03
EV	1799+27.25	12.79	462.86	463.02
EW	1799+37.25	12.79	462.91	463.01
☐ W. Brg. Pier 10	1799+49.50	12.79	462.97	463.00
☐ Pier 10	1799+51.75	12.79	462.98	463.00

Note:  
All offsets based off PG and EB 1-270. Negative offsets denote left of PG and EB 1-270 and positive offsets denote right of PG and EB 1-270.

MODEL: Default  
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E-S 2-17-2017



USER NAME =	DESIGNED - BTF	REVISED -
PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 7  
STRUCTURE NO. 060-0350 (EB)

SHEET 30 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	230
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+66.12	23.21	454.84	454.86
☐ E. Brg. Pier 3	1783+67.29	23.21	454.85	454.87
A	1783+77.29	23.21	454.90	455.00
B	1783+87.29	23.21	454.95	455.12
C	1783+97.29	23.21	455.00	455.25
D	1784+07.29	23.21	455.05	455.38
E	1784+17.29	23.21	455.10	455.48
F	1784+27.29	23.21	455.15	455.57
G	1784+37.29	23.21	455.20	455.65
H	1784+47.29	23.21	455.25	455.71
I	1784+57.29	23.21	455.30	455.76
J	1784+67.29	23.21	455.35	455.80
K	1784+77.29	23.21	455.40	455.82
L	1784+87.29	23.21	455.45	455.84
M	1784+97.29	23.21	455.50	455.85
N	1785+07.29	23.21	455.55	455.85
O	1785+17.29	23.21	455.60	455.85
P	1785+27.29	23.21	455.65	455.85
Q	1785+37.29	23.21	455.70	455.85
R	1785+47.29	23.21	455.75	455.86
S	1785+57.29	23.21	455.80	455.87
T	1785+67.29	23.21	455.85	455.89
☐ Brg. Pier 4	1785+75.04	23.21	455.89	455.91
U	1785+85.04	23.21	455.94	455.96
V	1785+95.04	23.21	455.99	456.00
W	1786+05.04	23.21	456.04	456.06
X	1786+15.04	23.21	456.09	456.13
Y	1786+25.04	23.21	456.14	456.20
Z	1786+35.04	23.21	456.19	456.27
AA	1786+45.04	23.21	456.24	456.35
AB	1786+55.04	23.21	456.29	456.43
AC	1786+65.04	23.21	456.34	456.51
AD	1786+75.04	23.21	456.39	456.58
AE	1786+85.04	23.21	456.44	456.64
AF	1786+95.04	23.21	456.49	456.70
AG	1787+05.04	23.21	456.54	456.75
AH	1787+15.04	23.21	456.59	456.80
AI	1787+25.04	23.21	456.64	456.83
AJ	1787+35.04	23.21	456.69	456.85
AK	1787+45.04	23.21	456.74	456.88
AL	1787+55.04	23.21	456.79	456.90
AM	1787+65.04	23.21	456.84	456.92
AN	1787+75.04	23.21	456.89	456.95
AO	1787+85.04	23.21	456.94	456.98
AP	1787+95.04	23.21	456.99	457.02
AQ	1788+05.04	23.21	457.04	457.06
☐ Brg. Pier 5	1788+11.04	23.21	457.07	457.09
AR	1788+21.04	23.21	457.12	457.15
AS	1788+31.04	23.21	457.17	457.21
AT	1788+41.04	23.21	457.22	457.29
AU	1788+51.04	23.21	457.27	457.36
AV	1788+61.04	23.21	457.32	457.44
AW	1788+71.04	23.21	457.37	457.53
AX	1788+81.04	23.21	457.42	457.62
AY	1788+91.04	23.21	457.47	457.69
AZ	1789+01.04	23.21	457.52	457.77
BA	1789+11.04	23.21	457.57	457.84
BB	1789+21.04	23.21	457.62	457.91
BC	1789+31.04	23.21	457.67	457.96
BD	1789+41.04	23.21	457.72	458.00
BE	1789+51.04	23.21	457.77	458.04
BF	1789+61.04	23.21	457.82	458.07
BG	1789+71.04	23.21	457.87	458.09
BH	1789+81.04	23.21	457.92	458.10

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+91.04	23.21	457.97	458.11
BJ	1790+01.04	23.21	458.02	458.13
BK	1790+11.04	23.21	458.07	458.15
BL	1790+21.04	23.21	458.12	458.17
BM	1790+31.04	23.21	458.17	458.21
BN	1790+41.04	23.21	458.22	458.25
☐ Brg. Pier 6	1790+47.04	23.21	458.25	458.27
BO	1790+57.04	23.21	458.30	458.33
BP	1790+67.04	23.21	458.35	458.39
BQ	1790+77.04	23.21	458.40	458.46
BR	1790+87.04	23.21	458.45	458.54
BS	1790+97.04	23.21	458.50	458.62
BT	1791+07.04	23.21	458.55	458.71
BU	1791+17.04	23.21	458.60	458.80
BV	1791+27.04	23.21	458.65	458.88
BW	1791+37.04	23.21	458.70	458.96
BX	1791+47.04	23.21	458.75	459.03
BY	1791+57.04	23.21	458.80	459.10
BZ	1791+67.04	23.21	458.85	459.15
CA	1791+77.04	23.21	458.90	459.19
CB	1791+87.04	23.21	458.95	459.23
CC	1791+97.04	23.21	459.00	459.25
CD	1792+07.04	23.21	459.05	459.27
CE	1792+17.04	23.21	459.10	459.29
CF	1792+27.04	23.21	459.15	459.30
CG	1792+37.04	23.21	459.20	459.31
CH	1792+47.04	23.21	459.25	459.33
CI	1792+57.04	23.21	459.30	459.35
CJ	1792+67.04	23.21	459.35	459.39
CK	1792+77.04	23.21	459.40	459.43
☐ Brg. Pier 7	1792+83.04	23.21	459.43	459.45
CL	1792+93.04	23.21	459.48	459.51
CM	1793+03.04	23.21	459.53	459.57
CN	1793+13.04	23.21	459.58	459.64
CO	1793+23.04	23.21	459.63	459.72
CP	1793+33.04	23.21	459.68	459.80
CQ	1793+43.04	23.21	459.73	459.89
CR	1793+53.04	23.21	459.78	459.98
CS	1793+63.04	23.21	459.83	460.06
CT	1793+73.04	23.21	459.88	460.14
CU	1793+83.04	23.21	459.93	460.21
CV	1793+93.04	23.21	459.98	460.28
CW	1794+03.04	23.21	460.03	460.34
CX	1794+13.04	23.21	460.08	460.38
CY	1794+23.04	23.21	460.13	460.42
CZ	1794+33.04	23.21	460.18	460.44
DA	1794+43.04	23.21	460.23	460.46
DB	1794+53.04	23.21	460.28	460.47
DC	1794+63.04	23.21	460.33	460.48
DD	1794+73.04	23.21	460.38	460.50
DE	1794+83.04	23.21	460.43	460.52
DF	1794+93.04	23.21	460.48	460.54
DG	1795+03.04	23.21	460.53	460.57
DH	1795+13.04	23.21	460.58	460.61
☐ Brg. Pier 8	1795+19.04	23.21	460.61	460.63
DI	1795+29.04	23.21	460.66	460.69
DJ	1795+39.04	23.21	460.71	460.75
DK	1795+49.04	23.21	460.76	460.82
DL	1795+59.04	23.21	460.81	460.89
DM	1795+69.04	23.21	460.86	460.97
DN	1795+79.04	23.21	460.91	461.06
DO	1795+89.04	23.21	460.96	461.15
DP	1795+99.04	23.21	461.01	461.22
DQ	1796+09.04	23.21	461.06	461.30

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+19.04	23.21	461.11	461.37
DS	1796+29.04	23.21	461.16	461.43
DT	1796+39.04	23.21	461.21	461.49
DU	1796+49.04	23.21	461.26	461.53
DV	1796+59.04	23.21	461.31	461.57
DW	1796+69.04	23.21	461.36	461.59
DX	1796+79.04	23.21	461.41	461.61
DY	1796+89.04	23.21	461.46	461.63
DZ	1796+99.04	23.21	461.51	461.64
EA	1797+09.04	23.21	461.56	461.66
EB	1797+19.04	23.21	461.61	461.68
EC	1797+29.04	23.21	461.66	461.71
ED	1797+39.04	23.21	461.71	461.74
EE	1797+49.04	23.21	461.76	461.78
☐ Brg. Pier 9	1797+55.04	23.21	461.79	461.81
EF	1797+65.04	23.21	461.84	461.87
EG	1797+75.04	23.21	461.89	461.93
EH	1797+85.04	23.21	461.94	462.02
EI	1797+95.04	23.21	461.99	462.10
EJ	1798+05.04	23.21	462.04	462.18
EK	1798+15.04	23.21	462.09	462.27
EL	1798+25.04	23.21	462.14	462.37
EM	1798+35.04	23.21	462.19	462.45
EN	1798+45.04	23.21	462.24	462.53
EO	1798+55.04	23.21	462.29	462.61
EP	1798+65.04	23.21	462.34	462.67
EQ	1798+75.04	23.21	462.39	462.72
ER	1798+85.04	23.21	462.44	462.76
ES	1798+95.04	23.21	462.49	462.79
ET	1799+05.04	23.21	462.54	462.81
EU	1799+15.04	23.21	462.59	462.81
EV	1799+25.04	23.21	462.64	462.80
EW	1799+35.04	23.21	462.69	462.79
☐ W. Brg. Pier 10	1799+47.29	23.21	462.75	462.77
☐ Pier 10	1799+49.54	23.21	462.76	462.78

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
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USER NAME =	DESIGNED - BTF	REVISED -
PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 8  
STRUCTURE NO. 060-0350 (EB)

SHEET 31 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	231
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+63.91	33.63	454.62	454.64
☐ E. Brg. Pier 3	1783+65.08	33.63	454.63	454.65
A	1783+75.08	33.63	454.68	454.78
B	1783+85.08	33.63	454.73	454.91
C	1783+95.08	33.63	454.78	455.03
D	1784+05.08	33.63	454.83	455.15
E	1784+15.08	33.63	454.88	455.25
F	1784+25.08	33.63	454.93	455.34
G	1784+35.08	33.63	454.98	455.42
H	1784+45.08	33.63	455.03	455.49
I	1784+55.08	33.63	455.08	455.53
J	1784+65.08	33.63	455.13	455.57
K	1784+75.08	33.63	455.18	455.60
L	1784+85.08	33.63	455.23	455.62
M	1784+95.08	33.63	455.28	455.62
N	1785+05.08	33.63	455.33	455.62
O	1785+15.08	33.63	455.38	455.63
P	1785+25.08	33.63	455.43	455.63
Q	1785+35.08	33.63	455.48	455.63
R	1785+45.08	33.63	455.53	455.64
S	1785+55.08	33.63	455.58	455.65
T	1785+65.08	33.63	455.63	455.67
☐ Brg. Pier 4	1785+72.83	33.63	455.67	455.69
U	1785+82.83	33.63	455.72	455.74
V	1785+92.83	33.63	455.77	455.78
W	1786+02.83	33.63	455.82	455.84
X	1786+12.83	33.63	455.87	455.91
Y	1786+22.83	33.63	455.92	455.97
Z	1786+32.83	33.63	455.97	456.05
AA	1786+42.83	33.63	456.02	456.13
AB	1786+52.83	33.63	456.07	456.20
AC	1786+62.83	33.63	456.12	456.28
AD	1786+72.83	33.63	456.17	456.35
AE	1786+82.83	33.63	456.22	456.42
AF	1786+92.83	33.63	456.27	456.48
AG	1787+02.83	33.63	456.32	456.53
AH	1787+12.83	33.63	456.37	456.57
AI	1787+22.83	33.63	456.42	456.60
AJ	1787+32.83	33.63	456.47	456.63
AK	1787+42.83	33.63	456.52	456.66
AL	1787+52.83	33.63	456.57	456.68
AM	1787+62.83	33.63	456.62	456.71
AN	1787+72.83	33.63	456.67	456.73
AO	1787+82.83	33.63	456.72	456.76
AP	1787+92.83	33.63	456.77	456.80
AQ	1788+02.83	33.63	456.82	456.84
☐ Brg. Pier 5	1788+08.83	33.63	456.85	456.87
AR	1788+18.83	33.63	456.90	456.93
AS	1788+28.83	33.63	456.95	456.99
AT	1788+38.83	33.63	457.00	457.06
AU	1788+48.83	33.63	457.05	457.13
AV	1788+58.83	33.63	457.10	457.20
AW	1788+68.83	33.63	457.15	457.29
AX	1788+78.83	33.63	457.20	457.38
AY	1788+88.83	33.63	457.25	457.46
AZ	1788+98.83	33.63	457.30	457.54
BA	1789+08.83	33.63	457.35	457.61
BB	1789+18.83	33.63	457.40	457.67
BC	1789+28.83	33.63	457.45	457.73
BD	1789+38.83	33.63	457.50	457.77
BE	1789+48.83	33.63	457.55	457.81
BF	1789+58.83	33.63	457.60	457.84
BG	1789+68.83	33.63	457.65	457.86
BH	1789+78.83	33.63	457.70	457.88

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+88.83	33.63	457.75	457.89
BJ	1789+98.83	33.63	457.80	457.90
BK	1790+08.83	33.63	457.85	457.93
BL	1790+18.83	33.63	457.90	457.95
BM	1790+28.83	33.63	457.95	457.98
BN	1790+38.83	33.63	458.00	458.02
☐ Brg. Pier 6	1790+44.83	33.63	458.03	458.05
BO	1790+54.83	33.63	458.08	458.11
BP	1790+64.83	33.63	458.13	458.17
BQ	1790+74.83	33.63	458.18	458.24
BR	1790+84.83	33.63	458.23	458.32
BS	1790+94.83	33.63	458.28	458.40
BT	1791+04.83	33.63	458.33	458.49
BU	1791+14.83	33.63	458.38	458.59
BV	1791+24.83	33.63	458.43	458.67
BW	1791+34.83	33.63	458.48	458.75
BX	1791+44.83	33.63	458.53	458.82
BY	1791+54.83	33.63	458.58	458.88
BZ	1791+64.83	33.63	458.63	458.94
CA	1791+74.83	33.63	458.68	458.98
CB	1791+84.83	33.63	458.73	459.02
CC	1791+94.83	33.63	458.78	459.04
CD	1792+04.83	33.63	458.83	459.06
CE	1792+14.83	33.63	458.88	459.08
CF	1792+24.83	33.63	458.93	459.09
CG	1792+34.83	33.63	458.98	459.09
CH	1792+44.83	33.63	459.03	459.11
CI	1792+54.83	33.63	459.08	459.13
CJ	1792+64.83	33.63	459.13	459.17
CK	1792+74.83	33.63	459.18	459.21
☐ Brg. Pier 7	1792+80.83	33.63	459.21	459.23
CL	1792+90.83	33.63	459.26	459.29
CM	1793+00.83	33.63	459.31	459.35
CN	1793+10.83	33.63	459.36	459.42
CO	1793+20.83	33.63	459.41	459.49
CP	1793+30.83	33.63	459.46	459.57
CQ	1793+40.83	33.63	459.51	459.67
CR	1793+50.83	33.63	459.56	459.76
CS	1793+60.83	33.63	459.61	459.84
CT	1793+70.83	33.63	459.66	459.92
CU	1793+80.83	33.63	459.71	460.00
CV	1793+90.83	33.63	459.76	460.06
CW	1794+00.83	33.63	459.81	460.12
CX	1794+10.83	33.63	459.86	460.16
CY	1794+20.83	33.63	459.91	460.20
CZ	1794+30.83	33.63	459.96	460.22
DA	1794+40.83	33.63	460.01	460.25
DB	1794+50.83	33.63	460.06	460.26
DC	1794+60.83	33.63	460.11	460.27
DD	1794+70.83	33.63	460.16	460.28
DE	1794+80.83	33.63	460.21	460.30
DF	1794+90.83	33.63	460.26	460.32
DG	1795+00.83	33.63	460.31	460.35
DH	1795+10.83	33.63	460.36	460.39
☐ Brg. Pier 8	1795+16.83	33.63	460.39	460.41
DI	1795+26.83	33.63	460.44	460.47
DJ	1795+36.83	33.63	460.49	460.53
DK	1795+46.83	33.63	460.54	460.60
DL	1795+56.83	33.63	460.59	460.67
DM	1795+66.83	33.63	460.64	460.74
DN	1795+76.83	33.63	460.69	460.84
DO	1795+86.83	33.63	460.74	460.93
DP	1795+96.83	33.63	460.79	461.01
DQ	1796+06.83	33.63	460.84	461.08

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+16.83	33.63	460.89	461.15
DS	1796+26.83	33.63	460.94	461.21
DT	1796+36.83	33.63	460.99	461.27
DU	1796+46.83	33.63	461.04	461.31
DV	1796+56.83	33.63	461.09	461.35
DW	1796+66.83	33.63	461.14	461.37
DX	1796+76.83	33.63	461.19	461.39
DY	1796+86.83	33.63	461.24	461.41
DZ	1796+96.83	33.63	461.29	461.42
EA	1797+06.83	33.63	461.34	461.44
EB	1797+16.83	33.63	461.39	461.46
EC	1797+26.83	33.63	461.44	461.49
ED	1797+36.83	33.63	461.49	461.52
EE	1797+46.83	33.63	461.54	461.56
☐ Brg. Pier 9	1797+52.83	33.63	461.57	461.59
EF	1797+62.83	33.63	461.62	461.65
EG	1797+72.83	33.63	461.67	461.71
EH	1797+82.83	33.63	461.72	461.80
EI	1797+92.83	33.63	461.77	461.88
EJ	1798+02.83	33.63	461.82	461.97
EK	1798+12.83	33.63	461.87	462.06
EL	1798+22.83	33.63	461.92	462.15
EM	1798+32.83	33.63	461.97	462.24
EN	1798+42.83	33.63	462.02	462.31
EO	1798+52.83	33.63	462.07	462.39
EP	1798+62.83	33.63	462.12	462.45
EQ	1798+72.83	33.63	462.17	462.50
ER	1798+82.83	33.63	462.22	462.54
ES	1798+92.83	33.63	462.27	462.57
ET	1799+02.83	33.63	462.32	462.58
EU	1799+12.83	33.63	462.37	462.59
EV	1799+22.83	33.63	462.42	462.58
EW	1799+32.83	33.63	462.47	462.57
☐ W. Brg. Pier 10	1799+45.08	33.63	462.53	462.56
☐ Pier 10	1799+47.33	33.63	462.54	462.56

Note:  
All offsets based off PG and ☐ EB 1-270. Negative offsets denote left of PG and ☐ EB 1-270 and positive offsets denote right of PG and ☐ EB 1-270.

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E-S 2-17-2017



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PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 9  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	232
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+61.95	42.83	454.43	454.45
☐ E. Brg. Pier 3	1783+63.12	42.83	454.43	454.45
A	1783+73.12	42.83	454.48	454.58
B	1783+83.12	42.83	454.53	454.71
C	1783+93.12	42.83	454.58	454.83
D	1784+03.12	42.83	454.63	454.95
E	1784+13.12	42.83	454.68	455.05
F	1784+23.12	42.83	454.73	455.14
G	1784+33.12	42.83	454.78	455.22
H	1784+43.12	42.83	454.83	455.28
I	1784+53.12	42.83	454.88	455.33
J	1784+63.12	42.83	454.93	455.37
K	1784+73.12	42.83	454.98	455.40
L	1784+83.12	42.83	455.03	455.41
M	1784+93.12	42.83	455.08	455.42
N	1785+03.12	42.83	455.13	455.43
O	1785+13.12	42.83	455.18	455.43
P	1785+23.12	42.83	455.23	455.43
Q	1785+33.12	42.83	455.28	455.43
R	1785+43.12	42.83	455.33	455.44
S	1785+53.12	42.83	455.38	455.46
T	1785+63.12	42.83	455.43	455.48
☐ Brg. Pier 4	1785+70.87	42.83	455.47	455.50
U	1785+80.87	42.83	455.52	455.54
V	1785+90.87	42.83	455.57	455.59
W	1786+00.87	42.83	455.62	455.65
X	1786+10.87	42.83	455.67	455.71
Y	1786+20.87	42.83	455.72	455.78
Z	1786+30.87	42.83	455.77	455.85
AA	1786+40.87	42.83	455.82	455.93
AB	1786+50.87	42.66	455.88	456.01
AC	1786+60.87	42.49	455.93	456.09
AD	1786+70.86	42.32	455.98	456.16
AE	1786+80.86	42.15	456.04	456.23
AF	1786+90.86	41.98	456.09	456.30
AG	1787+00.86	41.81	456.14	456.35
AH	1787+10.86	41.64	456.20	456.40
AI	1787+20.86	41.47	456.25	456.44
AJ	1787+30.86	41.29	456.30	456.47
AK	1787+40.85	41.12	456.36	456.50
AL	1787+50.85	40.95	456.41	456.53
AM	1787+60.85	40.78	456.46	456.56
AN	1787+70.85	40.61	456.52	456.59
AO	1787+80.85	40.44	456.57	456.62
AP	1787+90.85	40.27	456.62	456.66
AQ	1788+00.85	40.10	456.68	456.70
☐ Brg. Pier 5	1788+07.47	39.98	456.71	456.73
AR	1788+17.47	39.81	456.77	456.80
AS	1788+27.47	39.64	456.82	456.86
AT	1788+37.47	39.47	456.87	456.93
AU	1788+47.47	39.30	456.93	457.00
AV	1788+57.47	39.13	456.98	457.08
AW	1788+67.47	38.96	457.03	457.16
	1788+74.71	38.83	457.07	457.22

REVIEW & INSPECTION ONLY

Note:  
All offsets based off PG and ☐ EB 1-270. Negative offsets denote left of PG and ☐ EB 1-270 and positive offsets denote right of PG and ☐ EB 1-270.

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	CHECKED - NHP	REVISED -
PLOT SCALE =	DRAWN - EAT	REVISED -
PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 10  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	233
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

SHEET 33 OF 292 SHEETS

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 3	1783+59.99	52.04	454.23	454.25
☐ E. Brg. Pier 3	1783+61.16	52.04	454.24	454.26
A	1783+71.16	52.04	454.29	454.39
B	1783+81.16	52.04	454.34	454.52
C	1783+91.16	52.04	454.39	454.63
D	1784+01.16	52.04	454.44	454.75
E	1784+11.16	52.04	454.49	454.85
F	1784+21.16	52.04	454.54	454.94
G	1784+31.16	52.04	454.59	455.02
H	1784+41.16	52.04	454.64	455.08
I	1784+51.16	52.04	454.69	455.13
J	1784+61.16	52.04	454.74	455.17
K	1784+71.16	52.04	454.79	455.20
L	1784+81.16	52.04	454.84	455.22
M	1784+91.16	52.04	454.89	455.23
N	1785+01.16	52.04	454.94	455.23
O	1785+11.16	52.04	454.99	455.23
P	1785+21.16	52.04	455.04	455.23
Q	1785+31.16	52.04	455.09	455.24
R	1785+41.16	52.04	455.14	455.25
S	1785+51.16	52.04	455.19	455.26
T	1785+61.16	52.04	455.24	455.28
☐ Brg. Pier 4	1785+68.91	52.04	455.28	455.30
U	1785+78.91	52.04	455.33	455.35
V	1785+88.91	52.04	455.38	455.40
W	1785+98.91	52.04	455.43	455.45
X	1786+08.91	52.04	455.48	455.52
Y	1786+18.91	52.04	455.53	455.58
Z	1786+28.91	52.04	455.58	455.66
AA	1786+38.91	52.04	455.63	455.73
AB	1786+48.91	51.69	455.69	455.82
AC	1786+58.90	51.34	455.74	455.90
AD	1786+68.89	50.99	455.80	455.97
AE	1786+78.89	50.64	455.86	456.05
AF	1786+88.88	50.29	455.91	456.12
AG	1786+98.87	49.93	455.97	456.17
AH	1787+08.87	49.58	456.03	456.23
AI	1787+18.86	49.23	456.08	456.27
AJ	1787+28.86	48.88	456.14	456.31
AK	1787+38.85	48.53	456.20	456.34
AL	1787+48.84	48.18	456.26	456.37
AM	1787+58.84	47.83	456.31	456.41
AN	1787+68.83	47.48	456.37	456.44
AO	1787+78.82	47.13	456.43	456.48
AP	1787+88.82	46.77	456.48	456.52
AQ	1787+98.81	46.42	456.54	456.57
☐ Brg. Pier 5	1788+06.16	46.17	456.58	456.60
AR	1788+16.15	45.81	456.64	456.67
AS	1788+26.15	45.46	456.70	456.73
AT	1788+36.14	45.11	456.75	456.81
AU	1788+46.14	44.76	456.81	456.89
AV	1788+56.13	44.41	456.87	456.97
AW	1788+66.12	44.06	456.92	457.06
AX	1788+76.12	44.04	456.97	457.14
AY	1788+86.12	44.04	457.02	457.22
AZ	1788+96.12	44.04	457.07	457.30
BA	1789+06.12	44.04	457.12	457.37
BB	1789+16.12	44.04	457.17	457.43
BC	1789+26.12	44.04	457.22	457.49
BD	1789+36.12	44.04	457.27	457.53
BE	1789+46.12	44.04	457.32	457.58
BF	1789+56.12	44.04	457.37	457.60
BG	1789+66.12	44.04	457.42	457.63
BH	1789+76.12	44.04	457.47	457.65

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+86.12	44.04	457.52	457.66
BJ	1789+96.12	44.04	457.57	457.68
BK	1790+06.12	44.04	457.62	457.70
BL	1790+16.12	44.04	457.67	457.73
BM	1790+26.12	44.04	457.72	457.76
BN	1790+36.12	44.04	457.77	457.80
☐ Brg. Pier 6	1790+42.61	44.04	457.81	457.83
BO	1790+52.61	44.04	457.86	457.89
BP	1790+62.61	44.04	457.91	457.96
BQ	1790+72.61	44.04	457.96	458.03
BR	1790+82.61	44.04	458.01	458.11
BS	1790+92.61	44.04	458.06	458.19
BT	1791+02.61	44.04	458.11	458.28
BU	1791+12.61	44.04	458.16	458.37
BV	1791+22.61	44.04	458.21	458.45
BW	1791+32.61	44.04	458.26	458.53
BX	1791+42.61	44.04	458.31	458.60
BY	1791+52.61	44.04	458.36	458.66
BZ	1791+62.61	44.04	458.41	458.72
CA	1791+72.61	44.04	458.46	458.76
CB	1791+82.61	44.04	458.51	458.80
CC	1791+92.61	44.04	458.56	458.82
CD	1792+02.61	44.04	458.61	458.84
CE	1792+12.61	44.04	458.66	458.85
CF	1792+22.61	44.04	458.71	458.86
CG	1792+32.61	44.04	458.76	458.88
CH	1792+42.61	44.04	458.81	458.90
CI	1792+52.61	44.04	458.86	458.92
CJ	1792+62.61	44.04	458.91	458.95
CK	1792+72.61	44.04	458.96	458.99
☐ Brg. Pier 7	1792+78.61	44.04	458.99	459.01
CL	1792+88.61	44.04	459.04	459.07
CM	1792+98.61	44.04	459.09	459.13
CN	1793+08.61	44.04	459.14	459.20
CO	1793+18.61	44.04	459.19	459.28
CP	1793+28.61	44.04	459.24	459.36
CQ	1793+38.61	44.04	459.29	459.45
CR	1793+48.61	44.04	459.34	459.54
CS	1793+58.61	44.04	459.39	459.62
CT	1793+68.61	44.04	459.44	459.70
CU	1793+78.61	44.04	459.49	459.77
CV	1793+88.61	44.04	459.54	459.84
CW	1793+98.61	44.04	459.59	459.90
CX	1794+08.61	44.04	459.64	459.94
CY	1794+18.61	44.04	459.69	459.98
CZ	1794+28.61	44.04	459.74	460.00
DA	1794+38.61	44.04	459.79	460.02
DB	1794+48.61	44.04	459.84	460.03
DC	1794+58.61	44.04	459.89	460.05
DD	1794+68.61	44.04	459.94	460.06
DE	1794+78.61	44.04	459.99	460.08
DF	1794+88.61	44.04	460.04	460.10
DG	1794+98.61	44.04	460.09	460.13
DH	1795+08.61	44.04	460.14	460.17
☐ Brg. Pier 8	1795+14.61	44.04	460.17	460.19
DI	1795+24.61	44.04	460.22	460.25
DJ	1795+34.61	44.04	460.27	460.31
DK	1795+44.61	44.04	460.32	460.38
DL	1795+54.61	44.04	460.37	460.45
DM	1795+64.61	44.04	460.42	460.53
DN	1795+74.61	44.04	460.47	460.62
DO	1795+84.61	44.04	460.52	460.71
DP	1795+94.61	44.04	460.57	460.78
DQ	1796+04.61	44.04	460.62	460.86

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+14.61	44.04	460.67	460.93
DS	1796+24.61	44.04	460.72	460.99
DT	1796+34.61	44.04	460.77	461.05
DU	1796+44.61	44.04	460.82	461.09
DV	1796+54.61	44.04	460.87	461.13
DW	1796+64.61	44.04	460.92	461.15
DX	1796+74.61	44.04	460.97	461.17
DY	1796+84.61	44.04	461.02	461.19
DZ	1796+94.61	44.04	461.07	461.20
EA	1797+04.61	44.04	461.12	461.22
EB	1797+14.61	44.04	461.17	461.24
EC	1797+24.61	44.04	461.22	461.27
ED	1797+34.61	44.04	461.27	461.30
EE	1797+44.61	44.04	461.32	461.35
☐ Brg. Pier 9	1797+50.61	44.04	461.35	461.37
EF	1797+60.61	44.04	461.40	461.43
EG	1797+70.61	44.04	461.45	461.50
EH	1797+80.61	44.04	461.50	461.58
EI	1797+90.61	44.04	461.55	461.66
EJ	1798+00.61	44.04	461.60	461.74
EK	1798+10.61	44.04	461.65	461.83
EL	1798+20.61	44.04	461.70	461.92
EM	1798+30.61	44.04	461.75	462.01
EN	1798+40.61	44.04	461.80	462.09
EO	1798+50.61	44.04	461.85	462.17
EP	1798+60.61	44.04	461.90	462.23
EQ	1798+70.61	44.04	461.95	462.28
ER	1798+80.61	44.04	462.00	462.32
ES	1798+90.61	44.04	462.05	462.35
ET	1799+00.61	44.04	462.10	462.37
EU	1799+10.61	44.04	462.15	462.37
EV	1799+20.61	44.04	462.20	462.37
EW	1799+30.61	44.04	462.25	462.36
☐ W. Brg. Pier 10	1799+42.86	44.04	462.31	462.33
☐ Pier 10	1799+45.11	44.04	462.32	462.34

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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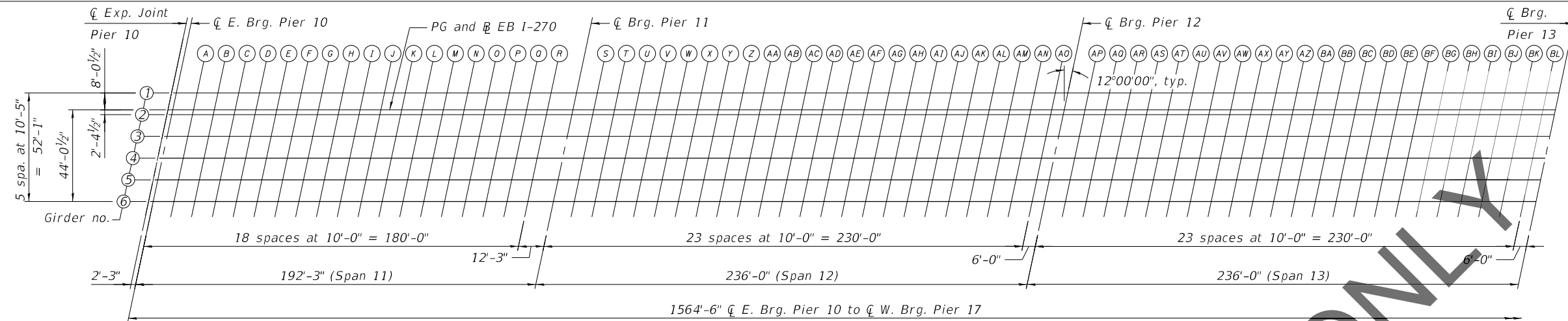
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DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 11  
STRUCTURE NO. 060-0350 (EB)

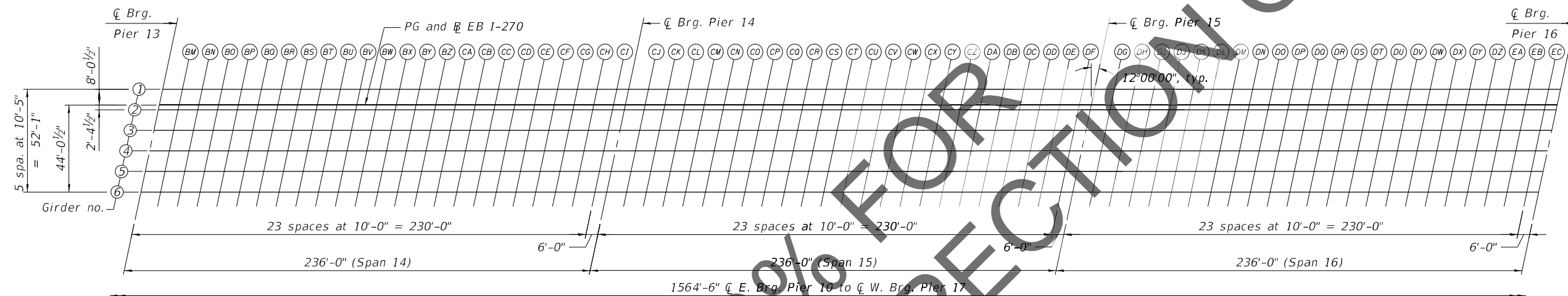
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270	60B-1	MADISON	860	234
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

SHEET 34 OF 292 SHEETS

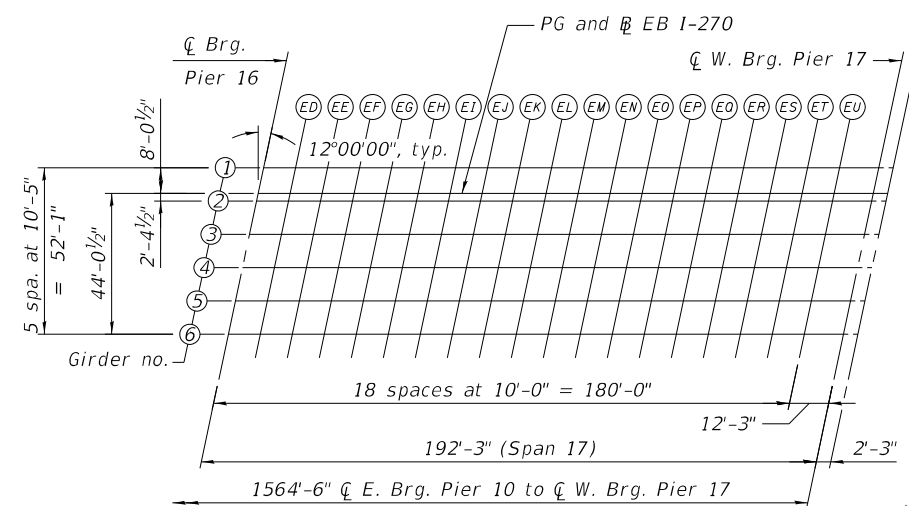
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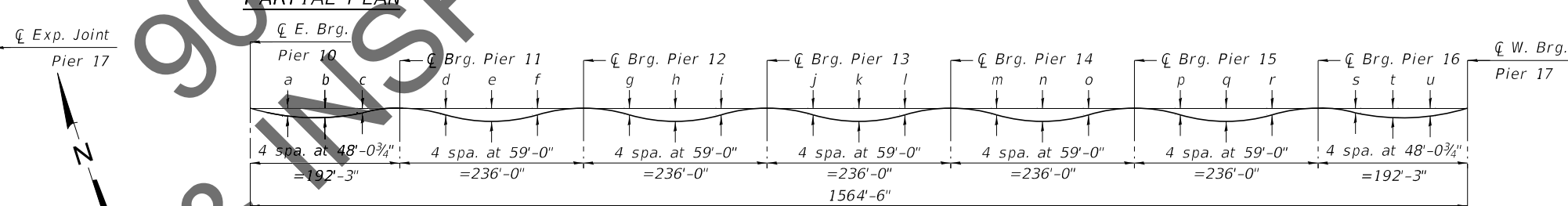
PARTIAL PLAN



PARTIAL PLAN

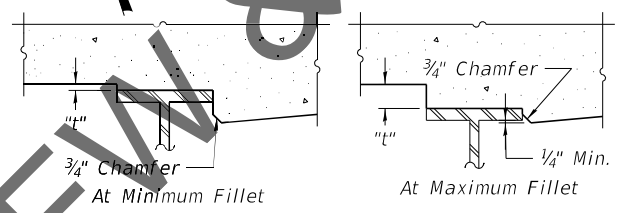


PARTIAL PLAN



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 and grinding as shown on sheets 36 thru 42 of 292.



FILLET HEIGHTS

To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 36 thru 42 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.  
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 36 thru 42 of 292. For grinding the deck, see Special Provisions.

Location	Interior Girder	Exterior Girder
a	3 1/4"	3"
b	3 3/8"	3 1/8"
c	1 1/8"	1"
d	2 1/8"	1 7/8"
e	4 1/2"	3 7/8"
f	2 1/4"	2"
g	1 1/2"	1 3/8"
h	3 3/8"	3 1/4"

Location	Interior Girder	Exterior Girder
i	1 7/8"	1 5/8"
j	1 3/8"	1 1/2"
k	3 3/4"	3 3/8"
l	1 7/8"	1 3/4"
m	1 3/8"	1 1/2"
n	3 7/8"	3 1/2"
o	2"	1 3/4"
p	1 1/2"	1 3/8"

Location	Interior Girder	Exterior Girder
q	3 1/2"	3 1/8"
r	1 3/4"	1 1/2"
s	1 1/2"	1 3/8"
t	3 3/4"	3 1/2"
u	3 1/2"	3 1/4"

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 1  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	235
CONTRACT NO. 76J90				

SHEET 35 OF 292 SHEETS

ILLINOIS FED. AID PROJECT

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HORNER SHIFRIN  
PARSONS

USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
Exp. Jt. Pier 10	1799+56.18	-8.04	462.62	462.64
E. Brg. Pier 10	1799+58.43	-8.04	462.63	462.64
A	1799+68.43	-8.04	462.68	462.77
B	1799+78.43	-8.04	462.73	462.88
C	1799+88.43	-8.04	462.78	462.98
D	1799+98.43	-8.04	462.83	463.07
E	1800+08.43	-8.04	462.88	463.16
F	1800+18.43	-8.04	462.93	463.22
G	1800+28.43	-8.04	462.98	463.28
H	1800+38.43	-8.04	463.03	463.33
I	1800+48.43	-8.04	463.08	463.37
J	1800+58.43	-8.04	463.13	463.39
K	1800+68.43	-8.04	463.18	463.42
L	1800+78.43	-8.04	463.23	463.43
M	1800+88.43	-8.04	463.28	463.44
N	1800+98.43	-8.04	463.33	463.45
O	1801+08.43	-8.04	463.38	463.47
P	1801+18.43	-8.04	463.43	463.48
Q	1801+28.43	-8.04	463.48	463.51
R	1801+38.43	-8.04	463.53	463.55
Brg. Pier 11	1801+50.68	-8.04	463.59	463.61
S	1801+60.68	-8.04	463.64	463.66
T	1801+70.68	-8.04	463.69	463.72
U	1801+80.68	-8.04	463.74	463.80
V	1801+90.68	-8.04	463.79	463.89
W	1802+00.68	-8.04	463.84	463.98
X	1802+10.68	-8.04	463.89	464.07
Y	1802+20.68	-8.04	463.94	464.17
Z	1802+30.68	-8.04	463.99	464.25
AA	1802+40.68	-8.04	464.04	464.34
AB	1802+50.68	-8.04	464.09	464.41
AC	1802+60.68	-8.04	464.14	464.47
AD	1802+70.68	-8.04	464.19	464.53
AE	1802+80.68	-8.04	464.24	464.57
AF	1802+90.68	-8.04	464.29	464.61
AG	1803+00.68	-8.04	464.34	464.63
AH	1803+10.68	-8.04	464.39	464.65
AI	1803+20.68	-8.04	464.44	464.66
AJ	1803+30.68	-8.04	464.49	464.67
AK	1803+40.68	-8.04	464.54	464.67
AL	1803+50.68	-8.04	464.59	464.68
AM	1803+60.68	-8.04	464.64	464.69
AN	1803+70.68	-8.04	464.69	464.72
AO	1803+80.68	-8.04	464.74	464.76
Brg. Pier 12	1803+86.68	-8.04	464.77	464.79
AP	1803+96.68	-8.04	464.82	464.83
AQ	1804+06.68	-8.04	464.87	464.89
AR	1804+16.68	-8.04	464.92	464.96
AS	1804+26.68	-8.04	464.97	465.04
AT	1804+36.68	-8.04	465.02	465.13
AU	1804+46.68	-8.04	465.07	465.21
AV	1804+56.68	-8.04	465.12	465.30
AW	1804+66.68	-8.04	465.17	465.39
AX	1804+76.68	-8.04	465.22	465.47
AY	1804+86.68	-8.04	465.27	465.54
AZ	1804+96.68	-8.04	465.32	465.60

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+06.68	-8.04	465.37	465.66
BB	1805+16.68	-8.04	465.42	465.70
BC	1805+26.68	-8.04	465.47	465.74
BD	1805+36.68	-8.04	465.52	465.77
BE	1805+46.68	-8.04	465.56	465.79
BF	1805+56.68	-8.04	465.60	465.79
BG	1805+66.68	-8.04	465.63	465.79
BH	1805+76.68	-8.04	465.66	465.78
BI	1805+86.68	-8.04	465.69	465.77
BJ	1805+96.68	-8.04	465.70	465.76
BK	1806+06.68	-8.04	465.72	465.75
BL	1806+16.68	-8.04	465.73	465.75
Brg. Pier 13	1806+22.68	-8.04	465.73	465.75
BM	1806+32.68	-8.04	465.73	465.75
BN	1806+42.68	-8.04	465.72	465.75
BO	1806+52.68	-8.04	465.71	465.76
BP	1806+62.68	-8.04	465.70	465.78
BQ	1806+72.68	-8.04	465.68	465.79
BR	1806+82.68	-8.04	465.65	465.81
BS	1806+92.68	-8.04	465.62	465.82
BT	1807+02.68	-8.04	465.59	465.81
BU	1807+12.68	-8.04	465.55	465.80
BV	1807+22.68	-8.04	465.51	465.78
BW	1807+32.68	-8.04	465.46	465.74
BX	1807+42.68	-8.04	465.41	465.70
BY	1807+52.68	-8.04	465.36	465.64
BZ	1807+62.68	-8.04	465.31	465.58
CA	1807+72.68	-8.04	465.26	465.51
CB	1807+82.68	-8.04	465.21	465.43
CC	1807+92.68	-8.04	465.16	465.35
CD	1808+02.68	-8.04	465.11	465.26
CE	1808+12.68	-8.04	465.06	465.18
CF	1808+22.68	-8.04	465.01	465.09
CG	1808+32.68	-8.04	464.96	465.01
CH	1808+42.68	-8.04	464.91	464.94
CI	1808+52.68	-8.04	464.86	464.88
Brg. Pier 14	1808+58.68	-8.04	464.83	464.85
CJ	1808+68.68	-8.04	464.78	464.79
CK	1808+78.68	-8.04	464.73	464.75
CL	1808+88.68	-8.04	464.68	464.73
CM	1808+98.68	-8.04	464.63	464.71
CN	1809+08.68	-8.04	464.58	464.69
CO	1809+18.68	-8.04	464.53	464.68
CP	1809+28.68	-8.04	464.48	464.67
CQ	1809+38.68	-8.04	464.43	464.66
CR	1809+48.68	-8.04	464.38	464.64
CS	1809+58.68	-8.04	464.33	464.61
CT	1809+68.68	-8.04	464.28	464.57
CU	1809+78.68	-8.04	464.23	464.53
CV	1809+88.68	-8.04	464.18	464.47
CW	1809+98.68	-8.04	464.13	464.41
CX	1810+08.68	-8.04	464.08	464.34
CY	1810+18.68	-8.04	464.03	464.26
CZ	1810+28.68	-8.04	463.98	464.18
DA	1810+38.68	-8.04	463.93	464.09
DB	1810+48.68	-8.04	463.88	464.00

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+58.68	-8.04	463.83	463.91
DD	1810+68.68	-8.04	463.78	463.83
DE	1810+78.68	-8.04	463.73	463.76
DF	1810+88.68	-8.04	463.68	463.70
Brg. Pier 15	1810+94.68	-8.04	463.65	463.67
DG	1811+04.68	-8.04	463.60	463.61
DH	1811+14.68	-8.04	463.55	463.57
DI	1811+24.68	-8.04	463.50	463.54
DJ	1811+34.68	-8.04	463.45	463.52
DK	1811+44.68	-8.04	463.40	463.51
DL	1811+54.68	-8.04	463.35	463.49
DM	1811+64.68	-8.04	463.30	463.48
DN	1811+74.68	-8.04	463.25	463.46
DO	1811+84.68	-8.04	463.20	463.44
DP	1811+94.68	-8.04	463.15	463.41
DQ	1812+04.68	-8.04	463.10	463.37
DR	1812+14.68	-8.04	463.05	463.32
DS	1812+24.68	-8.04	463.00	463.27
DT	1812+34.68	-8.04	462.95	463.21
DU	1812+44.68	-8.04	462.90	463.13
DV	1812+54.68	-8.04	462.85	463.06
DW	1812+64.68	-8.04	462.80	462.97
DX	1812+74.68	-8.04	462.75	462.89
DY	1812+84.68	-8.04	462.70	462.80
DZ	1812+94.68	-8.04	462.65	462.72
EA	1813+04.68	-8.04	462.60	462.64
EB	1813+14.68	-8.04	462.55	462.57
EC	1813+24.68	-8.04	462.50	462.51
Brg. Pier 16	1813+30.68	-8.04	462.47	462.49
ED	1813+40.68	-8.04	462.42	462.44
EE	1813+50.68	-8.04	462.37	462.40
EF	1813+60.68	-8.04	462.32	462.38
EG	1813+70.68	-8.04	462.27	462.37
EH	1813+80.68	-8.04	462.22	462.36
EI	1813+90.68	-8.04	462.17	462.35
EJ	1814+00.68	-8.04	462.12	462.34
EK	1814+10.68	-8.04	462.07	462.33
EL	1814+20.68	-8.04	462.02	462.31
EM	1814+30.68	-8.04	461.97	462.28
EN	1814+40.68	-8.04	461.92	462.25
EO	1814+50.68	-8.04	461.87	462.20
EP	1814+60.68	-8.04	461.82	462.14
EQ	1814+70.68	-8.04	461.77	462.07
ER	1814+80.68	-8.04	461.72	461.99
ES	1814+90.68	-8.04	461.67	461.89
ET	1815+00.68	-8.04	461.62	461.79
EU	1815+10.68	-8.04	461.57	461.68
W. Brg. Pier 17	1815+22.93	-8.04	461.50	461.52
Exp. Jt. Pier 17	1815+25.18	-8.04	461.49	461.51

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 2  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	236
			CONTRACT NO. 76J90	
SHEET 36 OF 292 SHEETS		ILLINOIS FED. AID PROJECT		

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
Exp. Jt. Pier 10	1799+54.47	0.00	462.77	462.79
E. Brg. Pier 10	1799+56.72	0.00	462.78	462.80
A	1799+66.72	0.00	462.83	462.92
B	1799+76.72	0.00	462.88	463.04
C	1799+86.72	0.00	462.93	463.15
D	1799+96.72	0.00	462.98	463.25
E	1800+06.72	0.00	463.03	463.33
F	1800+16.72	0.00	463.08	463.40
G	1800+26.72	0.00	463.13	463.46
H	1800+36.72	0.00	463.18	463.51
I	1800+46.72	0.00	463.23	463.54
J	1800+56.72	0.00	463.28	463.57
K	1800+66.72	0.00	463.33	463.58
L	1800+76.72	0.00	463.38	463.60
M	1800+86.72	0.00	463.43	463.60
N	1800+96.72	0.00	463.48	463.61
O	1801+06.72	0.00	463.53	463.62
P	1801+16.72	0.00	463.58	463.64
Q	1801+26.72	0.00	463.63	463.66
R	1801+36.72	0.00	463.68	463.70
Brg. Pier 11	1801+48.97	0.00	463.74	463.77
S	1801+58.97	0.00	463.79	463.81
T	1801+68.97	0.00	463.84	463.88
U	1801+78.97	0.00	463.89	463.96
V	1801+88.97	0.00	463.94	464.05
W	1801+98.97	0.00	463.99	464.15
X	1802+08.97	0.00	464.04	464.25
Y	1802+18.97	0.00	464.09	464.35
Z	1802+28.97	0.00	464.14	464.44
AA	1802+38.97	0.00	464.19	464.53
AB	1802+48.97	0.00	464.24	464.61
AC	1802+58.97	0.00	464.29	464.67
AD	1802+68.97	0.00	464.34	464.73
AE	1802+78.97	0.00	464.39	464.77
AF	1802+88.97	0.00	464.44	464.80
AG	1802+98.97	0.00	464.49	464.82
AH	1803+08.97	0.00	464.54	464.83
AI	1803+18.97	0.00	464.59	464.84
AJ	1803+28.97	0.00	464.64	464.84
AK	1803+38.97	0.00	464.69	464.84
AL	1803+48.97	0.00	464.74	464.84
AM	1803+58.97	0.00	464.79	464.85
AN	1803+68.97	0.00	464.84	464.87
AO	1803+78.97	0.00	464.89	464.91
Brg. Pier 12	1803+84.97	0.00	464.92	464.94
AP	1803+94.97	0.00	464.97	464.98
AQ	1804+04.97	0.00	465.02	465.04
AR	1804+14.97	0.00	465.07	465.11
AS	1804+24.97	0.00	465.12	465.19
AT	1804+34.97	0.00	465.17	465.28
AU	1804+44.97	0.00	465.22	465.38
AV	1804+54.97	0.00	465.27	465.47
AW	1804+64.97	0.00	465.32	465.56
AX	1804+74.97	0.00	465.37	465.64
AY	1804+84.97	0.00	465.42	465.71
AZ	1804+94.97	0.00	465.47	465.78

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+04.97	0.00	465.52	465.84
BB	1805+14.97	0.00	465.57	465.88
BC	1805+24.97	0.00	465.62	465.92
BD	1805+34.97	0.00	465.67	465.95
BE	1805+44.97	0.00	465.72	465.97
BF	1805+54.97	0.00	465.76	465.97
BG	1805+64.97	0.00	465.79	465.96
BH	1805+74.97	0.00	465.82	465.95
BI	1805+84.97	0.00	465.84	465.93
BJ	1805+94.97	0.00	465.86	465.92
BK	1806+04.97	0.00	465.88	465.91
BL	1806+14.97	0.00	465.89	465.91
Brg. Pier 13	1806+20.97	0.00	465.89	465.91
BM	1806+30.97	0.00	465.89	465.91
BN	1806+40.97	0.00	465.89	465.91
BO	1806+50.97	0.00	465.88	465.93
BP	1806+60.97	0.00	465.86	465.95
BQ	1806+70.97	0.00	465.84	465.97
BR	1806+80.97	0.00	465.82	465.99
BS	1806+90.97	0.00	465.79	466.00
BT	1807+00.97	0.00	465.76	466.00
BU	1807+10.97	0.00	465.72	466.00
BV	1807+20.97	0.00	465.67	465.98
BW	1807+30.97	0.00	465.63	465.94
BX	1807+40.97	0.00	465.58	465.90
BY	1807+50.97	0.00	465.53	465.85
BZ	1807+60.97	0.00	465.48	465.78
CA	1807+70.97	0.00	465.43	465.71
CB	1807+80.97	0.00	465.38	465.63
CC	1807+90.97	0.00	465.33	465.54
CD	1808+00.97	0.00	465.28	465.45
CE	1808+10.97	0.00	465.23	465.36
CF	1808+20.97	0.00	465.18	465.27
CG	1808+30.97	0.00	465.13	465.18
CH	1808+40.97	0.00	465.08	465.11
CI	1808+50.97	0.00	465.03	465.04
Brg. Pier 14	1808+56.97	0.00	465.00	465.02
CJ	1808+66.97	0.00	464.95	464.96
CK	1808+76.97	0.00	464.90	464.92
CL	1808+86.97	0.00	464.85	464.90
CM	1808+96.97	0.00	464.80	464.88
CN	1809+06.97	0.00	464.75	464.87
CO	1809+16.97	0.00	464.70	464.87
CP	1809+26.97	0.00	464.65	464.86
CQ	1809+36.97	0.00	464.60	464.85
CR	1809+46.97	0.00	464.55	464.83
CS	1809+56.97	0.00	464.50	464.81
CT	1809+66.97	0.00	464.45	464.77
CU	1809+76.97	0.00	464.40	464.73
CV	1809+86.97	0.00	464.35	464.67
CW	1809+96.97	0.00	464.30	464.61
CX	1810+06.97	0.00	464.25	464.54
CY	1810+16.97	0.00	464.20	464.45
CZ	1810+26.97	0.00	464.15	464.37
DA	1810+36.97	0.00	464.10	464.28
DB	1810+46.97	0.00	464.05	464.18

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+56.97	0.00	464.00	464.09
DD	1810+66.97	0.00	463.95	464.00
DE	1810+76.97	0.00	463.90	463.93
DF	1810+86.97	0.00	463.85	463.87
Brg. Pier 15	1810+92.97	0.00	463.82	463.84
DG	1811+02.97	0.00	463.77	463.78
DH	1811+12.97	0.00	463.72	463.74
DI	1811+22.97	0.00	463.67	463.71
DJ	1811+32.97	0.00	463.62	463.69
DK	1811+42.97	0.00	463.57	463.68
DL	1811+52.97	0.00	463.52	463.67
DM	1811+62.97	0.00	463.47	463.66
DN	1811+72.97	0.00	463.42	463.65
DO	1811+82.97	0.00	463.37	463.63
DP	1811+92.97	0.00	463.32	463.60
DQ	1812+02.97	0.00	463.27	463.57
DR	1812+12.97	0.00	463.22	463.52
DS	1812+22.97	0.00	463.17	463.47
DT	1812+32.97	0.00	463.12	463.40
DU	1812+42.97	0.00	463.07	463.33
DV	1812+52.97	0.00	463.02	463.25
DW	1812+62.97	0.00	462.97	463.16
DX	1812+72.97	0.00	462.92	463.07
DY	1812+82.97	0.00	462.87	462.98
DZ	1812+92.97	0.00	462.82	462.89
EA	1813+02.97	0.00	462.77	462.81
EB	1813+12.97	0.00	462.72	462.74
EC	1813+22.97	0.00	462.67	462.68
Brg. Pier 16	1813+28.97	0.00	462.64	462.66
ED	1813+38.97	0.00	462.59	462.61
EE	1813+48.97	0.00	462.54	462.57
EF	1813+58.97	0.00	462.49	462.55
EG	1813+68.97	0.00	462.44	462.54
EH	1813+78.97	0.00	462.39	462.54
EI	1813+88.97	0.00	462.34	462.53
EJ	1813+98.97	0.00	462.29	462.53
EK	1814+08.97	0.00	462.24	462.52
EL	1814+18.97	0.00	462.19	462.51
EM	1814+28.97	0.00	462.14	462.48
EN	1814+38.97	0.00	462.09	462.45
EO	1814+48.97	0.00	462.04	462.40
EP	1814+58.97	0.00	461.99	462.34
EQ	1814+68.97	0.00	461.94	462.27
ER	1814+78.97	0.00	461.89	462.18
ES	1814+88.97	0.00	461.84	462.09
ET	1814+98.97	0.00	461.79	461.98
EU	1815+08.97	0.00	461.74	461.85
W. Brg. Pier 17	1815+21.22	0.00	461.67	461.69
Exp. Jt. Pier 17	1815+23.47	0.00	461.66	461.68

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\60645087\_93\060-0350-0876\90-a\ea-17a\TOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 3  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	237
			CONTRACT NO. 76J90	
SHEET 37 OF 292 SHEETS		ILLINOIS FED. AID PROJECT		



GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
Exp. Jt. Pier 10	1799+53.97	2.38	462.81	462.83
E. Brg. Pier 10	1799+56.22	2.38	462.82	462.84
A	1799+66.22	2.38	462.87	462.97
B	1799+76.22	2.38	462.92	463.09
C	1799+86.22	2.38	462.97	463.20
D	1799+96.22	2.38	463.02	463.29
E	1800+06.22	2.38	463.07	463.38
F	1800+16.22	2.38	463.12	463.45
G	1800+26.22	2.38	463.17	463.50
H	1800+36.22	2.38	463.22	463.55
I	1800+46.22	2.38	463.27	463.59
J	1800+56.22	2.38	463.32	463.61
K	1800+66.22	2.38	463.37	463.63
L	1800+76.22	2.38	463.42	463.64
M	1800+86.22	2.38	463.47	463.65
N	1800+96.22	2.38	463.52	463.66
O	1801+06.22	2.38	463.57	463.67
P	1801+16.22	2.38	463.62	463.68
Q	1801+26.22	2.38	463.67	463.70
R	1801+36.22	2.38	463.72	463.74
Brg. Pier 11	1801+48.47	2.38	463.78	463.81
S	1801+58.47	2.38	463.83	463.85
T	1801+68.47	2.38	463.88	463.92
U	1801+78.47	2.38	463.93	464.00
V	1801+88.47	2.38	463.98	464.10
W	1801+98.47	2.38	464.03	464.20
X	1802+08.47	2.38	464.08	464.30
Y	1802+18.47	2.38	464.13	464.39
Z	1802+28.47	2.38	464.18	464.49
AA	1802+38.47	2.38	464.23	464.57
AB	1802+48.47	2.38	464.28	464.65
AC	1802+58.47	2.38	464.33	464.72
AD	1802+68.47	2.38	464.38	464.77
AE	1802+78.47	2.38	464.43	464.81
AF	1802+88.47	2.38	464.48	464.85
AG	1802+98.47	2.38	464.53	464.87
AH	1803+08.47	2.38	464.58	464.88
AI	1803+18.47	2.38	464.63	464.89
AJ	1803+28.47	2.38	464.68	464.89
AK	1803+38.47	2.38	464.73	464.89
AL	1803+48.47	2.38	464.78	464.89
AM	1803+58.47	2.38	464.83	464.90
AN	1803+68.47	2.38	464.88	464.92
AO	1803+78.47	2.38	464.93	464.96
Brg. Pier 12	1803+84.47	2.38	464.96	464.99
AP	1803+94.47	2.38	465.01	465.03
AQ	1804+04.47	2.38	465.06	465.08
AR	1804+14.47	2.38	465.11	465.16
AS	1804+24.47	2.38	465.16	465.24
AT	1804+34.47	2.38	465.21	465.33
AU	1804+44.47	2.38	465.26	465.42
AV	1804+54.47	2.38	465.31	465.51
AW	1804+64.47	2.38	465.36	465.60
AX	1804+74.47	2.38	465.41	465.68
AY	1804+84.47	2.38	465.46	465.76
AZ	1804+94.47	2.38	465.51	465.83

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+04.47	2.38	465.56	465.88
BB	1805+14.47	2.38	465.61	465.93
BC	1805+24.47	2.38	465.66	465.97
BD	1805+34.47	2.38	465.72	466.00
BE	1805+44.47	2.38	465.76	466.01
BF	1805+54.47	2.38	465.80	466.01
BG	1805+64.47	2.38	465.84	466.01
BH	1805+74.47	2.38	465.87	465.99
BI	1805+84.47	2.38	465.89	465.98
BJ	1805+94.47	2.38	465.91	465.96
BK	1806+04.47	2.38	465.92	465.95
BL	1806+14.47	2.38	465.93	465.95
Brg. Pier 13	1806+20.47	2.38	465.94	465.96
BM	1806+30.47	2.38	465.94	465.95
BN	1806+40.47	2.38	465.93	465.96
BO	1806+50.47	2.38	465.92	465.98
BP	1806+60.47	2.38	465.91	466.00
BQ	1806+70.47	2.38	465.89	466.02
BR	1806+80.47	2.38	465.87	466.04
BS	1806+90.47	2.38	465.84	466.05
BT	1807+00.47	2.38	465.81	466.05
BU	1807+10.47	2.38	465.77	466.05
BV	1807+20.47	2.38	465.72	466.03
BW	1807+30.47	2.38	465.68	465.99
BX	1807+40.47	2.38	465.63	465.95
BY	1807+50.47	2.38	465.58	465.90
BZ	1807+60.47	2.38	465.53	465.83
CA	1807+70.47	2.38	465.48	465.76
CB	1807+80.47	2.38	465.43	465.68
CC	1807+90.47	2.38	465.38	465.59
CD	1808+00.47	2.38	465.33	465.50
CE	1808+10.47	2.38	465.28	465.41
CF	1808+20.47	2.38	465.23	465.32
CG	1808+30.47	2.38	465.18	465.23
CH	1808+40.47	2.38	465.13	465.16
CI	1808+50.47	2.38	465.08	465.09
Brg. Pier 14	1808+56.47	2.38	465.05	465.07
CJ	1808+66.47	2.38	465.00	465.01
CK	1808+76.47	2.38	464.95	464.97
CL	1808+86.47	2.38	464.90	464.95
CM	1808+96.47	2.38	464.85	464.93
CN	1809+06.47	2.38	464.80	464.92
CO	1809+16.47	2.38	464.75	464.92
CP	1809+26.47	2.38	464.70	464.91
CQ	1809+36.47	2.38	464.65	464.90
CR	1809+46.47	2.38	464.60	464.88
CS	1809+56.47	2.38	464.55	464.86
CT	1809+66.47	2.38	464.50	464.82
CU	1809+76.47	2.38	464.45	464.78
CV	1809+86.47	2.38	464.40	464.72
CW	1809+96.47	2.38	464.35	464.66
CX	1810+06.47	2.38	464.30	464.59
CY	1810+16.47	2.38	464.25	464.50
CZ	1810+26.47	2.38	464.20	464.42
DA	1810+36.47	2.38	464.15	464.33
DB	1810+46.47	2.38	464.10	464.23

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+56.47	2.38	464.05	464.14
DD	1810+66.47	2.38	464.00	464.05
DE	1810+76.47	2.38	463.95	463.98
DF	1810+86.47	2.38	463.90	463.92
Brg. Pier 15	1810+92.47	2.38	463.87	463.89
DG	1811+02.47	2.38	463.82	463.83
DH	1811+12.47	2.38	463.77	463.79
DI	1811+22.47	2.38	463.72	463.76
DJ	1811+32.47	2.38	463.67	463.74
DK	1811+42.47	2.38	463.62	463.73
DL	1811+52.47	2.38	463.57	463.72
DM	1811+62.47	2.38	463.52	463.71
DN	1811+72.47	2.38	463.47	463.70
DO	1811+82.47	2.38	463.42	463.68
DP	1811+92.47	2.38	463.37	463.65
DQ	1812+02.47	2.38	463.32	463.62
DR	1812+12.47	2.38	463.27	463.57
DS	1812+22.47	2.38	463.22	463.52
DT	1812+32.47	2.38	463.17	463.45
DU	1812+42.47	2.38	463.12	463.38
DV	1812+52.47	2.38	463.07	463.30
DW	1812+62.47	2.38	463.02	463.21
DX	1812+72.47	2.38	462.97	463.12
DY	1812+82.47	2.38	462.92	463.03
DZ	1812+92.47	2.38	462.87	462.94
EA	1813+02.47	2.38	462.82	462.86
EB	1813+12.47	2.38	462.77	462.79
EC	1813+22.47	2.38	462.72	462.73
Brg. Pier 16	1813+28.47	2.38	462.69	462.71
ED	1813+38.47	2.38	462.64	462.66
EE	1813+48.47	2.38	462.59	462.62
EF	1813+58.47	2.38	462.54	462.60
EG	1813+68.47	2.38	462.49	462.59
EH	1813+78.47	2.38	462.44	462.59
EI	1813+88.47	2.38	462.39	462.58
EJ	1813+98.47	2.38	462.34	462.58
EK	1814+08.47	2.38	462.29	462.57
EL	1814+18.47	2.38	462.24	462.56
EM	1814+28.47	2.38	462.19	462.53
EN	1814+38.47	2.38	462.14	462.50
EO	1814+48.47	2.38	462.09	462.45
EP	1814+58.47	2.38	462.04	462.39
EQ	1814+68.47	2.38	461.99	462.32
ER	1814+78.47	2.38	461.94	462.23
ES	1814+88.47	2.38	461.89	462.14
ET	1814+98.47	2.38	461.84	462.03
EU	1815+08.47	2.38	461.79	461.90
W. Brg. Pier 17	1815+20.72	2.38	461.72	461.74
Exp. Jt. Pier 17	1815+22.97	2.38	461.71	461.73

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\6639M45087\_94\060-0350-0876\90-a\kar-18at\05.dgn



USER NAME =	DESIGNED - ASP	REVISED -
	CHECKED - PY	REVISED -
PLOT SCALE =	DRAWN - JB	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 4  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	238
			CONTRACT NO. 76J90	
SHEET 38 OF 292 SHEETS		ILLINOIS FED. AID PROJECT		



GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
Exp. Jt. Pier 10	1799+51.75	12.79	462.98	463.00
E. Brg. Pier 10	1799+54.00	12.79	462.99	463.01
A	1799+64.00	12.79	463.04	463.14
B	1799+74.00	12.79	463.09	463.25
C	1799+84.00	12.79	463.14	463.36
D	1799+94.00	12.79	463.19	463.46
E	1800+04.00	12.79	463.24	463.54
F	1800+14.00	12.79	463.29	463.61
G	1800+24.00	12.79	463.34	463.67
H	1800+34.00	12.79	463.39	463.72
I	1800+44.00	12.79	463.44	463.75
J	1800+54.00	12.79	463.49	463.78
K	1800+64.00	12.79	463.54	463.80
L	1800+74.00	12.79	463.59	463.81
M	1800+84.00	12.79	463.64	463.82
N	1800+94.00	12.79	463.69	463.82
O	1801+04.00	12.79	463.74	463.83
P	1801+14.00	12.79	463.79	463.85
Q	1801+24.00	12.79	463.84	463.87
R	1801+34.00	12.79	463.89	463.91
Brg. Pier 11	1801+46.25	12.79	463.95	463.98
S	1801+56.25	12.79	464.00	464.02
T	1801+66.25	12.79	464.05	464.09
U	1801+76.25	12.79	464.10	464.17
V	1801+86.25	12.79	464.15	464.26
W	1801+96.25	12.79	464.20	464.36
X	1802+06.25	12.79	464.25	464.46
Y	1802+16.25	12.79	464.30	464.56
Z	1802+26.25	12.79	464.35	464.65
AA	1802+36.25	12.79	464.40	464.74
AB	1802+46.25	12.79	464.45	464.82
AC	1802+56.25	12.79	464.50	464.88
AD	1802+66.25	12.79	464.55	464.94
AE	1802+76.25	12.79	464.60	464.98
AF	1802+86.25	12.79	464.65	465.01
AG	1802+96.25	12.79	464.70	465.03
AH	1803+06.25	12.79	464.75	465.05
AI	1803+16.25	12.79	464.80	465.05
AJ	1803+26.25	12.79	464.85	465.05
AK	1803+36.25	12.79	464.90	465.05
AL	1803+46.25	12.79	464.95	465.05
AM	1803+56.25	12.79	465.00	465.06
AN	1803+66.25	12.79	465.05	465.08
AO	1803+76.25	12.79	465.10	465.12
Brg. Pier 12	1803+82.25	12.79	465.13	465.15
AP	1803+92.25	12.79	465.18	465.19
AQ	1804+02.25	12.79	465.23	465.25
AR	1804+12.25	12.79	465.28	465.32
AS	1804+22.25	12.79	465.33	465.41
AT	1804+32.25	12.79	465.38	465.50
AU	1804+42.25	12.79	465.43	465.59
AV	1804+52.25	12.79	465.48	465.68
AW	1804+62.25	12.79	465.53	465.77
AX	1804+72.25	12.79	465.58	465.85
AY	1804+82.25	12.79	465.63	465.93
AZ	1804+92.25	12.79	465.68	465.99

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+02.25	12.79	465.73	466.05
BB	1805+12.25	12.79	465.78	466.09
BC	1805+22.25	12.79	465.83	466.13
BD	1805+32.25	12.79	465.88	466.16
BE	1805+42.25	12.79	465.93	466.18
BF	1805+52.25	12.79	465.97	466.18
BG	1805+62.25	12.79	466.01	466.18
BH	1805+72.25	12.79	466.04	466.16
BI	1805+82.25	12.79	466.06	466.15
BJ	1805+92.25	12.79	466.08	466.14
BK	1806+02.25	12.79	466.10	466.13
BL	1806+12.25	12.79	466.11	466.13
Brg. Pier 13	1806+18.25	12.79	466.11	466.13
BM	1806+28.25	12.79	466.11	466.13
BN	1806+38.25	12.79	466.11	466.14
BO	1806+48.25	12.79	466.10	466.15
BP	1806+58.25	12.79	466.09	466.18
BQ	1806+68.25	12.79	466.07	466.20
BR	1806+78.25	12.79	466.05	466.22
BS	1806+88.25	12.79	466.02	466.23
BT	1806+98.25	12.79	465.99	466.24
BU	1807+08.25	12.79	465.95	466.23
BV	1807+18.25	12.79	465.91	466.21
BW	1807+28.25	12.79	465.86	466.18
BX	1807+38.25	12.79	465.81	466.14
BY	1807+48.25	12.79	465.76	466.08
BZ	1807+58.25	12.79	465.71	466.02
CA	1807+68.25	12.79	465.66	465.95
CB	1807+78.25	12.79	465.61	465.86
CC	1807+88.25	12.79	465.56	465.78
CD	1807+98.25	12.79	465.51	465.69
CE	1808+08.25	12.79	465.46	465.59
CF	1808+18.25	12.79	465.41	465.50
CG	1808+28.25	12.79	465.36	465.42
CH	1808+38.25	12.79	465.31	465.34
CI	1808+48.25	12.79	465.26	465.28
Brg. Pier 14	1808+54.25	12.79	465.23	465.25
CJ	1808+64.25	12.79	465.18	465.20
CK	1808+74.25	12.79	465.13	465.16
CL	1808+84.25	12.79	465.08	465.13
CM	1808+94.25	12.79	465.03	465.12
CN	1809+04.25	12.79	464.98	465.11
CO	1809+14.25	12.79	464.93	465.10
CP	1809+24.25	12.79	464.88	465.10
CQ	1809+34.25	12.79	464.83	465.09
CR	1809+44.25	12.79	464.78	465.07
CS	1809+54.25	12.79	464.73	465.04
CT	1809+64.25	12.79	464.68	465.01
CU	1809+74.25	12.79	464.63	464.97
CV	1809+84.25	12.79	464.58	464.91
CW	1809+94.25	12.79	464.53	464.85
CX	1810+04.25	12.79	464.48	464.77
CY	1810+14.25	12.79	464.43	464.69
CZ	1810+24.25	12.79	464.38	464.60
DA	1810+34.25	12.79	464.33	464.51
DB	1810+44.25	12.79	464.28	464.42

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+54.25	12.79	464.23	464.33
DD	1810+64.25	12.79	464.18	464.24
DE	1810+74.25	12.79	464.13	464.17
DF	1810+84.25	12.79	464.08	464.10
Brg. Pier 15	1810+90.25	12.79	464.05	464.08
DG	1811+00.25	12.79	464.00	464.02
DH	1811+10.25	12.79	463.95	463.98
DI	1811+20.25	12.79	463.90	463.95
DJ	1811+30.25	12.79	463.85	463.93
DK	1811+40.25	12.79	463.80	463.92
DL	1811+50.25	12.79	463.75	463.91
DM	1811+60.25	12.79	463.70	463.90
DN	1811+70.25	12.79	463.65	463.89
DO	1811+80.25	12.79	463.60	463.87
DP	1811+90.25	12.79	463.55	463.84
DQ	1812+00.25	12.79	463.50	463.81
DR	1812+10.25	12.79	463.45	463.76
DS	1812+20.25	12.79	463.40	463.71
DT	1812+30.25	12.79	463.35	463.64
DU	1812+40.25	12.79	463.30	463.57
DV	1812+50.25	12.79	463.25	463.49
DW	1812+60.25	12.79	463.20	463.40
DX	1812+70.25	12.79	463.15	463.31
DY	1812+80.25	12.79	463.10	463.22
DZ	1812+90.25	12.79	463.05	463.13
EA	1813+00.25	12.79	463.00	463.05
EB	1813+10.25	12.79	462.95	462.98
EC	1813+20.25	12.79	462.90	462.92
Brg. Pier 16	1813+26.25	12.79	462.87	462.90
ED	1813+36.25	12.79	462.82	462.85
EE	1813+46.25	12.79	462.77	462.81
EF	1813+56.25	12.79	462.72	462.79
EG	1813+66.25	12.79	462.67	462.78
EH	1813+76.25	12.79	462.62	462.78
EI	1813+86.25	12.79	462.57	462.77
EJ	1813+96.25	12.79	462.52	462.77
EK	1814+06.25	12.79	462.47	462.76
EL	1814+16.25	12.79	462.42	462.74
EM	1814+26.25	12.79	462.37	462.72
EN	1814+36.25	12.79	462.32	462.68
EO	1814+46.25	12.79	462.27	462.64
EP	1814+56.25	12.79	462.22	462.58
EQ	1814+66.25	12.79	462.17	462.51
ER	1814+76.25	12.79	462.12	462.42
ES	1814+86.25	12.79	462.07	462.32
ET	1814+96.25	12.79	462.02	462.21
EU	1815+06.25	12.79	461.97	462.09
W. Brg. Pier 17	1815+18.50	12.79	461.91	461.93
Exp. Jt. Pier 17	1815+20.75	12.79	461.90	461.92

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\860645087\_95\060-0350-0876\90-a\kar-19a\TOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
	CHECKED - PY	REVISED -
PLOT SCALE =	DRAWN - JB	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 5  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	239
			CONTRACT NO. 76J90	
SHEET 39		OF 292 SHEETS		ILLINOIS FED. AID PROJECT

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 10	1799+49.54	23.21	462.76	462.78
☉ E. Brg. Pier 10	1799+51.79	23.21	462.77	462.79
A	1799+61.79	23.21	462.82	462.92
B	1799+71.79	23.21	462.87	463.03
C	1799+81.79	23.21	462.92	463.14
D	1799+91.79	23.21	462.97	463.24
E	1800+01.79	23.21	463.02	463.32
F	1800+11.79	23.21	463.07	463.39
G	1800+21.79	23.21	463.12	463.45
H	1800+31.79	23.21	463.17	463.50
I	1800+41.79	23.21	463.22	463.53
J	1800+51.79	23.21	463.27	463.56
K	1800+61.79	23.21	463.32	463.58
L	1800+71.79	23.21	463.37	463.59
M	1800+81.79	23.21	463.42	463.60
N	1800+91.79	23.21	463.47	463.60
O	1801+01.79	23.21	463.52	463.61
P	1801+11.79	23.21	463.57	463.63
Q	1801+21.79	23.21	463.62	463.65
R	1801+31.79	23.21	463.67	463.69
☉ Brg. Pier 11	1801+44.04	23.21	463.73	463.76
S	1801+54.04	23.21	463.78	463.80
T	1801+64.04	23.21	463.83	463.87
U	1801+74.04	23.21	463.88	463.95
V	1801+84.04	23.21	463.93	464.04
W	1801+94.04	23.21	463.98	464.14
X	1802+04.04	23.21	464.03	464.24
Y	1802+14.04	23.21	464.08	464.34
Z	1802+24.04	23.21	464.13	464.43
AA	1802+34.04	23.21	464.18	464.52
AB	1802+44.04	23.21	464.23	464.60
AC	1802+54.04	23.21	464.28	464.66
AD	1802+64.04	23.21	464.33	464.72
AE	1802+74.04	23.21	464.38	464.76
AF	1802+84.04	23.21	464.43	464.79
AG	1802+94.04	23.21	464.48	464.81
AH	1803+04.04	23.21	464.53	464.83
AI	1803+14.04	23.21	464.58	464.83
AJ	1803+24.04	23.21	464.63	464.83
AK	1803+34.04	23.21	464.68	464.83
AL	1803+44.04	23.21	464.73	464.84
AM	1803+54.04	23.21	464.78	464.84
AN	1803+64.04	23.21	464.83	464.86
AO	1803+74.04	23.21	464.88	464.90
☉ Brg. Pier 12	1803+80.04	23.21	464.91	464.93
AP	1803+90.04	23.21	464.96	464.97
AQ	1804+00.04	23.21	465.01	465.03
AR	1804+10.04	23.21	465.06	465.10
AS	1804+20.04	23.21	465.11	465.19
AT	1804+30.04	23.21	465.16	465.28
AU	1804+40.04	23.21	465.21	465.37
AV	1804+50.04	23.21	465.26	465.46
AW	1804+60.04	23.21	465.31	465.55
AX	1804+70.04	23.21	465.36	465.63
AY	1804+80.04	23.21	465.41	465.71
AZ	1804+90.04	23.21	465.46	465.77

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+00.04	23.21	465.51	465.83
BB	1805+10.04	23.21	465.56	465.87
BC	1805+20.04	23.21	465.61	465.91
BD	1805+30.04	23.21	465.67	465.94
BE	1805+40.04	23.21	465.71	465.96
BF	1805+50.04	23.21	465.75	465.96
BG	1805+60.04	23.21	465.79	465.96
BH	1805+70.04	23.21	465.82	465.95
BI	1805+80.04	23.21	465.85	465.94
BJ	1805+90.04	23.21	465.87	465.92
BK	1806+00.04	23.21	465.89	465.92
BL	1806+10.04	23.21	465.90	465.92
☉ Brg. Pier 13	1806+16.04	23.21	465.90	465.92
BM	1806+26.04	23.21	465.91	465.92
BN	1806+36.04	23.21	465.90	465.93
BO	1806+46.04	23.21	465.90	465.95
BP	1806+56.04	23.21	465.89	465.97
BQ	1806+66.04	23.21	465.87	465.99
BR	1806+76.04	23.21	465.85	466.02
BS	1806+86.04	23.21	465.82	466.03
BT	1806+96.04	23.21	465.79	466.04
BU	1807+06.04	23.21	465.75	466.03
BV	1807+16.04	23.21	465.71	466.02
BW	1807+26.04	23.21	465.67	465.98
BX	1807+36.04	23.21	465.62	465.94
BY	1807+46.04	23.21	465.57	465.89
BZ	1807+56.04	23.21	465.52	465.82
CA	1807+66.04	23.21	465.47	465.75
CB	1807+76.04	23.21	465.42	465.67
CC	1807+86.04	23.21	465.37	465.58
CD	1807+96.04	23.21	465.32	465.49
CE	1808+06.04	23.21	465.27	465.40
CF	1808+16.04	23.21	465.22	465.31
CG	1808+26.04	23.21	465.17	465.22
CH	1808+36.04	23.21	465.12	465.15
CI	1808+46.04	23.21	465.07	465.09
☉ Brg. Pier 14	1808+52.04	23.21	465.04	465.06
CJ	1808+62.04	23.21	464.99	465.00
CK	1808+72.04	23.21	464.94	464.96
CL	1808+82.04	23.21	464.89	464.94
CM	1808+92.04	23.21	464.84	464.92
CN	1809+02.04	23.21	464.79	464.91
CO	1809+12.04	23.21	464.74	464.91
CP	1809+22.04	23.21	464.69	464.90
CQ	1809+32.04	23.21	464.64	464.89
CR	1809+42.04	23.21	464.59	464.87
CS	1809+52.04	23.21	464.54	464.85
CT	1809+62.04	23.21	464.49	464.81
CU	1809+72.04	23.21	464.44	464.77
CV	1809+82.04	23.21	464.39	464.71
CW	1809+92.04	23.21	464.34	464.65
CX	1810+02.04	23.21	464.29	464.58
CY	1810+12.04	23.21	464.24	464.50
CZ	1810+22.04	23.21	464.19	464.41
DA	1810+32.04	23.21	464.14	464.32
DB	1810+42.04	23.21	464.09	464.22

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+52.04	23.21	464.04	464.13
DD	1810+62.04	23.21	463.99	464.05
DE	1810+72.04	23.21	463.94	463.97
DF	1810+82.04	23.21	463.89	463.91
☉ Brg. Pier 15	1810+88.04	23.21	463.86	463.88
DG	1810+98.04	23.21	463.81	463.82
DH	1811+08.04	23.21	463.76	463.78
DI	1811+18.04	23.21	463.71	463.75
DJ	1811+28.04	23.21	463.66	463.74
DK	1811+38.04	23.21	463.61	463.72
DL	1811+48.04	23.21	463.56	463.72
DM	1811+58.04	23.21	463.51	463.71
DN	1811+68.04	23.21	463.46	463.69
DO	1811+78.04	23.21	463.41	463.67
DP	1811+88.04	23.21	463.36	463.64
DQ	1811+98.04	23.21	463.31	463.61
DR	1812+08.04	23.21	463.26	463.56
DS	1812+18.04	23.21	463.21	463.51
DT	1812+28.04	23.21	463.16	463.44
DU	1812+38.04	23.21	463.11	463.37
DV	1812+48.04	23.21	463.06	463.29
DW	1812+58.04	23.21	463.01	463.20
DX	1812+68.04	23.21	462.96	463.11
DY	1812+78.04	23.21	462.91	463.02
DZ	1812+88.04	23.21	462.86	462.93
EA	1812+98.04	23.21	462.81	462.85
EB	1813+08.04	23.21	462.76	462.78
EC	1813+18.04	23.21	462.71	462.72
☉ Brg. Pier 16	1813+24.04	23.21	462.68	462.70
ED	1813+34.04	23.21	462.63	462.65
EE	1813+44.04	23.21	462.58	462.61
EF	1813+54.04	23.21	462.53	462.59
EG	1813+64.04	23.21	462.48	462.58
EH	1813+74.04	23.21	462.43	462.58
EI	1813+84.04	23.21	462.38	462.58
EJ	1813+94.04	23.21	462.33	462.57
EK	1814+04.04	23.21	462.28	462.56
EL	1814+14.04	23.21	462.23	462.55
EM	1814+24.04	23.21	462.18	462.52
EN	1814+34.04	23.21	462.13	462.49
EO	1814+44.04	23.21	462.08	462.44
EP	1814+54.04	23.21	462.03	462.38
EQ	1814+64.04	23.21	461.98	462.31
ER	1814+74.04	23.21	461.93	462.22
ES	1814+84.04	23.21	461.88	462.13
ET	1814+94.04	23.21	461.83	462.02
EU	1815+04.04	23.21	461.78	461.89
☉ W. Brg. Pier 17	1815+16.29	23.21	461.71	461.73
☉ Exp. Jt. Pier 17	1815+18.54	23.21	461.70	461.72

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\860645087\_96\060-0350-D0876\90-a\kar-20\T05.dgn



USER NAME =	DESIGNED - ASP	REVISED -
	CHECKED - PY	REVISED -
PLOT SCALE =	DRAWN - JB	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 6  
STRUCTURE NO. 060-0350 (EB)

SHEET 40 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	240
			CONTRACT NO. 76190	
		ILLINOIS FED. AID PROJECT		

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☒ Exp. Jt. Pier 10	1799+47.32	33.63	462.54	462.56
☒ E. Brg. Pier 10	1799+49.57	33.63	462.55	462.57
A	1799+59.57	33.63	462.60	462.70
B	1799+69.57	33.63	462.65	462.82
C	1799+79.57	33.63	462.70	462.92
D	1799+89.57	33.63	462.75	463.02
E	1799+99.57	33.63	462.80	463.10
F	1800+09.57	33.63	462.85	463.17
G	1800+19.57	33.63	462.90	463.23
H	1800+29.57	33.63	462.95	463.28
I	1800+39.57	33.63	463.00	463.31
J	1800+49.57	33.63	463.05	463.34
K	1800+59.57	33.63	463.10	463.36
L	1800+69.57	33.63	463.15	463.37
M	1800+79.57	33.63	463.20	463.38
N	1800+89.57	33.63	463.25	463.38
O	1800+99.57	33.63	463.30	463.39
P	1801+09.57	33.63	463.35	463.41
Q	1801+19.57	33.63	463.40	463.43
R	1801+29.57	33.63	463.45	463.47
☒ Brg. Pier 11	1801+41.82	33.63	463.51	463.54
S	1801+51.82	33.63	463.56	463.58
T	1801+61.82	33.63	463.61	463.65
U	1801+71.82	33.63	463.66	463.73
V	1801+81.82	33.63	463.71	463.82
W	1801+91.82	33.63	463.76	463.92
X	1802+01.82	33.63	463.81	464.02
Y	1802+11.82	33.63	463.86	464.12
Z	1802+21.82	33.63	463.91	464.21
AA	1802+31.82	33.63	463.96	464.30
AB	1802+41.82	33.63	464.01	464.38
AC	1802+51.82	33.63	464.06	464.44
AD	1802+61.82	33.63	464.11	464.50
AE	1802+71.82	33.63	464.16	464.54
AF	1802+81.82	33.63	464.21	464.57
AG	1802+91.82	33.63	464.26	464.59
AH	1803+01.82	33.63	464.31	464.61
AI	1803+11.82	33.63	464.36	464.61
AJ	1803+21.82	33.63	464.41	464.61
AK	1803+31.82	33.63	464.46	464.61
AL	1803+41.82	33.63	464.51	464.62
AM	1803+51.82	33.63	464.56	464.62
AN	1803+61.82	33.63	464.61	464.65
AO	1803+71.82	33.63	464.66	464.68
☒ Brg. Pier 12	1803+77.82	33.63	464.69	464.72
AP	1803+87.82	33.63	464.74	464.75
AQ	1803+97.82	33.63	464.79	464.81
AR	1804+07.82	33.63	464.84	464.88
AS	1804+17.82	33.63	464.89	464.97
AT	1804+27.82	33.63	464.94	465.06
AU	1804+37.82	33.63	464.99	465.15
AV	1804+47.82	33.63	465.04	465.24
AW	1804+57.82	33.63	465.09	465.33
AX	1804+67.82	33.63	465.14	465.41
AY	1804+77.82	33.63	465.19	465.49
AZ	1804+87.82	33.63	465.24	465.55

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1804+97.82	33.63	465.29	465.61
BB	1805+07.82	33.63	465.34	465.66
BC	1805+17.82	33.63	465.39	465.69
BD	1805+27.82	33.63	465.44	465.72
BE	1805+37.82	33.63	465.49	465.74
BF	1805+47.82	33.63	465.54	465.75
BG	1805+57.82	33.63	465.57	465.74
BH	1805+67.82	33.63	465.61	465.74
BI	1805+77.82	33.63	465.63	465.72
BJ	1805+87.82	33.63	465.66	465.71
BK	1805+97.82	33.63	465.67	465.70
BL	1806+07.82	33.63	465.69	465.71
☒ Brg. Pier 13	1806+13.82	33.63	465.69	465.71
BM	1806+23.82	33.63	465.70	465.71
BN	1806+33.82	33.63	465.70	465.72
BO	1806+43.82	33.63	465.69	465.74
BP	1806+53.82	33.63	465.68	465.77
BQ	1806+63.82	33.63	465.67	465.79
BR	1806+73.82	33.63	465.65	465.81
BS	1806+83.82	33.63	465.62	465.83
BT	1806+93.82	33.63	465.59	465.84
BU	1807+03.82	33.63	465.55	465.83
BV	1807+13.82	33.63	465.51	465.82
BW	1807+23.82	33.63	465.47	465.79
BX	1807+33.82	33.63	465.42	465.74
BY	1807+43.82	33.63	465.37	465.69
BZ	1807+53.82	33.63	465.32	465.62
CA	1807+63.82	33.63	465.27	465.55
CB	1807+73.82	33.63	465.22	465.47
CC	1807+83.82	33.63	465.17	465.38
CD	1807+93.82	33.63	465.12	465.29
CE	1808+03.82	33.63	465.07	465.20
CF	1808+13.82	33.63	465.02	465.11
CG	1808+23.82	33.63	464.97	465.02
CH	1808+33.82	33.63	464.92	464.95
CI	1808+43.82	33.63	464.87	464.89
☒ Brg. Pier 14	1808+49.82	33.63	464.84	464.86
CJ	1808+59.82	33.63	464.79	464.80
CK	1808+69.82	33.63	464.74	464.76
CL	1808+79.82	33.63	464.69	464.74
CM	1808+89.82	33.63	464.64	464.73
CN	1808+99.82	33.63	464.59	464.72
CO	1809+09.82	33.63	464.54	464.71
CP	1809+19.82	33.63	464.49	464.70
CQ	1809+29.82	33.63	464.44	464.69
CR	1809+39.82	33.63	464.39	464.67
CS	1809+49.82	33.63	464.34	464.65
CT	1809+59.82	33.63	464.29	464.61
CU	1809+69.82	33.63	464.24	464.57
CV	1809+79.82	33.63	464.19	464.52
CW	1809+89.82	33.63	464.14	464.45
CX	1809+99.82	33.63	464.09	464.38
CY	1810+09.82	33.63	464.04	464.30
CZ	1810+19.82	33.63	463.99	464.21
DA	1810+29.82	33.63	463.94	464.12
DB	1810+39.82	33.63	463.89	464.03

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+49.82	33.63	463.84	463.93
DD	1810+59.82	33.63	463.79	463.85
DE	1810+69.82	33.63	463.74	463.77
DF	1810+79.82	33.63	463.69	463.71
☒ Brg. Pier 15	1810+85.82	33.63	463.66	463.68
DG	1810+95.82	33.63	463.61	463.62
DH	1811+05.82	33.63	463.56	463.58
DI	1811+15.82	33.63	463.51	463.55
DJ	1811+25.82	33.63	463.46	463.54
DK	1811+35.82	33.63	463.41	463.53
DL	1811+45.82	33.63	463.36	463.52
DM	1811+55.82	33.63	463.31	463.51
DN	1811+65.82	33.63	463.26	463.49
DO	1811+75.82	33.63	463.21	463.47
DP	1811+85.82	33.63	463.16	463.45
DQ	1811+95.82	33.63	463.11	463.41
DR	1812+05.82	33.63	463.06	463.37
DS	1812+15.82	33.63	463.01	463.31
DT	1812+25.82	33.63	462.96	463.25
DU	1812+35.82	33.63	462.91	463.17
DV	1812+45.82	33.63	462.86	463.09
DW	1812+55.82	33.63	462.81	463.00
DX	1812+65.82	33.63	462.76	462.91
DY	1812+75.82	33.63	462.71	462.82
DZ	1812+85.82	33.63	462.66	462.74
EA	1812+95.82	33.63	462.61	462.65
EB	1813+05.82	33.63	462.56	462.58
EC	1813+15.82	33.63	462.51	462.53
☒ Brg. Pier 16	1813+21.82	33.63	462.48	462.50
ED	1813+31.82	33.63	462.43	462.45
EE	1813+41.82	33.63	462.38	462.42
EF	1813+51.82	33.63	462.33	462.40
EG	1813+61.82	33.63	462.28	462.39
EH	1813+71.82	33.63	462.23	462.38
EI	1813+81.82	33.63	462.18	462.38
EJ	1813+91.82	33.63	462.13	462.37
EK	1814+01.82	33.63	462.08	462.36
EL	1814+11.82	33.63	462.03	462.35
EM	1814+21.82	33.63	461.98	462.32
EN	1814+31.82	33.63	461.93	462.29
EO	1814+41.82	33.63	461.88	462.24
EP	1814+51.82	33.63	461.83	462.18
EQ	1814+61.82	33.63	461.78	462.11
ER	1814+71.82	33.63	461.73	462.03
ES	1814+81.82	33.63	461.68	461.93
ET	1814+91.82	33.63	461.63	461.82
EU	1815+01.82	33.63	461.58	461.70
☒ W. Brg. Pier 17	1815+14.07	33.63	461.52	461.54
☒ Exp. Jt. Pier 17	1815+16.32	33.63	461.51	461.53

Note:  
All offsets based on PG and ☒ EB I-270. Negative offsets denote left of PG and ☒ EB I-270 and positive offsets denote right of PG and ☒ EB I-270.

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	CHECKED - PY	REVISED -
PLOT SCALE =	DRAWN - JB	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 7  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	241
			CONTRACT NO. 76J90	
SHEET 41 OF 292 SHEETS		ILLINOIS FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 10	1799+45.11	44.04	462.32	462.34
☉ E. Brg. Pier 10	1799+47.36	44.04	462.33	462.35
A	1799+57.36	44.04	462.38	462.47
B	1799+67.36	44.04	462.43	462.58
C	1799+77.36	44.04	462.48	462.69
D	1799+87.36	44.04	462.53	462.78
E	1799+97.36	44.04	462.58	462.86
F	1800+07.36	44.04	462.63	462.93
G	1800+17.36	44.04	462.68	462.99
H	1800+27.36	44.04	462.73	463.03
I	1800+37.36	44.04	462.78	463.07
J	1800+47.36	44.04	462.83	463.10
K	1800+57.36	44.04	462.88	463.12
L	1800+67.36	44.04	462.93	463.14
M	1800+77.36	44.04	462.98	463.15
N	1800+87.36	44.04	463.03	463.16
O	1800+97.36	44.04	463.08	463.17
P	1801+07.36	44.04	463.13	463.19
Q	1801+17.36	44.04	463.18	463.21
R	1801+27.36	44.04	463.23	463.25
☉ Brg. Pier 11	1801+39.61	44.04	463.29	463.32
S	1801+49.61	44.04	463.34	463.36
T	1801+59.61	44.04	463.39	463.43
U	1801+69.61	44.04	463.44	463.50
V	1801+79.61	44.04	463.49	463.59
W	1801+89.61	44.04	463.54	463.68
X	1801+99.61	44.04	463.59	463.78
Y	1802+09.61	44.04	463.64	463.87
Z	1802+19.61	44.04	463.69	463.96
AA	1802+29.61	44.04	463.74	464.04
AB	1802+39.61	44.04	463.79	464.11
AC	1802+49.61	44.04	463.84	464.18
AD	1802+59.61	44.04	463.89	464.23
AE	1802+69.61	44.04	463.94	464.28
AF	1802+79.61	44.04	463.99	464.31
AG	1802+89.61	44.04	464.04	464.34
AH	1802+99.61	44.04	464.09	464.35
AI	1803+09.61	44.04	464.14	464.36
AJ	1803+19.61	44.04	464.19	464.37
AK	1803+29.61	44.04	464.24	464.38
AL	1803+39.61	44.04	464.29	464.39
AM	1803+49.61	44.04	464.34	464.40
AN	1803+59.61	44.04	464.39	464.42
AO	1803+69.61	44.04	464.44	464.46
☉ Brg. Pier 12	1803+75.61	44.04	464.47	464.50
AP	1803+85.61	44.04	464.52	464.54
AQ	1803+95.61	44.04	464.57	464.59
AR	1804+05.61	44.04	464.62	464.66
AS	1804+15.61	44.04	464.67	464.74
AT	1804+25.61	44.04	464.72	464.83
AU	1804+35.61	44.04	464.77	464.92
AV	1804+45.61	44.04	464.82	465.01
AW	1804+55.61	44.04	464.87	465.09
AX	1804+65.61	44.04	464.92	465.17
AY	1804+75.61	44.04	464.97	465.24
AZ	1804+85.61	44.04	465.02	465.31

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1804+95.61	44.04	465.07	465.36
BB	1805+05.61	44.04	465.12	465.41
BC	1805+15.61	44.04	465.17	465.45
BD	1805+25.61	44.04	465.22	465.48
BE	1805+35.61	44.04	465.28	465.50
BF	1805+45.61	44.04	465.32	465.51
BG	1805+55.61	44.04	465.36	465.51
BH	1805+65.61	44.04	465.39	465.51
BI	1805+75.61	44.04	465.42	465.50
BJ	1805+85.61	44.04	465.44	465.49
BK	1805+95.61	44.04	465.46	465.49
BL	1806+05.61	44.04	465.48	465.50
☉ Brg. Pier 13	1806+11.61	44.04	465.48	465.50
BM	1806+21.61	44.04	465.49	465.50
BN	1806+31.61	44.04	465.49	465.51
BO	1806+41.61	44.04	465.48	465.53
BP	1806+51.61	44.04	465.48	465.55
BQ	1806+61.61	44.04	465.46	465.58
BR	1806+71.61	44.04	465.44	465.59
BS	1806+81.61	44.04	465.42	465.61
BT	1806+91.61	44.04	465.39	465.61
BU	1807+01.61	44.04	465.35	465.61
BV	1807+11.61	44.04	465.31	465.59
BW	1807+21.61	44.04	465.27	465.56
BX	1807+31.61	44.04	465.22	465.51
BY	1807+41.61	44.04	465.17	465.46
BZ	1807+51.61	44.04	465.12	465.40
CA	1807+61.61	44.04	465.07	465.33
CB	1807+71.61	44.04	465.02	465.25
CC	1807+81.61	44.04	464.97	465.17
CD	1807+91.61	44.04	464.92	465.08
CE	1808+01.61	44.04	464.87	464.99
CF	1808+11.61	44.04	464.82	464.90
CG	1808+21.61	44.04	464.77	464.82
CH	1808+31.61	44.04	464.72	464.75
CI	1808+41.61	44.04	464.67	464.69
☉ Brg. Pier 14	1808+47.61	44.04	464.64	464.66
CJ	1808+57.61	44.04	464.59	464.61
CK	1808+67.61	44.04	464.54	464.57
CL	1808+77.61	44.04	464.49	464.54
CM	1808+87.61	44.04	464.44	464.52
CN	1808+97.61	44.04	464.39	464.51
CO	1809+07.61	44.04	464.34	464.50
CP	1809+17.61	44.04	464.29	464.49
CQ	1809+27.61	44.04	464.24	464.47
CR	1809+37.61	44.04	464.19	464.45
CS	1809+47.61	44.04	464.14	464.42
CT	1809+57.61	44.04	464.09	464.39
CU	1809+67.61	44.04	464.04	464.34
CV	1809+77.61	44.04	463.99	464.29
CW	1809+87.61	44.04	463.94	464.23
CX	1809+97.61	44.04	463.89	464.15
CY	1810+07.61	44.04	463.84	464.08
CZ	1810+17.61	44.04	463.79	463.99
DA	1810+27.61	44.04	463.74	463.90
DB	1810+37.61	44.04	463.69	463.81

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+47.61	44.04	463.64	463.73
DD	1810+57.61	44.04	463.59	463.65
DE	1810+67.61	44.04	463.54	463.57
DF	1810+77.61	44.04	463.49	463.51
☉ Brg. Pier 15	1810+83.61	44.04	463.46	463.48
DG	1810+93.61	44.04	463.41	463.43
DH	1811+03.61	44.04	463.36	463.39
DI	1811+13.61	44.04	463.31	463.36
DJ	1811+23.61	44.04	463.26	463.34
DK	1811+33.61	44.04	463.21	463.32
DL	1811+43.61	44.04	463.16	463.31
DM	1811+53.61	44.04	463.11	463.29
DN	1811+63.61	44.04	463.06	463.28
DO	1811+73.61	44.04	463.01	463.25
DP	1811+83.61	44.04	462.96	463.22
DQ	1811+93.61	44.04	462.91	463.19
DR	1812+03.61	44.04	462.86	463.14
DS	1812+13.61	44.04	462.81	463.08
DT	1812+23.61	44.04	462.76	463.02
DU	1812+33.61	44.04	462.71	462.95
DV	1812+43.61	44.04	462.66	462.87
DW	1812+53.61	44.04	462.61	462.79
DX	1812+63.61	44.04	462.56	462.70
DY	1812+73.61	44.04	462.51	462.62
DZ	1812+83.61	44.04	462.46	462.53
EA	1812+93.61	44.04	462.41	462.45
EB	1813+03.61	44.04	462.36	462.38
EC	1813+13.61	44.04	462.31	462.33
☉ Brg. Pier 16	1813+19.61	44.04	462.28	462.30
ED	1813+29.61	44.04	462.23	462.25
EE	1813+39.61	44.04	462.18	462.22
EF	1813+49.61	44.04	462.13	462.20
EG	1813+59.61	44.04	462.08	462.18
EH	1813+69.61	44.04	462.03	462.17
EI	1813+79.61	44.04	461.98	462.17
EJ	1813+89.61	44.04	461.93	462.16
EK	1813+99.61	44.04	461.88	462.14
EL	1814+09.61	44.04	461.83	462.12
EM	1814+19.61	44.04	461.78	462.10
EN	1814+29.61	44.04	461.73	462.06
EO	1814+39.61	44.04	461.68	462.01
EP	1814+49.61	44.04	461.63	461.96
EQ	1814+59.61	44.04	461.58	461.89
ER	1814+69.61	44.04	461.53	461.80
ES	1814+79.61	44.04	461.48	461.71
ET	1814+89.61	44.04	461.43	461.61
EU	1814+99.61	44.04	461.38	461.49
☉ W. Brg. Pier 17	1815+11.86	44.04	461.32	461.34
☉ Exp. Jt. Pier 17	1815+14.11	44.04	461.31	461.33

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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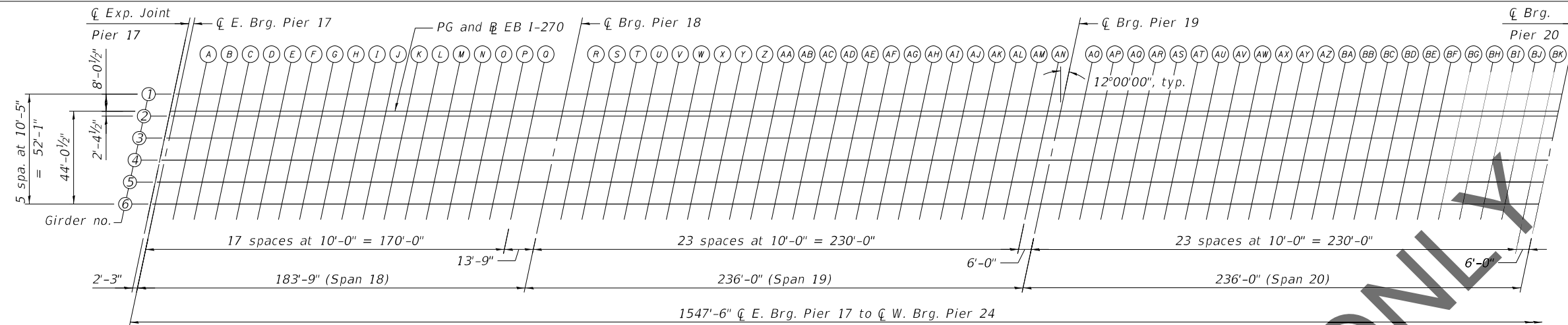
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

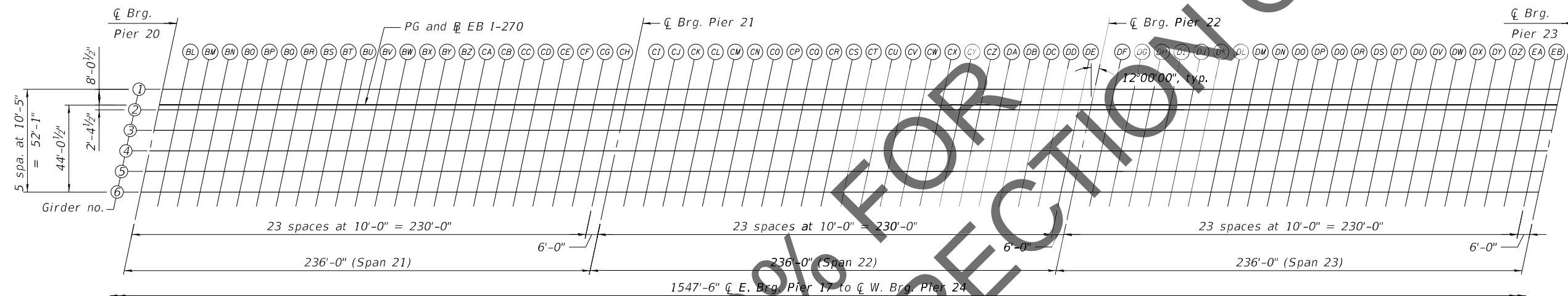
TOP OF SLAB ELEVATIONS, UNIT 3 - 8  
STRUCTURE NO. 060-0350 (EB)

SHEET 42 OF 292 SHEETS

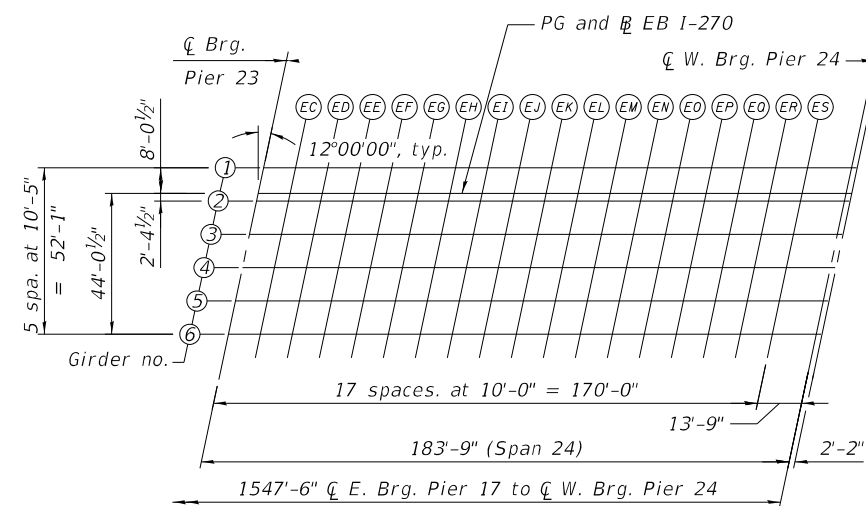
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	242
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



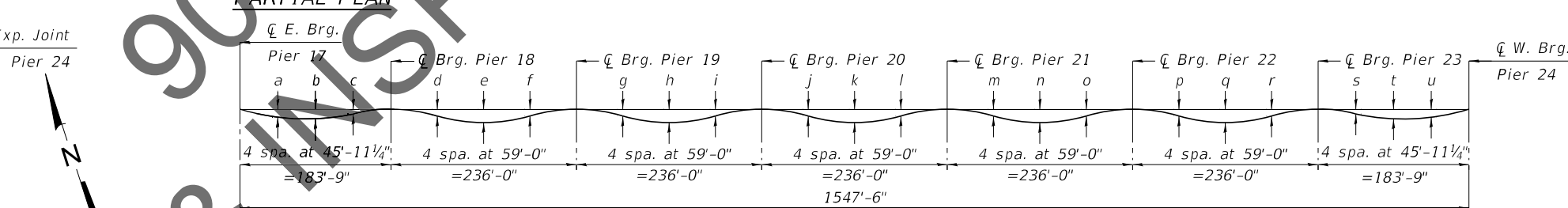
PARTIAL PLAN



PARTIAL PLAN

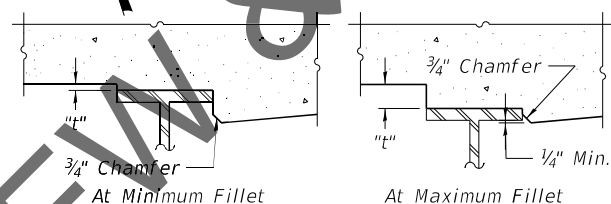


PARTIAL PLAN



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 and grinding as shown on sheets 44 thru 50 of 292.



FILLET HEIGHTS

To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 44 thru 50 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 44 thru 50 of 292. For grinding the deck, see Special Provisions.

