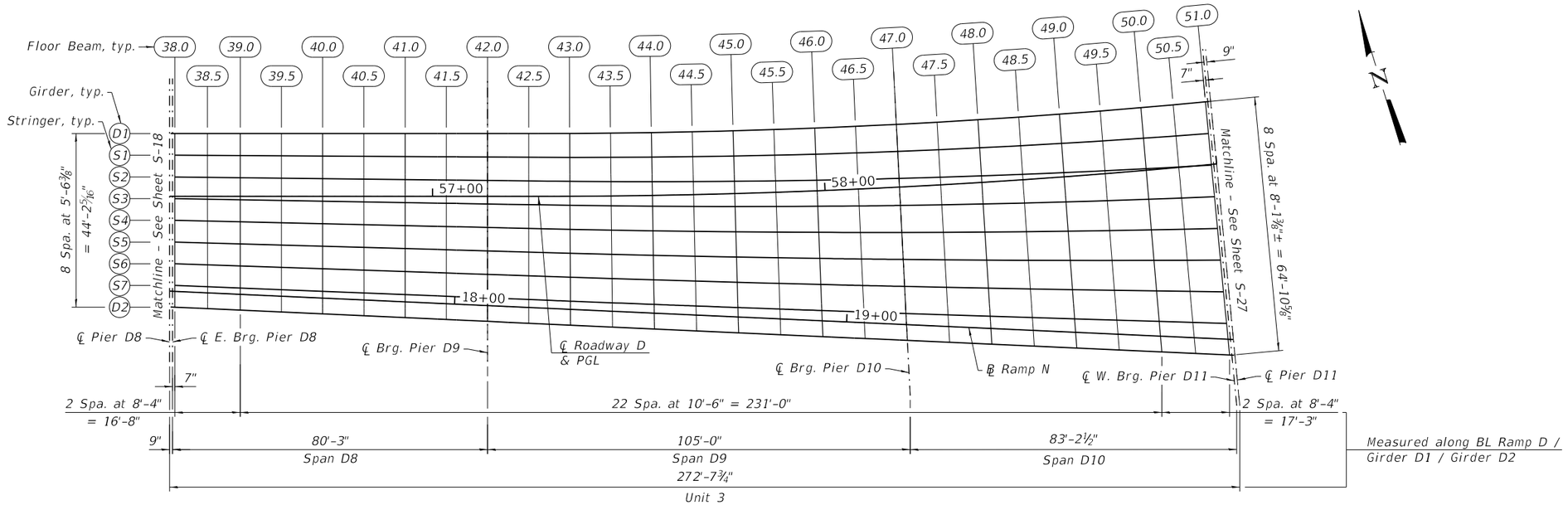
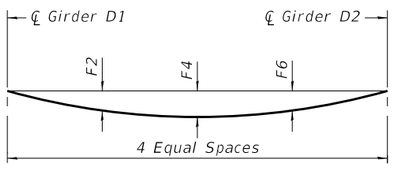


PLAN - UNIT 3

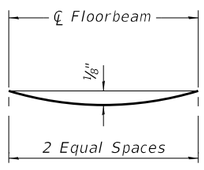
DEAD LOAD DEFLECTIONS FOR FLOORBEAMS 38 THRU 51

Floorbeam	F2	F4	F6
38	-	1/16"	-
39	-	1/8"	-
40 - 46	1/8"	3/16"	1/8"
47 - 49	3/16"	1/4"	3/16"
50	1/4"	5/16"	1/4"
51	1/8"	3/16"	1/8"



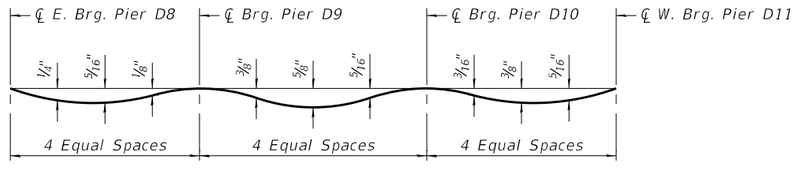
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 38 THRU 51

(Includes weight of concrete only.)



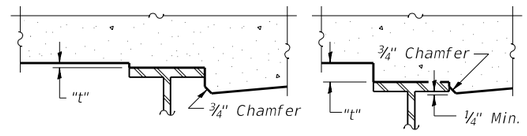
DEAD LOAD DEFLECTION DIAGRAM FOR STRINGERS S1 THRU S7

(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM FOR GIRDERS D1 AND D2

(Includes weight of concrete only.)



At Minimum Fillet At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-23 thru S-26, 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 S-23 thru S-26. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-23 thru S-26.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32:0 ':" / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 3 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-22 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	101
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	-16.00	447.44	447.46
CL E. Brg. Pier D8	56+33.75	-16.00	447.44	447.46
38.0	56+34.33	-16.00	447.44	447.46
38.5	56+42.67	-16.00	447.43	447.46
39.0	56+51.00	-16.00	447.41	447.45
39.5	56+61.50	-16.00	447.40	447.44
40.0	56+72.00	-16.00	447.38	447.42
40.5	56+82.50	-16.00	447.36	447.40
41.0	56+93.00	-16.00	447.34	447.37
41.5	57+03.50	-16.00	447.33	447.35
CL Pier D9	57+14.00	-16.00	447.31	447.33
42.5	57+24.50	-16.00	447.29	447.32
43.0	57+35.00	-16.00	447.27	447.31
43.5	57+45.50	-16.00	447.26	447.31
44.0	57+56.00	-16.00	447.24	447.30
44.5	57+66.50	-16.00	447.22	447.28
45.0	57+77.00	-16.00	447.20	447.26
45.5	57+87.50	-16.00	447.19	447.24
46.0	57+98.00	-16.00	447.17	447.21
46.5	58+08.50	-16.00	447.18	447.21
CL Pier D10	58+19.00	-16.00	447.24	447.26
47.5	58+29.50	-16.00	447.29	447.31
48.0	58+40.00	-16.00	447.34	447.38
48.5	58+50.50	-16.00	447.39	447.44
49.0	58+61.00	-16.00	447.45	447.50
49.5	58+71.50	-16.00	447.50	447.55
50.0	58+82.00	-16.00	447.55	447.59
50.5	58+90.33	-16.00	447.59	447.63
51.0	58+98.67	-16.00	447.64	447.66
CL W. Brg. Pier D11	58+99.25	-16.00	447.64	447.66
CL Pier D11	59+00.00	-16.00	447.64	447.66

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	-10.48	447.49	447.51
CL E. Brg. Pier D8	56+33.75	-10.48	447.49	447.52
38.0	56+34.33	-10.47	447.49	447.52
38.5	56+42.67	-10.43	447.50	447.54
39.0	56+51.00	-10.38	447.51	447.55
39.5	56+61.50	-10.32	447.51	447.56
40.0	56+72.00	-10.26	447.52	447.57
40.5	56+82.50	-10.20	447.53	447.58
41.0	56+93.00	-10.14	447.54	447.58
41.5	57+03.50	-10.08	447.55	447.58
CL Pier D9	57+14.00	-10.02	447.56	447.59
42.5	57+24.50	-9.96	447.58	447.61
43.0	57+35.00	-9.90	447.59	447.63
43.5	57+45.50	-9.83	447.60	447.66
44.0	57+56.00	-9.75	447.62	447.68
44.5	57+66.50	-9.66	447.63	447.70
45.0	57+77.00	-9.56	447.65	447.71
45.5	57+87.50	-9.46	447.67	447.72
46.0	57+98.00	-9.35	447.69	447.73
46.5	58+08.50	-9.23	447.73	447.76
CL Pier D10	58+19.00	-9.11	447.79	447.81
47.5	58+29.50	-8.97	447.85	447.88
48.0	58+40.00	-8.83	447.92	447.95
48.5	58+50.50	-8.68	447.98	448.03
49.0	58+61.00	-8.53	448.04	448.10
49.5	58+71.50	-8.36	448.11	448.17
50.0	58+82.00	-8.19	448.18	448.22
50.5	58+90.33	-8.05	448.23	448.27
51.0	58+98.67	-7.90	448.28	448.31
CL W. Brg. Pier D11	58+99.25	-7.89	448.29	448.31
CL Pier D11	59+00.00	-7.88	448.29	448.31

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	-4.96	447.54	447.56
CL E. Brg. Pier D8	56+33.75	-4.95	447.54	447.57
38.0	56+34.33	-4.94	447.55	447.57
38.5	56+42.67	-4.85	447.57	447.61
39.0	56+51.00	-4.76	447.60	447.64
39.5	56+61.50	-4.64	447.63	447.68
40.0	56+72.00	-4.52	447.67	447.72
40.5	56+82.50	-4.40	447.70	447.75
41.0	56+93.00	-4.28	447.74	447.78
41.5	57+03.50	-4.16	447.78	447.81
CL Pier D9	57+14.00	-4.04	447.82	447.85
42.5	57+24.50	-3.92	447.86	447.90
43.0	57+35.00	-3.79	447.90	447.95
43.5	57+45.50	-3.65	447.95	448.01
44.0	57+56.00	-3.49	447.99	448.06
44.5	57+66.50	-3.32	448.04	448.11
45.0	57+77.00	-3.13	448.09	448.16
45.5	57+87.50	-2.93	448.14	448.21
46.0	57+98.00	-2.71	448.20	448.25
46.5	58+08.50	-2.47	448.27	448.31
CL Pier D10	58+19.00	-2.22	448.34	448.37
47.5	58+29.50	-1.95	448.41	448.45
48.0	58+40.00	-1.67	448.49	448.53
48.5	58+50.50	-1.37	448.56	448.62
49.0	58+61.00	-1.06	448.64	448.70
49.5	58+71.50	-0.73	448.72	448.78
50.0	58+82.00	-0.38	448.80	448.85
50.5	58+90.33	-0.10	448.87	448.91
51.0	58+98.67	0.20	448.93	448.96
CL W. Brg. Pier D11	58+99.25	0.22	448.94	448.97
CL Pier D11	59+00.00	0.25	448.94	448.96

℄ ROADWAY D & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	0.00	447.59	447.61
CL E. Brg. Pier D8	56+33.75	0.00	447.59	447.62
38.0	56+34.33	0.00	447.59	447.62
38.5	56+42.67	0.00	447.64	447.67
39.0	56+51.00	0.00	447.68	447.72
39.5	56+61.50	0.00	447.73	447.78
40.0	56+72.00	0.00	447.78	447.83
40.5	56+82.50	0.00	447.83	447.88
41.0	56+93.00	0.00	447.89	447.92
41.5	57+03.50	0.00	447.94	447.97
CL Pier D9	57+14.00	0.00	447.99	448.02
42.5	57+24.50	0.00	448.04	448.09
43.0	57+35.00	0.00	448.10	448.15
43.5	57+45.50	0.00	448.15	448.21
44.0	57+56.00	0.00	448.20	448.27
44.5	57+66.50	0.00	448.25	448.33
45.0	57+77.00	0.00	448.31	448.38
45.5	57+87.50	0.00	448.36	448.42
46.0	57+98.00	0.00	448.41	448.46
46.5	58+08.50	0.00	448.46	448.50
CL Pier D10	58+19.00	0.00	448.52	448.55
47.5	58+29.50	0.00	448.57	448.61
48.0	58+40.00	0.00	448.62	448.66
48.5	58+50.50	0.00	448.67	448.73
49.0	58+61.00	0.00	448.73	448.78
49.5	58+71.50	0.00	448.78	448.84
50.0	58+82.00	0.00	448.83	448.88
50.5	58+90.33	0.00	448.87	448.92
51.0	58+98.67	0.00	448.92	448.95
CL W. Brg. Pier D11	58+99.25	0.00	448.92	448.95
CL Pier D11	59+00.00	0.00	448.92	448.94

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	0.56	447.59	447.61
CL E. Brg. Pier D8	56+33.75	0.57	447.60	447.62
38.0	56+34.33	0.58	447.60	447.62
38.5	56+42.67	0.73	447.64	447.68
39.0	56+51.00	0.87	447.69	447.74
39.5	56+61.50	1.05	447.75	447.80
40.0	56+72.00	1.23	447.81	447.86
40.5	56+82.50	1.41	447.88	447.92
41.0	56+93.00	1.58	447.94	447.98
41.5	57+03.50	1.76	448.01	448.04
CL Pier D9	57+14.00	1.94	448.07	448.11
42.5	57+24.50	2.12	448.14	448.19
43.0	57+35.00	2.31	448.22	448.27
43.5	57+45.50	2.52	448.29	448.36
44.0	57+56.00	2.76	448.37	448.44
44.5	57+66.50	3.02	448.45	448.53
45.0	57+77.00	3.30	448.53	448.60
45.5	57+87.50	3.61	448.62	448.69
46.0	57+98.00	3.94	448.72	448.77
46.5	58+08.50	4.29	448.81	448.85
CL Pier D10	58+19.00	4.67	448.89	448.92
47.5	58+29.50	5.07	448.98	449.01
48.0	58+40.00	5.50	449.06	449.10
48.5	58+50.50	5.94	449.15	449.20
49.0	58+61.00	6.41	449.24	449.30
49.5	58+71.50	6.91	449.33	449.39
50.0	58+82.00	7.43	449.43	449.48
50.5	58+90.33	7.86	449.50	449.55
51.0	58+98.67	8.30	449.58	449.62
CL W. Brg. Pier D11	58+99.25	8.33	449.58	449.62
CL Pier D11	59+00.00	8.37	449.59	449.61

STRINGER S4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	6.08	447.64	447.66
CL E. Brg. Pier D8	56+33.75	6.10	447.65	447.67
38.0	56+34.33	6.11	447.65	447.68
38.5	56+42.67	6.30	447.72	447.76
39.0	56+51.00	6.49	447.78	447.83
39.5	56+61.50	6.73	447.87	447.92
40.0	56+72.00	6.97	447.96	448.01
40.5	56+82.50	7.21	448.05	448.10
41.0	56+93.00	7.45	448.14	448.18
41.5	57+03.50	7.68	448.23	448.27
CL Pier D9	57+14.00	7.92	448.33	448.36
42.5	57+24.50	8.16	448.43	448.47
43.0	57+35.00	8.41	448.53	448.58
43.5	57+45.50	8.70	448.63	448.70
44.0	57+56.00	9.01	448.74	448.82
44.5	57+66.50	9.36	448.86	448.94
45.0	57+77.00	9.74	448.98	449.05
45.5	57+87.50	10.15	449.10	449.17
46.0	57+98.00	10.59	449.23	449.28
46.5	58+08.50	11.06	449.35	449.39
CL Pier D10	58+19.00	11.56	449.44	449.47
47.5	58+29.50	12.09	449.54	449.58
48.0	58+40.00	12.66	449.63	449.68
48.5	58+50.50	13.26	449.73	449.79
49.0	58+61.00	13.88	449.84	449.90
49.5	58+71.50	14.54	449.94	450.01
50.0	58+82.00	15.24	450.04	450.09
50.5	58+90.33	15.81	450.10	450.15
51.0	58+98.67	16.40	450.16	450.20
CL W. Brg. Pier D11	58+99.25	16.44	450.16	450.20
CL Pier D11	59+00.00	16.49	450.17	450.19

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 3 - TOP OF SLAB ELEVATION TABLES (2 OF 4)
S.N. 082-0144

SHEET S-24 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	103
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

STRINGER S5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	11.60	447.69	447.71
CL E. Brg. Pier D8	56+33.75	11.62	447.70	447.72
38.0	56+34.33	11.64	447.70	447.73
38.5	56+42.67	11.88	447.79	447.83
39.0	56+51.00	12.11	447.88	447.92
39.5	56+61.50	12.41	447.99	448.04
40.0	56+72.00	12.71	448.10	448.15
40.5	56+82.50	13.01	448.22	448.27
41.0	56+93.00	13.31	448.34	448.38
41.5	57+03.50	13.61	448.46	448.50
CL Pier D9	57+14.00	13.90	448.59	448.62
42.5	57+24.50	14.20	448.71	448.76
43.0	57+35.00	14.52	448.84	448.89
43.5	57+45.50	14.87	448.98	449.04
44.0	57+56.00	15.27	449.11	449.18
44.5	57+66.50	15.70	449.24	449.32
45.0	57+77.00	16.17	449.37	449.44
45.5	57+87.50	16.68	449.50	449.57
46.0	57+98.00	17.23	449.64	449.69
46.5	58+08.50	17.82	449.73	449.77
CL Pier D10	58+19.00	18.45	449.77	449.80
47.5	58+29.50	19.11	449.82	449.85
48.0	58+40.00	19.82	449.88	449.92
48.5	58+50.50	20.57	449.96	450.01
49.0	58+61.00	21.35	450.05	450.10
49.5	58+71.50	22.18	450.14	450.20
50.0	58+82.00	23.04	450.24	450.29
50.5	58+90.33	23.76	450.32	450.37
51.0	58+98.67	24.50	450.40	450.44
CL W. Brg. Pier D11	58+99.25	24.55	450.40	450.44
CL Pier D11	59+00.00	24.62	450.41	450.43

STRINGER S6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	17.12	447.71	447.73
CL E. Brg. Pier D8	56+33.75	17.15	447.72	447.75
38.0	56+34.33	17.17	447.73	447.75
38.5	56+42.67	17.45	447.82	447.86
39.0	56+51.00	17.73	447.92	447.97
39.5	56+61.50	18.09	448.05	448.10
40.0	56+72.00	18.45	448.17	448.22
40.5	56+82.50	18.81	448.30	448.35
41.0	56+93.00	19.17	448.43	448.46
41.5	57+03.50	19.53	448.56	448.59
CL Pier D9	57+14.00	19.89	448.69	448.72
42.5	57+24.50	20.24	448.82	448.86
43.0	57+35.00	20.62	448.96	449.01
43.5	57+45.50	21.05	449.10	449.16
44.0	57+56.00	21.52	449.24	449.31
44.5	57+66.50	22.04	449.38	449.45
45.0	57+77.00	22.60	449.53	449.60
45.5	57+87.50	23.21	449.68	449.74
46.0	57+98.00	23.87	449.83	449.88
46.5	58+08.50	24.58	449.92	449.96
CL Pier D10	58+19.00	25.33	449.93	449.96
47.5	58+29.50	26.13	449.95	449.99
48.0	58+40.00	26.98	449.99	450.03
48.5	58+50.50	27.88	450.04	450.09
49.0	58+61.00	28.82	450.10	450.15
49.5	58+71.50	29.81	450.17	450.23
50.0	58+82.00	30.85	450.25	450.30
50.5	58+90.33	31.71	450.32	450.37
51.0	58+98.67	32.60	450.39	450.42
CL W. Brg. Pier D11	58+99.25	32.66	450.39	450.43
CL Pier D11	59+00.00	32.74	450.40	450.42

STRINGER S7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	22.64	447.69	447.71
CL E. Brg. Pier D8	56+33.75	22.67	447.70	447.72
38.0	56+34.33	22.69	447.71	447.73
38.5	56+42.67	23.03	447.81	447.85
39.0	56+51.00	23.36	447.92	447.96
39.5	56+61.50	23.78	448.06	448.10
40.0	56+72.00	24.19	448.19	448.24
40.5	56+82.50	24.61	448.33	448.37
41.0	56+93.00	25.03	448.47	448.51
41.5	57+03.50	25.45	448.62	448.65
CL Pier D9	57+14.00	25.87	448.76	448.79
42.5	57+24.50	26.28	448.91	448.94
43.0	57+35.00	26.72	449.06	449.10
43.5	57+45.50	27.22	449.21	449.27
44.0	57+56.00	27.77	449.36	449.43
44.5	57+66.50	28.37	449.52	449.59
45.0	57+77.00	29.03	449.69	449.75
45.5	57+87.50	29.75	449.85	449.91
46.0	57+98.00	30.51	450.03	450.07
46.5	58+08.50	31.34	450.11	450.14
CL Pier D10	58+19.00	32.22	450.09	450.12
47.5	58+29.50	33.15	450.09	450.12
48.0	58+40.00	34.14	450.10	450.14
48.5	58+50.50	35.19	450.12	450.17
49.0	58+61.00	36.29	450.15	450.20
49.5	58+71.50	37.44	450.19	450.24
50.0	58+82.00	38.66	450.24	450.28
50.5	58+90.33	39.66	450.28	450.32
51.0	58+98.67	40.70	450.32	450.35
CL W. Brg. Pier D11	58+99.25	40.77	450.32	450.35
CL Pier D11	59+00.00	40.87	450.32	450.34

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 3 - TOP OF SLAB ELEVATION TABLES (3 OF 4)
S.N. 082-0144

SHEET S-25 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	104
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

GIRDER D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D8	56+33.00	28.16	447.67	447.69
CL E. Brg. Pier D8	56+33.75	28.19	447.68	447.70
38.0	56+34.33	28.22	447.69	447.71
38.5	56+42.67	28.60	447.80	447.83
39.0	56+51.00	28.98	447.92	447.95
39.5	56+61.50	29.46	448.06	448.11
40.0	56+72.00	29.94	448.21	448.26
40.5	56+82.50	30.41	448.37	448.40
41.0	56+93.00	30.89	448.52	448.55
41.5	57+03.50	31.37	448.67	448.70
CL Pier D9	57+14.00	31.85	448.83	448.85
42.5	57+24.50	32.33	448.99	449.02
43.0	57+35.00	32.83	449.15	449.19
43.5	57+45.50	33.39	449.32	449.37
44.0	57+56.00	34.02	449.49	449.55
44.5	57+66.50	34.71	449.67	449.73
45.0	57+77.00	35.46	449.84	449.90
45.5	57+87.50	36.28	450.03	450.08
46.0	57+98.00	37.16	450.22	450.26
46.5	58+08.50	38.10	450.30	450.32
CL Pier D10	58+19.00	39.10	450.26	450.28
47.5	58+29.50	40.17	450.23	450.25
48.0	58+40.00	41.30	450.21	450.24
48.5	58+50.50	42.49	450.20	450.24
49.0	58+61.00	43.75	450.20	450.25
49.5	58+71.50	45.07	450.21	450.26
50.0	58+82.00	46.46	450.22	450.26
50.5	58+90.33	47.61	450.24	450.27
51.0	58+98.67	48.80	450.25	450.27
CL W. Brg. Pier D11	58+99.25	48.88	450.25	450.27
CL Pier D11	59+00.00	48.99	450.25	450.27

TranSystems

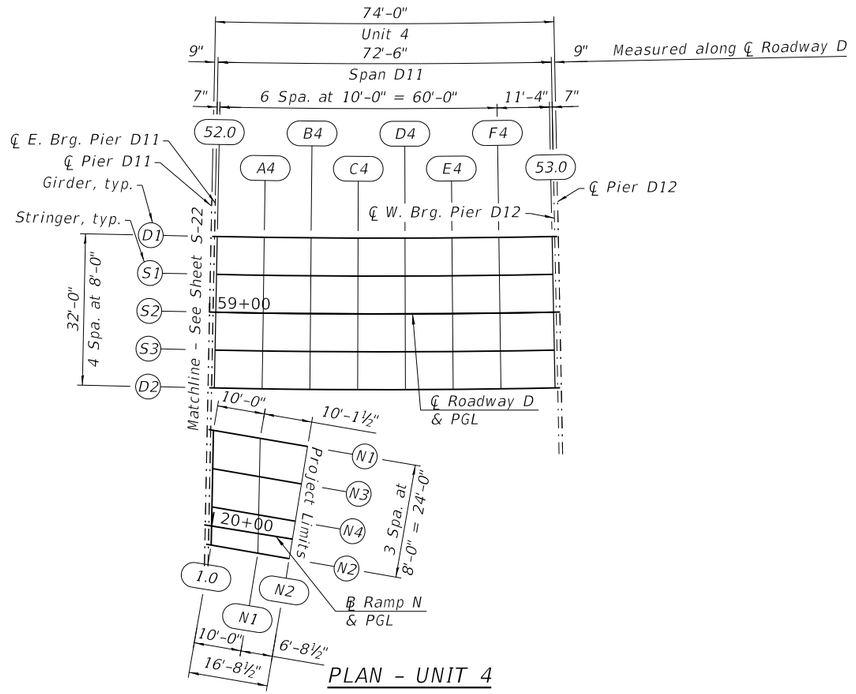
USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

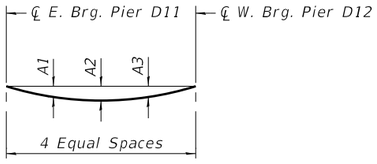
UNIT 3 - TOP OF SLAB ELEVATION TABLES (4 OF 4)
S.N. 082-0144

SHEET S-26 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	105
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

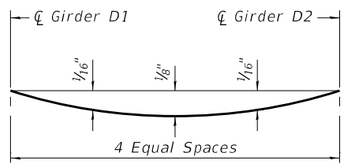


PLAN - UNIT 4



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

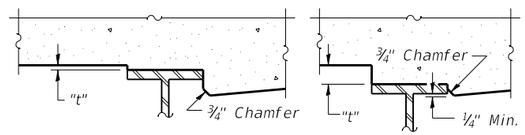


DEAD LOAD DEFLECTION DIAGRAM
FOR FLOORBEAMS 52 THRU 53

(Includes weight of concrete only.)

DEAD LOAD DEFLECTIONS

Girder	A1	A2	A3
D1	$1\frac{3}{16}$"	2"	$1\frac{7}{16}$"
S1 - S3	$\frac{1}{2}$"	$1\frac{1}{16}$"	$\frac{1}{2}$"
D2	$1\frac{1}{16}$"	$2\frac{7}{16}$"	$1\frac{1}{16}$"



At Minimum Fillet At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheet S-28, 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 sheet S-28. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet S-28.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32.0000 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 4 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-27 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	106
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	59+00.00	-16.00	447.64	447.66
CL E. Brg. Pier D11	59+00.75	-16.00	447.65	447.67
52.0	59+01.33	-16.00	447.65	447.67
A4	59+11.33	-16.00	447.70	447.79
B4	59+21.33	-16.00	447.75	447.90
C4	59+31.33	-16.00	447.80	447.99
D4	59+41.33	-16.00	447.85	448.03
E4	59+51.33	-16.00	447.90	448.04
F4	59+61.33	-16.00	447.95	448.04
53.0	59+72.67	-16.00	448.01	448.03
CL W. Brg. Pier D12	59+73.25	-16.00	448.01	448.03
CL Pier D12	59+74.00	-16.00	448.01	448.03

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	59+00.00	-8.00	448.28	448.30
CL E. Brg. Pier D11	59+00.75	-8.00	448.29	448.31
52.0	59+01.33	-8.00	448.29	448.32
A4	59+11.33	-8.00	448.34	448.39
B4	59+21.33	-8.00	448.39	448.46
C4	59+31.33	-8.00	448.44	448.52
D4	59+41.33	-8.00	448.49	448.57
E4	59+51.33	-8.00	448.54	448.61
F4	59+61.33	-8.00	448.59	448.64
53.0	59+72.67	-8.00	448.65	448.67
CL W. Brg. Pier D12	59+73.25	-8.00	448.65	448.68
CL Pier D12	59+74.00	-8.00	448.65	448.67

STRINGER S2 & ℄ ROADWAY D & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	59+00.00	0.00	448.92	448.94
CL E. Brg. Pier D11	59+00.75	0.00	448.93	448.96
52.0	59+01.33	0.00	448.93	448.96
A4	59+11.33	0.00	448.98	449.03
B4	59+21.33	0.00	449.03	449.10
C4	59+31.33	0.00	449.08	449.16
D4	59+41.33	0.00	449.13	449.21
E4	59+51.33	0.00	449.18	449.25
F4	59+61.33	0.00	449.23	449.28
53.0	59+72.67	0.00	449.29	449.31
CL W. Brg. Pier D12	59+73.25	0.00	449.29	449.32
CL Pier D12	59+74.00	0.00	449.29	449.31

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	59+00.00	8.00	449.56	449.58
CL E. Brg. Pier D11	59+00.75	8.00	449.57	449.59
52.0	59+01.33	8.00	449.57	449.60
A4	59+11.33	8.00	449.62	449.67
B4	59+21.33	8.00	449.67	449.74
C4	59+31.33	8.00	449.72	449.80
D4	59+41.33	8.00	449.77	449.85
E4	59+51.33	8.00	449.82	449.89
F4	59+61.33	8.00	449.87	449.92
53.0	59+72.67	8.00	449.93	449.95
CL W. Brg. Pier D12	59+73.25	8.00	449.93	449.96
CL Pier D12	59+74.00	8.00	449.93	449.95

GIRDER D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	59+00.00	16.00	450.15	450.17
CL E. Brg. Pier D11	59+00.75	16.00	450.21	450.23
52.0	59+01.33	16.00	450.21	450.23
A4	59+11.33	16.00	450.26	450.36
B4	59+21.33	16.00	450.31	450.47
C4	59+31.33	16.00	450.36	450.56
D4	59+41.33	16.00	450.41	450.60
E4	59+51.33	16.00	450.46	450.63
F4	59+61.33	16.00	450.51	450.62
53.0	59+72.67	16.00	450.57	450.59
CL W. Brg. Pier D12	59+73.25	16.00	450.57	450.59
CL Pier D12	59+74.00	16.00	450.57	450.59

RAMP N - PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	19+98.64	0.00	450.29	450.31
CL E. Brg. Pier D11	19+99.42	0.00	450.29	450.31
1.0	20+00.01	0.00	450.29	450.31
N1	20+10.01	0.00	450.34	450.36
N2	20+17.31	0.00	450.38	450.40

RAMP N - GIRDER N1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	19+95.80	-20.02	450.41	450.43
CL E. Brg. Pier D11	19+96.57	-20.02	450.42	450.44
1.0	19+97.16	-20.01	450.42	450.44
N1	20+07.17	-19.91	450.44	450.46
N2	20+17.31	-19.81	450.47	450.49

RAMP N - GIRDER N2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	19+99.21	3.99	450.25	450.27
CL E. Brg. Pier D11	19+99.99	4.00	450.25	450.27
1.0	20+00.58	4.01	450.25	450.27
N1	20+10.59	4.11	450.30	450.32
N2	20+17.31	4.18	450.34	450.36

RAMP N - GIRDER N3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	19+96.94	-12.00	450.40	450.42
CL E. Brg. Pier D11	19+97.71	-11.99	450.41	450.43
1.0	19+98.30	-11.99	450.41	450.43
N1	20+08.31	-11.88	450.43	450.45
N2	20+17.31	-11.79	450.46	450.48

RAMP N - GIRDER N4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D11	19+98.07	-4.00	450.32	450.34
CL E. Brg. Pier D11	19+98.85	-3.99	450.32	450.34
1.0	19+99.44	-3.99	450.32	450.34
N1	20+09.45	-3.89	450.37	450.39
N2	20+17.31	-3.81	450.42	450.44

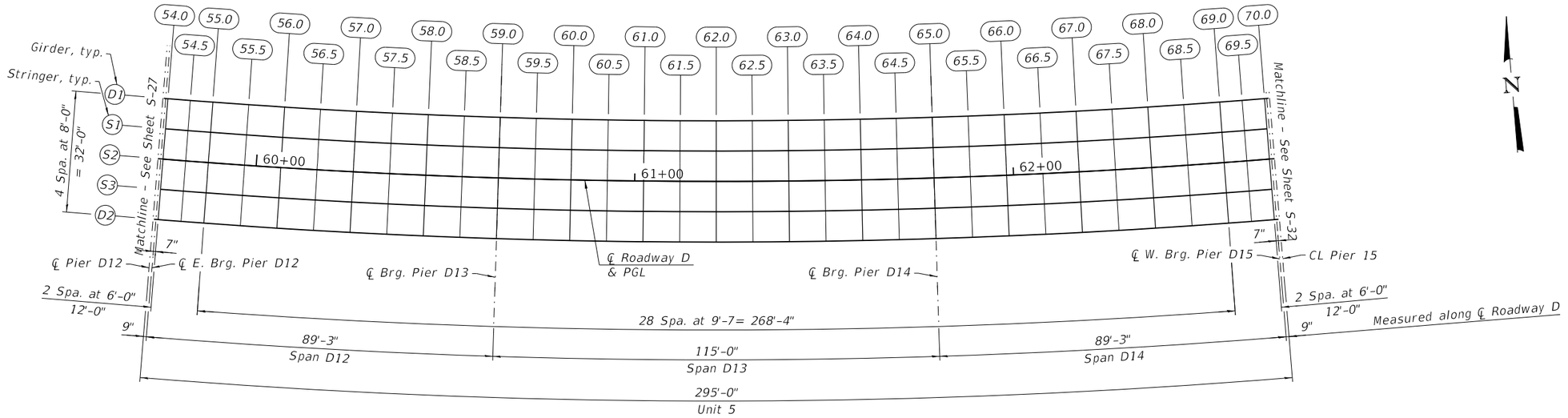
TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

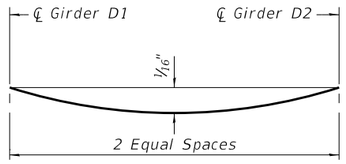
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 4 - TOP OF SLAB ELEVATION TABLES
S.N. 082-0144
SHEET S-28 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	107
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

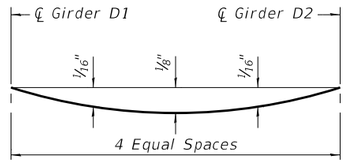


PLAN - UNIT 5



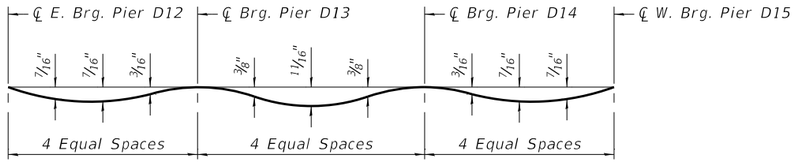
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 54 AND 70

(Includes weight of concrete only.)



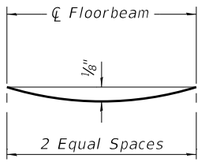
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 55 THRU 69

(Includes weight of concrete only.)



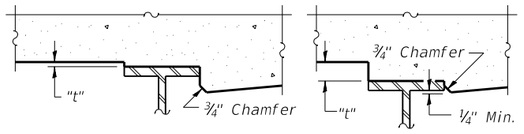
DEAD LOAD DEFLECTION DIAGRAM FOR GIRDERS D1 AND D2

(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM FOR STRINGERS S1 THRU S3

(Includes weight of concrete only.)



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-30 thru S-31, 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 S-30 thru S-31. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-30 thru S-31.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32:0 ":" / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 5 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-29 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	108
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D12	59+74.00	-16.00	448.01	448.03
CL E. Brg. Pier D12	59+74.75	-16.00	448.02	448.04
54.0	59+75.33	-16.00	448.02	448.04
54.5	59+81.33	-16.00	448.05	448.08
55.0	59+87.33	-16.00	448.08	448.12
55.5	59+96.92	-16.00	448.13	448.18
56.0	60+06.50	-16.00	448.17	448.23
56.5	60+16.08	-16.00	448.22	448.28
57.0	60+25.67	-16.00	448.27	448.32
57.5	60+35.25	-16.00	448.32	448.36
58.0	60+44.83	-16.00	448.37	448.40
58.5	60+54.42	-16.00	448.41	448.44
CL Pier D13	60+64.00	-16.00	448.46	448.48
59.5	60+73.58	-16.00	448.51	448.54
60.0	60+83.17	-16.00	448.56	448.59
60.5	60+92.75	-16.00	448.61	448.66
61.0	61+02.33	-16.00	448.65	448.71
61.5	61+11.92	-16.00	448.70	448.76
62.0	61+21.50	-16.00	448.74	448.81
62.5	61+31.08	-16.00	448.78	448.84
63.0	61+40.67	-16.00	448.81	448.87
63.5	61+50.25	-16.00	448.85	448.90
64.0	61+59.83	-16.00	448.88	448.92
64.5	61+69.42	-16.00	448.91	448.94
CL Pier D14	61+79.00	-16.00	448.94	448.96
65.5	61+88.58	-16.00	448.96	448.99
66.0	61+98.17	-16.00	448.99	449.02
66.5	62+07.75	-16.00	449.01	449.05
67.0	62+17.33	-16.00	449.03	449.08
67.5	62+26.92	-16.00	449.04	449.10
68.0	62+36.50	-16.00	449.06	449.11
68.5	62+46.08	-16.00	449.07	449.12
69.0	62+55.67	-16.00	449.08	449.12
69.5	62+61.67	-16.00	449.08	449.11
70.0	62+67.67	-16.00	449.08	449.11
CL W. Brg. Pier D15	62+68.25	-16.00	449.08	449.11
CL Pier D15	62+69.00	-16.00	449.09	449.11

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D12	59+74.00	-8.00	448.65	448.67
CL E. Brg. Pier D12	59+74.75	-8.00	448.66	448.68
54.0	59+75.33	-8.00	448.66	448.68
54.5	59+81.33	-8.00	448.69	448.72
55.0	59+87.33	-8.00	448.72	448.76
55.5	59+96.92	-8.00	448.77	448.82
56.0	60+06.50	-8.00	448.81	448.88
56.5	60+16.08	-8.00	448.86	448.93
57.0	60+25.67	-8.00	448.91	448.97
57.5	60+35.25	-8.00	448.96	449.01
58.0	60+44.83	-8.00	449.01	449.04
58.5	60+54.42	-8.00	449.05	449.08
CL Pier D13	60+64.00	-8.00	449.10	449.13
59.5	60+73.58	-8.00	449.15	449.18
60.0	60+83.17	-8.00	449.20	449.24
60.5	60+92.75	-8.00	449.25	449.30
61.0	61+02.33	-8.00	449.29	449.36
61.5	61+11.92	-8.00	449.34	449.41
62.0	61+21.50	-8.00	449.38	449.45
62.5	61+31.08	-8.00	449.42	449.49
63.0	61+40.67	-8.00	449.45	449.52
63.5	61+50.25	-8.00	449.49	449.54
64.0	61+59.83	-8.00	449.52	449.56
64.5	61+69.42	-8.00	449.55	449.58
CL Pier D14	61+79.00	-8.00	449.58	449.60
65.5	61+88.58	-8.00	449.60	449.63
66.0	61+98.17	-8.00	449.63	449.66
66.5	62+07.75	-8.00	449.65	449.70
67.0	62+17.33	-8.00	449.67	449.72
67.5	62+26.92	-8.00	449.68	449.75
68.0	62+36.50	-8.00	449.70	449.76
68.5	62+46.08	-8.00	449.71	449.77
69.0	62+55.67	-8.00	449.72	449.76
69.5	62+61.67	-8.00	449.72	449.75
70.0	62+67.67	-8.00	449.72	449.75
CL W. Brg. Pier D15	62+68.25	-8.00	449.72	449.75
CL Pier D15	62+69.00	-8.00	449.73	449.75

STRINGER S2 & ℄ ROADWAY D & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D12	59+74.00	0.00	449.29	449.31
CL E. Brg. Pier D12	59+74.75	0.00	449.30	449.32
54.0	59+75.33	0.00	449.30	449.32
54.5	59+81.33	0.00	449.33	449.37
55.0	59+87.33	0.00	449.36	449.41
55.5	59+96.92	0.00	449.41	449.47
56.0	60+06.50	0.00	449.45	449.52
56.5	60+16.08	0.00	449.50	449.57
57.0	60+25.67	0.00	449.55	449.61
57.5	60+35.25	0.00	449.60	449.65
58.0	60+44.83	0.00	449.65	449.69
58.5	60+54.42	0.00	449.69	449.73
CL Pier D13	60+64.00	0.00	449.74	449.77
59.5	60+73.58	0.00	449.79	449.83
60.0	60+83.17	0.00	449.84	449.88
60.5	60+92.75	0.00	449.89	449.95
61.0	61+02.33	0.00	449.93	450.00
61.5	61+11.92	0.00	449.98	450.05
62.0	61+21.50	0.00	450.02	450.10
62.5	61+31.08	0.00	450.06	450.13
63.0	61+40.67	0.00	450.09	450.16
63.5	61+50.25	0.00	450.13	450.19
64.0	61+59.83	0.00	450.16	450.21
64.5	61+69.42	0.00	450.19	450.23
CL Pier D14	61+79.00	0.00	450.22	450.25
65.5	61+88.58	0.00	450.24	450.28
66.0	61+98.17	0.00	450.27	450.31
66.5	62+07.75	0.00	450.29	450.34
67.0	62+17.33	0.00	450.31	450.37
67.5	62+26.92	0.00	450.32	450.39
68.0	62+36.50	0.00	450.34	450.40
68.5	62+46.08	0.00	450.35	450.41
69.0	62+55.67	0.00	450.36	450.40
69.5	62+61.67	0.00	450.36	450.40
70.0	62+67.67	0.00	450.36	450.39
CL W. Brg. Pier D15	62+68.25	0.00	450.36	450.39
CL Pier D15	62+69.00	0.00	450.37	450.39

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 5 - TOP OF SLAB ELEVATION TABLES (1 OF 2)
S.N. 082-0144

SHEET S-30 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	109
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D12	59+74.00	8.00	449.93	449.95
CL E. Brg. Pier D12	59+74.75	8.00	449.94	449.96
54.0	59+75.33	8.00	449.94	449.96
54.5	59+81.33	8.00	449.97	450.00
55.0	59+87.33	8.00	450.00	450.05
55.5	59+96.92	8.00	450.05	450.10
56.0	60+06.50	8.00	450.09	450.16
56.5	60+16.08	8.00	450.14	450.21
57.0	60+25.67	8.00	450.19	450.25
57.5	60+35.25	8.00	450.24	450.29
58.0	60+44.83	8.00	450.29	450.32
58.5	60+54.42	8.00	450.33	450.37
CL Pier D13	60+64.00	8.00	450.38	450.41
59.5	60+73.58	8.00	450.43	450.46
60.0	60+83.17	8.00	450.48	450.52
60.5	60+92.75	8.00	450.53	450.58
61.0	61+02.33	8.00	450.57	450.64
61.5	61+11.92	8.00	450.62	450.69
62.0	61+21.50	8.00	450.66	450.74
62.5	61+31.08	8.00	450.70	450.77
63.0	61+40.67	8.00	450.73	450.80
63.5	61+50.25	8.00	450.77	450.82
64.0	61+59.83	8.00	450.80	450.84
64.5	61+69.42	8.00	450.83	450.86
CL Pier D14	61+79.00	8.00	450.86	450.89
65.5	61+88.58	8.00	450.88	450.92
66.0	61+98.17	8.00	450.91	450.95
66.5	62+07.75	8.00	450.93	450.98
67.0	62+17.33	8.00	450.95	451.00
67.5	62+26.92	8.00	450.96	451.03
68.0	62+36.50	8.00	450.98	451.04
68.5	62+46.08	8.00	450.99	451.05
69.0	62+55.67	8.00	451.00	451.04
69.5	62+61.67	8.00	451.00	451.03
70.0	62+67.67	8.00	451.00	451.03
CL W. Brg. Pier D15	62+68.25	8.00	451.00	451.03
CL Pier D15	62+69.00	8.00	451.01	451.03

GIRDER D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D12	59+74.00	16.00	450.57	450.59
CL E. Brg. Pier D12	59+74.75	16.00	450.58	450.60
54.0	59+75.33	16.00	450.58	450.60
54.5	59+81.33	16.00	450.61	450.64
55.0	59+87.33	16.00	450.64	450.68
55.5	59+96.92	16.00	450.69	450.74
56.0	60+06.50	16.00	450.73	450.79
56.5	60+16.08	16.00	450.78	450.84
57.0	60+25.67	16.00	450.83	450.88
57.5	60+35.25	16.00	450.88	450.92
58.0	60+44.83	16.00	450.93	450.96
58.5	60+54.42	16.00	450.97	451.00
CL Pier D13	60+64.00	16.00	451.02	451.04
59.5	60+73.58	16.00	451.07	451.10
60.0	60+83.17	16.00	451.12	451.15
60.5	60+92.75	16.00	451.17	451.22
61.0	61+02.33	16.00	451.21	451.27
61.5	61+11.92	16.00	451.26	451.32
62.0	61+21.50	16.00	451.30	451.37
62.5	61+31.08	16.00	451.34	451.40
63.0	61+40.67	16.00	451.37	451.43
63.5	61+50.25	16.00	451.41	451.46
64.0	61+59.83	16.00	451.44	451.48
64.5	61+69.42	16.00	451.47	451.50
CL Pier D14	61+79.00	16.00	451.50	451.52
65.5	61+88.58	16.00	451.52	451.55
66.0	61+98.17	16.00	451.55	451.58
66.5	62+07.75	16.00	451.57	451.61
67.0	62+17.33	16.00	451.59	451.64
67.5	62+26.92	16.00	451.60	451.66
68.0	62+36.50	16.00	451.62	451.67
68.5	62+46.08	16.00	451.63	451.68
69.0	62+55.67	16.00	451.64	451.68
69.5	62+61.67	16.00	451.64	451.67
70.0	62+67.67	16.00	451.64	451.67
CL W. Brg. Pier D15	62+68.25	16.00	451.64	451.67
CL Pier D15	62+69.00	16.00	451.65	451.67

TranSystems

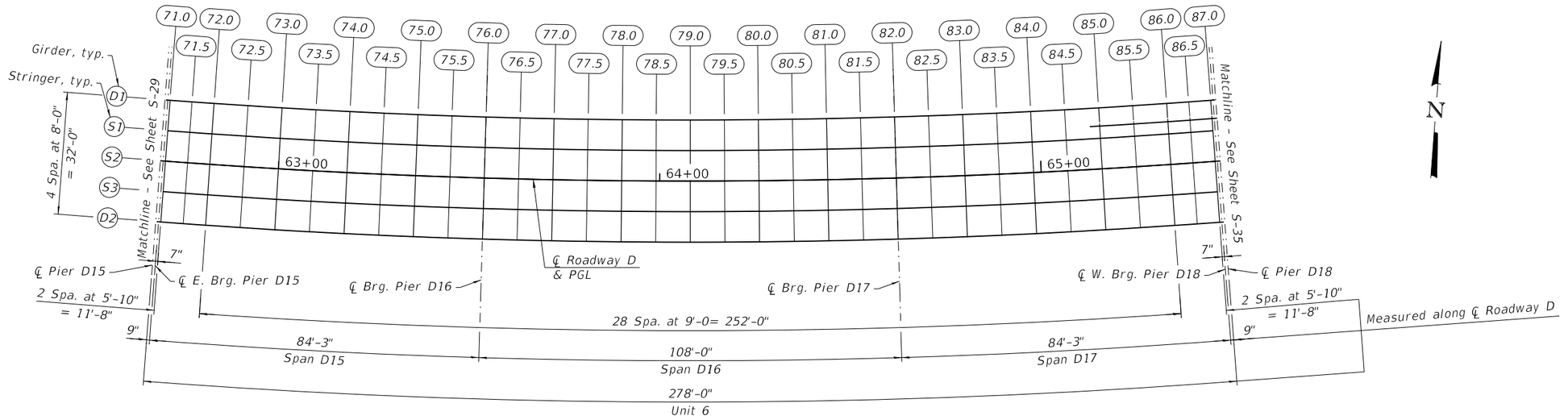
USER NAME = jmpatlison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

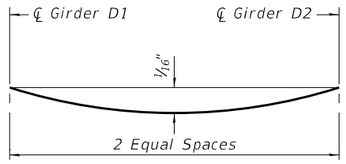
UNIT 5 - TOP OF SLAB ELEVATION TABLES (2 OF 2)
S.N. 082-0144

SHEET S-31 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	110
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

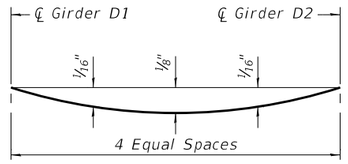


PLAN - UNIT 6



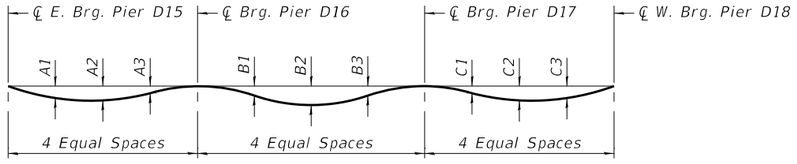
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 71 AND 87

(Includes weight of concrete only.)



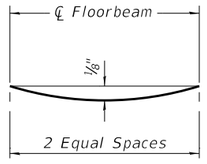
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 72 THRU 86

(Includes weight of concrete only.)



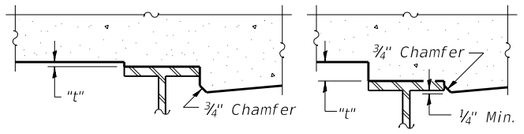
DEAD LOAD DEFLECTION DIAGRAM FOR GIRDERS D1 AND D2

(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM FOR STRINGERS S1 THRU S3

(Includes weight of concrete only.)



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-33 thru S-34, 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 S-33 thru S-34. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-33 thru S-34.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32:0 ":" / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 6 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-32 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	111
		CONTRACT NO. 76B55		
		ILLINOIS	FED. AID PROJECT	

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D15	62+69.00	-16.00	449.09	449.11
CL E. Brg. Pier D15	62+69.75	-16.00	449.09	449.11
71.0	62+70.33	-16.00	449.09	449.11
71.5	62+76.17	-16.00	449.09	449.12
72.0	62+82.00	-16.00	449.09	449.12
72.5	62+91.00	-16.00	449.09	449.13
73.0	63+00.00	-16.00	449.09	449.14
73.5	63+09.00	-16.00	449.09	449.13
74.0	63+18.00	-16.00	449.08	449.12
74.5	63+27.00	-16.00	449.07	449.11
75.0	63+36.00	-16.00	449.06	449.09
75.5	63+45.00	-16.00	449.05	449.07
CL Pier D16	63+54.00	-16.00	449.04	449.06
76.5	63+63.00	-16.00	449.02	449.05
77.0	63+72.00	-16.00	449.00	449.04
77.5	63+81.00	-16.00	448.98	449.03
78.0	63+90.00	-16.00	448.96	449.01
78.5	63+99.00	-16.00	448.94	449.00
79.0	64+08.00	-16.00	448.91	448.97
79.5	64+17.00	-16.00	448.89	448.94
80.0	64+26.00	-16.00	448.86	448.91
80.5	64+35.00	-16.00	448.82	448.87
81.0	64+44.00	-16.00	448.79	448.82
81.5	64+53.00	-16.00	448.75	448.78
CL Pier D17	64+62.00	-16.00	448.72	448.74
82.5	64+71.00	-16.00	448.68	448.70
83.0	64+80.00	-16.00	448.63	448.66
83.5	64+89.00	-16.00	448.59	448.62
84.0	64+98.00	-16.00	448.55	448.59
84.5	65+07.00	-16.00	448.53	448.57
85.0	65+16.00	-16.00	448.54	448.59
85.5	65+25.00	-16.01	448.53	448.58
86.0	65+34.00	-16.02	448.49	448.52
86.5	65+39.83	-16.04	448.45	448.49
87.0	65+45.67	-16.06	448.42	448.45
CL W. Brg. Pier D18	65+46.25	-16.06	448.42	448.44
CL Pier D18	65+47.00	-16.06	448.42	448.44

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D15	62+69.00	-8.00	449.73	449.75
CL E. Brg. Pier D15	62+69.75	-8.00	449.73	449.75
71.0	62+70.33	-8.00	449.73	449.75
71.5	62+76.17	-8.00	449.73	449.76
72.0	62+82.00	-8.00	449.73	449.77
72.5	62+91.00	-8.00	449.73	449.78
73.0	63+00.00	-8.00	449.73	449.78
73.5	63+09.00	-8.00	449.73	449.78
74.0	63+18.00	-8.00	449.72	449.77
74.5	63+27.00	-8.00	449.71	449.75
75.0	63+36.00	-8.00	449.70	449.74
75.5	63+45.00	-8.00	449.69	449.72
CL Pier D16	63+54.00	-8.00	449.68	449.70
76.5	63+63.00	-8.00	449.66	449.69
77.0	63+72.00	-8.00	449.64	449.68
77.5	63+81.00	-8.00	449.62	449.67
78.0	63+90.00	-8.00	449.60	449.66
78.5	63+99.00	-8.00	449.58	449.64
79.0	64+08.00	-8.00	449.55	449.62
79.5	64+17.00	-8.00	449.53	449.59
80.0	64+26.00	-8.00	449.50	449.55
80.5	64+35.00	-8.00	449.46	449.51
81.0	64+44.00	-8.00	449.43	449.47
81.5	64+53.00	-8.00	449.39	449.43
CL Pier D17	64+62.00	-8.00	449.36	449.38
82.5	64+71.00	-8.00	449.32	449.35
83.0	64+80.00	-8.00	449.27	449.31
83.5	64+89.00	-8.00	449.23	449.27
84.0	64+98.00	-8.00	449.19	449.23
84.5	65+07.00	-8.00	449.15	449.21
85.0	65+16.00	-8.00	449.14	449.19
85.5	65+25.00	-8.01	449.11	449.16
86.0	65+34.00	-8.02	449.06	449.11
86.5	65+39.83	-8.03	449.03	449.07
87.0	65+45.67	-8.04	449.00	449.03
CL W. Brg. Pier D18	65+46.25	-8.04	449.00	449.02
CL Pier D18	65+47.00	-8.05	449.00	449.02

STRINGER S2, ℄ ROADWAY D & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D15	62+69.00	0.00	450.37	450.39
CL E. Brg. Pier D15	62+69.75	0.00	450.37	450.39
71.0	62+70.33	0.00	450.37	450.39
71.5	62+76.17	0.00	450.37	450.40
72.0	62+82.00	0.00	450.37	450.41
72.5	62+91.00	0.00	450.37	450.42
73.0	63+00.00	0.00	450.37	450.42
73.5	63+09.00	0.00	450.37	450.42
74.0	63+18.00	0.00	450.36	450.41
74.5	63+27.00	0.00	450.35	450.40
75.0	63+36.00	0.00	450.34	450.38
75.5	63+45.00	0.00	450.33	450.36
CL Pier D16	63+54.00	0.00	450.32	450.35
76.5	63+63.00	0.00	450.30	450.34
77.0	63+72.00	0.00	450.28	450.32
77.5	63+81.00	0.00	450.26	450.32
78.0	63+90.00	0.00	450.24	450.30
78.5	63+99.00	0.00	450.22	450.29
79.0	64+08.00	0.00	450.19	450.26
79.5	64+17.00	0.00	450.17	450.23
80.0	64+26.00	0.00	450.14	450.19
80.5	64+35.00	0.00	450.10	450.15
81.0	64+44.00	0.00	450.07	450.11
81.5	64+53.00	0.00	450.03	450.07
CL Pier D17	64+62.00	0.00	450.00	450.02
82.5	64+71.00	0.00	449.96	449.99
83.0	64+80.00	0.00	449.91	449.95
83.5	64+89.00	0.00	449.87	449.91
84.0	64+98.00	0.00	449.83	449.87
84.5	65+07.00	0.00	449.78	449.84
85.0	65+16.00	0.00	449.74	449.79
85.5	65+25.00	0.00	449.69	449.74
86.0	65+34.00	-0.01	449.64	449.69
86.5	65+39.83	-0.02	449.61	449.65
87.0	65+45.67	-0.03	449.58	449.61
CL W. Brg. Pier D18	65+46.25	-0.03	449.58	449.61
CL Pier D18	65+47.00	-0.03	449.58	449.60

TranSystems

USER NAME = jmpatlison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 6 - TOP OF SLAB ELEVATION TABLES (1 OF 2)
S.N. 082-0144

SHEET S-33 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	112
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D15	62+69.00	0.00	450.37	450.39
CL E. Brg. Pier D15	62+69.75	0.00	450.37	450.39
71.0	62+70.33	0.00	450.37	450.39
71.5	62+76.17	0.00	450.37	450.40
72.0	62+82.00	0.00	450.37	450.41
72.5	62+91.00	0.00	450.37	450.42
73.0	63+00.00	0.00	450.37	450.42
73.5	63+09.00	0.00	450.37	450.42
74.0	63+18.00	0.00	450.36	450.41
74.5	63+27.00	0.00	450.35	450.40
75.0	63+36.00	0.00	450.34	450.38
75.5	63+45.00	0.00	450.33	450.36
CL Pier D16	63+54.00	0.00	450.32	450.35
76.5	63+63.00	0.00	450.30	450.34
77.0	63+72.00	0.00	450.28	450.32
77.5	63+81.00	0.00	450.26	450.32
78.0	63+90.00	0.00	450.24	450.30
78.5	63+99.00	0.00	450.22	450.29
79.0	64+08.00	0.00	450.19	450.26
79.5	64+17.00	0.00	450.17	450.23
80.0	64+26.00	0.00	450.14	450.19
80.5	64+35.00	0.00	450.10	450.15
81.0	64+44.00	0.00	450.07	450.11
81.5	64+53.00	0.00	450.03	450.07
CL Pier D17	64+62.00	0.00	450.00	450.02
82.5	64+71.00	0.00	449.96	449.99
83.0	64+80.00	0.00	449.91	449.95
83.5	64+89.00	0.00	449.87	449.91
84.0	64+98.00	0.00	449.83	449.87
84.5	65+07.00	0.00	449.78	449.84
85.0	65+16.00	0.00	449.74	449.79
85.5	65+25.00	0.00	449.69	449.74
86.0	65+34.00	0.00	449.65	449.69
86.5	65+39.83	0.00	449.62	449.65
87.0	65+45.67	0.00	449.59	449.61
CL W. Brg. Pier D18	65+46.25	0.00	449.58	449.61
CL Pier D18	65+47.00	0.00	449.58	449.60

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D15	62+69.00	8.00	451.01	451.03
CL E. Brg. Pier D15	62+69.75	8.00	451.01	451.03
71.0	62+70.33	8.00	451.01	451.03
71.5	62+76.17	8.00	451.01	451.04
72.0	62+82.00	8.00	451.01	451.05
72.5	62+91.00	8.00	451.01	451.06
73.0	63+00.00	8.00	451.01	451.06
73.5	63+09.00	8.00	451.01	451.06
74.0	63+18.00	8.00	451.00	451.05
74.5	63+27.00	8.00	450.99	451.03
75.0	63+36.00	8.00	450.98	451.02
75.5	63+45.00	8.00	450.97	451.00
CL Pier D16	63+54.00	8.00	450.96	450.98
76.5	63+63.00	8.00	450.94	450.97
77.0	63+72.00	8.00	450.92	450.96
77.5	63+81.00	8.00	450.90	450.95
78.0	63+90.00	8.00	450.88	450.94
78.5	63+99.00	8.00	450.86	450.92
79.0	64+08.00	8.00	450.83	450.90
79.5	64+17.00	8.00	450.81	450.87
80.0	64+26.00	8.00	450.78	450.83
80.5	64+35.00	8.00	450.74	450.79
81.0	64+44.00	8.00	450.71	450.75
81.5	64+53.00	8.00	450.67	450.71
CL Pier D17	64+62.00	8.00	450.64	450.66
82.5	64+71.00	8.00	450.60	450.63
83.0	64+80.00	8.00	450.55	450.59
83.5	64+89.00	8.00	450.51	450.55
84.0	64+98.00	8.00	450.47	450.51
84.5	65+07.00	8.00	450.41	450.46
85.0	65+16.00	8.00	450.33	450.38
85.5	65+25.00	8.00	450.27	450.32
86.0	65+34.00	7.99	450.22	450.27
86.5	65+39.83	7.99	450.19	450.23
87.0	65+45.67	7.99	450.17	450.19
CL W. Brg. Pier D18	65+46.25	7.99	450.16	450.19
CL Pier D18	65+47.00	7.99	450.16	450.18

GIRDER D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D15	62+69.00	16.00	451.65	451.67
CL E. Brg. Pier D15	62+69.75	16.00	451.65	451.67
71.0	62+70.33	16.00	451.65	451.67
71.5	62+76.17	16.00	451.65	451.68
72.0	62+82.00	16.00	451.65	451.68
72.5	62+91.00	16.00	451.65	451.69
73.0	63+00.00	16.00	451.65	451.70
73.5	63+09.00	16.00	451.65	451.69
74.0	63+18.00	16.00	451.64	451.68
74.5	63+27.00	16.00	451.63	451.67
75.0	63+36.00	16.00	451.62	451.65
75.5	63+45.00	16.00	451.61	451.63
CL Pier D16	63+54.00	16.00	451.60	451.62
76.5	63+63.00	16.00	451.58	451.61
77.0	63+72.00	16.00	451.56	451.60
77.5	63+81.00	16.00	451.54	451.59
78.0	63+90.00	16.00	451.52	451.57
78.5	63+99.00	16.00	451.50	451.56
79.0	64+08.00	16.00	451.47	451.53
79.5	64+17.00	16.00	451.45	451.50
80.0	64+26.00	16.00	451.42	451.47
80.5	64+35.00	16.00	451.38	451.43
81.0	64+44.00	16.00	451.35	451.38
81.5	64+53.00	16.00	451.31	451.34
CL Pier D17	64+62.00	16.00	451.28	451.30
82.5	64+71.00	16.00	451.24	451.26
83.0	64+80.00	16.00	451.19	451.22
83.5	64+89.00	16.00	451.15	451.18
84.0	64+98.00	16.00	451.11	451.15
84.5	65+07.00	16.00	451.03	451.08
85.0	65+16.00	16.00	450.93	450.98
85.5	65+25.00	16.00	450.85	450.89
86.0	65+34.00	16.00	450.80	450.84
86.5	65+39.83	16.00	450.77	450.81
87.0	65+45.67	16.00	450.75	450.77
CL W. Brg. Pier D18	65+46.25	16.00	450.74	450.76
CL Pier D18	65+47.00	16.00	450.74	450.76

TranSystems

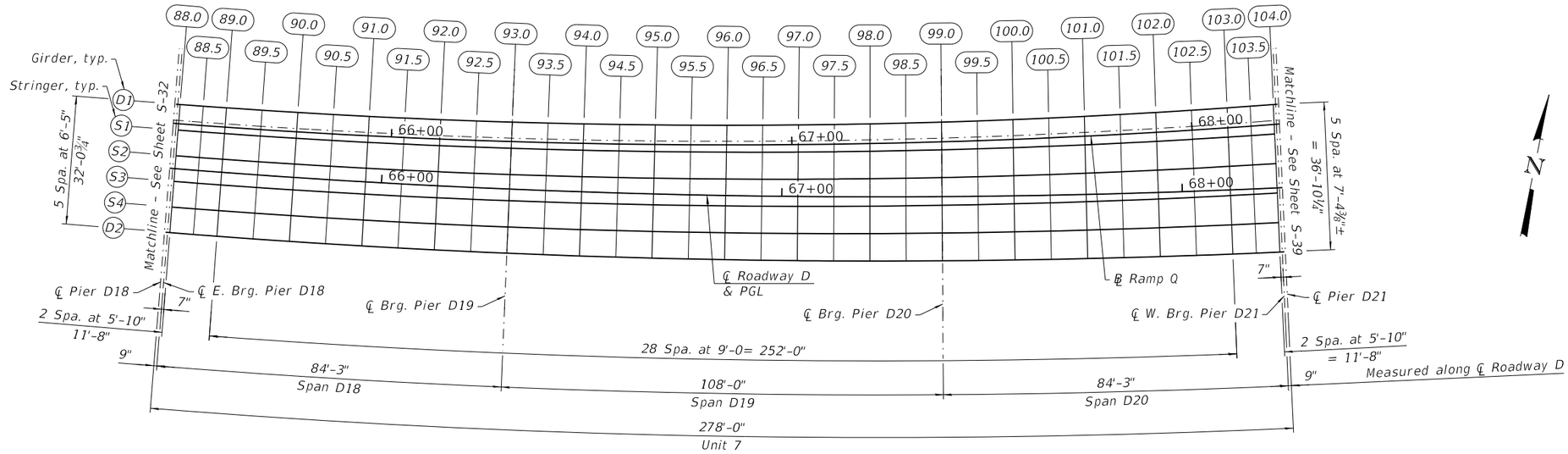
USER NAME = jmpatlison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 6 - TOP OF SLAB ELEVATION TABLES (2 OF 2)
S.N. 082-0144

SHEET S-34 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	113
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



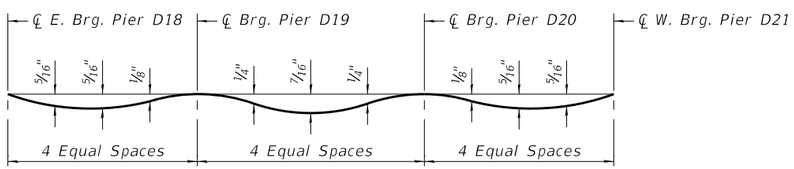
PLAN - UNIT 7

DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 88 AND 104

(Includes weight of concrete only.)

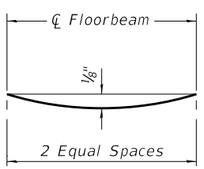
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 89 THRU 103

(Includes weight of concrete only.)



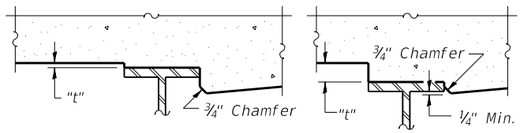
DEAD LOAD DEFLECTION DIAGRAM FOR GIRDERS D1 AND D2

(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM FOR STRINGERS S1 THRU S4

(Includes weight of concrete only.)



