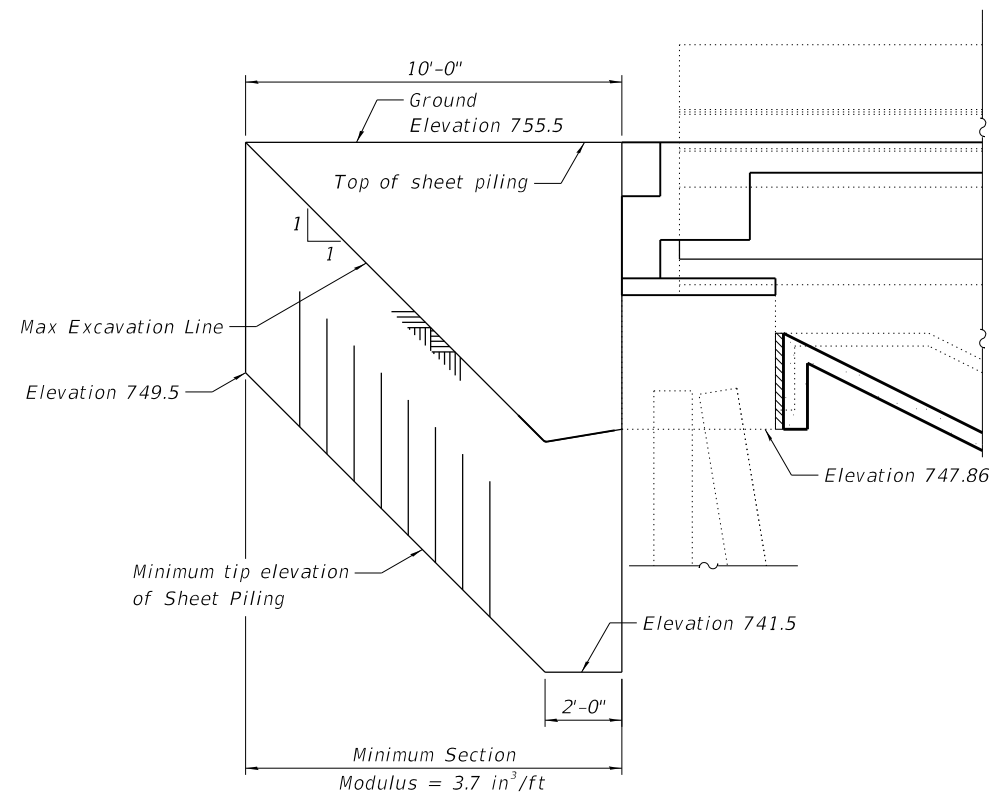


**CROSS SECTION SHOWING STAGING**  
(Looking East)



**TEMPORARY SHEET PILING AT ABUTMENTS (2 THUS)**  
(Dimensions taken along Stage Construction Line)  
(West Abutment Shown; East Abutment similar)

**Notes:**

See Roadway Plans for quantity of Temporary Concrete Barrier.

See sheet SM-04 of 36 for details of Temporary Concrete Barrier.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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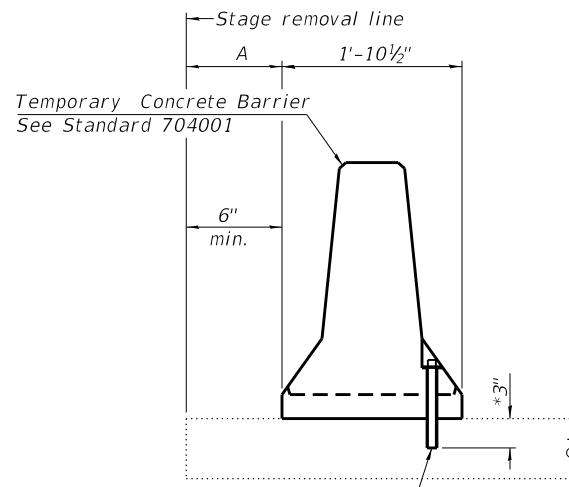
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**STATE OF ILLINOIS  
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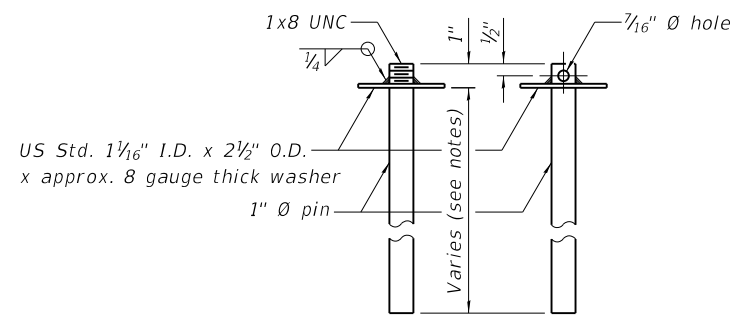
**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 010-0020**

SHEET SM-03 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	102
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



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



**RESTRAINING PIN**

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

**SECTION THRU EXISTING SLAB**

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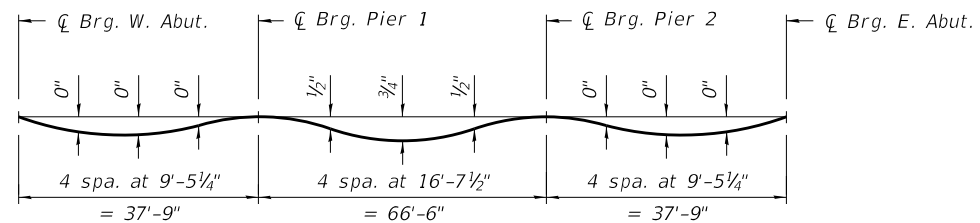
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PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
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**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
 STRUCTURE NO. 010-0020**

SHEET SM-04 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	103
CONTRACT NO. 70C64				
ILLINOIS			FED. AID PROJECT	

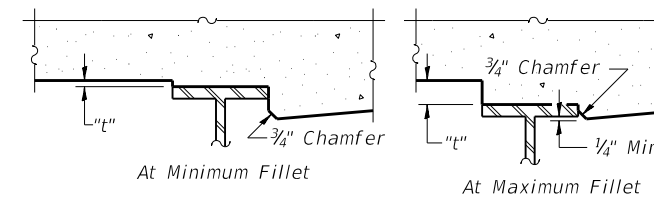


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

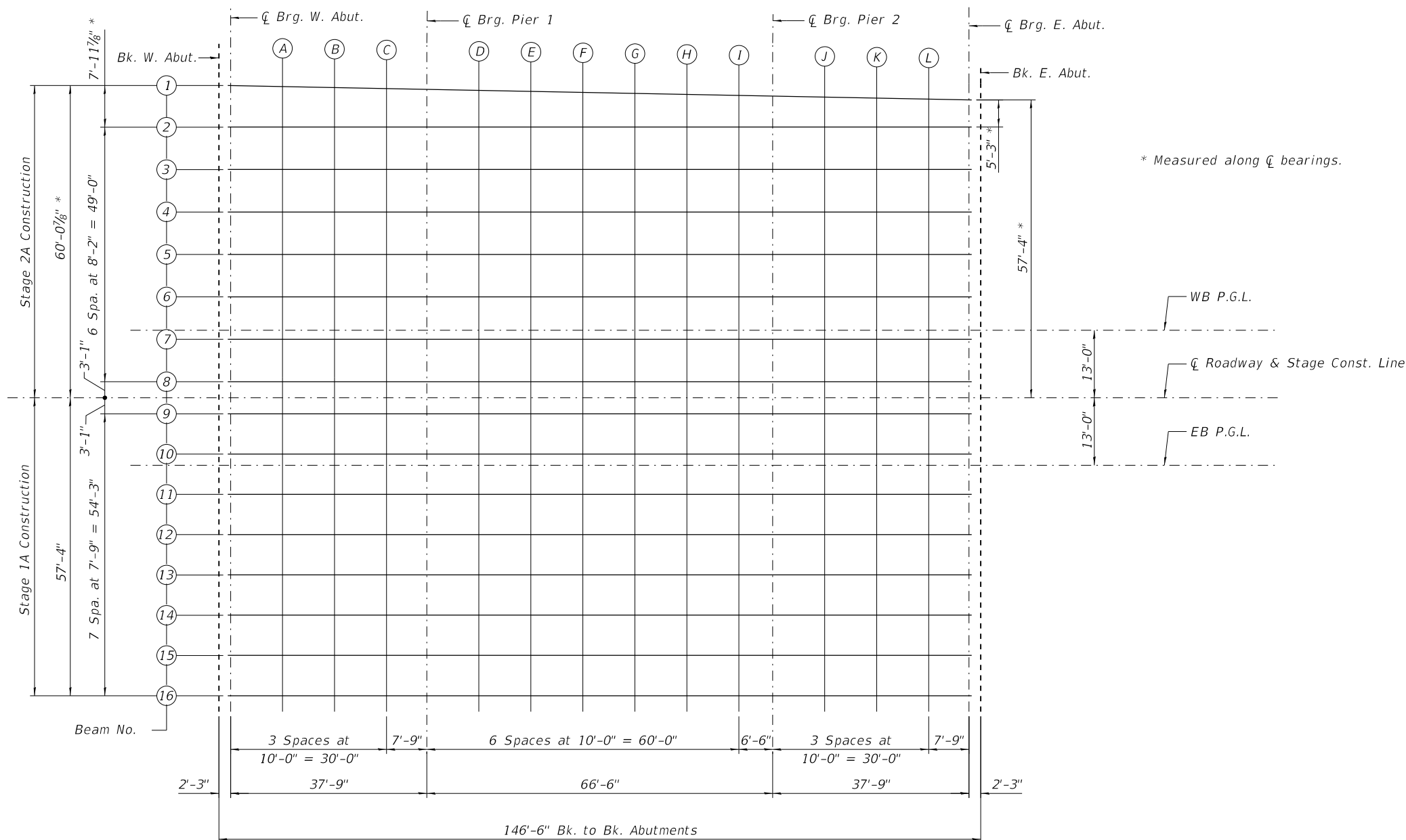
Note:

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 SM-06 thru SM-08 of 36.



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 SM-06 thru SM-08 of 36, 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 SM-06 thru SM-08 of 36. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



**PLAN**

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PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 010-0020**

SHEET SM-05 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	104
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



Note:  
Offsets measured from C roadway.

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-60.11	755.13	755.15
C Brg. W. Abut.	1199+35.10	-60.07	755.14	755.16
A	1199+45.10	-59.88	755.17	755.19
B	1199+55.10	-59.68	755.20	755.22
C	1199+65.10	-59.49	755.22	755.24
C Brg. Pier 1	1199+72.85	-59.34	755.24	755.26
D	1199+82.85	-59.15	755.25	755.29
E	1199+92.85	-58.96	755.27	755.32
F	1200+02.85	-58.76	755.27	755.34
G	1200+12.85	-58.57	755.28	755.35
H	1200+22.85	-58.38	755.28	755.34
I	1200+32.85	-58.19	755.27	755.31
C Brg. Pier 2	1200+39.35	-58.06	755.27	755.29
J	1200+49.35	-57.87	755.26	755.28
K	1200+59.35	-57.68	755.24	755.26
L	1200+69.35	-57.48	755.23	755.25
C Brg. E. Abut.	1200+77.10	-57.33	755.21	755.23
Bk. E. Abut.	1200+79.35	-57.29	755.20	755.22

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-52.08	755.29	755.31
C Brg. W. Abut.	1199+35.10	-52.08	755.30	755.32
A	1199+45.10	-52.08	755.33	755.35
B	1199+55.10	-52.08	755.35	755.37
C	1199+65.10	-52.08	755.37	755.39
C Brg. Pier 1	1199+72.85	-52.08	755.38	755.40
D	1199+82.85	-52.08	755.40	755.44
E	1199+92.85	-52.08	755.40	755.48
F	1200+02.85	-52.08	755.41	755.50
G	1200+12.85	-52.08	755.41	755.49
H	1200+22.85	-52.08	755.40	755.48
I	1200+32.85	-52.08	755.40	755.44
C Brg. Pier 2	1200+39.35	-52.08	755.39	755.41
J	1200+49.35	-52.08	755.37	755.39
K	1200+59.35	-52.08	755.36	755.37
L	1200+69.35	-52.08	755.33	755.36
C Brg. E. Abut.	1200+77.10	-52.08	755.31	755.34
Bk. E. Abut.	1200+79.35	-52.08	755.31	755.33

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-43.92	755.46	755.48
C Brg. W. Abut.	1199+35.10	-43.92	755.46	755.48
A	1199+45.10	-43.92	755.49	755.51
B	1199+55.10	-43.92	755.51	755.53
C	1199+65.10	-43.92	755.53	755.55
C Brg. Pier 1	1199+72.85	-43.92	755.55	755.57
D	1199+82.85	-43.92	755.56	755.61
E	1199+92.85	-43.92	755.57	755.64
F	1200+02.85	-43.92	755.57	755.66
G	1200+12.85	-43.92	755.57	755.66
H	1200+22.85	-43.92	755.57	755.63
I	1200+32.85	-43.92	755.56	755.60
C Brg. Pier 2	1200+39.35	-43.92	755.55	755.57
J	1200+49.35	-43.92	755.54	755.55
K	1200+59.35	-43.92	755.52	755.54
L	1200+69.35	-43.92	755.50	755.52
C Brg. E. Abut.	1200+77.10	-43.92	755.48	755.50
Bk. E. Abut.	1200+79.35	-43.92	755.47	755.49

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-35.75	755.61	755.64
C Brg. W. Abut.	1199+35.10	-35.75	755.62	755.64
A	1199+45.10	-35.75	755.65	755.67
B	1199+55.10	-35.75	755.67	755.69
C	1199+65.10	-35.75	755.69	755.71
C Brg. Pier 1	1199+72.85	-35.75	755.70	755.72
D	1199+82.85	-35.75	755.72	755.76
E	1199+92.85	-35.75	755.72	755.80
F	1200+02.85	-35.75	755.73	755.82
G	1200+12.85	-35.75	755.73	755.82
H	1200+22.85	-35.75	755.72	755.79
I	1200+32.85	-35.75	755.72	755.75
C Brg. Pier 2	1200+39.35	-35.75	755.71	755.73
J	1200+49.35	-35.75	755.70	755.71
K	1200+59.35	-35.75	755.68	755.70
L	1200+69.35	-35.75	755.65	755.68
C Brg. E. Abut.	1200+77.10	-35.75	755.63	755.66
Bk. E. Abut.	1200+79.35	-35.75	755.63	755.65

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-27.58	755.74	755.76
C Brg. W. Abut.	1199+35.10	-27.58	755.74	755.76
A	1199+45.10	-27.58	755.77	755.79
B	1199+55.10	-27.58	755.79	755.81
C	1199+65.10	-27.58	755.81	755.83
C Brg. Pier 1	1199+72.85	-27.58	755.83	755.85
D	1199+82.85	-27.58	755.84	755.88
E	1199+92.85	-27.58	755.85	755.92
F	1200+02.85	-27.58	755.85	755.94
G	1200+12.85	-27.58	755.85	755.94
H	1200+22.85	-27.58	755.85	755.91
I	1200+32.85	-27.58	755.84	755.88
C Brg. Pier 2	1200+39.35	-27.58	755.83	755.85
J	1200+49.35	-27.58	755.82	755.83
K	1200+59.35	-27.58	755.80	755.82
L	1200+69.35	-27.58	755.78	755.80
C Brg. E. Abut.	1200+77.10	-27.58	755.76	755.78
Bk. E. Abut.	1200+79.35	-27.58	755.75	755.77

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-19.42	755.69	755.71
C Brg. W. Abut.	1199+35.10	-19.42	755.70	755.72
A	1199+45.10	-19.42	755.73	755.75
B	1199+55.10	-19.42	755.75	755.77
C	1199+65.10	-19.42	755.77	755.78
C Brg. Pier 1	1199+72.85	-19.42	755.78	755.80
D	1199+82.85	-19.42	755.79	755.84
E	1199+92.85	-19.42	755.80	755.88
F	1200+02.85	-19.42	755.81	755.90
G	1200+12.85	-19.42	755.81	755.90
H	1200+22.85	-19.42	755.80	755.87
I	1200+32.85	-19.42	755.79	755.83
C Brg. Pier 2	1200+39.35	-19.42	755.79	755.81
J	1200+49.35	-19.42	755.77	755.79
K	1200+59.35	-19.42	755.75	755.77
L	1200+69.35	-19.42	755.73	755.75
C Brg. E. Abut.	1200+77.10	-19.42	755.71	755.73
Bk. E. Abut.	1200+79.35	-19.42	755.71	755.73

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 010-0020**

SHEET SM-06 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	105
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

Note:  
Offsets measured from C roadway.

**WB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-13.00	755.60	755.62
C Brg. W. Abut.	1199+35.10	-13.00	755.60	755.62
A	1199+45.10	-13.00	755.63	755.65
B	1199+55.10	-13.00	755.65	755.67
C	1199+65.10	-13.00	755.67	755.69
C Brg. Pier 1	1199+72.85	-13.00	755.68	755.71
D	1199+82.85	-13.00	755.70	755.74
E	1199+92.85	-13.00	755.71	755.78
F	1200+02.85	-13.00	755.71	755.80
G	1200+12.85	-13.00	755.71	755.80
H	1200+22.85	-13.00	755.71	755.77
I	1200+32.85	-13.00	755.70	755.73
C Brg. Pier 2	1200+39.35	-13.00	755.69	755.71
J	1200+49.35	-13.00	755.68	755.69
K	1200+59.35	-13.00	755.66	755.68
L	1200+69.35	-13.00	755.64	755.66
C Brg. E. Abut.	1200+77.10	-13.00	755.62	755.64
Bk. E. Abut.	1200+79.35	-13.00	755.61	755.63

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-11.25	755.56	755.58
C Brg. W. Abut.	1199+35.10	-11.25	755.57	755.59
A	1199+45.10	-11.25	755.59	755.62
B	1199+55.10	-11.25	755.62	755.64
C	1199+65.10	-11.25	755.64	755.65
C Brg. Pier 1	1199+72.85	-11.25	755.65	755.67
D	1199+82.85	-11.25	755.66	755.71
E	1199+92.85	-11.25	755.67	755.75
F	1200+02.85	-11.25	755.67	755.77
G	1200+12.85	-11.25	755.67	755.76
H	1200+22.85	-11.25	755.67	755.74
I	1200+32.85	-11.25	755.66	755.70
C Brg. Pier 2	1200+39.35	-11.25	755.66	755.68
J	1200+49.35	-11.25	755.64	755.66
K	1200+59.35	-11.25	755.62	755.64
L	1200+69.35	-11.25	755.60	755.62
C Brg. E. Abut.	1200+77.10	-11.25	755.58	755.60
Bk. E. Abut.	1200+79.35	-11.25	755.57	755.60

**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	-3.08	755.40	755.42
C Brg. W. Abut.	1199+35.10	-3.08	755.40	755.42
A	1199+45.10	-3.08	755.43	755.45
B	1199+55.10	-3.08	755.45	755.47
C	1199+65.10	-3.08	755.47	755.49
C Brg. Pier 1	1199+72.85	-3.08	755.49	755.51
D	1199+82.85	-3.08	755.50	755.54
E	1199+92.85	-3.08	755.51	755.58
F	1200+02.85	-3.08	755.51	755.60
G	1200+12.85	-3.08	755.51	755.59
H	1200+22.85	-3.08	755.51	755.57
I	1200+32.85	-3.08	755.50	755.53
C Brg. Pier 2	1200+39.35	-3.08	755.49	755.51
J	1200+49.35	-3.08	755.48	755.49
K	1200+59.35	-3.08	755.46	755.48
L	1200+69.35	-3.08	755.44	755.46
C Brg. E. Abut.	1200+77.10	-3.08	755.42	755.44
Bk. E. Abut.	1200+79.35	-3.08	755.41	755.43

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	3.08	755.40	755.42
C Brg. W. Abut.	1199+35.10	3.08	755.40	755.42
A	1199+45.10	3.08	755.43	755.45
B	1199+55.10	3.08	755.45	755.47
C	1199+65.10	3.08	755.47	755.49
C Brg. Pier 1	1199+72.85	3.08	755.49	755.51
D	1199+82.85	3.08	755.50	755.54
E	1199+92.85	3.08	755.51	755.58
F	1200+02.85	3.08	755.51	755.60
G	1200+12.85	3.08	755.51	755.59
H	1200+22.85	3.08	755.51	755.57
I	1200+32.85	3.08	755.50	755.53
C Brg. Pier 2	1200+39.35	3.08	755.49	755.51
J	1200+49.35	3.08	755.48	755.49
K	1200+59.35	3.08	755.46	755.48
L	1200+69.35	3.08	755.44	755.46
C Brg. E. Abut.	1200+77.10	3.08	755.42	755.44
Bk. E. Abut.	1200+79.35	3.08	755.41	755.43

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	10.83	755.55	755.57
C Brg. W. Abut.	1199+35.10	10.83	755.56	755.58
A	1199+45.10	10.83	755.59	755.61
B	1199+55.10	10.83	755.61	755.63
C	1199+65.10	10.83	755.63	755.64
C Brg. Pier 1	1199+72.85	10.83	755.64	755.66
D	1199+82.85	10.83	755.65	755.70
E	1199+92.85	10.83	755.66	755.74
F	1200+02.85	10.83	755.67	755.76
G	1200+12.85	10.83	755.67	755.75
H	1200+22.85	10.83	755.66	755.73
I	1200+32.85	10.83	755.65	755.69
C Brg. Pier 2	1200+39.35	10.83	755.65	755.67
J	1200+49.35	10.83	755.63	755.65
K	1200+59.35	10.83	755.61	755.63
L	1200+69.35	10.83	755.59	755.61
C Brg. E. Abut.	1200+77.10	10.83	755.57	755.59
Bk. E. Abut.	1200+79.35	10.83	755.57	755.59

**EB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	13.00	755.60	755.62
C Brg. W. Abut.	1199+35.10	13.00	755.60	755.62
A	1199+45.10	13.00	755.63	755.65
B	1199+55.10	13.00	755.65	755.67
C	1199+65.10	13.00	755.67	755.69
C Brg. Pier 1	1199+72.85	13.00	755.68	755.71
D	1199+82.85	13.00	755.70	755.74
E	1199+92.85	13.00	755.71	755.78
F	1200+02.85	13.00	755.71	755.80
G	1200+12.85	13.00	755.71	755.80
H	1200+22.85	13.00	755.71	755.77
I	1200+32.85	13.00	755.70	755.73
C Brg. Pier 2	1200+39.35	13.00	755.69	755.71
J	1200+49.35	13.00	755.68	755.69
K	1200+59.35	13.00	755.66	755.68
L	1200+69.35	13.00	755.64	755.66
C Brg. E. Abut.	1200+77.10	13.00	755.62	755.64
Bk. E. Abut.	1200+79.35	13.00	755.61	755.63

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 010-0020

SHEET SM-07 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	106
CONTRACT NO. 70C64				
ILLINOIS		FED. AID PROJECT		

Note:  
Offsets measured from  $\text{C}$  roadway.

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	18.58	755.68	755.70
$\text{C}$ Brg. W. Abut.	1199+35.10	18.58	755.69	755.71
A	1199+45.10	18.58	755.71	755.74
B	1199+55.10	18.58	755.74	755.76
C	1199+65.10	18.58	755.76	755.77
$\text{C}$ Brg. Pier 1	1199+72.85	18.58	755.77	755.79
D	1199+82.85	18.58	755.78	755.83
E	1199+92.85	18.58	755.79	755.86
F	1200+02.85	18.58	755.79	755.88
G	1200+12.85	18.58	755.79	755.88
H	1200+22.85	18.58	755.79	755.85
I	1200+32.85	18.58	755.78	755.82
$\text{C}$ Brg. Pier 2	1200+39.35	18.58	755.77	755.80
J	1200+49.35	18.58	755.76	755.78
K	1200+59.35	18.58	755.74	755.76
L	1200+69.35	18.58	755.72	755.74
$\text{C}$ Brg. E. Abut.	1200+77.10	18.58	755.70	755.72
Bk. E. Abut.	1200+79.35	18.58	755.69	755.71

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	26.33	755.76	755.78
$\text{C}$ Brg. W. Abut.	1199+35.10	26.33	755.76	755.78
A	1199+45.10	26.33	755.79	755.81
B	1199+55.10	26.33	755.81	755.83
C	1199+65.10	26.33	755.83	755.85
$\text{C}$ Brg. Pier 1	1199+72.85	26.33	755.84	755.87
D	1199+82.85	26.33	755.86	755.90
E	1199+92.85	26.33	755.87	755.94
F	1200+02.85	26.33	755.87	755.96
G	1200+12.85	26.33	755.87	755.96
H	1200+22.85	26.33	755.87	755.93
I	1200+32.85	26.33	755.86	755.89
$\text{C}$ Brg. Pier 2	1200+39.35	26.33	755.85	755.87
J	1200+49.35	26.33	755.84	755.85
K	1200+59.35	26.33	755.82	755.84
L	1200+69.35	26.33	755.80	755.82
$\text{C}$ Brg. E. Abut.	1200+77.10	26.33	755.78	755.80
Bk. E. Abut.	1200+79.35	26.33	755.77	755.79

**BEAM 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	34.08	755.64	755.66
$\text{C}$ Brg. W. Abut.	1199+35.10	34.08	755.65	755.67
A	1199+45.10	34.08	755.67	755.70
B	1199+55.10	34.08	755.70	755.72
C	1199+65.10	34.08	755.72	755.73
$\text{C}$ Brg. Pier 1	1199+72.85	34.08	755.73	755.75
D	1199+82.85	34.08	755.74	755.79
E	1199+92.85	34.08	755.75	755.82
F	1200+02.85	34.08	755.75	755.84
G	1200+12.85	34.08	755.75	755.84
H	1200+22.85	34.08	755.75	755.81
I	1200+32.85	34.08	755.74	755.78
$\text{C}$ Brg. Pier 2	1200+39.35	34.08	755.73	755.76
J	1200+49.35	34.08	755.72	755.74
K	1200+59.35	34.08	755.70	755.72
L	1200+69.35	34.08	755.68	755.70
$\text{C}$ Brg. E. Abut.	1200+77.10	34.08	755.66	755.68
Bk. E. Abut.	1200+79.35	34.08	755.65	755.67

**BEAM 14**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	41.83	755.50	755.52
$\text{C}$ Brg. W. Abut.	1199+35.10	41.83	755.51	755.53
A	1199+45.10	41.83	755.53	755.55
B	1199+55.10	41.83	755.56	755.58
C	1199+65.10	41.83	755.58	755.59
$\text{C}$ Brg. Pier 1	1199+72.85	41.83	755.59	755.61
D	1199+82.85	41.83	755.60	755.65
E	1199+92.85	41.83	755.61	755.68
F	1200+02.85	41.83	755.61	755.70
G	1200+12.85	41.83	755.61	755.70
H	1200+22.85	41.83	755.61	755.67
I	1200+32.85	41.83	755.60	755.64
$\text{C}$ Brg. Pier 2	1200+39.35	41.83	755.59	755.62
J	1200+49.35	41.83	755.58	755.60
K	1200+59.35	41.83	755.56	755.58
L	1200+69.35	41.83	755.54	755.56
$\text{C}$ Brg. E. Abut.	1200+77.10	41.83	755.52	755.54
Bk. E. Abut.	1200+79.35	41.83	755.51	755.53

**BEAM 15**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	49.58	755.34	755.36
$\text{C}$ Brg. W. Abut.	1199+35.10	49.58	755.35	755.37
A	1199+45.10	49.58	755.38	755.40
B	1199+55.10	49.58	755.40	755.42
C	1199+65.10	49.58	755.42	755.44
$\text{C}$ Brg. Pier 1	1199+72.85	49.58	755.43	755.45
D	1199+82.85	49.58	755.45	755.49
E	1199+92.85	49.58	755.45	755.53
F	1200+02.85	49.58	755.46	755.55
G	1200+12.85	49.58	755.46	755.54
H	1200+22.85	49.58	755.45	755.52
I	1200+32.85	49.58	755.45	755.48
$\text{C}$ Brg. Pier 2	1200+39.35	49.58	755.44	755.46
J	1200+49.35	49.58	755.42	755.44
K	1200+59.35	49.58	755.41	755.43
L	1200+69.35	49.58	755.38	755.41
$\text{C}$ Brg. E. Abut.	1200+77.10	49.58	755.36	755.39
Bk. E. Abut.	1200+79.35	49.58	755.36	755.38

**BEAM 16**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1199+32.85	57.33	755.19	755.21
$\text{C}$ Brg. W. Abut.	1199+35.10	57.33	755.20	755.22
A	1199+45.10	57.33	755.22	755.24
B	1199+55.10	57.33	755.25	755.27
C	1199+65.10	57.33	755.27	755.28
$\text{C}$ Brg. Pier 1	1199+72.85	57.33	755.28	755.30
D	1199+82.85	57.33	755.29	755.33
E	1199+92.85	57.33	755.30	755.37
F	1200+02.85	57.33	755.30	755.39
G	1200+12.85	57.33	755.30	755.38
H	1200+22.85	57.33	755.30	755.36
I	1200+32.85	57.33	755.29	755.33
$\text{C}$ Brg. Pier 2	1200+39.35	57.33	755.28	755.31
J	1200+49.35	57.33	755.27	755.29
K	1200+59.35	57.33	755.25	755.27
L	1200+69.35	57.33	755.23	755.25
$\text{C}$ Brg. E. Abut.	1200+77.10	57.33	755.21	755.23
Bk. E. Abut.	1200+79.35	57.33	755.20	755.22

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 010-0020**

SHEET SM-08 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	107
CONTRACT NO. 70C64				
		ILLINOIS	FED. AID PROJECT	

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	1.46	755.26	755.28
A1	1199+13.85	1.46	755.30	755.32
A2	1199+23.85	1.46	755.34	755.36
E. End W. Appr. Slab	1199+33.85	1.46	755.37	755.39
W. End E. Appr. Slab	1200+78.35	1.46	755.38	755.40
A3	1200+88.35	1.46	755.35	755.37
A4	1200+98.35	1.46	755.32	755.34
E. End E. Appr. Slab	1201+08.35	1.46	755.28	755.30

**NORTH EDGE OF PAVEMENT & EB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	13.00	755.49	755.51
A1	1199+13.85	13.00	755.53	755.55
A2	1199+23.85	13.00	755.57	755.59
E. End W. Appr. Slab	1199+33.85	13.00	755.60	755.62
W. End E. Appr. Slab	1200+78.35	13.00	755.61	755.63
A3	1200+88.35	13.00	755.58	755.60
A4	1200+98.35	13.00	755.55	755.57
E. End E. Appr. Slab	1201+08.35	13.00	755.51	755.53

**CROWN**

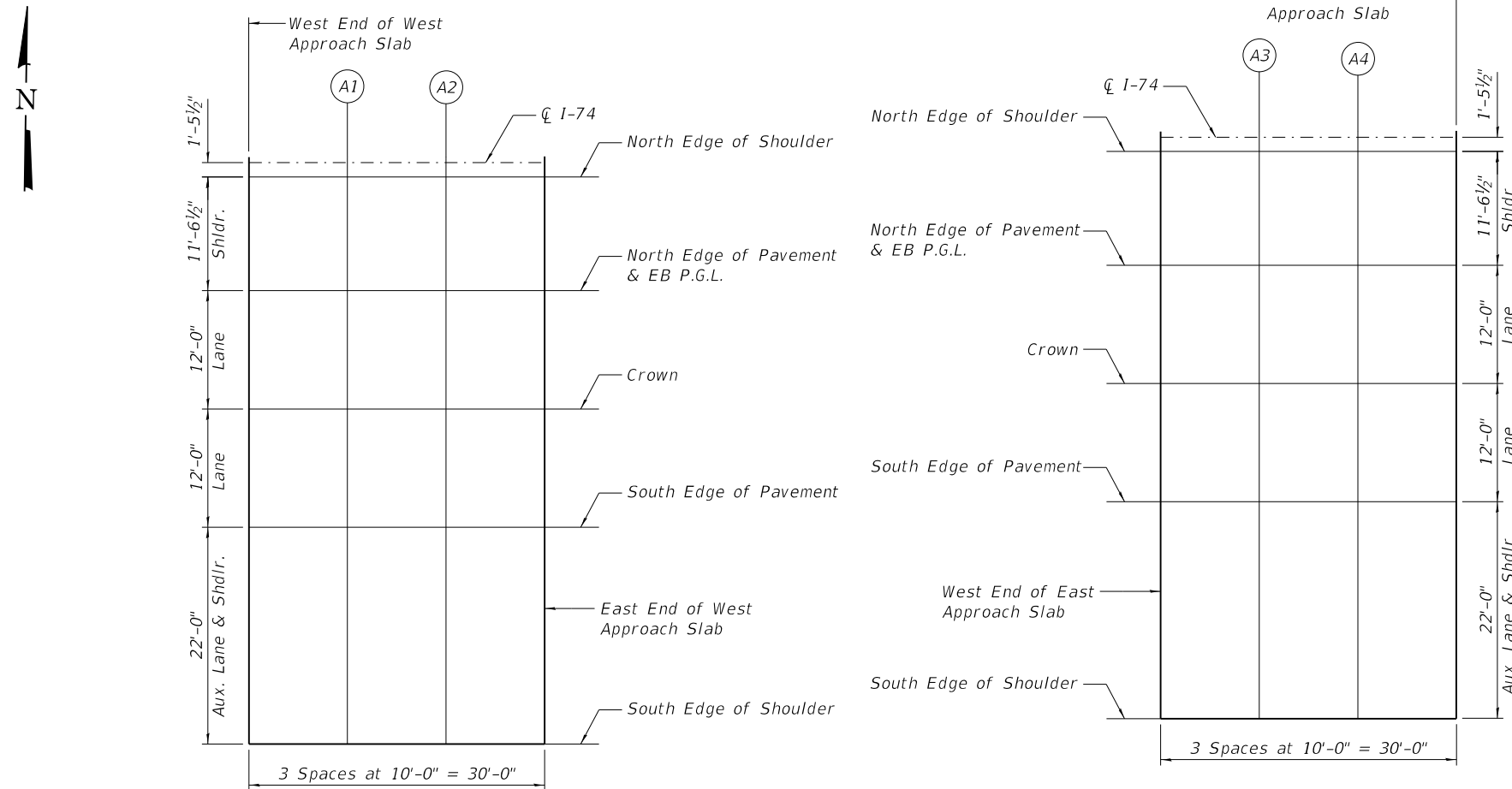
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	25.00	755.67	755.69
A1	1199+13.85	25.00	755.71	755.73
A2	1199+23.85	25.00	755.75	755.77
E. End W. Appr. Slab	1199+33.85	25.00	755.78	755.80
W. End E. Appr. Slab	1200+78.35	25.00	755.79	755.81
A3	1200+88.35	25.00	755.76	755.78
A4	1200+98.35	25.00	755.73	755.75
E. End E. Appr. Slab	1201+08.35	25.00	755.69	755.71

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	37.00	755.49	755.51
A1	1199+13.85	37.00	755.53	755.55
A2	1199+23.85	37.00	755.57	755.59
E. End W. Appr. Slab	1199+33.85	37.00	755.60	755.62
W. End E. Appr. Slab	1200+78.35	37.00	755.61	755.63
A3	1200+88.35	37.00	755.58	755.60
A4	1200+98.35	37.00	755.55	755.57
E. End E. Appr. Slab	1201+08.35	37.00	755.51	755.53

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	59.00	755.05	755.07
A1	1199+13.85	59.00	755.09	755.11
A2	1199+23.85	59.00	755.13	755.15
E. End W. Appr. Slab	1199+33.85	59.00	755.16	755.18
W. End E. Appr. Slab	1200+78.35	59.00	755.17	755.19
A3	1200+88.35	59.00	755.14	755.16
A4	1200+98.35	59.00	755.11	755.13
E. End E. Appr. Slab	1201+08.35	59.00	755.07	755.09



**PLAN - EB APPROACH SLABS**

Note: Offsets measured from  $\bar{C}$  roadway.

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	CHECKED - MTH	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF EB APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 010-0020**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	108
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

SHEET SM-09 OF SM-35 SHEETS

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	-63.64	754.96	754.98
A1	1199+13.85	-63.03	755.01	755.03
A2	1199+23.85	-62.42	755.06	755.08
E. End W. Appr. Slab	1199+33.85	-61.81	755.10	755.12
W. End E. Appr. Slab	1200+78.35	-59.00	755.17	755.19
A3	1200+88.35	-59.00	755.14	755.16
A4	1200+98.35	-59.00	755.11	755.13
E. End E. Appr. Slab	1201+08.35	-59.00	755.07	755.09

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	-37.00	755.49	755.51
A1	1199+13.85	-37.00	755.53	755.55
A2	1199+23.85	-37.00	755.57	755.59
E. End W. Appr. Slab	1199+33.85	-37.00	755.60	755.62
W. End E. Appr. Slab	1200+78.35	-37.00	755.61	755.63
A3	1200+88.35	-37.00	755.58	755.60
A4	1200+98.35	-37.00	755.55	755.57
E. End E. Appr. Slab	1201+08.35	-37.00	755.51	755.53

**CROWN**

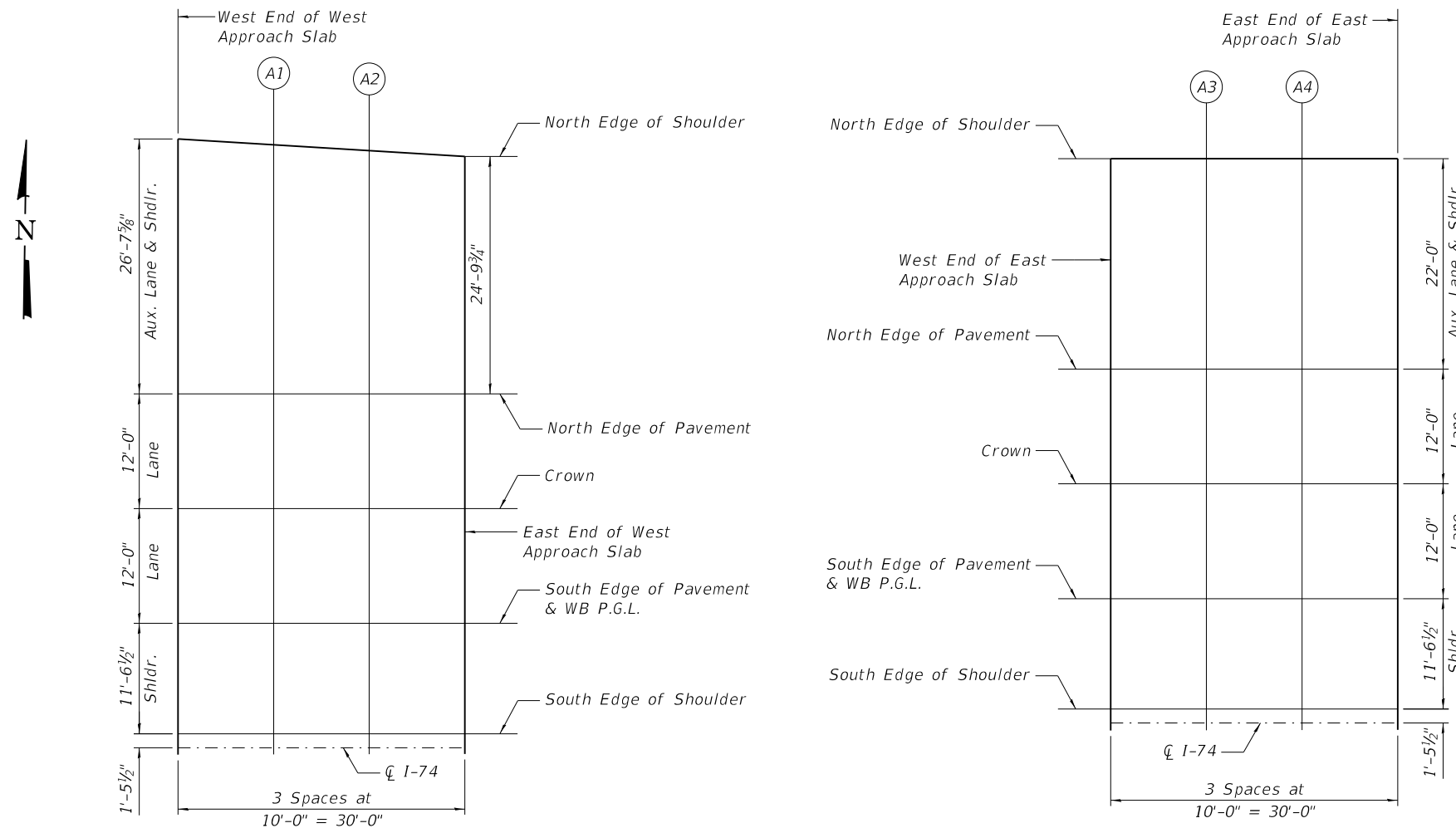
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	-25.00	755.67	755.69
A1	1199+13.85	-25.00	755.71	755.73
A2	1199+23.85	-25.00	755.75	755.77
E. End W. Appr. Slab	1199+33.85	-25.00	755.78	755.80
W. End E. Appr. Slab	1200+78.35	-25.00	755.79	755.81
A3	1200+88.35	-25.00	755.76	755.78
A4	1200+98.35	-25.00	755.73	755.75
E. End E. Appr. Slab	1201+08.35	-25.00	755.69	755.71

**SOUTH EDGE OF PAVEMENT & WB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	-13.00	755.49	755.51
A1	1199+13.85	-13.00	755.53	755.55
A2	1199+23.85	-13.00	755.57	755.59
E. End W. Appr. Slab	1199+33.85	-13.00	755.60	755.62
W. End E. Appr. Slab	1200+78.35	-13.00	755.61	755.63
A3	1200+88.35	-13.00	755.58	755.60
A4	1200+98.35	-13.00	755.55	755.57
E. End E. Appr. Slab	1201+08.35	-13.00	755.51	755.53

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Slab	1199+03.85	-1.46	755.26	755.28
A1	1199+13.85	-1.46	755.30	755.32
A2	1199+23.85	-1.46	755.34	755.36
E. End W. Appr. Slab	1199+33.85	-1.46	755.37	755.39
W. End E. Appr. Slab	1200+78.35	-1.46	755.38	755.40
A3	1200+88.35	-1.46	755.35	755.37
A4	1200+98.35	-1.46	755.32	755.34
E. End E. Appr. Slab	1201+08.35	-1.46	755.28	755.30



**PLAN - WB APPROACH SLABS**

Note: Offsets measured from CL roadway.

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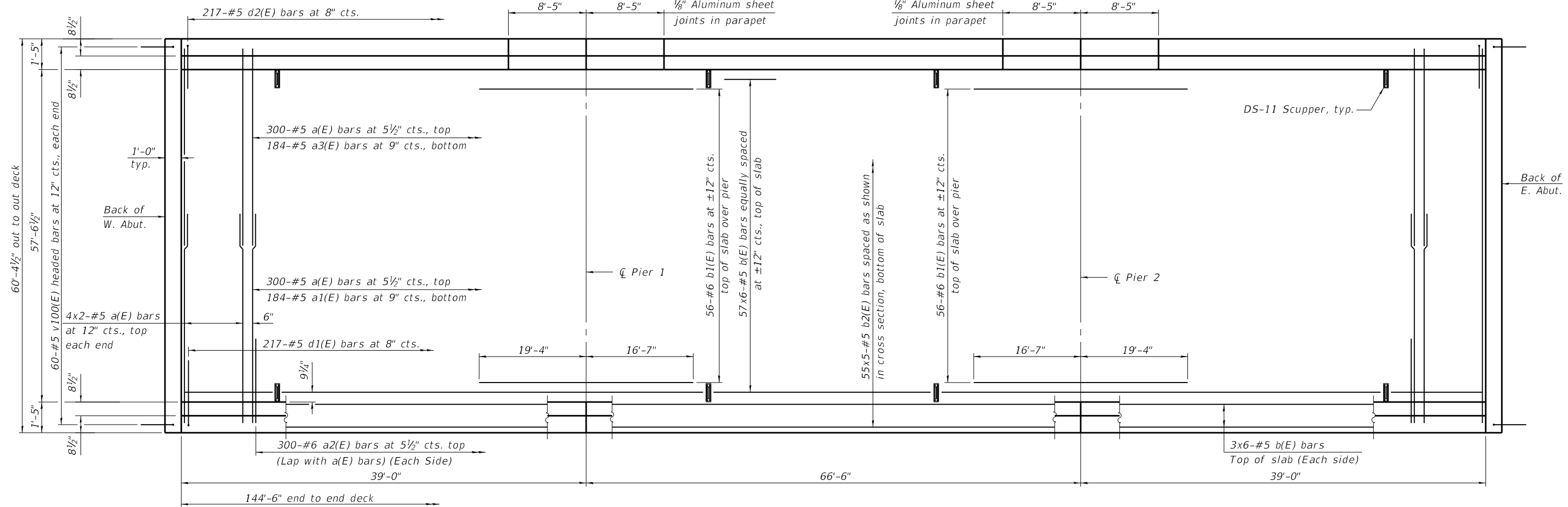
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	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WB APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 010-0020**

SHEET SM-10 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

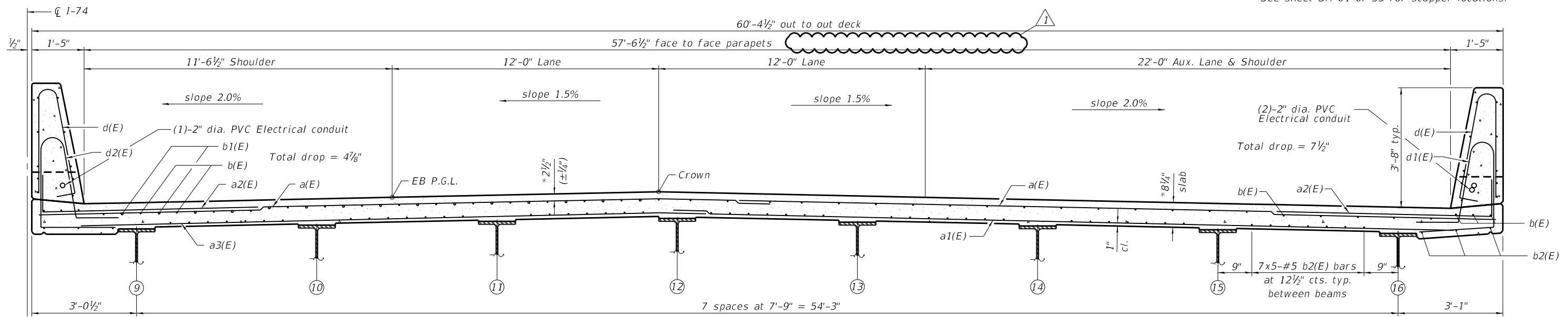


PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:  
 See sheet SM-13 of 35 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See sheet SM-01 of 35 for scupper locations.



CROSS SECTION

(Looking East)  
 (Scuppers not shown for clarity)

\* Prior to grinding

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

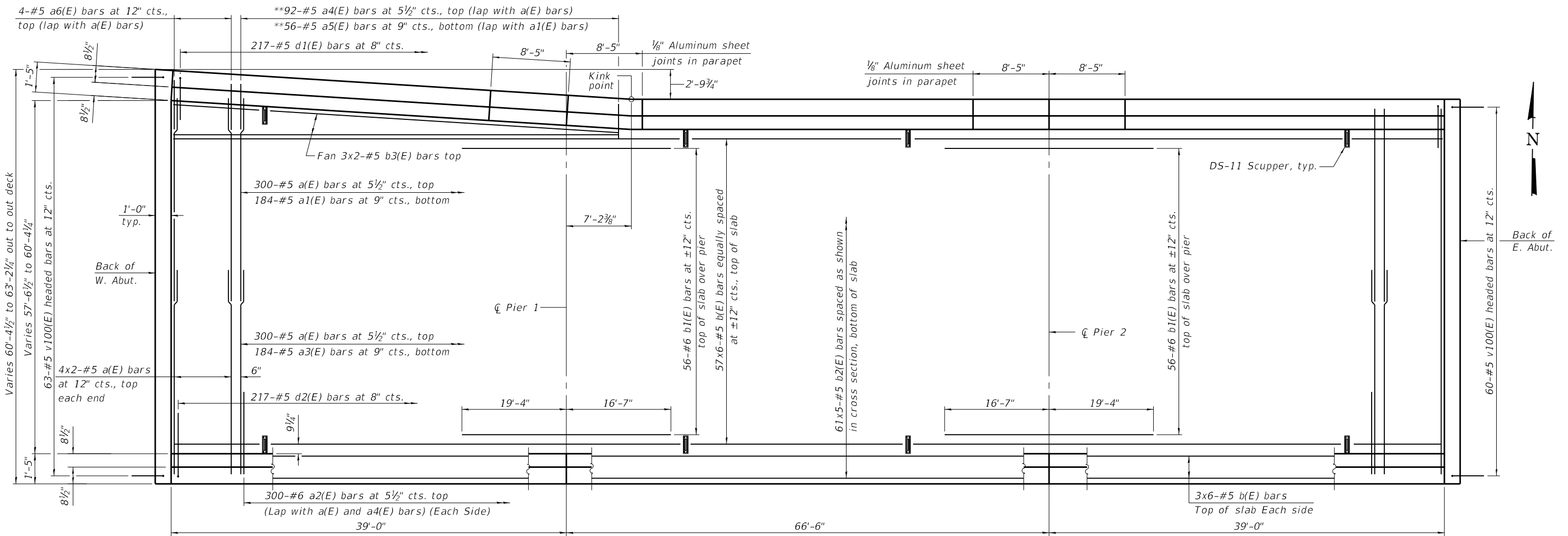
EB SUPERSTRUCTURE  
 STRUCTURE NO. 010-0020

SHEET SM-11 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	110
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

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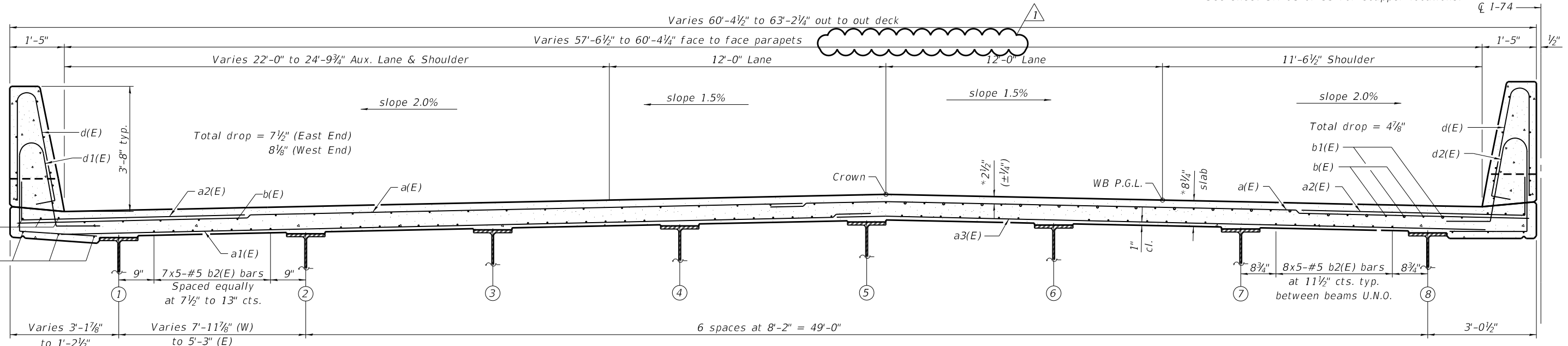
PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

\*\* See Field Cutting Diagram on sheet SM-14 of 35

Notes:  
 See sheet SM-14 of 35 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See sheet SM-01 of 35 for scupper locations.



CROSS SECTION

(Looking East)  
 (Scuppers not shown for Clarity)

\*\*\* Bend in Field at kink point

\* Prior to grinding

USER NAME =	DESIGNED - HZT	REVISED - 03/20/2020 KK
CHECKED - KK	REVISIONS -	
PLOT SCALE =	DRAWN - DAS	REVISIONS -
PLOT DATE =	CHECKED - MTH	REVISIONS -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

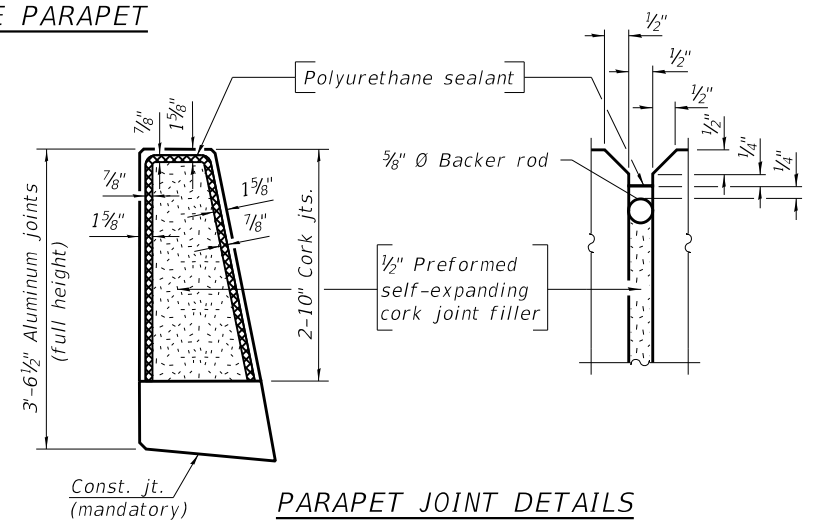
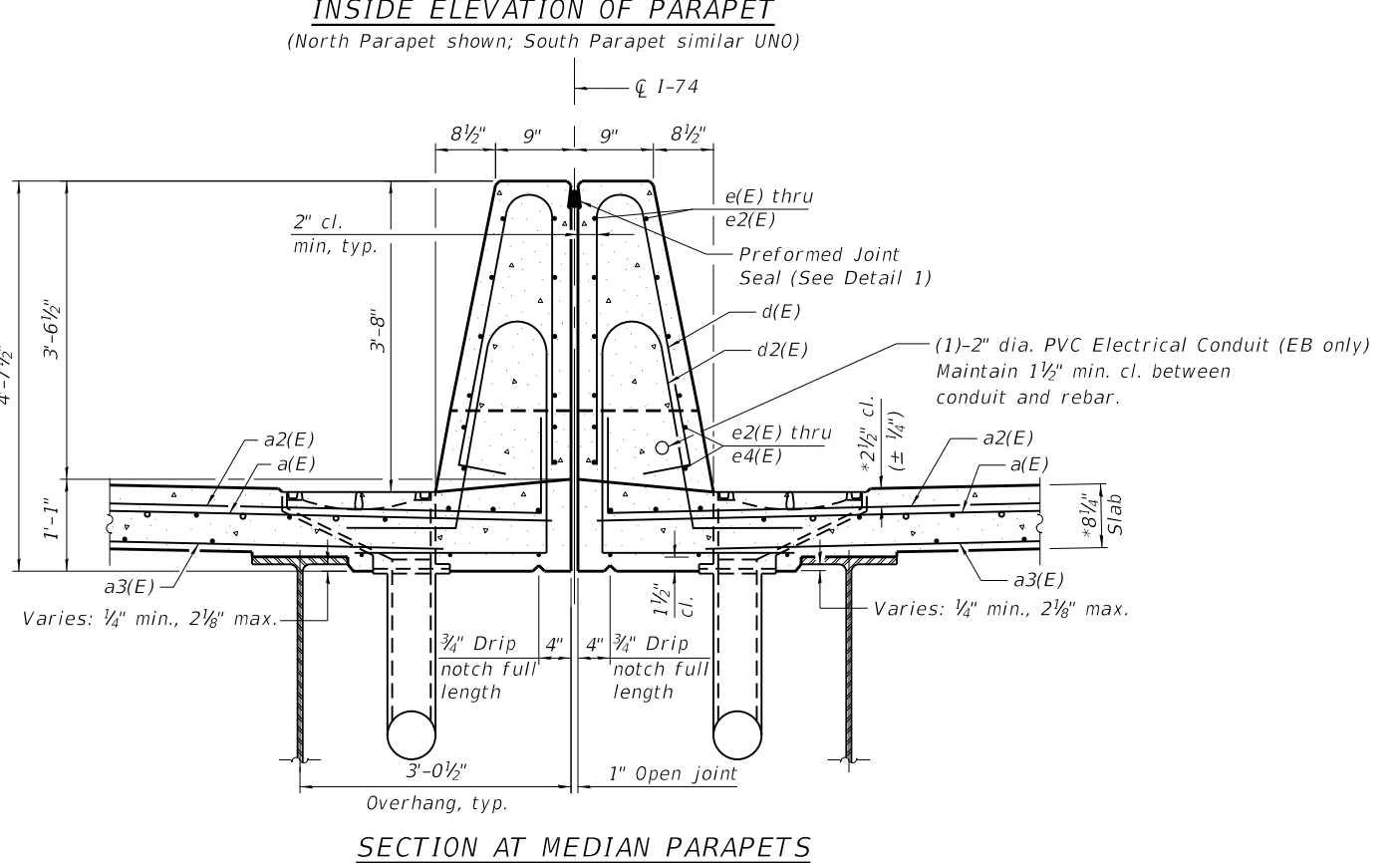
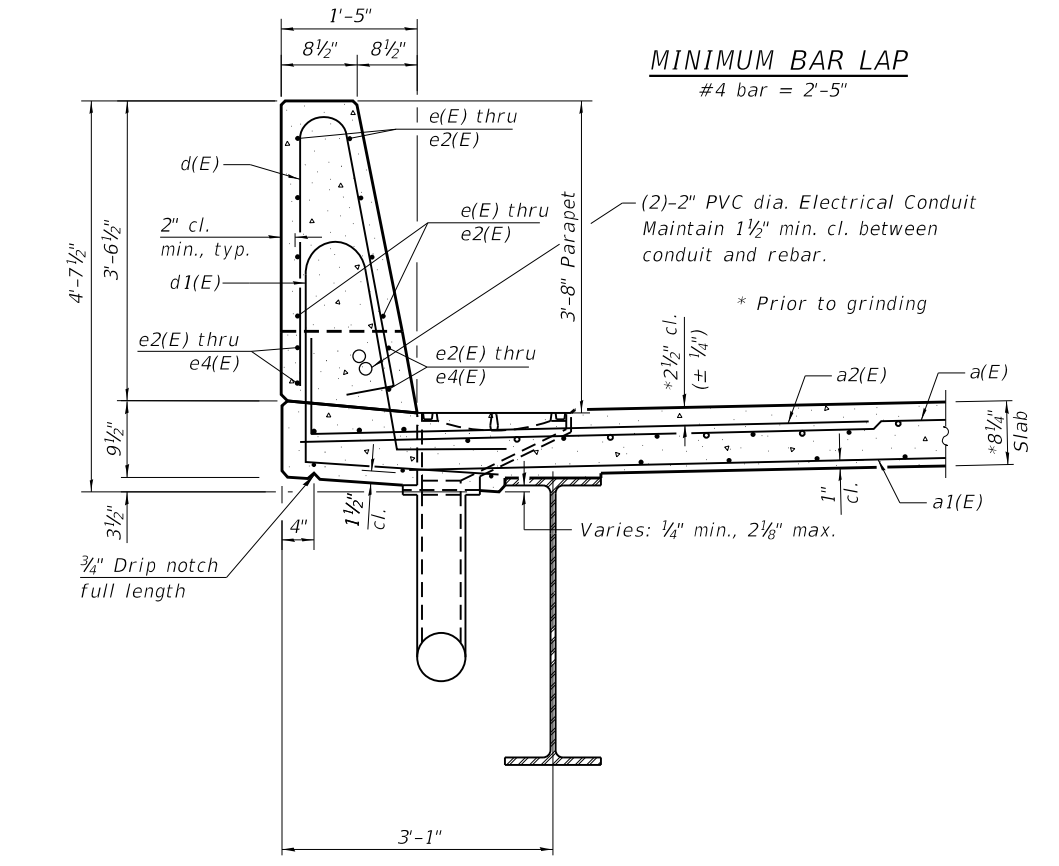
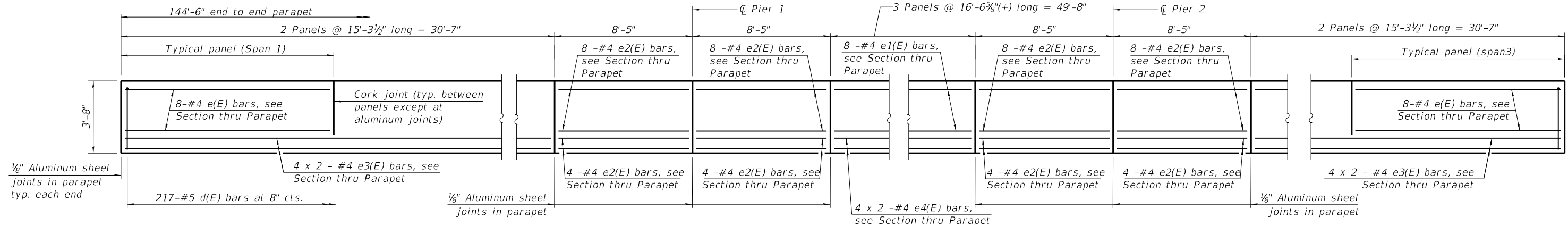
WB SUPERSTRUCTURE  
 STRUCTURE NO. 010-0020

SHEET SM-12 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	111
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

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Notes:  
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**EB SUPERSTRUCTURE  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	616	#5	31'-9"	—
a1(E)	184	#5	35'-9"	—
a2(E)	600	#6	8'-4"	—
a3(E)	184	#5	27'-6"	—
a7(E)	64	#5	1'-6"	—
b(E)	378	#5	27'-0"	—
b1(E)	112	#6	35'-11"	—
b2(E)	275	#5	31'-8"	—
d(E)	434	#5	7'-0"	—
d1(E)	217	#5	8'-6"	—
d2(E)	217	#5	8'-9"	—
e(E)	64	#4	15'-0"	—
e1(E)	48	#4	16'-3"	—
e2(E)	96	#4	8'-1"	—
e3(E)	32	#4	16'-6"	—
e4(E)	16	#4	26'-0"	—
m13(E)	32	#5	4'-0"	—
m14(E)	8	#6	1'-2"	—
m15(E)	32	#6	31'-5"	—
m17(E)	56	#6	7'-5"	—
m18(E)	8	#6	2'-9"	—
s10(E)	122	#5	6'-1"	U
s11(E)	108	#5	8'-2"	U
u10(E)	118	#5	3'-8"	U
v100(E)	120	#5	3'-1"	L
Reinforcement Bars, Epoxy Coated		Lbs.		80,150
Concrete Superstructure		Cu. Yds.		305.8
** Preformed Joint Seal 2 1/2"		Foot		205

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

\*\* Includes quantity for approach slabs.

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 Springfield, Illinois

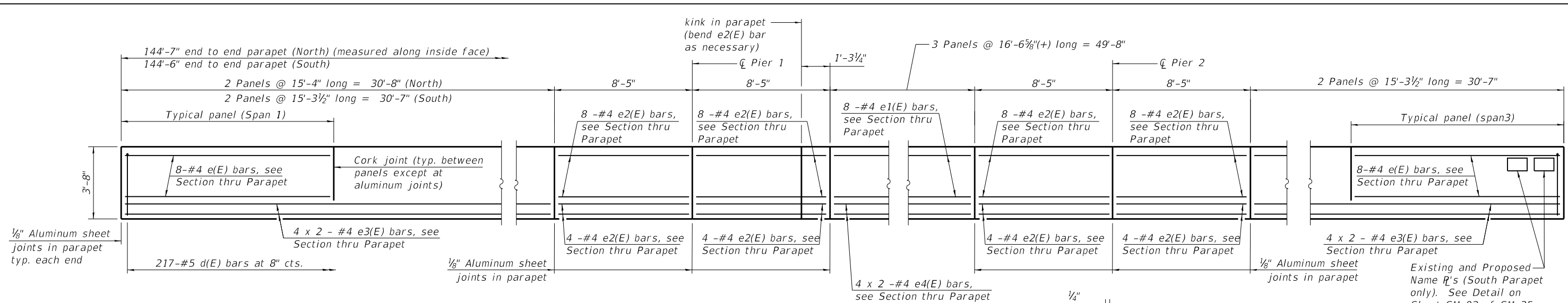
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**STATE OF ILLINOIS  
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**EB SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 010-0020**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	112
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

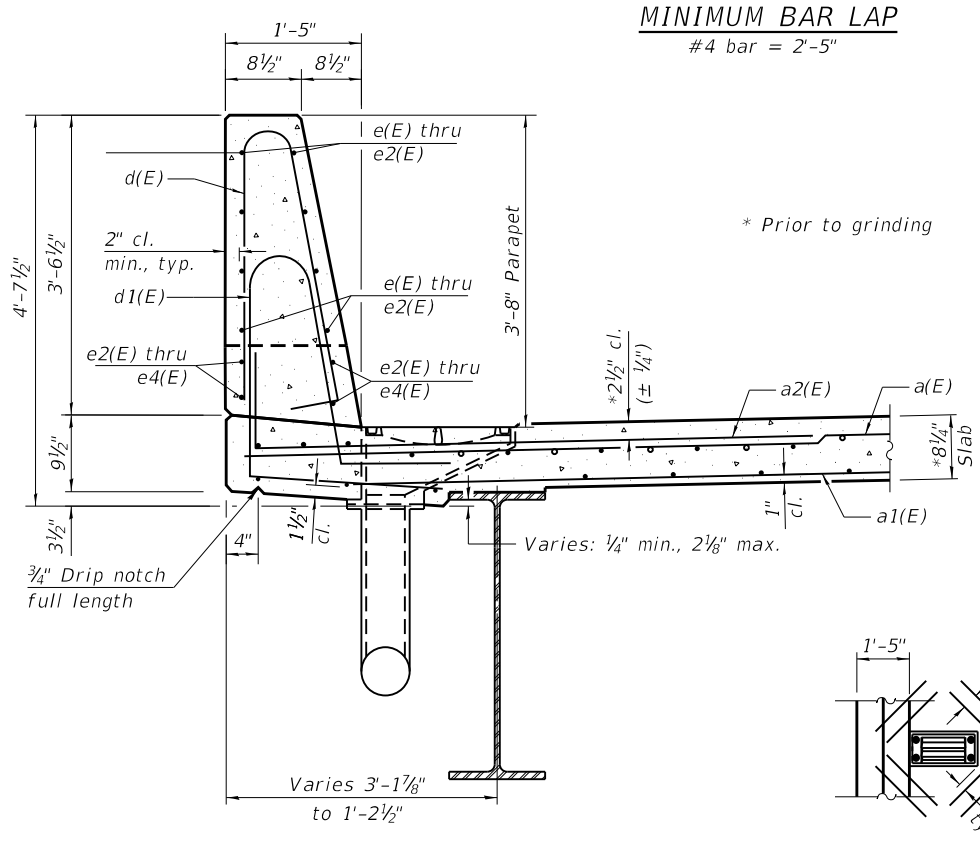




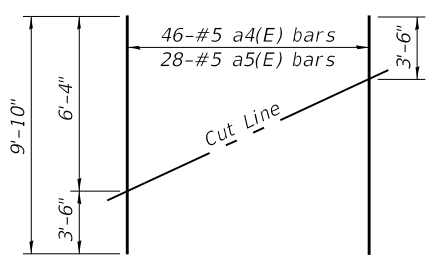
Existing and Proposed Name R's (South Parapet only). See Detail on Sheet SM-02 of SM-35.

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

**INSIDE ELEVATION OF PARAPET**  
(North Parapet shown; South Parapet similar UNO)

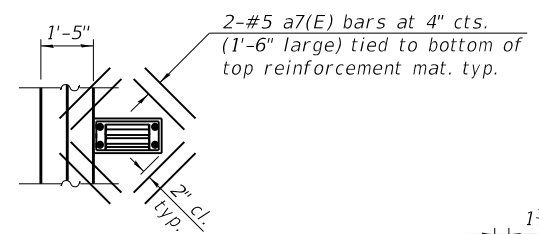


**SECTION THRU OUTSIDE PARAPET**



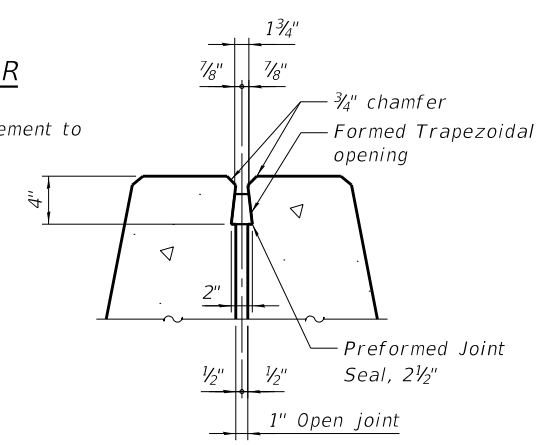
**FIELD CUTTING DIAGRAM**

Order a4(E) and a5(E) bars full length. Cut as shown and use remainder of bars in opposite end.

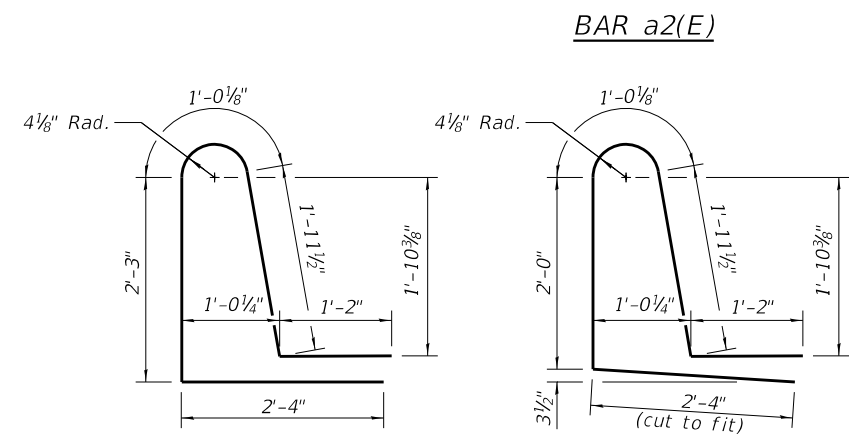


**PLAN AT SCUPPER**

Notes:  
Cut longitudinal reinforcement to clear drainage scuppers.



**DETAIL 1**



**BAR a2(E)**

**BAR d1(E)**

**BAR d2(E)**

**BAR v100(E)**  
(Headed)

**BAR s10(E)**  
(Headed)

**BAR u10(E)**

**BAR s11(E)**

**BAR d(E)**

**WB SUPERSTRUCTURE**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	616	#5	31'-9"	—
a2(E)	184	#5	35'-9"	—
a3(E)	600	#6	8'-4"	—
a4(E)	184	#5	27'-6"	—
a5(E)	46	#5	9'-10"	—
a6(E)	28	#5	9'-10"	—
a7(E)	4	#5	6'-4"	—
a7(E)	64	#5	1'-6"	—
b(E)	378	#5	27'-0"	—
b1(E)	112	#6	35'-11"	—
b2(E)	305	#5	31'-8"	—
b3(E)	6	#5	25'-0"	—
d(E)	434	#5	7'-0"	—
d1(E)	217	#5	8'-6"	—
d2(E)	217	#5	8'-9"	—
e(E)	64	#4	15'-0"	—
e1(E)	48	#4	16'-3"	—
e2(E)	96	#4	8'-1"	—
e3(E)	32	#4	16'-6"	—
e4(E)	16	#4	26'-0"	—
m10(E)	16	#6	32'-10"	—
m11(E)	4	#6	7'-8"	—
m12(E)	48	#6	7'-10"	—
m13(E)	32	#5	4'-0"	—
m14(E)	8	#6	1'-2"	—
m15(E)	16	#6	31'-5"	—
m16(E)	4	#6	4'-11"	—
m18(E)	8	#6	2'-9"	—
s10(E)	119	#5	6'-1"	—
s11(E)	106	#5	8'-2"	—
u10(E)	121	#5	3'-8"	—
v100(E)	123	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Lbs.		82,120
Concrete Superstructure		Cu. Yds.		307.3

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

Notes:  
The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
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.  
For details of section at median parapets and Parapet Joint Details, See Sheet SM-13 of 35.

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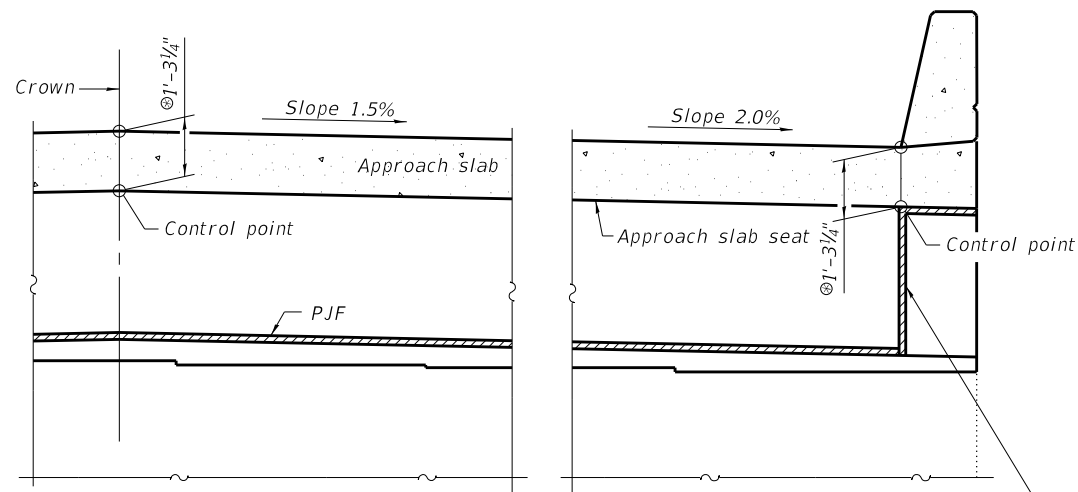
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**WB SUPERSTRUCTURE DETAILS**  
**STRUCTURE NO. 010-0020**

SHEET SM-14 OF SM-35 SHEETS

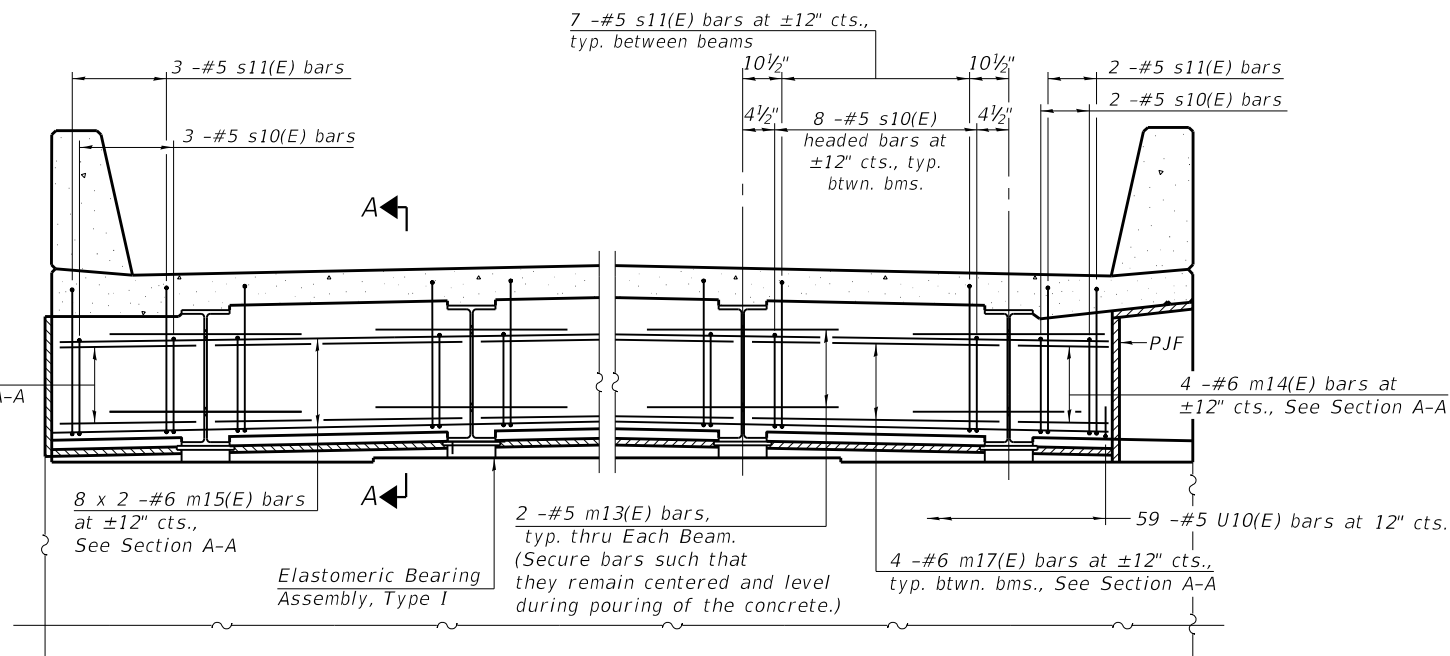
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	113
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



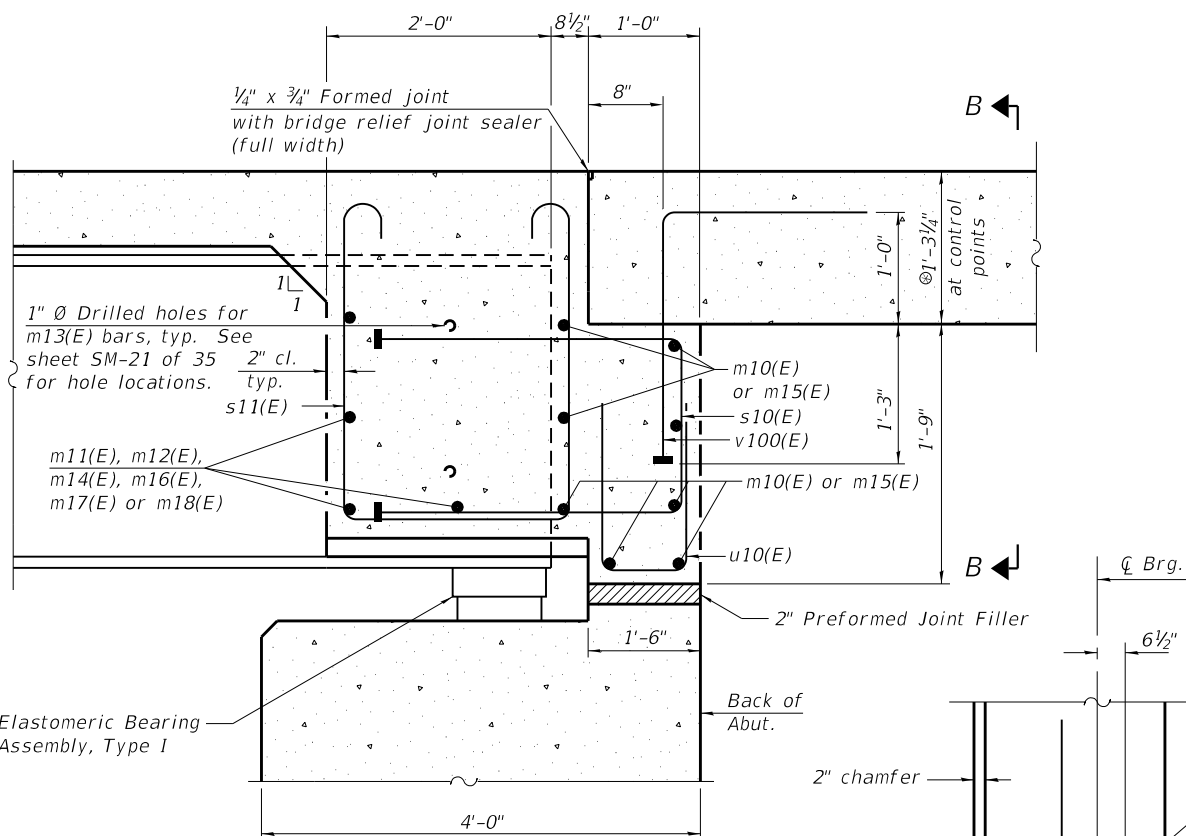
**SECTION B-B** © Prior to grinding.

2" P.J.F. (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

4 -#6 m18(E) bars at ±12" cts., See Section A-A



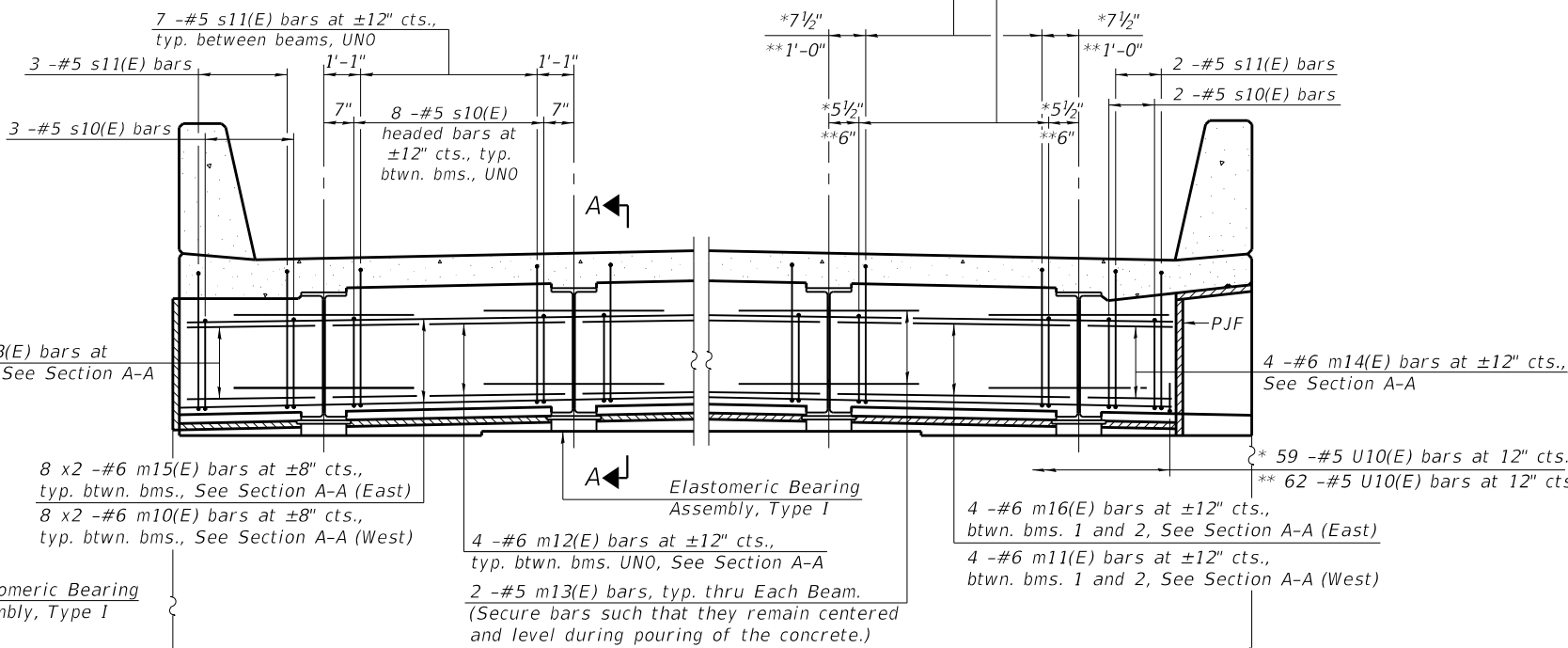
**DIAPHRAGM AT EB ABUTMENTS**  
(Looking East)



**SECTION A-A**

4 -#6 m18(E) bars at ±12" cts., See Section A-A

8 x 2 -#6 m15(E) bars at ±8" cts., typ. btwn. bms., See Section A-A (East)  
8 x 2 -#6 m10(E) bars at ±8" cts., typ. btwn. bms., See Section A-A (West)



**DIAPHRAGM AT WB ABUTMENTS**  
(Looking West)

**Notes:**  
Reinforcement bars in diaphragms are billed with superstructure on sheets SM-13 and SM-14 of 35.  
Concrete in diaphragm is included with Concrete Superstructure on sheets SM-13 and SM-14 of 35.  
For details of bars s10(E), s11(E) and v100(E) see sheets SM-13 and SM-14 of 35.  
The approach slab seat shall have a constant slope determined from the control points shown.  
For bearing details see sheet SM-23 of 35.  
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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**MINIMUM BAR LAP**  
#6 bar = 4'-0"

**PLAN AT ABUTMENT**  
(Showing bottom flange of beam)



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**CONCRETE DIAPHRAGM DETAILS**  
**STRUCTURE NO. 010-0020**

SHEET SM-15 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

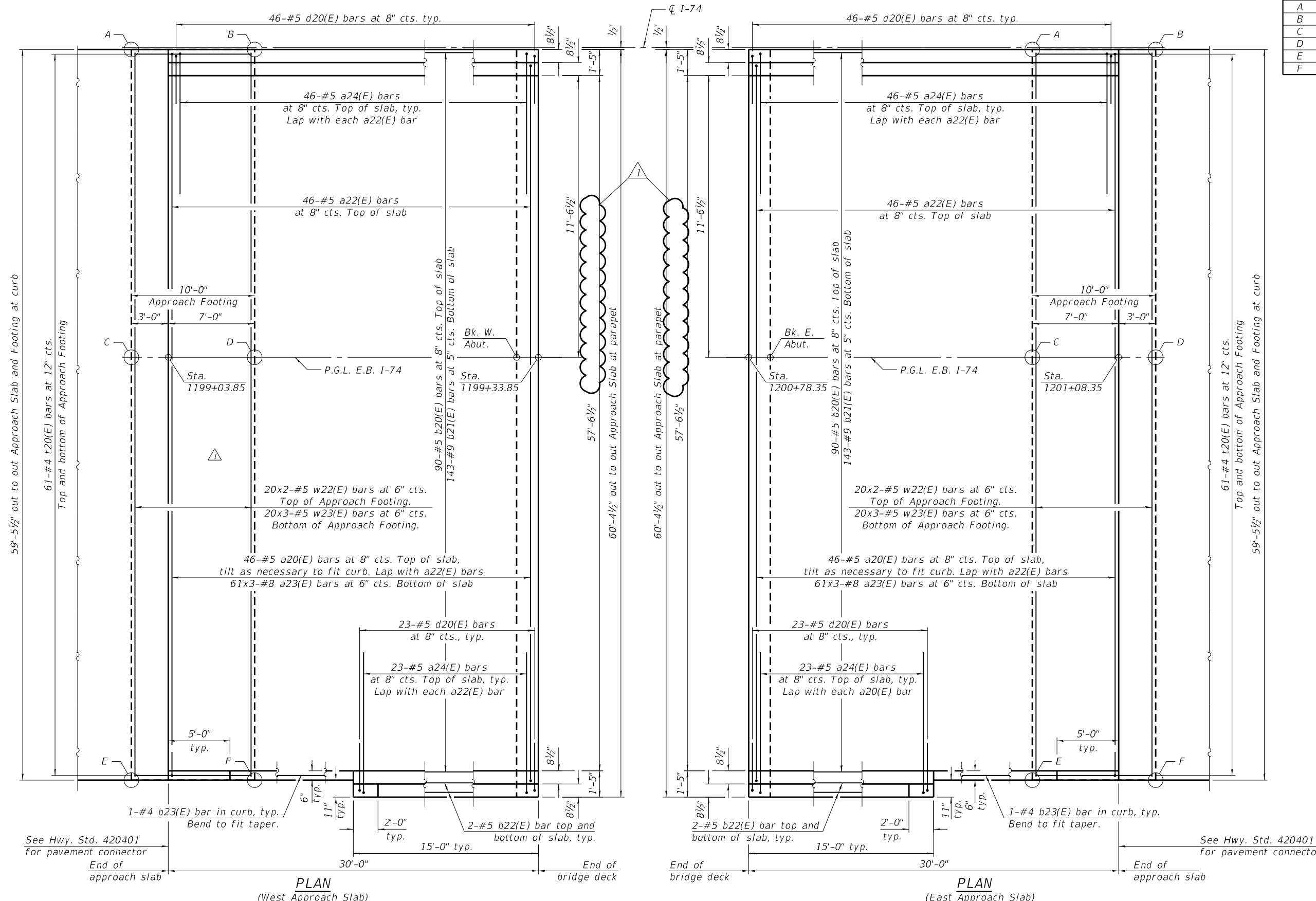
TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	753.97	753.14	754.03	753.20
B	754.23	753.39	754.29	753.45
C	754.27	753.44	754.25	753.42
D	753.77	752.94	753.83	753.00
E	753.81	752.98	753.79	752.96



MINIMUM BAR LAP

#5 bar = 3'-6"  
#8 bar = 5'-1"



PLAN  
(West Approach Slab)

PLAN  
(East Approach Slab)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EB APPROACH SLAB DETAILS  
STRUCTURE NO. 010-0020

SHEET SM-16 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	115
CONTRACT NO. 70C64				

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Professional Engineering Group

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11/28/2019  
20-088566

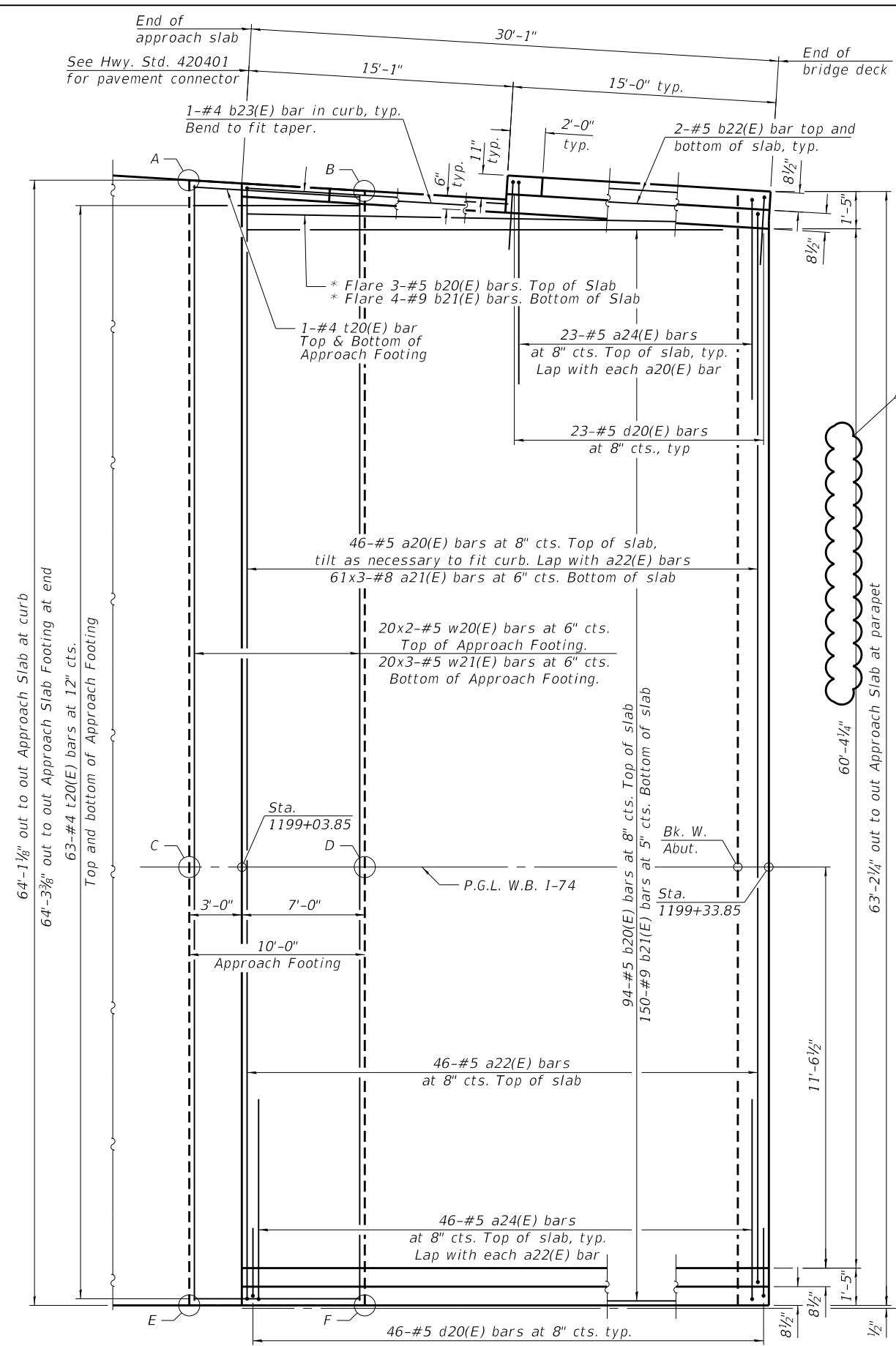
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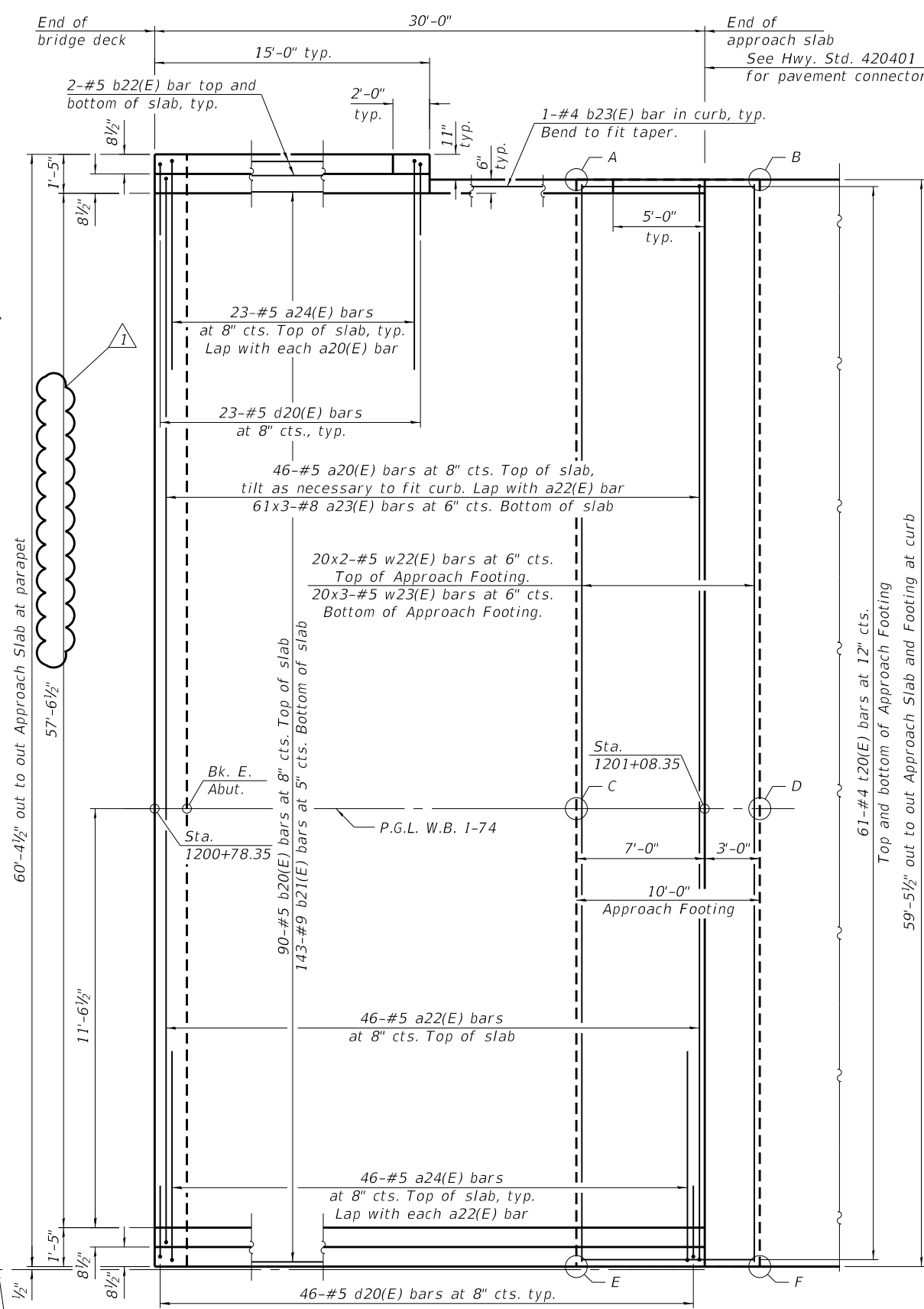
TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	753.67	752.84	753.83	753.00
B	753.73	752.89	753.79	752.96
C	754.23	753.39	754.29	753.45
D	754.27	753.44	754.25	753.42
E	753.97	753.14	754.03	753.20
F	754.01	753.18	753.99	753.16

\* Order bars full length and cut to fit to relieve congestion.