Location	Interior Girder	Exterior Girder
a	2 1/2"	2 3/8"
b	2 5/8"	2 3/8"
c	0 7/8"	0 3/4"
d	2 1/4"	2"
e	4 5/8"	4 1/8"
f	2 3/8"	2"
g	1 1/2"	1 3/8"

Location	Interior Girder	Exterior Girder
h	3 1/2"	3 1/4"
i	1 7/8"	1 5/8"
j	1 3/8"	1 1/2"
k	3 3/4"	3 3/8"
l	2"	1 3/4"
m	1 5/8"	1 1/2"
n	3 3/4"	3 3/8"

Location	Interior Girder	Exterior Girder
o	1 7/8"	1 3/4"
p	1 5/8"	1 1/2"
q	3 3/4"	3 3/8"
r	1 7/8"	1 3/4"
s	1"	1"
t	3"	2 5/8"
u	2 3/4"	2 1/2"

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 17	1815+25.18	-8.04	461.49	461.51
☉ E. Brg. Pier 17	1815+27.43	-8.04	461.48	461.50
A	1815+37.43	-8.04	461.43	461.51
B	1815+47.43	-8.04	461.38	461.51
C	1815+57.43	-8.04	461.33	461.50
D	1815+67.43	-8.04	461.28	461.49
E	1815+77.43	-8.04	461.23	461.46
F	1815+87.43	-8.04	461.18	461.42
G	1815+97.43	-8.04	461.13	461.38
H	1816+07.43	-8.04	461.08	461.32
I	1816+17.43	-8.04	461.03	461.26
J	1816+27.43	-8.04	460.98	461.19
K	1816+37.43	-8.04	460.93	461.11
L	1816+47.43	-8.04	460.88	461.03
M	1816+57.43	-8.04	460.83	460.95
N	1816+67.43	-8.04	460.78	460.86
O	1816+77.43	-8.04	460.73	460.79
P	1816+87.43	-8.04	460.68	460.71
Q	1816+97.43	-8.04	460.63	460.65
☉ Brg. Pier 18	1817+11.18	-8.04	460.56	460.59
R	1817+21.18	-8.04	460.51	460.54
S	1817+31.18	-8.04	460.46	460.50
T	1817+41.18	-8.04	460.41	460.48
U	1817+51.18	-8.04	460.36	460.47
V	1817+61.18	-8.04	460.31	460.47
W	1817+71.18	-8.04	460.26	460.46
X	1817+81.18	-8.04	460.21	460.46
Y	1817+91.18	-8.04	460.16	460.44
Z	1818+01.18	-8.04	460.11	460.43
AA	1818+11.18	-8.04	460.06	460.40
AB	1818+21.18	-8.04	460.01	460.36
AC	1818+31.18	-8.04	459.96	460.32
AD	1818+41.18	-8.04	459.91	460.26
AE	1818+51.18	-8.04	459.86	460.19
AF	1818+61.18	-8.04	459.81	460.12
AG	1818+71.18	-8.04	459.76	460.03
AH	1818+81.18	-8.04	459.71	459.94
AI	1818+91.18	-8.04	459.66	459.85
AJ	1819+01.18	-8.04	459.61	459.75
AK	1819+11.18	-8.04	459.56	459.66
AL	1819+21.18	-8.04	459.51	459.57
AM	1819+31.18	-8.04	459.46	459.50
AN	1819+41.18	-8.04	459.41	459.43
☉ Brg. Pier 19	1819+47.18	-8.04	459.38	459.41
AO	1819+57.18	-8.04	459.33	459.35
AP	1819+67.18	-8.04	459.28	459.30
AQ	1819+77.18	-8.04	459.23	459.27
AR	1819+87.18	-8.04	459.18	459.25
AS	1819+97.18	-8.04	459.13	459.24
AT	1820+07.18	-8.04	459.08	459.22
AU	1820+17.18	-8.04	459.03	459.21
AV	1820+27.18	-8.04	458.98	459.20
AW	1820+37.18	-8.04	458.93	459.18
AX	1820+47.18	-8.04	458.88	459.15
AY	1820+57.18	-8.04	458.83	459.11
AZ	1820+67.18	-8.04	458.78	459.07

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+77.18	-8.04	458.73	459.01
BB	1820+87.18	-8.04	458.68	458.95
BC	1820+97.18	-8.04	458.63	458.88
BD	1821+07.18	-8.04	458.58	458.81
BE	1821+17.18	-8.04	458.53	458.72
BF	1821+27.18	-8.04	458.48	458.64
BG	1821+37.18	-8.04	458.43	458.55
BH	1821+47.18	-8.04	458.38	458.46
BI	1821+57.18	-8.04	458.33	458.38
BJ	1821+67.18	-8.04	458.28	458.31
BK	1821+77.18	-8.04	458.23	458.25
☉ Brg. Pier 20	1821+83.18	-8.04	458.20	458.23
BL	1821+93.18	-8.04	458.15	458.17
BM	1822+03.18	-8.04	458.10	458.13
BN	1822+13.18	-8.04	458.05	458.10
BO	1822+23.18	-8.04	458.00	458.08
BP	1822+33.18	-8.04	457.95	458.07
BQ	1822+43.18	-8.04	457.90	458.06
BR	1822+53.18	-8.04	457.85	458.05
BS	1822+63.18	-8.04	457.80	458.03
BT	1822+73.18	-8.04	457.75	458.01
BU	1822+83.18	-8.04	457.70	457.98
BV	1822+93.18	-8.04	457.65	457.95
BW	1823+03.18	-8.04	457.60	457.90
BX	1823+13.18	-8.04	457.55	457.85
BY	1823+23.18	-8.04	457.50	457.78
BZ	1823+33.18	-8.04	457.45	457.71
CA	1823+43.18	-8.04	457.40	457.63
CB	1823+53.18	-8.04	457.35	457.55
CC	1823+63.18	-8.04	457.30	457.46
CD	1823+73.18	-8.04	457.25	457.37
CE	1823+83.18	-8.04	457.20	457.29
CF	1823+93.18	-8.04	457.15	457.21
CG	1824+03.18	-8.04	457.10	457.13
CH	1824+13.18	-8.04	457.05	457.07
☉ Brg. Pier 21	1824+19.18	-8.04	457.02	457.05
CI	1824+29.18	-8.04	456.97	456.99
CJ	1824+39.18	-8.04	456.92	456.95
CK	1824+49.18	-8.04	456.87	456.92
CL	1824+59.18	-8.04	456.82	456.90
CM	1824+69.18	-8.04	456.77	456.89
CN	1824+79.18	-8.04	456.72	456.88
CO	1824+89.18	-8.04	456.67	456.86
CP	1824+99.18	-8.04	456.62	456.85
CQ	1825+09.18	-8.04	456.57	456.83
CR	1825+19.18	-8.04	456.52	456.80
CS	1825+29.18	-8.04	456.47	456.76
CT	1825+39.18	-8.04	456.42	456.72
CU	1825+49.18	-8.04	456.37	456.66
CV	1825+59.18	-8.04	456.32	456.60
CW	1825+69.18	-8.04	456.27	456.53
CX	1825+79.18	-8.04	456.22	456.45
CY	1825+89.18	-8.04	456.17	456.37
CZ	1825+99.18	-8.04	456.12	456.28
DA	1826+09.18	-8.04	456.07	456.19
DB	1826+19.18	-8.04	456.02	456.11

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+29.18	-8.04	455.97	456.02
DD	1826+39.18	-8.04	455.92	455.95
DE	1826+49.18	-8.04	455.87	455.89
☉ Brg. Pier 22	1826+55.18	-8.04	455.84	455.87
DF	1826+65.18	-8.04	455.79	455.81
DG	1826+75.18	-8.04	455.74	455.77
DH	1826+85.18	-8.04	455.69	455.74
DI	1826+95.18	-8.04	455.64	455.73
DJ	1827+05.18	-8.04	455.59	455.71
DK	1827+15.18	-8.04	455.54	455.70
DL	1827+25.18	-8.04	455.49	455.69
DM	1827+35.18	-8.04	455.44	455.67
DN	1827+45.18	-8.04	455.39	455.65
DO	1827+55.18	-8.04	455.34	455.62
DP	1827+65.18	-8.04	455.29	455.59
DQ	1827+75.18	-8.04	455.24	455.54
DR	1827+85.18	-8.04	455.19	455.49
DS	1827+95.18	-8.04	455.14	455.43
DT	1828+05.18	-8.04	455.09	455.35
DU	1828+15.18	-8.04	455.04	455.27
DV	1828+25.18	-8.04	454.99	455.19
DW	1828+35.18	-8.04	454.94	455.10
DX	1828+45.18	-8.04	454.89	455.01
DY	1828+55.18	-8.04	454.84	454.93
DZ	1828+65.18	-8.04	454.79	454.85
EA	1828+75.18	-8.04	454.74	454.77
EB	1828+85.18	-8.04	454.69	454.71
☉ Brg. Pier 23	1828+91.18	-8.04	454.66	454.69
EC	1829+01.18	-8.04	454.61	454.63
ED	1829+11.18	-8.04	454.56	454.59
EE	1829+21.18	-8.04	454.51	454.57
EF	1829+31.18	-8.04	454.46	454.54
EG	1829+41.18	-8.04	454.41	454.53
EH	1829+51.18	-8.04	454.36	454.51
EI	1829+61.18	-8.04	454.31	454.50
EJ	1829+71.18	-8.04	454.26	454.48
EK	1829+81.18	-8.04	454.21	454.45
EL	1829+91.18	-8.04	454.16	454.42
EM	1830+01.18	-8.04	454.11	454.38
EN	1830+11.18	-8.04	454.06	454.33
EO	1830+21.18	-8.04	454.01	454.26
EP	1830+31.18	-8.04	453.96	454.19
EQ	1830+41.18	-8.04	453.91	454.11
ER	1830+51.18	-8.04	453.86	454.02
ES	1830+61.18	-8.04	453.81	453.92
☉ W. Brg. Pier 24	1830+74.94	-8.04	453.74	453.76
☉ Exp. Jt. Pier 24	1830+77.10	-8.04	453.73	453.75

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\860645087\_99\060-0350-0876\90-90-90-26a1TOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 2  
STRUCTURE NO. 060-0350 (EB)

SHEET 44 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	244
			CONTRACT NO. 76190	
ILLINOIS FED. AID PROJECT				

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
Exp. Jt. Pier 17	1815+23.47	0.00	461.66	461.68
E. Brg. Pier 17	1815+25.72	0.00	461.65	461.67
A	1815+35.72	0.00	461.60	461.68
B	1815+45.72	0.00	461.55	461.69
C	1815+55.72	0.00	461.50	461.69
D	1815+65.72	0.00	461.45	461.67
E	1815+75.72	0.00	461.40	461.65
F	1815+85.72	0.00	461.35	461.61
G	1815+95.72	0.00	461.30	461.57
H	1816+05.72	0.00	461.25	461.51
I	1816+15.72	0.00	461.20	461.44
J	1816+25.72	0.00	461.15	461.37
K	1816+35.72	0.00	461.10	461.29
L	1816+45.72	0.00	461.05	461.21
M	1816+55.72	0.00	461.00	461.12
N	1816+65.72	0.00	460.95	461.04
O	1816+75.72	0.00	460.90	460.96
P	1816+85.72	0.00	460.85	460.88
Q	1816+95.72	0.00	460.80	460.82
Brg. Pier 18	1817+09.47	0.00	460.73	460.76
R	1817+19.47	0.00	460.68	460.71
S	1817+29.47	0.00	460.63	460.68
T	1817+39.47	0.00	460.58	460.66
U	1817+49.47	0.00	460.53	460.66
V	1817+59.47	0.00	460.48	460.66
W	1817+69.47	0.00	460.43	460.66
X	1817+79.47	0.00	460.38	460.66
Y	1817+89.47	0.00	460.33	460.65
Z	1817+99.47	0.00	460.28	460.64
AA	1818+09.47	0.00	460.23	460.61
AB	1818+19.47	0.00	460.18	460.58
AC	1818+29.47	0.00	460.13	460.53
AD	1818+39.47	0.00	460.08	460.47
AE	1818+49.47	0.00	460.03	460.41
AF	1818+59.47	0.00	459.98	460.33
AG	1818+69.47	0.00	459.93	460.24
AH	1818+79.47	0.00	459.88	460.14
AI	1818+89.47	0.00	459.83	460.04
AJ	1818+99.47	0.00	459.78	459.94
AK	1819+09.47	0.00	459.73	459.84
AL	1819+19.47	0.00	459.68	459.75
AM	1819+29.47	0.00	459.63	459.67
AN	1819+39.47	0.00	459.58	459.60
Brg. Pier 19	1819+45.47	0.00	459.55	459.58
AO	1819+55.47	0.00	459.50	459.51
AP	1819+65.47	0.00	459.45	459.47
AQ	1819+75.47	0.00	459.40	459.44
AR	1819+85.47	0.00	459.35	459.42
AS	1819+95.47	0.00	459.30	459.41
AT	1820+05.47	0.00	459.25	459.40
AU	1820+15.47	0.00	459.20	459.40
AV	1820+25.47	0.00	459.15	459.38
AW	1820+35.47	0.00	459.10	459.37
AX	1820+45.47	0.00	459.05	459.34
AY	1820+55.47	0.00	459.00	459.31
AZ	1820+65.47	0.00	458.95	459.26

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+75.47	0.00	458.90	459.21
BB	1820+85.47	0.00	458.85	459.15
BC	1820+95.47	0.00	458.80	459.08
BD	1821+05.47	0.00	458.75	459.00
BE	1821+15.47	0.00	458.70	458.91
BF	1821+25.47	0.00	458.65	458.82
BG	1821+35.47	0.00	458.60	458.73
BH	1821+45.47	0.00	458.55	458.64
BI	1821+55.47	0.00	458.50	458.56
BJ	1821+65.47	0.00	458.45	458.48
BK	1821+75.47	0.00	458.40	458.42
Brg. Pier 20	1821+81.47	0.00	458.37	458.40
BL	1821+91.47	0.00	458.32	458.34
BM	1822+01.47	0.00	458.27	458.30
BN	1822+11.47	0.00	458.22	458.27
BO	1822+21.47	0.00	458.17	458.26
BP	1822+31.47	0.00	458.12	458.25
BQ	1822+41.47	0.00	458.07	458.24
BR	1822+51.47	0.00	458.02	458.24
BS	1822+61.47	0.00	457.97	458.22
BT	1822+71.47	0.00	457.92	458.21
BU	1822+81.47	0.00	457.87	458.18
BV	1822+91.47	0.00	457.82	458.15
BW	1823+01.47	0.00	457.77	458.10
BX	1823+11.47	0.00	457.72	458.05
BY	1823+21.47	0.00	457.67	457.98
BZ	1823+31.47	0.00	457.62	457.91
CA	1823+41.47	0.00	457.57	457.83
CB	1823+51.47	0.00	457.52	457.74
CC	1823+61.47	0.00	457.47	457.65
CD	1823+71.47	0.00	457.42	457.56
CE	1823+81.47	0.00	457.37	457.47
CF	1823+91.47	0.00	457.32	457.38
CG	1824+01.47	0.00	457.27	457.30
CH	1824+11.47	0.00	457.22	457.24
Brg. Pier 21	1824+17.47	0.00	457.19	457.21
CI	1824+27.47	0.00	457.14	457.16
CJ	1824+37.47	0.00	457.09	457.12
CK	1824+47.47	0.00	457.04	457.09
CL	1824+57.47	0.00	456.99	457.08
CM	1824+67.47	0.00	456.94	457.07
CN	1824+77.47	0.00	456.89	457.06
CO	1824+87.47	0.00	456.84	457.05
CP	1824+97.47	0.00	456.79	457.04
CQ	1825+07.47	0.00	456.74	457.02
CR	1825+17.47	0.00	456.69	457.00
CS	1825+27.47	0.00	456.64	456.96
CT	1825+37.47	0.00	456.59	456.92
CU	1825+47.47	0.00	456.54	456.86
CV	1825+57.47	0.00	456.49	456.80
CW	1825+67.47	0.00	456.44	456.72
CX	1825+77.47	0.00	456.39	456.64
CY	1825+87.47	0.00	456.34	456.56
CZ	1825+97.47	0.00	456.29	456.47
DA	1826+07.47	0.00	456.24	456.37
DB	1826+17.47	0.00	456.19	456.28

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+27.47	0.00	456.14	456.20
DD	1826+37.47	0.00	456.09	456.12
DE	1826+47.47	0.00	456.04	456.06
Brg. Pier 22	1826+53.47	0.00	456.01	456.03
DF	1826+63.47	0.00	455.96	455.98
DG	1826+73.47	0.00	455.91	455.94
DH	1826+83.47	0.00	455.86	455.91
DI	1826+93.47	0.00	455.81	455.90
DJ	1827+03.47	0.00	455.76	455.89
DK	1827+13.47	0.00	455.71	455.88
DL	1827+23.47	0.00	455.66	455.88
DM	1827+33.47	0.00	455.61	455.86
DN	1827+43.47	0.00	455.56	455.85
DO	1827+53.47	0.00	455.51	455.82
DP	1827+63.47	0.00	455.46	455.79
DQ	1827+73.47	0.00	455.41	455.74
DR	1827+83.47	0.00	455.36	455.69
DS	1827+93.47	0.00	455.31	455.62
DT	1828+03.47	0.00	455.26	455.55
DU	1828+13.47	0.00	455.21	455.47
DV	1828+23.47	0.00	455.16	455.38
DW	1828+33.47	0.00	455.11	455.29
DX	1828+43.47	0.00	455.06	455.20
DY	1828+53.47	0.00	455.01	455.10
DZ	1828+63.47	0.00	454.96	455.02
EA	1828+73.47	0.00	454.91	454.94
EB	1828+83.47	0.00	454.86	454.88
Brg. Pier 23	1828+89.47	0.00	454.83	454.86
EC	1828+99.47	0.00	454.78	454.80
ED	1829+09.47	0.00	454.73	454.76
EE	1829+19.47	0.00	454.68	454.74
EF	1829+29.47	0.00	454.63	454.72
EG	1829+39.47	0.00	454.58	454.71
EH	1829+49.47	0.00	454.53	454.70
EI	1829+59.47	0.00	454.48	454.68
EJ	1829+69.47	0.00	454.43	454.67
EK	1829+79.47	0.00	454.38	454.64
EL	1829+89.47	0.00	454.33	454.61
EM	1829+99.47	0.00	454.28	454.57
EN	1830+09.47	0.00	454.23	454.52
EO	1830+19.47	0.00	454.18	454.46
EP	1830+29.47	0.00	454.13	454.38
EQ	1830+39.47	0.00	454.08	454.30
ER	1830+49.47	0.00	454.03	454.20
ES	1830+59.47	0.00	453.98	454.09
W. Brg. Pier 24	1830+73.23	0.00	453.91	453.93
Exp. Jt. Pier 24	1830+75.39	0.00	453.90	453.92

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\606045087\_100\060-0350-0876\90-01a-27aTOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 3  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	245
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 17	1815+22.97	2.38	461.71	461.73
☉ E. Brg. Pier 17	1815+25.22	2.38	461.70	461.72
A	1815+35.22	2.38	461.65	461.73
B	1815+45.22	2.38	461.60	461.74
C	1815+55.22	2.38	461.55	461.74
D	1815+65.22	2.38	461.50	461.72
E	1815+75.22	2.38	461.45	461.70
F	1815+85.22	2.38	461.40	461.66
G	1815+95.22	2.38	461.35	461.62
H	1816+05.22	2.38	461.30	461.56
I	1816+15.22	2.38	461.25	461.49
J	1816+25.22	2.38	461.20	461.42
K	1816+35.22	2.38	461.15	461.34
L	1816+45.22	2.38	461.10	461.26
M	1816+55.22	2.38	461.05	461.17
N	1816+65.22	2.38	461.00	461.09
O	1816+75.22	2.38	460.95	461.01
P	1816+85.22	2.38	460.90	460.93
Q	1816+95.22	2.38	460.85	460.87
☉ Brg. Pier 18	1817+08.97	2.38	460.78	460.81
R	1817+18.97	2.38	460.73	460.76
S	1817+28.97	2.38	460.68	460.73
T	1817+38.97	2.38	460.63	460.71
U	1817+48.97	2.38	460.58	460.71
V	1817+58.97	2.38	460.53	460.71
W	1817+68.97	2.38	460.48	460.71
X	1817+78.97	2.38	460.43	460.71
Y	1817+88.97	2.38	460.38	460.70
Z	1817+98.97	2.38	460.33	460.69
AA	1818+08.97	2.38	460.28	460.66
AB	1818+18.97	2.38	460.23	460.63
AC	1818+28.97	2.38	460.18	460.58
AD	1818+38.97	2.38	460.13	460.52
AE	1818+48.97	2.38	460.08	460.46
AF	1818+58.97	2.38	460.03	460.38
AG	1818+68.97	2.38	459.98	460.29
AH	1818+78.97	2.38	459.93	460.19
AI	1818+88.97	2.38	459.88	460.09
AJ	1818+98.97	2.38	459.83	459.99
AK	1819+08.97	2.38	459.78	459.89
AL	1819+18.97	2.38	459.73	459.80
AM	1819+28.97	2.38	459.68	459.72
AN	1819+38.97	2.38	459.63	459.65
☉ Brg. Pier 19	1819+44.97	2.38	459.60	459.63
AO	1819+54.97	2.38	459.55	459.56
AP	1819+64.97	2.38	459.50	459.52
AQ	1819+74.97	2.38	459.45	459.49
AR	1819+84.97	2.38	459.40	459.47
AS	1819+94.97	2.38	459.35	459.46
AT	1820+04.97	2.38	459.30	459.45
AU	1820+14.97	2.38	459.25	459.45
AV	1820+24.97	2.38	459.20	459.43
AW	1820+34.97	2.38	459.15	459.42
AX	1820+44.97	2.38	459.10	459.39
AY	1820+54.97	2.38	459.05	459.36
AZ	1820+64.97	2.38	459.00	459.31

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+74.97	2.38	458.95	459.26
BB	1820+84.97	2.38	458.90	459.20
BC	1820+94.97	2.38	458.85	459.13
BD	1821+04.97	2.38	458.80	459.05
BE	1821+14.97	2.38	458.75	458.96
BF	1821+24.97	2.38	458.70	458.87
BG	1821+34.97	2.38	458.65	458.78
BH	1821+44.97	2.38	458.60	458.69
BI	1821+54.97	2.38	458.55	458.61
BJ	1821+64.97	2.38	458.50	458.53
BK	1821+74.97	2.38	458.45	458.47
☉ Brg. Pier 20	1821+80.97	2.38	458.42	458.45
BL	1821+90.97	2.38	458.37	458.39
BM	1822+00.97	2.38	458.32	458.35
BN	1822+10.97	2.38	458.27	458.33
BO	1822+20.97	2.38	458.22	458.31
BP	1822+30.97	2.38	458.17	458.30
BQ	1822+40.97	2.38	458.12	458.29
BR	1822+50.97	2.38	458.07	458.29
BS	1822+60.97	2.38	458.02	458.27
BT	1822+70.97	2.38	457.97	458.26
BU	1822+80.97	2.38	457.92	458.23
BV	1822+90.97	2.38	457.87	458.20
BW	1823+00.97	2.38	457.82	458.15
BX	1823+10.97	2.38	457.77	458.10
BY	1823+20.97	2.38	457.72	458.03
BZ	1823+30.97	2.38	457.67	457.96
CA	1823+40.97	2.38	457.62	457.88
CB	1823+50.97	2.38	457.57	457.79
CC	1823+60.97	2.38	457.52	457.70
CD	1823+70.97	2.38	457.47	457.61
CE	1823+80.97	2.38	457.42	457.52
CF	1823+90.97	2.38	457.37	457.43
CG	1824+00.97	2.38	457.32	457.35
CH	1824+10.97	2.38	457.27	457.29
☉ Brg. Pier 21	1824+16.97	2.38	457.24	457.26
CI	1824+26.97	2.38	457.19	457.21
CJ	1824+36.97	2.38	457.14	457.17
CK	1824+46.97	2.38	457.09	457.14
CL	1824+56.97	2.38	457.04	457.13
CM	1824+66.97	2.38	456.99	457.12
CN	1824+76.97	2.38	456.94	457.11
CO	1824+86.97	2.38	456.89	457.10
CP	1824+96.97	2.38	456.84	457.09
CQ	1825+06.97	2.38	456.79	457.07
CR	1825+16.97	2.38	456.74	457.05
CS	1825+26.97	2.38	456.69	457.01
CT	1825+36.97	2.38	456.64	456.97
CU	1825+46.97	2.38	456.59	456.91
CV	1825+56.97	2.38	456.54	456.85
CW	1825+66.97	2.38	456.49	456.77
CX	1825+76.97	2.38	456.44	456.69
CY	1825+86.97	2.38	456.39	456.61
CZ	1825+96.97	2.38	456.34	456.52
DA	1826+06.97	2.38	456.29	456.42
DB	1826+16.97	2.38	456.24	456.33

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+26.97	2.38	456.19	456.25
DD	1826+36.97	2.38	456.14	456.17
DE	1826+46.97	2.38	456.09	456.11
☉ Brg. Pier 22	1826+52.97	2.38	456.06	456.08
DF	1826+62.97	2.38	456.01	456.03
DG	1826+72.97	2.38	455.96	455.99
DH	1826+82.97	2.38	455.91	455.96
DI	1826+92.97	2.38	455.86	455.95
DJ	1827+02.97	2.38	455.81	455.94
DK	1827+12.97	2.38	455.76	455.93
DL	1827+22.97	2.38	455.71	455.93
DM	1827+32.97	2.38	455.66	455.91
DN	1827+42.97	2.38	455.61	455.90
DO	1827+52.97	2.38	455.56	455.87
DP	1827+62.97	2.38	455.51	455.84
DQ	1827+72.97	2.38	455.46	455.79
DR	1827+82.97	2.38	455.41	455.74
DS	1827+92.97	2.38	455.36	455.67
DT	1828+02.97	2.38	455.31	455.60
DU	1828+12.97	2.38	455.26	455.52
DV	1828+22.97	2.38	455.21	455.43
DW	1828+32.97	2.38	455.16	455.34
DX	1828+42.97	2.38	455.11	455.25
DY	1828+52.97	2.38	455.06	455.15
DZ	1828+62.97	2.38	455.01	455.07
EA	1828+72.97	2.38	454.96	454.99
EB	1828+82.97	2.38	454.91	454.93
☉ Brg. Pier 23	1828+88.97	2.38	454.88	454.91
EC	1828+98.97	2.38	454.83	454.85
ED	1829+08.97	2.38	454.78	454.81
EE	1829+18.97	2.38	454.73	454.79
EF	1829+28.97	2.38	454.68	454.77
EG	1829+38.97	2.38	454.63	454.76
EH	1829+48.97	2.38	454.58	454.75
EI	1829+58.97	2.38	454.53	454.73
EJ	1829+68.97	2.38	454.48	454.72
EK	1829+78.97	2.38	454.43	454.69
EL	1829+88.97	2.38	454.38	454.66
EM	1829+98.97	2.38	454.33	454.62
EN	1830+08.97	2.38	454.28	454.57
EO	1830+18.97	2.38	454.23	454.51
EP	1830+28.97	2.38	454.18	454.43
EQ	1830+38.97	2.38	454.13	454.35
ER	1830+48.97	2.38	454.08	454.25
ES	1830+58.97	2.38	454.03	454.14
☉ W. Brg. Pier 24	1830+72.72	2.38	453.96	453.98
☉ Exp. Jt. Pier 24	1830+74.88	2.38	453.95	453.97

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\606045087\_1011060-0350-D876190-06-28aTOS.dgn

**HORNER SHIFRIN**  
Teaming with: **PARSONS**

USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 4  
STRUCTURE NO. 060-0350 (EB)

SHEET 46 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	246
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 17	1815+20.75	12.79	461.90	461.92
☉ E. Brg. Pier 17	1815+23.00	12.79	461.89	461.91
A	1815+33.00	12.79	461.84	461.92
B	1815+43.00	12.79	461.79	461.93
C	1815+53.00	12.79	461.74	461.93
D	1815+63.00	12.79	461.69	461.91
E	1815+73.00	12.79	461.64	461.89
F	1815+83.00	12.79	461.59	461.85
G	1815+93.00	12.79	461.54	461.80
H	1816+03.00	12.79	461.49	461.75
I	1816+13.00	12.79	461.44	461.68
J	1816+23.00	12.79	461.39	461.61
K	1816+33.00	12.79	461.34	461.53
L	1816+43.00	12.79	461.29	461.44
M	1816+53.00	12.79	461.24	461.36
N	1816+63.00	12.79	461.19	461.27
O	1816+73.00	12.79	461.14	461.19
P	1816+83.00	12.79	461.09	461.12
Q	1816+93.00	12.79	461.04	461.06
☉ Brg. Pier 18	1817+06.75	12.79	460.97	460.99
R	1817+16.75	12.79	460.92	460.94
S	1817+26.75	12.79	460.87	460.91
T	1817+36.75	12.79	460.82	460.90
U	1817+46.75	12.79	460.77	460.89
V	1817+56.75	12.79	460.72	460.89
W	1817+66.75	12.79	460.67	460.89
X	1817+76.75	12.79	460.62	460.89
Y	1817+86.75	12.79	460.57	460.89
Z	1817+96.75	12.79	460.52	460.87
AA	1818+06.75	12.79	460.47	460.85
AB	1818+16.75	12.79	460.42	460.82
AC	1818+26.75	12.79	460.37	460.77
AD	1818+36.75	12.79	460.32	460.71
AE	1818+46.75	12.79	460.27	460.64
AF	1818+56.75	12.79	460.22	460.56
AG	1818+66.75	12.79	460.17	460.47
AH	1818+76.75	12.79	460.12	460.38
AI	1818+86.75	12.79	460.07	460.28
AJ	1818+96.75	12.79	460.02	460.18
AK	1819+06.75	12.79	459.97	460.08
AL	1819+16.75	12.79	459.92	459.99
AM	1819+26.75	12.79	459.87	459.91
AN	1819+36.75	12.79	459.82	459.84
☉ Brg. Pier 19	1819+42.75	12.79	459.79	459.81
AO	1819+52.75	12.79	459.74	459.75
AP	1819+62.75	12.79	459.69	459.71
AQ	1819+72.75	12.79	459.64	459.68
AR	1819+82.75	12.79	459.59	459.66
AS	1819+92.75	12.79	459.54	459.65
AT	1820+02.75	12.79	459.49	459.64
AU	1820+12.75	12.79	459.44	459.63
AV	1820+22.75	12.79	459.39	459.62
AW	1820+32.75	12.79	459.34	459.60
AX	1820+42.75	12.79	459.29	459.58
AY	1820+52.75	12.79	459.24	459.55
AZ	1820+62.75	12.79	459.19	459.50

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+72.75	12.79	459.14	459.45
BB	1820+82.75	12.79	459.09	459.39
BC	1820+92.75	12.79	459.04	459.31
BD	1821+02.75	12.79	458.99	459.23
BE	1821+12.75	12.79	458.94	459.15
BF	1821+22.75	12.79	458.89	459.06
BG	1821+32.75	12.79	458.84	458.97
BH	1821+42.75	12.79	458.79	458.88
BI	1821+52.75	12.79	458.74	458.79
BJ	1821+62.75	12.79	458.69	458.72
BK	1821+72.75	12.79	458.64	458.66
☉ Brg. Pier 20	1821+78.75	12.79	458.61	458.63
BL	1821+88.75	12.79	458.56	458.58
BM	1821+98.75	12.79	458.51	458.54
BN	1822+08.75	12.79	458.46	458.51
BO	1822+18.75	12.79	458.41	458.50
BP	1822+28.75	12.79	458.36	458.49
BQ	1822+38.75	12.79	458.31	458.48
BR	1822+48.75	12.79	458.26	458.47
BS	1822+58.75	12.79	458.21	458.46
BT	1822+68.75	12.79	458.16	458.44
BU	1822+78.75	12.79	458.11	458.42
BV	1822+88.75	12.79	458.06	458.38
BW	1822+98.75	12.79	458.01	458.34
BX	1823+08.75	12.79	457.96	458.28
BY	1823+18.75	12.79	457.91	458.22
BZ	1823+28.75	12.79	457.86	458.15
CA	1823+38.75	12.79	457.81	458.07
CB	1823+48.75	12.79	457.76	457.98
CC	1823+58.75	12.79	457.71	457.89
CD	1823+68.75	12.79	457.66	457.79
CE	1823+78.75	12.79	457.61	457.70
CF	1823+88.75	12.79	457.56	457.62
CG	1823+98.75	12.79	457.51	457.54
CH	1824+08.75	12.79	457.46	457.48
☉ Brg. Pier 21	1824+14.75	12.79	457.43	457.45
CI	1824+24.75	12.79	457.38	457.40
CJ	1824+34.75	12.79	457.33	457.36
CK	1824+44.75	12.79	457.28	457.33
CL	1824+54.75	12.79	457.23	457.31
CM	1824+64.75	12.79	457.18	457.31
CN	1824+74.75	12.79	457.13	457.30
CO	1824+84.75	12.79	457.08	457.29
CP	1824+94.75	12.79	457.03	457.28
CQ	1825+04.75	12.79	456.98	457.26
CR	1825+14.75	12.79	456.93	457.23
CS	1825+24.75	12.79	456.88	457.20
CT	1825+34.75	12.79	456.83	457.15
CU	1825+44.75	12.79	456.78	457.10
CV	1825+54.75	12.79	456.73	457.04
CW	1825+64.75	12.79	456.68	456.96
CX	1825+74.75	12.79	456.63	456.88
CY	1825+84.75	12.79	456.58	456.79
CZ	1825+94.75	12.79	456.53	456.70
DA	1826+04.75	12.79	456.48	456.61
DB	1826+14.75	12.79	456.43	456.52

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+24.75	12.79	456.38	456.44
DD	1826+34.75	12.79	456.33	456.36
DE	1826+44.75	12.79	456.28	456.30
☉ Brg. Pier 22	1826+50.75	12.79	456.25	456.27
DF	1826+60.75	12.79	456.20	456.22
DG	1826+70.75	12.79	456.15	456.18
DH	1826+80.75	12.79	456.10	456.15
DI	1826+90.75	12.79	456.05	456.14
DJ	1827+00.75	12.79	456.00	456.13
DK	1827+10.75	12.79	455.95	456.12
DL	1827+20.75	12.79	455.90	456.11
DM	1827+30.75	12.79	455.85	456.10
DN	1827+40.75	12.79	455.80	456.08
DO	1827+50.75	12.79	455.75	456.06
DP	1827+60.75	12.79	455.70	456.02
DQ	1827+70.75	12.79	455.65	455.98
DR	1827+80.75	12.79	455.60	455.93
DS	1827+90.75	12.79	455.55	455.86
DT	1828+00.75	12.79	455.50	455.79
DU	1828+10.75	12.79	455.45	455.71
DV	1828+20.75	12.79	455.40	455.62
DW	1828+30.75	12.79	455.35	455.53
DX	1828+40.75	12.79	455.30	455.43
DY	1828+50.75	12.79	455.25	455.34
DZ	1828+60.75	12.79	455.20	455.26
EA	1828+70.75	12.79	455.15	455.18
EB	1828+80.75	12.79	455.10	455.12
☉ Brg. Pier 23	1828+86.75	12.79	455.07	455.09
EC	1828+96.75	12.79	455.02	455.04
ED	1829+06.75	12.79	454.97	455.00
EE	1829+16.75	12.79	454.92	454.98
EF	1829+26.75	12.79	454.87	454.96
EG	1829+36.75	12.79	454.82	454.95
EH	1829+46.75	12.79	454.77	454.93
EI	1829+56.75	12.79	454.72	454.92
EJ	1829+66.75	12.79	454.67	454.90
EK	1829+76.75	12.79	454.62	454.88
EL	1829+86.75	12.79	454.57	454.85
EM	1829+96.75	12.79	454.52	454.81
EN	1830+06.75	12.79	454.47	454.76
EO	1830+16.75	12.79	454.42	454.70
EP	1830+26.75	12.79	454.37	454.62
EQ	1830+36.75	12.79	454.32	454.54
ER	1830+46.75	12.79	454.27	454.44
ES	1830+56.75	12.79	454.22	454.33
☉ W. Brg. Pier 24	1830+70.51	12.79	454.15	454.17
☉ Exp. Jt. Pier 24	1830+72.67	12.79	454.14	454.16

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CIS4\PDF\606045087\_102\060-0350-0876\90-06-29aTOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 5  
STRUCTURE NO. 060-0350 (EB)

SHEET 47 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	247
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 17	1815+18.54	23.21	461.70	461.72
☉ E. Brg. Pier 17	1815+20.79	23.21	461.69	461.71
A	1815+30.79	23.21	461.64	461.73
B	1815+40.79	23.21	461.59	461.73
C	1815+50.79	23.21	461.54	461.73
D	1815+60.79	23.21	461.49	461.71
E	1815+70.79	23.21	461.44	461.69
F	1815+80.79	23.21	461.39	461.65
G	1815+90.79	23.21	461.34	461.61
H	1816+00.79	23.21	461.29	461.55
I	1816+10.79	23.21	461.24	461.48
J	1816+20.79	23.21	461.19	461.41
K	1816+30.79	23.21	461.14	461.33
L	1816+40.79	23.21	461.09	461.25
M	1816+50.79	23.21	461.04	461.16
N	1816+60.79	23.21	460.99	461.08
O	1816+70.79	23.21	460.94	461.00
P	1816+80.79	23.21	460.89	460.92
Q	1816+90.79	23.21	460.84	460.86
☉ Brg. Pier 18	1817+04.54	23.21	460.77	460.80
R	1817+14.54	23.21	460.72	460.75
S	1817+24.54	23.21	460.67	460.72
T	1817+34.54	23.21	460.62	460.70
U	1817+44.54	23.21	460.57	460.70
V	1817+54.54	23.21	460.52	460.70
W	1817+64.54	23.21	460.47	460.70
X	1817+74.54	23.21	460.42	460.70
Y	1817+84.54	23.21	460.37	460.69
Z	1817+94.54	23.21	460.32	460.68
AA	1818+04.54	23.21	460.27	460.65
AB	1818+14.54	23.21	460.22	460.62
AC	1818+24.54	23.21	460.17	460.57
AD	1818+34.54	23.21	460.12	460.51
AE	1818+44.54	23.21	460.07	460.45
AF	1818+54.54	23.21	460.02	460.37
AG	1818+64.54	23.21	459.97	460.28
AH	1818+74.54	23.21	459.92	460.18
AI	1818+84.54	23.21	459.87	460.08
AJ	1818+94.54	23.21	459.82	459.98
AK	1819+04.54	23.21	459.77	459.88
AL	1819+14.54	23.21	459.72	459.79
AM	1819+24.54	23.21	459.67	459.71
AN	1819+34.54	23.21	459.62	459.64
☉ Brg. Pier 19	1819+40.54	23.21	459.59	459.62
AO	1819+50.54	23.21	459.54	459.55
AP	1819+60.54	23.21	459.49	459.51
AQ	1819+70.54	23.21	459.44	459.48
AR	1819+80.54	23.21	459.39	459.46
AS	1819+90.54	23.21	459.34	459.45
AT	1820+00.54	23.21	459.29	459.44
AU	1820+10.54	23.21	459.24	459.44
AV	1820+20.54	23.21	459.19	459.42
AW	1820+30.54	23.21	459.14	459.41
AX	1820+40.54	23.21	459.09	459.38
AY	1820+50.54	23.21	459.04	459.35
AZ	1820+60.54	23.21	458.99	459.30

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+70.54	23.21	458.94	459.25
BB	1820+80.54	23.21	458.89	459.19
BC	1820+90.54	23.21	458.84	459.12
BD	1821+00.54	23.21	458.79	459.04
BE	1821+10.54	23.21	458.74	458.95
BF	1821+20.54	23.21	458.69	458.86
BG	1821+30.54	23.21	458.64	458.77
BH	1821+40.54	23.21	458.59	458.68
BI	1821+50.54	23.21	458.54	458.60
BJ	1821+60.54	23.21	458.49	458.52
BK	1821+70.54	23.21	458.44	458.46
☉ Brg. Pier 20	1821+76.54	23.21	458.41	458.44
BL	1821+86.54	23.21	458.36	458.38
BM	1821+96.54	23.21	458.31	458.34
BN	1822+06.54	23.21	458.26	458.32
BO	1822+16.54	23.21	458.21	458.30
BP	1822+26.54	23.21	458.16	458.29
BQ	1822+36.54	23.21	458.11	458.28
BR	1822+46.54	23.21	458.06	458.28
BS	1822+56.54	23.21	458.01	458.26
BT	1822+66.54	23.21	457.96	458.25
BU	1822+76.54	23.21	457.91	458.22
BV	1822+86.54	23.21	457.86	458.19
BW	1822+96.54	23.21	457.81	458.14
BX	1823+06.54	23.21	457.76	458.09
BY	1823+16.54	23.21	457.71	458.02
BZ	1823+26.54	23.21	457.66	457.95
CA	1823+36.54	23.21	457.61	457.87
CB	1823+46.54	23.21	457.56	457.78
CC	1823+56.54	23.21	457.51	457.69
CD	1823+66.54	23.21	457.46	457.60
CE	1823+76.54	23.21	457.41	457.51
CF	1823+86.54	23.21	457.36	457.42
CG	1823+96.54	23.21	457.31	457.34
CH	1824+06.54	23.21	457.26	457.28
☉ Brg. Pier 21	1824+12.54	23.21	457.23	457.26
CI	1824+22.54	23.21	457.18	457.20
CJ	1824+32.54	23.21	457.13	457.16
CK	1824+42.54	23.21	457.08	457.13
CL	1824+52.54	23.21	457.03	457.12
CM	1824+62.54	23.21	456.98	457.11
CN	1824+72.54	23.21	456.93	457.10
CO	1824+82.54	23.21	456.88	457.09
CP	1824+92.54	23.21	456.83	457.08
CQ	1825+02.54	23.21	456.78	457.06
CR	1825+12.54	23.21	456.73	457.04
CS	1825+22.54	23.21	456.68	457.00
CT	1825+32.54	23.21	456.63	456.96
CU	1825+42.54	23.21	456.58	456.90
CV	1825+52.54	23.21	456.53	456.84
CW	1825+62.54	23.21	456.48	456.77
CX	1825+72.54	23.21	456.43	456.68
CY	1825+82.54	23.21	456.38	456.60
CZ	1825+92.54	23.21	456.33	456.51
DA	1826+02.54	23.21	456.28	456.41
DB	1826+12.54	23.21	456.23	456.32

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+22.54	23.21	456.18	456.24
DD	1826+32.54	23.21	456.13	456.16
DE	1826+42.54	23.21	456.08	456.10
☉ Brg. Pier 22	1826+48.54	23.21	456.05	456.08
DF	1826+58.54	23.21	456.00	456.02
DG	1826+68.54	23.21	455.95	455.98
DH	1826+78.54	23.21	455.90	455.96
DI	1826+88.54	23.21	455.85	455.94
DJ	1826+98.54	23.21	455.80	455.93
DK	1827+08.54	23.21	455.75	455.92
DL	1827+18.54	23.21	455.70	455.92
DM	1827+28.54	23.21	455.65	455.91
DN	1827+38.54	23.21	455.60	455.89
DO	1827+48.54	23.21	455.55	455.86
DP	1827+58.54	23.21	455.50	455.83
DQ	1827+68.54	23.21	455.45	455.78
DR	1827+78.54	23.21	455.40	455.73
DS	1827+88.54	23.21	455.35	455.66
DT	1827+98.54	23.21	455.30	455.59
DU	1828+08.54	23.21	455.25	455.51
DV	1828+18.54	23.21	455.20	455.42
DW	1828+28.54	23.21	455.15	455.33
DX	1828+38.54	23.21	455.10	455.24
DY	1828+48.54	23.21	455.05	455.14
DZ	1828+58.54	23.21	455.00	455.06
EA	1828+68.54	23.21	454.95	454.98
EB	1828+78.54	23.21	454.90	454.92
☉ Brg. Pier 23	1828+84.54	23.21	454.87	454.90
EC	1828+94.54	23.21	454.82	454.84
ED	1829+04.54	23.21	454.77	454.80
EE	1829+14.54	23.21	454.72	454.78
EF	1829+24.54	23.21	454.67	454.76
EG	1829+34.54	23.21	454.62	454.75
EH	1829+44.54	23.21	454.57	454.74
EI	1829+54.54	23.21	454.52	454.72
EJ	1829+64.54	23.21	454.47	454.71
EK	1829+74.54	23.21	454.42	454.68
EL	1829+84.54	23.21	454.37	454.65
EM	1829+94.54	23.21	454.32	454.61
EN	1830+04.54	23.21	454.27	454.56
EO	1830+14.54	23.21	454.22	454.50
EP	1830+24.54	23.21	454.17	454.42
EQ	1830+34.54	23.21	454.12	454.34
ER	1830+44.54	23.21	454.07	454.24
ES	1830+54.54	23.21	454.02	454.13
☉ W. Brg. Pier 24	1830+68.30	23.21	453.95	453.97
☉ Exp. Jt. Pier 24	1830+70.46	23.21	453.94	453.96

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\606045087\_103\060-0350-0876190-01a-30aTOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
	CHECKED - PY	REVISED -
PLOT SCALE =	DRAWN - JB	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 6  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	248
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 17	1815+16.32	33.63	461.51	461.53
☉ E. Brg. Pier 17	1815+18.57	33.63	461.50	461.51
A	1815+28.57	33.63	461.45	461.53
B	1815+38.57	33.63	461.40	461.53
C	1815+48.57	33.63	461.35	461.53
D	1815+58.57	33.63	461.30	461.52
E	1815+68.57	33.63	461.25	461.49
F	1815+78.57	33.63	461.20	461.46
G	1815+88.57	33.63	461.15	461.41
H	1815+98.57	33.63	461.10	461.35
I	1816+08.57	33.63	461.05	461.29
J	1816+18.57	33.63	461.00	461.21
K	1816+28.57	33.63	460.95	461.13
L	1816+38.57	33.63	460.90	461.05
M	1816+48.57	33.63	460.85	460.96
N	1816+58.57	33.63	460.80	460.88
O	1816+68.57	33.63	460.75	460.80
P	1816+78.57	33.63	460.70	460.72
Q	1816+88.57	33.63	460.65	460.66
☉ Brg. Pier 18	1817+02.32	33.63	460.58	460.60
R	1817+12.32	33.63	460.53	460.55
S	1817+22.32	33.63	460.48	460.52
T	1817+32.32	33.63	460.43	460.50
U	1817+42.32	33.63	460.38	460.50
V	1817+52.32	33.63	460.33	460.50
W	1817+62.32	33.63	460.28	460.50
X	1817+72.32	33.63	460.23	460.50
Y	1817+82.32	33.63	460.18	460.49
Z	1817+92.32	33.63	460.13	460.48
AA	1818+02.32	33.63	460.08	460.45
AB	1818+12.32	33.63	460.03	460.42
AC	1818+22.32	33.63	459.98	460.37
AD	1818+32.32	33.63	459.93	460.32
AE	1818+42.32	33.63	459.88	460.25
AF	1818+52.32	33.63	459.83	460.17
AG	1818+62.32	33.63	459.78	460.08
AH	1818+72.32	33.63	459.73	459.98
AI	1818+82.32	33.63	459.68	459.88
AJ	1818+92.32	33.63	459.63	459.78
AK	1819+02.32	33.63	459.58	459.68
AL	1819+12.32	33.63	459.53	459.59
AM	1819+22.32	33.63	459.48	459.51
AN	1819+32.32	33.63	459.43	459.45
☉ Brg. Pier 19	1819+38.32	33.63	459.40	459.42
AO	1819+48.32	33.63	459.35	459.36
AP	1819+58.32	33.63	459.30	459.31
AQ	1819+68.32	33.63	459.25	459.28
AR	1819+78.32	33.63	459.20	459.27
AS	1819+88.32	33.63	459.15	459.26
AT	1819+98.32	33.63	459.10	459.25
AU	1820+08.32	33.63	459.05	459.24
AV	1820+18.32	33.63	459.00	459.23
AW	1820+28.32	33.63	458.95	459.21
AX	1820+38.32	33.63	458.90	459.18
AY	1820+48.32	33.63	458.85	459.15
AZ	1820+58.32	33.63	458.80	459.11

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+68.32	33.63	458.75	459.05
BB	1820+78.32	33.63	458.70	458.99
BC	1820+88.32	33.63	458.65	458.92
BD	1820+98.32	33.63	458.60	458.84
BE	1821+08.32	33.63	458.55	458.75
BF	1821+18.32	33.63	458.50	458.66
BG	1821+28.32	33.63	458.45	458.57
BH	1821+38.32	33.63	458.40	458.48
BI	1821+48.32	33.63	458.35	458.40
BJ	1821+58.32	33.63	458.30	458.33
BK	1821+68.32	33.63	458.25	458.27
☉ Brg. Pier 20	1821+74.32	33.63	458.22	458.24
BL	1821+84.32	33.63	458.17	458.18
BM	1821+94.32	33.63	458.12	458.14
BN	1822+04.32	33.63	458.07	458.12
BO	1822+14.32	33.63	458.02	458.10
BP	1822+24.32	33.63	457.97	458.09
BQ	1822+34.32	33.63	457.92	458.09
BR	1822+44.32	33.63	457.87	458.08
BS	1822+54.32	33.63	457.82	458.07
BT	1822+64.32	33.63	457.77	458.05
BU	1822+74.32	33.63	457.72	458.02
BV	1822+84.32	33.63	457.67	457.99
BW	1822+94.32	33.63	457.62	457.94
BX	1823+04.32	33.63	457.57	457.89
BY	1823+14.32	33.63	457.52	457.83
BZ	1823+24.32	33.63	457.47	457.75
CA	1823+34.32	33.63	457.42	457.67
CB	1823+44.32	33.63	457.37	457.58
CC	1823+54.32	33.63	457.32	457.49
CD	1823+64.32	33.63	457.27	457.40
CE	1823+74.32	33.63	457.22	457.31
CF	1823+84.32	33.63	457.17	457.22
CG	1823+94.32	33.63	457.12	457.15
CH	1824+04.32	33.63	457.07	457.09
☉ Brg. Pier 21	1824+10.32	33.63	457.04	457.06
CI	1824+20.32	33.63	456.99	457.00
CJ	1824+30.32	33.63	456.94	456.96
CK	1824+40.32	33.63	456.89	456.94
CL	1824+50.32	33.63	456.84	456.92
CM	1824+60.32	33.63	456.79	456.91
CN	1824+70.32	33.63	456.74	456.90
CO	1824+80.32	33.63	456.69	456.89
CP	1824+90.32	33.63	456.64	456.88
CQ	1825+00.32	33.63	456.59	456.86
CR	1825+10.32	33.63	456.54	456.84
CS	1825+20.32	33.63	456.49	456.80
CT	1825+30.32	33.63	456.44	456.76
CU	1825+40.32	33.63	456.39	456.71
CV	1825+50.32	33.63	456.34	456.64
CW	1825+60.32	33.63	456.29	456.57
CX	1825+70.32	33.63	456.24	456.49
CY	1825+80.32	33.63	456.19	456.40
CZ	1825+90.32	33.63	456.14	456.31
DA	1826+00.32	33.63	456.09	456.22
DB	1826+10.32	33.63	456.04	456.13

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+20.32	33.63	455.99	456.04
DD	1826+30.32	33.63	455.94	455.97
DE	1826+40.32	33.63	455.89	455.91
☉ Brg. Pier 22	1826+46.32	33.63	455.86	455.88
DF	1826+56.32	33.63	455.81	455.82
DG	1826+66.32	33.63	455.76	455.78
DH	1826+76.32	33.63	455.71	455.76
DI	1826+86.32	33.63	455.66	455.74
DJ	1826+96.32	33.63	455.61	455.73
DK	1827+06.32	33.63	455.56	455.73
DL	1827+16.32	33.63	455.51	455.72
DM	1827+26.32	33.63	455.46	455.71
DN	1827+36.32	33.63	455.41	455.69
DO	1827+46.32	33.63	455.36	455.66
DP	1827+56.32	33.63	455.31	455.63
DQ	1827+66.32	33.63	455.26	455.59
DR	1827+76.32	33.63	455.21	455.53
DS	1827+86.32	33.63	455.16	455.47
DT	1827+96.32	33.63	455.11	455.39
DU	1828+06.32	33.63	455.06	455.31
DV	1828+16.32	33.63	455.01	455.22
DW	1828+26.32	33.63	454.96	455.13
DX	1828+36.32	33.63	454.91	455.04
DY	1828+46.32	33.63	454.86	454.95
DZ	1828+56.32	33.63	454.81	454.86
EA	1828+66.32	33.63	454.76	454.79
EB	1828+76.32	33.63	454.71	454.73
☉ Brg. Pier 23	1828+82.32	33.63	454.68	454.70
EC	1828+92.32	33.63	454.63	454.65
ED	1829+02.32	33.63	454.58	454.61
EE	1829+12.32	33.63	454.53	454.58
EF	1829+22.32	33.63	454.48	454.56
EG	1829+32.32	33.63	454.43	454.55
EH	1829+42.32	33.63	454.38	454.54
EI	1829+52.32	33.63	454.33	454.53
EJ	1829+62.32	33.63	454.28	454.51
EK	1829+72.32	33.63	454.23	454.49
EL	1829+82.32	33.63	454.18	454.46
EM	1829+92.32	33.63	454.13	454.41
EN	1830+02.32	33.63	454.08	454.36
EO	1830+12.32	33.63	454.03	454.30
EP	1830+22.32	33.63	453.98	454.23
EQ	1830+32.32	33.63	453.93	454.14
ER	1830+42.32	33.63	453.88	454.04
ES	1830+52.32	33.63	453.83	453.94
☉ W. Brg. Pier 24	1830+66.08	33.63	453.76	453.78
☉ Exp. Jt. Pier 24	1830+68.24	33.63	453.75	453.77

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

MODEL: Default  
FILE NAME: C:\CS4\PDF\606045087\_104\060-0350-0876\90-01a-3\1aTOS.dgn



USER NAME =	DESIGNED - ASP	REVISED -
PLOT SCALE =	CHECKED - PY	REVISED -
PLOT DATE =	DRAWN - JB	REVISED -
	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 7  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	249
			CONTRACT NO. 76190	
SHEET 49 OF 292 SHEETS		ILLINOIS FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 17	1815+14.11	44.04	461.31	461.33
☉ E. Brg. Pier 17	1815+16.36	44.04	461.30	461.32
A	1815+26.36	44.04	461.25	461.33
B	1815+36.36	44.04	461.20	461.33
C	1815+46.36	44.04	461.15	461.32
D	1815+56.36	44.04	461.10	461.30
E	1815+66.36	44.04	461.05	461.28
F	1815+76.36	44.04	461.00	461.24
G	1815+86.36	44.04	460.95	461.19
H	1815+96.36	44.04	460.90	461.14
I	1816+06.36	44.04	460.85	461.07
J	1816+16.36	44.04	460.80	461.00
K	1816+26.36	44.04	460.75	460.92
L	1816+36.36	44.04	460.70	460.84
M	1816+46.36	44.04	460.65	460.76
N	1816+56.36	44.04	460.60	460.68
O	1816+66.36	44.04	460.55	460.60
P	1816+76.36	44.04	460.50	460.53
Q	1816+86.36	44.04	460.45	460.47
☉ Brg. Pier 18	1817+00.11	44.04	460.38	460.40
R	1817+10.11	44.04	460.33	460.35
S	1817+20.11	44.04	460.28	460.32
T	1817+30.11	44.04	460.23	460.30
U	1817+40.11	44.04	460.18	460.29
V	1817+50.11	44.04	460.13	460.28
W	1817+60.11	44.04	460.08	460.28
X	1817+70.11	44.04	460.03	460.27
Y	1817+80.11	44.04	459.98	460.26
Z	1817+90.11	44.04	459.93	460.24
AA	1818+00.11	44.04	459.88	460.22
AB	1818+10.11	44.04	459.83	460.18
AC	1818+20.11	44.04	459.78	460.13
AD	1818+30.11	44.04	459.73	460.08
AE	1818+40.11	44.04	459.68	460.01
AF	1818+50.11	44.04	459.63	459.93
AG	1818+60.11	44.04	459.58	459.85
AH	1818+70.11	44.04	459.53	459.76
AI	1818+80.11	44.04	459.48	459.66
AJ	1818+90.11	44.04	459.43	459.57
AK	1819+00.11	44.04	459.38	459.48
AL	1819+10.11	44.04	459.33	459.39
AM	1819+20.11	44.04	459.28	459.31
AN	1819+30.11	44.04	459.23	459.25
☉ Brg. Pier 19	1819+36.11	44.04	459.20	459.22
AO	1819+46.11	44.04	459.15	459.16
AP	1819+56.11	44.04	459.10	459.12
AQ	1819+66.11	44.04	459.05	459.09
AR	1819+76.11	44.04	459.00	459.07
AS	1819+86.11	44.04	458.95	459.05
AT	1819+96.11	44.04	458.90	459.04
AU	1820+06.11	44.04	458.85	459.03
AV	1820+16.11	44.04	458.80	459.01
AW	1820+26.11	44.04	458.75	458.99
AX	1820+36.11	44.04	458.70	458.96
AY	1820+46.11	44.04	458.65	458.93
AZ	1820+56.11	44.04	458.60	458.88

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+66.11	44.04	458.55	458.83
BB	1820+76.11	44.04	458.50	458.77
BC	1820+86.11	44.04	458.45	458.70
BD	1820+96.11	44.04	458.40	458.62
BE	1821+06.11	44.04	458.35	458.54
BF	1821+16.11	44.04	458.30	458.45
BG	1821+26.11	44.04	458.25	458.36
BH	1821+36.11	44.04	458.20	458.28
BI	1821+46.11	44.04	458.15	458.20
BJ	1821+56.11	44.04	458.10	458.13
BK	1821+66.11	44.04	458.05	458.07
☉ Brg. Pier 20	1821+72.11	44.04	458.02	458.04
BL	1821+82.11	44.04	457.97	457.99
BM	1821+92.11	44.04	457.92	457.95
BN	1822+02.11	44.04	457.87	457.92
BO	1822+12.11	44.04	457.82	457.90
BP	1822+22.11	44.04	457.77	457.89
BQ	1822+32.11	44.04	457.72	457.88
BR	1822+42.11	44.04	457.67	457.86
BS	1822+52.11	44.04	457.62	457.85
BT	1822+62.11	44.04	457.57	457.83
BU	1822+72.11	44.04	457.52	457.80
BV	1822+82.11	44.04	457.47	457.76
BW	1822+92.11	44.04	457.42	457.72
BX	1823+02.11	44.04	457.37	457.66
BY	1823+12.11	44.04	457.32	457.60
BZ	1823+22.11	44.04	457.27	457.53
CA	1823+32.11	44.04	457.22	457.45
CB	1823+42.11	44.04	457.17	457.37
CC	1823+52.11	44.04	457.12	457.28
CD	1823+62.11	44.04	457.07	457.19
CE	1823+72.11	44.04	457.02	457.10
CF	1823+82.11	44.04	456.97	457.02
CG	1823+92.11	44.04	456.92	456.95
CH	1824+02.11	44.04	456.87	456.89
☉ Brg. Pier 21	1824+08.11	44.04	456.84	456.86
CI	1824+18.11	44.04	456.79	456.80
CJ	1824+28.11	44.04	456.74	456.76
CK	1824+38.11	44.04	456.69	456.74
CL	1824+48.11	44.04	456.64	456.72
CM	1824+58.11	44.04	456.59	456.70
CN	1824+68.11	44.04	456.54	456.69
CO	1824+78.11	44.04	456.49	456.68
CP	1824+88.11	44.04	456.44	456.66
CQ	1824+98.11	44.04	456.39	456.64
CR	1825+08.11	44.04	456.34	456.61
CS	1825+18.11	44.04	456.29	456.58
CT	1825+28.11	44.04	456.24	456.53
CU	1825+38.11	44.04	456.19	456.48
CV	1825+48.11	44.04	456.14	456.41
CW	1825+58.11	44.04	456.09	456.34
CX	1825+68.11	44.04	456.04	456.27
CY	1825+78.11	44.04	455.99	456.18
CZ	1825+88.11	44.04	455.94	456.10
DA	1825+98.11	44.04	455.89	456.01
DB	1826+08.11	44.04	455.84	455.92

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+18.11	44.04	455.79	455.84
DD	1826+28.11	44.04	455.74	455.77
DE	1826+38.11	44.04	455.69	455.71
☉ Brg. Pier 22	1826+44.11	44.04	455.66	455.68
DF	1826+54.11	44.04	455.61	455.63
DG	1826+64.11	44.04	455.56	455.59
DH	1826+74.11	44.04	455.51	455.56
DI	1826+84.11	44.04	455.46	455.54
DJ	1826+94.11	44.04	455.41	455.53
DK	1827+04.11	44.04	455.36	455.52
DL	1827+14.11	44.04	455.31	455.50
DM	1827+24.11	44.04	455.26	455.49
DN	1827+34.11	44.04	455.21	455.47
DO	1827+44.11	44.04	455.16	455.44
DP	1827+54.11	44.04	455.11	455.40
DQ	1827+64.11	44.04	455.06	455.36
DR	1827+74.11	44.04	455.01	455.30
DS	1827+84.11	44.04	454.96	455.24
DT	1827+94.11	44.04	454.91	455.17
DU	1828+04.11	44.04	454.86	455.09
DV	1828+14.11	44.04	454.81	455.01
DW	1828+24.11	44.04	454.76	454.92
DX	1828+34.11	44.04	454.71	454.83
DY	1828+44.11	44.04	454.66	454.74
DZ	1828+54.11	44.04	454.61	454.66
EA	1828+64.11	44.04	454.56	454.59
EB	1828+74.11	44.04	454.51	454.53
☉ Brg. Pier 23	1828+80.11	44.04	454.48	454.50
EC	1828+90.11	44.04	454.43	454.45
ED	1829+00.11	44.04	454.38	454.41
EE	1829+10.11	44.04	454.33	454.38
EF	1829+20.11	44.04	454.28	454.36
EG	1829+30.11	44.04	454.23	454.34
EH	1829+40.11	44.04	454.18	454.33
EI	1829+50.11	44.04	454.13	454.31
EJ	1829+60.11	44.04	454.08	454.29
EK	1829+70.11	44.04	454.03	454.27
EL	1829+80.11	44.04	453.98	454.23
EM	1829+90.11	44.04	453.93	454.19
EN	1830+00.11	44.04	453.88	454.14
EO	1830+10.11	44.04	453.83	454.08
EP	1830+20.11	44.04	453.78	454.01
EQ	1830+30.11	44.04	453.73	453.92
ER	1830+40.11	44.04	453.68	453.83
ES	1830+50.11	44.04	453.63	453.73
☉ W. Brg. Pier 24	1830+63.87	44.04	453.56	453.58
☉ Exp. Jt. Pier 24	1830+66.03	44.04	453.55	453.57

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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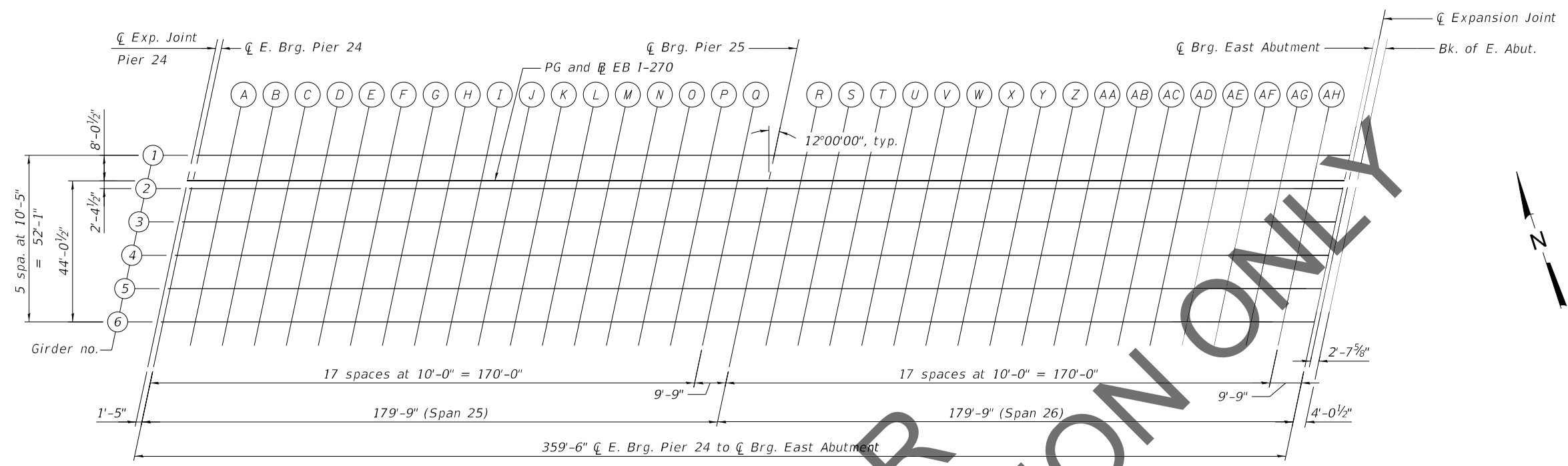
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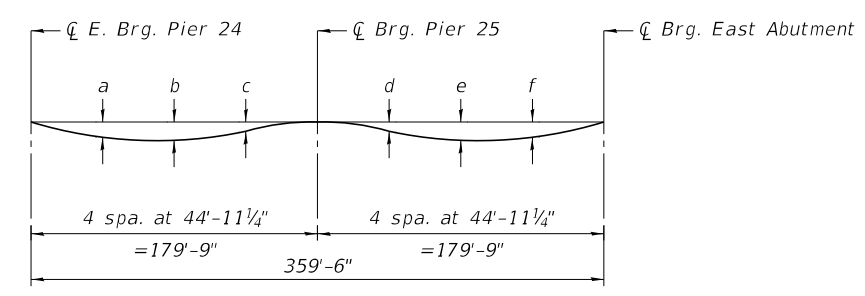
TOP OF SLAB ELEVATIONS, UNIT 4 - 8  
STRUCTURE NO. 060-0350 (EB)

SHEET 50 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	250
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



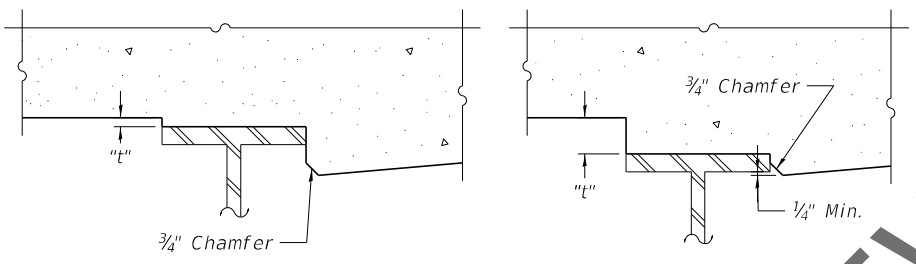
PLAN



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 and grinding as shown on sheets 52 thru 53 of 292.