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-36 thru S-38, 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 S-36 thru S-38. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-36 thru S-38.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

MODEL: Default
FILE NAME: pw:\\he-pwint01.a-e.transyscorp.com:transyscorp-pw1\Documents\Projects_2020\CD404 - Chicago Downtown\P404200017 - Poplar Complex Roadway\304.00 - Bridge\304.02 -CADD\Sheets\$TOS7-1 - UNIT 7 - TOP OF SLAB LAYOUT
7/15/2020 2:54:19 PM

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32.0000 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 7 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-35 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	114
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	-16.06	448.42	448.44
CL E. Brg. Pier D18	65+47.75	-16.06	448.41	448.43
88.0	65+48.33	-16.07	448.41	448.43
88.5	65+54.17	-16.09	448.38	448.41
89.0	65+60.00	-16.11	448.35	448.38
89.5	65+69.00	-16.16	448.30	448.34
90.0	65+78.00	-16.22	448.25	448.30
90.5	65+87.00	-16.28	448.20	448.25
91.0	65+96.00	-16.35	448.15	448.19
91.5	66+05.00	-16.43	448.10	448.13
92.0	66+14.00	-16.52	448.05	448.08
92.5	66+23.00	-16.61	448.00	448.02
CL Pier D19	66+32.00	-16.72	447.94	447.97
93.5	66+41.00	-16.83	447.89	447.91
94.0	66+50.00	-16.95	447.84	447.87
94.5	66+59.00	-17.08	447.78	447.82
95.0	66+68.00	-17.21	447.73	447.77
95.5	66+77.00	-17.36	447.67	447.72
96.0	66+86.00	-17.51	447.62	447.67
96.5	66+95.00	-17.67	447.56	447.61
97.0	67+04.00	-17.84	447.50	447.55
97.5	67+13.00	-18.01	447.45	447.48
98.0	67+22.00	-18.20	447.39	447.42
98.5	67+31.00	-18.39	447.33	447.35
CL Pier D20	67+40.00	-18.59	447.27	447.29
99.5	67+49.00	-18.80	447.21	447.23
100.0	67+58.00	-19.02	447.15	447.18
100.5	67+67.00	-19.24	447.09	447.12
101.0	67+76.00	-19.47	447.03	447.07
101.5	67+85.00	-19.71	446.96	447.01
102.0	67+94.00	-19.96	446.90	446.95
102.5	68+03.00	-20.22	446.84	446.88
103.0	68+12.00	-20.48	446.77	446.81
103.5	68+17.83	-20.66	446.73	446.76
104.0	68+23.67	-20.84	446.69	446.71
CL W. Brg. Pier D21	68+24.25	-20.85	446.68	446.71
CL Pier D21	68+25.00	-20.88	446.68	446.70

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	-9.65	448.88	448.90
CL E. Brg. Pier D18	65+47.75	-9.65	448.88	448.90
88.0	65+48.33	-9.65	448.87	448.90
88.5	65+54.17	-9.67	448.84	448.87
89.0	65+60.00	-9.69	448.81	448.85
89.5	65+69.00	-9.73	448.77	448.81
90.0	65+78.00	-9.77	448.72	448.77
90.5	65+87.00	-9.82	448.67	448.72
91.0	65+96.00	-9.88	448.62	448.66
91.5	66+05.00	-9.95	448.57	448.61
92.0	66+14.00	-10.02	448.52	448.55
92.5	66+23.00	-10.09	448.47	448.50
CL Pier D19	66+32.00	-10.17	448.42	448.44
93.5	66+41.00	-10.26	448.37	448.39
94.0	66+50.00	-10.36	448.32	448.35
94.5	66+59.00	-10.46	448.26	448.30
95.0	66+68.00	-10.57	448.21	448.26
95.5	66+77.00	-10.69	448.16	448.21
96.0	66+86.00	-10.81	448.10	448.15
96.5	66+95.00	-10.94	448.05	448.10
97.0	67+04.00	-11.07	447.99	448.04
97.5	67+13.00	-11.21	447.94	447.98
98.0	67+22.00	-11.36	447.88	447.92
98.5	67+31.00	-11.51	447.83	447.86
CL Pier D20	67+40.00	-11.67	447.77	447.80
99.5	67+49.00	-11.84	447.71	447.74
100.0	67+58.00	-12.01	447.66	447.69
100.5	67+67.00	-12.19	447.60	447.64
101.0	67+76.00	-12.38	447.54	447.59
101.5	67+85.00	-12.57	447.48	447.53
102.0	67+94.00	-12.77	447.42	447.47
102.5	68+03.00	-12.97	447.36	447.41
103.0	68+12.00	-13.18	447.30	447.34
103.5	68+17.83	-13.32	447.26	447.29
104.0	68+23.67	-13.47	447.22	447.25
CL W. Brg. Pier D21	68+24.25	-13.48	447.22	447.24
CL Pier D21	68+25.00	-13.50	447.21	447.23

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	-3.24	449.35	449.37
CL E. Brg. Pier D18	65+47.75	-3.24	449.34	449.37
88.0	65+48.33	-3.24	449.34	449.36
88.5	65+54.17	-3.25	449.31	449.34
89.0	65+60.00	-3.27	449.28	449.32
89.5	65+69.00	-3.30	449.23	449.28
90.0	65+78.00	-3.33	449.18	449.23
90.5	65+87.00	-3.37	449.14	449.19
91.0	65+96.00	-3.41	449.09	449.13
91.5	66+05.00	-3.46	449.04	449.08
92.0	66+14.00	-3.51	448.99	449.03
92.5	66+23.00	-3.57	448.94	448.97
CL Pier D19	66+32.00	-3.63	448.89	448.92
93.5	66+41.00	-3.70	448.84	448.87
94.0	66+50.00	-3.77	448.79	448.83
94.5	66+59.00	-3.85	448.74	448.78
95.0	66+68.00	-3.93	448.69	448.74
95.5	66+77.00	-4.01	448.64	448.69
96.0	66+86.00	-4.11	448.59	448.64
96.5	66+95.00	-4.20	448.54	448.59
97.0	67+04.00	-4.30	448.48	448.53
97.5	67+13.00	-4.41	448.43	448.48
98.0	67+22.00	-4.52	448.38	448.41
98.5	67+31.00	-4.63	448.32	448.36
CL Pier D20	67+40.00	-4.75	448.27	448.30
99.5	67+49.00	-4.88	448.22	448.25
100.0	67+58.00	-5.01	448.16	448.20
100.5	67+67.00	-5.14	448.11	448.15
101.0	67+76.00	-5.28	448.05	448.10
101.5	67+85.00	-5.43	448.00	448.05
102.0	67+94.00	-5.58	447.94	448.00
102.5	68+03.00	-5.73	447.89	447.94
103.0	68+12.00	-5.89	447.83	447.87
103.5	68+17.83	-5.99	447.79	447.83
104.0	68+23.67	-6.10	447.76	447.78
CL W. Brg. Pier D21	68+24.25	-6.11	447.75	447.78
CL Pier D21	68+25.00	-6.13	447.75	447.77

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 7 - TOP OF SLAB ELEVATION TABLES (1 OF 3)
S.N. 082-0144

SHEET S-36 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	115
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY D & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	0.00	449.58	449.60
CL E. Brg. Pier D18	65+47.75	0.00	449.58	449.60
88.0	65+48.33	0.00	449.57	449.60
88.5	65+54.17	0.00	449.54	449.58
89.0	65+60.00	0.00	449.52	449.56
89.5	65+69.00	0.00	449.47	449.52
90.0	65+78.00	0.00	449.43	449.48
90.5	65+87.00	0.00	449.38	449.43
91.0	65+96.00	0.00	449.34	449.38
91.5	66+05.00	0.00	449.29	449.33
92.0	66+14.00	0.00	449.25	449.28
92.5	66+23.00	0.00	449.20	449.23
CL Pier D19	66+32.00	0.00	449.16	449.18
93.5	66+41.00	0.00	449.11	449.14
94.0	66+50.00	0.00	449.07	449.10
94.5	66+59.00	0.00	449.02	449.06
95.0	66+68.00	0.00	448.98	449.02
95.5	66+77.00	0.00	448.93	448.98
96.0	66+86.00	0.00	448.89	448.94
96.5	66+95.00	0.00	448.84	448.90
97.0	67+04.00	0.00	448.80	448.84
97.5	67+13.00	0.00	448.75	448.79
98.0	67+22.00	0.00	448.71	448.74
98.5	67+31.00	0.00	448.66	448.69
CL Pier D20	67+40.00	0.00	448.62	448.64
99.5	67+49.00	0.00	448.57	448.60
100.0	67+58.00	0.00	448.53	448.56
100.5	67+67.00	0.00	448.48	448.52
101.0	67+76.00	0.00	448.44	448.48
101.5	67+85.00	0.00	448.39	448.45
102.0	67+94.00	0.00	448.35	448.40
102.5	68+03.00	0.00	448.30	448.35
103.0	68+12.00	0.00	448.26	448.30
103.5	68+17.83	0.00	448.23	448.26
104.0	68+23.67	0.00	448.20	448.22
CL W. Brg. Pier D21	68+24.25	0.00	448.19	448.22
CL Pier D21	68+25.00	0.00	448.19	448.21

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	3.18	449.81	449.83
CL E. Brg. Pier D18	65+47.75	3.17	449.81	449.83
88.0	65+48.33	3.17	449.80	449.83
88.5	65+54.17	3.16	449.77	449.81
89.0	65+60.00	3.15	449.74	449.78
89.5	65+69.00	3.14	449.70	449.75
90.0	65+78.00	3.11	449.65	449.70
90.5	65+87.00	3.09	449.60	449.66
91.0	65+96.00	3.06	449.56	449.60
91.5	66+05.00	3.03	449.51	449.55
92.0	66+14.00	2.99	449.46	449.50
92.5	66+23.00	2.95	449.41	449.44
CL Pier D19	66+32.00	2.91	449.37	449.39
93.5	66+41.00	2.87	449.32	449.35
94.0	66+50.00	2.82	449.27	449.30
94.5	66+59.00	2.77	449.22	449.26
95.0	66+68.00	2.71	449.17	449.22
95.5	66+77.00	2.66	449.12	449.18
96.0	66+86.00	2.60	449.07	449.13
96.5	66+95.00	2.53	449.02	449.08
97.0	67+04.00	2.47	448.97	449.02
97.5	67+13.00	2.39	448.92	448.97
98.0	67+22.00	2.32	448.87	448.91
98.5	67+31.00	2.24	448.82	448.85
CL Pier D20	67+40.00	2.16	448.77	448.80
99.5	67+49.00	2.08	448.72	448.75
100.0	67+58.00	1.99	448.67	448.71
100.5	67+67.00	1.90	448.62	448.66
101.0	67+76.00	1.81	448.57	448.62
101.5	67+85.00	1.72	448.51	448.57
102.0	67+94.00	1.62	448.46	448.52
102.5	68+03.00	1.51	448.41	448.46
103.0	68+12.00	1.41	448.36	448.40
103.5	68+17.83	1.34	448.32	448.36
104.0	68+23.67	1.27	448.29	448.31
CL W. Brg. Pier D21	68+24.25	1.26	448.29	448.31
CL Pier D21	68+25.00	1.25	448.28	448.30

STRINGER S4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	9.59	450.27	450.30
CL E. Brg. Pier D18	65+47.75	9.59	450.27	450.29
88.0	65+48.33	9.59	450.27	450.29
88.5	65+54.17	9.58	450.24	450.27
89.0	65+60.00	9.58	450.21	450.25
89.5	65+69.00	9.57	450.16	450.21
90.0	65+78.00	9.56	450.12	450.16
90.5	65+87.00	9.54	450.07	450.12
91.0	65+96.00	9.53	450.03	450.07
91.5	66+05.00	9.51	449.98	450.02
92.0	66+14.00	9.50	449.93	449.96
92.5	66+23.00	9.48	449.89	449.91
CL Pier D19	66+32.00	9.46	449.84	449.86
93.5	66+41.00	9.43	449.79	449.82
94.0	66+50.00	9.41	449.75	449.78
94.5	66+59.00	9.38	449.70	449.74
95.0	66+68.00	9.36	449.65	449.70
95.5	66+77.00	9.33	449.61	449.66
96.0	66+86.00	9.30	449.56	449.61
96.5	66+95.00	9.27	449.51	449.56
97.0	67+04.00	9.23	449.46	449.51
97.5	67+13.00	9.20	449.42	449.46
98.0	67+22.00	9.16	449.37	449.40
98.5	67+31.00	9.12	449.32	449.35
CL Pier D20	67+40.00	9.08	449.27	449.30
99.5	67+49.00	9.04	449.22	449.25
100.0	67+58.00	9.00	449.18	449.21
100.5	67+67.00	8.95	449.13	449.17
101.0	67+76.00	8.91	449.08	449.13
101.5	67+85.00	8.86	449.03	449.08
102.0	67+94.00	8.81	448.98	449.03
102.5	68+03.00	8.76	448.93	448.98
103.0	68+12.00	8.70	448.89	448.92
103.5	68+17.83	8.67	448.85	448.89
104.0	68+23.67	8.63	448.82	448.85
CL W. Brg. Pier D21	68+24.25	8.63	448.82	448.84
CL Pier D21	68+25.00	8.62	448.81	448.84

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

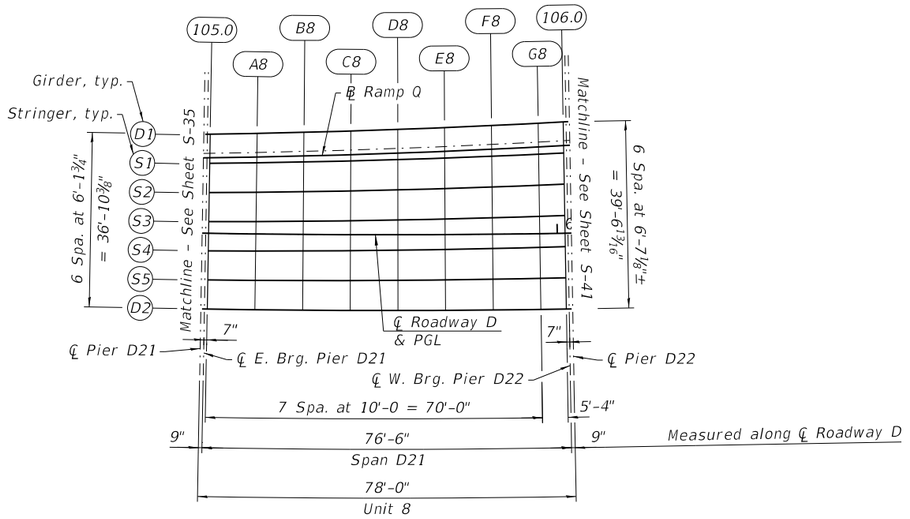
UNIT 7 - TOP OF SLAB ELEVATION TABLES (2 OF 3)
S.N. 082-0144

SHEET S-37 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	116
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

GIRDER D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D18	65+47.00	16.00	450.74	450.76
CL E. Brg. Pier D18	65+47.75	16.00	450.73	450.76
88.0	65+48.33	16.00	450.73	450.75
88.5	65+54.17	16.00	450.70	450.73
89.0	65+60.00	16.00	450.67	450.71
89.5	65+69.00	16.00	450.63	450.67
90.0	65+78.00	16.00	450.58	450.63
90.5	65+87.00	16.00	450.54	450.58
91.0	65+96.00	16.00	450.49	450.53
91.5	66+05.00	16.00	450.45	450.48
92.0	66+14.00	16.00	450.40	450.43
92.5	66+23.00	16.00	450.36	450.38
CL Pier D19	66+32.00	16.00	450.31	450.33
93.5	66+41.00	16.00	450.27	450.29
94.0	66+50.00	16.00	450.22	450.25
94.5	66+59.00	16.00	450.18	450.21
95.0	66+68.00	16.00	450.13	450.18
95.5	66+77.00	16.00	450.09	450.14
96.0	66+86.00	16.00	450.04	450.09
96.5	66+95.00	16.00	450.00	450.05
97.0	67+04.00	16.00	449.95	450.00
97.5	67+13.00	16.00	449.91	449.94
98.0	67+22.00	16.00	449.86	449.89
98.5	67+31.00	16.00	449.82	449.84
CL Pier D20	67+40.00	16.00	449.77	449.79
99.5	67+49.00	16.00	449.73	449.75
100.0	67+58.00	16.00	449.68	449.71
100.5	67+67.00	16.00	449.64	449.67
101.0	67+76.00	16.00	449.59	449.63
101.5	67+85.00	16.00	449.55	449.59
102.0	67+94.00	16.00	449.50	449.55
102.5	68+03.00	16.00	449.46	449.50
103.0	68+12.00	16.00	449.41	449.45
103.5	68+17.83	16.00	449.38	449.41
104.0	68+23.67	16.00	449.36	449.38
CL W. Brg. Pier D21	68+24.25	16.00	449.35	449.37
CL Pier D21	68+25.00	16.00	449.35	449.37



PLAN - UNIT 8

DEAD LOAD DEFLECTION DIAGRAM

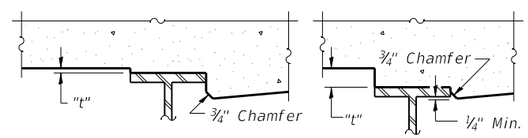
(Includes weight of concrete only.)

DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 105 THRU 106

(Includes weight of concrete only.)

DEAD LOAD DEFLECTIONS

Girder	A1	A2	A3
D1 & D2	1 9/16"	2 5/16"	1 9/16"
S1	½"	¾"	½"
S2	½"	¾"	½"
S3	9/16"	¾"	9/16"
S4	½"	1 1/16"	½"
S5	7/16"	⅝"	7/16"



At Minimum Fillet At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheet S-40, 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 sheet S-40. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet S-40.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32:0 ':' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 8 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-39 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	118
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	-20.88	446.68	446.70
CL E. Brg. Pier D21	68+25.75	-20.90	446.67	446.69
105.0	68+26.33	-20.92	446.67	446.69
A8	68+36.33	-21.23	446.60	446.69
B8	68+46.33	-21.56	446.52	446.67
C8	68+56.33	-21.90	446.45	446.64
D8	68+66.33	-22.24	446.37	446.56
E8	68+76.33	-22.60	446.30	446.47
F8	68+86.33	-22.97	446.22	446.34
G8	68+96.33	-23.34	446.14	446.20
106.0	69+01.67	-23.55	446.10	446.12
CL W. Brg. Pier D22	69+02.25	-23.57	446.10	446.12
CL Pier D22	69+03.00	-23.60	446.09	446.11

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	-14.73	447.12	447.14
CL E. Brg. Pier D21	68+25.75	-14.75	447.12	447.15
105.0	68+26.33	-14.76	447.11	447.14
A8	68+36.33	-15.03	447.05	447.10
B8	68+46.33	-15.30	446.98	447.05
C8	68+56.33	-15.58	446.91	446.99
D8	68+66.33	-15.87	446.83	446.92
E8	68+76.33	-16.17	446.76	446.84
F8	68+86.33	-16.47	446.69	446.75
G8	68+96.33	-16.79	446.62	446.66
106.0	69+01.67	-16.96	446.58	446.61
CL W. Brg. Pier D22	69+02.25	-16.97	446.58	446.60
CL Pier D22	69+03.00	-17.00	446.57	446.59

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	-8.58	447.57	447.59
CL E. Brg. Pier D21	68+25.75	-8.60	447.56	447.59
105.0	68+26.33	-8.61	447.56	447.59
A8	68+36.33	-8.82	447.49	447.55
B8	68+46.33	-9.04	447.43	447.50
C8	68+56.33	-9.27	447.36	447.45
D8	68+66.33	-9.50	447.30	447.39
E8	68+76.33	-9.73	447.23	447.31
F8	68+86.33	-9.98	447.16	447.23
G8	68+96.33	-10.23	447.09	447.14
106.0	69+01.67	-10.36	447.06	447.09
CL W. Brg. Pier D22	69+02.25	-10.38	447.05	447.08
CL Pier D22	69+03.00	-10.40	447.05	447.07

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	-2.44	448.01	448.03
CL E. Brg. Pier D21	68+25.75	-2.45	448.01	448.04
105.0	68+26.33	-2.46	448.01	448.04
A8	68+36.33	-2.62	447.94	448.00
B8	68+46.33	-2.78	447.88	447.96
C8	68+56.33	-2.95	447.82	447.91
D8	68+66.33	-3.12	447.76	447.85
E8	68+76.33	-3.30	447.69	447.78
F8	68+86.33	-3.48	447.63	447.70
G8	68+96.33	-3.67	447.57	447.61
106.0	69+01.67	-3.77	447.53	447.57
CL W. Brg. Pier D22	69+02.25	-3.78	447.53	447.56
CL Pier D22	69+03.00	-3.80	447.53	447.55

℄ ROADWAY D & PGL

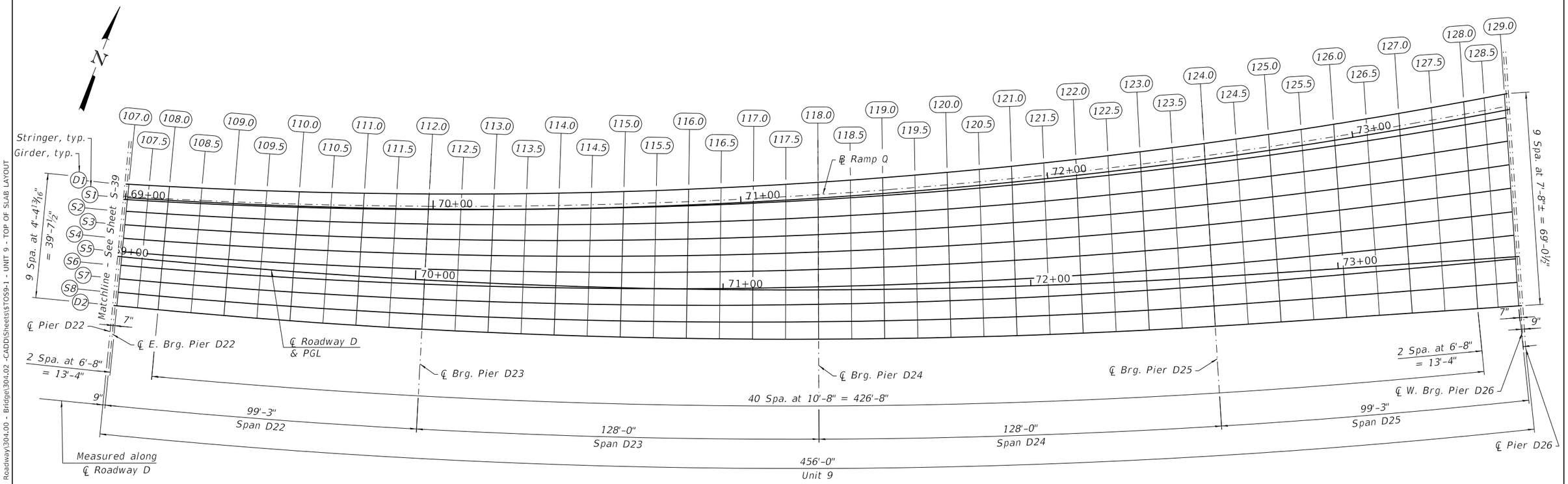
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	0.00	448.19	448.21
CL E. Brg. Pier D21	68+25.75	0.00	448.19	448.22
105.0	68+26.33	0.00	448.18	448.21
A8	68+36.33	0.00	448.13	448.19
B8	68+46.33	0.00	448.08	448.16
C8	68+56.33	0.00	448.03	448.12
D8	68+66.33	0.00	447.98	448.07
E8	68+76.33	0.00	447.93	448.02
F8	68+86.33	0.00	447.88	447.95
G8	68+96.33	0.00	447.83	447.88
106.0	69+01.67	0.00	447.81	447.84
CL W. Brg. Pier D22	69+02.25	0.00	447.80	447.84
CL Pier D22	69+03.00	0.00	447.80	447.82

STRINGER S4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	3.71	448.46	448.48
CL E. Brg. Pier D21	68+25.75	3.70	448.45	448.48
105.0	68+26.33	3.69	448.45	448.48
A8	68+36.33	3.59	448.39	448.45
B8	68+46.33	3.48	448.34	448.41
C8	68+56.33	3.37	448.28	448.36
D8	68+66.33	3.25	448.22	448.30
E8	68+76.33	3.13	448.16	448.24
F8	68+86.33	3.01	448.10	448.17
G8	68+96.33	2.89	448.04	448.09
106.0	69+01.67	2.82	448.01	448.04
CL W. Brg. Pier D22	69+02.25	2.81	448.01	448.04
CL Pier D22	69+03.00	2.80	448.00	448.02

GIRDER D2

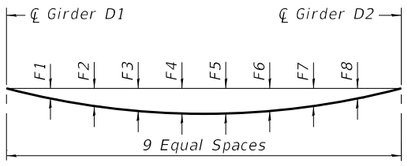
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D21	68+25.00	16.00	449.35	449.37
CL E. Brg. Pier D21	68+25.75	16.00	449.35	449.37
105.0	68+26.33	16.00	449.34	449.36
A8	68+36.33	16.00	449.29	449.38
B8	68+46.33	16.00	449.24	449.39
C8	68+56.33	16.00	449.19	449.38
D8	68+66.33	16.00	449.14	449.36
E8	68+76.33	16.00	449.09	449.30
F8	68+86.33	16.00	449.04	449.18
G8	68+96.33	16.00	448.99	449.06
106.0	69+01.67	16.00	448.97	448.99
CL W. Brg. Pier D22	69+02.25	16.00	448.96	448.98
CL Pier D22	69+03.00	16.00	448.96	448.98



PLAN - UNIT 9

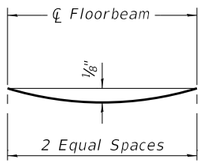
DEAD LOAD DEFLECTIONS FOR FLOORBEAMS 107 THRU 129

Floorbeam	F1	F2	F3	F4	F5	F6	F7	F8
107	-	-	1/16"	-	-	1/16"	-	-
108	-	-	1/8"	-	-	1/8"	-	-
109	-	-	1/8"	-	-	1/8"	-	-
110	-	-	1/8"	-	-	1/8"	-	-
111	-	-	1/8"	-	-	1/8"	-	-
112	-	-	1/8"	-	-	1/8"	-	-
113	1/16"	1/8"	1/8"	3/16"	3/16"	1/8"	1/8"	1/16"
114	1/16"	1/8"	1/8"	3/16"	3/16"	1/8"	1/8"	1/16"
115	1/16"	1/8"	3/16"	3/16"	3/16"	3/16"	1/8"	1/16"
116	1/16"	1/8"	3/16"	1/4"	1/4"	3/16"	1/8"	1/16"
117	1/16"	3/16"	1/4"	1/4"	1/4"	1/4"	3/16"	1/16"
118	1/16"	1/8"	3/16"	3/16"	3/16"	3/16"	1/8"	1/16"
119	1/16"	1/8"	3/16"	3/16"	3/16"	3/16"	1/8"	1/16"
120	1/16"	1/8"	3/16"	3/16"	3/16"	3/16"	1/8"	1/16"
121	1/16"	1/8"	3/16"	1/4"	1/4"	3/16"	1/8"	1/16"
122	1/16"	3/16"	1/4"	1/4"	1/4"	1/4"	3/16"	1/16"
123	1/16"	3/16"	1/4"	1/4"	1/4"	1/4"	3/16"	1/16"
124	1/8"	3/16"	1/4"	5/16"	5/16"	1/4"	3/16"	1/8"
125	1/8"	3/16"	1/4"	5/16"	5/16"	1/4"	3/16"	1/8"
126	1/8"	3/16"	5/16"	5/16"	5/16"	5/16"	3/16"	1/8"
127	1/8"	1/4"	5/16"	3/8"	3/8"	5/16"	1/4"	1/8"
128	1/8"	1/4"	5/16"	3/8"	3/8"	5/16"	1/4"	1/8"
129	1/16"	1/8"	3/16"	3/16"	3/16"	3/16"	1/8"	1/16"



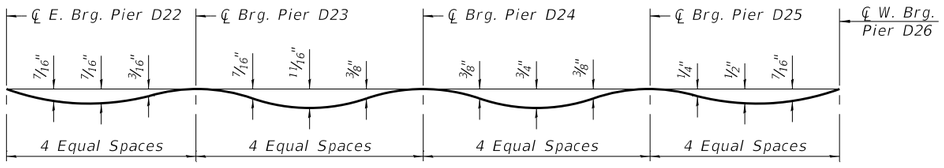
DEAD LOAD DEFLECTION DIAGRAM FOR FLOORBEAMS 107 THRU 129

(Includes weight of concrete only.)



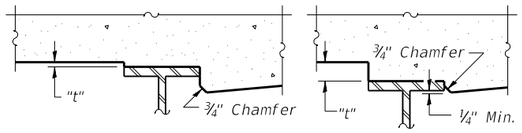
DEAD LOAD DEFLECTION DIAGRAM FOR STRINGERS S1 THRU S8

(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM FOR GIRDERS D1 AND D2

(Includes weight of concrete only.)



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-42 thru S-45, 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 S-42 thru S-45. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

The deflections below are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-42 thru S-45.

Dead load deflection assumes a continuous deck pour sequence in the direction of increasing station.

The centerline of expansion joints are located at the centerline of the pier.

MODEL: Default
FILE NAME: pw:\\hq-pwint01a-e.transyscorp.com:transyscorp-pw1\Documents\Projects_2020\CD404 - Chicago Downtown\P404200017 - Poplar Complex Roadway\304.00 - Bridge\304.02 -CADD\Sheets\STOS9-1 - UNIT 9 - TOP OF SLAB LAYOUT

7/15/2020 2:54:32 PM

TranSystems

USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 32:0 ':' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 9 - TOP OF SLAB LAYOUT
S.N. 082-0144
SHEET S-41 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	120
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

GIRDER D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	-23.60	446.09	446.11
CL E. Brg. Pier D22	69+03.75	-23.63	446.09	446.11
107.0	69+04.33	-23.65	446.08	446.10
107.5	69+11.00	-23.91	446.03	446.06
108.0	69+17.67	-24.18	445.98	446.02
108.5	69+28.33	-24.61	445.89	445.94
109.0	69+39.00	-25.06	445.81	445.86
109.5	69+49.67	-25.51	445.72	445.77
110.0	69+60.33	-25.98	445.63	445.68
110.5	69+71.00	-26.46	445.55	445.58
111.0	69+81.67	-26.94	445.46	445.49
111.5	69+92.33	-27.44	445.37	445.39
CL Pier D23	70+03.00	-27.96	445.28	445.30
112.5	70+13.67	-28.48	445.19	445.21
113.0	70+24.33	-29.01	445.09	445.13
113.5	70+35.00	-29.55	445.01	445.06
114.0	70+45.67	-30.11	444.92	444.98
114.5	70+56.33	-30.67	444.84	444.91
115.0	70+67.00	-31.25	444.77	444.84
115.5	70+77.67	-31.84	444.71	444.77
116.0	70+88.33	-32.43	444.65	444.71
116.5	70+99.00	-33.04	444.60	444.65
117.0	71+09.67	-33.66	444.56	444.60
117.5	71+20.33	-34.29	444.53	444.56
CL Pier D24	71+31.00	-34.93	444.51	444.53
118.5	71+41.67	-35.58	444.49	444.52
119.0	71+52.33	-36.24	444.49	444.52
119.5	71+63.00	-36.92	444.49	444.54
120.0	71+73.67	-37.60	444.50	444.56
120.5	71+84.33	-38.29	444.51	444.58
121.0	71+95.00	-39.00	444.54	444.61
121.5	72+05.67	-39.71	444.57	444.64
122.0	72+16.33	-40.44	444.61	444.67
122.5	72+27.00	-41.18	444.65	444.70
123.0	72+37.67	-41.92	444.78	444.81
123.5	72+48.33	-42.68	444.92	444.94
CL Pier D25	72+59.00	-43.45	445.06	445.08
124.5	72+69.67	-44.22	445.20	445.23
125.0	72+80.33	-45.04	445.37	445.40
125.5	72+91.00	-45.93	445.53	445.58
126.0	73+01.67	-46.88	445.71	445.76
126.5	73+12.33	-47.89	445.88	445.94
127.0	73+23.00	-48.96	446.06	446.12
127.5	73+33.67	-50.11	446.24	446.29
128.0	73+44.33	-51.31	446.42	446.46
128.5	73+51.00	-52.10	446.53	446.57
129.0	73+57.67	-52.91	446.65	446.67
CL W. Brg. Pier D26	73+58.25	-52.98	446.66	446.68
CL Pier D26	73+59.00	-53.08	446.67	446.69

STRINGER S1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	-19.20	446.41	446.43
CL E. Brg. Pier D22	69+03.75	-19.22	446.40	446.43
107.0	69+04.33	-19.24	446.40	446.42
107.5	69+11.00	-19.48	446.35	446.38
108.0	69+17.67	-19.71	446.30	446.34
108.5	69+28.33	-20.10	446.22	446.27
109.0	69+39.00	-20.49	446.14	446.19
109.5	69+49.67	-20.90	446.05	446.11
110.0	69+60.33	-21.31	445.97	446.02
110.5	69+71.00	-21.74	445.89	445.93
111.0	69+81.67	-22.17	445.80	445.84
111.5	69+92.33	-22.62	445.72	445.74
CL Pier D23	70+03.00	-23.07	445.63	445.65
112.5	70+13.67	-23.53	445.54	445.58
113.0	70+24.33	-24.01	445.46	445.50
113.5	70+35.00	-24.49	445.37	445.43
114.0	70+45.67	-24.98	445.29	445.35
114.5	70+56.33	-25.49	445.22	445.29
115.0	70+67.00	-26.00	445.15	445.22
115.5	70+77.67	-26.52	445.09	445.16
116.0	70+88.33	-27.05	445.04	445.10
116.5	70+99.00	-27.59	445.00	445.05
117.0	71+09.67	-28.14	444.96	445.00
117.5	71+20.33	-28.70	444.94	444.97
CL Pier D24	71+31.00	-29.27	444.92	444.94
118.5	71+41.67	-29.85	444.91	444.94
119.0	71+52.33	-30.44	444.91	444.95
119.5	71+63.00	-31.04	444.91	444.97
120.0	71+73.67	-31.64	444.93	444.99
120.5	71+84.33	-32.26	444.95	445.02
121.0	71+95.00	-32.89	444.98	445.05
121.5	72+05.67	-33.52	445.02	445.09
122.0	72+16.33	-34.17	445.07	445.14
122.5	72+27.00	-34.82	445.16	445.21
123.0	72+37.67	-35.49	445.29	445.33
123.5	72+48.33	-36.16	445.44	445.47
CL Pier D25	72+59.00	-36.84	445.59	445.61
124.5	72+69.67	-37.53	445.74	445.77
125.0	72+80.33	-38.26	445.91	445.95
125.5	72+91.00	-39.05	446.08	446.14
126.0	73+01.67	-39.89	446.26	446.32
126.5	73+12.33	-40.79	446.45	446.51
127.0	73+23.00	-41.75	446.63	446.70
127.5	73+33.67	-42.76	446.82	446.89
128.0	73+44.33	-43.83	447.02	447.06
128.5	73+51.00	-44.53	447.14	447.18
129.0	73+57.67	-45.25	447.26	447.29
CL W. Brg. Pier D26	73+58.25	-45.32	447.27	447.30
CL Pier D26	73+59.00	-45.40	447.29	447.31

STRINGER S2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	-14.80	446.73	446.75
CL E. Brg. Pier D22	69+03.75	-14.82	446.72	446.75
107.0	69+04.33	-14.84	446.72	446.74
107.5	69+11.00	-15.04	446.67	446.71
108.0	69+17.67	-15.25	446.62	446.67
108.5	69+28.33	-15.59	446.55	446.60
109.0	69+39.00	-15.93	446.47	446.53
109.5	69+49.67	-16.29	446.39	446.45
110.0	69+60.33	-16.65	446.31	446.36
110.5	69+71.00	-17.02	446.23	446.28
111.0	69+81.67	-17.40	446.15	446.18
111.5	69+92.33	-17.79	446.07	446.10
CL Pier D23	70+03.00	-18.19	445.98	446.01
112.5	70+13.67	-18.59	445.90	445.94
113.0	70+24.33	-19.00	445.82	445.86
113.5	70+35.00	-19.43	445.74	445.80
114.0	70+45.67	-19.86	445.66	445.73
114.5	70+56.33	-20.30	445.59	445.67
115.0	70+67.00	-20.75	445.53	445.61
115.5	70+77.67	-21.20	445.48	445.55
116.0	70+88.33	-21.67	445.43	445.50
116.5	70+99.00	-22.14	445.39	445.45
117.0	71+09.67	-22.62	445.36	445.41
117.5	71+20.33	-23.11	445.34	445.38
CL Pier D24	71+31.00	-23.61	445.33	445.36
118.5	71+41.67	-24.12	445.32	445.36
119.0	71+52.33	-24.63	445.33	445.37
119.5	71+63.00	-25.15	445.34	445.40
120.0	71+73.67	-25.69	445.36	445.43
120.5	71+84.33	-26.23	445.39	445.46
121.0	71+95.00	-26.77	445.42	445.50
121.5	72+05.67	-27.33	445.46	445.54
122.0	72+16.33	-27.90	445.53	445.60
122.5	72+27.00	-28.47	445.66	445.72
123.0	72+37.67	-29.05	445.81	445.85
123.5	72+48.33	-29.64	445.96	446.00
CL Pier D25	72+59.00	-30.24	446.11	446.14
124.5	72+69.67	-30.84	446.27	446.31
125.0	72+80.33	-31.48	446.45	446.49
125.5	72+91.00	-32.17	446.64	446.69
126.0	73+01.67	-32.90	446.82	446.89
126.5	73+12.33	-33.69	447.01	447.09
127.0	73+23.00	-34.53	447.21	447.28
127.5	73+33.67	-35.42	447.41	447.48
128.0	73+44.33	-36.35	447.61	447.67
128.5	73+51.00	-36.97	447.74	447.79
129.0	73+57.67	-37.60	447.88	447.91
CL W. Brg. Pier D26	73+58.25	-37.65	447.89	447.92
CL Pier D26	73+59.00	-37.73	447.90	447.92

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USER NAME = jmpattison	DESIGNED - WJC	REVISED -	
	CHECKED - MDS	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - RVV	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - MDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNIT 9 - TOP OF SLAB ELEVATION TABLES (1 OF 4)
S.N. 082-0144
SHEET S-42 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	121
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	-10.40	447.05	447.07
CL E. Brg. Pier D22	69+03.75	-10.42	447.04	447.07
107.0	69+04.33	-10.43	447.04	447.06
107.5	69+11.00	-10.61	446.99	447.03
108.0	69+17.67	-10.78	446.95	446.99
108.5	69+28.33	-11.07	446.87	446.93
109.0	69+39.00	-11.37	446.80	446.86
109.5	69+49.67	-11.67	446.72	446.79
110.0	69+60.33	-11.98	446.65	446.70
110.5	69+71.00	-12.30	446.57	446.62
111.0	69+81.67	-12.63	446.49	446.53
111.5	69+92.33	-12.96	446.42	446.45
CL Pier D23	70+03.00	-13.30	446.34	446.37
112.5	70+13.67	-13.65	446.26	446.30
113.0	70+24.33	-14.00	446.18	446.23
113.5	70+35.00	-14.37	446.10	446.17
114.0	70+45.67	-14.73	446.03	446.10
114.5	70+56.33	-15.11	445.97	446.05
115.0	70+67.00	-15.50	445.91	445.99
115.5	70+77.67	-15.89	445.86	445.94
116.0	70+88.33	-16.28	445.82	445.89
116.5	70+99.00	-16.69	445.79	445.85
117.0	71+09.67	-17.10	445.76	445.81
117.5	71+20.33	-17.52	445.75	445.79
CL Pier D24	71+31.00	-17.95	445.74	445.77
118.5	71+41.67	-18.38	445.74	445.78
119.0	71+52.33	-18.83	445.75	445.79
119.5	71+63.00	-19.27	445.76	445.83
120.0	71+73.67	-19.73	445.79	445.86
120.5	71+84.33	-20.19	445.82	445.90
121.0	71+95.00	-20.66	445.86	445.95
121.5	72+05.67	-21.14	445.91	446.00
122.0	72+16.33	-21.62	446.00	446.07
122.5	72+27.00	-22.11	446.17	446.23
123.0	72+37.67	-22.61	446.32	446.37
123.5	72+48.33	-23.12	446.48	446.52
CL Pier D25	72+59.00	-23.63	446.64	446.67
124.5	72+69.67	-24.15	446.81	446.85
125.0	72+80.33	-24.70	446.99	447.04
125.5	72+91.00	-25.28	447.19	447.25
126.0	73+01.67	-25.92	447.38	447.45
126.5	73+12.33	-26.59	447.58	447.66
127.0	73+23.00	-27.31	447.79	447.86
127.5	73+33.67	-28.07	448.00	448.07
128.0	73+44.33	-28.88	448.21	448.27
128.5	73+51.00	-29.40	448.35	448.39
129.0	73+57.67	-29.94	448.49	448.52
CL W. Brg. Pier D26	73+58.25	-29.99	448.50	448.53
CL Pier D26	73+59.00	-30.05	448.52	448.54

STRINGER S4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	-6.00	447.37	447.39
CL E. Brg. Pier D22	69+03.75	-6.02	447.36	447.39
107.0	69+04.33	-6.03	447.36	447.38
107.5	69+11.00	-6.17	447.31	447.35
108.0	69+17.67	-6.32	447.27	447.32
108.5	69+28.33	-6.56	447.20	447.26
109.0	69+39.00	-6.81	447.13	447.19
109.5	69+49.67	-7.06	447.06	447.12
110.0	69+60.33	-7.32	446.98	447.04
110.5	69+71.00	-7.58	446.91	446.96
111.0	69+81.67	-7.86	446.84	446.88
111.5	69+92.33	-8.13	446.76	446.80
CL Pier D23	70+03.00	-8.42	446.69	446.72
112.5	70+13.67	-8.71	446.62	446.66
113.0	70+24.33	-9.00	446.54	446.59
113.5	70+35.00	-9.30	446.47	446.53
114.0	70+45.67	-9.61	446.40	446.47
114.5	70+56.33	-9.92	446.34	446.42
115.0	70+67.00	-10.24	446.29	446.37
115.5	70+77.67	-10.57	446.25	446.33
116.0	70+88.33	-10.90	446.21	446.28
116.5	70+99.00	-11.24	446.18	446.24
117.0	71+09.67	-11.58	446.16	446.21
117.5	71+20.33	-11.93	446.15	446.19
CL Pier D24	71+31.00	-12.29	446.15	446.18
118.5	71+41.67	-12.65	446.15	446.19
119.0	71+52.33	-13.02	446.17	446.22
119.5	71+63.00	-13.39	446.19	446.25
120.0	71+73.67	-13.77	446.22	446.29
120.5	71+84.33	-14.16	446.26	446.34
121.0	71+95.00	-14.55	446.31	446.39
121.5	72+05.67	-14.95	446.36	446.44
122.0	72+16.33	-15.35	446.45	446.52
122.5	72+27.00	-15.76	446.64	446.70
123.0	72+37.67	-16.18	446.78	446.83
123.5	72+48.33	-16.60	446.92	446.96
CL Pier D25	72+59.00	-17.02	447.07	447.10
124.5	72+69.67	-17.46	447.22	447.26
125.0	72+80.33	-17.91	447.38	447.42
125.5	72+91.00	-18.40	447.54	447.60
126.0	73+01.67	-18.93	447.70	447.77
126.5	73+12.33	-19.49	447.87	447.94
127.0	73+23.00	-20.09	448.04	448.11
127.5	73+33.67	-20.73	448.21	448.28
128.0	73+44.33	-21.40	448.39	448.45
128.5	73+51.00	-21.83	448.50	448.55
129.0	73+57.67	-22.28	448.62	448.66
CL W. Brg. Pier D26	73+58.25	-22.32	448.63	448.67
CL Pier D26	73+59.00	-22.37	448.64	448.66

STRINGER S5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	-1.60	447.68	447.71
CL E. Brg. Pier D22	69+03.75	-1.61	447.68	447.70
107.0	69+04.33	-1.62	447.68	447.70
107.5	69+11.00	-1.74	447.63	447.67
108.0	69+17.67	-1.86	447.59	447.64
108.5	69+28.33	-2.05	447.53	447.59
109.0	69+39.00	-2.25	447.46	447.52
109.5	69+49.67	-2.45	447.39	447.46
110.0	69+60.33	-2.65	447.32	447.38
110.5	69+71.00	-2.87	447.25	447.30
111.0	69+81.67	-3.08	447.18	447.22
111.5	69+92.33	-3.31	447.11	447.15
CL Pier D23	70+03.00	-3.53	447.04	447.07
112.5	70+13.67	-3.76	446.97	447.01
113.0	70+24.33	-4.00	446.90	446.95
113.5	70+35.00	-4.24	446.84	446.90
114.0	70+45.67	-4.49	446.77	446.84
114.5	70+56.33	-4.74	446.72	446.80
115.0	70+67.00	-4.99	446.67	446.75
115.5	70+77.67	-5.26	446.63	446.71
116.0	70+88.33	-5.52	446.60	446.67
116.5	70+99.00	-5.79	446.58	446.64
117.0	71+09.67	-6.07	446.56	446.61
117.5	71+20.33	-6.35	446.56	446.60
CL Pier D24	71+31.00	-6.63	446.56	446.59
118.5	71+41.67	-6.92	446.57	446.61
119.0	71+52.33	-7.22	446.59	446.64
119.5	71+63.00	-7.51	446.62	446.68
120.0	71+73.67	-7.82	446.65	446.72
120.5	71+84.33	-8.13	446.70	446.78
121.0	71+95.00	-8.44	446.75	446.83
121.5	72+05.67	-8.76	446.81	446.89
122.0	72+16.33	-9.08	446.89	446.97
122.5	72+27.00	-9.41	447.04	447.11
123.0	72+37.67	-9.74	447.16	447.21
123.5	72+48.33	-10.08	447.29	447.33
CL Pier D25	72+59.00	-10.42	447.42	447.45
124.5	72+69.67	-10.77	447.55	447.59
125.0	72+80.33	-11.13	447.68	447.73
125.5	72+91.00	-11.52	447.82	447.88
126.0	73+01.67	-11.95	447.96	448.03
126.5	73+12.33	-12.40	448.10	448.18
127.0	73+23.00	-12.87	448.25	448.32
127.5	73+33.67	-13.38	448.40	448.47
128.0	73+44.33	-13.92	448.55	448.60
128.5	73+51.00	-14.27	448.64	448.69
129.0	73+57.67	-14.63	448.74	448.78
CL W. Brg. Pier D26	73+58.25	-14.66	448.75	448.79
CL Pier D26	73+59.00	-14.70	448.76	448.78

℄ ROADWAY D & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	0.00	447.80	447.82
CL E. Brg. Pier D22	69+03.75	0.00	447.80	447.82
107.0	69+04.33	0.00	447.79	447.82
107.5	69+11.00	0.00	447.76	447.80
108.0	69+17.67	0.00	447.73	447.77
108.5	69+28.33	0.00	447.67	447.73
109.0	69+39.00	0.00	447.62	447.68
109.5	69+49.67	0.00	447.57	447.63
110.0	69+60.33	0.00	447.51	447.57
110.5	69+71.00	0.00	447.46	447.51
111.0	69+81.67	0.00	447.41	447.45
111.5	69+92.33	0.00	447.35	447.39
CL Pier D23	70+03.00	0.00	447.30	447.33
112.5	70+13.67	0.00	447.25	447.28
113.0	70+24.33	0.00	447.19	447.24
113.5	70+35.00	0.00	447.14	447.21
114.0	70+45.67	0.00	447.10	447.17
114.5	70+56.33	0.00	447.06	447.14
115.0	70+67.00	0.00	447.03	447.11
115.5	70+77.67	0.00	447.01	447.09
116.0	70+88.33	0.00	447.00	447.07
116.5	70+99.00	0.00	447.00	447.06
117.0	71+09.67	0.00	447.00	447.05
117.5	71+20.33	0.00	447.02	447.05
CL Pier D24	71+31.00	0.00	447.04	447.07
118.5	71+41.67	0.00	447.07	447.11
119.0	71+52.33	0.00	447.11	447.16
119.5	71+63.00	0.00	447.16	447.22
120.0	71+73.67	0.00	447.22	447.29
120.5	71+84.33	0.00	447.28	447.37
121.0	71+95.00	0.00	447.36	447.44
121.5	72+05.67	0.00	447.44	447.52
122.0	72+16.33	0.00	447.54	447.61
122.5	72+27.00	0.00	447.64	447.70
123.0	72+37.67	0.00	447.75	447.79
123.5	72+48.33	0.00	447.85	447.89
CL Pier D25	72+59.00	0.00	447.96	447.99
124.5	72+69.67	0.00	448.07	448.11
125.0	72+80.33	0.00	448.18	448.23
125.5	72+91.00	0.00	448.29	448.35
126.0	73+01.67	0.00	448.40	448.47
126.5	73+12.33	0.00	448.51	448.59
127.0	73+23.00	0.00	448.62	448.69
127.5	73+33.67	0.00	448.73	448.80
128.0	73+44.33	0.00	448.84	448.89
128.5	73+51.00	0.00	448.91	448.95
129.0	73+57.67	0.00	448.98	449.01
CL W. Brg. Pier D26	73+58.25	0.00	448.98	449.01
CL Pier D26	73+59.00	0.00	448.99	449.01

STRINGER S6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	2.80	448.00	448.02
CL E. Brg. Pier D22	69+03.75	2.79	448.00	448.02
107.0	69+04.33	2.78	448.00	448.02
107.5	69+11.00	2.70	447.96	447.99
108.0	69+17.67	2.61	447.92	447.96
108.5	69+28.33	2.46	447.85	447.91
109.0	69+39.00	2.32	447.79	447.85
109.5	69+49.67	2.16	447.72	447.79
110.0	69+60.33	2.01	447.66	447.72
110.5	69+71.00	1.85	447.59	447.64
111.0	69+81.67	1.69	447.53	447.57
111.5	69+92.33	1.52	447.46	447.50
CL Pier D23	70+03.00	1.35	447.40	447.43
112.5	70+13.67	1.18	447.33	447.37
113.0	70+24.33	1.00	447.27	447.31
113.5	70+35.00	0.82	447.20	447.27
114.0	70+45.67	0.63	447.14	447.21
114.5	70+56.33	0.45	447.09	447.17
115.0	70+67.00	0.25	447.05	447.13
115.5	70+77.67	0.06	447.02	447.09
116.0	70+88.33	-0.14	446.99	447.06
116.5	70+99.00	-0.34	446.97	447.03
117.0	71+09.67	-0.55	446.96	447.01
117.5	71+20.33	-0.76	446.96	447.00
CL Pier D24	71+31.00	-0.97	446.97	447.00
118.5	71+41.67	-1.19	446.98	447.02
119.0	71+52.33	-1.41	447.01	447.05
119.5	71+63.00	-1.64	447.04	447.10
120.0	71+73.67	-1.86	447.08	447.15
120.5	71+84.33	-2.09	447.13	447.21
121.0	71+95.00	-2.33	447.19	447.27
121.5	72+05.67	-2.57	447.26	447.34
122.0	72+16.33	-2.81	447.34	447.41
122.5	72+27.00	-3.06	447.44	447.51
123.0	72+37.67	-3.31	447.55	447.59
123.5	72+48.33	-3.56	447.66	447.69
CL Pier D25	72+59.00	-3.81	447.76	447.80
124.5	72+69.67	-4.07	447.87	447.91
125.0	72+80.33	-4.35	447.99	448.03
125.5	72+91.00	-4.64	448.10	448.16
126.0	73+01.67	-4.96	448.22	448.29
126.5	73+12.33	-5.30	448.34	448.41
127.0	73+23.00	-5.66	448.46	448.53
127.5	73+33.67	-6.04	448.58	448.65
128.0	73+44.33	-6.44	448.70	448.76
128.5	73+51.00	-6.70	448.78	448.83
129.0	73+57.67	-6.97	448.86	448.90
CL W. Brg. Pier D26	73+58.25	-6.99	448.87	448.91
CL Pier D26	73+59.00	-7.02	448.88	448.90

STRINGER S7

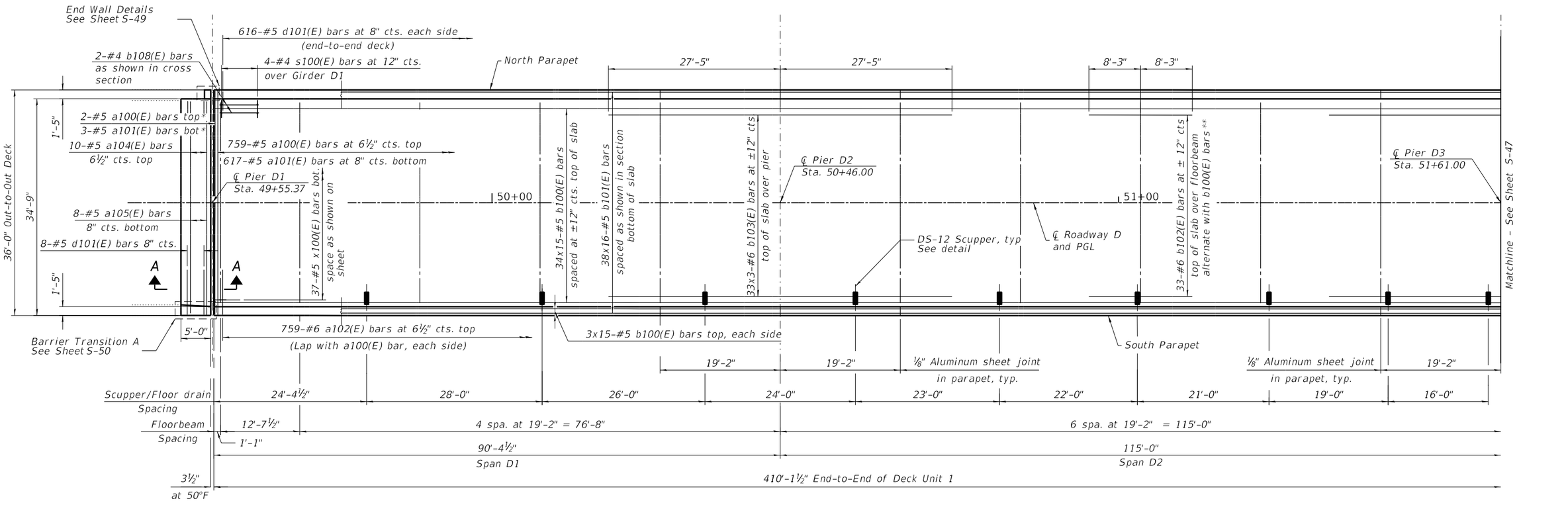
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	7.20	448.32	448.34
CL E. Brg. Pier D22	69+03.75	7.19	448.32	448.34
107.0	69+04.33	7.19	448.31	448.34
107.5	69+11.00	7.13	448.28	448.31
108.0	69+17.67	7.07	448.24	448.28
108.5	69+28.33	6.98	448.18	448.24
109.0	69+39.00	6.88	448.12	448.18
109.5	69+49.67	6.78	448.06	448.12
110.0	69+60.33	6.67	448.00	448.05
110.5	69+71.00	6.57	447.94	447.98
111.0	69+81.67	6.46	447.87	447.91
111.5	69+92.33	6.35	447.81	447.85
CL Pier D23	70+03.00	6.23	447.75	447.78
112.5	70+13.67	6.12	447.69	447.73
113.0	70+24.33	6.00	447.63	447.67
113.5	70+35.00	5.88	447.57	447.63
114.0	70+45.67	5.76	447.52	447.58
114.5	70+56.33	5.63	447.47	447.55
115.0	70+67.00	5.50	447.43	447.51
115.5	70+77.67	5.37	447.40	447.48
116.0	70+88.33	5.24	447.38	447.44
116.5	70+99.00	5.11	447.37	447.42
117.0	71+09.67	4.97	447.36	447.40
117.5	71+20.33	4.83	447.37	447.40
CL Pier D24	71+31.00	4.69	447.38	447.41
118.5	71+41.67	4.54	447.40	447.44
119.0	71+52.33	4.39	447.43	447.47
119.5	71+63.00	4.24	447.47	447.53
120.0	71+73.67	4.09	447.51	447.58
120.5	71+84.33	3.94	447.57	447.65
121.0	71+95.00	3.78	447.63	447.71
121.5	72+05.67	3.62	447.71	447.79
122.0	72+16.33	3.46	447.78	447.85
122.5	72+27.00	3.30	447.84	447.90
123.0	72+37.67	3.13	447.93	447.97
123.5	72+48.33	2.96	448.02	448.06
CL Pier D25	72+59.00	2.79	448.11	448.14
124.5	72+69.67	2.62	448.20	448.24
125.0	72+80.33	2.43	448.29	448.33
125.5	72+91.00	2.24	448.38	448.44
126.0	73+01.67	2.03	448.48	448.54
126.5	73+12.33	1.80	448.57	448.64
127.0	73+23.00	1.56	448.67	448.73
127.5	73+33.67	1.31	448.76	448.83
128.0	73+44.33	1.04	448.86	448.91
128.5	73+51.00	0.87	448.92	448.97
129.0	73+57.67	0.69	448.99	449.02
CL W. Brg. Pier D26	73+58.25	0.67	448.99	449.02
CL Pier D26	73+59.00	0.65	449.00	449.02

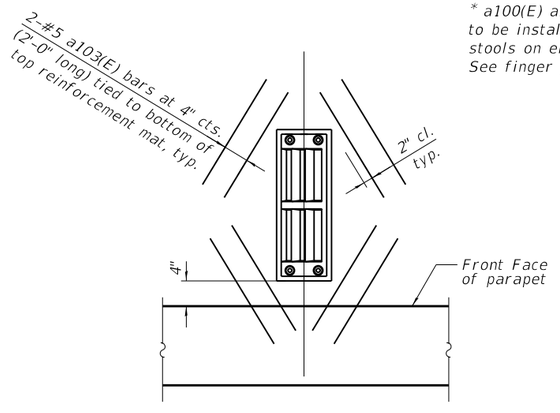
STRINGER S8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	11.60	448.64	448.66
CL E. Brg. Pier D22	69+03.75	11.60	448.64	448.66
107.0	69+04.33	11.59	448.63	448.66
107.5	69+11.00	11.57	448.60	448.63
108.0	69+17.67	11.54	448.56	448.60
108.5	69+28.33	11.49	448.51	448.56
109.0	69+39.00	11.44	448.45	448.51
109.5	69+49.67	11.39	448.39	448.45
110.0	69+60.33	11.34	448.33	448.39
110.5	69+71.00	11.28	448.28	448.32
111.0	69+81.67	11.23	448.22	448.25
111.5	69+92.33	11.17	448.16	448.19
CL Pier D23	70+03.00	11.12	448.11	448.13
112.5	70+13.67	11.06	448.05	448.08
113.0	70+24.33	11.00	447.99	448.03
113.5	70+35.00	10.94	447.94	447.99
114.0	70+45.67	10.88	447.89	447.95
114.5	70+56.33	10.82	447.84	447.92
115.0	70+67.00	10.75	447.81	447.88
115.5	70+77.67	10.69	447.78	447.86
116.0	70+88.33	10.62	447.77	447.83
116.5	70+99.00	10.55	447.76	447.81
117.0	71+09.67	10.48	447.76	447.80
117.5	71+20.33	10.41	447.77	447.80
CL Pier D24	71+31.00	10.34	447.79	447.81
118.5	71+41.67	10.27	447.81	447.85
119.0	71+52.33	10.20	447.85	447.89
119.5	71+63.00	10.12	447.89	447.95
120.0	71+73.67	10.05	447.95	448.01
120.5	71+84.33	9.97	448.01	448.08
121.0	71+95.00	9.89	448.08	448.15
121.5	72+05.67	9.81	448.15	448.23
122.0	72+16.33	9.73	448.22	448.29
122.5	72+27.00	9.65	448.25	448.30
123.0	72+37.67	9.57	448.32	448.35
123.5	72+48.33	9.48	448.39	448.42
CL Pier D25	72+59.00	9.40	448.46	448.48
124.5	72+69.67	9.31	448.53	448.56
125.0	72+80.33	9.22	448.60	448.64
125.5	72+91.00	9.12	448.67	448.72
126.0	73+01.67	9.01	448.74	448.80
126.5	73+12.33	8.90	448.80	448.87
127.0	73+23.00	8.78	448.88	448.94
127.5	73+33.67	8.65	448.95	449.01
128.0	73+44.33	8.52	449.02	449.07
128.5	73+51.00	8.43	449.06	449.10
129.0	73+57.67	8.34	449.11	449.14
CL W. Brg. Pier D26	73+58.25	8.34	449.11	449.14
CL Pier D26	73+59.00	8.33	449.12	449.14

GIRDER D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
CL Pier D22	69+03.00	16.00	448.96	448.98
CL E. Brg. Pier D22	69+03.75	16.00	448.96	448.98
107.0	69+04.33	16.00	448.95	448.97
107.5	69+11.00	16.00	448.92	448.95
108.0	69+17.67	16.00	448.89	448.92
108.5	69+28.33	16.00	448.83	448.88
109.0	69+39.00	16.00	448.78	448.83
109.5	69+49.67	16.00	448.73	448.78
110.0	69+60.33	16.00	448.67	448.72
110.5	69+71.00	16.00	448.62	448.66
111.0	69+81.67	16.00	448.57	448.60
111.5	69+92.33	16.00	448.51	448.54
CL Pier D23	70+03.00	16.00	448.46	448.48
112.5	70+13.67	16.00	448.41	448.43
113.0	70+24.33	16.00	448.35	448.39
113.5	70+35.00	16.00	448.30	448.35
114.0	70+45.67	16.00	448.26	448.32
114.5	70+56.33	16.00	448.22	448.29
115.0	70+67.00	16.00	448.19	448.26
115.5	70+77.67	16.00	448.17	448.24
116.0	70+88.33	16.00	448.16	448.22
116.5	70+99.00	16.00	448.15	448.20
117.0	71+09.67	16.00	448.16	448.19
117.5	71+20.33	16.00	448.17	448.20
CL Pier D24	71+31.00	16.00	448.20	448.22
118.5	71+41.67	16.00	448.23	448.26
119.0	71+52.33	16.00	448.27	448.31
119.5	71+63.00	16.00	448.32	448.37
120.0	71+73.67	16.00	448.38	448.44
120.5	71+84.33	16.00	448.44	448.51
121.0	71+95.00	16.00	448.52	448.59
121.5	72+05.67	16.00	448.60	448.67
122.0	72+16.33	16.00	448.67	448.73
122.5	72+27.00	16.00	448.65	448.70
123.0	72+37.67	16.00	448.70	448.73
123.5	72+48.33	16.00	448.75	448.78
CL Pier D25	72+59.00	16.00	448.80	448.82
124.5	72+69.67	16.00	448.86	448.88
125.0	72+80.33	16.00	448.90	448.94
125.5	72+91.00	16.00	448.95	448.99
126.0	73+01.67	16.00	448.99	449.05
126.5	73+12.33	16.00	449.04	449.10
127.0	73+23.00	16.00	449.08	449.15
127.5	73+33.67	16.00	449.13	449.18
128.0	73+44.33	16.00	449.18	449.22
128.5	73+51.00	16.00	449.20	449.24
129.0	73+57.67	16.00	449.23	449.25
CL W. Brg. Pier D26	73+58.25	16.00	449.23	449.26
CL Pier D26	73+59.00	16.00	449.24	449.26





DS-12 SCUPPER PLAN

* a100(E) and a101(E) bars are to be installed thru finger plate stools on either side of the joint. See finger joint details.

DECK PLAN UNIT 1 - SPANS D1 & D2

** Bars b102(E) are to be installed as shown in the plan over each floorbeam where b103(E) are not used.

MINIMUM BAR LAP

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

Notes:
See sheet S-48 for Section A-A, Cross Section, and Section thru Parapet.
See sheet S-51 for superstructure details and Bill of Material.
Bars indicated thus: 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

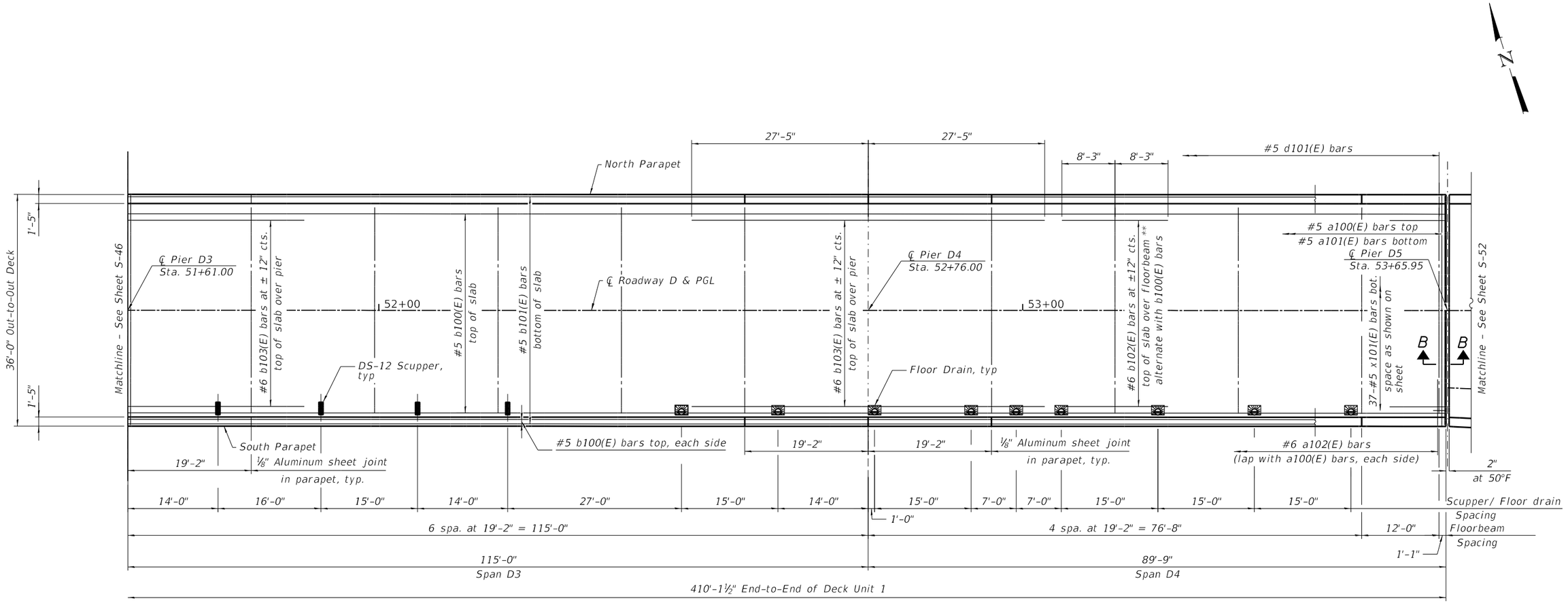
TranSystems

USER NAME = jmpattison	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1 - SPANS D1 & D2
S.N. 082-0144
SHEET S-46 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	125
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



** Bars b102(E) are to be installed as shown in the plan over each floorbeam where b103(E) are not used.

DECK PLAN UNIT 1 - SPANS D3 & D4

MINIMUM BAR LAP

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

Notes:
See sheet S-48 for Section B-B, Cross Section, and Section thru Parapet.
See sheet S-51 for superstructure details and Bill of Material.
Bars indicated; thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

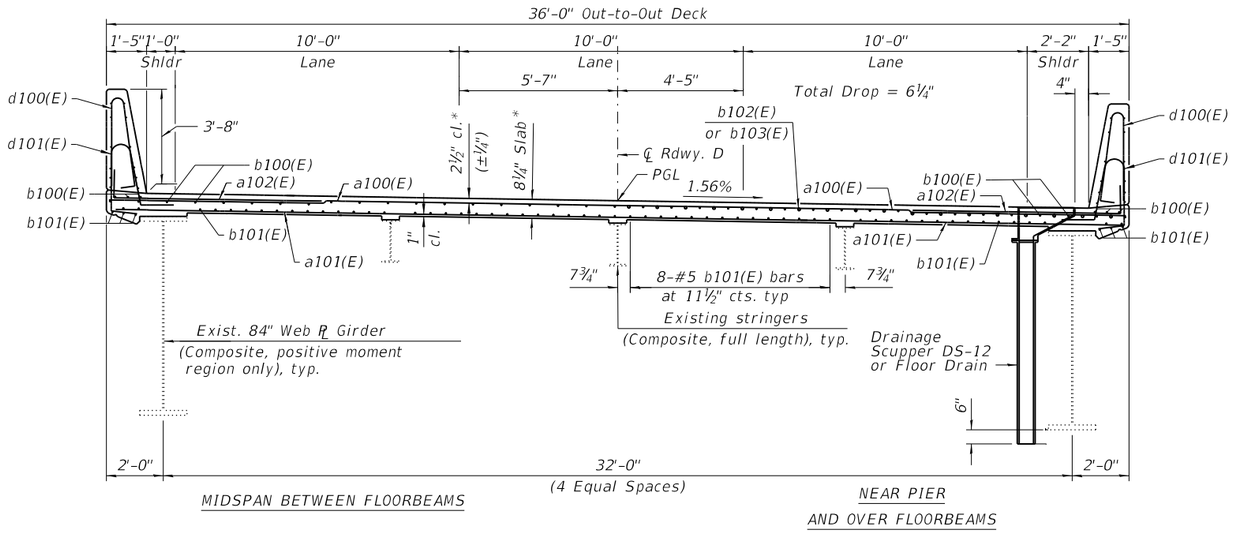
TranSystems

USER NAME = jmpattison	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1 - SPANS D3 & D4
S.N. 082-0144
SHEET S-47 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	126
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

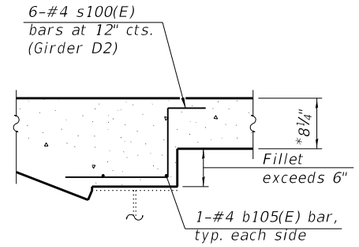


CROSS SECTION - SPANS D1 THRU D4

(Looking East)

SUPERELEVATION TRANSITIONS UNITS 1 & 2	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 1.56%	Sta 49+55.37 - Sta 55+74.00

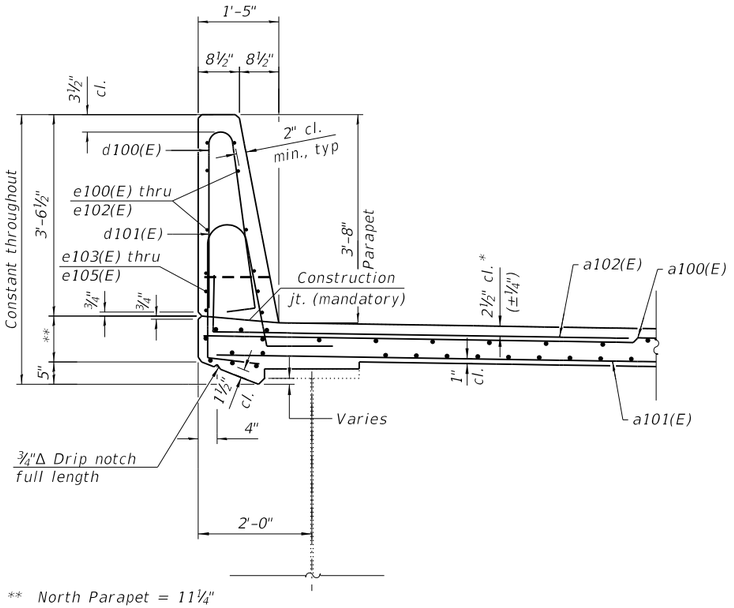
Looking East



AT GIRDER

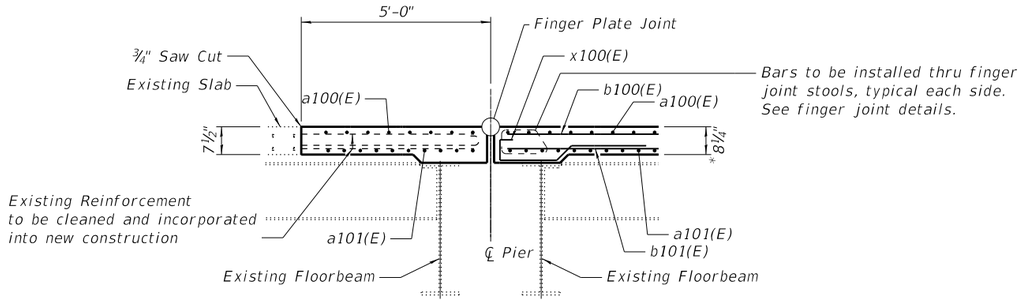
DEEP FILLET SECTION

Note: Estimated number of bars shown, verify in field.