PLAN  
(West Approach Slab)



PLAN  
(East Approach Slab)

MINIMUM BAR LAP  
#5 bar = 3'-6"  
#8 bar = 5'-1"

STATE OF ILLINOIS  
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WB APPROACH SLAB DETAILS  
STRUCTURE NO. 010-0020

SHEET SM-17 OF SM-35 SHEETS

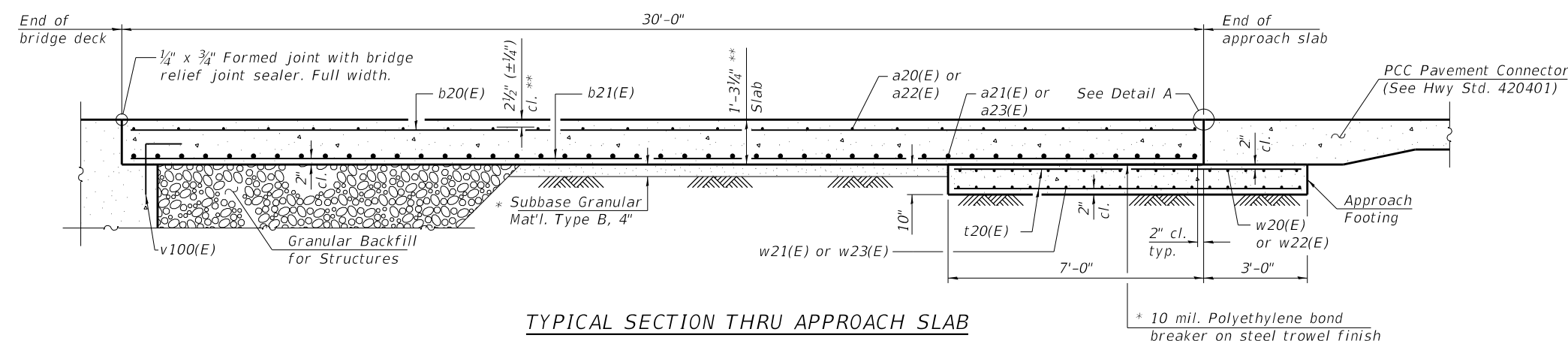
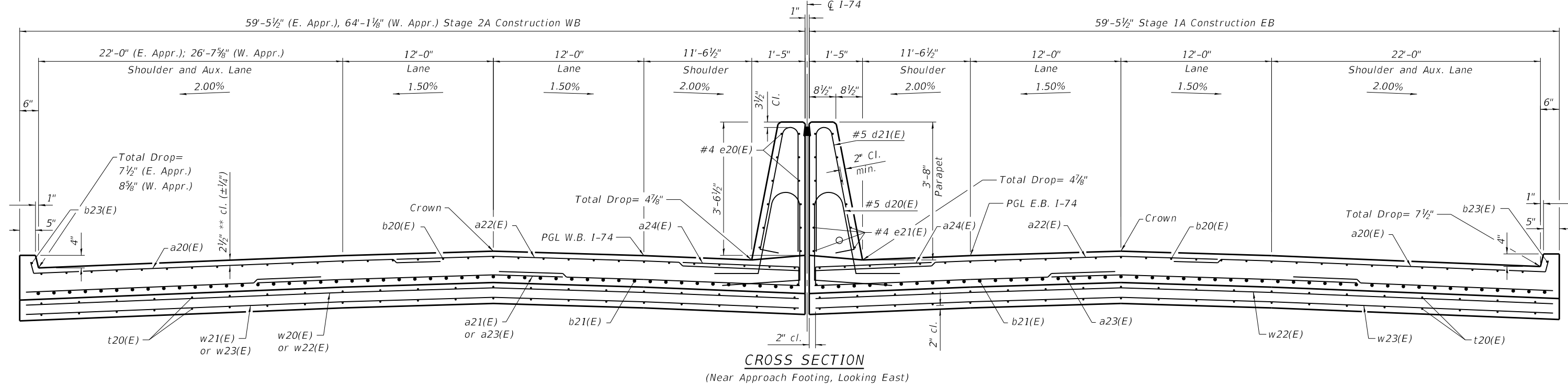
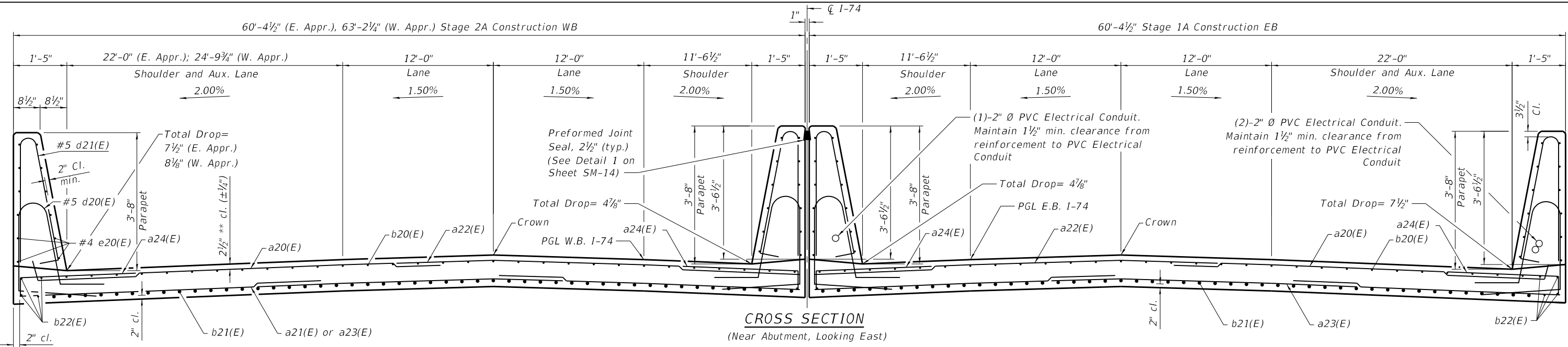
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	116
CONTRACT NO. 70C64				

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Professional Engineering Group

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PLOT DATE =	CHECKED - BB	REVISED -	



Notes:  
 See Sheet SM-19 of SM-36 for Detail A.  
 \* Cost included with Concrete Superstructure (Approach Slab).  
 \*\* Prior to Grinding

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS  
 STRUCTURE NO. 010-0020

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				

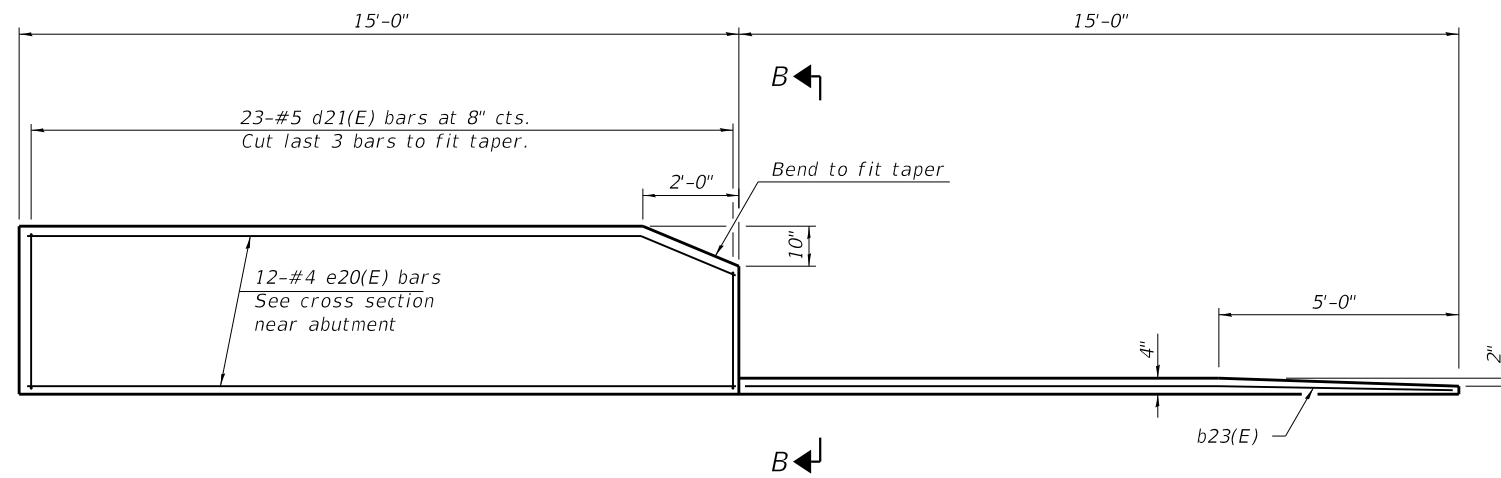
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 Engineering Group, LLC  
 288 E. Main St., Suite 200  
 Moline, IL 61401  
 309.233.2877  
 309.233.2877  
 www.kaskaskiaeng.com

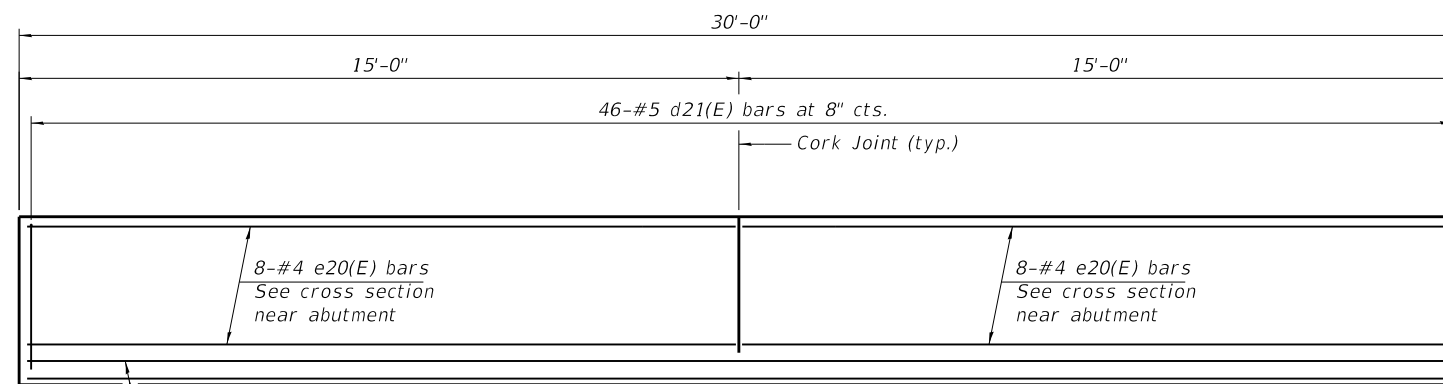
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SHEET SM-18 OF SM-35 SHEETS

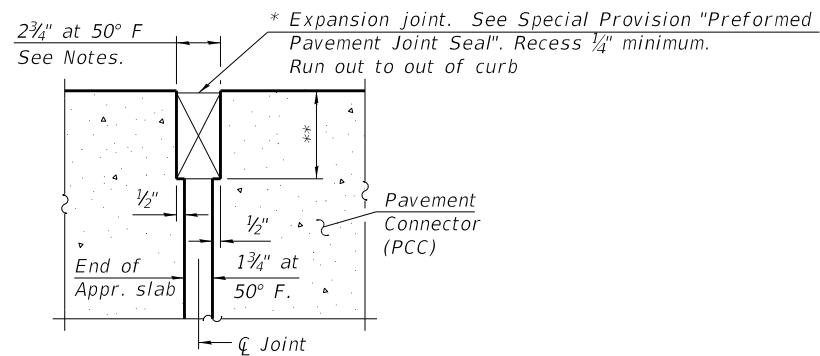
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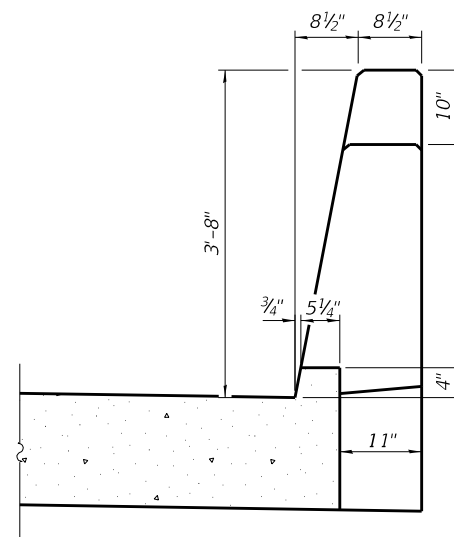
**INSIDE ELEVATION OF PARAPET AND CURB**  
(WB, East Approach North Parapet shown, other parapets similar.)



**INSIDE ELEVATION OF MEDIAN PARAPET**  
(EB, West Approach Median Parapet shown, other median parapets similar.)



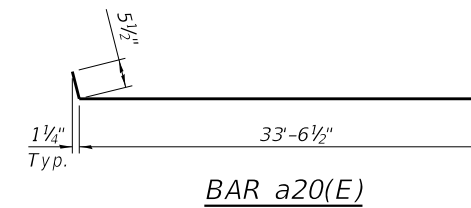
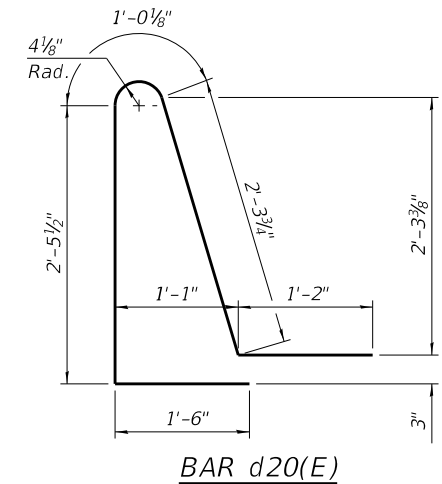
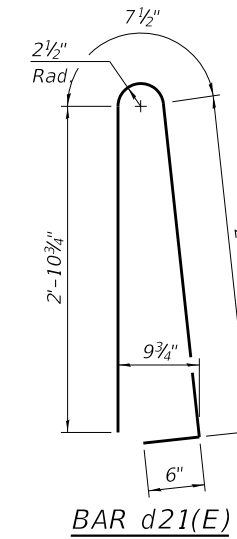
**DETAIL A**



**VIEW B-B**

**Notes:**

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab. Parapet concrete shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For Granular Backfill for Structures and drainage treatment details, see sheet SM-2 of SM-36. See sheet SM-14 of SM-36 for details of parapet joints and Preformed Joint Seal at median parapets.



**FOUR APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a20(E)	184	#5	34'-0"	U
a21(E)	183	#8	24'-10"	U
a22(E)	184	#5	32'-6"	U
a23(E)	549	#8	23'-5"	U
a24(E)	276	#5	7'-4"	U
b20(E)	367	#5	29'-8"	U
b21(E)	583	#9	29'-8"	U
b22(E)	16	#5	14'-8"	U
b23(E)	4	#4	14'-8"	U
d20(E)	276	#5	8'-6"	U
d21(E)	276	#5	7'-0"	U
e20(E)	112	#4	14'-8"	U
e21(E)	16	#4	29'-8"	U
t20(E)	494	#4	9'-8"	U
w20(E)	40	#5	33'-11"	U
w21(E)	60	#5	23'-10"	U
w22(E)	120	#5	31'-6"	U
w23(E)	180	#5	22'-2"	U
Concrete Superstructure		Cu. Yd.	25.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	342.0	
Concrete Structures		Cu. Yd.	75.3	
Reinforcement Bars, Epoxy Coated		Pound	151,860	

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

\*\* Per manufacturer recommendations

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**APPROACH SLAB DETAILS  
STRUCTURE NO. 010-0020**

SHEET SM-19 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	118
CONTRACT NO. 70C64				

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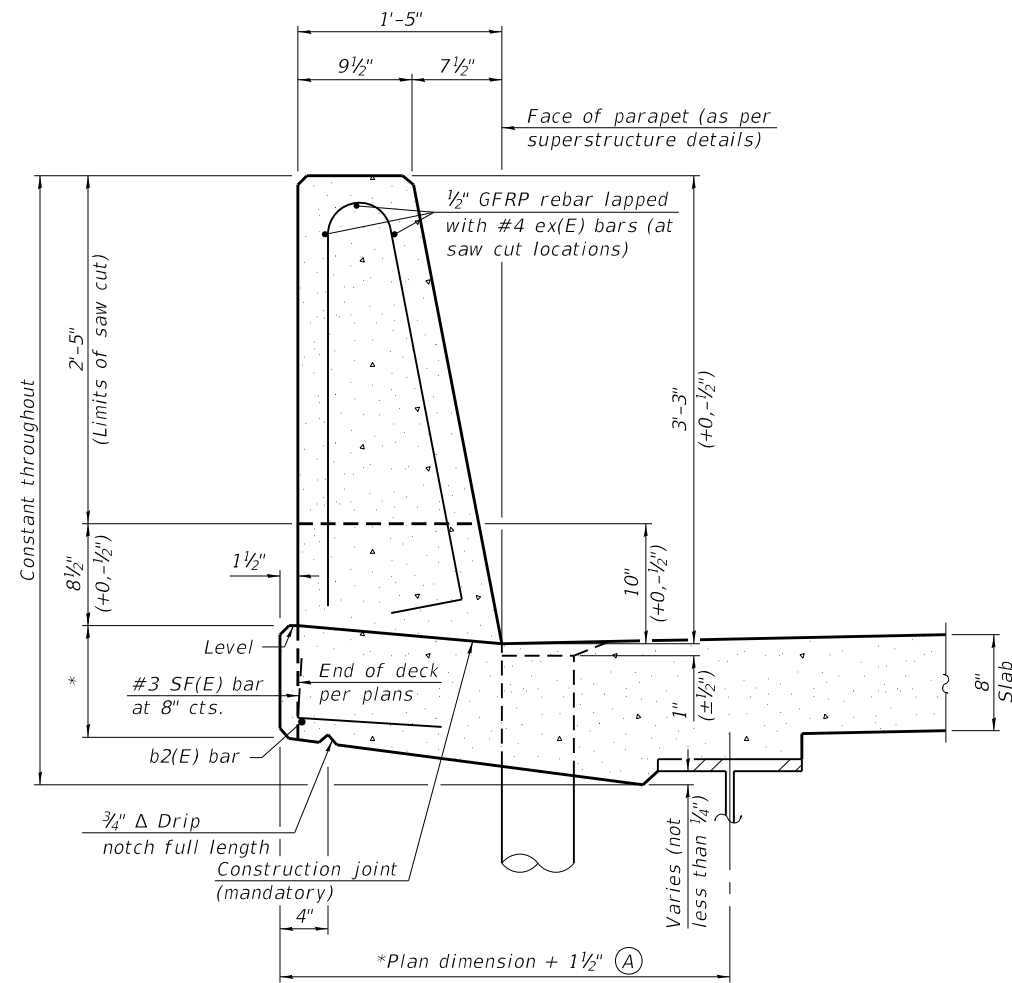
**Kaskaskia Engineering Group, LLC**  
Professional Engineering Group  
208 E. Main St., Suite 200  
Moline, IL 61901  
617.233.2877 phone  
617.233.2877 fax  
www.kaskaskiaeng.com  
11/27/2018  
20-086266

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PLOT SCALE =	DRAWN - RJO	REVISED -
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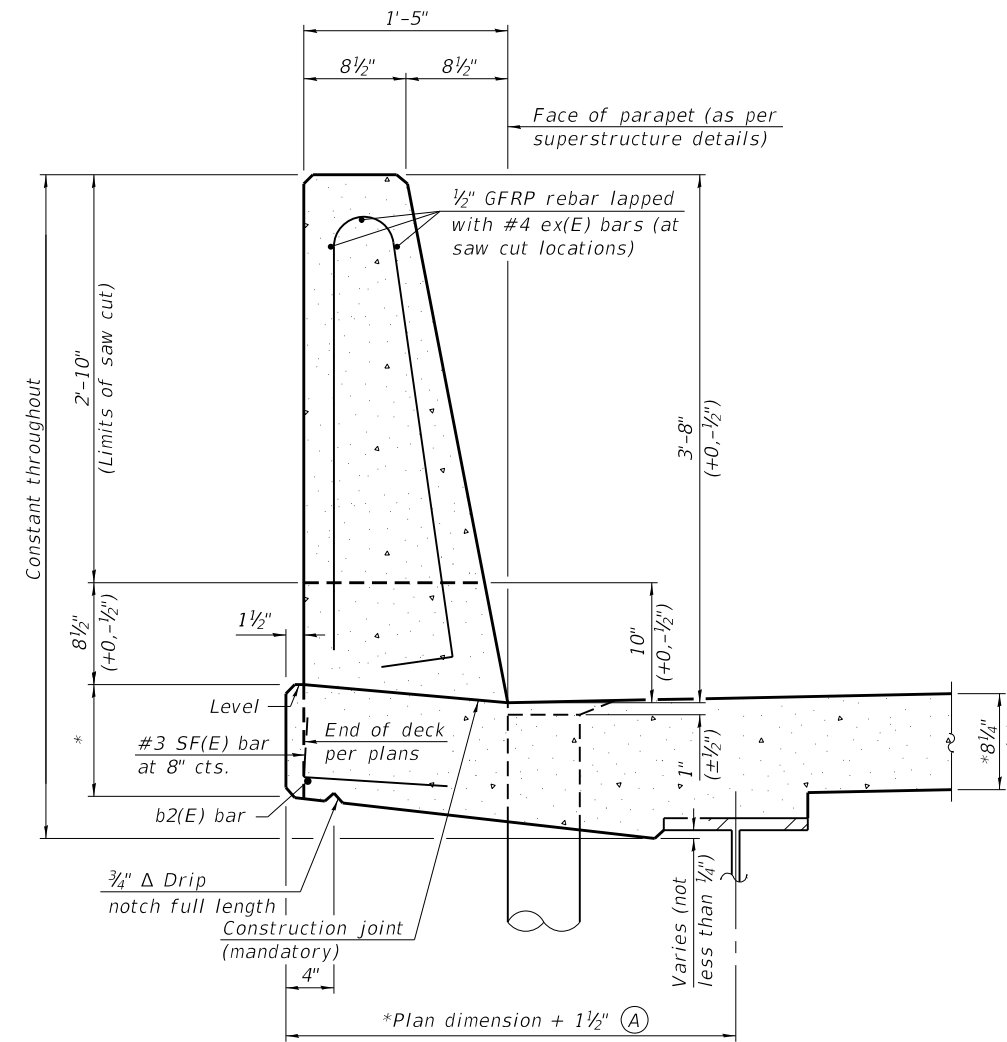
**GENERAL NOTES**

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.



**39" CONSTANT-SLOPE  
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

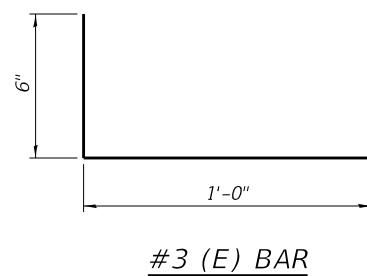


**44" CONSTANT-SLOPE  
PARAPET SECTION**

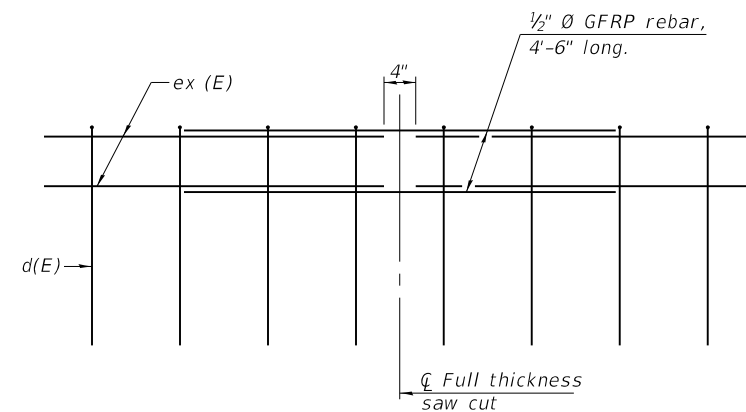
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

\*See Superstructure Details.

\* Prior to grinding



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**

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

SFP 39-44

1-14-2019

**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

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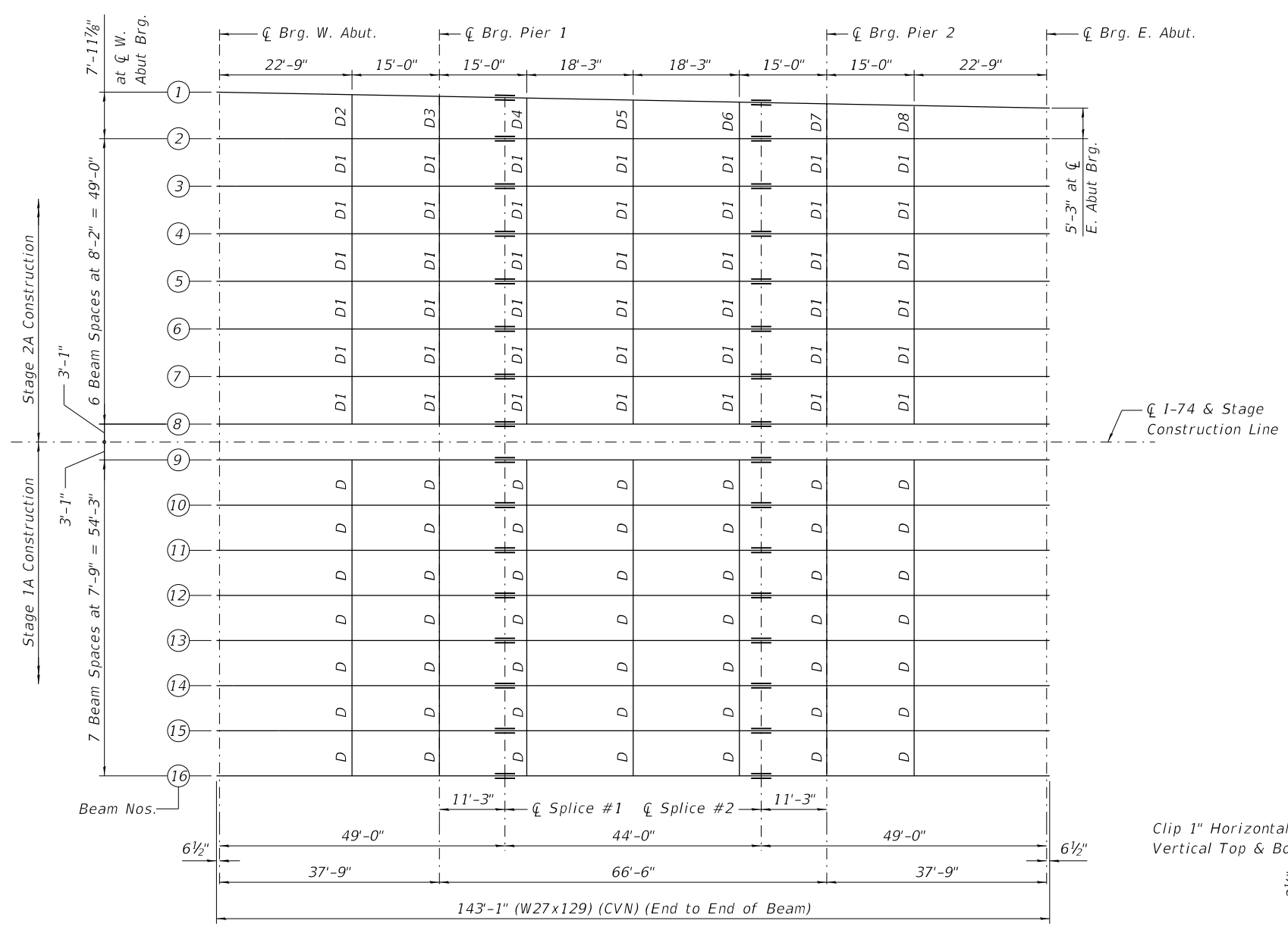
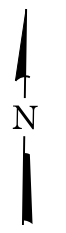
**CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 010-0020**

SHEET SM-20 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	119
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

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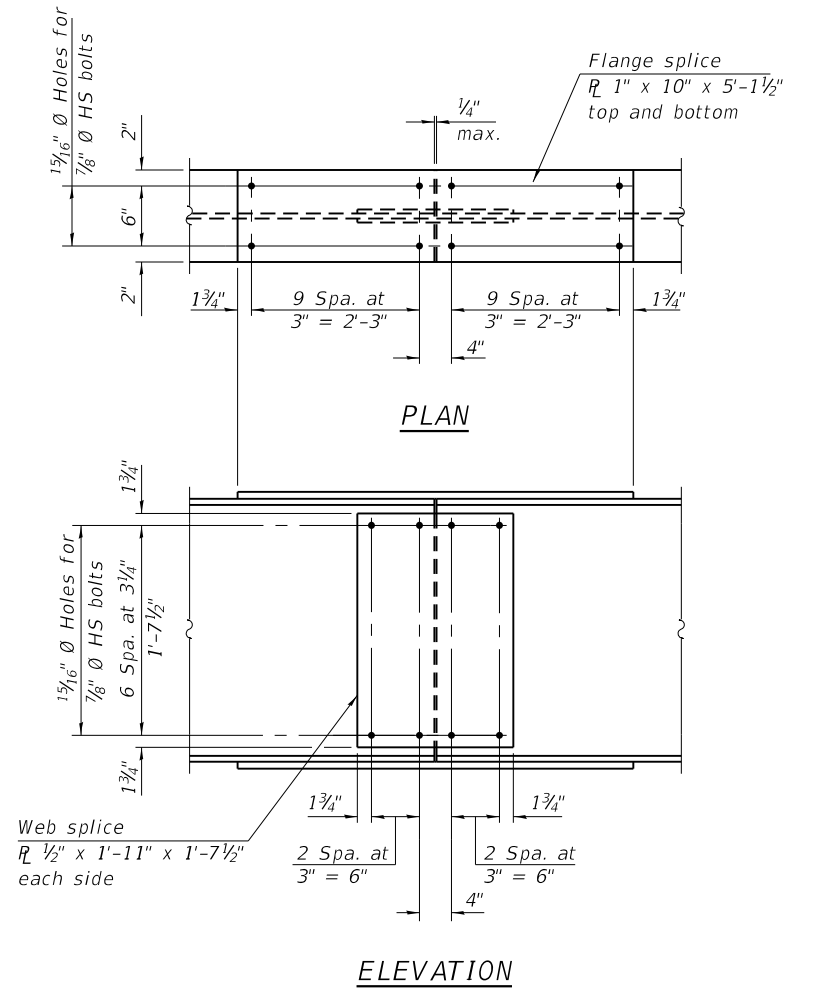


**FRAMING PLAN**

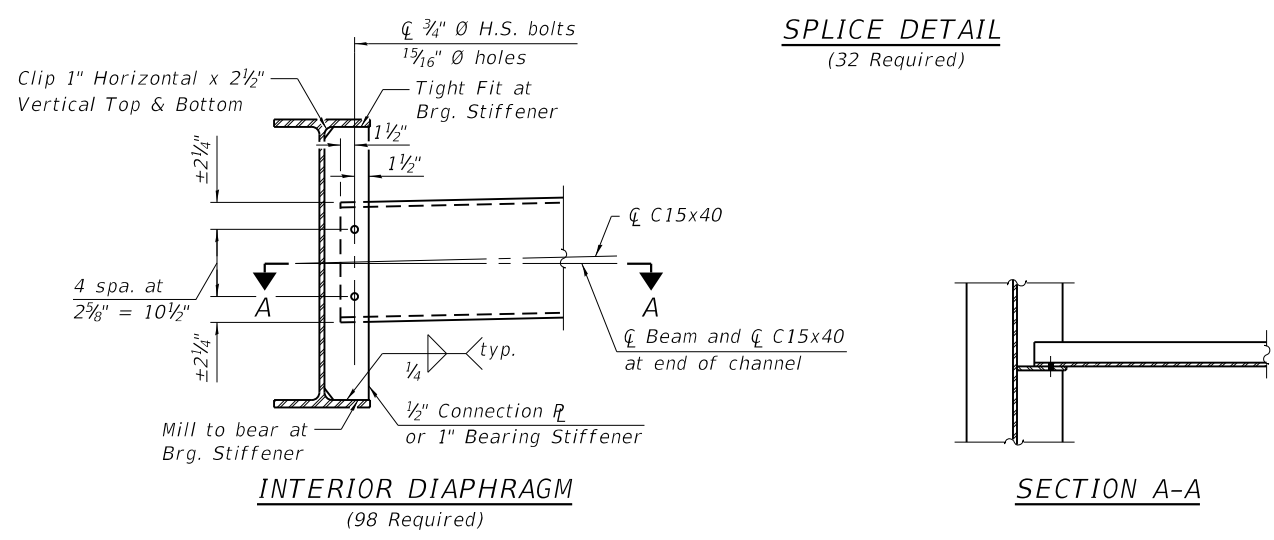
**Notes:**  
 All beams, bearing stiffeners and splice plates shall be AASHTO M270 Grade 50 (CVN).  
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing diaphragms.  
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

**TOP OF BEAM ELEVATIONS**  
 (For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14	Beam 15	Beam 16
☐ Brg. W. Abut.	754.42	754.58	754.74	754.90	755.02	754.98	754.85	754.68	754.68	754.84	754.97	755.04	754.93	754.78	754.63	754.47
☐ Brg. Pier 1	754.45	754.60	754.77	754.93	755.05	755.01	754.87	754.71	754.71	754.86	754.99	755.07	754.95	754.81	754.66	754.50
☐ Splice #1	754.46	754.61	754.78	754.94	755.06	755.02	754.88	754.72	754.72	754.87	755.00	755.08	754.96	754.82	754.67	754.51
☐ Splice #2	754.50	754.63	754.78	754.94	755.07	755.02	754.89	754.72	754.72	754.88	755.01	755.08	754.97	754.83	754.67	754.51
☐ Brg. Pier 2	754.50	754.62	754.78	754.94	755.06	755.01	754.88	754.72	754.72	754.87	755.00	755.08	754.96	754.82	754.66	754.51
☐ Brg. E. Abut.	754.49	754.59	754.76	754.92	755.04	754.99	754.86	754.70	754.70	754.85	754.98	755.06	754.94	754.80	754.64	754.49



**SPlice DETAIL**  
 (32 Required)



**INTERIOR DIAPHRAGM**  
 (98 Required)

**SECTION A-A**

**Notes:**  
 Two hardened washers required for each set of oversized holes.  
 Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition.  
 The alternate, if utilized, shall be provided at no additional cost to the Department.

**DIAPHRAGM DIMENSIONS**

Label	D	D1	D2	D3	D4	D5	D6	D7	D8
*Length	7'-9"	8'-2"	7'-6 3/8"	7'-3 1/8"	6'-11 3/8"	6'-7 3/8"	6'-3 1/4"	5'-11 3/4"	5'-8 1/4"

\* Measured ☐ Beam to ☐ Beam



USER NAME =	DESIGNED - HZT	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - DAS	REVISED -
	CHECKED - MTH	REVISED -

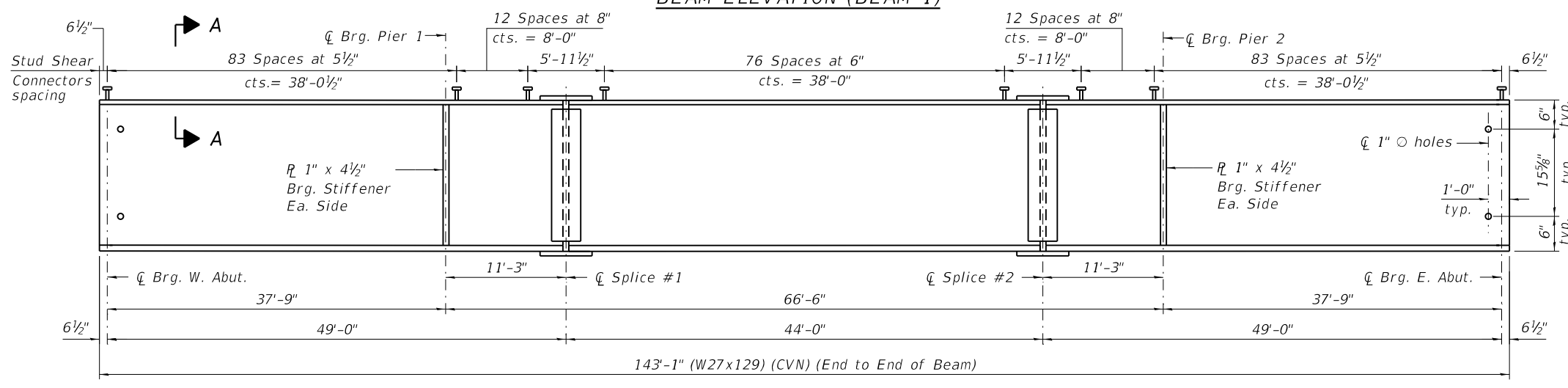
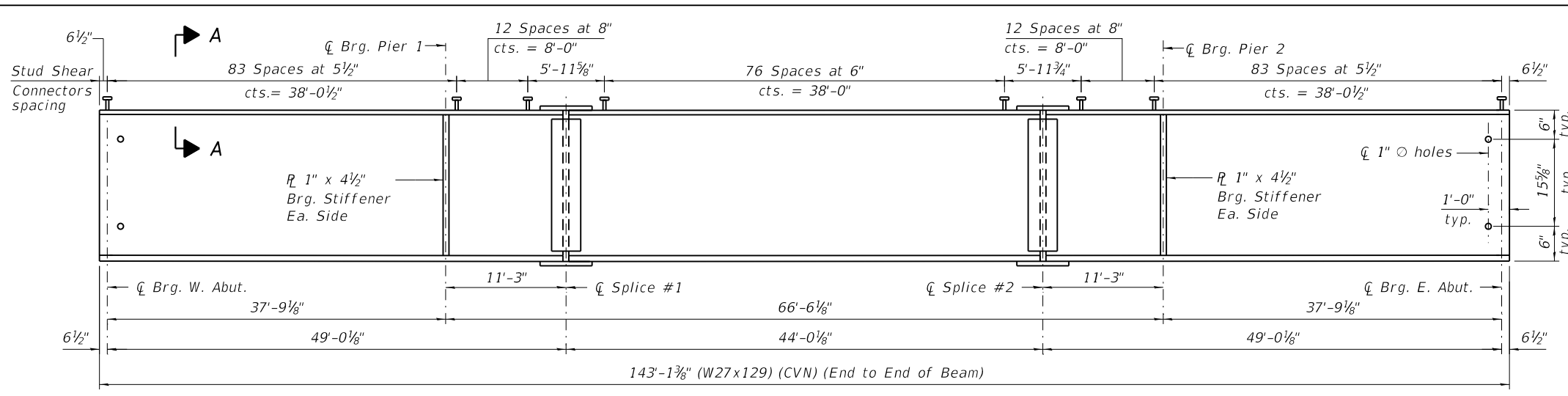
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN**  
**STRUCTURE NO. 010-0020**  
 SHEET SM-21 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	120
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



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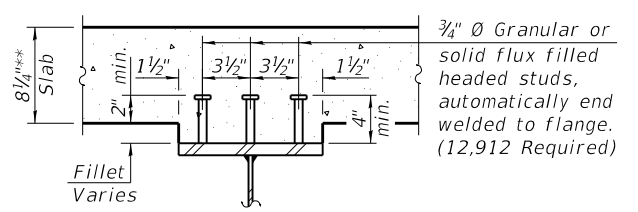
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total-Strength I, and Service II) due to non-composite dead loads ( $in.^4$  and  $in.^3$ ).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ( $in.^4$  and  $in.^3$ ).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ( $in.^4$  and  $in.^3$ ).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ( $in.^4$  and  $in.^3$ ).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + IM$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- $M_u$  (Strength I): Factored design moment (kip-ft.).  
 $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_L + IM$
- $\phi_f Mn$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- $f_s DC1$ : Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $MDC1 / S_{nc}$
- $f_s DC2$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $MDC2 / S_c(3n)$  or  $MDC2 / S_c(cr)$  as applicable.
- $f_s DW$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $MDW / S_c(3n)$  or  $MDW / S_c(cr)$  as applicable.
- $f_s (\phi + IM)$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_L + IM / S_c(n)$  or  $M_L + IM / S_c(cr)$  as applicable.
- $f_s$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\phi + IM)$
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- $f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\phi + IM)$
- $\phi_f F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.
- LLDF: Live Load Distribution Factor
- OCF: Obtuse Correction Factor

		0.4 Sp. 1 0.6 Sp. 3	Piers	0.5 Sp. 2
$I_s$	( $in.^4$ )	4760	4760	4760
$I_c(n)$	( $in.^4$ )	15503	15503	15503
$I_c(3n)$	( $in.^4$ )	11585	11585	11585
$I_c(cr)$	( $in.^4$ )	-	-	-
$S_s$	( $in.^3$ )	345	345	345
$S_c(n)$	( $in.^3$ )	557	557	557
$S_c(3n)$	( $in.^3$ )	505	505	505
$S_c(cr)$	( $in.^3$ )	-	-	-
DC1	(k/')	1.005	1.005	1.005
MDC1	(k')	46	315	241
DC2	(k/')	0.143	0.143	0.143
MDC2	(k')	6	45	34
DW	(k/')	0.359	0.359	0.359
MDW	(k')	16	114	85
LLDF		0.761	0.718	0.687
$M_L + IM$	(k')	437	558	608
$M_u$ (Strength I)	(k)	854	1598	1535
$\phi_f Mn$	(k)	2964	2210	2751
$f_s DC1$	(ksi)	1.60	10.96	8.38
$f_s DC2$	(ksi)	0.14	1.07	0.81
$f_s DW$	(ksi)	0.38	2.71	2.02
$f_s (\phi + IM)$	(ksi)	9.42	12.03	13.11
$f_s$ (Service II)	(ksi)	14.37	30.38	28.25
0.95RhFyf	(ksi)	47.50	47.50	47.50
$f_s$ (Total)(Strength I)	(ksi)	-	-	-
$\phi_f F_n$	(ksi)	-	-	-
Vf	(k)	36.0	53.0	33.0

		0.4 Sp. 1 0.6 Sp. 3	Piers	0.5 Sp. 2
$I_s$	( $in.^4$ )	4760	4760	4760
$I_c(n)$	( $in.^4$ )	15330	15330	15330
$I_c(3n)$	( $in.^4$ )	11394	11394	11394
$I_c(cr)$	( $in.^4$ )	-	-	-
$S_s$	( $in.^3$ )	345	345	345
$S_c(n)$	( $in.^3$ )	554	554	554
$S_c(3n)$	( $in.^3$ )	502	502	502
$S_c(cr)$	( $in.^3$ )	-	-	-
DC1	(k/')	0.962	0.962	0.962
MDC1	(k')	44	301	230
DC2	(k/')	0.143	0.143	0.143
MDC2	(k')	6	45	34
DW	(k/')	0.359	0.359	0.359
MDW	(k')	16	114	85
LLDF		0.733	0.692	0.662
$M_L + IM$	(k')	421	537	586
$M_u$ (Strength I)	(k)	823	1543	1483
$\phi_f Mn$	(k)	2954	2198	2752
$f_s DC1$	(ksi)	1.53	10.47	8.00
$f_s DC2$	(ksi)	0.14	1.08	0.81
$f_s DW$	(ksi)	0.38	2.73	2.03
$f_s (\phi + IM)$	(ksi)	9.12	11.63	12.69
$f_s$ (Service II)	(ksi)	13.91	29.39	27.34
0.95RhFyf	(ksi)	47.50	47.50	47.50
$f_s$ (Total)(Strength I)	(ksi)	-	-	-
$\phi_f F_n$	(ksi)	-	-	-
Vf	(k)	35.0	52.0	32.0

	Abut.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.826	0.633	0.826	0.633
OCF	-	1.00	-	-
RDC1 (k)	* 47.7	* 42.8	60.7	58.4
RDC2 (k)	1.5	1.5	8.6	8.6
RDW (k)	3.8	3.8	21.7	21.7
$R_{\phi}$ (k)	51.9	39.8	90.5	69.4
$R_{IM}$ (k)	14.1	10.8	19.0	14.5
RTotal (k)	119.0	98.7	200.5	172.6

	Abut.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.797	0.611	0.797	0.611
OCF	-	1.00	-	-
RDC1 (k)	* 45.4	* 41.6	58.1	57.1
RDC2 (k)	1.5	1.5	8.6	8.6
RDW (k)	3.8	3.8	21.7	21.7
$R_{\phi}$ (k)	50.1	38.4	87.3	66.9
$R_{IM}$ (k)	13.6	10.4	18.3	14.1
RTotal (k)	114.4	95.7	194.0	168.4



\*\* Prior to grinding

\* Includes weight of concrete end diaphragm.



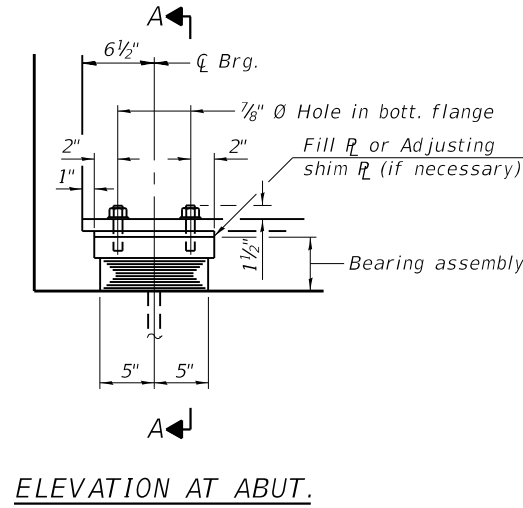
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

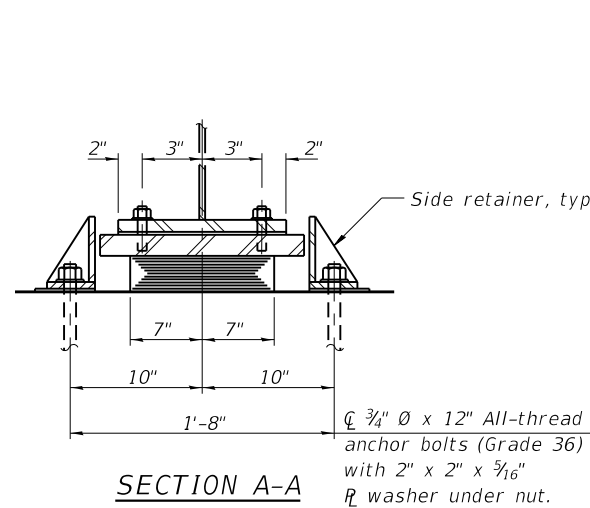
STEEL DETAILS  
STRUCTURE NO. 010-0020

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CONTRACT NO. 70C64				
ILLINOIS / FED. AID PROJECT				

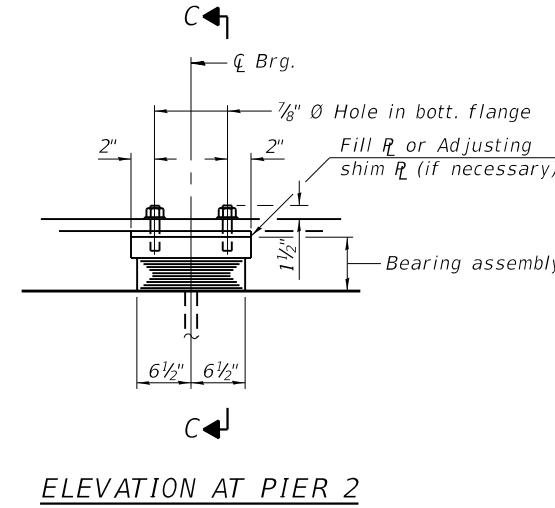
SHEET SM-22 OF SM-35 SHEETS



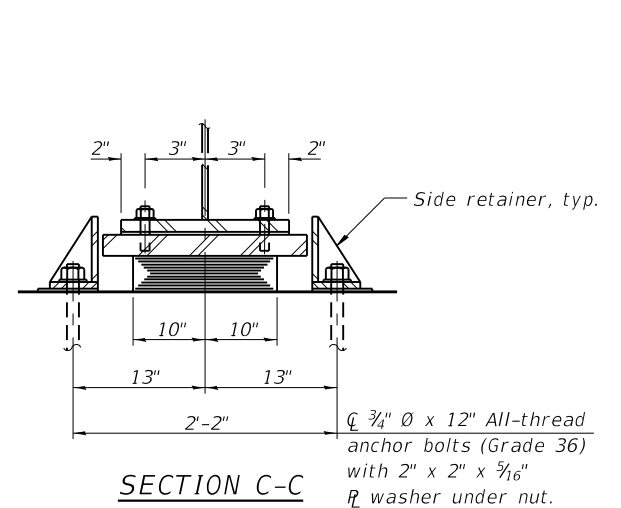
ELEVATION AT ABUT.



SECTION A-A  
 3/4" Ø x 12" All-thread anchor bolts (Grade 36) with 2" x 2" x 5/16" R washer under nut.



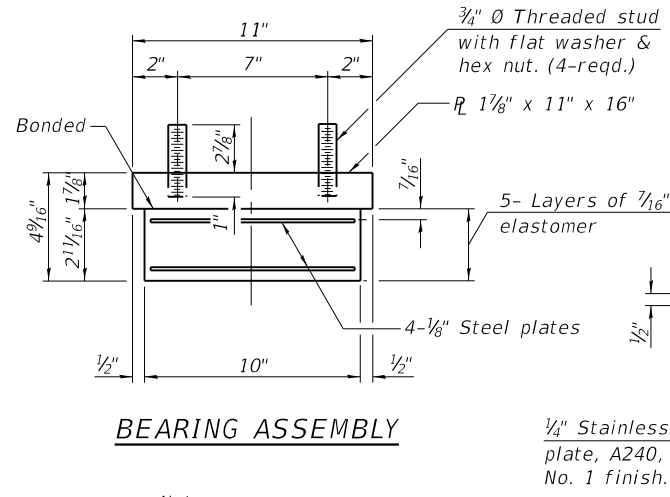
ELEVATION AT PIER 2



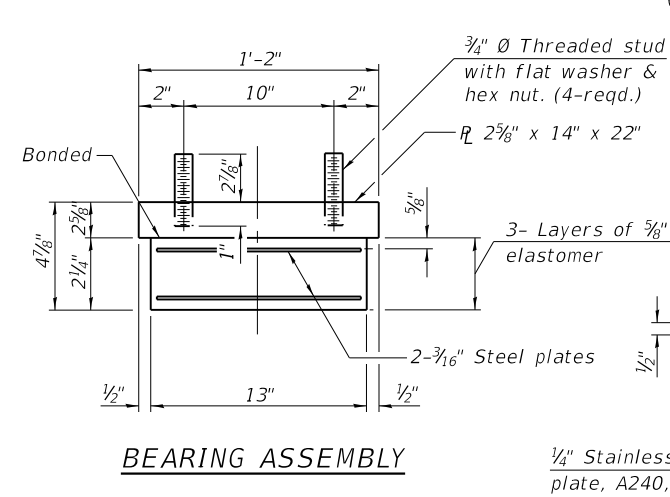
SECTION C-C  
 3/4" Ø x 12" All-thread anchor bolts (Grade 36) with 2" x 2" x 5/16" R washer under nut.

**TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS**  
 (32 Required)

**TYPE I ELASTOMERIC EXP. BRG. AT PIER 2**  
 (16 Required)



BEARING ASSEMBLY



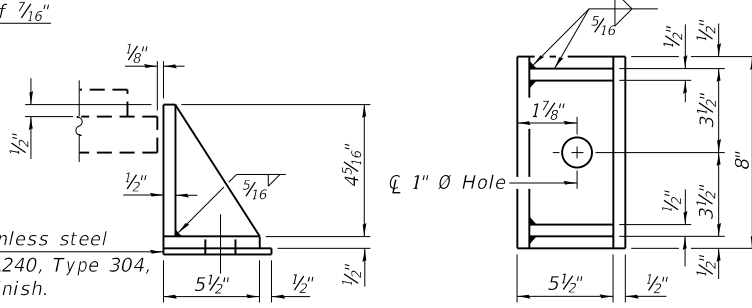
BEARING ASSEMBLY

1/4" Stainless steel plate, A240, Type 304, No. 1 finish.

1/4" Stainless steel plate, A240, Type 304, No. 1 finish.

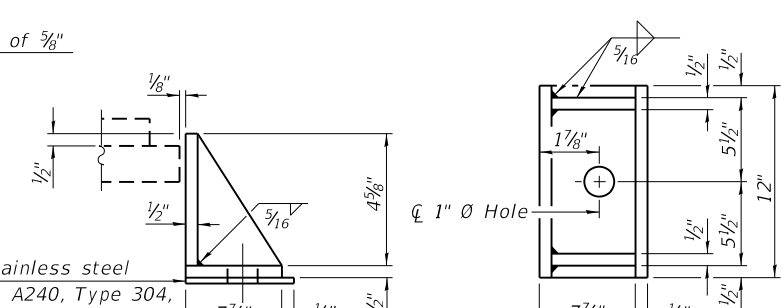
Note: Fill or Shim plates shall not be placed under bearing assembly.

Note: Fill or plates shall not be placed under bearing assembly.



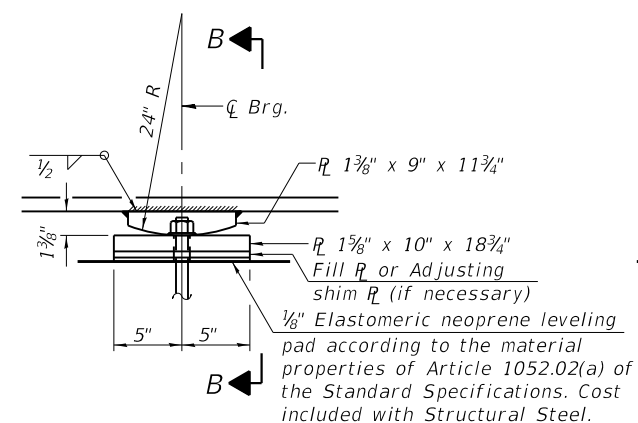
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



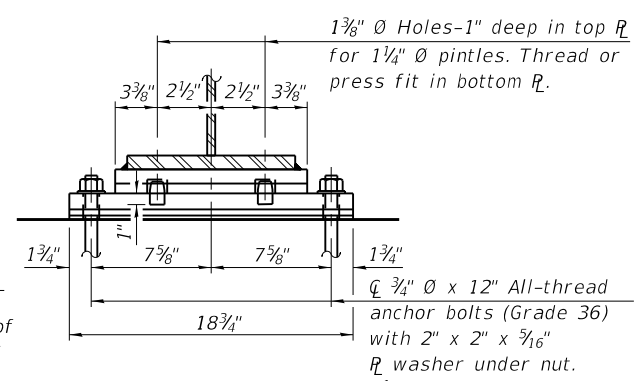
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

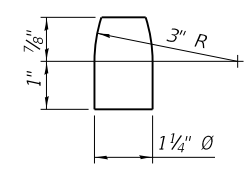


ELEVATION AT PIER 1

**FIXED BEARING AT PIER 1**  
 (16 Required)



SECTION B-B



PINTLE

1 3/8" Ø Holes-1" deep in top R for 1 1/4" Ø pintles. Thread or press fit in bottom R.  
 3/4" Ø x 12" All-thread anchor bolts (Grade 36) with 2" x 2" x 5/16" R washer under nut.  
 1 1/4" Ø Holes in bottom R.

Beam	Location	Thickness
5	W. Abut.	1/2"
5	Pier 1	1/2"
5	Pier 2	5/8"
5	E. Abut.	5/8"

Notes:  
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.  
 Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.  
 The structural steel plates of the Bearing Assembly, and fixed bearings and pintles shall conform to the requirements of AASHTO M 270 Grade 50.  
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.  
 All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.  
 Structural steel plates and pintles of the fixed bearings shall be included in the cost of Furnishing and Erecting Structural Steel.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	48
Anchor Bolts, 3/4"	Each	128

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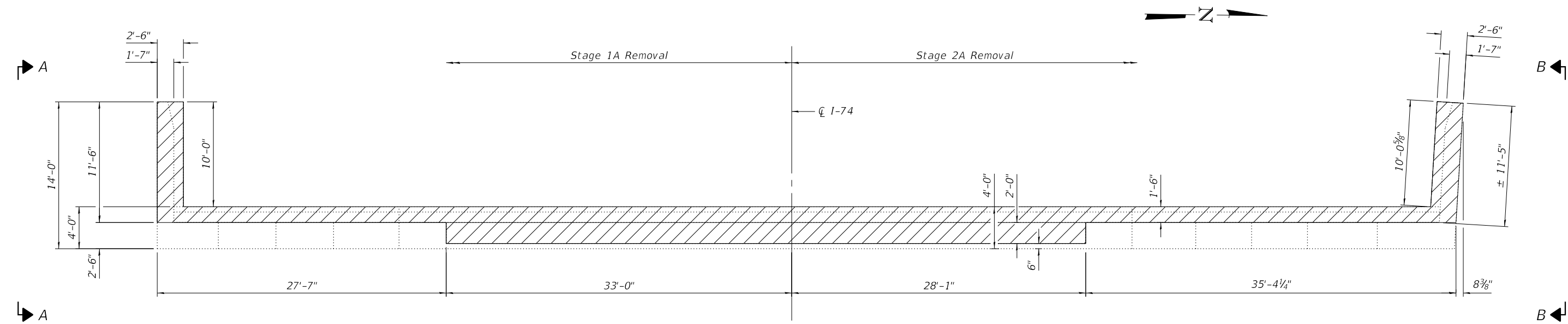


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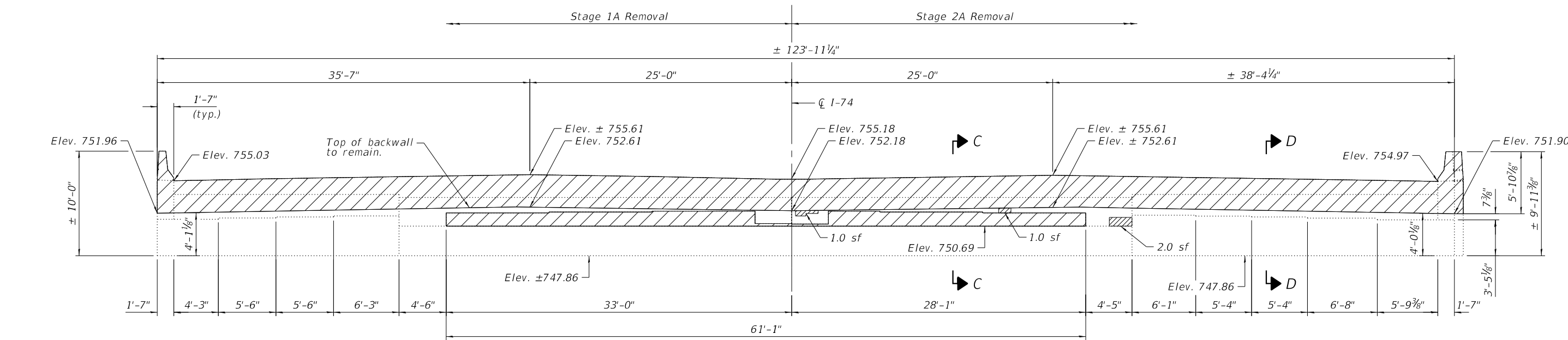
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BEARING DETAILS  
 STRUCTURE NO. 010-0020  
 SHEET SM-23 OF SM-35 SHEETS

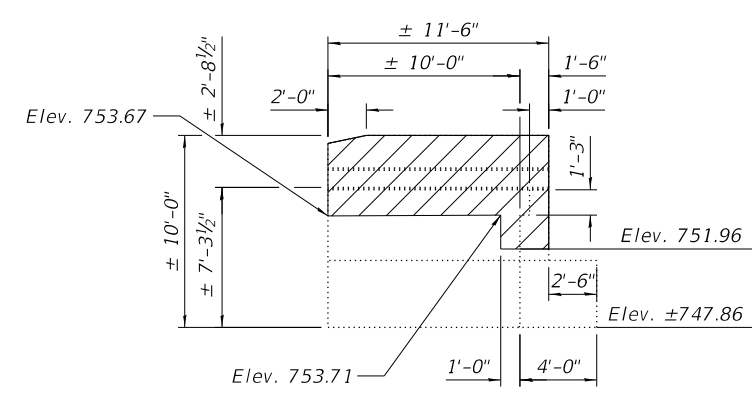
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



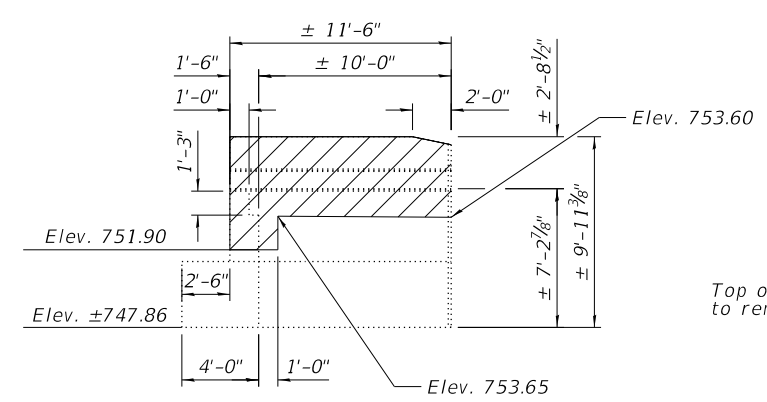
**PLAN**



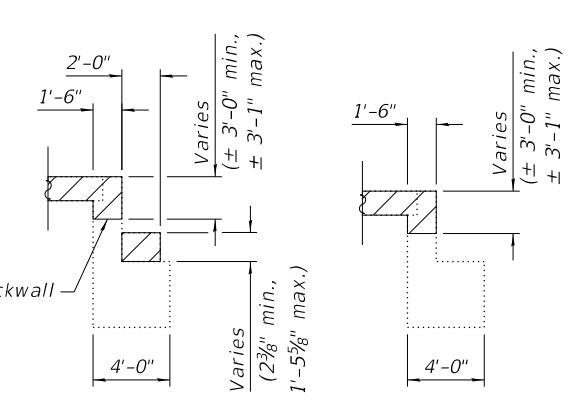
**ELEVATION**  
(Looking West)



**VIEW A-A**



**VIEW B-B**



**VIEW C-C**

**VIEW D-D**

**Notes:**  
 All saw cuts shall be to such a depth that when concrete is removed, a clean, neat edge will result with no spalling of the remaining concrete.  
 Saw cuts cost included with "Concrete Removal."  
 For proposed underdrain and drainage components, see Sheet SM-2 of SM-36.  
 Areas designated as Unsound Concrete Removal shall be paid for as Concrete Removal.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	28.9

**LEGEND**

- Indicates Unsound Concrete Removal
- Indicates Limits of Concrete Removal

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

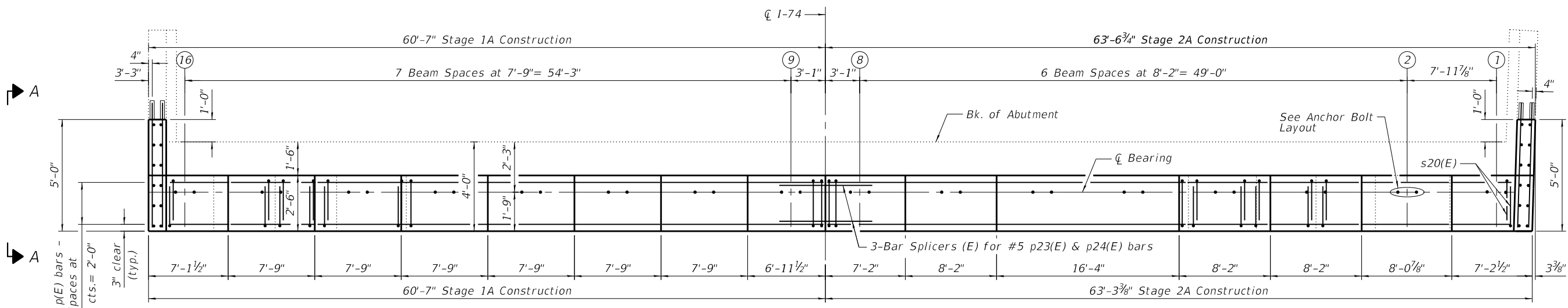
**WEST ABUTMENT REMOVAL DETAILS**  
**STRUCTURE NO. 010-0020**

SHEET SM-24 OF SM-35 SHEETS

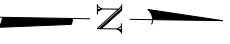
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74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	123

CONTRACT NO. 70C64

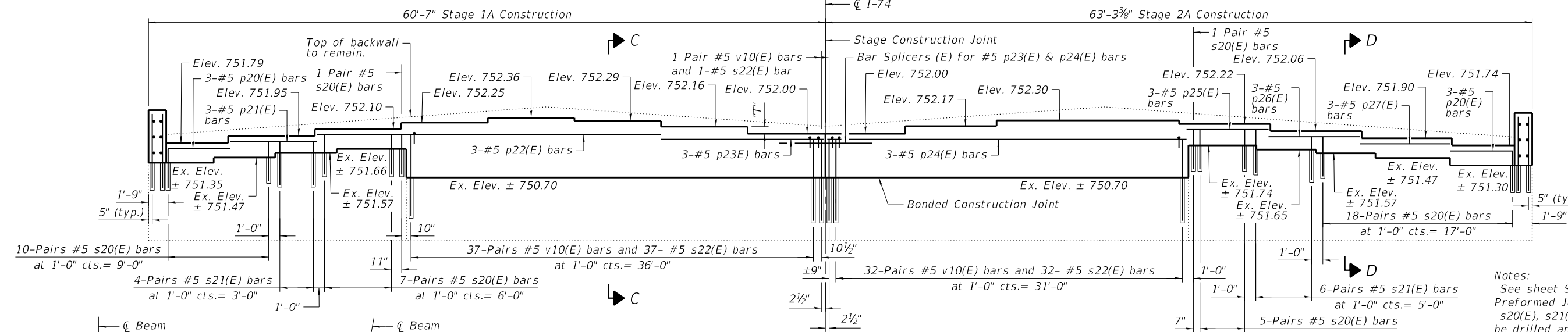
ILLINOIS FED. AID PROJECT



PLAN



Beam No.	Step "T"
1	1 1/8"
2	1 1/8"
3	1 1/8"
4	1"
5	0"
6	1 1/2"
7	2"
8	0"
9	1 1/8"
10	1 1/2"
11	1/8"
12	1 3/8"
13	1 3/4"
14	1 1/2"
15	1 1/8"
16	1 1/8"

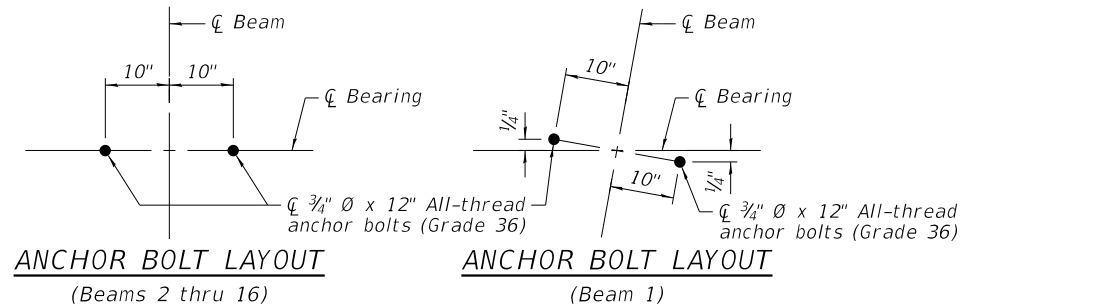


ELEVATION  
(Looking West)

Notes:  
See sheet SM-15 of SM-36 for 2" Preformed Joint Filler placement.  
s20(E), s21(E) and v10(E) bars shall be drilled and grouted according to Section 584 of the Standard Specifications.

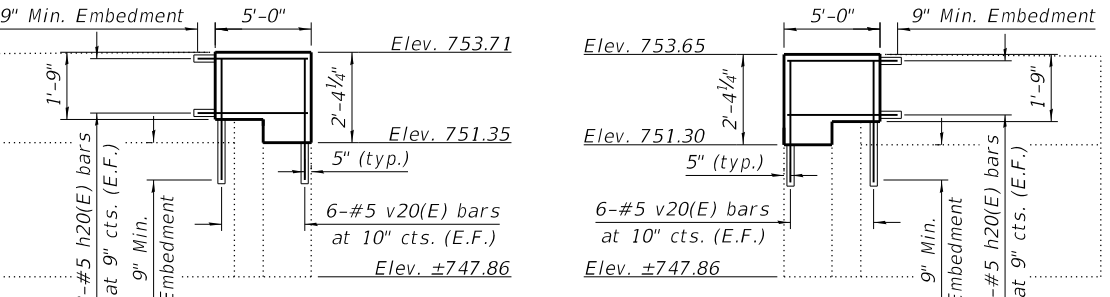
BILL OF MATERIAL

Bar No.	Size	Length	Shape
h20(E)	12	#5	5'-9"
p20(E)	6	#5	5'-7"
p21(E)	3	#5	7'-9"
p22(E)	3	#5	30'-10"
p23(E)	3	#5	14'-7"
p24(E)	3	#5	32'-2"
p25(E)	3	#5	7'-4"
p26(E)	3	#5	8'-2"
p27(E)	3	#5	8'-1"
s20(E)	84	#5	2'-11"
s21(E)	20	#5	2'-10"
s22(E)	71	#5	4'-0"
v10(E)	142	#5	1'-10"
v20(E)	24	#5	3'-2"
Structure Excavation	Cu. Yd.	203	
Concrete Structures	Cu. Yd.	13.1	
Reinforcement Bars, Epoxy Coated	Pound	1410	
Granular Backfill for Structures	Cu. Yd.	170	



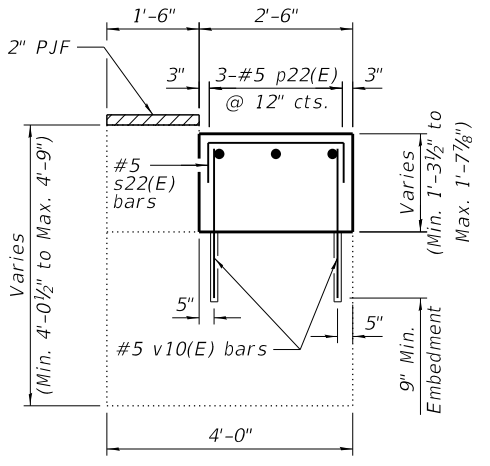
ANCHOR BOLT LAYOUT  
(Beams 2 thru 16)

ANCHOR BOLT LAYOUT  
(Beam 1)

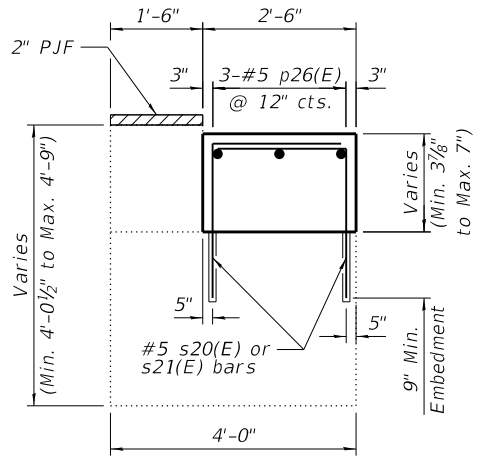


VIEW A-A  
(Looking North)

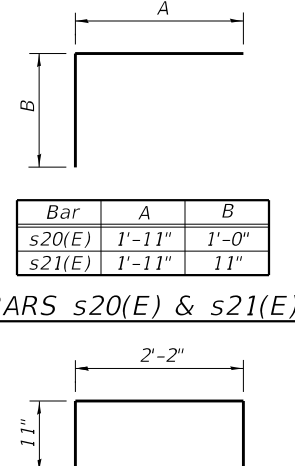
VIEW B-B  
(Looking South)



SECTION C-C



SECTION D-D



BARS s20(E) & s21(E)

BAR s22(E)

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USER NAME =	DESIGNED - MC	REVISED -
PLOT SCALE =	CHECKED - BR	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

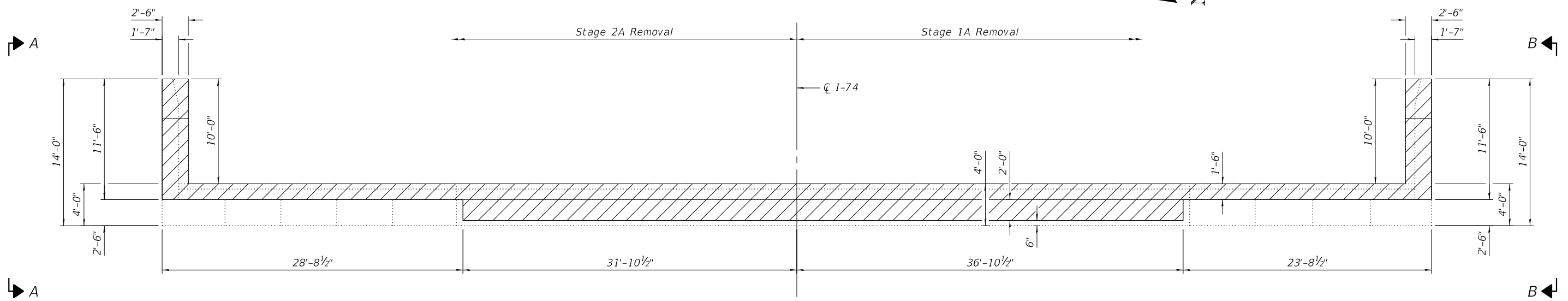
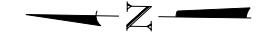
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REPAIR DETAILS  
STRUCTURE NO. 010-0020

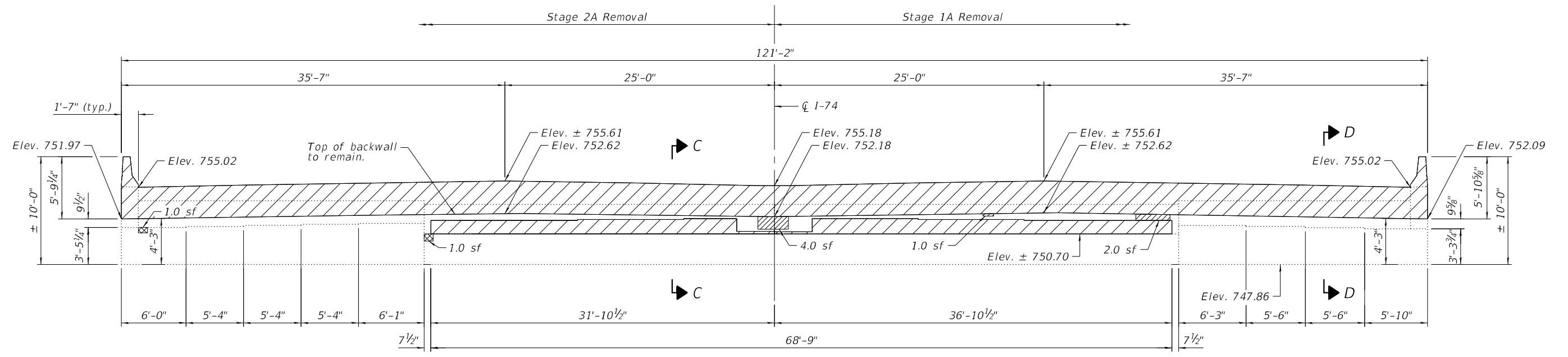
SHEET SM-25 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	124
CONTRACT NO. 70C64				

ILLINOIS FID. AD. PROJECT



**PLAN**



**ELEVATION**  
(Looking East)

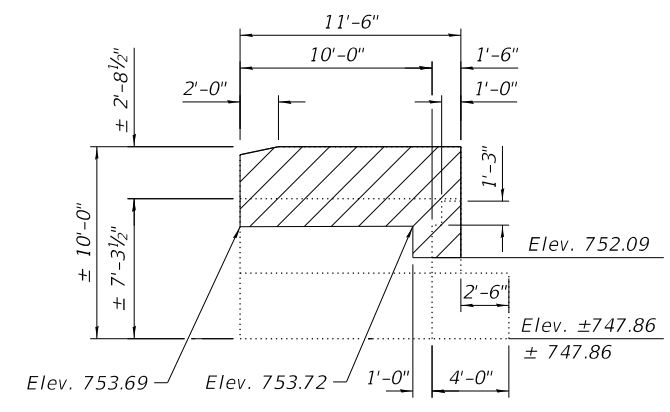
**Notes:**  
 All saw cuts shall be to such a depth that when concrete is removed, a clean, neat edge will result with no spalling of the remaining concrete. Saw cuts cost included with "Concrete Removal."  
 For proposed underdrain and drainage components, see Sheet SM-2 of SM-36.  
 Areas designated as Unsound Concrete Removal shall be paid for as Concrete Removal.

**BILL OF MATERIAL**

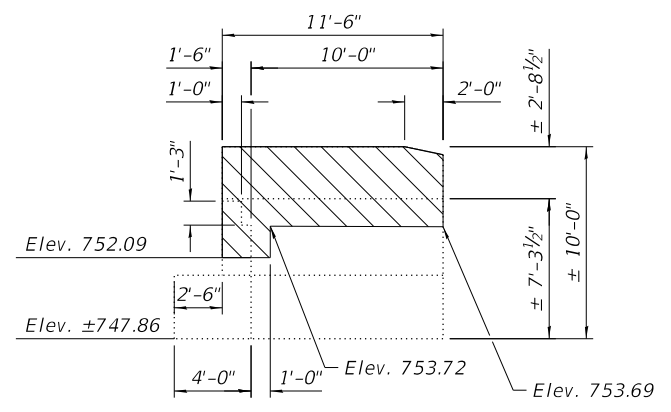
ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	2.0
Concrete Removal	Cu. Yd.	28.5

**LEGEND**

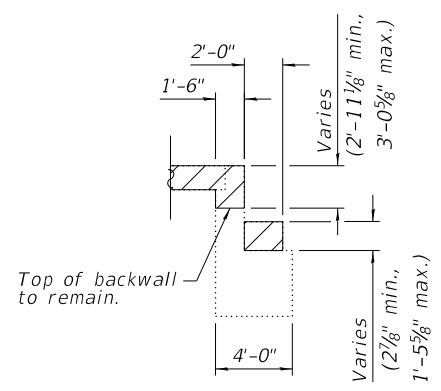
- Indicates Unsound Concrete Removal
- Indicates Structural Repair of Concrete Depth equal to or less than 5"
- Indicates Limits of Concrete Removal



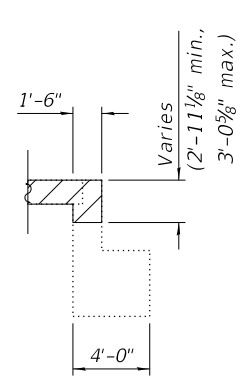
**VIEW A-A**



**VIEW B-B**



**VIEW C-C**



**VIEW D-D**

MODEL: Default  
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 12/11/2019 10:50:36 AM

**Kaskaskia**  
 Engineering Group, LLC  
 288 E. Main St., Suite 200  
 Moline, IL 61704  
 617.325.2877  
 617.325.2877 Fax  
 www.kaskaskiaeng.com

USER NAME =	DESIGNED - MC	REVISED -
PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

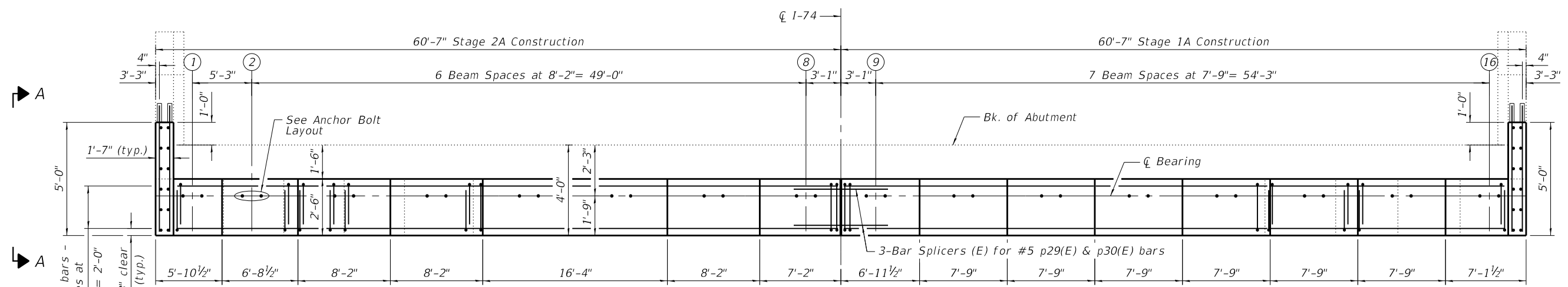
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT REMOVAL AND REPAIR DETAILS  
 STRUCTURE NO. 010-0020**

SHEET SM-26 OF SM-35 SHEETS

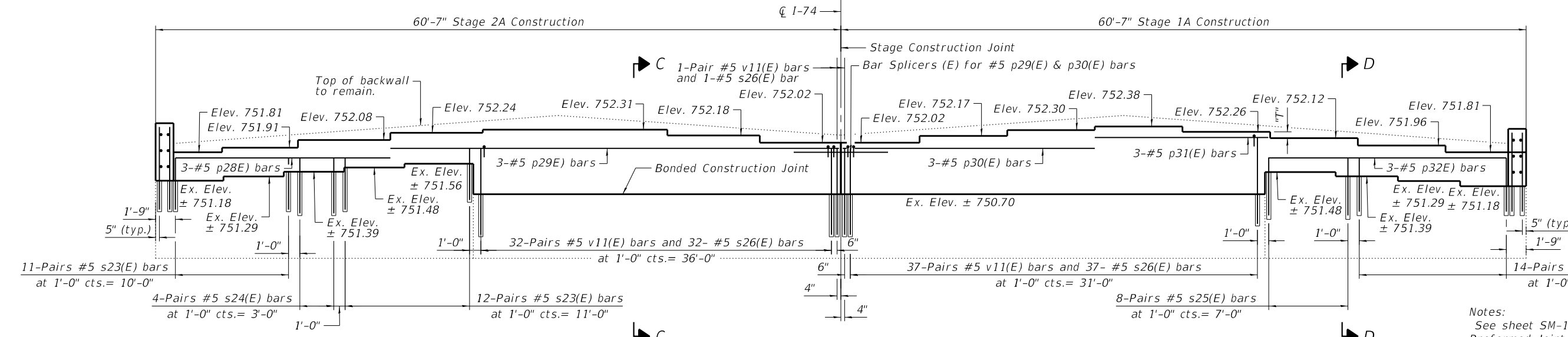
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	125
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				





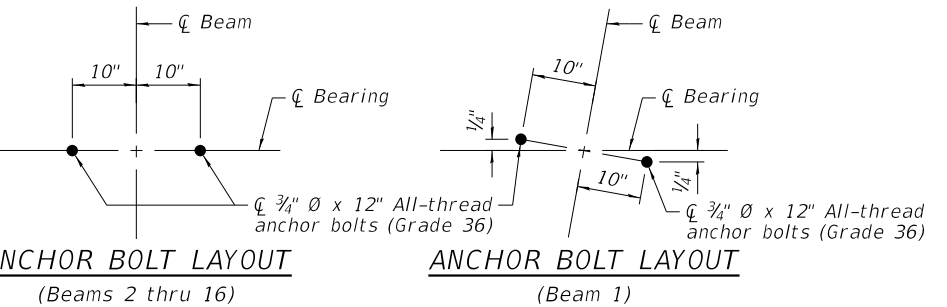
PLAN

Beam No.	Step "T"
1	1 1/4"
2	2"
3	1 1/8"
4	1/8"
5	0"
6	1 1/2"
7	1 1/8"
8	0"
9	1 3/4"
10	1 1/2"
11	1"
12	1 1/2"
13	1 5/8"
14	1 1/8"
15	1 3/4"
16	1 3/4"



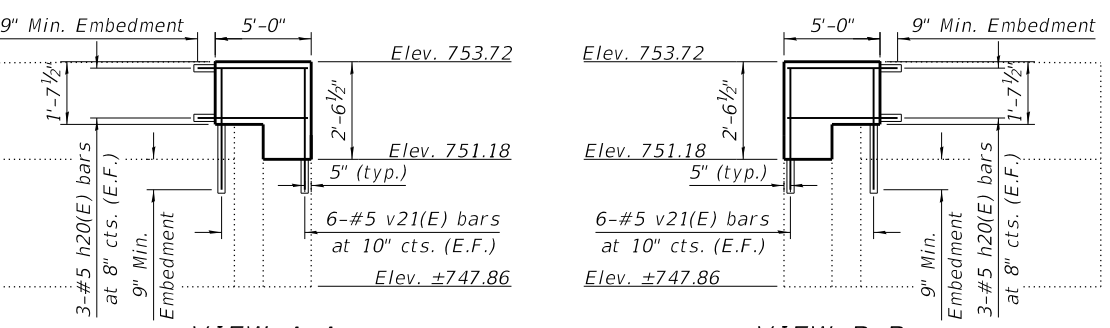
ELEVATION  
(Looking East)

Notes:  
See sheet SM-15 of SM-36 for 2" Preformed Joint Filler placement.  
s23(E), s24(E), s25(E) and v11(E) bars shall be drilled and grouted according to Section 584 of the Standard Specifications.



