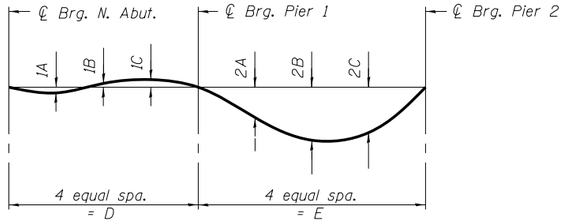


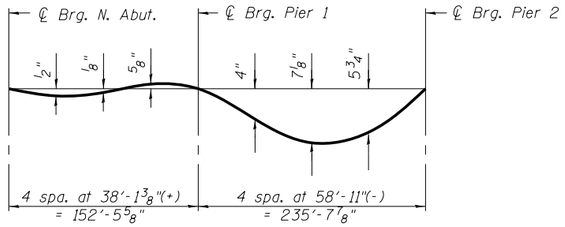
DEAD LOAD DEFLECTION DIAGRAM GIRDER 1-12

(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 as shown on sheets S12 thru S17.

DEAD LOAD DEFLECTION TABLE

Girder	1A	1B	1C	2A	2B	2C	D	E
1	3/8"	1/8"	3/4"	4 1/2"	8"	6 3/8"	150'-0"	228'-6"
2	1/4"	1/8"	3/4"	4 1/2"	7 7/8"	6 1/4"	150'-3 3/8"	228'-11 1/8"
3	1/4"	1/4"	7/8"	4 3/8"	7 3/4"	6 1/8"	150'-6 3/4"	229'-4 1/4"
4	1/4"	1/4"	7/8"	4 1/4"	7 5/8"	6"	150'-10 1/4"	229'-9 1/2"
5	1/8"	1/4"	7/8"	4 1/4"	7 1/2"	5 7/8"	151'-1 3/4"	230'-3"
6	1/8"	1/4"	7/8"	4 1/4"	7 1/2"	5 7/8"	151'-5 3/8"	230'-8 1/2"
7	1/8"	1/4"	7/8"	4 1/4"	7 3/8"	5 7/8"	151'-9 1/8"	231'-2 1/8"
8	1/4"	1/4"	3/4"	4 1/4"	7 3/8"	5 7/8"	152'-0 7/8"	231'-7 7/8"
9	1/4"	1/4"	3/4"	4 1/8"	7 3/8"	5 7/8"	152'-4 3/4"	232'-1 3/4"
10	1/4"	1/8"	3/4"	4 1/8"	7 3/8"	5 7/8"	152'-8 5/8"	232'-7 3/4"
11	3/8"	1/8"	3/4"	4 1/8"	7 3/8"	5 7/8"	153'-0 5/8"	233'-1 7/8"
12	3/8"	0"	5/8"	4"	7 1/4"	5 7/8"	152'-9 1/8"	234'-4 1/4"



DEAD LOAD DEFLECTION DIAGRAM GIRDER 13

(Includes weight of concrete only.)

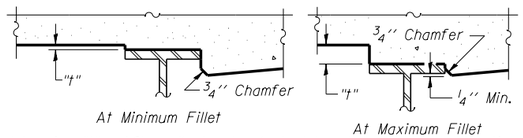
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet S17.

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+37.41	-10.25	594.45	594.45
CL. BRG. N. ABUT.	29+41.04	-10.25	594.53	594.53
1A	29+51.04	-10.25	594.74	594.75
1B	29+61.04	-10.25	594.95	594.97
1C	29+71.04	-10.25	595.16	595.18
1D	29+81.04	-10.25	595.37	595.39
1E	29+91.04	-10.25	595.58	595.60
1F	30+01.04	-10.25	595.79	595.80
1G	30+11.04	-10.25	596.00	595.99
1H	30+21.04	-10.25	596.21	596.18
1J	30+31.04	-10.25	596.42	596.38
1K	30+41.04	-10.25	596.62	596.57
1L	30+51.04	-10.25	596.83	596.77
1M	30+61.04	-10.25	597.04	596.98
1N	30+71.04	-10.25	597.25	597.20
1P	30+81.04	-10.25	597.46	597.43
CL. BRG. PIER 1	30+91.04	-10.25	597.67	597.67
2A	31+01.04	-10.25	597.88	597.93
2B	31+11.04	-10.25	598.09	598.20
2C	31+21.04	-10.25	598.30	598.48
2D	31+31.04	-10.25	598.51	598.76
2E	31+41.04	-10.25	598.72	599.05
2F	31+51.04	-10.25	598.93	599.33
2G	31+61.04	-10.25	599.14	599.61
2H	31+71.04	-10.25	599.35	599.89
2J	31+81.04	-10.25	599.56	600.15
2K	31+91.04	-10.25	599.77	600.40
2L	32+01.04	-10.25	599.98	600.64
2M	32+11.04	-10.25	600.19	600.86
2N	32+21.04	-10.25	600.40	601.07
2P	32+31.04	-10.25	600.61	601.27
2Q	32+41.04	-10.25	600.82	601.46
2R	32+51.04	-10.25	601.03	601.63
2S	32+61.04	-10.25	601.24	601.78
2T	32+71.04	-10.25	601.45	601.92
2U	32+81.04	-10.25	601.66	602.05
2V	32+91.04	-10.25	601.87	602.17
2W	33+01.04	-10.25	602.08	602.28
2X	33+11.04	-10.25	602.29	602.39
CL. BRG. PIER 2	33+19.54	-10.25	602.47	602.47
CL. JT. & PIER 2	33+21.04	-10.25	602.50	602.50

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+39.28	-3.55	594.62	594.62
CL. BRG. N. ABUT.	29+42.91	-3.53	594.70	594.70
1A	29+52.91	-3.46	594.91	594.92
1B	29+62.91	-3.40	595.12	595.14
1C	29+72.91	-3.33	595.33	595.36
1D	29+82.91	-3.27	595.54	595.57
1E	29+92.91	-3.20	595.76	595.77
1F	30+02.90	-3.14	595.97	595.98
1G	30+12.90	-3.07	596.18	596.17
1H	30+22.90	-3.00	596.39	596.37
1J	30+32.90	-2.94	596.60	596.56
1K	30+42.90	-2.87	596.81	596.76
1L	30+52.90	-2.81	597.02	596.96
1M	30+62.90	-2.74	597.23	597.17
1N	30+72.90	-2.68	597.44	597.39
1P	30+82.90	-2.61	597.66	597.62
CL. BRG. PIER 1	30+93.18	-2.54	597.87	597.87
2A	31+03.18	-2.48	598.08	598.13
2B	31+13.18	-2.41	598.30	598.40
2C	31+23.18	-2.35	598.51	598.68
2D	31+33.18	-2.28	598.72	598.96
2E	31+43.18	-2.21	598.93	599.25
2F	31+53.18	-2.15	599.14	599.53
2G	31+63.18	-2.08	599.35	599.81
2H	31+73.18	-2.02	599.56	600.09
2J	31+83.18	-1.95	599.77	600.35
2K	31+93.18	-1.89	599.98	600.60
2L	32+03.18	-1.82	600.20	600.84
2M	32+13.18	-1.75	600.41	601.07
2N	32+23.18	-1.69	600.62	601.28
2P	32+33.18	-1.62	600.83	601.48
2Q	32+43.18	-1.56	601.04	601.67
2R	32+53.18	-1.49	601.25	601.84
2S	32+63.18	-1.43	601.46	601.99
2T	32+73.18	-1.36	601.67	602.14
2U	32+83.18	-1.29	601.89	602.27
2V	32+93.18	-1.23	602.10	602.39
2W	33+03.18	-1.16	602.31	602.51
2X	33+13.18	-1.10	602.52	602.62
CL. BRG. PIER 2	33+22.10	-1.04	602.71	602.71
CL. JT. & PIER 2	33+23.60	-1.03	602.74	602.74



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" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-012-Top of Slab Elevations Unit 1 (1 of 6).dgn	USER NAME = ksnider	DESIGNED - TJJ/DTS	REVISED -
		CHECKED - KWS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (1 of 6)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S12 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	901
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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P.G. E.B. I-74

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+40.25	0.00	594.71	594.71
CL. BRG. N. ABUT.	29+43.89	0.00	594.79	594.79
1A	29+53.89	0.00	595.00	595.01
1B	29+63.89	0.00	595.21	595.23
1C	29+73.89	0.00	595.42	595.44
1D	29+83.89	0.00	595.63	595.65
1E	29+93.89	0.00	595.84	595.86
1F	30+03.89	0.00	596.05	596.06
1G	30+13.89	0.00	596.26	596.25
1H	30+23.89	0.00	596.47	596.44
1J	30+33.89	0.00	596.68	596.64
1K	30+43.89	0.00	596.89	596.83
1L	30+53.89	0.00	597.10	597.03
1M	30+63.89	0.00	597.31	597.24
1N	30+73.89	0.00	597.52	597.46
1P	30+83.89	0.00	597.73	597.69
CL. BRG. PIER 1	30+93.89	0.00	597.94	597.94
2A	31+03.89	0.00	598.15	598.20
2B	31+13.89	0.00	598.36	598.46
2C	31+23.89	0.00	598.57	598.74
2D	31+33.89	0.00	598.78	599.02
2E	31+43.89	0.00	598.99	599.30
2F	31+53.89	0.00	599.20	599.59
2G	31+63.89	0.00	599.41	599.87
2H	31+73.89	0.00	599.62	600.14
2J	31+83.89	0.00	599.83	600.40
2K	31+93.89	0.00	600.04	600.65
2L	32+03.89	0.00	600.25	600.89
2M	32+13.89	0.00	600.46	601.12
2N	32+23.89	0.00	600.67	601.33
2P	32+33.89	0.00	600.88	601.53
2Q	32+43.89	0.00	601.09	601.71
2R	32+53.89	0.00	601.30	601.88
2S	32+63.89	0.00	601.51	602.03
2T	32+73.89	0.00	601.72	602.18
2U	32+83.89	0.00	601.93	602.31
2V	32+93.89	0.00	602.14	602.43
2W	33+03.89	0.00	602.35	602.54
2X	33+13.89	0.00	602.56	602.65
CL. BRG. PIER 2	33+22.39	0.00	602.73	602.73
CL. JT. & PIER 2	33+23.89	0.00	602.77	602.77

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+41.14	3.14	594.80	594.80
CL. BRG. N. ABUT.	29+44.77	3.19	594.87	594.87
1A	29+54.77	3.32	595.09	595.10
1B	29+64.77	3.45	595.30	595.32
1C	29+74.77	3.58	595.51	595.53
1D	29+84.77	3.71	595.72	595.74
1E	29+94.77	3.85	595.94	595.95
1F	30+04.76	3.98	596.15	596.15
1G	30+14.76	4.11	596.36	596.35
1H	30+24.76	4.24	596.57	596.55
1J	30+34.76	4.37	596.79	596.74
1K	30+44.76	4.50	597.00	596.94
1L	30+54.76	4.63	597.21	597.14
1M	30+64.76	4.76	597.42	597.35
1N	30+74.76	4.89	597.64	597.58
1P	30+84.76	5.03	597.85	597.81
CL. BRG. PIER 1	30+95.32	5.16	598.07	598.07
2A	31+05.32	5.30	598.28	598.33
2B	31+15.32	5.43	598.50	598.60
2C	31+25.31	5.56	598.71	598.88
2D	31+35.31	5.69	598.92	599.16
2E	31+45.31	5.82	599.13	599.45
2F	31+55.31	5.95	599.35	599.73
2G	31+65.31	6.08	599.56	600.01
2H	31+75.31	6.21	599.77	600.29
2J	31+85.31	6.34	599.98	600.55
2K	31+95.31	6.48	600.20	600.80
2L	32+05.31	6.61	600.41	601.04
2M	32+15.31	6.74	600.62	601.27
2N	32+25.31	6.87	600.83	601.49
2P	32+35.31	7.00	601.05	601.69
2Q	32+45.30	7.13	601.26	601.88
2R	32+55.30	7.26	601.47	602.05
2S	32+65.30	7.39	601.68	602.21
2T	32+75.30	7.52	601.90	602.35
2U	32+85.30	7.66	602.11	602.49
2V	32+95.30	7.79	602.32	602.62
2W	33+05.30	7.92	602.53	602.73
2X	33+15.30	8.05	602.75	602.85
CL. BRG. PIER 2	33+24.65	8.17	602.94	602.94
CL. JT. & PIER 2	33+26.15	8.19	602.98	602.98

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+43.00	9.84	594.97	594.97
CL. BRG. N. ABUT.	29+46.63	9.91	595.05	595.05
1A	29+56.63	10.11	595.26	595.27
1B	29+66.63	10.30	595.47	595.49
1C	29+76.63	10.50	595.69	595.71
1D	29+86.63	10.69	595.90	595.92
1E	29+96.62	10.89	596.12	596.13
1F	30+06.62	11.09	596.33	596.33
1G	30+16.62	11.28	596.54	596.53
1H	30+26.62	11.48	596.76	596.73
1J	30+36.62	11.68	596.97	596.93
1K	30+46.61	11.87	597.18	597.13
1L	30+56.61	12.07	597.40	597.33
1M	30+66.61	12.27	597.60	597.53
1N	30+76.61	12.46	597.81	597.75
1P	30+86.61	12.66	598.01	597.98
CL. BRG. PIER 1	30+97.45	12.87	598.24	598.24
2A	31+07.45	13.07	598.44	598.49
2B	31+17.45	13.26	598.65	598.75
2C	31+27.45	13.46	598.85	599.02
2D	31+37.45	13.66	599.06	599.30
2E	31+47.45	13.85	599.27	599.57
2F	31+57.44	14.05	599.47	599.85
2G	31+67.44	14.25	599.68	600.13
2H	31+77.44	14.44	599.88	600.39
2J	31+87.44	14.64	600.09	600.65
2K	31+97.44	14.83	600.30	600.89
2L	32+07.43	15.03	600.50	601.12
2M	32+17.43	15.23	600.71	601.35
2N	32+27.43	15.42	600.91	601.55
2P	32+37.43	15.62	601.12	601.75
2Q	32+47.43	15.82	601.32	601.93
2R	32+57.42	16.01	601.53	602.10
2S	32+67.42	16.21	601.74	602.25
2T	32+77.42	16.41	601.94	602.40
2U	32+87.42	16.60	602.15	602.53
2V	32+97.42	16.80	602.35	602.65
2W	33+07.41	16.99	602.56	602.76
2X	33+17.41	17.19	602.77	602.87
CL. BRG. PIER 2	33+27.21	17.38	602.97	602.97
CL. JT. & PIER 2	33+28.71	17.41	603.00	603.00

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-013-Top of Slab Elevations Unit 1 (2 of 6).dgn	USER NAME = ksnider	DESIGNED - TJJ/DTS	REVISED -
		CHECKED - KWS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (2 of 6)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S13 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	902
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+44.87	16.53	594.96	594.96
CL. BRG. N. ABUT.	29+48.50	16.63	595.04	595.04
1A	29+58.49	16.89	595.24	595.25
1B	29+68.49	17.15	595.44	595.46
1C	29+78.49	17.41	595.65	595.66
1D	29+88.48	17.67	595.85	595.87
1E	29+98.48	17.94	596.06	596.07
1F	30+08.48	18.20	596.26	596.26
1G	30+18.47	18.46	596.47	596.45
1H	30+28.47	18.72	596.67	596.64
1J	30+38.47	18.98	596.88	596.83
1K	30+48.46	19.24	597.08	597.02
1L	30+58.46	19.50	597.29	597.22
1M	30+68.46	19.76	597.49	597.42
1N	30+78.45	20.03	597.69	597.64
1P	30+88.45	20.29	597.90	597.86
CL. BRG. PIER 1	30+99.59	20.58	598.13	598.13
2A	31+09.59	20.84	598.33	598.38
2B	31+19.59	21.10	598.54	598.64
2C	31+29.58	21.36	598.74	598.90
2D	31+39.58	21.62	598.95	599.18
2E	31+49.57	21.88	599.15	599.45
2F	31+59.57	22.15	599.35	599.72
2G	31+69.57	22.41	599.56	600.00
2H	31+79.56	22.67	599.76	600.26
2J	31+89.56	22.93	599.97	600.51
2K	31+99.56	23.19	600.17	600.76
2L	32+09.55	23.45	600.38	600.99
2M	32+19.55	23.71	600.58	601.21
2N	32+29.55	23.97	600.79	601.41
2P	32+39.54	24.24	600.99	601.61
2Q	32+49.54	24.50	601.20	601.79
2R	32+59.54	24.76	601.40	601.96
2S	32+69.53	25.02	601.60	602.11
2T	32+79.53	25.28	601.81	602.25
2U	32+89.53	25.54	602.01	602.39
2V	32+99.52	25.80	602.22	602.51
2W	33+09.52	26.07	602.42	602.62
2X	33+19.52	26.33	602.63	602.73
CL. BRG. PIER 2	33+29.76	26.59	602.84	602.84
CL. JT. & PIER 2	33+31.26	26.63	602.87	602.87

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+46.73	23.23	594.87	594.87
CL. BRG. N. ABUT.	29+50.36	23.35	594.94	594.94
1A	29+60.36	23.67	595.14	595.15
1B	29+70.35	24.00	595.35	595.36
1C	29+80.34	24.33	595.55	595.57
1D	29+90.34	24.65	595.75	595.77
1E	30+00.33	24.98	595.96	595.96
1F	30+10.33	25.30	596.16	596.16
1G	30+20.32	25.63	596.36	596.35
1H	30+30.32	25.96	596.57	596.53
1J	30+40.31	26.28	596.77	596.72
1K	30+50.31	26.61	596.97	596.91
1L	30+60.30	26.93	597.18	597.11
1M	30+70.30	27.26	597.38	597.31
1N	30+80.29	27.59	597.58	597.52
1P	30+90.29	27.91	597.78	597.75
CL. BRG. PIER 1	31+01.73	28.29	598.02	598.02
2A	31+11.72	28.61	598.22	598.27
2B	31+21.72	28.94	598.42	598.52
2C	31+31.71	29.26	598.63	598.79
2D	31+41.71	29.59	598.83	599.06
2E	31+51.70	29.92	599.03	599.33
2F	31+61.70	30.24	599.24	599.61
2G	31+71.69	30.57	599.44	599.88
2H	31+81.69	30.89	599.64	600.14
2J	31+91.68	31.22	599.85	600.39
2K	32+01.68	31.54	600.05	600.63
2L	32+11.67	31.87	600.25	600.86
2M	32+21.67	32.20	600.46	601.08
2N	32+31.66	32.52	600.66	601.29
2P	32+41.65	32.85	600.86	601.48
2Q	32+51.65	33.17	601.07	601.66
2R	32+61.64	33.50	601.27	601.83
2S	32+71.64	33.83	601.47	601.98
2T	32+81.63	34.15	601.68	602.12
2U	32+91.63	34.48	601.88	602.26
2V	33+01.62	34.80	602.08	602.38
2W	33+11.62	35.13	602.29	602.49
2X	33+21.61	35.46	602.49	602.60
CL. BRG. PIER 2	33+32.31	35.81	602.71	602.71
CL. JT. & PIER 2	33+33.81	35.85	602.74	602.74

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+48.59	29.93	594.77	594.77
CL. BRG. N. ABUT.	29+52.22	30.07	594.84	594.84
1A	29+62.22	30.46	595.05	595.05
1B	29+72.21	30.85	595.25	595.26
1C	29+82.20	31.24	595.45	595.47
1D	29+92.19	31.63	595.65	595.67
1E	30+02.19	32.02	595.85	595.86
1F	30+12.18	32.41	596.06	596.06
1G	30+22.17	32.80	596.26	596.24
1H	30+32.16	33.19	596.46	596.43
1J	30+42.16	33.58	596.66	596.62
1K	30+52.15	33.97	596.86	596.81
1L	30+62.14	34.36	597.07	597.00
1M	30+72.13	34.75	597.27	597.20
1N	30+82.12	35.14	597.47	597.41
1P	30+92.12	35.53	597.67	597.63
CL. BRG. PIER 1	31+03.87	35.99	597.91	597.91
2A	31+13.86	36.38	598.11	598.16
2B	31+23.85	36.77	598.31	598.41
2C	31+33.84	37.16	598.51	598.68
2D	31+43.84	37.55	598.72	598.94
2E	31+53.83	37.94	598.92	599.21
2F	31+63.82	38.33	599.12	599.49
2G	31+73.81	38.72	599.32	599.76
2H	31+83.81	39.12	599.52	600.01
2J	31+93.80	39.51	599.73	600.27
2K	32+03.79	39.90	599.93	600.51
2L	32+13.78	40.29	600.13	600.74
2M	32+23.78	40.68	600.33	600.95
2N	32+33.77	41.07	600.53	601.16
2P	32+43.76	41.46	600.73	601.35
2Q	32+53.75	41.85	600.94	601.53
2R	32+63.74	42.24	601.14	601.70
2S	32+73.74	42.63	601.34	601.85
2T	32+83.73	43.02	601.54	601.99
2U	32+93.72	43.41	601.74	602.12
2V	33+03.71	43.80	601.95	602.24
2W	33+13.71	44.19	602.15	602.36
2X	33+23.70	44.58	602.35	602.46
CL. BRG. PIER 2	33+34.87	45.02	602.57	602.57
CL. JT. & PIER 2	33+36.37	45.08	602.60	602.60

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-014-Top of Slab Elevations Unit 1 (3 of 6).dgn	USER NAME = ksnider	DESIGNED - TJJ/DTS	REVISED -
		CHECKED - KWS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (3 of 6)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S14 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	903
		CONTRACT NO. 64C08		
ILLINOIS	FED. AID PROJECT			

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GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+50.46	36.62	594.68	594.68
CL. BRG. N. ABUT.	29+54.09	36.79	594.75	594.75
1A	29+64.08	37.24	594.95	594.96
1B	29+74.07	37.70	595.15	595.16
1C	29+84.06	38.15	595.35	595.37
1D	29+94.05	38.61	595.55	595.57
1E	30+04.04	39.06	595.75	595.76
1F	30+14.03	39.52	595.95	595.95
1G	30+24.02	39.97	596.15	596.14
1H	30+34.00	40.42	596.35	596.33
1J	30+43.99	40.88	596.55	596.51
1K	30+53.98	41.33	596.75	596.70
1L	30+63.97	41.79	596.96	596.89
1M	30+73.96	42.24	597.16	597.09
1N	30+83.95	42.70	597.36	597.30
1P	30+93.94	43.15	597.56	597.52
CL. BRG. PIER 1	31+06.00	43.70	597.80	597.80
2A	31+15.99	44.15	598.00	598.04
2B	31+25.98	44.61	598.20	598.30
2C	31+35.97	45.06	598.40	598.56
2D	31+45.96	45.52	598.60	598.83
2E	31+55.95	45.97	598.80	599.10
2F	31+65.94	46.43	599.00	599.37
2G	31+75.93	46.88	599.20	599.64
2H	31+85.92	47.34	599.40	599.89
2J	31+95.91	47.79	599.60	600.14
2K	32+05.90	48.24	599.81	600.38
2L	32+15.89	48.70	600.01	600.61
2M	32+25.88	49.15	600.21	600.83
2N	32+35.87	49.61	600.40	601.03
2P	32+45.86	50.06	600.60	601.22
2Q	32+55.85	50.52	600.80	601.40
2R	32+65.84	50.97	601.01	601.56
2S	32+75.83	51.43	601.21	601.72
2T	32+85.82	51.88	601.41	601.86
2U	32+95.81	52.33	601.61	602.00
2V	33+05.80	52.79	601.82	602.12
2W	33+15.79	53.24	602.04	602.25
2X	33+25.78	53.70	602.26	602.38
CL. BRG. PIER 2	33+37.42	54.23	602.44	602.44
CL. JT. & PIER 2	33+38.92	54.30	602.47	602.47

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	29+52.32	43.32	594.58	594.58
CL. BRG. N. ABUT.	29+55.95	43.51	594.65	594.65
1A	29+65.94	44.03	594.85	594.86
1B	29+75.92	44.54	595.05	595.07
1C	29+85.91	45.06	595.25	595.27
1D	29+95.90	45.58	595.45	595.47
1E	30+05.88	46.10	595.65	595.66
1F	30+15.87	46.62	595.85	595.85
1G	30+25.86	47.14	596.05	596.04
1H	30+35.84	47.65	596.25	596.22
1J	30+45.83	48.17	596.45	596.41
1K	30+55.82	48.69	596.64	596.59
1L	30+65.80	49.21	596.84	596.77
1M	30+75.79	49.73	597.03	596.96
1N	30+85.78	50.25	597.22	597.16
1P	30+95.76	50.76	597.41	597.37
CL. BRG. PIER 1	31+08.14	51.41	597.64	597.64
2A	31+18.13	51.92	597.83	597.87
2B	31+28.11	52.44	598.01	598.11
2C	31+38.10	52.96	598.21	598.36
2D	31+48.09	53.48	598.42	598.65
2E	31+58.07	54.00	598.63	598.93
2F	31+68.06	54.52	598.85	599.21
2G	31+78.05	55.03	599.07	599.50
2H	31+88.03	55.55	599.29	599.77
2J	31+98.02	56.07	599.50	600.04
2K	32+08.01	56.59	599.70	600.28
2L	32+17.99	57.11	599.89	600.49
2M	32+27.98	57.63	600.08	600.70
2N	32+37.97	58.14	600.27	600.90
2P	32+47.95	58.66	600.47	601.08
2Q	32+57.94	59.18	600.67	601.26
2R	32+67.93	59.70	600.87	601.43
2S	32+77.91	60.22	601.07	601.59
2T	32+87.90	60.74	601.28	601.74
2U	32+97.89	61.25	601.49	601.88
2V	33+07.87	61.77	601.71	602.02
2W	33+17.86	62.29	601.96	602.17
2X	33+27.85	62.81	602.20	602.33
CL. BRG. PIER 2	33+39.98	63.44	602.31	602.31
CL. JT. & PIER 2	33+41.48	63.52	602.34	602.34

EAST GORE LINE/CROSS SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Start	29+84.83	48.00	595.18	595.20
1D	29+94.83	48.00	595.38	595.40
1E	30+04.83	48.00	595.59	595.60
1F	30+14.83	48.00	595.80	595.80
1G	30+24.83	48.00	596.01	596.00
1H	30+34.83	48.00	596.22	596.20
1J	30+44.83	48.00	596.43	596.39
1K	30+54.83	48.00	596.64	596.59
1L	30+64.83	48.00	596.85	596.79
1M	30+74.83	48.00	597.06	596.99
1N	30+84.83	48.00	597.27	597.21
1P	30+94.83	48.00	597.48	597.44
CL Brg. Pier 1	31+07.20	48.00	597.74	597.74
2A	31+17.20	48.00	597.95	597.99
2B	31+27.20	48.00	598.16	598.25
2C	31+37.20	48.00	598.37	598.53
2D	31+47.20	48.00	598.58	598.80
2E	31+57.20	48.00	598.79	599.08
2F	31+67.20	48.00	599.00	599.36
2G	31+77.20	48.00	599.21	599.64
2H	31+87.20	48.00	599.42	599.90
2J	31+97.20	48.00	599.63	600.16
2K	32+07.20	48.00	599.84	600.41
2L	32+17.20	48.00	600.05	600.65
2M	32+27.20	48.00	600.26	600.88
2N	32+37.20	48.00	600.47	601.09
2P	32+47.20	48.00	600.68	601.30
2Q	32+57.20	48.00	600.89	601.48
2R	32+67.20	48.00	601.10	601.66
2S	32+77.20	48.00	601.31	601.82
2T	32+87.20	48.00	601.52	601.97
2U	32+97.20	48.00	601.73	602.11
2V	33+07.20	48.00	601.94	602.25
2W	33+17.20	48.00	602.15	602.37
2X	33+27.20	48.00	602.35	602.48

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-015-Top of Slab Elevations Unit 1 (4 of 6).dgn	USER NAME = ksnider	DESIGNED - TJJ/DTS	REVISED -
		CHECKED - KWS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (4 of 6)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S15 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	904
		CONTRACT NO. 64C08		
ILLINOIS	FED. AID PROJECT			

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WEST GORE LINE / CROSS SLOPE BREAK

* Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Start	29+84.83	49.00	595.16	595.18
1D-Mod	29+94.83	49.54	595.36	595.38
1E-Mod	30+04.83	50.07	595.56	595.57
1F-Mod	30+14.83	50.60	595.75	595.76
1G-Mod	30+24.83	51.14	595.94	595.94
1H-Mod	30+34.83	51.67	596.14	596.11
1J-Mod	30+44.83	52.21	596.33	596.29
1K-Mod	30+54.83	52.74	596.52	596.46
1L-Mod	30+64.83	53.27	596.70	596.64
1M-Mod	30+74.83	53.81	596.89	596.82
1N-Mod	30+84.83	54.34	597.07	597.02
1P-Mod	30+94.83	54.88	597.26	597.22
CL Brg. Pier 1-Mod	31+07.20	55.54	597.48	597.48
2A-Mod	31+17.20	56.07	597.66	597.71
2B-Mod	31+27.20	56.61	597.84	597.94
2C-Mod	31+37.20	57.14	598.03	598.19
2D-Mod	31+47.20	57.67	598.26	598.49
2E-Mod	31+57.20	58.21	598.49	598.79
2F-Mod	31+67.20	58.75	598.72	599.08
2G-Mod	31+77.20	59.35	598.95	599.38
2H-Mod	31+87.20	59.99	599.18	599.66
2J-Mod	31+97.20	60.68	599.41	599.94
2K-Mod	32+07.20	61.42	599.60	600.18
2L-Mod	32+17.20	62.21	599.78	600.38
2M-Mod	32+27.20	63.05	599.95	600.57
2N-Mod	32+37.20	63.94	600.13	600.76
2P-Mod	32+47.20	64.89	600.32	600.94
2Q-Mod	32+57.20	65.88	600.51	601.11
2R-Mod	32+67.20	66.92	600.70	601.27
2S-Mod	32+77.20	68.02	600.90	601.42
2T-Mod	32+87.20	69.16	601.10	601.56
2U-Mod	32+97.20	70.35	601.31	601.70
2V-Mod	33+07.20	71.60	601.52	601.84
2W-Mod	33+17.20	70.96	601.82	602.05
2X-Mod	33+27.20	70.32	602.11	602.25

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	322+87.68	-13.53	594.50	594.50
CL. BRG. N. ABUT.	322+91.37	-13.33	594.57	594.57
1A	323+01.37	-13.28	594.77	594.78
1B	323+11.37	-13.24	594.97	594.99
1C	323+21.37	-13.19	595.17	595.19
1D	323+31.37	-13.14	595.36	595.39
1E	323+41.37	-13.09	595.56	595.58
1F	323+51.37	-13.04	595.75	595.76
1G	323+61.37	-12.99	595.94	595.94
1H	323+71.37	-12.94	596.13	596.11
1J	323+81.37	-12.90	596.32	596.29
1K	323+91.37	-12.85	596.51	596.46
1L	324+01.37	-12.80	596.69	596.64
1M	324+11.37	-12.75	596.88	596.82
1N	324+21.37	-12.70	597.06	597.01
1P	324+31.37	-12.65	597.24	597.21
CL. BRG. PIER 1	324+44.09	-12.59	597.47	597.47
2A	324+54.09	-12.54	597.65	597.70
2B	324+64.09	-12.50	597.83	597.93
2C	324+74.09	-12.45	598.03	598.19
2D	324+84.09	-12.40	598.25	598.47
2E	324+94.09	-12.35	598.46	598.75
2F	325+04.03	-12.33	598.68	599.04
2G	325+13.97	-12.35	598.89	599.32
2H	325+23.91	-12.42	599.11	599.60
2J	325+33.84	-12.55	599.33	599.87
2K	325+43.78	-12.72	599.52	600.09
2L	325+53.71	-12.95	599.70	600.30
2M	325+63.64	-13.22	599.89	600.51
2N	325+73.57	-13.54	600.08	600.71
2P	325+83.50	-13.91	600.29	600.90
2Q	325+93.42	-14.34	600.49	601.09
2R	326+03.33	-14.81	600.71	601.27
2S	326+13.25	-15.33	600.93	601.44
2T	326+23.15	-15.90	601.16	601.61
2U	326+33.05	-16.52	601.38	601.76
2V	326+42.95	-17.19	601.60	601.91
2W	326+52.83	-17.91	601.87	602.10
2X	326+62.71	-18.67	602.13	602.25
CL. BRG. PIER 2	326+75.20	-19.72	602.46	602.46
CL. JT. & PIER 2	326+76.78	-19.85	602.50	602.50

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	322+89.90	-6.92	594.42	594.42
CL. BRG. N. ABUT.	322+93.59	-6.72	594.48	594.48
1A	323+03.59	-6.61	594.68	594.69
1B	323+13.59	-6.50	594.88	594.90
1C	323+23.58	-6.39	595.07	595.10
1D	323+33.58	-6.27	595.27	595.30
1E	323+43.58	-6.16	595.46	595.49
1F	323+53.58	-6.05	595.65	595.67
1G	323+63.58	-5.94	595.84	595.85
1H	323+73.58	-5.83	596.03	596.02
1J	323+83.58	-5.72	596.22	596.19
1K	323+93.58	-5.60	596.41	596.36
1L	324+03.58	-5.49	596.59	596.54
1M	324+13.58	-5.38	596.77	596.71
1N	324+23.58	-5.27	596.95	596.90
1P	324+33.58	-5.16	597.14	597.10
CL. BRG. PIER 1	324+46.63	-5.01	597.37	597.37
2A	324+56.63	-4.90	597.55	597.59
2B	324+66.63	-4.79	597.72	597.81
2C	324+76.63	-4.68	597.91	598.06
2D	324+86.63	-4.56	598.10	598.32
2E	324+96.63	-4.45	598.28	598.57
2F	325+06.60	-4.38	598.47	598.82
2G	325+16.58	-4.35	598.66	599.08
2H	325+26.56	-4.38	598.85	599.32
2J	325+36.54	-4.45	599.04	599.57
2K	325+46.51	-4.57	599.22	599.78
2L	325+56.49	-4.75	599.40	599.99
2M	325+66.46	-4.97	599.59	600.20
2N	325+76.43	-5.25	599.78	600.40
2P	325+86.40	-5.57	599.98	600.60
2Q	325+96.37	-5.94	600.19	600.78
2R	326+06.33	-6.37	600.40	600.96
2S	326+16.28	-6.84	600.63	601.14
2T	326+26.23	-7.36	600.85	601.31
2U	326+36.18	-7.93	601.09	601.48
2V	326+46.12	-8.55	601.33	601.64
2W	326+56.05	-9.23	601.57	601.80
2X	326+65.98	-9.95	601.82	601.96
CL. BRG. PIER 2	326+79.03	-10.97	602.17	602.17
CL. JT. & PIER 2	326+80.61	-11.10	602.21	602.21

* *Location of screed Points for West Gore Line/Cross Slope Break are measured perpendicular from ℄ I-74 from the same screed point on East Gore Line/ Cross Slope Break.*

NOTE:

Stations and offsets measured from ℄ Ramp 6th-C, except West Gore Line / Cross Slope Break from Start of Gore to 2X-Mod.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-016-Top of Slab Elevations Unit 1 (5 of 6).dgn	USER NAME = ksnider	DESIGNED - TJJ/DTS	REVISED -
		CHECKED - KWS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (5 of 6)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S16 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	905
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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1/18/2017

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	322+92.12	-0.31	594.33	594.33
CL. BRG. N. ABUT.	322+95.81	-0.11	594.40	594.40
1A	323+05.81	-0.05	594.59	594.61
1B	323+15.81	0.00	594.79	594.82
1C	323+25.81	0.06	594.99	595.02
1D	323+35.81	0.12	595.18	595.22
1E	323+45.81	0.17	595.38	595.41
1F	323+55.81	0.23	595.57	595.59
1G	323+65.81	0.28	595.76	595.77
1H	323+75.80	0.34	595.95	595.95
1J	323+85.80	0.40	596.14	596.12
1K	323+95.80	0.45	596.33	596.29
1L	324+05.80	0.51	596.51	596.46
1M	324+15.80	0.57	596.70	596.64
1N	324+25.80	0.62	596.88	596.83
1P	324+35.80	0.68	597.06	597.02
CL. BRG. PIER 1	324+48.57	0.75	597.29	597.29
2A	324+58.57	0.81	597.47	597.51
2B	324+68.57	0.87	597.64	597.73
2C	324+78.57	0.92	597.81	597.97
2D	324+88.57	0.98	597.98	598.20
2E	324+98.57	1.04	598.15	598.43
2F	325+08.58	1.07	598.32	598.67
2G	325+18.58	1.08	598.49	598.91
2H	325+28.59	1.06	598.66	599.14
2J	325+38.59	1.02	598.84	599.36
2K	325+48.60	0.95	599.01	599.57
2L	325+58.60	0.86	599.19	599.78
2M	325+68.60	0.74	599.38	599.99
2N	325+78.61	0.60	599.57	600.18
2P	325+88.61	0.43	599.77	600.37
2Q	325+98.61	0.24	599.97	600.56
2R	326+08.60	0.02	600.18	600.73
2S	326+18.60	-0.22	600.39	600.90
2T	326+28.60	-0.49	600.61	601.06
2U	326+38.59	-0.79	600.83	601.22
2V	326+48.58	-1.11	601.06	601.38
2W	326+58.57	-1.45	601.29	601.53
2X	326+68.55	-1.82	601.53	601.67
CL. BRG. PIER 2	326+82.89	-2.23	601.88	601.88
CL. JT. & PIER 2	326+84.47	-2.27	601.92	601.92

℄ RAMP 6TH-C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	322+92.15	0.00	594.32	594.32
CL. BRG. N. ABUT.	322+95.84	0.00	594.40	594.40
1A	323+05.84	0.00	594.59	594.61
1B	323+15.84	0.00	594.79	594.82
1C	323+25.84	0.00	594.99	595.02
1D	323+35.84	0.00	595.19	595.23
1E	323+45.84	0.00	595.39	595.42
1F	323+55.84	0.00	595.58	595.61
1G	323+65.84	0.00	595.78	595.79
1H	323+75.84	0.00	595.97	595.96
1J	323+85.84	0.00	596.16	596.13
1K	323+95.84	0.00	596.34	596.31
1L	324+05.84	0.00	596.53	596.48
1M	324+15.84	0.00	596.72	596.66
1N	324+25.84	0.00	596.90	596.85
1P	324+35.84	0.00	597.08	597.05
CL. BRG. PIER 1	324+48.32	0.00	597.30	597.30
2A	324+58.32	0.00	597.48	597.52
2B	324+68.32	0.00	597.66	597.75
2C	324+78.32	0.00	597.83	597.98
2D	324+88.32	0.00	598.01	598.22
2E	324+98.32	0.00	598.18	598.46
2F	325+08.32	0.00	598.35	598.70
2G	325+18.32	0.00	598.53	598.94
2H	325+28.32	0.00	598.70	599.17
2J	325+38.32	0.00	598.88	599.40
2K	325+48.32	0.00	599.05	599.61
2L	325+58.32	0.00	599.23	599.81
2M	325+68.32	0.00	599.41	600.01
2N	325+78.32	0.00	599.59	600.20
2P	325+88.32	0.00	599.78	600.39
2Q	325+98.32	0.00	599.97	600.56
2R	326+08.32	0.00	600.17	600.73
2S	326+18.32	0.00	600.37	600.89
2T	326+28.32	0.00	600.58	601.04
2U	326+38.32	0.00	600.79	601.19
2V	326+48.32	0.00	601.01	601.33
2W	326+58.32	0.00	601.23	601.47
2X	326+68.32	0.00	601.45	601.60
2Y	326+78.32	0.00	601.68	601.73
CL. BRG. PIER 2	326+83.88	0.00	601.81	601.81
CL. JT. & PIER 2	326+85.46	0.00	601.85	601.85

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. N. ABUT.	322+94.34	6.50	594.24	594.24
CL. BRG. N. ABUT.	322+98.03	6.50	594.31	594.31
1A	323+08.03	6.50	594.51	594.52
1B	323+18.03	6.50	594.71	594.73
1C	323+28.03	6.50	594.90	594.94
1D	323+38.03	6.50	595.10	595.14
1E	323+48.03	6.50	595.29	595.33
1F	323+58.03	6.50	595.49	595.52
1G	323+68.03	6.50	595.68	595.70
1H	323+78.03	6.50	595.87	595.87
1J	323+88.03	6.50	596.06	596.04
1K	323+98.03	6.50	596.25	596.21
1L	324+08.03	6.50	596.43	596.39
1M	324+18.03	6.50	596.62	596.57
1N	324+28.03	6.50	596.80	596.75
1P	324+38.03	6.50	596.98	596.95
CL. BRG. PIER 1	324+50.50	6.50	597.21	597.21
2A	324+60.50	6.50	597.39	597.43
2B	324+70.50	6.50	597.56	597.65
2C	324+80.50	6.50	597.71	597.86
2D	324+90.50	6.50	597.87	598.08
2E	325+00.52	6.50	598.02	598.29
2F	325+10.55	6.50	598.17	598.51
2G	325+20.58	6.50	598.32	598.73
2H	325+30.62	6.50	598.47	598.94
2J	325+40.65	6.50	598.64	599.15
2K	325+50.68	6.50	598.81	599.36
2L	325+60.71	6.50	598.99	599.57
2M	325+70.75	6.50	599.17	599.77
2N	325+80.78	6.50	599.36	599.96
2P	325+90.81	6.50	599.55	600.15
2Q	326+00.84	6.50	599.74	600.32
2R	326+10.88	6.50	599.94	600.49
2S	326+20.91	6.50	600.15	600.65
2T	326+30.94	6.50	600.35	600.81
2U	326+40.97	6.50	600.57	600.96
2V	326+51.01	6.50	600.79	601.10
2W	326+61.04	6.50	601.01	601.24
2X	326+71.07	6.50	601.23	601.38
2Y	326+81.11	6.50	601.46	601.52
CL. BRG. PIER 2	326+86.78	6.50	601.60	601.60
CL. JT. & PIER 2	326+88.36	6.50	601.63	601.63

NOTE:
Stations and offsets measured from ℄ Ramp 6th-C.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-017-Top of Slab Elevations Unit 1 (6 of 6).dgn	USER NAME = ksnider	DESIGNED - TJJ/DTS	REVISED -
		CHECKED - KWS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 1 (6 of 6)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S17 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	906
		CONTRACT NO. 64C08		
ILLINOIS	FED. AID PROJECT			

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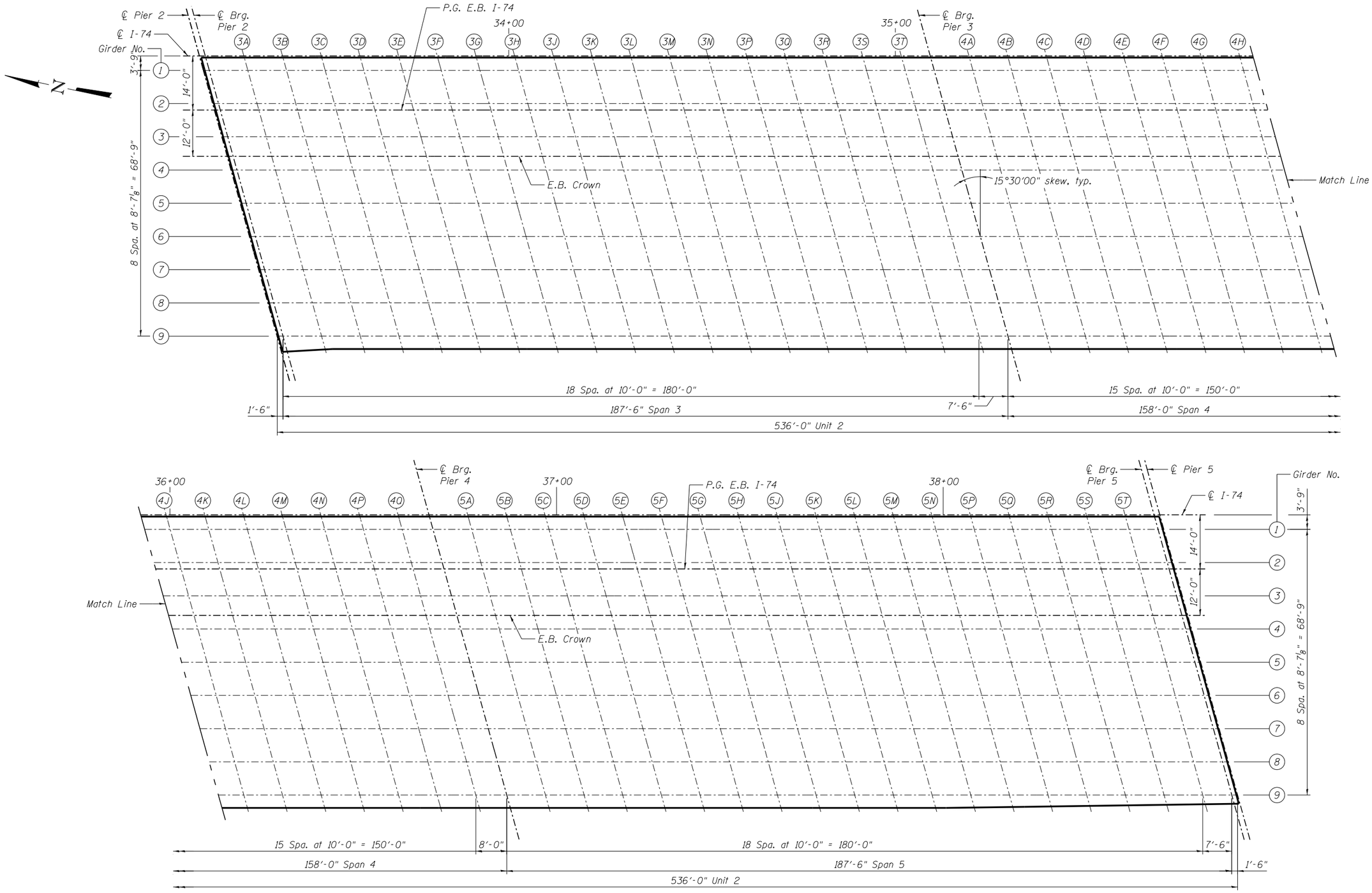

PLAN

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-018-Deck Elevation Plan Unit 2.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATION PLAN UNIT 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S18 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	907
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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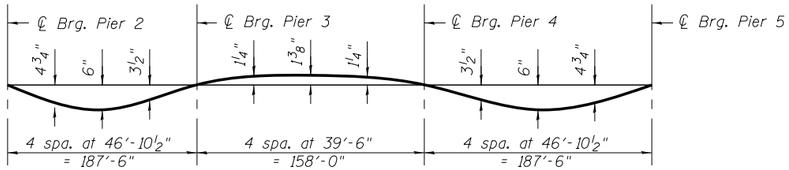
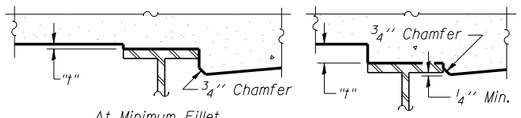


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S19 thru S22.



