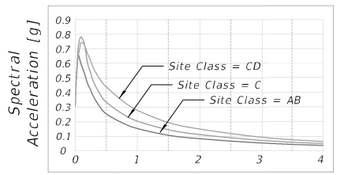
Benchmark:
BM2316-4: Cut "□" on Southwest corner of South wing wall at the West end of the Old Chain of Rocks Bridge over the Mississippi River (Missouri). Elev. 439.761'
BM2316-5: RR spike in power pole at the Northwest corner of Riverview Drive and Coal Bank Road (Missouri). Elev. 430.055'
Existing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

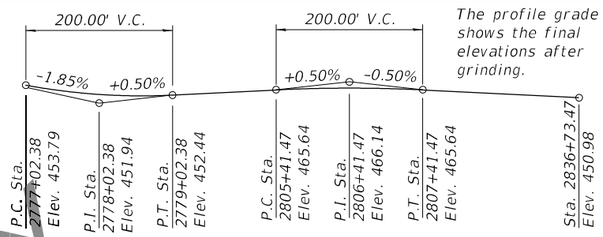
SEISMIC DATA

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

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

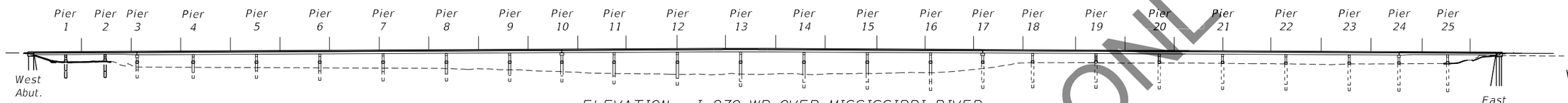
SITE - SPECIFIC UNIFORM HAZARD SPECTRA



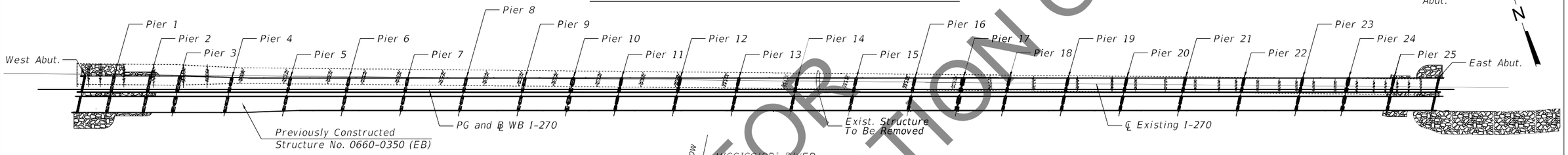


The profile grade shows the final elevations after grinding.

PROFILE GRADE - I-270 WB



ELEVATION - I-270 WB OVER MISSISSIPPI RIVER



PLAN

LOADING HL-93

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

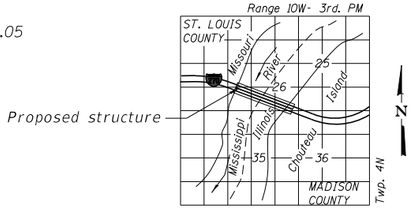
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Substructure)
f'c = 4,000 psi (Superstructure)
f'c = 5,000 psi (Drilled Shafts)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)



LOCATION SKETCH

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	West Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	Pier 10	Pier 11	Pier 12	Pier 13
Q100	441.6	385.6	385.9	389.1	381.0	385.7	385.4	382.6	374.6	368.9	367.7	366.4	356.3	346.5
Q200	441.6	385.6	385.9	389.1	381.0	385.7	385.4	382.6	374.6	368.9	367.7	366.4	356.3	346.5

Design Scour Elevation (ft.)	Pier 14	Pier 15	Pier 16	Pier 17	Pier 18	Pier 19	Pier 20	Pier 21	Pier 22	Pier 23	Pier 24	Pier 25	East Abut.	Item 113
Q100	343.1	344.6	345.5	344.1	343.6	381.2	381.2	381.2	381.2	381.2	381.2	381.2	439.7	
Q200	343.1	344.6	345.5	344.1	343.6	371.8	371.8	371.8	371.8	371.8	371.8	371.8	439.7	5

WATERWAY INFORMATION

Drainage Area = 697,000 sq. mi. Low Grade Elev. 452.24 @ Sta. 2834+07.67

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Ten-Year	10	777,656	144,867	152,761	426.3	0.1	0.0	426.4	426.3
Design	50	984,883	179,011	188,351	433.3	0.1	0.1	433.4	433.4
Base	100	1.067M	188,974	198,694	435.4	0.2	0.1	435.6	435.5
Scour Design Check	200	1.146M	201,158	211,492	437.8	0.2	0.2	438.0	438.0
Max. Calc.	500	1.247M	211,346	221,832	439.9	0.2	0.2	440.1	440.1

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

HIGHWAY CLASSIFICATION

I-270 (FAI 270)
Functional Class: Interstate
ADT: 44,600(2019); 58,000(2045)
ADTT: 8,000(2019); 10,440(2045)
DHV: 4,080
Design Speed: 60 m.p.h.
Posted Speed: 60 m.p.h.
Two-Way Traffic
Directional Distribution: 50/50

OVERALL SITE PLAN
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 2807+06.64
STRUCTURE NO. 060-0351 (WB)

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Teaming with: PARSONS

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PLOT DATE =	CHECKED - TSB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

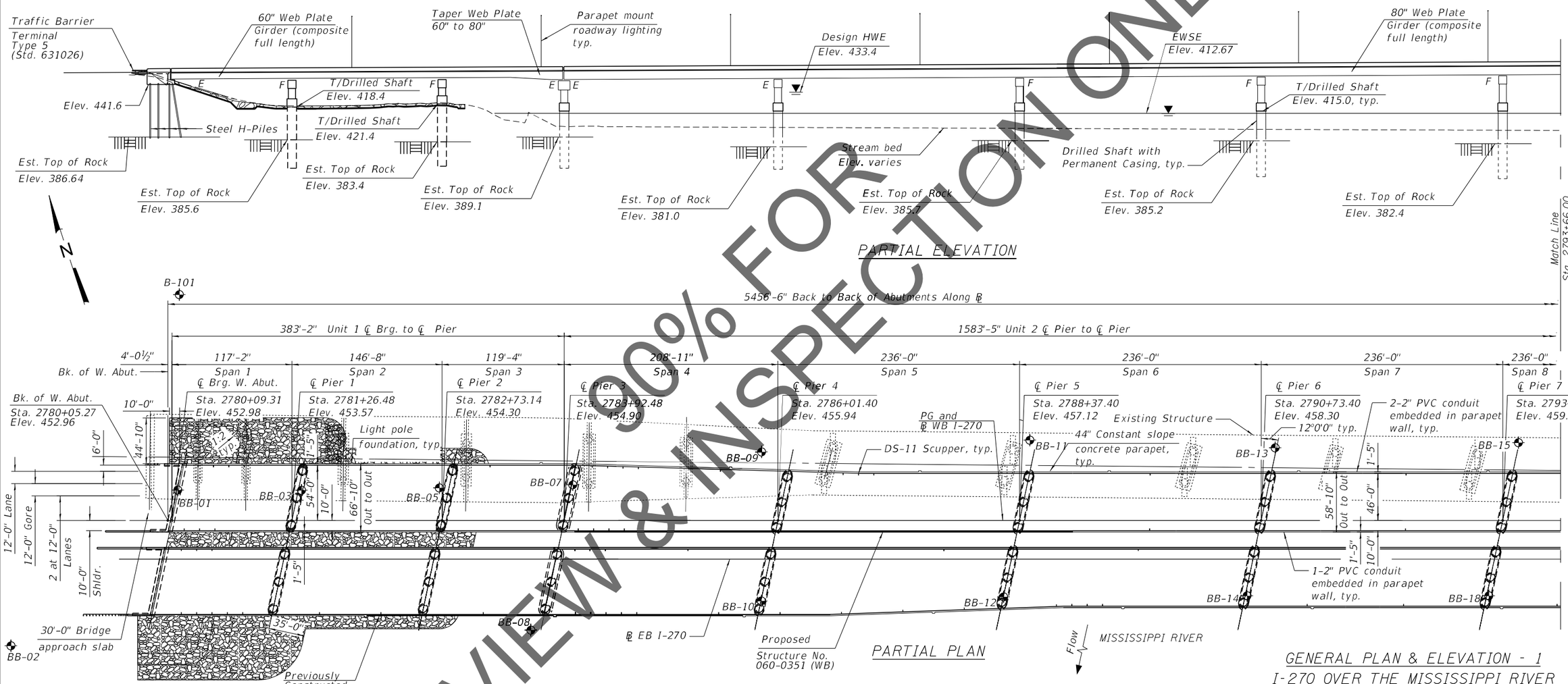
OVERALL SITE PLAN
STRUCTURE NO. 060-0351 (WB)
SHEET 1 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	493
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

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

DRAINAGE LOCATIONS - I-270 WB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	1	2780+21.18	10.00' Rt.	DS-11	4	2784+06.15	10.00' Rt.	DS-11	5	2786+79.96	46.00' Lt.
DS-11	1	2780+34.79	54.00' Lt.	DS-11	4	2784+19.96	53.81' Lt.	DS-11	5	2786+94.96	46.00' Lt.
DS-11	1	2780+36.18	10.00' Rt.	DS-11	4	2784+21.15	10.00' Rt.	DS-11	5	2787+12.40	10.00' Rt.
DS-11	1	2780+49.79	54.00' Lt.	DS-11	4	2784+34.96	53.33' Lt.	DS-11	5	2787+44.96	46.00' Lt.
DS-11	1	2780+51.18	10.00' Rt.	DS-11	4	2784+36.15	10.00' Rt.	DS-11	6	2789+14.96	46.00' Lt.
DS-11	1	2780+64.79	54.00' Lt.	DS-11	4	2784+49.96	52.85' Lt.	DS-11	6	2789+64.40	10.00' Rt.
DS-11	1	2780+79.79	54.00' Lt.	DS-11	4	2785+51.15	10.00' Rt.	DS-11	6	2790+14.96	46.00' Lt.
DS-11	1	2781+10.04	54.00' Lt.	DS-11	4	2785+64.96	52.37' Lt.	DS-11	7	2791+64.96	46.00' Lt.
DS-11	2	2781+70.04	54.00' Lt.	DS-11	4	2785+45.04	49.81' Lt.	DS-11	7	2792+14.40	10.00' Rt.
DS-11	2	2782+45.04	54.00' Lt.	DS-11	5	2786+49.96	46.45' Lt.	DS-11	7	2792+64.96	46.00' Lt.
DS-11	3	2783+20.04	54.00' Lt.	DS-11	5	2786+64.96	46.00' Lt.				



GENERAL PLAN & ELEVATION - 1
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte. 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 2807+06.64
STRUCTURE NO. 060-0351 (WB)

HORNER & SHIFRIN
Teaming with: PARSONS

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PLOT SCALE =	DRAWN - TMB	REVISED -	
PLOT DATE =	CHECKED - TSB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 2 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	494
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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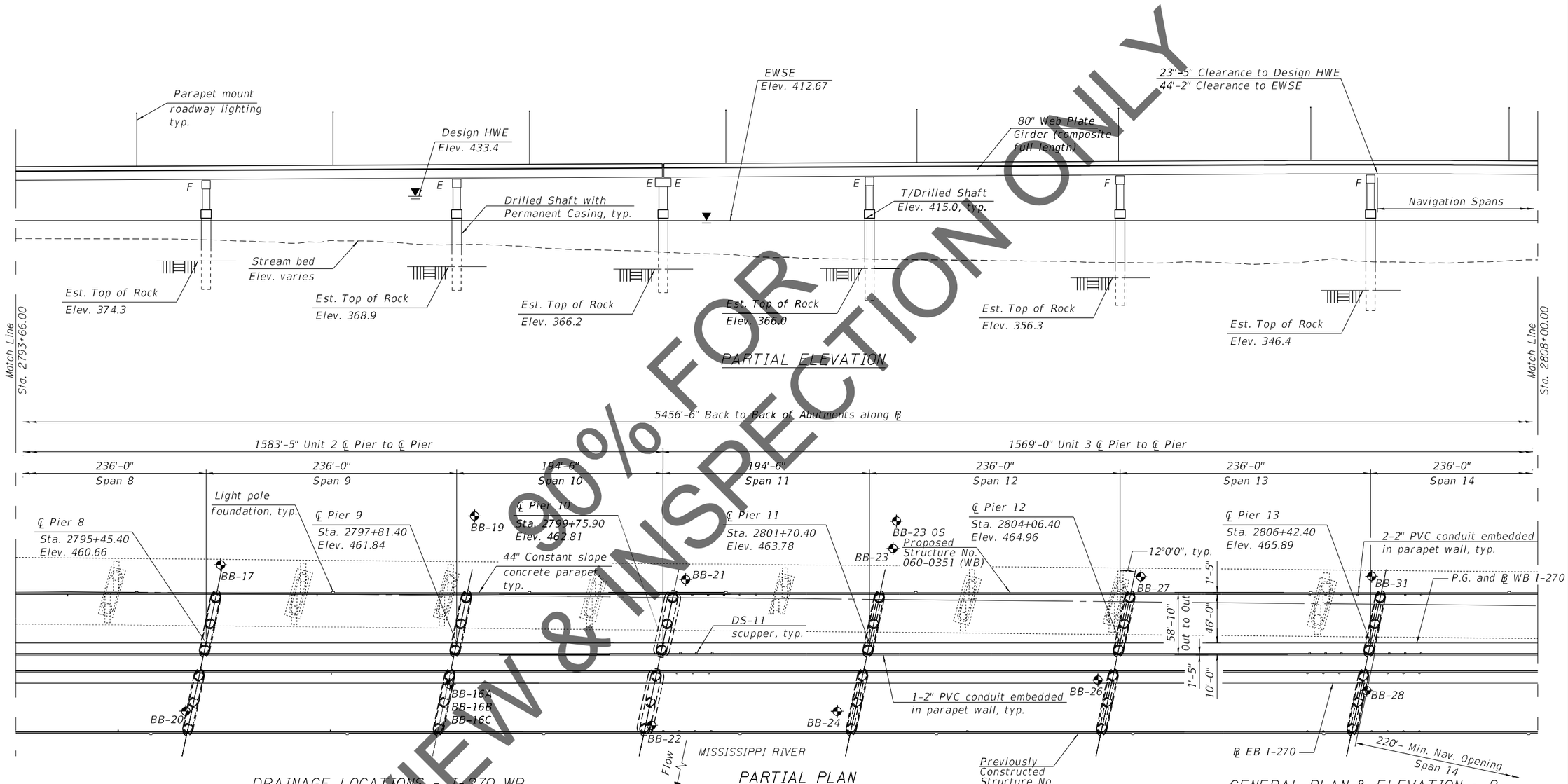
Notes:
All Elevations are given in NAVD 1988 Datum unless noted.
EWSE = Estimated Water Surface Elevation.
HWE = High Water Elevation.
⌖ Denotes soil boring.



DRAINAGE LOCATIONS - I-270 WB

Drainage Type	Span	Station	Offset
DS-11	8	2794+14.96	46.00' Lt.
DS-11	8	2794+15.40	10.00' Rt.
DS-11	9	2796+49.96	46.00' Lt.
DS-11	11	2799+92.15	10.00' Rt.
DS-11	11	2800+03.37	46.00' Lt.
DS-11	11	2800+07.15	10.00' Rt.
DS-11	11	2800+18.38	46.00' Lt.
DS-11	11	2800+22.15	10.00' Rt.
DS-11	11	2800+33.37	46.00' Lt.
DS-11	11	2800+48.37	46.00' Lt.
DS-11	11	2800+63.37	46.00' Lt.
*FFFD	13	2805+85.00	10.00' Rt.
*FFFD	13	2805+85.04	46.00' Lt.
*FFFD	13	2806+00.00	10.00' Rt.
*FFFD	13	2806+00.04	46.00' Lt.
*FFFD	13	2806+15.00	10.00' Rt.
*FFFD	13	2806+15.04	46.00' Lt.
*FFFD	13	2806+30.04	46.00' Lt.
*FFFD	14	2806+60.00	10.00' Rt.
*FFFD	14	2806+75.00	10.00' Rt.
*FFFD	14	2806.75.04	46.00' Lt.
*FFFD	14	2806+90.00	10.00' Rt.
*FFFD	14	2806+90.04	46.00' Lt.

*FFFD - Free Fall Floor Drains

GENERAL PLAN & ELEVATION - 2
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte. 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 2807+06.64
STRUCTURE NO. 060-0351 (WB)

HORNER & SHIFRIN
Teaming with: PARSONS

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	CHECKED - TSB	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 2
STRUCTURE NO. 060–0351 (WB)
SHEET 3 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	495
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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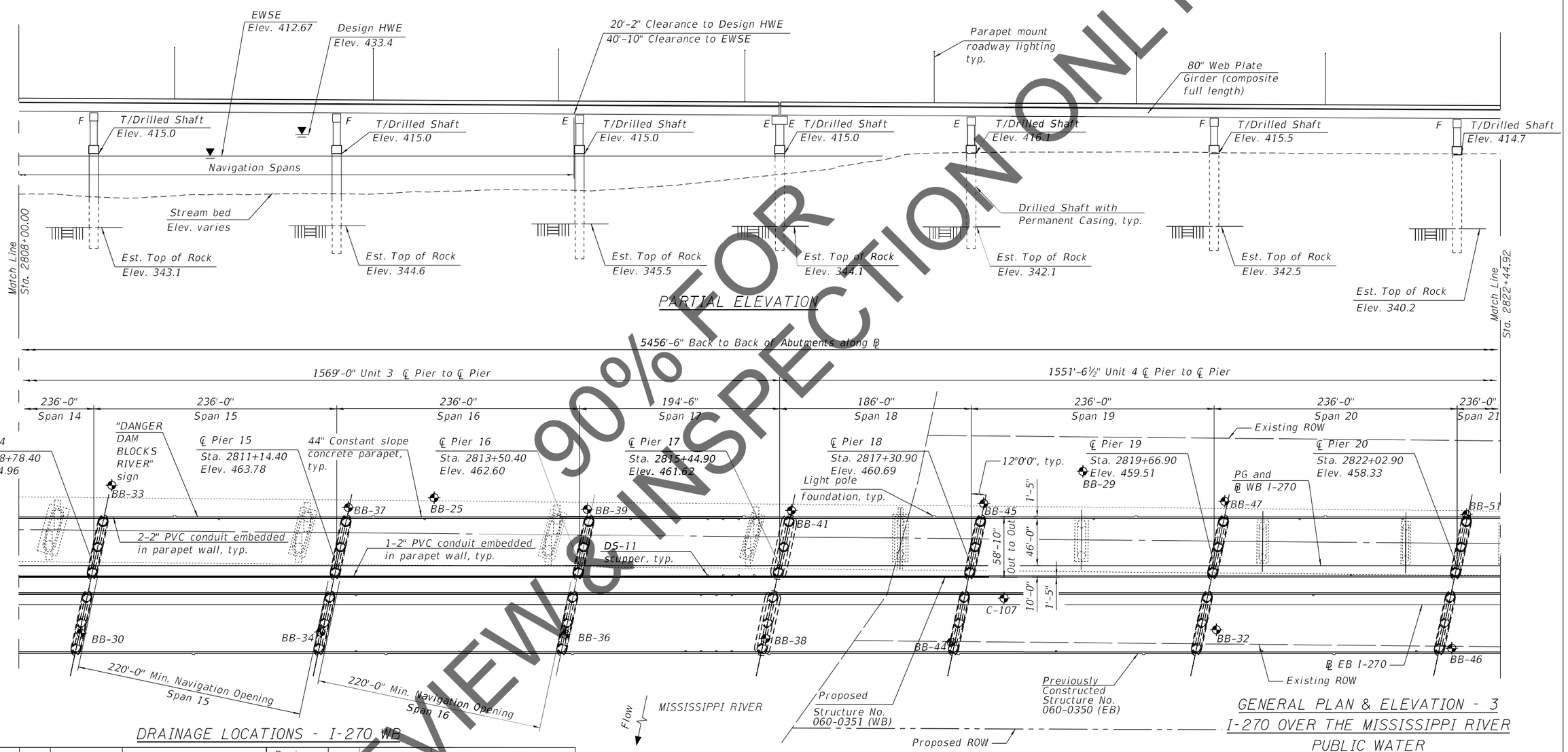
Notes:
All Elevations are given in NAVD 1988 Datum unless noted.
EWSE = Estimated Water Surface Elevation.
HWE = High Water Elevation.
◆ Denotes soil boring.



DRAINAGE LOCATIONS - I-270 WB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	15	2810+00.04	46.00' Lt.	DS-11	17	2815+20.04	10.00' Rt. & 46.00' Lt.
DS-11	16	2812+00.04	46.00' Lt.	DS-11	19	2818+50.04	46.00' Lt.
DS-11	17	2814+00.04	46.00' Lt.	DS-11	20	2820+50.04	46.00' Lt.
DS-11	17	2814+75.04	10.00' Rt. & 46.00' Lt.	DS-11	20	2821+00.04	10.00' Rt.
DS-11	17	2814+90.04	10.00' Rt. & 46.00' Lt.	DS-11	20	2821+50.04	46.00' Lt.
DS-11	17	2815+05.04	10.00' Rt. & 46.00' Lt.				

GENERAL PLAN & ELEVATION - 3
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte. 270- SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 2807+06.64
STRUCTURE NO. 060-0351 (WB)

HORNER & SHIFRIN
Teaming with: PARSONS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 3
STRUCTURE NO. 060–0351 (WB)
SHEET 4 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	496
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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Notes:
All Elevations are given in NAVD 1988 Datum unless noted.
EWSE = Estimated Water Surface Elevation.
HWE = High Water Elevation.
⌖ Denotes soil boring.
For sections B-B, C-C, and D-D see sheet 12 of 288.

(1) Min. Clr. 18'-6"±

(2) Riprap slope varies. Max at 1V:2H at right angles

(3) Riprap placed on existing west face of levee. Approxmiate slope 1V:2H at right angles to existing levee

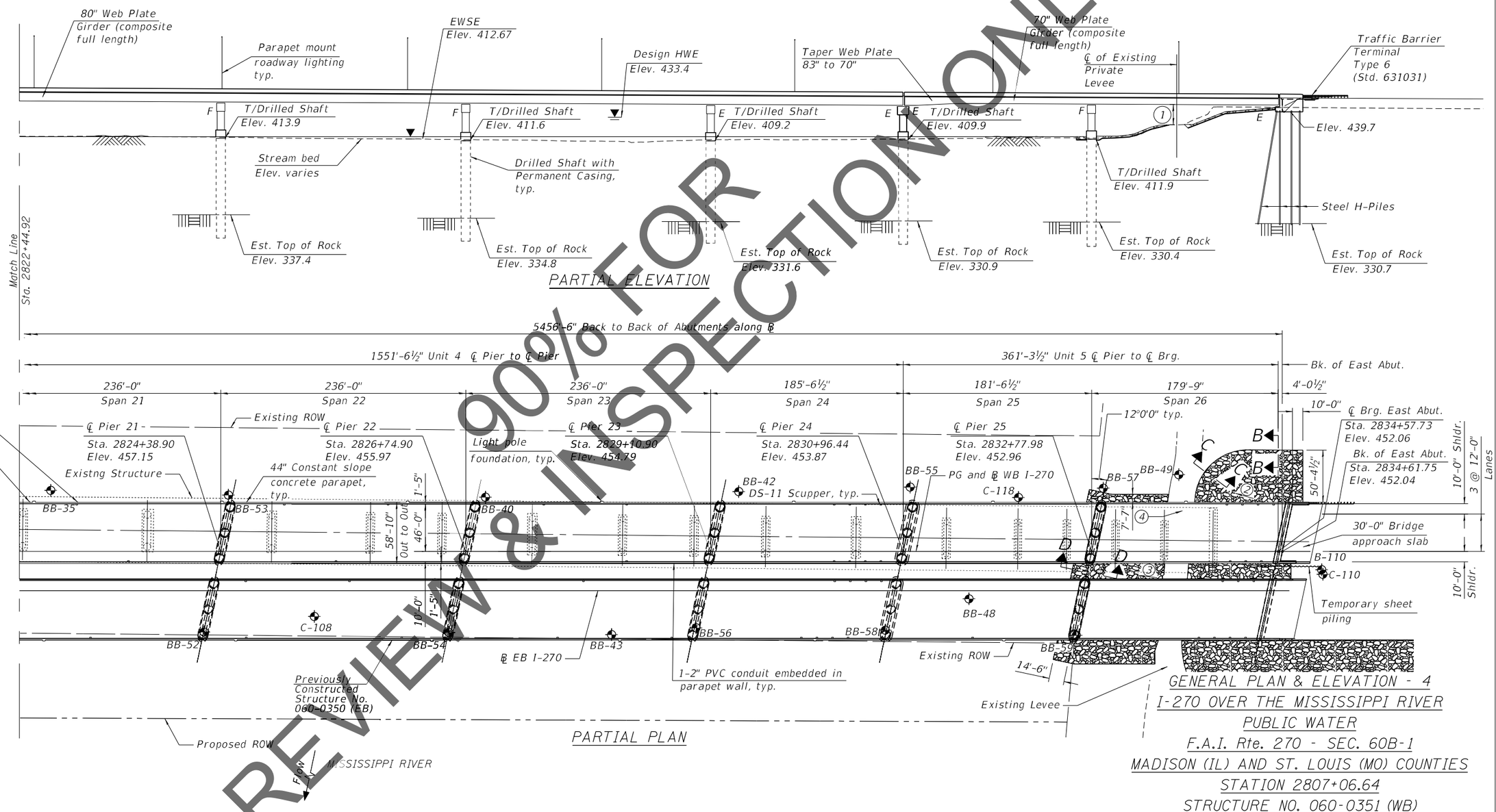
(4) Point of minimum vertical clear

DRAINAGE LOCATIONS - I-270 WB

Drainage Type	Span	Station	Offset
DS-11	21	2823+00.04	46.00' Lt.
DS-11	21	2823+49.90	10.00' Rt.
DS-11	22	2825+00.04	46.00' Lt.
DS-11	22	2825+49.90	10.00' Rt.
DS-11	22	2826+00.04	46.00' Lt.
DS-11	23	2827+50.04	46.00' Lt.
DS-11	23	2828+29.90	10.00' Rt.
DS-11	23	2828+30.04	46.00' Lt.

Drainage Type	Span	Station	Offset
DS-11	24	2830+29.90	10.00' Rt.
DS-11	24	2830+30.04	46.00' Lt.
DS-11	24	2830+44.90	10.00' Rt.
DS-11	24	2830+45.04	46.00' Lt.
DS-11	24	2830+59.90	10.00' Rt.
DS-11	24	2830+60.04	46.00' Lt.
DS-11	24	2830+74.90	10.00' Rt.
DS-11	24	2830+75.04	46.00' Lt.

Drainage Type	Span	Station	Offset
DS-11	26	2834+08.38	46.00' Lt.
DS-11	26	2834+11.60	10.00' Rt.
DS-11	26	2834+23.38	46.00' Lt.
DS-11	26	2834+26.60	10.00' Rt.
DS-11	26	2834+38.38	46.00' Lt.
DS-11	26	2834+41.60	10.00' Rt.
DS-11	26	2834+53.38	46.00' Lt.



GENERAL PLAN & ELEVATION - 4
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte. 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 2807+06.64
STRUCTURE NO. 060-0351 (WB)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 4
STRUCTURE NO. 060-0351 (WB)
SHEET 5 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	497
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		

INDEX OF SHEETS

INDEX OF SHEETS

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metallized and painted areas. Bolts $\frac{7}{8}$ in. diameter, holes $1\frac{5}{16}$ in ∅, unless otherwise noted.

2. Calculated weight of Structural Steel = 15,225,440 lbs.

3. No field welding is permitted except as specified in the contract documents.

4. Reinforcement bars designated (E) shall be epoxy coated.

5. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in (0.01ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

7. Concrete Sealer shall be applied to the designated areas of the West Abutment, Pier 3, Pier 10, Pier 17, Pier 24 and East Abutment.

8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead during removal of existing structure.

9. The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the final finish coat of the exterior surface and bottom of the bottom flange of the fascia beams shall be applied in the field. The color of the final finish coat for all interior surfaces shall be gray, Munsell No. 5B 7/1. The color of the exterior and bottom flange of the fascia beam shall be gray, Munsell No. 5B 7/1.

10. All structural steel within a distance of 10' from girder ends under expansion joints shall be thermal spray metallized and sealed with an epoxy penetrating sealer (System 3). See special provision for Metallizing of Structural Steel. All metallized surfaces shall be painted with the intermediate and topcoats as specified for structural steel.

11. All end cross frames and end diaphragms located under expansion joints shall be hot dip galvanized and painted with a full epoxy intermediate coat and a full urethane coat from System 3. See special provision for Metallizing of Structural Steel.

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

13. The embankment configuration shown shall be minimum that must be placed and compacted prior to construction of the abutments.

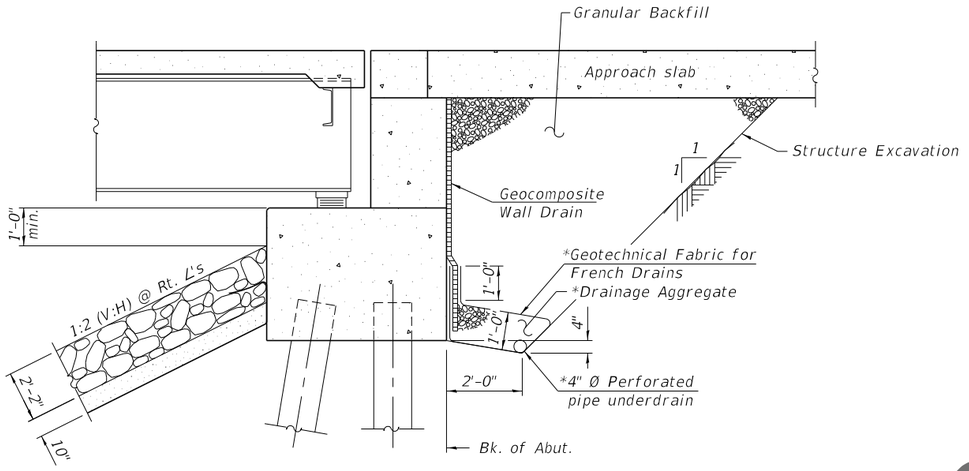
14. Construction and demolition activities shall be coordinated and approved in writing be the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG or USACE restrictions.

STATION 2807+06.64
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RTE 270-SEC. 60B-1
LOADING HL-93
STRUCTURE NO. 060-0351

NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A6	Sq. Yd.		5,873	5,873
Filter Fabric	Sq. Yd.		5,873	5,873
Removal of Existing Structures	Each			0.5
Structure Excavation	Cu. Yd.		679	679
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		12,727.9	12,727.9
Concrete Superstructure	Cu. Yd.	10,892.0		10,892.0
Concrete Encasement	Cu. Yd.		14.7	14.7
Protective Coat	Sq. Yd.	40,173		40,173
Concrete Superstructure (Approach Slab)	Cu. Yd.	173.5		173.5
Furnishing and Erecting Structural Steel	L Sum	0.498		0.498
Stud Shear Connectors	Each	97,340		97,340
Reinforcement Bars, Epoxy Coated	Pound	3,493,270	7,721,060	11,214,330
Bar Splicers	Each		124	124
Mechanical Splicers	Each		7,446	7,446
Furnishing Steel Piles HP12X63	Foot		2,099	2,099
Furnishing Steel Piles HP12X84	Foot		1,120	1,120
Driving Piles	Foot		3,219	3,219
Test Pile Steel HP12X63	Each		1	1
Test Pile Steel HP12X84	Each		2	2
Pile Shoes	Each		42	42
Name Plates	Each	1		1
Permanent Casing	Foot		4,449	4,449
Drilled Shaft in Soil	Cu. Yd.		10,120	10,120
Drilled Shaft in Rock	Cu. Yd.		3,500	3,500
Preformed Joint Strip Seal	Foot	127.5		127.5
Elastomeric Bearing Assembly, Type I	Each	26		26
Elastomeric Bearing Assembly, Type III	Each	37		37
Anchor Bolts, 1¼"	Each	410		410
Anchor Bolts, 1½"	Each	84		84
Anchor Bolts, 2"	Each	148		148
Temporary Sheet Piling	Sq. Ft.		945	945
Granular Backfill for Structures	Cu. Yd.		335	335
Concrete Sealer	Sq. Ft.		26,393	26,393
Geocomposite Wall Drain	Sq. Yd.		189	189
Drainage Scuppers, DS-11	Each	81		81
Diamond Grinding (Bridge Section)	Sq. Yd.	33,174		33,174
Modular Expansion Joint 12"	Foot	66		66
Modular Expansion Joint 18"	Foot	58		58
Modular Expansion Joint 27"	Foot	116		116
Pipe Underdrains for Structures 4"	Foot		175	175
Crosshole Sonic Logging Access Ducts	Foot		5,956	5,956
Crosshole Sonic Logging Testing	Each		75	75
Construction Vibration Monitoring	L Sum			0.5
Thermal Integrity Profile Testing	Each		75	75
Thermal Integrity Profile Data Collection	Foot		5,956	5,956
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	22,946		22,946
High Load Multi-Rotational Bearings, Guided Expansion - 850K	Each	24		24
High Load Multi-Rotational Bearings, Guided Expansion - 900K	Each	13		13
High Load Multi-Rotational Bearings, Fixed - 550K	Each	14		14
High Load Multi-Rotational Bearings, Fixed - 850K	Each	54		54
High Load Multi-Rotational Bearings, Fixed - 900K	Each	24		24

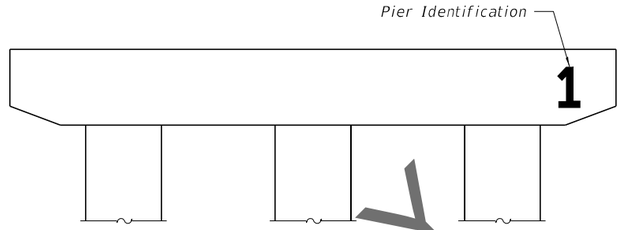


SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

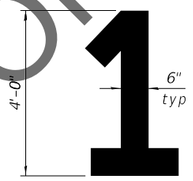
*Included in the cost of Pipe Underdrains for Structures

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



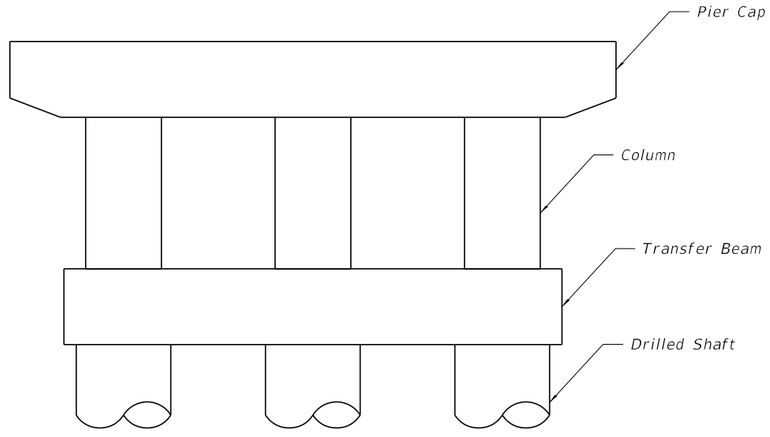
PART ELEVATION OF PIER

(Looking Upstation and Downstation)



PIER IDENTIFICATION DETAIL

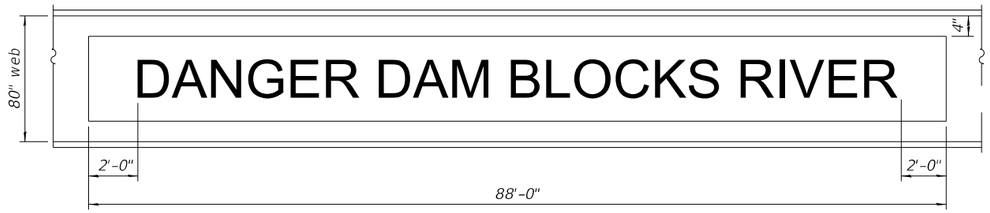
Notes:
Pier identification cost included with Concrete Structures.
Pier 1 shown, other piers similar.
Pier identification shall be painted on cap with black paint prior to the application of Concrete Sealer.



PIER CONCRETE SEALER DETAIL

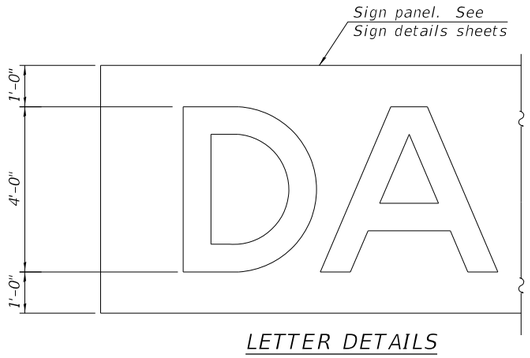
(Pier 3, Pier 10, Pier 17, and Pier 24)

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

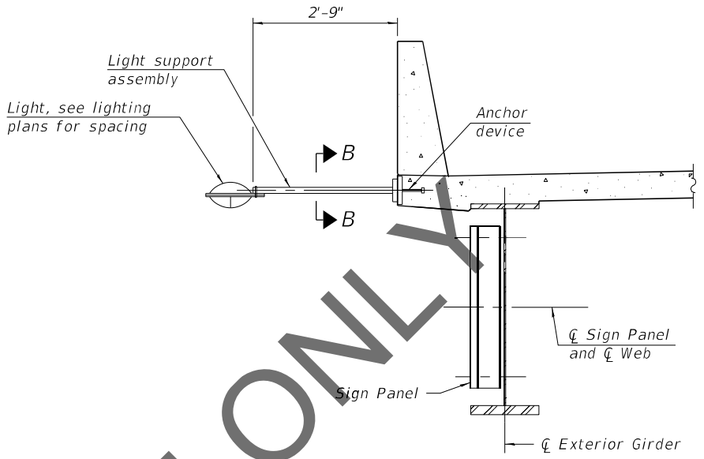


SIGNAGE ELEVATION

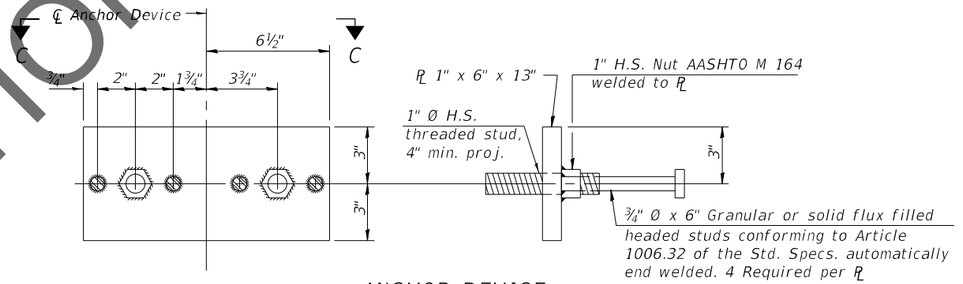
Notes:
Center of sign to be placed at center of Span 15.
Sign is to be placed on exterior face of upstream girder only.



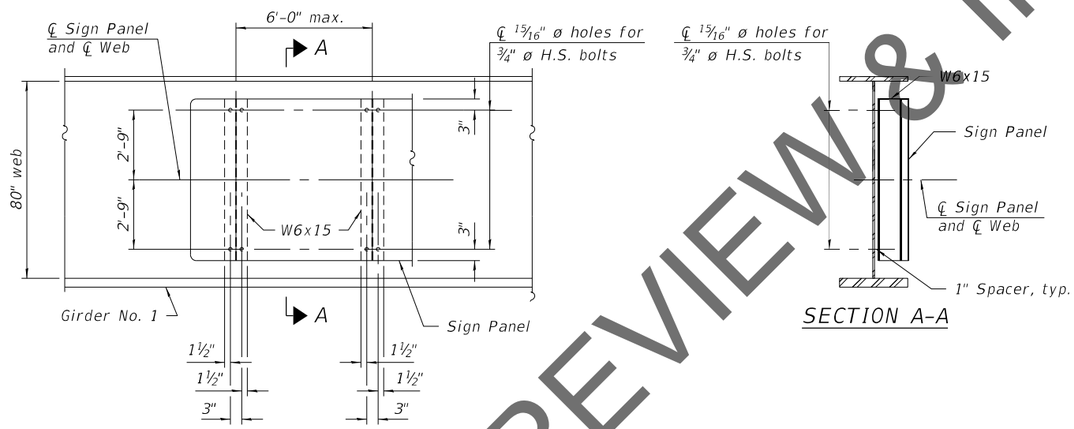
LETTER DETAILS



TYPICAL SECTION
(Showing sign mount only.)

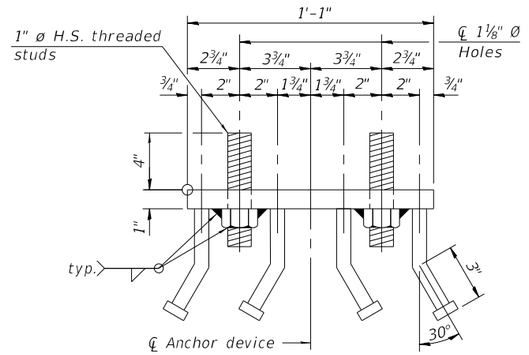


ANCHOR DEVICE
(8 Required)
Provide 2 1" H.S. nuts and washer per anchor device to connect light support assembly to anchor device.

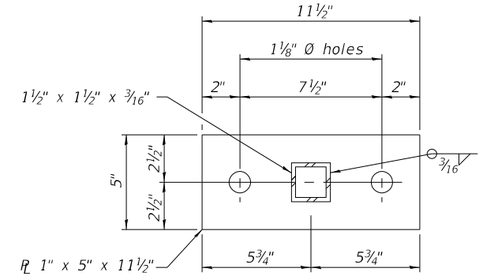


PART ELEVATION SHOWING SIGN SUPPORT

SECTION A-A



VIEW C-C



SECTION B-B
(8 Required)

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

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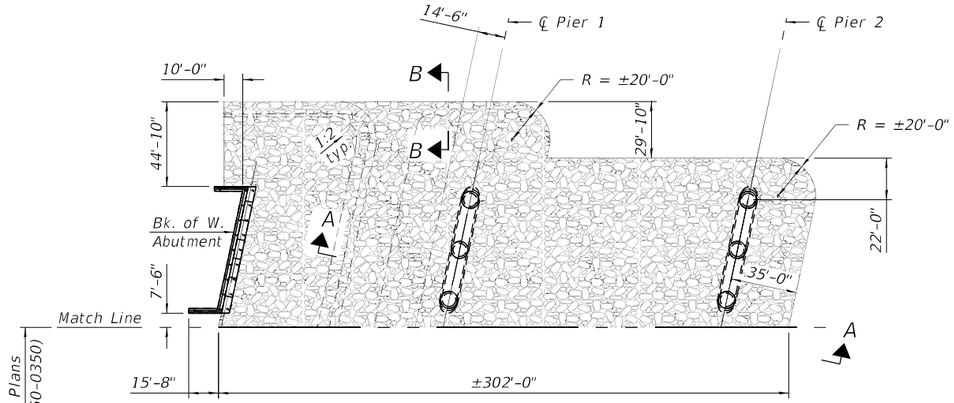
HORNER & SHIFRIN
Teaming with: PARSONS

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

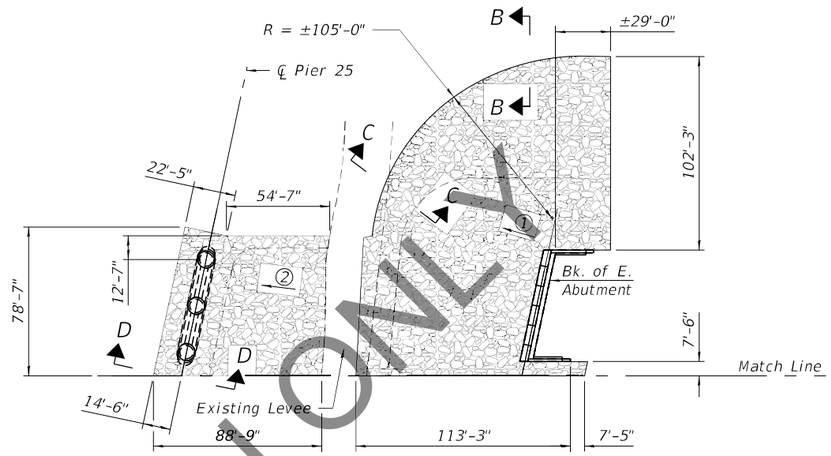
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DANGER SIGN DETAILS
STRUCTURE NO. 060-0351 (WB)
SHEET 11 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	503
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



NEAR W. ABUTMENT



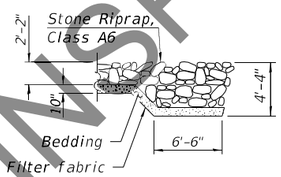
NEAR E. ABUTMENT

① Riprap slope varies. Max at 1V:2H at right angles

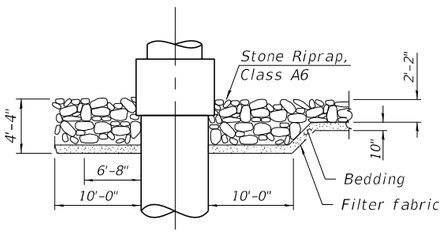
② Riprap placed on existing west face of levee. Approximate slope 1V:2H at right angles to existing levee

PLAN OF RIPRAP

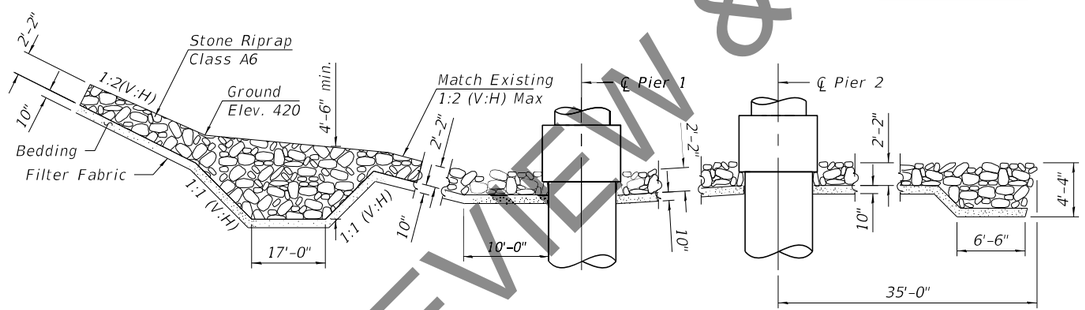
Note:
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



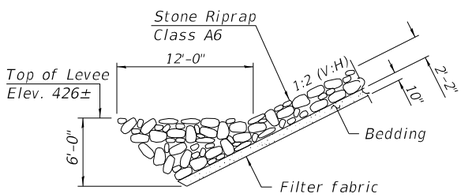
SECTION B-B



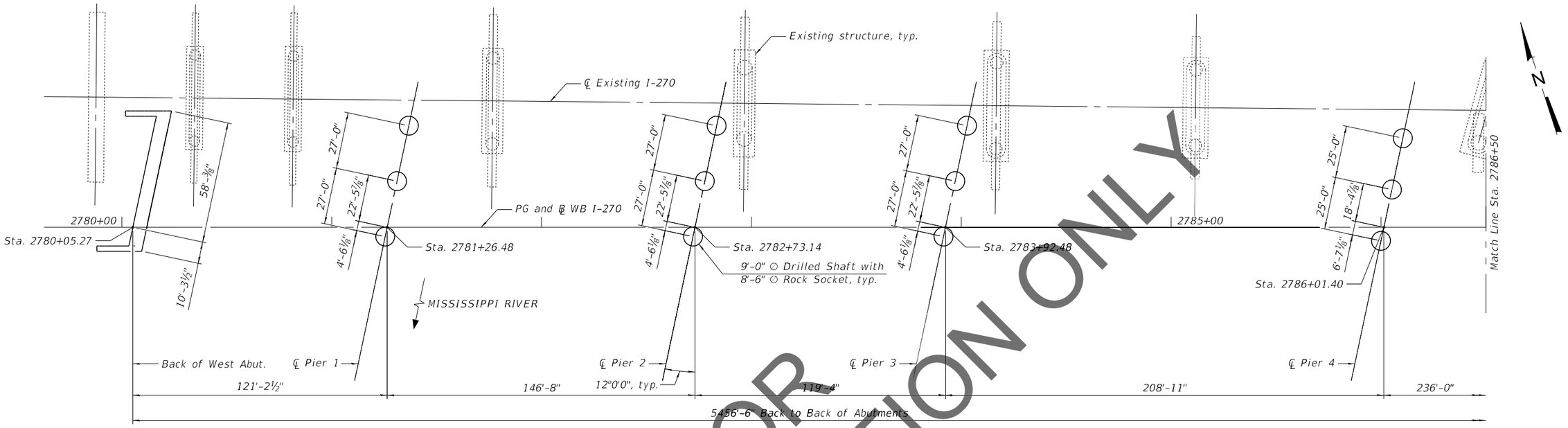
SECTION C-C



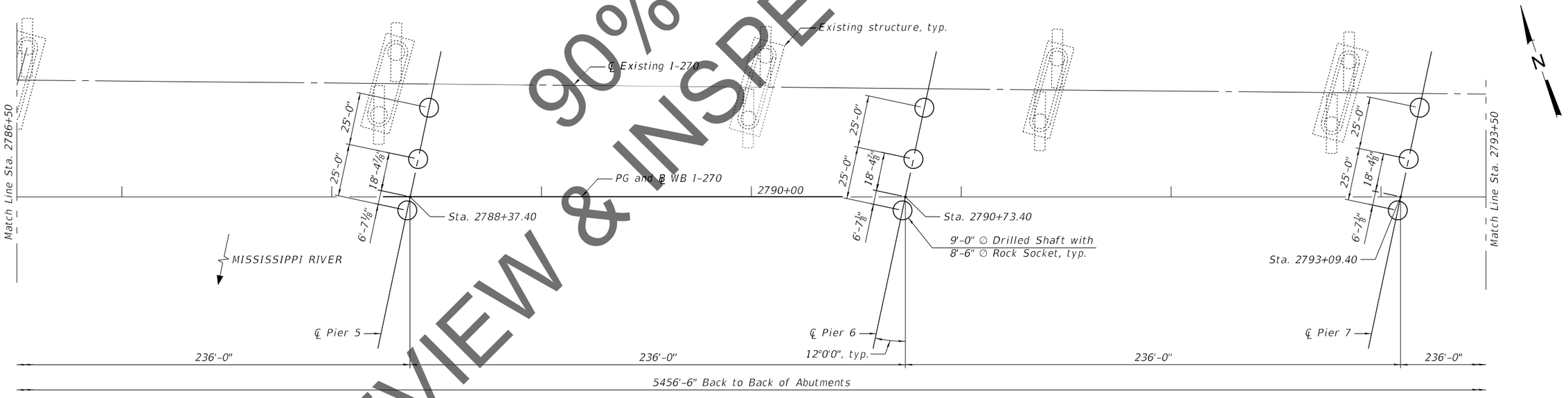
SECTION A-A



SECTION D-D



PARTIAL PLAN



PARTIAL PLAN

HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - TMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOOTING LAYOUT – 1 STRUCTURE NO. 060–0351 (WB)	F.AJ. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - RDF	REVISED -			270	60B-1	MADISON	860	505
	PLOT SCALE =	DRAWN - RDF	REVISED -					CONTRACT NO. 76J90		
	PLOT DATE =	CHECKED - JDS	REVISED -		SHEET 13 OF 288 SHEETS			ILLINOIS FED. AID PROJECT		

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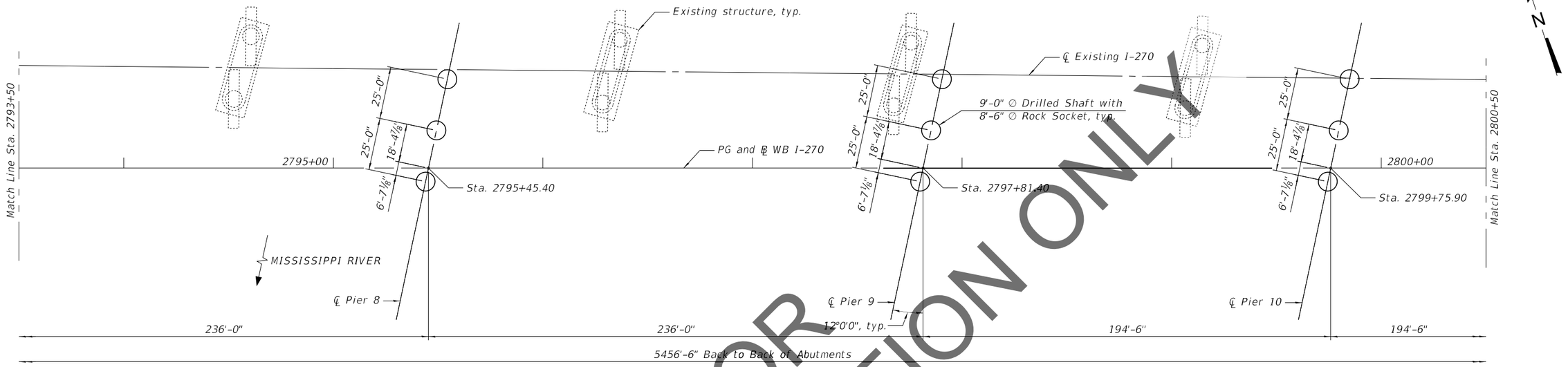
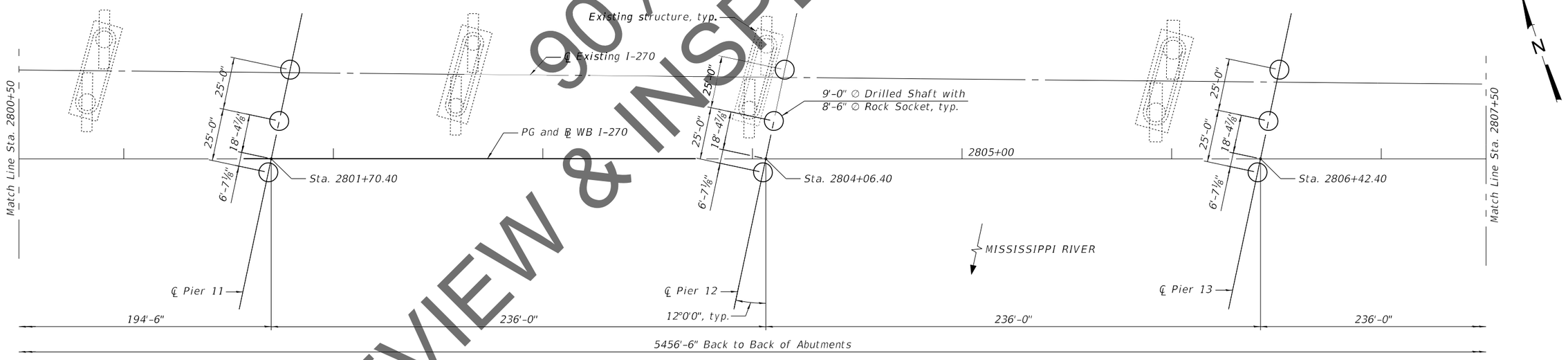


PARTIAL PLAN



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HORNER & SHIFRIN
Teaming with: PARSONS

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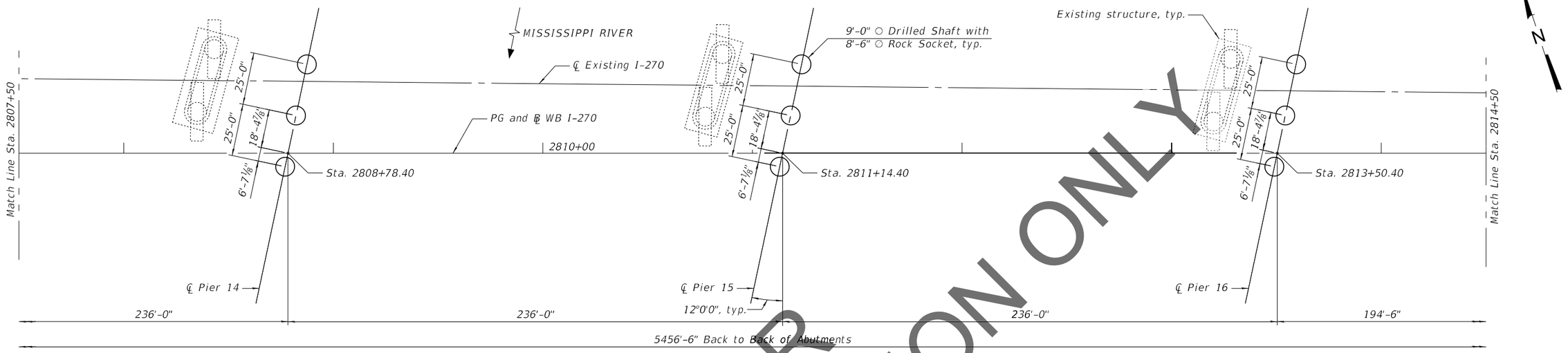
PLOT SCALE =	DRAWN - RDF	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

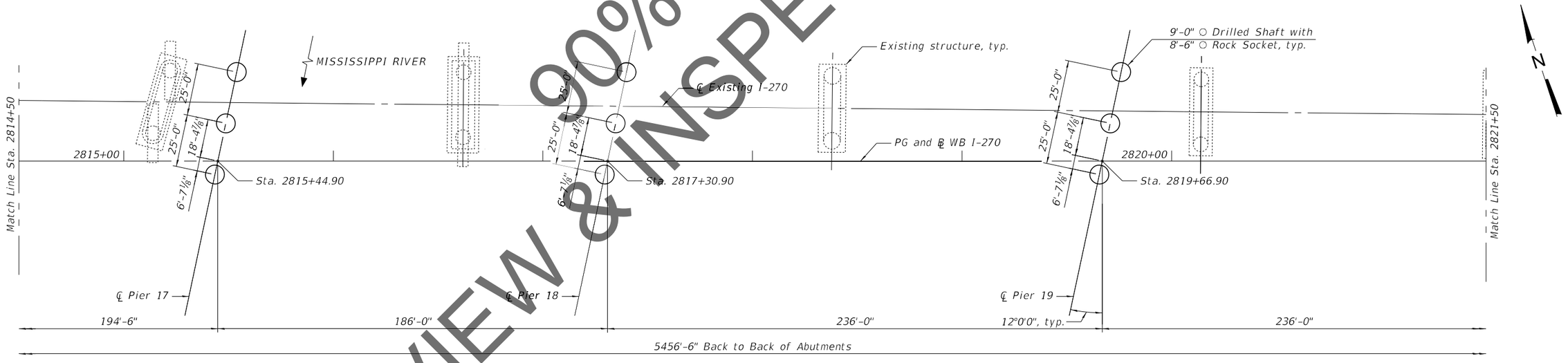
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 2
STRUCTURE NO. 060–0351 (WB)
SHEET 14 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	506
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN



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HORNER & SHIFRIN
Teaming with: PARSONS

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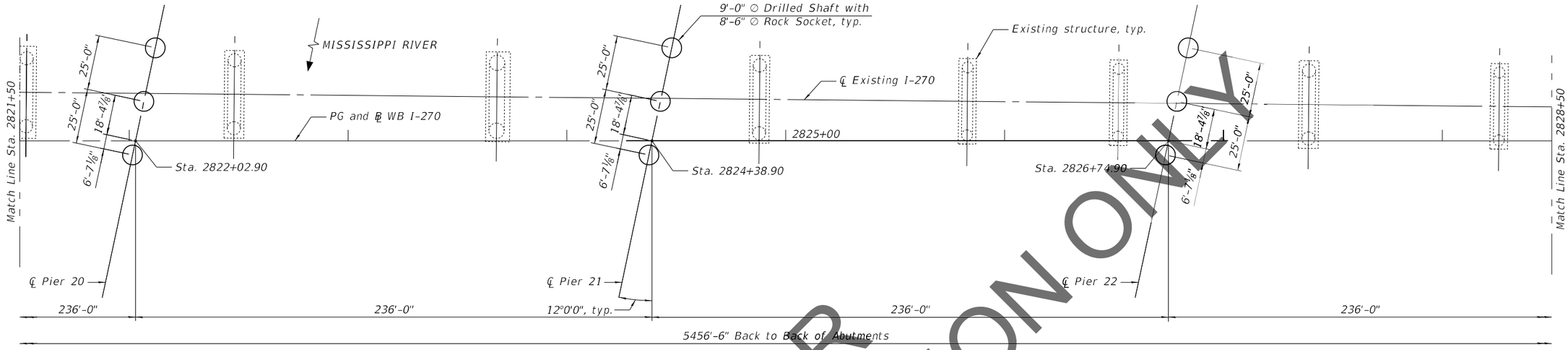
	CHECKED - RDF	REVISED -	
PLOT SCALE =	DRAWN - RDF	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 3
STRUCTURE NO. 060-0351 (WB)
SHEET 15 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	507
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



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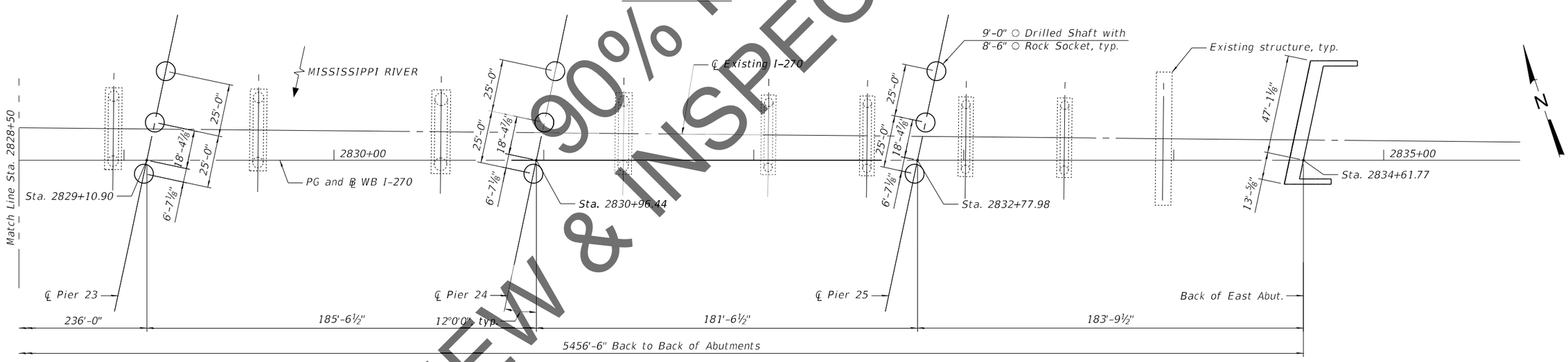

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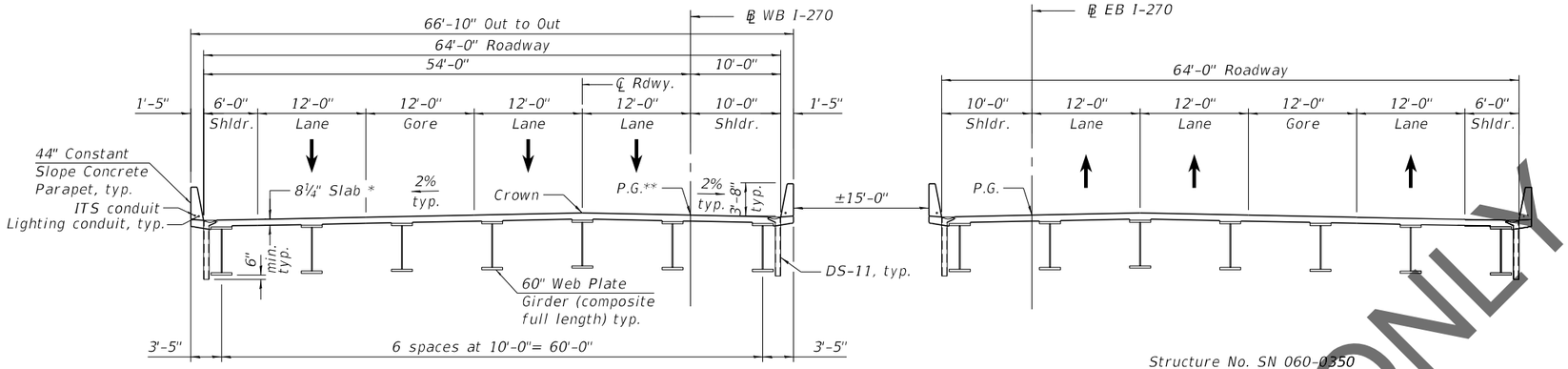
HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - TMB	REVISED -
		CHECKED - RDF	REVISED -
	PLOT SCALE =	DRAWN - RDF	REVISED -
	PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 4
STRUCTURE NO. 060-0351 (WB)
SHEET 16 OF 288 SHEETS

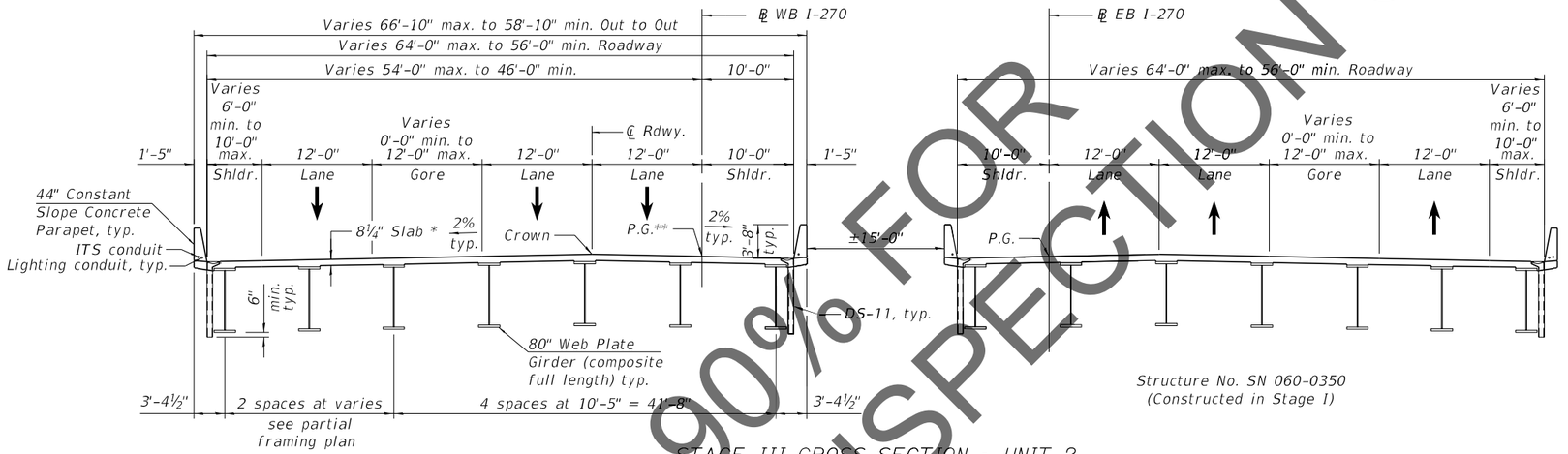
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	508
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



Structure No. SN 060-0350
(Consructed in Stage 1)

STAGE III CROSS SECTION - UNIT 1

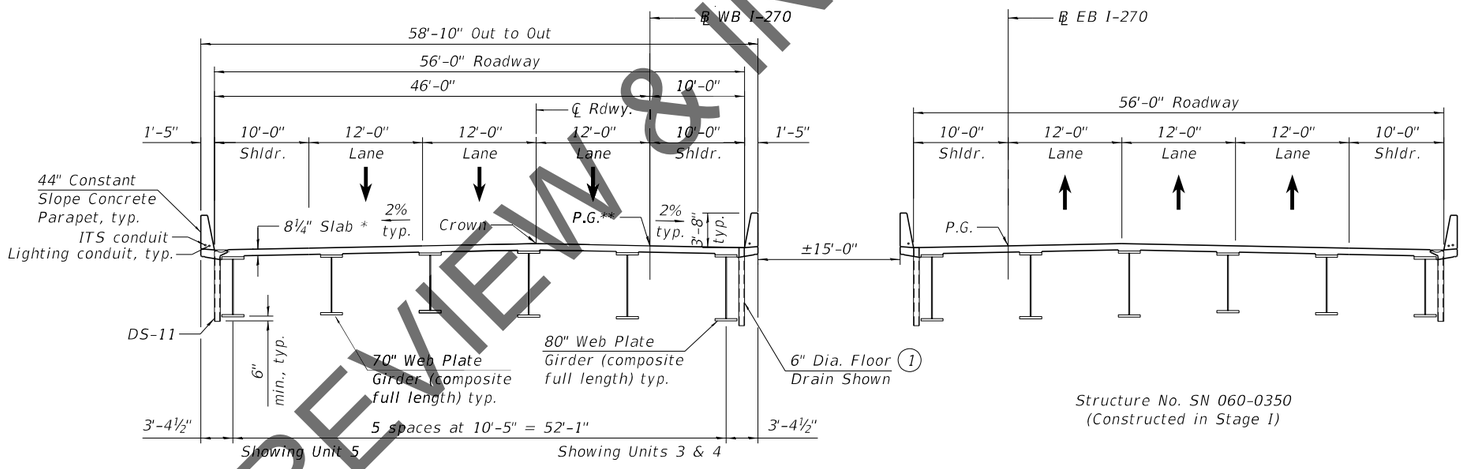
(Looking East)



Structure No. SN 060-0350
(Constructed in Stage 1)

STAGE III CROSS SECTION - UNIT 2

(Looking East)



Structure No. SN 060-0350
(Constructed in Stage 1)

STAGE III CROSS SECTION - UNIT 3, 4 & 5

(Looking East)

Note:
Up to ¼" may be ground off the bridge deck and bridge approach slabs.

* Prior to grinding
** After grinding

(1) 6" diameter floor drain from Station 805+85.04 to 806+90.04, DS-11 Scupper at other locations

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HORNER & SHIFRIN
Teaming with: PARSONS

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PLOT DATE =	CHECKED - TSB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION – 1
STRUCTURE NO. 060–0351 (WB)
SHEET 17 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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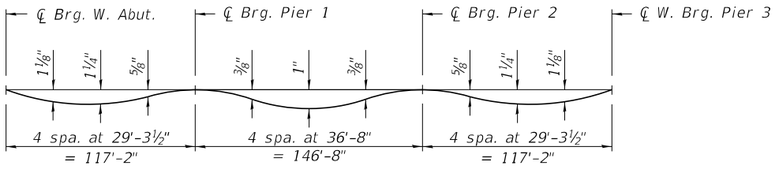
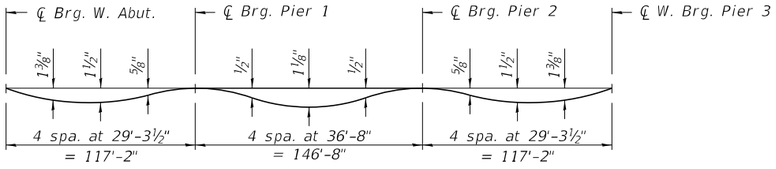
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



EXTERIOR GIRDERS

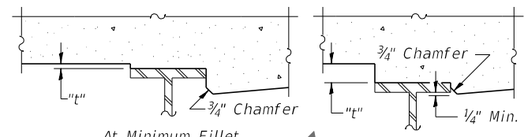


INTERIOR GIRDERS

DEAD LOAD DEFLECTION DIAGRAMS

(Includes weight of concrete only.)

