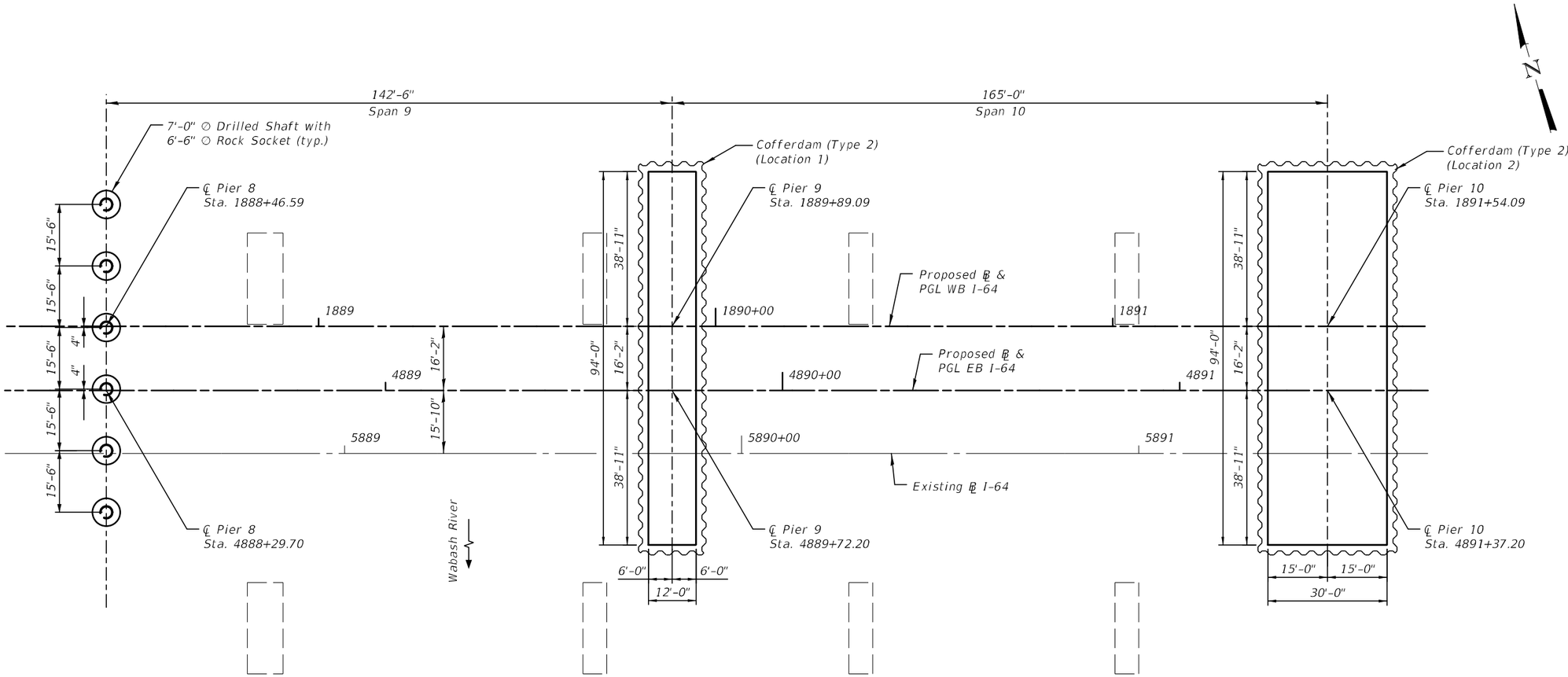


PLAN

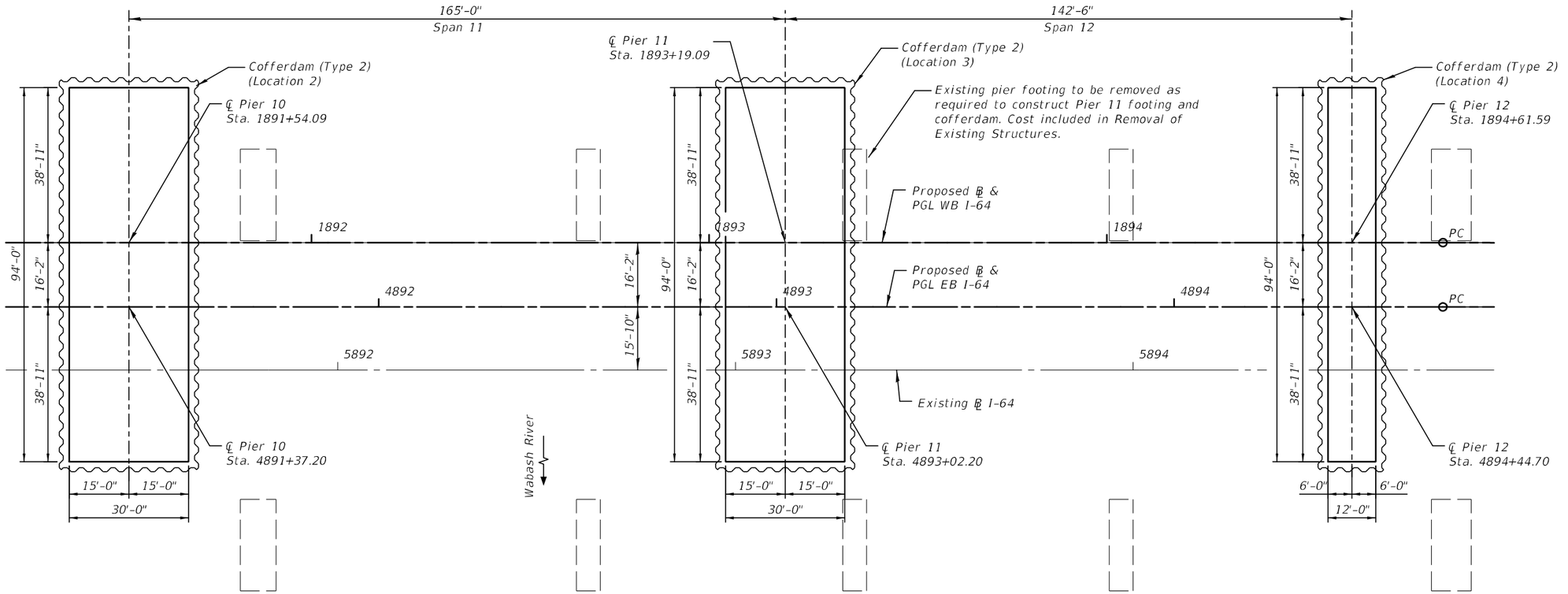
PLOT DATE = 8/9/2023
FILE NAME: I:\760Ccdd\Sheets\Bridge\7660-S0080-HP10.dgn

KNIGHT Engineers & Architects		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
	SCALE - NONE	DRAWN - KA	REVISED
	DATE - 8/11/2023	CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – SPANS 9 AND 10
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-17 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	201
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

PLOT DATE = 8/9/2023
FILE NAME: I:\760\Cadd\Sheets\Bridge\Y760-S0080-FP06.dgn

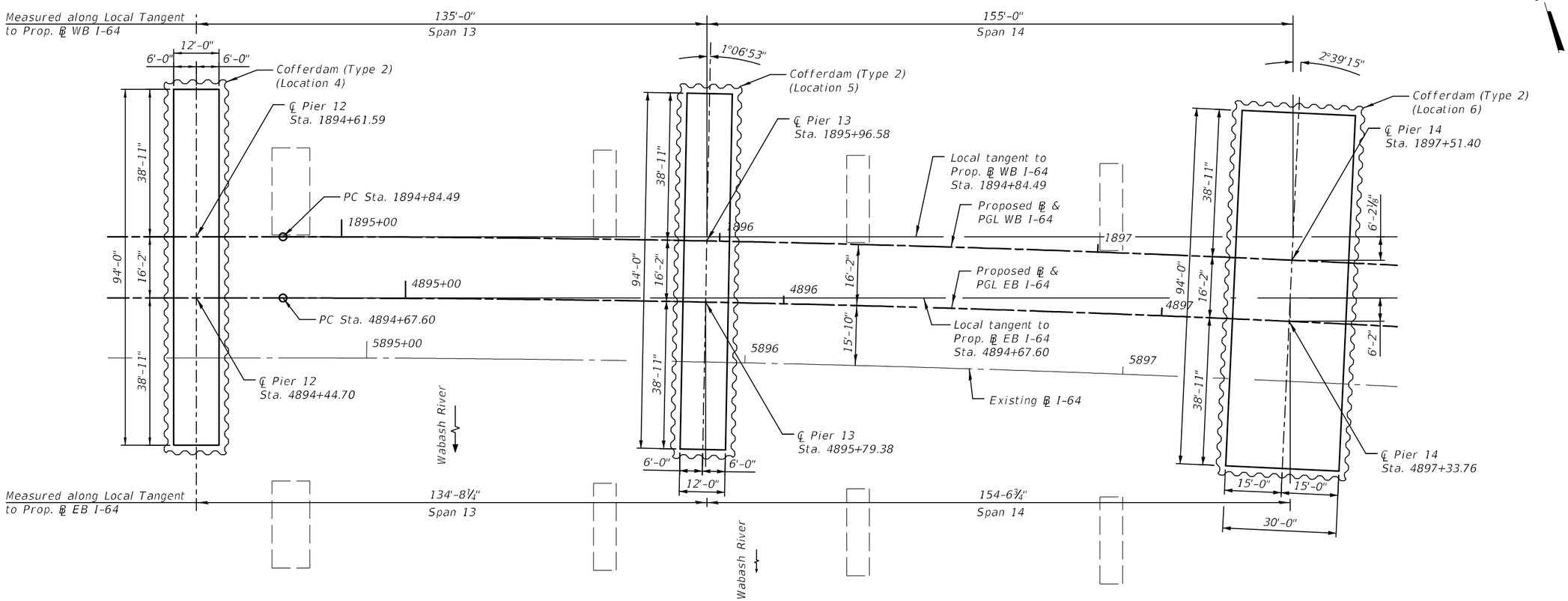
KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – SPANS 11 AND 12
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-18 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	202
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

PLOT DATE = 8/9/2023
FILE NAME: I:\7600\cadd\Sheets\Bridge\7600-S0080-PB07.dgn

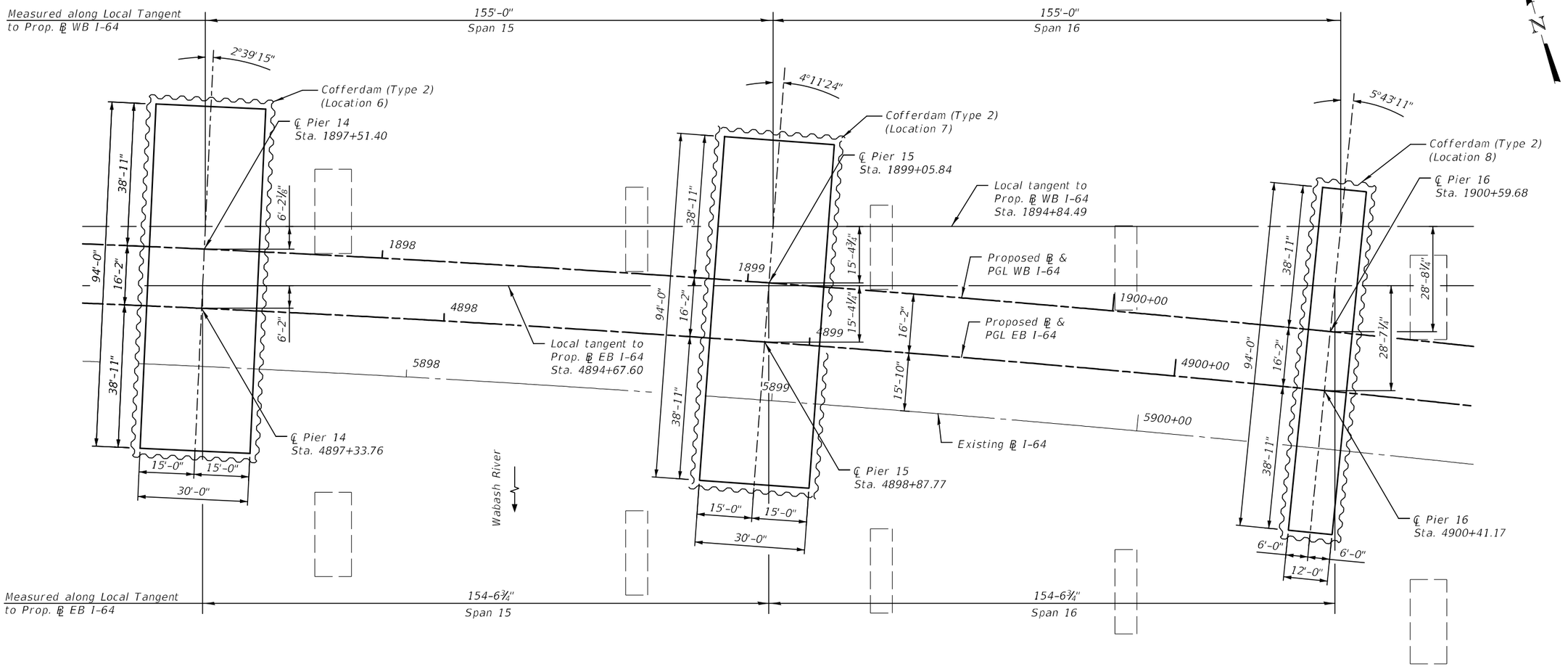
KNIGHT
Engineers & Architects

	DESIGNED - KA	REVISED	
	CHECKED - LS	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – SPANS 13 AND 14
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-19 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	203
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

PLOT DATE = 8/9/2023
FILE NAME: I:\7600\cad\Sheets\Bridge\7660-S0080-FP8E.dgn

KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – SPANS 15 AND 16
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-20 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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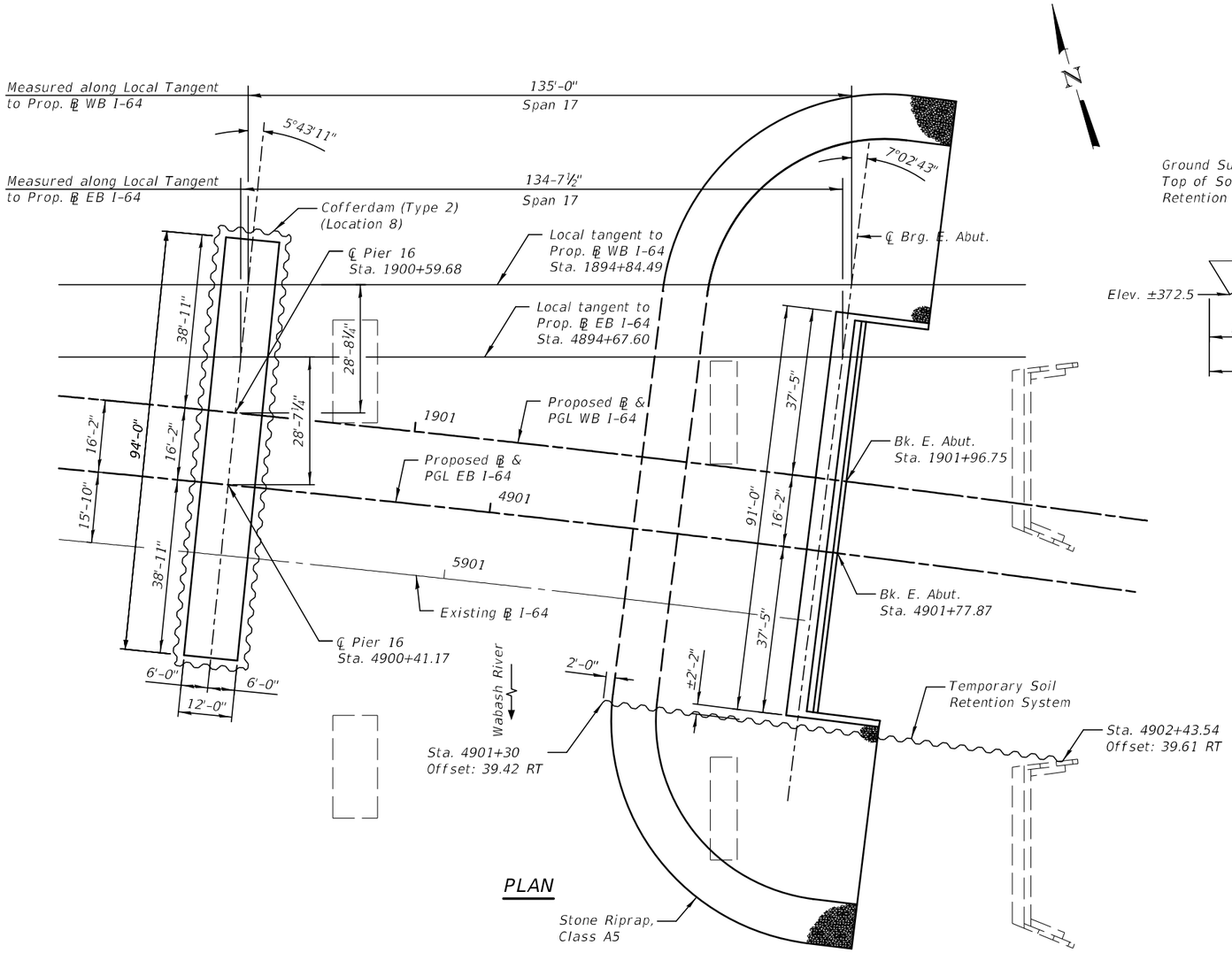
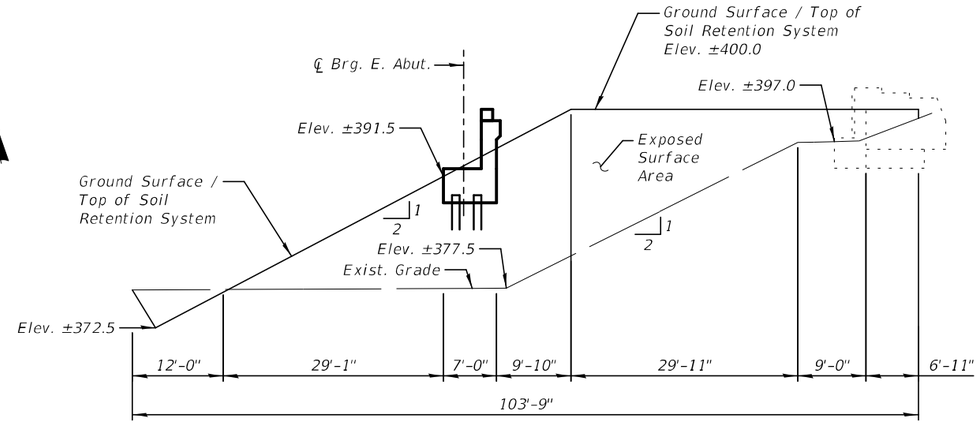
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN



TEMPORARY SOIL RETENTION SYSTEM

(Looking North)

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	997

PLOT DATE = 8/9/2023
FILE NAME: I:\7600\Cadd\Sheets\Bridges\7600-S0080+PE05.dgn

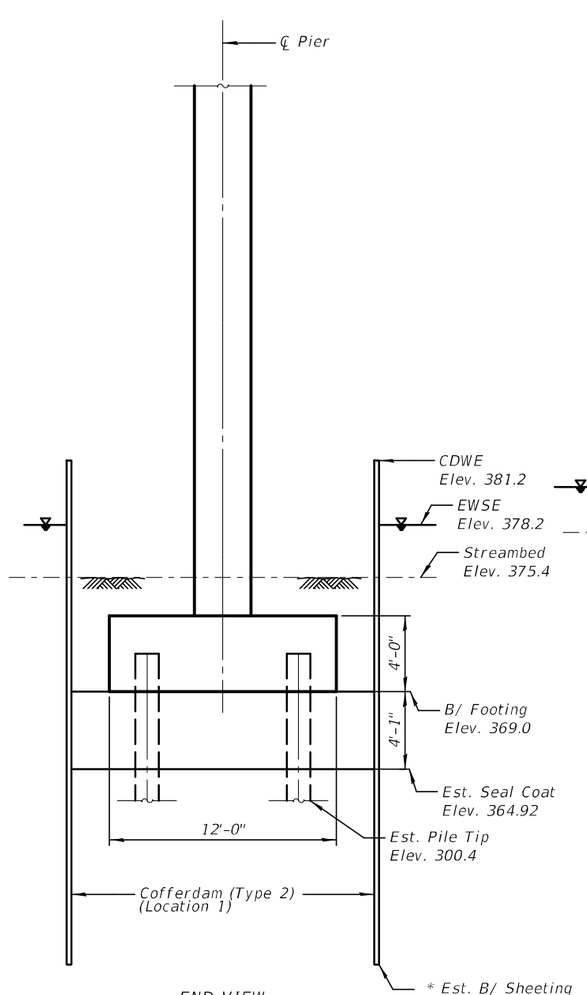
KNIGHT Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

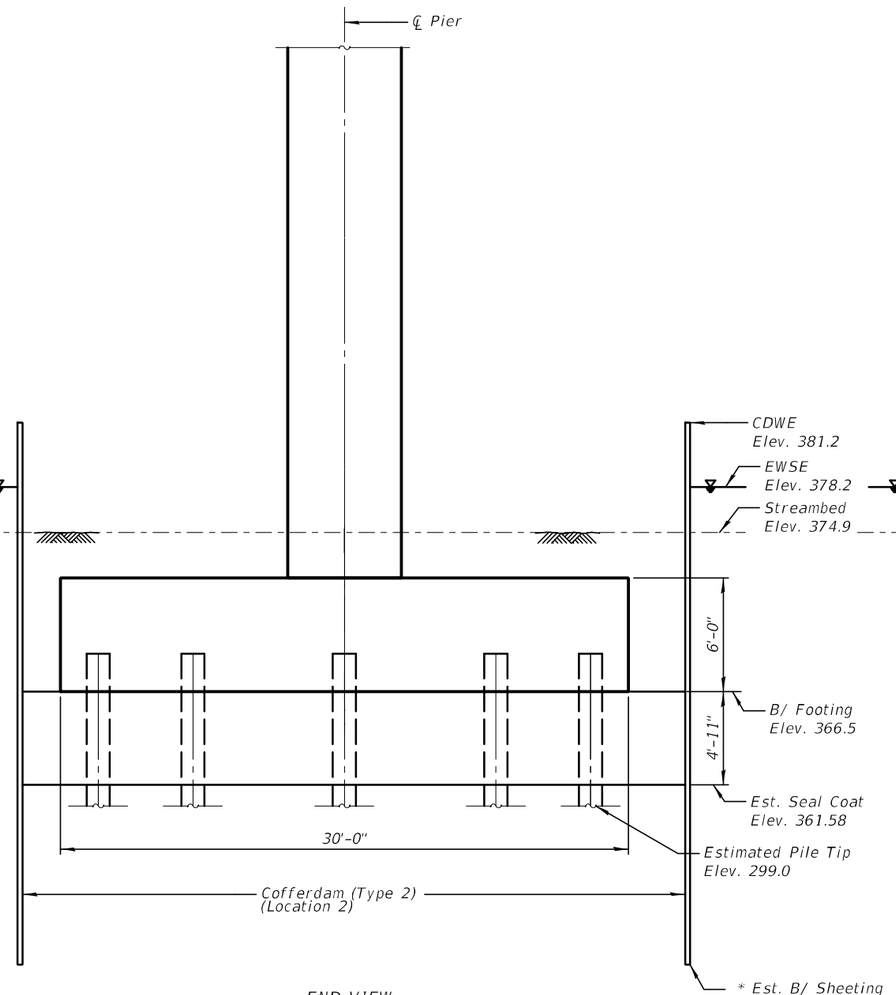
SUBSTRUCTURE LAYOUT – SPAN 17
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-21 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	205
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



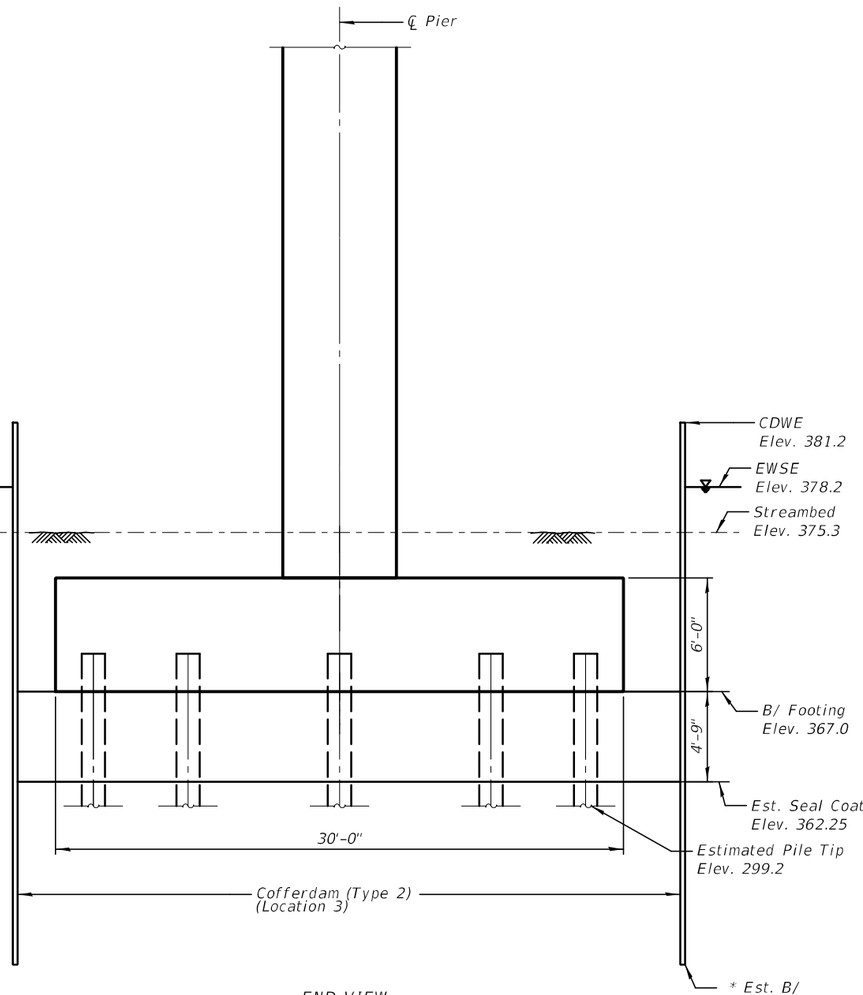
END VIEW
PIER 09

Plan Dimensions are 16'x98'



END VIEW
PIER 10

Plan Dimensions are 34'x98'



END VIEW
PIER 11

Plan Dimensions are 34'x98'

* Actual tip elevation shall be determined by Contractor during construction

Notes:

1. Cofferdam on east side of Pier 11 to be located as necessary to miss piles from existing Pier 16. Cost included in Cofferdam (Type 2) (Location 3)

2. It is the contractor's responsibility to provide design for the cofferdam and required appurtenances, subject to approval of the Engineer.

3. The Seal coat design thickness is based on the Cofferdam Design Water Elevation (CDWE) shown. Final Cofferdam design, details and seal coat thickness shall be submitted to the Engineer for approval. The CDWE is equal to the Estimated Water Surface Elevation (EWSE) plus 3 feet.

BILL OF MATERIAL

Item	Unit	Quantity
Cofferdam (Type 2) (Location 1)	Each	1
Cofferdam (Type 2) (Location 2)	Each	1
Cofferdam (Type 2) (Location 3)	Each	1
Seal Coat Concrete	Cu Yd	1,430
Cofferdam Excavation	Cu Yd	4,056

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\C4d\2Sheets\Bridges\7660-S0080-CD01.dgn

KNIGHT
Engineers & Architects

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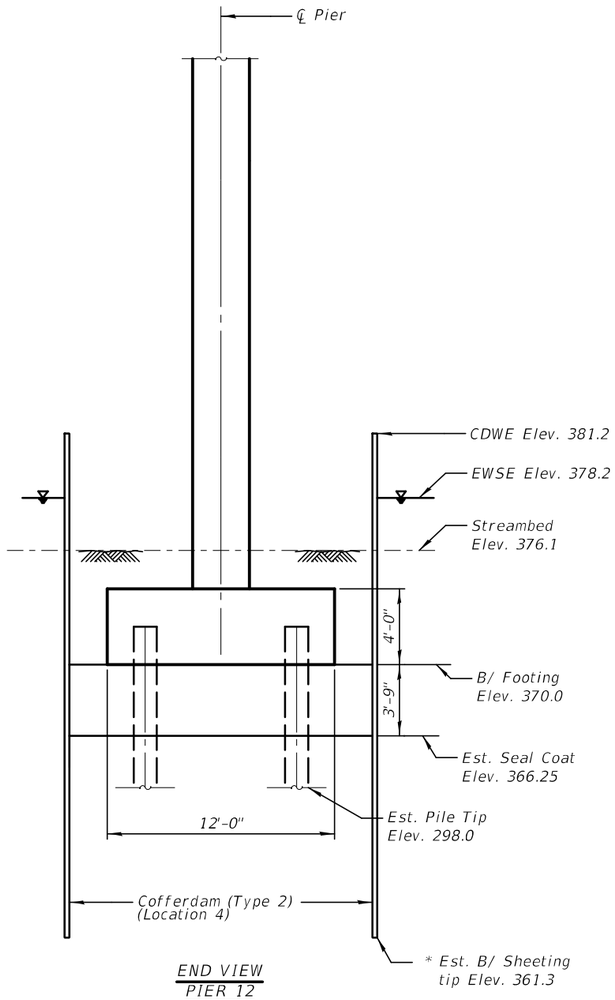
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - PP	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

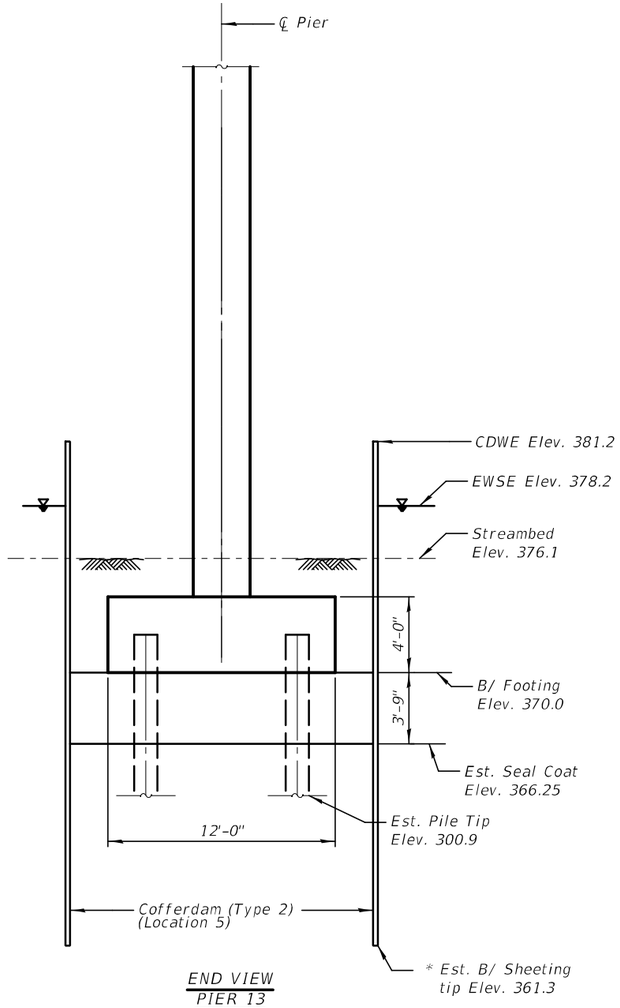
COFFERDAM AND SEAL COAT – 01
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-22 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	206
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



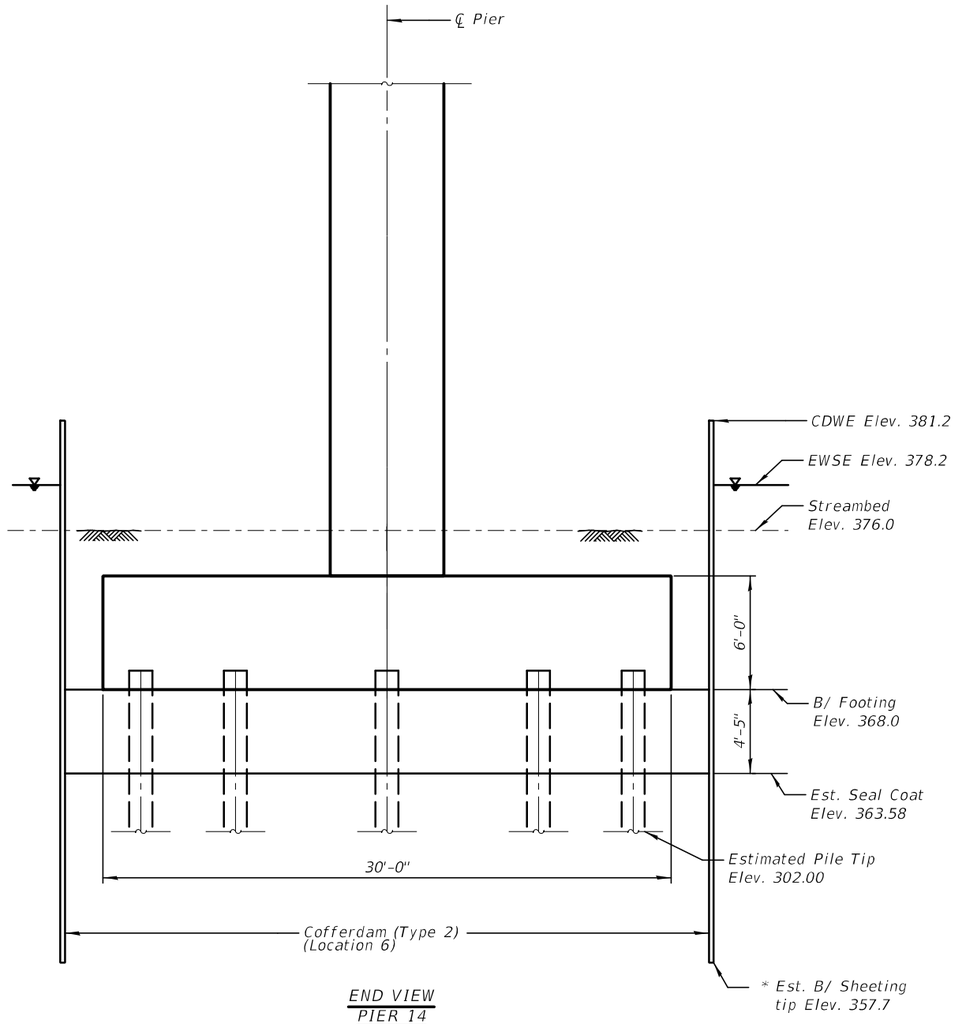
END VIEW
PIER 12

Plan Dimensions are 16'x98'



END VIEW
PIER 13

Plan Dimensions are 16'x98'



END VIEW
PIER 14

Plan Dimensions are 34'x98'

* Actual tip elevation shall be determined by Contractor during construction

Notes:

1. It is the contractor's responsibility to provide design for the cofferdam and required appurtenances, subject to approval of the Engineer.

2. The Seal coat design thickness is based on the Cofferdam Design Water Elevation (CDWE) shown. Final Cofferdam design, details and seal coat thickness shall be submitted to the Engineer for approval. The CDWE is equal to the Estimated Water Surface Elevation (EWSE) plus 3 feet.

BILL OF MATERIAL

Item	Unit	Quantity
Cofferdam (Type 2) (Location 4)	Each	1
Cofferdam (Type 2) (Location 5)	Each	1
Cofferdam (Type 2) (Location 6)	Each	1
Seal Coat Concrete	Cu Yd	981
Cofferdam Excavation	Cu Yd	2811

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-50080-CD02.dgn

KNIGHT
Engineers & Architects

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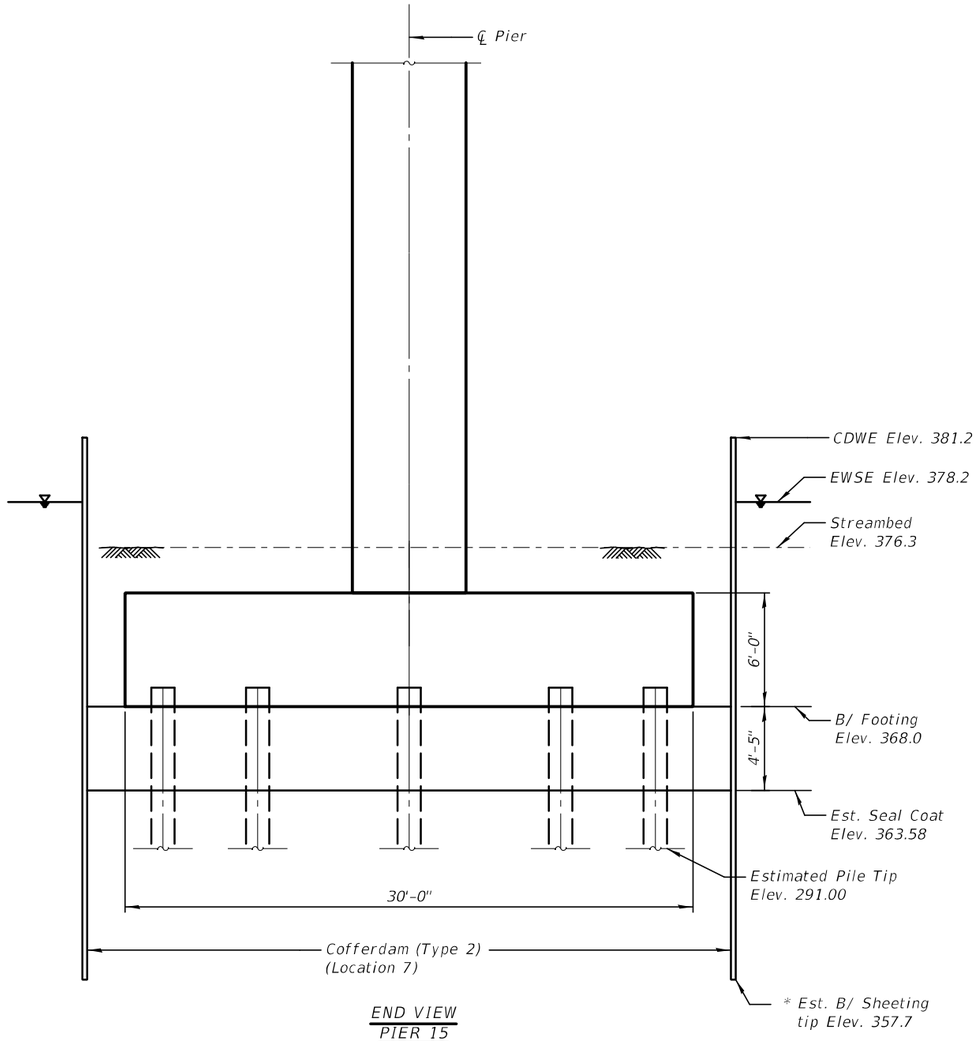
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - PP	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

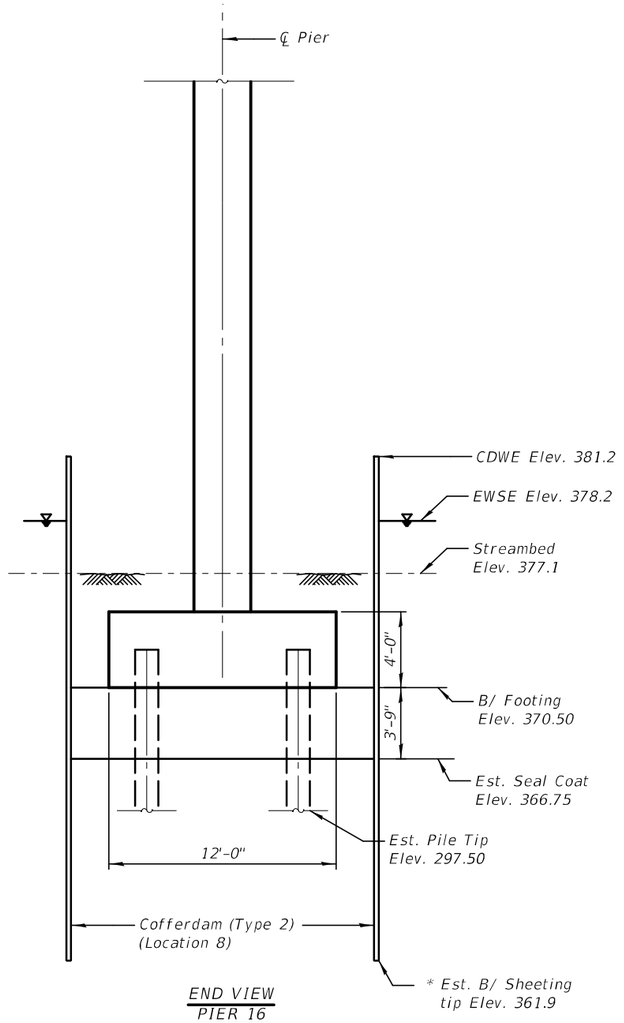
COFFERDAM AND SEAL COAT – 02
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-23 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	207
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



END VIEW
PIER 15

Plan Dimensions are 34'x98'



END VIEW
PIER 16

Plan Dimensions are 16'x98'

Notes:

1. It is the contractor's responsibility to provide design for the cofferdam and required appurtenances, subject to approval of the Engineer.

2. The Seal coat design thickness is based on the Cofferdam Design Water Elevation (CDWE) shown. Final Cofferdam design, details and seal coat thickness shall be submitted to the Engineer for approval. The CDWE is equal to the Estimated Water Surface Elevation (EWSE) plus 3 feet.

* Actual tip elevation shall be determined by Contractor during construction

BILL OF MATERIAL

Item	Unit	Quantity
Cofferdam (Type 2) (Location 7)	Each	1
Cofferdam (Type 2) (Location 8)	Each	1
Seal Coat Concrete	Cu Yd	763
Cofferdam Excavation	Cu Yd	2,279

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CAD\Sheets\Bridge\7660-50080-CD03.dgn

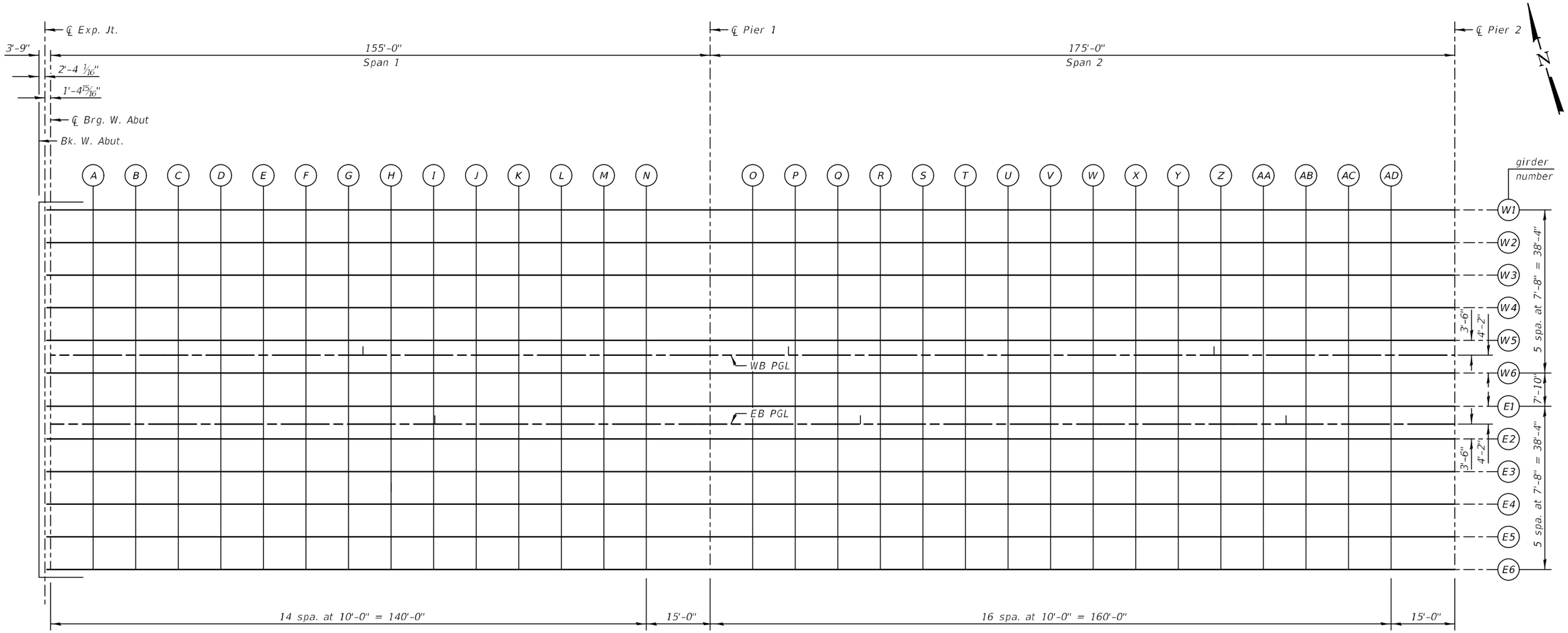
KNIGHT
Engineers & Architects

		DESIGNED - PP	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - PP	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

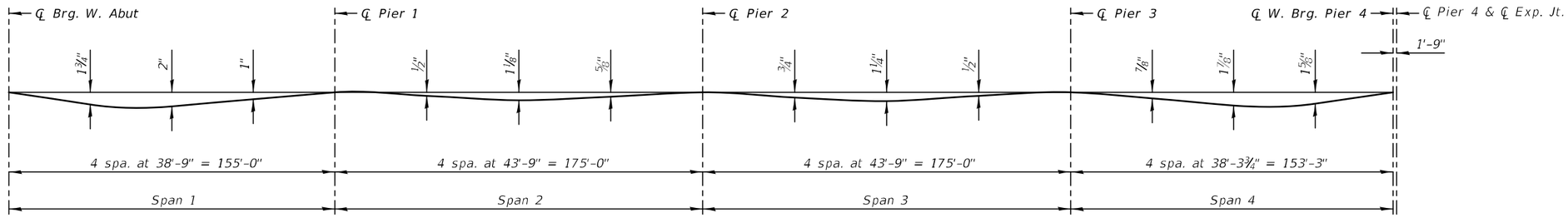
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COFFERDAM AND SEAL COAT– 03
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-24 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	208
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S-34 thru S-61.

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CAD\Sheets\Bridge\7660-S0080-DEB1.dgn

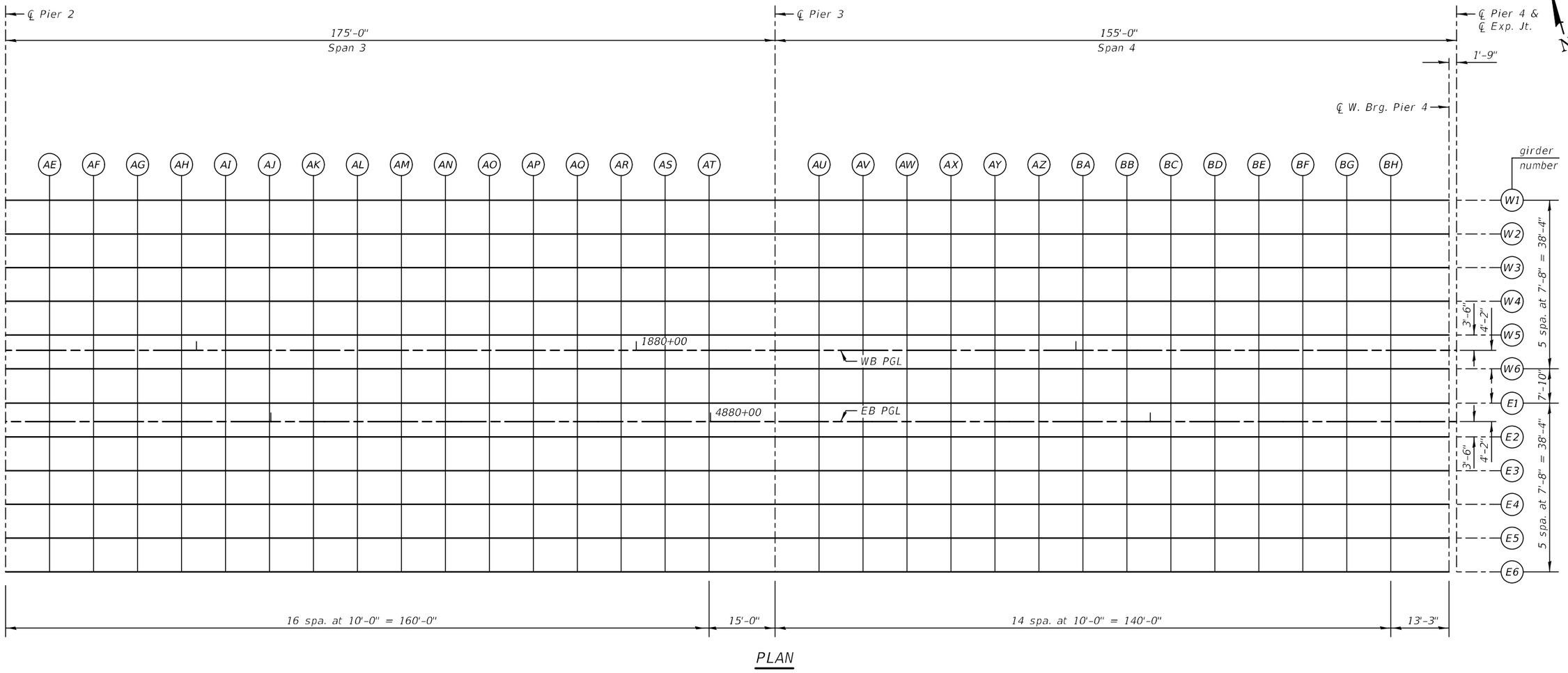
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 1 & 2
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-25 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	209
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\CAD\Sheets\Bridges\7660-S0080-DE02.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 3 & 4
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-26 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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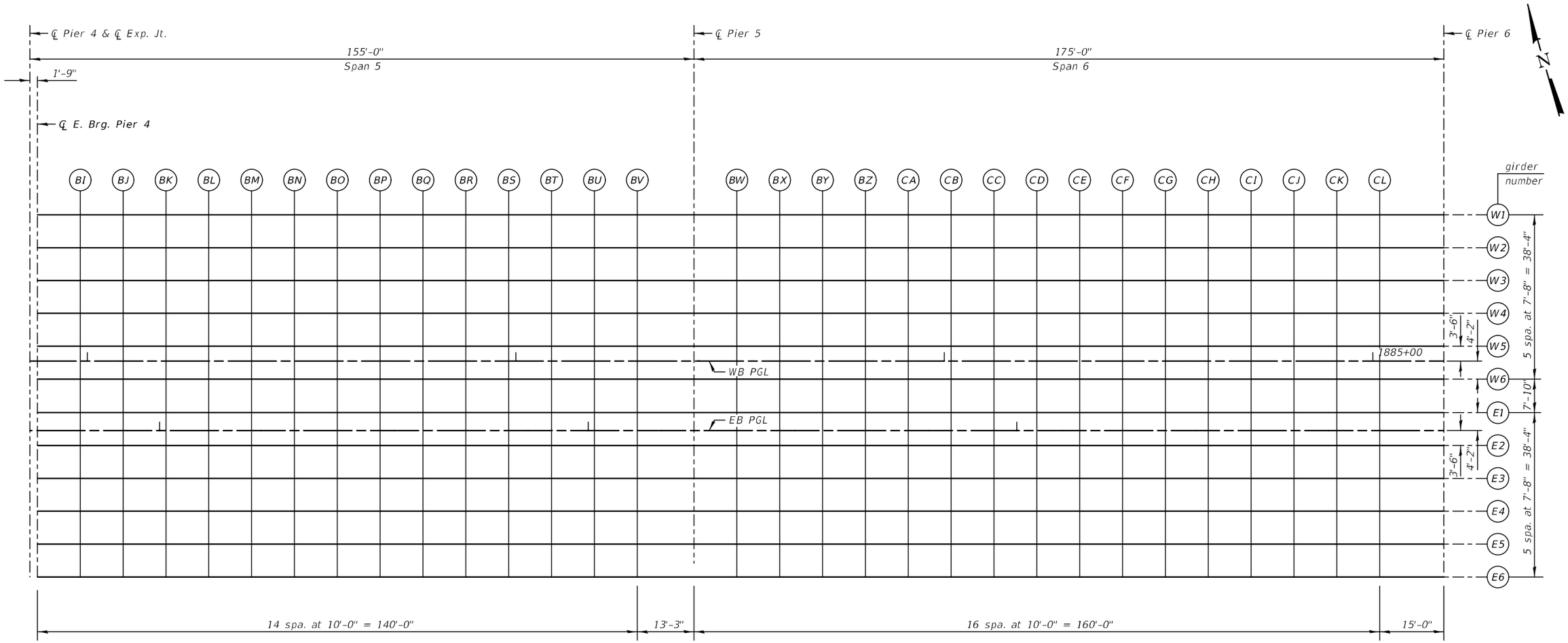
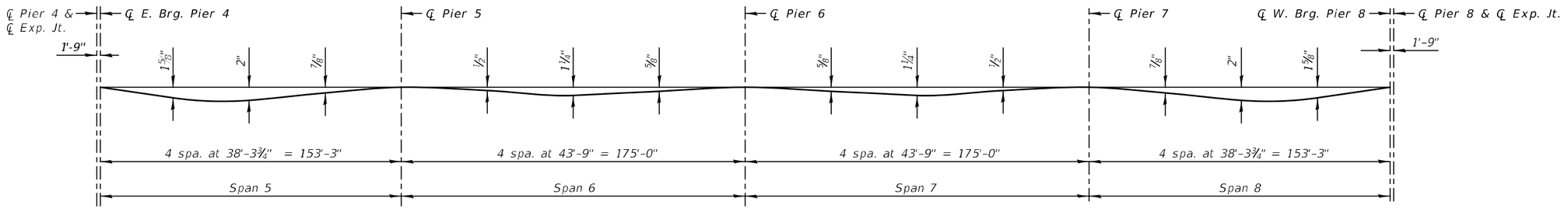
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S-34 thru S-61.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\CAD\Structs\Bridges\7660-SD080-Dt02.dgn

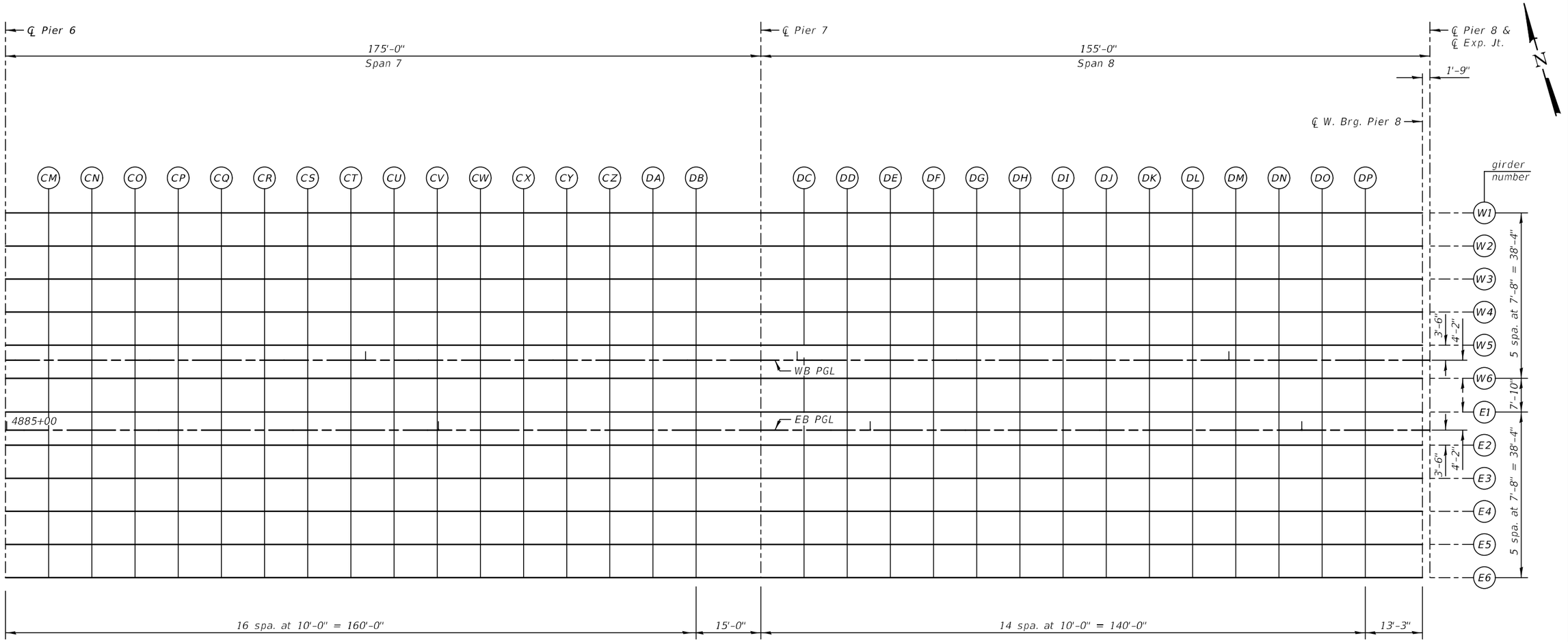
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 5 & 6
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-27 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	211
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

PLOT DATE = 8/9/2023
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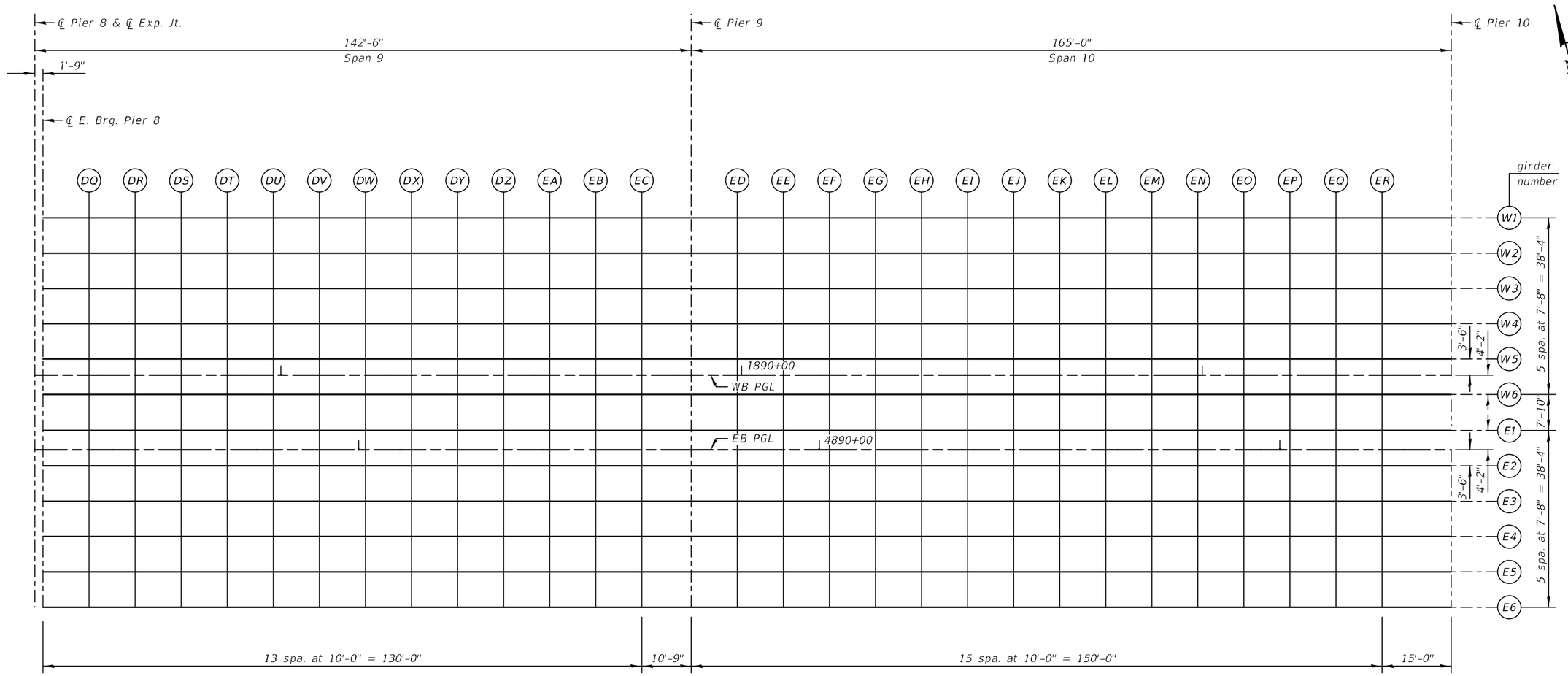
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 7 & 8
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-28 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	212
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



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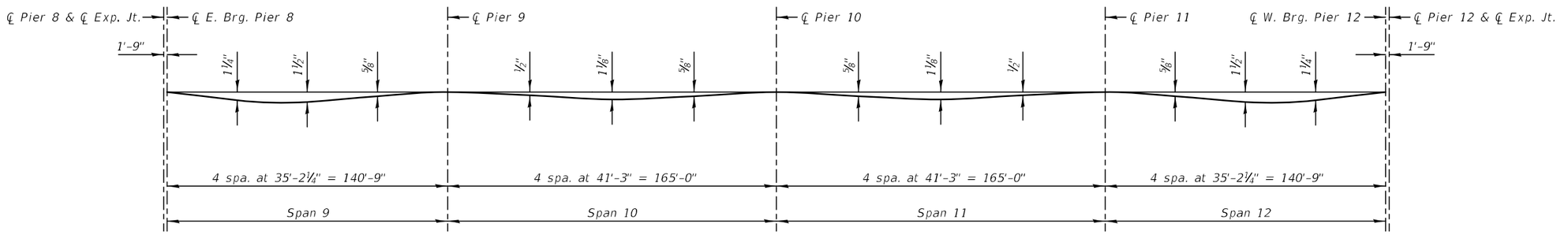

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S-34 thru S-61.

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 9 & 10
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-29 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	213
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/9/2023
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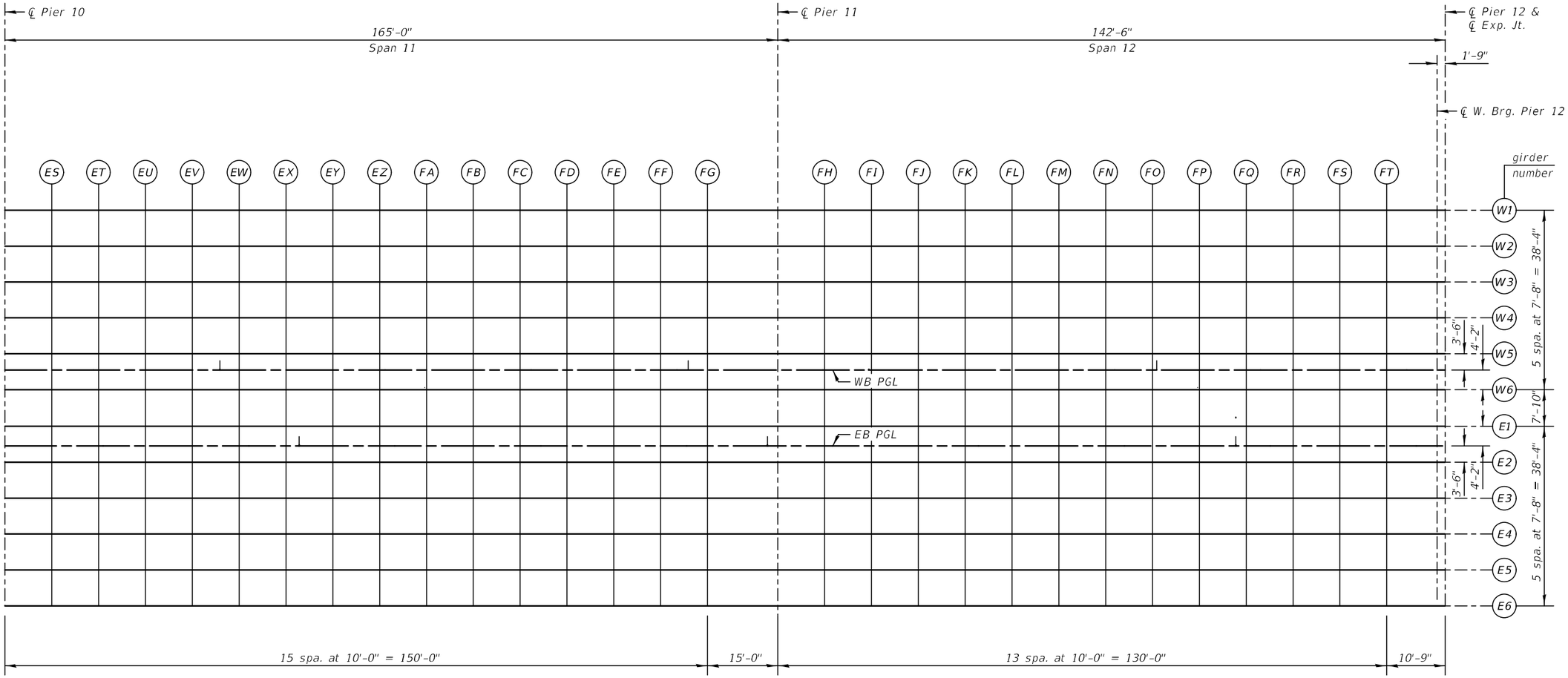

PLAN

PLOT DATE = 8/9/2023
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KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - BK	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 11 & 12
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-30 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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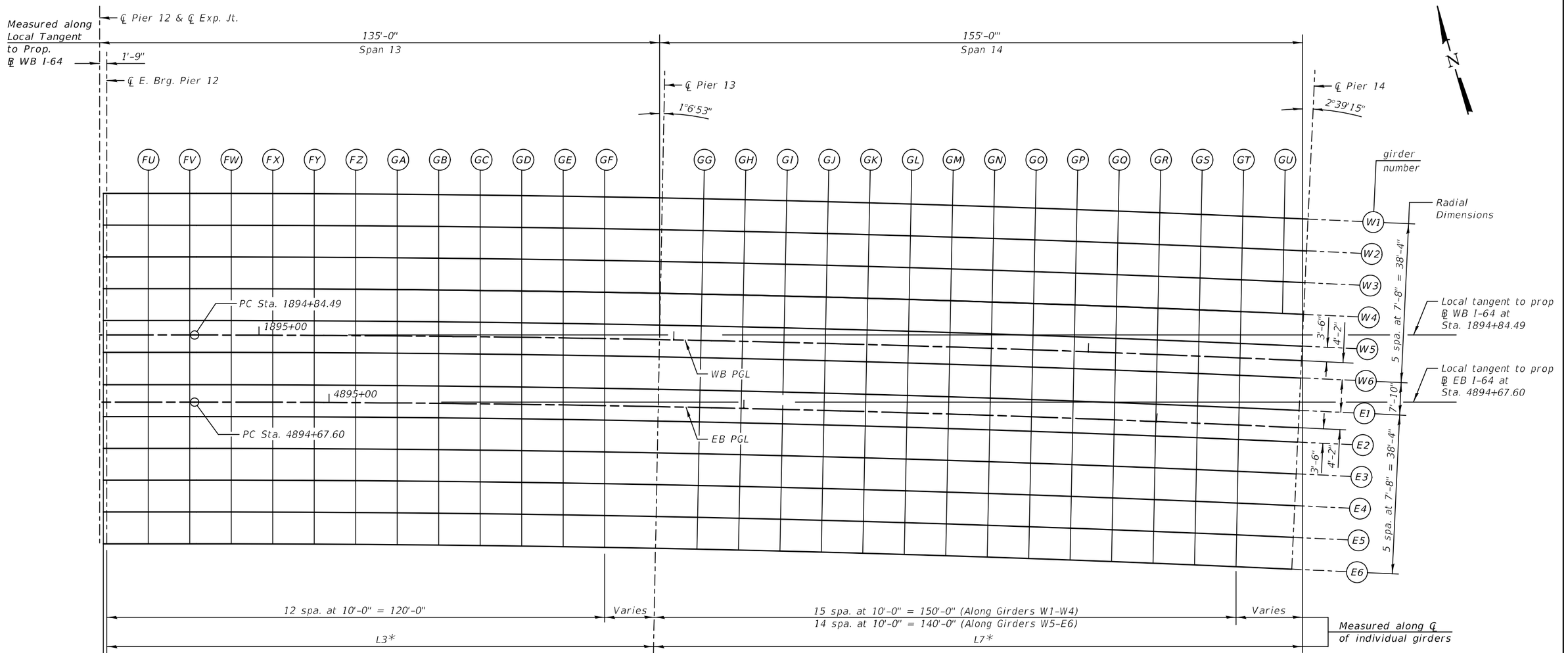
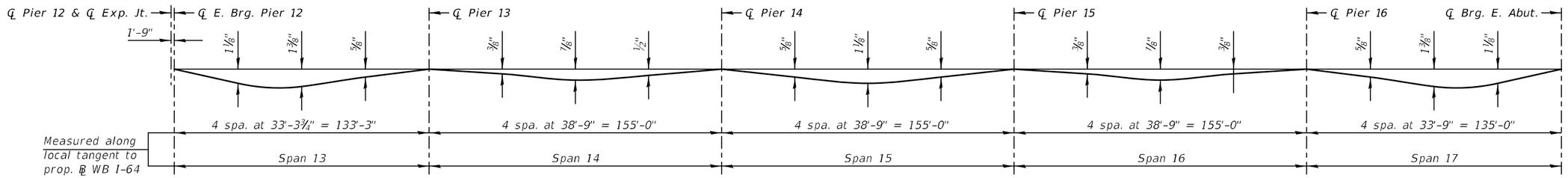
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S-34 thru S-61.

* *For Table of "L" dimensions measured along ℄ of girders see sheet S-113.*

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\CAD\StructStBridges\7660-SD080-DE07.dgn

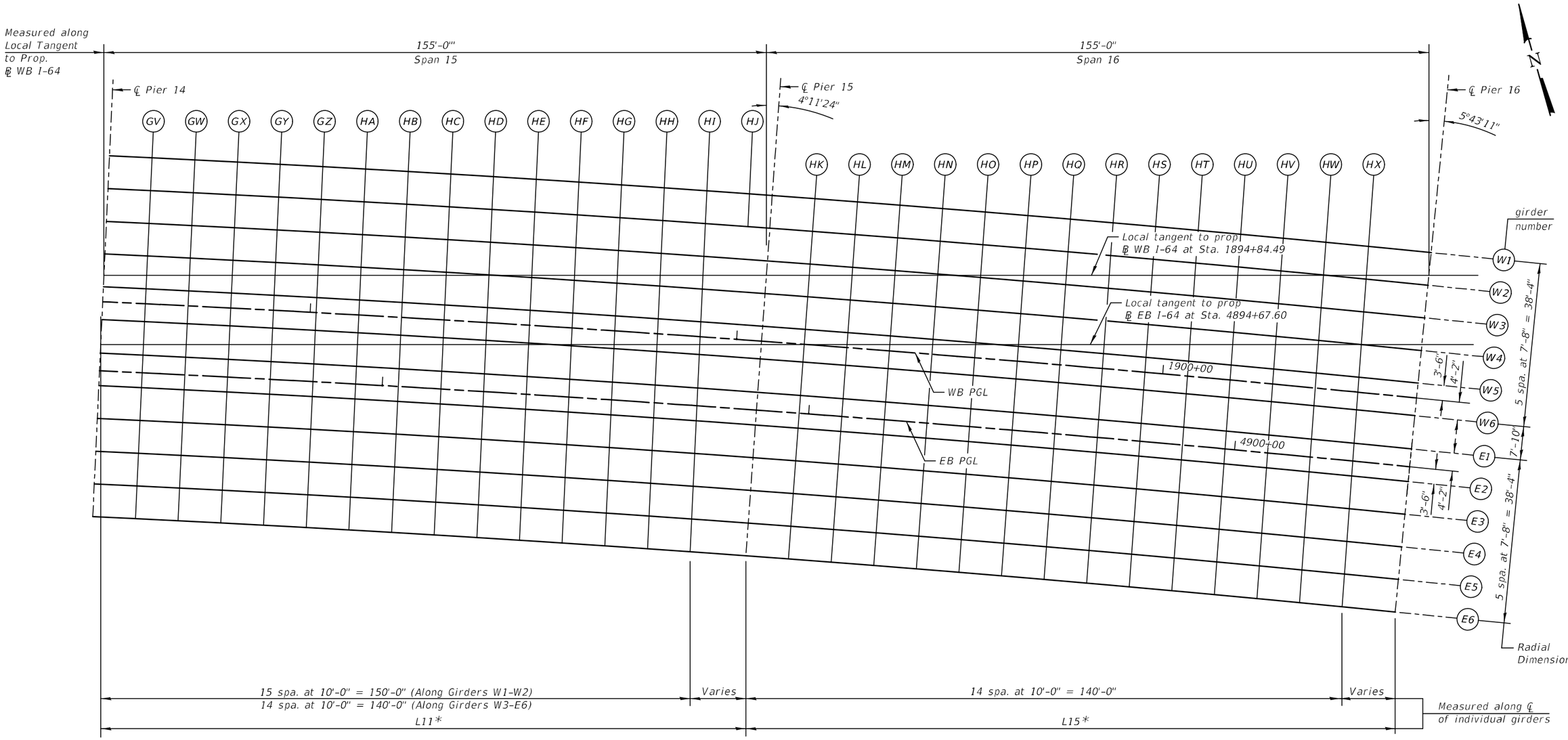
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 13 & 14
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-31 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	215
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

* For Table of "L" dimensions measured along ℄ of girders see sheet S-113.