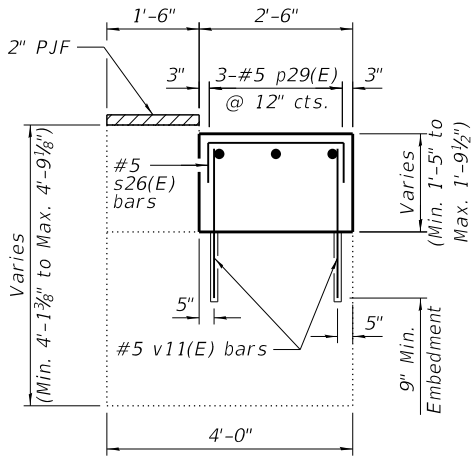
ANCHOR BOLT LAYOUT  
(Beams 2 thru 16)

ANCHOR BOLT LAYOUT  
(Beam 1)

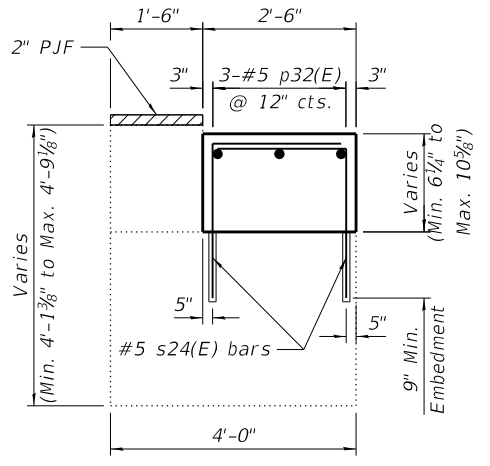


VIEW A-A  
(Looking South)

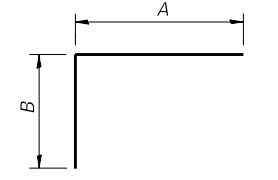
VIEW B-B  
(Looking South)



SECTION C-C

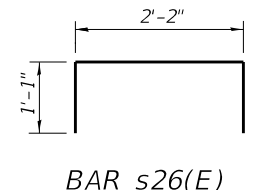


SECTION D-D



Bar	A	B
s23(E)	1'-11"	1'-2"
s24(E)	1'-11"	1'-3"
s25(E)	1'-11"	1'-4"

BARS s23(E),  
s24(E) & s25(E)



BAR s26(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	12	#5	5'-9"	—
p28(E)	3	#5	19'-0"	—
p29(E)	3	#5	39'-6"	—
p30(E)	3	#5	22'-5"	—
p31(E)	3	#5	15'-2"	—
p32(E)	3	#5	21'-1"	—
s23(E)	46	#5	3'-1"	┌
s24(E)	36	#5	3'-2"	┌
s25(E)	16	#5	3'-3"	┌
s26(E)	71	#5	4'-4"	┌
v11(E)	142	#5	1'-11"	—
v21(E)	24	#5	3'-4"	—
Structure Excavation		Cu. Yd.	200	
Concrete Structures		Cu. Yd.	14.4	
Reinforcement Bars, Epoxy Coated		Pound	1450	
Granular Backfill for Structures		Cu. Yd.	165	

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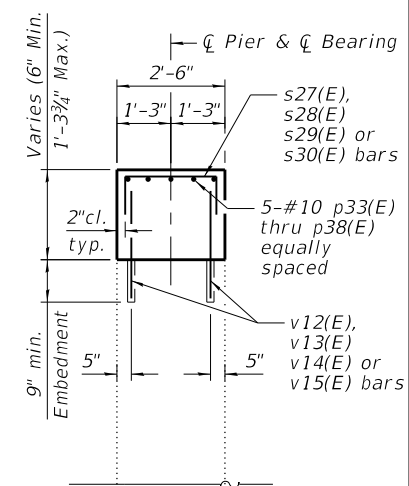
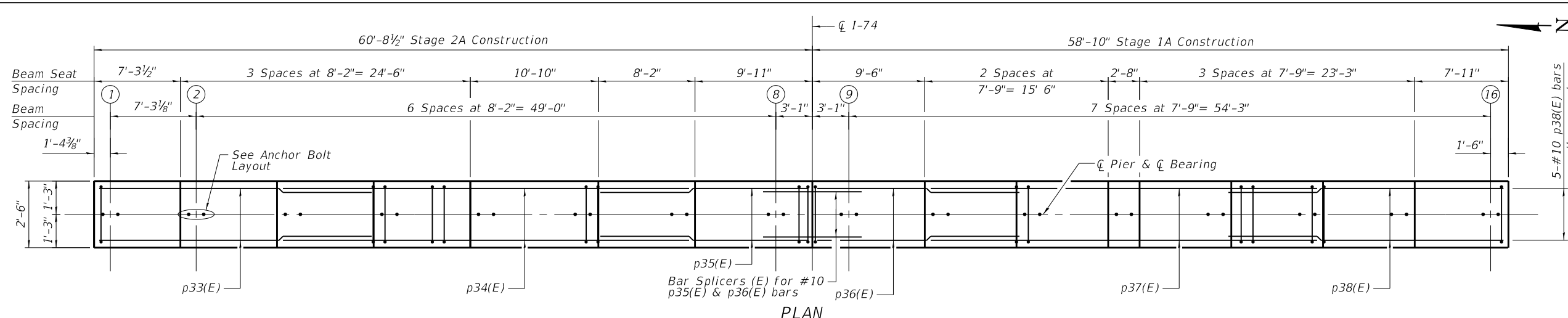
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PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE =	DRAWN - RJO	REVISED -
	CHECKED - BB	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

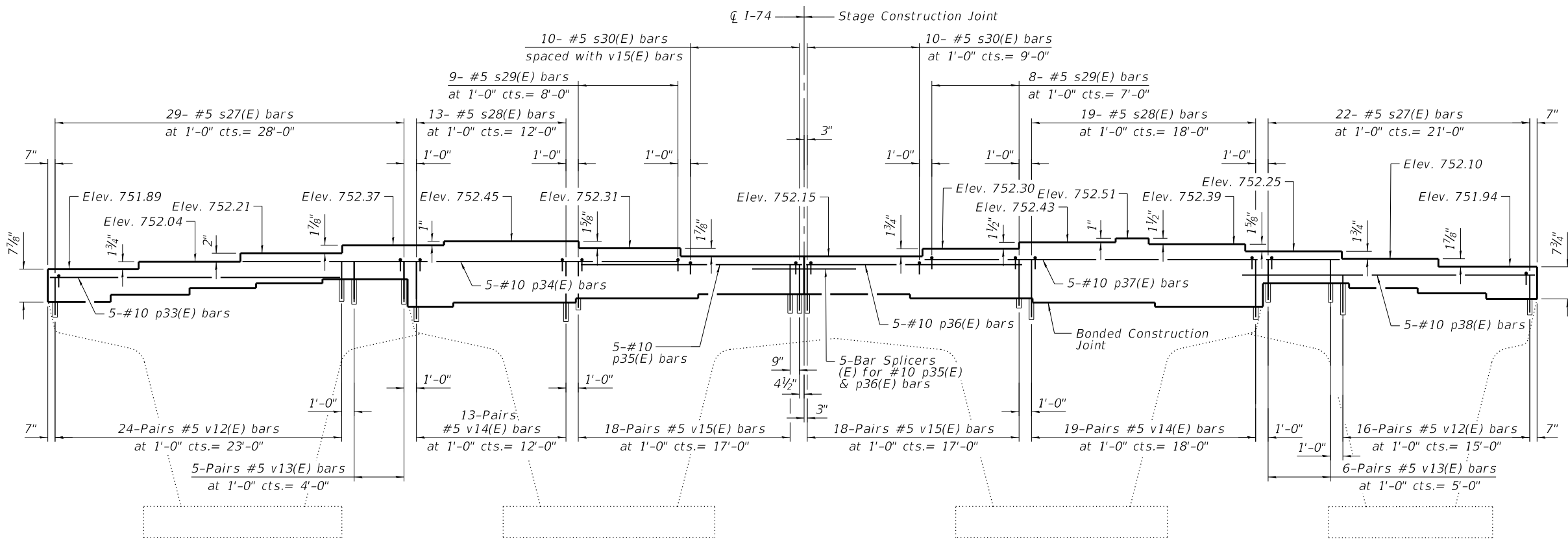
EAST ABUTMENT REPAIR DETAILS  
STRUCTURE NO. 010-0020

SHEET SM-27 OF SM-35 SHEETS

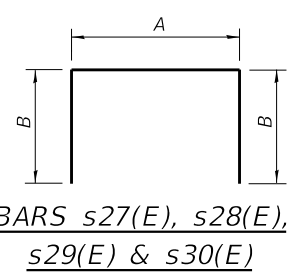
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	126
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



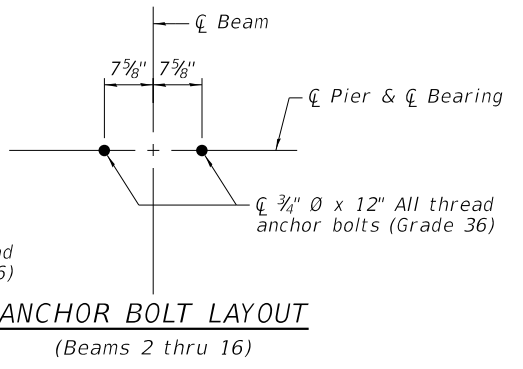
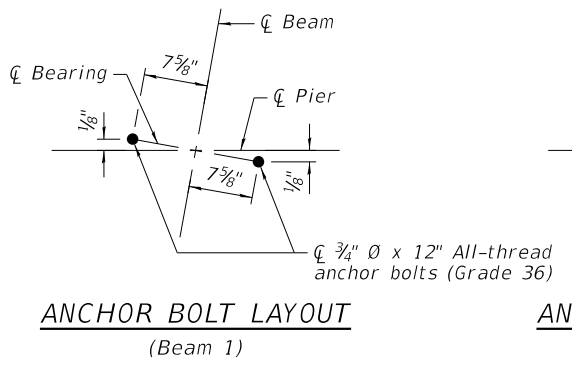
TYPICAL SECTION



ELEVATION (Looking East)



Bar	A	B
s27(E)	2'-2"	4"
s28(E)	2'-2"	10"
s29(E)	2'-2"	8"
s30(E)	2'-2"	5"



Notes:  
 v12(E), v13(E), v14(E), and v15(E) bars shall be drilled and grouted according to Section 584 of the Standard Specifications.  
 See sheet SM-29 of SM-36 for existing pier cap steps and elevations.  
 The 9" minimum embedment may be increased to account for the existing beam seat elevation changes.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p33(E)	5	#10	23'-4"	—
p34(E)	5	#10	35'-0"	—
p35(E)	5	#10	17'-11"	—
p36(E)	5	#10	17'-6"	—
p37(E)	5	#10	33'-4"	—
p38(E)	5	#10	23'-6"	—
s27(E)	51	#5	2'-10"	□
s28(E)	32	#5	3'-10"	□
s29(E)	17	#5	3'-6"	□
s30(E)	20	#5	3'-0"	□
v12(E)	80	#5	1'-1"	—
v13(E)	22	#5	1'-2"	—
v14(E)	64	#5	1'-8"	—
v15(E)	74	#5	1'-4"	—
Concrete Structures			Cu. Yd.	9.6
Reinforcement Bars, Epoxy Coated			Pound	3980

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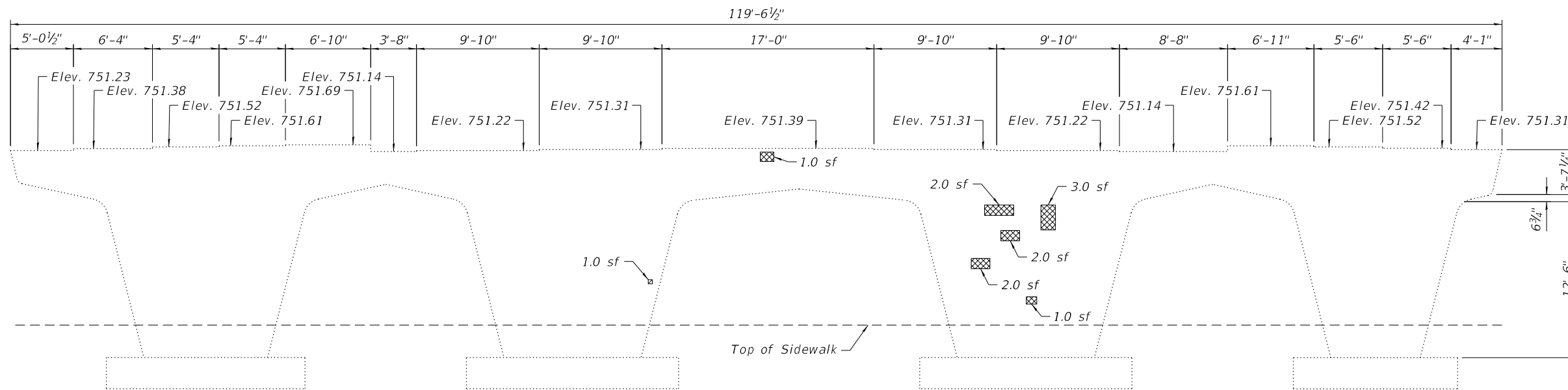
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS  
 STRUCTURE NO. 010-0020  
 SHEET SM-28 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	127
CONTRACT NO. 70CC64				
ILLINOIS FED. AID PROJECT				

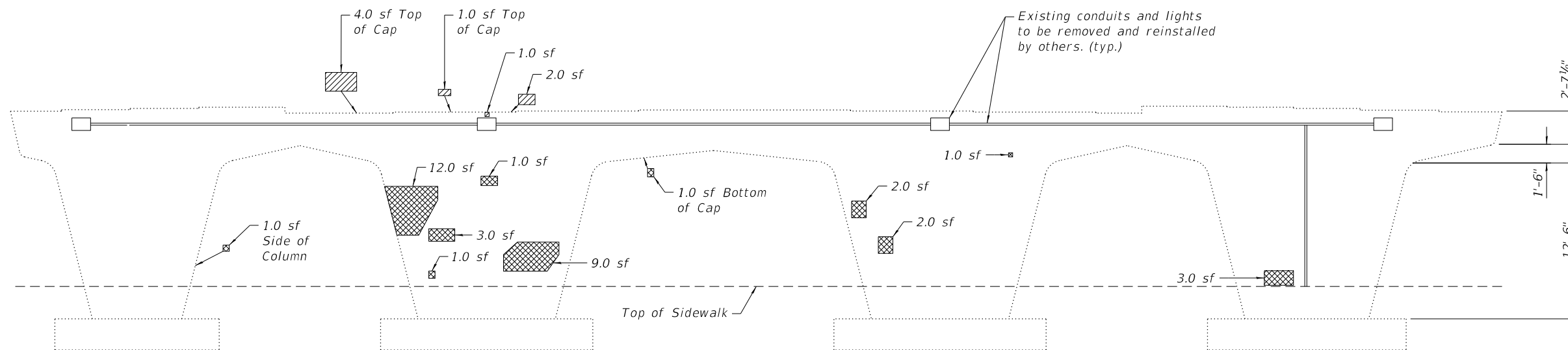
**LEGEND**

-  Indicates limits of Unsound Concrete Removal
-  Indicates limits of Structural Repair of Concrete (Depth equal to or less than 5")



**PIER 1**  
(Looking East)

Note:  
Areas designated as Unsound Concrete Removal shall be paid for as Concrete Removal.  
Contractor to coordinate removal and reinstallation of lighting elements with the City of Champaign.  
The quantities shown are for estimating purposes only. The areas to be repaired will be determined by the Engineer at the time of construction.



**PIER 1**  
(Looking West)

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	48.0
Concrete Removal	Cu. Yd.	0.2

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**Kaskaskia**  
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Professional Engineering Group  
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618.233.2877 phone  
618.233.2977 fax  
www.kaskaskiaeng.com  
1177 N. Main St.  
Champaign, IL 61820  
312-288-2546

USER NAME =	DESIGNED - MC	REVISED -
	CHECKED - BB	REVISED -
PLOT SCALE =	DRAWN - RJO	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -

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



**PIER 1 REPAIR DETAILS**  
**STRUCTURE NO. 010-0020**  
SHEET SM-29 OF SM-35 SHEETS

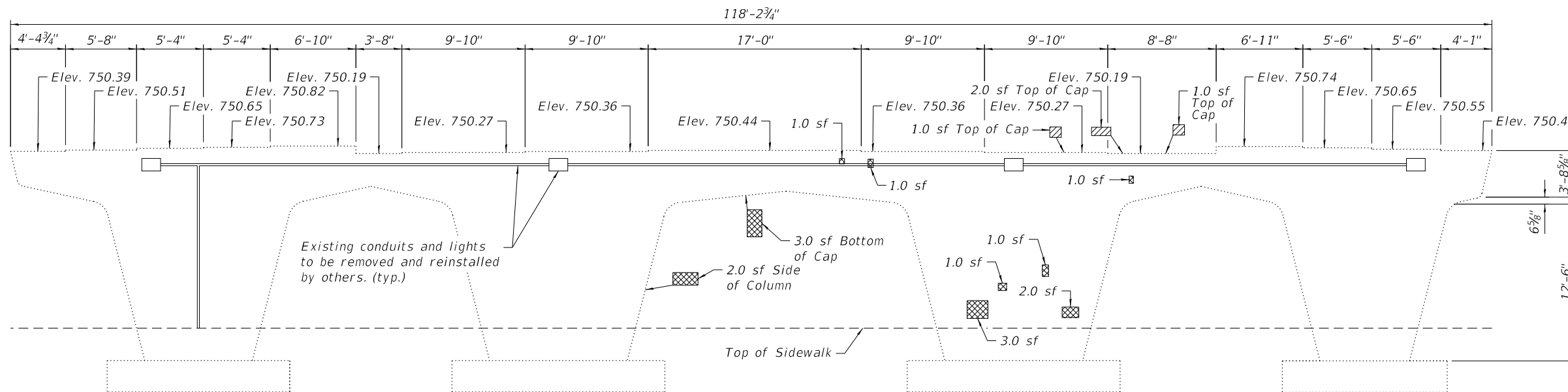
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	128
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				





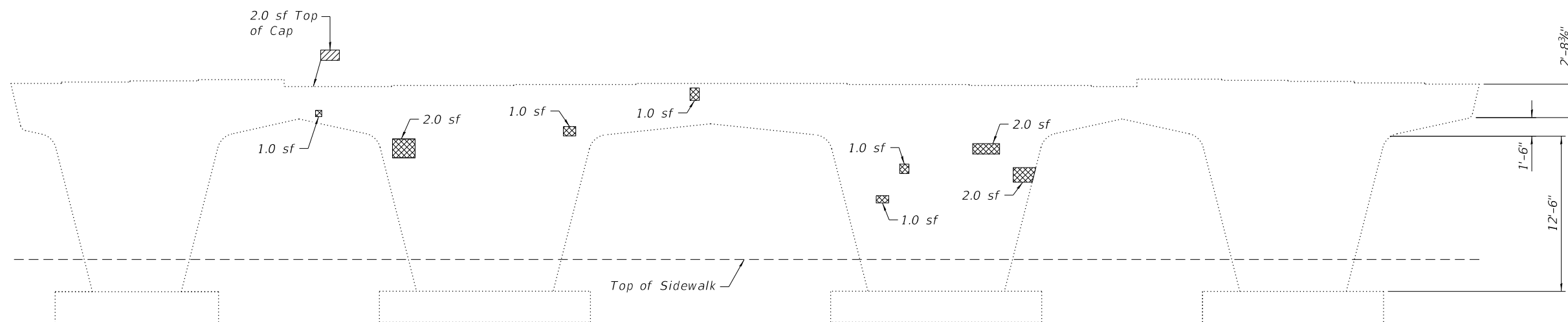
**LEGEND**

-  Indicates limits of Unsound Concrete Removal.
-  Indicates limits of Structural Repair of Concrete (Depth equal to or less than 5").



**PIER 2**  
(Looking East)

Note:  
Areas designated as Unsound Concrete Removal shall be paid for as Concrete Removal.  
Contractor to coordinate removal and reinstallation of lighting elements with the City of Champaign.  
The quantities shown are for estimating purposes only. The areas to be repaired will be determined by the Engineer at the time of construction.



**PIER 2**  
(Looking West)

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	26.0
Concrete Removal	Cu. Yd.	0.1

MODEL: Default  
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1177 N. Main St.  
Champaign, IL 61820  
20-086566

USER NAME =	DESIGNED - MC	REVISED -
	CHECKED - BB	REVISED -
PLOT SCALE =	DRAWN - RJO	REVISED -
PLOT DATE =	CHECKED - BB	REVISED -

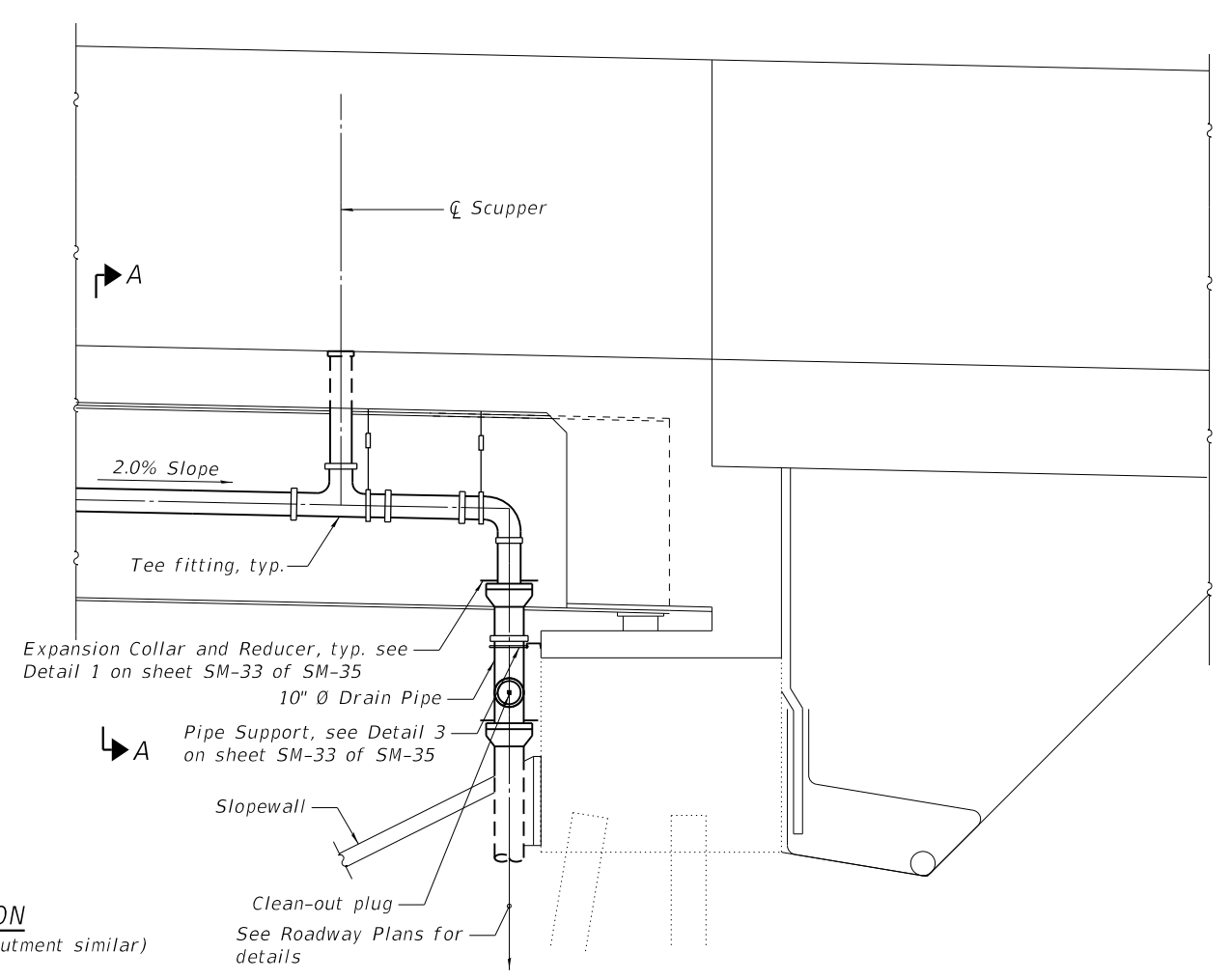
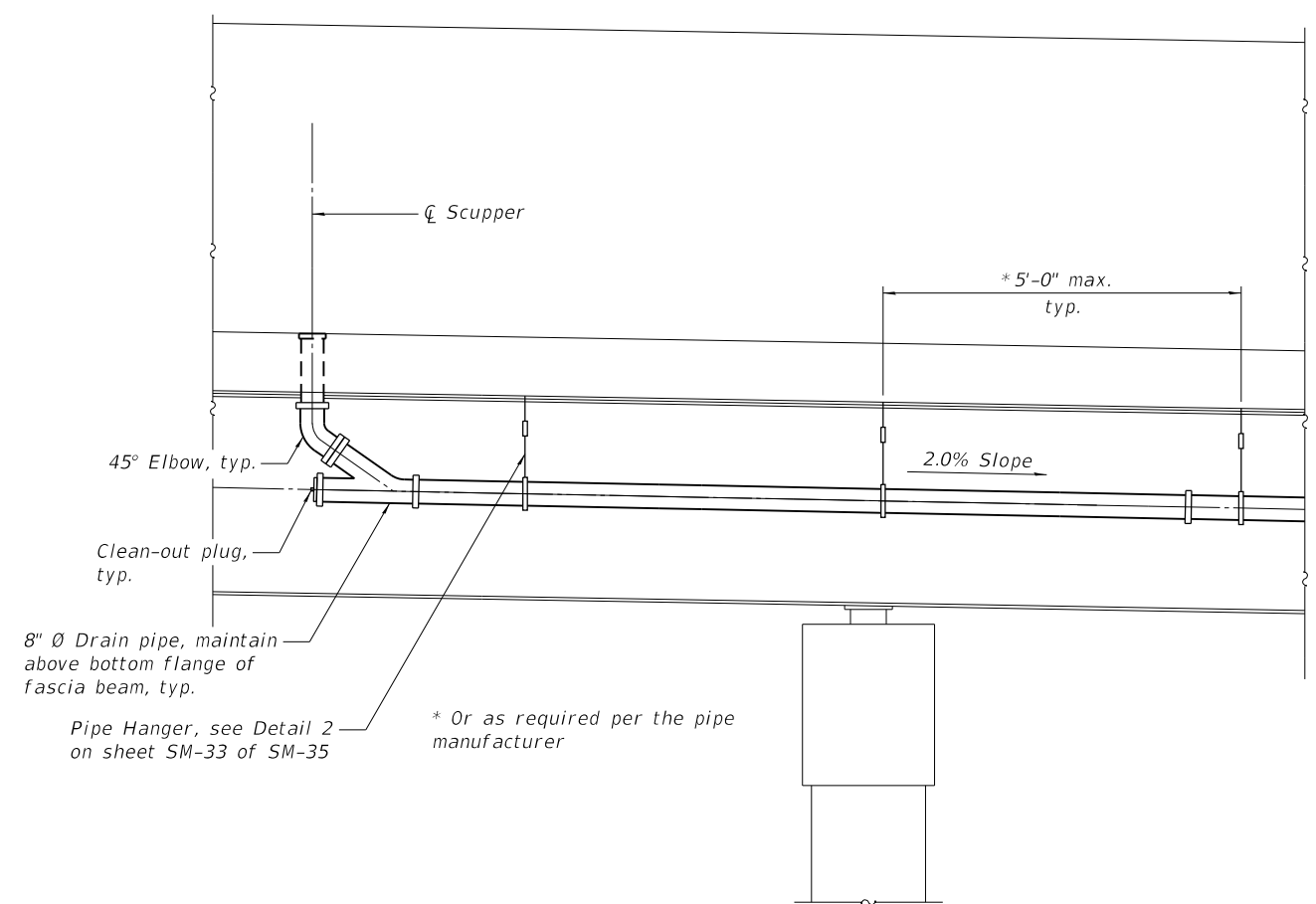
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER 2 REPAIR DETAILS**  
**STRUCTURE NO. 010-0020**

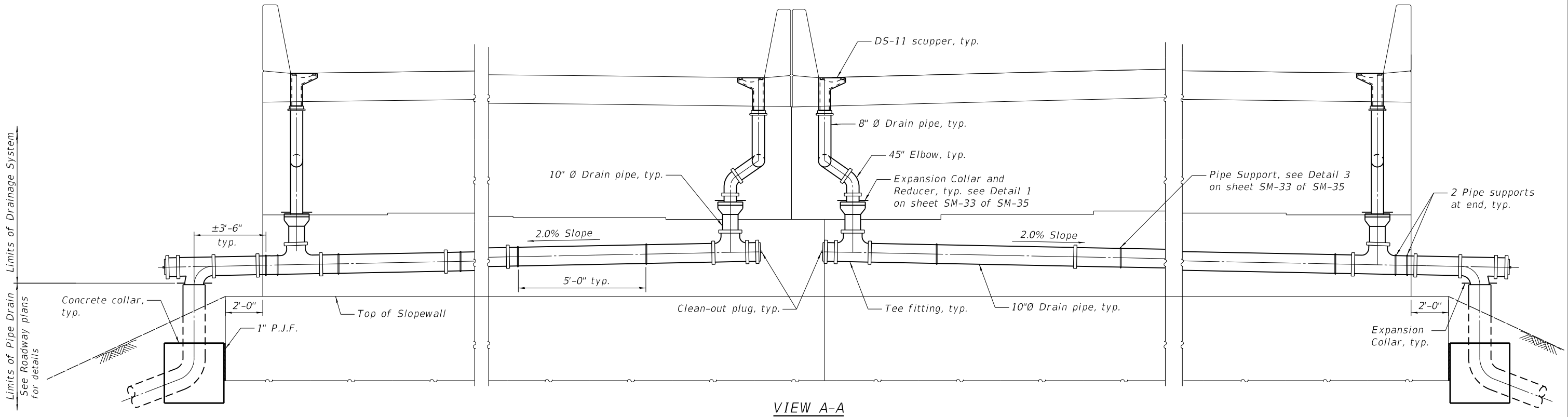
SHEET SM-31 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	130
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

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 11/15/2019 11:46:17 AM



**ELEVATION**  
 (E. Abutment shown, W. Abutment similar)



**VIEW A-A**

**LE** LIN ENGINEERING, LTD.  
 Consulting Engineers  
 Springfield, Illinois

USER NAME =	DESIGNED - HZT	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - DAS	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

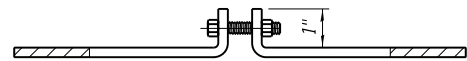
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIDGE DRAINAGE SYSTEM**  
**STRUCTURE NO. 010-0020**

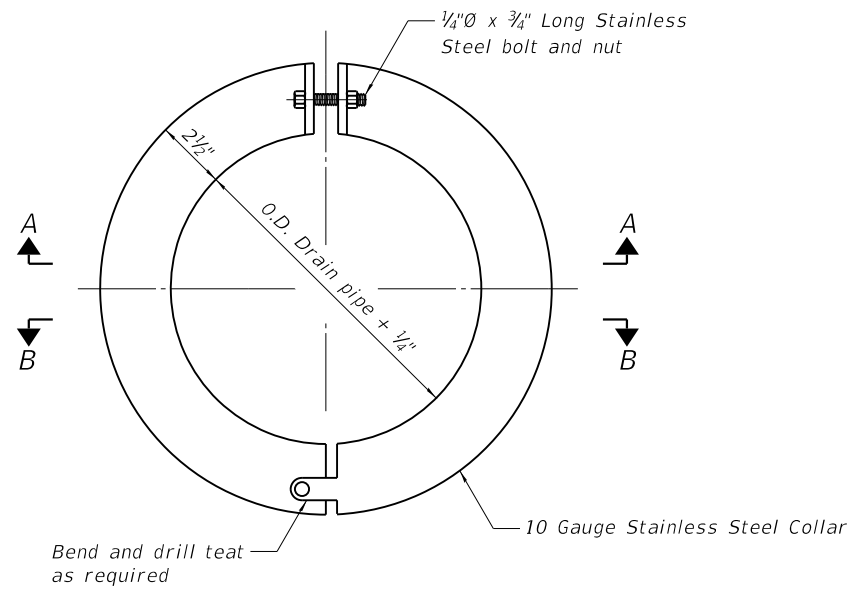
SHEET SM-32 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	131
CONTRACT NO. 70C64				

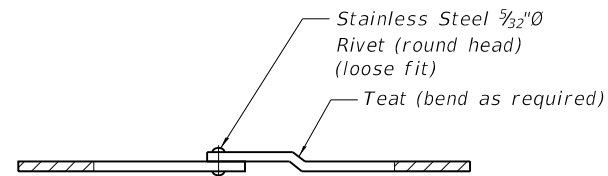
ILLINOIS FED. AID PROJECT



SECTION A-A

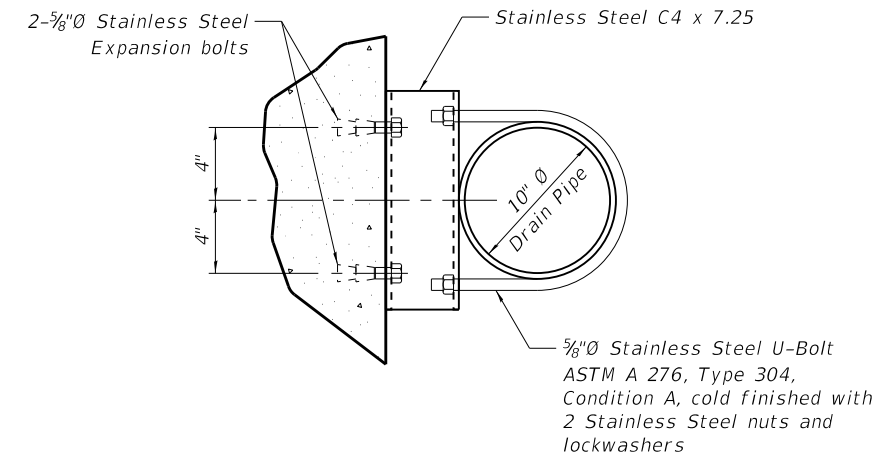


PLAN  
(Looking Down)

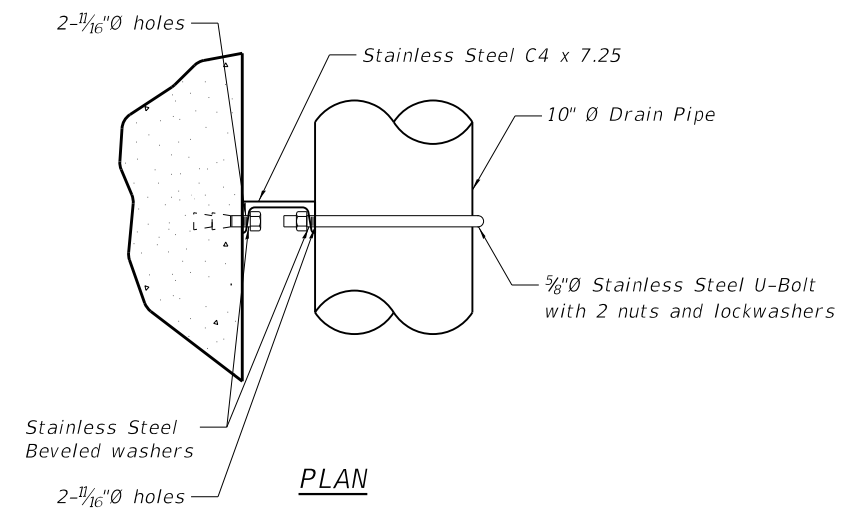


SECTION B-B

DETAIL 1  
EXPANSION COLLAR DETAILS



ELEVATION

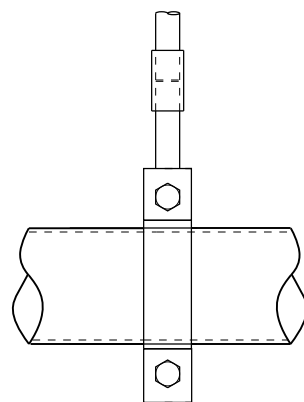


PLAN

DETAIL 3  
PIPE SUPPORT DETAILS

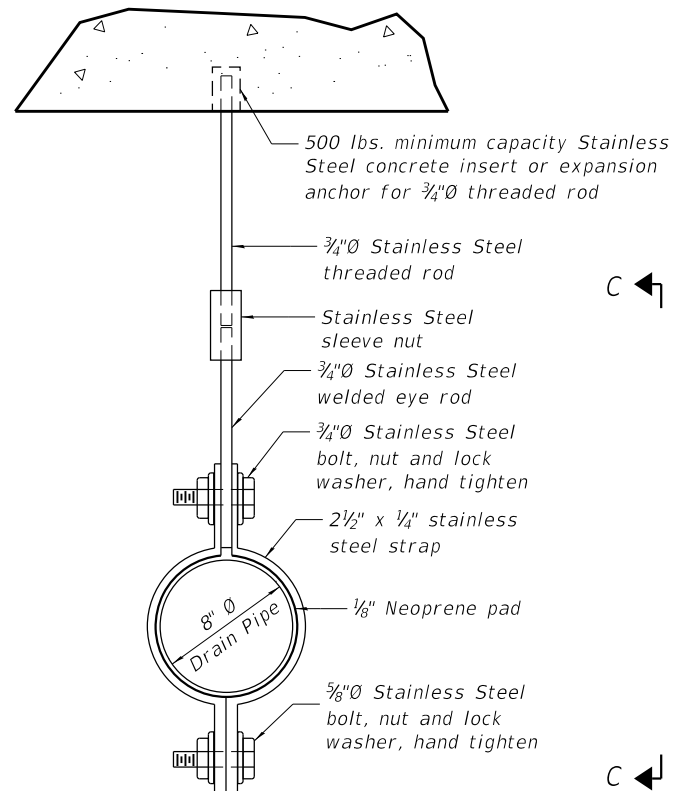
Notes:

1. Bolt pattern and size in drain pipe flange to match scupper flange.
2. For Drainage Scupper location and spacing see sheet SM-01 of SM-35.
3. For Drainage Scupper detail see sheet SM-34 of SM-35.
4. All bolts, nuts and washers shall be stainless steel in accordance with standard specifications Article 1006.29(D).
5. Pipe hangers and supports shall be provided on all horizontal pipes at each tee, elbow, or change in direction and at intermediate points not more than 5'-0" centers.
6. Reducers shall be sized to accommodate a longitudinal movement of 1/2" in each direction.



VIEW C-C

DETAIL 2  
COLLECTOR PIPE HANGER DETAILS



C ←

← C

BILL OF MATERIAL

Item	Unit	Total
Drainage System	L. Sum	0.2

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE DRAINAGE SYSTEM DETAILS  
STRUCTURE NO. 010-0020

SHEET SM-33 OF SM-35 SHEETS

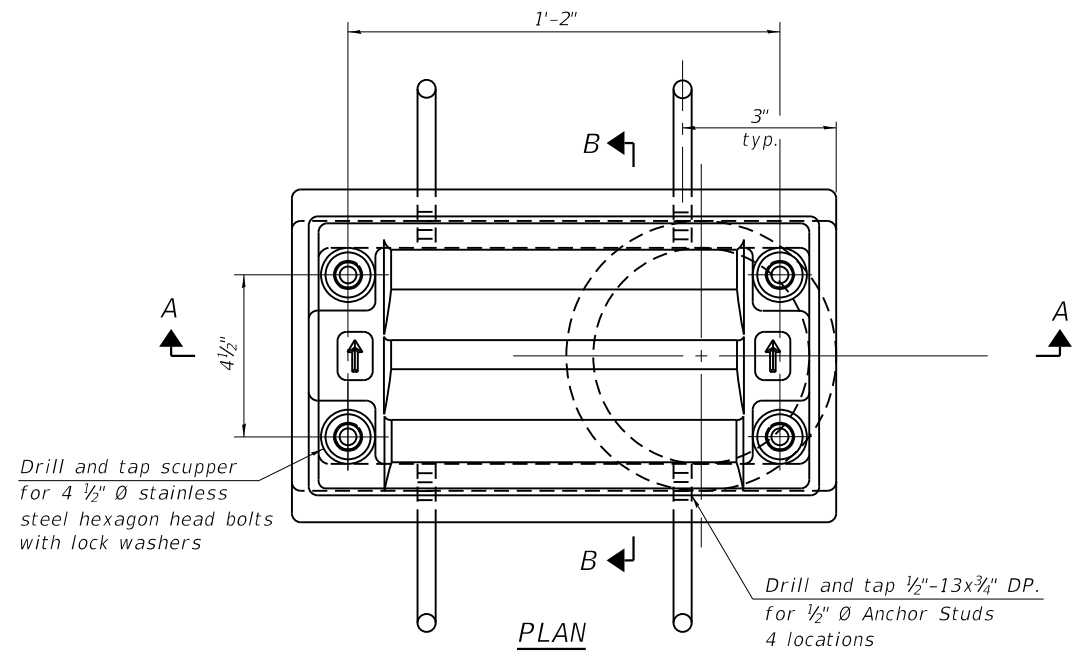
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74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	132
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

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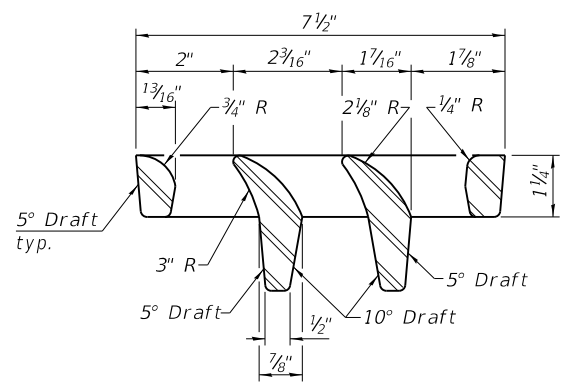
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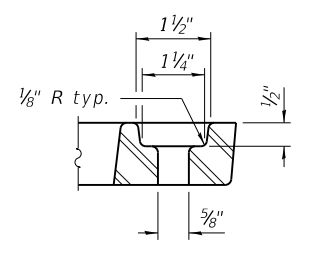
Drill and tap scupper for 4 1/2" Ø stainless steel hexagon head bolts with lock washers

**PLAN**

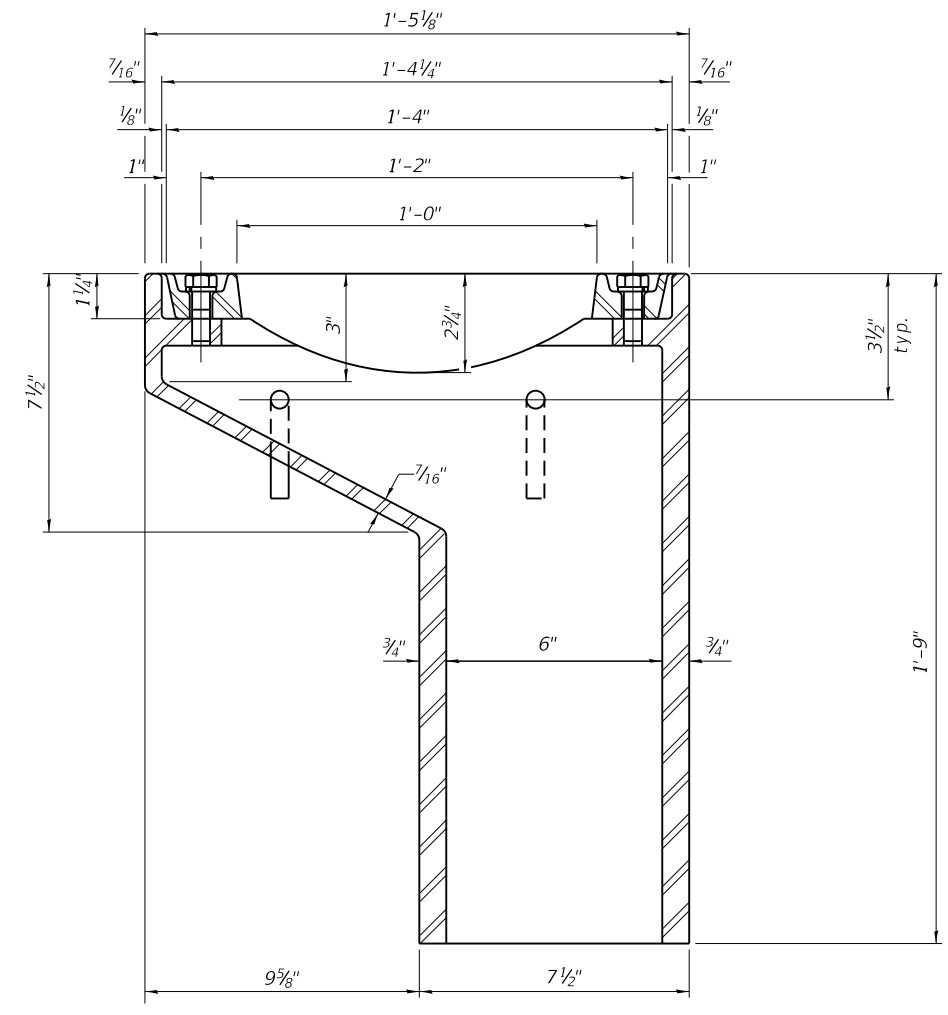
Drill and tap 1/2"-13x3/4" DP. for 1/2" Ø Anchor Studs 4 locations



**VANE GRATE DETAIL**

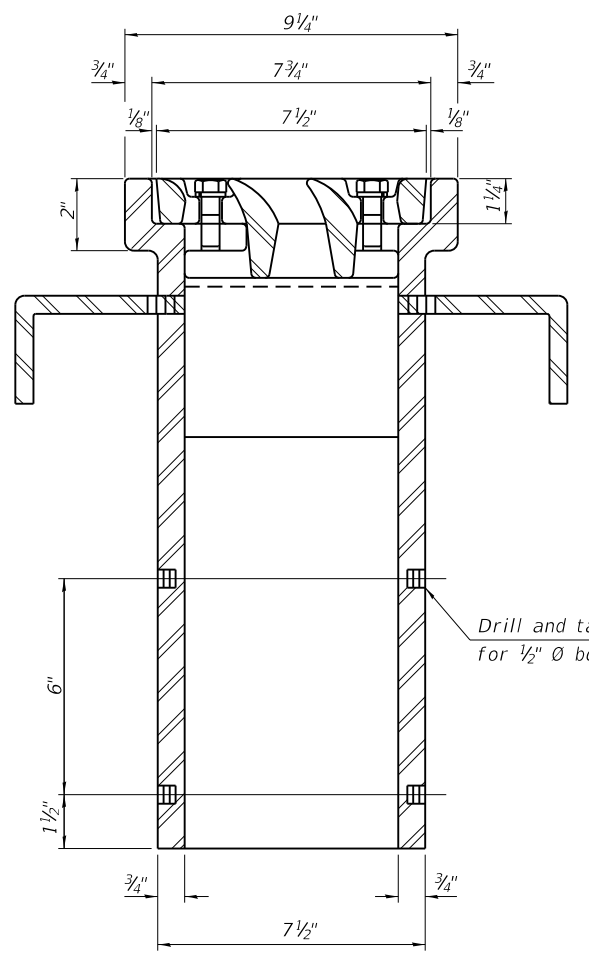


**BOLT HOLE DETAIL**



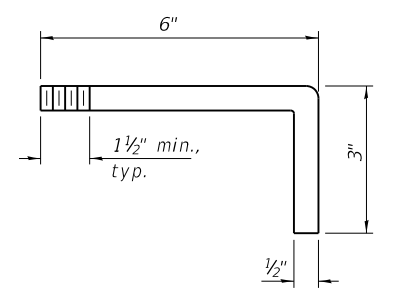
**SECTION A-A**

See sheets SM-13 and SM-14 of 35 for scupper location relative to parapet.



**SECTION B-B**

Drill and tap 1/2"-13x1/2" DP, for 1/2" Ø bolts. (4 locations)



**ANCHOR STUD DETAIL**

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	16

**LE** LIN ENGINEERING, LTD.  
 Consulting Engineers  
 Springfield, Illinois

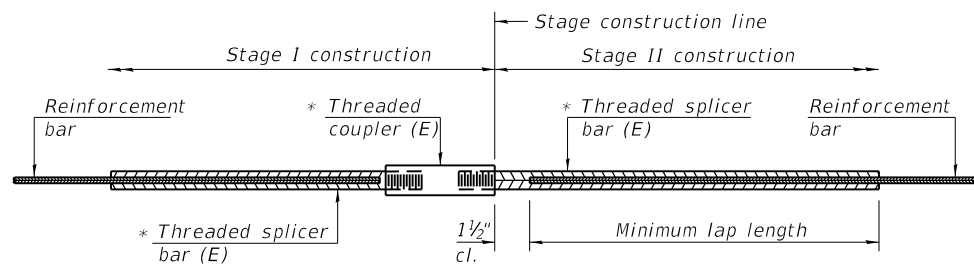
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER, DS-11  
 STRUCTURE NO. 010-0020**

SHEET SM-34 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

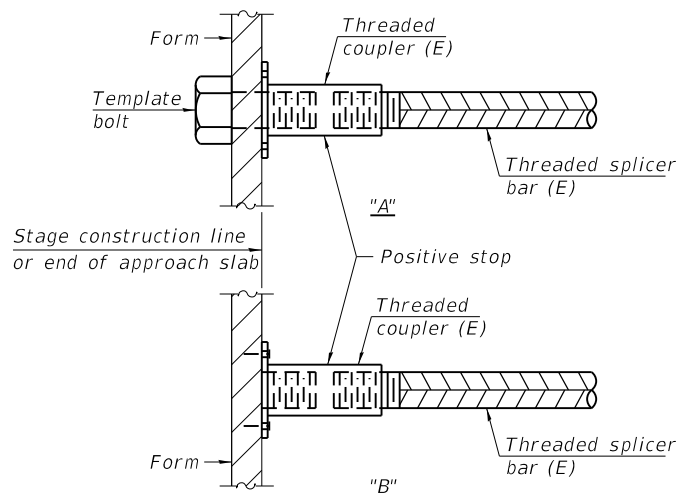


**STANDARD BAR SPLICER ASSEMBLY**

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

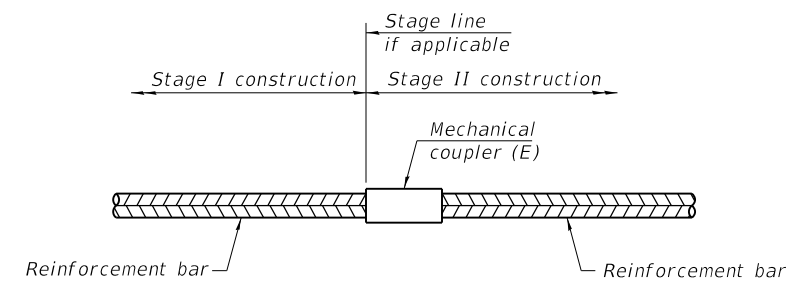
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Pier 1	#10	5	7'-10"
Pier 2	#10	5	7'-10"
W. Abutment	#5	3	3'-7"
E. Abutment	#5	3	3'-7"



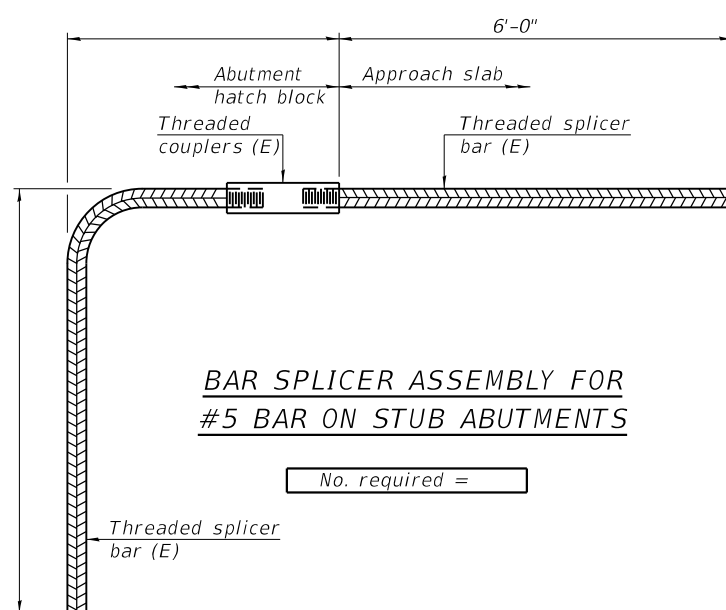
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1

2-17-2017



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CHECKED - KK	CHECKED - KK	REVISED -
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PLOT DATE =	CHECKED - BB	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 010-0020

SHEET SM-35 OF SM-35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	134
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

Bench Mark: Brass disk set in concrete along the north side of Anthony Drive. Sta. ±1223+71, 150' Lt., Elev. = 734.35.

Existing Structure: S.N. 010-0021 was originally built in 1956 as F.A. Route 39 Sec. 14-VB-VF and widened in 1992. The structure length is 725'-1" back-to-back of abutments. The out-to-out deck width is 121'-2". The superstructure consists of a reinforced concrete deck supported on four multi-girder spans, a 3 span continuous unit and a simple span unit. The original girders from 1956 are 102½" deep and consist of double angle flanges riveted to a web plate. The widening girders from 1992 are of welded plate construction with a web depth of 96". The deck and girders are non-composite. The superstructure is supported on two stub abutments and three multi-column piers all founded on concrete piles. The superstructure, the backwalls and part of wingwalls and abutments, and Pier 3 above footing will be replaced, while the other substructure elements will be reused.

Stage construction will be utilized to maintain two lanes of traffic in each direction at all times.

Salvage: Existing temporary shoring near Pier 3 is to be removed and delivered to storage.

**DESIGN SPECIFICATIONS (New Const.)**

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

**SEISMIC DATA (Exist. Const.)**

Seismic Performance Category (SPC) = A  
Horizontal Bedrock Acceleration Coefficient (A) = 0.047g  
Site Coefficient (S) = 1.2

**LOADING HL 93 (New Const.)**

Allow 50#/sq. ft. for future wearing surface

**DESIGN STRESSES**

**FIELD UNITS (New Const.)**

f'c = 3,500 psi  
f'c = 4,000 psi (superstructure)  
fy = 60,000 psi (reinforcement)  
fy = 50,000 psi (M270 Grade 50)

**FIELD UNITS (Exist. Struct. 1956)**

f'c = 2,500 psi  
fy = 40,000 psi (reinforcement)

**FIELD UNITS (Exist. Struct. 1992)**

f'c = 3,500 psi  
fy = 60,000 psi (reinforcement)



Signed: *[Signature]*

Date: 10/16/2019

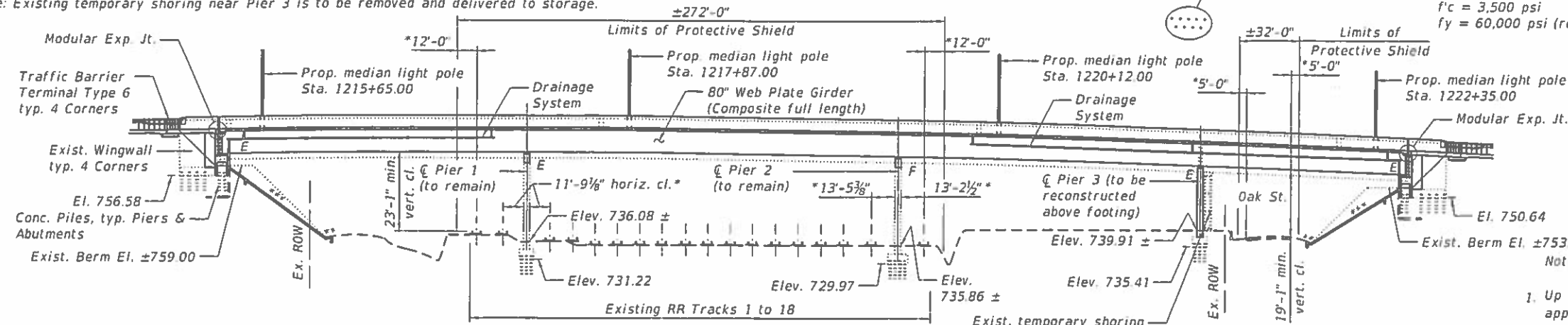
Expires: 11/30/2020

Applies to Sheet Nos: SR-01 thru SR-63

**APPROVED**  
For Structural Adequacy Only

*[Signature]*  
Engineer of Bridges & Structures

- Notes:
- Up to ¼" may be ground off the bridge deck and the bridge approach slabs.
  - The existing temporary concrete barrier shall not be removed until the existing temporary shoring near Pier 3 is removed.
  - Remove and salvage exist. temporary shoring near Pier 3 after Stage 2A traffic has been implemented as directed by the Engineer. Cost included with Removal of Existing Superstructures No. 2.



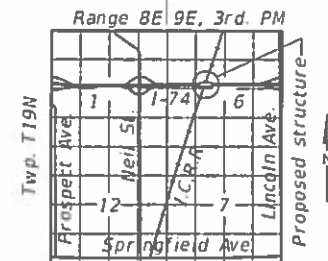
- \* Dimensions at Rt. L's to Track or Roadway
- \*\* 1:4 (V:H) at Rt. L's
- \*\*\* 1:2.68 (V:H) at Rt. L's (at W. Abut.)
- 1:3.28 (V:H) at Rt. L's (at E. Abut.)

**ELEVATION**

Note: No free fall deck drains will be permitted in the span over the tracks or within 10 ft. of cross arms of a railroad pole line.

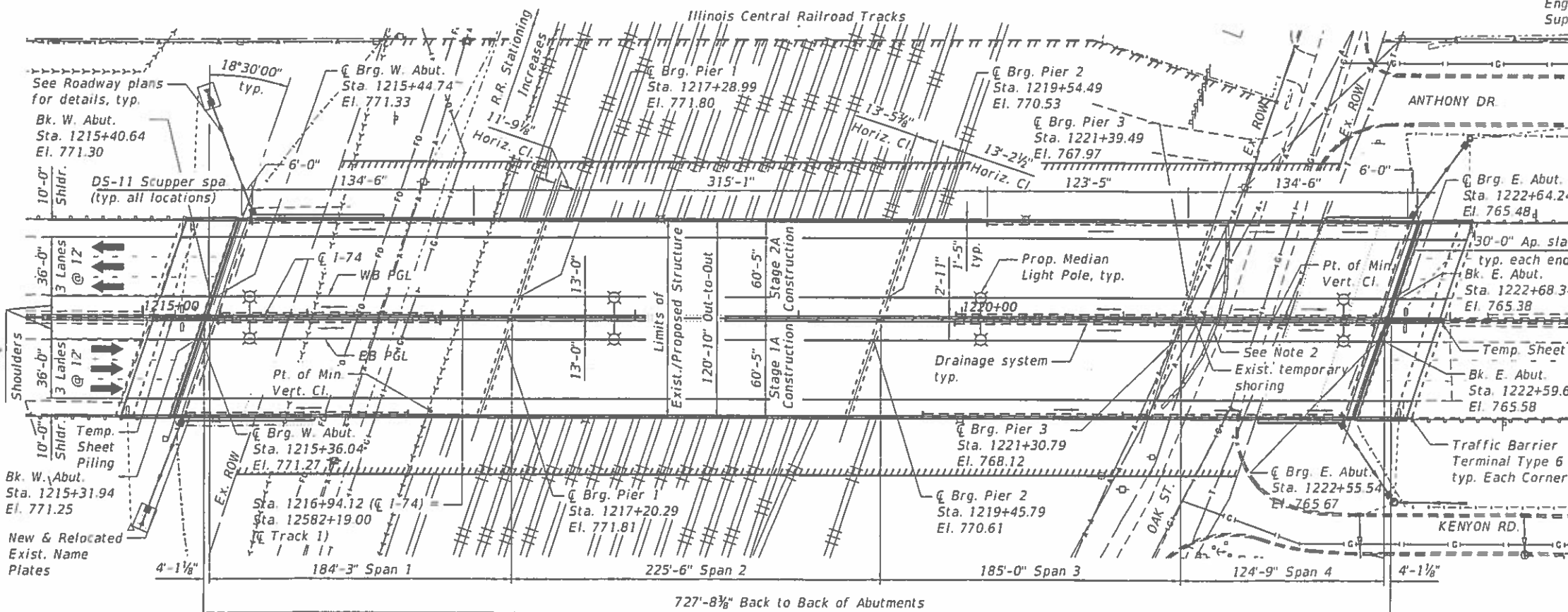
**LEGEND**

- Ex. Underground Sanitary Sewer
- Ex. Underground Telephone Line
- Ex. Underground Water Main
- Ex. Underground Gas Line
- Ex. Aerial Line
- Ex. Underground Fiber Optic
- Ex. ROW Line
- Ex. Fence
- Prop. Temporary Easement
- Prop. Permanent Easement
- Prop. Pipe Drain



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**  
F.A.I. RTE. 74 OVER ICRR/OAK ST.  
SECTION (14-1)BR, (14HB-2)BR-1  
CHAMPAIGN COUNTY  
STATION 1219+00.14  
STRUCTURE NO. 010-0021



**PLAN**

MODEL: Default exp U.S. Services Inc. 10/16/2019 6:06:27 PM

exp U.S. Services Inc.  
CHAMPAIGN COUNTY  
INDUSTRIAL INFRASTRUCTURE

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CHECKED - MK	DRAWN - TM	REVISED -
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PILOT DATE		

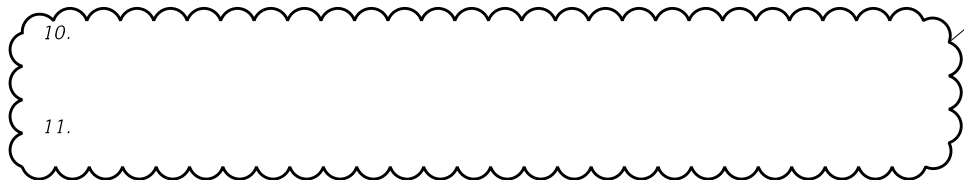
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
STRUCTURE NO. 010-0021  
SHEET SR-01 OF SR-63 SHEETS

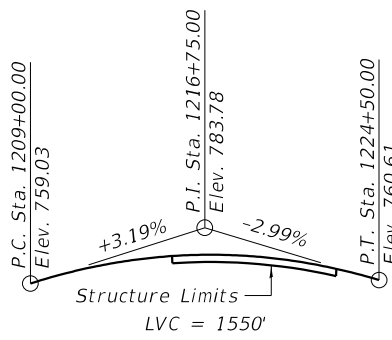
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74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	135
CONTRACT NO. 70C64				

**GENERAL NOTES**

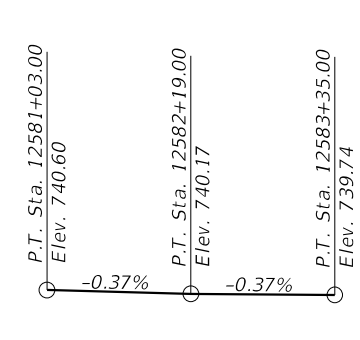
1. Fasteners shall be ASTM F3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts 7/8" Ø, holes 15/16" Ø, unless otherwise noted.
2. Calculated weight of Structural Steel = 269,210 lbs. (AASHTO M270 Grade 36)  
4,285,880 lbs. (AASHTO M270 Grade 50)
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to the front face of the abutment backwalls, the abutment bearing seats and the front face of the abutments.
8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
9. All new structural steel shall be metallized according to the Special Provision for Metallizing of Structural Steel. The metallizing shall meet a Class A AASHTO slip coefficient (0.30 or greater) for bolted connection faying surfaces.



12. Slipforming of median parapets is not allowed. Slipforming of outside parapets is allowed.
13. A new Protective Shield system extending at least 2 ft. from the edges of the bridge decks shall be installed over the ICRR railyard and Oak St. for the length specified on the plans.
14. Existing Protective Shield system shall be removed prior to installation of the new Protective Shield. The cost of removal of existing Protective Shield is included with Removal of Existing Superstructures No. 2.
15. Apply protective coat to the top of bridge decks, approach slabs and top and traffic faces of parapets.



**PROFILE GRADE - I-74**  
Along PGL WB & EB  
(The profile grade shows the final elevations after grinding)



**PROFILE GRADE - ICRR**  
Along Track 1 Top of High Rail

**INDEX OF SHEETS**

SR-01	General Plan & Elevation
SR-02	Index of Sheets & General Notes
SR-03	Bill of Material & General Details
SR-04	Stage Construction Details
SR-05	Temporary Concrete Barrier for Stage Construction
SR-06	Top of Deck Elevations 1
SR-07	Top of Deck Elevations 2
SR-08	Top of Deck Elevations 3
SR-09	Top of Deck Elevations 4
SR-10	Top of Deck Elevations 5
SR-11	Top of Deck Elevations 6
SR-12	Top of Deck Elevations 7
SR-13	Top of Deck Elevations 8
SR-14	Top of Approach Slab Elevations 1
SR-15	Top of Approach Slab Elevations 2
SR-16	EB Deck Plan 1
SR-17	EB Deck Plan 2
SR-18	EB Deck Plan 3
SR-19	WB Deck Plan 1
SR-20	WB Deck Plan 2
SR-21	WB Deck Plan 3
SR-22	Deck Cross Sections
SR-23	Deck Details
SR-24	Parapet Elevations 1
SR-25	Parapet Elevations 2
SR-26	Parapet Details
SR-27	Superstructure Bar List
SR-28	EB Approach Slab Details 1
SR-29	EB Approach Slab Details 2
SR-30	WB Approach Slab Details 1
SR-31	WB Approach Slab Details 2
SR-32	Concrete Parapet Slipforming Option
SR-33	Modular Expansion Joint Details 1
SR-34	Modular Expansion Joint Details 2
SR-35	Framing Plan and Girder Elevation 1
SR-36	Framing Plan and Girder Elevation 2
SR-37	Moment and Reaction Tables
SR-38	Girder Camber Diagram
SR-39	Steel Details 1
SR-40	Steel Details 2
SR-41	Elastomeric Bearing Details
SR-42	Fixed HLMR Bearing Details
SR-43	Guided Expansion HLMR Bearing Details
SR-44	West Abutment - Removal
SR-45	West Abutment Plan and Elevation 1
SR-46	West Abutment Plan and Elevation 2
SR-47	West Abutment Sections and Details
SR-48	East Abutment - Removal
SR-49	East Abutment Plan and Elevation 1
SR-50	East Abutment Plan and Elevation 2
SR-51	East Abutment Sections and Details
SR-52	Pier 1 - Repairs
SR-53	Pier 2 - Repairs
SR-54	Pier 1 Bearing Seat Modification
SR-55	Pier 2 Bearing Seat Modification
SR-56	Pier 3 - Removal
SR-57	Pier 3 Plan and Elevation 1
SR-58	Pier 3 Plan and Elevation 2
SR-59	Pier 3 Sections, Details and Bar List
SR-60	Bridge Drainage System
SR-61	Bridge Drainage System Details
SR-62	Drainage Scupper, DS-11
SR-63	Bar Splicer Assembly and Mechanical Splicer Details

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS & GENERAL NOTES  
STRUCTURE NO. 010-0021**

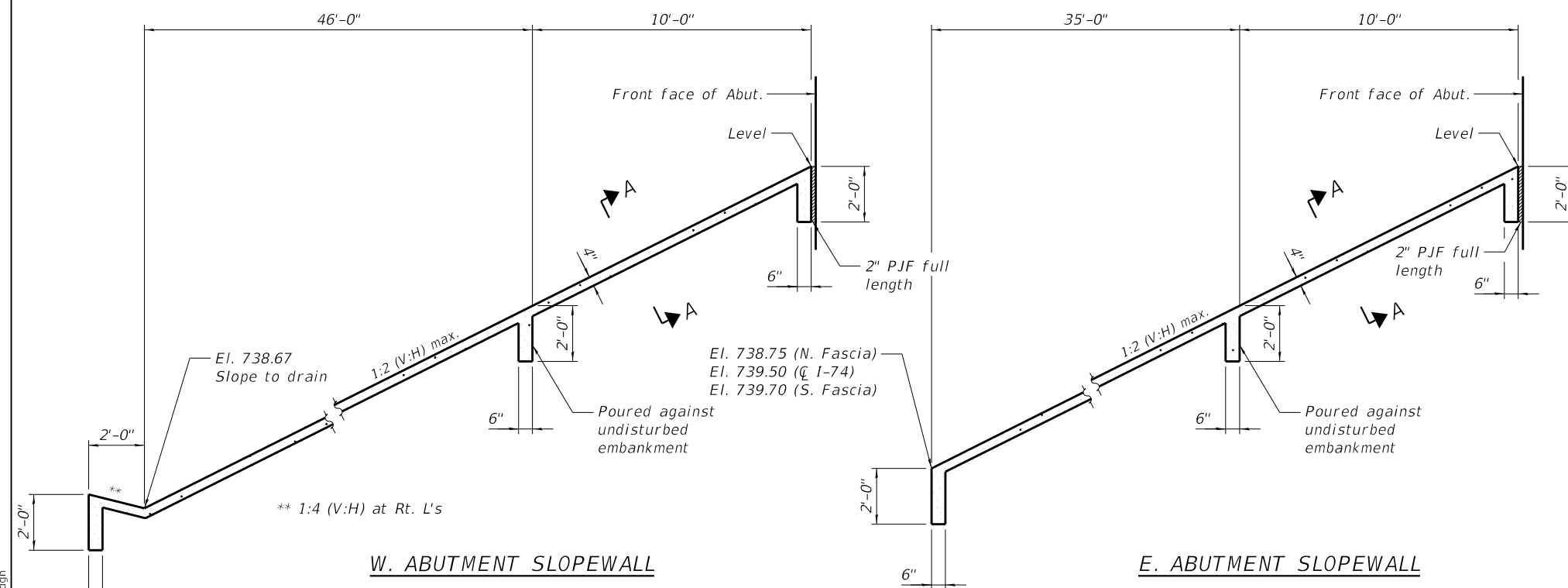
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CONTRACT NO. 70C64				
		ILLINOIS	FED. AID PROJECT	

SHEET SR-02 OF SR-63 SHEETS



**TOTAL BILL OF MATERIAL**

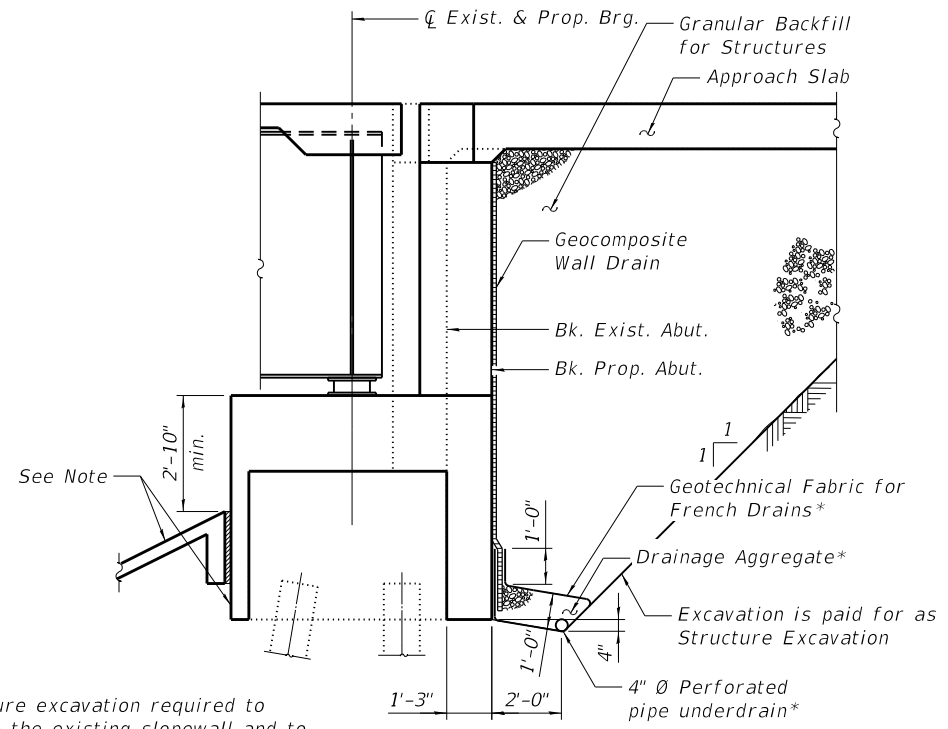
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures No. 2	Each	1		1
Concrete Removal	Cu Yd		360.6	360.6
Slope Wall Removal	Sq Yd		1,687	1,687
Protective Shield	Sq Yd	4,228		4,228
Structure Excavation	Cu Yd		1,306	1,306
Concrete Structures	Cu Yd	77.8	692.0	769.8
Concrete Superstructure	Cu Yd	2,899.1		2,899.1
Protective Coat	Sq Yd	1,552		1,552
Concrete Superstructure (Approach Slab)	Cu Yd	346.4		346.4
Furnishing and Erecting Structural Steel	L Sum	0.8		0.8
Stud Shear Connectors	Each	35,440		35,440
Reinforcement Bars, Epoxy Coated	Pound	933,720	83,860	1,017,580
Bar Splicers	Each		363	363
Slope Wall 4 Inch	Sq Yd		1,593	1,593
Name Plates	Each	1		1
Preformed Joint Seal 2 1/2"	Foot	787		787
Elastomeric Bearing Assembly, Type II	Each	32		32
Anchor Bolts, 1"	Each	32		32
Anchor Bolts, 1 1/4"	Each	96		96
Anchor Bolts, 1 1/2"	Each	128		128
Temporary Sheet Piling	Sq Ft		933	933
Granular Backfill for Structures	Cu Yd		1,064	1,064
Concrete Sealer	Sq Ft		4,045	4,045
Epoxy Crack Injection	Foot		53	53
Geocomposite Wall Drain	Sq Yd		377	377
High Friction Surface Treatment for Bridge Deck Surfaces	Sq Yd	10,042		10,042
High Load Multi-Rotational Bearings, Guided Expansion, 500K	Each	16		16
High Load Multi-Rotational Bearings, Guided Expansion, 700K	Each	16		16
High Load Multi-Rotational Bearings, Fixed - 600K	Each	16		16
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft		271	271
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft		84	84
Drainage Scuppers, DS-11	Each	20		20
Drainage System	L Sum	0.8		0.8
Diamond Grinding (Bridge Section)	Sq Yd	9,344		9,344
Modular Expansion Joint 6"	Foot	243		243
Pipe Underdrains for Structures 4"	Foot		358	358



**W. ABUTMENT SLOPEWALL**

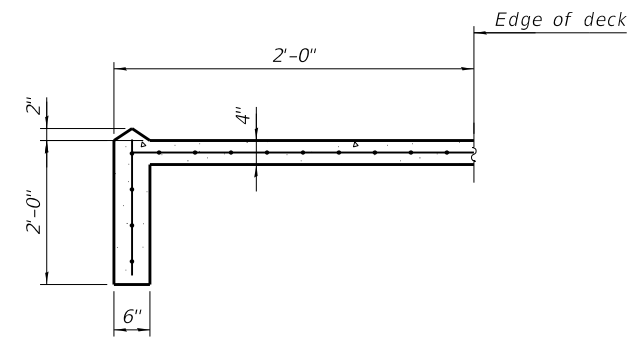
**E. ABUTMENT SLOPEWALL**

Sloped wall shall be reinforced with welded wire fabric, 6 in x 6 in - W4.0 x 4.0, weighing 58 lbs. per 100 sq. ft. Cost of welded wire fabric included with Sloped wall 4".



**SECTION THRU ABUTMENT**  
(Horizontal dim. at Rt. L's)

All pipe underdrain system components shall extend full width of the abutments between the exist. wingwalls. The pipe shall extend under the existing wingwall footings until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**SECTION A-A**

STATION 1219+00.14  
RE-BUILT 20 BY  
STATE OF ILLINOIS  
F.A.I. RT. 74  
SEC. (14-1)BR, (14HB-2)BR-1  
LOADING HL-93  
STRUCTURE NO. 010-0021

**NAME PLATE**  
See Std. 515001

The two existing Name Plates shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

Note:  
Structure excavation required to remove the existing sloped wall and to construct the pile cap facing is included in the cost of Slope Wall Removal.

\* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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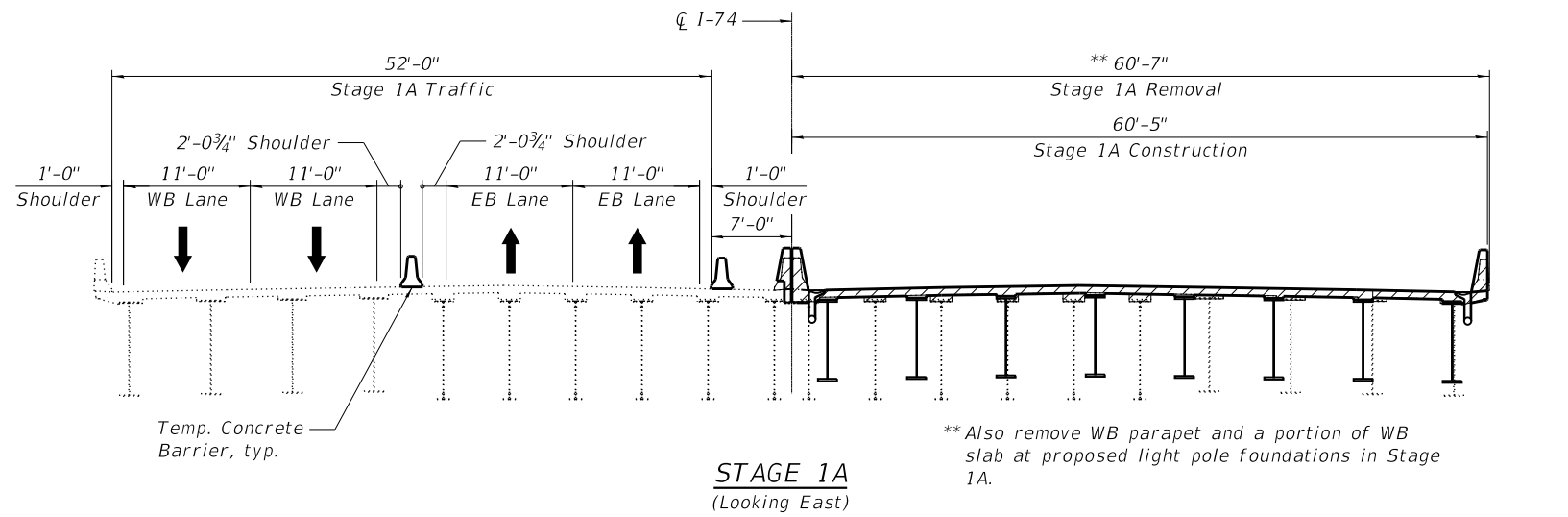
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

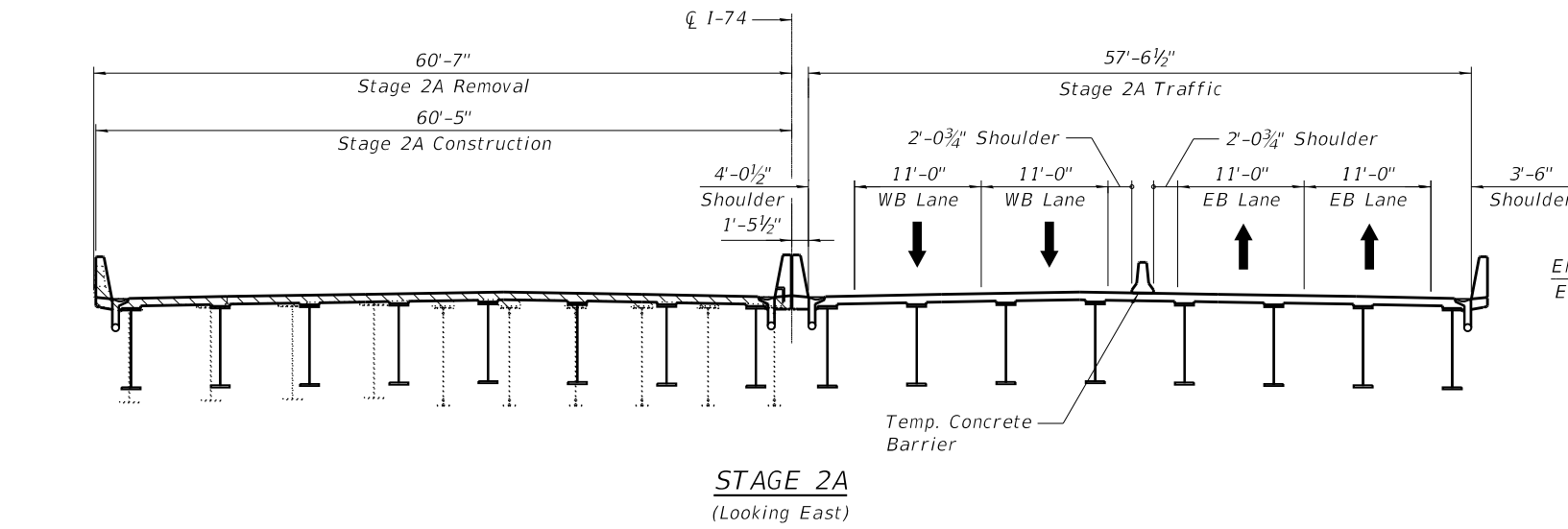
**BILL OF MATERIAL & GENERAL DETAILS**  
**STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

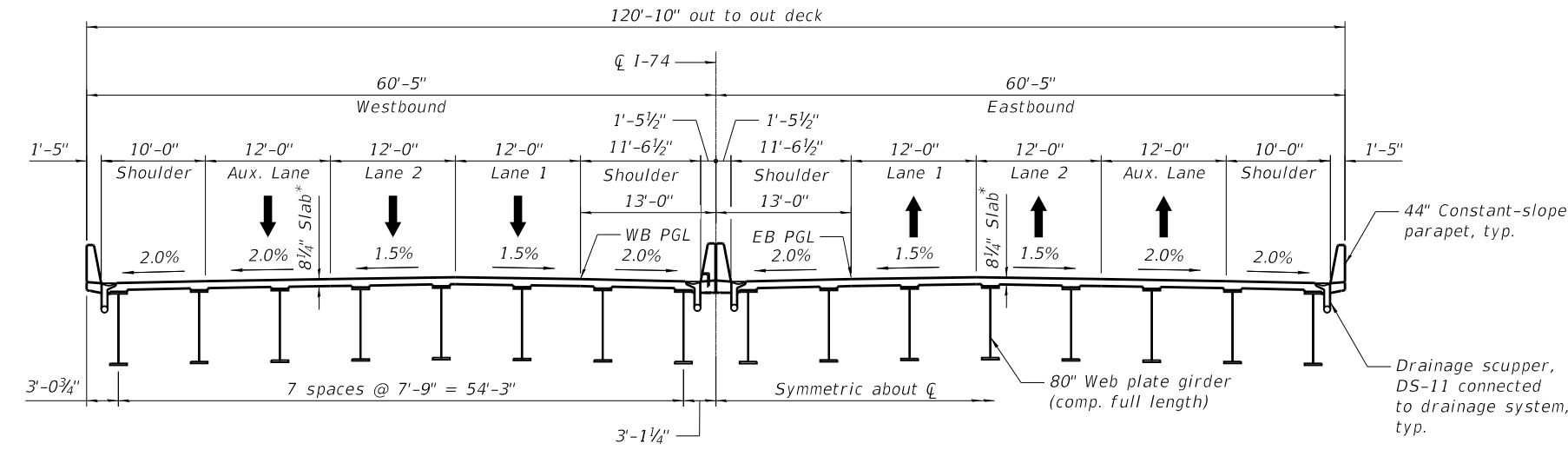
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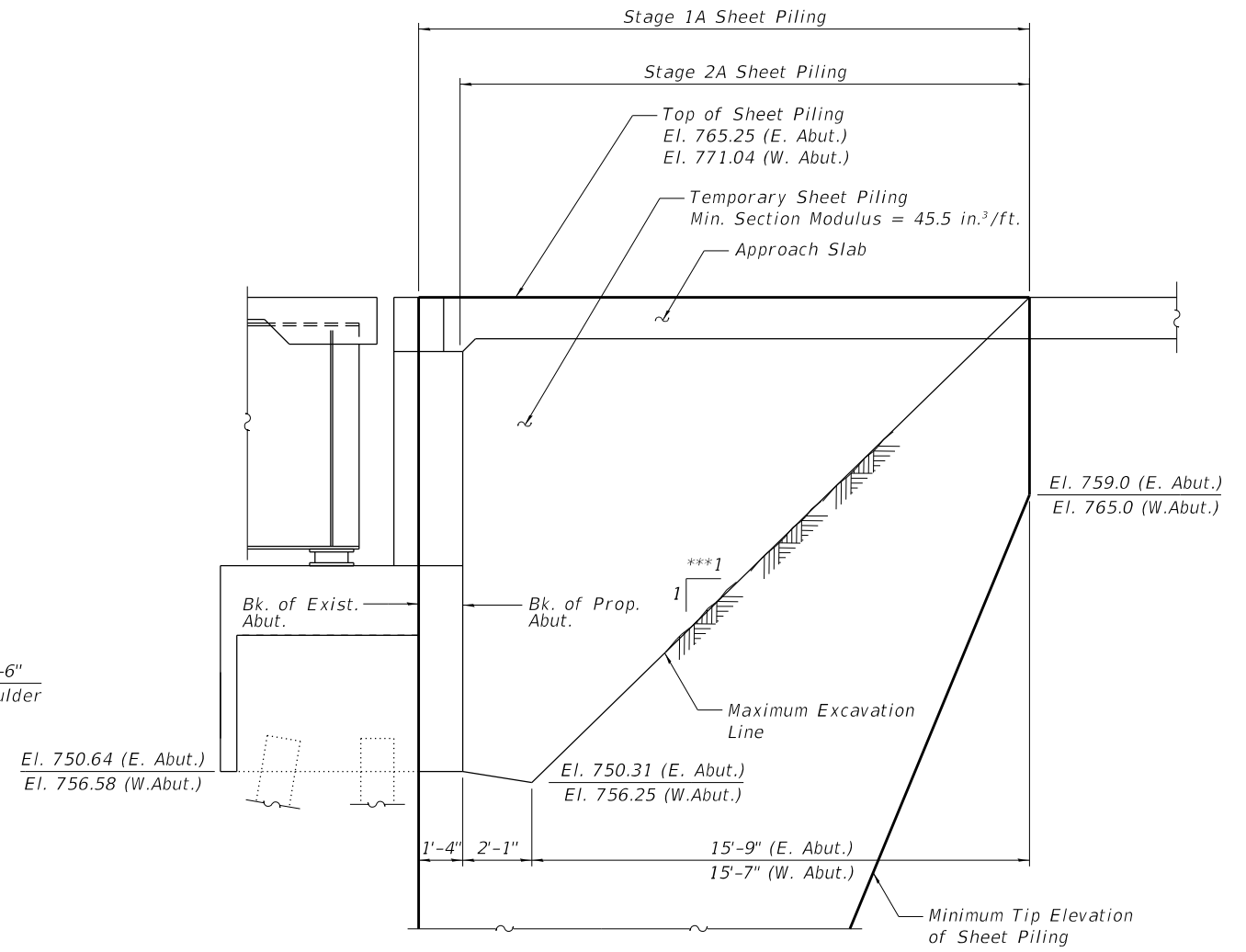
**STAGE 1A**  
(Looking East)



**STAGE 2A**  
(Looking East)



**FINAL CONFIGURATION**  
(Looking East)



**TEMPORARY SHEET PILING**  
(E. Abutment Stage 1A Elevation shown)

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

**Notes:**

1. Hatched areas indicate Removal of Existing Superstructures No. 2.
2. For details of Temporary Concrete Barrier, see Sheet SR-05 of SR-63
3. For quantity of Temporary Concrete Barrier, see Roadway plans.