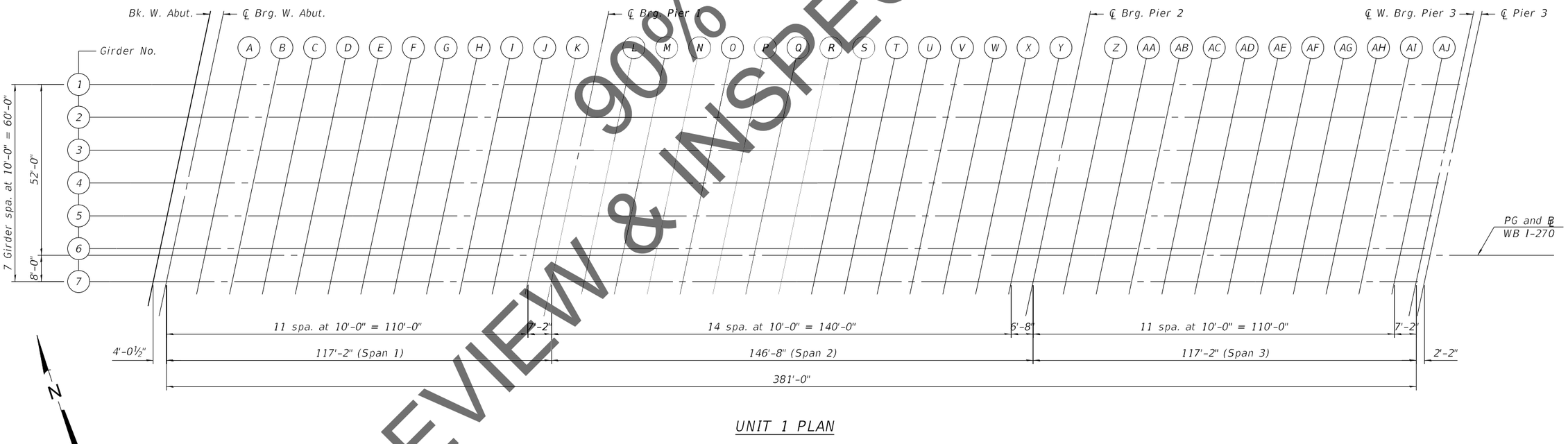
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 19 thru 21 of 288.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 19 thru 21 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 19 thru 21 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



UNIT 1 PLAN

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+16.32	-52.00	452.45	452.47
℄ Brg. W. Abut.	2780+20.36	-52.00	452.47	452.49
A	2780+30.36	-52.00	452.52	452.58
B	2780+40.36	-52.00	452.57	452.66
C	2780+50.36	-52.00	452.62	452.73
D	2780+60.36	-52.00	452.67	452.79
E	2780+70.36	-52.00	452.72	452.84
F	2780+80.36	-52.00	452.77	452.89
G	2780+90.36	-52.00	452.82	452.92
H	2781+00.36	-52.00	452.87	452.95
I	2781+10.36	-52.00	452.92	452.98
J	2781+20.36	-52.00	452.97	453.01
K	2781+30.36	-52.00	453.02	453.05
℄ Brg. Pier 1	2781+37.53	-52.00	453.06	453.08
L	2781+47.53	-52.00	453.11	453.13
M	2781+57.53	-52.00	453.16	453.19
N	2781+67.53	-52.00	453.21	453.25
O	2781+77.53	-52.00	453.26	453.31
P	2781+87.53	-52.00	453.31	453.38
Q	2781+97.53	-52.00	453.36	453.44
R	2782+07.53	-52.00	453.41	453.50
S	2782+17.53	-52.00	453.46	453.54
T	2782+27.53	-52.00	453.51	453.59
U	2782+37.53	-52.00	453.56	453.62
V	2782+47.53	-52.00	453.61	453.66
W	2782+57.53	-52.00	453.66	453.69
X	2782+67.53	-52.00	453.71	453.73
Y	2782+77.53	-52.00	453.76	453.78
℄ Brg. Pier 2	2782+84.20	-52.00	453.79	453.81
Z	2782+94.20	-52.00	453.84	453.87
AA	2783+04.20	-52.00	453.89	453.93
AB	2783+14.20	-52.00	453.94	454.00
AC	2783+24.20	-52.00	453.99	454.08
AD	2783+34.20	-52.00	454.04	454.14
AE	2783+44.20	-52.00	454.09	454.21
AF	2783+54.20	-52.00	454.14	454.26
AG	2783+64.20	-52.00	454.19	454.31
AH	2783+74.20	-52.00	454.24	454.34
AI	2783+84.20	-52.00	454.29	454.37
AJ	2783+94.20	-52.00	454.34	454.38
℄ W. Brg. Pier 3	2784+01.37	-52.00	454.37	454.40
℄ Pier 3	2784+03.53	-52.00	454.39	454.41

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+14.20	-42.00	452.64	452.66
℄ Brg. W. Abut.	2780+18.24	-42.00	452.66	452.68
A	2780+28.24	-42.00	452.71	452.77
B	2780+38.24	-42.00	452.76	452.86
C	2780+48.24	-42.00	452.81	452.93
D	2780+58.24	-42.00	452.86	453.00
E	2780+68.24	-42.00	452.91	453.05
F	2780+78.24	-42.00	452.96	453.09
G	2780+88.24	-42.00	453.01	453.13
H	2780+98.24	-42.00	453.06	453.15
I	2781+08.24	-42.00	453.11	453.18
J	2781+18.24	-42.00	453.16	453.20
K	2781+28.24	-42.00	453.21	453.24
℄ Brg. Pier 1	2781+35.41	-42.00	453.25	453.27
L	2781+45.41	-42.00	453.30	453.32
M	2781+55.41	-42.00	453.35	453.38
N	2781+65.41	-42.00	453.40	453.44
O	2781+75.41	-42.00	453.45	453.51
P	2781+85.41	-42.00	453.50	453.58
Q	2781+95.41	-42.00	453.55	453.64
R	2782+05.41	-42.00	453.60	453.70
S	2782+15.41	-42.00	453.65	453.75
T	2782+25.41	-42.00	453.70	453.79
U	2782+35.41	-42.00	453.75	453.82
V	2782+45.41	-42.00	453.80	453.85
W	2782+55.41	-42.00	453.85	453.89
X	2782+65.41	-42.00	453.90	453.92
Y	2782+75.41	-42.00	453.95	453.97
℄ Brg. Pier 2	2782+82.08	-42.00	453.98	454.00
Z	2782+92.08	-42.00	454.03	454.06
AA	2783+02.08	-42.00	454.08	454.13
AB	2783+12.08	-42.00	454.13	454.20
AC	2783+22.08	-42.00	454.18	454.28
AD	2783+32.08	-42.00	454.23	454.35
AE	2783+42.08	-42.00	454.28	454.42
AF	2783+52.08	-42.00	454.33	454.47
AG	2783+62.08	-42.00	454.38	454.52
AH	2783+72.08	-42.00	454.43	454.55
AI	2783+82.08	-42.00	454.48	454.57
AJ	2783+92.08	-42.00	454.53	454.58
℄ W. Brg. Pier 3	2783+99.24	-42.00	454.56	454.59
℄ Pier 3	2784+01.41	-42.00	454.58	454.60

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+12.07	-32.00	452.83	452.85
℄ Brg. W. Abut.	2780+16.11	-32.00	452.85	452.87
A	2780+26.11	-32.00	452.90	452.96
B	2780+36.11	-32.00	452.95	453.05
C	2780+46.11	-32.00	453.00	453.12
D	2780+56.11	-32.00	453.05	453.19
E	2780+66.11	-32.00	453.10	453.24
F	2780+76.11	-32.00	453.15	453.28
G	2780+86.11	-32.00	453.20	453.31
H	2780+96.11	-32.00	453.25	453.34
I	2781+06.11	-32.00	453.30	453.36
J	2781+16.11	-32.00	453.35	453.39
K	2781+26.11	-32.00	453.40	453.43
℄ Brg. Pier 1	2781+33.28	-32.00	453.43	453.46
L	2781+43.28	-32.00	453.48	453.51
M	2781+53.28	-32.00	453.53	453.57
N	2781+63.28	-32.00	453.58	453.63
O	2781+73.28	-32.00	453.63	453.70
P	2781+83.28	-32.00	453.68	453.77
Q	2781+93.28	-32.00	453.73	453.83
R	2782+03.28	-32.00	453.78	453.89
S	2782+13.28	-32.00	453.83	453.93
T	2782+23.28	-32.00	453.88	453.98
U	2782+33.28	-32.00	453.93	454.01
V	2782+43.28	-32.00	453.98	454.04
W	2782+53.28	-32.00	454.03	454.08
X	2782+63.28	-32.00	454.08	454.11
Y	2782+73.28	-32.00	454.13	454.16
℄ Brg. Pier 2	2782+79.95	-32.00	454.17	454.19
Z	2782+89.95	-32.00	454.22	454.25
AA	2782+99.95	-32.00	454.27	454.32
AB	2783+09.95	-32.00	454.32	454.39
AC	2783+19.95	-32.00	454.37	454.47
AD	2783+29.95	-32.00	454.42	454.54
AE	2783+39.95	-32.00	454.47	454.61
AF	2783+49.95	-32.00	454.52	454.66
AG	2783+59.95	-32.00	454.57	454.71
AH	2783+69.95	-32.00	454.62	454.74
AI	2783+79.95	-32.00	454.67	454.76
AJ	2783+89.95	-32.00	454.72	454.77
℄ W. Brg. Pier 3	2783+97.12	-32.00	454.75	454.77
℄ Pier 3	2783+99.28	-32.00	454.76	454.79

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

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+09.95	-22.00	453.02	453.04
℄ Brg. W. Abut.	2780+13.99	-22.00	453.04	453.06
A	2780+23.99	-22.00	453.09	453.15
B	2780+33.99	-22.00	453.14	453.24
C	2780+43.99	-22.00	453.19	453.31
D	2780+53.99	-22.00	453.24	453.38
E	2780+63.99	-22.00	453.29	453.43
F	2780+73.99	-22.00	453.34	453.47
G	2780+83.99	-22.00	453.39	453.50
H	2780+93.99	-22.00	453.44	453.53
I	2781+03.99	-22.00	453.49	453.55
J	2781+13.99	-22.00	453.54	453.58
K	2781+23.99	-22.00	453.59	453.62
℄ Brg. Pier 1	2781+31.16	-22.00	453.62	453.64
L	2781+41.16	-22.00	453.67	453.70
M	2781+51.16	-22.00	453.72	453.76
N	2781+61.16	-22.00	453.77	453.82
O	2781+71.16	-22.00	453.82	453.89
P	2781+81.16	-22.00	453.87	453.96
Q	2781+91.16	-22.00	453.92	454.02
R	2782+01.16	-22.00	453.97	454.08
S	2782+11.16	-22.00	454.02	454.12
T	2782+21.16	-22.00	454.07	454.17
U	2782+31.16	-22.00	454.12	454.20
V	2782+41.16	-22.00	454.17	454.23
W	2782+51.16	-22.00	454.22	454.26
X	2782+61.16	-22.00	454.27	454.30
Y	2782+71.16	-22.00	454.32	454.35
℄ Brg. Pier 2	2782+77.83	-22.00	454.36	454.38
Z	2782+87.83	-22.00	454.41	454.44
AA	2782+97.83	-22.00	454.46	454.51
AB	2783+07.83	-22.00	454.51	454.58
AC	2783+17.83	-22.00	454.56	454.66
AD	2783+27.83	-22.00	454.61	454.73
AE	2783+37.83	-22.00	454.66	454.80
AF	2783+47.83	-22.00	454.71	454.85
AG	2783+57.83	-22.00	454.76	454.89
AH	2783+67.83	-22.00	454.81	454.93
AI	2783+77.83	-22.00	454.86	454.95
AJ	2783+87.83	-22.00	454.91	454.96
℄ W. Brg. Pier 3	2783+94.99	-22.00	454.94	454.96
℄ Pier 3	2783+97.16	-22.00	454.95	454.97

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+07.82	-12.00	453.21	453.23
℄ Brg. W. Abut.	2780+11.86	-12.00	453.23	453.25
A	2780+21.86	-12.00	453.28	453.34
B	2780+31.86	-12.00	453.33	453.43
C	2780+41.86	-12.00	453.38	453.50
D	2780+51.86	-12.00	453.43	453.57
E	2780+61.86	-12.00	453.48	453.62
F	2780+71.86	-12.00	453.53	453.66
G	2780+81.86	-12.00	453.58	453.69
H	2780+91.86	-12.00	453.63	453.72
I	2781+01.86	-12.00	453.68	453.74
J	2781+11.86	-12.00	453.73	453.77
K	2781+21.86	-12.00	453.78	453.81
℄ Brg. Pier 1	2781+29.03	-12.00	453.81	453.83
L	2781+39.03	-12.00	453.86	453.89
M	2781+49.03	-12.00	453.91	453.95
N	2781+59.03	-12.00	453.96	454.01
O	2781+69.03	-12.00	454.01	454.08
P	2781+79.03	-12.00	454.06	454.14
Q	2781+89.03	-12.00	454.11	454.21
R	2781+99.03	-12.00	454.16	454.27
S	2782+09.03	-12.00	454.21	454.31
T	2782+19.03	-12.00	454.26	454.36
U	2782+29.03	-12.00	454.31	454.39
V	2782+39.03	-12.00	454.36	454.42
W	2782+49.03	-12.00	454.41	454.45
X	2782+59.03	-12.00	454.46	454.49
Y	2782+69.03	-12.00	454.51	454.54
℄ Brg. Pier 2	2782+75.70	-12.00	454.55	454.57
Z	2782+85.70	-12.00	454.60	454.63
AA	2782+95.70	-12.00	454.65	454.70
AB	2783+05.70	-12.00	454.70	454.77
AC	2783+15.70	-12.00	454.75	454.84
AD	2783+25.70	-12.00	454.80	454.92
AE	2783+35.70	-12.00	454.85	454.98
AF	2783+45.70	-12.00	454.90	455.04
AG	2783+55.70	-12.00	454.95	455.08
AH	2783+65.70	-12.00	455.00	455.11
AI	2783+75.70	-12.00	455.05	455.13
AJ	2783+85.70	-12.00	455.10	455.15
℄ W. Brg. Pier 3	2783+92.86	-12.00	455.13	455.15
℄ Pier 3	2783+95.03	-12.00	455.14	455.16

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+05.70	-2.00	453.00	453.02
℄ Brg. W. Abut.	2780+09.74	-2.00	453.02	453.04
A	2780+19.74	-2.00	453.07	453.13
B	2780+29.74	-2.00	453.12	453.22
C	2780+39.74	-2.00	453.17	453.29
D	2780+49.74	-2.00	453.22	453.36
E	2780+59.74	-2.00	453.27	453.41
F	2780+69.74	-2.00	453.32	453.45
G	2780+79.74	-2.00	453.37	453.48
H	2780+89.74	-2.00	453.42	453.51
I	2780+99.74	-2.00	453.47	453.53
J	2781+09.74	-2.00	453.52	453.56
K	2781+19.74	-2.00	453.57	453.60
℄ Brg. Pier 1	2781+26.91	-2.00	453.60	453.62
L	2781+36.91	-2.00	453.65	453.68
M	2781+46.91	-2.00	453.70	453.73
N	2781+56.91	-2.00	453.75	453.80
O	2781+66.91	-2.00	453.80	453.87
P	2781+76.91	-2.00	453.85	453.93
Q	2781+86.91	-2.00	453.90	454.00
R	2781+96.91	-2.00	453.95	454.05
S	2782+06.91	-2.00	454.00	454.10
T	2782+16.91	-2.00	454.05	454.14
U	2782+26.91	-2.00	454.10	454.18
V	2782+36.91	-2.00	454.15	454.21
W	2782+46.91	-2.00	454.20	454.24
X	2782+56.91	-2.00	454.25	454.28
Y	2782+66.91	-2.00	454.30	454.33
℄ Brg. Pier 2	2782+73.58	-2.00	454.34	454.36
Z	2782+83.58	-2.00	454.39	454.42
AA	2782+93.58	-2.00	454.44	454.49
AB	2783+03.58	-2.00	454.49	454.56
AC	2783+13.58	-2.00	454.54	454.63
AD	2783+23.58	-2.00	454.59	454.71
AE	2783+33.58	-2.00	454.64	454.77
AF	2783+43.58	-2.00	454.69	454.83
AG	2783+53.58	-2.00	454.74	454.87
AH	2783+63.58	-2.00	454.79	454.90
AI	2783+73.58	-2.00	454.84	454.92
AJ	2783+83.58	-2.00	454.89	454.94
℄ W. Brg. Pier 3	2783+90.74	-2.00	454.92	454.94
℄ Pier 3	2783+92.91	-2.00	454.93	454.95

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

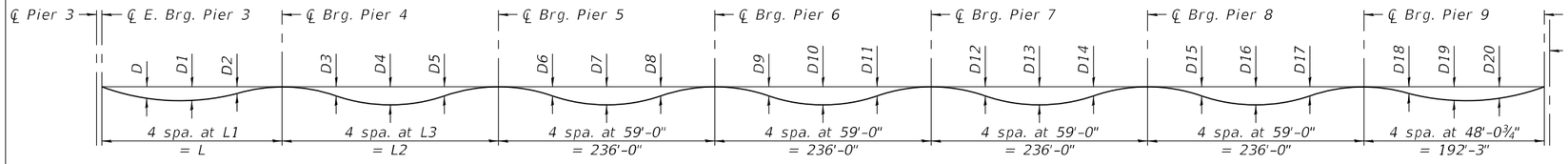
PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+05.27	0.00	452.95	452.98
℄ Brg. W. Abut.	2780+09.31	0.00	452.97	453.00
A	2780+19.31	0.00	453.02	453.09
B	2780+29.31	0.00	453.07	453.17
C	2780+39.31	0.00	453.12	453.25
D	2780+49.31	0.00	453.17	453.31
E	2780+59.31	0.00	453.22	453.37
F	2780+69.31	0.00	453.27	453.41
G	2780+79.31	0.00	453.32	453.44
H	2780+89.31	0.00	453.37	453.47
I	2780+99.31	0.00	453.42	453.49
J	2781+09.31	0.00	453.47	453.52
K	2781+19.31	0.00	453.52	453.55
℄ Brg. Pier 1	2781+26.48	0.00	453.56	453.58
L	2781+36.48	0.00	453.61	453.63
M	2781+46.48	0.00	453.66	453.69
N	2781+56.48	0.00	453.71	453.76
O	2781+66.48	0.00	453.76	453.82
P	2781+76.48	0.00	453.81	453.89
Q	2781+86.48	0.00	453.86	453.96
R	2781+96.48	0.00	453.91	454.01
S	2782+06.48	0.00	453.96	454.06
T	2782+16.48	0.00	454.01	454.10
U	2782+26.48	0.00	454.06	454.14
V	2782+36.48	0.00	454.11	454.17
W	2782+46.48	0.00	454.16	454.20
X	2782+56.48	0.00	454.21	454.24
Y	2782+66.48	0.00	454.26	454.28
℄ Brg. Pier 2	2782+73.15	0.00	454.29	454.31
Z	2782+83.15	0.00	454.34	454.38
AA	2782+93.15	0.00	454.39	454.44
AB	2783+03.15	0.00	454.44	454.52
AC	2783+13.15	0.00	454.49	454.59
AD	2783+23.15	0.00	454.54	454.66
AE	2783+33.15	0.00	454.59	454.73
AF	2783+43.15	0.00	454.64	454.79
AG	2783+53.15	0.00	454.69	454.83
AH	2783+63.15	0.00	454.74	454.86
AI	2783+73.15	0.00	454.79	454.88
AJ	2783+83.15	0.00	454.84	454.89
℄ W. Brg. Pier 3	2783+90.31	0.00	454.88	454.90
℄ Pier 3	2783+92.48	0.00	454.89	454.91

GIRDER 7

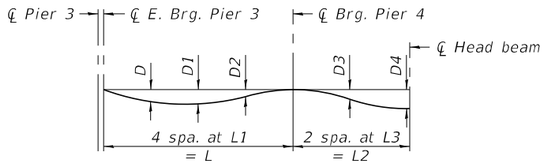
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	2780+03.57	8.00	452.79	452.81
℄ Brg. W. Abut.	2780+07.61	8.00	452.81	452.83
A	2780+17.61	8.00	452.86	452.91
B	2780+27.61	8.00	452.91	452.99
C	2780+37.61	8.00	452.96	453.06
D	2780+47.61	8.00	453.01	453.13
E	2780+57.61	8.00	453.06	453.18
F	2780+67.61	8.00	453.11	453.22
G	2780+77.61	8.00	453.16	453.26
H	2780+87.61	8.00	453.21	453.29
I	2780+97.61	8.00	453.26	453.32
J	2781+07.61	8.00	453.31	453.35
K	2781+17.61	8.00	453.36	453.38
℄ Brg. Pier 1	2781+24.78	8.00	453.39	453.41
L	2781+34.78	8.00	453.44	453.47
M	2781+44.78	8.00	453.49	453.52
N	2781+54.78	8.00	453.54	453.58
O	2781+64.78	8.00	453.59	453.65
P	2781+74.78	8.00	453.64	453.71
Q	2781+84.78	8.00	453.69	453.78
R	2781+94.78	8.00	453.74	453.83
S	2782+04.78	8.00	453.79	453.88
T	2782+14.78	8.00	453.84	453.92
U	2782+24.78	8.00	453.89	453.96
V	2782+34.78	8.00	453.94	453.99
W	2782+44.78	8.00	453.99	454.03
X	2782+54.78	8.00	454.04	454.07
Y	2782+64.78	8.00	454.09	454.11
℄ Brg. Pier 2	2782+71.45	8.00	454.13	454.15
Z	2782+81.45	8.00	454.18	454.21
AA	2782+91.45	8.00	454.23	454.27
AB	2783+01.45	8.00	454.28	454.34
AC	2783+11.45	8.00	454.33	454.41
AD	2783+21.45	8.00	454.38	454.48
AE	2783+31.45	8.00	454.43	454.55
AF	2783+41.45	8.00	454.48	454.60
AG	2783+51.45	8.00	454.53	454.64
AH	2783+61.45	8.00	454.58	454.68
AI	2783+71.45	8.00	454.63	454.70
AJ	2783+81.45	8.00	454.68	454.72
℄ W. Brg. Pier 3	2783+88.61	8.00	454.71	454.73
℄ Pier 3	2783+90.78	8.00	454.72	454.74

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



DEAD LOAD DEFLECTION DIAGRAM GIRDERS 1 AND 3 THRU 7

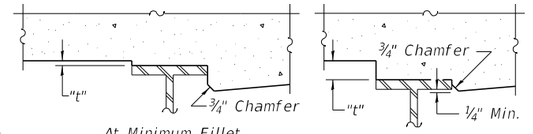
(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM GIRDER 2

(Includes weight of concrete only.)

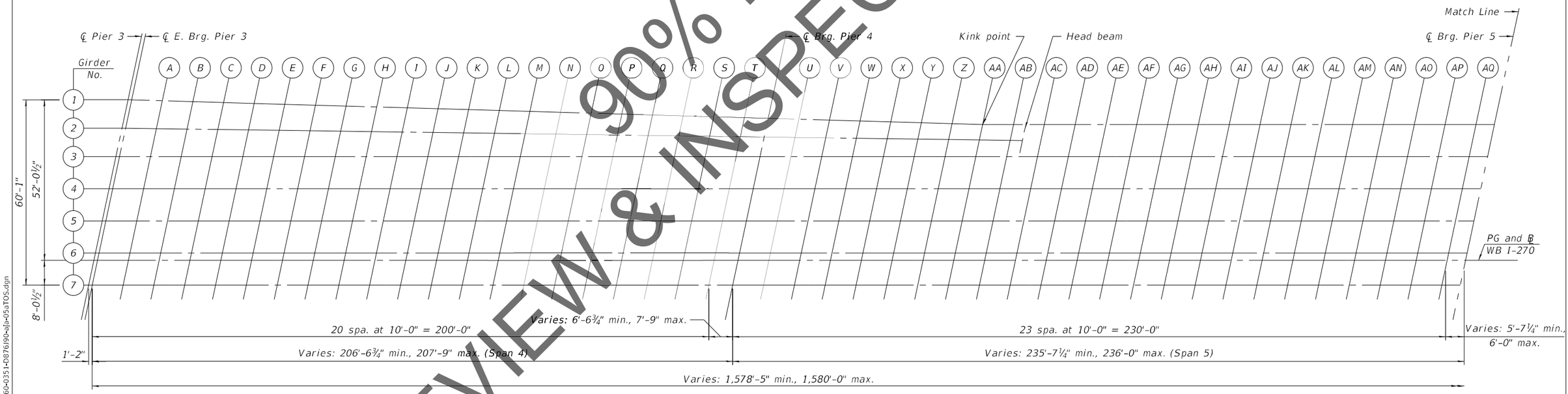
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 25 thru 32 of 288 .



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 25 thru 32 of 288 , minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 25 thru 32 of 288 . For grinding the deck, see Special Provisions.

FILLET HEIGHTS



UNIT 2 PART PLAN

Notes:
For spans 6 thru 10, see sheets 23 thru 24 of 288 .
Horizontal dimensions shown are measured along ℄ individual girders.
For table of "D" and "L" dimensions, see sheet 24 of 288 .

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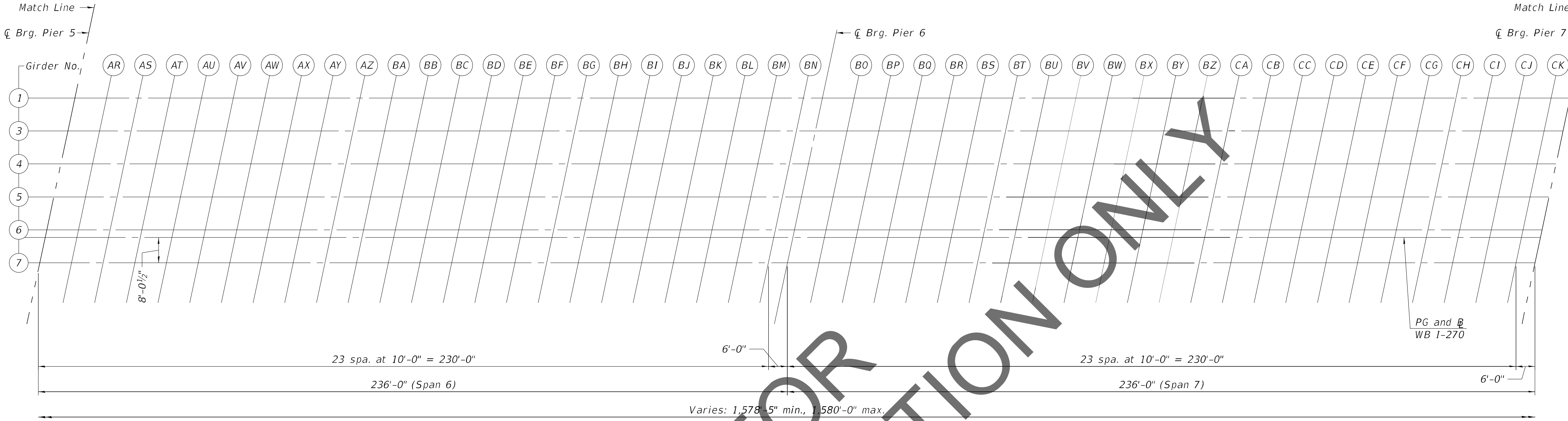
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

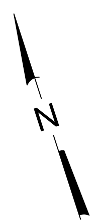
TOP OF SLAB ELEVATIONS, UNIT 2 – 1
STRUCTURE NO. 060–0351 (WB)
SHEET 22 OF 288 SHEETS

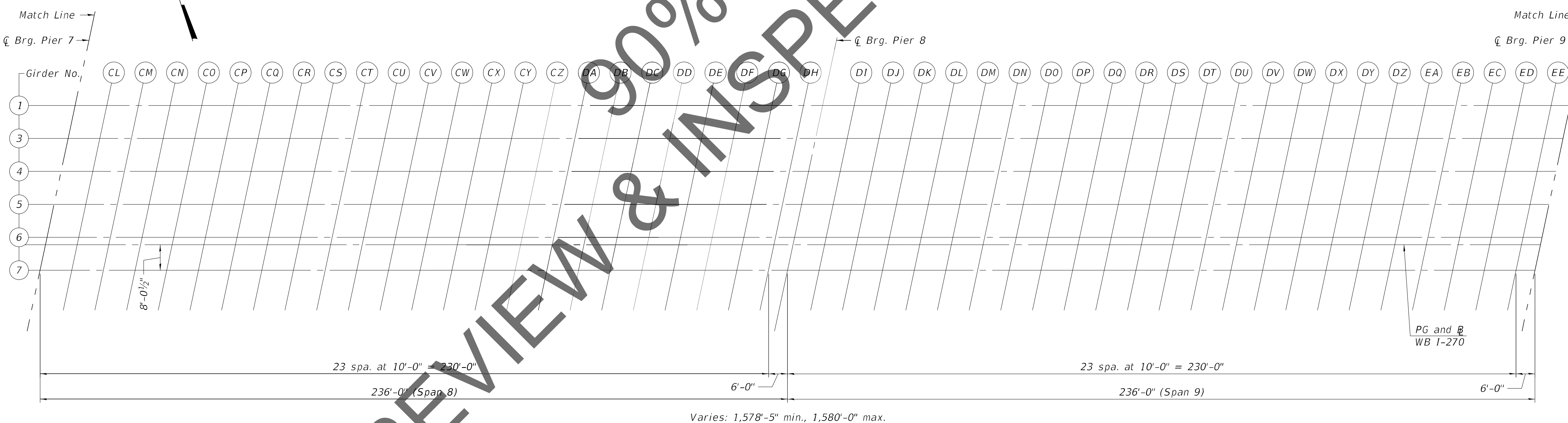
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	514
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



UNIT 2 PART PLAN

Notes:
- For spans 4 and 5, see sheet 22 of 288.
- For span 10, see sheet 24 of 288.
- Horizontal dimensions shown are measured along ℄ individual girders.





UNIT 2 PART PLAN

HORNER SHIFRIN / Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS, UNIT 2 – 2 STRUCTURE NO. 060–0351 (WB)
		CHECKED - NHP	REVISED -		
	PLOT SCALE =	DRAWN - EAT	REVISED -		
	PLOT DATE =	CHECKED - GLC	REVISED -		SHEET 23 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	515
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

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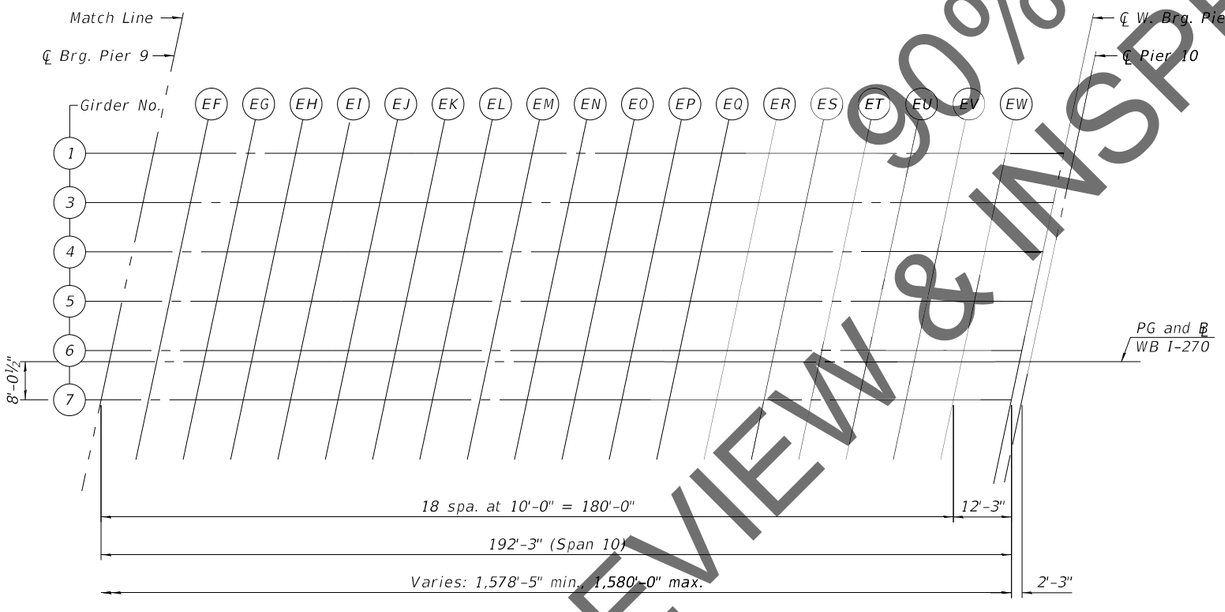
TABLE OF "L" DIMENSIONS

Girder No.	L	L1	L2	L3
1	206'-6¾"	51'-7 1/16"	235'-7¼"	58'-10 3/16"
2	207'-2"	51'-9½"	83'-9 3/16"	±41'-10⅝"
3	207'-9"	51'-11¼"	236'-0"	59'-0"
4	207'-9"	51'-11¼"	236'-0"	59'-0"
5	207'-9"	51'-11¼"	236'-0"	59'-0"
6	207'-9"	51'-11¼"	236'-0"	59'-0"
7	207'-9"	51'-11¼"	236'-0"	59'-0"

TABLE OF "D" DIMENSIONS

Girder No.	D	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17	D18	D19	D20
1	4⅜"	5⅜"	2⅝"	¼"	1¾"	0⅞"	2⅜"	4½"	2¼"	1¾"	3¾"	1⅞"	1⅞"	4"	2"	1¾"	3⅝"	1¾"	1⅝"	4"	3½"
2	4½"	5½"	2⅝"	¼"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
3	4⅝"	5½"	2¾"	⅜"	2"	1"	2⅜"	4⅜"	2⅛"	1¾"	3¾"	1⅞"	1⅞"	4"	2"	1¾"	3⅝"	1¾"	1⅝"	3⅞"	3½"
4	4¾"	5⅝"	2⅝"	⅝"	2¼"	1⅛"	2¼"	4¼"	2⅛"	1¾"	3¾"	1⅞"	1⅞"	3⅞"	2"	1¾"	3⅝"	1¾"	1½"	3⅞"	3½"
5	4⅞"	5¾"	2¾"	¾"	2½"	1¼"	2¼"	4¼"	2⅛"	1¾"	3¾"	1⅞"	1⅞"	3⅞"	2"	1¾"	3⅝"	1¾"	1⅝"	3⅞"	3½"
6	5"	5⅞"	2¾"	⅞"	2¾"	1½"	2⅛"	4⅛"	2⅛"	1¾"	3¾"	2"	1⅞"	4"	2⅛"	1⅞"	3⅝"	1¾"	1⅝"	3⅞"	3½"
7	5⅛"	6"	2¾"	1⅛"	3"	1⅝"	2⅛"	4⅛"	2⅛"	1⅞"	3⅞"	2"	1⅞"	4"	2"	1¾"	3⅝"	1¾"	1⅝"	4"	3⅝"



UNIT 2 PART PLAN

Notes:
For spans 3 thru 9, see sheets 22 thru 23 of 288.
Horizontal dimensions shown are measured along ℄ individual girders.

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 3
STRUCTURE NO. 060–0351 (WB)
SHEET 24 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	516
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2784+03.55	-52.04	454.39	454.41
℄ E. Brg. Pier 3	2784+04.71	-52.04	454.39	454.41
A	2784+14.70	-51.75	454.45	454.54
B	2784+24.70	-51.46	454.50	454.67
C	2784+34.70	-51.17	454.56	454.79
D	2784+44.69	-50.88	454.61	454.91
E	2784+54.69	-50.59	454.67	455.02
F	2784+64.68	-50.30	454.73	455.12
G	2784+74.68	-50.01	454.78	455.20
H	2784+84.68	-49.72	454.84	455.27
I	2784+94.67	-49.43	454.89	455.33
J	2785+04.67	-49.14	454.95	455.38
K	2785+14.66	-48.86	455.00	455.41
L	2785+24.66	-48.57	455.06	455.44
M	2785+34.65	-48.28	455.12	455.45
N	2785+44.65	-47.99	455.17	455.46
O	2785+54.65	-47.70	455.23	455.47
P	2785+64.64	-47.41	455.28	455.48
Q	2785+74.64	-47.12	455.34	455.50
R	2785+84.63	-46.83	455.39	455.51
S	2785+94.63	-46.54	455.45	455.53
T	2786+04.62	-46.25	455.51	455.55
℄ Brg. Pier 4	2786+11.19	-46.06	455.54	455.57
U	2786+21.18	-45.77	455.60	455.61
V	2786+31.18	-45.48	455.65	455.66
W	2786+41.17	-45.19	455.71	455.71
X	2786+51.17	-44.90	455.77	455.77
Y	2786+61.17	-44.61	455.82	455.83
Z	2786+71.16	-44.32	455.88	455.91
AA	2786+81.16	-44.04	455.93	455.98
AB	2786+91.16	-44.04	455.98	456.05
AC	2787+01.16	-44.04	456.03	456.12
AD	2787+11.16	-44.04	456.08	456.19
AE	2787+21.16	-44.04	456.13	456.26
AF	2787+31.16	-44.04	456.18	456.32
AG	2787+41.16	-44.04	456.23	456.37
AH	2787+51.16	-44.04	456.28	456.42
AI	2787+61.16	-44.04	456.33	456.46
AJ	2787+71.16	-44.04	456.38	456.49
AK	2787+81.16	-44.04	456.43	456.53
AL	2787+91.16	-44.04	456.48	456.56
AM	2788+01.16	-44.04	456.53	456.59
AN	2788+11.16	-44.04	456.58	456.62
AO	2788+21.16	-44.04	456.63	456.66
AP	2788+31.16	-44.04	456.68	456.70
AQ	2788+41.16	-44.04	456.73	456.75
℄ Brg. Pier 5	2788+46.76	-44.04	456.76	456.78
AR	2788+56.76	-44.04	456.81	456.85
AS	2788+66.76	-44.04	456.86	456.92
AT	2788+76.76	-44.04	456.91	457.00
AU	2788+86.76	-44.04	456.96	457.09
AV	2788+96.76	-44.04	457.01	457.17
AW	2789+06.76	-44.04	457.06	457.26
AX	2789+16.76	-44.04	457.11	457.35
AY	2789+26.76	-44.04	457.16	457.44
AZ	2789+36.76	-44.04	457.21	457.53
BA	2789+46.76	-44.04	457.26	457.60
BB	2789+56.76	-44.04	457.31	457.66
BC	2789+66.76	-44.04	457.36	457.71
BD	2789+76.76	-44.04	457.41	457.75
BE	2789+86.76	-44.04	457.46	457.78
BF	2789+96.76	-44.04	457.51	457.80
BG	2790+06.76	-44.04	457.56	457.81
BH	2790+16.76	-44.04	457.61	457.83

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+26.76	-44.04	457.66	457.84
BJ	2790+36.76	-44.04	457.71	457.85
BK	2790+46.76	-44.04	457.76	457.86
BL	2790+56.76	-44.04	457.81	457.88
BM	2790+66.76	-44.04	457.86	457.91
BN	2790+76.76	-44.04	457.91	457.94
℄ Brg. Pier 6	2790+82.76	-44.04	457.94	457.96
BO	2790+92.76	-44.04	457.99	458.02
BP	2791+02.76	-44.04	458.04	458.08
BQ	2791+12.76	-44.04	458.09	458.15
BR	2791+22.76	-44.04	458.14	458.23
BS	2791+32.76	-44.04	458.19	458.31
BT	2791+42.76	-44.04	458.24	458.39
BU	2791+52.76	-44.04	458.29	458.47
BV	2791+62.76	-44.04	458.34	458.56
BW	2791+72.76	-44.04	458.39	458.64
BX	2791+82.76	-44.04	458.44	458.72
BY	2791+92.76	-44.04	458.49	458.78
BZ	2792+02.76	-44.04	458.54	458.84
CA	2792+12.76	-44.04	458.59	458.88
CB	2792+22.76	-44.04	458.64	458.92
CC	2792+32.76	-44.04	458.69	458.94
CD	2792+42.76	-44.04	458.74	458.96
CE	2792+52.76	-44.04	458.79	458.98
CF	2792+62.76	-44.04	458.84	458.99
CG	2792+72.76	-44.04	458.89	459.01
CH	2792+82.76	-44.04	458.94	459.03
CI	2792+92.76	-44.04	458.99	459.05
CJ	2793+02.76	-44.04	459.04	459.08
CK	2793+12.76	-44.04	459.09	459.12
℄ Brg. Pier 7	2793+18.76	-44.04	459.12	459.14
CL	2793+28.76	-44.04	459.17	459.20
CM	2793+38.76	-44.04	459.22	459.27
CN	2793+48.76	-44.04	459.27	459.34
CO	2793+58.76	-44.04	459.32	459.42
CP	2793+68.76	-44.04	459.37	459.50
CQ	2793+78.76	-44.04	459.42	459.58
CR	2793+88.76	-44.04	459.47	459.67
CS	2793+98.76	-44.04	459.52	459.75
CT	2794+08.76	-44.04	459.57	459.84
CU	2794+18.76	-44.04	459.62	459.91
CV	2794+28.76	-44.04	459.67	459.98
CW	2794+38.76	-44.04	459.72	460.03
CX	2794+48.76	-44.04	459.77	460.07
CY	2794+58.76	-44.04	459.82	460.11
CZ	2794+68.76	-44.04	459.87	460.13
DA	2794+78.76	-44.04	459.92	460.15
DB	2794+88.76	-44.04	459.97	460.17
DC	2794+98.76	-44.04	460.02	460.18
DD	2795+08.76	-44.04	460.07	460.20
DE	2795+18.76	-44.04	460.12	460.21
DF	2795+28.76	-44.04	460.17	460.23
DG	2795+38.76	-44.04	460.22	460.26
DH	2795+48.76	-44.04	460.27	460.30
℄ Brg. Pier 8	2795+54.76	-44.04	460.30	460.32
DI	2795+64.76	-44.04	460.35	460.38
DJ	2795+74.76	-44.04	460.40	460.44
DK	2795+84.76	-44.04	460.45	460.51
DL	2795+94.76	-44.04	460.50	460.59
DM	2796+04.76	-44.04	460.55	460.66
DN	2796+14.76	-44.04	460.60	460.75
DO	2796+24.76	-44.04	460.65	460.83
DP	2796+34.76	-44.04	460.70	460.91
DQ	2796+44.76	-44.04	460.75	461.00

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+54.76	-44.04	460.80	461.07
DS	2796+64.76	-44.04	460.85	461.13
DT	2796+74.76	-44.04	460.90	461.18
DU	2796+84.76	-44.04	460.95	461.22
DV	2796+94.76	-44.04	461.00	461.26
DW	2797+04.76	-44.04	461.05	461.28
DX	2797+14.76	-44.04	461.10	461.30
DY	2797+24.76	-44.04	461.15	461.32
DZ	2797+34.76	-44.04	461.20	461.34
EA	2797+44.76	-44.04	461.25	461.36
EB	2797+54.76	-44.04	461.30	461.38
EC	2797+64.76	-44.04	461.35	461.40
ED	2797+74.76	-44.04	461.40	461.44
EE	2797+84.76	-44.04	461.45	461.48
℄ Brg. Pier 9	2797+90.76	-44.04	461.48	461.50
EF	2798+00.76	-44.04	461.53	461.56
EG	2798+10.76	-44.04	461.58	461.63
EH	2798+20.76	-44.04	461.63	461.71
EI	2798+30.76	-44.04	461.68	461.79
EJ	2798+40.76	-44.04	461.73	461.88
EK	2798+50.76	-44.04	461.78	461.97
EL	2798+60.76	-44.04	461.83	462.06
EM	2798+70.76	-44.04	461.88	462.15
EN	2798+80.76	-44.04	461.93	462.23
EO	2798+90.76	-44.04	461.98	462.30
EP	2799+00.76	-44.04	462.03	462.36
EQ	2799+10.76	-44.04	462.08	462.41
ER	2799+20.76	-44.04	462.13	462.45
ES	2799+30.76	-44.04	462.18	462.48
ET	2799+40.76	-44.04	462.23	462.50
EU	2799+50.76	-44.04	462.28	462.50
EV	2799+60.76	-44.04	462.33	462.50
EW	2799+70.76	-44.04	462.38	462.49
℄ W. Brg. Pier 10	2799+83.01	-44.04	462.44	462.47
℄ Pier 10	2799+85.26	-44.04	462.45	462.47

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

E-S 2-17-2017

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2784+01.59	-42.83	454.56	454.58
℄ E. Brg. Pier 3	2784+02.75	-42.83	454.57	454.59
A	2784+12.75	-42.70	454.62	454.71
B	2784+22.75	-42.56	454.67	454.84
C	2784+32.75	-42.42	454.72	454.96
D	2784+42.75	-42.28	454.78	455.08
E	2784+52.75	-42.15	454.83	455.18
F	2784+62.75	-42.01	454.88	455.28
G	2784+72.75	-41.87	454.93	455.36
H	2784+82.74	-41.73	454.99	455.43
I	2784+92.74	-41.60	455.04	455.48
J	2785+02.74	-41.46	455.09	455.53
K	2785+12.74	-41.32	455.15	455.56
L	2785+22.74	-41.18	455.20	455.58
M	2785+32.74	-41.05	455.25	455.60
N	2785+42.74	-40.91	455.30	455.60
O	2785+52.74	-40.77	455.36	455.60
P	2785+62.74	-40.63	455.41	455.61
Q	2785+72.74	-40.50	455.46	455.61
R	2785+82.73	-40.36	455.51	455.63
S	2785+92.73	-40.22	455.57	455.64
T	2786+02.73	-40.08	455.62	455.66
℄ Brg. Pier 4	2786+09.90	-39.99	455.66	455.68
U	2786+19.90	-39.85	455.71	455.72
V	2786+29.89	-39.71	455.76	455.77
W	2786+39.89	-39.57	455.82	455.82
X	2786+49.89	-39.44	455.87	455.88
Y	2786+59.89	-39.30	455.92	455.94
Z	2786+69.89	-39.16	455.97	456.01
AA	2786+79.89	-39.02	456.03	456.08
AB	2786+93.65	-38.83	456.10	456.17

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

E-S 2-17-2017

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2783+99.63	-33.63	454.73	454.75
℄ E. Brg. Pier 3	2784+00.79	-33.63	454.74	454.76
A	2784+10.79	-33.63	454.79	454.89
B	2784+20.79	-33.63	454.84	455.02
C	2784+30.79	-33.63	454.89	455.14
D	2784+40.79	-33.63	454.94	455.25
E	2784+50.79	-33.63	454.99	455.35
F	2784+60.79	-33.63	455.04	455.45
G	2784+70.79	-33.63	455.09	455.53
H	2784+80.79	-33.63	455.14	455.59
I	2784+90.79	-33.63	455.19	455.64
J	2785+00.79	-33.63	455.24	455.68
K	2785+10.79	-33.63	455.29	455.71
L	2785+20.79	-33.63	455.34	455.73
M	2785+30.79	-33.63	455.39	455.74
N	2785+40.79	-33.63	455.44	455.74
O	2785+50.79	-33.63	455.49	455.74
P	2785+60.79	-33.63	455.54	455.75
Q	2785+70.79	-33.63	455.59	455.75
R	2785+80.79	-33.63	455.64	455.76
S	2785+90.79	-33.63	455.69	455.76
T	2786+00.79	-33.63	455.74	455.78
℄ Brg. Pier 4	2786+08.54	-33.63	455.78	455.80
U	2786+18.54	-33.63	455.83	455.84
V	2786+28.54	-33.63	455.88	455.88
W	2786+38.54	-33.63	455.93	455.94
X	2786+48.54	-33.63	455.98	455.99
Y	2786+58.54	-33.63	456.03	456.05
Z	2786+68.54	-33.63	456.08	456.12
AA	2786+78.54	-33.63	456.13	456.19
AB	2786+88.54	-33.63	456.18	456.27
AC	2786+98.54	-33.63	456.23	456.34
AD	2787+08.54	-33.63	456.28	456.41
AE	2787+18.54	-33.63	456.33	456.48
AF	2787+28.54	-33.63	456.38	456.54
AG	2787+38.54	-33.63	456.43	456.59
AH	2787+48.54	-33.63	456.48	456.64
AI	2787+58.54	-33.63	456.53	456.67
AJ	2787+68.54	-33.63	456.58	456.70
AK	2787+78.54	-33.63	456.63	456.73
AL	2787+88.54	-33.63	456.68	456.76
AM	2787+98.54	-33.63	456.73	456.79
AN	2788+08.54	-33.63	456.78	456.82
AO	2788+18.54	-33.63	456.83	456.86
AP	2788+28.54	-33.63	456.88	456.90
AQ	2788+38.54	-33.63	456.93	456.95
℄ Brg. Pier 5	2788+44.54	-33.63	456.96	456.98
AR	2788+54.54	-33.63	457.01	457.05
AS	2788+64.54	-33.63	457.06	457.12
AT	2788+74.54	-33.63	457.11	457.20
AU	2788+84.54	-33.63	457.16	457.28
AV	2788+94.54	-33.63	457.21	457.37
AW	2789+04.54	-33.63	457.26	457.46
AX	2789+14.54	-33.63	457.31	457.55
AY	2789+24.54	-33.63	457.36	457.64
AZ	2789+34.54	-33.63	457.41	457.72
BA	2789+44.54	-33.63	457.46	457.79
BB	2789+54.54	-33.63	457.51	457.85
BC	2789+64.54	-33.63	457.56	457.90
BD	2789+74.54	-33.63	457.61	457.94
BE	2789+84.54	-33.63	457.66	457.98
BF	2789+94.54	-33.63	457.71	458.00
BG	2790+04.54	-33.63	457.76	458.01
BH	2790+14.54	-33.63	457.81	458.02

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+24.54	-33.63	457.86	458.03
BJ	2790+34.54	-33.63	457.91	458.04
BK	2790+44.54	-33.63	457.96	458.05
BL	2790+54.54	-33.63	458.01	458.07
BM	2790+64.54	-33.63	458.06	458.10
BN	2790+74.54	-33.63	458.11	458.14
℄ Brg. Pier 6	2790+80.54	-33.63	458.14	458.16
BO	2790+90.54	-33.63	458.19	458.22
BP	2791+00.54	-33.63	458.24	458.28
BQ	2791+10.54	-33.63	458.29	458.35
BR	2791+20.54	-33.63	458.34	458.43
BS	2791+30.54	-33.63	458.39	458.51
BT	2791+40.54	-33.63	458.44	458.59
BU	2791+50.54	-33.63	458.49	458.68
BV	2791+60.54	-33.63	458.54	458.76
BW	2791+70.54	-33.63	458.59	458.85
BX	2791+80.54	-33.63	458.64	458.92
BY	2791+90.54	-33.63	458.69	458.98
BZ	2792+00.54	-33.63	458.74	459.04
CA	2792+10.54	-33.63	458.79	459.08
CB	2792+20.54	-33.63	458.84	459.12
CC	2792+30.54	-33.63	458.89	459.14
CD	2792+40.54	-33.63	458.94	459.16
CE	2792+50.54	-33.63	458.99	459.17
CF	2792+60.54	-33.63	459.04	459.19
CG	2792+70.54	-33.63	459.09	459.20
CH	2792+80.54	-33.63	459.14	459.22
CI	2792+90.54	-33.63	459.19	459.24
CJ	2793+00.54	-33.63	459.24	459.28
CK	2793+10.54	-33.63	459.29	459.32
℄ Brg. Pier 7	2793+16.54	-33.63	459.32	459.34
CL	2793+26.54	-33.63	459.37	459.40
CM	2793+36.54	-33.63	459.42	459.46
CN	2793+46.54	-33.63	459.47	459.53
CO	2793+56.54	-33.63	459.52	459.61
CP	2793+66.54	-33.63	459.57	459.70
CQ	2793+76.54	-33.63	459.62	459.78
CR	2793+86.54	-33.63	459.67	459.87
CS	2793+96.54	-33.63	459.72	459.96
CT	2794+06.54	-33.63	459.77	460.04
CU	2794+16.54	-33.63	459.82	460.11
CV	2794+26.54	-33.63	459.87	460.17
CW	2794+36.54	-33.63	459.92	460.23
CX	2794+46.54	-33.63	459.97	460.27
CY	2794+56.54	-33.63	460.02	460.32
CZ	2794+66.54	-33.63	460.07	460.34
DA	2794+76.54	-33.63	460.12	460.35
DB	2794+86.54	-33.63	460.17	460.36
DC	2794+96.54	-33.63	460.22	460.38
DD	2795+06.54	-33.63	460.27	460.39
DE	2795+16.54	-33.63	460.32	460.41
DF	2795+26.54	-33.63	460.37	460.43
DG	2795+36.54	-33.63	460.42	460.46
DH	2795+46.54	-33.63	460.47	460.50
℄ Brg. Pier 8	2795+52.54	-33.63	460.50	460.52
DI	2795+62.54	-33.63	460.55	460.58
DJ	2795+72.54	-33.63	460.60	460.64
DK	2795+82.54	-33.63	460.65	460.71
DL	2795+92.54	-33.63	460.70	460.78
DM	2796+02.54	-33.63	460.75	460.86
DN	2796+12.54	-33.63	460.80	460.95
DO	2796+22.54	-33.63	460.85	461.04
DP	2796+32.54	-33.63	460.90	461.12
DQ	2796+42.54	-33.63	460.95	461.20

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+52.54	-33.63	461.00	461.27
DS	2796+62.54	-33.63	461.05	461.33
DT	2796+72.54	-33.63	461.10	461.38
DU	2796+82.54	-33.63	461.15	461.42
DV	2796+92.54	-33.63	461.20	461.46
DW	2797+02.54	-33.63	461.25	461.48
DX	2797+12.54	-33.63	461.30	461.50
DY	2797+22.54	-33.63	461.35	461.52
DZ	2797+32.54	-33.63	461.40	461.53
EA	2797+42.54	-33.63	461.45	461.55
EB	2797+52.54	-33.63	461.50	461.57
EC	2797+62.54	-33.63	461.55	461.60
ED	2797+72.54	-33.63	461.60	461.64
EE	2797+82.54	-33.63	461.65	461.68
℄ Brg. Pier 9	2797+88.54	-33.63	461.68	461.70
EF	2797+98.54	-33.63	461.73	461.76
EG	2798+08.54	-33.63	461.78	461.83
EH	2798+18.54	-33.63	461.83	461.91
EI	2798+28.54	-33.63	461.88	461.99
EJ	2798+38.54	-33.63	461.93	462.08
EK	2798+48.54	-33.63	461.98	462.17
EL	2798+58.54	-33.63	462.03	462.26
EM	2798+68.54	-33.63	462.08	462.35
EN	2798+78.54	-33.63	462.13	462.42
EO	2798+88.54	-33.63	462.18	462.50
EP	2798+98.54	-33.63	462.23	462.56
EQ	2799+08.54	-33.63	462.28	462.61
ER	2799+18.54	-33.63	462.33	462.65
ES	2799+28.54	-33.63	462.38	462.68
ET	2799+38.54	-33.63	462.43	462.70
EU	2799+48.54	-33.63	462.48	462.70
EV	2799+58.54	-33.63	462.53	462.69
EW	2799+68.54	-33.63	462.58	462.68
℄ W. Brg. Pier 10	2799+80.79	-33.63	462.64	462.66
℄ Pier 10	2799+83.04	-33.63	462.65	462.67

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

E-S 2-17-2017

HORNER SHIFRIN / Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -
		CHECKED - NHP	REVISED -
	PLOT SCALE =	DRAWN - EAT	REVISED -
	PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 6
STRUCTURE NO. 060–0351 (WB)

SHEET 27 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	519

CONTRACT NO. 76J90

ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: C:\IC54PDF\8887\45087_341\060-0351-0876J90-aja-10aTOS.dgn

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GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2783+97.41	-23.21	454.93	454.95
℄ E. Brg. Pier 3	2783+98.58	-23.21	454.94	454.96
A	2784+08.58	-23.21	454.99	455.09
B	2784+18.58	-23.21	455.04	455.22
C	2784+28.58	-23.21	455.09	455.34
D	2784+38.58	-23.21	455.14	455.46
E	2784+48.58	-23.21	455.19	455.56
F	2784+58.58	-23.21	455.24	455.66
G	2784+68.58	-23.21	455.29	455.73
H	2784+78.58	-23.21	455.34	455.80
I	2784+88.58	-23.21	455.39	455.85
J	2784+98.58	-23.21	455.44	455.89
K	2785+08.58	-23.21	455.49	455.92
L	2785+18.58	-23.21	455.54	455.93
M	2785+28.58	-23.21	455.59	455.94
N	2785+38.58	-23.21	455.64	455.94
O	2785+48.58	-23.21	455.69	455.94
P	2785+58.58	-23.21	455.74	455.94
Q	2785+68.58	-23.21	455.79	455.94
R	2785+78.58	-23.21	455.84	455.95
S	2785+88.58	-23.21	455.89	455.96
T	2785+98.58	-23.21	455.94	455.99
℄ Brg. Pier 4	2786+06.33	-23.21	455.98	456.00
U	2786+16.33	-23.21	456.03	456.04
V	2786+26.33	-23.21	456.08	456.09
W	2786+36.33	-23.21	456.13	456.14
X	2786+46.33	-23.21	456.18	456.20
Y	2786+56.33	-23.21	456.23	456.26
Z	2786+66.33	-23.21	456.28	456.34
AA	2786+76.33	-23.21	456.33	456.41
AB	2786+86.33	-23.21	456.38	456.49
AC	2786+96.33	-23.21	456.43	456.56
AD	2787+06.33	-23.21	456.48	456.63
AE	2787+16.33	-23.21	456.53	456.69
AF	2787+26.33	-23.21	456.58	456.75
AG	2787+36.33	-23.21	456.63	456.80
AH	2787+46.33	-23.21	456.68	456.85
AI	2787+56.33	-23.21	456.73	456.88
AJ	2787+66.33	-23.21	456.78	456.92
AK	2787+76.33	-23.21	456.83	456.94
AL	2787+86.33	-23.21	456.88	456.97
AM	2787+96.33	-23.21	456.93	456.99
AN	2788+06.33	-23.21	456.98	457.03
AO	2788+16.33	-23.21	457.03	457.06
AP	2788+26.33	-23.21	457.08	457.10
AQ	2788+36.33	-23.21	457.13	457.15
℄ Brg. Pier 5	2788+42.33	-23.21	457.16	457.18
AR	2788+52.33	-23.21	457.21	457.24
AS	2788+62.33	-23.21	457.26	457.31
AT	2788+72.33	-23.21	457.31	457.39
AU	2788+82.33	-23.21	457.36	457.47
AV	2788+92.33	-23.21	457.41	457.56
AW	2789+02.33	-23.21	457.46	457.65
AX	2789+12.33	-23.21	457.51	457.74
AY	2789+22.33	-23.21	457.56	457.83
AZ	2789+32.33	-23.21	457.61	457.91
BA	2789+42.33	-23.21	457.66	457.98
BB	2789+52.33	-23.21	457.71	458.04
BC	2789+62.33	-23.21	457.76	458.10
BD	2789+72.33	-23.21	457.81	458.13
BE	2789+82.33	-23.21	457.86	458.17
BF	2789+92.33	-23.21	457.91	458.19
BG	2790+02.33	-23.21	457.96	458.20
BH	2790+12.33	-23.21	458.01	458.21

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+22.33	-23.21	458.06	458.22
BJ	2790+32.33	-23.21	458.11	458.23
BK	2790+42.33	-23.21	458.16	458.25
BL	2790+52.33	-23.21	458.21	458.27
BM	2790+62.33	-23.21	458.26	458.30
BN	2790+72.33	-23.21	458.31	458.34
℄ Brg. Pier 6	2790+78.33	-23.21	458.34	458.36
BO	2790+88.33	-23.21	458.39	458.42
BP	2790+98.33	-23.21	458.44	458.48
BQ	2791+08.33	-23.21	458.49	458.55
BR	2791+18.33	-23.21	458.54	458.62
BS	2791+28.33	-23.21	458.59	458.70
BT	2791+38.33	-23.21	458.64	458.79
BU	2791+48.33	-23.21	458.69	458.88
BV	2791+58.33	-23.21	458.74	458.96
BW	2791+68.33	-23.21	458.79	459.04
BX	2791+78.33	-23.21	458.84	459.12
BY	2791+88.33	-23.21	458.89	459.18
BZ	2791+98.33	-23.21	458.94	459.23
CA	2792+08.33	-23.21	458.99	459.27
CB	2792+18.33	-23.21	459.04	459.31
CC	2792+28.33	-23.21	459.09	459.34
CD	2792+38.33	-23.21	459.14	459.36
CE	2792+48.33	-23.21	459.19	459.37
CF	2792+58.33	-23.21	459.24	459.39
CG	2792+68.33	-23.21	459.29	459.40
CH	2792+78.33	-23.21	459.34	459.42
CI	2792+88.33	-23.21	459.39	459.44
CJ	2792+98.33	-23.21	459.44	459.48
CK	2793+08.33	-23.21	459.49	459.51
℄ Brg. Pier 7	2793+14.33	-23.21	459.52	459.54
CL	2793+24.33	-23.21	459.57	459.60
CM	2793+34.33	-23.21	459.62	459.66
CN	2793+44.33	-23.21	459.67	459.73
CO	2793+54.33	-23.21	459.72	459.81
CP	2793+64.33	-23.21	459.77	459.89
CQ	2793+74.33	-23.21	459.82	459.98
CR	2793+84.33	-23.21	459.87	460.07
CS	2793+94.33	-23.21	459.92	460.15
CT	2794+04.33	-23.21	459.97	460.24
CU	2794+14.33	-23.21	460.02	460.31
CV	2794+24.33	-23.21	460.07	460.37
CW	2794+34.33	-23.21	460.12	460.43
CX	2794+44.33	-23.21	460.17	460.47
CY	2794+54.33	-23.21	460.22	460.51
CZ	2794+64.33	-23.21	460.27	460.53
DA	2794+74.33	-23.21	460.32	460.55
DB	2794+84.33	-23.21	460.37	460.56
DC	2794+94.33	-23.21	460.42	460.57
DD	2795+04.33	-23.21	460.47	460.59
DE	2795+14.33	-23.21	460.52	460.61
DF	2795+24.33	-23.21	460.57	460.63
DG	2795+34.33	-23.21	460.62	460.66
DH	2795+44.33	-23.21	460.67	460.70
℄ Brg. Pier 8	2795+50.33	-23.21	460.70	460.72
DI	2795+60.33	-23.21	460.75	460.78
DJ	2795+70.33	-23.21	460.80	460.84
DK	2795+80.33	-23.21	460.85	460.91
DL	2795+90.33	-23.21	460.90	460.98
DM	2796+00.33	-23.21	460.95	461.06
DN	2796+10.33	-23.21	461.00	461.15
DO	2796+20.33	-23.21	461.05	461.23
DP	2796+30.33	-23.21	461.10	461.31
DQ	2796+40.33	-23.21	461.15	461.39

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+50.33	-23.21	461.20	461.46
DS	2796+60.33	-23.21	461.25	461.52
DT	2796+70.33	-23.21	461.30	461.58
DU	2796+80.33	-23.21	461.35	461.62
DV	2796+90.33	-23.21	461.40	461.66
DW	2797+00.33	-23.21	461.45	461.68
DX	2797+10.33	-23.21	461.50	461.70
DY	2797+20.33	-23.21	461.55	461.72
DZ	2797+30.33	-23.21	461.60	461.73
EA	2797+40.33	-23.21	461.65	461.75
EB	2797+50.33	-23.21	461.70	461.77
EC	2797+60.33	-23.21	461.75	461.80
ED	2797+70.33	-23.21	461.80	461.83
EE	2797+80.33	-23.21	461.85	461.87
℄ Brg. Pier 9	2797+86.33	-23.21	461.88	461.90
EF	2797+96.33	-23.21	461.93	461.96
EG	2798+06.33	-23.21	461.98	462.02
EH	2798+16.33	-23.21	462.03	462.10
EI	2798+26.33	-23.21	462.08	462.18
EJ	2798+36.33	-23.21	462.13	462.27
EK	2798+46.33	-23.21	462.18	462.36
EL	2798+56.33	-23.21	462.23	462.46
EM	2798+66.33	-23.21	462.28	462.54
EN	2798+76.33	-23.21	462.33	462.62
EO	2798+86.33	-23.21	462.38	462.69
EP	2798+96.33	-23.21	462.43	462.76
EQ	2799+06.33	-23.21	462.48	462.81
ER	2799+16.33	-23.21	462.53	462.85
ES	2799+26.33	-23.21	462.58	462.88
ET	2799+36.33	-23.21	462.63	462.89
EU	2799+46.33	-23.21	462.68	462.90
EV	2799+56.33	-23.21	462.73	462.89
EW	2799+66.33	-23.21	462.78	462.88
℄ W. Brg. Pier 10	2799+78.58	-23.21	462.84	462.87
℄ Pier 10	2799+80.83	-23.21	462.85	462.87

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

E-S 2-17-2017

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2783+95.20	-12.79	455.13	455.15
℄ E. Brg. Pier 3	2783+96.37	-12.79	455.13	455.15
A	2784+06.37	-12.79	455.18	455.29
B	2784+16.37	-12.79	455.23	455.42
C	2784+26.37	-12.79	455.28	455.55
D	2784+36.37	-12.79	455.33	455.67
E	2784+46.37	-12.79	455.38	455.77
F	2784+56.37	-12.79	455.43	455.86
G	2784+66.37	-12.79	455.48	455.94
H	2784+76.37	-12.79	455.53	456.01
I	2784+86.37	-12.79	455.58	456.06
J	2784+96.37	-12.79	455.63	456.10
K	2785+06.37	-12.79	455.68	456.12
L	2785+16.37	-12.79	455.73	456.14
M	2785+26.37	-12.79	455.78	456.14
N	2785+36.37	-12.79	455.83	456.14
O	2785+46.37	-12.79	455.88	456.14
P	2785+56.37	-12.79	455.93	456.14
Q	2785+66.37	-12.79	455.98	456.14
R	2785+76.37	-12.79	456.03	456.15
S	2785+86.37	-12.79	456.08	456.16
T	2785+96.37	-12.79	456.13	456.18
℄ Brg. Pier 4	2786+04.12	-12.79	456.17	456.20
U	2786+14.12	-12.79	456.22	456.24
V	2786+24.12	-12.79	456.27	456.29
W	2786+34.12	-12.79	456.32	456.34
X	2786+44.12	-12.79	456.37	456.41
Y	2786+54.12	-12.79	456.42	456.47
Z	2786+64.12	-12.79	456.47	456.55
AA	2786+74.12	-12.79	456.52	456.63
AB	2786+84.12	-12.79	456.57	456.70
AC	2786+94.12	-12.79	456.62	456.77
AD	2787+04.12	-12.79	456.67	456.84
AE	2787+14.12	-12.79	456.72	456.91
AF	2787+24.12	-12.79	456.77	456.97
AG	2787+34.12	-12.79	456.82	457.02
AH	2787+44.12	-12.79	456.87	457.07
AI	2787+54.12	-12.79	456.92	457.10
AJ	2787+64.12	-12.79	456.97	457.13
AK	2787+74.12	-12.79	457.02	457.15
AL	2787+84.12	-12.79	457.07	457.18
AM	2787+94.12	-12.79	457.12	457.20
AN	2788+04.12	-12.79	457.17	457.23
AO	2788+14.12	-12.79	457.22	457.26
AP	2788+24.12	-12.79	457.27	457.30
AQ	2788+34.12	-12.79	457.32	457.35
℄ Brg. Pier 5	2788+40.12	-12.79	457.35	457.38
AR	2788+50.12	-12.79	457.40	457.44
AS	2788+60.12	-12.79	457.45	457.51
AT	2788+70.12	-12.79	457.50	457.59
AU	2788+80.12	-12.79	457.55	457.67
AV	2788+90.12	-12.79	457.60	457.75
AW	2789+00.12	-12.79	457.65	457.85
AX	2789+10.12	-12.79	457.70	457.94
AY	2789+20.12	-12.79	457.75	458.02
AZ	2789+30.12	-12.79	457.80	458.10
BA	2789+40.12	-12.79	457.85	458.17
BB	2789+50.12	-12.79	457.90	458.23
BC	2789+60.12	-12.79	457.95	458.29
BD	2789+70.12	-12.79	458.00	458.33
BE	2789+80.12	-12.79	458.05	458.36
BF	2789+90.12	-12.79	458.10	458.38
BG	2790+00.12	-12.79	458.15	458.40
BH	2790+10.12	-12.79	458.20	458.41

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+20.12	-12.79	458.25	458.42
BJ	2790+30.12	-12.79	458.30	458.43
BK	2790+40.12	-12.79	458.35	458.45
BL	2790+50.12	-12.79	458.40	458.46
BM	2790+60.12	-12.79	458.45	458.50
BN	2790+70.12	-12.79	458.50	458.53
℄ Brg. Pier 6	2790+76.12	-12.79	458.53	458.56
BO	2790+86.12	-12.79	458.58	458.62
BP	2790+96.12	-12.79	458.63	458.68
BQ	2791+06.12	-12.79	458.68	458.75
BR	2791+16.12	-12.79	458.73	458.82
BS	2791+26.12	-12.79	458.78	458.90
BT	2791+36.12	-12.79	458.83	458.99
BU	2791+46.12	-12.79	458.88	459.08
BV	2791+56.12	-12.79	458.93	459.16
BW	2791+66.12	-12.79	458.98	459.24
BX	2791+76.12	-12.79	459.03	459.34
BY	2791+86.12	-12.79	459.08	459.37
BZ	2791+96.12	-12.79	459.13	459.43
CA	2792+06.12	-12.79	459.18	459.47
CB	2792+16.12	-12.79	459.23	459.51
CC	2792+26.12	-12.79	459.28	459.54
CD	2792+36.12	-12.79	459.33	459.55
CE	2792+46.12	-12.79	459.38	459.57
CF	2792+56.12	-12.79	459.43	459.58
CG	2792+66.12	-12.79	459.48	459.60
CH	2792+76.12	-12.79	459.53	459.62
CI	2792+86.12	-12.79	459.58	459.64
CJ	2792+96.12	-12.79	459.63	459.67
CK	2793+06.12	-12.79	459.68	459.71
℄ Brg. Pier 7	2793+12.12	-12.79	459.71	459.74
CL	2793+22.12	-12.79	459.76	459.80
CM	2793+32.12	-12.79	459.81	459.86
CN	2793+42.12	-12.79	459.86	459.93
CO	2793+52.12	-12.79	459.91	460.01
CP	2793+62.12	-12.79	459.96	460.09
CQ	2793+72.12	-12.79	460.01	460.18
CR	2793+82.12	-12.79	460.06	460.27
CS	2793+92.12	-12.79	460.11	460.35
CT	2794+02.12	-12.79	460.16	460.43
CU	2794+12.12	-12.79	460.21	460.50
CV	2794+22.12	-12.79	460.26	460.57
CW	2794+32.12	-12.79	460.31	460.63
CX	2794+42.12	-12.79	460.36	460.67
CY	2794+52.12	-12.79	460.41	460.71
CZ	2794+62.12	-12.79	460.46	460.73
DA	2794+72.12	-12.79	460.51	460.75
DB	2794+82.12	-12.79	460.56	460.76
DC	2794+92.12	-12.79	460.61	460.77
DD	2795+02.12	-12.79	460.66	460.78
DE	2795+12.12	-12.79	460.71	460.80
DF	2795+22.12	-12.79	460.76	460.82
DG	2795+32.12	-12.79	460.81	460.86
DH	2795+42.12	-12.79	460.86	460.89
℄ Brg. Pier 8	2795+48.12	-12.79	460.89	460.92
DI	2795+58.12	-12.79	460.94	460.98
DJ	2795+68.12	-12.79	460.99	461.04
DK	2795+78.12	-12.79	461.04	461.11
DL	2795+88.12	-12.79	461.09	461.18
DM	2795+98.12	-12.79	461.14	461.26
DN	2796+08.12	-12.79	461.19	461.35
DO	2796+18.12	-12.79	461.24	461.43
DP	2796+28.12	-12.79	461.29	461.51
DQ	2796+38.12	-12.79	461.34	461.59