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\C4d\sSheets\Bridges\7660-S0080-sht08.dgn

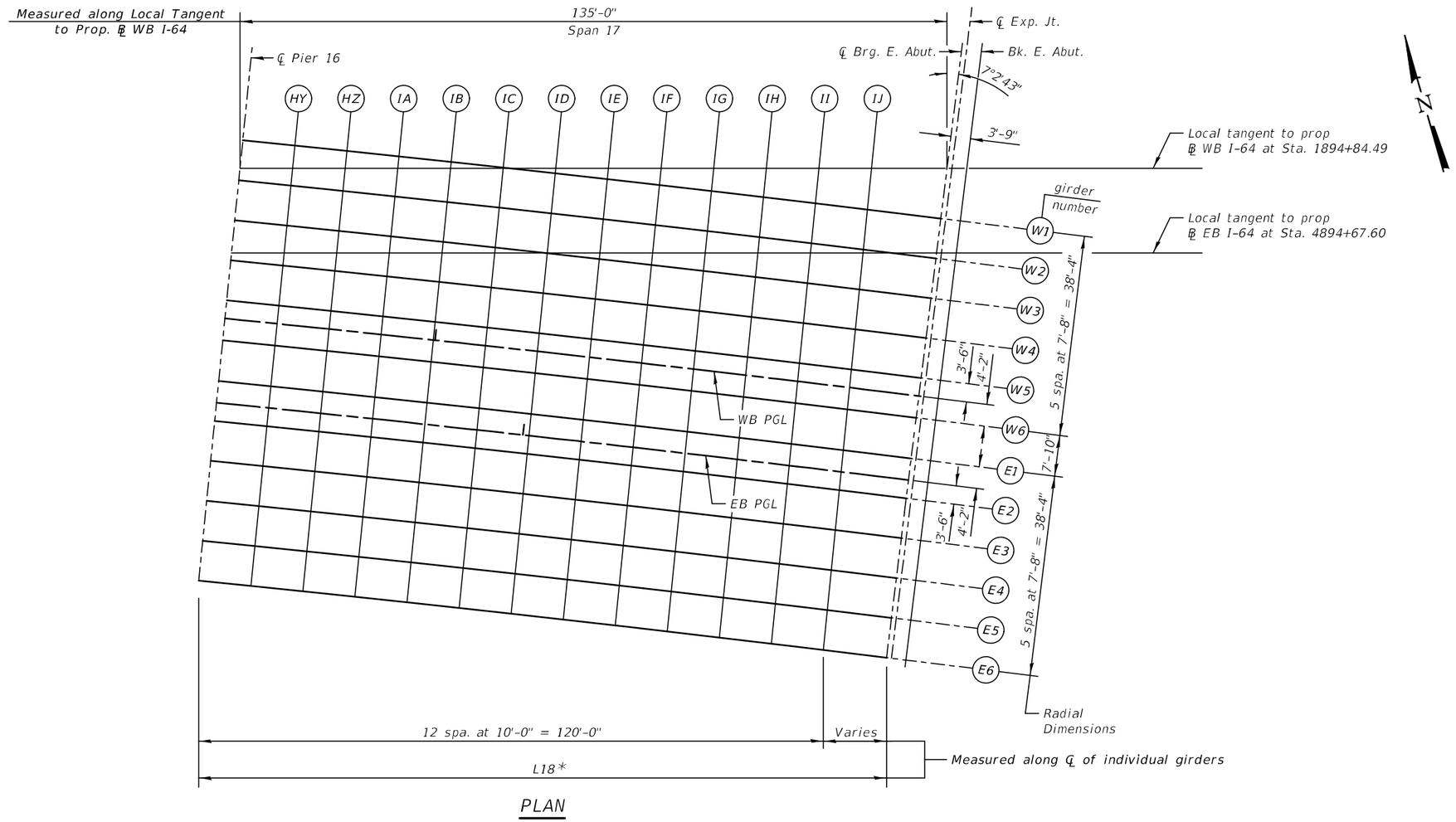
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPANS 15 & 16
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-32 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	216
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN

* For Table of "L" dimensions measured along ℄ of girders see sheet S-113.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\CADD\Sheets\Bridge\7600-S008-03E09.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

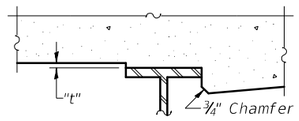
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN SPAN 17
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-33 OF 232 SHEETS

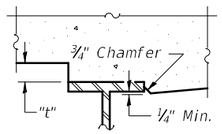
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	217
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	-34.17	409.95	409.97
CL. EXP JT.	1875+25.13	-34.17	409.94	409.96
CL. BRG. W. ABUT.	1875+26.59	-34.17	409.93	409.95
A	1875+36.59	-34.17	409.90	409.96
B	1875+46.59	-34.17	409.87	409.97
C	1875+56.59	-34.17	409.83	409.98
D	1875+66.59	-34.17	409.80	409.97
E	1875+76.59	-34.17	409.77	409.96
F	1875+86.59	-34.17	409.74	409.93
G	1875+96.59	-34.17	409.70	409.90
H	1876+06.59	-34.17	409.67	409.86
I	1876+16.59	-34.17	409.64	409.81
J	1876+26.59	-34.17	409.60	409.75
K	1876+36.59	-34.17	409.57	409.69
L	1876+46.59	-34.17	409.54	409.63
M	1876+56.59	-34.17	409.51	409.57
N	1876+66.59	-34.17	409.47	409.52
CL. PIER 1	1876+81.59	-34.17	409.42	409.45
O	1876+91.59	-34.17	409.39	409.41
P	1877+01.59	-34.17	409.36	409.39
Q	1877+11.59	-34.17	409.33	409.37
R	1877+21.59	-34.17	409.29	409.35
S	1877+31.59	-34.17	409.26	409.33
T	1877+41.59	-34.17	409.23	409.32
U	1877+51.59	-34.17	409.19	409.30
V	1877+61.59	-34.17	409.16	409.28
W	1877+71.59	-34.17	409.13	409.25
X	1877+81.59	-34.17	409.10	409.21
Y	1877+91.59	-34.17	409.06	409.17
Z	1878+01.59	-34.17	409.03	409.12
AA	1878+11.59	-34.17	409.00	409.08
AB	1878+21.59	-34.17	408.96	409.03
AC	1878+31.59	-34.17	408.93	408.98
AD	1878+41.59	-34.17	408.90	408.93
CL. PIER 2	1878+56.59	-34.17	408.85	408.87
AE	1878+66.59	-34.17	408.82	408.85
AF	1878+76.59	-34.17	408.78	408.82
AG	1878+86.59	-34.17	408.75	408.81
AH	1878+96.59	-34.17	408.72	408.79
AI	1879+06.59	-34.17	408.69	408.78
AJ	1879+16.59	-34.17	408.65	408.76
AK	1879+26.59	-34.17	408.62	408.74
AL	1879+36.59	-34.17	408.59	408.71
AM	1879+46.59	-34.17	408.55	408.68
AN	1879+56.59	-34.17	408.52	408.64
AO	1879+66.59	-34.17	408.49	408.59
AP	1879+76.59	-34.17	408.46	408.54
AQ	1879+86.59	-34.17	408.42	408.49
AR	1879+96.59	-34.17	408.39	408.44
AS	1880+06.59	-34.17	408.36	408.40
AT	1880+16.59	-34.17	408.32	408.35
CL. Pier 3	1880+31.59	-34.17	408.28	408.30
AU	1880+41.59	-34.17	408.24	408.28
AV	1880+51.59	-34.17	408.21	408.26
AW	1880+61.59	-34.17	408.18	408.25
AX	1880+71.59	-34.17	408.14	408.24
AY	1880+81.59	-34.17	408.11	408.24
AZ	1880+91.59	-34.17	408.08	408.23
BA	1881+01.59	-34.17	408.05	408.21
BB	1881+11.59	-34.17	408.01	408.19
BC	1881+21.59	-34.17	407.98	408.17
BD	1881+31.59	-34.17	407.95	408.13
BE	1881+41.59	-34.17	407.91	408.08
BF	1881+51.59	-34.17	407.88	408.02
BG	1881+61.59	-34.17	407.85	407.96
BH	1881+71.59	-34.17	407.82	407.89
CL. W. Brg. Pier 4	1881+84.84	-34.17	407.77	407.79
CL. Pier 4	1881+86.59	-34.17	407.77	407.79
CL. E. Brg. Pier 4	1881+88.34	-34.17	407.76	407.78
BI	1881+98.34	-34.17	407.73	407.79
BJ	1882+08.34	-34.17	407.70	407.80
BK	1882+18.34	-34.17	407.66	407.80
BL	1882+28.34	-34.17	407.63	407.79
BM	1882+38.34	-34.17	407.60	407.77



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 on sheets S-25 to S-33. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-34 thru S-61, minus 8¼" deck thickness, 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 this sheet and sheets S-35 thru S-61. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	1882+48.34	-34.17	407.56	407.75
BO	1882+58.34	-34.17	407.53	407.72
BP	1882+68.34	-34.17	407.50	407.67
BQ	1882+78.34	-34.17	407.47	407.63
BR	1882+88.34	-34.17	407.43	407.57
BS	1882+98.34	-34.17	407.40	407.51
BT	1883+08.34	-34.17	407.37	407.45
BU	1883+18.34	-34.17	407.33	407.39
BV	1883+28.34	-34.17	407.30	407.34
CL. Pier 5	1883+41.59	-34.17	407.26	407.28
BW	1883+51.59	-34.17	407.23	407.25
BX	1883+61.59	-34.17	407.19	407.22
BY	1883+71.59	-34.17	407.16	407.20
BZ	1883+81.59	-34.17	407.13	407.19
CA	1883+91.59	-34.17	407.09	407.17
CB	1884+01.59	-34.17	407.06	407.15
CC	1884+11.59	-34.17	407.03	407.14
CD	1884+21.59	-34.17	407.00	407.11
CE	1884+31.59	-34.17	406.96	407.08
CF	1884+41.59	-34.17	406.93	407.05
CG	1884+51.59	-34.17	406.90	407.01
CH	1884+61.59	-34.17	406.86	406.96
CI	1884+71.59	-34.17	406.83	406.91
CJ	1884+81.59	-34.17	406.80	406.86
CK	1884+91.59	-34.17	406.77	406.81
CL	1885+01.59	-34.17	406.73	406.76
CL. Pier 6	1885+16.59	-34.17	406.68	406.70
CM	1885+26.59	-34.17	406.65	406.68
CN	1885+36.59	-34.17	406.62	406.66
CO	1885+46.59	-34.17	406.59	406.64
CP	1885+56.59	-34.17	406.55	406.62
CQ	1885+66.59	-34.17	406.52	406.61
CR	1885+76.59	-34.17	406.49	406.59
CS	1885+86.59	-34.17	406.45	406.57
CT	1885+96.59	-34.17	406.42	406.54
CU	1886+06.59	-34.17	406.39	406.51
CV	1886+16.59	-34.17	406.36	406.47
CW	1886+26.59	-34.17	406.32	406.43
CX	1886+36.59	-34.17	406.29	406.38
CY	1886+46.59	-34.17	406.26	406.33
CZ	1886+56.59	-34.17	406.22	406.28
DA	1886+66.59	-34.17	406.19	406.23
DB	1886+76.59	-34.17	406.16	406.18
CL. Pier 7	1886+91.59	-34.17	406.11	406.13
DC	1887+01.59	-34.17	406.08	406.11
DD	1887+11.59	-34.17	406.04	406.09
DE	1887+21.59	-34.17	406.01	406.08
DF	1887+31.59	-34.17	405.98	406.08
DG	1887+41.59	-34.17	405.95	406.07
DH	1887+51.59	-34.17	405.91	406.06
DI	1887+61.59	-34.17	405.88	406.05
DJ	1887+71.59	-34.17	405.85	406.03
DK	1887+81.59	-34.17	405.81	406.00
DL	1887+91.59	-34.17	405.78	405.96
DM	1888+01.59	-34.17	405.75	405.91
DN	1888+11.59	-34.17	405.72	405.86
DO	1888+21.59	-34.17	405.68	405.79
DP	1888+31.59	-34.17	405.65	405.73
CL. W. Brg. Pier 8	1888+44.84	-34.17	405.61	405.63
CL. Pier 8	1888+46.59	-34.17	405.60	405.62
CL. E. Brg. Pier 8	1888+48.34	-34.17	405.60	405.62
DQ	1888+58.34	-34.17	405.56	405.62
DR	1888+68.34	-34.17	405.53	405.62
DS	1888+78.34	-34.17	405.50	405.61
DT	1888+88.34	-34.17	405.46	405.60
DU	1888+98.34	-34.17	405.43	405.57
DV	1889+08.34	-34.17	405.40	405.55
DW	1889+18.34	-34.17	405.37	405.51
DX	1889+28.34	-34.17	405.33	405.46
DY	1889+38.34	-34.17	405.30	405.41
DZ	1889+48.34	-34.17	405.27	405.36
EA	1889+58.34	-34.17	405.23	405.30
EB	1889+68.34	-34.17	405.20	405.25
EC	1889+78.34	-34.17	405.17	405.20

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7060-S0080-DS110.dgn

KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-34 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	218
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	-34.17	405.13	405.15
ED	1889+99.09	-34.17	405.10	405.13
EE	1890+09.09	-34.17	405.07	405.10
EF	1890+19.09	-34.17	405.03	405.08
EG	1890+29.09	-34.17	405.00	405.06
EH	1890+39.09	-34.17	404.97	405.05
EI	1890+49.09	-34.17	404.94	405.03
EJ	1890+59.09	-34.17	404.90	405.01
EK	1890+69.09	-34.17	404.87	404.98
EL	1890+79.09	-34.17	404.84	404.95
EM	1890+89.09	-34.17	404.80	404.91
EN	1890+99.09	-34.17	404.77	404.86
EO	1891+09.09	-34.17	404.74	404.82
EP	1891+19.09	-34.17	404.71	404.77
EQ	1891+29.09	-34.17	404.67	404.72
ER	1891+39.09	-34.17	404.64	404.67
CL. Pier 10	1891+54.09	-34.17	404.59	404.61
ES	1891+64.09	-34.17	404.56	404.59
ET	1891+74.09	-34.17	404.53	404.56
EU	1891+84.09	-34.17	404.49	404.55
EV	1891+94.09	-34.17	404.46	404.53
EW	1892+04.09	-34.17	404.43	404.51
EX	1892+14.09	-34.17	404.39	404.49
EY	1892+24.09	-34.17	404.36	404.47
EZ	1892+34.09	-34.17	404.33	404.44
FA	1892+44.09	-34.17	404.30	404.41
FB	1892+54.09	-34.17	404.26	404.37
FC	1892+64.09	-34.17	404.23	404.32
FD	1892+74.09	-34.17	404.20	404.27
FE	1892+84.09	-34.17	404.16	404.22
FF	1892+94.09	-34.17	404.13	404.17
FG	1893+04.09	-34.17	404.15	404.17
CL. Pier 11	1893+19.09	-34.17	404.17	404.20
FH	1893+29.09	-34.17	404.19	404.22
FI	1893+39.09	-34.17	404.21	404.26
FJ	1893+49.09	-34.17	404.23	404.30
FK	1893+59.09	-34.17	404.25	404.34
FL	1893+69.09	-34.17	404.27	404.38
FM	1893+79.09	-34.17	404.29	404.41
FN	1893+89.09	-34.17	404.31	404.45
FO	1893+99.09	-34.17	404.33	404.47
FP	1894+09.09	-34.17	404.34	404.49
FQ	1894+19.09	-34.17	404.36	404.50
FR	1894+29.09	-34.17	404.38	404.50
FS	1894+39.09	-34.17	404.43	404.51
FT	1894+49.09	-34.17	404.47	404.53
CL. W. Brg. Pier 12	1894+59.84	-34.17	404.52	404.54
CL. Pier 12	1894+61.59	-34.17	404.53	404.55
CL. E. Brg. Pier 12	1894+63.34	-34.13	404.54	404.56
FU	1894+73.34	-34.16	404.58	404.64
FV	1894+83.34	-34.17	404.63	404.71
FW	1894+93.29	-34.17	404.68	404.78
FX	1895+03.23	-34.17	404.72	404.85
FY	1895+13.17	-34.17	404.76	404.90
FZ	1895+23.11	-34.17	404.75	404.88
GA	1895+33.05	-34.17	404.71	404.84
GB	1895+43.00	-34.17	404.68	404.79
GC	1895+52.94	-34.17	404.65	404.74
GD	1895+62.88	-34.17	404.61	404.69
GE	1895+72.82	-34.17	404.58	404.64
GF	1895+82.76	-34.17	404.55	404.58
CL. Pier 13	1895+96.58	-34.17	404.50	404.53
GG	1896+06.52	-34.17	404.47	404.50
GH	1896+16.46	-34.17	404.44	404.47
GI	1896+26.40	-34.17	404.41	404.45
GJ	1896+36.34	-34.17	404.37	404.43
GK	1896+46.29	-34.17	404.34	404.41
GL	1896+56.23	-34.17	404.31	404.39
GM	1896+66.17	-34.17	404.28	404.37
GN	1896+76.11	-34.17	404.24	404.34
GO	1896+86.05	-34.17	404.21	404.30
GP	1896+95.99	-34.17	404.18	404.26
GQ	1897+05.93	-34.17	404.15	404.21
GR	1897+15.87	-34.17	404.11	404.17
GS	1897+25.81	-34.17	404.08	404.12
GT	1897+35.75	-34.17	404.05	404.08
GU	1897+45.70	-34.17	404.01	404.04
CL. Pier 14	1897+51.40	-34.17	404.00	404.02
GV	1897+61.34	-34.17	403.96	403.99
GW	1897+71.28	-34.17	403.93	403.97
GX	1897+81.22	-34.17	403.90	403.95
GY	1897+91.16	-34.17	403.87	403.94
GZ	1898+01.11	-34.17	403.83	403.92
HA	1898+11.05	-34.17	403.80	403.90
HB	1898+20.99	-34.17	403.77	403.88
HC	1898+30.93	-34.17	403.74	403.85
HD	1898+40.87	-34.17	403.70	403.81
HE	1898+50.81	-34.17	403.67	403.77
HF	1898+60.75	-34.17	403.64	403.72
HG	1898+70.69	-34.17	403.60	403.67
HH	1898+80.63	-34.17	403.57	403.62
HI	1898+90.57	-34.17	403.54	403.57
HJ	1899+00.52	-34.17	403.51	403.53
CL. Pier 15	1899+05.84	-34.17	403.49	403.51
HK	1899+15.78	-34.17	403.46	403.48
HL	1899+25.72	-34.17	403.42	403.46
HM	1899+35.66	-34.17	403.39	403.44
HN	1899+45.60	-34.17	403.36	403.42
HO	1899+55.55	-34.17	403.33	403.40
HP	1899+65.49	-34.17	403.29	403.38
HQ	1899+75.43	-34.17	403.26	403.35
HR	1899+85.37	-34.17	403.23	403.32
HS	1899+95.31	-34.17	403.20	403.28
HT	1900+05.25	-34.17	403.16	403.24
HU	1900+15.19	-34.17	403.13	403.19
HV	1900+25.13	-34.17	403.10	403.15
HW	1900+35.07	-34.17	403.07	403.10
HX	1900+45.01	-34.17	403.03	403.06
CL. Pier 16	1900+59.68	-34.17	402.98	403.01
HY	1900+69.62	-34.17	402.95	402.98
HZ	1900+79.56	-34.17	402.92	402.97
IA	1900+89.50	-34.17	402.89	402.95
IB	1900+99.44	-34.17	402.85	402.94
IC	1901+09.39	-34.17	402.82	402.93
ID	1901+19.33	-34.17	402.79	402.91
IE	1901+29.27	-34.17	402.76	402.89
IF	1901+39.21	-34.17	402.72	402.86
IG	1901+49.15	-34.17	402.69	402.82
IH	1901+59.09	-34.17	402.66	402.77
II	1901+69.03	-34.17	402.63	402.72
IJ	1901+78.97	-34.17	402.59	402.66
CL. BRG. E. ABUT.	1901+93.00	-34.17	402.55	402.57
CL. EXP JT.	1901+94.61	-34.17	402.54	402.56
BK. E. ABUT.	1901+96.73	-34.17	402.53	402.56

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-DE11.dgn

KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-35 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	219
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	-26.50	410.10	410.12
CL. EXP JT.	1875+25.13	-26.50	410.09	410.11
CL. BRG. W. ABUT.	1875+26.59	-26.50	410.09	410.11
A	1875+36.59	-26.50	410.05	410.12
B	1875+46.59	-26.50	410.02	410.13
C	1875+56.59	-26.50	409.99	410.13
D	1875+66.59	-26.50	409.96	410.12
E	1875+76.59	-26.50	409.92	410.11
F	1875+86.59	-26.50	409.89	410.09
G	1875+96.59	-26.50	409.86	410.05
H	1876+06.59	-26.50	409.82	410.01
I	1876+16.59	-26.50	409.79	409.96
J	1876+26.59	-26.50	409.76	409.90
K	1876+36.59	-26.50	409.73	409.85
L	1876+46.59	-26.50	409.69	409.78
M	1876+56.59	-26.50	409.66	409.73
N	1876+66.59	-26.50	409.63	409.67
CL. PIER 1	1876+81.59	-26.50	409.58	409.60
O	1876+91.59	-26.50	409.54	409.57
P	1877+01.59	-26.50	409.51	409.54
Q	1877+11.59	-26.50	409.48	409.52
R	1877+21.59	-26.50	409.45	409.50
S	1877+31.59	-26.50	409.41	409.49
T	1877+41.59	-26.50	409.38	409.47
U	1877+51.59	-26.50	409.35	409.45
V	1877+61.59	-26.50	409.32	409.43
W	1877+71.59	-26.50	409.28	409.40
X	1877+81.59	-26.50	409.25	409.36
Y	1877+91.59	-26.50	409.22	409.32
Z	1878+01.59	-26.50	409.18	409.28
AA	1878+11.59	-26.50	409.15	409.23
AB	1878+21.59	-26.50	409.12	409.18
AC	1878+31.59	-26.50	409.09	409.13
AD	1878+41.59	-26.50	409.05	409.08
CL. PIER 2	1878+56.59	-26.50	409.00	409.02
AE	1878+66.59	-26.50	408.97	409.00
AF	1878+76.59	-26.50	408.94	408.98
AG	1878+86.59	-26.50	408.90	408.96
AH	1878+96.59	-26.50	408.87	408.94
AI	1879+06.59	-26.50	408.84	408.93
AJ	1879+16.59	-26.50	408.81	408.91
AK	1879+26.59	-26.50	408.77	408.89
AL	1879+36.59	-26.50	408.74	408.86
AM	1879+46.59	-26.50	408.71	408.83
AN	1879+56.59	-26.50	408.68	408.79
AO	1879+66.59	-26.50	408.64	408.75
AP	1879+76.59	-26.50	408.61	408.70
AQ	1879+86.59	-26.50	408.58	408.65
AR	1879+96.59	-26.50	408.54	408.60
AS	1880+06.59	-26.50	408.51	408.55
AT	1880+16.59	-26.50	408.48	408.50
CL. Pier 3	1880+31.59	-26.50	408.43	408.45
AU	1880+41.59	-26.50	408.40	408.43
AV	1880+51.59	-26.50	408.36	408.41
AW	1880+61.59	-26.50	408.33	408.40
AX	1880+71.59	-26.50	408.30	408.40
AY	1880+81.59	-26.50	408.26	408.39
AZ	1880+91.59	-26.50	408.23	408.38
BA	1881+01.59	-26.50	408.20	408.37
BB	1881+11.59	-26.50	408.17	408.35
BC	1881+21.59	-26.50	408.13	408.32
BD	1881+31.59	-26.50	408.10	408.28
BE	1881+41.59	-26.50	408.07	408.23
BF	1881+51.59	-26.50	408.04	408.18
BG	1881+61.59	-26.50	408.00	408.11
BH	1881+71.59	-26.50	407.97	408.04
CL. W. Brg. Pier 4	1881+84.84	-26.50	407.93	407.95
CL. Pier 4	1881+86.59	-26.50	407.92	407.94
CL. E. Brg. Pier 4	1881+88.34	-26.50	407.91	407.94
BI	1881+98.34	-26.50	407.88	407.94
BJ	1882+08.34	-26.50	407.85	407.95
BK	1882+18.34	-26.50	407.82	407.95
BL	1882+28.34	-26.50	407.78	407.94
BM	1882+38.34	-26.50	407.75	407.93

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	1882+48.34	-26.50	407.72	407.91
BO	1882+58.34	-26.50	407.68	407.87
BP	1882+68.34	-26.50	407.65	407.83
BQ	1882+78.34	-26.50	407.62	407.78
BR	1882+88.34	-26.50	407.59	407.72
BS	1882+98.34	-26.50	407.55	407.66
BT	1883+08.34	-26.50	407.52	407.60
BU	1883+18.34	-26.50	407.49	407.55
BV	1883+28.34	-26.50	407.45	407.49
CL. Pier 5	1883+41.59	-26.50	407.41	407.43
BW	1883+51.59	-26.50	407.38	407.40
BX	1883+61.59	-26.50	407.35	407.38
BY	1883+71.59	-26.50	407.31	407.36
BZ	1883+81.59	-26.50	407.28	407.34
CA	1883+91.59	-26.50	407.25	407.32
CB	1884+01.59	-26.50	407.21	407.31
CC	1884+11.59	-26.50	407.18	407.29
CD	1884+21.59	-26.50	407.15	407.27
CE	1884+31.59	-26.50	407.12	407.24
CF	1884+41.59	-26.50	407.08	407.20
CG	1884+51.59	-26.50	407.05	407.16
CH	1884+61.59	-26.50	407.02	407.11
CI	1884+71.59	-26.50	406.98	407.06
CJ	1884+81.59	-26.50	406.95	407.01
CK	1884+91.59	-26.50	406.92	406.96
CL	1885+01.59	-26.50	406.89	406.92
CL. Pier 6	1885+16.59	-26.50	406.84	406.86
CM	1885+26.59	-26.50	406.80	406.83
CN	1885+36.59	-26.50	406.77	406.81
CO	1885+46.59	-26.50	406.74	406.79
CP	1885+56.59	-26.50	406.71	406.78
CQ	1885+66.59	-26.50	406.67	406.76
CR	1885+76.59	-26.50	406.64	406.75
CS	1885+86.59	-26.50	406.61	406.73
CT	1885+96.59	-26.50	406.57	406.70
CU	1886+06.59	-26.50	406.54	406.66
CV	1886+16.59	-26.50	406.51	406.62
CW	1886+26.59	-26.50	406.48	406.58
CX	1886+36.59	-26.50	406.44	406.53
CY	1886+46.59	-26.50	406.41	406.48
CZ	1886+56.59	-26.50	406.38	406.43
DA	1886+66.59	-26.50	406.34	406.38
DB	1886+76.59	-26.50	406.31	406.34
CL. Pier 7	1886+91.59	-26.50	406.26	406.28
DC	1887+01.59	-26.50	406.23	406.26
DD	1887+11.59	-26.50	406.20	406.25
DE	1887+21.59	-26.50	406.16	406.24
DF	1887+31.59	-26.50	406.13	406.23
DG	1887+41.59	-26.50	406.10	406.23
DH	1887+51.59	-26.50	406.07	406.22
DI	1887+61.59	-26.50	406.03	406.20
DJ	1887+71.59	-26.50	406.00	406.18
DK	1887+81.59	-26.50	405.97	406.15
DL	1887+91.59	-26.50	405.93	406.11
DM	1888+01.59	-26.50	405.90	406.07
DN	1888+11.59	-26.50	405.87	406.01
DO	1888+21.59	-26.50	405.84	405.95
DP	1888+31.59	-26.50	405.80	405.88
CL. W. Brg. Pier 8	1888+44.84	-26.50	405.76	405.78
CL. Pier 8	1888+46.59	-26.50	405.75	405.77
CL. E. Brg. Pier 8	1888+48.34	-26.50	405.75	405.77
DQ	1888+58.34	-26.50	405.72	405.77
DR	1888+68.34	-26.50	405.68	405.77
DS	1888+78.34	-26.50	405.65	405.76
DT	1888+88.34	-26.50	405.62	405.75
DU	1888+98.34	-26.50	405.58	405.73
DV	1889+08.34	-26.50	405.55	405.70
DW	1889+18.34	-26.50	405.52	405.66
DX	1889+28.34	-26.50	405.49	405.62
DY	1889+38.34	-26.50	405.45	405.56
DZ	1889+48.34	-26.50	405.42	405.51
EA	1889+58.34	-26.50	405.39	405.45
EB	1889+68.34	-26.50	405.35	405.40
EC	1889+78.34	-26.50	405.32	405.35

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CAD\Sheets\Bridge\7660-S0080-DE12.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-36 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	220
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	-26.50	405.29	405.31
ED	1889+99.09	-26.50	405.25	405.28
EE	1890+09.09	-26.50	405.22	405.25
EF	1890+19.09	-26.50	405.19	405.23
EG	1890+29.09	-26.50	405.16	405.22
EH	1890+39.09	-26.50	405.12	405.20
EI	1890+49.09	-26.50	405.09	405.18
EJ	1890+59.09	-26.50	405.06	405.16
EK	1890+69.09	-26.50	405.02	405.13
EL	1890+79.09	-26.50	404.99	405.10
EM	1890+89.09	-26.50	404.96	405.06
EN	1890+99.09	-26.50	404.93	405.02
EO	1891+09.09	-26.50	404.89	404.97
EP	1891+19.09	-26.50	404.86	404.92
EQ	1891+29.09	-26.50	404.83	404.87
ER	1891+39.09	-26.50	404.79	404.82
CL. Pier 10	1891+54.09	-26.50	404.74	404.77
ES	1891+64.09	-26.50	404.71	404.74
ET	1891+74.09	-26.50	404.68	404.72
EU	1891+84.09	-26.50	404.65	404.70
EV	1891+94.09	-26.50	404.61	404.68
EW	1892+04.09	-26.50	404.58	404.67
EX	1892+14.09	-26.50	404.55	404.65
EY	1892+24.09	-26.50	404.52	404.62
EZ	1892+34.09	-26.50	404.48	404.60
FA	1892+44.09	-26.50	404.45	404.56
FB	1892+54.09	-26.50	404.42	404.52
FC	1892+64.09	-26.50	404.38	404.47
FD	1892+74.09	-26.50	404.35	404.42
FE	1892+84.09	-26.50	404.32	404.37
FF	1892+94.09	-26.50	404.29	404.33
FG	1893+04.09	-26.50	404.28	404.31
CL. Pier 11	1893+19.09	-26.50	404.28	404.30
FH	1893+29.09	-26.50	404.28	404.31
FI	1893+39.09	-26.50	404.28	404.33
FJ	1893+49.09	-26.50	404.28	404.35
FK	1893+59.09	-26.50	404.28	404.37
FL	1893+69.09	-26.50	404.28	404.39
FM	1893+79.09	-26.50	404.28	404.41
FN	1893+89.09	-26.50	404.28	404.42
FO	1893+99.09	-26.50	404.28	404.43
FP	1894+09.09	-26.50	404.28	404.43
FQ	1894+19.09	-26.50	404.28	404.42
FR	1894+29.09	-26.50	404.28	404.40
FS	1894+39.09	-26.50	404.31	404.40
FT	1894+49.09	-26.50	404.33	404.39
CL. W. Brg. Pier 12	1894+59.84	-26.50	404.36	404.39
CL. Pier 12	1894+61.59	-26.50	404.37	404.39
CL. E. Brg. Pier 12	1894+63.34	-26.46	404.37	404.39
FU	1894+73.34	-26.49	404.40	404.45
FV	1894+83.34	-26.50	404.43	404.51
FW	1894+93.30	-26.50	404.46	404.56
FX	1895+03.25	-26.50	404.48	404.61
FY	1895+13.21	-26.50	404.51	404.64
FZ	1895+23.16	-26.50	404.48	404.62
GA	1895+33.12	-26.50	404.45	404.58
GB	1895+43.07	-26.50	404.42	404.53
GC	1895+53.03	-26.50	404.39	404.48
GD	1895+62.98	-26.50	404.35	404.43
GE	1895+72.93	-26.50	404.32	404.37
GF	1895+82.89	-26.50	404.29	404.32
CL. Pier 13	1895+96.58	-26.50	404.24	404.26
GG	1896+06.53	-26.50	404.21	404.23
GH	1896+16.49	-26.50	404.18	404.21
GI	1896+26.44	-26.50	404.15	404.19
GJ	1896+36.40	-26.50	404.11	404.17
GK	1896+46.35	-26.50	404.08	404.15
GL	1896+56.31	-26.50	404.05	404.13
GM	1896+66.26	-26.50	404.01	404.11
GN	1896+76.21	-26.50	403.98	404.08
GO	1896+86.17	-26.50	403.95	404.04
GP	1896+96.12	-26.50	403.92	404.00
GQ	1897+06.08	-26.50	403.88	403.95
GR	1897+16.03	-26.50	403.85	403.91
GS	1897+25.98	-26.50	403.82	403.86
GT	1897+35.94	-26.50	403.79	403.81
GU	1897+45.89	-26.50	403.75	403.78
CL. Pier 14	1897+51.40	-26.50	403.74	403.76
GV	1897+61.35	-26.50	403.70	403.73
GW	1897+71.31	-26.50	403.67	403.71
GX	1897+81.26	-26.50	403.64	403.69
GY	1897+91.22	-26.50	403.60	403.68
GZ	1898+01.17	-26.50	403.57	403.66
HA	1898+11.13	-26.50	403.54	403.64
HB	1898+21.08	-26.50	403.51	403.62
HC	1898+31.03	-26.50	403.47	403.59
HD	1898+40.99	-26.50	403.44	403.55
HE	1898+50.94	-26.50	403.41	403.51
HF	1898+60.90	-26.50	403.38	403.46
HG	1898+70.85	-26.50	403.34	403.41
HH	1898+80.80	-26.50	403.31	403.36
HI	1898+90.76	-26.50	403.28	403.31
HJ	1899+00.71	-26.50	403.25	403.27
CL. Pier 15	1899+05.84	-26.50	403.23	403.25
HK	1899+15.79	-26.50	403.20	403.22
HL	1899+25.75	-26.50	403.16	403.20
HM	1899+35.70	-26.50	403.13	403.18
HN	1899+45.66	-26.50	403.10	403.16
HO	1899+55.61	-26.50	403.07	403.14
HP	1899+65.57	-26.50	403.03	403.12
HQ	1899+75.52	-26.50	403.00	403.09
HR	1899+85.47	-26.50	402.97	403.06
HS	1899+95.43	-26.50	402.93	403.02
HT	1900+05.38	-26.50	402.90	402.98
HU	1900+15.34	-26.50	402.87	402.93
HV	1900+25.29	-26.50	402.84	402.88
HW	1900+35.24	-26.50	402.80	402.84
HX	1900+45.20	-26.50	402.77	402.80
CL. Pier 16	1900+59.68	-26.50	402.72	402.74
HY	1900+69.63	-26.50	402.69	402.72
HZ	1900+79.59	-26.50	402.66	402.71
IA	1900+89.54	-26.50	402.63	402.69
IB	1900+99.50	-26.50	402.59	402.68
IC	1901+09.45	-26.50	402.56	402.67
ID	1901+19.41	-26.50	402.53	402.65
IE	1901+29.36	-26.50	402.50	402.63
IF	1901+39.31	-26.50	402.46	402.60
IG	1901+49.27	-26.50	402.43	402.56
IH	1901+59.22	-26.50	402.40	402.51
II	1901+69.18	-26.50	402.36	402.46
IJ	1901+79.13	-26.50	402.33	402.40
CL. BRG. E. ABUT	1901+93.00	-26.50	402.29	402.31
CL. EXP JT.	1901+94.61	-26.50	402.28	402.30
BK. E. ABUT.	1901+96.73	-26.50	402.27	402.29

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CADD\Sheets\Bridge\7660-S0080-DE13.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-37 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	221
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	-18.83	410.23	410.25
CL. EXP JT.	1875+25.13	-18.83	410.22	410.24
CL. BRG. W. ABUT.	1875+26.59	-18.83	410.21	410.23
A	1875+36.59	-18.83	410.18	410.25
B	1875+46.59	-18.83	410.15	410.25
C	1875+56.59	-18.83	410.12	410.26
D	1875+66.59	-18.83	410.08	410.25
E	1875+76.59	-18.83	410.05	410.24
F	1875+86.59	-18.83	410.02	410.21
G	1875+96.59	-18.83	409.98	410.18
H	1876+06.59	-18.83	409.95	410.14
I	1876+16.59	-18.83	409.92	410.09
J	1876+26.59	-18.83	409.89	410.03
K	1876+36.59	-18.83	409.85	409.97
L	1876+46.59	-18.83	409.82	409.91
M	1876+56.59	-18.83	409.79	409.85
N	1876+66.59	-18.83	409.75	409.80
CL. PIER 1	1876+81.59	-18.83	409.71	409.73
O	1876+91.59	-18.83	409.67	409.70
P	1877+01.59	-18.83	409.64	409.67
Q	1877+11.59	-18.83	409.61	409.65
R	1877+21.59	-18.83	409.57	409.63
S	1877+31.59	-18.83	409.54	409.62
T	1877+41.59	-18.83	409.51	409.60
U	1877+51.59	-18.83	409.48	409.58
V	1877+61.59	-18.83	409.44	409.56
W	1877+71.59	-18.83	409.41	409.53
X	1877+81.59	-18.83	409.38	409.49
Y	1877+91.59	-18.83	409.34	409.45
Z	1878+01.59	-18.83	409.31	409.41
AA	1878+11.59	-18.83	409.28	409.36
AB	1878+21.59	-18.83	409.25	409.31
AC	1878+31.59	-18.83	409.21	409.26
AD	1878+41.59	-18.83	409.18	409.21
CL. PIER 2	1878+56.59	-18.83	409.13	409.15
AE	1878+66.59	-18.83	409.10	409.13
AF	1878+76.59	-18.83	409.07	409.10
AG	1878+86.59	-18.83	409.03	409.09
AH	1878+96.59	-18.83	409.00	409.07
AI	1879+06.59	-18.83	408.97	409.06
AJ	1879+16.59	-18.83	408.93	409.04
AK	1879+26.59	-18.83	408.90	409.02
AL	1879+36.59	-18.83	408.87	408.99
AM	1879+46.59	-18.83	408.84	408.96
AN	1879+56.59	-18.83	408.80	408.92
AO	1879+66.59	-18.83	408.77	408.87
AP	1879+76.59	-18.83	408.74	408.83
AQ	1879+86.59	-18.83	408.70	408.77
AR	1879+96.59	-18.83	408.67	408.72
AS	1880+06.59	-18.83	408.64	408.68
AT	1880+16.59	-18.83	408.61	408.63
CL. Pier 3	1880+31.59	-18.83	408.56	408.58
AU	1880+41.59	-18.83	408.52	408.56
AV	1880+51.59	-18.83	408.49	408.54
AW	1880+61.59	-18.83	408.46	408.53
AX	1880+71.59	-18.83	408.43	408.53
AY	1880+81.59	-18.83	408.39	408.52
AZ	1880+91.59	-18.83	408.36	408.51
BA	1881+01.59	-18.83	408.33	408.50
BB	1881+11.59	-18.83	408.29	408.48
BC	1881+21.59	-18.83	408.26	408.45
BD	1881+31.59	-18.83	408.23	408.41
BE	1881+41.59	-18.83	408.20	408.36
BF	1881+51.59	-18.83	408.16	408.31
BG	1881+61.59	-18.83	408.13	408.24
BH	1881+71.59	-18.83	408.10	408.17
CL. W. Brg. Pier 4	1881+84.84	-18.83	408.05	408.07
CL. Pier 4	1881+86.59	-18.83	408.05	408.07
CL. E. Brg. Pier 4	1881+88.34	-18.83	408.04	408.06
BI	1881+98.34	-18.83	408.01	408.07
BJ	1882+08.34	-18.83	407.98	408.08
BK	1882+18.34	-18.83	407.94	408.08
BL	1882+28.34	-18.83	407.91	408.07
BM	1882+38.34	-18.83	407.88	408.06
BN	1882+48.34	-18.83	407.85	408.03
BO	1882+58.34	-18.83	407.81	408.00
BP	1882+68.34	-18.83	407.78	407.96
BQ	1882+78.34	-18.83	407.75	407.91
BR	1882+88.34	-18.83	407.71	407.85
BS	1882+98.34	-18.83	407.68	407.79
BT	1883+08.34	-18.83	407.65	407.73
BU	1883+18.34	-18.83	407.62	407.67
BV	1883+28.34	-18.83	407.58	407.62
CL. Pier 5	1883+41.59	-18.83	407.54	407.56
BW	1883+51.59	-18.83	407.51	407.53
BX	1883+61.59	-18.83	407.47	407.50
BY	1883+71.59	-18.83	407.44	407.48
BZ	1883+81.59	-18.83	407.41	407.47
CA	1883+91.59	-18.83	407.37	407.45
CB	1884+01.59	-18.83	407.34	407.44
CC	1884+11.59	-18.83	407.31	407.42
CD	1884+21.59	-18.83	407.28	407.39
CE	1884+31.59	-18.83	407.24	407.36
CF	1884+41.59	-18.83	407.21	407.33
CG	1884+51.59	-18.83	407.18	407.29
CH	1884+61.59	-18.83	407.15	407.24
CI	1884+71.59	-18.83	407.11	407.19
CJ	1884+81.59	-18.83	407.08	407.14
CK	1884+91.59	-18.83	407.05	407.09
CL	1885+01.59	-18.83	407.01	407.05
CL. Pier 6	1885+16.59	-18.83	406.96	406.99
CM	1885+26.59	-18.83	406.93	406.96
CN	1885+36.59	-18.83	406.90	406.94
CO	1885+46.59	-18.83	406.87	406.92
CP	1885+56.59	-18.83	406.83	406.91
CQ	1885+66.59	-18.83	406.80	406.89
CR	1885+76.59	-18.83	406.77	406.87
CS	1885+86.59	-18.83	406.73	406.85
CT	1885+96.59	-18.83	406.70	406.82
CU	1886+06.59	-18.83	406.67	406.79
CV	1886+16.59	-18.83	406.64	406.75
CW	1886+26.59	-18.83	406.60	406.71
CX	1886+36.59	-18.83	406.57	406.66
CY	1886+46.59	-18.83	406.54	406.61
CZ	1886+56.59	-18.83	406.51	406.56
DA	1886+66.59	-18.83	406.47	406.51
DB	1886+76.59	-18.83	406.44	406.47
CL. Pier 7	1886+91.59	-18.83	406.39	406.41
DC	1887+01.59	-18.83	406.36	406.39
DD	1887+11.59	-18.83	406.32	406.38
DE	1887+21.59	-18.83	406.29	406.37
DF	1887+31.59	-18.83	406.26	406.36
DG	1887+41.59	-18.83	406.23	406.35
DH	1887+51.59	-18.83	406.19	406.34
DI	1887+61.59	-18.83	406.16	406.33
DJ	1887+71.59	-18.83	406.13	406.31
DK	1887+81.59	-18.83	406.09	406.28
DL	1887+91.59	-18.83	406.06	406.24
DM	1888+01.59	-18.83	406.03	406.20
DN	1888+11.59	-18.83	406.00	406.14
DO	1888+21.59	-18.83	405.96	406.07
DP	1888+31.59	-18.83	405.93	406.01
CL. W. Brg. Pier 8	1888+44.84	-18.83	405.89	405.91
CL. Pier 8	1888+46.59	-18.83	405.88	405.90
CL. E. Brg. Pier 8	1888+48.34	-18.83	405.88	405.90
DQ	1888+58.34	-18.83	405.84	405.90
DR	1888+68.34	-18.83	405.81	405.90
DS	1888+78.34	-18.83	405.78	405.89
DT	1888+88.34	-18.83	405.74	405.88
DU	1888+98.34	-18.83	405.71	405.86
DV	1889+08.34	-18.83	405.68	405.83
DW	1889+18.34	-18.83	405.65	405.79
DX	1889+28.34	-18.83	405.61	405.74
DY	1889+38.34	-18.83	405.58	405.69
DZ	1889+48.34	-18.83	405.55	405.64
EA	1889+58.34	-18.83	405.51	405.58
EB	1889+68.34	-18.83	405.48	405.53
EC	1889+78.34	-18.83	405.45	405.48

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CAD\Sheets\Bridge\7660-S0080-DE14.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-38 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	222
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	-18.83	405.41	405.43
ED	1889+99.09	-18.83	405.38	405.41
EE	1890+09.09	-18.83	405.35	405.38
EF	1890+19.09	-18.83	405.32	405.36
EG	1890+29.09	-18.83	405.28	405.34
EH	1890+39.09	-18.83	405.25	405.33
EI	1890+49.09	-18.83	405.22	405.31
EJ	1890+59.09	-18.83	405.18	405.29
EK	1890+69.09	-18.83	405.15	405.26
EL	1890+79.09	-18.83	405.12	405.23
EM	1890+89.09	-18.83	405.09	405.19
EN	1890+99.09	-18.83	405.05	405.14
EO	1891+09.09	-18.83	405.02	405.10
EP	1891+19.09	-18.83	404.99	405.05
EQ	1891+29.09	-18.83	404.95	405.00
ER	1891+39.09	-18.83	404.92	404.95
CL. Pier 10	1891+54.09	-18.83	404.87	404.89
ES	1891+64.09	-18.83	404.84	404.87
ET	1891+74.09	-18.83	404.81	404.85
EU	1891+84.09	-18.83	404.77	404.83
EV	1891+94.09	-18.83	404.74	404.81
EW	1892+04.09	-18.83	404.71	404.80
EX	1892+14.09	-18.83	404.68	404.78
EY	1892+24.09	-18.83	404.64	404.75
EZ	1892+34.09	-18.83	404.61	404.72
FA	1892+44.09	-18.83	404.58	404.69
FB	1892+54.09	-18.83	404.54	404.65
FC	1892+64.09	-18.83	404.51	404.60
FD	1892+74.09	-18.83	404.48	404.55
FE	1892+84.09	-18.83	404.45	404.50
FF	1892+94.09	-18.83	404.41	404.45
FG	1893+04.09	-18.83	404.39	404.42
CL. Pier 11	1893+19.09	-18.83	404.37	404.39
FH	1893+29.09	-18.83	404.35	404.38
FI	1893+39.09	-18.83	404.33	404.38
FJ	1893+49.09	-18.83	404.32	404.38
FK	1893+59.09	-18.83	404.30	404.38
FL	1893+69.09	-18.83	404.28	404.39
FM	1893+79.09	-18.83	404.26	404.39
FN	1893+89.09	-18.83	404.24	404.38
FO	1893+99.09	-18.83	404.23	404.37
FP	1894+09.09	-18.83	404.21	404.35
FQ	1894+19.09	-18.83	404.19	404.32
FR	1894+29.09	-18.83	404.17	404.29
FS	1894+39.09	-18.83	404.18	404.27
FT	1894+49.09	-18.83	404.19	404.25
CL. W. Brg. Pier 12	1894+59.84	-18.83	404.20	404.22
CL. Pier 12	1894+61.59	-18.83	404.20	404.22
CL. E. Brg. Pier 12	1894+63.34	-18.79	404.20	404.22
FU	1894+73.34	-18.82	404.21	404.27
FV	1894+83.34	-18.83	404.22	404.31
FW	1894+93.31	-18.83	404.23	404.34
FX	1895+03.28	-18.83	404.24	404.37
FY	1895+13.24	-18.83	404.25	404.38
FZ	1895+23.21	-18.83	404.22	404.36
GA	1895+33.18	-18.83	404.19	404.32
GB	1895+43.15	-18.83	404.16	404.27
GC	1895+53.11	-18.83	404.13	404.22
GD	1895+63.08	-18.83	404.09	404.17
GE	1895+73.05	-18.83	404.06	404.11
GF	1895+83.02	-18.83	404.03	404.06
CL. Pier 13	1895+96.58	-18.83	403.98	404.00
GG	1896+06.55	-18.83	403.95	403.97
GH	1896+16.51	-18.83	403.92	403.95
GI	1896+26.48	-18.83	403.88	403.93
GJ	1896+36.45	-18.83	403.85	403.91
GK	1896+46.42	-18.83	403.82	403.89
GL	1896+56.38	-18.83	403.79	403.87
GM	1896+66.35	-18.83	403.75	403.84
GN	1896+76.32	-18.83	403.72	403.81
GO	1896+86.29	-18.83	403.69	403.78
GP	1896+96.25	-18.83	403.66	403.74
GQ	1897+06.22	-18.83	403.62	403.69
GR	1897+16.19	-18.83	403.59	403.64
GS	1897+26.16	-18.83	403.56	403.60
GT	1897+36.12	-18.83	403.52	403.55
GU	1897+46.09	-18.83	403.49	403.52
CL. Pier 14	1897+51.40	-18.83	403.47	403.50
GV	1897+61.37	-18.83	403.44	403.47
GW	1897+71.33	-18.83	403.41	403.45
GX	1897+81.30	-18.83	403.38	403.43
GY	1897+91.27	-18.83	403.34	403.42
GZ	1898+01.24	-18.83	403.31	403.40
HA	1898+11.20	-18.83	403.28	403.38
HB	1898+21.17	-18.83	403.25	403.36
HC	1898+31.14	-18.83	403.21	403.33
HD	1898+41.11	-18.83	403.18	403.29
HE	1898+51.07	-18.83	403.15	403.24
HF	1898+61.04	-18.83	403.11	403.20
HG	1898+71.01	-18.83	403.08	403.15
HH	1898+80.98	-18.83	403.05	403.10
HI	1898+90.94	-18.83	403.02	403.05
-	-	-	-	-
CL. Pier 15	1899+05.84	-18.83	402.97	402.99
HK	1899+15.81	-18.83	402.94	402.96
HL	1899+25.77	-18.83	402.90	402.94
HM	1899+35.74	-18.83	402.87	402.92
HN	1899+45.71	-18.83	402.84	402.90
HO	1899+55.68	-18.83	402.80	402.88
HP	1899+65.64	-18.83	402.77	402.86
HQ	1899+75.61	-18.83	402.74	402.83
HR	1899+85.58	-18.83	402.71	402.80
HS	1899+95.55	-18.83	402.67	402.76
HT	1900+05.51	-18.83	402.64	402.72
HU	1900+15.48	-18.83	402.61	402.67
HV	1900+25.45	-18.83	402.58	402.62
HW	1900+35.42	-18.83	402.54	402.58
HX	1900+45.38	-18.83	402.51	402.53
CL. Pier 16	1900+59.68	-18.83	402.46	402.48
HY	1900+69.65	-18.83	402.43	402.46
HZ	1900+79.61	-18.83	402.40	402.44
IA	1900+89.58	-18.83	402.36	402.43
IB	1900+99.55	-18.83	402.33	402.42
IC	1901+09.52	-18.83	402.30	402.41
ID	1901+19.48	-18.83	402.27	402.39
IE	1901+29.45	-18.83	402.23	402.37
IF	1901+39.42	-18.83	402.20	402.34
IG	1901+49.39	-18.83	402.17	402.30
IH	1901+59.35	-18.83	402.14	402.25
II	1901+69.32	-18.83	402.10	402.20
IJ	1901+79.29	-18.83	402.07	402.14
CL. BRG. E. ABUT.	1901+93.00	-18.83	402.03	402.05
CL. EXP JT.	1901+94.61	-18.83	402.02	402.04
BK. E. ABUT.	1901+96.74	-18.83	402.01	402.03

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CADD\Sheets\Bridge\7660-S0080-DE15.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-39 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	223
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	-11.17	410.32	410.34
CL. EXP JT.	1875+25.13	-11.17	410.31	410.33
CL. BRG. W. ABUT.	1875+26.59	-11.17	410.30	410.32
A	1875+36.59	-11.17	410.27	410.34
B	1875+46.59	-11.17	410.24	410.34
C	1875+56.59	-11.17	410.21	410.35
D	1875+66.59	-11.17	410.17	410.34
E	1875+76.59	-11.17	410.14	410.33
F	1875+86.59	-11.17	410.11	410.30
G	1875+96.59	-11.17	410.07	410.27
H	1876+06.59	-11.17	410.04	410.23
I	1876+16.59	-11.17	410.01	410.18
J	1876+26.59	-11.17	409.98	410.12
K	1876+36.59	-11.17	409.94	410.06
L	1876+46.59	-11.17	409.91	410.00
M	1876+56.59	-11.17	409.88	409.94
N	1876+66.59	-11.17	409.84	409.89
CL. PIER 1	1876+81.59	-11.17	409.80	409.82
O	1876+91.59	-11.17	409.76	409.79
P	1877+01.59	-11.17	409.73	409.76
Q	1877+11.59	-11.17	409.70	409.74
R	1877+21.59	-11.17	409.66	409.72
S	1877+31.59	-11.17	409.63	409.71
T	1877+41.59	-11.17	409.60	409.69
U	1877+51.59	-11.17	409.57	409.67
V	1877+61.59	-11.17	409.53	409.65
W	1877+71.59	-11.17	409.50	409.62
X	1877+81.59	-11.17	409.47	409.58
Y	1877+91.59	-11.17	409.43	409.54
Z	1878+01.59	-11.17	409.40	409.50
AA	1878+11.59	-11.17	409.37	409.45
AB	1878+21.59	-11.17	409.34	409.40
AC	1878+31.59	-11.17	409.30	409.35
AD	1878+41.59	-11.17	409.27	409.30
CL. PIER 2	1878+56.59	-11.17	409.22	409.24
AE	1878+66.59	-11.17	409.19	409.22
AF	1878+76.59	-11.17	409.16	409.19
AG	1878+86.59	-11.17	409.12	409.18
AH	1878+96.59	-11.17	409.09	409.16
AI	1879+06.59	-11.17	409.06	409.15
AJ	1879+16.59	-11.17	409.02	409.13
AK	1879+26.59	-11.17	408.99	409.11
AL	1879+36.59	-11.17	408.96	409.08
AM	1879+46.59	-11.17	408.93	409.05
AN	1879+56.59	-11.17	408.89	409.01
AO	1879+66.59	-11.17	408.86	408.96
AP	1879+76.59	-11.17	408.83	408.92
AQ	1879+86.59	-11.17	408.79	408.86
AR	1879+96.59	-11.17	408.76	408.81
AS	1880+06.59	-11.17	408.73	408.77
AT	1880+16.59	-11.17	408.70	408.72
CL. Pier 3	1880+31.59	-11.17	408.65	408.67
AU	1880+41.59	-11.17	408.61	408.65
AV	1880+51.59	-11.17	408.58	408.63
AW	1880+61.59	-11.17	408.55	408.62
AX	1880+71.59	-11.17	408.52	408.62
AY	1880+81.59	-11.17	408.48	408.61
AZ	1880+91.59	-11.17	408.45	408.60
BA	1881+01.59	-11.17	408.42	408.59
BB	1881+11.59	-11.17	408.38	408.57
BC	1881+21.59	-11.17	408.35	408.54
BD	1881+31.59	-11.17	408.32	408.50
BE	1881+41.59	-11.17	408.29	408.45
BF	1881+51.59	-11.17	408.25	408.40
BG	1881+61.59	-11.17	408.22	408.33
BH	1881+71.59	-11.17	408.19	408.26
CL. W. Brg. Pier 4	1881+84.84	-11.17	408.14	408.16
CL. Pier 4	1881+86.59	-11.17	408.14	408.16
CL. E. Brg. Pier 4	1881+88.34	-11.17	408.13	408.15
BI	1881+98.34	-11.17	408.10	408.16
BJ	1882+08.34	-11.17	408.07	408.17
BK	1882+18.34	-11.17	408.03	408.17
BL	1882+28.34	-11.17	408.00	408.16
BM	1882+38.34	-11.17	407.97	408.15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	1882+48.34	-11.17	407.94	408.12
BO	1882+58.34	-11.17	407.90	408.09
BP	1882+68.34	-11.17	407.87	408.05
BQ	1882+78.34	-11.17	407.84	408.00
BR	1882+88.34	-11.17	407.80	407.94
BS	1882+98.34	-11.17	407.77	407.88
BT	1883+08.34	-11.17	407.74	407.82
BU	1883+18.34	-11.17	407.71	407.76
BV	1883+28.34	-11.17	407.67	407.71
CL. Pier 5	1883+41.59	-11.17	407.63	407.65
BW	1883+51.59	-11.17	407.60	407.62
BX	1883+61.59	-11.17	407.56	407.59
BY	1883+71.59	-11.17	407.53	407.57
BZ	1883+81.59	-11.17	407.50	407.56
CA	1883+91.59	-11.17	407.46	407.54
CB	1884+01.59	-11.17	407.43	407.53
CC	1884+11.59	-11.17	407.40	407.51
CD	1884+21.59	-11.17	407.37	407.48
CE	1884+31.59	-11.17	407.33	407.45
CF	1884+41.59	-11.17	407.30	407.42
CG	1884+51.59	-11.17	407.27	407.38
CH	1884+61.59	-11.17	407.24	407.33
CI	1884+71.59	-11.17	407.20	407.28
CJ	1884+81.59	-11.17	407.17	407.23
CK	1884+91.59	-11.17	407.14	407.18
CL	1885+01.59	-11.17	407.10	407.14
CL. Pier 6	1885+16.59	-11.17	407.05	407.08
CM	1885+26.59	-11.17	407.02	407.05
CN	1885+36.59	-11.17	406.99	407.03
CO	1885+46.59	-11.17	406.96	407.01
CP	1885+56.59	-11.17	406.92	407.00
CQ	1885+66.59	-11.17	406.89	406.98
CR	1885+76.59	-11.17	406.86	406.96
CS	1885+86.59	-11.17	406.82	406.94
CT	1885+96.59	-11.17	406.79	406.91
CU	1886+06.59	-11.17	406.76	406.88
CV	1886+16.59	-11.17	406.73	406.84
CW	1886+26.59	-11.17	406.69	406.80
CX	1886+36.59	-11.17	406.66	406.75
CY	1886+46.59	-11.17	406.63	406.70
CZ	1886+56.59	-11.17	406.60	406.65
DA	1886+66.59	-11.17	406.56	406.60
DB	1886+76.59	-11.17	406.53	406.56
CL. Pier 7	1886+91.59	-11.17	406.48	406.50
DC	1887+01.59	-11.17	406.45	406.48
DD	1887+11.59	-11.17	406.41	406.47
DE	1887+21.59	-11.17	406.38	406.46
DF	1887+31.59	-11.17	406.35	406.45
DG	1887+41.59	-11.17	406.32	406.44
DH	1887+51.59	-11.17	406.28	406.43
DI	1887+61.59	-11.17	406.25	406.42
DJ	1887+71.59	-11.17	406.22	406.40
DK	1887+81.59	-11.17	406.18	406.37
DL	1887+91.59	-11.17	406.15	406.33
DM	1888+01.59	-11.17	406.12	406.29
DN	1888+11.59	-11.17	406.09	406.23
DO	1888+21.59	-11.17	406.05	406.16
DP	1888+31.59	-11.17	406.02	406.10
CL. W. Brg. Pier 8	1888+44.84	-11.17	405.98	406.00
CL. Pier 8	1888+46.59	-11.17	405.97	405.99
CL. E. Brg. Pier 8	1888+48.34	-11.17	405.97	405.99
DQ	1888+58.34	-11.17	405.93	405.99
DR	1888+68.34	-11.17	405.90	405.99
DS	1888+78.34	-11.17	405.87	405.98
DT	1888+88.34	-11.17	405.83	405.97
DU	1888+98.34	-11.17	405.80	405.95
DV	1889+08.34	-11.17	405.77	405.92
DW	1889+18.34	-11.17	405.74	405.88
DX	1889+28.34	-11.17	405.70	405.83
DY	1889+38.34	-11.17	405.67	405.78
DZ	1889+48.34	-11.17	405.64	405.73
EA	1889+58.34	-11.17	405.60	405.67
EB	1889+68.34	-11.17	405.57	405.62
EC	1889+78.34	-11.17	405.54	405.57

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CAD\Sheets\Bridge\7660-S0080-Dt516.dgn

KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-40 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	224
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	-11.17	405.50	405.52
ED	1889+99.09	-11.17	405.47	405.50
EE	1890+09.09	-11.17	405.44	405.47
EF	1890+19.09	-11.17	405.41	405.45
EG	1890+29.09	-11.17	405.37	405.43
EH	1890+39.09	-11.17	405.34	405.42
EI	1890+49.09	-11.17	405.31	405.40
EJ	1890+59.09	-11.17	405.27	405.38
EK	1890+69.09	-11.17	405.24	405.35
EL	1890+79.09	-11.17	405.21	405.32
EM	1890+89.09	-11.17	405.18	405.28
EN	1890+99.09	-11.17	405.14	405.23
EO	1891+09.09	-11.17	405.11	405.19
EP	1891+19.09	-11.17	405.08	405.14
EQ	1891+29.09	-11.17	405.04	405.09
ER	1891+39.09	-11.17	405.01	405.04
CL. Pier 10	1891+54.09	-11.17	404.96	404.98
ES	1891+64.09	-11.17	404.93	404.96
ET	1891+74.09	-11.17	404.90	404.94
EU	1891+84.09	-11.17	404.86	404.92
EV	1891+94.09	-11.17	404.83	404.90
EW	1892+04.09	-11.17	404.80	404.89
EX	1892+14.09	-11.17	404.77	404.87
EY	1892+24.09	-11.17	404.73	404.84
EZ	1892+34.09	-11.17	404.70	404.81
FA	1892+44.09	-11.17	404.67	404.78
FB	1892+54.09	-11.17	404.63	404.74
FC	1892+64.09	-11.17	404.60	404.69
FD	1892+74.09	-11.17	404.57	404.64
FE	1892+84.09	-11.17	404.54	404.59
FF	1892+94.09	-11.17	404.50	404.54
FG	1893+04.09	-11.17	404.47	404.50
CL. Pier 11	1893+19.09	-11.17	404.42	404.44
FH	1893+29.09	-11.17	404.39	404.42
FI	1893+39.09	-11.17	404.36	404.40
FJ	1893+49.09	-11.17	404.32	404.39
FK	1893+59.09	-11.17	404.29	404.38
FL	1893+69.09	-11.17	404.26	404.36
FM	1893+79.09	-11.17	404.22	404.35
FN	1893+89.09	-11.17	404.19	404.33
FO	1893+99.09	-11.17	404.16	404.30
FP	1894+09.09	-11.17	404.13	404.27
FQ	1894+19.09	-11.17	404.09	404.23
FR	1894+29.09	-11.17	404.06	404.17
FS	1894+39.09	-11.17	404.05	404.14
FT	1894+49.09	-11.17	404.04	404.10
CL. W. Brg. Pier 12	1894+59.84	-11.17	404.03	404.06
CL. Pier 12	1894+61.59	-11.17	404.03	404.05
CL. E. Brg. Pier 12	1894+63.34	-11.13	404.03	404.05
FU	1894+73.34	-11.16	404.02	404.08
FV	1894+83.34	-11.17	404.02	404.10
FW	1894+93.33	-11.17	404.01	404.12
FX	1895+03.31	-11.17	404.00	404.13
FY	1895+13.29	-11.17	403.99	404.12
FZ	1895+23.27	-11.17	403.96	404.10
GA	1895+33.25	-11.17	403.93	404.06
GB	1895+43.23	-11.17	403.90	404.01
GC	1895+53.21	-11.17	403.86	403.96
GD	1895+63.19	-11.17	403.83	403.91
GE	1895+73.18	-11.17	403.80	403.85
GF	1895+83.16	-11.17	403.77	403.80
CL. Pier 13	1895+96.58	-11.17	403.72	403.74
GG	1896+06.56	-11.17	403.69	403.71
GH	1896+16.54	-11.17	403.66	403.69
GI	1896+26.52	-11.17	403.62	403.67
GJ	1896+36.50	-11.17	403.59	403.65
GK	1896+46.48	-11.17	403.56	403.63
GL	1896+56.46	-11.17	403.53	403.61
GM	1896+66.44	-11.17	403.49	403.58
GN	1896+76.43	-11.17	403.46	403.55
GO	1896+86.41	-11.17	403.43	403.52
GP	1896+96.39	-11.17	403.39	403.48
GQ	1897+06.37	-11.17	403.36	403.43
GR	1897+16.35	-11.17	403.33	403.38
GS	1897+26.33	-11.17	403.30	403.34
GT	1897+36.31	-11.17	403.26	403.29
GU	1897+46.29	-11.17	403.23	403.25
CL. Pier 14	1897+51.40	-11.17	403.21	403.24
GV	1897+61.38	-11.17	403.18	403.21
GW	1897+71.36	-11.17	403.15	403.19
GX	1897+81.34	-11.17	403.12	403.17
GY	1897+91.32	-11.17	403.08	403.16
GZ	1898+01.30	-11.17	403.05	403.14
HA	1898+11.28	-11.17	403.02	403.12
HB	1898+21.26	-11.17	402.98	403.09
HC	1898+31.25	-11.17	402.95	403.06
HD	1898+41.23	-11.17	402.92	403.03
HE	1898+51.21	-11.17	402.89	402.98
HF	1898+61.19	-11.17	402.85	402.94
HG	1898+71.17	-11.17	402.82	402.89
HH	1898+81.15	-11.17	402.79	402.84
HI	1898+91.13	-11.17	402.76	402.79
-	-	-	-	-
CL. Pier 15	1899+05.84	-11.17	402.71	402.73
HK	1899+15.82	-11.17	402.67	402.70
HL	1899+25.80	-11.17	402.64	402.67
HM	1899+35.78	-11.17	402.61	402.65
HN	1899+45.76	-11.17	402.58	402.64
HO	1899+55.74	-11.17	402.54	402.62
HP	1899+65.72	-11.17	402.51	402.59
HQ	1899+75.70	-11.17	402.48	402.57
HR	1899+85.69	-11.17	402.45	402.54
HS	1899+95.67	-11.17	402.41	402.50
HT	1900+05.65	-11.17	402.38	402.45
HU	1900+15.63	-11.17	402.35	402.41
HV	1900+25.61	-11.17	402.31	402.36
HW	1900+35.59	-11.17	402.28	402.32
HX	1900+45.57	-11.17	402.25	402.27
CL. Pier 16	1900+59.68	-11.17	402.20	402.22
HY	1900+69.66	-11.17	402.17	402.20
HZ	1900+79.64	-11.17	402.14	402.18
IA	1900+89.62	-11.17	402.10	402.17
IB	1900+99.60	-11.17	402.07	402.16
IC	1901+09.58	-11.17	402.04	402.15
ID	1901+19.56	-11.17	402.01	402.13
IE	1901+29.54	-11.17	401.97	402.11
IF	1901+39.53	-11.17	401.94	402.08
IG	1901+49.51	-11.17	401.91	402.04
IH	1901+59.49	-11.17	401.87	401.99
II	1901+69.47	-11.17	401.84	401.93
IJ	1901+79.45	-11.17	401.81	401.87
CL. BRG. E. ABUT	1901+93.00	-11.17	401.76	401.79
CL. EXP JT.	1901+94.61	-11.17	401.76	401.78
BK. E. ABUT.	1901+96.74	-11.17	401.75	401.77

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-DE17.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-41 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	225
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	-3.50	410.20	410.22
CL. EXP JT.	1875+25.13	-3.50	410.19	410.21
CL. BRG. W. ABUT.	1875+26.59	-3.50	410.19	410.21
A	1875+36.59	-3.50	410.16	410.22
B	1875+46.59	-3.50	410.12	410.23
C	1875+56.59	-3.50	410.09	410.23
D	1875+66.59	-3.50	410.06	410.22
E	1875+76.59	-3.50	410.02	410.21
F	1875+86.59	-3.50	409.99	410.19
G	1875+96.59	-3.50	409.96	410.15
H	1876+06.59	-3.50	409.93	410.11
I	1876+16.59	-3.50	409.89	410.06
J	1876+26.59	-3.50	409.86	410.01
K	1876+36.59	-3.50	409.83	409.95
L	1876+46.59	-3.50	409.79	409.89
M	1876+56.59	-3.50	409.76	409.83
N	1876+66.59	-3.50	409.73	409.77
CL. PIER 1	1876+81.59	-3.50	409.68	409.70
O	1876+91.59	-3.50	409.65	409.67
P	1877+01.59	-3.50	409.61	409.64
Q	1877+11.59	-3.50	409.58	409.62
R	1877+21.59	-3.50	409.55	409.61
S	1877+31.59	-3.50	409.52	409.59
T	1877+41.59	-3.50	409.48	409.57
U	1877+51.59	-3.50	409.45	409.56
V	1877+61.59	-3.50	409.42	409.53
W	1877+71.59	-3.50	409.38	409.50
X	1877+81.59	-3.50	409.35	409.47
Y	1877+91.59	-3.50	409.32	409.43
Z	1878+01.59	-3.50	409.29	409.38
AA	1878+11.59	-3.50	409.25	409.33
AB	1878+21.59	-3.50	409.22	409.28
AC	1878+31.59	-3.50	409.19	409.23
AD	1878+41.59	-3.50	409.16	409.19
CL. PIER 2	1878+56.59	-3.50	409.11	409.13
AE	1878+66.59	-3.50	409.07	409.10
AF	1878+76.59	-3.50	409.04	409.08
AG	1878+86.59	-3.50	409.01	409.06
AH	1878+96.59	-3.50	408.97	409.05
AI	1879+06.59	-3.50	408.94	409.03
AJ	1879+16.59	-3.50	408.91	409.01
AK	1879+26.59	-3.50	408.88	409.00
AL	1879+36.59	-3.50	408.84	408.97
AM	1879+46.59	-3.50	408.81	408.93
AN	1879+56.59	-3.50	408.78	408.89
AO	1879+66.59	-3.50	408.74	408.85
AP	1879+76.59	-3.50	408.71	408.80
AQ	1879+86.59	-3.50	408.68	408.75
AR	1879+96.59	-3.50	408.65	408.70
AS	1880+06.59	-3.50	408.61	408.65
AT	1880+16.59	-3.50	408.58	408.61
CL. Pier 3	1880+31.59	-3.50	408.53	408.55
AU	1880+41.59	-3.50	408.50	408.53
AV	1880+51.59	-3.50	408.47	408.52
AW	1880+61.59	-3.50	408.43	408.51
AX	1880+71.59	-3.50	408.40	408.50
AY	1880+81.59	-3.50	408.37	408.49
AZ	1880+91.59	-3.50	408.33	408.49
BA	1881+01.59	-3.50	408.30	408.47
BB	1881+11.59	-3.50	408.27	408.45
BC	1881+21.59	-3.50	408.24	408.42
BD	1881+31.59	-3.50	408.20	408.38
BE	1881+41.59	-3.50	408.17	408.34
BF	1881+51.59	-3.50	408.14	408.28
BG	1881+61.59	-3.50	408.10	408.22
BH	1881+71.59	-3.50	408.07	408.15
CL. W. Brg. Pier 4	1881+84.84	-3.50	408.03	408.05
CL. Pier 4	1881+86.59	-3.50	408.02	408.04
CL. E. Brg. Pier 4	1881+88.34	-3.50	408.02	408.04
BI	1881+98.34	-3.50	407.98	408.05
BJ	1882+08.34	-3.50	407.95	408.05
BK	1882+18.34	-3.50	407.92	408.05
BL	1882+28.34	-3.50	407.89	408.05
BM	1882+38.34	-3.50	407.85	408.03

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	1882+48.34	-3.50	407.82	408.01
BO	1882+58.34	-3.50	407.79	407.97
BP	1882+68.34	-3.50	407.75	407.93
BQ	1882+78.34	-3.50	407.72	407.88
BR	1882+88.34	-3.50	407.69	407.82
BS	1882+98.34	-3.50	407.66	407.77
BT	1883+08.34	-3.50	407.62	407.71
BU	1883+18.34	-3.50	407.59	407.65
BV	1883+28.34	-3.50	407.56	407.60
CL. Pier 5	1883+41.59	-3.50	407.51	407.53
BW	1883+51.59	-3.50	407.48	407.50
BX	1883+61.59	-3.50	407.45	407.48
BY	1883+71.59	-3.50	407.42	407.46
BZ	1883+81.59	-3.50	407.38	407.44
CA	1883+91.59	-3.50	407.35	407.43
CB	1884+01.59	-3.50	407.32	407.41
CC	1884+11.59	-3.50	407.28	407.39
CD	1884+21.59	-3.50	407.25	407.37
CE	1884+31.59	-3.50	407.22	407.34
CF	1884+41.59	-3.50	407.19	407.30
CG	1884+51.59	-3.50	407.15	407.26
CH	1884+61.59	-3.50	407.12	407.22
CI	1884+71.59	-3.50	407.09	407.17
CJ	1884+81.59	-3.50	407.05	407.12
CK	1884+91.59	-3.50	407.02	407.07
CL	1885+01.59	-3.50	406.99	407.02
CL. Pier 6	1885+16.59	-3.50	406.94	406.96
CM	1885+26.59	-3.50	406.91	406.94
CN	1885+36.59	-3.50	406.87	406.91
CO	1885+46.59	-3.50	406.84	406.90
CP	1885+56.59	-3.50	406.81	406.88
CQ	1885+66.59	-3.50	406.78	406.87
CR	1885+76.59	-3.50	406.74	406.85
CS	1885+86.59	-3.50	406.71	406.83
CT	1885+96.59	-3.50	406.68	406.80
CU	1886+06.59	-3.50	406.64	406.77
CV	1886+16.59	-3.50	406.61	406.73
CW	1886+26.59	-3.50	406.58	406.68
CX	1886+36.59	-3.50	406.55	406.63
CY	1886+46.59	-3.50	406.51	406.58
CZ	1886+56.59	-3.50	406.48	406.53
DA	1886+66.59	-3.50	406.45	406.48
DB	1886+76.59	-3.50	406.41	406.44
CL. Pier 7	1886+91.59	-3.50	406.37	406.39
DC	1887+01.59	-3.50	406.33	406.37
DD	1887+11.59	-3.50	406.30	406.35
DE	1887+21.59	-3.50	406.27	406.34
DF	1887+31.59	-3.50	406.23	406.33
DG	1887+41.59	-3.50	406.20	406.33
DH	1887+51.59	-3.50	406.17	406.32
DI	1887+61.59	-3.50	406.14	406.30
DJ	1887+71.59	-3.50	406.10	406.28
DK	1887+81.59	-3.50	406.07	406.26
DL	1887+91.59	-3.50	406.04	406.22
DM	1888+01.59	-3.50	406.00	406.17
DN	1888+11.59	-3.50	405.97	406.11
DO	1888+21.59	-3.50	405.94	406.05
DP	1888+31.59	-3.50	405.91	405.98
CL. W. Brg. Pier 8	1888+44.84	-3.50	405.86	405.88
CL. Pier 8	1888+46.59	-3.50	405.86	405.88
CL. E. Brg. Pier 8	1888+48.34	-3.50	405.85	405.87
DQ	1888+58.34	-3.50	405.82	405.87
DR	1888+68.34	-3.50	405.79	405.87
DS	1888+78.34	-3.50	405.75	405.87
DT	1888+88.34	-3.50	405.72	405.85
DU	1888+98.34	-3.50	405.69	405.83
DV	1889+08.34	-3.50	405.65	405.80
DW	1889+18.34	-3.50	405.62	405.76
DX	1889+28.34	-3.50	405.59	405.72
DY	1889+38.34	-3.50	405.56	405.67
DZ	1889+48.34	-3.50	405.52	405.61
EA	1889+58.34	-3.50	405.49	405.56
EB	1889+68.34	-3.50	405.46	405.50
EC	1889+78.34	-3.50	405.42	405.46

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7060-S0080-DS18.dgn

KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-42 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	226
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	-3.50	405.39	405.41
ED	1889+99.09	-3.50	405.36	405.38
EE	1890+09.09	-3.50	405.32	405.36
EF	1890+19.09	-3.50	405.29	405.34
EG	1890+29.09	-3.50	405.26	405.32
EH	1890+39.09	-3.50	405.22	405.30
EI	1890+49.09	-3.50	405.19	405.28
EJ	1890+59.09	-3.50	405.16	405.26
EK	1890+69.09	-3.50	405.13	405.24
EL	1890+79.09	-3.50	405.09	405.20
EM	1890+89.09	-3.50	405.06	405.16
EN	1890+99.09	-3.50	405.03	405.12
EO	1891+09.09	-3.50	405.00	405.07
EP	1891+19.09	-3.50	404.96	405.02
EQ	1891+29.09	-3.50	404.93	404.97
ER	1891+39.09	-3.50	404.90	404.93
CL. Pier 10	1891+54.09	-3.50	404.85	404.87
ES	1891+64.09	-3.50	404.81	404.84
ET	1891+74.09	-3.50	404.78	404.82
EU	1891+84.09	-3.50	404.75	404.80
EV	1891+94.09	-3.50	404.72	404.79
EW	1892+04.09	-3.50	404.68	404.77
EX	1892+14.09	-3.50	404.65	404.75
EY	1892+24.09	-3.50	404.62	404.73
EZ	1892+34.09	-3.50	404.58	404.70
FA	1892+44.09	-3.50	404.55	404.66
FB	1892+54.09	-3.50	404.52	404.62
FC	1892+64.09	-3.50	404.49	404.57
FD	1892+74.09	-3.50	404.45	404.53
FE	1892+84.09	-3.50	404.42	404.48
FF	1892+94.09	-3.50	404.39	404.43
FG	1893+04.09	-3.50	404.36	404.38
CL. Pier 11	1893+19.09	-3.50	404.31	404.33
FH	1893+29.09	-3.50	404.27	404.30
FI	1893+39.09	-3.50	404.24	404.29
FJ	1893+49.09	-3.50	404.21	404.27
FK	1893+59.09	-3.50	404.17	404.26
FL	1893+69.09	-3.50	404.14	404.25
FM	1893+79.09	-3.50	404.11	404.24
FN	1893+89.09	-3.50	404.08	404.22
FO	1893+99.09	-3.50	404.04	404.19
FP	1894+09.09	-3.50	404.01	404.15
FQ	1894+19.09	-3.50	403.98	404.11
FR	1894+29.09	-3.50	403.94	404.06
FS	1894+39.09	-3.50	403.92	404.01
FT	1894+49.09	-3.50	403.89	403.95
CL. W. Brg. Pier 12	1894+59.84	-3.50	403.87	403.89
CL. Pier 12	1894+61.59	-3.50	403.86	403.88
CL. E. Brg. Pier 12	1894+63.34	-3.46	403.86	403.88
FU	1894+73.34	-3.49	403.83	403.89
FV	1894+83.34	-3.50	403.81	403.89
FW	1894+93.34	-3.50	403.78	403.89
FX	1895+03.33	-3.50	403.76	403.88
FY	1895+13.33	-3.50	403.73	403.87
FZ	1895+23.32	-3.50	403.70	403.84
GA	1895+33.32	-3.50	403.67	403.80
GB	1895+43.31	-3.50	403.64	403.75
GC	1895+53.30	-3.50	403.60	403.70
GD	1895+63.30	-3.50	403.57	403.65
GE	1895+73.29	-3.50	403.54	403.59
GF	1895+83.29	-3.50	403.51	403.54
CL. Pier 13	1895+96.58	-3.50	403.46	403.48
GG	1896+06.57	-3.50	403.43	403.45
GH	1896+16.57	-3.50	403.40	403.43
GI	1896+26.56	-3.50	403.36	403.41
GJ	1896+36.56	-3.50	403.33	403.39
GK	1896+46.55	-3.50	403.30	403.37
GL	1896+56.54	-3.50	403.26	403.35
GM	1896+66.54	-3.50	403.23	403.32
GN	1896+76.53	-3.50	403.20	403.29
GO	1896+86.53	-3.50	403.17	403.26
GP	1896+96.52	-3.50	403.13	403.21
GQ	1897+06.51	-3.50	403.10	403.17
GR	1897+16.51	-3.50	403.07	403.12
GS	1897+26.50	-3.50	403.04	403.08
GT	1897+36.50	-3.50	403.00	403.03
-	-	-	-	-
CL. Pier 14	1897+51.40	-3.50	402.95	402.97
GV	1897+61.39	-3.50	402.92	402.95
GW	1897+71.39	-3.50	402.89	402.93
GX	1897+81.38	-3.50	402.86	402.91
GY	1897+91.38	-3.50	402.82	402.90
GZ	1898+01.37	-3.50	402.79	402.88
HA	1898+11.36	-3.50	402.76	402.86
HB	1898+21.36	-3.50	402.72	402.83
HC	1898+31.35	-3.50	402.69	402.80
HD	1898+41.35	-3.50	402.66	402.77
HE	1898+51.34	-3.50	402.63	402.72
HF	1898+61.33	-3.50	402.59	402.68
HG	1898+71.33	-3.50	402.56	402.62
HH	1898+81.32	-3.50	402.53	402.58
HI	1898+91.32	-3.50	402.49	402.53
-	-	-	-	-
CL. Pier 15	1899+05.84	-3.50	402.45	402.47
HK	1899+15.83	-3.50	402.41	402.44
HL	1899+25.83	-3.50	402.38	402.41
HM	1899+35.82	-3.50	402.35	402.39
HN	1899+45.82	-3.50	402.32	402.38
HO	1899+55.81	-3.50	402.28	402.36
HP	1899+65.80	-3.50	402.25	402.33
HQ	1899+75.80	-3.50	402.22	402.31
HR	1899+85.79	-3.50	402.18	402.27
HS	1899+95.79	-3.50	402.15	402.24
HT	1900+05.78	-3.50	402.12	402.19
HU	1900+15.77	-3.50	402.09	402.15
HV	1900+25.77	-3.50	402.05	402.10
HW	1900+35.76	-3.50	402.02	402.06
HX	1900+45.76	-3.50	401.99	402.01
CL. Pier 16	1900+59.68	-3.50	401.94	401.96
HY	1900+69.67	-3.50	401.91	401.94
HZ	1900+79.67	-3.50	401.88	401.92
IA	1900+89.66	-3.50	401.84	401.91
IB	1900+99.66	-3.50	401.81	401.90
IC	1901+09.65	-3.50	401.78	401.89
ID	1901+19.64	-3.50	401.74	401.87
IE	1901+29.64	-3.50	401.71	401.84
IF	1901+39.63	-3.50	401.68	401.82
IG	1901+49.63	-3.50	401.65	401.77
IH	1901+59.62	-3.50	401.61	401.73
II	1901+69.61	-3.50	401.58	401.67
IJ	1901+79.61	-3.50	401.55	401.61
CL. BRG. E. ABUT	1901+93.00	-3.50	401.50	401.53
CL. EXP JT.	1901+94.61	-3.50	401.50	401.52
BK. E. ABUT.	1901+96.75	-3.50	401.49	401.51