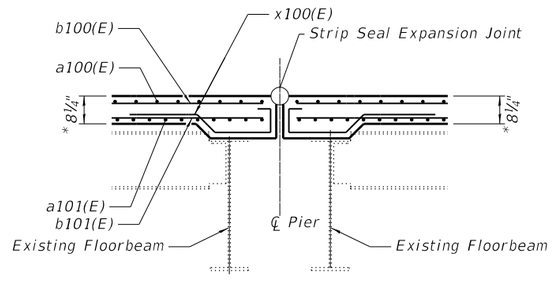
** North Parapet = 11¼"
South Parapet = 1'-1½"

SECTION THROUGH PARAPET



SECTION A-A

(Pier D1 looking north)



SECTION B-B

(Pier D5 looking north)

Notes:
For joint information see sheet S-110.

* Prior to grinding

TranSystems

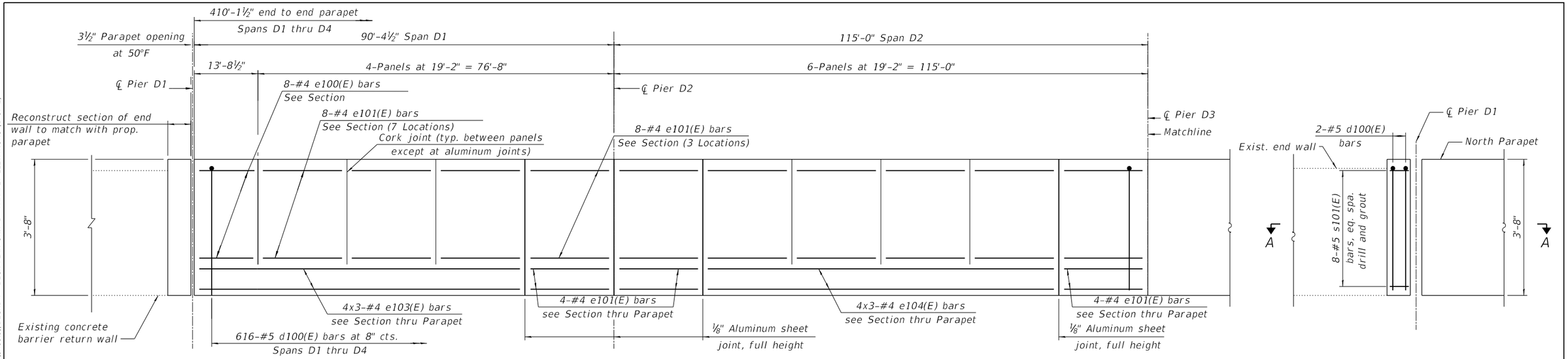
USER NAME = jmpatilson	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144

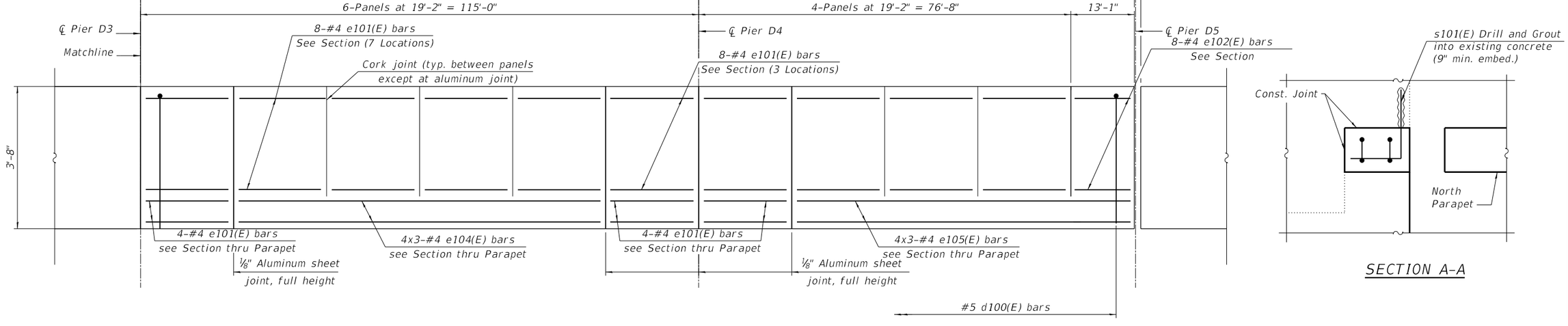
SHEET S-48 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	127
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



END WALL DETAIL

INSIDE ELEVATION OF NORTH PARAPET - SPANS D1 & D2



SECTION A-A

INSIDE ELEVATION OF NORTH PARAPET - SPANS D3 & D4

Notes:

Bars indicated thus: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-48 of S-183.

All drilling and grouting of rebar to be included in the cost of Reinforcement Bars, Epoxy Coated.

TranSystems

USER NAME = jmpattison	DESIGNED - JE	REVISED -	
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PLOT SCALE = 21.3333 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-49 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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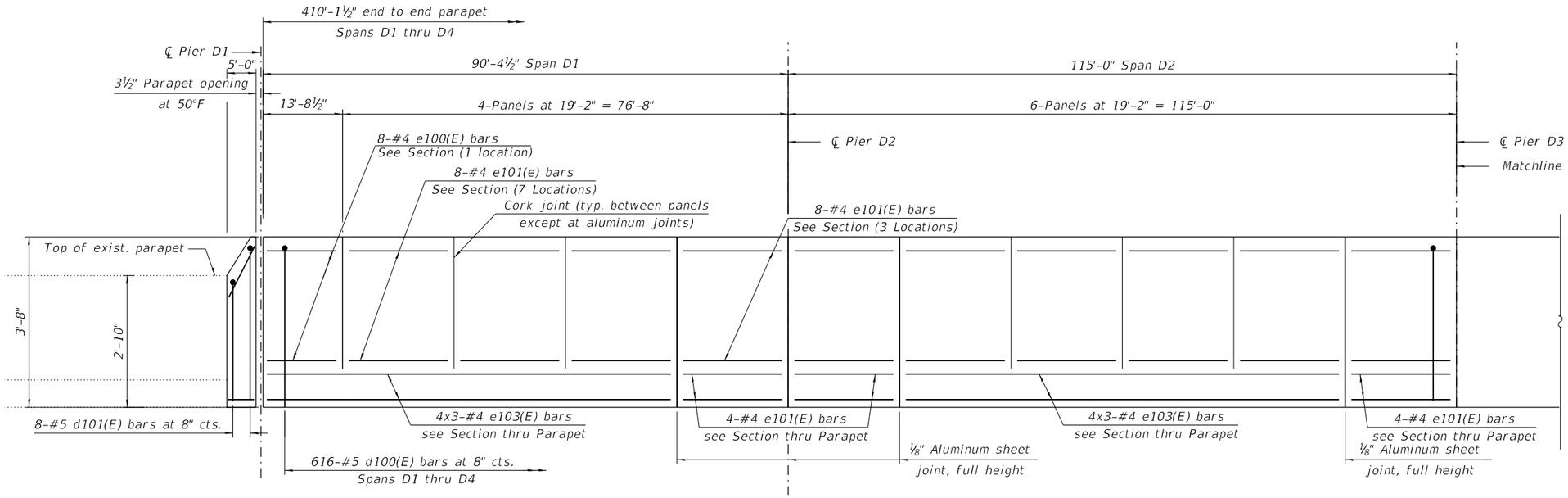
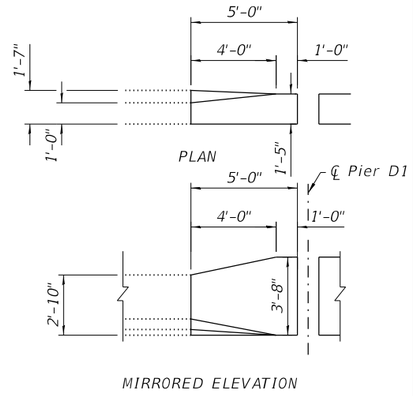
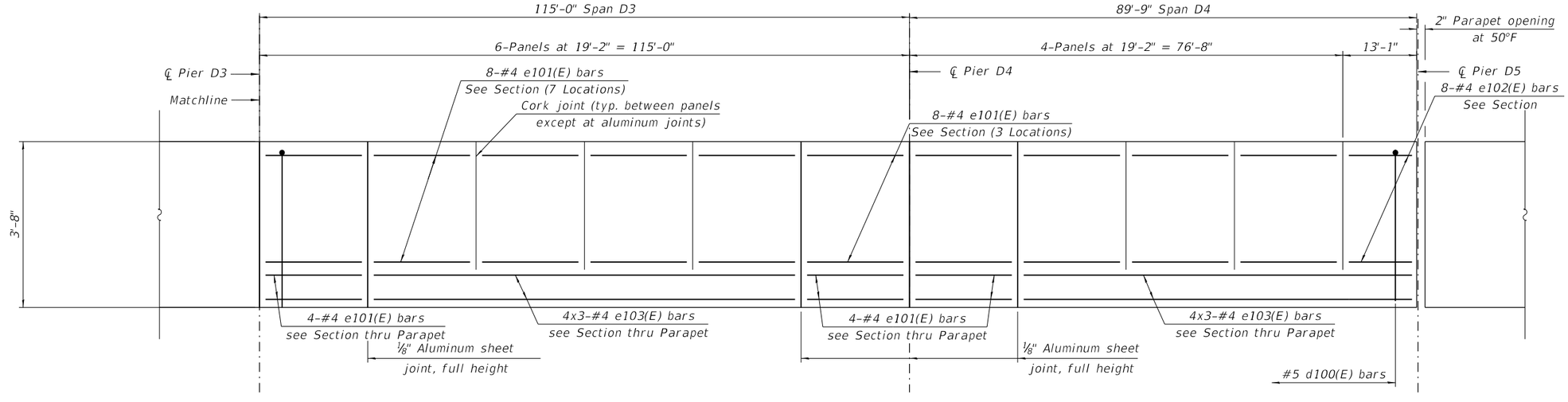
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D1 & D2



BARRIER TRANSITION DETAIL A



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D3 & D4

Notes:

Bars indicated thus: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-48 of S-183.

TranSystems

USER NAME = jmpattison	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 21.3333 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-50 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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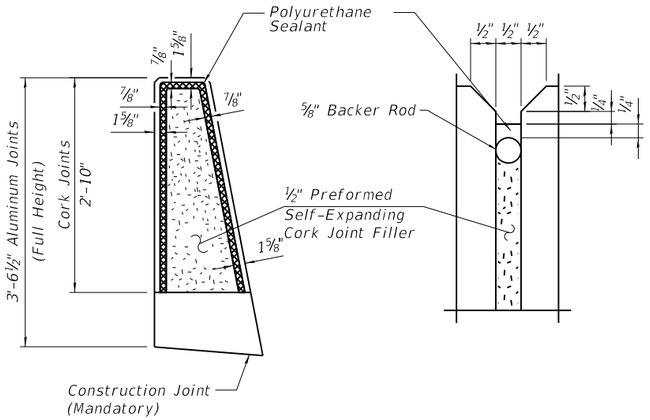
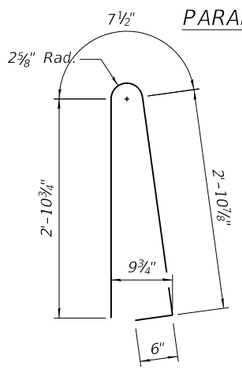
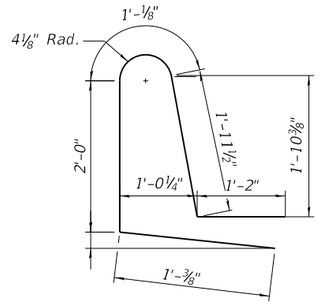
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



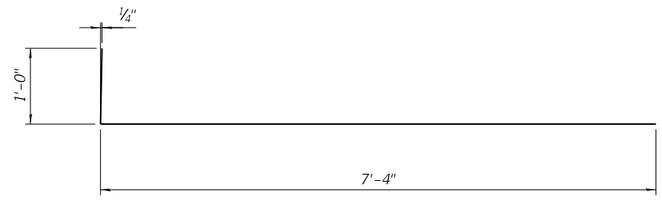
PARAPET JOINT DETAILS



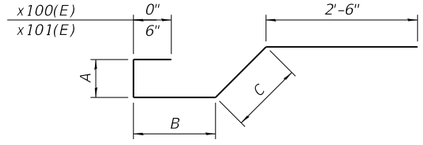
BAR d100(E)



BAR d101(E)

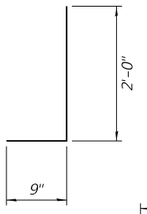


BAR a102(E)

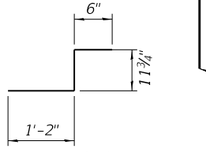


BAR x100(E), x101(E)

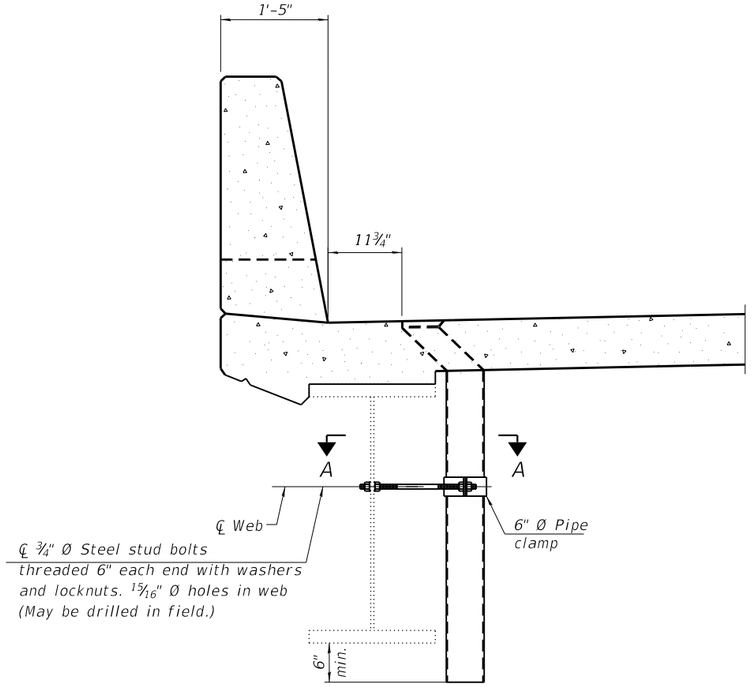
Bar	Dim A	Dim B	Dim C
x100(E)	-	1'-5"	10"
x101(E)	9 1/2"	1'-6"	8"



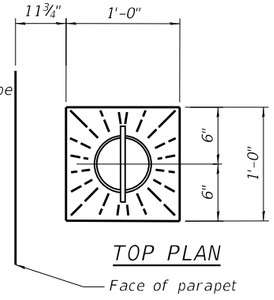
BAR s101(E)
*WT in field to follow parapet slope



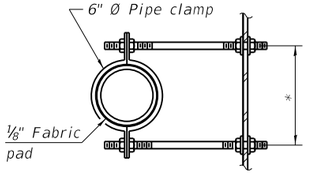
BAR s100(E)



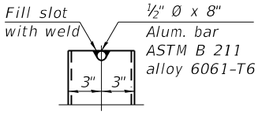
SECTION AT FLOOR DRAIN



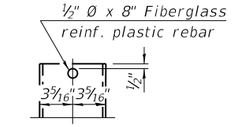
TOP PLAN



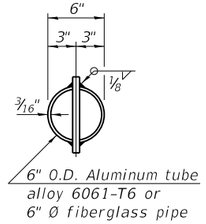
SECTION A-A
*Dimension as required by pipe clamp



ALUMINUM TUBE



FIBERGLASS PIPE



TOP PLAN
(Showing aluminum tube)

FLOOR DRAIN DETAILS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	771	#5	35'-8"	
a101(E)	630	#5	35'-4"	
a102(E)	1518	#6	8'-4"	
a103(E)	104	#5	2'-0"	
a104(E)	10	#5	34'-5"	
a105(E)	8	#5	34'-1"	
b100(E)	600	#5	30'-8"	
b101(E)	608	#6	29'-0"	
b102(E)	396	#6	16'-6"	
b103(E)	297	#6	20'-8"	
b104(E)	2	#4	4'-0"	
d100(E)	1242	#5	6'-11"	
d101(E)	1240	#5	7'-2"	
e100(E)	16	#4	13'-5"	
e101(E)	368	#4	18'-11"	
e102(E)	16	#4	12'-9"	
e103(E)	24	#4	25'-3"	
e104(E)	48	#4	26'-4"	
e105(E)	24	#4	24'-3"	
s100(E)	4	#4	2'-8"	
s101(E)	8	#5	2'-9"	
x100(E)	37	#5	4'-9"	
x101(E)	37	#5	6'-0"	
Reinforcement Bars, Epoxy Coated		Pound	153,610	
Concrete Superstructure		Cu. Yd.	525.5	

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

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.

The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.

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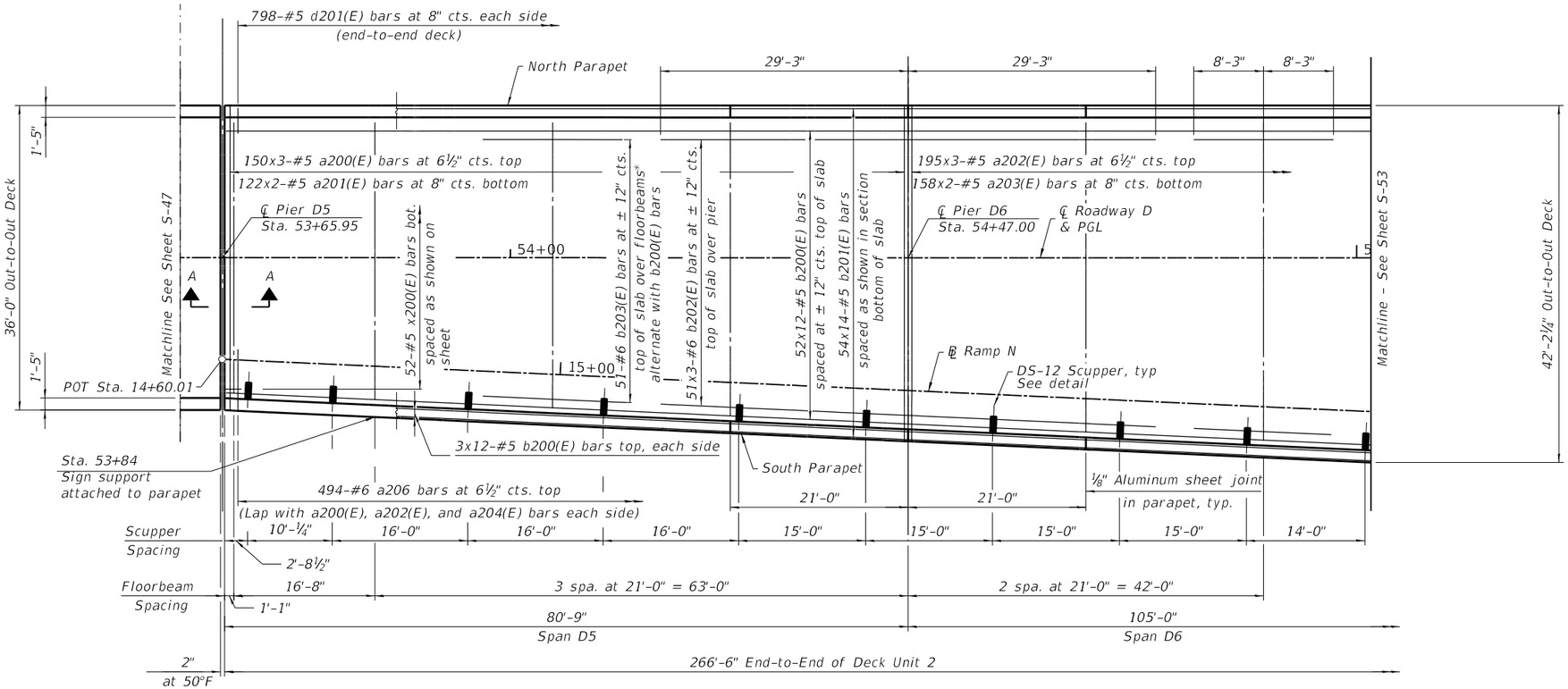
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

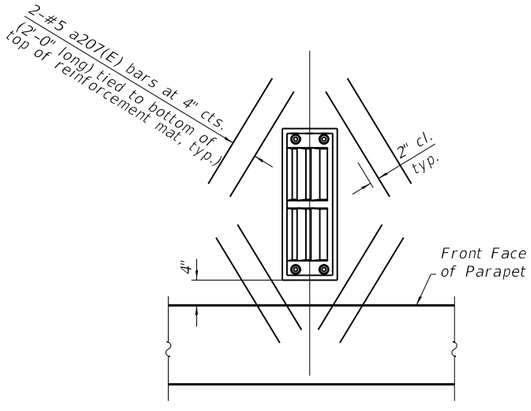
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1 - SUPERSTRUCTURE DETAILS
S.N. 082-0144
SHEET S-51 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	130
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



DECK PLAN UNIT 2 - SPANS D5 & D6



DS-12 SCUPPER PLAN

* Bars b203(E) are to be installed as shown in the plan over each floorbeam where b202(E) are not used.

MINIMUM BAR LAP

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

Notes:
See sheet S-54 for cross section thru slab.
See sheet S-56 for superstructure details, Bill of Material, and sign support attached to parapet detail.
Bars indicated thus: 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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USER NAME = jmpattison	DESIGNED - JE	REVISED -	
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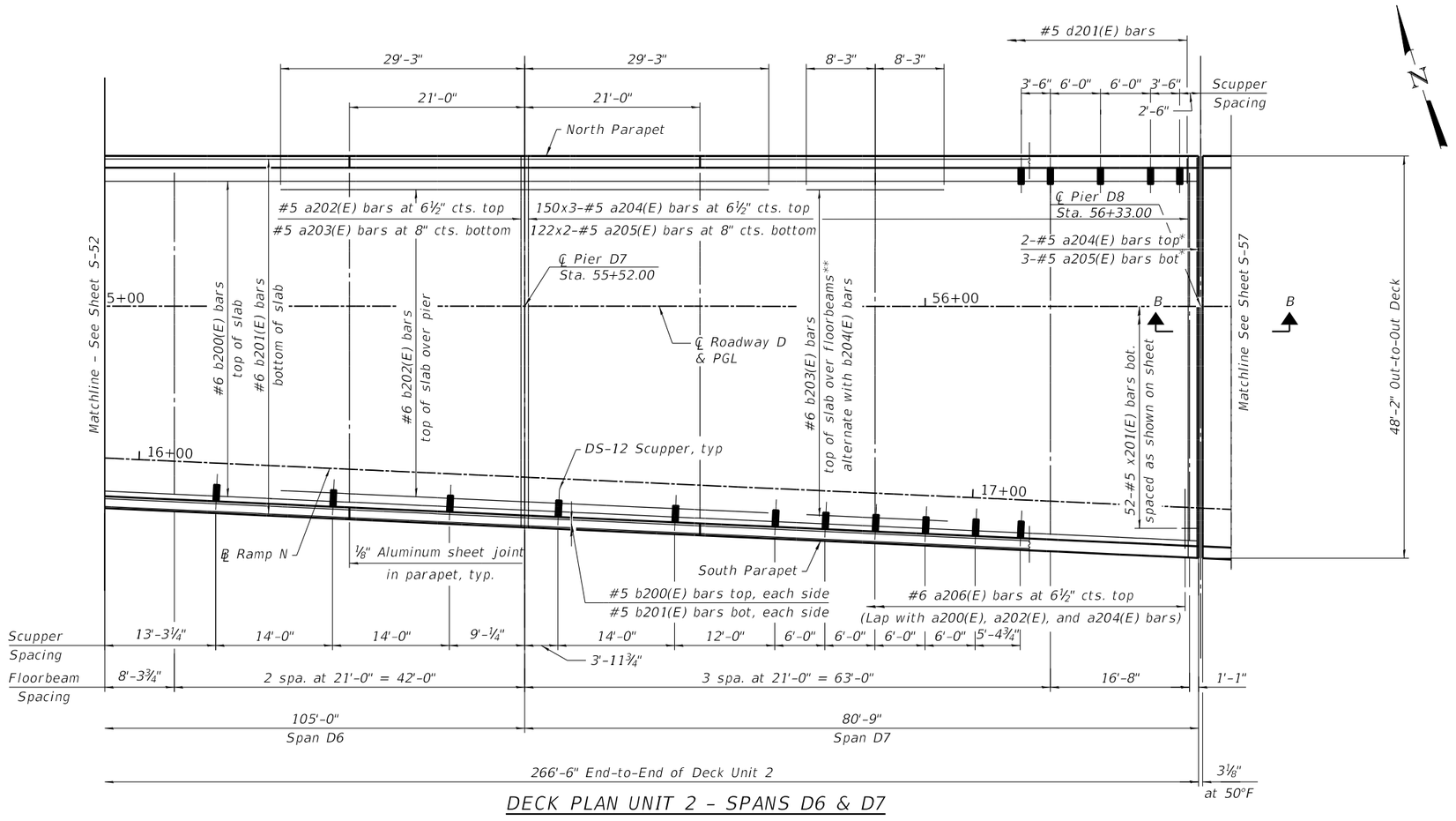
PLOT SCALE = 16.0000 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 - SPANS D5 & D6
S.N. 082-0144
SHEET S-52 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	131
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



DECK PLAN UNIT 2 - SPANS D6 & D7

** Bars b203(E) are to be installed as shown in the plan over each floorbeam where b202(E) are not used.

* a204(E) and a205(E) bars are to be installed thru finger plate stools on either side of the joint. See finger joint details.

MINIMUM BAR LAP

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

Notes:
See sheet S-54 for cross section thru slab
See sheet S-56 for superstructure details and Bill of Material
Bars indicated thus: 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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TranSystems

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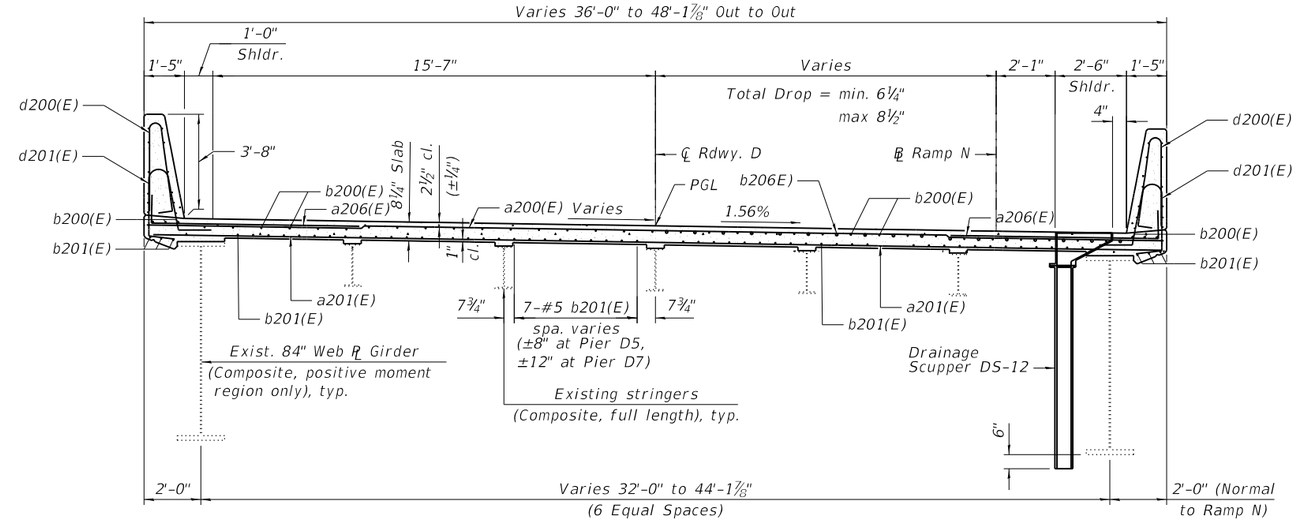
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 - SPANS D6 & D7
S.N. 082-0144
SHEET S-53 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	132
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



MIDPSPAN BETWEEN FLOORBEAMS

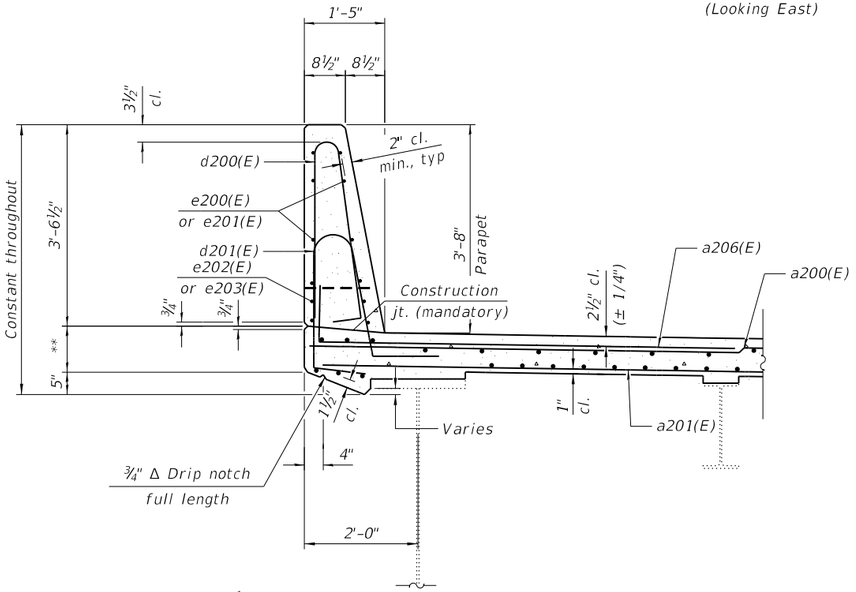
NEAR PIER AND OVER FLOORBEAMS

SUPERELEVATION TRANSITIONS UNITS 1 & 2	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 1.56%	Sta 49+55.37 – Sta 55+74.00

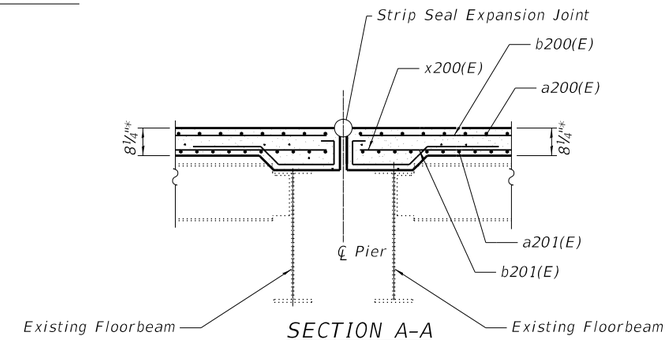
Looking East

CROSS SECTION – SPANS D5 THRU D7

(Looking East)



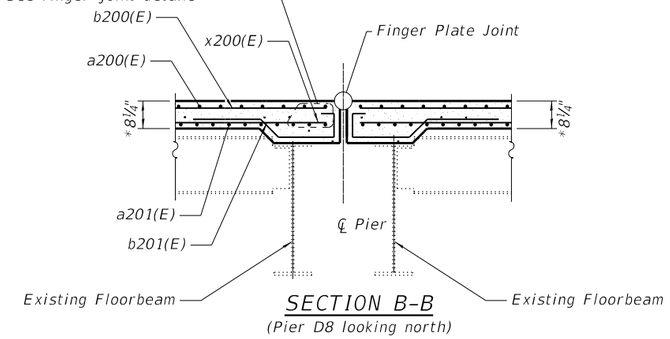
** North Parapet = 10½"
South Parapet = 10⅝"



SECTION A-A

(Pier D5 looking north)

Bars to be installed thru finger joint stools, typical each side. See finger joint details



SECTION B-B

(Pier D8 looking north)

Notes:
For joint information see sheet S-110.

*Prior to grinding

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USER NAME = jmpattison	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-54 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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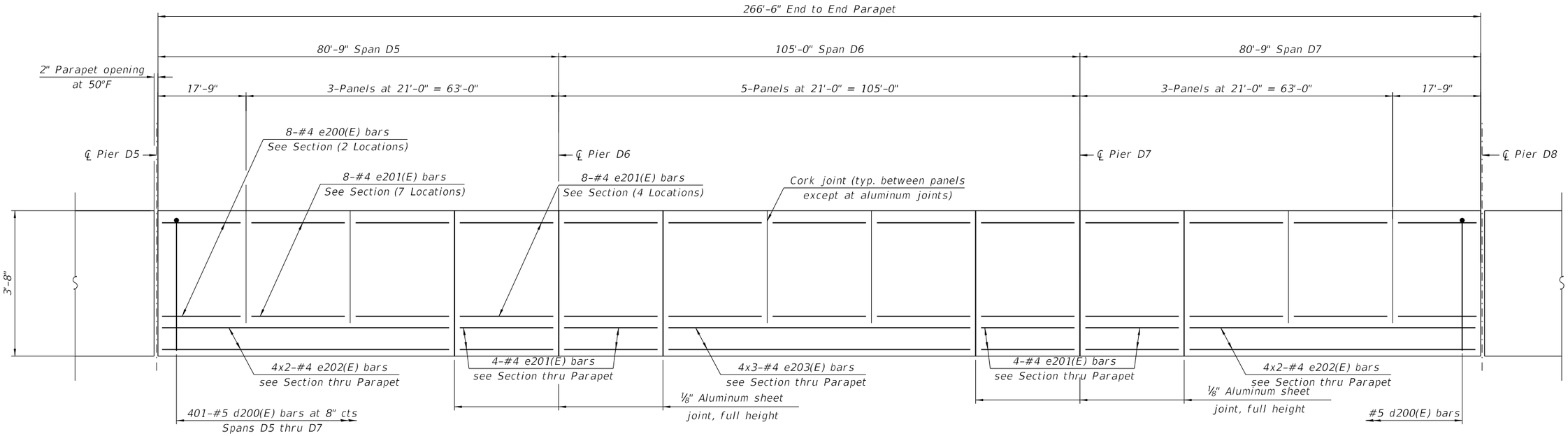
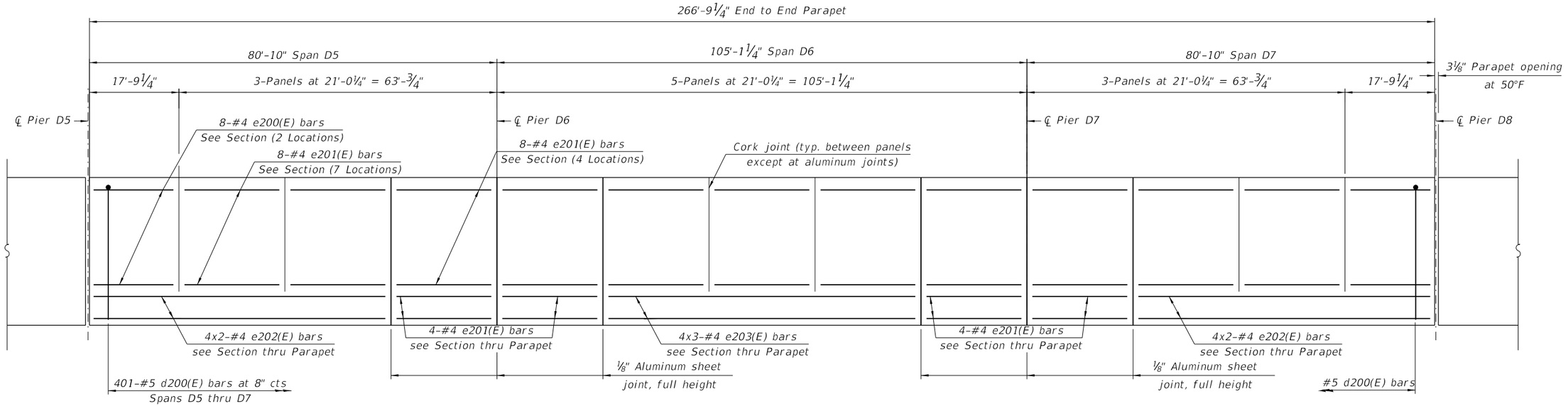
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET - SPANS D5 THRU D7



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D5 THRU D7

Notes:

Bars indicated thus: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-54 of S-183.

TranSystems

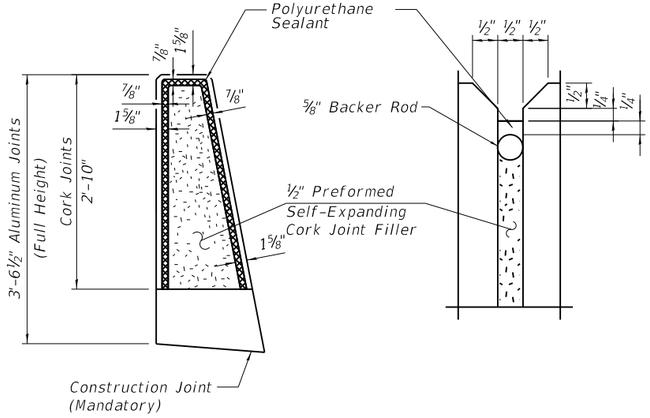
USER NAME = jmpatlison	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 21.3333 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

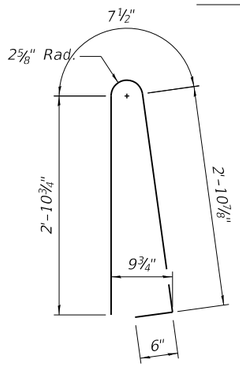
DECK PLAN UNIT 2 - PARAPET ELEVATIONS
S.N. 082-0144

SHEET S-55 OF S-183 SHEETS

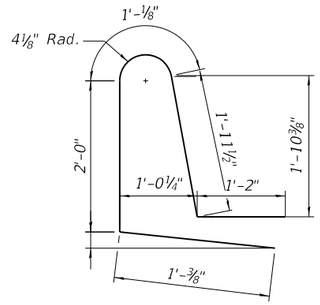
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	134
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



PARAPET JOINT DETAILS



BAR d200(E)



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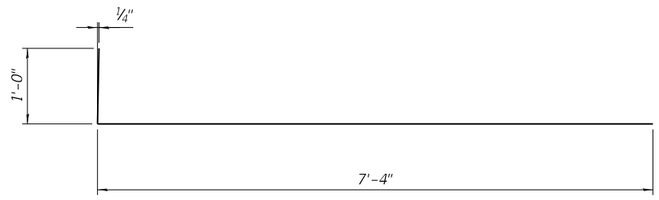
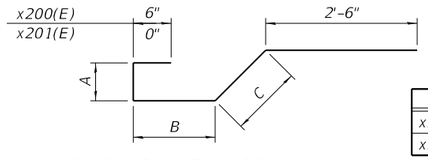
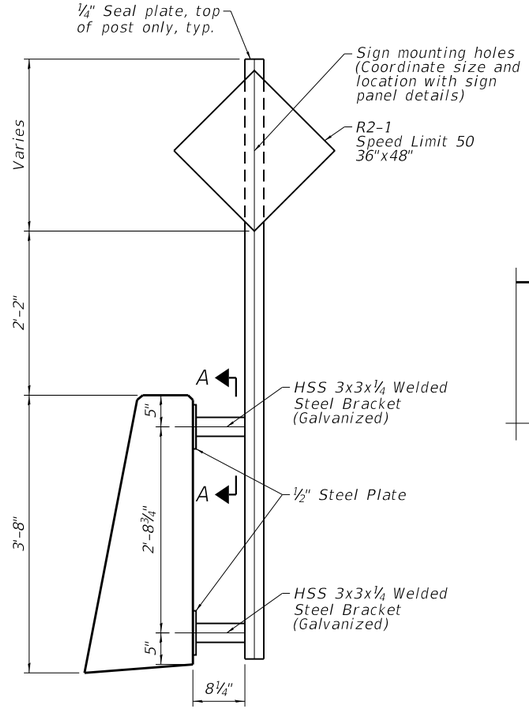


BAR a200(E)

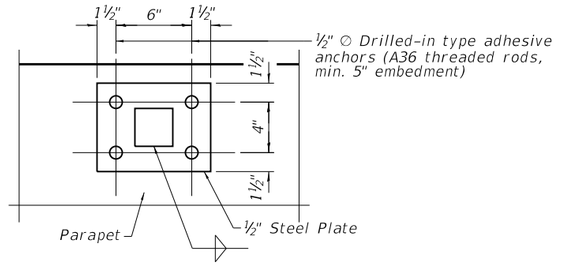


Bar	Dim A	Dim B	Dim C
x200(E)	8"	1'-6"	6"
x201(E)	-	1'-5"	8"

BAR x200(E), x201(E)



SIGN SUPPORT ATTACHED TO PARAPET



SECTION A-A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a200(E)	458	#5	15'-2"	
a201(E)	252	#5	21'-1"	
a202(E)	593	#5	16'-9"	
a203(E)	324	#5	23'-5"	
a204(E)	460	#5	18'-0"	
a205(E)	255	#5	25'-3"	
a206(E)	988	#6	8'-4"	
a207(E)	208	#5	2'-0"	
b200(E)	624	#5	25'-6"	
b201(E)	672	#6	22'-4"	
b202(E)	306	#6	21'-11"	
b203(E)	306	#5	16'-6"	
d200(E)	802	#5	7'-0"	
d201(E)	802	#5	6'-2"	
e200(E)	32	#4	17'-5"	
e201(E)	208	#4	20'-8"	
e202(E)	32	#4	30'-8"	
e203(E)	24	#4	22'-2"	
x200(E)	52	#5	5'-8"	
x201(E)	52	#5	4'-7"	
Reinforcement Bars, Epoxy Coated			Pound	124,880
Concrete Superstructure			Cu. Yds.	380.4

Notes:

The ⅛" Aluminum sheet shall conform to the requirements of 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.

Coordinate size and location of sign mounting holes with Sign Panel Details, typ.

All sign support configurations per this detail shall be paid for as Sign Support Special.

Sign Panel, R2-1, to be paid for as Sign Panel - Type 2.

TranSystems

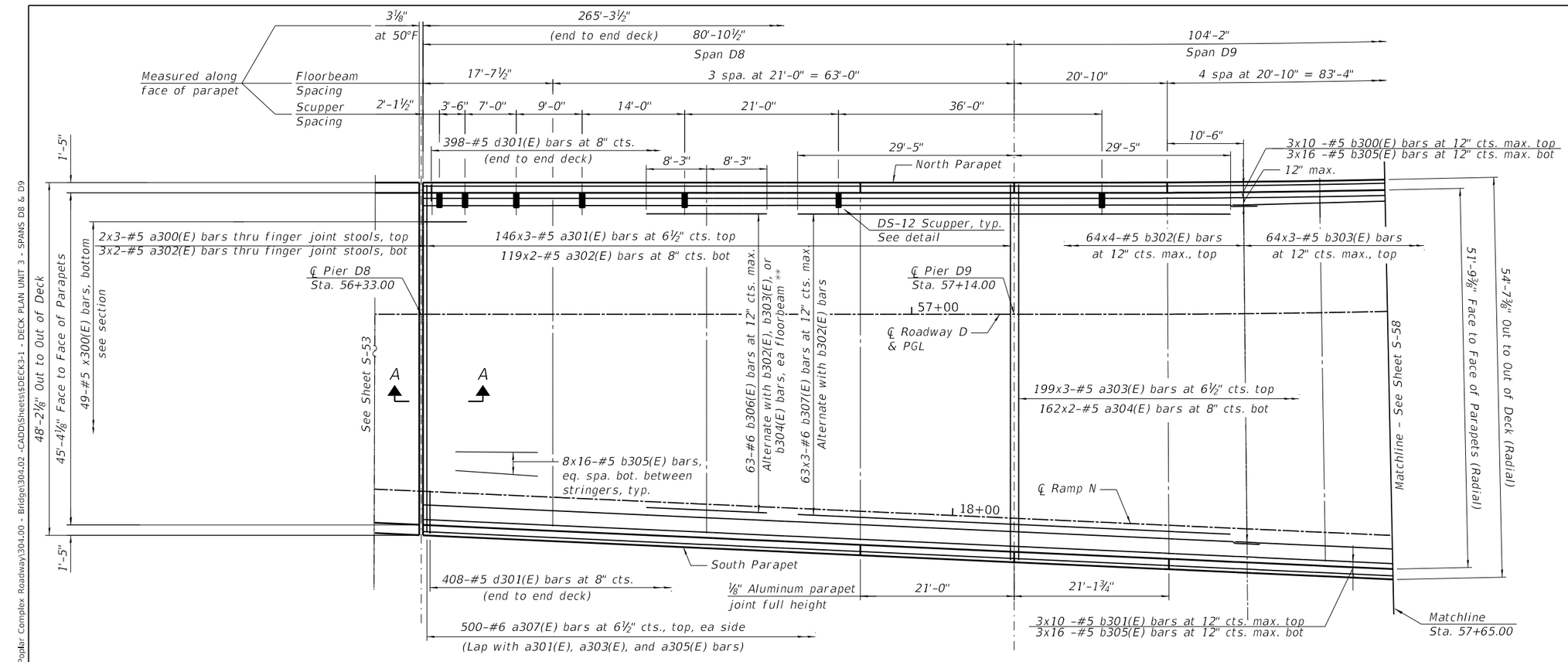
USER NAME = jmpattison	DESIGNED - JE	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JE	REVISED -	
PLOT DATE = 7/31/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 - SUPERSTRUCTURE DETAILS
S.N. 082-0144

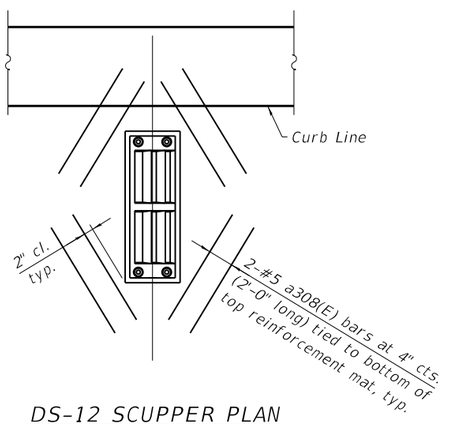
SHEET S-56 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	135
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



DECK PLAN UNIT 3 - SPANS D8 & D9

** Bars b306(E) are to be installed as shown in the plan over each floorbeam where b307(E) bars not used.



DS-12 SCUPPER PLAN

MINIMUM BAR LAP

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

Notes:
See sheet S-59 for Section A-A, Cross Section, and Section thru Slab
See sheet S-62 for superstructure details and Bill of Material
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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TranSystems

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - SPANS D8 & D9
S.N. 082-0144
SHEET S-57 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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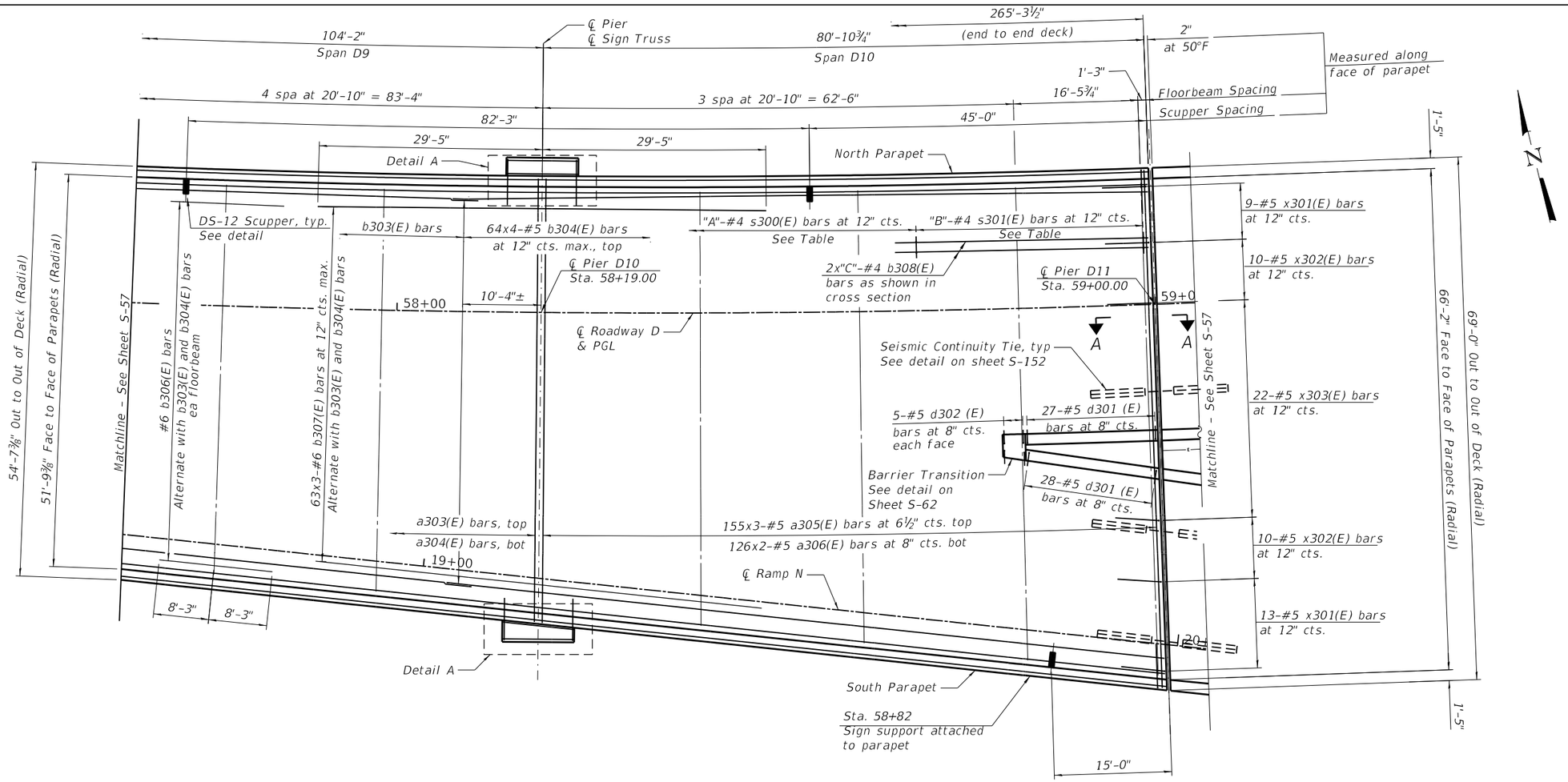
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



DECK PLAN UNIT 3 - SPANS D9 & D10

FILLET REINFORCEMENT TABLE

Girder/ Stringer	"A"	"B"	"C"
S2	61	-	4
S3	64	29	5
S4	64	71	7
S5	117	39	8
S6	92	9	5
S7	10	-	1

MINIMUM BAR LAP

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

Notes:
See Sheet S-59 for Detail A, Section A-A, Cross Section, and Section thru Parapet.
See Sheet S-62 for superstructure details and Bill of Material
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - SPANS D9 & D10
S.N. 082-0144
SHEET S-58 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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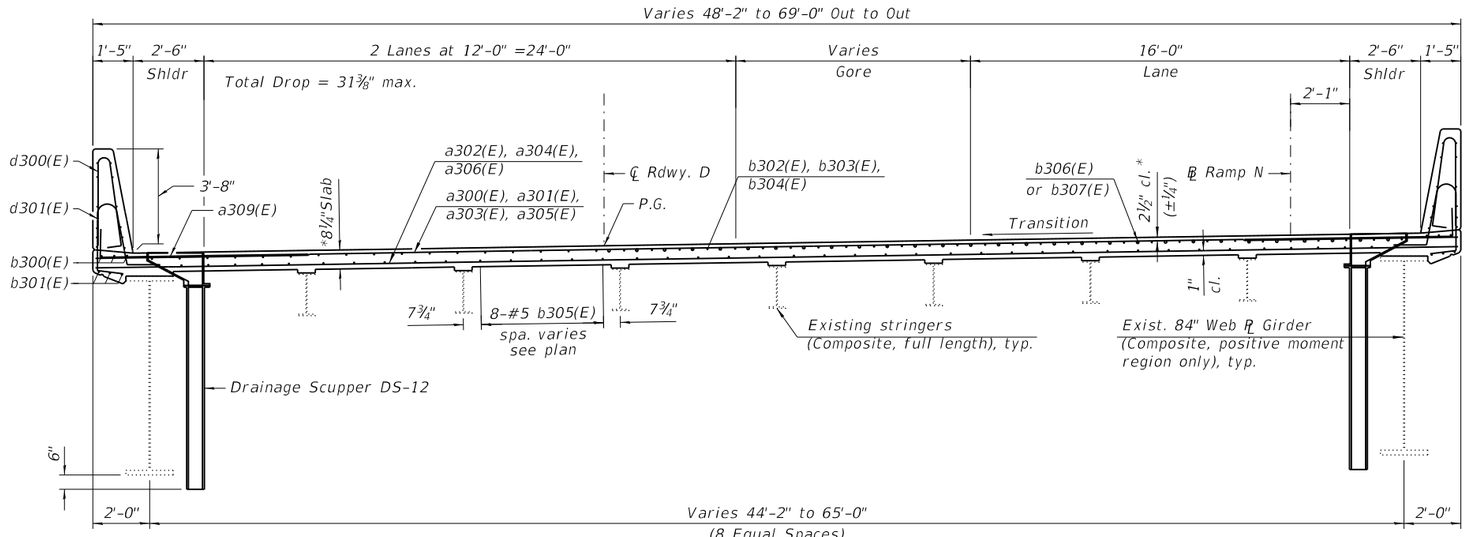
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



MIDSPAN BETWEEN FLOORBEAMS

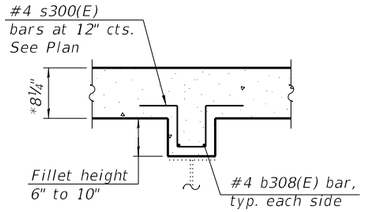
NEAR PIERS AND OVER FLOORBEAMS

CROSS SECTION - SPANS D8 THRU D10

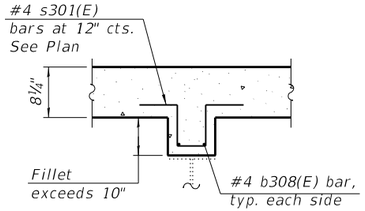
(Looking East)

SUPERELEVATION TRANSITIONS UNITS 3 & 4	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 15'-0" — ℄ Ramp N; 4.81% — 1.44%	Sta 57+27.00
℄ Rdwy. D — 15'-0" — ℄ Ramp N; 8.00% — 3.00%	Sta 58+03.50
℄ Rdwy. D — 15'-0" Nose — ℄ Ramp N; 8.00% — 3.00% — -0.71%	Sta 58+95.00
℄ Rdwy. D — 15'-0" Nose — ℄ Ramp N; 8.00% — 3.00% — -0.92%	Pier D11

Looking East



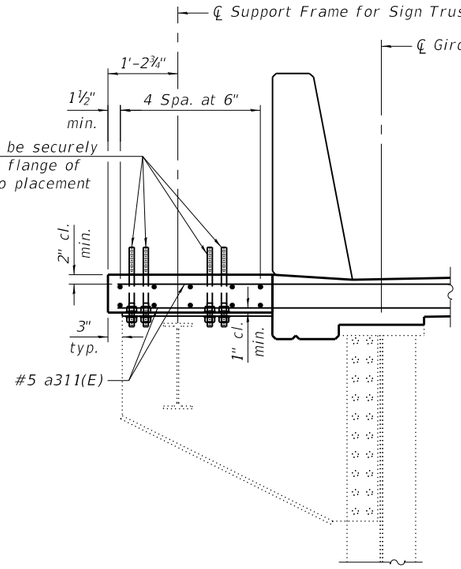
AT STRINGER



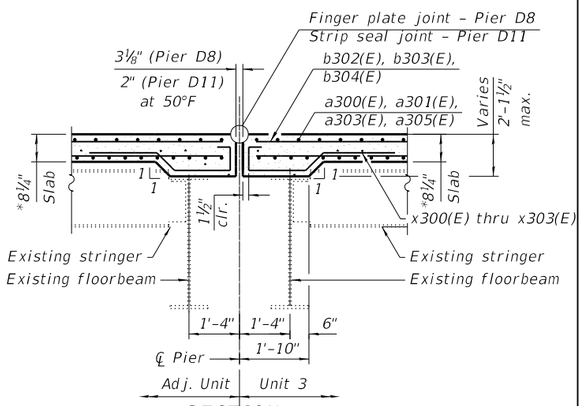
AT STRINGER

DEEP FILLET SECTION

Note: Estimated number of bars shown, verify in field.

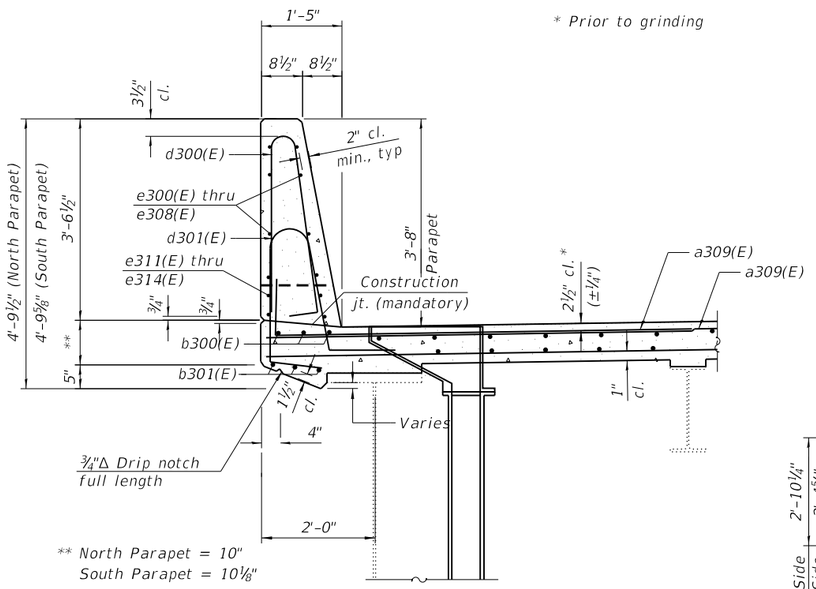


SECTION B-B

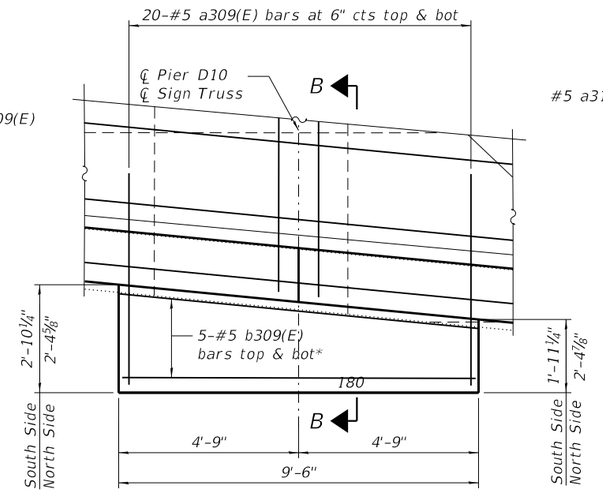


SECTION A-A

(See sheet S-110 for finger plate joint details)
(See sheet S-114 for strip seal joint details)



SECTION THROUGH PARAPET



DETAIL A

(South side shown, north side similar, mirrored)
* Equally space bars, fan as required

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TranSystems

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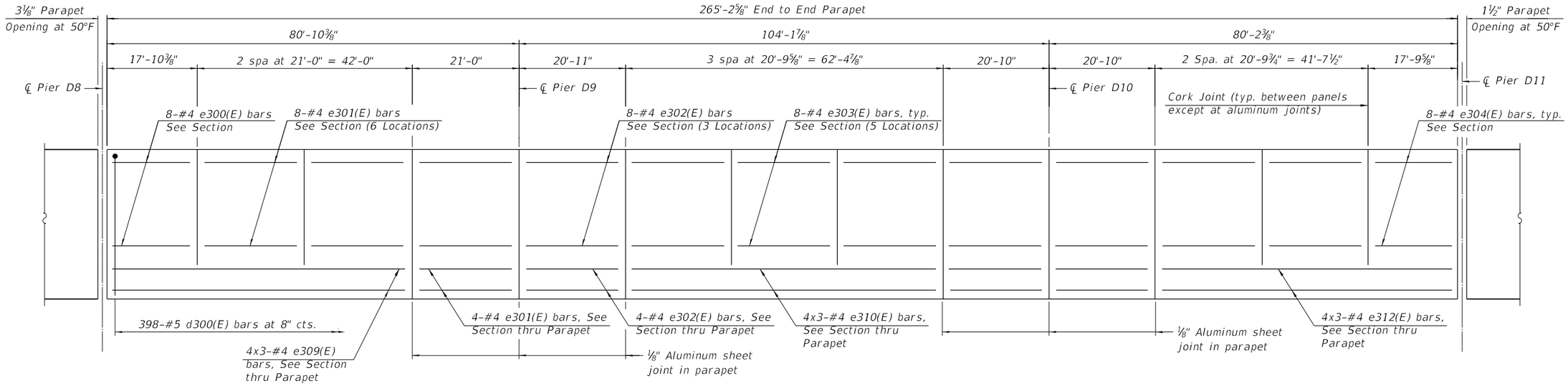
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

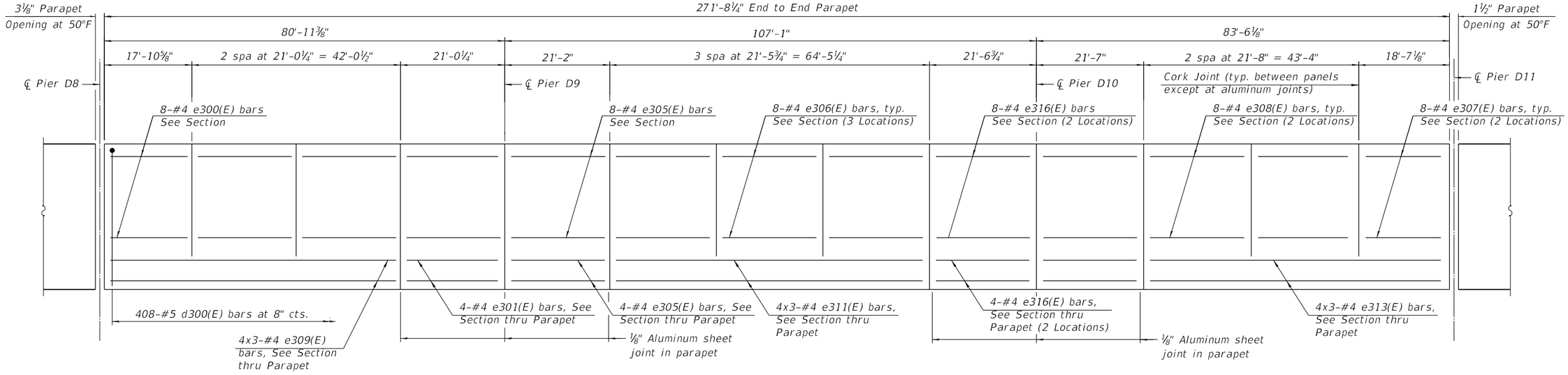
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-59 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	138
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET – SPANS D8 THRU D10



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET – SPANS D8 THRU D10

Notes:

Bars indicated Locations: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-59 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with concrete. Cost included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

TranSystems

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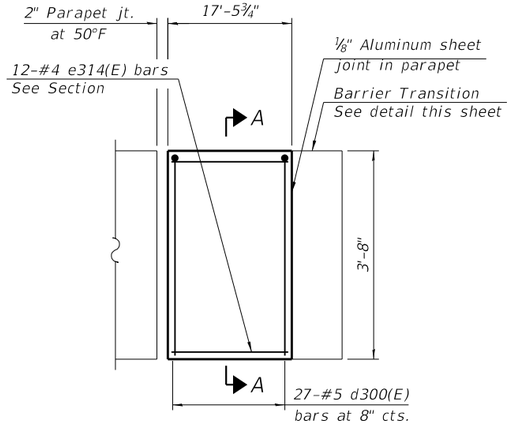
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

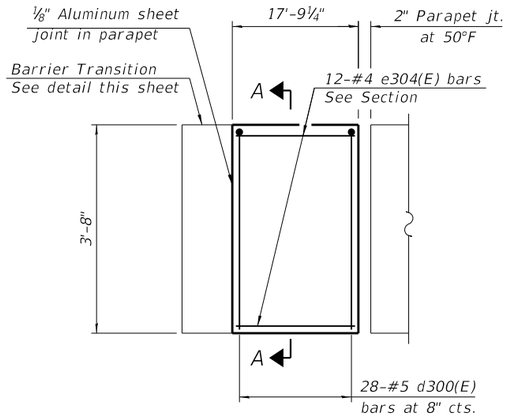
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - PARAPET ELEVATIONS (1 of 2)
S.N. 082-0144
SHEET S-60 OF S-183 SHEETS

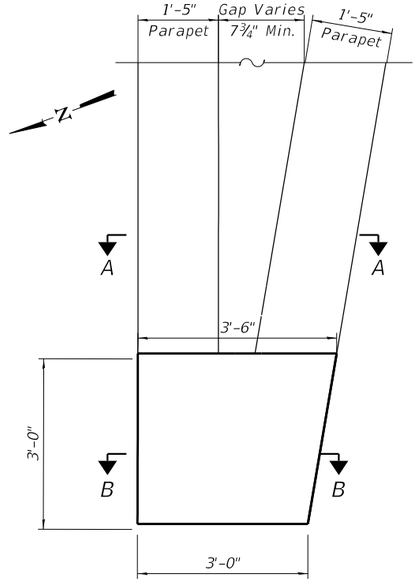
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	139
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



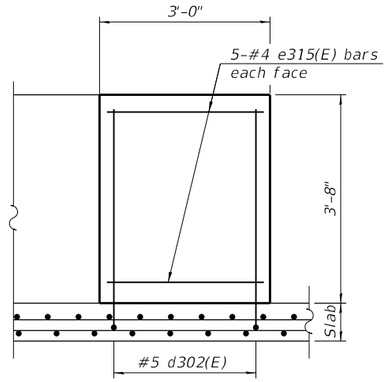
INSIDE ELEVATION OF NORTH INSIDE PARAPET - SPAN D10



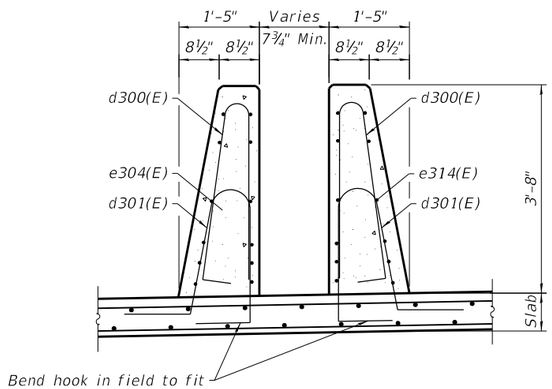
MIRRORED INSIDE ELEVATION OF SOUTH INSIDE PARAPET - SPAN D10



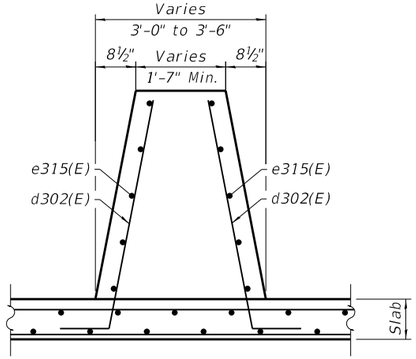
BARRIER TRANSITION PLAN



ELEVATION



SECTION A-A
(Looking Downstation)



SECTION B-B

Notes:

Bars indicated Locations: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-59 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with concrete. Cost included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - PARAPET ELEVATIONS (2 OF 2)
S.N. 082-0144
SHEET S-61 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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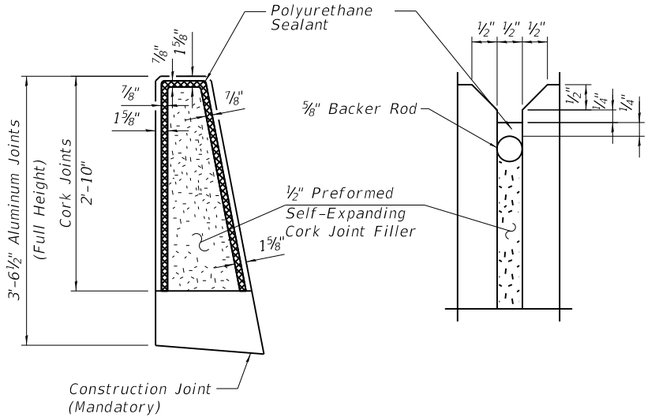
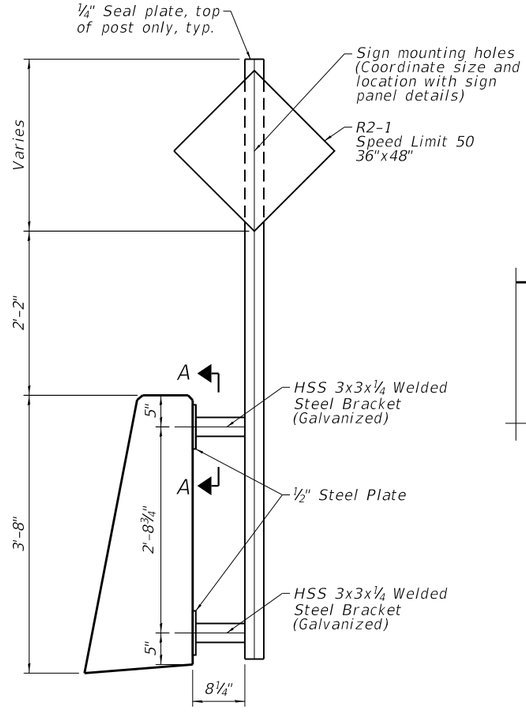
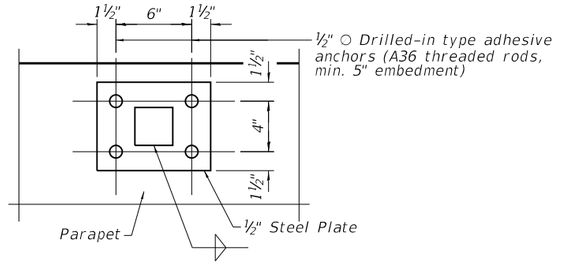
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



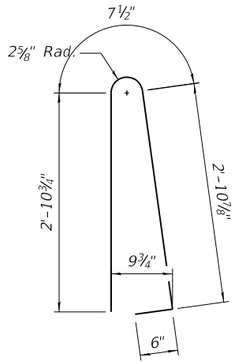
PARAPET JOINT DETAIL



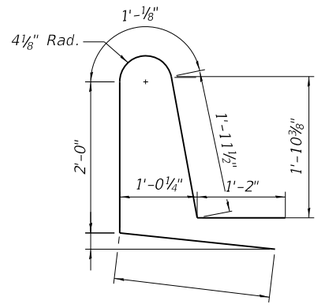
SIGN SUPPORT ATTACHED TO PARAPET



SECTION A-A



BAR d300(E)



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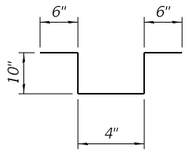
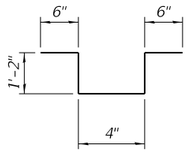
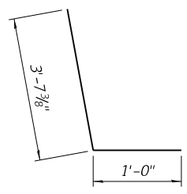


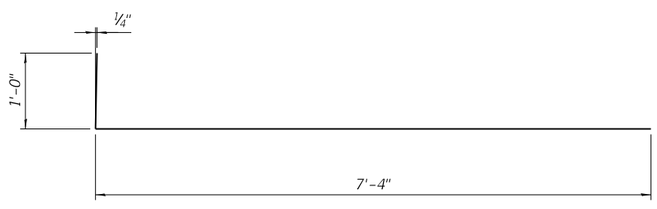
BAR s300(E)



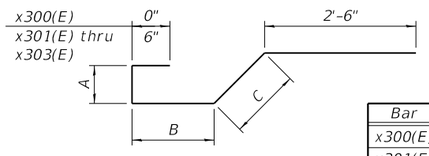
BAR s309(E)



BAR d302(E)



BAR a307(E)



BAR x300(E) thru x303(E)

Bar	Dim A	Dim B	Dim C
x300(E)	–	1'-5"	7"
x301(E)	1'-0 1/2"	1'-6"	1'-0"
x302(E)	1'-2 1/2"	1'-6"	1'-3"
x303(E)	1'-6 1/2"	1'-6"	1'-9"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a300(E)	6	#5	18'-3"	
a301(E)	438	#5	19'-6"	
a302(E)	244	#5	27'-4"	
a303(E)	597	#5	21'-11"	
a304(E)	324	#5	31'-0"	
a305(E)	465	#5	25'-3"	
a306(E)	252	#5	36'-0"	
a307(E)	1004	#5	8'-4"	
a308(E)	80	#5	2'-0"	
a309(E)	80	#5	11'-2"	
b300(E)	30	#5	29'-8"	
b301(E)	30	#5	30'-4"	
b302(E)	256	#5	31'-3"	
b303(E)	192	#5	25'-0"	
b304(E)	256	#5	26'-7"	
b305(E)	1120	#5	20'-4"	
b306(E)	378	#6	16'-6"	
b307(E)	378	#6	22'-0"	
b308(E)	60	#4	22'-3"	
b309(E)	20	#5	9'-2"	
d300(E)	861	#5	6'-11"	
d301(E)	861	#5	7'-2"	
d302(E)	10	#5	4'-7"	
e300(E)	16	#4	17'-7"	
e301(E)	56	#4	17'-5"	
e302(E)	28	#4	20'-8"	
e303(E)	48	#4	20'-6"	
e304(E)	12	#4	17'-4"	
e305(E)	12	#4	20'-11"	
e306(E)	24	#4	21'-2"	
e307(E)	8	#4	18'-1"	
e308(E)	16	#4	21'-5"	
e309(E)	24	#4	21'-6"	
e310(E)	12	#4	22'-4"	
e311(E)	12	#4	23'-0"	
e312(E)	12	#4	21'-3"	
e313(E)	12	#4	22'-2"	
e314(E)	12	#4	17'-2"	
e315(E)	10	#4	2'-8"	
e316(E)	24	#4	21'-3"	
s300(E)	408	#4	3'-0"	
s301(E)	148	#4	3'-8"	
x300(E)	49	#5	4'-7"	
x301(E)	26	#5	6'-7"	
x302(E)	20	#5	7'-0"	
x303(E)	22	#5	7'-10"	
Reinforcement Bars, Epoxy Coated			Pound	159,180
Concrete Superstructure			Cu. Yds.	501.9

Notes:

The 1/8" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Coordinate size and location of sign mounting holes with Sign Panel Details, typ.