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+48.12	-12.79	461.39	461.66
DS	2796+58.12	-12.79	461.44	461.72
DT	2796+68.12	-12.79	461.49	461.78
DU	2796+78.12	-12.79	461.54	461.82
DV	2796+88.12	-12.79	461.59	461.86
DW	2796+98.12	-12.79	461.64	461.88
DX	2797+08.12	-12.79	461.69	461.90
DY	2797+18.12	-12.79	461.74	461.91
DZ	2797+28.12	-12.79	461.79	461.93
EA	2797+38.12	-12.79	461.84	461.95
EB	2797+48.12	-12.79	461.89	461.97
EC	2797+58.12	-12.79	461.94	461.99
ED	2797+68.12	-12.79	461.99	462.03
EE	2797+78.12	-12.79	462.04	462.07
℄ Brg. Pier 9	2797+84.12	-12.79	462.07	462.10
EF	2797+94.12	-12.79	462.12	462.16
EG	2798+04.12	-12.79	462.17	462.22
EH	2798+14.12	-12.79	462.22	462.30
EI	2798+24.12	-12.79	462.27	462.38
EJ	2798+34.12	-12.79	462.32	462.47
EK	2798+44.12	-12.79	462.37	462.56
EL	2798+54.12	-12.79	462.42	462.65
EM	2798+64.12	-12.79	462.47	462.74
EN	2798+74.12	-12.79	462.52	462.82
EO	2798+84.12	-12.79	462.57	462.89
EP	2798+94.12	-12.79	462.62	462.95
EQ	2799+04.12	-12.79	462.67	463.01
ER	2799+14.12	-12.79	462.72	463.04
ES	2799+24.12	-12.79	462.77	463.07
ET	2799+34.12	-12.79	462.82	463.10
EU	2799+44.12	-12.79	462.87	463.10
EV	2799+54.12	-12.79	462.92	463.09
EW	2799+64.12	-12.79	462.97	463.08
℄ W. Brg. Pier 10	2799+76.37	-12.79	463.03	463.06
℄ Pier 10	2799+78.62	-12.79	463.05	463.07

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

E-S 2-17-2017

HORNER & SHIFRIN / Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -
		CHECKED - NHP	REVISED -
	PLOT SCALE =	DRAWN - EAT	REVISED -
	PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 8
STRUCTURE NO. 060-0351 (WB)
SHEET 29 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	521
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\ICS4PDF\88891\45087_343\060-0351-D076J90-sjb-12aTOS.dgn
9/8/2021 4:40:25 PM

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2783+92.99	-2.38	454.94	454.96
℄ E. Brg. Pier 3	2783+94.15	-2.38	454.95	454.97
A	2784+04.15	-2.38	455.00	455.10
B	2784+14.15	-2.38	455.05	455.24
C	2784+24.15	-2.38	455.10	455.36
D	2784+34.15	-2.38	455.15	455.48
E	2784+44.15	-2.38	455.20	455.58
F	2784+54.15	-2.38	455.25	455.68
G	2784+64.15	-2.38	455.30	455.76
H	2784+74.15	-2.38	455.35	455.83
I	2784+84.15	-2.38	455.40	455.88
J	2784+94.15	-2.38	455.45	455.91
K	2785+04.15	-2.38	455.50	455.94
L	2785+14.15	-2.38	455.55	455.96
M	2785+24.15	-2.38	455.60	455.96
N	2785+34.15	-2.38	455.65	455.96
O	2785+44.15	-2.38	455.70	455.96
P	2785+54.15	-2.38	455.75	455.95
Q	2785+64.15	-2.38	455.80	455.96
R	2785+74.15	-2.38	455.85	455.96
S	2785+84.15	-2.38	455.90	455.97
T	2785+94.15	-2.38	455.95	455.99
℄ Brg. Pier 4	2786+01.90	-2.38	455.99	456.01
U	2786+11.90	-2.38	456.04	456.06
V	2786+21.90	-2.38	456.09	456.10
W	2786+31.90	-2.38	456.14	456.16
X	2786+41.90	-2.38	456.19	456.22
Y	2786+51.90	-2.38	456.24	456.29
Z	2786+61.90	-2.38	456.29	456.37
AA	2786+71.90	-2.38	456.34	456.45
AB	2786+81.90	-2.38	456.39	456.53
AC	2786+91.90	-2.38	456.44	456.61
AD	2787+01.90	-2.38	456.49	456.68
AE	2787+11.90	-2.38	456.54	456.74
AF	2787+21.90	-2.38	456.59	456.80
AG	2787+31.90	-2.38	456.64	456.85
AH	2787+41.90	-2.38	456.69	456.90
AI	2787+51.90	-2.38	456.74	456.93
AJ	2787+61.90	-2.38	456.79	456.96
AK	2787+71.90	-2.38	456.84	456.98
AL	2787+81.90	-2.38	456.89	457.00
AM	2787+91.90	-2.38	456.94	457.02
AN	2788+01.90	-2.38	456.99	457.05
AO	2788+11.90	-2.38	457.04	457.08
AP	2788+21.90	-2.38	457.09	457.12
AQ	2788+31.90	-2.38	457.14	457.16
℄ Brg. Pier 5	2788+37.90	-2.38	457.17	457.19
AR	2788+47.90	-2.38	457.22	457.25
AS	2788+57.90	-2.38	457.27	457.32
AT	2788+67.90	-2.38	457.32	457.39
AU	2788+77.90	-2.38	457.37	457.47
AV	2788+87.90	-2.38	457.42	457.55
AW	2788+97.90	-2.38	457.47	457.65
AX	2789+07.90	-2.38	457.52	457.74
AY	2789+17.90	-2.38	457.57	457.83
AZ	2789+27.90	-2.38	457.62	457.91
BA	2789+37.90	-2.38	457.67	457.98
BB	2789+47.90	-2.38	457.72	458.04
BC	2789+57.90	-2.38	457.77	458.09
BD	2789+67.90	-2.38	457.82	458.13
BE	2789+77.90	-2.38	457.87	458.17
BF	2789+87.90	-2.38	457.92	458.19
BG	2789+97.90	-2.38	457.97	458.21
BH	2790+07.90	-2.38	458.02	458.23

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+17.90	-2.38	458.07	458.23
BJ	2790+27.90	-2.38	458.12	458.24
BK	2790+37.90	-2.38	458.17	458.26
BL	2790+47.90	-2.38	458.22	458.28
BM	2790+57.90	-2.38	458.27	458.31
BN	2790+67.90	-2.38	458.32	458.35
℄ Brg. Pier 6	2790+73.90	-2.38	458.35	458.37
BO	2790+83.90	-2.38	458.40	458.43
BP	2790+93.90	-2.38	458.45	458.49
BQ	2791+03.90	-2.38	458.50	458.56
BR	2791+13.90	-2.38	458.55	458.63
BS	2791+23.90	-2.38	458.60	458.71
BT	2791+33.90	-2.38	458.65	458.80
BU	2791+43.90	-2.38	458.70	458.89
BV	2791+53.90	-2.38	458.75	458.97
BW	2791+63.90	-2.38	458.80	459.05
BX	2791+73.90	-2.38	458.85	459.12
BY	2791+83.90	-2.38	458.90	459.19
BZ	2791+93.90	-2.38	458.95	459.25
CA	2792+03.90	-2.38	459.00	459.29
CB	2792+13.90	-2.38	459.05	459.33
CC	2792+23.90	-2.38	459.10	459.35
CD	2792+33.90	-2.38	459.15	459.37
CE	2792+43.90	-2.38	459.20	459.39
CF	2792+53.90	-2.38	459.25	459.40
CG	2792+63.90	-2.38	459.30	459.41
CH	2792+73.90	-2.38	459.35	459.43
CI	2792+83.90	-2.38	459.40	459.45
CJ	2792+93.90	-2.38	459.45	459.49
CK	2793+03.90	-2.38	459.50	459.52
℄ Brg. Pier 7	2793+09.90	-2.38	459.53	459.55
CL	2793+19.90	-2.38	459.58	459.61
CM	2793+29.90	-2.38	459.63	459.67
CN	2793+39.90	-2.38	459.68	459.74
CO	2793+49.90	-2.38	459.73	459.81
CP	2793+59.90	-2.38	459.78	459.89
CQ	2793+69.90	-2.38	459.83	459.99
CR	2793+79.90	-2.38	459.88	460.08
CS	2793+89.90	-2.38	459.93	460.16
CT	2793+99.90	-2.38	459.98	460.25
CU	2794+09.90	-2.38	460.03	460.32
CV	2794+19.90	-2.38	460.08	460.38
CW	2794+29.90	-2.38	460.13	460.44
CX	2794+39.90	-2.38	460.18	460.48
CY	2794+49.90	-2.38	460.23	460.52
CZ	2794+59.90	-2.38	460.28	460.54
DA	2794+69.90	-2.38	460.33	460.57
DB	2794+79.90	-2.38	460.38	460.58
DC	2794+89.90	-2.38	460.43	460.59
DD	2794+99.90	-2.38	460.48	460.60
DE	2795+09.90	-2.38	460.53	460.62
DF	2795+19.90	-2.38	460.58	460.64
DG	2795+29.90	-2.38	460.63	460.67
DH	2795+39.90	-2.38	460.68	460.71
℄ Brg. Pier 8	2795+45.90	-2.38	460.71	460.73
DI	2795+55.90	-2.38	460.76	460.79
DJ	2795+65.90	-2.38	460.81	460.85
DK	2795+75.90	-2.38	460.86	460.91
DL	2795+85.90	-2.38	460.91	460.99
DM	2795+95.90	-2.38	460.96	461.06
DN	2796+05.90	-2.38	461.01	461.15
DO	2796+15.90	-2.38	461.06	461.24
DP	2796+25.90	-2.38	461.11	461.32
DQ	2796+35.90	-2.38	461.16	461.40

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+45.90	-2.38	461.21	461.47
DS	2796+55.90	-2.38	461.26	461.53
DT	2796+65.90	-2.38	461.31	461.59
DU	2796+75.90	-2.38	461.36	461.63
DV	2796+85.90	-2.38	461.41	461.67
DW	2796+95.90	-2.38	461.46	461.69
DX	2797+05.90	-2.38	461.51	461.71
DY	2797+15.90	-2.38	461.56	461.73
DZ	2797+25.90	-2.38	461.61	461.74
EA	2797+35.90	-2.38	461.66	461.76
EB	2797+45.90	-2.38	461.71	461.78
EC	2797+55.90	-2.38	461.76	461.80
ED	2797+65.90	-2.38	461.81	461.84
EE	2797+75.90	-2.38	461.86	461.88
℄ Brg. Pier 9	2797+81.90	-2.38	461.89	461.91
EF	2797+91.90	-2.38	461.94	461.97
EG	2798+01.90	-2.38	461.99	462.03
EH	2798+11.90	-2.38	462.04	462.11
EI	2798+21.90	-2.38	462.09	462.20
EJ	2798+31.90	-2.38	462.14	462.29
EK	2798+41.90	-2.38	462.19	462.37
EL	2798+51.90	-2.38	462.24	462.47
EM	2798+61.90	-2.38	462.29	462.55
EN	2798+71.90	-2.38	462.34	462.63
EO	2798+81.90	-2.38	462.39	462.70
EP	2798+91.90	-2.38	462.44	462.77
EQ	2799+01.90	-2.38	462.49	462.82
ER	2799+11.90	-2.38	462.54	462.86
ES	2799+21.90	-2.38	462.59	462.88
ET	2799+31.90	-2.38	462.64	462.90
EU	2799+41.90	-2.38	462.69	462.91
EV	2799+51.90	-2.38	462.74	462.90
EW	2799+61.90	-2.38	462.79	462.89
℄ W. Brg. Pier 10	2799+74.15	-2.38	462.85	462.88
℄ Pier 10	2799+76.40	-2.38	462.86	462.88

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

E-S 2-17-2017

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2783+92.48	0.00	454.89	454.91
℄ E. Brg. Pier 3	2783+93.65	0.00	454.90	454.92
A	2784+03.65	0.00	454.95	455.05
B	2784+13.65	0.00	455.00	455.19
C	2784+23.65	0.00	455.05	455.31
D	2784+33.65	0.00	455.10	455.43
E	2784+43.65	0.00	455.15	455.53
F	2784+53.65	0.00	455.20	455.63
G	2784+63.65	0.00	455.25	455.71
H	2784+73.65	0.00	455.30	455.78
I	2784+83.65	0.00	455.35	455.83
J	2784+93.65	0.00	455.40	455.86
K	2785+03.65	0.00	455.45	455.89
L	2785+13.65	0.00	455.50	455.91
M	2785+23.65	0.00	455.55	455.91
N	2785+33.65	0.00	455.60	455.91
O	2785+43.65	0.00	455.65	455.91
P	2785+53.65	0.00	455.70	455.90
Q	2785+63.65	0.00	455.75	455.91
R	2785+73.65	0.00	455.80	455.91
S	2785+83.65	0.00	455.85	455.92
T	2785+93.65	0.00	455.90	455.94
℄ Brg. Pier 4	2786+01.40	0.00	455.94	455.96
U	2786+11.40	0.00	455.99	456.01
V	2786+21.40	0.00	456.04	456.05
W	2786+31.40	0.00	456.09	456.11
X	2786+41.40	0.00	456.14	456.17
Y	2786+51.40	0.00	456.19	456.24
Z	2786+61.40	0.00	456.24	456.32
AA	2786+71.40	0.00	456.29	456.40
AB	2786+81.40	0.00	456.34	456.48
AC	2786+91.40	0.00	456.39	456.56
AD	2787+01.40	0.00	456.44	456.63
AE	2787+11.40	0.00	456.49	456.69
AF	2787+21.40	0.00	456.54	456.75
AG	2787+31.40	0.00	456.59	456.80
AH	2787+41.40	0.00	456.64	456.85
AI	2787+51.40	0.00	456.69	456.88
AJ	2787+61.40	0.00	456.74	456.91
AK	2787+71.40	0.00	456.79	456.93
AL	2787+81.40	0.00	456.84	456.95
AM	2787+91.40	0.00	456.89	456.97
AN	2788+01.40	0.00	456.94	457.00
AO	2788+11.40	0.00	456.99	457.03
AP	2788+21.40	0.00	457.04	457.07
AQ	2788+31.40	0.00	457.09	457.11
℄ Brg. Pier 5	2788+37.40	0.00	457.12	457.14
AR	2788+47.40	0.00	457.17	457.20
AS	2788+57.40	0.00	457.22	457.27
AT	2788+67.40	0.00	457.27	457.34
AU	2788+77.40	0.00	457.32	457.42
AV	2788+87.40	0.00	457.37	457.50
AW	2788+97.40	0.00	457.42	457.60
AX	2789+07.40	0.00	457.47	457.69
AY	2789+17.40	0.00	457.52	457.78
AZ	2789+27.40	0.00	457.57	457.86
BA	2789+37.40	0.00	457.62	457.93
BB	2789+47.40	0.00	457.67	457.99
BC	2789+57.40	0.00	457.72	458.04
BD	2789+67.40	0.00	457.77	458.08
BE	2789+77.40	0.00	457.82	458.12
BF	2789+87.40	0.00	457.87	458.14
BG	2789+97.40	0.00	457.92	458.16
BH	2790+07.40	0.00	457.97	458.18

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+17.40	0.00	458.02	458.18
BJ	2790+27.40	0.00	458.07	458.19
BK	2790+37.40	0.00	458.12	458.21
BL	2790+47.40	0.00	458.17	458.23
BM	2790+57.40	0.00	458.22	458.26
BN	2790+67.40	0.00	458.27	458.30
℄ Brg. Pier 6	2790+73.40	0.00	458.30	458.32
BO	2790+83.40	0.00	458.35	458.38
BP	2790+93.40	0.00	458.40	458.44
BQ	2791+03.40	0.00	458.45	458.51
BR	2791+13.40	0.00	458.50	458.58
BS	2791+23.40	0.00	458.55	458.66
BT	2791+33.40	0.00	458.60	458.75
BU	2791+43.40	0.00	458.65	458.84
BV	2791+53.40	0.00	458.70	458.92
BW	2791+63.40	0.00	458.75	459.00
BX	2791+73.40	0.00	458.80	459.07
BY	2791+83.40	0.00	458.85	459.14
BZ	2791+93.40	0.00	458.90	459.20
CA	2792+03.40	0.00	458.95	459.24
CB	2792+13.40	0.00	459.00	459.28
CC	2792+23.40	0.00	459.05	459.30
CD	2792+33.40	0.00	459.10	459.32
CE	2792+43.40	0.00	459.15	459.34
CF	2792+53.40	0.00	459.20	459.35
CG	2792+63.40	0.00	459.25	459.36
CH	2792+73.40	0.00	459.30	459.38
CI	2792+83.40	0.00	459.35	459.40
CJ	2792+93.40	0.00	459.40	459.44
CK	2793+03.40	0.00	459.45	459.47
℄ Brg. Pier 7	2793+09.40	0.00	459.48	459.50
CL	2793+19.40	0.00	459.53	459.56
CM	2793+29.40	0.00	459.58	459.62
CN	2793+39.40	0.00	459.63	459.69
CO	2793+49.40	0.00	459.68	459.76
CP	2793+59.40	0.00	459.73	459.84
CQ	2793+69.40	0.00	459.78	459.94
CR	2793+79.40	0.00	459.83	460.03
CS	2793+89.40	0.00	459.88	460.11
CT	2793+99.40	0.00	459.93	460.20
CU	2794+09.40	0.00	459.98	460.27
CV	2794+19.40	0.00	460.03	460.33
CW	2794+29.40	0.00	460.08	460.39
CX	2794+39.40	0.00	460.13	460.43
CY	2794+49.40	0.00	460.18	460.47
CZ	2794+59.40	0.00	460.23	460.49
DA	2794+69.40	0.00	460.28	460.52
DB	2794+79.40	0.00	460.33	460.53
DC	2794+89.40	0.00	460.38	460.54
DD	2794+99.40	0.00	460.43	460.55
DE	2795+09.40	0.00	460.48	460.57
DF	2795+19.40	0.00	460.53	460.59
DG	2795+29.40	0.00	460.58	460.62
DH	2795+39.40	0.00	460.63	460.66
℄ Brg. Pier 8	2795+45.40	0.00	460.66	460.68
DI	2795+55.40	0.00	460.71	460.74
DJ	2795+65.40	0.00	460.76	460.80
DK	2795+75.40	0.00	460.81	460.86
DL	2795+85.40	0.00	460.86	460.94
DM	2795+95.40	0.00	460.91	461.01
DN	2796+05.40	0.00	460.96	461.10
DO	2796+15.40	0.00	461.01	461.19
DP	2796+25.40	0.00	461.06	461.27
DQ	2796+35.40	0.00	461.11	461.35

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+45.40	0.00	461.16	461.42
DS	2796+55.40	0.00	461.21	461.48
DT	2796+65.40	0.00	461.26	461.54
DU	2796+75.40	0.00	461.31	461.58
DV	2796+85.40	0.00	461.36	461.62
DW	2796+95.40	0.00	461.41	461.64
DX	2797+05.40	0.00	461.46	461.66
DY	2797+15.40	0.00	461.51	461.68
DZ	2797+25.40	0.00	461.56	461.69
EA	2797+35.40	0.00	461.61	461.71
EB	2797+45.40	0.00	461.66	461.73
EC	2797+55.40	0.00	461.71	461.75
ED	2797+65.40	0.00	461.76	461.79
EE	2797+75.40	0.00	461.81	461.83
℄ Brg. Pier 9	2797+81.40	0.00	461.84	461.86
EF	2797+91.40	0.00	461.89	461.92
EG	2798+01.40	0.00	461.94	461.98
EH	2798+11.40	0.00	461.99	462.06
EI	2798+21.40	0.00	462.04	462.15
EJ	2798+31.40	0.00	462.09	462.24
EK	2798+41.40	0.00	462.14	462.32
EL	2798+51.40	0.00	462.19	462.42
EM	2798+61.40	0.00	462.24	462.50
EN	2798+71.40	0.00	462.29	462.58
EO	2798+81.40	0.00	462.34	462.65
EP	2798+91.40	0.00	462.39	462.72
EQ	2799+01.40	0.00	462.44	462.77
ER	2799+11.40	0.00	462.49	462.81
ES	2799+21.40	0.00	462.54	462.83
ET	2799+31.40	0.00	462.59	462.85
EU	2799+41.40	0.00	462.64	462.86
EV	2799+51.40	0.00	462.69	462.85
EW	2799+61.40	0.00	462.74	462.84
℄ W. Brg. Pier 10	2799+73.65	0.00	462.80	462.83
℄ Pier 10	2799+75.90	0.00	462.81	462.83

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

E-S 2-17-2017

HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -
		CHECKED - NHP	REVISED -
	PLOT SCALE =	DRAWN - EAT	REVISED -
	PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 10
STRUCTURE NO. 060-0351 (WB)
SHEET 31 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	523
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	2783+90.77	8.04	454.72	454.74
℄ E. Brg. Pier 3	2783+91.94	8.04	454.73	454.75
A	2784+01.94	8.04	454.78	454.89
B	2784+11.94	8.04	454.83	455.02
C	2784+21.94	8.04	454.88	455.15
D	2784+31.94	8.04	454.93	455.27
E	2784+41.94	8.04	454.98	455.37
F	2784+51.94	8.04	455.03	455.47
G	2784+61.94	8.04	455.08	455.55
H	2784+71.94	8.04	455.13	455.62
I	2784+81.94	8.04	455.18	455.66
J	2784+91.94	8.04	455.23	455.70
K	2785+01.94	8.04	455.28	455.73
L	2785+11.94	8.04	455.33	455.74
M	2785+21.94	8.04	455.38	455.75
N	2785+31.94	8.04	455.43	455.74
O	2785+41.94	8.04	455.48	455.74
P	2785+51.94	8.04	455.53	455.73
Q	2785+61.94	8.04	455.58	455.73
R	2785+71.94	8.04	455.63	455.74
S	2785+81.94	8.04	455.68	455.75
T	2785+91.94	8.04	455.73	455.77
℄ Brg. Pier 4	2785+99.69	8.04	455.77	455.79
U	2786+09.69	8.04	455.82	455.84
V	2786+19.69	8.04	455.87	455.89
W	2786+29.69	8.04	455.92	455.95
X	2786+39.69	8.04	455.97	456.01
Y	2786+49.69	8.04	456.02	456.08
Z	2786+59.69	8.04	456.07	456.16
AA	2786+69.69	8.04	456.12	456.24
AB	2786+79.69	8.04	456.17	456.32
AC	2786+89.69	8.04	456.22	456.41
AD	2786+99.69	8.04	456.27	456.48
AE	2787+09.69	8.04	456.32	456.54
AF	2787+19.69	8.04	456.37	456.60
AG	2787+29.69	8.04	456.42	456.65
AH	2787+39.69	8.04	456.47	456.69
AI	2787+49.69	8.04	456.52	456.72
AJ	2787+59.69	8.04	456.57	456.75
AK	2787+69.69	8.04	456.62	456.77
AL	2787+79.69	8.04	456.67	456.79
AM	2787+89.69	8.04	456.72	456.81
AN	2787+99.69	8.04	456.77	456.83
AO	2788+09.69	8.04	456.82	456.86
AP	2788+19.69	8.04	456.87	456.90
AQ	2788+29.69	8.04	456.92	456.94
℄ Brg. Pier 5	2788+35.69	8.04	456.95	456.97
AR	2788+45.69	8.04	457.00	457.03
AS	2788+55.69	8.04	457.05	457.10
AT	2788+65.69	8.04	457.10	457.17
AU	2788+75.69	8.04	457.15	457.25
AV	2788+85.69	8.04	457.20	457.33
AW	2788+95.69	8.04	457.25	457.42
AX	2789+05.69	8.04	457.30	457.52
AY	2789+15.69	8.04	457.35	457.60
AZ	2789+25.69	8.04	457.40	457.68
BA	2789+35.69	8.04	457.45	457.75
BB	2789+45.69	8.04	457.50	457.81
BC	2789+55.69	8.04	457.55	457.87
BD	2789+65.69	8.04	457.60	457.91
BE	2789+75.69	8.04	457.65	457.95
BF	2789+85.69	8.04	457.70	457.97
BG	2789+95.69	8.04	457.75	457.98
BH	2790+05.69	8.04	457.80	458.00

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	2790+15.69	8.04	457.85	458.01
BJ	2790+25.69	8.04	457.90	458.02
BK	2790+35.69	8.04	457.95	458.04
BL	2790+45.69	8.04	458.00	458.06
BM	2790+55.69	8.04	458.05	458.09
BN	2790+65.69	8.04	458.10	458.13
℄ Brg. Pier 6	2790+71.69	8.04	458.13	458.15
BO	2790+81.69	8.04	458.18	458.21
BP	2790+91.69	8.04	458.23	458.27
BQ	2791+01.69	8.04	458.28	458.34
BR	2791+11.69	8.04	458.33	458.41
BS	2791+21.69	8.04	458.38	458.49
BT	2791+31.69	8.04	458.43	458.58
BU	2791+41.69	8.04	458.48	458.67
BV	2791+51.69	8.04	458.53	458.75
BW	2791+61.69	8.04	458.58	458.83
BX	2791+71.69	8.04	458.63	458.90
BY	2791+81.69	8.04	458.68	458.97
BZ	2791+91.69	8.04	458.73	459.03
CA	2792+01.69	8.04	458.78	459.07
CB	2792+11.69	8.04	458.83	459.11
CC	2792+21.69	8.04	458.88	459.13
CD	2792+31.69	8.04	458.93	459.15
CE	2792+41.69	8.04	458.98	459.16
CF	2792+51.69	8.04	459.03	459.18
CG	2792+61.69	8.04	459.08	459.19
CH	2792+71.69	8.04	459.13	459.21
CI	2792+81.69	8.04	459.18	459.23
CJ	2792+91.69	8.04	459.23	459.27
CK	2793+01.69	8.04	459.28	459.31
℄ Brg. Pier 7	2793+07.69	8.04	459.31	459.33
CL	2793+17.69	8.04	459.36	459.39
CM	2793+27.69	8.04	459.41	459.45
CN	2793+37.69	8.04	459.46	459.52
CO	2793+47.69	8.04	459.51	459.60
CP	2793+57.69	8.04	459.56	459.68
CQ	2793+67.69	8.04	459.61	459.77
CR	2793+77.69	8.04	459.66	459.86
CS	2793+87.69	8.04	459.71	459.94
CT	2793+97.69	8.04	459.76	460.02
CU	2794+07.69	8.04	459.81	460.10
CV	2794+17.69	8.04	459.86	460.16
CW	2794+27.69	8.04	459.91	460.22
CX	2794+37.69	8.04	459.96	460.26
CY	2794+47.69	8.04	460.01	460.30
CZ	2794+57.69	8.04	460.06	460.32
DA	2794+67.69	8.04	460.11	460.34
DB	2794+77.69	8.04	460.16	460.35
DC	2794+87.69	8.04	460.21	460.36
DD	2794+97.69	8.04	460.26	460.38
DE	2795+07.69	8.04	460.31	460.40
DF	2795+17.69	8.04	460.36	460.42
DG	2795+27.69	8.04	460.41	460.45
DH	2795+37.69	8.04	460.46	460.49
℄ Brg. Pier 8	2795+43.69	8.04	460.49	460.51
DI	2795+53.69	8.04	460.54	460.57
DJ	2795+63.69	8.04	460.59	460.63
DK	2795+73.69	8.04	460.64	460.70
DL	2795+83.69	8.04	460.69	460.77
DM	2795+93.69	8.04	460.74	460.85
DN	2796+03.69	8.04	460.79	460.94
DO	2796+13.69	8.04	460.84	461.02
DP	2796+23.69	8.04	460.89	461.10
DQ	2796+33.69	8.04	460.94	461.18

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	2796+43.69	8.04	460.99	461.25
DS	2796+53.69	8.04	461.04	461.31
DT	2796+63.69	8.04	461.09	461.37
DU	2796+73.69	8.04	461.14	461.41
DV	2796+83.69	8.04	461.19	461.45
DW	2796+93.69	8.04	461.24	461.47
DX	2797+03.69	8.04	461.29	461.49
DY	2797+13.69	8.04	461.34	461.51
DZ	2797+23.69	8.04	461.39	461.52
EA	2797+33.69	8.04	461.44	461.54
EB	2797+43.69	8.04	461.49	461.56
EC	2797+53.69	8.04	461.54	461.58
ED	2797+63.69	8.04	461.59	461.62
EE	2797+73.69	8.04	461.64	461.66
℄ Brg. Pier 9	2797+79.69	8.04	461.67	461.69
EF	2797+89.69	8.04	461.72	461.75
EG	2797+99.69	8.04	461.77	461.81
EH	2798+09.69	8.04	461.82	461.89
EI	2798+19.69	8.04	461.87	461.98
EJ	2798+29.69	8.04	461.92	462.06
EK	2798+39.69	8.04	461.97	462.15
EL	2798+49.69	8.04	462.02	462.24
EM	2798+59.69	8.04	462.07	462.33
EN	2798+69.69	8.04	462.12	462.41
EO	2798+79.69	8.04	462.17	462.48
EP	2798+89.69	8.04	462.22	462.55
EQ	2798+99.69	8.04	462.27	462.60
ER	2799+09.69	8.04	462.32	462.64
ES	2799+19.69	8.04	462.37	462.67
ET	2799+29.69	8.04	462.42	462.68
EU	2799+39.69	8.04	462.47	462.69
EV	2799+49.69	8.04	462.52	462.69
EW	2799+59.69	8.04	462.57	462.68
℄ W. Brg. Pier 10	2799+71.94	8.04	462.63	462.65
℄ Pier 10	2799+74.19	8.04	462.64	462.66

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

E-S 2-17-2017

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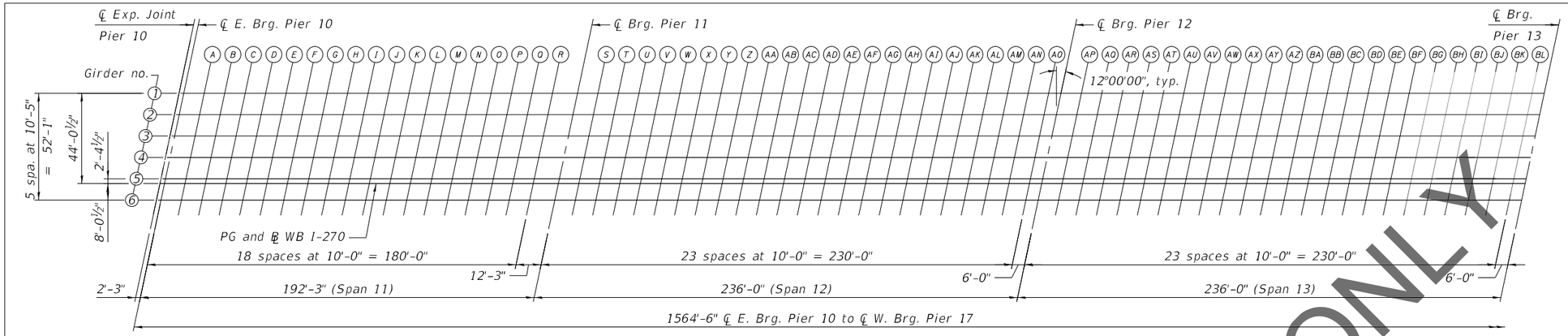
HORNER & SHIFRIN
Teaming with: PARSONS

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

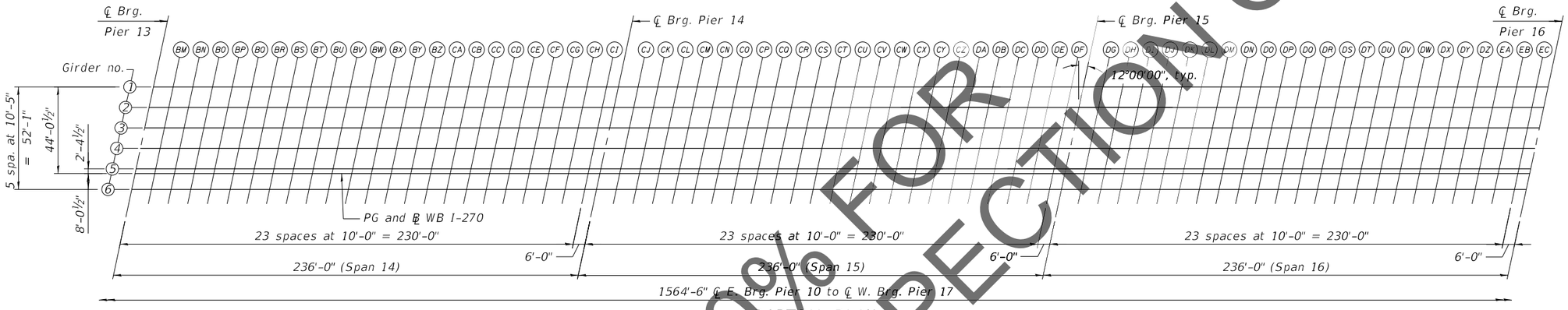
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 11
STRUCTURE NO. 060–0351 (WB)
SHEET 32 OF 288 SHEETS

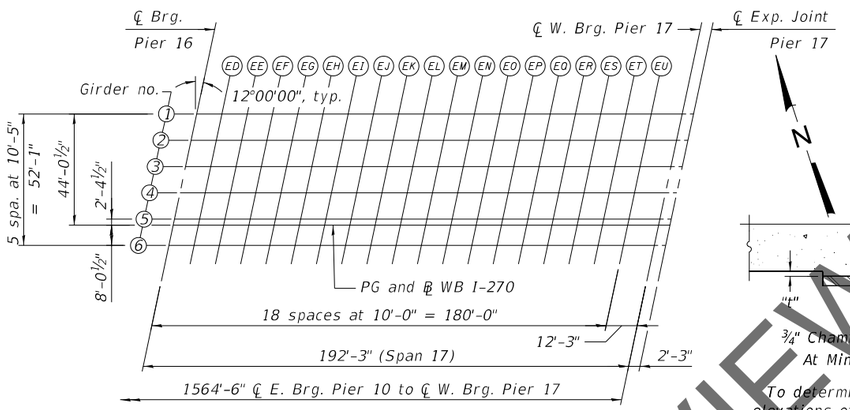
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	524
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



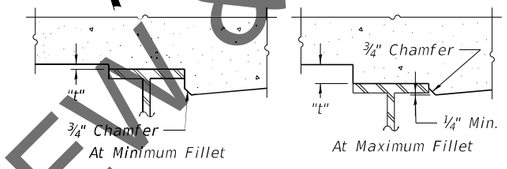
PARTIAL PLAN



PARTIAL PLAN



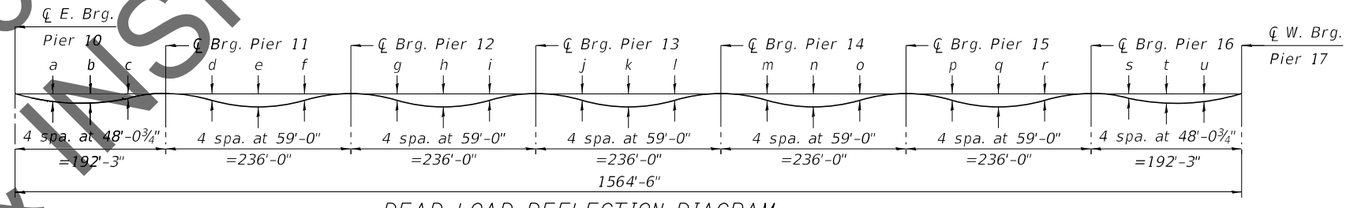
PARTIAL PLAN



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 34 thru 40 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 34 thru 40 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



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 34 thru 40 of 288.

Location	Interior Girder	Exterior Girder
a	3 ¼"	3"
b	3 ⅜"	3 ⅛"
c	1 ⅛"	1"
d	2 ⅛"	1 ⅞"
e	4 ½"	3 ⅞"
f	2 ¼"	2"
g	1 ½"	1 ⅜"

Location	Interior Girder	Exterior Girder
h	3 ⅝"	3 ¼"
i	1 ⅛"	1 ⅜"
j	1 ⅝"	1 ½"
k	3 ¾"	3 ⅜"
l	1 ⅛"	1 ¾"
m	1 ⅝"	1 ½"
n	3 ⅞"	3 ½"

Location	Interior Girder	Exterior Girder
o	2"	1 ¾"
p	1 ½"	1 ⅜"
q	3 ½"	3 ⅛"
r	1 ¾"	1 ½"
s	1 ½"	1 ⅜"
t	3 ¾"	3 ½"
u	3 ½"	3 ¼"

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 33 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	525
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+85.26	-44.04	462.45	462.47
℄ E. Brg. Pier 10	2799+87.51	-44.04	462.46	462.48
A	2799+97.51	-44.04	462.51	462.60
B	2800+07.51	-44.04	462.56	462.72
C	2800+17.51	-44.04	462.61	462.82
D	2800+27.51	-44.04	462.66	462.91
E	2800+37.51	-44.04	462.71	462.99
F	2800+47.51	-44.04	462.76	463.06
G	2800+57.51	-44.04	462.81	463.12
H	2800+67.51	-44.04	462.86	463.17
I	2800+77.51	-44.04	462.91	463.20
J	2800+87.51	-44.04	462.96	463.23
K	2800+97.51	-44.04	463.01	463.25
L	2801+07.51	-44.04	463.06	463.27
M	2801+17.51	-44.04	463.11	463.28
N	2801+27.51	-44.04	463.16	463.29
O	2801+37.51	-44.04	463.21	463.30
P	2801+47.51	-44.04	463.26	463.32
Q	2801+57.51	-44.04	463.31	463.35
R	2801+67.51	-44.04	463.36	463.38
℄ Brg. Pier 11	2801+79.76	-44.04	463.43	463.45
S	2801+89.76	-44.04	463.48	463.50
T	2801+99.76	-44.04	463.53	463.56
U	2802+09.76	-44.04	463.58	463.64
V	2802+19.76	-44.04	463.63	463.73
W	2802+29.76	-44.04	463.68	463.82
X	2802+39.76	-44.04	463.73	463.91
Y	2802+49.76	-44.04	463.78	464.01
Z	2802+59.76	-44.04	463.83	464.09
AA	2802+69.76	-44.04	463.88	464.18
AB	2802+79.76	-44.04	463.93	464.25
AC	2802+89.76	-44.04	463.98	464.31
AD	2802+99.76	-44.04	464.03	464.37
AE	2803+09.76	-44.04	464.08	464.41
AF	2803+19.76	-44.04	464.13	464.45
AG	2803+29.76	-44.04	464.18	464.47
AH	2803+39.76	-44.04	464.23	464.49
AI	2803+49.76	-44.04	464.28	464.50
AJ	2803+59.76	-44.04	464.33	464.51
AK	2803+69.76	-44.04	464.38	464.51
AL	2803+79.76	-44.04	464.43	464.52
AM	2803+89.76	-44.04	464.48	464.53
AN	2803+99.76	-44.04	464.53	464.56
AO	2804+09.76	-44.04	464.58	464.60
℄ Brg. Pier 12	2804+15.76	-44.04	464.61	464.63
AP	2804+25.76	-44.04	464.66	464.67
AQ	2804+35.76	-44.04	464.71	464.73
AR	2804+45.76	-44.04	464.76	464.80
AS	2804+55.76	-44.04	464.81	464.88
AT	2804+65.76	-44.04	464.86	464.96
AU	2804+75.76	-44.04	464.91	465.05
AV	2804+85.76	-44.04	464.96	465.14
AW	2804+95.76	-44.04	465.01	465.22
AX	2805+05.76	-44.04	465.06	465.30
AY	2805+15.76	-44.04	465.11	465.38
AZ	2805+25.76	-44.04	465.16	465.44
BA	2805+35.76	-44.04	465.21	465.50
BB	2805+45.76	-44.04	465.26	465.55

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+55.76	-44.04	465.31	465.58
BD	2805+65.76	-44.04	465.35	465.60
BE	2805+75.76	-44.04	465.38	465.61
BF	2805+85.76	-44.04	465.41	465.60
BG	2805+95.76	-44.04	465.44	465.59
BH	2806+05.76	-44.04	465.46	465.58
BI	2806+15.76	-44.04	465.47	465.55
BJ	2806+25.76	-44.04	465.48	465.53
BK	2806+35.76	-44.04	465.49	465.52
BL	2806+45.76	-44.04	465.49	465.51
℄ Brg. Pier 13	2806+51.76	-44.04	465.49	465.51
BM	2806+61.76	-44.04	465.48	465.50
BN	2806+71.76	-44.04	465.47	465.49
BO	2806+81.76	-44.04	465.45	465.50
BP	2806+91.76	-44.04	465.43	465.50
BQ	2807+01.76	-44.04	465.40	465.51
BR	2807+11.76	-44.04	465.37	465.52
BS	2807+21.76	-44.04	465.33	465.52
BT	2807+31.76	-44.04	465.29	465.51
BU	2807+41.76	-44.04	465.24	465.49
BV	2807+51.76	-44.04	465.19	465.46
BW	2807+61.76	-44.04	465.14	465.43
BX	2807+71.76	-44.04	465.09	465.38
BY	2807+81.76	-44.04	465.04	465.33
BZ	2807+91.76	-44.04	464.99	465.26
CA	2808+01.76	-44.04	464.94	465.19
CB	2808+11.76	-44.04	464.89	465.11
CC	2808+21.76	-44.04	464.84	465.03
CD	2808+31.76	-44.04	464.79	464.94
CE	2808+41.76	-44.04	464.74	464.86
CF	2808+51.76	-44.04	464.69	464.77
CG	2808+61.76	-44.04	464.64	464.69
CH	2808+71.76	-44.04	464.59	464.62
CI	2808+81.76	-44.04	464.54	464.56
℄ Brg. Pier 14	2808+87.76	-44.04	464.51	464.53
CJ	2808+97.76	-44.04	464.46	464.47
CK	2809+07.76	-44.04	464.41	464.43
CL	2809+17.76	-44.04	464.36	464.41
CM	2809+27.76	-44.04	464.31	464.39
CN	2809+37.76	-44.04	464.26	464.38
CO	2809+47.76	-44.04	464.21	464.37
CP	2809+57.76	-44.04	464.16	464.35
CQ	2809+67.76	-44.04	464.11	464.34
CR	2809+77.76	-44.04	464.06	464.32
CS	2809+87.76	-44.04	464.01	464.29
CT	2809+97.76	-44.04	463.96	464.25
CU	2810+07.76	-44.04	463.91	464.21
CV	2810+17.76	-44.04	463.86	464.15
CW	2810+27.76	-44.04	463.81	464.09
CX	2810+37.76	-44.04	463.76	464.02
CY	2810+47.76	-44.04	463.71	463.94
CZ	2810+57.76	-44.04	463.66	463.86
DA	2810+67.76	-44.04	463.61	463.77
DB	2810+77.76	-44.04	463.56	463.68
DC	2810+87.76	-44.04	463.51	463.59
DD	2810+97.76	-44.04	463.46	463.51
DE	2811+07.76	-44.04	463.41	463.44
DF	2811+17.76	-44.04	463.36	463.38

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+23.76	-44.04	463.33	463.35
DG	2811+33.76	-44.04	463.28	463.29
DH	2811+43.76	-44.04	463.23	463.25
DI	2811+53.76	-44.04	463.18	463.22
DJ	2811+63.76	-44.04	463.13	463.20
DK	2811+73.76	-44.04	463.08	463.19
DL	2811+83.76	-44.04	463.03	463.17
DM	2811+93.76	-44.04	462.98	463.16
DN	2812+03.76	-44.04	462.93	463.14
DO	2812+13.76	-44.04	462.88	463.12
DP	2812+23.76	-44.04	462.83	463.09
DQ	2812+33.76	-44.04	462.78	463.05
DR	2812+43.76	-44.04	462.73	463.01
DS	2812+53.76	-44.04	462.68	462.95
DT	2812+63.76	-44.04	462.63	462.89
DU	2812+73.76	-44.04	462.58	462.82
DV	2812+83.76	-44.04	462.53	462.74
DW	2812+93.76	-44.04	462.48	462.65
DX	2813+03.76	-44.04	462.43	462.57
DY	2813+13.76	-44.04	462.38	462.48
DZ	2813+23.76	-44.04	462.33	462.40
EA	2813+33.76	-44.04	462.28	462.32
EB	2813+43.76	-44.04	462.23	462.25
EC	2813+53.76	-44.04	462.18	462.19
℄ Brg. Pier 16	2813+59.76	-44.04	462.15	462.17
ED	2813+69.76	-44.04	462.10	462.12
EE	2813+79.76	-44.04	462.05	462.09
EF	2813+89.76	-44.04	462.00	462.06
EG	2813+99.76	-44.04	461.95	462.05
EH	2814+09.76	-44.04	461.90	462.04
EI	2814+19.76	-44.04	461.85	462.03
EJ	2814+29.76	-44.04	461.80	462.02
EK	2814+39.76	-44.04	461.75	462.01
EL	2814+49.76	-44.04	461.70	461.99
EM	2814+59.76	-44.04	461.65	461.96
EN	2814+69.76	-44.04	461.60	461.93
EO	2814+79.76	-44.04	461.55	461.88
EP	2814+89.76	-44.04	461.50	461.82
EQ	2814+99.76	-44.04	461.45	461.75
ER	2815+09.76	-44.04	461.40	461.67
ES	2815+19.76	-44.04	461.35	461.58
ET	2815+29.76	-44.04	461.30	461.47
EU	2815+39.76	-44.04	461.25	461.36
℄ W. Brg. Pier 17	2815+52.01	-44.04	461.19	461.20
℄ Exp. Jt. Pier 17	2815+54.26	-44.04	461.18	461.20

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

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+83.05	-33.63	462.65	462.67
℄ E. Brg. Pier 10	2799+85.30	-33.63	462.66	462.68
A	2799+95.30	-33.63	462.71	462.81
B	2800+05.30	-33.63	462.76	462.93
C	2800+15.30	-33.63	462.81	463.03
D	2800+25.30	-33.63	462.86	463.13
E	2800+35.30	-33.63	462.91	463.21
F	2800+45.30	-33.63	462.96	463.28
G	2800+55.30	-33.63	463.01	463.34
H	2800+65.30	-33.63	463.06	463.39
I	2800+75.30	-33.63	463.11	463.42
J	2800+85.30	-33.63	463.16	463.45
K	2800+95.30	-33.63	463.21	463.47
L	2801+05.30	-33.63	463.26	463.48
M	2801+15.30	-33.63	463.31	463.49
N	2801+25.30	-33.63	463.36	463.50
O	2801+35.30	-33.63	463.41	463.50
P	2801+45.30	-33.63	463.46	463.52
Q	2801+55.30	-33.63	463.51	463.54
R	2801+65.30	-33.63	463.56	463.58
℄ Brg. Pier 11	2801+77.55	-33.63	463.62	463.65
S	2801+87.55	-33.63	463.67	463.69
T	2801+97.55	-33.63	463.72	463.76
U	2802+07.55	-33.63	463.77	463.84
V	2802+17.55	-33.63	463.82	463.94
W	2802+27.55	-33.63	463.87	464.03
X	2802+37.55	-33.63	463.92	464.13
Y	2802+47.55	-33.63	463.97	464.23
Z	2802+57.55	-33.63	464.02	464.33
AA	2802+67.55	-33.63	464.07	464.41
AB	2802+77.55	-33.63	464.12	464.49
AC	2802+87.55	-33.63	464.17	464.55
AD	2802+97.55	-33.63	464.22	464.61
AE	2803+07.55	-33.63	464.27	464.65
AF	2803+17.55	-33.63	464.32	464.68
AG	2803+27.55	-33.63	464.37	464.71
AH	2803+37.55	-33.63	464.42	464.72
AI	2803+47.55	-33.63	464.47	464.72
AJ	2803+57.55	-33.63	464.52	464.73
AK	2803+67.55	-33.63	464.57	464.73
AL	2803+77.55	-33.63	464.62	464.73
AM	2803+87.55	-33.63	464.67	464.74
AN	2803+97.55	-33.63	464.72	464.76
AO	2804+07.55	-33.63	464.77	464.79
℄ Brg. Pier 12	2804+13.55	-33.63	464.80	464.83
AP	2804+23.55	-33.63	464.85	464.86
AQ	2804+33.55	-33.63	464.90	464.92
AR	2804+43.55	-33.63	464.95	464.99
AS	2804+53.55	-33.63	465.00	465.08
AT	2804+63.55	-33.63	465.05	465.17
AU	2804+73.55	-33.63	465.10	465.26
AV	2804+83.55	-33.63	465.15	465.35
AW	2804+93.55	-33.63	465.20	465.44
AX	2805+03.55	-33.63	465.25	465.52
AY	2805+13.55	-33.63	465.30	465.60
AZ	2805+23.55	-33.63	465.35	465.66
BA	2805+33.55	-33.63	465.40	465.72
BB	2805+43.55	-33.63	465.46	465.77

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+53.55	-33.63	465.50	465.80
BD	2805+63.55	-33.63	465.55	465.82
BE	2805+73.55	-33.63	465.58	465.83
BF	2805+83.55	-33.63	465.61	465.82
BG	2805+93.55	-33.63	465.64	465.81
BH	2806+03.55	-33.63	465.66	465.79
BI	2806+13.55	-33.63	465.68	465.77
BJ	2806+23.55	-33.63	465.69	465.74
BK	2806+33.55	-33.63	465.70	465.73
BL	2806+43.55	-33.63	465.70	465.72
℄ Brg. Pier 13	2806+49.55	-33.63	465.70	465.72
BM	2806+59.55	-33.63	465.69	465.71
BN	2806+69.55	-33.63	465.68	465.70
BO	2806+79.55	-33.63	465.66	465.71
BP	2806+89.55	-33.63	465.64	465.72
BQ	2806+99.55	-33.63	465.61	465.74
BR	2807+09.55	-33.63	465.58	465.75
BS	2807+19.55	-33.63	465.55	465.75
BT	2807+29.55	-33.63	465.50	465.75
BU	2807+39.55	-33.63	465.46	465.74
BV	2807+49.55	-33.63	465.41	465.71
BW	2807+59.55	-33.63	465.36	465.68
BX	2807+69.55	-33.63	465.31	465.63
BY	2807+79.55	-33.63	465.26	465.58
BZ	2807+89.55	-33.63	465.21	465.51
CA	2807+99.55	-33.63	465.16	465.44
CB	2808+09.55	-33.63	465.11	465.36
CC	2808+19.55	-33.63	465.06	465.27
CD	2808+29.55	-33.63	465.01	465.18
CE	2808+39.55	-33.63	464.96	465.09
CF	2808+49.55	-33.63	464.91	465.00
CG	2808+59.55	-33.63	464.86	464.91
CH	2808+69.55	-33.63	464.81	464.84
CI	2808+79.55	-33.63	464.76	464.78
℄ Brg. Pier 14	2808+85.55	-33.63	464.73	464.75
CJ	2808+95.55	-33.63	464.68	464.69
CK	2809+05.55	-33.63	464.63	464.65
CL	2809+15.55	-33.63	464.58	464.63
CM	2809+25.55	-33.63	464.53	464.61
CN	2809+35.55	-33.63	464.48	464.60
CO	2809+45.55	-33.63	464.43	464.60
CP	2809+55.55	-33.63	464.38	464.59
CQ	2809+65.55	-33.63	464.33	464.58
CR	2809+75.55	-33.63	464.28	464.56
CS	2809+85.55	-33.63	464.23	464.54
CT	2809+95.55	-33.63	464.18	464.50
CU	2810+05.55	-33.63	464.13	464.46
CV	2810+15.55	-33.63	464.08	464.40
CW	2810+25.55	-33.63	464.03	464.34
CX	2810+35.55	-33.63	463.98	464.27
CY	2810+45.55	-33.63	463.93	464.19
CZ	2810+55.55	-33.63	463.88	464.10
DA	2810+65.55	-33.63	463.83	464.01
DB	2810+75.55	-33.63	463.78	463.91
DC	2810+85.55	-33.63	463.73	463.82
DD	2810+95.55	-33.63	463.68	463.74
DE	2811+05.55	-33.63	463.63	463.66
DF	2811+15.55	-33.63	463.58	463.60

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+21.55	-33.63	463.55	463.57
DG	2811+31.55	-33.63	463.50	463.51
DH	2811+41.55	-33.63	463.45	463.47
DI	2811+51.55	-33.63	463.40	463.44
DJ	2811+61.55	-33.63	463.35	463.43
DK	2811+71.55	-33.63	463.30	463.42
DL	2811+81.55	-33.63	463.25	463.41
DM	2811+91.55	-33.63	463.20	463.40
DN	2812+01.55	-33.63	463.15	463.38
DO	2812+11.55	-33.63	463.10	463.36
DP	2812+21.55	-33.63	463.05	463.34
DQ	2812+31.55	-33.63	463.00	463.30
DR	2812+41.55	-33.63	462.95	463.25
DS	2812+51.55	-33.63	462.90	463.20
DT	2812+61.55	-33.63	462.85	463.13
DU	2812+71.55	-33.63	462.80	463.06
DV	2812+81.55	-33.63	462.75	462.98
DW	2812+91.55	-33.63	462.70	462.89
DX	2813+01.55	-33.63	462.65	462.80
DY	2813+11.55	-33.63	462.60	462.71
DZ	2813+21.55	-33.63	462.55	462.62
EA	2813+31.55	-33.63	462.50	462.54
EB	2813+41.55	-33.63	462.45	462.47
EC	2813+51.55	-33.63	462.40	462.41
℄ Brg. Pier 16	2813+57.55	-33.63	462.37	462.39
ED	2813+67.55	-33.63	462.32	462.34
EE	2813+77.55	-33.63	462.27	462.31
EF	2813+87.55	-33.63	462.22	462.29
EG	2813+97.55	-33.63	462.17	462.27
EH	2814+07.55	-33.63	462.12	462.27
EI	2814+17.55	-33.63	462.07	462.27
EJ	2814+27.55	-33.63	462.02	462.26
EK	2814+37.55	-33.63	461.97	462.25
EL	2814+47.55	-33.63	461.92	462.24
EM	2814+57.55	-33.63	461.87	462.21
EN	2814+67.55	-33.63	461.82	462.18
EO	2814+77.55	-33.63	461.77	462.13
EP	2814+87.55	-33.63	461.72	462.07
EQ	2814+97.55	-33.63	461.67	462.00
ER	2815+07.55	-33.63	461.62	461.91
ES	2815+17.55	-33.63	461.57	461.82
ET	2815+27.55	-33.63	461.52	461.71
EU	2815+37.55	-33.63	461.47	461.59
℄ W. Brg. Pier 17	2815+49.80	-33.63	461.41	461.42
℄ Exp. Jt. Pier 17	2815+52.05	-33.63	461.39	461.42

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

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+80.83	-23.21	462.85	462.87
℄ E. Brg. Pier 10	2799+83.08	-23.21	462.86	462.88
A	2799+93.08	-23.21	462.91	463.01
B	2800+03.08	-23.21	462.96	463.12
C	2800+13.08	-23.21	463.01	463.23
D	2800+23.08	-23.21	463.06	463.33
E	2800+33.08	-23.21	463.11	463.41
F	2800+43.08	-23.21	463.16	463.48
G	2800+53.08	-23.21	463.21	463.54
H	2800+63.08	-23.21	463.26	463.59
I	2800+73.08	-23.21	463.31	463.62
J	2800+83.08	-23.21	463.36	463.65
K	2800+93.08	-23.21	463.41	463.67
L	2801+03.08	-23.21	463.46	463.68
M	2801+13.08	-23.21	463.51	463.69
N	2801+23.08	-23.21	463.56	463.69
O	2801+33.08	-23.21	463.61	463.70
P	2801+43.08	-23.21	463.66	463.72
Q	2801+53.08	-23.21	463.71	463.74
R	2801+63.08	-23.21	463.76	463.78
℄ Brg. Pier 11	2801+75.33	-23.21	463.82	463.85
S	2801+85.33	-23.21	463.87	463.89
T	2801+95.33	-23.21	463.92	463.96
U	2802+05.33	-23.21	463.97	464.04
V	2802+15.33	-23.21	464.02	464.13
W	2802+25.33	-23.21	464.07	464.23
X	2802+35.33	-23.21	464.12	464.33
Y	2802+45.33	-23.21	464.17	464.43
Z	2802+55.33	-23.21	464.22	464.52
AA	2802+65.33	-23.21	464.27	464.61
AB	2802+75.33	-23.21	464.32	464.69
AC	2802+85.33	-23.21	464.37	464.75
AD	2802+95.33	-23.21	464.42	464.81
AE	2803+05.33	-23.21	464.47	464.85
AF	2803+15.33	-23.21	464.52	464.88
AG	2803+25.33	-23.21	464.57	464.90
AH	2803+35.33	-23.21	464.62	464.92
AI	2803+45.33	-23.21	464.67	464.92
AJ	2803+55.33	-23.21	464.72	464.92
AK	2803+65.33	-23.21	464.77	464.92
AL	2803+75.33	-23.21	464.82	464.92
AM	2803+85.33	-23.21	464.87	464.93
AN	2803+95.33	-23.21	464.92	464.95
AO	2804+05.33	-23.21	464.97	464.99
℄ Brg. Pier 12	2804+11.33	-23.21	465.00	465.02
AP	2804+21.33	-23.21	465.05	465.06
AQ	2804+31.33	-23.21	465.10	465.12
AR	2804+41.33	-23.21	465.15	465.19
AS	2804+51.33	-23.21	465.20	465.28
AT	2804+61.33	-23.21	465.25	465.37
AU	2804+71.33	-23.21	465.30	465.46
AV	2804+81.33	-23.21	465.35	465.55
AW	2804+91.33	-23.21	465.40	465.64
AX	2805+01.33	-23.21	465.45	465.72
AY	2805+11.33	-23.21	465.50	465.80
AZ	2805+21.33	-23.21	465.55	465.86
BA	2805+31.33	-23.21	465.60	465.92
BB	2805+41.33	-23.21	465.65	465.96

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+51.33	-23.21	465.70	466.00
BD	2805+61.33	-23.21	465.75	466.02
BE	2805+71.33	-23.21	465.78	466.03
BF	2805+81.33	-23.21	465.82	466.03
BG	2805+91.33	-23.21	465.84	466.01
BH	2806+01.33	-23.21	465.87	465.99
BI	2806+11.33	-23.21	465.88	465.97
BJ	2806+21.33	-23.21	465.90	465.95
BK	2806+31.33	-23.21	465.90	465.93
BL	2806+41.33	-23.21	465.91	465.93
℄ Brg. Pier 13	2806+47.33	-23.21	465.90	465.93
BM	2806+57.33	-23.21	465.90	465.92
BN	2806+67.33	-23.21	465.89	465.91
BO	2806+77.33	-23.21	465.87	465.92
BP	2806+87.33	-23.21	465.85	465.94
BQ	2806+97.33	-23.21	465.83	465.95
BR	2807+07.33	-23.21	465.80	465.97
BS	2807+17.33	-23.21	465.76	465.97
BT	2807+27.33	-23.21	465.72	465.97
BU	2807+37.33	-23.21	465.68	465.96
BV	2807+47.33	-23.21	465.63	465.93
BW	2807+57.33	-23.21	465.58	465.89
BX	2807+67.33	-23.21	465.53	465.85
BY	2807+77.33	-23.21	465.48	465.80
BZ	2807+87.33	-23.21	465.43	465.73
CA	2807+97.33	-23.21	465.38	465.66
CB	2808+07.33	-23.21	465.33	465.58
CC	2808+17.33	-23.21	465.28	465.49
CD	2808+27.33	-23.21	465.23	465.40
CE	2808+37.33	-23.21	465.18	465.31
CF	2808+47.33	-23.21	465.13	465.22
CG	2808+57.33	-23.21	465.08	465.13
CH	2808+67.33	-23.21	465.03	465.06
CI	2808+77.33	-23.21	464.98	465.00
℄ Brg. Pier 14	2808+83.93	-23.21	464.95	464.97
CJ	2808+93.33	-23.21	464.90	464.91
CK	2809+03.33	-23.21	464.85	464.87
CL	2809+13.33	-23.21	464.80	464.85
CM	2809+23.33	-23.21	464.75	464.83
CN	2809+33.33	-23.21	464.70	464.82
CO	2809+43.33	-23.21	464.65	464.82
CP	2809+53.33	-23.21	464.60	464.81
CQ	2809+63.33	-23.21	464.55	464.80
CR	2809+73.33	-23.21	464.50	464.78
CS	2809+83.33	-23.21	464.45	464.76
CT	2809+93.33	-23.21	464.40	464.72
CU	2810+03.33	-23.21	464.35	464.68
CV	2810+13.33	-23.21	464.30	464.62
CW	2810+23.33	-23.21	464.25	464.56
CX	2810+33.33	-23.21	464.20	464.49
CY	2810+43.33	-23.21	464.15	464.41
CZ	2810+53.33	-23.21	464.10	464.32
DA	2810+63.33	-23.21	464.05	464.23
DB	2810+73.33	-23.21	464.00	464.13
DC	2810+83.33	-23.21	463.95	464.04
DD	2810+93.33	-23.21	463.90	463.96
DE	2811+03.33	-23.21	463.85	463.88
DF	2811+13.33	-23.21	463.80	463.82

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+19.33	-23.21	463.77	463.79
DG	2811+29.33	-23.21	463.72	463.73
DH	2811+39.33	-23.21	463.67	463.69
DI	2811+49.33	-23.21	463.62	463.66
DJ	2811+59.33	-23.21	463.57	463.65
DK	2811+69.33	-23.21	463.52	463.63
DL	2811+79.33	-23.21	463.47	463.63
DM	2811+89.33	-23.21	463.42	463.62
DN	2811+99.33	-23.21	463.37	463.60
DO	2812+09.33	-23.21	463.32	463.58
DP	2812+19.33	-23.21	463.27	463.56
DQ	2812+29.33	-23.21	463.22	463.52
DR	2812+39.33	-23.21	463.17	463.47
DS	2812+49.33	-23.21	463.12	463.42
DT	2812+59.33	-23.21	463.07	463.35
DU	2812+69.33	-23.21	463.02	463.28
DV	2812+79.33	-23.21	462.97	463.20
DW	2812+89.33	-23.21	462.92	463.11
DX	2812+99.33	-23.21	462.87	463.02
DY	2813+09.33	-23.21	462.82	462.93
DZ	2813+19.33	-23.21	462.77	462.84
EA	2813+29.33	-23.21	462.72	462.76
EB	2813+39.33	-23.21	462.67	462.69
EC	2813+49.33	-23.21	462.62	462.63
℄ Brg. Pier 16	2813+55.33	-23.21	462.59	462.61
ED	2813+65.33	-23.21	462.54	462.56
EE	2813+75.33	-23.21	462.49	462.53
EF	2813+85.33	-23.21	462.44	462.51
EG	2813+95.33	-23.21	462.39	462.49
EH	2814+05.33	-23.21	462.34	462.49
EI	2814+15.33	-23.21	462.29	462.49
EJ	2814+25.33	-23.21	462.24	462.48
EK	2814+35.33	-23.21	462.19	462.47
EL	2814+45.33	-23.21	462.14	462.46
EM	2814+55.33	-23.21	462.09	462.43
EN	2814+65.33	-23.21	462.04	462.40
EO	2814+75.33	-23.21	461.99	462.35
EP	2814+85.33	-23.21	461.94	462.29
EQ	2814+95.33	-23.21	461.89	462.22
ER	2815+05.33	-23.21	461.84	462.13
ES	2815+15.33	-23.21	461.79	462.04
ET	2815+25.33	-23.21	461.74	461.93
EU	2815+35.33	-23.21	461.69	461.80
℄ W. Brg. Pier 17	2815+47.58	-23.21	461.63	461.64
℄ Exp. Jt. Pier 17	2815+49.83	-23.21	461.61	461.63

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

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+78.62	-12.79	463.05	463.07
℄ E. Brg. Pier 10	2799+80.87	-12.79	463.06	463.07
A	2799+90.87	-12.79	463.11	463.20
B	2800+00.87	-12.79	463.16	463.32
C	2800+10.87	-12.79	463.21	463.43
D	2800+20.87	-12.79	463.26	463.52
E	2800+30.87	-12.79	463.31	463.61
F	2800+40.87	-12.79	463.36	463.68
G	2800+50.87	-12.79	463.41	463.74
H	2800+60.87	-12.79	463.46	463.78
I	2800+70.87	-12.79	463.51	463.82
J	2800+80.87	-12.79	463.56	463.84
K	2800+90.87	-12.79	463.61	463.86
L	2801+00.87	-12.79	463.66	463.87
M	2801+10.87	-12.79	463.71	463.88
N	2801+20.87	-12.79	463.76	463.89
O	2801+30.87	-12.79	463.81	463.90
P	2801+40.87	-12.79	463.86	463.91
Q	2801+50.87	-12.79	463.91	463.94
R	2801+60.87	-12.79	463.96	463.97
℄ Brg. Pier 11	2801+73.12	-12.79	464.02	464.04
S	2801+83.12	-12.79	464.07	464.09
T	2801+93.12	-12.79	464.12	464.16
U	2802+03.12	-12.79	464.17	464.24
V	2802+13.12	-12.79	464.22	464.33
W	2802+23.12	-12.79	464.27	464.43
X	2802+33.12	-12.79	464.32	464.53
Y	2802+43.12	-12.79	464.37	464.63
Z	2802+53.12	-12.79	464.42	464.72
AA	2802+63.12	-12.79	464.47	464.81
AB	2802+73.12	-12.79	464.52	464.88
AC	2802+83.12	-12.79	464.57	464.95
AD	2802+93.12	-12.79	464.62	465.00
AE	2803+03.12	-12.79	464.67	465.05
AF	2803+13.12	-12.79	464.72	465.08
AG	2803+23.12	-12.79	464.77	465.10
AH	2803+33.12	-12.79	464.82	465.11
AI	2803+43.12	-12.79	464.87	465.12
AJ	2803+53.12	-12.79	464.92	465.12
AK	2803+63.12	-12.79	464.97	465.12
AL	2803+73.12	-12.79	465.02	465.12
AM	2803+83.12	-12.79	465.07	465.13
AN	2803+93.12	-12.79	465.12	465.15
AO	2804+03.12	-12.79	465.17	465.19
℄ Brg. Pier 12	2804+09.12	-12.79	465.20	465.22
AP	2804+19.12	-12.79	465.25	465.26
AQ	2804+29.12	-12.79	465.30	465.32
AR	2804+39.12	-12.79	465.35	465.39
AS	2804+49.12	-12.79	465.40	465.47
AT	2804+59.12	-12.79	465.45	465.56
AU	2804+69.12	-12.79	465.50	465.65
AV	2804+79.12	-12.79	465.55	465.75
AW	2804+89.12	-12.79	465.60	465.84
AX	2804+99.12	-12.79	465.65	465.92
AY	2805+09.12	-12.79	465.70	465.99
AZ	2805+19.12	-12.79	465.75	466.06
BA	2805+29.12	-12.79	465.80	466.12
BB	2805+39.12	-12.79	465.85	466.16

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+49.12	-12.79	465.90	466.20
BD	2805+59.12	-12.79	465.94	466.22
BE	2805+69.12	-12.79	465.98	466.23
BF	2805+79.12	-12.79	466.02	466.23
BG	2805+89.12	-12.79	466.05	466.22
BH	2805+99.12	-12.79	466.07	466.20
BI	2806+09.12	-12.79	466.09	466.18
BJ	2806+19.12	-12.79	466.10	466.16
BK	2806+29.12	-12.79	466.11	466.14
BL	2806+39.12	-12.79	466.11	466.13
℄ Brg. Pier 13	2806+45.12	-12.79	466.11	466.14
BM	2806+55.12	-12.79	466.11	466.13
BN	2806+65.12	-12.79	466.10	466.13
BO	2806+75.12	-12.79	466.09	466.14
BP	2806+85.12	-12.79	466.07	466.15
BQ	2806+95.12	-12.79	466.04	466.17
BR	2807+05.12	-12.79	466.01	466.18
BS	2807+15.12	-12.79	465.98	466.19
BT	2807+25.12	-12.79	465.94	466.19
BU	2807+35.12	-12.79	465.89	466.17
BV	2807+45.12	-12.79	465.85	466.15
BW	2807+55.12	-12.79	465.80	466.11
BX	2807+65.12	-12.79	465.75	466.07
BY	2807+75.12	-12.79	465.70	466.02
BZ	2807+85.12	-12.79	465.65	465.95
CA	2807+95.12	-12.79	465.60	465.88
CB	2808+05.12	-12.79	465.55	465.80
CC	2808+15.12	-12.79	465.50	465.71
CD	2808+25.12	-12.79	465.45	465.62
CE	2808+35.12	-12.79	465.40	465.53
CF	2808+45.12	-12.79	465.35	465.44
CG	2808+55.12	-12.79	465.30	465.35
CH	2808+65.12	-12.79	465.25	465.28
CI	2808+75.12	-12.79	465.20	465.22
℄ Brg. Pier 14	2808+81.12	-12.79	465.17	465.19
CJ	2808+91.12	-12.79	465.12	465.13
CK	2809+01.12	-12.79	465.07	465.09
CL	2809+11.12	-12.79	465.02	465.07
CM	2809+21.12	-12.79	464.97	465.05
CN	2809+31.12	-12.79	464.92	465.04
CO	2809+41.12	-12.79	464.87	465.04
CP	2809+51.12	-12.79	464.82	465.03
CQ	2809+61.12	-12.79	464.77	465.02
CR	2809+71.12	-12.79	464.72	465.00
CS	2809+81.12	-12.79	464.67	464.98
CT	2809+91.12	-12.79	464.62	464.94
CU	2810+01.12	-12.79	464.57	464.90
CV	2810+11.12	-12.79	464.52	464.84
CW	2810+21.12	-12.79	464.47	464.78
CX	2810+31.12	-12.79	464.42	464.71
CY	2810+41.12	-12.79	464.37	464.62
CZ	2810+51.12	-12.79	464.32	464.54
DA	2810+61.12	-12.79	464.27	464.45
DB	2810+71.12	-12.79	464.22	464.35
DC	2810+81.12	-12.79	464.17	464.26
DD	2810+91.12	-12.79	464.12	464.18
DE	2811+01.12	-12.79	464.07	464.10
DF	2811+11.12	-12.79	464.02	464.04

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+17.12	-12.79	463.99	464.01
DG	2811+27.12	-12.79	463.94	463.95
DH	2811+37.12	-12.79	463.89	463.91
DI	2811+47.12	-12.79	463.84	463.88
DJ	2811+57.12	-12.79	463.79	463.87
DK	2811+67.12	-12.79	463.74	463.85
DL	2811+77.12	-12.79	463.69	463.85
DM	2811+87.12	-12.79	463.64	463.84
DN	2811+97.12	-12.79	463.59	463.82
DO	2812+07.12	-12.79	463.54	463.80
DP	2812+17.12	-12.79	463.49	463.77
DQ	2812+27.12	-12.79	463.44	463.74
DR	2812+37.12	-12.79	463.39	463.69
DS	2812+47.12	-12.79	463.34	463.64
DT	2812+57.12	-12.79	463.29	463.57
DU	2812+67.12	-12.79	463.24	463.50
DV	2812+77.12	-12.79	463.19	463.42
DW	2812+87.12	-12.79	463.14	463.33
DX	2812+97.12	-12.79	463.09	463.24
DY	2813+07.12	-12.79	463.04	463.15
DZ	2813+17.12	-12.79	462.99	463.06
EA	2813+27.12	-12.79	462.94	462.98
EB	2813+37.12	-12.79	462.89	462.91
EC	2813+47.12	-12.79	462.84	462.85
℄ Brg. Pier 16	2813+53.12	-12.79	462.81	462.83
ED	2813+63.12	-12.79	462.76	462.78
EE	2813+73.12	-12.79	462.71	462.74
EF	2813+83.12	-12.79	462.66	462.72
EG	2813+93.12	-12.79	462.61	462.71
EH	2814+03.12	-12.79	462.56	462.71
EI	2814+13.12	-12.79	462.51	462.71
EJ	2814+23.12	-12.79	462.46	462.70
EK	2814+33.12	-12.79	462.41	462.69
EL	2814+43.12	-12.79	462.36	462.68
EM	2814+53.12	-12.79	462.31	462.65
EN	2814+63.12	-12.79	462.26	462.62
EO	2814+73.12	-12.79	462.21	462.57
EP	2814+83.12	-12.79	462.16	462.51
EQ	2814+93.12	-12.79	462.11	462.44
ER	2815+03.12	-12.79	462.06	462.35
ES	2815+13.12	-12.79	462.01	462.26
ET	2815+23.12	-12.79	461.96	462.15
EU	2815+33.12	-12.79	461.91	462.02
℄ W. Brg. Pier 17	2815+45.37	-12.79	461.84	461.86
℄ Exp. Jt. Pier 17	2815+47.62	-12.79	461.83	461.85