At Minimum Fillet

At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+21.04	-10.25	602.50	602.50
CL. BRG. PIER 2	33+22.54	-10.25	602.53	602.53
3A	33+32.54	-10.25	602.74	602.84
3B	33+42.54	-10.25	602.95	603.14
3C	33+52.54	-10.25	603.15	603.42
3D	33+62.54	-10.25	603.35	603.69
3E	33+72.54	-10.25	603.54	603.95
3F	33+82.54	-10.25	603.73	604.18
3G	33+92.54	-10.25	603.91	604.40
3H	34+02.54	-10.25	604.09	604.60
3J	34+12.54	-10.25	604.27	604.77
3K	34+22.54	-10.25	604.44	604.93
3L	34+32.54	-10.25	604.61	605.07
3M	34+42.54	-10.25	604.78	605.19
3N	34+52.54	-10.25	604.94	605.30
3P	34+62.54	-10.25	605.10	605.39
3Q	34+72.54	-10.25	605.25	605.48
3R	34+82.54	-10.25	605.40	605.56
3S	34+92.54	-10.25	605.54	605.64
3T	35+02.54	-10.25	605.68	605.72
CL. BRG. PIER 3	35+10.04	-10.25	605.79	605.79
4A	35+20.04	-10.25	605.92	605.88
4B	35+30.04	-10.25	606.05	605.98
4C	35+40.04	-10.25	606.18	606.09
4D	35+50.04	-10.25	606.30	606.20
4E	35+60.04	-10.25	606.42	606.31
4F	35+70.04	-10.25	606.53	606.42
4G	35+80.04	-10.25	606.64	606.53
4H	35+90.04	-10.25	606.75	606.64
4J	36+00.04	-10.25	606.85	606.74
4K	36+10.04	-10.25	606.95	606.84
4L	36+20.04	-10.25	607.05	606.94
4M	36+30.04	-10.25	607.14	607.04
4N	36+40.04	-10.25	607.22	607.14
4P	36+50.04	-10.25	607.30	607.24
4Q	36+60.04	-10.25	607.38	607.35
CL. BRG. PIER 4	36+68.04	-10.25	607.44	607.44
5A	36+78.04	-10.25	607.51	607.57
5B	36+88.04	-10.25	607.58	607.69
5C	36+98.04	-10.25	607.64	607.82
5D	37+08.04	-10.25	607.70	607.95
5E	37+18.04	-10.25	607.76	608.07
5F	37+28.04	-10.25	607.81	608.18
5G	37+38.04	-10.25	607.86	608.29
5H	37+48.04	-10.25	607.91	608.38
5J	37+58.04	-10.25	607.96	608.46
5K	37+68.04	-10.25	608.01	608.52
5L	37+78.04	-10.25	608.06	608.56
5M	37+88.04	-10.25	608.11	608.60
5N	37+98.04	-10.25	608.16	608.61
5P	38+08.04	-10.25	608.21	608.61
5Q	38+18.04	-10.25	608.26	608.60
5R	38+28.04	-10.25	608.32	608.57
5S	38+38.04	-10.25	608.37	608.53
5T	38+48.04	-10.25	608.42	608.49
CL. BRG. PIER 5	38+55.54	-10.25	608.45	608.45
CL. JT. & PIER 5	38+57.04	-10.25	608.46	608.46

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+23.42	-1.66	602.72	602.72
CL. BRG. PIER 2	33+24.92	-1.66	602.76	602.76
3A	33+34.92	-1.66	602.96	603.06
3B	33+44.92	-1.66	603.17	603.36
3C	33+54.92	-1.66	603.37	603.64
3D	33+64.92	-1.66	603.56	603.91
3E	33+74.92	-1.66	603.76	604.16
3F	33+84.92	-1.66	603.94	604.40
3G	33+94.92	-1.66	604.13	604.62
3H	34+04.92	-1.66	604.31	604.81
3J	34+14.92	-1.66	604.48	604.99
3K	34+24.92	-1.66	604.66	605.14
3L	34+34.92	-1.66	604.82	605.28
3M	34+44.92	-1.66	604.99	605.40
3N	34+54.92	-1.66	605.15	605.51
3P	34+64.92	-1.66	605.30	605.60
3Q	34+74.92	-1.66	605.46	605.69
3R	34+84.92	-1.66	605.61	605.77
3S	34+94.92	-1.66	605.75	605.85
3T	35+04.92	-1.66	605.89	605.93
CL. BRG. PIER 3	35+12.42	-1.66	605.99	605.99
4A	35+22.42	-1.66	606.13	606.09
4B	35+32.42	-1.66	606.25	606.19
4C	35+42.42	-1.66	606.38	606.29
4D	35+52.42	-1.66	606.50	606.40
4E	35+62.42	-1.66	606.62	606.51
4F	35+72.42	-1.66	606.73	606.62
4G	35+82.42	-1.66	606.84	606.73
4H	35+92.42	-1.66	606.95	606.83
4J	36+02.42	-1.66	607.05	606.93
4K	36+12.42	-1.66	607.15	607.03
4L	36+22.42	-1.66	607.24	607.13
4M	36+32.42	-1.66	607.33	607.23
4N	36+42.42	-1.66	607.41	607.33
4P	36+52.42	-1.66	607.50	607.43
4Q	36+62.42	-1.66	607.57	607.54
CL. BRG. PIER 4	36+70.42	-1.66	607.63	607.63
5A	36+80.42	-1.66	607.70	607.76
5B	36+90.42	-1.66	607.77	607.88
5C	37+00.42	-1.66	607.83	608.01
5D	37+10.42	-1.66	607.89	608.14
5E	37+20.42	-1.66	607.94	608.26
5F	37+30.42	-1.66	607.99	608.37
5G	37+40.42	-1.66	608.04	608.47
5H	37+50.42	-1.66	608.10	608.56
5J	37+60.42	-1.66	608.15	608.64
5K	37+70.42	-1.66	608.20	608.70
5L	37+80.42	-1.66	608.25	608.75
5M	37+90.42	-1.66	608.30	608.78
5N	38+00.42	-1.66	608.35	608.79
5P	38+10.42	-1.66	608.40	608.79
5Q	38+20.42	-1.66	608.45	608.78
5R	38+30.42	-1.66	608.50	608.75
5S	38+40.42	-1.66	608.55	608.72
5T	38+50.42	-1.66	608.60	608.67
CL. BRG. PIER 5	38+57.92	-1.66	608.64	608.64
CL. JT. & PIER 5	38+59.42	-1.66	608.65	608.65

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-019-Top of Slab Elevations Unit 2 (1 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 2 (1 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S19 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	908
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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P.G. E.B. I-74

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+23.88	0.00	602.77	602.77
CL. BRG. PIER 2	33+25.38	0.00	602.80	602.80
3A	33+35.38	0.00	603.01	603.10
3B	33+45.38	0.00	603.21	603.40
3C	33+55.38	0.00	603.41	603.68
3D	33+65.38	0.00	603.61	603.95
3E	33+75.38	0.00	603.80	604.21
3F	33+85.38	0.00	603.99	604.44
3G	33+95.38	0.00	604.17	604.66
3H	34+05.38	0.00	604.35	604.85
3J	34+15.38	0.00	604.53	605.03
3K	34+25.38	0.00	604.70	605.18
3L	34+35.38	0.00	604.87	605.32
3M	34+45.38	0.00	605.03	605.44
3N	34+55.38	0.00	605.19	605.55
3P	34+65.38	0.00	605.35	605.64
3Q	34+75.38	0.00	605.50	605.73
3R	34+85.38	0.00	605.65	605.81
3S	34+95.38	0.00	605.79	605.89
3T	35+05.38	0.00	605.93	605.97
CL. BRG. PIER 3	35+12.88	0.00	606.03	606.03
4A	35+22.88	0.00	606.16	606.13
4B	35+32.88	0.00	606.29	606.23
4C	35+42.88	0.00	606.42	606.33
4D	35+52.88	0.00	606.54	606.44
4E	35+62.88	0.00	606.66	606.55
4F	35+72.88	0.00	606.77	606.66
4G	35+82.88	0.00	606.88	606.77
4H	35+92.88	0.00	606.98	606.87
4J	36+02.88	0.00	607.09	606.97
4K	36+12.88	0.00	607.18	607.07
4L	36+22.88	0.00	607.28	607.17
4M	36+32.88	0.00	607.37	607.27
4N	36+42.88	0.00	607.45	607.37
4P	36+52.88	0.00	607.53	607.47
4Q	36+62.88	0.00	607.61	607.58
CL. BRG. PIER 4	36+70.88	0.00	607.67	607.67
5A	36+80.88	0.00	607.74	607.79
5B	36+90.88	0.00	607.80	607.92
5C	37+00.88	0.00	607.87	608.04
5D	37+10.88	0.00	607.92	608.17
5E	37+20.88	0.00	607.98	608.29
5F	37+30.88	0.00	608.03	608.40
5G	37+40.88	0.00	608.08	608.51
5H	37+50.88	0.00	608.13	608.60
5J	37+60.88	0.00	608.18	608.67
5K	37+70.88	0.00	608.23	608.74
5L	37+80.88	0.00	608.28	608.78
5M	37+90.88	0.00	608.33	608.81
5N	38+00.88	0.00	608.38	608.83
5P	38+10.88	0.00	608.43	608.83
5Q	38+20.88	0.00	608.48	608.81
5R	38+30.88	0.00	608.53	608.79
5S	38+40.88	0.00	608.59	608.75
5T	38+50.88	0.00	608.64	608.71
CL. BRG. PIER 5	38+58.38	0.00	608.67	608.67
CL. JT. & PIER 5	38+59.88	0.00	608.68	608.68

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+25.80	6.94	602.95	602.95
CL. BRG. PIER 2	33+27.30	6.94	602.98	602.98
3A	33+37.30	6.94	603.18	603.28
3B	33+47.30	6.94	603.39	603.58
3C	33+57.30	6.94	603.59	603.86
3D	33+67.30	6.94	603.78	604.13
3E	33+77.30	6.94	603.97	604.38
3F	33+87.30	6.94	604.16	604.62
3G	33+97.30	6.94	604.34	604.83
3H	34+07.30	6.94	604.52	605.03
3J	34+17.30	6.94	604.70	605.20
3K	34+27.30	6.94	604.87	605.36
3L	34+37.30	6.94	605.04	605.49
3M	34+47.30	6.94	605.20	605.61
3N	34+57.30	6.94	605.36	605.72
3P	34+67.30	6.94	605.51	605.81
3Q	34+77.30	6.94	605.66	605.90
3R	34+87.30	6.94	605.81	605.97
3S	34+97.30	6.94	605.96	606.05
3T	35+07.30	6.94	606.09	606.13
CL. BRG. PIER 3	35+14.80	6.94	606.20	606.20
4A	35+24.80	6.94	606.33	606.29
4B	35+34.80	6.94	606.46	606.39
4C	35+44.80	6.94	606.58	606.49
4D	35+54.80	6.94	606.70	606.60
4E	35+64.80	6.94	606.82	606.71
4F	35+74.80	6.94	606.93	606.82
4G	35+84.80	6.94	607.04	606.92
4H	35+94.80	6.94	607.14	607.03
4J	36+04.80	6.94	607.24	607.13
4K	36+14.80	6.94	607.34	607.23
4L	36+24.80	6.94	607.43	607.33
4M	36+34.80	6.94	607.52	607.42
4N	36+44.80	6.94	607.61	607.52
4P	36+54.80	6.94	607.69	607.62
4Q	36+64.80	6.94	607.76	607.73
CL. BRG. PIER 4	36+72.80	6.94	607.82	607.82
5A	36+82.80	6.94	607.89	607.94
5B	36+92.80	6.94	607.96	608.07
5C	37+02.80	6.94	608.02	608.19
5D	37+12.80	6.94	608.07	608.32
5E	37+22.80	6.94	608.13	608.44
5F	37+32.80	6.94	608.18	608.55
5G	37+42.80	6.94	608.23	608.65
5H	37+52.80	6.94	608.28	608.75
5J	37+62.80	6.94	608.33	608.82
5K	37+72.80	6.94	608.38	608.89
5L	37+82.80	6.94	608.43	608.93
5M	37+92.80	6.94	608.48	608.96
5N	38+02.80	6.94	608.53	608.98
5P	38+12.80	6.94	608.58	608.98
5Q	38+22.80	6.94	608.63	608.96
5R	38+32.80	6.94	608.68	608.94
5S	38+42.80	6.94	608.73	608.90
5T	38+52.80	6.94	608.78	608.86
CL. BRG. PIER 5	38+60.30	6.94	608.82	608.82
CL. JT. & PIER 5	38+61.80	6.94	608.83	608.83

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+28.19	15.53	603.03	603.03
CL. BRG. PIER 2	33+29.69	15.53	603.06	603.06
3A	33+39.69	15.53	603.26	603.36
3B	33+49.69	15.53	603.47	603.65
3C	33+59.69	15.53	603.66	603.94
3D	33+69.69	15.53	603.86	604.20
3E	33+79.69	15.53	604.05	604.46
3F	33+89.69	15.53	604.23	604.69
3G	33+99.69	15.53	604.42	604.90
3H	34+09.69	15.53	604.59	605.10
3J	34+19.69	15.53	604.77	605.27
3K	34+29.69	15.53	604.94	605.43
3L	34+39.69	15.53	605.11	605.56
3M	34+49.69	15.53	605.27	605.68
3N	34+59.69	15.53	605.43	605.79
3P	34+69.69	15.53	605.58	605.88
3Q	34+79.69	15.53	605.73	605.96
3R	34+89.69	15.53	605.88	606.04
3S	34+99.69	15.53	606.02	606.12
3T	35+09.69	15.53	606.16	606.20
CL. BRG. PIER 3	35+17.19	15.53	606.26	606.26
4A	35+27.19	15.53	606.39	606.35
4B	35+37.19	15.53	606.52	606.45
4C	35+47.19	15.53	606.64	606.55
4D	35+57.19	15.53	606.76	606.66
4E	35+67.19	15.53	606.88	606.77
4F	35+77.19	15.53	606.99	606.87
4G	35+87.19	15.53	607.09	606.98
4H	35+97.19	15.53	607.20	607.08
4J	36+07.19	15.53	607.30	607.18
4K	36+17.19	15.53	607.39	607.28
4L	36+27.19	15.53	607.48	607.38
4M	36+37.19	15.53	607.57	607.47
4N	36+47.19	15.53	607.66	607.57
4P	36+57.19	15.53	607.74	607.67
4Q	36+67.19	15.53	607.81	607.78
CL. BRG. PIER 4	36+75.19	15.53	607.87	607.87
5A	36+85.19	15.53	607.94	607.99
5B	36+95.19	15.53	608.00	608.11
5C	37+05.19	15.53	608.06	608.24
5D	37+15.19	15.53	608.12	608.36
5E	37+25.19	15.53	608.17	608.48
5F	37+35.19	15.53	608.22	608.59
5G	37+45.19	15.53	608.27	608.70
5H	37+55.19	15.53	608.32	608.79
5J	37+65.19	15.53	608.37	608.87
5K	37+75.19	15.53	608.42	608.93
5L	37+85.19	15.53	608.47	608.98
5M	37+95.19	15.53	608.52	609.01
5N	38+05.19	15.53	608.57	609.02
5P	38+15.19	15.53	608.62	609.02
5Q	38+25.19	15.53	608.68	609.01
5R	38+35.19	15.53	608.73	608.98
5S	38+45.19	15.53	608.78	608.94
5T	38+55.19	15.53	608.83	608.90
CL. BRG. PIER 5	38+62.69	15.53	608.86	608.86
CL. JT. & PIER 5	38+64.19	15.53	608.87	608.87

NOTE:

Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-020-Top of Slab Elevations Unit 2 (2 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 2 (2 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S20 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	909
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

1/18/2017 11:45:28 AM c:\pwise_work\do_not_delete\dms02467\081-0178-C00AB-020-Top of Slab Elevations Unit 2 (2 of 4).dgn

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+30.57	24.13	602.90	602.90
CL. BRG. PIER 2	33+32.07	24.13	602.93	602.93
3A	33+42.07	24.13	603.14	603.24
3B	33+52.07	24.13	603.34	603.53
3C	33+62.07	24.13	603.54	603.81
3D	33+72.07	24.13	603.73	604.08
3E	33+82.07	24.13	603.92	604.33
3F	33+92.07	24.13	604.11	604.56
3G	34+02.07	24.13	604.29	604.78
3H	34+12.07	24.13	604.46	604.97
3J	34+22.07	24.13	604.64	605.14
3K	34+32.07	24.13	604.81	605.30
3L	34+42.07	24.13	604.97	605.43
3M	34+52.07	24.13	605.13	605.55
3N	34+62.07	24.13	605.29	605.65
3P	34+72.07	24.13	605.44	605.74
3Q	34+82.07	24.13	605.59	605.82
3R	34+92.07	24.13	605.74	605.90
3S	35+02.07	24.13	605.88	605.98
3T	35+12.07	24.13	606.02	606.06
CL. BRG. PIER 3	35+19.57	24.13	606.12	606.12
4A	35+29.57	24.13	606.25	606.21
4B	35+39.57	24.13	606.38	606.31
4C	35+49.57	24.13	606.50	606.41
4D	35+59.57	24.13	606.62	606.52
4E	35+69.57	24.13	606.73	606.62
4F	35+79.57	24.13	606.84	606.73
4G	35+89.57	24.13	606.95	606.83
4H	35+99.57	24.13	607.05	606.94
4J	36+09.57	24.13	607.15	607.03
4K	36+19.57	24.13	607.24	607.13
4L	36+29.57	24.13	607.33	607.23
4M	36+39.57	24.13	607.42	607.32
4N	36+49.57	24.13	607.50	607.42
4P	36+59.57	24.13	607.58	607.52
4Q	36+69.57	24.13	607.66	607.62
CL. BRG. PIER 4	36+77.57	24.13	607.71	607.71
5A	36+87.57	24.13	607.78	607.83
5B	36+97.57	24.13	607.84	607.96
5C	37+07.57	24.13	607.90	608.08
5D	37+17.57	24.13	607.96	608.21
5E	37+27.57	24.13	608.01	608.32
5F	37+37.57	24.13	608.06	608.43
5G	37+47.57	24.13	608.11	608.54
5H	37+57.57	24.13	608.16	608.63
5J	37+67.57	24.13	608.21	608.71
5K	37+77.57	24.13	608.26	608.77
5L	37+87.57	24.13	608.31	608.82
5M	37+97.57	24.13	608.36	608.85
5N	38+07.57	24.13	608.41	608.86
5P	38+17.57	24.13	608.46	608.86
5Q	38+27.57	24.13	608.52	608.85
5R	38+37.57	24.13	608.57	608.82
5S	38+47.57	24.13	608.62	608.78
5T	38+57.57	24.13	608.67	608.74
CL. BRG. PIER 5	38+65.07	24.13	608.70	608.70
CL. JT. & PIER 5	38+66.57	24.13	608.71	608.71

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+32.95	32.72	602.78	602.78
CL. BRG. PIER 2	33+34.45	32.72	602.81	602.81
3A	33+44.45	32.72	603.02	603.11
3B	33+54.45	32.72	603.22	603.40
3C	33+64.45	32.72	603.41	603.69
3D	33+74.45	32.72	603.61	603.95
3E	33+84.45	32.72	603.79	604.20
3F	33+94.45	32.72	603.98	604.43
3G	34+04.45	32.72	604.16	604.65
3H	34+14.45	32.72	604.33	604.84
3J	34+24.45	32.72	604.51	605.01
3K	34+34.45	32.72	604.68	605.16
3L	34+44.45	32.72	604.84	605.30
3M	34+54.45	32.72	605.00	605.41
3N	34+64.45	32.72	605.16	605.52
3P	34+74.45	32.72	605.31	605.61
3Q	34+84.45	32.72	605.46	605.69
3R	34+94.45	32.72	605.60	605.76
3S	35+04.45	32.72	605.74	605.84
3T	35+14.45	32.72	605.88	605.92
CL. BRG. PIER 3	35+21.95	32.72	605.98	605.98
4A	35+31.95	32.72	606.11	606.07
4B	35+41.95	32.72	606.23	606.17
4C	35+51.95	32.72	606.35	606.27
4D	35+61.95	32.72	606.47	606.37
4E	35+71.95	32.72	606.59	606.48
4F	35+81.95	32.72	606.70	606.58
4G	35+91.95	32.72	606.80	606.69
4H	36+01.95	32.72	606.90	606.79
4J	36+11.95	32.72	607.00	606.89
4K	36+21.95	32.72	607.09	606.98
4L	36+31.95	32.72	607.18	607.08
4M	36+41.95	32.72	607.27	607.17
4N	36+51.95	32.72	607.35	607.27
4P	36+61.95	32.72	607.43	607.36
4Q	36+71.95	32.72	607.50	607.47
CL. BRG. PIER 4	36+79.95	32.72	607.56	607.56
5A	36+89.95	32.72	607.62	607.68
5B	36+99.95	32.72	607.69	607.80
5C	37+09.95	32.72	607.75	607.92
5D	37+19.95	32.72	607.80	608.05
5E	37+29.95	32.72	607.85	608.16
5F	37+39.95	32.72	607.90	608.28
5G	37+49.95	32.72	607.95	608.38
5H	37+59.95	32.72	608.00	608.47
5J	37+69.95	32.72	608.05	608.55
5K	37+79.95	32.72	608.10	608.61
5L	37+89.95	32.72	608.15	608.66
5M	37+99.95	32.72	608.20	608.69
5N	38+09.95	32.72	608.25	608.70
5P	38+19.95	32.72	608.31	608.70
5Q	38+29.95	32.72	608.36	608.69
5R	38+39.95	32.72	608.41	608.66
5S	38+49.95	32.72	608.46	608.62
5T	38+59.95	32.72	608.51	608.58
CL. BRG. PIER 5	38+67.45	32.72	608.55	608.55
CL. JT. & PIER 5	38+68.95	32.72	608.55	608.55

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+35.34	41.31	602.66	602.66
CL. BRG. PIER 2	33+36.84	41.31	602.69	602.69
3A	33+46.84	41.31	602.89	602.99
3B	33+56.84	41.31	603.09	603.28
3C	33+66.84	41.31	603.29	603.56
3D	33+76.84	41.31	603.48	603.83
3E	33+86.84	41.31	603.67	604.07
3F	33+96.84	41.31	603.85	604.31
3G	34+06.84	41.31	604.03	604.52
3H	34+16.84	41.31	604.20	604.71
3J	34+26.84	41.31	604.38	604.88
3K	34+36.84	41.31	604.54	605.03
3L	34+46.84	41.31	604.71	605.16
3M	34+56.84	41.31	604.87	605.28
3N	34+66.84	41.31	605.02	605.38
3P	34+76.84	41.31	605.17	605.47
3Q	34+86.84	41.31	605.32	605.55
3R	34+96.84	41.31	605.46	605.62
3S	35+06.84	41.31	605.60	605.70
3T	35+16.84	41.31	605.74	605.78
CL. BRG. PIER 3	35+24.34	41.31	605.84	605.84
4A	35+34.34	41.31	605.97	605.93
4B	35+44.34	41.31	606.09	606.02
4C	35+54.34	41.31	606.21	606.12
4D	35+64.34	41.31	606.33	606.23
4E	35+74.34	41.31	606.44	606.33
4F	35+84.34	41.31	606.55	606.44
4G	35+94.34	41.31	606.65	606.54
4H	36+04.34	41.31	606.75	606.64
4J	36+14.34	41.31	606.85	606.74
4K	36+24.34	41.31	606.94	606.83
4L	36+34.34	41.31	607.03	606.92
4M	36+44.34	41.31	607.12	607.02
4N	36+54.34	41.31	607.20	607.11
4P	36+64.34	41.31	607.27	607.21
4Q	36+74.34	41.31	607.35	607.31
CL. BRG. PIER 4	36+82.34	41.31	607.40	607.40
5A	36+92.34	41.31	607.47	607.52
5B	37+02.34	41.31	607.53	607.64
5C	37+12.34	41.31	607.59	607.76
5D	37+22.34	41.31	607.64	607.89
5E	37+32.34	41.31	607.69	608.00
5F	37+42.34	41.31	607.74	608.12
5G	37+52.34	41.31	607.79	608.22
5H	37+62.34	41.31	607.84	608.31
5J	37+72.34	41.31	607.89	608.39
5K	37+82.34	41.31	607.94	608.45
5L	37+92.34	41.31	607.99	608.50
5M	38+02.34	41.31	608.04	608.53
5N	38+12.34	41.31	608.09	608.54
5P	38+22.34	41.31	608.15	608.54
5Q	38+32.34	41.31	608.20	608.53
5R	38+42.34	41.31	608.25	608.50
5S	38+52.34	41.31	608.30	608.46
5T	38+62.34	41.31	608.35	608.42
CL. BRG. PIER 5	38+69.84	41.31	608.39	608.39
CL. JT. & PIER 5	38+71.34	41.31	608.39	608.39

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-021-Top of Slab Elevations Unit 2 (3 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 2 (3 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S21 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	910
		CONTRACT NO. 64C08		
	ILLINOIS	FED. AID PROJECT		

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GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+37.72	49.91	602.54	602.54
CL. BRG. PIER 2	33+39.22	49.91	602.57	602.57
3A	33+49.22	49.91	602.77	602.87
3B	33+59.22	49.91	602.97	603.16
3C	33+69.22	49.91	603.16	603.43
3D	33+79.22	49.91	603.35	603.70
3E	33+89.22	49.91	603.54	603.95
3F	33+99.22	49.91	603.72	604.18
3G	34+09.22	49.91	603.90	604.39
3H	34+19.22	49.91	604.07	604.58
3J	34+29.22	49.91	604.24	604.75
3K	34+39.22	49.91	604.41	604.90
3L	34+49.22	49.91	604.57	605.03
3M	34+59.22	49.91	604.73	605.15
3N	34+69.22	49.91	604.89	605.25
3P	34+79.22	49.91	605.04	605.33
3Q	34+89.22	49.91	605.18	605.41
3R	34+99.22	49.91	605.33	605.49
3S	35+09.22	49.91	605.46	605.56
3T	35+19.22	49.91	605.60	605.64
CL. BRG. PIER 3	35+26.72	49.91	605.70	605.70
4A	35+36.72	49.91	605.82	605.79
4B	35+46.72	49.91	605.95	605.88
4C	35+56.72	49.91	606.07	605.98
4D	35+66.72	49.91	606.18	606.08
4E	35+76.72	49.91	606.29	606.19
4F	35+86.72	49.91	606.40	606.29
4G	35+96.72	49.91	606.51	606.39
4H	36+06.72	49.91	606.61	606.49
4J	36+16.72	49.91	606.70	606.59
4K	36+26.72	49.91	606.79	606.68
4L	36+36.72	49.91	606.88	606.77
4M	36+46.72	49.91	606.96	606.87
4N	36+56.72	49.91	607.04	606.96
4P	36+66.72	49.91	607.12	607.06
4Q	36+76.72	49.91	607.19	607.16
CL. BRG. PIER 4	36+84.72	49.91	607.25	607.25
5A	36+94.72	49.91	607.31	607.36
5B	37+04.72	49.91	607.37	607.48
5C	37+14.72	49.91	607.43	607.61
5D	37+24.72	49.91	607.48	607.73
5E	37+34.72	49.91	607.53	607.84
5F	37+44.72	49.91	607.58	607.96
5G	37+54.72	49.91	607.63	608.06
5H	37+64.72	49.91	607.68	608.15
5J	37+74.72	49.91	607.73	608.23
5K	37+84.72	49.91	607.78	608.29
5L	37+94.72	49.91	607.83	608.34
5M	38+04.72	49.91	607.88	608.37
5N	38+14.72	49.91	607.93	608.38
5P	38+24.72	49.91	607.99	608.38
5Q	38+34.72	49.91	608.04	608.37
5R	38+44.72	49.91	608.09	608.34
5S	38+54.72	49.91	608.14	608.30
5T	38+64.72	49.91	608.19	608.26
CL. BRG. PIER 5	38+72.22	49.91	608.23	608.23
CL. JT. & PIER 5	38+73.72	49.91	608.23	608.23

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 2	33+40.10	58.50	602.41	602.41
CL. BRG. PIER 2	33+41.60	58.50	602.44	602.44
3A	33+51.60	58.50	602.64	602.74
3B	33+61.60	58.50	602.84	603.03
3C	33+71.60	58.50	603.04	603.31
3D	33+81.60	58.50	603.22	603.57
3E	33+91.60	58.50	603.41	603.82
3F	34+01.60	58.50	603.59	604.05
3G	34+11.60	58.50	603.77	604.26
3H	34+21.60	58.50	603.94	604.45
3J	34+31.60	58.50	604.11	604.62
3K	34+41.60	58.50	604.28	604.77
3L	34+51.60	58.50	604.44	604.90
3M	34+61.60	58.50	604.60	605.01
3N	34+71.60	58.50	604.75	605.11
3P	34+81.60	58.50	604.90	605.20
3Q	34+91.60	58.50	605.05	605.28
3R	35+01.60	58.50	605.19	605.35
3S	35+11.60	58.50	605.32	605.42
3T	35+21.60	58.50	605.46	605.50
CL. BRG. PIER 3	35+29.10	58.50	605.56	605.56
4A	35+39.10	58.50	605.68	605.64
4B	35+49.10	58.50	605.80	605.74
4C	35+59.10	58.50	605.92	605.84
4D	35+69.10	58.50	606.04	605.94
4E	35+79.10	58.50	606.15	606.04
4F	35+89.10	58.50	606.26	606.14
4G	35+99.10	58.50	606.36	606.24
4H	36+09.10	58.50	606.46	606.34
4J	36+19.10	58.50	606.55	606.44
4K	36+29.10	58.50	606.64	606.53
4L	36+39.10	58.50	606.73	606.62
4M	36+49.10	58.50	606.81	606.71
4N	36+59.10	58.50	606.89	606.81
4P	36+69.10	58.50	606.97	606.90
4Q	36+79.10	58.50	607.04	607.00
CL. BRG. PIER 4	36+87.10	58.50	607.09	607.09
5A	36+97.10	58.50	607.15	607.21
5B	37+07.10	58.50	607.21	607.33
5C	37+17.10	58.50	607.27	607.45
5D	37+27.10	58.50	607.32	607.57
5E	37+37.10	58.50	607.37	607.68
5F	37+47.10	58.50	607.42	607.80
5G	37+57.10	58.50	607.47	607.90
5H	37+67.10	58.50	607.52	607.99
5J	37+77.10	58.50	607.57	608.07
5K	37+87.10	58.50	607.62	608.13
5L	37+97.10	58.50	607.67	608.18
5M	38+07.10	58.50	607.72	608.21
5N	38+17.10	58.50	607.78	608.22
5P	38+27.10	58.50	607.83	608.22
5Q	38+37.10	58.50	607.88	608.21
5R	38+47.10	58.50	607.93	608.18
5S	38+57.10	58.50	607.98	608.14
5T	38+67.10	58.50	608.03	608.10
CL. BRG. PIER 5	38+74.60	58.50	608.07	608.07
CL. JT. & PIER 5	38+76.10	58.50	608.07	608.07

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-022-Top of Slab Elevations Unit 2 (4 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 2 (4 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S22 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	911
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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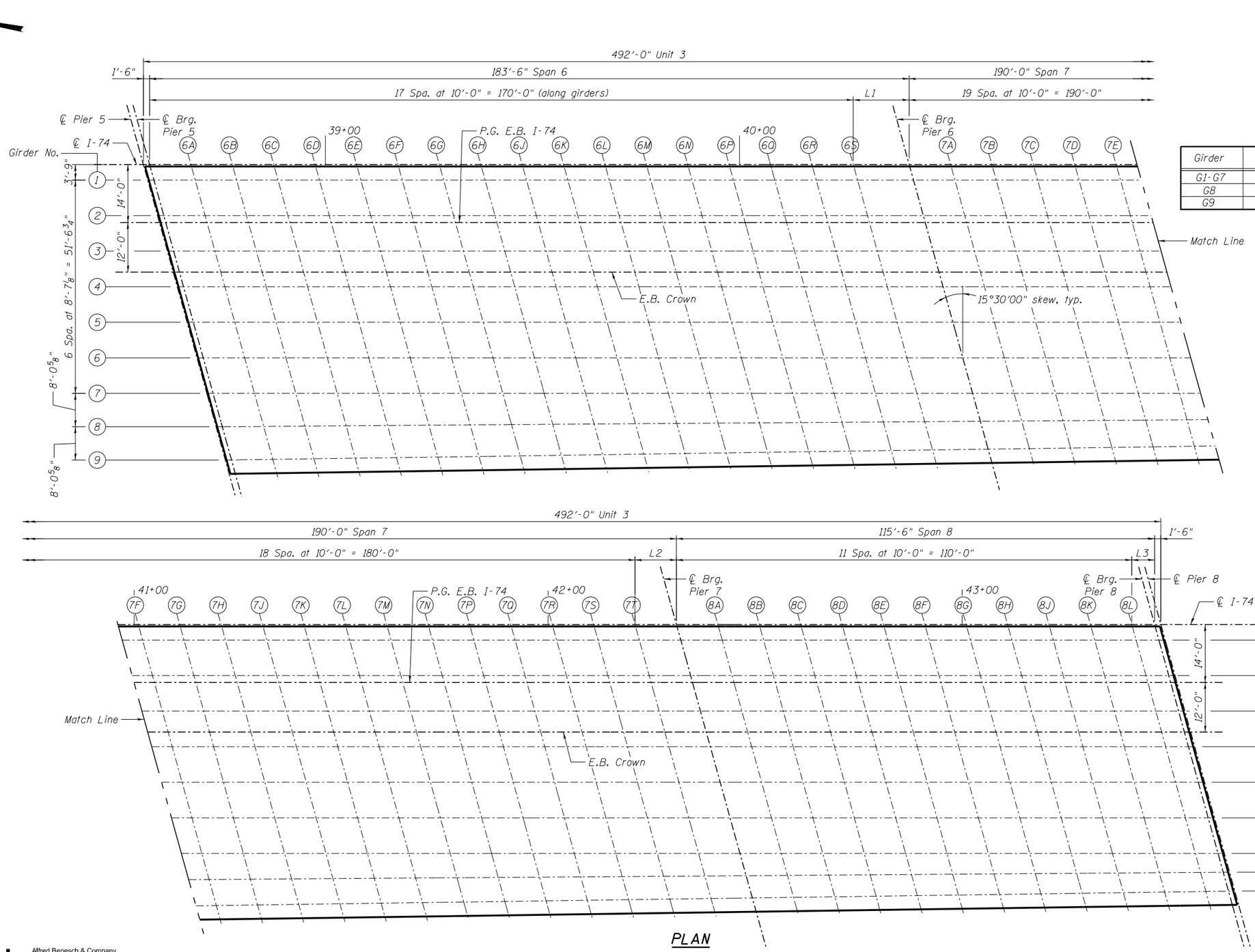

Girder	L1	L2	L3
G1-G7	13'-6"	10'-0"	5'-6"
G8	13'-1⅝"	9'-7½"	5'-3¼"
G9	12'-9¼"	9'-3"	5'-0½"

PLAN

NOTE:

1. Girder Spacing measured at ℄ of Piers.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-023-Deck Elevation Plan Unit 3.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATION PLAN UNIT 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S23 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	912
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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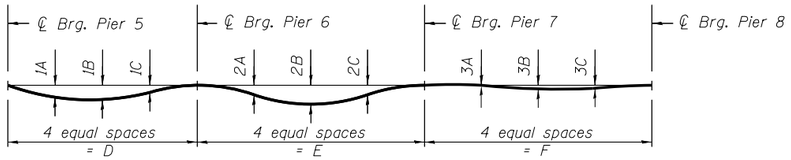


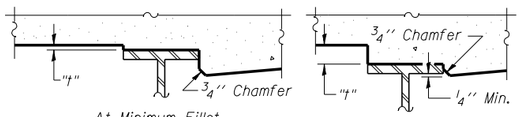
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S24 thru S27.