All sign support configurations per this detail shall be paid for as Sign Support Special.

Sign Panel, R2-1, to be paid for as Sign Panel – Type 2.

MODEL: Default
FILE NAME: pw:\\hq-pwint01.a-e.transyscorp.com:transysdocs\Projects_2020\CD404 - Chicago Downtown\P404200017 - Poplar Complex Roadway\304.00 - Bridge\304.02 -CADD\Sheets\$DECK3-5 - DECK PLAN UNIT 3 - SUPERSTRUCTURE DETAILS

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TranSystems

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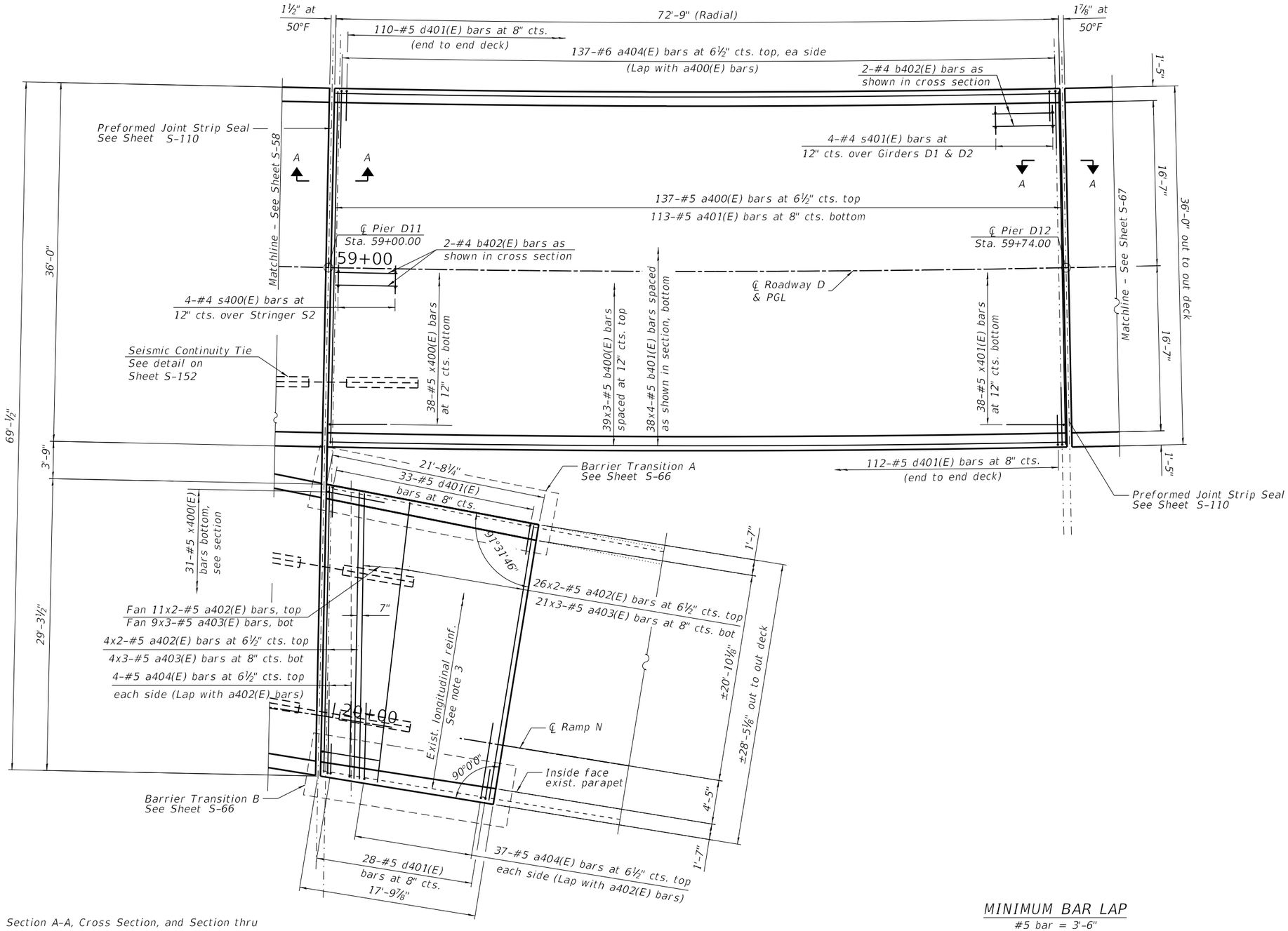
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JMP	REVISED -	
PLOT DATE = 7/31/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - SUPERSTRUCTURE DETAILS
S.N. 082-0144
SHEET S-62 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	141
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



See sheet S-64 for Section A-A, Cross Section, and Section thru Parapet.

See sheet S-66 for superstructure details and Bill of Material

Existing longitudinal reinforcement bars are to be cleaned and incorporated into new construction.

Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MINIMUM BAR LAP

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

DECK PLAN UNIT 4 - SPAN D11

MODEL: Default
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TranSystems

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	CHECKED - AMD	REVISED -	
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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 - SPAN D11
S.N. 082-0144
SHEET S-63 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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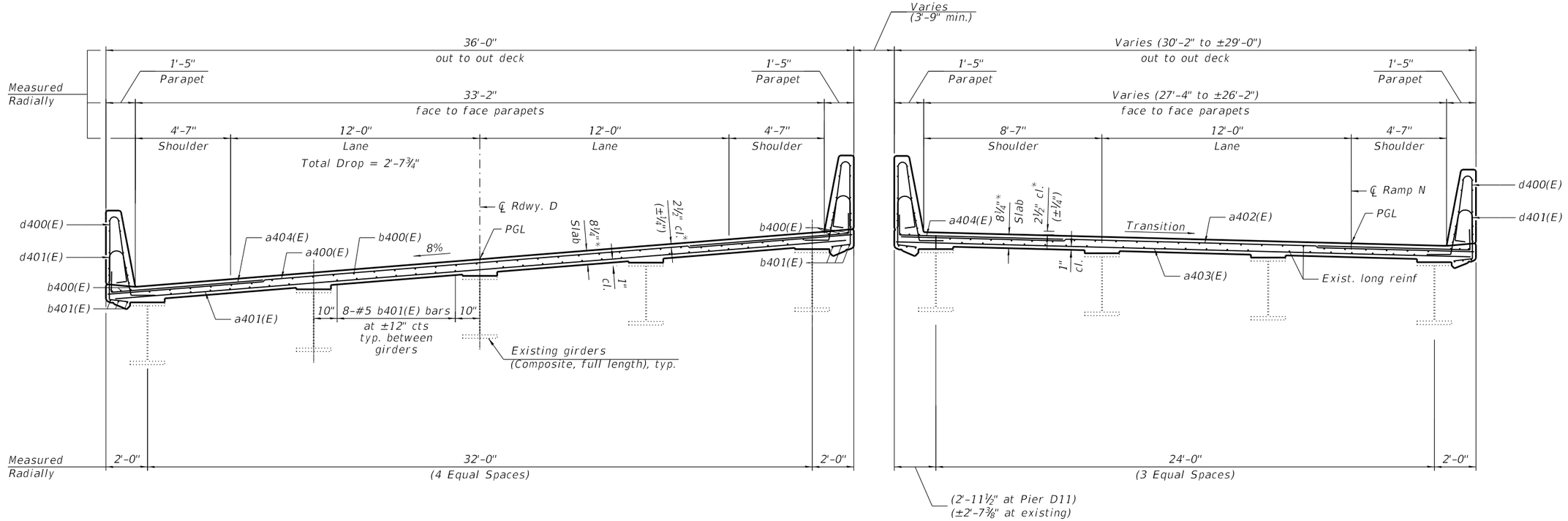
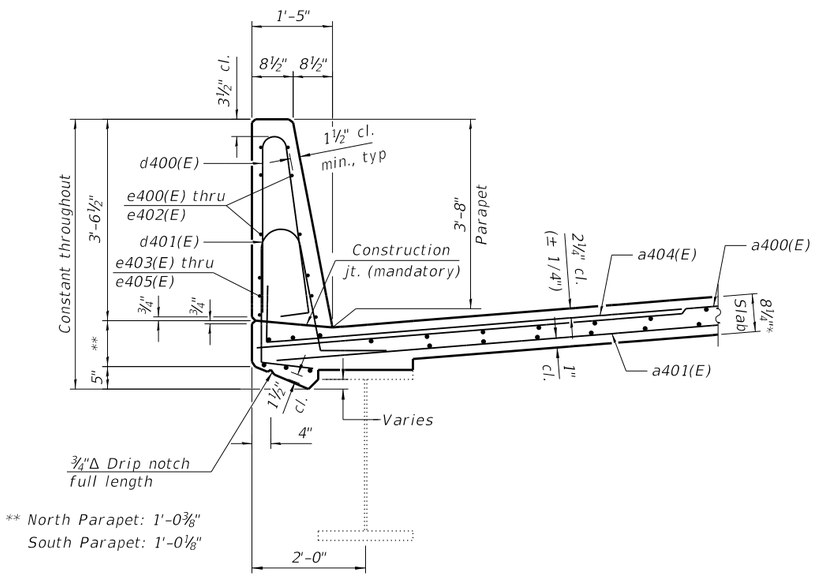
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

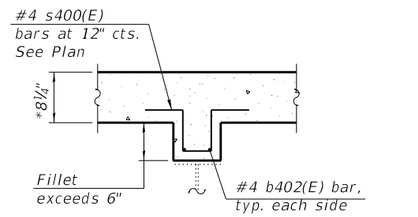


CROSS SECTION

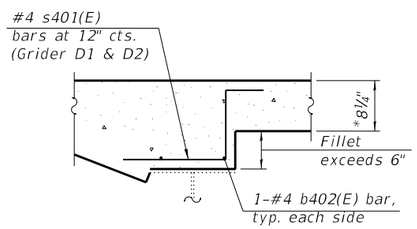
* - Prior to grinding



SECTION THROUGH PARAPET



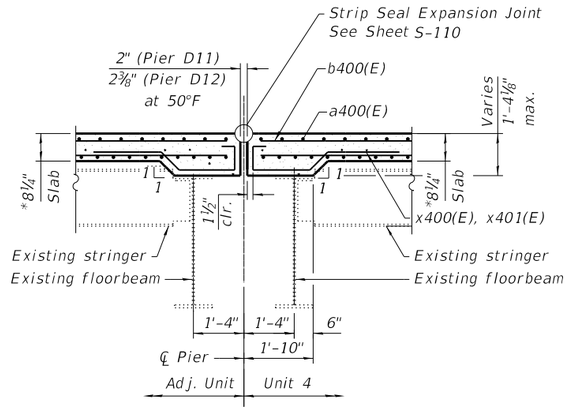
AT STRINGER



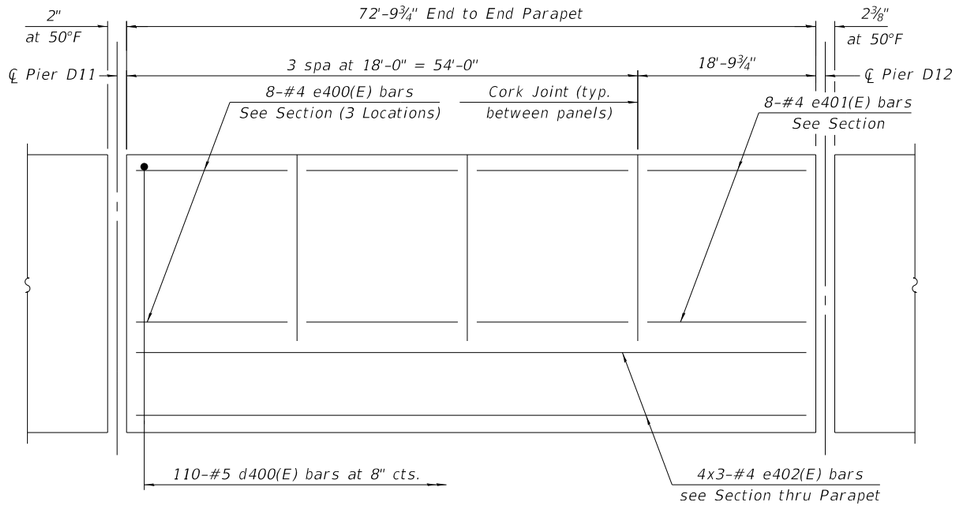
AT GIRDER

DEEP FILLET SECTION

Note: Estimated number of bars shown, verify in field.

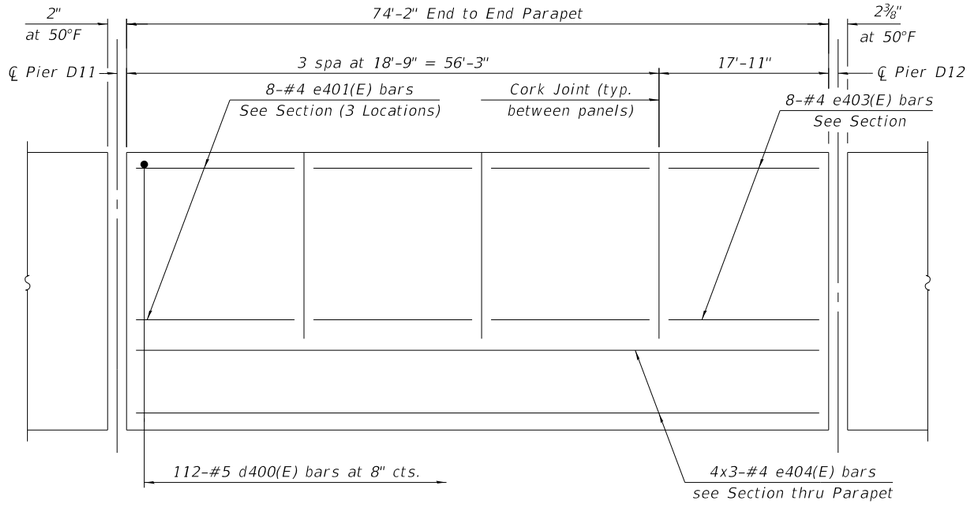


SECTION A-A



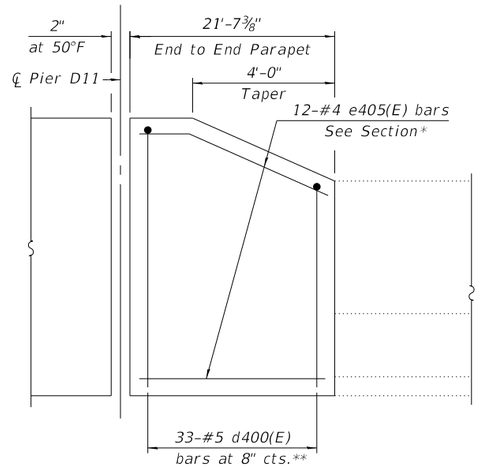
INSIDE ELEVATION OF NORTH PARAPET - SPAN D11

(Roadway D)



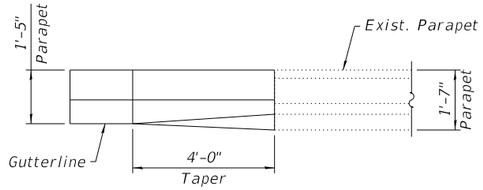
INSIDE ELEVATION OF SOUTH PARAPET - SPAN D11

(Roadway D)

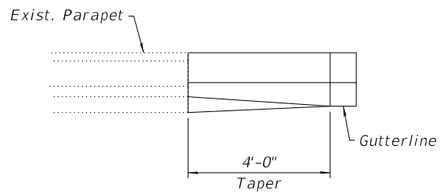


INSIDE ELEVATION OF NORTH PARAPET - SPAN D11N

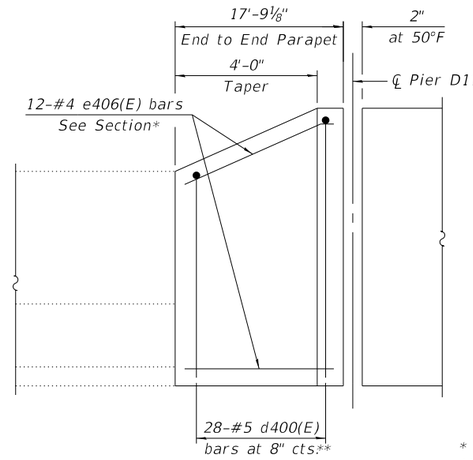
(Ramp N)



PLAN - BARRIER TRANSITION



PLAN - BARRIER TRANSITION



* Bend in field
** Cut to fit

INSIDE ELEVATION OF SOUTH PARAPET - SPAN D11N

(Ramp N)

Notes:

Bars indicated Locations: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-64 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with concrete. Cost included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

TranSystems

USER NAME = jmpattison	DESIGNED - JMP	REVISED -	
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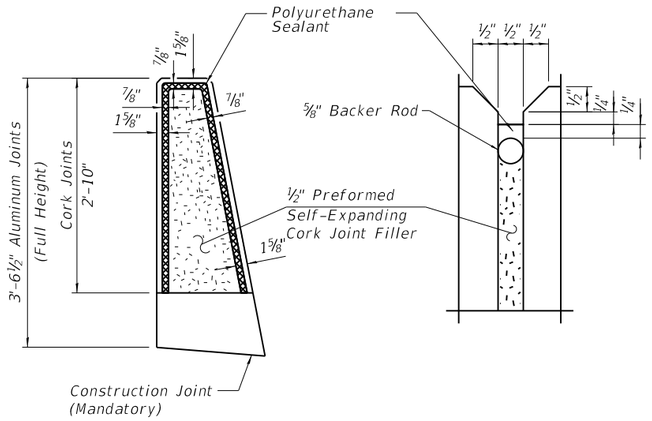
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

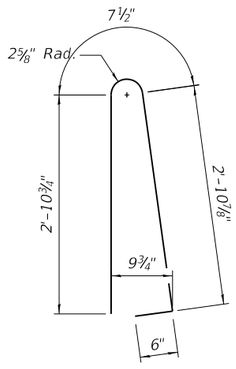
DECK PLAN UNIT 4 - PARAPET ELEVATIONS
S.N. 082-0144

SHEET S-65 OF S-183 SHEETS

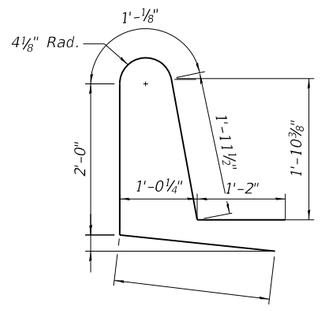
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	144
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



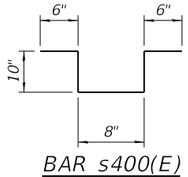
PARAPET JOINT DETAIL



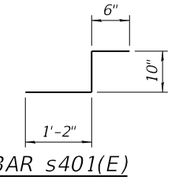
BAR d400(E)



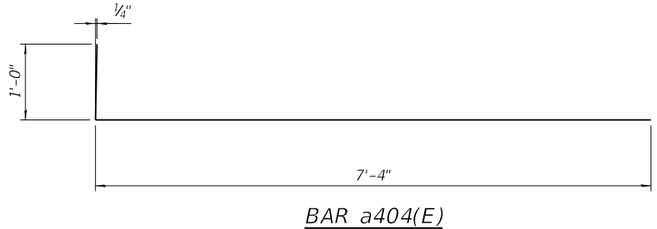
BAR d401(E)



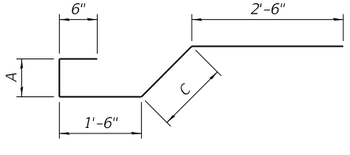
BAR s400(E)



BAR s401(E)



BAR a404(E)



BAR x400(E), x401(E)

Bar	Dim A	Dim C
x400(E)	11"	10"
x401(E)	9"	7½"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a400(E)	137	#5	35'-8"	
a401(E)	113	#5	35'-4"	
a402(E)	82	#5	16'-0"	
a403(E)	102	#5	11'-11"	
a404(E)	356	#6	8'-4"	
b400(E)	117	#5	26'-10"	
b401(E)	152	#5	21'-2"	
b402(E)	6	#4	4'-0"	
d400(E)	283	#5	6'-11"	
d401(E)	283	#5	7'-2"	
e400(E)	24	#4	17'-8"	
e401(E)	32	#4	18'-5"	
e402(E)	12	#4	25'-10"	
e403(E)	8	#4	17'-7"	
e404(E)	12	#4	26'-3"	
e405(E)	12	#4	21'-4"	
e406(E)	12	#4	17'-6"	
s400(E)	4	#4	3'-0"	
s401(E)	8	#4	2'-8"	
x400(E)	69	#5	6'-3"	
x401(E)	38	#5	5'-11"	
Reinforcement Bars, Epoxy Coated			Pound	29,360
Concrete Superstructure			Cu. Yd.	117.4

Notes:

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

TranSystems

USER NAME = jmpattison	DESIGNED - JMP	REVISED -	
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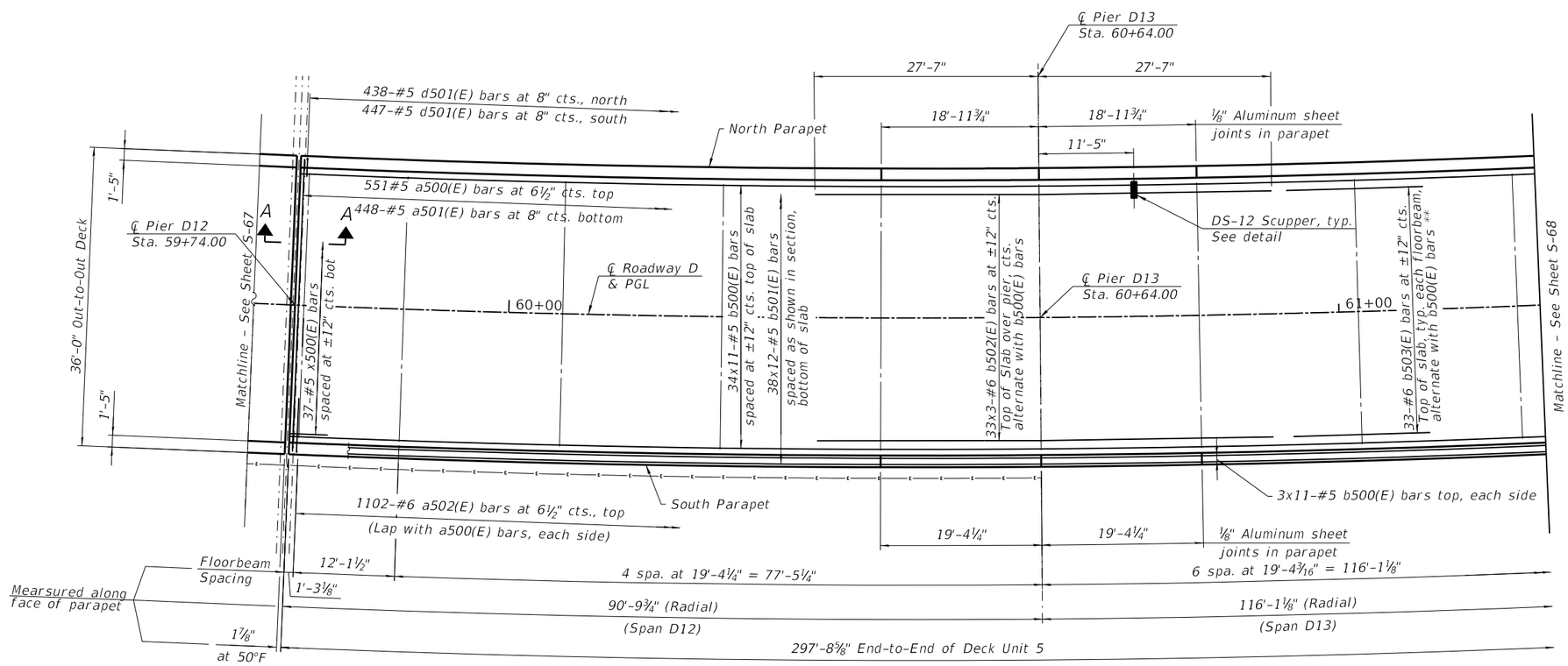
PLOT SCALE = 0.1667 ' / in.	DRAWN - JMP	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 - SUPERSTRUCTURE DETAILS
S.N. 082-0144

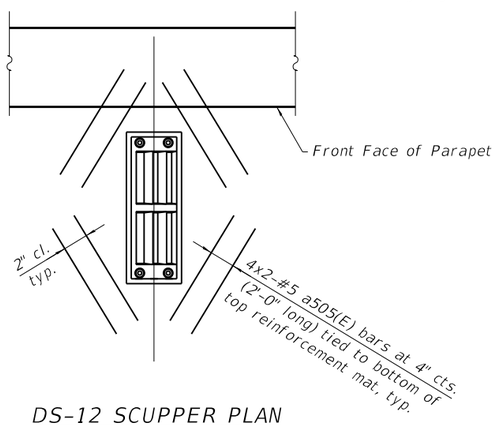
SHEET S-66 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	145
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



DECK PLAN UNIT 5 - SPANS D12 & D13

* a500(E) and a501(E) bars are to be installed thru finger plate stools on either side of the joint. See finger joint details.



DS-12 SCUPPER PLAN

** Bars b503(E) are to be installed as shown in the plan over each floorbeam where b502(E) are not used.

MINIMUM BAR LAP

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

Notes:

See sheet S-69 for section A-A, cross section and section thru parapet.

See sheet S-71 for superstructure details and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 length per line.

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TranSystems

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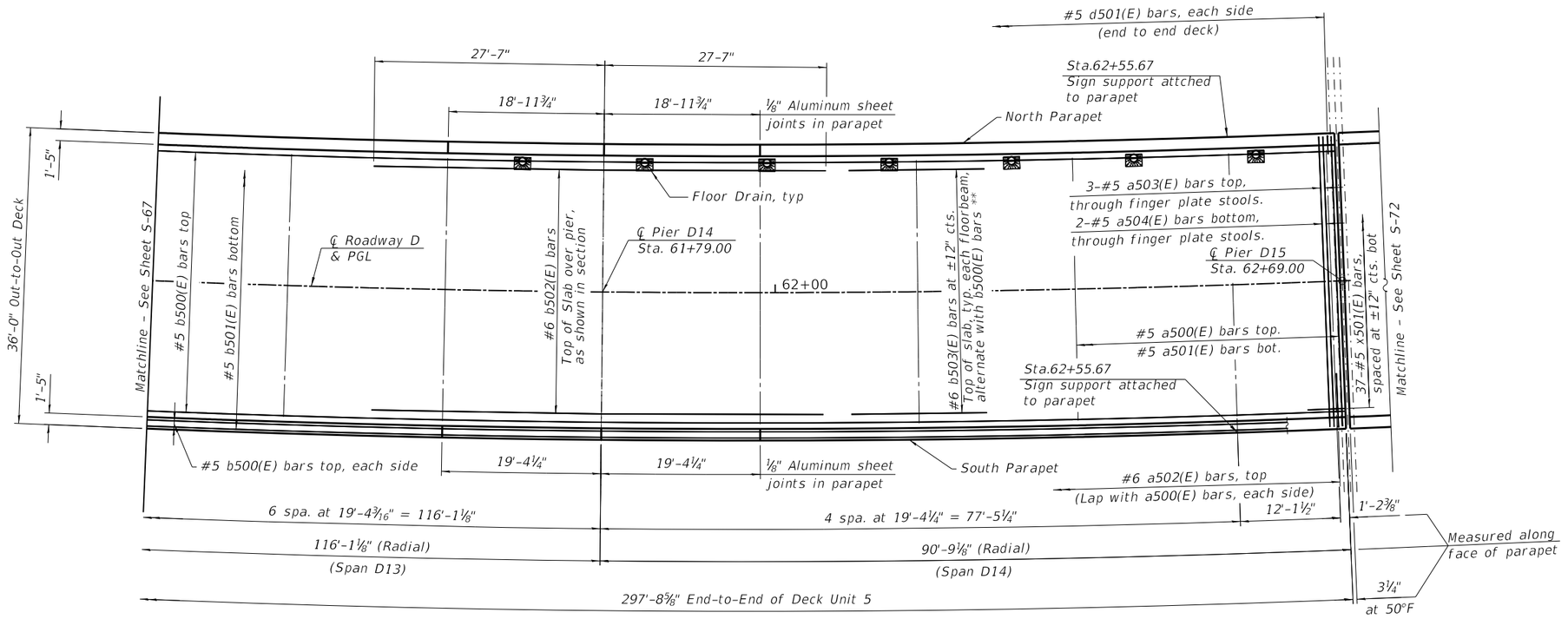
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5 - SPANS D12 & D13
S.N. 082-0144
SHEET S-67 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	146
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



DECK PLAN UNIT 5 - SPANS D13 & D14

** Bars b503(E) are to be installed as shown in the plan over each floorbeam where b502(E) are not used.

MINIMUM BAR LAP

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

Notes:
See sheet S-69 for section A-A, cross section and section thru parapet.
See sheet S-71 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 length per line.

USER NAME = jmpattison	DESIGNED - HC	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

TranSystems

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5 - SPANS D13 & D14
S.N. 082-0144
SHEET S-68 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	147
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

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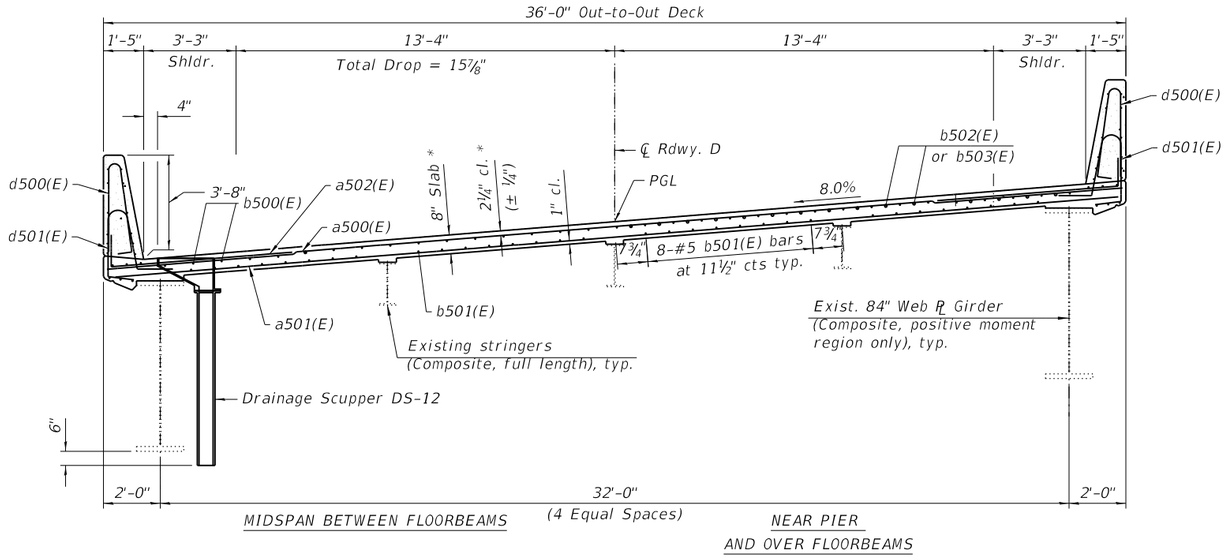
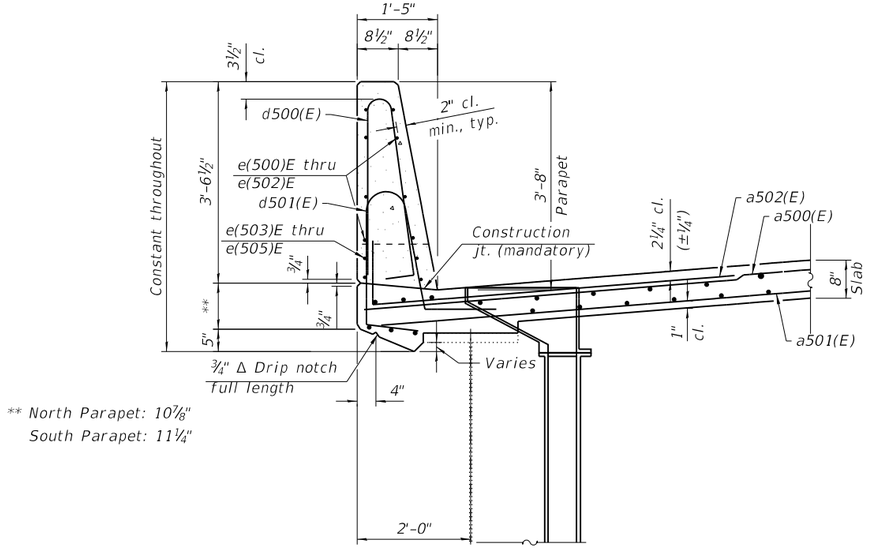


CROSS SECTION – SPANS D12 THRU D14

(Looking East)

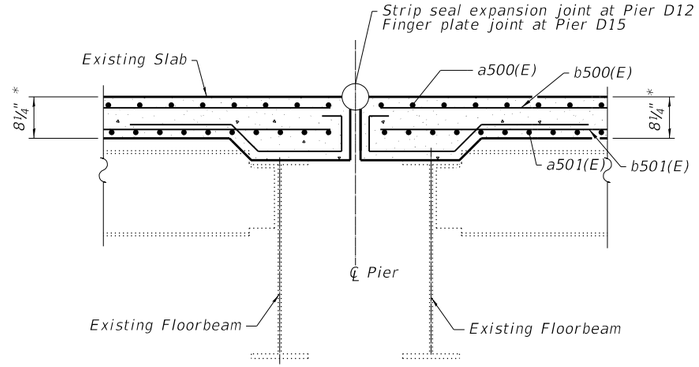
SUPERELEVATION TRANSITIONS UNITS 5 & 6	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 8.00%	Sta 58+95.00 – Sta 65+02.88

Looking East



** North Parapet: 10⅞"
South Parapet: 11¼"

SECTION THROUGH PARAPET



Section A-A

Looking North at Pier D12
Looking South at Pier D15

*Prior to grinding

Notes:
See sheet S-136 for DS-12 Scupper.
See sheet S-110 for joint information.

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7/15/2020 2:55:55 PM

TranSystems

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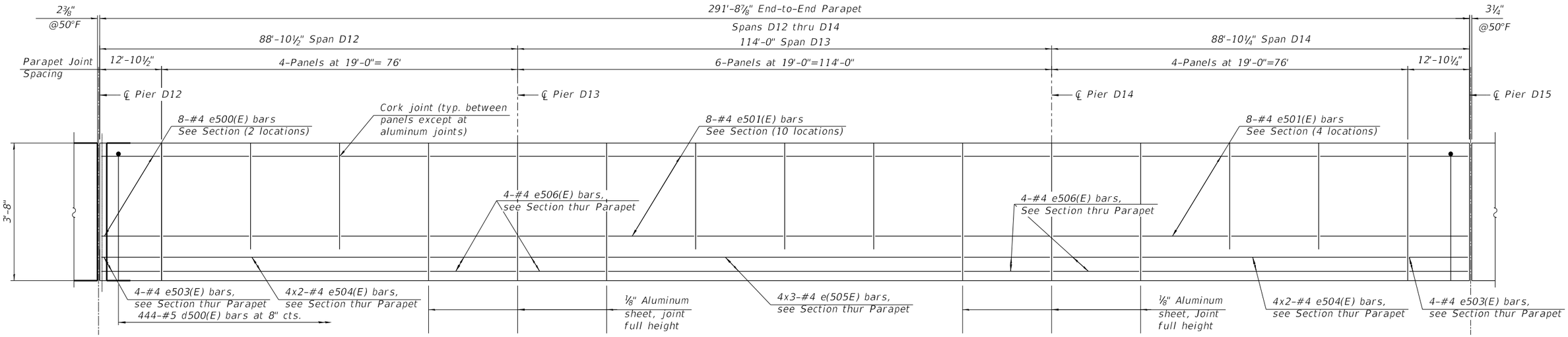
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

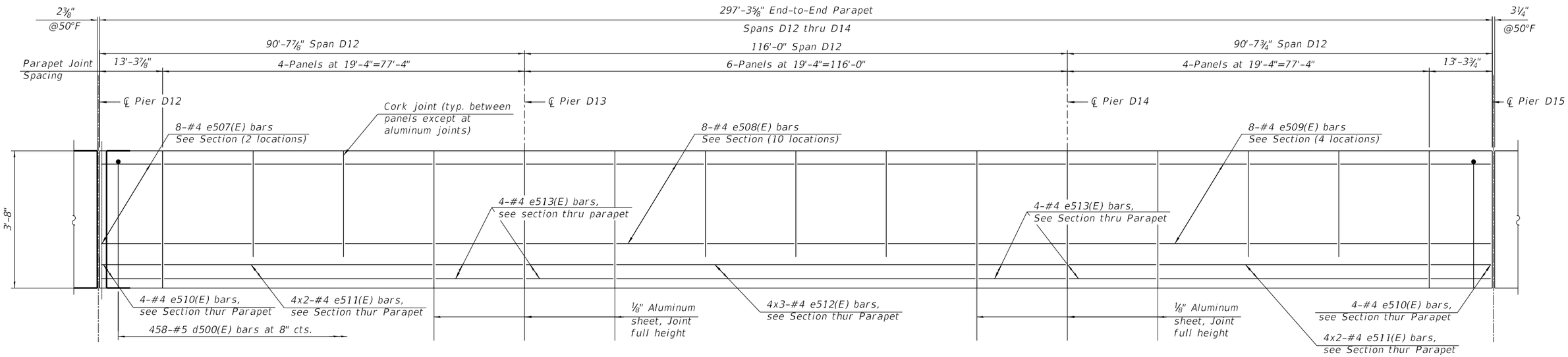
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-69 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	148
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET - SPANS D12 THRU D14



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D12 THRU D14

Notes:

Bars indicated thus 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-69 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with concrete. Cost included with concrete superstructure.

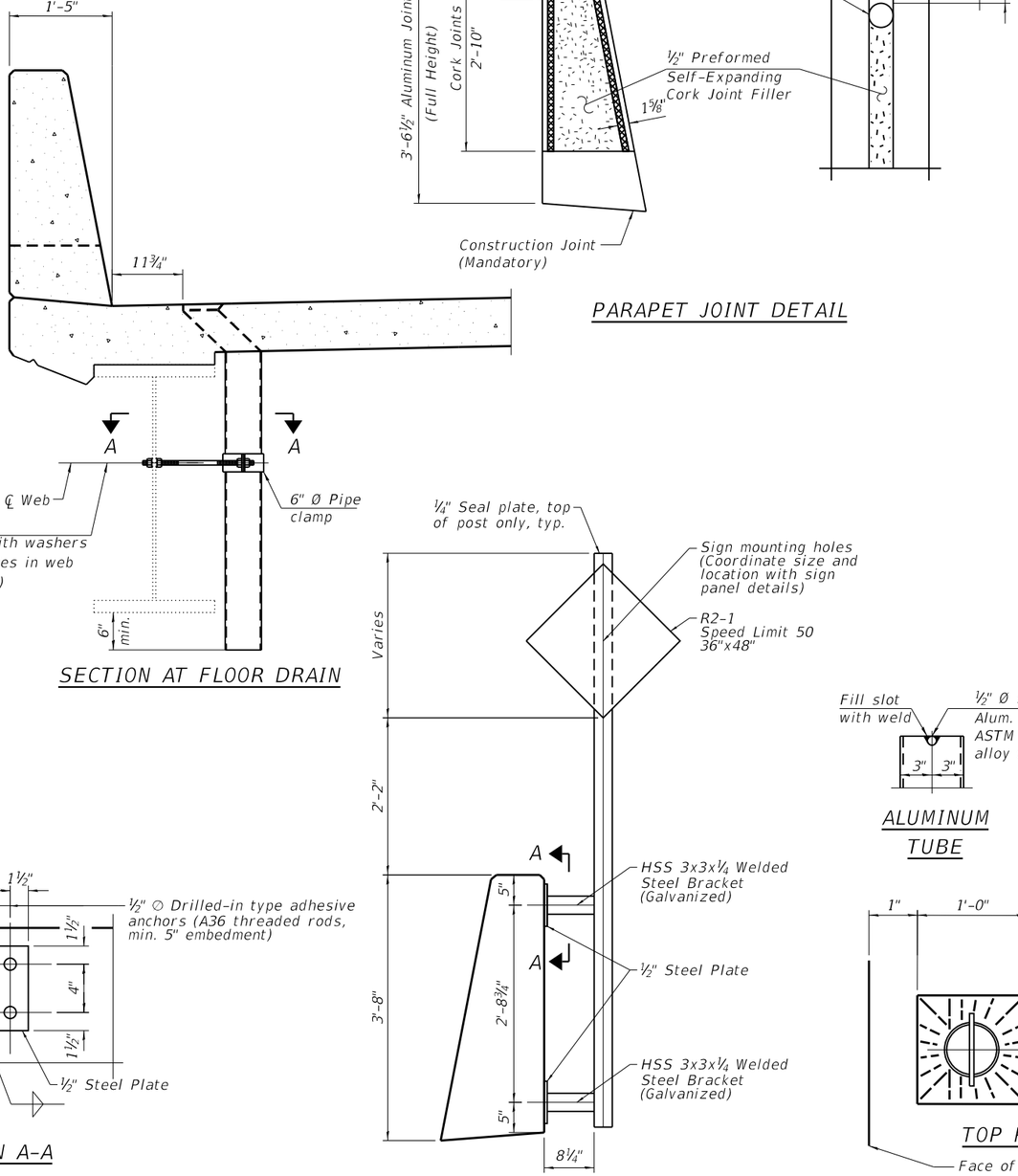
TranSystems

USER NAME = jmpattison	DESIGNED - HC	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 21.3333 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-70 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	149
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

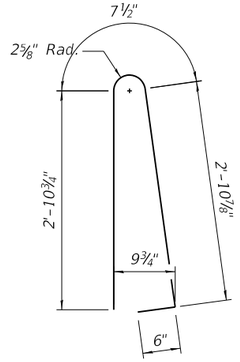


SECTION AT FLOOR DRAIN

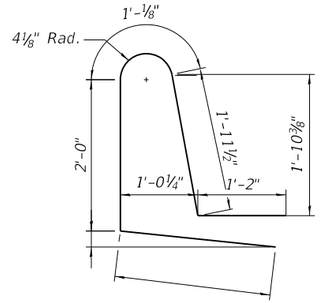
SIGN SUPPORT ATTACHED TO PARAPET

SECTION A-A

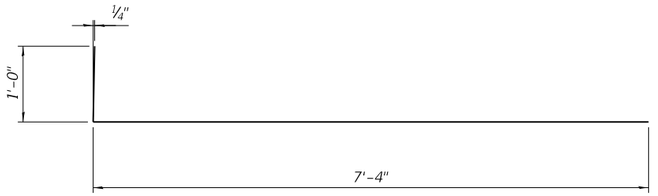
PARAPET JOINT DETAIL



BAR d500(E)



BAR d501(E)



BAR a502(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a500(E)	551	#5	35'-8"	
a501(E)	448	#5	35'-8"	
a502(E)	1102	#6	8'-4"	
a503(E)	3	#5	35'-8"	
a504(E)	2	#5	35'-8"	
a505(E)	8	#5	2'-0"	
b500(E)	440	#5	29'-10"	
b501(E)	456	#5	27'-7"	
b502(E)	198	#6	20'-10"	
b503(E)	429	#5	16'-6"	
d500(E)	885	#5	6'-11"	
d501(E)	885	#5	7'-2"	
e500(E)	8	#4	12'-7"	
e501(E)	8	#4	12'-7"	
e502(E)	112	#4	18'-8"	
e503(E)	4	#4	25'-8"	
e504(E)	48	#4	29'-3"	
e505(E)	12	#4	29'-3"	
e506(E)	12	#4	25'-8"	
e507(E)	8	#4	13'-0"	
e508(E)	8	#4	13'-0"	
e509(E)	112	#4	19'-1"	
e510(E)	12	#4	26'-1"	
e511(E)	16	#4	19'-1"	
e512(E)	48	#4	28'-2"	
e513(E)	12	#4	26'-1"	
x500(E)	37	#5	5'-8"	
x501(E)	37	#5	4'-5¾"	
Reinforcement Bars, Epoxy Coated			Pound	114,240
Concrete Superstructure			Cu. Yds.	369.0

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum.

The exterior surfaces of the floor drains shall be coated to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

Stud bolts shall conform to the requirements of ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

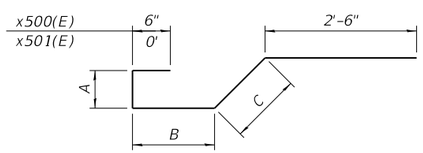
The ⅛" Aluminum sheet shall be the ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Coordinate size and location of sign mouting holes with Sign Panel Details, typ.

All sign support configurations per detial shall be paid for as Sign Support Special.

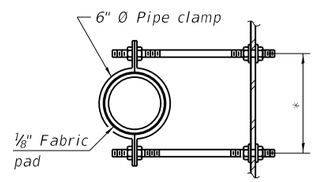
Sign Panel, R2-1, to be paid for as Sign Panel - Type 2.



BAR x500(E), x501(E)

Bar	Dim A	Dim B	Dim C
x500(E)	8"	1'-6"	6"
x501(E)	-	1'-5"	6¾"

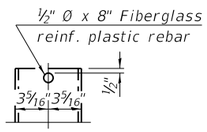
TOP PLAN



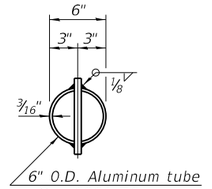
SECTION A-A

*Dimension as required by pipe clamp

ALUMINUM TUBE

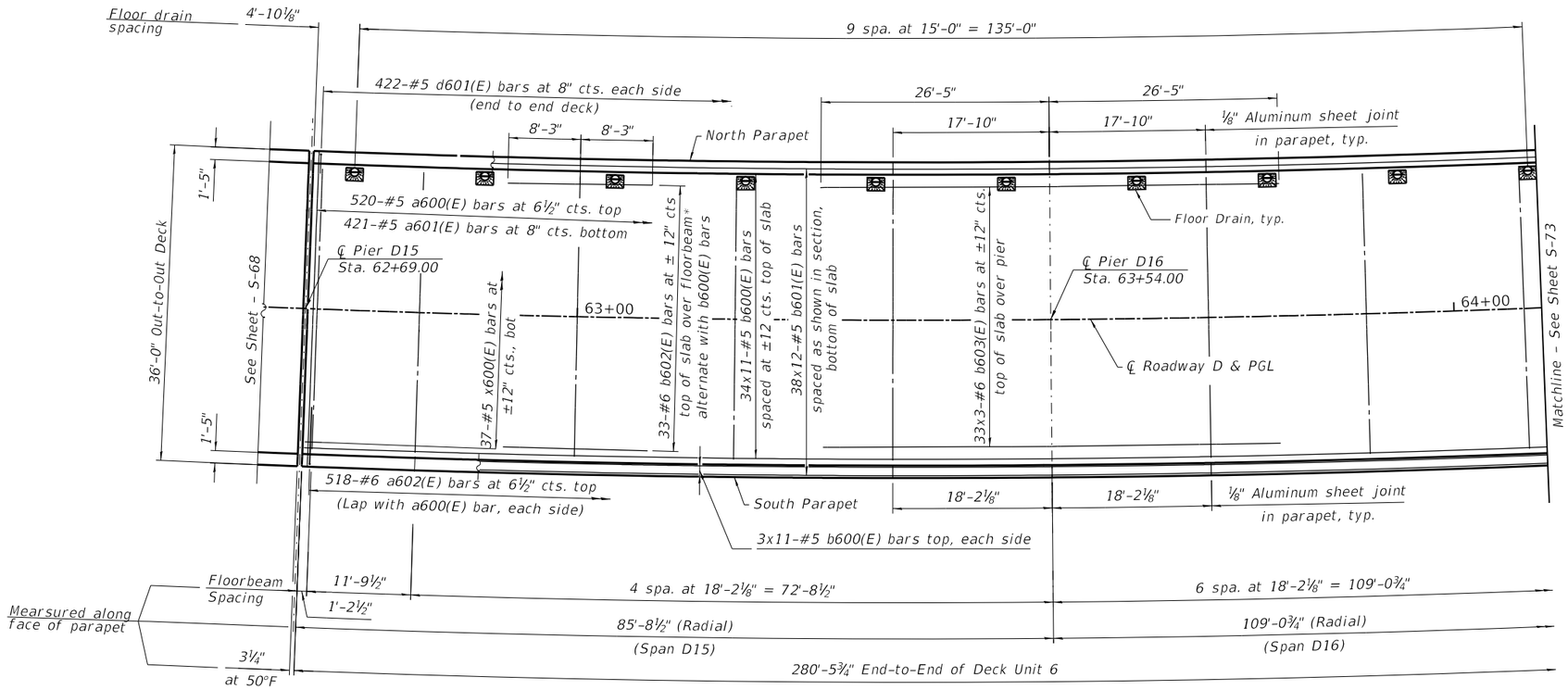


FIBERGLASS PIPE



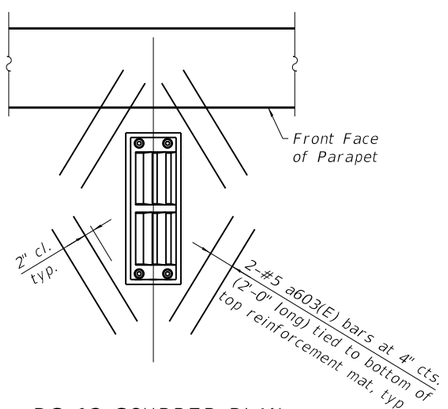
TOP PLAN
(Showing aluminum tube)

FLOOR DRAIN DETAILS



DECK PLAN UNIT 6 - SPANS D15 & D16

* Bars b602(E) are to be installed as shown in the plan over each floorbeam where b603(E) are not used.



DS-12 SCUPPER PLAN

MINIMUM BAR LAP

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

Notes:
See sheet S-74 for Cross Section and Section thru Parapet.
See sheet S-76 for superstructure details and Bill of Material.
Bars indicated thus: 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
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TranSystems

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	CHECKED - AMD	REVISED -	
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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 6 - SPANS D15 & D16
S.N. 082-0144
SHEET S-72 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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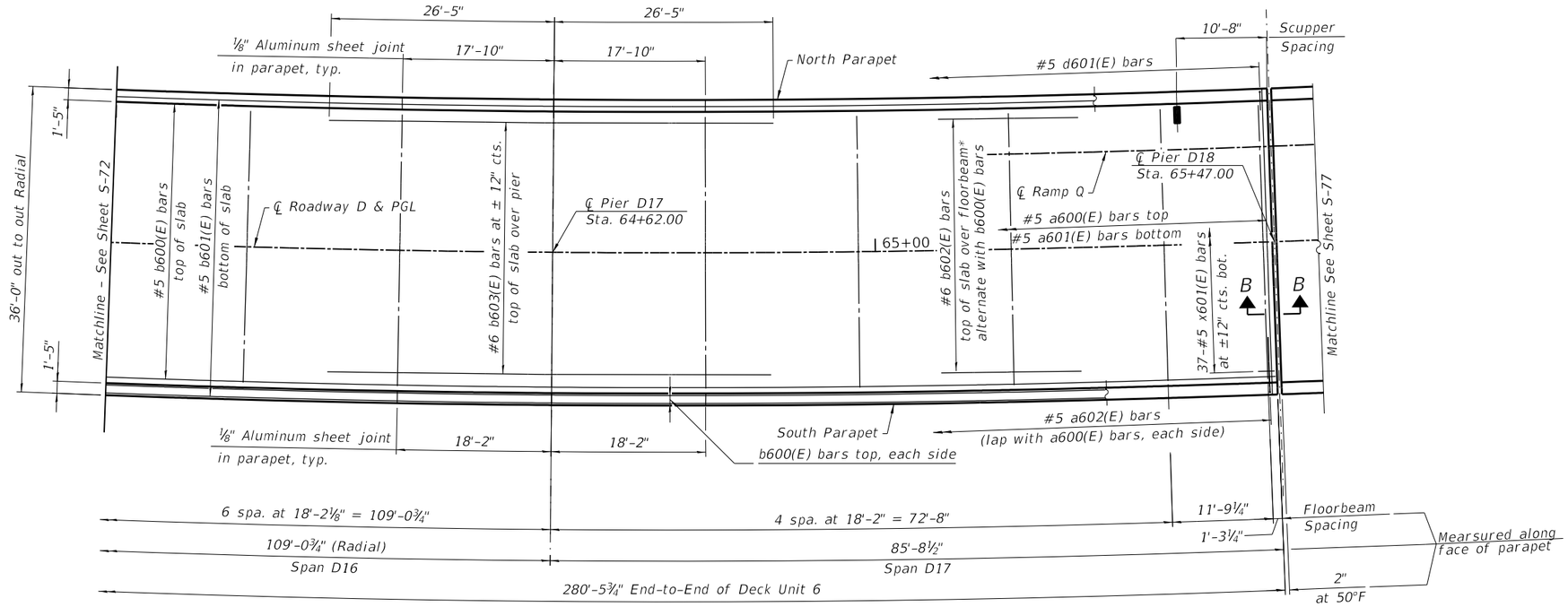
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



DECK PLAN UNIT 6 - SPANS D16 & D17

* Bars b602(E) are to be installed as shown in the plan over each floorbeam where b603(E) are not used.

MINIMUM BAR LAP

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

Notes:

See sheet S-74 for Section B-B, Cross Section, and Section thru Parapet.

See sheet S-76 for superstructure details and Bill of Material.

Bars indicated thus: 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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TranSystems

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	CHECKED - AMD	REVISED -	
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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 6 - SPANS D16 & D17
S.N. 082-0144
SHEET S-73 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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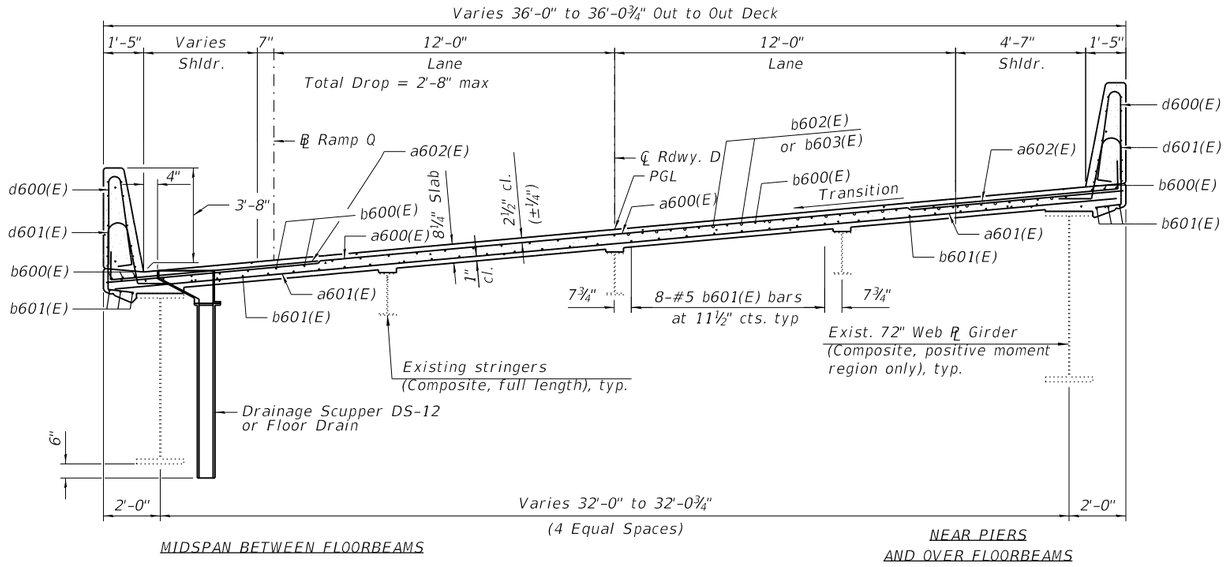
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

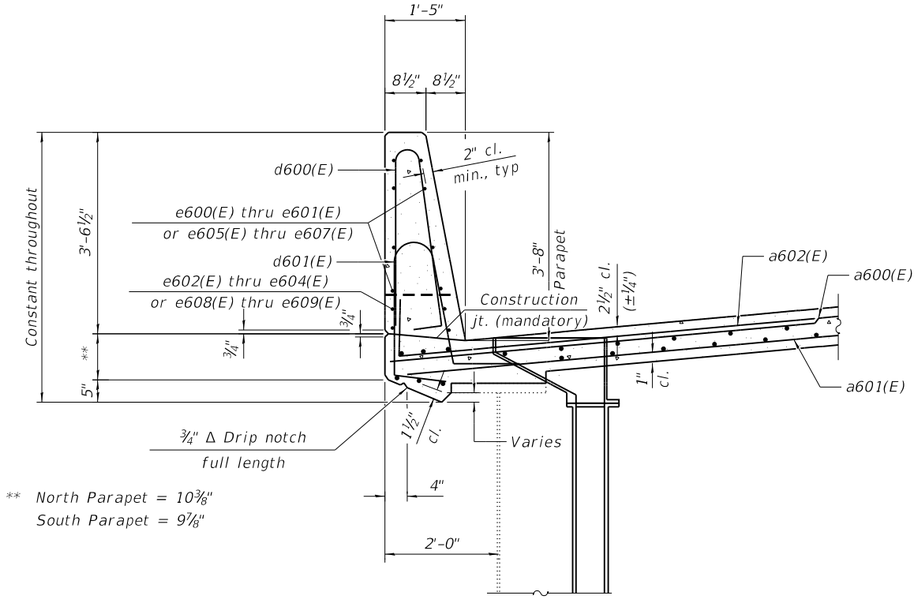


CROSS SECTION – SPANS D15 THRU D17

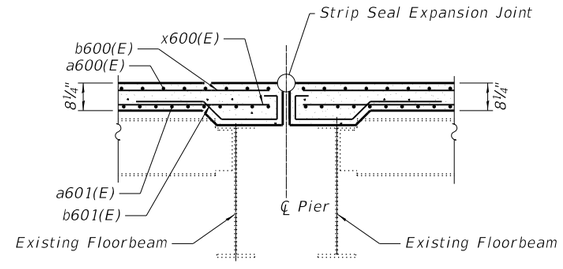
(Looking East)

SUPERELEVATION TRANSITIONS UNITS 5 & 6	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 8.00%	Sta 58+95.00 – Sta 65+02.88

Looking East



SECTION THROUGH PARAPET



SECTION B-B

(Pier D18 looking north)

*Prior to grinding

Notes:
For joint information see sheet S-110

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TranSystems

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	CHECKED - AMD	REVISED -	
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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 6 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-74 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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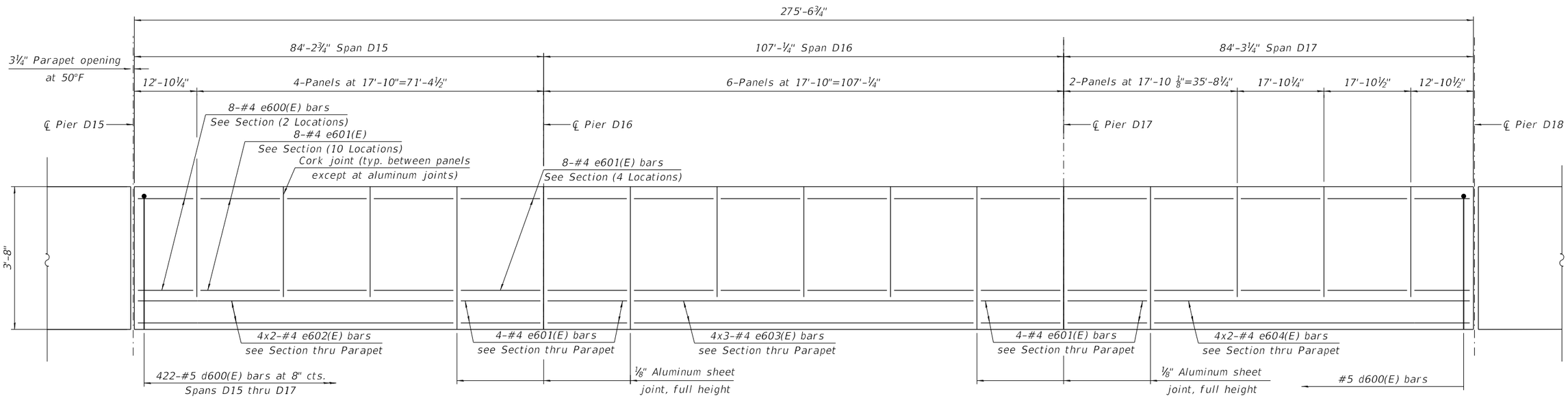
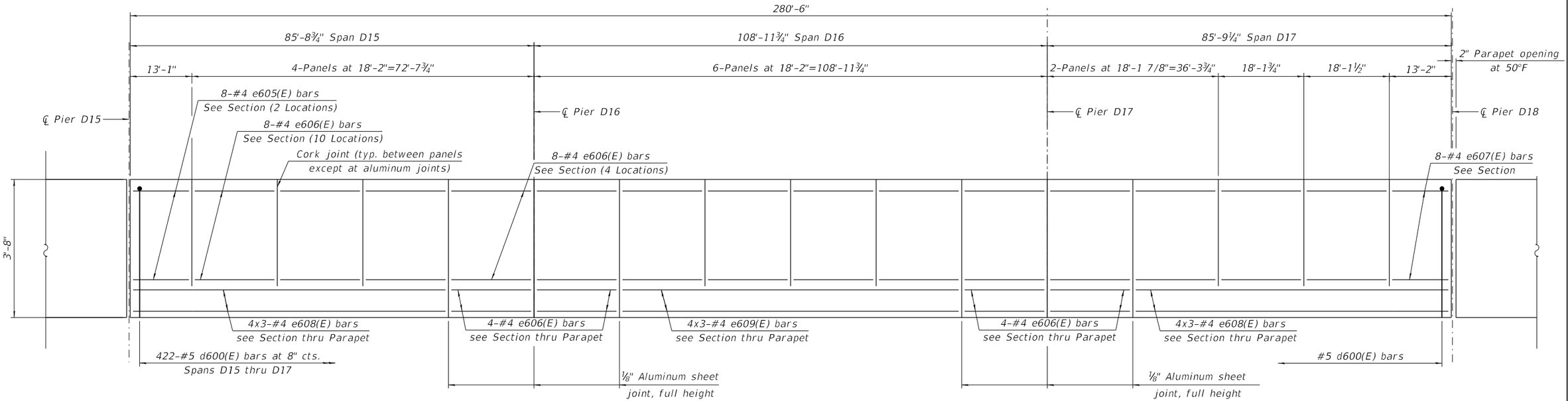
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET - SPANS D15 THRU D17



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D15 THRU D17

Notes:
Bars indicated thus: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.
For section through parapet, see sheet S-74 of S-183.