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

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+76.40	-2.38	462.86	462.88
℄ E. Brg. Pier 10	2799+78.65	-2.38	462.87	462.89
A	2799+88.65	-2.38	462.92	463.01
B	2799+98.65	-2.38	462.97	463.13
C	2800+08.65	-2.38	463.02	463.24
D	2800+18.65	-2.38	463.07	463.34
E	2800+28.65	-2.38	463.12	463.42
F	2800+38.65	-2.38	463.17	463.49
G	2800+48.65	-2.38	463.22	463.55
H	2800+58.65	-2.38	463.27	463.60
I	2800+68.65	-2.38	463.32	463.63
J	2800+78.65	-2.38	463.37	463.66
K	2800+88.65	-2.38	463.42	463.68
L	2800+98.65	-2.38	463.47	463.69
M	2801+08.65	-2.38	463.52	463.70
N	2801+18.65	-2.38	463.57	463.70
O	2801+28.65	-2.38	463.62	463.71
P	2801+38.65	-2.38	463.67	463.73
Q	2801+48.65	-2.38	463.72	463.75
R	2801+58.65	-2.38	463.77	463.79
℄ Brg. Pier 11	2801+70.90	-2.38	463.83	463.86
S	2801+80.90	-2.38	463.88	463.90
T	2801+90.90	-2.38	463.93	463.97
U	2802+00.90	-2.38	463.98	464.05
V	2802+10.90	-2.38	464.03	464.14
W	2802+20.90	-2.38	464.08	464.24
X	2802+30.90	-2.38	464.13	464.34
Y	2802+40.90	-2.38	464.18	464.44
Z	2802+50.90	-2.38	464.23	464.53
AA	2802+60.90	-2.38	464.28	464.62
AB	2802+70.90	-2.38	464.33	464.70
AC	2802+80.90	-2.38	464.38	464.76
AD	2802+90.90	-2.38	464.43	464.82
AE	2803+00.90	-2.38	464.48	464.86
AF	2803+10.90	-2.38	464.53	464.89
AG	2803+20.90	-2.38	464.58	464.91
AH	2803+30.90	-2.38	464.63	464.92
AI	2803+40.90	-2.38	464.68	464.93
AJ	2803+50.90	-2.38	464.73	464.93
AK	2803+60.90	-2.38	464.78	464.93
AL	2803+70.90	-2.38	464.83	464.93
AM	2803+80.90	-2.38	464.88	464.94
AN	2803+90.90	-2.38	464.93	464.96
AO	2804+00.90	-2.38	464.98	465.00
℄ Brg. Pier 12	2804+06.90	-2.38	465.01	465.03
AP	2804+16.90	-2.38	465.06	465.07
AQ	2804+26.90	-2.38	465.11	465.13
AR	2804+36.90	-2.38	465.16	465.20
AS	2804+46.90	-2.38	465.21	465.28
AT	2804+56.90	-2.38	465.26	465.37
AU	2804+66.90	-2.38	465.31	465.47
AV	2804+76.90	-2.38	465.36	465.56
AW	2804+86.90	-2.38	465.41	465.65
AX	2804+96.90	-2.38	465.46	465.73
AY	2805+06.90	-2.38	465.51	465.81
AZ	2805+16.90	-2.38	465.56	465.87
BA	2805+26.90	-2.38	465.61	465.93
BB	2805+36.90	-2.38	465.66	465.97

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+46.90	-2.38	465.71	466.01
BD	2805+56.90	-2.38	465.76	466.04
BE	2805+66.90	-2.38	465.80	466.05
BF	2805+76.90	-2.38	465.83	466.04
BG	2805+86.90	-2.38	465.86	466.03
BH	2805+96.90	-2.38	465.89	466.02
BI	2806+06.90	-2.38	465.91	466.00
BJ	2806+16.90	-2.38	465.92	465.98
BK	2806+26.90	-2.38	465.93	465.96
BL	2806+36.90	-2.38	465.94	465.96
℄ Brg. Pier 13	2806+42.90	-2.38	465.94	465.96
BM	2806+52.90	-2.38	465.93	465.95
BN	2806+62.90	-2.38	465.93	465.95
BO	2806+72.90	-2.38	465.91	465.96
BP	2806+82.90	-2.38	465.89	465.98
BQ	2806+92.90	-2.38	465.87	466.00
BR	2807+02.90	-2.38	465.84	466.01
BS	2807+12.90	-2.38	465.81	466.02
BT	2807+22.90	-2.38	465.77	466.02
BU	2807+32.90	-2.38	465.73	466.01
BV	2807+42.90	-2.38	465.68	465.98
BW	2807+52.90	-2.38	465.63	465.95
BX	2807+62.90	-2.38	465.58	465.90
BY	2807+72.90	-2.38	465.53	465.85
BZ	2807+82.90	-2.38	465.48	465.79
CA	2807+92.90	-2.38	465.43	465.71
CB	2808+02.90	-2.38	465.38	465.63
CC	2808+12.90	-2.38	465.33	465.54
CD	2808+22.90	-2.38	465.28	465.45
CE	2808+32.90	-2.38	465.23	465.36
CF	2808+42.90	-2.38	465.18	465.27
CG	2808+52.90	-2.38	465.13	465.19
CH	2808+62.90	-2.38	465.08	465.11
CI	2808+72.90	-2.38	465.03	465.05
℄ Brg. Pier 14	2808+78.90	-2.38	465.00	465.02
CJ	2808+88.90	-2.38	464.95	464.97
CK	2808+98.90	-2.38	464.90	464.93
CL	2809+08.90	-2.38	464.85	464.90
CM	2809+18.90	-2.38	464.80	464.89
CN	2809+28.90	-2.38	464.75	464.88
CO	2809+38.90	-2.38	464.70	464.87
CP	2809+48.90	-2.38	464.65	464.86
CQ	2809+58.90	-2.38	464.60	464.85
CR	2809+68.90	-2.38	464.55	464.84
CS	2809+78.90	-2.38	464.50	464.81
CT	2809+88.90	-2.38	464.45	464.78
CU	2809+98.90	-2.38	464.40	464.73
CV	2810+08.90	-2.38	464.35	464.68
CW	2810+18.90	-2.38	464.30	464.61
CX	2810+28.90	-2.38	464.25	464.54
CY	2810+38.90	-2.38	464.20	464.46
CZ	2810+48.90	-2.38	464.15	464.37
DA	2810+58.90	-2.38	464.10	464.28
DB	2810+68.90	-2.38	464.05	464.19
DC	2810+78.90	-2.38	464.00	464.10
DD	2810+88.90	-2.38	463.95	464.01
DE	2810+98.90	-2.38	463.90	463.93
DF	2811+08.90	-2.38	463.85	463.87

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+14.90	-2.38	463.82	463.84
DG	2811+24.90	-2.38	463.77	463.78
DH	2811+34.90	-2.38	463.72	463.74
DI	2811+44.90	-2.38	463.67	463.72
DJ	2811+54.90	-2.38	463.62	463.70
DK	2811+64.90	-2.38	463.57	463.69
DL	2811+74.90	-2.38	463.52	463.68
DM	2811+84.90	-2.38	463.47	463.67
DN	2811+94.90	-2.38	463.42	463.66
DO	2812+04.90	-2.38	463.37	463.64
DP	2812+14.90	-2.38	463.32	463.61
DQ	2812+24.90	-2.38	463.27	463.57
DR	2812+34.90	-2.38	463.22	463.53
DS	2812+44.90	-2.38	463.17	463.47
DT	2812+54.90	-2.38	463.12	463.41
DU	2812+64.90	-2.38	463.07	463.33
DV	2812+74.90	-2.38	463.02	463.25
DW	2812+84.90	-2.38	462.97	463.17
DX	2812+94.90	-2.38	462.92	463.08
DY	2813+04.90	-2.38	462.87	462.99
DZ	2813+14.90	-2.38	462.82	462.90
EA	2813+24.90	-2.38	462.77	462.82
EB	2813+34.90	-2.38	462.72	462.74
EC	2813+44.90	-2.38	462.67	462.69
℄ Brg. Pier 16	2813+50.90	-2.38	462.64	462.66
ED	2813+60.90	-2.38	462.59	462.61
EE	2813+70.90	-2.38	462.54	462.58
EF	2813+80.90	-2.38	462.49	462.56
EG	2813+90.90	-2.38	462.44	462.55
EH	2814+00.90	-2.38	462.39	462.54
EI	2814+10.90	-2.38	462.34	462.54
EJ	2814+20.90	-2.38	462.29	462.53
EK	2814+30.90	-2.38	462.24	462.53
EL	2814+40.90	-2.38	462.19	462.51
EM	2814+50.90	-2.38	462.14	462.49
EN	2814+60.90	-2.38	462.09	462.45
EO	2814+70.90	-2.38	462.04	462.40
EP	2814+80.90	-2.38	461.99	462.35
EQ	2814+90.90	-2.38	461.94	462.27
ER	2815+00.90	-2.38	461.89	462.19
ES	2815+10.90	-2.38	461.84	462.09
ET	2815+20.90	-2.38	461.79	461.98
EU	2815+30.90	-2.38	461.74	461.86
℄ W. Brg. Pier 17	2815+43.15	-2.38	461.68	461.70
℄ Exp. Jt. Pier 17	2815+45.40	-2.38	461.67	461.69

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

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+75.90	0.00	462.81	462.83
℄ E. Brg. Pier 10	2799+78.15	0.00	462.82	462.84
A	2799+88.15	0.00	462.87	462.96
B	2799+98.15	0.00	462.92	463.08
C	2800+08.15	0.00	462.97	463.19
D	2800+18.15	0.00	463.02	463.29
E	2800+28.15	0.00	463.07	463.37
F	2800+38.15	0.00	463.12	463.44
G	2800+48.15	0.00	463.17	463.50
H	2800+58.15	0.00	463.22	463.55
I	2800+68.15	0.00	463.27	463.58
J	2800+78.15	0.00	463.32	463.61
K	2800+88.15	0.00	463.37	463.63
L	2800+98.15	0.00	463.42	463.64
M	2801+08.15	0.00	463.47	463.65
N	2801+18.15	0.00	463.52	463.65
O	2801+28.15	0.00	463.57	463.66
P	2801+38.15	0.00	463.62	463.68
Q	2801+48.15	0.00	463.67	463.70
R	2801+58.15	0.00	463.72	463.74
℄ Brg. Pier 11	2801+70.40	0.00	463.78	463.81
S	2801+80.40	0.00	463.83	463.85
T	2801+90.40	0.00	463.88	463.92
U	2802+00.40	0.00	463.93	464.00
V	2802+10.40	0.00	463.98	464.09
W	2802+20.40	0.00	464.03	464.19
X	2802+30.40	0.00	464.08	464.29
Y	2802+40.40	0.00	464.13	464.39
Z	2802+50.40	0.00	464.18	464.48
AA	2802+60.40	0.00	464.23	464.57
AB	2802+70.40	0.00	464.28	464.65
AC	2802+80.40	0.00	464.33	464.71
AD	2802+90.40	0.00	464.38	464.77
AE	2803+00.40	0.00	464.43	464.81
AF	2803+10.40	0.00	464.48	464.84
AG	2803+20.40	0.00	464.53	464.86
AH	2803+30.40	0.00	464.58	464.87
AI	2803+40.40	0.00	464.63	464.88
AJ	2803+50.40	0.00	464.68	464.88
AK	2803+60.40	0.00	464.73	464.88
AL	2803+70.40	0.00	464.78	464.88
AM	2803+80.40	0.00	464.83	464.89
AN	2803+90.40	0.00	464.88	464.91
AO	2804+00.40	0.00	464.93	464.95
℄ Brg. Pier 12	2804+06.40	0.00	464.96	464.98
AP	2804+16.40	0.00	465.01	465.02
AQ	2804+26.40	0.00	465.06	465.08
AR	2804+36.40	0.00	465.11	465.15
AS	2804+46.40	0.00	465.16	465.23
AT	2804+56.40	0.00	465.21	465.32
AU	2804+66.40	0.00	465.26	465.42
AV	2804+76.40	0.00	465.31	465.51
AW	2804+86.40	0.00	465.36	465.60
AX	2804+96.40	0.00	465.41	465.68
AY	2805+06.40	0.00	465.46	465.75
AZ	2805+16.40	0.00	465.51	465.82
BA	2805+26.40	0.00	465.56	465.88
BB	2805+36.40	0.00	465.61	465.92

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+46.40	0.00	465.66	465.96
BD	2805+56.40	0.00	465.71	465.99
BE	2805+66.40	0.00	465.75	466.00
BF	2805+76.40	0.00	465.78	466.00
BG	2805+86.40	0.00	465.81	465.98
BH	2805+96.40	0.00	465.84	465.97
BI	2806+06.40	0.00	465.86	465.95
BJ	2806+16.40	0.00	465.87	465.93
BK	2806+26.40	0.00	465.88	465.91
BL	2806+36.40	0.00	465.89	465.91
℄ Brg. Pier 13	2806+42.40	0.00	465.89	465.91
BM	2806+52.40	0.00	465.89	465.90
BN	2806+62.40	0.00	465.88	465.90
BO	2806+72.40	0.00	465.87	465.92
BP	2806+82.40	0.00	465.85	465.93
BQ	2806+92.40	0.00	465.83	465.95
BR	2807+02.40	0.00	465.80	465.96
BS	2807+12.40	0.00	465.76	465.97
BT	2807+22.40	0.00	465.73	465.97
BU	2807+32.40	0.00	465.68	465.96
BV	2807+42.40	0.00	465.64	465.94
BW	2807+52.40	0.00	465.59	465.90
BX	2807+62.40	0.00	465.54	465.86
BY	2807+72.40	0.00	465.49	465.80
BZ	2807+82.40	0.00	465.44	465.74
CA	2807+92.40	0.00	465.39	465.67
CB	2808+02.40	0.00	465.34	465.59
CC	2808+12.40	0.00	465.29	465.50
CD	2808+22.40	0.00	465.24	465.41
CE	2808+32.40	0.00	465.19	465.32
CF	2808+42.40	0.00	465.14	465.23
CG	2808+52.40	0.00	465.09	465.14
CH	2808+62.40	0.00	465.04	465.07
CI	2808+72.40	0.00	464.99	465.00
℄ Brg. Pier 14	2808+78.40	0.00	464.96	464.98
CJ	2808+88.40	0.00	464.91	464.92
CK	2808+98.40	0.00	464.86	464.88
CL	2809+08.40	0.00	464.81	464.86
CM	2809+18.40	0.00	464.76	464.84
CN	2809+28.40	0.00	464.71	464.83
CO	2809+38.40	0.00	464.66	464.83
CP	2809+48.40	0.00	464.61	464.82
CQ	2809+58.40	0.00	464.56	464.81
CR	2809+68.40	0.00	464.51	464.79
CS	2809+78.40	0.00	464.46	464.77
CT	2809+88.40	0.00	464.41	464.73
CU	2809+98.40	0.00	464.36	464.69
CV	2810+08.40	0.00	464.31	464.63
CW	2810+18.40	0.00	464.26	464.57
CX	2810+28.40	0.00	464.21	464.50
CY	2810+38.40	0.00	464.16	464.41
CZ	2810+48.40	0.00	464.11	464.33
DA	2810+58.40	0.00	464.06	464.24
DB	2810+68.40	0.00	464.01	464.14
DC	2810+78.40	0.00	463.96	464.05
DD	2810+88.40	0.00	463.91	463.96
DE	2810+98.40	0.00	463.86	463.89
DF	2811+08.40	0.00	463.81	463.83

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+14.40	0.00	463.78	463.80
DG	2811+24.40	0.00	463.73	463.74
DH	2811+34.40	0.00	463.68	463.70
DI	2811+44.40	0.00	463.63	463.67
DJ	2811+54.40	0.00	463.58	463.65
DK	2811+64.40	0.00	463.53	463.64
DL	2811+74.40	0.00	463.48	463.63
DM	2811+84.40	0.00	463.43	463.62
DN	2811+94.40	0.00	463.38	463.61
DO	2812+04.40	0.00	463.33	463.59
DP	2812+14.40	0.00	463.28	463.56
DQ	2812+24.40	0.00	463.23	463.53
DR	2812+34.40	0.00	463.18	463.48
DS	2812+44.40	0.00	463.13	463.43
DT	2812+54.40	0.00	463.08	463.36
DU	2812+64.40	0.00	463.03	463.29
DV	2812+74.40	0.00	462.98	463.21
DW	2812+84.40	0.00	462.93	463.12
DX	2812+94.40	0.00	462.88	463.03
DY	2813+04.40	0.00	462.83	462.94
DZ	2813+14.40	0.00	462.78	462.85
EA	2813+24.40	0.00	462.73	462.77
EB	2813+34.40	0.00	462.68	462.70
EC	2813+44.40	0.00	462.63	462.64
℄ Brg. Pier 16	2813+50.40	0.00	462.60	462.62
ED	2813+60.40	0.00	462.55	462.57
EE	2813+70.40	0.00	462.50	462.53
EF	2813+80.40	0.00	462.45	462.51
EG	2813+90.40	0.00	462.40	462.50
EH	2814+00.40	0.00	462.35	462.50
EI	2814+10.40	0.00	462.30	462.49
EJ	2814+20.40	0.00	462.25	462.49
EK	2814+30.40	0.00	462.20	462.48
EL	2814+40.40	0.00	462.15	462.46
EM	2814+50.40	0.00	462.10	462.44
EN	2814+60.40	0.00	462.05	462.41
EO	2814+70.40	0.00	462.00	462.36
EP	2814+80.40	0.00	461.95	462.30
EQ	2814+90.40	0.00	461.90	462.23
ER	2815+00.40	0.00	461.85	462.14
ES	2815+10.40	0.00	461.80	462.05
ET	2815+20.40	0.00	461.75	461.93
EU	2815+30.40	0.00	461.70	461.81
℄ W. Brg. Pier 17	2815+42.65	0.00	461.63	461.65
℄ Exp. Jt. Pier 17	2815+44.90	0.00	461.62	461.64

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

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	2799+74.19	8.04	462.64	462.66
℄ E. Brg. Pier 10	2799+76.44	8.04	462.65	462.67
A	2799+86.44	8.04	462.70	462.79
B	2799+96.44	8.04	462.75	462.90
C	2800+06.44	8.04	462.80	463.01
D	2800+16.44	8.04	462.85	463.10
E	2800+26.44	8.04	462.90	463.18
F	2800+36.44	8.04	462.95	463.25
G	2800+46.44	8.04	463.00	463.31
H	2800+56.44	8.04	463.05	463.35
I	2800+66.44	8.04	463.10	463.39
J	2800+76.44	8.04	463.15	463.42
K	2800+86.44	8.04	463.20	463.44
L	2800+96.44	8.04	463.25	463.45
M	2801+06.44	8.04	463.30	463.47
N	2801+16.44	8.04	463.35	463.48
O	2801+26.44	8.04	463.40	463.49
P	2801+36.44	8.04	463.45	463.51
Q	2801+46.44	8.04	463.50	463.53
R	2801+56.44	8.04	463.55	463.57
℄ Brg. Pier 11	2801+68.69	8.04	463.61	463.64
S	2801+78.69	8.04	463.66	463.68
T	2801+88.69	8.04	463.71	463.74
U	2801+98.69	8.04	463.76	463.82
V	2802+08.69	8.04	463.81	463.91
W	2802+18.69	8.04	463.86	464.00
X	2802+28.69	8.04	463.91	464.10
Y	2802+38.69	8.04	463.96	464.19
Z	2802+48.69	8.04	464.01	464.28
AA	2802+58.69	8.04	464.06	464.36
AB	2802+68.69	8.04	464.11	464.43
AC	2802+78.69	8.04	464.16	464.50
AD	2802+88.69	8.04	464.21	464.55
AE	2802+98.69	8.04	464.26	464.60
AF	2803+08.69	8.04	464.31	464.63
AG	2803+18.69	8.04	464.36	464.65
AH	2803+28.69	8.04	464.41	464.67
AI	2803+38.69	8.04	464.46	464.68
AJ	2803+48.69	8.04	464.51	464.69
AK	2803+58.69	8.04	464.56	464.70
AL	2803+68.69	8.04	464.61	464.70
AM	2803+78.69	8.04	464.66	464.72
AN	2803+88.69	8.04	464.71	464.74
AO	2803+98.69	8.04	464.76	464.78
℄ Brg. Pier 12	2804+04.69	8.04	464.79	464.81
AP	2804+14.69	8.04	464.84	464.85
AQ	2804+24.69	8.04	464.89	464.91
AR	2804+34.69	8.04	464.94	464.98
AS	2804+44.69	8.04	464.99	465.06
AT	2804+54.69	8.04	465.04	465.15
AU	2804+64.69	8.04	465.09	465.24
AV	2804+74.69	8.04	465.14	465.33
AW	2804+84.69	8.04	465.19	465.41
AX	2804+94.69	8.04	465.24	465.49
AY	2805+04.69	8.04	465.29	465.56
AZ	2805+14.69	8.04	465.34	465.63
BA	2805+24.69	8.04	465.39	465.68
BB	2805+34.69	8.04	465.44	465.73

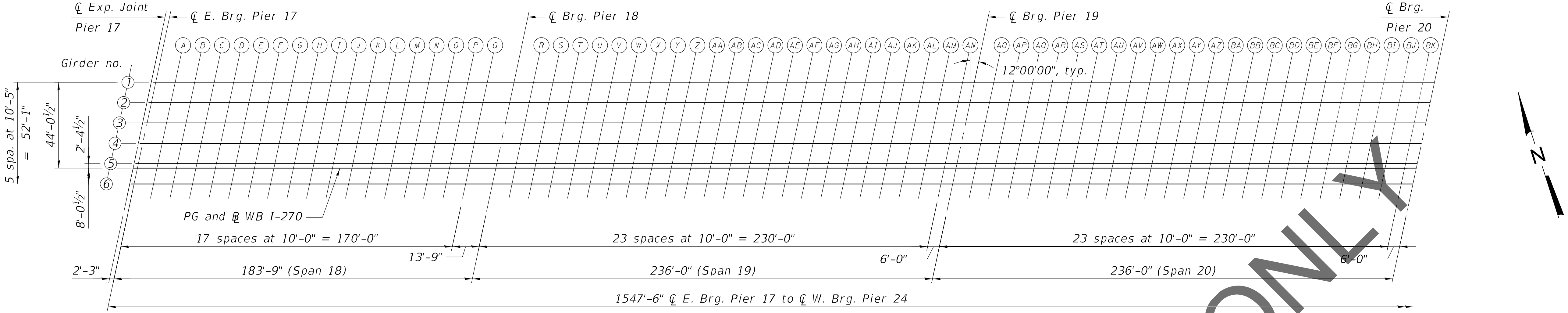
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2805+44.69	8.04	465.50	465.77
BD	2805+54.69	8.04	465.54	465.79
BE	2805+64.69	8.04	465.58	465.81
BF	2805+74.69	8.04	465.62	465.81
BG	2805+84.69	8.04	465.65	465.80
BH	2805+94.69	8.04	465.67	465.79
BI	2806+04.69	8.04	465.70	465.78
BJ	2806+14.69	8.04	465.71	465.76
BK	2806+24.69	8.04	465.72	465.75
BL	2806+34.69	8.04	465.73	465.75
℄ Brg. Pier 13	2806+40.69	8.04	465.73	465.75
BM	2806+50.69	8.04	465.73	465.74
BN	2806+60.69	8.04	465.72	465.75
BO	2806+70.69	8.04	465.71	465.76
BP	2806+80.69	8.04	465.69	465.77
BQ	2806+90.69	8.04	465.67	465.78
BR	2807+00.69	8.04	465.64	465.79
BS	2807+10.69	8.04	465.61	465.80
BT	2807+20.69	8.04	465.57	465.80
BU	2807+30.69	8.04	465.53	465.78
BV	2807+40.69	8.04	465.48	465.76
BW	2807+50.69	8.04	465.43	465.72
BX	2807+60.69	8.04	465.38	465.68
BY	2807+70.69	8.04	465.33	465.62
BZ	2807+80.69	8.04	465.28	465.56
CA	2807+90.69	8.04	465.23	465.49
CB	2808+00.69	8.04	465.18	465.41
CC	2808+10.69	8.04	465.13	465.33
CD	2808+20.69	8.04	465.08	465.24
CE	2808+30.69	8.04	465.03	465.15
CF	2808+40.69	8.04	464.98	465.07
CG	2808+50.69	8.04	464.93	464.98
CH	2808+60.69	8.04	464.88	464.91
CI	2808+70.69	8.04	464.83	464.85
℄ Brg. Pier 14	2808+76.69	8.04	464.80	464.82
CJ	2808+86.69	8.04	464.75	464.77
CK	2808+96.69	8.04	464.70	464.73
CL	2809+06.69	8.04	464.65	464.70
CM	2809+16.69	8.04	464.60	464.68
CN	2809+26.69	8.04	464.55	464.67
CO	2809+36.69	8.04	464.50	464.66
CP	2809+46.69	8.04	464.45	464.65
CQ	2809+56.69	8.04	464.40	464.63
CR	2809+66.69	8.04	464.35	464.61
CS	2809+76.69	8.04	464.30	464.59
CT	2809+86.69	8.04	464.25	464.55
CU	2809+96.69	8.04	464.20	464.50
CV	2810+06.69	8.04	464.15	464.45
CW	2810+16.69	8.04	464.10	464.39
CX	2810+26.69	8.04	464.05	464.32
CY	2810+36.69	8.04	464.00	464.24
CZ	2810+46.69	8.04	463.95	464.15
DA	2810+56.69	8.04	463.90	464.07
DB	2810+66.69	8.04	463.85	463.98
DC	2810+76.69	8.04	463.80	463.89
DD	2810+86.69	8.04	463.75	463.81
DE	2810+96.69	8.04	463.70	463.73
DF	2811+06.69	8.04	463.65	463.67

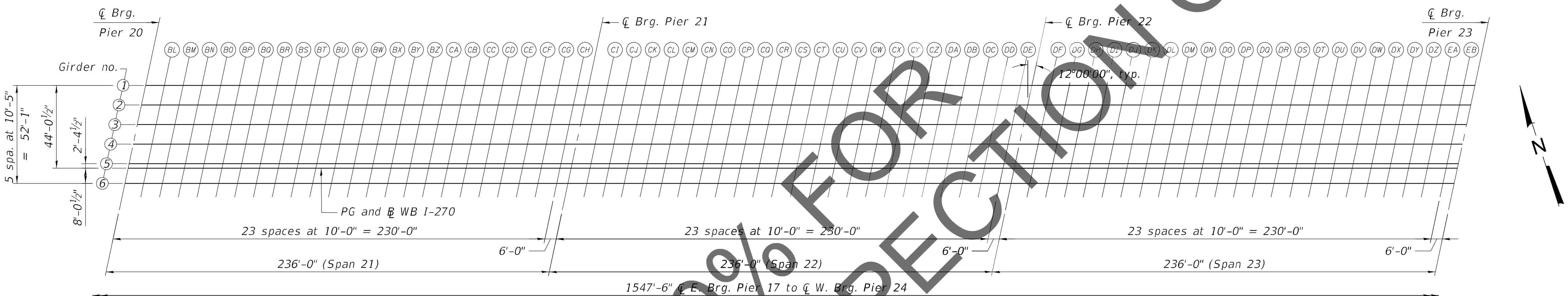
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Brg. Pier 15	2811+12.69	8.04	463.62	463.64
DG	2811+22.69	8.04	463.57	463.59
DH	2811+32.69	8.04	463.52	463.55
DI	2811+42.69	8.04	463.47	463.52
DJ	2811+52.69	8.04	463.42	463.50
DK	2811+62.69	8.04	463.37	463.48
DL	2811+72.69	8.04	463.32	463.47
DM	2811+82.69	8.04	463.27	463.46
DN	2811+92.69	8.04	463.22	463.44
DO	2812+02.69	8.04	463.17	463.42
DP	2812+12.69	8.04	463.12	463.39
DQ	2812+22.69	8.04	463.07	463.35
DR	2812+32.69	8.04	463.02	463.30
DS	2812+42.69	8.04	462.97	463.25
DT	2812+52.69	8.04	462.92	463.18
DU	2812+62.69	8.04	462.87	463.11
DV	2812+72.69	8.04	462.82	463.03
DW	2812+82.69	8.04	462.77	462.95
DX	2812+92.69	8.04	462.72	462.86
DY	2813+02.69	8.04	462.67	462.78
DZ	2813+12.69	8.04	462.62	462.69
EA	2813+22.69	8.04	462.57	462.61
EB	2813+32.69	8.04	462.52	462.55
EC	2813+42.69	8.04	462.47	462.49
℄ Brg. Pier 16	2813+48.69	8.04	462.44	462.47
ED	2813+58.69	8.04	462.39	462.42
EE	2813+68.69	8.04	462.34	462.38
EF	2813+78.69	8.04	462.29	462.36
EG	2813+88.69	8.04	462.24	462.34
EH	2813+98.69	8.04	462.19	462.33
EI	2814+08.69	8.04	462.14	462.33
EJ	2814+18.69	8.04	462.09	462.32
EK	2814+28.69	8.04	462.04	462.30
EL	2814+38.69	8.04	461.99	462.29
EM	2814+48.69	8.04	461.94	462.26
EN	2814+58.69	8.04	461.89	462.22
EO	2814+68.69	8.04	461.84	462.18
EP	2814+78.69	8.04	461.79	462.12
EQ	2814+88.69	8.04	461.74	462.05
ER	2814+98.69	8.04	461.69	461.96
ES	2815+08.69	8.04	461.64	461.87
ET	2815+18.69	8.04	461.59	461.77
EU	2815+28.69	8.04	461.54	461.65
℄ W. Brg. Pier 17	2815+40.94	8.04	461.48	461.50
℄ Exp. Jt. Pier 17	2815+43.19	8.04	461.47	461.49

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



PARTIAL PLAN



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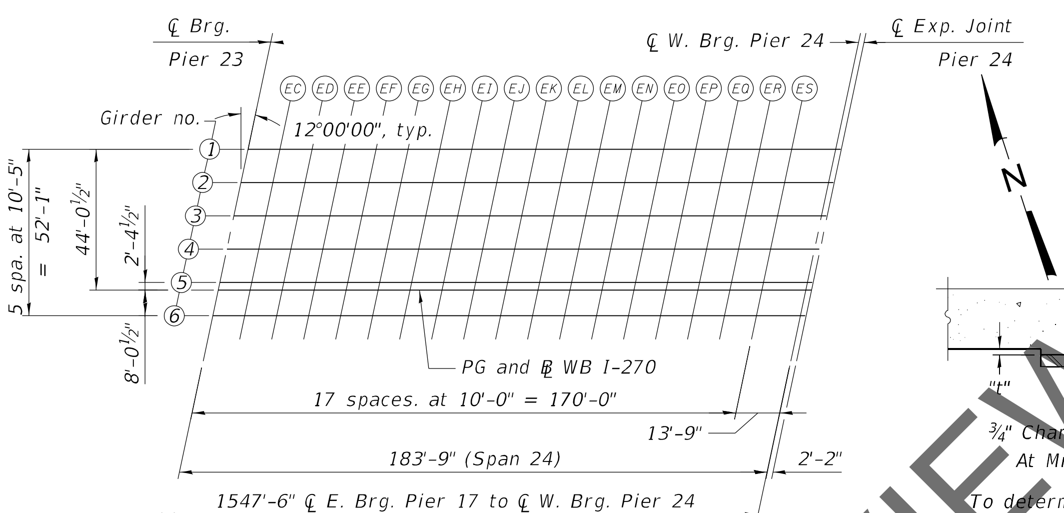

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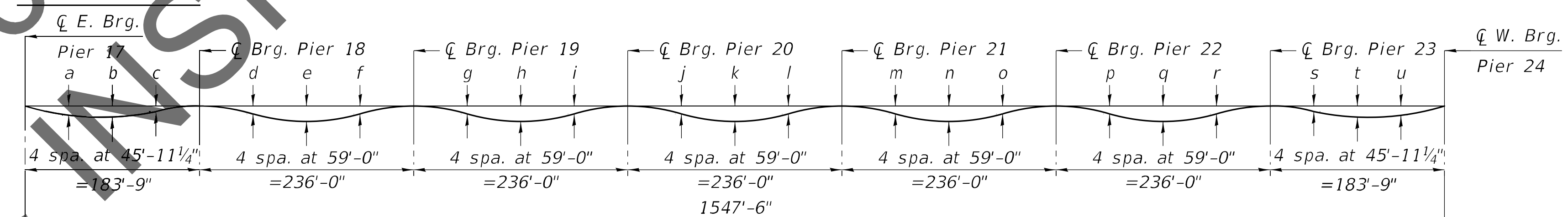
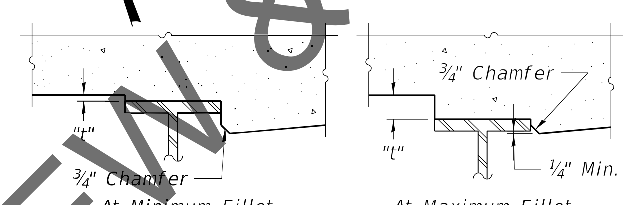


DEAD LOAD DEFLECTION DIAGRAM

(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 42 thru 48 of 288.



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 42 thru 48 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 42 thru 48 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Location	Interior Girder	Exterior Girder
a	2 ½"	2 ⅜"
b	2 ⅝"	2 ⅜"
c	0 ⅞"	0 ¾"
d	2 ¼"	2"
e	4 ⅝"	4 ⅛"
f	2 ⅜"	2"
g	1 ½"	1 ⅜"

Location	Interior Girder	Exterior Girder
h	3 ½"	3 ¼"
i	1 ⅞"	1 ⅝"
j	1 ⅝"	1 ½"
k	3 ¾"	3 ⅜"
l	2"	1 ¾"
m	1 ⅝"	1 ½"
n	3 ¾"	3 ⅜"

Location	Interior Girder	Exterior Girder
o	1 ⅞"	1 ¾"
p	1 ⅝"	1 ½"
q	3 ¾"	3 ⅜"
r	1 ⅞"	1 ¾"
s	1"	1"
t	3"	2 ⅝"
u	2 ¾"	2 ½"

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+54.26	-44.04	461.18	461.20
℄ E. Brg. Pier 17	2815+56.51	-44.04	461.16	461.18
A	2815+66.51	-44.04	461.11	461.19
B	2815+76.51	-44.04	461.06	461.19
C	2815+86.51	-44.04	461.01	461.19
D	2815+96.51	-44.04	460.96	461.17
E	2816+06.51	-44.04	460.91	461.14
F	2816+16.51	-44.04	460.86	461.10
G	2816+26.51	-44.04	460.81	461.06
H	2816+36.51	-44.04	460.76	461.00
I	2816+46.51	-44.04	460.71	460.94
J	2816+56.51	-44.04	460.66	460.87
K	2816+66.51	-44.04	460.61	460.79
L	2816+76.51	-44.04	460.56	460.71
M	2816+86.51	-44.04	460.51	460.63
N	2816+96.51	-44.04	460.46	460.55
O	2817+06.51	-44.04	460.41	460.47
P	2817+16.51	-44.04	460.36	460.40
Q	2817+26.51	-44.04	460.31	460.33
℄ Brg. Pier 18	2817+40.26	-44.04	460.25	460.27
R	2817+50.26	-44.04	460.20	460.22
S	2817+60.26	-44.04	460.15	460.18
T	2817+70.26	-44.04	460.10	460.16
U	2817+80.26	-44.04	460.05	460.15
V	2817+90.26	-44.04	460.00	460.15
W	2818+00.26	-44.04	459.95	460.14
X	2818+10.26	-44.04	459.90	460.14
Y	2818+20.26	-44.04	459.85	460.13
Z	2818+30.26	-44.04	459.80	460.11
AA	2818+40.26	-44.04	459.75	460.08
AB	2818+50.26	-44.04	459.70	460.05
AC	2818+60.26	-44.04	459.65	460.00
AD	2818+70.26	-44.04	459.60	459.94
AE	2818+80.26	-44.04	459.55	459.88
AF	2818+90.26	-44.04	459.50	459.80
AG	2819+00.26	-44.04	459.45	459.72
AH	2819+10.26	-44.04	459.40	459.62
AI	2819+20.26	-44.04	459.35	459.53
AJ	2819+30.26	-44.04	459.30	459.44
AK	2819+40.26	-44.04	459.25	459.34
AL	2819+50.26	-44.04	459.20	459.25
AM	2819+60.26	-44.04	459.15	459.18
AN	2819+70.26	-44.04	459.10	459.12
℄ Brg. Pier 19	2819+76.26	-44.04	459.07	459.09
AO	2819+86.26	-44.04	459.02	459.03
AP	2819+96.26	-44.04	458.97	458.98
AQ	2820+06.26	-44.04	458.92	458.95
AR	2820+16.26	-44.04	458.87	458.93
AS	2820+26.26	-44.04	458.82	458.92
AT	2820+36.26	-44.04	458.77	458.91
AU	2820+46.26	-44.04	458.72	458.89
AV	2820+56.26	-44.04	458.67	458.88
AW	2820+66.26	-44.04	458.62	458.86
AX	2820+76.26	-44.04	458.57	458.83
AY	2820+86.26	-44.04	458.52	458.79
AZ	2820+96.26	-44.04	458.47	458.75
BA	2821+06.26	-44.04	458.42	458.70
BB	2821+16.26	-44.04	458.37	458.63

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+26.26	-44.04	458.32	458.56
BD	2821+36.26	-44.04	458.27	458.49
BE	2821+46.26	-44.04	458.22	458.40
BF	2821+56.26	-44.04	458.17	458.32
BG	2821+66.26	-44.04	458.12	458.23
BH	2821+76.26	-44.04	458.07	458.14
BI	2821+86.26	-44.04	458.02	458.06
BJ	2821+96.26	-44.04	457.97	457.99
BK	2822+06.26	-44.04	457.92	457.93
℄ Brg. Pier 20	2822+12.26	-44.04	457.89	457.91
BL	2822+22.26	-44.04	457.84	457.85
BM	2822+32.26	-44.04	457.79	457.81
BN	2822+42.26	-44.04	457.74	457.78
BO	2822+52.26	-44.04	457.69	457.77
BP	2822+62.26	-44.04	457.64	457.75
BQ	2822+72.26	-44.04	457.59	457.74
BR	2822+82.26	-44.04	457.54	457.73
BS	2822+92.26	-44.04	457.49	457.71
BT	2823+02.26	-44.04	457.44	457.69
BU	2823+12.26	-44.04	457.39	457.66
BV	2823+22.26	-44.04	457.34	457.63
BW	2823+32.26	-44.04	457.29	457.58
BX	2823+42.26	-44.04	457.24	457.53
BY	2823+52.26	-44.04	457.19	457.46
BZ	2823+62.26	-44.04	457.14	457.39
CA	2823+72.26	-44.04	457.09	457.32
CB	2823+82.26	-44.04	457.04	457.23
CC	2823+92.26	-44.04	456.99	457.14
CD	2824+02.26	-44.04	456.94	457.06
CE	2824+12.26	-44.04	456.89	456.97
CF	2824+22.26	-44.04	456.84	456.89
CG	2824+32.26	-44.04	456.79	456.81
CH	2824+42.26	-44.04	456.74	456.75
℄ Brg. Pier 21	2824+48.26	-44.04	456.71	456.73
CI	2824+58.26	-44.04	456.66	456.67
CJ	2824+68.26	-44.04	456.61	456.63
CK	2824+78.26	-44.04	456.56	456.60
CL	2824+88.26	-44.04	456.51	456.58
CM	2824+98.26	-44.04	456.46	456.57
CN	2825+08.26	-44.04	456.41	456.56
CO	2825+18.26	-44.04	456.36	456.55
CP	2825+28.26	-44.04	456.31	456.53
CQ	2825+38.26	-44.04	456.26	456.51
CR	2825+48.26	-44.04	456.21	456.48
CS	2825+58.26	-44.04	456.16	456.44
CT	2825+68.26	-44.04	456.11	456.40
CU	2825+78.26	-44.04	456.06	456.34
CV	2825+88.26	-44.04	456.01	456.28
CW	2825+98.26	-44.04	455.96	456.21
CX	2826+08.26	-44.04	455.91	456.13
CY	2826+18.26	-44.04	455.86	456.05
CZ	2826+28.26	-44.04	455.81	455.96
DA	2826+38.26	-44.04	455.76	455.87
DB	2826+48.26	-44.04	455.71	455.79
DC	2826+58.26	-44.04	455.66	455.71
DD	2826+68.26	-44.04	455.61	455.63
DE	2826+78.26	-44.04	455.56	455.57
℄ Brg. Pier 22	2826+84.26	-44.04	455.53	455.55

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+94.26	-44.04	455.48	455.49
DG	2827+04.26	-44.04	455.43	455.45
DH	2827+14.26	-44.04	455.38	455.42
DI	2827+24.26	-44.04	455.33	455.41
DJ	2827+34.26	-44.04	455.28	455.39
DK	2827+44.26	-44.04	455.23	455.38
DL	2827+54.26	-44.04	455.18	455.37
DM	2827+64.26	-44.04	455.13	455.36
DN	2827+74.26	-44.04	455.08	455.33
DO	2827+84.26	-44.04	455.03	455.31
DP	2827+94.26	-44.04	454.98	455.27
DQ	2828+04.26	-44.04	454.93	455.22
DR	2828+14.26	-44.04	454.88	455.17
DS	2828+24.26	-44.04	454.83	455.11
DT	2828+34.26	-44.04	454.78	455.04
DU	2828+44.26	-44.04	454.73	454.96
DV	2828+54.26	-44.04	454.68	454.87
DW	2828+64.26	-44.04	454.63	454.78
DX	2828+74.26	-44.04	454.58	454.70
DY	2828+84.26	-44.04	454.53	454.61
DZ	2828+94.26	-44.04	454.48	454.53
EA	2829+04.26	-44.04	454.43	454.45
EB	2829+14.26	-44.04	454.38	454.39
℄ Brg. Pier 23	2829+20.26	-44.04	454.35	454.37
EC	2829+30.26	-44.04	454.30	454.31
ED	2829+40.26	-44.04	454.25	454.27
EE	2829+50.26	-44.04	454.20	454.25
EF	2829+60.26	-44.04	454.15	454.23
EG	2829+70.26	-44.04	454.10	454.21
EH	2829+80.26	-44.04	454.05	454.20
EI	2829+90.26	-44.04	454.00	454.18
EJ	2830+00.26	-44.04	453.95	454.16
EK	2830+10.26	-44.04	453.90	454.13
EL	2830+20.26	-44.04	453.85	454.10
EM	2830+30.26	-44.04	453.80	454.06
EN	2830+40.26	-44.04	453.75	454.01
EO	2830+50.26	-44.04	453.70	453.95
EP	2830+60.26	-44.04	453.65	453.87
EQ	2830+70.26	-44.04	453.60	453.79
ER	2830+80.26	-44.04	453.55	453.70
ES	2830+90.26	-44.04	453.50	453.60
℄ W. Brg. Pier 24	2831+04.01	-44.04	453.43	453.45
℄ Exp. Jt. Pier 24	2831+06.17	-44.04	453.42	453.44

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

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+52.05	-33.63	461.39	461.42
℄ E. Brg. Pier 17	2815+54.30	-33.63	461.38	461.40
A	2815+64.30	-33.63	461.33	461.42
B	2815+74.30	-33.63	461.28	461.42
C	2815+84.30	-33.63	461.23	461.42
D	2815+94.30	-33.63	461.18	461.40
E	2816+04.30	-33.63	461.13	461.38
F	2816+14.30	-33.63	461.08	461.34
G	2816+24.30	-33.63	461.03	461.30
H	2816+34.30	-33.63	460.98	461.24
I	2816+44.30	-33.63	460.93	461.17
J	2816+54.30	-33.63	460.88	461.10
K	2816+64.30	-33.63	460.83	461.02
L	2816+74.30	-33.63	460.78	460.94
M	2816+84.30	-33.63	460.73	460.85
N	2816+94.30	-33.63	460.68	460.77
O	2817+04.30	-33.63	460.63	460.69
P	2817+14.30	-33.63	460.58	460.61
Q	2817+24.30	-33.63	460.53	460.55
℄ Brg. Pier 18	2817+38.05	-33.63	460.46	460.49
R	2817+48.05	-33.63	460.41	460.44
S	2817+58.05	-33.63	460.36	460.41
T	2817+68.05	-33.63	460.31	460.39
U	2817+78.05	-33.63	460.26	460.39
V	2817+88.05	-33.63	460.21	460.39
W	2817+98.05	-33.63	460.16	460.39
X	2818+08.05	-33.63	460.11	460.39
Y	2818+18.05	-33.63	460.06	460.38
Z	2818+28.05	-33.63	460.01	460.37
AA	2818+38.05	-33.63	459.96	460.34
AB	2818+48.05	-33.63	459.91	460.31
AC	2818+58.05	-33.63	459.86	460.26
AD	2818+68.05	-33.63	459.81	460.21
AE	2818+78.05	-33.63	459.76	460.14
AF	2818+88.05	-33.63	459.71	460.06
AG	2818+98.05	-33.63	459.66	459.97
AH	2819+08.05	-33.63	459.61	459.87
AI	2819+18.05	-33.63	459.56	459.77
AJ	2819+28.05	-33.63	459.51	459.67
AK	2819+38.05	-33.63	459.46	459.57
AL	2819+48.05	-33.63	459.41	459.48
AM	2819+58.05	-33.63	459.36	459.40
AN	2819+68.05	-33.63	459.31	459.34
℄ Brg. Pier 19	2819+74.05	-33.63	459.28	459.31
AO	2819+84.05	-33.63	459.23	459.24
AP	2819+94.05	-33.63	459.18	459.20
AQ	2820+04.05	-33.63	459.13	459.17
AR	2820+14.05	-33.63	459.08	459.15
AS	2820+24.05	-33.63	459.03	459.14
AT	2820+34.05	-33.63	458.98	459.14
AU	2820+44.05	-33.63	458.93	459.13
AV	2820+54.05	-33.63	458.88	459.12
AW	2820+64.05	-33.63	458.83	459.10
AX	2820+74.05	-33.63	458.78	459.07
AY	2820+84.05	-33.63	458.73	459.04
AZ	2820+94.05	-33.63	458.68	459.00
BA	2821+04.05	-33.63	458.63	458.94
BB	2821+14.05	-33.63	458.58	458.88

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+24.05	-33.63	458.53	458.81
BD	2821+34.05	-33.63	458.48	458.73
BE	2821+44.05	-33.63	458.43	458.64
BF	2821+54.05	-33.63	458.38	458.55
BG	2821+64.05	-33.63	458.33	458.46
BH	2821+74.05	-33.63	458.28	458.37
BI	2821+84.05	-33.63	458.23	458.29
BJ	2821+94.05	-33.63	458.18	458.21
BK	2822+04.05	-33.63	458.13	458.15
℄ Brg. Pier 20	2822+10.05	-33.63	458.10	458.13
BL	2822+20.05	-33.63	458.05	458.07
BM	2822+30.05	-33.63	458.00	458.03
BN	2822+40.05	-33.63	457.95	458.01
BO	2822+50.05	-33.63	457.90	457.99
BP	2822+60.05	-33.63	457.85	457.98
BQ	2822+70.05	-33.63	457.80	457.98
BR	2822+80.05	-33.63	457.75	457.97
BS	2822+90.05	-33.63	457.70	457.96
BT	2823+00.05	-33.63	457.65	457.94
BU	2823+10.05	-33.63	457.60	457.91
BV	2823+20.05	-33.63	457.55	457.88
BW	2823+30.05	-33.63	457.50	457.83
BX	2823+40.05	-33.63	457.45	457.78
BY	2823+50.05	-33.63	457.40	457.71
BZ	2823+60.05	-33.63	457.35	457.64
CA	2823+70.05	-33.63	457.30	457.56
CB	2823+80.05	-33.63	457.25	457.47
CC	2823+90.05	-33.63	457.20	457.38
CD	2824+00.05	-33.63	457.15	457.29
CE	2824+10.05	-33.63	457.10	457.20
CF	2824+20.05	-33.63	457.05	457.11
CG	2824+30.05	-33.63	457.00	457.04
CH	2824+40.05	-33.63	456.95	456.97
℄ Brg. Pier 21	2824+46.05	-33.63	456.92	456.95
CI	2824+56.05	-33.63	456.87	456.89
CJ	2824+66.05	-33.63	456.82	456.85
CK	2824+76.05	-33.63	456.77	456.82
CL	2824+86.05	-33.63	456.72	456.81
CM	2824+96.05	-33.63	456.67	456.80
CN	2825+06.05	-33.63	456.62	456.79
CO	2825+16.05	-33.63	456.57	456.78
CP	2825+26.05	-33.63	456.52	456.77
CQ	2825+36.05	-33.63	456.47	456.75
CR	2825+46.05	-33.63	456.42	456.73
CS	2825+56.05	-33.63	456.37	456.69
CT	2825+66.05	-33.63	456.32	456.65
CU	2825+76.05	-33.63	456.27	456.59
CV	2825+86.05	-33.63	456.22	456.53
CW	2825+96.05	-33.63	456.17	456.46
CX	2826+06.05	-33.63	456.12	456.38
CY	2826+16.05	-33.63	456.07	456.29
CZ	2826+26.05	-33.63	456.02	456.20
DA	2826+36.05	-33.63	455.97	456.11
DB	2826+46.05	-33.63	455.92	456.01
DC	2826+56.05	-33.63	455.87	455.93
DD	2826+66.05	-33.63	455.82	455.85
DE	2826+76.05	-33.63	455.77	455.79
℄ Brg. Pier 22	2826+82.05	-33.63	455.74	455.77

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+92.05	-33.63	455.69	455.71
DG	2827+02.05	-33.63	455.64	455.67
DH	2827+12.05	-33.63	455.59	455.65
DI	2827+22.05	-33.63	455.54	455.63
DJ	2827+32.05	-33.63	455.49	455.62
DK	2827+42.05	-33.63	455.44	455.62
DL	2827+52.05	-33.63	455.39	455.61
DM	2827+62.05	-33.63	455.34	455.60
DN	2827+72.05	-33.63	455.29	455.58
DO	2827+82.05	-33.63	455.24	455.55
DP	2827+92.05	-33.63	455.19	455.52
DQ	2828+02.05	-33.63	455.14	455.47
DR	2828+12.05	-33.63	455.09	455.42
DS	2828+22.05	-33.63	455.04	455.35
DT	2828+32.05	-33.63	454.99	455.28
DU	2828+42.05	-33.63	454.94	455.20
DV	2828+52.05	-33.63	454.89	455.11
DW	2828+62.05	-33.63	454.84	455.02
DX	2828+72.05	-33.63	454.79	454.93
DY	2828+82.05	-33.63	454.74	454.84
DZ	2828+92.05	-33.63	454.69	454.75
EA	2829+02.05	-33.63	454.64	454.68
EB	2829+12.05	-33.63	454.59	454.61
℄ Brg. Pier 23	2829+18.05	-33.63	454.56	454.59
EC	2829+28.05	-33.63	454.51	454.53
ED	2829+38.05	-33.63	454.46	454.49
EE	2829+48.05	-33.63	454.41	454.47
EF	2829+58.05	-33.63	454.36	454.45
EG	2829+68.05	-33.63	454.31	454.44
EH	2829+78.05	-33.63	454.26	454.43
EI	2829+88.05	-33.63	454.21	454.42
EJ	2829+98.05	-33.63	454.16	454.40
EK	2830+08.05	-33.63	454.11	454.38
EL	2830+18.05	-33.63	454.06	454.34
EM	2830+28.05	-33.63	454.01	454.30
EN	2830+38.05	-33.63	453.96	454.25
EO	2830+48.05	-33.63	453.91	454.19
EP	2830+58.05	-33.63	453.86	454.11
EQ	2830+68.05	-33.63	453.81	454.03
ER	2830+78.05	-33.63	453.76	453.93
ES	2830+88.05	-33.63	453.71	453.83
℄ W. Brg. Pier 24	2831+01.80	-33.63	453.65	453.66
℄ Exp. Jt. Pier 24	2831+03.96	-33.63	453.64	453.66

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

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+49.83	-23.21	461.61	461.63
℄ E. Brg. Pier 17	2815+52.08	-23.21	461.60	461.62
A	2815+62.08	-23.21	461.55	461.64
B	2815+72.08	-23.21	461.50	461.64
C	2815+82.08	-23.21	461.45	461.64
D	2815+92.08	-23.21	461.40	461.62
E	2816+02.08	-23.21	461.35	461.60
F	2816+12.08	-23.21	461.30	461.56
G	2816+22.08	-23.21	461.25	461.52
H	2816+32.08	-23.21	461.20	461.46
I	2816+42.08	-23.21	461.15	461.39
J	2816+52.08	-23.21	461.10	461.32
K	2816+62.08	-23.21	461.05	461.24
L	2816+72.08	-23.21	461.00	461.16
M	2816+82.08	-23.21	460.95	461.07
N	2816+92.08	-23.21	460.90	460.99
O	2817+02.08	-23.21	460.85	460.91
P	2817+12.08	-23.21	460.80	460.83
Q	2817+22.08	-23.21	460.75	460.77
℄ Brg. Pier 18	2817+35.83	-23.21	460.68	460.71
R	2817+45.83	-23.21	460.63	460.66
S	2817+55.83	-23.21	460.58	460.63
T	2817+65.83	-23.21	460.53	460.61
U	2817+75.83	-23.21	460.48	460.61
V	2817+85.83	-23.21	460.43	460.61
W	2817+95.83	-23.21	460.38	460.61
X	2818+05.83	-23.21	460.33	460.61
Y	2818+15.83	-23.21	460.28	460.60
Z	2818+25.83	-23.21	460.23	460.59
AA	2818+35.83	-23.21	460.18	460.56
AB	2818+45.83	-23.21	460.13	460.53
AC	2818+55.83	-23.21	460.08	460.48
AD	2818+65.83	-23.21	460.03	460.42
AE	2818+75.83	-23.21	459.98	460.36
AF	2818+85.83	-23.21	459.93	460.28
AG	2818+95.83	-23.21	459.88	460.19
AH	2819+05.83	-23.21	459.83	460.09
AI	2819+15.83	-23.21	459.78	459.99
AJ	2819+25.83	-23.21	459.73	459.89
AK	2819+35.83	-23.21	459.68	459.79
AL	2819+45.83	-23.21	459.63	459.70
AM	2819+55.83	-23.21	459.58	459.62
AN	2819+65.83	-23.21	459.53	459.56
℄ Brg. Pier 19	2819+71.83	-23.21	459.50	459.53
AO	2819+81.83	-23.21	459.45	459.46
AP	2819+91.83	-23.21	459.40	459.42
AQ	2820+01.83	-23.21	459.35	459.39
AR	2820+11.83	-23.21	459.30	459.37
AS	2820+21.83	-23.21	459.25	459.36
AT	2820+31.83	-23.21	459.20	459.36
AU	2820+41.83	-23.21	459.15	459.35
AV	2820+51.83	-23.21	459.10	459.33
AW	2820+61.83	-23.21	459.05	459.32
AX	2820+71.83	-23.21	459.00	459.29
AY	2820+81.83	-23.21	458.95	459.26
AZ	2820+91.83	-23.21	458.90	459.22
BA	2821+01.83	-23.21	458.85	459.16
BB	2821+11.83	-23.21	458.80	459.10

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+21.83	-23.21	458.75	459.03
BD	2821+31.83	-23.21	458.70	458.95
BE	2821+41.83	-23.21	458.65	458.86
BF	2821+51.83	-23.21	458.60	458.77
BG	2821+61.83	-23.21	458.55	458.68
BH	2821+71.83	-23.21	458.50	458.59
BI	2821+81.83	-23.21	458.45	458.51
BJ	2821+91.83	-23.21	458.40	458.43
BK	2822+01.83	-23.21	458.35	458.37
℄ Brg. Pier 20	2822+07.83	-23.21	458.32	458.35
BL	2822+17.83	-23.21	458.27	458.29
BM	2822+27.83	-23.21	458.22	458.25
BN	2822+37.83	-23.21	458.17	458.23
BO	2822+47.83	-23.21	458.12	458.21
BP	2822+57.83	-23.21	458.07	458.20
BQ	2822+67.83	-23.21	458.02	458.19
BR	2822+77.83	-23.21	457.97	458.19
BS	2822+87.83	-23.21	457.92	458.17
BT	2822+97.83	-23.21	457.87	458.16
BU	2823+07.83	-23.21	457.82	458.13
BV	2823+17.83	-23.21	457.77	458.10
BW	2823+27.83	-23.21	457.72	458.05
BX	2823+37.83	-23.21	457.67	458.00
BY	2823+47.83	-23.21	457.62	457.93
BZ	2823+57.83	-23.21	457.57	457.86
CA	2823+67.83	-23.21	457.52	457.78
CB	2823+77.83	-23.21	457.47	457.69
CC	2823+87.83	-23.21	457.42	457.60
CD	2823+97.83	-23.21	457.37	457.51
CE	2824+07.83	-23.21	457.32	457.42
CF	2824+17.83	-23.21	457.27	457.33
CG	2824+27.83	-23.21	457.22	457.26
CH	2824+37.83	-23.21	457.17	457.19
℄ Brg. Pier 21	2824+43.83	-23.21	457.14	457.17
CI	2824+53.83	-23.21	457.09	457.11
CJ	2824+63.83	-23.21	457.04	457.07
CK	2824+73.83	-23.21	456.99	457.04
CL	2824+83.83	-23.21	456.94	457.03
CM	2824+93.83	-23.21	456.89	457.02
CN	2825+03.83	-23.21	456.84	457.01
CO	2825+13.83	-23.21	456.79	457.00
CP	2825+23.83	-23.21	456.74	456.99
CQ	2825+33.83	-23.21	456.69	456.97
CR	2825+43.83	-23.21	456.64	456.95
CS	2825+53.83	-23.21	456.59	456.91
CT	2825+63.83	-23.21	456.54	456.87
CU	2825+73.83	-23.21	456.49	456.81
CV	2825+83.83	-23.21	456.44	456.75
CW	2825+93.83	-23.21	456.39	456.68
CX	2826+03.83	-23.21	456.34	456.59
CY	2826+13.83	-23.21	456.29	456.51
CZ	2826+23.83	-23.21	456.24	456.42
DA	2826+33.83	-23.21	456.19	456.32
DB	2826+43.83	-23.21	456.14	456.23
DC	2826+53.83	-23.21	456.09	456.15
DD	2826+63.83	-23.21	456.04	456.07
DE	2826+73.83	-23.21	455.99	456.01
℄ Brg. Pier 22	2826+79.83	-23.21	455.96	455.99

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+89.83	-23.21	455.91	455.93
DG	2826+99.83	-23.21	455.86	455.89
DH	2827+09.83	-23.21	455.81	455.87
DI	2827+19.83	-23.21	455.76	455.85
DJ	2827+29.83	-23.21	455.71	455.84
DK	2827+39.83	-23.21	455.66	455.84
DL	2827+49.83	-23.21	455.61	455.83
DM	2827+59.83	-23.21	455.56	455.82
DN	2827+69.83	-23.21	455.51	455.80
DO	2827+79.83	-23.21	455.46	455.77
DP	2827+89.83	-23.21	455.41	455.74
DQ	2827+99.83	-23.21	455.36	455.69
DR	2828+09.83	-23.21	455.31	455.64
DS	2828+19.83	-23.21	455.26	455.57
DT	2828+29.83	-23.21	455.21	455.50
DU	2828+39.83	-23.21	455.16	455.42
DV	2828+49.83	-23.21	455.11	455.33
DW	2828+59.83	-23.21	455.06	455.24
DX	2828+69.83	-23.21	455.01	455.15
DY	2828+79.83	-23.21	454.96	455.06
DZ	2828+89.83	-23.21	454.91	454.97
EA	2828+99.83	-23.21	454.86	454.89
EB	2829+09.83	-23.21	454.81	454.83
℄ Brg. Pier 23	2829+15.83	-23.21	454.78	454.81
EC	2829+25.83	-23.21	454.73	454.75
ED	2829+35.83	-23.21	454.68	454.71
EE	2829+45.83	-23.21	454.63	454.69
EF	2829+55.83	-23.21	454.58	454.67
EG	2829+65.83	-23.21	454.53	454.66
EH	2829+75.83	-23.21	454.48	454.65
EI	2829+85.83	-23.21	454.43	454.63
EJ	2829+95.83	-23.21	454.38	454.62
EK	2830+05.83	-23.21	454.33	454.59
EL	2830+15.83	-23.21	454.28	454.56
EM	2830+25.83	-23.21	454.23	454.52
EN	2830+35.83	-23.21	454.18	454.47
EO	2830+45.83	-23.21	454.13	454.41
EP	2830+55.83	-23.21	454.08	454.33
EQ	2830+65.83	-23.21	454.03	454.25
ER	2830+75.83	-23.21	453.98	454.15
ES	2830+85.83	-23.21	453.93	454.04
℄ W. Brg. Pier 24	2830+99.58	-23.21	453.87	453.88
℄ Exp. Jt. Pier 24	2831+01.74	-23.21	453.85	453.87

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

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+47.62	-12.79	461.83	461.85
℄ E. Brg. Pier 17	2815+49.87	-12.79	461.82	461.84
A	2815+59.87	-12.79	461.77	461.86
B	2815+69.87	-12.79	461.72	461.86
C	2815+79.87	-12.79	461.67	461.86
D	2815+89.87	-12.79	461.62	461.84
E	2815+99.87	-12.79	461.57	461.82
F	2816+09.87	-12.79	461.52	461.78
G	2816+19.87	-12.79	461.47	461.74
H	2816+29.87	-12.79	461.42	461.68
I	2816+39.87	-12.79	461.37	461.61
J	2816+49.87	-12.79	461.32	461.54
K	2816+59.87	-12.79	461.27	461.46
L	2816+69.87	-12.79	461.22	461.38
M	2816+79.87	-12.79	461.17	461.29
N	2816+89.87	-12.79	461.12	461.21
O	2816+99.87	-12.79	461.07	461.13
P	2817+09.87	-12.79	461.02	461.05
Q	2817+19.87	-12.79	460.97	460.99
℄ Brg. Pier 18	2817+33.62	-12.79	460.90	460.93
R	2817+43.62	-12.79	460.85	460.88
S	2817+53.62	-12.79	460.80	460.85
T	2817+63.62	-12.79	460.75	460.83
U	2817+73.62	-12.79	460.70	460.83
V	2817+83.62	-12.79	460.65	460.83
W	2817+93.62	-12.79	460.60	460.83
X	2818+03.62	-12.79	460.55	460.83
Y	2818+13.62	-12.79	460.50	460.82
Z	2818+23.62	-12.79	460.45	460.81
AA	2818+33.62	-12.79	460.40	460.78
AB	2818+43.62	-12.79	460.35	460.75
AC	2818+53.62	-12.79	460.30	460.70
AD	2818+63.62	-12.79	460.25	460.64
AE	2818+73.62	-12.79	460.20	460.58
AF	2818+83.62	-12.79	460.15	460.50
AG	2818+93.62	-12.79	460.10	460.41
AH	2819+03.62	-12.79	460.05	460.31
AI	2819+13.62	-12.79	460.00	460.21
AJ	2819+23.62	-12.79	459.95	460.11
AK	2819+33.62	-12.79	459.90	460.01
AL	2819+43.62	-12.79	459.85	459.92
AM	2819+53.62	-12.79	459.80	459.84
AN	2819+63.62	-12.79	459.75	459.77
℄ Brg. Pier 19	2819+69.62	-12.79	459.72	459.75
AO	2819+79.62	-12.79	459.67	459.68
AP	2819+89.62	-12.79	459.62	459.64
AQ	2819+99.62	-12.79	459.57	459.61
AR	2820+09.62	-12.79	459.52	459.59
AS	2820+19.62	-12.79	459.47	459.58
AT	2820+29.62	-12.79	459.42	459.57
AU	2820+39.62	-12.79	459.37	459.57
AV	2820+49.62	-12.79	459.32	459.55
AW	2820+59.62	-12.79	459.27	459.54
AX	2820+69.62	-12.79	459.22	459.51
AY	2820+79.62	-12.79	459.17	459.48
AZ	2820+89.62	-12.79	459.12	459.43
BA	2820+99.62	-12.79	459.07	459.38
BB	2821+09.62	-12.79	459.02	459.32

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+19.62	-12.79	458.97	459.25
BD	2821+29.62	-12.79	458.92	459.17
BE	2821+39.62	-12.79	458.87	459.08
BF	2821+49.62	-12.79	458.82	458.99
BG	2821+59.62	-12.79	458.77	458.90
BH	2821+69.62	-12.79	458.72	458.81
BI	2821+79.62	-12.79	458.67	458.73
BJ	2821+89.62	-12.79	458.62	458.65
BK	2821+99.62	-12.79	458.57	458.59
℄ Brg. Pier 20	2822+05.62	-12.79	458.54	458.57
BL	2822+15.62	-12.79	458.49	458.51
BM	2822+25.62	-12.79	458.44	458.47
BN	2822+35.62	-12.79	458.39	458.45
BO	2822+45.62	-12.79	458.34	458.43
BP	2822+55.62	-12.79	458.29	458.42
BQ	2822+65.62	-12.79	458.24	458.41
BR	2822+75.62	-12.79	458.19	458.41
BS	2822+85.62	-12.79	458.14	458.39
BT	2822+95.62	-12.79	458.09	458.38
BU	2823+05.62	-12.79	458.04	458.35
BV	2823+15.62	-12.79	457.99	458.32
BW	2823+25.62	-12.79	457.94	458.27
BX	2823+35.62	-12.79	457.89	458.22
BY	2823+45.62	-12.79	457.84	458.15
BZ	2823+55.62	-12.79	457.79	458.08
CA	2823+65.62	-12.79	457.74	458.00
CB	2823+75.62	-12.79	457.69	457.91
CC	2823+85.62	-12.79	457.64	457.82
CD	2823+95.62	-12.79	457.59	457.73
CE	2824+05.62	-12.79	457.54	457.64
CF	2824+15.62	-12.79	457.49	457.55
CG	2824+25.62	-12.79	457.44	457.47
CH	2824+35.62	-12.79	457.39	457.41
℄ Brg. Pier 21	2824+41.62	-12.79	457.36	457.38
CI	2824+51.62	-12.79	457.31	457.33
CJ	2824+61.62	-12.79	457.26	457.29
CK	2824+71.62	-12.79	457.21	457.26
CL	2824+81.62	-12.79	457.16	457.25
CM	2824+91.62	-12.79	457.11	457.24
CN	2825+01.62	-12.79	457.06	457.23
CO	2825+11.62	-12.79	457.01	457.22
CP	2825+21.62	-12.79	456.96	457.21
CQ	2825+31.62	-12.79	456.91	457.19
CR	2825+41.62	-12.79	456.86	457.17
CS	2825+51.62	-12.79	456.81	457.13
CT	2825+61.62	-12.79	456.76	457.09
CU	2825+71.62	-12.79	456.71	457.03
CV	2825+81.62	-12.79	456.66	456.97
CW	2825+91.62	-12.79	456.61	456.90
CX	2826+01.62	-12.79	456.56	456.81
CY	2826+11.62	-12.79	456.51	456.73
CZ	2826+21.62	-12.79	456.46	456.64
DA	2826+31.62	-12.79	456.41	456.54
DB	2826+41.62	-12.79	456.36	456.45
DC	2826+51.62	-12.79	456.31	456.37
DD	2826+61.62	-12.79	456.26	456.29
DE	2826+71.62	-12.79	456.21	456.23
℄ Brg. Pier 22	2826+77.62	-12.79	456.18	456.21

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+87.62	-12.79	456.13	456.15
DG	2826+97.62	-12.79	456.08	456.11
DH	2827+07.62	-12.79	456.03	456.09
DI	2827+17.62	-12.79	455.98	456.07
DJ	2827+27.62	-12.79	455.93	456.06
DK	2827+37.62	-12.79	455.88	456.05
DL	2827+47.62	-12.79	455.83	456.05
DM	2827+57.62	-12.79	455.78	456.04
DN	2827+67.62	-12.79	455.73	456.02
DO	2827+77.62	-12.79	455.68	455.99
DP	2827+87.62	-12.79	455.63	455.96
DQ	2827+97.62	-12.79	455.58	455.91
DR	2828+07.62	-12.79	455.53	455.86
DS	2828+17.62	-12.79	455.48	455.79
DT	2828+27.62	-12.79	455.43	455.72
DU	2828+37.62	-12.79	455.38	455.64
DV	2828+47.62	-12.79	455.33	455.55
DW	2828+57.62	-12.79	455.28	455.46
DX	2828+67.62	-12.79	455.23	455.37
DY	2828+77.62	-12.79	455.18	455.27
DZ	2828+87.62	-12.79	455.13	455.19
EA	2828+97.62	-12.79	455.08	455.11
EB	2829+07.62	-12.79	455.03	455.05
℄ Brg. Pier 23	2829+13.62	-12.79	455.00	455.03
EC	2829+23.62	-12.79	454.95	454.97
ED	2829+33.62	-12.79	454.90	454.93
EE	2829+43.62	-12.79	454.85	454.91
EF	2829+53.62	-12.79	454.80	454.89
EG	2829+63.62	-12.79	454.75	454.88
EH	2829+73.62	-12.79	454.70	454.87
EI	2829+83.62	-12.79	454.65	454.85
EJ	2829+93.62	-12.79	454.60	454.84
EK	2830+03.62	-12.79	454.55	454.81
EL	2830+13.62	-12.79	454.50	454.78
EM	2830+23.62	-12.79	454.45	454.74
EN	2830+33.62	-12.79	454.40	454.69
EO	2830+43.62	-12.79	454.35	454.63
EP	2830+53.62	-12.79	454.30	454.55
EQ	2830+63.62	-12.79	454.25	454.47
ER	2830+73.62	-12.79	454.20	454.37
ES	2830+83.62	-12.79	454.15	454.26
℄ W. Brg. Pier 24	2830+97.37	-12.79	454.08	454.10
℄ Exp. Jt. Pier 24	2830+99.53	-12.79	454.07	454.09

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

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+45.40	-2.38	461.67	461.69
℄ E. Brg. Pier 17	2815+47.65	-2.38	461.66	461.67
A	2815+57.65	-2.38	461.61	461.69
B	2815+67.65	-2.38	461.56	461.70
C	2815+77.65	-2.38	461.51	461.69
D	2815+87.65	-2.38	461.46	461.68
E	2815+97.65	-2.38	461.41	461.65
F	2816+07.65	-2.38	461.36	461.62
G	2816+17.65	-2.38	461.31	461.57
H	2816+27.65	-2.38	461.26	461.51
I	2816+37.65	-2.38	461.21	461.45
J	2816+47.65	-2.38	461.16	461.37
K	2816+57.65	-2.38	461.11	461.29
L	2816+67.65	-2.38	461.06	461.21
M	2816+77.65	-2.38	461.01	461.13
N	2816+87.65	-2.38	460.96	461.04
O	2816+97.65	-2.38	460.91	460.96
P	2817+07.65	-2.38	460.86	460.89
Q	2817+17.65	-2.38	460.81	460.82
℄ Brg. Pier 18	2817+31.40	-2.38	460.74	460.76
R	2817+41.40	-2.38	460.69	460.71
S	2817+51.40	-2.38	460.64	460.68
T	2817+61.40	-2.38	460.59	460.67
U	2817+71.40	-2.38	460.54	460.66
V	2817+81.40	-2.38	460.49	460.66
W	2817+91.40	-2.38	460.44	460.66
X	2818+01.40	-2.38	460.39	460.66
Y	2818+11.40	-2.38	460.34	460.65
Z	2818+21.40	-2.38	460.29	460.64
AA	2818+31.40	-2.38	460.24	460.62
AB	2818+41.40	-2.38	460.19	460.58
AC	2818+51.40	-2.38	460.14	460.54
AD	2818+61.40	-2.38	460.09	460.48
AE	2818+71.40	-2.38	460.04	460.41
AF	2818+81.40	-2.38	459.99	460.33
AG	2818+91.40	-2.38	459.94	460.24
AH	2819+01.40	-2.38	459.89	460.15
AI	2819+11.40	-2.38	459.84	460.05
AJ	2819+21.40	-2.38	459.79	459.95
AK	2819+31.40	-2.38	459.74	459.85
AL	2819+41.40	-2.38	459.69	459.75
AM	2819+51.40	-2.38	459.64	459.67
AN	2819+61.40	-2.38	459.59	459.61
℄ Brg. Pier 19	2819+67.40	-2.38	459.56	459.58
AO	2819+77.40	-2.38	459.51	459.52
AP	2819+87.40	-2.38	459.46	459.47
AQ	2819+97.40	-2.38	459.41	459.45
AR	2820+07.40	-2.38	459.36	459.43
AS	2820+17.40	-2.38	459.31	459.42
AT	2820+27.40	-2.38	459.26	459.41
AU	2820+37.40	-2.38	459.21	459.40
AV	2820+47.40	-2.38	459.16	459.39
AW	2820+57.40	-2.38	459.11	459.37
AX	2820+67.40	-2.38	459.06	459.35
AY	2820+77.40	-2.38	459.01	459.31
AZ	2820+87.40	-2.38	458.96	459.27
BA	2820+97.40	-2.38	458.91	459.22
BB	2821+07.40	-2.38	458.86	459.15