DEAD LOAD DEFLECTION TABLE

Girder	1A	1B	1C	2A	2B	2C	3A	3B	3C	D	E	F
1-6	3 1/4"	3 3/4"	1 3/4"	3/4"	2"	1 1/4"	0"	1/4"	1/4"	183'-6"	190'-0"	115'-6"
7	3 1/8"	3 5/8"	1 3/4"	1/2"	1 5/8"	1"	0"	1/8"	1/4"	183'-6"	190'-0"	115'-6"
8	3"	3 5/8"	1 3/4"	3/8"	1 1/4"	7/8"	0"	1/8"	1/8"	183'-1 5/8"	189'-7 1/2"	115'-3 1/4"
9	3 1/8"	3 5/8"	1 3/4"	1/2"	1 5/8"	1"	0"	1/8"	1/4"	182'-9 1/4"	189'-3"	115'-0 1/2"



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" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+57.04	-10.25	608.46	608.46
CL. BRG. PIER 5	38+58.54	-10.25	608.47	608.47
6A	38+68.54	-10.25	608.52	608.59
6B	38+78.54	-10.25	608.57	608.71
6C	38+88.54	-10.25	608.62	608.82
6D	38+98.54	-10.25	608.67	608.92
6E	39+08.54	-10.25	608.72	609.00
6F	39+18.54	-10.25	608.77	609.08
6G	39+28.54	-10.25	608.82	609.15
6H	39+38.54	-10.25	608.87	609.20
6J	39+48.54	-10.25	608.92	609.24
6K	39+58.54	-10.25	608.97	609.27
6L	39+68.54	-10.25	609.02	609.29
6M	39+78.54	-10.25	609.08	609.30
6N	39+88.54	-10.25	609.13	609.31
6P	39+98.54	-10.25	609.18	609.31
6Q	40+08.54	-10.25	609.23	609.32
6R	40+18.54	-10.25	609.28	609.33
6S	40+28.54	-10.25	609.33	609.35
CL. BRG. PIER 6	40+42.04	-10.25	609.40	609.40
7A	40+52.04	-10.25	609.45	609.44
7B	40+62.04	-10.25	609.50	609.50
7C	40+72.04	-10.25	609.55	609.57
7D	40+82.04	-10.25	609.60	609.64
7E	40+92.04	-10.25	609.65	609.72
7F	41+02.04	-10.25	609.70	609.80
7G	41+12.04	-10.25	609.75	609.87
7H	41+22.04	-10.25	609.80	609.94
7J	41+32.04	-10.25	609.85	610.01
7K	41+42.04	-10.25	609.90	610.06
7L	41+52.04	-10.25	609.95	610.11
7M	41+62.04	-10.25	610.00	610.15
7N	41+72.04	-10.25	610.05	610.18
7P	41+82.04	-10.25	610.10	610.21
7Q	41+92.04	-10.25	610.15	610.24
7R	42+02.04	-10.25	610.20	610.26
7S	42+12.04	-10.25	610.25	610.29
7T	42+22.04	-10.25	610.31	610.32
CL. BRG. PIER 7	42+32.04	-10.25	610.36	610.36
8A	42+42.04	-10.25	610.41	610.40
8B	42+52.04	-10.25	610.46	610.45
8C	42+62.04	-10.25	610.51	610.50
8D	42+72.04	-10.25	610.56	610.56
8E	42+82.04	-10.25	610.61	610.62
8F	42+92.04	-10.25	610.66	610.68
8G	43+02.04	-10.25	610.71	610.73
8H	43+12.04	-10.25	610.76	610.79
8J	43+22.04	-10.25	610.81	610.83
8K	43+32.04	-10.25	610.86	610.88
8L	43+42.04	-10.25	610.91	610.92
CL. BRG. PIER 8	43+47.54	-10.25	610.94	610.94
CL. JT. & PIER 8	43+49.04	-10.25	610.95	610.95

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+59.42	-1.66	608.65	608.65
CL. BRG. PIER 5	38+60.92	-1.66	608.65	608.65
6A	38+70.92	-1.66	608.70	608.77
6B	38+80.92	-1.66	608.75	608.89
6C	38+90.92	-1.66	608.80	609.00
6D	39+00.92	-1.66	608.86	609.10
6E	39+10.92	-1.66	608.91	609.19
6F	39+20.92	-1.66	608.96	609.27
6G	39+30.92	-1.66	609.01	609.33
6H	39+40.92	-1.66	609.06	609.38
6J	39+50.92	-1.66	609.11	609.42
6K	39+60.92	-1.66	609.16	609.45
6L	39+70.92	-1.66	609.21	609.47
6M	39+80.92	-1.66	609.26	609.48
6N	39+90.92	-1.66	609.31	609.49
6P	40+00.92	-1.66	609.36	609.49
6Q	40+10.92	-1.66	609.41	609.50
6R	40+20.92	-1.66	609.46	609.52
6S	40+30.92	-1.66	609.51	609.54
CL. BRG. PIER 6	40+44.42	-1.66	609.58	609.58
7A	40+54.42	-1.66	609.63	609.63
7B	40+64.42	-1.66	609.68	609.69
7C	40+74.42	-1.66	609.73	609.75
7D	40+84.42	-1.66	609.78	609.83
7E	40+94.42	-1.66	609.83	609.91
7F	41+04.42	-1.66	609.88	609.98
7G	41+14.42	-1.66	609.93	610.06
7H	41+24.42	-1.66	609.98	610.13
7J	41+34.42	-1.66	610.03	610.19
7K	41+44.42	-1.66	610.08	610.25
7L	41+54.42	-1.66	610.14	610.30
7M	41+64.42	-1.66	610.19	610.34
7N	41+74.42	-1.66	610.24	610.37
7P	41+84.42	-1.66	610.29	610.40
7Q	41+94.42	-1.66	610.34	610.42
7R	42+04.42	-1.66	610.39	610.45
7S	42+14.42	-1.66	610.44	610.47
7T	42+24.42	-1.66	610.49	610.50
CL. BRG. PIER 7	42+34.42	-1.66	610.54	610.54
8A	42+44.42	-1.66	610.59	610.58
8B	42+54.42	-1.66	610.64	610.63
8C	42+64.42	-1.66	610.69	610.69
8D	42+74.42	-1.66	610.74	610.75
8E	42+84.42	-1.66	610.79	610.81
8F	42+94.42	-1.66	610.84	610.86
8G	43+04.42	-1.66	610.89	610.92
8H	43+14.42	-1.66	610.94	610.97
8J	43+24.42	-1.66	610.99	611.02
8K	43+34.42	-1.66	611.04	611.06
8L	43+44.42	-1.66	611.09	611.10
CL. BRG. PIER 8	43+49.92	-1.66	611.12	611.12
CL. JT. & PIER 8	43+51.42	-1.66	611.13	611.13

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-024-Top of Slab Elevations Unit 3 (1 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 3 (1 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S24 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	913
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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P.G. E.B. I-74

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+59.88	0.00	608.68	608.68
CL. BRG. PIER 5	38+61.38	0.00	608.69	608.69
6A	38+71.38	0.00	608.74	608.81
6B	38+81.38	0.00	608.79	608.92
6C	38+91.38	0.00	608.84	609.03
6D	39+01.38	0.00	608.89	609.13
6E	39+11.38	0.00	608.94	609.22
6F	39+21.38	0.00	608.99	609.30
6G	39+31.38	0.00	609.04	609.37
6H	39+41.38	0.00	609.09	609.42
6J	39+51.38	0.00	609.14	609.46
6K	39+61.38	0.00	609.19	609.49
6L	39+71.38	0.00	609.24	609.51
6M	39+81.38	0.00	609.29	609.52
6N	39+91.38	0.00	609.35	609.52
6P	40+01.38	0.00	609.40	609.53
6Q	40+11.38	0.00	609.45	609.54
6R	40+21.38	0.00	609.50	609.50
6S	40+31.38	0.00	609.55	609.57
CL. BRG. PIER 6	40+44.88	0.00	609.62	609.62
7A	40+54.88	0.00	609.67	609.66
7B	40+64.88	0.00	609.72	609.72
7C	40+74.88	0.00	609.77	609.79
7D	40+84.88	0.00	609.82	609.86
7E	40+94.88	0.00	609.87	609.94
7F	41+04.88	0.00	609.92	610.02
7G	41+14.88	0.00	609.97	610.09
7H	41+24.88	0.00	610.02	610.16
7J	41+34.88	0.00	610.07	610.23
7K	41+44.88	0.00	610.12	610.28
7L	41+54.88	0.00	610.17	610.33
7M	41+64.88	0.00	610.22	610.37
7N	41+74.88	0.00	610.27	610.40
7P	41+84.88	0.00	610.32	610.43
7Q	41+94.88	0.00	610.37	610.46
7R	42+04.88	0.00	610.42	610.48
7S	42+14.88	0.00	610.47	610.51
7T	42+24.88	0.00	610.52	610.54
CL. BRG. PIER 7	42+34.88	0.00	610.57	610.57
8A	42+44.88	0.00	610.63	610.62
8B	42+54.88	0.00	610.68	610.67
8C	42+64.88	0.00	610.73	610.72
8D	42+74.88	0.00	610.78	610.78
8E	42+84.88	0.00	610.83	610.84
8F	42+94.88	0.00	610.88	610.90
8G	43+04.88	0.00	610.93	610.95
8H	43+14.88	0.00	610.98	611.00
8J	43+24.88	0.00	611.03	611.05
8K	43+34.88	0.00	611.08	611.10
8L	43+44.88	0.00	611.13	611.14
CL. BRG. PIER 8	43+50.38	0.00	611.16	611.16
CL. JT. & PIER 8	43+51.88	0.00	611.17	611.17

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+61.80	6.94	608.83	608.83
CL. BRG. PIER 5	38+63.30	6.94	608.84	608.84
6A	38+73.30	6.94	608.89	608.96
6B	38+83.30	6.94	608.94	609.07
6C	38+93.30	6.94	608.99	609.18
6D	39+03.30	6.94	609.04	609.28
6E	39+13.30	6.94	609.09	609.37
6F	39+23.30	6.94	609.14	609.45
6G	39+33.30	6.94	609.19	609.51
6H	39+43.30	6.94	609.24	609.57
6J	39+53.30	6.94	609.29	609.61
6K	39+63.30	6.94	609.34	609.64
6L	39+73.30	6.94	609.39	609.66
6M	39+83.30	6.94	609.44	609.67
6N	39+93.30	6.94	609.49	609.67
6P	40+03.30	6.94	609.54	609.68
6Q	40+13.30	6.94	609.59	609.69
6R	40+23.30	6.94	609.65	609.70
6S	40+33.30	6.94	609.70	609.72
CL. BRG. PIER 6	40+46.80	6.94	609.76	609.76
7A	40+56.80	6.94	609.81	609.81
7B	40+66.80	6.94	609.86	609.87
7C	40+76.80	6.94	609.92	609.94
7D	40+86.80	6.94	609.97	610.01
7E	40+96.80	6.94	610.02	610.09
7F	41+06.80	6.94	610.07	610.17
7G	41+16.80	6.94	610.12	610.24
7H	41+26.80	6.94	610.17	610.31
7J	41+36.80	6.94	610.22	610.38
7K	41+46.80	6.94	610.27	610.43
7L	41+56.80	6.94	610.32	610.48
7M	41+66.80	6.94	610.37	610.52
7N	41+76.80	6.94	610.42	610.55
7P	41+86.80	6.94	610.47	610.58
7Q	41+96.80	6.94	610.52	610.61
7R	42+06.80	6.94	610.57	610.63
7S	42+16.80	6.94	610.62	610.66
7T	42+26.80	6.94	610.67	610.69
CL. BRG. PIER 7	42+36.80	6.94	610.72	610.72
8A	42+46.80	6.94	610.77	610.77
8B	42+56.80	6.94	610.82	610.82
8C	42+66.80	6.94	610.87	610.87
8D	42+76.80	6.94	610.93	610.93
8E	42+86.80	6.94	610.98	610.99
8F	42+96.80	6.94	611.03	611.05
8G	43+06.80	6.94	611.08	611.10
8H	43+16.80	6.94	611.13	611.15
8J	43+26.80	6.94	611.18	611.20
8K	43+36.80	6.94	611.23	611.24
8L	43+46.80	6.94	611.28	611.28
CL. BRG. PIER 8	43+52.30	6.94	611.31	611.31
CL. JT. & PIER 8	43+53.80	6.94	611.31	611.31

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+64.19	15.53	608.87	608.87
CL. BRG. PIER 5	38+65.69	15.53	608.88	608.88
6A	38+75.69	15.53	608.93	609.00
6B	38+85.69	15.53	608.98	609.12
6C	38+95.69	15.53	609.03	609.22
6D	39+05.69	15.53	609.08	609.32
6E	39+15.69	15.53	609.13	609.41
6F	39+25.69	15.53	609.18	609.49
6G	39+35.69	15.53	609.23	609.56
6H	39+45.69	15.53	609.28	609.61
6J	39+55.69	15.53	609.33	609.65
6K	39+65.69	15.53	609.38	609.68
6L	39+75.69	15.53	609.44	609.70
6M	39+85.69	15.53	609.49	609.71
6N	39+95.69	15.53	609.54	609.72
6P	40+05.69	15.53	609.59	609.72
6Q	40+15.69	15.53	609.64	609.73
6R	40+25.69	15.53	609.69	609.74
6S	40+35.69	15.53	609.74	609.76
CL. BRG. PIER 6	40+49.19	15.53	609.81	609.81
7A	40+59.19	15.53	609.86	609.85
7B	40+69.19	15.53	609.91	609.91
7C	40+79.19	15.53	609.96	609.98
7D	40+89.19	15.53	610.01	610.05
7E	40+99.19	15.53	610.06	610.13
7F	41+09.19	15.53	610.11	610.21
7G	41+19.19	15.53	610.16	610.29
7H	41+29.19	15.53	610.21	610.36
7J	41+39.19	15.53	610.26	610.42
7K	41+49.19	15.53	610.31	610.47
7L	41+59.19	15.53	610.36	610.52
7M	41+69.19	15.53	610.41	610.56
7N	41+79.19	15.53	610.46	610.60
7P	41+89.19	15.53	610.51	610.62
7Q	41+99.19	15.53	610.56	610.65
7R	42+09.19	15.53	610.61	610.67
7S	42+19.19	15.53	610.67	610.70
7T	42+29.19	15.53	610.72	610.73
CL. BRG. PIER 7	42+39.19	15.53	610.77	610.77
8A	42+49.19	15.53	610.82	610.81
8B	42+59.19	15.53	610.87	610.86
8C	42+69.19	15.53	610.92	610.92
8D	42+79.19	15.53	610.97	610.97
8E	42+89.19	15.53	611.02	611.03
8F	42+99.19	15.53	611.07	611.09
8G	43+09.19	15.53	611.12	611.14
8H	43+19.19	15.53	611.17	611.20
8J	43+29.19	15.53	611.22	611.24
8K	43+39.19	15.53	611.27	611.29
8L	43+49.19	15.53	611.32	611.33
CL. BRG. PIER 8	43+54.69	15.53	611.35	611.35
CL. JT. & PIER 8	43+56.19	15.53	611.36	611.36

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-025-Top of Slab Elevations Unit 3 (2 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 3 (2 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S25 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	914
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

1/18/2017 11:45:58 AM c:\pwise_work\do_not_delete\dms02467\081-0178-C00AB-025-Top of Slab Elevations Unit 3 (2 of 4).dgn

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+66.57	24.13	608.71	608.71
CL. BRG. PIER 5	38+68.07	24.13	608.72	608.72
6A	38+78.07	24.13	608.77	608.84
6B	38+88.07	24.13	608.82	608.96
6C	38+98.07	24.13	608.87	609.07
6D	39+08.07	24.13	608.92	609.16
6E	39+18.07	24.13	608.97	609.25
6F	39+28.07	24.13	609.02	609.33
6G	39+38.07	24.13	609.07	609.40
6H	39+48.07	24.13	609.12	609.45
6J	39+58.07	24.13	609.17	609.49
6K	39+68.07	24.13	609.23	609.52
6L	39+78.07	24.13	609.28	609.54
6M	39+88.07	24.13	609.33	609.55
6N	39+98.07	24.13	609.38	609.56
6P	40+08.07	24.13	609.43	609.56
6Q	40+18.07	24.13	609.48	609.57
6R	40+28.07	24.13	609.53	609.58
6S	40+38.07	24.13	609.58	609.60
CL. BRG. PIER 6	40+51.57	24.13	609.65	609.65
7A	40+61.57	24.13	609.70	609.70
7B	40+71.57	24.13	609.75	609.75
7C	40+81.57	24.13	609.80	609.82
7D	40+91.57	24.13	609.85	609.89
7E	41+01.57	24.13	609.90	609.97
7F	41+11.57	24.13	609.95	610.05
7G	41+21.57	24.13	610.00	610.13
7H	41+31.57	24.13	610.05	610.20
7J	41+41.57	24.13	610.10	610.26
7K	41+51.57	24.13	610.15	610.31
7L	41+61.57	24.13	610.20	610.36
7M	41+71.57	24.13	610.25	610.40
7N	41+81.57	24.13	610.30	610.44
7P	41+91.57	24.13	610.35	610.46
7Q	42+01.57	24.13	610.40	610.49
7R	42+11.57	24.13	610.45	610.51
7S	42+21.57	24.13	610.51	610.54
7T	42+31.57	24.13	610.56	610.57
CL. BRG. PIER 7	42+41.57	24.13	610.61	610.61
8A	42+51.57	24.13	610.66	610.65
8B	42+61.57	24.13	610.71	610.70
8C	42+71.57	24.13	610.76	610.76
8D	42+81.57	24.13	610.81	610.81
8E	42+91.57	24.13	610.86	610.87
8F	43+01.57	24.13	610.91	610.93
8G	43+11.57	24.13	610.96	610.98
8H	43+21.57	24.13	611.01	611.04
8J	43+31.57	24.13	611.06	611.08
8K	43+41.57	24.13	611.11	611.13
8L	43+51.57	24.13	611.16	611.17
CL. BRG. PIER 8	43+57.07	24.13	611.19	611.19
CL. JT. & PIER 8	43+58.57	24.13	611.20	611.20

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+68.95	32.72	608.55	608.55
CL. BRG. PIER 5	38+70.45	32.72	608.56	608.56
6A	38+80.45	32.72	608.61	608.68
6B	38+90.45	32.72	608.66	608.80
6C	39+00.45	32.72	608.71	608.91
6D	39+10.45	32.72	608.76	609.01
6E	39+20.45	32.72	608.81	609.09
6F	39+30.45	32.72	608.86	609.17
6G	39+40.45	32.72	608.91	609.24
6H	39+50.45	32.72	608.96	609.29
6J	39+60.45	32.72	609.01	609.33
6K	39+70.45	32.72	609.07	609.36
6L	39+80.45	32.72	609.12	609.38
6M	39+90.45	32.72	609.17	609.39
6N	40+00.45	32.72	609.22	609.40
6P	40+10.45	32.72	609.27	609.40
6Q	40+20.45	32.72	609.32	609.41
6R	40+30.45	32.72	609.37	609.42
6S	40+40.45	32.72	609.42	609.45
CL. BRG. PIER 6	40+53.95	32.72	609.49	609.49
7A	40+63.95	32.72	609.54	609.54
7B	40+73.95	32.72	609.59	609.59
7C	40+83.95	32.72	609.64	609.66
7D	40+93.95	32.72	609.69	609.73
7E	41+03.95	32.72	609.74	609.81
7F	41+13.95	32.72	609.79	609.89
7G	41+23.95	32.72	609.84	609.97
7H	41+33.95	32.72	609.89	610.04
7J	41+43.95	32.72	609.94	610.10
7K	41+53.95	32.72	609.99	610.16
7L	41+63.95	32.72	610.04	610.20
7M	41+73.95	32.72	610.09	610.24
7N	41+83.95	32.72	610.14	610.28
7P	41+93.95	32.72	610.19	610.30
7Q	42+03.95	32.72	610.24	610.33
7R	42+13.95	32.72	610.29	610.35
7S	42+23.95	32.72	610.35	610.38
7T	42+33.95	32.72	610.40	610.41
CL. BRG. PIER 7	42+43.95	32.72	610.45	610.45
8A	42+53.95	32.72	610.50	610.49
8B	42+63.95	32.72	610.55	610.54
8C	42+73.95	32.72	610.60	610.60
8D	42+83.95	32.72	610.65	610.65
8E	42+93.95	32.72	610.70	610.71
8F	43+03.95	32.72	610.75	610.77
8G	43+13.95	32.72	610.80	610.83
8H	43+23.95	32.72	610.85	610.88
8J	43+33.95	32.72	610.90	610.92
8K	43+43.95	32.72	610.95	610.97
8L	43+53.95	32.72	611.00	611.01
CL. BRG. PIER 8	43+59.45	32.72	611.03	611.03
CL. JT. & PIER 8	43+60.95	32.72	611.04	611.04

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+71.34	41.31	608.39	608.39
CL. BRG. PIER 5	38+72.84	41.31	608.40	608.40
6A	38+82.84	41.31	608.45	608.52
6B	38+92.84	41.31	608.50	608.63
6C	39+02.84	41.31	608.55	608.74
6D	39+12.84	41.31	608.60	608.84
6E	39+22.84	41.31	608.65	608.93
6F	39+32.84	41.31	608.70	609.00
6G	39+42.84	41.31	608.75	609.07
6H	39+52.84	41.31	608.80	609.12
6J	39+62.84	41.31	608.85	609.16
6K	39+72.84	41.31	608.91	609.19
6L	39+82.84	41.31	608.96	609.22
6M	39+92.84	41.31	609.01	609.23
6N	40+02.84	41.31	609.06	609.24
6P	40+12.84	41.31	609.11	609.24
6Q	40+22.84	41.31	609.16	609.25
6R	40+32.84	41.31	609.21	609.27
6S	40+42.84	41.31	609.26	609.29
CL. BRG. PIER 6	40+56.34	41.31	609.33	609.33
7A	40+66.34	41.31	609.38	609.37
7B	40+76.34	41.31	609.43	609.43
7C	40+86.34	41.31	609.48	609.49
7D	40+96.34	41.31	609.53	609.56
7E	41+06.34	41.31	609.58	609.63
7F	41+16.34	41.31	609.63	609.71
7G	41+26.34	41.31	609.68	609.78
7H	41+36.34	41.31	609.73	609.85
7J	41+46.34	41.31	609.78	609.91
7K	41+56.34	41.31	609.83	609.97
7L	41+66.34	41.31	609.88	610.02
7M	41+76.34	41.31	609.93	610.06
7N	41+86.34	41.31	609.98	610.09
7P	41+96.34	41.31	610.03	610.13
7Q	42+06.34	41.31	610.08	610.16
7R	42+16.34	41.31	610.14	610.18
7S	42+26.34	41.31	610.19	610.22
7T	42+36.34	41.31	610.24	610.25
CL. BRG. PIER 7	42+46.34	41.31	610.29	610.29
8A	42+56.34	41.31	610.34	610.33
8B	42+66.34	41.31	610.39	610.38
8C	42+76.34	41.31	610.44	610.43
8D	42+86.34	41.31	610.49	610.49
8E	42+96.34	41.31	610.54	610.55
8F	43+06.34	41.31	610.59	610.60
8G	43+16.34	41.31	610.64	610.66
8H	43+26.34	41.31	610.69	610.71
8J	43+36.34	41.31	610.74	610.76
8K	43+46.34	41.31	610.79	610.80
8L	43+56.34	41.31	610.84	610.85
CL. BRG. PIER 8	43+61.84	41.31	610.87	610.87
CL. JT. & PIER 8	43+63.34	41.31	610.88	610.88

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-026-Top of Slab Elevations Unit 3 (3 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 3 (3 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S26 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	915
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+73.57	49.36	608.24	608.24
CL. BRG. PIER 5	38+75.07	49.35	608.25	608.25
6A	38+85.07	49.28	608.30	608.37
6B	38+95.07	49.21	608.35	608.48
6C	39+05.07	49.14	608.41	608.59
6D	39+15.07	49.07	608.46	608.69
6E	39+25.07	49.00	608.51	608.78
6F	39+35.07	48.93	608.56	608.86
6G	39+45.07	48.85	608.61	608.92
6H	39+55.07	48.78	608.67	608.98
6J	39+65.07	48.71	608.72	609.02
6K	39+75.07	48.64	608.77	609.05
6L	39+85.06	48.57	608.82	609.08
6M	39+95.06	48.50	608.87	609.09
6N	40+05.06	48.43	608.93	609.10
6P	40+15.06	48.36	608.98	609.11
6Q	40+25.06	48.28	609.03	609.13
6R	40+35.06	48.21	609.08	609.14
6S	40+45.06	48.14	609.13	609.16
CL. BRG. PIER 6	40+58.21	48.05	609.20	609.20
7A	40+68.21	47.98	609.25	609.25
7B	40+78.21	47.91	609.31	609.30
7C	40+88.20	47.83	609.36	609.36
7D	40+98.20	47.76	609.41	609.43
7E	41+08.20	47.69	609.46	609.50
7F	41+18.20	47.62	609.51	609.57
7G	41+28.20	47.55	609.57	609.64
7H	41+38.20	47.48	609.62	609.71
7J	41+48.20	47.41	609.67	609.77
7K	41+58.20	47.34	609.72	609.83
7L	41+68.20	47.26	609.77	609.88
7M	41+78.20	47.19	609.82	609.93
7N	41+88.20	47.12	609.88	609.97
7P	41+98.20	47.05	609.93	610.00
7Q	42+08.20	46.98	609.98	610.04
7R	42+18.20	46.91	610.03	610.07
7S	42+28.20	46.84	610.08	610.11
7T	42+38.20	46.77	610.14	610.15
CL. BRG. PIER 7	42+47.83	46.70	610.19	610.19
8A	42+57.83	46.63	610.24	610.23
8B	42+67.83	46.55	610.29	610.28
8C	42+77.83	46.48	610.34	610.34
8D	42+87.83	46.41	610.39	610.39
8E	42+97.83	46.34	610.45	610.45
8F	43+07.83	46.27	610.50	610.51
8G	43+17.83	46.20	610.55	610.56
8H	43+27.83	46.13	610.60	610.62
8J	43+37.83	46.06	610.65	610.67
8K	43+47.83	45.98	610.71	610.71
8L	43+57.83	45.91	610.76	610.76
CL. BRG. PIER 8	43+63.10	45.88	610.78	610.78
CL. JT. & PIER 8	43+64.60	45.86	610.79	610.79

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 5	38+75.80	57.42	608.09	608.09
CL. BRG. PIER 5	38+77.30	57.40	608.10	608.10
6A	38+87.30	57.25	608.15	608.22
6B	38+97.30	57.11	608.21	608.34
6C	39+07.30	56.97	608.26	608.45
6D	39+17.30	56.82	608.31	608.55
6E	39+27.30	56.68	608.37	608.64
6F	39+37.30	56.54	608.42	608.72
6G	39+47.30	56.40	608.47	608.79
6H	39+57.29	56.25	608.53	608.84
6J	39+67.29	56.11	608.58	608.89
6K	39+77.29	55.97	608.63	608.92
6L	39+87.29	55.82	608.69	608.94
6M	39+97.29	55.68	608.74	608.96
6N	40+07.29	55.54	608.79	608.97
6P	40+17.29	55.40	608.85	608.98
6Q	40+27.29	55.25	608.90	608.99
6R	40+37.28	55.11	608.95	609.01
6S	40+47.28	54.97	609.01	609.03
CL. BRG. PIER 6	40+60.07	54.78	609.08	609.08
7A	40+70.07	54.64	609.13	609.12
7B	40+80.07	54.50	609.18	609.18
7C	40+90.07	54.36	609.24	609.25
7D	41+00.07	54.21	609.29	609.32
7E	41+10.07	54.07	609.34	609.39
7F	41+20.07	53.93	609.40	609.47
7G	41+30.06	53.78	609.45	609.55
7H	41+40.06	53.64	609.50	609.62
7J	41+50.06	53.50	609.56	609.68
7K	41+60.06	53.36	609.61	609.74
7L	41+70.06	53.21	609.66	609.79
7M	41+80.06	53.07	609.72	609.84
7N	41+90.06	52.93	609.77	609.88
7P	42+00.06	52.79	609.82	609.91
7Q	42+10.05	52.64	609.88	609.95
7R	42+20.05	52.50	609.93	609.98
7S	42+30.05	52.36	609.98	610.01
7T	42+40.05	52.21	610.04	610.05
CL. BRG. PIER 7	42+49.32	52.08	610.09	610.09
8A	42+59.32	51.94	610.14	610.13
8B	42+69.32	51.80	610.19	610.19
8C	42+79.32	51.65	610.25	610.24
8D	42+89.32	51.51	610.30	610.30
8E	42+99.32	51.37	610.35	610.36
8F	43+09.32	51.22	610.41	610.42
8G	43+19.32	51.08	610.46	610.48
8H	43+29.31	50.94	610.51	610.53
8J	43+39.31	50.80	610.57	610.58
8K	43+49.31	50.65	610.62	610.63
8L	43+59.31	50.51	610.67	610.68
CL. BRG. PIER 8	43+64.36	50.44	610.70	610.70
CL. JT. & PIER 8	43+65.86	50.42	610.71	610.71

NOTE:
Offsets measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

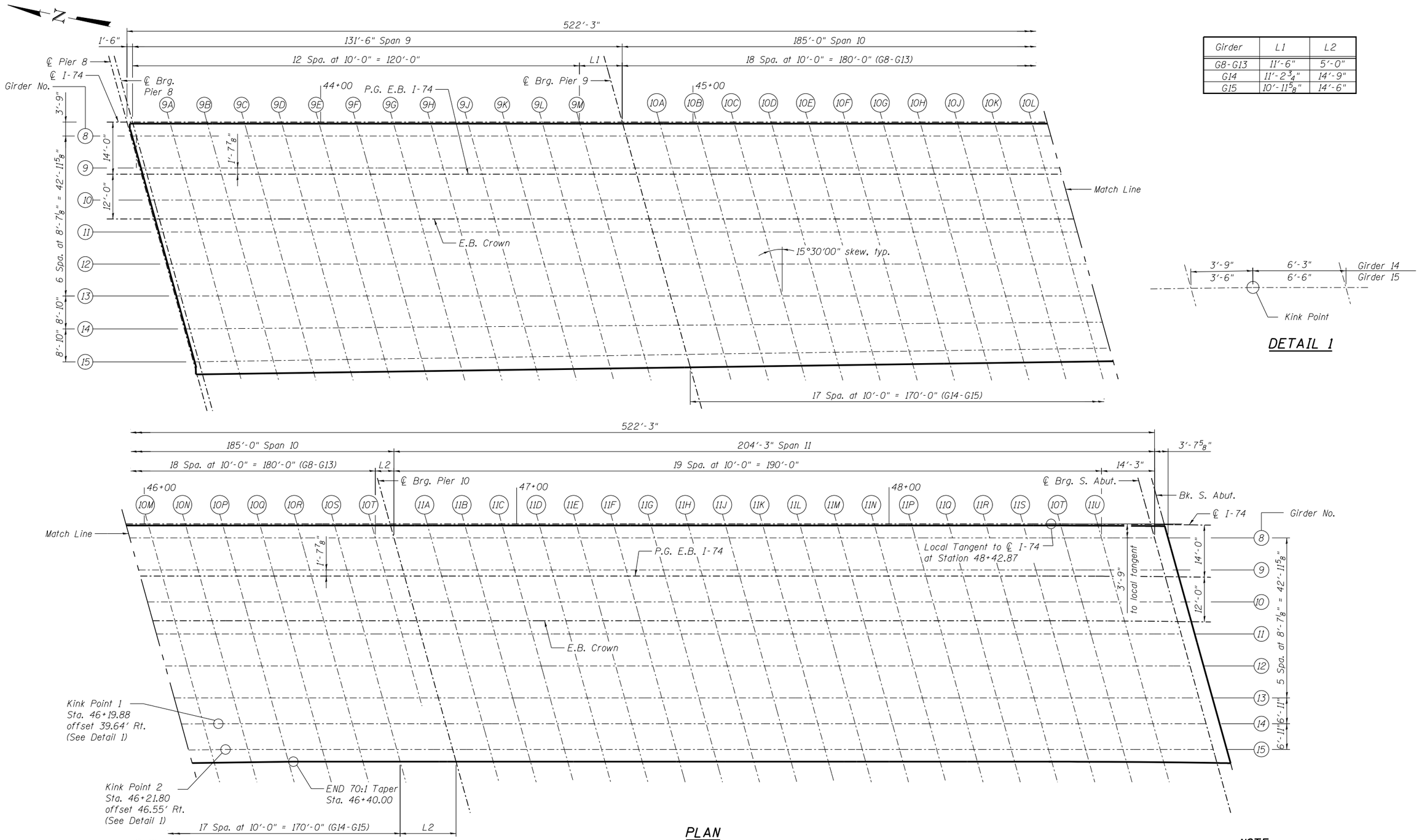
FILE NAME = 081-0178-C00AB-027-Top of Slab Elevations Unit 3 (4 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 3 (4 of 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S27 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	916
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

1/18/2017 11:46:06 AM c:\pwise_work\do_not_delete\dms02467\081-0178-C00AB-027-Top of Slab Elevations Unit 3 (4 of 4).dgn



PLAN

Girder	L1	L2
G8-G13	11'-6"	5'-0"
G14	11'-2 3/4"	14'-9"
G15	10'-11 5/8"	14'-6"

DETAIL 1

NOTE:

1. Girder Spacing measured at ℄ of Piers.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

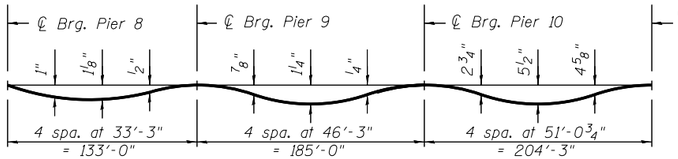
FILE NAME = 081-0178-C00AB-028-Deck Elevation Plan Unit 4.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AAY	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AAY/AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATION PLAN UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S28 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	917
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

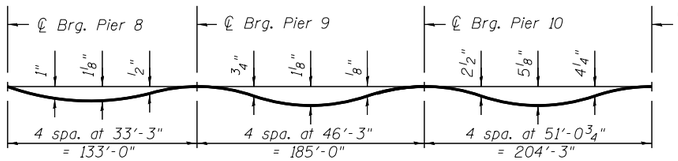
1/18/2017 11:46:14 AM c:\pwise_work\do_not_delete\dms02467\081-0178-C00AB-028-Deck Elevation Plan Unit 4.dgn



GIRDERS 8 THRU 12 DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

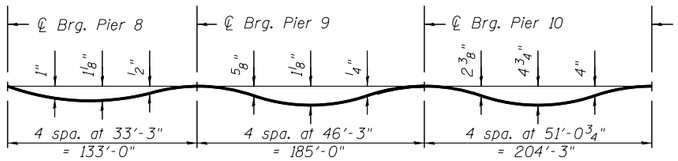
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S29 thru S31.



GIRDER 13 DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

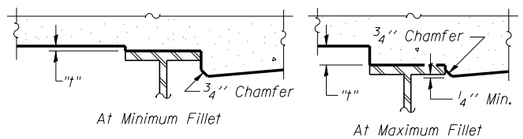
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet S31.



GIRDER 14 & 15 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 as shown on sheets S31 thru S32.



At Minimum Fillet — At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+49.04	-10.25	610.94	610.94
CL. BRG. PIER 8	43+50.54	-10.25	610.95	610.95
9A	43+60.54	-10.25	611.00	611.03
9B	43+70.54	-10.25	611.05	611.11
9C	43+80.54	-10.25	611.10	611.17
9D	43+90.54	-10.25	611.15	611.24
9E	44+00.54	-10.25	611.20	611.30
9F	44+10.54	-10.25	611.25	611.35
9G	44+20.54	-10.25	611.30	611.39
9H	44+30.54	-10.25	611.35	611.43
9J	44+40.54	-10.25	611.40	611.46
9K	44+50.54	-10.25	611.46	611.49
9L	44+60.54	-10.25	611.51	611.53
9M	44+70.54	-10.25	611.56	611.56
CL. BRG. PIER 9	44+82.04	-10.25	611.61	611.61
10A	44+92.04	-10.25	611.66	611.67
10B	45+02.04	-10.25	611.72	611.73
10C	45+12.04	-10.25	611.77	611.80
10D	45+22.04	-10.25	611.82	611.88
10E	45+32.04	-10.25	611.88	611.96
10F	45+42.04	-10.25	611.94	612.03
10G	45+52.04	-10.25	612.01	612.11
10H	45+62.04	-10.25	612.07	612.18
10J	45+72.04	-10.25	612.15	612.25
10K	45+82.04	-10.25	612.22	612.31
10L	45+92.04	-10.25	612.29	612.37
10M	46+02.04	-10.25	612.37	612.42
10N	46+12.04	-10.25	612.46	612.48
10P	46+22.04	-10.25	612.54	612.55
10Q	46+32.04	-10.25	612.63	612.62
10R	46+42.04	-10.25	612.72	612.70
10S	46+52.04	-10.25	612.81	612.80
10T	46+62.04	-10.25	612.91	612.90
CL. BRG. PIER 10	46+67.04	-10.25	612.96	612.96
11A	46+77.04	-10.25	613.06	613.09
11B	46+87.04	-10.25	613.16	613.23
11C	46+97.04	-10.25	613.27	613.38
11D	47+07.04	-10.25	613.38	613.55
11E	47+17.04	-10.25	613.49	613.72
11F	47+27.04	-10.25	613.61	613.89
11G	47+37.04	-10.25	613.73	614.07
11H	47+47.04	-10.25	613.85	614.24
11J	47+57.04	-10.25	613.97	614.41
11K	47+67.04	-10.25	614.10	614.56
11L	47+77.04	-10.25	614.23	614.71
11M	47+87.04	-10.25	614.36	614.85
11N	47+97.04	-10.25	614.50	614.97
11P	48+07.04	-10.25	614.64	615.08
11Q	48+17.04	-10.25	614.78	615.19
11R	48+27.04	-10.25	614.93	615.28
11S	48+37.04	-10.25	615.08	615.36
11T	48+47.05	-10.25	615.23	615.44
11U	48+57.06	-10.28	615.38	615.51
CL. BRG. S. Abut.	48+71.33	-10.38	615.60	615.60
BK. S. Abut.	48+74.96	-10.42	615.66	615.66

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+51.42	-1.66	611.13	611.13
CL. BRG. PIER 8	43+52.92	-1.66	611.13	611.13
9A	43+62.92	-1.66	611.18	611.21
9B	43+72.92	-1.66	611.24	611.29
9C	43+82.92	-1.66	611.29	611.36
9D	43+92.92	-1.66	611.34	611.42
9E	44+02.92	-1.66	611.39	611.48
9F	44+12.92	-1.66	611.44	611.53
9G	44+22.92	-1.66	611.49	611.57
9H	44+32.92	-1.66	611.54	611.61
9J	44+42.92	-1.66	611.59	611.64
9K	44+52.92	-1.66	611.64	611.68
9L	44+62.92	-1.66	611.69	611.71
9M	44+72.92	-1.66	611.74	611.75
CL. BRG. PIER 9	44+84.42	-1.66	611.80	611.80
10A	44+94.42	-1.66	611.85	611.85
10B	45+04.42	-1.66	611.90	611.92
10C	45+14.42	-1.66	611.95	611.99
10D	45+24.42	-1.66	612.01	612.06
10E	45+34.42	-1.66	612.07	612.14
10F	45+44.42	-1.66	612.13	612.22
10G	45+54.42	-1.66	612.20	612.30
10H	45+64.42	-1.66	612.26	612.37
10J	45+74.42	-1.66	612.33	612.44
10K	45+84.42	-1.66	612.41	612.50
10L	45+94.42	-1.66	612.48	612.56
10M	46+04.42	-1.66	612.56	612.62
10N	46+14.42	-1.66	612.65	612.68
10P	46+24.42	-1.66	612.73	612.75
10Q	46+34.42	-1.66	612.82	612.82
10R	46+44.42	-1.66	612.91	612.90
10S	46+54.42	-1.66	613.01	612.99
10T	46+64.42	-1.66	613.10	613.10
CL. BRG. PIER 10	46+69.42	-1.66	613.15	613.15
11A	46+79.42	-1.66	613.26	613.28
11B	46+89.42	-1.66	613.36	613.42
11C	46+99.42	-1.66	613.47	613.58
11D	47+09.42	-1.66	613.58	613.74
11E	47+19.42	-1.66	613.69	613.91
11F	47+29.42	-1.66	613.81	614.09
11G	47+39.42	-1.66	613.93	614.26
11H	47+49.42	-1.66	614.05	614.44
11J	47+59.42	-1.66	614.18	614.60
11K	47+69.42	-1.66	614.30	614.76
11L	47+79.42	-1.66	614.43	614.90
11M	47+89.42	-1.66	614.57	615.04
11N	47+99.42	-1.66	614.71	615.17
11P	48+09.42	-1.66	614.85	615.28
11Q	48+19.42	-1.66	614.99	615.39
11R	48+29.42	-1.66	615.13	615.48
11S	48+39.42	-1.66	615.28	615.56
11T	48+49.45	-1.66	615.44	615.64
11U	48+59.49	-1.70	615.59	615.71
CL. BRG. S. Abut.	48+73.80	-1.82	615.81	615.81
BK. S. Abut.	48+77.45	-1.85	615.87	615.87

NOTE:

1. Offset measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-029-Top of Slab Elevations Unit 4 (1 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AAY/AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AAY/AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 4 (1 OF 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S29 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	918
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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P.G. EB I-74

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+51.88	0.00	611.16	611.16
CL. BRG. PIER 8	43+53.38	0.00	611.17	611.17
9A	43+63.38	0.00	611.22	611.25
9B	43+73.38	0.00	611.27	611.32
9C	43+83.38	0.00	611.32	611.39
9D	43+93.38	0.00	611.37	611.46
9E	44+03.38	0.00	611.42	611.52
9F	44+13.38	0.00	611.47	611.57
9G	44+23.38	0.00	611.52	611.61
9H	44+33.38	0.00	611.57	611.65
9J	44+43.38	0.00	611.62	611.68
9K	44+53.38	0.00	611.67	611.71
9L	44+63.38	0.00	611.73	611.75
9M	44+73.38	0.00	611.78	611.78
CL. BRG. PIER 9	44+84.88	0.00	611.83	611.83
10A	44+94.88	0.00	611.88	611.89
10B	45+04.88	0.00	611.93	611.95
10C	45+14.88	0.00	611.99	612.02
10D	45+24.88	0.00	612.04	612.10
10E	45+34.88	0.00	612.10	612.18
10F	45+44.88	0.00	612.17	612.26
10G	45+54.88	0.00	612.23	612.33
10H	45+64.88	0.00	612.30	612.41
10J	45+74.88	0.00	612.37	612.48
10K	45+84.88	0.00	612.44	612.54
10L	45+94.88	0.00	612.52	612.60
10M	46+04.88	0.00	612.60	612.66
10N	46+14.88	0.00	612.68	612.72
10P	46+24.88	0.00	612.77	612.78
10Q	46+34.88	0.00	612.86	612.86
10R	46+44.88	0.00	612.95	612.94
10S	46+54.88	0.00	613.04	613.03
10T	46+64.88	0.00	613.14	613.14
CL. BRG. PIER 10	46+69.88	0.00	613.19	613.19
11A	46+79.88	0.00	613.29	613.32
11B	46+89.88	0.00	613.40	613.46
11C	46+99.88	0.00	613.51	613.61
11D	47+09.88	0.00	613.62	613.78
11E	47+19.88	0.00	613.73	613.95
11F	47+29.88	0.00	613.85	614.13
11G	47+39.88	0.00	613.97	614.30
11H	47+49.88	0.00	614.09	614.47
11J	47+59.88	0.00	614.21	614.64
11K	47+69.88	0.00	614.34	614.80
11L	47+79.88	0.00	614.47	614.94
11M	47+89.88	0.00	614.61	615.08
11N	47+99.88	0.00	614.75	615.21
11P	48+09.88	0.00	614.89	615.32
11Q	48+19.88	0.00	615.03	615.43
11R	48+29.88	0.00	615.17	615.52
11S	48+39.88	0.00	615.32	615.60
11T	48+49.88	0.00	615.47	615.68
11U	48+59.88	0.00	615.63	615.76
CL. BRG. S. Abut.	48+74.32	0.00	615.86	615.86
BK. S. Abut.	48+77.98	0.00	615.92	615.92

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+53.80	6.94	611.31	611.31
CL. BRG. PIER 8	43+55.30	6.94	611.32	611.32
9A	43+65.30	6.94	611.37	611.40
9B	43+75.30	6.94	611.42	611.47
9C	43+85.30	6.94	611.47	611.54
9D	43+95.30	6.94	611.52	611.61
9E	44+05.30	6.94	611.57	611.67
9F	44+15.30	6.94	611.62	611.72
9G	44+25.30	6.94	611.67	611.76
9H	44+35.30	6.94	611.72	611.80
9J	44+45.30	6.94	611.77	611.83
9K	44+55.30	6.94	611.82	611.86
9L	44+65.30	6.94	611.87	611.89
9M	44+75.30	6.94	611.92	611.93
CL. BRG. PIER 9	44+86.80	6.94	611.98	611.98
10A	44+96.80	6.94	612.03	612.04
10B	45+06.80	6.94	612.08	612.10
10C	45+16.80	6.94	612.14	612.17
10D	45+26.80	6.94	612.19	612.25
10E	45+36.80	6.94	612.25	612.33
10F	45+46.80	6.94	612.32	612.41
10G	45+56.80	6.94	612.38	612.49
10H	45+66.80	6.94	612.45	612.56
10J	45+76.80	6.94	612.52	612.63
10K	45+86.80	6.94	612.60	612.69
10L	45+96.80	6.94	612.68	612.75
10M	46+06.80	6.94	612.76	612.81
10N	46+16.80	6.94	612.84	612.87
10P	46+26.80	6.94	612.93	612.94
10Q	46+36.80	6.94	613.01	613.01
10R	46+46.80	6.94	613.08	613.07
10S	46+56.80	6.94	613.15	613.13
10T	46+66.80	6.94	613.22	613.21
CL. BRG. PIER 10	46+71.80	6.94	613.26	613.26
11A	46+81.80	6.94	613.33	613.36
11B	46+91.80	6.94	613.41	613.47
11C	47+01.80	6.94	613.49	613.60
11D	47+11.80	6.94	613.58	613.74
11E	47+21.80	6.94	613.66	613.89
11F	47+31.80	6.94	613.76	614.04
11G	47+41.80	6.94	613.85	614.19
11H	47+51.80	6.94	613.96	614.35
11J	47+61.80	6.94	614.08	614.51
11K	47+71.80	6.94	614.20	614.66
11L	47+81.80	6.94	614.32	614.80
11M	47+91.80	6.94	614.45	614.93
11N	48+01.80	6.94	614.58	615.05
11P	48+11.80	6.94	614.71	615.15
11Q	48+21.80	6.94	614.85	615.25
11R	48+31.80	6.94	614.98	615.33
11S	48+41.80	6.94	615.12	615.41
11T	48+51.87	6.92	615.27	615.48
11U	48+61.94	6.88	615.42	615.54
CL. BRG. S. Abut.	48+76.29	6.75	615.64	615.64
BK. S. Abut.	48+79.95	6.71	615.70	615.70

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+56.19	15.53	611.35	611.35
CL. BRG. PIER 8	43+57.69	15.53	611.36	611.36
9A	43+67.69	15.53	611.41	611.44
9B	43+77.69	15.53	611.46	611.52
9C	43+87.69	15.53	611.51	611.59
9D	43+97.69	15.53	611.56	611.65
9E	44+07.69	15.53	611.61	611.71
9F	44+17.69	15.53	611.66	611.76
9G	44+27.69	15.53	611.71	611.80
9H	44+37.69	15.53	611.76	611.84
9J	44+47.69	15.53	611.82	611.87
9K	44+57.69	15.53	611.87	611.90
9L	44+67.69	15.53	611.92	611.94
9M	44+77.69	15.53	611.97	611.97
CL. BRG. PIER 9	44+89.19	15.53	612.02	612.02
10A	44+99.19	15.53	612.08	612.08
10B	45+09.19	15.53	612.13	612.14
10C	45+19.19	15.53	612.18	612.22
10D	45+29.19	15.53	612.24	612.29
10E	45+39.19	15.53	612.30	612.37
10F	45+49.19	15.53	612.36	612.45
10G	45+59.19	15.53	612.43	612.53
10H	45+69.19	15.53	612.50	612.61
10J	45+79.19	15.53	612.57	612.68
10K	45+89.19	15.53	612.65	612.74
10L	45+99.19	15.53	612.72	612.80
10M	46+09.19	15.53	612.81	612.86
10N	46+19.19	15.53	612.89	612.92
10P	46+29.19	15.53	612.98	612.99
10Q	46+39.19	15.53	613.06	613.05
10R	46+49.19	15.53	613.10	613.09
10S	46+59.19	15.53	613.15	613.14
10T	46+69.19	15.53	613.20	613.20
CL. BRG. PIER 10	46+74.19	15.53	613.23	613.23
11A	46+84.19	15.53	613.29	613.32
11B	46+94.19	15.53	613.35	613.41
11C	47+04.19	15.53	613.41	613.52
11D	47+14.19	15.53	613.48	613.64
11E	47+24.19	15.53	613.55	613.77
11F	47+34.19	15.53	613.62	613.90
11G	47+44.19	15.53	613.70	614.04
11H	47+54.19	15.53	613.81	614.19
11J	47+64.19	15.53	613.91	614.34
11K	47+74.19	15.53	614.02	614.48
11L	47+84.19	15.53	614.13	614.61
11M	47+94.19	15.53	614.25	614.73
11N	48+04.19	15.53	614.37	614.84
11P	48+14.19	15.53	614.49	614.93
11Q	48+24.19	15.53	614.61	615.02
11R	48+34.19	15.53	614.74	615.09
11S	48+44.21	15.53	614.87	615.16
11T	48+54.30	15.51	615.01	615.22
11U	48+64.40	15.45	615.15	615.27
CL. BRG. S. Abut.	48+78.79	15.32	615.35	615.35
BK. S. Abut.	48+82.46	15.27	615.41	615.41