FILLET HEIGHTS

To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 52 thru 53 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 52 thru 53 of 292. For grinding the deck, see Special Provisions.

Location	Interior Girder	Exterior Girder
a	4 1/8"	3 5/8"
b	4 3/8"	4 1/8"
c	1 7/8"	1 3/4"
d	0 7/8"	0 3/4"
e	3"	2 3/4"
f	3"	2 3/4"

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TOP OF SLAB ELEVATIONS, UNIT 5 - 1  
STRUCTURE NO. 060-0350 (EB)

SHEET 51 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	251
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☐ Exp. Jt. Pier 24	1830+77.10	-8.04	453.73	453.75
☐ E. Brg. Pier 24	1830+78.52	-8.04	453.73	453.75
A	1830+88.52	-8.04	453.68	453.78
B	1830+98.52	-8.04	453.63	453.81
C	1831+08.52	-8.04	453.58	453.83
D	1831+18.52	-8.04	453.53	453.84
E	1831+28.52	-8.04	453.48	453.83
F	1831+38.52	-8.04	453.43	453.81
G	1831+48.52	-8.04	453.38	453.77
H	1831+58.52	-8.04	453.33	453.71
I	1831+68.52	-8.04	453.28	453.64
J	1831+78.52	-8.04	453.23	453.56
K	1831+88.52	-8.04	453.18	453.46
L	1831+98.52	-8.04	453.13	453.36
M	1832+08.52	-8.04	453.08	453.26
N	1832+18.52	-8.04	453.03	453.16
O	1832+28.52	-8.04	452.98	453.07
P	1832+38.52	-8.04	452.93	452.99
Q	1832+48.52	-8.04	452.88	452.91
☐ Brg. Pier 25	1832+58.27	-8.04	452.83	452.85
S	1832+68.27	-8.04	452.78	452.80
T	1832+78.27	-8.04	452.73	452.75
U	1832+88.27	-8.04	452.68	452.72
V	1832+98.27	-8.04	452.63	452.70
W	1833+08.27	-8.04	452.58	452.68
X	1833+18.27	-8.04	452.53	452.67
Y	1833+28.27	-8.04	452.48	452.66
Z	1833+38.27	-8.04	452.43	452.65
AA	1833+48.27	-8.04	452.38	452.63
AB	1833+58.27	-8.04	452.33	452.60
AC	1833+68.27	-8.04	452.28	452.56
AD	1833+78.27	-8.04	452.23	452.51
AE	1833+88.27	-8.04	452.18	452.45
AF	1833+98.27	-8.04	452.13	452.37
AG	1834+08.27	-8.04	452.08	452.28
AH	1834+18.27	-8.04	452.03	452.17
AI	1834+28.27	-8.04	451.98	452.06
☐ Brg. E. Abut.	1834+38.02	-8.04	451.93	451.95
☐ Expansion Joint	1834+39.42	-8.04	451.92	451.94
Bk. of E. Abut.	1834+42.06	-8.04	451.91	451.93

PG AND EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☐ Exp. Jt. Pier 24	1830+75.39	0.00	453.90	453.92
☐ E. Brg. Pier 24	1830+76.81	0.00	453.90	453.92
A	1830+86.81	0.00	453.85	453.96
B	1830+96.81	0.00	453.80	454.00
C	1831+06.81	0.00	453.75	454.02
D	1831+16.81	0.00	453.70	454.04
E	1831+26.81	0.00	453.65	454.04
F	1831+36.81	0.00	453.60	454.02
G	1831+46.81	0.00	453.55	453.98
H	1831+56.81	0.00	453.50	453.93

PG AND EB I-270 (CONT)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
I	1831+66.81	0.00	453.45	453.85
J	1831+76.81	0.00	453.40	453.77
K	1831+86.81	0.00	453.35	453.67
L	1831+96.81	0.00	453.30	453.56
M	1832+06.81	0.00	453.25	453.45
N	1832+16.81	0.00	453.20	453.35
O	1832+26.81	0.00	453.15	453.25
P	1832+36.81	0.00	453.10	453.16
Q	1832+46.81	0.00	453.05	453.09
☐ Brg. Pier 25	1832+56.56	0.00	453.00	453.02
S	1832+66.56	0.00	452.95	452.97
T	1832+76.56	0.00	452.90	452.92
U	1832+86.56	0.00	452.85	452.89
V	1832+96.56	0.00	452.80	452.87
W	1833+06.56	0.00	452.75	452.85
X	1833+16.56	0.00	452.70	452.85
Y	1833+26.56	0.00	452.65	452.84
Z	1833+36.56	0.00	452.60	452.84
AA	1833+46.56	0.00	452.55	452.82
AB	1833+56.56	0.00	452.50	452.80
AC	1833+66.56	0.00	452.45	452.76
AD	1833+76.56	0.00	452.40	452.71
AE	1833+86.56	0.00	452.35	452.64
AF	1833+96.56	0.00	452.30	452.56
AG	1834+06.56	0.00	452.25	452.46
AH	1834+16.56	0.00	452.20	452.35
AI	1834+26.56	0.00	452.15	452.24
☐ Brg. E. Abut.	1834+36.31	0.00	452.10	452.12
☐ Expansion Joint	1834+37.71	0.00	452.09	452.11
Bk. of E. Abut.	1834+40.35	0.00	452.08	452.10

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☐ Exp. Jt. Pier 24	1830+74.88	2.38	453.95	453.97
☐ E. Brg. Pier 24	1830+76.31	2.38	453.95	453.97
A	1830+86.31	2.38	453.90	454.01
B	1830+96.31	2.38	453.85	454.05
C	1831+06.31	2.38	453.80	454.07
D	1831+16.31	2.38	453.75	454.09
E	1831+26.31	2.38	453.70	454.09
F	1831+36.31	2.38	453.65	454.07
G	1831+46.31	2.38	453.60	454.03
H	1831+56.31	2.38	453.55	453.98
I	1831+66.31	2.38	453.50	453.90
J	1831+76.31	2.38	453.45	453.82
K	1831+86.31	2.38	453.40	453.72
L	1831+96.31	2.38	453.35	453.61
M	1832+06.31	2.38	453.30	453.50
N	1832+16.31	2.38	453.25	453.40
O	1832+26.31	2.38	453.20	453.30
P	1832+36.31	2.38	453.15	453.21
Q	1832+46.31	2.38	453.10	453.14
☐ Brg. Pier 25	1832+56.06	2.38	453.05	453.07

GIRDER 2 (CONT)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
S	1832+66.06	2.38	453.00	453.02
T	1832+76.06	2.38	452.95	452.97
U	1832+86.06	2.38	452.90	452.94
V	1832+96.06	2.38	452.85	452.92
W	1833+06.06	2.38	452.80	452.90
X	1833+16.06	2.38	452.75	452.90
Y	1833+26.06	2.38	452.70	452.89
Z	1833+36.06	2.38	452.65	452.89
AA	1833+46.06	2.38	452.60	452.87
AB	1833+56.06	2.38	452.55	452.85
AC	1833+66.06	2.38	452.50	452.81
AD	1833+76.06	2.38	452.45	452.76
AE	1833+86.06	2.38	452.40	452.69
AF	1833+96.06	2.38	452.35	452.61
AG	1834+06.06	2.38	452.30	452.51
AH	1834+16.06	2.38	452.25	452.40
AI	1834+26.06	2.38	452.20	452.29
☐ Brg. E. Abut.	1834+35.81	2.38	452.15	452.17
☐ Expansion Joint	1834+37.21	2.38	452.14	452.16
Bk. of E. Abut.	1834+39.85	2.38	452.13	452.15

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☐ Exp. Jt. Pier 24	1830+72.67	12.79	454.14	454.16
☐ E. Brg. Pier 24	1830+74.09	12.79	454.13	454.16
A	1830+84.09	12.79	454.08	454.20
B	1830+94.09	12.79	454.03	454.23
C	1831+04.09	12.79	453.98	454.26
D	1831+14.09	12.79	453.93	454.28
E	1831+24.09	12.79	453.88	454.27
F	1831+34.09	12.79	453.83	454.26
G	1831+44.09	12.79	453.78	454.22
H	1831+54.09	12.79	453.73	454.16
I	1831+64.09	12.79	453.68	454.09
J	1831+74.09	12.79	453.63	454.01
K	1831+84.09	12.79	453.58	453.91
L	1831+94.09	12.79	453.53	453.80
M	1832+04.09	12.79	453.48	453.69
N	1832+14.09	12.79	453.43	453.59
O	1832+24.09	12.79	453.38	453.49
P	1832+34.09	12.79	453.33	453.40
Q	1832+44.09	12.79	453.28	453.32
☐ Brg. Pier 25	1832+53.84	12.79	453.24	453.26
S	1832+63.84	12.79	453.19	453.20
T	1832+73.84	12.79	453.14	453.16
U	1832+83.84	12.79	453.09	453.13
V	1832+93.84	12.79	453.04	453.11
W	1833+03.84	12.79	452.99	453.09
X	1833+13.84	12.79	452.94	453.08
Y	1833+23.84	12.79	452.89	453.08
Z	1833+33.84	12.79	452.84	453.08
AA	1833+43.84	12.79	452.79	453.06
AB	1833+53.84	12.79	452.74	453.03

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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TOP OF SLAB ELEVATIONS, UNIT 5 - 2  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	252
			CONTRACT NO. 76J90	
SHEET 52 OF 292 SHEETS		ILLINOIS FED. AID PROJECT		

**GIRDER 3 (CON'T)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
AC	1833+63.84	12.79	452.69	453.00
AD	1833+73.84	12.79	452.64	452.95
AE	1833+83.84	12.79	452.59	452.88
AF	1833+93.84	12.79	452.54	452.80
AG	1834+03.84	12.79	452.49	452.70
AH	1834+13.84	12.79	452.44	452.59
AI	1834+23.84	12.79	452.39	452.48
☉ Brg. E. Abut.	1834+33.59	12.79	452.34	452.36
☉ Expansion Joint	1834+35.00	12.79	452.33	452.35
Bk. of E. Abut.	1834+37.63	12.79	452.32	452.34

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 24	1830+70.46	23.21	453.94	453.96
☉ E. Brg. Pier 24	1830+71.88	23.21	453.94	453.96
A	1830+81.88	23.21	453.89	454.00
B	1830+91.88	23.21	453.84	454.04
C	1831+01.88	23.21	453.79	454.06
D	1831+11.88	23.21	453.74	454.08
E	1831+21.88	23.21	453.69	454.08
F	1831+31.88	23.21	453.64	454.06
G	1831+41.88	23.21	453.59	454.02
H	1831+51.88	23.21	453.54	453.97
I	1831+61.88	23.21	453.49	453.89
J	1831+71.88	23.21	453.44	453.81
K	1831+81.88	23.21	453.39	453.71
L	1831+91.88	23.21	453.34	453.60
M	1832+01.88	23.21	453.29	453.49
N	1832+11.88	23.21	453.24	453.39
O	1832+21.88	23.21	453.19	453.29
P	1832+31.88	23.21	453.14	453.20
Q	1832+41.88	23.21	453.09	453.13
☉ Brg. Pier 25	1832+51.63	23.21	453.04	453.06
S	1832+61.63	23.21	452.99	453.01
T	1832+71.63	23.21	452.94	452.96
U	1832+81.63	23.21	452.89	452.93
V	1832+91.63	23.21	452.84	452.91
W	1833+01.63	23.21	452.79	452.89
X	1833+11.63	23.21	452.74	452.89
Y	1833+21.63	23.21	452.69	452.88
Z	1833+31.63	23.21	452.64	452.88
AA	1833+41.63	23.21	452.59	452.86
AB	1833+51.63	23.21	452.54	452.84
AC	1833+61.63	23.21	452.49	452.80
AD	1833+71.63	23.21	452.44	452.75
AE	1833+81.63	23.21	452.39	452.68
AF	1833+91.63	23.21	452.34	452.60
AG	1834+01.63	23.21	452.29	452.50
AH	1834+11.63	23.21	452.24	452.39
AI	1834+21.63	23.21	452.19	452.28
☉ Brg. E. Abut.	1834+31.38	23.21	452.14	452.16
☉ Expansion Joint	1834+32.78	23.21	452.13	452.15
Bk. of E. Abut.	1834+35.42	23.21	452.12	452.14

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 24	1830+68.24	33.63	453.75	453.77
☉ E. Brg. Pier 24	1830+69.66	33.63	453.74	453.76
A	1830+79.66	33.63	453.69	453.80
B	1830+89.66	33.63	453.64	453.84
C	1830+99.66	33.63	453.59	453.87
D	1831+09.66	33.63	453.54	453.88
E	1831+19.66	33.63	453.49	453.88
F	1831+29.66	33.63	453.44	453.86
G	1831+39.66	33.63	453.39	453.82
H	1831+49.66	33.63	453.34	453.77
I	1831+59.66	33.63	453.29	453.70
J	1831+69.66	33.63	453.24	453.61
K	1831+79.66	33.63	453.19	453.51
L	1831+89.66	33.63	453.14	453.40
M	1831+99.66	33.63	453.09	453.30
N	1832+09.66	33.63	453.04	453.19
O	1832+19.66	33.63	452.99	453.09
P	1832+29.66	33.63	452.94	453.01
Q	1832+39.66	33.63	452.89	452.93
☉ Brg. Pier 25	1832+49.41	33.63	452.84	452.86
S	1832+59.41	33.63	452.79	452.81
T	1832+69.41	33.63	452.74	452.77
U	1832+79.41	33.63	452.69	452.73
V	1832+89.41	33.63	452.64	452.71
W	1832+99.41	33.63	452.59	452.70
X	1833+09.41	33.63	452.54	452.69
Y	1833+19.41	33.63	452.49	452.68
Z	1833+29.41	33.63	452.44	452.68
AA	1833+39.41	33.63	452.39	452.66
AB	1833+49.41	33.63	452.34	452.64
AC	1833+59.41	33.63	452.29	452.60
AD	1833+69.41	33.63	452.24	452.55
AE	1833+79.41	33.63	452.19	452.48
AF	1833+89.41	33.63	452.14	452.40
AG	1833+99.41	33.63	452.09	452.31
AH	1834+09.41	33.63	452.04	452.20
AI	1834+19.41	33.63	451.99	452.08
☉ Brg. E. Abut.	1834+29.16	33.63	451.94	451.96
☉ Expansion Joint	1834+30.57	33.63	451.94	451.96
Bk. of E. Abut.	1834+33.20	33.63	451.92	451.94

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
☉ Exp. Jt. Pier 24	1830+66.03	44.04	453.55	453.57
☉ E. Brg. Pier 24	1830+67.45	44.04	453.54	453.56
A	1830+77.45	44.04	453.49	453.60
B	1830+87.45	44.04	453.44	453.62
C	1830+97.45	44.04	453.39	453.64
D	1831+07.45	44.04	453.34	453.65
E	1831+17.45	44.04	453.29	453.64
F	1831+27.45	44.04	453.24	453.62
G	1831+37.45	44.04	453.19	453.58

**GIRDER 6 (CON'T)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
H	1831+47.45	44.04	453.14	453.53
I	1831+57.45	44.04	453.09	453.46
J	1831+67.45	44.04	453.04	453.37
K	1831+77.45	44.04	452.99	453.28
L	1831+87.45	44.04	452.94	453.18
M	1831+97.45	44.04	452.89	453.08
N	1832+07.45	44.04	452.84	452.98
O	1832+17.45	44.04	452.79	452.89
P	1832+27.45	44.04	452.74	452.80
Q	1832+37.45	44.04	452.69	452.73
☉ Brg. Pier 25	1832+47.20	44.04	452.64	452.66
S	1832+57.20	44.04	452.59	452.61
T	1832+67.20	44.04	452.54	452.57
U	1832+77.20	44.04	452.49	452.54
V	1832+87.20	44.04	452.44	452.51
W	1832+97.20	44.04	452.39	452.49
X	1833+07.20	44.04	452.34	452.48
Y	1833+17.20	44.04	452.29	452.47
Z	1833+27.20	44.04	452.24	452.47
AA	1833+37.20	44.04	452.19	452.45
AB	1833+47.20	44.04	452.14	452.42
AC	1833+57.20	44.04	452.09	452.38
AD	1833+67.20	44.04	452.04	452.33
AE	1833+77.20	44.04	451.99	452.26
AF	1833+87.20	44.04	451.94	452.18
AG	1833+97.20	44.04	451.89	452.09
AH	1834+07.20	44.04	451.84	451.99
AI	1834+17.20	44.04	451.79	451.88
☉ Brg. E. Abut.	1834+26.95	44.04	451.74	451.77
☉ Expansion Joint	1834+28.35	44.04	451.74	451.76
Bk. of E. Abut.	1834+30.99	44.04	451.72	451.75

Note:  
All offsets based on PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 5 - 3  
STRUCTURE NO. 060-0350 (EB)

SHEET 53 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	253
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

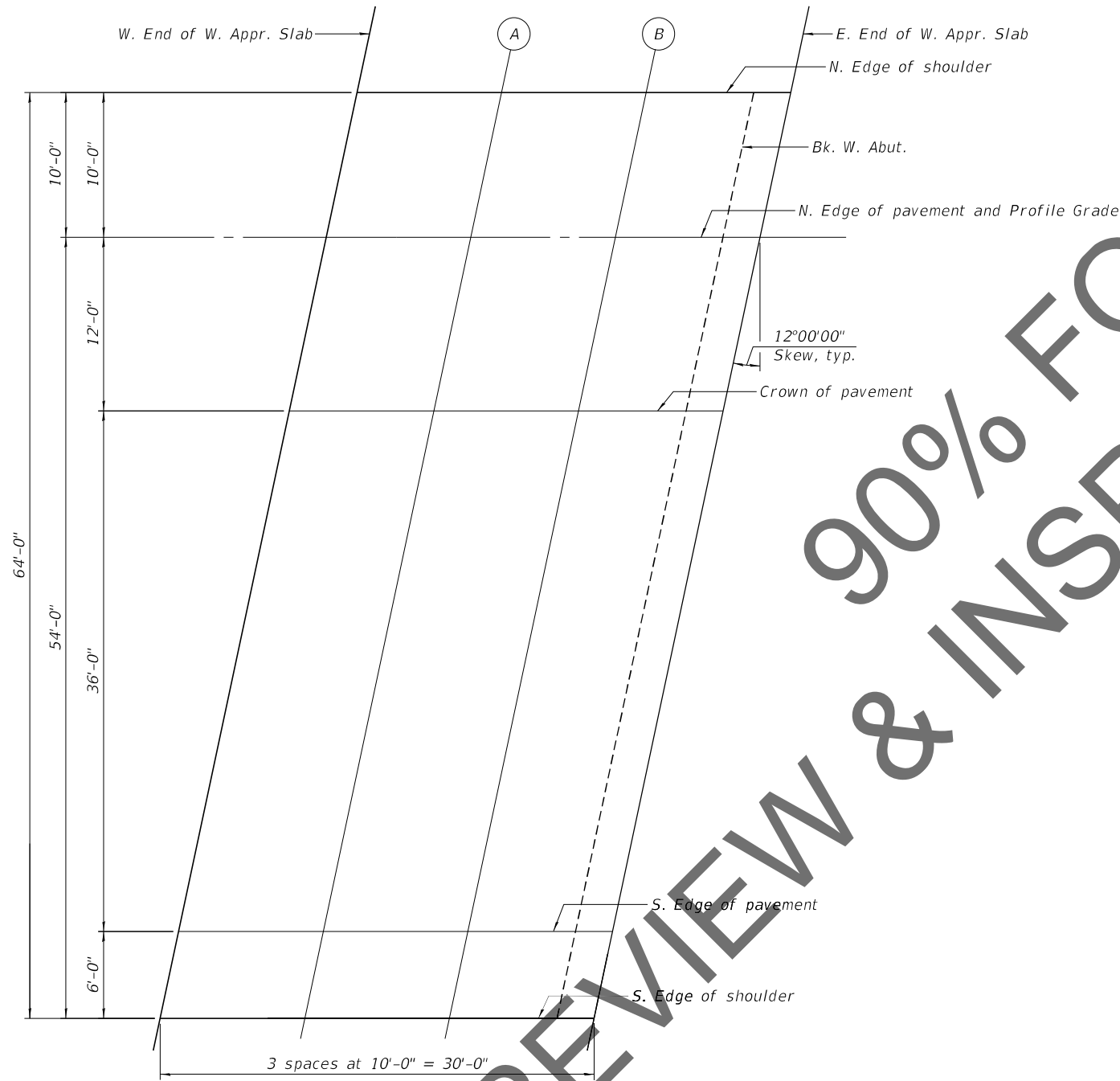
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+56.99	-10.00	452.58	452.60
A	1779+66.99	-10.00	452.63	452.65
B	1779+76.99	-10.00	452.68	452.70
E. End of W. Appr. Slab	1779+86.99	-10.00	452.73	452.75

NORTH EDGE OF PAVEMENT AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+54.86	0.00	452.77	452.79
A	1779+64.86	0.00	452.82	452.84
B	1779+74.86	0.00	452.87	452.89
E. End of W. Appr. Slab	1779+84.86	0.00	452.92	452.94

CROWN OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+52.31	12.00	453.00	453.02
A	1779+62.31	12.00	453.05	453.07
B	1779+72.31	12.00	453.10	453.12
E. End of W. Appr. Slab	1779+82.31	12.00	453.15	453.17



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+44.66	48.00	452.24	452.26
A	1779+54.66	48.00	452.29	452.31
B	1779+64.66	48.00	452.34	452.36
E. End of W. Appr. Slab	1779+74.66	48.00	452.39	452.41

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+43.39	54.00	452.11	452.13
A	1779+53.39	54.00	452.16	452.18
B	1779+63.39	54.00	452.21	452.23
E. End of W. Appr. Slab	1779+73.39	54.00	452.26	452.28

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270 and positive offsets denote right of PG and EB I-270.

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PLOT DATE =	CHECKED - MJW	REVISD -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	254
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

SHEET 54 OF 292 SHEETS

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**NORTH EDGE OF SHOULDER**

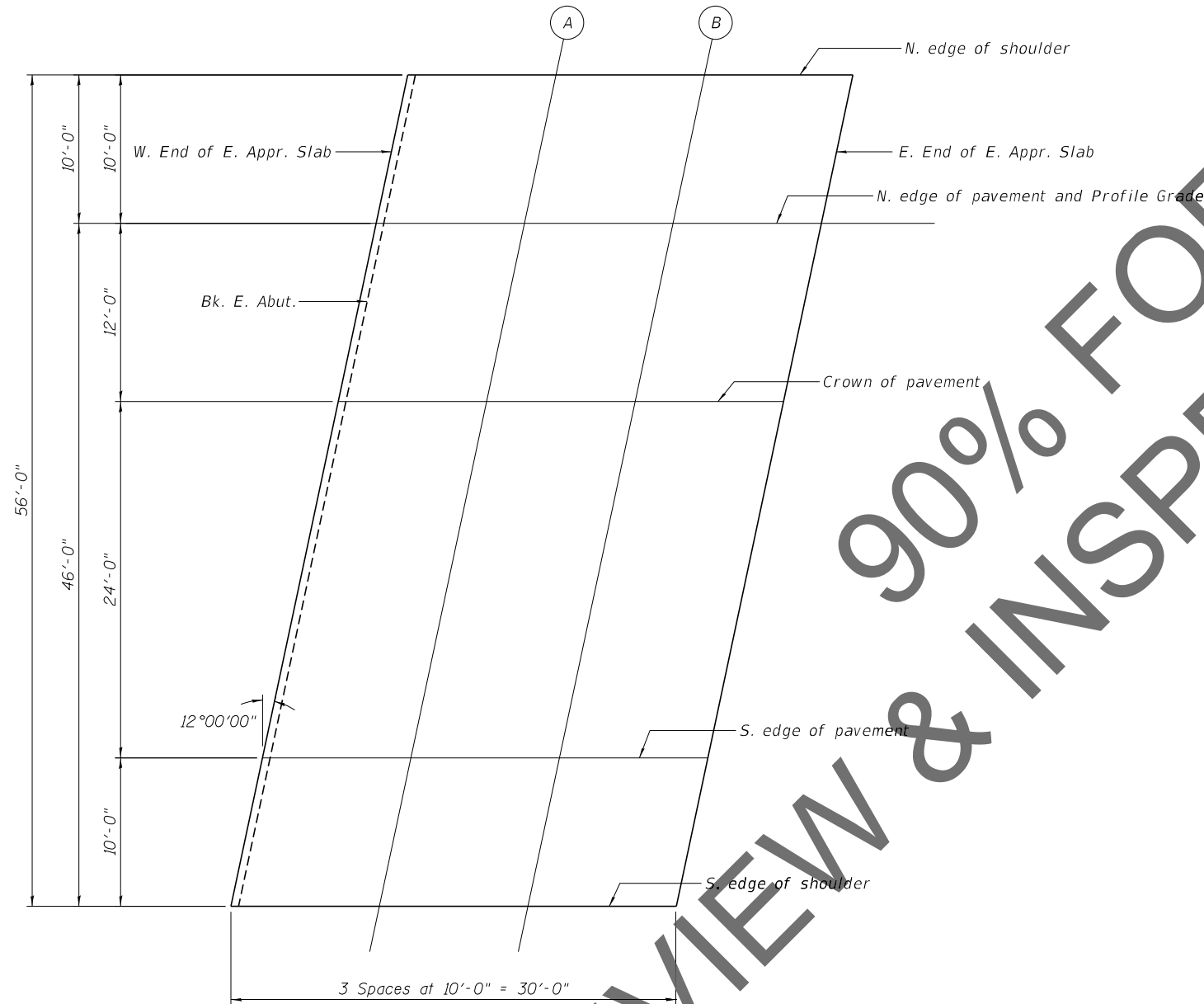
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+41.46	-10.00	451.87	451.89
A	1834+51.46	-10.00	451.82	451.84
B	1834+61.46	-10.00	451.77	451.79
E. End of E. Appr. Slab	1834+71.46	-10.00	451.72	451.74

**NORTH EDGE OF PAVEMENT AND PROFILE GRADE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+39.33	0.00	452.08	452.10
A	1834+49.33	0.00	452.03	452.05
B	1834+59.33	0.00	451.98	452.00
E. End of E. Appr. Slab	1834+69.33	0.00	451.93	451.95

**CROWN OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+36.78	12.00	452.34	452.36
A	1834+46.78	12.00	452.29	452.31
B	1834+56.78	12.00	452.24	452.26
E. End of E. Appr. Slab	1834+66.78	12.00	452.19	452.21



**PLAN**

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+31.68	36.00	451.88	451.90
A	1834+41.68	36.00	451.83	451.85
B	1834+51.68	36.00	451.78	451.80
E. End of E. Appr. Slab	1834+61.68	36.00	451.73	451.75

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+29.55	46.00	451.69	451.71
A	1834+39.55	46.00	451.64	451.66
B	1834+49.55	46.00	451.59	451.61
E. End of E. Appr. Slab	1834+59.55	46.00	451.54	451.56

Note:  
All offsets based off PG and EB I-270. Negative offsets denote left of PG and EB I-270. Positive offsets denote right of PG and EB I-270.

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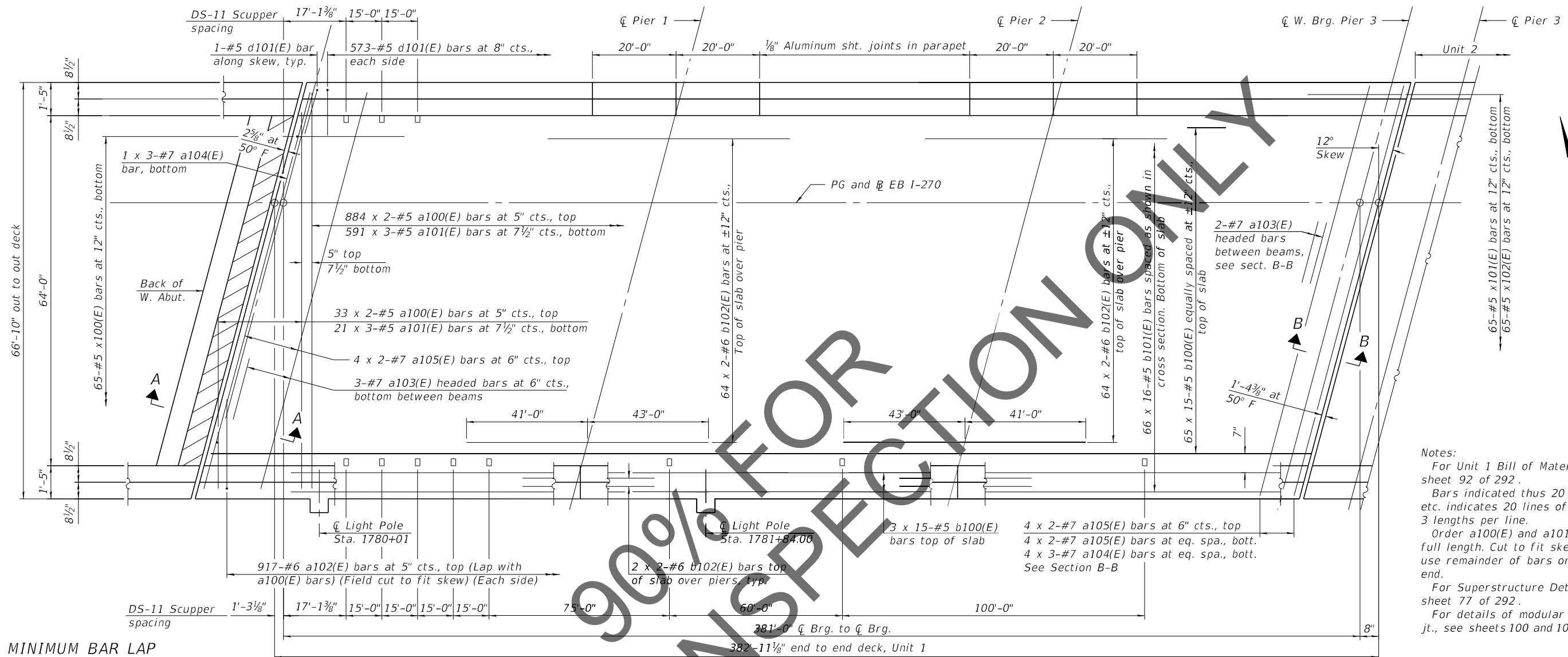
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 060-0350 (EB)**

SHEET 55 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	255
			CONTRACT NO. 76190	
			ILLINOIS FED. AID PROJECT	



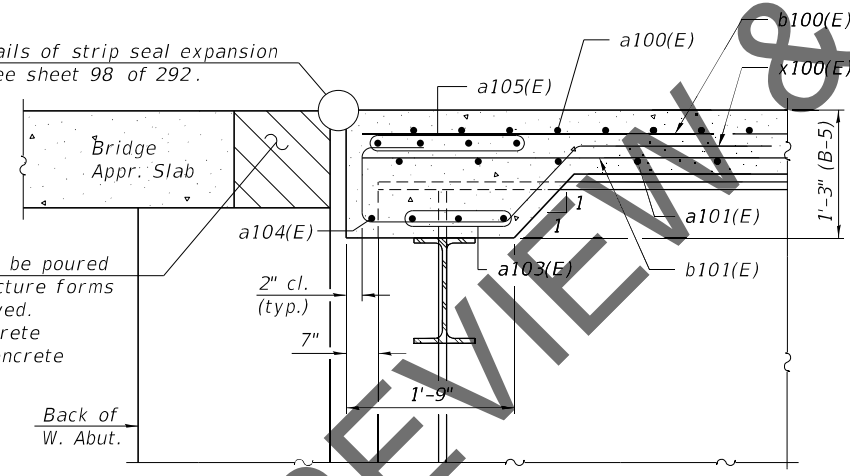
**MINIMUM BAR LAP**

- #5 bar = 3'-6"
- #6 bar = 3'-7"
- #7 bar = 4'-8"

**Notes:**  
 For Unit 1 Bill of Material, see sheet 92 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Order a100(E) and a101(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.  
 For Superstructure Details, see sheet 77 of 292.  
 For details of modular expansion jt., see sheets 100 and 101 of 292.

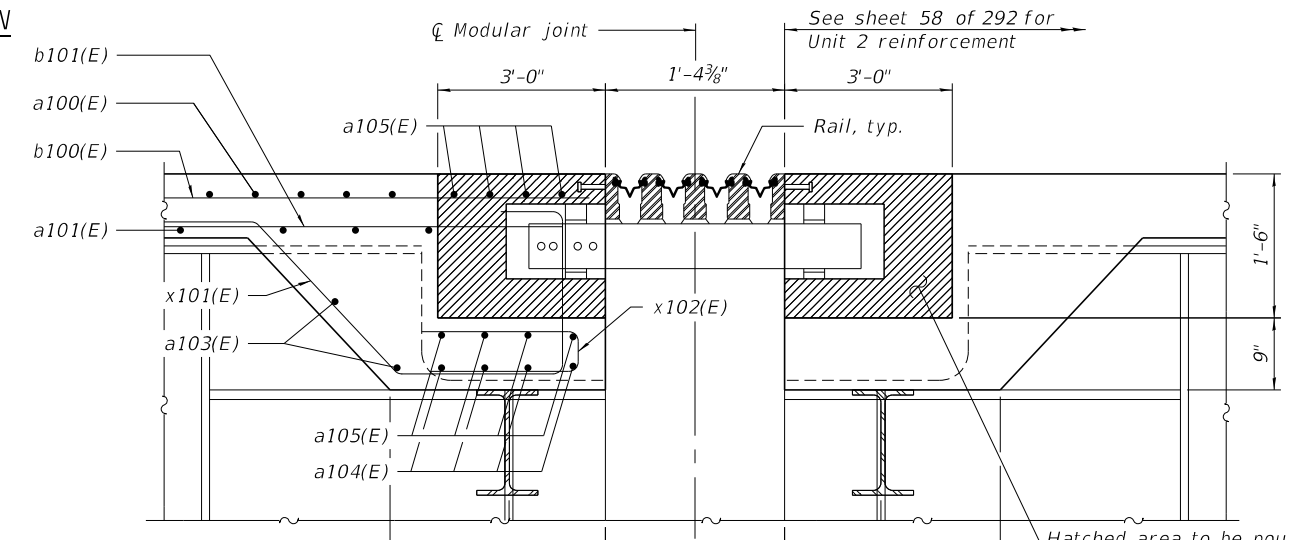
For details of strip seal expansion joint, see sheet 98 of 292.

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



**SECTION A-A**

(at Rt. L's)  
 (Full cross frame not shown for clarity)



**SECTION B-B**

(at Rt. L's)

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 1  
 STRUCTURE NO. 060-0350 (EB)**

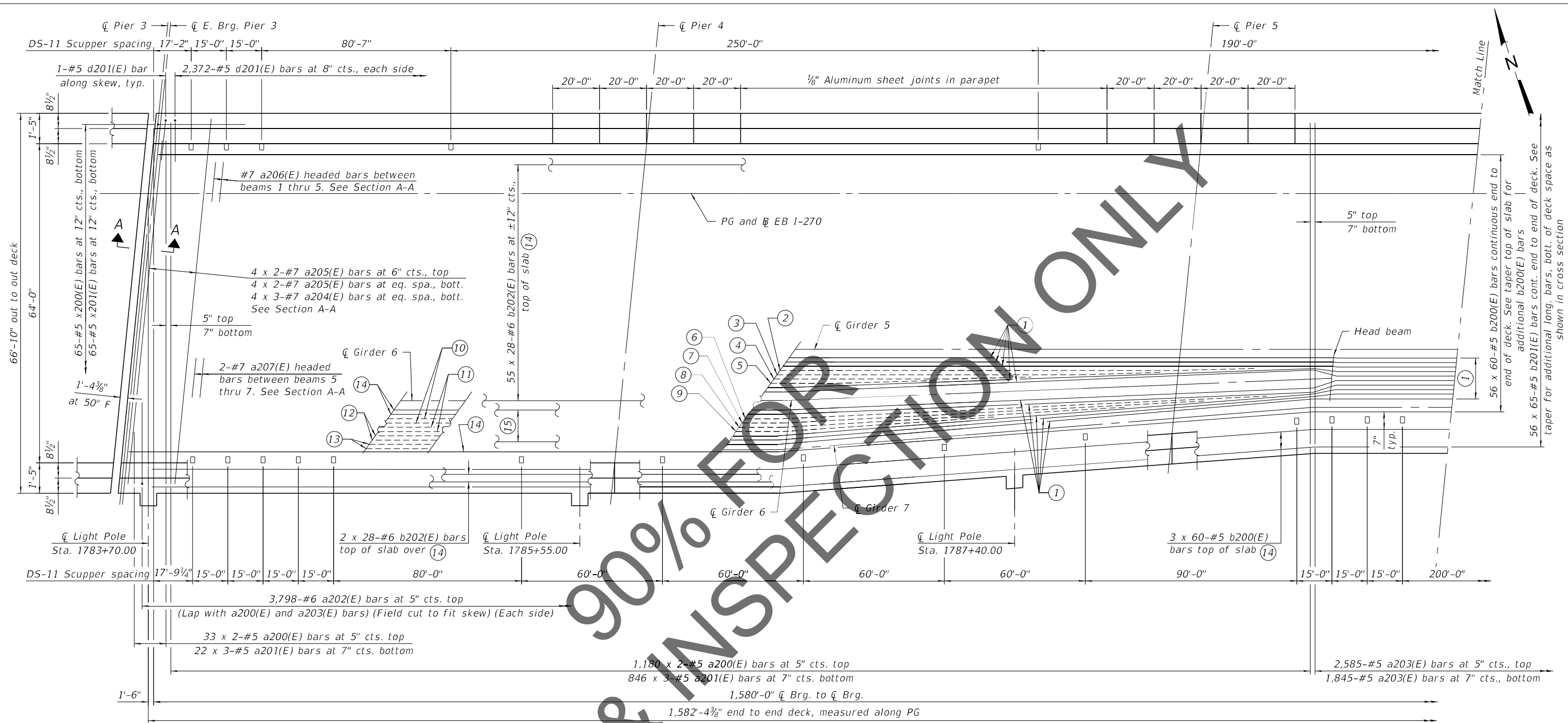
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270	60B-1	MADISON	860	256
CONTRACT NO. 76190				

SHEET 56 OF 292 SHEETS

ILLINOIS FED. AID PROJECT

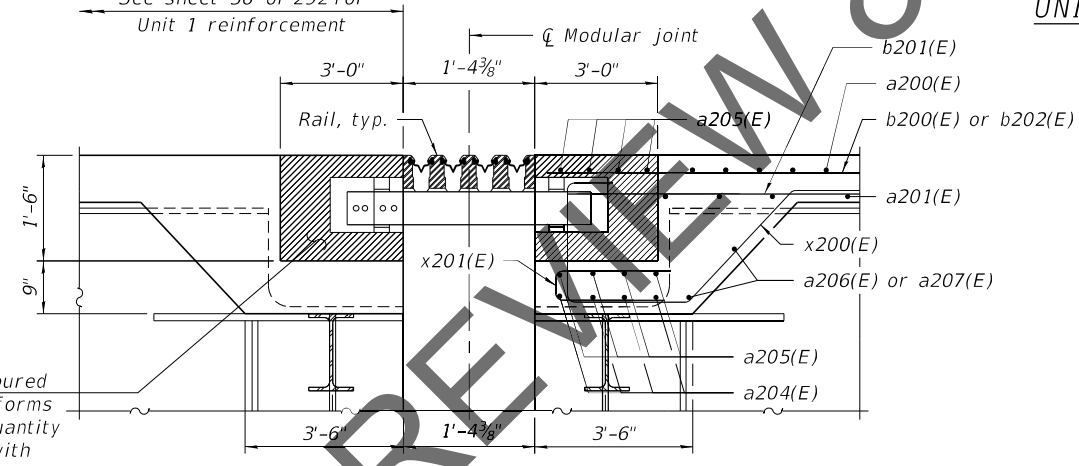
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**MINIMUM BAR LAP**

- #5 bar = 3'-6"
- #6 bar = 3'-7"
- #7 bar = 4'-8"



**UNIT 2 PART PLAN**

- ① Continuous #5 b201(E) end to end of deck, field bend at head beam
- ② \* 1 x 20-#5 b201(E), bottom
- ③ \* 1 x 18-#5 b201(E), bottom
- ④ \* 1 x 16-#5 b201(E), bottom
- ⑤ \* 1 x 14-#5 b201(E), bottom
- ⑥ \* 1 x 20-#5 b201(E), bottom
- ⑦ \* 1 x 19-#5 b201(E), bottom
- ⑧ \* 1 x 18-#5 b201(E), bottom
- ⑨ \* 1 x 17-#5 b201(E), bottom

- ⑩ 1 x 19-#5 b200(E), top
- ⑪ 1 x 17-#5 b200(E), top
- ⑫ 1 x 15-#5 b200(E), top
- ⑬ 1 x 13-#5 b200(E), top
- ⑭ Continuous end to end of deck (Each side)
- ⑮ 2 x 9-#6 b202(E), top  
2 x 8-#6 b202(E), top  
2 x 7-#6 b202(E), top  
2 x 6-#6 b202(E), top

**Notes:**  
 For Unit 2 Bill of Material, see sheet 92 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.  
 For Superstructure Details, see sheet 77 of 292.  
 For details of modular expansion j.t., see sheets 100 and 101 of 292.

\* Place and space as shown in deck cross section.

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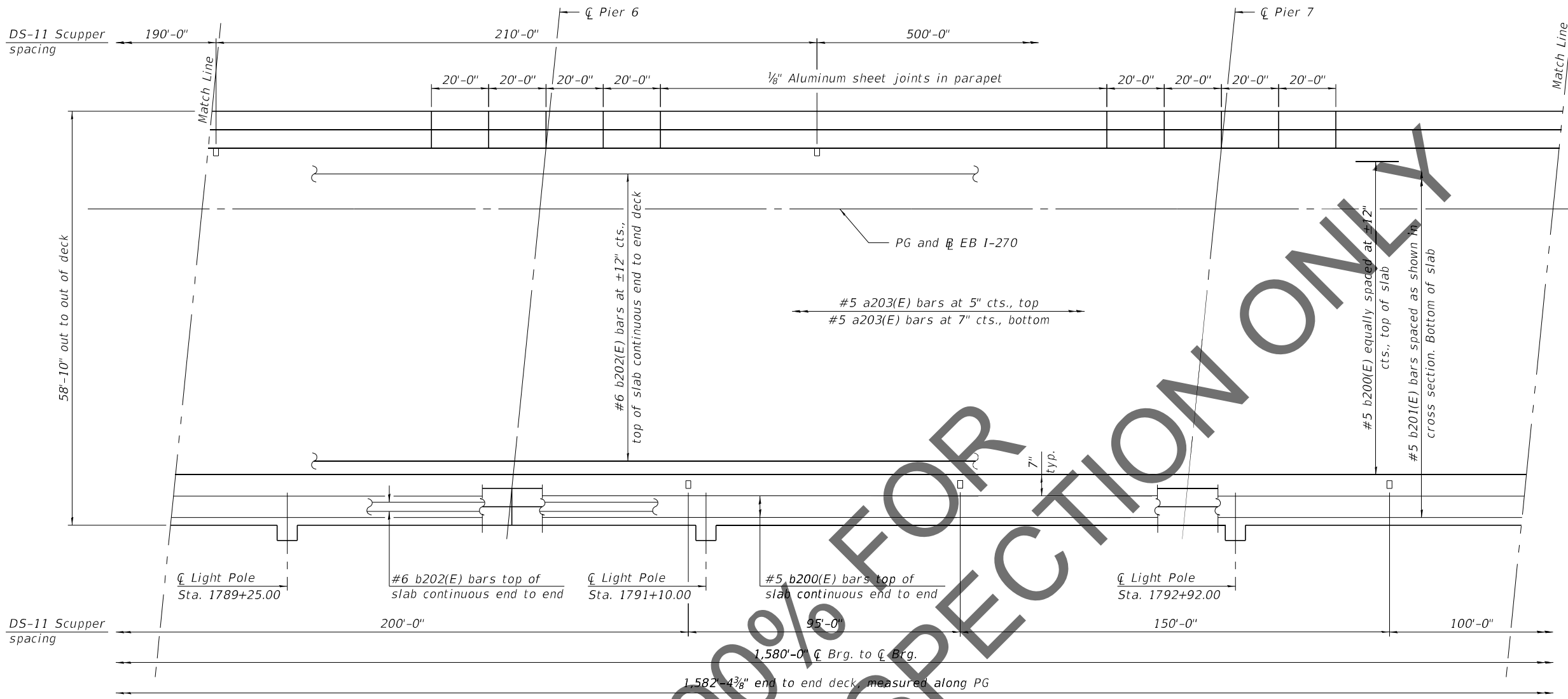
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 2 - 1  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 58 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	258
CONTRACT NO. 76J90				

ILLINOIS FED. AID PROJECT



**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"  
 #7 bar = 4'-8"

**UNIT 2 PART PLAN**

**Notes:**  
 For Unit 2 Bill of Material, see sheet 92 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.  
 For Superstructure Details, see sheet 77 of 292.

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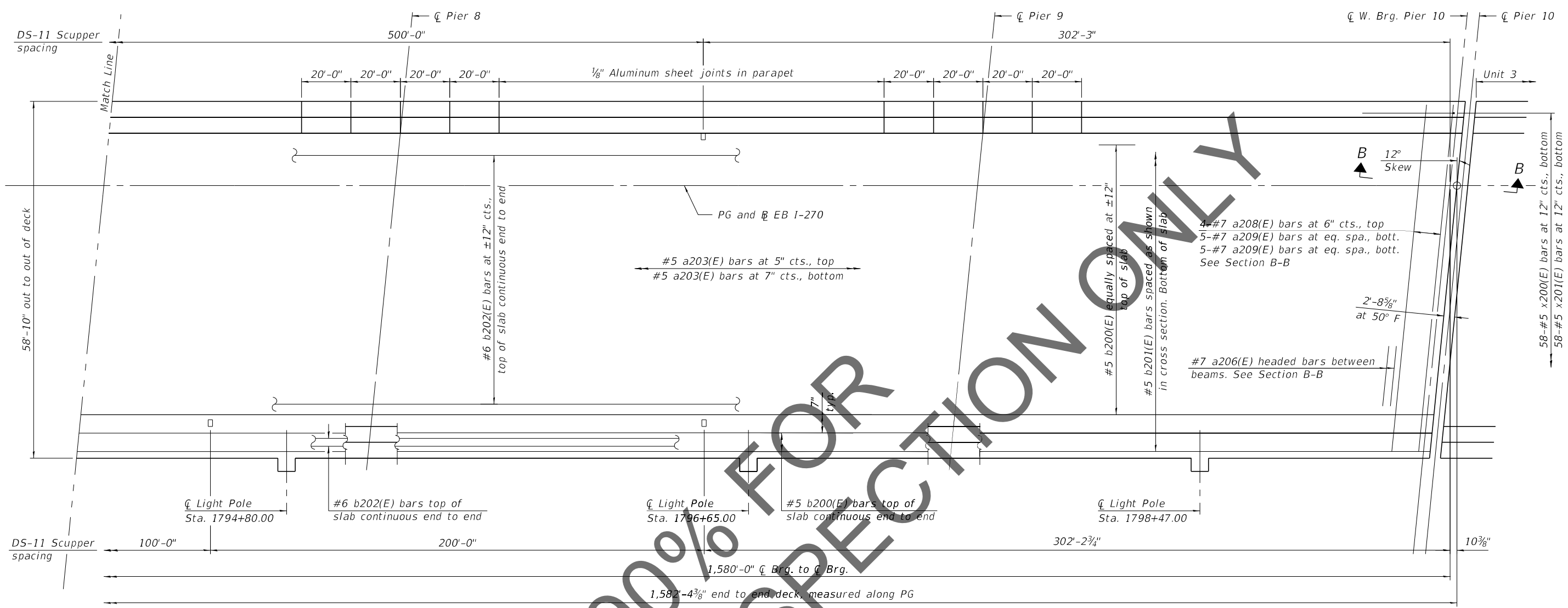
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 2 - 2  
 STRUCTURE NO. 060-0350 (EB)**

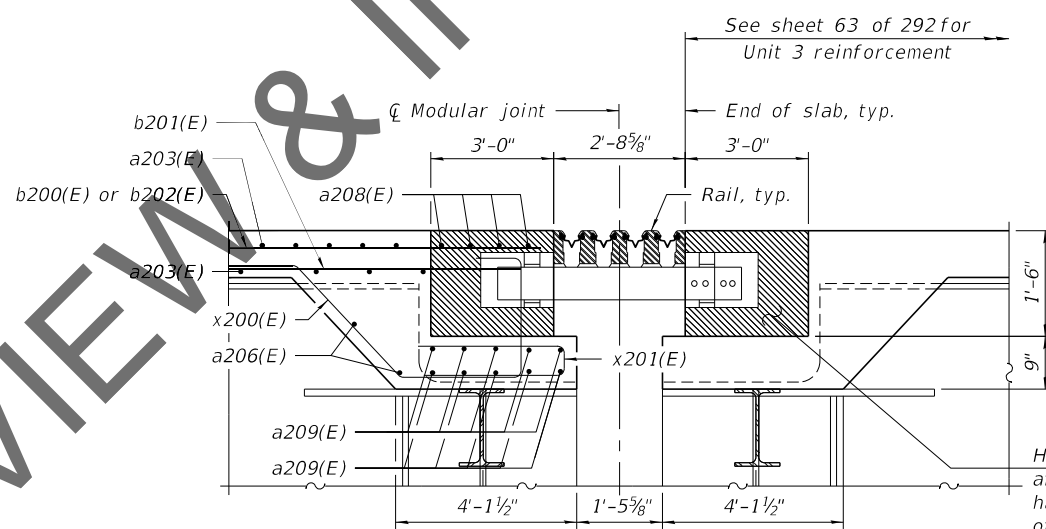
SHEET 59 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	259
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"  
 #7 bar = 4'-8"

**UNIT 2 PART PLAN**



Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

**Notes:**  
 For Unit 2 Bill of Material, see sheet 92 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.  
 For Superstructure Details, see sheet 77 of 292.  
 For details of modular expansion jt., see sheets 102 and 103 of 292.

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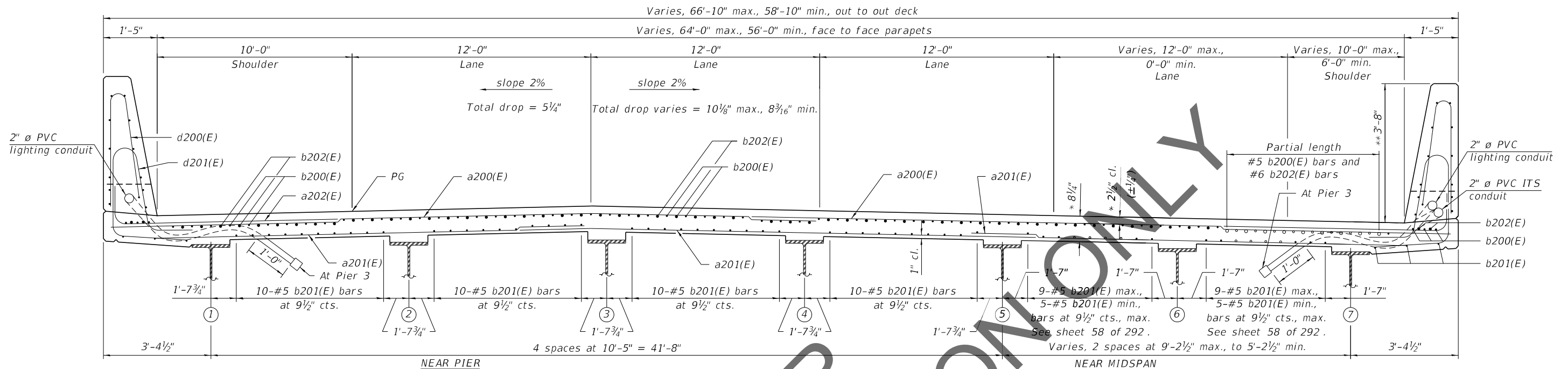
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 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 - 3  
 STRUCTURE NO. 060-0350 (EB)

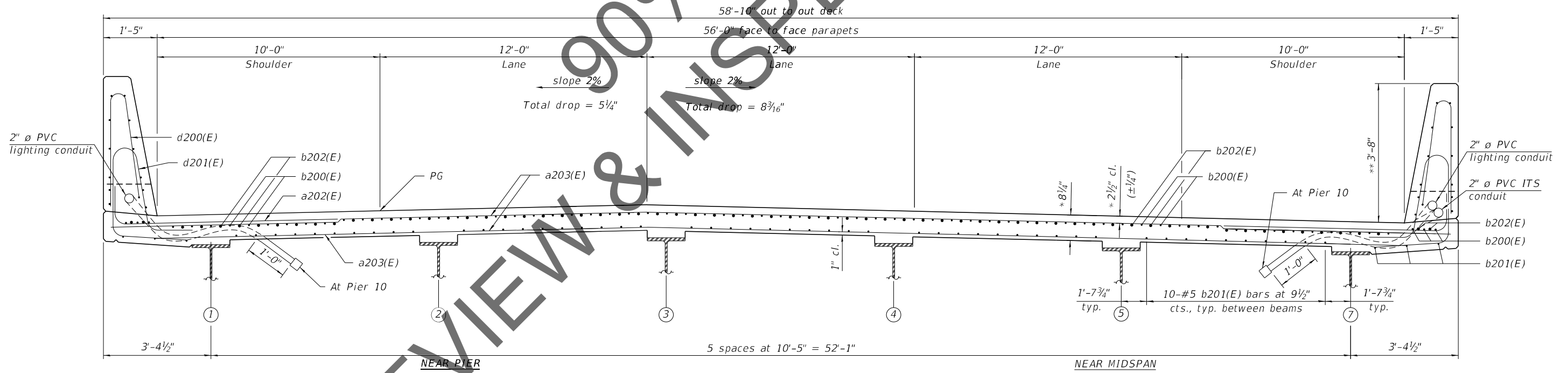
SHEET 60 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	260
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



**CROSS SECTION**  
(Looking East)  
(Pier 3 to Station 1788+74.72)

- \* Prior to grinding
- \*\* After grinding
- Continuous bars end to end
- Partial length bars



**CROSS SECTION**  
(Looking East)  
Station 1788+74.72 to Pier 10

- \* Prior to grinding
- \*\* After grinding

Notes:  
For Unit 2 Bill of Material, see sheet 92 of 292.  
For Superstructure Details, see sheet 77 of 292.