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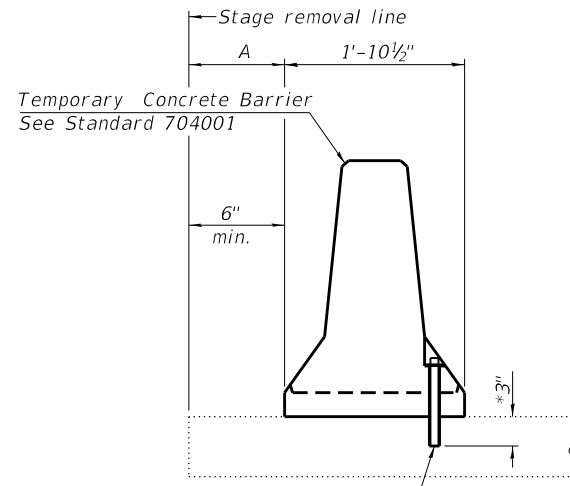
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PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - MTR	REVISED -
	CHECKED - BK	REVISED -

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

**STAGE CONSTRUCTION DETAILS**  
**STRUCTURE NO. 010-0021**

SHEET SR-04 OF SR-63 SHEETS

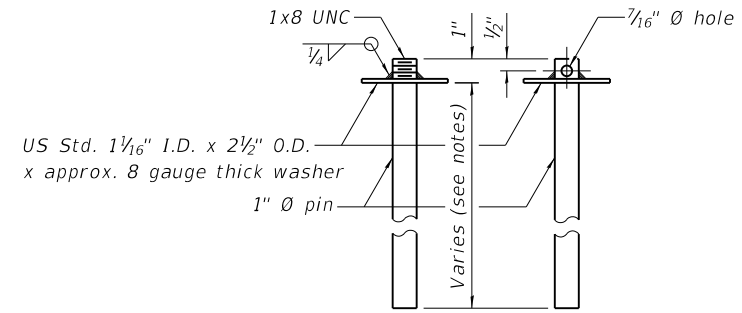
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	138
CONTRACT NO. 70C64				
ILLINOIS   FED. AID PROJECT				



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

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

SECTION THRU EXISTING SLAB



RESTRAINING PIN

MODEL: Default  
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	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

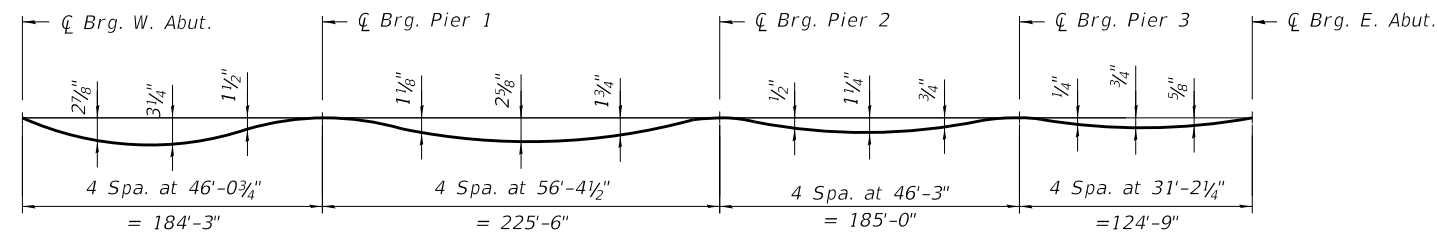
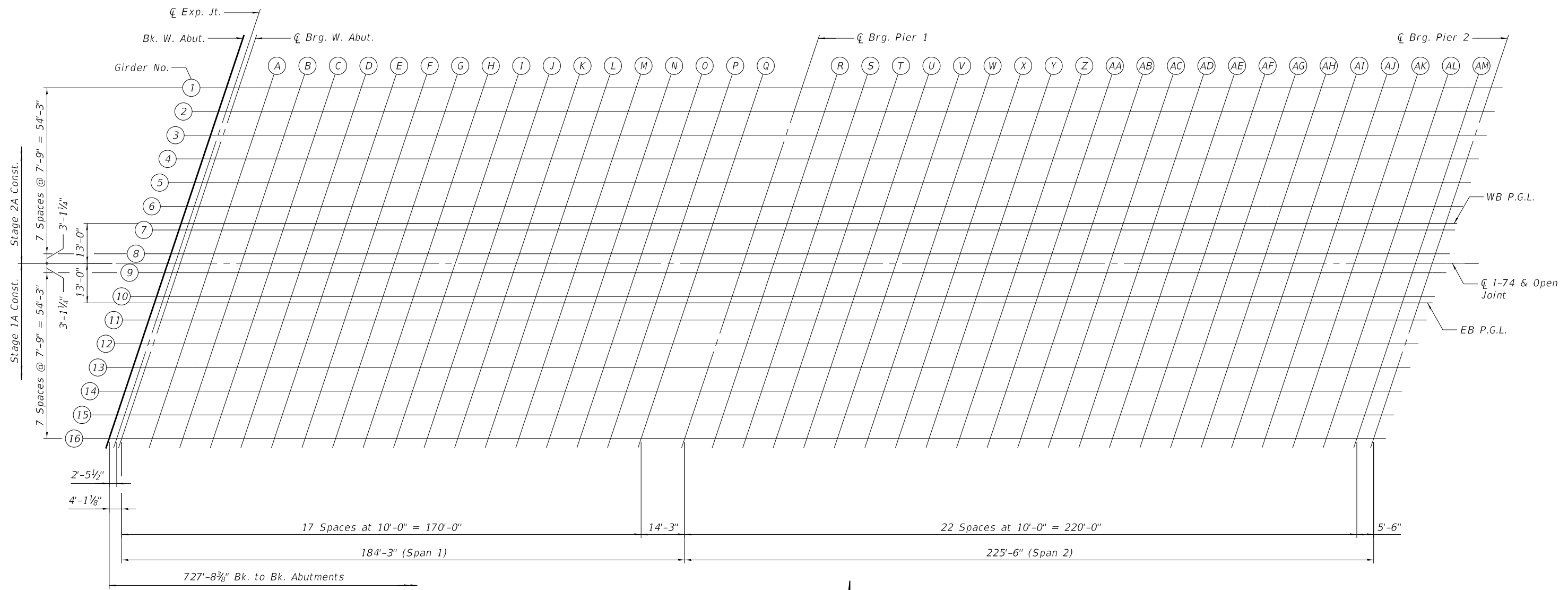
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
 STRUCTURE NO. 010-0021**

SHEET SR-05 OF SR-63 SHEETS

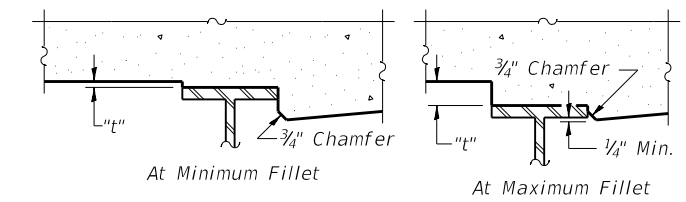
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	139
CONTRACT NO. 70C64				
ILLINOIS			FED. AID PROJECT	

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**INTERIOR GIRDER 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 SR-08 thru SR-13.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above and on Sheet SR-07. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets SR-08 thru SR-13 minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of girders. 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 SR-08 thru SR-13. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**

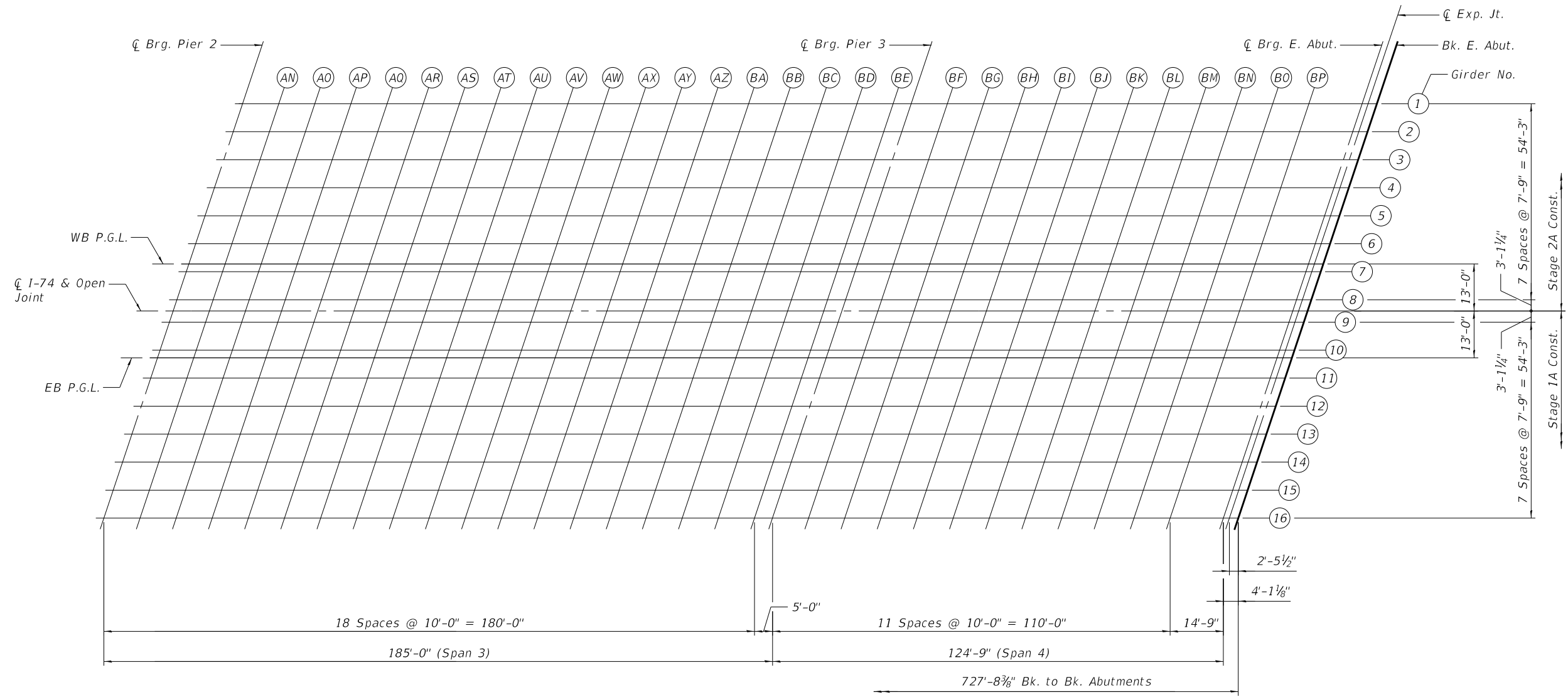
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS 1  
 STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	140
CONTRACT NO. 70C64				
		ILLINOIS	FED. AID PROJECT	

SHEET SR-06 OF SR-63 SHEETS

MODEL: Default  
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PLAN

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	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS 2  
 STRUCTURE NO. 010-0021**

SHEET SR-07 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	141
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+55.49	-57.35	770.99	771.01
☉ Exp. Joint.	1215+57.94	-57.35	771.00	771.02
☉ Brg. W. Abut.	1215+59.58	-57.35	771.01	771.03
A	1215+69.58	-57.35	771.06	771.14
B	1215+79.58	-57.35	771.11	771.25
C	1215+89.58	-57.35	771.16	771.34
D	1215+99.58	-57.35	771.20	771.43
E	1216+09.58	-57.35	771.24	771.50
F	1216+19.58	-57.35	771.28	771.56
G	1216+29.58	-57.35	771.31	771.60
H	1216+39.58	-57.35	771.33	771.63
I	1216+49.58	-57.35	771.35	771.64
J	1216+59.58	-57.35	771.37	771.64
K	1216+69.58	-57.35	771.39	771.63
L	1216+79.58	-57.35	771.40	771.60
M	1216+89.58	-57.35	771.40	771.57
N	1216+99.58	-57.35	771.41	771.54
O	1217+09.58	-57.35	771.40	771.50
P	1217+19.58	-57.35	771.40	771.46
Q	1217+29.58	-57.35	771.39	771.43
☉ Brg. Pier 1	1217+43.83	-57.35	771.37	771.39
R	1217+53.83	-57.35	771.35	771.37
S	1217+63.83	-57.35	771.33	771.36
T	1217+73.83	-57.35	771.30	771.35
U	1217+83.83	-57.35	771.27	771.34
V	1217+93.83	-57.35	771.23	771.33
W	1218+03.83	-57.35	771.19	771.32
X	1218+13.83	-57.35	771.15	771.31
Y	1218+23.83	-57.35	771.10	771.29
Z	1218+33.83	-57.35	771.05	771.26
AA	1218+43.83	-57.35	771.00	771.22
AB	1218+53.83	-57.35	770.94	771.17
AC	1218+63.83	-57.35	770.87	771.12
AD	1218+73.83	-57.35	770.81	771.04
AE	1218+83.83	-57.35	770.74	770.96
AF	1218+93.83	-57.35	770.66	770.87
AG	1219+03.83	-57.35	770.58	770.77
AH	1219+13.83	-57.35	770.50	770.65
AI	1219+23.83	-57.35	770.41	770.54
AJ	1219+33.83	-57.35	770.32	770.42
AK	1219+43.83	-57.35	770.23	770.29
AL	1219+53.83	-57.35	770.13	770.17
AM	1219+63.83	-57.35	770.02	770.05
☉ Brg. Pier 2	1219+69.33	-57.35	769.97	769.99
AN	1219+79.33	-57.35	769.86	769.87
AO	1219+89.33	-57.35	769.74	769.77
AP	1219+99.33	-57.35	769.63	769.66
AQ	1220+09.33	-57.35	769.50	769.55
AR	1220+19.33	-57.35	769.38	769.44
AS	1220+29.33	-57.35	769.25	769.33
AT	1220+39.33	-57.35	769.12	769.21
AU	1220+49.33	-57.35	768.98	769.09
AV	1220+59.33	-57.35	768.84	768.96
AW	1220+69.33	-57.35	768.69	768.81
AX	1220+79.33	-57.35	768.54	768.66
AY	1220+89.33	-57.35	768.39	768.50
AZ	1220+99.33	-57.35	768.23	768.33
BA	1221+09.33	-57.35	768.07	768.15
BB	1221+19.33	-57.35	767.91	767.97
BC	1221+29.33	-57.35	767.74	767.79
BD	1221+39.33	-57.35	767.57	767.60
BE	1221+49.33	-57.35	767.39	767.41
☉ Brg. Pier 3	1221+54.33	-57.35	767.30	767.32
BF	1221+64.33	-57.35	767.12	767.14
BG	1221+74.33	-57.35	766.93	766.96
BH	1221+84.33	-57.35	766.74	766.78
BI	1221+94.33	-57.35	766.54	766.60
BJ	1222+04.33	-57.35	766.34	766.41
BK	1222+14.33	-57.35	766.14	766.22
BL	1222+24.33	-57.35	765.93	766.02
BM	1222+34.33	-57.35	765.72	765.80
BN	1222+44.33	-57.35	765.51	765.58
BO	1222+54.33	-57.35	765.29	765.35
BP	1222+64.33	-57.35	765.07	765.11
☉ Brg. E. Abut.	1222+79.08	-57.35	764.73	764.75
☉ Exp. Joint.	1222+80.72	-57.35	764.69	764.71
Bk. E. Abut.	1222+83.17	-57.35	764.64	764.66

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+52.89	-49.60	771.13	771.15
☉ Exp. Joint.	1215+55.35	-49.60	771.14	771.16
☉ Brg. W. Abut.	1215+56.99	-49.60	771.15	771.17
A	1215+66.99	-49.60	771.21	771.29
B	1215+76.99	-49.60	771.26	771.39
C	1215+86.99	-49.60	771.30	771.49
D	1215+96.99	-49.60	771.35	771.58
E	1216+06.99	-49.60	771.39	771.65
F	1216+16.99	-49.60	771.42	771.71
G	1216+26.99	-49.60	771.45	771.76
H	1216+36.99	-49.60	771.48	771.79
I	1216+46.99	-49.60	771.50	771.80
J	1216+56.99	-49.60	771.52	771.80
K	1216+66.99	-49.60	771.54	771.79
L	1216+76.99	-49.60	771.55	771.76
M	1216+86.99	-49.60	771.56	771.73
N	1216+96.99	-49.60	771.56	771.70
O	1217+06.99	-49.60	771.56	771.66
P	1217+16.99	-49.60	771.56	771.62
Q	1217+26.99	-49.60	771.55	771.59
☉ Brg. Pier 1	1217+41.24	-49.60	771.53	771.55
R	1217+51.24	-49.60	771.51	771.53
S	1217+61.24	-49.60	771.49	771.52
T	1217+71.24	-49.60	771.46	771.51
U	1217+81.24	-49.60	771.43	771.50
V	1217+91.24	-49.60	771.40	771.50
W	1218+01.24	-49.60	771.36	771.49
X	1218+11.24	-49.60	771.32	771.47
Y	1218+21.24	-49.60	771.27	771.46
Z	1218+31.24	-49.60	771.22	771.43
AA	1218+41.24	-49.60	771.17	771.40
AB	1218+51.24	-49.60	771.11	771.35
AC	1218+61.24	-49.60	771.05	771.29
AD	1218+71.24	-49.60	770.98	771.22
AE	1218+81.24	-49.60	770.91	771.14
AF	1218+91.24	-49.60	770.84	771.05
AG	1219+01.24	-49.60	770.76	770.95
AH	1219+11.24	-49.60	770.68	770.84
AI	1219+21.24	-49.60	770.59	770.72
AJ	1219+31.24	-49.60	770.50	770.60
AK	1219+41.24	-49.60	770.41	770.47
AL	1219+51.24	-49.60	770.31	770.35
AM	1219+61.24	-49.60	770.21	770.23
☉ Brg. Pier 2	1219+66.74	-49.60	770.15	770.17
AN	1219+76.74	-49.60	770.04	770.06
AO	1219+86.74	-49.60	769.93	769.95
AP	1219+96.74	-49.60	769.81	769.85
AQ	1220+06.74	-49.60	769.69	769.74
AR	1220+16.74	-49.60	769.57	769.63
AS	1220+26.74	-49.60	769.44	769.52
AT	1220+36.74	-49.60	769.31	769.41
AU	1220+46.74	-49.60	769.17	769.28
AV	1220+56.74	-49.60	769.03	769.15
AW	1220+66.74	-49.60	768.89	769.01
AX	1220+76.74	-49.60	768.74	768.86
AY	1220+86.74	-49.60	768.59	768.70
AZ	1220+96.74	-49.60	768.43	768.53
BA	1221+06.74	-49.60	768.27	768.35
BB	1221+16.74	-49.60	768.11	768.17
BC	1221+26.74	-49.60	767.94	767.99
BD	1221+36.74	-49.60	767.77	767.80
BE	1221+46.74	-49.60	767.59	767.61
☉ Brg. Pier 3	1221+51.74	-49.60	767.50	767.52
BF	1221+61.74	-49.60	767.32	767.34
BG	1221+71.74	-49.60	767.13	767.16
BH	1221+81.74	-49.60	766.94	766.99
BI	1221+91.74	-49.60	766.75	766.81
BJ	1222+01.74	-49.60	766.55	766.62
BK	1222+11.74	-49.60	766.35	766.43
BL	1222+21.74	-49.60	766.14	766.23
BM	1222+31.74	-49.60	765.93	766.02
BN	1222+41.74	-49.60	765.72	765.80
BO	1222+51.74	-49.60	765.50	765.57
BP	1222+61.74	-49.60	765.28	765.33
☉ Brg. E. Abut.	1222+76.49	-49.60	764.94	764.97
☉ Exp. Joint.	1222+78.12	-49.60	764.91	764.93
Bk. E. Abut.	1222+80.58	-49.60	764.85	764.87

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+50.30	-41.85	771.27	771.29
☉ Exp. Joint.	1215+52.76	-41.85	771.28	771.30
☉ Brg. W. Abut.	1215+54.39	-41.85	771.29	771.31
A	1215+64.39	-41.85	771.35	771.43
B	1215+74.39	-41.85	771.40	771.54
C	1215+84.39	-41.85	771.45	771.64
D	1215+94.39	-41.85	771.49	771.72
E	1216+04.39	-41.85	771.53	771.80
F	1216+14.39	-41.85	771.57	771.86
G	1216+24.39	-41.85	771.60	771.90
H	1216+34.39	-41.85	771.63	771.93
I	1216+44.39	-41.85	771.65	771.95
J	1216+54.39	-41.85	771.67	771.95
K	1216+64.39	-41.85	771.69	771.94
L	1216+74.39	-41.85	771.70	771.92
M	1216+84.39	-41.85	771.71	771.89
N	1216+94.39	-41.85	771.72	771.85
O	1217+04.39	-41.85	771.72	771.81
P	1217+14.39	-41.85	771.71	771.78
Q	1217+24.39	-41.85	771.70	771.75
☉ Brg. Pier 1	1217+38.64	-41.85	771.69	771.71
R	1217+48.64	-41.85	771.67	771.69
S	1217+58.64	-41.85	771.65	771.68
T	1217+68.64	-41.85	771.62	771.67
U	1217+78.64	-41.85	771.59	771.67
V	1217+88.64	-41.85	771.56	771.66
W	1217+98.64	-41.85	771.52	771.65
X	1218+08.64	-41.85	771.48	771.64
Y	1218+18.64	-41.85	771.44	771.63
Z	1218+28.64	-41.85	771.39	771.60
AA	1218+38.64	-41.85	771.34	771.57
AB	1218+48.64	-41.85	771.28	771.52
AC	1218+58.64	-41.85	771.22	771.46
AD	1218+68.64	-41.85	771.15	771.40
AE	1218+78.64	-41.85	771.08	771.32
AF	1218+88.64	-41.85	771.01	771.22
AG	1218+98.64	-41.85	770.93	771.12
AH	1219+08.64	-41.85	770.85	771.01
AI	1219+18.64	-41.85	770.77	770.90
AJ	1219+28.64	-41.85	770.68	770.78
AK	1219+38.64	-41.85	770.59	770.65
AL	1219+48.64	-41.85	770.49	770.53
AM	1219+58.64	-41.85	770.39	770.42
☉ Brg. Pier 2	1219+64.14	-41.85	770.33	770.35
AN	1219+74.14	-41.85	770.22	770.24
AO	1219+84.14	-41.85	770.11	770.13
AP	1219+94.14	-41.85	770.00	770.03
AQ	1220+04.14	-41.85	769.88	769.93
AR	1220+14.14	-41.85	769.75	769.82
AS	1220+24.14	-41.85	769.63	769.71
AT	12			

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+47.71	-34.10	771.39	771.41
☒ Exp. Joint.	1215+50.17	-34.10	771.41	771.43
☒ Brg. W. Abut.	1215+51.80	-34.10	771.42	771.44
A	1215+61.80	-34.10	771.47	771.55
B	1215+71.80	-34.10	771.53	771.66
C	1215+81.80	-34.10	771.58	771.77
D	1215+91.80	-34.10	771.62	771.85
E	1216+01.80	-34.10	771.66	771.93
F	1216+11.80	-34.10	771.70	771.99
G	1216+21.80	-34.10	771.73	772.04
H	1216+31.80	-34.10	771.76	772.07
I	1216+41.80	-34.10	771.79	772.08
J	1216+51.80	-34.10	771.81	772.09
K	1216+61.80	-34.10	771.83	772.07
L	1216+71.80	-34.10	771.84	772.05
M	1216+81.80	-34.10	771.85	772.02
N	1216+91.80	-34.10	771.85	771.99
O	1217+01.80	-34.10	771.86	771.96
P	1217+11.80	-34.10	771.85	771.92
Q	1217+21.80	-34.10	771.85	771.89
☒ Brg. Pier 1	1217+36.05	-34.10	771.83	771.85
R	1217+46.05	-34.10	771.82	771.84
S	1217+56.05	-34.10	771.80	771.83
T	1217+66.05	-34.10	771.77	771.82
U	1217+76.05	-34.10	771.74	771.82
V	1217+86.05	-34.10	771.71	771.81
W	1217+96.05	-34.10	771.67	771.80
X	1218+06.05	-34.10	771.63	771.79
Y	1218+16.05	-34.10	771.59	771.78
Z	1218+26.05	-34.10	771.54	771.75
AA	1218+36.05	-34.10	771.49	771.72
AB	1218+46.05	-34.10	771.43	771.68
AC	1218+56.05	-34.10	771.37	771.62
AD	1218+66.05	-34.10	771.31	771.55
AE	1218+76.05	-34.10	771.24	771.47
AF	1218+86.05	-34.10	771.17	771.38
AG	1218+96.05	-34.10	771.09	771.28
AH	1219+06.05	-34.10	771.01	771.17
AI	1219+16.05	-34.10	770.93	771.06
AJ	1219+26.05	-34.10	770.84	770.94
AK	1219+36.05	-34.10	770.75	770.82
AL	1219+46.05	-34.10	770.65	770.70
AM	1219+56.05	-34.10	770.55	770.58
☒ Brg. Pier 2	1219+61.55	-34.10	770.50	770.52
AN	1219+71.55	-34.10	770.39	770.41
AO	1219+81.55	-34.10	770.28	770.30
AP	1219+91.55	-34.10	770.17	770.20
AQ	1220+01.55	-34.10	770.05	770.10
AR	1220+11.55	-34.10	769.93	769.99
AS	1220+21.55	-34.10	769.80	769.88
AT	1220+31.55	-34.10	769.67	769.77
AU	1220+41.55	-34.10	769.54	769.65
AV	1220+51.55	-34.10	769.40	769.52
AW	1220+61.55	-34.10	769.26	769.38
AX	1220+71.55	-34.10	769.11	769.23
AY	1220+81.55	-34.10	768.96	769.07
AZ	1220+91.55	-34.10	768.81	768.91
BA	1221+01.55	-34.10	768.65	768.73
BB	1221+11.55	-34.10	768.49	768.55
BC	1221+21.55	-34.10	768.32	768.37
BD	1221+31.55	-34.10	768.15	768.18
BE	1221+41.55	-34.10	767.98	768.00
☒ Brg. Pier 3	1221+46.55	-34.10	767.89	767.91
BF	1221+56.55	-34.10	767.71	767.73
BG	1221+66.55	-34.10	767.53	767.56
BH	1221+76.55	-34.10	767.34	767.38
BI	1221+86.55	-34.10	767.15	767.20
BJ	1221+96.55	-34.10	766.95	767.02
BK	1222+06.55	-34.10	766.75	766.83
BL	1222+16.55	-34.10	766.55	766.63
BM	1222+26.55	-34.10	766.34	766.42
BN	1222+36.55	-34.10	766.13	766.20
BO	1222+46.55	-34.10	765.91	765.98
BP	1222+56.55	-34.10	765.69	765.74
☒ Brg. E. Abut.	1222+71.30	-34.10	765.36	765.38
☒ Exp. Joint.	1222+72.94	-34.10	765.32	765.34
Bk. E. Abut.	1222+75.40	-34.10	765.27	765.29

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+45.11	-26.35	771.49	771.51
☒ Exp. Joint.	1215+47.57	-26.35	771.51	771.53
☒ Brg. W. Abut.	1215+49.21	-26.35	771.52	771.54
A	1215+59.21	-26.35	771.57	771.66
B	1215+69.21	-26.35	771.63	771.77
C	1215+79.21	-26.35	771.68	771.87
D	1215+89.21	-26.35	771.73	771.96
E	1215+99.21	-26.35	771.77	772.04
F	1216+09.21	-26.35	771.81	772.10
G	1216+19.21	-26.35	771.84	772.14
H	1216+29.21	-26.35	771.87	772.18
I	1216+39.21	-26.35	771.90	772.19
J	1216+49.21	-26.35	771.92	772.20
K	1216+59.21	-26.35	771.94	772.19
L	1216+69.21	-26.35	771.95	772.17
M	1216+79.21	-26.35	771.96	772.14
N	1216+89.21	-26.35	771.97	772.10
O	1216+99.21	-26.35	771.97	772.07
P	1217+09.21	-26.35	771.97	772.04
Q	1217+19.21	-26.35	771.97	772.01
☒ Brg. Pier 1	1217+33.46	-26.35	771.95	771.97
R	1217+43.46	-26.35	771.94	771.96
S	1217+53.46	-26.35	771.92	771.95
T	1217+63.46	-26.35	771.89	771.94
U	1217+73.46	-26.35	771.87	771.94
V	1217+83.46	-26.35	771.84	771.94
W	1217+93.46	-26.35	771.80	771.93
X	1218+03.46	-26.35	771.76	771.92
Y	1218+13.46	-26.35	771.72	771.91
Z	1218+23.46	-26.35	771.67	771.88
AA	1218+33.46	-26.35	771.62	771.85
AB	1218+43.46	-26.35	771.57	771.81
AC	1218+53.46	-26.35	771.51	771.75
AD	1218+63.46	-26.35	771.44	771.69
AE	1218+73.46	-26.35	771.38	771.61
AF	1218+83.46	-26.35	771.31	771.52
AG	1218+93.46	-26.35	771.23	771.42
AH	1219+03.46	-26.35	771.15	771.31
AI	1219+13.46	-26.35	771.07	771.20
AJ	1219+23.46	-26.35	770.98	771.08
AK	1219+33.46	-26.35	770.89	770.96
AL	1219+43.46	-26.35	770.80	770.84
AM	1219+53.46	-26.35	770.70	770.73
☒ Brg. Pier 2	1219+58.96	-26.35	770.64	770.66
AN	1219+68.96	-26.35	770.54	770.55
AO	1219+78.96	-26.35	770.43	770.45
AP	1219+88.96	-26.35	770.31	770.35
AQ	1219+98.96	-26.35	770.20	770.25
AR	1220+08.96	-26.35	770.08	770.14
AS	1220+18.96	-26.35	769.95	770.03
AT	1220+28.96	-26.35	769.82	769.92
AU	1220+38.96	-26.35	769.69	769.80
AV	1220+48.96	-26.35	769.55	769.67
AW	1220+58.96	-26.35	769.41	769.53
AX	1220+68.96	-26.35	769.27	769.39
AY	1220+78.96	-26.35	769.12	769.23
AZ	1220+88.96	-26.35	768.96	769.06
BA	1220+98.96	-26.35	768.81	768.89
BB	1221+08.96	-26.35	768.65	768.71
BC	1221+18.96	-26.35	768.48	768.53
BD	1221+28.96	-26.35	768.31	768.35
BE	1221+38.96	-26.35	768.14	768.16
☒ Brg. Pier 3	1221+43.96	-26.35	768.05	768.07
BF	1221+53.96	-26.35	767.87	767.90
BG	1221+63.96	-26.35	767.69	767.72
BH	1221+73.96	-26.35	767.50	767.55
BI	1221+83.96	-26.35	767.31	767.37
BJ	1221+93.96	-26.35	767.12	767.19
BK	1222+03.96	-26.35	766.92	767.00
BL	1222+13.96	-26.35	766.72	766.80
BM	1222+23.96	-26.35	766.51	766.59
BN	1222+33.96	-26.35	766.30	766.37
BO	1222+43.96	-26.35	766.08	766.15
BP	1222+53.96	-26.35	765.86	765.91
☒ Brg. E. Abut.	1222+68.71	-26.35	765.53	765.56
☒ Exp. Joint.	1222+70.34	-26.35	765.50	765.52
Bk. E. Abut.	1222+72.80	-26.35	765.44	765.46

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+42.52	-18.60	771.40	771.42
☒ Exp. Joint.	1215+44.98	-18.60	771.41	771.44
☒ Brg. W. Abut.	1215+46.62	-18.60	771.42	771.45
A	1215+56.62	-18.60	771.48	771.57
B	1215+66.62	-18.60	771.54	771.68
C	1215+76.62	-18.60	771.59	771.78
D	1215+86.62	-18.60	771.64	771.87
E	1215+96.62	-18.60	771.68	771.95
F	1216+06.62	-18.60	771.72	772.01
G	1216+16.62	-18.60	771.76	772.06
H	1216+26.62	-18.60	771.79	772.09
I	1216+36.62	-18.60	771.82	772.11
J	1216+46.62	-18.60	771.84	772.12
K	1216+56.62	-18.60	771.86	772.11
L	1216+66.62	-18.60	771.87	772.09
M	1216+76.62	-18.60	771.89	772.06
N	1216+86.62	-18.60	771.89	772.03
O	1216+96.62	-18.60	771.90	772.00
P	1217+06.62	-18.60	771.90	771.96
Q	1217+16.62	-18.60	771.89	771.93
☒ Brg. Pier 1	1217+30.87	-18.60	771.88	771.90
R	1217+40.87	-18.60	771.86	771.89
S	1217+50.87	-18.60	771.85	771.88
T	1217+60.87	-18.60	771.82	771.87
U	1217+70.87	-18.60	771.80	771.87
V	1217+80.87	-18.60	771.77	771.87
W	1217+90.87	-18.60	771.73	771.86
X	1218+00.87	-18.60	771.70	771.85
Y	1218+10.87	-18.60	771.65	771.84
Z	1218+20.87	-18.60	771.61	771.82
AA	1218+30.87	-18.60	771.56	771.79
AB	1218+40.87	-18.60	771.50	771.75
AC	1218+50.87	-18.60	771.45	771.69
AD	1218+60.87	-18.60	771.38	771.63
AE	1218+70.87	-18.60	771.32	771.55
AF	1218+80.87	-18.60	771.25	771.46
AG	1218+90.87	-18.60	771.17	771.36
AH	1219+00.87	-18.60	771.10	771.26
AI	1219+10.87	-18.60	771.01	771.14
AJ	1219+20.87	-18.60	770.93	771.03
AK	1219+30.87	-18.60	770.84	770.91
AL	1219+40.87	-18.60	770.75	770.79
AM	1219+50.87	-18.60	770.65	770.68
☒ Brg. Pier 2	1219+56.37	-18.60	770.59	770.61
AN	1219+66.37	-18.60	770.49	770.51
AO	1219+76.37	-18.60	770.38	770.40
AP	1219+86.37	-18.60	770.27	770.30
AQ	1219+96.37	-18.60	770.15	770.20
AR	1220+06.37	-18.60	770.03	770.10
AS	1220+16.37	-18.60	769.91	769.99
AT	12			

WB P.G.L.

GIRDER 7

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+40.65	-13.00	771.30	771.32
☉ Exp. Joint.	1215+43.10	-13.00	771.32	771.34
☉ Brg. W. Abut.	1215+44.74	-13.00	771.33	771.35
A	1215+54.74	-13.00	771.39	771.47
B	1215+64.74	-13.00	771.45	771.58
C	1215+74.74	-13.00	771.50	771.69
D	1215+84.74	-13.00	771.55	771.78
E	1215+94.74	-13.00	771.59	771.86
F	1216+04.74	-13.00	771.63	771.92
G	1216+14.74	-13.00	771.67	771.97
H	1216+24.74	-13.00	771.70	772.00
I	1216+34.74	-13.00	771.73	772.02
J	1216+44.74	-13.00	771.75	772.03
K	1216+54.74	-13.00	771.77	772.02
L	1216+64.74	-13.00	771.79	772.00
M	1216+74.74	-13.00	771.80	771.97
N	1216+84.74	-13.00	771.81	771.94
O	1216+94.74	-13.00	771.81	771.91
P	1217+04.74	-13.00	771.81	771.88
Q	1217+14.74	-13.00	771.81	771.85
☉ Brg. Pier 1	1217+28.99	-13.00	771.80	771.82
R	1217+38.99	-13.00	771.78	771.81
S	1217+48.99	-13.00	771.77	771.80
T	1217+58.99	-13.00	771.74	771.79
U	1217+68.99	-13.00	771.72	771.79
V	1217+78.99	-13.00	771.69	771.79
W	1217+88.99	-13.00	771.66	771.79
X	1217+98.99	-13.00	771.62	771.78
Y	1218+08.99	-13.00	771.58	771.77
Z	1218+18.99	-13.00	771.53	771.74
AA	1218+28.99	-13.00	771.48	771.71
AB	1218+38.99	-13.00	771.43	771.67
AC	1218+48.99	-13.00	771.37	771.62
AD	1218+58.99	-13.00	771.31	771.56
AE	1218+68.99	-13.00	771.25	771.48
AF	1218+78.99	-13.00	771.18	771.39
AG	1218+88.99	-13.00	771.10	771.29
AH	1218+98.99	-13.00	771.03	771.19
AI	1219+08.99	-13.00	770.95	771.07
AJ	1219+18.99	-13.00	770.86	770.96
AK	1219+28.99	-13.00	770.77	770.84
AL	1219+38.99	-13.00	770.68	770.72
AM	1219+48.99	-13.00	770.58	770.61
☉ Brg. Pier 2	1219+54.49	-13.00	770.53	770.55
AN	1219+64.49	-13.00	770.42	770.44
AO	1219+74.49	-13.00	770.32	770.34
AP	1219+84.49	-13.00	770.20	770.24
AQ	1219+94.49	-13.00	770.09	770.14
AR	1220+04.49	-13.00	769.97	770.04
AS	1220+14.49	-13.00	769.85	769.93
AT	1220+24.49	-13.00	769.72	769.82
AU	1220+34.49	-13.00	769.59	769.70
AV	1220+44.49	-13.00	769.45	769.57
AW	1220+54.49	-13.00	769.31	769.44
AX	1220+64.49	-13.00	769.17	769.29
AY	1220+74.49	-13.00	769.02	769.14
AZ	1220+84.49	-13.00	768.87	768.97
BA	1220+94.49	-13.00	768.72	768.80
BB	1221+04.49	-13.00	768.56	768.62
BC	1221+14.49	-13.00	768.40	768.44
BD	1221+24.49	-13.00	768.23	768.26
BE	1221+34.49	-13.00	768.06	768.08
☉ Brg. Pier 3	1221+39.49	-13.00	767.97	767.99
BF	1221+49.49	-13.00	767.79	767.82
BG	1221+59.49	-13.00	767.61	767.64
BH	1221+69.49	-13.00	767.43	767.47
BI	1221+79.49	-13.00	767.24	767.30
BJ	1221+89.49	-13.00	767.04	767.12
BK	1221+99.49	-13.00	766.85	766.93
BL	1222+09.49	-13.00	766.65	766.73
BM	1222+19.49	-13.00	766.44	766.53
BN	1222+29.49	-13.00	766.23	766.31
BO	1222+39.49	-13.00	766.02	766.08
BP	1222+49.49	-13.00	765.80	765.85
☉ Brg. E. Abut.	1222+64.24	-13.00	765.48	765.50
☉ Exp. Joint.	1222+65.88	-13.00	765.44	765.46
Bk. E. Abut.	1222+68.33	-13.00	765.38	765.40

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+39.93	-10.85	771.26	771.28
☉ Exp. Joint.	1215+42.39	-10.85	771.27	771.29
☉ Brg. W. Abut.	1215+44.02	-10.85	771.28	771.30
A	1215+54.02	-10.85	771.34	771.42
B	1215+64.02	-10.85	771.40	771.54
C	1215+74.02	-10.85	771.45	771.64
D	1215+84.02	-10.85	771.50	771.73
E	1215+94.02	-10.85	771.54	771.81
F	1216+04.02	-10.85	771.58	771.88
G	1216+14.02	-10.85	771.62	771.92
H	1216+24.02	-10.85	771.65	771.96
I	1216+34.02	-10.85	771.68	771.98
J	1216+44.02	-10.85	771.71	771.98
K	1216+54.02	-10.85	771.73	771.97
L	1216+64.02	-10.85	771.74	771.96
M	1216+74.02	-10.85	771.76	771.93
N	1216+84.02	-10.85	771.76	771.90
O	1216+94.02	-10.85	771.77	771.87
P	1217+04.02	-10.85	771.77	771.84
Q	1217+14.02	-10.85	771.77	771.81
☉ Brg. Pier 1	1217+28.27	-10.85	771.75	771.78
R	1217+38.27	-10.85	771.74	771.76
S	1217+48.27	-10.85	771.72	771.76
T	1217+58.27	-10.85	771.70	771.75
U	1217+68.27	-10.85	771.68	771.75
V	1217+78.27	-10.85	771.65	771.75
W	1217+88.27	-10.85	771.62	771.75
X	1217+98.27	-10.85	771.58	771.74
Y	1218+08.27	-10.85	771.54	771.73
Z	1218+18.27	-10.85	771.49	771.71
AA	1218+28.27	-10.85	771.44	771.67
AB	1218+38.27	-10.85	771.39	771.63
AC	1218+48.27	-10.85	771.33	771.58
AD	1218+58.27	-10.85	771.27	771.52
AE	1218+68.27	-10.85	771.21	771.44
AF	1218+78.27	-10.85	771.14	771.35
AG	1218+88.27	-10.85	771.07	771.26
AH	1218+98.27	-10.85	770.99	771.15
AI	1219+08.27	-10.85	770.91	771.04
AJ	1219+18.27	-10.85	770.82	770.92
AK	1219+28.27	-10.85	770.74	770.80
AL	1219+38.27	-10.85	770.64	770.69
AM	1219+48.27	-10.85	770.55	770.57
☉ Brg. Pier 2	1219+53.77	-10.85	770.49	770.51
AN	1219+63.77	-10.85	770.39	770.41
AO	1219+73.77	-10.85	770.28	770.30
AP	1219+83.77	-10.85	770.17	770.21
AQ	1219+93.77	-10.85	770.06	770.10
AR	1220+03.77	-10.85	769.94	770.00
AS	1220+13.77	-10.85	769.81	769.90
AT	1220+23.77	-10.85	769.69	769.79
AU	1220+33.77	-10.85	769.56	769.67
AV	1220+43.77	-10.85	769.42	769.54
AW	1220+53.77	-10.85	769.28	769.40
AX	1220+63.77	-10.85	769.14	769.26
AY	1220+73.77	-10.85	768.99	769.10
AZ	1220+83.77	-10.85	768.84	768.94
BA	1220+93.77	-10.85	768.69	768.77
BB	1221+03.77	-10.85	768.53	768.59
BC	1221+13.77	-10.85	768.36	768.41
BD	1221+23.77	-10.85	768.20	768.23
BE	1221+33.77	-10.85	768.03	768.05
☉ Brg. Pier 3	1221+38.77	-10.85	767.94	767.96
BF	1221+48.77	-10.85	767.76	767.79
BG	1221+58.77	-10.85	767.58	767.61
BH	1221+68.77	-10.85	767.40	767.44
BI	1221+78.77	-10.85	767.21	767.27
BJ	1221+88.77	-10.85	767.02	767.09
BK	1221+98.77	-10.85	766.82	766.90
BL	1222+08.77	-10.85	766.62	766.70
BM	1222+18.77	-10.85	766.41	766.50
BN	1222+28.77	-10.85	766.20	766.28
BO	1222+38.77	-10.85	765.99	766.06
BP	1222+48.77	-10.85	765.78	765.82
☉ Brg. E. Abut.	1222+63.52	-10.85	765.45	765.47
☉ Exp. Joint.	1222+65.16	-10.85	765.41	765.43
Bk. E. Abut.	1222+67.62	-10.85	765.36	765.38

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+37.34	-3.10	771.08	771.10
☉ Exp. Joint.	1215+39.79	-3.10	771.10	771.12
☉ Brg. W. Abut.	1215+41.43	-3.10	771.11	771.13
A	1215+51.43	-3.10	771.17	771.25
B	1215+61.43	-3.10	771.23	771.36
C	1215+71.43	-3.10	771.28	771.47
D	1215+81.43	-3.10	771.33	771.56
E	1215+91.43	-3.10	771.38	771.64
F	1216+01.43	-3.10	771.42	771.70
G	1216+11.43	-3.10	771.46	771.75
H	1216+21.43	-3.10	771.49	771.79
I	1216+31.43	-3.10	771.52	771.81
J	1216+41.43	-3.10	771.55	771.81
K	1216+51.43	-3.10	771.57	771.81
L	1216+61.43	-3.10	771.58	771.79
M	1216+71.43	-3.10	771.60	771.77
N	1216+81.43	-3.10	771.61	771.74
O	1216+91.43	-3.10	771.61	771.71
P	1217+01.43	-3.10	771.62	771.68
Q	1217+11.43	-3.10	771.61	771.65
☉ Brg. Pier 1	1217+25.68	-3.10	771.60	771.62
R	1217+35.68	-3.10	771.59	771.61
S	1217+45.68	-3.10	771.57	771.61
T	1217+55.68	-3.10	771.55	771.60
U	1217+65.68	-3.10	771.53	771.60
V	1217+75.68	-3.10	771.50	771.60
W	1217+85.68	-3.10	771.47	771.60
X	1217+95.68	-3.10	771.43	771.59
Y	1218+05.68	-3.10	771.39	771.58
Z	1218+15.68	-3.10	771.35	771.56
AA	1218+25.68	-3.10	771.30	771.53
AB	1218+35.68	-3.10	771.25	771.49
AC	1218+45.68	-3.10	771.20	771.44
AD	1218+55.68	-3.10	771.14	771.37
AE	1218+65.68	-3.10	771.07	771.30
AF	1218+75.68	-3.10	771.00	771.21
AG	1218+85.68	-3.10	770.93	771.12
AH	1218+95.68	-3.10	770.86	771.01
AI	1219+05.68	-3.10	770.78	770.90
AJ	1219+15.68	-3.10	770.69	770.79
AK	1219+25.68	-3.10	770.60	770.67
AL	1219+35.68	-3.10	770.51	770.56
AM	1219+45.68	-3.10	770.42	770.44
☉ Brg. Pier 2	1219+51.18	-3.10	770.36	770.38
AN	1219+61.18	-3.10	770.26	770.28
AO	1219+71.18	-3.10	770.15	770.18
AP	1219+81.18	-3.10	770.04	770.08
AQ	1219+91.18	-3.10	769.93	769.98
AR	1220+01.18	-3.10	769.81	769.88
AS	1220+11.18	-3.10	769.69	769.77
AT	1220+21.18	-3.10	769.56	769.66
AU	1220+31			



GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+35.26	3.10	771.07	771.09
☉ Exp. Joint.	1215+37.72	3.10	771.09	771.11
☉ Brg. W. Abut.	1215+39.35	3.10	771.10	771.12
A	1215+49.35	3.10	771.16	771.24
B	1215+59.35	3.10	771.22	771.35
C	1215+69.35	3.10	771.27	771.46
D	1215+79.35	3.10	771.32	771.55
E	1215+89.35	3.10	771.37	771.63
F	1215+99.35	3.10	771.41	771.69
G	1216+09.35	3.10	771.45	771.74
H	1216+19.35	3.10	771.48	771.78
I	1216+29.35	3.10	771.51	771.80
J	1216+39.35	3.10	771.54	771.81
K	1216+49.35	3.10	771.56	771.80
L	1216+59.35	3.10	771.58	771.79
M	1216+69.35	3.10	771.60	771.76
N	1216+79.35	3.10	771.61	771.74
O	1216+89.35	3.10	771.61	771.71
P	1216+99.35	3.10	771.62	771.68
Q	1217+09.35	3.10	771.61	771.65
☉ Brg. Pier 1	1217+23.60	3.10	771.60	771.63
R	1217+33.60	3.10	771.59	771.62
S	1217+43.60	3.10	771.58	771.61
T	1217+53.60	3.10	771.56	771.61
U	1217+63.60	3.10	771.54	771.61
V	1217+73.60	3.10	771.51	771.61
W	1217+83.60	3.10	771.48	771.61
X	1217+93.60	3.10	771.44	771.60
Y	1218+03.60	3.10	771.40	771.59
Z	1218+13.60	3.10	771.36	771.57
AA	1218+23.60	3.10	771.31	771.54
AB	1218+33.60	3.10	771.26	771.50
AC	1218+43.60	3.10	771.21	771.45
AD	1218+53.60	3.10	771.15	771.39
AE	1218+63.60	3.10	771.08	771.31
AF	1218+73.60	3.10	771.02	771.22
AG	1218+83.60	3.10	770.95	771.13
AH	1218+93.60	3.10	770.87	771.03
AI	1219+03.60	3.10	770.79	770.92
AJ	1219+13.60	3.10	770.71	770.81
AK	1219+23.60	3.10	770.62	770.69
AL	1219+33.60	3.10	770.53	770.58
AM	1219+43.60	3.10	770.44	770.46
☉ Brg. Pier 2	1219+49.10	3.10	770.38	770.40
AN	1219+59.10	3.10	770.28	770.30
AO	1219+69.10	3.10	770.18	770.20
AP	1219+79.10	3.10	770.07	770.10
AQ	1219+89.10	3.10	769.95	770.00
AR	1219+99.10	3.10	769.84	769.90
AS	1220+09.10	3.10	769.72	769.80
AT	1220+19.10	3.10	769.59	769.69
AU	1220+29.10	3.10	769.46	769.57
AV	1220+39.10	3.10	769.33	769.45
AW	1220+49.10	3.10	769.19	769.31
AX	1220+59.10	3.10	769.05	769.17
AY	1220+69.10	3.10	768.91	769.01
AZ	1220+79.10	3.10	768.76	768.85
BA	1220+89.10	3.10	768.60	768.69
BB	1220+99.10	3.10	768.45	768.51
BC	1221+09.10	3.10	768.29	768.33
BD	1221+19.10	3.10	768.12	768.15
BE	1221+29.10	3.10	767.95	767.98
☉ Brg. Pier 3	1221+34.10	3.10	767.87	767.89
BF	1221+44.10	3.10	767.69	767.71
BG	1221+54.10	3.10	767.51	767.54
BH	1221+64.10	3.10	767.33	767.37
BI	1221+74.10	3.10	767.14	767.20
BJ	1221+84.10	3.10	766.95	767.02
BK	1221+94.10	3.10	766.76	766.83
BL	1222+04.10	3.10	766.56	766.64
BM	1222+14.10	3.10	766.35	766.44
BN	1222+24.10	3.10	766.15	766.22
BO	1222+34.10	3.10	765.94	766.00
BP	1222+44.10	3.10	765.72	765.77
☉ Brg. E. Abut.	1222+58.85	3.10	765.40	765.42
☉ Exp. Joint.	1222+60.49	3.10	765.36	765.38
Bk. E. Abut.	1222+62.95	3.10	765.31	765.33

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+32.66	10.85	771.21	771.23
☉ Exp. Joint.	1215+35.12	10.85	771.22	771.25
☉ Brg. W. Abut.	1215+36.76	10.85	771.23	771.26
A	1215+46.76	10.85	771.30	771.38
B	1215+56.76	10.85	771.36	771.50
C	1215+66.76	10.85	771.41	771.60
D	1215+76.76	10.85	771.46	771.70
E	1215+86.76	10.85	771.51	771.78
F	1215+96.76	10.85	771.56	771.85
G	1216+06.76	10.85	771.59	771.90
H	1216+16.76	10.85	771.63	771.94
I	1216+26.76	10.85	771.66	771.96
J	1216+36.76	10.85	771.69	771.97
K	1216+46.76	10.85	771.71	771.96
L	1216+56.76	10.85	771.73	771.95
M	1216+66.76	10.85	771.75	771.92
N	1216+76.76	10.85	771.76	771.89
O	1216+86.76	10.85	771.77	771.87
P	1216+96.76	10.85	771.77	771.84
Q	1217+06.76	10.85	771.77	771.81
☉ Brg. Pier 1	1217+21.01	10.85	771.76	771.78
R	1217+31.01	10.85	771.75	771.77
S	1217+41.01	10.85	771.74	771.77
T	1217+51.01	10.85	771.72	771.77
U	1217+61.01	10.85	771.70	771.77
V	1217+71.01	10.85	771.67	771.77
W	1217+81.01	10.85	771.64	771.77
X	1217+91.01	10.85	771.61	771.77
Y	1218+01.01	10.85	771.57	771.76
Z	1218+11.01	10.85	771.53	771.74
AA	1218+21.01	10.85	771.48	771.71
AB	1218+31.01	10.85	771.43	771.67
AC	1218+41.01	10.85	771.38	771.62
AD	1218+51.01	10.85	771.32	771.56
AE	1218+61.01	10.85	771.26	771.49
AF	1218+71.01	10.85	771.19	771.40
AG	1218+81.01	10.85	771.12	771.31
AH	1218+91.01	10.85	771.05	771.21
AI	1219+01.01	10.85	770.97	771.10
AJ	1219+11.01	10.85	770.89	770.98
AK	1219+21.01	10.85	770.80	770.87
AL	1219+31.01	10.85	770.71	770.76
AM	1219+41.01	10.85	770.62	770.65
☉ Brg. Pier 2	1219+46.51	10.85	770.56	770.58
AN	1219+56.51	10.85	770.46	770.48
AO	1219+66.51	10.85	770.36	770.38
AP	1219+76.51	10.85	770.25	770.29
AQ	1219+86.51	10.85	770.14	770.19
AR	1219+96.51	10.85	770.02	770.09
AS	1220+06.51	10.85	769.90	769.98
AT	1220+16.51	10.85	769.78	769.88
AU	1220+26.51	10.85	769.65	769.76
AV	1220+36.51	10.85	769.52	769.64
AW	1220+46.51	10.85	769.38	769.51
AX	1220+56.51	10.85	769.24	769.36
AY	1220+66.51	10.85	769.10	769.21
AZ	1220+76.51	10.85	768.95	769.05
BA	1220+86.51	10.85	768.80	768.88
BB	1220+96.51	10.85	768.64	768.71
BC	1221+06.51	10.85	768.48	768.53
BD	1221+16.51	10.85	768.32	768.35
BE	1221+26.51	10.85	768.15	768.18
☉ Brg. Pier 3	1221+31.51	10.85	768.07	768.09
BF	1221+41.51	10.85	767.89	767.91
BG	1221+51.51	10.85	767.71	767.75
BH	1221+61.51	10.85	767.53	767.58
BI	1221+71.51	10.85	767.35	767.41
BJ	1221+81.51	10.85	767.16	767.23
BK	1221+91.51	10.85	766.96	767.04
BL	1222+01.51	10.85	766.76	766.85
BM	1222+11.51	10.85	766.56	766.65
BN	1222+21.51	10.85	766.36	766.43
BO	1222+31.51	10.85	766.15	766.21
BP	1222+41.51	10.85	765.93	765.98
☉ Brg. E. Abut.	1222+56.26	10.85	765.61	765.63
☉ Exp. Joint.	1222+57.89	10.85	765.57	765.60
Bk. E. Abut.	1222+60.35	10.85	765.52	765.54

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+31.95	13.00	771.25	771.27
☉ Exp. Joint.	1215+34.41	13.00	771.26	771.28
☉ Brg. W. Abut.	1215+36.04	13.00	771.27	771.29
A	1215+46.04	13.00	771.34	771.42
B	1215+56.04	13.00	771.40	771.53
C	1215+66.04	13.00	771.45	771.64
D	1215+76.04	13.00	771.50	771.74
E	1215+86.04	13.00	771.55	771.82
F	1215+96.04	13.00	771.60	771.89
G	1216+06.04	13.00	771.63	771.94
H	1216+16.04	13.00	771.67	771.98
I	1216+26.04	13.00	771.70	772.00
J	1216+36.04	13.00	771.73	772.01
K	1216+46.04	13.00	771.75	772.00
L	1216+56.04	13.00	771.77	771.99
M	1216+66.04	13.00	771.79	771.96
N	1216+76.04	13.00	771.80	771.94
O	1216+86.04	13.00	771.81	771.91
P	1216+96.04	13.00	771.81	771.88
Q	1217+06.04	13.00	771.81	771.85
☉ Brg. Pier 1	1217+20.29	13.00	771.81	771.83
R	1217+30.29	13.00	771.80	771.82
S	1217+40.29	13.00	771.78	771.81
T	1217+50.29	13.00	771.76	771.81
U	1217+60.29	13.00	771.74	771.82
V	1217+70.29	13.00	771.72	771.82
W	1217+80.29	13.00	771.69	771.82
X	1217+90.29	13.00	771.65	771.81
Y	1218+00.29	13.00	771.61	771.80
Z	1218+10.29	13.00	771.57	771.78
AA	1218+20.29	13.00	771.53	771.76
AB	1218+30.29	13.00	771.48	771.72
AC	1218+40.29	13.00	771.42	771.67
AD	1218+50.29	13.00	771.37	771.61
AE	1218+60.29	13.00	771.30	771.54
AF	1218+70.29	13.00	771.24	771.45
AG	1218+80.29	13.00	771.17	771.36
AH	1218+90.29	13.00	771.09	771.25
AI	1219+00.29	13.00	771.02	771.15
AJ	1219+10.29	13.00	770.94	771.03
AK	1219+20.29	13.00	770.85	770.92
AL	1219+30.29	13.00	770.76	770.81
AM	1219+40.29	13.00	770.67	770.69
☉ Brg. Pier 2	1219+45.79	13.00	770.61	770.63
AN	1219+55.79	13.00	770.51	770.53
AO	1219+65.79	13.00	770.41	770.43
AP	1219+75.79	13.00	770.30	770.34
AQ	1219+85.79	13.00	770.19	770.24
AR	1219+95.79	13.00	770.07	770.14
AS	1220+05.79	13.00	769.95	770.04
AT	1220+15.79	13.00	769.83	769.93
AU	1220+25.79	13.00	769.70</	

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+30.07	18.60	771.32	771.34
Exp. Joint.	1215+32.53	18.60	771.33	771.35
Brg. W. Abut.	1215+34.17	18.60	771.34	771.37
A	1215+44.17	18.60	771.41	771.49
B	1215+54.17	18.60	771.47	771.61
C	1215+64.17	18.60	771.53	771.72
D	1215+74.17	18.60	771.58	771.81
E	1215+84.17	18.60	771.63	771.89
F	1215+94.17	18.60	771.67	771.96
G	1216+04.17	18.60	771.71	772.02
H	1216+14.17	18.60	771.75	772.05
I	1216+24.17	18.60	771.78	772.08
J	1216+34.17	18.60	771.81	772.09
K	1216+44.17	18.60	771.83	772.08
L	1216+54.17	18.60	771.85	772.07
M	1216+64.17	18.60	771.87	772.05
N	1216+74.17	18.60	771.88	772.02
O	1216+84.17	18.60	771.89	771.99
P	1216+94.17	18.60	771.90	771.96
Q	1217+04.17	18.60	771.90	771.94
Brg. Pier 1	1217+18.42	18.60	771.89	771.91
R	1217+28.42	18.60	771.88	771.90
S	1217+38.42	18.60	771.87	771.90
T	1217+48.42	18.60	771.85	771.90
U	1217+58.42	18.60	771.83	771.90
V	1217+68.42	18.60	771.81	771.90
W	1217+78.42	18.60	771.78	771.91
X	1217+88.42	18.60	771.74	771.90
Y	1217+98.42	18.60	771.71	771.89
Z	1218+08.42	18.60	771.67	771.88
AA	1218+18.42	18.60	771.62	771.85
AB	1218+28.42	18.60	771.57	771.81
AC	1218+38.42	18.60	771.52	771.76
AD	1218+48.42	18.60	771.46	771.70
AE	1218+58.42	18.60	771.40	771.63
AF	1218+68.42	18.60	771.34	771.55
AG	1218+78.42	18.60	771.27	771.45
AH	1218+88.42	18.60	771.19	771.35
AI	1218+98.42	18.60	771.12	771.24
AJ	1219+08.42	18.60	771.04	771.13
AK	1219+18.42	18.60	770.95	771.02
AL	1219+28.42	18.60	770.86	770.91
AM	1219+38.42	18.60	770.77	770.80
Brg. Pier 2	1219+43.92	18.60	770.72	770.74
AN	1219+53.92	18.60	770.62	770.64
AO	1219+63.92	18.60	770.51	770.54
AP	1219+73.92	18.60	770.41	770.44
AQ	1219+83.92	18.60	770.30	770.34
AR	1219+93.92	18.60	770.18	770.25
AS	1220+03.92	18.60	770.06	770.14
AT	1220+13.92	18.60	769.94	770.04
AU	1220+23.92	18.60	769.81	769.92
AV	1220+33.92	18.60	769.68	769.80
AW	1220+43.92	18.60	769.55	769.67
AX	1220+53.92	18.60	769.41	769.53
AY	1220+63.92	18.60	769.26	769.38
AZ	1220+73.92	18.60	769.12	769.22
BA	1220+83.92	18.60	768.97	769.05
BB	1220+93.92	18.60	768.81	768.88
BC	1221+03.92	18.60	768.65	768.70
BD	1221+13.92	18.60	768.49	768.52
BE	1221+23.92	18.60	768.32	768.35
Brg. Pier 3	1221+28.92	18.60	768.24	768.26
BF	1221+38.92	18.60	768.06	768.09
BG	1221+48.92	18.60	767.89	767.92
BH	1221+58.92	18.60	767.71	767.75
BI	1221+68.92	18.60	767.52	767.58
BJ	1221+78.92	18.60	767.33	767.40
BK	1221+88.92	18.60	767.14	767.22
BL	1221+98.92	18.60	766.94	767.03
BM	1222+08.92	18.60	766.74	766.83
BN	1222+18.92	18.60	766.54	766.61
BO	1222+28.92	18.60	766.33	766.39
BP	1222+38.92	18.60	766.12	766.17
Brg. E. Abut.	1222+53.67	18.60	765.79	765.82
Exp. Joint.	1222+55.30	18.60	765.76	765.78
Bk. E. Abut.	1222+57.76	18.60	765.70	765.73

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+27.48	26.35	771.38	771.40
Exp. Joint.	1215+29.94	26.35	771.39	771.41
Brg. W. Abut.	1215+31.57	26.35	771.40	771.42
A	1215+41.57	26.35	771.47	771.55
B	1215+51.57	26.35	771.53	771.67
C	1215+61.57	26.35	771.59	771.78
D	1215+71.57	26.35	771.64	771.87
E	1215+81.57	26.35	771.69	771.96
F	1215+91.57	26.35	771.74	772.03
G	1216+01.57	26.35	771.78	772.08
H	1216+11.57	26.35	771.81	772.12
I	1216+21.57	26.35	771.85	772.14
J	1216+31.57	26.35	771.88	772.15
K	1216+41.57	26.35	771.90	772.15
L	1216+51.57	26.35	771.92	772.14
M	1216+61.57	26.35	771.94	772.12
N	1216+71.57	26.35	771.96	772.09
O	1216+81.57	26.35	771.97	772.06
P	1216+91.57	26.35	771.97	772.04
Q	1217+01.57	26.35	771.97	772.01
Brg. Pier 1	1217+15.82	26.35	771.97	771.99
R	1217+25.82	26.35	771.96	771.98
S	1217+35.82	26.35	771.95	771.98
T	1217+45.82	26.35	771.93	771.98
U	1217+55.82	26.35	771.91	771.99
V	1217+65.82	26.35	771.89	771.99
W	1217+75.82	26.35	771.86	771.99
X	1217+85.82	26.35	771.83	771.99
Y	1217+95.82	26.35	771.79	771.98
Z	1218+05.82	26.35	771.75	771.96
AA	1218+15.82	26.35	771.71	771.94
AB	1218+25.82	26.35	771.66	771.90
AC	1218+35.82	26.35	771.61	771.85
AD	1218+45.82	26.35	771.55	771.79
AE	1218+55.82	26.35	771.49	771.72
AF	1218+65.82	26.35	771.43	771.64
AG	1218+75.82	26.35	771.36	771.55
AH	1218+85.82	26.35	771.29	771.45
AI	1218+95.82	26.35	771.21	771.34
AJ	1219+05.82	26.35	771.13	771.23
AK	1219+15.82	26.35	771.05	771.12
AL	1219+25.82	26.35	770.96	771.01
AM	1219+35.82	26.35	770.87	770.90
Brg. Pier 2	1219+41.32	26.35	770.82	770.84
AN	1219+51.32	26.35	770.72	770.74
AO	1219+61.32	26.35	770.62	770.64
AP	1219+71.32	26.35	770.51	770.55
AQ	1219+81.32	26.35	770.40	770.45
AR	1219+91.32	26.35	770.29	770.35
AS	1220+01.32	26.35	770.17	770.25
AT	1220+11.32	26.35	770.05	770.15
AU	1220+21.32	26.35	769.92	770.03
AV	1220+31.32	26.35	769.79	769.91
AW	1220+41.32	26.35	769.66	769.78
AX	1220+51.32	26.35	769.52	769.64
AY	1220+61.32	26.35	769.38	769.49
AZ	1220+71.32	26.35	769.23	769.33
BA	1220+81.32	26.35	769.08	769.16
BB	1220+91.32	26.35	768.93	768.99
BC	1221+01.32	26.35	768.77	768.82
BD	1221+11.32	26.35	768.61	768.64
BE	1221+21.32	26.35	768.44	768.47
Brg. Pier 3	1221+26.32	26.35	768.36	768.38
BF	1221+36.32	26.35	768.19	768.21
BG	1221+46.32	26.35	768.01	768.04
BH	1221+56.32	26.35	767.83	767.87
BI	1221+66.32	26.35	767.65	767.70
BJ	1221+76.32	26.35	767.46	767.53
BK	1221+86.32	26.35	767.27	767.35
BL	1221+96.32	26.35	767.07	767.15
BM	1222+06.32	26.35	766.87	766.95
BN	1222+16.32	26.35	766.67	766.74
BO	1222+26.32	26.35	766.46	766.52
BP	1222+36.32	26.35	766.25	766.30
Brg. E. Abut.	1222+51.07	26.35	765.93	765.95
Exp. Joint.	1222+52.71	26.35	765.89	765.91
Bk. E. Abut.	1222+55.17	26.35	765.84	765.86

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+24.89	34.10	771.24	771.26
Exp. Joint.	1215+27.34	34.10	771.26	771.28
Brg. W. Abut.	1215+28.98	34.10	771.27	771.29
A	1215+38.98	34.10	771.34	771.42
B	1215+48.98	34.10	771.40	771.54
C	1215+58.98	34.10	771.46	771.65
D	1215+68.98	34.10	771.51	771.74
E	1215+78.98	34.10	771.56	771.83
F	1215+88.98	34.10	771.61	771.90
G	1215+98.98	34.10	771.65	771.95
H	1216+08.98	34.10	771.69	771.99
I	1216+18.98	34.10	771.72	772.02
J	1216+28.98	34.10	771.75	772.03
K	1216+38.98	34.10	771.78	772.03
L	1216+48.98	34.10	771.80	772.02
M	1216+58.98	34.10	771.82	772.00
N	1216+68.98	34.10	771.84	771.97
O	1216+78.98	34.10	771.85	771.95
P	1216+88.98	34.10	771.85	771.92
Q	1216+98.98	34.10	771.86	771.90
Brg. Pier 1	1217+13.23	34.10	771.85	771.87
R	1217+23.23	34.10	771.85	771.87
S	1217+33.23	34.10	771.84	771.87
T	1217+43.23	34.10	771.82	771.87
U	1217+53.23	34.10	771.80	771.87
V	1217+63.23	34.10	771.78	771.88
W	1217+73.23	34.10	771.75	771.88
X	1217+83.23	34.10	771.72	771.88
Y	1217+93.23	34.10	771.69	771.87
Z	1218+03.23	34.10	771.65	771.86
AA	1218+13.23	34.10	771.60	771.83
AB	1218+23.23	34.10	771.56	771.80
AC	1218+33.23	34.10	771.51	771.75
AD	1218+43.23	34.10	771.45	771.69
AE	1218+53.23	34.10	771.39	771.62
AF	1218+63.23	34.10	771.33	771.54
AG	1218+73.23	34.10	771.26	771.45
AH	1218+83.23	34.10	771.19	771.35
AI	1218+93.23	34.10	771.12	771.24
AJ	1219+03.23	34.10	771.04	771.13
AK	1219+13.23	34.10	770.95	771.02
AL	1219+23.23	34.10	770.87	770.91
AM	1219+33.23	34.10	770.78	770.80
Brg. Pier 2	1219+38.73	34.10	770.72	770.75
AN	1219+48.73	34.10	770.63	770.65
AO	1219+58.73	34.10	770.53	770.55
AP	1219+68.73	34.10	770.42	770.46
AQ	1219+78.73	34.10	770.31	770.36
AR	1219+88.73	34.10	770.20	770.27
AS	1219+98.73	34.10	770.08	770.17
AT	1220+08.73	34.10	769.96	770.06
AU	12			

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+22.29	41.85	771.08	771.10
☒ Exp. Joint.	1215+24.75	41.85	771.10	771.12
☒ Brg. W. Abut.	1215+26.39	41.85	771.11	771.13
A	1215+36.39	41.85	771.18	771.26
B	1215+46.39	41.85	771.24	771.38
C	1215+56.39	41.85	771.30	771.49
D	1215+66.39	41.85	771.36	771.59
E	1215+76.39	41.85	771.41	771.68
F	1215+86.39	41.85	771.46	771.75
G	1215+96.39	41.85	771.50	771.80
H	1216+06.39	41.85	771.54	771.84
I	1216+16.39	41.85	771.57	771.87
J	1216+26.39	41.85	771.61	771.88
K	1216+36.39	41.85	771.63	771.88
L	1216+46.39	41.85	771.66	771.87
M	1216+56.39	41.85	771.68	771.85
N	1216+66.39	41.85	771.69	771.83
O	1216+76.39	41.85	771.70	771.80
P	1216+86.39	41.85	771.71	771.78
Q	1216+96.39	41.85	771.72	771.76
☒ Brg. Pier 1	1217+10.64	41.85	771.71	771.73
R	1217+20.64	41.85	771.71	771.73
S	1217+30.64	41.85	771.70	771.73
T	1217+40.64	41.85	771.68	771.73
U	1217+50.64	41.85	771.67	771.74
V	1217+60.64	41.85	771.64	771.74
W	1217+70.64	41.85	771.62	771.75
X	1217+80.64	41.85	771.59	771.75
Y	1217+90.64	41.85	771.55	771.74
Z	1218+00.64	41.85	771.52	771.73
AA	1218+10.64	41.85	771.47	771.70
AB	1218+20.64	41.85	771.43	771.67
AC	1218+30.64	41.85	771.38	771.63
AD	1218+40.64	41.85	771.32	771.57
AE	1218+50.64	41.85	771.27	771.50
AF	1218+60.64	41.85	771.20	771.42
AG	1218+70.64	41.85	771.14	771.33
AH	1218+80.64	41.85	771.07	771.23
AI	1218+90.64	41.85	771.00	771.12
AJ	1219+00.64	41.85	770.92	771.02
AK	1219+10.64	41.85	770.84	770.90
AL	1219+20.64	41.85	770.75	770.80
AM	1219+30.64	41.85	770.66	770.69
☒ Brg. Pier 2	1219+36.14	41.85	770.61	770.63
AN	1219+46.14	41.85	770.51	770.53
AO	1219+56.14	41.85	770.41	770.44
AP	1219+66.14	41.85	770.31	770.34
AQ	1219+76.14	41.85	770.20	770.25
AR	1219+86.14	41.85	770.09	770.16
AS	1219+96.14	41.85	769.97	770.06
AT	1220+06.14	41.85	769.85	769.95
AU	1220+16.14	41.85	769.73	769.84
AV	1220+26.14	41.85	769.60	769.72
AW	1220+36.14	41.85	769.47	769.59
AX	1220+46.14	41.85	769.33	769.45
AY	1220+56.14	41.85	769.19	769.31
AZ	1220+66.14	41.85	769.05	769.15
BA	1220+76.14	41.85	768.90	768.99
BB	1220+86.14	41.85	768.75	768.82
BC	1220+96.14	41.85	768.59	768.64
BD	1221+06.14	41.85	768.43	768.47
BE	1221+16.14	41.85	768.27	768.30
☒ Brg. Pier 3	1221+21.14	41.85	768.19	768.21
BF	1221+31.14	41.85	768.02	768.04
BG	1221+41.14	41.85	767.84	767.88
BH	1221+51.14	41.85	767.67	767.71
BI	1221+61.14	41.85	767.48	767.54
BJ	1221+71.14	41.85	767.30	767.37
BK	1221+81.14	41.85	767.11	767.19
BL	1221+91.14	41.85	766.92	767.00
BM	1222+01.14	41.85	766.72	766.80
BN	1222+11.14	41.85	766.52	766.59
BO	1222+21.14	41.85	766.31	766.38
BP	1222+31.14	41.85	766.10	766.15
☒ Brg. E. Abut.	1222+45.89	41.85	765.78	765.81
☒ Exp. Joint.	1222+47.52	41.85	765.75	765.77
Bk. E. Abut.	1222+49.98	41.85	765.69	765.72

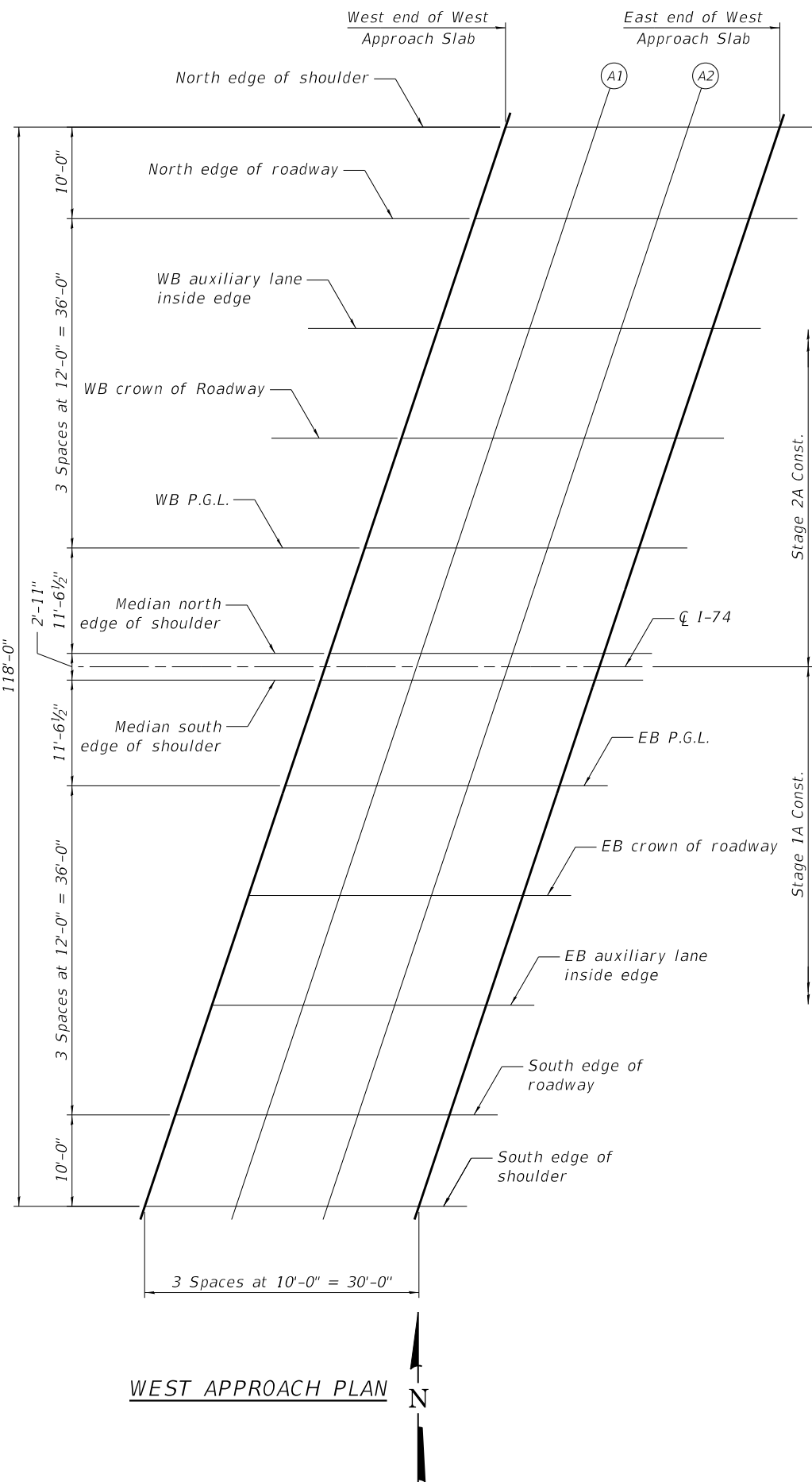
GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+19.70	49.60	770.91	770.93
☒ Exp. Joint.	1215+22.16	49.60	770.93	770.95
☒ Brg. W. Abut.	1215+23.79	49.60	770.94	770.96
A	1215+33.79	49.60	771.01	771.09
B	1215+43.79	49.60	771.07	771.21
C	1215+53.79	49.60	771.13	771.32
D	1215+63.79	49.60	771.19	771.42
E	1215+73.79	49.60	771.24	771.51
F	1215+83.79	49.60	771.29	771.58
G	1215+93.79	49.60	771.33	771.64
H	1216+03.79	49.60	771.37	771.68
I	1216+13.79	49.60	771.41	771.71
J	1216+23.79	49.60	771.44	771.72
K	1216+33.79	49.60	771.47	771.72
L	1216+43.79	49.60	771.50	771.71
M	1216+53.79	49.60	771.52	771.69
N	1216+63.79	49.60	771.53	771.67
O	1216+73.79	49.60	771.55	771.65
P	1216+83.79	49.60	771.56	771.62
Q	1216+93.79	49.60	771.56	771.60
☒ Brg. Pier 1	1217+08.04	49.60	771.56	771.58
R	1217+18.04	49.60	771.55	771.58
S	1217+28.04	49.60	771.55	771.58
T	1217+38.04	49.60	771.53	771.58
U	1217+48.04	49.60	771.52	771.59
V	1217+58.04	49.60	771.50	771.59
W	1217+68.04	49.60	771.47	771.60
X	1217+78.04	49.60	771.44	771.60
Y	1217+88.04	49.60	771.41	771.60
Z	1217+98.04	49.60	771.37	771.58
AA	1218+08.04	49.60	771.33	771.56
AB	1218+18.04	49.60	771.29	771.53
AC	1218+28.04	49.60	771.24	771.48
AD	1218+38.04	49.60	771.18	771.43
AE	1218+48.04	49.60	771.13	771.36
AF	1218+58.04	49.60	771.07	771.28
AG	1218+68.04	49.60	771.00	771.19
AH	1218+78.04	49.60	770.93	771.09
AI	1218+88.04	49.60	770.86	770.99
AJ	1218+98.04	49.60	770.78	770.88
AK	1219+08.04	49.60	770.70	770.77
AL	1219+18.04	49.60	770.62	770.66
AM	1219+28.04	49.60	770.53	770.56
☒ Brg. Pier 2	1219+33.54	49.60	770.48	770.50
AN	1219+43.54	49.60	770.38	770.40
AO	1219+53.54	49.60	770.28	770.31
AP	1219+63.54	49.60	770.18	770.22
AQ	1219+73.54	49.60	770.07	770.12
AR	1219+83.54	49.60	769.96	770.03
AS	1219+93.54	49.60	769.85	769.93
AT	1220+03.54	49.60	769.73	769.83
AU	1220+13.54	49.60	769.61	769.72
AV	1220+23.54	49.60	769.48	769.60
AW	1220+33.54	49.60	769.35	769.47
AX	1220+43.54	49.60	769.21	769.33
AY	1220+53.54	49.60	769.08	769.19
AZ	1220+63.54	49.60	768.93	769.03
BA	1220+73.54	49.60	768.79	768.87
BB	1220+83.54	49.60	768.64	768.70
BC	1220+93.54	49.60	768.48	768.53
BD	1221+03.54	49.60	768.32	768.36
BE	1221+13.54	49.60	768.16	768.18
☒ Brg. Pier 3	1221+18.54	49.60	768.08	768.10
BF	1221+28.54	49.60	767.91	767.93
BG	1221+38.54	49.60	767.73	767.77
BH	1221+48.54	49.60	767.56	767.60
BI	1221+58.54	49.60	767.38	767.44
BJ	1221+68.54	49.60	767.19	767.26
BK	1221+78.54	49.60	767.00	767.08
BL	1221+88.54	49.60	766.81	766.90
BM	1221+98.54	49.60	766.61	766.70
BN	1222+08.54	49.60	766.41	766.49
BO	1222+18.54	49.60	766.21	766.27
BP	1222+28.54	49.60	766.00	766.05
☒ Brg. E. Abut.	1222+43.29	49.60	765.69	765.71
☒ Exp. Joint.	1222+44.93	49.60	765.65	765.67
Bk. E. Abut.	1222+47.39	49.60	765.60	765.62

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. W. Abut.	1215+17.11	57.35	770.73	770.76
☒ Exp. Joint.	1215+19.56	57.35	770.75	770.77
☒ Brg. W. Abut.	1215+21.20	57.35	770.76	770.79
A	1215+31.20	57.35	770.83	770.91
B	1215+41.20	57.35	770.90	771.03
C	1215+51.20	57.35	770.96	771.15
D	1215+61.20	57.35	771.02	771.24
E	1215+71.20	57.35	771.07	771.33
F	1215+81.20	57.35	771.12	771.40
G	1215+91.20	57.35	771.17	771.46
H	1216+01.20	57.35	771.21	771.50
I	1216+11.20	57.35	771.25	771.53
J	1216+21.20	57.35	771.28	771.55
K	1216+31.20	57.35	771.31	771.55
L	1216+41.20	57.35	771.34	771.54
M	1216+51.20	57.35	771.36	771.53
N	1216+61.20	57.35	771.38	771.51
O	1216+71.20	57.35	771.39	771.48
P	1216+81.20	57.35	771.40	771.46
Q	1216+91.20	57.35	771.40	771.44
☒ Brg. Pier 1	1217+05.45	57.35	771.41	771.43
R	1217+15.45	57.35	771.40	771.42
S	1217+25.45	57.35	771.39	771.43
T	1217+35.45	57.35	771.38	771.43
U	1217+45.45	57.35	771.37	771.44
V	1217+55.45	57.35	771.35	771.44
W	1217+65.45	57.35	771.32	771.45
X	1217+75.45	57.35	771.29	771.45
Y	1217+85.45	57.35	771.26	771.45
Z	1217+95.45	57.35	771.23	771.43
AA	1218+05.45	57.35	771.19	771.41
AB	1218+15.45	57.35	771.14	771.38
AC	1218+25.45	57.35	771.09	771.34
AD	1218+35.45	57.35	771.04	771.28
AE	1218+45.45	57.35	770.99	771.21
AF	1218+55.45	57.35	770.93	771.13
AG	1218+65.45	57.35	770.86	771.05
AH	1218+75.45	57.35	770.80	770.95
AI	1218+85.45	57.35	770.72	770.85
AJ	1218+95.45	57.35	770.65	770.74
AK	1219+05.45	57.35	770.57	770.64
AL	1219+15.45	57.35	770.48	770.53
AM	1219+25.45	57.35	770.40	770.43
☒ Brg. Pier 2	1219+30.95	57.35	770.35	770.37
AN	1219+40.95	57.35	770.25	770.27
AO	1219+50.95	57.35	770.16	770.18
AP	1219+60.95	57.35	770.05	770.09
AQ	1219+70.95	57.35	769.95	770.00
AR	1219+80.95	57.35	769.84	769.90
AS	1219+90.95	57.35	769.72	769.80
AT	1220+00.95</			

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WEST APPROACH PLAN



**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+26.56	-59.00	770.77	770.79
A1	1215+36.56	-59.00	770.84	770.86
A2	1215+46.56	-59.00	770.90	770.92
E. End of W. Appr. Slab	1215+56.56	-59.00	770.96	770.98

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+23.22	-49.00	770.95	770.97
A1	1215+33.22	-49.00	771.01	771.04
A2	1215+43.22	-49.00	771.08	771.10
E. End of W. Appr. Slab	1215+53.22	-49.00	771.14	771.16

**WB AUXILIARY LANE INSIDE EDGE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+19.20	-37.00	771.16	771.18
A1	1215+29.20	-37.00	771.23	771.25
A2	1215+39.20	-37.00	771.29	771.31
E. End of W. Appr. Slab	1215+49.20	-37.00	771.36	771.38

**WB CROWN OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+15.19	-25.00	771.31	771.33
A1	1215+25.19	-25.00	771.38	771.40
A2	1215+35.19	-25.00	771.45	771.47
E. End of W. Appr. Slab	1215+45.19	-25.00	771.51	771.53

**WB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+11.17	-13.00	771.10	771.12
A1	1215+21.17	-13.00	771.17	771.19
A2	1215+31.17	-13.00	771.24	771.26
E. End of W. Appr. Slab	1215+41.17	-13.00	771.31	771.33

**MEDIAN NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+07.31	-1.46	770.84	770.86
A1	1215+17.31	-1.46	770.91	770.93
A2	1215+27.31	-1.46	770.98	771.00
E. End of W. Appr. Slab	1215+37.31	-1.46	771.05	771.07

**MEDIAN SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+06.34	1.46	770.83	770.85
A1	1215+16.34	1.46	770.91	770.93
A2	1215+26.34	1.46	770.98	771.00
E. End of W. Appr. Slab	1215+36.34	1.46	771.04	771.07

**EB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1215+02.47	13.00	771.03	771.05
A1	1215+12.47	13.00	771.11	771.13
A2	1215+22.47	13.00	771.18	771.20
E. End of W. Appr. Slab	1215+32.47	13.00	771.25	771.27

**EB CROWN OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1214+98.46	25.00	771.18	771.20
A1	1215+08.46	25.00	771.26	771.28
A2	1215+18.46	25.00	771.33	771.35
E. End of W. Appr. Slab	1215+28.46	25.00	771.40	771.42

**EB AUXILIARY LANE INSIDE EDGE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1214+94.44	37.00	770.97	770.99
A1	1215+04.44	37.00	771.05	771.07
A2	1215+14.44	37.00	771.12	771.14
E. End of W. Appr. Slab	1215+24.44	37.00	771.19	771.22

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1214+90.43	49.00	770.69	770.71
A1	1215+00.43	49.00	770.77	770.80
A2	1215+10.43	49.00	770.85	770.87
E. End of W. Appr. Slab	1215+20.43	49.00	770.93	770.95

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1214+87.08	59.00	770.46	770.48
A1	1214+97.08	59.00	770.55	770.57
A2	1215+07.08	59.00	770.63	770.65
E. End of W. Appr. Slab	1215+17.08	59.00	770.70	770.72

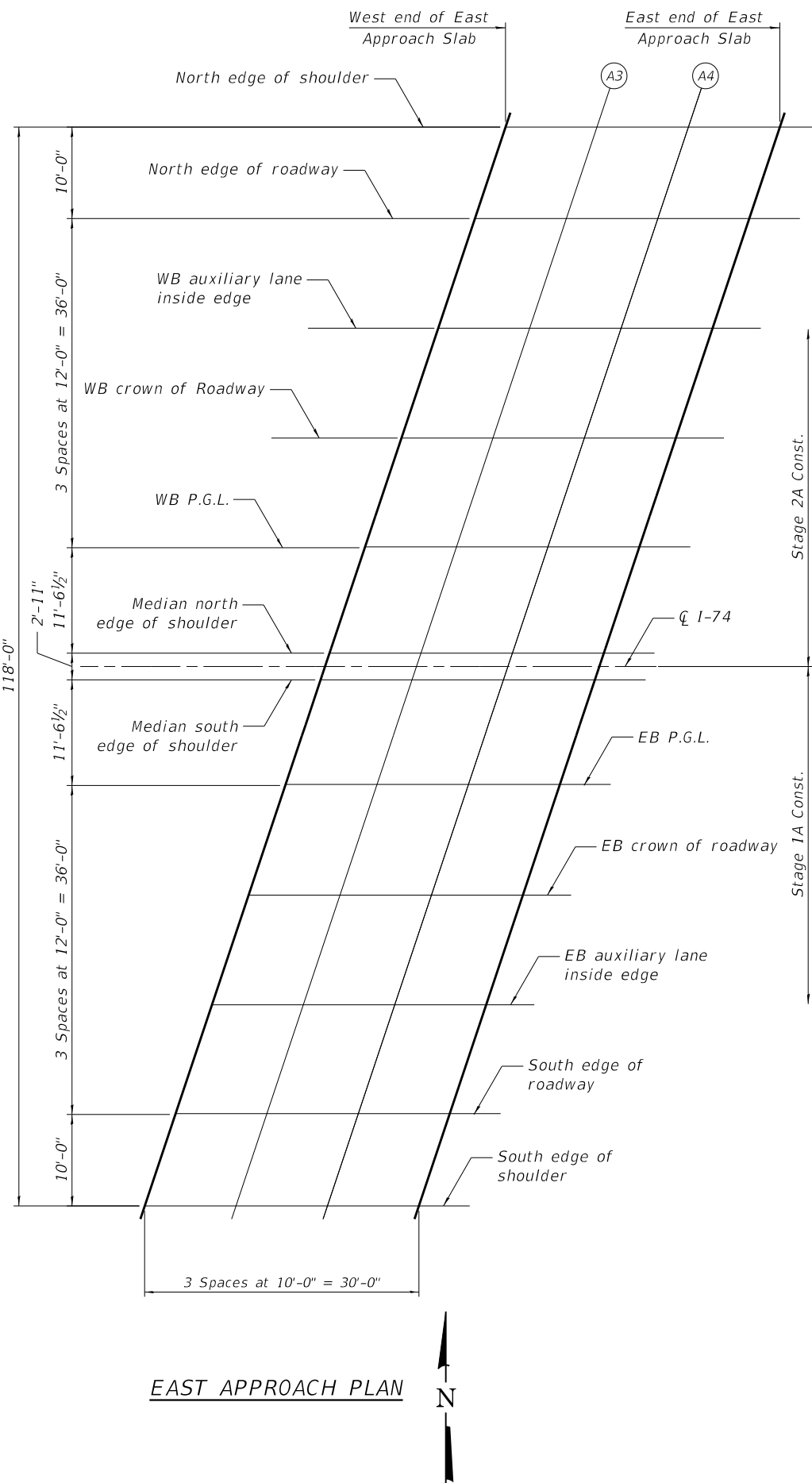
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS 1  
 STRUCTURE NO. 010-0021

SHEET SR-14 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	148
CONTRACT NO. 70C64				
ILLINOIS		FED. AID PROJECT		

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EAST APPROACH PLAN

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+83.21	-59.00	764.60	764.62
A3	1222+93.21	-59.00	764.37	764.39
A4	1223+03.21	-59.00	764.13	764.15
E. End of E. Appr. Slab	1223+13.21	-59.00	763.89	763.91

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+79.86	-49.00	764.88	764.90
A3	1222+89.86	-49.00	764.65	764.67
A4	1222+99.86	-49.00	764.41	764.43
E. End of E. Appr. Slab	1223+09.86	-49.00	764.17	764.19

**WB AUXILIARY LANE INSIDE EDGE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+75.85	-37.00	765.21	765.23
A3	1222+85.85	-37.00	764.98	765.00
A4	1222+95.85	-37.00	764.74	764.77
E. End of E. Appr. Slab	1223+05.85	-37.00	764.51	764.53

**WB CROWN OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+71.83	-25.00	765.48	765.50
A3	1222+81.83	-25.00	765.25	765.27
A4	1222+91.83	-25.00	765.02	765.04
E. End of E. Appr. Slab	1223+01.83	-25.00	764.78	764.80

**WB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+67.82	-13.00	765.39	765.42
A3	1222+77.82	-13.00	765.17	765.19
A4	1222+87.82	-13.00	764.93	764.95
E. End of E. Appr. Slab	1222+97.82	-13.00	764.70	764.72

**MEDIAN NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+63.96	-1.46	765.25	765.27
A3	1222+73.96	-1.46	765.02	765.05
A4	1222+83.96	-1.46	764.79	764.81
E. End of E. Appr. Slab	1222+93.96	-1.46	764.56	764.58

**MEDIAN SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+62.98	1.46	765.27	765.29
A3	1222+72.98	1.46	765.05	765.07
A4	1222+82.98	1.46	764.82	764.84
E. End of E. Appr. Slab	1222+92.98	1.46	764.58	764.60

**EB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+59.12	13.00	765.59	765.61
A3	1222+69.12	13.00	765.37	765.39
A4	1222+79.12	13.00	765.14	765.16
E. End of E. Appr. Slab	1222+89.12	13.00	764.90	764.92

**EB CROWN OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+55.10	25.00	765.86	765.88
A3	1222+65.10	25.00	765.64	765.66
A4	1222+75.10	25.00	765.41	765.43
E. End of E. Appr. Slab	1222+85.10	25.00	765.18	765.20

**EB AUXILIARY LANE INSIDE EDGE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+51.09	37.00	765.77	765.79
A3	1222+61.09	37.00	765.55	765.57
A4	1222+71.09	37.00	765.32	765.34
E. End of E. Appr. Slab	1222+81.09	37.00	765.09	765.11

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+47.07	49.00	765.62	765.64
A3	1222+57.07	49.00	765.40	765.42
A4	1222+67.07	49.00	765.17	765.19
E. End of E. Appr. Slab	1222+77.07	49.00	764.94	764.96

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1222+43.73	59.00	765.49	765.51
A3	1222+53.73	59.00	765.27	765.29
A4	1222+63.73	59.00	765.05	765.07
E. End of E. Appr. Slab	1222+73.73	59.00	764.82	764.84

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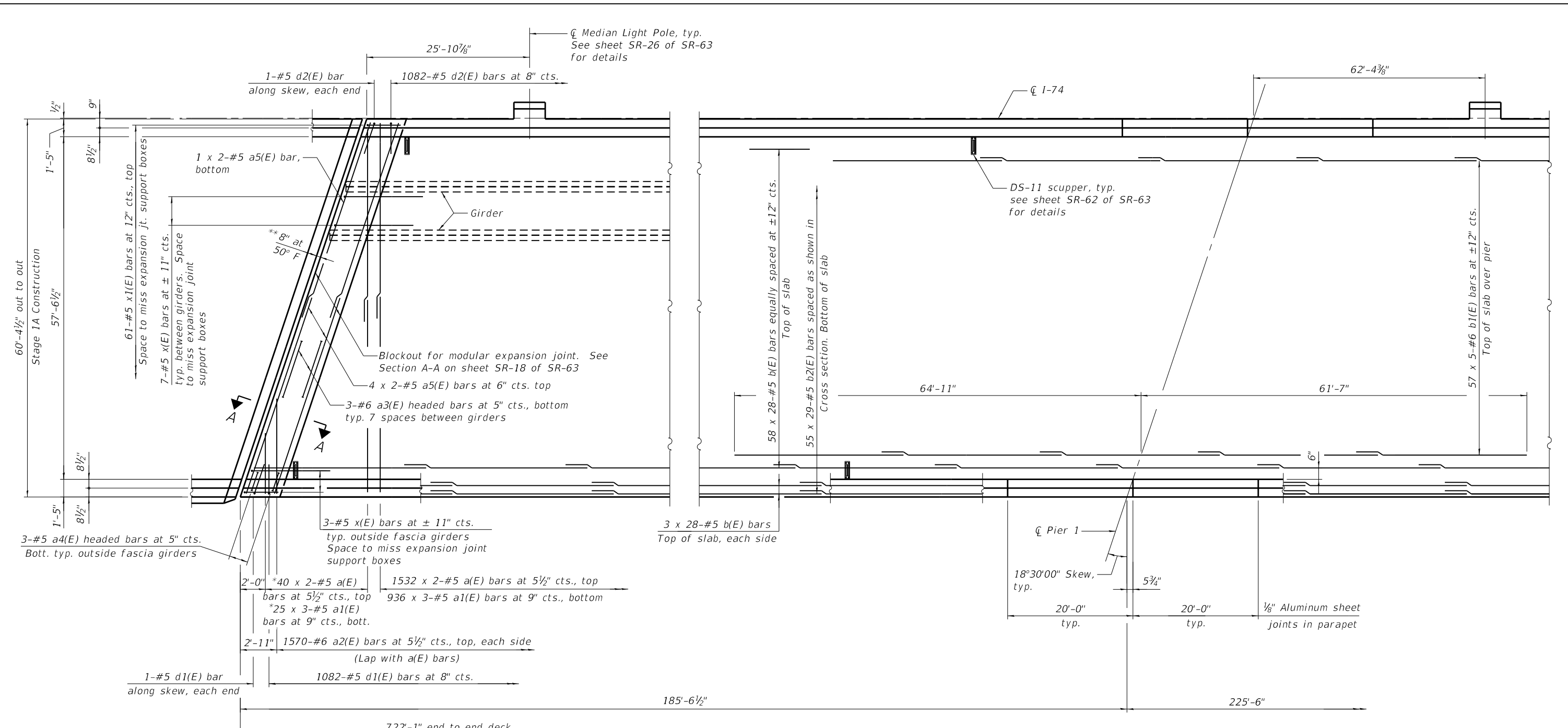
TOP OF APPROACH SLAB ELEVATIONS 2  
 STRUCTURE NO. 010-0021

SHEET SR-15 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	149
CONTRACT NO. 70C64				

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PARTIAL PLAN  
 N

\* Order a(E) & a1(E) bars full length. Cut in field to fit skew and use remainder of bars in opposite end of deck.  
 \*\* Dimension showing concrete opening. Actual joint dimensions may vary depending on manufacturer's design.

Notes:  
 See sheet SR-23 for superstructure details and sheet SR-27 of SR-63 for Bill of Materials. See sheet SR-18 of SR-63 for Section A-A. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line. 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. The x(E) bars shall be placed parallel to the beams. Spacing for these bars at right angles to the beams.