NOTE:

1. Offset measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00A8-030-Top of Slab Elevations Unit 4 (2 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK/AAY	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK/AAY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 4 (2 OF 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S30 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	919
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+58.57	24.13	611.19	611.19
CL. BRG. PIER 8	43+60.07	24.13	611.20	611.20
9A	43+70.07	24.13	611.25	611.28
9B	43+80.07	24.13	611.30	611.36
9C	43+90.07	24.13	611.35	611.43
9D	44+00.07	24.13	611.40	611.49
9E	44+10.07	24.13	611.45	611.55
9F	44+20.07	24.13	611.50	611.60
9G	44+30.07	24.13	611.55	611.64
9H	44+40.07	24.13	611.60	611.68
9J	44+50.07	24.13	611.66	611.71
9K	44+60.07	24.13	611.71	611.74
9L	44+70.07	24.13	611.76	611.78
9M	44+80.07	24.13	611.81	611.81
CL. BRG. PIER 9	44+91.57	24.13	611.86	611.86
10A	45+01.57	24.13	611.92	611.92
10B	45+11.57	24.13	611.97	611.98
10C	45+21.57	24.13	612.02	612.06
10D	45+31.57	24.13	612.08	612.14
10E	45+41.57	24.13	612.14	612.22
10F	45+51.57	24.13	612.21	612.30
10G	45+61.57	24.13	612.27	612.38
10H	45+71.57	24.13	612.34	612.45
10J	45+81.57	24.13	612.42	612.52
10K	45+91.57	24.13	612.49	612.59
10L	46+01.57	24.13	612.57	612.65
10M	46+11.57	24.13	612.65	612.71
10N	46+21.57	24.13	612.74	612.77
10P	46+31.57	24.13	612.83	612.84
10Q	46+41.57	24.13	612.90	612.89
10R	46+51.57	24.13	612.94	612.93
10S	46+61.57	24.13	612.99	612.98
10T	46+71.57	24.13	613.05	613.04
CL. BRG. PIER 10	46+76.57	24.13	613.07	613.07
11A	46+86.57	24.13	613.13	613.16
11B	46+96.57	24.13	613.19	613.25
11C	47+06.57	24.13	613.26	613.36
11D	47+16.57	24.13	613.32	613.48
11E	47+26.57	24.13	613.39	613.61
11F	47+36.57	24.13	613.46	613.74
11G	47+46.57	24.13	613.55	613.88
11H	47+56.57	24.13	613.64	614.02
11J	47+66.57	24.13	613.74	614.16
11K	47+76.57	24.13	613.84	614.29
11L	47+86.57	24.13	613.94	614.40
11M	47+96.57	24.13	614.04	614.51
11N	48+06.57	24.13	614.15	614.61
11P	48+16.57	24.13	614.26	614.70
11Q	48+26.57	24.13	614.38	614.77
11R	48+36.57	24.13	614.49	614.84
11S	48+46.62	24.12	614.62	614.90
11T	48+56.75	24.09	614.74	614.95
11U	48+66.88	24.03	614.87	615.00
CL. BRG. S. Abut.	48+81.31	23.88	615.06	615.06
BK. S. Abut.	48+84.99	23.83	615.11	615.11

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+60.95	32.72	611.03	611.03
CL. BRG. PIER 8	43+62.45	32.72	611.04	611.04
9A	43+72.45	32.72	611.09	611.12
9B	43+82.45	32.72	611.14	611.20
9C	43+92.45	32.72	611.19	611.27
9D	44+02.45	32.72	611.24	611.34
9E	44+12.45	32.72	611.29	611.39
9F	44+22.45	32.72	611.34	611.44
9G	44+32.45	32.72	611.39	611.49
9H	44+42.45	32.72	611.45	611.52
9J	44+52.45	32.72	611.50	611.56
9K	44+62.45	32.72	611.55	611.59
9L	44+72.45	32.72	611.60	611.62
9M	44+82.45	32.72	611.65	611.66
CL. BRG. PIER 9	44+93.95	32.72	611.71	611.71
10A	45+03.95	32.72	611.76	611.76
10B	45+13.95	32.72	611.81	611.82
10C	45+23.95	32.72	611.87	611.89
10D	45+33.95	32.72	611.92	611.97
10E	45+43.95	32.72	611.99	612.05
10F	45+53.95	32.72	612.05	612.13
10G	45+63.95	32.72	612.12	612.21
10H	45+73.95	32.72	612.19	612.29
10J	45+83.95	32.72	612.26	612.36
10K	45+93.95	32.72	612.34	612.43
10L	46+03.95	32.72	612.42	612.49
10M	46+13.95	32.72	612.50	612.55
10N	46+23.95	32.72	612.59	612.62
10P	46+33.95	32.72	612.68	612.69
10Q	46+43.95	32.72	612.73	612.73
10R	46+53.95	32.72	612.78	612.77
10S	46+63.95	32.72	612.83	612.82
10T	46+73.95	32.72	612.89	612.88
CL. BRG. PIER 10	46+78.95	32.72	612.92	612.92
11A	46+88.95	32.72	612.97	613.00
11B	46+98.95	32.72	613.04	613.09
11C	47+08.95	32.72	613.10	613.20
11D	47+18.95	32.72	613.17	613.32
11E	47+28.95	32.72	613.24	613.44
11F	47+38.95	32.72	613.31	613.57
11G	47+48.95	32.72	613.39	613.70
11H	47+58.95	32.72	613.47	613.83
11J	47+68.95	32.72	613.56	613.95
11K	47+78.95	32.72	613.65	614.07
11L	47+88.95	32.72	613.74	614.17
11M	47+98.95	32.72	613.83	614.27
11N	48+08.95	32.72	613.93	614.36
11P	48+18.95	32.72	614.03	614.44
11Q	48+28.95	32.72	614.14	614.50
11R	48+38.95	32.72	614.24	614.56
11S	48+49.06	32.71	614.35	614.62
11T	48+59.21	32.67	614.47	614.66
11U	48+69.37	32.60	614.59	614.71
CL. BRG. S. Abut.	48+83.84	32.44	614.77	614.77
BK. S. Abut.	48+87.53	32.39	614.82	614.82

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+63.40	41.55	610.87	610.87
CL. BRG. PIER 8	43+64.90	41.54	610.88	610.88
9A	43+74.90	41.47	610.93	610.96
9B	43+84.90	41.39	610.98	611.04
9C	43+94.90	41.32	611.03	611.11
9D	44+04.90	41.24	611.08	611.18
9E	44+14.90	41.17	611.14	611.24
9F	44+24.90	41.09	611.19	611.29
9G	44+34.90	41.02	611.24	611.33
9H	44+44.90	40.94	611.29	611.37
9J	44+54.90	40.87	611.34	611.41
9K	44+64.90	40.79	611.40	611.44
9L	44+74.90	40.72	611.45	611.47
9M	44+84.90	40.65	611.50	611.51
CL. BRG. PIER 9	44+96.13	40.56	611.56	611.56
10A	45+06.13	40.49	611.61	611.61
10B	45+16.13	40.41	611.67	611.68
10C	45+26.13	40.34	611.73	611.75
10D	45+36.13	40.26	611.79	611.83
10E	45+46.13	40.19	611.85	611.91
10F	45+56.13	40.11	611.92	611.99
10G	45+66.13	40.04	611.99	612.07
10H	45+76.13	39.97	612.06	612.15
10J	45+86.13	39.89	612.14	612.23
10K	45+96.13	39.82	612.21	612.30
10L	46+06.13	39.74	612.30	612.37
10M	46+16.13	39.67	612.38	612.43
10N	46+26.12	39.64	612.47	612.50
10P	46+36.12	39.64	612.56	612.57
10Q	46+46.12	39.64	612.61	612.61
10R	46+56.12	39.64	612.65	612.65
10S	46+66.12	39.64	612.71	612.70
CL. BRG. PIER 10	46+80.87	39.64	612.79	612.79
11A	46+90.87	39.64	612.85	612.87
11B	47+00.87	39.64	612.91	612.96
11C	47+10.87	39.64	612.97	613.06
11D	47+20.87	39.64	613.04	613.18
11E	47+30.87	39.64	613.11	613.30
11F	47+40.87	39.64	613.19	613.43
11G	47+50.87	39.64	613.26	613.55
11H	47+60.87	39.64	613.33	613.67
11J	47+70.87	39.64	613.41	613.78
11K	47+80.87	39.64	613.49	613.89
11L	47+90.87	39.64	613.57	613.98
11M	48+00.87	39.64	613.66	614.07
11N	48+10.87	39.64	613.75	614.15
11P	48+20.87	39.64	613.84	614.22
11Q	48+30.87	39.64	613.94	614.29
11R	48+40.87	39.64	614.04	614.34
11S	48+51.02	39.63	614.14	614.39
11T	48+61.20	39.58	614.25	614.43
11U	48+71.39	39.50	614.36	614.47
CL. BRG. S. Abut.	48+85.89	39.33	614.53	614.53
BK. S. Abut.	48+89.59	39.28	614.57	614.57

NOTE:

1. Offset measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-031-Top of Slab Elevations Unit 4 (3 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK/AAY	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK/AAY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 4 (3 OF 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S31 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	920
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL. JT. & PIER 8	43+65.85	50.36	610.71	610.71
CL. BRG. PIER 8	43+67.35	50.34	610.71	610.71
9A	43+77.35	50.19	610.77	610.80
9B	43+87.35	50.04	610.82	610.88
9C	43+97.34	49.89	610.87	610.95
9D	44+07.34	49.75	610.93	611.02
9E	44+17.34	49.60	610.98	611.08
9F	44+27.34	49.45	611.03	611.13
9G	44+37.34	49.30	611.09	611.18
9H	44+47.34	49.15	611.14	611.22
9J	44+57.34	49.00	611.19	611.25
9K	44+67.34	48.85	611.25	611.29
9L	44+77.34	48.70	611.30	611.32
9M	44+87.34	48.55	611.35	611.36
CL. BRG. PIER 9	44+98.30	48.40	611.41	611.41
10A	45+08.30	48.24	611.47	611.47
10B	45+18.30	48.09	611.53	611.54
10C	45+28.30	47.94	611.59	611.62
10D	45+38.30	47.80	611.65	611.70
10E	45+48.30	47.65	611.72	611.79
10F	45+58.30	47.50	611.78	611.87
10G	45+68.30	47.35	611.86	611.96
10H	45+78.30	47.20	611.93	612.04
10J	45+88.30	47.05	612.01	612.11
10K	45+98.30	46.90	612.09	612.19
10L	46+08.30	46.75	612.17	612.26
10M	46+18.30	46.60	612.26	612.32
10N	46+28.29	46.55	612.35	612.39
10P	46+38.29	46.55	612.43	612.45
10Q	46+48.29	46.55	612.48	612.48
10R	46+58.29	46.55	612.53	612.52
10S	46+68.29	46.55	612.58	612.57
CL. BRG. PIER 10	46+82.79	46.55	612.66	612.66
11A	46+92.79	46.55	612.72	612.74
11B	47+02.79	46.55	612.78	612.83
11C	47+12.79	46.55	612.85	612.94
11D	47+22.79	46.55	612.92	613.05
11E	47+32.79	46.55	612.99	613.18
11F	47+42.79	46.55	613.06	613.30
11G	47+52.79	46.55	613.12	613.41
11H	47+62.79	46.55	613.19	613.52
11J	47+72.79	46.55	613.26	613.63
11K	47+82.79	46.55	613.33	613.72
11L	47+92.79	46.55	613.41	613.81
11M	48+02.79	46.55	613.48	613.90
11N	48+12.79	46.55	613.57	613.97
11P	48+22.79	46.55	613.65	614.03
11Q	48+32.79	46.55	613.74	614.09
11R	48+42.79	46.55	613.83	614.13
11S	48+53.00	46.54	613.92	614.17
11T	48+63.21	46.48	614.02	614.21
11U	48+73.41	46.40	614.13	614.24
CL. BRG. S. Abut.	48+87.95	46.22	614.28	614.28
BK. S. Abut.	48+91.66	46.16	614.33	614.33

NOTE:

1. Offset measured from P.G. EB I-74.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

E-S 7-1-10

FILE NAME = 081-0178-C00AB-032-Top of Slab Elevations Unit 4 (4 of 4).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK/AAY	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK/AAY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT 4 (4 OF 4)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S32 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	921
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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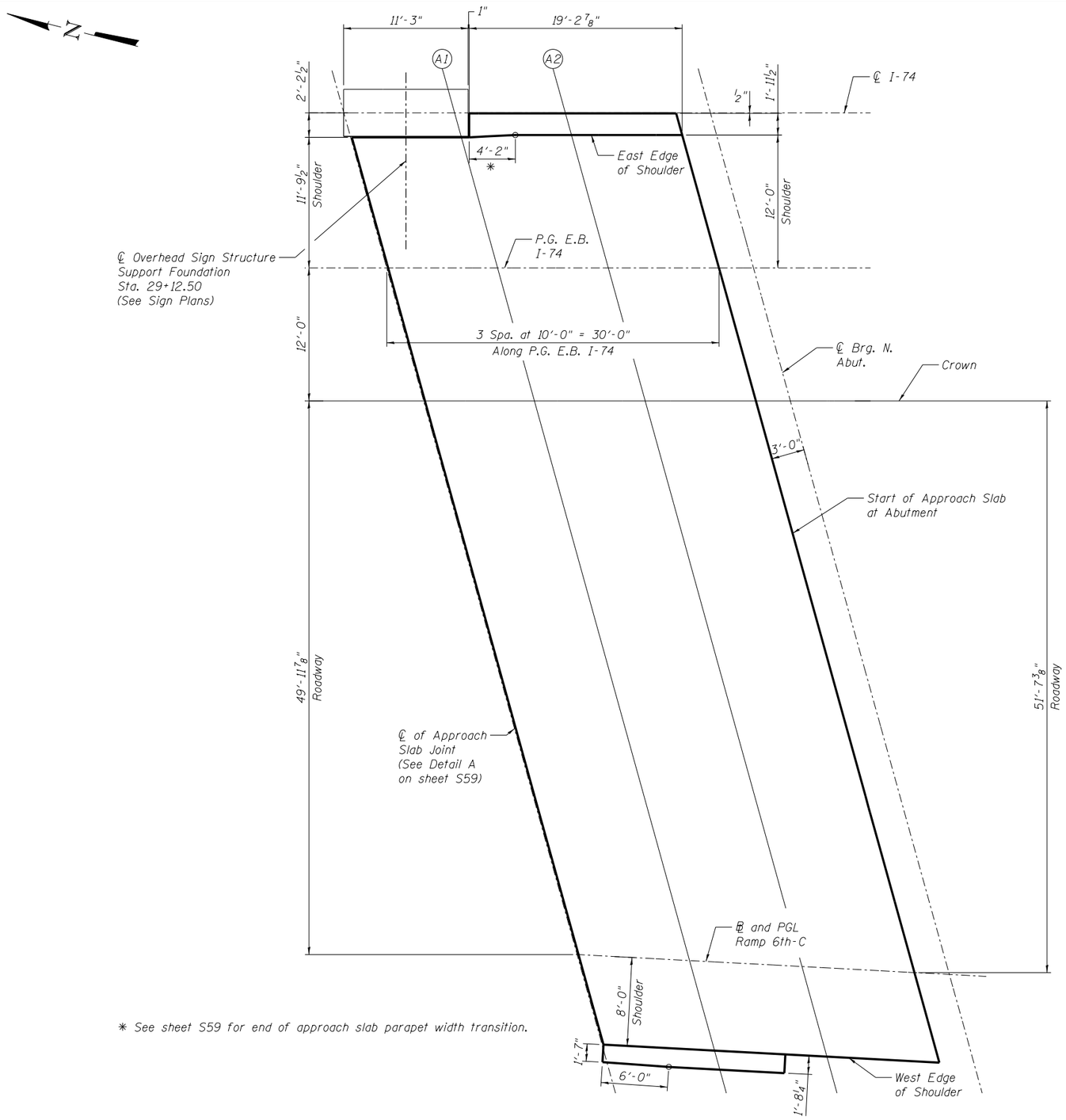

PLAN

✳ See sheet S59 for end of approach slab parapet width transition.

EAST EDGE OF SHOULDER

Location	Station (Along ℄ I-74)	Offset (from P.G. EB I-74)	Theoretical Grade Elevations
℄ of Approach Slab Joint	29+07.50	-11.79	593.79
A1	29+17.50	-11.79	594.00
A2	29+27.44	-12.00	594.21
Start of Approach Slab at Abut.	29+37.44	-12.00	594.42

P.G. E.B. I-74

Location	Station (Along ℄ I-74)	Offset (from P.G. EB I-74)	Theoretical Grade Elevations
℄ of Approach Slab Joint	29+10.77	0.00	594.10
A1	29+20.77	0.00	594.31
A2	29+30.77	0.00	594.52
Start of Approach Slab at Abut.	29+40.77	0.00	594.73

CROWN

Location	Station (Along ℄ I-74)	Offset (from P.G. EB I-74)	Theoretical Grade Elevations
℄ of Approach Slab Joint	29+14.10	12.00	594.41
A1	29+24.10	12.00	594.62
A2	29+34.10	12.00	594.83
Start of Approach Slab at Abut.	29+44.10	12.00	595.04

℄ RAMP 6TH-C

Location	Station (Along ℄ I-74)	Offset (from P.G. EB I-74)	Theoretical Grade Elevations
℄ of Approach Slab Joint	29+27.96	61.98	593.70
A1	29+38.11	62.53	593.90
A2	29+48.26	63.07	594.10
Start of Approach Slab at Abut.	29+58.41	63.61	594.31

WEST EDGE OF SHOULDER

Location	Station (Along ℄ I-74)	Offset (from P.G. EB I-74)	Theoretical Grade Elevations
℄ of Approach Slab Joint	29+30.22	70.12	593.58
A1	29+40.37	70.66	593.79
A2	29+50.52	71.20	593.99
Start of Approach Slab at Abut.	29+60.67	71.74	594.19

NOTE:

1. Offset measured from P.G. EB I-74.

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FILE NAME = 081-0178-C00AB-033-North Approach Slab Elevations.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S33 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	922
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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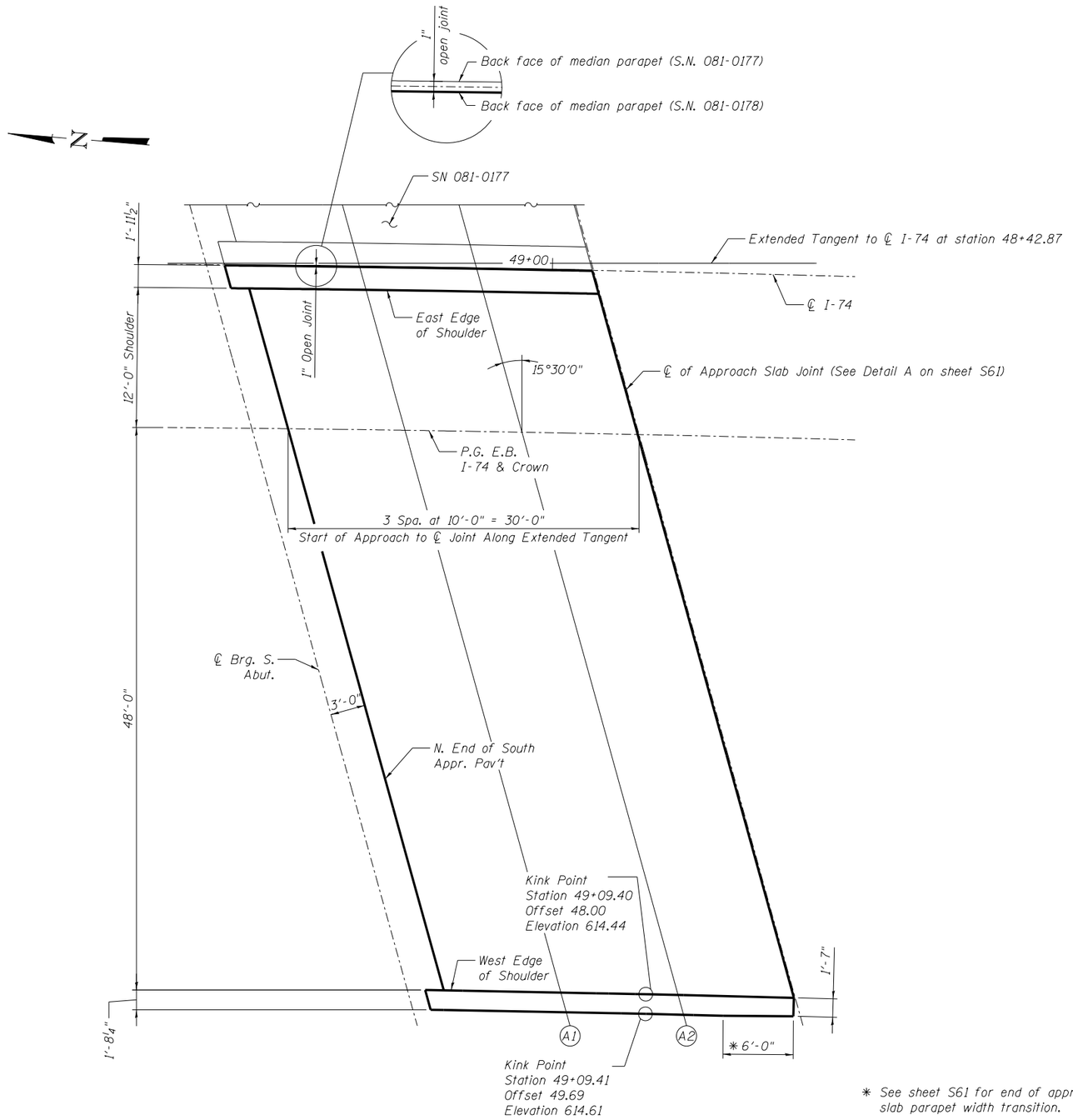

EAST EDGE OF SHOULDER

Location	Station (Along ℄ I-74)	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	48+73.99	-12.00	615.61
A1	48+84.03	-12.00	615.78
A2	48+94.08	-12.00	615.94
℄ of Approach Slab Joint	49+04.14	-12.00	616.11

P.G. E.B. I-74 & CROWN

Location	Station (Along ℄ I-74)	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	48+77.47	0.00	615.91
A1	48+87.55	0.00	616.07
A2	48+97.65	0.00	616.24
℄ of Approach Slab Joint	49+07.75	0.00	616.41

WEST EDGE OF SHOULDER

Location	Station (Along ℄ I-74)	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	48+91.68	48.00	614.25
A1	49+01.95	48.01	614.36
A2	49+12.22	48.00	614.47
℄ of Approach Slab Joint	49+22.50	48.00	614.58

* See sheet S61 for end of approach slab parapet width transition.

PLAN

NOTE:

1. Offset measured from P.G. EB I-74.

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FILE NAME = 081-0178-C00AB-034-South Approach Slab Elevations.dgn
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	CHECKED - AAY	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE = 1/18/2017	CHECKED - AAY	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S34 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	923
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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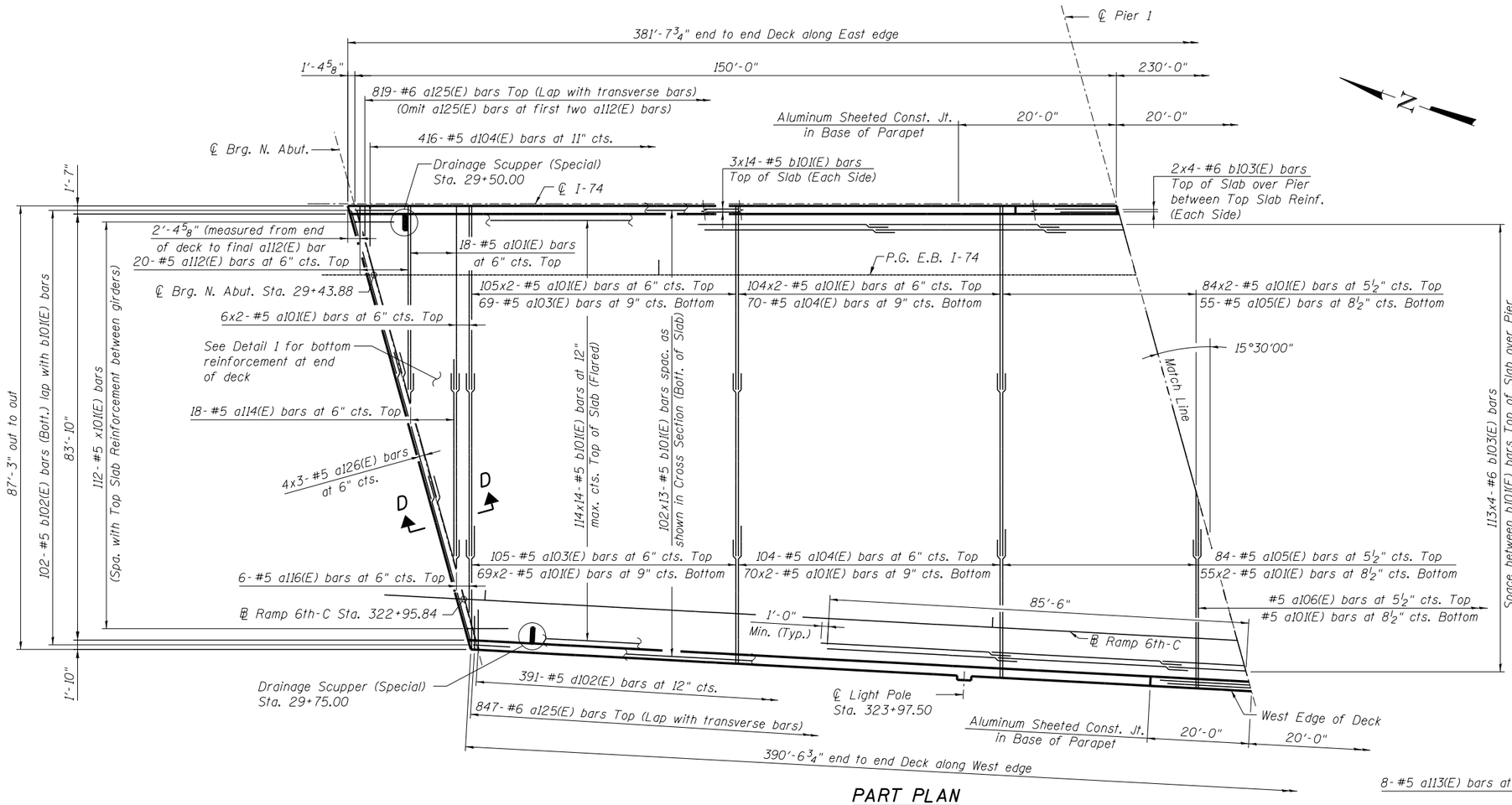
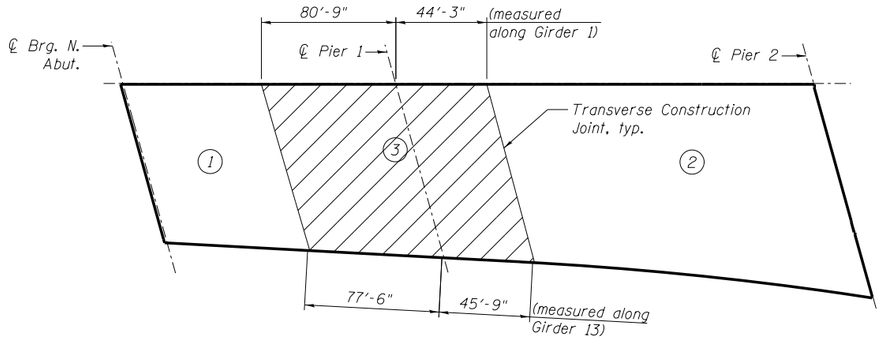


PART PLAN



REQUIRED DECK POUR SEQUENCE

NOTES:

1. See Sheets S52 thru S55 for superstructure details and Bill of Materials.
2. See Sheet S41 for Deck Cross Section.
3. Bars indicated this 30x17-#5 etc. indicates 30 lines of bars with 17 lengths per line.
4. See Sheet S69 for Drainage Scupper details.
5. Top transverse bars laps shown, for Bottom bars lap see Deck Cross Section.
6. Dimensions at N. Abut. are based on Rolled Rail Strip Seal Joint. If Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet S63.
7. 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:

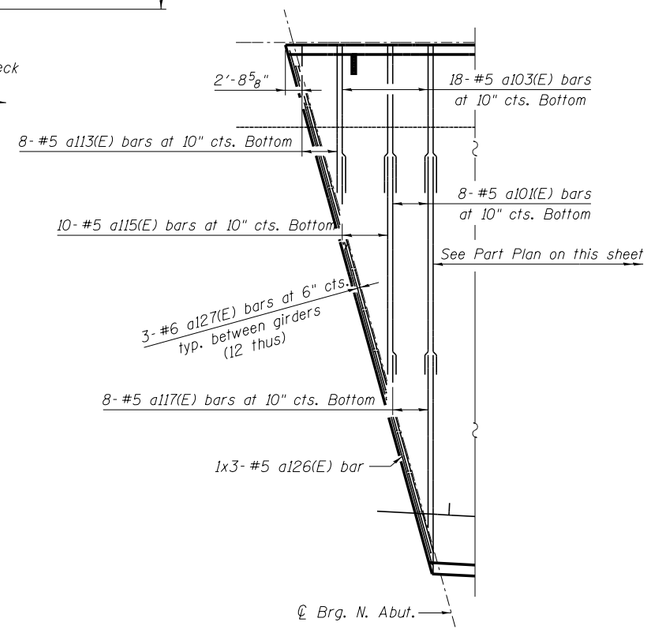
   A) At least 72 hours shall have elapsed from the end of the previous pour.

   B) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

8. The Contractor is alerted that camber and dead load deflection values were developed based on the deck pouring sequence shown. Any deviation from this pouring sequence could result in changes to camber and deck elevations. These changes shall be submitted to the Engineer for review and approval.
9. For section D-D, see sheet S52.
10. For bars located in skewed ends of deck, see sheet S54 for cutting diagram.

MINIMUM BAR LAP

(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"



DETAIL 1

(Longitudinal bars not shown for clarity)

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312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-035-Deck Reinforcement Plan Unit 1 (1 of 2).dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - VH/DMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN UNIT 1 (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S35 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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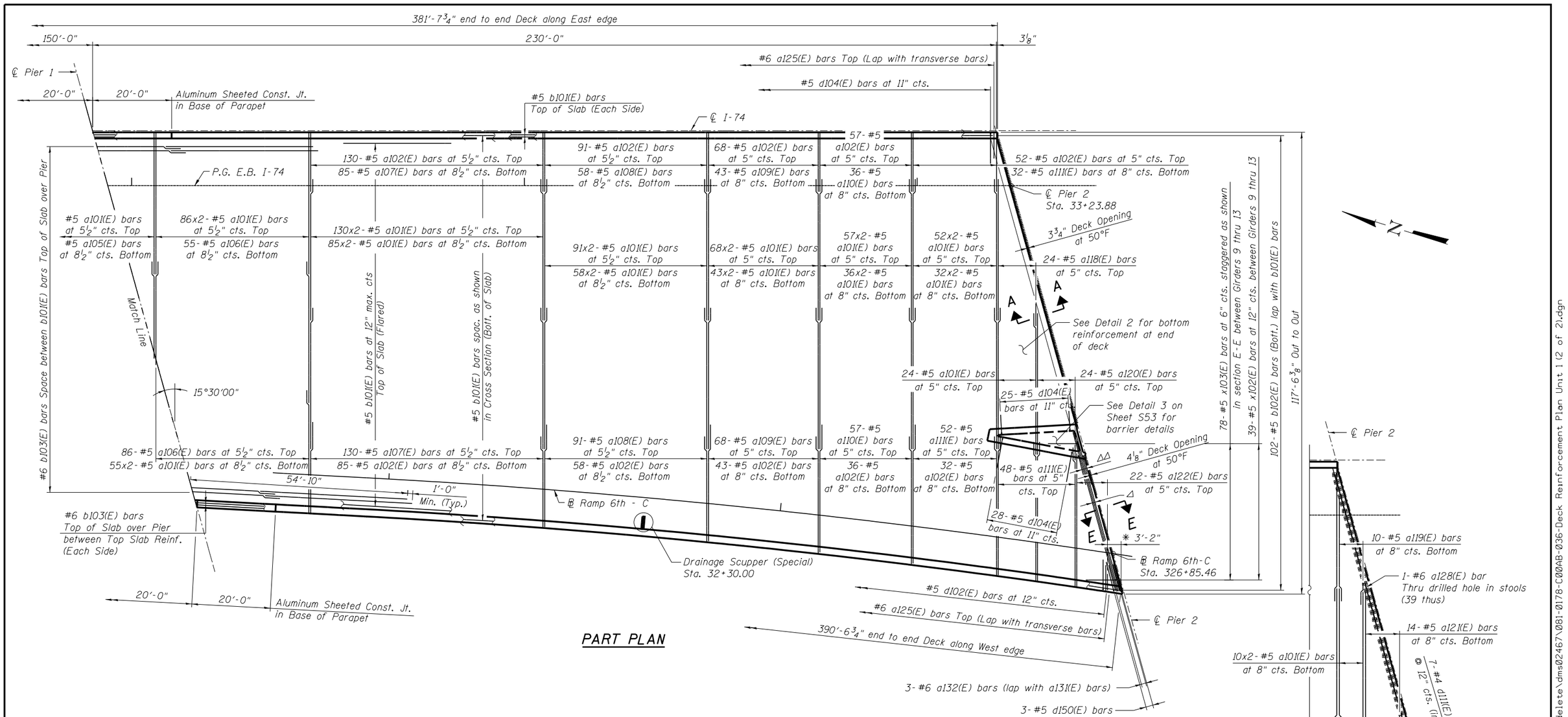
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			



PART PLAN

* Measured from last a122(E) bar to edge of deck at gutterline.
△ 3x2-#5 a131(E) bars at 6" cts. top. Place as shown in Section E-E
△△ 3-#5 d151(E) bars

DETAIL 2

(Longitudinal bars not shown for clarity)

NOTES:

1. See Sheets S52 thru S55 for superstructure details and Bill of Materials.
2. See Sheet S41 for Deck Cross Section.
3. Bars indicated this 30x17-#5 etc. indicates 30 lines of bars with 17 lengths per line.
4. See Sheet S69 for Drainage Scupper details.
5. Top transverse bar laps shown, for Bottom bar laps see Deck Cross Section.
6. For section A-A, see sheet S64.
7. For section E-E, see sheet S52.
8. Deck opening dimensions are measured from end of deck to ℄ pier at 50°F.

MINIMUM BAR LAP

(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

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FILE NAME = 081-0178-C00AB-036-Deck Reinforcement Plan Unit 1 (2 of 2).dgn	USER NAME = ksnider	DESIGNED - DMS/DTS	REVISED -
		CHECKED - AJK/TPS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - VH/DMS/DTS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK/TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN UNIT 1 (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S36 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	925
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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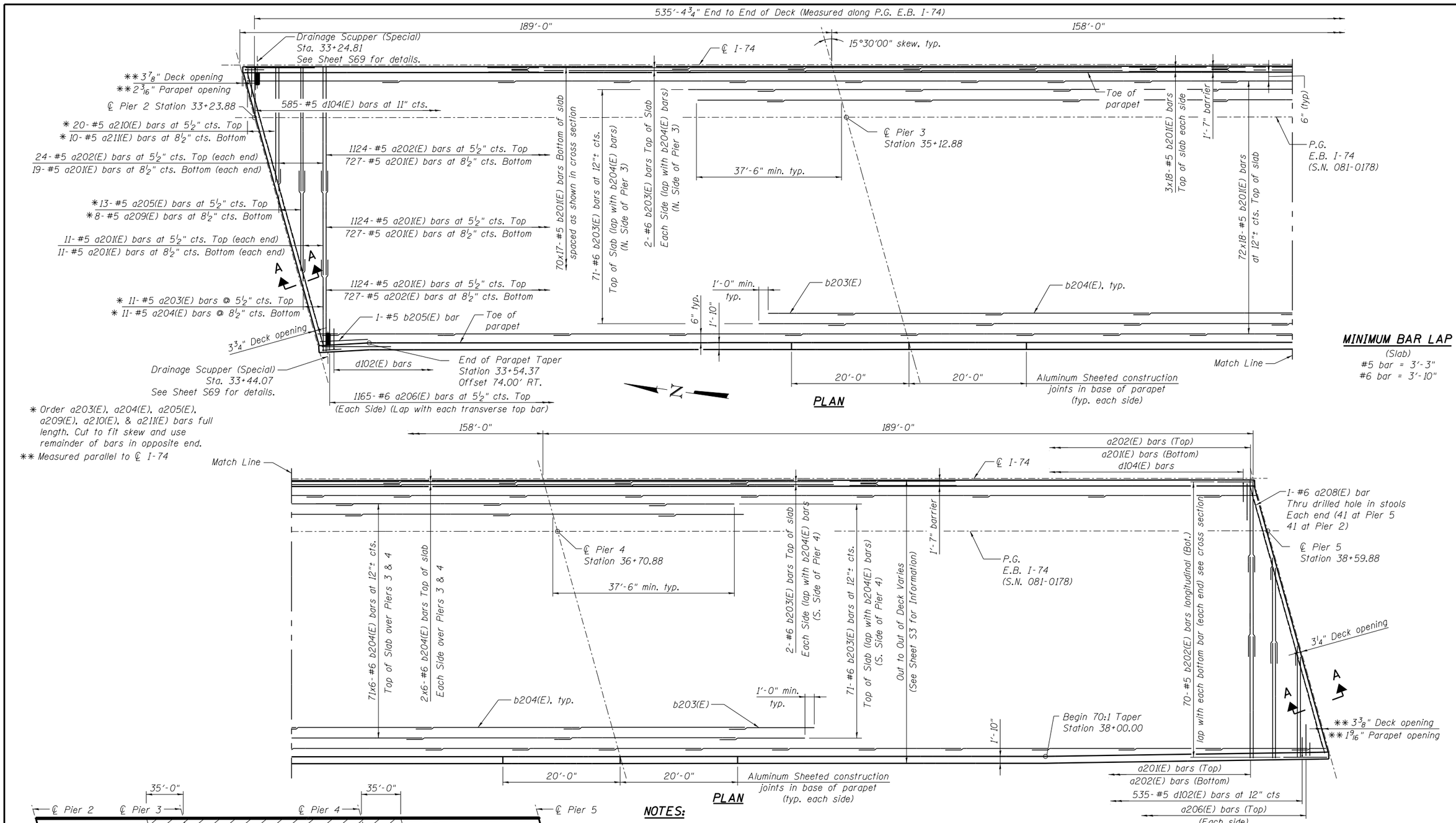

MINIMUM BAR LAP

(Slab)

#5 bar = 3'-3"

#6 bar = 3'-10"

NOTES:

1. 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:
   A) At least 72 hours shall have elapsed from the end of the previous pour.
   B) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
2. The Contractor is alerted that camber and dead load deflection values were developed based on the deck pouring sequence shown. Any deviation from this pouring sequence could result in changes to camber and deck elevations. These changes shall be submitted to the Engineer for review and approval.
3. See Sheets S52 thru S55 for superstructure details and Bill of Materials.
4. See sheet S42 for Deck Cross Section.
5. Bars indicated thus: 70x17-#5 etc. indicates 70 lines of bars with 17 lengths per line.
6. See Sheet S64 for Section A-A.
7. See Sheets S46 & S47 for parapet reinforcement.
8. Deck opening dimensions are measured from end of deck to ℄ pier at 50°F.