TranSystems

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	CHECKED - AMD	REVISED -	
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PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 6 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-75 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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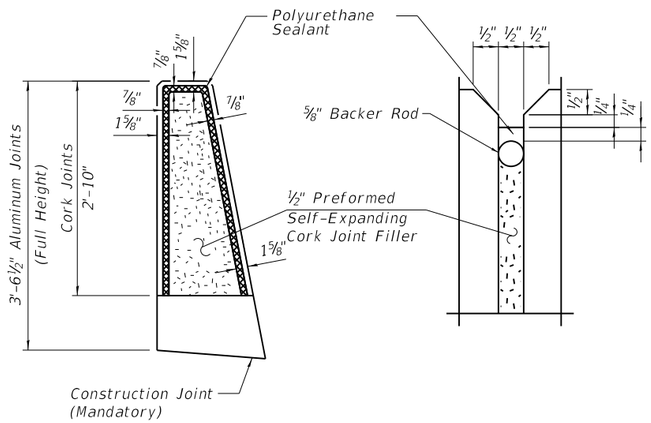
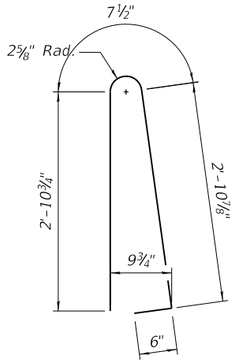
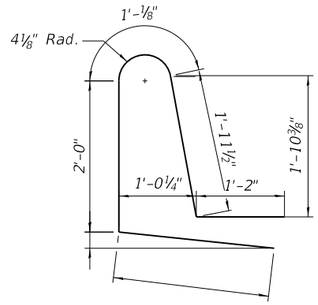
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



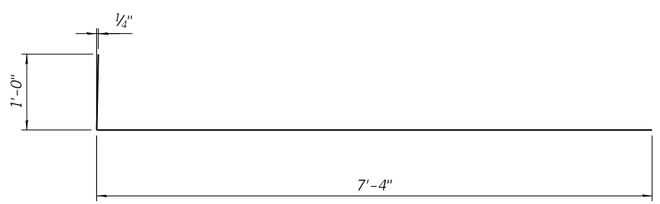
PARAPET JOINT DETAILS



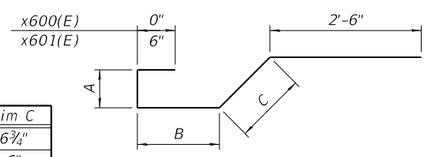
BAR d600(E)



BAR d601(E)

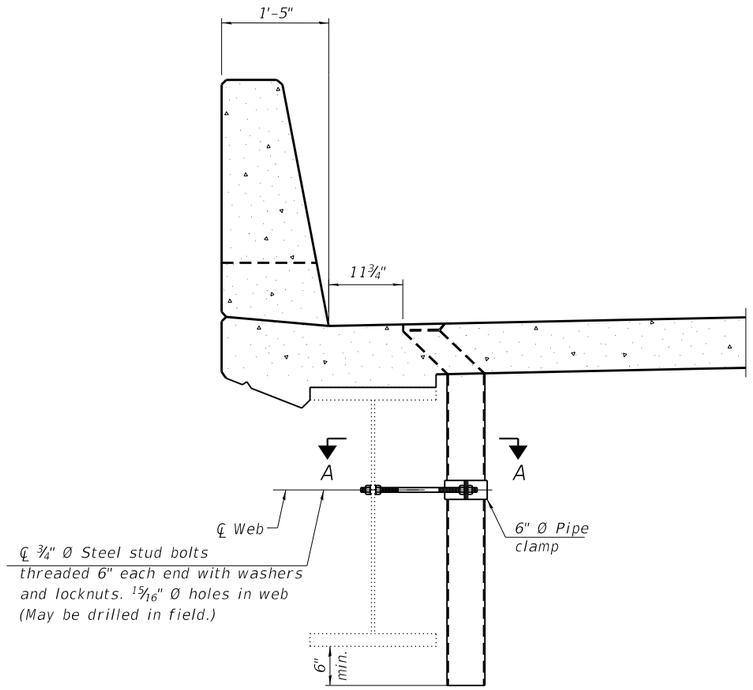


BAR a602(E)



Bar	Dim A	Dim B	Dim C
x600(E)	-	1'-5"	6¾"
x601(E)	8"	1'-6"	6"

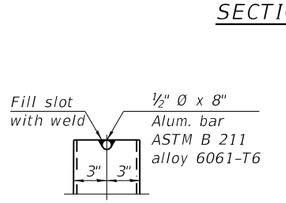
BAR x600(E), x601(E)



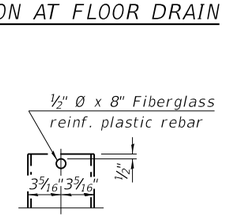
SECTION AT FLOOR DRAIN

BILL OF MATERIAL

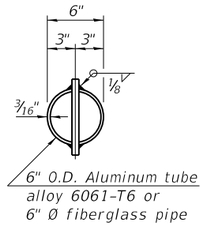
Bar	No.	Size	Length	Shape
a600(E)	520	#5	35'-8"	
a601(E)	421	#5	35'-4"	
a602(E)	1036	#6	8'-4"	
a603(E)	8	#5	2'-0"	
b600(E)	440	#5	28'-8"	
b601(E)	456	#5	26'-7"	
b602(E)	297	#6	16'-6"	
b603(E)	198	#6	20'-0"	
d600(E)	844	#5	7'-0"	
d601(E)	844	#5	6'-2"	
e600(E)	16	#4	12'-7"	
e601(E)	128	#4	6'-2"	
e602(E)	8	#4	32'-5"	
e603(E)	12	#4	25'-4"	
e604(E)	8	#4	32'-5"	
e605(E)	8	#4	12'-9"	
e606(E)	128	#4	17'-10"	
e607(E)	8	#4	12'-10"	
e608(E)	24	#4	24'-1"	
e609(E)	12	#4	25'-9"	
x600(E)	37	#5	4'-6"	
x601(E)	37	#5	5'-8"	
Reinforcement Bars, Epoxy Coated			Pound	103,350
Concrete Superstructure			Cu. Yd.	346.0



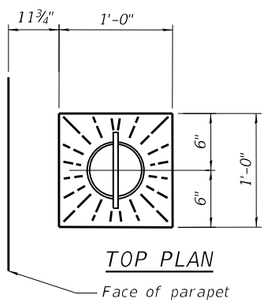
ALUMINUM TUBE



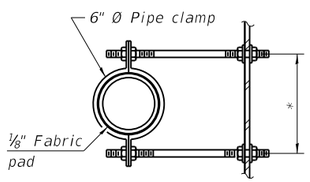
FIBERGLASS PIPE



TOP PLAN
(Showing aluminum tube)



TOP PLAN



SECTION A-A
*Dimension as required by pipe clamp

FLOOR DRAIN DETAILS

Notes:

The ⅛" Aluminum sheet shall conform to the requirements of 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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TranSystems

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	CHECKED - AMD	REVISED -	
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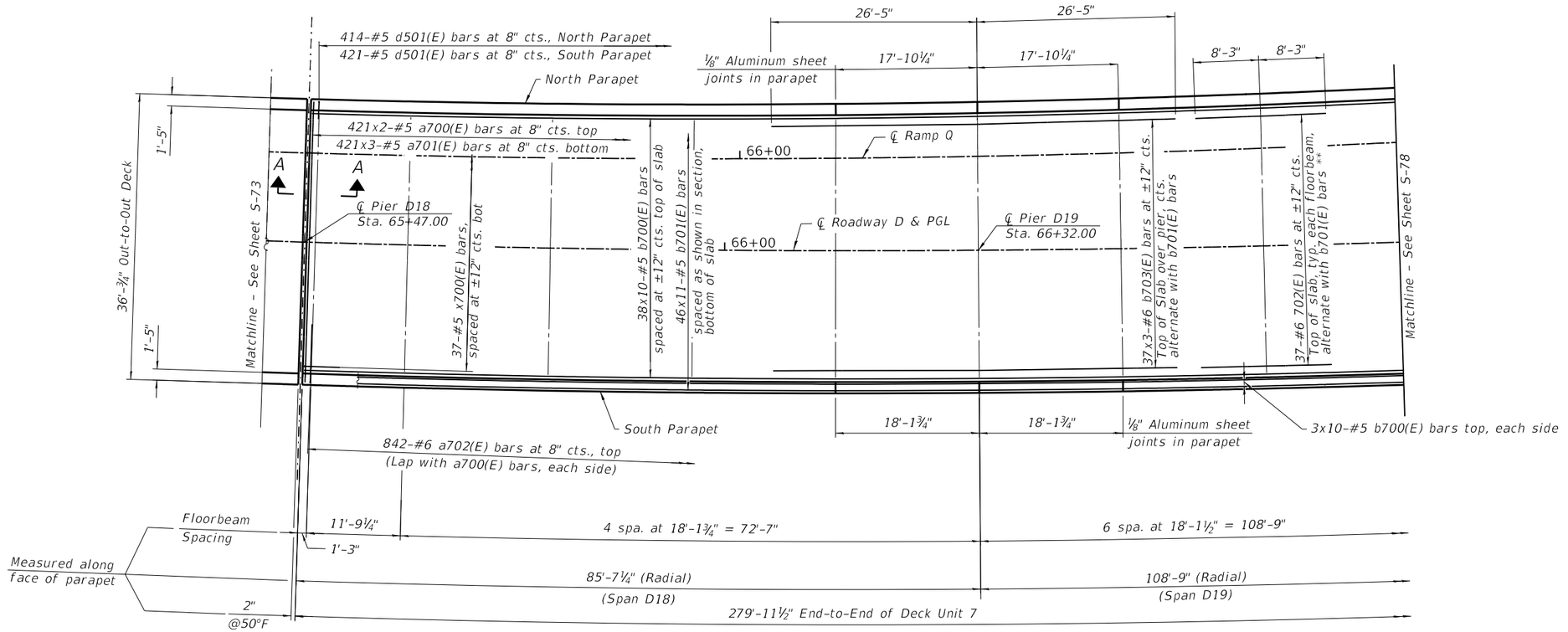
PLOT DATE = 7/16/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 6 - SUPERSTRUCTURE DETAILS
S.N. 082-0144

SHEET S-76 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	155
		CONTRACT NO. 76B55		
		ILLINOIS	FED. AID PROJECT	



DECK PLAN UNIT 7 - SPANS D18 & D19

** Bars b702(E) are to be installed as shown in the plan over each floorbeam where b703(E) are not used.

MINIMUM BAR LAP

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

Notes:

See sheet S-79 for section A-A, cross section and section thru parapet.

See sheet S-81 for superstructure details and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 length per line.

USER NAME = jmpattison	DESIGNED - HC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

DECK PLAN UNIT 7 - SPANS D18 & D19
S.N. 082-0144
SHEET S-77 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	156
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

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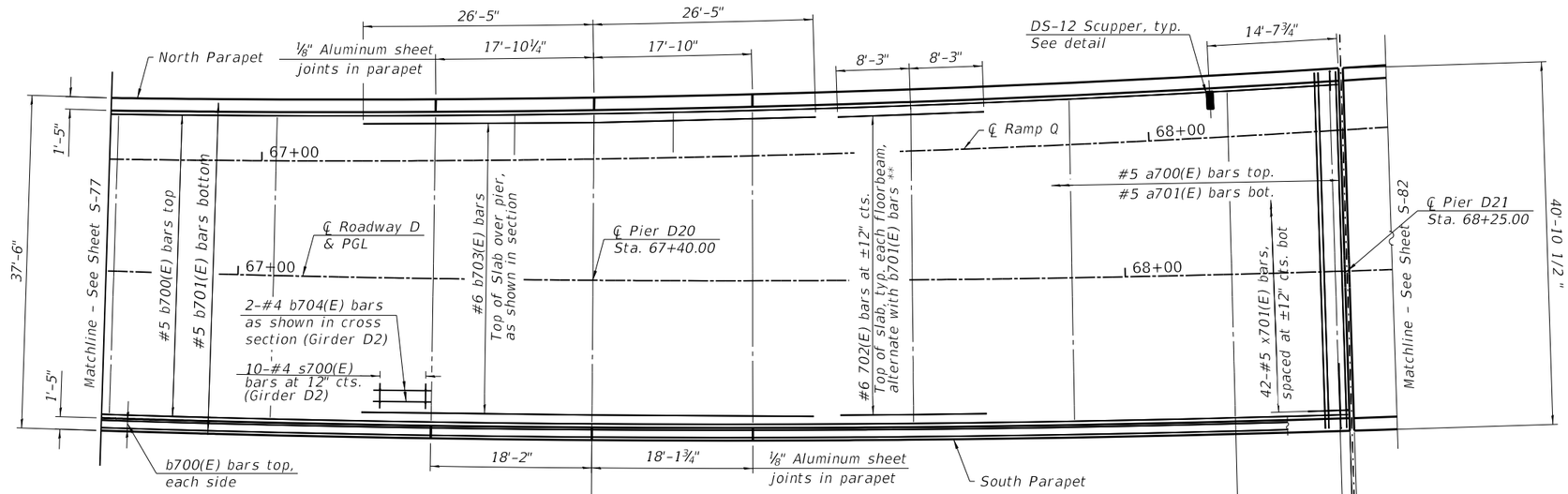
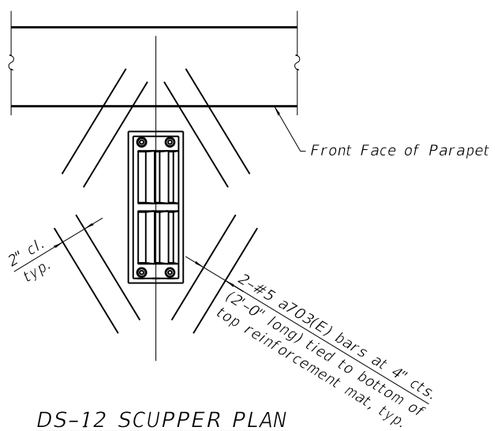


DECK PLAN UNIT 7 - SPANS D19 & D20



DS-12 SCUPPER PLAN

** Bars b702(E) are to be installed as shown in the plan over each floorbeam where b703(E) are not used.

MINIMUM BAR LAP

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

Notes:
See sheet S-79 for section A-A, cross section and section thru parapet.
See sheet S-81 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 length per line.

MODEL: Default
FILE NAME: pw:\\hq-pwint01.a-e.transysconp.com:transysconp-pw1\Documents\Projects_2020\CD404 - Chicago Downtown\P404200017 - Poplar Complex Roadway\304.00 - Bridge\304.02 -CADD\Sheets\DECK7-2 - DECK PLAN UNIT 7 - SPANS D19 & D20
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TranSystems

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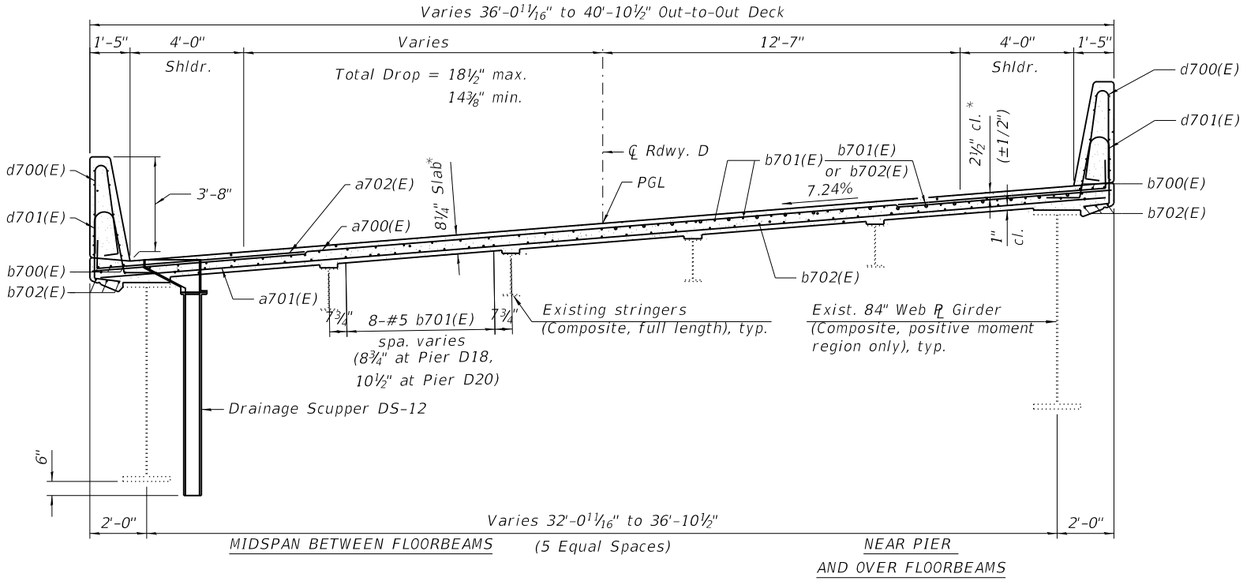
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 7 - SPANS D19 & D20
S.N. 082-0144
SHEET S-78 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	157
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

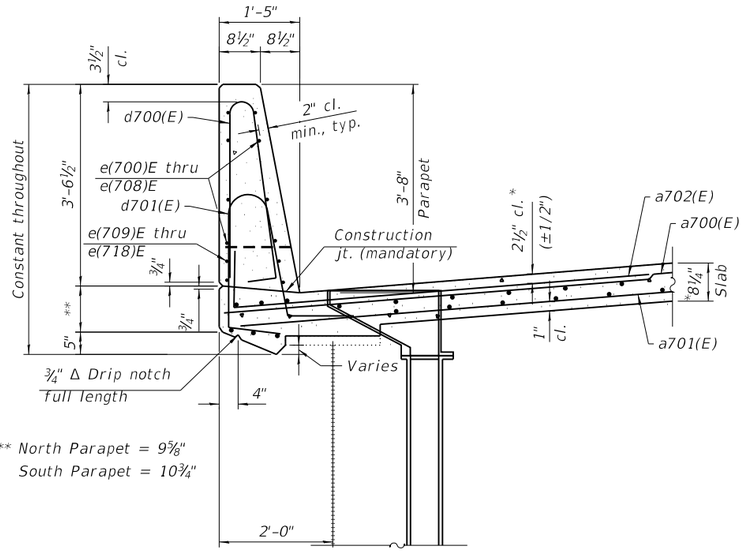


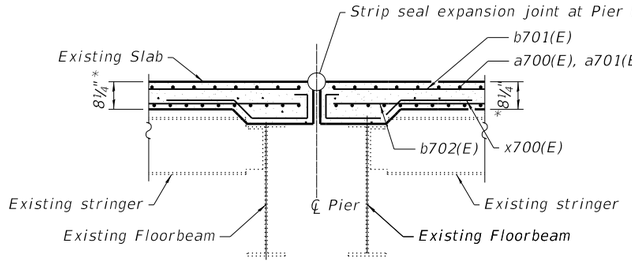
CROSS SECTION - SPANS D18 THRU D20

(Looking East)

SUPERELEVATION TRANSITIONS UNITS 7, 8, & 9	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 7.24%	Sta 65+21.12 - Sta. 72+13.87
℄ Rdwy. D; ℄ Ramp Q: 19'-0" @ 8.00%, 18'-2" @ 6.32%	Sta 72+26.92
℄ Rdwy. D; ℄ Ramp Q: 19'-0" @ 8.00%, 21'-8" @ 4.82%	Sta 72+71.76
℄ Rdwy. D; ℄ Ramp Q: 19'-0" @ 8.00%, 29'-11" @ 1.55%	Sta 73+59.00

Looking East

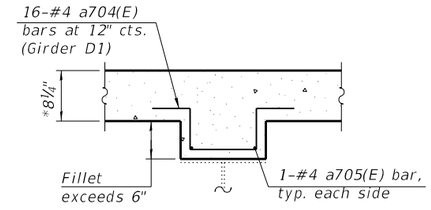




Section A-A

Looking North at Pier D18
Looking South at Pier D21
(See sheet S-114 for strip seal joint details)

*Prior to grinding



AT GIRDER

DEEP FILLET SECTION

Note: Estimated number of bars shown, verify in field.

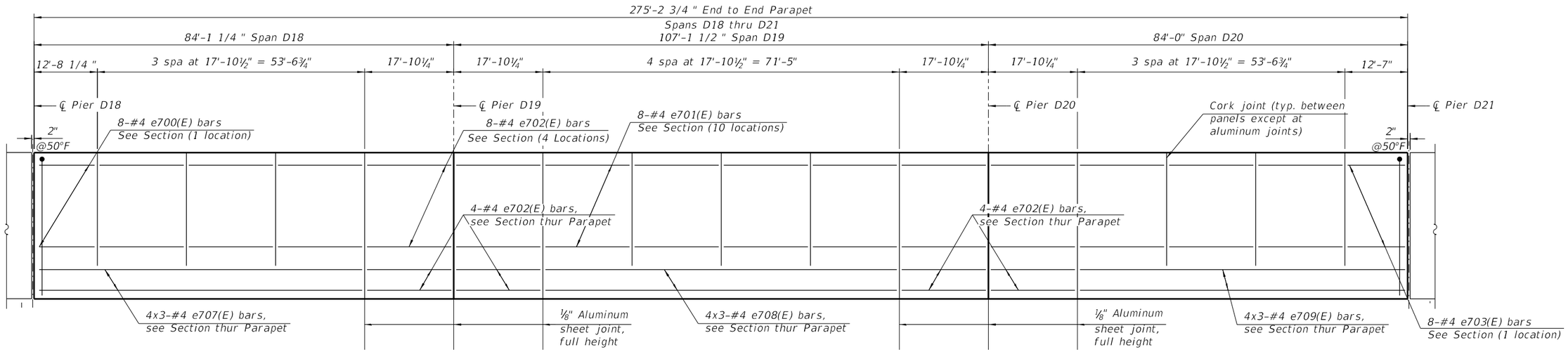
TranSystems

USER NAME = jmpattison	DESIGNED - HC	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

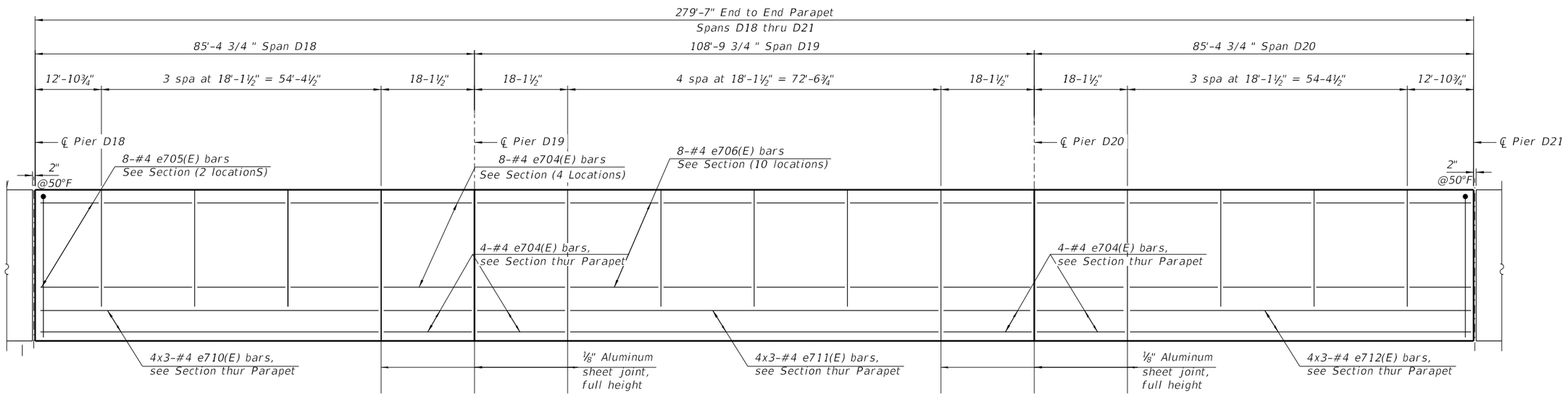
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 7 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-79 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	158
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET - SPANS D18 THRU D20



MIRRORED INSIDE ELEVATION OF SORTH PARAPET - SPANS D18 THRU D20

Notes:

Bars indicated thus 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-79 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with concrete superstructure.

MODEL: Default
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		CHECKED - AMD	REVISED -	
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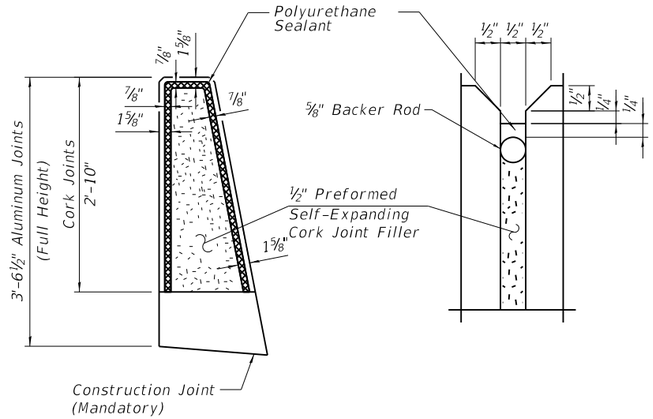
	PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 7 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-80 OF S-183 SHEETS

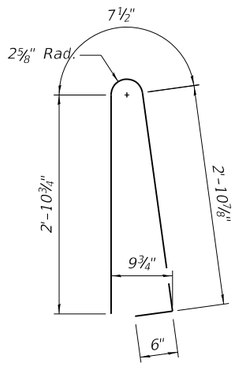
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	159
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



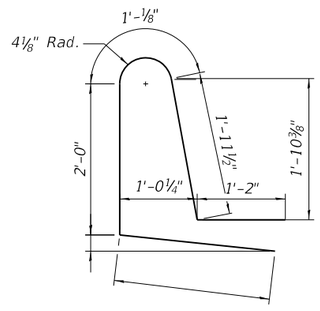
PARAPET JOINT DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a700(E)	842	#5	22'-0"	
a701(E)	1263	#5	15'-5"	
a702(E)	842	#6	8'-4"	
a703(E)	8	#5	2'-0"	
b700(E)	440	#5	30'-8"	
b701(E)	506	#5	28'-3"	
b702(E)	333	#6	16'-6"	
b703(E)	222	#6	20'-0"	
d700(E)	835	#5	6'-11"	
d701(E)	835	#5	7'-2"	
e700(E)	8	#4	12'-5"	
e701(E)	128	#4	17'-7"	
e702(E)	8	#4	12'-3"	
e703(E)	128	#4	17'-10"	
e704(E)	16	#4	12'-8"	
e705(E)	12	#4	23'-8"	
e706(E)	12	#4	25'-4"	
e707(E)	12	#4	23'-7"	
e708(E)	24	#4	24'-0"	
e709(E)	12	#4	25'-9"	
e710(E)	12	#4	24'-0"	
s700(E)	10	#4	2'-6"	
x700(E)	37	#5	5'-3"	
x701(E)	42	#5	5'-6"	
Reinforcement Bars, Epoxy Coated			Pound	111,480
Concrete Superstructure			Cu. Yds.	365.6



BAR d700(E)



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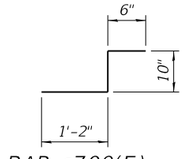
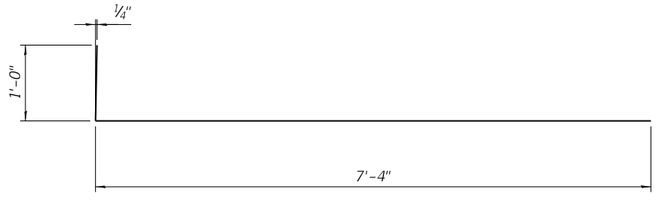
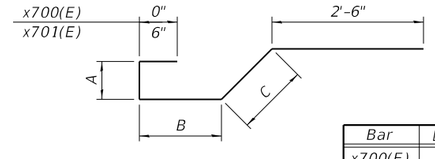


BAR s700(E)



BAR a702(E)



Bar	Dim A	Dim B	Dim C
x700(E)	8 1/2"	1'-6"	6 1/2"
x701(E)	7"	1'-6"	5"

BAR x700(E)

Notes:

The 1/8" Aluminum sheet shall be the 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.

TranSystems

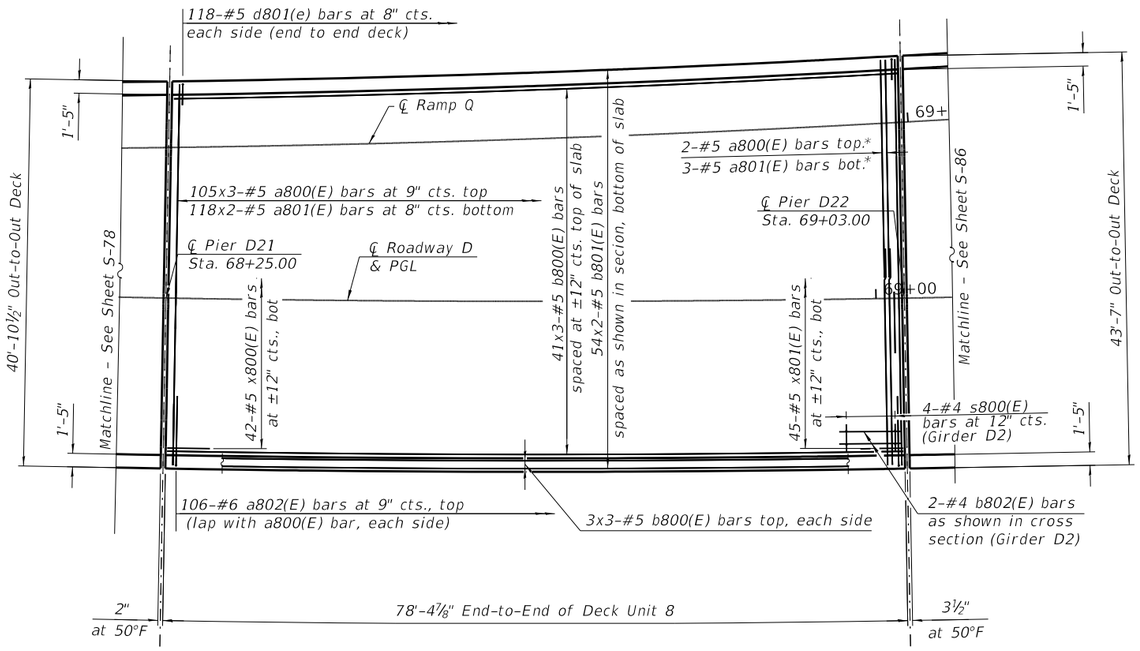
USER NAME = jmpattison	DESIGNED - HC	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/31/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 7 - SUPERSTRUCTURE DETAILS
S.N. 082-0144

SHEET S-81 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	160
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



* a800(E) and a801(E) bars are to be installed thru finger plate stools on either side of the joint. See finger joint details.

DECK PLAN UNIT 8 - SPAN D21

MINIMUM BAR LAP

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

Notes:
See sheet S-83 for section A-A, cross section and section thru parapet.
See sheet S-85 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 length per line.

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TranSystems

USER NAME = jmpattison	DESIGNED - HC	REVISED -	
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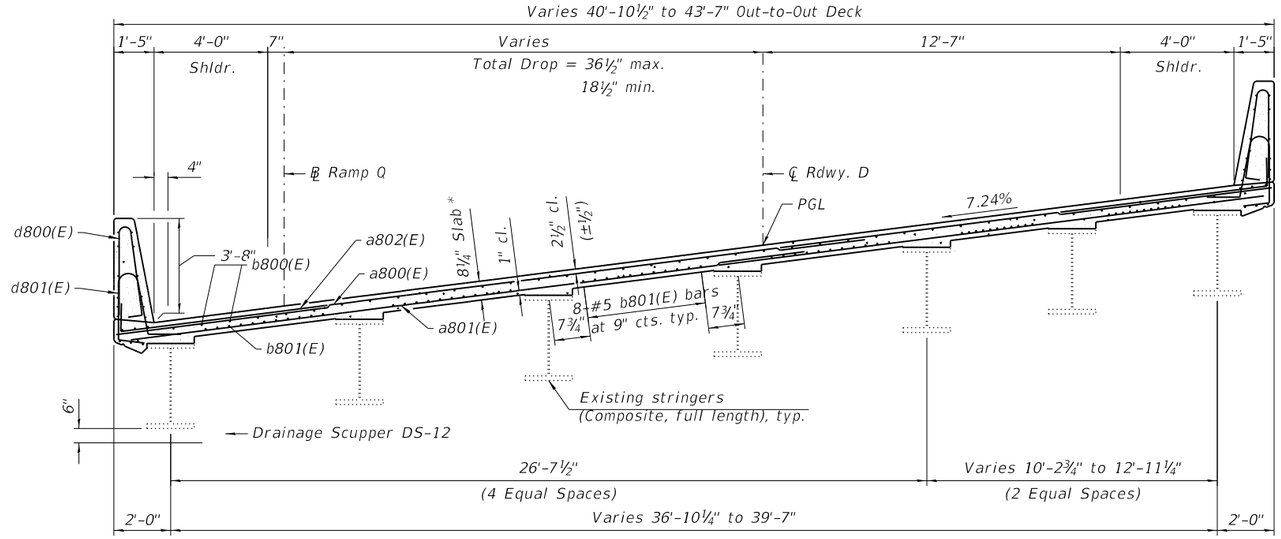
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 8 - SPAN D21
S.N. 082-0144
SHEET S-82 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	161
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



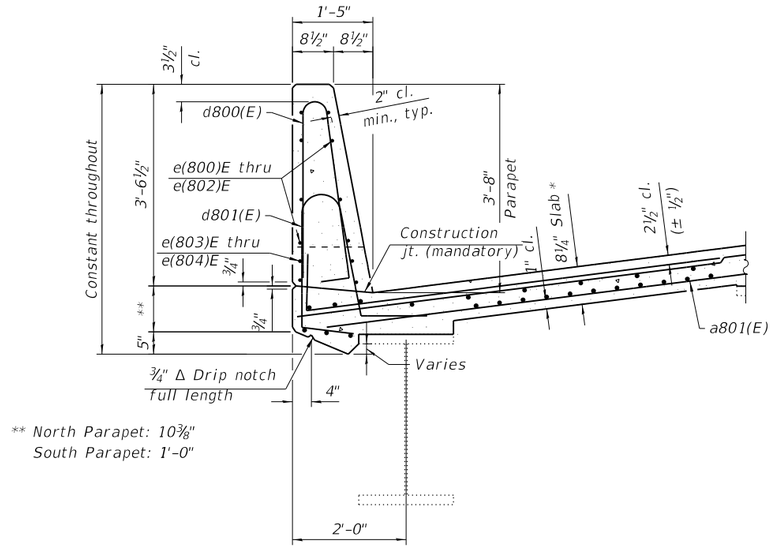
CROSS SECTION - SPAN D21

(Looking East)

* Prior to Grindng

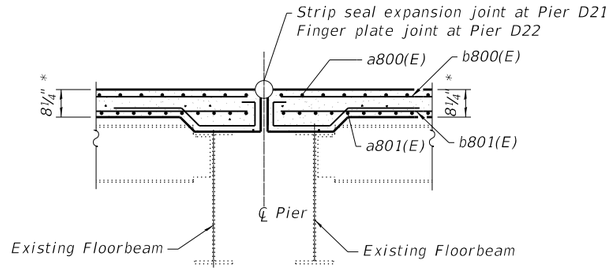
SUPERELEVATION TRANSITIONS UNITS 7, 8, & 9	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 7.24%	Sta 65+21.12 – Sta. 72+13.87
℄ Rdwy. D; ℄ Ramp Q — 19'-0" (8.00%), 18'-2" (6.32%)	Sta 72+26.92
℄ Rdwy. D; ℄ Ramp Q — 19'-0" (8.00%), 21'-8" (4.82%)	Sta 72+71.76
℄ Rdwy. D; ℄ Ramp Q — 19'-0" (8.00%), 29'-11" (1.55%)	Sta 73+59.00

Looking East



** North Parapet: 10⅜"
South Parapet: 1'-0"

SECTION THROUGH PARAPET



Section A-A

Looking North at Pier D21
Looking South at Pier D22

Notes:
See sheet S-110 for joint information.

TranSystems

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	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 8 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-83 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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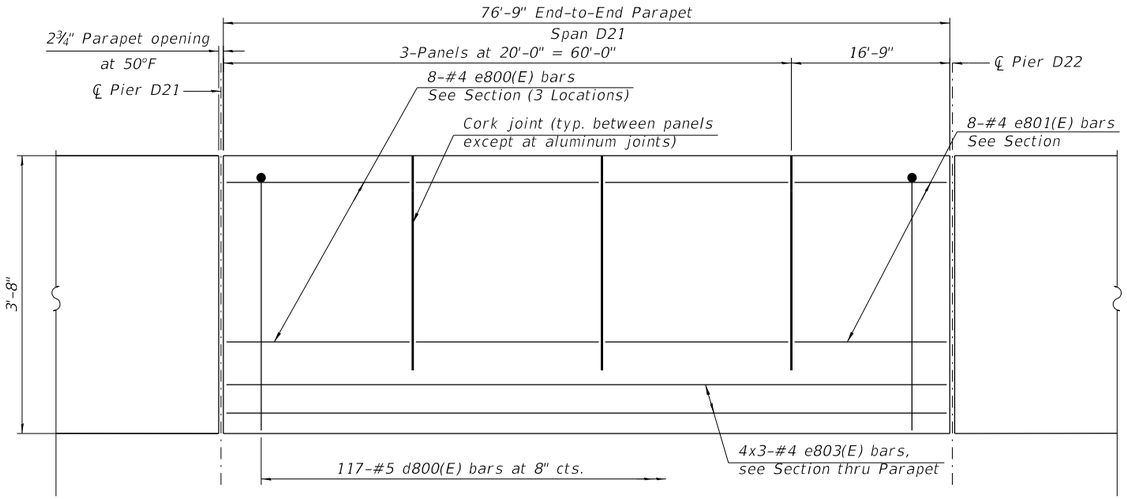
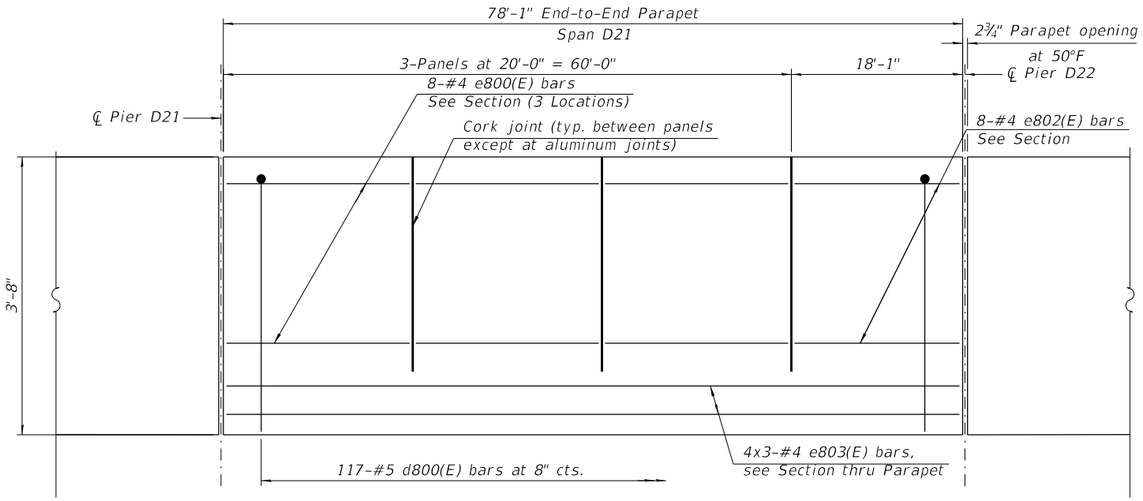
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF NORTH PARAPET - SPANS D21



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D21

Notes:

Bars indicated Locations: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-83 of S-183.

TranSystems

USER NAME = jmpattison	DESIGNED - HC	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 8 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-84 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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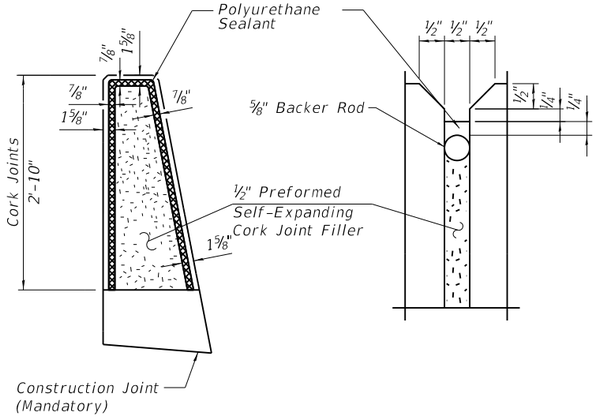
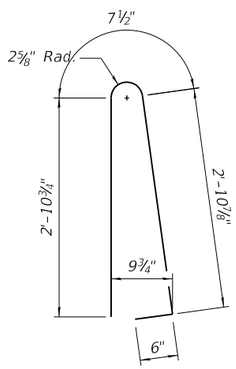
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



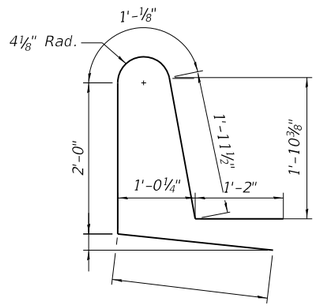
PARAPET JOINT DETAIL

BILL OF MATERIAL

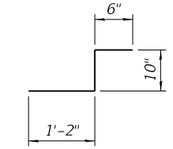
Bar	No.	Size	Length	Shape
a800(E)	320	#5	16'-6"	
a801(E)	236	#5	23'-4"	
a802(E)	106	#6	8'-4"	
b800(E)	141	#5	28'-0"	
b801(E)	108	#5	40'-8"	
b802(E)	2	#4	4'-0"	
d800(E)	234	#5	7'-0"	
d801(E)	234	#5	6'-2"	
e800(E)	48	#4	19'-8"	
e801(E)	8	#4	16'-5"	
e802(E)	8	#4	17'-9"	
e803(E)	12	#4	27'-1"	
e804(E)	12	#4	27'-7"	
s800(E)	5	#4	3'-0"	
x800(E)	42	#5	5'-3"	
x801(E)	45	#5	4'-5"	
Reinforcement Bars, Epoxy Coated			Pound	41,810
Concrete Superstructure			Cu. Yd.	111.2



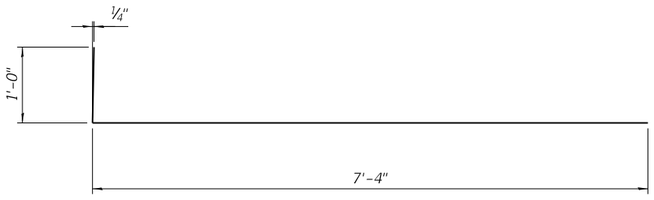
BAR d800(E)



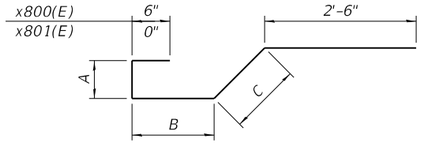
BAR d801(E)



BAR s800(E)



BAR a802(E)



BAR x800(E), x801(E)

Bar	Dim A	Dim B	Dim C
x800(E)	6"	1'-6"	3"
x801(E)	-	1'-5"	6"

TranSystems

USER NAME = jmpattison	DESIGNED - HC	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - HC	REVISED -	
PLOT DATE = 7/16/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 8 - SUPERSTRUCTURE DETAILS
S.N. 082-0144
SHEET S-85 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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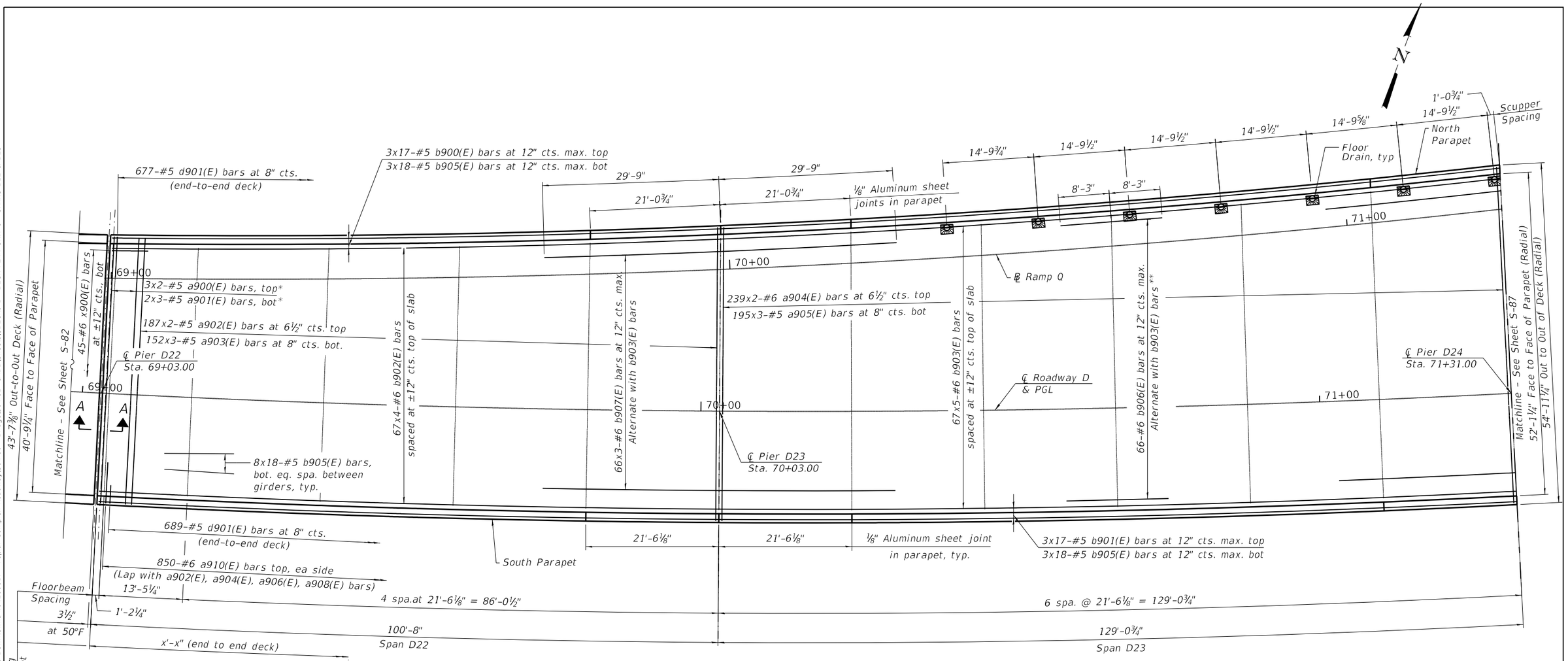
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



DECK PLAN UNIT 9 – SPANS D22 & D23

* a900(E) and a901(E) bars are to be installed thru finger plate stools. See finger joint details.

** Bars b906(E) are to be installed as shown in the plan over each floorbeam where b907(E) are not used.

MINIMUM BAR LAP

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

Notes:
See sheet S-88 for cross section thru slab
See sheet S-91 for superstructure details and Bill of Material
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

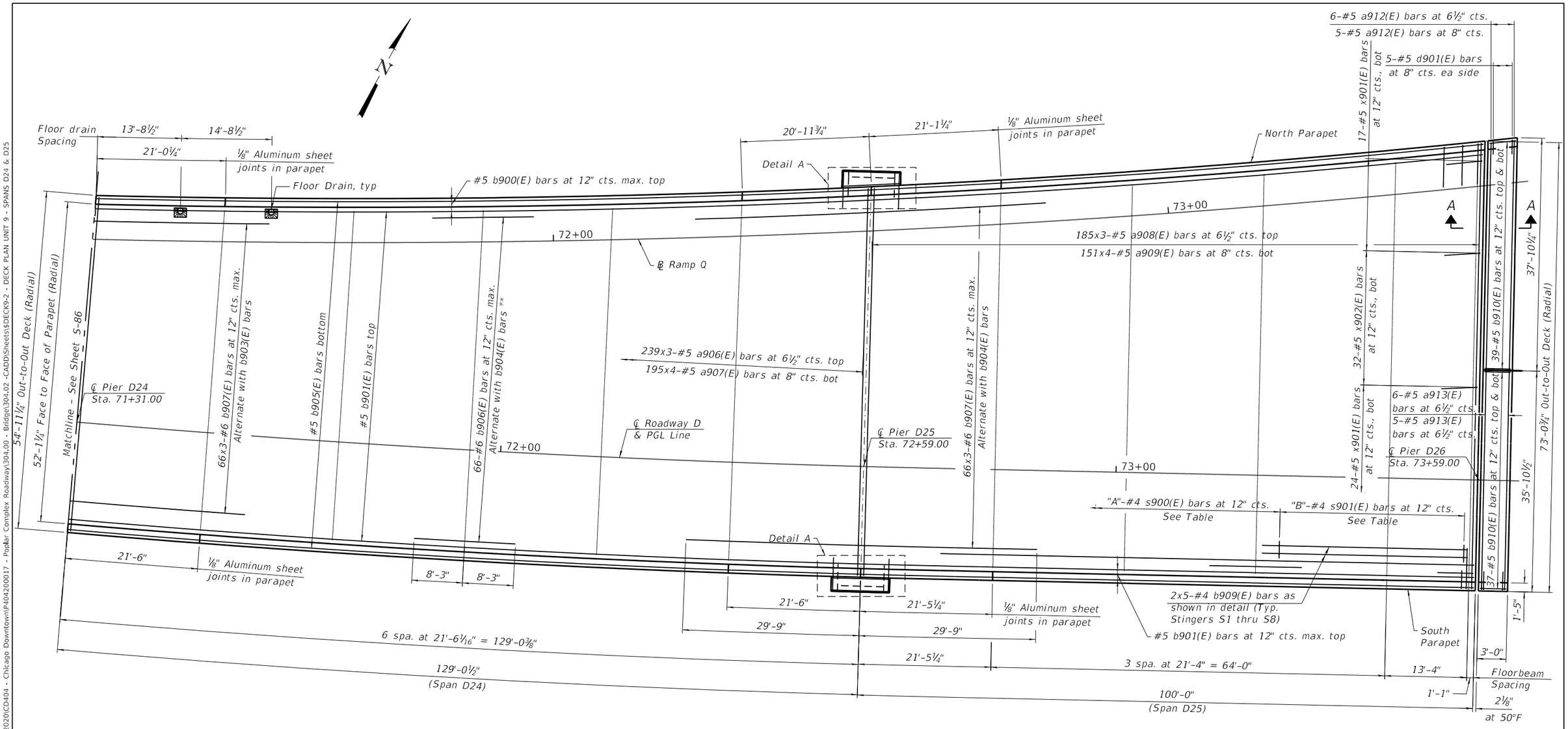
TranSystems

USER NAME = jmpatlison	DESIGNED - JMP	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 16.0000 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 9 - SPANS D22 & D23
S.N. 082-0144
SHEET S-86 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	165
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



DECK PLAN UNIT 9 - SPANS D24 & D25

** Bars b906(E) are to be installed as shown in the plan over each floorbeam where b907(E) bars are not used.

FILLET REINFORCEMENT TABLE

Girder/ Stringer	"A"	"B"
S1	79	-
S2	55	26
S3	33	58
S4	44	47
S5	65	15
S6	72	9
S7	79	-
S8	79	-

MINIMUM BAR LAP

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

Notes:
See sheet S-88 for section B-B, cross section and section thru parapet.
See sheet S-91 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: Default
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TranSystems

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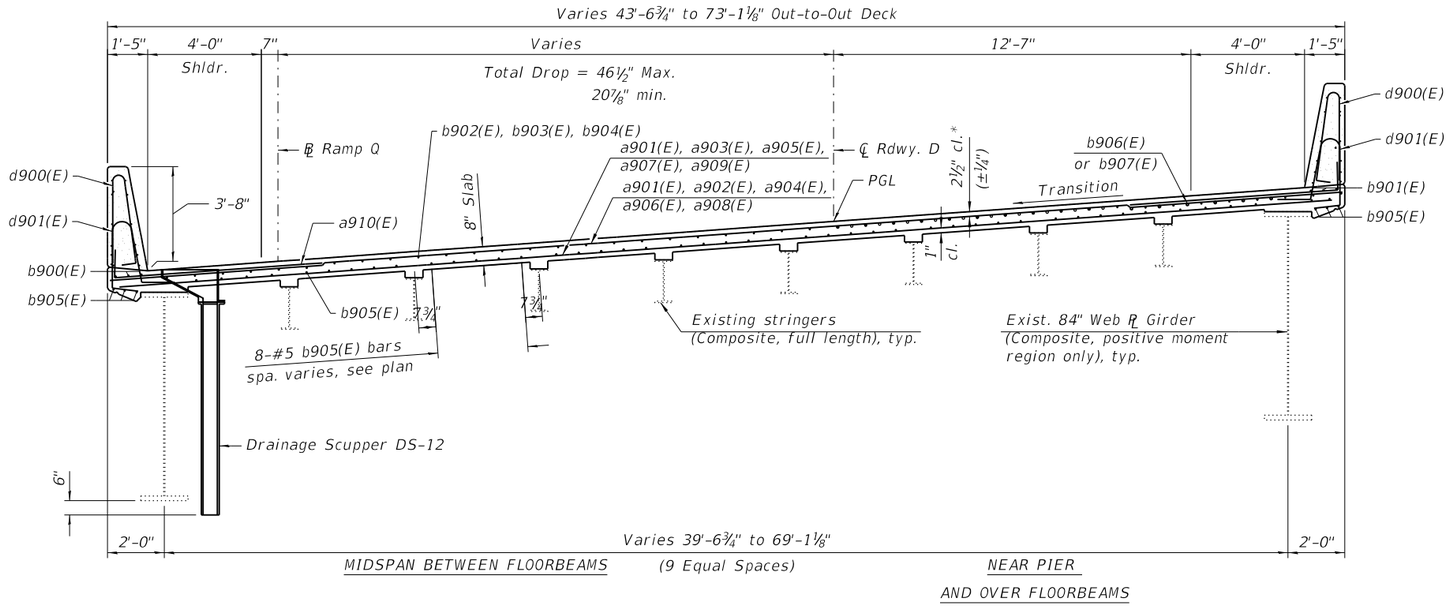
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 9 - SPANS D24 & D25
S.N. 082-0144
SHEET S-87 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	166
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

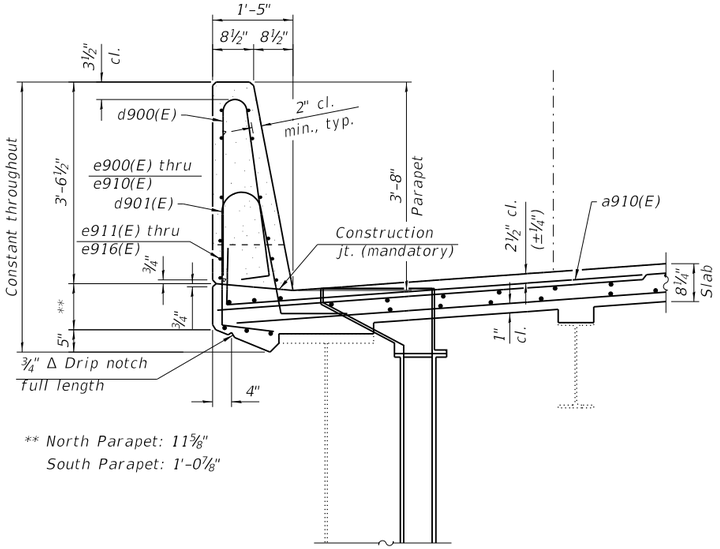


CROSS SECTION - SPANS D22 THRU D25

(Looking East)

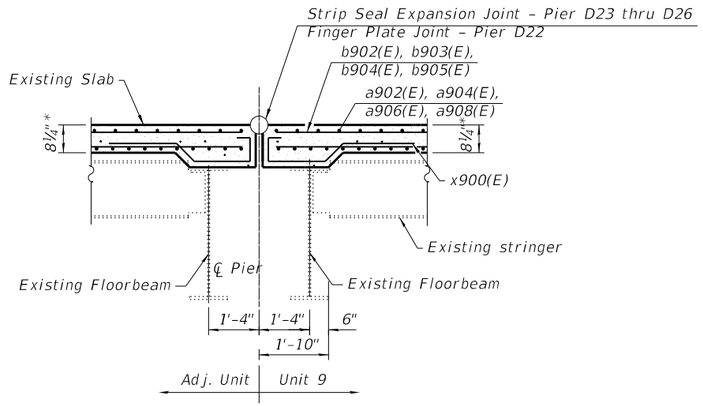
SUPERELEVATION TRANSITIONS UNITS 7, 8, & 9	
CROSS-SLOPE	LOCATION
℄ Rdwy. D — 7.24%	Sta 65+21.12 - Sta. 72+13.87
℄ Rdwy. D; ℄ Ramp Q — 19'-0" / 18'-2"; 8.00% / 6.32%	Sta 72+26.92
℄ Rdwy. D; ℄ Ramp Q — 19'-0" / 21'-8"; 8.00% / 4.82%	Sta 72+71.76
℄ Rdwy. D; ℄ Ramp Q — 19'-0" / 29'-11"; 8.00% / 1.55%	Sta 73+59.00

Looking East



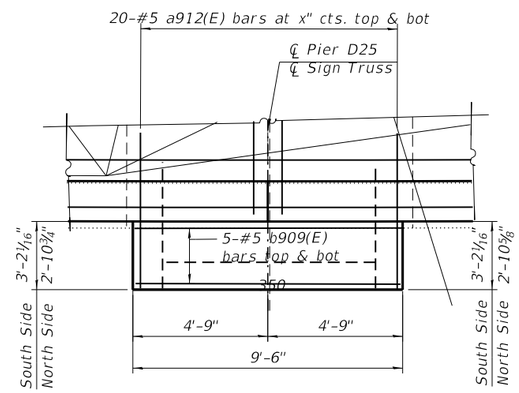
** North Parapet: 11⅝"
South Parapet: 1'-0⅞"

SECTION THROUGH PARAPET



Section A-A

Looking North at Pier D22
Looking South at Pier D26
(See sheet S-120 for finger plate joint details)
(See sheet S-110 for strip seal joint details)



DETAIL A

(South side shown, north side similar, mirrored)
* Equally spaced bars, fan as required

Notes:
See sheet S-136 for DS-12 Scupper.
See sheet S-110 for joint information.

MODEL: Default
FILE NAME: pw:\\hq-pwint01a-e.transystems.com:transyscorp-pw1\Documents\Projects_2020\CD404 - Chicago Downtown\P404200017 - Poplar Complex Roadway\304.00 - Bridge\304.02 -CADD\Sheets\$DECK9-3 - DECK PLAN UNIT 9 - TYPICAL SECTIONS & DETAILS

7/15/2020 2:56:55 PM

TranSystems

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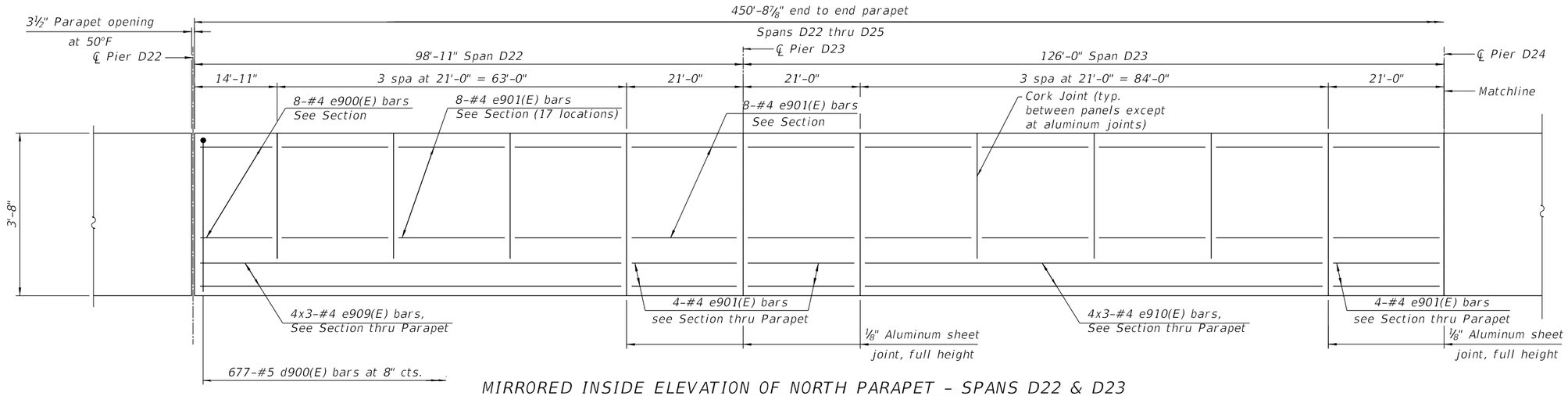
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

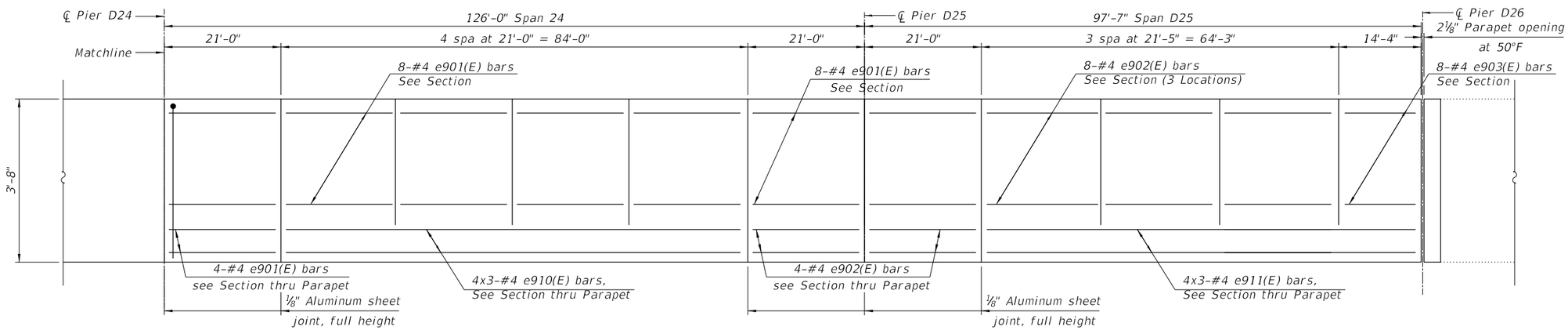
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 9 - TYPICAL SECTIONS & DETAILS
S.N. 082-0144
SHEET S-88 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	167
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



MIRRORED INSIDE ELEVATION OF NORTH PARAPET - SPANS D22 & D23



MIRRORED INSIDE ELEVATION OF NORTH PARAPET - SPANS D24 & D25

Notes:

Bars indicated Locations: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-88 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with concrete. Co st included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

TranSystems

USER NAME = jmpattison	DESIGNED - JMP	REVISED -	
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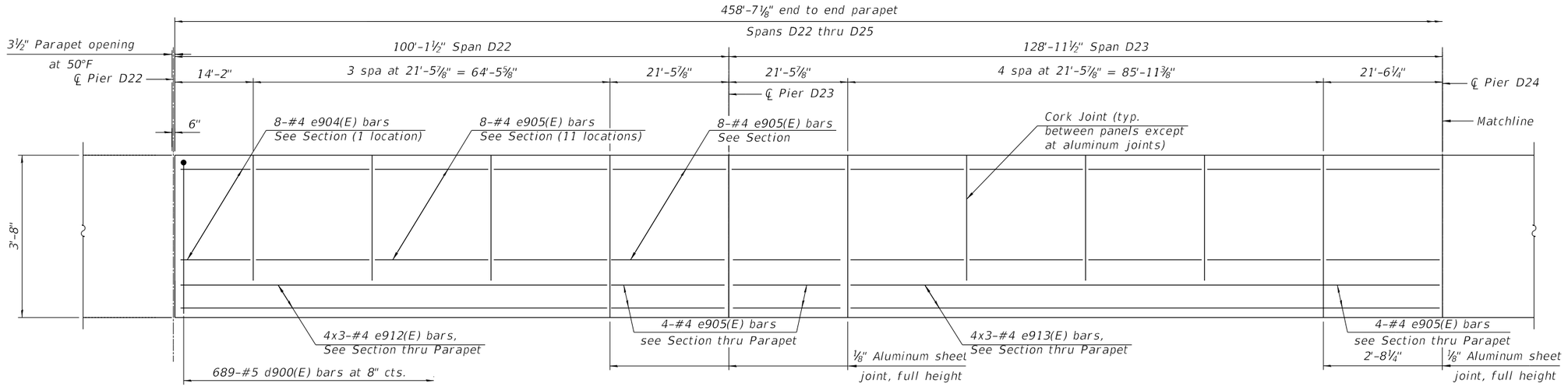
PLOT SCALE = 21.3333 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

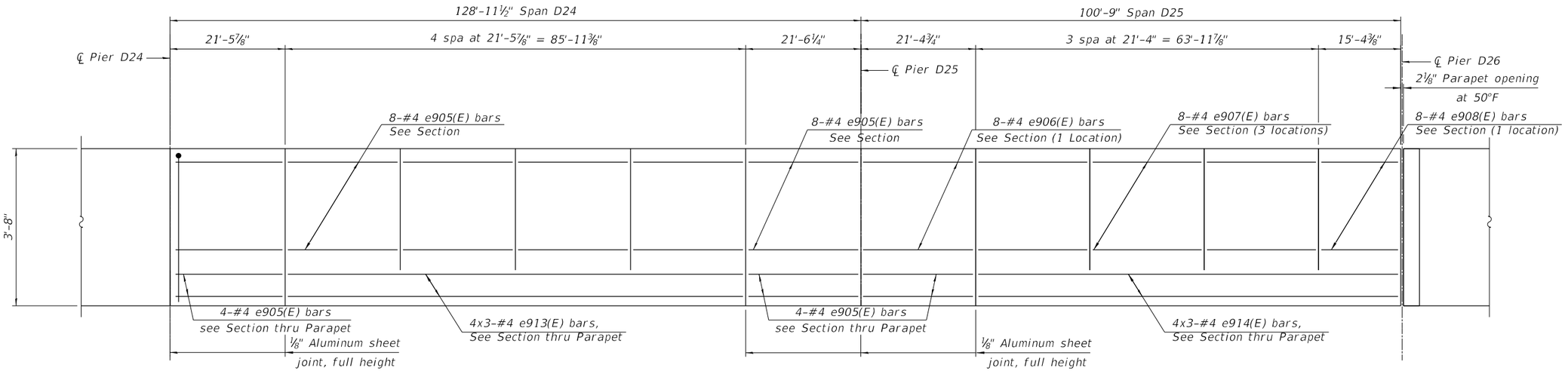
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 9 - PARAPET ELEVATIONS
S.N. 082-0144
SHEET S-89 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	168
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D22 & D23



MIRRORED INSIDE ELEVATION OF SOUTH PARAPET - SPANS D24 & D25

Notes:

Bars indicated Locations: 1x4-#8 etc. indicates one line of bars with 4 lengths per line.

For section through parapet, see sheet S-88 of S-183.

The ⅛" Aluminum Sheet shall be ASTM B209 Alloy 3003-H14 and coated to minimize reaction with concrete. Co st included with Concrete Superstructure.