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

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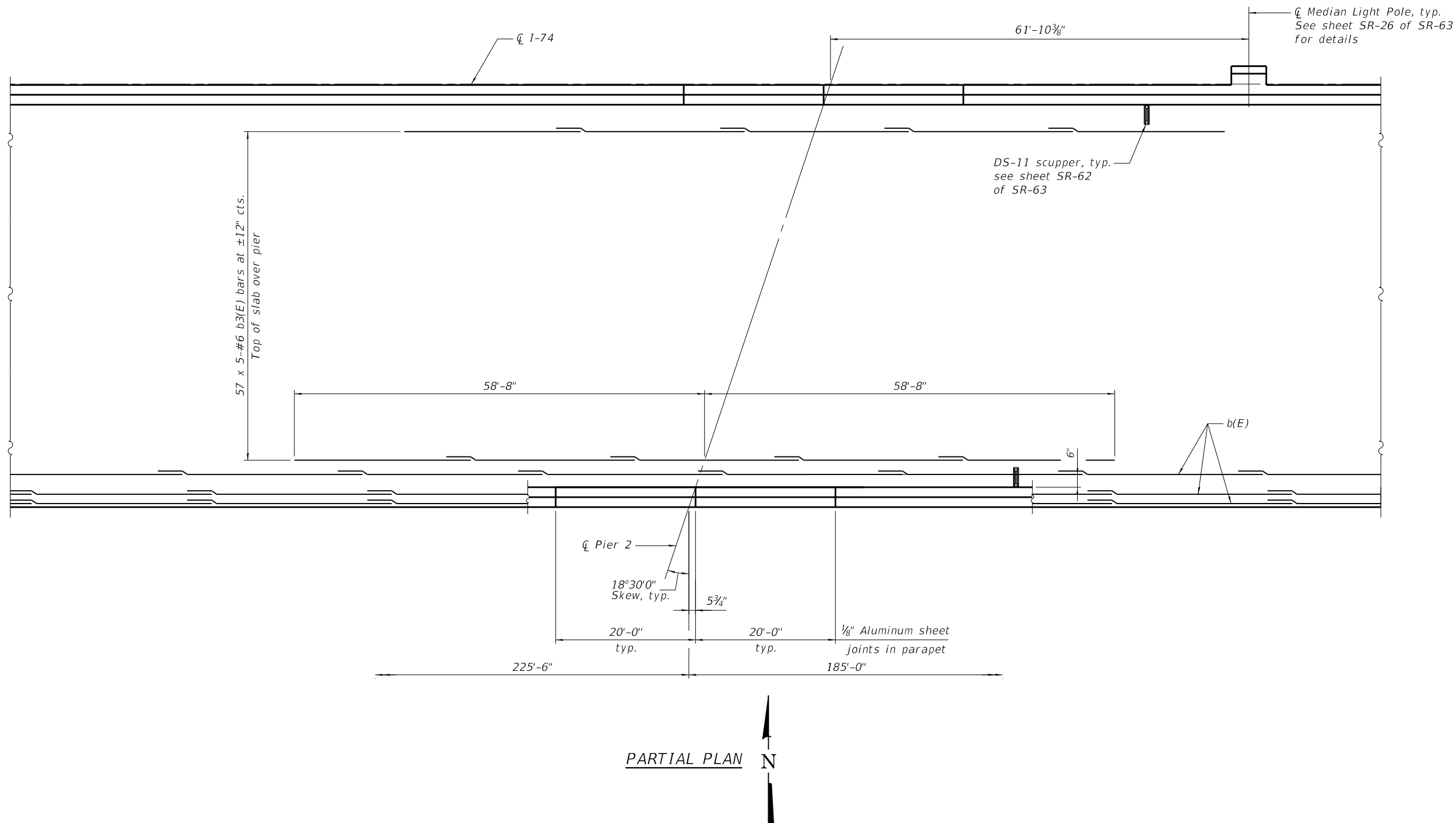
EB DECK PLAN 1  
 STRUCTURE NO. 010-0021

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				

SHEET SR-16 OF SR-63 SHEETS

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PARTIAL PLAN N

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PLOT DATE =	CHECKED - BK	REVISED -

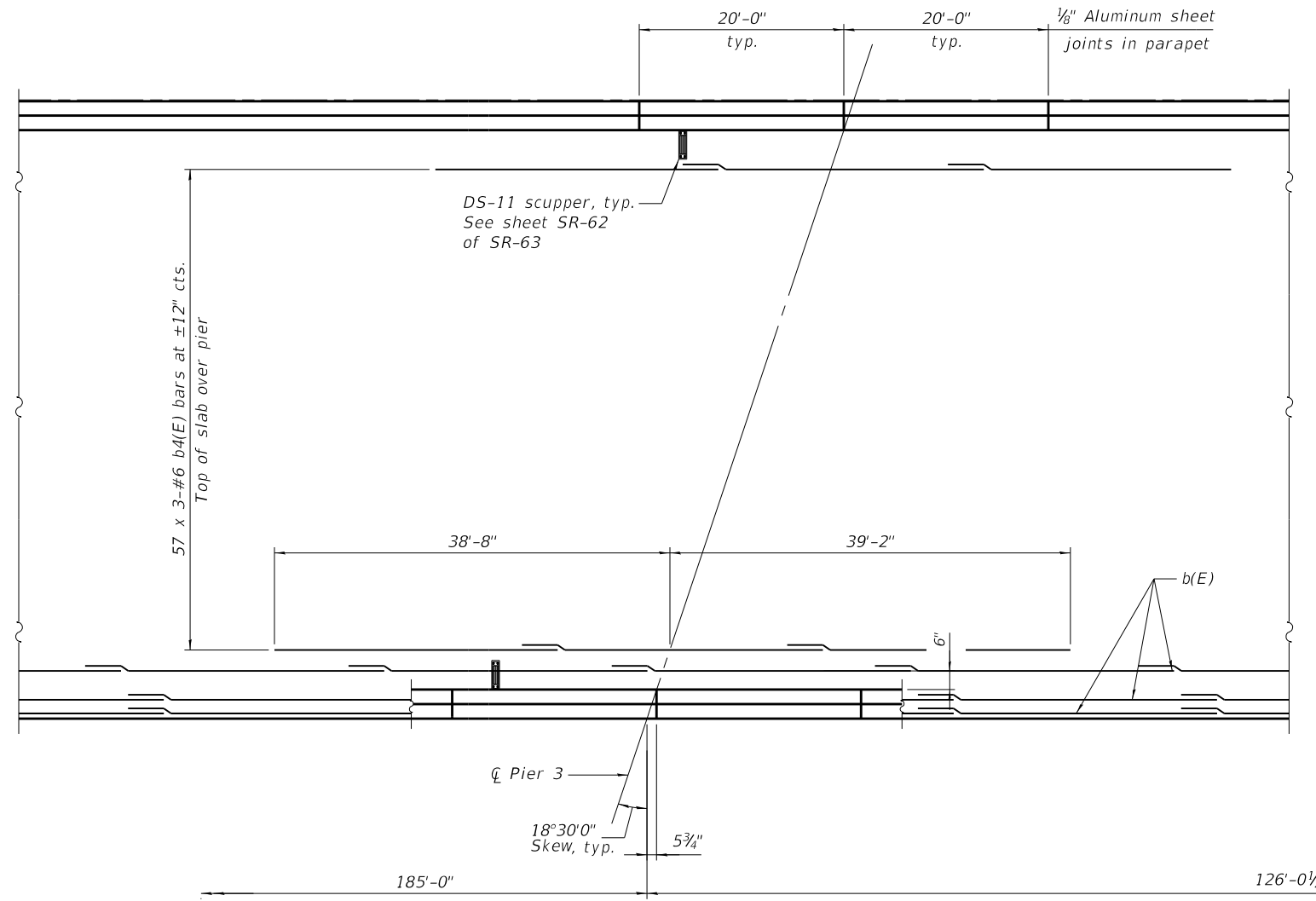
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EB DECK PLAN 2  
 STRUCTURE NO. 010-0021

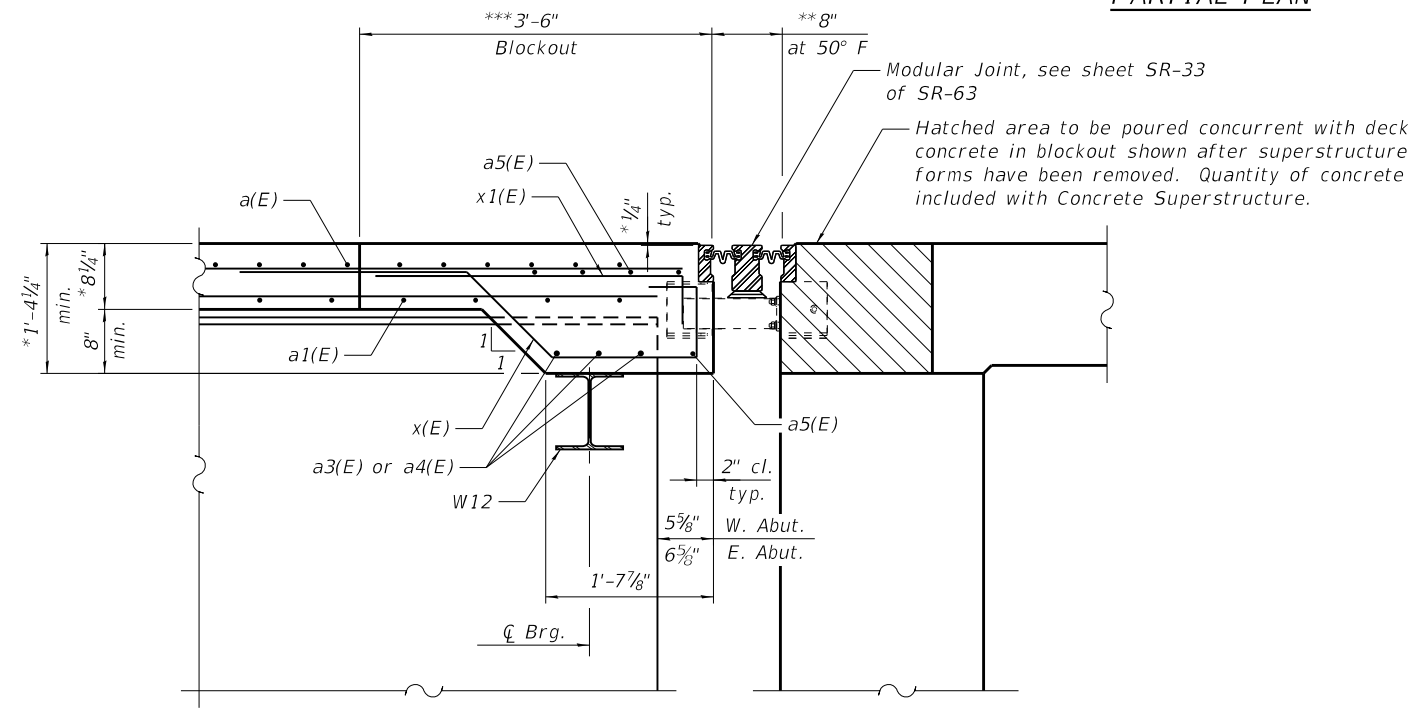
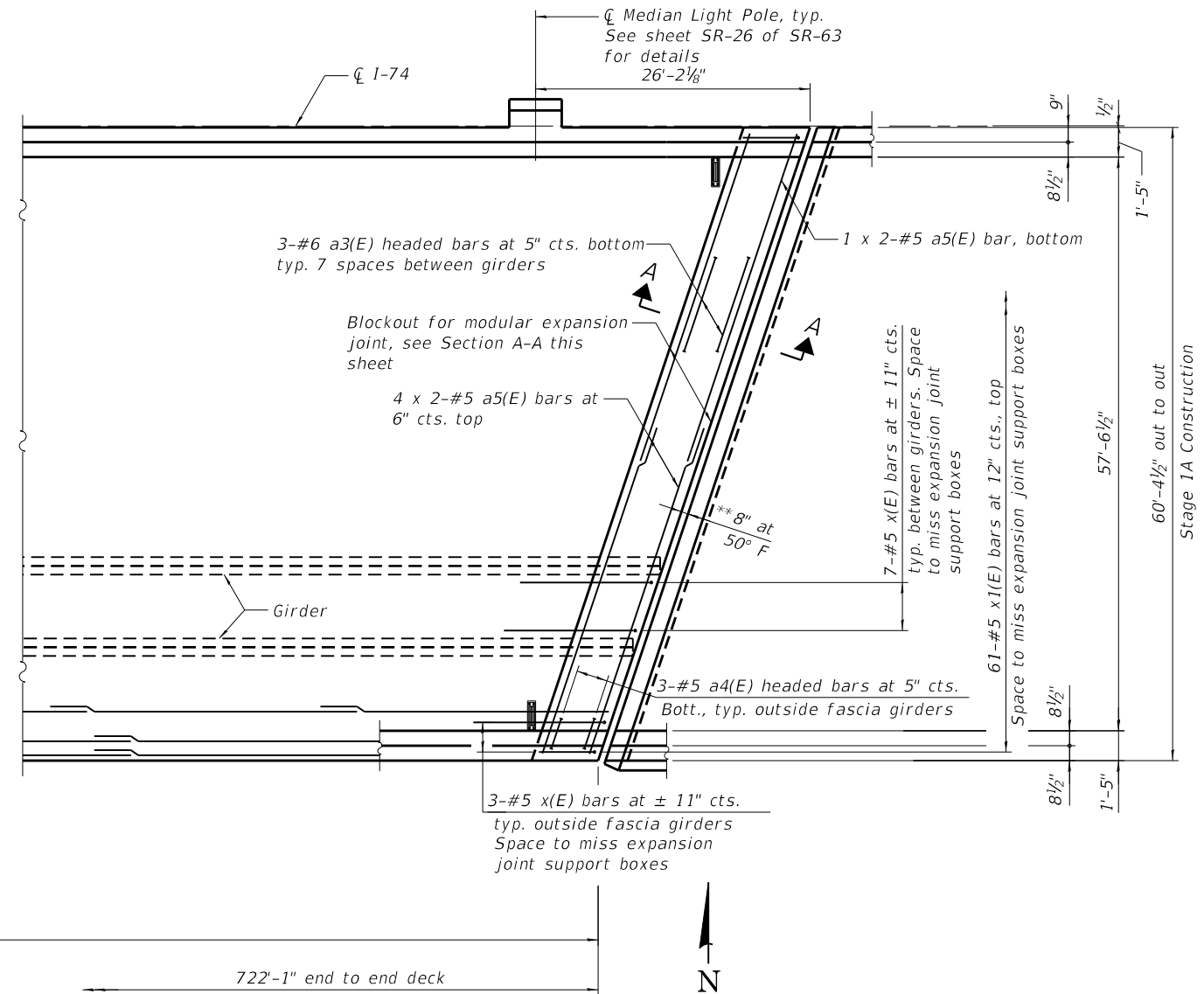
SHEET SR-17 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
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**PARTIAL PLAN**



**SECTION A-A**

- \* Prior to grinding.
- \*\* Dimension showing concrete opening. Actual joint dimensions may vary depending on manufacturer's design.
- \*\*\* Bars a(E), a1(E), a5(E), b(E), b2(E), x(E) and x1(E) in blockout may be adjusted or cut in field if necessary to miss joint support boxes as approved by the Engineer. See Special Provisions.

USER NAME =	DESIGNED - BK	REVISED -
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PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

**STATE OF ILLINOIS  
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**EB DECK PLAN 3  
 STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	152
CONTRACT NO. 70C64				

SHEET SR-18 OF SR-63 SHEETS

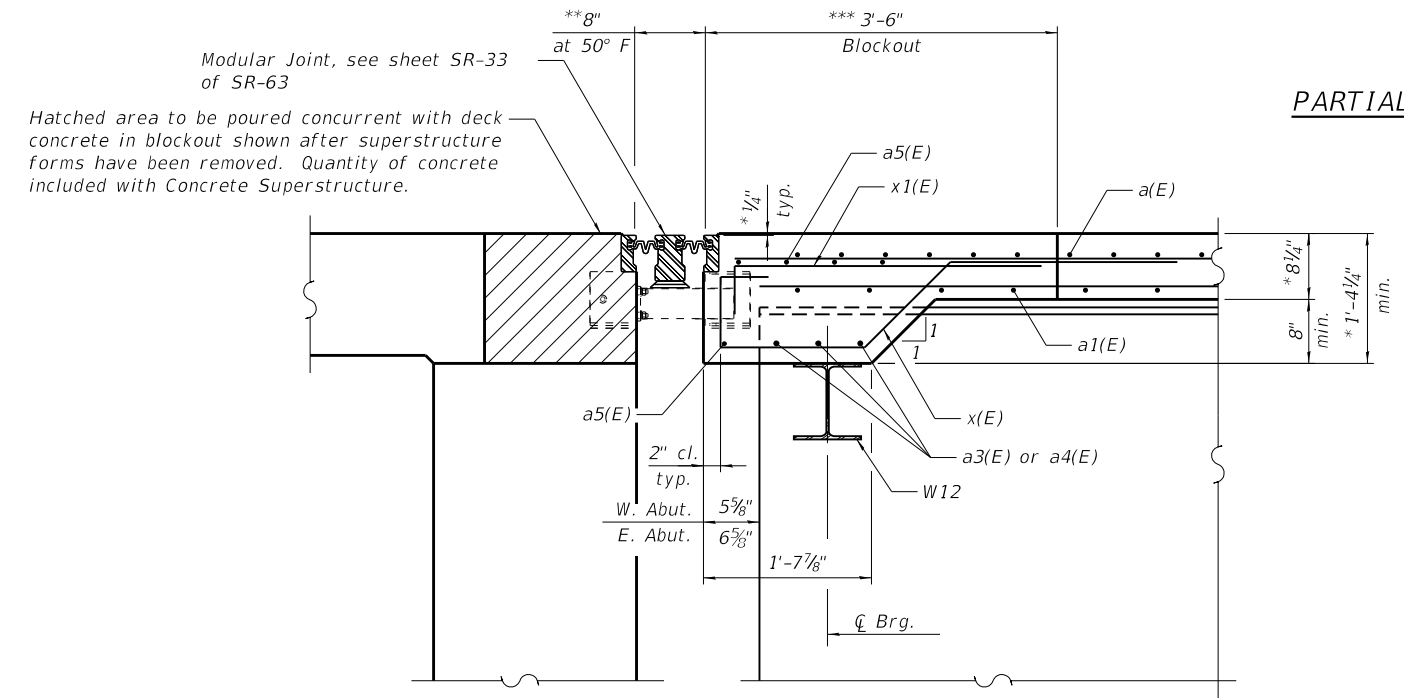
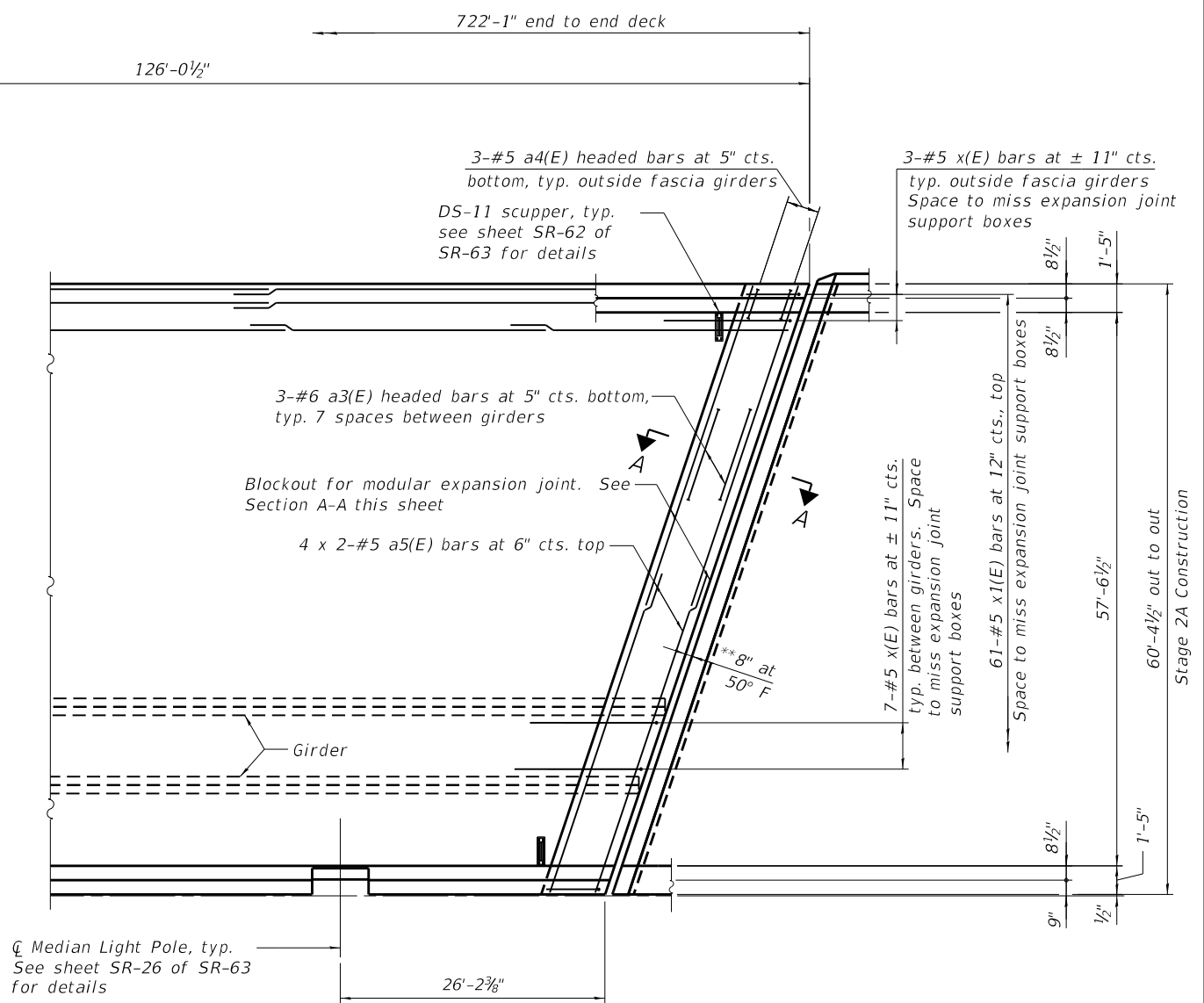
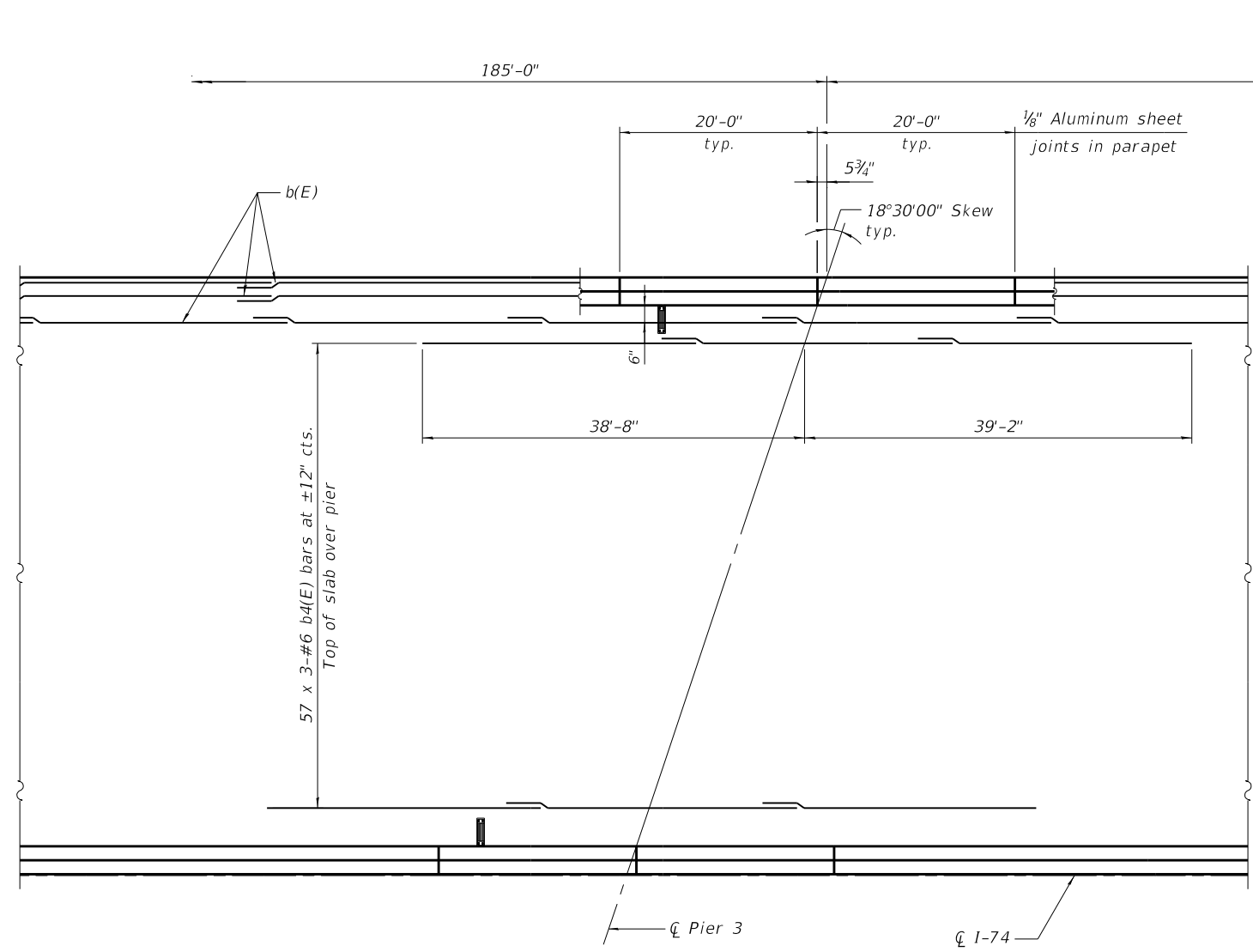
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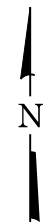




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PARTIAL PLAN



- \* Prior to grinding.
- \*\* Dimension showing concrete opening. Actual joint dimensions may vary depending on manufacturer's design.
- \*\*\* Bars a(E), a1(E), a5(E), b(E), b2(E), x(E) and x1(E) in blockout may be adjusted or cut in field if necessary to miss joint support boxes as approved by the Engineer. See Special Provisions.

SECTION A-A

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

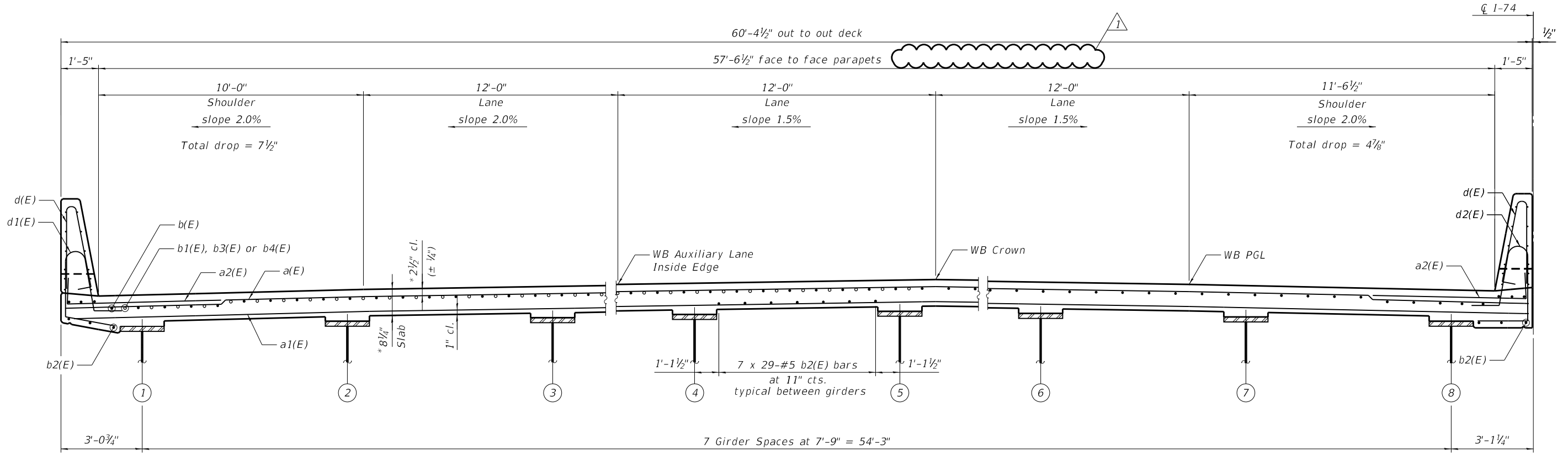
WB DECK PLAN 3  
 STRUCTURE NO. 010-0021

USER NAME =	DESIGNED - BK	REVISED -
CHECKED - KK	REVISIONS -	
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				

SHEET SR-21 OF SR-63 SHEETS

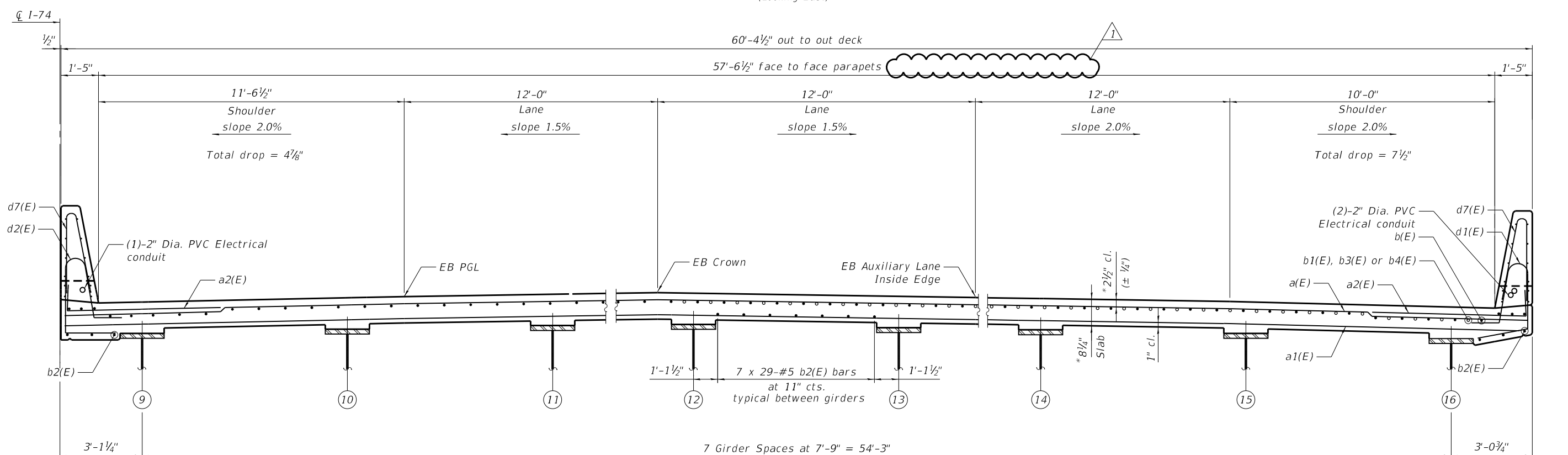
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NEAR PIER

**WB CROSS SECTION**  
(Looking East)

NEAR MIDSPAN



NEAR MIDSPAN

**EB CROSS SECTION**  
(Looking East)

NEAR PIER

\*Prior to grinding. Up to 1/4" will be ground off the bridge slab.  
Drainage scuppers not shown for clarity.

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**exp** U.S. Services Inc.  
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INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

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

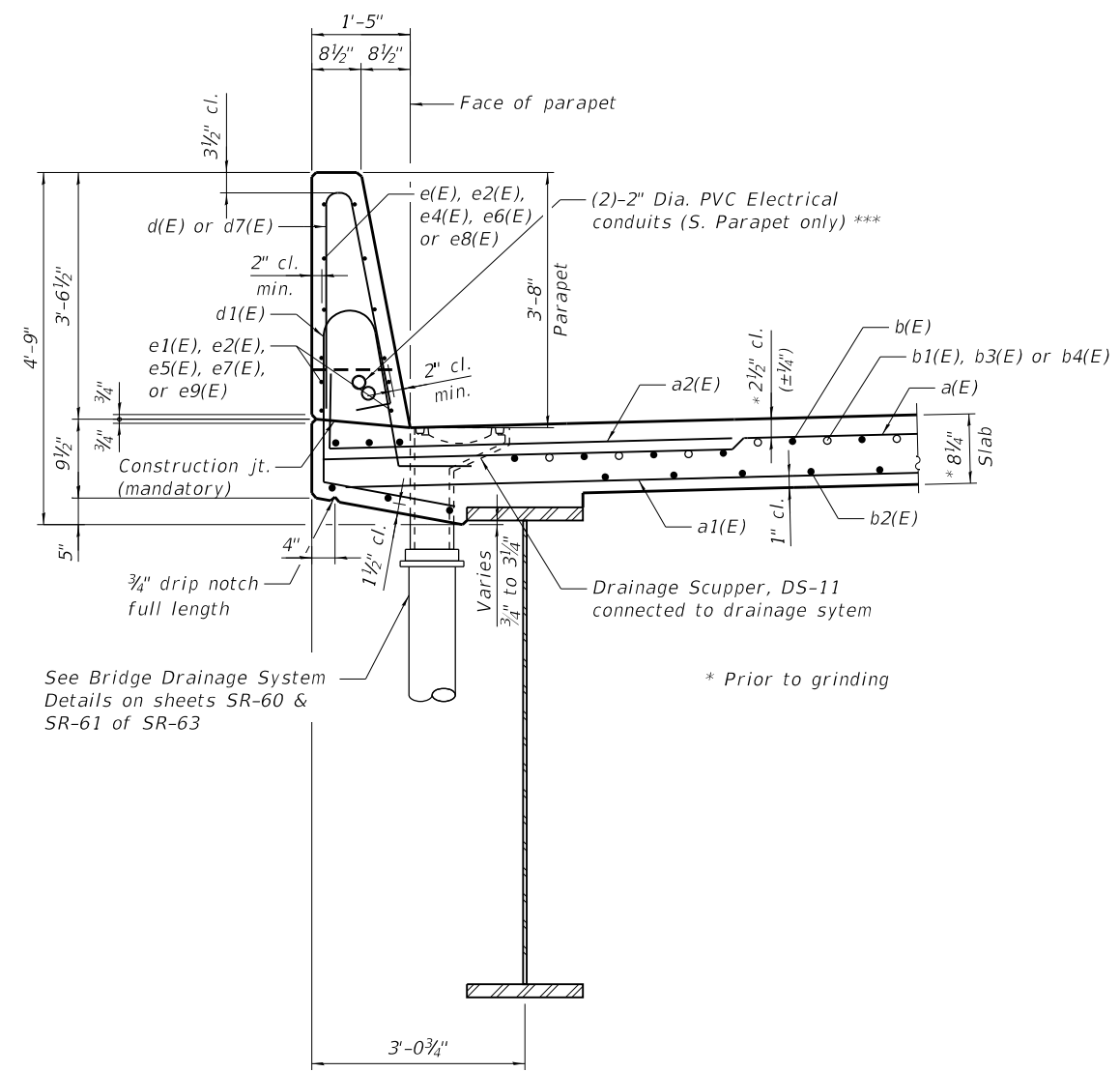
**DECK CROSS SECTIONS**  
**STRUCTURE NO. 010-0021**

SHEET SR-22 OF SR-63 SHEETS

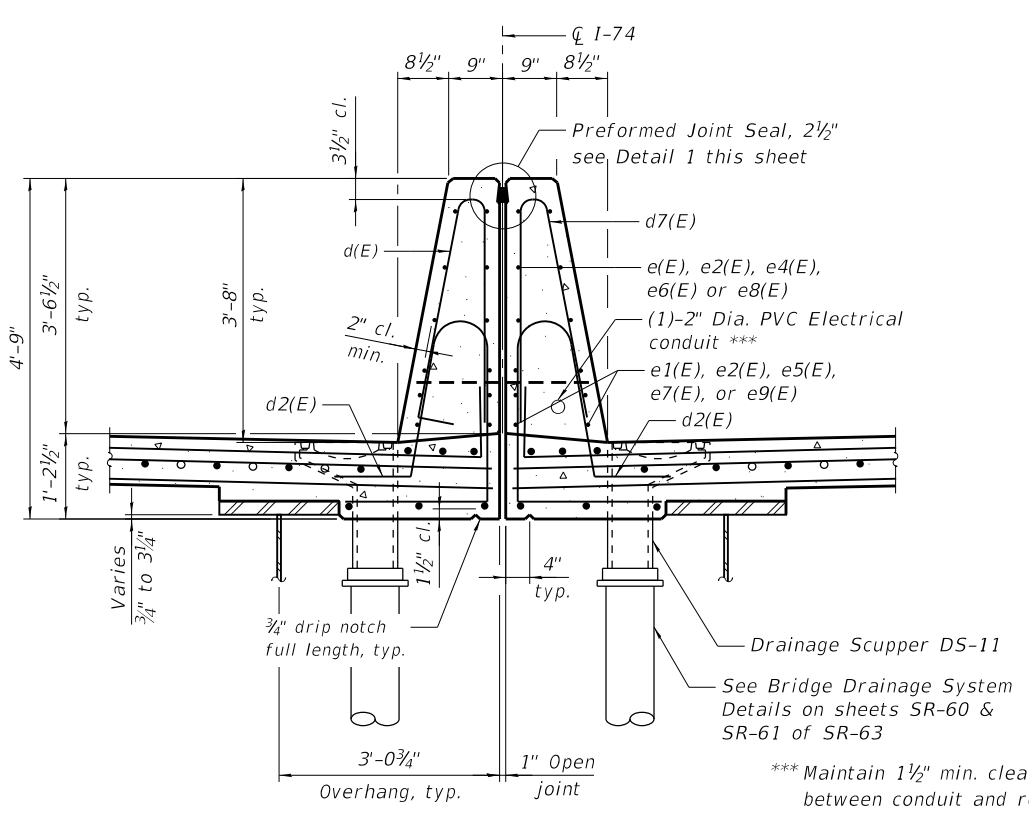
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CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

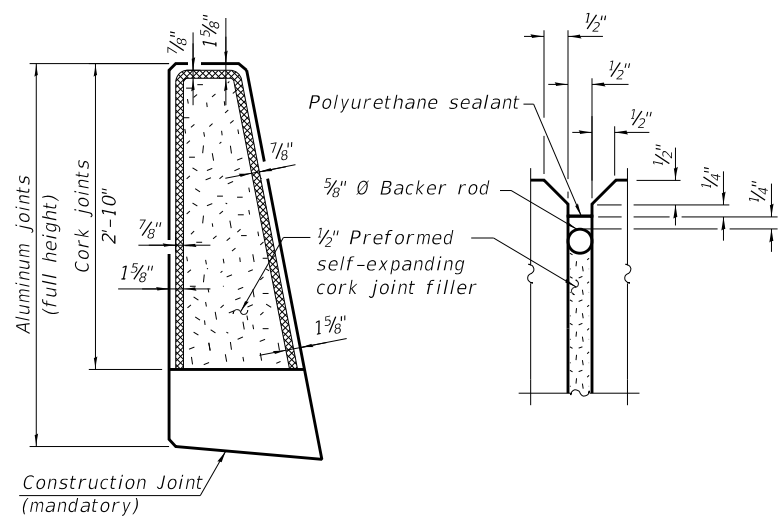
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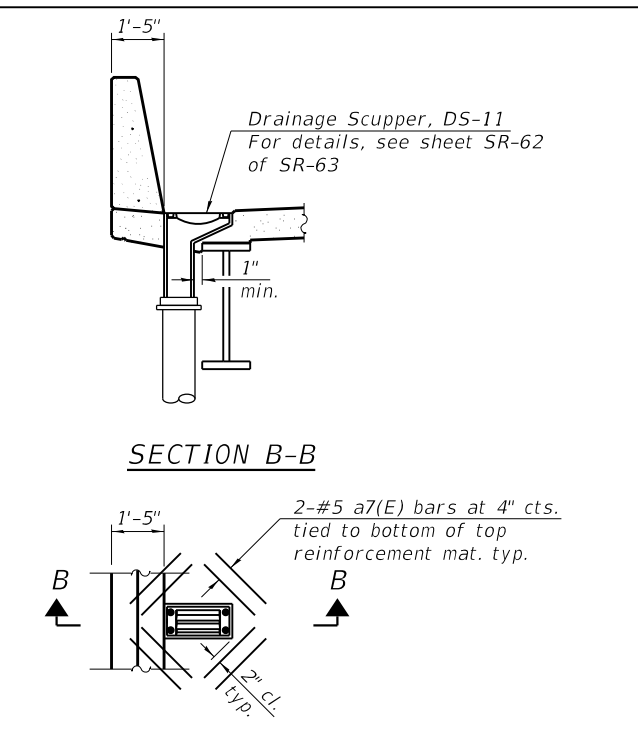
**SECTION THRU OUTSIDE PARAPET**



**SECTION THRU MEDIAN PARAPETS**  
(Looking East)

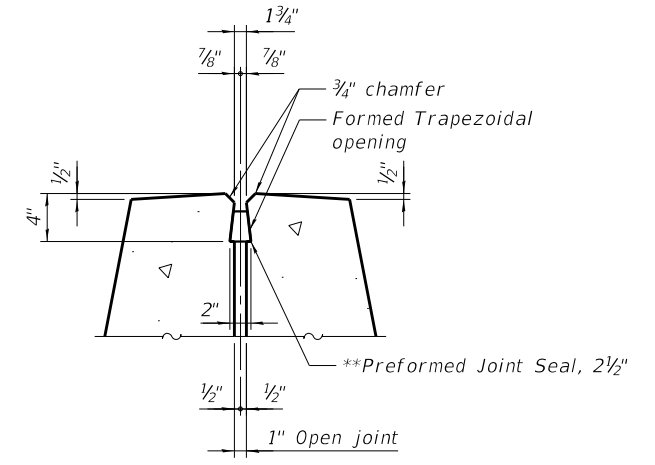


**PARAPET JOINT DETAILS**



**PLAN AT DRAINAGE SCUPPER**  
(20 thus)

Note:  
 Cut longitudinal reinforcement to clear drainage scuppers.



**DETAIL 1**

Notes:  
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Specs. and the color shall be gray.

**exp** U.S. Services Inc.  
 CHICAGO  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

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PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - MTR	REVISED -
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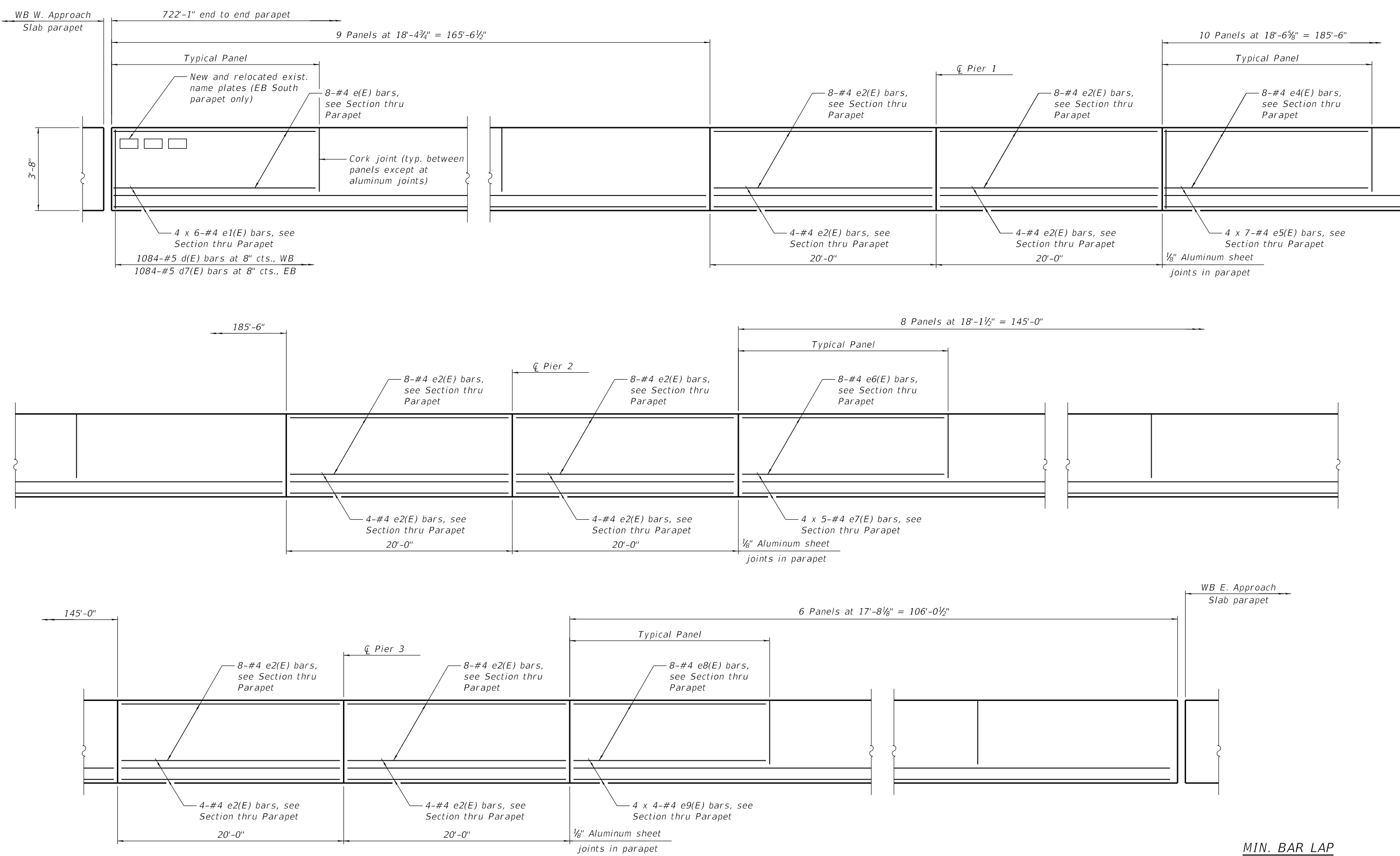
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS**  
**STRUCTURE NO. 010-0021**

SHEET SR-23 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

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**MIN. BAR LAP**  
 #4 = 2'-5"

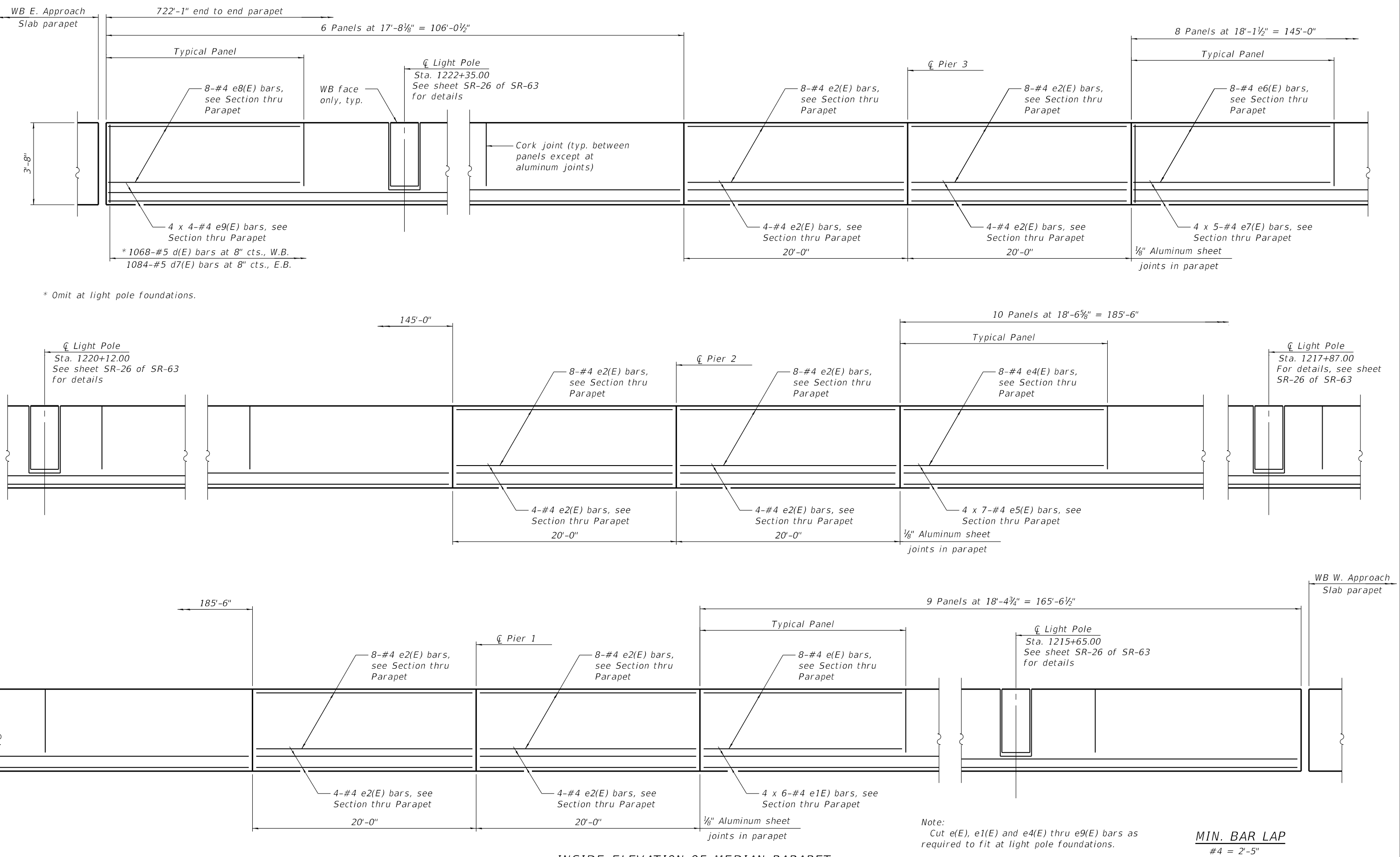
**INSIDE ELEVATION OF OUTSIDE PARAPET**  
 (WB North parapet shown, EB South parapet mirrored 180°)

exp U.S. Services Inc. CHICAGO BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME =	DESIGNED - BK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PARAPET ELEVATIONS 1</b> <b>STRUCTURE NO. 010-0021</b>	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
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	PLOT DATE =	CHECKED - BK	REVISED -			CONTRACT NO. 70C64				

SHEET SR-24 OF SR-63 SHEETS

ILLINOIS FED. AID PROJECT

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Note:  
 Cut e(E), e1(E) and e4(E) thru e9(E) bars as required to fit at light pole foundations.

**MIN. BAR LAP**  
 #4 = 2'-5"

**INSIDE ELEVATION OF MEDIAN PARAPET**  
 (WB Median parapet shown, EB Median parapet mirrored 180°)

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

**PARAPET ELEVATIONS 2**  
**STRUCTURE NO. 010-0021**

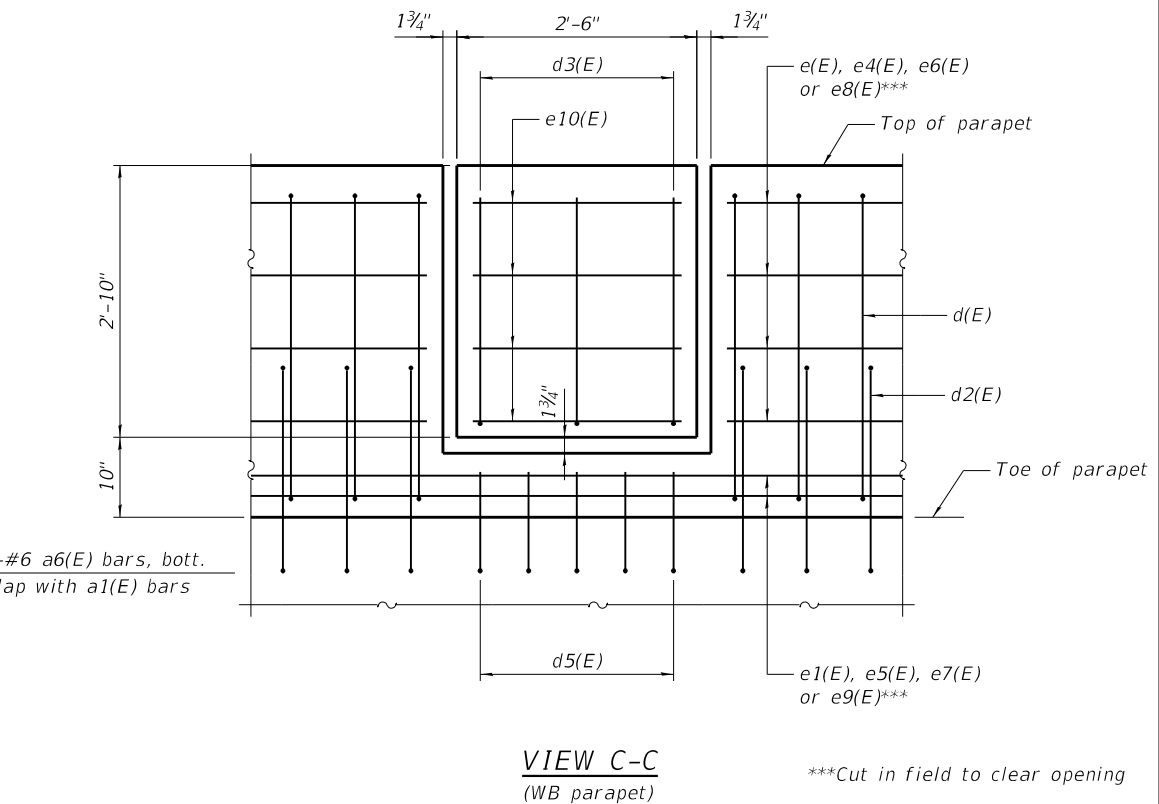
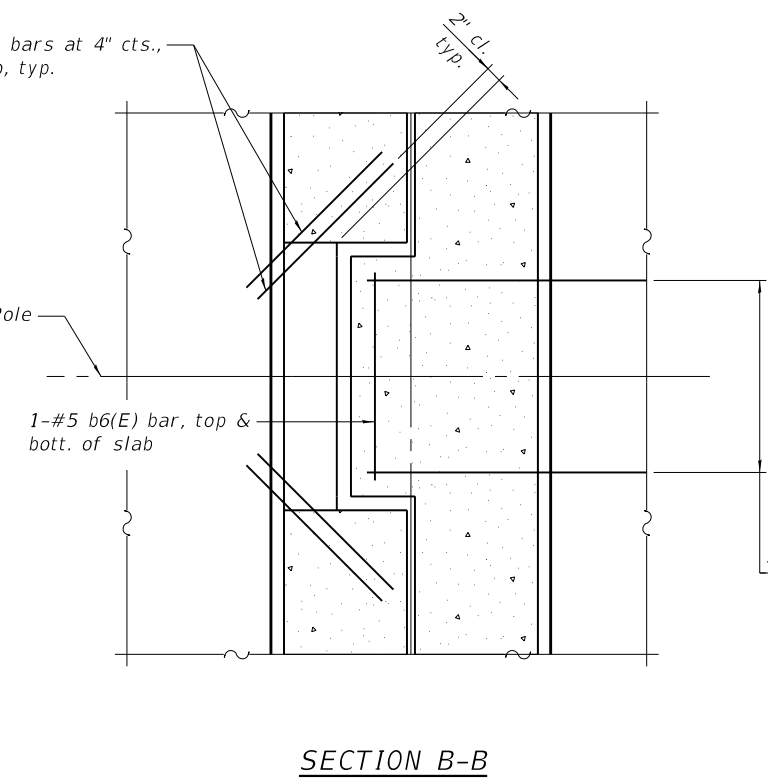
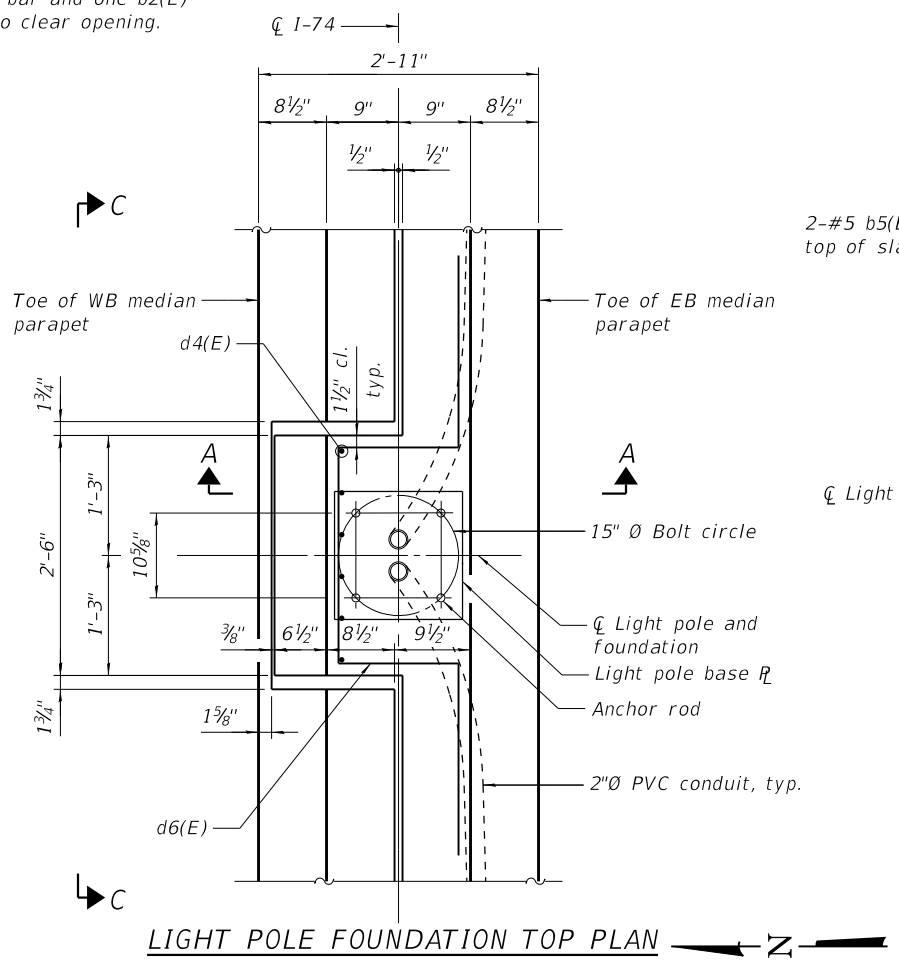
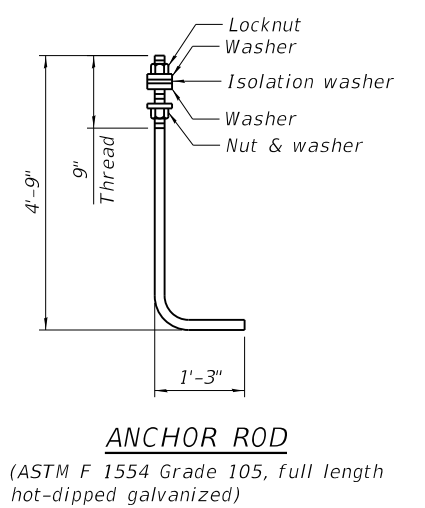
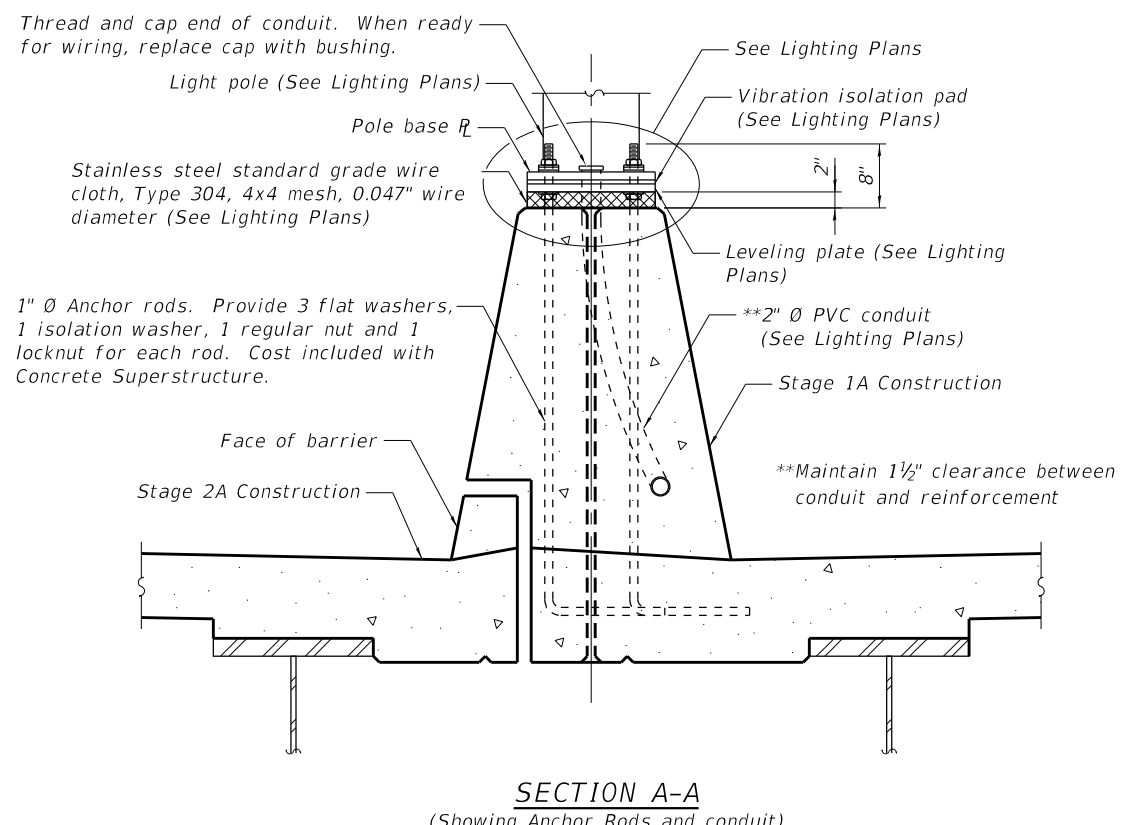
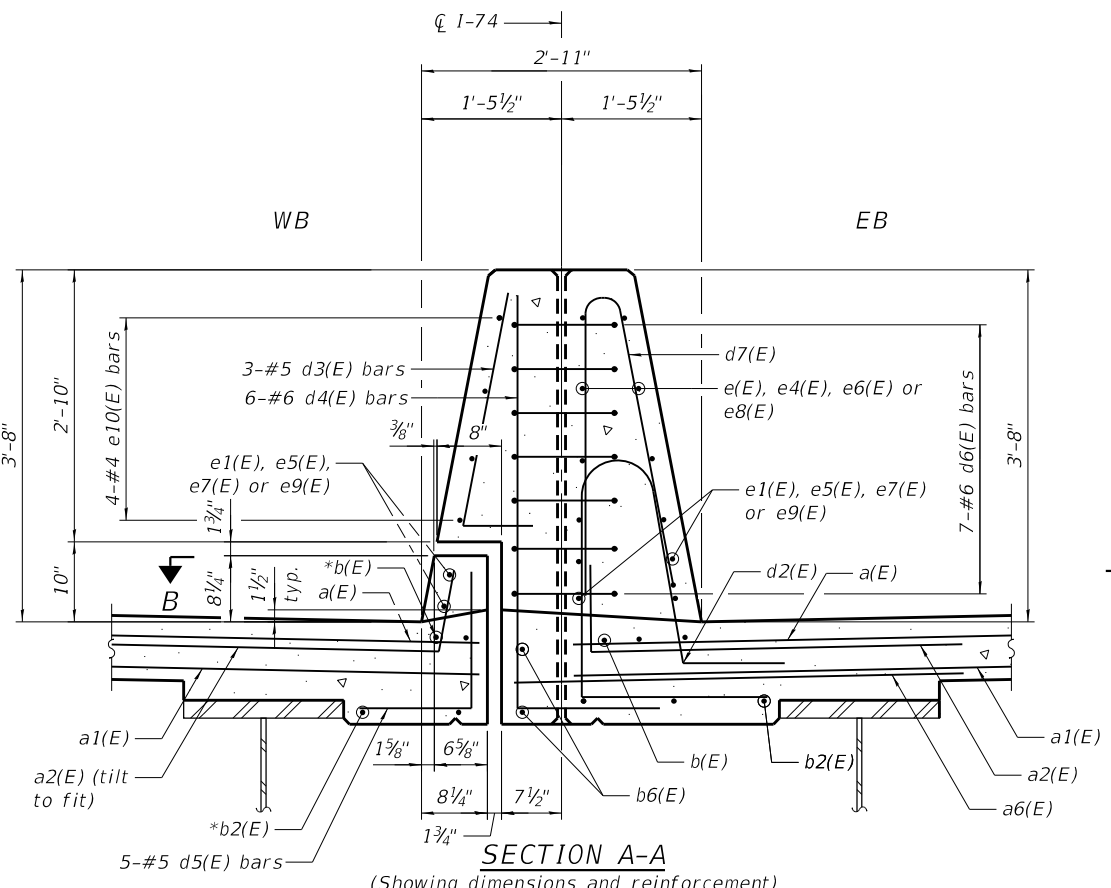
SHEET SR-25 OF SR-63 SHEETS

USER NAME =	DESIGNED - BK	REVISED -
CHECKED - KK	REVISIONS -	
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	159
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

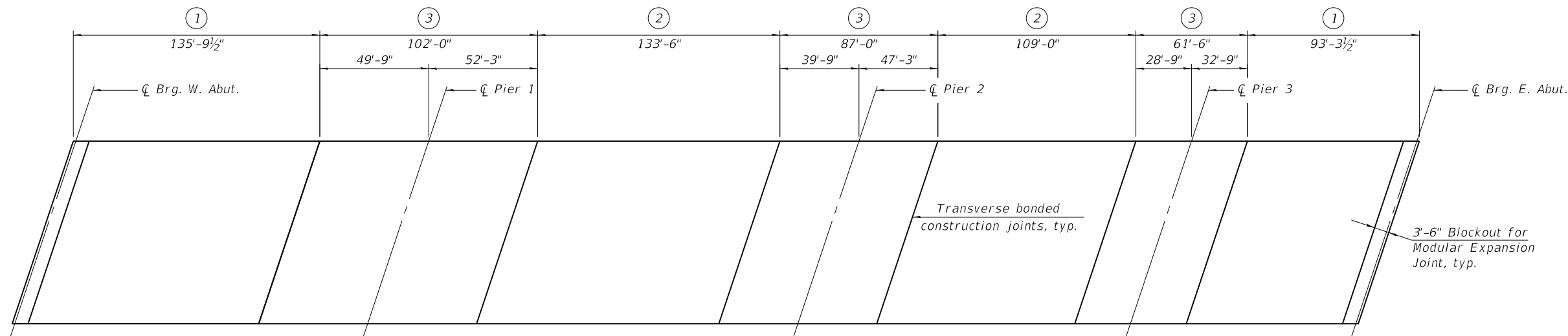
PARAPET DETAILS  
 STRUCTURE NO. 010-0021

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	160
CONTRACT NO. 70C64				

SHEET SR-26 OF SR-63 SHEETS

ILLINOIS FED. AID PROJECT





**DECK POURING SEQUENCE**

**EB SUPERSTRUCTURE  
BILL OF MATERIAL**

**WB SUPERSTRUCTURE  
BILL OF MATERIAL**

**Notes:**

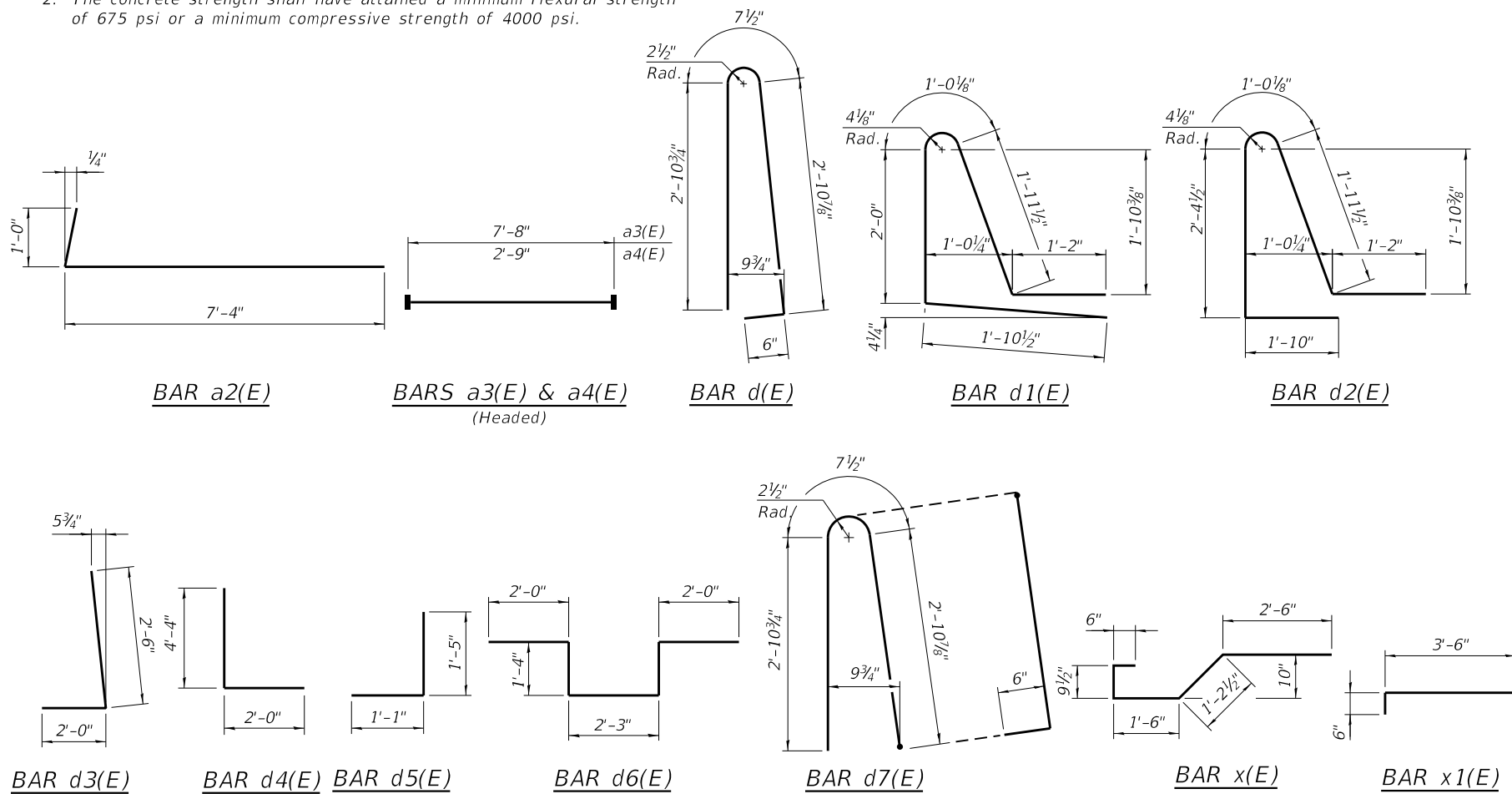
The bridge deck shall be poured in numeric order per the pouring sequence shown. If the Contractor wishes to alter the deck pour sequence from the sequence shown, the Contractor shall submit a proposed deck pour sequence to the Engineer for review and acceptance.

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

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

Bar	No.	Size	Length	Shape
a(E)	3144	#5	31'-10"	—
a1(E)	2883	#5	22'-3"	—
a2(E)	3140	#6	8'-4"	└
a3(E)	42	#6	7'-8"	└
a4(E)	12	#5	2'-9"	└
a5(E)	20	#5	33'-5"	—
a6(E)	16	#6	7'-1"	—
a7(E)	80	#5	1'-6"	—
b(E)	1792	#5	29'-2"	—
b1(E)	285	#6	28'-2"	—
b2(E)	1595	#5	28'-4"	—
b3(E)	285	#6	26'-4"	—
b4(E)	171	#6	28'-4"	—
b6(E)	8	#5	2'-3"	—
d(E)	2152	#5	6'-11"	└
d1(E)	1084	#5	8'-0"	└
d2(E)	1084	#5	8'-4"	└
d3(E)	12	#5	4'-6"	└
d4(E)	24	#6	6'-4"	└
d6(E)	28	#6	8'-11"	└
d7(E)	2168	#5	6'-11"	└
e(E)	144	#4	18'-0"	—
e1(E)	48	#4	29'-7"	—
e2(E)	144	#4	19'-8"	—
e4(E)	160	#4	18'-2"	—
e5(E)	56	#4	28'-7"	—
e6(E)	128	#4	17'-9"	—
e7(E)	40	#4	30'-11"	—
e8(E)	96	#4	17'-4"	—
e9(E)	32	#4	28'-3"	—
e10(E)	16	#4	2'-3"	—
x(E)	110	#5	6'-6"	└
x1(E)	122	#5	4'-0"	└
Description		Unit	Quantity	
Item		Unit	Total	
Concrete Superstructure		Cu Yd	1,433.4	
Reinforcement Bars, Epoxy Coated		Pound	392,070	
Preformed Joint Seal, 2 1/2"		Foot	787	

Bar	No.	Size	Length	Shape
a(E)	3144	#5	31'-10"	—
a1(E)	2883	#5	22'-3"	—
a2(E)	3140	#6	8'-4"	└
a3(E)	42	#6	7'-8"	└
a4(E)	12	#5	2'-9"	└
a5(E)	20	#5	33'-5"	—
a7(E)	80	#5	1'-6"	—
b(E)	1792	#5	29'-2"	—
b1(E)	285	#6	28'-2"	—
b2(E)	1595	#5	28'-4"	—
b3(E)	285	#6	26'-4"	—
b4(E)	171	#6	28'-4"	—
b5(E)	16	#5	2'-0"	—
d(E)	2152	#5	6'-11"	└
d1(E)	1084	#5	8'-0"	└
d2(E)	1068	#5	8'-4"	└
d5(E)	20	#5	2'-6"	└
e(E)	144	#4	18'-0"	—
e1(E)	48	#4	29'-7"	—
e2(E)	144	#4	19'-8"	—
e4(E)	160	#4	18'-2"	—
e5(E)	56	#4	28'-7"	—
e6(E)	128	#4	17'-9"	—
e7(E)	40	#4	30'-11"	—
e8(E)	96	#4	17'-4"	—
e9(E)	32	#4	28'-3"	—
x(E)	110	#5	6'-6"	└
x1(E)	122	#5	4'-0"	└
Item		Unit	Total	
Concrete Superstructure		Cu Yd	1,430.1	
Reinforcement Bars, Epoxy Coated		Pound	391,030	

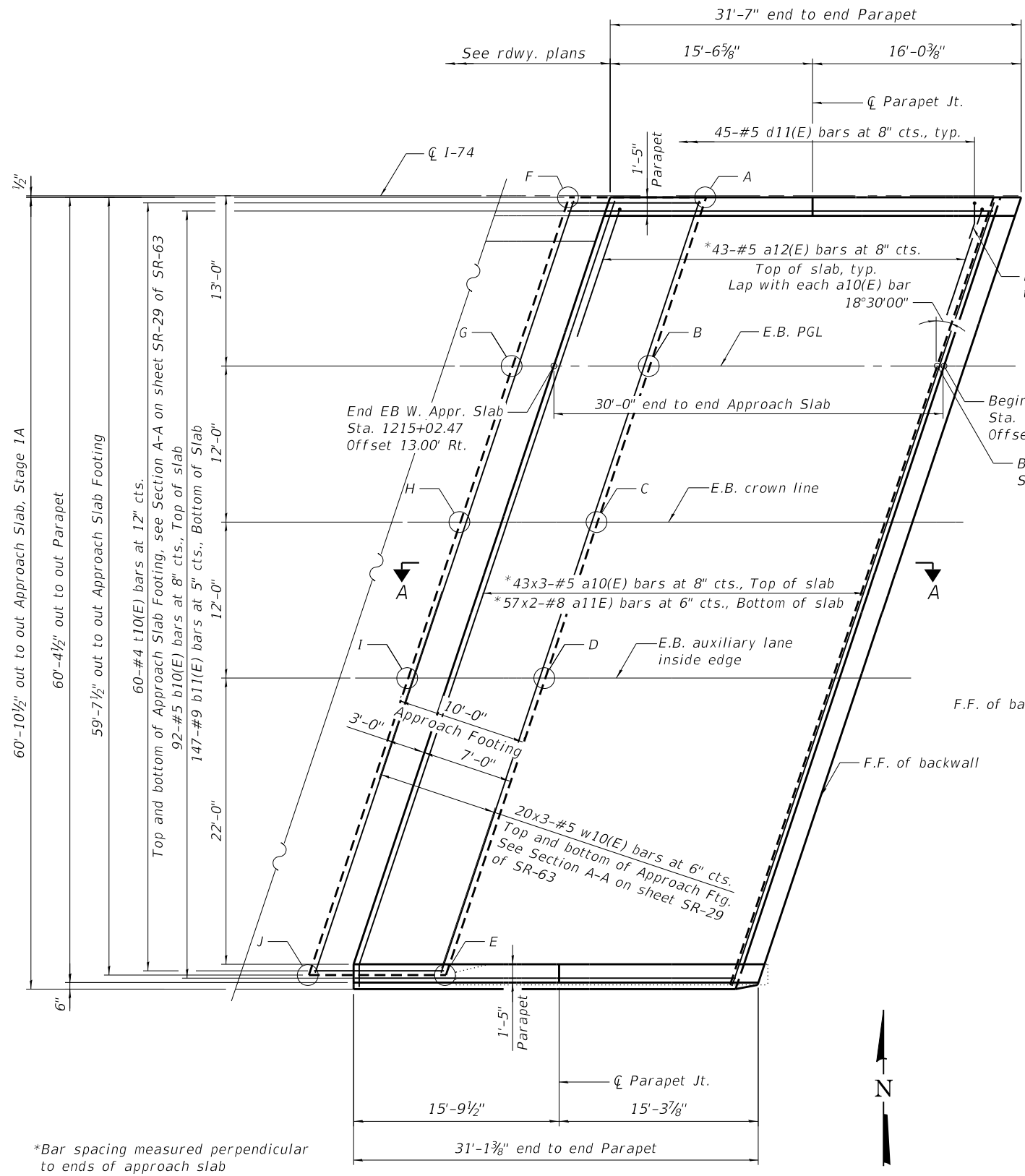


\* Includes quantity for end to end of bridge approach slabs along median parapets.

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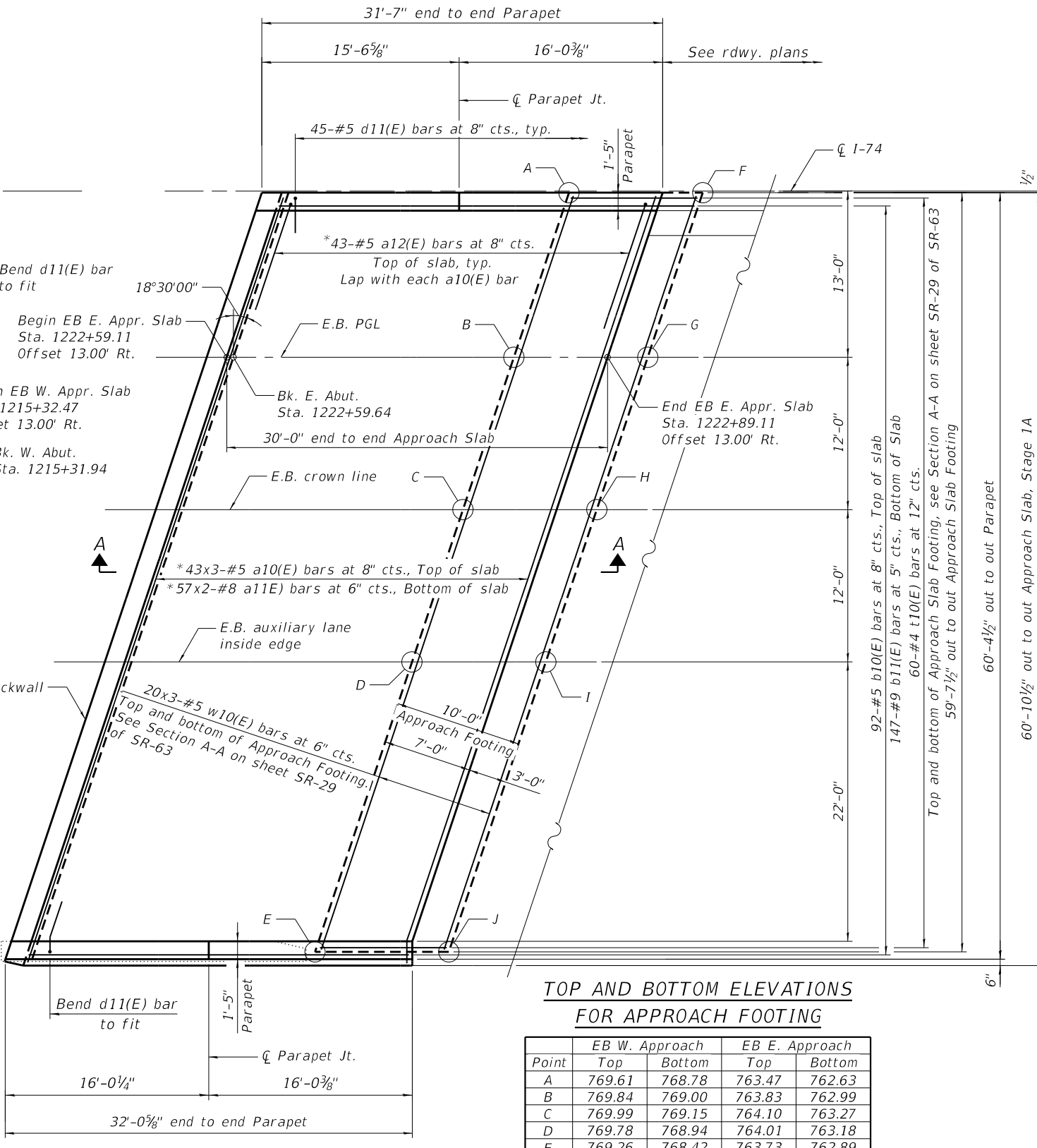
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	SHEET SR-27 OF SR-63 SHEETS							

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**EB WEST APPROACH SLAB PLAN**

\*Bar spacing measured perpendicular to ends of approach slab



**EB EAST APPROACH SLAB PLAN**

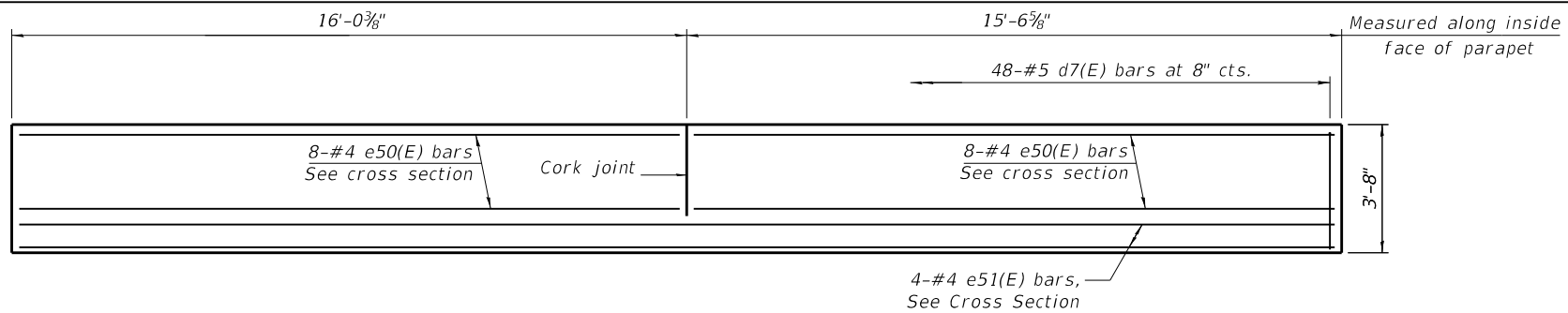
**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

Point	EB W. Approach		EB E. Approach	
	Top	Bottom	Top	Bottom
A	769.61	768.78	763.47	762.63
B	769.84	769.00	763.83	762.99
C	769.99	769.15	764.10	763.27
D	769.78	768.94	764.01	763.18
E	769.26	768.42	763.73	762.89
F	769.53	768.70	763.22	762.38
G	769.76	768.92	763.58	762.75
H	769.90	769.07	763.85	763.02
I	769.69	768.86	763.77	762.93
J	769.17	768.33	763.49	762.65

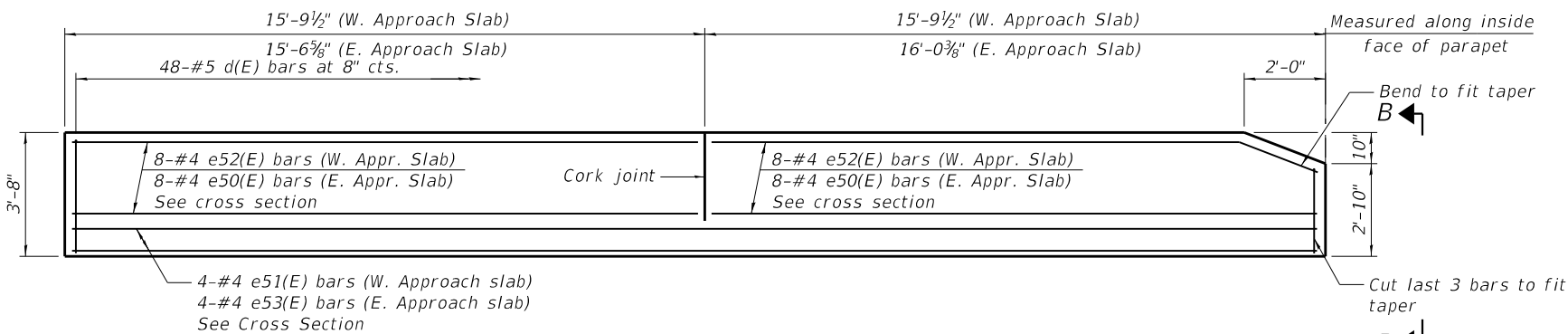
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EB APPROACH SLAB DETAILS 1  
 STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	162
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



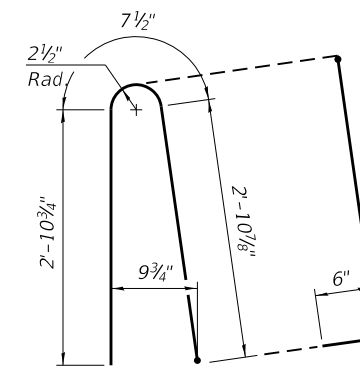
INSIDE ELEVATION OF MEDIAN PARAPETS



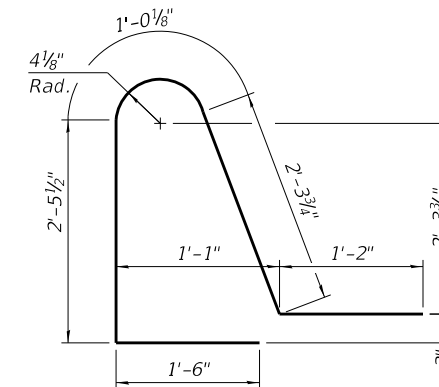
INSIDE ELEVATION OF OUTSIDE PARAPET  
(EB W. Approach slab shown, EB E. Approach mirrored 180°)

Notes:

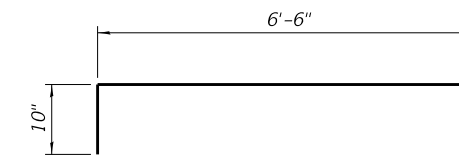
Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab concrete shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet SR-03 of SR-63  
 See Highway Standard 631031 for Type 6 traffic barrier terminal connections at the end of each outside parapet.  
 For details of parapet joints and Preformed Joint Seal between median parapets see sheet SR-23 of SR-63  
 Trim e50(E) thru e53(E) bars in field to fit.