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		CHECKED - AMB/TPS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AMB/TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN UNIT 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S37 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	926
		CONTRACT NO. 64C08		
ILLINOIS	FED. AID PROJECT			

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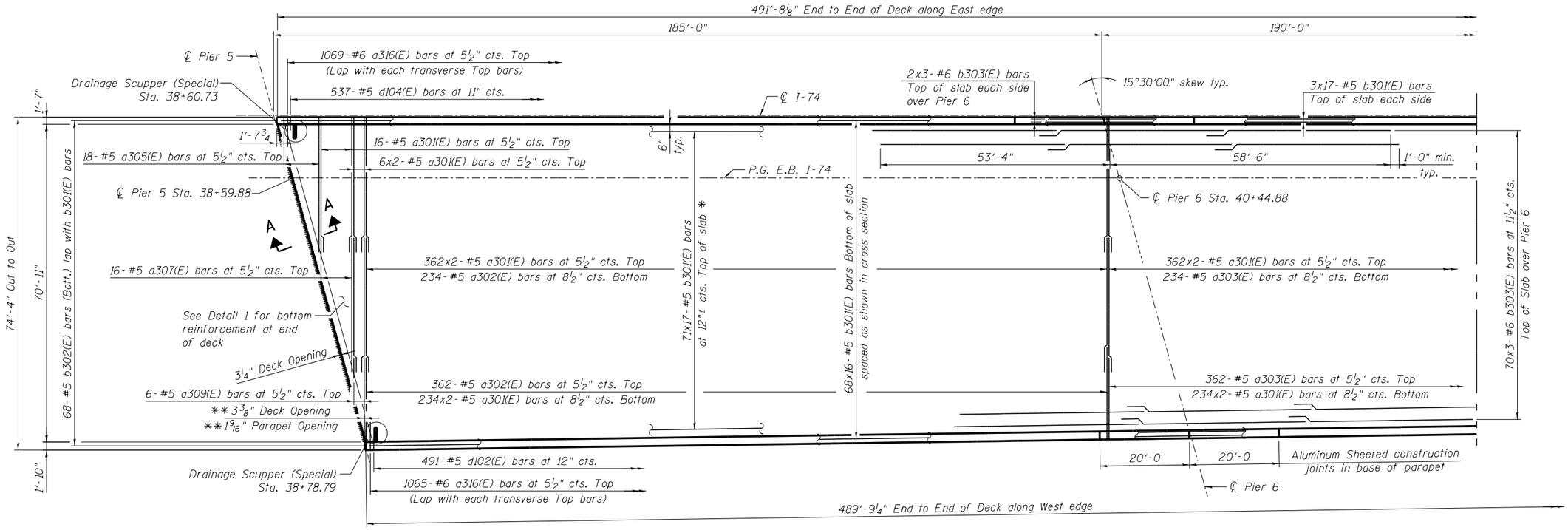
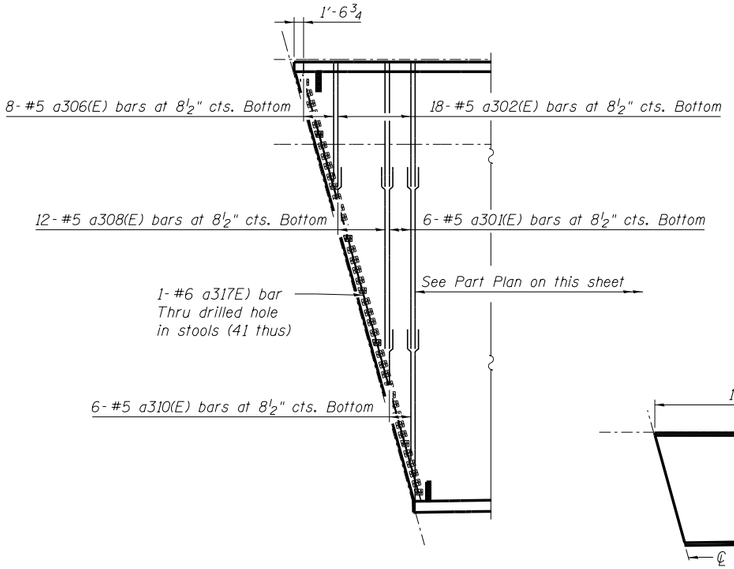


PART PLAN

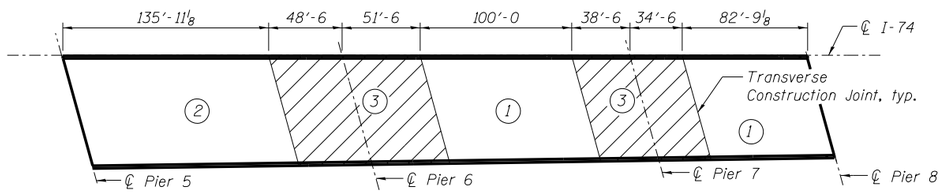
N

* Bars at 12" cts. at Pier 5.
Bars at 11 1/2" cts. at Pier 6.
Bars at 11" cts. at Pier 7.
Bars at 10 3/4" cts. at Pier 8.
** Measured parallel to ℄ I-74



DETAIL 1

(Longitudinal bars not shown for clarity)



REQUIRED DECK POUR SEQUENCE

MINIMUM BAR LAP

(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

NOTES:

1. 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:
   A) At least 72 hours shall have elapsed from the end of the previous pour.
   B) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
2. The Contractor is alerted that camber and dead load deflection values were developed based on the deck pouring sequence shown. Any deviation from this pouring sequence could result in changes to camber and deck elevations. These changes shall be submitted to the engineer for approval.
3. See Sheets S52 thru S55 for superstructure details and Bill of Materials.
4. See Sheet S42 for Deck Cross Section.
5. Bars indicated thus: 66x17-#5 etc. indicates 66 lines of bars with 17 lengths per line.
6. See Sheet S64 for Section A-A.
7. See Sheets S48 & S49 for parapet reinforcement.
8. The south segment of pour 1 shall be placed prior to the north segment of pour 1.
9. See sheet S54 for cutting diagram.
10. Deck opening dimensions are measured from end of deck to ℄ pier at 50°F.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-038-Deck Reinforcement Plan Unit 3 (1 of 2).dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN UNIT 3 (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S38 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	927
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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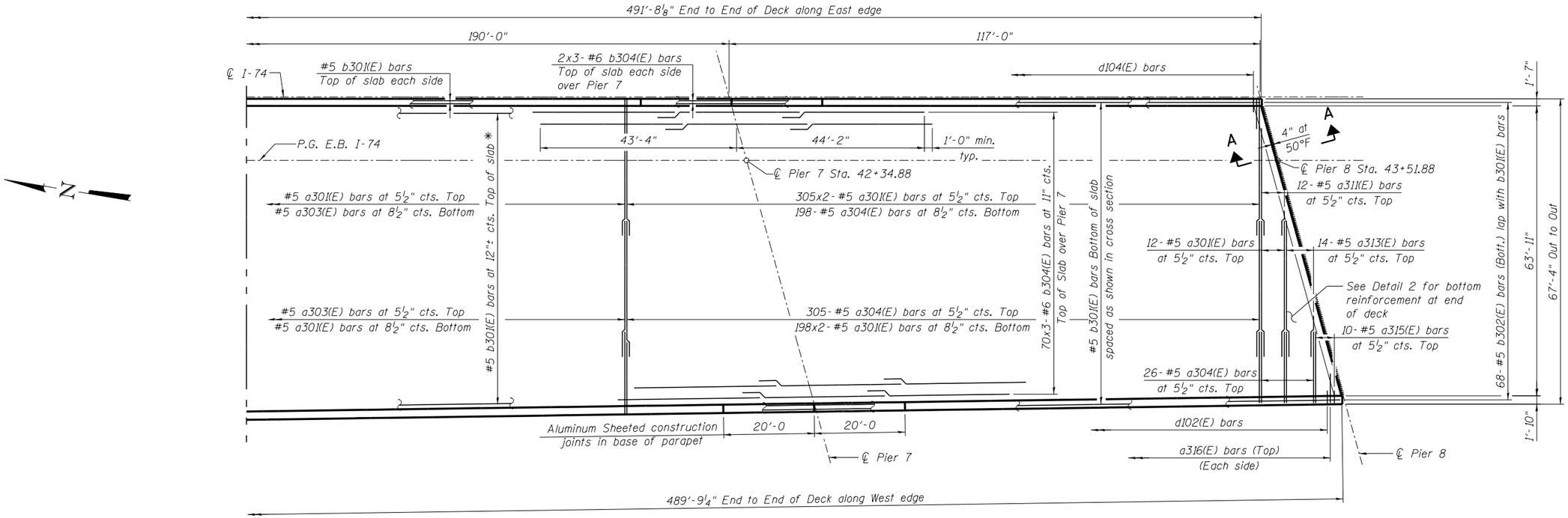


PART PLAN

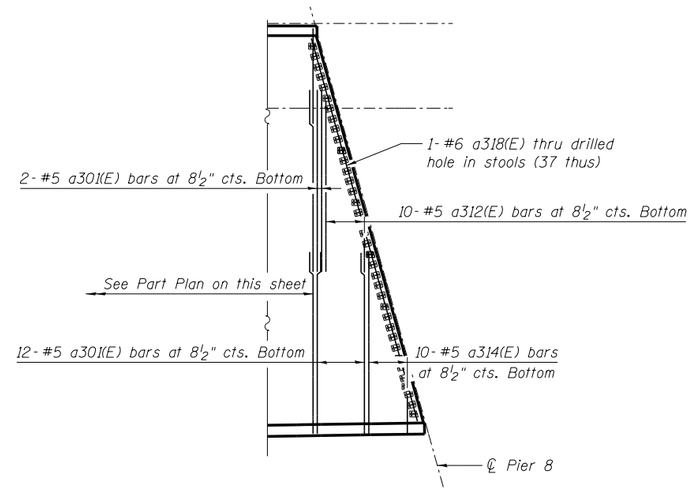
* Bars at 12" cts. at Pier 5.
Bars at 11 1/2" cts. at Pier 6.
Bars at 11" cts. at Pier 7.
Bars at 10 3/4" cts. at Pier 8.

MINIMUM BAR LAP

(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

NOTES:

1. See sheets S52 thru S55 for superstructure details and Bill of Materials.
2. See sheet S42 for Deck Cross Sections.
3. Bars indicated thus: 66x17-#5 etc. indicates 66 lines of bars with 17 lengths per line.
4. For section A-A, see sheet S64.
5. Deck opening dimensions are measured from end of deck to ℄ pier at 50°F.



DETAIL 2

(Longitudinal bars not shown for clarity)

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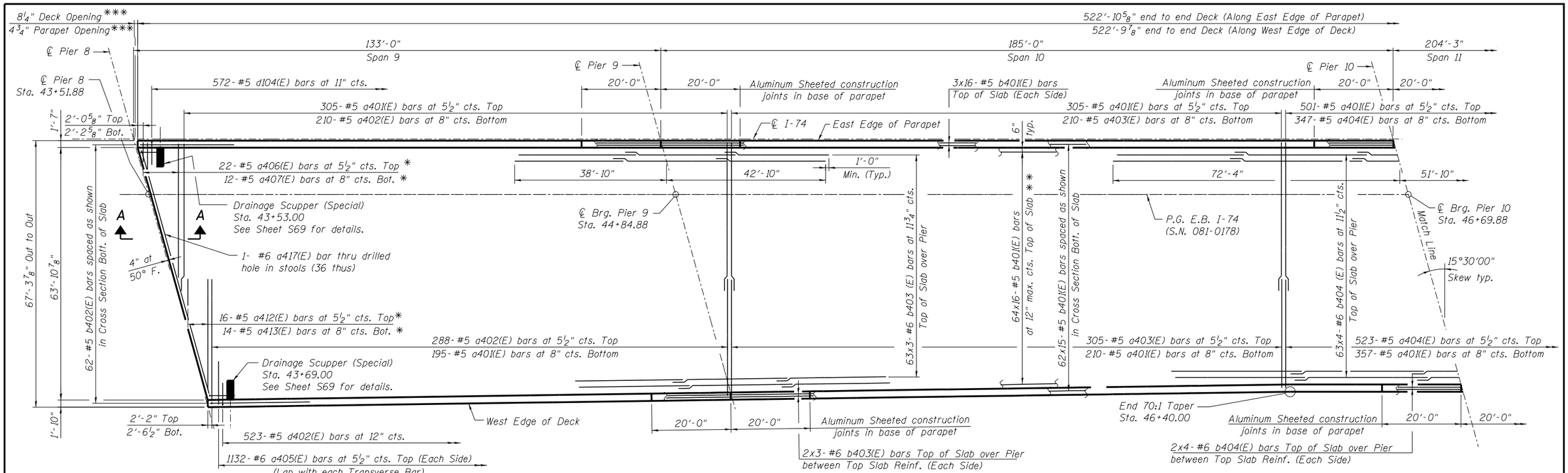
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-039-Deck Reinforcement Plan Unit 3 (2 of 2).dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN UNIT 3 (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S39 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	928
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		



MINIMUM BAR LAP

(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

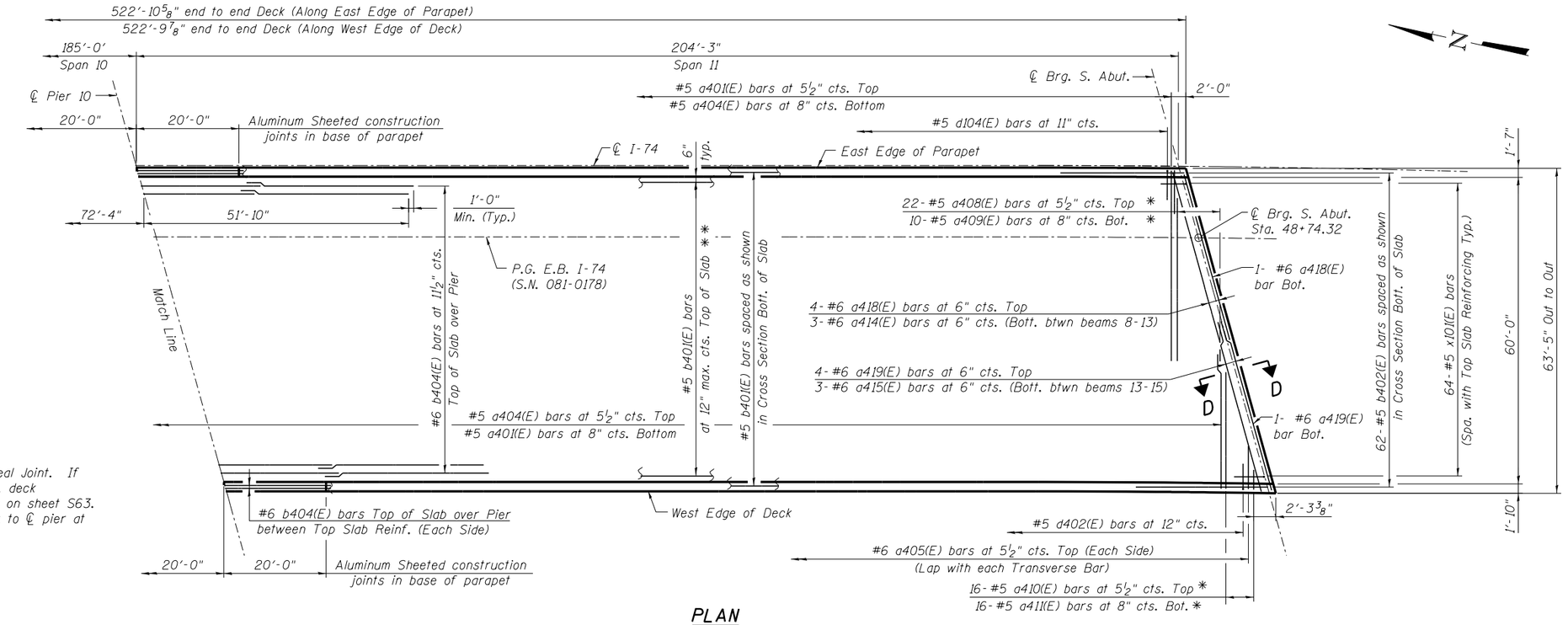
* Order a406(E) thru a413(E) bars full length. Cut to fit skew and place bars, from longest to shortest, at spacing shown within bar callout. See cutting diagram on sheet S55.

** Bars at 12" cts. at Pier 8.
Bars at 11¾" cts. at Pier 9.
Bars at 11½" cts. at Pier 10.
Bars at 11¼" cts. at S. Abut.

*** Measured parallel to ℄ I-74

NOTES:

1. See Sheets S52 thru S55 for superstructure details and Bill of Materials.
2. See sheet S43 for Deck Cross Section.
3. Bars indicated thus: 60x3-#5 etc. indicates 60 lines of bars with 3 lengths per line.
4. See Sheet S64 for Section A-A.
5. See Sheet S52 for Section D-D.
6. See Sheets S50 & S51 for parapet reinforcement.
7. Dimensions at S. Abut. are based on Rolled Rail Strip Seal Joint. If Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet S63.
8. Deck opening dimensions are measured from end of deck to ℄ pier at 50°F.



PLAN

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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		CHECKED - AJK	REVISED -
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MODEL: Plot Sheet	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REINFORCEMENT PLAN UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S40 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	929
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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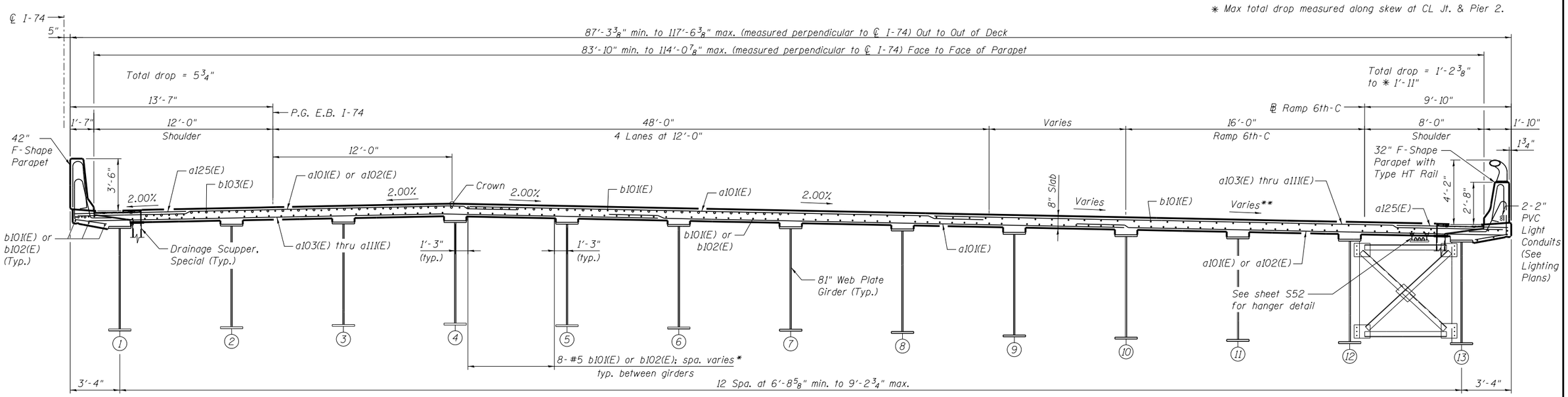


* Max total drop measured along skew at CL Jt. & Pier 2.

DECK CROSS SECTION

(Looking South)

* Spacing 11 1/2" at Pier 2, 8 7/8" at Pier 1 and 7 1/4" at North Abut.

MINIMUM BAR LAP

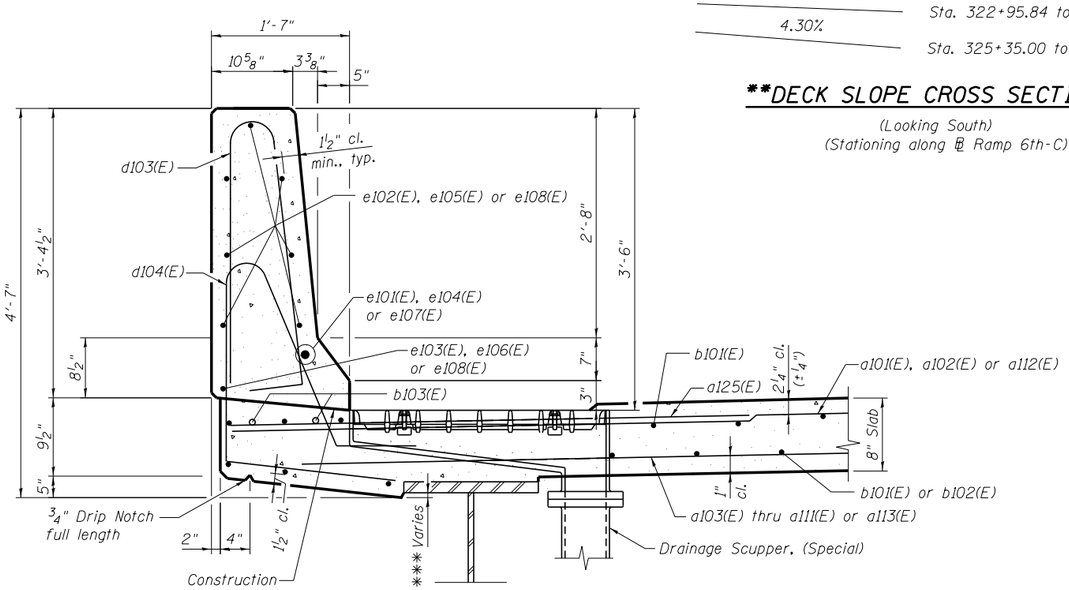
(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

2.00%
4.30%

Sta. 322+95.84 to 324+69.00
Sta. 325+35.00 to 327+87.00

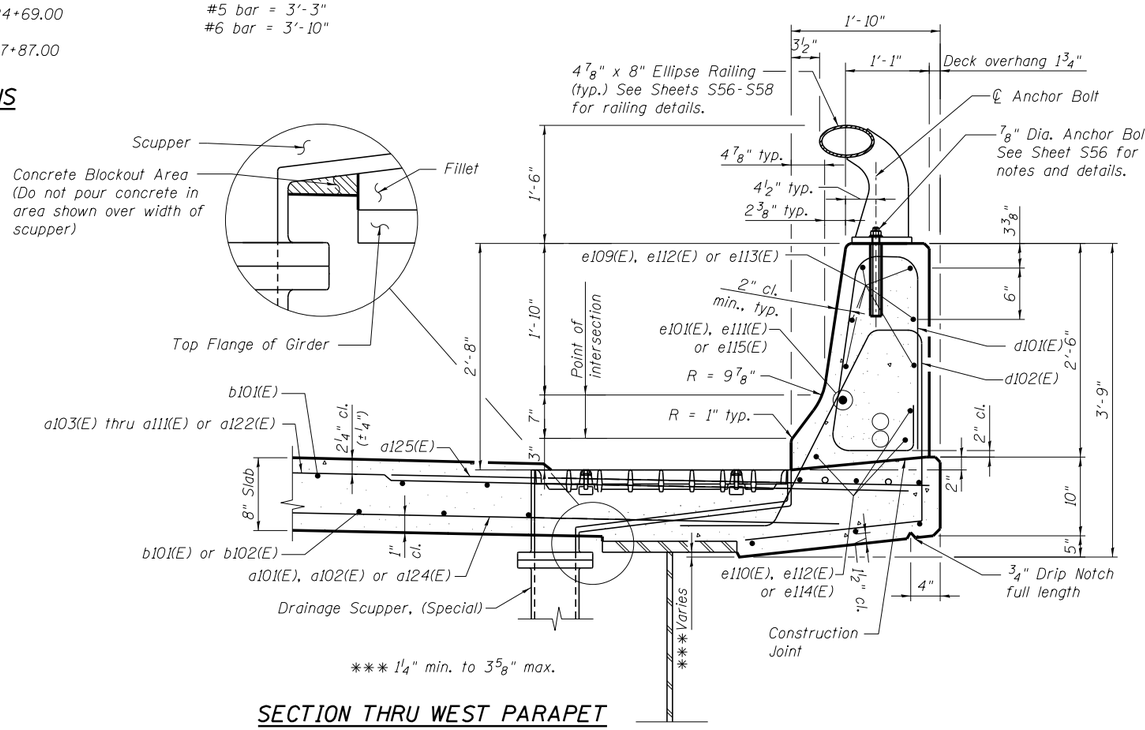
**DECK SLOPE CROSS SECTIONS

(Looking South)
(Stationing along ℄ Ramp 6th-C)



*** 1 1/2" min. to 3 3/8" max.

SECTION THRU EAST PARAPET



*** 1 1/4" min. to 3 5/8" max.

SECTION THRU WEST PARAPET

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 10061

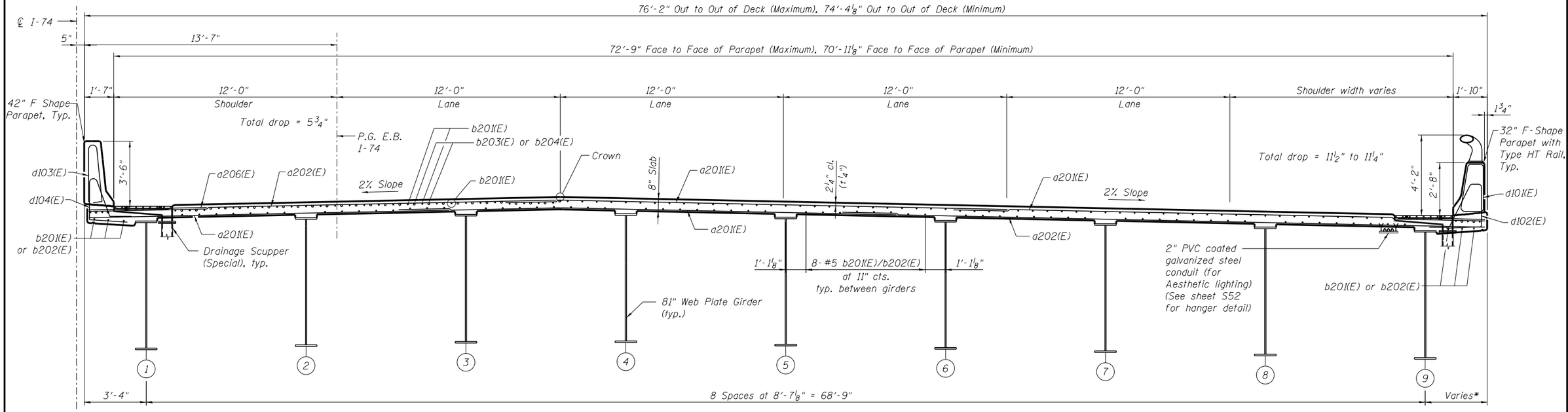
FILE NAME = 081-0178-C00AB-041-Deck Cross Section Unit 1.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - DMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S41 OF S138 SHEETS

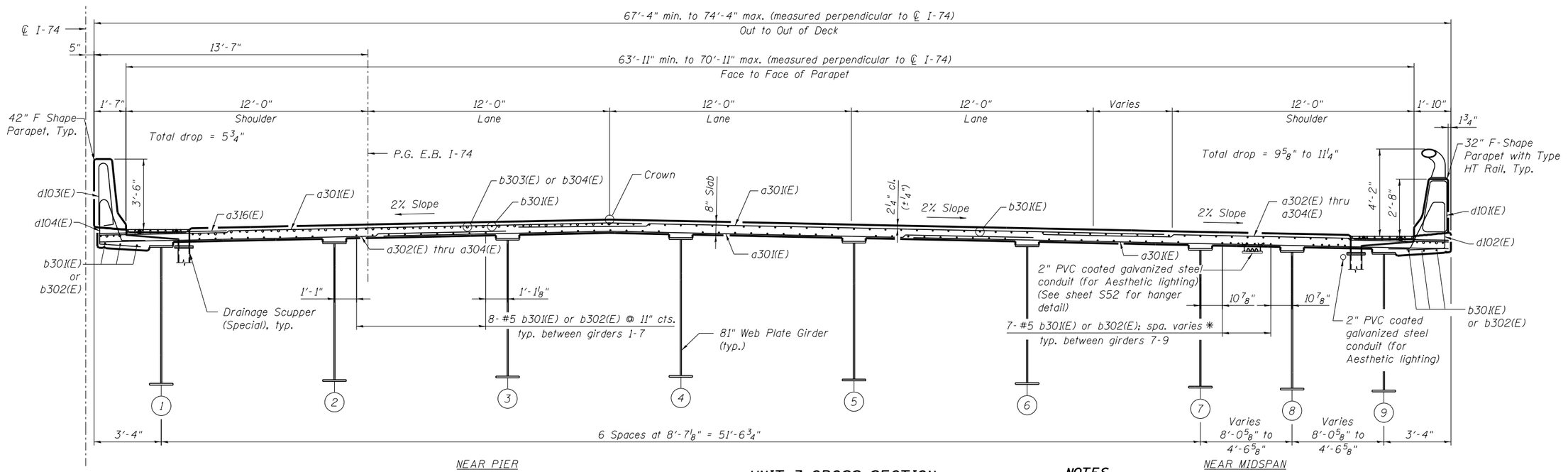
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	930
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

1/18/2017 11:47:54 AM c:\pwise_work\do_not_delete\dms02467\081-0178-C00AB-041-Deck Cross Section Unit 1.dgn



UNIT 2 CROSS SECTION
(Looking South)

* 4'-1" @ ℄ Pier 2
3'-4" from Sta. 33+54.37 to 38+00.00
Taper to 2'-3 1/8" @ ℄ Pier 5



UNIT 3 CROSS SECTION
(Looking South)

NOTES:

1. See sheets S46 & S47 for Unit 2 section thru parapet.
2. See sheets S48 & S49 for Unit 3 section thru parapet.

* Spacing between Girders 7-9 is 12 1/2" at Pier 5, 10" at Pier 6, 7" at Pier 7 and 5 1/2" at Pier 8.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-042-Deck Cross Section Units 2 & 3.dgn	USER NAME = ksnider	DESIGNED - JDS/DMS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - VH	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AMB/AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION UNITS 2 & 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S 42 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	931
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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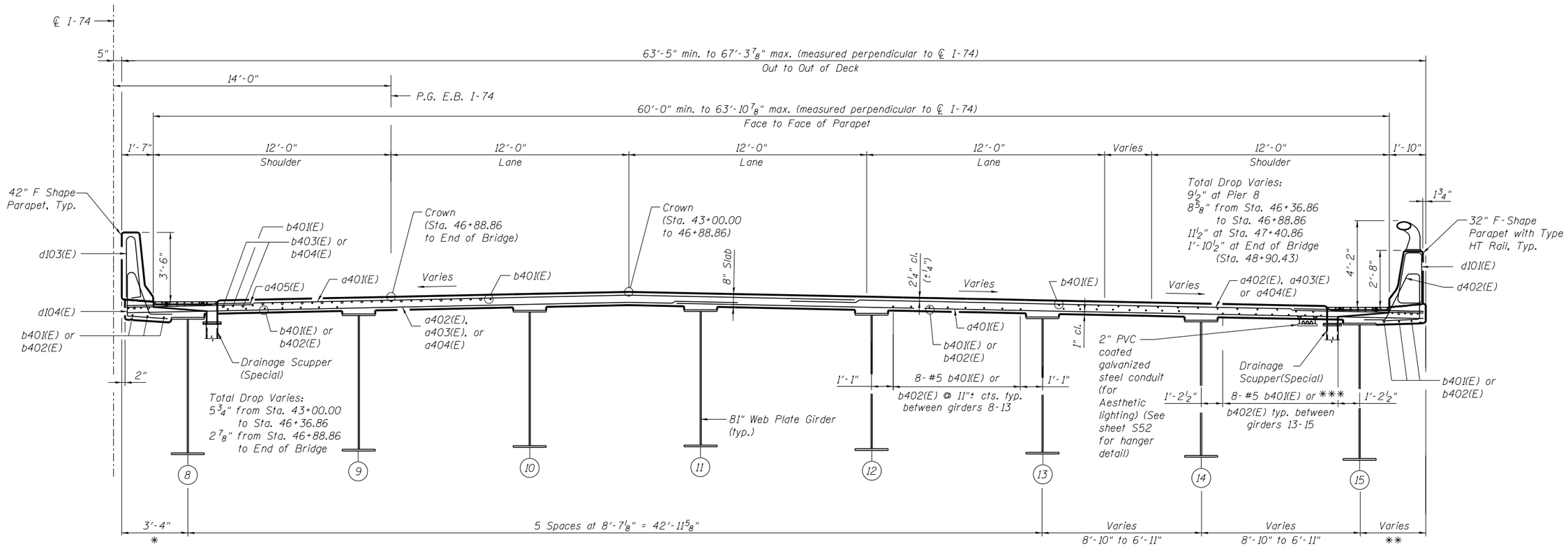


* Constant 3'-4" from Pier 8 to station 48+42.87. Reduces to 3'-2 3/8" at S. Abut along curve.

NEAR PIER

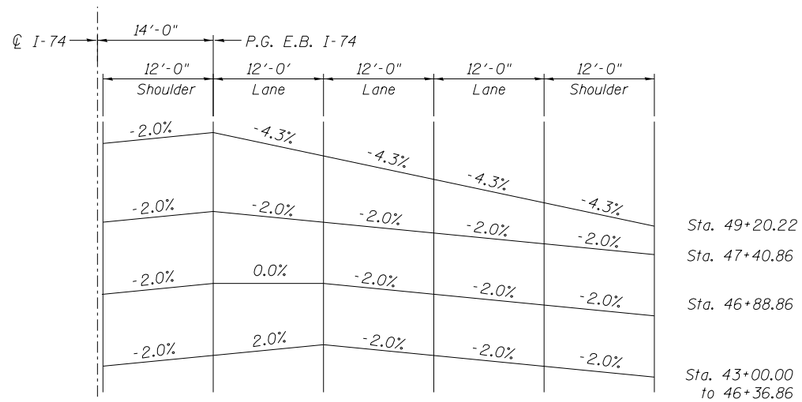
DECK CROSS SECTION

(Looking South)

NEAR MIDSPAN

** Varies from 3'-4 3/8" at pier 8 to 3'-6 1/2" at Sta. 46+21.80 to 3'-3 3/8" at Sta. 46+40.00. Constant 3'-3 3/8" to Sta. 48+42.91. Increased to 3'-7 3/4" at S. Abut. along curve.

*** Spacing between Girders 13-15 is :
11" @ Pier 8.
9 1/4" @ Pier 9.
7 3/4" from Kink to South Abutment



DECK SLOPE CROSS SECTION

(Looking South)

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-043-Deck Cross Section Unit 4.dgn	USER NAME = ksnider	DESIGNED - JHG	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Plot sheet	PLOT SCALE =	DRAWN - VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S43 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	932
		CONTRACT NO. 64C08		
	ILLINOIS	FED. AID PROJECT		

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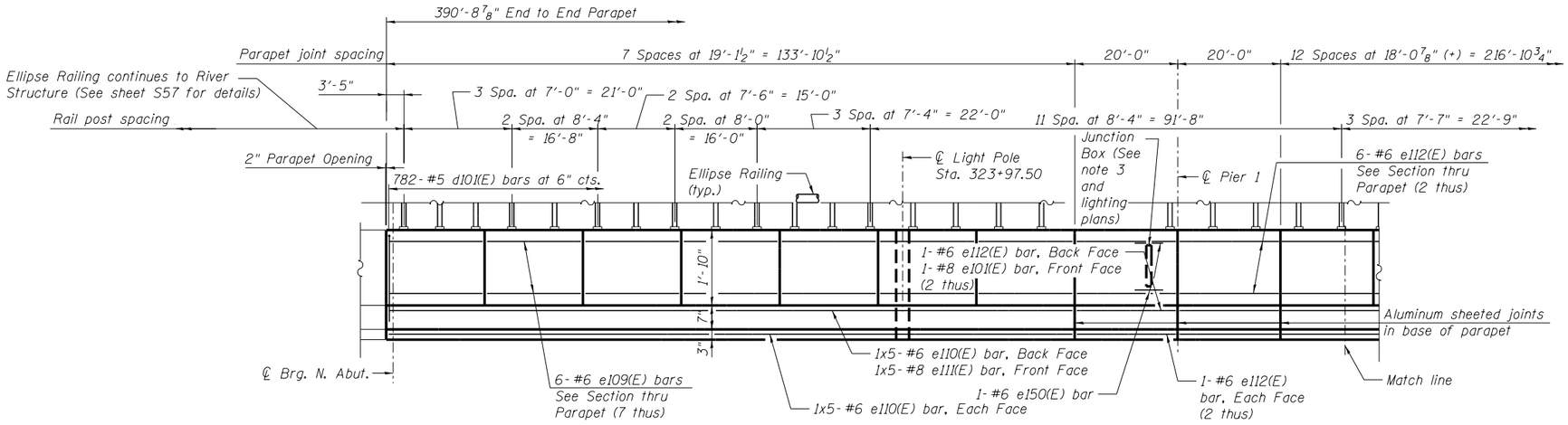
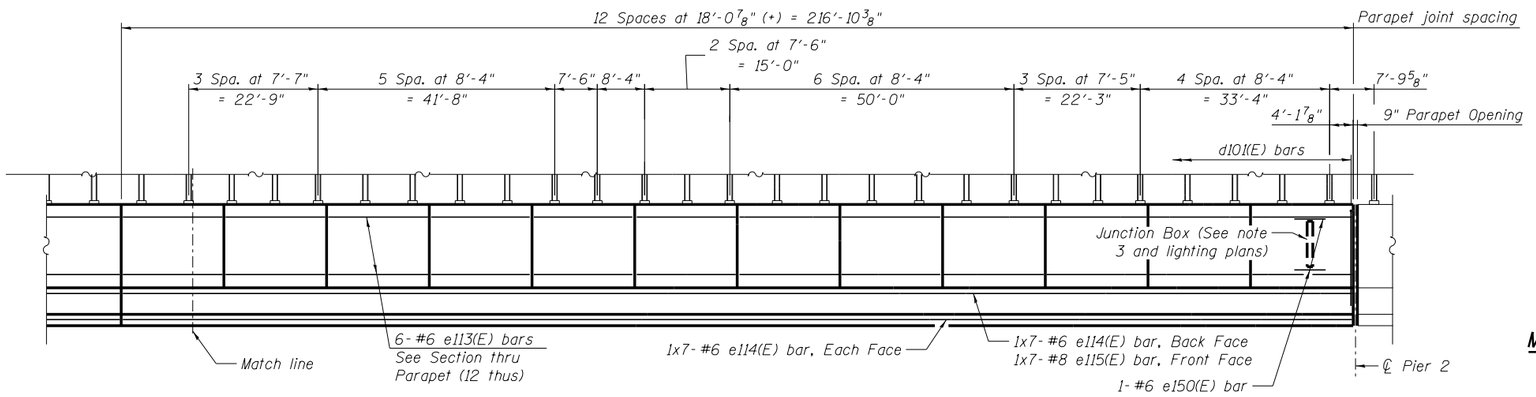
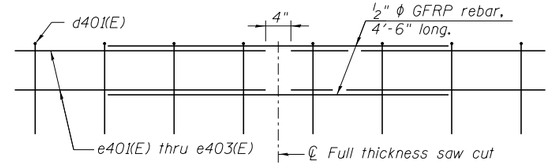




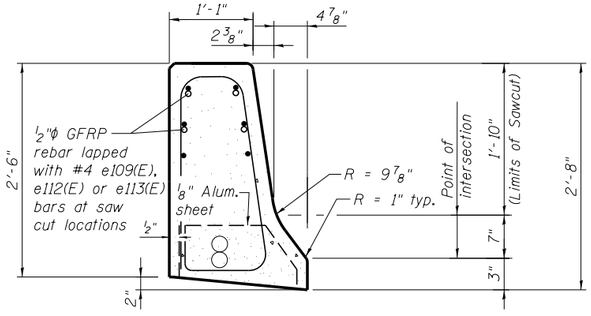
INSIDE ELEVATION OF WEST PARAPET

(Reflected View Shown)



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)
(GFRP rebar is only required if contractor elects to slipform parapet)
(Cost of GFRP shall be included with "Concrete Superstructure")



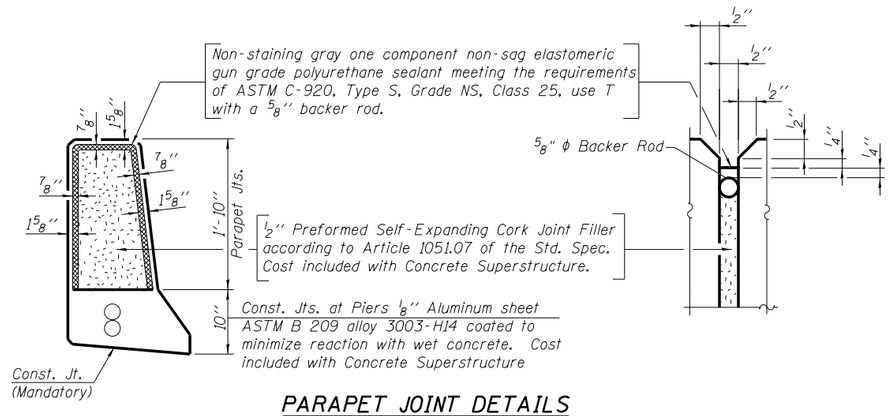
SLIPFORMED PARAPET JOINT DETAILS

(Ellipse railing not shown for clarity)

1. All dimensions shall remain the same as shown on superstructure details.
2. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

MINIMUM BAR LAP

(Parapet)
#6 bar = 3'-0"
#8 bar = 5'-2"



PARAPET JOINT DETAILS

(For Conventional Concrete Placement)

NOTES:

1. All dimensions shown are along the toe of the parapet (gutterline).
2. Bars indicated thus 1x4-#8 etc. indicates 1 line of bars with 4 lengths per line.
3. 1 front face bar and 1 vertical bar may be cut to allow for junction box installation.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-044-West Parapet Details Unit 1.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - JDS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PARAPET DETAILS UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S44 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	933
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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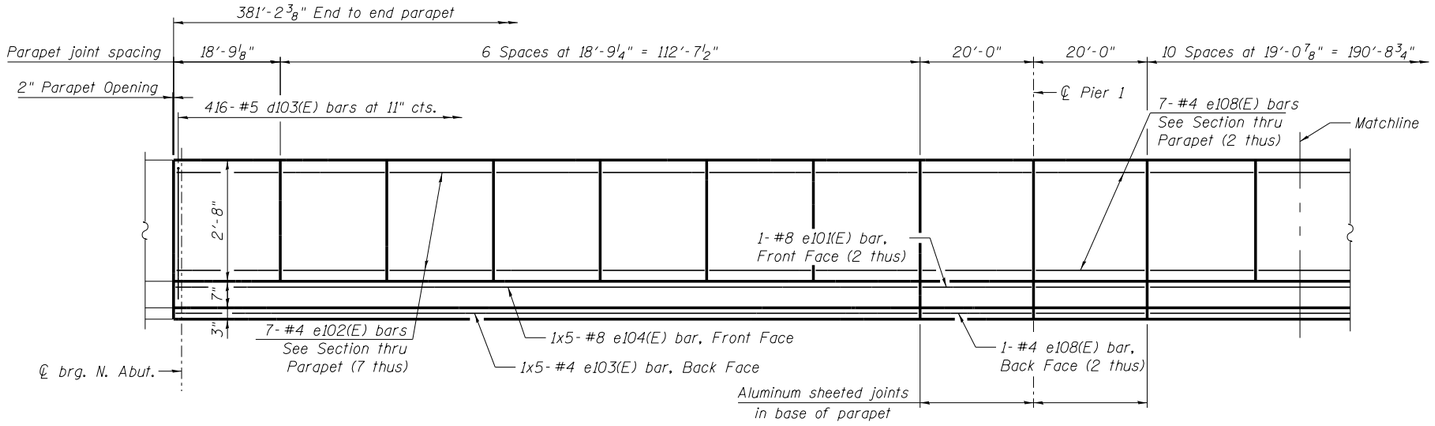
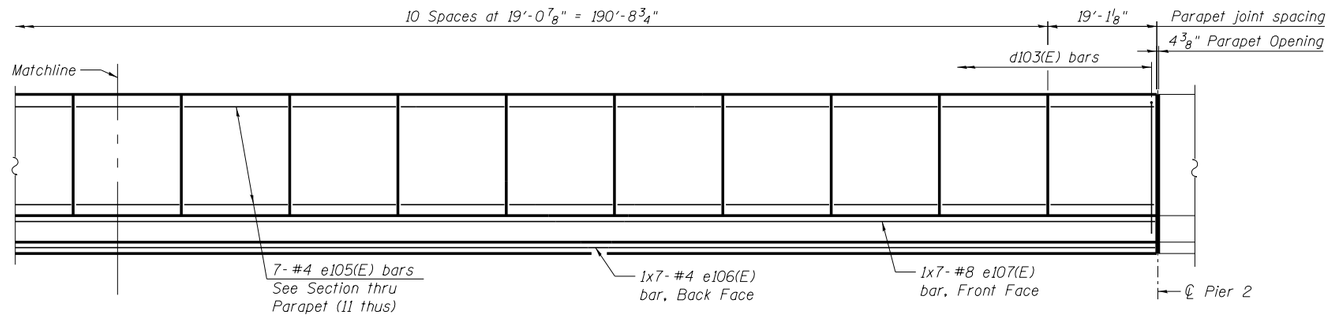
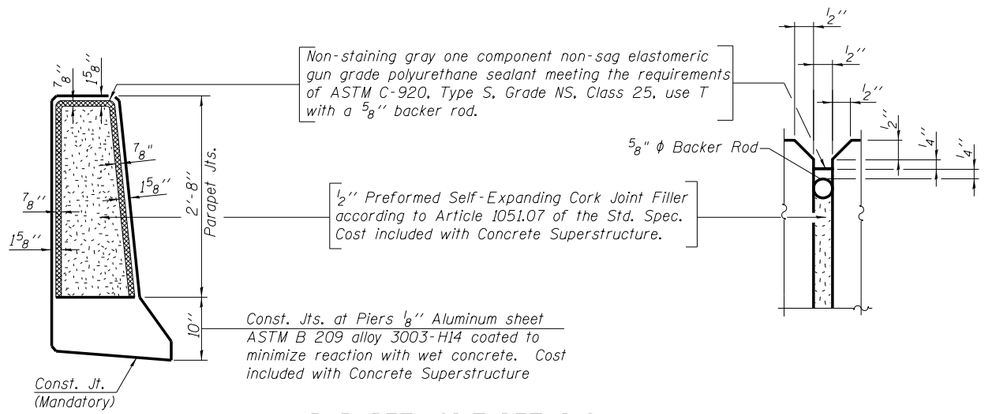




INSIDE ELEVATION OF EAST PARAPET



PARAPET JOINT DETAILS

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

NOTES:

1. All dimensions shown are along the toe of the parapet (gutterline).
2. Bars indicated thus 1x4-#8 etc. indicates 1 line of bars with 4 lengths per line.