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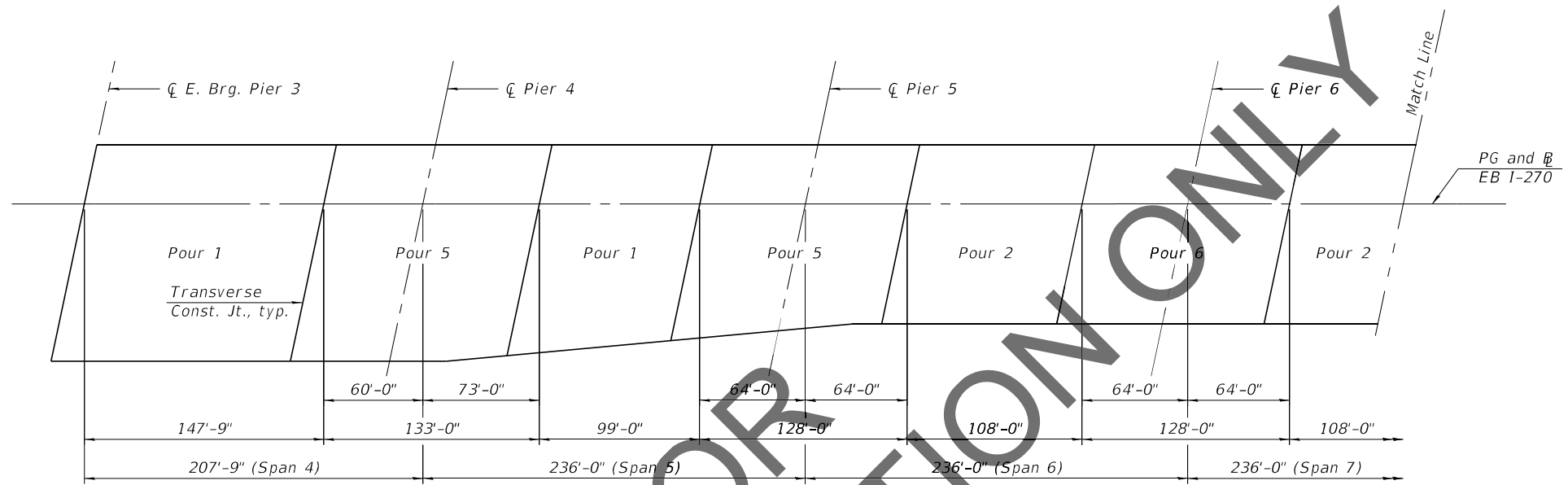
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**DEPARTMENT OF TRANSPORTATION**

**DECK SECTION UNIT 2**  
**STRUCTURE NO. 060-0350 (EB)**

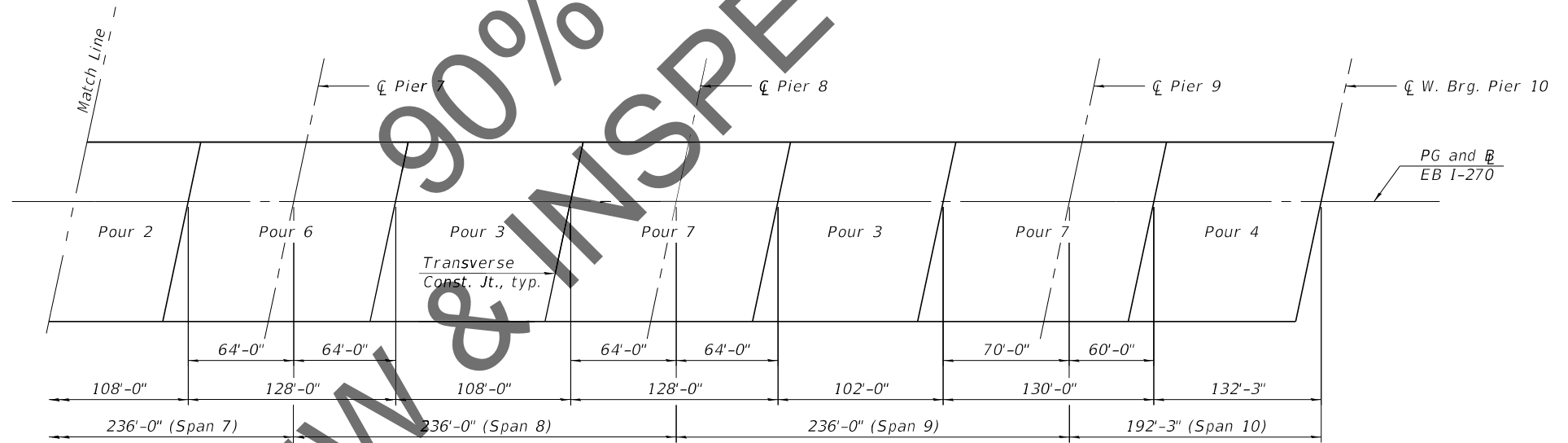
SHEET 61 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	261
CONTRACT NO. 76J90				

ILLINOIS FED. AID PROJECT



DECK POURING SEQUENCE



DECK POURING SEQUENCE

Note:  
 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:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

Notes:  
 For Unit 2 Bill of Material, see sheet 92 of 292.  
 For Superstructure Details, see sheet 77 of 292.

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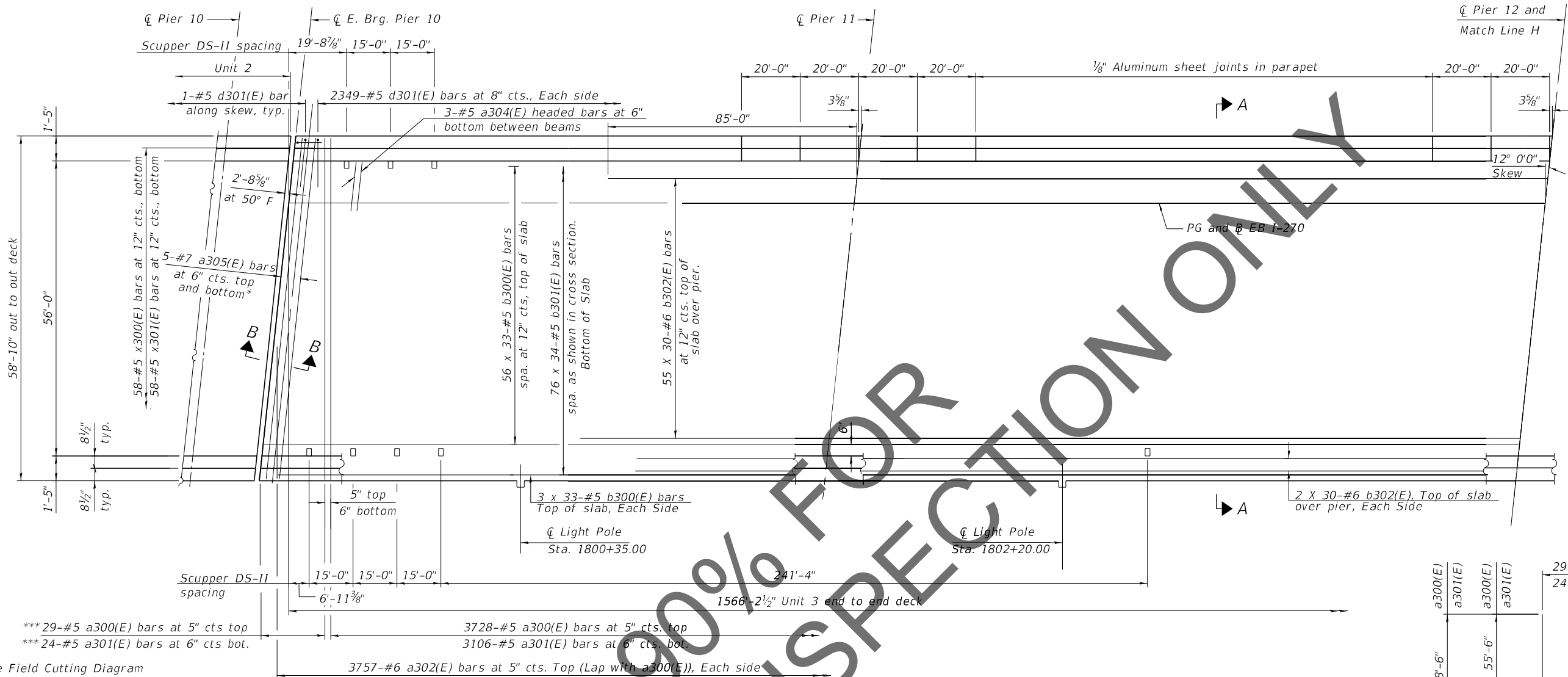
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 2  
 STRUCTURE NO. 060-0350 (EB)

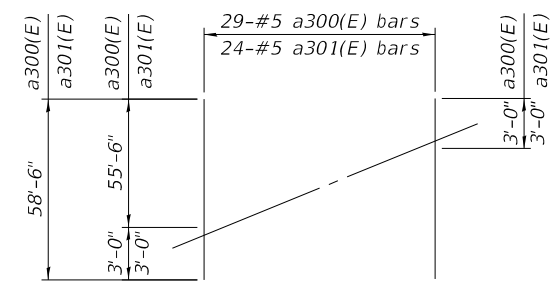
SHEET 62 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	262
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				





UNIT 3 PART PLAN



FIELD CUTTING DIAGRAM

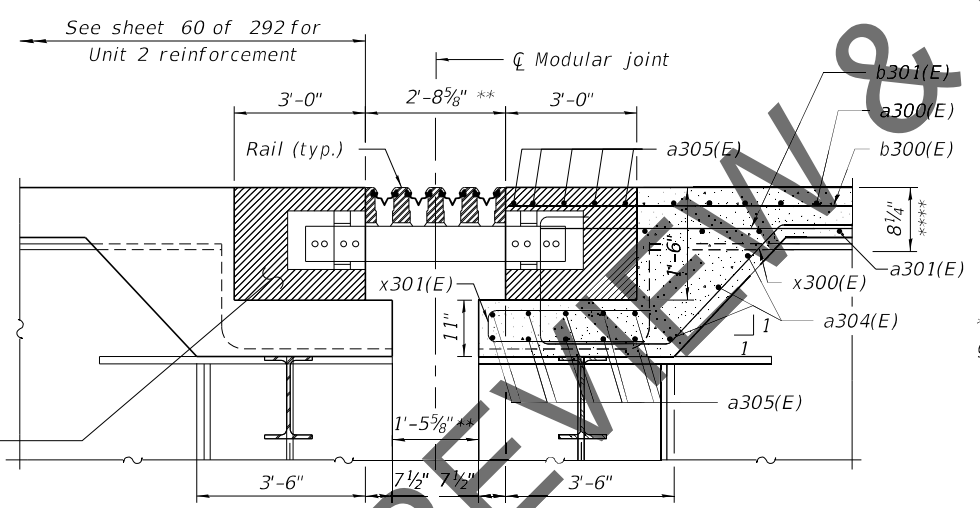
Order a300(E) and a301(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

MINIMUM BAR LAP

- #5 bar = 3'-6"
- #6 bar = 3'-7"
- #7 bar = 4'-8"

Note:  
 For Bill of Material, see sheet 93 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Space d301(E) Bars to miss parapet joints.  
 Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 106 of 292.  
 For scupper support and reinforcement details see sheet 89 of 292.  
 For Section A-A, see sheet 67 of 292.  
 For light pole base details see sheet 90 of 292.  
 Light pole base dimensions provided are measured to centerline light pole.

\*Two rows of #5 a305(E) in bottom of deck at expansion joint



SECTION B-B (at Rt. L's)

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

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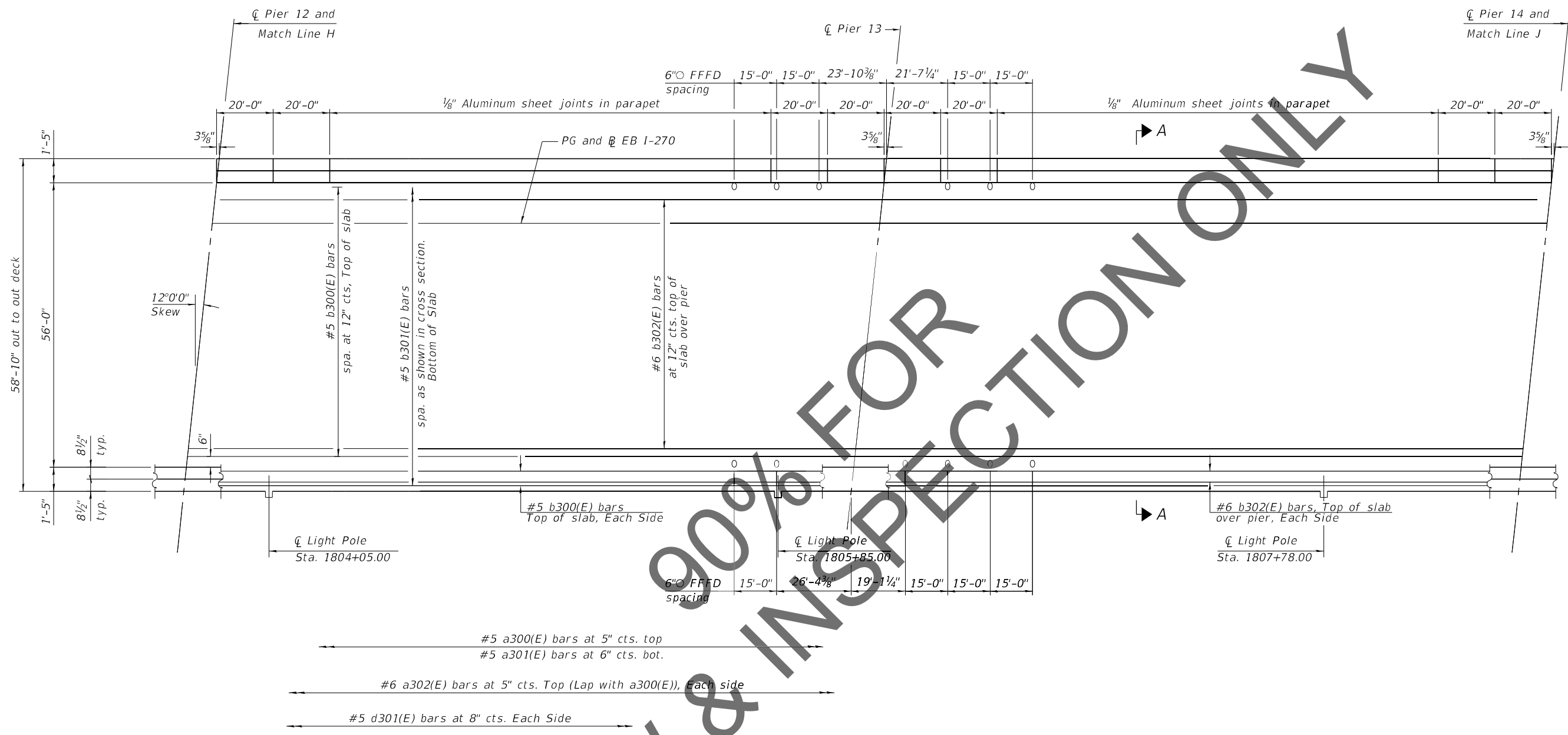
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - 1  
 STRUCTURE NO. 060-0350 (EB)

SHEET 63 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	263
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"  
 #7 bar = 4'-8"

Notes:  
 For Notes, see sheet 63 of 292.  
 For Section A-A, see sheet 67 of 292.

**UNIT 3 PART PLAN**

REVIEW & INSPECTION ONLY

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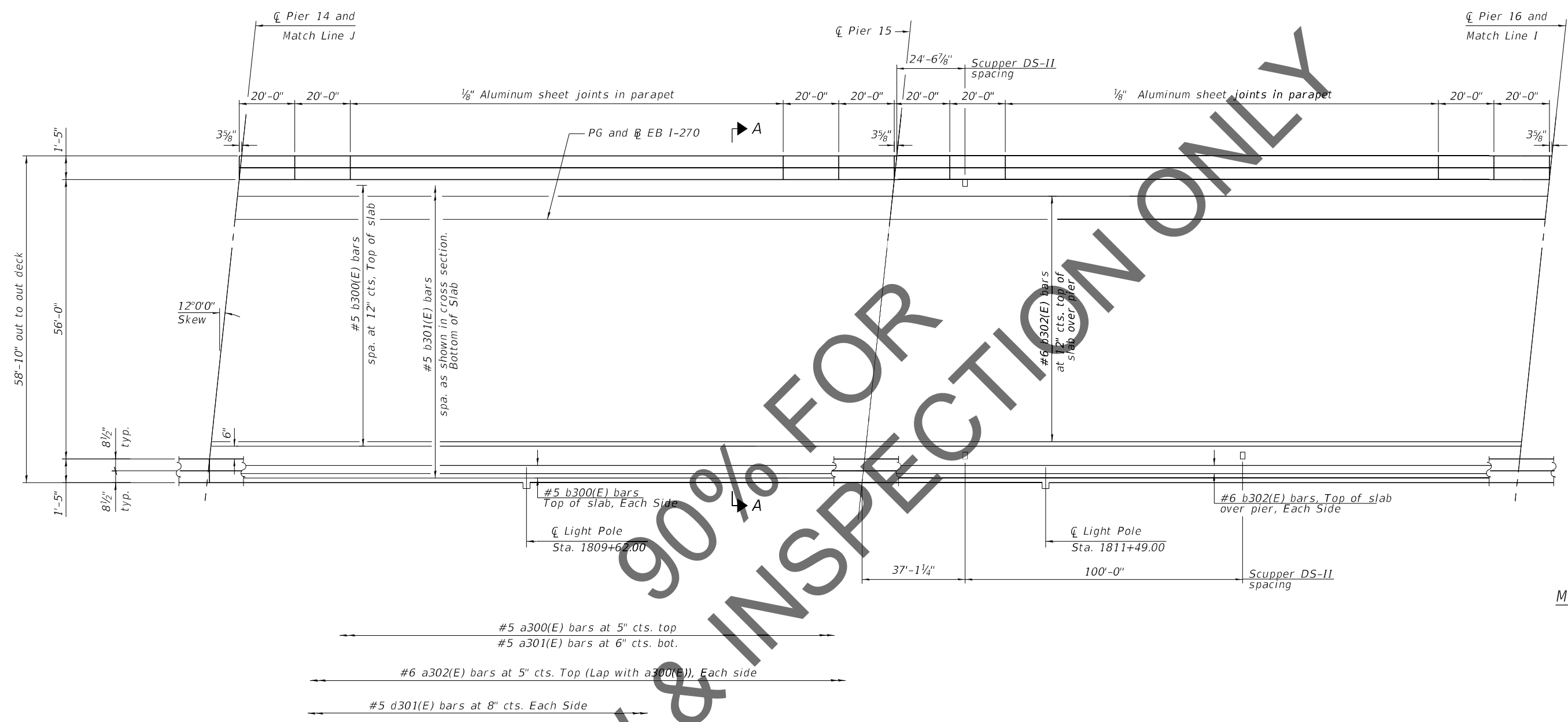
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 3 - 2  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 64 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	264
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"  
 #7 bar = 4'-8"

Notes:  
 For Notes, see sheet 63 of 292.  
 For Section A-A, see sheet 67 of 292.

**UNIT 3 PART PLAN**

REVIEW & INSPECTION ONLY

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**HORNER SHIFRIN**  
 Teaming with **PARSONS**

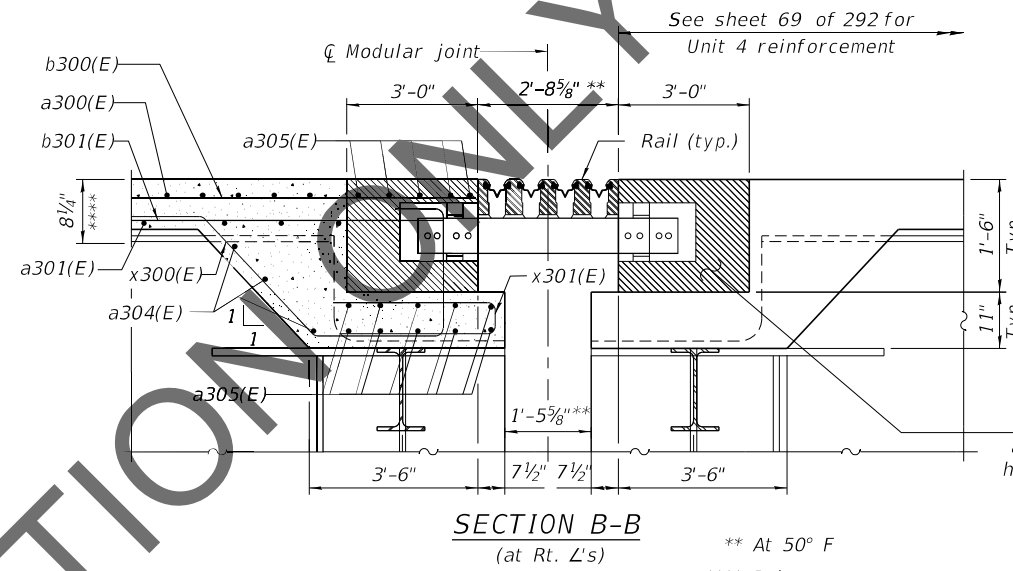
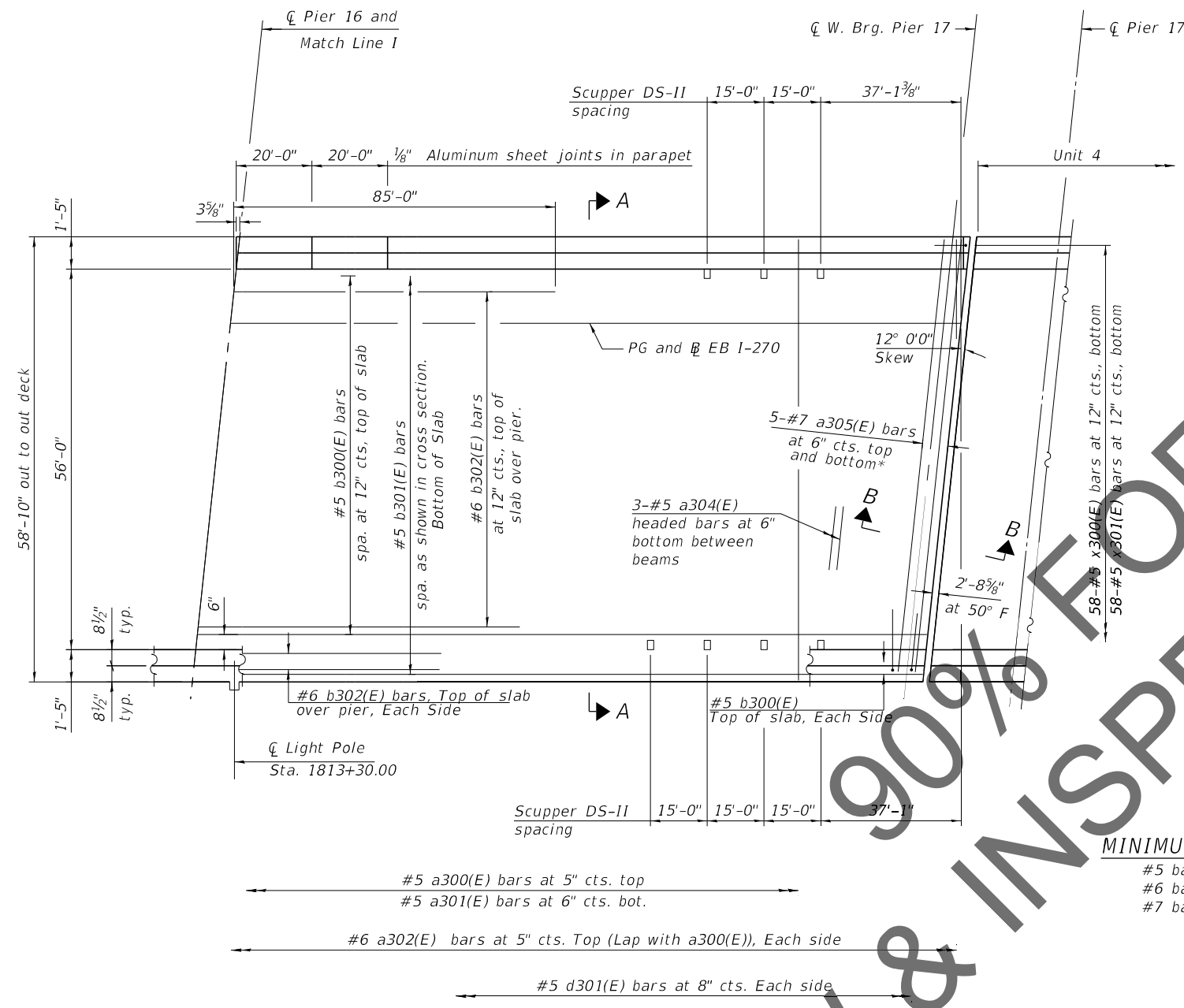
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 3 - 3  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 65 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	265
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

\*\* At 50° F  
\*\*\*\* Prior to grinding

**MINIMUM BAR LAP**

#5 bar	= 3'-6"
#6 bar	= 3'-7"
#7 bar	= 4'-8"

UNIT 3 PART PLAN

Notes:  
For Notes, see sheet 63 of 292.  
For Section A-A, see sheet 67 of 292.

\*Two rows of #5 a305(E) in bottom of deck at expansion joint

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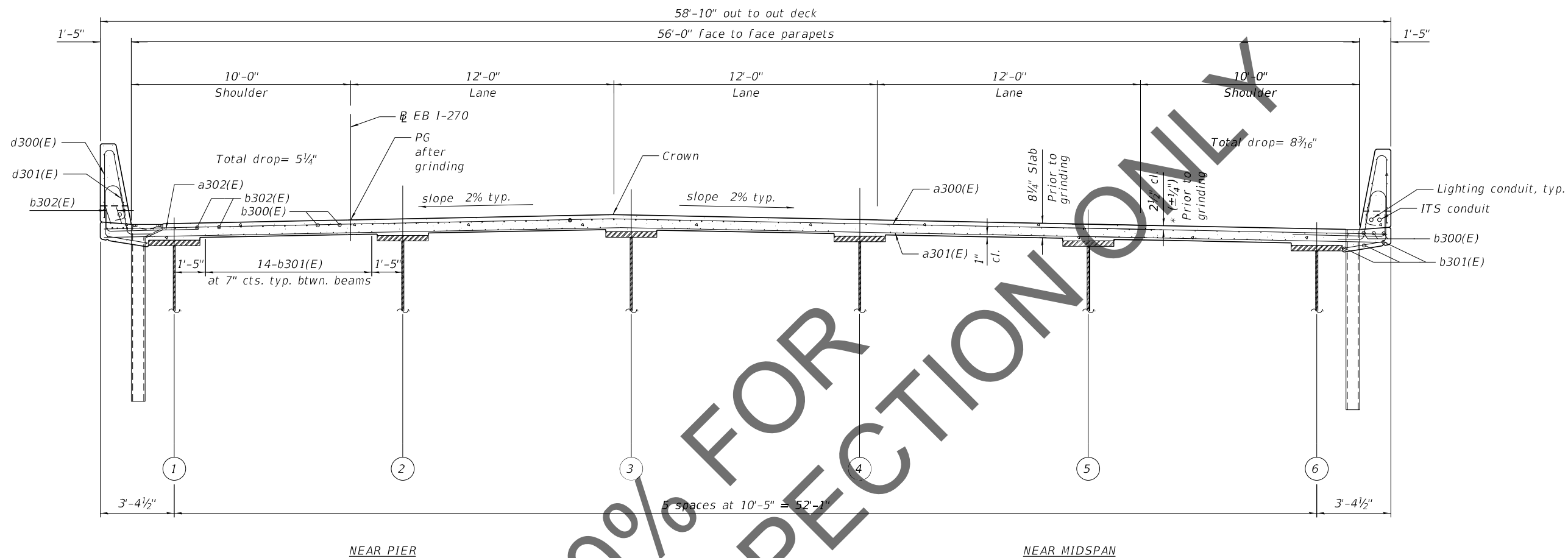
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PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 -4  
STRUCTURE NO. 060-0350 (EB)

SHEET 66 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	266
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



REVIEW & INSPECTION 90% FOR

Note:

For Bill of Material, see sheet 93 of 292.  
 For Location of drainage scuppers, see deck plans.  
 For Superstructure Details, see sheet 78 of 292.

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**HORNER SHIFRIN**  
 Teaming with: **PARSONS**

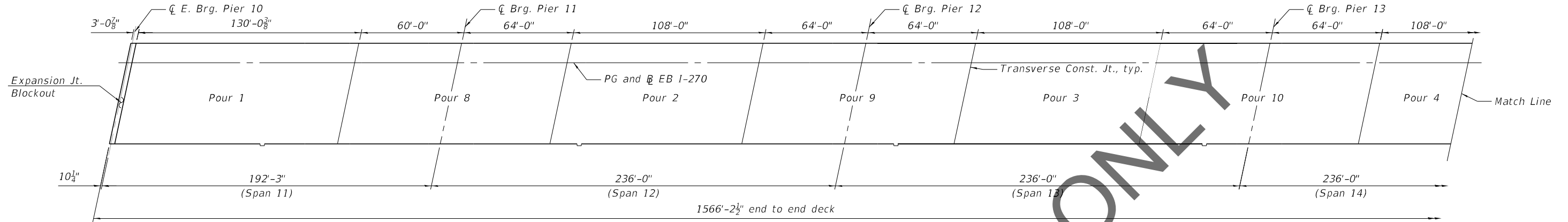
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

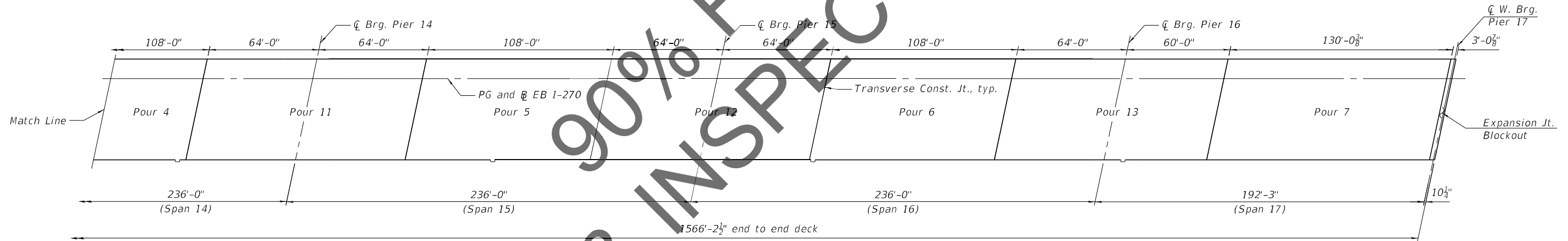
**DECK SECTION UNIT 3  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 67 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	267
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



DECK POURING SEQUENCE



DECK POURING SEQUENCE

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:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

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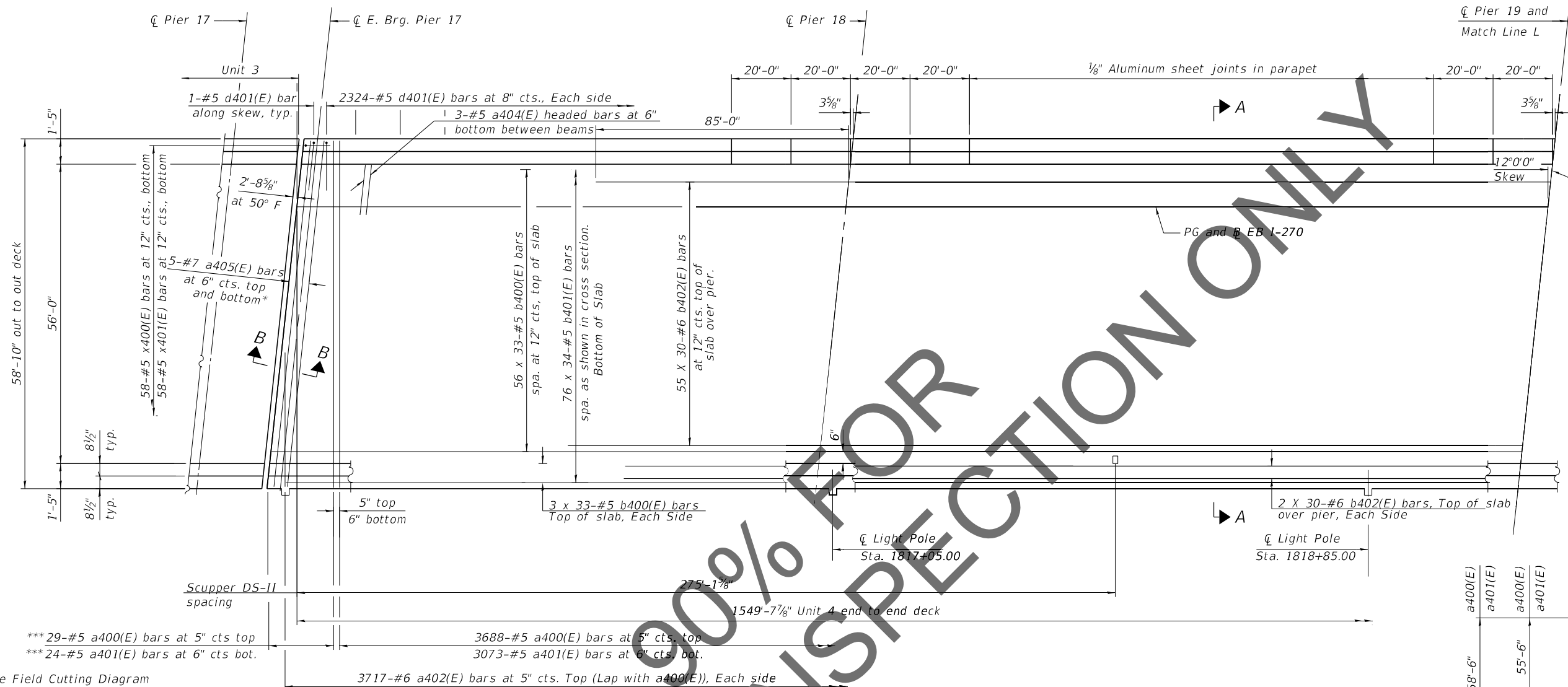
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PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 3  
 STRUCTURE NO. 060-0350 (EB)

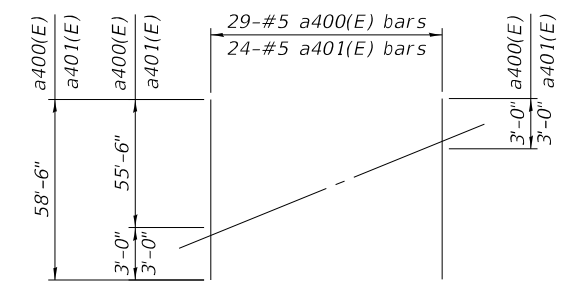
SHEET 68 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	268
CONTRACT NO. 76190			ILLINOIS FED. AID PROJECT	

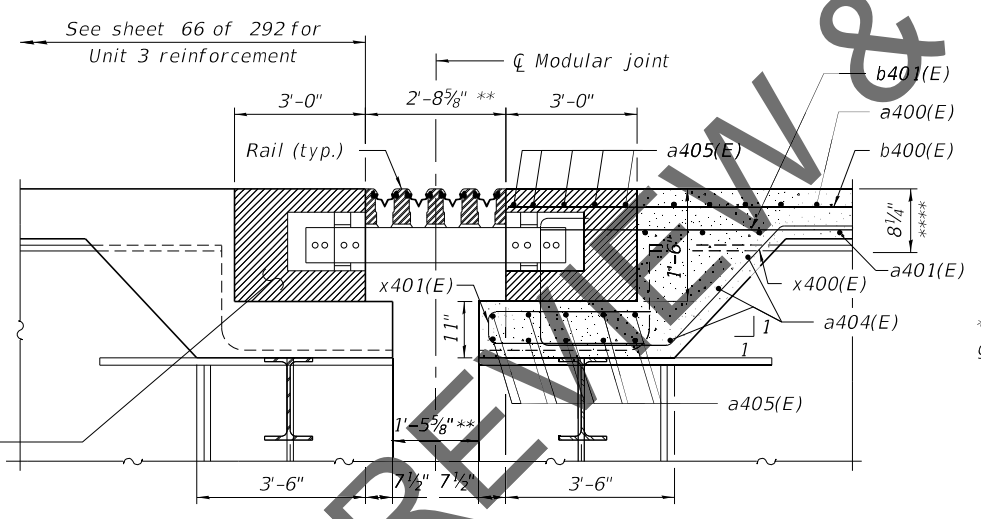


**UNIT 4 PART PLAN**

**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"  
 #7 bar = 4'-8"



**FIELD CUTTING DIAGRAM**  
 Order a400(E) and a401(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



**SECTION B-B**  
 (at Rt. L's) \*\* At 50° F

**Note:**  
 For Bill of Material, see sheet 93 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Space d401(E) Bars to miss parapet joints.  
 Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 106 of 292.  
 For scupper support and reinforcement details see sheet 89 of 292.  
 For Section A-A, see sheet 73 of 292.  
 For light pole base details see sheet 90 of 292.  
 Light pole base dimensions provided are measured to centerline light pole.  
 \*Two rows of #5 a405(E) in bottom of deck at expansion joint

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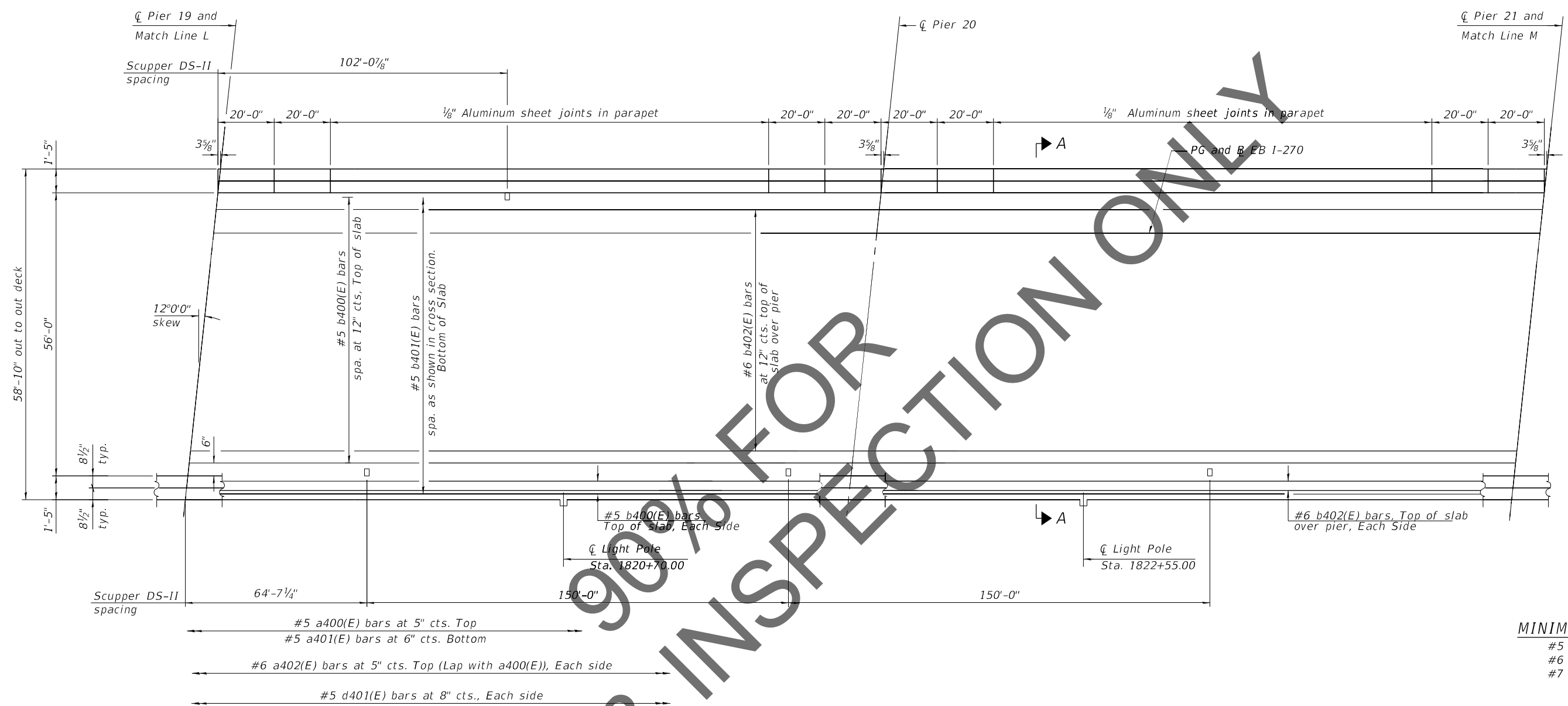
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 4 - 1  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 69 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	269
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



**MINIMUM BAR LAP**

#5 bar	= 3'-6"
#6 bar	= 3'-7"
#7 bar	= 4'-8"

UNIT 4 PART PLAN

Notes:  
 For Notes, see sheet 69 of 292.  
 For Section A-A, see sheet 73 of 292.

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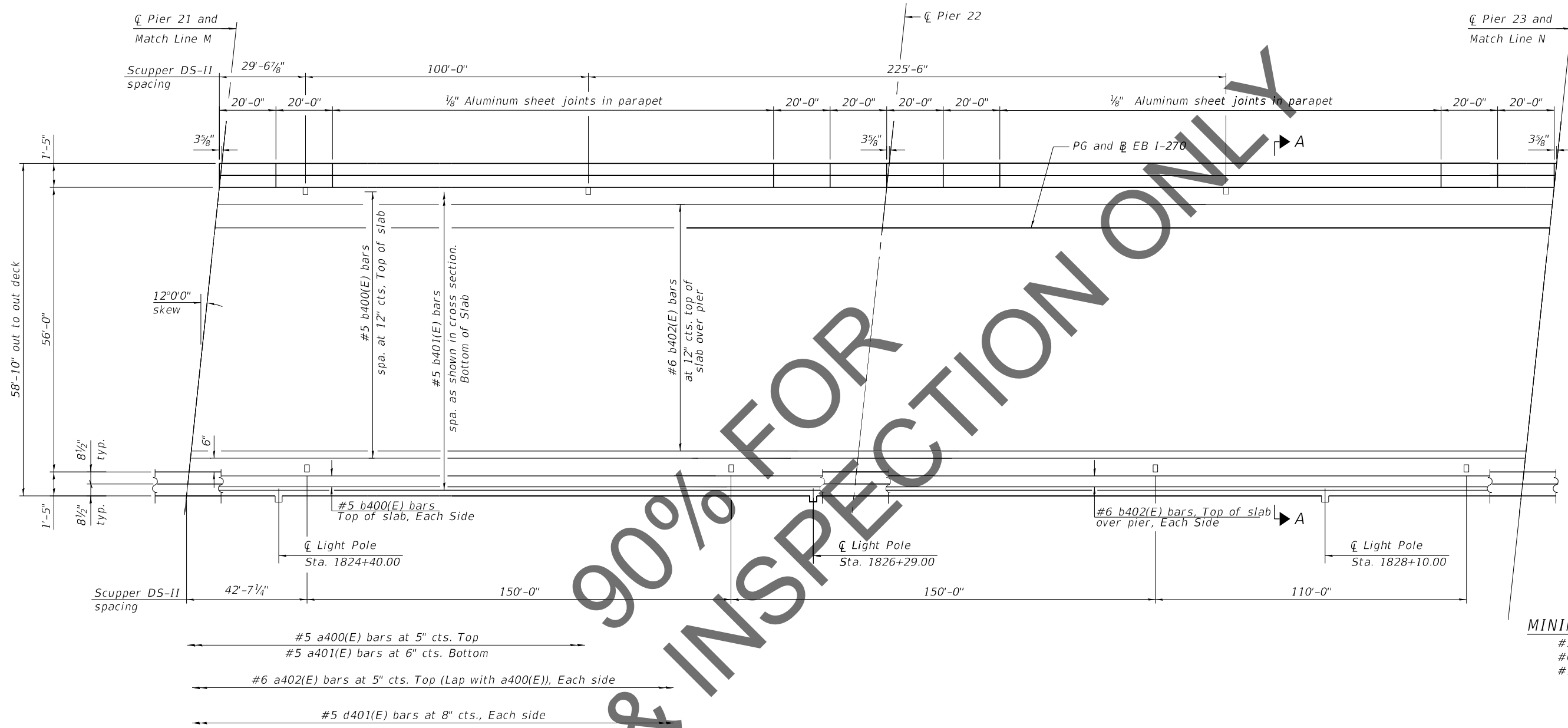
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 - 2  
 STRUCTURE NO. 060-0350 (EB)

SHEET 70 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	270
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				





**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"  
 #7 bar = 4'-8"

UNIT 4 PART PLAN

Notes:  
 For Notes, see sheet 69 of 292.  
 For Section A-A, see sheet 73 of 292.

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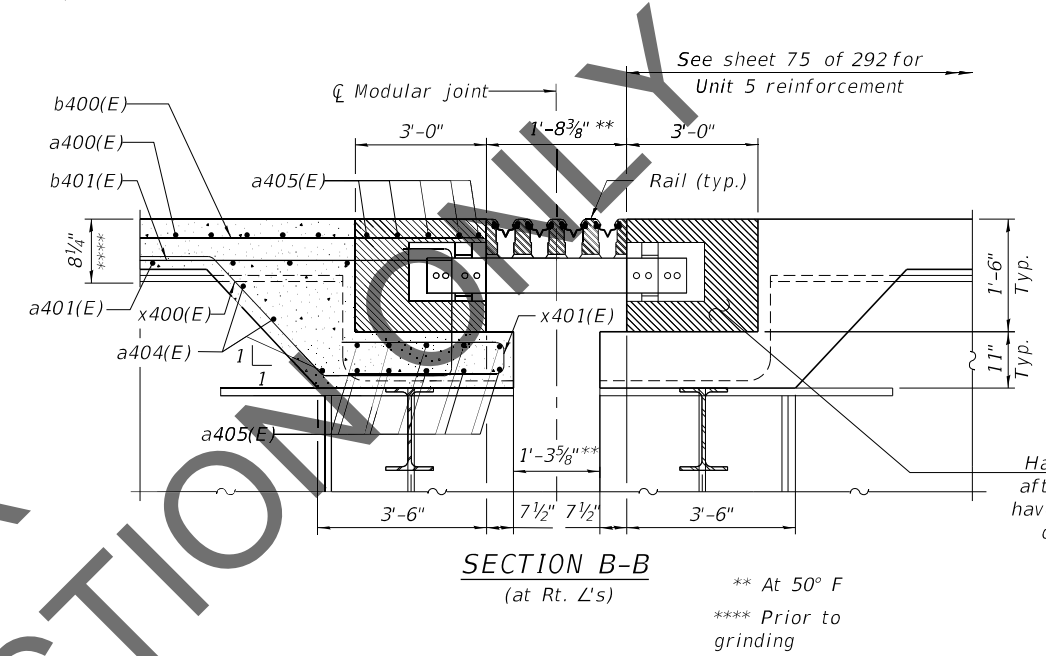
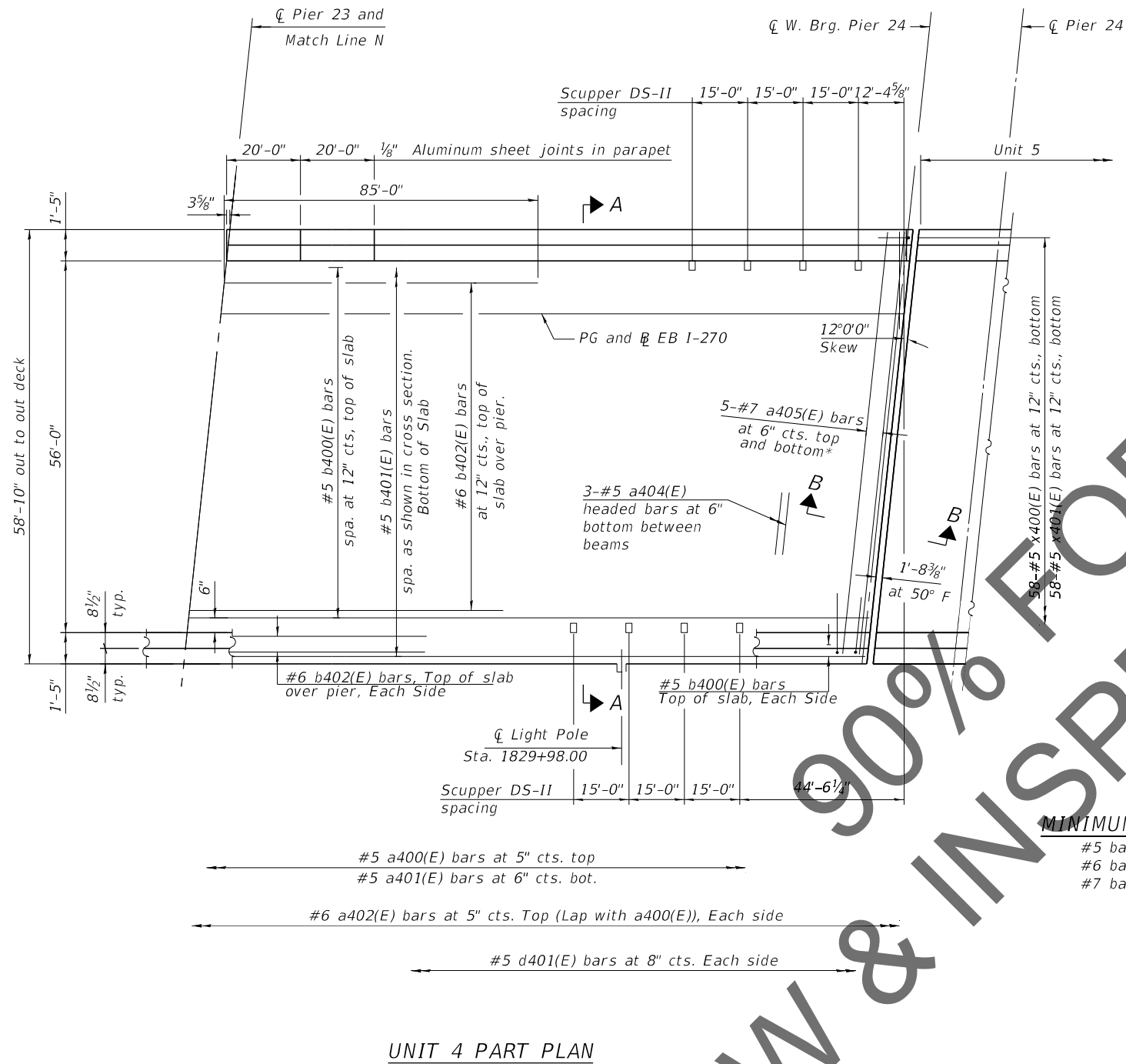
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PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 - 3  
 STRUCTURE NO. 060-0350 (EB)

SHEET 71 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	271
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

**MINIMUM BAR LAP**

#5 bar	= 3'-6"
#6 bar	= 3'-7"
#7 bar	= 4'-8"

**Notes:**  
 For Notes, see sheet 69 of 292.  
 For Section A-A, see sheet 73 of 292.

\*Two rows of #5 a405(E) in bottom of deck at expansion joint

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**HORNER SHIFRIN**  
**PARSONS**

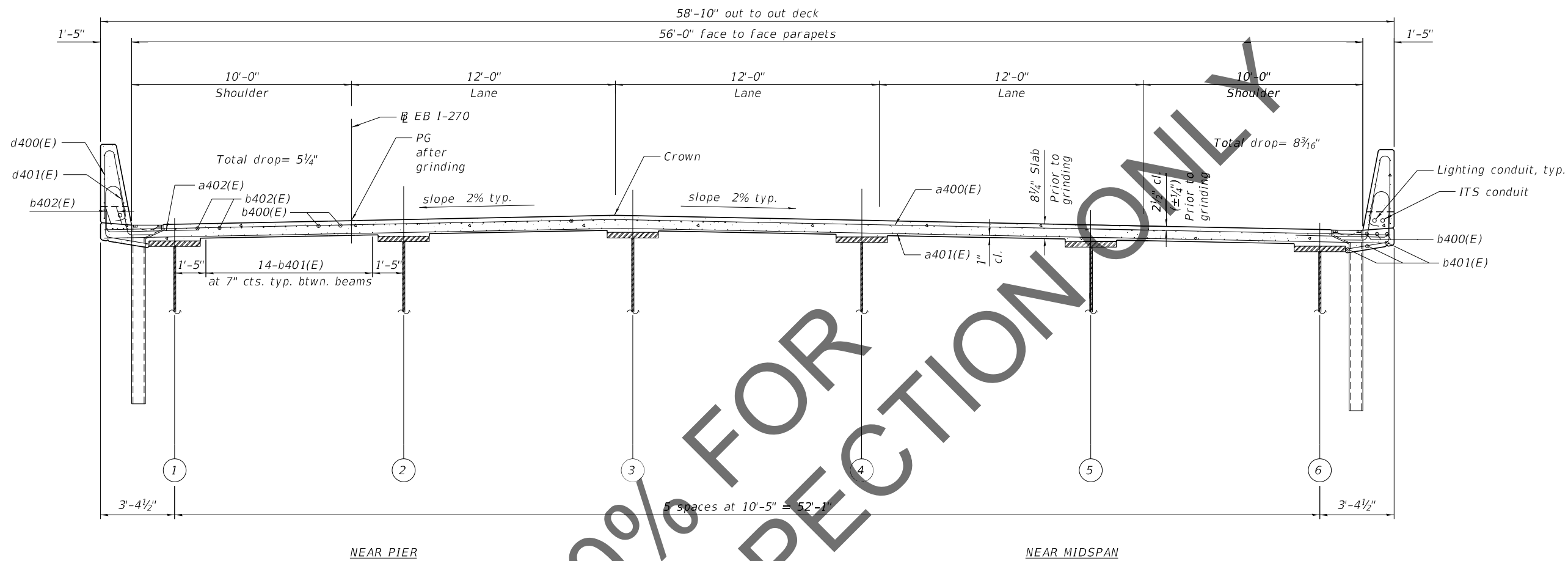
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PLOT DATE =	CHECKED - JDS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 4 - 4**  
**STRUCTURE NO. 060-0350 (EB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	272
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

SHEET 72 OF 292 SHEETS



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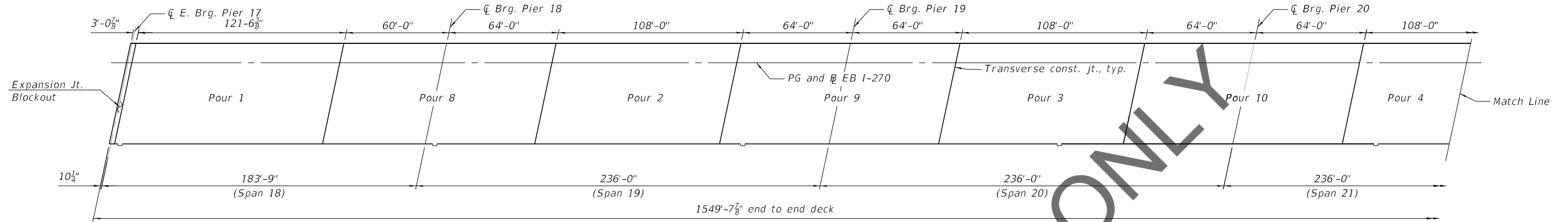
Note:

For Bill of Material, see sheet 93 of 292.  
 For Location of drainage scuppers, see deck plans.  
 For Superstructure Details, see sheet 78 of 292.