BAR d7(E)



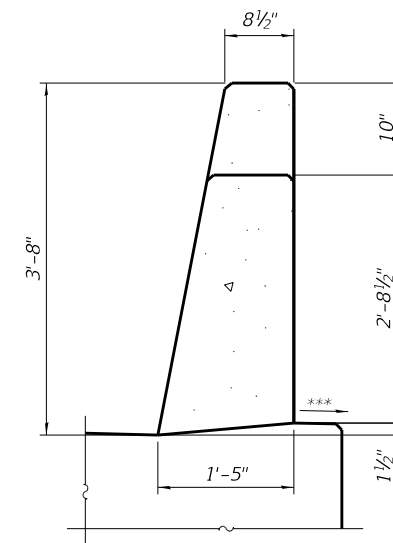
BAR d11(E)



BAR a12(E)

TWO APPROACHES  
BILL OF MATERIAL

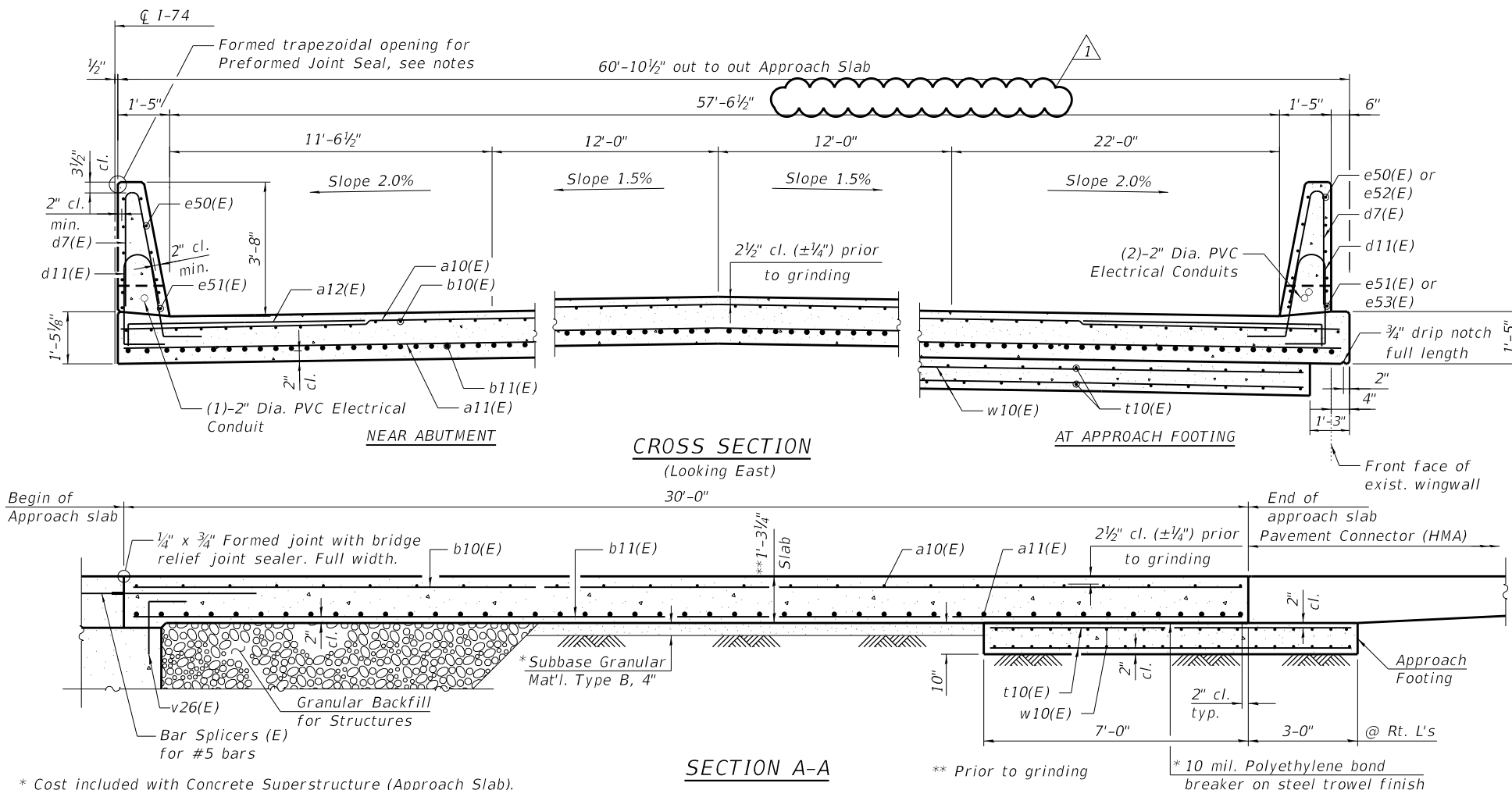
Bar	No.	Size	Length	Shape
a10(E)	258	#5	23'-7"	—
a11(E)	228	#8	34'-4"	—
a12(E)	172	#5	7'-4"	—
b10(E)	184	#5	29'-8"	—
b11(E)	294	#9	29'-8"	—
d7(E)	192	#5	6'-11"	∩
d11(E)	180	#5	8'-6"	∩
e50(E)	48	#4	15'-8"	—
e51(E)	12	#4	31'-3"	—
e52(E)	16	#4	15'-5"	—
e53(E)	4	#4	31'-8"	—
t10(E)	240	#4	10'-2"	—
w10(E)	240	#5	23'-1"	—
Description		Unit	Quantity	
Concrete Structures		Cu Yd	38.9	
Concrete Superstructure		Cu Yd	17.8	
Concrete Superstructure (Approach Slab)		Cu Yd	173.2	
Reinforcement Bars, Epoxy Coated		Pound	75,310	



VIEW B-B

MIN. BAR LAP

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



SECTION A-A

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EB APPROACH SLAB DETAILS 2  
STRUCTURE NO. 010-0021

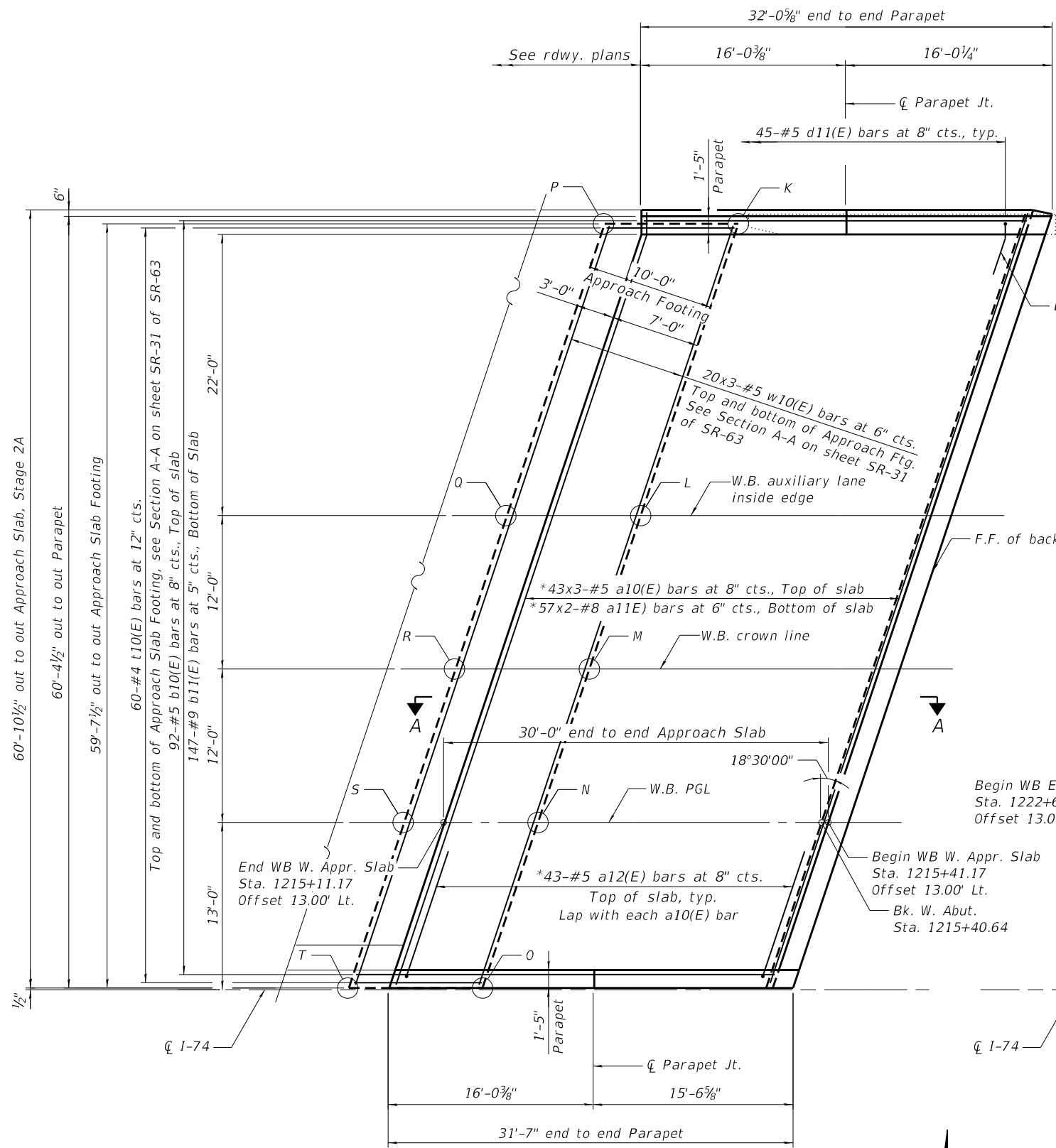
SHEET SR-29 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	163
CONTRACT NO. 70C64				
		ILLINOIS	FED. AID PROJECT	

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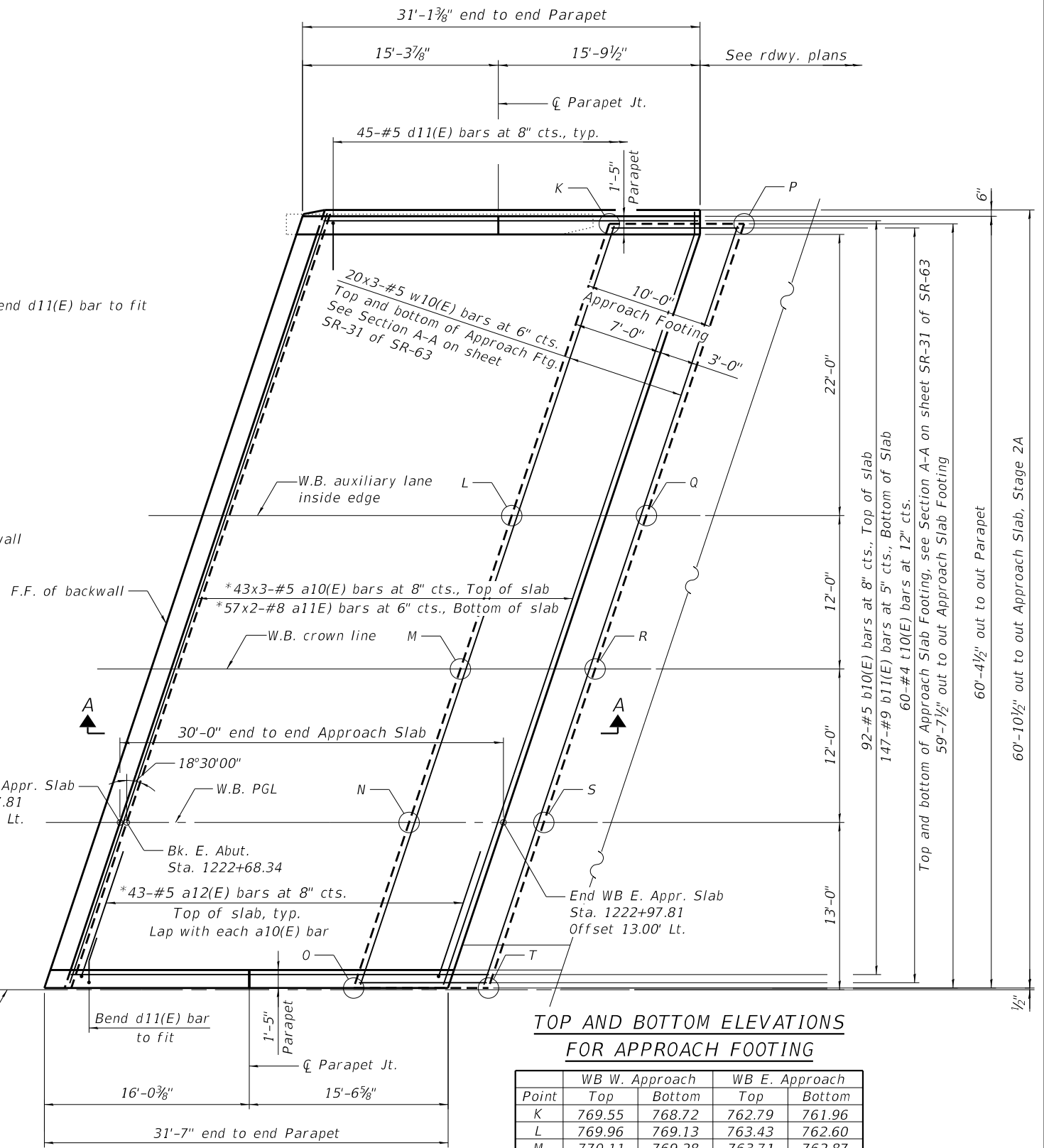
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	BK	03/20/2020	KK	
	KK			
	MTR			
	BK			

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**WB WEST APPROACH SLAB PLAN**

\*Bar spacing measured perpendicular to ends of approach slab



**WB EAST APPROACH SLAB PLAN**

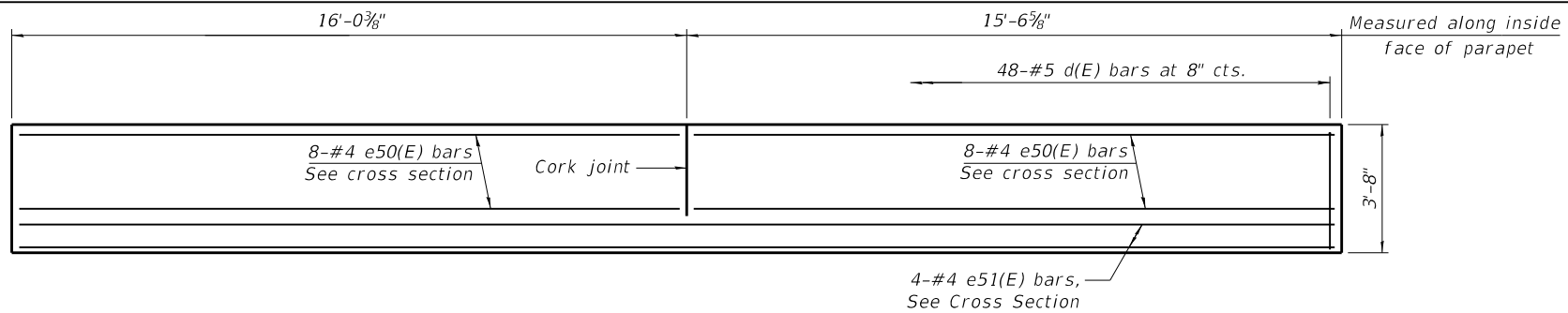
**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

Point	WB W. Approach		WB E. Approach	
	Top	Bottom	Top	Bottom
K	769.55	768.72	762.79	761.96
L	769.96	769.13	763.43	762.60
M	770.11	769.28	763.71	762.87
N	769.90	769.07	763.62	762.79
O	769.61	768.78	763.47	762.63
P	769.48	768.65	762.54	761.70
Q	769.88	769.05	763.18	762.35
R	770.03	769.20	763.46	762.62
S	769.82	768.99	763.37	762.54
T	769.53	768.70	763.22	762.38

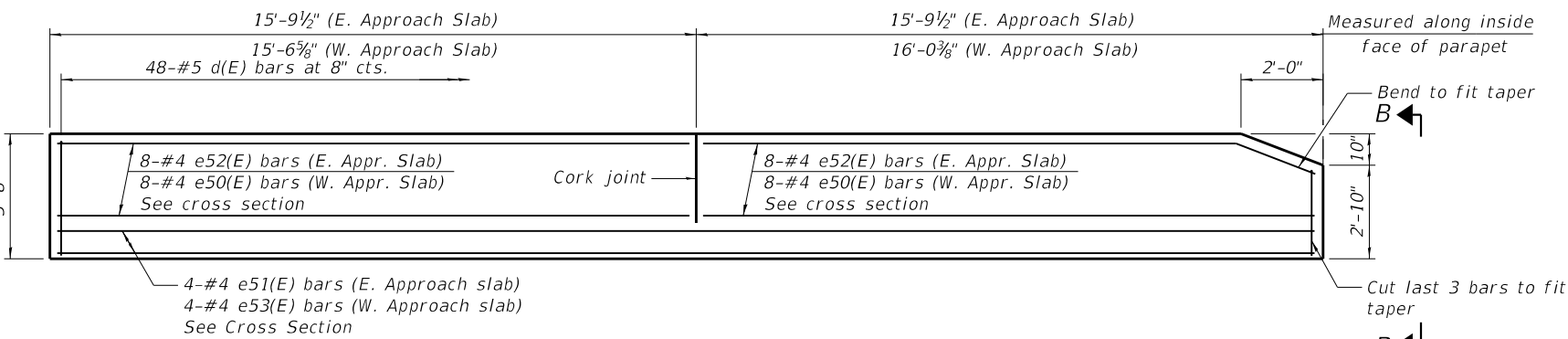
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**WB APPROACH SLAB DETAILS 1  
 STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	164
CONTRACT NO. 70C64				
ILLINOIS		FED. AID PROJECT		

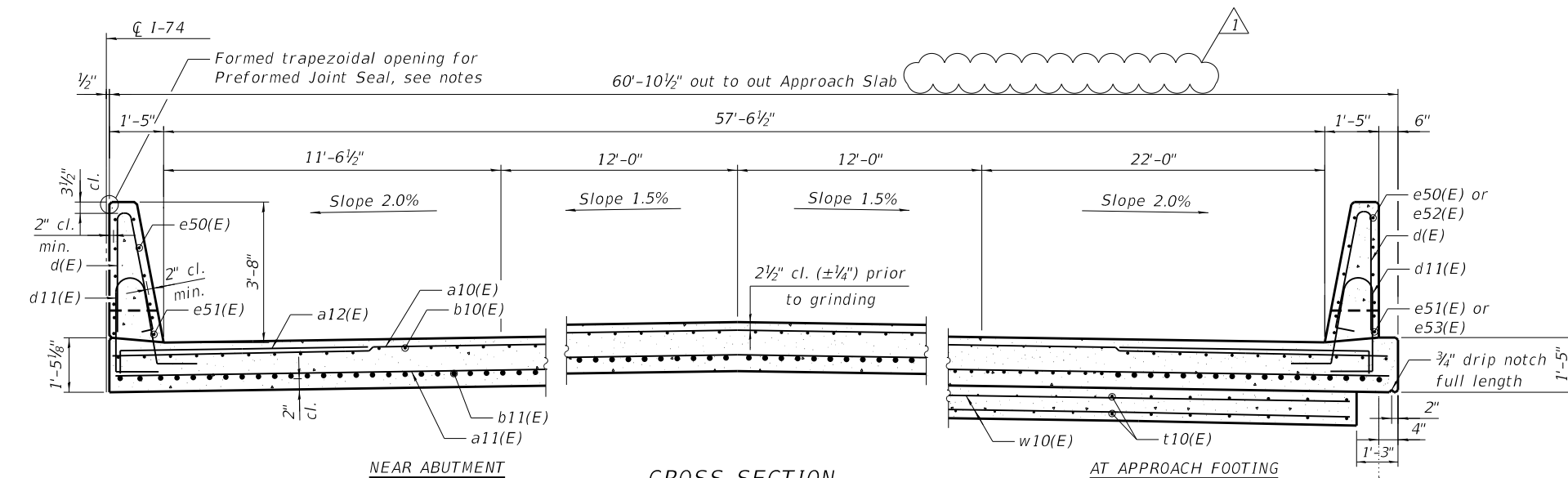


INSIDE ELEVATION OF MEDIAN PARAPETS



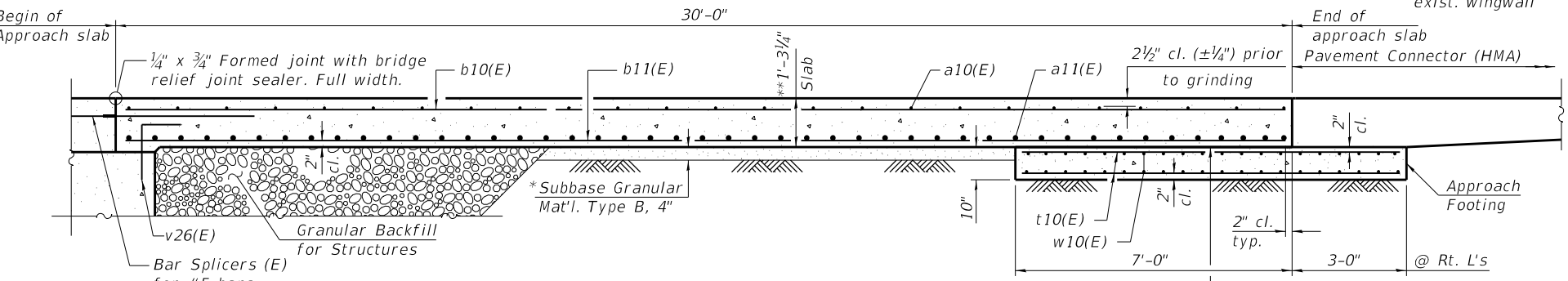
INSIDE ELEVATION OF OUTSIDE PARAPET

(WB E. Approach slab shown, WB W. Approach mirrored 180°)



CROSS SECTION

(Looking West)



SECTION A-A

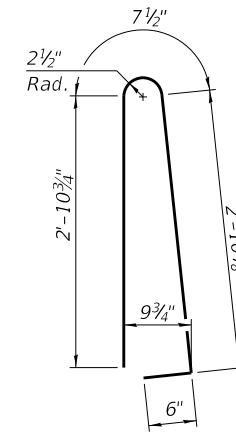
\* Cost included with Concrete Superstructure (Approach Slab).

\*\* Prior to grinding

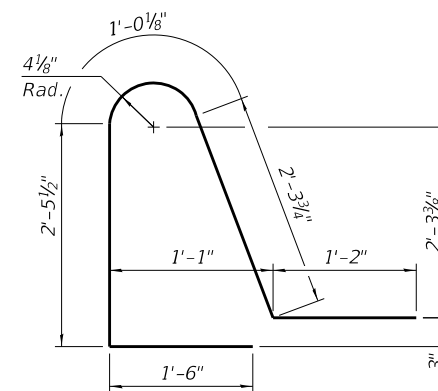
\* 10 mil. Polyethylene bond breaker on steel trowel finish

Notes:

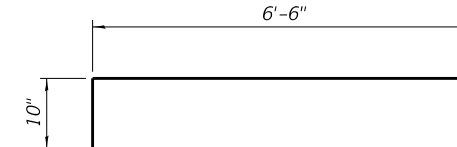
Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab concrete shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet SR-03 of SR-63  
 See Highway Standard 631031 for Type 6 traffic barrier terminal connections at the end of each outside parapet.  
 For details of parapet joints and Preformed Joint Seal between median parapets see sheet SR-23 of SR-63  
 Trim e50(E) thru e53(E) bars in field to fit.



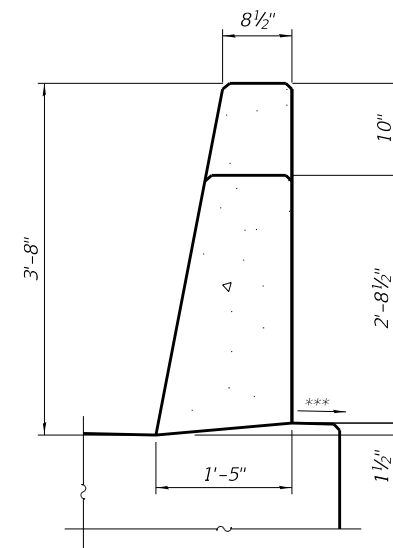
BAR d(E)



BAR d11(E)



BAR a12(E)



VIEW B-B

MIN. BAR LAP

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

TWO APPROACHES  
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	258	#5	23'-7"	—
a11(E)	228	#8	34'-4"	—
a12(E)	172	#5	7'-4"	—
b10(E)	184	#5	29'-8"	—
b11(E)	294	#9	29'-8"	—
d(E)	192	#5	6'-11"	U
d11(E)	180	#5	8'-6"	U
e50(E)	48	#4	15'-8"	—
e51(E)	12	#4	31'-3"	—
e52(E)	16	#4	15'-5"	—
e53(E)	4	#4	31'-8"	—
t10(E)	240	#4	10'-2"	—
w10(E)	240	#5	23'-1"	—
Item		Unit	Total	
Concrete Structures		Cu Yd	38.9	
Concrete Superstructure		Cu Yd	17.8	
Concrete Superstructure (Approach Slab)		Cu Yd	173.2	
Reinforcement Bars, Epoxy Coated		Pound	75,310	

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PLOT DATE =	DRAWN - MTR	REVISION 3		
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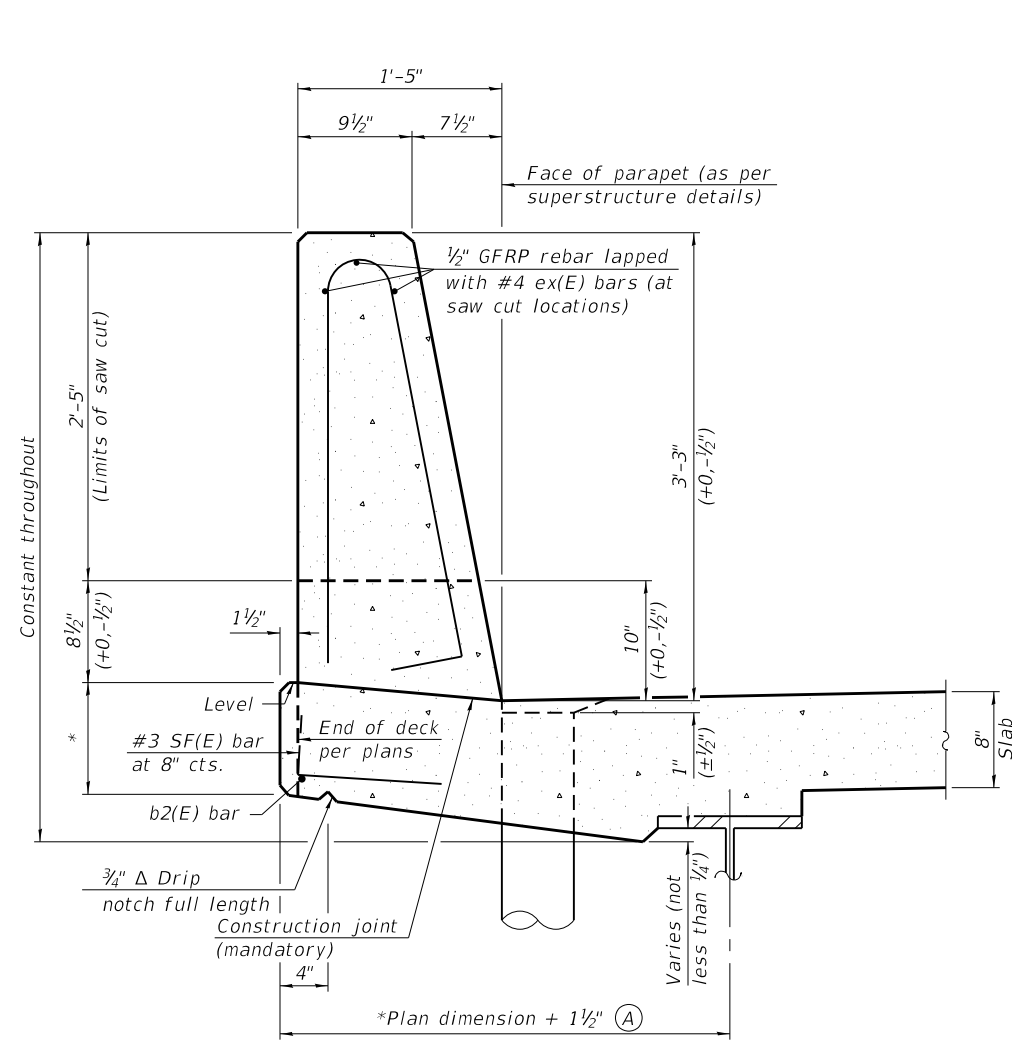
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WB APPROACH SLAB DETAILS 2  
 STRUCTURE NO. 010-0021

SHEET SR-31 OF SR-63 SHEETS

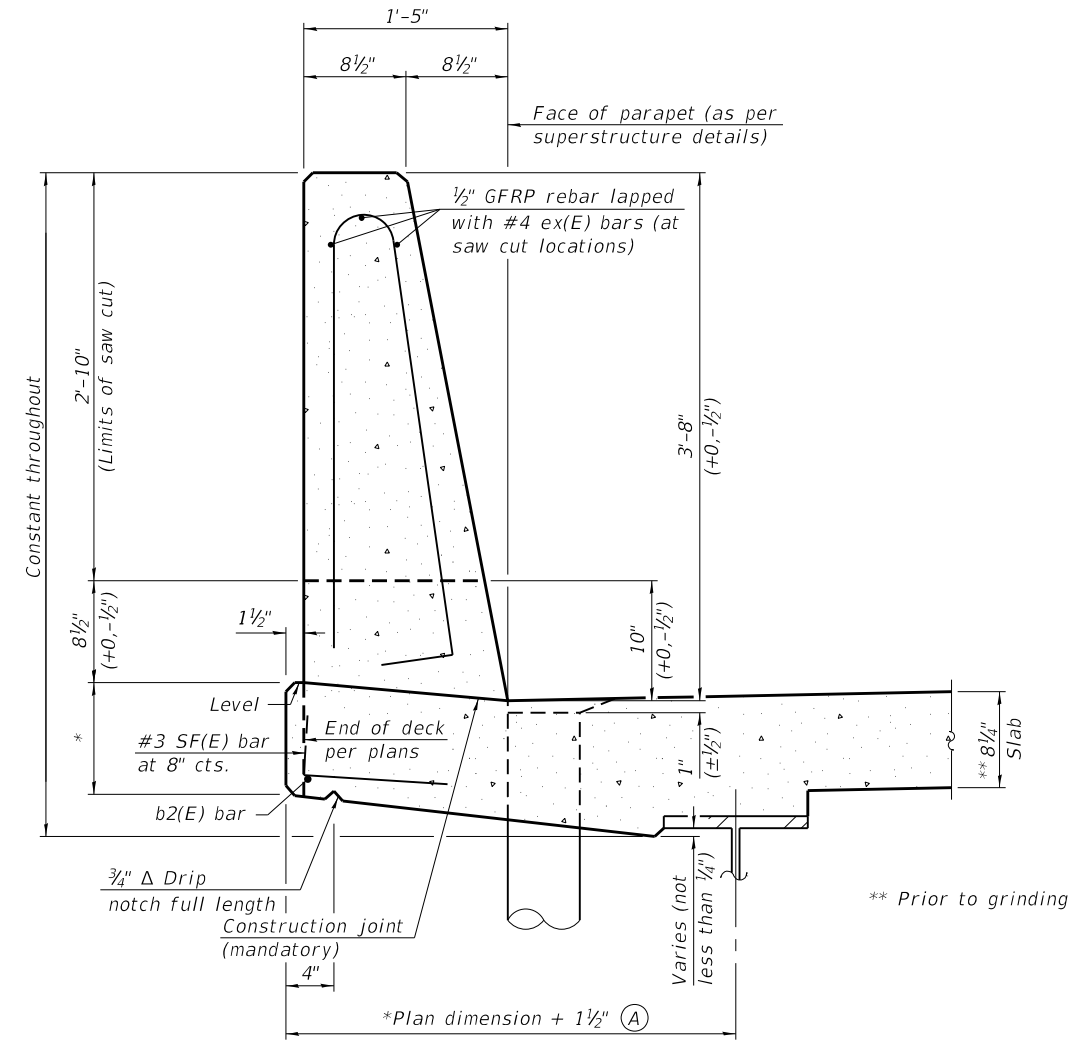
F.A.I. RTE. = 74	SECTION = (14-1)BR, (14HB-2)BR-1	COUNTY = CHAMPAIGN	TOTAL SHEETS = 201	SHEET NO. = 165
CONTRACT NO. 70C64			ILLINOIS FED. AID PROJECT	

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**39" CONSTANT-SLOPE  
 PARAPET SECTION**

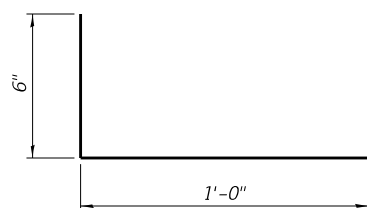
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



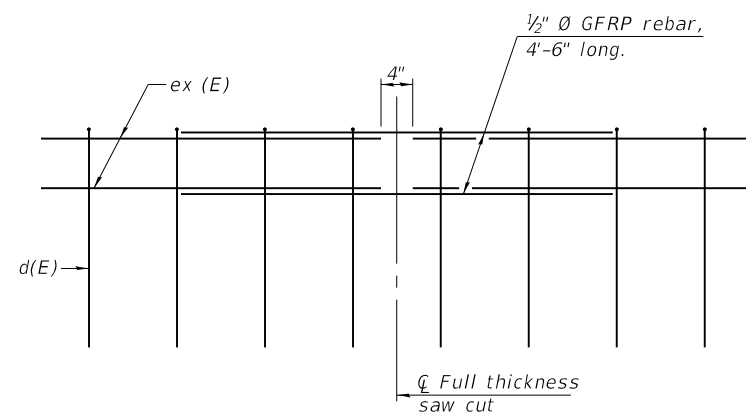
**44" CONSTANT-SLOPE  
 PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

\*See Superstructure Details.



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**

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

**GENERAL 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 1-14-2019

USER NAME =	DESIGNED - BK	REVISED -
CHECKED - KK	REVISED -	
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

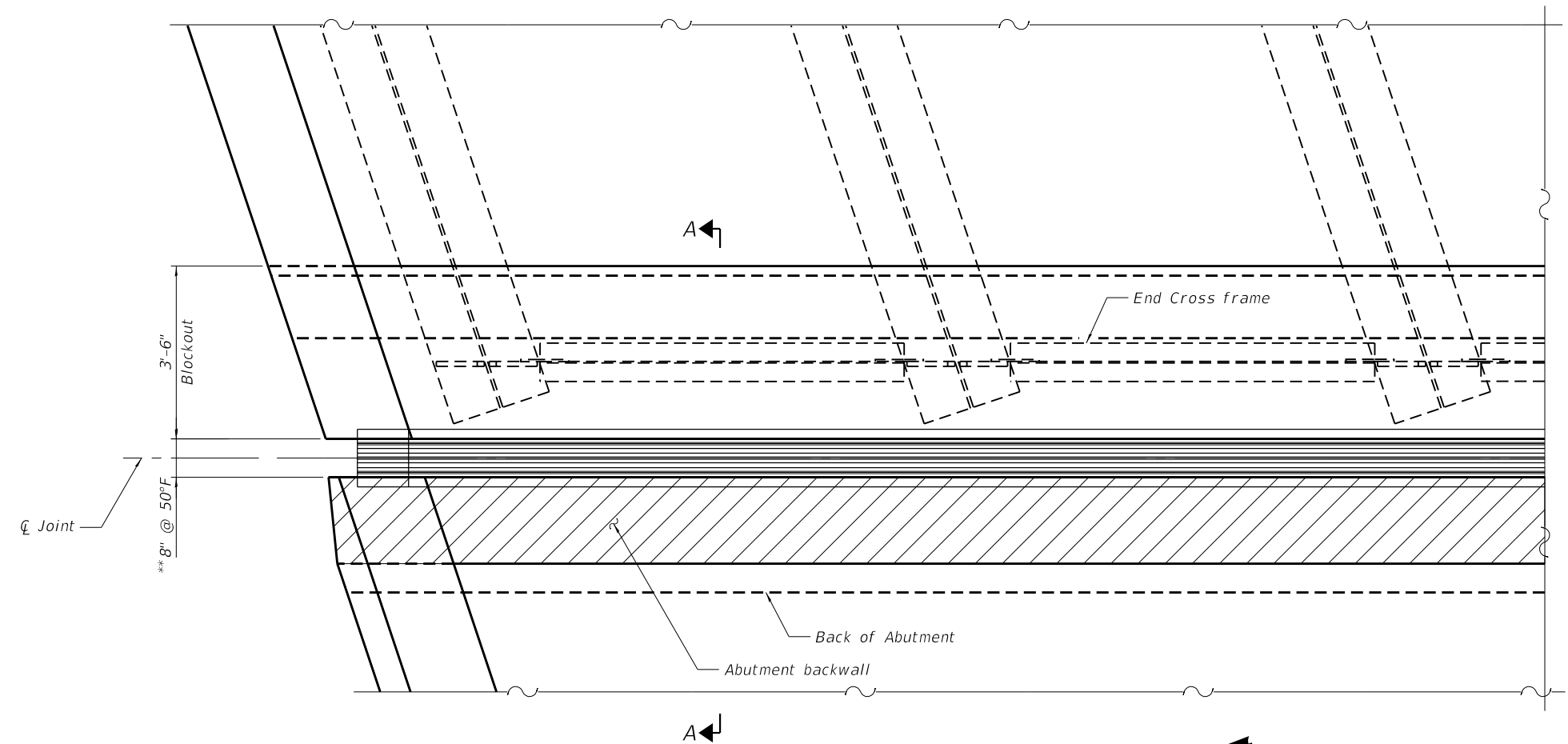
**CONCRETE PARAPET SLIPFORMING OPTION  
 STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	166
CONTRACT NO. 70C64				

SHEET SR-32 OF SR-63 SHEETS

ILLINOIS FED. AID PROJECT

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**PARTIAL PLAN**  
 (North end of W. Abut. shown, E. Abut. similar)

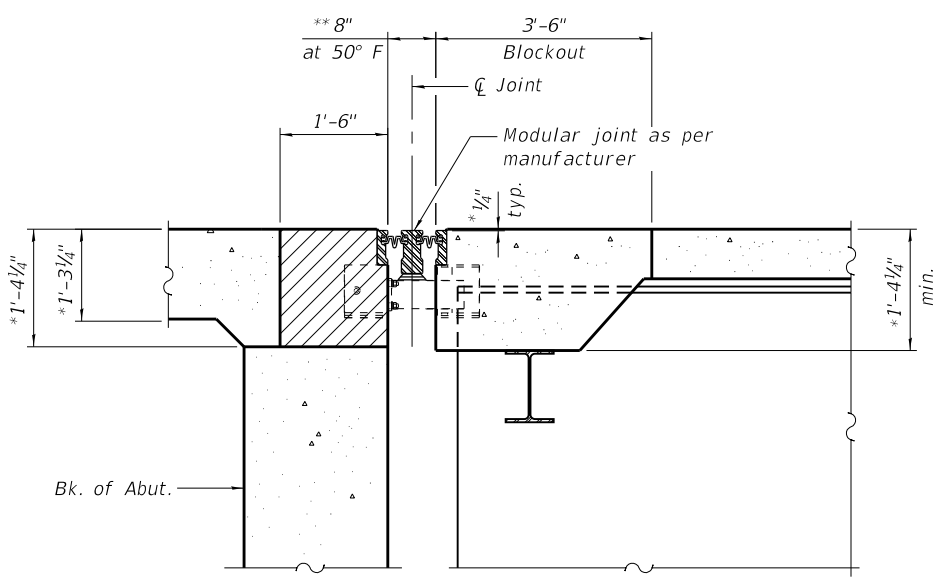
\* Prior to grinding  
 \*\* Actual dimension may vary depending on manufacturer's design

**Notes:**  
 Expansion support boxes shall be rigidly fixed to surrounding bridge elements prior to pouring blockout concrete to prevent shifting of the joint during pour.  
 Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.  
 All steel surfaces of the expansion joint assemblies, except areas in direct contact with the seals and stainless steel surfaces, shall be metallized (or galvanized) according to the Special Provision for Metallizing of Structural Steel.  
 The modular expansion joints shall provide the following service thermal movements measured from 50°F:

	W. Abut.	E. Abut.
Perpendicular to $\zeta$ Joint	$\pm 2\frac{1}{4}$ "	$\pm 1\frac{5}{8}$ "
Along $\zeta$ Joint	$\pm \frac{1}{4}$ "	$\pm \frac{3}{8}$ "

**BILL OF MATERIAL**

Item	Unit	Total
Modular Expansion Joint 6"	Foot	243



**SECTION A-A**

**exp** U.S. Services Inc.  
 CHICAGO  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

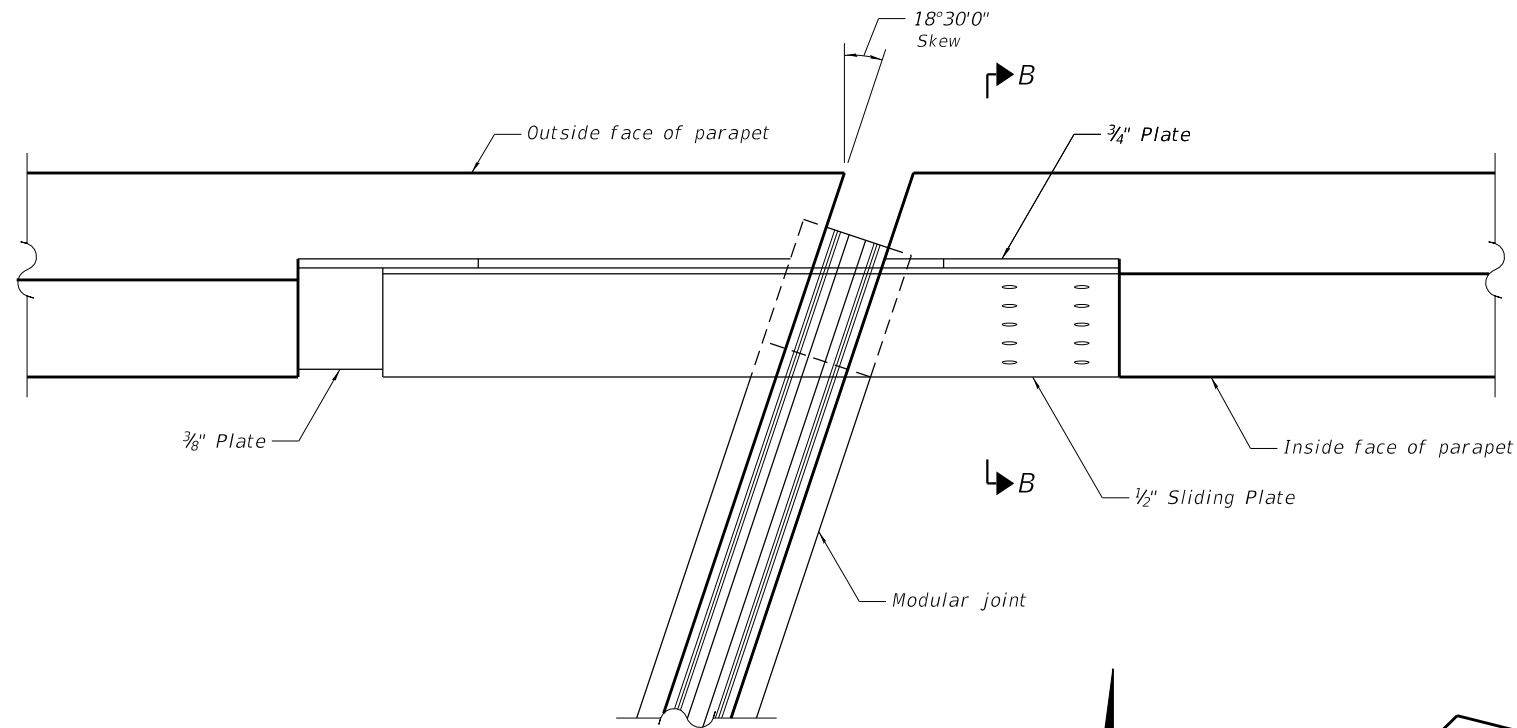
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

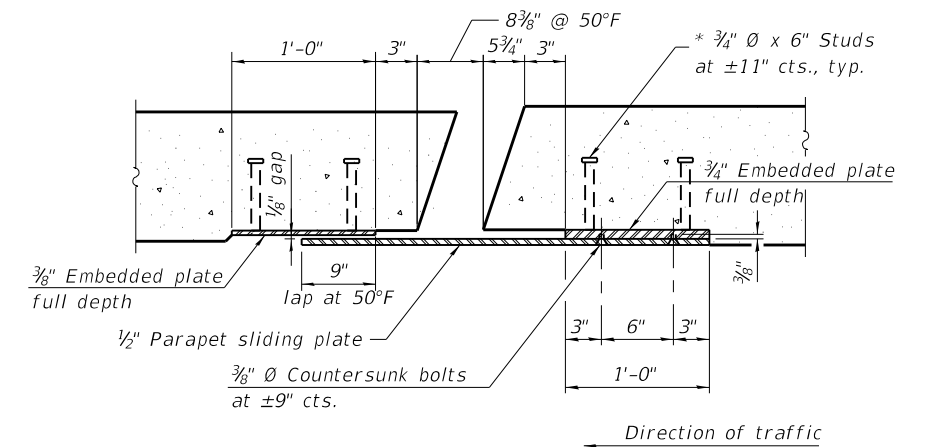
**MODULAR EXPANSION JOINT DETAILS 1  
 STRUCTURE NO. 010-0021**

SHEET SR-33 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	167
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

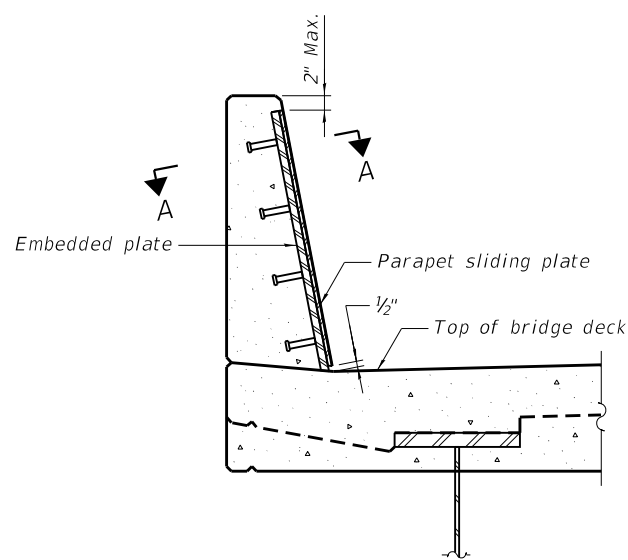


**PLAN**  
(WB north parapet at W. Abutment shown, other locations similar)

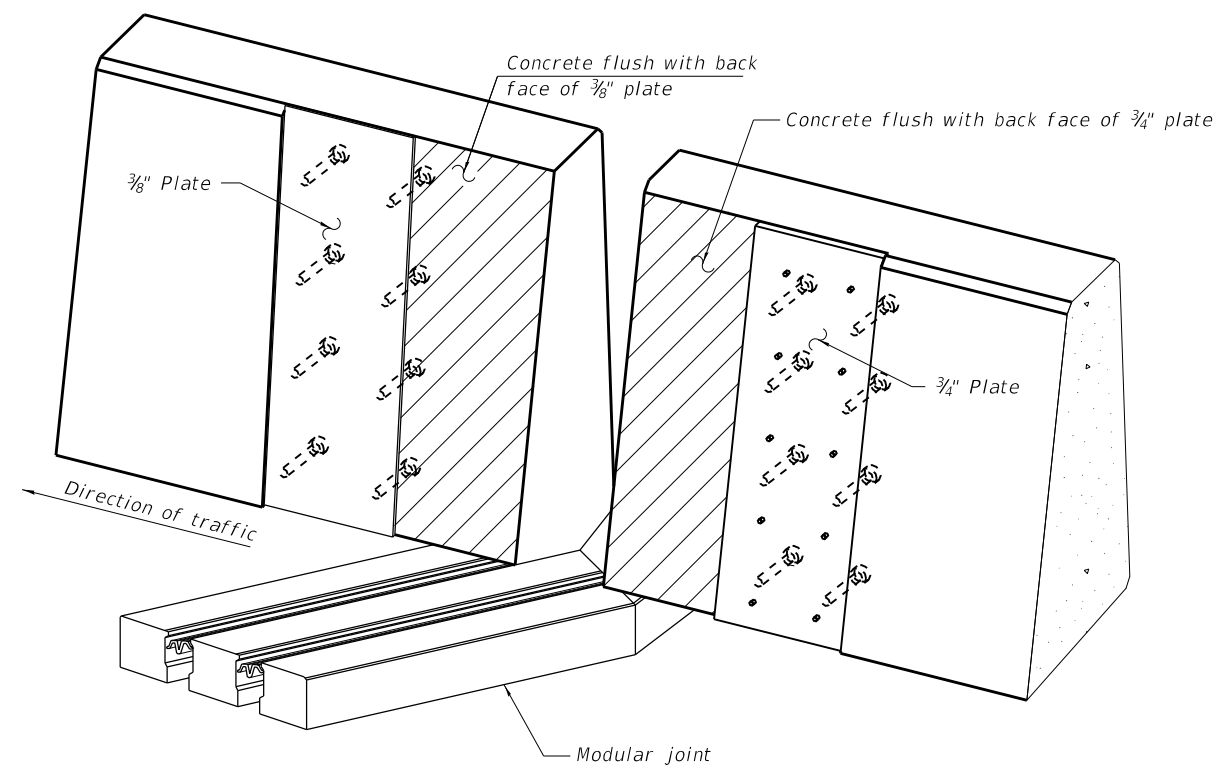


**SECTION A-A**

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



**SECTION B-B**



**TRIMETRIC VIEW**  
(Showing embedded plates only)

Notes:

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
All material (plates, bolts, and studs), equipment, and labor required to install the sliding plate assemblies in the parapets is included in the cost of Modular Expansion Joint 6".

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**exp** U.S. Services Inc.  
CHICAGO, IL  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME =	DESIGNED - BK	REVISED -
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PLOT DATE =	DRAWN - MTR	REVISED -
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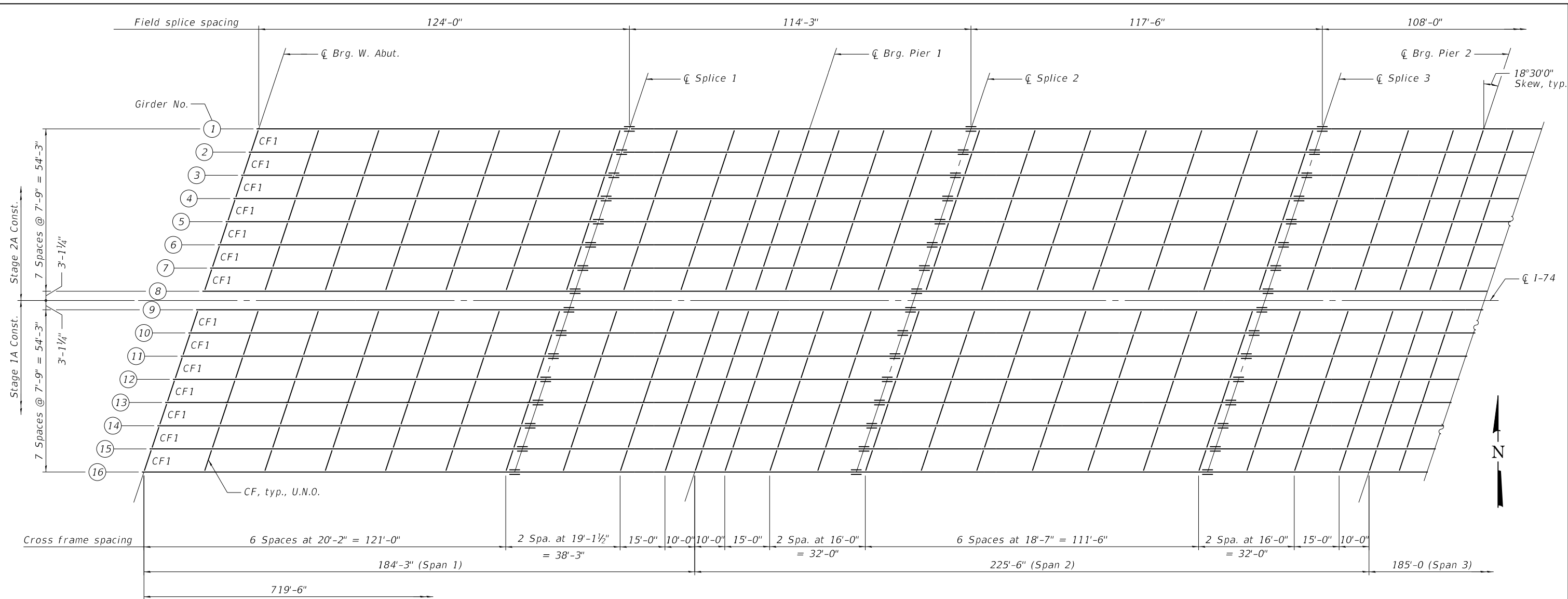
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MODULAR EXPANSION JOINT DETAILS 2**  
**STRUCTURE NO. 010-0021**

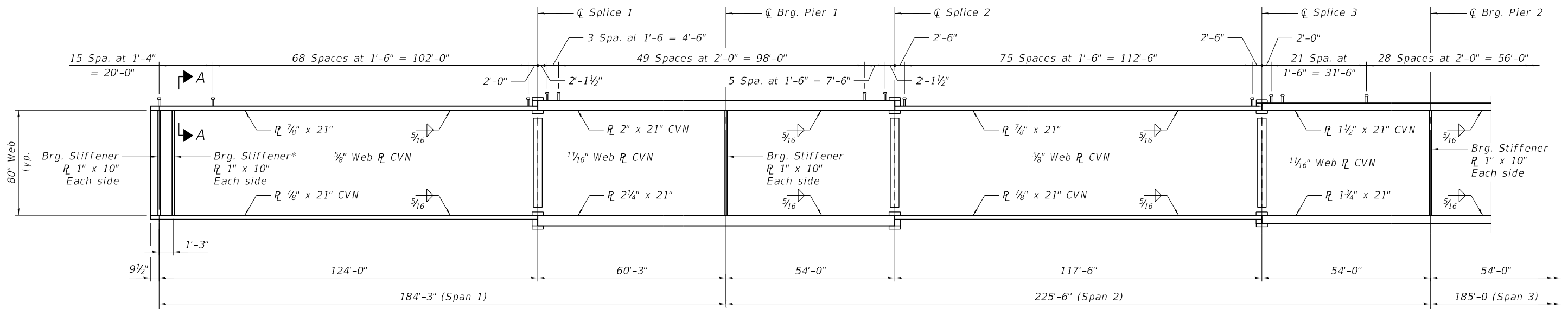
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	168
CONTRACT NO. 70C64				
		ILLINOIS	FED. AID PROJECT	



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**PARTIAL FRAMING PLAN**



**PARTIAL GIRDER ELEVATION**

Notes:  
 All girder plates, including bearing stiffeners shall be AASHTO M270, Grade 50.  
 See Section A-A on sheet SR-36 of SR-63

\*For future girder jacking

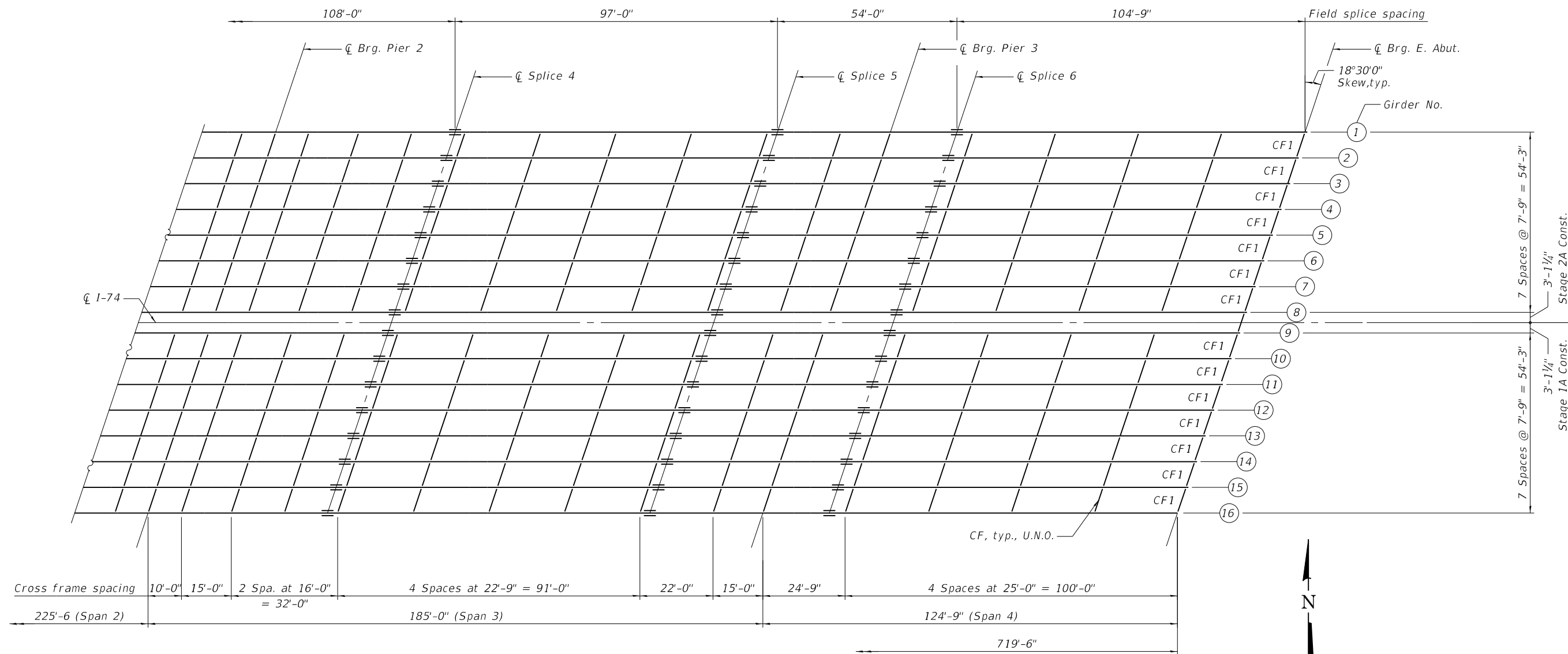
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN AND GIRDER ELEVATION 1  
 STRUCTURE NO. 010-0021**

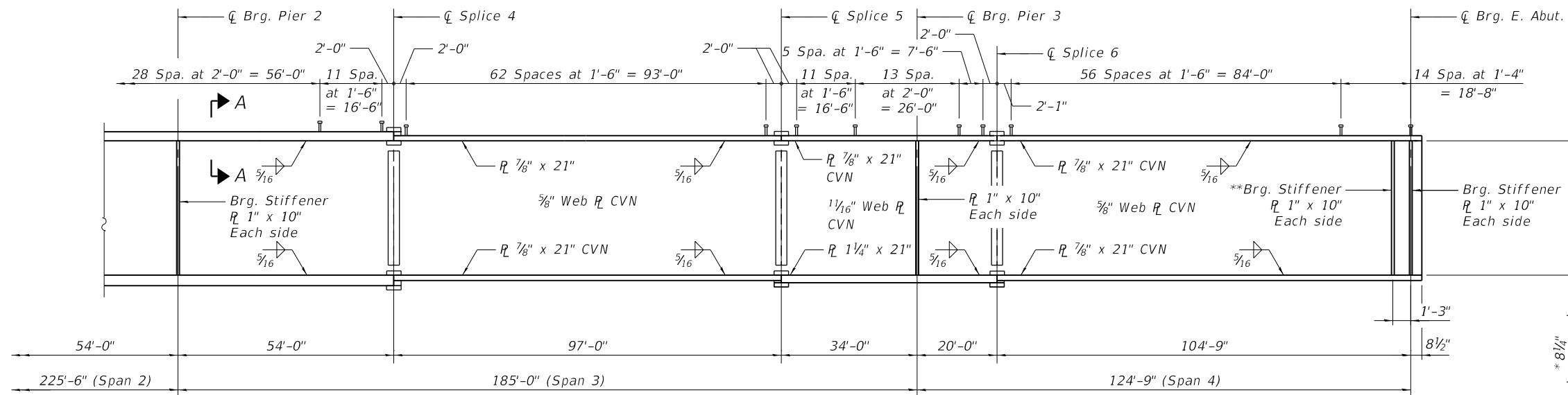
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	CHECKED - BK	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	169
CONTRACT NO. 70C64			ILLINOIS FED. AID PROJECT	

SHEET SR-35 OF SR-63 SHEETS



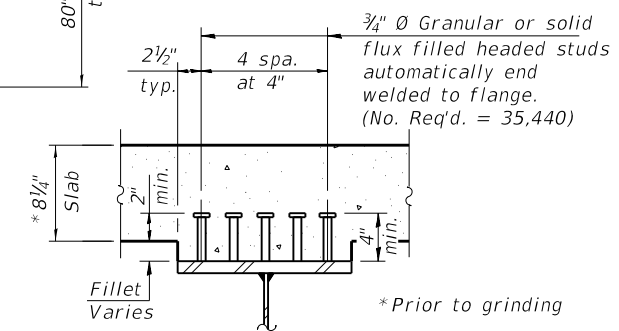
**PARTIAL FRAMING PLAN**



**PARTIAL GIRDER ELEVATION**

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

\*\*For future girder jacking



**SECTION A-A**

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**exp.** U.S. Services Inc.  
 CHICAGO  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME =	DESIGNED - BK	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - MTR	REVISED -
	CHECKED - BK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN AND GIRDER ELEVATION 2  
 STRUCTURE NO. 010-0021**

SHEET SR-36 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	170
CONTRACT NO. 70C64			ILLINOIS FED. AID PROJECT	

INTERIOR GIRDER MOMENT TABLE								
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
<i>I<sub>s</sub></i>	(in <sup>4</sup> )	86762	179542	86762	142669	86762	101658	86762
<i>I<sub>c</sub>(n)</i>	(in <sup>4</sup> )	185043	319652	185043	272162	185043	222772	185043
<i>I<sub>c</sub>(3n)</i>	(in <sup>4</sup> )	137912	244041	137912	204469	137912	162532	137912
<i>I<sub>c</sub>(cr)</i>	(in <sup>4</sup> )	-	197046	-	159831	-	119180	-
<i>S<sub>s</sub></i>	(in <sup>3</sup> )	2122	4409	2122	3569	2122	2675	2122
<i>S<sub>c</sub>(n)</i>	(in <sup>3</sup> )	2822	5261	2822	4407	2822	3549	2822
<i>S<sub>c</sub>(3n)</i>	(in <sup>3</sup> )	2566	4886	2566	4058	2566	3220	2566
<i>S<sub>c</sub>(cr)</i>	(in <sup>3</sup> )	-	4557	-	3727	-	2864	-
<i>DC1</i>	(k/')	1.171	1.366	1.171	1.295	1.171	1.215	1.171
<i>MDC1</i>	(k)	2383	6376	2138	4747	1389	2646	1131
<i>DC2</i>	(k/')	0.143	0.143	0.143	0.143	0.143	0.143	0.143
<i>MDC2</i>	(k)	293	723	267	560	168	327	136
<i>DW</i>	(k/')	0.360	0.360	0.360	0.360	0.360	0.360	0.360
<i>MDW</i>	(k)	739	1820	673	1411	423	823	343
<i>LLDF</i>		0.571	0.588	0.542	0.578	0.570	0.610	0.632
<i>M<sub>l</sub> + i<sub>M</sub></i>	(k)	3050	4037	2772	3532	2408	2657	2124
<i>f<sub>l</sub> (Strength I)</i>	(ksi)	0	0	0	0	0	0	0
<i>M<sub>u</sub> + 1/2 f<sub>l</sub> S<sub>xc</sub></i>	(k)	9791	18669	8867	14931	6795	9601	5815
<i>ØfMn</i>	(k)	13819	19637	13967	16062	14433	10354	14592
<i>f<sub>s</sub> DC1</i>	(ksi)	13.47	17.35	12.09	15.96	7.85	11.87	6.39
<i>f<sub>s</sub> DC2</i>	(ksi)	1.37	1.90	1.25	1.80	0.79	1.37	0.64
<i>f<sub>s</sub> DW</i>	(ksi)	3.46	4.79	3.15	4.54	1.98	3.45	1.60
<i>f<sub>s</sub> (L+IM)</i>	(ksi)	12.97	10.63	11.79	11.37	10.24	11.13	9.03
<i>f<sub>l</sub> (Service II)</i>	(ksi)	0	0	0	0	0	0	0
<i>f<sub>s</sub> + 1/2 (Service II)</i>	(ksi)	35.16	37.87	31.81	37.10	23.93	31.16	20.38
<i>0.95RhFyf</i>	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50
<i>f<sub>s</sub> + 1/3 (Total)(Strength I)</i>	(ksi)	-	-	-	-	-	-	-
<i>ØFFn</i>	(ksi)	-	-	-	-	-	-	-
<i>Vf</i>	(k)	65.5	65.3	53.2	72.0	47.5	72.8	66.0

*I<sub>s</sub>, S<sub>s</sub>*: Non-composite moment of inertia and section modulus of the steel section used for computing *f<sub>s</sub>*(Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(n), S<sub>c</sub>(n)*: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing *f<sub>s</sub>*(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(3n), S<sub>c</sub>(3n)*: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing *f<sub>s</sub>*(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*I<sub>c</sub>(cr), S<sub>c</sub>(cr)*: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing *f<sub>s</sub>* (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

*DC1*: Un-factored non-composite dead load (kips/ft.).

*MDC1*: Un-factored moment due to non-composite dead load (kip-ft.).

*DC2*: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

*MDC2*: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

*DW*: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

*MDW*: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

*LLDF*: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

*M<sub>l</sub> + i<sub>M</sub>*: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

*M<sub>u</sub>*: Factored Strength I design moment (kip-ft.).

1.25 (MDC1+ MDC2) + 1.5 MDW + 1.75 M<sub>l</sub> + i<sub>M</sub>

*f<sub>l</sub>*: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (ksi).

*ØfMn*: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

*f<sub>s</sub> DC1*: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

MDC1/ S<sub>nc</sub>

*f<sub>s</sub> DC2*: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

MDC2/ S<sub>c</sub>(3n) or MDC2/ S<sub>c</sub>(cr) as applicable.

*f<sub>s</sub> DW*: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

MDW/ S<sub>c</sub>(3n) or MDW/ S<sub>c</sub>(cr) as applicable.

*f<sub>s</sub> (L+IM)*: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

M<sub>l</sub> + i<sub>M</sub> / S<sub>c</sub>(n) or M<sub>l</sub> + i<sub>M</sub> / S<sub>c</sub>(cr) as applicable.

*f<sub>s</sub> + 1/2 (Service II)*: Sum of stresses as computed below (ksi).

*f<sub>s</sub>DC1 + f<sub>s</sub>DC2 + f<sub>s</sub>DW + 1.3 f<sub>s</sub>(L+IM) + 1/2*

*0.95RhFyf*: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

*f<sub>s</sub> + 1/3 (Total)(Strength I)*: Sum of stresses as computed below on non-compact section (ksi).

1.25 (f<sub>s</sub>DC1 + f<sub>s</sub>DC2) + 1.5 f<sub>s</sub>DW + 1.75 f<sub>s</sub>(L+IM) + 1/3

*ØFFn*: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

*Vf*: Maximum factored shear range in span computed according to Article 6.10.10.

*OCF*: Obtuse Correction Factor applied to non-continuous exterior beam ends and computed according to Article 4.6.2.2.3c-1.

*RDC1*: Un-factored reaction due to non-composite dead load (kip).

*RDC2*: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

*RDW*: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

*R<sub>l</sub>*: Un-factored live load reaction (kip).

*R<sub>IM</sub>*: Un-factored dynamic load allowance (impact) (kip).

GIRDER REACTION TABLE										
	West Abutment		Pier 1		Pier 2		Pier 3		East Abutment	
	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
<i>LLDF</i>	0.797	0.609	0.797	0.609	0.797	0.609	0.797	0.609	0.797	0.609
<i>OCF</i>	-	1.057	-	-	-	-	-	-	-	1.051
<i>RDC1 (k)</i>	78.3	82.5	302.6	318.4	257.1	270.9	193.8	204.6	54.8	57.6
<i>RDC2 (k)</i>	9.3	9.2	33.9	34.0	29.9	29.9	23.5	23.5	6.3	6.3
<i>RDW (k)</i>	23.3	23.3	85.5	85.5	75.3	75.2	59.2	59.2	15.9	15.9
<i>R<sub>l</sub> (k)</i>	95.7	77.3	212.2	162.2	204.4	156.3	181.9	139.1	84.1	67.6
<i>R<sub>IM</sub> (k)</i>	17.7	14.3	32.1	24.5	31.7	24.2	30.6	23.4	17.2	13.8
<i>RTotal (k)</i>	224.2	206.6	666.2	624.6	598.3	556.5	489.0	449.8	178.2	161.2

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**exp** U.S. Services Inc.  
Chicago  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

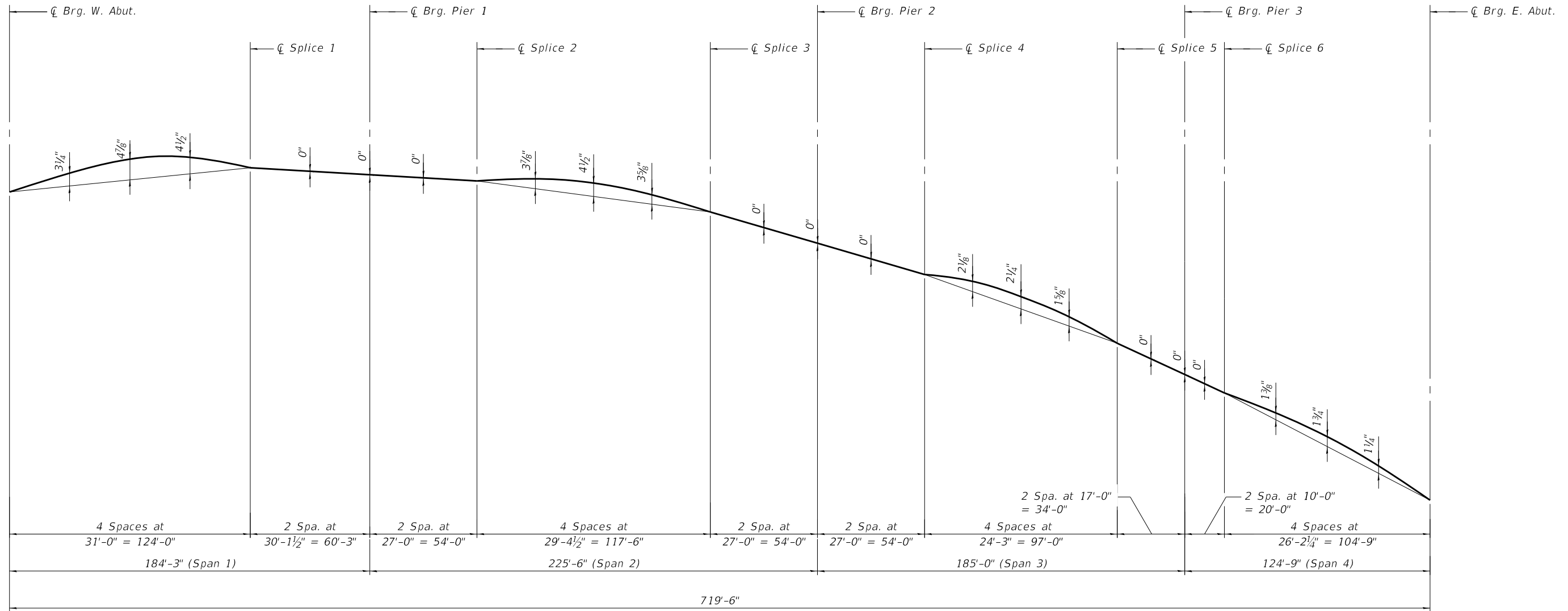
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MOMENT AND REACTION TABLES  
STRUCTURE NO. 010-0021**

SHEET SR-37 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	171
CONTRACT NO. 70C64				
ILLINOIS		FED. AID PROJECT		



CAMBER DIAGRAM

\*TOP OF WEB ELEVATIONS

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16
C Brg. West Abut.	770.19	770.33	770.47	770.59	770.69	770.60	770.46	770.29	770.27	770.41	770.52	770.58	770.45	770.29	770.11	769.94
C Splice 1	770.60	770.75	770.90	771.04	771.16	771.08	770.95	770.79	770.78	770.94	771.06	771.13	771.01	770.86	770.70	770.54
C Brg. Pier 1	770.45	770.61	770.77	770.91	771.03	770.96	770.84	770.69	770.69	770.85	770.97	771.05	770.94	770.80	770.64	770.49
C Splice 2	770.32	770.49	770.65	770.80	770.93	770.86	770.74	770.60	770.60	770.76	770.90	770.98	770.87	770.74	770.59	770.44
C Splice 3	769.72	769.90	770.08	770.24	770.38	770.32	770.22	770.08	770.10	770.27	770.42	770.52	770.42	770.30	770.16	770.02
C Brg. Pier 2	769.09	769.27	769.46	769.62	769.77	769.72	769.62	769.49	769.51	769.69	769.84	769.94	769.85	769.73	769.60	769.47
C Splice 4	768.46	768.64	768.83	769.00	769.15	769.11	769.01	768.89	768.92	769.10	769.26	769.37	769.28	769.17	769.05	768.92
C Splice 5	767.08	767.28	767.48	767.66	767.82	767.79	767.70	767.59	767.62	767.82	767.99	768.10	768.03	767.93	767.81	767.70
C Brg. Pier 3	766.45	766.65	766.85	767.04	767.20	767.17	767.09	766.98	767.02	767.22	767.39	767.51	767.44	767.34	767.23	767.11
C Splice 6	766.08	766.28	766.48	766.67	766.84	766.81	766.73	766.62	766.66	767.04	767.16	767.09	767.09	766.99	766.88	766.77
C Brg. East Abut.	763.91	764.12	764.34	764.54	764.71	764.69	764.63	764.53	764.58	764.79	764.97	765.10	765.05	764.96	764.86	764.76

\*For fabrication only.

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**exp** U.S. Services Inc.  
 CHICAGO  
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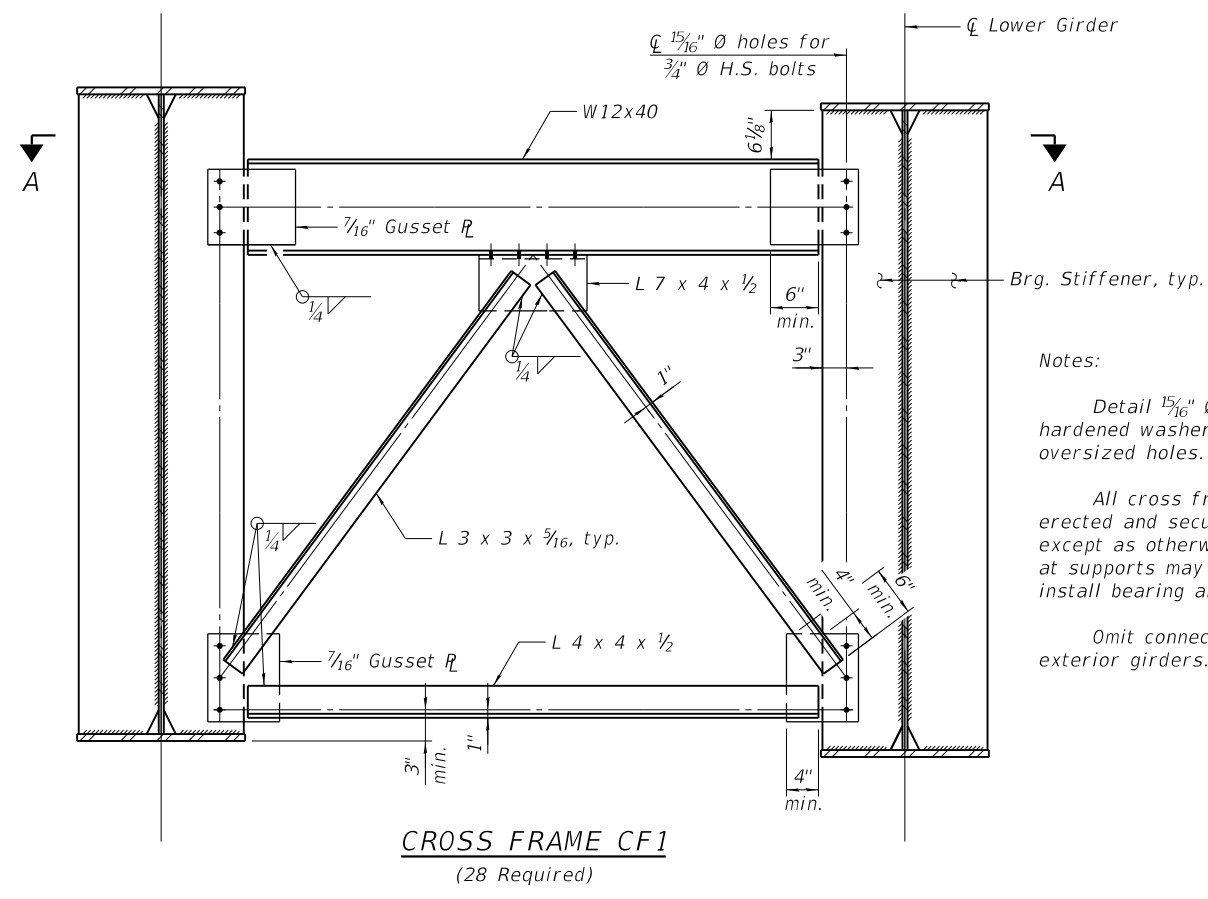
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CAMBER DIAGRAM  
 STRUCTURE NO. 010-0021**

SHEET SR-38 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	172
CONTRACT NO. 70C64				
ILLINOIS		FED. AID PROJECT		

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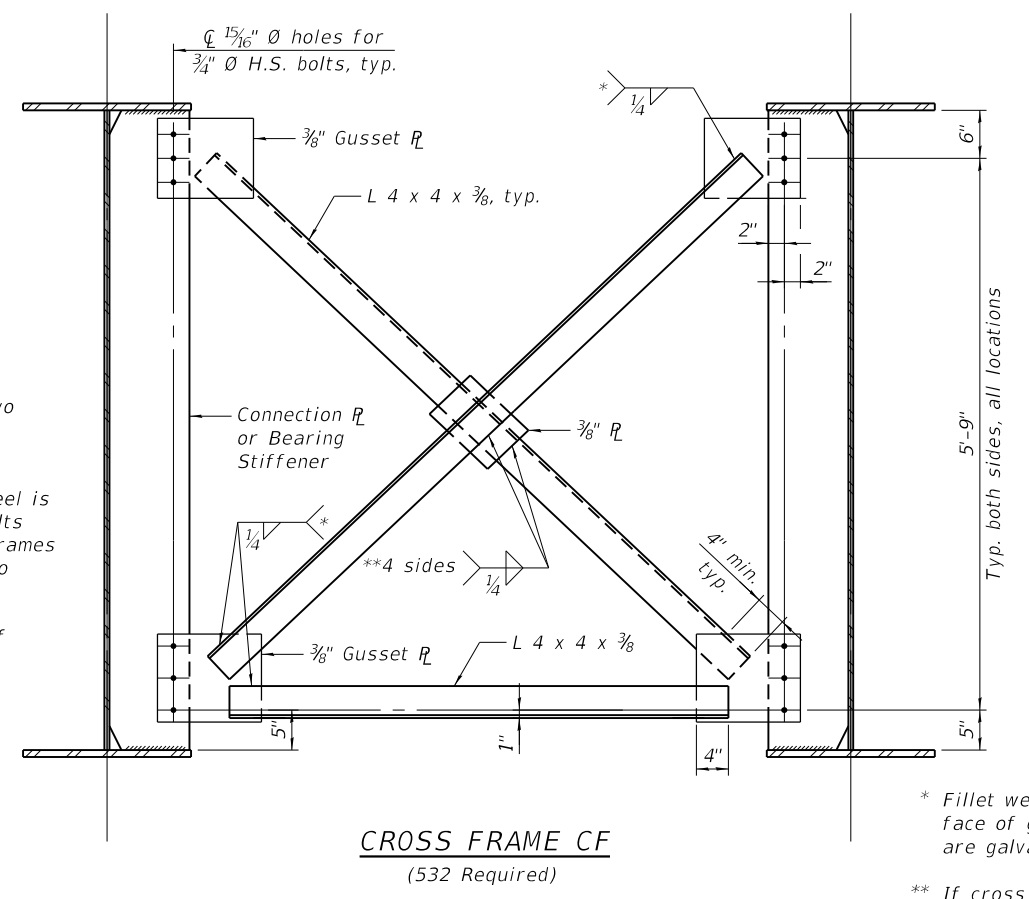


Notes:

Detail  $\frac{15}{16}$ "  $\emptyset$  holes for all  $\frac{3}{4}$ "  $\emptyset$  bolts. Two hardened washers required for each set of oversized holes.

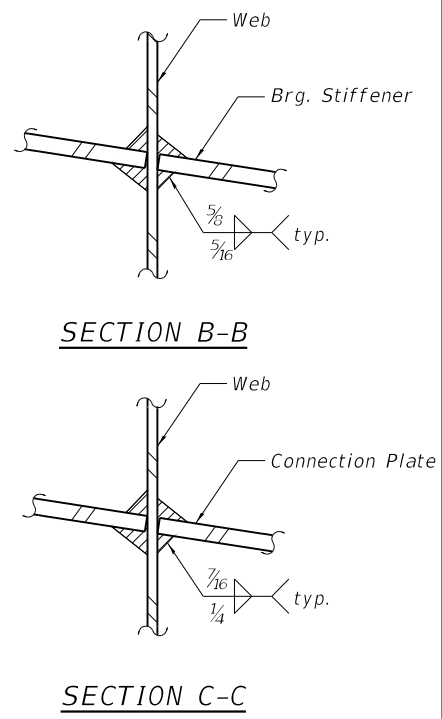
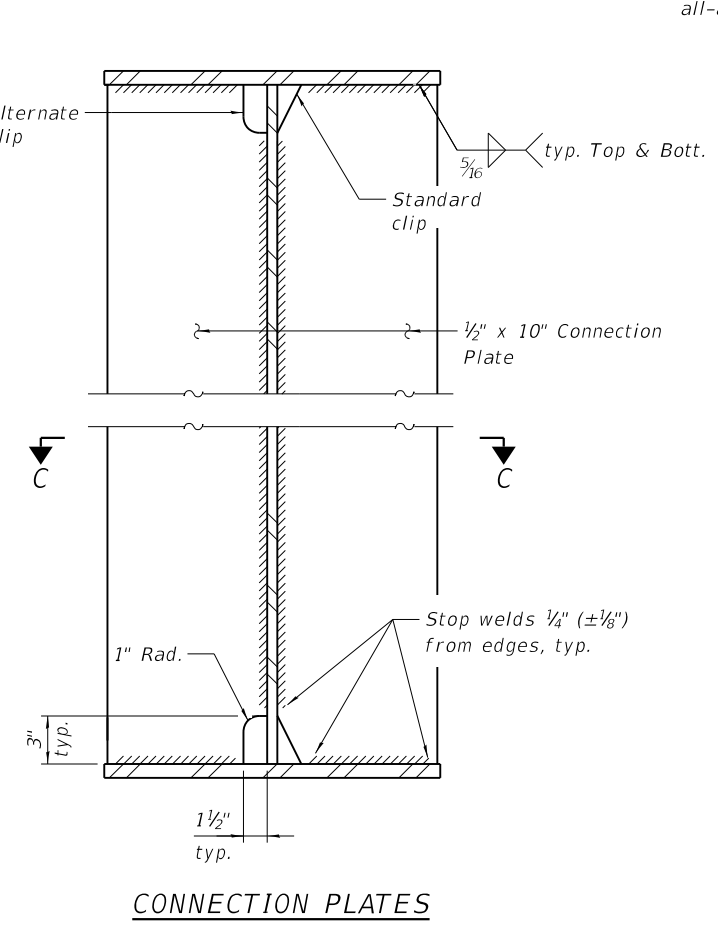
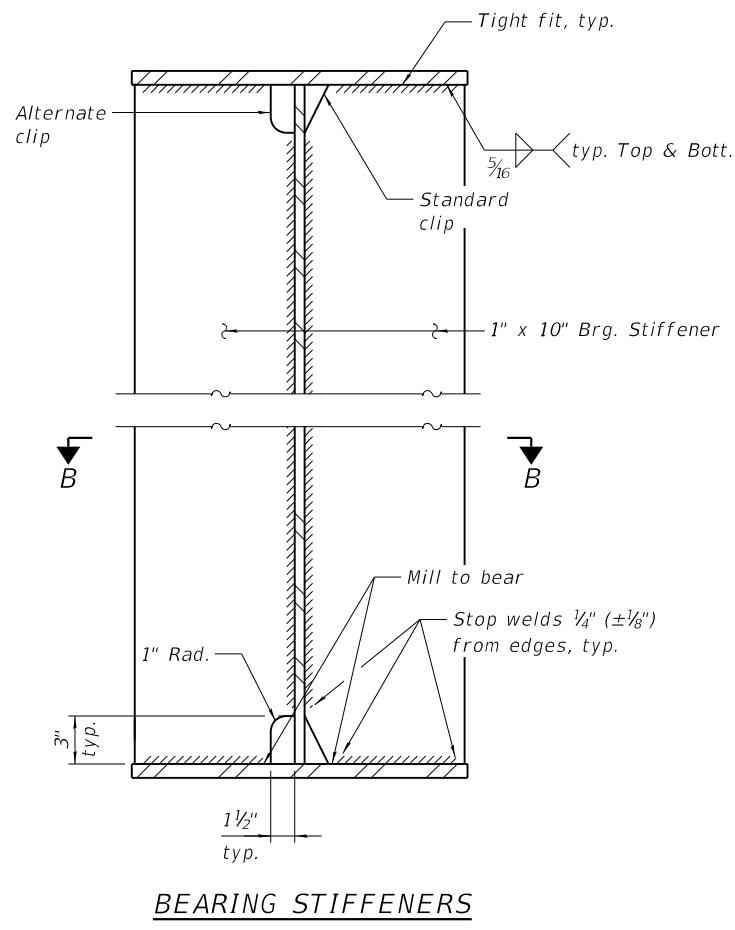
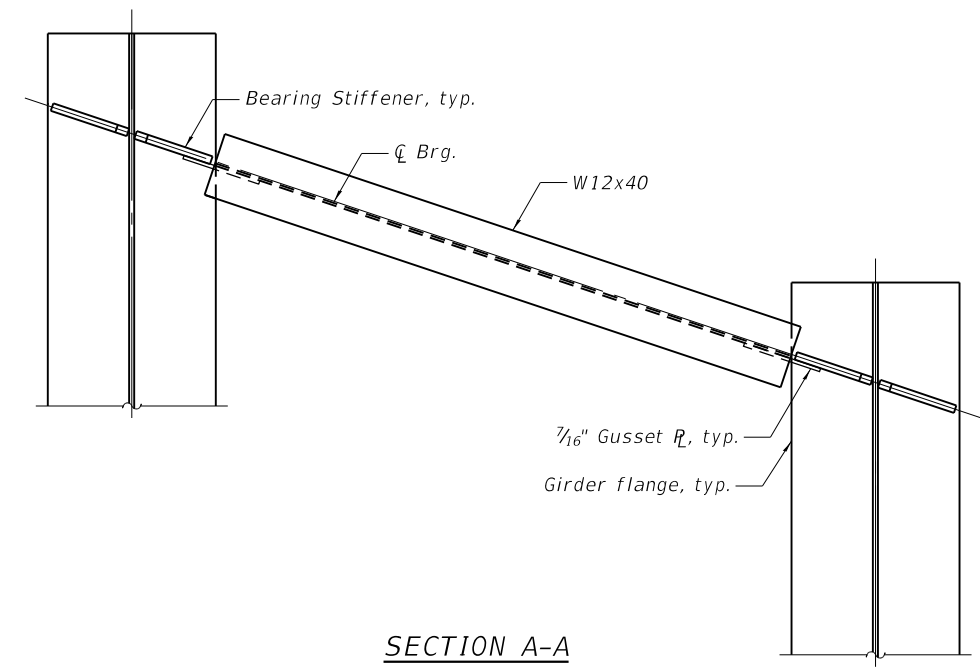
All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

Omit connection plates on exterior side of exterior girders.



\* Fillet weld angles along 3 sides on one face of gusset plate; if cross frames are galvanized, weld all-around.

\*\* If cross frames are galvanized, weld all-around.



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

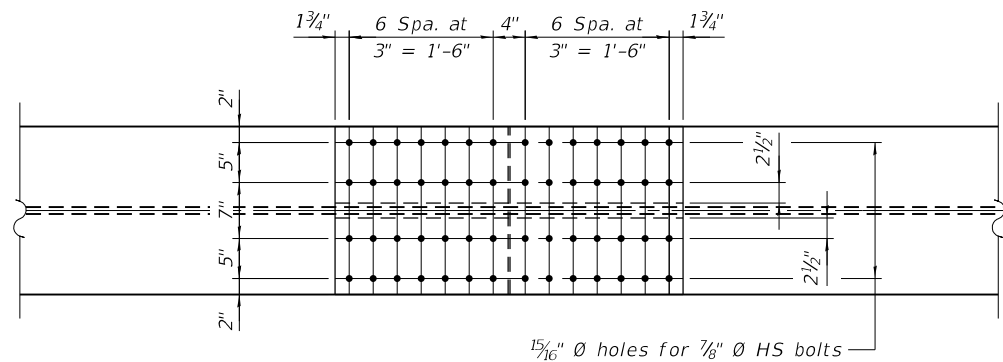
STEEL DETAILS 1  
 STRUCTURE NO. 010-0021

SHEET SR-39 OF SR-63 SHEETS

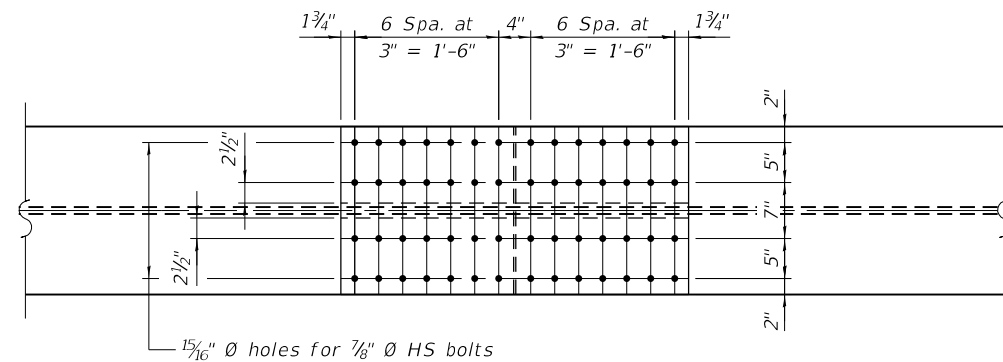
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PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - MTR	REVISED -
	CHECKED - BK	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	173
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

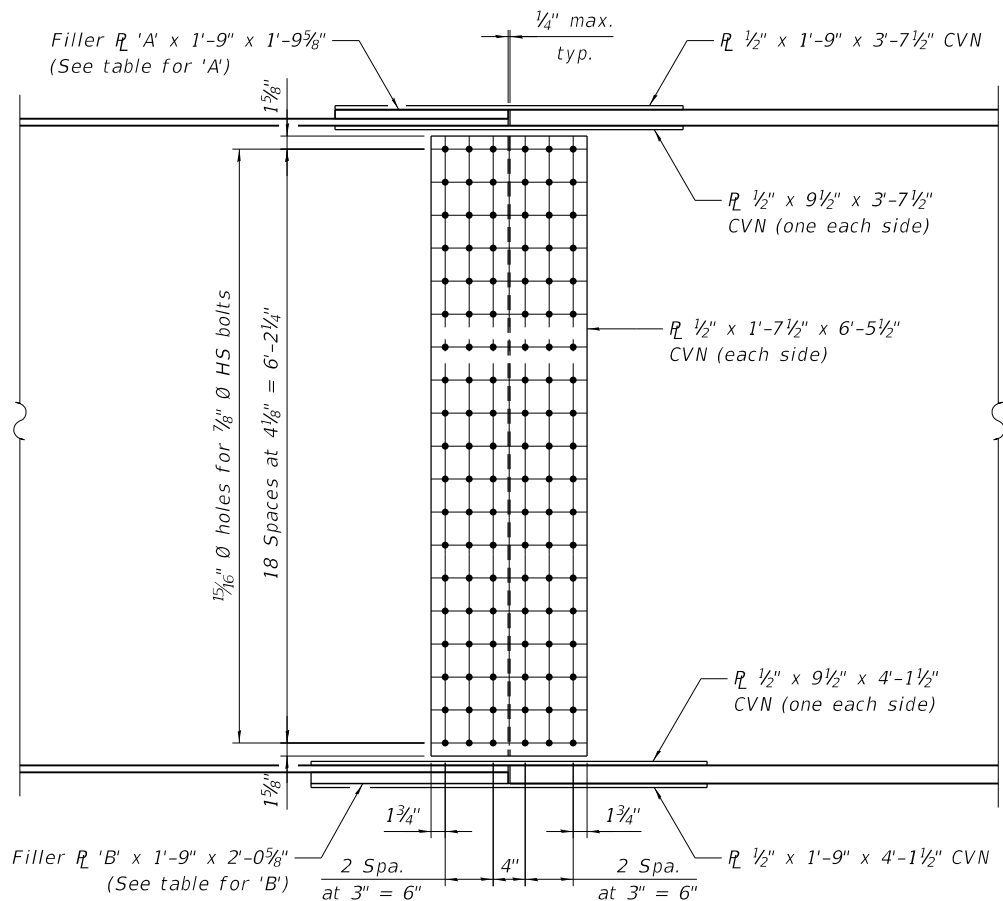
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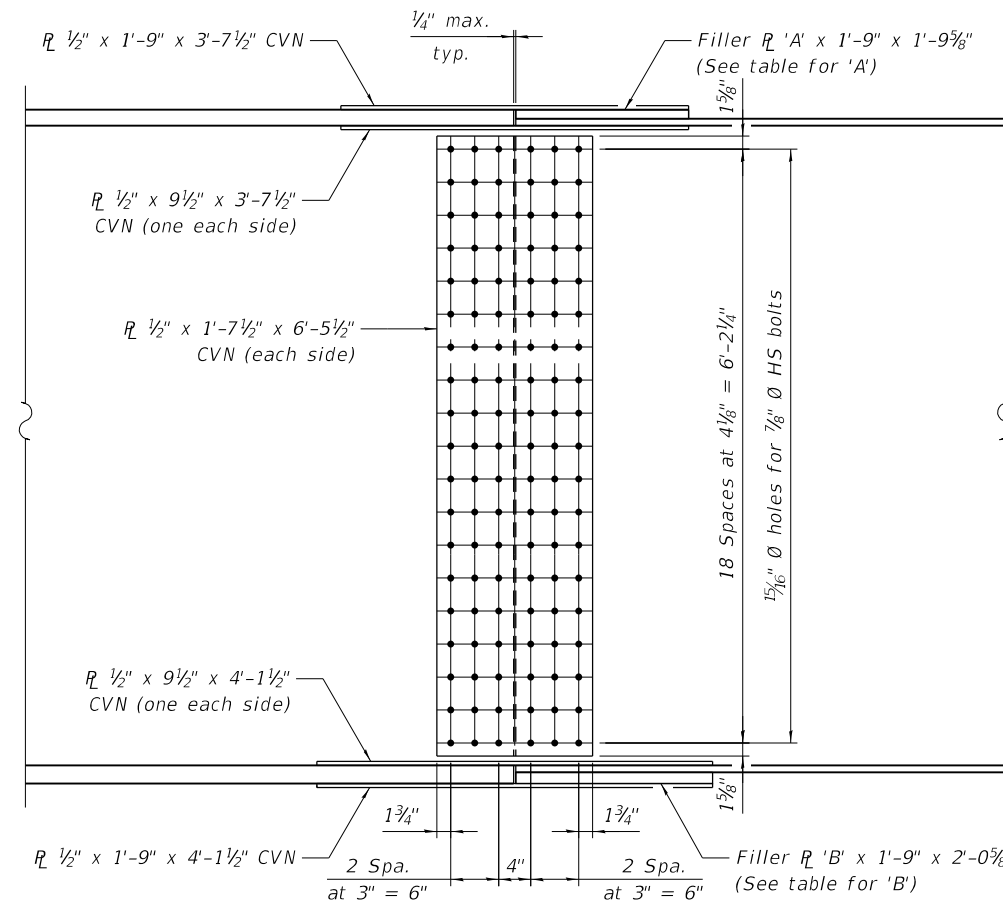
**SPLICES 1, 3, & 5 TOP VIEW**



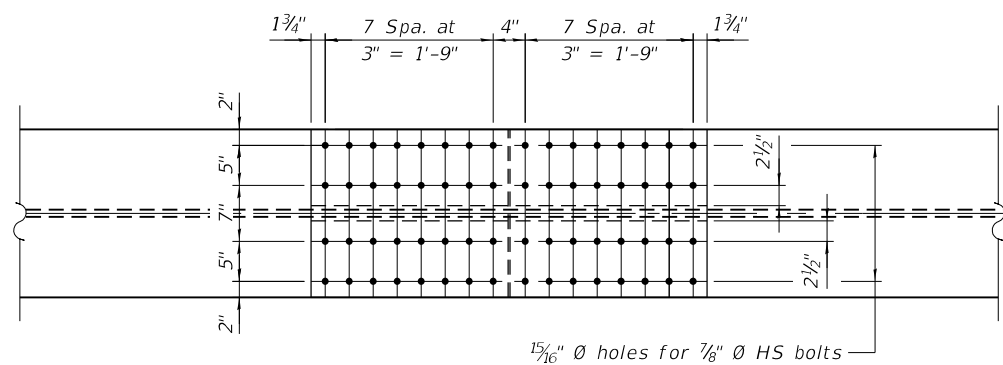
**SPLICES 2, 4, & 6 TOP VIEW**



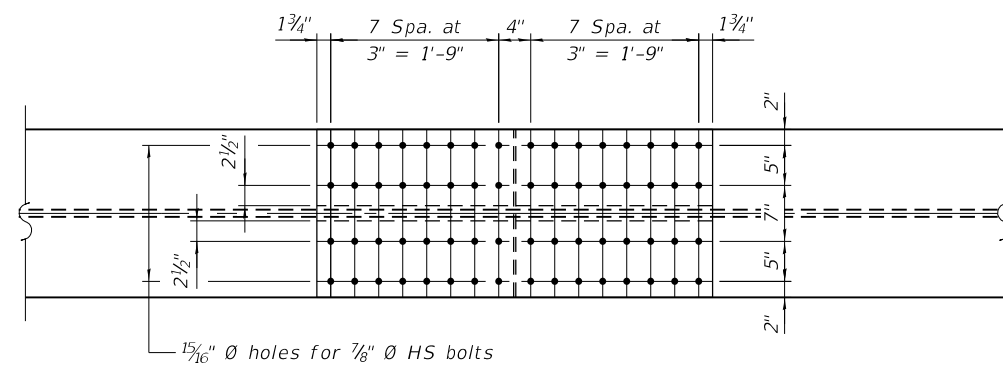
**SPLICES 1, 3, & 5 ELEVATION**



**SPLICES 2, 4, & 6 ELEVATION**



**SPLICES 1, 3 & 5 BOTTOM VIEW**



**SPLICES 2, 4, & 6 BOTTOM VIEW**

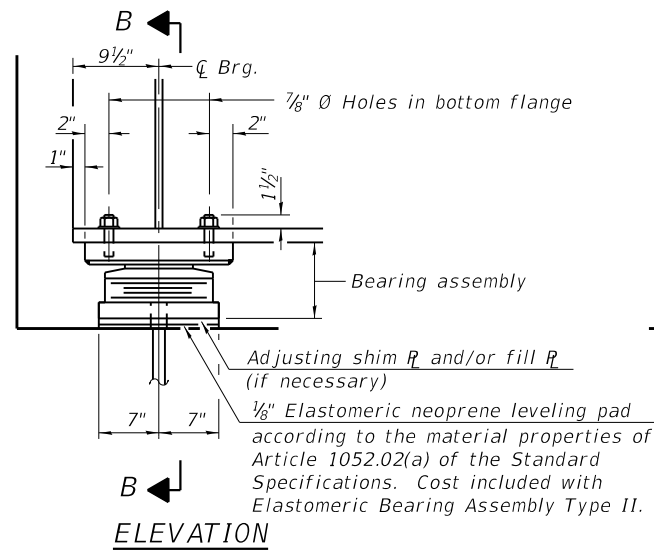
Notes:

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

All splice plates shall be AASHTO M270, Grade 50.