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+17.40	-2.38	458.81	459.08
BD	2821+27.40	-2.38	458.76	459.00
BE	2821+37.40	-2.38	458.71	458.92
BF	2821+47.40	-2.38	458.66	458.83
BG	2821+57.40	-2.38	458.61	458.73
BH	2821+67.40	-2.38	458.56	458.64
BI	2821+77.40	-2.38	458.51	458.56
BJ	2821+87.40	-2.38	458.46	458.49
BK	2821+97.40	-2.38	458.41	458.43
℄ Brg. Pier 20	2822+03.40	-2.38	458.38	458.40
BL	2822+13.40	-2.38	458.33	458.34
BM	2822+23.40	-2.38	458.28	458.30
BN	2822+33.40	-2.38	458.23	458.28
BO	2822+43.40	-2.38	458.18	458.26
BP	2822+53.40	-2.38	458.13	458.26
BQ	2822+63.40	-2.38	458.08	458.25
BR	2822+73.40	-2.38	458.03	458.24
BS	2822+83.40	-2.38	457.98	458.23
BT	2822+93.40	-2.38	457.93	458.21
BU	2823+03.40	-2.38	457.88	458.19
BV	2823+13.40	-2.38	457.83	458.15
BW	2823+23.40	-2.38	457.78	458.11
BX	2823+33.40	-2.38	457.73	458.05
BY	2823+43.40	-2.38	457.68	457.99
BZ	2823+53.40	-2.38	457.63	457.91
CA	2823+63.40	-2.38	457.58	457.83
CB	2823+73.40	-2.38	457.53	457.75
CC	2823+83.40	-2.38	457.48	457.65
CD	2823+93.40	-2.38	457.43	457.56
CE	2824+03.40	-2.38	457.38	457.47
CF	2824+13.40	-2.38	457.33	457.39
CG	2824+23.40	-2.38	457.28	457.31
CH	2824+33.40	-2.38	457.23	457.25
℄ Brg. Pier 21	2824+39.40	-2.38	457.20	457.22
CI	2824+49.40	-2.38	457.15	457.16
CJ	2824+59.40	-2.38	457.10	457.12
CK	2824+69.40	-2.38	457.05	457.10
CL	2824+79.40	-2.38	457.00	457.08
CM	2824+89.40	-2.38	456.95	457.07
CN	2824+99.40	-2.38	456.90	457.06
CO	2825+09.40	-2.38	456.85	457.06
CP	2825+19.40	-2.38	456.80	457.04
CQ	2825+29.40	-2.38	456.75	457.03
CR	2825+39.40	-2.38	456.70	457.00
CS	2825+49.40	-2.38	456.65	456.97
CT	2825+59.40	-2.38	456.60	456.92
CU	2825+69.40	-2.38	456.55	456.87
CV	2825+79.40	-2.38	456.50	456.80
CW	2825+89.40	-2.38	456.45	456.73
CX	2825+99.40	-2.38	456.40	456.65
CY	2826+09.40	-2.38	456.35	456.56
CZ	2826+19.40	-2.38	456.30	456.47
DA	2826+29.40	-2.38	456.25	456.38
DB	2826+39.40	-2.38	456.20	456.29
DC	2826+49.40	-2.38	456.15	456.20
DD	2826+59.40	-2.38	456.10	456.13
DE	2826+69.40	-2.38	456.05	456.07
℄ Brg. Pier 22	2826+75.40	-2.38	456.02	456.04

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+85.40	-2.38	455.97	455.98
DG	2826+95.40	-2.38	455.92	455.94
DH	2827+05.40	-2.38	455.87	455.92
DI	2827+15.40	-2.38	455.82	455.90
DJ	2827+25.40	-2.38	455.77	455.90
DK	2827+35.40	-2.38	455.72	455.89
DL	2827+45.40	-2.38	455.67	455.88
DM	2827+55.40	-2.38	455.62	455.87
DN	2827+65.40	-2.38	455.57	455.85
DO	2827+75.40	-2.38	455.52	455.83
DP	2827+85.40	-2.38	455.47	455.79
DQ	2827+95.40	-2.38	455.42	455.75
DR	2828+05.40	-2.38	455.37	455.69
DS	2828+15.40	-2.38	455.32	455.63
DT	2828+25.40	-2.38	455.27	455.55
DU	2828+35.40	-2.38	455.22	455.47
DV	2828+45.40	-2.38	455.17	455.38
DW	2828+55.40	-2.38	455.12	455.29
DX	2828+65.40	-2.38	455.07	455.20
DY	2828+75.40	-2.38	455.02	455.11
DZ	2828+85.40	-2.38	454.97	455.02
EA	2828+95.40	-2.38	454.92	454.95
EB	2829+05.40	-2.38	454.87	454.89
℄ Brg. Pier 23	2829+11.40	-2.38	454.84	454.86
EC	2829+21.40	-2.38	454.79	454.81
ED	2829+31.40	-2.38	454.74	454.77
EE	2829+41.40	-2.38	454.69	454.74
EF	2829+51.40	-2.38	454.64	454.72
EG	2829+61.40	-2.38	454.59	454.71
EH	2829+71.40	-2.38	454.54	454.70
EI	2829+81.40	-2.38	454.49	454.69
EJ	2829+91.40	-2.38	454.44	454.67
EK	2830+01.40	-2.38	454.39	454.65
EL	2830+11.40	-2.38	454.34	454.62
EM	2830+21.40	-2.38	454.29	454.58
EN	2830+31.40	-2.38	454.24	454.52
EO	2830+41.40	-2.38	454.19	454.46
EP	2830+51.40	-2.38	454.14	454.39
EQ	2830+61.40	-2.38	454.09	454.30
ER	2830+71.40	-2.38	454.04	454.21
ES	2830+81.40	-2.38	453.99	454.10
℄ W. Brg. Pier 24	2830+95.15	-2.38	453.92	453.94
℄ Exp. Jt. Pier 24	2831+97.31	-2.38	453.91	453.93

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 – 6
STRUCTURE NO. 060-0351 (WB)
SHEET 46 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	538
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+44.90	0.00	461.62	461.64
℄ E. Brg. Pier 17	2815+47.15	0.00	461.61	461.63
A	2815+57.15	0.00	461.56	461.64
B	2815+67.15	0.00	461.51	461.65
C	2815+77.15	0.00	461.46	461.65
D	2815+87.15	0.00	461.41	461.63
E	2815+97.15	0.00	461.36	461.61
F	2816+07.15	0.00	461.31	461.57
G	2816+17.15	0.00	461.26	461.52
H	2816+27.15	0.00	461.21	461.47
I	2816+37.15	0.00	461.16	461.40
J	2816+47.15	0.00	461.11	461.33
K	2816+57.15	0.00	461.06	461.25
L	2816+67.15	0.00	461.01	461.17
M	2816+77.15	0.00	460.96	461.08
N	2816+87.15	0.00	460.91	461.00
O	2816+97.15	0.00	460.86	460.92
P	2817+07.15	0.00	460.81	460.84
Q	2817+17.15	0.00	460.76	460.78
℄ Brg. Pier 18	2817+30.90	0.00	460.69	460.72
R	2817+40.90	0.00	460.64	460.67
S	2817+50.90	0.00	460.59	460.64
T	2817+60.90	0.00	460.54	460.62
U	2817+70.90	0.00	460.49	460.61
V	2817+80.90	0.00	460.44	460.61
W	2817+90.90	0.00	460.39	460.62
X	2818+00.90	0.00	460.34	460.62
Y	2818+10.90	0.00	460.29	460.61
Z	2818+20.90	0.00	460.24	460.59
AA	2818+30.90	0.00	460.19	460.57
AB	2818+40.90	0.00	460.14	460.54
AC	2818+50.90	0.00	460.09	460.49
AD	2818+60.90	0.00	460.04	460.43
AE	2818+70.90	0.00	459.99	460.36
AF	2818+80.90	0.00	459.94	460.29
AG	2818+90.90	0.00	459.89	460.20
AH	2819+00.90	0.00	459.84	460.10
AI	2819+10.90	0.00	459.79	460.00
AJ	2819+20.90	0.00	459.74	459.90
AK	2819+30.90	0.00	459.69	459.80
AL	2819+40.90	0.00	459.64	459.71
AM	2819+50.90	0.00	459.59	459.63
AN	2819+60.90	0.00	459.54	459.56
℄ Brg. Pier 19	2819+66.90	0.00	459.51	459.54
AO	2819+76.90	0.00	459.46	459.47
AP	2819+86.90	0.00	459.41	459.43
AQ	2819+96.90	0.00	459.36	459.40
AR	2820+06.90	0.00	459.31	459.38
AS	2820+16.90	0.00	459.26	459.37
AT	2820+26.90	0.00	459.21	459.36
AU	2820+36.90	0.00	459.16	459.36
AV	2820+46.90	0.00	459.11	459.34
AW	2820+56.90	0.00	459.06	459.33
AX	2820+66.90	0.00	459.01	459.30
AY	2820+76.90	0.00	458.96	459.27
AZ	2820+86.90	0.00	458.91	459.22
BA	2820+96.90	0.00	458.86	459.17
BB	2821+06.90	0.00	458.81	459.11

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+16.90	0.00	458.76	459.04
BD	2821+26.90	0.00	458.71	458.96
BE	2821+36.90	0.00	458.66	458.87
BF	2821+46.90	0.00	458.61	458.78
BG	2821+56.90	0.00	458.56	458.69
BH	2821+66.90	0.00	458.51	458.60
BI	2821+76.90	0.00	458.46	458.52
BJ	2821+86.90	0.00	458.41	458.44
BK	2821+96.90	0.00	458.36	458.38
℄ Brg. Pier 20	2822+02.90	0.00	458.33	458.35
BL	2822+12.90	0.00	458.28	458.30
BM	2822+22.90	0.00	458.23	458.26
BN	2822+32.90	0.00	458.18	458.23
BO	2822+42.90	0.00	458.13	458.22
BP	2822+52.90	0.00	458.08	458.21
BQ	2822+62.90	0.00	458.03	458.20
BR	2822+72.90	0.00	457.98	458.20
BS	2822+82.90	0.00	457.93	458.18
BT	2822+92.90	0.00	457.88	458.17
BU	2823+02.90	0.00	457.83	458.14
BV	2823+12.90	0.00	457.78	458.11
BW	2823+22.90	0.00	457.73	458.06
BX	2823+32.90	0.00	457.68	458.01
BY	2823+42.90	0.00	457.63	457.94
BZ	2823+52.90	0.00	457.58	457.87
CA	2823+62.90	0.00	457.53	457.79
CB	2823+72.90	0.00	457.48	457.70
CC	2823+82.90	0.00	457.43	457.61
CD	2823+92.90	0.00	457.38	457.52
CE	2824+02.90	0.00	457.33	457.43
CF	2824+12.90	0.00	457.28	457.34
CG	2824+22.90	0.00	457.23	457.26
CH	2824+32.90	0.00	457.18	457.20
℄ Brg. Pier 21	2824+38.90	0.00	457.15	457.17
CI	2824+48.90	0.00	457.10	457.12
CJ	2824+58.90	0.00	457.05	457.08
CK	2824+68.90	0.00	457.00	457.05
CL	2824+78.90	0.00	456.95	457.04
CM	2824+88.90	0.00	456.90	457.03
CN	2824+98.90	0.00	456.85	457.02
CO	2825+08.90	0.00	456.80	457.01
CP	2825+18.90	0.00	456.75	457.00
CQ	2825+28.90	0.00	456.70	456.98
CR	2825+38.90	0.00	456.65	456.96
CS	2825+48.90	0.00	456.60	456.92
CT	2825+58.90	0.00	456.55	456.88
CU	2825+68.90	0.00	456.50	456.82
CV	2825+78.90	0.00	456.45	456.76
CW	2825+88.90	0.00	456.40	456.68
CX	2825+98.90	0.00	456.35	456.60
CY	2826+08.90	0.00	456.30	456.52
CZ	2826+18.90	0.00	456.25	456.43
DA	2826+28.90	0.00	456.20	456.33
DB	2826+38.90	0.00	456.15	456.24
DC	2826+48.90	0.00	456.10	456.16
DD	2826+58.90	0.00	456.05	456.08
DE	2826+68.90	0.00	456.00	456.02
℄ Brg. Pier 22	2826+74.90	0.00	455.97	455.99

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+84.90	0.00	455.92	455.94
DG	2826+94.90	0.00	455.87	455.90
DH	2827+04.90	0.00	455.82	455.87
DI	2827+14.90	0.00	455.77	455.86
DJ	2827+24.90	0.00	455.72	455.85
DK	2827+34.90	0.00	455.67	455.84
DL	2827+44.90	0.00	455.62	455.84
DM	2827+54.90	0.00	455.57	455.82
DN	2827+64.90	0.00	455.52	455.81
DO	2827+74.90	0.00	455.47	455.78
DP	2827+84.90	0.00	455.42	455.75
DQ	2827+94.90	0.00	455.37	455.70
DR	2828+04.90	0.00	455.32	455.65
DS	2828+14.90	0.00	455.27	455.58
DT	2828+24.90	0.00	455.22	455.51
DU	2828+34.90	0.00	455.17	455.43
DV	2828+44.90	0.00	455.12	455.34
DW	2828+54.90	0.00	455.07	455.25
DX	2828+64.90	0.00	455.02	455.16
DY	2828+74.90	0.00	454.97	455.06
DZ	2828+84.90	0.00	454.92	454.98
EA	2828+94.90	0.00	454.87	454.90
EB	2829+04.90	0.00	454.82	454.84
℄ Brg. Pier 23	2829+10.90	0.00	454.79	454.81
EC	2829+20.90	0.00	454.74	454.76
ED	2829+30.90	0.00	454.69	454.72
EE	2829+40.90	0.00	454.64	454.70
EF	2829+50.90	0.00	454.59	454.68
EG	2829+60.90	0.00	454.54	454.67
EH	2829+70.90	0.00	454.49	454.66
EI	2829+80.90	0.00	454.44	454.64
EJ	2829+90.90	0.00	454.39	454.63
EK	2830+00.90	0.00	454.34	454.60
EL	2830+10.90	0.00	454.29	454.57
EM	2830+20.90	0.00	454.24	454.53
EN	2830+30.90	0.00	454.19	454.48
EO	2830+40.90	0.00	454.14	454.42
EP	2830+50.90	0.00	454.09	454.34
EQ	2830+60.90	0.00	454.04	454.26
ER	2830+70.90	0.00	453.99	454.16
ES	2830+80.90	0.00	453.94	454.05
℄ W. Brg. Pier 24	2830+94.65	0.00	453.87	453.89
℄ Exp. Jt. Pier 24	2830+96.81	0.00	453.86	453.88

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

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	2815+43.19	8.04	461.47	461.49
℄ E. Brg. Pier 17	2815+45.44	8.04	461.46	461.48
A	2815+55.44	8.04	461.41	461.49
B	2815+65.44	8.04	461.36	461.49
C	2815+75.44	8.04	461.31	461.48
D	2815+85.44	8.04	461.26	461.46
E	2815+95.44	8.04	461.21	461.44
F	2816+05.44	8.04	461.16	461.40
G	2816+15.44	8.04	461.11	461.35
H	2816+25.44	8.04	461.06	461.30
I	2816+35.44	8.04	461.01	461.23
J	2816+45.44	8.04	460.96	461.16
K	2816+55.44	8.04	460.91	461.09
L	2816+65.44	8.04	460.86	461.01
M	2816+75.44	8.04	460.81	460.92
N	2816+85.44	8.04	460.76	460.84
O	2816+95.44	8.04	460.71	460.76
P	2817+05.44	8.04	460.66	460.69
Q	2817+15.44	8.04	460.61	460.63
℄ Brg. Pier 18	2817+29.19	8.04	460.54	460.56
R	2817+39.19	8.04	460.49	460.51
S	2817+49.19	8.04	460.44	460.48
T	2817+59.19	8.04	460.39	460.46
U	2817+69.19	8.04	460.34	460.45
V	2817+79.19	8.04	460.29	460.44
W	2817+89.19	8.04	460.24	460.44
X	2817+99.19	8.04	460.19	460.43
Y	2818+09.19	8.04	460.14	460.42
Z	2818+19.19	8.04	460.09	460.40
AA	2818+29.19	8.04	460.04	460.38
AB	2818+39.19	8.04	459.99	460.34
AC	2818+49.19	8.04	459.94	460.29
AD	2818+59.19	8.04	459.89	460.24
AE	2818+69.19	8.04	459.84	460.17
AF	2818+79.19	8.04	459.79	460.09
AG	2818+89.19	8.04	459.74	460.01
AH	2818+99.19	8.04	459.69	459.92
AI	2819+09.19	8.04	459.64	459.83
AJ	2819+19.19	8.04	459.59	459.73
AK	2819+29.19	8.04	459.54	459.64
AL	2819+39.19	8.04	459.49	459.55
AM	2819+49.19	8.04	459.44	459.47
AN	2819+59.19	8.04	459.39	459.41
℄ Brg. Pier 19	2819+65.19	8.04	459.36	459.38
AO	2819+75.19	8.04	459.31	459.32
AP	2819+85.19	8.04	459.26	459.28
AQ	2819+95.19	8.04	459.21	459.25
AR	2820+05.19	8.04	459.16	459.23
AS	2820+15.19	8.04	459.11	459.21
AT	2820+25.19	8.04	459.06	459.20
AU	2820+35.19	8.04	459.01	459.19
AV	2820+45.19	8.04	458.96	459.17
AW	2820+55.19	8.04	458.91	459.15
AX	2820+65.19	8.04	458.86	459.12
AY	2820+75.19	8.04	458.81	459.09
AZ	2820+85.19	8.04	458.76	459.04
BA	2820+95.19	8.04	458.71	458.99
BB	2821+05.19	8.04	458.66	458.93

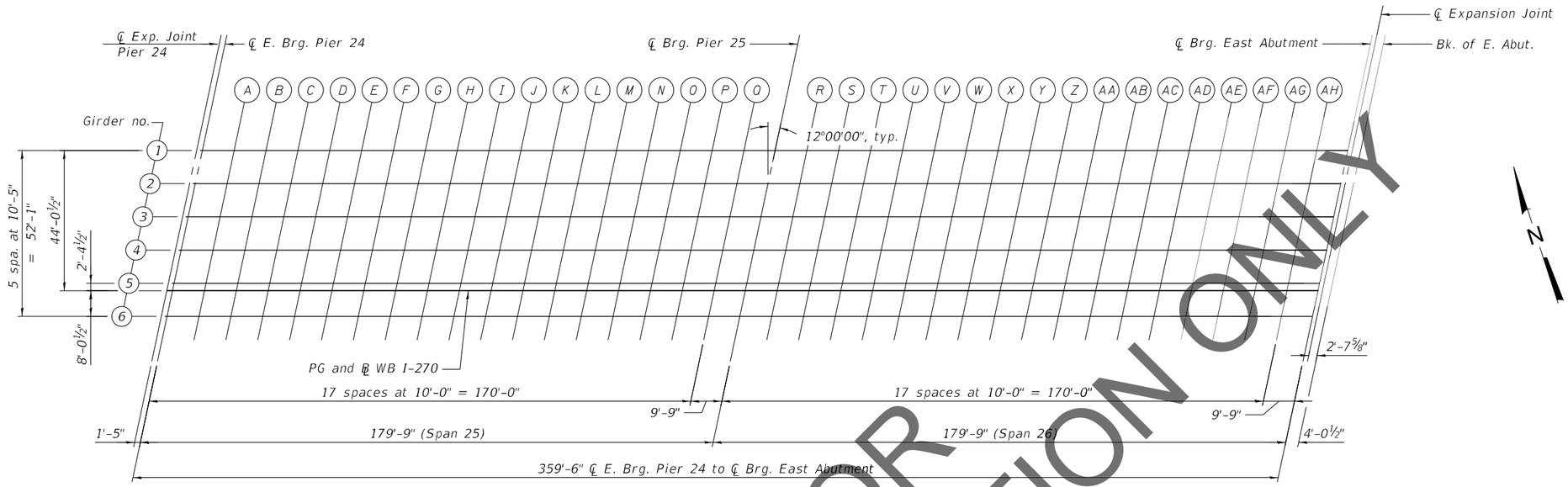
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BC	2821+15.19	8.04	458.61	458.86
BD	2821+25.19	8.04	458.56	458.78
BE	2821+35.19	8.04	458.51	458.70
BF	2821+45.19	8.04	458.46	458.61
BG	2821+55.19	8.04	458.41	458.53
BH	2821+65.19	8.04	458.36	458.44
BI	2821+75.19	8.04	458.31	458.36
BJ	2821+85.19	8.04	458.26	458.29
BK	2821+95.19	8.04	458.21	458.23
℄ Brg. Pier 20	2822+01.19	8.04	458.18	458.20
BL	2822+11.19	8.04	458.13	458.15
BM	2822+21.19	8.04	458.08	458.11
BN	2822+31.19	8.04	458.03	458.08
BO	2822+41.19	8.04	457.98	458.06
BP	2822+51.19	8.04	457.93	458.05
BQ	2822+61.19	8.04	457.88	458.04
BR	2822+71.19	8.04	457.83	458.02
BS	2822+81.19	8.04	457.78	458.01
BT	2822+91.19	8.04	457.73	457.99
BU	2823+01.19	8.04	457.68	457.96
BV	2823+11.19	8.04	457.63	457.92
BW	2823+21.19	8.04	457.58	457.88
BX	2823+31.19	8.04	457.53	457.82
BY	2823+41.19	8.04	457.48	457.76
BZ	2823+51.19	8.04	457.43	457.69
CA	2823+61.19	8.04	457.38	457.61
CB	2823+71.19	8.04	457.33	457.53
CC	2823+81.19	8.04	457.28	457.44
CD	2823+91.19	8.04	457.23	457.35
CE	2824+01.19	8.04	457.18	457.26
CF	2824+11.19	8.04	457.13	457.18
CG	2824+21.19	8.04	457.08	457.11
CH	2824+31.19	8.04	457.03	457.05
℄ Brg. Pier 21	2824+37.19	8.04	457.00	457.02
CI	2824+47.19	8.04	456.95	456.97
CJ	2824+57.19	8.04	456.90	456.93
CK	2824+67.19	8.04	456.85	456.90
CL	2824+77.19	8.04	456.80	456.88
CM	2824+87.19	8.04	456.75	456.87
CN	2824+97.19	8.04	456.70	456.85
CO	2825+07.19	8.04	456.65	456.84
CP	2825+17.19	8.04	456.60	456.83
CQ	2825+27.19	8.04	456.55	456.80
CR	2825+37.19	8.04	456.50	456.78
CS	2825+47.19	8.04	456.45	456.74
CT	2825+57.19	8.04	456.40	456.69
CU	2825+67.19	8.04	456.35	456.64
CV	2825+77.19	8.04	456.30	456.58
CW	2825+87.19	8.04	456.25	456.51
CX	2825+97.19	8.04	456.20	456.43
CY	2826+07.19	8.04	456.15	456.34
CZ	2826+17.19	8.04	456.10	456.26
DA	2826+27.19	8.04	456.05	456.17
DB	2826+37.19	8.04	456.00	456.08
DC	2826+47.19	8.04	455.95	456.00
DD	2826+57.19	8.04	455.90	455.93
DE	2826+67.19	8.04	455.85	455.87
℄ Brg. Pier 22	2826+73.19	8.04	455.82	455.84

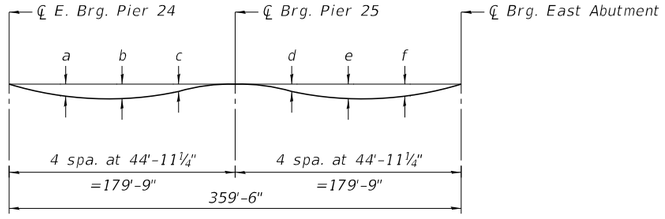
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DF	2826+83.19	8.04	455.77	455.79
DG	2826+93.19	8.04	455.72	455.75
DH	2827+03.19	8.04	455.67	455.72
DI	2827+13.19	8.04	455.62	455.70
DJ	2827+23.19	8.04	455.57	455.69
DK	2827+33.19	8.04	455.52	455.68
DL	2827+43.19	8.04	455.47	455.67
DM	2827+53.19	8.04	455.42	455.65
DN	2827+63.19	8.04	455.37	455.63
DO	2827+73.19	8.04	455.32	455.60
DP	2827+83.19	8.04	455.27	455.57
DQ	2827+93.19	8.04	455.22	455.52
DR	2828+03.19	8.04	455.17	455.47
DS	2828+13.19	8.04	455.12	455.40
DT	2828+23.19	8.04	455.07	455.33
DU	2828+33.19	8.04	455.02	455.25
DV	2828+43.19	8.04	454.97	455.17
DW	2828+53.19	8.04	454.92	455.08
DX	2828+63.19	8.04	454.87	454.99
DY	2828+73.19	8.04	454.82	454.90
DZ	2828+83.19	8.04	454.77	454.82
EA	2828+93.19	8.04	454.72	454.75
EB	2829+03.19	8.04	454.67	454.69
℄ Brg. Pier 23	2829+09.19	8.04	454.64	454.66
EC	2829+19.19	8.04	454.59	454.61
ED	2829+29.19	8.04	454.54	454.57
EE	2829+39.19	8.04	454.49	454.54
EF	2829+49.19	8.04	454.44	454.52
EG	2829+59.19	8.04	454.39	454.51
EH	2829+69.19	8.04	454.34	454.49
EI	2829+79.19	8.04	454.29	454.47
EJ	2829+89.19	8.04	454.24	454.45
EK	2829+99.19	8.04	454.19	454.43
EL	2830+09.19	8.04	454.14	454.40
EM	2830+19.19	8.04	454.09	454.35
EN	2830+29.19	8.04	454.04	454.30
EO	2830+39.19	8.04	453.99	454.24
EP	2830+49.19	8.04	453.94	454.17
EQ	2830+59.19	8.04	453.89	454.09
ER	2830+69.19	8.04	453.84	453.99
ES	2830+79.19	8.04	453.79	453.89
℄ W. Brg. Pier 24	2830+92.94	8.04	453.72	453.74
℄ Exp. Jt. Pier 24	2830+95.10	8.04	453.71	453.73

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



PLAN

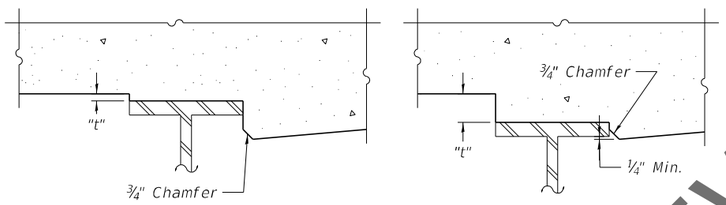


DEAD LOAD DEFLECTION DIAGRAM

(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 50 thru 51 of 288.

Location	Interior Girder	Exterior Girder
a	4 ⅛"	3 ⅝"
b	4 ⅝"	4 ⅛"
c	1 ⅞"	1 ¾"
d	0 ⅞"	0 ¾"
e	3"	2 ¾"
f	3"	2 ¾"



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 50 thru 51 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 50 thru 51 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2831+06.17	-44.04	453.42	453.44
℄ E. Brg. Pier 24	2831+07.59	-44.04	453.41	453.43
A	2831+17.59	-44.04	453.36	453.46
B	2831+27.59	-44.04	453.31	453.49
C	2831+37.59	-44.04	453.26	453.51
D	2831+47.59	-44.04	453.21	453.52
E	2831+57.59	-44.04	453.16	453.51
F	2831+67.59	-44.04	453.11	453.49
G	2831+77.59	-44.04	453.06	453.45
H	2831+87.59	-44.04	453.01	453.39
I	2831+97.59	-44.04	452.96	453.32
J	2832+07.59	-44.04	452.91	453.24
K	2832+17.59	-44.04	452.86	453.15
L	2832+27.59	-44.04	452.81	453.05
M	2832+37.59	-44.04	452.76	452.94
N	2832+47.59	-44.04	452.71	452.84
O	2832+57.59	-44.04	452.66	452.75
P	2832+67.59	-44.04	452.61	452.67
Q	2832+77.59	-44.04	452.56	452.59
℄ Brg. Pier 25	2832+87.34	-44.04	452.51	452.53
S	2832+97.34	-44.04	452.46	452.48
T	2833+07.34	-44.04	452.41	452.44
U	2833+17.34	-44.04	452.36	452.40
V	2833+27.34	-44.04	452.31	452.38
W	2833+37.34	-44.04	452.26	452.36
X	2833+47.34	-44.04	452.21	452.35
Y	2833+57.34	-44.04	452.16	452.34
Z	2833+67.34	-44.04	452.11	452.33
AA	2833+77.34	-44.04	452.06	452.31
AB	2833+87.34	-44.04	452.01	452.28
AC	2833+97.34	-44.04	451.96	452.25
AD	2834+07.34	-44.04	451.91	452.19
AE	2834+17.34	-44.04	451.86	452.13
AF	2834+27.34	-44.04	451.81	452.05
AG	2834+37.34	-44.04	451.76	451.96
AH	2834+47.34	-44.04	451.71	451.85
AI	2834+57.34	-44.04	451.66	451.74
℄ Brg. E. Abut.	2834+67.09	-44.04	451.61	451.63
℄ Expansion Joint	2834+68.50	-44.04	451.60	451.62
Bk. of E. Abut.	2834+71.14	-44.04	451.59	451.61

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2831+03.96	-33.63	453.64	453.66
℄ E. Brg. Pier 24	2831+05.38	-33.63	453.63	453.65
A	2831+15.38	-33.63	453.58	453.69
B	2831+25.38	-33.63	453.53	453.73
C	2831+35.38	-33.63	453.48	453.76
D	2831+45.38	-33.63	453.43	453.77
E	2831+55.38	-33.63	453.38	453.77
F	2831+65.38	-33.63	453.33	453.75
G	2831+75.38	-33.63	453.28	453.71
H	2831+85.38	-33.63	453.23	453.66

GIRDER 2 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
I	2831+95.38	-33.63	453.18	453.58
J	2832+05.38	-33.63	453.13	453.50
K	2832+15.38	-33.63	453.08	453.40
L	2832+25.38	-33.63	453.03	453.29
M	2832+35.38	-33.63	452.98	453.18
N	2832+45.38	-33.63	452.93	453.08
O	2832+55.38	-33.63	452.88	452.98
P	2832+65.38	-33.63	452.83	452.89
Q	2832+75.38	-33.63	452.78	452.82
℄ Brg. Pier 25	2832+85.13	-33.63	452.73	452.75
S	2832+95.13	-33.63	452.68	452.70
T	2833+05.13	-33.63	452.63	452.65
U	2833+15.13	-33.63	452.58	452.62
V	2833+25.13	-33.63	452.53	452.60
W	2833+35.13	-33.63	452.48	452.59
X	2833+45.13	-33.63	452.43	452.58
Y	2833+55.13	-33.63	452.38	452.57
Z	2833+65.13	-33.63	452.33	452.57
AA	2833+75.13	-33.63	452.28	452.55
AB	2833+85.13	-33.63	452.23	452.53
AC	2833+95.13	-33.63	452.18	452.49
AD	2834+05.13	-33.63	452.13	452.44
AE	2834+15.13	-33.63	452.08	452.37
AF	2834+25.13	-33.63	452.03	452.29
AG	2834+35.13	-33.63	451.98	452.19
AH	2834+45.13	-33.63	451.93	452.09
AI	2834+55.13	-33.63	451.88	451.97
℄ Brg. E. Abut.	2834+64.88	-33.63	451.83	451.85
℄ Expansion Joint	2834+66.28	-33.63	451.82	451.84
Bk. of E. Abut.	2834+68.92	-33.63	451.81	451.83

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2831+01.74	-23.21	453.85	453.87
℄ E. Brg. Pier 24	2831+03.16	-23.21	453.85	453.87
A	2831+13.16	-23.21	453.80	453.91
B	2831+23.16	-23.21	453.75	453.95
C	2831+33.16	-23.21	453.70	453.98
D	2831+43.16	-23.21	453.65	453.99
E	2831+53.16	-23.21	453.60	453.99
F	2831+63.16	-23.21	453.55	453.97
G	2831+73.16	-23.21	453.50	453.93
H	2831+83.16	-23.21	453.45	453.88
I	2831+93.16	-23.21	453.40	453.80
J	2832+03.16	-23.21	453.35	453.72
K	2832+13.16	-23.21	453.30	453.62
L	2832+23.16	-23.21	453.25	453.51
M	2832+33.16	-23.21	453.20	453.40
N	2832+43.16	-23.21	453.15	453.30
O	2832+53.16	-23.21	453.10	453.20
P	2832+63.16	-23.21	453.05	453.11
Q	2832+73.16	-23.21	453.00	453.04
℄ Brg. Pier 25	2832+82.91	-23.21	452.95	452.97

GIRDER 3 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
S	2832+92.91	-23.21	452.90	452.92
T	2833+02.91	-23.21	452.85	452.87
U	2833+12.91	-23.21	452.80	452.84
V	2833+22.91	-23.21	452.75	452.82
W	2833+32.91	-23.21	452.70	452.80
X	2833+42.91	-23.21	452.65	452.80
Y	2833+52.91	-23.21	452.60	452.79
Z	2833+62.91	-23.21	452.55	452.79
AA	2833+72.91	-23.21	452.50	452.77
AB	2833+82.91	-23.21	452.45	452.75
AC	2833+92.91	-23.21	452.40	452.71
AD	2834+02.91	-23.21	452.35	452.66
AE	2834+12.91	-23.21	452.30	452.59
AF	2834+22.91	-23.21	452.25	452.51
AG	2834+32.91	-23.21	452.20	452.41
AH	2834+42.91	-23.21	452.15	452.30
AI	2834+52.91	-23.21	452.10	452.19
℄ Brg. E. Abut.	2834+62.66	-23.21	452.05	452.07
℄ Expansion Joint	2834+64.07	-23.21	452.04	452.06
Bk. of E. Abut.	2834+66.71	-23.21	452.03	452.05

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2830+99.53	-12.79	454.07	454.09
℄ E. Brg. Pier 24	2831+00.95	-12.79	454.07	454.09
A	2831+10.95	-12.79	454.02	454.13
B	2831+20.95	-12.79	453.97	454.17
C	2831+30.95	-12.79	453.92	454.19
D	2831+40.95	-12.79	453.87	454.21
E	2831+50.95	-12.79	453.82	454.21
F	2831+60.95	-12.79	453.77	454.19
G	2831+70.95	-12.79	453.72	454.15
H	2831+80.95	-12.79	453.67	454.10
I	2831+90.95	-12.79	453.62	454.02
J	2832+00.95	-12.79	453.57	453.94
K	2832+10.95	-12.79	453.52	453.84
L	2832+20.95	-12.79	453.47	453.73
M	2832+30.95	-12.79	453.42	453.62
N	2832+40.95	-12.79	453.37	453.52
O	2832+50.95	-12.79	453.32	453.42
P	2832+60.95	-12.79	453.27	453.33
Q	2832+70.95	-12.79	453.22	453.26
℄ Brg. Pier 25	2832+80.70	-12.79	453.17	453.19
S	2832+90.70	-12.79	453.12	453.14
T	2833+00.70	-12.79	453.07	453.09
U	2833+10.70	-12.79	453.02	453.06
V	2833+20.70	-12.79	452.97	453.04
W	2833+30.70	-12.79	452.92	453.02
X	2833+40.70	-12.79	452.87	453.02
Y	2833+50.70	-12.79	452.82	453.01
Z	2833+60.70	-12.79	452.77	453.01
AA	2833+70.70	-12.79	452.72	452.99
AB	2833+80.70	-12.79	452.67	452.97

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

GIRDER 4 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
AC	2833+90.70	-12.79	452.62	452.93
AD	2834+00.70	-12.79	452.57	452.88
AE	2834+10.70	-12.79	452.52	452.81
AF	2834+20.70	-12.79	452.47	452.73
AG	2834+30.70	-12.79	452.42	452.63
AH	2834+40.70	-12.79	452.37	452.52
AI	2834+50.70	-12.79	452.32	452.41
℄ Brg. E. Abut.	2834+60.45	-12.79	452.27	452.29
℄ Expansion Joint	2834+61.85	-12.79	452.26	452.28
Bk. of E. Abut.	2834+64.50	-12.79	452.25	452.27

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2830+97.31	-2.38	453.91	453.93
℄ E. Brg. Pier 24	2830+98.74	-2.38	453.90	453.92
A	2831+08.74	-2.38	453.85	453.96
B	2831+18.74	-2.38	453.80	454.00
C	2831+28.74	-2.38	453.75	454.03
D	2831+38.74	-2.38	453.70	454.04
E	2831+48.74	-2.38	453.65	454.04
F	2831+58.74	-2.38	453.60	454.02
G	2831+68.74	-2.38	453.55	453.99
H	2831+78.74	-2.38	453.50	453.93
I	2831+88.74	-2.38	453.45	453.86
J	2831+98.74	-2.38	453.40	453.77
K	2832+08.74	-2.38	453.35	453.67
L	2832+18.74	-2.38	453.30	453.57
M	2832+28.74	-2.38	453.25	453.46
N	2832+38.74	-2.38	453.20	453.35
O	2832+48.74	-2.38	453.15	453.26
P	2832+58.74	-2.38	453.10	453.17
Q	2832+68.74	-2.38	453.05	453.09
℄ Brg. Pier 25	2832+78.48	-2.38	453.00	453.02
S	2832+88.48	-2.38	452.95	452.97
T	2832+98.48	-2.38	452.90	452.93
U	2833+08.48	-2.38	452.85	452.90
V	2833+18.48	-2.38	452.80	452.87
W	2833+28.48	-2.38	452.75	452.86
X	2833+38.48	-2.38	452.70	452.85
Y	2833+48.48	-2.38	452.65	452.85
Z	2833+58.48	-2.38	452.60	452.84
AA	2833+68.48	-2.38	452.55	452.83
AB	2833+78.48	-2.38	452.50	452.80
AC	2833+88.48	-2.38	452.45	452.76
AD	2833+98.48	-2.38	452.40	452.71
AE	2834+08.48	-2.38	452.35	452.65
AF	2834+18.48	-2.38	452.30	452.56
AG	2834+28.48	-2.38	452.25	452.47
AH	2834+38.48	-2.38	452.20	452.36
AI	2834+48.48	-2.38	452.15	452.24
℄ Brg. E. Abut.	2834+58.23	-2.38	452.10	452.12
℄ Expansion Joint	2834+59.64	-2.38	452.10	452.12
Bk. of E. Abut.	2834+62.28	-2.38	452.08	452.10

PG AND ℄ WB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2830+96.81	0.00	453.86	453.88
℄ E. Brg. Pier 24	2830+98.23	0.00	453.86	453.88
A	2831+08.23	0.00	453.81	453.92
B	2831+18.23	0.00	453.76	453.96
C	2831+28.23	0.00	453.71	453.98
D	2831+38.23	0.00	453.66	454.00
E	2831+48.23	0.00	453.61	454.00
F	2831+58.23	0.00	453.56	453.98
G	2831+68.23	0.00	453.51	453.94
H	2831+78.23	0.00	453.46	453.89
I	2831+88.23	0.00	453.41	453.81
J	2831+98.23	0.00	453.36	453.73
K	2832+08.23	0.00	453.31	453.63
L	2832+18.23	0.00	453.26	453.52
M	2832+28.23	0.00	453.21	453.41
N	2832+38.23	0.00	453.16	453.31
O	2832+48.23	0.00	453.11	453.21
P	2832+58.23	0.00	453.06	453.12
Q	2832+68.23	0.00	453.01	453.05
℄ Brg. Pier 25	2832+77.98	0.00	452.96	452.98
S	2832+87.98	0.00	452.91	452.92
T	2832+97.98	0.00	452.86	452.88
U	2833+07.98	0.00	452.81	452.85
V	2833+17.98	0.00	452.76	452.83
W	2833+27.98	0.00	452.71	452.81
X	2833+37.98	0.00	452.66	452.81
Y	2833+47.98	0.00	452.61	452.80
Z	2833+57.98	0.00	452.56	452.80
AA	2833+67.98	0.00	452.51	452.78
AB	2833+77.98	0.00	452.46	452.76
AC	2833+87.98	0.00	452.41	452.72
AD	2833+97.98	0.00	452.36	452.67
AE	2834+07.98	0.00	452.31	452.60
AF	2834+17.98	0.00	452.26	452.52
AG	2834+27.98	0.00	452.21	452.42
AH	2834+37.98	0.00	452.16	452.31
AI	2834+47.98	0.00	452.11	452.20
℄ Brg. E. Abut.	2834+57.73	0.00	452.06	452.08
℄ Expansion Joint	2834+59.13	0.00	452.05	452.07
Bk. of E. Abut.	2834+61.78	0.00	452.04	452.06

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	2830+95.10	8.04	453.71	453.73
℄ E. Brg. Pier 24	2830+96.52	8.04	453.70	453.72
A	2831+06.52	8.04	453.65	453.76
B	2831+16.52	8.04	453.60	453.79
C	2831+26.52	8.04	453.55	453.80
D	2831+36.52	8.04	453.50	453.81
E	2831+46.52	8.04	453.45	453.81
F	2831+56.52	8.04	453.40	453.78
G	2831+66.52	8.04	453.35	453.74

GIRDER 6 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
H	2831+76.52	8.04	453.30	453.69
I	2831+86.52	8.04	453.25	453.62
J	2831+96.52	8.04	453.20	453.54
K	2832+06.52	8.04	453.15	453.44
L	2832+16.52	8.04	453.10	453.34
M	2832+26.52	8.04	453.05	453.24
N	2832+36.52	8.04	453.00	453.14
O	2832+46.52	8.04	452.95	453.05
P	2832+56.52	8.04	452.90	452.96
Q	2832+66.52	8.04	452.85	452.89
℄ Brg. Pier 25	2832+76.27	8.04	452.81	452.83
S	2832+86.27	8.04	452.76	452.77
T	2832+96.27	8.04	452.71	452.73
U	2833+06.27	8.04	452.66	452.70
V	2833+16.27	8.04	452.61	452.67
W	2833+26.27	8.04	452.56	452.66
X	2833+36.27	8.04	452.51	452.64
Y	2833+46.27	8.04	452.46	452.63
Z	2833+56.27	8.04	452.41	452.63
AA	2833+66.27	8.04	452.36	452.61
AB	2833+76.27	8.04	452.31	452.58
AC	2833+86.27	8.04	452.26	452.54
AD	2833+96.27	8.04	452.21	452.49
AE	2834+06.27	8.04	452.16	452.42
AF	2834+16.27	8.04	452.11	452.34
AG	2834+26.27	8.04	452.06	452.25
AH	2834+36.27	8.04	452.01	452.15
AI	2834+46.27	8.04	451.96	452.04
℄ Brg. E. Abut.	2834+56.02	8.04	451.91	451.93
℄ Expansion Joint	2834+57.43	8.04	451.90	451.92
Bk. of E. Abut.	2834+60.07	8.04	451.89	451.91

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

NORTH EDGE OF SHOULDER

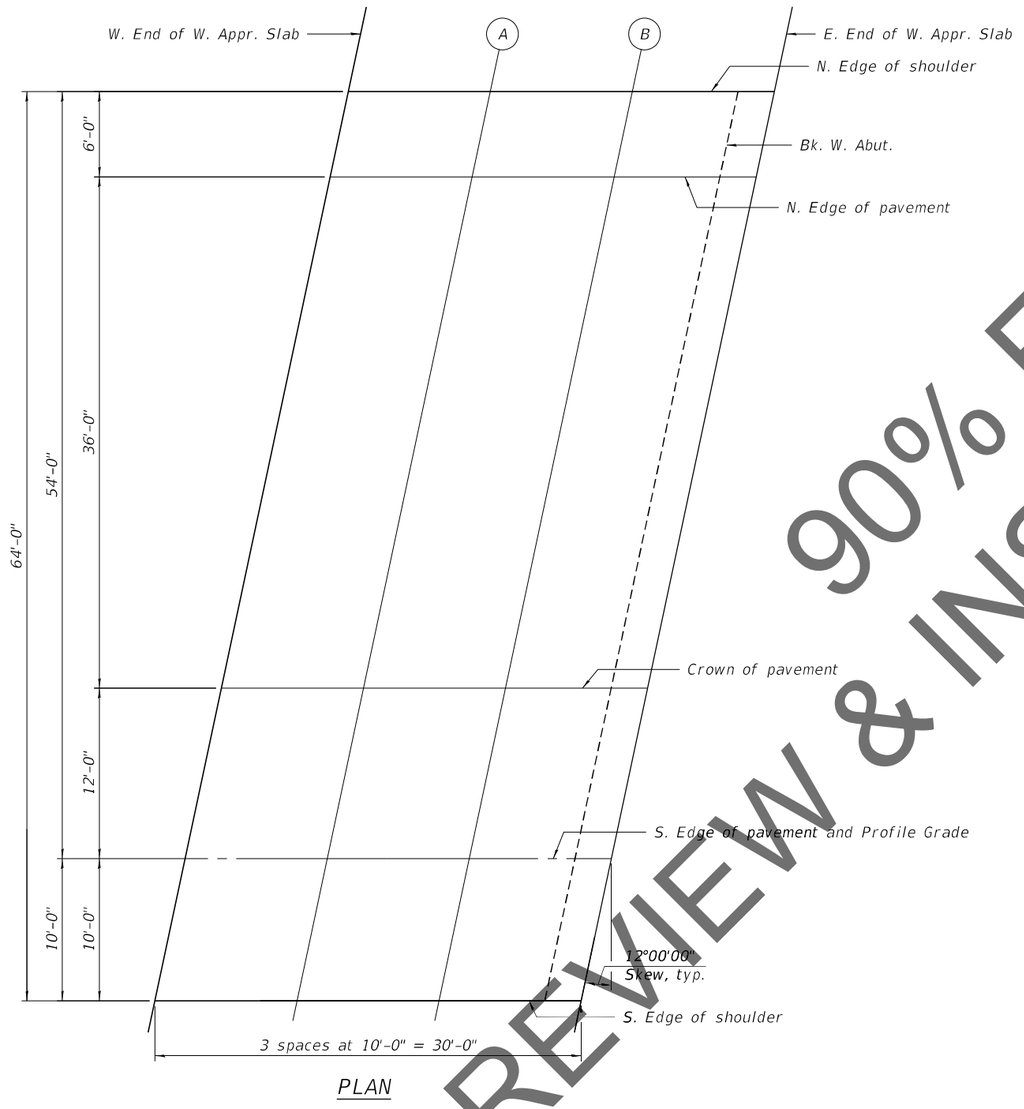
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	2779+87.77	-54.00	452.27	452.29
A	2779+97.77	-54.00	452.32	452.34
B	2780+07.77	-54.00	452.37	452.39
E. End of W. Appr. Slab	2780+17.77	-54.00	452.42	452.44

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	2779+86.49	-48.00	452.38	452.40
A	2779+96.49	-48.00	452.43	452.45
B	2780+06.49	-48.00	452.48	452.50
E. End of W. Appr. Slab	2780+16.49	-48.00	452.53	452.55

CROWN OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	2779+78.84	-12.00	453.06	453.08
A	2779+88.84	-12.00	453.11	453.13
B	2779+98.84	-12.00	453.16	453.18
E. End of W. Appr. Slab	2780+08.84	-12.00	453.21	453.23



PLAN

SOUTH EDGE OF PAVEMENT AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	2779+76.29	0.00	453.29	453.31
A	2779+86.29	0.00	453.34	453.36
B	2779+96.29	0.00	453.39	453.41
E. End of W. Appr. Slab	2780+06.29	0.00	453.44	453.46

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	2779+74.16	10.00	452.60	452.62
A	2779+84.16	10.00	452.65	452.67
B	2779+94.16	10.00	452.70	452.72
E. End of W. Appr. Slab	2780+04.16	10.00	452.75	452.77

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

E-AS1

2-17-2017

NORTH EDGE OF SHOULDER

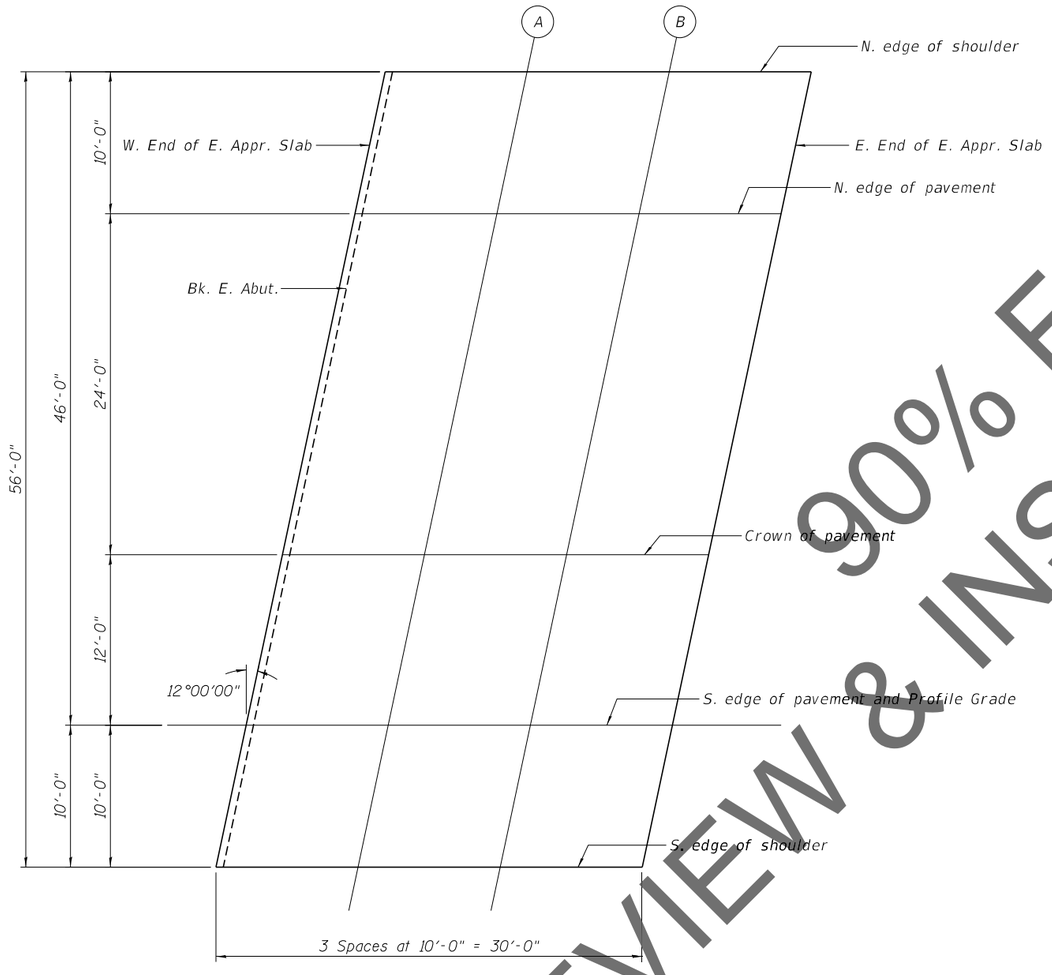
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	2834+70.51	-46.00	451.55	451.57
A	2834+80.51	-46.00	451.50	451.52
B	2834+90.51	-46.00	451.45	451.47
E. End of E. Appr. Slab	2835+00.51	-46.00	451.40	451.42

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	2834+68.38	-36.00	451.77	451.79
A	2834+78.38	-36.00	451.72	451.74
B	2834+88.38	-36.00	451.67	451.69
E. End of E. Appr. Slab	2834+98.38	-36.00	451.62	451.64

CROWN OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	2834+63.28	-12.00	452.27	452.29
A	2834+73.28	-12.00	452.22	452.24
B	2834+83.28	-12.00	452.17	452.19
E. End of E. Appr. Slab	2834+93.28	-12.00	452.12	452.14



PLAN

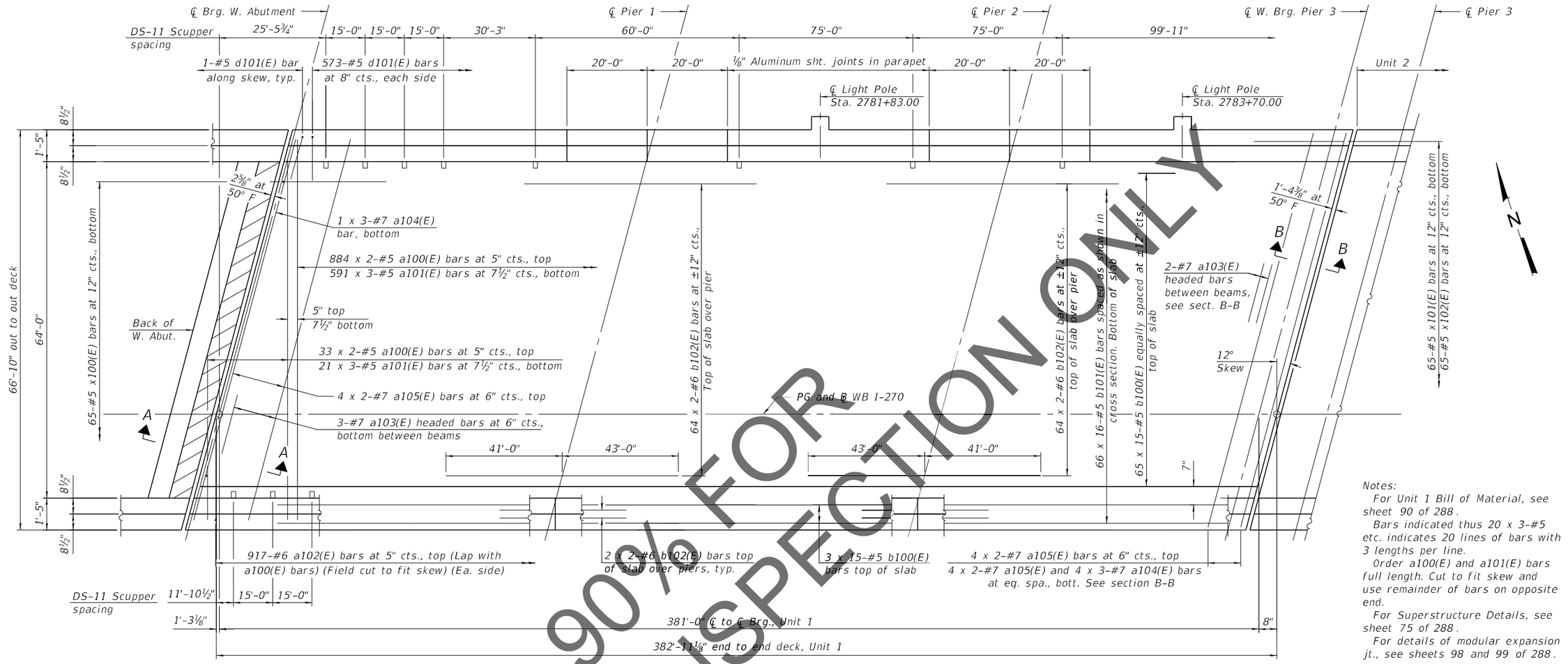
SOUTH EDGE OF PAVEMENT AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	2834+60.73	0.00	452.04	452.06
A	2834+70.73	0.00	451.99	452.01
B	2834+80.73	0.00	451.94	451.96
E. End of E. Appr. Slab	2834+90.73	0.00	451.89	451.91

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	2834+58.60	10.00	451.85	451.87
A	2834+68.60	10.00	451.80	451.82
B	2834+78.60	10.00	451.75	451.77
E. End of E. Appr. Slab	2834+88.60	10.00	451.70	451.72

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

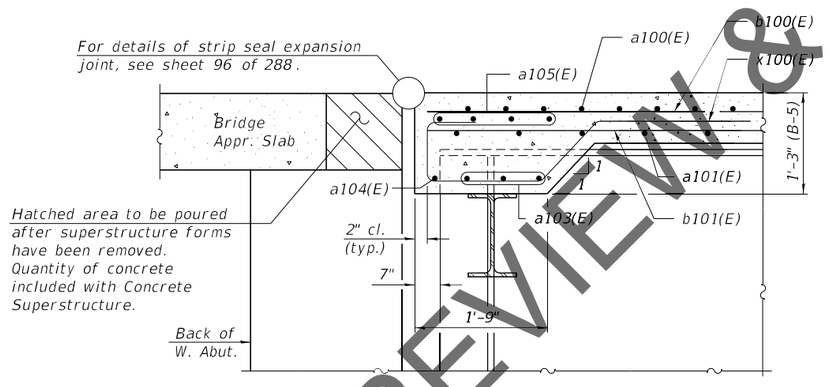


Notes:
For Unit 1 Bill of Material, see sheet 90 of 288.
Bars indicated thus 20 x 3–#5 etc. indicates 20 lines of bars with 3 lengths per line.
Order a100(E) and a101(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
For Superstructure Details, see sheet 75 of 288.
For details of modular expansion jt., see sheets 98 and 99 of 288.

MINIMUM BAR LAP

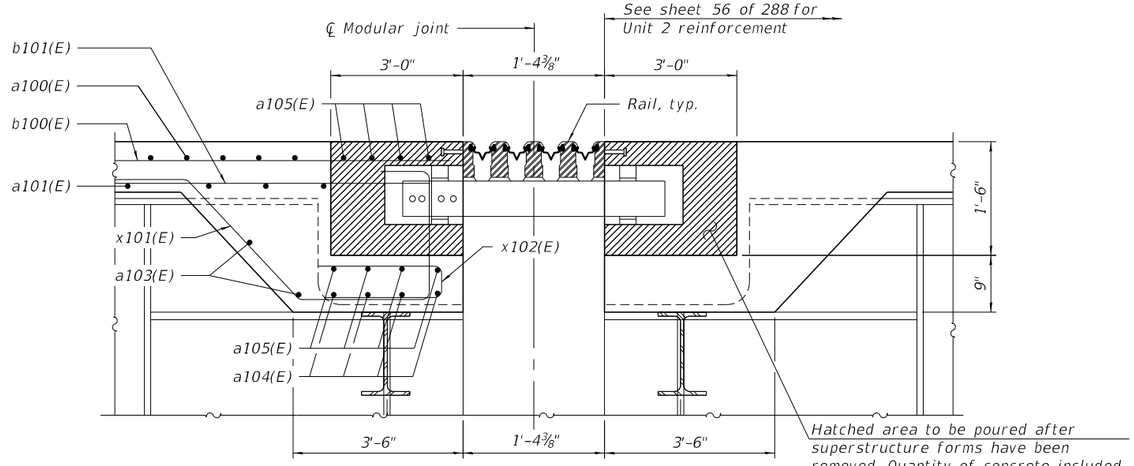
#5 bar = 3'–6"
#6 bar = 3'–7"
#7 bar = 4'–8"

UNIT 1 PLAN



SECTION A–A

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



SECTION B–B

(at Rt. ℄'s)

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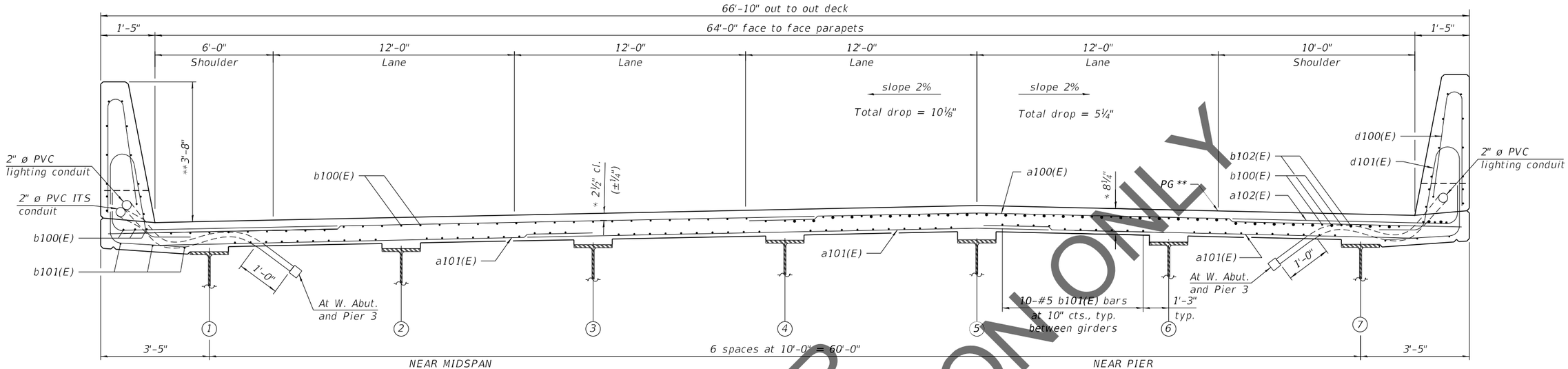
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

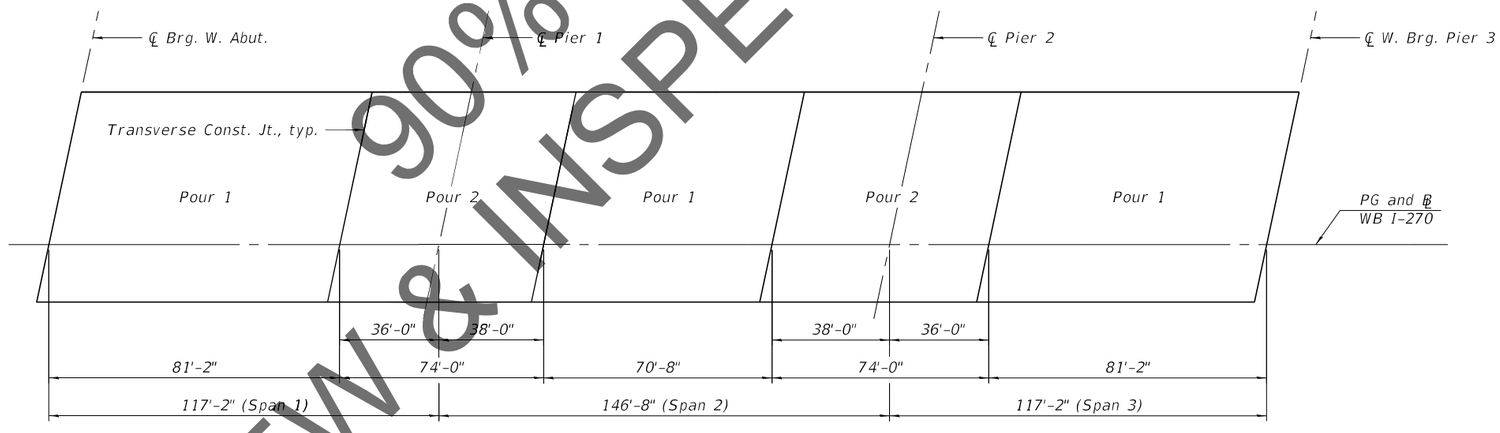
DECK PLAN UNIT 1
STRUCTURE NO. 060–0351 (WB)
SHEET 54 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	546
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



UNIT 1 CROSS SECTION
(Looking East)

*Prior to grinding
**After grinding



DECK POURING SEQUENCE

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

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

Notes:
For Unit 1 Bill of Material, see sheet 90 of 288.
For Superstructure Details, see sheet 75 of 288.

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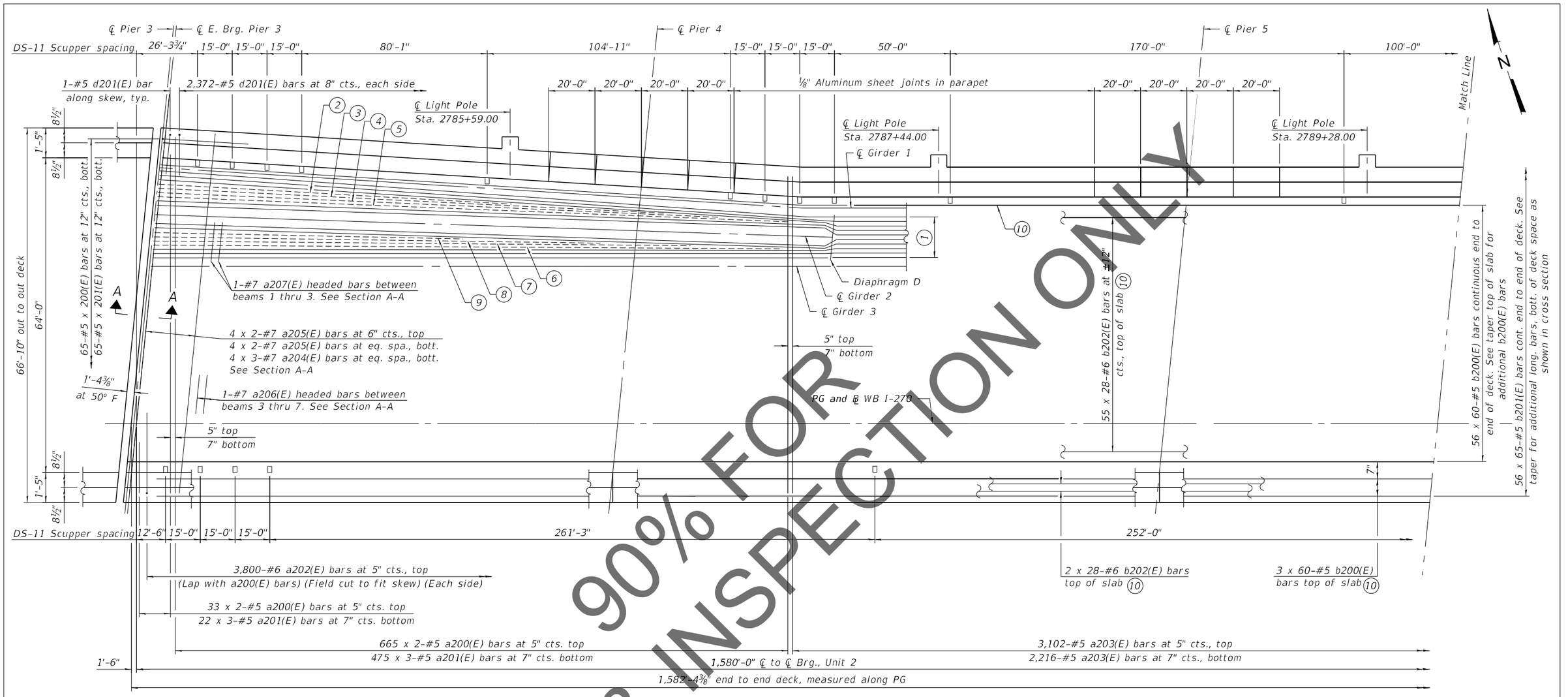
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

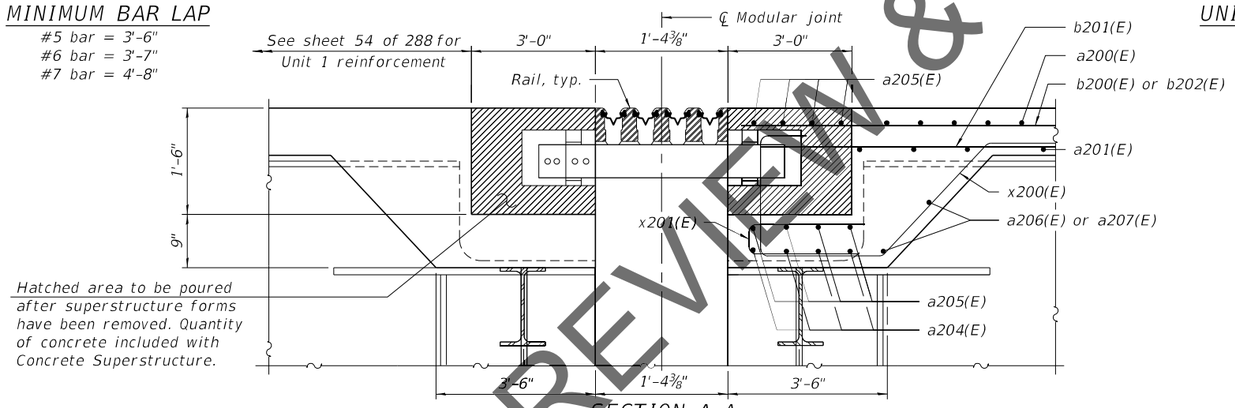
DECK SECTION & POURING SEQUENCE UNIT 1
STRUCTURE NO. 060-0351 (WB)
SHEET 55 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	547
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

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



SECTION A–A

(at Rt. ℄'s)

UNIT 2 PART PLAN

(1) Continuous #5 b201(E) end to end of deck, field bend at head beam
(2) * 1 x 7–#5 b201(E), bottom
(3) * 1 x 10–#5 b201(E), bottom
(4) * 1 x 12–#5 b201(E), bottom
(5) * 1 x 14–#5 b201(E), bottom
(6) * 1 x 13–#5 b201(E), bottom
(7) * 1 x 12–#5 b201(E), bottom
(8) * 1 x 9–#5 b201(E), bottom
(9) * 1 x 7–#5 b201(E), bottom
(10) Continuous end to end of deck

* Place and space as shown in deck cross section.

Notes:

For Unit 2 Bill of Material, see sheet 90 of 288.

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

Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.

For Superstructure Details, see sheet 75 of 288.

For details of modular expansion jt., see sheets 98 and 99 of 288.

For details of b200(E) and b202(E) in flared section, see sheet 57 of 288.

HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -
		CHECKED - NHP	REVISED -
	PLOT SCALE =	DRAWN - EAT	REVISED -
	PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 – 1
STRUCTURE NO. 060–0351 (WB)
SHEET 56 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	548
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		

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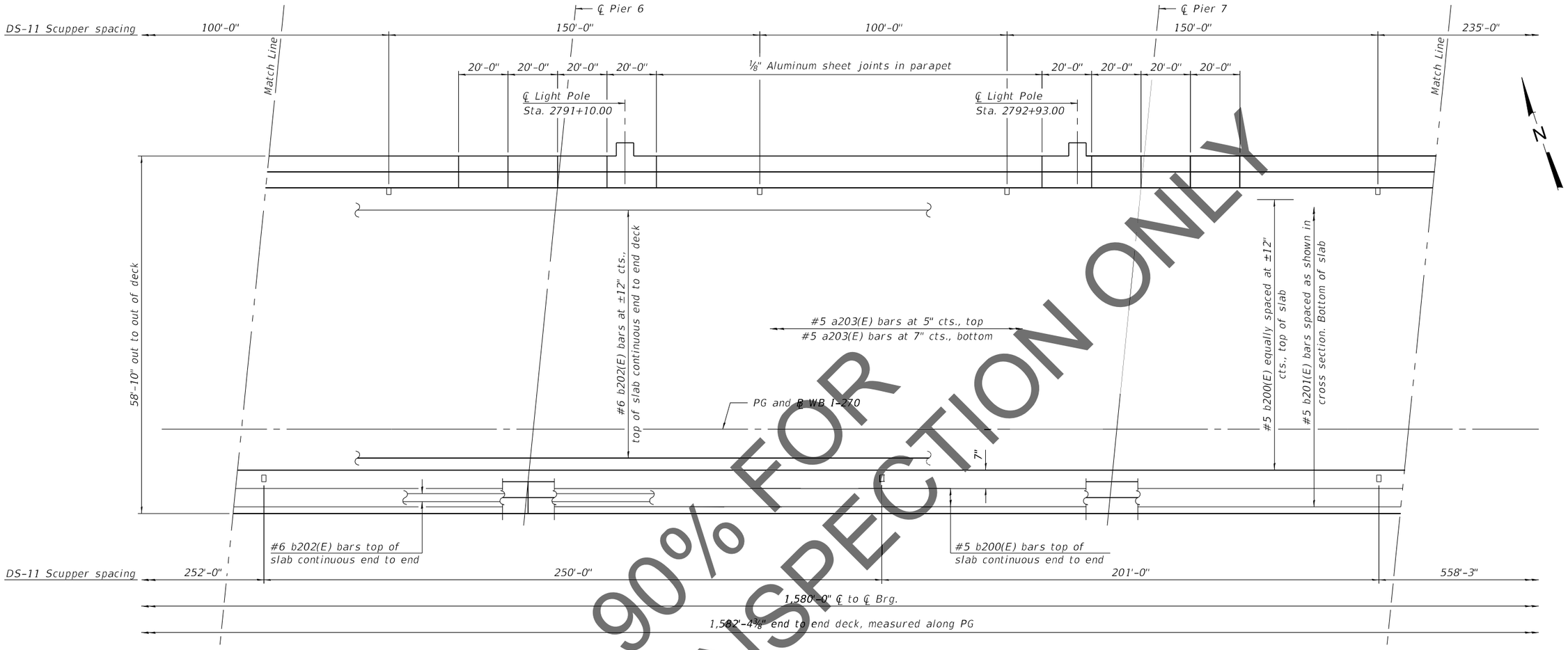
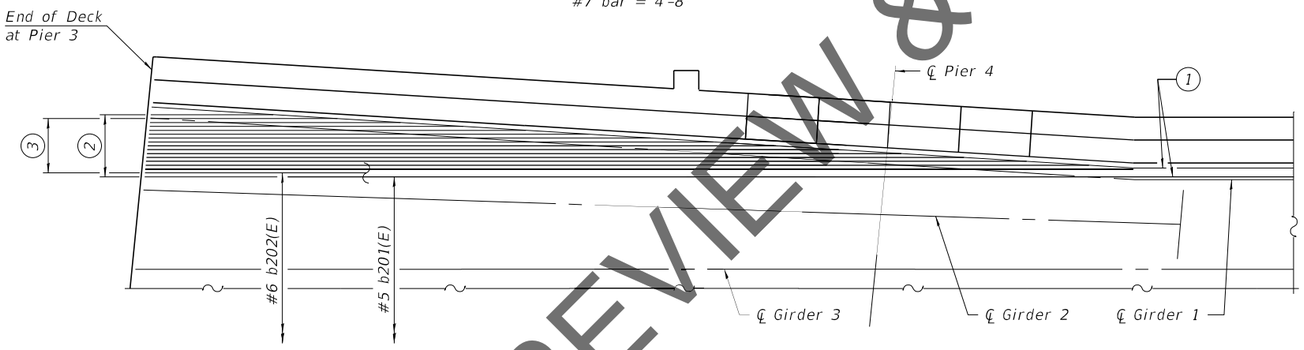


MINIMUM BAR LAP

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

UNIT 2 PART PLAN



PART PLAN OF TOP BARS IN FLARE

(1) Continuous #5 b200(E) end to end of deck

(2)
- 1-#5 b200(E), top at ±12" cts.
- 1 x 2-#5 b200(E), top at ±12" cts.
- 1 x 4-#5 b200(E), top at ±12" cts.
- 1 x 5-#5 b200(E), top at ±12" cts.
- 1 x 7-#5 b200(E), top at ±12" cts.
- 1 x 8-#5 b200(E), top at ±12" cts.
- 1 x 9-#5 b200(E), top at ±12" cts.
- 1 x 11-#5 b200(E), top at ±12" cts.

(3)
- 1-#6 b202(E), top at ±12" cts.
- 1 x 2-#6 b202(E), top at ±12" cts.
- 1 x 2-#6 b202(E), top at ±12" cts.
- 1 x 3-#6 b202(E), top at ±12" cts.
- 1 x 3-#6 b202(E), top at ±12" cts.
- 1 x 4-#6 b202(E), top at ±12" cts.
- 1 x 5-#6 b202(E), top at ±12" cts.

Notes:

For Unit 2 Bill of Material, see sheet 90 of 288.

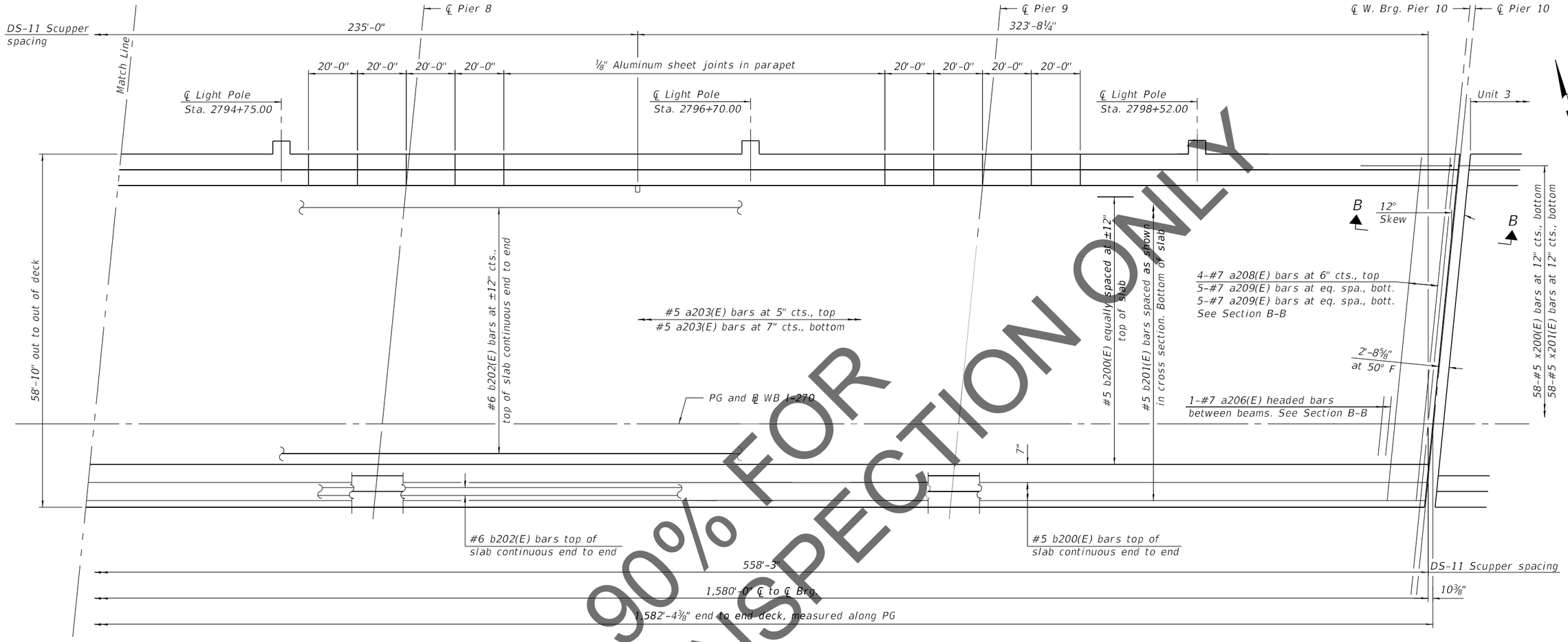
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.

For Superstructure Details, see sheet 75 of 288.

For details of modular expansion jt., see sheets 98 and 99 of 288.

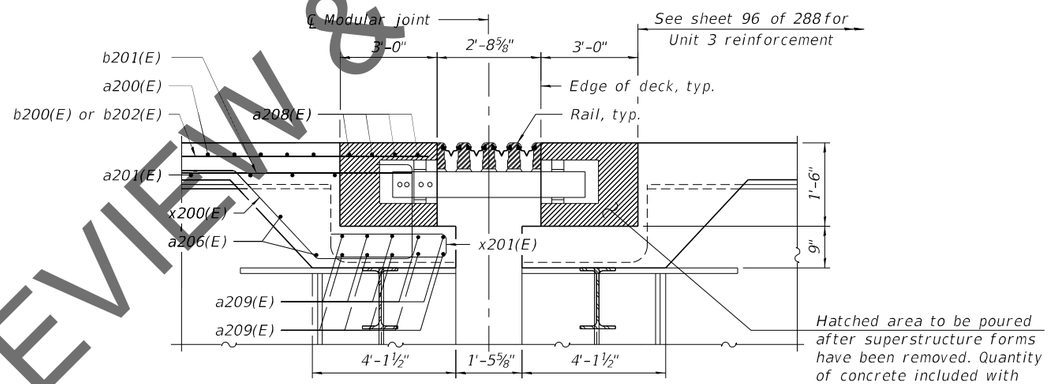
Fan (2) and (3) for 12" max. spacing.



MINIMUM BAR LAP

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

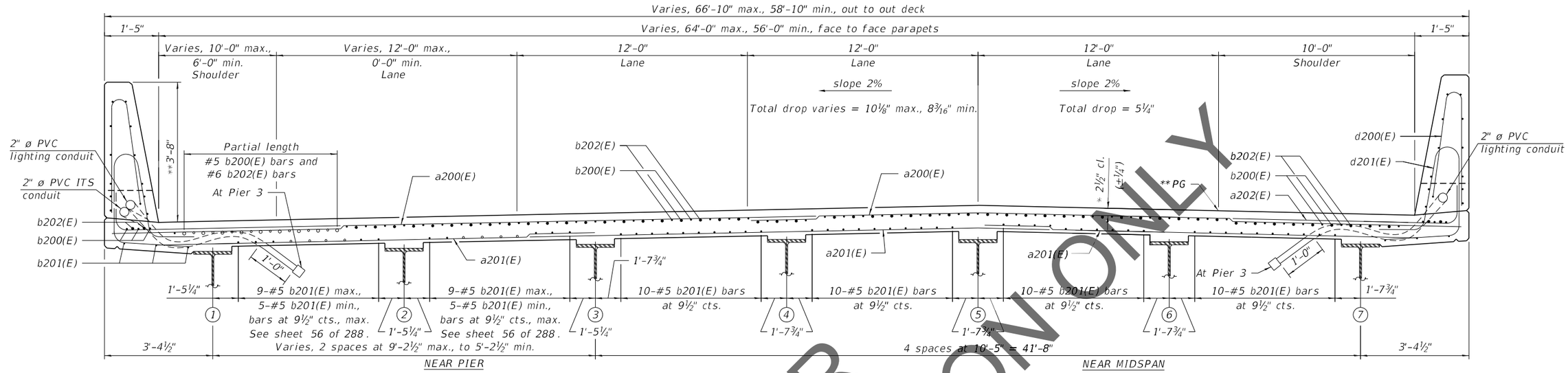
UNIT 2 PART PLAN



SECTION B-B
(at Rt. ℄'s)

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

Notes:
For Unit 2 Bill of Material, see sheet 90 of 288.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
For Superstructure Details, see sheet 75 of 288.
For details of modular expansion jt., see sheets 100 and 101 of 288.

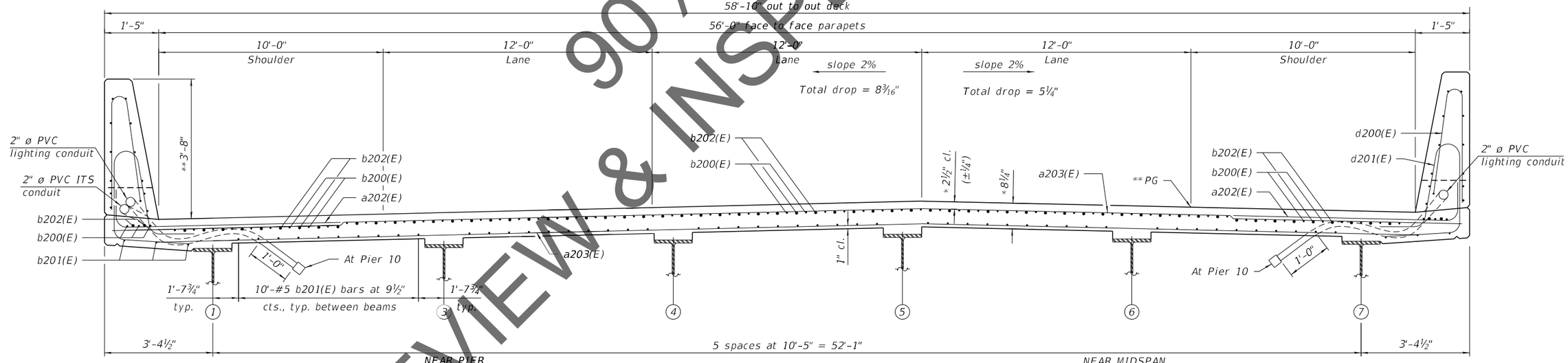


CROSS SECTION

(Looking East)

(Pier 3 to Station 2786+93.65)

* Prior to grinding
** After grinding
● Continuous bars end to end
○ Partial length bars



CROSS SECTION

(Looking East)

Station 2786+93.65 to Pier 10

* Prior to grinding
** After grinding

Notes:
For Unit 2 Bill of Material, see sheet 90 of 288.
For Superstructure Details, see sheet 75 of 288.

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HORNER & SHIFRIN
Teaming with: PARSONS

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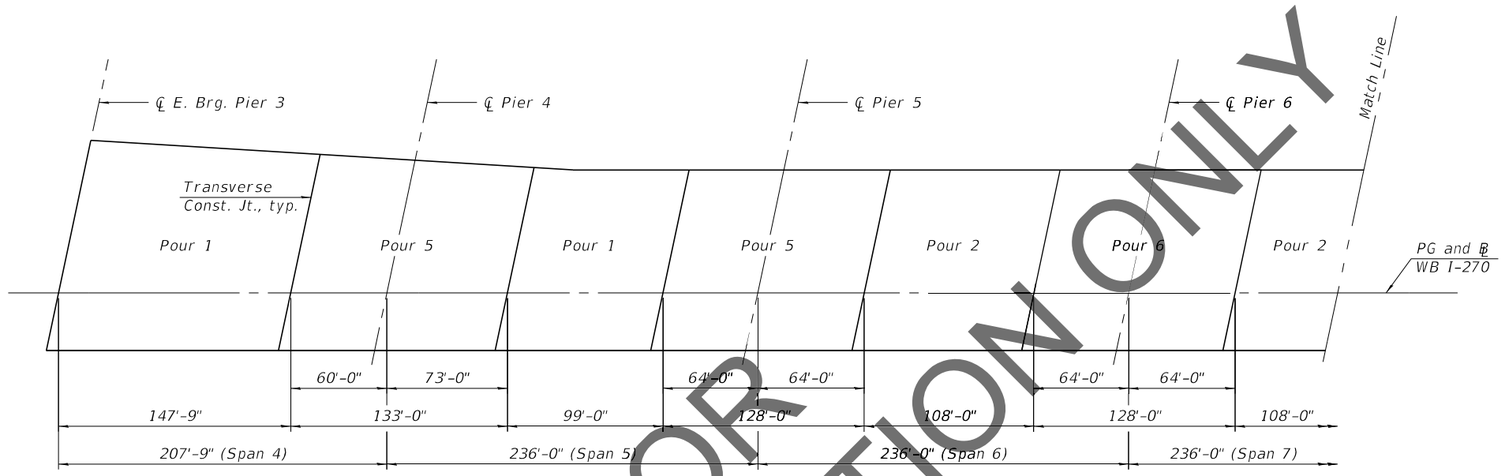
PLOT DATE =	CHECKED - GLC	REVISED -	

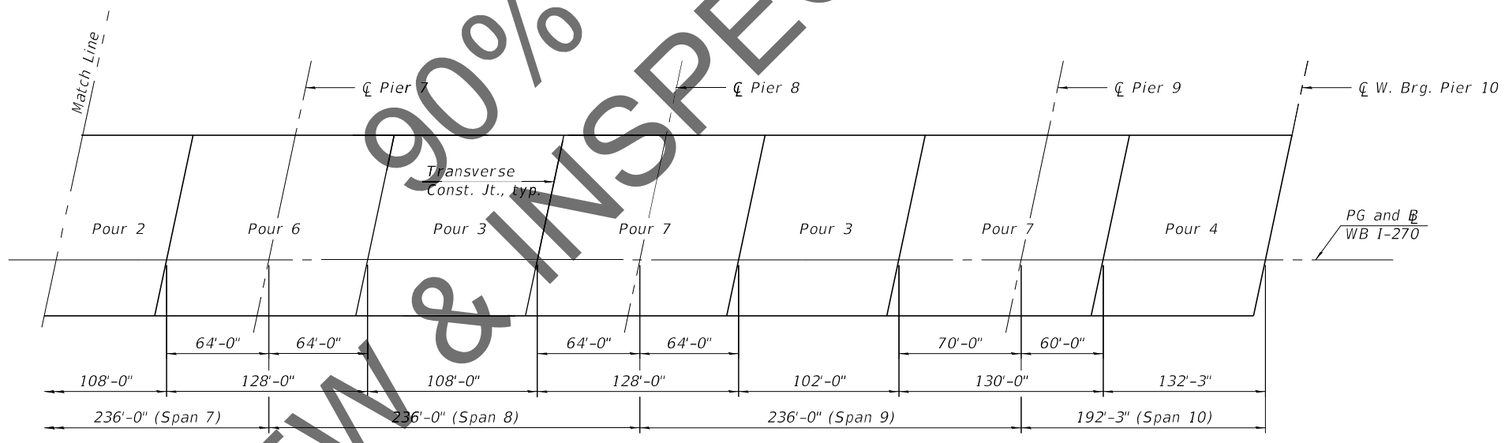
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SECTION UNIT 2
STRUCTURE NO. 060-0351 (WB)
SHEET 59 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	551
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



DECK POURING SEQUENCE



DECK POURING SEQUENCE

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

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

Notes:
For Unit 2 Bill of Material, see sheet 90 of 288.
For Superstructure Details, see sheet 75 of 288.

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HORNER & SHIFRIN
Teaming with: PARSONS

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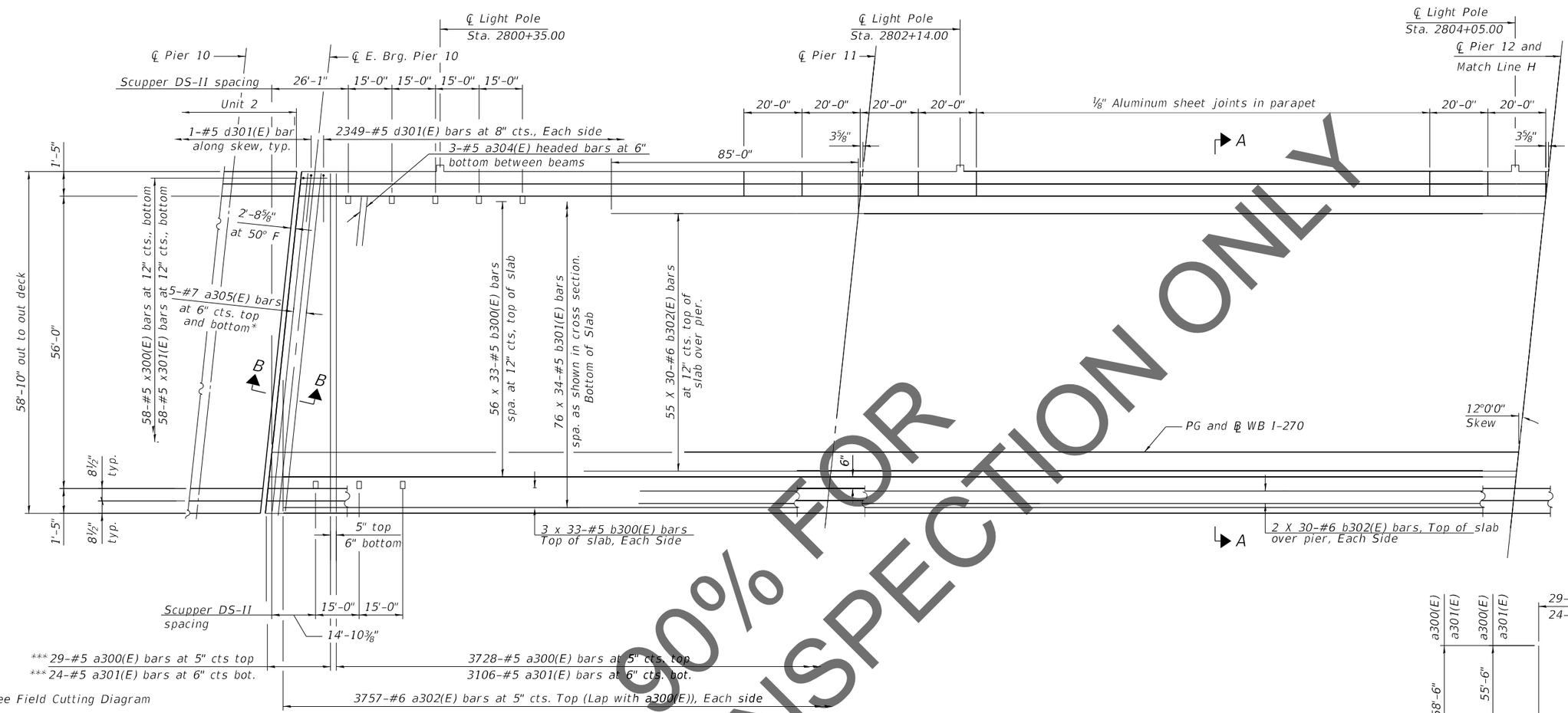
PLOT DATE =	CHECKED - GLC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

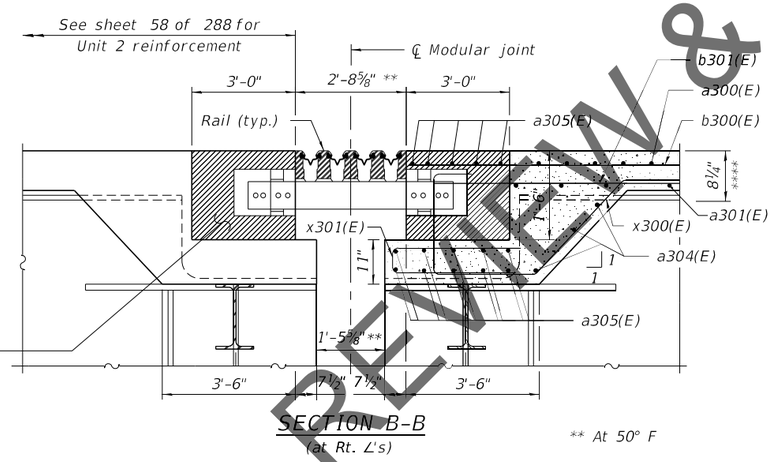
DECK POURING SEQUENCE UNIT 2
STRUCTURE NO. 060-0351 (WB)
SHEET 60 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	552
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



*** See Field Cutting Diagram

UNIT 3 PART PLAN



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

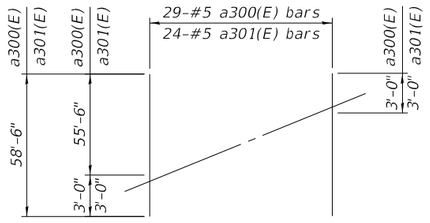
SECTION B-B
(at Rt. ∠'s)

** At 50° F

**** Prior to grinding

MINIMUM BAR LAP

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



FIELD CUTTING DIAGRAM

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

Note:

For Bill of Material, see sheet 91 of 288.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Space d301(E) Bars to miss parapet joints.
Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 104 of 288.
For scupper support and reinforcement details see sheet 87 of 288.
For Section A-A, see sheet 65 of 288.
For light pole base details see sheet 88 of 288.
Light pole base dimensions provided are measured to centerline light pole.

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

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Teaming with: PARSONS

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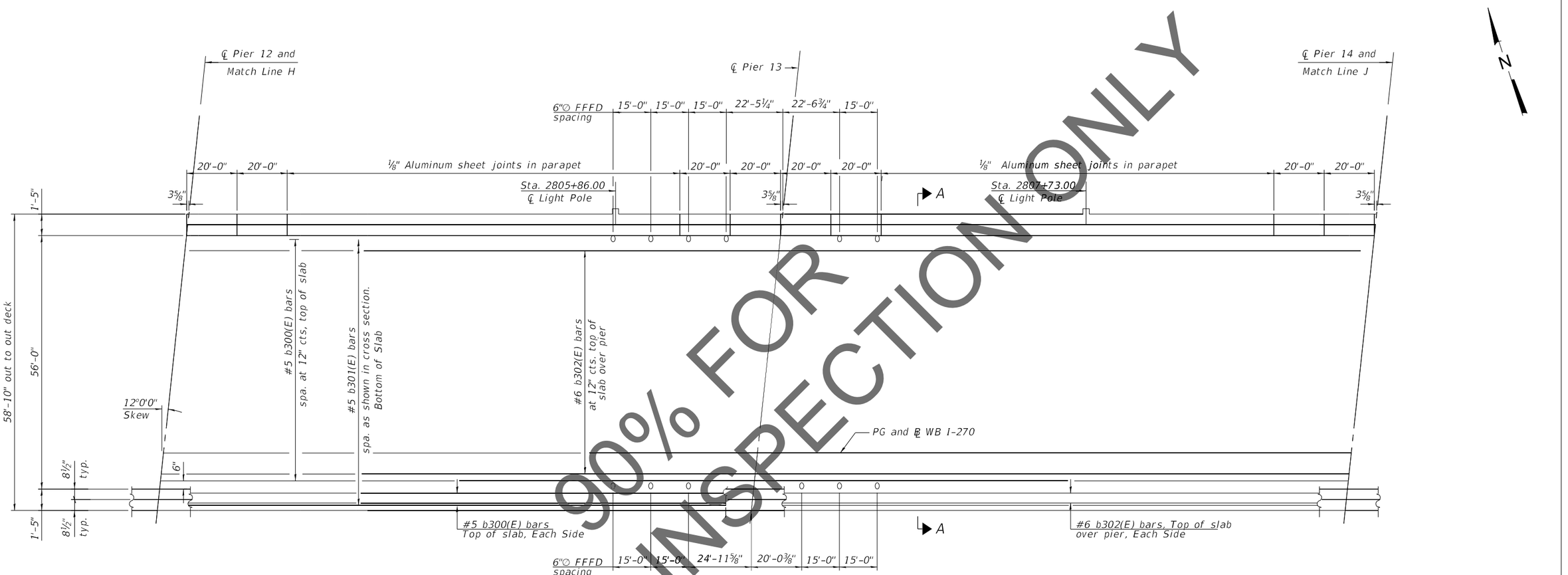
	CHECKED - JAB	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 61 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	553
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



#5 a300(E) bars at 5" cts. top
#5 a301(E) bars at 6" cts. bot.

#6 a302(E) bars at 5" cts. Top (Lap with a300(E)), Each side

#5 d301(E) bars at 8" cts. Each Side

UNIT 3 PART PLAN

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 61 of 288.
For Section A-A, see sheet 65 of 288.

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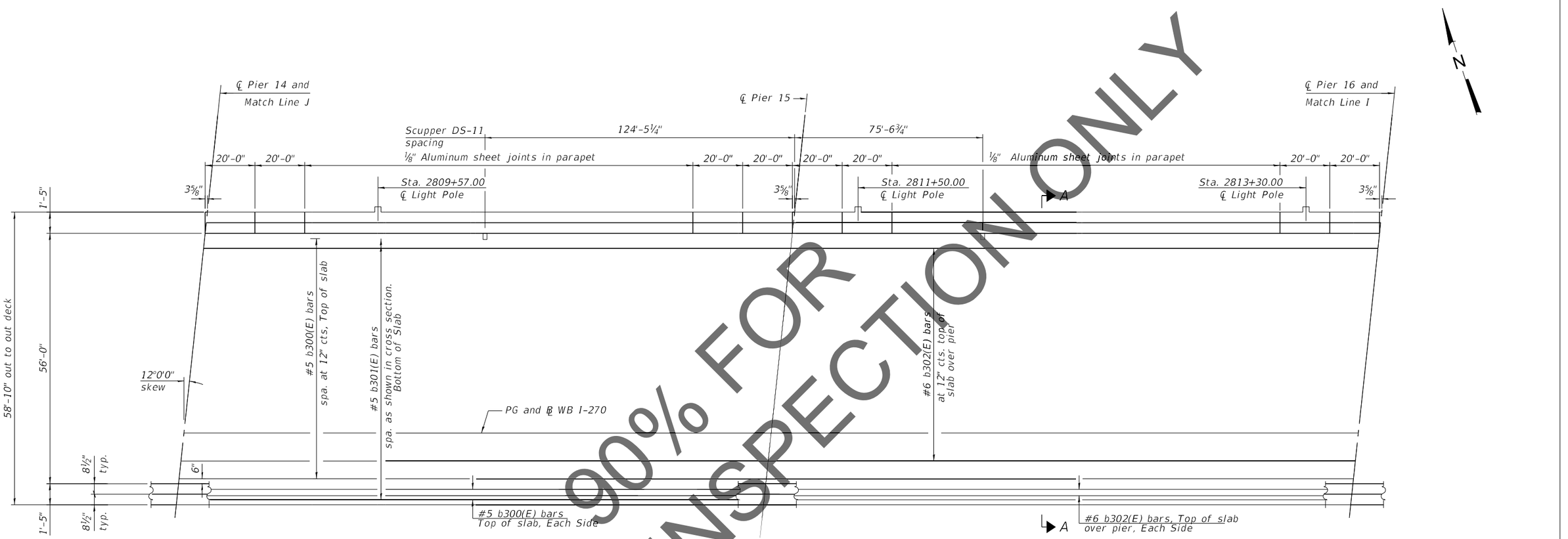
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - GLJ	REVISED -	
	CHECKED - JAB	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 – 2
STRUCTURE NO. 060–0351 (WB)
SHEET 62 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	554
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



N

UNIT 3 PART PLAN

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 61 of 288.

For Section A-A, see sheet 65 of 288.

HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - GLJ	REVISED -
		CHECKED - JAB	REVISED -
	PLOT SCALE =	DRAWN - GLJ	REVISED -
	PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 – 3
STRUCTURE NO. 060–0351 (WB)
SHEET 63 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	555
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

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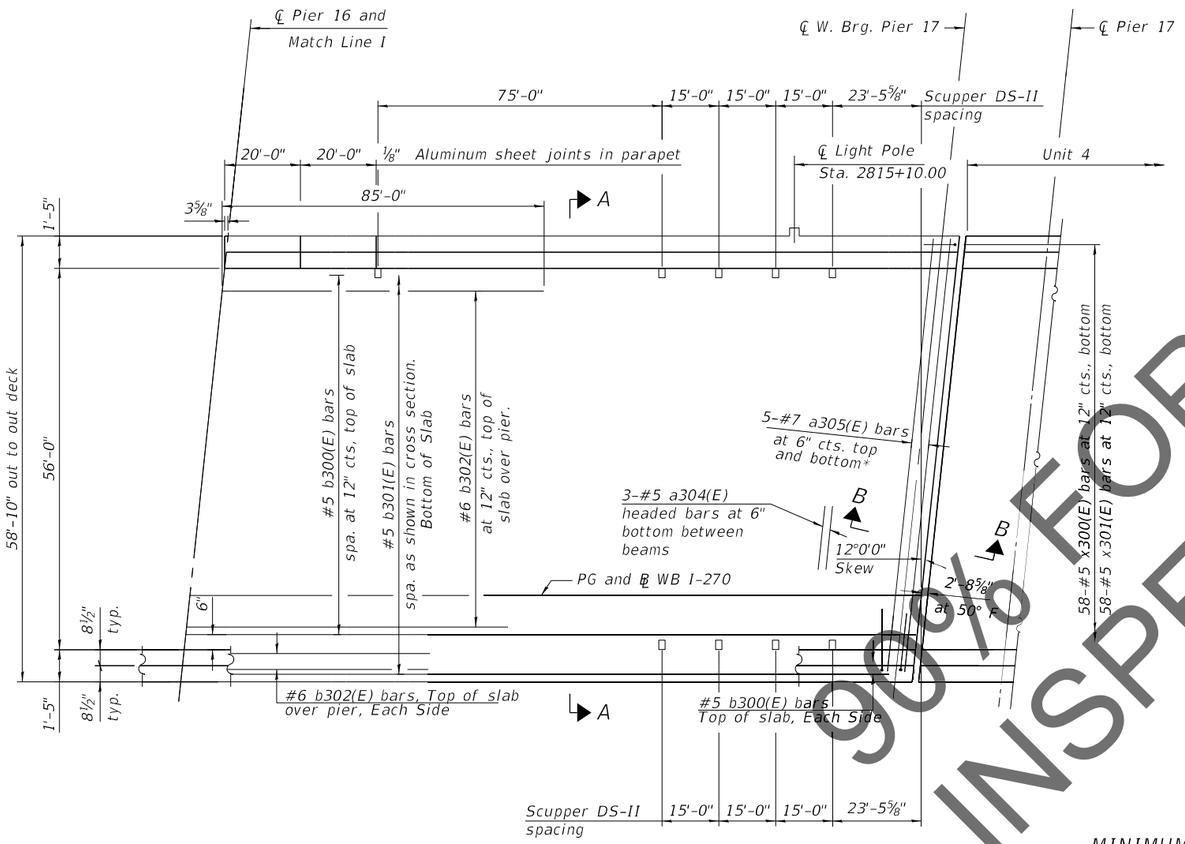
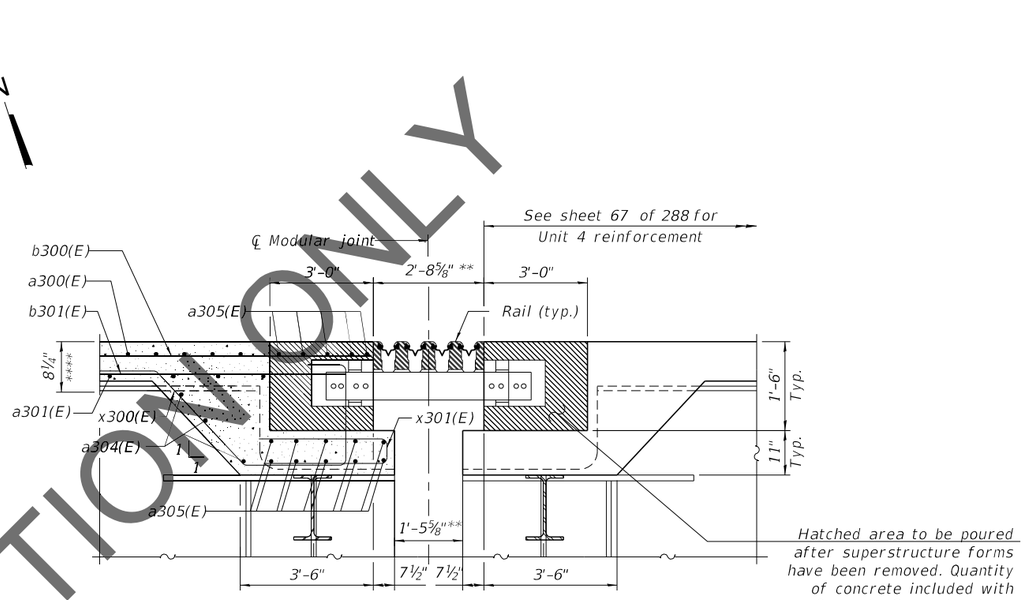


#5 a300(E) bars at 5" cts. top
#5 a301(E) bars at 6" cts. bot.

#6 a302(E) bars at 5" cts. Top (Lap with a300(E)), Each side

#5 d301(E) bars at 8" cts. Each side

UNIT 3 PART PLAN



SECTION B-B
(at Rt. ℄'s)

** At 50° F

**** Prior to grinding

MINIMUM BAR LAP

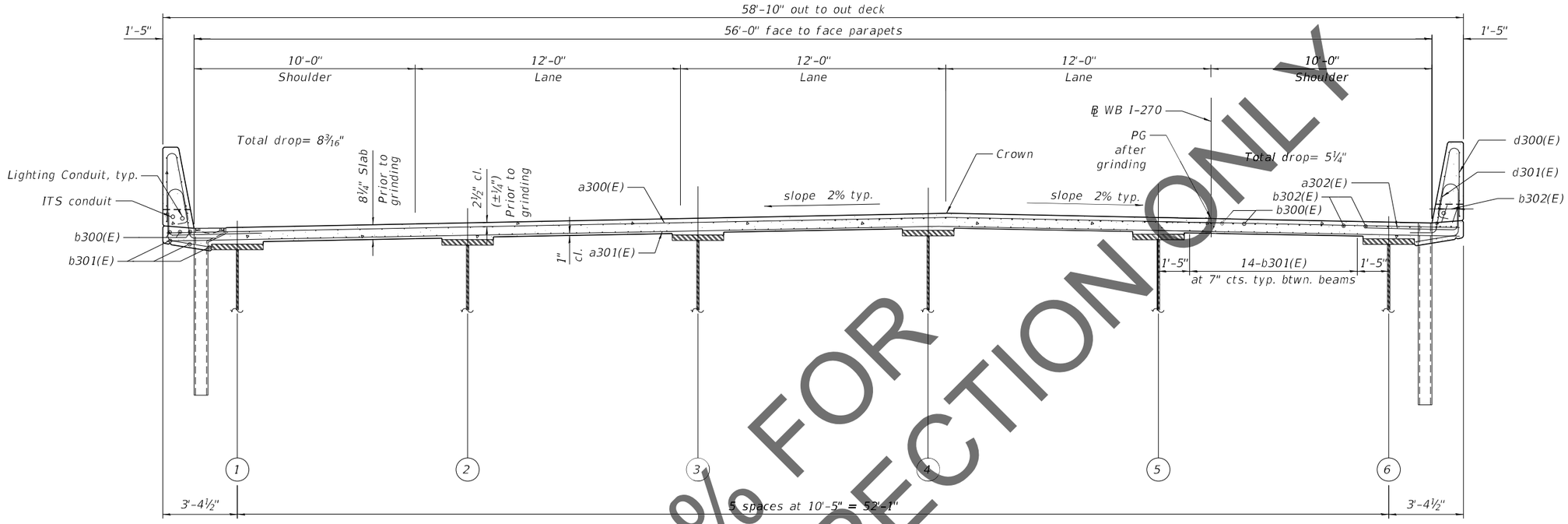
#5 bar = 3'-6"
#6 bar = 3'-7"
#7 bar = 4'-8"

Notes:

For Notes, see sheet 61 of 288.

For Section A-A, see sheet 65 of 288.

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



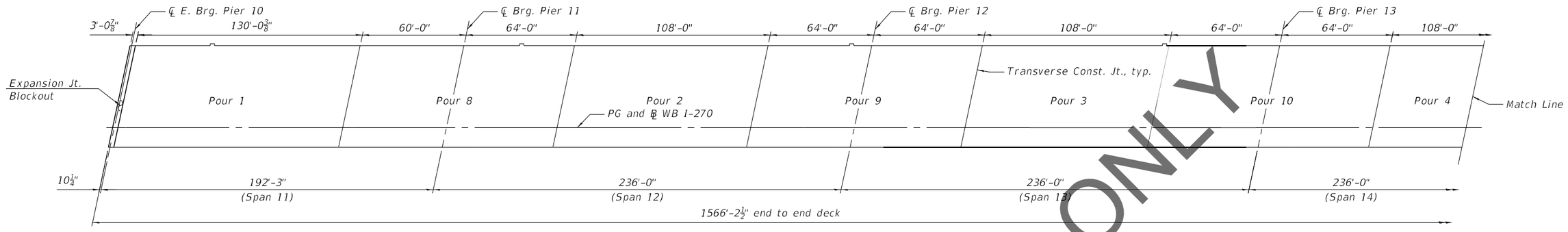
NEAR MIDSPAN

NEAR PIER

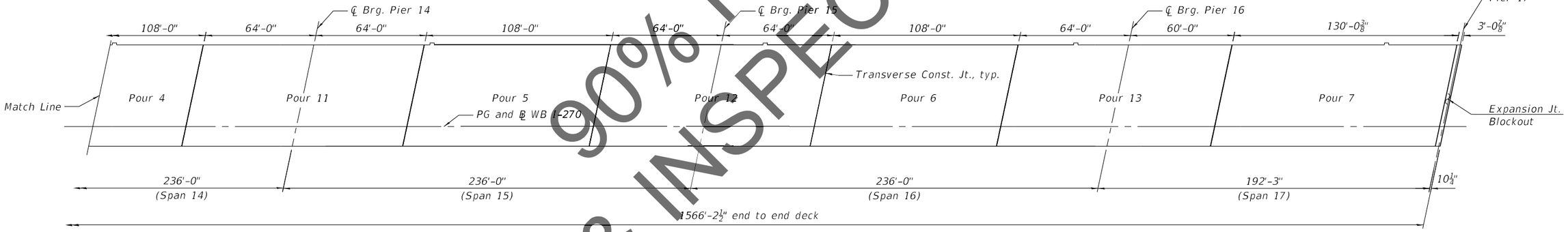
SECTION A-A
(Looking upstation)

Note:

For Bill of Material, see sheet 91 of 288.
For Location of drainage scuppers, see deck plans.
For Superstructure Details, see sheet 76 of 288 .



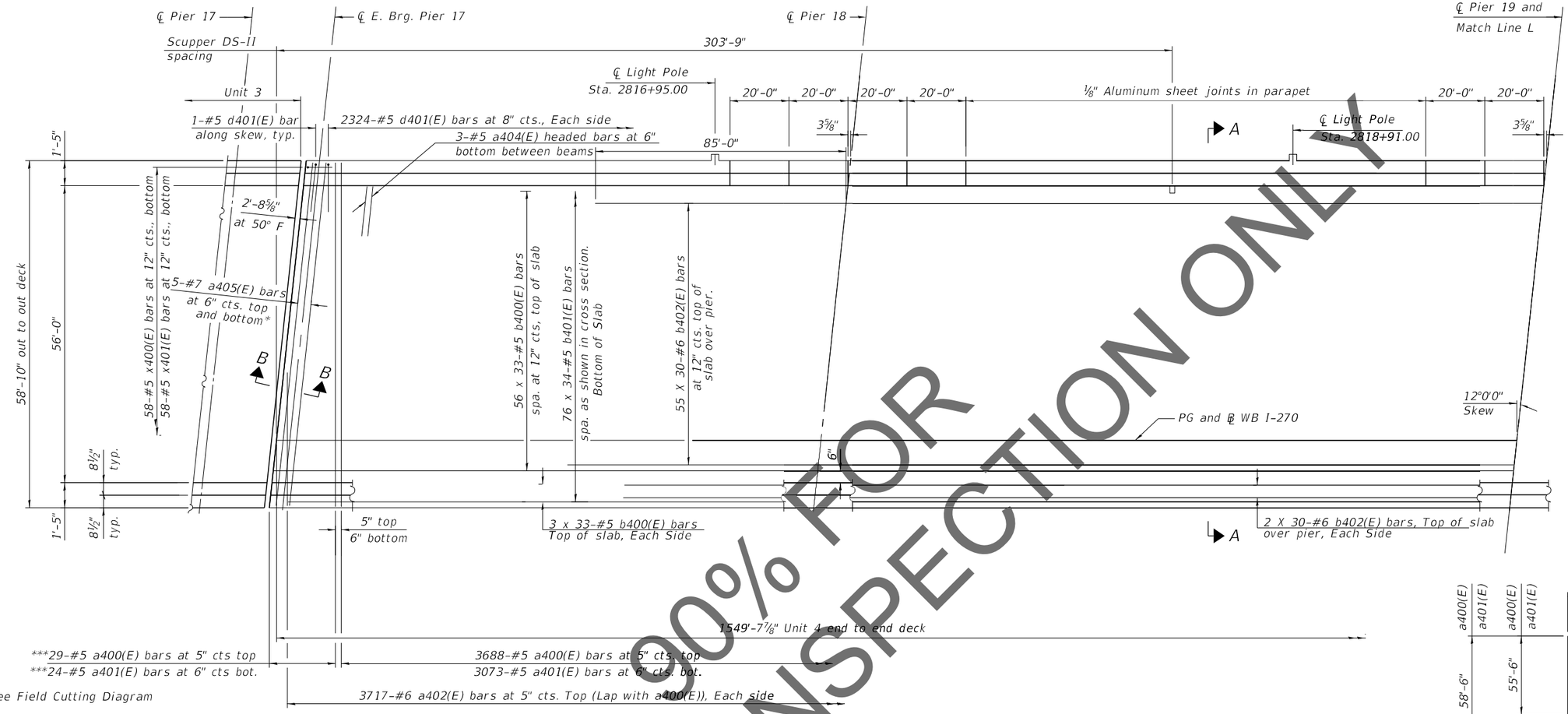
DECK POURING SEQUENCE



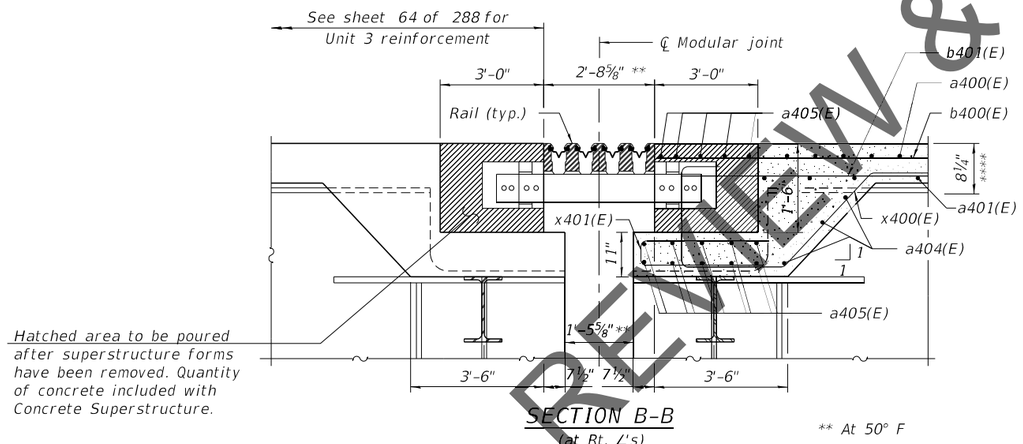
DECK POURING SEQUENCE

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

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



UNIT 4 PART PLAN



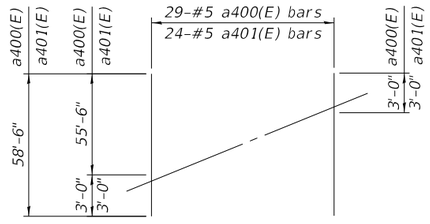
SECTION B-B
(at Rt. ℄'s)

** At 50° F

**** Prior to grinding

MINIMUM BAR LAP

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



FIELD CUTTING DIAGRAM

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

Note:

For Bill of Material, see sheet 91 of 288.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Space d401(E) Bars to miss parapet joints.
Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 104 of 288.
For scupper support and reinforcement details see sheet 87 of 288.
For Section A-A, see sheet 71 of 288.
For light pole base details see sheet 88 of 288.
Light pole base dimensions provided are measured to centerline light pole.

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

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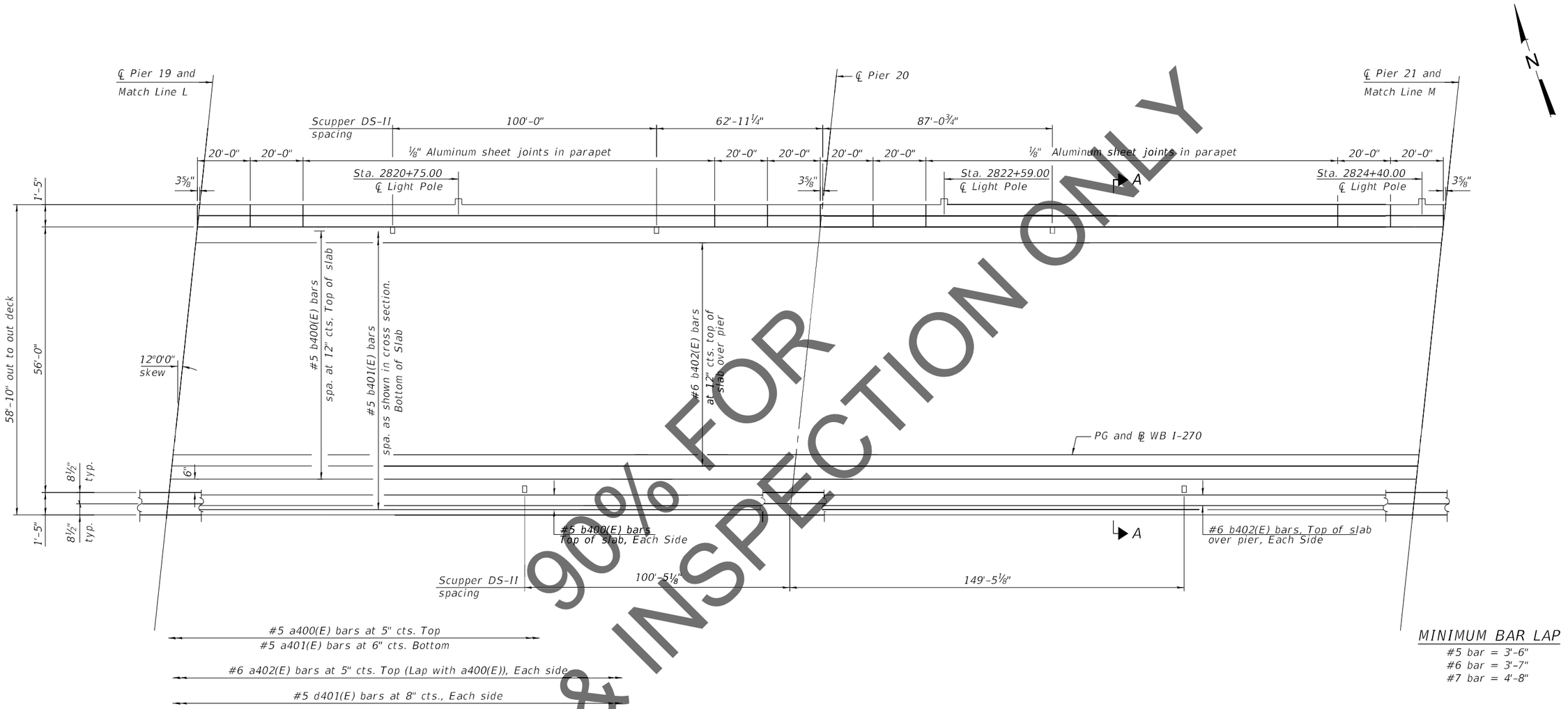
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - GLJ	REVISED -	
	CHECKED - JAB	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 67 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	559
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



UNIT 4 PART PLAN

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 67 of 288 .

For Section A-A, see sheet 71 of 288.

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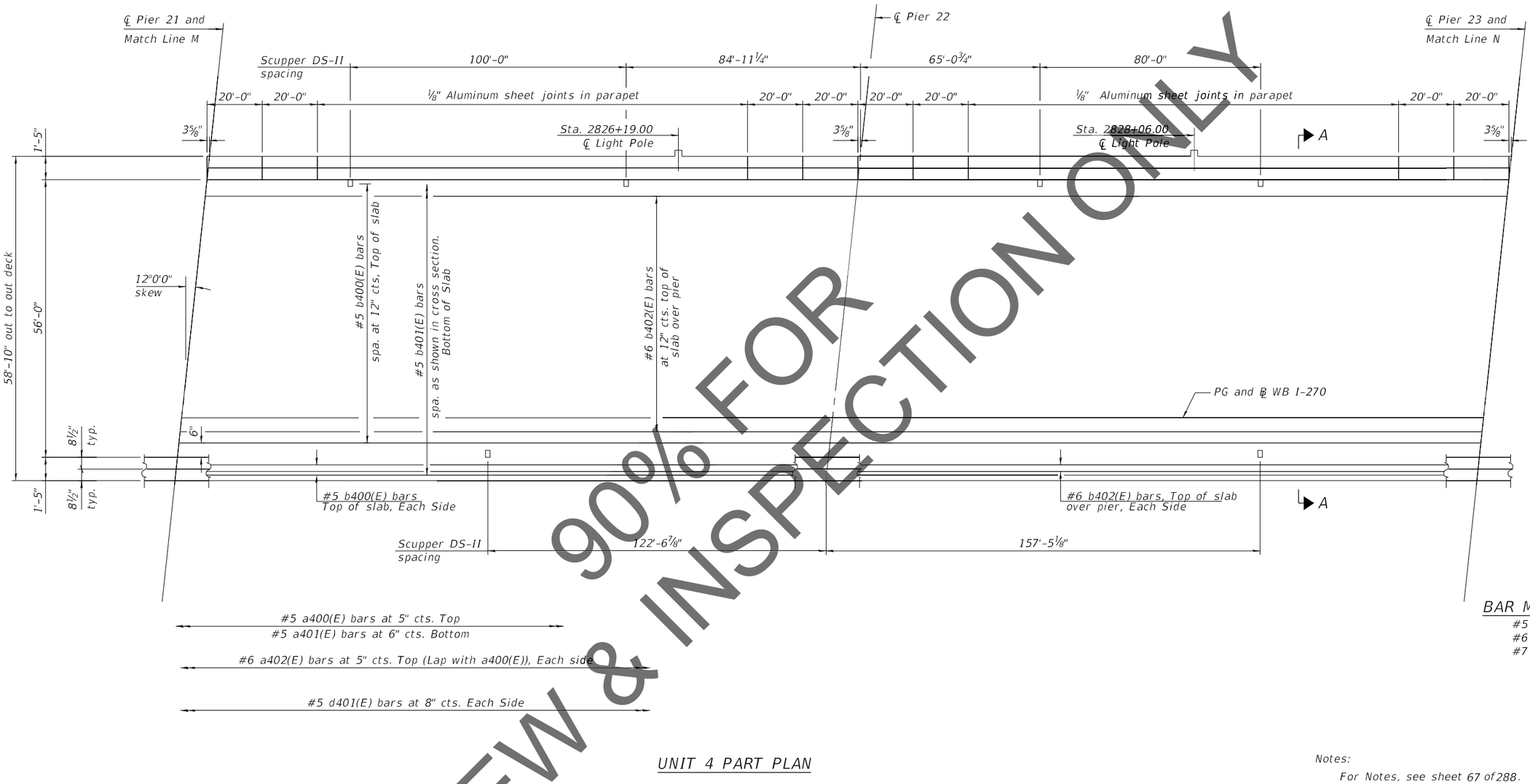
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - GLJ	REVISED -
	CHECKED - JAB	REVISED -
PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 2
STRUCTURE NO. 060-0351 (WB)
SHEET 68 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	560
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



UNIT 4 PART PLAN

BAR MINIMUM LAP

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

Notes:

For Notes, see sheet 67 of 288.
For Section A-A, see sheet 71 of 288.

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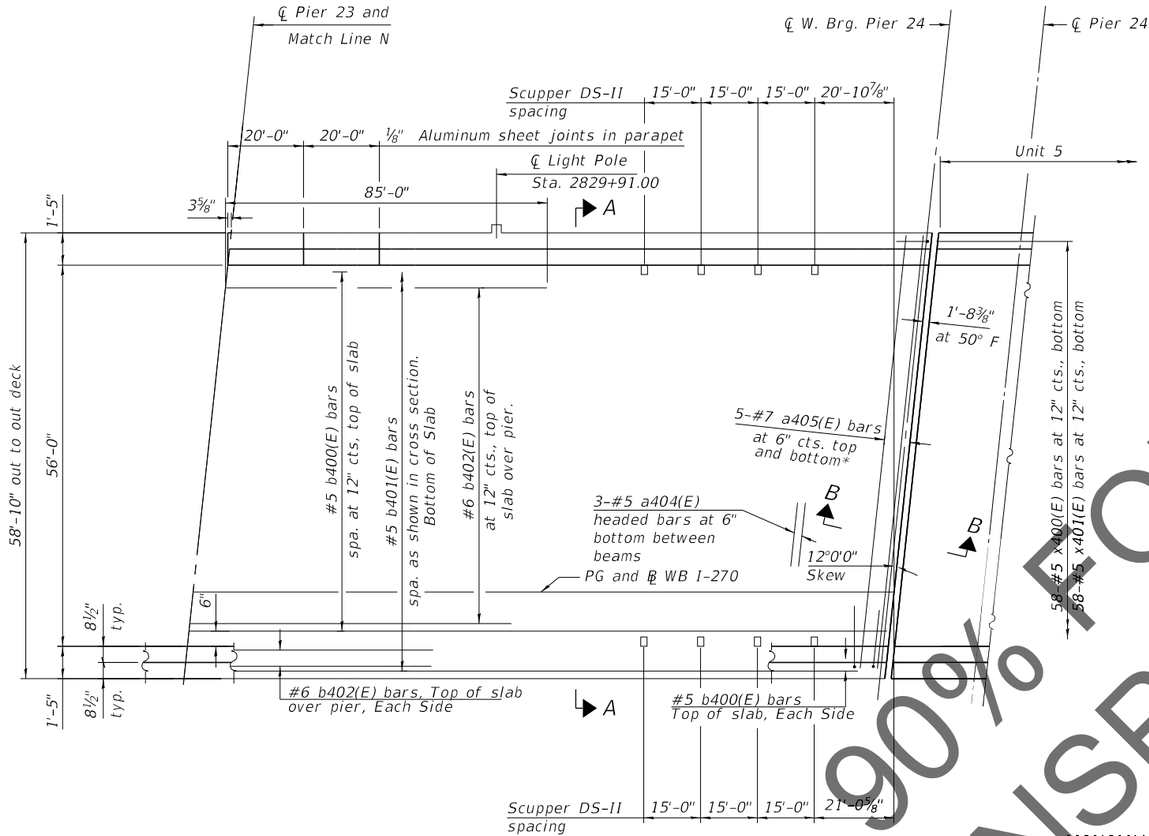
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - GLJ	REVISED -	
	CHECKED - JAB	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 3
STRUCTURE NO. 060-0351 (WB)
SHEET 69 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	561
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

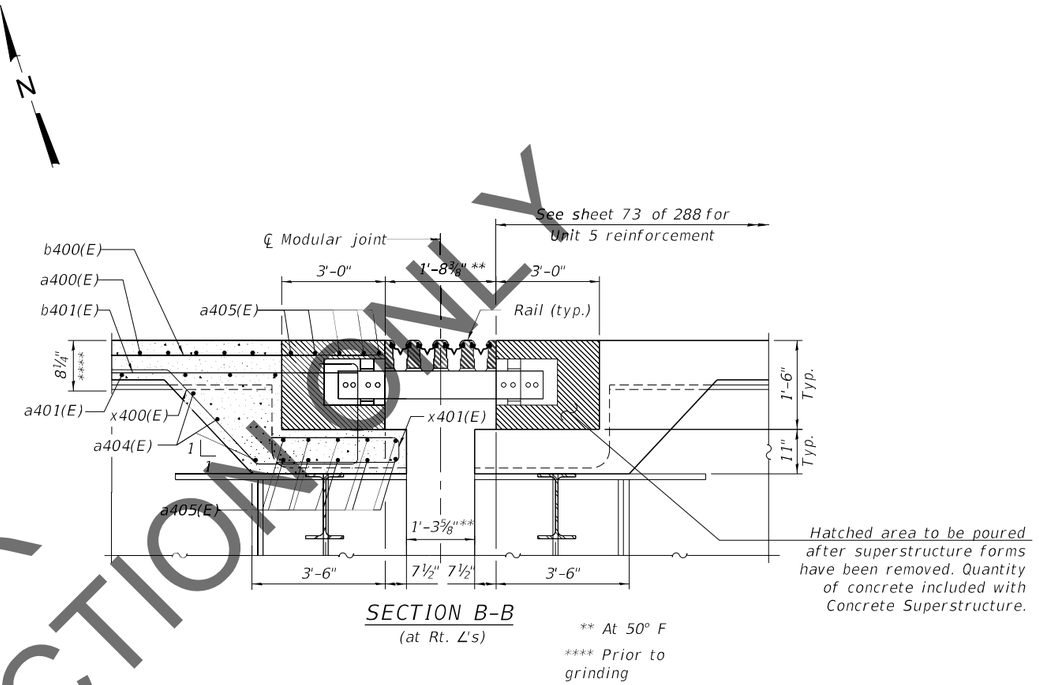


UNIT 4 PART PLAN

#5 a400(E) bars at 5" cts. top
#5 a401(E) bars at 6" cts. bot.

#6 a402(E) bars at 5" cts. Top (Lap with a400(E)), Each side

#5 d401(E) bars at 8" cts. Each side



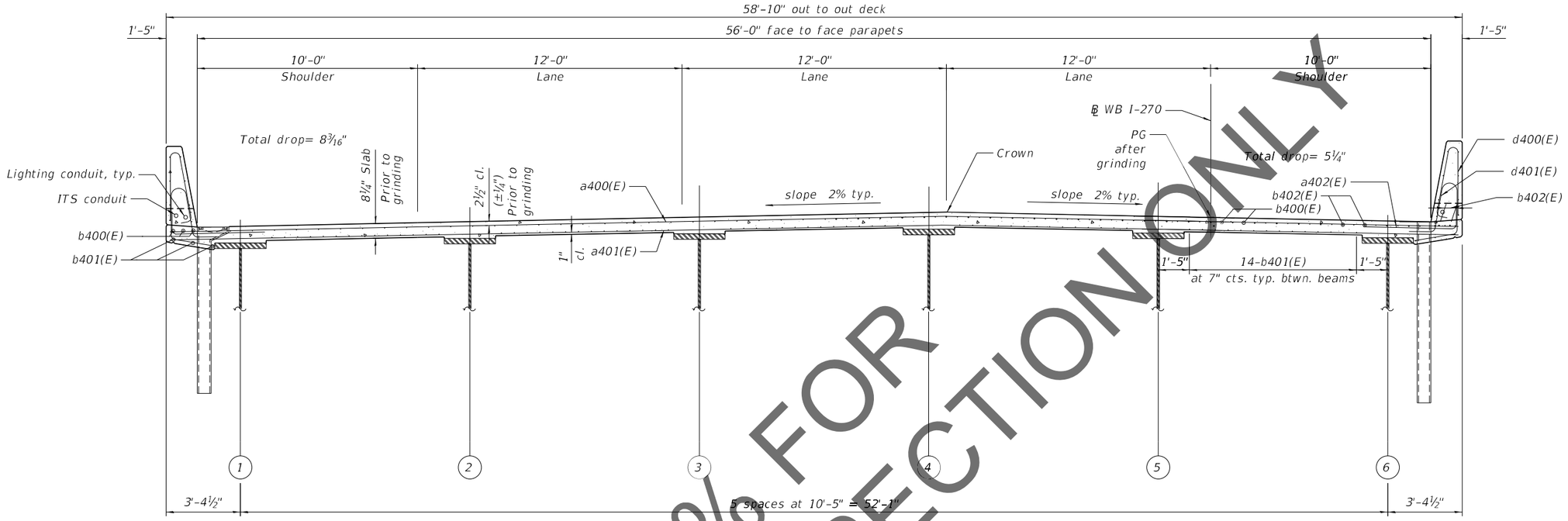
SECTION B-B
(at Rt. ℄'s)

** At 50° F
**** Prior to grinding

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

Notes:
For Notes, see sheet 67 of 288.
For Section A-A, see sheet 71 of 288.

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



NEAR MIDSPAN

NEAR PIER

SECTION A-A
(Looking upstation)

Note:

For Bill of Material, see sheet 93 of 288 .
For Location of drainage scuppers, see deck plans.
For Superstructure Details, see sheet 78 of 288 .

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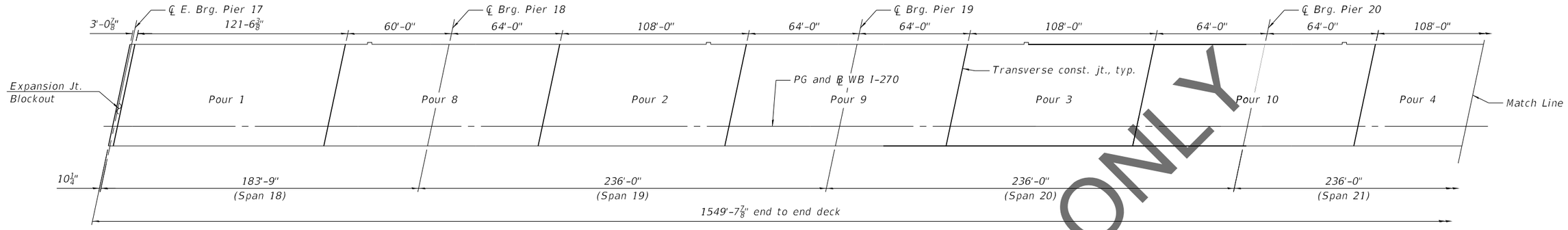
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - GLJ	REVISED -	
	CHECKED - JAB	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

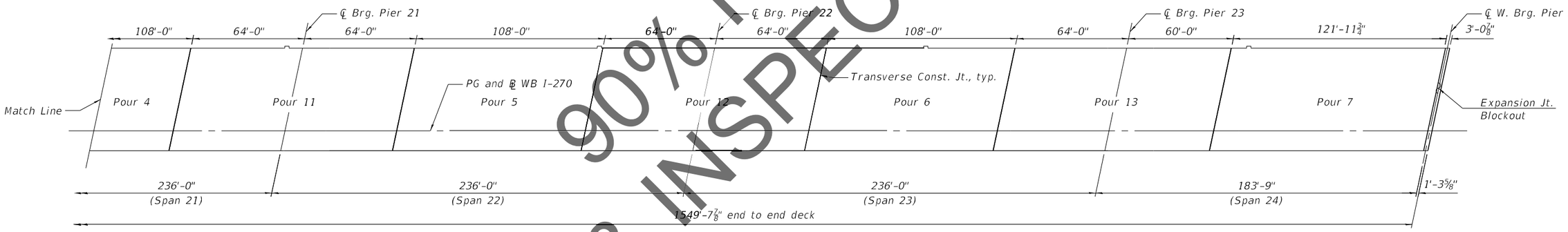
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SECTION UNIT 4
STRUCTURE NO. 060-0351 (WB)
SHEET 71 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	563
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



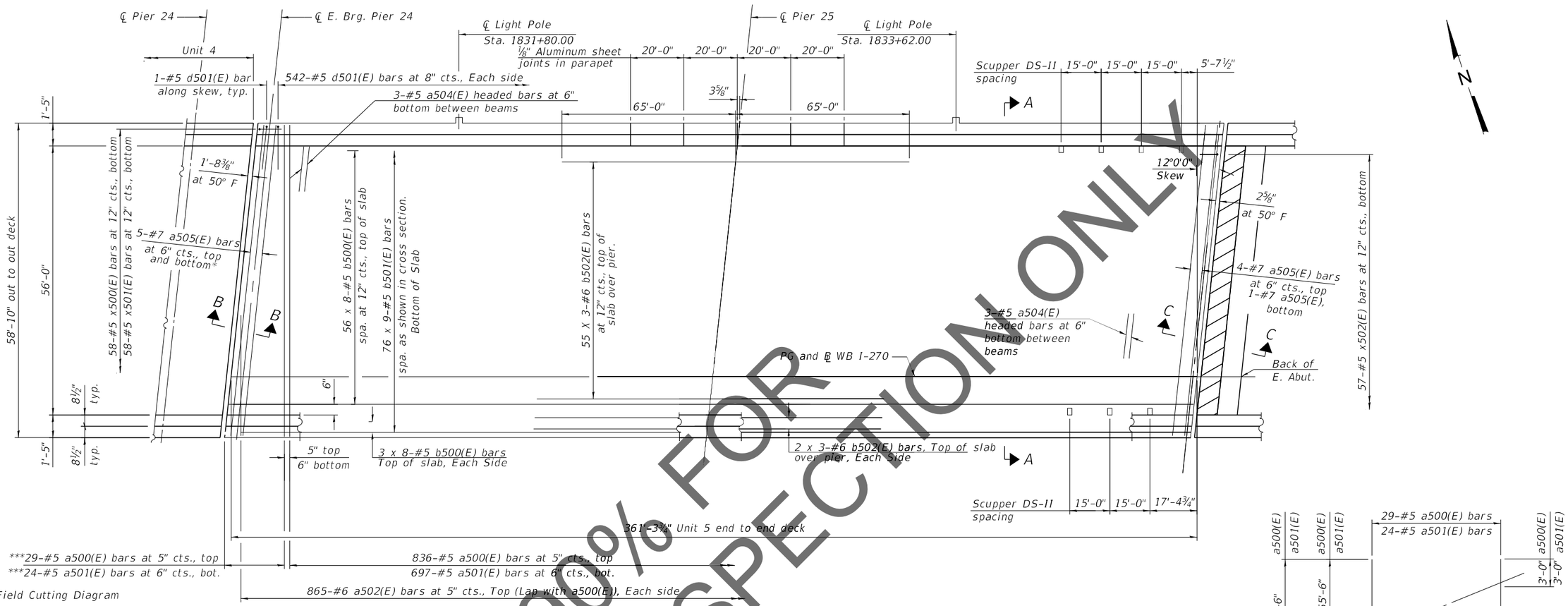
DECK POURING SEQUENCE

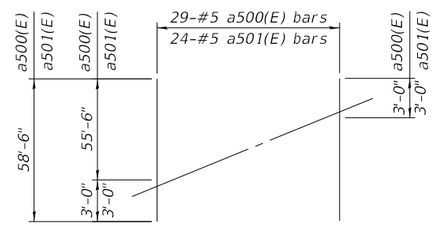


DECK POURING SEQUENCE

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

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



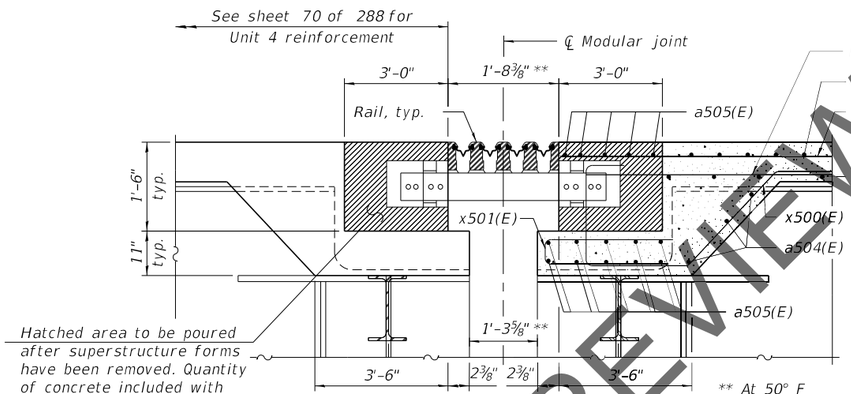


FIELD CUTTING DIAGRAM

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

MINIMUM BAR LAP

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



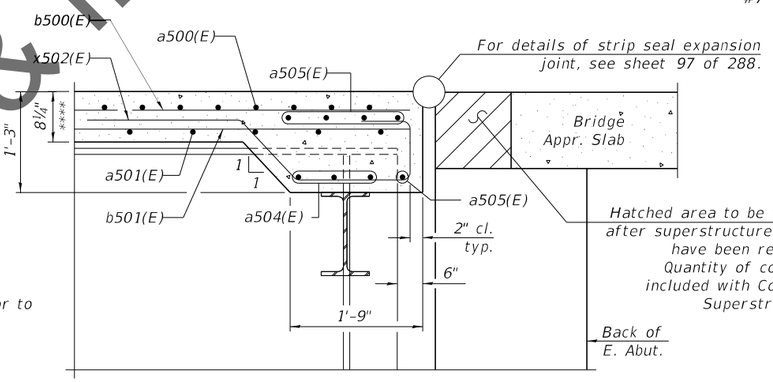
SECTION B-B

(at Rt. ℄'s)

** At 50° F

**** Prior to grinding

UNIT 5 PLAN



SECTION C-C

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

Note:

For Bill of Material, see sheet 91 of 288.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Space d501(E) Bars to miss parapet joints.
Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 104 of 288.
For scupper support and reinforcement details see sheet 87 of 288.
For Section A-A, see sheet 74 of 288.
For light pole base details see sheet 88 of 288.
Light pole base dimensions provided are measured to centerline light pole.