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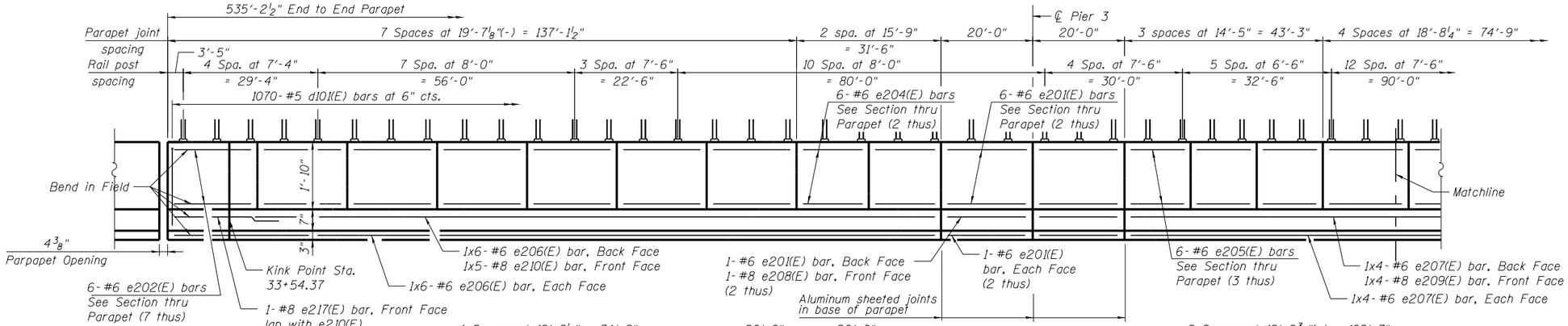
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-045-Median Parapet Details Unit 1.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - DMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

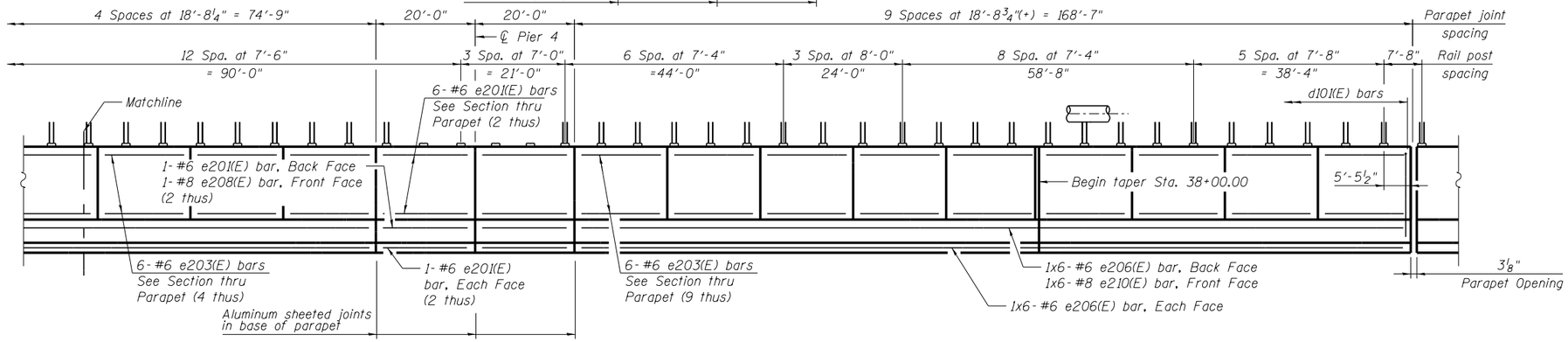
MEDIAN PARAPET DETAILS UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S45 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	934
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			



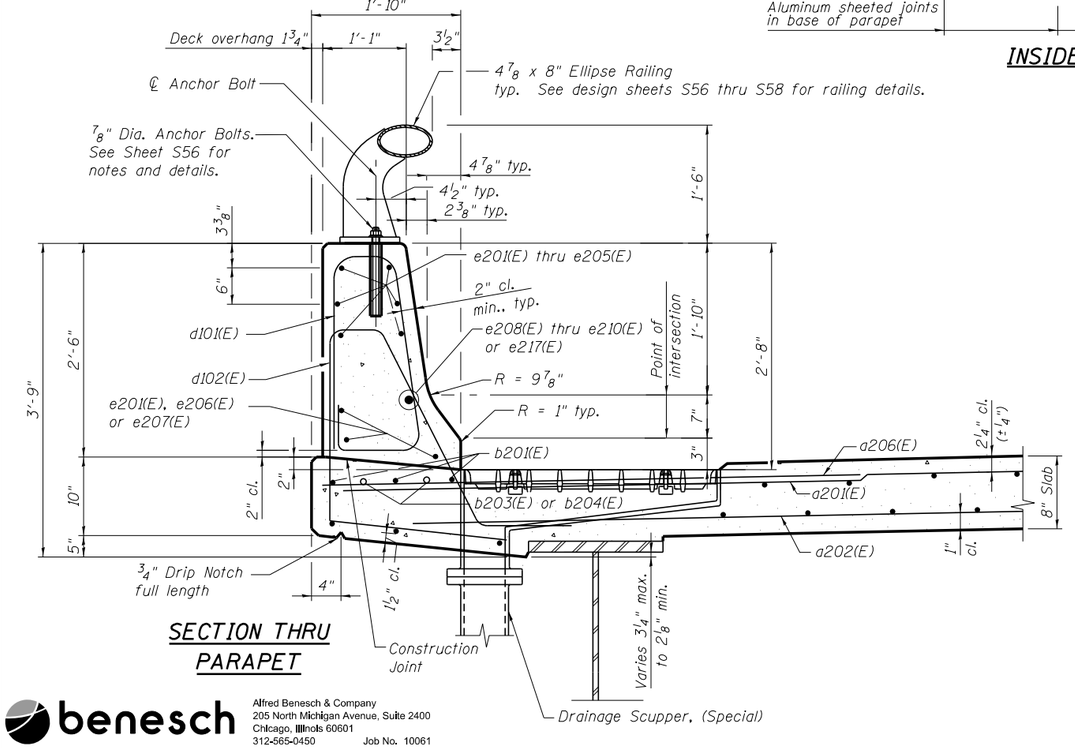
MINIMUM BAR LAP

(Parapet)
#6 bar = 3'-0"
#8 bar = 5'-2"

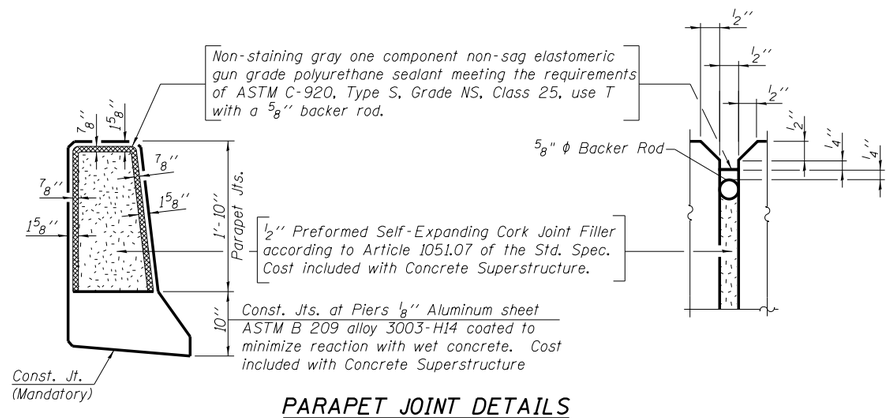


INSIDE ELEVATION OF PARAPET

(Reflected View Shown)



SECTION THRU PARAPET



PARAPET JOINT DETAILS

(For Conventional Concrete Placement)

NOTES:

1. All dimensions shown are along toe of parapet.
2. Bars indicated thus 1x6-#8 etc. indicates 1 line of bars with 6 lengths per line.
3. See sheet S44 for slipforming detail and note.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-046-West Parapet Details Unit 2.dgn	USER NAME = ksnider	DESIGNED - JDS/DTS	REVISED -
		CHECKED - AJK/TPS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK/TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PARAPET DETAILS UNIT 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S46 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	935
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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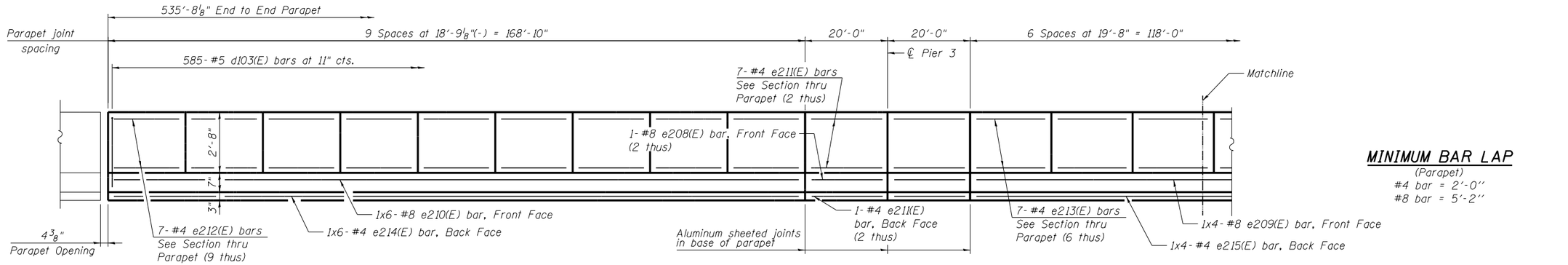
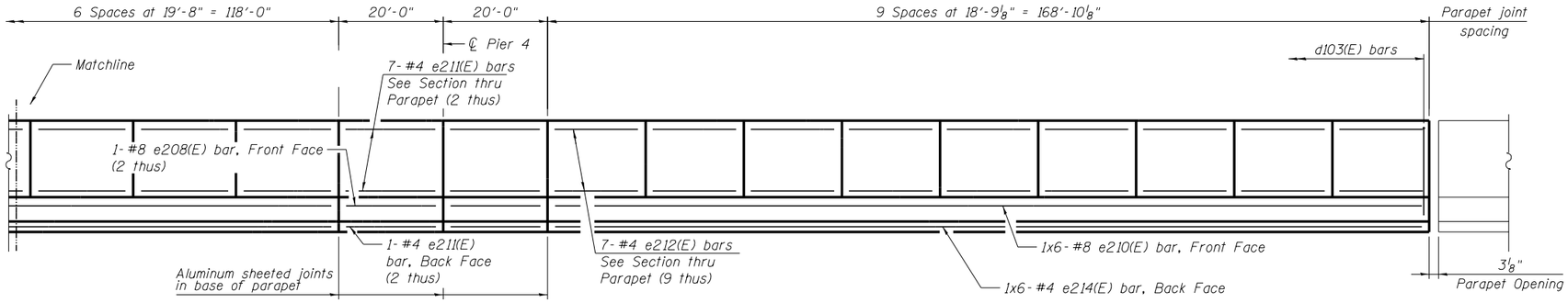
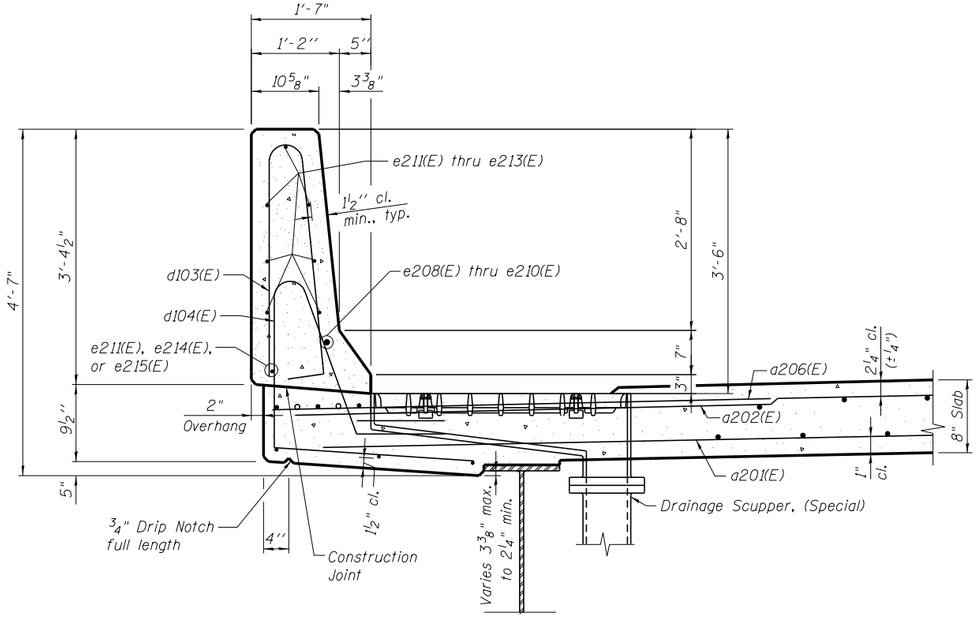


MINIMUM BAR LAP

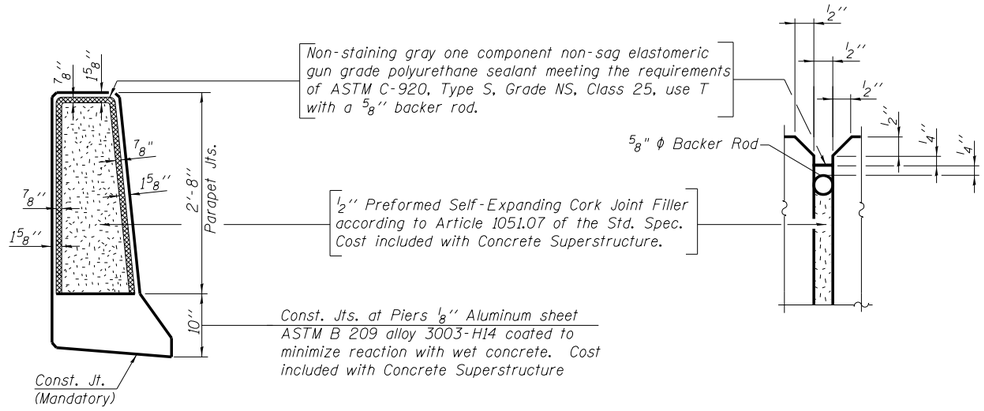
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET



PARAPET JOINT DETAILS

NOTES:

1. All dimensions shown are along toe of parapet.
2. Bars indicated thus 1x6-#8 etc. indicates 1 line of bars with 6 lengths per line.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-047-Median Parapet Details Unit 2.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK/TPS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK/TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN PARAPET DETAILS UNIT 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S47 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	936
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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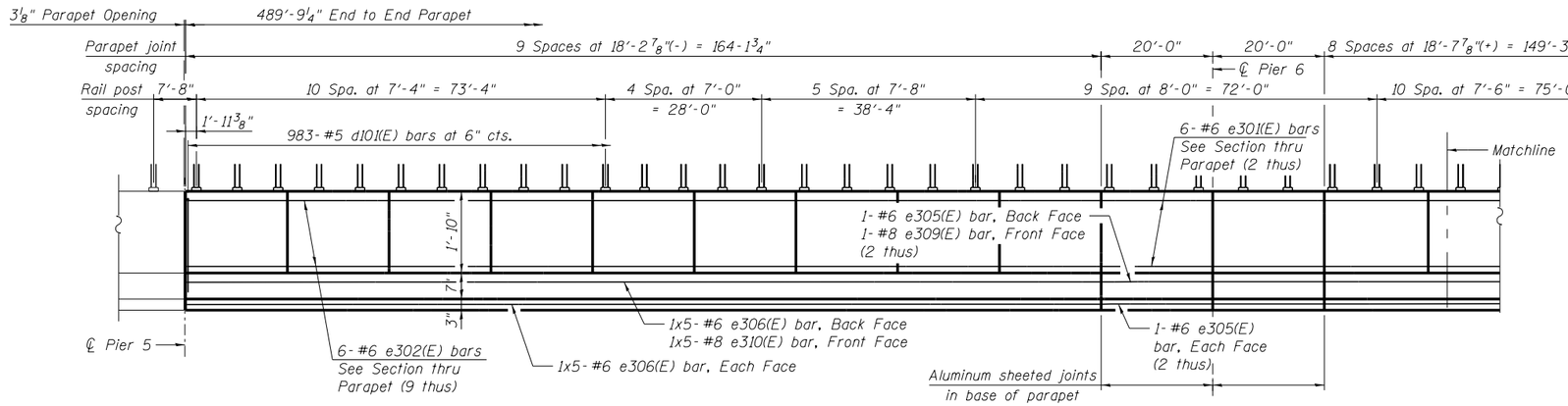
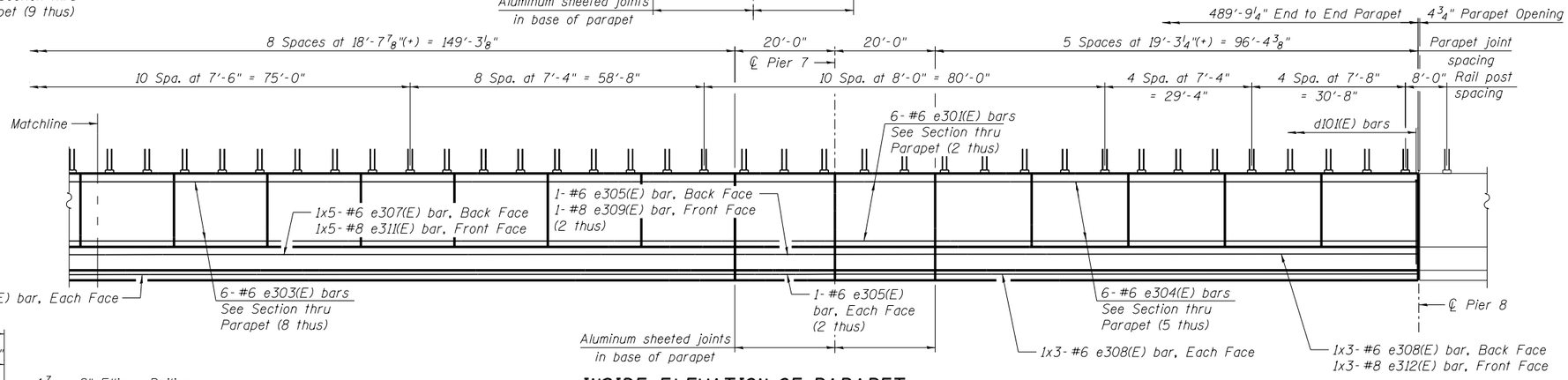


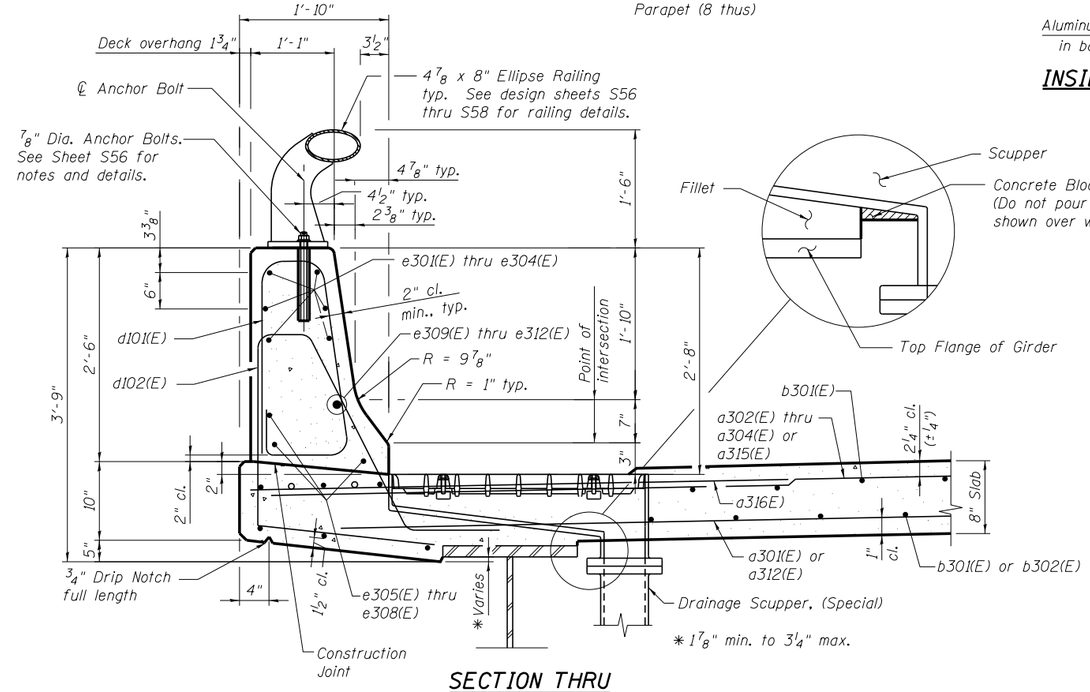
MINIMUM BAR LAP

(Parapet)
#6 bar = 3'-0"
#8 bar = 5'-2"

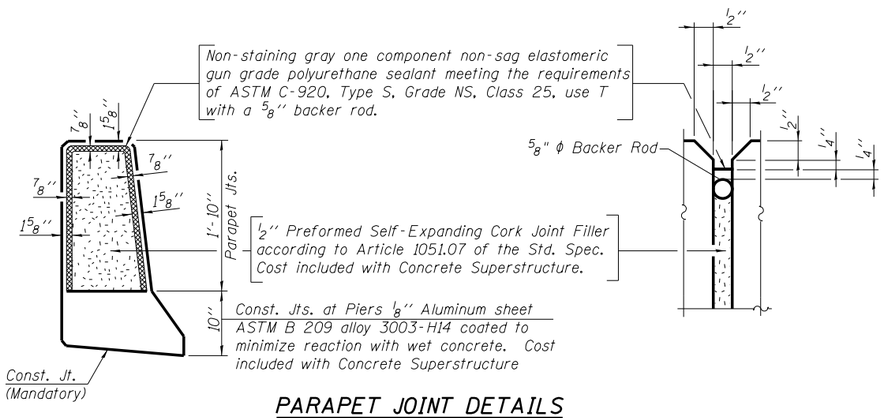


INSIDE ELEVATION OF PARAPET

(Reflected View Shown)



SECTION THRU PARAPET



PARAPET JOINT DETAILS

(For Conventional Concrete Placement)

NOTES:

1. All dimensions shown are along the toe of the parapet (gutterline).
2. Bars indicated thus 1x4-#8 etc. indicates 1 line of bars with 4 lengths per line.
3. For slipforming details, see sheet S44.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 10061

FILE NAME = 081-0178-C00AB-048-West Parapet Details Unit 3.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PARAPET DETAILS UNIT 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S48 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	937
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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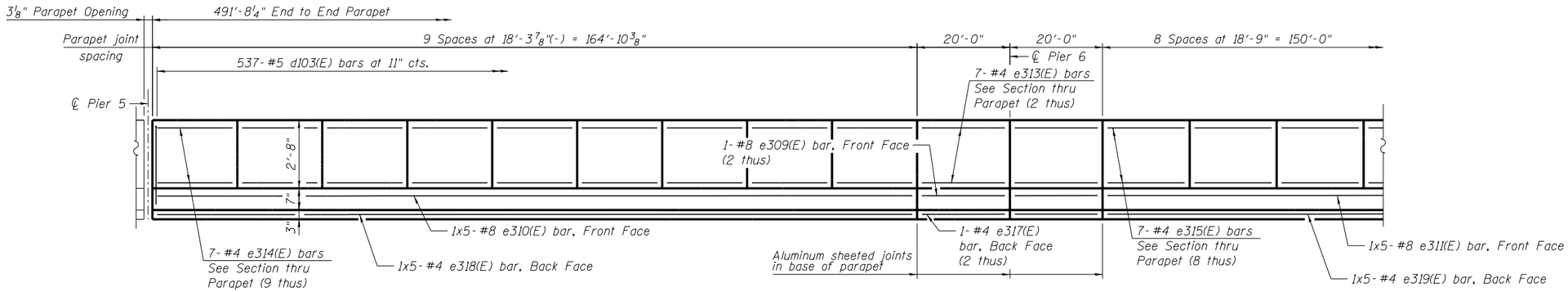
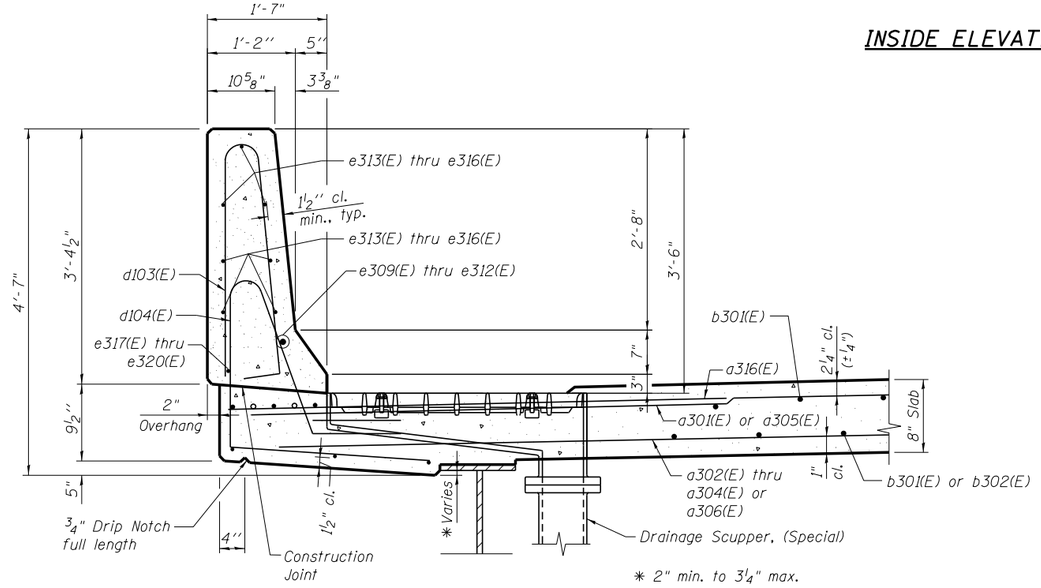


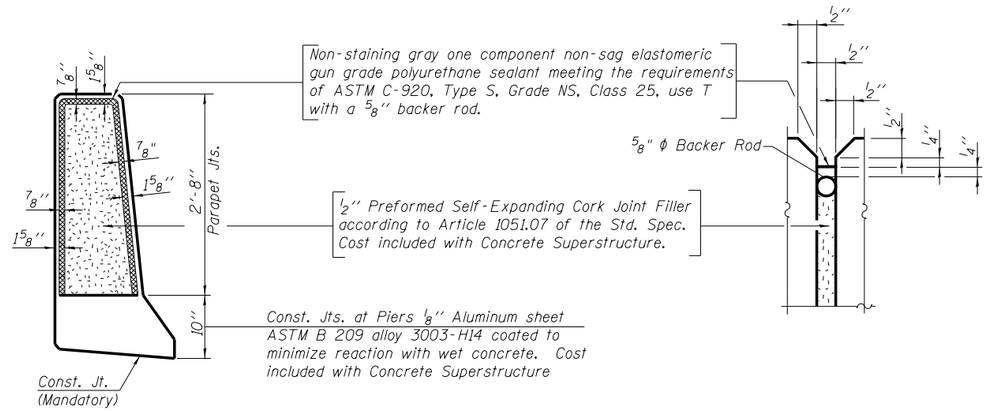
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



SECTION THRU PARAPET



PARAPET JOINT DETAILS

(For Conventional Concrete Placement)

NOTES:

1. All dimensions shown are along the toe of the parapet (gutterline)
2. Bars indicated thus 1x4-#8 etc. indicates 1 line of bars with 4 lengths per line.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-049-Median Parapet Details Unit 3.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

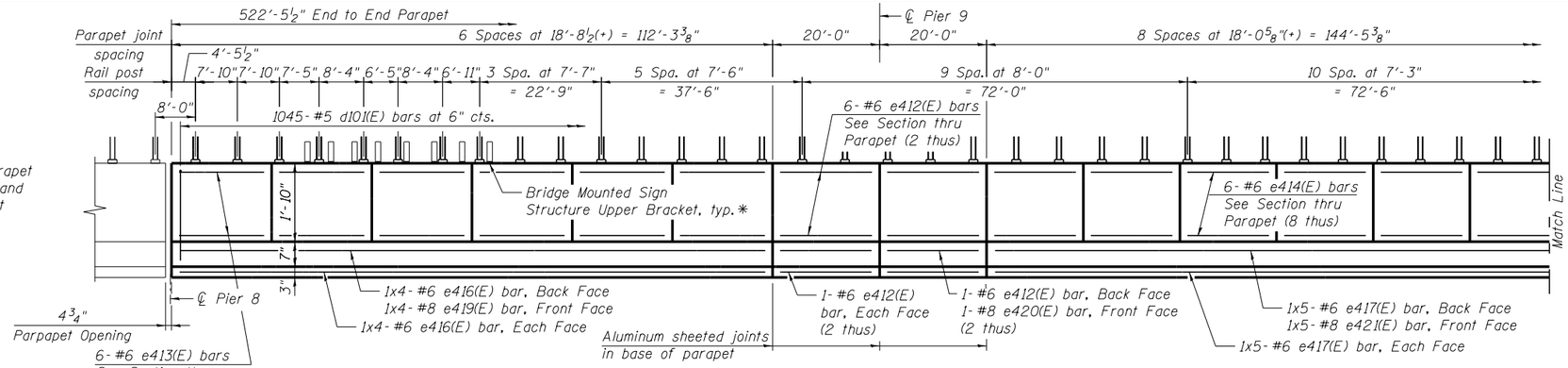
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

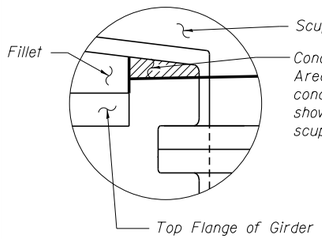
MEDIAN PARAPET DETAILS UNIT 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S49 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	938
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

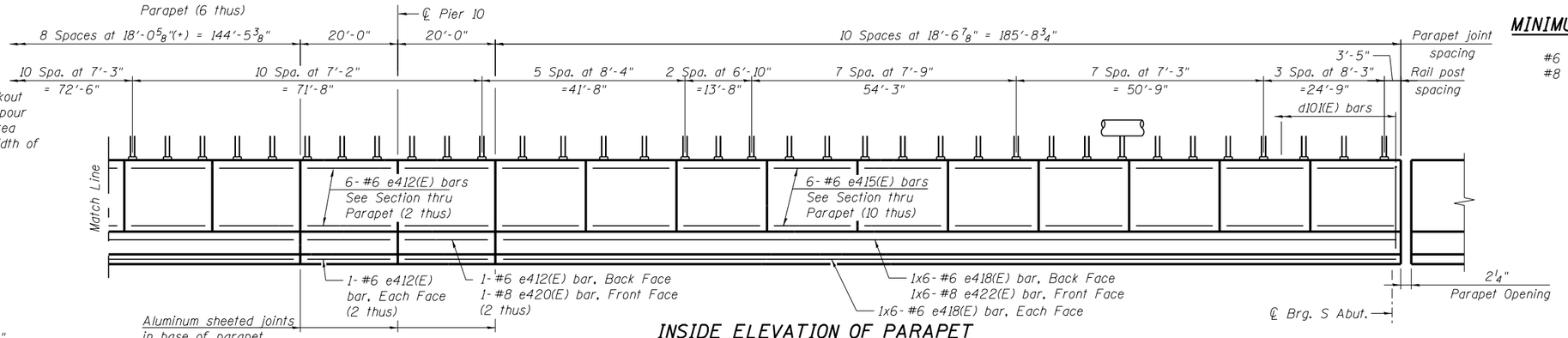
1/18/2017 11:48:57 AM c:\pwise_work\do_not_delete\dms02467\081-0178-C00AB-049-Median Parapet Details Unit 3.dgn

* Bridge Mounted Sign Structure Upper Brackets must be installed on top of parapet prior to railing installation. See details and Note 6 on Overhead Sign Structure Sheet OSS-28.





Detail 1

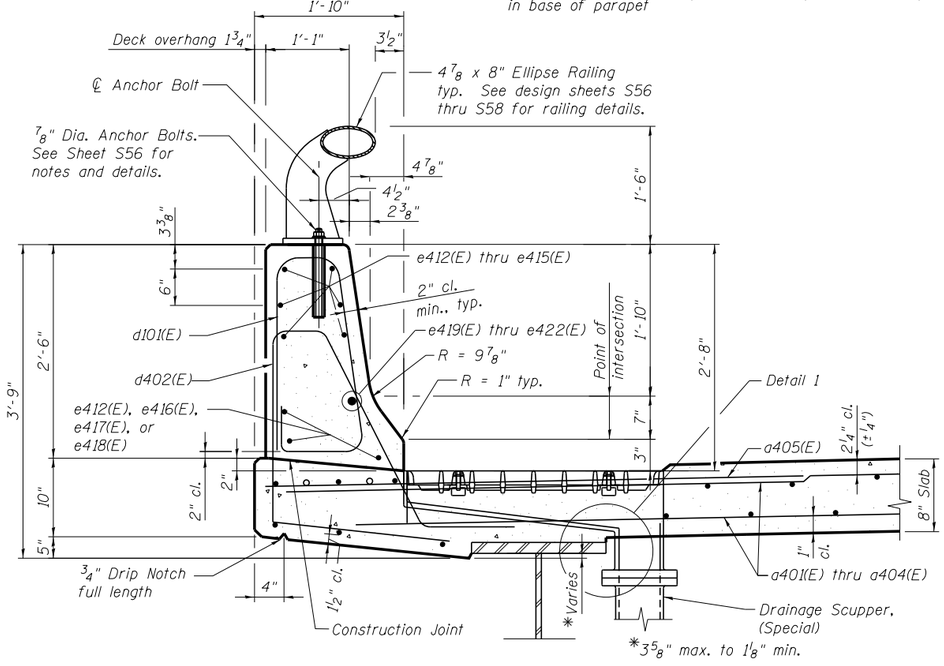


MINIMUM BAR LAP

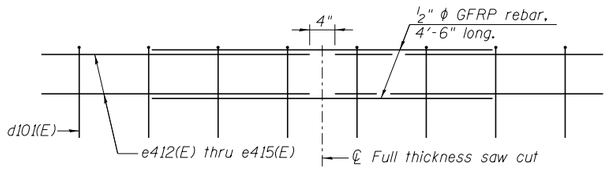
(Parapet)
#6 bar = 3'-0"
#8 bar = 5'-2"

INSIDE ELEVATION OF PARAPET

(Reflected View Shown)



GFRP REBAR STIFFENING DETAIL

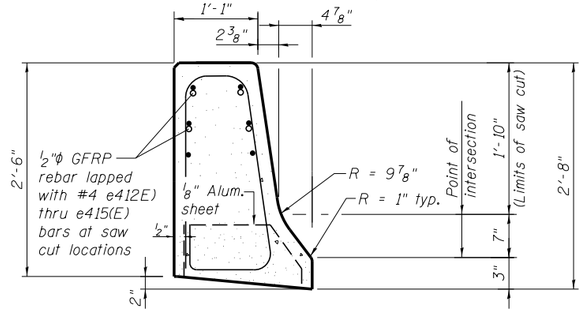


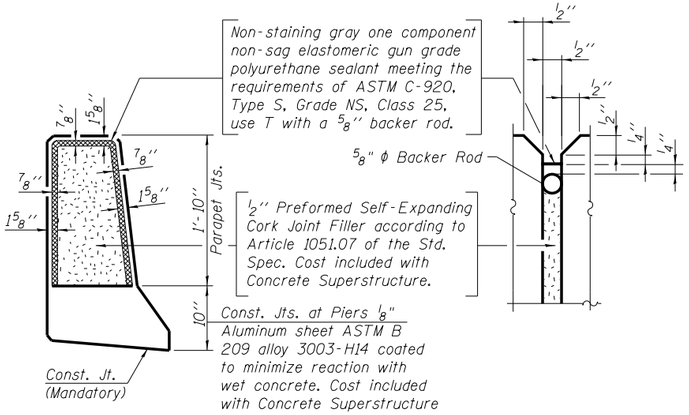
(Place as shown in parapet section at each parapet joint location.)
(GFRP rebar is only required if contractor elects to slipform parapet.)
(Cost of GFRP shall be included with "Concrete Superstructure")

SLIPFORMED PARAPET JOINT DETAILS

(Ellipse railing not shown for clarity)

1. All dimensions shall remain the same as shown on superstructure details.
2. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.





PARAPET JOINT DETAILS

(For Conventional Concrete Placement)

NOTES:

1. All dimensions shown are along toe of parapet.
2. Bars indicated thus 1x5-#8 etc. indicates 1 line of bars with 5 lengths per line.

SECTION THRU PARAPET

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 10061

FILE NAME = 081-0178-C00AB-050-West Parapet Details Unit 4.dgn	USER NAME = ksnider	DESIGNED - JHG	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Plot Sheet	PLOT SCALE =	DRAWN - VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST PARAPET DETAILS UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S50 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	939
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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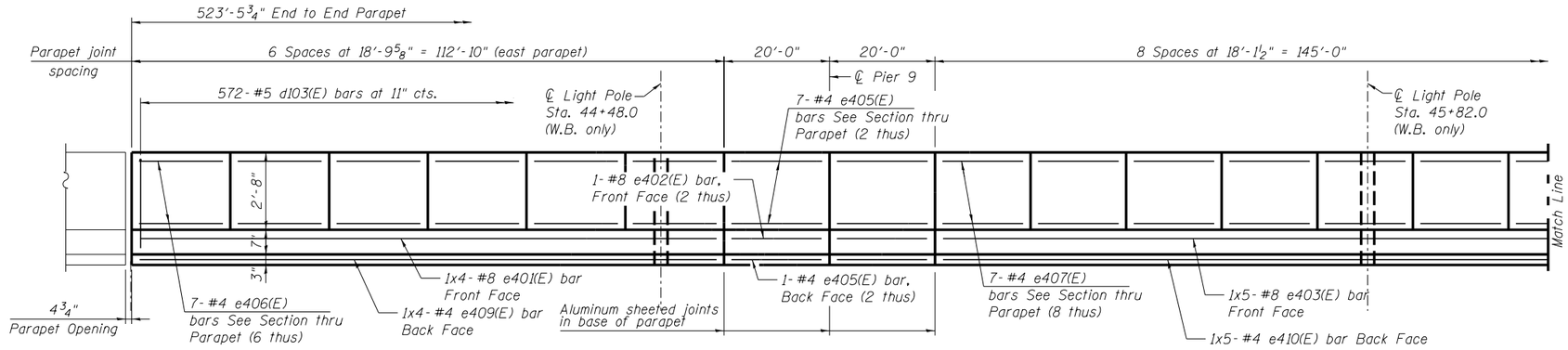
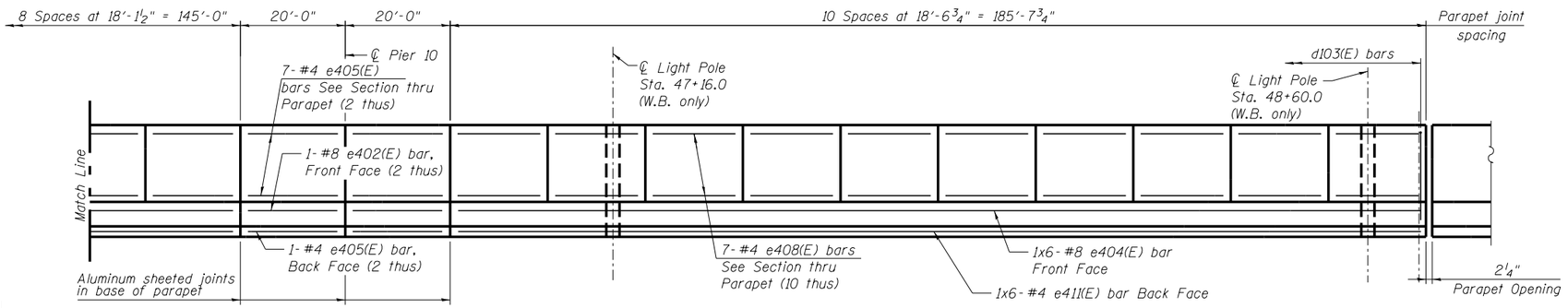
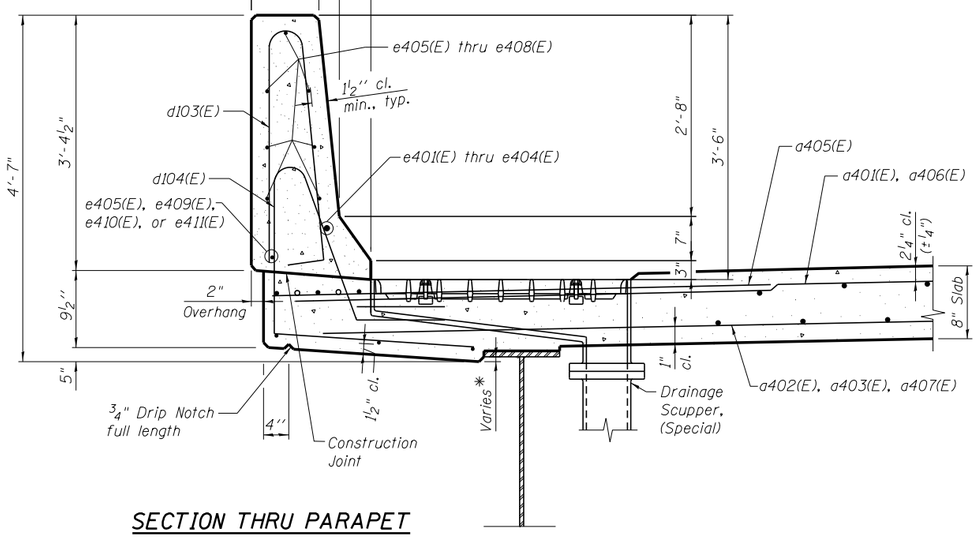




MINIMUM BAR LAP

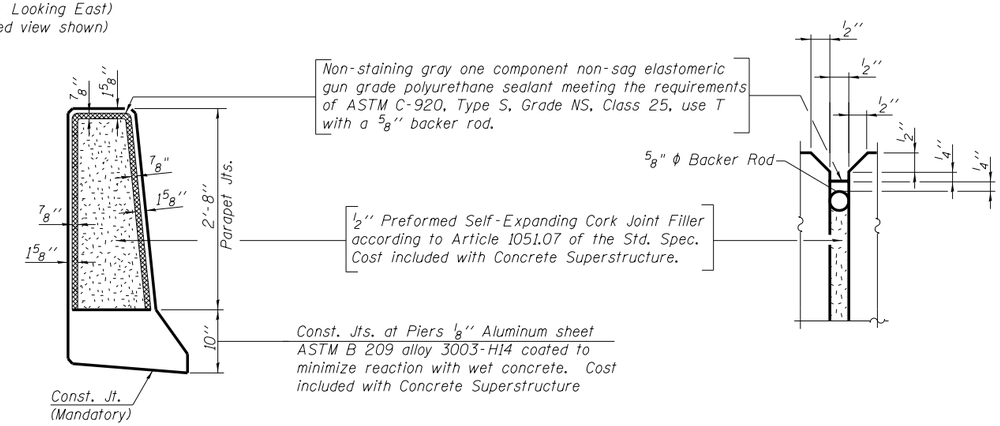
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



SECTION THRU PARAPET

ELEVATION OF MEDIAN PARAPET

(E.B. Median Parapet Shown - Looking East)
(W.B. Median Parapet Reflected view shown)



PARAPET JOINT DETAILS

* 3 1/2" max, 1 5/8" min.

NOTES:

1. All dimensions shown are along toe of parapet.
2. Bars indicated thus 1x5-#8 etc. indicates 1 line of bars with 5 lengths per line.

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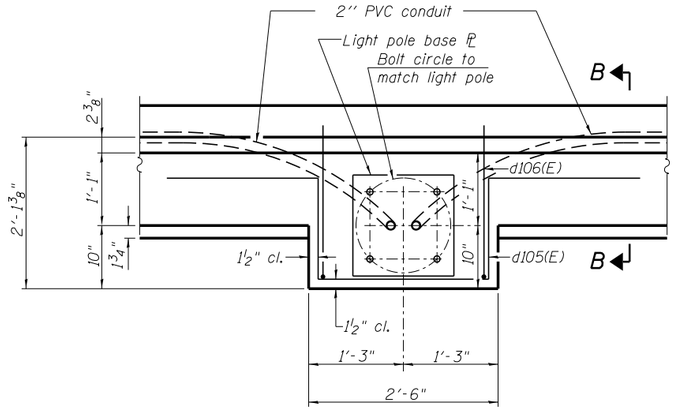
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-051-Median Parapet Details Unit 4.dgn	USER NAME = ksnider	DESIGNED - JHG	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Plot Sheet	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

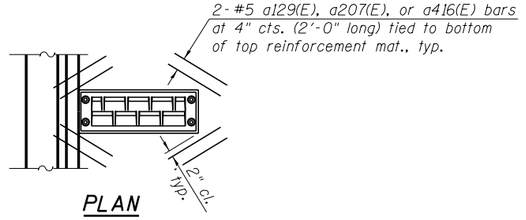
MEDIAN PARAPET DETAILS UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S51 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	940
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			



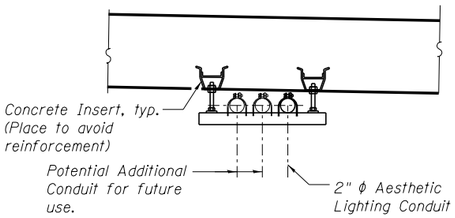
PLAN

(Cost of anchor rod included with concrete superstructure)



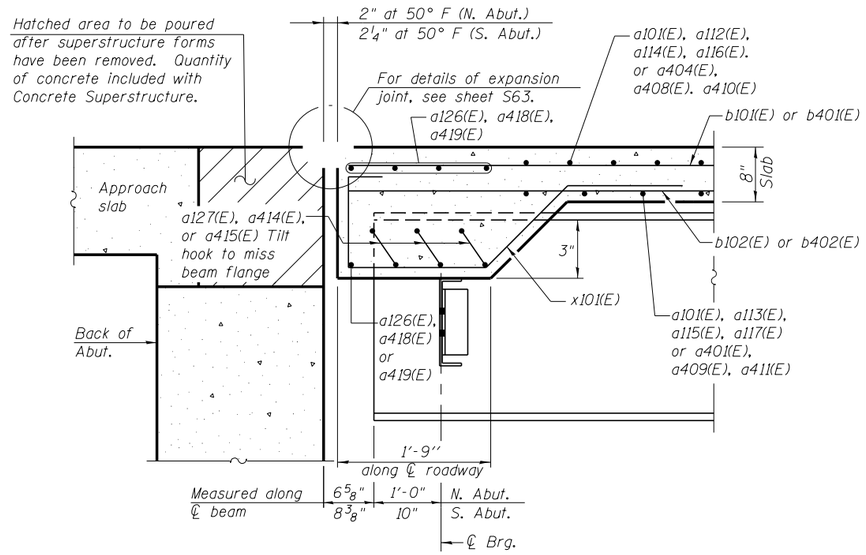
PLAN

Note: Cut longitudinal reinforcement to clear drainage scuppers.