**FILLER PLATE THICKNESS**

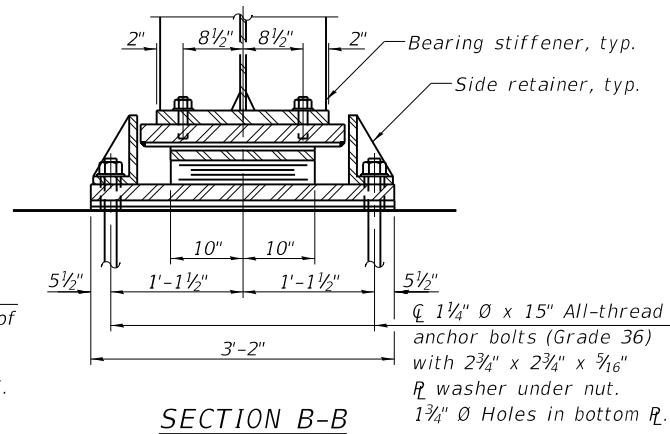
Splice	'A'	'B'
1	1 1/8"	1 3/8"
2	1 1/8"	1 3/8"
3	3/8"	7/8"
4	5/8"	7/8"
5	0"	3/8"
6	0"	3/8"



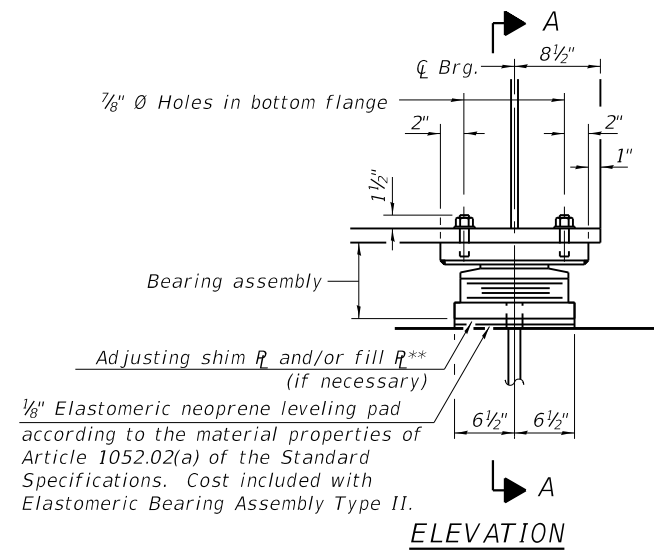
**ELEVATION**

**TYPE II ELASTOMERIC EXP. BRG. AT W. ABUT.**

(16 required)



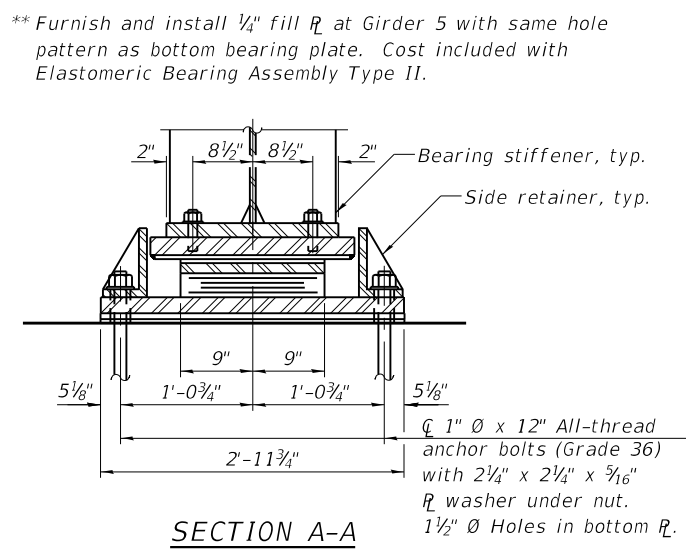
**SECTION B-B**



**ELEVATION**

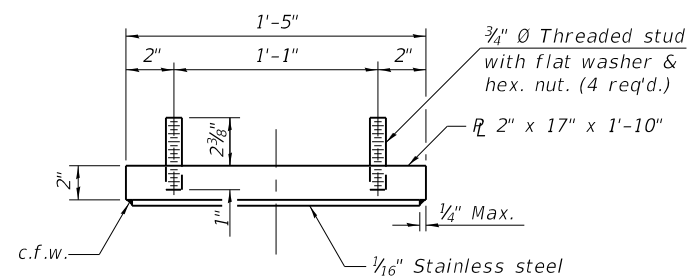
**TYPE II ELASTOMERIC EXP. BRG. AT E. ABUT.**

(16 required)

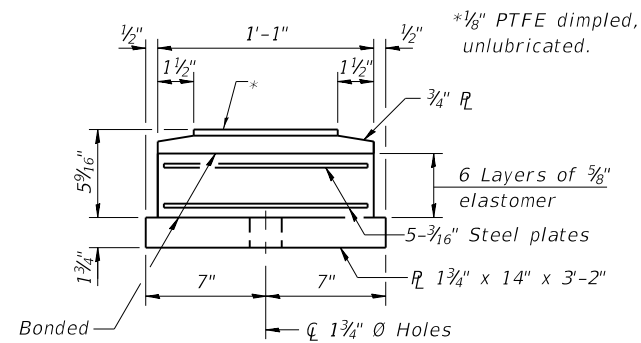


**SECTION A-A**

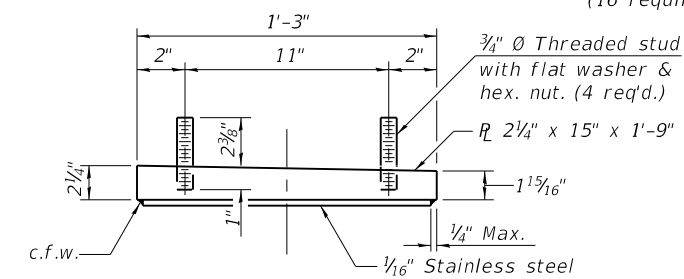
\*\*Furnish and install 1/4" fill R at Girder 5 with same hole pattern as bottom bearing plate. Cost included with Elastomeric Bearing Assembly Type II.



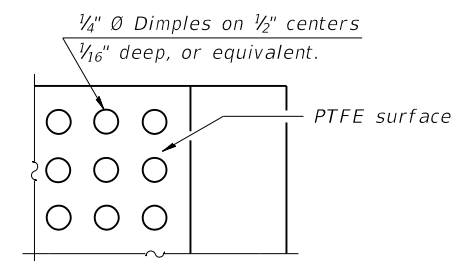
**TOP BEARING ASSEMBLY AT W. ABUT.**



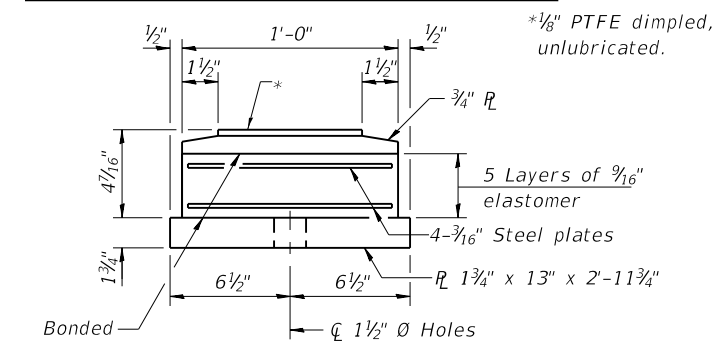
**BOTTOM BEARING ASSEMBLY AT W. ABUT.**



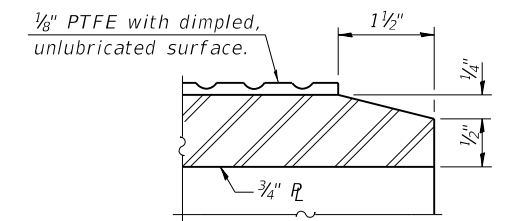
**TOP BEARING ASSEMBLY AT E. ABUT.**



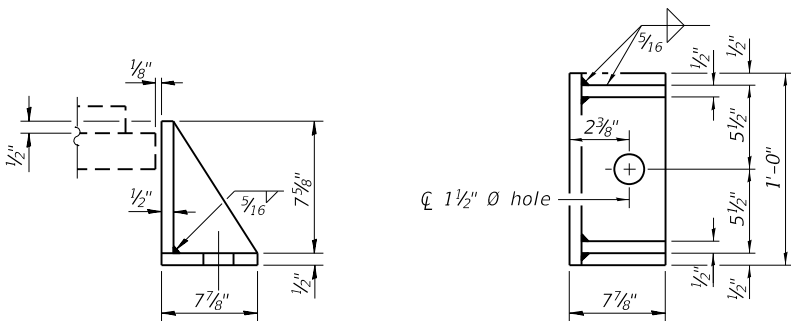
**PLAN-PTFE SURFACE**



**BOTTOM BEARING ASSEMBLY AT E. ABUT.**

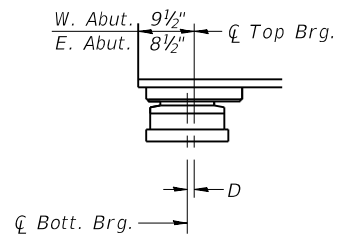


**SECTION THRU PTFE**



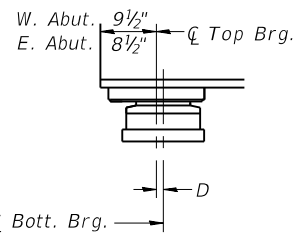
**SIDE RETAINER AT W. ABUT.**

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



**BELOW 50°F.**

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



**ABOVE 50°F.**

**EXPANSION BEARING ORIENTATION**

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

**Notes:**

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

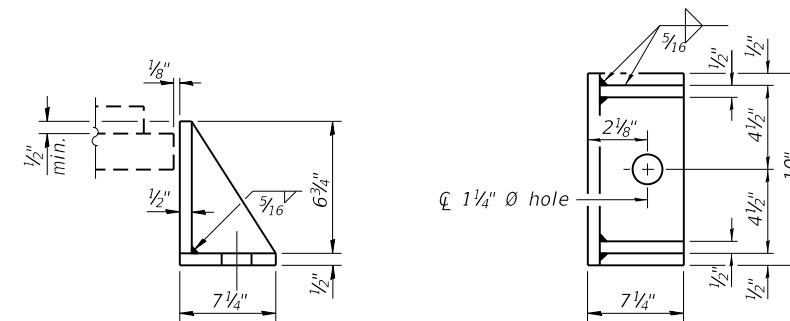
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with Elastomeric Bearing Assembly Type II.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

All bearing plates, threaded studs, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

c.f.w. indicates continuous fillet weld



**SIDE RETAINER AT E. ABUT.**

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	32
Anchor Bolts, 1"	Each	32
Anchor Bolts, 1 1/4"	Each	32

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**exp** U.S. Services Inc.  
Chicago  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

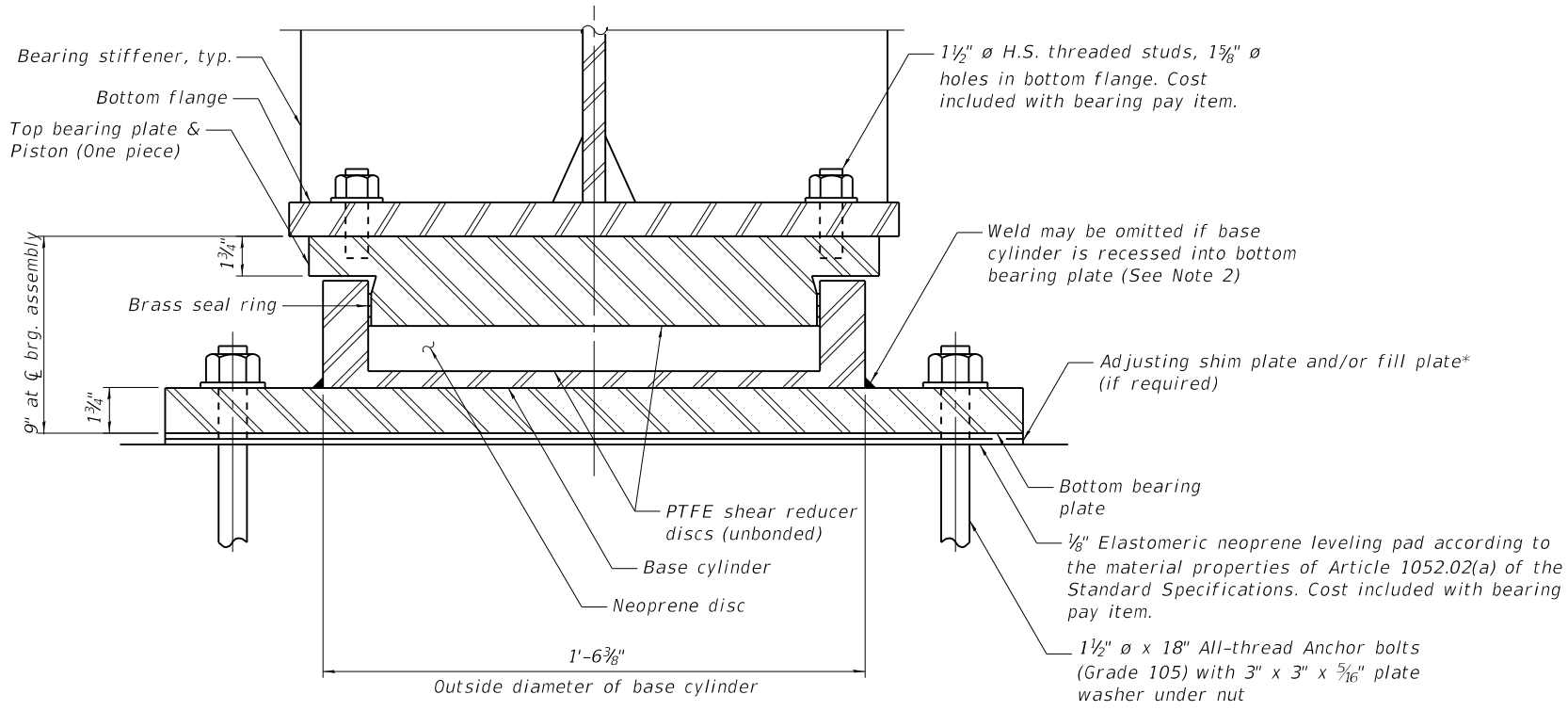
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PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - MTR	REVISED -
	CHECKED - BK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ELASTOMERIC BEARING DETAILS  
STRUCTURE NO. 010-0021**

SHEET SR-41 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	175
			CONTRACT NO. 70C64	
		ILLINOIS	FED. AID PROJECT	



**FIXED HLMR BEARING SCHEMATIC AT PIER 2**

\* Furnish and install 5/8" fill R at Girder 5 with same hole pattern as bottom bearing plate. Cost included with bearing pay item.

**DESIGN CRITERIA**

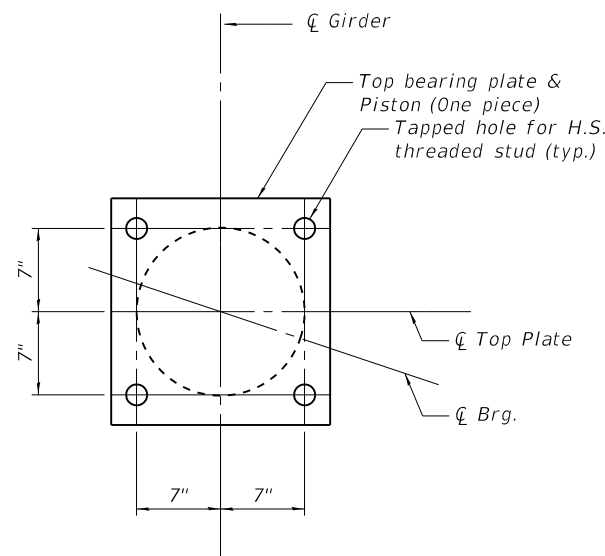
Vertical Service Dead Load (V <sub>DL</sub> )	363 kips
Vertical Service Live Load w/out Impact (V <sub>LL</sub> )	205 kips
Lateral Design Load (H <sub>w</sub> )	260 kips
Max. Fact. Ultimate (Strength) Design Rotation (θ <sub>w</sub> )	0.024 rad
Service Thermal Translation from 50°F (Δ <sub>T</sub> )	0"

**BILL OF MATERIAL**

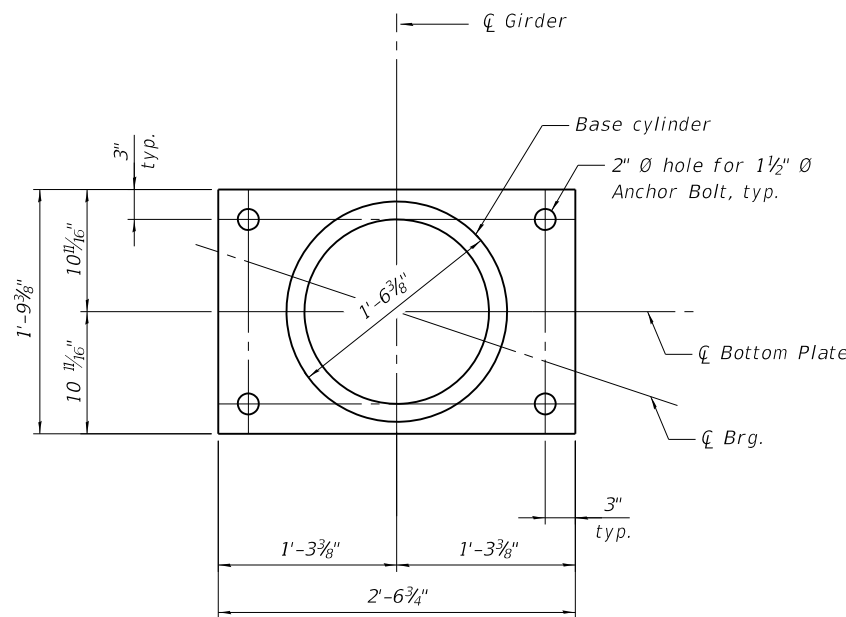
Item	Unit	Total
High Load Multi-Rotational Bearings, Fixed-600K	Each	16
Anchor Bolts, 1 1/2"	Each	64

**NOTES:**

- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with bearing pay item.
- If base cylinder is recessed into the bottom bearing plate, the designed thickness of the bottom plate shall take into account the depth of the recess.
- Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- All bearing plates, H.S. studs, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.
- The θ<sub>w</sub> values listed in the Design Criteria include the effects of profile grade, factored dead and live load rotations, a tolerance rotation of 0.005 rad. and an uncertainty allowance of 0.005 rad.



**TOP BEARING PLATE - PISTON PLAN**



**BOTTOM BEARING PLATE AND BASE CYLINDER PLAN**

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 exp U.S. Services Inc. CHICAGO BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME =	DESIGNED - BK	REVISED -
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		CHECKED - BK	REVISED -

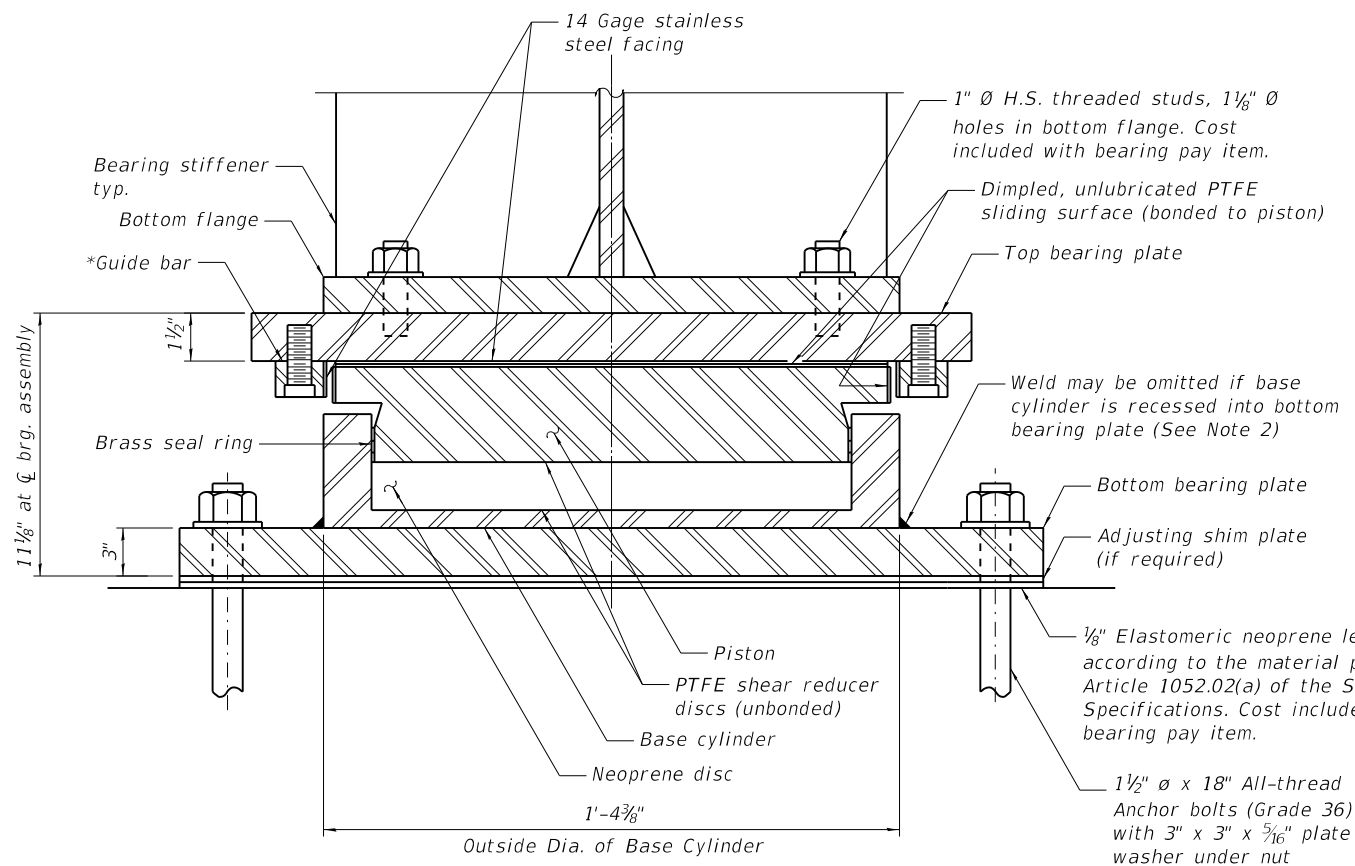
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FIXED HLMR BEARING DETAILS  
 STRUCTURE NO. 010-0021**

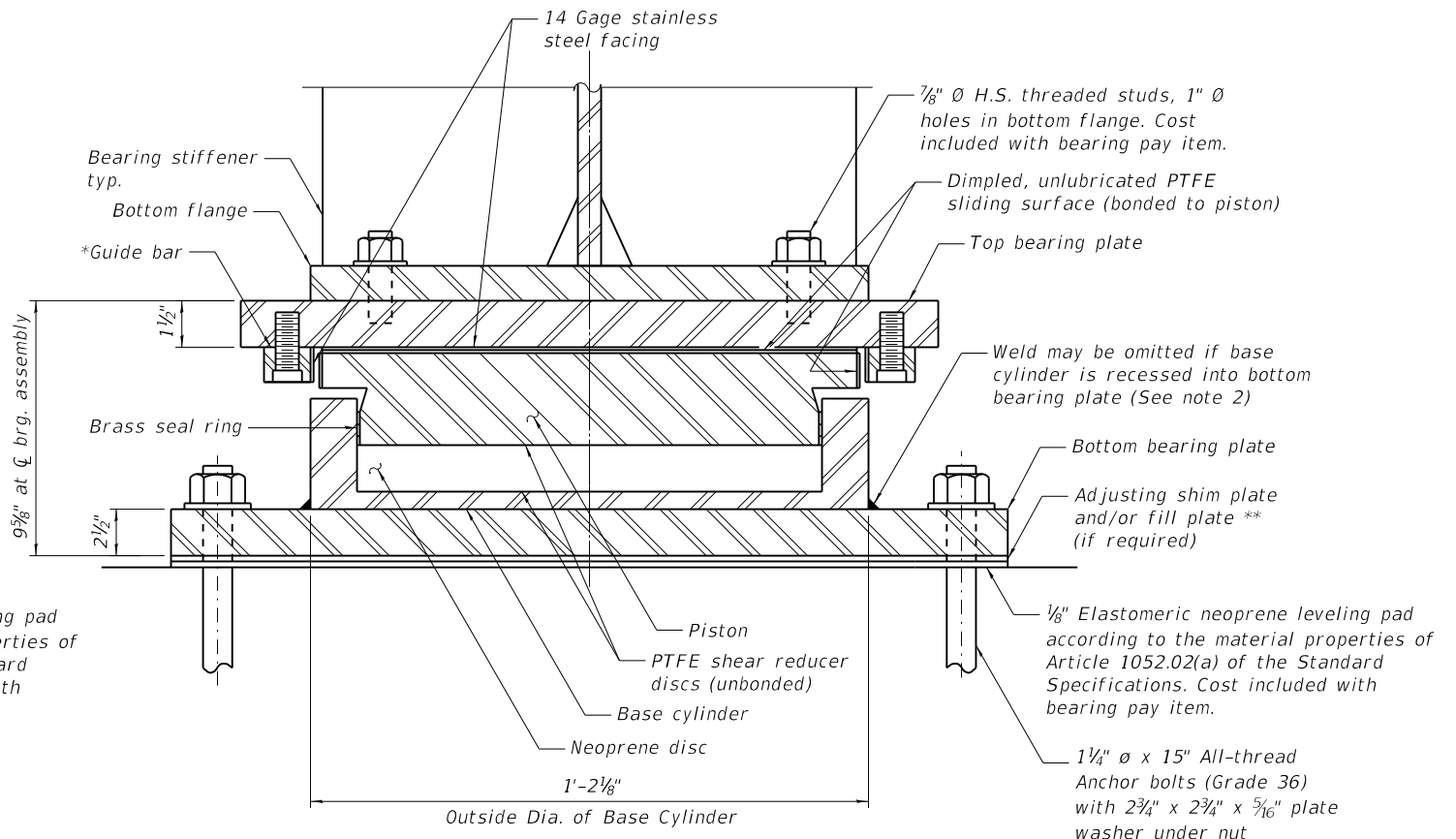
SHEET SR-42 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	176
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				





**GUIDED EXPANSION HLMR BEARING SCHEMATIC AT PIER 1**  
(16-700K capacity bearings required)



**GUIDED EXPANSION HLMR BEARING SCHEMATIC AT PIER 3**  
(16-500K capacity bearings required)

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

\*\* Furnish and install 3/8 inch fill plate at Girder 5 with same hole pattern as bottom bearing plate. Cost included with bearing pay item.

**DESIGN CRITERIA**

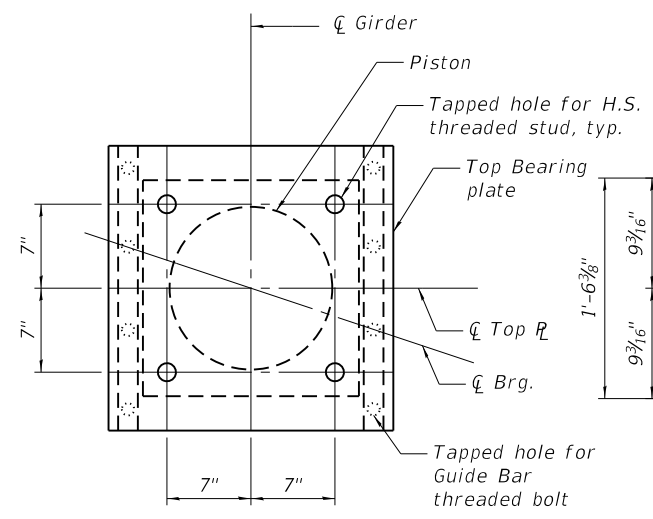
	Pier 1	Pier 3
Vertical Service Dead Load (V <sub>DL</sub> )	428 kips	281 kips
Vertical Service Live Load w/out Impact (V <sub>LL</sub> )	213 kips	182 kips
Lateral Design Load (H <sub>u</sub> )	128 kips	93 kips
Max. Fact. Ultimate (Strength) Design Rotation (θ <sub>u</sub> )	0.016 rad	0.030 rad
Service Thermal Translation from 50°F (Δ <sub>T</sub> )	±1 1/4"	±1 1/8"

**NOTES:**

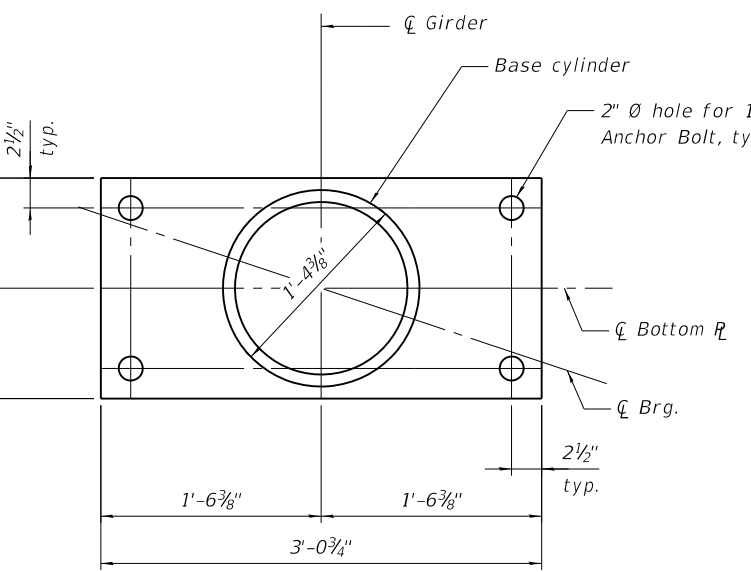
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Cost included with bearing pay item.
- If base cylinder is recessed into the bottom bearing plate, the designed thickness of the bottom plate shall take into account the depth of the recess.
- Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- All bearing plates, H.S. studs, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.
- The θ<sub>u</sub> values listed in the Design Criteria include the effects of profile grade, factored dead and live load rotations, a tolerance rotation of 0.005 rad. and an uncertainty allowance of 0.005 rad.

**BILL OF MATERIAL**

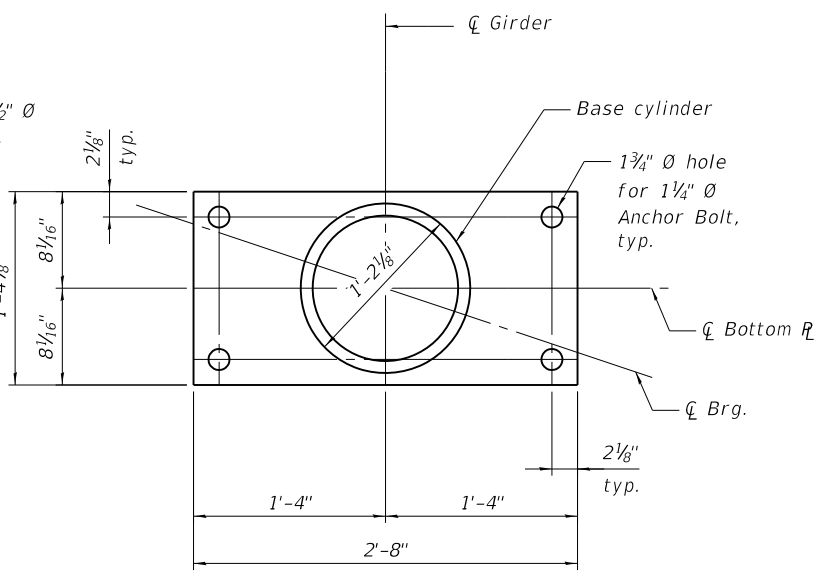
Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 500K	Each	16
High Load Multi-Rotational Bearings, Guided Expansion, 700K	Each	16
Anchor Bolts, 1 1/4"	Each	64
Anchor Bolts, 1 1/2"	Each	64



**TOP BEARING PLATE AND PISTON PLAN AT PIERS 1 & 3**



**BOTTOM BEARING PLATE AND BASE CYLINDER PLAN AT PIER 1**



**BOTTOM BEARING PLATE AND BASE CYLINDER PLAN AT PIER 3**

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**exp** U.S. Services Inc.  
Chicago  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

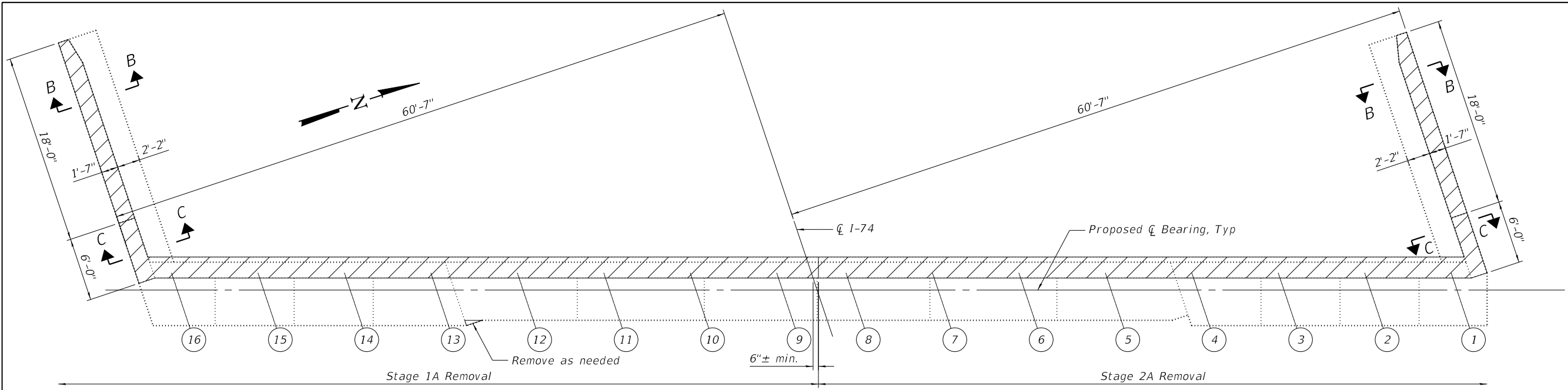
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

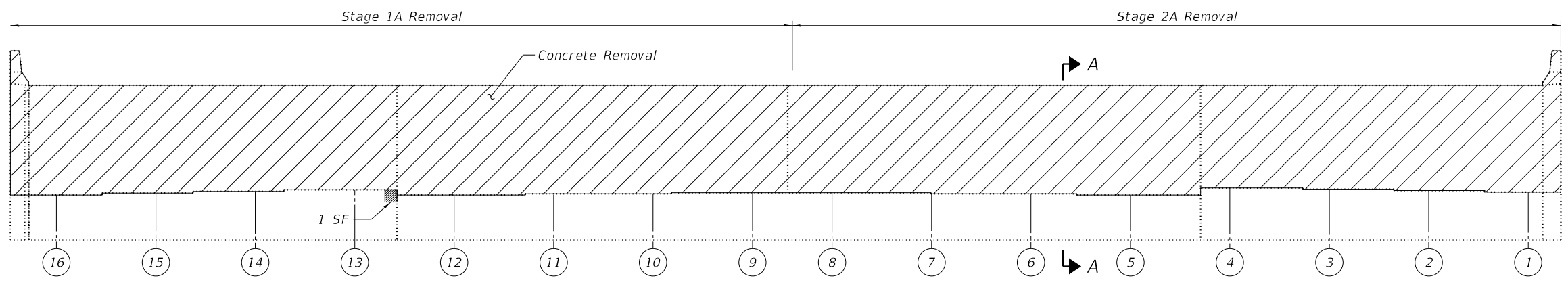
**GUIDED EXPANSION HLMR BEARING DETAILS  
STRUCTURE NO. 010-0021**

SHEET SR-43 OF SR-63 SHEETS

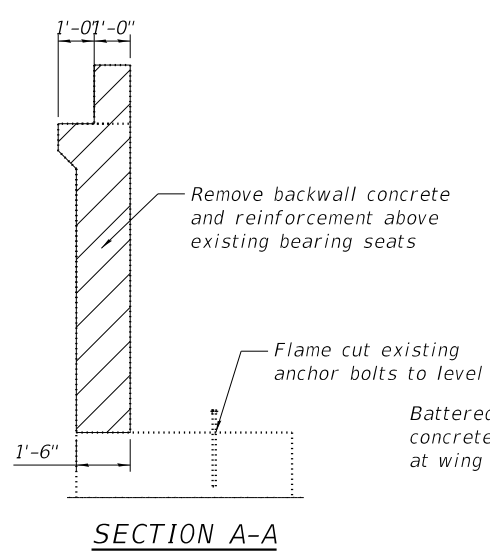
F.A.I. RTE. = 74	SECTION = (14-1)BR, (14HB-2)BR-1	COUNTY = CHAMPAIGN	TOTAL SHEETS = 201	SHEET NO. = 177
ILLINOIS			FED. AID PROJECT	



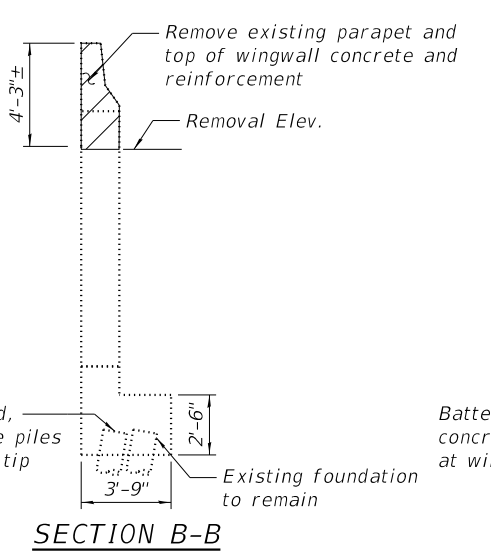
PLAN



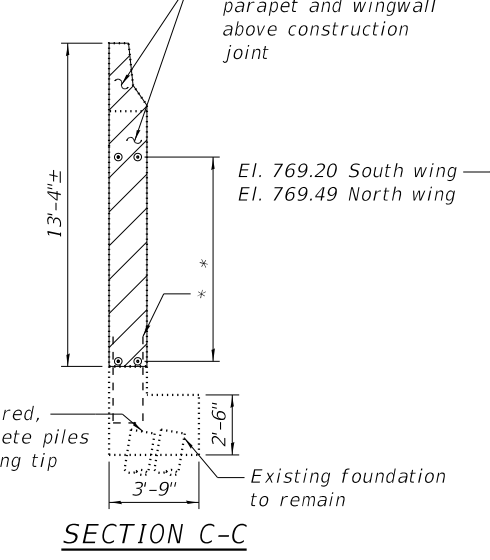
ELEVATION  
Looking West



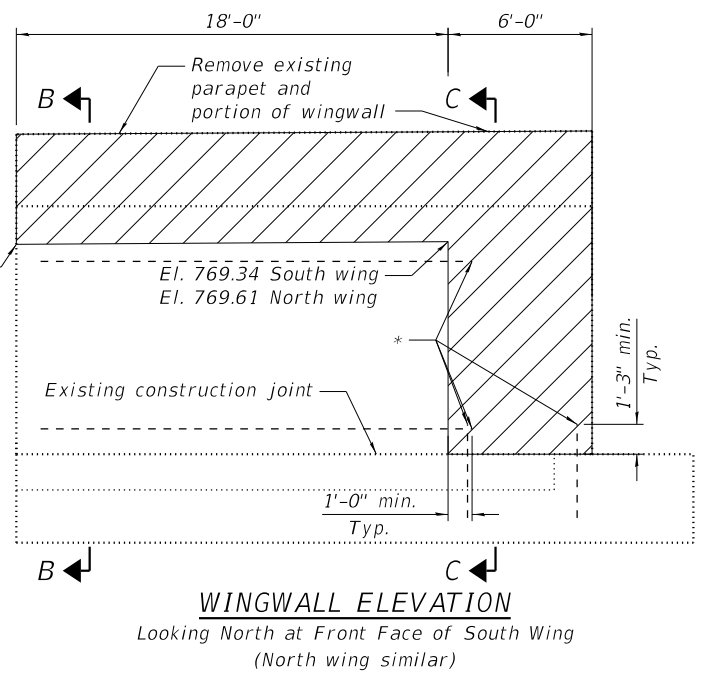
SECTION A-A



SECTION B-B



SECTION C-C



WINGWALL ELEVATION  
Looking North at Front Face of South Wing  
(North wing similar)

Notes:  
Cost of removal of unsound concrete shall be paid for as Concrete Removal.

**LEGEND**

	Concrete Removal
	Unsound concrete removal
	Proposed I girder

\* Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

**BILL OF MATERIAL**

Item	Unit	Total
Concrete Removal	Cu Yd	84.1

MODEL: Default - 64  
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exp U.S. Services Inc.  
Chicago, IL  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME =	DESIGNED - YMC	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

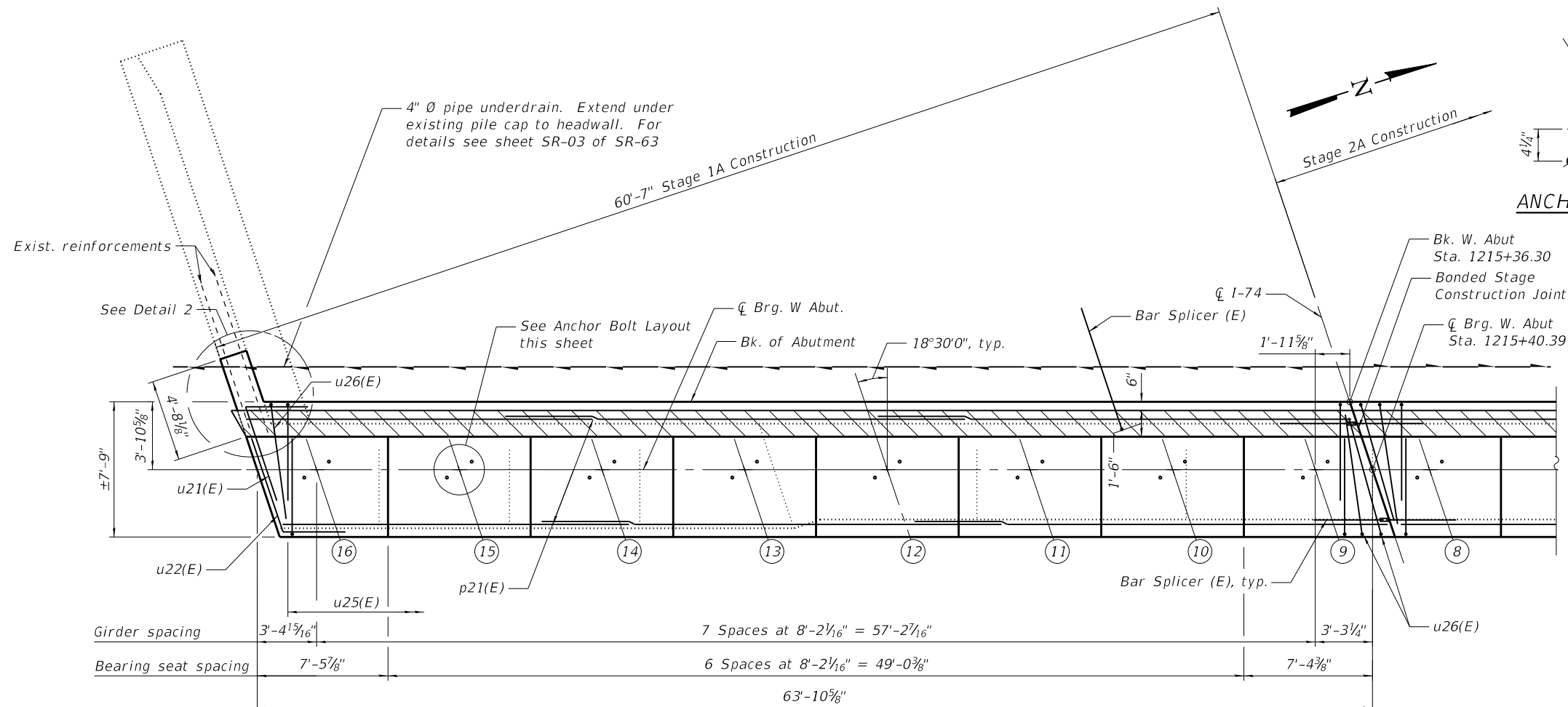
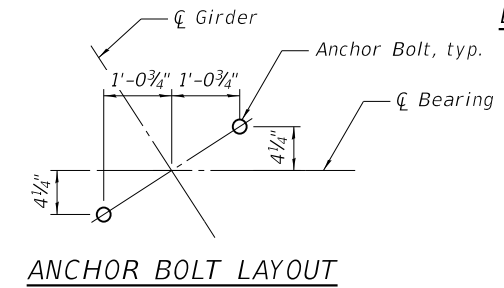
WEST ABUTMENT - REMOVAL  
STRUCTURE NO. 010-0021

SHEET SR-44 OF SR-63 SHEETS

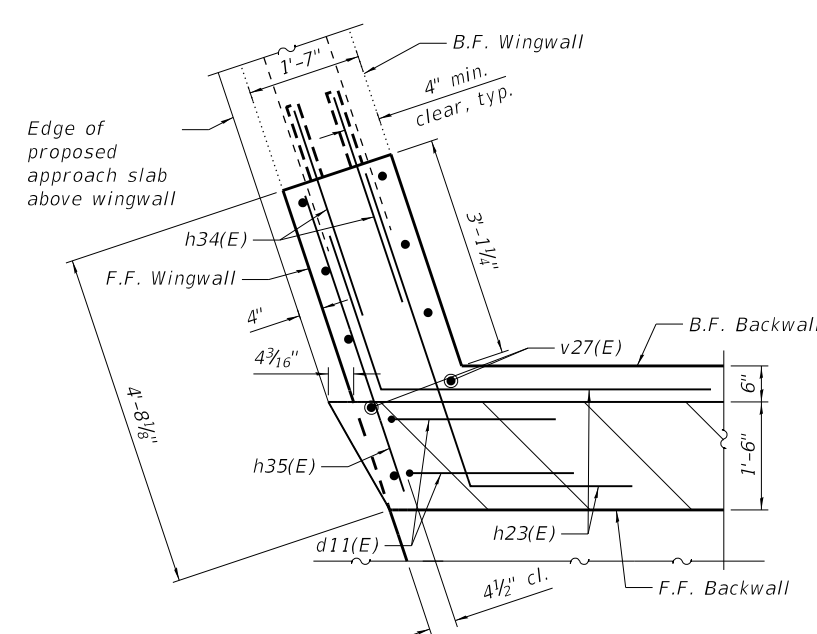
F.A.I. RTE. 74	SECTION (14-1)BR, (14HB-2)BR-1	COUNTY CHAMPAIGN	TOTAL SHEETS 201	SHEET NO. 178
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

**BEARING SEAT ELEVATIONS**

Girder No.	Brg. Seat Elevation	Step "T"
9	762.74	1 5/8"
10	762.88	1 3/8"
11	762.99	3/4"
12	763.05	1 1/2"
13	762.92	1 7/8"
14	762.76	2 1/8"
15	762.58	2"
16	762.41	

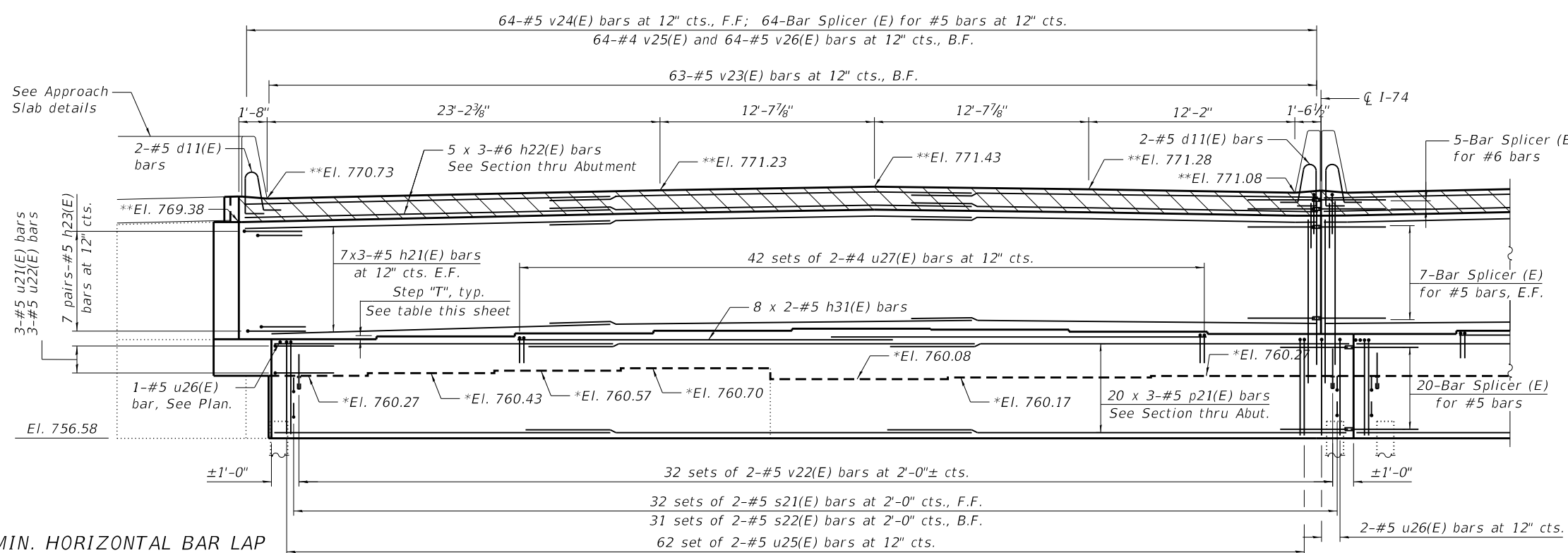


**TOP PLAN - STAGE 1A CONSTRUCTION**



**DETAIL 2**

Showing Wingwall Reinforcement



**ELEVATION - STAGE 1A CONSTRUCTION**

(Looking West)

**NOTES:**

B.F. indicates Back Face  
F.F. indicates Front Face  
E.F. indicates Each Face

Bars indicated 7 x 3-#5 etc. indicates 7 lines of bars with 3 lengths per line.

For Bill of Materials and Bar Bending Diagrams, see Sheet SR-47 of SR-63

\* Existing bearing seat elevation, for information only

\*\* Elevations given at front face of abutment backwall

**LEGEND**

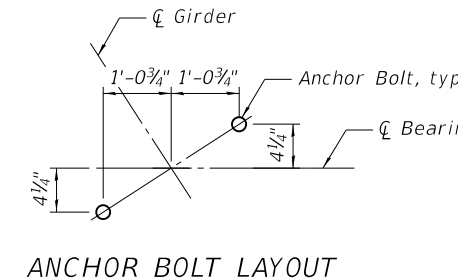
Hatched area to be poured with concrete in blockout for modular expansion joint in deck. Quantity of concrete to be included with Concrete Superstructure.

MODEL: Default  
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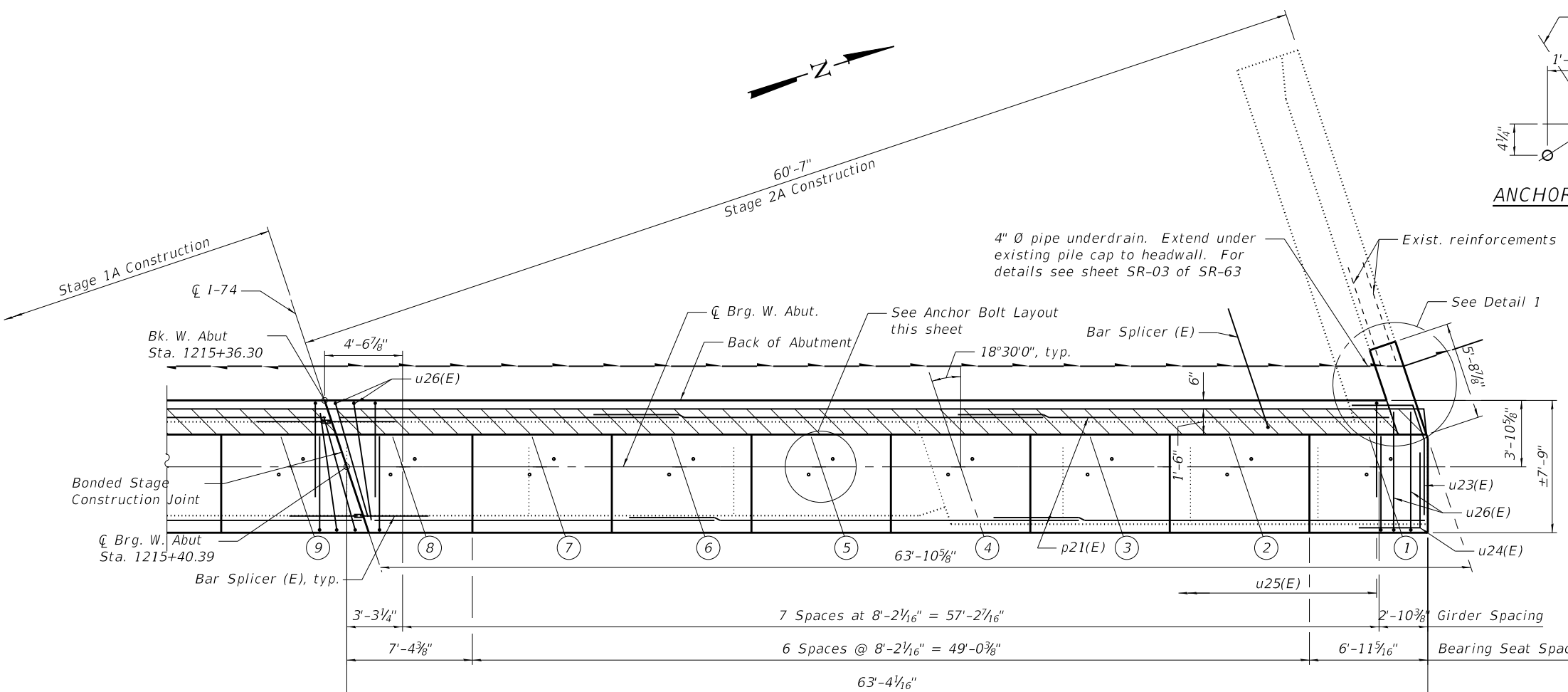
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	SHEET SR-45 OF SR-63 SHEETS						ILLINOIS FED. AID PROJECT	

**BEARING SEAT ELEVATIONS**

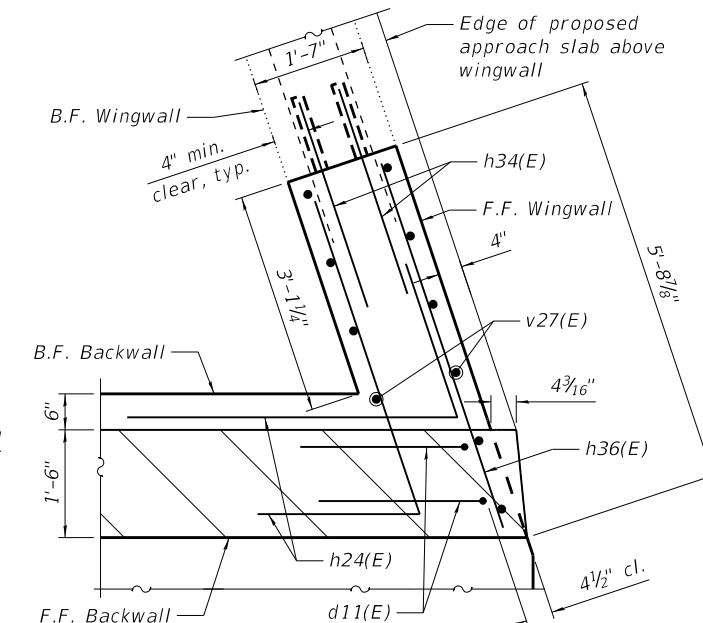
Girder No.	Brg. Seat Elevation	Step "T"
1	762.66	1 5/8"
2	762.80	1 5/8"
3	762.94	1 1/2"
4	763.06	1 1/4"
5	763.16	1 1/8"
6	763.07	1 5/8"
7	762.93	2"
8	762.76	



**ANCHOR BOLT LAYOUT**



**TOP PLAN - STAGE 2A CONSTRUCTION**

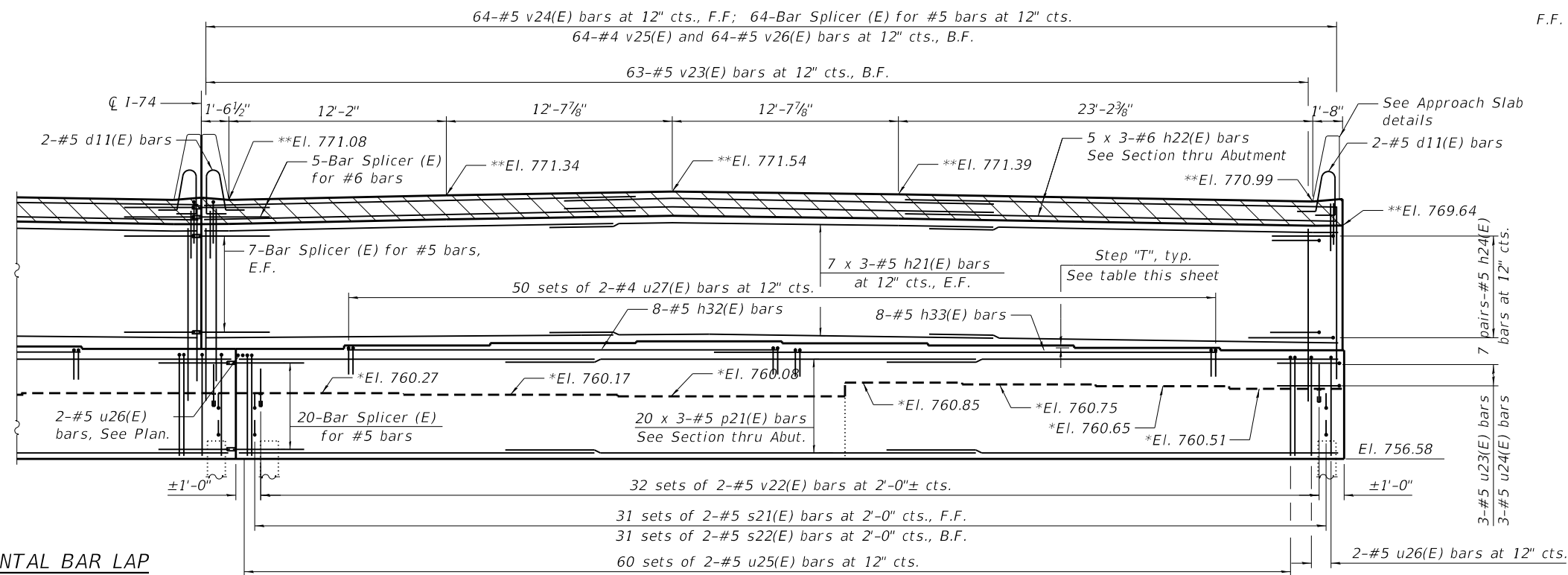


**DETAIL 1**

Showing Wingwall Reinforcement

**NOTES:**

- B.F. indicates Back Face
- F.F. indicates Front Face
- E.F. indicates Each Face
- Bars indicated 7 x 3-#5 etc. indicates 7 lines of bars with 3 lengths per line.
- For Bill of Materials and Bar Bending Diagrams, see Sheet SR-47 of SR-63
- \* Existing bearing seat elevation, for information only.
- \*\* Elevations given at front face of abutment backwall.



**ELEVATION - STAGE 2A CONSTRUCTION**

(Looking West)

**MIN. HORIZONTAL BAR LAP**

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

**LEGEND**

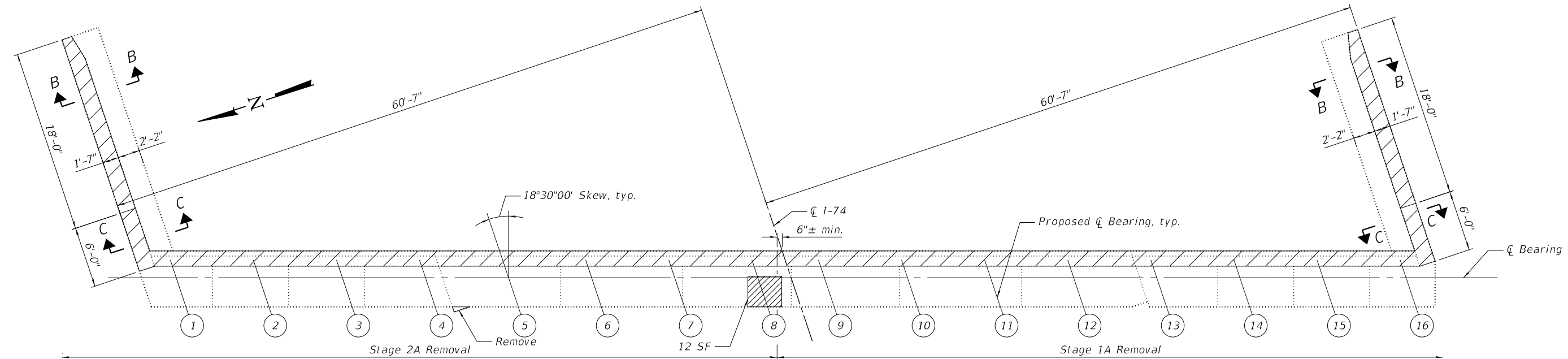
Hatched area to be poured with concrete in breakout for modular expansion joint in deck. Quantity of concrete to be included with Concrete Superstructure.

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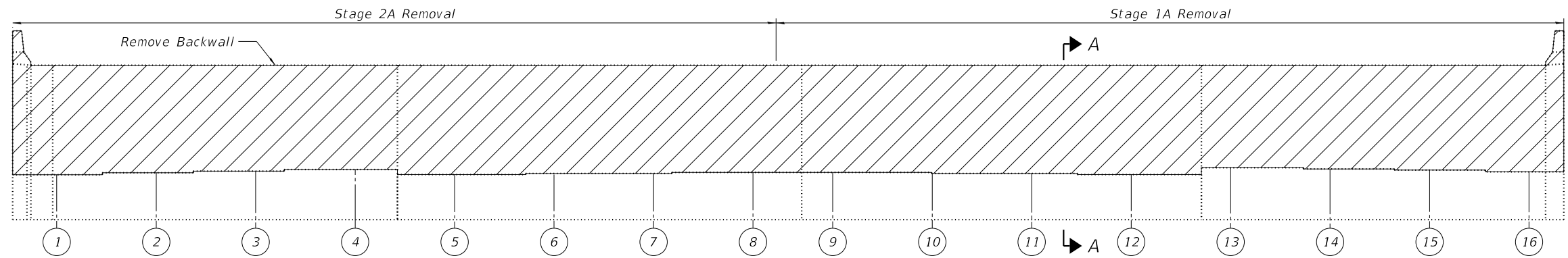
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					SHEET SR-46 OF SR-63 SHEETS	ILLINOIS FED. AID PROJECT



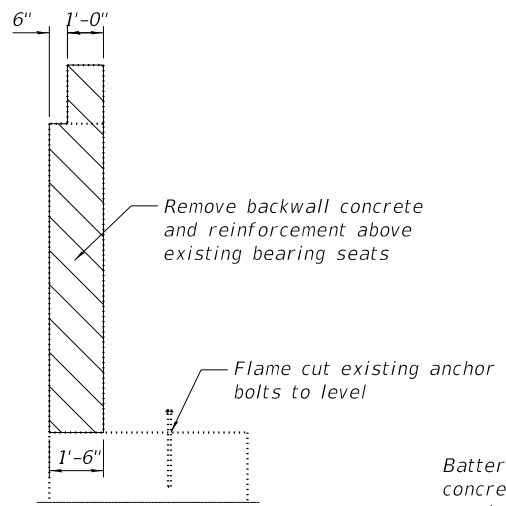
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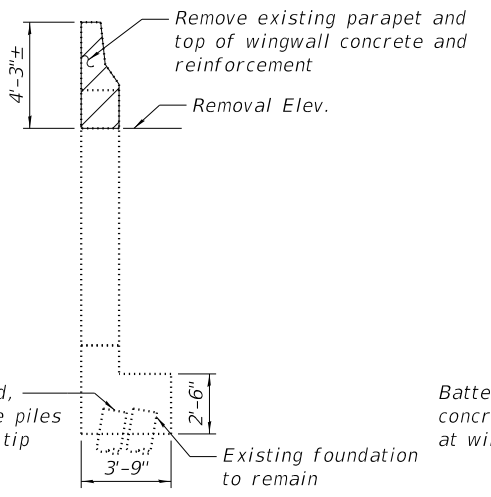
PLAN



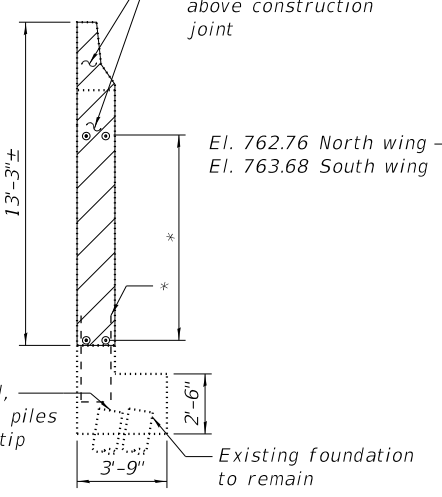
ELEVATION  
Looking East



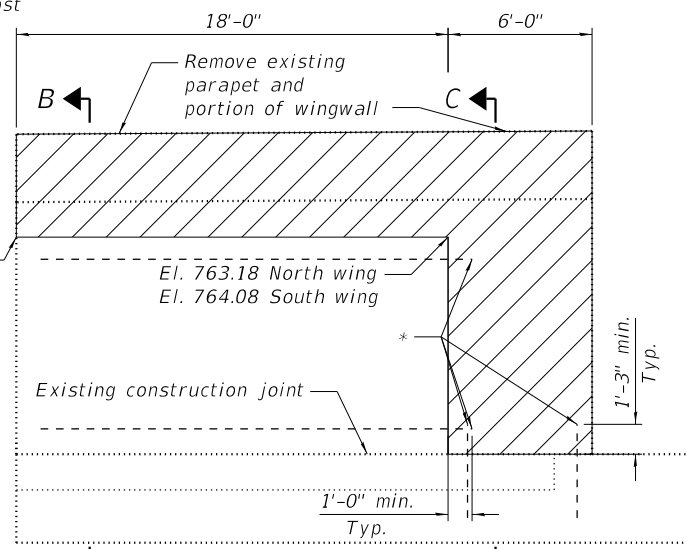
SECTION A-A



SECTION B-B



SECTION C-C



WINGWALL ELEVATION  
Looking South at Front Face of North Wing  
(South wing similar)

Notes:  
 1. Cost of removal of unsound concrete shall be paid for as Concrete Removal.

**LEGEND**

	Concrete Removal
	Unsound concrete removal
	Proposed $\bar{C}$ girder

\* Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

**BILL OF MATERIAL**

Item	Unit	Total
Concrete Removal	Cu Yd	81.6

USER NAME =	DESIGNED - YMC	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - EG	REVISED -
	CHECKED - YMC	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

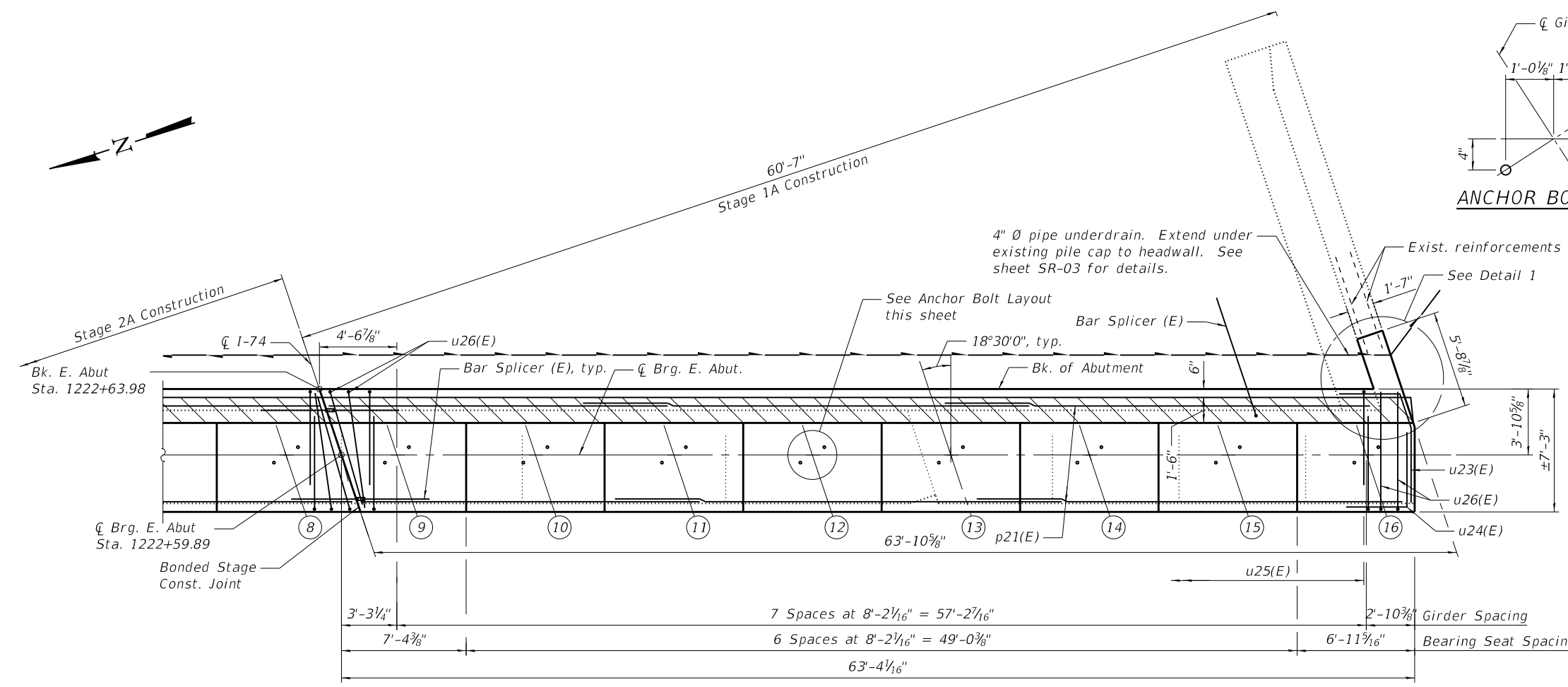
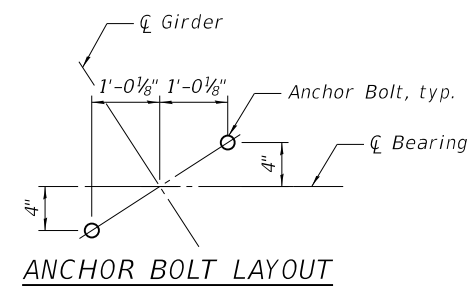
EAST ABUTMENT - REMOVAL  
 STRUCTURE NO. 010-0021

SHEET SR-48 OF SR-63 SHEETS

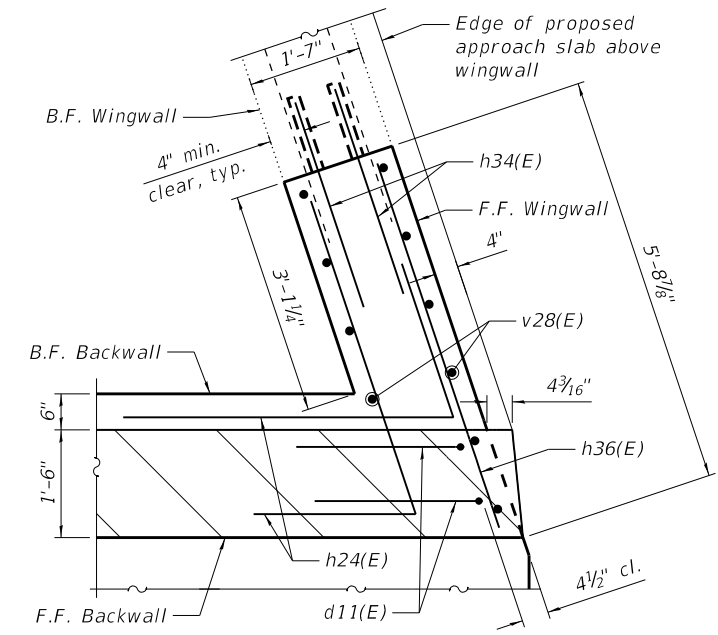
F.A.I. RTE. 74	SECTION (14-1)BR, (14HB-2)BR-1	COUNTY CHAMPAIGN	TOTAL SHEETS 201	SHEET NO. 182
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

**BEARING SEAT ELEVATIONS**

Girder No.	Brg. Seat Elevation	Step "T"
9	757.13	2 1/2"
10	757.34	2 1/4"
11	757.53	1 1/2"
12	757.66	3/4"
13	757.60	1"
14	757.52	1 1/4"
15	757.42	1 1/4"
16	757.32	



**TOP PLAN - STAGE 1A CONSTRUCTION**



**DETAIL 1**

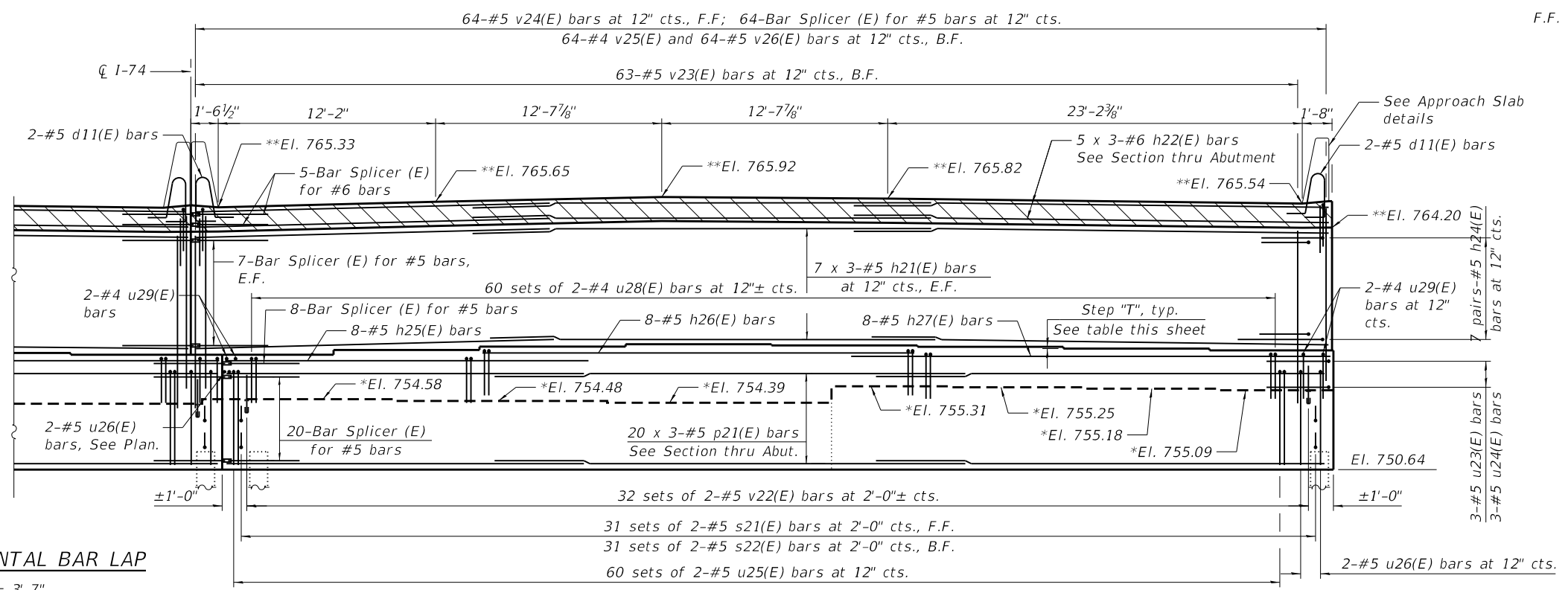
Showing Wingwall Reinforcement

**NOTES:**

- B.F. indicates Back Face
- F.F. indicates Front Face
- E.F. indicates Each Face
- Bars indicated 7 x 3-#5 etc. indicates 7 lines of bars with 3 lengths per line.
- For Bill of Materials and Bar Bending Diagrams, see Sheet SR-51 of SR-63
- \* Existing bearing seat elevation, for information only
- \*\* Elevations given at front face of abutment backwall

**LEGEND**

Hatched area to be poured with concrete in breakout for modular expansion joint in deck. Quantity of concrete to be included with Concrete Superstructure.



**ELEVATION - STAGE 1A CONSTRUCTION**  
(Looking East)

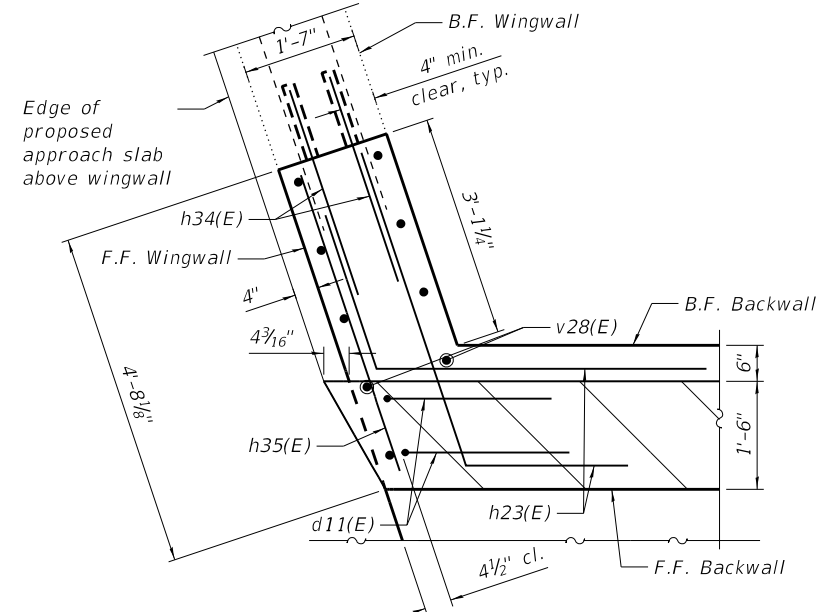
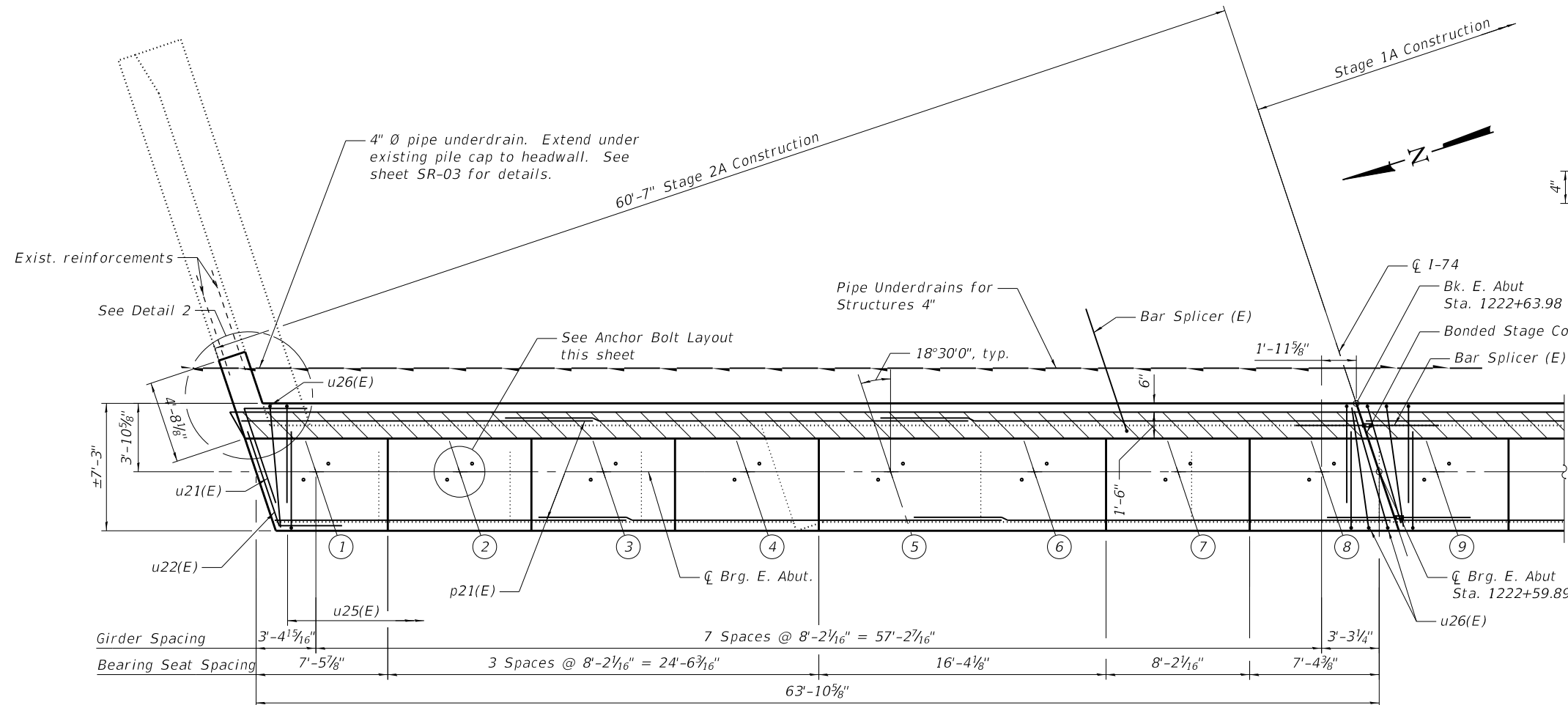
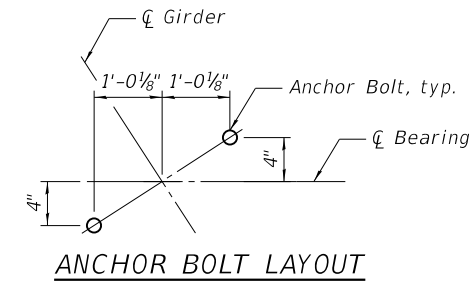
**MIN. HORIZONTAL BAR LAP**  
#5 = 3'-7"  
#6 = 4'-4"

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exp U.S. Services Inc. CHICAGO BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME =	DESIGNED - YMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT PLAN AND ELEVATION 1 STRUCTURE NO. 010-0021	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
	PLOT SCALE =	CHECKED - KK	REVISED -			74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	183
PLOT DATE =	DRAWN - EG	REVISOR - BK	REVISOR -	SHEET SR-49 OF SR-63 SHEETS		CONTRACT NO. 70C64		ILLINOIS FED. AID PROJECT		

**BEARING SEAT ELEVATIONS**

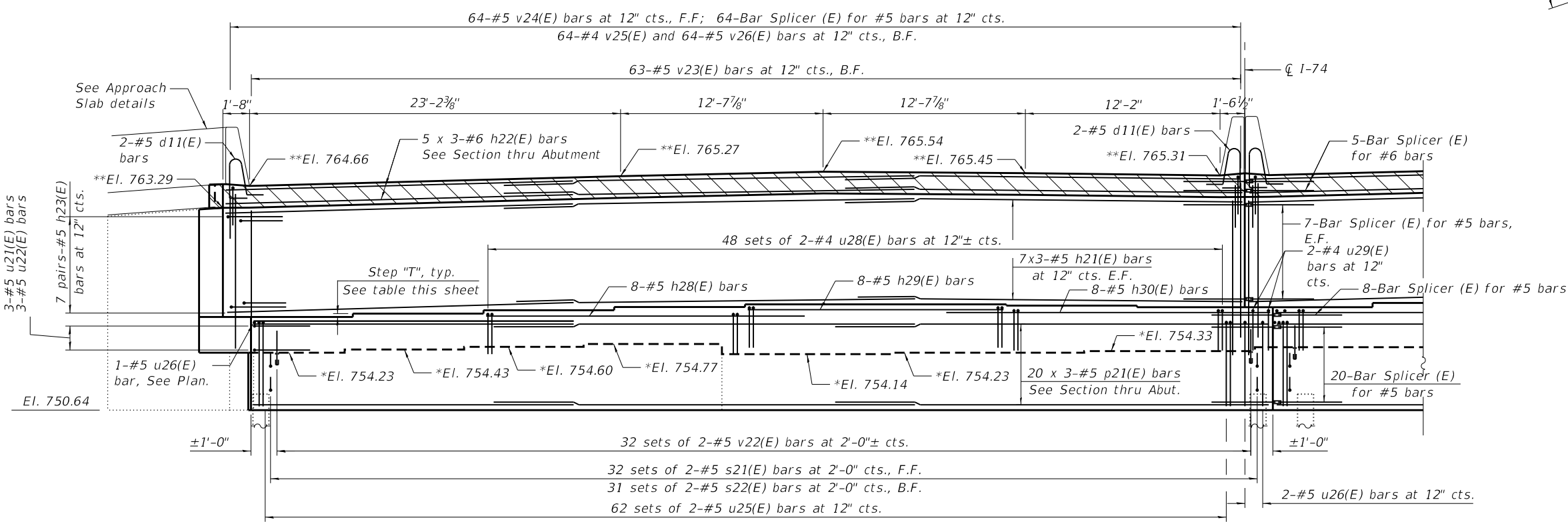
Girder No.	Brg. Seat Elevation	Step "T"
1	756.46	2 5/8"
2	756.68	2 1/2"
3	756.89	2 3/8"
4	757.09	1 7/8"
5	757.25	0"
6	757.25	7/8"
7	757.18	1 1/4"
8	757.08	



**TOP PLAN - STAGE 2A CONSTRUCTION**

**DETAIL 2**

Showing Wingwall Reinforcement



**ELEVATION - STAGE 2A CONSTRUCTION**

(Looking East)

**NOTES:**

- B.F. indicates Back Face
- F.F. indicates Front Face
- E.F. indicates Each Face
- Bars indicated 7 x 3-#5 etc. indicates 7 lines of bars with 3 lengths per line.
- For Bill of Materials and Bar Bending Diagrams, see Sheet SR-51 of SR-63
- \* Existing bearing seat elevation, for information only
- \*\* Elevations given at front face of abutment backwall

**LEGEND**

Hatched area to be poured with concrete in breakout for modular expansion joint in deck. Quantity of concrete to be included with Concrete Superstructure.

**MIN. HORIZONTAL BAR LAP**

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

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**exp** U.S. Services Inc.  
 CHICAGO  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME =	DESIGNED - YMC	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - EG	REVISED -
	CHECKED - YMC	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT PLAN AND ELEVATION 2  
 STRUCTURE NO. 010-0021**

SHEET SR-50 OF SR-63 SHEETS

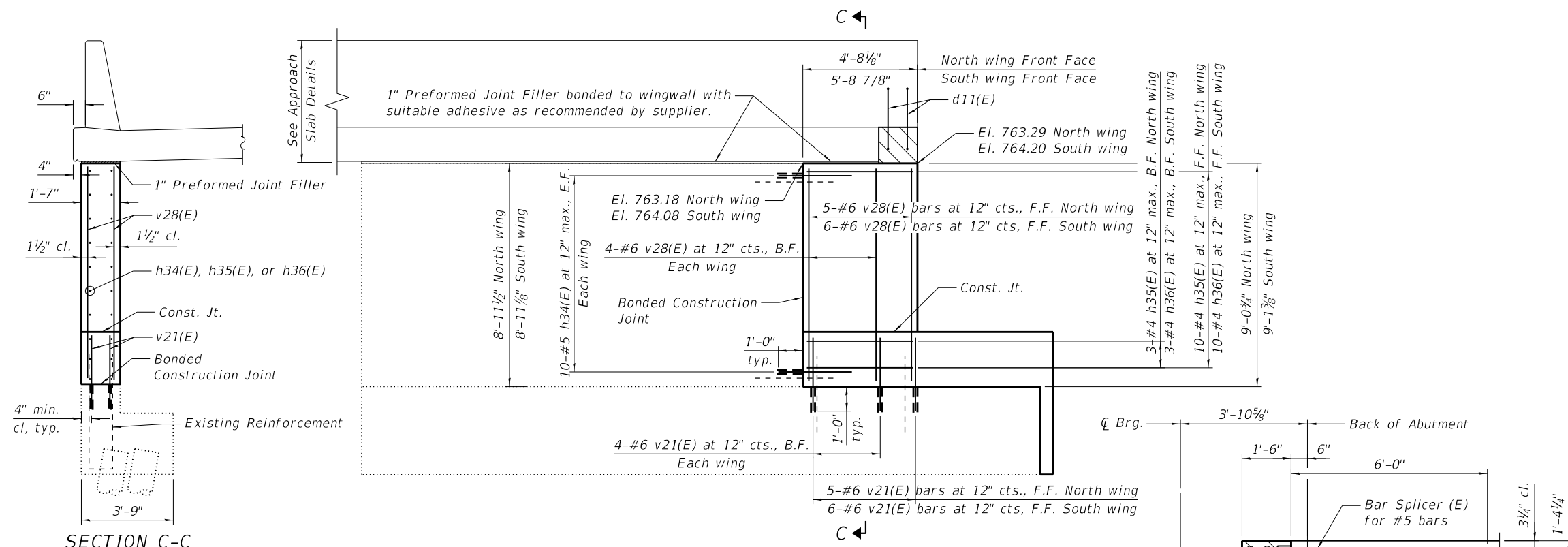
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	184
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

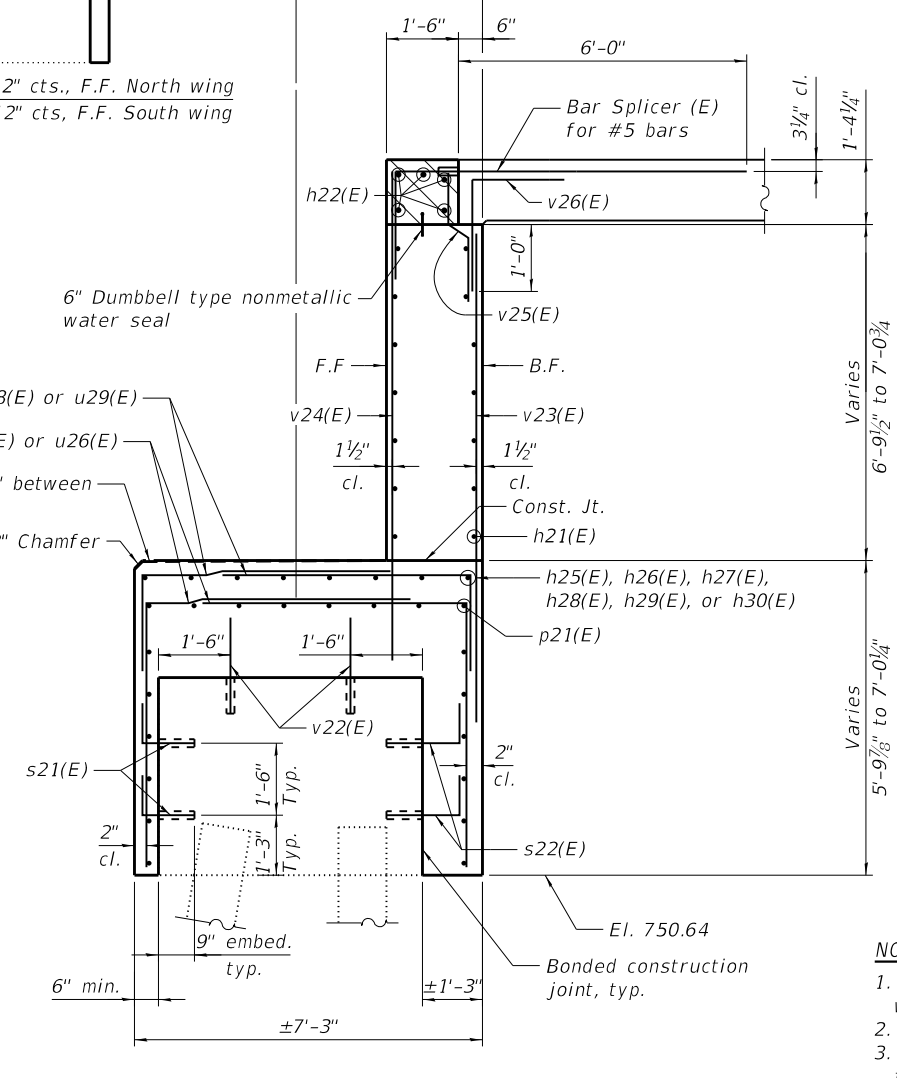
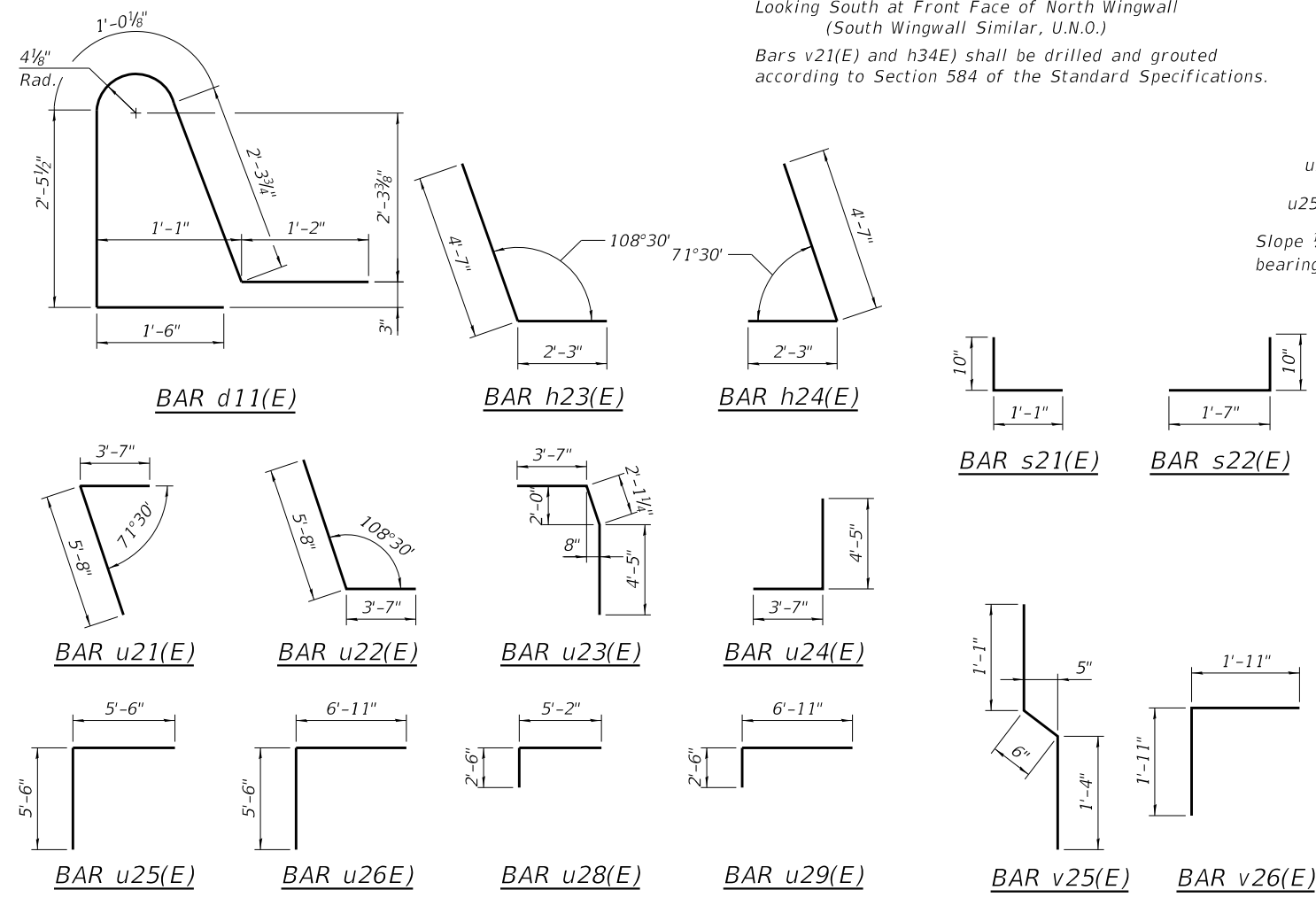


**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d11(E)	8	#5	8'-6"	⌒
h21(E)	84	#5	23'-8"	—
h22(E)	30	#6	24'-2"	—
h23(E)	14	#5	6'-10"	⌒
h24(E)	14	#5	6'-10"	⌒
h25(E)	8	#5	20'-4"	—
h26(E)	8	#5	24'-2"	—
h27(E)	8	#5	26'-10"	—
h28(E)	8	#5	19'-11"	—
h29(E)	8	#5	16'-0"	—
h30(E)	8	#5	20'-3"	—
h34(E)	40	#5	3'-0"	—
h35(E)	13	#4	4'-4"	—
h36(E)	13	#4	5'-4"	—
p21(E)	120	#5	23'-8"	—
s21(E)	126	#5	1'-11"	⌒
s22(E)	124	#5	2'-5"	⌒
u21(E)	3	#5	9'-3"	⌒
u22(E)	3	#5	9'-3"	⌒
u23(E)	3	#5	10'-2"	⌒
u24(E)	3	#5	8'-0"	⌒
u25(E)	244	#5	11'-0"	⌒
u26(E)	7	#5	12'-5"	⌒
u28(E)	216	#4	7'-8"	⌒
u29(E)	6	#4	9'-5"	⌒
v21(E)	19	#6	3'-0"	—
v22(E)	128	#5	1'-10"	—
v23(E)	126	#5	9'-8"	—
v24(E)	128	#5	9'-8"	—
v25(E)	128	#5	2'-11"	—
v26(E)	128	#5	3'-10"	—
v28(E)	19	#6	8'-8"	—
Item	Unit	Total		
Structure Excavation	Cu Yd	618		
Concrete Structures	Cu Yd	191.9		
Reinforcement Bars, Epoxy Coated	Pound	16,430		
Granular Backfill for Structures	Cu Yd	530		
Concrete Sealer	Sq Ft	2,004		
Geocomposite Wall Drain	Sq Yd	190		
Pipe Underdrains for Structures 4"	Foot	181		



**WINGWALL ELEVATION**  
 Looking South at Front Face of North Wingwall  
 (South Wingwall Similar, U.N.O.)  
 Bars v21(E) and h34(E) shall be drilled and grouted according to Section 584 of the Standard Specifications.