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-DE19.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-43 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	227
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

WB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	0.00	410.15	410.17
CL. EXP JT.	1875+25.13	0.00	410.14	410.16
CL. BRG. W. ABUT.	1875+26.59	0.00	410.14	410.16
A	1875+36.59	0.00	410.10	410.17
B	1875+46.59	0.00	410.07	410.18
C	1875+56.59	0.00	410.04	410.18
D	1875+66.59	0.00	410.01	410.17
E	1875+76.59	0.00	409.97	410.16
F	1875+86.59	0.00	409.94	410.14
G	1875+96.59	0.00	409.91	410.10
H	1876+06.59	0.00	409.87	410.06
I	1876+16.59	0.00	409.84	410.01
J	1876+26.59	0.00	409.81	409.95
K	1876+36.59	0.00	409.78	409.90
L	1876+46.59	0.00	409.74	409.83
M	1876+56.59	0.00	409.71	409.78
N	1876+66.59	0.00	409.68	409.72
CL. PIER 1	1876+81.59	0.00	409.63	409.65
O	1876+91.59	0.00	409.59	409.62
P	1877+01.59	0.00	409.56	409.59
Q	1877+11.59	0.00	409.53	409.57
R	1877+21.59	0.00	409.50	409.55
S	1877+31.59	0.00	409.46	409.54
T	1877+41.59	0.00	409.43	409.52
U	1877+51.59	0.00	409.40	409.50
V	1877+61.59	0.00	409.37	409.48
W	1877+71.59	0.00	409.33	409.45
X	1877+81.59	0.00	409.30	409.41
Y	1877+91.59	0.00	409.27	409.37
Z	1878+01.59	0.00	409.23	409.33
AA	1878+11.59	0.00	409.20	409.28
AB	1878+21.59	0.00	409.17	409.23
AC	1878+31.59	0.00	409.14	409.18
AD	1878+41.59	0.00	409.10	409.13
CL. PIER 2	1878+56.59	0.00	409.05	409.07
AE	1878+66.59	0.00	409.02	409.05
AF	1878+76.59	0.00	408.99	409.03
AG	1878+86.59	0.00	408.95	409.01
AH	1878+96.59	0.00	408.92	408.99
AI	1879+06.59	0.00	408.89	408.98
AJ	1879+16.59	0.00	408.86	408.96
AK	1879+26.59	0.00	408.82	408.94
AL	1879+36.59	0.00	408.79	408.91
AM	1879+46.59	0.00	408.76	408.88
AN	1879+56.59	0.00	408.73	408.84
AO	1879+66.59	0.00	408.69	408.80
AP	1879+76.59	0.00	408.66	408.75
AQ	1879+86.59	0.00	408.63	408.70
AR	1879+96.59	0.00	408.59	408.65
AS	1880+06.59	0.00	408.56	408.60
AT	1880+16.59	0.00	408.53	408.55
CL. Pier 3	1880+31.59	0.00	408.48	408.50
AU	1880+41.59	0.00	408.45	408.48
AV	1880+51.59	0.00	408.41	408.46
AW	1880+61.59	0.00	408.38	408.45
AX	1880+71.59	0.00	408.35	408.45
AY	1880+81.59	0.00	408.31	408.44
AZ	1880+91.59	0.00	408.28	408.43
BA	1881+01.59	0.00	408.25	408.42
BB	1881+11.59	0.00	408.22	408.40
BC	1881+21.59	0.00	408.18	408.37
BD	1881+31.59	0.00	408.15	408.33
BE	1881+41.59	0.00	408.12	408.28
BF	1881+51.59	0.00	408.09	408.23
BG	1881+61.59	0.00	408.05	408.16
BH	1881+71.59	0.00	408.02	408.09
CL. W. Brg. Pier 4	1881+84.84	0.00	407.98	408.00
CL. Pier 4	1881+86.59	0.00	407.97	407.99
CL. E. Brg. Pier 4	1881+88.34	0.00	407.96	407.99
BI	1881+98.34	0.00	407.93	407.99
BJ	1882+08.34	0.00	407.90	408.00
BK	1882+18.34	0.00	407.87	408.00
BL	1882+28.34	0.00	407.83	407.99
BM	1882+38.34	0.00	407.80	407.98
BN	1882+48.34	0.00	407.77	407.96
BO	1882+58.34	0.00	407.73	407.92
BP	1882+68.34	0.00	407.70	407.88
BQ	1882+78.34	0.00	407.67	407.83
BR	1882+88.34	0.00	407.64	407.77
BS	1882+98.34	0.00	407.60	407.71
BT	1883+08.34	0.00	407.57	407.65
BU	1883+18.34	0.00	407.54	407.60
BV	1883+28.34	0.00	407.50	407.54
CL. Pier 5	1883+41.59	0.00	407.46	407.48
BW	1883+51.59	0.00	407.43	407.45
BX	1883+61.59	0.00	407.40	407.43
BY	1883+71.59	0.00	407.36	407.41
BZ	1883+81.59	0.00	407.33	407.39
CA	1883+91.59	0.00	407.30	407.37
CB	1884+01.59	0.00	407.26	407.36
CC	1884+11.59	0.00	407.23	407.34
CD	1884+21.59	0.00	407.20	407.32
CE	1884+31.59	0.00	407.17	407.29
CF	1884+41.59	0.00	407.13	407.25
CG	1884+51.59	0.00	407.10	407.21
CH	1884+61.59	0.00	407.07	407.16
CI	1884+71.59	0.00	407.03	407.11
CJ	1884+81.59	0.00	407.00	407.06
CK	1884+91.59	0.00	406.97	407.01
CL	1885+01.59	0.00	406.94	406.97
CL. Pier 6	1885+16.59	0.00	406.89	406.91
CM	1885+26.59	0.00	406.85	406.88
CN	1885+36.59	0.00	406.82	406.86
CO	1885+46.59	0.00	406.79	406.84
CP	1885+56.59	0.00	406.76	406.83
CQ	1885+66.59	0.00	406.72	406.81
CR	1885+76.59	0.00	406.69	406.80
CS	1885+86.59	0.00	406.66	406.78
CT	1885+96.59	0.00	406.62	406.75
CU	1886+06.59	0.00	406.59	406.71
CV	1886+16.59	0.00	406.56	406.67
CW	1886+26.59	0.00	406.53	406.63
CX	1886+36.59	0.00	406.49	406.58
CY	1886+46.59	0.00	406.46	406.53
CZ	1886+56.59	0.00	406.43	406.48
DA	1886+66.59	0.00	406.39	406.43
DB	1886+76.59	0.00	406.36	406.39
CL. Pier 7	1886+91.59	0.00	406.31	406.33
DC	1887+01.59	0.00	406.28	406.31
DD	1887+11.59	0.00	406.25	406.30
DE	1887+21.59	0.00	406.21	406.29
DF	1887+31.59	0.00	406.18	406.28
DG	1887+41.59	0.00	406.15	406.28
DH	1887+51.59	0.00	406.12	406.27
DI	1887+61.59	0.00	406.08	406.25
DJ	1887+71.59	0.00	406.05	406.23
DK	1887+81.59	0.00	406.02	406.20
DL	1887+91.59	0.00	405.98	406.16
DM	1888+01.59	0.00	405.95	406.12
DN	1888+11.59	0.00	405.92	406.06
DO	1888+21.59	0.00	405.89	406.00
DP	1888+31.59	0.00	405.85	405.93
CL. W. Brg. Pier 8	1888+44.84	0.00	405.81	405.83
CL. Pier 8	1888+46.59	0.00	405.80	405.82
CL. E. Brg. Pier 8	1888+48.34	0.00	405.80	405.82
DQ	1888+58.34	0.00	405.77	405.82
DR	1888+68.34	0.00	405.73	405.82
DS	1888+78.34	0.00	405.70	405.81
DT	1888+88.34	0.00	405.67	405.80
DU	1888+98.34	0.00	405.63	405.78
DV	1889+08.34	0.00	405.60	405.75
DW	1889+18.34	0.00	405.57	405.71
DX	1889+28.34	0.00	405.54	405.67
DY	1889+38.34	0.00	405.50	405.61
DZ	1889+48.34	0.00	405.47	405.56
EA	1889+58.34	0.00	405.44	405.50
EB	1889+68.34	0.00	405.40	405.45
EC	1889+78.34	0.00	405.37	405.40

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CAD\Sheets\Bridge\7660-S0080-DS20.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-44 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	228
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

WB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	0.00	405.34	405.36
ED	1889+99.09	0.00	405.30	405.33
EE	1890+09.09	0.00	405.27	405.30
EF	1890+19.09	0.00	405.24	405.28
EG	1890+29.09	0.00	405.21	405.27
EH	1890+39.09	0.00	405.17	405.25
EI	1890+49.09	0.00	405.14	405.23
EJ	1890+59.09	0.00	405.11	405.21
EK	1890+69.09	0.00	405.07	405.18
EL	1890+79.09	0.00	405.04	405.15
EM	1890+89.09	0.00	405.01	405.11
EN	1890+99.09	0.00	404.98	405.07
EO	1891+09.09	0.00	404.94	405.02
EP	1891+19.09	0.00	404.91	404.97
EQ	1891+29.09	0.00	404.88	404.92
ER	1891+39.09	0.00	404.84	404.87
CL. Pier 10	1891+54.09	0.00	404.79	404.82
ES	1891+64.09	0.00	404.76	404.79
ET	1891+74.09	0.00	404.73	404.77
EU	1891+84.09	0.00	404.70	404.75
EV	1891+94.09	0.00	404.66	404.73
EW	1892+04.09	0.00	404.63	404.72
EX	1892+14.09	0.00	404.60	404.70
EY	1892+24.09	0.00	404.57	404.67
EZ	1892+34.09	0.00	404.53	404.65
FA	1892+44.09	0.00	404.50	404.61
FB	1892+54.09	0.00	404.47	404.57
FC	1892+64.09	0.00	404.43	404.52
FD	1892+74.09	0.00	404.40	404.47
FE	1892+84.09	0.00	404.37	404.42
FF	1892+94.09	0.00	404.34	404.38
FG	1893+04.09	0.00	404.30	404.33
CL. Pier 11	1893+19.09	0.00	404.25	404.27
FH	1893+29.09	0.00	404.22	404.25
FI	1893+39.09	0.00	404.19	404.23
FJ	1893+49.09	0.00	404.15	404.22
FK	1893+59.09	0.00	404.12	404.21
FL	1893+69.09	0.00	404.09	404.20
FM	1893+79.09	0.00	404.06	404.18
FN	1893+89.09	0.00	404.02	404.16
FO	1893+99.09	0.00	403.99	404.14
FP	1894+09.09	0.00	403.96	404.10
FQ	1894+19.09	0.00	403.93	404.06
FR	1894+29.09	0.00	403.89	404.01
FS	1894+39.09	0.00	403.86	403.95
FT	1894+49.09	0.00	403.83	403.88
CL. W. Brg. Pier 12	1894+59.84	0.00	403.79	403.81
CL. Pier 12	1894+61.59	0.00	403.79	403.81
CL. E. Brg. Pier 12	1894+63.34	0.00	403.78	403.80
FU	1894+73.34	0.00	403.75	403.80
FV	1894+83.34	0.00	403.71	403.80
FW	1894+93.34	0.00	403.68	403.79
FX	1895+03.34	0.00	403.65	403.77
FY	1895+13.34	0.00	403.62	403.75
FZ	1895+23.34	0.00	403.58	403.72
GA	1895+33.34	0.00	403.55	403.68
GB	1895+43.34	0.00	403.52	403.63
GC	1895+53.34	0.00	403.48	403.58
GD	1895+63.34	0.00	403.45	403.53
GE	1895+73.34	0.00	403.42	403.47
GF	1895+83.34	0.00	403.39	403.42
CL. Pier 13	1895+96.58	0.00	403.34	403.36
GG	1896+06.58	0.00	403.31	403.33
GH	1896+16.58	0.00	403.28	403.31
GI	1896+26.58	0.00	403.24	403.29
GJ	1896+36.58	0.00	403.21	403.27
GK	1896+46.58	0.00	403.18	403.25
GL	1896+56.58	0.00	403.15	403.23
GM	1896+66.58	0.00	403.11	403.20
GN	1896+76.58	0.00	403.08	403.17
GO	1896+86.58	0.00	403.05	403.14
GP	1896+96.58	0.00	403.01	403.10
GQ	1897+06.58	0.00	402.98	403.05
GR	1897+16.58	0.00	402.95	403.00
GS	1897+26.58	0.00	402.92	402.96
GT	1897+36.58	0.00	402.88	402.91
–	–	–	–	–
CL. Pier 14	1897+51.40	0.00	402.83	402.86
GV	1897+61.40	0.00	402.80	402.83
GW	1897+71.40	0.00	402.77	402.81
GX	1897+81.40	0.00	402.74	402.79
GY	1897+91.40	0.00	402.70	402.78
GZ	1898+01.40	0.00	402.67	402.76
HA	1898+11.40	0.00	402.64	402.74
HB	1898+21.40	0.00	402.60	402.71
HC	1898+31.40	0.00	402.57	402.68
HD	1898+41.40	0.00	402.54	402.65
HE	1898+51.40	0.00	402.51	402.60
HF	1898+61.40	0.00	402.47	402.56
HG	1898+71.40	0.00	402.44	402.51
HH	1898+81.40	0.00	402.41	402.46
HI	1898+91.40	0.00	402.38	402.41
–	–	–	–	–
CL. Pier 15	1899+05.84	0.00	402.33	402.35
HK	1899+15.84	0.00	402.29	402.32
HL	1899+25.84	0.00	402.26	402.30
HM	1899+35.84	0.00	402.23	402.27
HN	1899+45.84	0.00	402.20	402.26
HO	1899+55.84	0.00	402.16	402.24
HP	1899+65.84	0.00	402.13	402.21
HQ	1899+75.84	0.00	402.10	402.19
HR	1899+85.84	0.00	402.07	402.15
HS	1899+95.84	0.00	402.03	402.12
HT	1900+05.84	0.00	402.00	402.07
HU	1900+15.84	0.00	401.97	402.03
HV	1900+25.84	0.00	401.93	401.98
HW	1900+35.84	0.00	401.90	401.94
HX	1900+45.84	0.00	401.87	401.89
CL. Pier 16	1900+59.68	0.00	401.82	401.84
HY	1900+69.68	0.00	401.79	401.82
HZ	1900+79.68	0.00	401.76	401.80
IA	1900+89.68	0.00	401.72	401.79
IB	1900+99.68	0.00	401.69	401.78
IC	1901+09.68	0.00	401.66	401.77
ID	1901+19.68	0.00	401.63	401.75
IE	1901+29.68	0.00	401.59	401.73
IF	1901+39.68	0.00	401.56	401.70
IG	1901+49.68	0.00	401.53	401.66
IH	1901+59.68	0.00	401.49	401.61
II	1901+69.68	0.00	401.46	401.55
IJ	1901+79.68	0.00	401.43	401.49
CL. BRG. E. ABUT.	1901+93.00	0.00	401.39	401.41
CL. EXP JT.	1901+94.61	0.00	401.38	401.40
BK. E. ABUT.	1901+96.75	0.00	401.37	401.39

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7060-S0080-Dt21.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-45 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	229
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	1875+22.84	4.17	410.07	410.09
CL. EXP JT.	1875+25.13	4.17	410.06	410.08
CL. BRG. W. ABUT.	1875+26.59	4.17	410.05	410.07
A	1875+36.59	4.17	410.02	410.08
B	1875+46.59	4.17	409.99	410.09
C	1875+56.59	4.17	409.95	410.10
D	1875+66.59	4.17	409.92	410.09
E	1875+76.59	4.17	409.89	410.08
F	1875+86.59	4.17	409.86	410.05
G	1875+96.59	4.17	409.82	410.02
H	1876+06.59	4.17	409.79	409.98
I	1876+16.59	4.17	409.76	409.93
J	1876+26.59	4.17	409.72	409.87
K	1876+36.59	4.17	409.69	409.81
L	1876+46.59	4.17	409.66	409.75
M	1876+56.59	4.17	409.63	409.69
N	1876+66.59	4.17	409.59	409.64
CL. PIER 1	1876+81.59	4.17	409.54	409.57
O	1876+91.59	4.17	409.51	409.53
P	1877+01.59	4.17	409.48	409.51
Q	1877+11.59	4.17	409.45	409.49
R	1877+21.59	4.17	409.41	409.47
S	1877+31.59	4.17	409.38	409.45
T	1877+41.59	4.17	409.35	409.44
U	1877+51.59	4.17	409.31	409.42
V	1877+61.59	4.17	409.28	409.40
W	1877+71.59	4.17	409.25	409.37
X	1877+81.59	4.17	409.22	409.33
Y	1877+91.59	4.17	409.18	409.29
Z	1878+01.59	4.17	409.15	409.24
AA	1878+11.59	4.17	409.12	409.20
AB	1878+21.59	4.17	409.08	409.15
AC	1878+31.59	4.17	409.05	409.10
AD	1878+41.59	4.17	409.02	409.05
CL. PIER 2	1878+56.59	4.17	408.97	408.99
AE	1878+66.59	4.17	408.94	408.97
AF	1878+76.59	4.17	408.90	408.94
AG	1878+86.59	4.17	408.87	408.93
AH	1878+96.59	4.17	408.84	408.91
AI	1879+06.59	4.17	408.81	408.90
AJ	1879+16.59	4.17	408.77	408.88
AK	1879+26.59	4.17	408.74	408.86
AL	1879+36.59	4.17	408.71	408.83
AM	1879+46.59	4.17	408.67	408.80
AN	1879+56.59	4.17	408.64	408.76
AO	1879+66.59	4.17	408.61	408.71
AP	1879+76.59	4.17	408.58	408.66
AQ	1879+86.59	4.17	408.54	408.61
AR	1879+96.59	4.17	408.51	408.56
AS	1880+06.59	4.17	408.48	408.52
AT	1880+16.59	4.17	408.44	408.47
CL. Pier 3	1880+31.59	4.17	408.40	408.42
AU	1880+41.59	4.17	408.36	408.40
AV	1880+51.59	4.17	408.33	408.38
AW	1880+61.59	4.17	408.30	408.37
AX	1880+71.59	4.17	408.26	408.36
AY	1880+81.59	4.17	408.23	408.36
AZ	1880+91.59	4.17	408.20	408.35
BA	1881+01.59	4.17	408.17	408.33
BB	1881+11.59	4.17	408.13	408.31
BC	1881+21.59	4.17	408.10	408.29
BD	1881+31.59	4.17	408.07	408.25
BE	1881+41.59	4.17	408.03	408.20
BF	1881+51.59	4.17	408.00	408.14
BG	1881+61.59	4.17	407.97	408.08
BH	1881+71.59	4.17	407.94	408.01
CL. W. Brg. Pier 4	1881+84.84	4.17	407.89	407.91
CL. Pier 4	1881+86.59	4.17	407.89	407.91
CL. E. Brg. Pier 4	1881+88.34	4.17	407.88	407.90
BI	1881+98.34	4.17	407.85	407.91
BJ	1882+08.34	4.17	407.82	407.92
BK	1882+18.34	4.17	407.78	407.92
BL	1882+28.34	4.17	407.75	407.91
BM	1882+38.34	4.17	407.72	407.89

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	1882+48.34	4.17	407.68	407.87
BO	1882+58.34	4.17	407.65	407.84
BP	1882+68.34	4.17	407.62	407.79
BQ	1882+78.34	4.17	407.59	407.75
BR	1882+88.34	4.17	407.55	407.69
BS	1882+98.34	4.17	407.52	407.63
BT	1883+08.34	4.17	407.49	407.57
BU	1883+18.34	4.17	407.45	407.51
BV	1883+28.34	4.17	407.42	407.46
CL. Pier 5	1883+41.59	4.17	407.38	407.40
BW	1883+51.59	4.17	407.35	407.37
BX	1883+61.59	4.17	407.31	407.34
BY	1883+71.59	4.17	407.28	407.32
BZ	1883+81.59	4.17	407.25	407.31
CA	1883+91.59	4.17	407.21	407.29
CB	1884+01.59	4.17	407.18	407.27
CC	1884+11.59	4.17	407.15	407.26
CD	1884+21.59	4.17	407.12	407.23
CE	1884+31.59	4.17	407.08	407.20
CF	1884+41.59	4.17	407.05	407.17
CG	1884+51.59	4.17	407.02	407.13
CH	1884+61.59	4.17	406.98	407.08
CI	1884+71.59	4.17	406.95	407.03
CJ	1884+81.59	4.17	406.92	406.98
CK	1884+91.59	4.17	406.89	406.93
CL	1885+01.59	4.17	406.85	406.88
CL. Pier 6	1885+16.59	4.17	406.80	406.82
CM	1885+26.59	4.17	406.77	406.80
CN	1885+36.59	4.17	406.74	406.78
CO	1885+46.59	4.17	406.71	406.76
CP	1885+56.59	4.17	406.67	406.74
CQ	1885+66.59	4.17	406.64	406.73
CR	1885+76.59	4.17	406.61	406.71
CS	1885+86.59	4.17	406.57	406.69
CT	1885+96.59	4.17	406.54	406.66
CU	1886+06.59	4.17	406.51	406.63
CV	1886+16.59	4.17	406.48	406.59
CW	1886+26.59	4.17	406.44	406.55
CX	1886+36.59	4.17	406.41	406.50
CY	1886+46.59	4.17	406.38	406.45
CZ	1886+56.59	4.17	406.34	406.40
DA	1886+66.59	4.17	406.31	406.35
DB	1886+76.59	4.17	406.28	406.30
CL. Pier 7	1886+91.59	4.17	406.23	406.25
DC	1887+01.59	4.17	406.20	406.23
DD	1887+11.59	4.17	406.16	406.21
DE	1887+21.59	4.17	406.13	406.20
DF	1887+31.59	4.17	406.10	406.20
DG	1887+41.59	4.17	406.07	406.19
DH	1887+51.59	4.17	406.03	406.18
DI	1887+61.59	4.17	406.00	406.17
DJ	1887+71.59	4.17	405.97	406.15
DK	1887+81.59	4.17	405.93	406.12
DL	1887+91.59	4.17	405.90	406.08
DM	1888+01.59	4.17	405.87	406.03
DN	1888+11.59	4.17	405.84	405.98
DO	1888+21.59	4.17	405.80	405.91
DP	1888+31.59	4.17	405.77	405.85
CL. W. Brg. Pier 8	1888+44.84	4.17	405.73	405.75
CL. Pier 8	1888+46.59	4.17	405.72	405.74
CL. E. Brg. Pier 8	1888+48.34	4.17	405.72	405.74
DQ	1888+58.34	4.17	405.68	405.74
DR	1888+68.34	4.17	405.65	405.74
DS	1888+78.34	4.17	405.62	405.73
DT	1888+88.34	4.17	405.58	405.72
DU	1888+98.34	4.17	405.55	405.69
DV	1889+08.34	4.17	405.52	405.67
DW	1889+18.34	4.17	405.49	405.63
DX	1889+28.34	4.17	405.45	405.58
DY	1889+38.34	4.17	405.42	405.53
DZ	1889+48.34	4.17	405.39	405.48
EA	1889+58.34	4.17	405.35	405.42
EB	1889+68.34	4.17	405.32	405.37
EC	1889+78.34	4.17	405.29	405.32

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CAD\Sheets\Bridge\7660-S0080-DS22.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-46 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	230
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER W6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	1889+89.09	4.17	405.25	405.27
ED	1889+99.09	4.17	405.22	405.25
EE	1890+09.09	4.17	405.19	405.22
EF	1890+19.09	4.17	405.15	405.20
EG	1890+29.09	4.17	405.12	405.18
EH	1890+39.09	4.17	405.09	405.17
EI	1890+49.09	4.17	405.06	405.15
EJ	1890+59.09	4.17	405.02	405.13
EK	1890+69.09	4.17	404.99	405.10
EL	1890+79.09	4.17	404.96	405.07
EM	1890+89.09	4.17	404.92	405.03
EN	1890+99.09	4.17	404.89	404.98
EO	1891+09.09	4.17	404.86	404.94
EP	1891+19.09	4.17	404.83	404.89
EQ	1891+29.09	4.17	404.79	404.84
ER	1891+39.09	4.17	404.76	404.79
CL. Pier 10	1891+54.09	4.17	404.71	404.73
ES	1891+64.09	4.17	404.68	404.71
ET	1891+74.09	4.17	404.65	404.68
EU	1891+84.09	4.17	404.61	404.67
EV	1891+94.09	4.17	404.58	404.65
EW	1892+04.09	4.17	404.55	404.63
EX	1892+14.09	4.17	404.51	404.61
EY	1892+24.09	4.17	404.48	404.59
EZ	1892+34.09	4.17	404.45	404.56
FA	1892+44.09	4.17	404.42	404.53
FB	1892+54.09	4.17	404.38	404.49
FC	1892+64.09	4.17	404.35	404.44
FD	1892+74.09	4.17	404.32	404.39
FE	1892+84.09	4.17	404.28	404.34
FF	1892+94.09	4.17	404.25	404.29
FG	1893+04.09	4.17	404.22	404.25
CL. Pier 11	1893+19.09	4.17	404.17	404.19
FH	1893+29.09	4.17	404.14	404.17
FI	1893+39.09	4.17	404.10	404.15
FJ	1893+49.09	4.17	404.07	404.14
FK	1893+59.09	4.17	404.04	404.13
FL	1893+69.09	4.17	404.01	404.11
FM	1893+79.09	4.17	403.97	404.10
FN	1893+89.09	4.17	403.94	404.08
FO	1893+99.09	4.17	403.91	404.05
FP	1894+09.09	4.17	403.87	404.02
FQ	1894+19.09	4.17	403.84	403.97
FR	1894+29.09	4.17	403.81	403.92
FS	1894+39.09	4.17	403.78	403.86
FT	1894+49.09	4.17	403.74	403.80
CL. W. Brg. Pier 12	1894+59.84	4.17	403.70	403.72
CL. Pier 12	1894+61.59	4.17	403.69	403.71
CL. E. Brg. Pier 12	1894+63.34	4.21	403.69	403.71
FU	1894+73.34	4.18	403.64	403.70
FV	1894+83.34	4.17	403.60	403.68
FW	1894+93.35	4.17	403.56	403.67
FX	1895+03.36	4.17	403.52	403.64
FY	1895+13.36	4.17	403.48	403.61
FZ	1895+23.37	4.17	403.44	403.58
GA	1895+33.38	4.17	403.41	403.54
GB	1895+43.39	4.17	403.38	403.49
GC	1895+53.39	4.17	403.34	403.44
GD	1895+63.40	4.17	403.31	403.38
GE	1895+73.41	4.17	403.28	403.33
GF	1895+83.42	4.17	403.24	403.28
CL. Pier 13	1895+96.58	4.17	403.20	403.22
GG	1896+06.59	4.17	403.17	403.19
GH	1896+16.59	4.17	403.14	403.17
GI	1896+26.60	4.17	403.10	403.15
GJ	1896+36.61	4.17	403.07	403.13
GK	1896+46.62	4.17	403.04	403.11
GL	1896+56.62	4.17	403.00	403.09
GM	1896+66.63	4.17	402.97	403.06
GN	1896+76.64	4.17	402.94	403.03
GO	1896+86.65	4.17	402.91	403.00
GP	1896+96.65	4.17	402.87	402.95
GQ	1897+06.66	4.17	402.84	402.91
GR	1897+16.67	4.17	402.81	402.86
GS	1897+26.67	4.17	402.77	402.81
GT	1897+36.68	4.17	402.74	402.77
–	–	–	–	–
CL. Pier 14	1897+51.40	4.17	402.69	402.71
GV	1897+61.41	4.17	402.66	402.69
GW	1897+71.41	4.17	402.63	402.67
GX	1897+81.42	4.17	402.59	402.65
GY	1897+91.43	4.17	402.56	402.63
GZ	1898+01.44	4.17	402.53	402.62
HA	1898+11.44	4.17	402.50	402.60
HB	1898+21.45	4.17	402.46	402.57
HC	1898+31.46	4.17	402.43	402.54
HD	1898+41.47	4.17	402.40	402.50
HE	1898+51.47	4.17	402.36	402.46
HF	1898+61.48	4.17	402.33	402.41
HG	1898+71.49	4.17	402.30	402.36
HH	1898+81.49	4.17	402.27	402.31
HI	1898+91.50	4.17	402.23	402.27
–	–	–	–	–
CL. Pier 15	1899+05.84	4.17	402.19	402.21
HK	1899+15.85	4.17	402.15	402.18
HL	1899+25.85	4.17	402.12	402.15
HM	1899+35.86	4.17	402.09	402.13
HN	1899+45.87	4.17	402.05	402.11
HO	1899+55.88	4.17	402.02	402.09
HP	1899+65.88	4.17	401.99	402.07
HQ	1899+75.89	4.17	401.96	402.04
HR	1899+85.90	4.17	401.92	402.01
HS	1899+95.91	4.17	401.89	401.98
HT	1900+05.91	4.17	401.86	401.93
HU	1900+15.92	4.17	401.82	401.89
HV	1900+25.93	4.17	401.79	401.84
HW	1900+35.93	4.17	401.76	401.79
HX	1900+45.94	4.17	401.73	401.75
CL. Pier 16	1900+59.68	4.17	401.68	401.70
HY	1900+69.69	4.17	401.65	401.68
HZ	1900+79.69	4.17	401.62	401.66
IA	1900+89.70	4.17	401.58	401.65
IB	1900+99.71	4.17	401.55	401.64
IC	1901+09.72	4.17	401.52	401.62
ID	1901+19.72	4.17	401.48	401.61
IE	1901+29.73	4.17	401.45	401.58
IF	1901+39.74	4.17	401.42	401.55
IG	1901+49.75	4.17	401.39	401.51
IH	1901+59.75	4.17	401.35	401.47
II	1901+69.76	4.17	401.32	401.41
IJ	1901+79.77	4.17	401.29	401.35
CL. BRG. E. ABUT	1901+93.00	4.17	401.24	401.26
CL. EXP JT.	1901+94.61	4.17	401.24	401.26
BK. E. ABUT.	1901+96.75	4.17	401.23	401.25

Note:

Offsets are relative to the WB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CADD\Sheets\Bridge\7660-S0080-DE23.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (WB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-47 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	231
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	-4.17	410.04	410.06
CL. EXP JT.	4875+08.24	-4.17	410.03	410.06
CL. BRG. W. ABUT.	4875+09.70	-4.17	410.03	410.05
A	4875+19.70	-4.17	410.00	410.06
B	4875+29.70	-4.17	409.96	410.07
C	4875+39.70	-4.17	409.93	410.07
D	4875+49.70	-4.17	409.90	410.06
E	4875+59.70	-4.17	409.86	410.05
F	4875+69.70	-4.17	409.83	410.03
G	4875+79.70	-4.17	409.80	409.99
H	4875+89.70	-4.17	409.77	409.95
I	4875+99.70	-4.17	409.73	409.90
J	4876+09.70	-4.17	409.70	409.85
K	4876+19.70	-4.17	409.67	409.79
L	4876+29.70	-4.17	409.63	409.73
M	4876+39.70	-4.17	409.60	409.67
N	4876+49.70	-4.17	409.57	409.61
CL. PIER 1	4876+64.70	-4.17	409.52	409.54
O	4876+74.70	-4.17	409.49	409.51
P	4876+84.70	-4.17	409.45	409.48
Q	4876+94.70	-4.17	409.42	409.46
R	4877+04.70	-4.17	409.39	409.44
S	4877+14.70	-4.17	409.35	409.43
T	4877+24.70	-4.17	409.32	409.41
U	4877+34.70	-4.17	409.29	409.39
V	4877+44.70	-4.17	409.25	409.37
W	4877+54.70	-4.17	409.22	409.34
X	4877+64.70	-4.17	409.19	409.30
Y	4877+74.70	-4.17	409.16	409.26
Z	4877+84.70	-4.17	409.12	409.22
AA	4877+94.70	-4.17	409.09	409.17
AB	4878+04.70	-4.17	409.06	409.12
AC	4878+14.70	-4.17	409.02	409.07
AD	4878+24.70	-4.17	408.99	409.02
CL. PIER 2	4878+39.70	-4.17	408.94	408.96
AE	4878+49.70	-4.17	408.91	408.94
AF	4878+59.70	-4.17	408.88	408.91
AG	4878+69.70	-4.17	408.84	408.90
AH	4878+79.70	-4.17	408.81	408.88
AI	4878+89.70	-4.17	408.78	408.87
AJ	4878+99.70	-4.17	408.74	408.85
AK	4879+09.70	-4.17	408.71	408.83
AL	4879+19.70	-4.17	408.68	408.80
AM	4879+29.70	-4.17	408.64	408.77
AN	4879+39.70	-4.17	408.61	408.73
AO	4879+49.70	-4.17	408.58	408.68
AP	4879+59.70	-4.17	408.55	408.63
AQ	4879+69.70	-4.17	408.51	408.58
AR	4879+79.70	-4.17	408.48	408.53
AS	4879+89.70	-4.17	408.45	408.48
AT	4879+99.70	-4.17	408.41	408.44
CL. Pier 3	4880+14.70	-4.17	408.36	408.38
AU	4880+24.70	-4.17	408.33	408.36
AV	4880+34.70	-4.17	408.30	408.35
AW	4880+44.70	-4.17	408.26	408.34
AX	4880+54.70	-4.17	408.23	408.33
AY	4880+64.70	-4.17	408.20	408.33
AZ	4880+74.70	-4.17	408.17	408.32
BA	4880+84.70	-4.17	408.13	408.30
BB	4880+94.70	-4.17	408.10	408.28
BC	4881+04.70	-4.17	408.07	408.25
BD	4881+14.70	-4.17	408.03	408.21
BE	4881+24.70	-4.17	408.00	408.17
BF	4881+34.70	-4.17	407.97	408.11
BG	4881+44.70	-4.17	407.94	408.05
BH	4881+54.70	-4.17	407.90	407.98
CL. W. Brg. Pier 4	4881+67.95	-4.17	407.86	407.88
CL. Pier 4	4881+69.70	-4.17	407.85	407.87
CL. E. Brg. Pier 4	4881+71.45	-4.17	407.85	407.87
BI	4881+81.45	-4.17	407.81	407.88
BJ	4881+91.45	-4.17	407.78	407.88
BK	4882+01.45	-4.17	407.75	407.88
BL	4882+11.45	-4.17	407.71	407.87
BM	4882+21.45	-4.17	407.68	407.86

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	-4.17	407.65	407.84
BO	4882+41.45	-4.17	407.62	407.80
BP	4882+51.45	-4.17	407.58	407.76
BQ	4882+61.45	-4.17	407.55	407.71
BR	4882+71.45	-4.17	407.52	407.65
BS	4882+81.45	-4.17	407.48	407.59
BT	4882+91.45	-4.17	407.45	407.53
BU	4883+01.45	-4.17	407.42	407.48
BV	4883+11.45	-4.17	407.38	407.42
CL. Pier 5	4883+24.70	-4.17	407.34	407.36
BW	4883+34.70	-4.17	407.31	407.33
BX	4883+44.70	-4.17	407.28	407.30
BY	4883+54.70	-4.17	407.24	407.29
BZ	4883+64.70	-4.17	407.21	407.27
CA	4883+74.70	-4.17	407.18	407.25
CB	4883+84.70	-4.17	407.14	407.24
CC	4883+94.70	-4.17	407.11	407.22
CD	4884+04.70	-4.17	407.08	407.19
CE	4884+14.70	-4.17	407.04	407.17
CF	4884+24.70	-4.17	407.01	407.13
CG	4884+34.70	-4.17	406.98	407.09
CH	4884+44.70	-4.17	406.95	407.04
CI	4884+54.70	-4.17	406.91	406.99
CJ	4884+64.70	-4.17	406.88	406.94
CK	4884+74.70	-4.17	406.85	406.89
CL	4884+84.70	-4.17	406.81	406.84
CL. Pier 6	4884+99.70	-4.17	406.76	406.78
CM	4885+09.70	-4.17	406.73	406.76
CN	4885+19.70	-4.17	406.70	406.74
CO	4885+29.70	-4.17	406.66	406.72
CP	4885+39.70	-4.17	406.63	406.70
CQ	4885+49.70	-4.17	406.60	406.69
CR	4885+59.70	-4.17	406.57	406.67
CS	4885+69.70	-4.17	406.53	406.65
CT	4885+79.70	-4.17	406.50	406.62
CU	4885+89.70	-4.17	406.47	406.59
CV	4885+99.70	-4.17	406.43	406.55
CW	4886+09.70	-4.17	406.40	406.50
CX	4886+19.70	-4.17	406.37	406.46
CY	4886+29.70	-4.17	406.34	406.41
CZ	4886+39.70	-4.17	406.30	406.35
DA	4886+49.70	-4.17	406.27	406.31
DB	4886+59.70	-4.17	406.24	406.26
CL. Pier 7	4886+74.70	-4.17	406.19	406.21
DC	4886+84.70	-4.17	406.15	406.19
DD	4886+94.70	-4.17	406.12	406.17
DE	4887+04.70	-4.17	406.09	406.16
DF	4887+14.70	-4.17	406.05	406.15
DG	4887+24.70	-4.17	406.02	406.15
DH	4887+34.70	-4.17	405.99	406.14
DI	4887+44.70	-4.17	405.96	406.12
DJ	4887+54.70	-4.17	405.92	406.10
DK	4887+64.70	-4.17	405.89	406.08
DL	4887+74.70	-4.17	405.86	406.04
DM	4887+84.70	-4.17	405.82	405.99
DN	4887+94.70	-4.17	405.79	405.93
DO	4888+04.70	-4.17	405.76	405.87
DP	4888+14.70	-4.17	405.72	405.80
CL. W. Brg. Pier 8	4888+27.95	-4.17	405.68	405.70
CL. Pier 8	4888+29.70	-4.17	405.68	405.70
CL. E. Brg. Pier 8	4888+31.45	-4.17	405.67	405.69
DQ	4888+41.45	-4.17	405.64	405.69
DR	4888+51.45	-4.17	405.60	405.69
DS	4888+61.45	-4.17	405.57	405.68
DT	4888+71.45	-4.17	405.54	405.67
DU	4888+81.45	-4.17	405.50	405.65
DV	4888+91.45	-4.17	405.47	405.62
DW	4889+01.45	-4.17	405.44	405.58
DX	4889+11.45	-4.17	405.41	405.53
DY	4889+21.45	-4.17	405.37	405.48
DZ	4889+31.45	-4.17	405.34	405.43
EA	4889+41.45	-4.17	405.31	405.37
EB	4889+51.45	-4.17	405.27	405.32
EC	4889+61.45	-4.17	405.24	405.27

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CAD\Sheets\Bridge\7660-S0080-DE24.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-48 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	232
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	4889+72.20	-4.17	405.21	405.23
ED	4889+82.20	-4.17	405.17	405.20
EE	4889+92.20	-4.17	405.14	405.17
EF	4890+02.20	-4.17	405.11	405.15
EG	4890+12.20	-4.17	405.07	405.13
EH	4890+22.20	-4.17	405.04	405.12
EI	4890+32.20	-4.17	405.01	405.10
EJ	4890+42.20	-4.17	404.97	405.08
EK	4890+52.20	-4.17	404.94	405.05
EL	4890+62.20	-4.17	404.91	405.02
EM	4890+72.20	-4.17	404.88	404.98
EN	4890+82.20	-4.17	404.84	404.93
EO	4890+92.20	-4.17	404.81	404.89
EP	4891+02.20	-4.17	404.78	404.84
EQ	4891+12.20	-4.17	404.74	404.79
ER	4891+22.20	-4.17	404.71	404.74
CL. Pier 10	4891+37.20	-4.17	404.66	404.68
ES	4891+47.20	-4.17	404.63	404.66
ET	4891+57.20	-4.17	404.59	404.63
EU	4891+67.20	-4.17	404.56	404.62
EV	4891+77.20	-4.17	404.53	404.60
EW	4891+87.20	-4.17	404.50	404.58
EX	4891+97.20	-4.17	404.46	404.56
EY	4892+07.20	-4.17	404.43	404.54
EZ	4892+17.20	-4.17	404.40	404.51
FA	4892+27.20	-4.17	404.36	404.47
FB	4892+37.20	-4.17	404.33	404.43
FC	4892+47.20	-4.17	404.30	404.39
FD	4892+57.20	-4.17	404.26	404.34
FE	4892+67.20	-4.17	404.23	404.29
FF	4892+77.20	-4.17	404.20	404.24
FG	4892+87.20	-4.17	404.18	404.20
CL. Pier 11	4893+02.20	-4.17	404.14	404.16
FH	4893+12.20	-4.17	404.12	404.15
FI	4893+22.20	-4.17	404.10	404.14
FJ	4893+32.20	-4.17	404.07	404.14
FK	4893+42.20	-4.17	404.05	404.14
FL	4893+52.20	-4.17	404.03	404.14
FM	4893+62.20	-4.17	404.00	404.13
FN	4893+72.20	-4.17	403.98	404.12
FO	4893+82.20	-4.17	403.96	404.10
FP	4893+92.20	-4.17	403.94	404.08
FQ	4894+02.20	-4.17	403.91	404.05
FR	4894+12.20	-4.17	403.89	404.00
FS	4894+22.20	-4.17	403.87	403.96
FT	4894+32.20	-4.17	403.85	403.90
CL. W. Brg. Pier 12	4894+42.95	-4.17	403.82	403.84
CL. Pier 12	4894+44.70	-4.17	403.82	403.84
CL. E. Brg. Pier 12	4894+46.45	-4.13	403.81	403.83
FU	4894+56.45	-4.16	403.79	403.84
FV	4894+66.45	-4.17	403.77	403.85
FW	4894+76.45	-4.17	403.74	403.85
FX	4894+86.44	-4.17	403.72	403.85
FY	4894+96.44	-4.17	403.70	403.83
FZ	4895+06.43	-4.17	403.67	403.80
GA	4895+16.42	-4.17	403.63	403.76
GB	4895+26.41	-4.17	403.60	403.72
GC	4895+36.41	-4.17	403.57	403.66
GD	4895+46.40	-4.17	403.54	403.61
GE	4895+56.39	-4.17	403.50	403.56
GF	4895+66.38	-4.17	403.47	403.51
CL. Pier 13	4895+79.38	-4.17	403.43	403.45
GG	4895+89.37	-4.17	403.39	403.42
GH	4895+99.37	-4.17	403.36	403.39
GI	4896+09.36	-4.17	403.33	403.37
GJ	4896+19.35	-4.17	403.30	403.35
GK	4896+29.34	-4.17	403.26	403.33
GL	4896+39.34	-4.17	403.23	403.31
GM	4896+49.33	-4.17	403.20	403.29
GN	4896+59.32	-4.17	403.16	403.26
GO	4896+69.31	-4.17	403.13	403.22
GP	4896+79.31	-4.17	403.10	403.18
GQ	4896+89.30	-4.17	403.06	403.13
GR	4896+99.29	-4.17	403.03	403.09

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
GS	4897+09.29	-4.17	403.00	403.04
GT	4897+19.28	-4.17	402.97	402.99
-	-	-	-	-
CL. Pier 14	4897+33.76	-4.17	402.92	402.94
GV	4897+43.75	-4.17	402.88	402.91
GW	4897+53.75	-4.17	402.85	402.89
GX	4897+63.74	-4.17	402.82	402.87
GY	4897+73.73	-4.17	402.79	402.86
GZ	4897+83.72	-4.17	402.75	402.84
HA	4897+93.72	-4.17	402.72	402.82
HB	4898+03.71	-4.17	402.69	402.80
HC	4898+13.70	-4.17	402.65	402.77
HD	4898+23.69	-4.17	402.62	402.73
HE	4898+33.69	-4.17	402.59	402.68
HF	4898+43.68	-4.17	402.56	402.64
HG	4898+53.67	-4.17	402.52	402.59
HH	4898+63.67	-4.17	402.49	402.54
HI	4898+73.66	-4.17	402.46	402.49
-	-	-	-	-
CL. Pier 15	4898+87.77	-4.17	402.41	402.43
HK	4898+97.76	-4.17	402.38	402.40
HL	4899+07.76	-4.17	402.34	402.38
HM	4899+17.75	-4.17	402.31	402.36
HN	4899+27.74	-4.17	402.28	402.34
HO	4899+37.73	-4.17	402.24	402.32
HP	4899+47.73	-4.17	402.21	402.30
HQ	4899+57.72	-4.17	402.18	402.27
HR	4899+67.71	-4.17	402.15	402.24
HS	4899+77.70	-4.17	402.11	402.20
HT	4899+87.70	-4.17	402.08	402.15
HU	4899+97.69	-4.17	402.05	402.11
HV	4900+07.68	-4.17	402.01	402.06
HW	4900+17.68	-4.17	401.98	402.02
HX	4900+27.67	-4.17	401.95	401.97
CL. Pier 16	4900+41.17	-4.17	401.90	401.92
HY	4900+51.16	-4.17	401.87	401.90
HZ	4900+61.16	-4.17	401.84	401.88
IA	4900+71.15	-4.17	401.80	401.87
IB	4900+81.14	-4.17	401.77	401.86
IC	4900+91.13	-4.17	401.74	401.85
ID	4901+01.13	-4.17	401.71	401.83
IE	4901+11.12	-4.17	401.67	401.81
IF	4901+21.11	-4.17	401.64	401.78
IG	4901+31.10	-4.17	401.61	401.74
IH	4901+41.10	-4.17	401.57	401.69
II	4901+51.09	-4.17	401.54	401.63
IJ	4901+61.08	-4.17	401.51	401.57
CL. BRG. E. ABUT	4901+74.12	-4.17	401.46	401.49
CL. EXP JT.	4901+75.73	-4.17	401.46	401.48
BK. E. ABUT.	4901+77.87	-4.17	401.45	401.47

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-DE25.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-49 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	233
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	0.00	410.13	410.15
CL. EXP JT.	4875+08.24	0.00	410.12	410.14
CL. BRG. W. ABUT.	4875+09.70	0.00	410.11	410.13
A	4875+19.70	0.00	410.08	410.14
B	4875+29.70	0.00	410.05	410.15
C	4875+39.70	0.00	410.01	410.16
D	4875+49.70	0.00	409.98	410.15
E	4875+59.70	0.00	409.95	410.13
F	4875+69.70	0.00	409.92	410.11
G	4875+79.70	0.00	409.88	410.08
H	4875+89.70	0.00	409.85	410.04
I	4875+99.70	0.00	409.82	409.99
J	4876+09.70	0.00	409.78	409.93
K	4876+19.70	0.00	409.75	409.87
L	4876+29.70	0.00	409.72	409.81
M	4876+39.70	0.00	409.68	409.75
N	4876+49.70	0.00	409.65	409.69
CL. PIER 1	4876+64.70	0.00	409.60	409.62
O	4876+74.70	0.00	409.57	409.59
P	4876+84.70	0.00	409.54	409.56
Q	4876+94.70	0.00	409.50	409.54
R	4877+04.70	0.00	409.47	409.53
S	4877+14.70	0.00	409.44	409.51
T	4877+24.70	0.00	409.40	409.49
U	4877+34.70	0.00	409.37	409.48
V	4877+44.70	0.00	409.34	409.45
W	4877+54.70	0.00	409.30	409.42
X	4877+64.70	0.00	409.27	409.39
Y	4877+74.70	0.00	409.24	409.35
Z	4877+84.70	0.00	409.21	409.30
AA	4877+94.70	0.00	409.17	409.25
AB	4878+04.70	0.00	409.14	409.20
AC	4878+14.70	0.00	409.11	409.15
AD	4878+24.70	0.00	409.07	409.11
CL. PIER 2	4878+39.70	0.00	409.02	409.05
AE	4878+49.70	0.00	408.99	409.02
AF	4878+59.70	0.00	408.96	409.00
AG	4878+69.70	0.00	408.93	408.98
AH	4878+79.70	0.00	408.89	408.97
AI	4878+89.70	0.00	408.86	408.95
AJ	4878+99.70	0.00	408.83	408.93
AK	4879+09.70	0.00	408.79	408.91
AL	4879+19.70	0.00	408.76	408.88
AM	4879+29.70	0.00	408.73	408.85
AN	4879+39.70	0.00	408.69	408.81
AO	4879+49.70	0.00	408.66	408.77
AP	4879+59.70	0.00	408.63	408.72
AQ	4879+69.70	0.00	408.60	408.67
AR	4879+79.70	0.00	408.56	408.61
AS	4879+89.70	0.00	408.53	408.57
AT	4879+99.70	0.00	408.50	408.52
CL. Pier 3	4880+14.70	0.00	408.45	408.47
AU	4880+24.70	0.00	408.41	408.45
AV	4880+34.70	0.00	408.38	408.43
AW	4880+44.70	0.00	408.35	408.42
AX	4880+54.70	0.00	408.32	408.42
AY	4880+64.70	0.00	408.28	408.41
AZ	4880+74.70	0.00	408.25	408.40
BA	4880+84.70	0.00	408.22	408.39
BB	4880+94.70	0.00	408.18	408.36
BC	4881+04.70	0.00	408.15	408.34
BD	4881+14.70	0.00	408.12	408.30
BE	4881+24.70	0.00	408.08	408.25
BF	4881+34.70	0.00	408.05	408.19
BG	4881+44.70	0.00	408.02	408.13
BH	4881+54.70	0.00	407.99	408.06
CL. W. Brg. Pier 4	4881+67.95	0.00	407.94	407.96
CL. Pier 4	4881+69.70	0.00	407.94	407.96
CL. E. Brg. Pier 4	4881+71.45	0.00	407.93	407.95
BI	4881+81.45	0.00	407.90	407.96
BJ	4881+91.45	0.00	407.86	407.96
BK	4882+01.45	0.00	407.83	407.97
BL	4882+11.45	0.00	407.80	407.96
BM	4882+21.45	0.00	407.77	407.94

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	0.00	407.73	407.92
BO	4882+41.45	0.00	407.70	407.88
BP	4882+51.45	0.00	407.67	407.84
BQ	4882+61.45	0.00	407.63	407.79
BR	4882+71.45	0.00	407.60	407.74
BS	4882+81.45	0.00	407.57	407.68
BT	4882+91.45	0.00	407.53	407.62
BU	4883+01.45	0.00	407.50	407.56
BV	4883+11.45	0.00	407.47	407.51
CL. Pier 5	4883+24.70	0.00	407.42	407.45
BW	4883+34.70	0.00	407.39	407.42
BX	4883+44.70	0.00	407.36	407.39
BY	4883+54.70	0.00	407.33	407.37
BZ	4883+64.70	0.00	407.29	407.35
CA	4883+74.70	0.00	407.26	407.34
CB	4883+84.70	0.00	407.23	407.32
CC	4883+94.70	0.00	407.19	407.30
CD	4884+04.70	0.00	407.16	407.28
CE	4884+14.70	0.00	407.13	407.25
CF	4884+24.70	0.00	407.09	407.21
CG	4884+34.70	0.00	407.06	407.17
CH	4884+44.70	0.00	407.03	407.12
CI	4884+54.70	0.00	407.00	407.08
CJ	4884+64.70	0.00	406.96	407.02
CK	4884+74.70	0.00	406.93	406.98
CL	4884+84.70	0.00	406.90	406.93
CL. Pier 6	4884+99.70	0.00	406.85	406.87
CM	4885+09.70	0.00	406.81	406.84
CN	4885+19.70	0.00	406.78	406.82
CO	4885+29.70	0.00	406.75	406.80
CP	4885+39.70	0.00	406.72	406.79
CQ	4885+49.70	0.00	406.68	406.77
CR	4885+59.70	0.00	406.65	406.75
CS	4885+69.70	0.00	406.62	406.73
CT	4885+79.70	0.00	406.58	406.71
CU	4885+89.70	0.00	406.55	406.67
CV	4885+99.70	0.00	406.52	406.63
CW	4886+09.70	0.00	406.48	406.59
CX	4886+19.70	0.00	406.45	406.54
CY	4886+29.70	0.00	406.42	406.49
CZ	4886+39.70	0.00	406.39	406.44
DA	4886+49.70	0.00	406.35	406.39
DB	4886+59.70	0.00	406.32	406.35
CL. Pier 7	4886+74.70	0.00	406.27	406.29
DC	4886+84.70	0.00	406.24	406.27
DD	4886+94.70	0.00	406.20	406.25
DE	4887+04.70	0.00	406.17	406.24
DF	4887+14.70	0.00	406.14	406.24
DG	4887+24.70	0.00	406.10	406.23
DH	4887+34.70	0.00	406.07	406.22
DI	4887+44.70	0.00	406.04	406.21
DJ	4887+54.70	0.00	406.01	406.19
DK	4887+64.70	0.00	405.97	406.16
DL	4887+74.70	0.00	405.94	406.12
DM	4887+84.70	0.00	405.91	406.07
DN	4887+94.70	0.00	405.87	406.02
DO	4888+04.70	0.00	405.84	405.95
DP	4888+14.70	0.00	405.81	405.88
CL. W. Brg. Pier 8	4888+27.95	0.00	405.76	405.79
CL. Pier 8	4888+29.70	0.00	405.76	405.78
CL. E. Brg. Pier 8	4888+31.45	0.00	405.75	405.77
DQ	4888+41.45	0.00	405.72	405.78
DR	4888+51.45	0.00	405.69	405.77
DS	4888+61.45	0.00	405.65	405.77
DT	4888+71.45	0.00	405.62	405.75
DU	4888+81.45	0.00	405.59	405.73
DV	4888+91.45	0.00	405.55	405.70
DW	4889+01.45	0.00	405.52	405.66
DX	4889+11.45	0.00	405.49	405.62
DY	4889+21.45	0.00	405.46	405.57
DZ	4889+31.45	0.00	405.42	405.51
EA	4889+41.45	0.00	405.39	405.46
EB	4889+51.45	0.00	405.36	405.40
EC	4889+61.45	0.00	405.32	405.36

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CAD\Sheets\Bridge\7660-S0080-DE26.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-50 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	234
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL. Pier 9	4889+72.20	0.00	405.29	405.31
ED	4889+82.20	0.00	405.26	405.28
EE	4889+92.20	0.00	405.22	405.25
EF	4890+02.20	0.00	405.19	405.24
EG	4890+12.20	0.00	405.16	405.22
EH	4890+22.20	0.00	405.12	405.20
EI	4890+32.20	0.00	405.09	405.18
EJ	4890+42.20	0.00	405.06	405.16
EK	4890+52.20	0.00	405.02	405.13
EL	4890+62.20	0.00	404.99	405.10
EM	4890+72.20	0.00	404.96	405.06
EN	4890+82.20	0.00	404.93	405.02
EO	4890+92.20	0.00	404.89	404.97
EP	4891+02.20	0.00	404.86	404.92
EQ	4891+12.20	0.00	404.83	404.87
ER	4891+22.20	0.00	404.79	404.82
CL. Pier 10	4891+37.20	0.00	404.74	404.76
ES	4891+47.20	0.00	404.71	404.74
ET	4891+57.20	0.00	404.68	404.72
EU	4891+67.20	0.00	404.65	404.70
EV	4891+77.20	0.00	404.61	404.68
EW	4891+87.20	0.00	404.58	404.67
EX	4891+97.20	0.00	404.55	404.65
EY	4892+07.20	0.00	404.51	404.62
EZ	4892+17.20	0.00	404.48	404.59
FA	4892+27.20	0.00	404.45	404.56
FB	4892+37.20	0.00	404.41	404.52
FC	4892+47.20	0.00	404.38	404.47
FD	4892+57.20	0.00	404.35	404.42
FE	4892+67.20	0.00	404.32	404.37
FF	4892+77.20	0.00	404.28	404.32
FG	4892+87.20	0.00	404.25	404.28
CL. Pier 11	4893+02.20	0.00	404.20	404.22
FH	4893+12.20	0.00	404.17	404.20
FI	4893+22.20	0.00	404.13	404.18
FJ	4893+32.20	0.00	404.10	404.17
FK	4893+42.20	0.00	404.07	404.15
FL	4893+52.20	0.00	404.03	404.14
FM	4893+62.20	0.00	404.00	404.13
FN	4893+72.20	0.00	403.97	404.11
FO	4893+82.20	0.00	403.94	404.08
FP	4893+92.20	0.00	403.90	404.05
FQ	4894+02.20	0.00	403.87	404.00
FR	4894+12.20	0.00	403.84	403.95
FS	4894+22.20	0.00	403.80	403.89
FT	4894+32.20	0.00	403.77	403.83
CL. W. Brg. Pier 12	4894+42.95	0.00	403.74	403.76
CL. Pier 12	4894+44.70	0.00	403.73	403.75
CL. E. Brg. Pier 12	4894+46.45	0.00	403.72	403.74
FU	4894+56.45	0.00	403.69	403.74
FV	4894+66.45	0.00	403.66	403.74
FW	4894+76.45	0.00	403.62	403.73
FX	4894+86.45	0.00	403.59	403.72
FY	4894+96.45	0.00	403.56	403.69
FZ	4895+06.45	0.00	403.53	403.66
GA	4895+16.45	0.00	403.49	403.62
GB	4895+26.45	0.00	403.46	403.57
GC	4895+36.45	0.00	403.43	403.52
GD	4895+46.45	0.00	403.39	403.47
GE	4895+56.45	0.00	403.36	403.41
GF	4895+66.45	0.00	403.33	403.36
CL. Pier 13	4895+79.38	0.00	403.29	403.31
GG	4895+89.38	0.00	403.25	403.28
GH	4895+99.38	0.00	403.22	403.25
GI	4896+09.38	0.00	403.19	403.23
GJ	4896+19.38	0.00	403.15	403.21
GK	4896+29.38	0.00	403.12	403.19
GL	4896+39.38	0.00	403.09	403.17
GM	4896+49.38	0.00	403.05	403.15
GN	4896+59.38	0.00	403.02	403.12
GO	4896+69.38	0.00	402.99	403.08
GP	4896+79.38	0.00	402.96	403.04
GQ	4896+89.38	0.00	402.92	402.99
GR	4896+99.38	0.00	402.89	402.94
GS	4897+09.38	0.00	402.86	402.90
GT	4897+19.38	0.00	402.82	402.85
-	-	-	-	-
CL. Pier 14	4897+33.76	0.00	402.78	402.80
GV	4897+43.76	0.00	402.74	402.77
GW	4897+53.76	0.00	402.71	402.75
GX	4897+63.76	0.00	402.68	402.73
GY	4897+73.76	0.00	402.64	402.72
GZ	4897+83.76	0.00	402.61	402.70
HA	4897+93.76	0.00	402.58	402.68
HB	4898+03.76	0.00	402.55	402.65
HC	4898+13.76	0.00	402.51	402.62
HD	4898+23.76	0.00	402.48	402.59
HE	4898+33.76	0.00	402.45	402.54
HF	4898+43.76	0.00	402.41	402.50
HG	4898+53.76	0.00	402.38	402.45
HH	4898+63.76	0.00	402.35	402.40
HI	4898+73.76	0.00	402.31	402.35
-	-	-	-	-
CL. Pier 15	4898+87.77	0.00	402.27	402.29
HK	4898+97.77	0.00	402.24	402.26
HL	4899+07.77	0.00	402.20	402.24
HM	4899+17.77	0.00	402.17	402.21
HN	4899+27.77	0.00	402.14	402.20
HO	4899+37.77	0.00	402.10	402.18
HP	4899+47.77	0.00	402.07	402.15
HQ	4899+57.77	0.00	402.04	402.13
HR	4899+67.77	0.00	402.00	402.09
HS	4899+77.77	0.00	401.97	402.06
HT	4899+87.77	0.00	401.94	402.01
HU	4899+97.77	0.00	401.91	401.97
HV	4900+07.77	0.00	401.87	401.92
HW	4900+17.77	0.00	401.84	401.87
HX	4900+27.77	0.00	401.81	401.83
CL. Pier 16	4900+41.17	0.00	401.76	401.78
HY	4900+51.17	0.00	401.73	401.76
HZ	4900+61.17	0.00	401.70	401.74
IA	4900+71.17	0.00	401.66	401.73
IB	4900+81.17	0.00	401.63	401.72
IC	4900+91.17	0.00	401.60	401.70
ID	4901+01.17	0.00	401.56	401.69
IE	4901+11.17	0.00	401.53	401.66
IF	4901+21.17	0.00	401.50	401.63
IG	4901+31.17	0.00	401.47	401.59
IH	4901+41.17	0.00	401.43	401.55
II	4901+51.17	0.00	401.40	401.49
IJ	4901+61.17	0.00	401.37	401.43
CL. BRG. E. ABUT.	4901+74.12	0.00	401.32	401.34
CL. EXP JT.	4901+75.73	0.00	401.32	401.34
BK. E. ABUT.	4901+77.87	0.00	401.31	401.33

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-D527.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-51 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	235
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	3.50	410.18	410.20
CL EXP JT.	4875+08.24	3.50	410.17	410.19
CL BRG. W. ABUT.	4875+09.70	3.50	410.17	410.19
A	4875+19.70	3.50	410.13	410.20
B	4875+29.70	3.50	410.10	410.20
C	4875+39.70	3.50	410.07	410.21
D	4875+49.70	3.50	410.03	410.20
E	4875+59.70	3.50	410.00	410.19
F	4875+69.70	3.50	409.97	410.16
G	4875+79.70	3.50	409.93	410.13
H	4875+89.70	3.50	409.90	410.09
I	4875+99.70	3.50	409.87	410.04
J	4876+09.70	3.50	409.84	409.98
K	4876+19.70	3.50	409.80	409.92
L	4876+29.70	3.50	409.77	409.86
M	4876+39.70	3.50	409.74	409.80
N	4876+49.70	3.50	409.70	409.75
CL PIER 1	4876+64.70	3.50	409.65	409.68
O	4876+74.70	3.50	409.62	409.64
P	4876+84.70	3.50	409.59	409.62
Q	4876+94.70	3.50	409.56	409.60
R	4877+04.70	3.50	409.52	409.58
S	4877+14.70	3.50	409.49	409.56
T	4877+24.70	3.50	409.46	409.55
U	4877+34.70	3.50	409.42	409.53
V	4877+44.70	3.50	409.39	409.50
W	4877+54.70	3.50	409.36	409.48
X	4877+64.70	3.50	409.32	409.44
Y	4877+74.70	3.50	409.29	409.40
Z	4877+84.70	3.50	409.26	409.35
AA	4877+94.70	3.50	409.23	409.30
AB	4878+04.70	3.50	409.19	409.25
AC	4878+14.70	3.50	409.16	409.20
AD	4878+24.70	3.50	409.13	409.16
CL PIER 2	4878+39.70	3.50	409.08	409.10
AE	4878+49.70	3.50	409.04	409.07
AF	4878+59.70	3.50	409.01	409.05
AG	4878+69.70	3.50	408.98	409.03
AH	4878+79.70	3.50	408.95	409.02
AI	4878+89.70	3.50	408.91	409.00
AJ	4878+99.70	3.50	408.88	408.98
AK	4879+09.70	3.50	408.85	408.97
AL	4879+19.70	3.50	408.81	408.94
AM	4879+29.70	3.50	408.78	408.90
AN	4879+39.70	3.50	408.75	408.86
AO	4879+49.70	3.50	408.71	408.82
AP	4879+59.70	3.50	408.68	408.77
AQ	4879+69.70	3.50	408.65	408.72
AR	4879+79.70	3.50	408.62	408.67
AS	4879+89.70	3.50	408.58	408.62
AT	4879+99.70	3.50	408.55	408.58
CL Pier 3	4880+14.70	3.50	408.50	408.52
AU	4880+24.70	3.50	408.47	408.50
AV	4880+34.70	3.50	408.43	408.48
AW	4880+44.70	3.50	408.40	408.47
AX	4880+54.70	3.50	408.37	408.47
AY	4880+64.70	3.50	408.33	408.46
AZ	4880+74.70	3.50	408.30	408.45
BA	4880+84.70	3.50	408.27	408.44
BB	4880+94.70	3.50	408.24	408.42
BC	4881+04.70	3.50	408.20	408.39
BD	4881+14.70	3.50	408.17	408.35
BE	4881+24.70	3.50	408.14	408.30
BF	4881+34.70	3.50	408.10	408.25
BG	4881+44.70	3.50	408.07	408.18
BH	4881+54.70	3.50	408.04	408.11
CL W. Brg. Pier 4	4881+67.95	3.50	407.99	408.02
CL Pier 4	4881+69.70	3.50	407.99	408.01
CL E. Brg. Pier 4	4881+71.45	3.50	407.98	408.00
BI	4881+81.45	3.50	407.95	408.01
BJ	4881+91.45	3.50	407.92	408.02
BK	4882+01.45	3.50	407.88	408.02
BL	4882+11.45	3.50	407.85	408.01
BM	4882+21.45	3.50	407.82	408.00

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	3.50	407.78	407.97
BO	4882+41.45	3.50	407.75	407.94
BP	4882+51.45	3.50	407.72	407.90
BQ	4882+61.45	3.50	407.69	407.85
BR	4882+71.45	3.50	407.65	407.79
BS	4882+81.45	3.50	407.62	407.73
BT	4882+91.45	3.50	407.59	407.67
BU	4883+01.45	3.50	407.55	407.61
BV	4883+11.45	3.50	407.52	407.56
CL Pier 5	4883+24.70	3.50	407.48	407.50
BW	4883+34.70	3.50	407.44	407.47
BX	4883+44.70	3.50	407.41	407.44
BY	4883+54.70	3.50	407.38	407.42
BZ	4883+64.70	3.50	407.35	407.40
CA	4883+74.70	3.50	407.31	407.39
CB	4883+84.70	3.50	407.28	407.37
CC	4883+94.70	3.50	407.25	407.36
CD	4884+04.70	3.50	407.21	407.33
CE	4884+14.70	3.50	407.18	407.30
CF	4884+24.70	3.50	407.15	407.26
CG	4884+34.70	3.50	407.11	407.22
CH	4884+44.70	3.50	407.08	407.18
CI	4884+54.70	3.50	407.05	407.13
CJ	4884+64.70	3.50	407.02	407.08
CK	4884+74.70	3.50	406.98	407.03
CL	4884+84.70	3.50	406.95	406.98
CL Pier 6	4884+99.70	3.50	406.90	406.92
CM	4885+09.70	3.50	406.87	406.90
CN	4885+19.70	3.50	406.83	406.87
CO	4885+29.70	3.50	406.80	406.86
CP	4885+39.70	3.50	406.77	406.84
CQ	4885+49.70	3.50	406.73	406.82
CR	4885+59.70	3.50	406.70	406.81
CS	4885+69.70	3.50	406.67	406.79
CT	4885+79.70	3.50	406.64	406.76
CU	4885+89.70	3.50	406.60	406.73
CV	4885+99.70	3.50	406.57	406.69
CW	4886+09.70	3.50	406.54	406.64
CX	4886+19.70	3.50	406.50	406.59
CY	4886+29.70	3.50	406.47	406.54
CZ	4886+39.70	3.50	406.44	406.49
DA	4886+49.70	3.50	406.40	406.44
DB	4886+59.70	3.50	406.37	406.40
CL Pier 7	4886+74.70	3.50	406.32	406.34
DC	4886+84.70	3.50	406.29	406.32
DD	4886+94.70	3.50	406.26	406.31
DE	4887+04.70	3.50	406.22	406.30
DF	4887+14.70	3.50	406.19	406.29
DG	4887+24.70	3.50	406.16	406.28
DH	4887+34.70	3.50	406.12	406.28
DI	4887+44.70	3.50	406.09	406.26
DJ	4887+54.70	3.50	406.06	406.24
DK	4887+64.70	3.50	406.03	406.21
DL	4887+74.70	3.50	405.99	406.17
DM	4887+84.70	3.50	405.96	406.13
DN	4887+94.70	3.50	405.93	406.07
DO	4888+04.70	3.50	405.89	406.00
DP	4888+14.70	3.50	405.86	405.94
CL W. Brg. Pier 8	4888+27.95	3.50	405.82	405.84
CL Pier 8	4888+29.70	3.50	405.81	405.83
CL E. Brg. Pier 8	4888+31.45	3.50	405.81	405.83
DQ	4888+41.45	3.50	405.77	405.83
DR	4888+51.45	3.50	405.74	405.83
DS	4888+61.45	3.50	405.71	405.82
DT	4888+71.45	3.50	405.67	405.81
DU	4888+81.45	3.50	405.64	405.78
DV	4888+91.45	3.50	405.61	405.75
DW	4889+01.45	3.50	405.57	405.72
DX	4889+11.45	3.50	405.54	405.67
DY	4889+21.45	3.50	405.51	405.62
DZ	4889+31.45	3.50	405.48	405.57
EA	4889+41.45	3.50	405.44	405.51
EB	4889+51.45	3.50	405.41	405.46
EC	4889+61.45	3.50	405.38	405.41

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7000CADD\Sheets\Bridge\7000-S0080-DS28.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-52 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	236
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL Pier 9	4889+72.20	3.50	405.34	405.36
ED	4889+82.20	3.50	405.31	405.33
EE	4889+92.20	3.50	405.27	405.31
EF	4890+02.20	3.50	405.24	405.29
EG	4890+12.20	3.50	405.21	405.27
EH	4890+22.20	3.50	405.18	405.25
EI	4890+32.20	3.50	405.14	405.24
EJ	4890+42.20	3.50	405.11	405.21
EK	4890+52.20	3.50	405.08	405.19
EL	4890+62.20	3.50	405.04	405.15
EM	4890+72.20	3.50	405.01	405.11
EN	4890+82.20	3.50	404.98	405.07
EO	4890+92.20	3.50	404.95	405.02
EP	4891+02.20	3.50	404.91	404.97
EQ	4891+12.20	3.50	404.88	404.92
ER	4891+22.20	3.50	404.85	404.88
CL Pier 10	4891+37.20	3.50	404.80	404.82
ES	4891+47.20	3.50	404.76	404.79
ET	4891+57.20	3.50	404.73	404.77
EU	4891+67.20	3.50	404.70	404.75
EV	4891+77.20	3.50	404.66	404.74
EW	4891+87.20	3.50	404.63	404.72
EX	4891+97.20	3.50	404.60	404.70
EY	4892+07.20	3.50	404.57	404.68
EZ	4892+17.20	3.50	404.53	404.65
FA	4892+27.20	3.50	404.50	404.61
FB	4892+37.20	3.50	404.47	404.57
FC	4892+47.20	3.50	404.43	404.52
FD	4892+57.20	3.50	404.40	404.47
FE	4892+67.20	3.50	404.37	404.42
FF	4892+77.20	3.50	404.33	404.38
FG	4892+87.20	3.50	404.29	404.32
CL Pier 11	4893+02.20	3.50	404.23	404.25
FH	4893+12.20	3.50	404.19	404.22
FI	4893+22.20	3.50	404.15	404.20
FJ	4893+32.20	3.50	404.11	404.18
FK	4893+42.20	3.50	404.07	404.16
FL	4893+52.20	3.50	404.03	404.14
FM	4893+62.20	3.50	403.99	404.11
FN	4893+72.20	3.50	403.95	404.09
FO	4893+82.20	3.50	403.91	404.05
FP	4893+92.20	3.50	403.87	404.01
FQ	4894+02.20	3.50	403.83	403.96
FR	4894+12.20	3.50	403.79	403.90
FS	4894+22.20	3.50	403.74	403.83
FT	4894+32.20	3.50	403.70	403.76
CL W. Brg. Pier 12	4894+42.95	3.50	403.66	403.68
CL Pier 12	4894+44.70	3.50	403.65	403.67
CL E. Brg. Pier 12	4894+46.45	3.54	403.64	403.66
FU	4894+56.45	3.51	403.60	403.66
FV	4894+66.45	3.50	403.56	403.65
FW	4894+76.46	3.50	403.52	403.63
FX	4894+86.47	3.50	403.48	403.61
FY	4894+96.47	3.50	403.44	403.57
FZ	4895+06.48	3.50	403.41	403.54
GA	4895+16.48	3.50	403.37	403.50
GB	4895+26.49	3.50	403.34	403.46
GC	4895+36.50	3.50	403.31	403.40
GD	4895+46.50	3.50	403.27	403.35
GE	4895+56.51	3.50	403.24	403.30
GF	4895+66.51	3.50	403.21	403.24
CL Pier 13	4895+79.38	3.50	403.17	403.19
GG	4895+89.39	3.50	403.13	403.16
GH	4895+99.39	3.50	403.10	403.13
GI	4896+09.40	3.50	403.07	403.11
GJ	4896+19.40	3.50	403.03	403.09
GK	4896+29.41	3.50	403.00	403.07
GL	4896+39.42	3.50	402.97	403.05
GM	4896+49.42	3.50	402.94	403.03
GN	4896+59.43	3.50	402.90	403.00
GO	4896+69.43	3.50	402.87	402.96
GP	4896+79.44	3.50	402.84	402.92
GQ	4896+89.45	3.50	402.80	402.87
GR	4896+99.45	3.50	402.77	402.82

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
GS	4897+09.46	3.50	402.74	402.78
GT	4897+19.47	3.50	402.70	402.73
–	–	–	–	–
CL Pier 14	4897+33.76	3.50	402.66	402.68
GV	4897+43.77	3.50	402.62	402.65
GW	4897+53.77	3.50	402.59	402.63
GX	4897+63.78	3.50	402.56	402.61
GY	4897+73.78	3.50	402.53	402.60
GZ	4897+83.79	3.50	402.49	402.58
HA	4897+93.80	3.50	402.46	402.56
HB	4898+03.80	3.50	402.43	402.54
HC	4898+13.81	3.50	402.39	402.51
HD	4898+23.81	3.50	402.36	402.47
HE	4898+33.82	3.50	402.33	402.42
HF	4898+43.83	3.50	402.29	402.38
HG	4898+53.83	3.50	402.26	402.33
HH	4898+63.84	3.50	402.23	402.28
HI	4898+73.85	3.50	402.19	402.23
–	–	–	–	–
CL Pier 15	4898+87.77	3.50	402.15	402.17
HK	4898+97.78	3.50	402.12	402.14
HL	4899+07.78	3.50	402.08	402.12
HM	4899+17.79	3.50	402.05	402.10
HN	4899+27.79	3.50	402.02	402.08
HO	4899+37.80	3.50	401.98	402.06
HP	4899+47.81	3.50	401.95	402.03
HQ	4899+57.81	3.50	401.92	402.01
HR	4899+67.82	3.50	401.88	401.97
HS	4899+77.82	3.50	401.85	401.94
HT	4899+87.83	3.50	401.82	401.89
HU	4899+97.84	3.50	401.79	401.85
HV	4900+07.84	3.50	401.75	401.80
HW	4900+17.85	3.50	401.72	401.76
HX	4900+27.86	3.50	401.69	401.71
CL Pier 16	4900+41.17	3.50	401.64	401.66
HY	4900+51.18	3.50	401.61	401.64
HZ	4900+61.18	3.50	401.58	401.62
IA	4900+71.19	3.50	401.54	401.61
IB	4900+81.19	3.50	401.51	401.60
IC	4900+91.20	3.50	401.48	401.59
ID	4901+01.21	3.50	401.44	401.57
IE	4901+11.21	3.50	401.41	401.54
IF	4901+21.22	3.50	401.38	401.51
IG	4901+31.22	3.50	401.35	401.47
IH	4901+41.23	3.50	401.31	401.43
II	4901+51.24	3.50	401.28	401.37
IJ	4901+61.24	3.50	401.25	401.31
CL BRG. E. ABUT.	4901+74.12	3.50	401.20	401.23
CL EXP JT.	4901+75.73	3.50	401.20	401.22
BK. E. ABUT.	4901+77.88	3.50	401.19	401.21