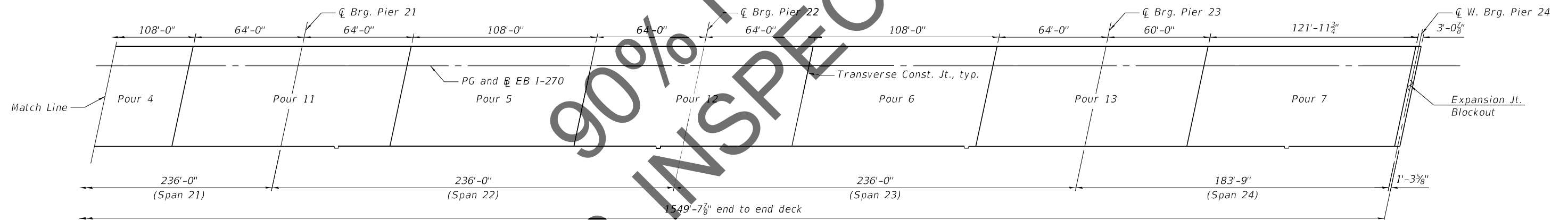
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	273
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



DECK POURING SEQUENCE



DECK POURING SEQUENCE

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:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

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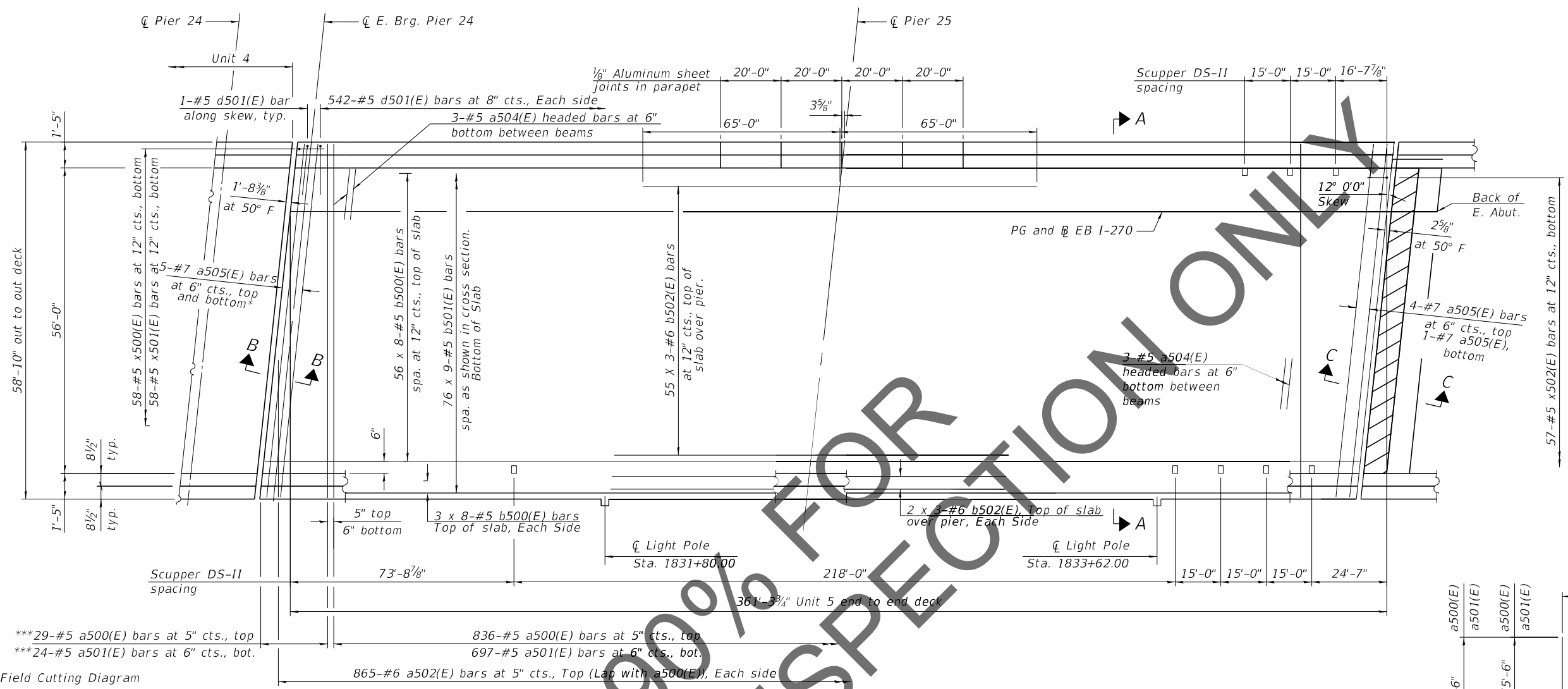
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PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 4  
STRUCTURE NO. 060-0350 (EB)

SHEET 74 OF 292 SHEETS

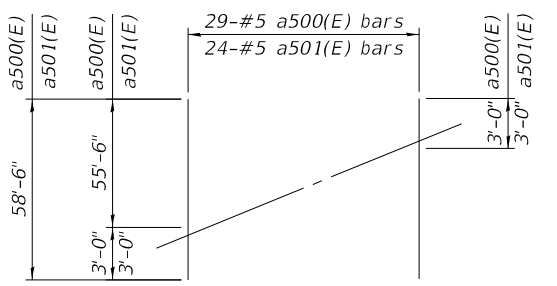
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 76190	



UNIT 5 PLAN

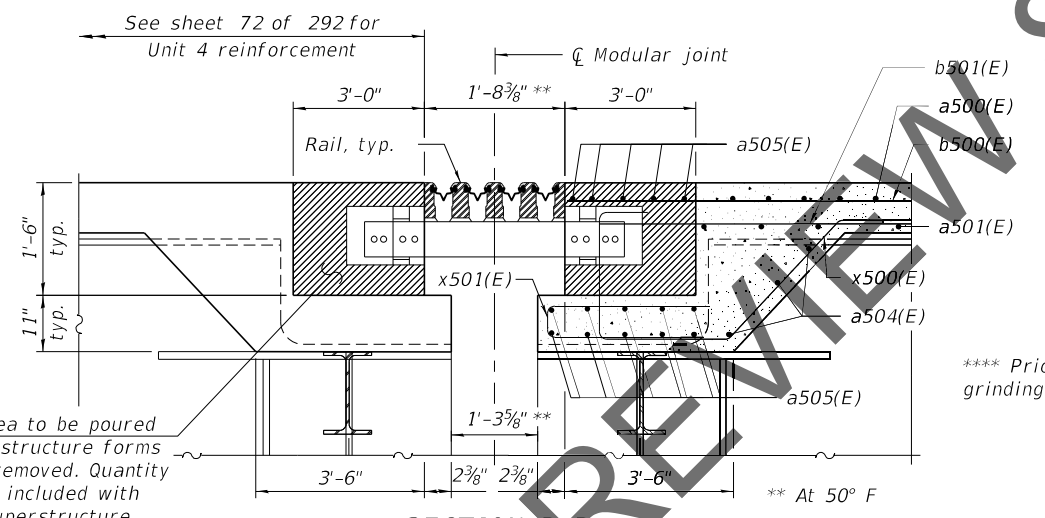
MINIMUM BAR LAP

- #5 bar = 3'-6"
- #6 bar = 3'-7"
- #7 bar = 4'-8"

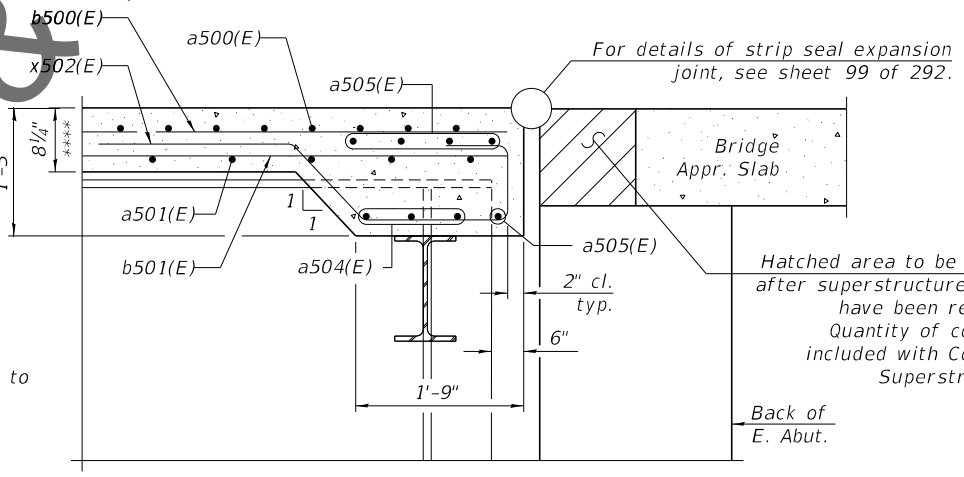


FIELD CUTTING DIAGRAM

Order a500(E) and a501(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



SECTION B-B  
(at Rt. L's)



SECTION C-C  
(at Rt. L's)

(Full cross frame not shown for clarity)

Note:  
 For Bill of Material, see sheet 93 of 292.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 Space d501(E) Bars to miss parapet joints.  
 Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 106 of 292.  
 For scupper support and reinforcement details see sheet 89 of 292.  
 For Section A-A, see sheet 76 of 292.  
 For light pole base details see sheet 90 of 292.  
 Light pole base dimensions provided are measured to centerline light pole.  
 Order a500(E) and a501(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.

\*Two rows of #5 a505(E) in bottom of deck at expansion joint

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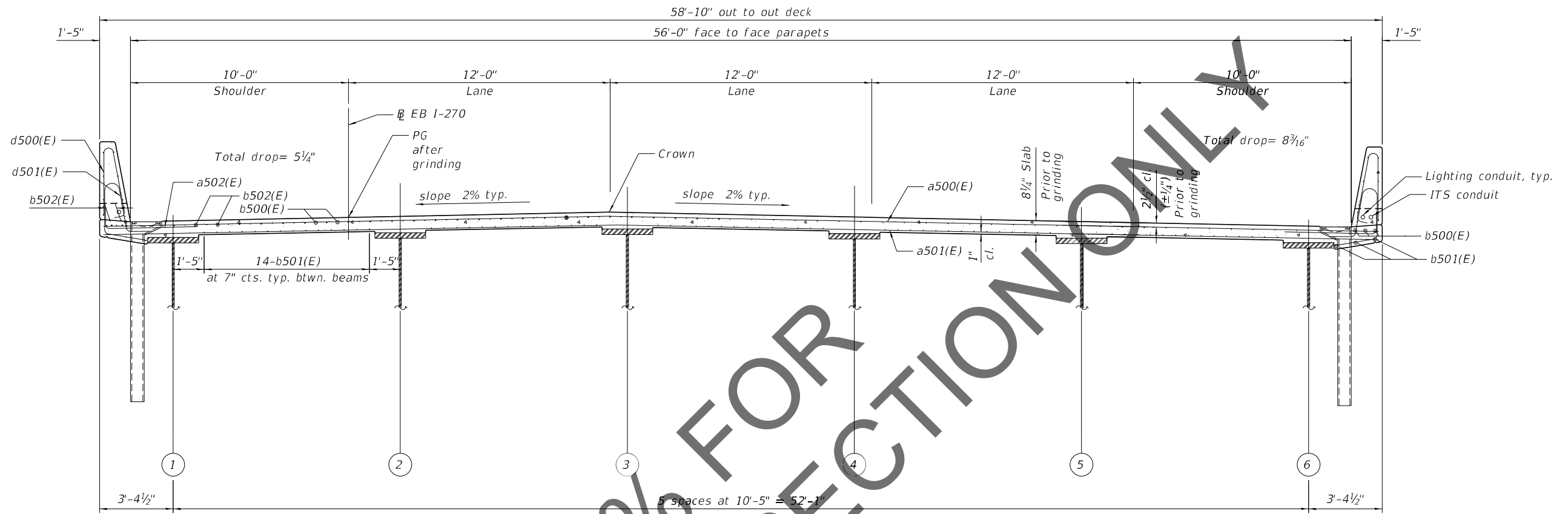
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5  
 STRUCTURE NO. 060-0350 (EB)

SHEET 75 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	275
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT

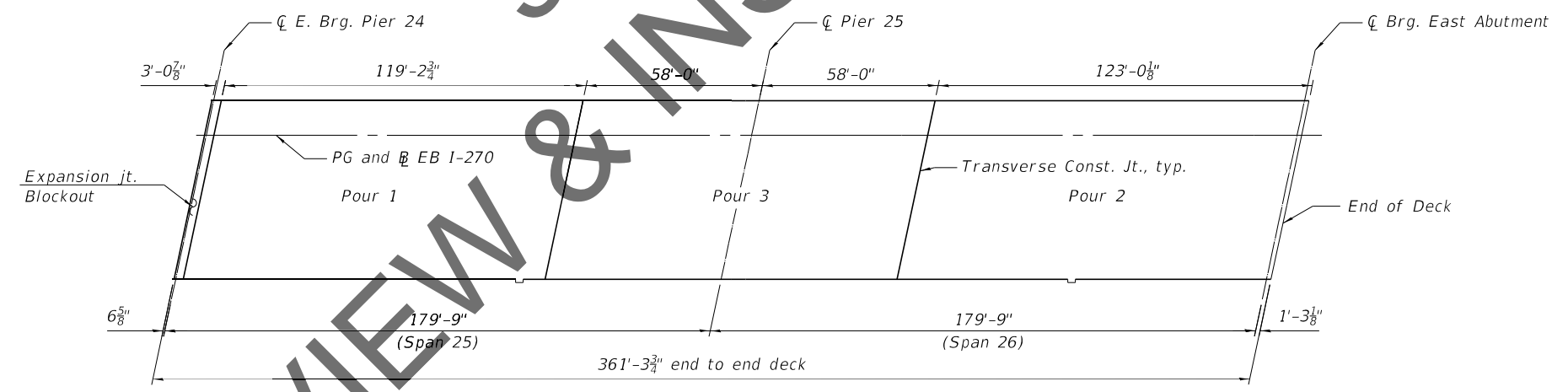


NEAR PIER

NEAR MIDSPAN

Note:  
For Bill of Material, see sheet 93 of 292.  
For Location of drainage scuppers, see deck plans.  
For Superstructure Details, see sheet 78 of 292.

SECTION A-A  
(Looking upstation)



DECK POURING SEQUENCE

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:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

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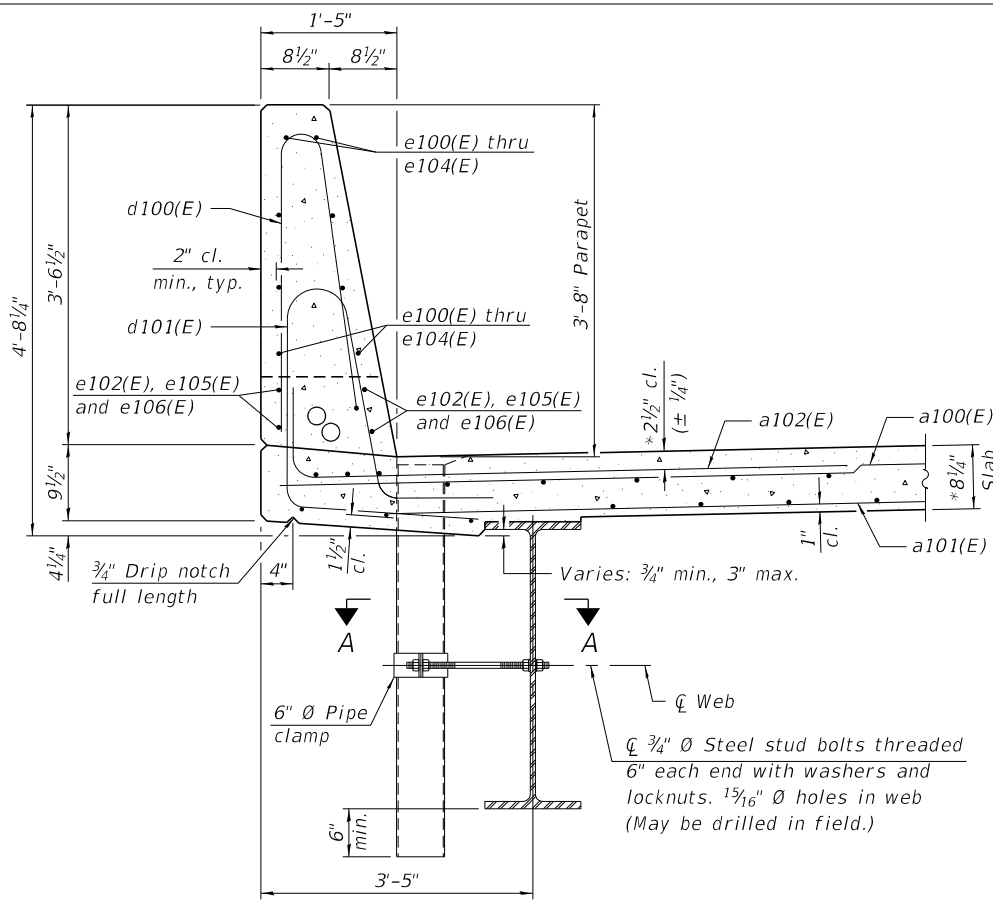
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

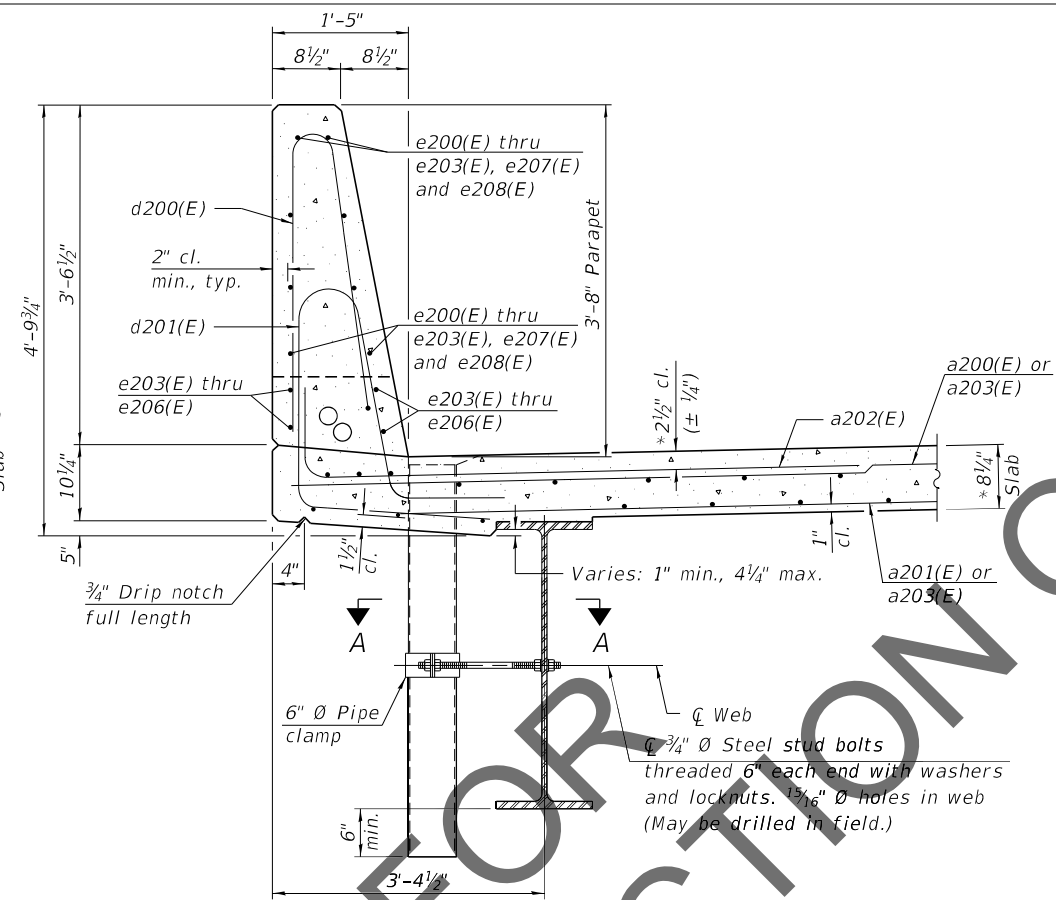
DECK SECTION & POURING SEQUENCE UNIT 5  
STRUCTURE NO. 060-0350 (EB)

SHEET 76 OF 292 SHEETS

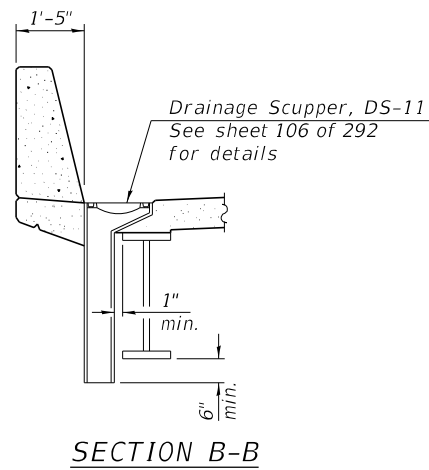
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



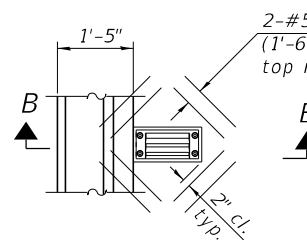
SECTION THRU PARAPET - UNIT 1  
\* prior to grinding



SECTION THRU PARAPET - UNIT 2  
\* prior to grinding

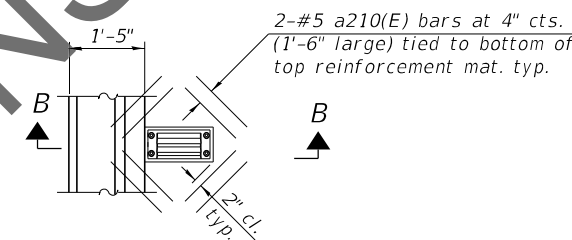


SECTION B-B



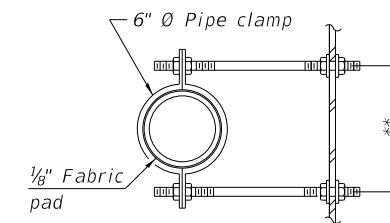
PLAN

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.



PLAN

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A

\*\*Dimension as required by pipe clamp

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HORNER SHIFRIN  
PARSONS

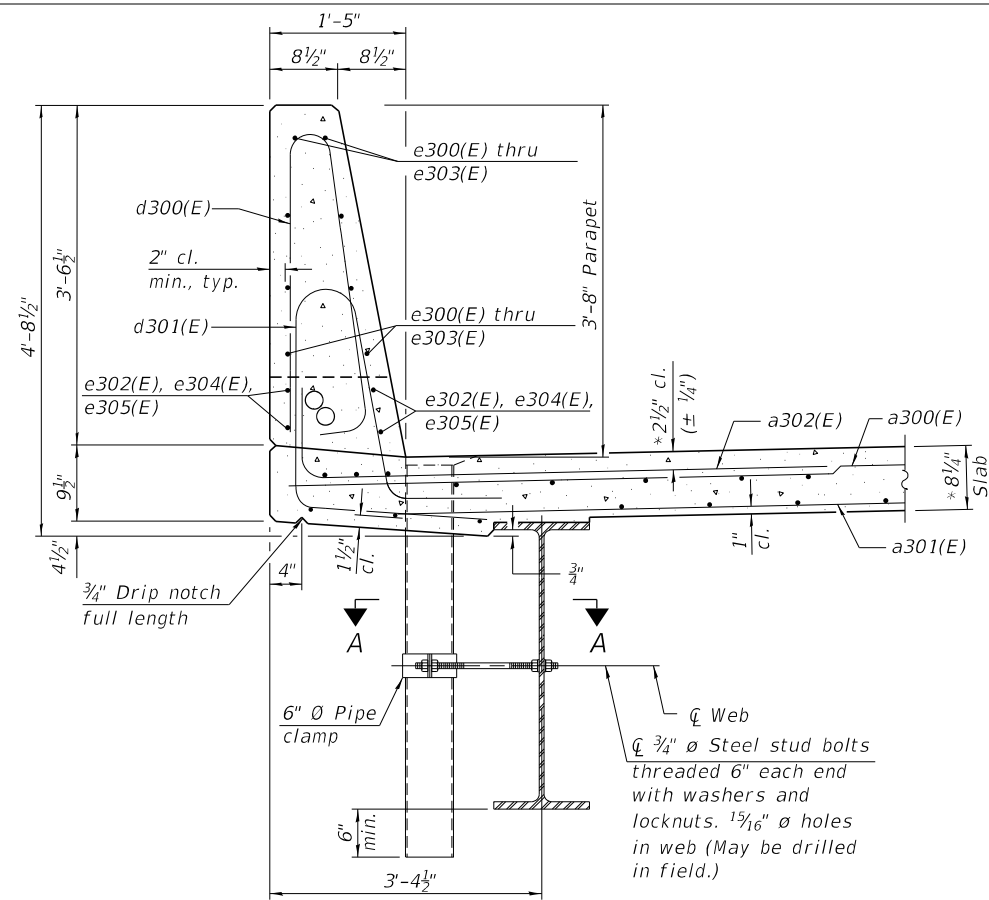
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

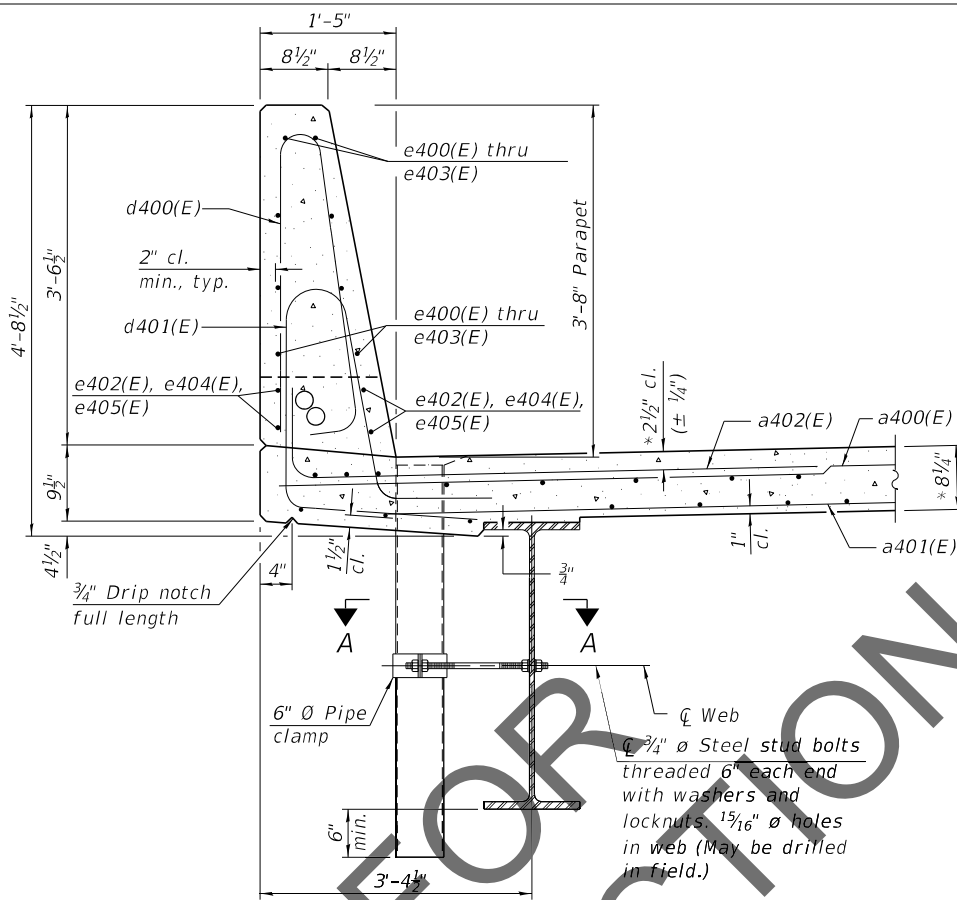
SUPERSTRUCTURE DETAILS - 1  
STRUCTURE NO. 060-0350 (EB)

SHEET 77 OF 292 SHEETS

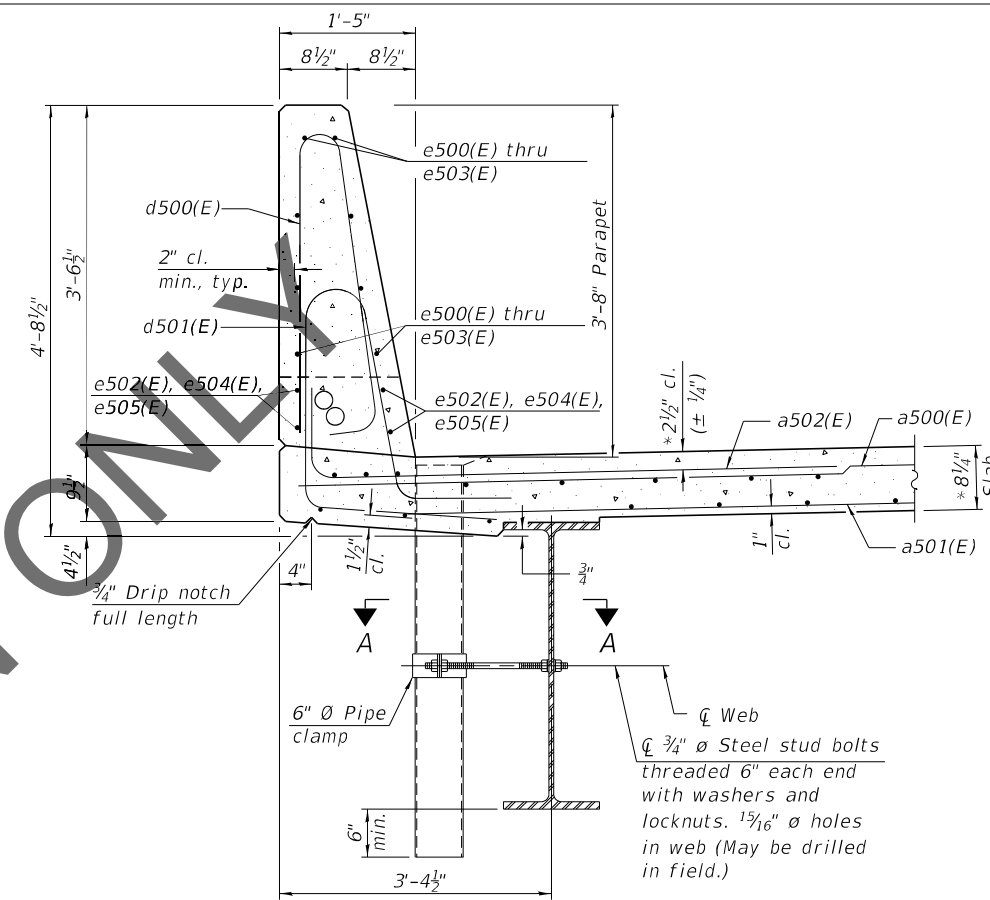
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	277
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



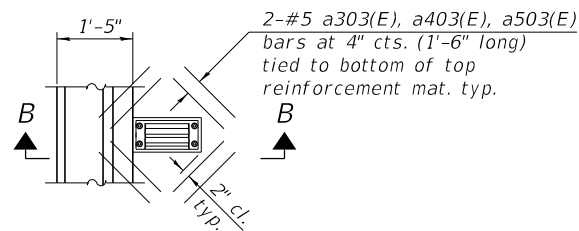
**SECTION THRU PARAPET - UNIT 3**  
\* prior to grinding



**SECTION THRU PARAPET - UNIT 4**  
\* prior to grinding

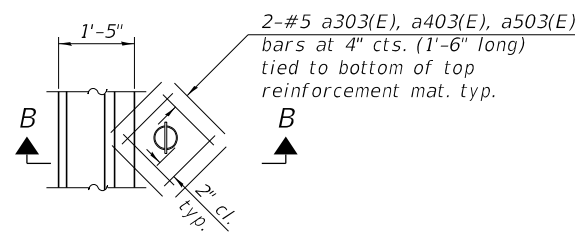


**SECTION THRU PARAPET - UNIT 5**  
\* prior to grinding



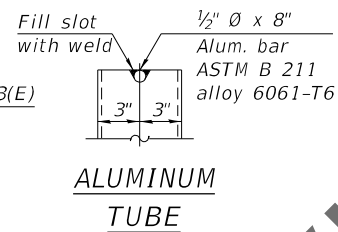
**PLAN**

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.  
See deck sheets for scupper locations.

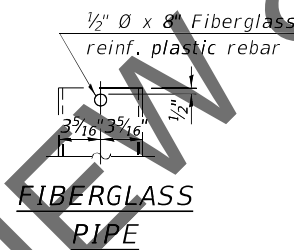


**PLAN NEAR PIER 13**

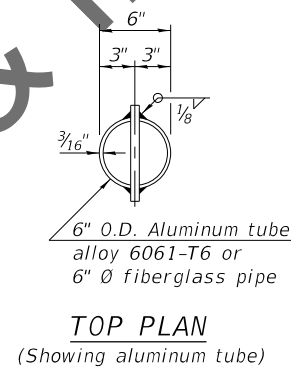
Note:  
Cut longitudinal reinforcement to clear drainage scuppers.  
See deck sheets for scupper locations.



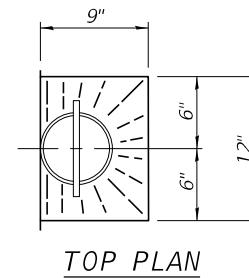
**ALUMINUM TUBE**



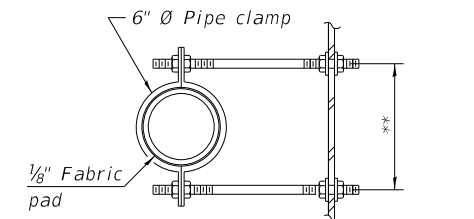
**FIBERGLASS PIPE**



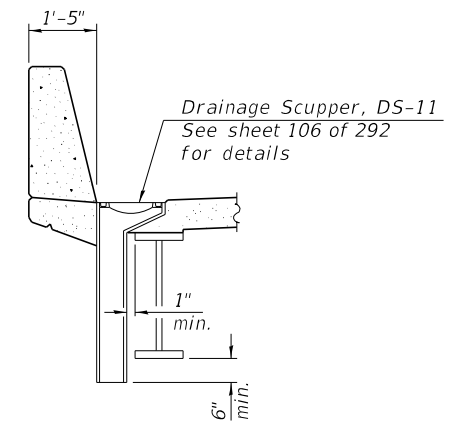
**TOP PLAN**  
(Showing aluminum tube)



**TOP PLAN**



**SECTION A-A**  
\*\*Dimension as required by pipe clamp



**SECTION B-B**

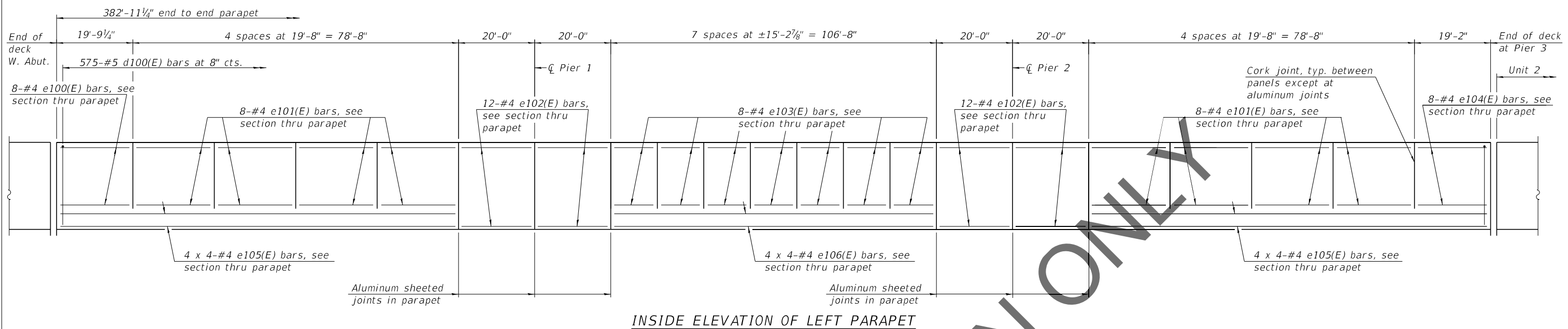
Notes:  
Concrete Anchors shall be galvanized per manufacturer's specifications.  
Concrete anchors shall be the non-drilling expansion type and shall have a certified concrete pull out strength (Ultimate Load) of 12,100 pounds (min.) in 4,000 psi concrete. The hole shall be pre-drilled with a conventional carbide masonry bit.

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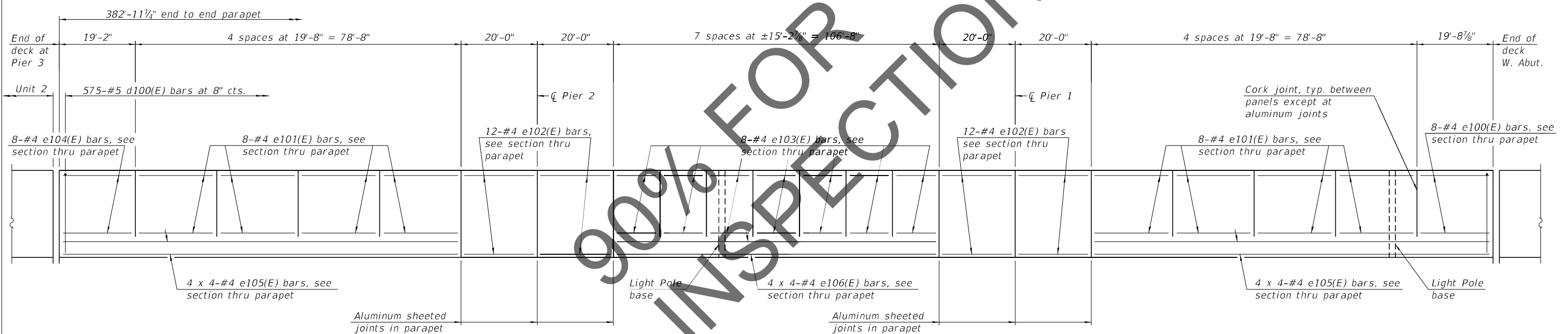
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PLOT SCALE =	CHECKED - GLJ	REVISED -
PLOT DATE =	DRAWN - JDS	REVISED -
	CHECKED - GLJ	REVISED -

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	278
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

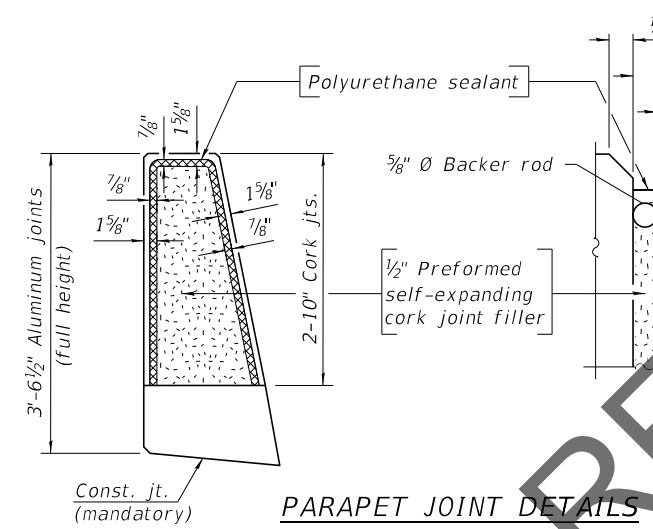




INSIDE ELEVATION OF LEFT PARAPET



INSIDE ELEVATION OF RIGHT PARAPET



PARAPET JOINT DETAILS

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

Notes:  
Dimensions are along inside face of parapet at gutter line.  
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.  
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.  
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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**HORNER SHIFRIN**  
Teaming with: **PARSONS**

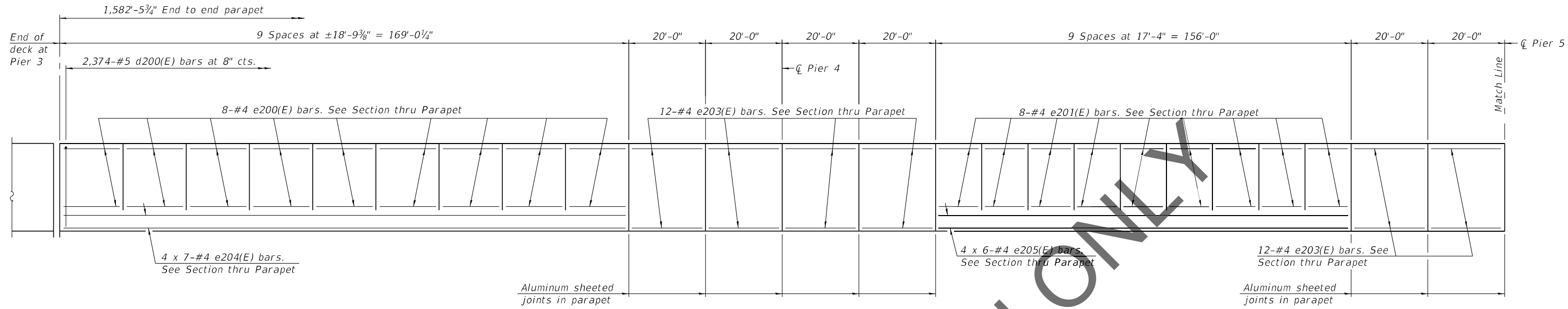
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

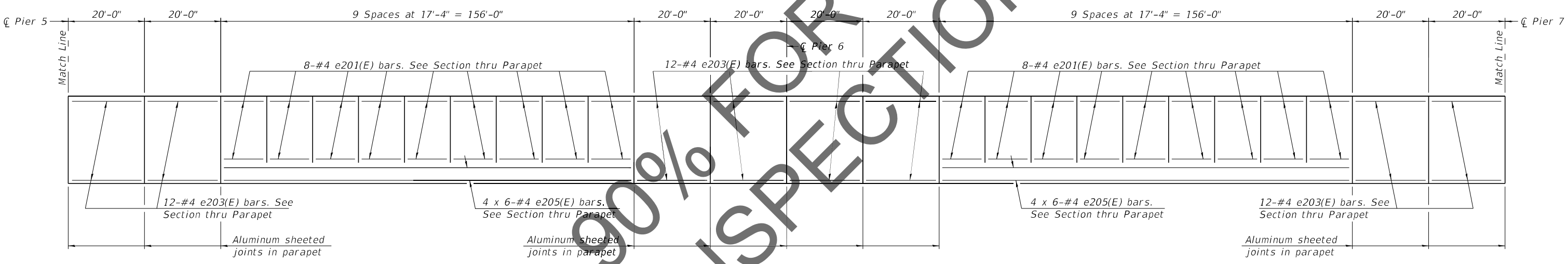
**PARAPET ELEVATION UNIT 1**  
**STRUCTURE NO. 060-0350 (EB)**

SHEET 79 OF 292 SHEETS

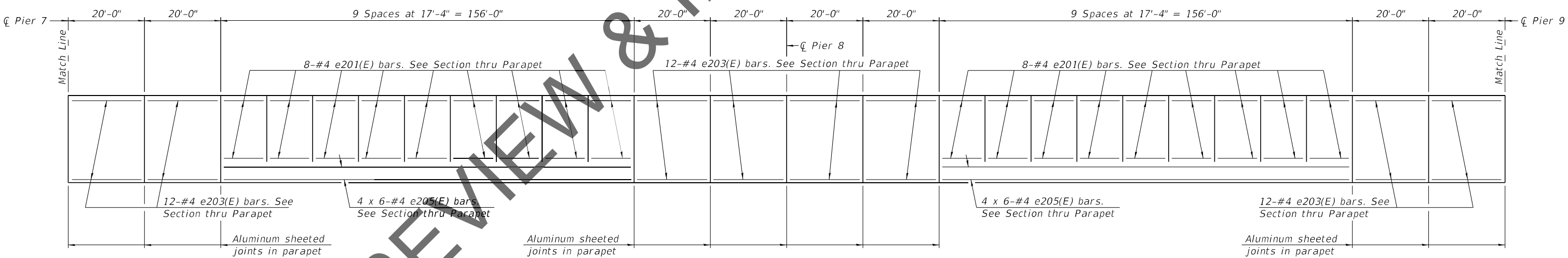
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270	60B-1	MADISON	860	279
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF LEFT PARAPET - SPANS 4 AND 5



INSIDE ELEVATION OF LEFT PARAPET - SPANS 6 AND 7



INSIDE ELEVATION OF LEFT PARAPET - SPANS 8 AND 9

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

Notes:  
See Sheet 82 of 292 for parapet joint details.  
See Sheet 81 of 292 for left parapet - Span 10.  
See Sheets 81 and 82 of 292 for inside elevation of right parapets.

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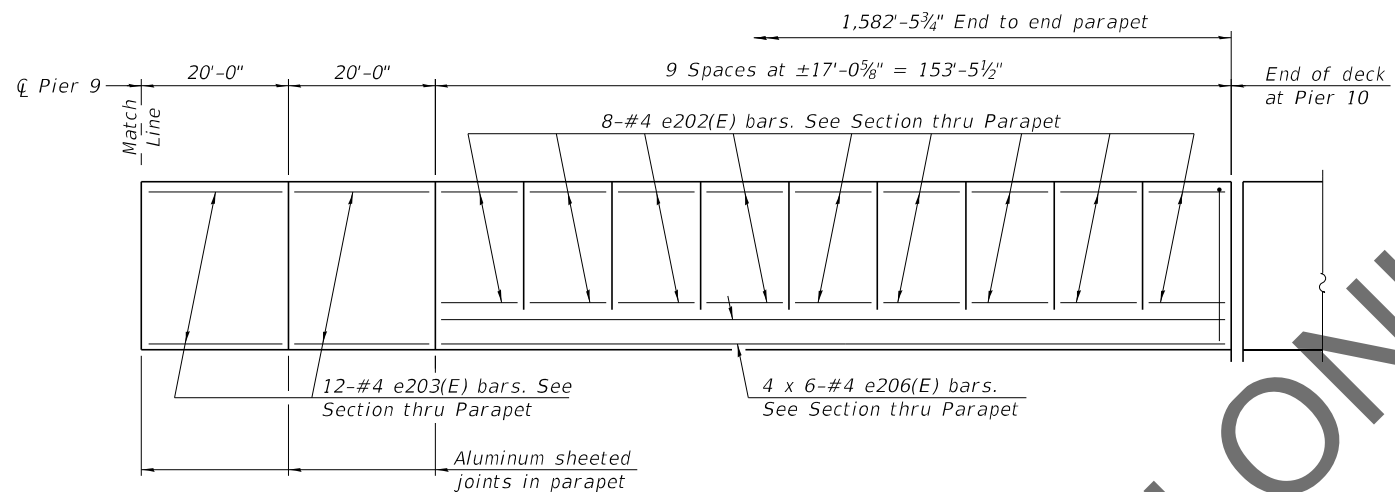
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

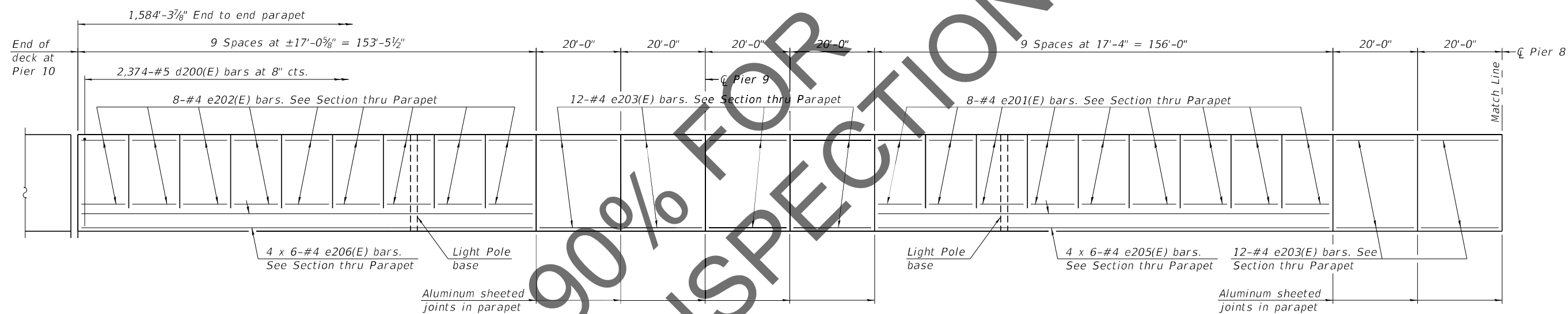
PARAPET ELEVATION UNIT 2 - 1  
STRUCTURE NO. 060-0350 (EB)

SHEET 80 OF 292 SHEETS

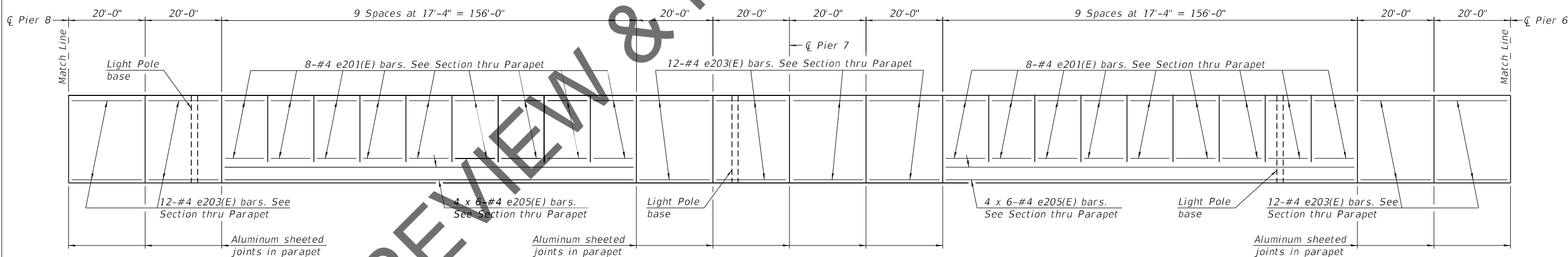
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	280
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF LEFT PARAPET - SPAN 10



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 9 AND 10



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 7 AND 8

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

Notes:  
See Sheet 80 of 292 for inside elevation of left parapet Spans 4 thru 9.  
See Sheet 82 of 292 for inside elevation of right parapet Spans 4 thru 6.

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**HORNER SHIFRIN**  
PARSONS

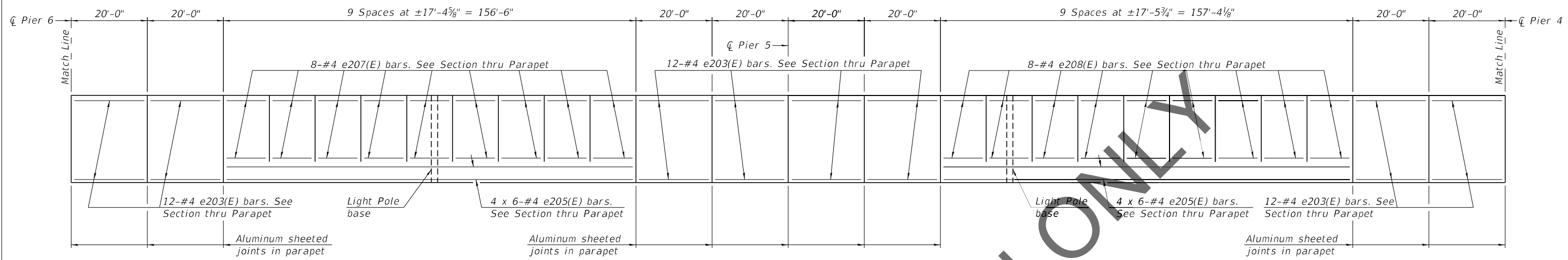
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

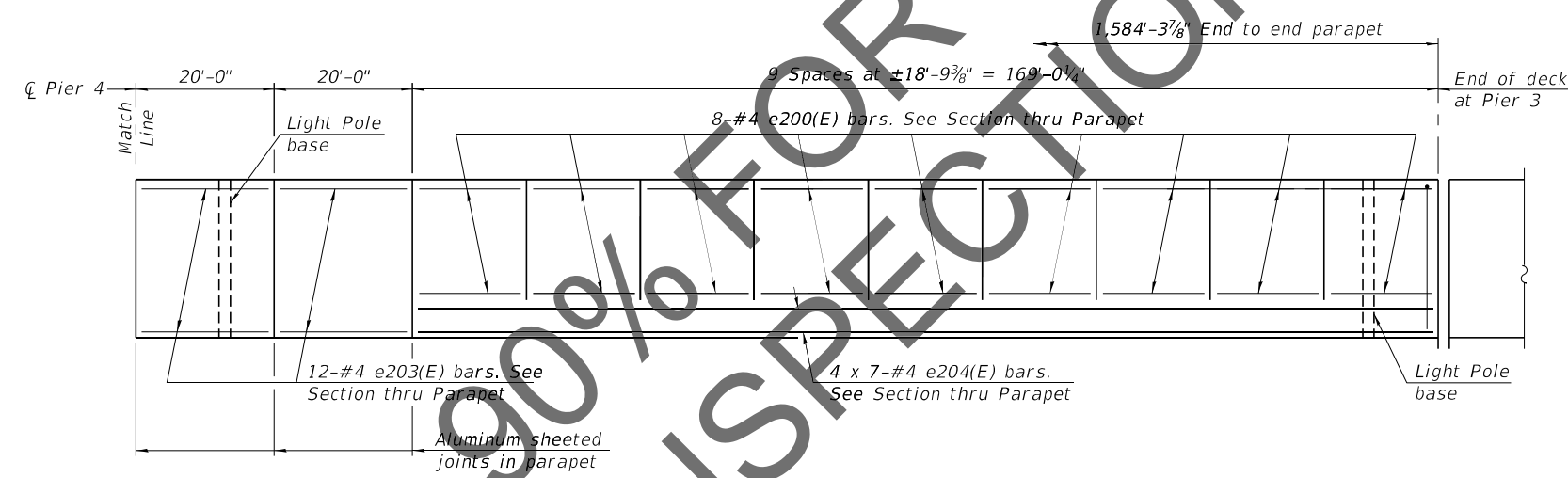
PARAPET ELEVATION UNIT 2 - 2  
STRUCTURE NO. 060-0350 (EB)

SHEET 81 OF 292 SHEETS

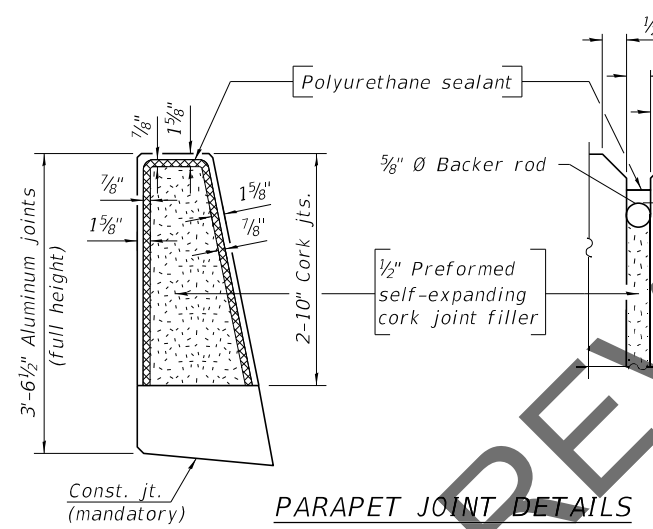
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	281
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 5 AND 6



INSIDE ELEVATION OF RIGHT PARAPET - SPAN 4



PARAPET JOINT DETAILS

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

Notes:  
Dimensions are along inside face of parapet at gutter line.  
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.  
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.  
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
See Sheet 80 of 292 for inside elevation of left parapet Spans 4 thru 9.  
See Sheet 81 of 292 for inside elevation of left parapet Span 10, and inside elevation of right parapet Spans 7 thru 10.