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

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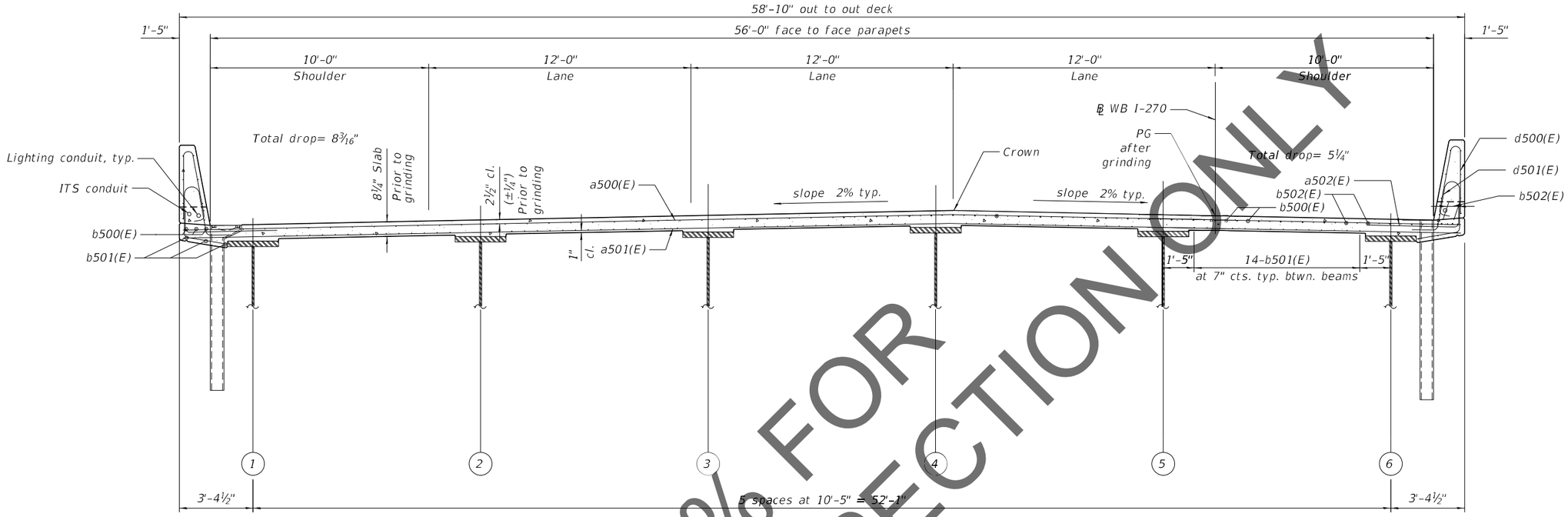
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - GLJ	REVISED -
	CHECKED - JAB	REVISED -
PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5
STRUCTURE NO. 060-0351 (WB)
SHEET 73 OF 288 SHEETS

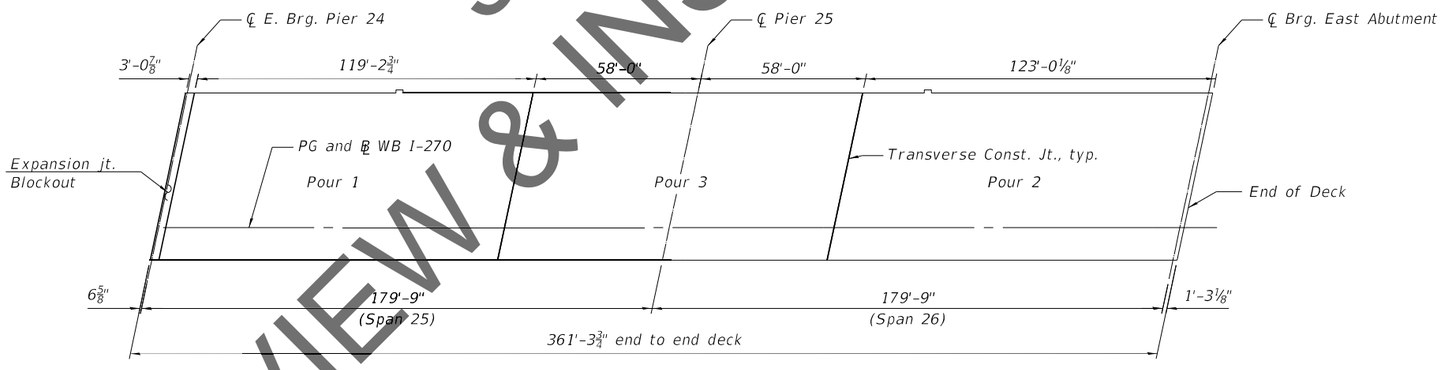
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	565
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



NEAR MIDSPAN

NEAR PIER

SECTION A-A
(Looking upstation)



DECK POURING SEQUENCE

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

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

Note:

For Bill of Material, see sheet 93 of 288 .
For Location of drainage scuppers, see deck plans.
For Superstructure Details, see sheet 78 of 288 .

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HORNER & SHIFRIN
Teaming with: PARSONS

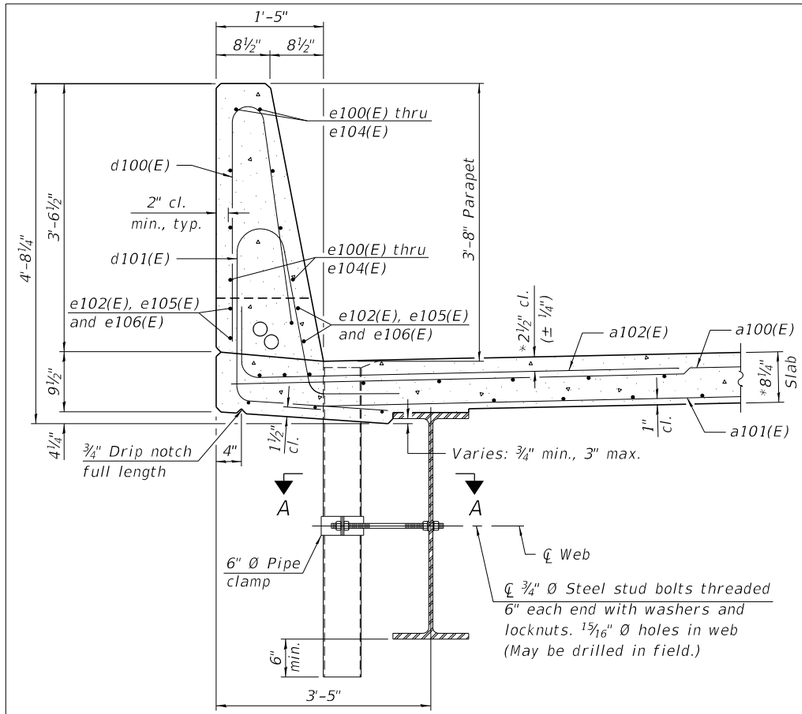
USER NAME =	DESIGNED - GLJ	REVISED -	
	CHECKED - JAB	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SECTION & POURING SEQUENCE UNIT 5
STRUCTURE NO. 060-0351 (WB)

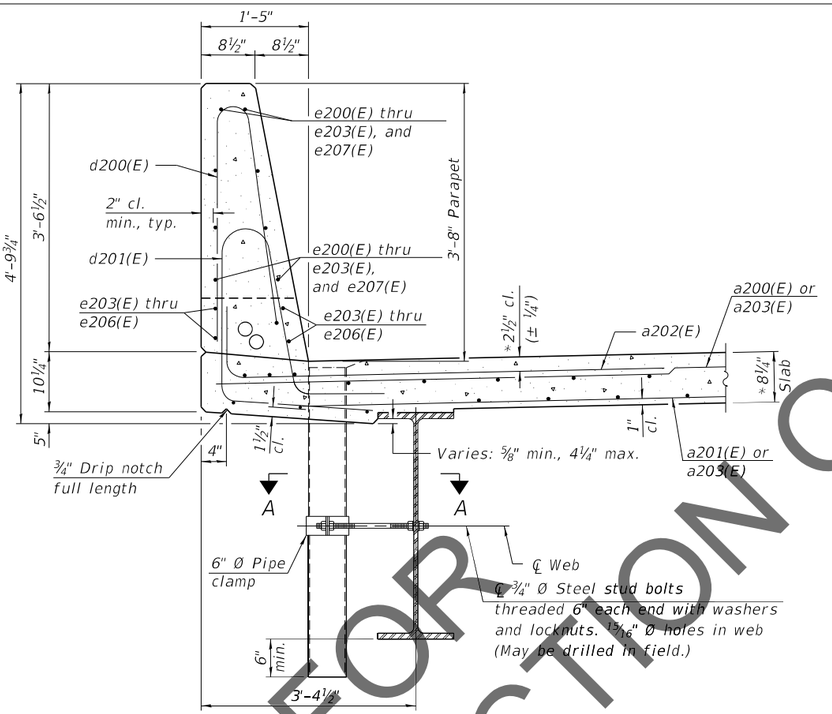
SHEET 74 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	566
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



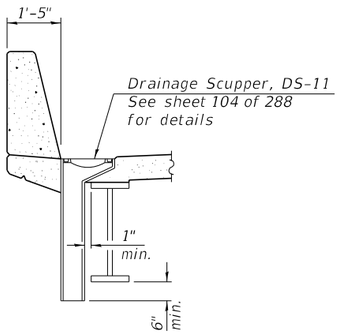
SECTION THRU PARAPET – UNIT 1

* prior to grinding

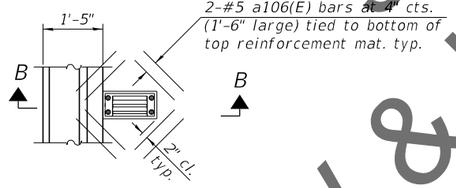


SECTION THRU PARAPET – UNIT 2

* prior to grinding

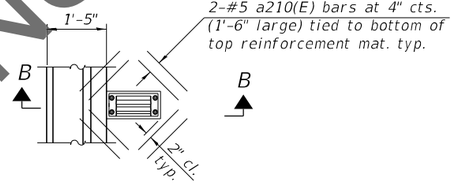


SECTION B-B



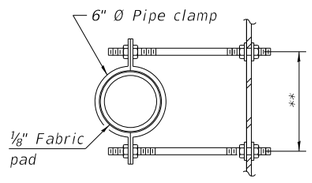
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



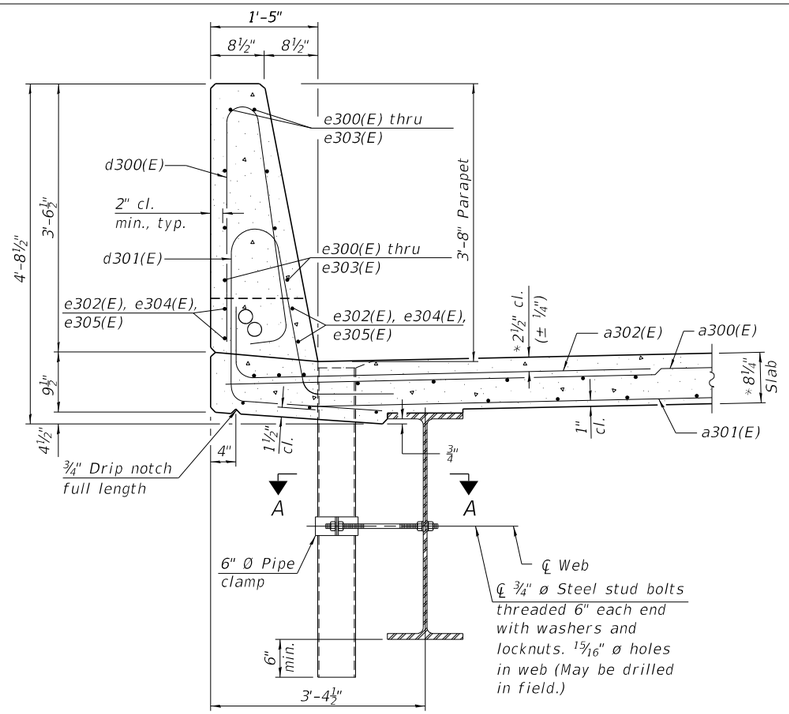
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



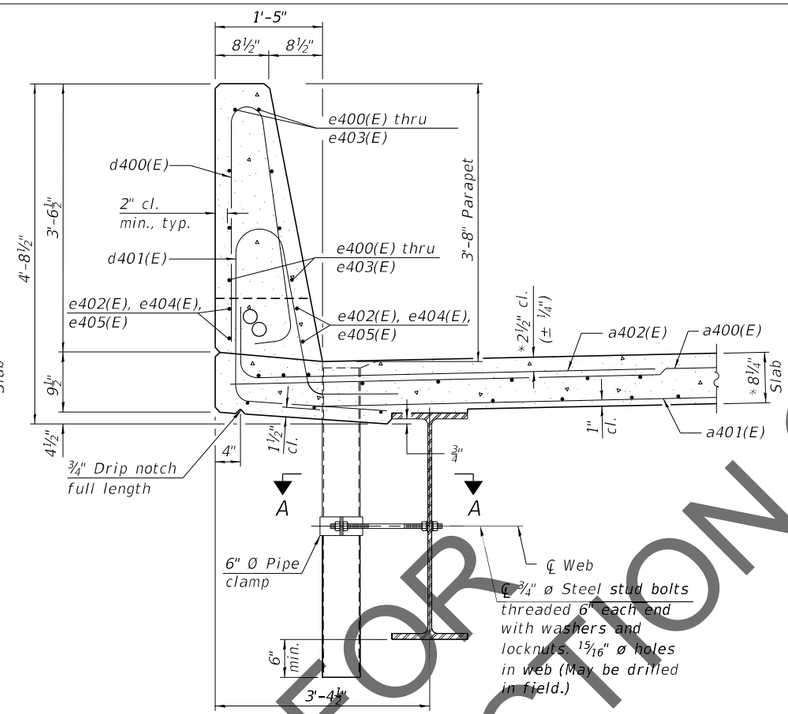
SECTION A-A

**Dimension as required by pipe clamp



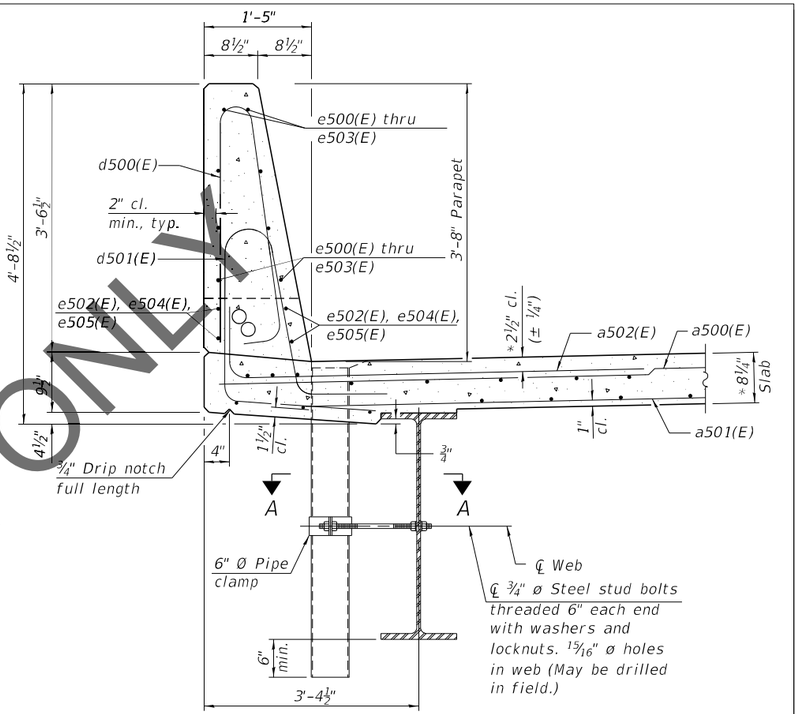
SECTION THRU PARAPET – UNIT 3

* prior to grinding



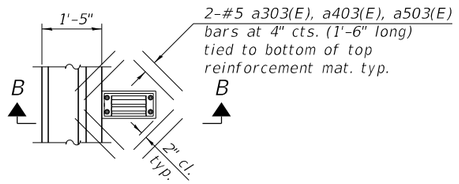
SECTION THRU PARAPET – UNIT 4

* prior to grinding



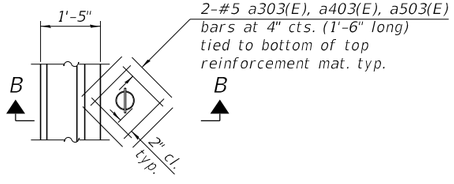
SECTION THRU PARAPET – UNIT 5

* prior to grinding



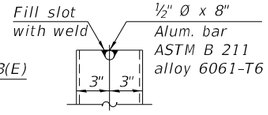
PLAN

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

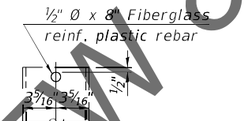


PLAN NEAR PIER 13

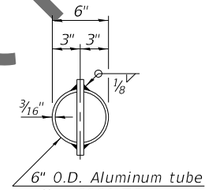
Note:
Cut longitudinal reinforcement to clear drainage scuppers.
See deck sheets for scupper locations.



ALUMINUM TUBE

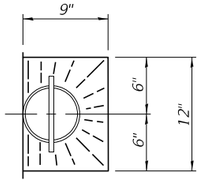


FIBERGLASS PIPE

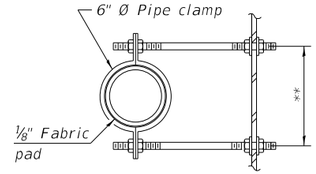


6" O.D. Aluminum tube alloy 6061-T6 or 6" Ø fiberglass pipe

TOP PLAN
(Showing aluminum tube)

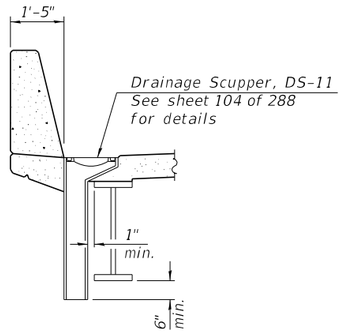


TOP PLAN



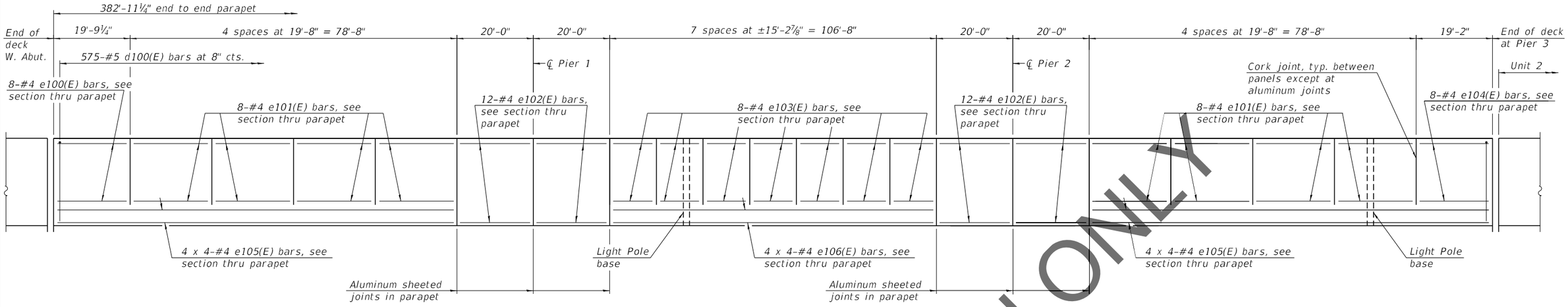
SECTION A-A

**Dimension as required by pipe clamp

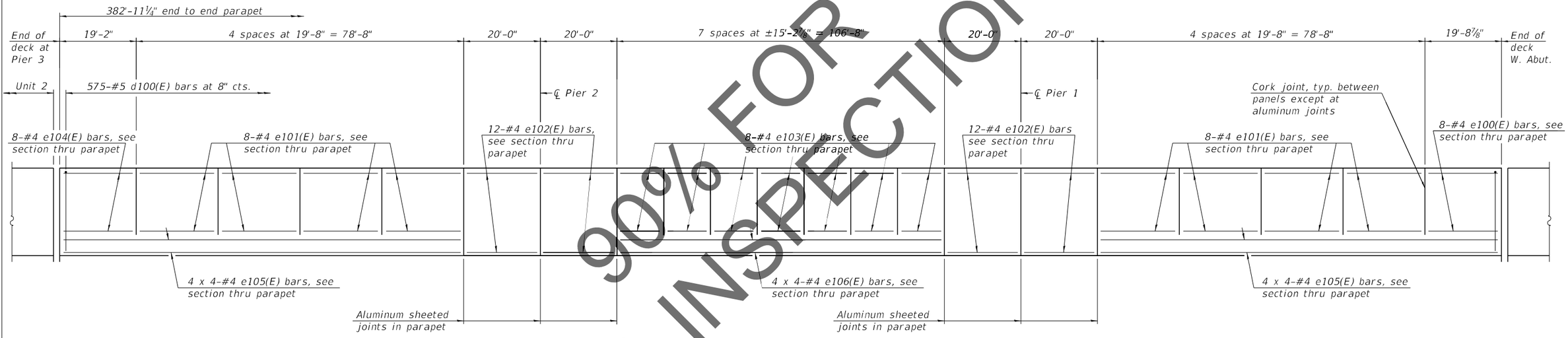


SECTION B-B

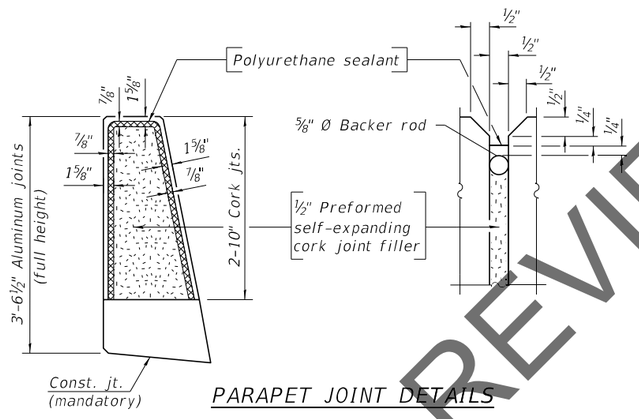
Notes:
Concrete Anchors shall be galvanized per manufacturer's specifications.
Concrete anchors shall be the non-drilling expansion type and shall have a certified concrete pull out strength (Ultimate Load) of 12.100 pounds (min.) in 4,000 psi concrete. The hole shall be pre-drilled with a conventional carbide masonry bit.



INSIDE ELEVATION OF LEFT PARAPET



INSIDE ELEVATION OF RIGHT PARAPET



PARAPET JOINT DETAILS

MINIMUM BAR LAP

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

Notes:

Dimensions are along inside face of parapet at gutter line.

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

The 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.

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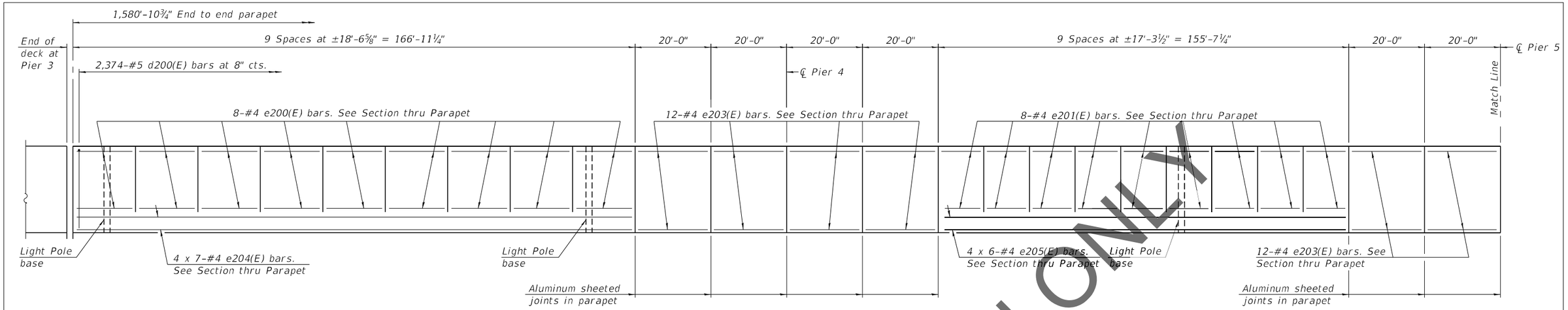
HORNER & SHIFRIN
Teaming with: PARSONS

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

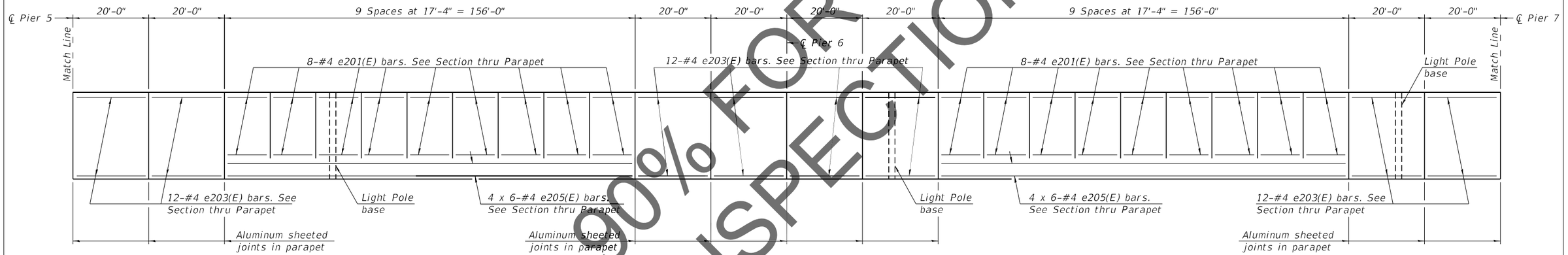
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 1
STRUCTURE NO. 060-0351 (WB)
SHEET 77 OF 288 SHEETS

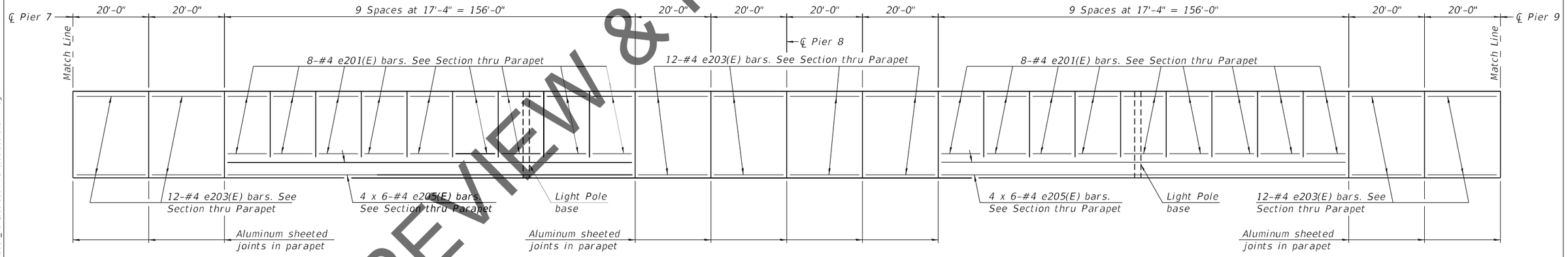
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	569
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF LEFT PARAPET - SPANS 4 AND 5



INSIDE ELEVATION OF LEFT PARAPET - SPANS 6 AND 7



INSIDE ELEVATION OF LEFT PARAPET - SPANS 8 AND 9

MINIMUM BAR LAP

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

Notes:
See Sheet 80 of 288 for parapet joint details.
See Sheet 79 of 288 for left parapet - Span 10.
See Sheets 79 and 80 of 288 for inside elevation of right parapets.

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 2 - 1
STRUCTURE NO. 060-0351 (WB)
SHEET 78 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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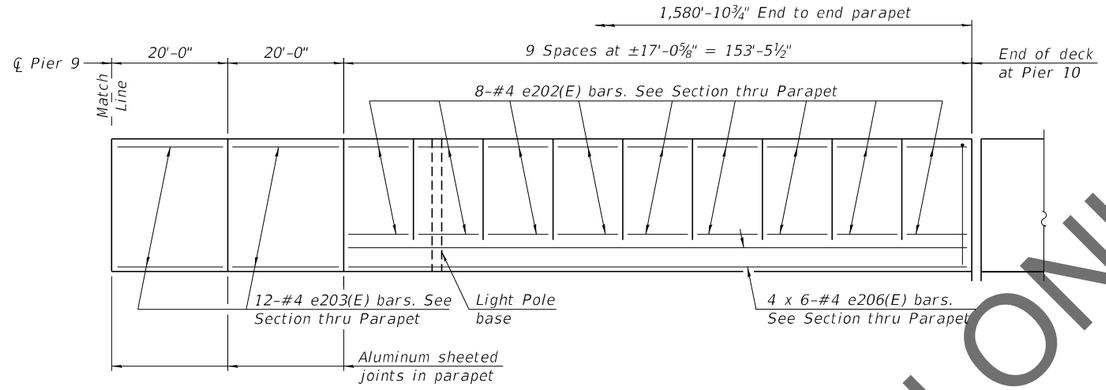
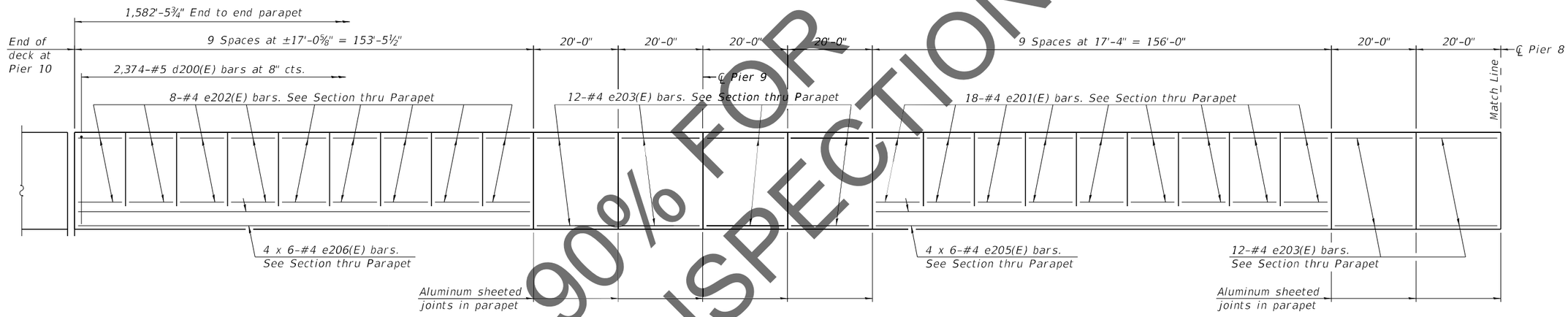
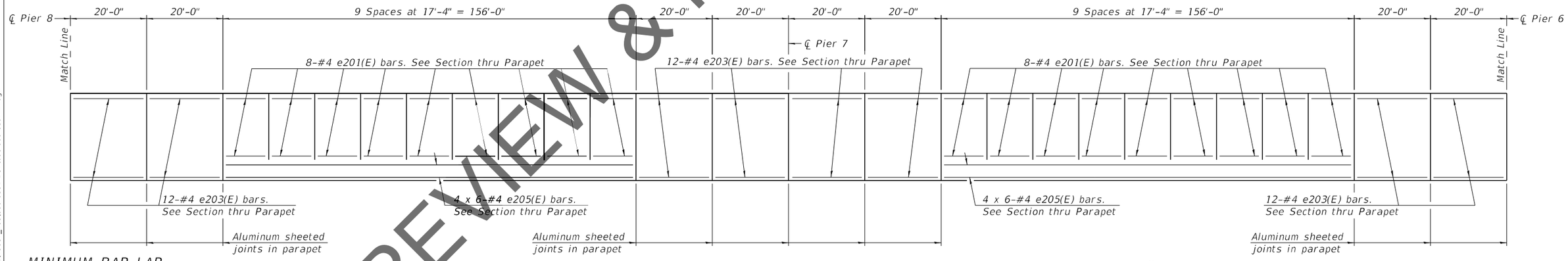
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF LEFT PARAPET - SPAN 10



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 9 AND 10



MINIMUM BAR LAP

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

INSIDE ELEVATION OF RIGHT PARAPET - SPANS 7 AND 8

Notes:
See Sheet 78 of 288 for inside elevation of left parapet Spans 4 thru 9.
See Sheet 80 of 288 for inside elevation of right parapet Spans 4 thru 6.

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 2 – 2
STRUCTURE NO. 060-0351 (WB)
SHEET 79 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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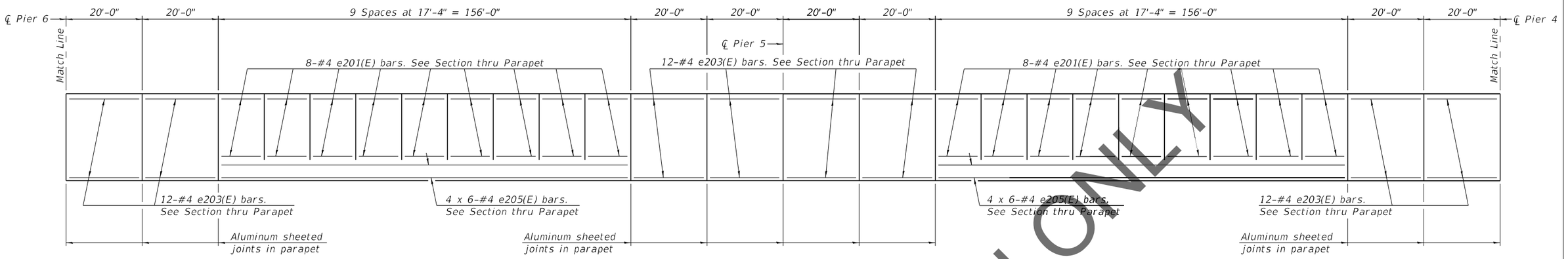
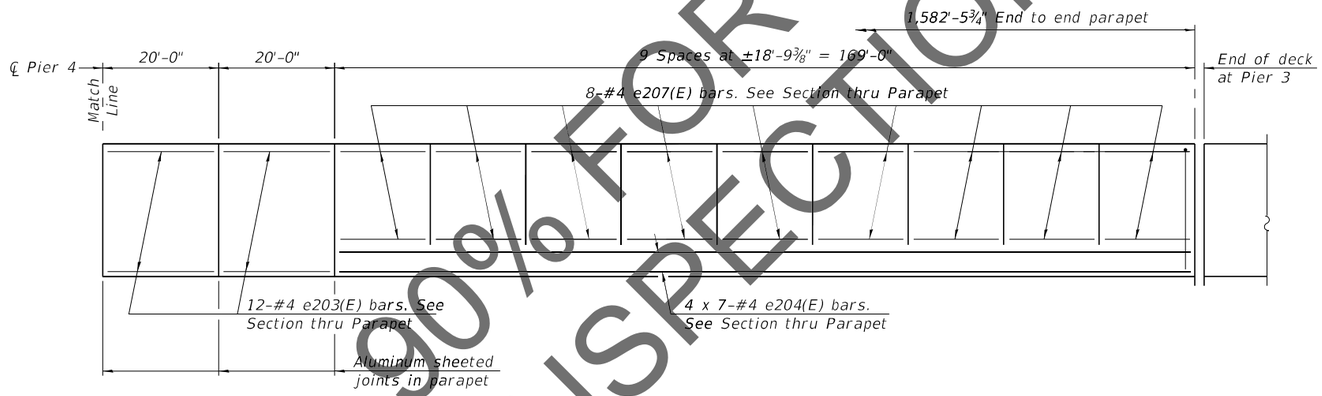
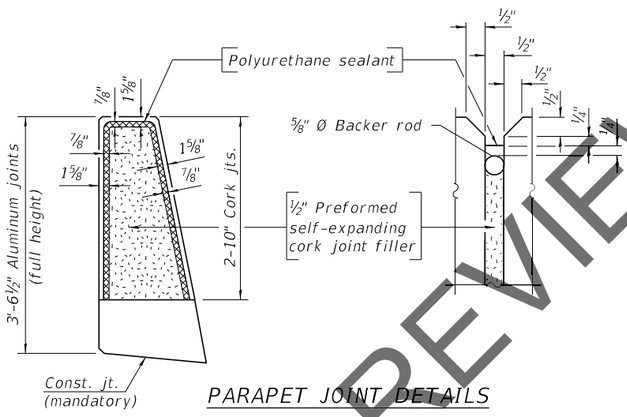
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 5 AND 6



INSIDE ELEVATION OF RIGHT PARAPET - SPAN 4



PARAPET JOINT DETAILS

MINIMUM BAR LAP

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

Notes:

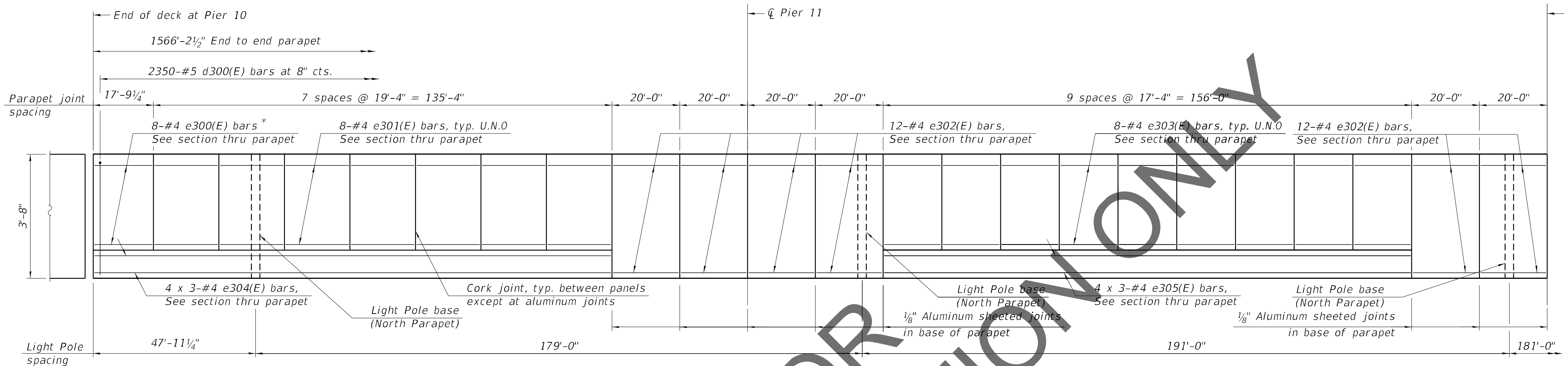
Dimensions are along inside face of parapet at gutter line.

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

The 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.

See Sheet 78 of 288 for inside elevation of left parapet Spans 4 thru 9.
See Sheet 79 of 288 for inside elevation of right parapet Spans 10 thru 8.



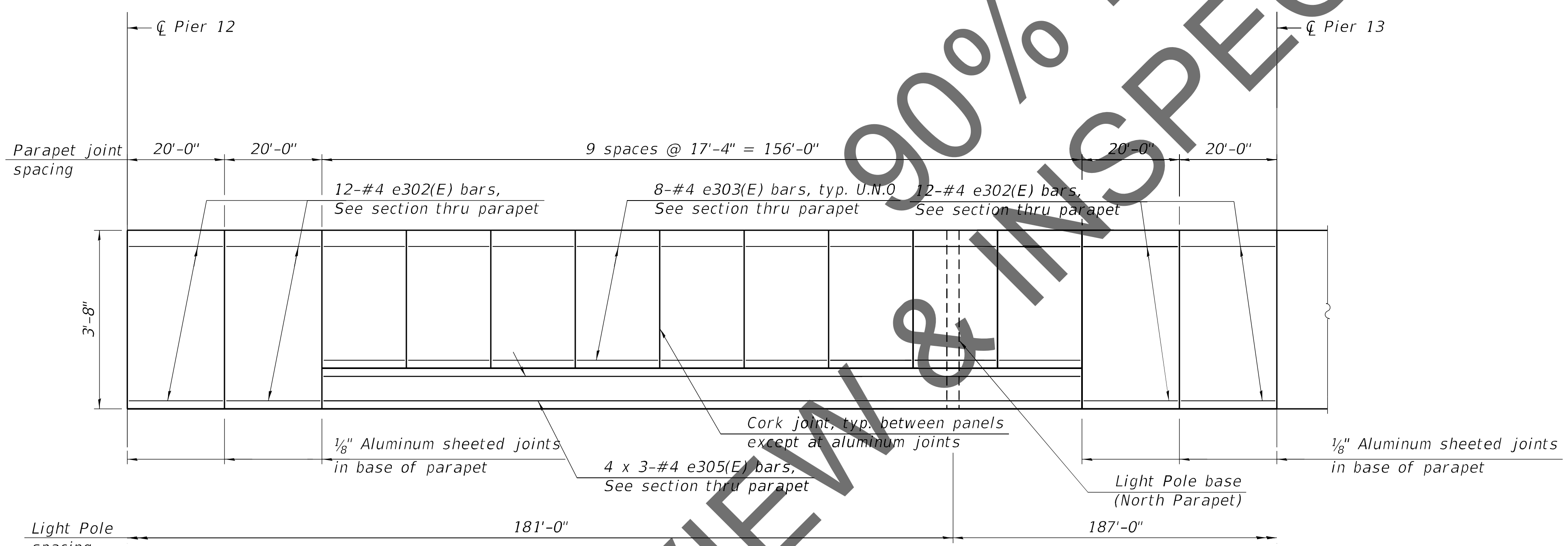
INSIDE ELEVATION OF PARAPET SPAN 11 AND 12

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

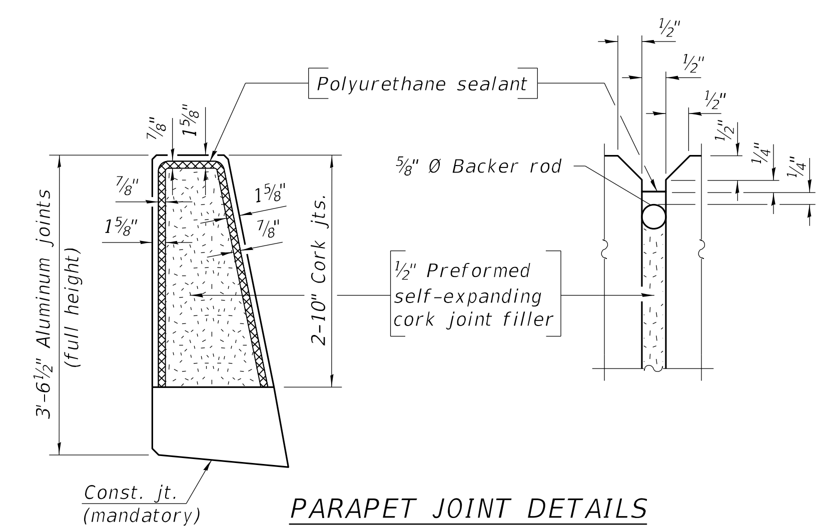
#4 bar = 2'-5"

Notes:
Dimensions are along inside face of parapet at gutter line.
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.
The 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.



INSIDE ELEVATION OF PARAPET SPAN 13

North parapet - Shown
South parapet - Similar



PARAPET JOINT DETAILS

HORNER SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - VMC	REVISED -	
	PLOT SCALE =	DRAWN - DR	REVISED -	
	PLOT DATE =	CHECKED - VMC	REVISED -	

PARAPET ELEVATION UNIT 3 – 1
STRUCTURE NO. 060–0351 (WB)
SHEET 81 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	573
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		

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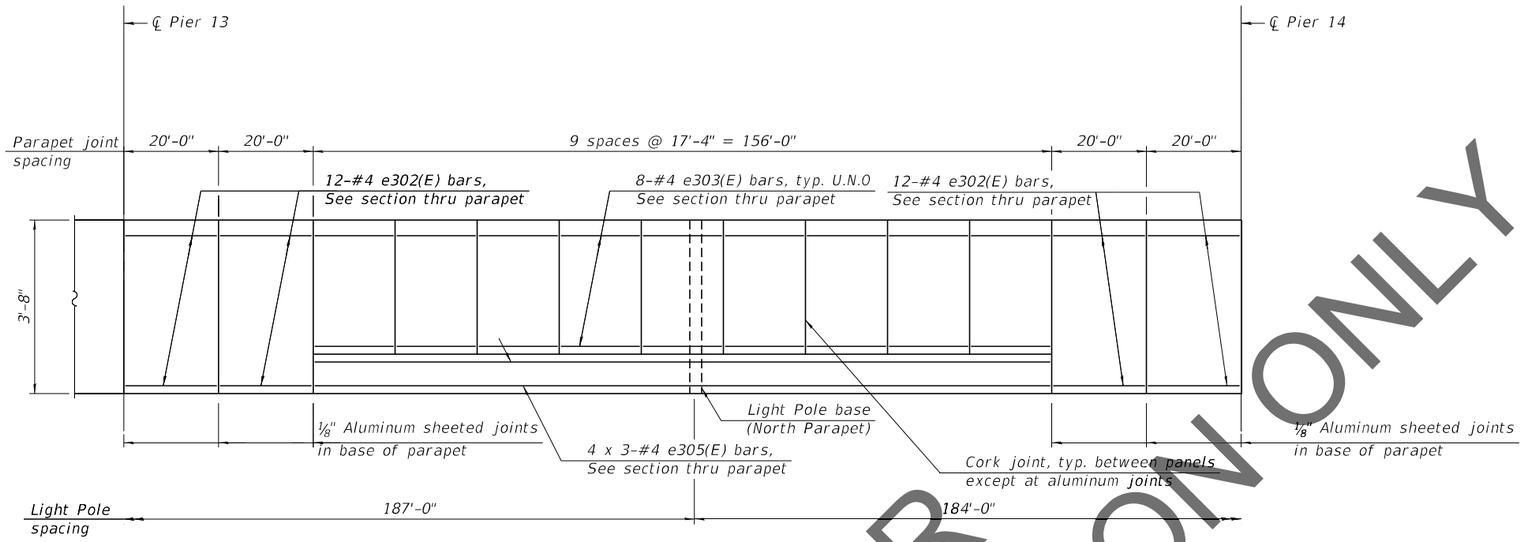
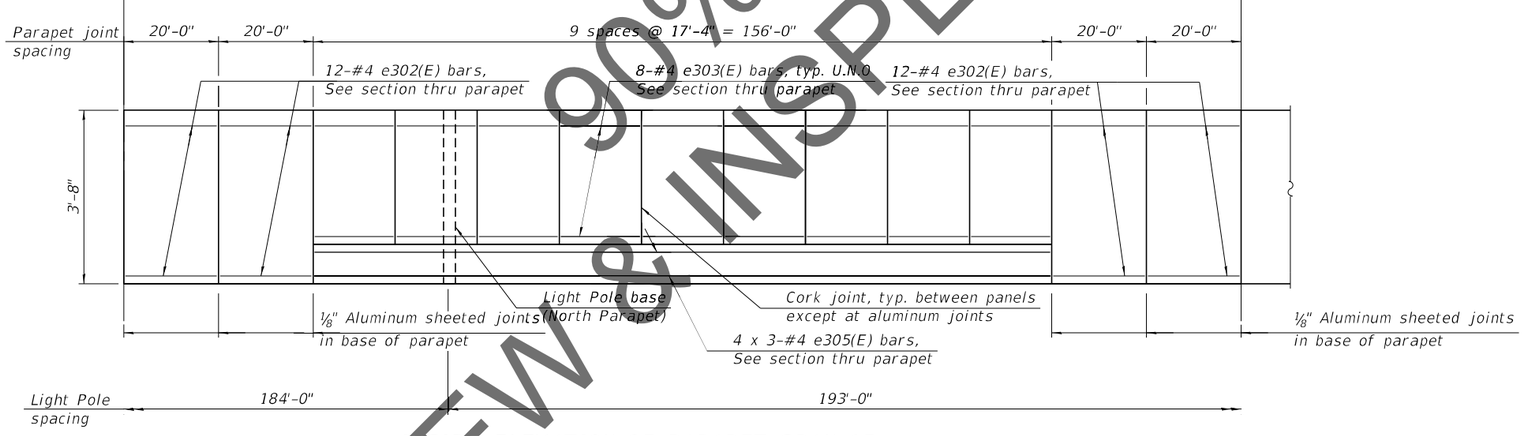


INSIDE ELEVATION OF PARAPET SPAN 14

North parapet - Shown
South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 15

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 81 of 288 for parapet joint details and notes.

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HORNER & SHIFRIN
Teaming with: PARSONS

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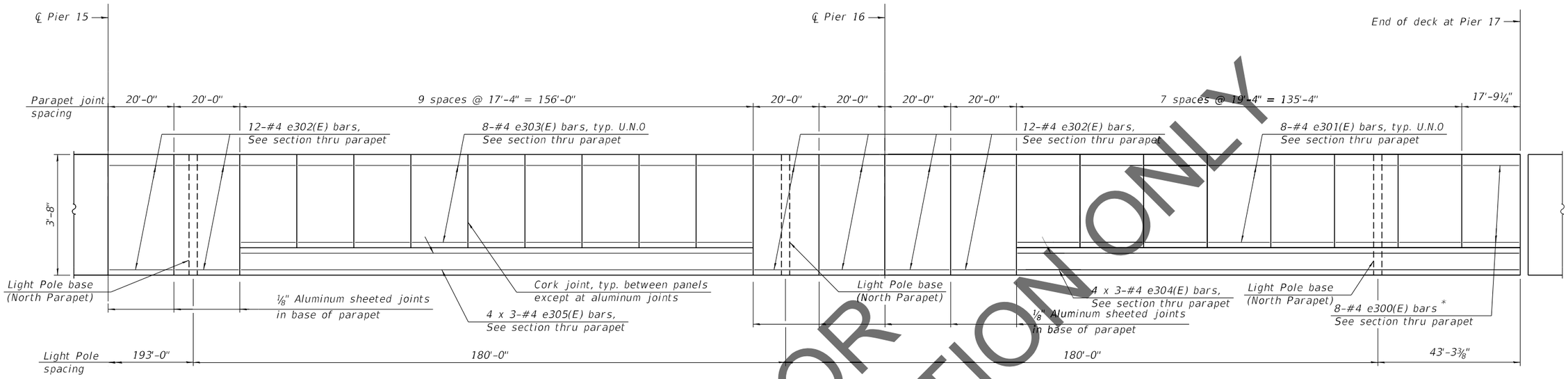
	CHECKED - VMC	REVISED -	
PLOT SCALE =	DRAWN - DR	REVISED -	
PLOT DATE =	CHECKED - VMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 3 – 2
STRUCTURE NO. 060-0351 (WB)
SHEET 82 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	574
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET SPAN 16 And 17

North parapet - Shown
South parapet - Similar

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

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 81 of 288 for parapet joint details and notes.

HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATION UNIT 3 – 3 STRUCTURE NO. 060-0351 (WB)	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - VMC	REVISED -			270	60B-1	MADISON	860	575
	PLOT SCALE =	DRAWN - DR	REVISED -						CONTRACT NO. 76J90	
	PLOT DATE =	CHECKED - VMC	REVISED -		SHEET 83 OF 288 SHEETS			ILLINOIS	FED. AID PROJECT	

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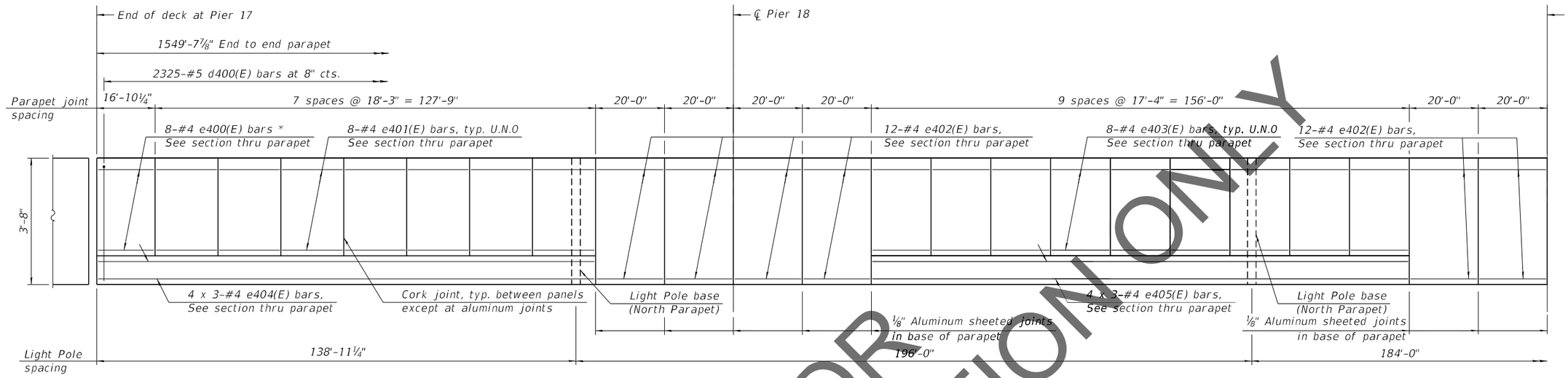
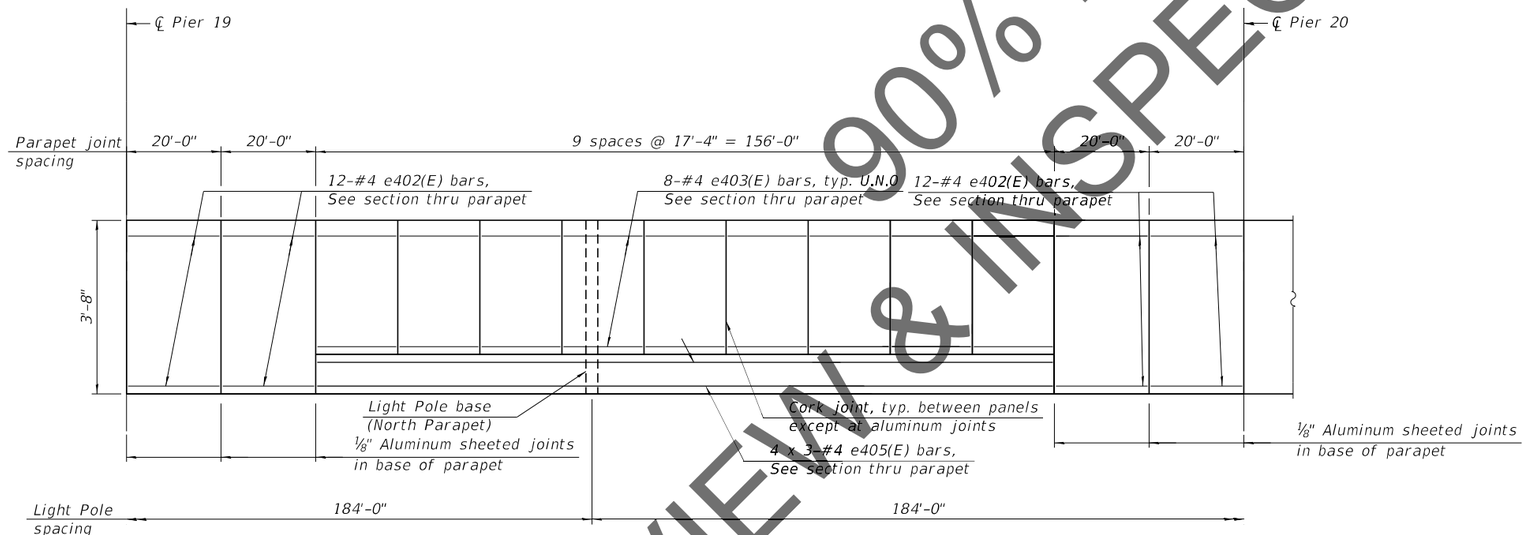


* Field cut bars when needed to keep 2" clear concrete cover.

INSIDE ELEVATION OF PARAPET SPAN 18 AND 19

North parapet - Shown
South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 20

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"

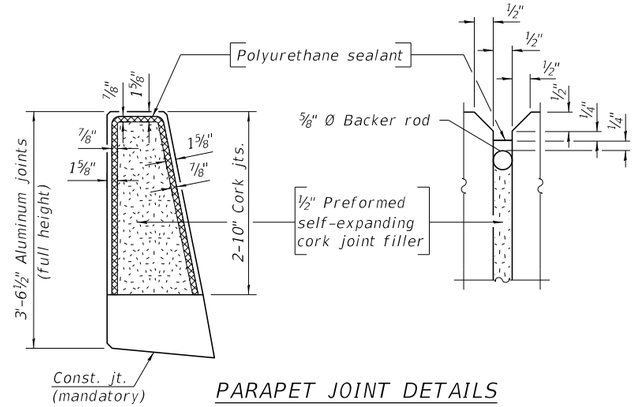
Notes:

Dimensions are along inside face of parapet at gutter line.

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

The 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.



PARAPET JOINT DETAILS

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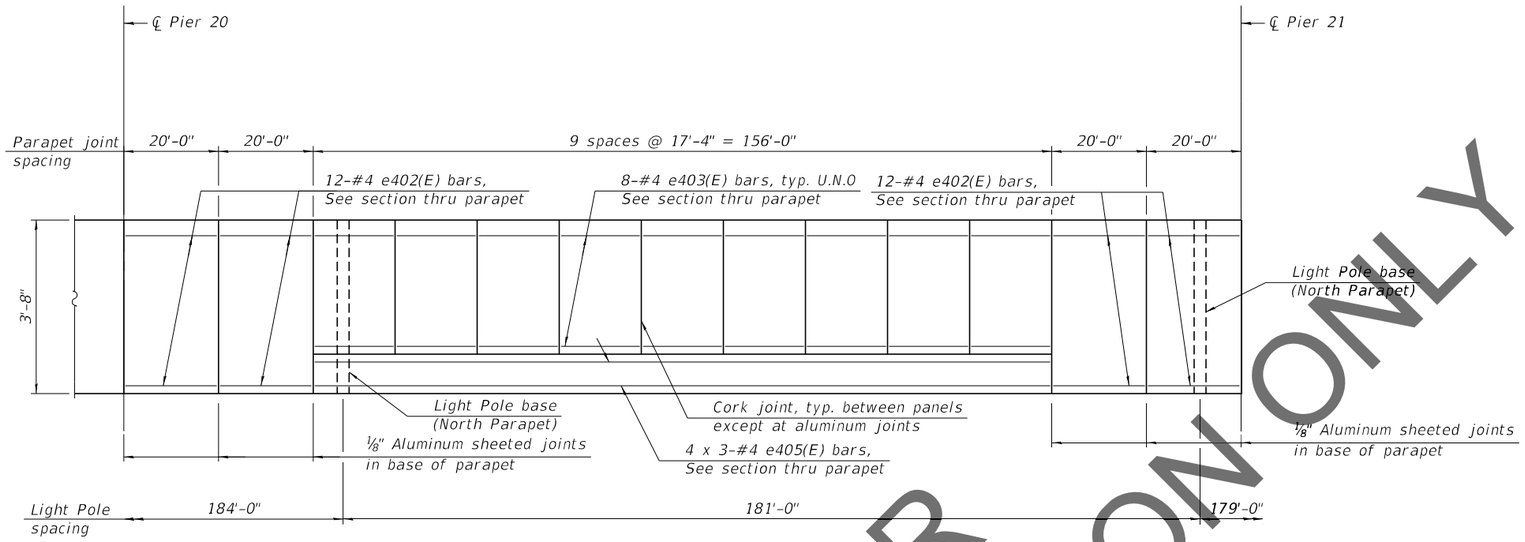
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - JDS	REVISED -
	CHECKED - VMC	REVISED -
PLOT SCALE =	DRAWN - DR	REVISED -
PLOT DATE =	CHECKED - VMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

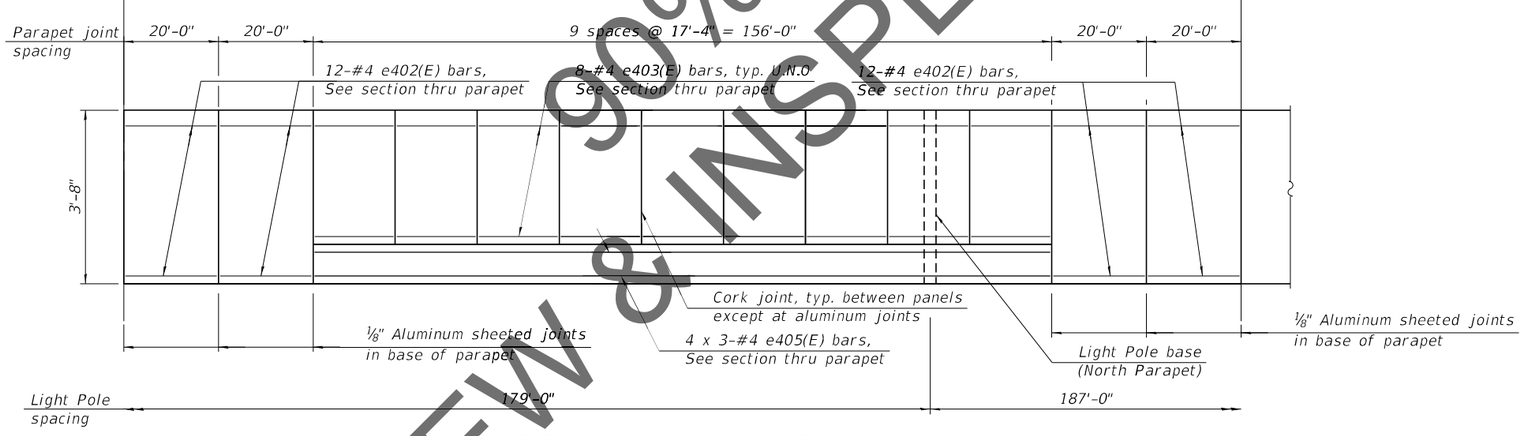
PARAPET ELEVATION UNIT 4 – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 84 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	576
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET SPAN 21

North parapet - Shown
South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 22

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 84 of 288 for parapet joint details and notes.

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HORNER & SHIFRIN
Teaming with: PARSONS

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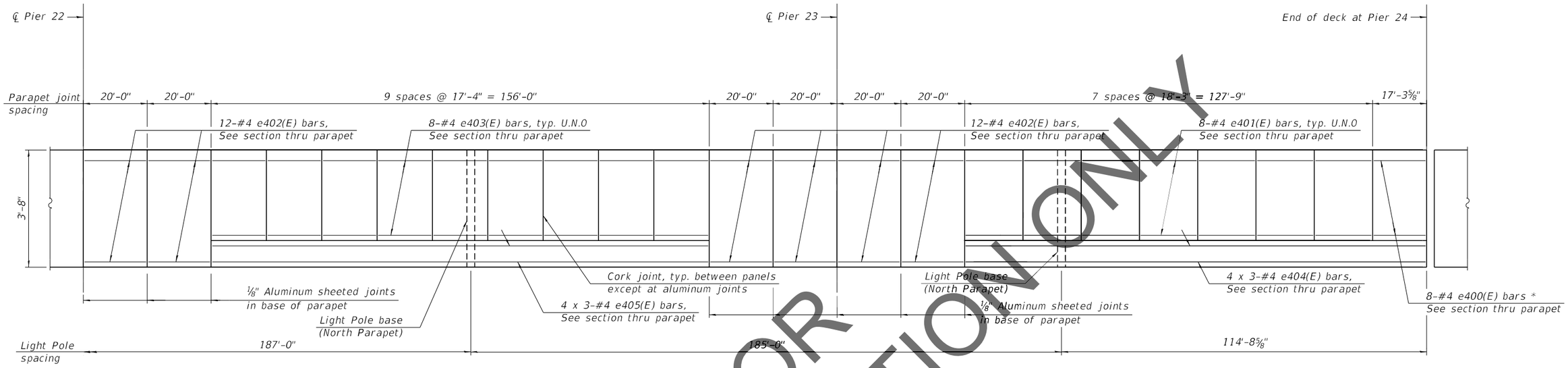
PLOT SCALE =	DRAWN - DR	REVISED -	
PLOT DATE =	CHECKED - VMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 4 - 2
STRUCTURE NO. 060-0351 (WB)
SHEET 85 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	577
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF PARAPET SPAN 23 AND 24

North parapet - Shown
South parapet - Similar

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

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 84 of 288 for parapet joint details and notes.

MODEL: Default
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HORNER & SHIFRIN
Teaming with: PARSONS

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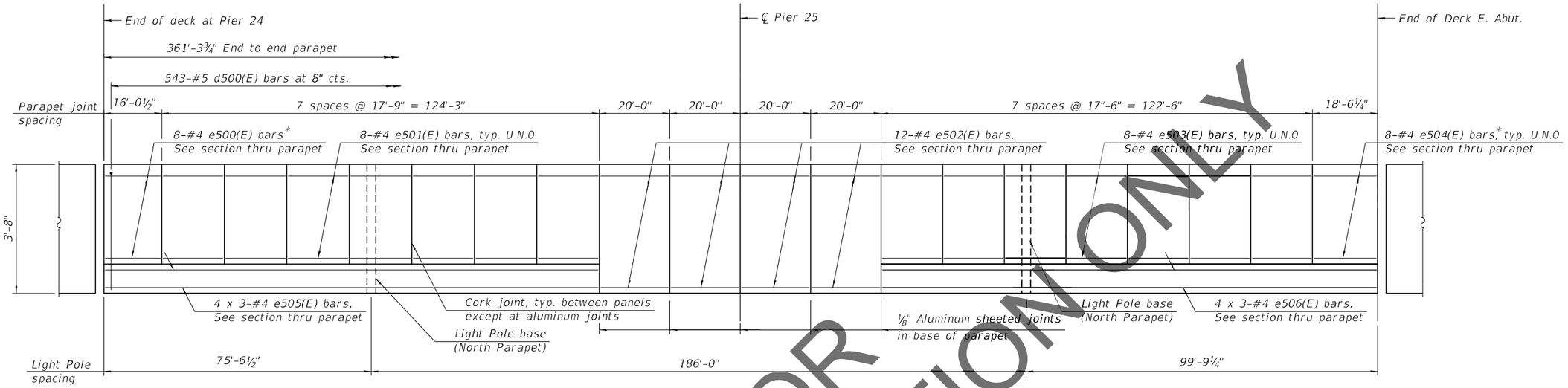
PLOT SCALE =	DRAWN - DR	REVISED -	
PLOT DATE =	CHECKED - VMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 4 - 3
STRUCTURE NO. 060-0351 (WB)
SHEET 86 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	578
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



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

INSIDE ELEVATION OF PARAPET SPAN 25 AND 26

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"

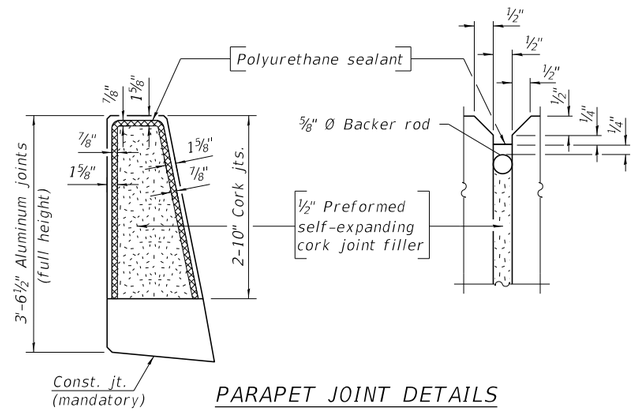
Notes:

Dimensions are along inside face of parapet at gutter line.

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

The 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.