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-DE29.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-53 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	237
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	11.17	410.29	410.31
CL EXP JT.	4875+08.24	11.17	410.29	410.31
CL BRG. W. ABUT.	4875+09.70	11.17	410.28	410.30
A	4875+19.70	11.17	410.25	410.31
B	4875+29.70	11.17	410.21	410.32
C	4875+39.70	11.17	410.18	410.32
D	4875+49.70	11.17	410.15	410.32
E	4875+59.70	11.17	410.12	410.30
F	4875+69.70	11.17	410.08	410.28
G	4875+79.70	11.17	410.05	410.25
H	4875+89.70	11.17	410.02	410.20
I	4875+99.70	11.17	409.98	410.15
J	4876+09.70	11.17	409.95	410.10
K	4876+19.70	11.17	409.92	410.04
L	4876+29.70	11.17	409.88	409.98
M	4876+39.70	11.17	409.85	409.92
N	4876+49.70	11.17	409.82	409.86
CL PIER 1	4876+64.70	11.17	409.77	409.79
O	4876+74.70	11.17	409.74	409.76
P	4876+84.70	11.17	409.70	409.73
Q	4876+94.70	11.17	409.67	409.71
R	4877+04.70	11.17	409.64	409.69
S	4877+14.70	11.17	409.60	409.68
T	4877+24.70	11.17	409.57	409.66
U	4877+34.70	11.17	409.54	409.64
V	4877+44.70	11.17	409.51	409.62
W	4877+54.70	11.17	409.47	409.59
X	4877+64.70	11.17	409.44	409.55
Y	4877+74.70	11.17	409.41	409.51
Z	4877+84.70	11.17	409.37	409.47
AA	4877+94.70	11.17	409.34	409.42
AB	4878+04.70	11.17	409.31	409.37
AC	4878+14.70	11.17	409.27	409.32
AD	4878+24.70	11.17	409.24	409.27
CL PIER 2	4878+39.70	11.17	409.19	409.21
AE	4878+49.70	11.17	409.16	409.19
AF	4878+59.70	11.17	409.13	409.16
AG	4878+69.70	11.17	409.09	409.15
AH	4878+79.70	11.17	409.06	409.13
AI	4878+89.70	11.17	409.03	409.12
AJ	4878+99.70	11.17	408.99	409.10
AK	4879+09.70	11.17	408.96	409.08
AL	4879+19.70	11.17	408.93	409.05
AM	4879+29.70	11.17	408.90	409.02
AN	4879+39.70	11.17	408.86	408.98
AO	4879+49.70	11.17	408.83	408.93
AP	4879+59.70	11.17	408.80	408.88
AQ	4879+69.70	11.17	408.76	408.83
AR	4879+79.70	11.17	408.73	408.78
AS	4879+89.70	11.17	408.70	408.73
AT	4879+99.70	11.17	408.66	408.69
CL Pier 3	4880+14.70	11.17	408.61	408.64
AU	4880+24.70	11.17	408.58	408.62
AV	4880+34.70	11.17	408.55	408.60
AW	4880+44.70	11.17	408.52	408.59
AX	4880+54.70	11.17	408.48	408.58
AY	4880+64.70	11.17	408.45	408.58
AZ	4880+74.70	11.17	408.42	408.57
BA	4880+84.70	11.17	408.38	408.55
BB	4880+94.70	11.17	408.35	408.53
BC	4881+04.70	11.17	408.32	408.50
BD	4881+14.70	11.17	408.28	408.46
BE	4881+24.70	11.17	408.25	408.42
BF	4881+34.70	11.17	408.22	408.36
BG	4881+44.70	11.17	408.19	408.30
BH	4881+54.70	11.17	408.15	408.23
CL W. Brg. Pier 4	4881+67.95	11.17	408.11	408.13
CL Pier 4	4881+69.70	11.17	408.10	408.12
CL E. Brg. Pier 4	4881+71.45	11.17	408.10	408.12
BI	4881+81.45	11.17	408.06	408.13
BJ	4881+91.45	11.17	408.03	408.13
BK	4882+01.45	11.17	408.00	408.13
BL	4882+11.45	11.17	407.97	408.13
BM	4882+21.45	11.17	407.93	408.11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	11.17	407.90	408.09
BO	4882+41.45	11.17	407.87	408.05
BP	4882+51.45	11.17	407.83	408.01
BQ	4882+61.45	11.17	407.80	407.96
BR	4882+71.45	11.17	407.77	407.90
BS	4882+81.45	11.17	407.73	407.85
BT	4882+91.45	11.17	407.70	407.79
BU	4883+01.45	11.17	407.67	407.73
BV	4883+11.45	11.17	407.64	407.67
CL Pier 5	4883+24.70	11.17	407.59	407.61
BW	4883+34.70	11.17	407.56	407.58
BX	4883+44.70	11.17	407.53	407.56
BY	4883+54.70	11.17	407.49	407.54
BZ	4883+64.70	11.17	407.46	407.52
CA	4883+74.70	11.17	407.43	407.50
CB	4883+84.70	11.17	407.39	407.49
CC	4883+94.70	11.17	407.36	407.47
CD	4884+04.70	11.17	407.33	407.44
CE	4884+14.70	11.17	407.30	407.42
CF	4884+24.70	11.17	407.26	407.38
CG	4884+34.70	11.17	407.23	407.34
CH	4884+44.70	11.17	407.20	407.29
CI	4884+54.70	11.17	407.16	407.24
CJ	4884+64.70	11.17	407.13	407.19
CK	4884+74.70	11.17	407.10	407.14
CL	4884+84.70	11.17	407.06	407.10
CL Pier 6	4884+99.70	11.17	407.01	407.04
CM	4885+09.70	11.17	406.98	407.01
CN	4885+19.70	11.17	406.95	406.99
CO	4885+29.70	11.17	406.92	406.97
CP	4885+39.70	11.17	406.88	406.95
CQ	4885+49.70	11.17	406.85	406.94
CR	4885+59.70	11.17	406.82	406.92
CS	4885+69.70	11.17	406.78	406.90
CT	4885+79.70	11.17	406.75	406.87
CU	4885+89.70	11.17	406.72	406.84
CV	4885+99.70	11.17	406.68	406.80
CW	4886+09.70	11.17	406.65	406.76
CX	4886+19.70	11.17	406.62	406.71
CY	4886+29.70	11.17	406.59	406.66
CZ	4886+39.70	11.17	406.55	406.60
DA	4886+49.70	11.17	406.52	406.56
DB	4886+59.70	11.17	406.49	406.51
CL Pier 7	4886+74.70	11.17	406.44	406.46
DC	4886+84.70	11.17	406.40	406.44
DD	4886+94.70	11.17	406.37	406.42
DE	4887+04.70	11.17	406.34	406.41
DF	4887+14.70	11.17	406.31	406.41
DG	4887+24.70	11.17	406.27	406.40
DH	4887+34.70	11.17	406.24	406.39
DI	4887+44.70	11.17	406.21	406.38
DJ	4887+54.70	11.17	406.17	406.36
DK	4887+64.70	11.17	406.14	406.33
DL	4887+74.70	11.17	406.11	406.29
DM	4887+84.70	11.17	406.07	406.24
DN	4887+94.70	11.17	406.04	406.18
DO	4888+04.70	11.17	406.01	406.12
DP	4888+14.70	11.17	405.98	406.05
CL W. Brg. Pier 8	4888+27.95	11.17	405.93	405.95
CL Pier 8	4888+29.70	11.17	405.93	405.95
CL E. Brg. Pier 8	4888+31.45	11.17	405.92	405.94
DQ	4888+41.45	11.17	405.89	405.94
DR	4888+51.45	11.17	405.85	405.94
DS	4888+61.45	11.17	405.82	405.93
DT	4888+71.45	11.17	405.79	405.92
DU	4888+81.45	11.17	405.76	405.90
DV	4888+91.45	11.17	405.72	405.87
DW	4889+01.45	11.17	405.69	405.83
DX	4889+11.45	11.17	405.66	405.79
DY	4889+21.45	11.17	405.62	405.73
DZ	4889+31.45	11.17	405.59	405.68
EA	4889+41.45	11.17	405.56	405.62
EB	4889+51.45	11.17	405.52	405.57
EC	4889+61.45	11.17	405.49	405.52

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CAD\Sheets\Bridge\7600-S0080-DE30.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-54 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	238
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL Pier 9	4889+72.20	11.17	405.46	405.48
ED	4889+82.20	11.17	405.42	405.45
EE	4889+92.20	11.17	405.39	405.42
EF	4890+02.20	11.17	405.36	405.40
EG	4890+12.20	11.17	405.32	405.39
EH	4890+22.20	11.17	405.29	405.37
EI	4890+32.20	11.17	405.26	405.35
EJ	4890+42.20	11.17	405.23	405.33
EK	4890+52.20	11.17	405.19	405.30
EL	4890+62.20	11.17	405.16	405.27
EM	4890+72.20	11.17	405.13	405.23
EN	4890+82.20	11.17	405.09	405.18
EO	4890+92.20	11.17	405.06	405.14
EP	4891+02.20	11.17	405.03	405.09
EQ	4891+12.20	11.17	404.99	405.04
ER	4891+22.20	11.17	404.96	404.99
CL Pier 10	4891+37.20	11.17	404.91	404.93
ES	4891+47.20	11.17	404.88	404.91
ET	4891+57.20	11.17	404.85	404.88
EU	4891+67.20	11.17	404.81	404.87
EV	4891+77.20	11.17	404.78	404.85
EW	4891+87.20	11.17	404.75	404.83
EX	4891+97.20	11.17	404.71	404.81
EY	4892+07.20	11.17	404.68	404.79
EZ	4892+17.20	11.17	404.65	404.76
FA	4892+27.20	11.17	404.61	404.72
FB	4892+37.20	11.17	404.58	404.68
FC	4892+47.20	11.17	404.55	404.64
FD	4892+57.20	11.17	404.52	404.59
FE	4892+67.20	11.17	404.48	404.54
FF	4892+77.20	11.17	404.45	404.49
FG	4892+87.20	11.17	404.39	404.42
CL Pier 11	4893+02.20	11.17	404.31	404.33
FH	4893+12.20	11.17	404.25	404.28
FI	4893+22.20	11.17	404.19	404.24
FJ	4893+32.20	11.17	404.13	404.20
FK	4893+42.20	11.17	404.07	404.16
FL	4893+52.20	11.17	404.02	404.13
FM	4893+62.20	11.17	403.96	404.09
FN	4893+72.20	11.17	403.90	404.04
FO	4893+82.20	11.17	403.84	403.99
FP	4893+92.20	11.17	403.79	403.93
FQ	4894+02.20	11.17	403.73	403.86
FR	4894+12.20	11.17	403.67	403.79
FS	4894+22.20	11.17	403.61	403.70
FT	4894+32.20	11.17	403.55	403.61
CL W. Brg. Pier 12	4894+42.95	11.17	403.49	403.51
CL Pier 12	4894+44.70	11.17	403.48	403.50
CL E. Brg. Pier 12	4894+46.45	11.21	403.47	403.49
FU	4894+56.45	11.18	403.41	403.47
FV	4894+66.45	11.17	403.36	403.44
FW	4894+76.47	11.17	403.30	403.41
FX	4894+86.49	11.17	403.24	403.37
FY	4894+96.51	11.17	403.18	403.32
FZ	4895+06.53	11.17	403.15	403.28
GA	4895+16.55	11.17	403.11	403.24
GB	4895+26.57	11.17	403.08	403.19
GC	4895+36.59	11.17	403.05	403.14
GD	4895+46.61	11.17	403.01	403.09
GE	4895+56.63	11.17	402.98	403.03
GF	4895+66.64	11.17	402.95	402.98
CL Pier 13	4895+79.38	11.17	402.91	402.93
GG	4895+89.40	11.17	402.87	402.90
GH	4895+99.42	11.17	402.84	402.87
GI	4896+09.44	11.17	402.81	402.85
GJ	4896+19.46	11.17	402.77	402.83
GK	4896+29.48	11.17	402.74	402.81
GL	4896+39.50	11.17	402.71	402.79
GM	4896+49.52	11.17	402.67	402.76
GN	4896+59.54	11.17	402.64	402.73
GO	4896+69.55	11.17	402.61	402.70
GP	4896+79.57	11.17	402.58	402.66
GQ	4896+89.59	11.17	402.54	402.61
GR	4896+99.61	11.17	402.51	402.56

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
GS	4897+09.63	11.17	402.48	402.52
GT	4897+19.65	11.17	402.44	402.47
–	–	–	–	–
CL Pier 14	4897+33.76	11.17	402.40	402.42
GV	4897+43.78	11.17	402.36	402.39
GW	4897+53.80	11.17	402.33	402.37
GX	4897+63.82	11.17	402.30	402.35
GY	4897+73.84	11.17	402.26	402.34
GZ	4897+83.86	11.17	402.23	402.32
HA	4897+93.88	11.17	402.20	402.30
HB	4898+03.90	11.17	402.17	402.27
HC	4898+13.92	11.17	402.13	402.24
HD	4898+23.93	11.17	402.10	402.21
HE	4898+33.95	11.17	402.07	402.16
HF	4898+43.97	11.17	402.03	402.12
HG	4898+53.99	11.17	402.00	402.06
HH	4898+64.01	11.17	401.97	402.02
HI	4898+74.03	11.17	401.93	401.97
–	–	–	–	–
CL Pier 15	4898+87.77	11.17	401.89	401.91
HK	4898+97.79	11.17	401.86	401.88
HL	4899+07.81	11.17	401.82	401.86
HM	4899+17.83	11.17	401.79	401.83
HN	4899+27.85	11.17	401.76	401.82
HO	4899+37.87	11.17	401.72	401.80
HP	4899+47.89	11.17	401.69	401.77
HQ	4899+57.91	11.17	401.66	401.75
HR	4899+67.93	11.17	401.62	401.71
HS	4899+77.94	11.17	401.59	401.68
HT	4899+87.96	11.17	401.56	401.63
HU	4899+97.98	11.17	401.52	401.59
HV	4900+08.00	11.17	401.49	401.54
HW	4900+18.02	11.17	401.46	401.49
HX	4900+28.04	11.17	401.43	401.45
CL Pier 16	4900+41.17	11.17	401.38	401.40
HY	4900+51.19	11.17	401.35	401.38
HZ	4900+61.21	11.17	401.32	401.36
IA	4900+71.23	11.17	401.28	401.35
IB	4900+81.25	11.17	401.25	401.34
IC	4900+91.27	11.17	401.22	401.32
ID	4901+01.29	11.17	401.18	401.31
IE	4901+11.31	11.17	401.15	401.28
IF	4901+21.33	11.17	401.12	401.25
IG	4901+31.34	11.17	401.08	401.21
IH	4901+41.36	11.17	401.05	401.17
II	4901+51.38	11.17	401.02	401.11
IJ	4901+61.40	11.17	400.99	401.05
CL BRG. E. ABUT.	4901+74.12	11.17	400.94	400.96
CL EXP JT.	4901+75.73	11.17	400.94	400.96
BK. E. ABUT.	4901+77.88	11.17	400.93	400.95

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7060CADD\Sheets\Bridge\7660-S0080-DE31.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-55 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	239
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	18.83	410.20	410.22
CL EXP JT.	4875+08.24	18.83	410.20	410.22
CL BRG. W. ABUT.	4875+09.70	18.83	410.19	410.21
A	4875+19.70	18.83	410.16	410.22
B	4875+29.70	18.83	410.12	410.23
C	4875+39.70	18.83	410.09	410.23
D	4875+49.70	18.83	410.06	410.23
E	4875+59.70	18.83	410.03	410.21
F	4875+69.70	18.83	409.99	410.19
G	4875+79.70	18.83	409.96	410.16
H	4875+89.70	18.83	409.93	410.11
I	4875+99.70	18.83	409.89	410.06
J	4876+09.70	18.83	409.86	410.01
K	4876+19.70	18.83	409.83	409.95
L	4876+29.70	18.83	409.79	409.89
M	4876+39.70	18.83	409.76	409.83
N	4876+49.70	18.83	409.73	409.77
CL PIER 1	4876+64.70	18.83	409.68	409.70
O	4876+74.70	18.83	409.65	409.67
P	4876+84.70	18.83	409.61	409.64
Q	4876+94.70	18.83	409.58	409.62
R	4877+04.70	18.83	409.55	409.60
S	4877+14.70	18.83	409.51	409.59
T	4877+24.70	18.83	409.48	409.57
U	4877+34.70	18.83	409.45	409.55
V	4877+44.70	18.83	409.42	409.53
W	4877+54.70	18.83	409.38	409.50
X	4877+64.70	18.83	409.35	409.46
Y	4877+74.70	18.83	409.32	409.42
Z	4877+84.70	18.83	409.28	409.38
AA	4877+94.70	18.83	409.25	409.33
AB	4878+04.70	18.83	409.22	409.28
AC	4878+14.70	18.83	409.18	409.23
AD	4878+24.70	18.83	409.15	409.18
CL PIER 2	4878+39.70	18.83	409.10	409.12
AE	4878+49.70	18.83	409.07	409.10
AF	4878+59.70	18.83	409.04	409.07
AG	4878+69.70	18.83	409.00	409.06
AH	4878+79.70	18.83	408.97	409.04
AI	4878+89.70	18.83	408.94	409.03
AJ	4878+99.70	18.83	408.90	409.01
AK	4879+09.70	18.83	408.87	408.99
AL	4879+19.70	18.83	408.84	408.96
AM	4879+29.70	18.83	408.81	408.93
AN	4879+39.70	18.83	408.77	408.89
AO	4879+49.70	18.83	408.74	408.84
AP	4879+59.70	18.83	408.71	408.79
AQ	4879+69.70	18.83	408.67	408.74
AR	4879+79.70	18.83	408.64	408.69
AS	4879+89.70	18.83	408.61	408.64
AT	4879+99.70	18.83	408.57	408.60
CL Pier 3	4880+14.70	18.83	408.52	408.55
AU	4880+24.70	18.83	408.49	408.53
AV	4880+34.70	18.83	408.46	408.51
AW	4880+44.70	18.83	408.43	408.50
AX	4880+54.70	18.83	408.39	408.49
AY	4880+64.70	18.83	408.36	408.49
AZ	4880+74.70	18.83	408.33	408.48
BA	4880+84.70	18.83	408.29	408.46
BB	4880+94.70	18.83	408.26	408.44
BC	4881+04.70	18.83	408.23	408.41
BD	4881+14.70	18.83	408.19	408.37
BE	4881+24.70	18.83	408.16	408.33
BF	4881+34.70	18.83	408.13	408.27
BG	4881+44.70	18.83	408.10	408.21
BH	4881+54.70	18.83	408.06	408.14
CL W. Brg. Pier 4	4881+67.95	18.83	408.02	408.04
CL Pier 4	4881+69.70	18.83	408.01	408.03
CL E. Brg. Pier 4	4881+71.45	18.83	408.01	408.03
BI	4881+81.45	18.83	407.97	408.04
BJ	4881+91.45	18.83	407.94	408.04
BK	4882+01.45	18.83	407.91	408.04
BL	4882+11.45	18.83	407.88	408.04
BM	4882+21.45	18.83	407.84	408.02

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	18.83	407.81	408.00
BO	4882+41.45	18.83	407.78	407.96
BP	4882+51.45	18.83	407.74	407.92
BQ	4882+61.45	18.83	407.71	407.87
BR	4882+71.45	18.83	407.68	407.81
BS	4882+81.45	18.83	407.64	407.76
BT	4882+91.45	18.83	407.61	407.70
BU	4883+01.45	18.83	407.58	407.64
BV	4883+11.45	18.83	407.55	407.58
CL Pier 5	4883+24.70	18.83	407.50	407.52
BW	4883+34.70	18.83	407.47	407.49
BX	4883+44.70	18.83	407.44	407.47
BY	4883+54.70	18.83	407.40	407.45
BZ	4883+64.70	18.83	407.37	407.43
CA	4883+74.70	18.83	407.34	407.41
CB	4883+84.70	18.83	407.30	407.40
CC	4883+94.70	18.83	407.27	407.38
CD	4884+04.70	18.83	407.24	407.35
CE	4884+14.70	18.83	407.21	407.33
CF	4884+24.70	18.83	407.17	407.29
CG	4884+34.70	18.83	407.14	407.25
CH	4884+44.70	18.83	407.11	407.20
CI	4884+54.70	18.83	407.07	407.15
CJ	4884+64.70	18.83	407.04	407.10
CK	4884+74.70	18.83	407.01	407.05
CL	4884+84.70	18.83	406.97	407.01
CL Pier 6	4884+99.70	18.83	406.92	406.95
CM	4885+09.70	18.83	406.89	406.92
CN	4885+19.70	18.83	406.86	406.90
CO	4885+29.70	18.83	406.83	406.88
CP	4885+39.70	18.83	406.79	406.86
CQ	4885+49.70	18.83	406.76	406.85
CR	4885+59.70	18.83	406.73	406.83
CS	4885+69.70	18.83	406.69	406.81
CT	4885+79.70	18.83	406.66	406.78
CU	4885+89.70	18.83	406.63	406.75
CV	4885+99.70	18.83	406.59	406.71
CW	4886+09.70	18.83	406.56	406.67
CX	4886+19.70	18.83	406.53	406.62
CY	4886+29.70	18.83	406.50	406.57
CZ	4886+39.70	18.83	406.46	406.51
DA	4886+49.70	18.83	406.43	406.47
DB	4886+59.70	18.83	406.40	406.42
CL Pier 7	4886+74.70	18.83	406.35	406.37
DC	4886+84.70	18.83	406.31	406.35
DD	4886+94.70	18.83	406.28	406.33
DE	4887+04.70	18.83	406.25	406.32
DF	4887+14.70	18.83	406.22	406.32
DG	4887+24.70	18.83	406.18	406.31
DH	4887+34.70	18.83	406.15	406.30
DI	4887+44.70	18.83	406.12	406.29
DJ	4887+54.70	18.83	406.08	406.27
DK	4887+64.70	18.83	406.05	406.24
DL	4887+74.70	18.83	406.02	406.20
DM	4887+84.70	18.83	405.98	406.15
DN	4887+94.70	18.83	405.95	406.09
DO	4888+04.70	18.83	405.92	406.03
DP	4888+14.70	18.83	405.89	405.96
CL W. Brg. Pier 8	4888+27.95	18.83	405.84	405.86
CL Pier 8	4888+29.70	18.83	405.84	405.86
CL E. Brg. Pier 8	4888+31.45	18.83	405.83	405.85
DQ	4888+41.45	18.83	405.80	405.85
DR	4888+51.45	18.83	405.76	405.85
DS	4888+61.45	18.83	405.73	405.84
DT	4888+71.45	18.83	405.70	405.83
DU	4888+81.45	18.83	405.67	405.81
DV	4888+91.45	18.83	405.63	405.78
DW	4889+01.45	18.83	405.60	405.74
DX	4889+11.45	18.83	405.57	405.70
DY	4889+21.45	18.83	405.53	405.64
DZ	4889+31.45	18.83	405.50	405.59
EA	4889+41.45	18.83	405.47	405.53
EB	4889+51.45	18.83	405.43	405.48
EC	4889+61.45	18.83	405.40	405.43

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CADD\Sheets\Bridge\7600-S0080-DE32.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-56 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	240
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL Pier 9	4889+72.20	18.83	405.37	405.39
ED	4889+82.20	18.83	405.33	405.36
EE	4889+92.20	18.83	405.30	405.33
EF	4890+02.20	18.83	405.27	405.31
EG	4890+12.20	18.83	405.23	405.30
EH	4890+22.20	18.83	405.20	405.28
EI	4890+32.20	18.83	405.17	405.26
EJ	4890+42.20	18.83	405.14	405.24
EK	4890+52.20	18.83	405.10	405.21
EL	4890+62.20	18.83	405.07	405.18
EM	4890+72.20	18.83	405.04	405.14
EN	4890+82.20	18.83	405.00	405.09
EO	4890+92.20	18.83	404.97	405.05
EP	4891+02.20	18.83	404.94	405.00
EQ	4891+12.20	18.83	404.90	404.95
ER	4891+22.20	18.83	404.87	404.90
CL Pier 10	4891+37.20	18.83	404.82	404.84
ES	4891+47.20	18.83	404.79	404.82
ET	4891+57.20	18.83	404.76	404.79
EU	4891+67.20	18.83	404.72	404.78
EV	4891+77.20	18.83	404.69	404.76
EW	4891+87.20	18.83	404.66	404.74
EX	4891+97.20	18.83	404.62	404.72
EY	4892+07.20	18.83	404.59	404.70
EZ	4892+17.20	18.83	404.56	404.67
FA	4892+27.20	18.83	404.52	404.63
FB	4892+37.20	18.83	404.49	404.59
FC	4892+47.20	18.83	404.46	404.55
FD	4892+57.20	18.83	404.43	404.50
FE	4892+67.20	18.83	404.39	404.45
FF	4892+77.20	18.83	404.36	404.40
FG	4892+87.20	18.83	404.30	404.33
CL Pier 11	4893+02.20	18.83	404.21	404.23
FH	4893+12.20	18.83	404.15	404.18
FI	4893+22.20	18.83	404.09	404.14
FJ	4893+32.20	18.83	404.03	404.10
FK	4893+42.20	18.83	403.97	404.06
FL	4893+52.20	18.83	403.91	404.02
FM	4893+62.20	18.83	403.85	403.98
FN	4893+72.20	18.83	403.79	403.93
FO	4893+82.20	18.83	403.73	403.88
FP	4893+92.20	18.83	403.68	403.82
FQ	4894+02.20	18.83	403.62	403.75
FR	4894+12.20	18.83	403.56	403.67
FS	4894+22.20	18.83	403.48	403.57
FT	4894+32.20	18.83	403.41	403.46
CL W. Brg. Pier 12	4894+42.95	18.83	403.33	403.35
CL Pier 12	4894+44.70	18.83	403.31	403.33
CL E. Brg. Pier 12	4894+46.45	18.87	403.30	403.32
FU	4894+56.45	18.84	403.22	403.28
FV	4894+66.45	18.83	403.15	403.23
FW	4894+76.48	18.83	403.07	403.18
FX	4894+86.51	18.83	403.00	403.12
FY	4894+96.55	18.83	402.93	403.06
FZ	4895+06.58	18.83	402.89	403.02
GA	4895+16.61	18.83	402.85	402.98
GB	4895+26.64	18.83	402.82	402.93
GC	4895+36.68	18.83	402.79	402.88
GD	4895+46.71	18.83	402.75	402.83
GE	4895+56.74	18.83	402.72	402.77
GF	4895+66.78	18.83	402.69	402.72
CL Pier 13	4895+79.38	18.83	402.65	402.67
GG	4895+89.41	18.83	402.61	402.64
GH	4895+99.45	18.83	402.58	402.61
GI	4896+09.48	18.83	402.55	402.59
GJ	4896+19.51	18.83	402.51	402.57
GK	4896+29.54	18.83	402.48	402.55
GL	4896+39.58	18.83	402.45	402.53
GM	4896+49.61	18.83	402.41	402.50
GN	4896+59.64	18.83	402.38	402.47
GO	4896+69.68	18.83	402.35	402.44
GP	4896+79.71	18.83	402.31	402.40
GQ	4896+89.74	18.83	402.28	402.35
GR	4896+99.77	18.83	402.25	402.30
GS	4897+09.81	18.83	402.21	402.26
GT	4897+19.84	18.83	402.18	402.21
–	–	–	–	–
CL Pier 14	4897+33.76	18.83	402.14	402.16
GV	4897+43.79	18.83	402.10	402.13
GW	4897+53.83	18.83	402.07	402.11
GX	4897+63.86	18.83	402.04	402.09
GY	4897+73.89	18.83	402.00	402.08
GZ	4897+83.92	18.83	401.97	402.06
HA	4897+93.96	18.83	401.94	402.04
HB	4898+03.99	18.83	401.90	402.01
HC	4898+14.02	18.83	401.87	401.98
HD	4898+24.06	18.83	401.84	401.95
HE	4898+34.09	18.83	401.80	401.90
HF	4898+44.12	18.83	401.77	401.85
HG	4898+54.15	18.83	401.74	401.80
HH	4898+64.19	18.83	401.71	401.75
HI	4898+74.22	18.83	401.67	401.71
–	–	–	–	–
CL Pier 15	4898+87.77	18.83	401.63	401.65
HK	4898+97.80	18.83	401.59	401.62
HL	4899+07.84	18.83	401.56	401.59
HM	4899+17.87	18.83	401.53	401.57
HN	4899+27.90	18.83	401.50	401.55
HO	4899+37.93	18.83	401.46	401.53
HP	4899+47.97	18.83	401.43	401.51
HQ	4899+58.00	18.83	401.40	401.48
HR	4899+68.03	18.83	401.36	401.45
HS	4899+78.07	18.83	401.33	401.41
HT	4899+88.10	18.83	401.30	401.37
HU	4899+98.13	18.83	401.26	401.33
HV	4900+08.16	18.83	401.23	401.28
HW	4900+18.20	18.83	401.20	401.23
HX	4900+28.23	18.83	401.16	401.19
CL Pier 16	4900+41.17	18.83	401.12	401.14
HY	4900+51.20	18.83	401.09	401.12
HZ	4900+61.24	18.83	401.06	401.10
IA	4900+71.27	18.83	401.02	401.09
IB	4900+81.30	18.83	400.99	401.08
IC	4900+91.33	18.83	400.96	401.06
ID	4901+01.37	18.83	400.92	401.05
IE	4901+11.40	18.83	400.89	401.02
IF	4901+21.43	18.83	400.86	400.99
IG	4901+31.47	18.83	400.82	400.95
IH	4901+41.50	18.83	400.79	400.90
II	4901+51.53	18.83	400.76	400.85
IJ	4901+61.56	18.83	400.72	400.79
CL BRG. E. ABUT.	4901+74.12	18.83	400.68	400.70
CL EXP JT.	4901+75.73	18.83	400.68	400.70
BK. E. ABUT.	4901+77.89	18.83	400.67	400.69

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CAD\Sheets\Bridge\7660-S0080-DE33.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-57 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	241
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	26.50	410.08	410.10
CL EXP JT.	4875+08.24	26.50	410.07	410.09
CL BRG. W. ABUT.	4875+09.70	26.50	410.06	410.08
A	4875+19.70	26.50	410.03	410.09
B	4875+29.70	26.50	410.00	410.10
C	4875+39.70	26.50	409.96	410.11
D	4875+49.70	26.50	409.93	410.10
E	4875+59.70	26.50	409.90	410.08
F	4875+69.70	26.50	409.87	410.06
G	4875+79.70	26.50	409.83	410.03
H	4875+89.70	26.50	409.80	409.99
I	4875+99.70	26.50	409.77	409.94
J	4876+09.70	26.50	409.73	409.88
K	4876+19.70	26.50	409.70	409.82
L	4876+29.70	26.50	409.67	409.76
M	4876+39.70	26.50	409.63	409.70
N	4876+49.70	26.50	409.60	409.64
CL PIER 1	4876+64.70	26.50	409.55	409.57
O	4876+74.70	26.50	409.52	409.54
P	4876+84.70	26.50	409.49	409.51
Q	4876+94.70	26.50	409.45	409.49
R	4877+04.70	26.50	409.42	409.48
S	4877+14.70	26.50	409.39	409.46
T	4877+24.70	26.50	409.35	409.44
U	4877+34.70	26.50	409.32	409.43
V	4877+44.70	26.50	409.29	409.40
W	4877+54.70	26.50	409.25	409.37
X	4877+64.70	26.50	409.22	409.34
Y	4877+74.70	26.50	409.19	409.30
Z	4877+84.70	26.50	409.16	409.25
AA	4877+94.70	26.50	409.12	409.20
AB	4878+04.70	26.50	409.09	409.15
AC	4878+14.70	26.50	409.06	409.10
AD	4878+24.70	26.50	409.02	409.06
CL PIER 2	4878+39.70	26.50	408.97	409.00
AE	4878+49.70	26.50	408.94	408.97
AF	4878+59.70	26.50	408.91	408.95
AG	4878+69.70	26.50	408.88	408.93
AH	4878+79.70	26.50	408.84	408.92
AI	4878+89.70	26.50	408.81	408.90
AJ	4878+99.70	26.50	408.78	408.88
AK	4879+09.70	26.50	408.74	408.86
AL	4879+19.70	26.50	408.71	408.83
AM	4879+29.70	26.50	408.68	408.80
AN	4879+39.70	26.50	408.64	408.76
AO	4879+49.70	26.50	408.61	408.72
AP	4879+59.70	26.50	408.58	408.67
AQ	4879+69.70	26.50	408.55	408.62
AR	4879+79.70	26.50	408.51	408.56
AS	4879+89.70	26.50	408.48	408.52
AT	4879+99.70	26.50	408.45	408.47
CL Pier 3	4880+14.70	26.50	408.40	408.42
AU	4880+24.70	26.50	408.36	408.40
AV	4880+34.70	26.50	408.33	408.38
AW	4880+44.70	26.50	408.30	408.37
AX	4880+54.70	26.50	408.27	408.37
AY	4880+64.70	26.50	408.23	408.36
AZ	4880+74.70	26.50	408.20	408.35
BA	4880+84.70	26.50	408.17	408.34
BB	4880+94.70	26.50	408.13	408.31
BC	4881+04.70	26.50	408.10	408.29
BD	4881+14.70	26.50	408.07	408.25
BE	4881+24.70	26.50	408.03	408.20
BF	4881+34.70	26.50	408.00	408.14
BG	4881+44.70	26.50	407.97	408.08
BH	4881+54.70	26.50	407.94	408.01
CL W. Brg. Pier 4	4881+67.95	26.50	407.89	407.91
CL Pier 4	4881+69.70	26.50	407.89	407.91
CL E. Brg. Pier 4	4881+71.45	26.50	407.88	407.90
BI	4881+81.45	26.50	407.85	407.91
BJ	4881+91.45	26.50	407.81	407.91
BK	4882+01.45	26.50	407.78	407.92
BL	4882+11.45	26.50	407.75	407.91
BM	4882+21.45	26.50	407.72	407.89

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	26.50	407.68	407.87
BO	4882+41.45	26.50	407.65	407.83
BP	4882+51.45	26.50	407.62	407.79
BQ	4882+61.45	26.50	407.58	407.74
BR	4882+71.45	26.50	407.55	407.69
BS	4882+81.45	26.50	407.52	407.63
BT	4882+91.45	26.50	407.48	407.57
BU	4883+01.45	26.50	407.45	407.51
BV	4883+11.45	26.50	407.42	407.46
CL Pier 5	4883+24.70	26.50	407.37	407.40
BW	4883+34.70	26.50	407.34	407.37
BX	4883+44.70	26.50	407.31	407.34
BY	4883+54.70	26.50	407.28	407.32
BZ	4883+64.70	26.50	407.24	407.30
CA	4883+74.70	26.50	407.21	407.29
CB	4883+84.70	26.50	407.18	407.27
CC	4883+94.70	26.50	407.14	407.25
CD	4884+04.70	26.50	407.11	407.23
CE	4884+14.70	26.50	407.08	407.20
CF	4884+24.70	26.50	407.04	407.16
CG	4884+34.70	26.50	407.01	407.12
CH	4884+44.70	26.50	406.98	407.07
CI	4884+54.70	26.50	406.95	407.03
CJ	4884+64.70	26.50	406.91	406.97
CK	4884+74.70	26.50	406.88	406.93
CL	4884+84.70	26.50	406.85	406.88
CL Pier 6	4884+99.70	26.50	406.80	406.82
CM	4885+09.70	26.50	406.76	406.79
CN	4885+19.70	26.50	406.73	406.77
CO	4885+29.70	26.50	406.70	406.75
CP	4885+39.70	26.50	406.67	406.74
CQ	4885+49.70	26.50	406.63	406.72
CR	4885+59.70	26.50	406.60	406.70
CS	4885+69.70	26.50	406.57	406.68
CT	4885+79.70	26.50	406.53	406.66
CU	4885+89.70	26.50	406.50	406.62
CV	4885+99.70	26.50	406.47	406.58
CW	4886+09.70	26.50	406.43	406.54
CX	4886+19.70	26.50	406.40	406.49
CY	4886+29.70	26.50	406.37	406.44
CZ	4886+39.70	26.50	406.34	406.39
DA	4886+49.70	26.50	406.30	406.34
DB	4886+59.70	26.50	406.27	406.30
CL Pier 7	4886+74.70	26.50	406.22	406.24
DC	4886+84.70	26.50	406.19	406.22
DD	4886+94.70	26.50	406.15	406.20
DE	4887+04.70	26.50	406.12	406.19
DF	4887+14.70	26.50	406.09	406.19
DG	4887+24.70	26.50	406.05	406.18
DH	4887+34.70	26.50	406.02	406.17
DI	4887+44.70	26.50	405.99	406.16
DJ	4887+54.70	26.50	405.96	406.14
DK	4887+64.70	26.50	405.92	406.11
DL	4887+74.70	26.50	405.89	406.07
DM	4887+84.70	26.50	405.86	406.02
DN	4887+94.70	26.50	405.82	405.97
DO	4888+04.70	26.50	405.79	405.90
DP	4888+14.70	26.50	405.76	405.83
CL W. Brg. Pier 8	4888+27.95	26.50	405.71	405.74
CL Pier 8	4888+29.70	26.50	405.71	405.73
CL E. Brg. Pier 8	4888+31.45	26.50	405.70	405.72
DQ	4888+41.45	26.50	405.67	405.73
DR	4888+51.45	26.50	405.64	405.72
DS	4888+61.45	26.50	405.60	405.72
DT	4888+71.45	26.50	405.57	405.70
DU	4888+81.45	26.50	405.54	405.68
DV	4888+91.45	26.50	405.50	405.65
DW	4889+01.45	26.50	405.47	405.61
DX	4889+11.45	26.50	405.44	405.57
DY	4889+21.45	26.50	405.41	405.52
DZ	4889+31.45	26.50	405.37	405.46
EA	4889+41.45	26.50	405.34	405.41
EB	4889+51.45	26.50	405.31	405.35
EC	4889+61.45	26.50	405.27	405.31

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606CAD\Sheets\Bridge\7660-S0080-DE34.dgn

KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-58 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	242
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL Pier 9	4889+72.20	26.50	405.24	405.26
ED	4889+82.20	26.50	405.21	405.23
EE	4889+92.20	26.50	405.17	405.20
EF	4890+02.20	26.50	405.14	405.19
EG	4890+12.20	26.50	405.11	405.17
EH	4890+22.20	26.50	405.07	405.15
EI	4890+32.20	26.50	405.04	405.13
EJ	4890+42.20	26.50	405.01	405.11
EK	4890+52.20	26.50	404.97	405.08
EL	4890+62.20	26.50	404.94	405.05
EM	4890+72.20	26.50	404.91	405.01
EN	4890+82.20	26.50	404.88	404.97
EO	4890+92.20	26.50	404.84	404.92
EP	4891+02.20	26.50	404.81	404.87
EQ	4891+12.20	26.50	404.78	404.82
ER	4891+22.20	26.50	404.74	404.77
CL Pier 10	4891+37.20	26.50	404.69	404.71
ES	4891+47.20	26.50	404.66	404.69
ET	4891+57.20	26.50	404.63	404.67
EU	4891+67.20	26.50	404.60	404.65
EV	4891+77.20	26.50	404.56	404.63
EW	4891+87.20	26.50	404.53	404.62
EX	4891+97.20	26.50	404.50	404.60
EY	4892+07.20	26.50	404.46	404.57
EZ	4892+17.20	26.50	404.43	404.54
FA	4892+27.20	26.50	404.40	404.51
FB	4892+37.20	26.50	404.36	404.47
FC	4892+47.20	26.50	404.33	404.42
FD	4892+57.20	26.50	404.30	404.37
FE	4892+67.20	26.50	404.27	404.32
FF	4892+77.20	26.50	404.23	404.27
FG	4892+87.20	26.50	404.17	404.20
CL Pier 11	4893+02.20	26.50	404.08	404.11
FH	4893+12.20	26.50	404.02	404.06
FI	4893+22.20	26.50	403.97	404.01
FJ	4893+32.20	26.50	403.91	403.97
FK	4893+42.20	26.50	403.85	403.93
FL	4893+52.20	26.50	403.79	403.89
FM	4893+62.20	26.50	403.73	403.85
FN	4893+72.20	26.50	403.67	403.81
FO	4893+82.20	26.50	403.61	403.75
FP	4893+92.20	26.50	403.55	403.69
FQ	4894+02.20	26.50	403.49	403.62
FR	4894+12.20	26.50	403.43	403.54
FS	4894+22.20	26.50	403.34	403.43
FT	4894+32.20	26.50	403.26	403.31
CL W. Brg. Pier 12	4894+42.95	26.50	403.16	403.18
CL Pier 12	4894+44.70	26.50	403.14	403.16
CL E. Brg. Pier 12	4894+46.45	26.54	403.13	403.15
FU	4894+56.45	26.51	403.03	403.09
FV	4894+66.45	26.50	402.94	403.02
FW	4894+76.50	26.50	402.85	402.96
FX	4894+86.55	26.50	402.76	402.88
FY	4894+96.59	26.50	402.67	402.80
FZ	4895+06.64	26.50	402.62	402.76
GA	4895+16.68	26.50	402.59	402.72
GB	4895+26.73	26.50	402.56	402.67
GC	4895+36.78	26.50	402.52	402.62
GD	4895+46.82	26.50	402.49	402.57
GE	4895+56.87	26.50	402.46	402.51
GF	4895+66.92	26.50	402.43	402.46
CL Pier 13	4895+79.38	26.50	402.38	402.41
GG	4895+89.43	26.50	402.35	402.37
GH	4895+99.47	26.50	402.32	402.35
GI	4896+09.52	26.50	402.28	402.33
GJ	4896+19.56	26.50	402.25	402.31
GK	4896+29.61	26.50	402.22	402.29
GL	4896+39.66	26.50	402.19	402.27
GM	4896+49.70	26.50	402.15	402.24
GN	4896+59.75	26.50	402.12	402.21
GO	4896+69.80	26.50	402.09	402.18
GP	4896+79.84	26.50	402.05	402.13
GQ	4896+89.89	26.50	402.02	402.09
GR	4896+99.93	26.50	401.99	402.04

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
GS	4897+09.98	26.50	401.95	401.99
GT	4897+20.03	26.50	401.92	401.95
–	–	–	–	–
CL Pier 14	4897+33.76	26.50	401.88	401.90
GV	4897+43.81	26.50	401.84	401.87
GW	4897+53.85	26.50	401.81	401.85
GX	4897+63.90	26.50	401.78	401.83
GY	4897+73.94	26.50	401.74	401.82
GZ	4897+83.99	26.50	401.71	401.80
HA	4897+94.04	26.50	401.68	401.78
HB	4898+04.08	26.50	401.64	401.75
HC	4898+14.13	26.50	401.61	401.72
HD	4898+24.18	26.50	401.58	401.68
HE	4898+34.22	26.50	401.54	401.64
HF	4898+44.27	26.50	401.51	401.59
HG	4898+54.31	26.50	401.48	401.54
HH	4898+64.36	26.50	401.44	401.49
HI	4898+74.41	26.50	401.41	401.44
–	–	–	–	–
CL Pier 15	4898+87.77	26.50	401.37	401.39
HK	4898+97.82	26.50	401.33	401.36
HL	4899+07.86	26.50	401.30	401.33
HM	4899+17.91	26.50	401.27	401.31
HN	4899+27.95	26.50	401.23	401.29
HO	4899+38.00	26.50	401.20	401.27
HP	4899+48.05	26.50	401.17	401.25
HQ	4899+58.09	26.50	401.13	401.22
HR	4899+68.14	26.50	401.10	401.19
HS	4899+78.19	26.50	401.07	401.15
HT	4899+88.23	26.50	401.04	401.11
HU	4899+98.28	26.50	401.00	401.06
HV	4900+08.32	26.50	400.97	401.02
HW	4900+18.37	26.50	400.94	400.97
HX	4900+28.42	26.50	400.90	400.93
CL Pier 16	4900+41.17	26.50	400.86	400.88
HY	4900+51.22	26.50	400.83	400.86
HZ	4900+61.26	26.50	400.79	400.84
IA	4900+71.31	26.50	400.76	400.83
IB	4900+81.35	26.50	400.73	400.82
IC	4900+91.40	26.50	400.70	400.80
ID	4901+01.45	26.50	400.66	400.78
IE	4901+11.49	26.50	400.63	400.76
IF	4901+21.54	26.50	400.60	400.73
IG	4901+31.59	26.50	400.56	400.69
IH	4901+41.63	26.50	400.53	400.64
II	4901+51.68	26.50	400.50	400.59
IJ	4901+61.72	26.50	400.46	400.53
CL BRG. E. ABUT.	4901+74.12	26.50	400.42	400.44
CL EXP JT.	4901+75.73	26.50	400.42	400.44
BK. E. ABUT.	4901+77.89	26.50	400.41	400.43

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7000CADD\Sheets\Bridge\7660-S0080-DE35.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-59 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	243
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BK. W. ABUT.	4875+05.95	34.17	409.92	409.94
CL EXP JT.	4875+08.24	34.17	409.91	409.94
CL BRG. W. ABUT.	4875+09.70	34.17	409.91	409.93
A	4875+19.70	34.17	409.88	409.94
B	4875+29.70	34.17	409.84	409.95
C	4875+39.70	34.17	409.81	409.95
D	4875+49.70	34.17	409.78	409.94
E	4875+59.70	34.17	409.74	409.93
F	4875+69.70	34.17	409.71	409.91
G	4875+79.70	34.17	409.68	409.87
H	4875+89.70	34.17	409.65	409.83
I	4875+99.70	34.17	409.61	409.78
J	4876+09.70	34.17	409.58	409.73
K	4876+19.70	34.17	409.55	409.67
L	4876+29.70	34.17	409.51	409.61
M	4876+39.70	34.17	409.48	409.55
N	4876+49.70	34.17	409.45	409.49
CL PIER 1	4876+64.70	34.17	409.40	409.42
O	4876+74.70	34.17	409.37	409.39
P	4876+84.70	34.17	409.33	409.36
Q	4876+94.70	34.17	409.30	409.34
R	4877+04.70	34.17	409.27	409.32
S	4877+14.70	34.17	409.23	409.31
T	4877+24.70	34.17	409.20	409.29
U	4877+34.70	34.17	409.17	409.27
V	4877+44.70	34.17	409.13	409.25
W	4877+54.70	34.17	409.10	409.22
X	4877+64.70	34.17	409.07	409.18
Y	4877+74.70	34.17	409.04	409.14
Z	4877+84.70	34.17	409.00	409.10
AA	4877+94.70	34.17	408.97	409.05
AB	4878+04.70	34.17	408.94	409.00
AC	4878+14.70	34.17	408.90	408.95
AD	4878+24.70	34.17	408.87	408.90
CL PIER 2	4878+39.70	34.17	408.82	408.84
AE	4878+49.70	34.17	408.79	408.82
AF	4878+59.70	34.17	408.76	408.79
AG	4878+69.70	34.17	408.72	408.78
AH	4878+79.70	34.17	408.69	408.76
AI	4878+89.70	34.17	408.66	408.75
AJ	4878+99.70	34.17	408.62	408.73
AK	4879+09.70	34.17	408.59	408.71
AL	4879+19.70	34.17	408.56	408.68
AM	4879+29.70	34.17	408.52	408.65
AN	4879+39.70	34.17	408.49	408.61
AO	4879+49.70	34.17	408.46	408.56
AP	4879+59.70	34.17	408.43	408.51
AQ	4879+69.70	34.17	408.39	408.46
AR	4879+79.70	34.17	408.36	408.41
AS	4879+89.70	34.17	408.33	408.36
AT	4879+99.70	34.17	408.29	408.32
CL Pier 3	4880+14.70	34.17	408.24	408.26
AU	4880+24.70	34.17	408.21	408.24
AV	4880+34.70	34.17	408.18	408.23
AW	4880+44.70	34.17	408.14	408.22
AX	4880+54.70	34.17	408.11	408.21
AY	4880+64.70	34.17	408.08	408.21
AZ	4880+74.70	34.17	408.05	408.20
BA	4880+84.70	34.17	408.01	408.18
BB	4880+94.70	34.17	407.98	408.16
BC	4881+04.70	34.17	407.95	408.13
BD	4881+14.70	34.17	407.91	408.09
BE	4881+24.70	34.17	407.88	408.05
BF	4881+34.70	34.17	407.85	407.99
BG	4881+44.70	34.17	407.82	407.93
BH	4881+54.70	34.17	407.78	407.86
CL W. Brg. Pier 4	4881+67.95	34.17	407.74	407.76
CL Pier 4	4881+69.70	34.17	407.73	407.75
CL E. Brg. Pier 4	4881+71.45	34.17	407.73	407.75
BI	4881+81.45	34.17	407.69	407.76
BJ	4881+91.45	34.17	407.66	407.76
BK	4882+01.45	34.17	407.63	407.76
BL	4882+11.45	34.17	407.59	407.75
BM	4882+21.45	34.17	407.56	407.74

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
BN	4882+31.45	34.17	407.53	407.72
BO	4882+41.45	34.17	407.50	407.68
BP	4882+51.45	34.17	407.46	407.64
BQ	4882+61.45	34.17	407.43	407.59
BR	4882+71.45	34.17	407.40	407.53
BS	4882+81.45	34.17	407.36	407.47
BT	4882+91.45	34.17	407.33	407.41
BU	4883+01.45	34.17	407.30	407.36
BV	4883+11.45	34.17	407.26	407.30
CL Pier 5	4883+24.70	34.17	407.22	407.24
BW	4883+34.70	34.17	407.19	407.21
BX	4883+44.70	34.17	407.16	407.18
BY	4883+54.70	34.17	407.12	407.17
BZ	4883+64.70	34.17	407.09	407.15
CA	4883+74.70	34.17	407.06	407.13
CB	4883+84.70	34.17	407.02	407.12
CC	4883+94.70	34.17	406.99	407.10
CD	4884+04.70	34.17	406.96	407.07
CE	4884+14.70	34.17	406.92	407.05
CF	4884+24.70	34.17	406.89	407.01
CG	4884+34.70	34.17	406.86	406.97
CH	4884+44.70	34.17	406.83	406.92
CI	4884+54.70	34.17	406.79	406.87
CJ	4884+64.70	34.17	406.76	406.82
CK	4884+74.70	34.17	406.73	406.77
CL	4884+84.70	34.17	406.69	406.72
CL Pier 6	4884+99.70	34.17	406.64	406.66
CM	4885+09.70	34.17	406.61	406.64
CN	4885+19.70	34.17	406.58	406.62
CO	4885+29.70	34.17	406.54	406.60
CP	4885+39.70	34.17	406.51	406.58
CQ	4885+49.70	34.17	406.48	406.57
CR	4885+59.70	34.17	406.45	406.55
CS	4885+69.70	34.17	406.41	406.53
CT	4885+79.70	34.17	406.38	406.50
CU	4885+89.70	34.17	406.35	406.47
CV	4885+99.70	34.17	406.31	406.43
CW	4886+09.70	34.17	406.28	406.38
CX	4886+19.70	34.17	406.25	406.34
CY	4886+29.70	34.17	406.22	406.29
CZ	4886+39.70	34.17	406.18	406.23
DA	4886+49.70	34.17	406.15	406.19
DB	4886+59.70	34.17	406.12	406.14
CL Pier 7	4886+74.70	34.17	406.07	406.09
DC	4886+84.70	34.17	406.03	406.07
DD	4886+94.70	34.17	406.00	406.05
DE	4887+04.70	34.17	405.97	406.04
DF	4887+14.70	34.17	405.93	406.03
DG	4887+24.70	34.17	405.90	406.03
DH	4887+34.70	34.17	405.87	406.02
DI	4887+44.70	34.17	405.84	406.00
DJ	4887+54.70	34.17	405.80	405.98
DK	4887+64.70	34.17	405.77	405.96
DL	4887+74.70	34.17	405.74	405.92
DM	4887+84.70	34.17	405.70	405.87
DN	4887+94.70	34.17	405.67	405.81
DO	4888+04.70	34.17	405.64	405.75
DP	4888+14.70	34.17	405.60	405.68
CL W. Brg. Pier 8	4888+27.95	34.17	405.56	405.58
CL Pier 8	4888+29.70	34.17	405.56	405.58
CL E. Brg. Pier 8	4888+31.45	34.17	405.55	405.57
DQ	4888+41.45	34.17	405.52	405.57
DR	4888+51.45	34.17	405.48	405.57
DS	4888+61.45	34.17	405.45	405.56
DT	4888+71.45	34.17	405.42	405.55
DU	4888+81.45	34.17	405.38	405.53
DV	4888+91.45	34.17	405.35	405.50
DW	4889+01.45	34.17	405.32	405.46
DX	4889+11.45	34.17	405.29	405.41
DY	4889+21.45	34.17	405.25	405.36
DZ	4889+31.45	34.17	405.22	405.31
EA	4889+41.45	34.17	405.19	405.25
EB	4889+51.45	34.17	405.15	405.20
EC	4889+61.45	34.17	405.12	405.15

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CAD\Sheets\Bridge\7600-S0080-DB36.dgn

KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-60 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	244
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

GIRDER E6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
CL Pier 9	4889+72.20	34.17	405.09	405.11
ED	4889+82.20	34.17	405.05	405.08
EE	4889+92.20	34.17	405.02	405.05
EF	4890+02.20	34.17	404.99	405.03
EG	4890+12.20	34.17	404.95	405.01
EH	4890+22.20	34.17	404.92	405.00
EI	4890+32.20	34.17	404.89	404.98
EJ	4890+42.20	34.17	404.85	404.96
EK	4890+52.20	34.17	404.82	404.93
EL	4890+62.20	34.17	404.79	404.90
EM	4890+72.20	34.17	404.76	404.86
EN	4890+82.20	34.17	404.72	404.81
EO	4890+92.20	34.17	404.69	404.77
EP	4891+02.20	34.17	404.66	404.72
EQ	4891+12.20	34.17	404.62	404.67
ER	4891+22.20	34.17	404.59	404.62
CL Pier 10	4891+37.20	34.17	404.54	404.56
ES	4891+47.20	34.17	404.51	404.54
ET	4891+57.20	34.17	404.47	404.51
EU	4891+67.20	34.17	404.44	404.50
EV	4891+77.20	34.17	404.41	404.48
EW	4891+87.20	34.17	404.38	404.46
EX	4891+97.20	34.17	404.34	404.44
EY	4892+07.20	34.17	404.31	404.42
EZ	4892+17.20	34.17	404.28	404.39
FA	4892+27.20	34.17	404.24	404.35
FB	4892+37.20	34.17	404.21	404.31
FC	4892+47.20	34.17	404.18	404.27
FD	4892+57.20	34.17	404.14	404.22
FE	4892+67.20	34.17	404.11	404.17
FF	4892+77.20	34.17	404.08	404.12
FG	4892+87.20	34.17	404.02	404.05
CL Pier 11	4893+02.20	34.17	403.93	403.95
FH	4893+12.20	34.17	403.87	403.90
FI	4893+22.20	34.17	403.81	403.86
FJ	4893+32.20	34.17	403.75	403.82
FK	4893+42.20	34.17	403.69	403.78
FL	4893+52.20	34.17	403.63	403.74
FM	4893+62.20	34.17	403.57	403.70
FN	4893+72.20	34.17	403.51	403.65
FO	4893+82.20	34.17	403.45	403.60
FP	4893+92.20	34.17	403.39	403.54
FQ	4894+02.20	34.17	403.34	403.47
FR	4894+12.20	34.17	403.28	403.39
FS	4894+22.20	34.17	403.19	403.28
FT	4894+32.20	34.17	403.10	403.16
CL W. Brg. Pier 12	4894+42.95	34.17	402.99	403.01
CL Pier 12	4894+44.70	34.17	402.97	402.99
CL E. Brg. Pier 12	4894+46.45	34.21	402.95	402.97
FU	4894+56.45	34.18	402.84	402.90
FV	4894+66.45	34.17	402.73	402.82
FW	4894+76.51	34.17	402.62	402.73
FX	4894+86.57	34.17	402.52	402.64
FY	4894+96.63	34.17	402.41	402.54
FZ	4895+06.69	34.17	402.36	402.50
GA	4895+16.75	34.17	402.33	402.46
GB	4895+26.81	34.17	402.30	402.41
GC	4895+36.87	34.17	402.26	402.36
GD	4895+46.93	34.17	402.23	402.31
GE	4895+56.99	34.17	402.20	402.25
GF	4895+67.05	34.17	402.16	402.20
CL Pier 13	4895+79.38	34.17	402.12	402.14
GG	4895+89.44	34.17	402.09	402.11
GH	4895+99.50	34.17	402.06	402.09
GI	4896+09.56	34.17	402.02	402.07
GJ	4896+19.62	34.17	401.99	402.05
GK	4896+29.68	34.17	401.96	402.03
GL	4896+39.74	34.17	401.92	402.01
GM	4896+49.80	34.17	401.89	401.98
GN	4896+59.86	34.17	401.86	401.95
GO	4896+69.92	34.17	401.83	401.92
GP	4896+79.98	34.17	401.79	401.87
GQ	4896+90.04	34.17	401.76	401.83
GR	4897+00.10	34.17	401.73	401.78

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding
GS	4897+10.16	34.17	401.69	401.73
GT	4897+20.22	34.17	401.66	401.69
–	–	–	–	–
CL Pier 14	4897+33.76	34.17	401.61	401.64
GV	4897+43.82	34.17	401.58	401.61
GW	4897+53.88	34.17	401.55	401.59
GX	4897+63.94	34.17	401.51	401.57
GY	4897+74.00	34.17	401.48	401.55
GZ	4897+84.06	34.17	401.45	401.54
HA	4897+94.12	34.17	401.42	401.52
HB	4898+04.18	34.17	401.38	401.49
HC	4898+14.24	34.17	401.35	401.46
HD	4898+24.30	34.17	401.32	401.42
HE	4898+34.36	34.17	401.28	401.38
HF	4898+44.42	34.17	401.25	401.33
HG	4898+54.48	34.17	401.22	401.28
HH	4898+64.54	34.17	401.18	401.23
HI	4898+74.60	34.17	401.15	401.18
–	–	–	–	–
CL Pier 15	4898+87.77	34.17	401.11	401.13
HK	4898+97.83	34.17	401.07	401.10
HL	4899+07.89	34.17	401.04	401.07
HM	4899+17.95	34.17	401.01	401.05
HN	4899+28.01	34.17	400.97	401.03
HO	4899+38.07	34.17	400.94	401.01
HP	4899+48.13	34.17	400.91	400.99
HQ	4899+58.19	34.17	400.87	400.96
HR	4899+68.25	34.17	400.84	400.93
HS	4899+78.31	34.17	400.81	400.89
HT	4899+88.37	34.17	400.77	400.85
HU	4899+98.43	34.17	400.74	400.80
HV	4900+08.49	34.17	400.71	400.76
HW	4900+18.55	34.17	400.67	400.71
HX	4900+28.61	34.17	400.64	400.67
CL Pier 16	4900+41.17	34.17	400.60	400.62
HY	4900+51.23	34.17	400.57	400.60
HZ	4900+61.29	34.17	400.53	400.58
IA	4900+71.35	34.17	400.50	400.57
IB	4900+81.41	34.17	400.47	400.56
IC	4900+91.47	34.17	400.43	400.54
ID	4901+01.53	34.17	400.40	400.52
IE	4901+11.59	34.17	400.37	400.50
IF	4901+21.65	34.17	400.33	400.47
IG	4901+31.71	34.17	400.30	400.43
IH	4901+41.77	34.17	400.27	400.38
II	4901+51.83	34.17	400.24	400.33
IJ	4901+61.89	34.17	400.20	400.27
CL BRG. E. ABUT.	4901+74.12	34.17	400.16	400.18
CL EXP JT.	4901+75.73	34.17	400.16	400.18
BK. E. ABUT.	4901+77.90	34.17	400.15	400.17

Note:

Offsets are relative to the EB PGL & Baseline. Negative offsets are left of the Baseline and positive offsets are right of the Baseline

PLOT DATE = 8/9/2023
FILE NAME: L:\7000CADD\Sheets\Bridge\7000-S0080-DE37.dgn

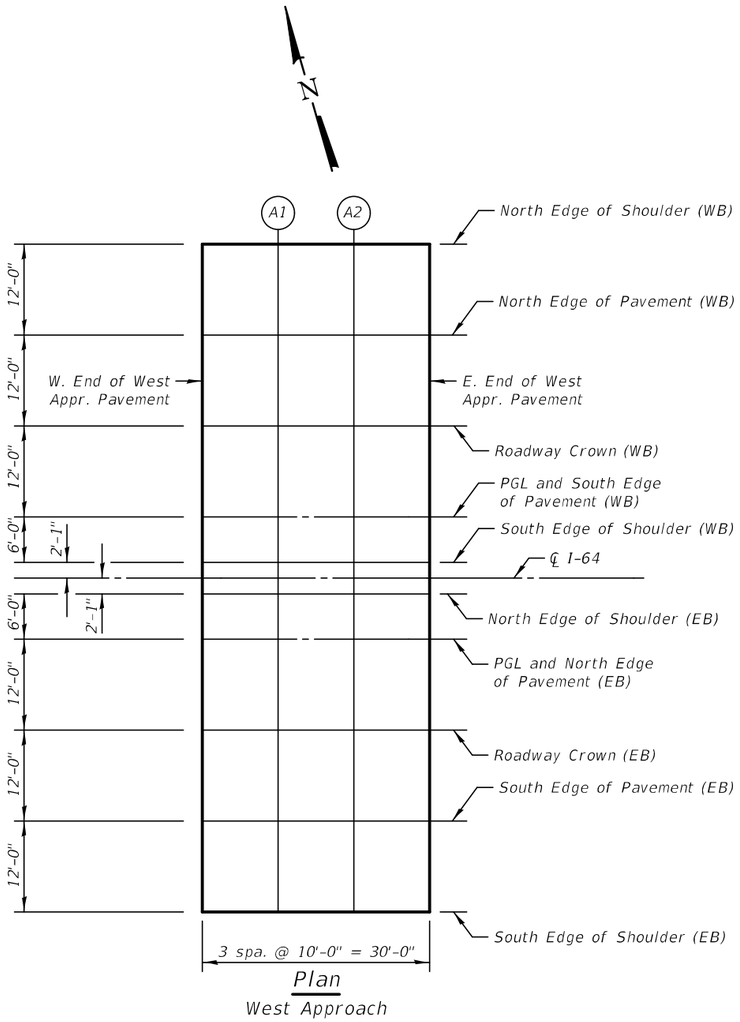
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-61 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	245
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



Plan

West Approach

NORTH EDGE OF SHOULDER (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	1874+93.34	-36.00	410.01	410.03
A1	1875+03.34	-36.00	409.97	409.99
A2	1875+13.34	-36.00	409.94	409.96
E. End West Appr. Pav't.	1875+23.34	-36.00	409.91	409.93

NORTH EDGE OF SHOULDER (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	4874+76.45	-6.00	410.10	410.12
A1	4874+86.45	-6.00	410.07	410.09
A2	4874+96.45	-6.00	410.04	410.06
E. End West Appr. Pav't.	4875+06.45	-6.00	410.00	410.02

NORTH EDGE OF PAVEMENT (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	1874+93.34	-24.00	410.25	410.27
A1	1875+03.34	-24.00	410.21	410.23
A2	1875+13.34	-24.00	410.18	410.20
E. End West Appr. Pav't.	1875+23.34	-24.00	410.15	410.17

PGL AND NORTH EDGE OF PAVEMENT (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	4874+76.45	0.00	410.22	410.24
A1	4874+86.45	0.00	410.19	410.21
A2	4874+96.45	0.00	410.16	410.18
E. End West Appr. Pav't.	4875+06.45	0.00	410.12	410.14

ROADWAY CROWN (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	1874+93.34	-12.00	410.43	410.45
A1	1875+03.34	-12.00	410.39	410.41
A2	1875+13.34	-12.00	410.36	410.38
E. End West Appr. Pav't.	1875+23.34	-12.00	410.33	410.35

ROADWAY CROWN (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	4874+76.45	12.00	410.40	410.42
A1	4874+86.45	12.00	410.37	410.39
A2	4874+96.45	12.00	410.34	410.36
E. End West Appr. Pav't.	4875+06.45	12.00	410.30	410.32

PGL AND SOUTH EDGE OF PAVEMENT (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	1874+93.34	0.00	410.25	410.27
A1	1875+03.34	0.00	410.21	410.23
A2	1875+13.34	0.00	410.18	410.20
E. End West Appr. Pav't.	1875+23.34	0.00	410.15	410.17

SOUTH EDGE OF PAVEMENT (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	4874+76.45	24.00	410.22	410.24
A1	4874+86.45	24.00	410.19	410.21
A2	4874+96.45	24.00	410.16	410.18
E. End West Appr. Pav't.	4875+06.45	24.00	410.12	410.14

SOUTH EDGE OF SHOULDER (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	1874+93.34	6.00	410.13	410.15
A1	1875+03.34	6.00	410.09	410.11
A2	1875+13.34	6.00	410.06	410.08
E. End West Appr. Pav't.	1875+23.34	6.00	410.03	410.05

SOUTH EDGE OF SHOULDER (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End West Appr. Pav't.	4874+76.45	36.00	409.98	410.00
A1	4874+86.45	36.00	409.95	409.97
A2	4874+96.45	36.00	409.92	409.94
E. End West Appr. Pav't.	4875+06.45	36.00	409.88	409.90

PLOT DATE = 8/9/2023
FILE NAME: L:\760dCADr\Sheets\Bridge\7660-S080b42EA01.dgn

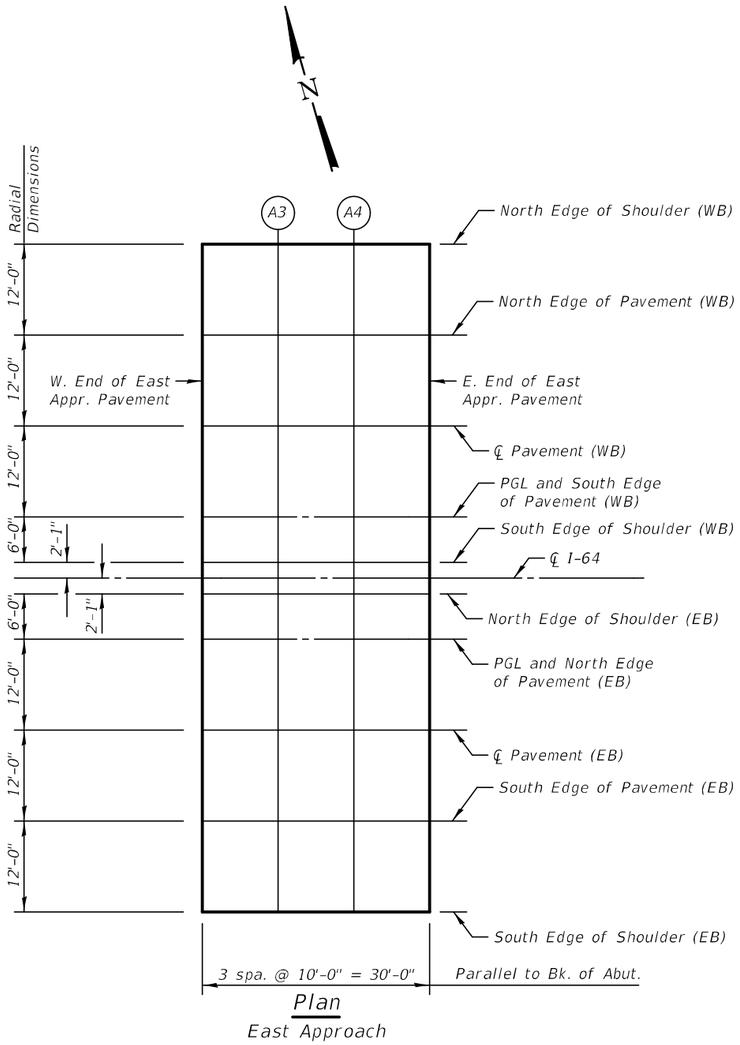
KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - BK	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-62 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	246
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



Plan

East Approach

NORTH EDGE OF SHOULDER (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	1901+96.23	-36.00	402.60	402.62
A3	1902+06.17	-36.00	402.57	402.59
A4	1902+16.11	-36.00	402.53	402.55
E. End East Appr. Pav't.	1902+26.04	-36.00	402.50	402.52

NORTH EDGE OF SHOULDER (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	4901+77.37	-6.00	401.52	401.54
A3	4901+87.36	-6.00	401.48	401.50
A4	4901+97.35	-6.00	401.45	401.47
E. End East Appr. Pav't.	4902+07.34	-6.00	401.42	401.44

NORTH EDGE OF PAVEMENT (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	1901+96.24	-24.00	402.19	402.21
A3	1902+06.20	-24.00	402.16	402.18
A4	1902+16.15	-24.00	402.13	402.15
E. End East Appr. Pav't.	1902+26.11	-24.00	402.09	402.11

PGL AND NORTH EDGE OF PAVEMENT (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	4901+77.37	0.00	401.31	401.33
A3	4901+87.37	0.00	401.28	401.30
A4	4901+97.37	0.00	401.25	401.27
E. End East Appr. Pav't.	4902+07.37	0.00	401.21	401.23

℄ PAVEMENT (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	1901+96.24	-12.00	401.78	401.80
A3	1902+06.22	-12.00	401.75	401.77
A4	1902+16.20	-12.00	401.72	401.74
E. End East Appr. Pav't.	1902+26.18	-12.00	401.68	401.71

℄ PAVEMENT (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	4901+77.38	12.00	400.90	400.93
A3	4901+87.40	12.00	400.87	400.89
A4	4901+97.42	12.00	400.84	400.86
E. End East Appr. Pav't.	4902+07.44	12.00	400.81	400.83

PGL AND SOUTH EDGE OF PAVEMENT (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	1901+96.25	0.00	401.37	401.40
A3	1902+06.25	0.00	401.34	401.36
A4	1902+16.25	0.00	401.31	401.33
E. End East Appr. Pav't.	1902+26.25	0.00	401.28	401.30

SOUTH EDGE OF PAVEMENT (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	4901+77.39	24.00	400.50	400.52
A3	4901+87.43	24.00	400.46	400.48
A4	4901+97.47	24.00	400.43	400.45
E. End East Appr. Pav't.	4902+07.51	24.00	400.40	400.42

SOUTH EDGE OF SHOULDER (Westbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	1901+96.25	6.00	401.17	401.19
A3	1902+06.26	6.00	401.14	401.16
A4	1902+16.28	6.00	401.10	401.13
E. End East Appr. Pav't.	1902+26.29	6.00	401.07	401.09

SOUTH EDGE OF SHOULDER (Eastbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End East Appr. Pav't.	4901+77.39	36.00	400.09	400.11
A3	4901+87.46	36.00	400.06	400.08
A4	4901+97.52	36.00	400.02	400.04
E. End East Appr. Pav't.	4902+07.58	36.00	399.99	400.01

PLOT DATE = 8/9/2023
FILE NAME: L:\760dCADr\Sheets\Bridge\7660-S080b4DEA02.dgn

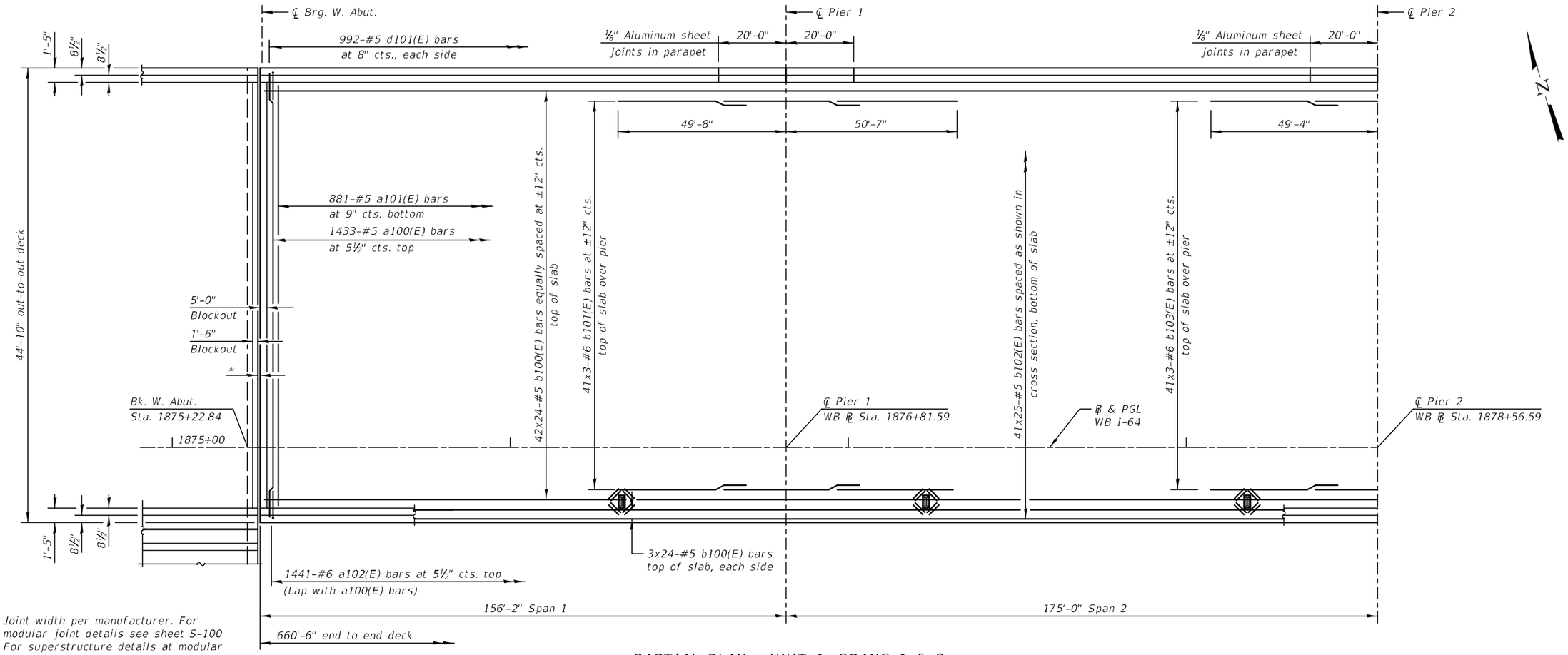
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - KA	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-63 OF 232 SHEETS

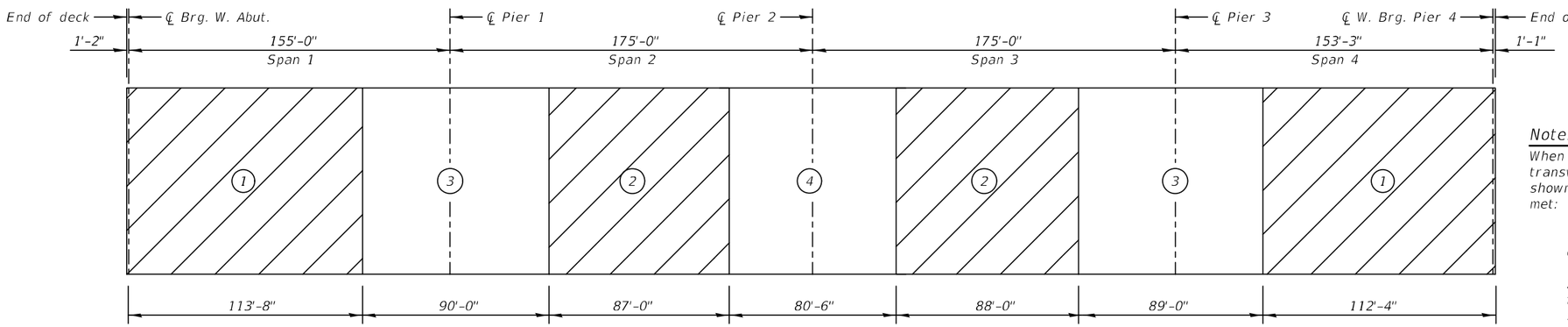
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	247
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



* Joint width per manufacturer. For modular joint details see sheet S–100 For superstructure details at modular joint see sheet S–88

PARTIAL PLAN – UNIT 1, SPANS 1 & 2

(WB shown, EB similar)



DECK POURING SEQUENCE

Min. Bar Laps

#4 = 2'–5"
#5 = 3'–6"
#6 = 4'–10"

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

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

See sheet S–67 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.