The Polyurethene Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

TranSystems

USER NAME = jmpattison	DESIGNED - JMP	REVISED -	
	CHECKED - AMD	REVISED -	
PLOT SCALE = 21.3333 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 9 - PARAPET ELEVATIONS
S.N. 082-0144

SHEET S-90 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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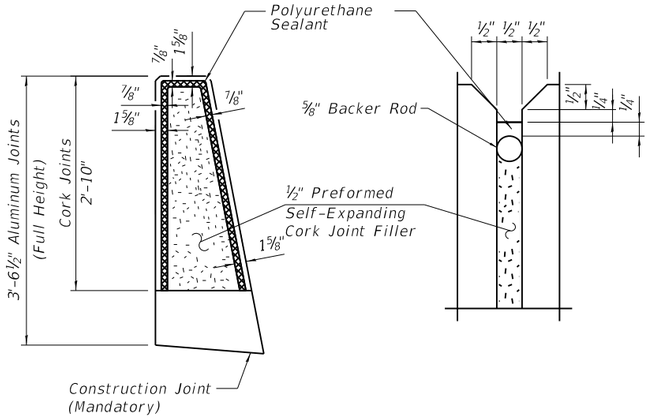
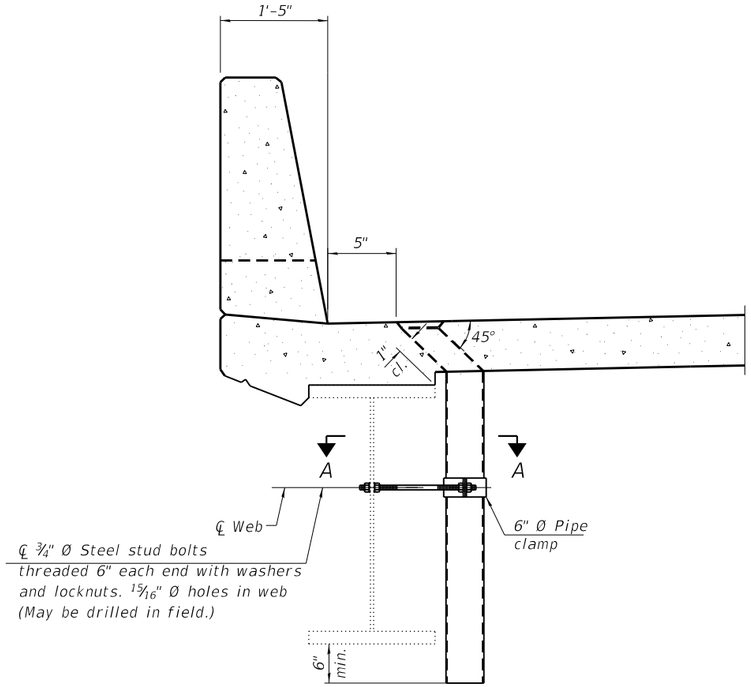
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



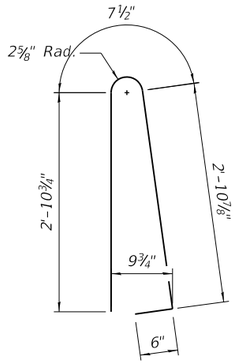
PARAPET JOINT DETAIL



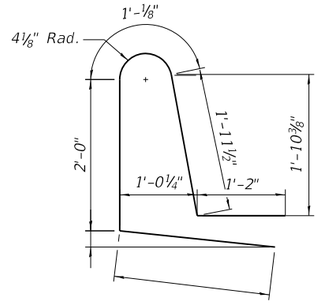
SECTION AT FLOOR DRAIN

BILL OF MATERIAL

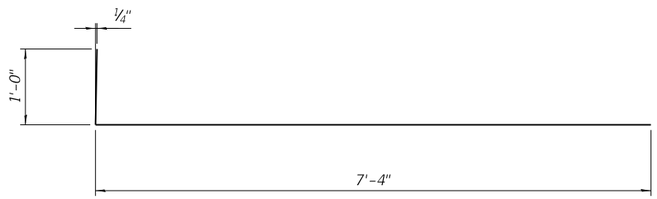
Bar	No.	Size	Length	Shape
a900(E)	6	#5	25'-7"	
a901(E)	6	#5	18'-3"	
a902(E)	374	#5	25'-4"	
a903(E)	456	#5	18'-1"	
a904(E)	478	#5	29'-1"	
a905(E)	585	#5	20'-6"	
a906(E)	717	#5	23'-5"	
a907(E)	780	#5	18'-4"	
a908(E)	555	#5	26'-7"	
a909(E)	604	#5	20'-10"	
a910(E)	1700	#5	8'-4"	
a911(E)	11	#5	37'-7"	
b900(E)	51	#5	29'-10"	
b901(E)	51	#5	30'-4"	
b902(E)	268	#5	27'-9"	
b903(E)	670	#5	28'-8"	
b904(E)	268	#5	27'-7"	
b905(E)	1404	#5	28'-10"	
b906(E)	792	#6	16'-6"	
b907(E)	594	#6	22'-3"	
b908(E)	80	#4	20'-7"	
d900(E)	1366	#5	6'-11"	
d901(E)	1366	#5	7'-2"	
e900(E)	8	#4	13'-10"	
e901(E)	160	#4	20'-8"	
e902(E)	48	#4	21'-1"	
e903(E)	8	#4	14'-6"	
e904(E)	8	#4	14'-7"	
e905(E)	108	#4	21'-2"	
e906(E)	8	#4	21'-2"	
e907(E)	24	#4	21'-0"	
e908(E)	8	#4	15'-1"	
e909(E)	12	#4	27'-6"	
e910(E)	24	#4	29'-7"	
e911(E)	12	#4	27'-11"	
e912(E)	12	#4	27'-11"	
e913(E)	24	#4	30'-2"	
e914(E)	12	#4	27'-9"	
s900(E)	506	#4	3'-0"	
s901(E)	155	#4	3'-8"	
x900(E)	119	#5	4'-7"	
x901(E)	41	#5	7'-0"	
x902(E)	32	#5	7'-10"	
Reinforcement Bars, Epoxy Coated			Pound	273,030
Concrete Superstructure			Cu. Yd.	830.3



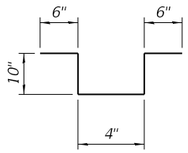
BAR d900(E)



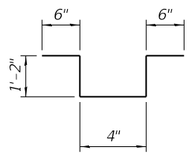
BAR d901(E)



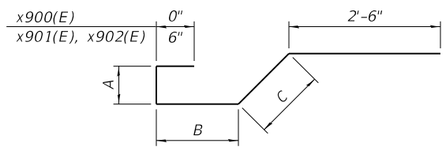
BAR a910(E)



BAR s900(E)

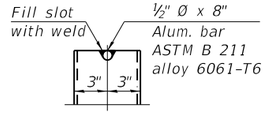


BAR s901(E)

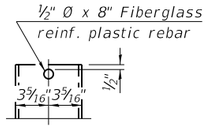


BAR x900(E) thru x902(E)

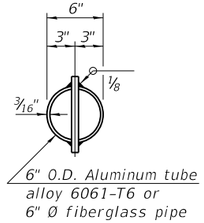
Bar	Dim A	Dim B	Dim C
x900(E)	–	1'-5"	8"
x901(E)	1'-2½"	1'-6"	1'-3"
x902(E)	1'-6½"	1'-6"	1'-9"



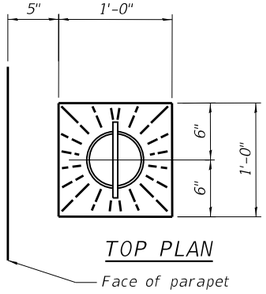
ALUMINUM TUBE



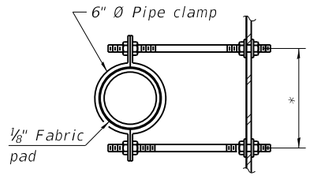
FIBERGLASS PIPE



TOP PLAN
(Showing aluminum tube)



TOP PLAN



SECTION A-A
*Dimension as required by pipe clamp

FLOOR DRAIN DETAILS

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum.

The exterior surfaces of the floor drains shall be coated to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

Stud bolts shall conform to the requirements of ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The ⅛" Aluminum sheet shall be the 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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TranSystems

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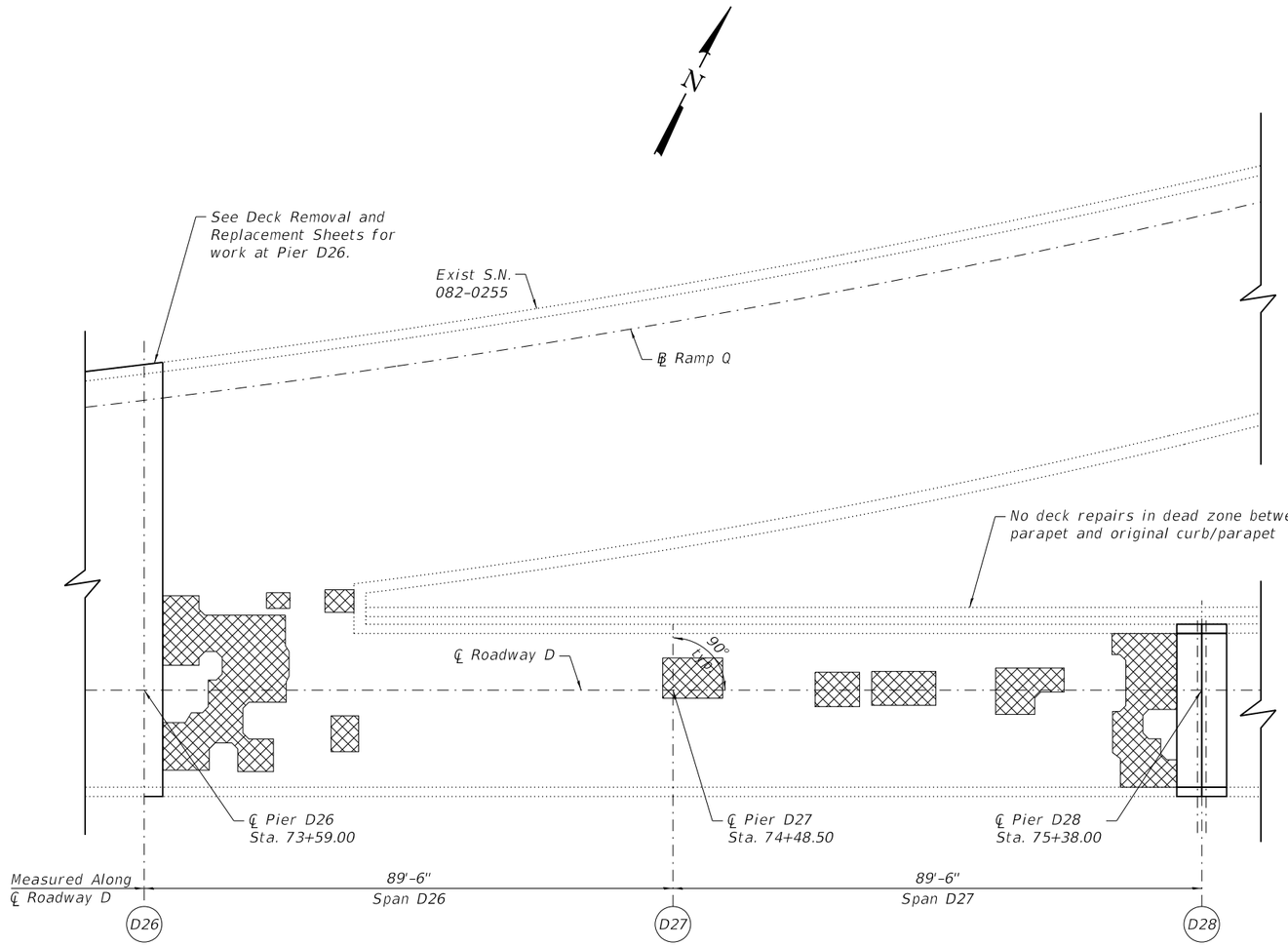
	CHECKED - AMD	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/31/2020	CHECKED - AMD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 9 - SUPERSTRUCTURE DETAILS
S.N. 082-0144
SHEET S-91 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	170
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



PLAN (SPANS D26 & D27)

SPAN	PARTIAL DEPTH REPAIRS (Sq Yd)	FULL DEPTH REPAIRS (Sq Yd)	TOTAL (Sq Yd)
D27	56	8	63
D28	53	6	59

Deck Slab Repair

Note:
Deck sounding was performed in April 2020, with quantities increased to account for anticipated growth.
The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operation begin.
For details of full depth or partial depth patching, see Sheet S-167 of S-183 .
Surface preparation and application of a concrete sealer shall extend across the entire top surface of the deck and the tops and inside vertical faces of the parpets.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	7
Deck Slab Repair (Full Depth, Type II)	Sq Yd	7
Deck Slab Repair (Partial)	Sq Yd	109
Bridge Deck Concrete Sealer	Sq Yd	5678

WJE ENGINEERS ARCHITECTS MATERIAL SCIENTISTS
Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.9595 fax
www.wje.com

USER NAME = lsalas	DESIGNED - SMG	REVISED -
	CHECKED - RW	REVISED -
PLOT SCALE = 0.1667 ' / In.	DRAWN - LM	REVISED -
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING REPAIRS, SPANS D26 & D27
S.N. 082-0144
SHEET S-92 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	171
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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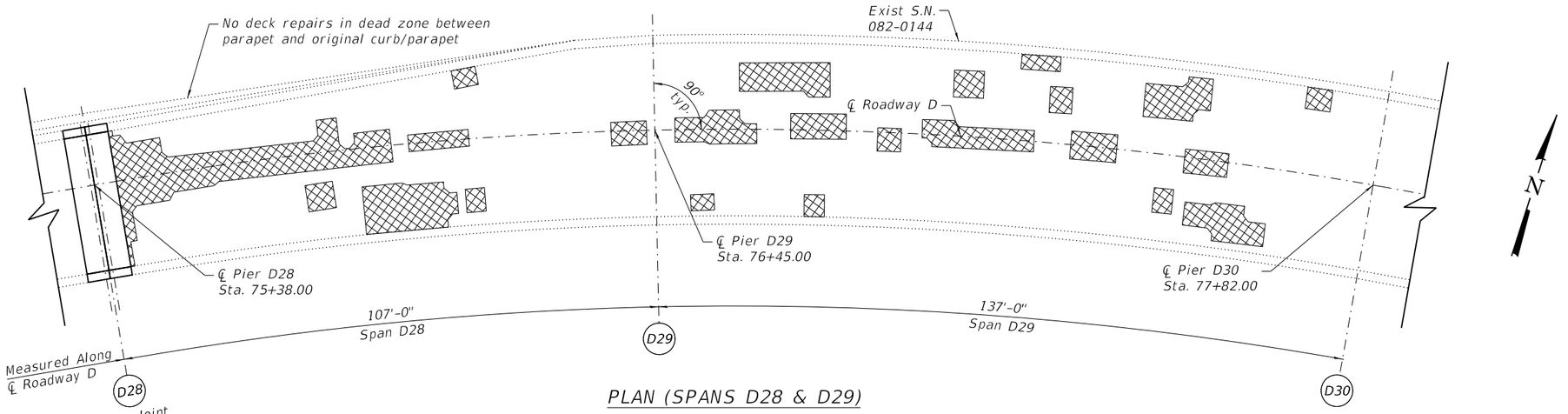
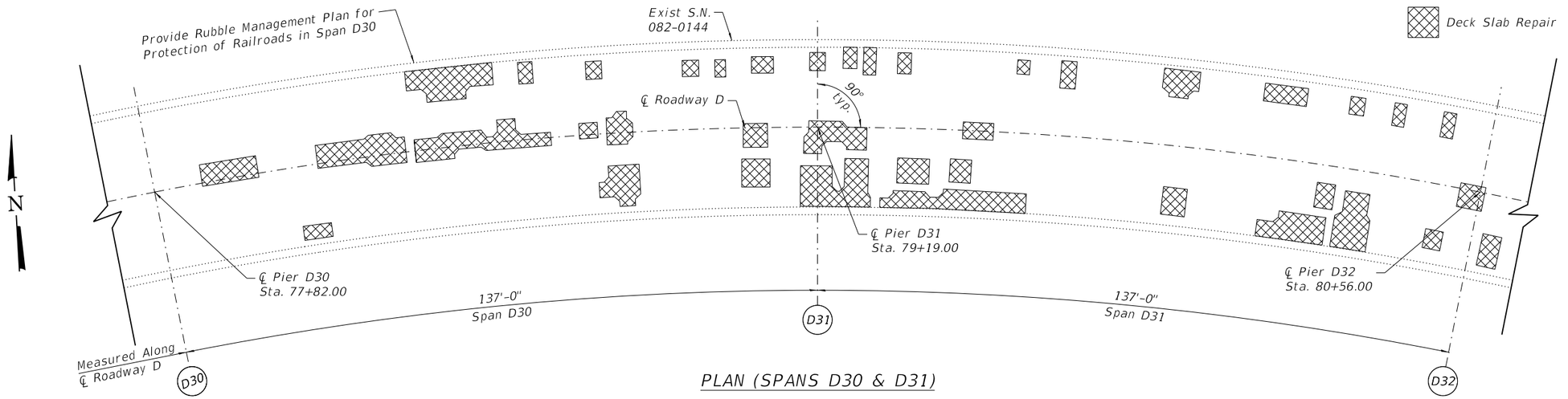


PLAN (SPANS D28 & D29)

SPAN	PARTIAL DEPTH REPAIRS (Sq Yd)	FULL DEPTH REPAIRS (Sq Yd)	TOTAL (Sq Yd)
D28	79	10	89
D29	85	10	95
D30	75	10	85
D31	85	10	95



PLAN (SPANS D30 & D31)

Note:

Deck sounding was perfomed in April 2020 with quantities increased to account for anticipated growth.

The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

For details of full depth or partial depth patching, see Sheet S-167 ofS-183 .

Surface preparation and application of a concrete sealer shall extend across the entire top surface of the deck and the tops and inside vertical faces of the parapets.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	20
Deck Slab Repair (Full Depth, Type II)	Sq Yd	20
Deck Slab Repair (Partial)	Sq Yd	324
Bridge Deck Concrete Sealer	Sq Yd	20407

WJE ENGINEERS ARCHITECTS MATERIAL SCIENTISTS
Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.9595 fax
www.wje.com

USER NAME = lsalas	DESIGNED - SMG	REVISED -	
	CHECKED - RW	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LM	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING REPAIRS, SPANS D28 THRU D31
S.N. 082-0144

SHEET S-93 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	172
		CONTRACT NO. 76B55		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - W026 PSE FOR CONTRACT 76B55-WIE (RW)\09 Drawings\Deck\Roadway D\0820144-76B55-002_Deck Patching Repairs D28-D31.dgn

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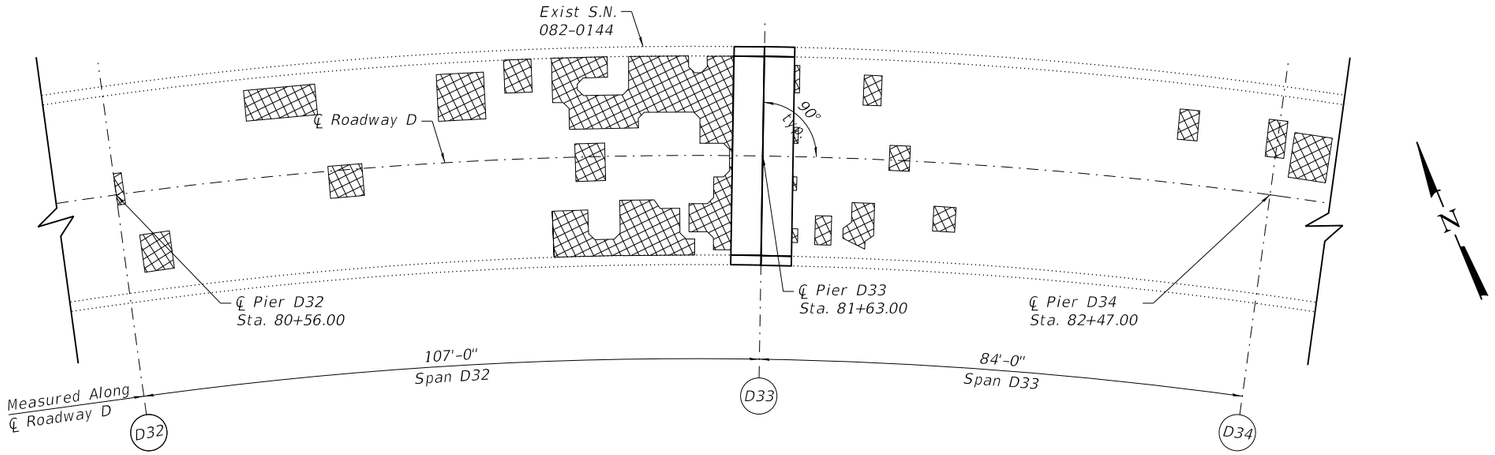
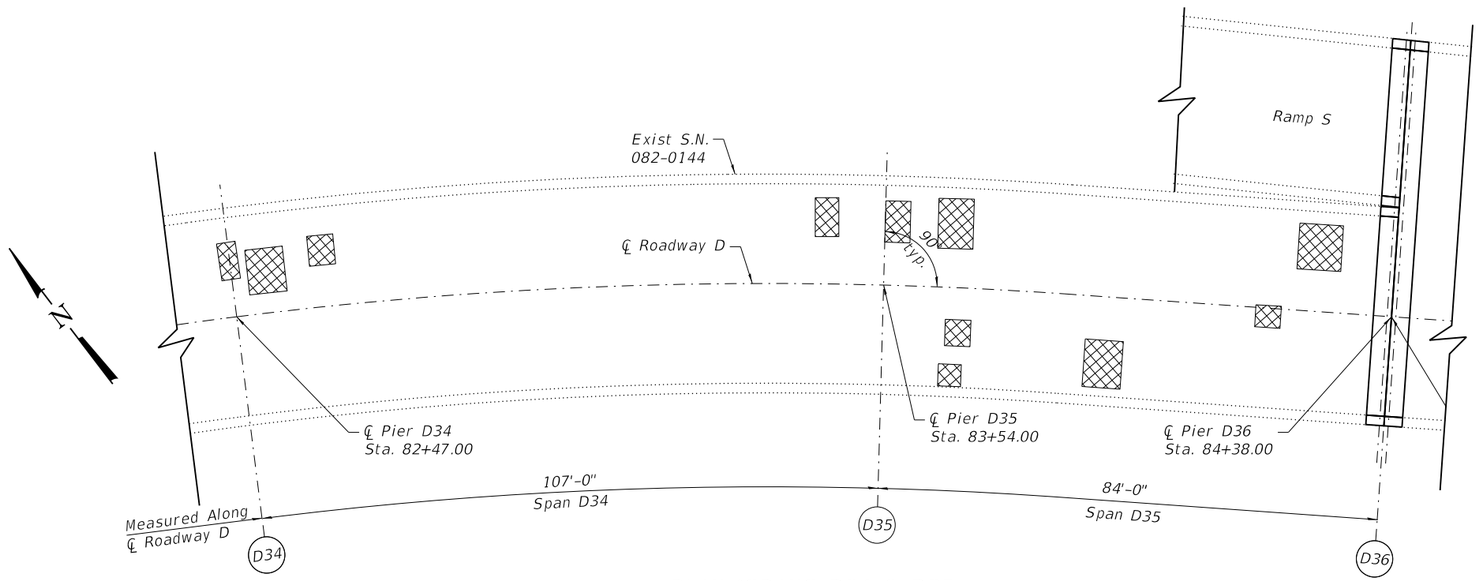


PLAN (SPANS D32 & D33)



PLAN (SPANS D34 & D35)

SPAN	PARTIAL DEPTH REPAIRS (Sq Yd)	FULL DEPTH REPAIRS (Sq Yd)	TOTAL (Sq Yd)
D32	97	12	109
D33	24	4	28
D34	12	2	14
D35	27	4	31

Deck Slab Repair

Note:
Deck sounding was perfomed in April 2020 with quantities increased to account for anticipated growth.
The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.
For details of full depth or partial depth patching, see Sheet S-167 of S-183 .
Surface preparation and application of a concrete sealer shall extend across the entire top surface of the deck and the tops and inside vertical faces of the parapets.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	11
Deck Slab Repair (Full Depth, Type II)	Sq Yd	11
Deck Slab Repair (Partial)	Sq Yd	160
Bridge Deck Concrete Sealer	Sq Yd	15401

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www.wje.com

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	CHECKED - RW	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LM	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING REPAIRS, SPANS D32 THRU D35
S.N. 082-0144

SHEET S-94 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	173
		CONTRACT NO. 76B55		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - WO26 PSE FOR CONTRACT 76B55-WJE (RW)\09 Drawings\Deck\Roadway D\082014-76B55-003_Rdwy_D_Deck Patching Repairs, Spans D32 thru D35.dgn

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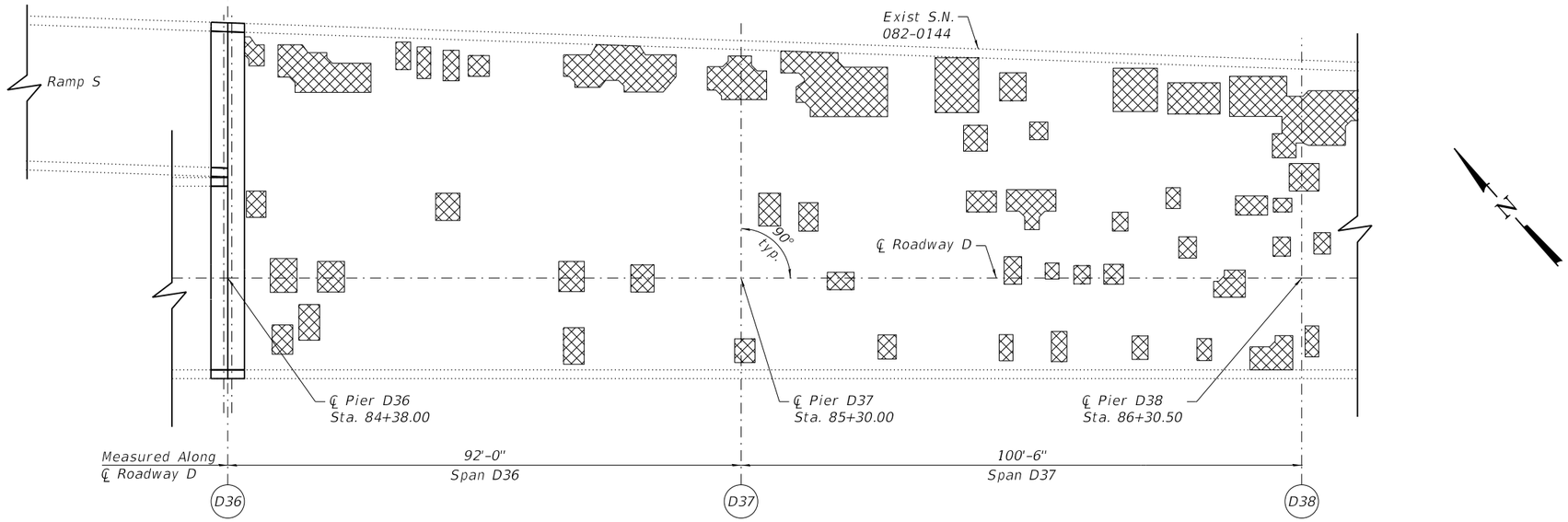
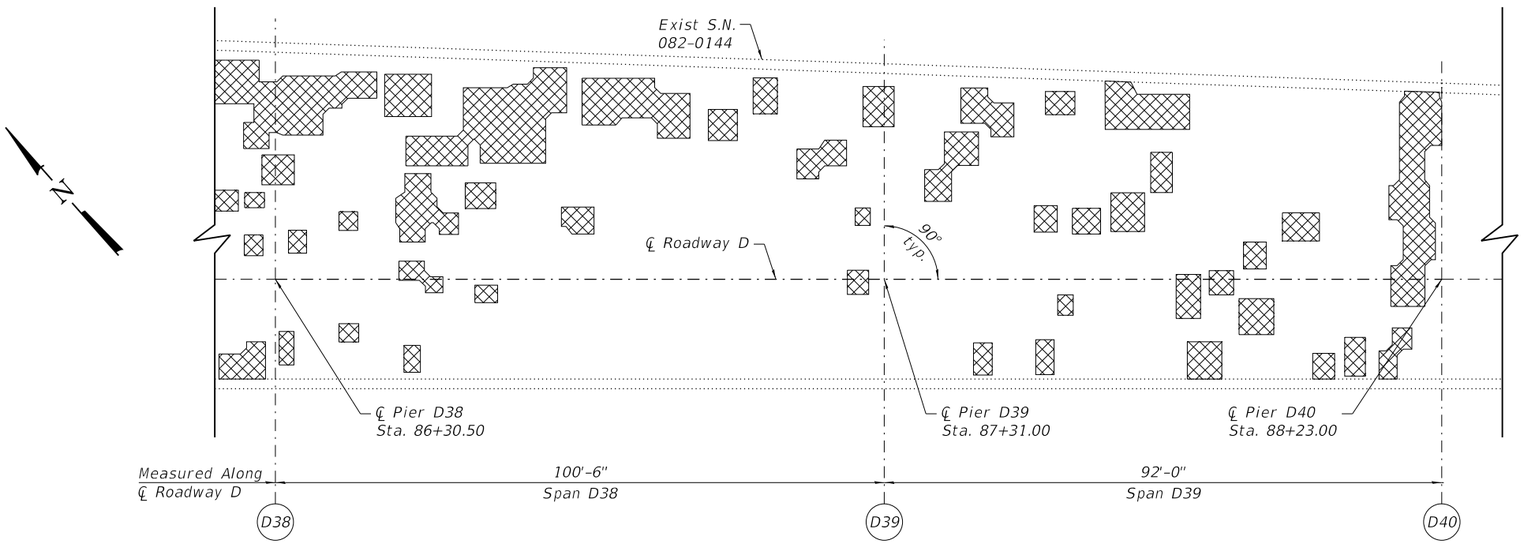


PLAN (SPANS D36 & D37)



PLAN (SPANS D38 & D39)

SPAN	PARTIAL DEPTH REPAIRS (Sq Yd)	FULL DEPTH REPAIRS (Sq Yd)	TOTAL (Sq Yd)
D36	64	8	72
D37	110	14	124
D38	105	12	117
D39	83	10	93

Deck Slab Repair

Note:
Deck sounding was performed in April 2020 with quantities increased to account for anticipated growth.
The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.
For details of full depth or partial depth patching, see Sheet S-167 of S-183 .
Surface preparation and application of a concrete sealer shall extend across the entire top surface of the deck and the tops and inside vertical faces of the parapets.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	22
Deck Slab Repair (Full Depth, Type II)	Sq Yd	22
Deck Slab Repair (Partial)	Sq Yd	362
Bridge Deck Concrete Sealer	Sq Yd	23593

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	CHECKED - RW	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LM	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING REPAIRS, SPANS D36 THRU D39
S.N. 082-0144
SHEET S-95 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	174
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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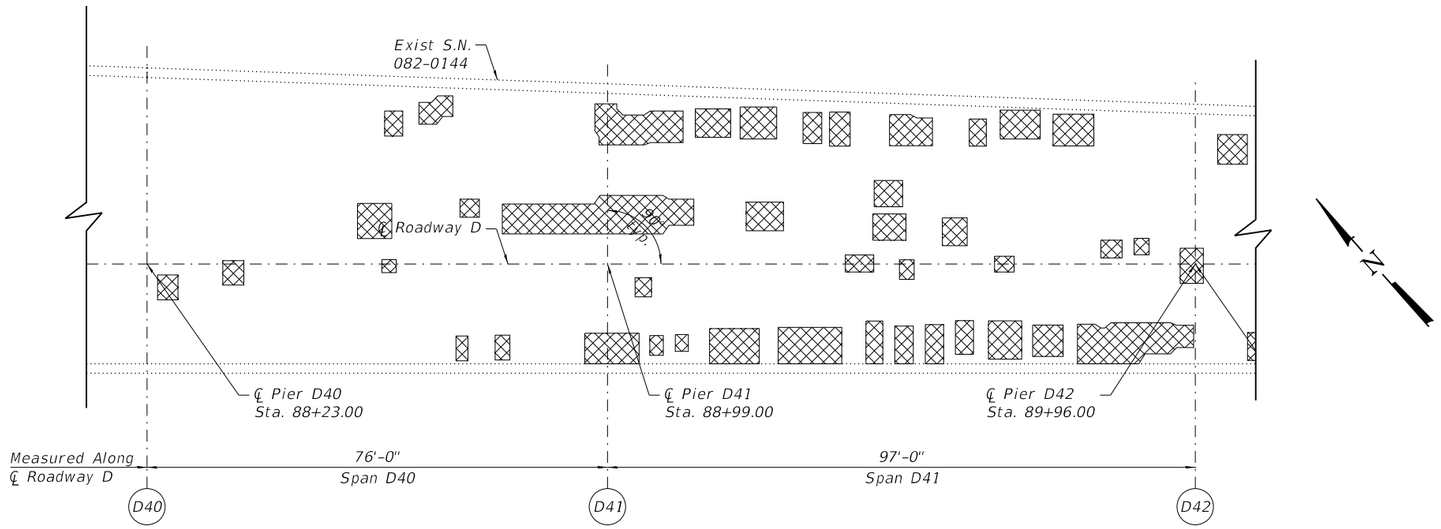
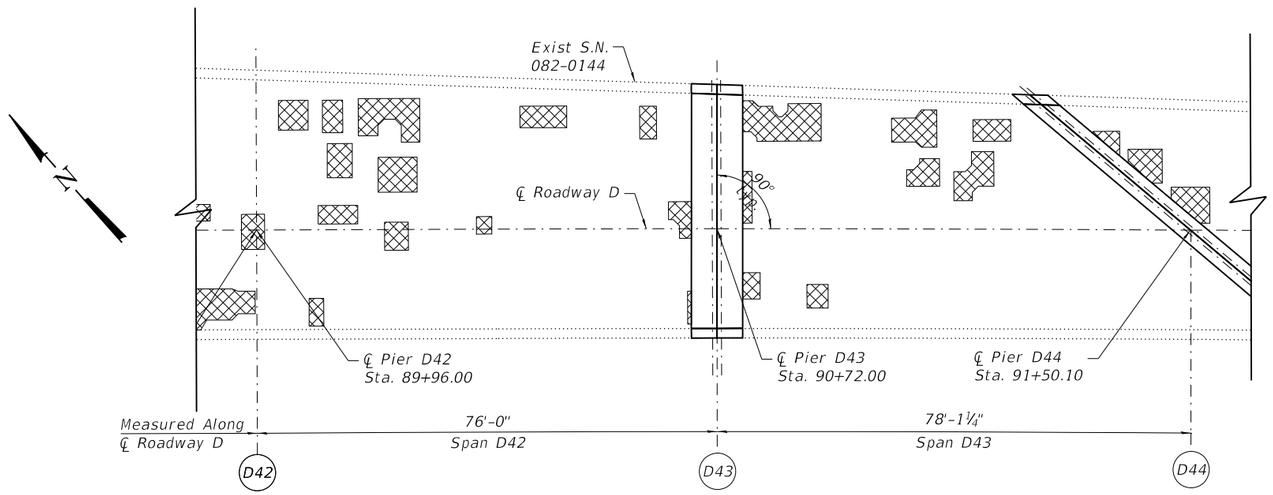


PLAN (SPANS D40 & D41)



PLAN (SPANS D42 & D43)

SPAN	PARTIAL DEPTH REPAIRS (Sq Yd)	FULL DEPTH REPAIRS (Sq Yd)	TOTAL (Sq Yd)
D40	29	4	33
D41	106	12	118
D42	34	4	38
D43	32	4	36

Deck Slab Repair

Note:
Deck sounding was performed in April 2020 with quantities increased to account for anticipated growth.
The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.
For details of full depth or partial depth patching, see Sheet S-167 of S-183.
Surface preparation and application of a concrete sealer shall extend across the entire top surface of the deck and the tops and inside vertical faces of the parapets.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	12
Deck Slab Repair (Full Depth, Type II)	Sq Yd	12
Deck Slab Repair (Partial)	Sq Yd	201
Bridge Deck Concrete Sealer	Sq Yd	15991

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PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING REPAIRS, SPANS D40 THRU D43
S.N. 082-0144
SHEET S-96 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	175
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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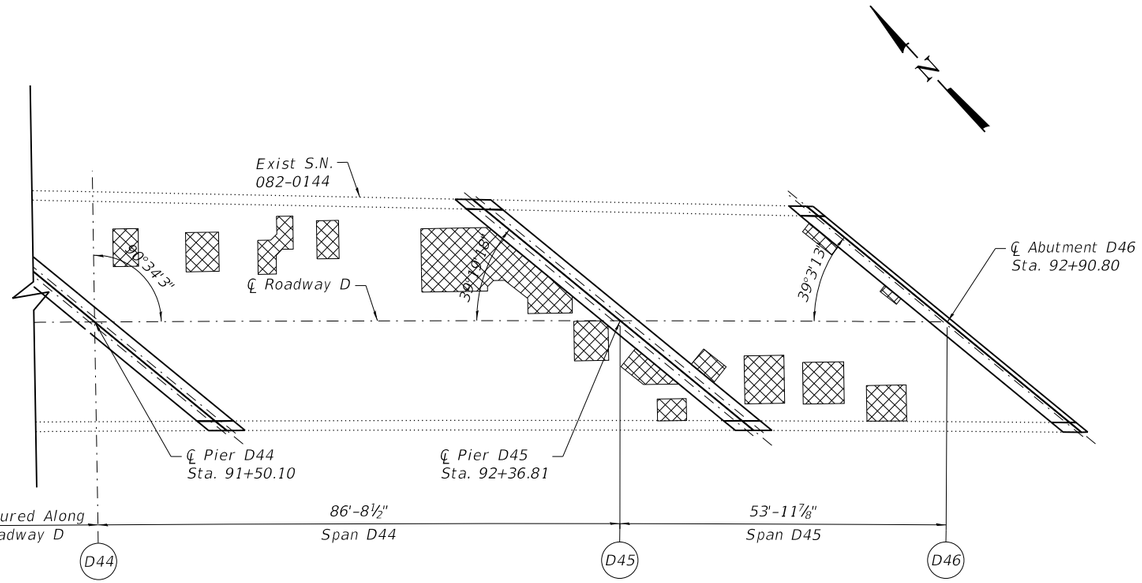

PLAN (SPANS D44 & D45)

SPAN	PARTIAL DEPTH REPAIRS (Sq Yd)	FULL DEPTH REPAIRS (Sq Yd)	TOTAL (Sq Yd)
D44	38	6	44
D45	16	2	18

Deck Slab Repair

Note:
Deck sounding was performed in April 2020 with quantities increased to account for anticipated growth.
The Resigent Engineer will determine final patch locations and quantities in the field before bridge deck patching operations being.
For details of full depth or partial depth patching, see Sheet S-167 of S-183.
Surface preparation and application of a concrete sealer shall extend across the entire top surface of the deck and the tops and inside vertical faces of the parapets.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	4
Deck Slab Repair (Full Depth, Type II)	Sq Yd	4
Deck Slab Repair (Partial)	Sq Yd	54
Bridge Deck Concrete Sealer	Sq Yd	6133

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PLOT DATE = 7/17/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING REPAIR, SPANS D44 & D45
S.N. 082-0144

SHEET S-97 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	176
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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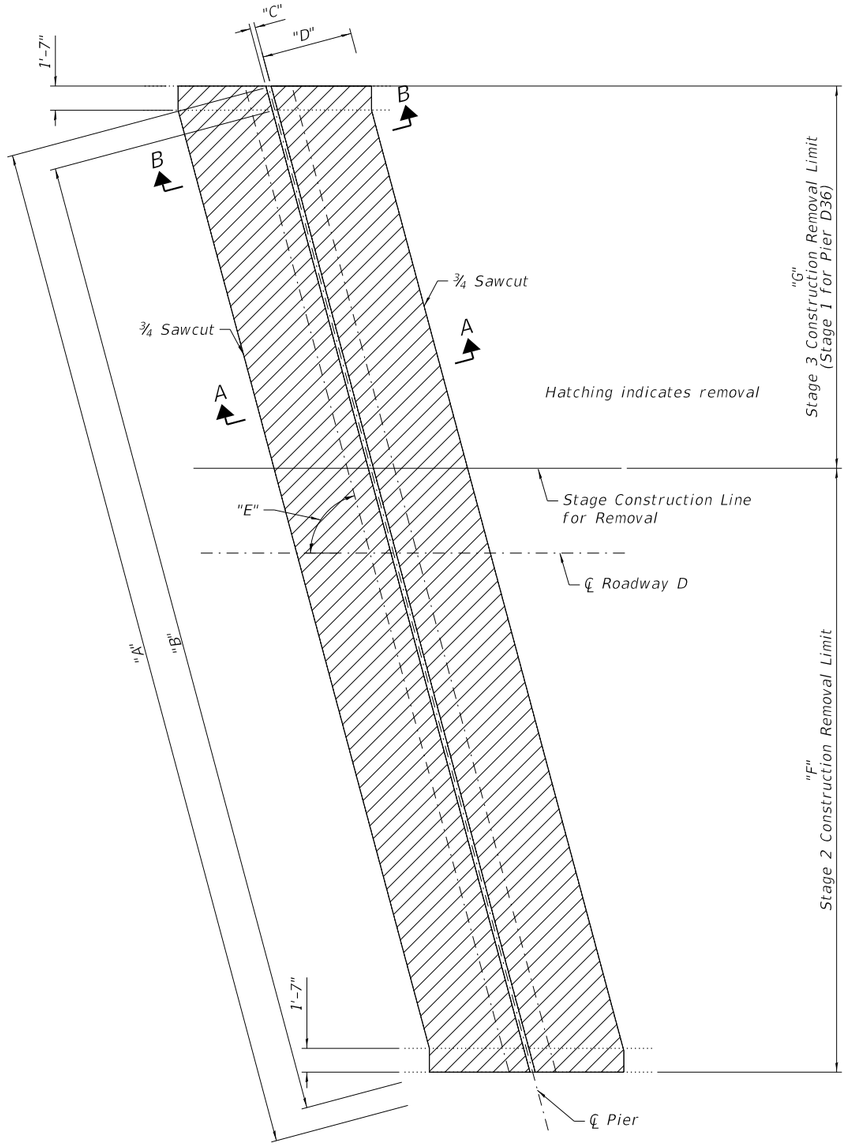
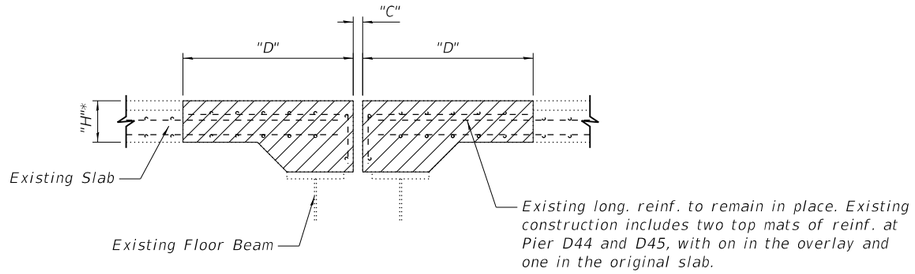
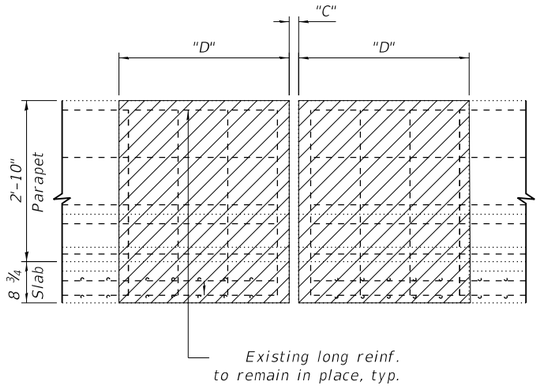


PLAN SHOWING REMOVAL



SECTION A-A

*Stay-in-place forms omitted for clarity. Slab thickness shown is from top of form to deck surface and may be thicker depending on construction of replacement joints. Stay-in-place metals forms have 2 in. flutes



VIEW B-B
(Showing Reinforcement)

CONCRETE REMOVAL

Location	Dimension "A"	Dimension "B"	Dimension "C"**	Dimension "D"	Dimension "E"	Dimension "F"	Dimension "G"	Dimension "H"	Concrete Removal (Cu Yd)
Pier D28*	29'-2"	26'-0"	4"	5'-0"	90°0'0"	-	-	8 3/4"	9.9
Pier D33*	36'-0"	32'-10"	4"	5'-0"	90°0'0"	-	-	8 3/4"	11.8
Pier D36	63'-9 1/8"	60'-7 1/8"	3"	3'-0"	90°0'0"	28'-1 1/4"	35'-8"	9"	16.2
Pier D43	41'-9 7/8"	38'-7 7/8"	3"	3'-0"	90°0'0"	21'-4 1/2"	17'-7"	9"	10.7
Pier D44	62'-10 7/8"	57'-10 3/8"	2"	3'-0"	39°45'9"	19'-6 1/2"	17-7"	9"	16.1
Pier D45	60'-0"	54'-11 1/4"	2"	3'-0"	39°19'18"	18'-9 1/4"	17-7"	9"	15.4

* Traffic will be detoured to permit Contractor full access to these joints, as such staging of concrete removal is not required.

** Joint opening shown is from 1988 rehabilitation drawings for 50°F. Typical for all joint demo sheets.

Notes:
See Sheet S-98 of S-183for additional removal details at Abutment D46. See Sheet S-100 ofS-183 for additional removal details at Piers D28 and D36.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	80.1

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PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REMOVAL DETAILS
S.N. 082-0144
SHEET S-98 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	177
		CONTRACT NO. 76B55		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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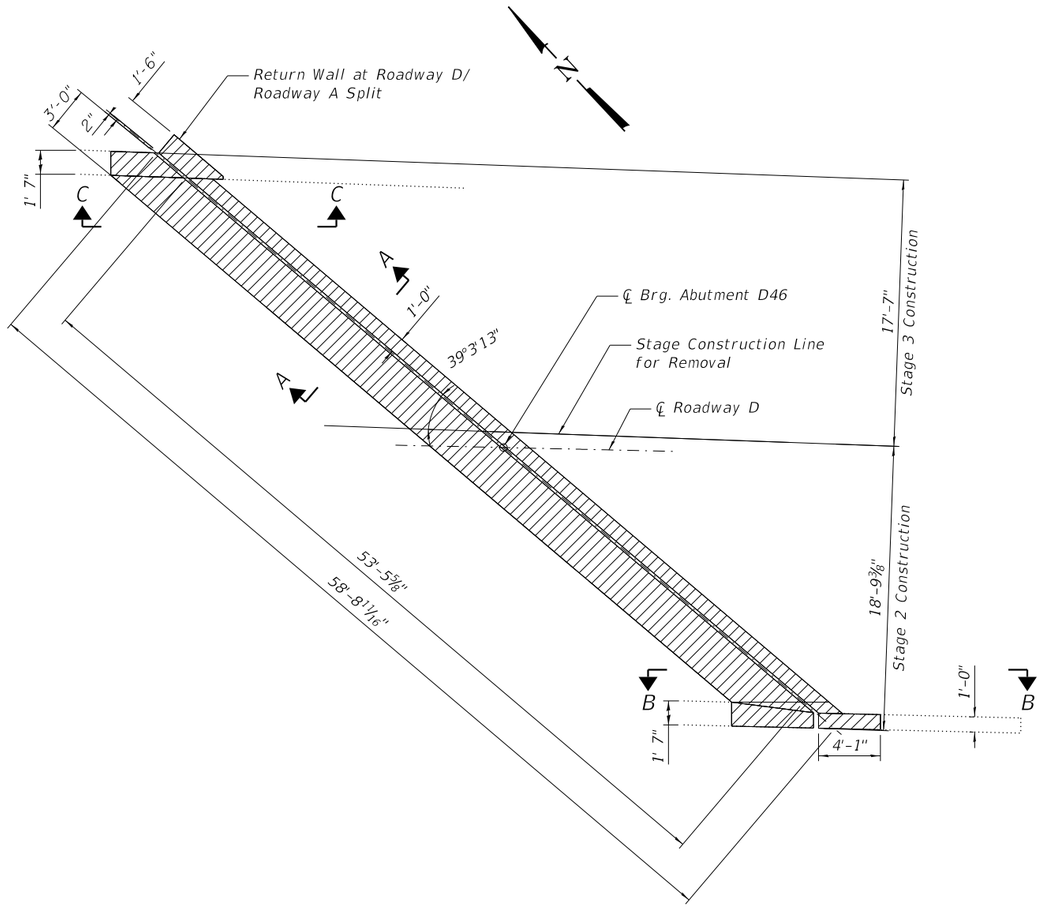
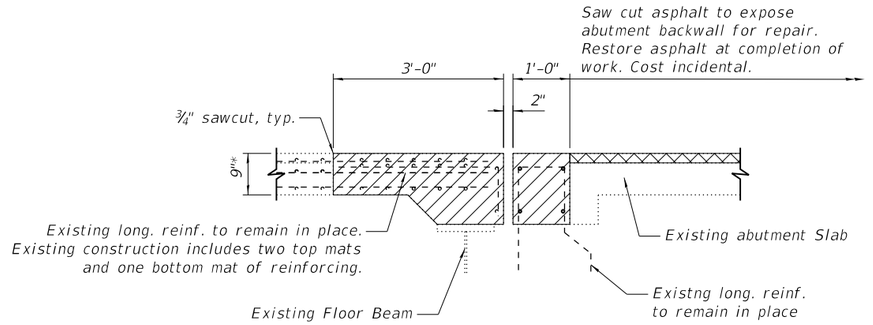
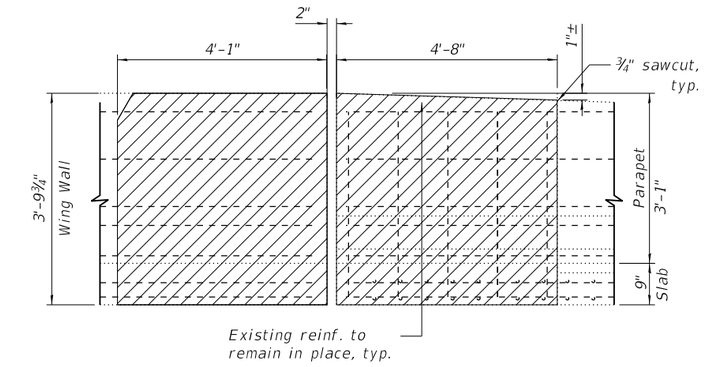


PLAN SHOWING REMOVAL



SECTION A-A

* Stay-in-place forms omitted for clarity. Slab thicknesses shown is from top of form to deck surface and may be thicker depending on construction of replacement joints. Stay-in-place metal forms have 2 in. flutes.



VIEW B-B

(Showing Reinforcement)

Note: Top of existing parapet is tapered to match height of adjacent wing wall

Notes:

See Sheet S-100 of S-183 for additional removal details for and Abutment D46

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	11.2

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PLOT DATE = 7/15/2020		CHECKED - RW	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REMOVAL AT ABUTMENT D46
S.N. 082-0144

SHEET S-99 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	178
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		

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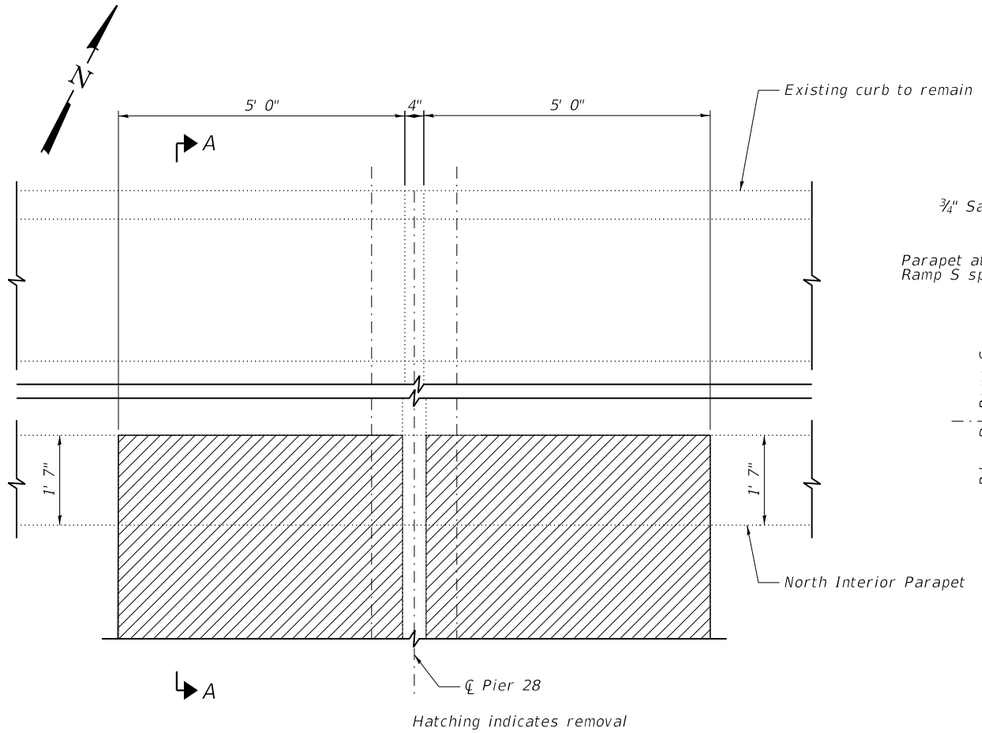
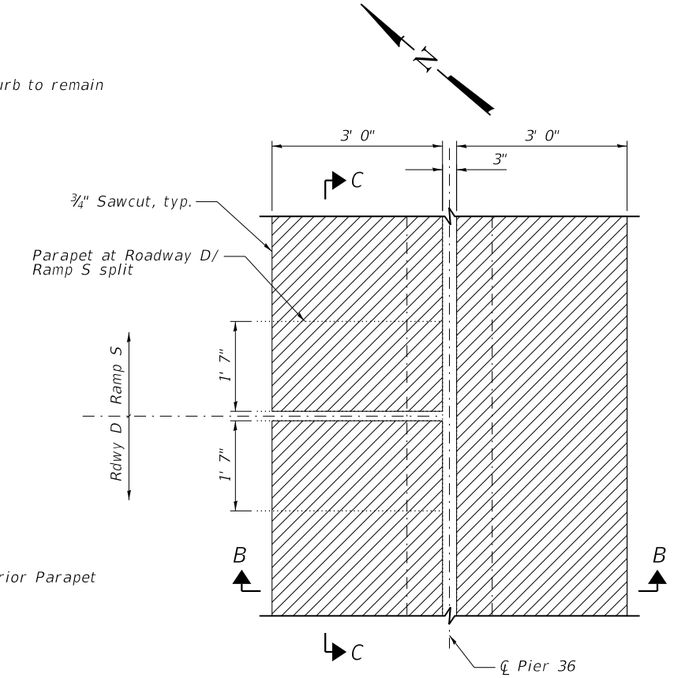
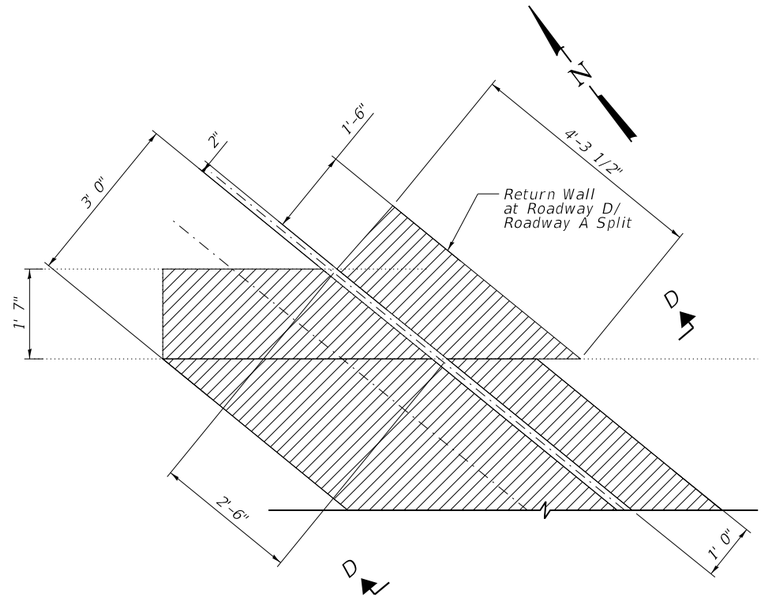


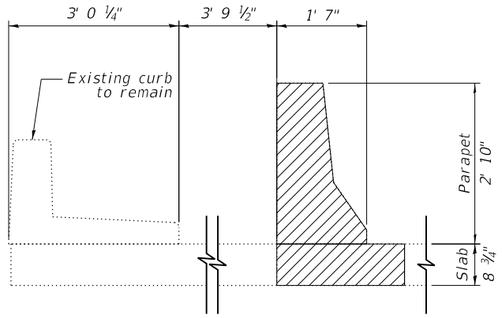
PIER D28 NORTH INTERIOR PARAPET PLAN VIEW



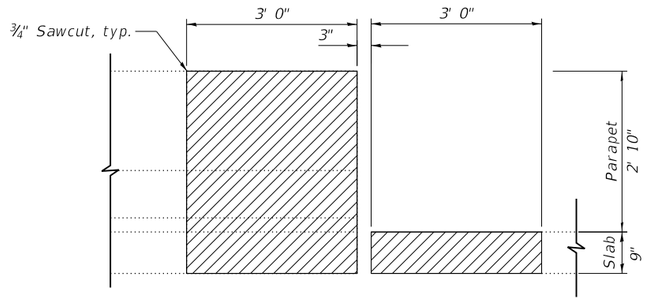
PIER D36 PARAPET PLAN VIEW



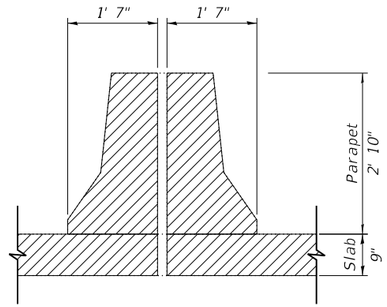
ABUTMENT D46 RETURN WALL PLAN VIEW



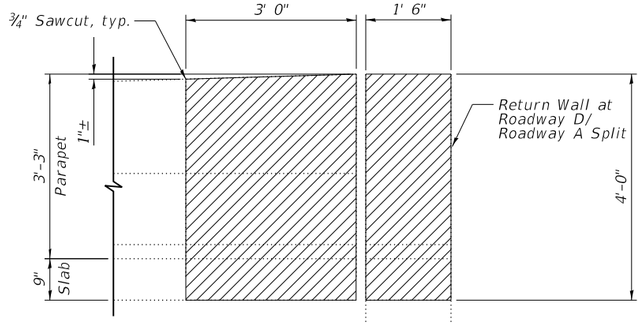
VIEW A-A



VIEW B-B



VIEW C-C



VIEW D-D

Note: Top of existing Parapet is tapered to match height of adjacent Return Wall.