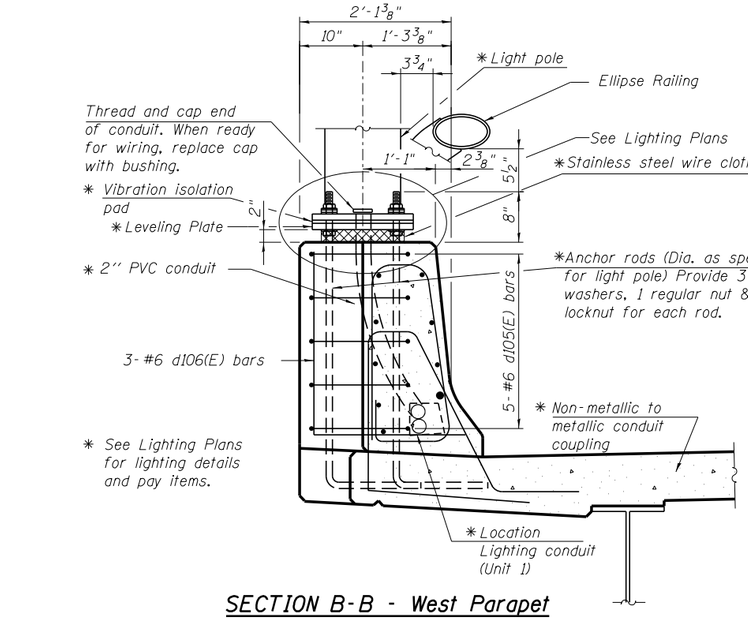


SUPPORT HANGER DETAIL

Notes:
1. Contractor shall supply support hanger for two potential future conduit in addition to proposed lighting conduits. See lighting plans for additional lighting details.
2. All exposed conduits shall be PVC coated galvanized steel.
3. Cost of Concrete Inserts and supports shall be included with the conduits attached to structure. See Lighting Plans for pay items.
4. Contractor shall be responsible for routing conduit around cross frames at expansion joints.

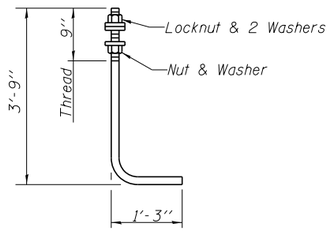


SECTION D-D



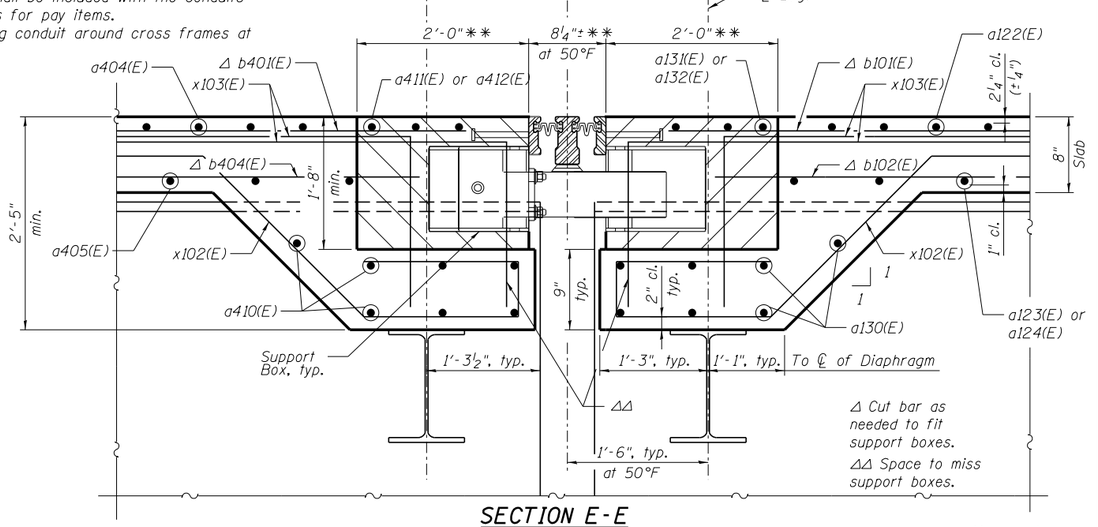
SECTION B-B - West Parapet

Railing not shown for clarity (1 location)



ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized



SECTION E-E

1. All dimensions along ℄ Ramp 6th-C unless otherwise noted
2. Deck Slab Reinforcement on S.N. 081-0186 side of joint billed on S.N. 081-0186 Plan Set
3. Design Temperature Range -30°F to 130°F
4. Hatched area to be poured after superstructure falsework has been removed and Modular Joint-Swivel is fixed in position. Quantity of concrete included with Concrete Superstructure.
5. Modular Expansion Joint-Swivel at Pier 2 paid for as "Modular Expansion Joint-Swivel 6". See sheet S65 for bill of material.
6. Additional joint details can be found in the shop drawings submitted by the Contractor.

** Measured perpendicular to ℄ Pier

THERMAL MOVEMENT OF DECK AT MODULAR EXPANSION JOINT-SWIVEL

Movement from S.N.	Movement Parallel to ℄ Pier 2	Movement Perpendicular to ℄ Pier 2
081-0178	0.62 in.	1.37 in.
081-0186	0.64 in.	1.10 in.

Movement Calculated at work point W.P. 3C on East Side of Modular Joint Swivel. See sheet S53 for location of W.P. 3C

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-052-Superstructure Details (1 of 2).dgn	USER NAME = ksnider	DESIGNED - DMS/DTS	REVISED -
		CHECKED - AJK/TPS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AMB/TPS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S52 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	941
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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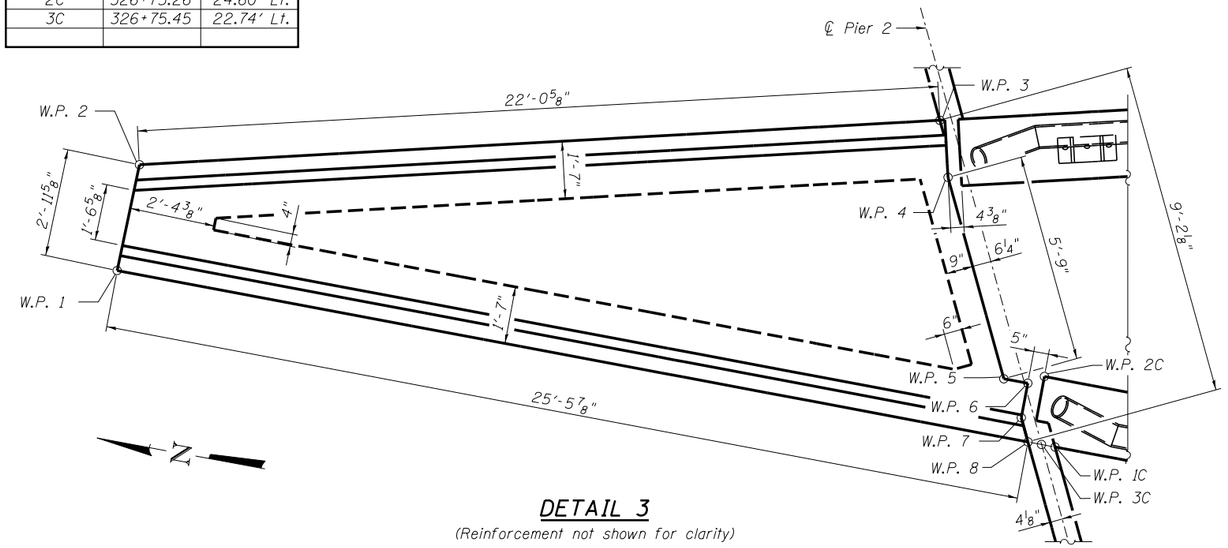
Work Points

W.P.	Station	Offset
1	33+17.79	78.91' Rt.
2	33+18.40	76.00' Rt.
3	33+40.42	74.78' Rt.
4	33+40.64	76.35' Rt.
5	33+42.18	81.89' Rt.
6	33+42.83	82.01' Rt.
7	33+42.66	82.96' Rt.
8	33+42.84	83.62' Rt.
1C	326+75.82	22.74' Lt.
2C	326+75.26	24.60' Lt.
3C	326+75.45	22.74' Lt.

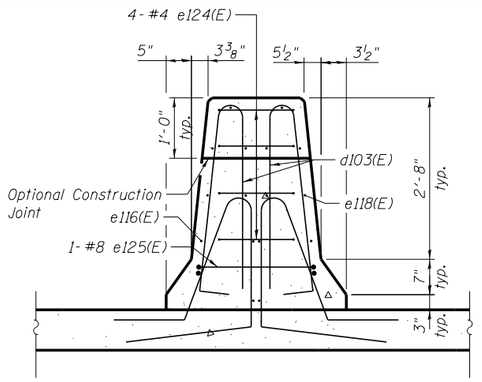
MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-0"
#5 bar = 2'-6"
#8 bar = 5'-2"

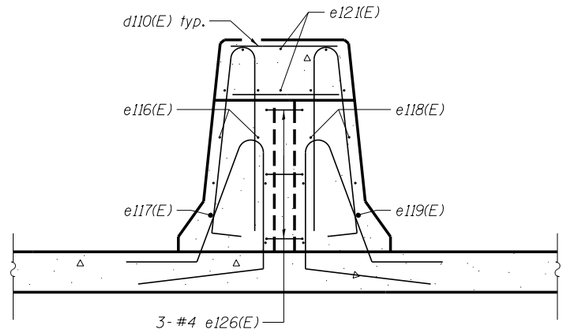


DETAIL 3

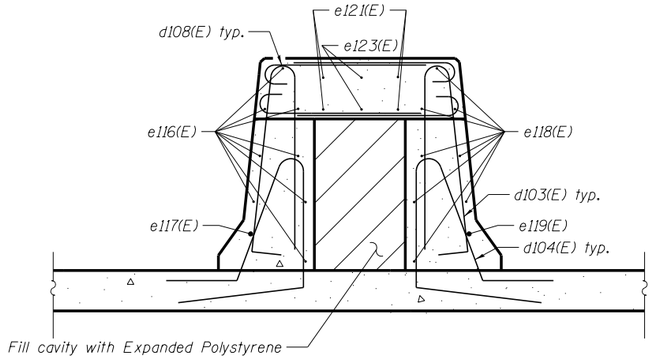
(Reinforcement not shown for clarity)



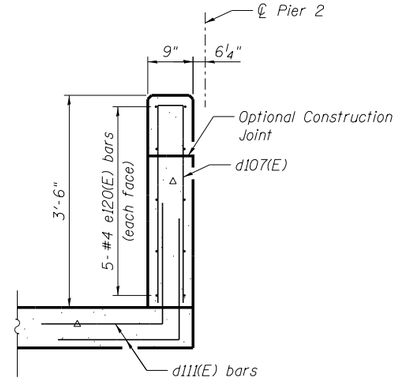
SECTION F-F



SECTION G-G

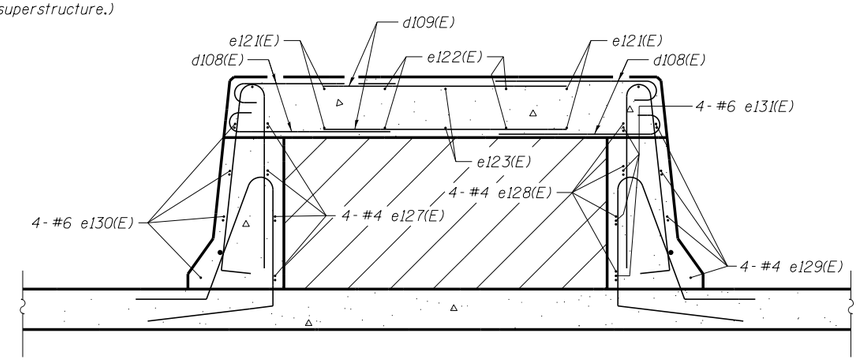


SECTION H-H

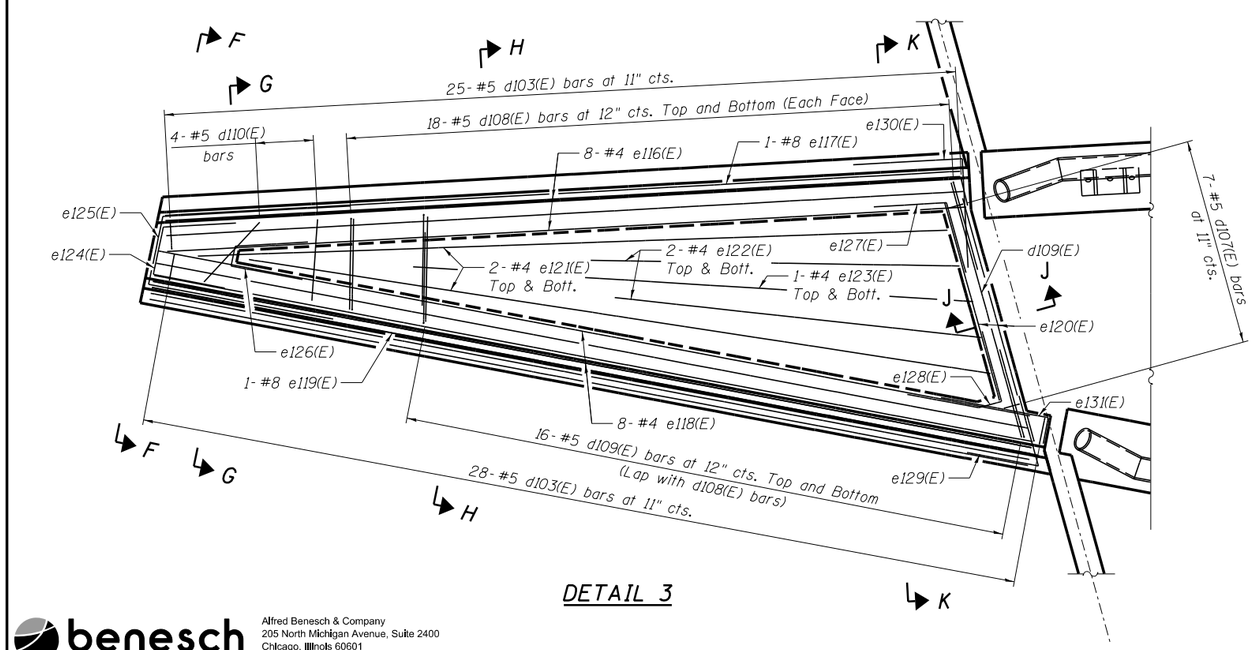


SECTION J-J

(Expanded Polystyrene (EPS) to be in accordance with ASTM E2430 or ASTM C578 with a minimum compressive strength of 5 psi. Cost of EPS shall be included with concrete superstructure.)



SECTION K-K



DETAIL 3

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-053-Superstructure Details (2 of 2).dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - DMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S53 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	942
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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SUPERSTRUCTURE
BILL OF MATERIAL - UNIT 1

Bar	No.	Size	Length	Shape
a101(E)	2656	#5	36'-0"	
a102(E)	690	#5	15'-0"	
a103(E)	192	#5	24'-3"	
a104(E)	174	#5	27'-0"	
a105(E)	139	#5	29'-1"	
a106(E)	141	#5	31'-2"	
a107(E)	215	#5	23'-1"	
a108(E)	149	#5	26'-9"	
a109(E)	111	#5	29'-8"	
a110(E)	93	#5	32'-6"	
a111(E)	132	#5	35'-4"	
a112(E)	10	#5	38'-7"	
a113(E)	4	#5	28'-2"	
a114(E)	9	#5	41'-10"	
a115(E)	5	#5	46'-2"	
a116(E)	3	#5	19'-11"	
a117(E)	4	#5	36'-0"	
a118(E)	12	#5	41'-9"	
a119(E)	5	#5	31'-7"	
a120(E)	12	#5	40'-0"	
a121(E)	7	#5	41'-11"	
a122(E)	11	#5	38'-0"	
a123(E)	7	#5	42'-5"	
a124(E)	3	#5	19'-6"	
a125(E)	1666	#6	6'-6"	
a126(E)	15	#5	32'-4"	
a127(E)	36	#6	7'-10"	
a128(E)	39	#6	3'-3"	
a129(E)	24	#5	2'-0"	
a130(E)	28	#5	9'-3"	
a131(E)	6	#5	23'-3"	
a132(E)	3	#6	7'-6"	
b101(E)	3006	#5	30'-11"	
b102(E)	204	#5	17'-1"	
b103(E)	468	#6	38'-3"	
d101(E)	782	#5	7'-9"	
d102(E)	391	#5	7'-11"	
d103(E)	469	#5	6'-10"	
d104(E)	469	#5	7'-9"	
d105(E)	5	#6	8'-11"	
d106(E)	3	#6	4'-3"	
d107(E)	7	#5	6'-9"	
d108(E)	72	#5	3'-1"	
d109(E)	8	#5	9'-3"	
d110(E)	4	#5	2'-3"	
d111(E)	14	#5	4'-0"	
d150(E)	3	#5	8'-4"	
d151(E)	3	#5	8'-1"	

SUPERSTRUCTURE
BILL OF MATERIAL - UNIT 1

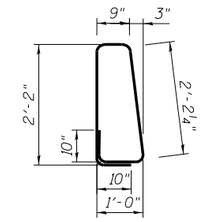
Bar	No.	Size	Length	Shape
e101(E)	4	#8	19'-8"	
e102(E)	49	#4	18'-5"	
e103(E)	5	#4	27'-11"	
e104(E)	5	#8	30'-5"	
e105(E)	77	#4	18'-8"	
e106(E)	7	#4	31'-9"	
e107(E)	7	#8	34'-5"	
e108(E)	16	#4	19'-8"	
e109(E)	42	#6	18'-9"	
e110(E)	15	#6	29'-2"	
e111(E)	5	#8	30'-10"	
e112(E)	18	#6	19'-8"	
e113(E)	72	#6	17'-9"	
e114(E)	21	#6	33'-7"	
e115(E)	7	#8	35'-5"	
e116(E)	8	#4	21'-8"	
e117(E)	1	#8	21'-8"	
e118(E)	8	#4	25'-2"	
e119(E)	1	#8	25'-2"	
e120(E)	10	#4	6'-0"	
e121(E)	4	#4	20'-7"	
e122(E)	4	#4	10'-1"	
e123(E)	2	#4	15'-5"	
e124(E)	4	#4	5'-4"	
e125(E)	1	#8	12'-3"	
e126(E)	3	#4	4'-7"	
e127(E)	4	#4	4'-0"	
e128(E)	4	#4	4'-8"	
e129(E)	4	#4	4'-0"	
e130(E)	4	#6	6'-0"	
e131(E)	4	#6	3'-8"	
e150(E)	4	#6	8'-4"	
x101(E)	112	#5	6'-5"	
x102(E)	39	#5	9'-7"	
x103(E)	78	#5	6'-11"	
Concrete Superstructure			Cu. Yd.	1,170.2
Reinforcement Bars, Epoxy Coated			Pound	328,240

SUPERSTRUCTURE
BILL OF MATERIAL - UNIT 2

Bar	No.	Size	Length	Shape
a201(E)	3743	#5	25'-0"	
a202(E)	1875	#5	33'-0"	
a203(E)	11	#5	27'-6"	
a204(E)	11	#5	35'-6"	
a205(E)	13	#5	30'-6"	
a206(E)	2330	#6	6'-6"	
a207(E)	16	#5	2'-0"	
a208(E)	82	#6	3'-4"	
a209(E)	8	#5	29'-2"	
a210(E)	20	#5	34'-9"	
a211(E)	10	#5	24'-11"	
b201(E)	2594	#5	32'-10"	
b202(E)	140	#5	17'-9"	
b203(E)	150	#6	25'-0"	
b204(E)	450	#6	35'-3"	
b205(E)	1	#5	13'-0"	
d101(E)	1070	#5	7'-9"	
d202(E)	535	#5	8'-2"	
d103(E)	585	#5	6'-10"	
d104(E)	585	#5	7'-9"	
e201(E)	36	#6	19'-8"	
e202(E)	42	#6	19'-3"	
e203(E)	78	#6	18'-4"	
e204(E)	12	#6	15'-5"	
e205(E)	18	#6	14'-1"	
e206(E)	36	#6	30'-8"	
e207(E)	12	#6	31'-8"	
e208(E)	8	#8	19'-8"	
e209(E)	8	#8	33'-4"	
e210(E)	23	#8	32'-6"	
e211(E)	32	#4	19'-8"	
e212(E)	126	#4	18'-5"	
e213(E)	42	#4	19'-4"	
e214(E)	12	#4	29'-10"	
e215(E)	4	#4	30'-11"	
e217(E)	1	#8	32'-6"	
Concrete Superstructure			Cu. Yd.	1,211.9
Reinforcement Bars, Epoxy Coated			Pound	344,060

SUPERSTRUCTURE
BILL OF MATERIAL - UNIT 3

Bar	No.	Size	Length	Shape
a129(E)	16	#5	2'-0"	
a301(E)	3450	#5	30'-0"	
a302(E)	614	#5	20'-5"	
a303(E)	596	#5	18'-1"	
a304(E)	529	#5	15'-9"	
a305(E)	9	#5	32'-0"	
a306(E)	4	#5	21'-3"	
a307(E)	8	#5	35'-0"	
a308(E)	6	#5	34'-11"	
a309(E)	3	#5	17'-7"	
a310(E)	3	#5	30'-9"	
a311(E)	6	#5	29'-2"	
a312(E)	5	#5	33'-9"	
a313(E)	7	#5	39'-1"	
a314(E)	5	#5	36'-0"	
a315(E)	5	#5	18'-6"	
a316(E)	2134	#6	6'-6"	
a317(E)	41	#6	3'-2"	
a318(E)	37	#6	2'-11"	
b301(E)	2397	#5	32'-0"	
b302(E)	136	#5	17'-2"	
b303(E)	222	#6	40'-2"	
b304(E)	222	#6	32'-1"	
d101(E)	983	#5	7'-9"	
d302(E)	491	#5	8'-2"	
d103(E)	537	#5	6'-10"	
d104(E)	537	#5	7'-9"	
e301(E)	24	#6	19'-8"	
e302(E)	54	#6	17'-10"	
e303(E)	48	#6	18'-3"	
e304(E)	30	#6	18'-11"	
e305(E)	12	#6	19'-8"	
e306(E)	15	#6	35'-3"	
e307(E)	15	#6	32'-4"	
e308(E)	9	#6	34'-2"	
e309(E)	8	#8	19'-8"	
e310(E)	10	#8	37'-1"	
e311(E)	10	#8	34'-1"	
e312(E)	6	#8	35'-8"	
e313(E)	28	#4	19'-8"	
e314(E)	63	#4	17'-11"	
e315(E)	56	#4	18'-5"	
e316(E)	35	#4	19'-0"	
e317(E)	4	#4	19'-8"	
e318(E)	5	#4	34'-6"	
e319(E)	5	#4	31'-7"	
e320(E)	3	#4	33'-6"	
Concrete Superstructure			Cu. Yd.	1,055.9
Reinforcement Bars, Epoxy Coated			Pound	303,140



Bar d101(E)

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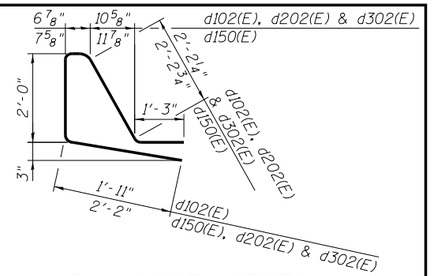

Bars d102(E), d150(E), d202(E) & d302(E)

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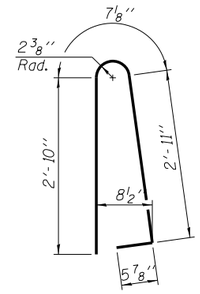
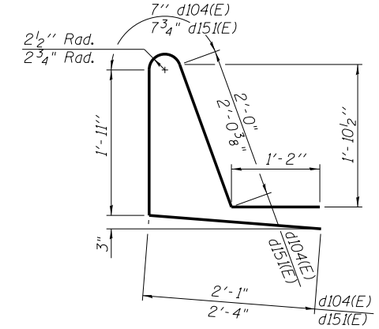
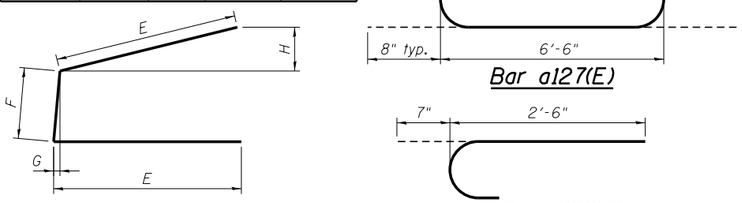


Bar d103(E)

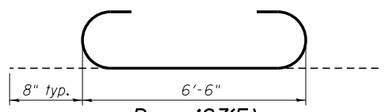


Bars d104(E) & d151(E)



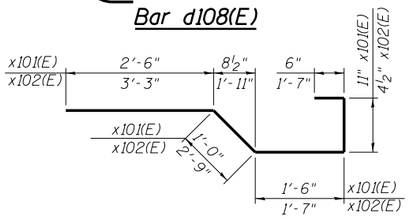
Bars e124(E), e125(E), e126(E) & e128(E)

Bar	E	F	G	H
e124(E)	2'-0"	1'-4"	¼"	5 7/8"
e125(E)	5'-2"	1'-11"	½"	1'-2 7/8"
e126(E)	2'-0"	7"	⅛"	5 3/4"
e128(E)	2'-0"	7 7/8"	0"	1'-9½"

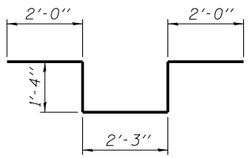


Bar a127(E)

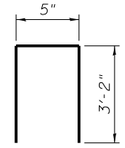
Bar d108(E)



Bars x101(E) & x102(E)



Bar d105(E)



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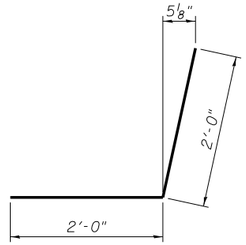
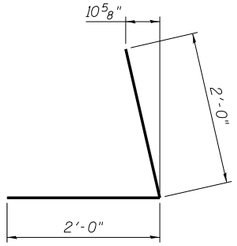
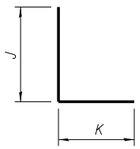


Bar e127(E)

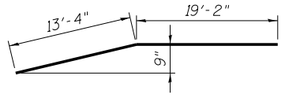


Bar e129(E)

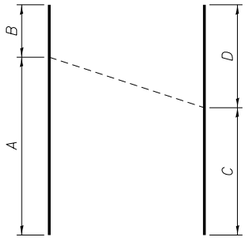


Bars d106(E), d111(E), e130(E), e131(E) & x103(E)

Bar	J	K
d106(E)	2'-3"	2'-0"
d111(E)	2'-0"	2'-0"
e130(E)	3'-0"	3'-0"
e131(E)	3'-0"	8"
x103(E)	5'-0"	1'-11"



Bar e217(E)



Cutting Diagram

(See table for bar designations)

Bar	A	B	C	D
a112(E)	36'-0"	2'-7"	20'-2"	18'-5"
a113(E)	24'-3"	3'-11"	15'-6"	12'-8"
a114(E)	36'-0"	5'-10"	21'-10"	20'-0"
a115(E)	36'-0"	10'-2"	24'-6"	21'-8"
a116(E)	14'-4"	5'-7"	10'-10"	9'-1"
a117(E)	28'-6"	7'-6"	19'-6"	16'-6"
a118(E)	36'-0"	5'-9"	21'-6"	20'-3"
a119(E)	26'-3"	5'-4"	16'-11"	14'-8"
a120(E)	36'-0"	4'-0"	20'-8"	19'-4"
a121(E)	36'-0"	5'-11"	22'-1"	19'-10"
a122(E)	33'-10"	4'-2"	19'-8"	18'-4"
a123(E)	36'-0"	6'-5"	22'-4"	20'-1"
a124(E)	15'-0"	4'-6"	10'-10"	8'-8"
d109(E)	6'-4"	2'-11"	4'-9"	4'-6"
a203(E)	22'-0"	5'-6"	5'-6"	22'-0"
a204(E)	30'-6"	5'-0"	5'-0"	30'-6"
a205(E)	25'-0"	5'-6"	5'-6"	25'-0"
a209(E)	23'-6"	5'-8"	5'-8"	23'-6"
a210(E)	33'-0"	1'-9"	1'-9"	33'-0"
a211(E)	23'-11"	1'-0"	1'-0"	23'-11"
a305(E)	30'-0"	2'-0"	16'-10"	15'-2"
a306(E)	19'-7"	1'-8"	11'-11"	9'-4"
a307(E)	30'-0"	5'-0"	18'-4"	16'-8"
a308(E)	30'-0"	4'-11"	18'-7"	16'-4"
a309(E)	12'-11"	4'-8"	9'-8"	7'-11"
a310(E)	21'-7"	9'-2"	16'-8"	14'-1"
a311(E)	23'-8"	5'-6"	15'-5"	13'-9"
a312(E)	28'-2"	5'-7"	18'-2"	15'-7"
a313(E)	30'-0"	9'-1"	20'-4"	18'-9"
a314(E)	30'-0"	6'-0"	19'-4"	16'-8"
a315(E)	15'-9"	2'-9"	10'-0"	8'-6"

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-054-Reinforcement Details and Bill of Material.dgn	USER NAME = ksnider	DESIGNED - JDS/DTS	REVISED -
		CHECKED - AMB/TPS	REVISED -
	PLOT SCALE =	DRAWN - DMS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REINFORCING BAR DETAILS AND BILL OF MATERIAL UNITS 1-3
STRUCTURE NO. 081-0178 (EASTBOUND)

SHEET NO. S54 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	943
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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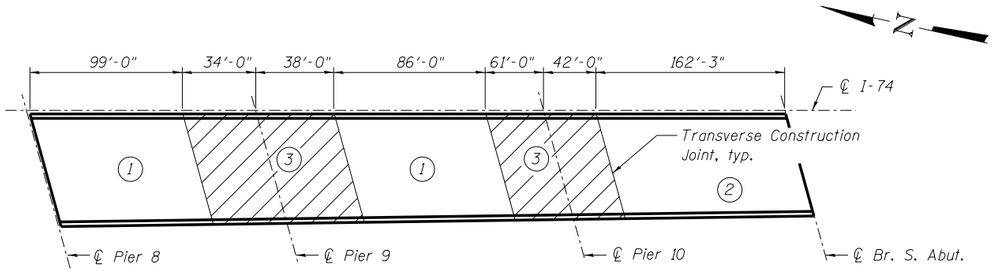
SUPERSTRUCTURE BILL OF MATERIAL UNIT 4

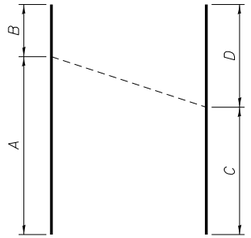
Bar	No.	Size	Length	Shape
a401(E)	1873	#5	36'-10"	
a402(E)	498	#5	33'-4"	
a403(E)	515	#5	31'-4"	
a404(E)	870	#5	29'-4"	
a405(E)	2264	#5	6'-6"	
a406(E)	11	#5	38'-8"	
a407(E)	6	#5	32'-1"	
a408(E)	11	#5	37'-11"	
a409(E)	5	#5	34'-5"	
a410(E)	8	#5	27'-8"	
a411(E)	8	#5	38'-11"	
a412(E)	8	#5	37'-8"	
a413(E)	7	#5	39'-9"	
a414(E)	15	#6	9'-11"	
a415(E)	6	#6	8'-3"	
a416(E)	16	#5	2'-0"	
a417(E)	36	#6	2'-11"	
a418(E)	5	#6	36'-10"	
a419(E)	5	#6	33'-4"	
b401(E)	2050	#5	35'-9"	
b402(E)	124	#5	21'-2"	
b403(E)	201	#6	30'-0"	
b404(E)	268	#6	34'-2"	
d101(E)	1045	#5	7'-9"	
d103(E)	572	#5	6'-10"	
d104(E)	572	#5	7'-9"	
d402(E)	523	#5	8'-2"	
e401(E)	4	#8	32'-0"	
e402(E)	4	#8	19'-8"	
e403(E)	5	#8	33'-2"	
e404(E)	6	#8	35'-3"	
e405(E)	32	#4	19'-8"	
e406(E)	42	#4	18'-6"	
e407(E)	56	#4	17'-10"	
e408(E)	70	#4	18'-3"	
e409(E)	4	#4	29'-8"	
e410(E)	5	#4	30'-7"	
e411(E)	6	#4	32'-7"	
e412(E)	36	#6	19'-8"	
e413(E)	36	#6	18'-5"	
e414(E)	48	#6	17'-9"	
e415(E)	60	#6	18'-3"	
e416(E)	12	#6	30'-6"	
e417(E)	15	#6	31'-3"	
e418(E)	18	#6	33'-5"	
e419(E)	4	#8	32'-0"	
e420(E)	4	#8	19'-8"	
e421(E)	5	#8	33'-0"	
e422(E)	6	#8	35'-3"	
x101(E)	64	#5	6'-5"	
Concrete Superstructure			Cu. Yd.	1,049.9
Reinforcement Bars, Epoxy Coated			Pound	288,550



REQUIRED DECK POUR SEQUENCE

DECK POUR NOTES:

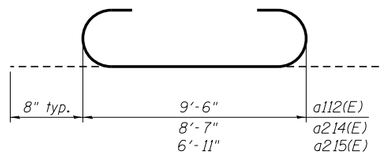
1. When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
   A) At least 72 hours shall have elapsed from the end of the previous pour.
   B) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
2. The Contractor is alerted that camber and dead load deflection values were developed based on the deck pouring sequence shown. Any deviation from this pouring sequence could result in changes to camber and deck elevations. These changes shall be submitted to the Engineer for review and approval.



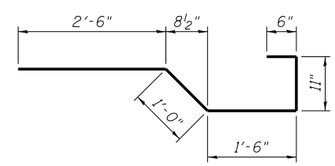
Bar	A	B	C	D
a406(E)	18'-6"	20'-2"	2'-0"	36'-8"
a407(E)	14'-10"	17'-3"	2'-10"	29'-3"
a408(E)	36'-4"	1'-7"	19'-9"	18'-2"
a409(E)	28'-0"	6'-5"	18'-5"	16'-0"
a410(E)	26'-2"	1'-6"	14'-8"	13'-0"
a411(E)	37'-5"	1'-6"	20'-8"	18'-3"
a412(E)	18'-0"	19'-8"	6'-5"	31'-3"
a413(E)	18'-8"	21'-1"	4'-3"	35'-6"

CUTTING DIAGRAM

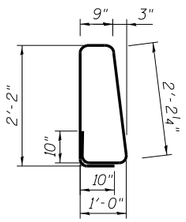
(See table for bar designations)



BARS a414(E) and a415(E)



BAR x101(E)



BAR d101(E)

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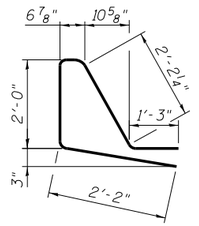
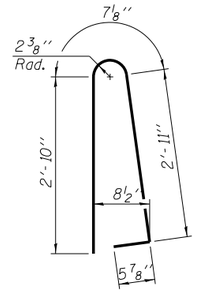
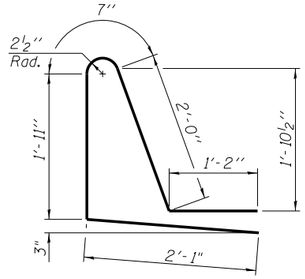


BAR d402(E)

All dimensions are out to out.



BAR d103(E)



BAR d104(E)

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - JHG/VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REINFORCING BAR DETAILS AND BILL OF MATERIAL UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S55 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	944
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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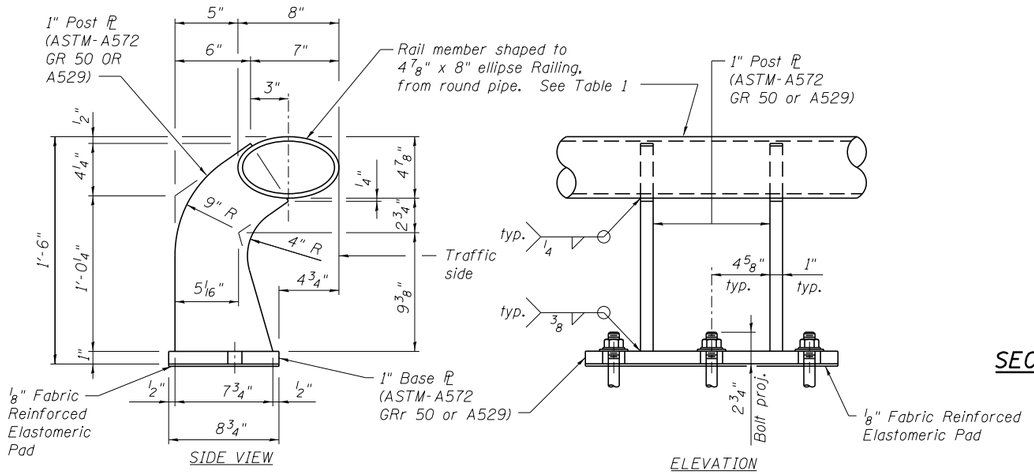
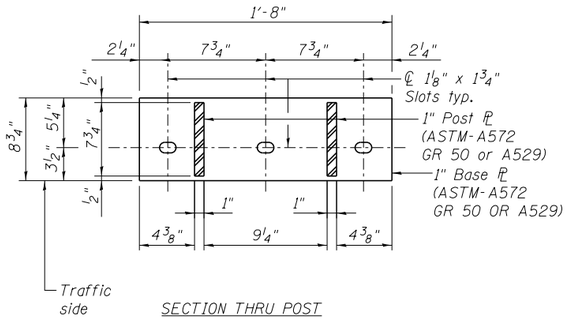
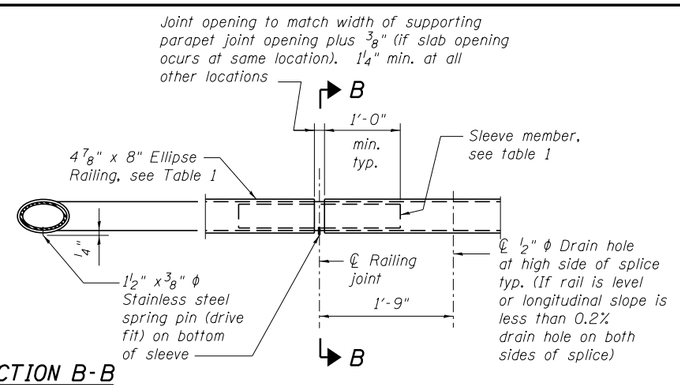




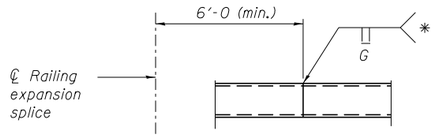
ELLIPTICAL TUBE WITH RAIL POST AND ANCHORAGE DETAILS



SECTION B-B

ELLIPSE RAILING SLEEVE DETAIL

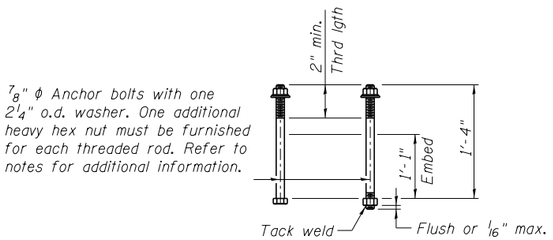
Note:
The major and minor diameters of the rail member may vary +/- 3/16" from plan dimensions. However, the difference between the outside diameters of the sleeve and the inside diameters of the rail shall not exceed 1/8" along the major or minor axis. The maximum gap along the 45° axis of the sleeve may be 1/4" max.



RAILING SHOP SPLICE DETAIL

* Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove, double vee groove, or single groove. Grind smooth.

TABLE 1		
APPROVED RAILING MATERIAL		
4 7/8"x 8" Ellipse Railing	Sleeve Member (at railing splice)	
Material	Material	Thickness
6" Dia. Std. Pipe ASTM-A53 E OR S GRADE B	ASTM-A53-B	0.353"
	A36 or A500 GR. B	0.339"
	API-5LX52	0.224"
6" dia. , 0.280" Wall thickness ASTM-A501	ASTM-A53-B	0.353"
	A36 or A500 GR. B	0.339"
	API-5LX52	0.224"
6 5/8" O.D. x 0.188" Tube API-5LX52	ASTM-A53-B	0.339"
	A36 or A500 GR. B	0.325"
	API-5LX52	0.216"



CAST-IN-PLACE ANCHOR BOLT OPTIONS

NOTES:

1. See sheets S44, S46, S48 & S50 for post spacing.
2. Steel Railing (Special) shall be fabricated and installed in accordance with Article 509 of the Standard Specifications, unless otherwise noted.
3. All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
4. The Steel Railing (Special) is to be bid on a per linear foot basis measured from end to end of steel railing.
5. Payment for Steel Railing (Special) shall include full compensation for furnishing all material, and all the equipment and labor required to erect the rail in accordance with these plans and the Standard Specifications.
6. Anchor bolts shall be 7/8" ϕ, ASTM A-193 GR. B7, fully threaded with heavy hex nuts and one hardened washer and one 2 1/4" O.D. washer each. Embed threaded rods 10 1/2" min. into concrete parapet. Material for these items shall be in accordance with the adhesive manufacturer's requirements to be capable of obtaining an ultimate load per threaded rod of 36 kips in tension, considering spacing and edge distance. See Standard Specification 509.06 for further details on setting anchor bolts. Cost of anchor bolts included with Steel Railing (Special).
7. Optional cast-in-place anchor bolts to comply with ASTM F-1554 Grade 105. Hex nuts to comply with AASHTO M291, washers to comply with AASHTO M-293. Galvanizing in accordance with AASHTO M-232.
8. Provide one 1/8" and two 1/16" galvanized steel shims for 25% of rail posts, to be used as required. Shims shall be similar to base plates in size and holes. Cost included with Steel Railing (Special).