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\Sheets\Bridge\7660-S008b-DK01.dgn

KNIGHT Engineers & Architects

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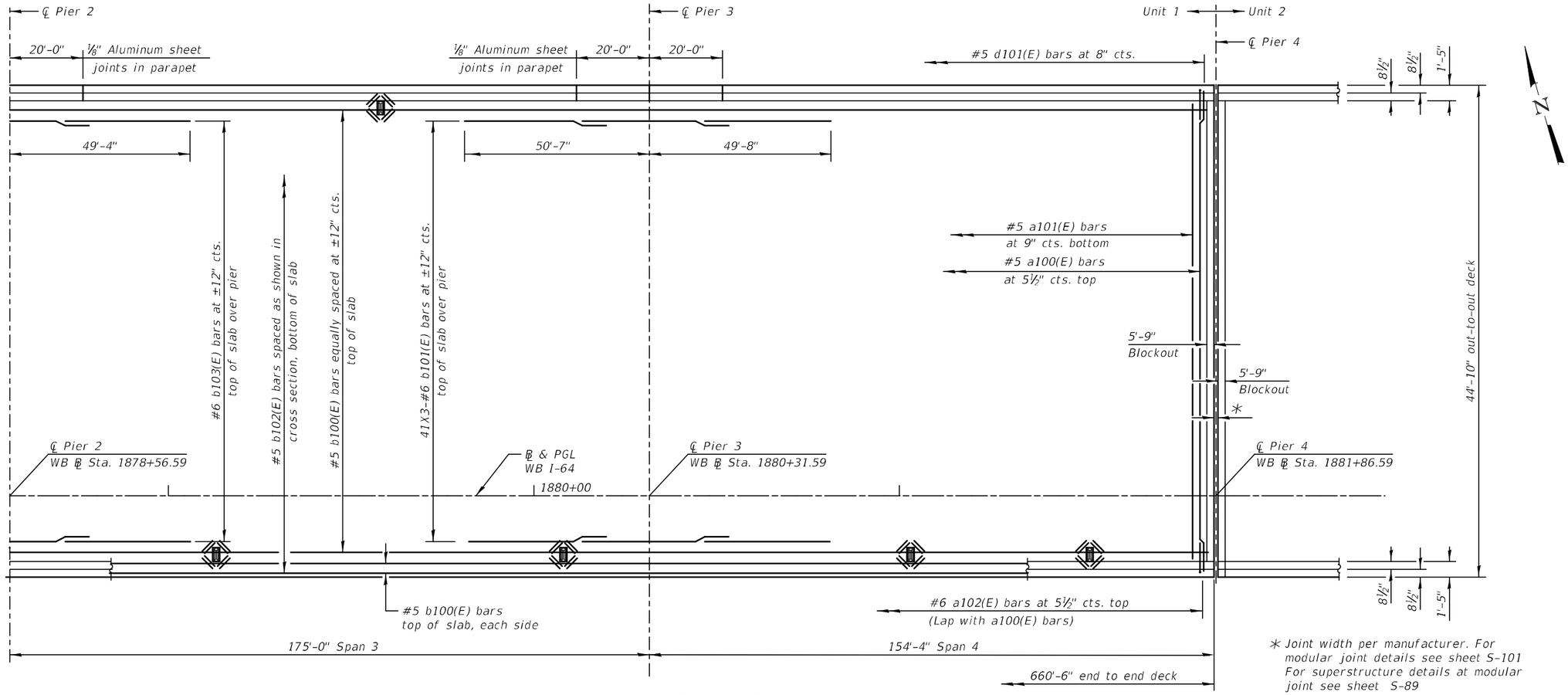
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 1, SPANS 1 & 2 (WB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-64 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	248
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN - UNIT 1, SPANS 3 & 4

(WB shown, EB similar)

Min. Bar Laps

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

PLOT DATE = 8/9/2023
FILE NAME: I:\760Ccd\Sheets\Bridge\7660-50080-DK02.dgn

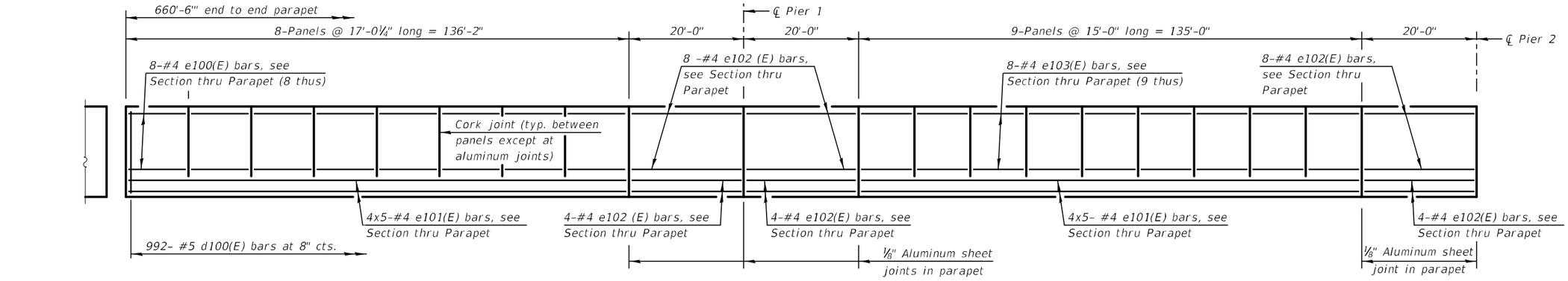
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

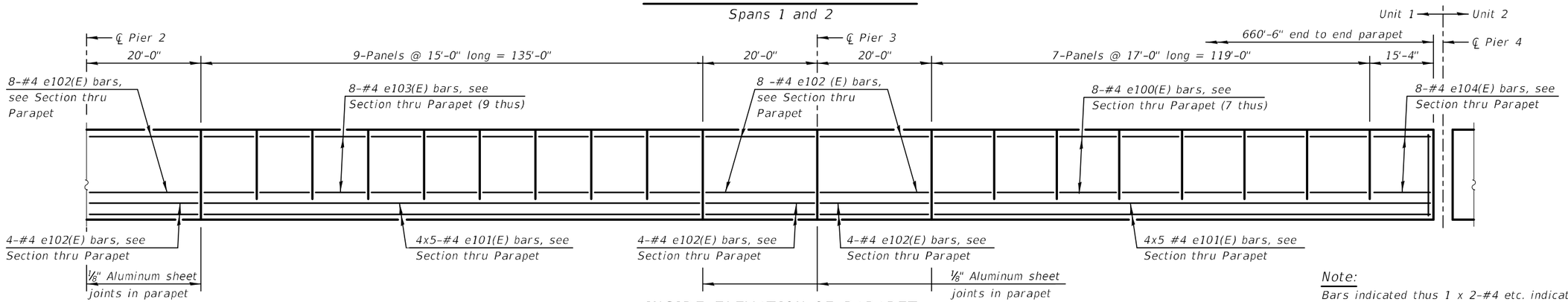
DECK PLAN
UNIT 1, SPANS 3 & 4 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-65 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	249
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET

Spans 1 and 2

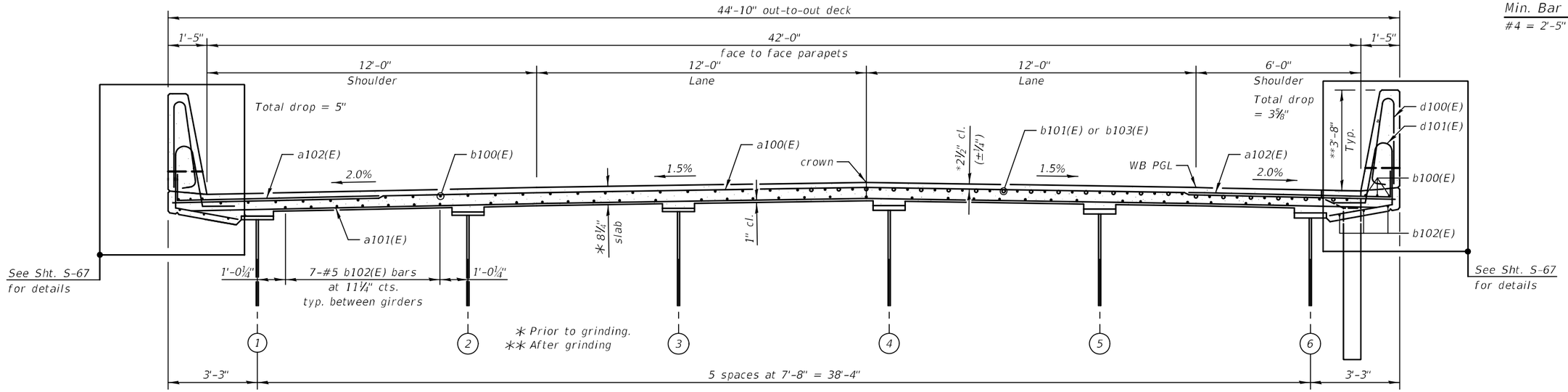


INSIDE ELEVATION OF PARAPET

Spans 3 and 4

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

Min. Bar Lap
#4 = 2'-5"



NEAR MIDSPAN

CROSS SECTION - UNIT 1

(Looking East)
(WB shown, EB similar)

NEAR PIER

PLOT DATE = 8/9/2023
FILE NAME: I:\7680\cad\Sheets\Bridge\7680-S008b-DK03.dgn

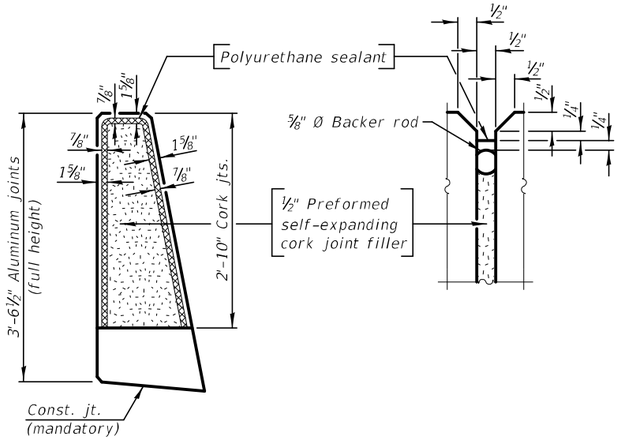
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

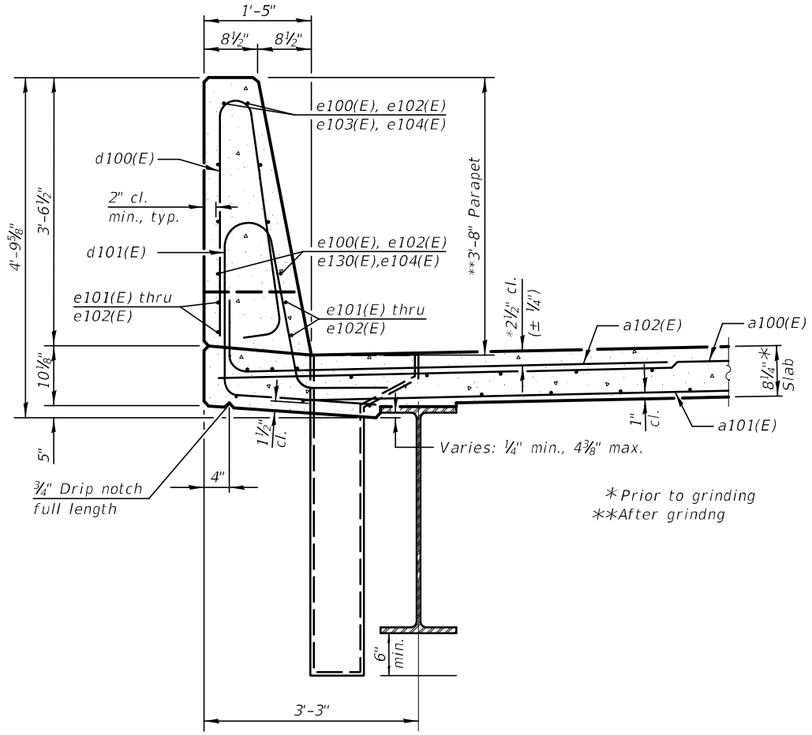
PARAPET ELEVATIONS AND CROSS SECTION – UNIT 1
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-66 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	250
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

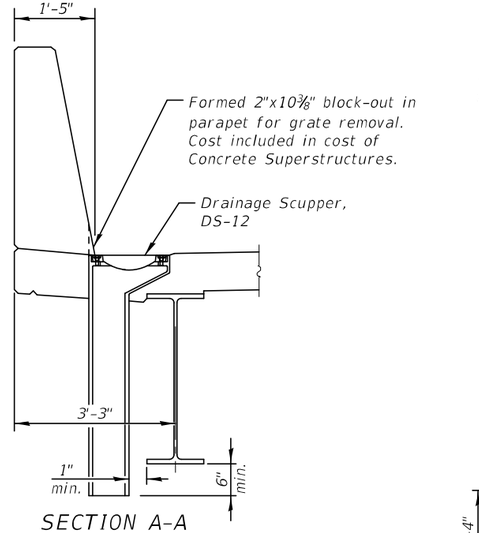


PARAPET JOINT DETAILS

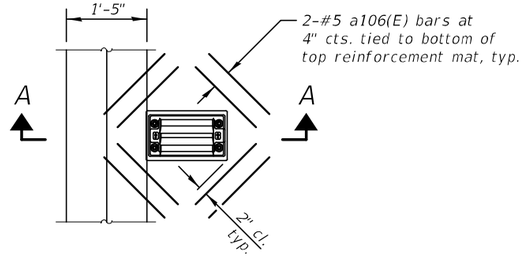
Notes:
The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



SECTION THRU PARAPET

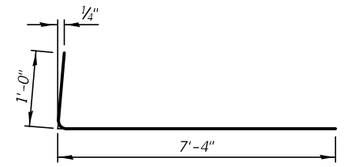


SECTION A-A

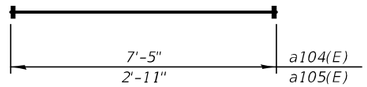


PLAN AT SCUPPERS

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

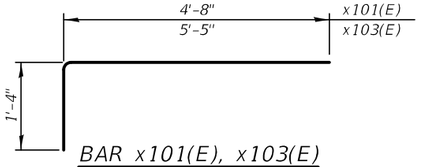


BAR a102(E)



BAR a104(E), a105(E)

(Headed)



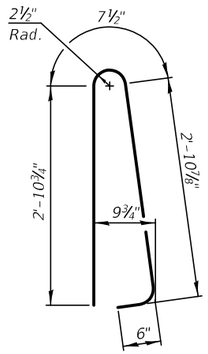
BAR x101(E), x103(E)

UNIT 1- 2 DECKS (EB & WB) SUPERSTRUCTURE

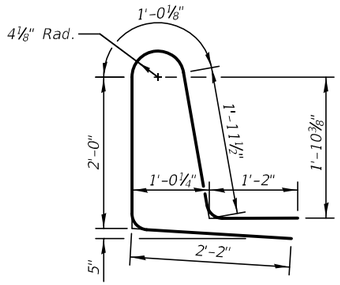
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a100(E)	2882	#5	44'-4"	
a101(E)	1762	#5	42'-4"	
a102(E)	5764	#6	8'-4"	
a103(E)	20	#6	42'-4"	
a104(E)	20	#6	7'-5"	
a105(E)	8	#6	2'-11"	
a106(E)	136	#5	2'-0"	
b100(E)	2304	#5	30'-11"	
b101(E)	492	#6	36'-8"	
b102(E)	2050	#5	29'-10"	
b103(E)	246	#6	36'-2"	
d100(E)	3968	#5	7'-0"	
d101(E)	3968	#5	8'-4"	
e100(E)	480	#4	16'-8"	
e101(E)	320	#4	29'-1"	
e102(E)	288	#4	19'-8"	
e103(E)	576	#4	14'-8"	
e104(E)	32	#4	15'-0"	
x100(E)	82	#5	5'-11"	
x101(E)	82	#5	6'-0"	
x102(E)	82	#5	6'-8"	
x103(E)	82	#5	6'-9"	
Reinforcement Bars, Epoxy Coated		Lbs.	550,500	
Concrete Superstructure		Cu. Yd.	2,010.7	
Protective Coat		Sq. Yd.	7,469	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	6,165	
Diamond Grinding (Bridge Section)		Sq. Yd.	5,578	

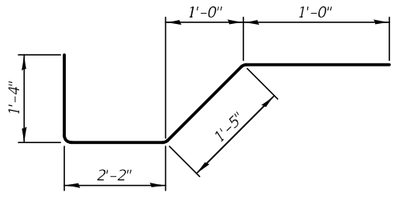
Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



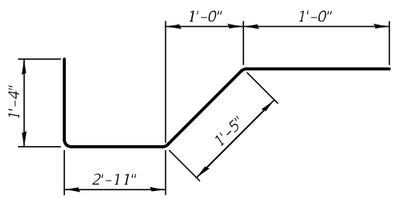
BAR d100(E)



BAR d101(E)



BAR x100(E)



BAR x102(E)

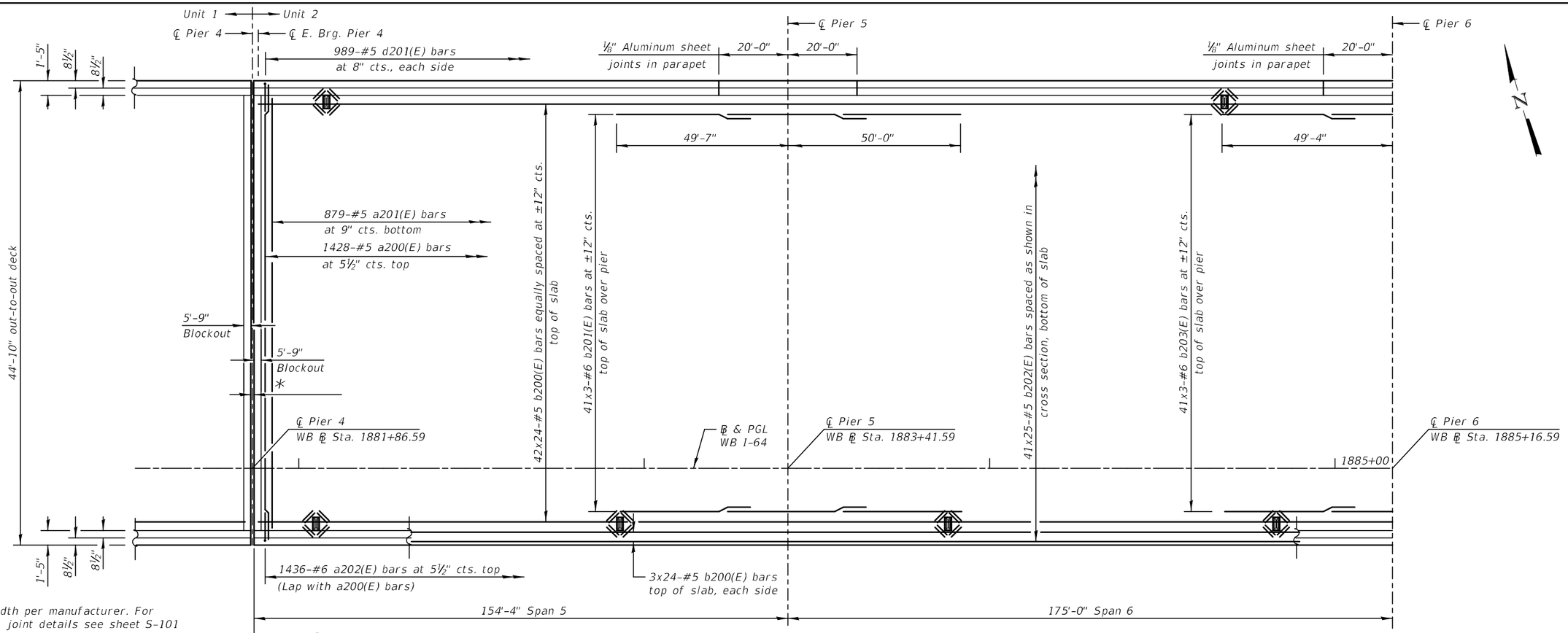
PLOT DATE = 9/12/2023
FILE NAME: I:\7600\Cad\Sheets\Bridge\7600-S008I-DK04.dgn

KNIGHT Engineers & Architects		DESIGNED - LS	REVISED 09/13/2023
		CHECKED - PP	REVISED
	SCALE - NONE	DRAWN - BK	REVISED
	DATE - 8/11/2023	CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS AND BILL OF MATERIAL – UNIT 1
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-67 OF 232 SHEETS

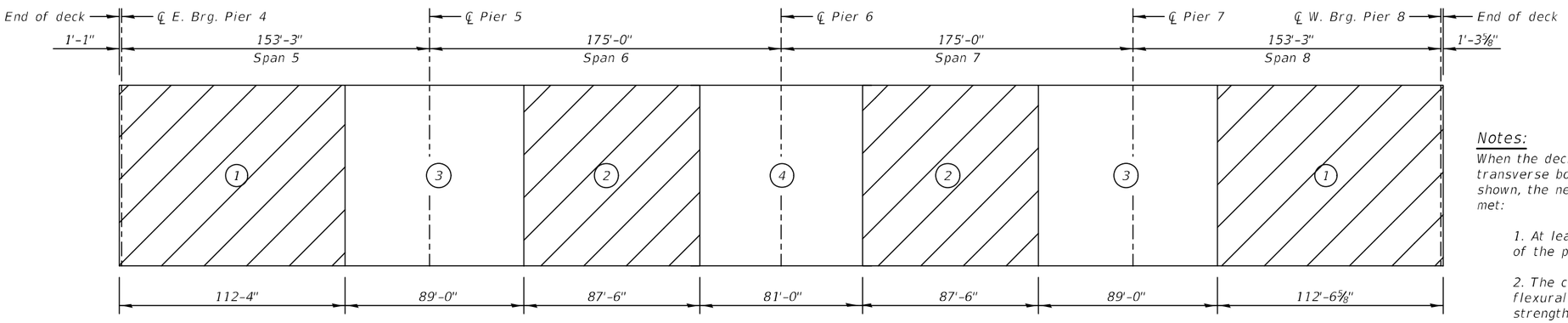
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	251
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



* Joint width per manufacturer. For modular joint details see sheet S-101 For superstructure details at modular joint see sheet S-89

PARTIAL PLAN - UNIT 2 SPANS 5 & 6

(WB shown, EB similar)



DECK POURING SEQUENCE

Min. Bar Laps

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

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

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 lengths per line.

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\Sheets\Bridge\7660-S0080-DK09.dgn

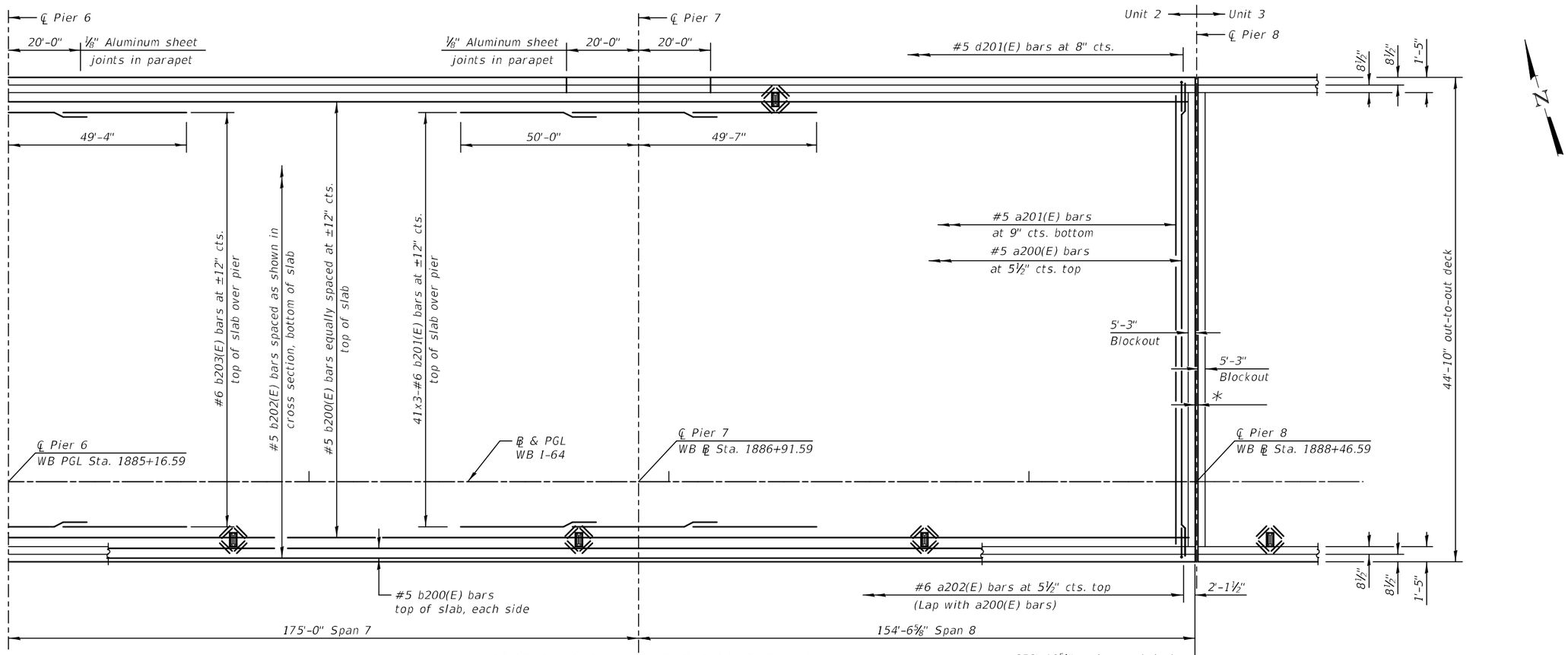
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 2, SPANS 5 & 6 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-68 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	252
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN - UNIT 2 SPANS 7 & 8

(WB shown, EB similar)

* Joint width per manufacturer. For modular joint details see sheet S-102 For superstructure details at modular joint see sheet S-90

Min. Bar Laps

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

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cadd\Sheets\Bridge\7660-S0080-DK06.dgn

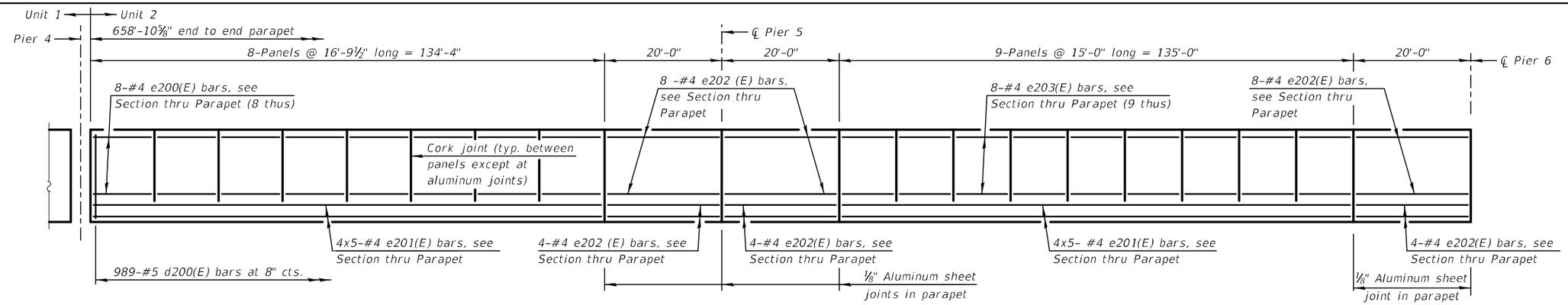
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

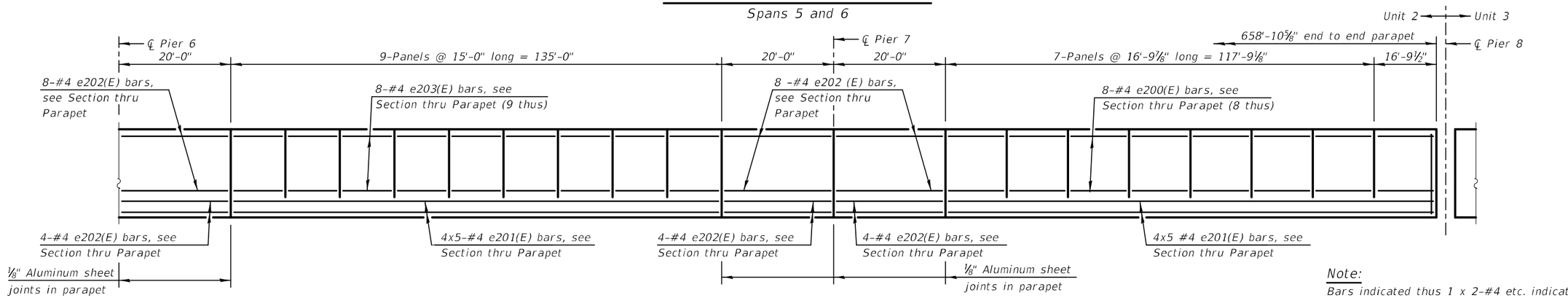
DECK PLAN
UNIT 2 – SPANS 7 & 8 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-69 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	253
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET

Spans 5 and 6

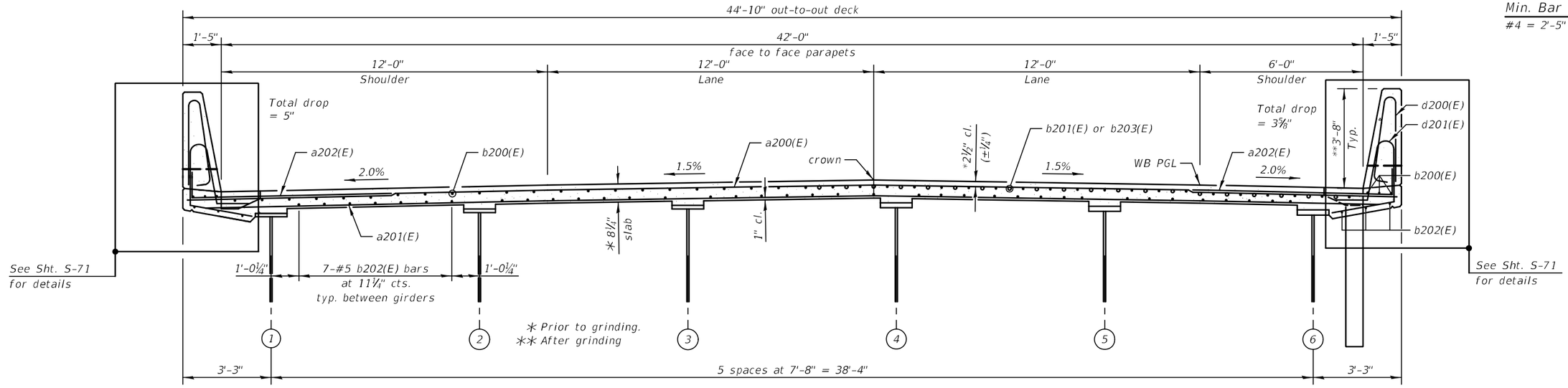


INSIDE ELEVATION OF PARAPET

Spans 7 and 8

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

Min. Bar Lap
#4 = 2'-5"



NEAR MIDSPAN

CROSS SECTION - UNIT 2

(Looking East)
(WB shown, EB similar)

NEAR PIER

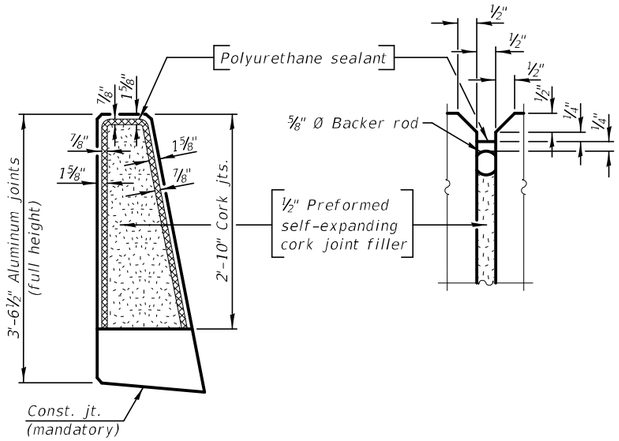
KNIGHT Engineers & Architects		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
	SCALE - NONE	DRAWN - BK	REVISED
	DATE - 8/11/2023	CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS AND CROSS SECTION – UNIT 2
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-70 OF 232 SHEETS

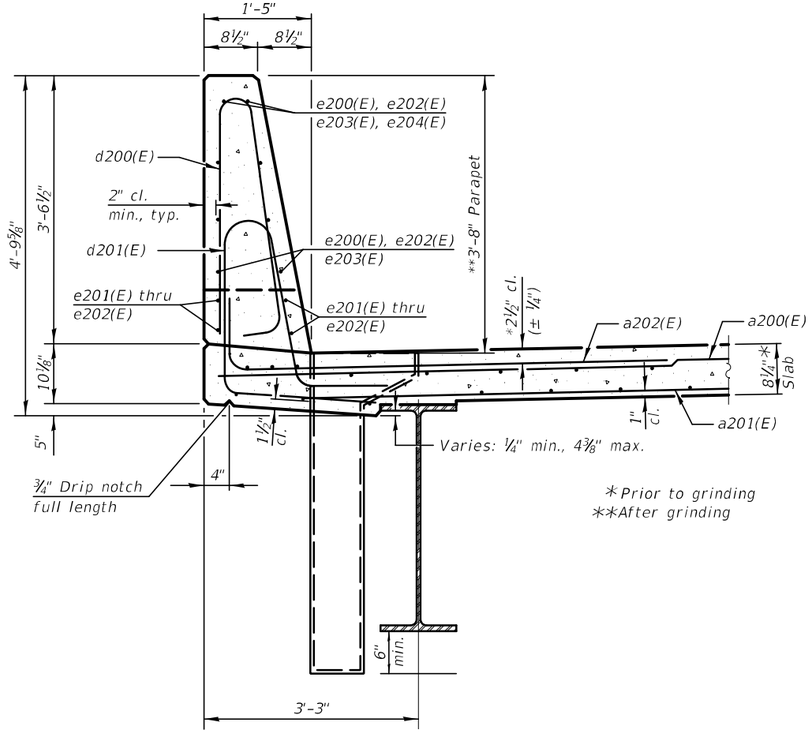
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	254
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\Sheets\Bridge\7660-S0080-BK07.dgn

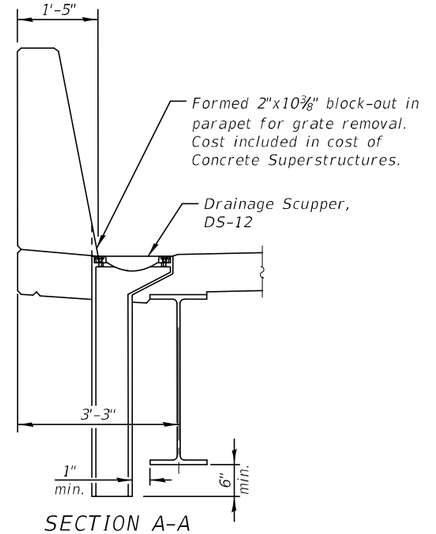


PARAPET JOINT DETAILS

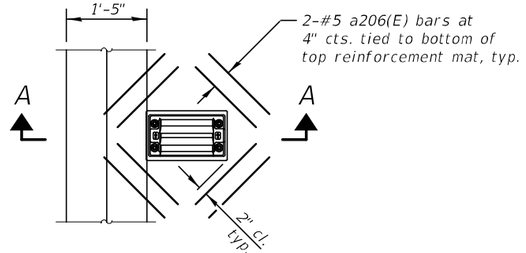
Notes:
The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 2050.04 of the Std. Spec. and the color shall be gray.



SECTION THRU PARAPET

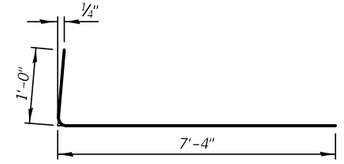


SECTION A-A

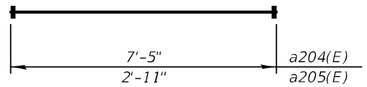


PLAN AT SCUPPERS

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

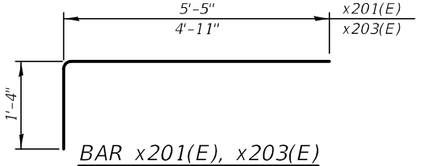


BAR a202(E)



BAR a204(E), a205(E)

(Headed)



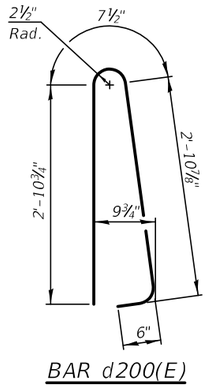
BAR x201(E), x203(E)

UNIT 2- 2 DECKS (EB & WB) SUPERSTRUCTURE

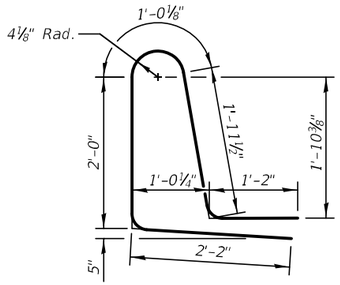
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a200(E)	2872	#5	44'-4"	
a201(E)	1758	#5	42'-4"	
a202(E)	5744	#6	8'-4"	
a203(E)	22	#6	42'-4"	
a204(E)	20	#6	7'-5"	
a205(E)	8	#6	2'-11"	
a206(E)	152	#5	2'-0"	
b200(E)	2304	#5	30'-10"	
b201(E)	492	#6	36'-5"	
b202(E)	2050	#5	29'-9"	
b203(E)	246	#6	36'-2"	
d200(E)	3956	#5	7'-0"	
d201(E)	3956	#5	8'-4"	
e200(E)	512	#4	16'-6"	
e201(E)	320	#4	28'-11"	
e202(E)	288	#4	19'-8"	
e203(E)	576	#4	14'-8"	
x200(E)	82	#5	6'-8"	
x201(E)	82	#5	6'-9"	
x202(E)	82	#5	6'-2"	
x203(E)	82	#5	6'-3"	
Reinforcement Bars, Epoxy Coated		Lbs.	549,000	
Concrete Superstructure		Cu. Yd.	1,998.6	
Protective Coat		Sq. Yd.	7,451	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	6,150	
Diamond Grinding (Bridge Section)		Sq. Yd.	5,564	

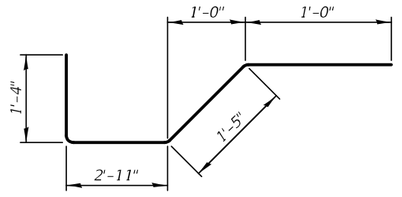
Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



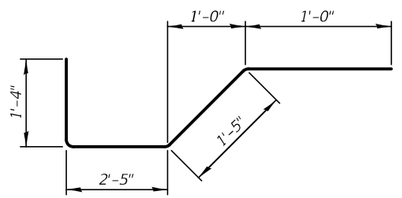
BAR d200(E)



BAR d201(E)



BAR x200(E)



BAR x202(E)

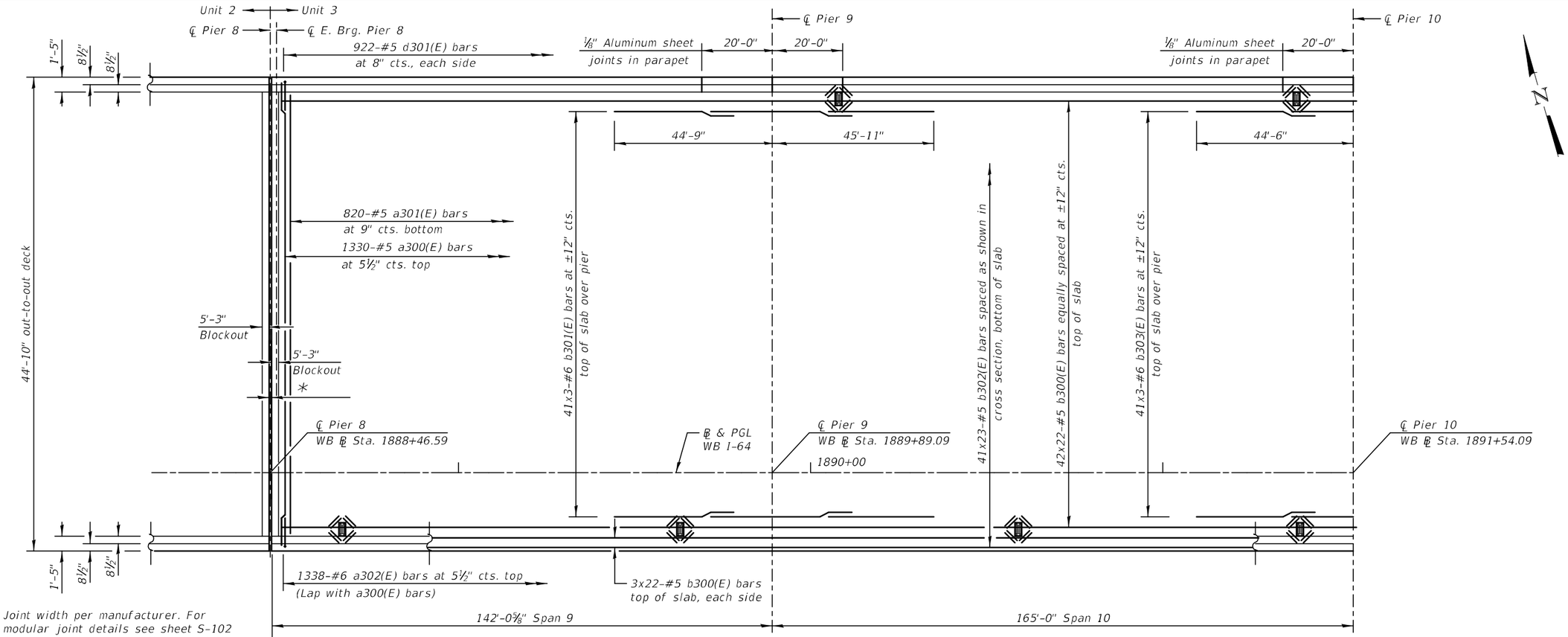
PLOT DATE = 9/12/2023
FILE NAME: I:\7600Cad\Sheets\Bridges\7600-S008b-DK08.dgn

KNIGHT Engineers & Architects		DESIGNED - LS	REVISED 09/13/2023
		CHECKED - PP	REVISED
	SCALE - NONE	DRAWN - BK	REVISED
	DATE - 8/11/2023	CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS AND BILL OF MATERIAL – UNIT 2
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-71 OF 232 SHEETS

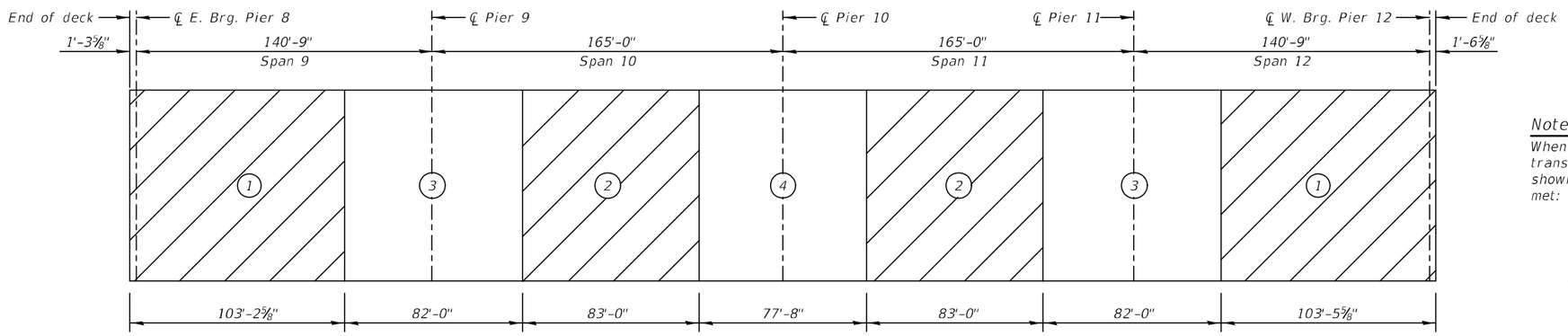
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	255
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



* Joint width per manufacturer. For modular joint details see sheet S-102 For superstructure details at modular joint see sheet S-90

PARTIAL PLAN - UNIT 3 SPANS 9 & 10

(WB shown, EB similar)



DECK POURING SEQUENCE

Min. Bar Laps

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

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

See sheet S-75 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.

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\Sheets\Bridge\7660-S008b-DK09.dgn

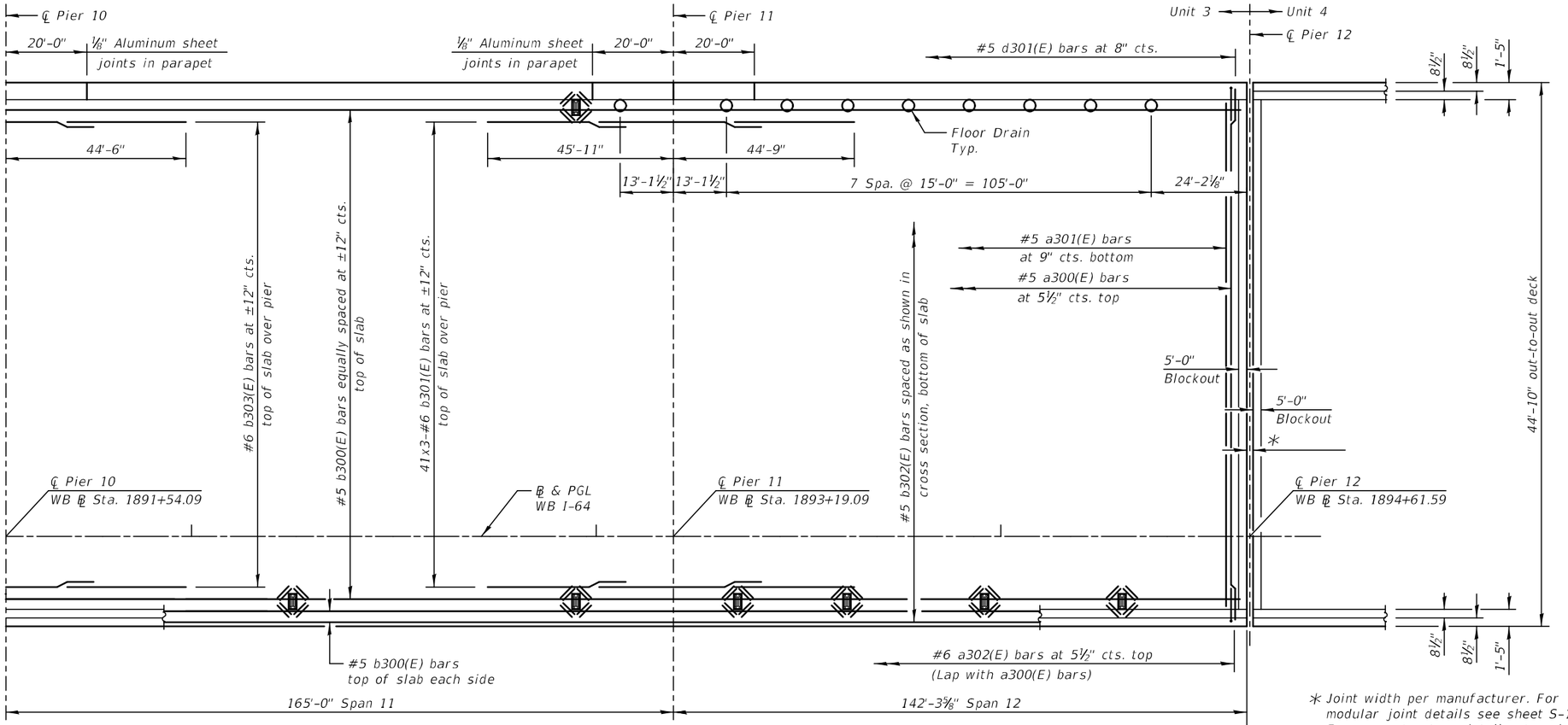
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 3, SPANS 9 & 10 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-72 OF 232 SHEETS

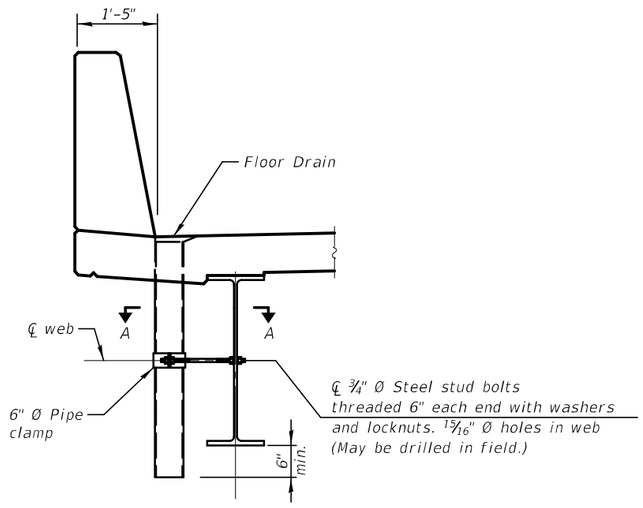
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	256
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



* Joint width per manufacturer. For modular joint details see sheet S-103 For superstructure details at modular joint see sheet S-91

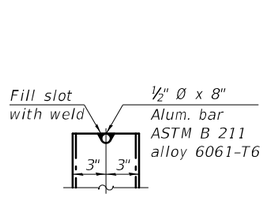
PARTIAL PLAN - UNIT 3 SPANS 11 & 12

(WB shown, EB similar)

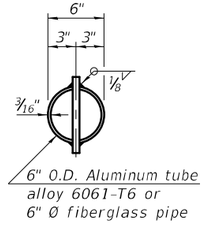


SECTION THRU PARAPET

Showing Floor Drain

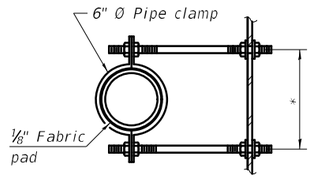


ALUMINUM TUBE



TOP PLAN

(Showing aluminum tube)

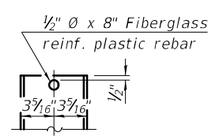


SECTION A-A

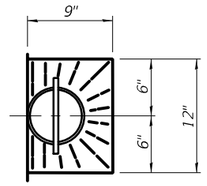
*Dimension as required by pipe clamp

Min. Bar Laps

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



FIBERGLASS PIPE



TOP PLAN

Notes:

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

Floor drains need not be painted.

The top portion of aluminum 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.

PLOT DATE = 8/9/2023
FILE NAME: I:\7600\cad\Sheets\Bridge\7660-50080-DK10.dgn

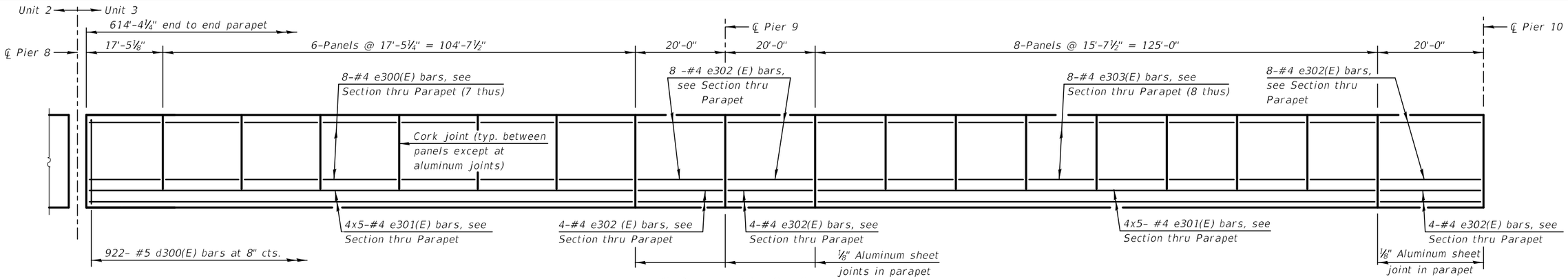
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

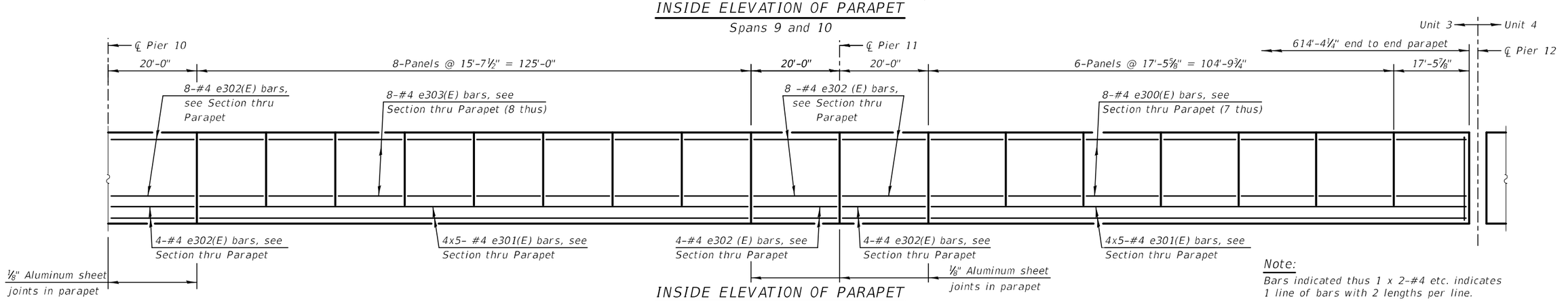
DECK PLAN
UNIT 3, SPANS 11 & 12 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-73 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	257
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET

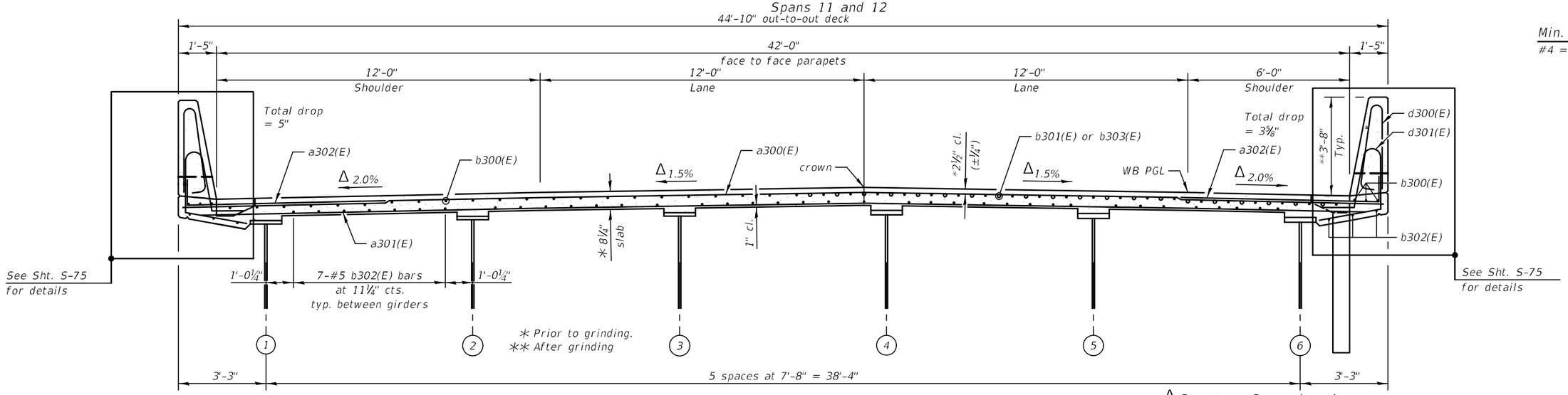
Spans 9 and 10



INSIDE ELEVATION OF PARAPET

Spans 11 and 12

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



Min. Bar Lap
#4 = 2'-5"

NEAR MIDSPAN

CROSS SECTION - UNIT 3

(Looking East)
(WB shown, EB similar)

NEAR PIER

Δ Structure Superelevation
Transition from normal crown to superelevation
Sta 1892+95 (WB), Sta 4892+78 (EB)
Full superelevation at Sta 1895+15 (WB), Sta 4894+98 (EB)
End superelevation at Sta 1916+85 (WB), Sta 4902+60 (EB)

PLOT DATE = 8/9/2023
FILE NAME: I:\760\Cad\Sheets\Bridge\7660-S0080-DN11.dgn

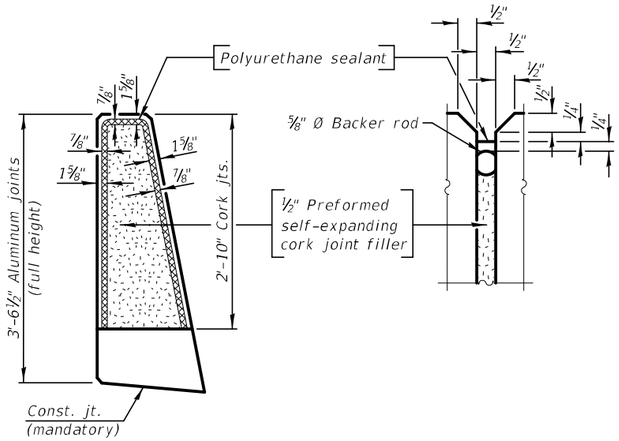
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

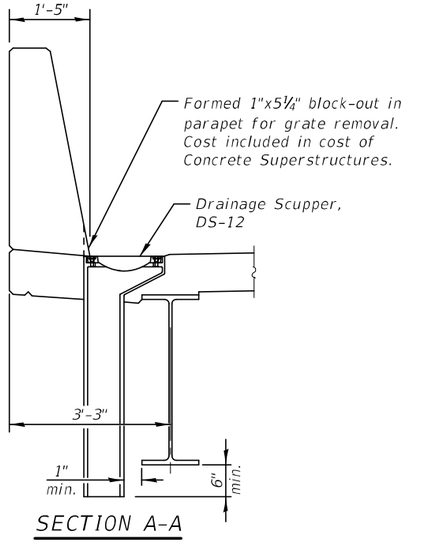
PARAPET ELEVATIONS AND CROSS SECTION – UNIT 3
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-74 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	258
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

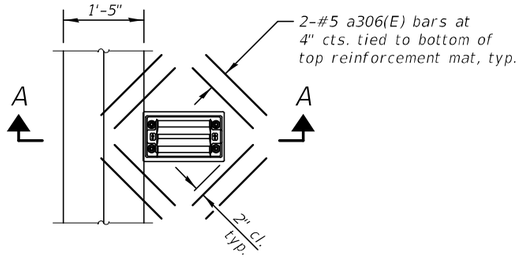


PARAPET JOINT DETAILS

Notes:
The ⅛" 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.

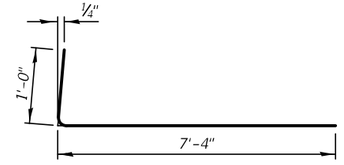


SECTION A-A

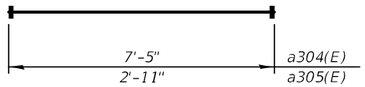


PLAN AT SCUPPERS

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

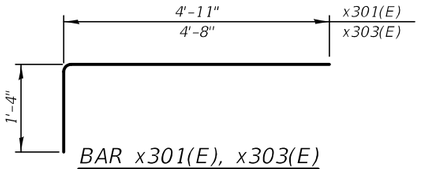


BAR a302(E)



BAR a304(E), a305(E)

(Headed)



BAR x301(E), x303(E)

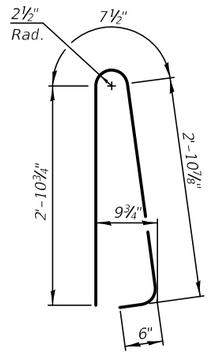
UNIT 3- 2 DECKS (EB & WB) SUPERSTRUCTURE

BILL OF MATERIAL

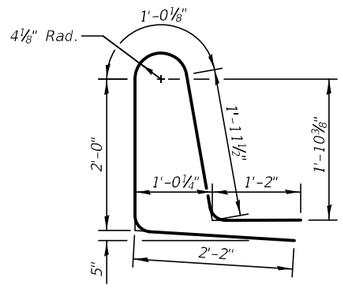
BAR	NO.	SIZE	LENGTH	SHAPE
a300(E)	2676	#5	44'-4"	
a301(E)	1640	#5	42'-4"	
a302(E)	5352	#6	8'-4"	
a303(E)	20	#6	42'-4"	
a304(E)	20	#6	7'-5"	
a305(E)	8	#6	2'-11"	
a306(E)	192	#5	2'-0"	
b300(E)	2112	#5	31'-3"	
b301(E)	492	#6	33'-6"	
b302(E)	1886	#5	30'-1"	
b303(E)	246	#6	32'-11"	
d300(E)	3688	#5	7'-0"	
d301(E)	3688	#5	8'-4"	
e300(E)	448	#4	17'-1"	
e301(E)	320	#4	26'-11"	
e302(E)	288	#4	19'-8"	
e303(E)	512	#4	15'-4"	
x300(E)	82	#5	6'-2"	
x301(E)	82	#5	6'-3"	
x302(E)	82	#5	5'-11"	
x303(E)	82	#5	6'-0"	
Reinforcement Bars, Epoxy Coated		Lbs.	510,960	
Concrete Superstructure		Cu. Yd.	1,855.0	
Protective Coat		Sq. Yd.	6,948	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	5,734	
Diamond Grinding (Bridge Section)		Sq. Yd.	5,188	

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

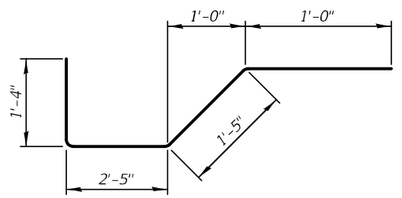
SECTION THRU PARAPET



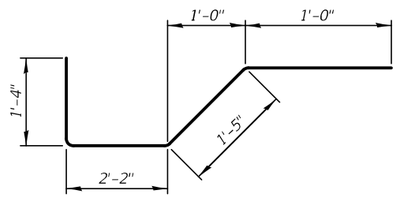
BAR d300(E)



BAR d301(E)



BAR x300(E)



BAR x302(E)

PLOT DATE = 9/12/2023
FILE NAME: I:\060Cadd\Sheets\Bridge\Y060-S9080-DX12.dgn

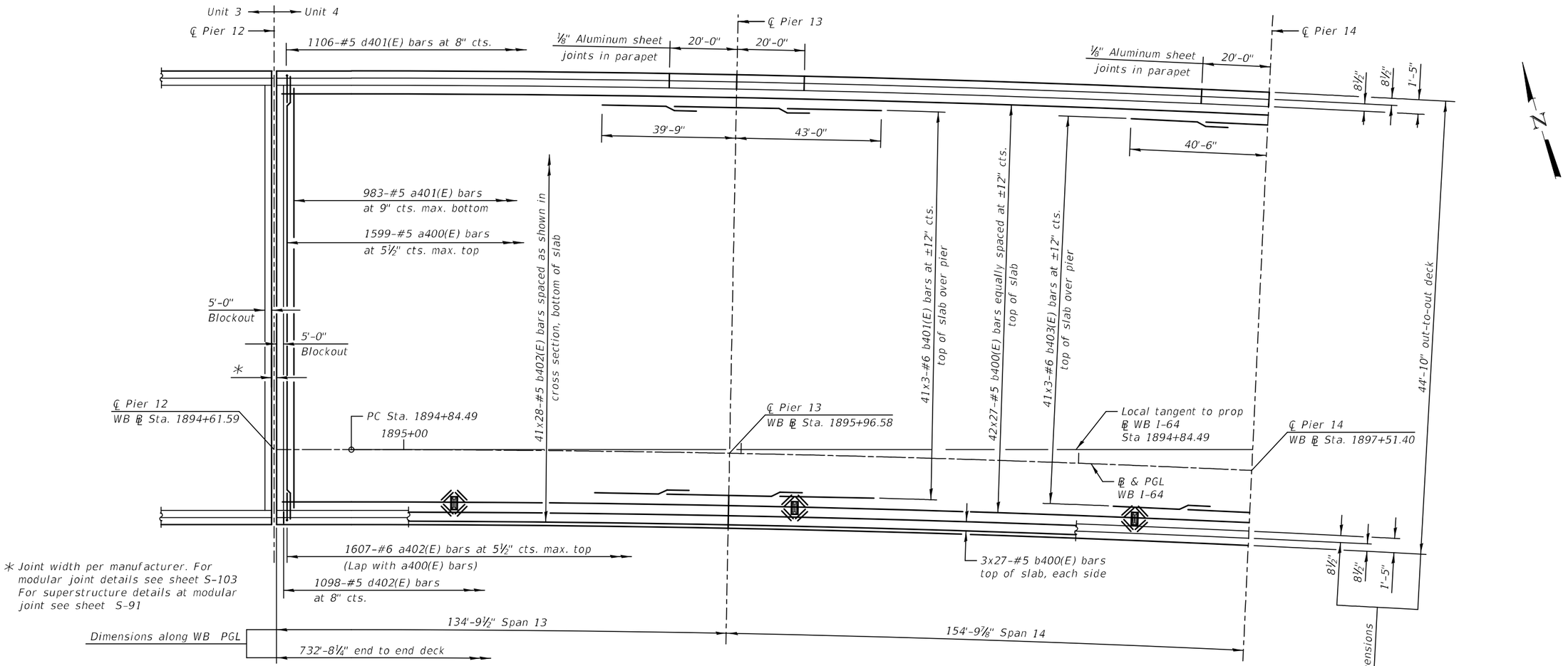
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED 09/13/2023
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS AND BILL OF MATERIAL – UNIT 3
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-75 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	259
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



* Joint width per manufacturer. For modular joint details see sheet S-103 For superstructure details at modular joint see sheet S-91

PARTIAL PLAN - UNIT 4, SPANS 13 & 14 (WB)

Note:
All "b" bars to be furnished straight and sprung into place to fit. All transverse bars to be placed radially.

Min. Bar Laps
#4 = 2'-5"
#5 = 3'-6"
#6 = 4'-10"

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\Sheets\Bridge\7660-S0080-BK13.dgn

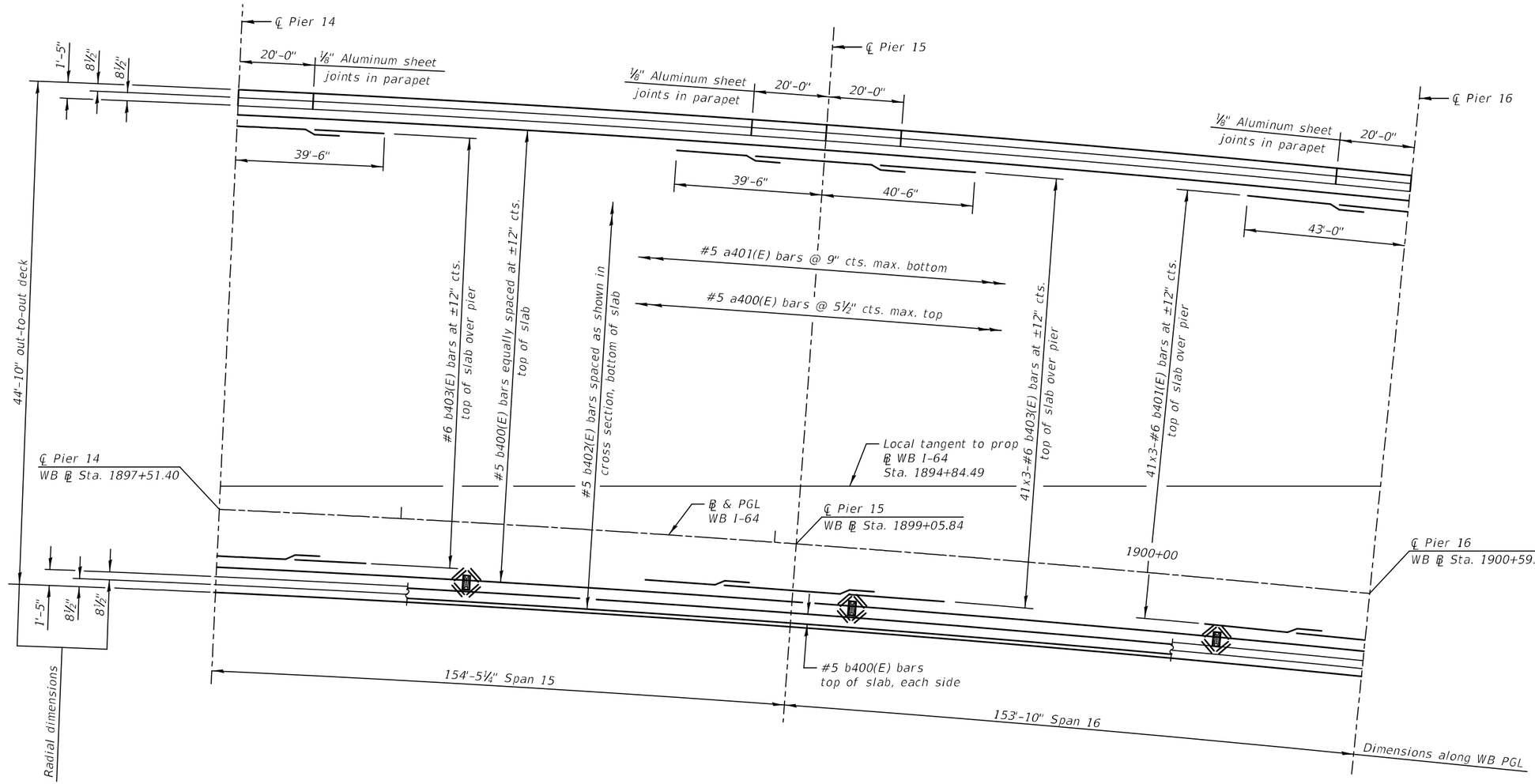
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 4, SPANS 13 & 14 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-76 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	260
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN - UNIT 4, SPANS 15 & 16 (WB)

Min. Bar Laps

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

Note:

All "b" bars to be furnished straight and sprung into place to fit. All transverse bars to be placed radially.

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\Sheets\Bridge\7660-S0080-DK14.dgn

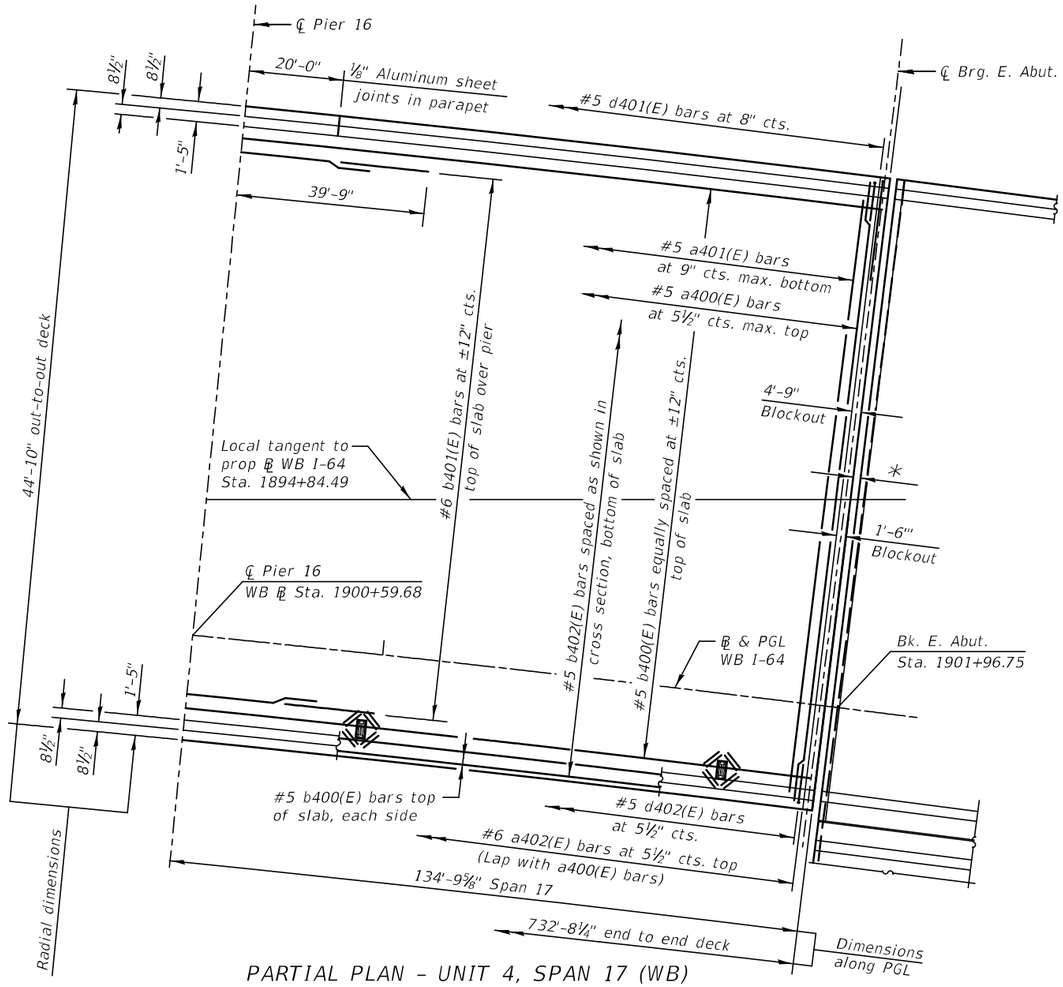
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

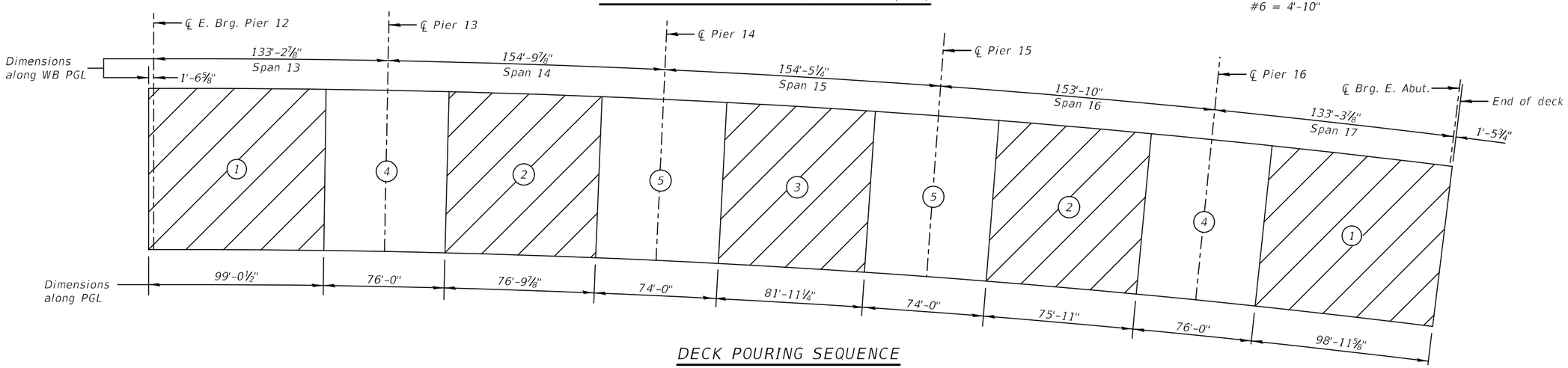
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 4, SPANS 15 & 16 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-77 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	261
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN – UNIT 4, SPAN 17 (WB)



DECK POURING SEQUENCE

N

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

See sheet S-87 for superstructure details and Bill of Materials.

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

* Joint width per manufacturer. For modular joint details see sheet S-104 For superstructure details at modular joint see sheet S-92

Note:

All "b" bars to be furnished straight and sprung into place to fit. All transverse bars to be placed radially.

Min. Bar Laps

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

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cad\dgn\Sheets\Bridges\7660-S0080-DK15.dgn

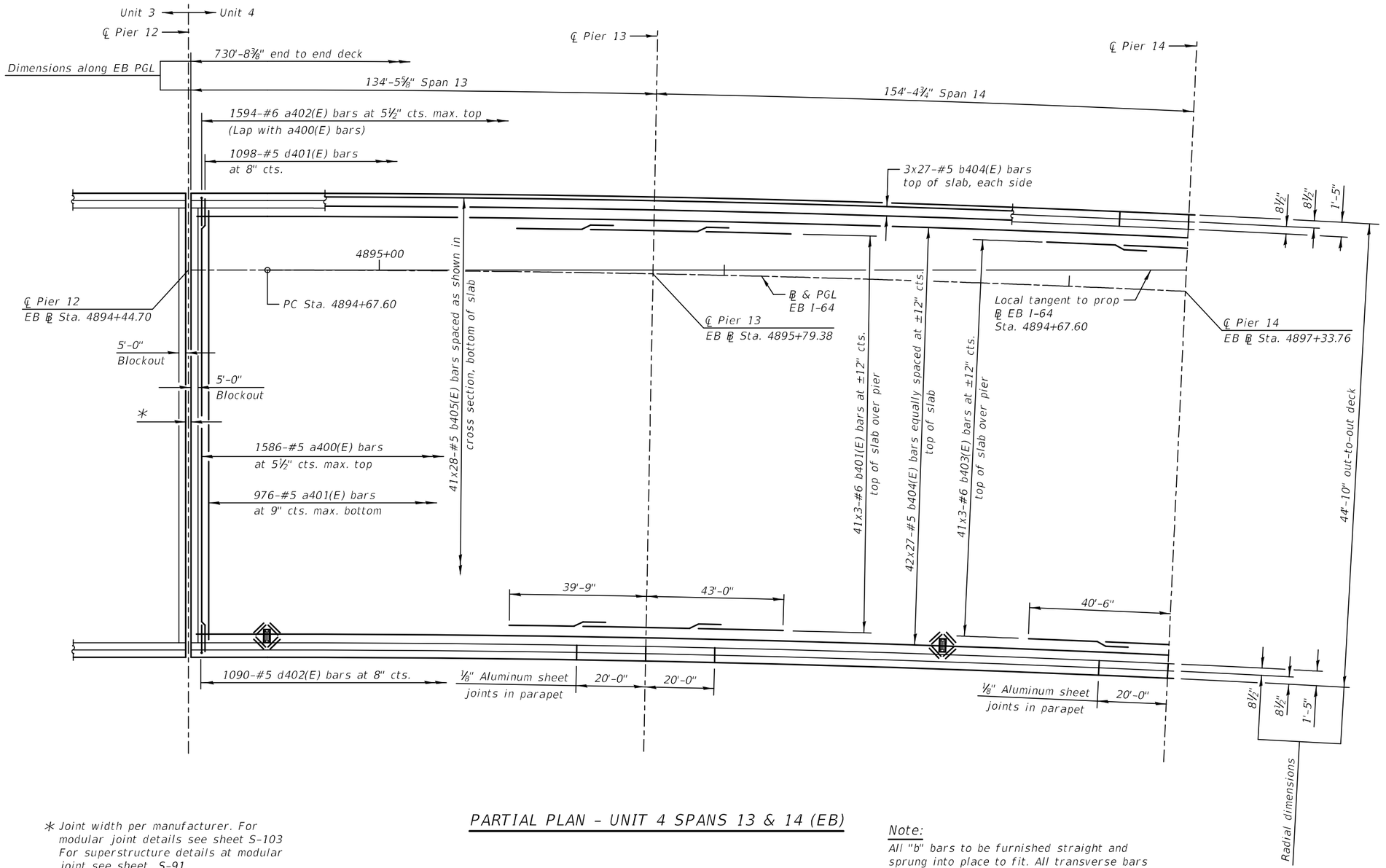
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 4, SPAN 17 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-78 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	262
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



* Joint width per manufacturer. For modular joint details see sheet S-103
For superstructure details at modular joint see sheet S-91

PARTIAL PLAN - UNIT 4 SPANS 13 & 14 (EB)

Note:
All "b" bars to be furnished straight and sprung into place to fit. All transverse bars to be placed radially.