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USER NAME = lsalas	DESIGNED - LTP	REVISED -	
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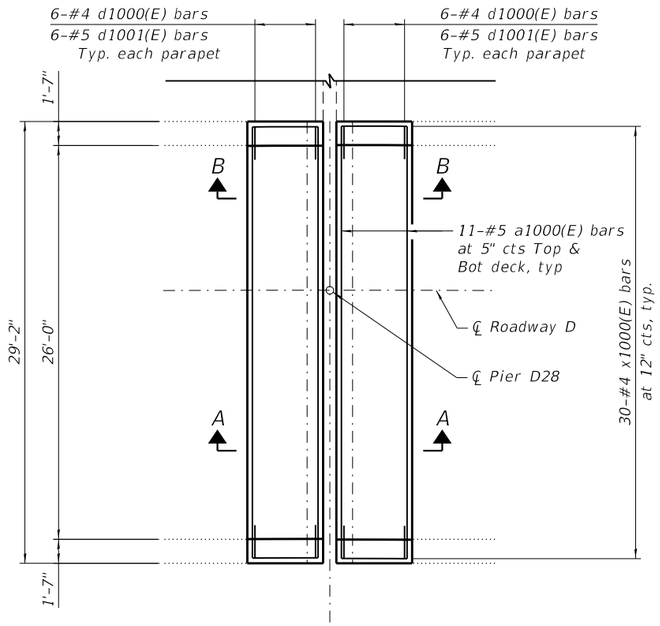
PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

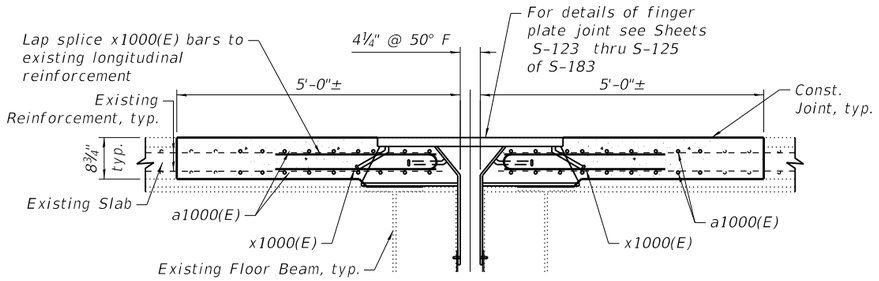
EXPANSION JOINT REMOVAL, SPECIAL DETAILS
S.N. 082-0144
SHEET S-100 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	179
		CONTRACT NO. 76B55		
		ILLINOIS FED. AID PROJECT		

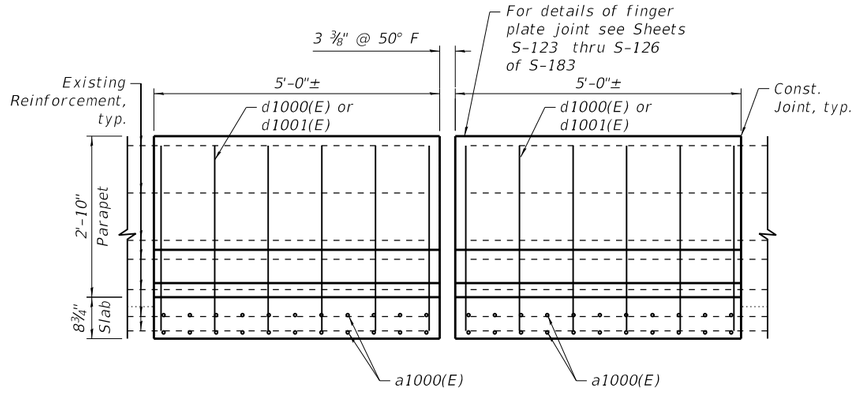


PIER D28 PLAN SHOWING REPLACEMENT

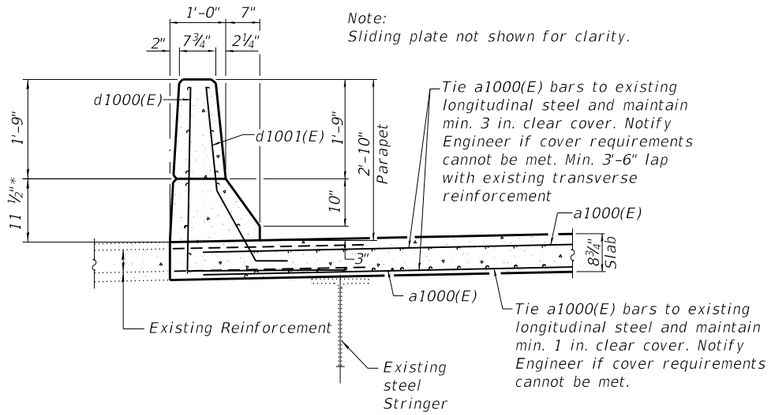
N



SECTION A–A

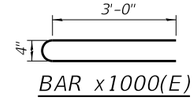


VIEW B–B
(Showing Reinforcement)

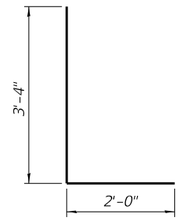


SECTION THRU PARAPET

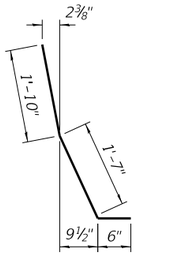
* Adjust to match existing dimensions



BAR x1000(E)



BAR d1000(E)



BAR d1001(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1000(E)	44	#5	28'–8"	
d1000(E)	24	#4	5'–4"	
d1001(E)	24	#5	3'–11"	
x1000(E)	60	#4	6'–7"	
Reinforcement Bars, Epoxy Coated			Lbs.	1770
Concrete Superstructure			Cu. Yds.	9.9

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - WO26 PSE FOR CONTRACT 76B55-WJE (RW)\09 Drawings\Joints\Roadway D\082014d-76B55-011_Rdwy_D_Expansion Joint Replacement Details - Pier D28.dgn
7/15/2020 3:37:20 PM

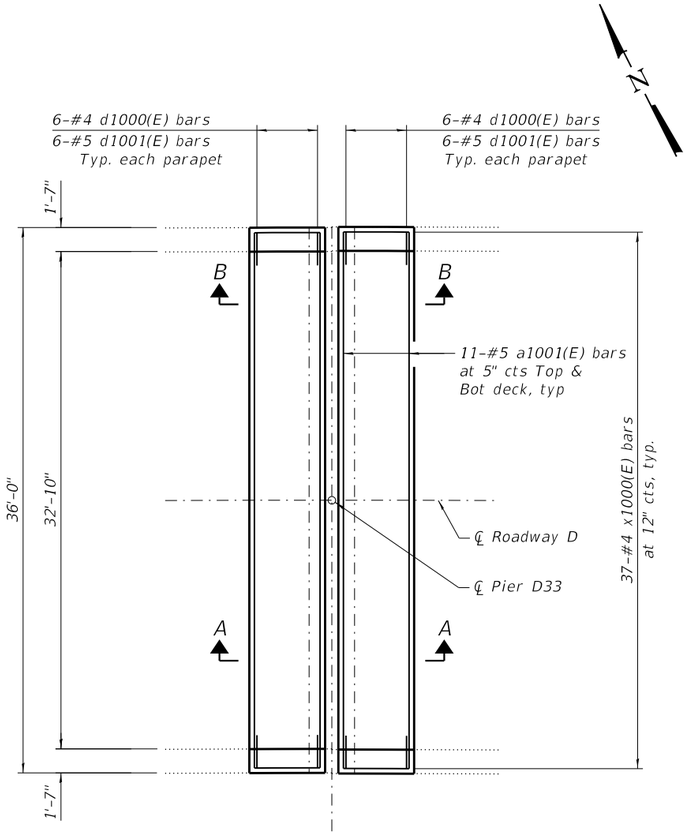
WJE ENGINEERS ARCHITECTS MATERIAL SCIENTISTS
Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.9595 fax

USER NAME = lsalas	DESIGNED - LTP	REVISED -	
	CHECKED - SMG	REVISED -	
PLOT SCALE = 0.2 '' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

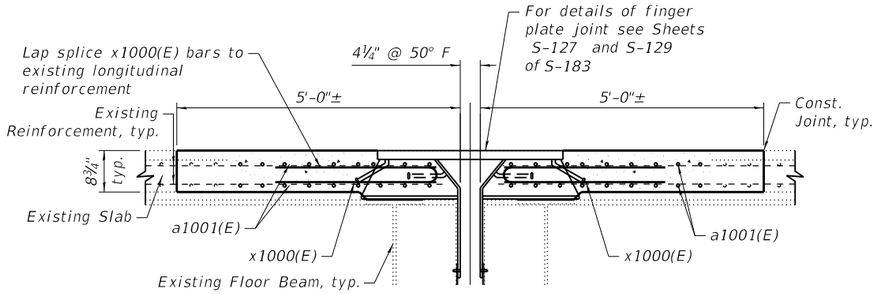
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - PIER D28
S.N. 082-0144
SHEET S-101 OF S-183 SHEETS

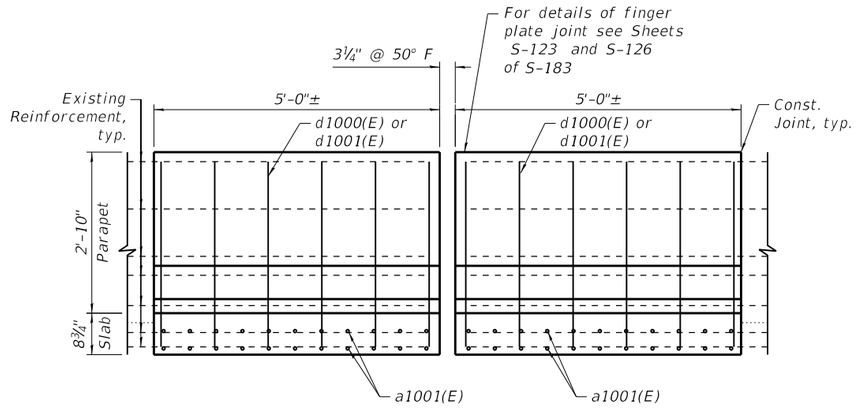
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	180
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



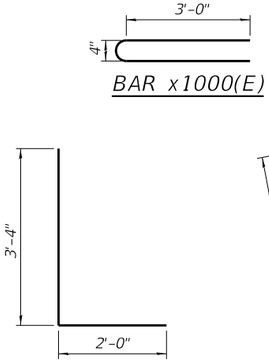
PIER D33 PLAN SHOWING REPLACEMENT



SECTION A-A

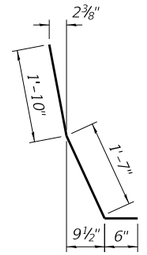


VIEW B-B
(Showing Reinforcement)

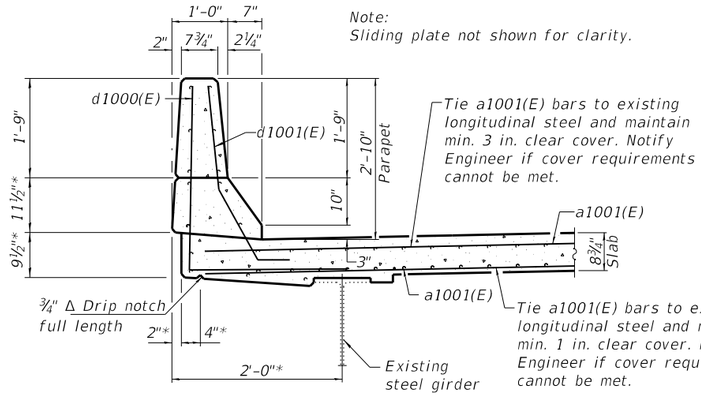


BAR x1000(E)

BAR d1000(E)



BAR d1001(E)



SECTION THRU PARAPET
* Adjust to match existing dimensions

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1001(E)	44	#5	35'-4"	
d1000(E)	24	#4	5'-4"	
d1001(E)	24	#5	3'-11"	
x1000(E)	74	#4	6'-7"	
Reinforcement Bars, Epoxy Coated			Lbs.	2150
Concrete Superstructure			Cu. Yds.	11.8

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - W026 PSE FOR CONTRACT 76855-WIE (RW)\09 Drawings\Joints\Roadway D\082014.4-76855-012_Rdwy_D_Expansion Joint Replacement Details - Pier D33.dgn
7/15/2020 3:37:22 PM

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330 Pfingsten Road
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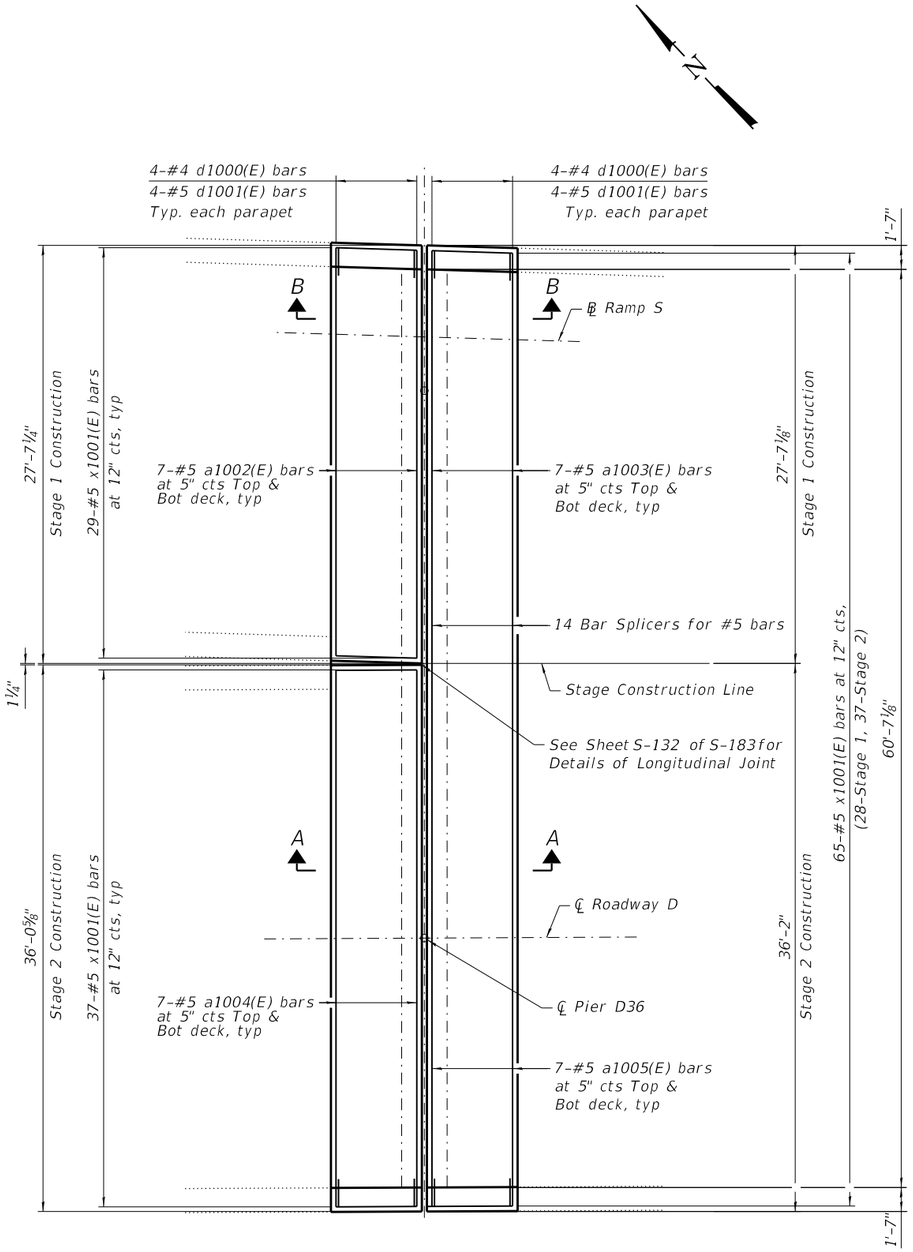
847.272.7400 tel | 847.291.9595 fax
www.wje.com

USER NAME = lsalas	DESIGNED - LTP	REVISED -	
	CHECKED - SMG	REVISED -	
PLOT SCALE = 0.2 '' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

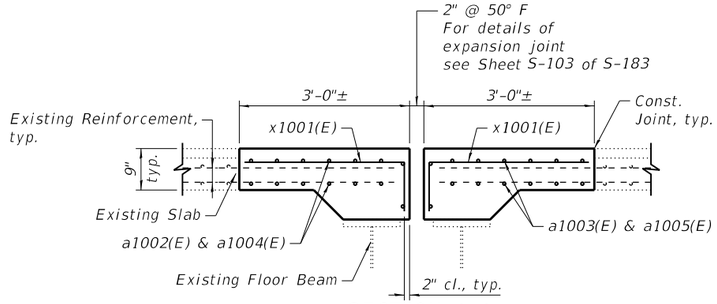
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - PIER D33
S.N. 082-0144
SHEET S-102 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	181
		CONTRACT NO. 76B55		
		ILLINOIS	FED. AID PROJECT	

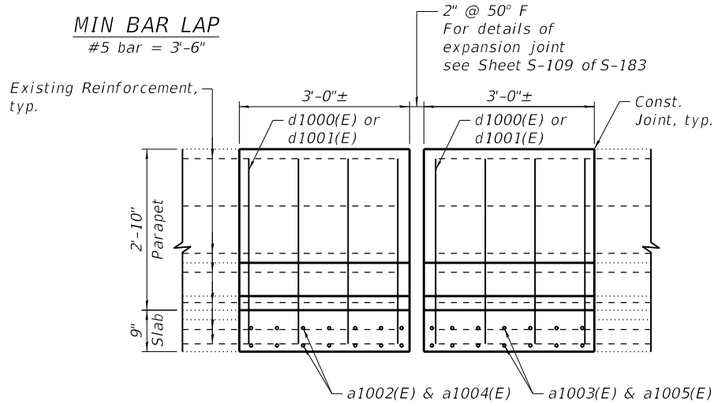


PIER D36 PLAN SHOWING REPLACEMENT

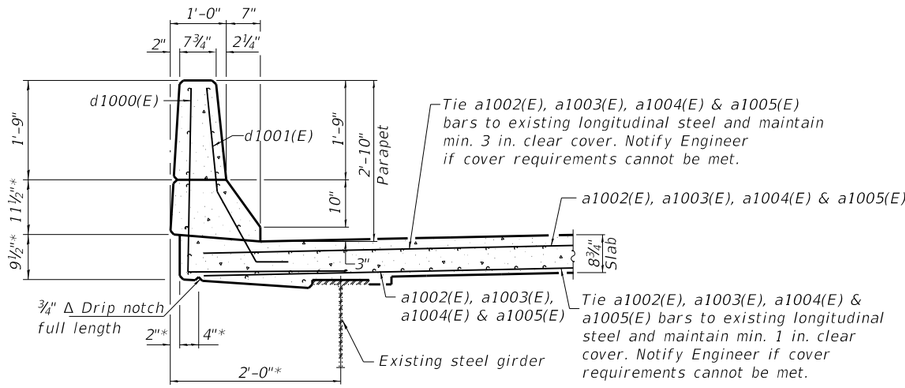


SECTION A-A

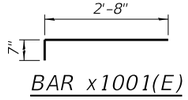
MIN BAR LAP
#5 bar = 3'-6"



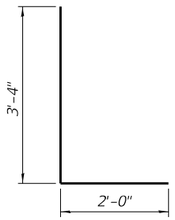
VIEW B-B
(Showing Reinforcement)



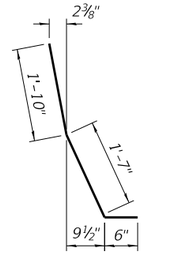
SECTION THRU PARAPET
* Adjust to match existing dimensions



BAR x1001(E)



BAR d1000(E)



BAR d1001(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1002(E)	14	#5	26'-11"	
a1003(E)	14	#5	27'-1"	
a1004(E)	14	#5	35'-4"	
a1005(E)	14	#5	35'-8"	
d1000(E)	16	#4	5'-4"	
d1001(E)	16	#5	3'-11"	
x1001(E)	131	#5	3'-3"	
Reinforcement Bars, Epoxy Coated			Lbs.	2410
Concrete Superstructure			Cu. Yds.	16.2
Bar Splicer			Each	14

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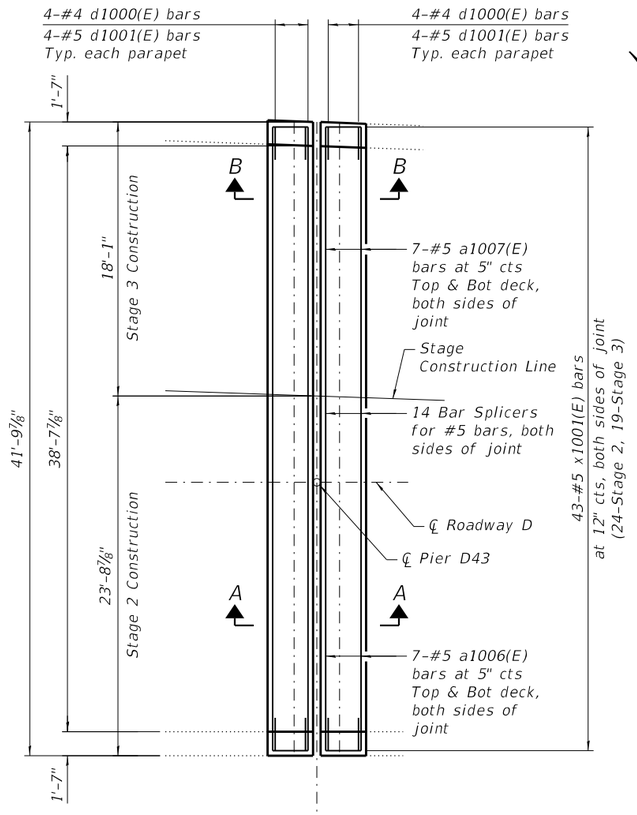
www.wje.com

USER NAME = lsalas	DESIGNED - LTP	REVISED -	
	CHECKED - SMG	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

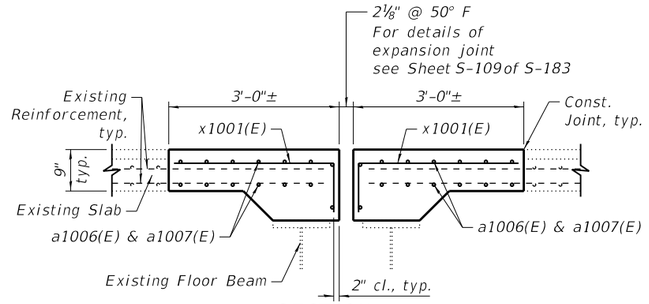
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - PIER D36
S.N. 082-0144
SHEET S-103 OF S-183 SHEETS

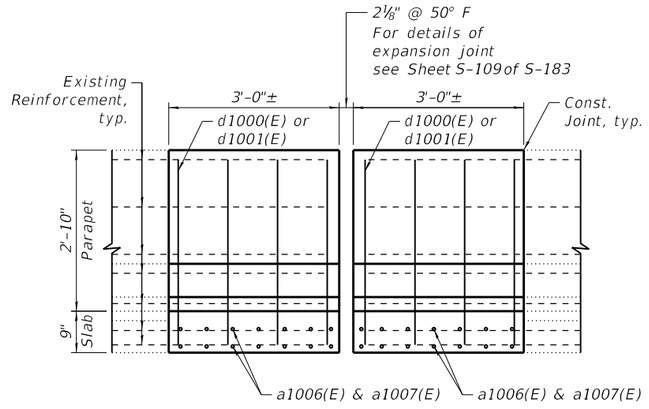
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	182
		CONTRACT NO. 76B55		
		ILLINOIS	FED. AID PROJECT	



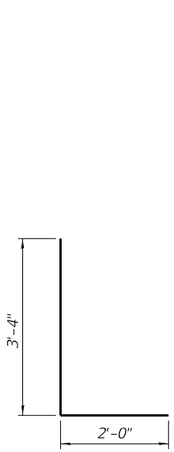
PIER D43 PLAN SHOWING REPLACEMENT



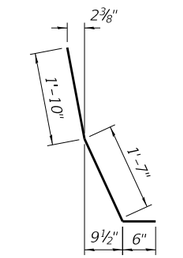
SECTION A-A



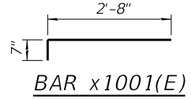
VIEW B-B
(Showing Reinforcement)



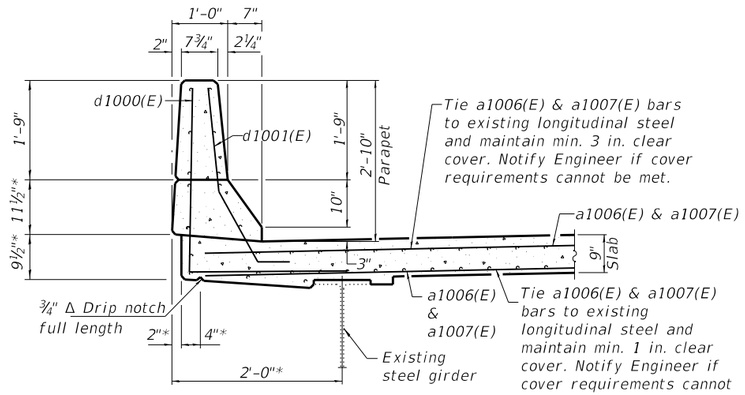
BAR d1000(E)



BAR d1001(E)



BAR x1001(E)



SECTION THRU PARAPET
* Adjust to match existing dimensions

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1006(E)	28	#5	23'-2"	
a1007(E)	28	#5	17'-7"	
d1000(E)	16	#4	5'-4"	
d1001(E)	16	#5	3'-11"	
x1001(E)	86	#5	3'-3"	
Reinforcement Bars, Epoxy Coated			Lbs.	1630
Concrete Superstructure			Cu. Yds.	10.7
Bar Splicer			Each	28

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www.wje.com

USER NAME = lsalas	DESIGNED - LTP	REVISED -	
	CHECKED - SMG	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

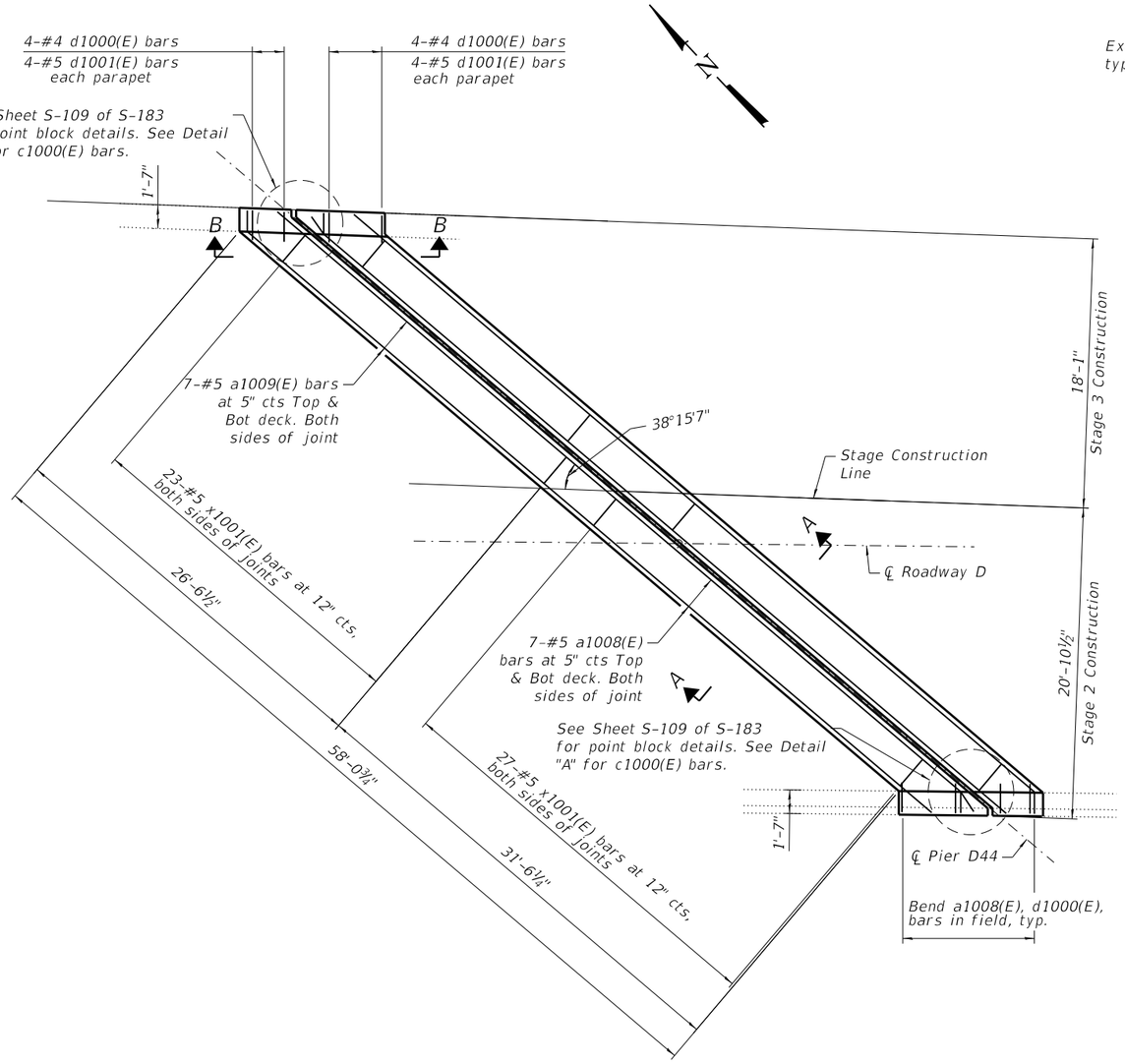
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - PIER D43
S.N. 082-0144
SHEET S-104 OF S-183 SHEETS

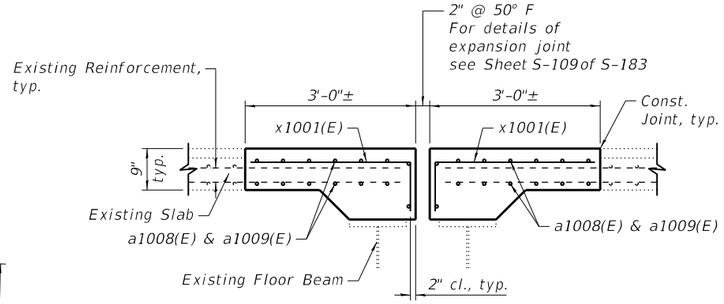
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	183
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - WO26 PSE FOR CONTRACT 76B55-WJE (RW)\09 Drawings\Joints\Roadway D\0820144-76B55-015_Rdwy_D_Expansion Joint Replacement Details - Pier D43.dgn

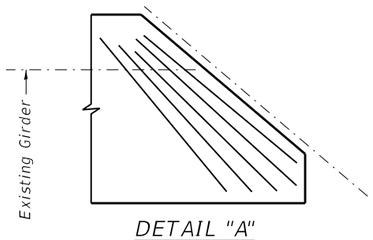
7/15/2020 3:37:25 PM



PIER D44 PLAN SHOWING REPLACEMENT



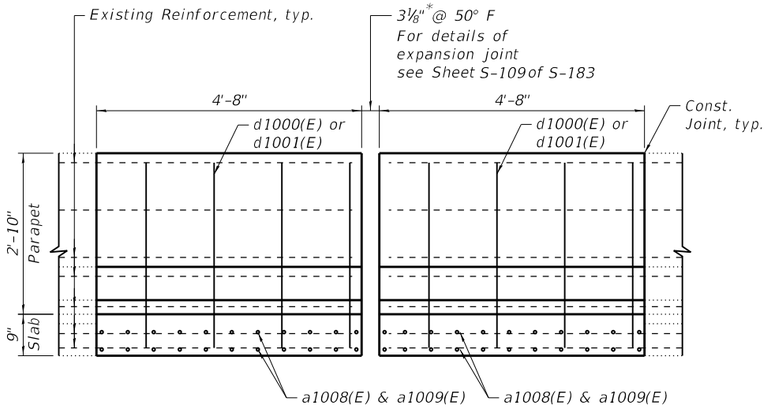
SECTION A-A



DETAIL "A"

5-#5 c1000(E) bars Top & Bott. of slab (fanned).

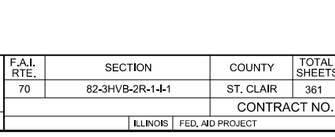
Note: c1000(E) bars to replace existing fanned bars removed for expansion joint replacement.



VIEW B-B

(Showing Reinforcement)

** Measure parallel to ℄ Roadway



BAR x1001(E)

BAR d1000(E)

BAR d1001(E)

SECTION THRU PARAPET

* Adjust to match existing dimensions

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1008(E)	28	#5	33'-0"	
a1009(E)	28	#5	28'-6"	
c1000(E)	20	#5	6'-0"	
d1000(E)	16	#4	5'-4"	
d1001(E)	16	#5	3'-11"	
x1001(E)	100	#5	3'-3"	
Reinforcement Bars, Epoxy Coated			Lbs.	2380
Concrete Superstructure			Cu. Yds.	16.1
Bar Splicer			Each	28

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USER NAME = lsalas	DESIGNED - LTP	REVISED -	
	CHECKED - SMG	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

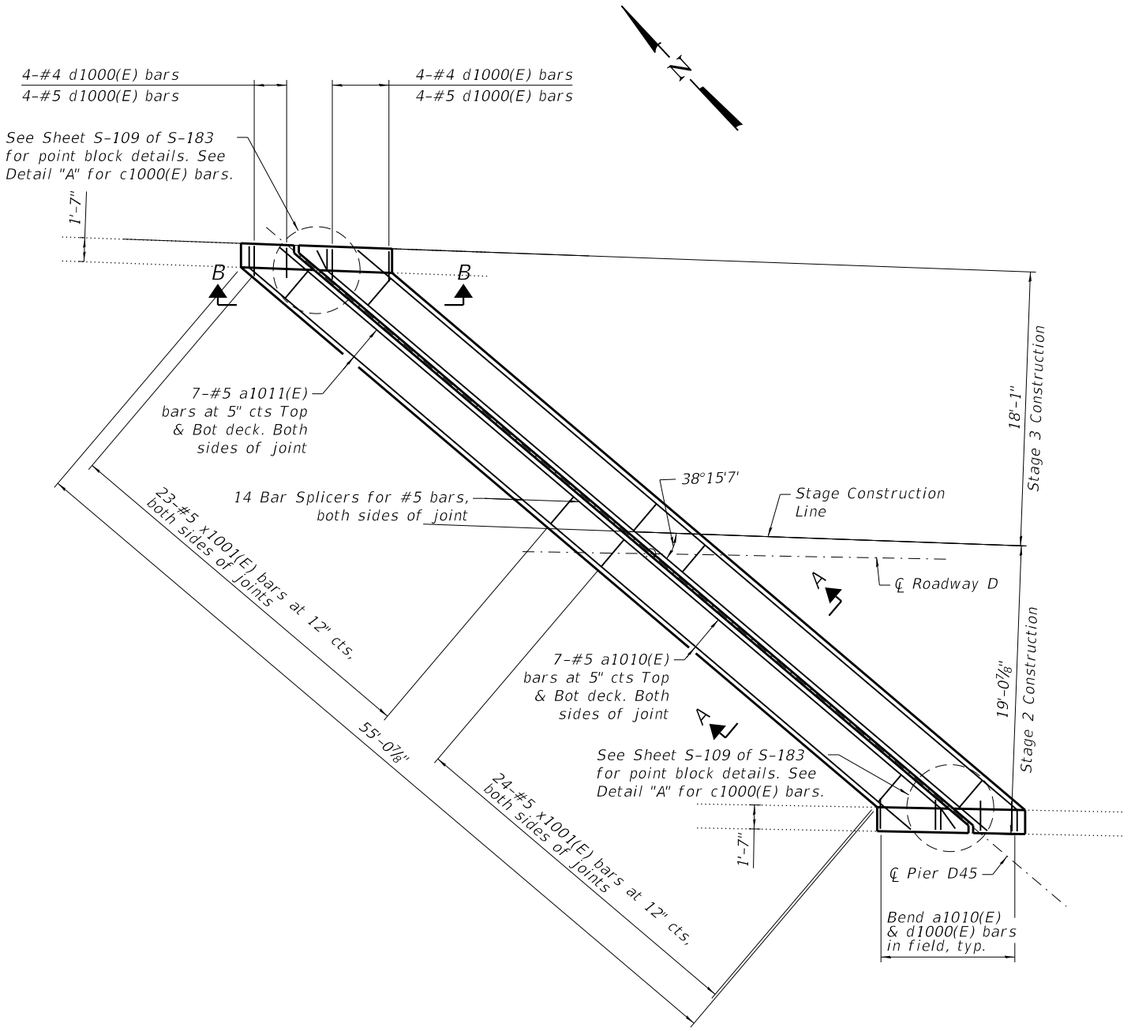
EXPANSION JOINT REPLACEMENT DETAILS - PIER D44
S.N. 082-0144

SHEET S-105 OF S-183 SHEETS

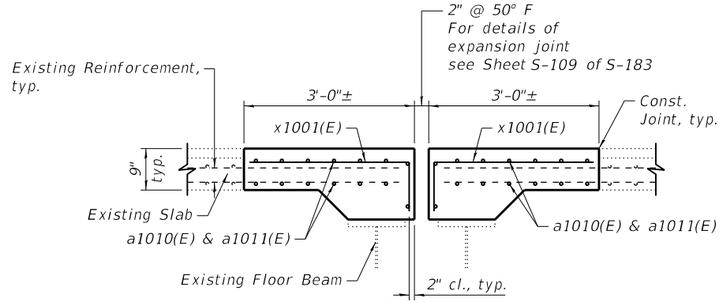
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	184
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - WO26 PSE FOR CONTRACT 76B55-WIE (RW)\09 Drawings\Joints\Roadway D\08201144-76B55-016_Rdwy_D_Expansion Joint Replacement Details - Pier D44.dgn

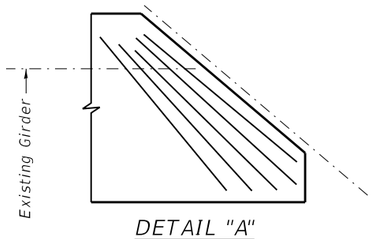
7/15/2020 3:37:35 PM



PIER D45 PLAN SHOWING REPLACEMENT



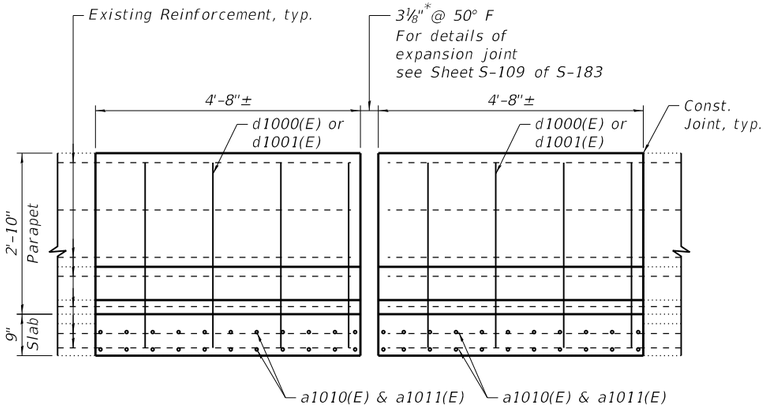
SECTION A-A



DETAIL "A"

5-#5 c1000(E) bars Top & Bott. of slab (fanned).

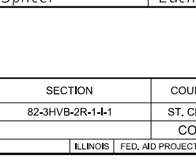
Note: c1000(E) bars to replace existing fanned bars removed for expansion joint replacement.



VIEW B-B

(Showing Reinforcement)

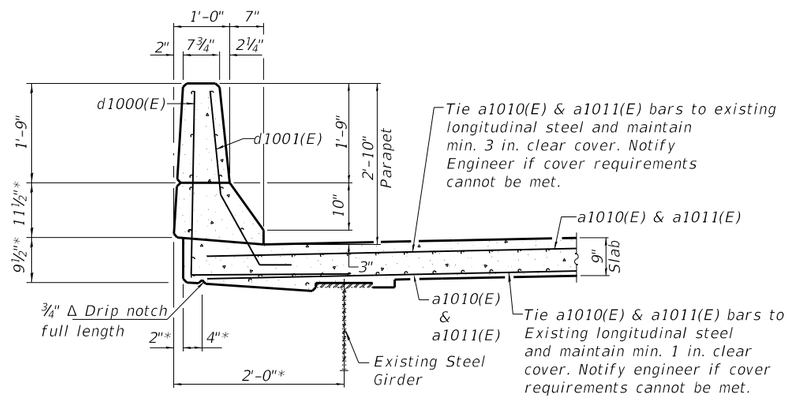
**Measured parallel to ℄ Roadway



BAR x1001(E)

BAR d1000(E)

BAR d1001(E)



SECTION THRU PARAPET

* Adjust to match existing dimensions

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1010(E)	28	#5	30'-1"	
a1011(E)	28	#5	28'-6"	
c1000(E)	20	#5	6'-0"	
d1001(E)	16	#4	5'-4"	
d1001(E)	16	#5	3'-11"	
x1001(E)	94	#5	3'-3"	
Reinforcement Bars, Epoxy Coated			Lbs.	2280
Concrete Superstructure			Cu. Yds.	15.4
Bar Splicer			Each	28

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - WO26 PSE FOR CONTRACT 76855-WIE (RWV)\09 Drawings\Joints\Roadway D\08201444-76855-017_Rdwy_D_Expansion Joint Replacement Details - Pier D45.dgn
7/15/2020 3:37:36 PM

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330 Pfingsten Road
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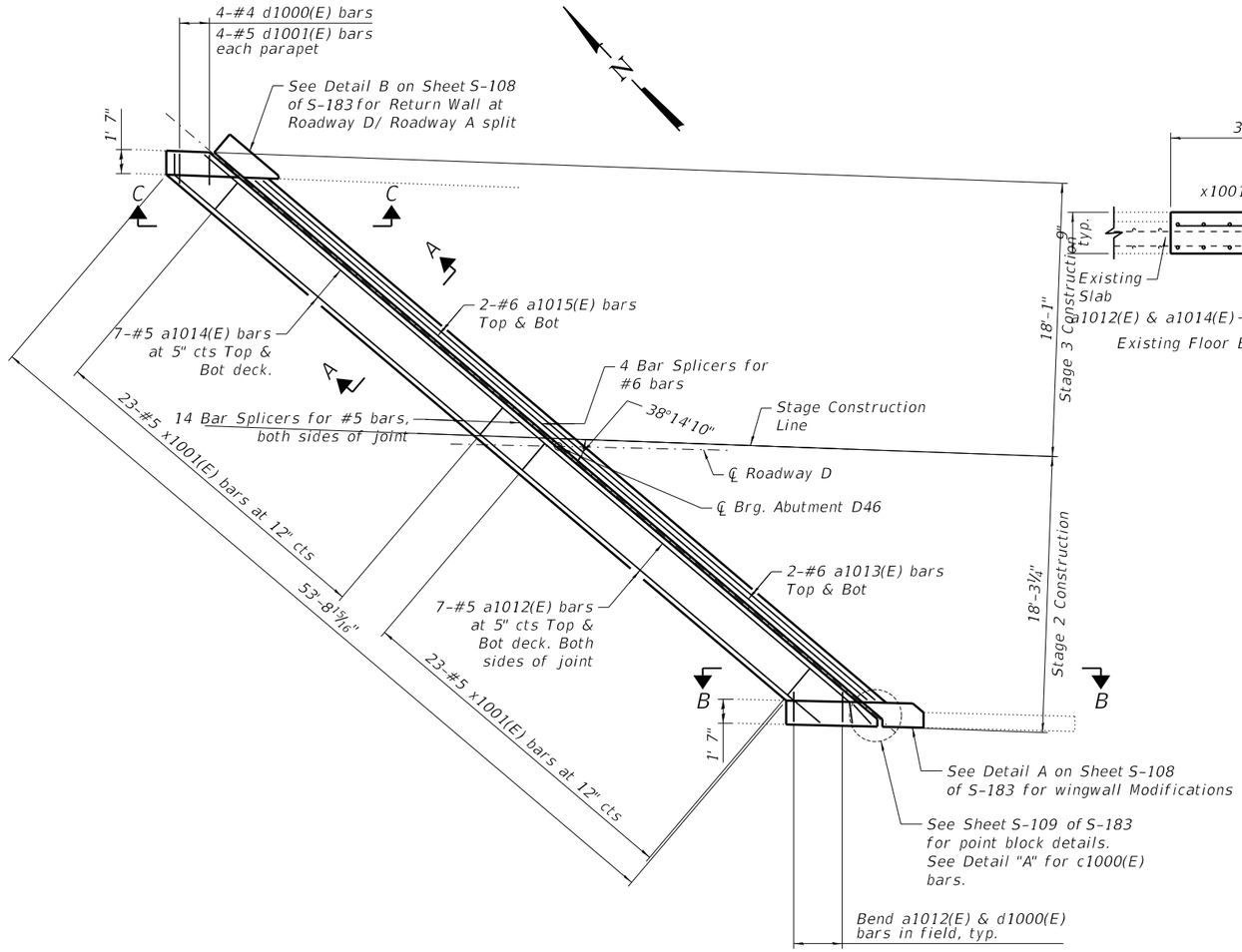
USER NAME = lsalas
PLOT SCALE = 0.1667 ' / In.
PLOT DATE = 7/15/2020
DESIGNED - LTP
CHECKED - SMG
DRAWN - LS
CHECKED - RW
REVISED -

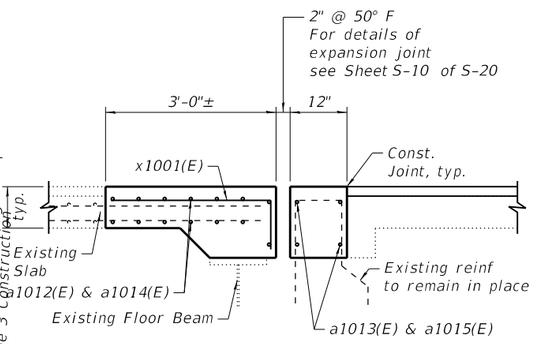
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - PIER D45
S.N. 082-0144
SHEET S-106 OF S-183 SHEETS

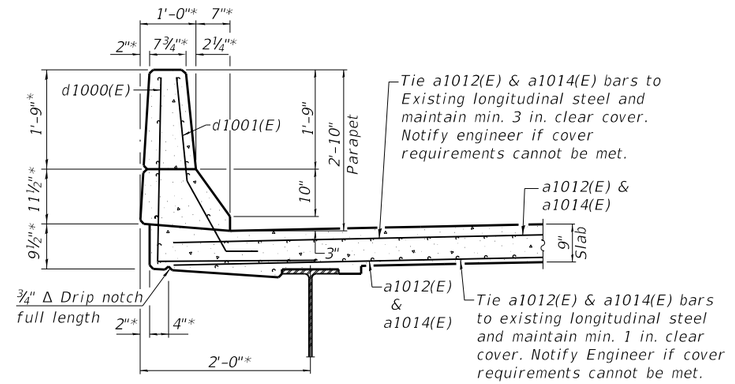
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	185
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



ABUTMENT D46 PLAN SHOWING REPLACEMENT

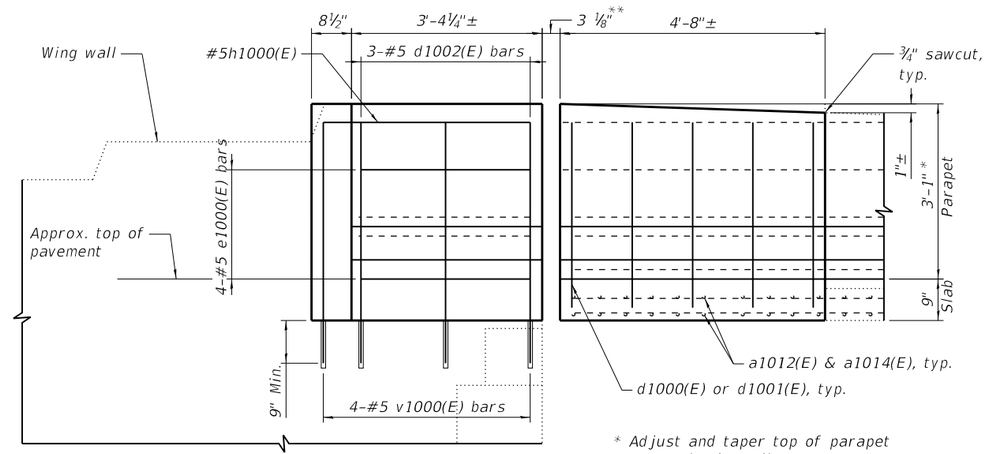


SECTION A-A



SECTION THRU PARAPET

* Adjust to match existing dimensions

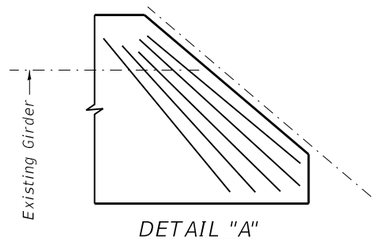


* Adjust and taper top of parapet to match wingwall

** Measure parallel to ℄ Roadway

VIEW B-B

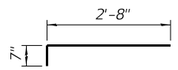
(Showing Reinforcement)



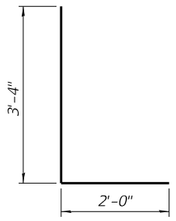
DETAIL "A"

5-#5 c1000(E) bars Top & Bott. of slab (fanned).

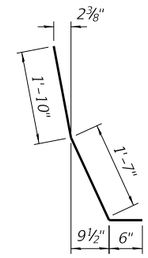
Note: c1000(E) bars to replace existing fanned bars removed for expansion joint replacement.



BAR x1001(E)



BAR d1000(E)



BAR d1001(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1012(E)	14	#5	28'-9"	
a1013(E)	4	#6	26'-3"	
a1014(E)	14	#5	28'-6"	
a1015(E)	4	#6	26'-0"	
c1000(E)	10	#5	6'-0"	
d1000(E)	8	#4	5'-4"	
d1001(E)	8	#5	3'-11"	
d1002(E)	3	#5	3'-8"	
d1003(E)	2	#5	4'-8"	
e1000(E)	4	#5	3'-0"	
h1000(E)	2	#5	2'-5"	
v1000(E)	4	#5	4'-5"	
v1001(E)	6	#5	5'-7"	
x1001(E)	46	#5	3'-3"	
Reinforcement Bars, Epoxy Coated			Lbs.	1520
Concrete Superstructure			Cu. Yds.	11.5
Bar Splicer			Each	18

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Wiss, Janney, Elstner Associates, Inc.
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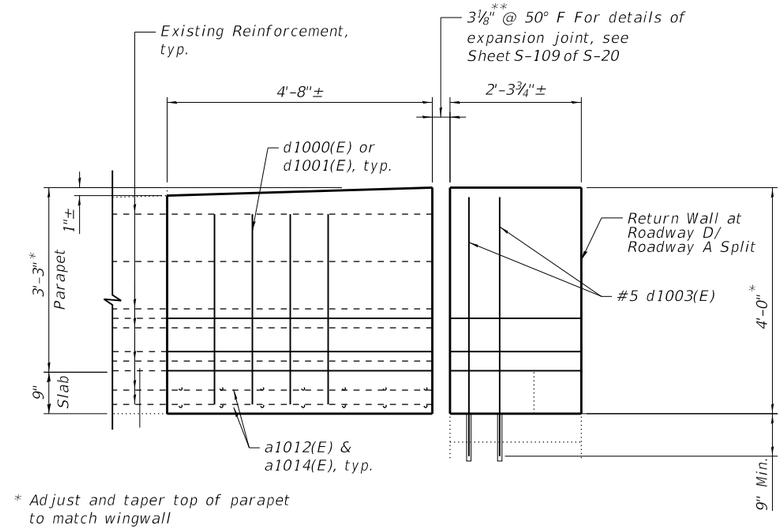
www.wje.com

USER NAME = lsalas	DESIGNED - LTP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT REPLACEMENT DETAILS ABUTMENT D46 (1 OF 2) S.N. 082-0144
	CHECKED - SMG	REVISED -		
PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -		SHEET S-107 OF S-183 SHEETS
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	186
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\2014\2014.6xxx\2014.6410.N - WO26 PSE FOR CONTRACT 76B55-WIE (RW)\09 Drawings\1dn\s\Roadway D\0820144-76B55-018_Rdwy_D_Expansion Joint Replacement Details - Pier D46 1 of 2.dgn

7/15/2020 3:37:38 PM

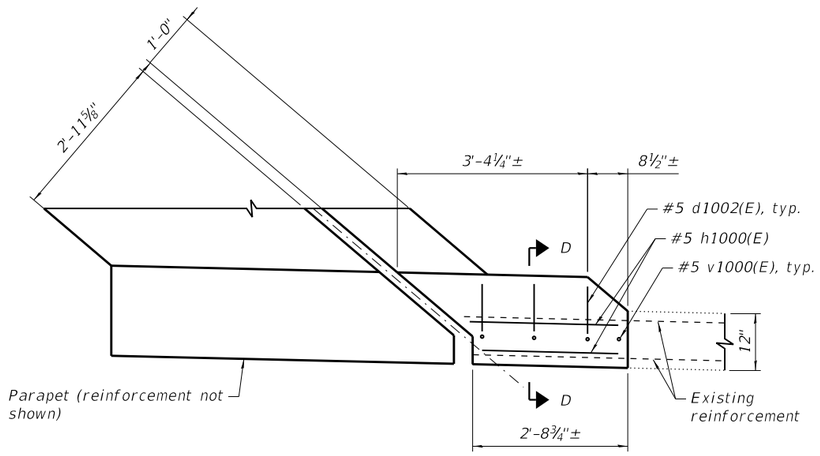


* Adjust and taper top of parapet to match wingwall

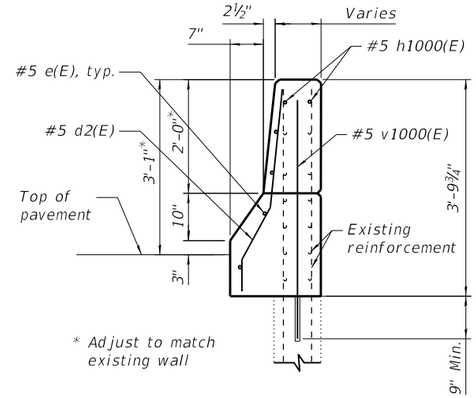
** Measure parallel to ℄ Roadway

VIEW C-C

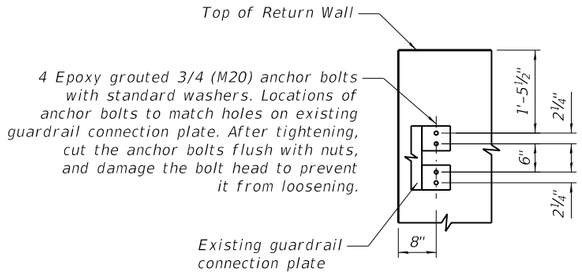
(Showing Reinforcement)



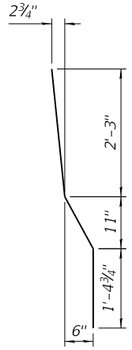
DETAIL A



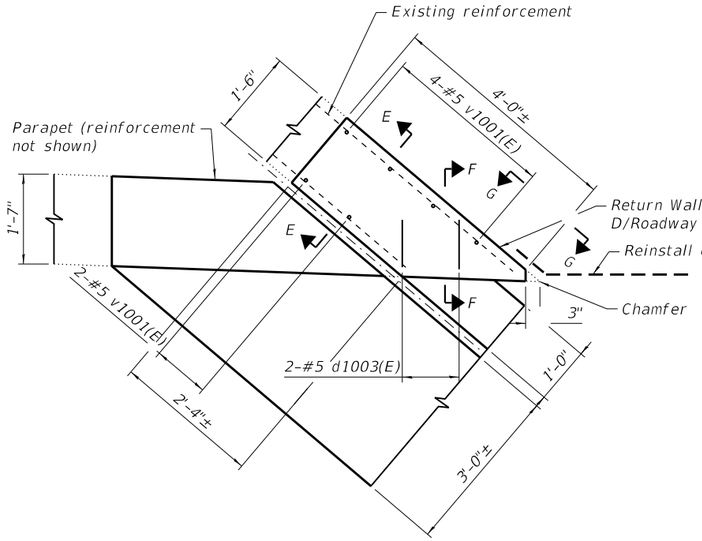
SECTION D-D



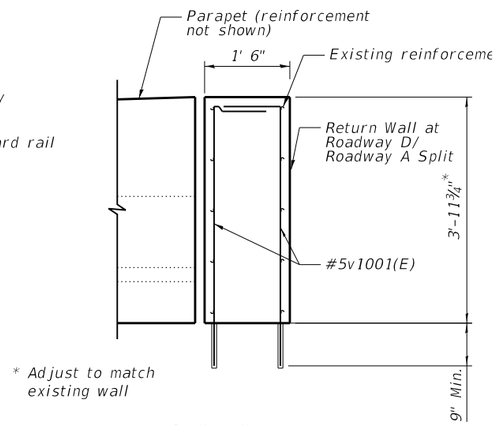
VIEW G-G



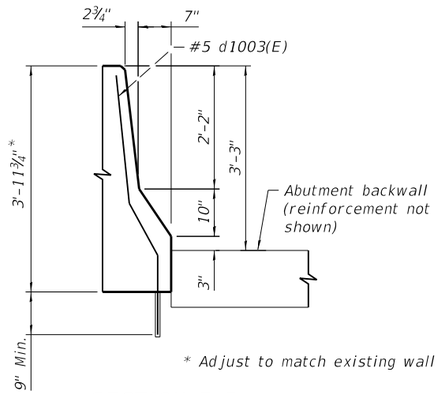
BAR d1003(E)



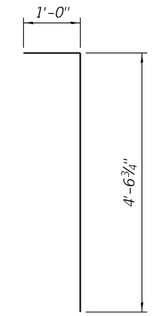
DETAIL B



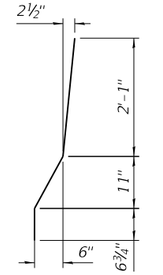
SECTION E-E



SECTION F-F



BAR v1001(E)



BAR d1002(E)

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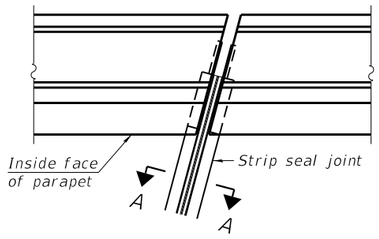
Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.9595 fax
www.wje.com

USER NAME = lsalas	DESIGNED - LTP	REVISED -	
	CHECKED - SMG	REVISED -	
PLOT SCALE = 0.1667 ' / In.	DRAWN - LS	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -	

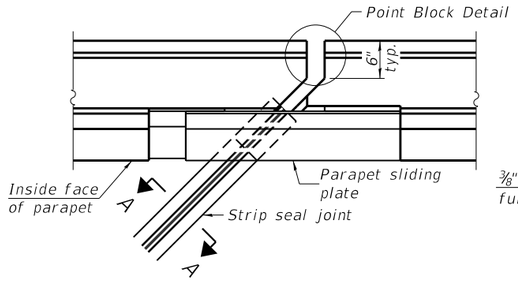
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
ABUTMENT D46 (2 OF 2)
S.N. 082-0144
SHEET S-108 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	187
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

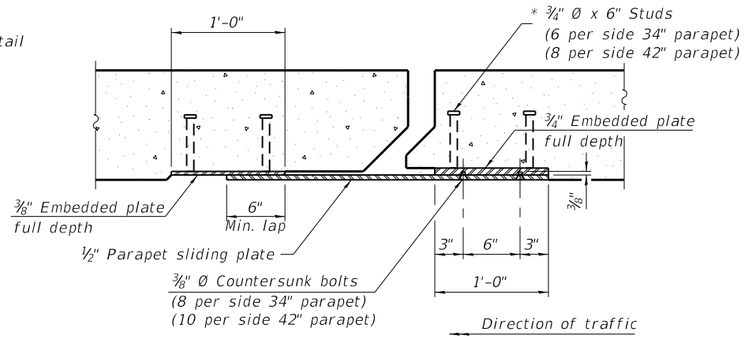


FOR SKEWS ≤ 30°

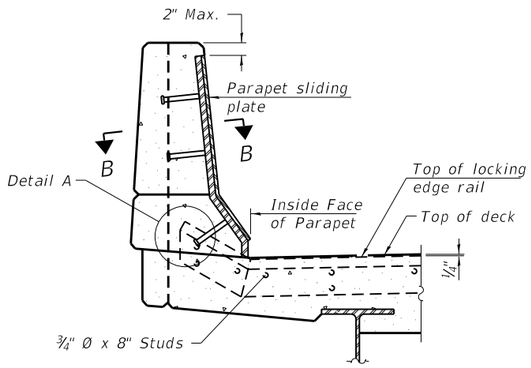


FOR SKEWS > 30°

PLAN AT PARAPET

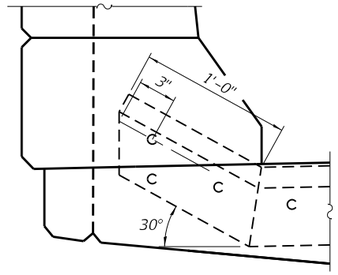


SECTION B-B

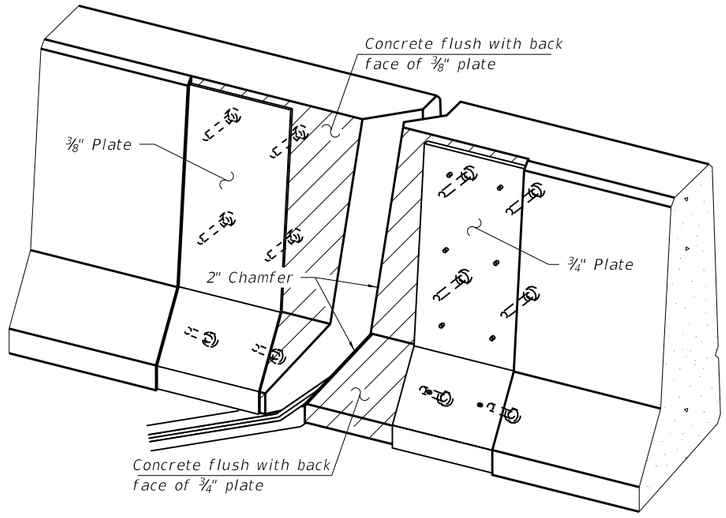


ELEVATION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A



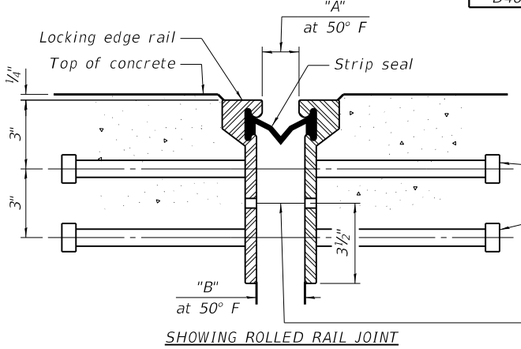
TRIMETRIC VIEW

(Showing embedded plates only)

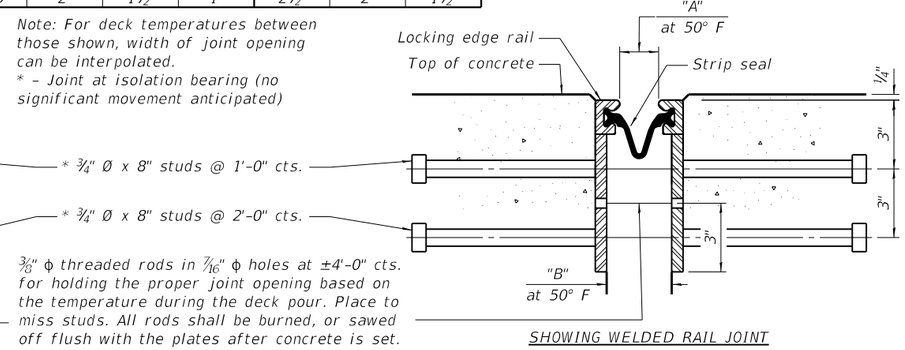
EXPANSION OPENINGS

Location	Dimension "A"			Dimension "B"		
	@ -20°F	@ 50°F	@ 120°F	@ -20°F	@ 50°F	@ 120°F
D36	2½"	1½"	½"	3"	2"	1"
D43	2¾"	1⅜"	½"	3¼"	2⅛"	1"
D44*	–	1½"	–	–	2"	–
D45*	–	1½"	–	–	2"	–
D46	2"	1½"	1"	2½"	2"	1½"

Note: For deck temperatures between those shown, width of joint opening can be interpolated.
* – Joint at isolation bearing (no significant movement anticipated)



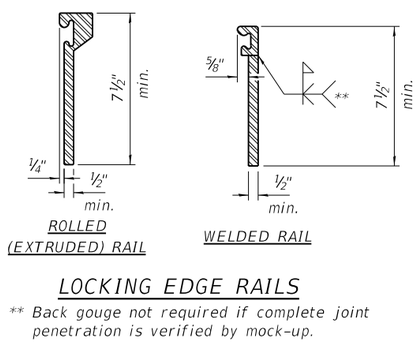
SHOWING ROLLED RAIL JOIN



SECTION A-A

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

SHOWING WELDED RAIL JOINT

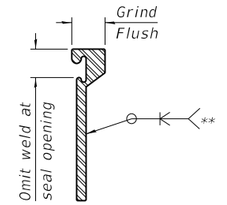


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	275

EJ-SS (TALL WITH GUTTER) 10-1-19

WJE ENGINEERS ARCHITECTS MATERIAL SCIENTISTS
Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
847.272.7400 tel | 847.291.9595 fax
www.wje.com

USER NAME = lsalas	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL S.N. 082-0144	
	CHECKED - SMG	REVISED -			
PLOT SCALE = 0.2000 '' / In.	DRAWN - LS	REVISED -			
PLOT DATE = 7/15/2020	CHECKED - RW	REVISED -		SHEET S-109 OF S-183 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	188
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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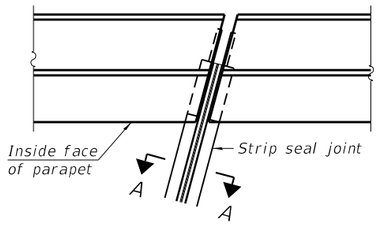
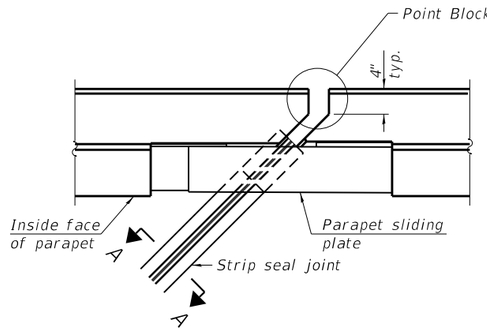
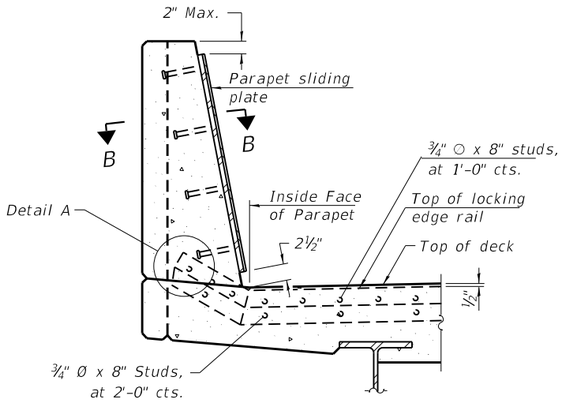


FOR SKEWS ≤ 30°



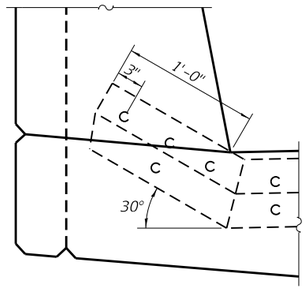
FOR SKEWS > 30°

PLAN AT PARAPET

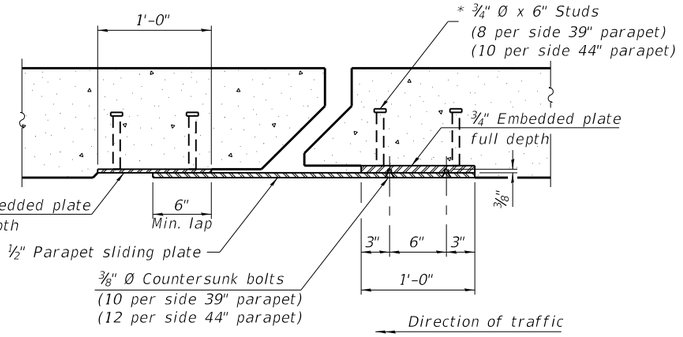


SECTION AT PARAPET

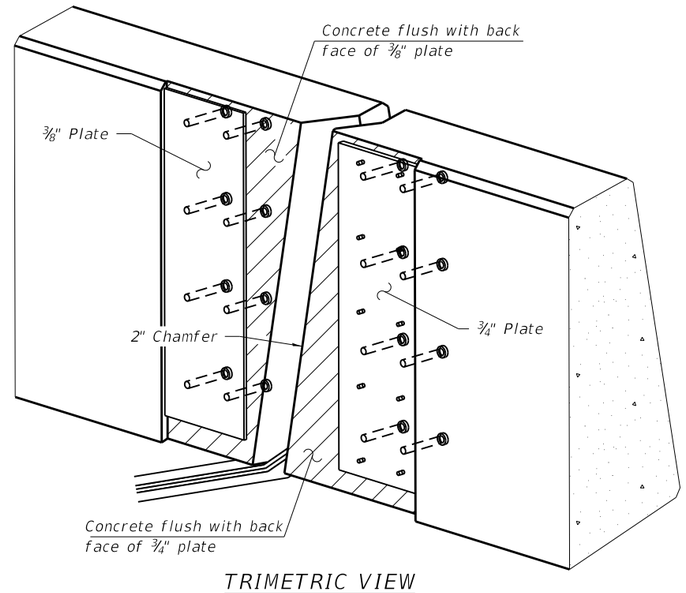
(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A



SECTION B-B



TRIMETRIC VIEW

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

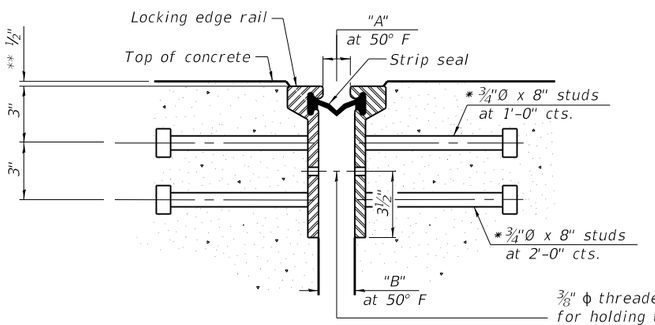
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

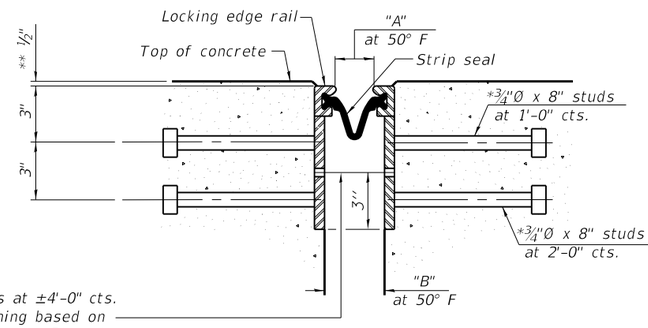
EXPANSION OPENINGS

Location	Dimension "A" @ 50°F	Dimension "B" Extruded @ 50°F	Dimension "B" Welded @ 50°F
D5	1½"	2"	2¾"
D11	1½"	2"	2¾"
D12	1⅞"	2⅜"	3⅛"
D18	1½"	2"	2¾"
D21	1½"	2"	2¾"
D26	1⅜"	2⅛"	2⅞"



SHOWING ROLLED RAIL JOINT

⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

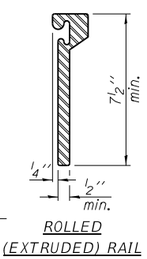


SHOWING WELDED RAIL JOINT

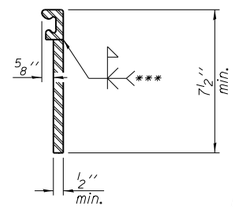
SECTION A-A

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

** *Prior to grinding.*



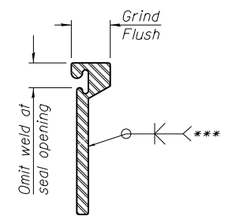
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	261

TranSystems

USER NAME = jmpattison	DESIGNED - AMD	REVISED -	
	CHECKED - JMP	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL (2 OF 2)
S.N. 082-0144
SHEET S-110 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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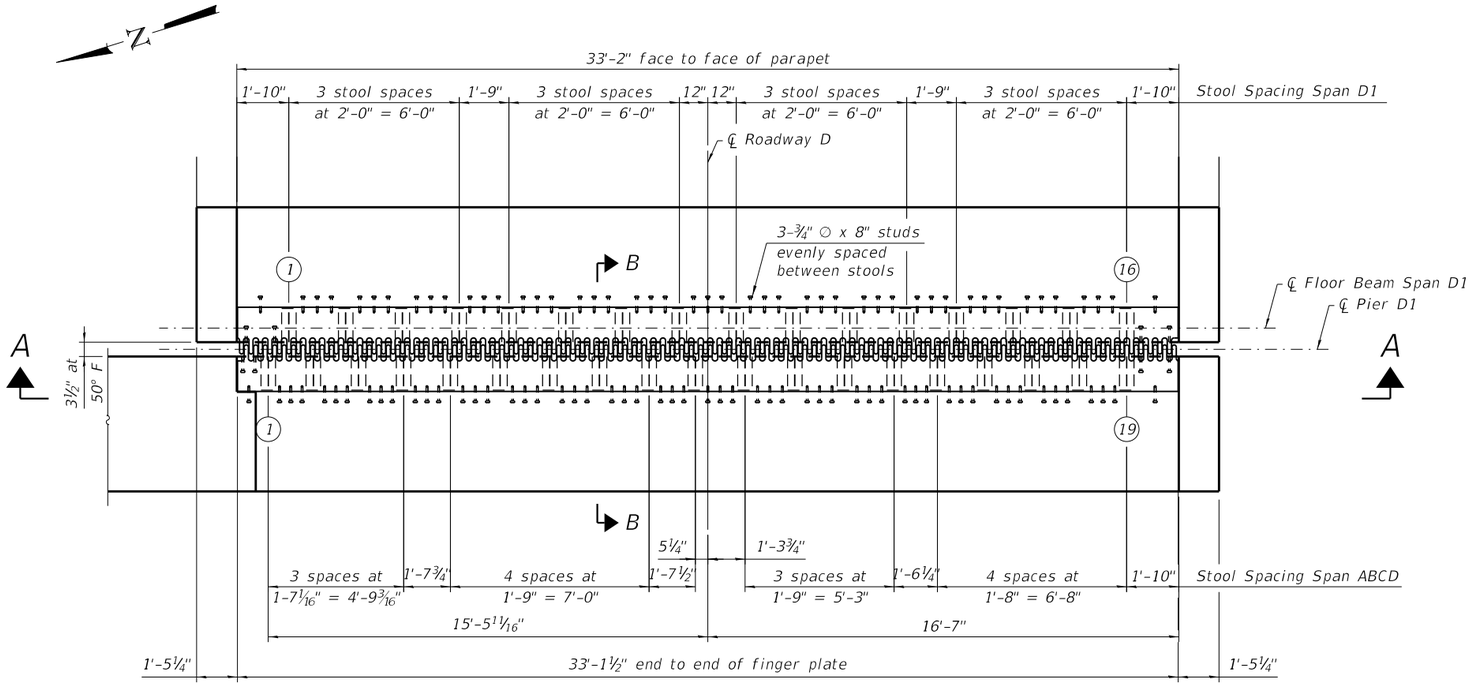
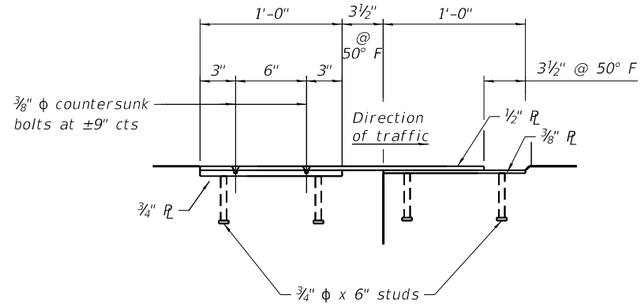
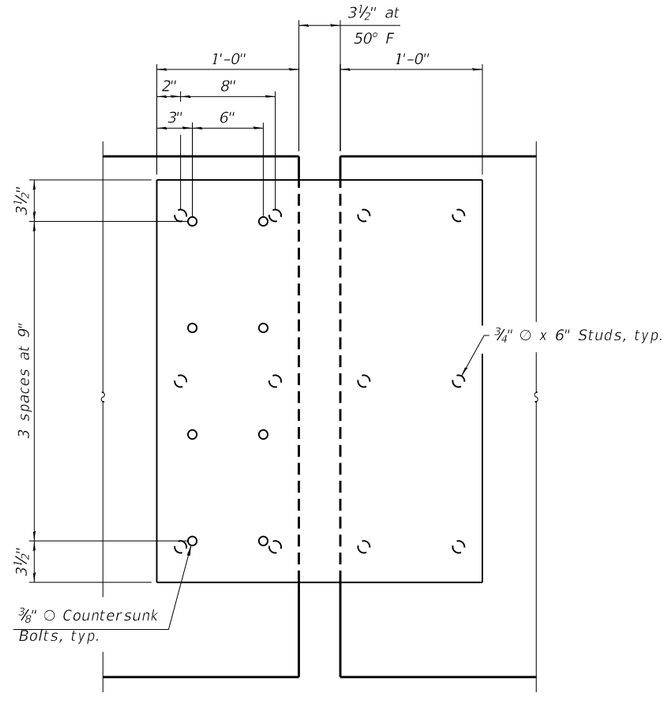
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



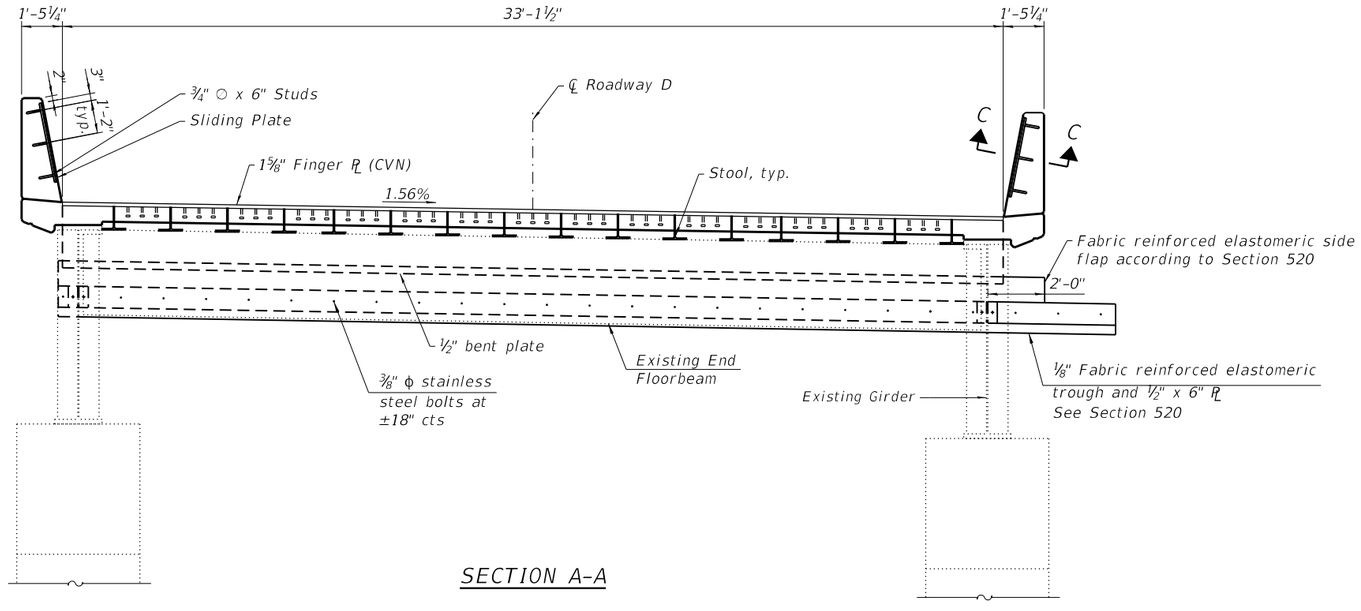
PLAN OF FINGER PLATE EXPANSION JOINT AT PIER D1



SECTION C-C



INSIDE ELEVATION OF PARAPET AT JOINT



SECTION A-A

Notes:
See Sheet S-112 of S-183 for Section B-B.
See Sheet S-113 of S-183 for details of stools.