**CROSS SECTION THRU ABUTMENT**  
 Bars v22(E), s21(E) and s22(E) shall be drilled and grouted according to Section 584 of the Standard Specifications.

- NOTES:**
1. Bars indicated 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.
  2. For details of Bar Splicer (E), see sheet SR-63.
  3. Hatched area to be poured with concrete in blackout for modular expansion joint in deck. Quantity of concrete to be included with Concrete Superstructure.
  4. Concrete sealer to be applied to all exposed surfaces of backwalls, bearing seats and the front face of pile caps.

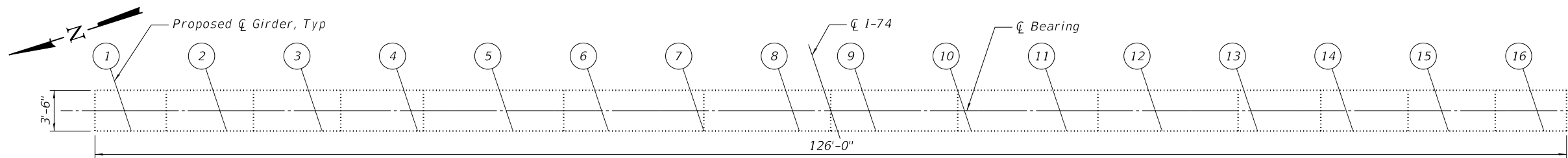
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 exp U.S. Services Inc.  
 CHICAGO  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY  
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 CHECKED - KK  
 PLOT SCALE =  
 PLOT DATE =  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

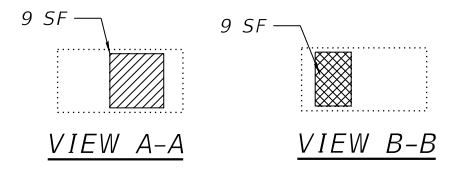
**EAST ABUTMENT SECTIONS AND DETAILS  
 STRUCTURE NO. 010-0021**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				

SHEET SR-51 OF SR-63 SHEETS



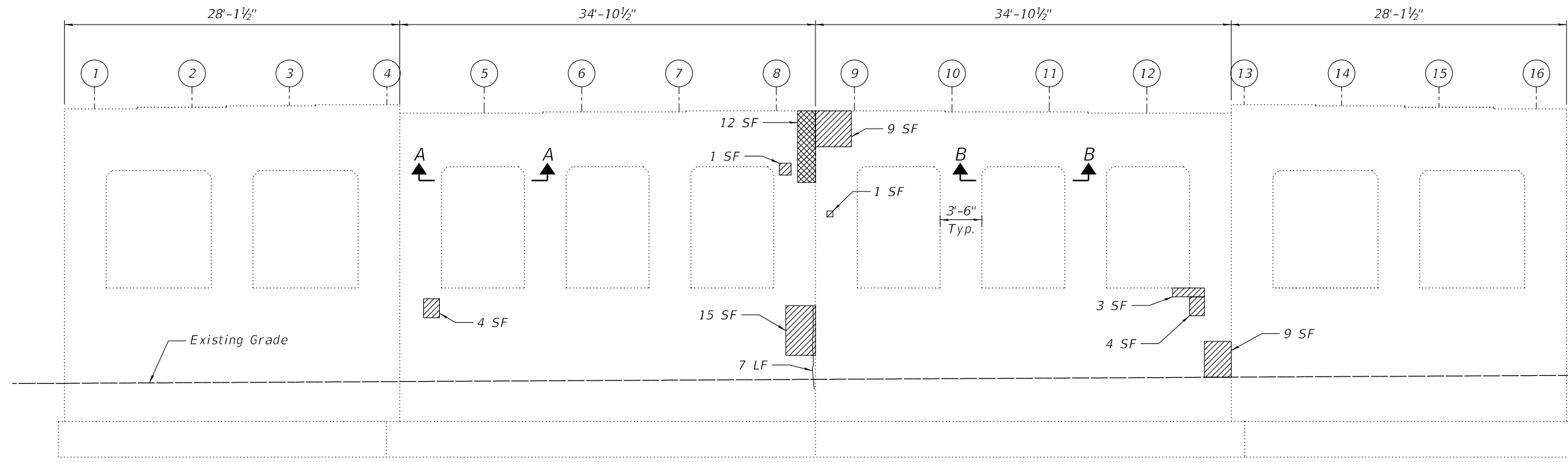
PIER 1 PLAN VIEW



EXIST. BEARING SEAT ELEVATIONS

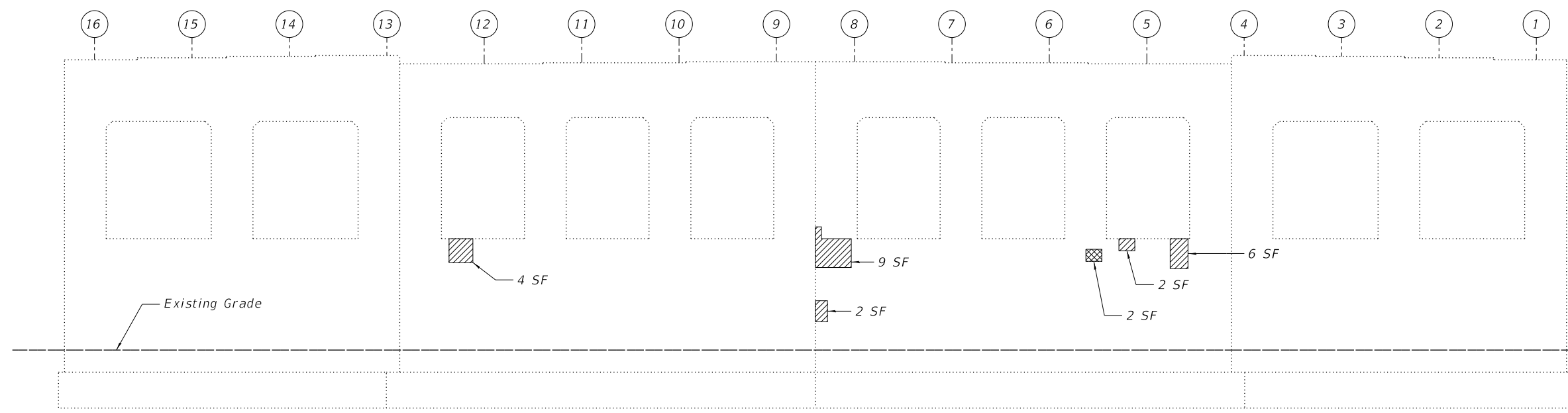
Prop. Girder No.	Exist. Brg. Seat Elev.
1	760.41
2	760.57
3	760.69
4	760.80
5	759.80
6	759.89
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8	759.99
9	759.99
10	759.89
11	759.89
12	759.80
13	760.83
14	760.72
15	760.60
16	760.45

The contractor shall verify the exist. elevations in the field.



PIER 1 ELEVATION

Looking East



PIER 1 ELEVATION

Looking West

NOTES:

The quantities shown are for estimating purposes only. The cracks and concrete areas to be repaired will be determined by the engineer at the time of construction.

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	7
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	78
Structural Repair of Concrete (Depth Equal to or Greater than 5 Inches)	Sq. Ft.	23

LEGEND

- Structural repair of concrete (Depth equal to or less than 5 inches)
- Structural repair of concrete (Depth greater than 5 inches)
- Epoxy crack injection (Cracks greater than or equal 1/16")
- Proposed Girder No.
- SF Square Feet
- LF Linear Feet

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**exp** U.S. Services Inc.  
Chicago, IL  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

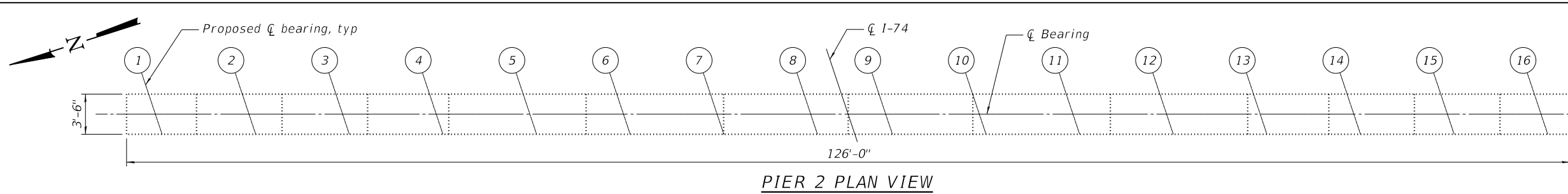
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PLOT SCALE =	CHECKED - KK	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

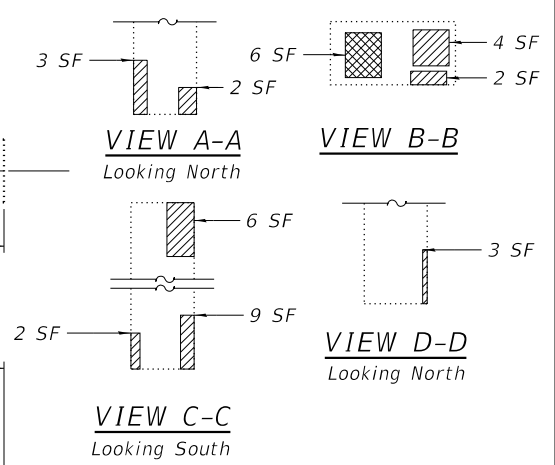
PIER 1 - REPAIRS  
STRUCTURE NO. 010-0021

SHEET SR-52 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				



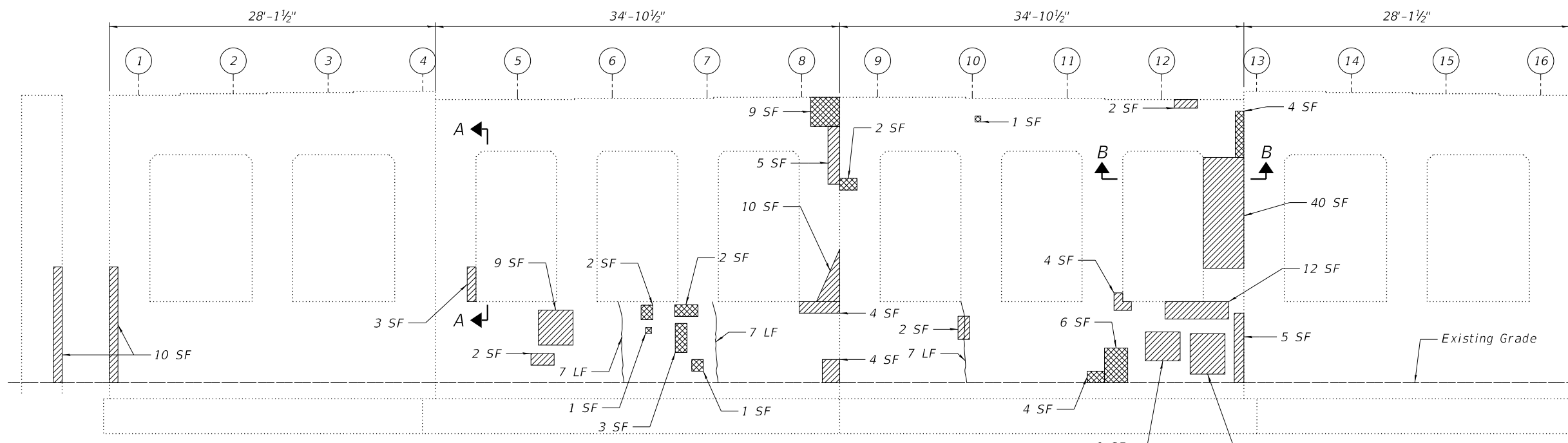
PIER 2 PLAN VIEW



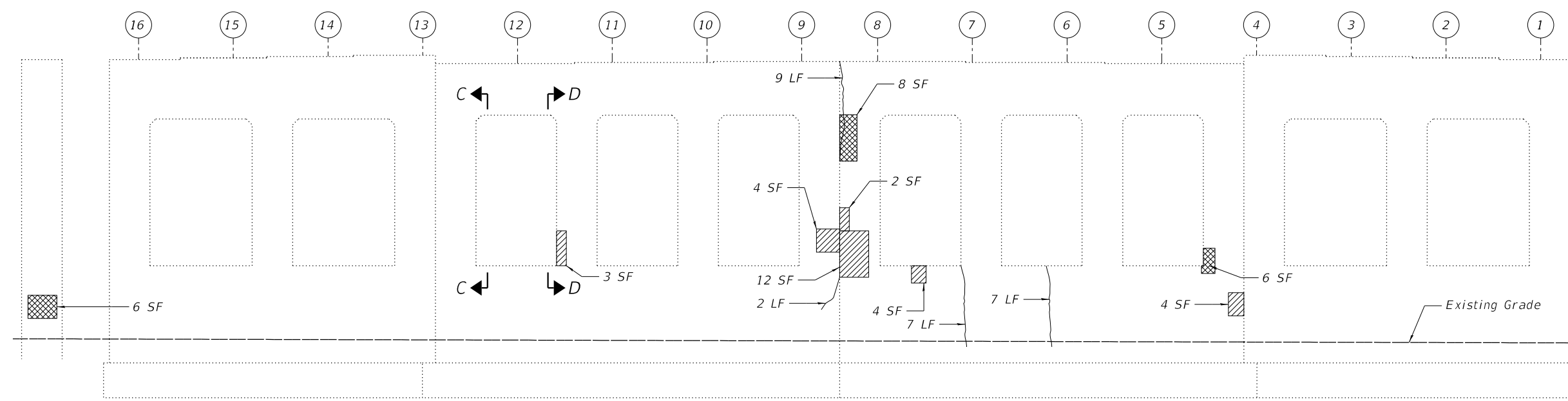
EXIST. BEARING SEAT ELEVATIONS

Prop. Girder No.	Exist. Brg. Seat Elev.
1	759.15
2	759.32
3	759.46
4	759.60
5	758.47
6	758.56
7	758.56
8	758.66
9	758.79
10	758.69
11	758.69
12	758.60
13	759.84
14	759.75
15	759.66
16	759.53

The contractor shall verify the exist. elevations in the field.



PIER 2 ELEVATION  
Looking East



PIER 2 ELEVATION  
Looking West

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	46
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	193
Structural Repair of Concrete (Depth Equal to or Greater than 5 Inches)	Sq. Ft.	61

LEGEND

- Structural repair of concrete (Depth equal to or less than 5 inches)
- Structural repair of concrete (Depth greater than 5 inches)
- Epoxy crack injection (Cracks greater than or equal to 1/16")
- Proposed Girder No.
- SF Square Feet
- LF Linear Feet

NOTES:

The quantities shown are for estimating purposes only. The cracks and concrete areas to be repaired will be determined by the engineer at the time of construction.

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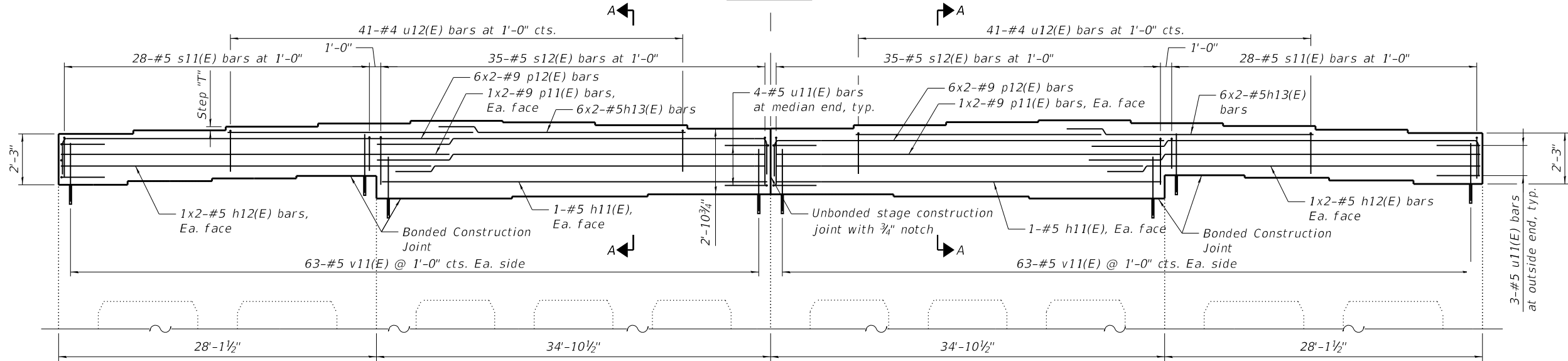
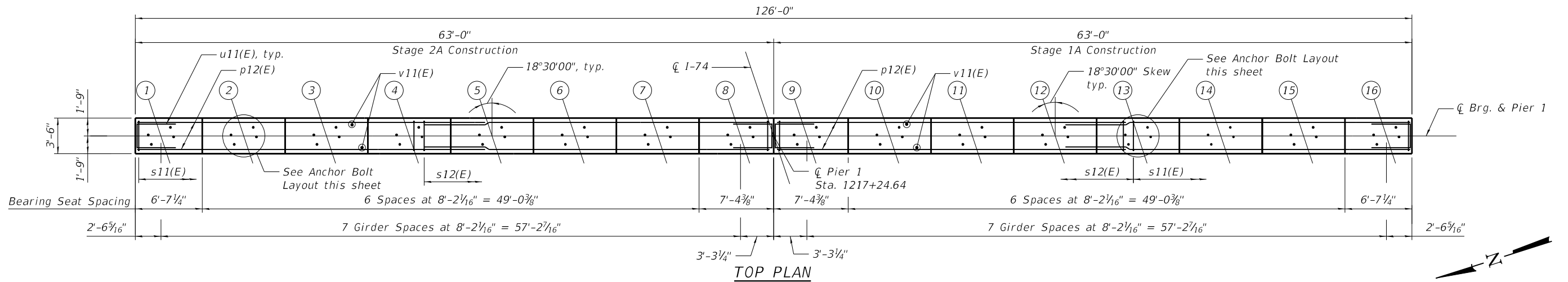
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

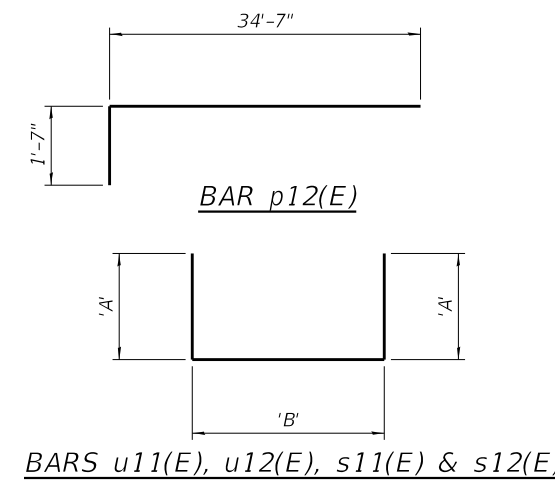
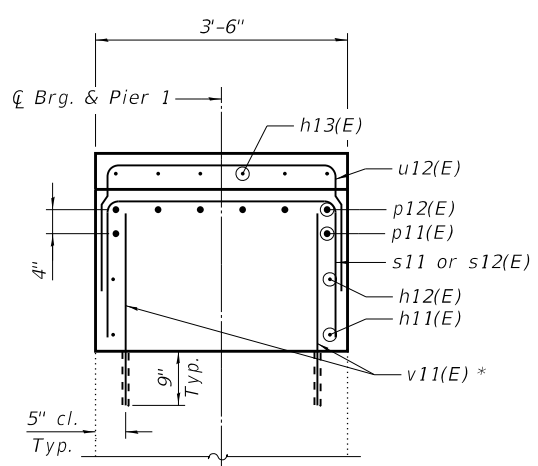
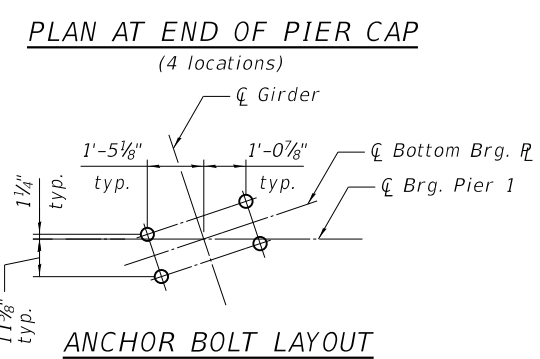
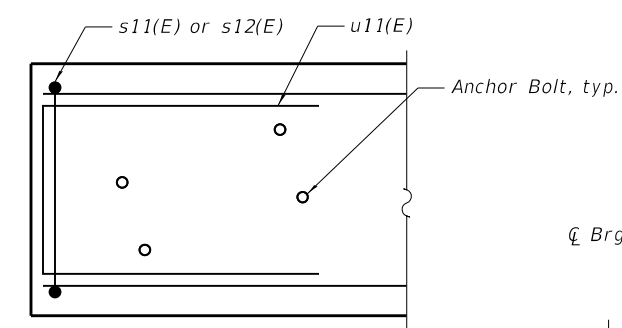
PIER 2 - REPAIRS  
STRUCTURE NO. 010-0021

SHEET SR-53 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	187
CONTRACT NO. 70C64			ILLINOIS FED. AID PROJECT	



**MIN. BAR LAP**  
#5 = 3'-7"  
#9 = 6'-5"



**BEARING SEAT ELEVATIONS**

Girder No.	Brg. Seat Elevation	Step "T"
1	762.66	1 7/8"
2	762.82	1 7/8"
3	762.98	1 5/8"
4	763.12	1 1/2"
5	763.24	7/8"
6	763.17	1 1/2"
7	763.05	1 7/8"
8	762.89	1/8"
9	762.90	1 3/4"
10	763.05	1 1/2"
11	763.18	1"
12	763.26	1 1/2"
13	763.14	1 1/2"
14	763.01	1 7/8"
15	762.85	1 3/4"
16	762.70	1 3/4"

**BILL OF MATERIAL - PIER 1**

Bar	No.	Size	Length	Shape	
h11(E)	4	#5	34'-7"	—	
h12(E)	8	#5	33'-2"	—	
h13(E)	24	#5	22'-1"	—	
p11(E)	8	#9	34'-7"	—	
p12(E)	24	#9	36'-2"	—	
u11(E)	14	#5	10'-8"	U	
u12(E)	82	#4	6'-6"	U	
s11(E)	56	#5	6'-6"	U	
s12(E)	70	#5	8'-6"	U	
v11(E)	252	#5	2'-8"	—	
Item				Unit	Total
Concrete Structures				Cu Yd	45.6
Reinforcement Bars, Epoxy Coated				Pound	7,080

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**exp U.S. Services Inc.**  
CHICAGO, ILL. BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

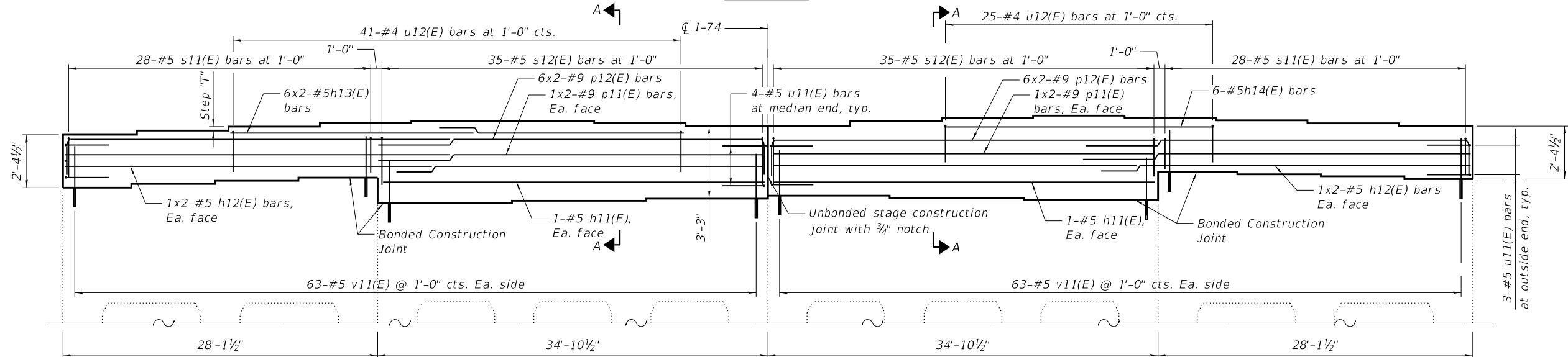
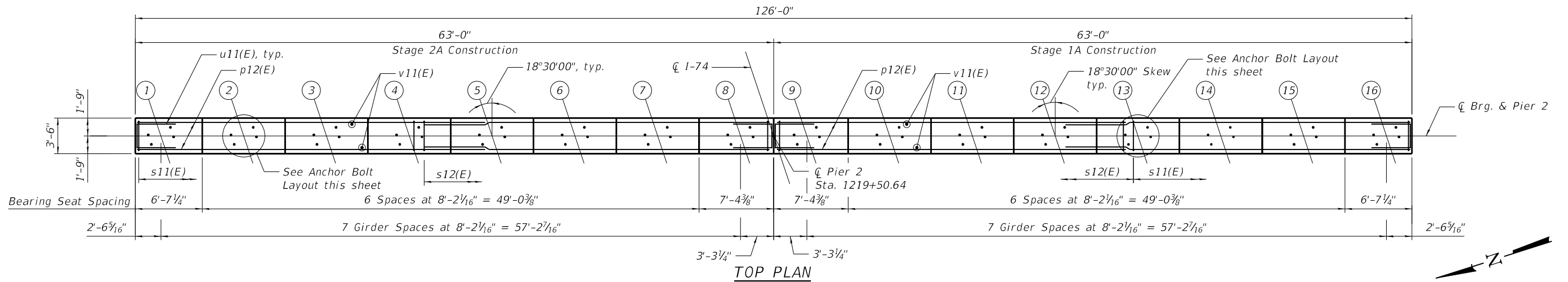
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PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - EG	REVISED -
	CHECKED - YMC	REVISED -

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

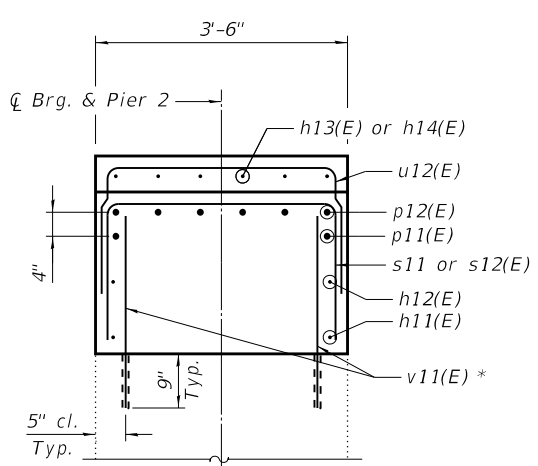
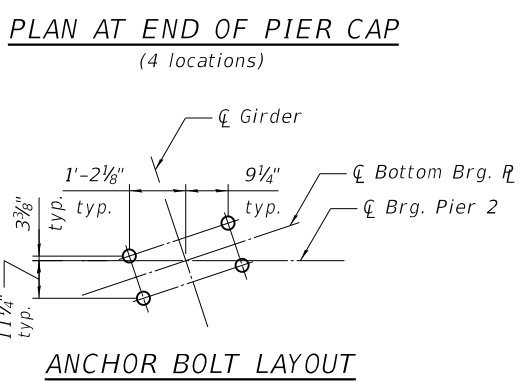
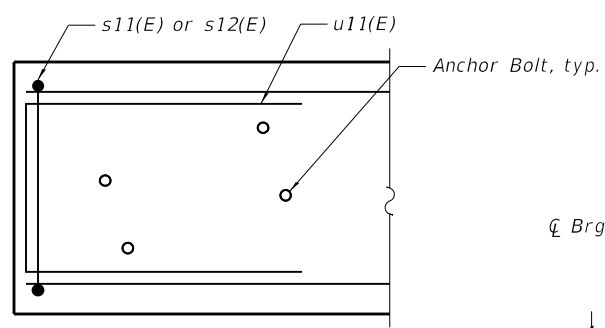
**PIER 1 BEARING SEAT MODIFICATION**  
**STRUCTURE NO. 010-0021**

SHEET SR-54 OF SR-63 SHEETS

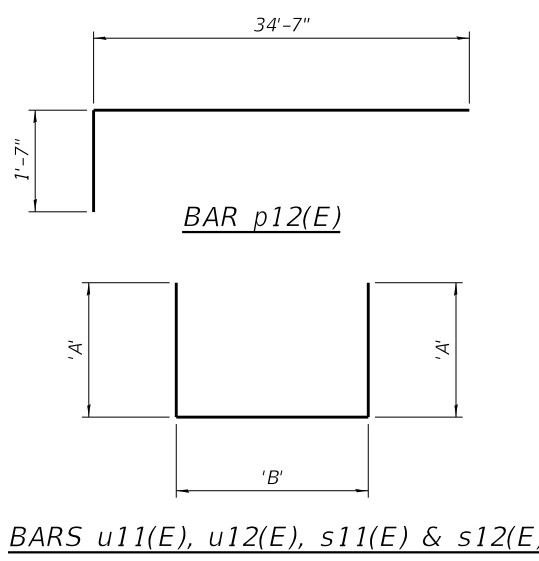
F.A.I. RTE. 74	SECTION (14-1) BR. (14HB-2) BR-1	COUNTY CHAMPAIGN	TOTAL SHEETS 201	SHEET NO. 188
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70C64	



**MIN. BAR LAP**  
 #5 = 3'-7"  
 #9 = 6'-5"



\*Bars shall be drilled and grouted according to Section 584 of the Standard Specifications



Bar	'A'	'B'
u11(E)	3'-10"	2'-11 1/2"
u12(E)	1'-8"	3'-2"
s11(E)	1'-8"	3'-2"
s12(E)	2'-8"	3'-2"

**BEARING SEAT ELEVATIONS**

Girder No.	Brg. Seat Elevation	Step "T"
1	761.52	
2	761.70	2 1/8"
3	761.88	2 1/8"
4	762.05	2"
5	762.14	1 1/8"
6	762.14	0"
7	762.04	1 1/4"
8	761.91	1 1/2"
9	761.94	3/8"
10	762.12	2 1/8"
11	762.27	1 3/4"
12	762.37	1 1/4"
13	762.28	1 1/8"
14	762.16	1 1/2"
15	762.03	1 1/2"
16	761.90	1 1/2"

**BILL OF MATERIAL - PIER 2**

Bar	No.	Size	Length	Shape
h11(E)	4	#5	34'-7"	—
h12(E)	8	#5	33'-2"	—
h13(E)	12	#5	22'-1"	—
h14(E)	6	#5	24'-2"	—
p11(E)	8	#9	34'-7"	—
p12(E)	24	#9	36'-2"	—
u11(E)	14	#5	10'-8"	┌
u12(E)	66	#4	6'-6"	┌
s11(E)	56	#5	6'-6"	┌
s12(E)	70	#5	8'-6"	┌
v11(E)	252	#5	2'-8"	—
Item		Unit	Total	
Concrete Structures		Cu Yd	49.0	
Reinforcement Bars, Epoxy Coated		Pound	6,890	

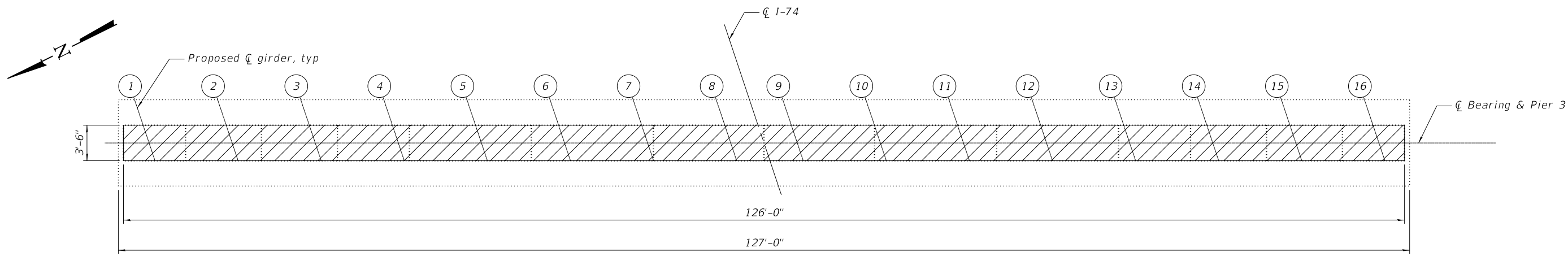
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exp U.S. Services Inc. CHICAGO BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME =	DESIGNED - YMC	REVISIONS -
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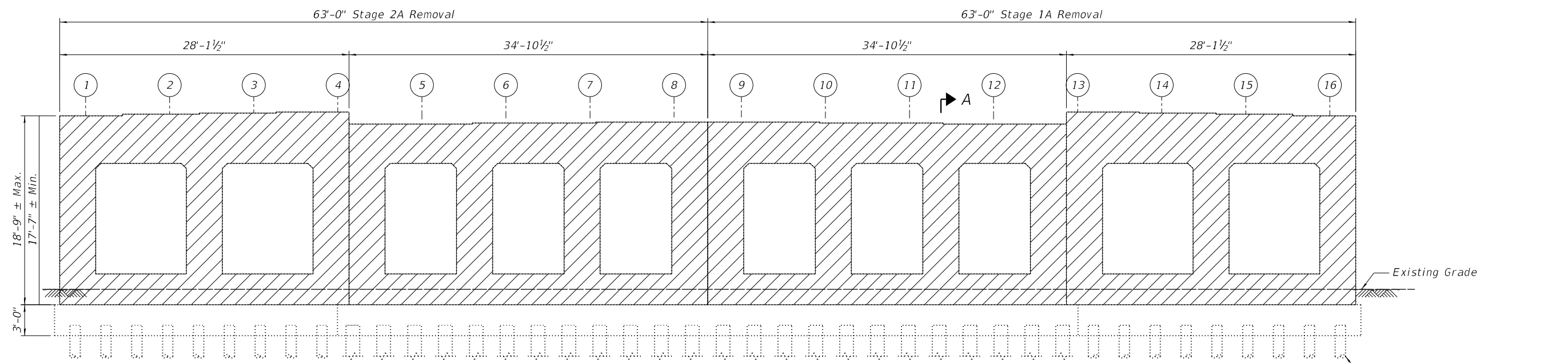
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER 2 BEARING SEAT MODIFICATION  
 STRUCTURE NO. 010-0021**  
 SHEET SR-55 OF SR-63 SHEETS

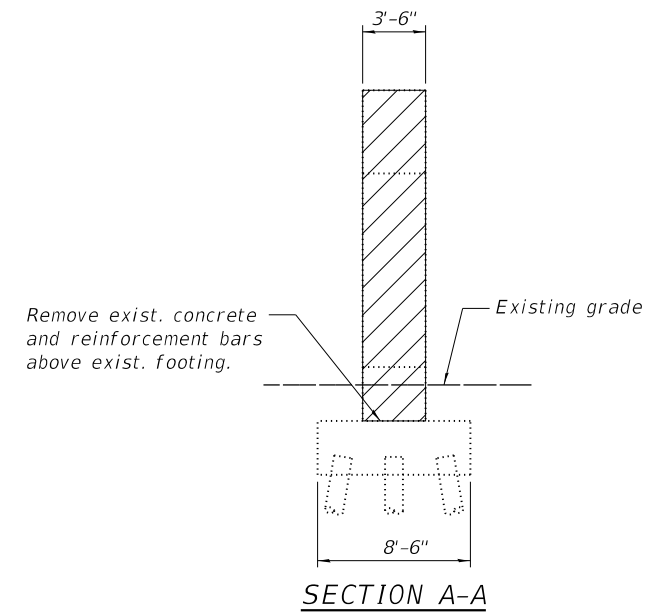
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74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	189
CONTRACT NO. 70C64			ILLINOIS FED. AID PROJECT	



**PIER 3 PLAN**



**PIER 3 ELEVATION**  
(Looking East)



**SECTION A-A**

- LEGEND**
- Concrete Removal
  - Proposed Girder No.

**BILL OF MATERIAL**

Item	Unit	Total
Concrete Removal	Cu Yd	194.9

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exp U.S. Services Inc. CHICAGO, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME =	DESIGNED - YMC	REVISED -
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	PLOT DATE =	DRAWN - EG	REVISED -
		CHECKED - YMC	REVISED -

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

**PIER 3 - REMOVAL**  
**STRUCTURE NO. 010-0021**

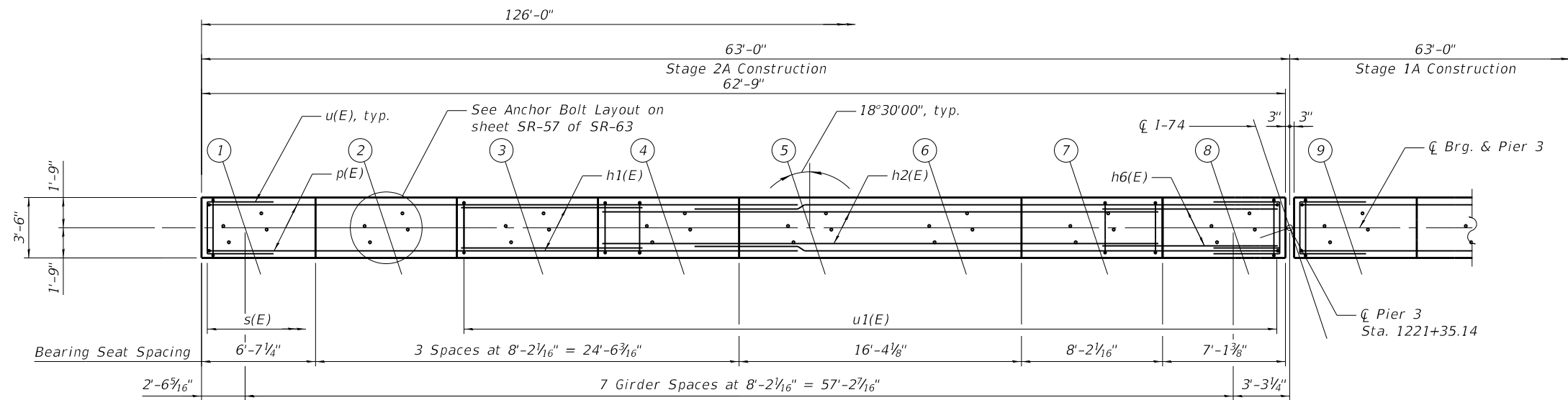
SHEET SR-56 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
		ILLINOIS	FED. AID PROJECT	

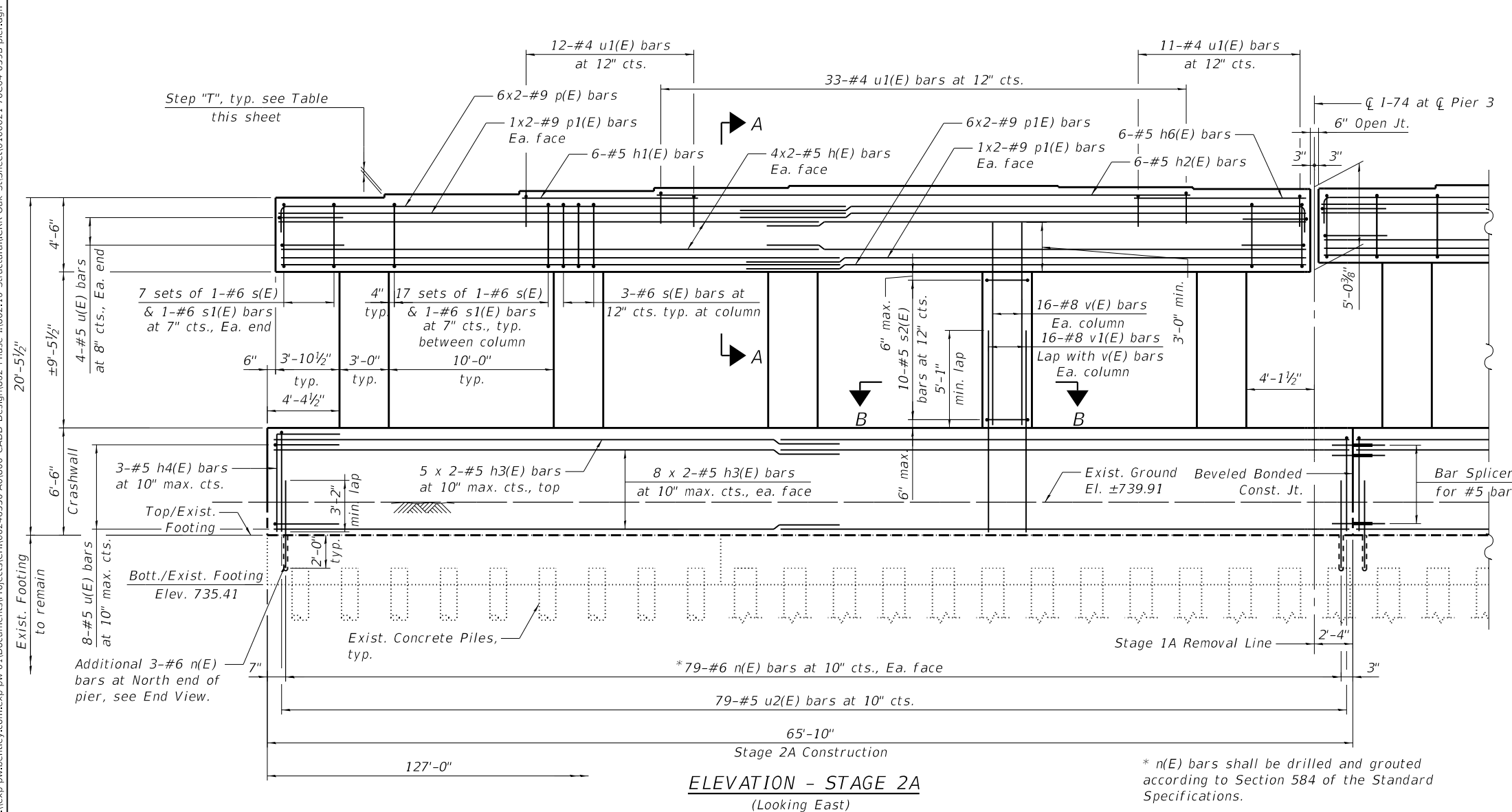


**BEARING SEAT ELEVATIONS**

Girder No.	Brg. Seat Elevation	Step "T"
1	758.87	2 3/8"
2	759.07	2 3/8"
3	759.27	2 1/4"
4	759.46	1 1/2"
5	759.59	0"
6	759.59	1"
7	759.51	1 3/8"
8	759.40	



**TOP PLAN - STAGE 2A**



**ELEVATION - STAGE 2A**  
(Looking East)

**MIN. HORIZONTAL BAR LAP**

#5 = 3'-7"  
#9 = 6'-5"

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exp U.S. Services Inc. CHICAGO BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME =	DESIGNED - YMC	REVISED -
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

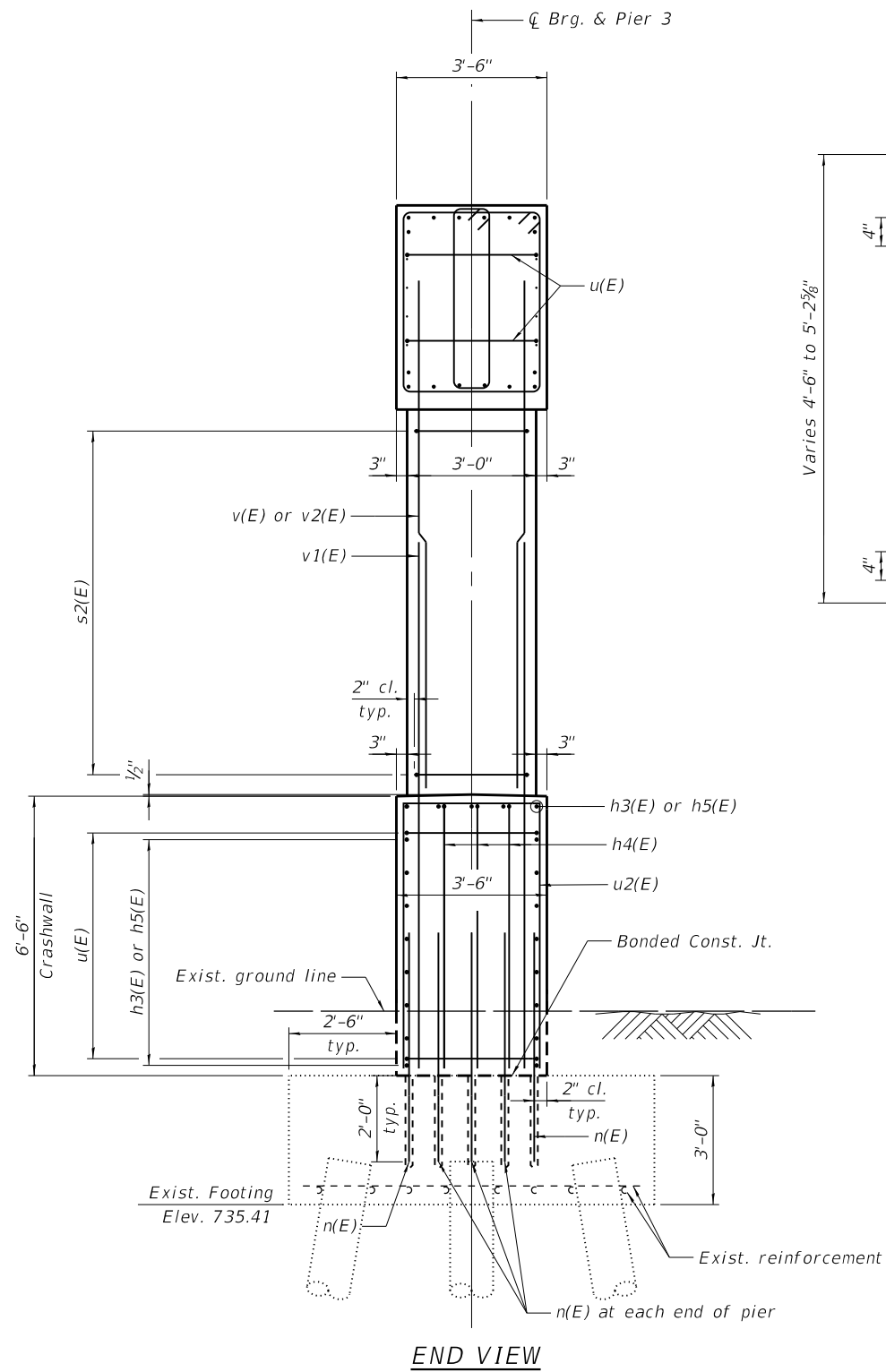
**PIER 3 PLAN AND ELEVATION 2**  
**STRUCTURE NO. 010-0021**

SHEET SR-58 OF SR-63 SHEETS

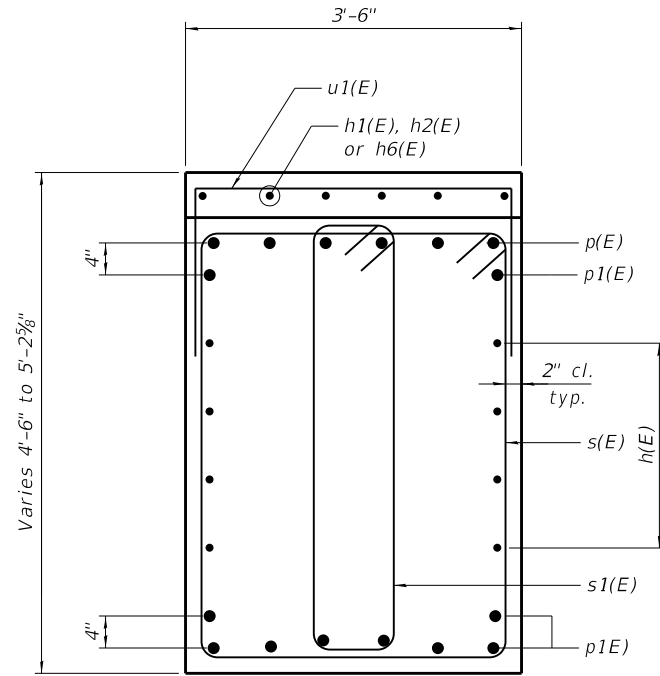
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70C64				
ILLINOIS		FED. AID PROJECT		



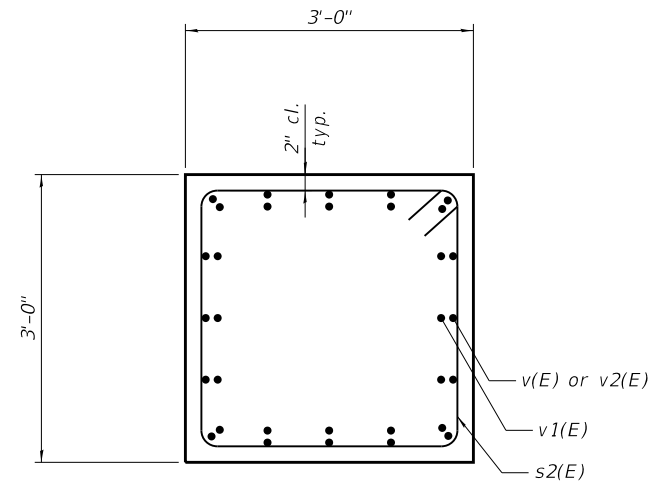
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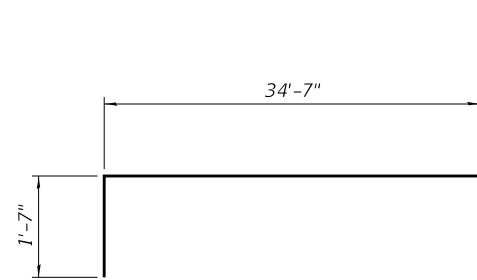
Note:  
 n(E) bars shall be drilled and grouted according to Section 584 of the Standard Specifications.



SECTION A-A



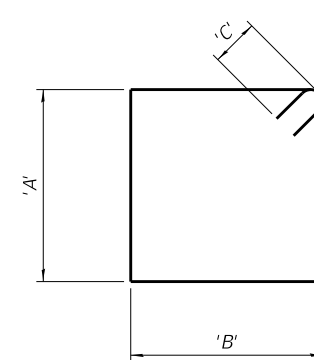
SECTION B-B



BAR p(E)



BAR h4(E)

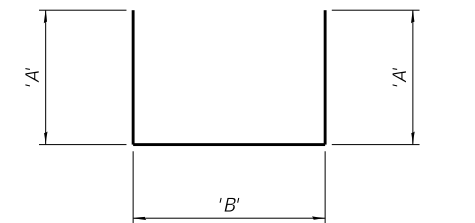


BARS s(E), s1(E) & s2(E)

Bar	'A'	'B'	'C'
s(E)	4'-2"	3'-2"	8"
s1(E)	4'-2"	1'-1"	8"
s2(E)	2'-8"	2'-8"	5 1/2"

BILL OF MATERIAL - PIER 3

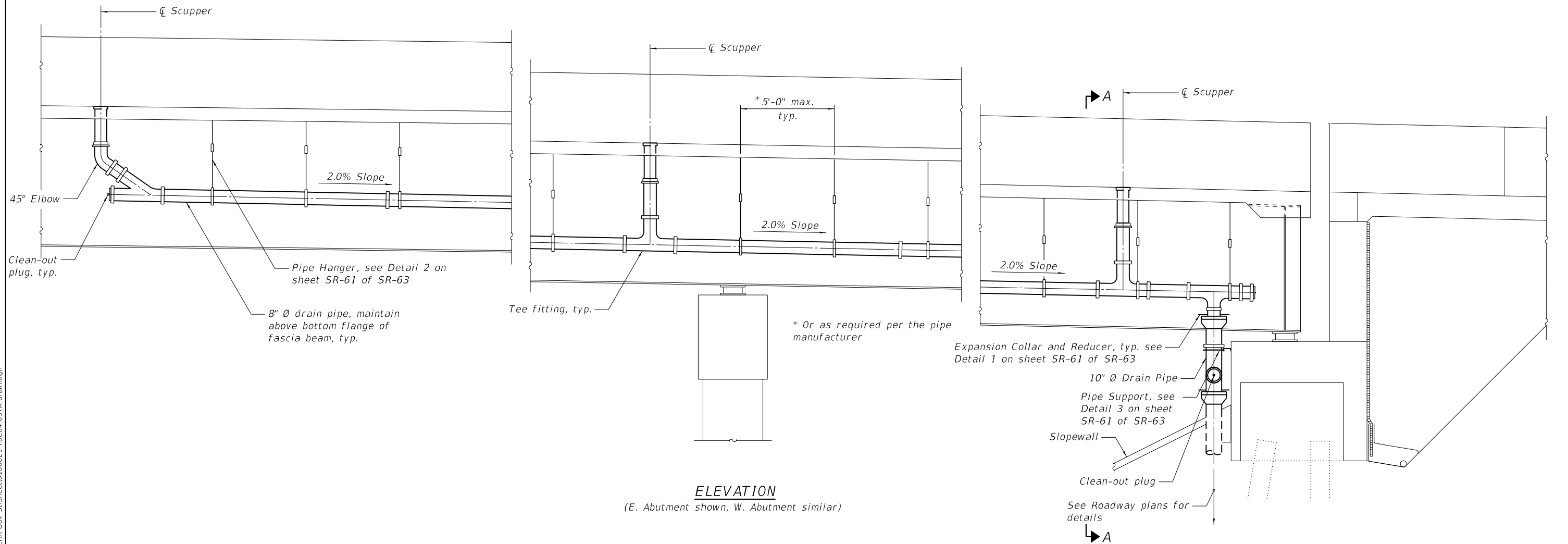
Bar	No.	Size	Length	Shape
h(E)	32	#5	33'-0"	—
h1(E)	6	#5	11'-8"	—
h2(E)	12	#5	32'-5"	—
h3(E)	42	#5	34'-8"	—
h4(E)	6	#5	10'-0"	—
h5(E)	42	#5	32'-4"	—
h6(E)	6	#5	10'-7"	—
n(E)	310	#6	5'-6"	—
p(E)	24	#9	36'-2"	┌
p1(E)	40	#9	34'-5"	—
s(E)	194	#6	16'-0"	□
s1(E)	164	#6	11'-8"	□
s2(E)	105	#5	11'-7"	□
u(E)	32	#5	10'-8"	└
u1(E)	89	#4	6'-10"	└
u2(E)	152	#5	15'-6"	└
v(E)	80	#8	13'-0"	—
v1(E)	160	#8	11'-9"	—
v2(E)	80	#8	13'-6"	—
Item	Unit	Total		
Structure Excavation	Cu Yd	66		
Concrete Structures	Cu Yd	217.4		
Reinforcement Bars, Epoxy Coated	Pound	37,550		



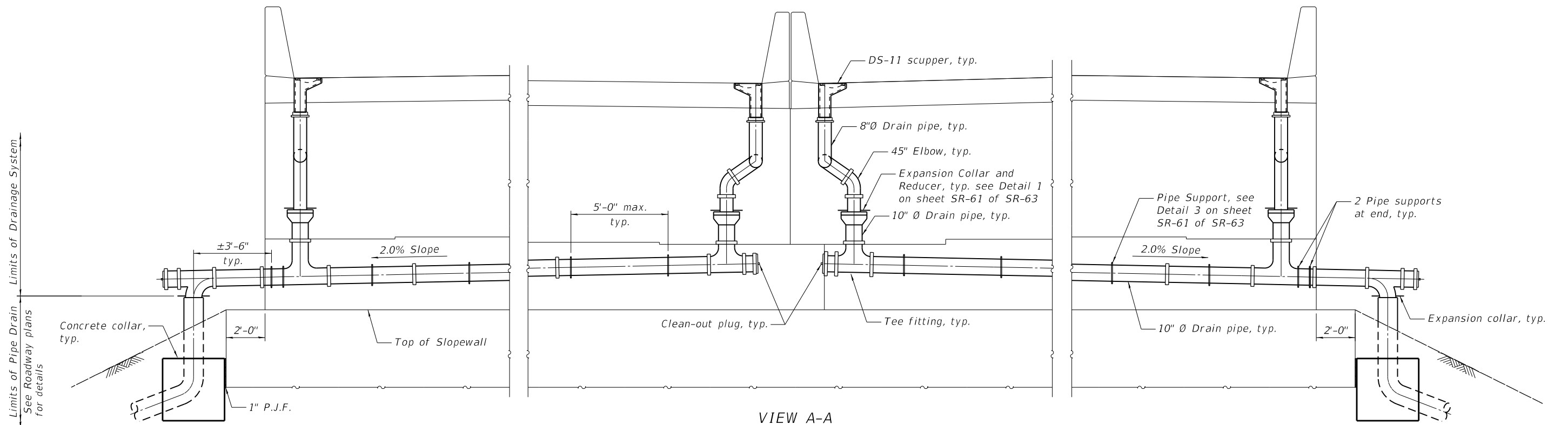
BARS u(E), u1(E) & u2(E)

Bar	'A'	'B'
u(E)	3'-10"	2'-11 1/2"
u1(E)	1'-10"	3'-2"
u2(E)	6'-2"	3'-2"

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**ELEVATION**  
 (E. Abutment shown, W. Abutment similar)



**VIEW A-A**

exp U.S. Services Inc.  
 Chicago, IL  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME =	DESIGNED - BK	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

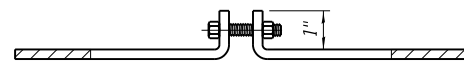
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE DRAINAGE SYSTEM  
 STRUCTURE NO. 010-0021**

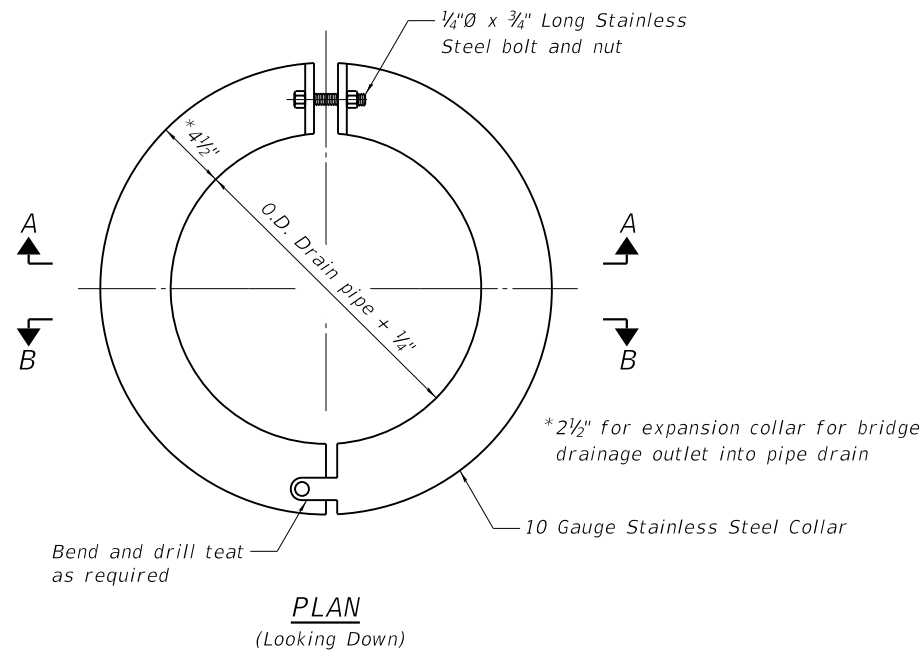
SHEET SR-60 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR. (14HB-2)BR-1	CHAMPAIGN	201	194
CONTRACT NO. 70C64				

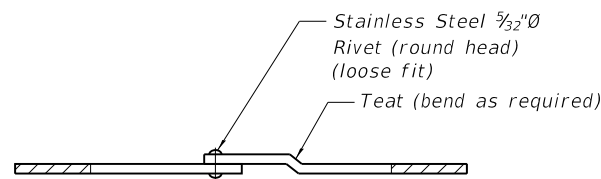
ILLINOIS FED. AID PROJECT



SECTION A-A

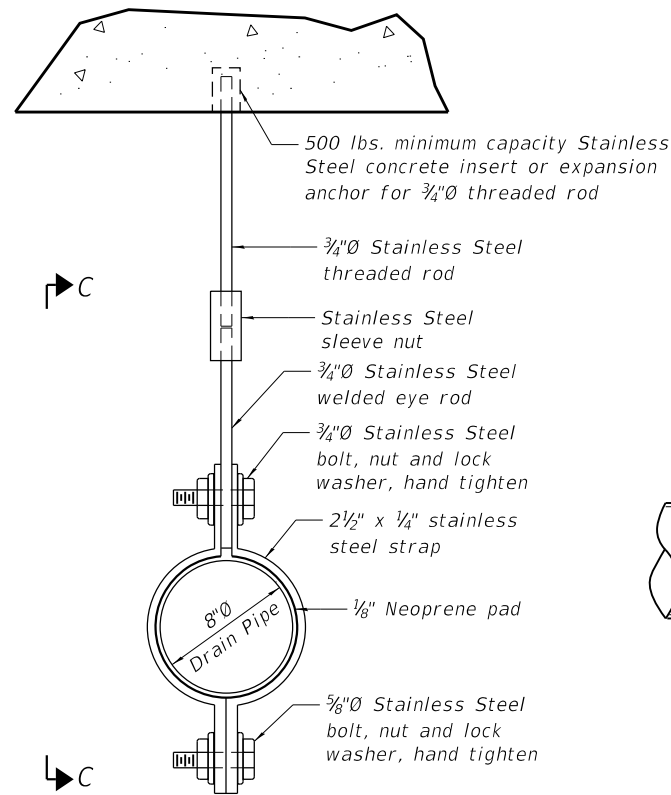


PLAN  
(Looking Down)

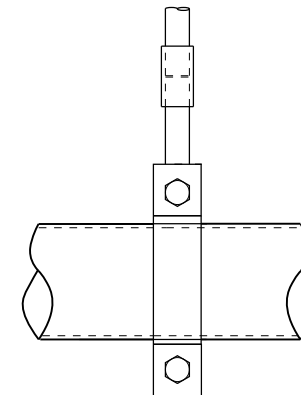


SECTION B-B

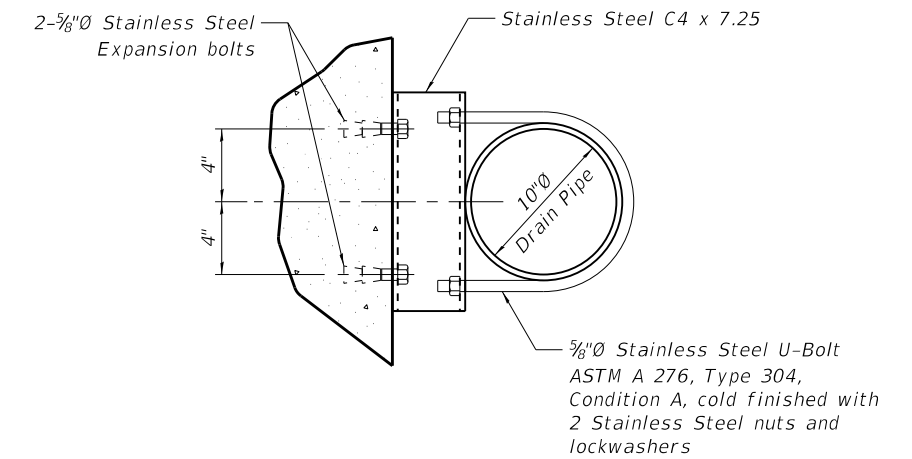
DETAIL 1  
EXPANSION COLLAR DETAILS



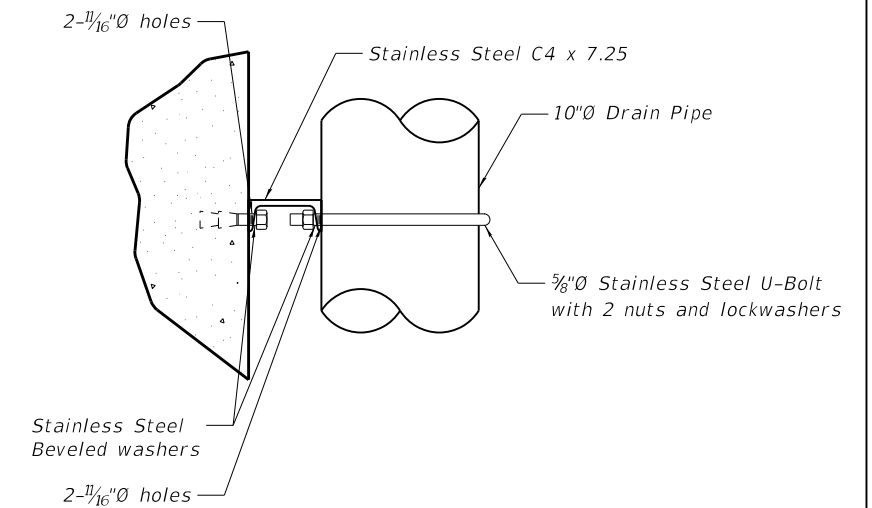
DETAIL 2  
COLLECTOR PIPE HANGER DETAILS



VIEW C-C



ELEVATION



PLAN

DETAIL 3  
PIPE SUPPORT DETAILS

Notes:

1. Bolt pattern and size in drain pipe flange to match scupper flange.
2. For Drainage Scupper location and spacing see sheet SR-01 of SR-63
3. For Drainage Scupper detail see sheet SR-62 of SR-63
4. All bolts, nuts and washers shall be stainless steel in accordance to standard specifications Article 1006.29(D).
5. Pipe hangers and supports shall be provided on all horizontal pipes at each tee, elbow, or change in direction and at intermediate points not more than 5'-0" centers.
6. Reducers shall be sized to accommodate a longitudinal movement of 2 1/4" in each direction.

BILL OF MATERIAL

Item	Unit	Total
Drainage System	L. Sum	0.8

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE DRAINAGE SYSTEM DETAILS  
STRUCTURE NO. 010-0021

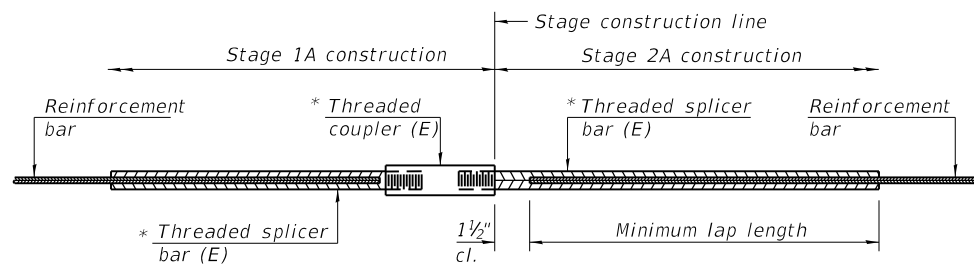
SHEET SR-61 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	195
CONTRACT NO. 70C64				

ILLINOIS FED. AID PROJECT

USER NAME =	DESIGNED - BK	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
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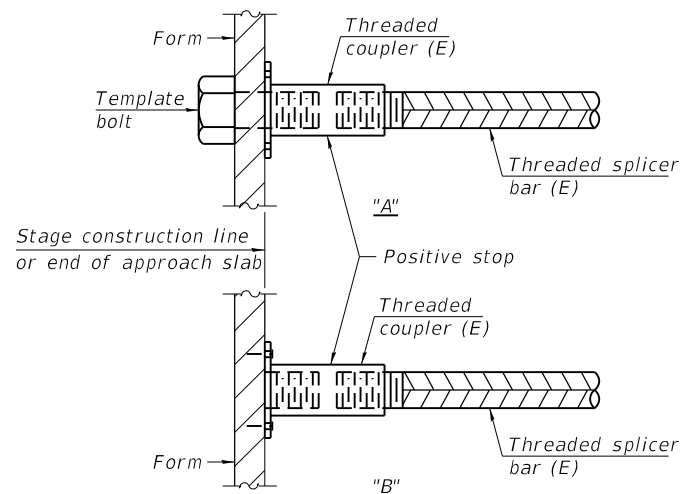


**STANDARD BAR SPLICER ASSEMBLY**

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

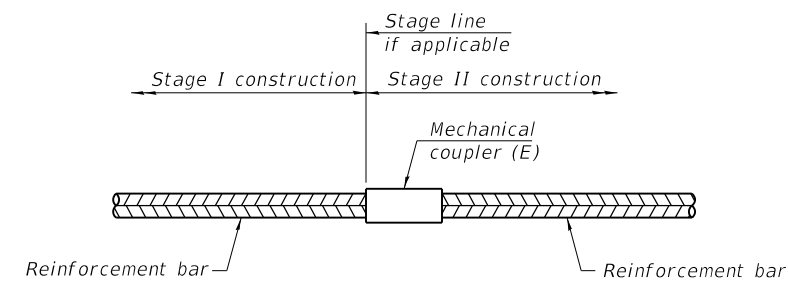
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
West Abutment	#5	34	3'-7"
West Abutment	#6	5	4'-4"
East Abutment	#5	42	3'-7"
East Abutment	#6	5	4'-4"
Pier 3	#5	21	3'-7"



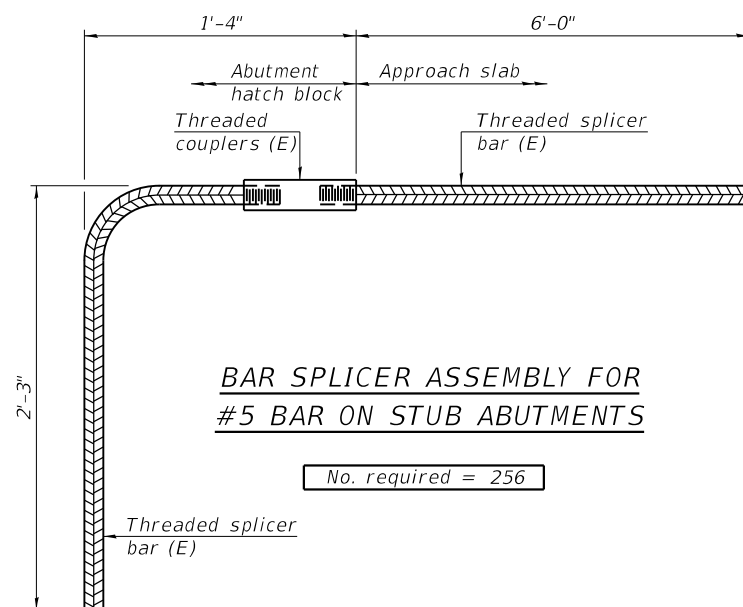
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required = 256

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1 2-17-2017

USER NAME =	DESIGNED - BK	REVISED -
CHECKED - KK	REVISIONS -	
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE =	CHECKED - BK	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 010-0021

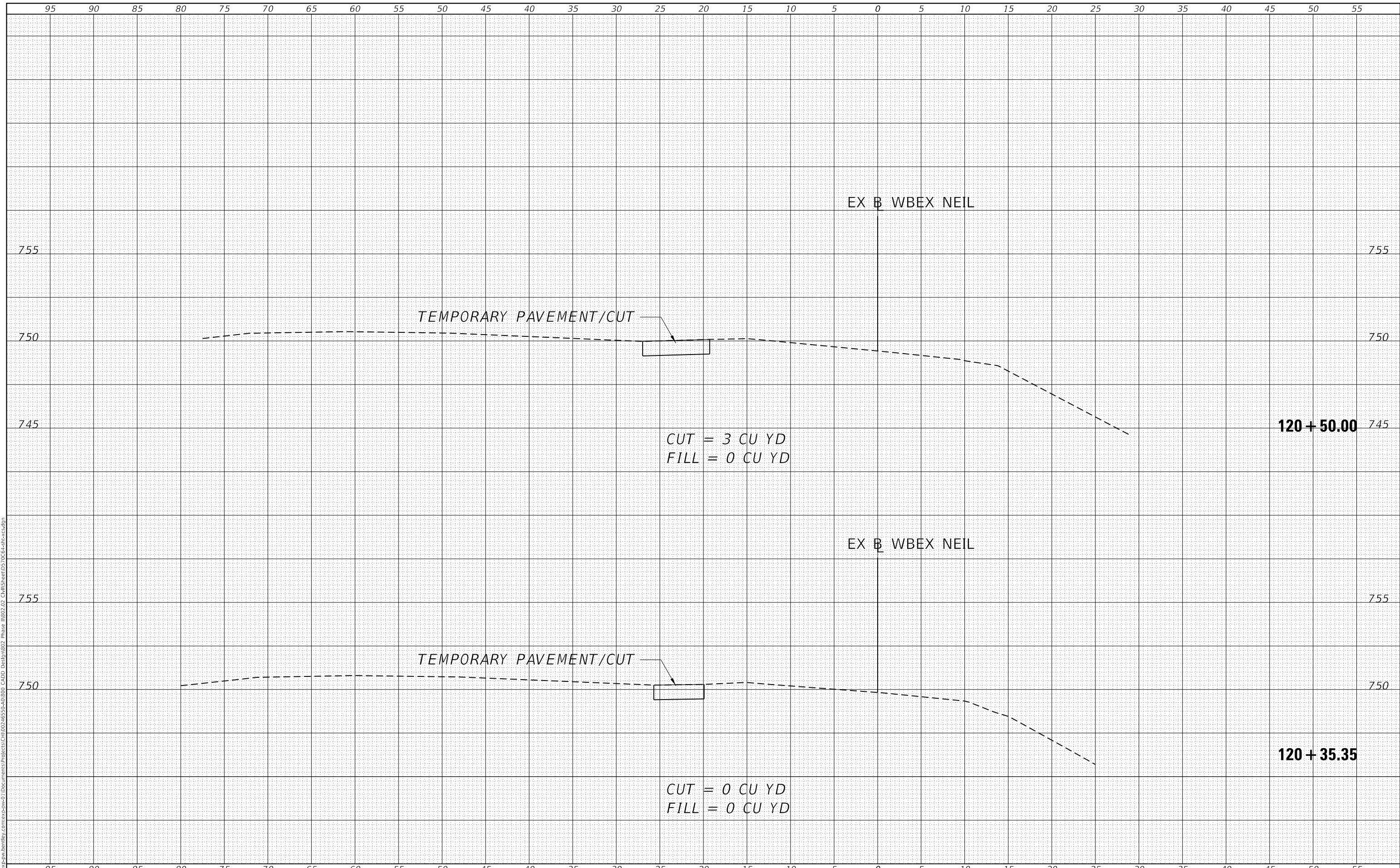
SHEET SR-63 OF SR-63 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(14-1)BR, (14HB-2)BR-1	CHAMPAIGN	201	197
CONTRACT NO. 70C64				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

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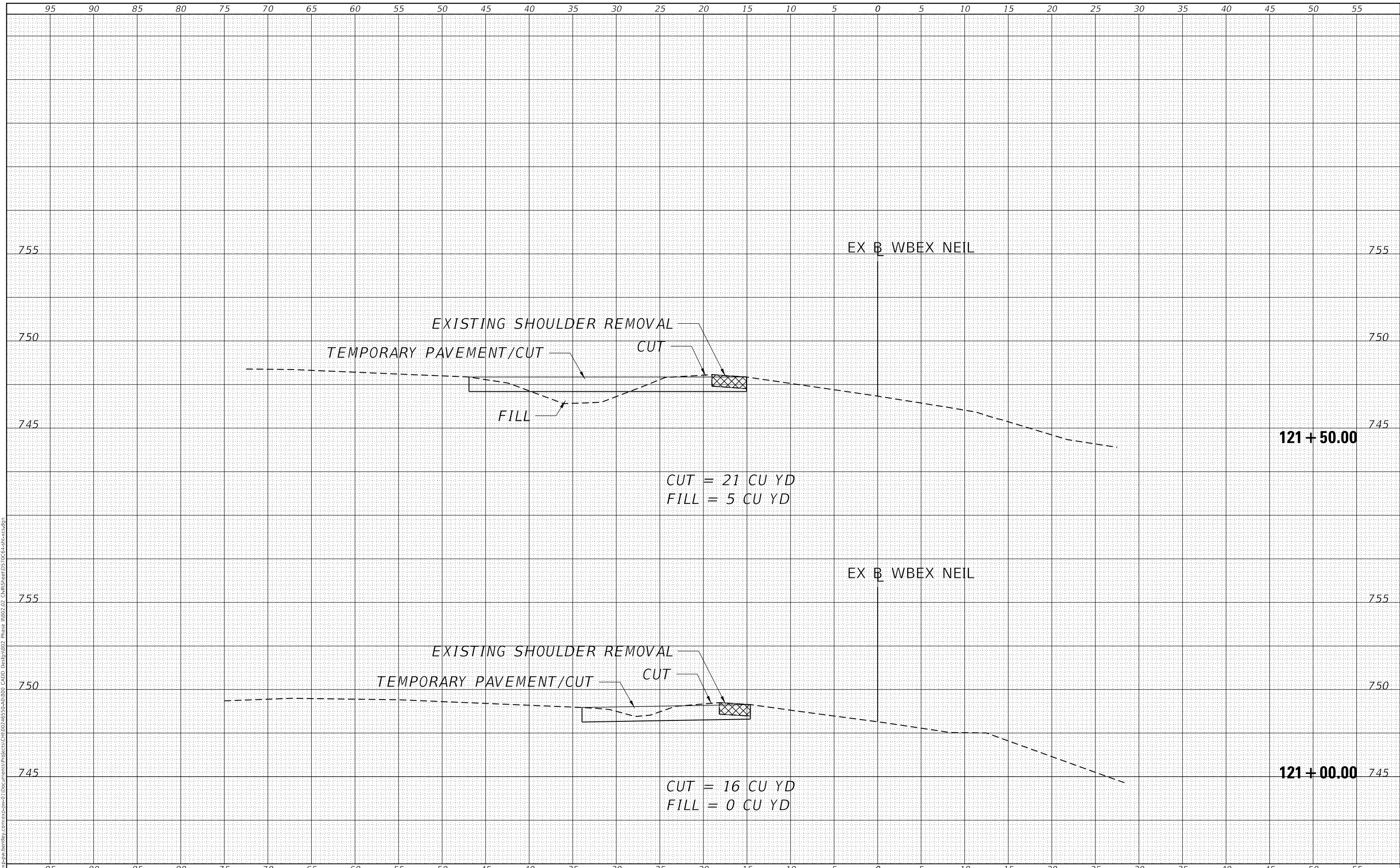


USER NAME = Bajzekk	DESIGNED - JP	REVISED -	<b>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS          TEMPORARY RAMP</b>			F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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DATE - 10/16/2019	REVISOR -	REVISED -									

DATE	
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TEMPLATE	
AREAS CHECKED	
FINAL SURVEY NO.	
NOTE BOOK NO.	
AREAS CHECKED	

DATE	
BY	
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ORIGINAL SURVEY NO.	
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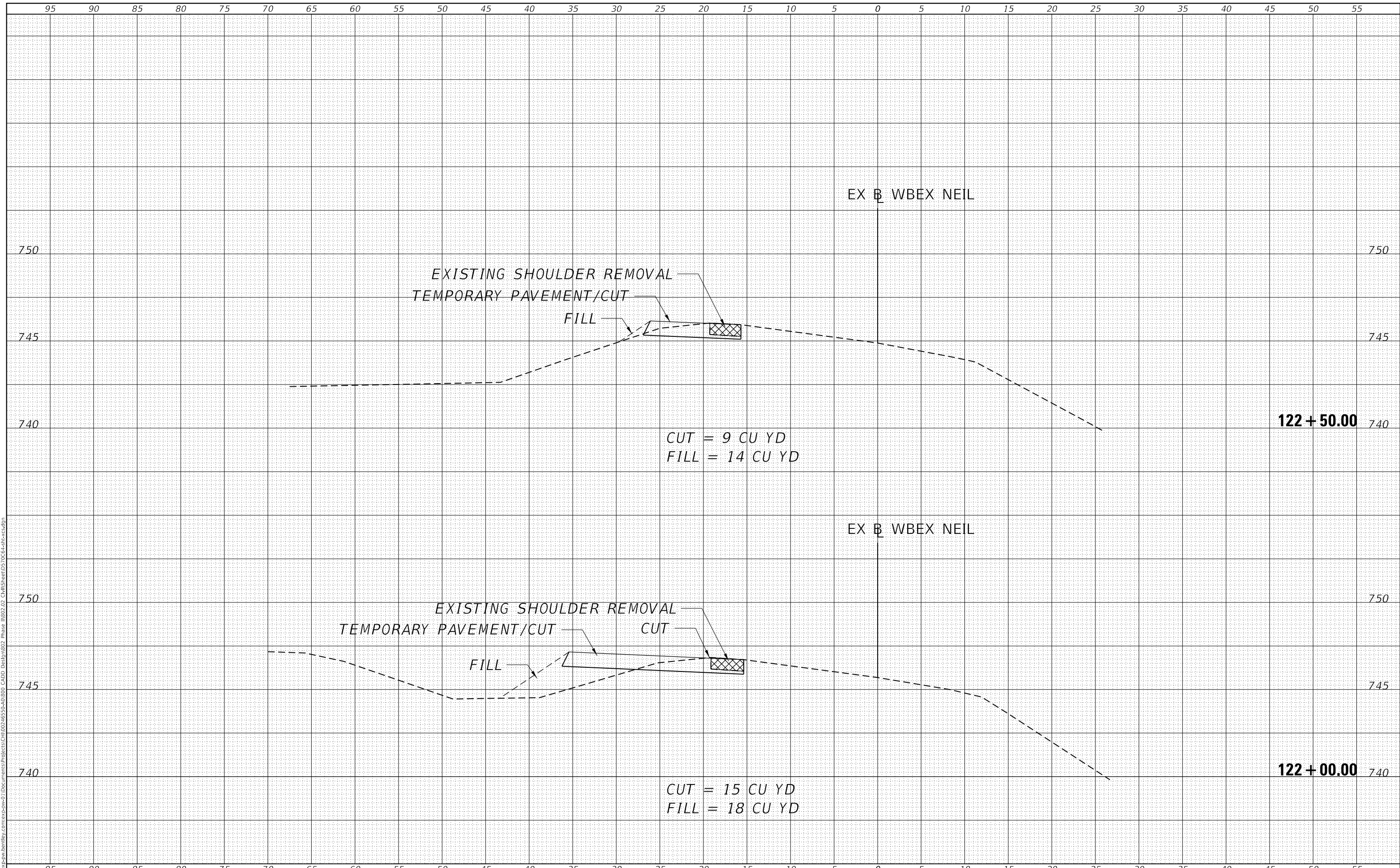
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exp U.S. Services Inc. CHICAGO, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME = BajzeKk	DESIGNED - JP	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>TEMPORARY RAMP</b>		F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	DATE - 10/16/2019	REVISED -									ILLINOIS FED. AID PROJECT

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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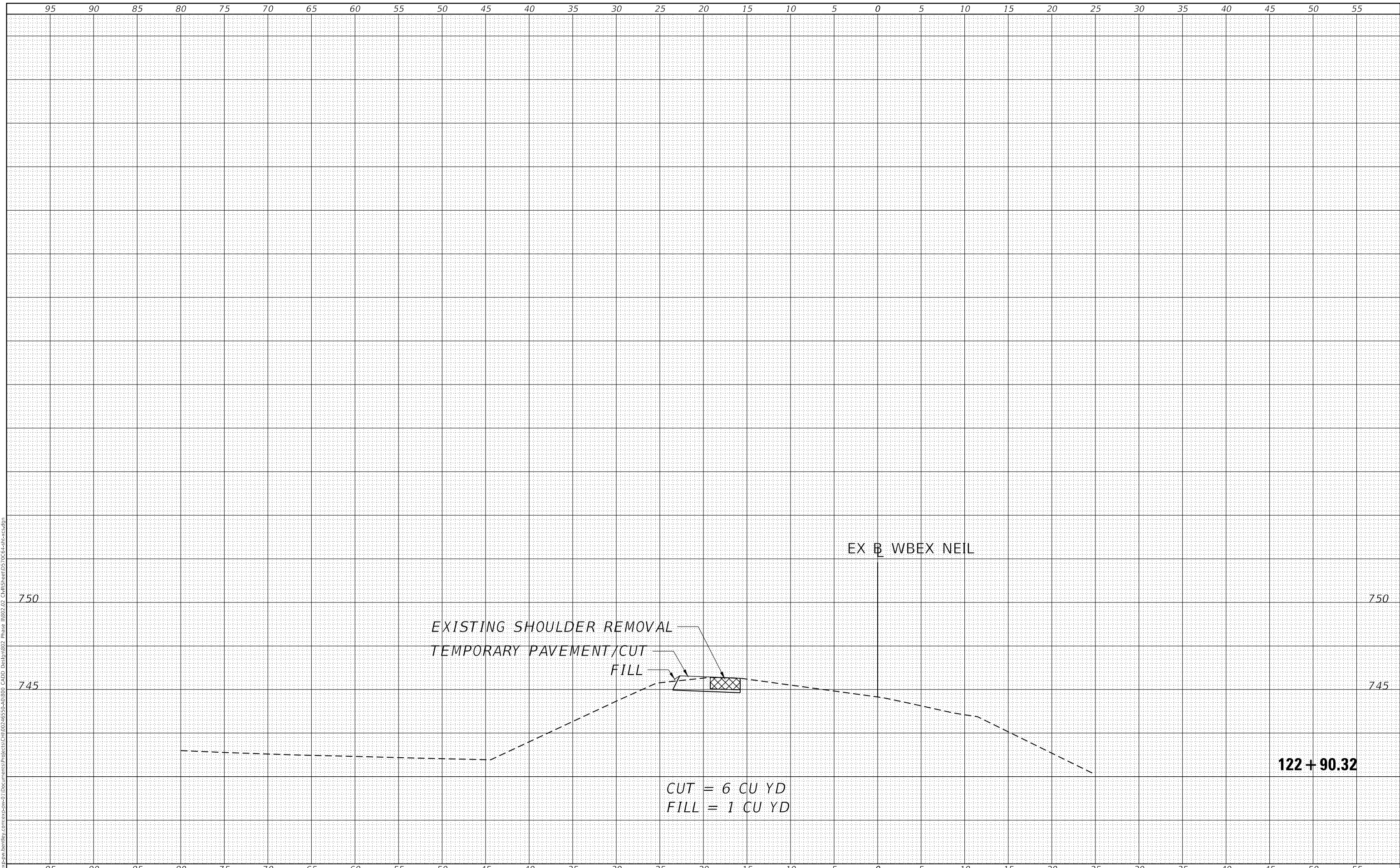
exp U.S. Services Inc. CHICAGO, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME = Bajzekk	DESIGNED - JP	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>TEMPORARY RAMP</b>		F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FINAL SURVEY NO.	SURVEYED	DATE
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	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
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exp U.S. Services Inc. CHICAGO, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME = BajzeKK	DESIGNED - JP	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>TEMPORARY RAMP</b>		F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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