Min. Bar Laps
#4 = 2'-5"
#5 = 3'-6"
#6 = 4'-10"

PLOT DATE = 8/9/2023
FILE NAME: I:\760Ccad\Sheets\Bridge\7600-S0080-DN16.dgn

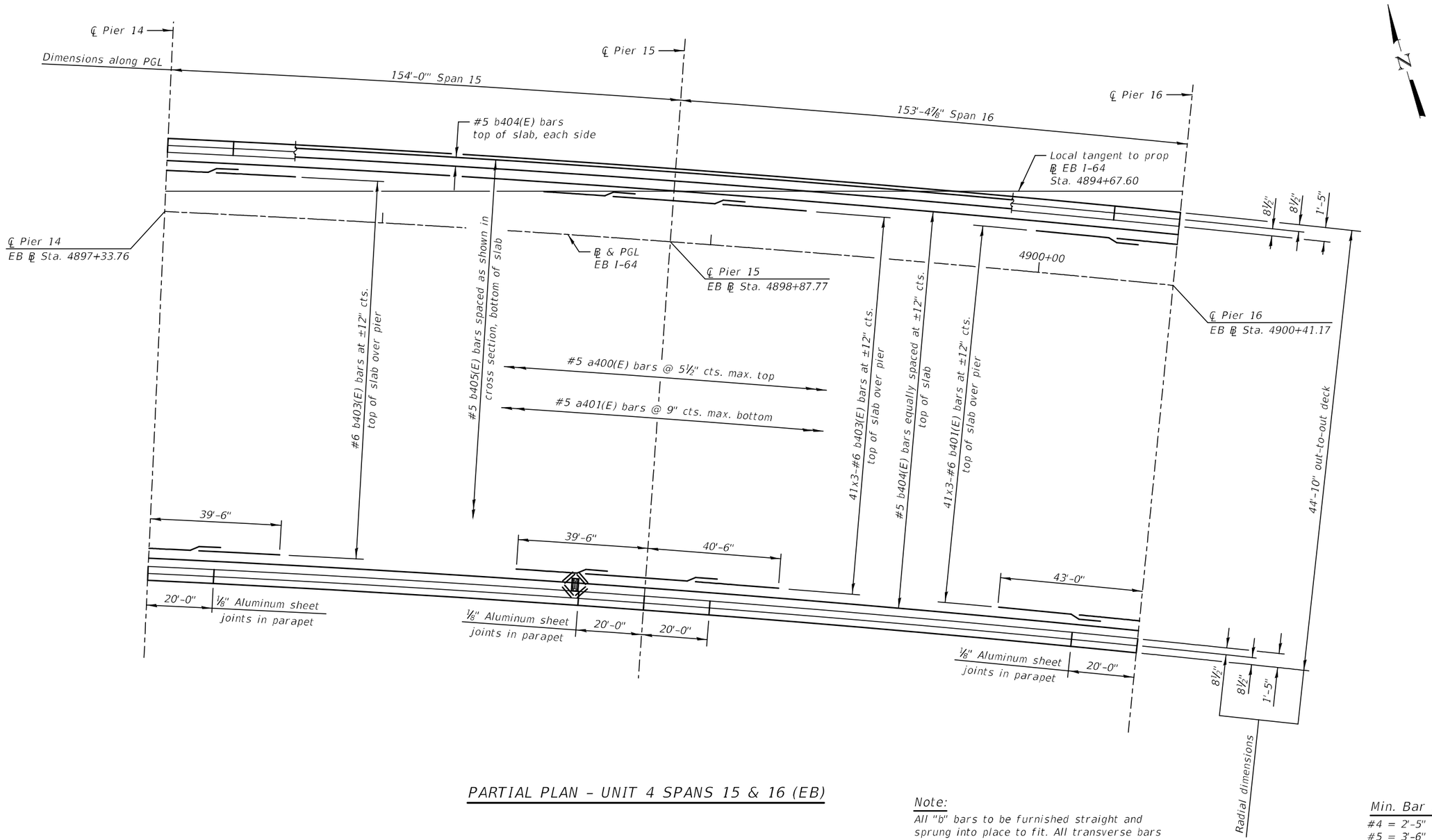
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 4, SPANS 13 & 14 (EB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-79 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	263
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN – UNIT 4 SPANS 15 & 16 (EB)

Note:
All "b" bars to be furnished straight and sprung into place to fit. All transverse bars to be placed radially.

Min. Bar Laps
#4 = 2'-5"
#5 = 3'-6"
#6 = 4'-10"

PLOT DATE = 8/9/2023
FILE NAME: I:\7660\cadd\Sheets\Bridges\7660-S0080-DK17.dgn

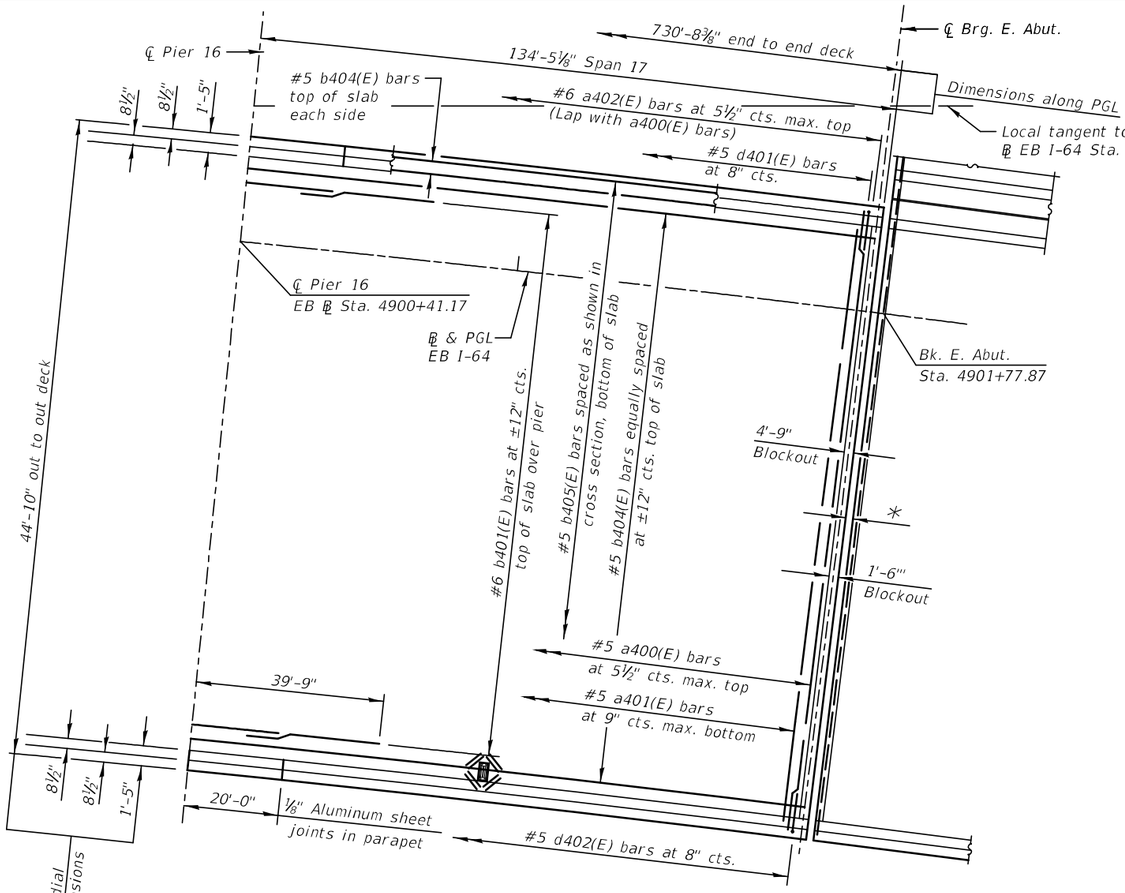
KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - PP	REVISED	
SCALE - NONE	DRAWN - BK	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

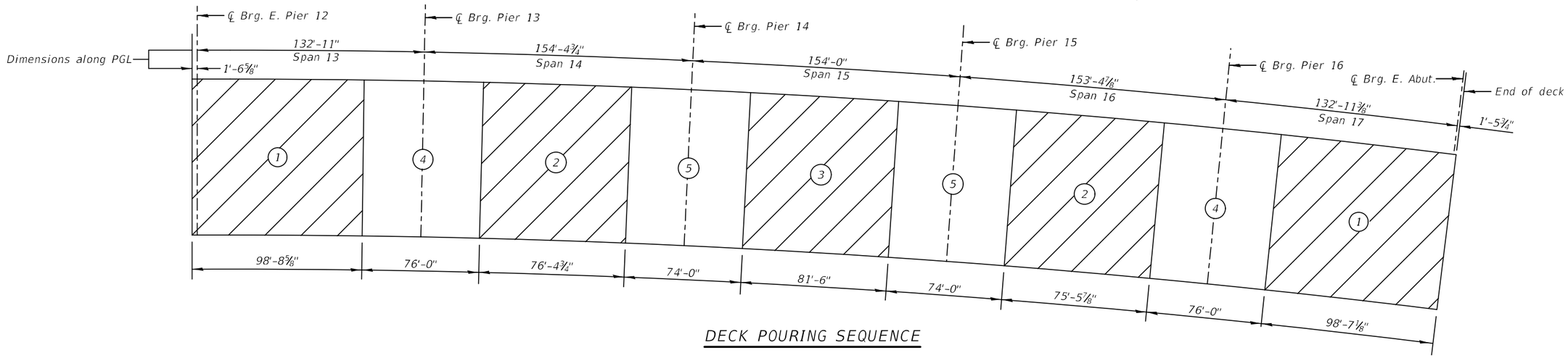
DECK PLAN
UNIT 4, SPANS 15 & 16 (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-80 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	264
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN – UNIT 4, SPAN 17 (EB)

* Joint width per manufacturer. For modular joint details see sheet S-104 For superstructure details at modular joint see sheet S-92



DECK POURING SEQUENCE

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

See sheet S-87 for superstructure details and Bill of Materials.

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

Note:

All "b" bars to be furnished straight and sprung into place to fit. All transverse bars to be placed radially.

Min. Bar Laps

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

PLOT DATE = 8/9/2023
FILE NAME: I:/7660/cad/Sheets/Bridge/7660-S0080-BK18.dgn

KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
UNIT 4, SPAN 17 (EB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-81 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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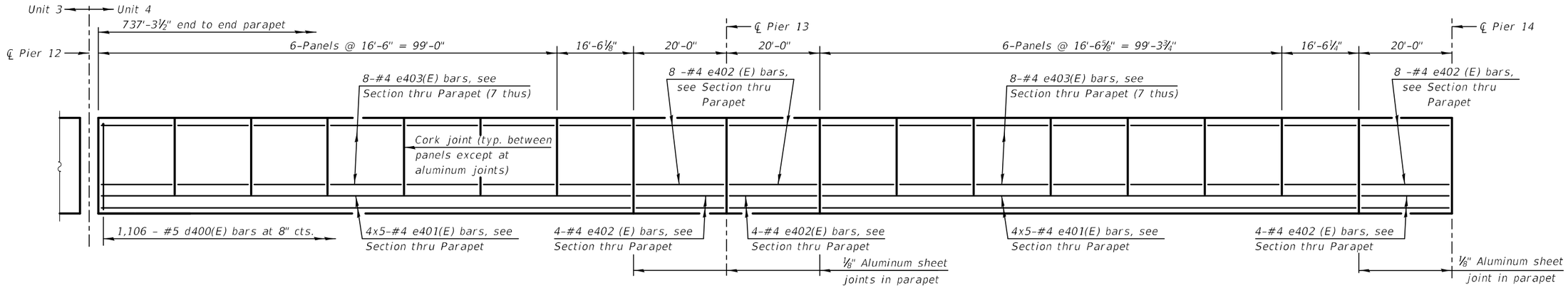
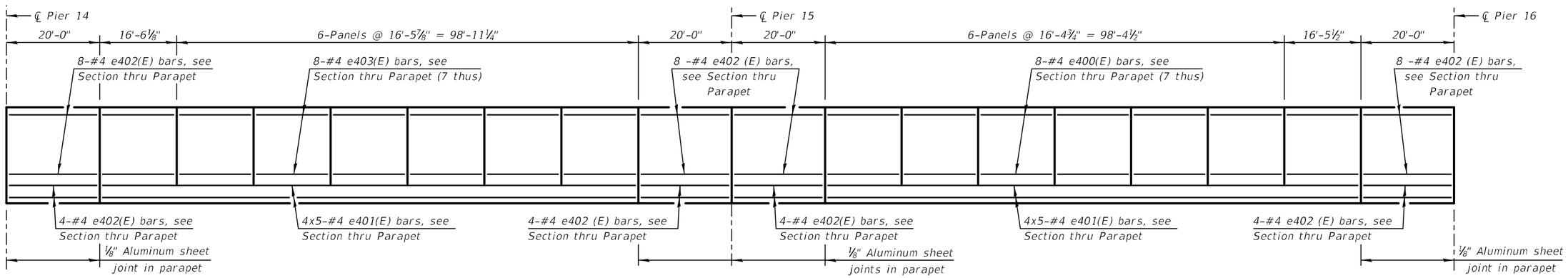
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



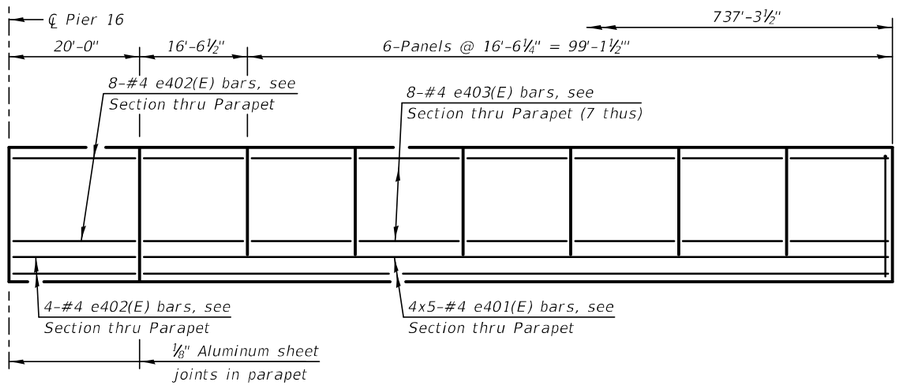
INSIDE ELEVATION OF PARAPET

Spans 13 and 14



INSIDE ELEVATION OF PARAPET

Spans 15 and 16



INSIDE ELEVATION OF PARAPET

Span 17

Min. Bar Lap

#4 = 2'-5"

Note:

All "e" bars to be furnished straight and sprung into place to fit.

PLOT DATE = 8/9/2023
FILE NAME: I:\7600\cad\Sheets\Bridges\7600-S608Bx-DK19.dgn

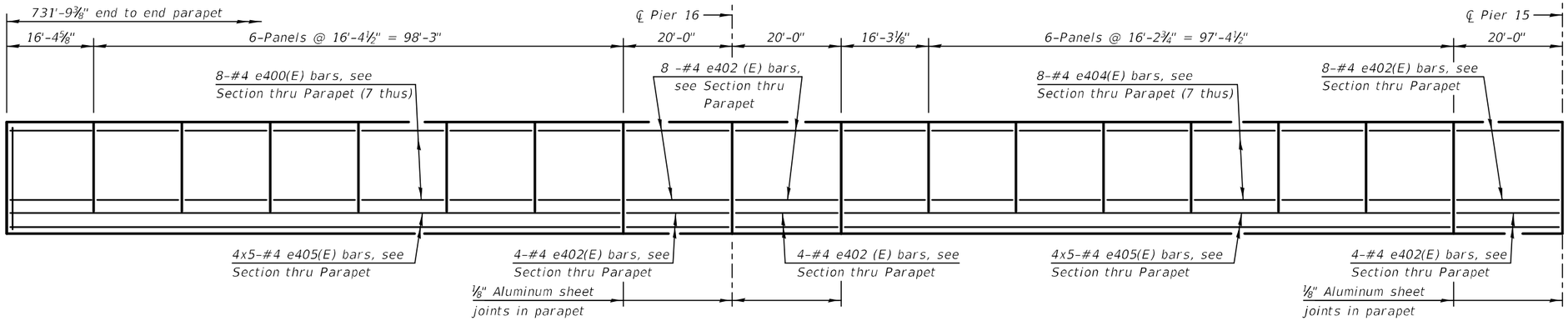
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

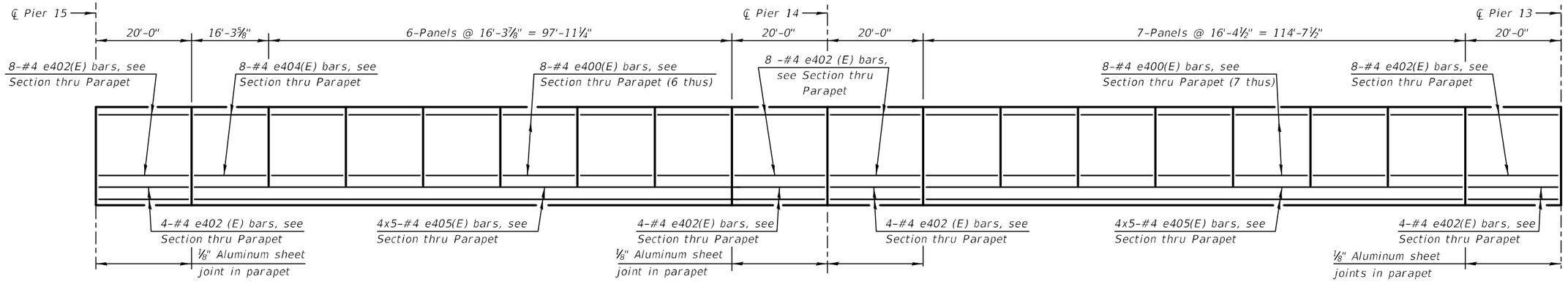
NORTH PARAPET ELEVATIONS – UNIT 4 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-82 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	266
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



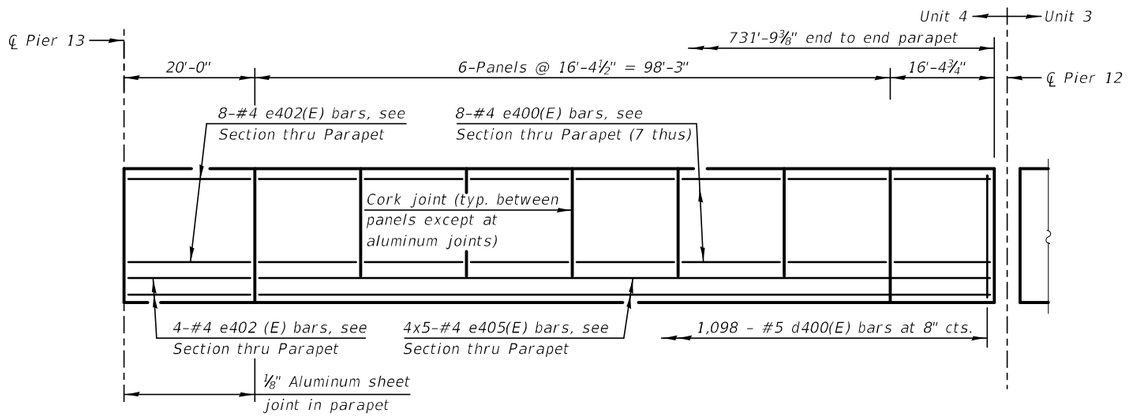
INSIDE ELEVATION OF PARAPET

Spans 17 and 16



INSIDE ELEVATION OF PARAPET

Spans 15 and 14



INSIDE ELEVATION OF PARAPET

Span 13

Min. Bar Lap

#4 = 2'-5"

Note:

All "e" bars to be furnished straight and sprung into place to fit.

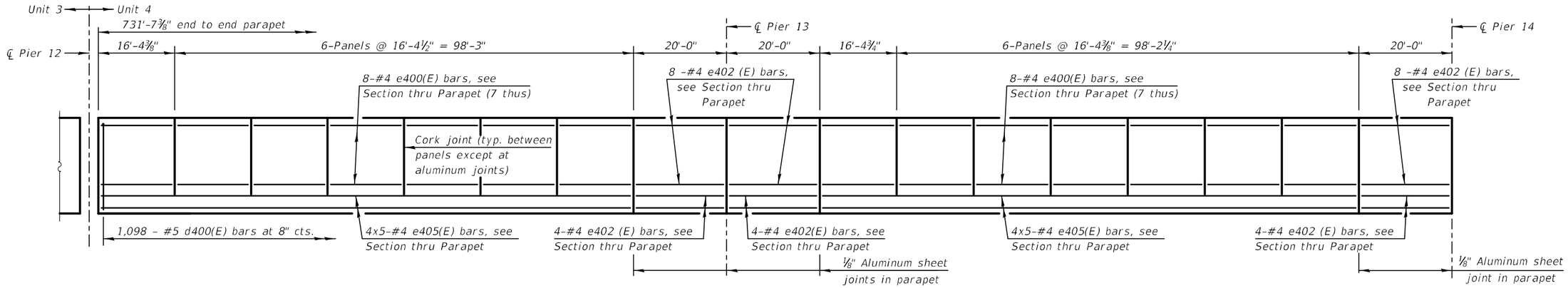
PLOT DATE = 8/9/2023
FILE NAME: I:\7660\Cad\Sheets\Bridge\7660-S008-DK20.dgn

KNIGHT Engineers & Architects		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
	SCALE - NONE	DRAWN - BK	REVISED
	DATE - 8/11/2023	CHECKED - LS	REVISED

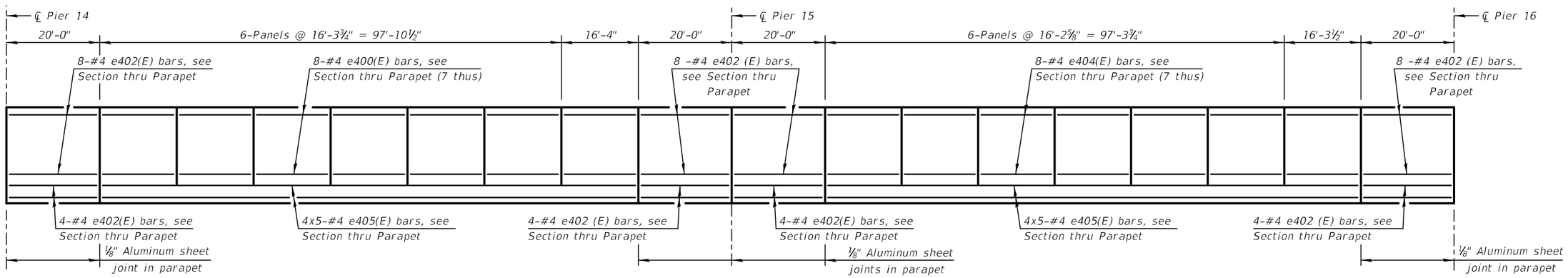
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH PARAPET ELEVATIONS – UNIT 4 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-83 OF 232 SHEETS

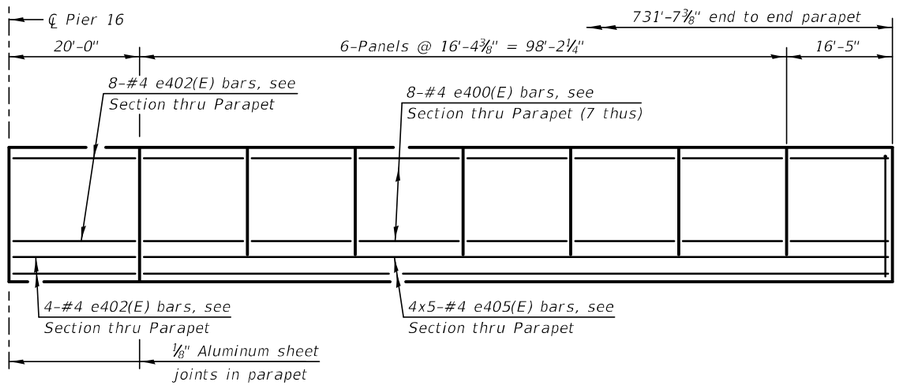
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	267
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET
Spans 13 and 14



INSIDE ELEVATION OF PARAPET
Spans 15 and 16



INSIDE ELEVATION OF PARAPET
Span 17

Min. Bar Lap
#4 = 2'-5"

Note:
All "e" bars to be furnished straight and sprung into place to fit.

PLOT DATE = 8/9/2023
FILE NAME: L:\7060\CADD\Sheets\Bridge\7060-50080-DK21.dgn

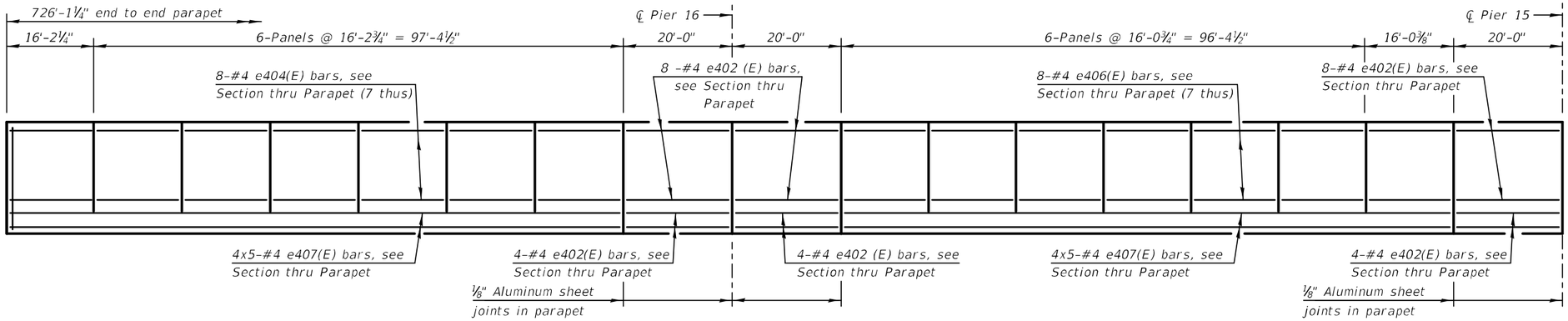
KNIGHT Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - PP	REVISED	
SCALE - NONE	DRAWN - BK	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

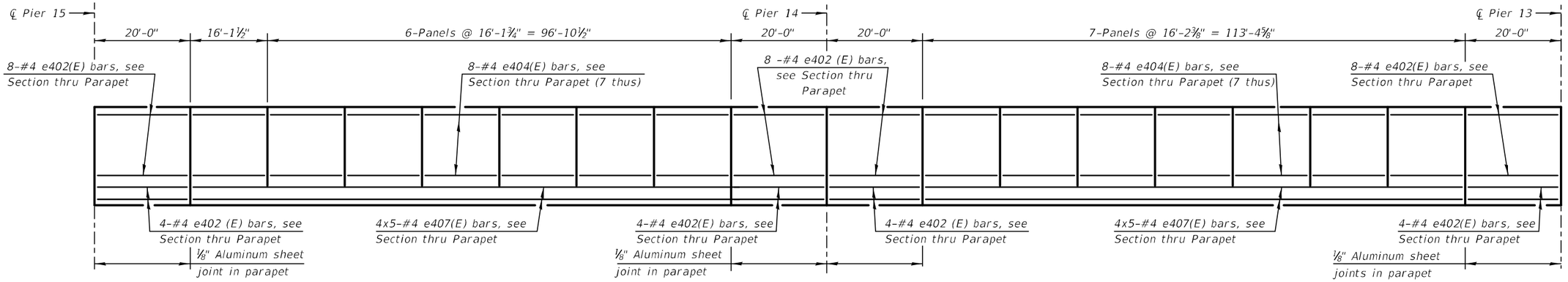
NORTH PARAPET ELEVATIONS – UNIT 4 (EB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-84 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	268
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



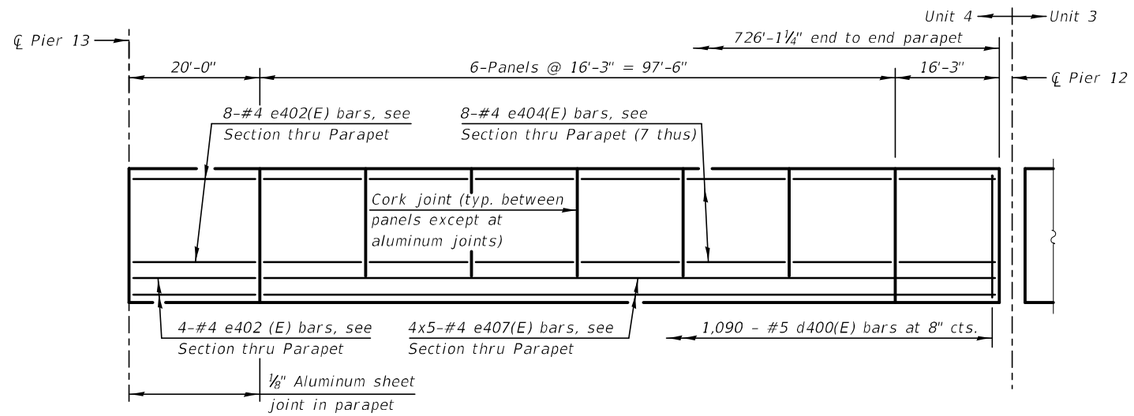
INSIDE ELEVATION OF PARAPET

Spans 17 and 16



INSIDE ELEVATION OF PARAPET

Spans 15 and 14



INSIDE ELEVATION OF PARAPET

Span 13

Min. Bar Lap

#4 = 2'-5"

Note:

All "e" bars to be furnished straight and sprung into place to fit.

PLOT DATE = 8/9/2023
FILE NAME: L:\1066\CADD\Sheets\Bridge\1066-S0080-24X22.dgn

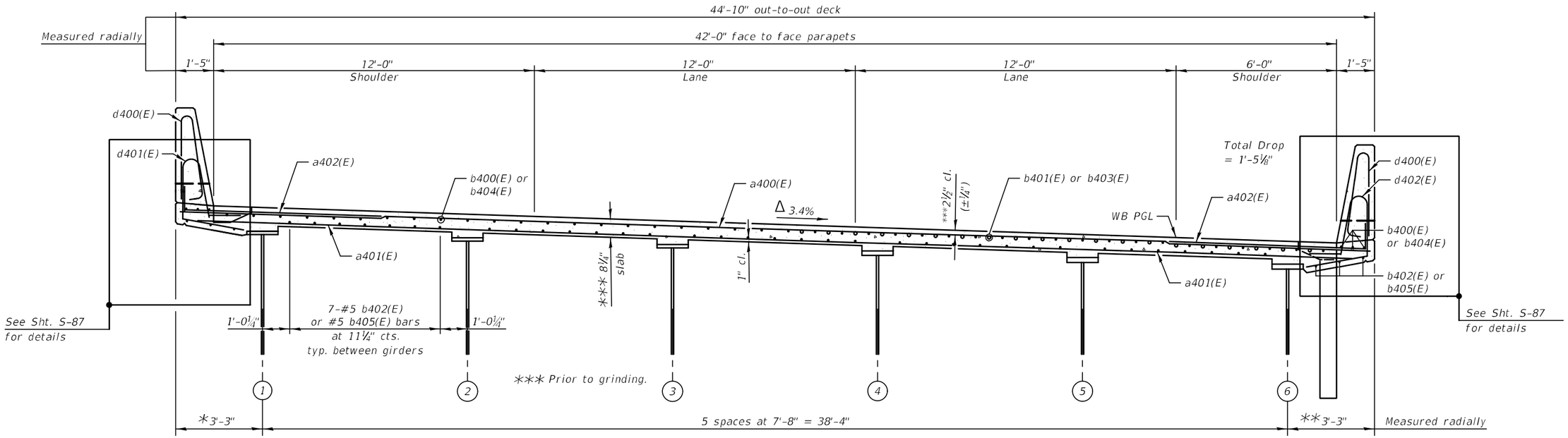
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH PARAPET ELEVATIONS – UNIT 4 (EB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-85 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	269
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



NEAR MIDSPAN

CROSS SECTION - UNIT 4

(Looking East)
(WB shown, EB similar)

NEAR PIER

Δ *Structure Superelevation*

Transition from normal crown to superelevation
Sta 1892+95 (WB), Sta 4892+78 (EB)
Full superelevation at Sta 1895+15 (WB), Sta 4894+98 (EB)
End superelevation at Sta 1916+85 (WB), Sta 4902+60 (EB)

Span 13 - Overhang Varies

Sta 1894+61.59 to PC Sta 1894+84.49 (WB)
Sta 4894+44.70 to PC Sta 4894+67.60 (EB)
* *Varies 3'-3½" to 3'-3"*
** *Varies 3'-2½" to 3'-3"*

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\C4d\Sheets\Bridges\7660-S08804CK23.dgn

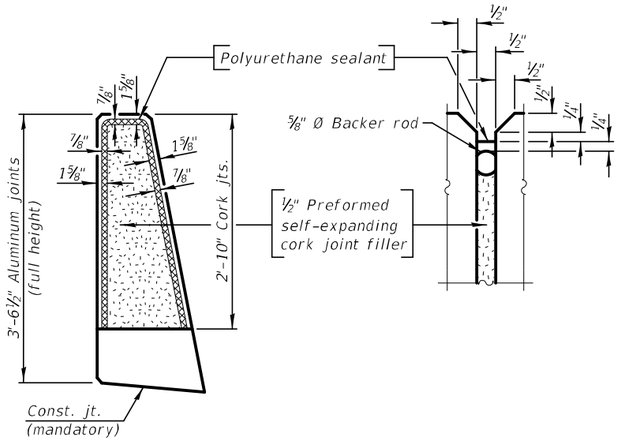
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

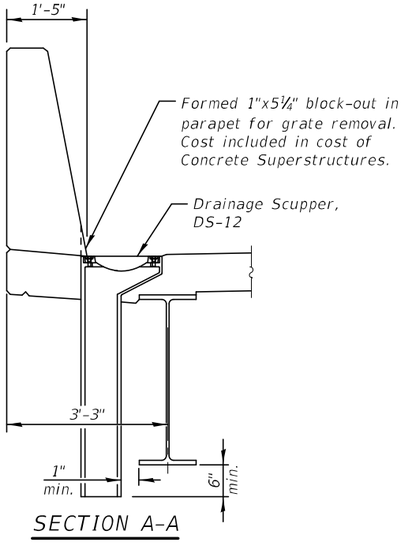
CROSS SECTION - UNIT 4
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-86 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	270
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

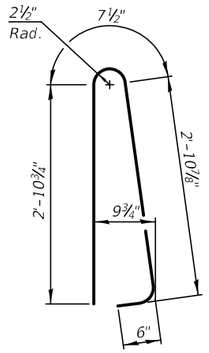


PARAPET JOINT DETAILS

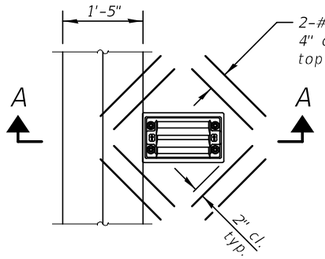
Notes:
The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



SECTION A-A



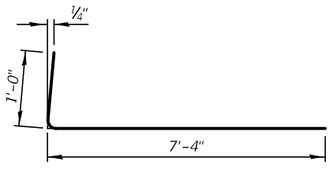
BAR d400(E)



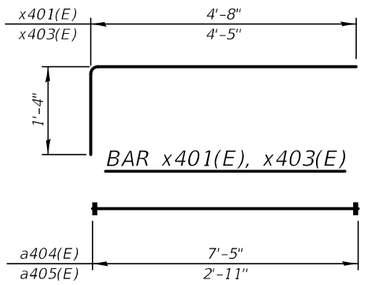
Note:
Cut longitudinal reinforcement to clear drainage scuppers.

PLAN

SECTION THRU PARAPET



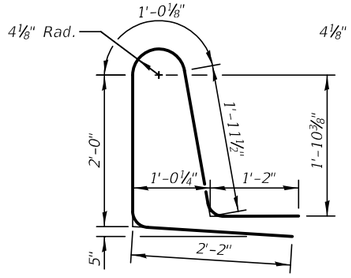
BAR a402(E)



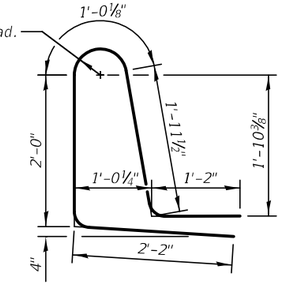
BAR x401(E), x403(E)

BAR a404(E), a405(E)

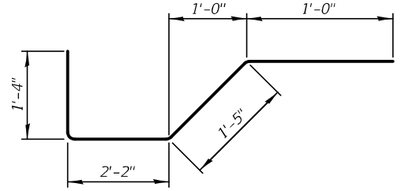
(Headed)



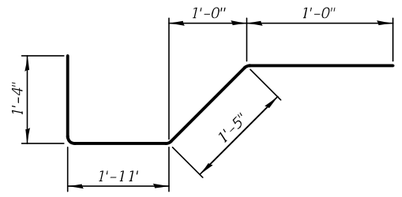
BAR d401(E)



BAR d402(E)



BAR x400(E)



BAR x402(E)

UNIT 4 (WB)
SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a400(E)	1607	#5	44'-4"	
a401(E)	983	#5	42'-4"	
a402(E)	3214	#6	8'-4"	
a403(E)	9	#6	42'-4"	
a404(E)	10	#6	7'-5"	
a405(E)	4	#6	2'-11"	
a406(E)	64	#5	2'-0"	
b400(E)	1296	#5	30'-8"	
b401(E)	246	#6	30'-10"	
b402(E)	1148	#5	29'-8"	
b403(E)	246	#6	29'-11"	
d400(E)	2204	#5	7'-0"	
d401(E)	1106	#5	8'-4"	
d402(E)	1098	#5	8'-4"	
e400(E)	272	#4	16'-0"	
e401(E)	100	#4	25'-1"	
e402(E)	192	#4	19'-8"	
e403(E)	224	#4	16'-1"	
e404(E)	64	#4	15'-10"	
e405(E)	100	#4	24'-10"	
x400(E)	41	#5	5'-11"	
x401(E)	41	#5	6'-0"	
x402(E)	41	#5	5'-8"	
x403(E)	41	#5	5'-9"	
Reinforcement Bars, Epoxy Coated		Lbs.	306,290	
Concrete Superstructure		Cu. Yd.	1,110.5	
Protective Coat		Sq. Yd.	4,154	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	3,428	
Diamond Grinding (Bridge Section)		Sq. Yd.	3,102	

UNIT 4 (EB)
SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a400(E)	1594	#5	44'-4"	
a401(E)	976	#5	42'-4"	
a402(E)	3188	#6	8'-4"	
a403(E)	9	#6	42'-4"	
a404(E)	10	#6	7'-5"	
a405(E)	4	#6	2'-11"	
a406(E)	32	#5	2'-0"	
b401(E)	246	#6	30'-10"	
b403(E)	246	#6	29'-11"	
b404(E)	1296	#5	30'-6"	
b405(E)	1148	#5	29'-6"	
d400(E)	2188	#5	7'-0"	
d401(E)	1098	#5	8'-4"	
d402(E)	1090	#5	8'-4"	
e400(E)	224	#4	16'-0"	
e402(E)	192	#4	19'-8"	
e404(E)	280	#4	15'-10"	
e405(E)	100	#4	24'-10"	
e406(E)	56	#4	15'-8"	
e407(E)	100	#4	24'-8"	
x400(E)	41	#5	5'-11"	
x401(E)	41	#5	6'-0"	
x402(E)	41	#5	5'-8"	
x403(E)	41	#5	5'-9"	
Reinforcement Bars, Epoxy Coated		Lbs.	304,230	
Concrete Superstructure		Cu. Yd.	1,102.1	
Protective Coat		Sq. Yd.	4,122	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	3,401	
Diamond Grinding (Bridge Section)		Sq. Yd.	3,078	

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

PLOT DATE = 9/12/2023
FILE NAME: L:\7000\CAD\LSTreets\StBridges\7660-S0080-BK24.dgn

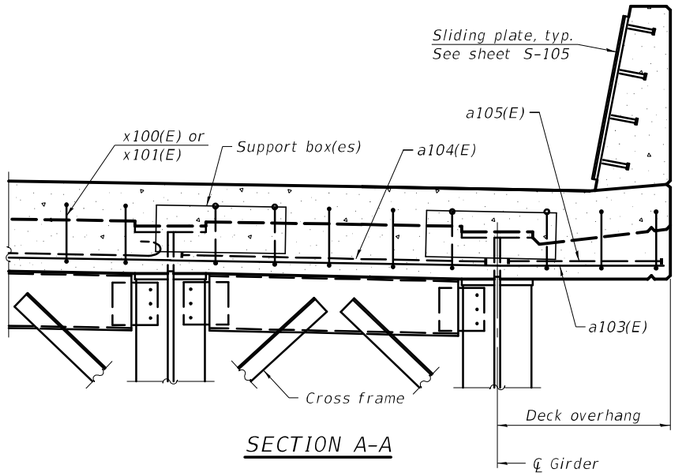
KNIGHT Engineers & Architects

		DESIGNED - LS	REVISED 09/13/2023
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

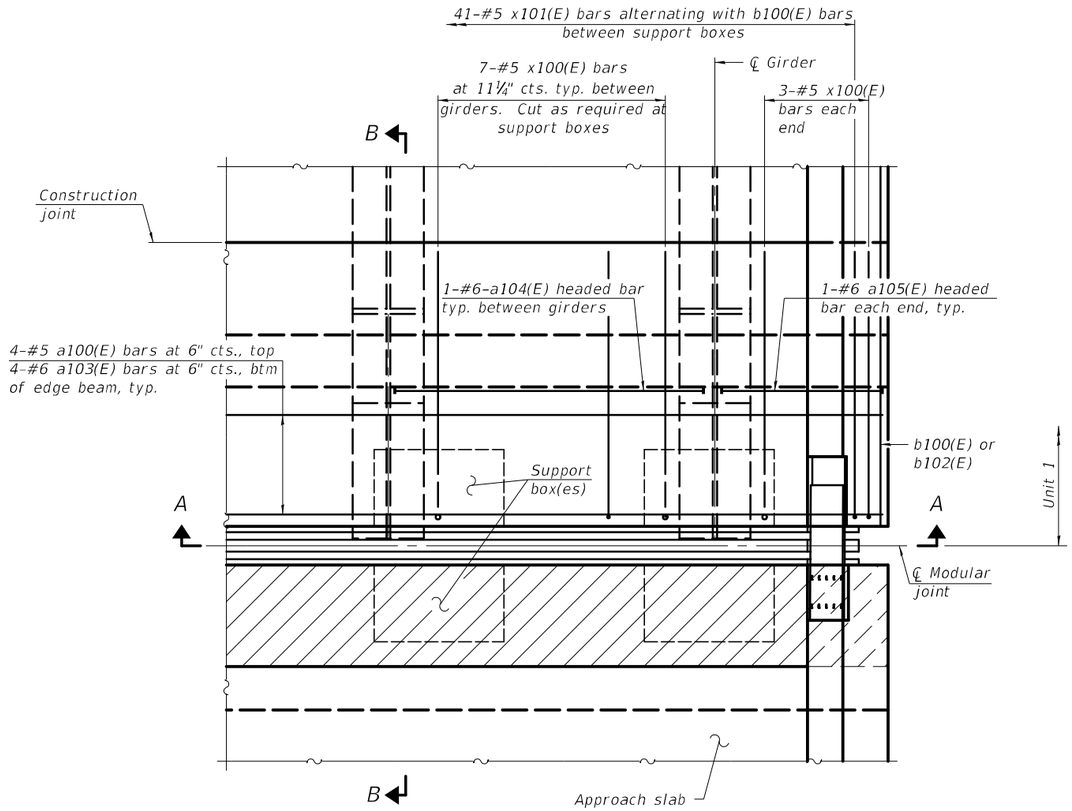
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS AND BILLS OF MATERIAL – UNIT 4
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-87 OF 232 SHEETS

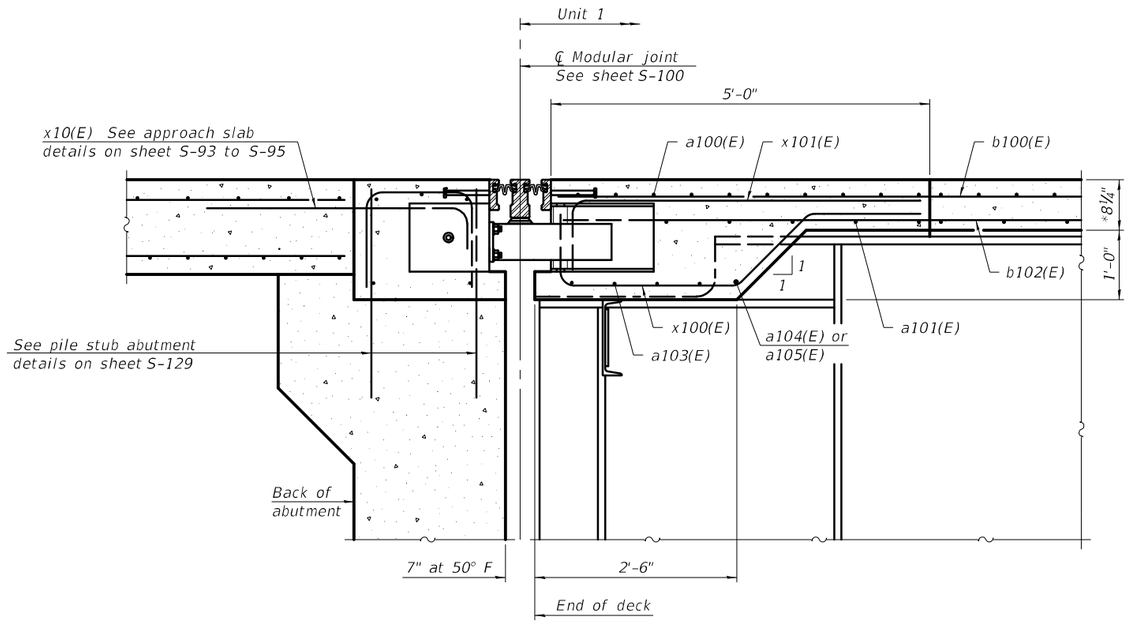
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	271
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



SECTION A-A



PARTIAL PLAN



SECTION B-B

*Prior to grinding

Notes:

See sheets S-64 thru S-67 for primary slab reinforcement size and spacing.

See sheet S-105 for sliding plate details.

SDE-MOD-FD-ABUT 11-1-2022

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C4D\Sheets\Bridge\7600-S088-MODSDE01.dgn

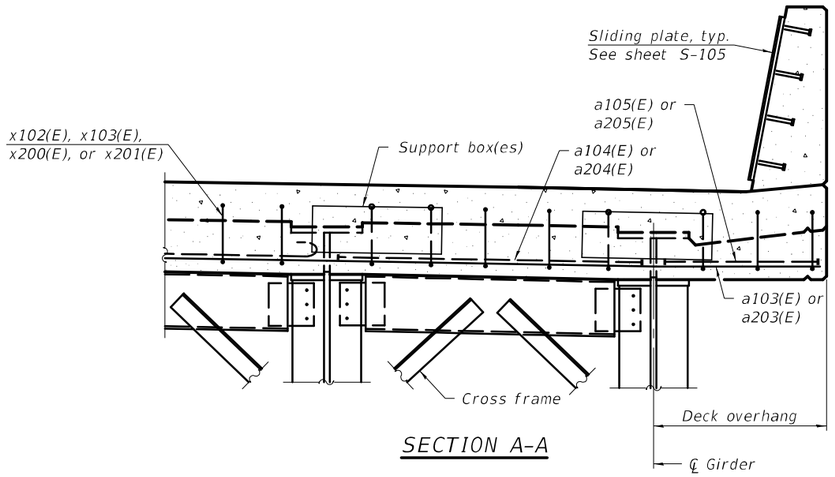
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

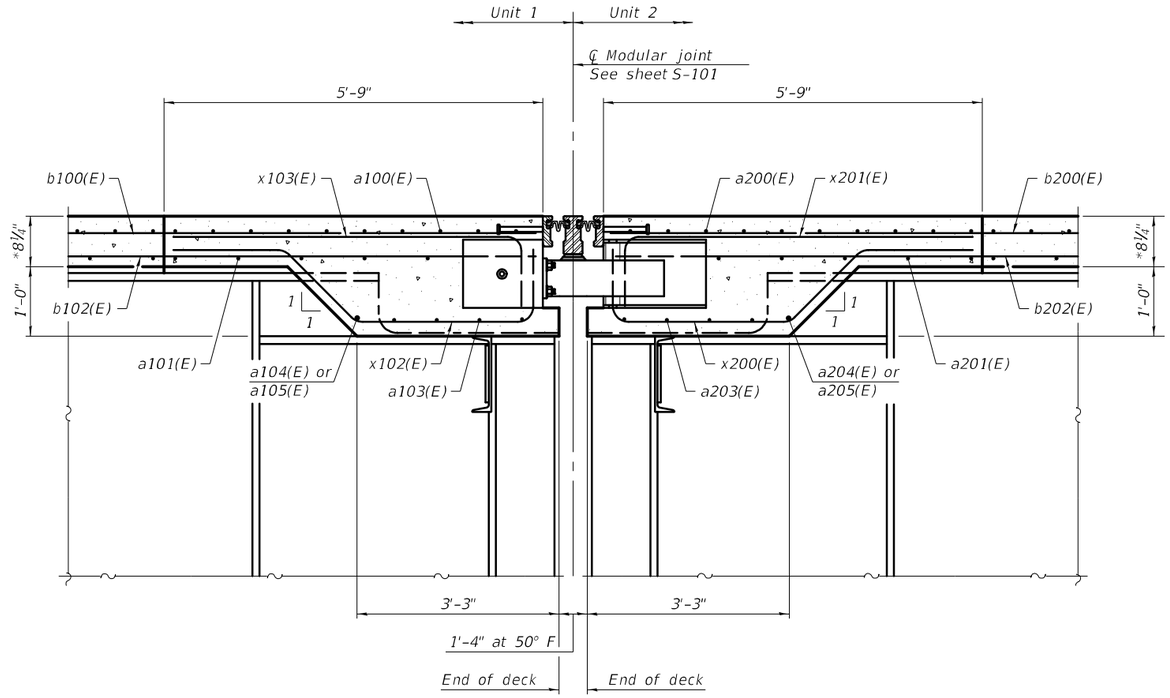
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS AT MODULAR JOINT – WEST ABUTMENT
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-88 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	272
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

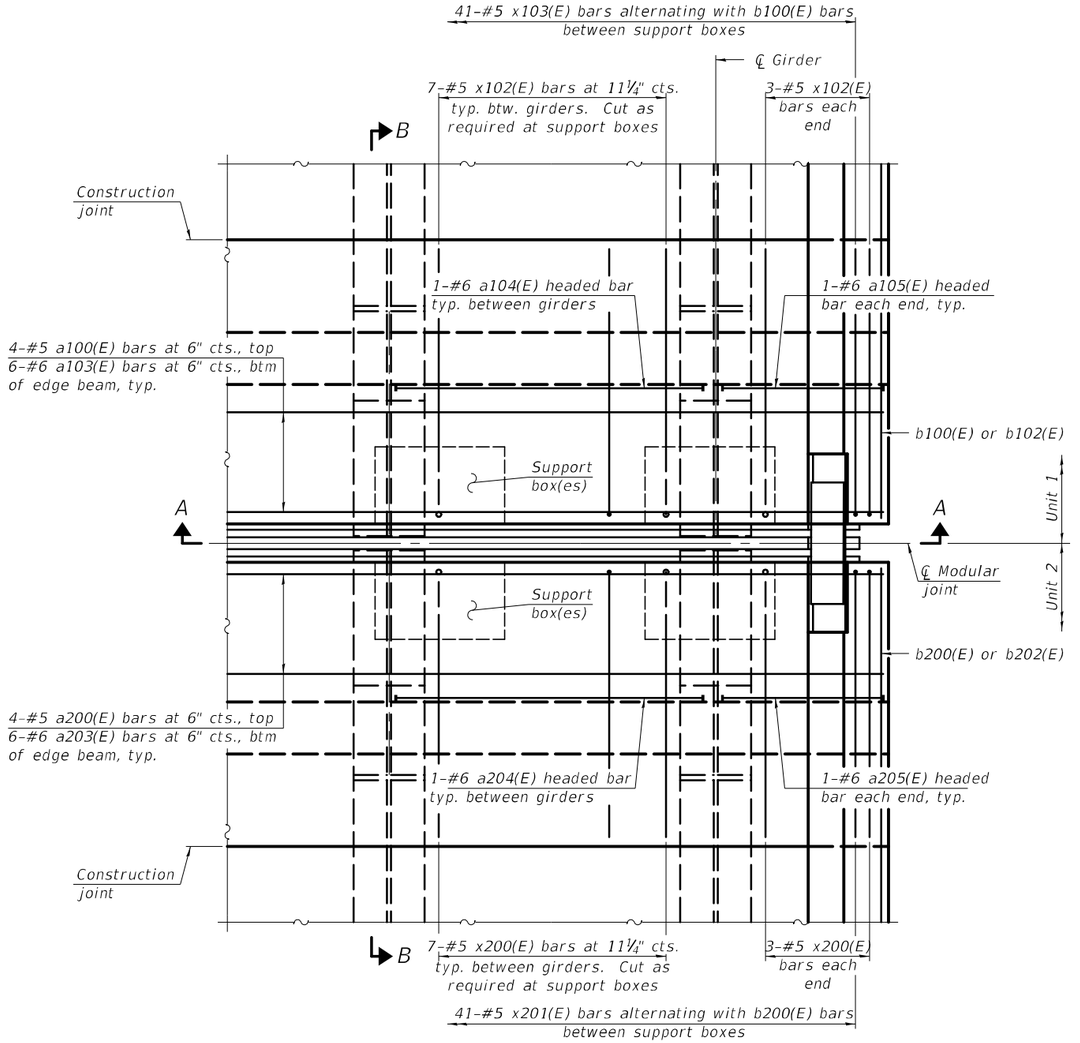


SECTION A-A



SECTION B-B

* Prior to grinding



PARTIAL PLAN

Notes:

See sheets S-64 thru S-71 for primary slab reinforcement size and spacing.

See sheet S-105 for sliding plate details.

SDE-MOD-FD-PIER 11-1-2022

KNIGHT
Engineers & Architects

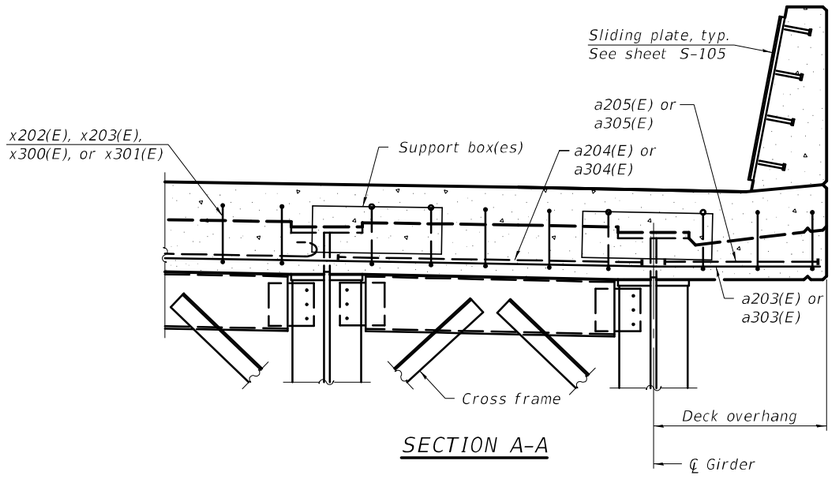
		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

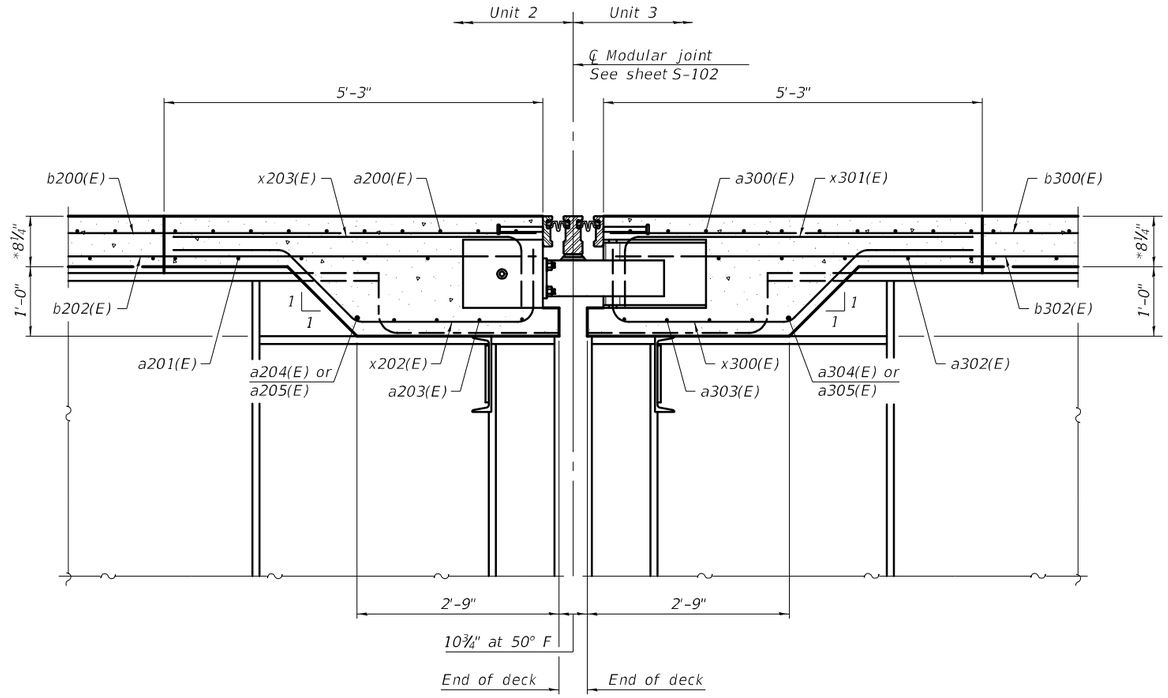
SUPERSTRUCTURE DETAILS AT MODULAR JOINT – PIER 4
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-89 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	273
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-S0080-MODSHEET2.dgn

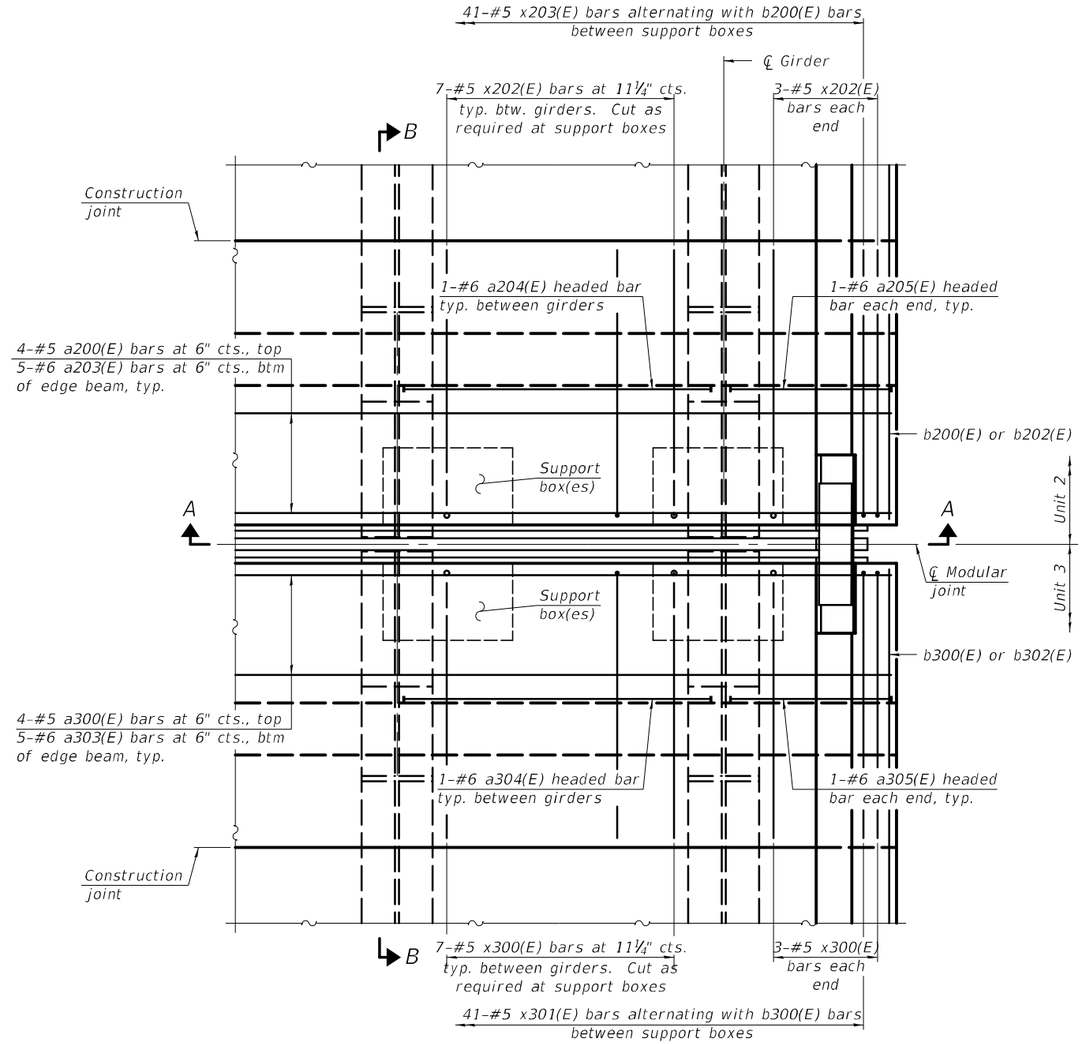


SECTION A-A



SECTION B-B

* Prior to grinding



PARTIAL PLAN

Notes:

See sheets S-68 thru S-75 for primary slab reinforcement size and spacing.

See sheet S-105 for sliding plate details.

SDE-MOD-FD-PIER 11-1-2022

KNIGHT
Engineers & Architects

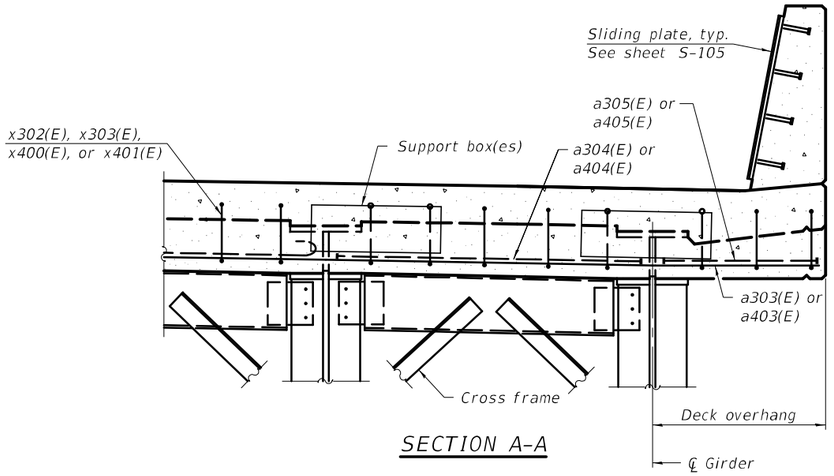
		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

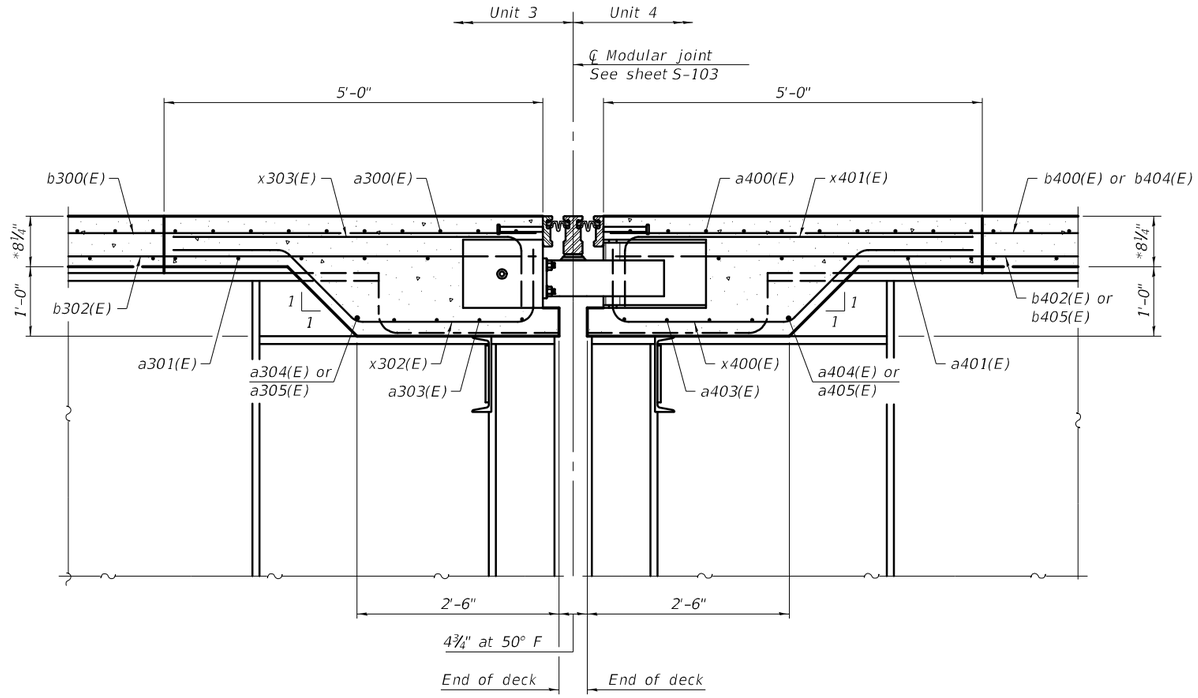
SUPERSTRUCTURE DETAILS AT MODULAR JOINT – PIER 8
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-90 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	274
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-S0080-MODSHEET2.dgn

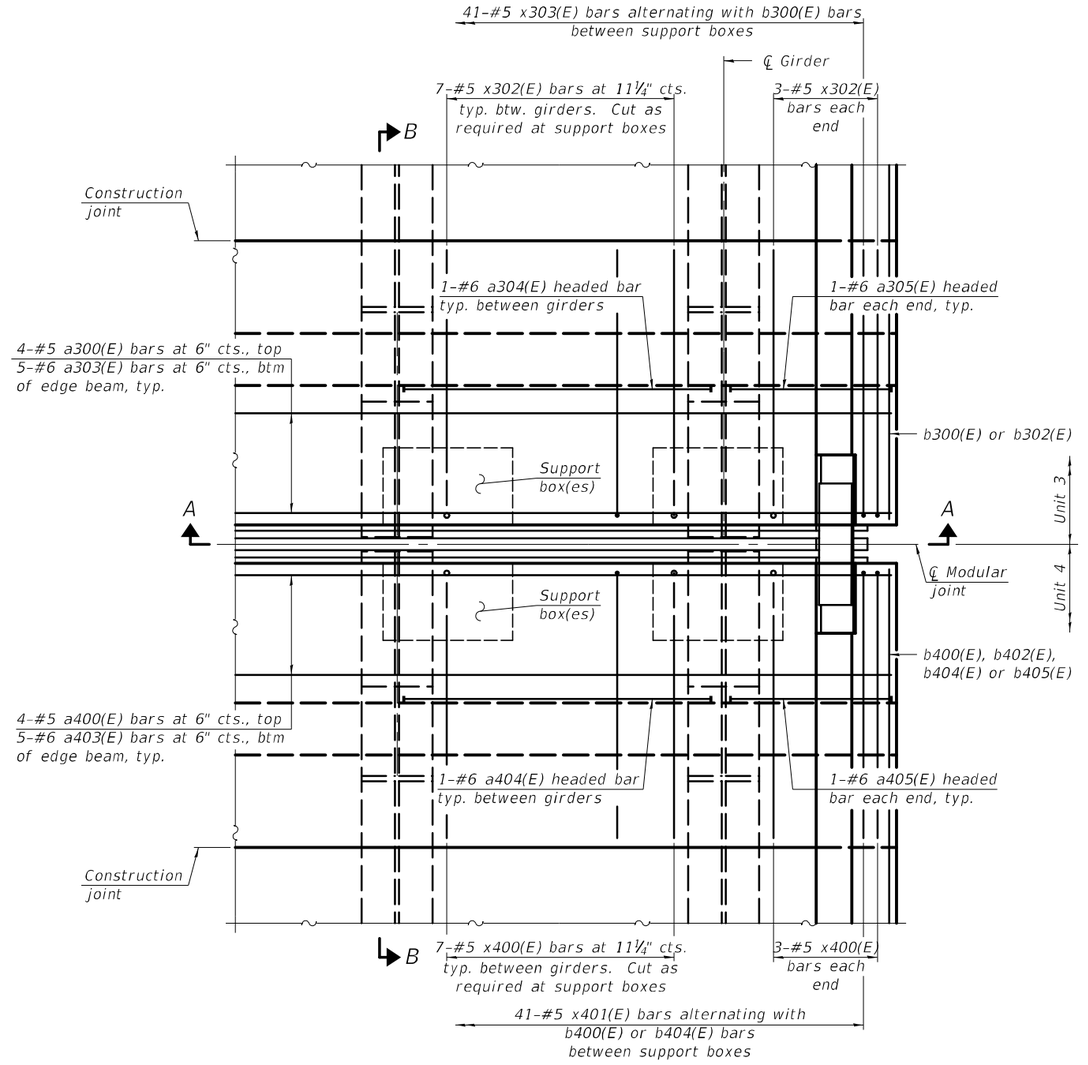


SECTION A-A



SECTION B-B

* Prior to grinding



PARTIAL PLAN

Notes:

See sheets S-72 thru S-87 for primary slab reinforcement size and spacing.

See sheet S-105 for sliding plate details.

SDE-MOD-FD-PIER

PLOT DATE = 6/9/2023
FILE NAME: L:\7660\CAD\Sheets\Bridge\7660-S008D44MODSHE04.dgn

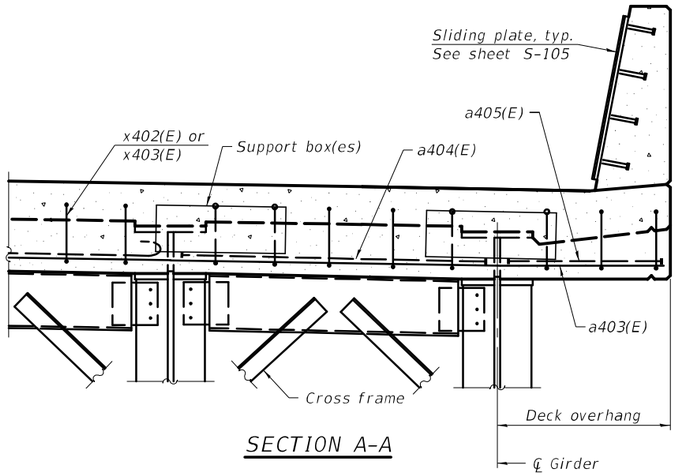
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

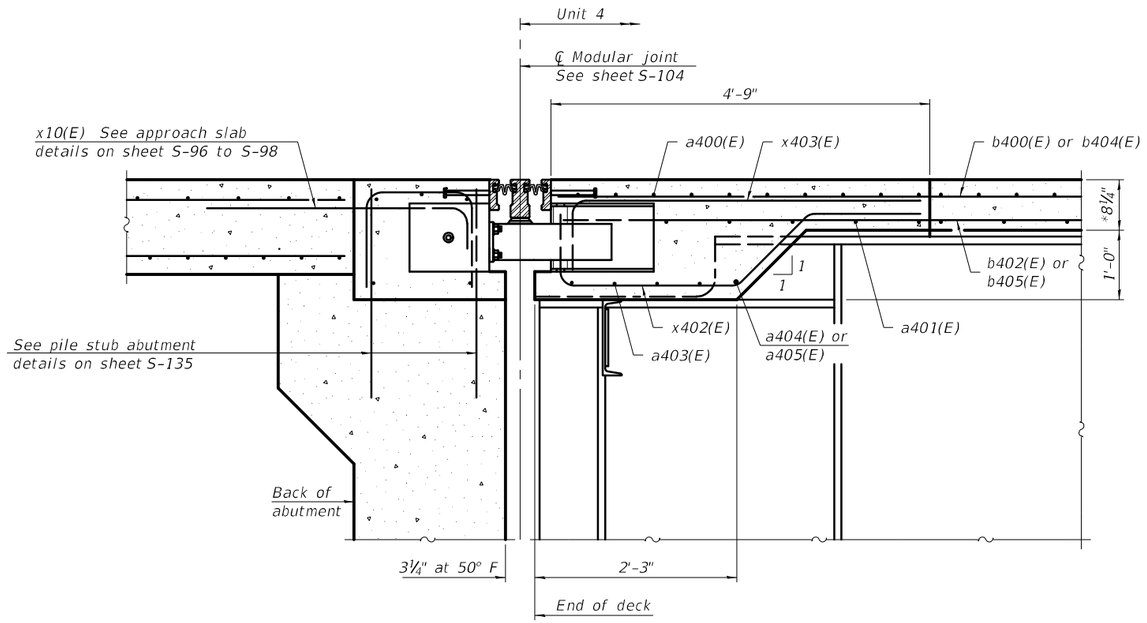
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS AT MODULAR JOINT – PIER 12
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-91 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	275
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

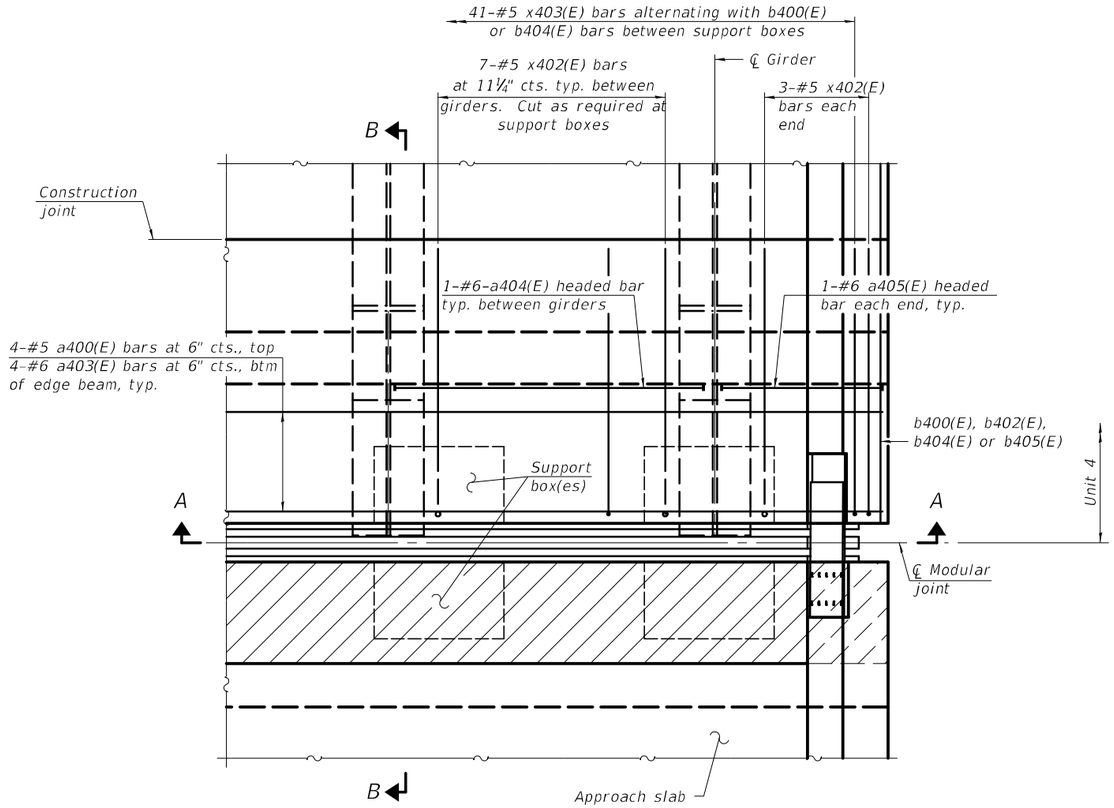


SECTION A-A



SECTION B-B

*Prior to grinding



PARTIAL PLAN

Notes:

See sheets S-76 thru S-87 for primary slab reinforcement size and spacing.