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HORNER SHIFRIN  
PARSONS

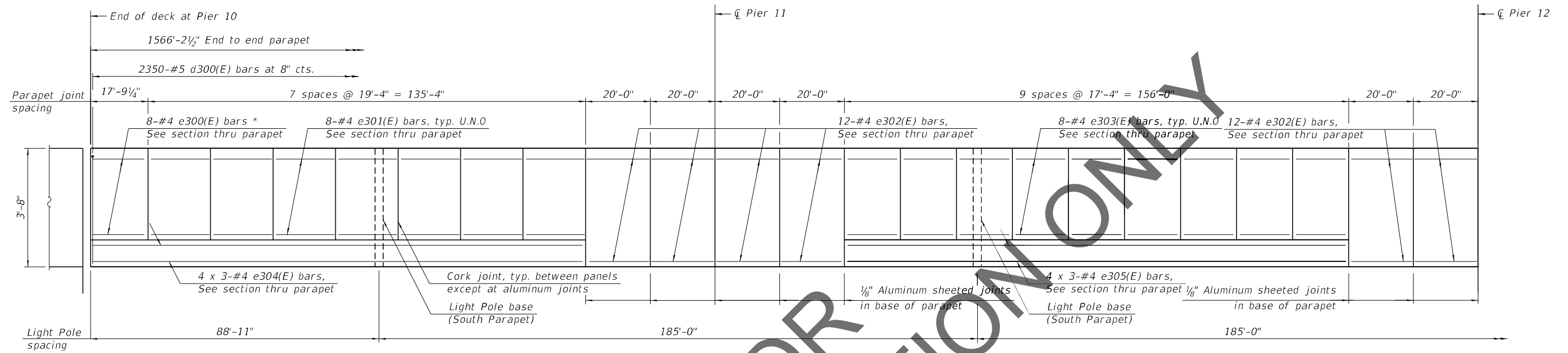
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PLOT SCALE =	CHECKED - NHP	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 2 - 3  
STRUCTURE NO. 060-0350 (EB)

SHEET 82 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	282
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



\* Field cut bars when needed to keep 2" clear concrete cover.

**INSIDE ELEVATION OF PARAPET SPAN 11 AND 12**

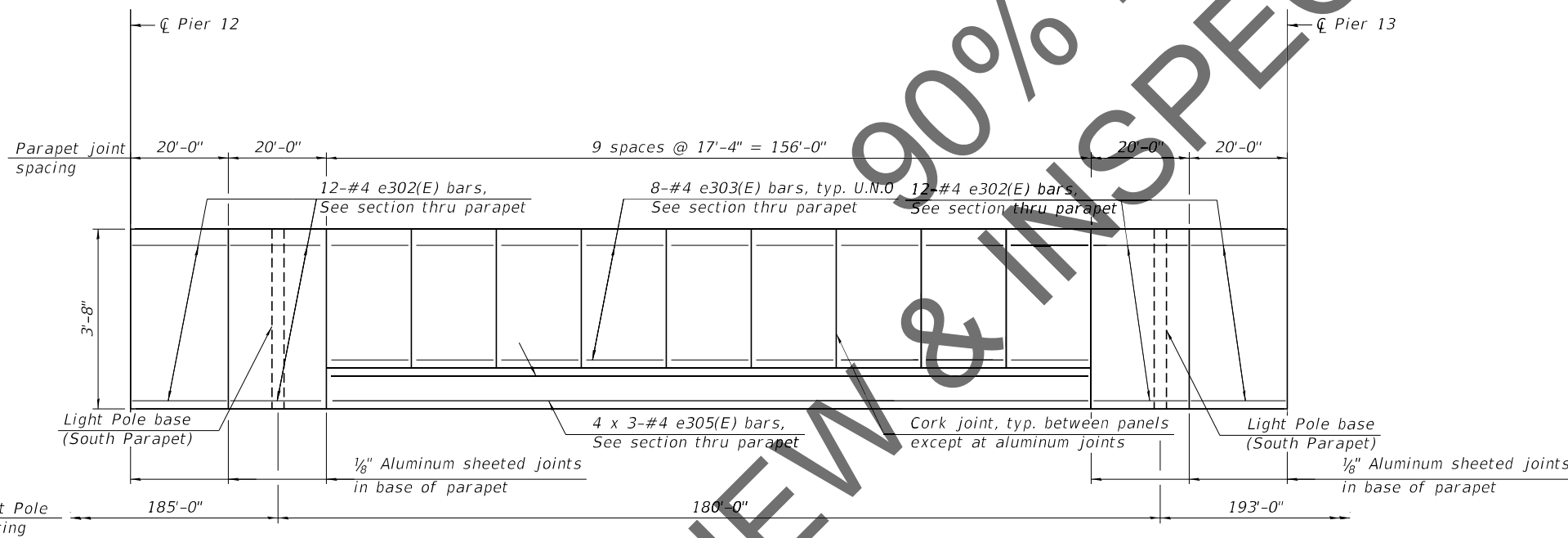
North parapet - Shown  
South parapet - Similar

**MINIMUM BAR LAP**

#4 bar = 2'-5"

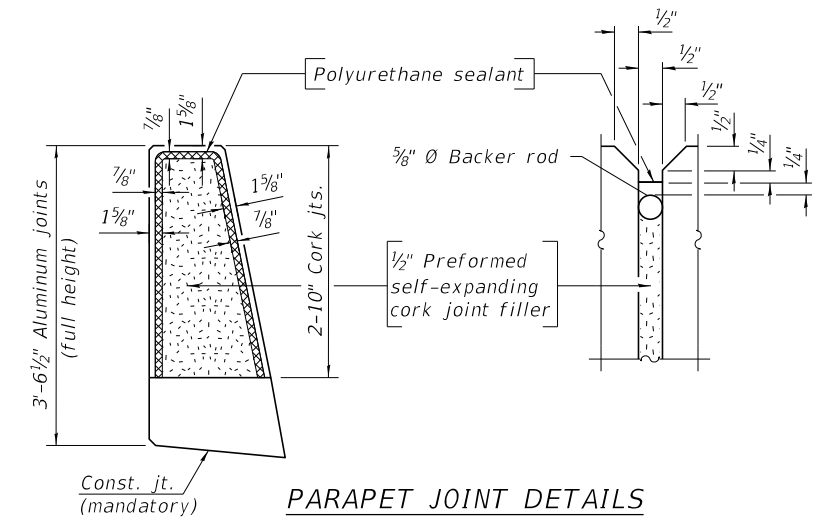
**Notes:**

Dimensions are along inside face of parapet at gutter line.  
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.  
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.  
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



**INSIDE ELEVATION OF PARAPET SPAN 13**

North parapet - Shown  
South parapet - Similar



MODEL: Default  
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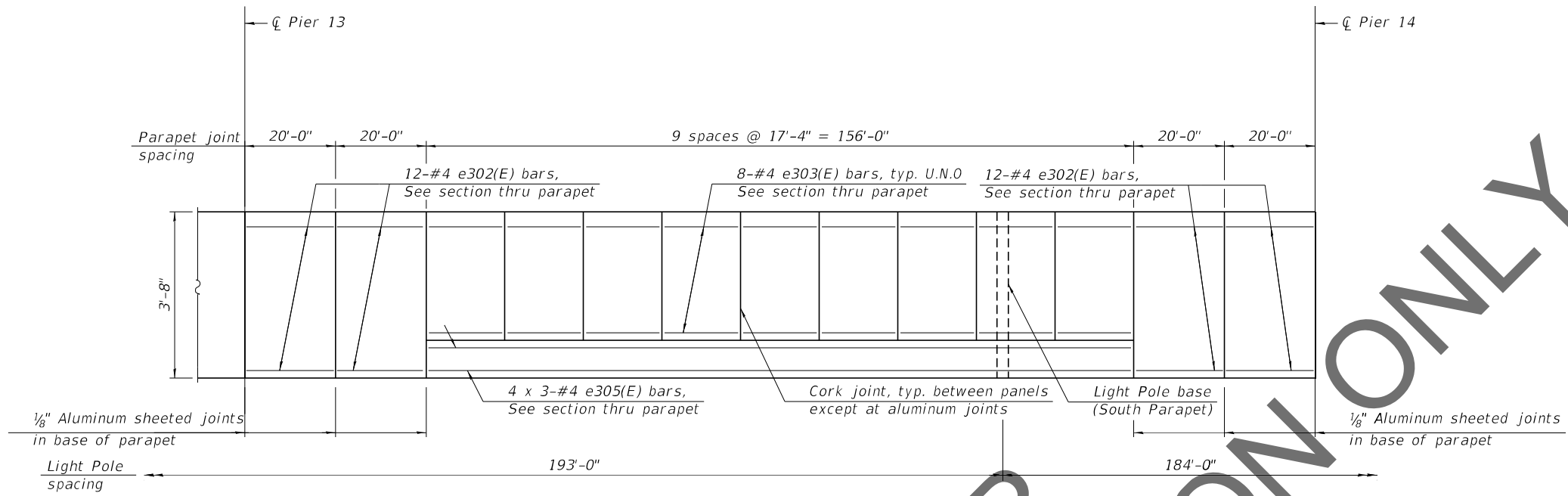
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 3 - 1  
STRUCTURE NO. 060-0350 (EB)

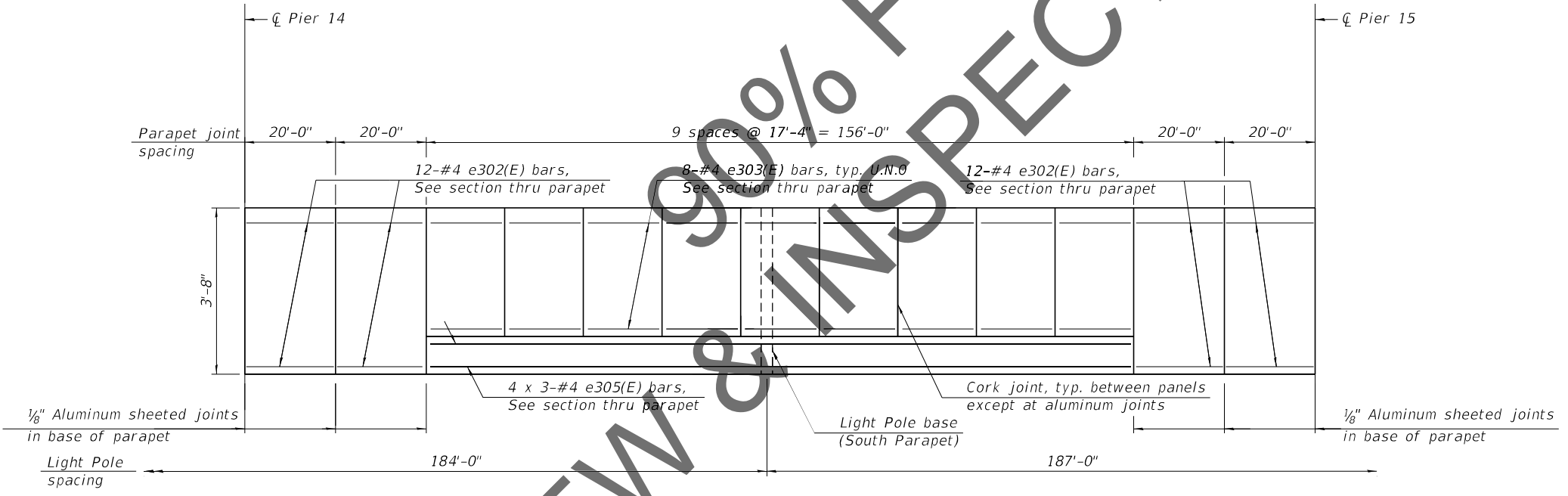
SHEET 83 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	283
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



**INSIDE ELEVATION OF PARAPET SPAN 14**  
 North parapet - Shown  
 South parapet - Similar



**INSIDE ELEVATION OF PARAPET SPAN 15**  
 North parapet - Shown  
 South parapet - Similar

**MINIMUM BAR LAP**  
 #4 bar - 2'-5"

Note:  
 See sheet 83 of 292 for parapet joint details and notes.

REVIEW & INSPECTION ONLY

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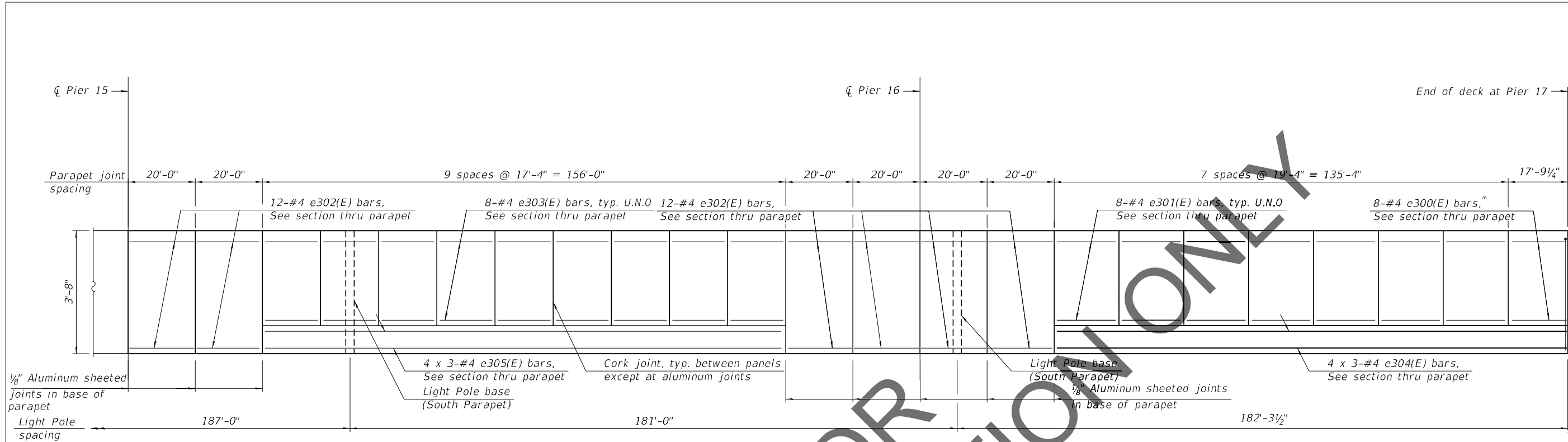
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PLOT DATE =	CHECKED - VMC	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATION UNIT 3 - 2  
 STRUCTURE NO. 060-0350 (EB)**

SHEET 84 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	284
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF PARAPET SPAN 16 And 17**

North parapet - Shown  
South parapet - Similar

\* Field cut bars when needed to keep 2" clear concrete cover.

**MINIMUM BAR LAP**  
#4 bar - 2'-5"

Note:

See sheet 83 of 292 for parapet joint details and notes.

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**HORNER SHIFRIN**  
Teaming with: **PARSONS**

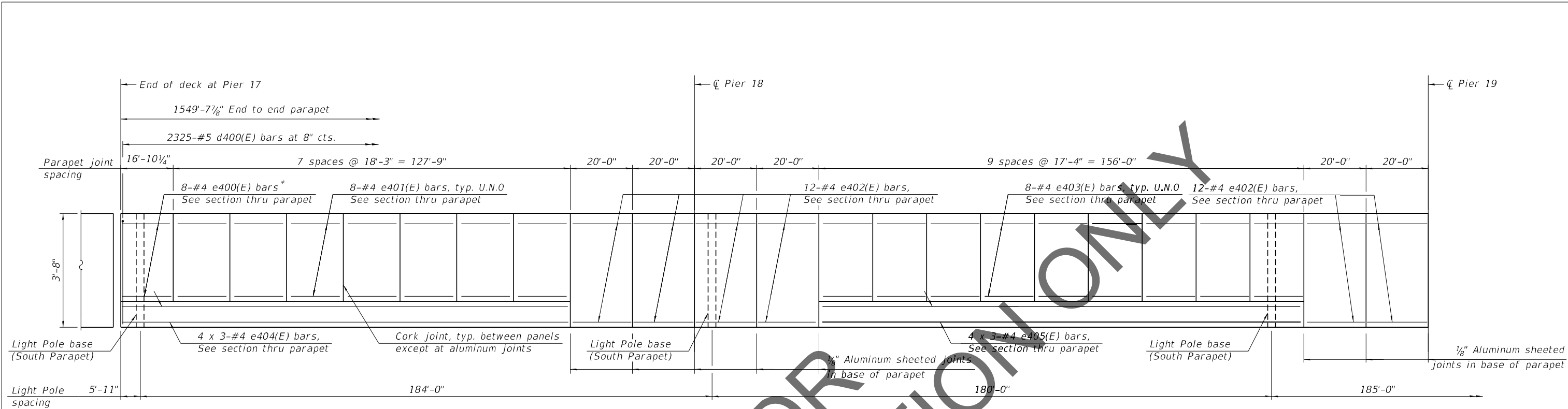
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PLOT SCALE =	DRAWN - DR	REVISED -
PLOT DATE =	CHECKED - VMC	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATION UNIT 3 - 3  
STRUCTURE NO. 060-0350 (EB)**

SHEET 85 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	285
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



\* Field cut bars when needed to keep 2" clear concrete cover.

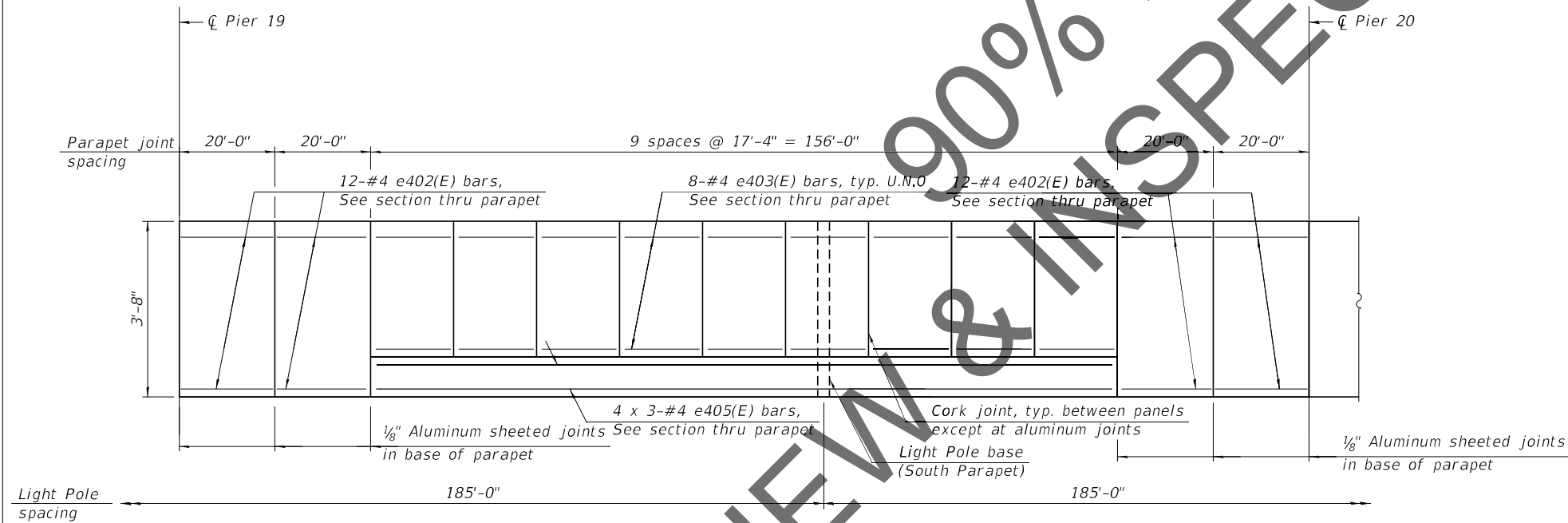
**INSIDE ELEVATION OF PARAPET SPAN 18 AND 19**

North parapet - Shown  
South parapet - Similar

**MINIMUM BAR LAP**

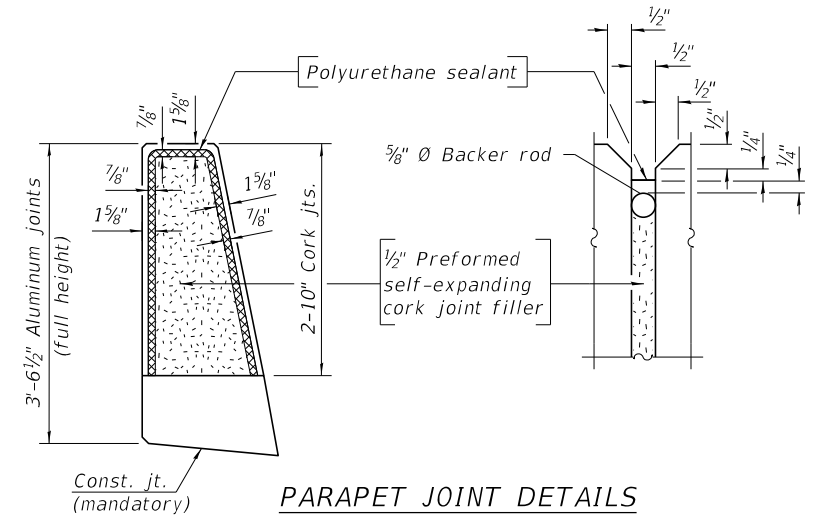
#4 bar = 2'-5"

Notes:  
Dimensions are along inside face of parapet at gutter line.  
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.  
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.  
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



**INSIDE ELEVATION OF PARAPET SPAN 20**

North parapet - Shown  
South parapet - Similar



MODEL: Default  
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

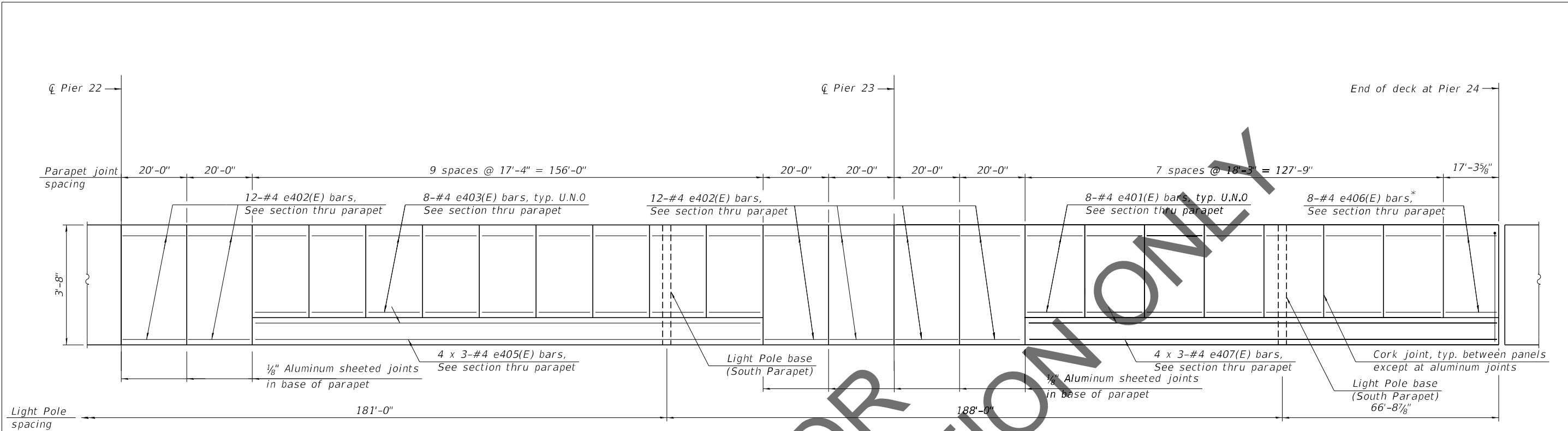
**PARAPET ELEVATION UNIT 4 - 1  
STRUCTURE NO. 060-0350 (EB)**

SHEET 86 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	286
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				







**INSIDE ELEVATION OF PARAPET SPAN 23 AND 24**

North parapet - Shown  
South parapet - Similar

\* Field cut bars when needed to keep 2" clear concrete cover.

MINIMUM BAR LAP  
#4 bar - 2'-5"

Note:  
See sheet 86 of 292 for parapet joint details and notes.

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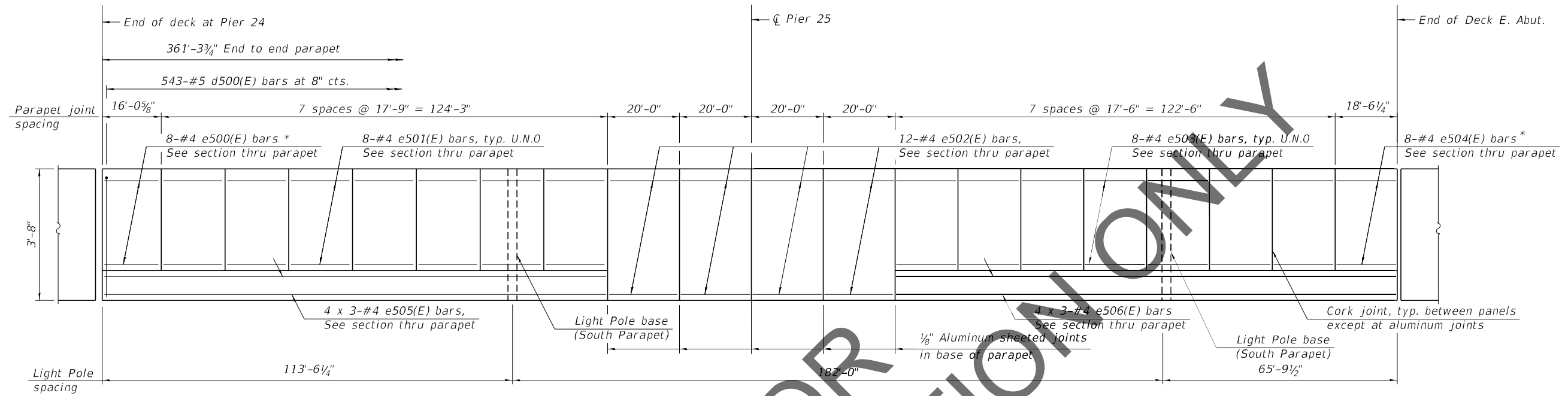
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PLOT SCALE =	DRAWN - DR	REVISED -
PLOT DATE =	CHECKED - VMC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 4 - 3  
STRUCTURE NO. 060-0350 (EB)

SHEET 88 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	288
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



\* Field cuts bars when needed to keep 2" clear concrete cover.

**INSIDE ELEVATION OF PARAPET SPAN 25 AND 26**

North parapet - Shown  
South parapet - Similar

**MINIMUM BAR LAP**

#4 bar = 2'-5"

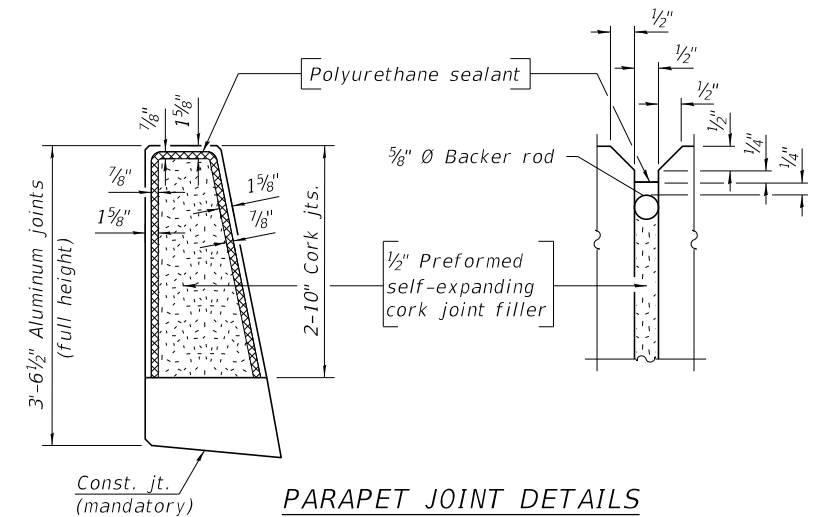
**Notes:**

Dimensions are along inside face of parapet at gutter line.

Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.

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.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



REVIEW & INSPECTION ONLY

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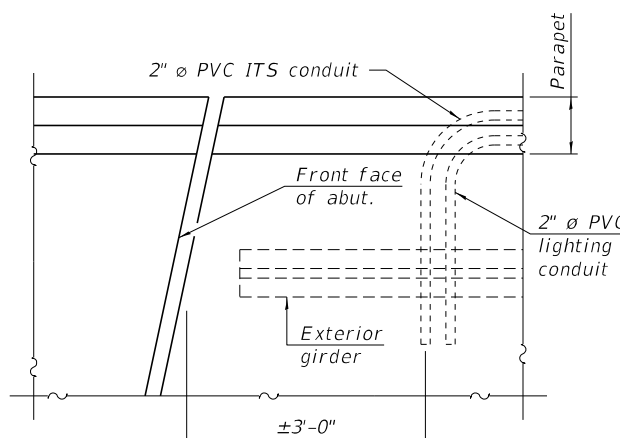
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

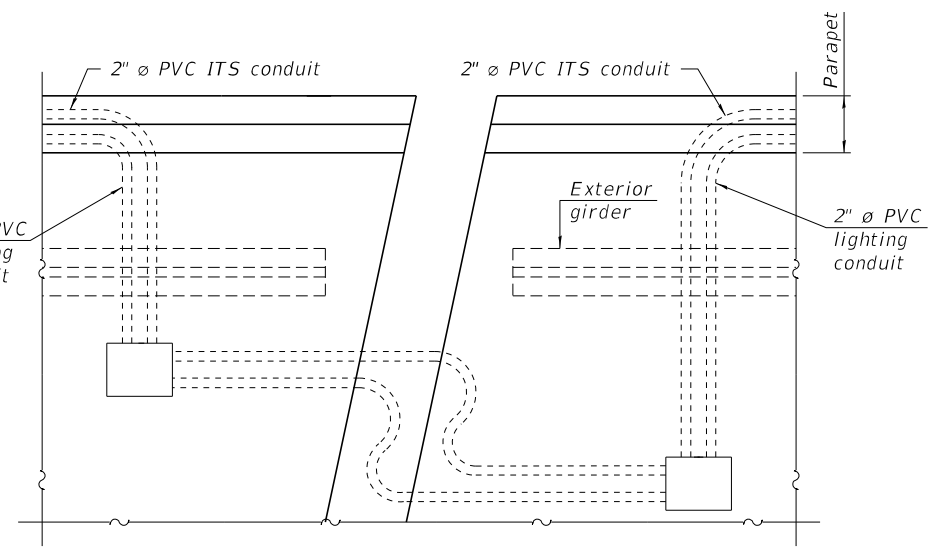
**PARAPET ELEVATION UNIT 5  
STRUCTURE NO. 060-0350 (EB)**

SHEET 89 OF 292 SHEETS

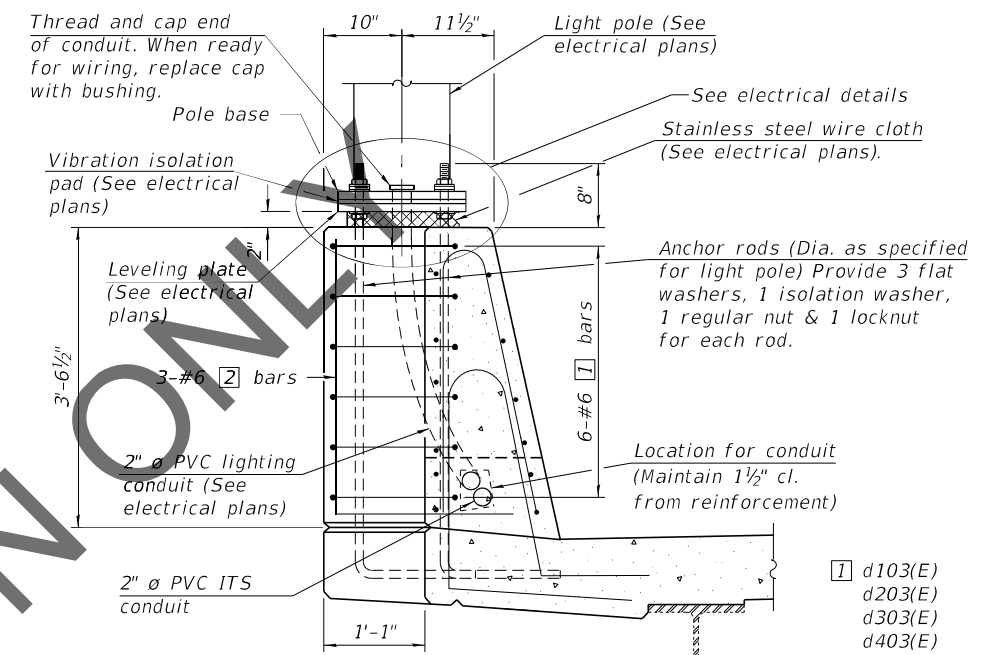
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	289
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



**TYPICAL PLAN OF CONDUITS AT ABUTMENT**  
(West abutment shown, east abutment similar)

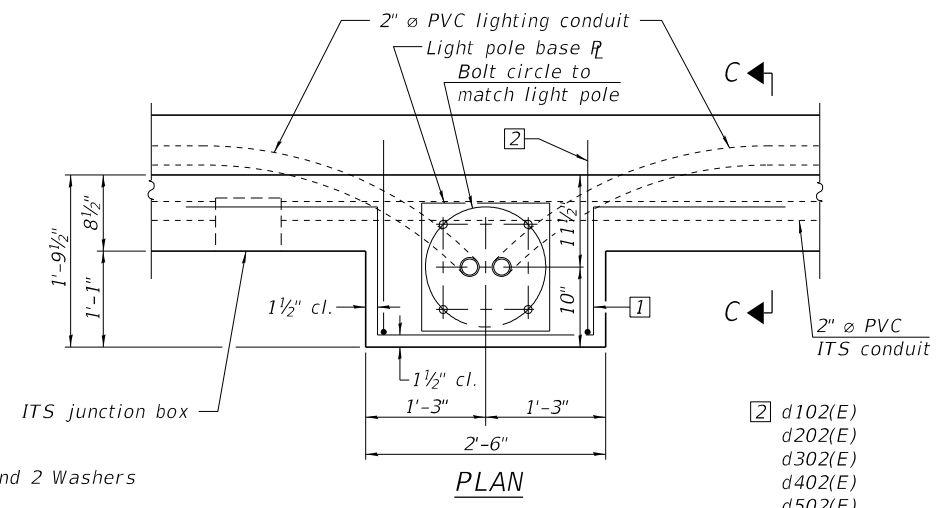


**Part Plan at Pier**

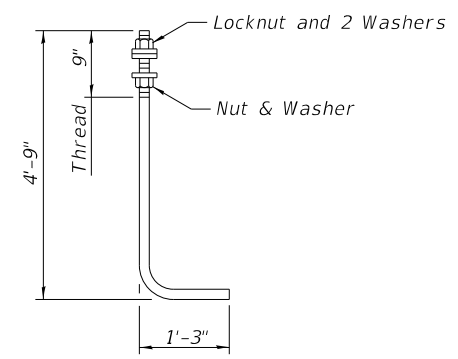


**SECTION C-C**

**MINIMUM BAR LAP**  
#4 bar = 2'-5"

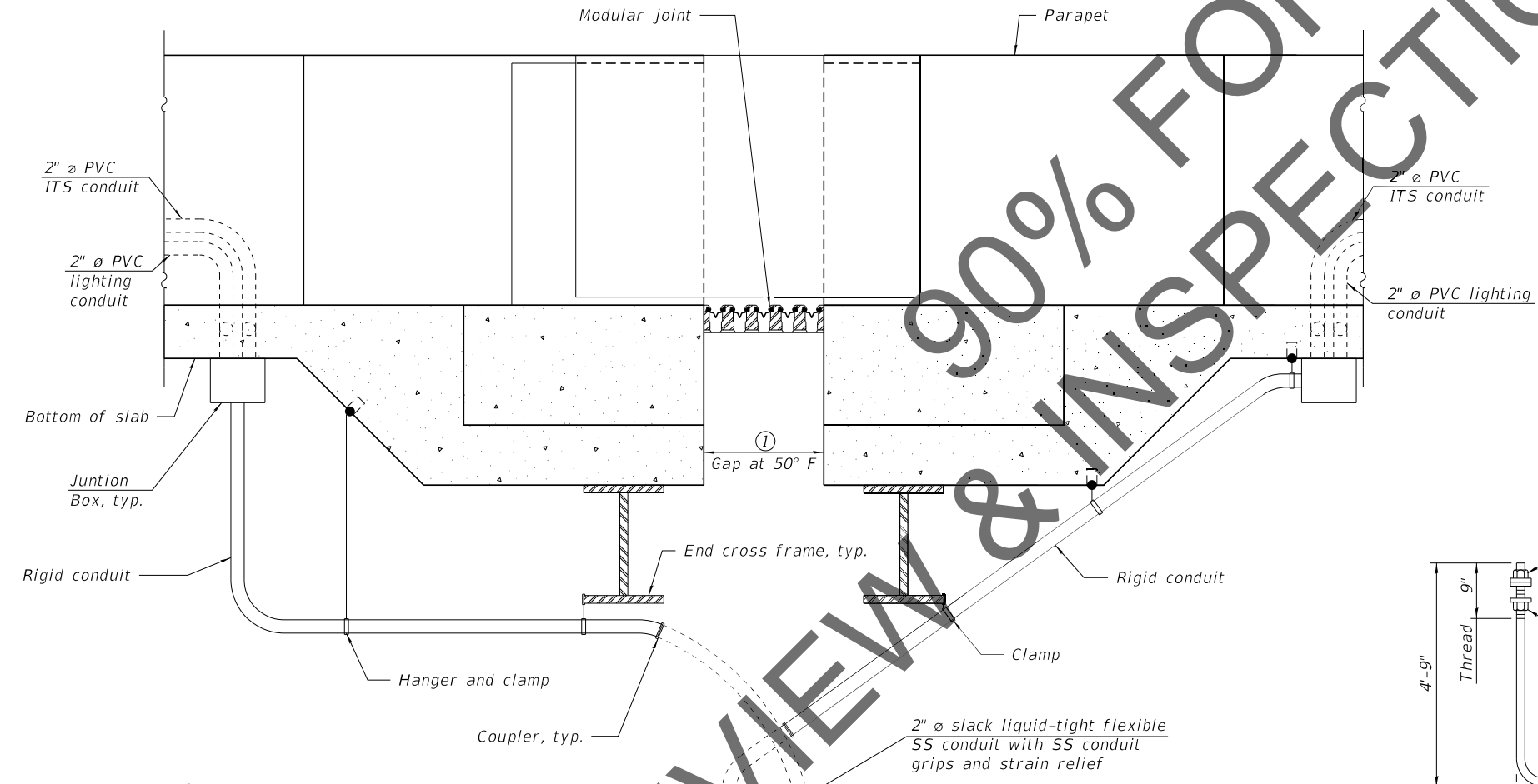


**PLAN**



**ANCHOR ROD**  
Diameter as specified for light poles.  
(ASTM F 1554 Grade 105)

**Notes:**  
Cost of anchor rods and conduit is included with Concrete Superstructure.  
See Electrical Plans and specifications for locations and frequency of conduit supports.



**PART ELEVATION OF PARAPET AT PIER 3, 10, 17 AND 24**

① See sheets 100, 102, 104, and 105 of 292.

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**HORNER SHIFRIN**  
PARSONS

USER NAME =	DESIGNED -	REVISD -
PLOT SCALE =	CHECKED -	REVISD -
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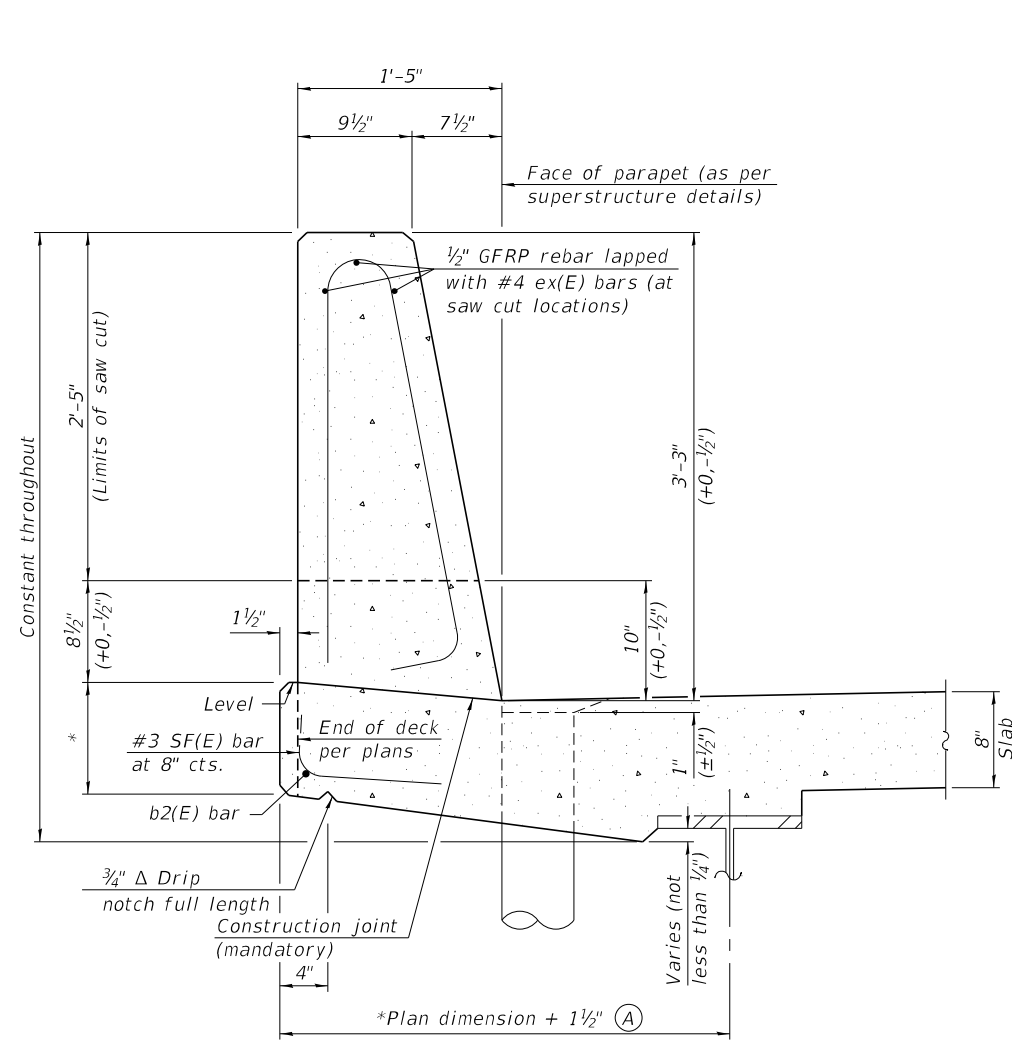
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**LIGHT POLE BASE DETAILS**  
**STRUCTURE NO. 060-0350 (EB)**

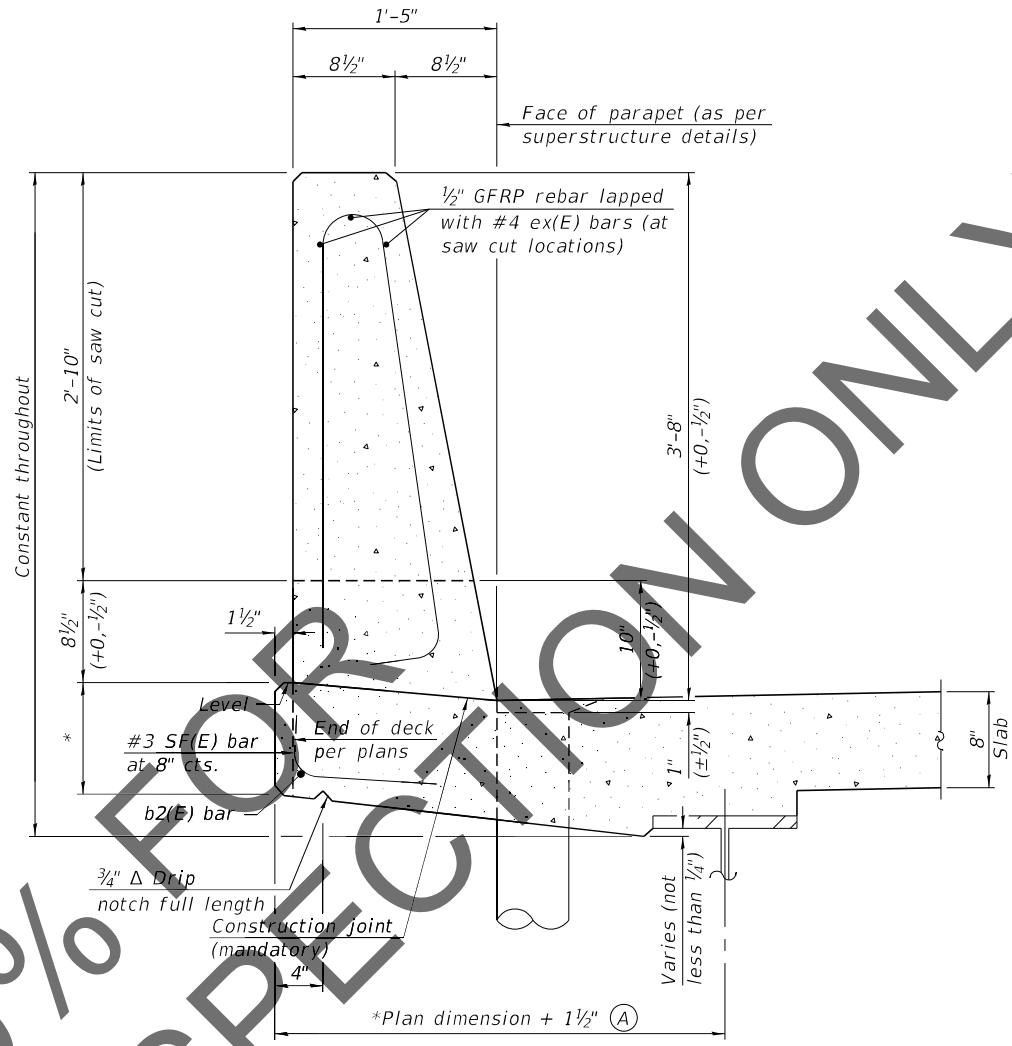
SHEET 90 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	290
CONTRACT NO. 76190				

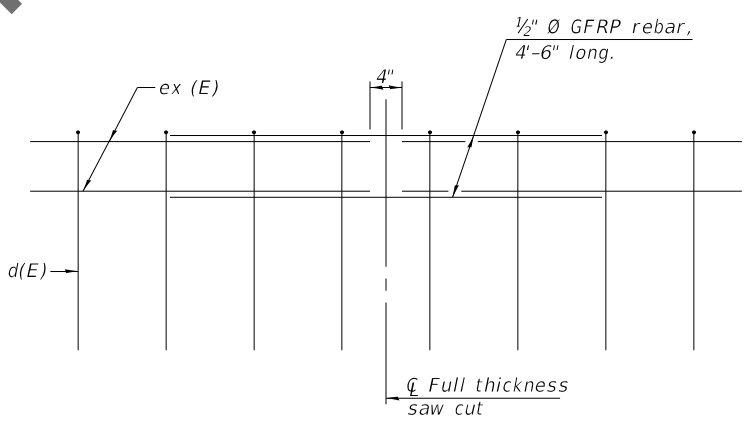
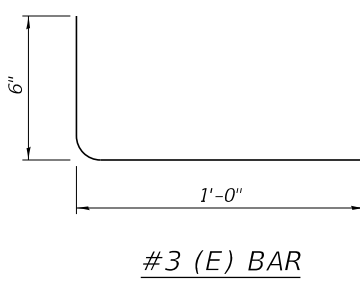
ILLINOIS FED. AID PROJECT



**39" CONSTANT-SLOPE PARAPET SECTION**  
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



**44" CONSTANT-SLOPE PARAPET SECTION**  
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



**GFRP REBAR STIFFENING DETAIL**  
(Place as shown in parapet section at each parapet joint location.)

Notes:  
All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.  
Place full depth aluminum sheets as shown on superstructure details.  
Replace all cork joint filler locations with a full thickness saw cut.  
Steel superstructure shown. Other superstructure types similar.

REVIEW & INSPECTION ONLY

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SFP 39-44 1-1-2020

**HORNER SHIFRIN**  
Teaming with **PARSONS**

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	CHECKED - NHP	REVISIONS -
PLOT SCALE =	DRAWN - EAT	REVISIONS -
PLOT DATE =	CHECKED - GLC	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 060-0350 (EB)**

SHEET 91 OF 292 SHEETS

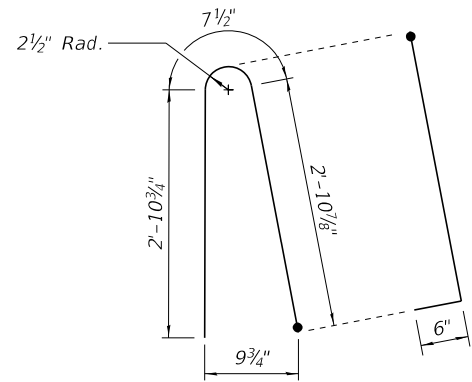
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	291
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

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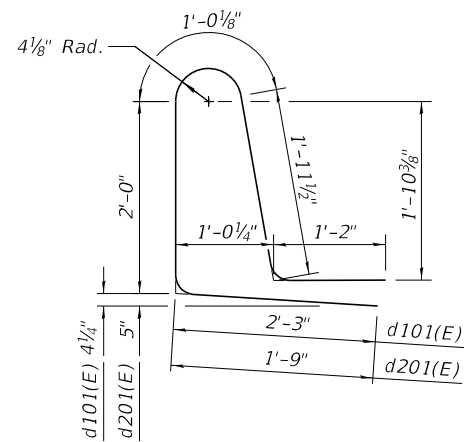
**UNIT 1  
SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a100(E)	1834	#5	35'-1"	—
a101(E)	1836	#5	24'-7"	—
a102(E)	1834	#6	8'-4"	—
a103(E)	30	#7	9'-11"	—
a104(E)	15	#7	25'-10"	—
a105(E)	24	#7	36'-5"	—
a106(E)	88	#5	1'-6"	—
b100(E)	1065	#5	28'-10"	—
b101(E)	1056	#5	27'-3"	—
b102(E)	272	#6	43'-10"	—
d100(E)	1150	#5	6'-11"	—
d101(E)	1150	#5	8'-5"	—
d102(E)	6	#6	5'-3"	—
d103(E)	12	#6	8'-11"	—
e100(E)	16	#4	19'-5"	—
e101(E)	128	#4	19'-4"	—
e102(E)	96	#4	19'-8"	—
e103(E)	112	#4	14'-11"	—
e104(E)	16	#4	18'-10"	—
e105(E)	64	#4	26'-5"	—
e106(E)	32	#4	28'-5"	—
x100(E)	63	#5	6'-5"	—
x101(E)	65	#5	10'-4"	—
x102(E)	65	#5	6'-6"	—
Reinforcement Bars, Epoxy Coated		Lbs.	246,750	
Concrete Superstructure		Cu. Yds.	1,049.6	

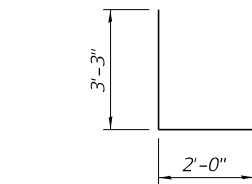
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



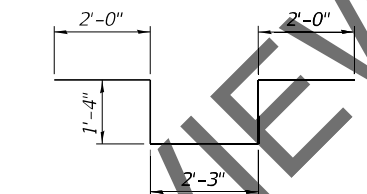
**BAR d100(E) AND d200(E)**



**BAR d101(E) AND d201(E)**



**BAR d102(E) AND d202(E)**

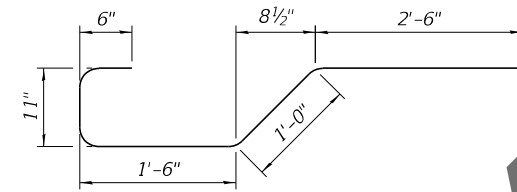


**BAR d103(E) AND d203(E)**

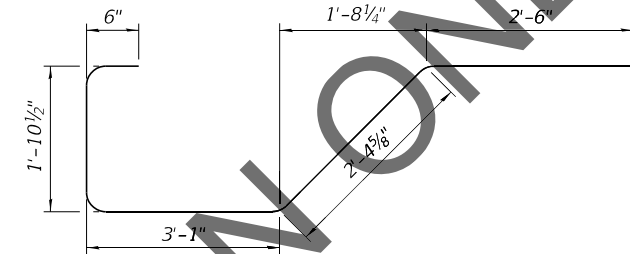
**UNIT 2  
SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a200(E)	2426	#5	35'-1"	—
a201(E)	2604	#5	24'-7"	—
a202(E)	7596	#6	8'-4"	—
a203(E)	4430	#5	58'-6"	—
a204(E)	12	#7	25'-10"	—
a205(E)	16	#7	36'-5"	—
a206(E)	18	#7	10'-4"	—
a207(E)	4	#7	9'-1"	—
a208(E)	12	#7	59'-10"	—
a209(E)	10	#7	57'-6"	—
a210(E)	216	#5	1'-6"	—
b200(E)	3784	#5	30'-0"	—
b201(E)	3782	#5	27'-10"	—
b202(E)	1712	#6	60'-0"	—
d200(E)	4748	#5	6'-11"	—
d201(E)	4748	#5	7'-11"	—
d202(E)	27	#6	5'-3"	—
d203(E)	54	#6	8'-11"	—
e200(E)	144	#4	18'-5"	—
e201(E)	576	#4	17'-0"	—
e202(E)	144	#4	16'-9"	—
e203(E)	576	#4	19'-8"	—
e204(E)	56	#4	26'-3"	—
e205(E)	240	#4	28'-3"	—
e206(E)	48	#4	27'-7"	—
e207(E)	72	#4	17'-1"	—
e208(E)	72	#4	17'-2"	—
x200(E)	123	#5	10'-4"	—
x201(E)	123	#5	7'-8"	—
Reinforcement Bars, Epoxy Coated		Lbs.	1,010,860	
Concrete Superstructure		Cu. Yds.	3,166.9	

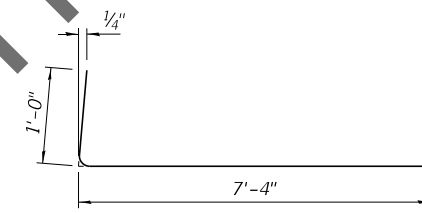
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



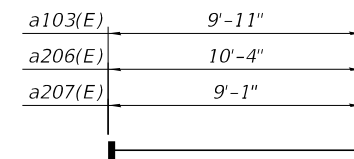
**BAR x100(E)**



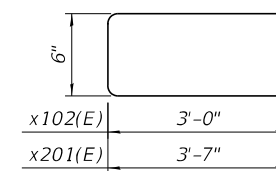
**BAR x101(E) AND x200(E)**



**BAR a102(E) AND a202(E)**



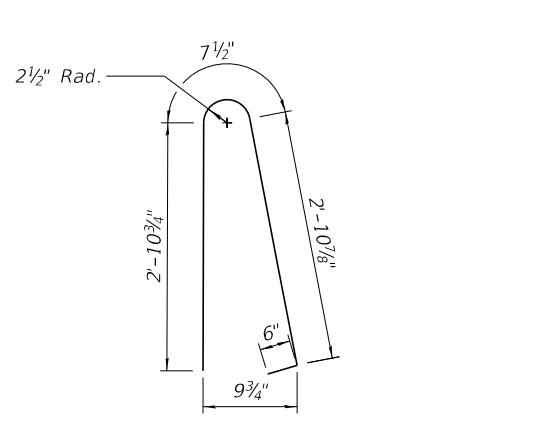
**BAR a103(E), a206(E), AND a207(E)  
(Headed)**



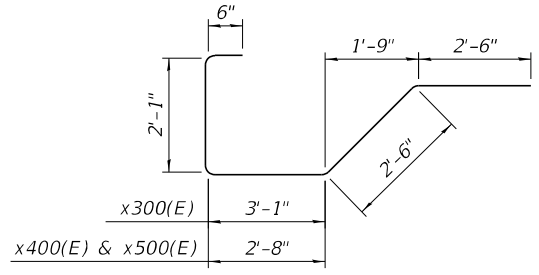
**BAR x102(E) AND x201(E)**

Notes:  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

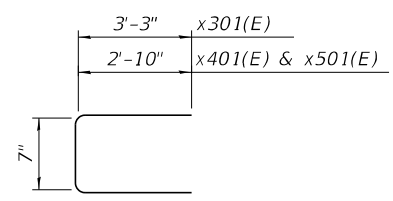
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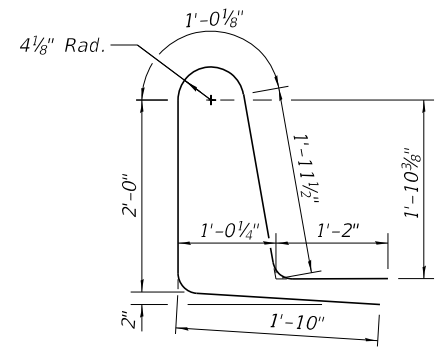
BAR d300(E), d400(E) AND d500(E)



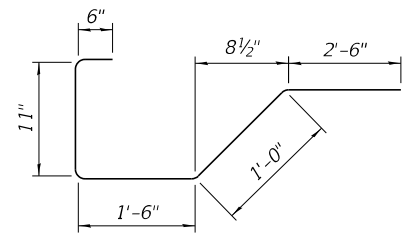
BAR x300(E), x400(E) AND x500(E)