PARAPET JOINT DETAILS

MODEL: Default
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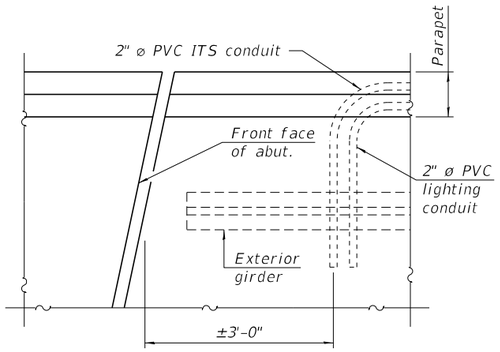
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - JDS	REVISED -	
	CHECKED - VMC	REVISED -	
PLOT SCALE =	DRAWN - DR	REVISED -	
PLOT DATE =	CHECKED - VMC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

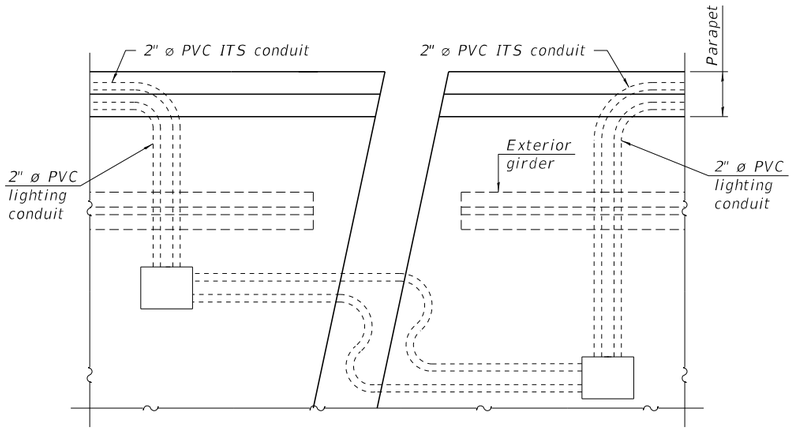
PARAPET ELEVATION UNIT 5
STRUCTURE NO. 060-0351 (WB)
SHEET 87 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	579
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

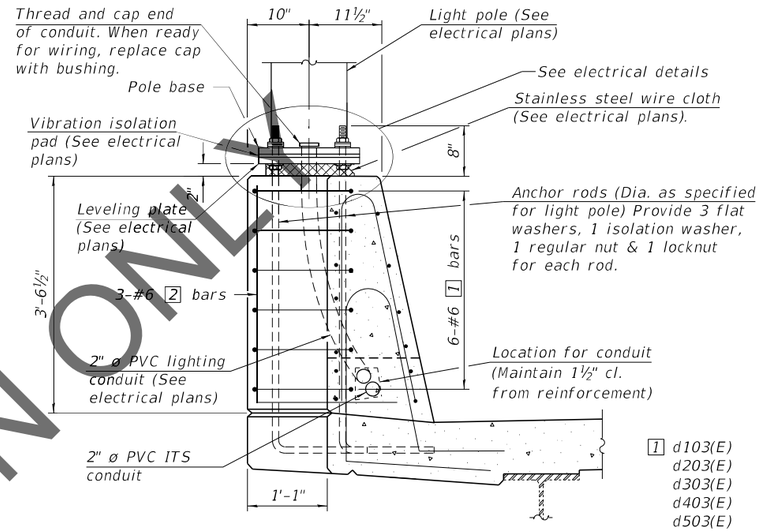


TYPICAL PLAN OF CONDUITS AT ABUTMENT

(West abutment shown, east abutment similar)



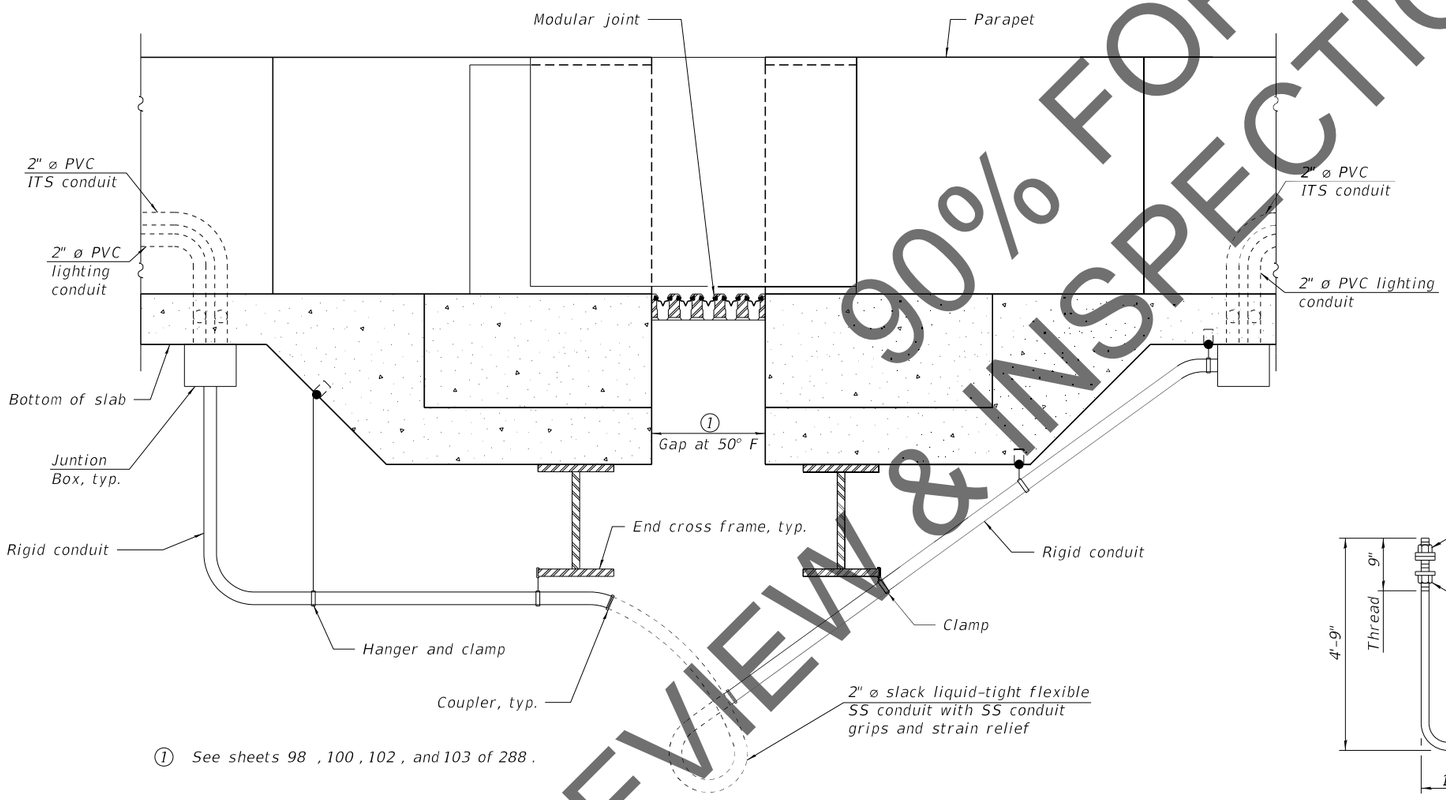
Part Plan at Pier



SECTION C-C

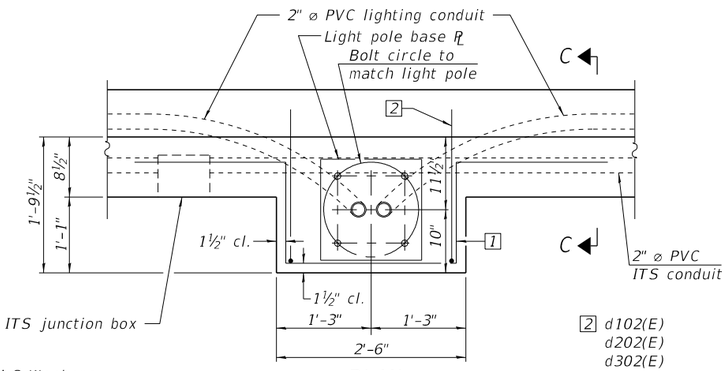
MINIMUM BAR LAP

#4 bar = 2'-5"

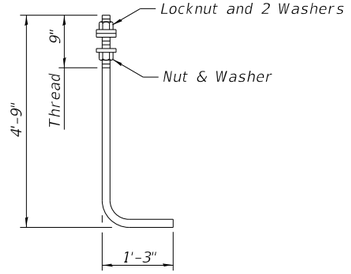


1 See sheets 98 , 100 , 102 , and 103 of 288 .

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



PLAN



ANCHOR ROD

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

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

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HORNER & SHIFRIN
Teaming with: PARSONS

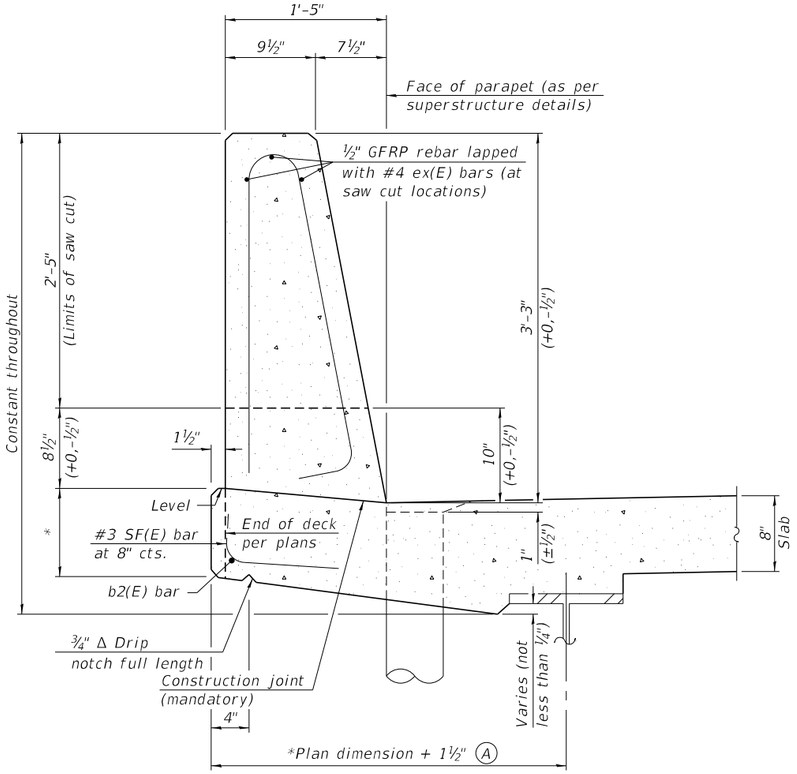
USER NAME =	DESIGNED - -	REVISED -
	CHECKED - -	REVISED -
PLOT SCALE =	DRAWN - EAT	REVISED -
PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE BASE DETAILS
STRUCTURE NO. 060-0351 (WB)

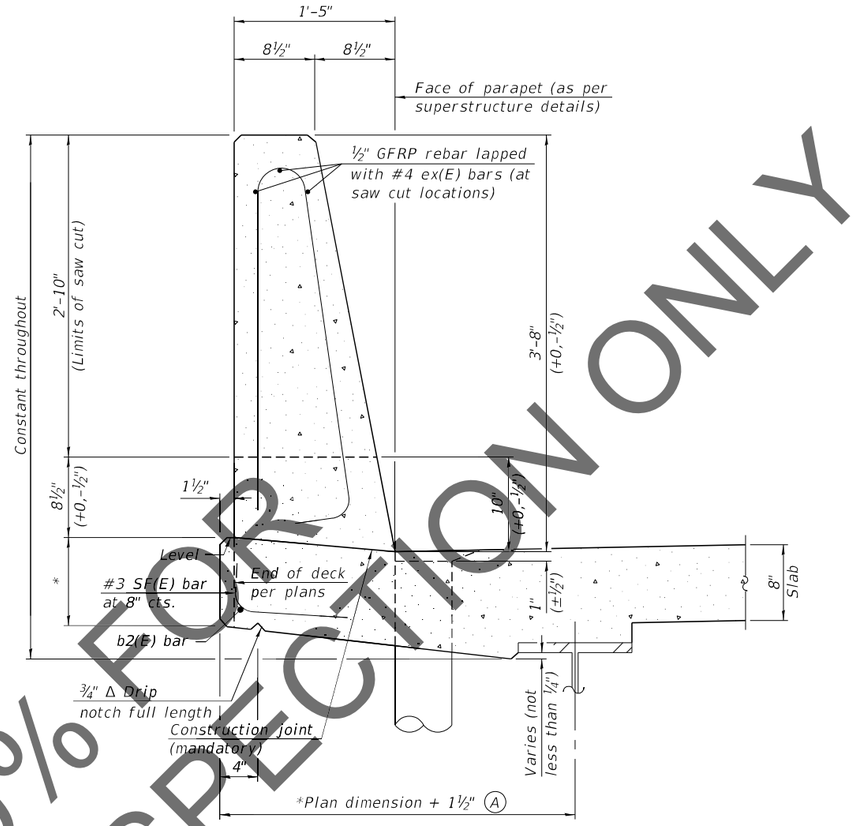
SHEET 88 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	580
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



39" CONSTANT-SLOPE PARAPET SECTION

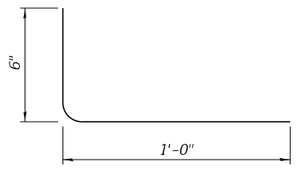
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



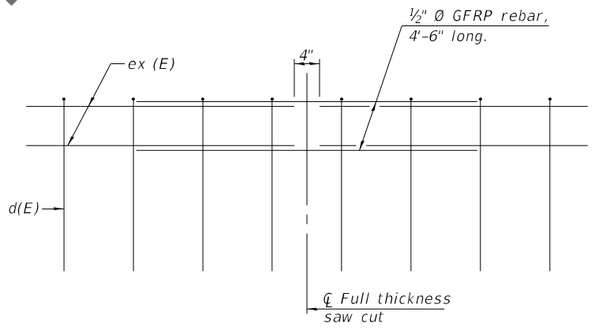
44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

SFP 39-44 1-1-2020

HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -
		CHECKED - NHP	REVISED -
	PLOT SCALE =	DRAWN - EAT	REVISED -
	PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 060-0351 (WB)

SHEET 89 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	581
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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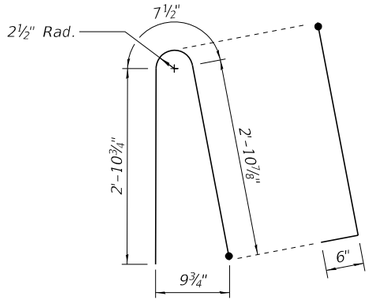
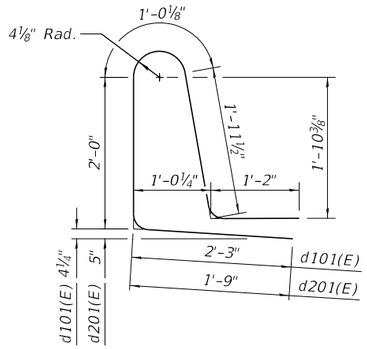
UNIT 1
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	1834	#5	35'-1"	
a101(E)	1836	#5	24'-7"	
a102(E)	1834	#6	8'-4"	
a103(E)	30	#7	9'-11"	
a104(E)	15	#7	25'-10"	
a105(E)	24	#7	36'-5"	
a106(E)	88	#5	1'-6"	
b100(E)	1065	#5	28'-10"	
b101(E)	1056	#5	27'-3"	
b102(E)	272	#6	43'-10"	
d100(E)	1150	#5	6'-11"	
d101(E)	1150	#5	8'-5"	
d102(E)	6	#6	5'-3"	
d103(E)	12	#6	8'-11"	
e100(E)	16	#4	19'-5"	
e101(E)	128	#4	19'-4"	
e102(E)	96	#4	19'-8"	
e103(E)	112	#4	14'-11"	
e104(E)	16	#4	18'-10"	
e105(E)	64	#4	26'-5"	
e106(E)	32	#4	28'-5"	
x100(E)	63	#5	6'-5"	
x101(E)	65	#5	10'-4"	
x102(E)	65	#5	6'-6"	
Reinforcement Bars, Epoxy Coated		Lbs.	246,750	
Concrete Superstructure		Cu. Yds.	1,049.3	

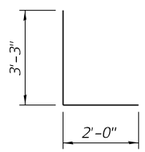
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



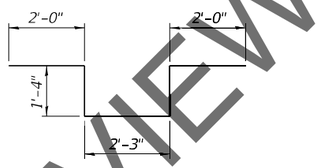
BAR d100(E) AND d200(E)



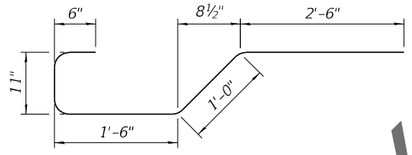
BAR d101(E) AND d201(E)



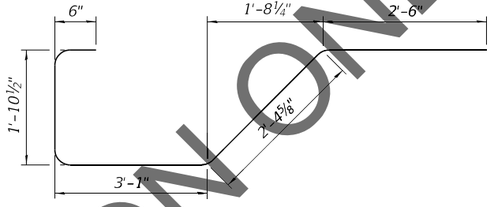
BAR d102(E) AND d202(E)



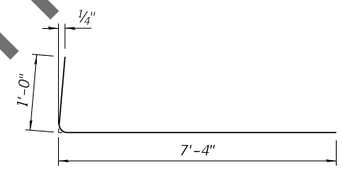
BAR d103(E) AND d203(E)



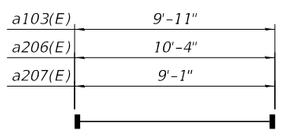
BAR x100(E)



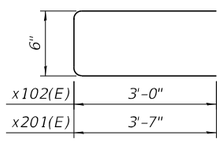
BAR x101(E) AND x200(E)



BAR a102(E) AND a202(E)



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



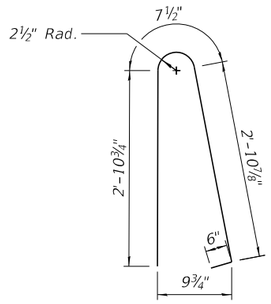
BAR x102(E) AND x201(E)

UNIT 2
SUPERSTRUCTURE
BILL OF MATERIAL

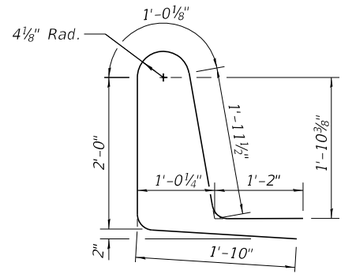
Bar	No.	Size	Length	Shape
a200(E)	1396	#5	35'-1"	
a201(E)	1491	#5	24'-7"	
a202(E)	7600	#6	8'-4"	
a203(E)	5318	#5	58'-6"	
a204(E)	12	#7	25'-10"	
a205(E)	16	#7	36'-5"	
a206(E)	18	#7	10'-4"	
a207(E)	4	#7	9'-1"	
a208(E)	4	#7	59'-10"	
a209(E)	10	#7	57'-5"	
a210(E)	192	#5	1'-6"	
b200(E)	3767	#5	30'-0"	
b201(E)	3724	#5	27'-10"	
b202(E)	1672	#6	60'-0"	
d200(E)	4748	#5	6'-11"	
d201(E)	4748	#5	7'-11"	
d202(E)	24	#6	5'-3"	
d203(E)	48	#6	8'-11"	
e200(E)	72	#4	18'-2"	
e201(E)	720	#4	17'-0"	
e202(E)	144	#4	16'-9"	
e203(E)	576	#4	19'-8"	
e204(E)	56	#4	26'-3"	
e205(E)	240	#4	28'-3"	
e206(E)	48	#4	27'-7"	
e207(E)	72	#4	18'-5"	
x200(E)	123	#5	10'-4"	
x201(E)	123	#5	7'-8"	
Reinforcement Bars, Epoxy Coated		Lbs.	991,910	
Concrete Superstructure		Cu. Yds.	3,111.1	

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

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.

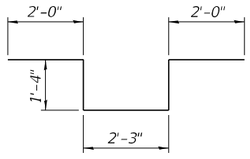


BAR d300(E), d400(E) AND d500(E)

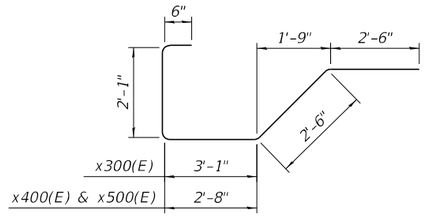


BAR d301(E), d401(E) AND d501(E)

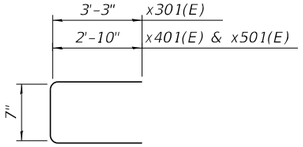
BAR d302(E), d402(E) AND d502(E)



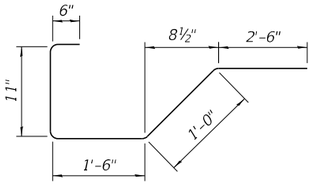
BAR d303(E), d403(E) AND d503(E)



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

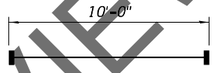


BAR x301(E), x401(E) AND x501(E)



BAR x502(E)

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



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

UNIT 3 SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a300(E)	3757	#5	58'-6"	
a301(E)	3130	#5	58'-6"	
a302(E)	7514	#6	8'-4"	
a303(E)	248	#5	1'-6"	
a304(E)	30	#5	10'-0"	
a305(E)	30	#7	59'-9"	
b300(E)	2046	#5	50'-11"	
b301(E)	2584	#5	49'-6"	
b302(E)	1770	#6	48'-7"	
d300(E)	4700	#5	7'-0"	
d301(E)	4700	#5	8'-0"	
d302(E)	27	#6	5'-3"	
d303(E)	54	#6	8'-11"	
e300(E)	32	#4	17'-8"	
e301(E)	224	#4	19'-0"	
e302(E)	576	#4	19'-8"	
e303(E)	720	#4	17'-0"	
e304(E)	24	#4	52'-9"	
e305(E)	60	#4	53'-6"	
x300(E)	116	#5	10'-8"	
x301(E)	116	#5	7'-1"	
Reinforcement Bars, Epoxy Coated			Pound	988,430
Concrete Superstructure			Cu. Yd.	3,022.9

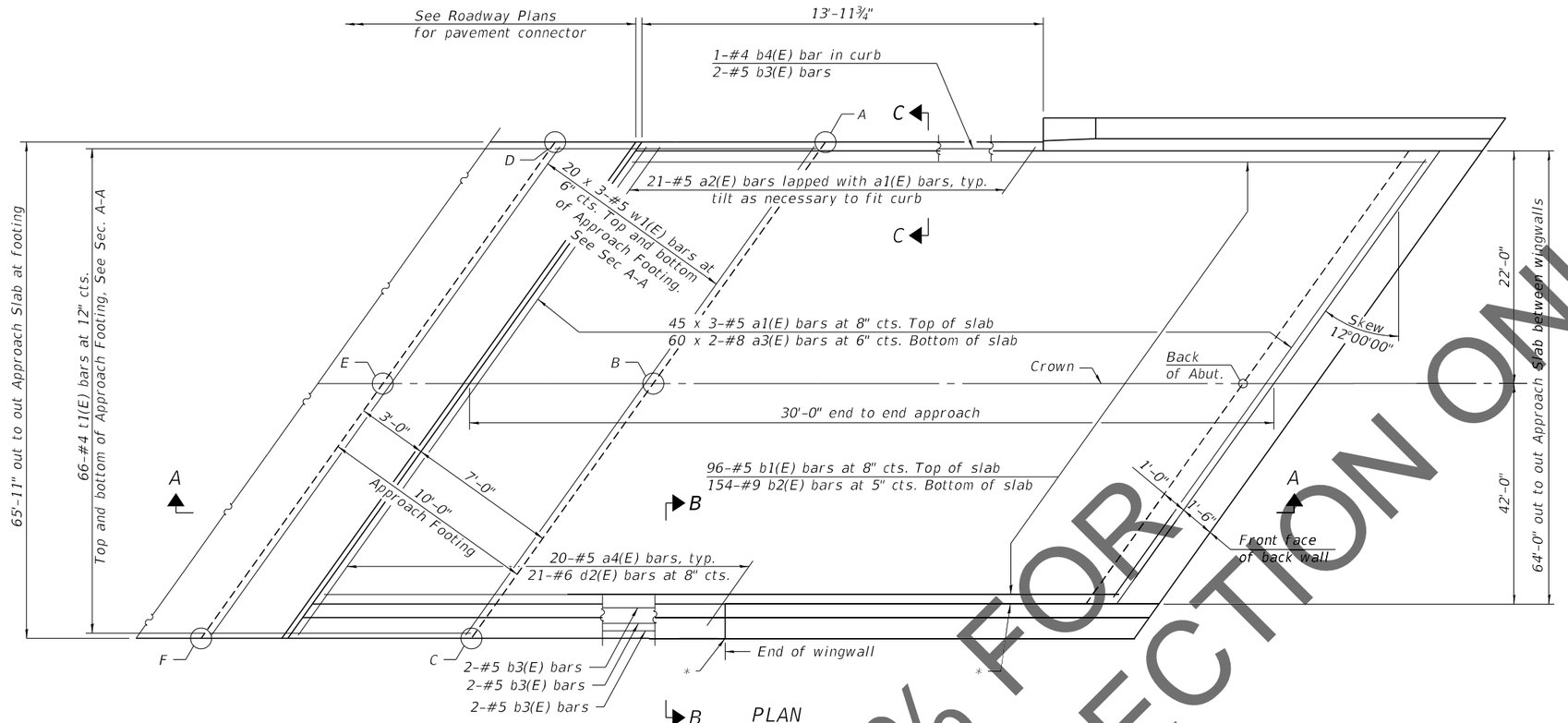
UNIT 4 SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a400(E)	3717	#5	58'-6"	
a401(E)	3097	#5	58'-6"	
a402(E)	7434	#6	8'-4"	
a403(E)	160	#5	1'-6"	
a404(E)	30	#5	10'-0"	
a405(E)	30	#7	59'-9"	
b400(E)	2046	#5	50'-5"	
b401(E)	2584	#5	49'-0"	
b402(E)	1770	#6	48'-7"	
d400(E)	4650	#5	7'-0"	
d401(E)	4650	#5	8'-0"	
d402(E)	24	#6	5'-3"	
d403(E)	48	#6	8'-11"	
e400(E)	16	#4	16'-10"	
e401(E)	224	#4	17'-11"	
e402(E)	576	#4	19'-8"	
e403(E)	720	#4	17'-0"	
e404(E)	24	#4	49'-11"	
e405(E)	120	#4	53'-6"	
e406(E)	16	#4	17'-3"	
e407(E)	24	#4	50'-0"	
x400(E)	116	#5	10'-3"	
x401(E)	116	#5	6'-3"	
Reinforcement Bars, Epoxy Coated			Pound	982,110
Concrete Superstructure			Cu. Yd.	2,993.9

UNIT 5 SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a500(E)	865	#5	58'-6"	
a501(E)	721	#5	58'-6"	
a502(E)	1730	#6	8'-4"	
a503(E)	56	#5	1'-6"	
a504(E)	30	#5	10'-0"	
a505(E)	20	#7	59'-9"	
b500(E)	496	#5	48'-3"	
b501(E)	684	#5	43'-3"	
b502(E)	177	#6	45'-9"	
d500(E)	1086	#5	7'-0"	
d501(E)	1086	#5	8'-0"	
d502(E)	6	#6	5'-3"	
d503(E)	12	#6	8'-11"	
e500(E)	16	#4	15'-8"	
e501(E)	112	#4	17'-5"	
e502(E)	96	#4	19'-8"	
e503(E)	112	#4	17'-2"	
e504(E)	16	#4	18'-5"	
e505(E)	24	#4	48'-3"	
e506(E)	24	#4	48'-9"	
x500(E)	58	#5	10'-3"	
x501(E)	58	#5	6'-3"	
x502(E)	58	#5	6'-5"	
Reinforcement Bars, Epoxy Coated			Pound	213,610
Concrete Superstructure			Cu. Yd.	712.9

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



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach	
Point	Top	Bottom
A	451.04	450.21
B	451.85	451.02
C	451.37	450.54
D	450.99	450.16
E	451.80	450.97
F	451.32	450.49

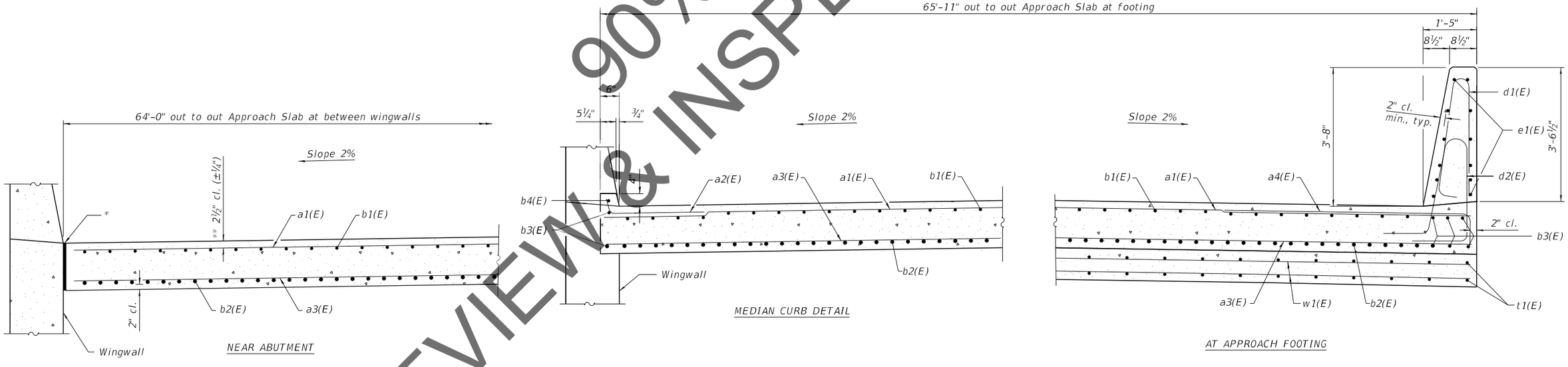
* ½"Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.

** Prior to grinding.

MINIMUM BAR LAP

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

Notes:
For pavement cross slopes, see sheet 54 of 288.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Parapet concrete is included with Concrete Superstructure.



CROSS SECTION

(Looking East)

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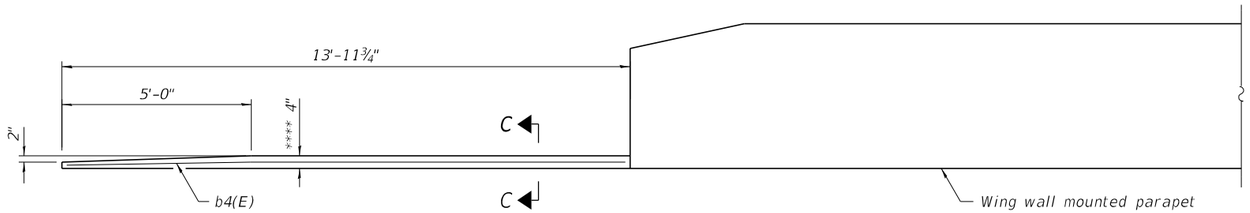
HORNER & SHIFRIN
Teaming with: PARSONS

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

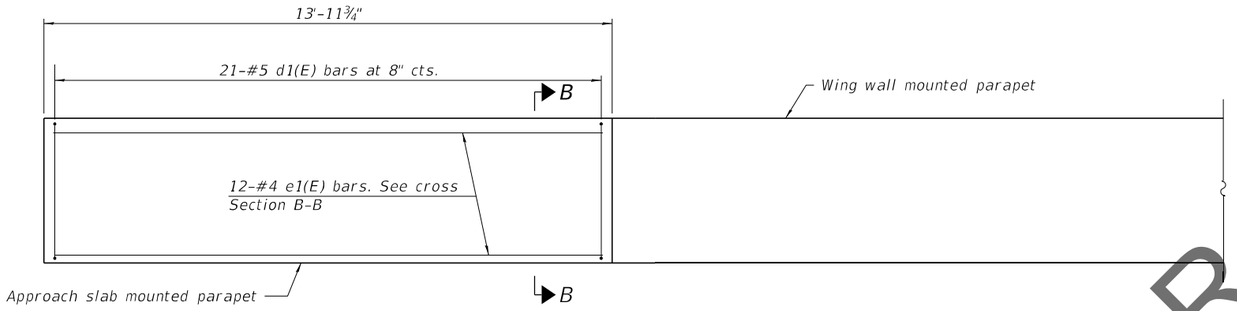
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB PLAN
STRUCTURE NO. 060-0351 (WB)
SHEET 92 OF 288 SHEETS

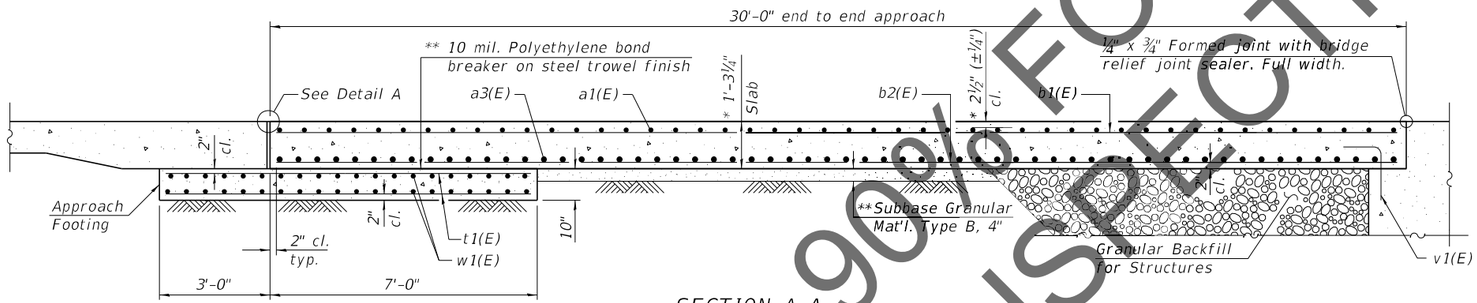
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	584
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



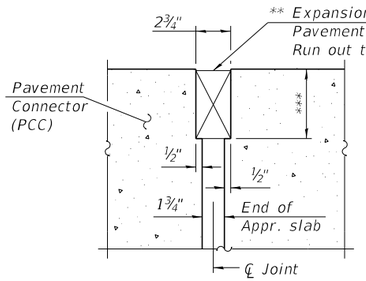
INSIDE ELEVATION OF LEFT PARAPET AND CURB



OUTSIDE ELEVATION OF RIGHT PARAPET

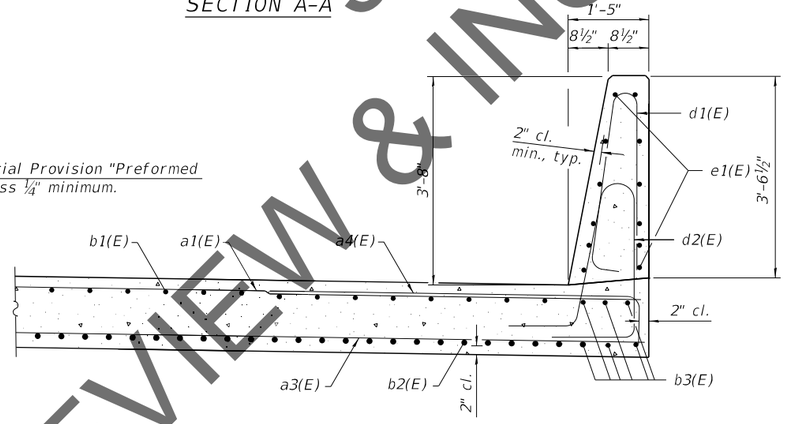


SECTION A-A

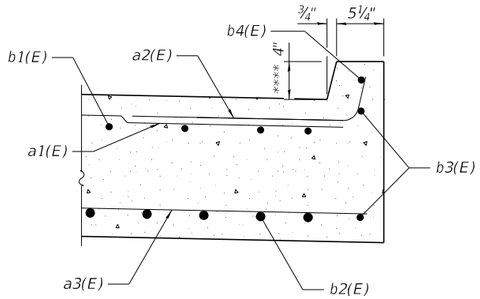


DETAIL A

(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



SECTION C-C

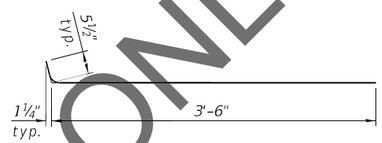
Notes:
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 10 of 288.
Parapet concrete is included with Concrete Superstructure.

* Prior to grinding.

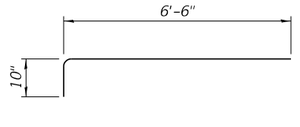
** Cost included with Concrete Superstructure (Approach Slab).

*** Per manufacturer recommendations

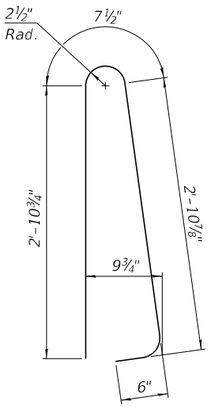
**** After grinding.



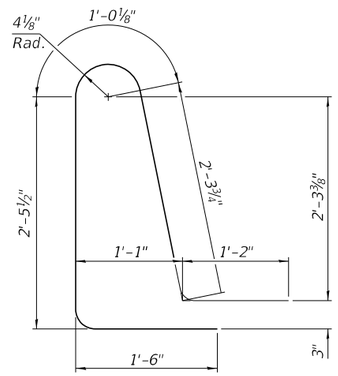
BAR a2(E)



BAR a4(E)



BAR d1(E)



BAR d2(E)

WEST APPROACH
BILL OF MATERIAL

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS
STRUCTURE NO. 060-0351 (WB)
SHEET 93 OF 288 SHEETS

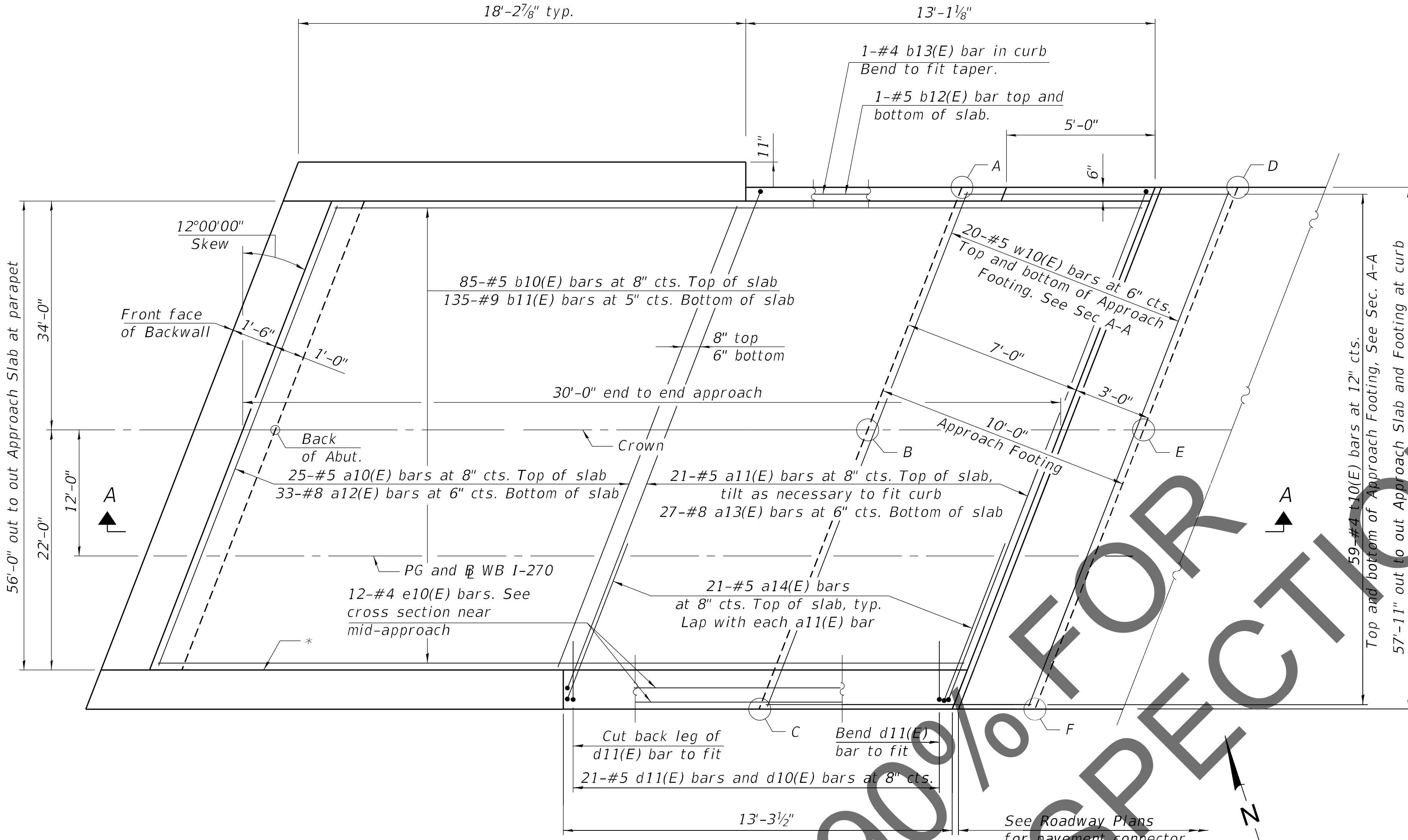
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	585
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	

* 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.

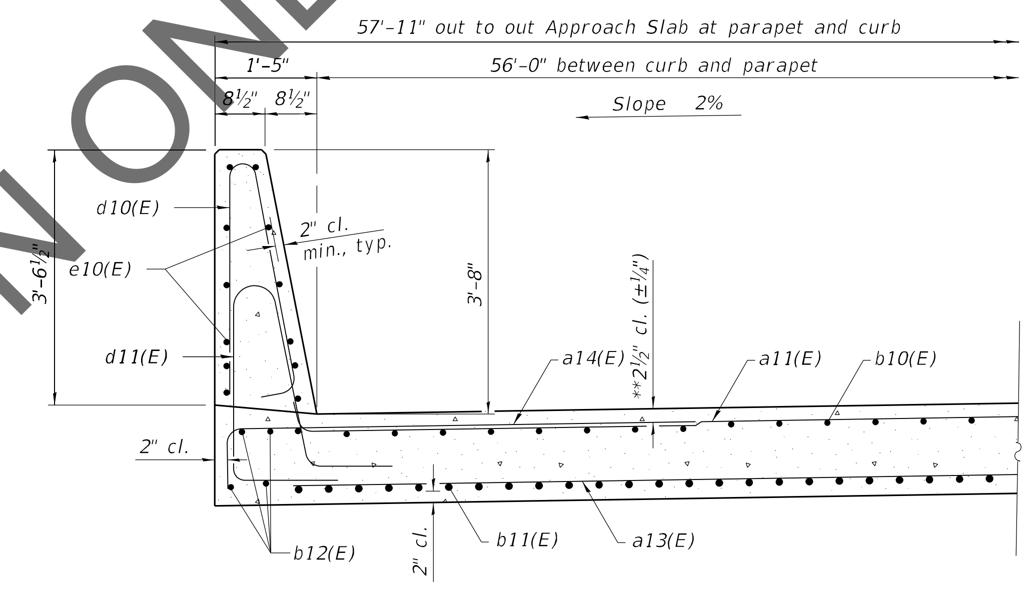
** Prior to grinding.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

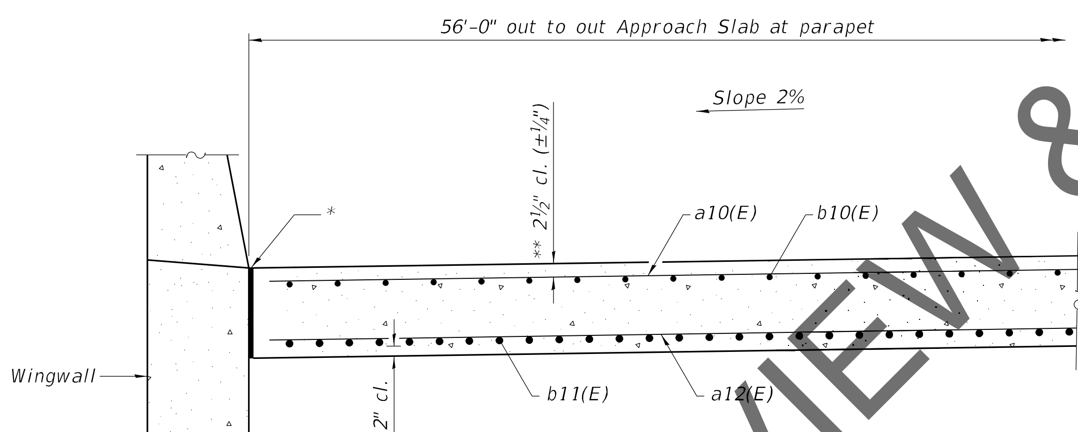
	East Approach	
Point	Top	Bottom
A	450.19	449.36
B	450.91	450.07
C	450.49	449.66
D	450.14	449.31
E	450.86	450.02
F	450.44	449.61



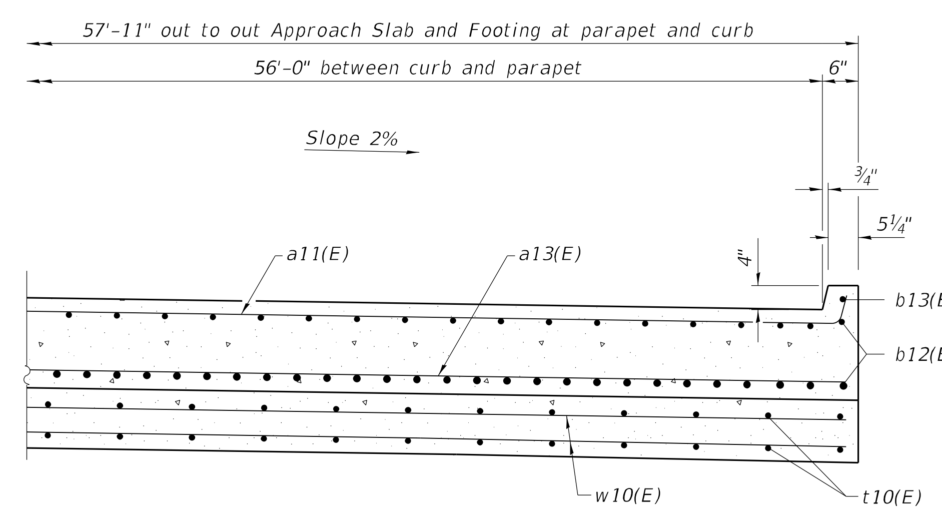
PLAN



NEAR MID-APPROACH



NEAR ABUTMENT



AT APPROACH FOOTING

CROSS SECTION

(Looking West)

For Section A-A, see sheet 95 of 288.

(Sheet 1 of 2)

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HORNER SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - DR	REVISED -	
	CHECKED - VMC	REVISED -	
PLOT SCALE =	DRAWN - DR	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

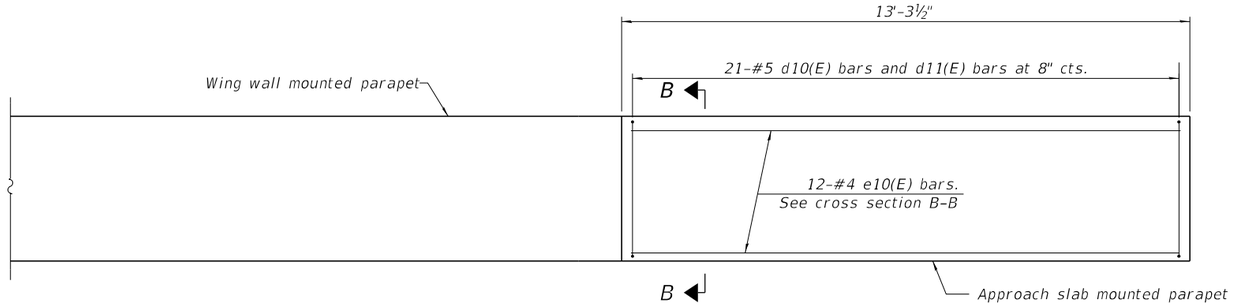
EAST APPROACH SLAB PLAN
STRUCTURE NO. 060-0351 (WB)

SHEET 94 OF 288 SHEETS

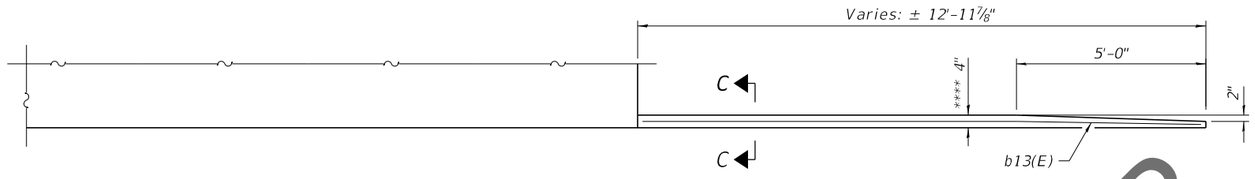
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	586

CONTRACT NO. 76J90

ILLINOIS FED. AID PROJECT

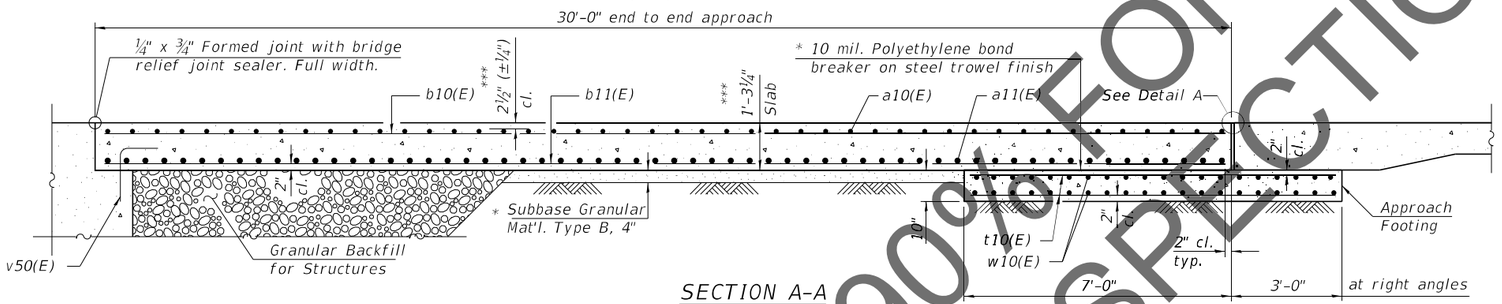


INSIDE ELEVATION OF SOUTH PARAPET

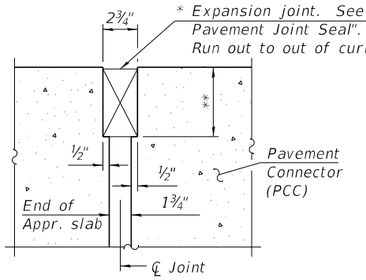


INSIDE ELEVATION OF NORTH PARAPET AND CURB

North parapet shown



SECTION A-A



DETAIL A

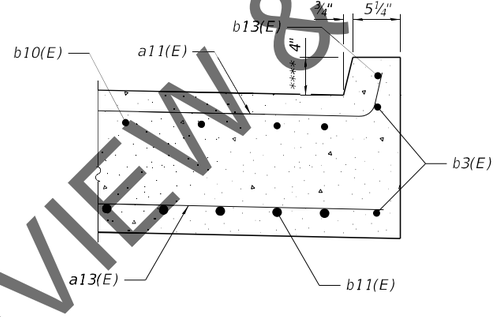
(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

* Cost included with Concrete Superstructure (Approach Slab).

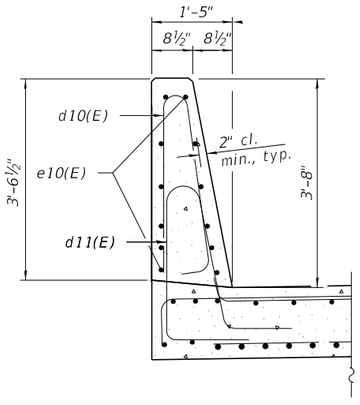
** Per manufacturer recommendations

*** Prior to grinding

**** After grinding.



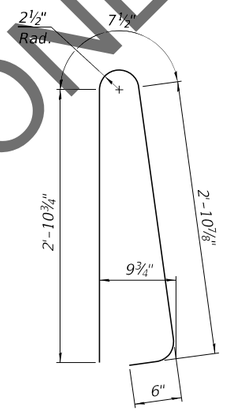
SECTION C-C



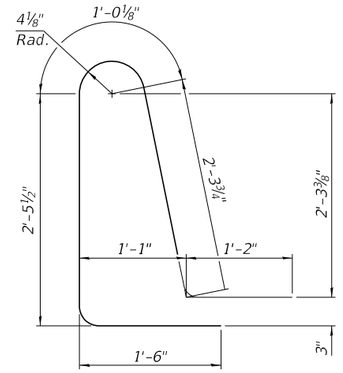
SECTION B-B

Notes:

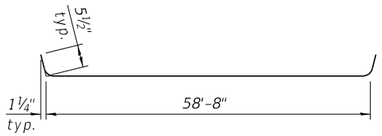
Parapet concrete shall be paid for as Concrete Superstructure. This quantity is included on sheet 91.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 10 of 288 .



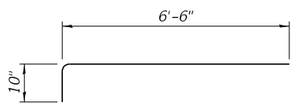
BAR d10(E)



BAR d11(E)



BAR a11(E)



BAR a14(E)

EAST APPROACH
BILL OF MATERIAL

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

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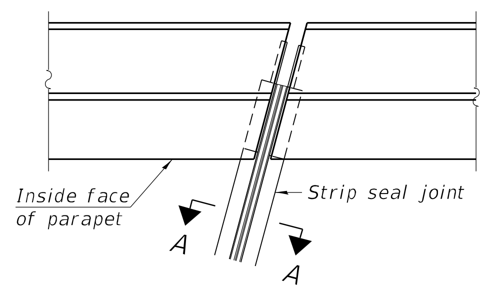
HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - DR	REVISED -	
	CHECKED - VMC	REVISED -	
PLOT SCALE =	DRAWN - DR	REVISED -	
PLOT DATE =	CHECKED - JDS	REVISED -	

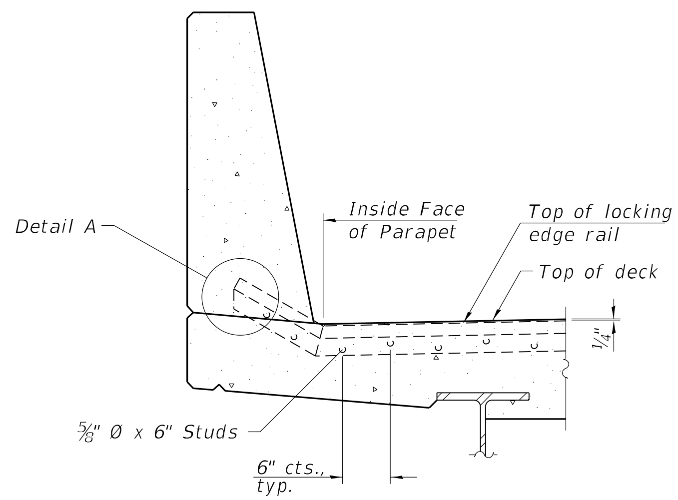
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS
STRUCTURE NO. 060-0351 (WB)
SHEET 95 OF 288 SHEETS

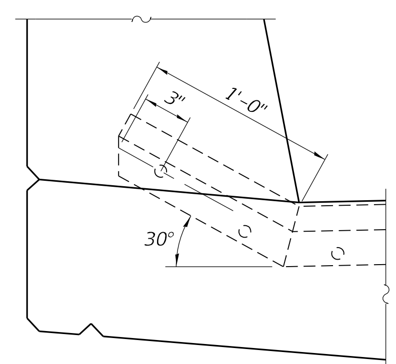
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	587
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



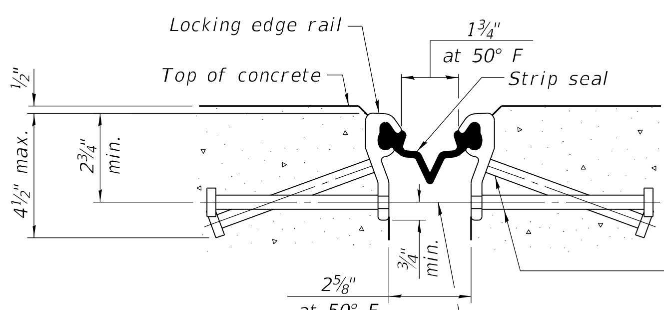
PLAN AT PARAPET



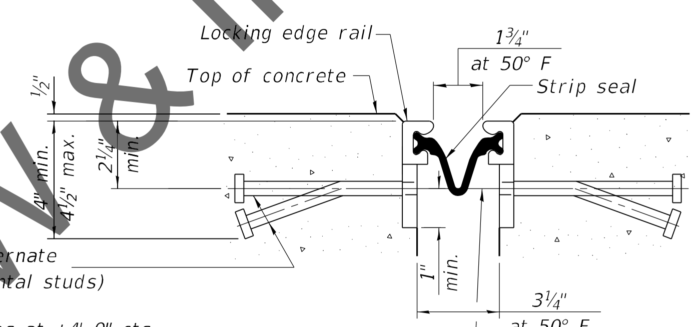
SECTION AT PARAPET



DETAIL A



SHOWING ROLLED RAIL JOINT



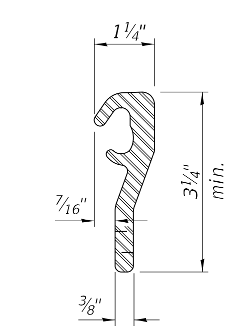
SHOWING WELDED RAIL JOINT

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

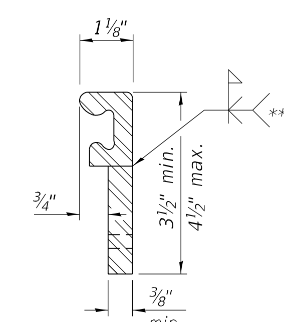
3/8" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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



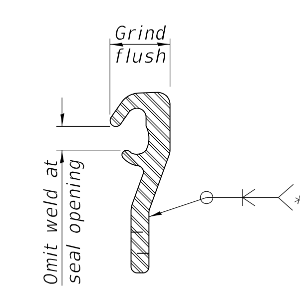
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

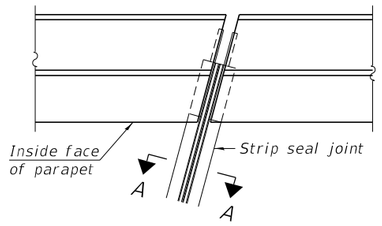
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

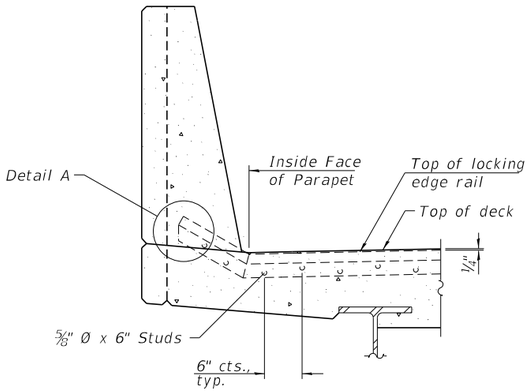
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required.

BILL OF MATERIAL

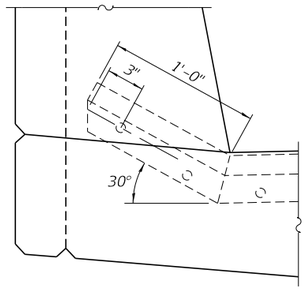
Item	Unit	Total
Preformed Joint Strip Seal	Foot	67.5



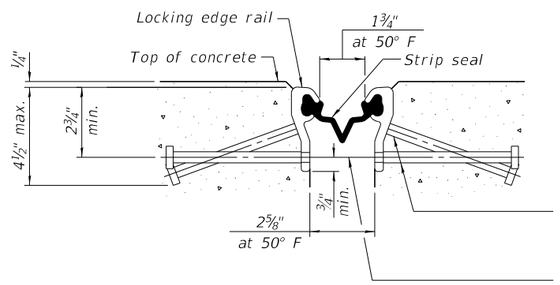
PLAN AT PARAPET



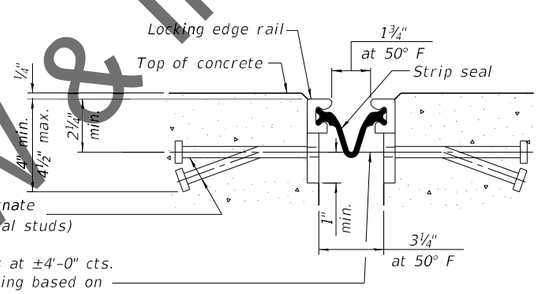
SECTION AT PARAPET



DETAIL A



SHOWING ROLLED RAIL JOINT



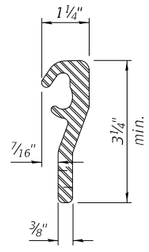
SHOWING WELDED RAIL JOINT

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

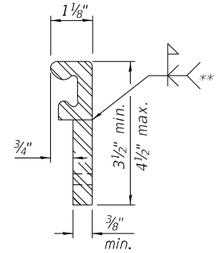
3/8" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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



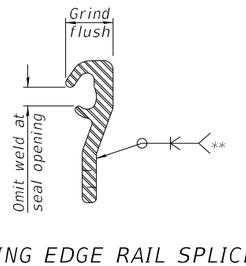
ROLLED
(EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

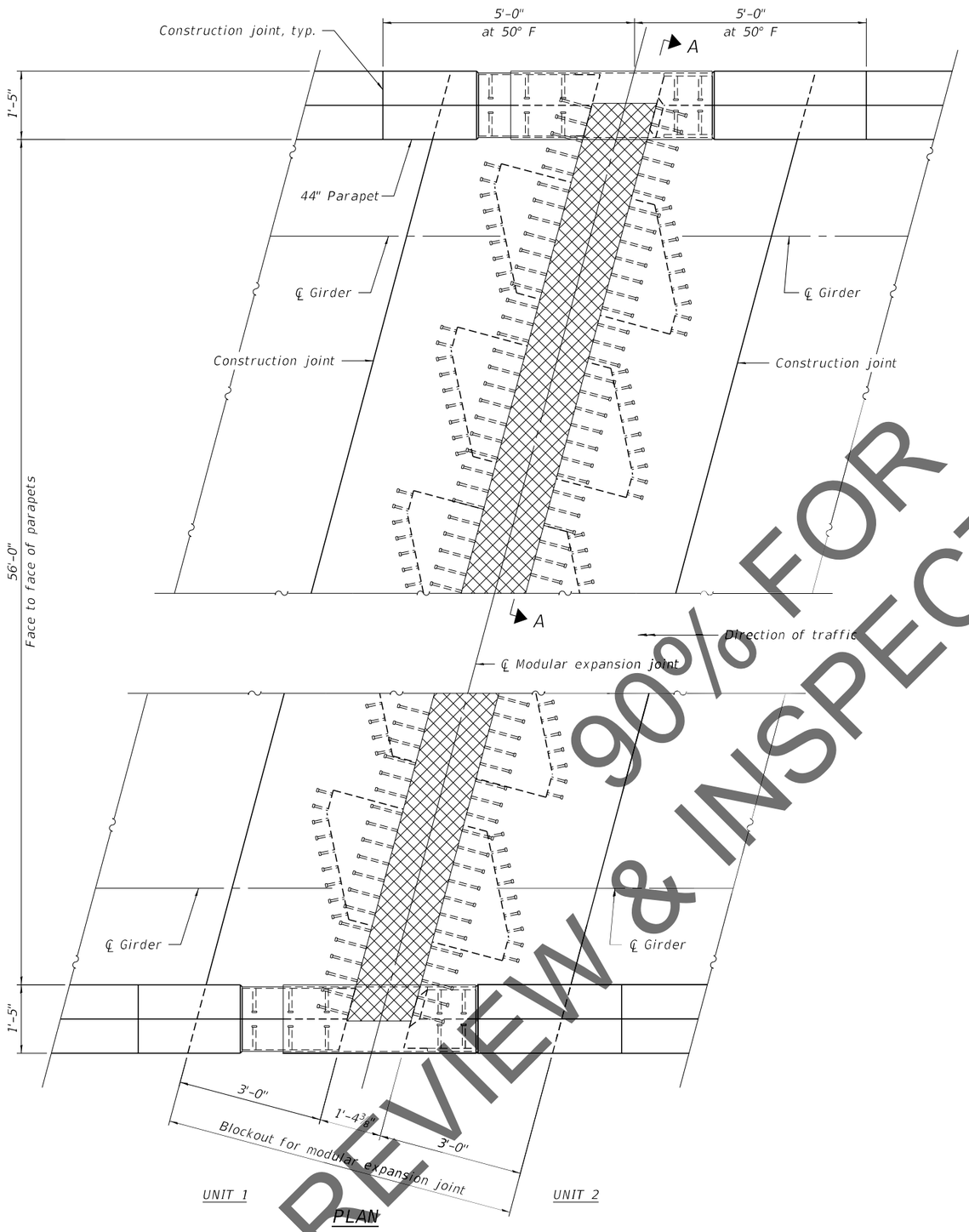
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

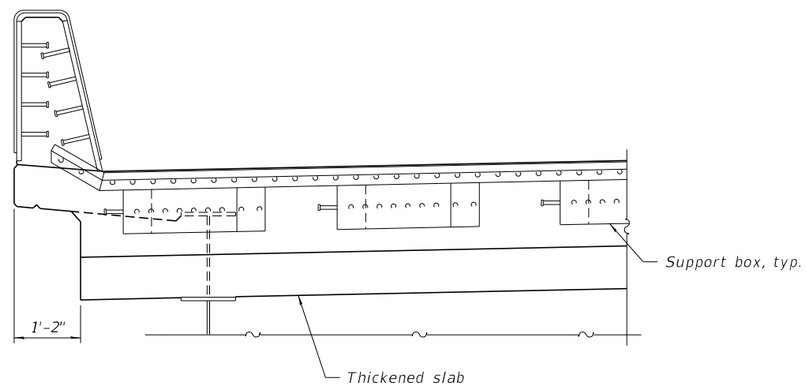
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	60.0



PLAN



SECTION A-A

Note:
For location of crown and cross slopes, see sheets 65 and 71 of 288.
For Bill of Material, see sheet 90 of 288.

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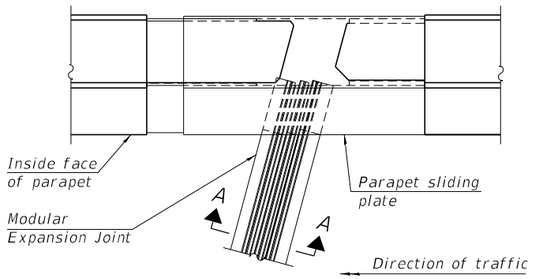
HORNER & SHIFRIN
Teaming with: PARSONS

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

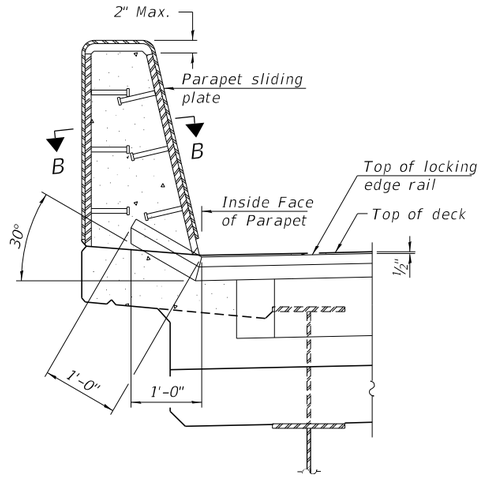
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT – PIER 3 – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 98 OF 288 SHEETS

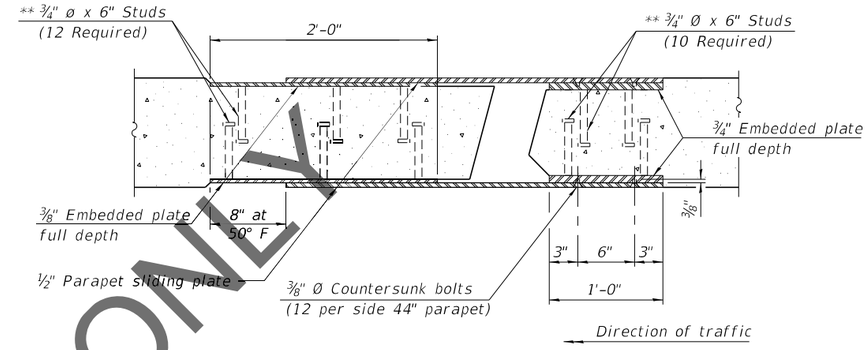
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	590
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



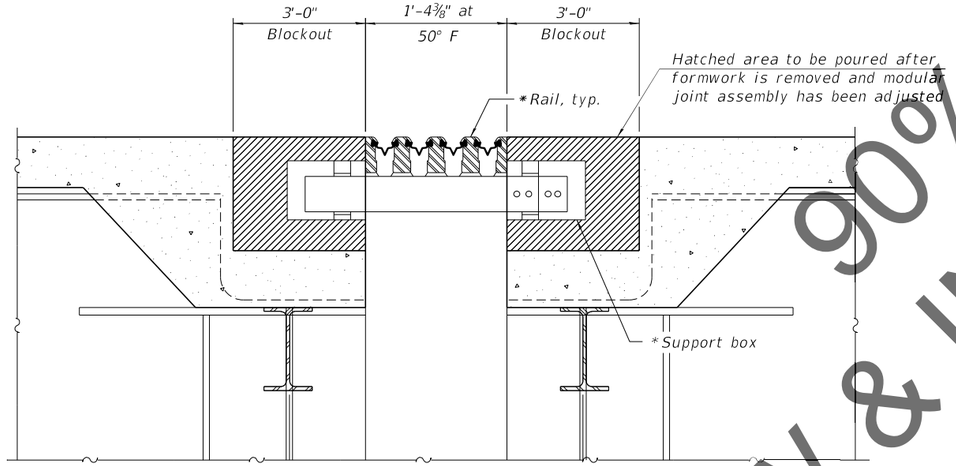
PLAN AT PARAPET



ELEVATION AT PARAPET



SECTION B-B

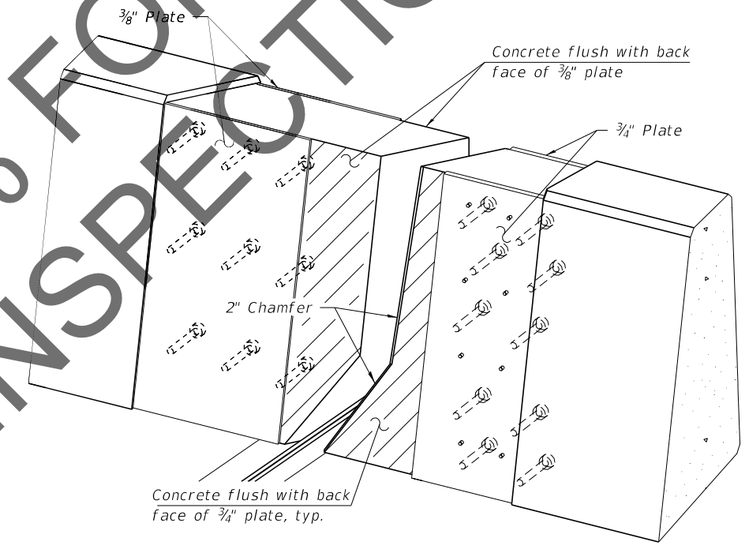


SECTION A-A

(Horiz. dim. at rt. angles.)
(Reinforcement not shown for clarity)

* Number of rails determined by manufacturer

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



TRIMETRIC VIEW

(Showing embedded plates only)

Notes:

The manufacturer's recommended installation methods shall be followed.

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

Parapet plates and anchorage studs included in the cost of "Modular Expansion Joint 12".

Support boxes shall be supported in blockout by adjustable brackets, stools, or shims. Cost of brackets, stools, or shims included in "Modular Expansion Joint 12".

The number, location and orientation of support boxes shall be determined by the manufacturer.

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

Prior to the placement of the joint block-out, the Contractor shall coordinate with the Modular Joint Manufacturer to ensure that the joint will be properly supported and that the reinforcement bars will not interfere with the joint components. Any necessary adjustments to the reinforcement layout shall be submitted to the Engineer for approval.

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 12"	Foot	66.0

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT – PIER 3 – 2
STRUCTURE NO. 060-0351 (WB)
SHEET 99 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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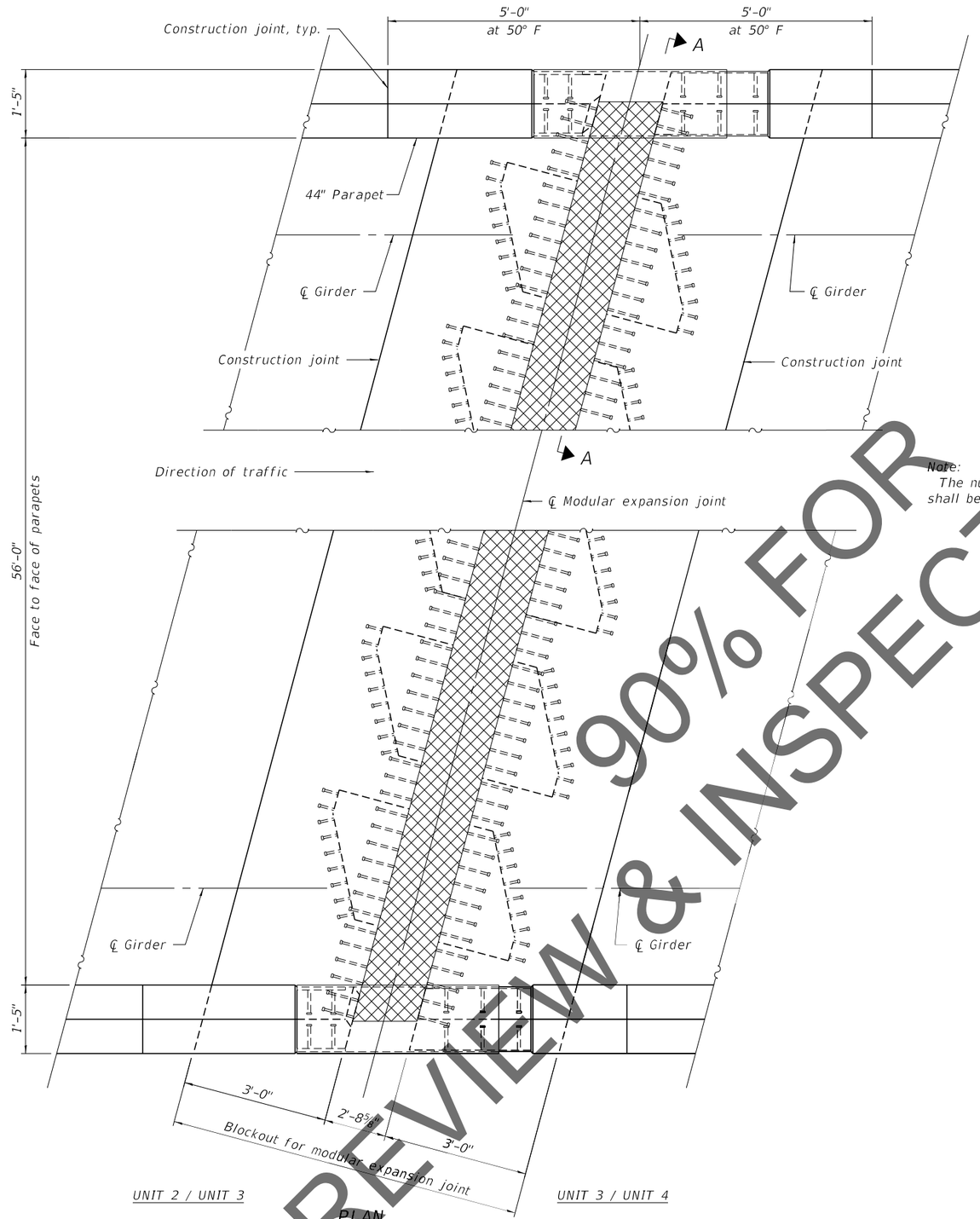
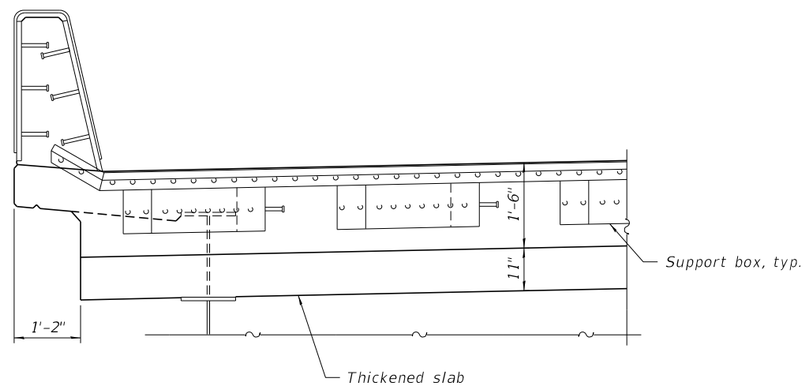
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



PLAN

Note:
The number, location and orientation of the support boxes shall be determined by the manufacturer.



SECTION A-A

Note:
For location of crown and cross slopes, see sheets 65 and 71 of 288.

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HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - TBS	REVISED -
	CHECKED - VMC	REVISED -
PLOT SCALE =	DRAWN - RDF	REVISED -
PLOT DATE =	CHECKED - VMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT – PIERS 10 & 17 – 1
STRUCTURE NO. 060-0351 (WB)
SHEET 100 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	860	592
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			