See sheet S-105 for sliding plate details.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C4D\Sheets\Bridge\7600-S008M0DSHE05.dgn

SDE-MOD-FD-ABUT 11-1-2022

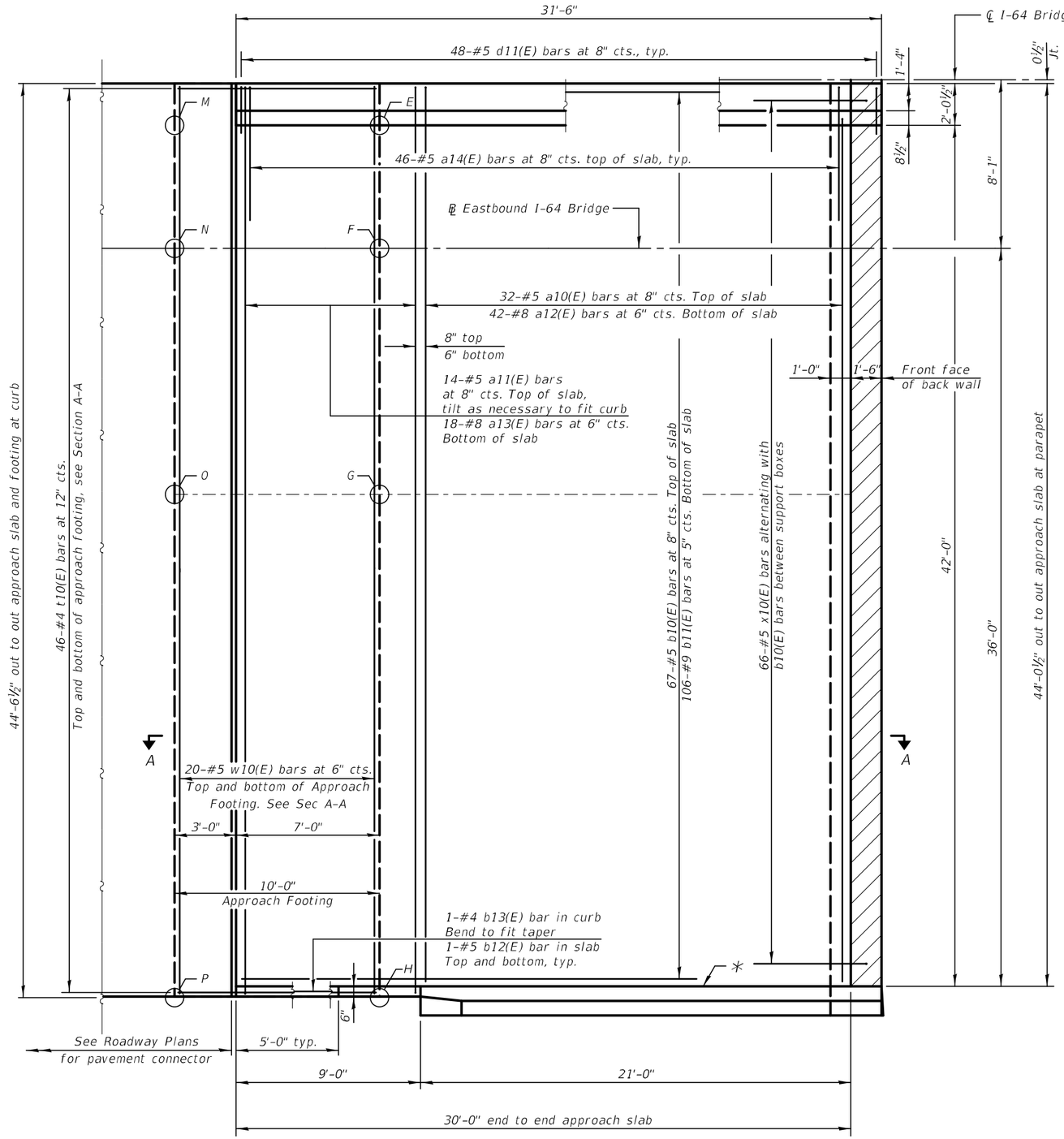
KNIGHT
Engineers & Architects

		DESIGNED - LS	REVISED
		CHECKED - PP	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS AT MODULAR JOINT – EAST ABUTMENT
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-92 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	276
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



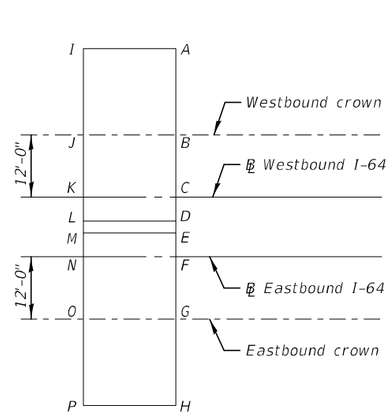
West Approach Slab

(Eastbound shown, Westbound similar)

TOP AND BOTTOM ELEVATIONS FOR WEST APPROACH FOOTING

West Approach Westbound		
Point	Top	Bottom
A	408.72	407.89
B	409.15	408.32
C	408.97	408.14
D	408.85	408.02
I	408.76	407.92
J	409.19	408.35
K	409.01	408.17
L	408.89	408.05

West Approach Eastbound		
Point	Top	Bottom
E	408.83	408.00
F	408.95	408.12
G	409.13	408.30
H	408.70	407.87
M	408.86	408.03
N	408.98	408.15
O	409.16	408.33
P	408.73	407.90



LEGEND FOR WEST APPROACH FOOTING ELEVATIONS

Notes:

For Section A-A and Cross Section see sheet S-94

* ½" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet.

PLOT DATE = 8/9/2023
FILE NAME: I:\7680\cad\Sheets\Bridge\7680-S0080-ASW01.dgn

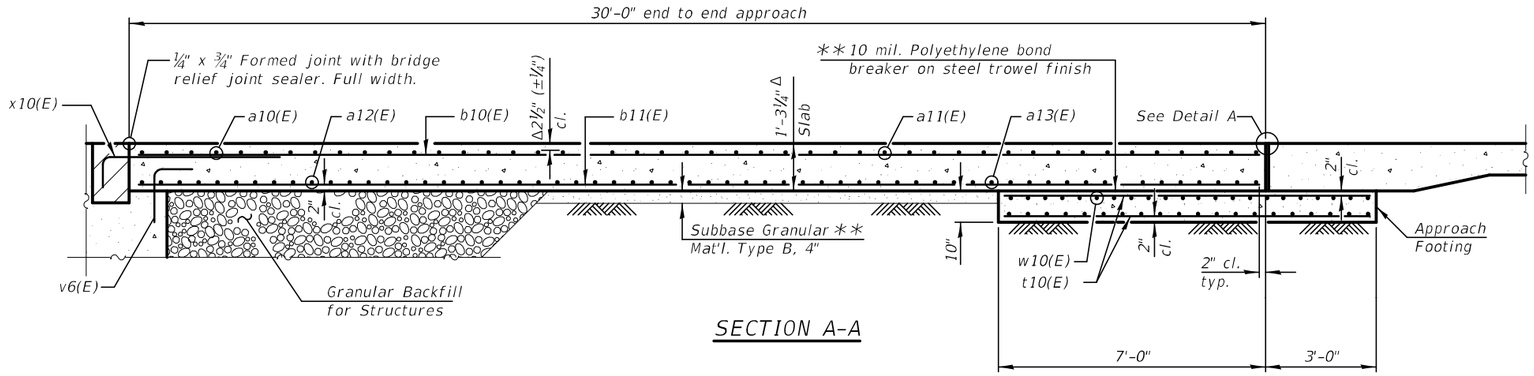
KNIGHT Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

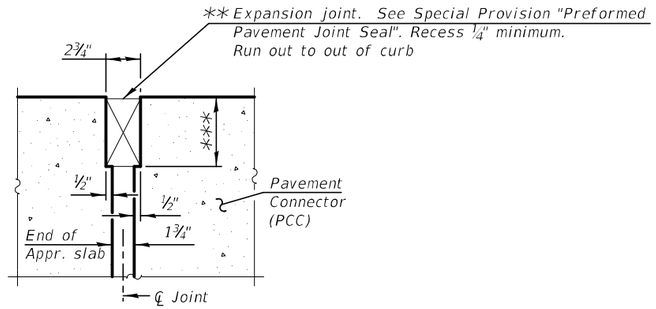
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB PLAN
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-93 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	277
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

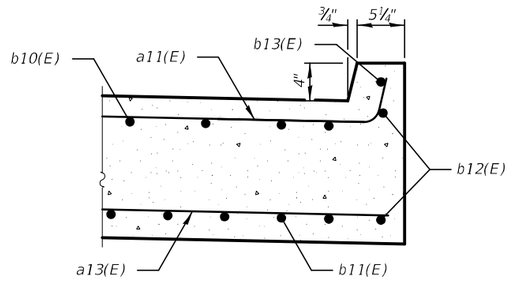


SECTION A-A

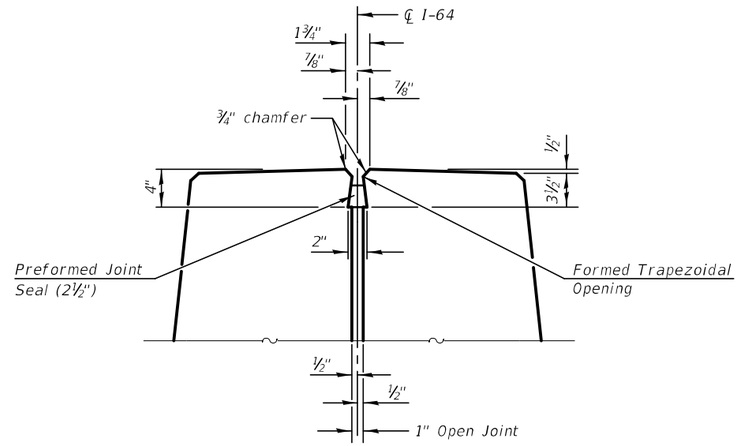


DETAIL A

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



SECTION B-B

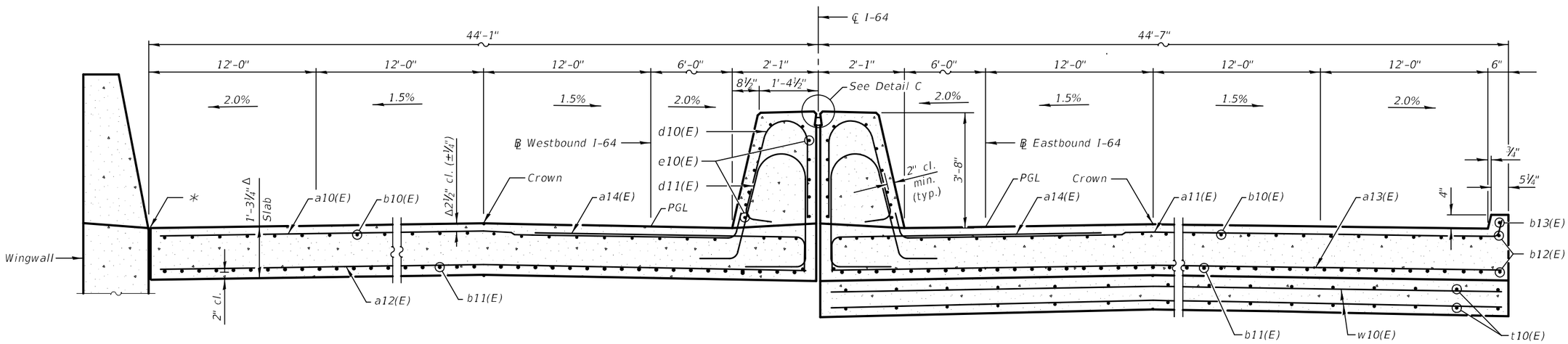


DETAIL C

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

*** Per manufacturer recommendations

* ½" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet.



Δ Prior to grinding.

NEAR ABUTMENT

CROSS SECTION

(Looking East)

AT APPROACH FOOTING

PLOT DATE = 8/9/2023
FILE NAME: I:\760\Cadd\Sheets\Bridge\760A-S608BxASW02.dgn

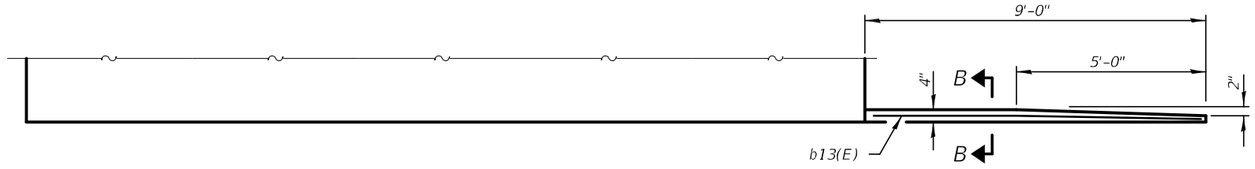
KNIGHT Engineers & Architects

	DESIGNED - KA	REVISED	
	CHECKED - LS	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

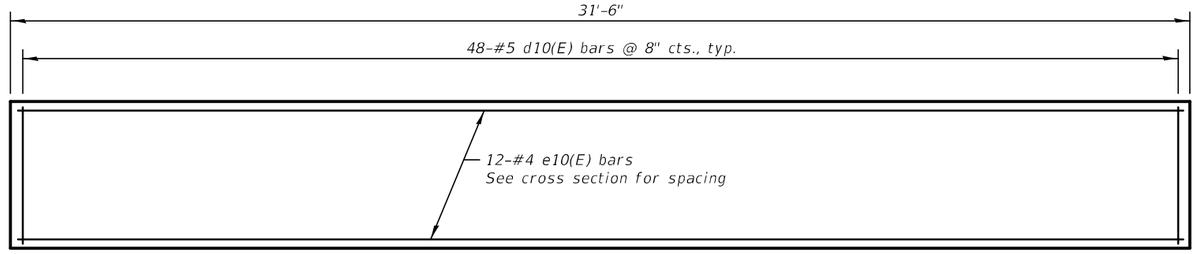
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-94 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	278
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

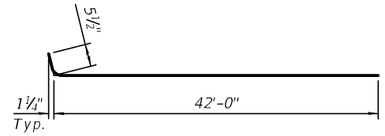


INSIDE ELEVATION OF EXTERIOR PARAPET AND CURB

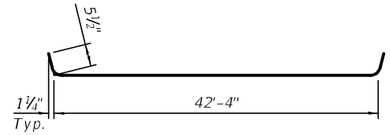


INSIDE ELEVATION OF INTERIOR PARAPET

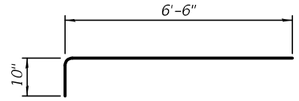
(EB shown, WB similar)



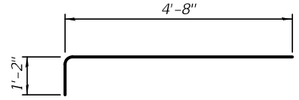
BAR a10(E)



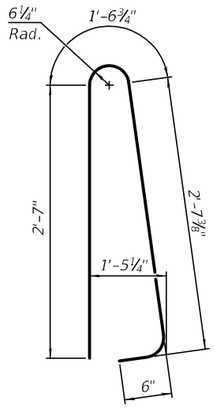
BAR a11(E)



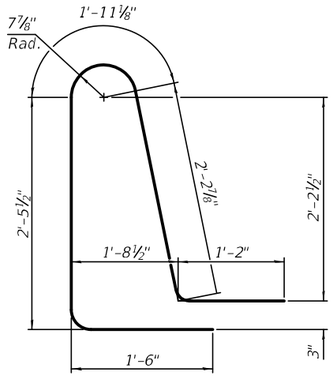
BAR a14(E)



BAR x10(E)



BAR d10(E)



BAR d11(E)

WEST APPROACH SLAB
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a10(E)	64	#5	42'-6"	
a11(E)	28	#5	43'-3"	
a12(E)	84	#8	43'-9"	
a13(E)	36	#8	44'-3"	
a14(E)	92	#5	7'-4"	
b10(E)	134	#5	29'-8"	
b11(E)	212	#9	29'-8"	
b12(E)	4	#5	8'-8"	
b13(E)	2	#4	8'-8"	
d10(E)	96	#5	7'-4"	
d11(E)	96	#5	9'-4"	
e10(E)	24	#4	31'-2"	
t10(E)	184	#4	9'-8"	
w10(E)	80	#5	44'-3"	
x10(E)	132	#5	5'-10"	
Reinforcement Bars, Epoxy Coated			Lbs.	52300
Concrete Superstructure			Cu. Yd.	25.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	127.4
Concrete Structures			Cu. Yd.	27.6
Protective Coat			Sq. Yd.	354
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	280
Diamond Grinding (Bridge Section)			Sq. Yd.	254

Notes:

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

Parapet Concrete shall be paid for as Concrete Superstructure.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet S-08.

See sheet S-94 for Section B-B.

PLOT DATE = 8/9/2023
FILE NAME: I:\760Ccad\Sheets\Bridge\7660-S0080-4SW03.dgn

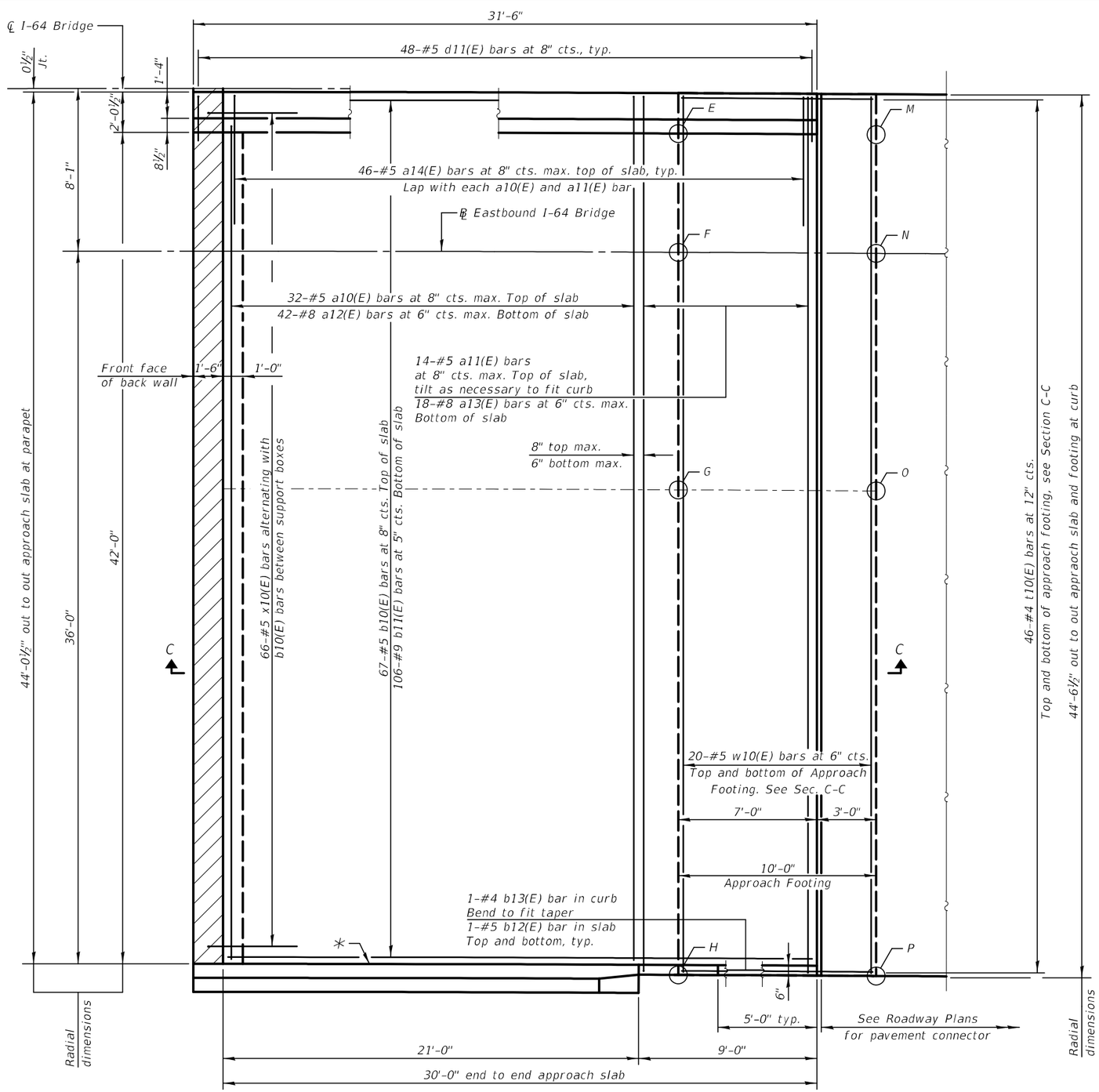
KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS AND BILL OF MATERIAL
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-95 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	279
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



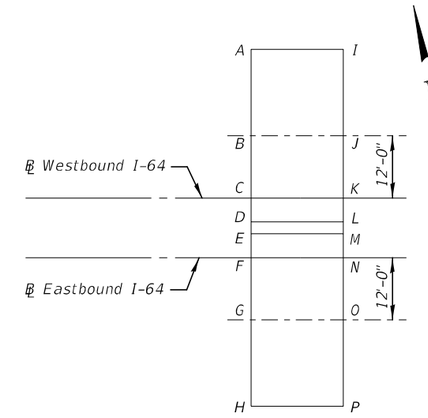
East Approach Slab

(Eastbound shown, Westbound similar)

TOP AND BOTTOM ELEVATIONS FOR EAST APPROACH FOOTING

East Approach Westbound		
Point	Top	Bottom
A	401.29	400.46
B	400.46	399.62
C	400.05	399.22
D	399.85	399.01
I	401.26	400.42
J	400.42	399.59
K	400.02	399.18
L	399.81	398.98

East Approach Eastbound		
Point	Top	Bottom
E	400.19	399.36
F	399.99	399.15
G	399.58	398.74
H	398.75	397.91
M	400.16	399.32
N	399.95	399.12
O	399.54	398.71
P	398.71	397.88



LEGEND FOR EAST APPROACH FOOTING ELEVATIONS

Notes:

For Section C-C and Cross Section see sheet S-97

* ½" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet.

All transverse dimensions are radial. Spacing shown for "a" bars is maximum spacing. Bars to be placed radially. "b" bars to be furnished straight and sprung into place to fit.

End of Approach Slab is parallel to the Back of Abutment.

PLOT DATE = 8/9/2023
FILE NAME: I:\160Dcadd\Sheets\Bridge\7600-SI080-AS101.dgn

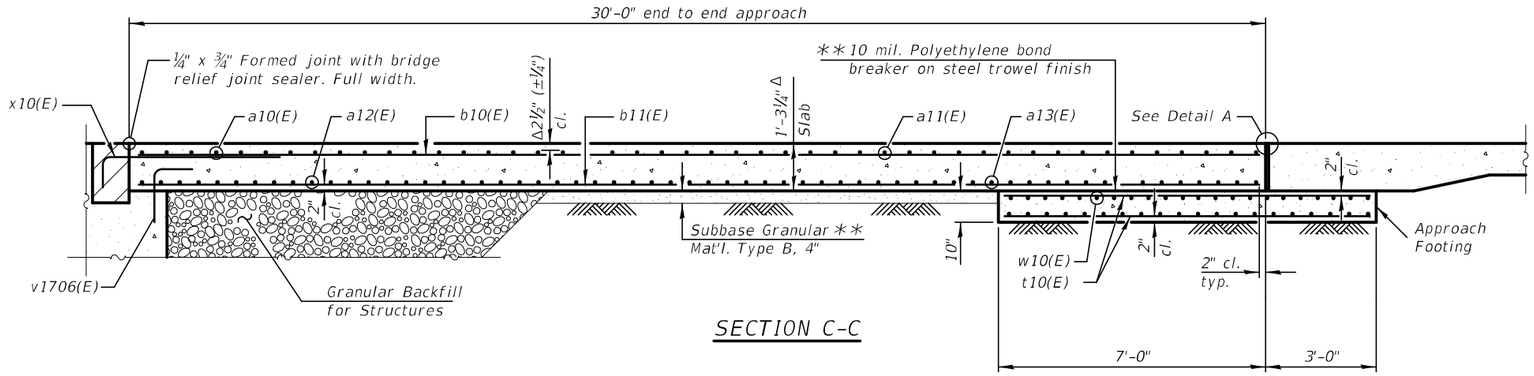
KNIGHT Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

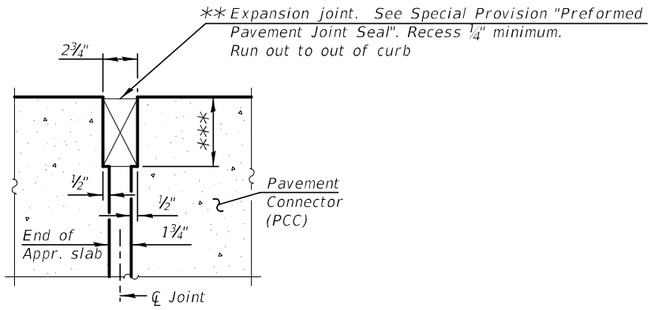
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB PLAN
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-96 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	280
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

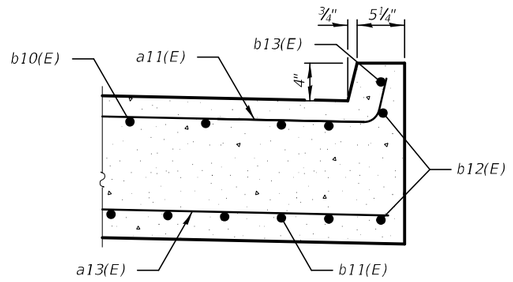


SECTION C-C

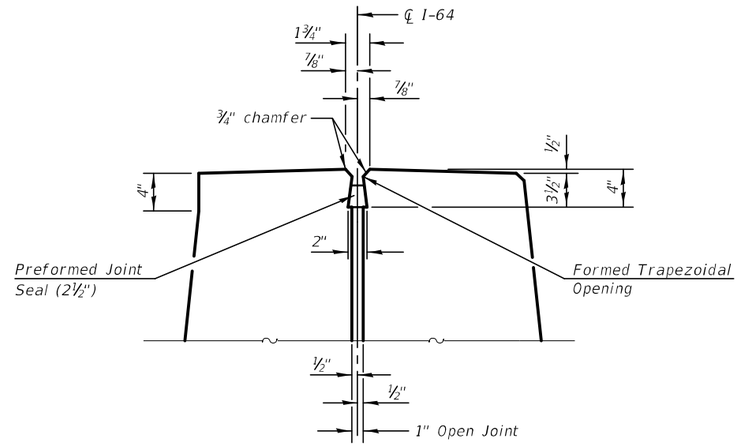


DETAIL A

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



SECTION D-D

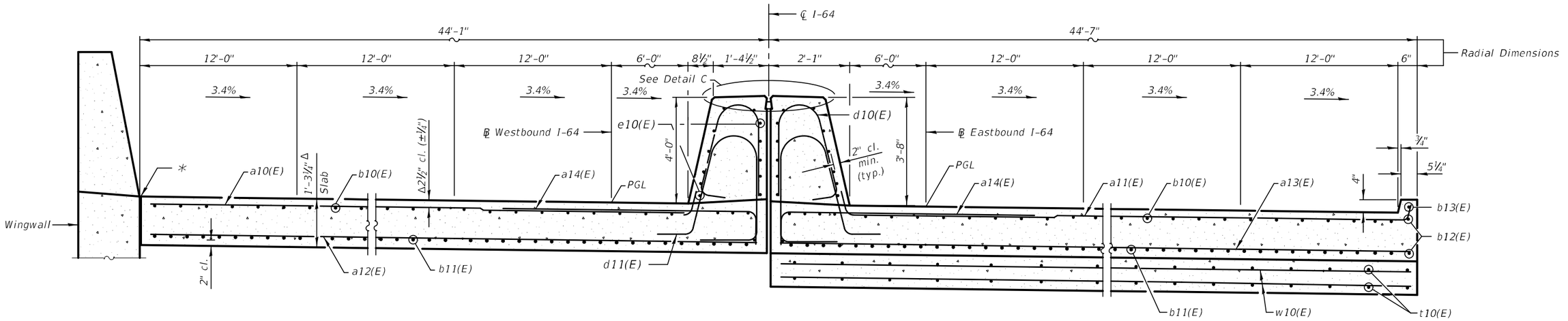


DETAIL C

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

*** Per manufacturer recommendations

* ½" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.



Δ Prior to grinding.

NEAR ABUTMENT

CROSS SECTION

(Looking East)

AT APPROACH FOOTING

PLOT DATE = 8/9/2023
FILE NAME: I:\7600\cadd\Sheets\Bridges\7600-S608BxASE02.dgn

KNIGHT Engineers & Architects

	DESIGNED - KA	REVISED	
	CHECKED - LS	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

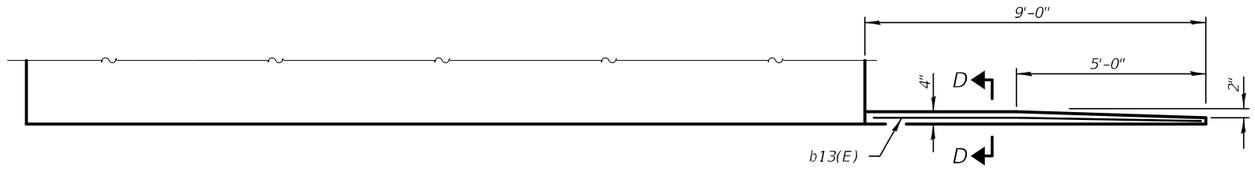
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-97 OF 232 SHEETS

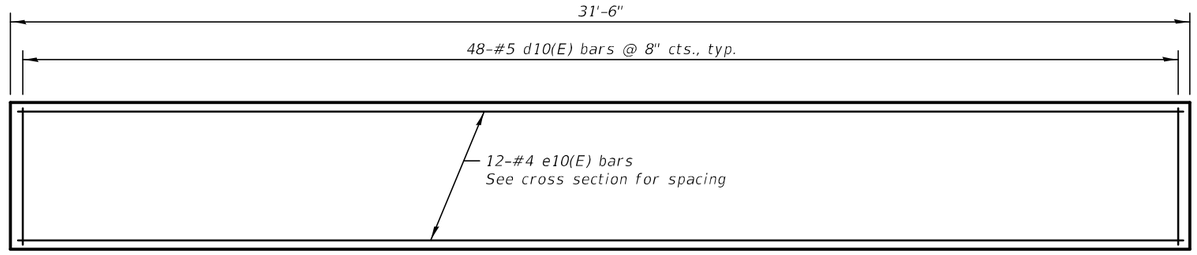
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	281
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

EAST APPROACH SLAB
BILL OF MATERIAL

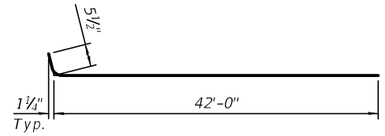
BAR	NO.	SIZE	LENGTH	SHAPE
a10(E)	64	#5	42'-6"	
a11(E)	28	#5	43'-3"	
a12(E)	84	#8	43'-9"	
a13(E)	36	#8	44'-3"	
a14(E)	92	#5	7'-4"	
b10(E)	134	#5	29'-8"	
b11(E)	212	#9	29'-8"	
b12(E)	4	#5	8'-8"	
b13(E)	2	#4	8'-8"	
d10(E)	96	#5	7'-4"	
d11(E)	96	#5	9'-4"	
e10(E)	24	#4	31'-2"	
t10(E)	184	#4	9'-8"	
w10(E)	80	#5	44'-3"	
x10(E)	132	#5	5'-10"	
Reinforcement Bars, Epoxy Coated			Lbs.	52,300
Concrete Superstructure			Cu. Yd.	21.9
Concrete Superstructure (Approach Slab)			Cu. Yd.	127.4
Concrete Structures			Cu. Yd.	27.6
Protective Coat			Sq. Yd.	354
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	280
Diamond Grinding (Bridge Section)			Sq. Yd.	254



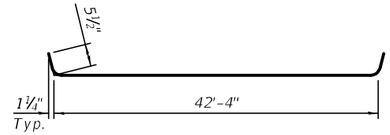
INSIDE ELEVATION OF EXTERIOR PARAPET AND CURB



INSIDE ELEVATION OF INTERIOR PARAPET
(EB shown, WB similar)



BAR a10(E)



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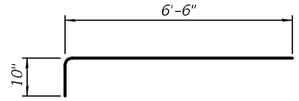
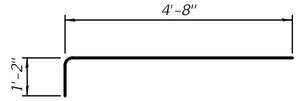
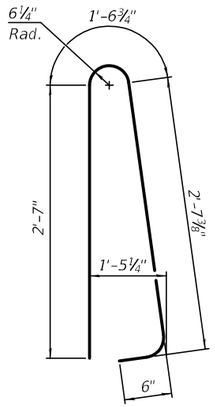


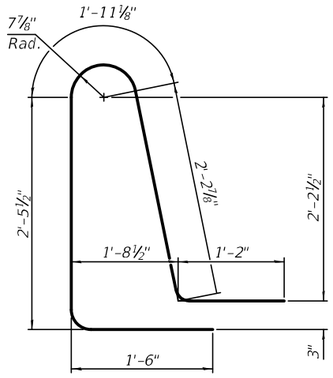
BAR a14(E)



BAR x10(E)



BAR d10(E)



BAR d11(E)

Notes:

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

Parapet Concrete shall be paid for as Concrete Superstructure.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet S-08 .

See sheet S-97 for Section D-D.

PLOT DATE = 8/9/2023
FILE NAME: I:\760Ccd\Sheets\Bridge\7660-S0080-ASE02.dgn

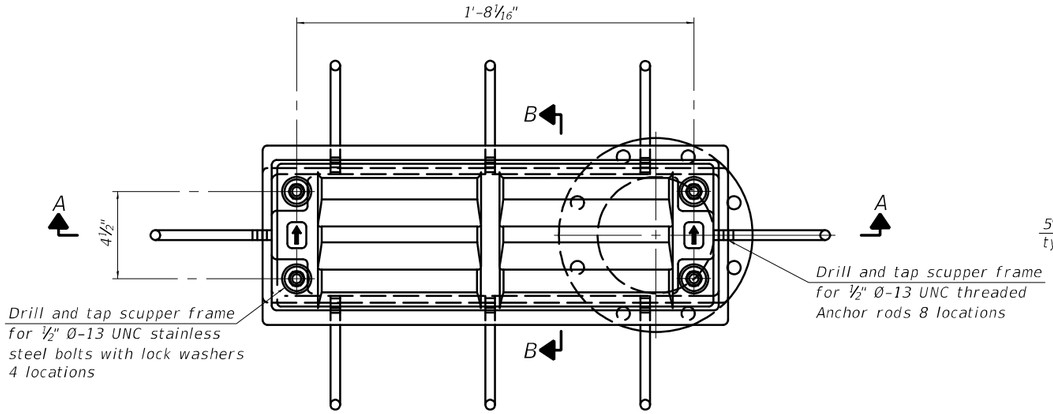
KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

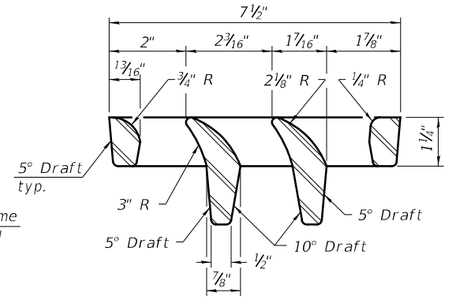
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS AND BILL OF MATERIAL
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-98 OF 232 SHEETS

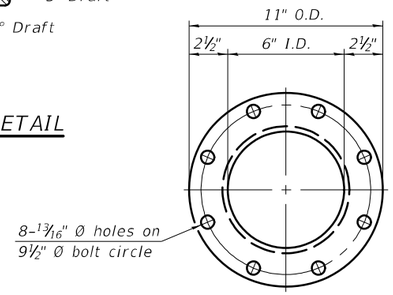
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	282
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

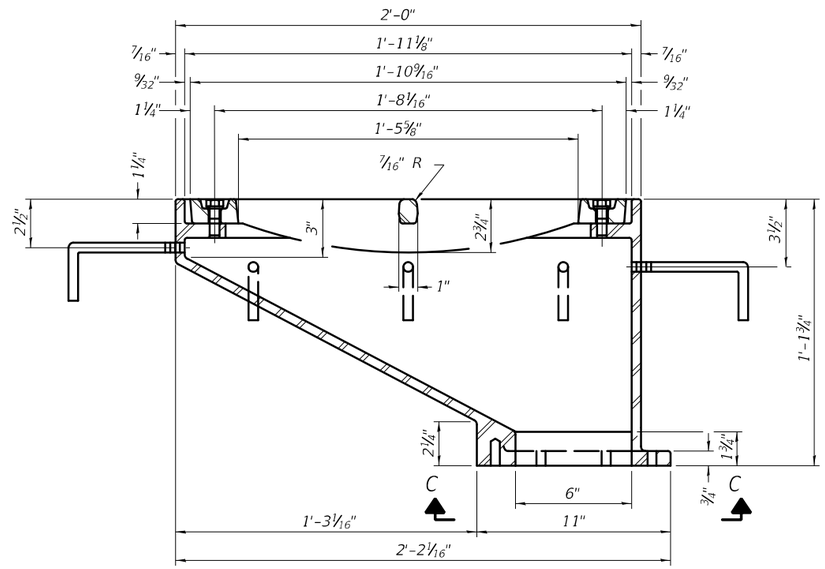
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet S-07.

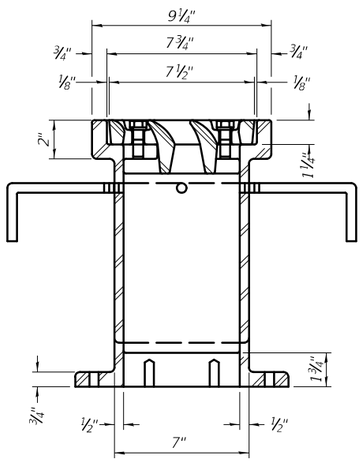
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-12.

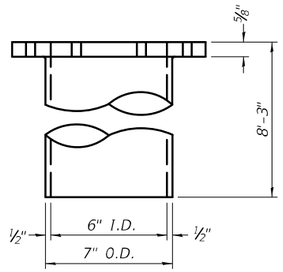


SECTION A-A

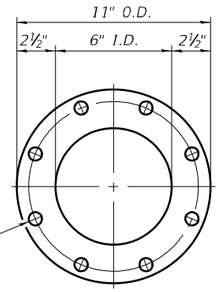
See sheet S-67, S-71, S-75, or S-87 for scupper location relative to parapet.



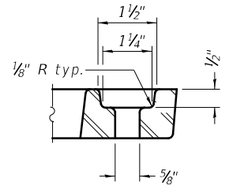
SECTION B-B



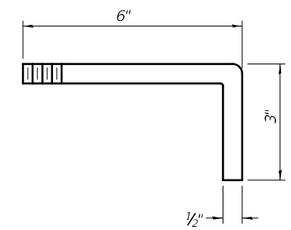
DOWNSPOUT



VIEW C-C



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-12	Each	72

DS-12

2-1-2023

KNIGHT Engineers & Architects

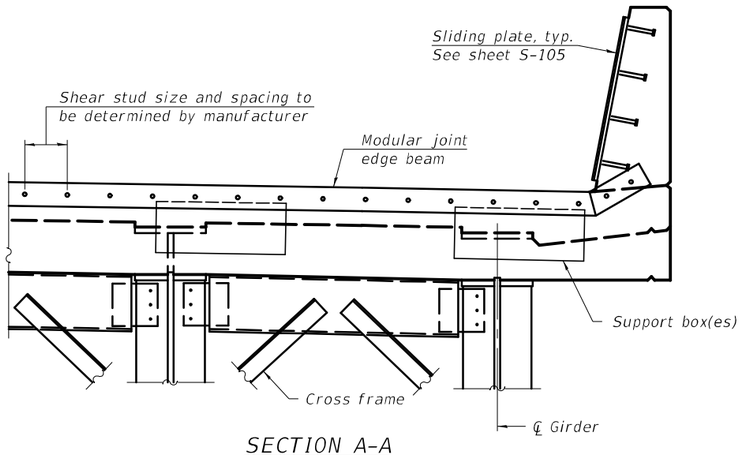
		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

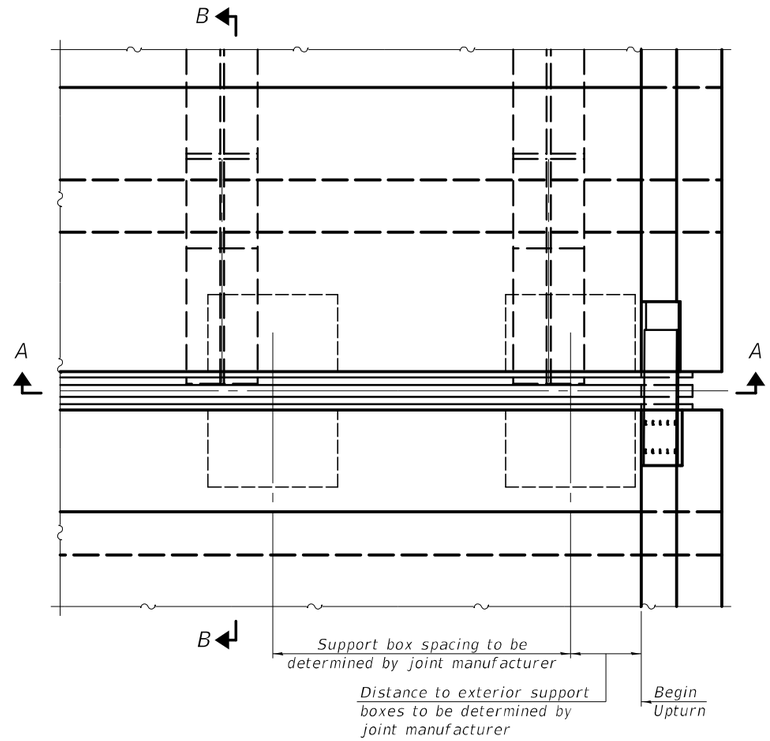
DRAINAGE SCUPPER, DS-12
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-99 OF 232 SHEETS

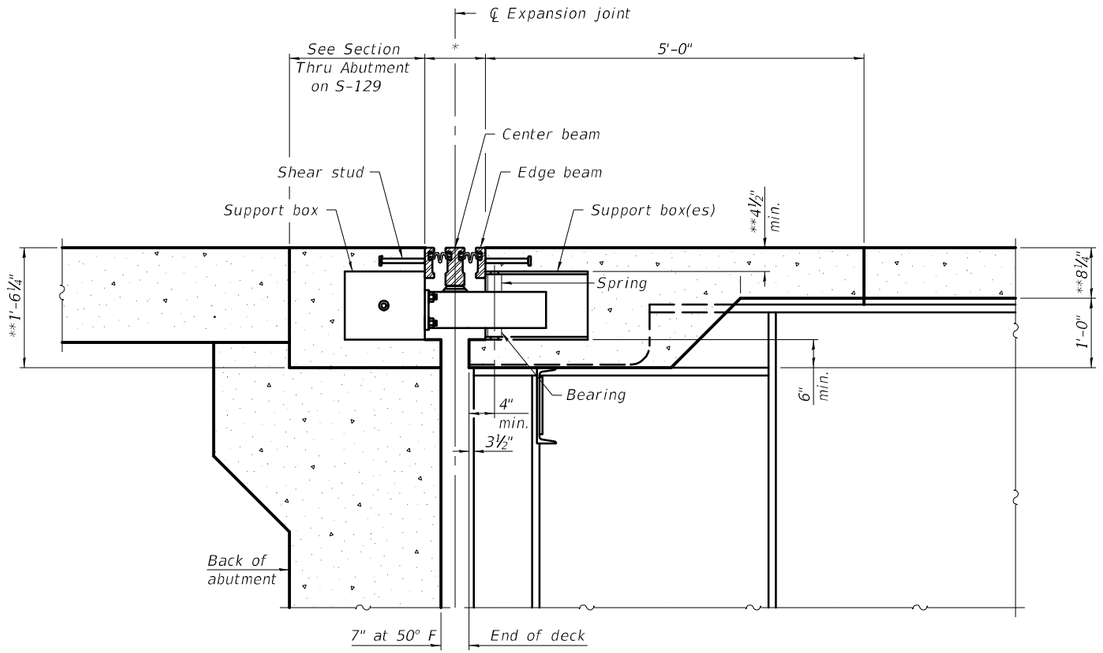
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	283
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 6/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-S0080-DS91.dgn



SECTION A-A





SECTION B-B

(Dimensions shown at right ℄'s to the joint)
* Joint width, per manufacturer.
** Prior to grinding

Total Long. Movement (in.)		Total Lateral Movement (in.)	Joint Size (in.)
ΔT	Seis.		
4¼"	6¼"	0"	9"

ΔT = Total movement due to thermal
Seis. = Total movement due to seismic

BILL OF MATERIAL

Item	Unit	Quantity
Modular Expansion Joint, 9"	Foot	84

Notes:

Actual dimensions may vary depending on modular joint manufacturer's design.

A support box is required outside the fascia beam.

Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span or approach slab.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top chord of the cross frames.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area.

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

For beam coping and end cross frame details see sheet S-115.

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

EJ-MOD-FD-ABUT 11-1-2022

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C4D\Sheets\Bridge\7600-S008&MODE101.dgn

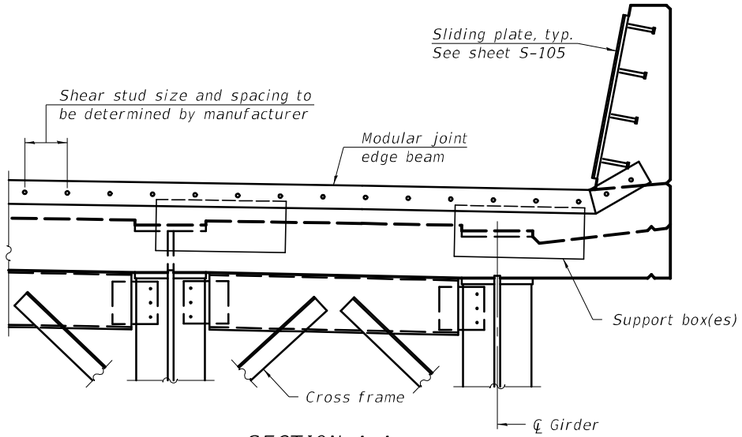
KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

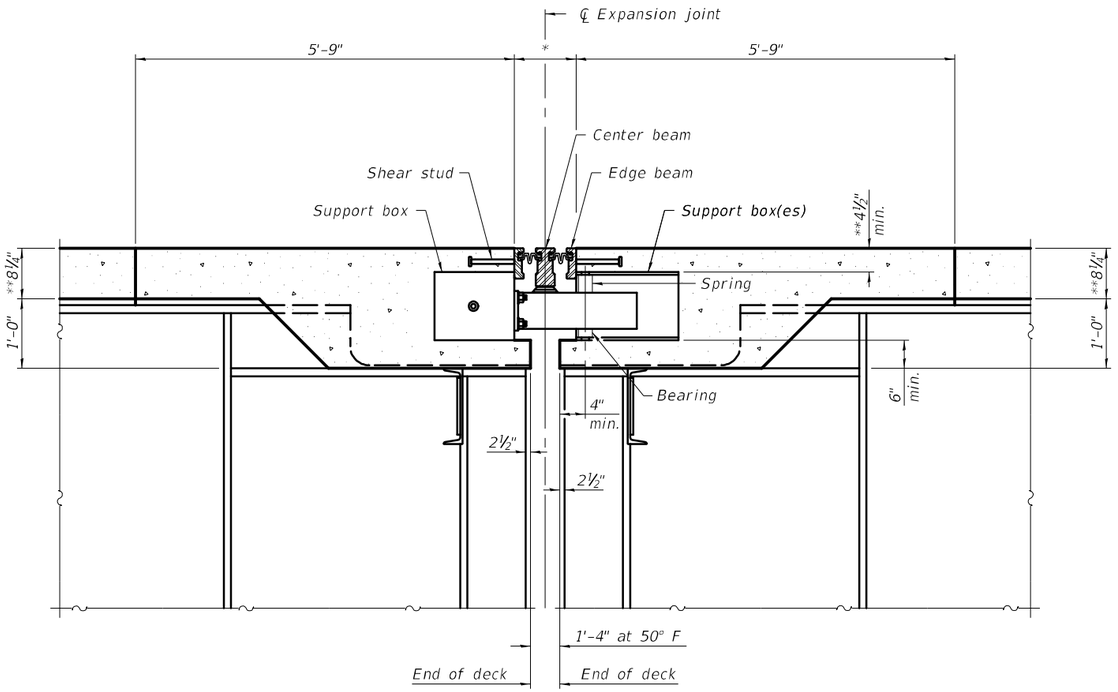
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR JOINT DETAILS – WEST ABUTMENT
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-100 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	284
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

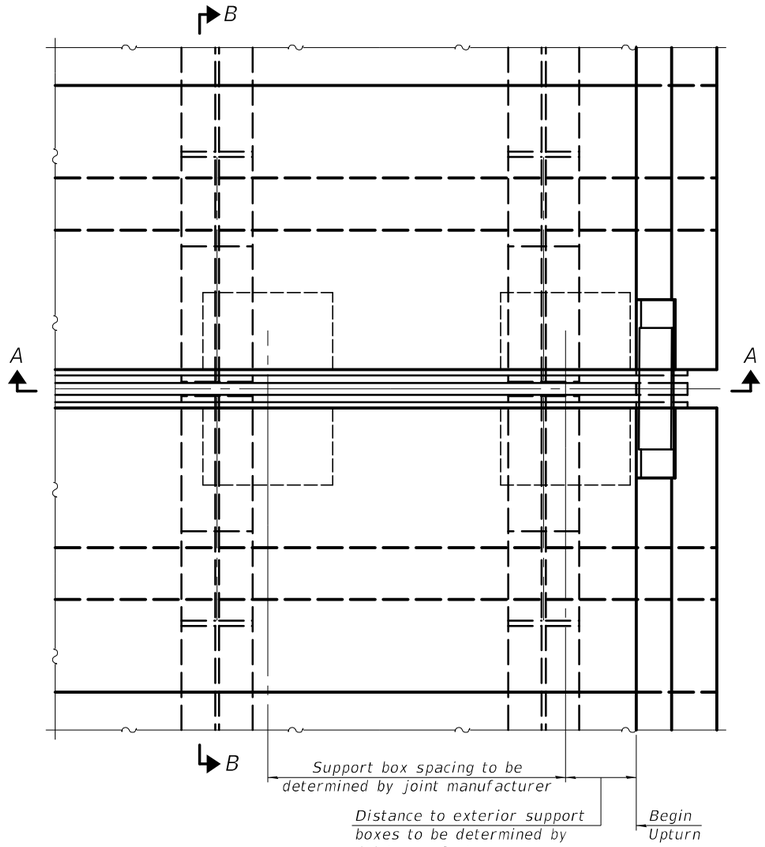


SECTION A-A



SECTION B-B

(Dimensions shown at right ℄'s to the joint)
* Joint width, per manufacturer.
** Prior to grinding



PARTIAL PLAN

Total Long. Movement (in.)		Total Lateral Movement (in.)	Joint Size (in.)
ΔT	Seis.		
11⅜"	15⅛"	0"	18"

ΔT = Total movement due to thermal
Seis. = Total movement due to seismic

BILL OF MATERIAL

Item	Unit	Quantity
Modular Expansion Joint, 18"	Foot	84

Notes:

Actual dimensions may vary depending on modular joint manufacturer's design.

Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top chord of the cross frames.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area.

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

For beam coping and end cross frame details see sheet S-115.

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

EJ-MOD-FD-PIER 11-1-2022

KNIGHT Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR JOINT DETAILS – PIER 4
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-101 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	285
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/9/2023
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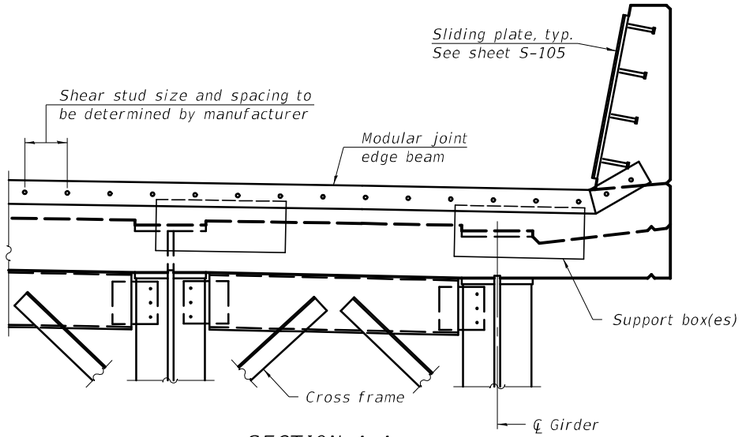
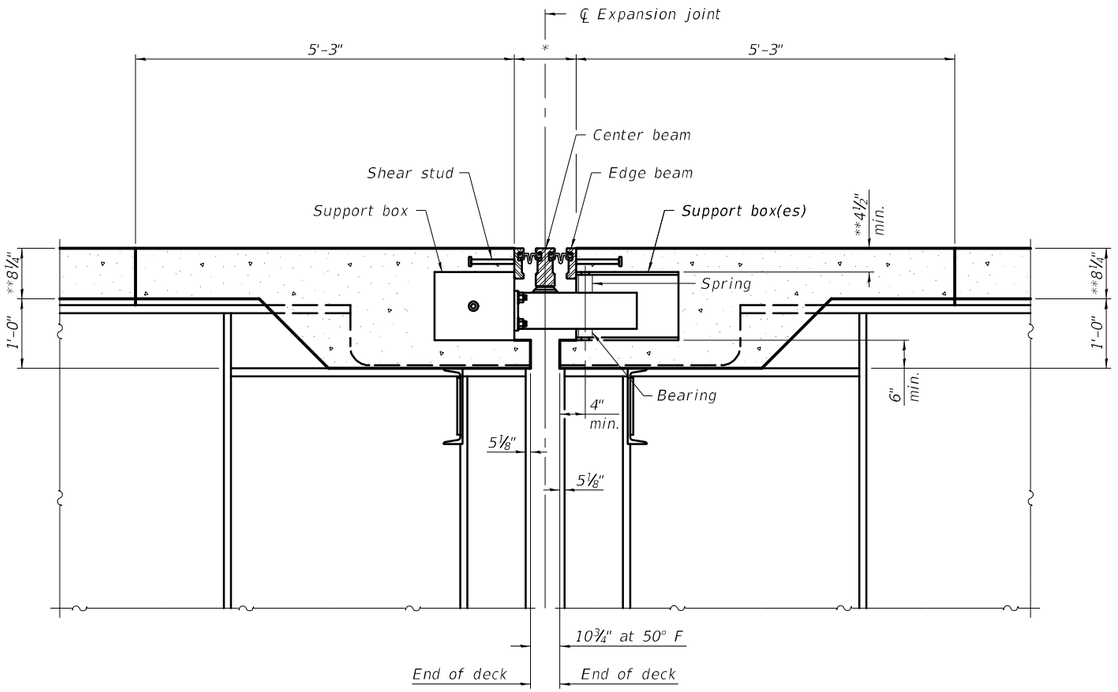
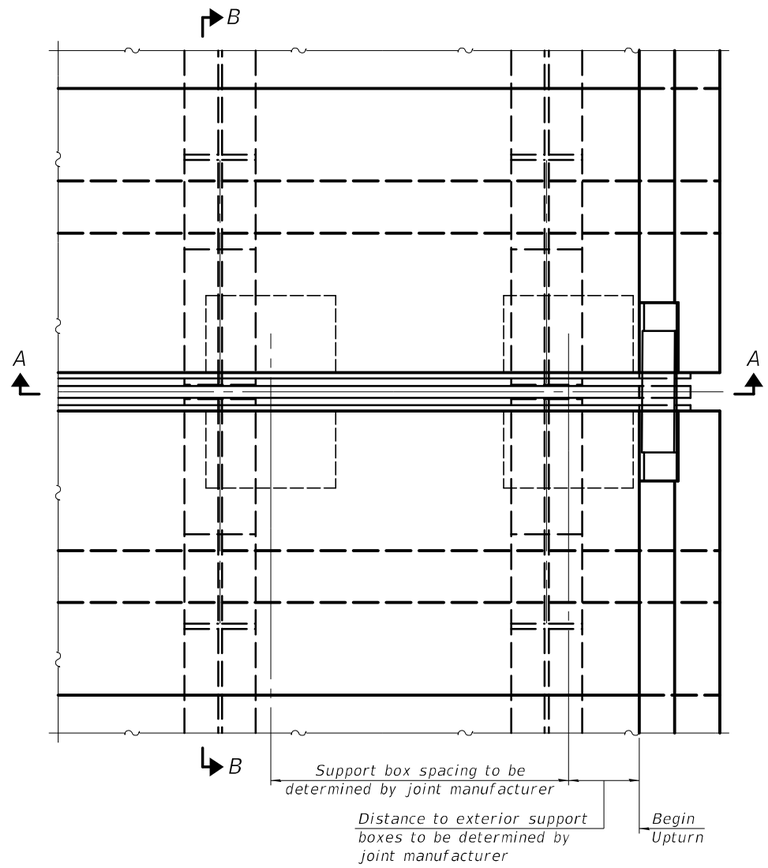


SECTION A-A



SECTION B-B

(Dimensions shown at right ℄'s to the joint)
* Joint width, per manufacturer.
** Prior to grinding



PARTIAL PLAN

Total Long. Movement (in.)		Total Lateral Movement (in.)	Joint Size (in.)
ΔT	Seis.		
10⅜"	10"	0"	12"

ΔT = Total movement due to thermal
Seis. = Total movement due to seismic

BILL OF MATERIAL

Item	Unit	Quantity
Modular Expansion Joint, 12"	Foot	84

Notes:

Actual dimensions may vary depending on modular joint manufacturer's design.

Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top chord of the cross frames.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area.

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

For beam coping and end cross frame details see sheet S-115.

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

EJ-MOD-FD-PIER 11-1-2022

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C4D\Sheets\Bridges\7600-S0080-MODEJ03.dgn

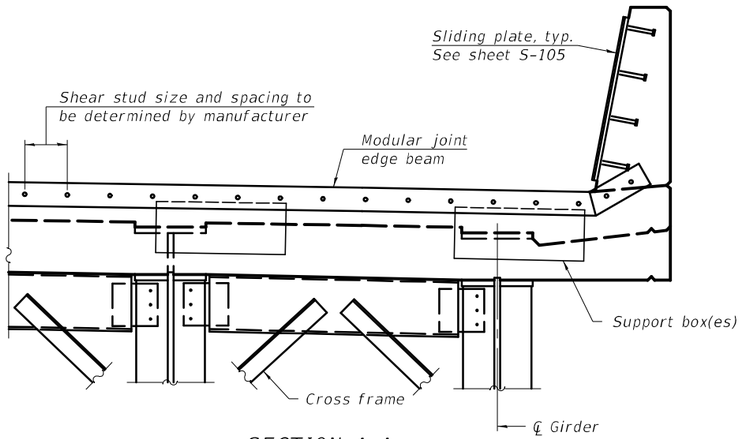
KNIGHT
Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

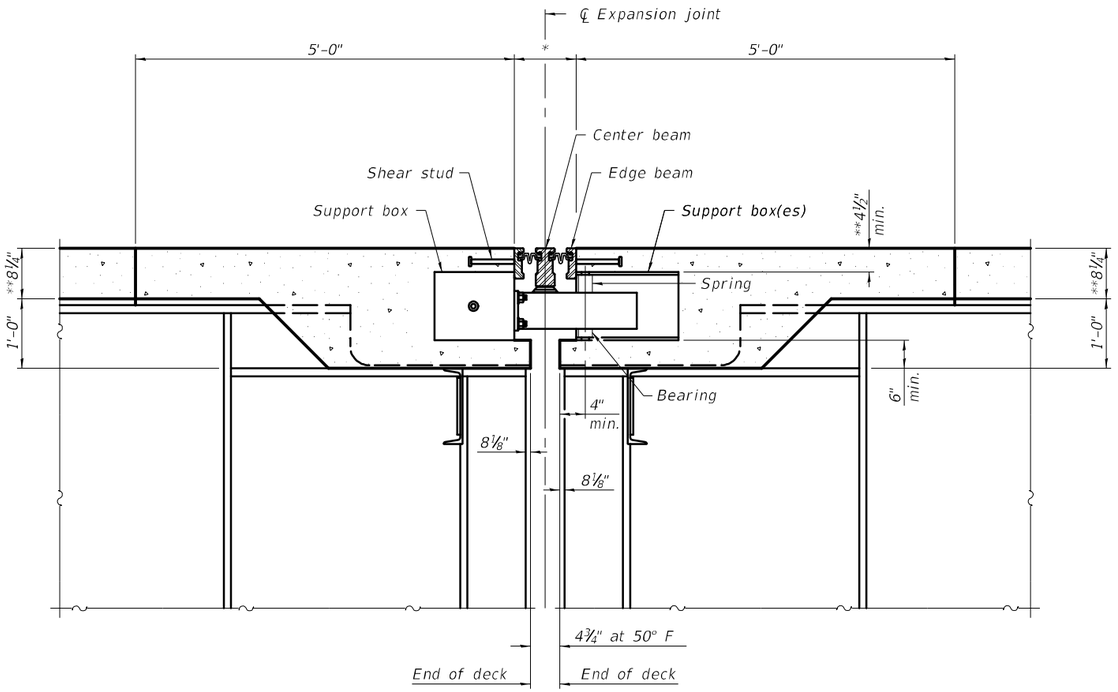
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR JOINT DETAILS – PIER 8
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-102 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	286
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS FED. AID PROJECT			

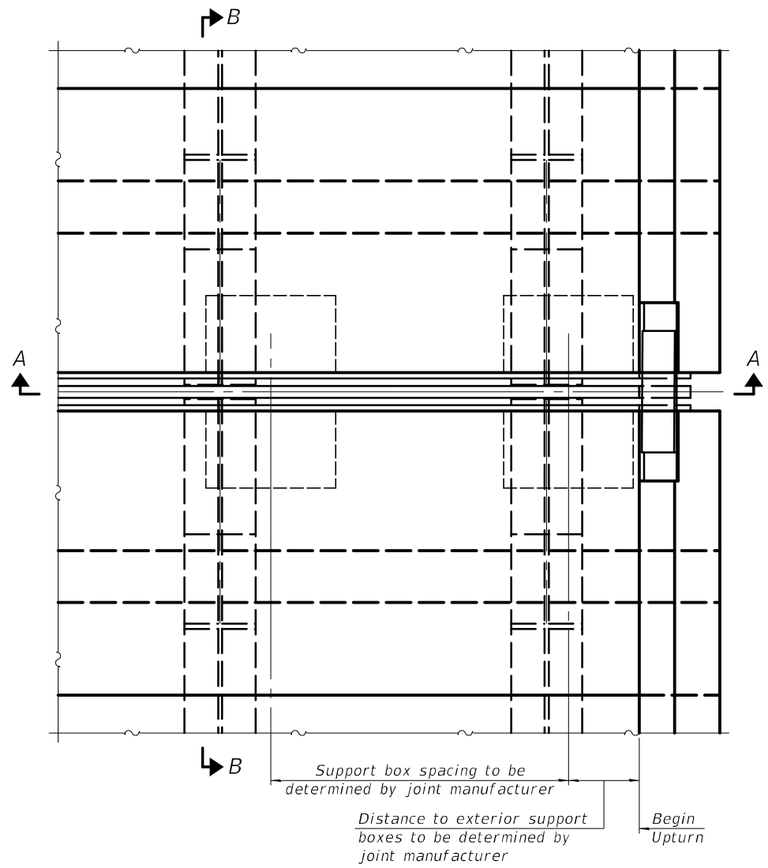


SECTION A-A



SECTION B-B

(Dimensions shown at right ∠'s to the joint)
* Joint width, per manufacturer.
** Prior to grinding



PARTIAL PLAN

Total Long. Movement (in.)		Total Lateral Movement (in.)	Joint Size (in.)
ΔT	Seis.		
7⅞"	¼"	0"	9"

ΔT = Total movement due to thermal
Seis. = Total movement due to seismic

BILL OF MATERIAL

Item	Unit	Quantity
Modular Expansion Joint, 9"	Foot	84

Notes:

Actual dimensions may vary depending on modular joint manufacturer's design.

Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top chord of the cross frames.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area.

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

For beam coping and end cross frame details see sheet S-115.

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

EJ-MOD-FD-PIER 11-1-2022

KNIGHT Engineers & Architects

		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR JOINT DETAILS – PIER 12
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-103 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	287
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS FED. AID PROJECT			

PLOT DATE = 8/9/2023
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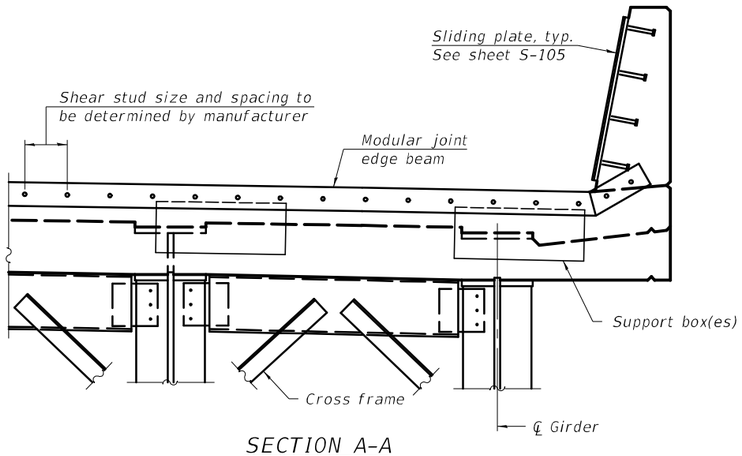
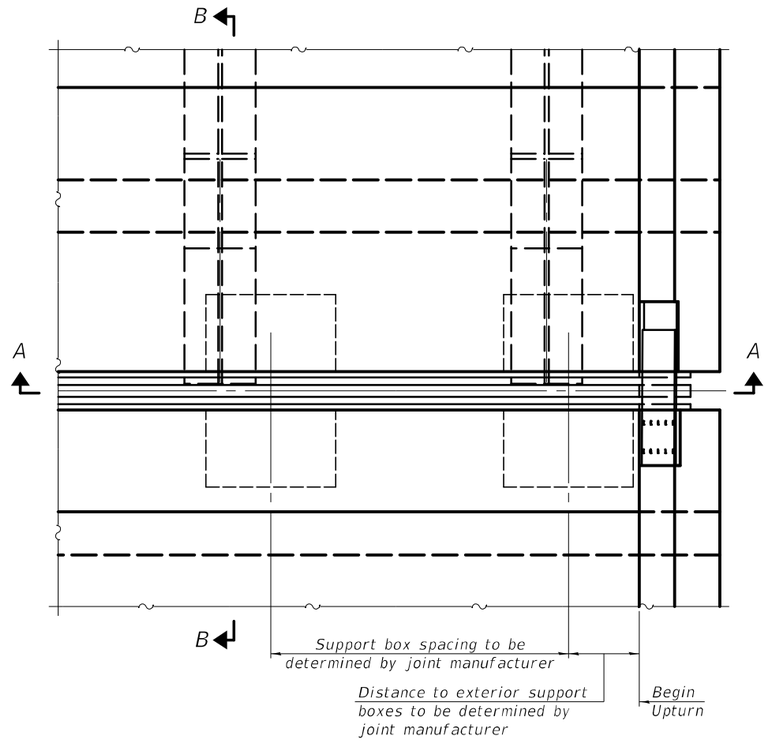
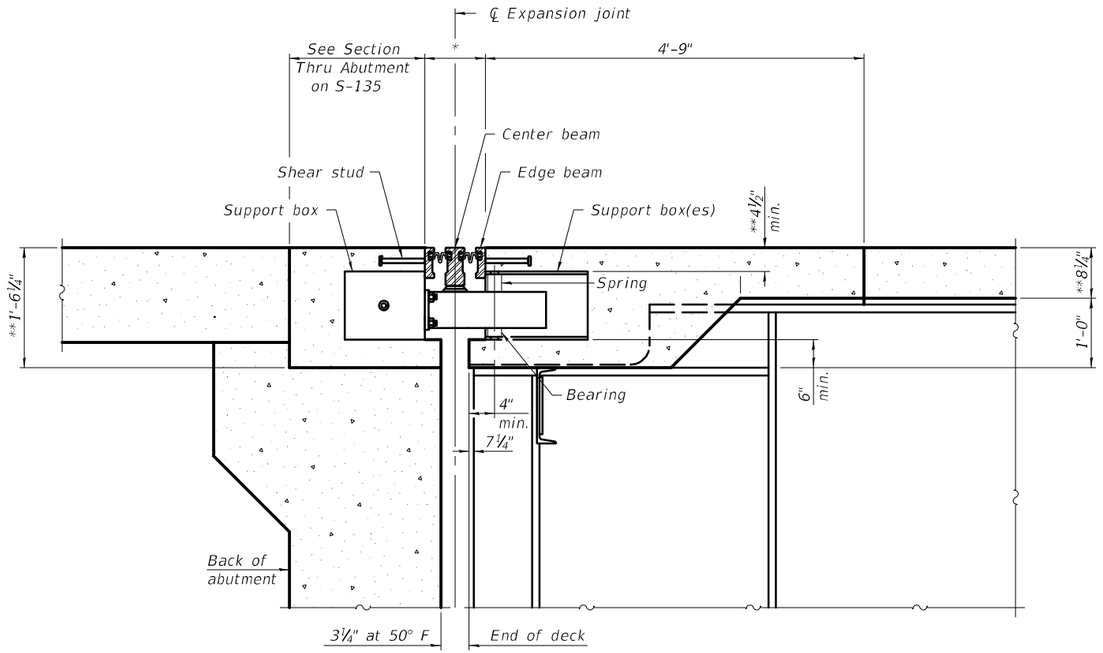


SECTION A-A





SECTION B-B

(Dimensions shown at right ℄'s to the joint)
* Joint width, per manufacturer.
** Prior to grinding

Total Long. Movement (in.)		Total Lateral Movement (in.)	Joint Size (in.)
ΔT	Seis.		
4⅞"	¾"	⅛"	6"

ΔT = Total movement due to thermal
Seis. = Total movement due to seismic

BILL OF MATERIAL

Item	Unit	Quantity
Modular Expansion Joint, 6"	Foot	84

Notes:

Actual dimensions may vary depending on modular joint manufacturer's design.

A support box is required outside the fascia beam.

Modular expansion joints shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span or approach slab.

Modular joint assemblies shall be temporarily supported off the beam ends until the concrete is placed. Additional supports, if required by design, shall be detailed on the shop drawings to connect to the top chord of the cross frames.

Modular expansion joints shall be adjusted for temperature prior to pouring the blockout area.

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

For beam coping and end cross frame details see sheet S-115.

Bars in the blockout may be adjusted in the field if necessary to miss joint support boxes, as approved by the Engineer.

EJ-MOD-FD-ABUT 11-1-2022

KNIGHT Engineers & Architects

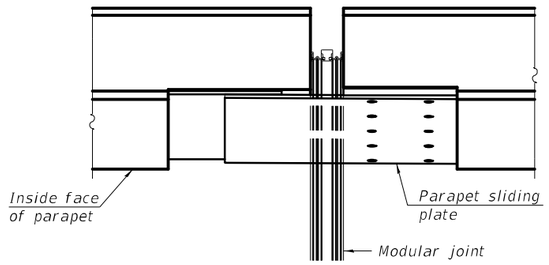
		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

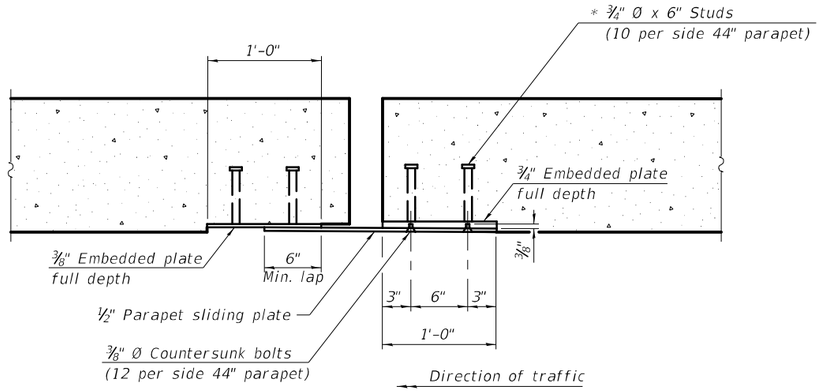
MODULAR JOINT DETAILS – EAST ABUTMENT
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-104 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	288
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C4d\Sheets\Bridge\7600-S0080-MODEJ01.dgn



PLAN AT PARAPET



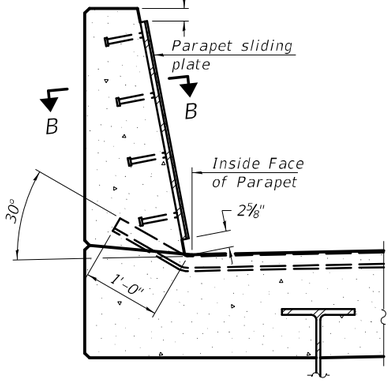
SECTION B-B

Notes:

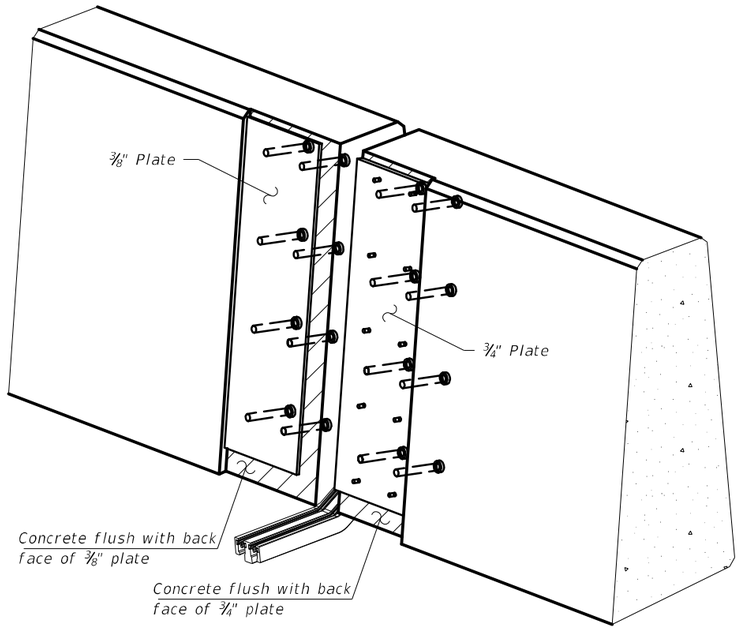
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Cost of parapet sliding plates, embedded plates, and anchorage studs, is included with Modular Expansion Joint of the size indicated on sheets S-100 to S-104

Actual dimension of joint opening may vary based on modular joint manufacturer's design.



SECTION AT PARAPET



TRIMETRIC VIEW
(Showing embedded plates only)

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

EJ-MOD-PSP 11-1-2022

KNIGHT Engineers & Architects

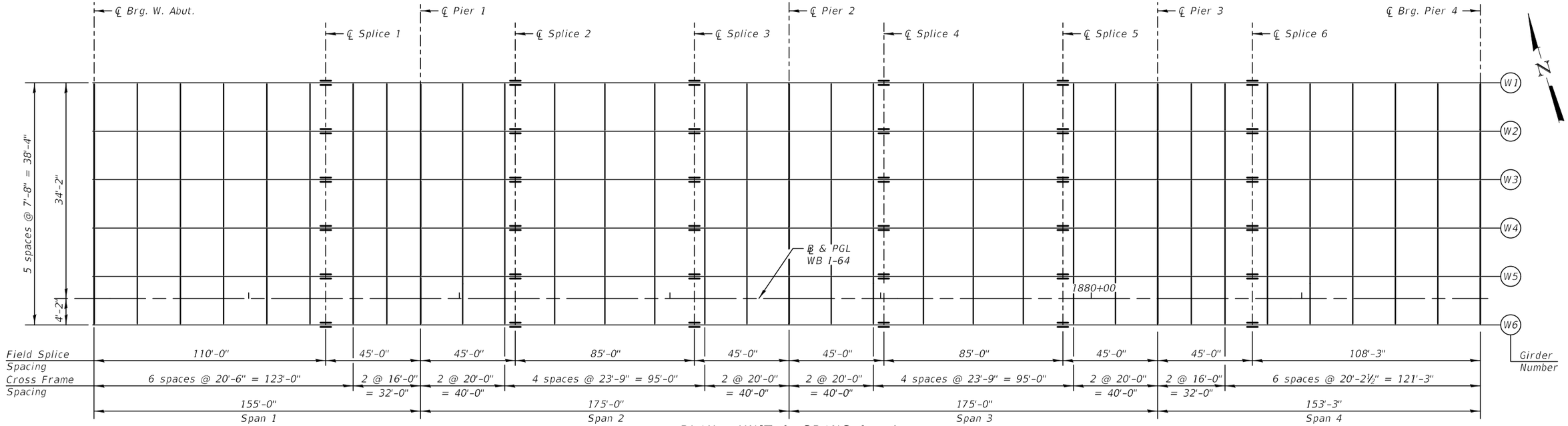
		DESIGNED - KA	REVISED
		CHECKED - LS	REVISED
SCALE - NONE		DRAWN - KA	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR JOINT DETAILS – SLIDING PLATE DETAIL
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-105 OF 232 SHEETS

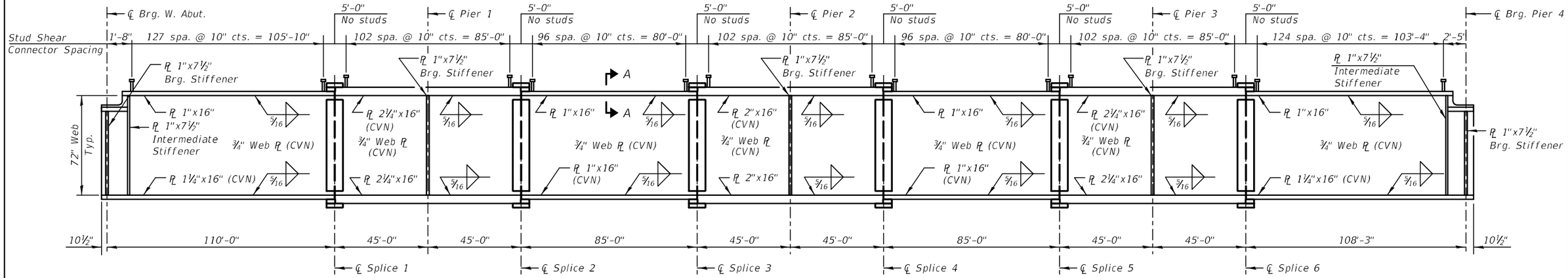
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	289
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS FED. AID PROJECT			

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C4d\Sheets\Bridge\7600-S008R-MOD10fix.dgn

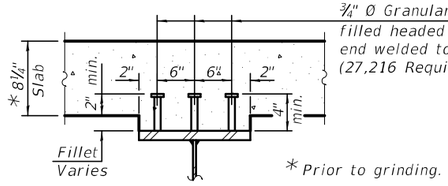


PLAN – UNIT 1, SPANS 1 – 4

(Westbound shown, Eastbound similar)



ELEVATION



SECTION A-A

Notes:

All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-122.

For Splice details see Sheet S-118 and S-119.

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115.