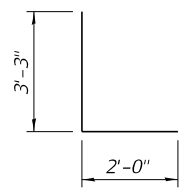
BAR x301(E), x401(E) AND x501(E)



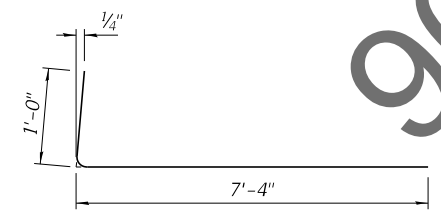
BAR d301(E), d401(E) AND d501(E)



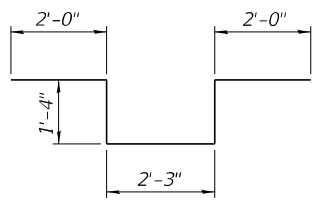
BAR x502(E)



BAR d302(E), d402(E) AND d502(E)



BAR a302(E), a402(E) AND a502(E)



BAR d303(E), d403(E) AND d503(E)



BAR a303(E), a403(E) AND a503(E)  
(Headed)

Notes:  
Headed bars shall conform to ASTM A970 with threaded attachment; Glass HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

UNIT 3  
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a300(E)	3757	#5	58'-6"	—	
a301(E)	3130	#5	58'-6"	—	
a302(E)	7514	#6	8'-4"	L	
a303(E)	240	#5	1'-6"	—	
a304(E)	30	#5	10'-0"	—	
a305(E)	30	#7	59'-9"	—	
b300(E)	2046	#5	50'-11"	—	
b301(E)	2584	#5	49'-6"	—	
b302(E)	1770	#6	48'-7"	—	
d300(E)	4700	#5	7'-0"	U	
d301(E)	4700	#5	8'-0"	U	
d302(E)	24	#6	5'-3"	U	
d303(E)	48	#6	8'-11"	U	
e300(E)	32	#4	17'-8"	—	
e301(E)	224	#4	19'-0"	—	
e302(E)	576	#4	19'-8"	—	
e303(E)	720	#4	17'-0"	—	
e304(E)	24	#4	52'-9"	—	
e305(E)	60	#4	53'-6"	—	
x300(E)	116	#5	10'-8"	U	
x301(E)	116	#5	7'-1"	U	
Reinforcement Bars, Epoxy Coated				Pound	988,310
Concrete Superstructure				Cu. Yd.	3,022.6

UNIT 4  
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a400(E)	3717	#5	58'-6"	—	
a401(E)	3097	#5	58'-6"	—	
a402(E)	7434	#6	8'-4"	L	
a403(E)	160	#5	1'-6"	—	
a404(E)	30	#5	10'-0"	—	
a405(E)	30	#7	59'-9"	—	
b400(E)	2046	#5	50'-5"	—	
b401(E)	2584	#5	49'-0"	—	
b402(E)	1770	#6	48'-7"	—	
d400(E)	4650	#5	7'-0"	U	
d401(E)	4650	#5	8'-0"	U	
d402(E)	24	#6	5'-3"	U	
d403(E)	54	#6	8'-11"	U	
e400(E)	16	#4	16'-10"	—	
e401(E)	224	#4	17'-11"	—	
e402(E)	576	#4	19'-8"	—	
e403(E)	720	#4	17'-0"	—	
e404(E)	24	#4	49'-11"	—	
e405(E)	120	#4	53'-6"	—	
e406(E)	16	#4	17'-3"	—	
e407(E)	24	#4	50'-0"	—	
x400(E)	116	#5	10'-3"	U	
x401(E)	116	#5	6'-3"	U	
Reinforcement Bars, Epoxy Coated				Pound	982,210
Concrete Superstructure				Cu. Yd.	2,994.3

UNIT 5  
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a500(E)	865	#5	58'-6"	—	
a501(E)	721	#5	58'-6"	—	
a502(E)	1730	#6	8'-4"	L	
a503(E)	64	#5	1'-6"	—	
a504(E)	30	#5	10'-0"	—	
a505(E)	20	#7	59'-9"	—	
b500(E)	496	#5	48'-3"	—	
b501(E)	684	#5	43'-3"	—	
b502(E)	177	#6	45'-9"	—	
d500(E)	1086	#5	7'-0"	U	
d501(E)	1086	#5	8'-0"	U	
d502(E)	6	#6	5'-3"	U	
d503(E)	12	#6	8'-11"	U	
e500(E)	16	#4	15'-8"	—	
e501(E)	112	#4	17'-5"	—	
e502(E)	96	#4	19'-8"	—	
e503(E)	112	#4	17'-2"	—	
e504(E)	16	#4	18'-5"	—	
e505(E)	24	#4	48'-3"	—	
e506(E)	24	#4	48'-9"	—	
x500(E)	58	#5	10'-3"	U	
x501(E)	58	#5	6'-3"	U	
x502(E)	58	#5	6'-5"	U	
Reinforcement Bars, Epoxy Coated				Pound	213,620
Concrete Superstructure				Cu. Yd.	712.9

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	CHECKED - JDS	REVISED -

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DEPARTMENT OF TRANSPORTATION

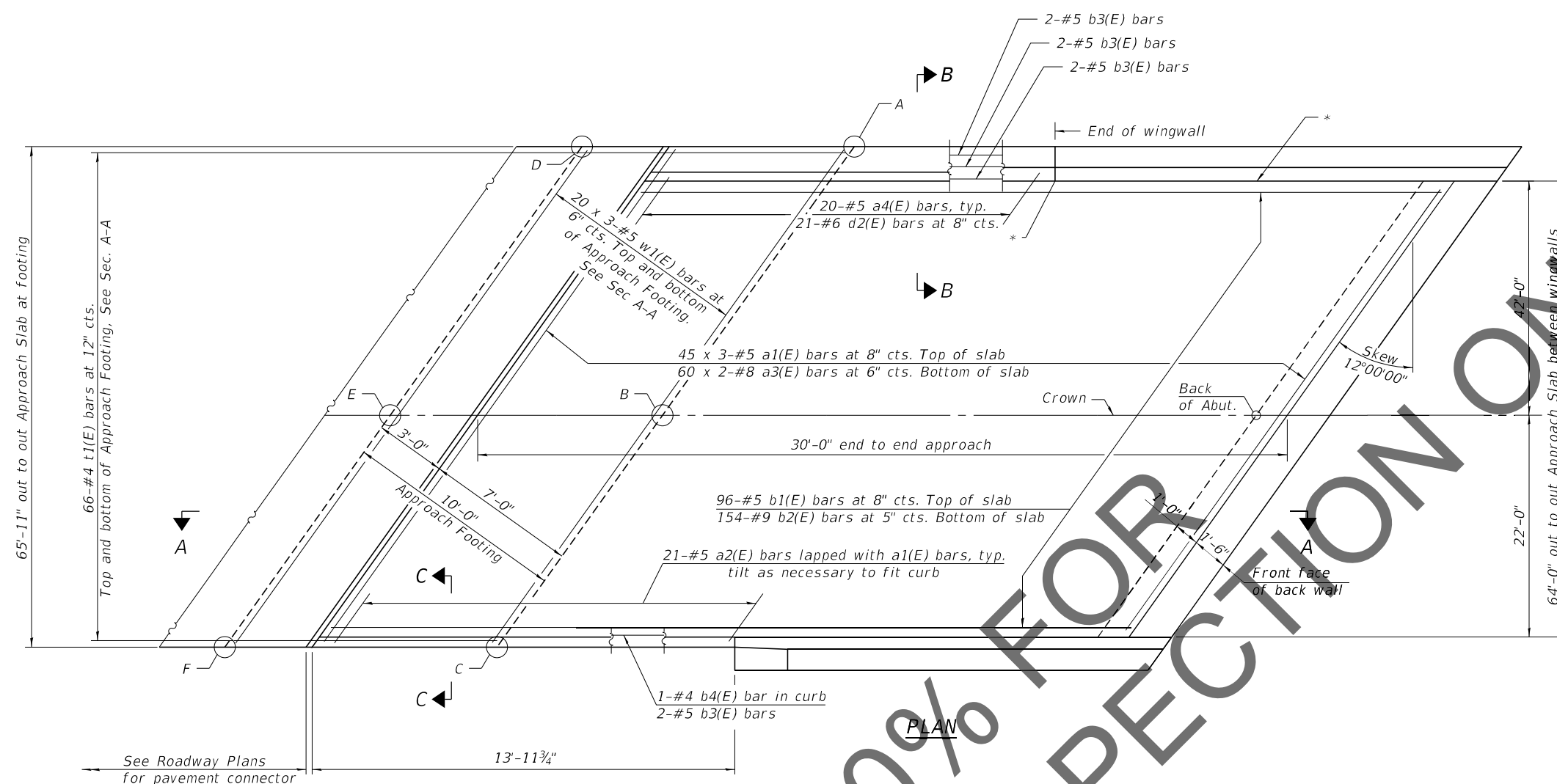
SUPERSTRUCTURE BILL OF MATERIAL - 2  
STRUCTURE NO. 060-0350 (EB)

SHEET 93 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	293
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

Point	West Approach	
	Top	Bottom
A	451.36	450.53
B	451.78	450.95
C	450.89	450.06
D	451.31	450.48
E	451.73	450.90
F	450.84	450.01



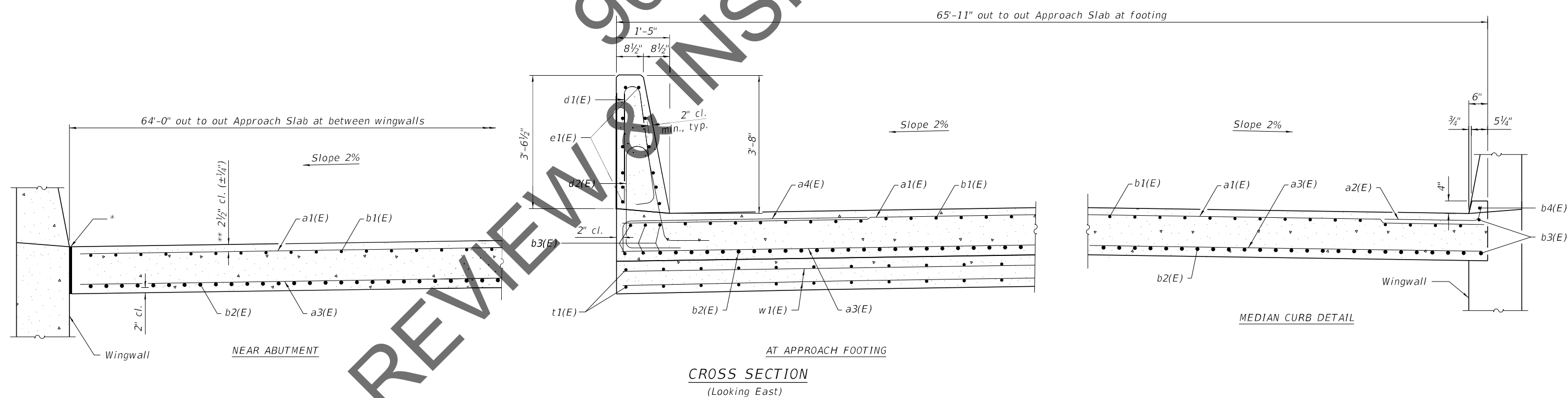
\* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.

\*\* Prior to grinding.

**MINIMUM BAR LAP**

#5 bar = 3'-4"  
#8 bar = 4'-9"

Notes:  
For pavement cross slopes, see sheet 56 of 292.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
Parapet concrete is included with Concrete Superstructure.



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**HORNER SHIFRIN**  
Teaming with **PARSONS**

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PLOT SCALE =	CHECKED - NHP	REVISED -
PLOT DATE =	DRAWN - EAT	REVISED -
	CHECKED - GLC	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WEST APPROACH SLAB PLAN  
STRUCTURE NO. 060-0350 (EB)**

SHEET 94 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	294
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT

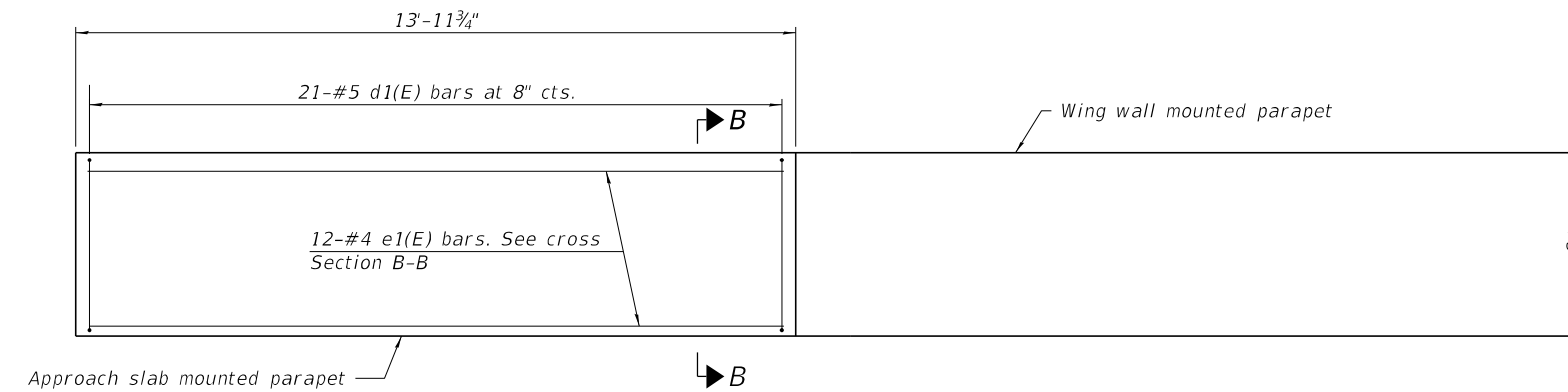
REVIEW & INSPECTION ONLY

(Sheet 1 of 2)

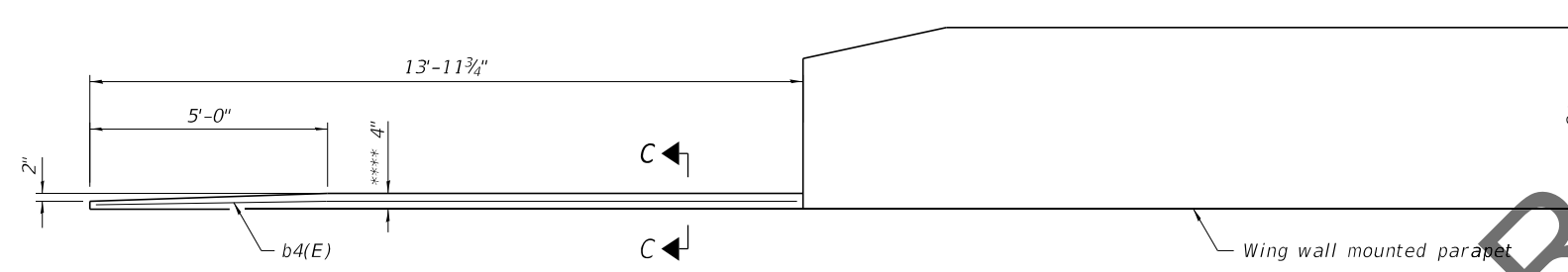


Notes:  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 10 of 292.  
 Parapet concrete is included with Concrete Superstructure.

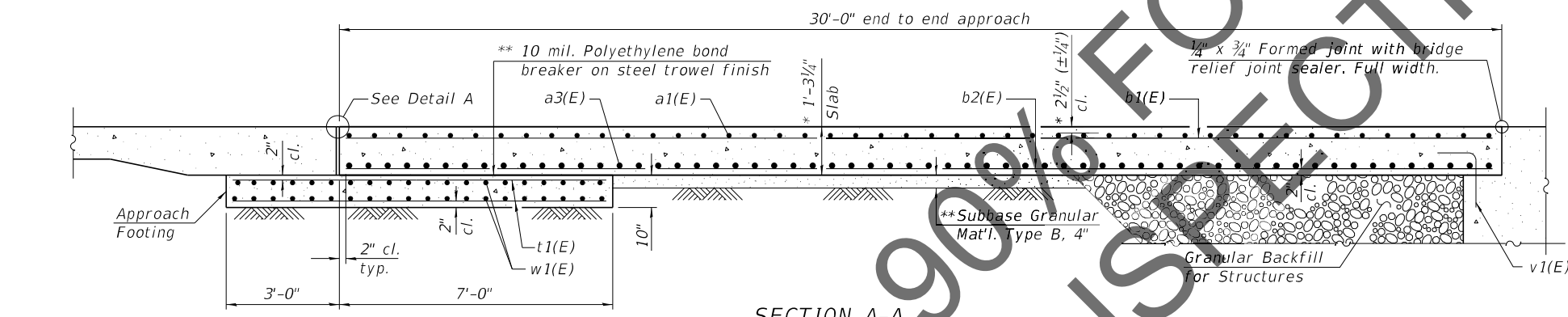
\* Prior to grinding.  
 \*\* Cost included with Concrete Superstructure (Approach Slab).  
 \*\*\* Per manufacturer recommendations  
 \*\*\*\* After grinding.



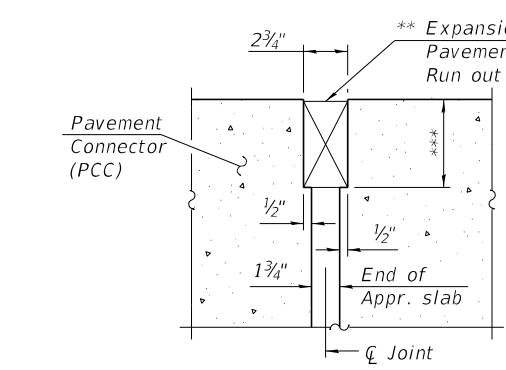
INSIDE ELEVATION OF LEFT PARAPET



OUTSIDE ELEVATION OF RIGHT PARAPET AND CURB

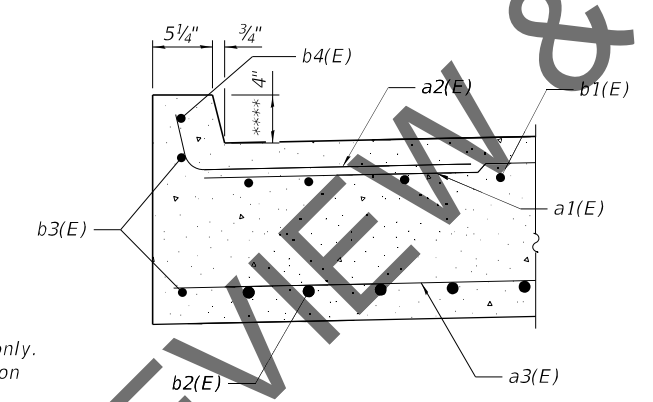


SECTION A-A

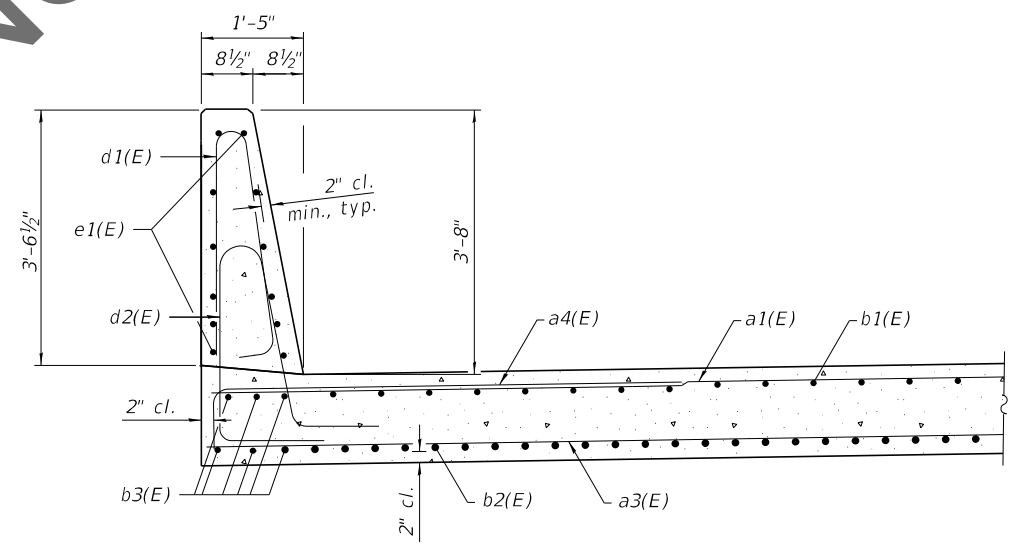


DETAIL A

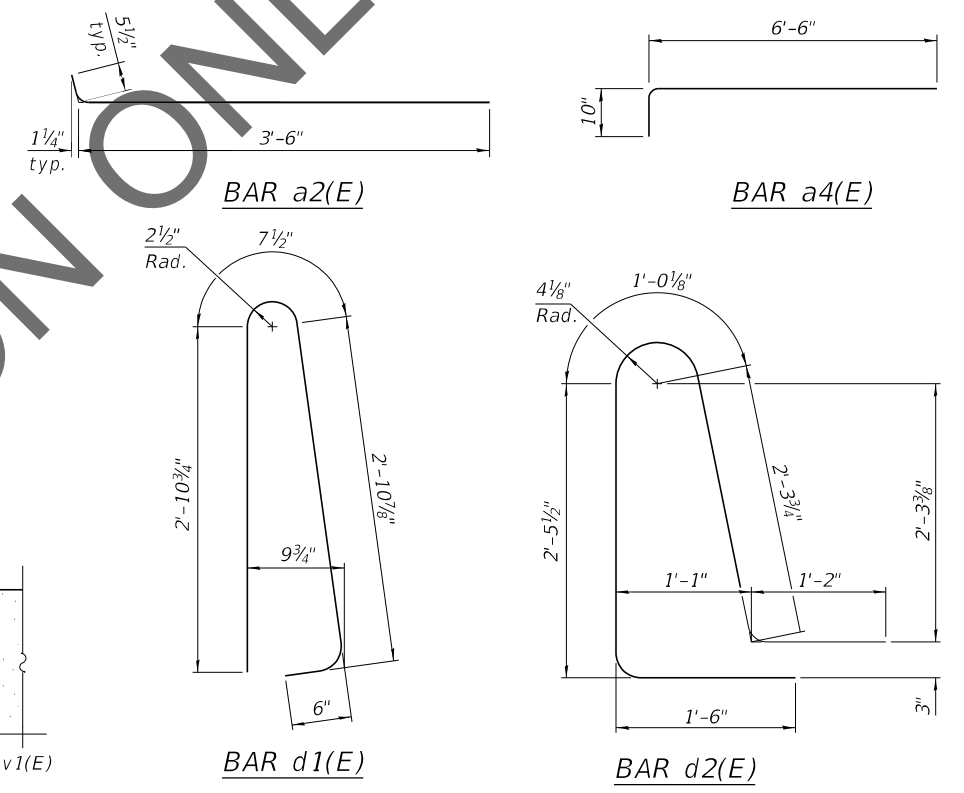
(Detail A shown, applies to Highway Standard 420401 only.  
 Detail A for pavement connector (HMA) may be found on  
 Highway Standard 420406.)



SECTION C-C



SECTION B-B



WEST APPROACH  
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a1(E)	135	#5	24'-7"	—	
a2(E)	21	#5	4'-0"	—	
a3(E)	120	#8	35'-11"	—	
a4(E)	20	#5	7'-4"	—	
b1(E)	96	#5	29'-8"	—	
b2(E)	154	#9	29'-8"	—	
b3(E)	8	#5	13'-7"	—	
b4(E)	1	#4	13'-7"	—	
d1(E)	21	#5	7'-0"	⌋	
d2(E)	21	#5	8'-6"	⌋	
e1(E)	12	#4	13'-7"	—	
t1(E)	132	#4	9'-11"	—	
w1(E)	120	#5	24'-7"	—	
Concrete Superstructure (Approach Slab)				Cu. Yd.	93.2
Concrete Structures				Cu. Yd.	20.8
Reinforcement Bars, Epoxy Coated				Pound	38,240

(Sheet 2 of 2)

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HORNER SHIFRIN  
 PARSONS

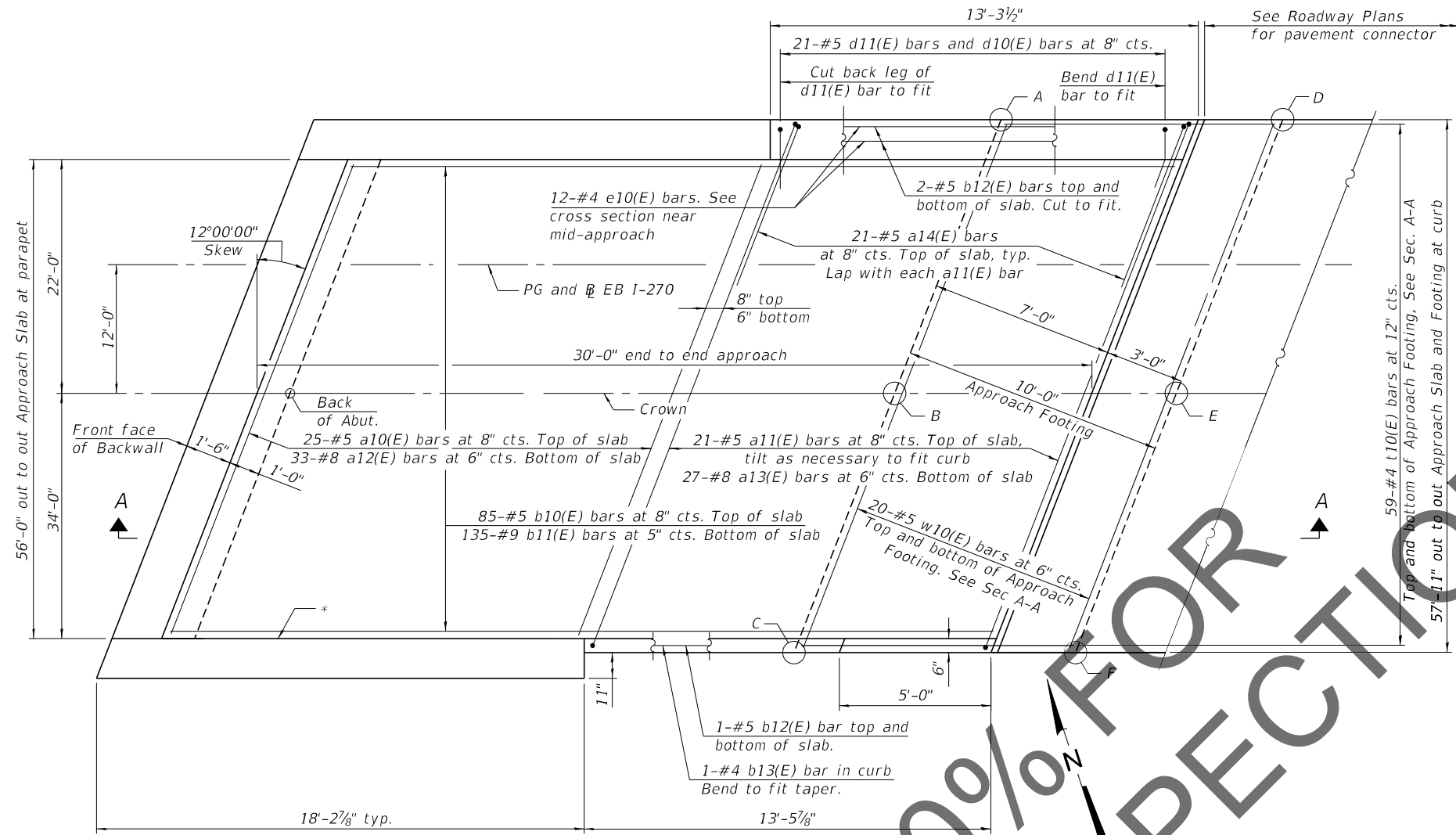
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

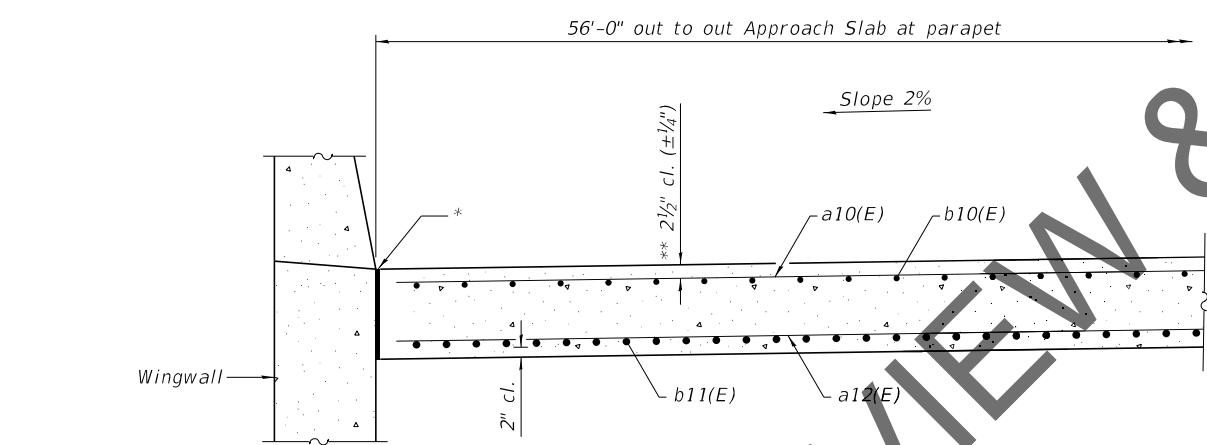
WEST APPROACH SLAB DETAILS  
 STRUCTURE NO. 060-0350 (EB)

SHEET 95 OF 292 SHEETS

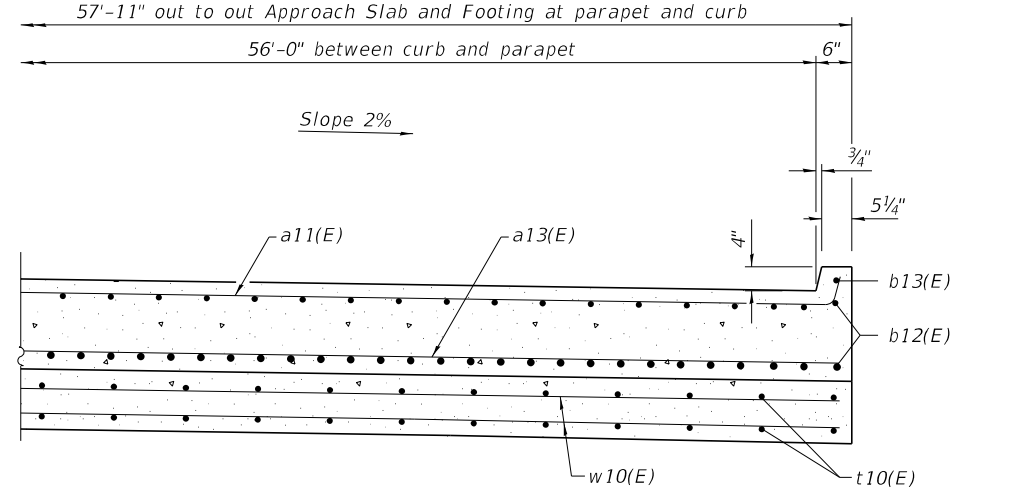
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	295
CONTRACT NO. 76190			ILLINOIS FED. AID PROJECT	



PLAN



NEAR ABUTMENT



AT APPROACH FOOTING

**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

Point	East Approach	
	Top	Bottom
A	450.51	449.67
B	450.97	450.14
C	450.33	449.50
D	450.46	449.62
E	450.92	450.09
F	450.28	449.44

\* 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.

\*\* Prior to grinding.

REVIEW ONLY

REVIEW & INSPECTION

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**HORNER SHIFRIN**  
Teaming with **PARSONS**

USER NAME =	DESIGNED - DR	REVISED -
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

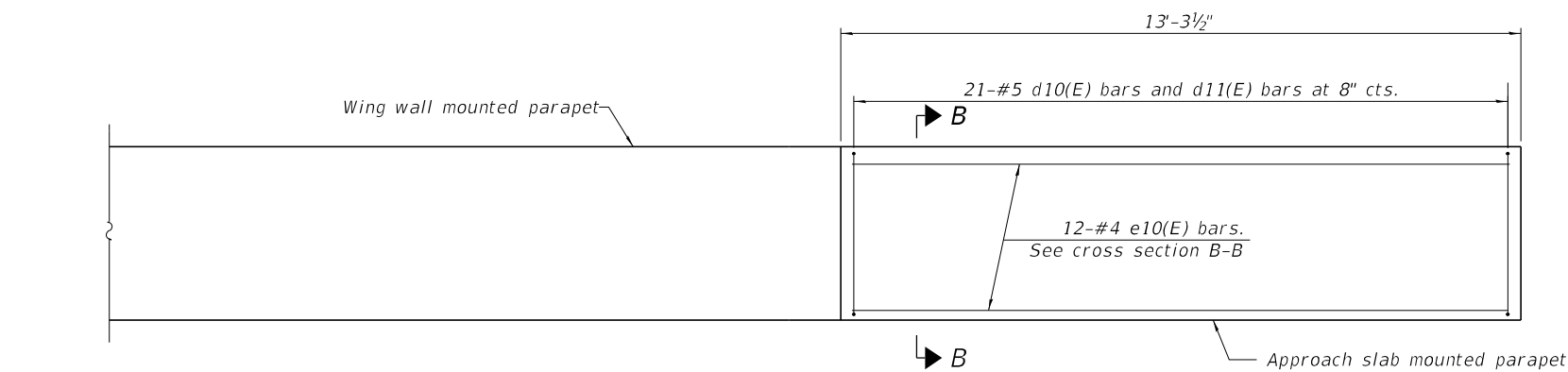
**EAST APPROACH SLAB PLAN**  
**STRUCTURE NO. 060-0350 (EB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	296
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

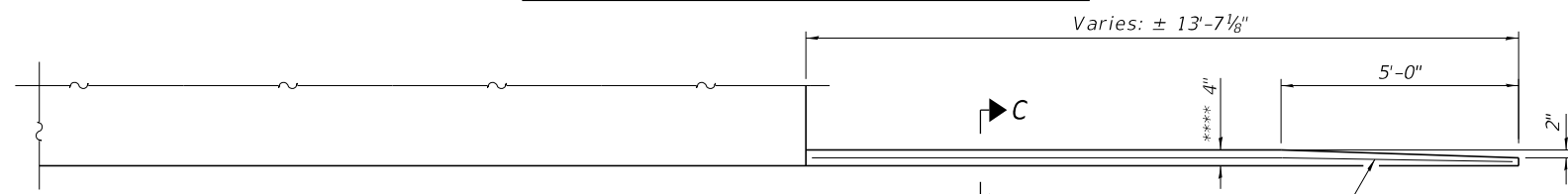
(Sheet 1 of 2)

SHEET 96 OF 292 SHEETS

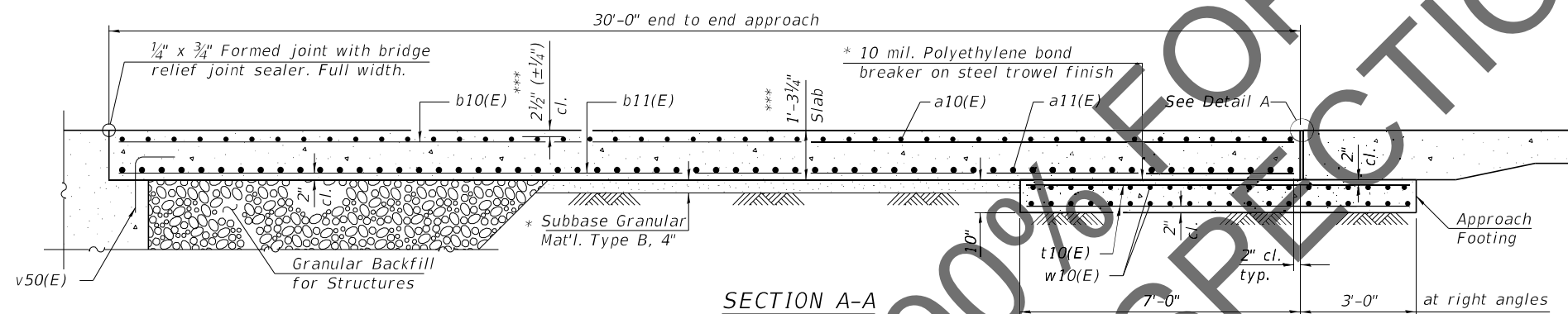
For Section A-A, see sheet 97 of 292.



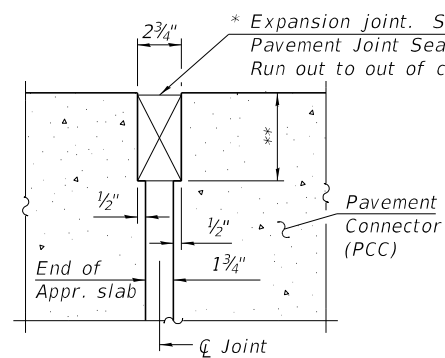
INSIDE ELEVATION OF NORTH PARAPET



OUTSIDE ELEVATION OF SOUTH PARAPET AND CURB



SECTION A-A



DETAIL A

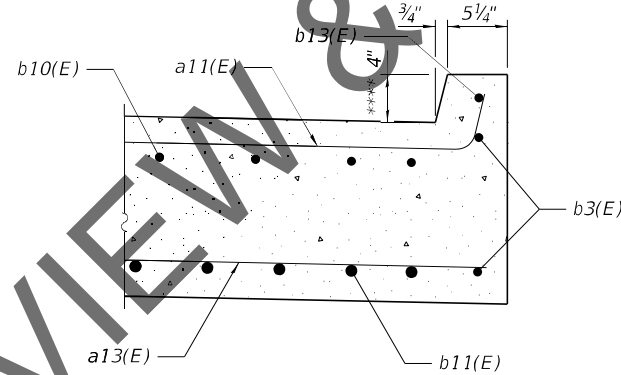
(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

\* Cost included with Concrete Superstructure (Approach Slab).

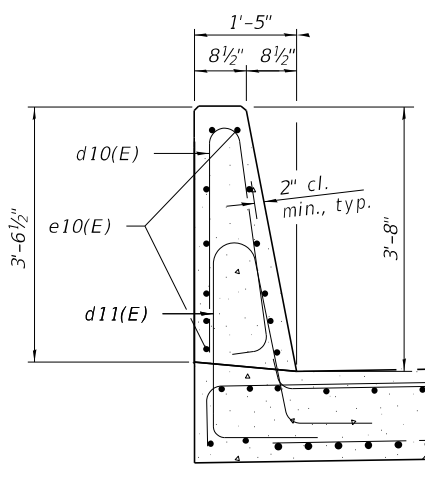
\*\* Per manufacturer recommendations

\*\*\* Prior to grinding

\*\*\*\* After grinding.



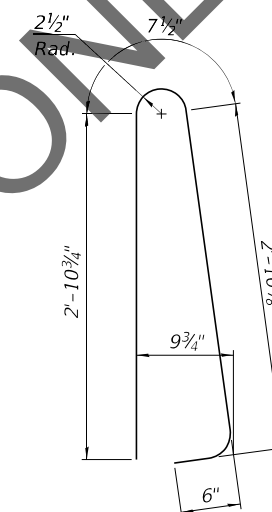
SECTION C-C



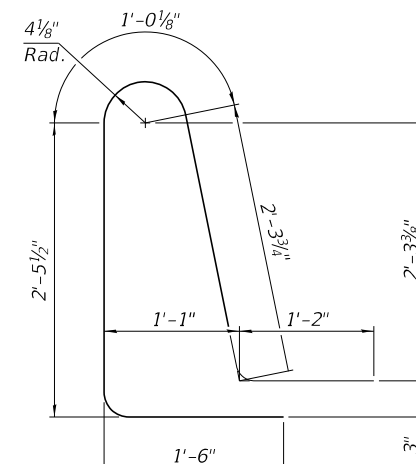
SECTION B-B

Notes:

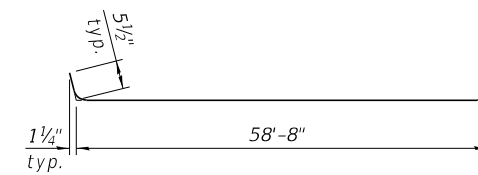
Parapet concrete shall be paid for as Concrete Superstructure. This quantity is included on sheet 93  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 10 of 292



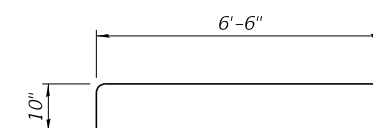
BAR d10(E)



BAR d11(E)



BAR a11(E)



BAR a14(E)

EAST APPROACH  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	25	#5	56'-11"	U
a11(E)	21	#5	59'-7"	U
a12(E)	33	#8	56'-11"	U
a13(E)	27	#8	58'-10"	U
a14(E)	21	#5	7'-4"	U
b10(E)	85	#5	29'-8"	U
b11(E)	135	#9	29'-8"	U
b12(E)	6	#5	12'-8"	U
b13(E)	1	#4	12'-8"	U
d10(E)	21	#5	7'-0"	U
d11(E)	21	#5	8'-6"	U
e10(E)	12	#4	12'-8"	U
t10(E)	118	#4	9'-10"	U
w10(E)	40	#5	58'-10"	U
Concrete Structures			Cu. Yd.	18.3
Concrete Superstructure (Approach Slab)			Cu. Yd.	80.3
Reinforcement Bars, Epoxy Coated			Pound	32,220

(Sheet 2 of 2)

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**HORNER SHIFRIN**  
**PARSONS**

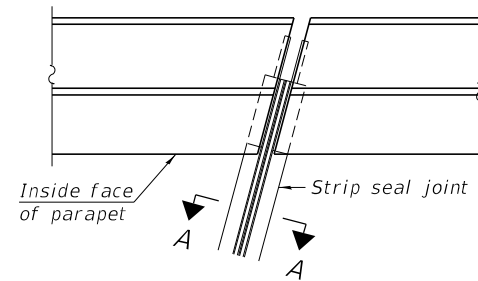
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

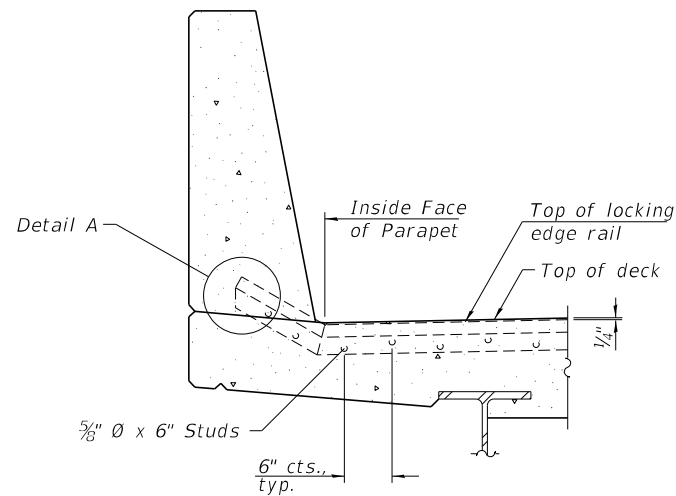
EAST APPROACH SLAB DETAILS  
STRUCTURE NO. 060-0350 (EB)

SHEET 97 OF 292 SHEETS

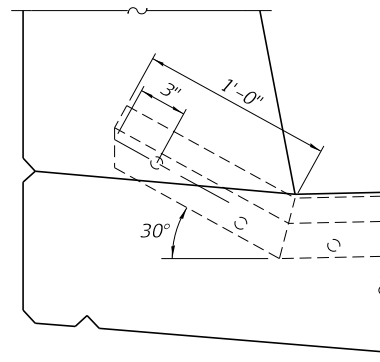
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	297
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



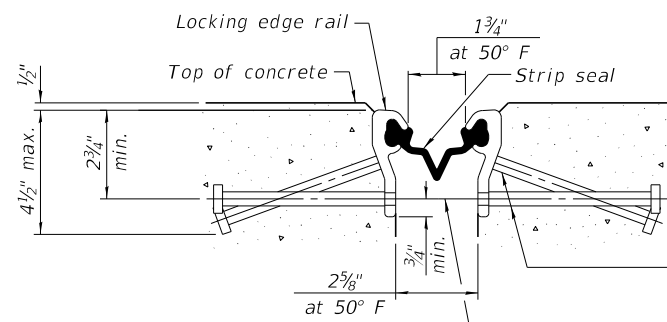
PLAN AT PARAPET



SECTION AT PARAPET



DETAIL A



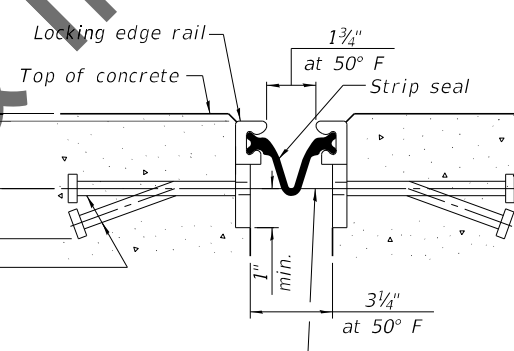
SHOWING ROLLED RAIL JOINT

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

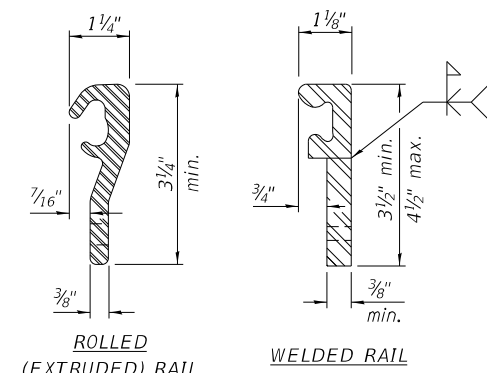
3/8"  $\phi$  threaded rods in 7/16"  $\phi$  holes at  $\pm 4-0$ " cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

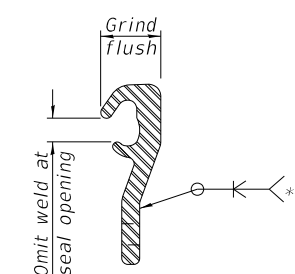


SHOWING WELDED RAIL JOINT



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	67.5

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.  
 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.

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HORNER SHIFRIN  
 PARSONS

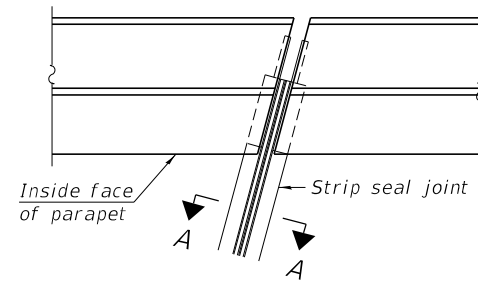
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

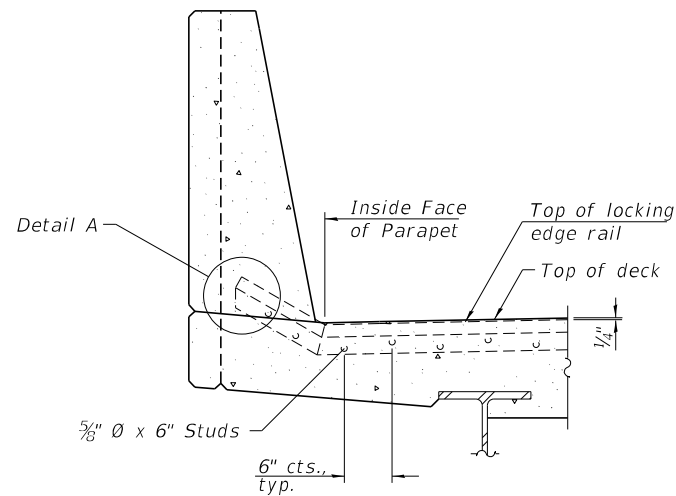
PREFORMED JOINT STRIP SEAL - WEST ABUTMENT  
 STRUCTURE NO. 060-0350 (EB)

SHEET 98 OF 292 SHEETS

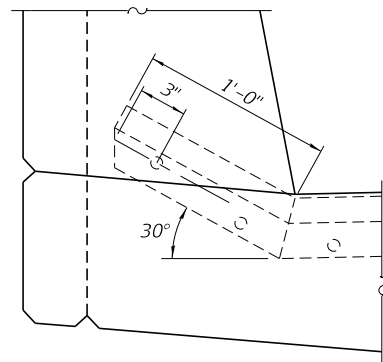
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	298
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



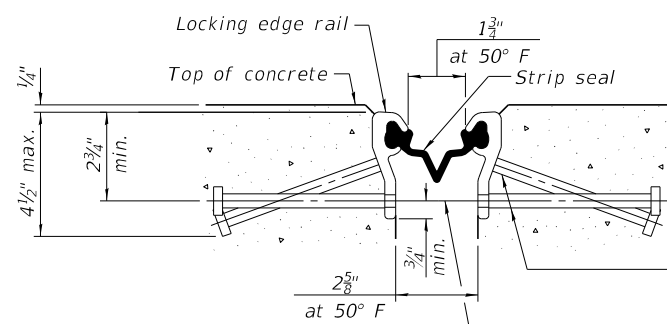
PLAN AT PARAPET



SECTION AT PARAPET



DETAIL A



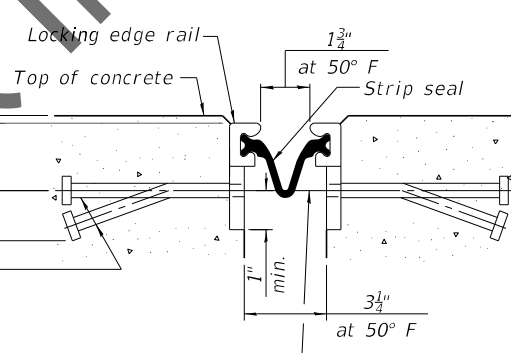
SHOWING ROLLED RAIL JOINT

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

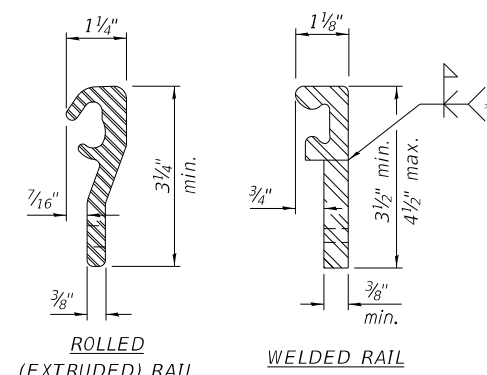
3/8"  $\phi$  threaded rods in 7/16"  $\phi$  holes at  $\pm 4$ -0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

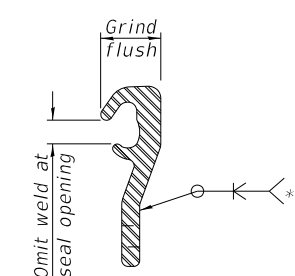


SHOWING WELDED RAIL JOINT



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	60.0

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.  
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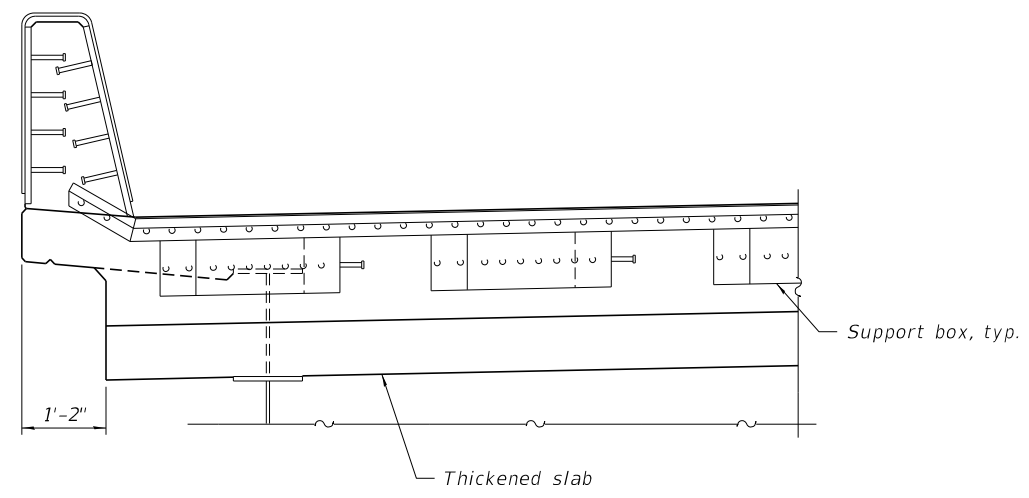
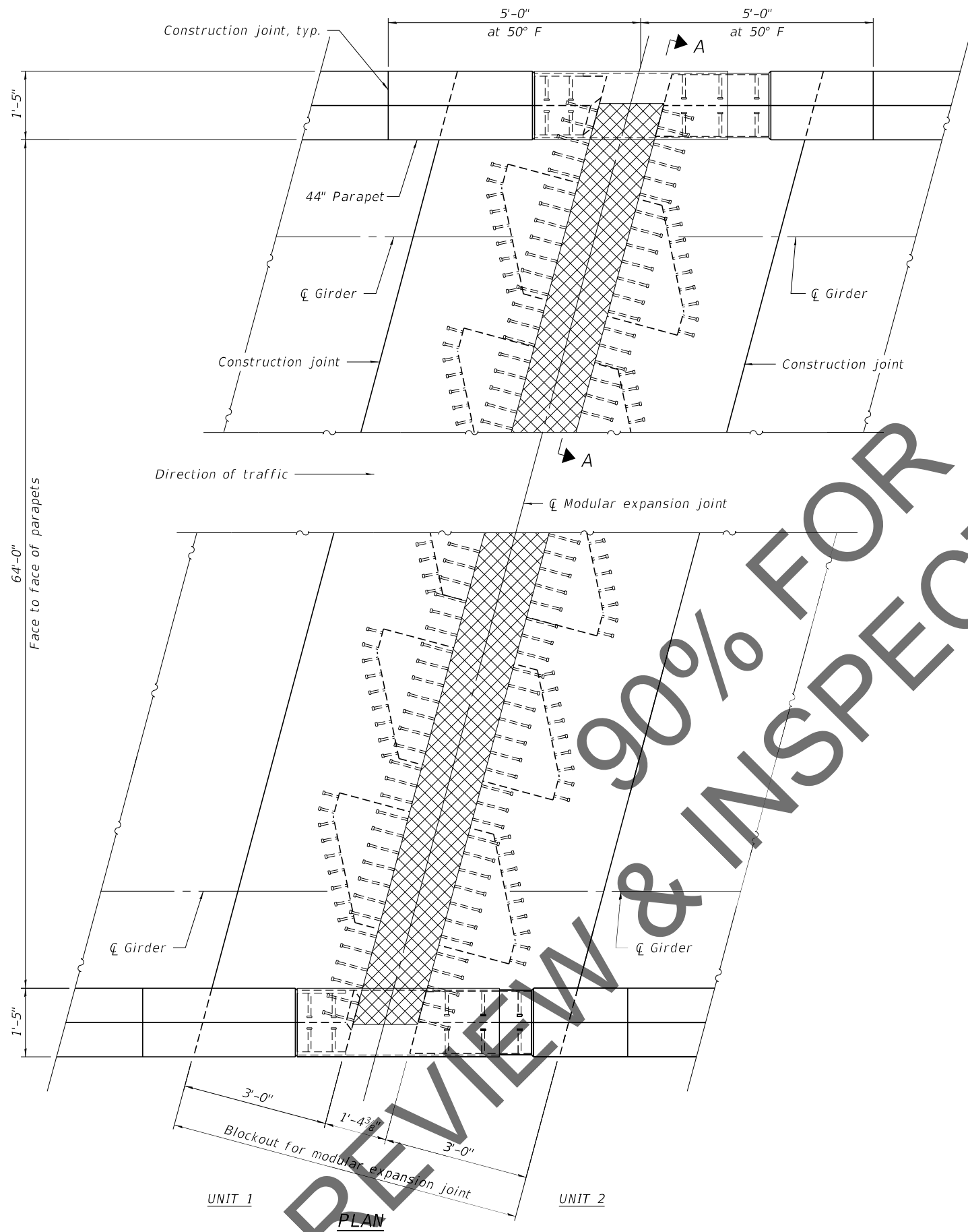
**HORNER SHIFRIN**  
**PARSONS**

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PREFORMED JOINT STRIP SEAL - EAST ABUTMENT  
 STRUCTURE NO. 060-0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	299
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



SECTION A-A

Note:  
 For location of crown and cross slopes, see sheets 57 and 61 of 292.  
 For Bill of Material, see sheet 92 of 292.

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**MODULAR EXPANSION JOINT - PIER 3 - 1**  
**STRUCTURE NO. 060-0350 (EB)**

SHEET 100 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	300
CONTRACT NO. 76190				

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