TranSystems	USER NAME = jmpattison	DESIGNED - AMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE REPLACEMENT DETAILS - PIER D1 (1 OF 3) S.N. 082-0144
		CHECKED - JMP	REVISED -		
	PLOT SCALE = 5.3333 ' / in.	DRAWN - JTF	REVISED -		SHEET S-111 OF S-183 SHEETS
	PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	190
	-	CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

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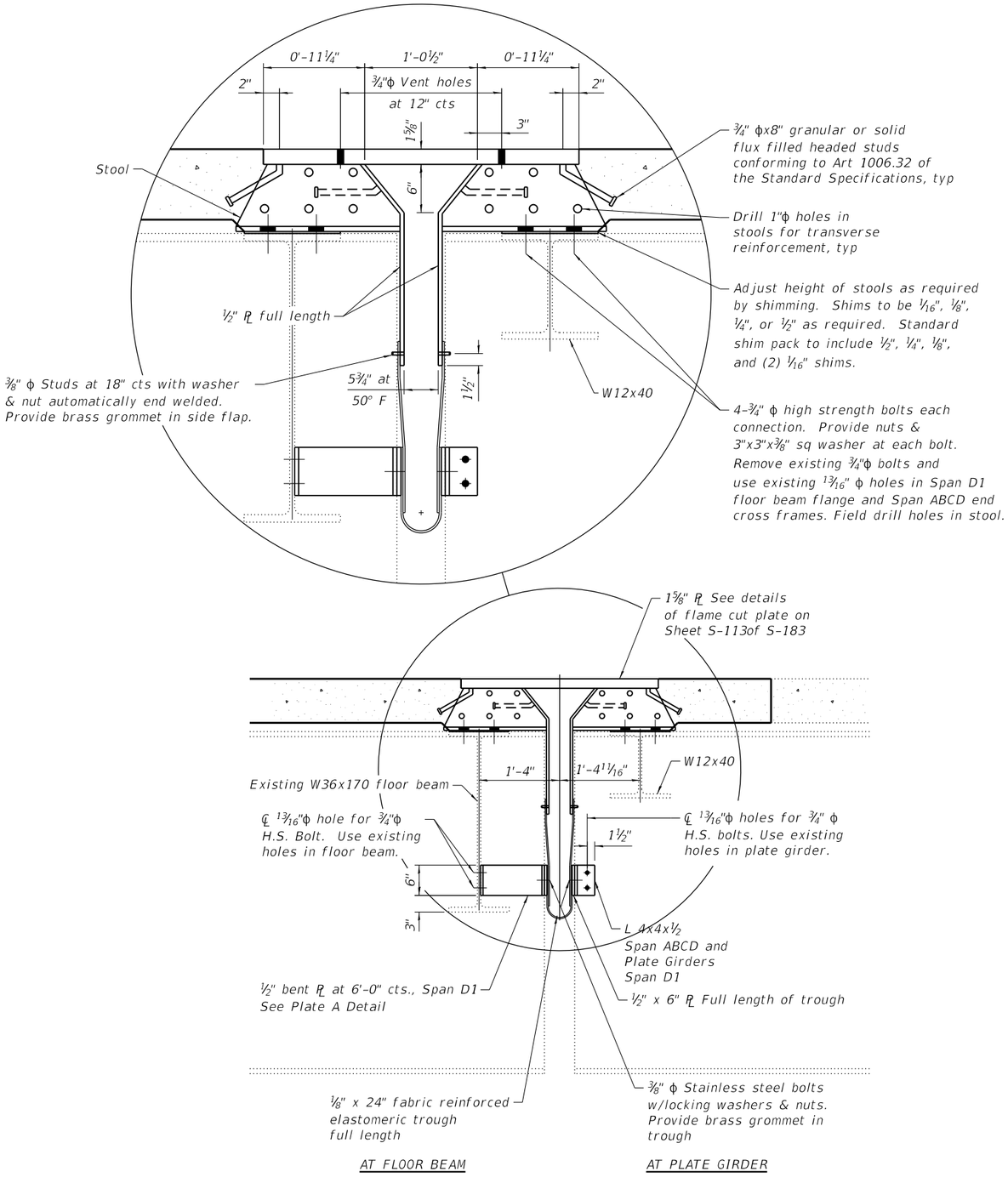
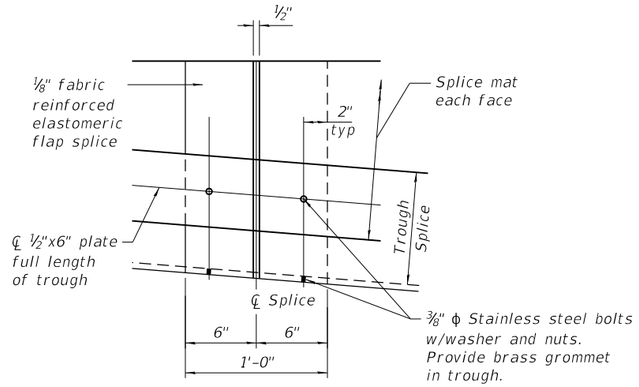
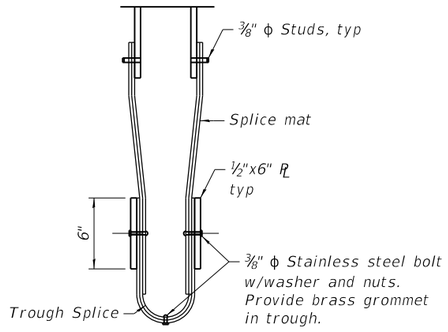
7/15/2020 2:57:13 PM



SECTION B-B



TROUGH SPLICE DETAIL



SECTION THRU TROUGH SPLICE

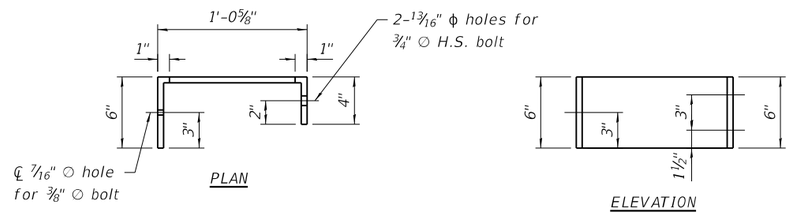


PLATE A DETAIL

TranSystems

USER NAME = jmpattison	DESIGNED - AMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE REPLACEMENT DETAILS - PIER D1 (2 OF 3) S.N. 082-0144
	CHECKED - JMP	REVISED -		
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -		SHEET S-112 OF S-183 SHEETS
PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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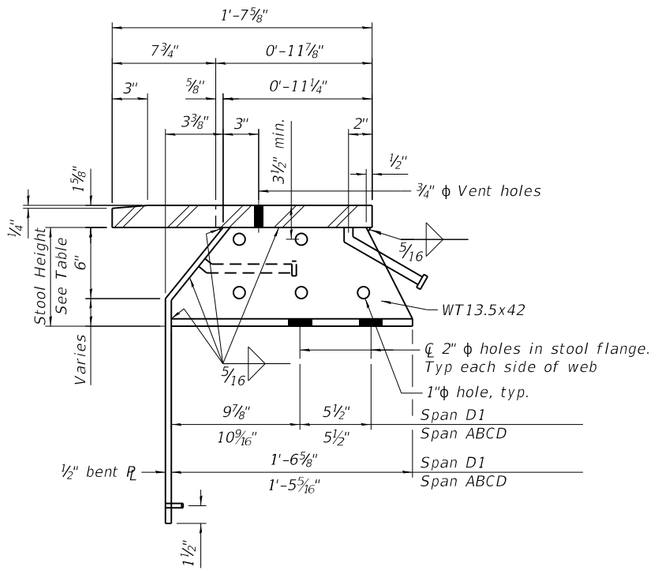
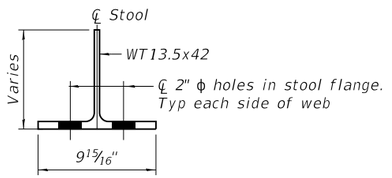
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



STOOL DETAILS AT FINGER PLATE JOINT

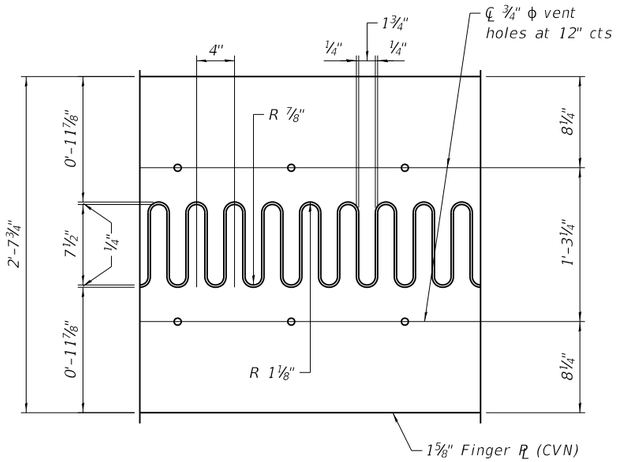


SECTION THRU STOOL

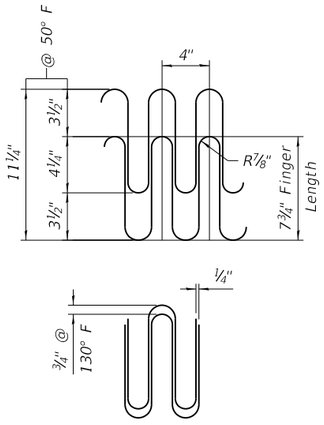
Cut stool from WT13.5x42, typ. See table for stool heights

STOOL HEIGHTS

Stool	Span ABCD	Span D1
1	7 3/16"	1'-1 3/16"
2	7 3/16"	1'-1⅜"
3	7 3/16"	1'-1 9/16"
4	7 3/16"	1'-1 11/16"
5	7 3/16"	1'-1 13/16"
6	7 3/16"	1'-2"
7	7 3/16"	1'-2 3/16"
8	7 3/16"	1'-2 5/16"
9	7 3/16"	1'-2 7/16"
10	7 3/16"	1'-2 9/16"
11	7 3/16"	1'-2 11/16"
12	7 3/16"	1'-2 13/16"
13	7 3/16"	1'-3 1/16"
14	7 3/16"	1'-3 1/4"
15	7 3/16"	1'-3⅜"
16	7 3/16"	1'-3 9/16"
17	7 3/16"	
18	7 3/16"	
19	7 3/16"	



FLAME CUTTING DIAGRAM



JOINT OPENING AND GEOMETRY DETAIL

NOTES:

"CVN" denotes Charpy V Notch impact energy requirements, zone 2.

Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Finger plates and sliding plates shall conform to the requirements of AASHTO M270, Grade 50.

The cost of all material for finger plates and trough support brackets shall be included in the cost of Finger Plate Expansion Joint, 4".

All steel components of the expansion joint including hardware associated with the trough system and sliding plates shall be galvanized after fabrication according to Section 520.03 of the Standard Specifications.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Finger Plate Expansion Joint, 4"	Foot	33
Fabric Reinforced Elastomeric Trough	Foot	36

MODEL: Default
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USER NAME = jmpattison	DESIGNED - AMD	REVISED -	
	CHECKED - JMP	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -	

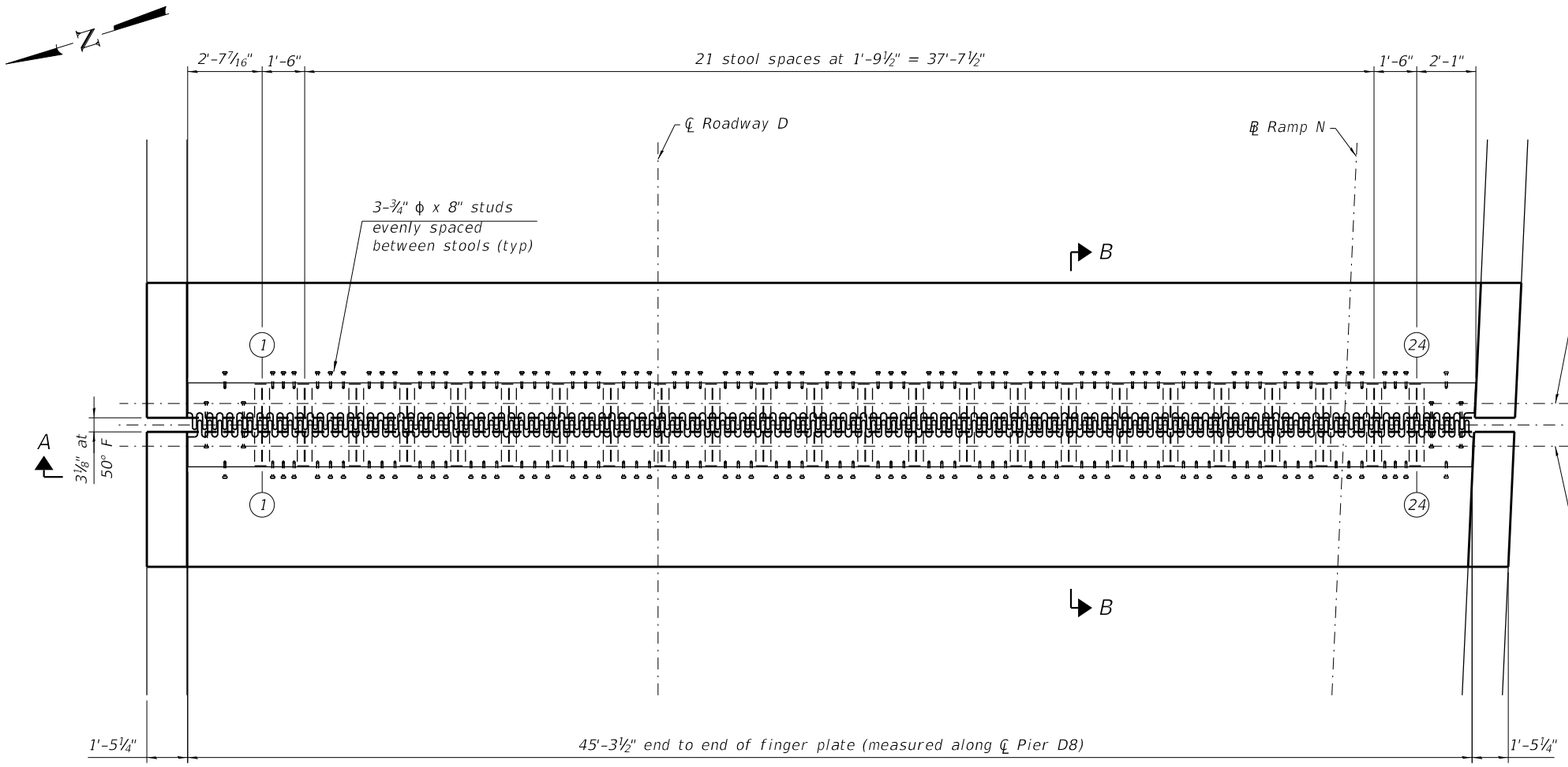
TranSystems

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

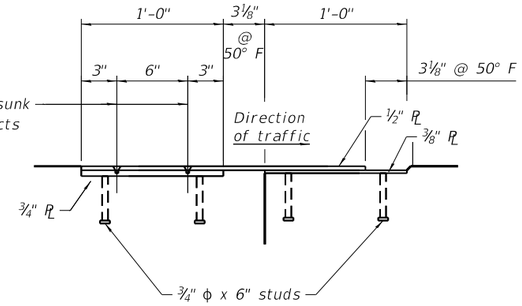
FINGER PLATE REPLACEMENT DETAILS - PIER D1 (3 OF 3)
S.N. 082-0144
SHEET S-113 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	192
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			

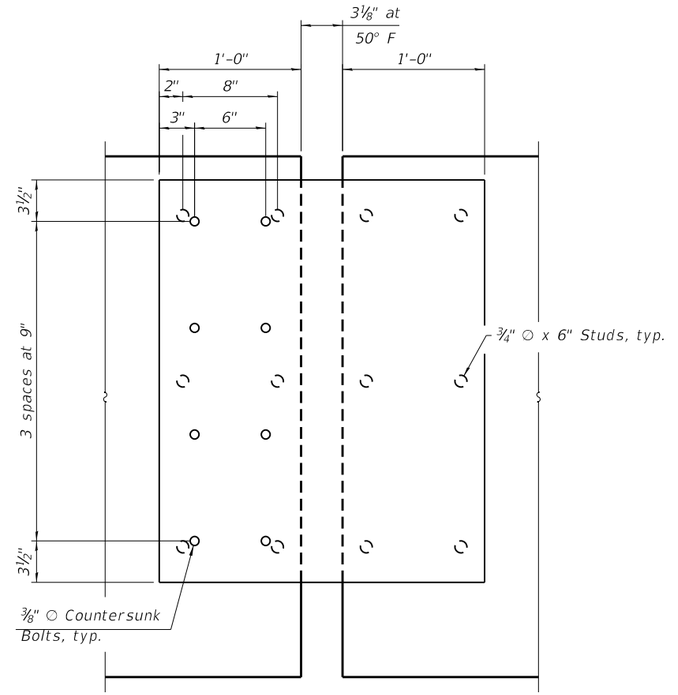
7/15/2020 2:57:17 PM



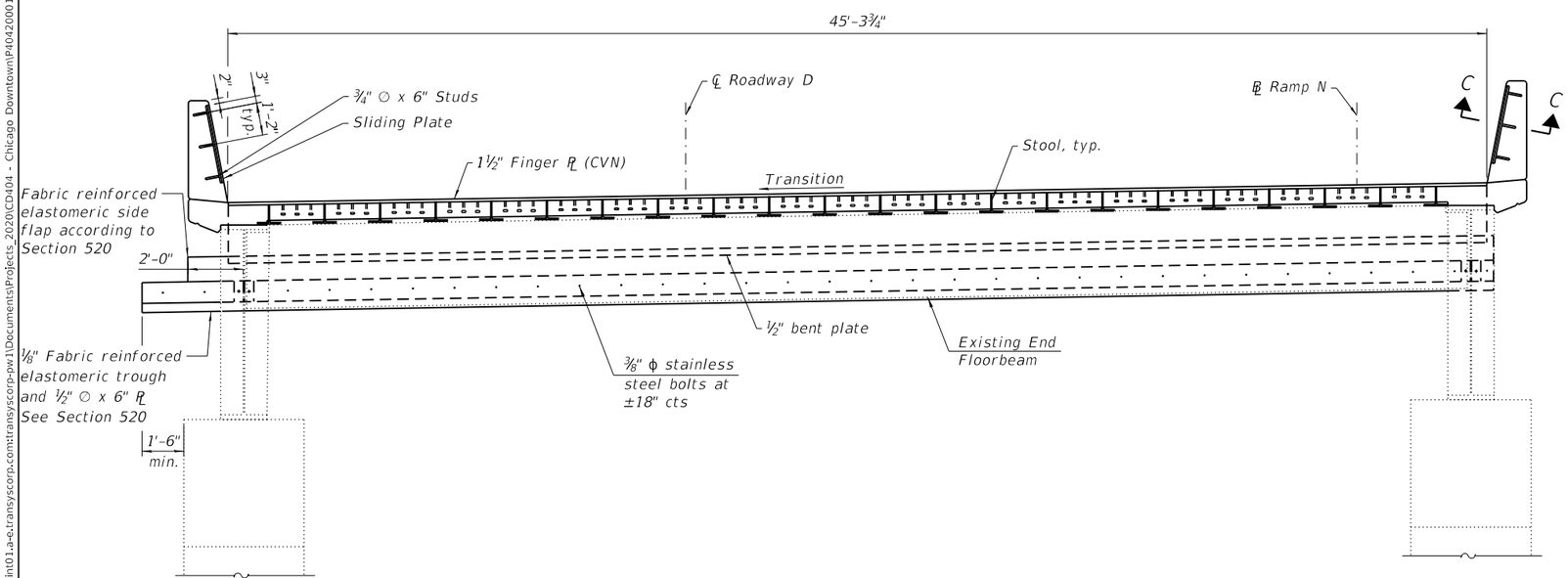
PLAN OF FINGER PLATE EXPANSION JOINT AT PIER D8



SECTION C-C



INSIDE ELEVATION OF PARAPET AT JOINT



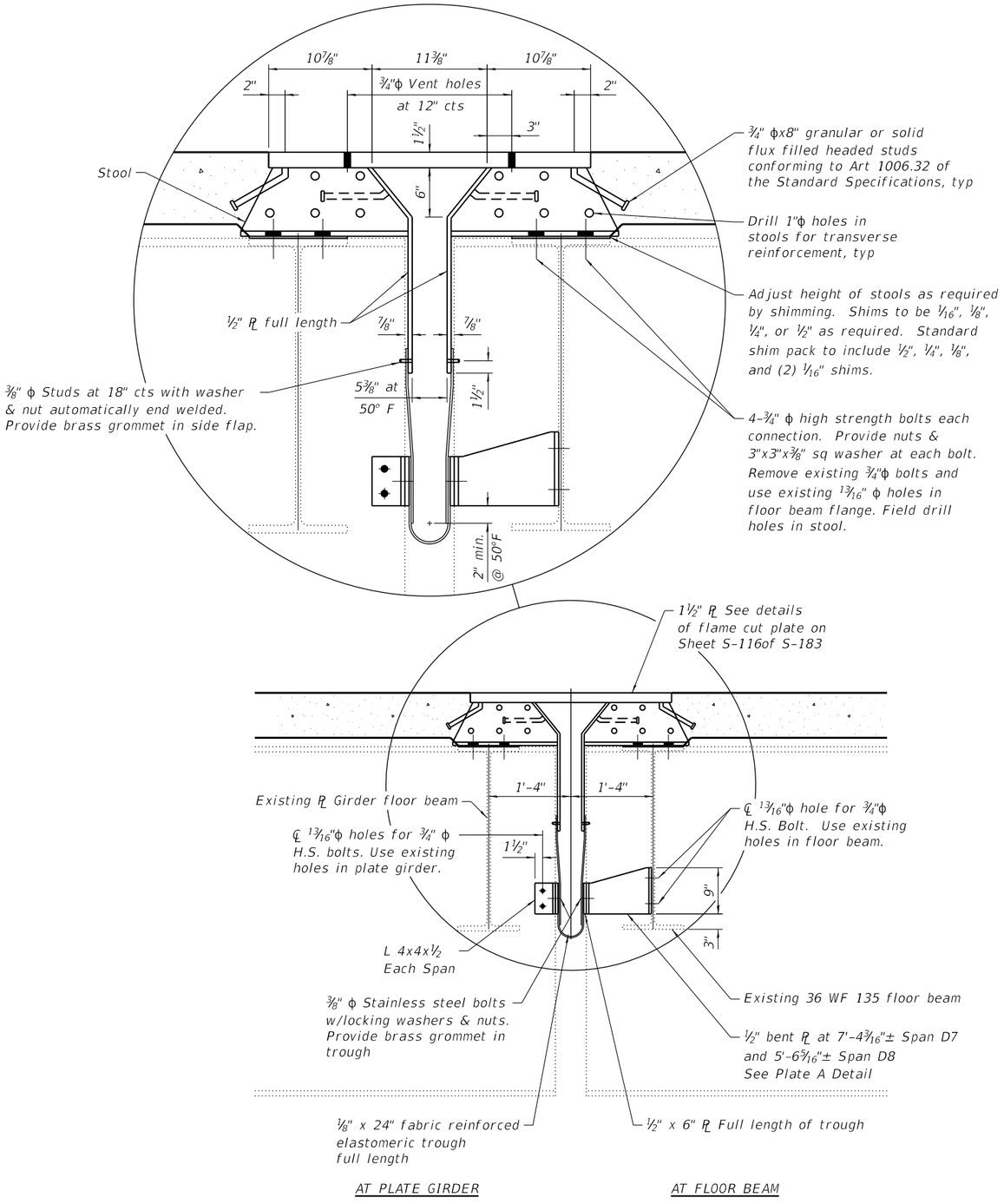
SECTION A-A

NOTES:

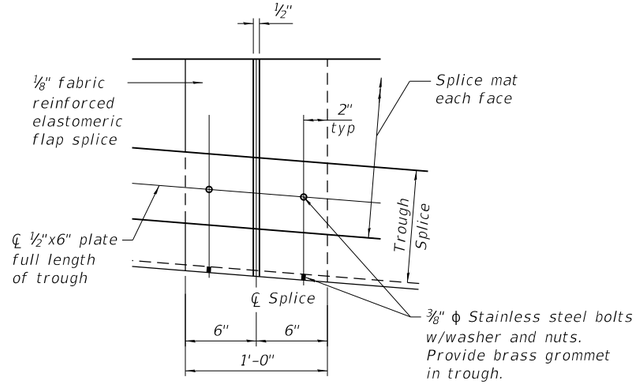
See Sheet S-115of S-183for Section B-B.

See Sheet S-116of S-183for details of stools.

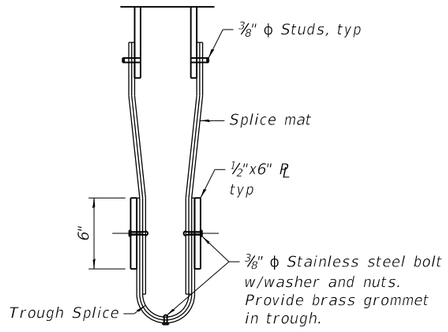
TranSystems	USER NAME = jmpattison	DESIGNED - AMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE REPLACEMENT DETAILS - PIER D8 (1 OF 3) S.N. 082-0144	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JMP	REVISED -			70	82-3HVB-2R-1-I-1	ST. CLAIR	361	193
	PLOT SCALE = 5.3333 ' / in.	DRAWN - JTF	REVISED -					CONTRACT NO. 76B55		
	PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -		SHEET S-114 OF S-183 SHEETS			ILLINOIS	FED. AID PROJECT	



SECTION B-B



TROUGH SPLICE DETAIL



SECTION THRU TROUGH SPLICE

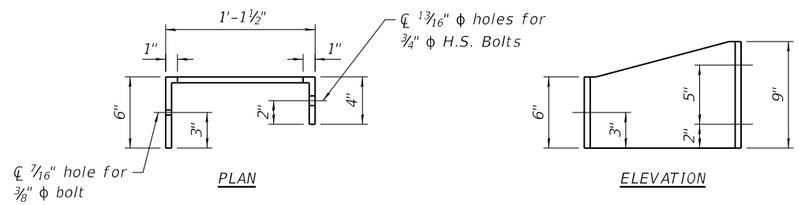


PLATE A DETAIL

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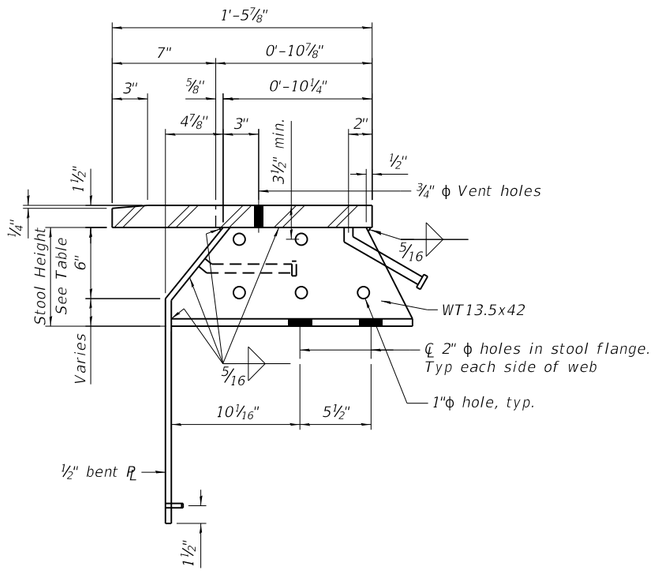
7/15/2020 2:57:24 PM

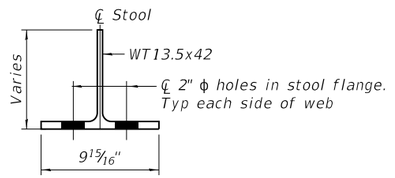
TranSystems

USER NAME = jmpattison	DESIGNED - AMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE REPLACEMENT DETAILS - PIER D8 (2 OF 3) S.N. 082-0144
	CHECKED - JMP	REVISED -		
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -		SHEET S-115 OF S-183 SHEETS
PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	194
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



STOOL DETAILS AT FINGER PLATE JOINT

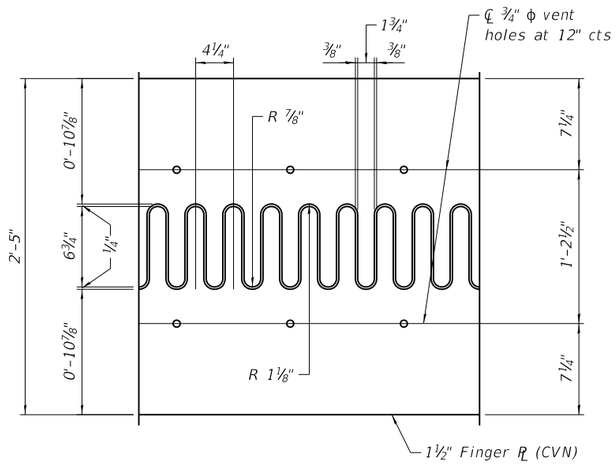


SECTION THRU STOOL

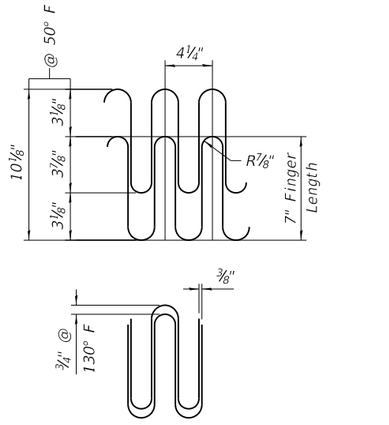
Cut stool from WT13.5x42, typ. See table for stool heights

STOOL HEIGHTS

Stool	Span D7	Span D8
1	11¾"	11"
2	11 13/16"	11"
3	11 13/16"	11 1/16"
4	1'-0 1/16"	11⅛"
5	1'-0⅛"	11 3/16"
6	1'-0¼"	11¼"
7	1'-0 3/16"	11 5/16"
8	1'-0⅜"	11⅜"
9	1'-0 7/16"	11 7/16"
10	1'-0½"	11½"
11	1'-0½"	11 9/16"
12	1'-0 9/16"	11 9/16"
13	1'-0 11/16"	11⅝"
14	1'-0 13/16"	11 11/16"
15	1'-0⅞"	11¾"
16	1'-1"	11 13/16"
17	1'-1⅛"	11⅞"
18	1'-1¼"	11 15/16"
19	1'-1 1/16"	11½"
20	1'-0⅞"	11 3/16"
21	1'-0¾"	11 1/16"
22	1'-0 15/16"	10⅞"
23	1'-0⅞"	10⅞"
24	1'-0 7/16"	10 1/16"



FLAME CUTTING DIAGRAM



JOINT OPENING AND GEOMETRY DETAIL

NOTES:

"CVN" denotes Charpy V Notch impact energy requirements, zone 2.

Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Finger plates and sliding plates shall conform to the requirements of AASHTO M270, Grade 50.

The cost of all material for finger plates and trough support brackets shall be included in the cost of Finger Plate Expansion Joint, 4".

All steel components of the expansion joint including hardware associated with the trough system and sliding plates shall be galvanized after fabrication according to Section 520.03 of the Standard Specifications.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Finger Plate Expansion Joint, 4"	Foot	45
Fabric Reinforced Elastomeric Trough	Foot	48

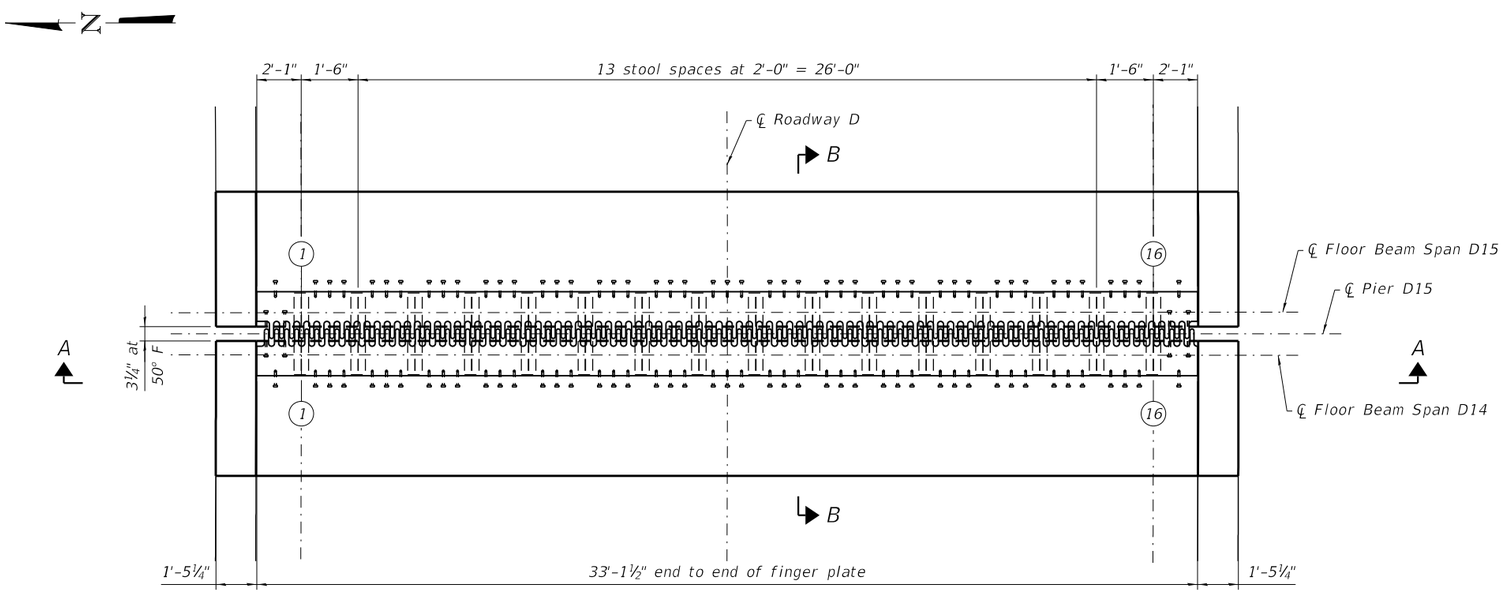
TranSystems

USER NAME = jmpattison	DESIGNED - AMD	REVISED -	
	CHECKED - JMP	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -	
PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -	

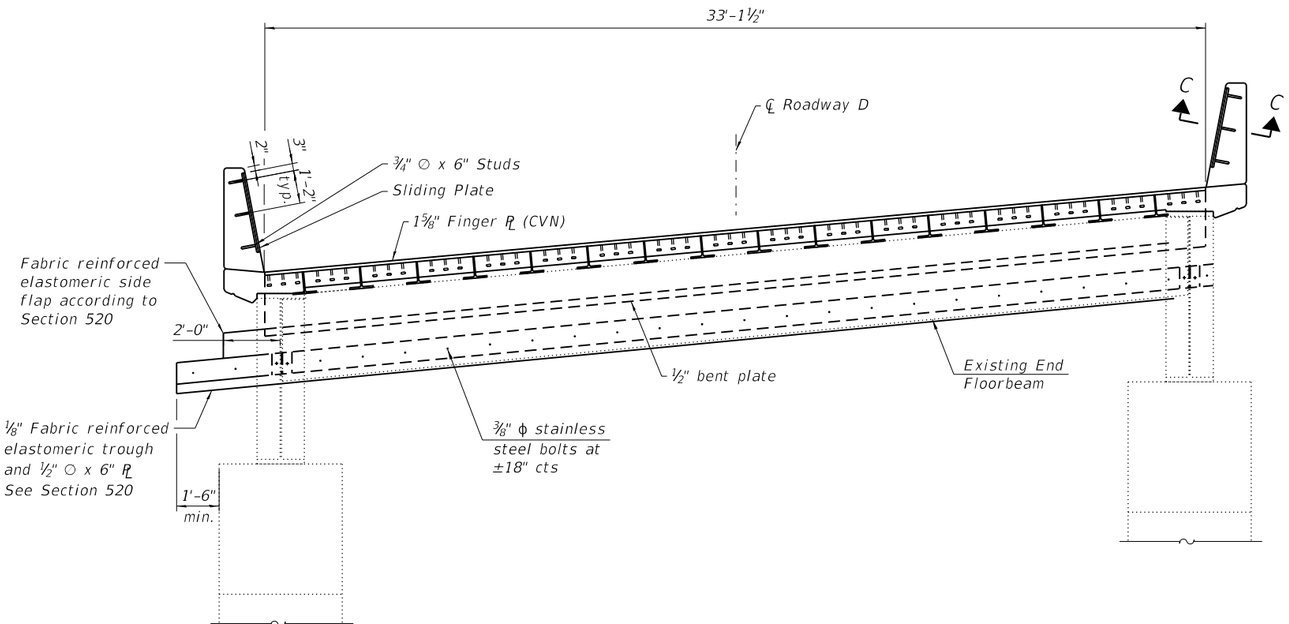
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE REPLACEMENT DETAILS - PIER D8 (3 OF 3)
S.N. 082-0144
SHEET S-116 OF S-183 SHEETS

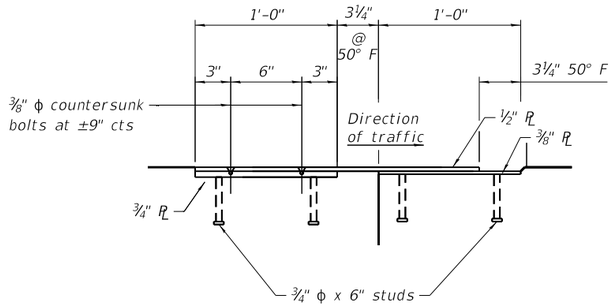
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-1-1	ST. CLAIR	361	195
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



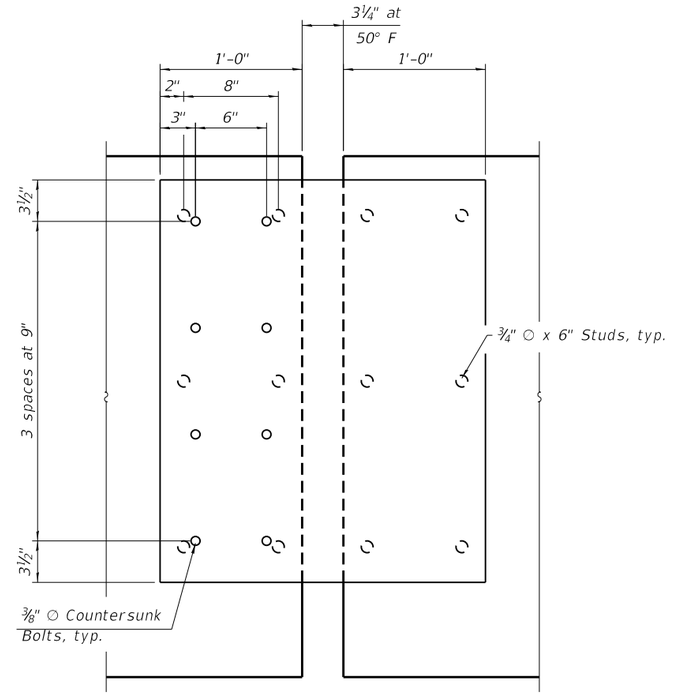
PLAN OF FINGER PLATE EXPANSION JOINT AT PIER D15



SECTION A-A



SECTION C-C



INSIDE ELEVATION OF PARAPET AT JOINT

NOTES:
See Sheet S-118of S-183for Section B-B.
See Sheet S-119of S-183for details of stools.

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7/15/2020 2:57:31 PM

TranSystems

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	CHECKED - JMP	REVISED -	
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PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE REPLACEMENT DETAILS - PIER D15 (1 OF 3)
S.N. 082-0144
SHEET S-117 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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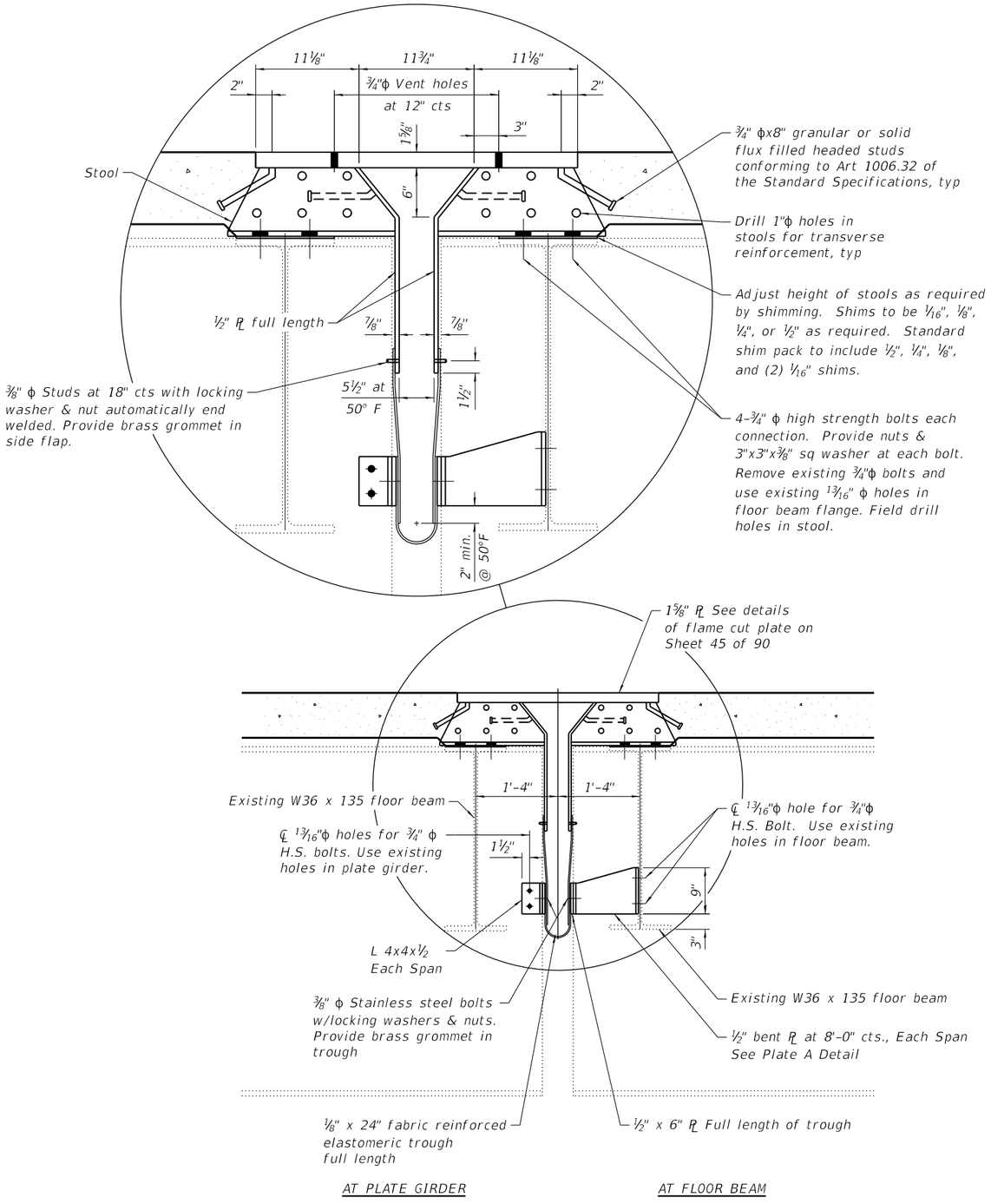
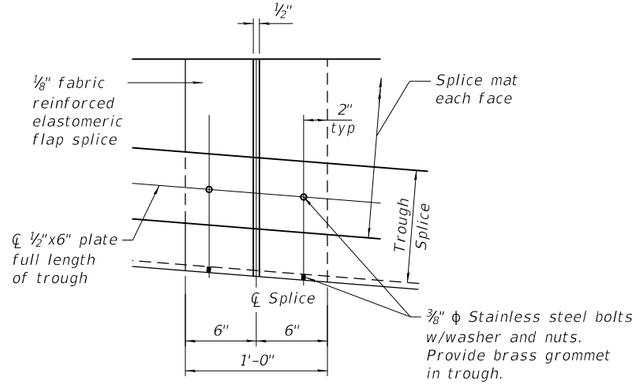
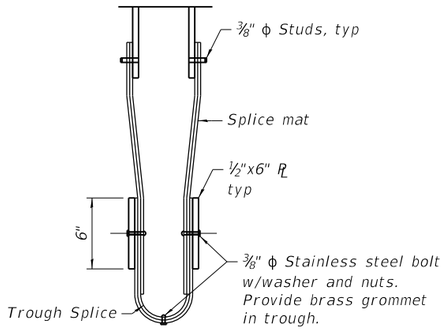
		CONTRACT NO. 76B55		
	ILLINOIS	FED. AID PROJECT		



SECTION B-B



TROUGH SPLICE DETAIL



SECTION THRU TROUGH SPLICE

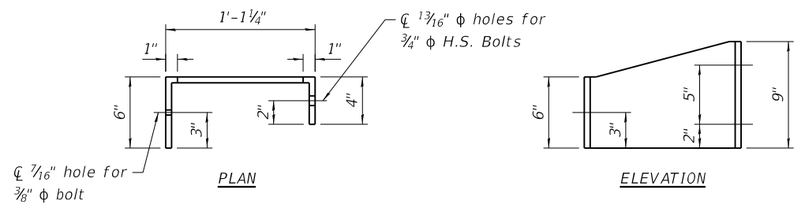


PLATE A DETAIL

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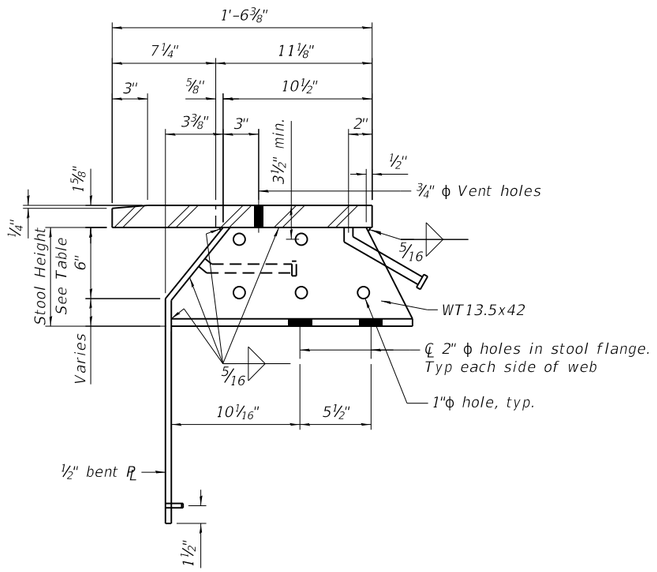
7/15/2020 2:57:33 PM

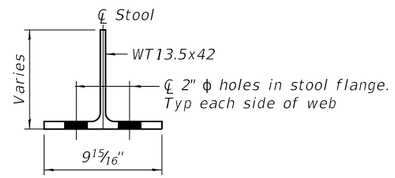
TranSystems

USER NAME = jmpattison	DESIGNED - AMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE REPLACEMENT DETAILS - PIER D15 (2 OF 3) S.N. 082-0144
	CHECKED - JMP	REVISED -		
PLOT SCALE = 0.1667 ' / in.	DRAWN - JTF	REVISED -		SHEET S-118 OF S-183 SHEETS
PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	197
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



STOOL DETAILS AT FINGER PLATE JOINT

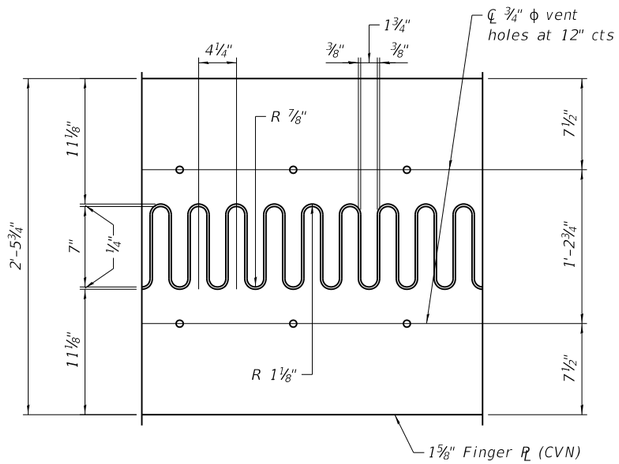


SECTION THRU STOOL

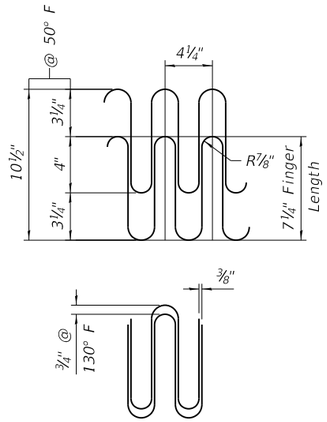
Cut stool from WT13.5x42, typ. See table for stool heights

STOOL HEIGHTS

Stool	Span D14	Span D15
1	1'-0 9/16"	1 1 3/16"
2	1'-0 9/16"	1 1/8"
3	1'-0 9/16"	1 1/8"
4	1'-0 9/16"	1 1/8"
5	1'-0 1/2"	1 1 3/16"
6	1'-0 1/2"	1 1 3/16"
7	1'-0 1/2"	1 1 3/16"
8	1'-0 1/2"	1'-0"
9	1'-0 1/2"	1'-0"
10	1'-0 1/2"	1'-0"
11	1'-0 1/2"	1'-0 1/16"
12	1'-0 1/2"	1'-0 1/16"
13	1'-0 1/2"	1'-0 1/16"
14	1'-0 9/16"	1'-0 1/16"
15	1'-0 9/16"	1'-0 1/16"
16	1'-0 9/16"	1'-0 9/16"



FLAME CUTTING DIAGRAM



JOINT OPENING AND GEOMETRY DETAIL

NOTES:

"CVN" denotes Charpy V Notch impact energy requirements, zone 2.

Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Finger plates and sliding plates shall conform to the requirements of AASHTO M270, Grade 50.

The cost of all material for finger plates and trough support brackets shall be included in the cost of Finger Plate Expansion Joint, 4".

All steel components of the expansion joint including hardware associated with the trough system and sliding plates shall be galvanized after fabrication according to Section 520.03 of the Standard Specifications.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Finger Plate Expansion Joint, 4"	Foot	33
Fabric Reinforced Elastomeric Trough	Foot	36

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PLOT DATE = 7/15/2020	CHECKED - JMP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE REPLACEMENT DETAILS - PIER D15 (3 OF 3)
S.N. 082-0144
SHEET S-119 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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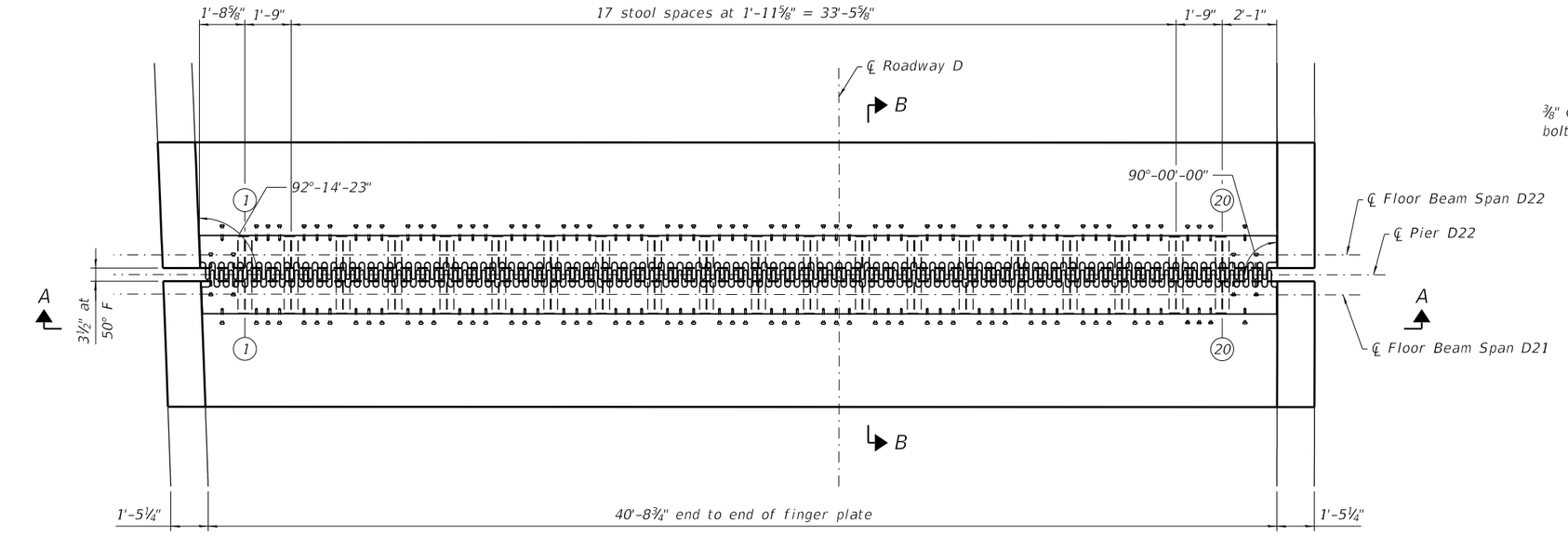
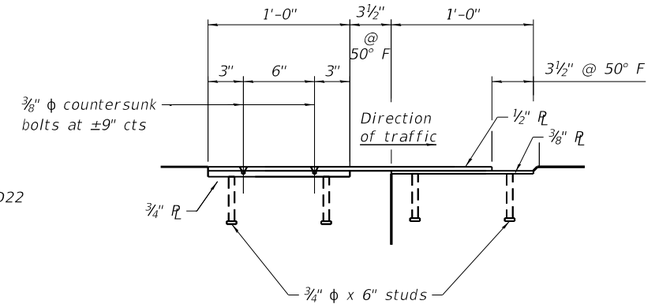
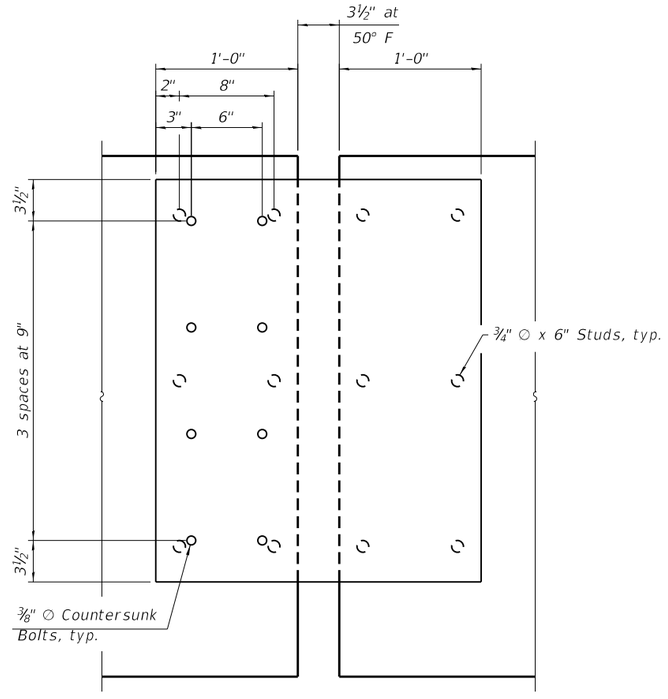
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			



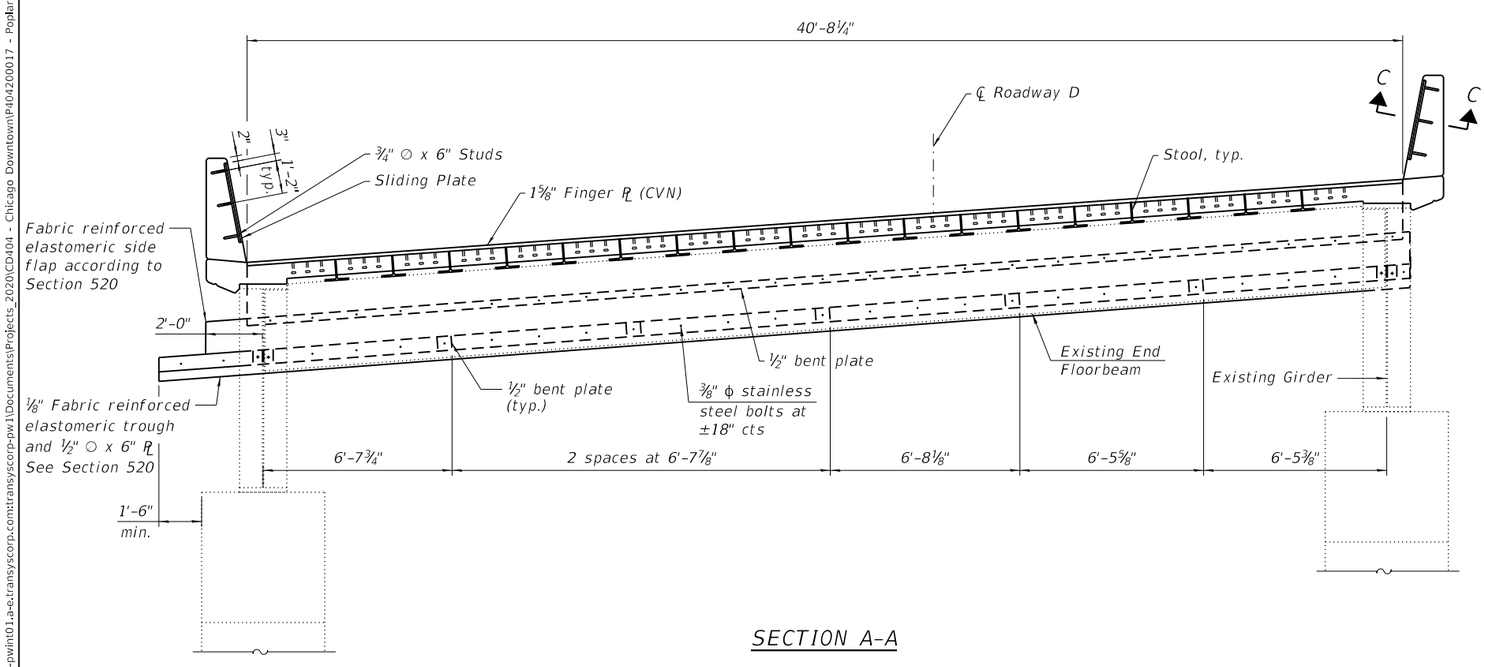
PLAN OF FINGER PLATE EXPANSION JOINT AT PIER D22



SECTION C-C



INSIDE ELEVATION OF PARAPET AT JOINT

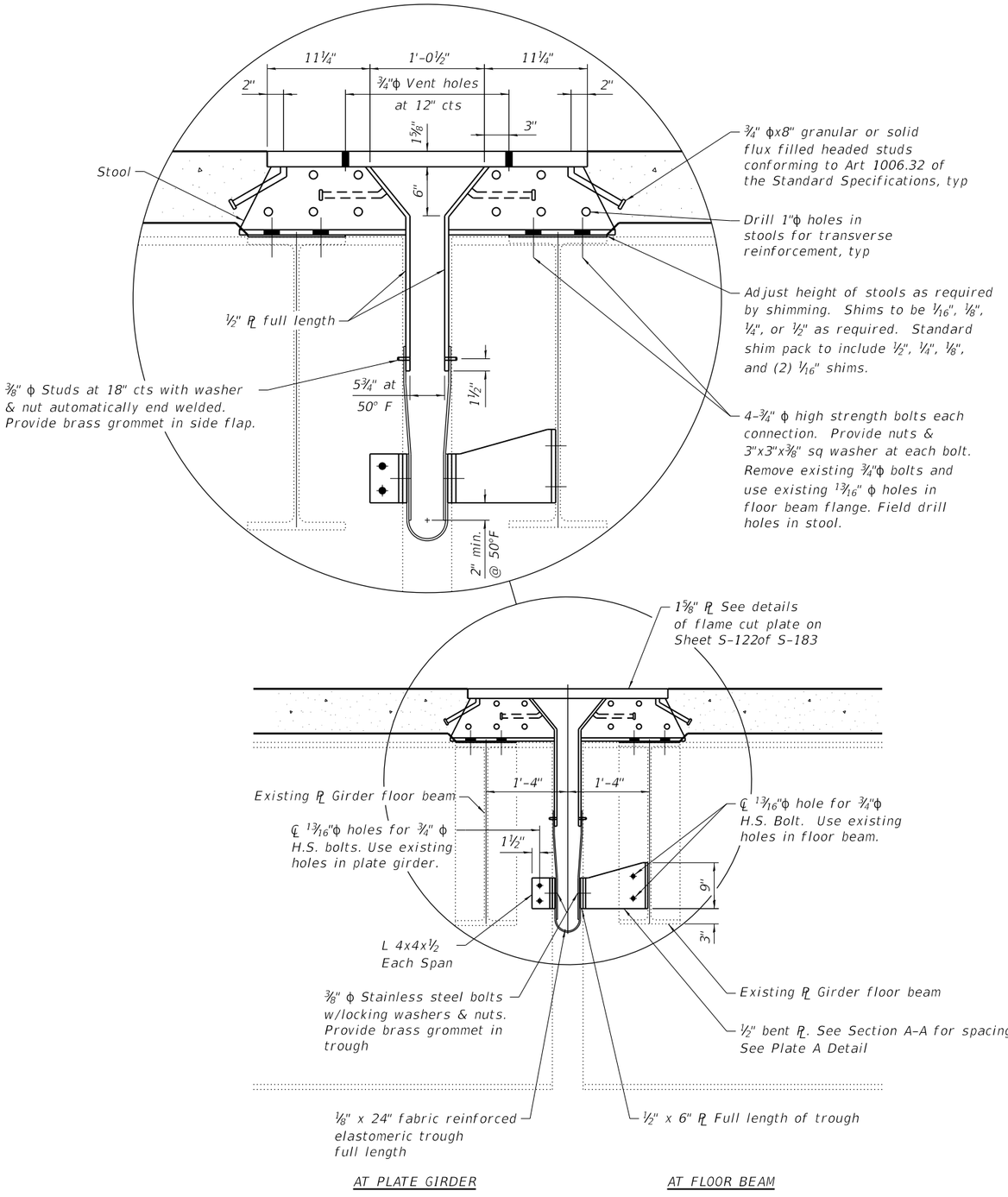


SECTION A-A

NOTES:

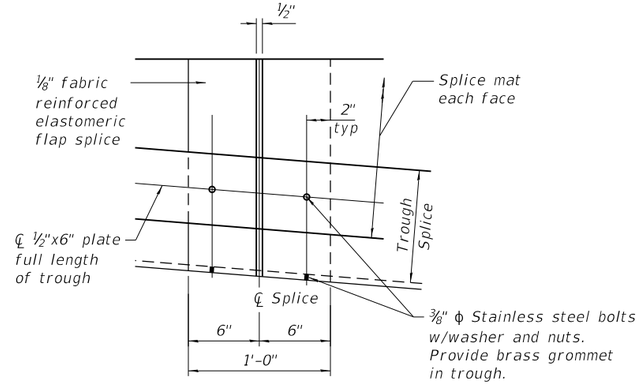
See Sheet S-121of S-183for Section B-B.

See Sheet S-122of S-183for details of stools.

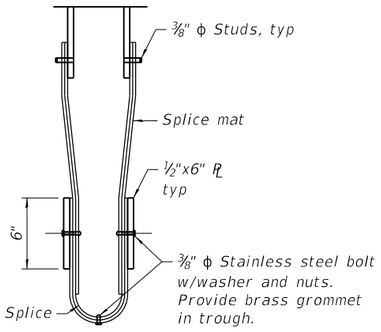


AT PLATE GIRDER AT FLOOR BEAM

SECTION B-B



TROUGH SPLICE DETAIL



SECTION THRU TROUGH SPLICE

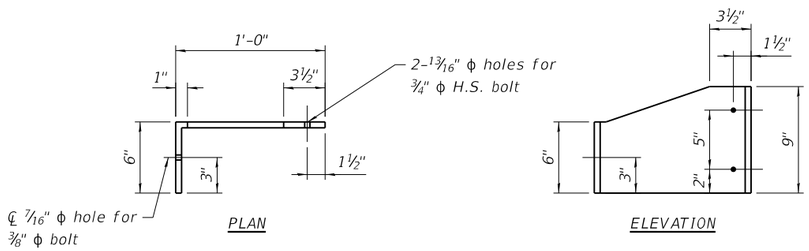


PLATE A DETAIL

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USER NAME = jmpattison	DESIGNED - AMD	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE REPLACEMENT DETAILS - PIER D22 (2 OF 3)
S.N. 082-0144
SHEET S-121 OF S-183 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-3HVB-2R-1-I-1	ST. CLAIR	361	200
		CONTRACT NO. 76B55		
	ILLINOIS FED. AID PROJECT			