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-S0080-BRK01.dgn

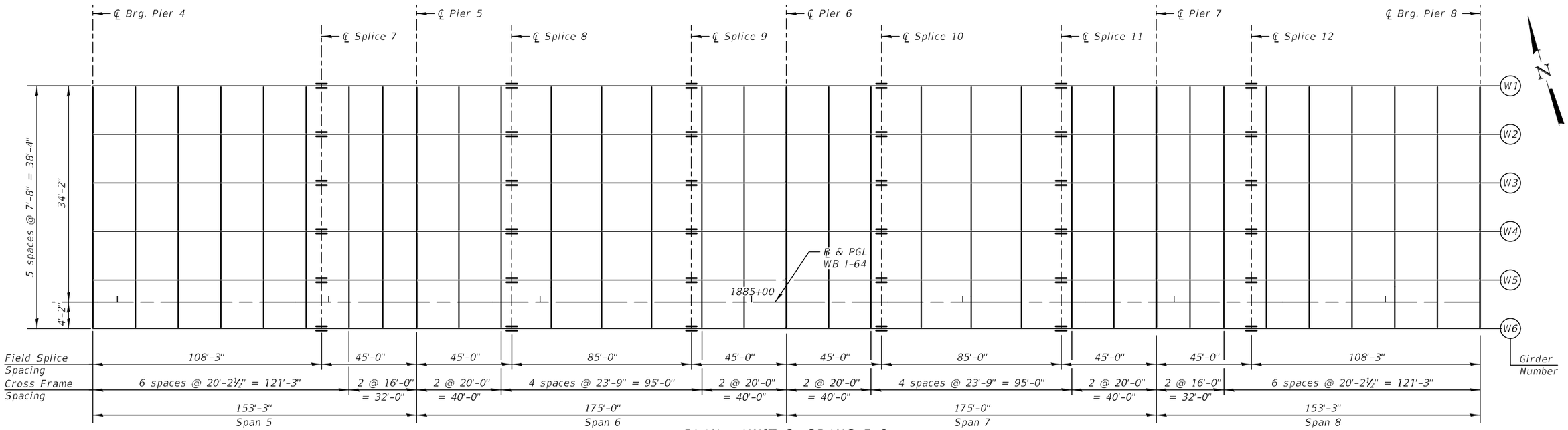
KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

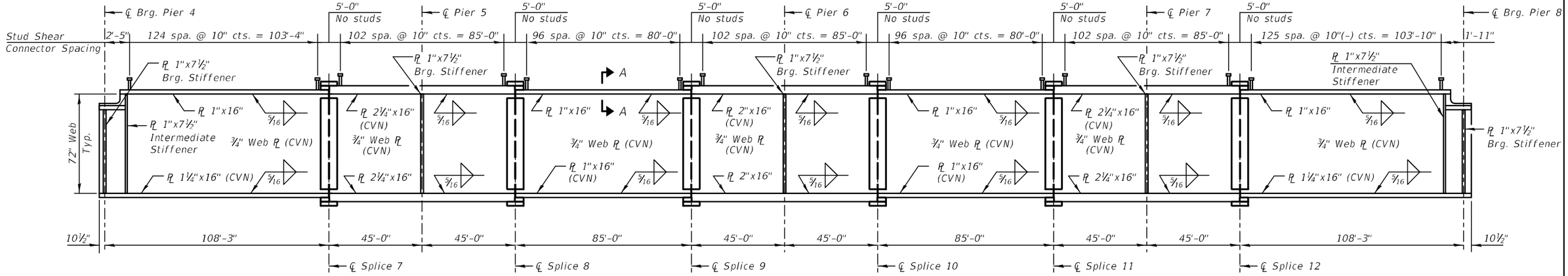
FRAMING PLAN & ELEVATION – UNIT 1
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-106 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	290
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

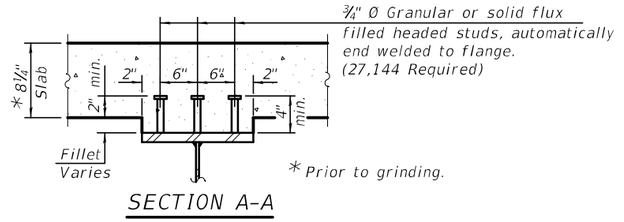


PLAN – UNIT 2, SPANS 5-8

(Westbound shown, Eastbound similar)



ELEVATION



SECTION A-A

Notes:

All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-122.

For Splice details see Sheet S-118 and S-119

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115.

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-S0080-BRM02.dgn

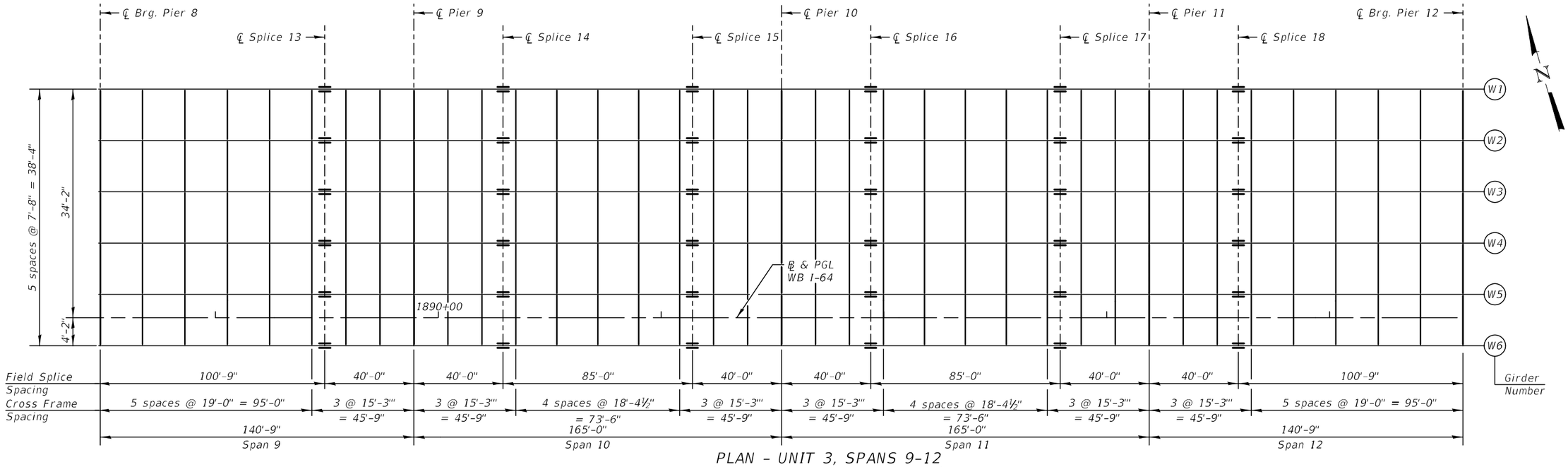
KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

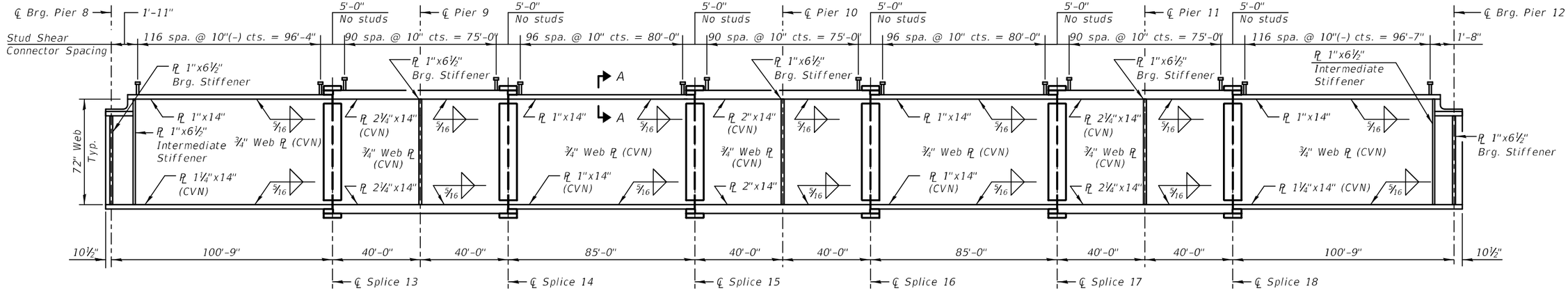
FRAMING PLAN & ELEVATION – UNIT 2
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-107 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	291
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

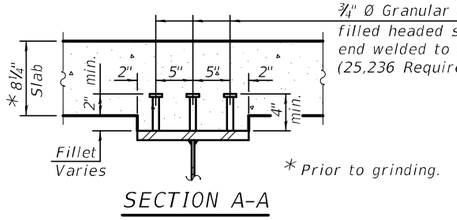


PLAN - UNIT 3, SPANS 9-12

(Westbound shown, Eastbound similar)



ELEVATION



SECTION A-A

Notes:

All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-123.

For Splice details see Sheet S-119 and S-120

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115.

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7660\CADD\Sheets\Bridge\7660-S0080-BM03.dgn

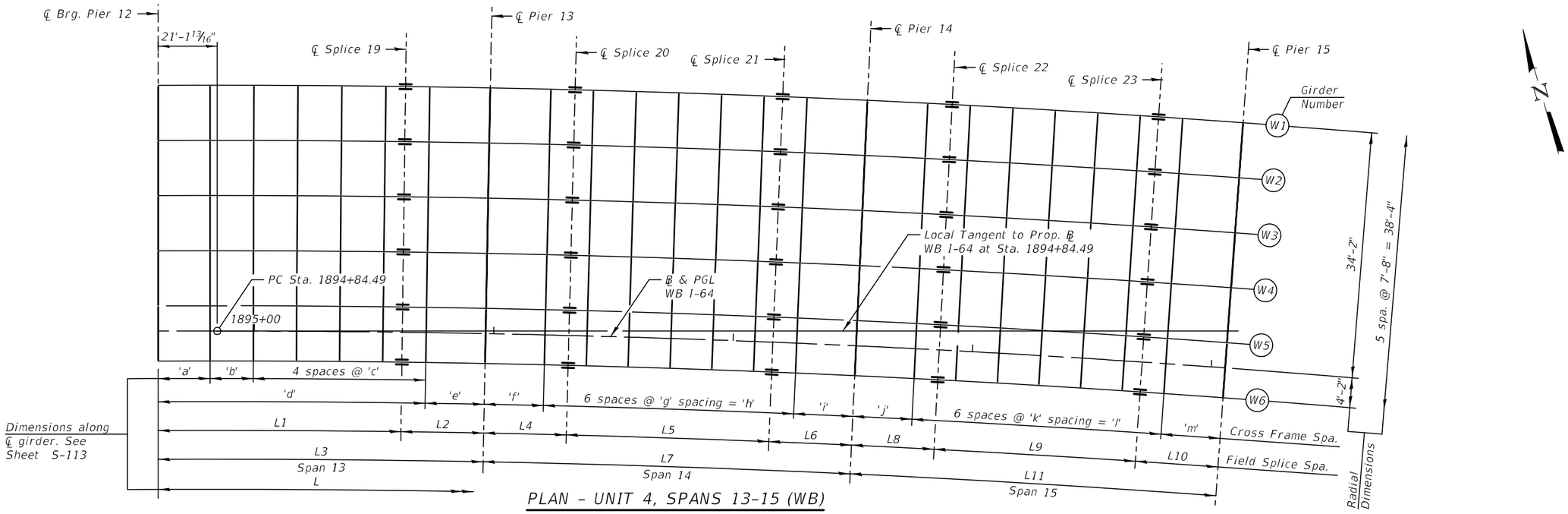
KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

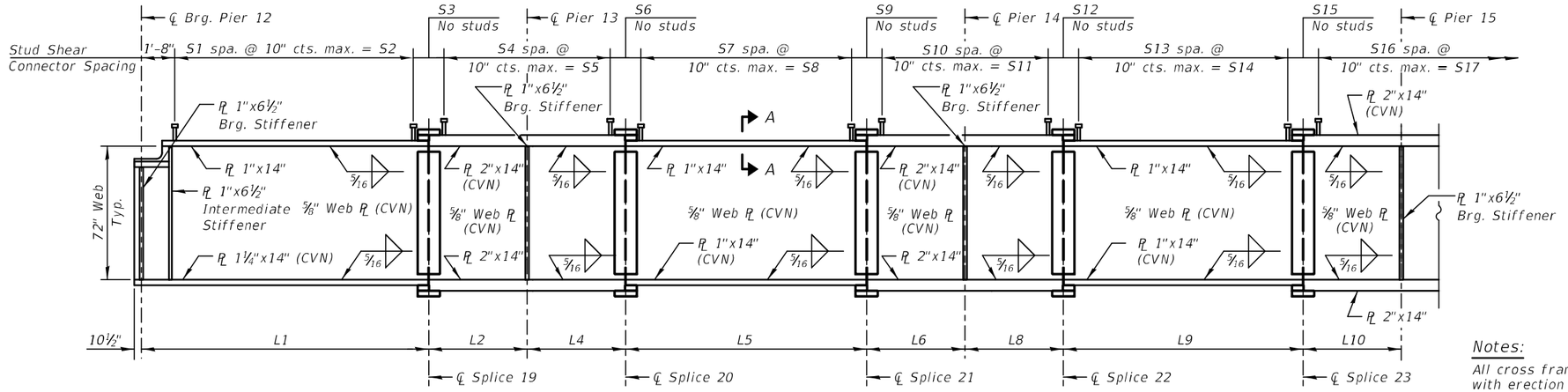
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION - UNIT 3
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-108 OF 232 SHEETS

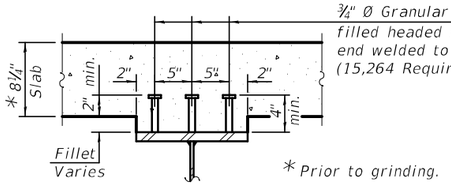
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	292
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN - UNIT 4, SPANS 13-15 (WB)



ELEVATION



SECTION A-A

Notes:

All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-123.

For Splice details see Sheet S-121

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115 .

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\C-4x15\Sheets\Bridges\7600-S0004-BM04.dgn

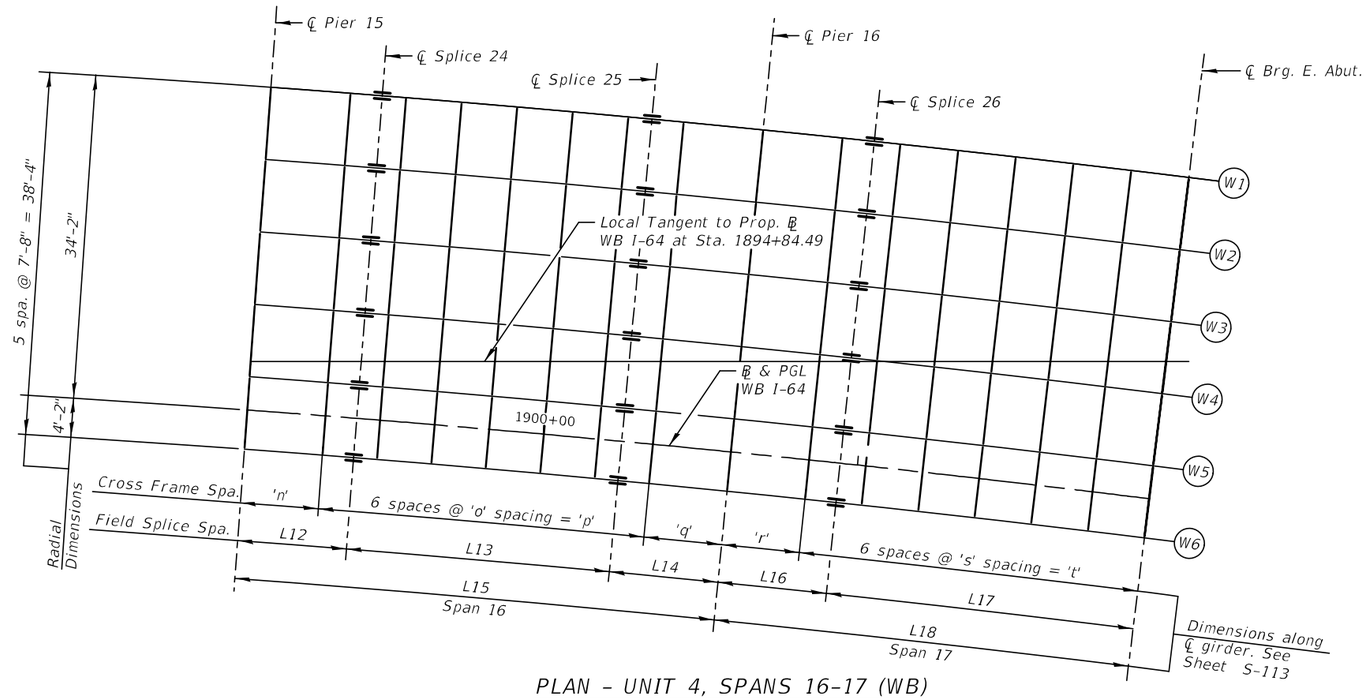
KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

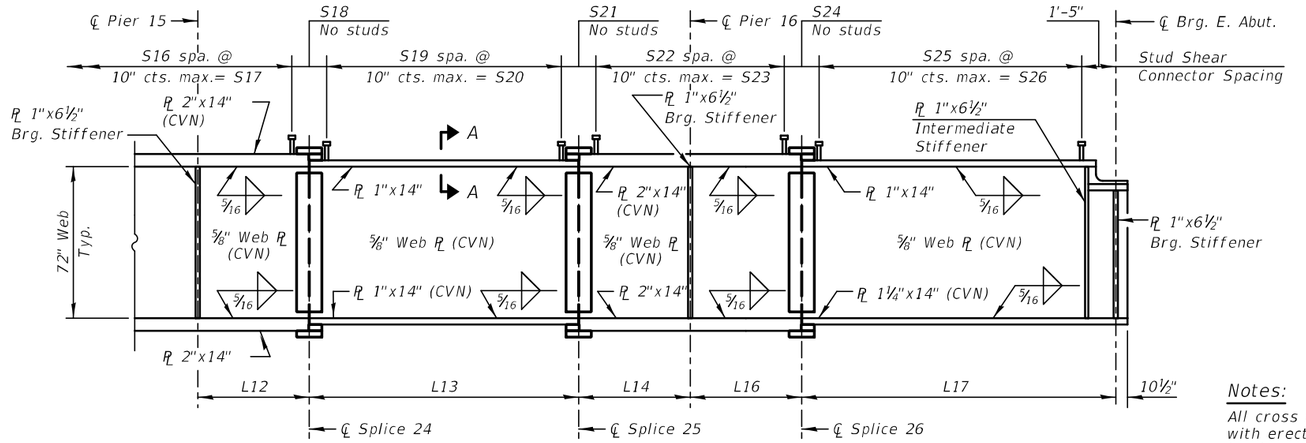
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION – UNIT 4, SPANS 13–15 (WB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-109 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	293
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN - UNIT 4, SPANS 16-17 (WB)



ELEVATION

Notes:

All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-123

For Splice details see Sheet S-121 .

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115 .

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600CADD\Sheets\Bridge\7660-S080&BR05.dgn

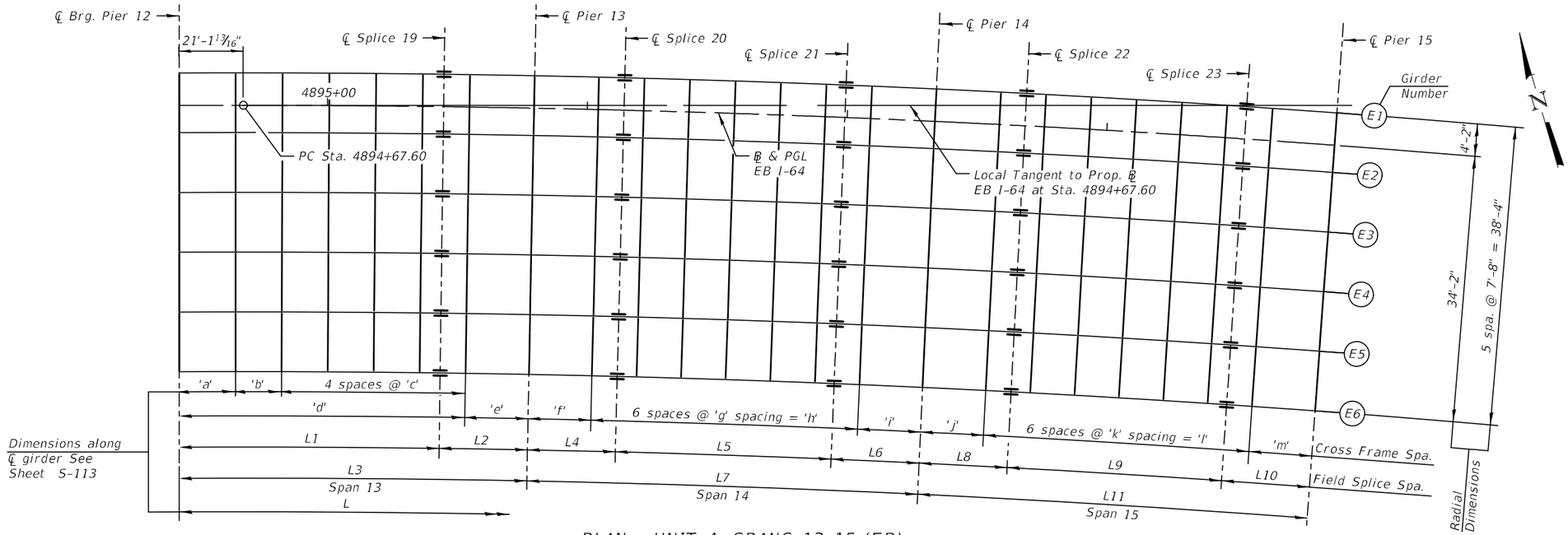
KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

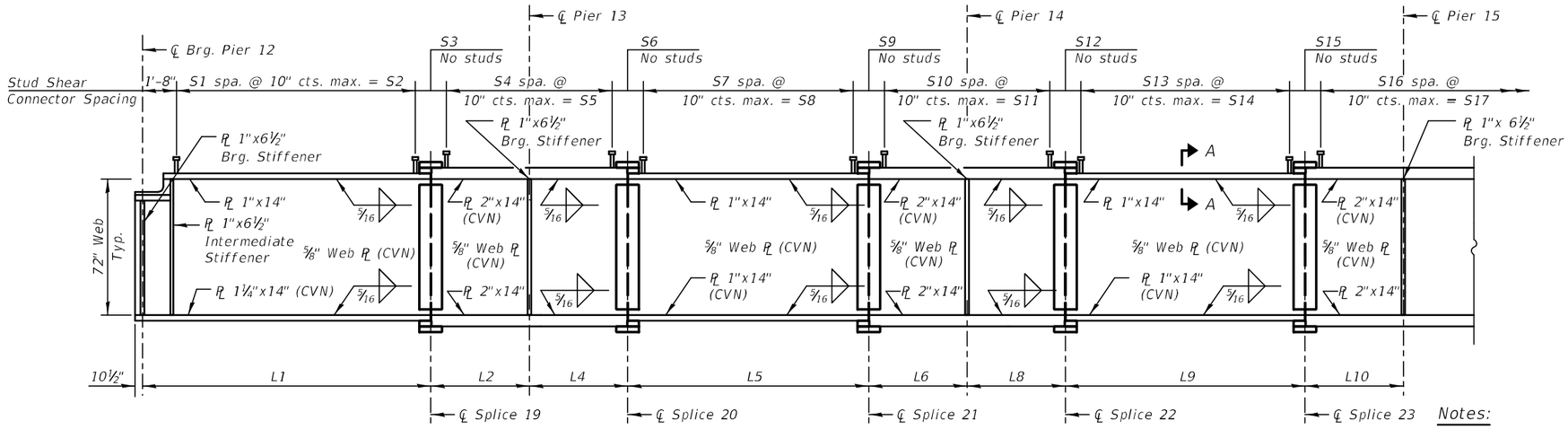
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION - UNIT 4, SPANS 16-17 (WB)
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-110 OF 232 SHEETS

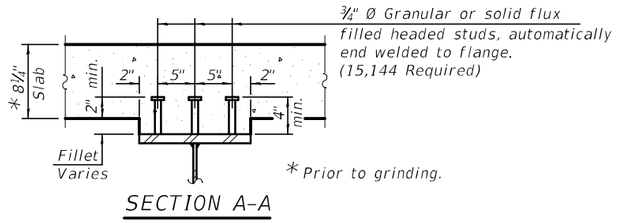
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	294
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN - UNIT 4, SPANS 13-15 (EB)



ELEVATION



SECTION A-A

Notes:

All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-123.

For Splice details see Sheet S-121.

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115 .

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\CAD\Sheets\Bridges\7660-SD03D-BM06.dgn

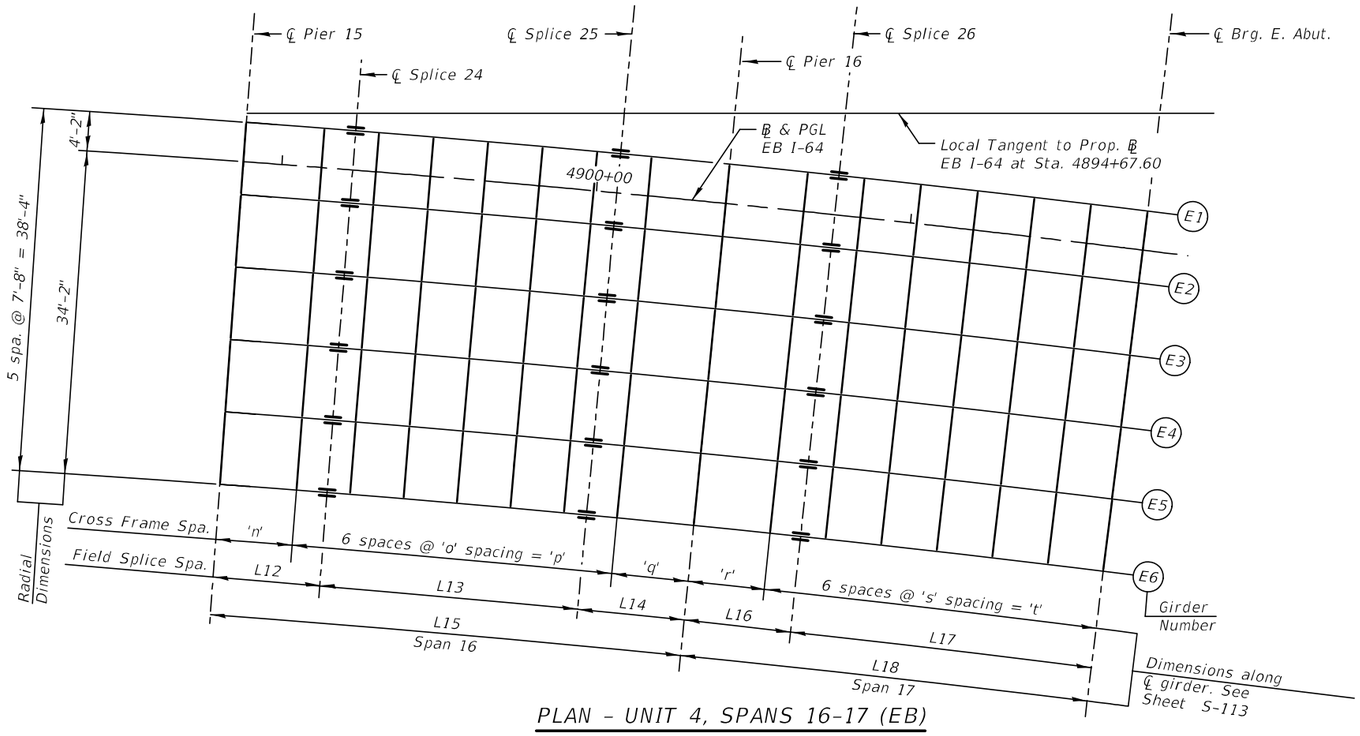
KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

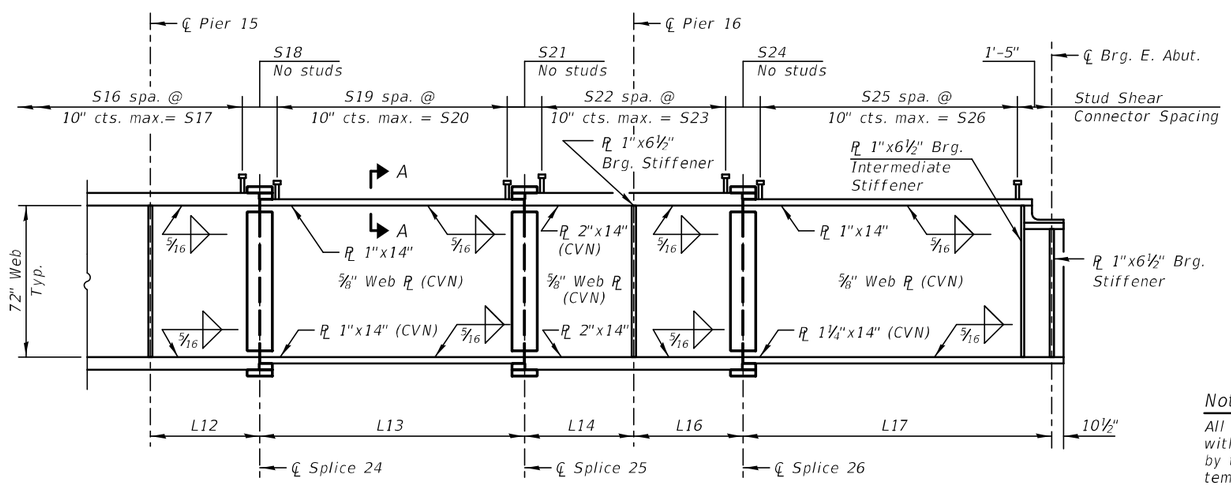
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION – UNIT 4, SPANS 13–15 (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-111 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	295
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



PLAN - UNIT 4, SPANS 16-17 (EB)



ELEVATION

Notes:

All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

All dimensions are horizontal.

For Girder Moment and Reaction tables see Sheet S-123

For Splice details see Sheet S-121 .

For Bearing Stiffener details, Interior and End Cross Frame details see Sheet S-115 .

For Camber Diagram see Sheet S-117.

PLOT DATE = 8/9/2023
FILE NAME: L:\7600\Cadd\Sheets\Bridge\7660-S0080-BM07.dgn

KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & ELEVATION – UNIT 4, SPANS 16–17 (EB)
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-112 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	296
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

Girder No.	'a'	'b'	'c'	'd'	'e'	'f'	'g'	'h'	'i'	'j'	'k'	'l'	'm'	'n'	'o'	'p'	'q'	'r'	's'	't'
W1	18'-1 3/16"	18'-1 7/8"	18'-1 13/16'(-)	108'-10 7/8"	25'-0"	25'-0"	17'-7 1/2"(-)	105'-8 7/8"	25'-0"	25'-0"	17'-6 1/16"(+)	105'-4 1/4"	25'-0"	25'-0"	17'-5 1/2"(-)	104'-8 5/16"	25'-0"	25'-0"	18'-2 1/4"(-)	109'-1 3/8"
W2	18'-1 3/16"	18'-1 9/16"	18'-1 1/2"	108'-9 3/8"	24'-11 5/8"	24'-11 5/8"	17'-7 3/16"(+)	105'-7 3/16"	24'-11 5/8"	24'-11 5/8"	17'-6 7/16"(-)	105'-2 9/16"	24'-11 5/8"	24'-11 5/8"	17'-5 3/16"(+)	104'-7 1/4"	24'-11 5/8"	24'-11 5/8"	18'-1 15/16"(+)	108'-11 3/8"
W3	18'-1 3/16"	18'-1 1/4"	18'-1 1/4"(-)	108'-8"	24'-11 3/16"	24'-11 3/16"	17'-6 15/16"(-)	105'-5 9/16"	24'-11 3/16"	24'-11 3/16"	17'-6 1/8"(+)	105'-0 15/16"	24'-11 3/16"	24'-11 3/16"	17'-4 15/16"(+)	104'-5 1/16"	24'-11 3/16"	24'-11 3/16"	18'-1 5/8"(+)	108'-9 15/16"
W4	18'-1 3/16"	18'-1 1/16"	18'-0 15/16"	108'-6 5/8"	24'-10 13/16"	24'-10 13/16"	17'-6 5/8"(+)	105'-3 7/8"	24'-10 13/16"	24'-10 13/16"	17'-5 7/8"	104'-11 1/4"	24'-10 13/16"	24'-10 13/16"	17'-4 1/16"(-)	104'-3 15/16"	24'-10 13/16"	24'-10 13/16"	18'-1 3/8"(-)	108'-8 3/16"
W5	18'-1 3/16"	18'-0 7/8"	18'-0 7/8"(+)	108'-5 1/4"	24'-10 7/16"	24'-10 7/16"	17'-6 3/8"(-)	105'-2 1/8"	24'-10 7/16"	24'-10 7/16"	17'-5 9/16"(+)	104'-9 1/2"	24'-10 7/16"	24'-10 7/16"	17'-4 3/8"	104'-2 1/4"	24'-10 7/16"	24'-10 7/16"	18'-1 1/16"(+)	108'-6 7/16"
W6	18'-1 3/16"	18'-0 9/16"	18'-0 3/8"(-)	108'-3 13/16"	24'-10"	24'-10"	17'-6 1/16"(+)	105'-0 9/16"	24'-10"	24'-10"	17'-5 5/16"(+)	104'-7 15/16"	24'-10"	24'-10"	17'-4 1/16"(-)	104'-0 1/16"	24'-10"	24'-10"	18'-0 13/16"(-)	108'-4 3/4"
E1	18'-1 3/16"	18'-0 7/16"	18'-0 1/16"(-)	108'-2 7/16"	24'-9 5/8"	24'-9 5/8"	17'-5 1 3/16"(-)	104'-10 3/4"	24'-9 5/8"	24'-9 5/8"	17'-5"(+)	104'-6 1/8"	24'-9 5/8"	24'-9 5/8"	17'-3 13/16"(+)	103'-10 1 7/16"	24'-9 5/8"	24'-9 5/8"	18'-0 1/2"(-)	108'-2 15/16"
E2	18'-1 3/16"	18'-0 1/8"	17'-11 3/4"(+)	108'-1 1/16"	24'-9 3/16"	24'-9 3/16"	17'-5 1/2"(+)	104'-9 3/16"	24'-9 3/16"	24'-9 3/16"	17'-4 3/4"(+)	104'-4 9/16"	24'-9 3/16"	24'-9 3/16"	17'-3 9/16"(-)	103'-9 5/16"	24'-9 3/16"	24'-9 3/16"	18'-0 7/16"(+)	108'-1 1/4"
E3	18'-1 3/16"	17'-11 7/8"	17'-11 1/2"(-)	107'-11 5/8"	24'-8 13/16"	24'-8 13/16"	17'-5 1/4"(-)	104'-7 1/16"	24'-8 13/16"	24'-8 13/16"	17'-4 1/2"(-)	104'-2 7/8"	24'-8 13/16"	24'-8 13/16"	17'-3 1/16"(+)	103'-7 5/8"	24'-8 13/16"	24'-8 13/16"	17'-11 15/16"(-)	107'-11 1/2"
E4	18'-1 3/16"	17'-11 5/8"	17'-11 3/16"(+)	107'-10 1/4"	24'-8 1/16"	24'-8 1/16"	17'-4 15/16"(+)	104'-5 1 1/16"	24'-8 1/16"	24'-8 1/16"	17'-4 3/16"	104'-1 1/8"	24'-8 1/16"	24'-8 1/16"	17'-3"(-)	103'-5 1/16"	24'-8 1/16"	24'-8 1/16"	17'-11 3/8"	107'-9 3/4"
E5	18'-1 3/16"	17'-11 3/8"	17'-10 15/16"(-)	107'-8 7/8"	24'-8"	24'-8"	17'-4 1 1/16"	104'-4 1/8"	24'-8"	24'-8"	17'-3 15/16"(-)	103'-11 9/16"	24'-8"	24'-8"	17'-2 1 1/16"(+)	103'-4 5/16"	24'-8"	24'-8"	17'-11 9/16"(+)	107'-8 1/16"
E6	18'-1 3/16"	17'-11 3/16"	17'-10 3/8"	107'-7 1/2"	24'-7 7/8"	24'-7 7/8"	17'-4 3/8"(+)	104'-2 3/8"	24'-7 7/8"	24'-7 7/8"	17'-3 5/8"(+)	103'-9 1 3/16"	24'-7 7/8"	24'-7 7/8"	17'-2 7/16"	103'-2 3/8"	24'-7 7/8"	24'-7 7/8"	17'-11 1/16"(-)	107'-6 7/16"

CROSS FRAME SPACING DIMENSIONS – UNIT 4

Girder No.	Radius	L	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18
W1	5796.09'	733'-10 5/16"	98'-10 7/8"	35'-0"	133'-10 7/8"	35'-0"	85'-8 7/8"	35'-0"	155'-8 7/8"	35'-0"	85'-4 1/4"	35'-0"	155'-4 1/4"	35'-0"	84'-8 15/16"	35'-0"	154'-8 15/16"	35'-0"	99'-1 3/8"	134'-1 3/8"
W2	5788.42'	732'-11"	98'-9 9/16"	34'-11 7/16"	133'-9"	34'-11 7/16"	85'-7 9/16"	34'-11 7/16"	155'-6 7/16"	34'-11 7/16"	85'-2 15/16"	34'-11 7/16"	155'-1 13/16"	34'-11 7/16"	84'-7 5/8"	34'-11 7/16"	154'-6 1/2"	34'-11 7/16"	98'-11 13/16"	133'-11 1/4"
W3	5780.75'	731'-11 5/8"	98'-8 5/16"	34'-10 7/8"	133'-7 3/16"	34'-10 7/8"	85'-6 3/16"	34'-10 7/8"	155'-3 15/16"	34'-10 7/8"	85'-1 9/16"	34'-10 7/8"	154'-11 5/16"	34'-10 7/8"	84'-6 7/16"	34'-10 7/8"	154'-4 1/16"	34'-10 7/8"	98'-10 1/4"	133'-9 1/8"
W4	5773.09'	731'-0 3/8"	98'-7 1/8"	34'-10 5/16"	133'-5 7/16"	34'-10 5/16"	85'-4 7/8"	34'-10 5/16"	155'-1 1/2"	34'-10 5/16"	85'-0 1/4"	34'-10 5/16"	154'-8 7/8"	34'-10 5/16"	84'-4 15/16"	34'-10 5/16"	154'-1 9/16"	34'-10 5/16"	98'-8 1 1/16"	133'-7"
W5	5765.42	730'-1 1/16"	98'-5 15/16"	34'-9 3/4"	133'-3 1 1/16"	34'-9 3/4"	85'-3 1/2"	34'-9 3/4"	154'-11"	34'-9 3/4"	84'-10 7/8"	34'-9 3/4"	154'-6 3/8"	34'-9 3/4"	84'-3 5/8"	34'-9 3/4"	153'-11 1/8"	34'-9 3/4"	98'-7 1/8"	133'-4 7/8"
W6	5757.75'	729'-1 3/4"	98'-4 9/16"	34'-9 1/4"	133'-1 13/16"	34'-9 1/4"	85'-2 1/16"	34'-9 1/4"	154'-8 9/16"	34'-9 1/4"	84'-9 7/16"	34'-9 1/4"	154'-3 15/16"	34'-9 1/4"	84'-2 3/16"	34'-9 1/4"	153'-8 1 1/16"	34'-9 1/4"	98'-5 1/2"	133'-2 3/4"
E1	5749.92'	728'-2 3/16"	98'-3 7/16"	34'-8 5/8"	133'-0 1/16"	34'-8 5/8"	85'-0 3/4"	34'-8 5/8"	154'-6"	34'-8 5/8"	84'-8 1/8"	34'-8 5/8"	154'-1 3/8"	34'-8 5/8"	84'-0 1 5/16"	34'-8 5/8"	153'-6 3/16"	34'-8 5/8"	98'-3 1 5/16"	133'-0 9/16"
E2	5742.25'	727'-2 1/8"	98'-2 1/8"	34'-8 1/8"	132'-10 1/4"	34'-8 1/8"	84'-11 5/16"	34'-8 1/8"	154'-3 9/16"	34'-8 1/8"	84'-6 1 1/16"	34'-8 1/8"	153'-10 1 5/16"	34'-8 1/8"	83'-11 7/16"	34'-8 1/8"	153'-3 1 1/16"	34'-8 1/8"	98'-2 5/16"	132'-10 7/16"
E3	5734.58'	726'-3 9/16"	98'-0 7/8"	34'-7 9/16"	132'-8 7/16"	34'-7 9/16"	84'-9 1 5/16"	34'-7 9/16"	154'-1 1/16"	34'-7 9/16"	84'-5 3/8"	34'-7 9/16"	153'-8 1/2"	34'-7 9/16"	83'-10 1/8"	34'-7 9/16"	153'-1 1/4"	34'-7 9/16"	98'-0 3/4"	132'-8 5/16"
E4	5726.92'	725'-4 1/4"	97'-11 1 1/16"	34'-7"	132'-6 1 1/16"	34'-7"	84'-8 1/16"	34'-7"	153'-10 9/16"	34'-7"	84'-4"	34'-7"	153'-6"	34'-7"	83'-8 1 3/16"	34'-7"	152'-10 1 3/16"	34'-7"	97'-11 3/16"	132'-6 3/16"
E5	5719.25'	724'-4 1 5/16"	97'-10 7/16"	34'-6 7/16"	132'-4 7/8"	34'-6 7/16"	84'-7 1/4"	34'-6 7/16"	153'-8 1/8"	34'-6 7/16"	84'-2 1 1/16"	34'-6 7/16"	153'-3 9/16"	34'-6 7/16"	83'-7 7/16"	34'-6 7/16"	152'-8 5/16"	34'-6 7/16"	97'-9 5/8"	132'-4 1/16"
E6	5711.59'	723'-5 5/8"	97'-9 1/4"	34'-5 7/8"	132'-3 1/8"	34'-5 7/8"	84'-5 7/8"	34'-5 7/8"	153'-5 5/8"	34'-5 7/8"	84'-1 15/16"	34'-5 7/8"	153'-1 1/16"	34'-5 7/8"	83'-6 1/8"	34'-5 7/8"	152'-5 7/8"	34'-5 7/8"	97'-8 1/16"	132'-1 1 3/16"

TABLE OF 'L' DIMENSIONS – UNIT 4

Girder No.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	S23	S24	S25	S26
W1	115	94'-8 7/8"	5'-0"	79	65'-0"	5'-0"	98	80'-8 7/8"	5'-0"	79	65'-0"	5'-0"	98	80'-4 1/4"	5'-0"	79	65'-0"	5'-0"	97	79'-8 15/16"	5'-0"	79	65'-0"	5'-0"	116	95'-2 3/8"
W2	115	94'-7 9/16"	5'-0"	79	64'-10 7/8"	5'-0"	98	80'-7 9/16"	5'-0"	79	64'-10 7/8"	5'-0"	98	80'-2 15/16"	5'-0"	79	64'-10 7/8"	5'-0"	97	79'-7 5/8"	5'-0"	79	64'-10 7/8"	5'-0"	116	95'-0 13/16"
W3	115	94'-6 3/16"	5'-0"	79	64'-9 3/4"	5'-0"	98	80'-6 3/16"	5'-0"	79	64'-9 3/4"	5'-0"	98	80'-1 9/16"	5'-0"	79	64'-9 3/4"	5'-0"	97	79'-6 3/16"	5'-0"	79	64'-9 3/4"	5'-0"	115	94'-11 1/4"
W4	115	94'-5 1/8"	5'-0"	79	64'-8 5/8"	5'-0"	98	80'-4 7/8	5'-0"	79	64'-8 5/8"	5'-0"	98	80'-0 1/4"	5'-0"	79	64'-8 5/8"	5'-0"	97	79'-4 15/16"	5'-0"	79	64'-8 5/8"	5'-0"	115	94'-9 1 1/16"
W5	115	94'-3 1 5/16"	5'-0"	79	64'-7 1/2"	5'-0"	98	80'-3 1/2	5'-0"	79	64'-7 1/2"	5'-0"	97	79'-10 7/8"	5'-0"	79	64'-7 1/2"	5'-0"	97	79'-3 5/8"	5'-0"	79	64'-7 1/2"	5'-0"	115	94'-8 1/8"
W6	115	94'-2 9/16"	5'-0"	79	64'-6 1/2"	5'-0"	98	80'-2 1/16"	5'-0"	79	64'-6 1/2"	5'-0"	97	79'-9 7/16"	5'-0"	79	64'-6 1/2"	5'-0"	97	79'-2 3/16"	5'-0"	79	64'-6 1/2"	5'-0"	115	94'-6 1/2"
E1	114	94'-1 7/16"	5'-0"	79	64'-5 1/4"	5'-0"	98	80'-0 3/4"	5'-0"	79	64'-5 1/4"	5'-0"	97	79'-8 1/8"	5'-0"	79	64'-5 1/4"	5'-0"	96	79'-0 1 5/16"	5'-0"	79	64'-5 1/4"	5'-0"	115	94'-4 1 5/16"
E2	114	94'-0 1/8"	5'-0"	79	64'-4 1/4"	5'-0"	97	79'-11 5/16"	5'-0"	79	64'-4 1/4"	5'-0"	97	79'-6 1 1/16"'	5'-0"	79	64'-4 1/4"	5'-0"	96	78'-11 7/16"	5'-0"	79	64'-4 1/4"	5'-0"	115	94'-3 5/16"
E3	114	93'-10 7/8"	5'-0"	79	64'-3 1/8"	5'-0"	97	79'- 9 1 5/16"	5'-0"	79	64'-3 1/8"	5'-0"	97	79'-5 3/8"	5'-0"	79	64'-3 1/8"	5'-0"	96	78'-10 1/8"	5'-0"	79	64'-3 1/8"	5'-0"	114	94'-1 3/4"
E4	114	93'-9 1 1/16"	5'-0"	78	64'-2"	5'-0"	97	79'-8 9/16"	5'-0"	78	64'-2"	5'-0"	97	79'-4"	5'-0"	78	64'-2"	5'-0"	96	78'-8 1 3/16"	5'-0"	78	64'-2"	5'-0"	114	94'-0 3/16"
E5	114	93'-8 7/16"	5'-0"	78	64'-0 7/8"	5'-0"	97	79'-7 1/4"	5'-0"	78	64'-0 1/8"	5'-0"	97	79'-2 1 1/16"	5'-0"	78	64'-0 7/8"	5'-0"	96	78'-7 1 1/16"	5'-0"	78	64'-0 7/8"	5'-0"	114	93'-10 5/8"
E6	114	93'-7 3/4"	5'-0"	78	63'-11 3/4"	5'-0"	97	79'-5 7/8"	5'-0"	78	63'-11 3/4"	5'-0"	96	79'-1 5/16"	5'-0"	78	63'-11 3/4"	5'-0"	96	78'-6 1/8"	5'-0"	78	63'-11 3/4"	5'-0"	114	93'-9 1/16"

STUD SHEAR CONNECTOR DIMENSIONS – UNIT 4

PLOT DATE = 8/9/2023
FILE NAME: L:\7000\CAD\Sheets\Bridge\97660-S0080-BM13.dgn

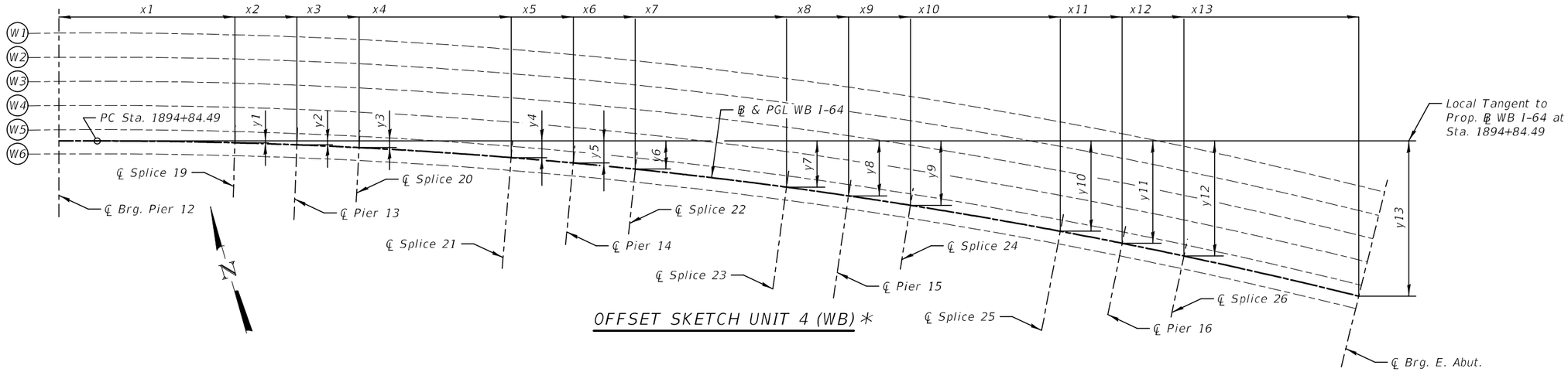
KNIGHT
Engineers & Architects

	DESIGNED - DC	REVISED	
	CHECKED - TB	REVISED	
SCALE - NONE	DRAWN - BK	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

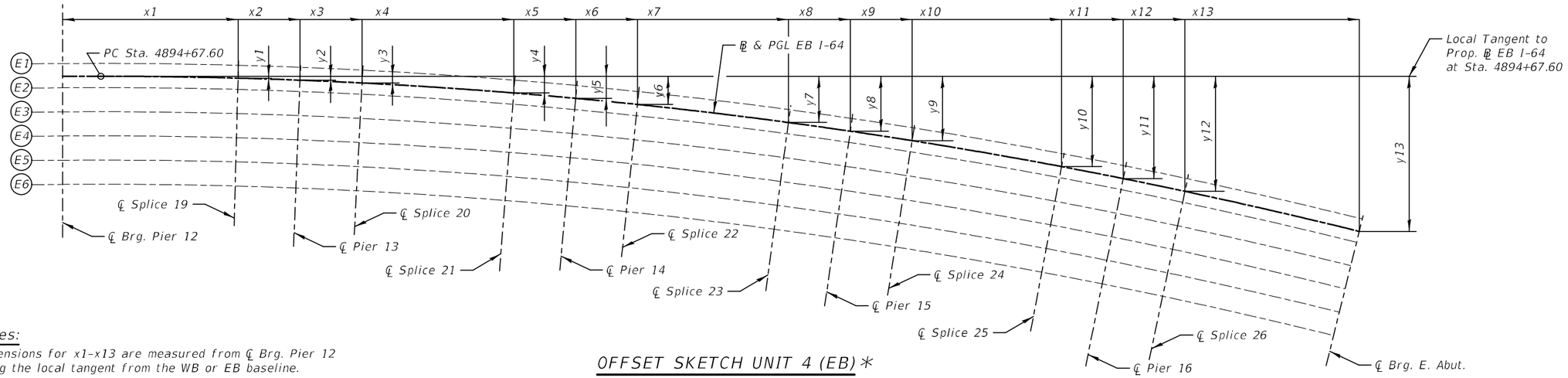
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN DETAILS – UNIT 4
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-113 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	297
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



OFFSET SKETCH UNIT 4 (WB) *



OFFSET SKETCH UNIT 4 (EB) *

Girder No.	℄ Brg. Pier 12	
	x1	y1
W1	0'-0"	-34'-1 9/16"
W2	0'-0"	-26'-5 9/16"
W3	0'-0"	-18'-9 9/16"
W4	0'-0"	-11'-1 9/16"
W5	0'-0"	-3'-5 9/16"
W6	0'-0"	4'-2 7/16"
E1	0'-0"	-4'-1 9/16"
E2	0'-0"	3'-6 7/16"
E3	0'-0"	11'-2 7/16"
E4	0'-0"	18'-10 7/16"
E5	0'-0"	26'-6 1/2"
E6	0'-0"	34'-2 1/2"

* Notes:

Dimensions for x1-x13 are measured from ℄ Brg. Pier 12 along the local tangent from the WB or EB baseline.

Dimensions for y1-y13 are measured perpendicular to the local tangent from the WB or EB baseline.

UNIT 4 OFFSET DIMENSIONS TABLE

Girder No.	℄ Splice 19		℄ Pier 13		℄ Splice 20		℄ Splice 21		℄ Pier 14		℄ Splice 22		℄ Splice 23		℄ Pier 15		℄ Splice 24		℄ Splice 25		℄ Pier 16		℄ Splice 26		℄ Brg. E. Abut.	
	x1	y1	x2	y2	x3	y3	x4	y4	x5	y5	x6	y6	x7	y7	x8	y8	x9	y9	x10	y10	x11	y11	x12	y12	x13	y13
W1	98'-10 3/4"	-33'-7 3/4"	133'-10 3/4"	-33'-0 13/16"	168'-10 5/8"	-32'-3 3/8"	254'-6 1/16"	-29'-5 9/16"	289'-6 9/16"	-27'-11 3/8"	324'-6 1/16"	-26'-2 11/16"	409'-8 7/16"	-21'-1 9/16"	444'-7 7/16"	-18'-8 1/8"	479'-6 3/16"	-16'-0 3/16"	563'-11 3/8"	-8'-8 5/16"	598'-9 3/8"	-5'-3 3/4"	633'-7 3/16"	-1'-8 5/8"	732'-0 3/4"	9'-7 3/16"
W2	98'-9 9/16"	-25'-11 3/4"	133'-8 15/16"	-25'-4 7/8"	168'-8 1/4"	-24'-7 7/16"	254'-3 1/4"	-21'-9 5/8"	289'-2 5/16"	-20'-3 1/2"	324'-1 1/4"	-18'-6 13/16"	409'-2 5/16"	-13'-5 3/4"	444'-0 11/16"	-11'-0 3/8"	478'-10 15/16"	-8'-4 7/16"	563'-2 3/4"	-1'-0 3/4"	598'-0 3/16"	2'-3 13/16"	632'-9 7/16"	5'-10 7/8"	731'-1 1/2"	17'-2 1/2"
W3	98'-8 3/16"	-18'-3 5/8"	133'-7 1/8"	-17'-8 11/16"	168'-5 13/16"	-16'-11 7/16"	253'-11 9/16"	-14'-1 7/16"	288'-10"	-12'-7 1/16"	323'-8 3/8"	-10'-10 3/8"	408'-8 1/8"	-5'-9 1/4"	443'-6"	-3'-3 13/16"	478'-3 3/8"	-0'-7 1/8"	562'-6"	6'-7 7/8"	597'-2 15/16"	10'-0 7/16"	631'-11 7/8"	13'-7 1/2"	730'-2 1/16"	24'-11 1/8"
W4	98'-7 1/16"	-10'-7 3/4"	133'-5 3/8"	-10'-0 7/8"	168'-3 9/16"	-9'-3 1/2"	253'-7 13/16"	-6'-5 13/16"	288'-5 3/4"	-4'-11 11/16"	323'-3 9/16"	-3'-3 1/16"	408'-1 15/16"	1'-9 7/8"	442'-11 1/4"	4'-3 1/8"	477'-8 3/8"	6'-11"	561'-9 1/2"	14'-2 7/16"	596'-5 1/8"	17'-6 1/8"	631'-2"	21'-1 13/16"	729'-2 15/16"	32'-5 1/16"
W5	98'-5 13/16"	-2'-11 3/4"	133'-3 9/16"	-2'-4 15/16"	168'-1 1/4"	-1'-7 1/2"	253'-4 1/8"	1'-2 1/8"	288'-1 1/2"	2'-8 9/16"	322'-10 3/4"	4'-4 13/16"	407'-7 3/4"	9'-5 5/8"	442'-4 9/16"	11'-10 7/8"	477'-1 1/8"	14'-6 1 1/16"	561'-0 7/8"	21'-10 1/16"	595'-8 1/16"	25'-2 7/16"	630'-4 1/4"	28'-9 5/16"	728'-3 3/8"	40'-0 3/8"
W6	98'-4 5/8"	4'-8 3/16"	133'-1 3/4"	5'-3 1/16"	167'-10 7/8"	6'-0 7/16"	253'-0 7/16"	8'-10 1/16"	287'-9 1/4"	10'-4 1/8"	322'-5 5/16"	12'-0 1 1/16"	407'-1 5/8"	17'-1 7/16"	441'-9 1 3/16"	19'-6 1 1/16"	476'-5 1 3/16"	22'-2 3/8"	560'-4 1/4"	29'-5 5/8"	594'-11 9/16"	32'-10"	629'-6 9/16"	36'-4 1 3/16"	727'-4 3/8"	47'-7 1 1/16"
E1	98'-3 3/8"	-3'-7 1 3/16"	132'-11 1 5/16"	-3'-0 1 5/16"	167'-8 1/2"	-2'-3 9/16"	252'-8 5/8"	0'-6"	287'-4 7/8"	2'-0"	322'-1 1/16"	3'-8 9/16"	406'-7 5/16"	8'-9 3/16"	441'-2 1 5/16"	11'-2 3/8"	475'-10 3/8"	13'-10 1/8"	559'-7 1/2"	21'-1 1/4"	594'-2 9/16"	24'-5 1/2"	628'-8 5/8"	28'-0 1/4"	726'-4 1 3/16"	39'-3"
E2	98'-2 1/8"	4'-0 3/16"	132'-10 1/8"	4'-7 1 1/16"	167'-6 1/8"	5'-4 3/8"	252'-4 1 5/16"	8'-1 1 5/16"	287'-0 5/8"	9'-7 1 5/16"	321'-8 1/4"	11'-4 7/16"	406'-1 1/8"	16'-5"	440'-8 1/4"	18'-10 3/16"	475'-3 1/8"	21'-5 1 3/16"	558'-10 7/8"	28'-8 1 3/16"	593'-5"	32'-1 1/16"	627'-10 7/8"	35'-7 3/4"	725'-5 9/16"	46'-10 9/16"
E3	98'-0 7/8"	11'-8 3/16"	132'-8 3/8"	12'-3"	167'-3 1 3/16"	13'-0 3/8"	252'-1 1/4"	15'-9 1 3/16"	286'-8 3/8"	17'-3 1 3/16"	321'-3 7/16"	19'-0 7/16"	405'-7"	24'-0 1 3/16"	440'-1 1/2"	26'-5 1 5/16"	474'-7 1 3/16"	29'-1 1/2"	558'-2 1/4"	36'-4 7 1/16"	592'-7 1 3/16"	39'-8 9/16"	627'-1 1 3/16"	43'-3 1/4"	724'-6 1/4"	54'-5 5/8"
E4	97'-11 5/8"	19'-4 7/16"	132'-6 9 1/16"	19'-11"	167'-1 7 1/16"	20'-8 5 1/16"	251'-9 1/2"	23'-5 3/4"	286'-4 1/8"	24'-11 3/4"	320'-10 5/8"	26'-8 3 1/16"	405'-0 1 3/16"	31'-8 5/8"	439'-6 3/4"	34'-1 1 1/16"	474'-0 9 1/16"	36'-9 1/4"	557'-5 5/8"	44'-0"	591'-10 1 1/16"	47'-4 1/8"	626'-3 7 1/16"	50'-10 3/4"	723'-6 1 5/16"	62'-0 7/8"
E5	97'-10 7/16"	27'-0 7/16"	132'-4 1 3/16"	27'-7"	166'-11 1/8"	28'-4 5/16"	251'-5 1 3/16"	31'-1 1 1/16"	285'-11 7/8"	32'-7 5/8"	320'-5 3/4"	34'-4 1/16"	404'-6 5/8"	39'-4 3/8"	439'-0 1 1/16"	41'-9 7/16"	473'-5 5 1/16"	44'-4 1 5/16"	556'-9"	51'-7 5/8"	591'-1 1/2"	54'-11 1 1/16"	625'-5 3/4"	58'-6 1/4"	722'-7 1 1/16"	69'-8 3/16"
E6	97'-9 3/16"	34'-8 7/16"	132'-3"	35'-2 1 5/16"	166'-8 3/4"	36'-0 1/4"	251'-2 1/8"	38'-9 5/8"	285'-7 9/16"	40'-3 1/2"	320'-0 1 5/16"	41'-11 1 5/16"	404'-0 1/2"	47'-0 3/16"	438'-5 5/16"	49'-5 3/16"	472'-10"	52'-0 1 1/16"	556'-0 3/8"	59'-3 3/16"	590'-4 5/16"	62'-7 3/16"	624'-8"	66'-1 1 1/16"	721'-8 3/8"	77'-3 1/2"

PLOT DATE = 8/9/2023
FILE NAME: L:\7000\CADD\Sheets\Bridge\7660-S0080-BH14.dgn

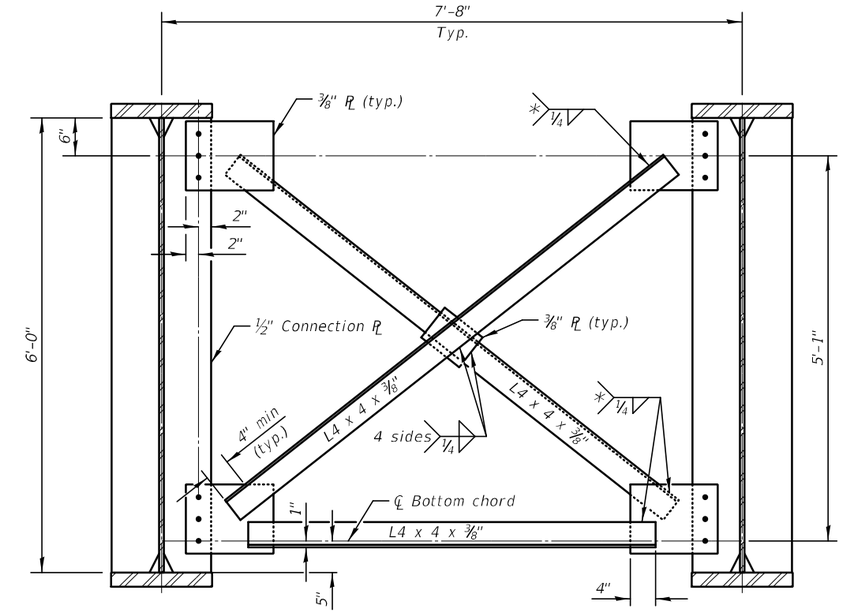
KNIGHT
Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN DETAILS – UNIT 4
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-114 OF 232 SHEETS

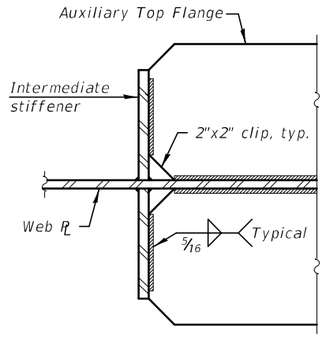
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	298
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		



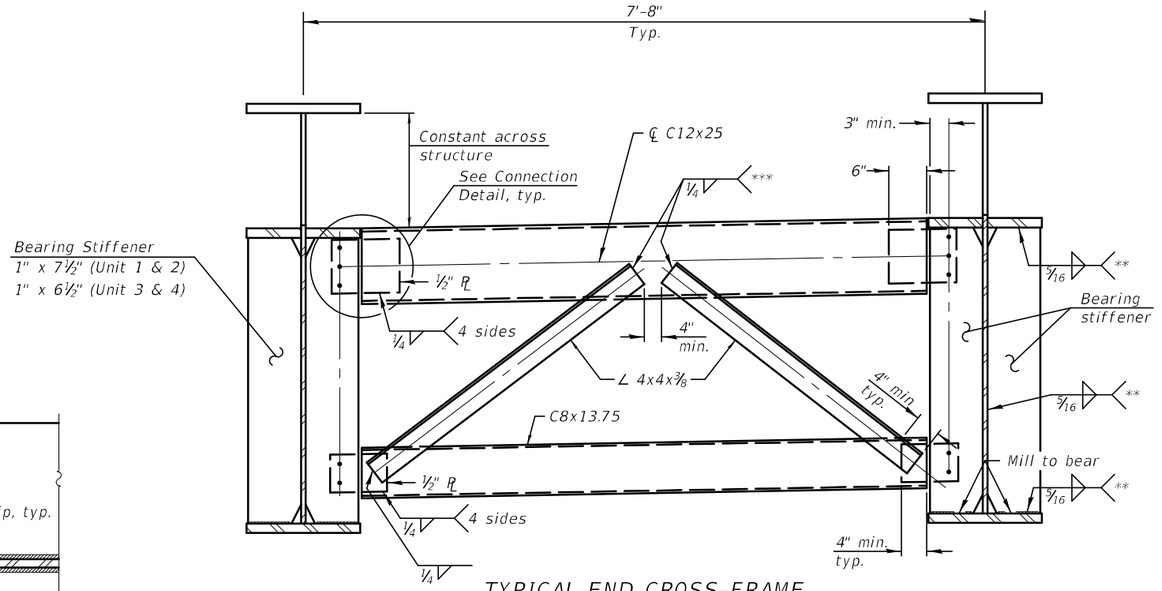
* Fillet weld angles along three sides on one face of gusset plate.

TYPICAL INTERIOR CROSS FRAME

(1340 Interior Cross-Frame Required)

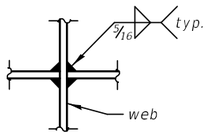


SECTION B-B

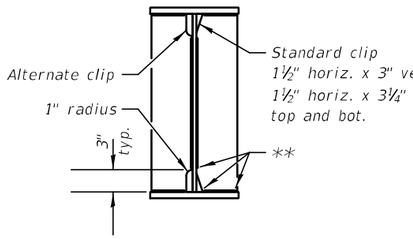


TYPICAL END CROSS-FRAME

*** Weld angles along 3 sides on one face of the channel.

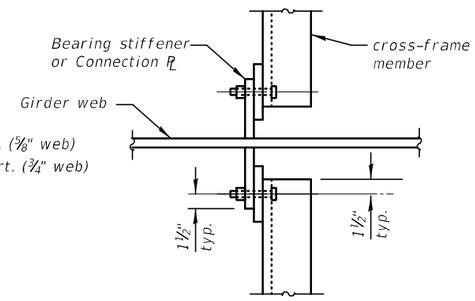


WEB WELD DETAIL

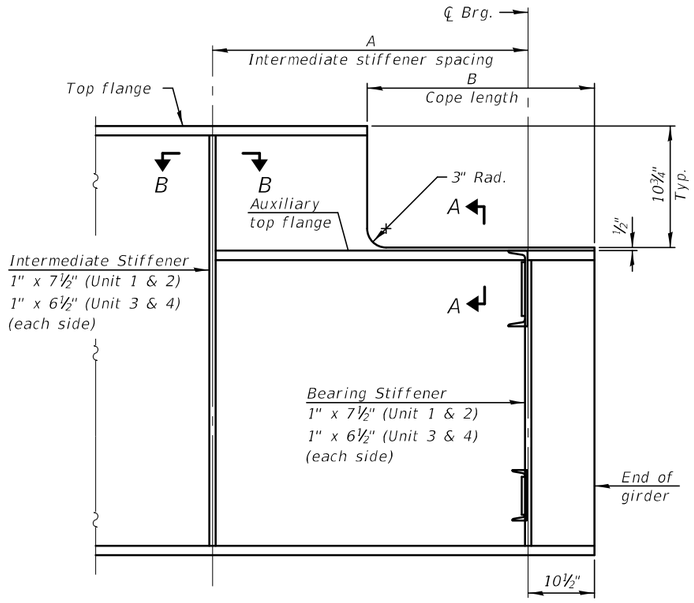


WEL LIMITS AND CLIP DETAILS

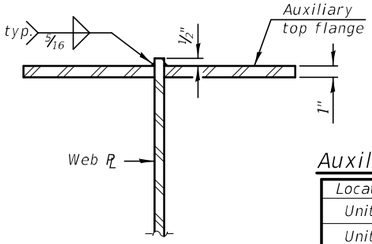
** Stop welds 1/4" (±1/8") as shown. Typical.



CROSS FRAME AT BRG. STIFFENER OR CONN. PL DETAIL



TYPICAL GIRDER END



SECTION A-A

Auxiliary Top Flange Table

Location	Web PL	Top Flange PL
Unit 1	3/4"	1"x7 5/8"
Unit 2	3/4"	1"x7 5/8"
Unit 3	3/4"	1"x6 5/8"
Unit 4	5/8"	1"x6 1/16"

Girder End Dimension Table

Girder End	A	B
West Abutment	2'-6"	2'-3"
Pier 4	3'-3"	3'-0"
Pier 8	2'-9"	2'-6"
Pier 12	2'-6"	2'-3"
East Abutment	2'-3"	2'-0"

Notes:

Detail 15/16" Ø holes for all 3/4" Ø bolts.

Two hardened washers required for each set of oversized holes.

Place cross frame with channel flanges outward from abutment backwall.

Place bolts to maintain minimum 1 1/2" clearance between channels and edge of 1/2" mounting plate.

PLOT DATE = 8/9/2023
FILE NAME: L:\768\CADD\Sheets\Bridge\7668-S080xBK08.dgn

KNIGHT Engineers & Architects

		DESIGNED - DC	REVISED
		CHECKED - TB	REVISED
SCALE - NONE		DRAWN - BK	REVISED
DATE - 8/11/2023		CHECKED - LS	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERIOR AND END CROSS FRAME DETAILS
STRUCTURE NUMBER 097-0080 (EB) AND 097-0081 (WB)
SHEET S-115 OF 232 SHEETS

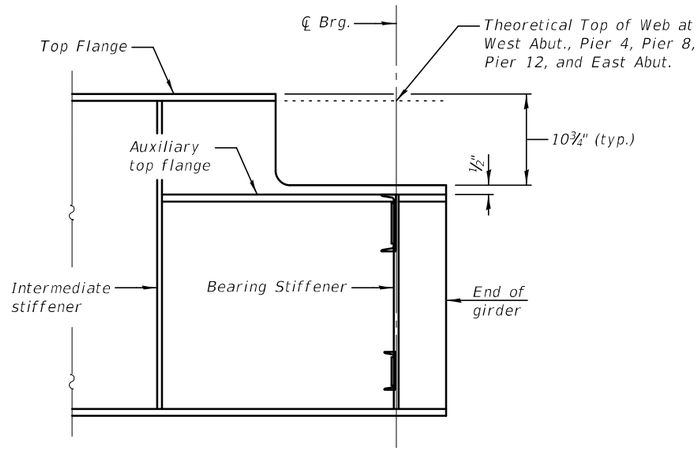
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	299
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		

TOP OF WEB ELEVATIONS - UNIT 1 (For Fabrication only)											
Girder	℄ Brg. W. Abut.	℄ Splice 1	℄ Pier 1	℄ Splice 2	℄ Splice 3	℄ Pier 2	℄ Splice 4	℄ Splice 5	℄ Pier 3	℄ Splice 6	℄ Brg. Pier 4
W1	409.120	408.593	408.450	408.308	408.050	407.902	407.754	407.455	407.302	407.149	406.960
W2	409.274	408.746	408.604	408.461	408.203	408.055	407.908	407.608	407.455	407.302	407.113
W3	409.401	408.874	408.731	408.589	408.331	408.183	408.035	407.735	407.582	407.430	407.241
W4	409.491	408.964	408.821	408.679	408.421	408.273	408.125	407.825	407.672	407.520	407.331
W5	409.376	408.849	408.706	408.564	408.306	408.158	408.010	407.710	407.557	407.405	407.216
W6	409.240	408.713	408.570	408.428	408.170	408.022	407.874	407.575	407.422	407.269	407.080
E1	409.217	408.688	408.545	408.401	408.142	407.993	407.845	407.544	407.390	407.236	407.046
E2	409.353	408.824	408.680	408.537	408.278	408.129	407.981	407.679	407.526	407.372	407.182
E3	409.468	408.939	408.795	408.652	408.393	408.244	408.096	407.794	407.641	407.487	407.297
E4	409.378	408.849	408.705	408.562	408.303	408.154	408.006	407.704	407.551	407.397	407.207
E5	409.251	408.721	408.578	408.435	408.175	408.027	407.878	407.577	407.423	407.270	407.079
E6	409.097	408.568	408.425	408.281	408.022	407.873	407.725	407.424	407.270	407.116	406.926

TOP OF WEB ELEVATIONS - UNIT 2 (For Fabrication only)											
Girder	℄ Brg. Pier 4	℄ Splice 7	℄ Pier 5	℄ Splice 8	℄ Splice 9	℄ Pier 6	℄ Splice 10	℄ Splice 11	℄ Pier 7	℄ Splice 12	℄ Brg. Pier 8
W1	406.949	406.427	406.284	406.142	405.884	405.736	405.588	405.288	405.136	404.983	404.794
W2	407.102	406.580	406.438	406.295	406.037	405.889	405.742	405.442	405.289	405.136	404.947
W3	407.229	406.708	406.565	406.423	406.164	406.017	405.869	405.569	405.416	405.263	405.075
W4	407.319	406.798	406.655	406.513	406.254	406.107	405.959	405.659	405.506	405.353	405.165
W5	407.204	406.683	406.540	406.398	406.139	405.992	405.844	405.544	405.391	405.238	405.050
W6	407.069	406.547	406.404	406.262	406.004	405.856	405.708	405.408	405.256	405.103	404.914
E1	407.034	406.511	406.367	406.224	405.964	405.816	405.668	405.366	405.213	405.059	404.869
E2	407.170	406.646	406.503	406.360	406.100	405.952	405.803	405.502	405.348	405.195	405.004
E3	407.285	406.761	406.618	406.475	406.215	406.067	405.918	405.617	405.463	405.310	405.119
E4	407.195	406.671	406.528	406.385	406.125	405.977	405.828	405.527	405.373	405.220	405.029
E5	407.068	406.544	406.401	406.257	405.998	405.849	405.701	405.400	405.246	405.092	404.902
E6	406.914	406.391	406.247	406.104	405.844	405.696	405.548	405.246	405.093	404.939	404.749

TOP OF WEB ELEVATIONS - UNIT 3 (For Fabrication only)											
Girder	℄ Brg. Pier 8	℄ Splice 13	℄ Pier 9	℄ Splice 14	℄ Splice 15	℄ Pier 10	℄ Splice 16	℄ Splice 17	℄ Pier 11	℄ Splice 18	℄ Brg. Pier 12
W1	404.783	404.285	404.159	404.033	403.775	403.644	403.512	403.213	403.242	403.272	403.709
W2	404.936	404.439	404.312	404.186	403.928	403.797	403.666	403.366	403.335	403.304	403.552
W3	405.063	404.566	404.440	404.314	404.056	403.924	403.793	403.493	403.406	403.318	403.388
W4	405.153	404.656	404.530	404.404	404.146	404.014	403.883	403.583	403.447	403.310	403.222
W5	405.038	404.541	404.415	404.289	404.031	403.899	403.768	403.468	403.332	403.195	403.055
W6	404.903	404.405	404.279	404.153	403.895	403.764	403.632	403.333	403.196	403.060	402.888
E1	404.857	404.358	404.231	404.104	403.845	403.713	403.581	403.280	403.175	403.071	403.008
E2	404.993	404.494	404.367	404.240	403.981	403.849	403.717	403.416	403.253	403.091	402.847
E3	405.108	404.609	404.482	404.355	404.096	403.964	403.832	403.531	403.313	403.096	402.680
E4	405.018	404.519	404.392	404.265	404.006	403.874	403.742	403.441	403.217	402.994	402.513
E5	404.890	404.391	404.265	404.138	403.878	403.746	403.614	403.313	403.090	402.866	402.346
E6	404.737	404.238	404.111	403.984	403.725	403.593	403.461	403.160	402.936	402.713	402.179

TOP OF WEB ELEVATIONS - UNIT 4 (For Fabrication only)														
Girder	℄ Brg. Pier 12	℄ Splice 19	℄ Pier 13	℄ Splice 20	℄ Splice 21	℄ Pier 14	℄ Splice 22	℄ Splice 23	℄ Pier 15	℄ Splice 24	℄ Splice 25	℄ Pier 16	℄ Splice 26	℄ Brg. E. Abut.
W1	403.724	403.661	403.551	403.441	403.163	403.048	402.933	402.656	402.541	402.426	402.151	402.031	401.911	401.734
W2	403.561	403.400	403.290	403.181	402.902	402.788	402.673	402.396	402.281	402.166	401.891	401.771	401.650	401.474
W3	403.391	403.139	403.030	402.920	402.642	402.527	402.412	402.135	402.020	401.905	401.630	401.510	401.390	401.213
W4	403.218	402.879	402.769	402.659	402.381	402.266	402.151	401.874	401.759	401.644	401.369	401.249	401.129	400.952
W5	403.045	402.618	402.508	402.399	402.120	402.006	401.891	401.614	401.499	401.384	401.109	400.989	400.868	400.692
W6	402.873	402.357	402.248	402.138	401.860	401.745	401.630	401.353	401.238	401.123	400.848	400.728	400.608	400.431
E1	403.000	402.584	402.474	402.364	402.085	401.970	401.854	401.577	401.462	401.346	401.071	400.951	400.830	400.652
E2	402.832	402.324	402.213	402.103	401.825	401.709	401.594	401.317	401.201	401.086	400.811	400.690	400.569	400.392
E3	402.659	402.063	401.953	401.842	401.564	401.449	401.333	401.056	400.941	400.825	400.550	400.429	400.309	400.131
E4	402.486	401.802	401.692	401.582	401.303	401.188	401.072	400.795	400.680	400.564	400.289	400.169	400.048	399.870
E5	402.313	401.542	401.431	401.321	401.043	400.927	400.812	400.535	400.419	400.304	400.029	399.908	399.787	399.610
E6	402.140	401.281	401.171	401.060	400.782	400.667	400.551	400.274	400.159	400.043	399.768	399.647	399.527	399.349



TYPICAL GIRDER END

Notes:

For Camber Diagrams see Sheet S-117

For typical beam end details, see Sheet S-115

PLOT DATE = 8/9/2023
FILE NAME: L:\7606\CADD\Sheets\Bridge\7660-S0080-BR09.dgn

KNIGHT
Engineers & Architects

	DESIGNED - LS	REVISED	
	CHECKED - KA	REVISED	
SCALE - NONE	DRAWN - KA	REVISED	
DATE - 8/11/2023	CHECKED - LS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEB ELEVATION TABLES
STRUCTURE NUMBER 097–0080 (EB) AND 097–0081 (WB)
SHEET S-116 OF 232 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(97-2) B-5	WHITE	578	300
		CONTRACT NO. 78057		
PUBLIC WATERS	ILLINOIS	FED. AID PROJECT		