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Steel Railing (Special)	Foot	1972

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-056-Traffic Barrier Details (1 of 3).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC BARRIER DETAILS (1 OF 3) STRUCTURE NO. 081-0178 (EASTBOUND)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - AJK	REVISED -			74	81-1HVBR	ROCK ISLAND	1504	945
MODEL: Default	PLOT SCALE =	DRAWN - DTS	REVISED -						CONTRACT NO. 64C08	
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -		SHEET NO. S56 OF S138 SHEETS			ILLINOIS	FED. AID PROJECT	

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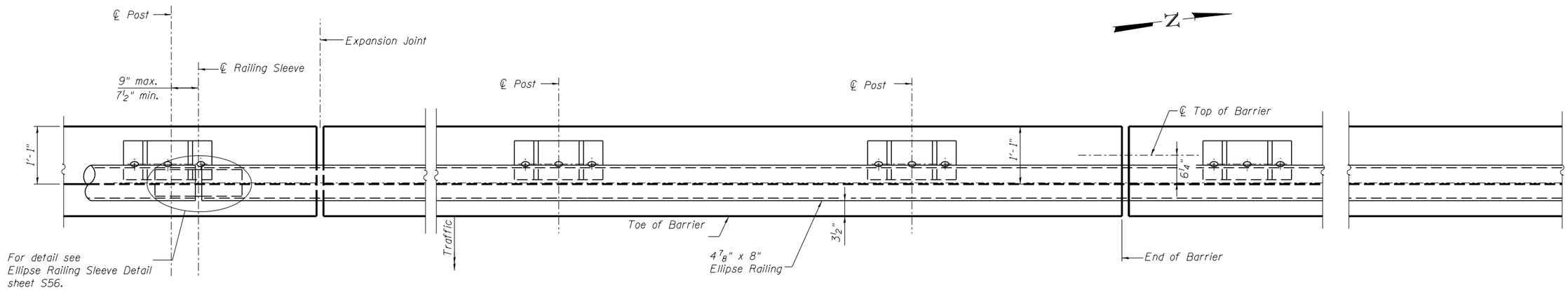
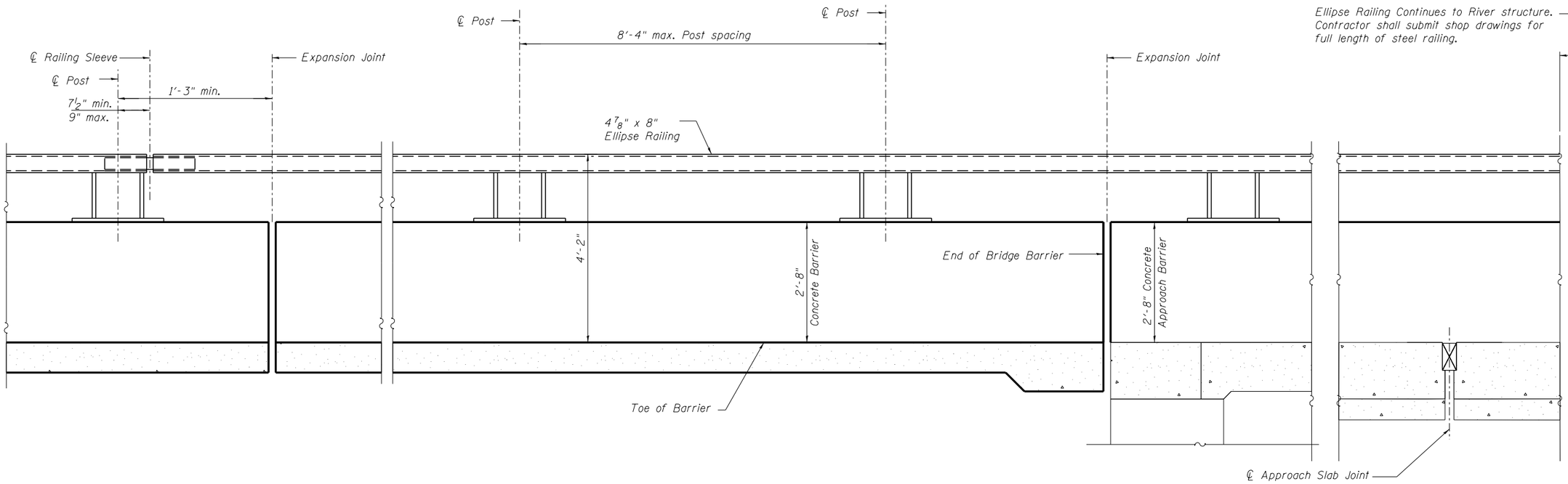


PLAN



ELEVATION

(North Abutment end of west rail shown looking West, south end of Unit 1 ties in to Ramp C.)

NOTES:

1. Edge of base plate shall not be less than 6" from any cold joint or barrier discontinuity including the back of the abutment or opening for finger plate expansion joint.
2. See sheets S44, S46, S48 and S50, for post spacing.

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FILE NAME = 081-0178-C00AB-057-Traffic Barrier Details (2 of 3).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - DTS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC BARRIER DETAILS (2 OF 3)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S57 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	946
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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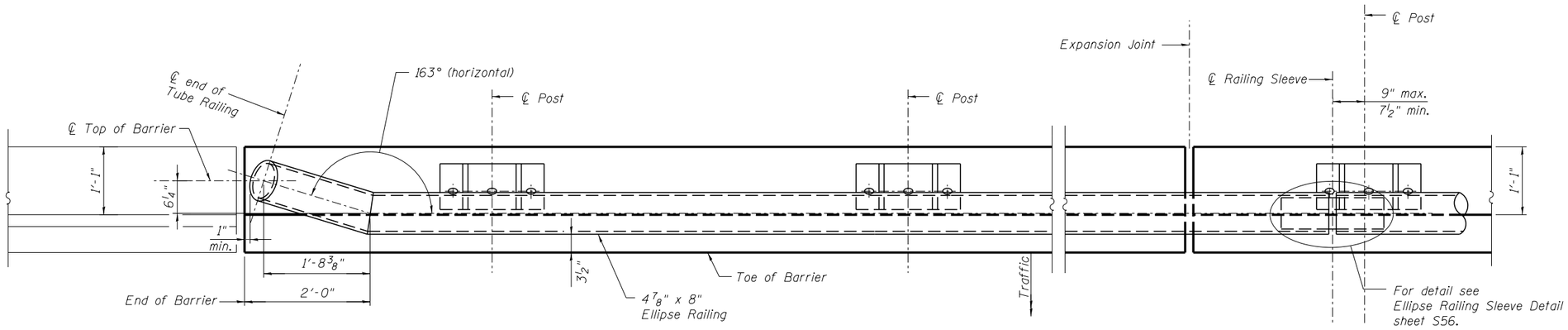

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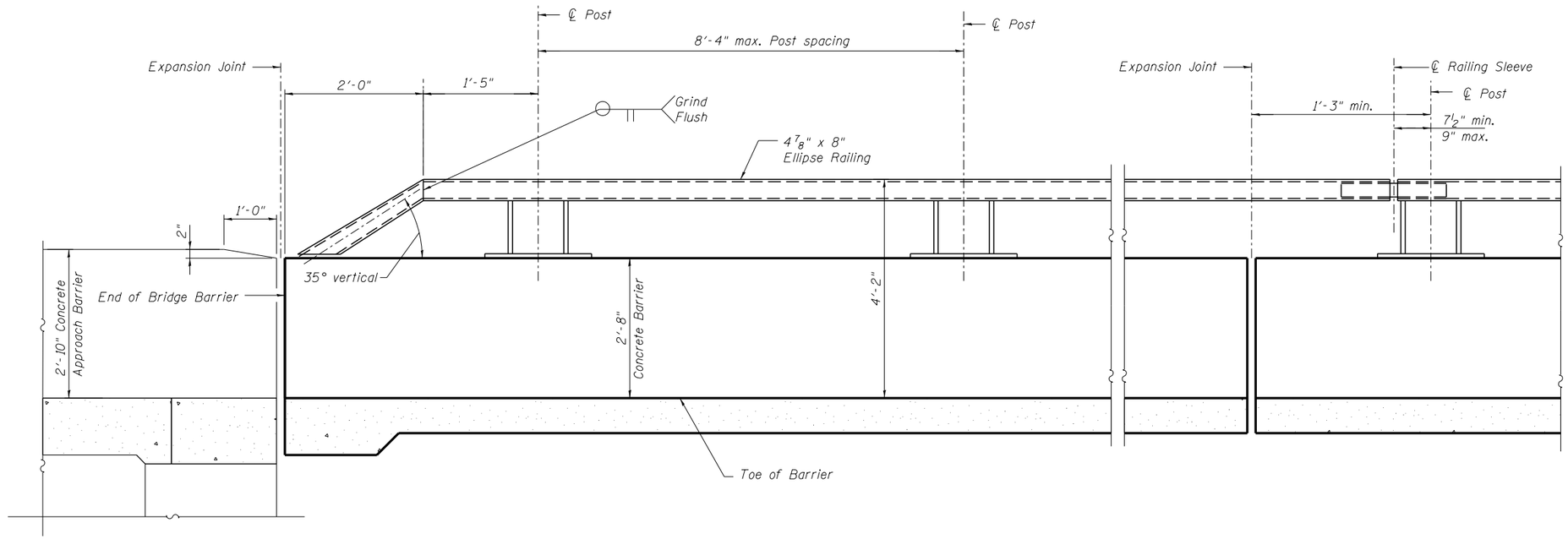

ELEVATION

(Eastbound South Abutment end of west rail shown, looking West.)
(North barrier on west parapet in Unit 2 starts south of the Pier 2 joint. See Sheet S53.)

NOTES:

1. Edge of base plate shall not be less than 6" from any cold joint or barrier discontinuity including the back of the abutment or opening for finger plate expansion joint.
2. See sheets S44, S46, S48 & S50 for post spacing.

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FILE NAME = 081-0178-C00AB-058-Traffic Barrier Details (3 of 3).dgn	USER NAME = ksnider	DESIGNED - JHG	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC BARRIER DETAILS (3 OF 3)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S58 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	947
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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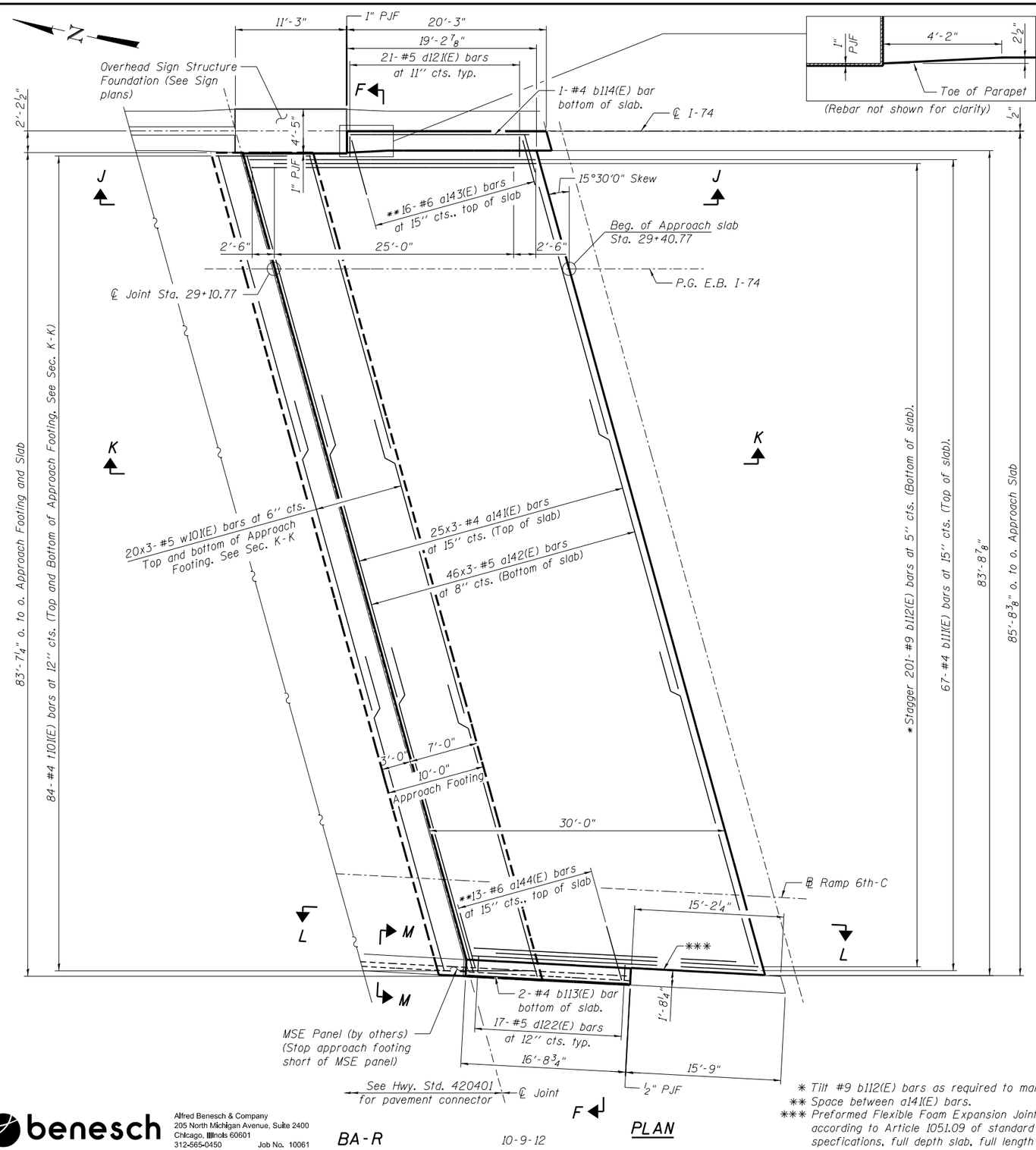
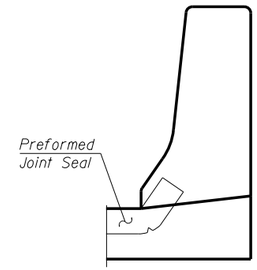


NOTE:

1. See sheet S60 for Sections F-F & K-K and Views J-J & L-L.
2. a141(E) thru a143(E) bar spacings measured along P.G E.B. I-74.
3. b111(E) & b112(E) bar spacings measured perpendicular to P.G E.B. I-74.
4. See sheet S99 for dimensions between end of approach slab and abutment backwall.
5. Maskwall not shown for clarity.

MINIMUM BAR LAP

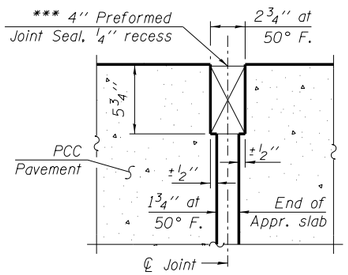
(Approach)
#4 bar = 2'-7"
#5 bar = 3'-3"



VIEW M-M

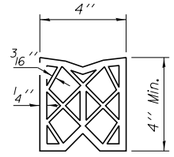
Angle Preformed Joint Seal at 45° at parapet.

*** Cost included with Concrete Superstructure.



RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL

* Tilt #9 b112(E) bars as required to maintain clearance.
** Space between a141(E) bars.
*** Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of standard specfications, full depth slab, full length of parapet.

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312-565-0450 Job No. 10061

BA-R 10-9-12

FILE NAME = ...\081-0178-C00AB-059-North Bridge Approach Slab Plan.dgn	USER NAME = $USER$	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB PLAN
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S59 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	948
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		ILLINOIS FED. AID PROJECT		

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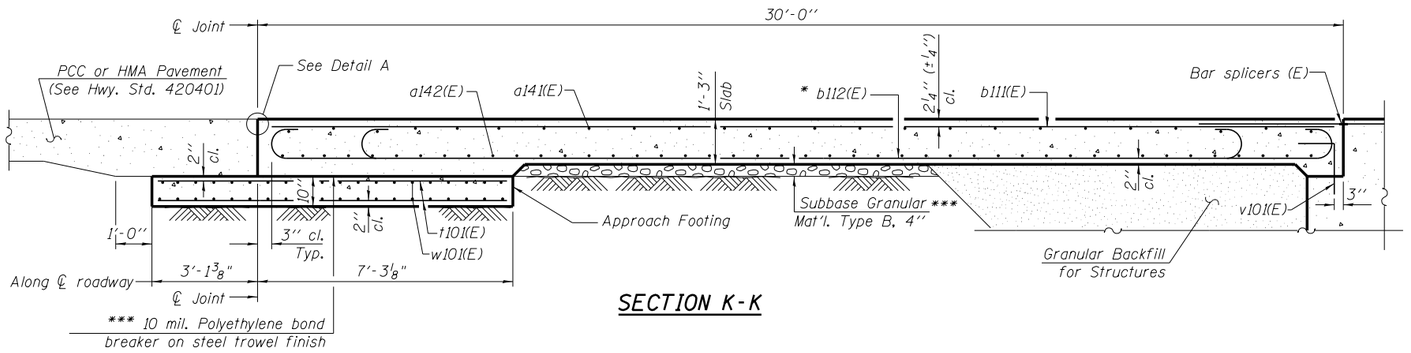
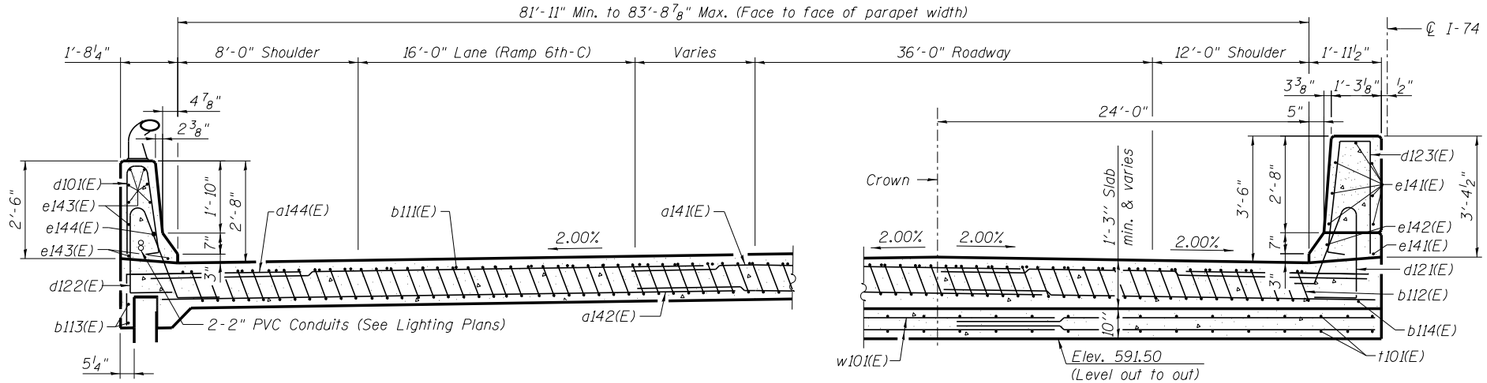


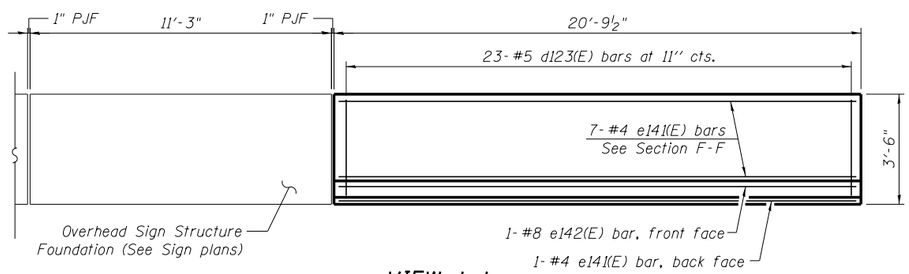
SECTION K-K



SECTION F-F

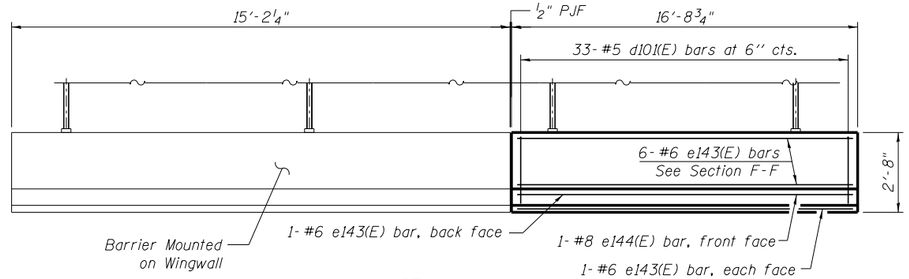
(See Plan for dimensions not shown)

NEAR ABUTMENT
ADJACENT TO WINGWALL PARAPET

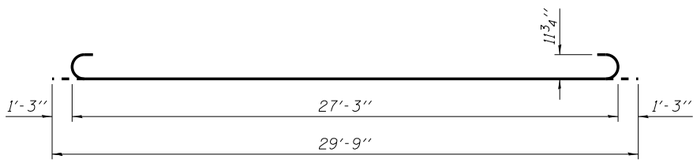


VIEW J-J

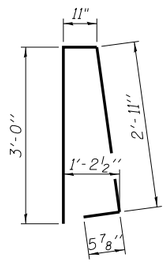
AT APPROACH FOOTING



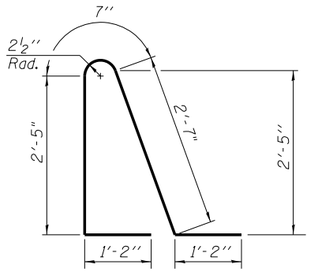
VIEW L-L



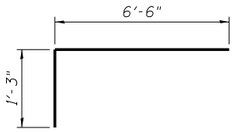
BAR b112(E)



Bars d123(E)



Bar d121(E)

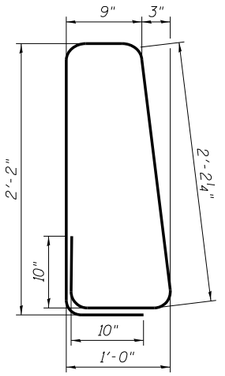


BAR a144(E)

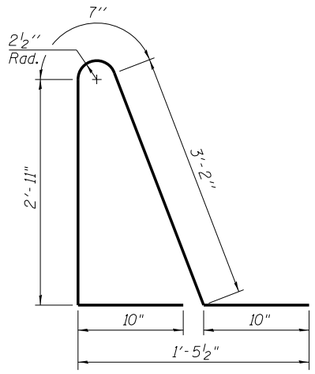
Notes:
1. See sheet S59 for Detail A.
2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v101(E) bar details, see sheets S95 and S99.
6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
7. For bar splicer details, see sheet S125.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see sheet S7.
10. Ellipse Railing not shown for clarity.

* Tilt #9 b112(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR d101(E)



BAR d122(E)

APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a141(E)	75	#4	31'-7"	
a142(E)	138	#5	32'-1"	
a143(E)	16	#6	6'-6"	
a144(E)	13	#6	7'-9"	
b111(E)	67	#4	29'-8"	
b112(E)	201	#9	29'-9"	
b113(E)	2	#4	16'-4"	
b114(E)	1	#4	19'-11"	
d101(E)	33	#5	7'-9"	
d121(E)	21	#5	7'-11"	
d122(E)	17	#5	8'-4"	
d123(E)	23	#5	7'-4"	
e141(E)	8	#4	19'-11"	
e142(E)	1	#8	19'-11"	
e143(E)	9	#6	16'-4"	
e144(E)	1	#8	16'-4"	
t101(E)	84	#4	9'-11"	
w101(E)	60	#5	31'-2"	
Concrete Superstructure			Cu. Yd.	142.2
Concrete Structures			Cu. Yd.	26.8
Reinforcement Bars, Epoxy Coated			Pound	31,900

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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		CHECKED - AJK	REVISED -
MODEL= $MODEL	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/20/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S60 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	949
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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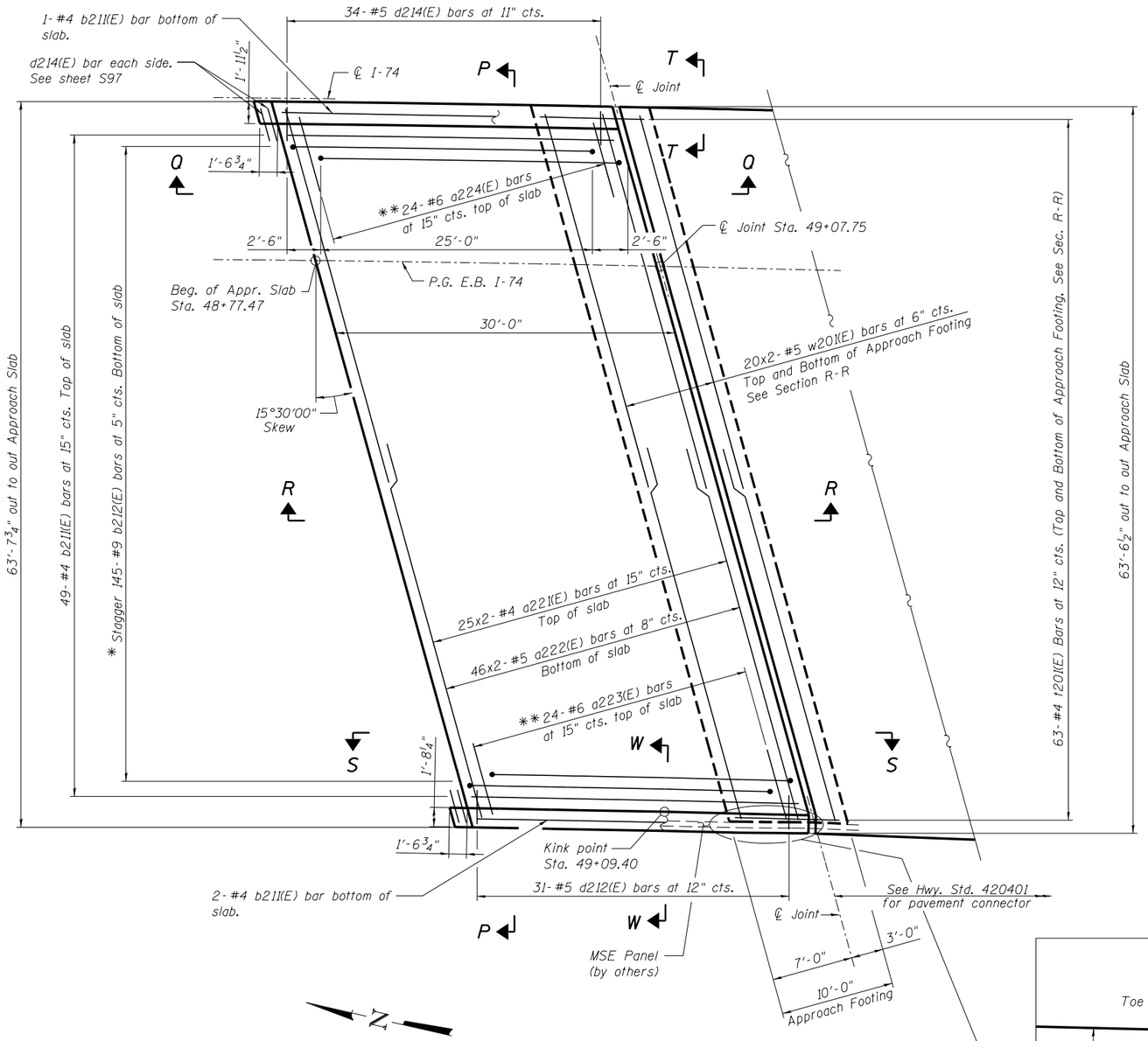
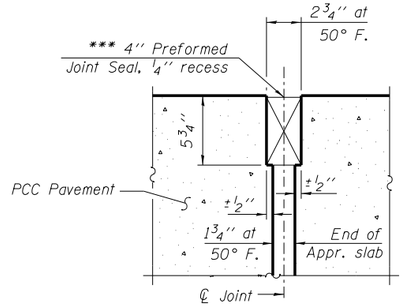
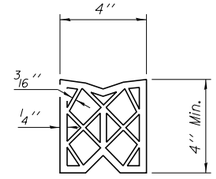


PLAN

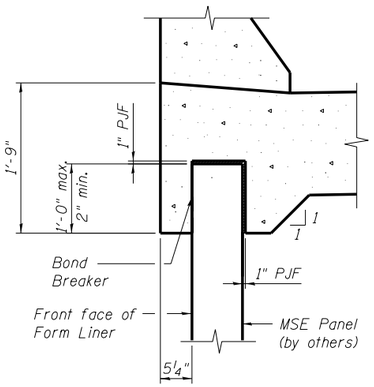


RIGID PAVEMENT

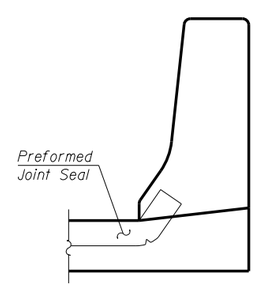
DETAIL A



PREFORMED JOINT SEAL

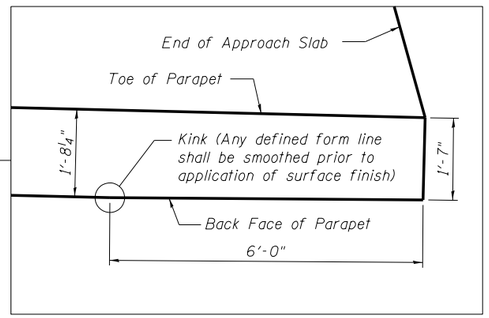


SECTION W-W



VIEW T-T

Angle Preformed Joint Seal at 45° at parapet.



MINIMUM BAR LAP

(Approach)
#4 bar = 2'-7"
#5 bar = 3'-3"

* Tilt #9 b212(E) bars as required to maintain clearance.
** Space between a221(E) bars.
*** Cost included with Concrete Superstructure.

NOTES:

1. See sheet S62 for Sections P-P & R-R and Views Q-Q & S-S.
2. a221(E) thru a224(E) bar spacings measured along P.G. E.B. I-74.
3. b211(E) & b212(E) bar spacings measured perpendicular to P.G. E.B. I-74.
4. See sheet S98 for dimensions between end of approach slab and abutment backwall.
5. Maskwall not shown for clarity.
6. See sheet S7 for coordination sequence and details.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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		CHECKED - TJJ	REVISED -
MODEL: Plot Sheet	PLOT SCALE =	DRAWN - VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - TJJ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB PLAN
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S61 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	950
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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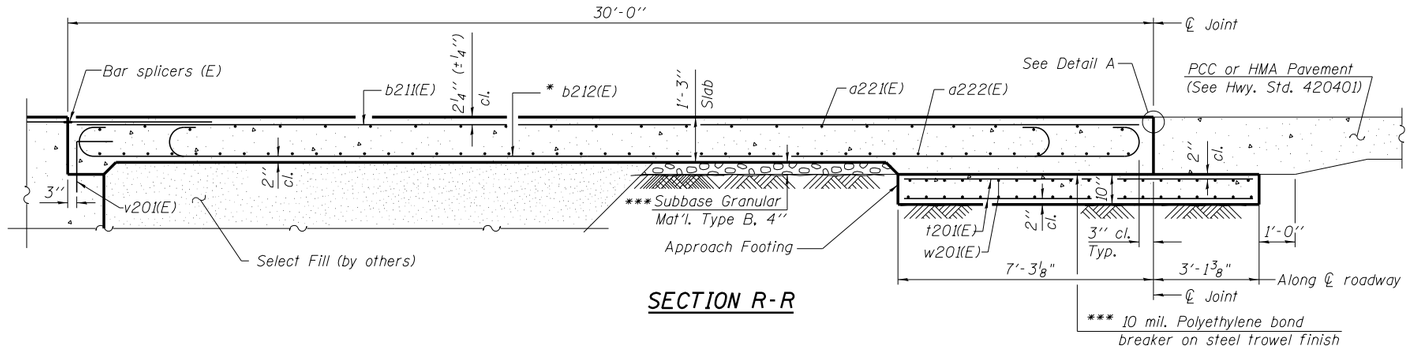
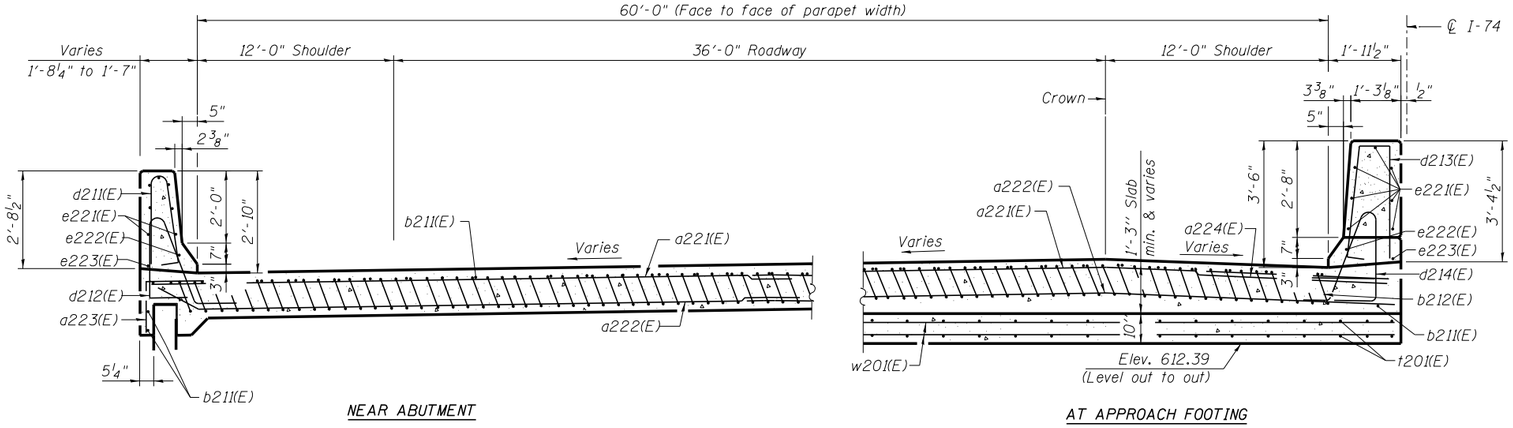


SECTION R-R

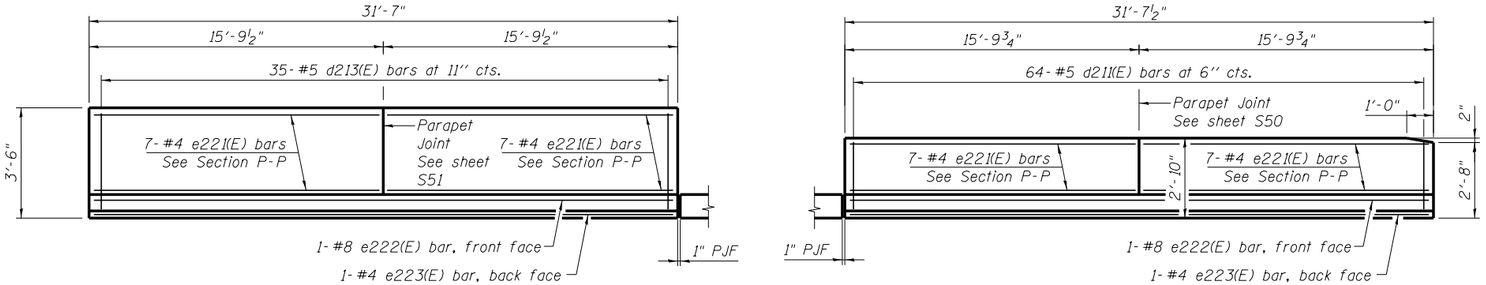


NEAR ABUTMENT

AT APPROACH FOOTING

SECTION P-P

(See Plan for dimensions not shown)



VIEW O-O

VIEW S-S

NOTES:

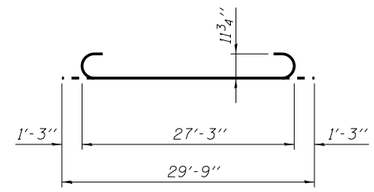
1. See sheet S61 for Detail A.
2. See sheet S43 for Deck Slope Cross Section.
3. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
4. Approach footing concrete shall be paid for as Concrete Structures.
5. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
6. For v201(E) bar details, see sheets S97 and S98.
7. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
8. For bar splicer details, see sheet S125.
9. Cost of excavation for approach footing included with Concrete Structures.

* Tilt #9 b212(E) bars as required to maintain clearance.

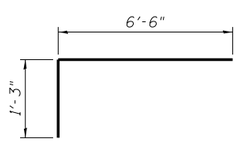
*** Cost included with Concrete Superstructure.

APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a221(E)	50	#4	34'-3"	
a222(E)	92	#5	34'-6"	
a223(E)	24	#6	7'-9"	
a224(E)	24	#6	6'-6"	
b211(E)	52	#4	29'-8"	
b212(E)	145	#9	29'-9"	
d211(E)	64	#5	5'-7"	
d212(E)	31	#5	6'-9"	
d213(E)	35	#5	7'-4"	
d214(E)	34	#5	7'-11"	
e221(E)	28	#4	15'-6"	
e222(E)	2	#8	31'-3"	
e223(E)	2	#4	31'-3"	
t201(E)	126	#4	9'-11"	
w201(E)	80	#5	34'-2"	
Concrete Superstructure			Cu. Yd.	124.2
Concrete Structures			Cu. Yd.	20.4
Reinforcement Bars, Epoxy Coated			Pound	25,990



BAR b212(E)



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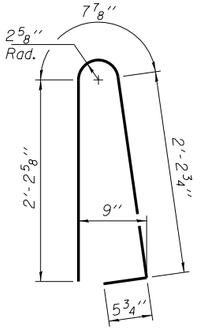

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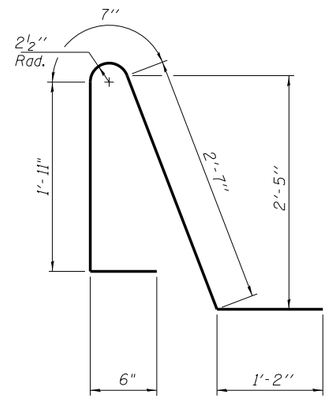

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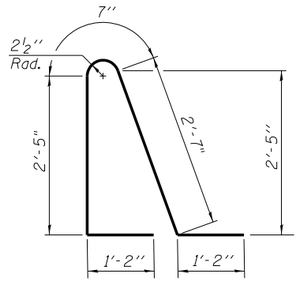

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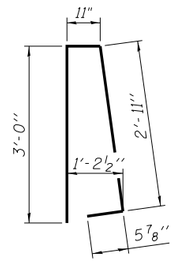

BAR d213(E)

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-062-South Bridge Approach Details.dgn	USER NAME = ksnider	DESIGNED - JHG	REVISED -
		CHECKED - TJJ	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - TJJ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S62 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	951
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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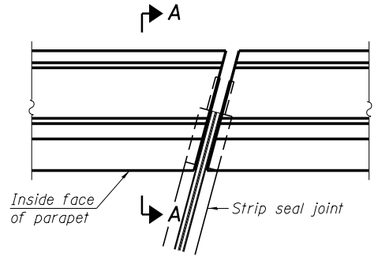
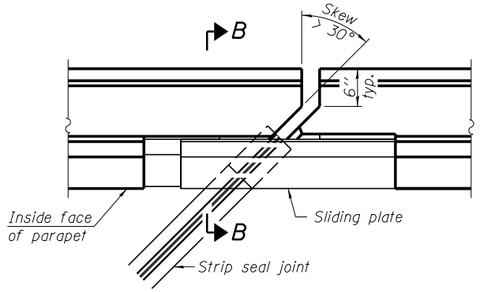
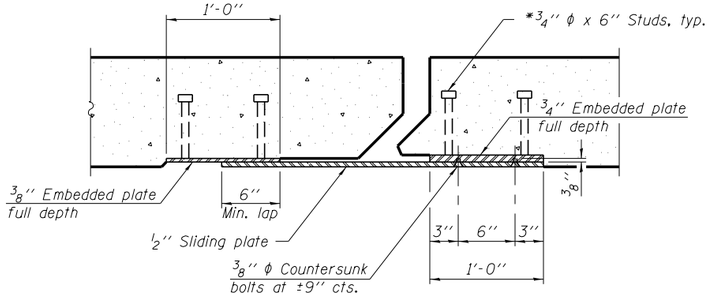


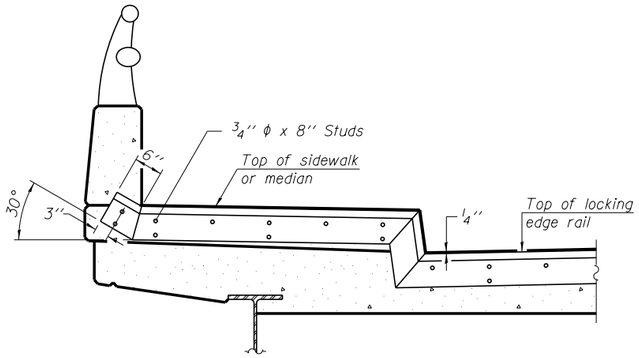
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

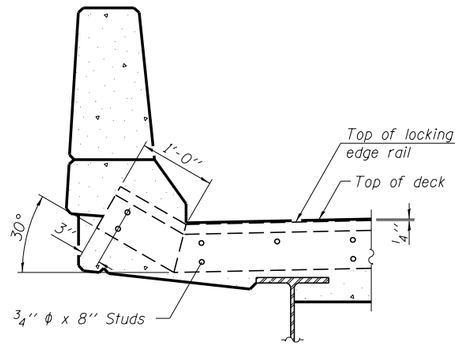


SECTION C-C

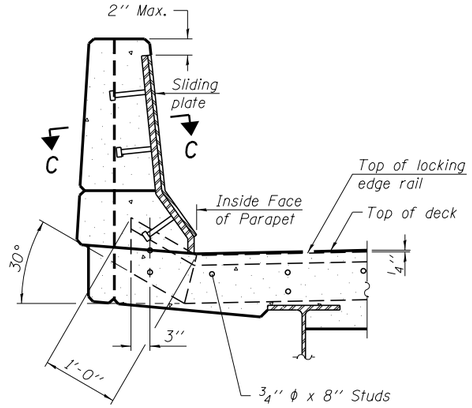


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

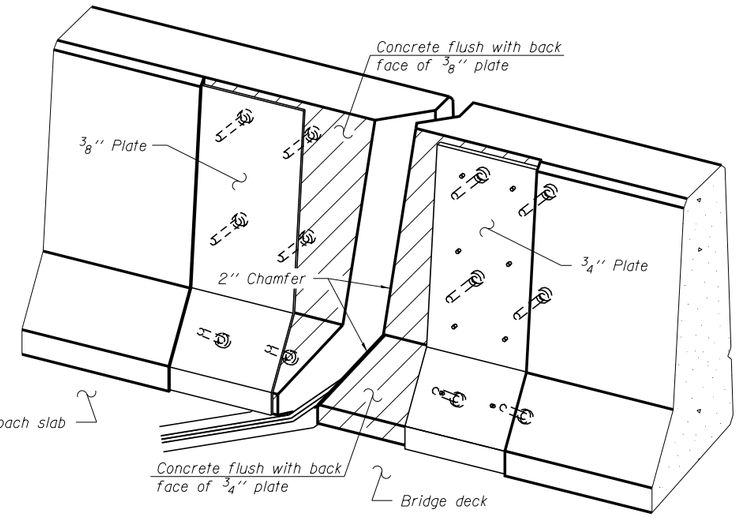
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

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

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

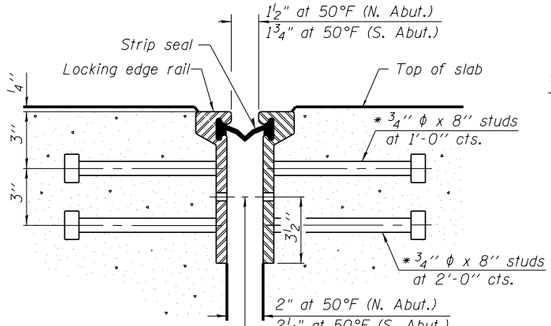
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

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

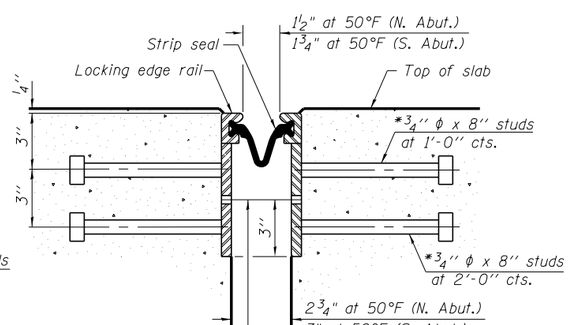
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

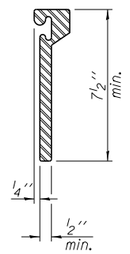
SECTION THRU ROLLED RAIL JOINT



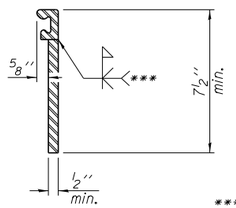
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

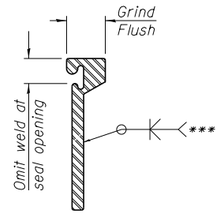
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



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

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	153.5

benesch

Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

EJ-SSJ 1-27-12

FILE NAME = 081-0178-C00AB-063-Strip Seal Expansion Joint Details.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S63 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	952
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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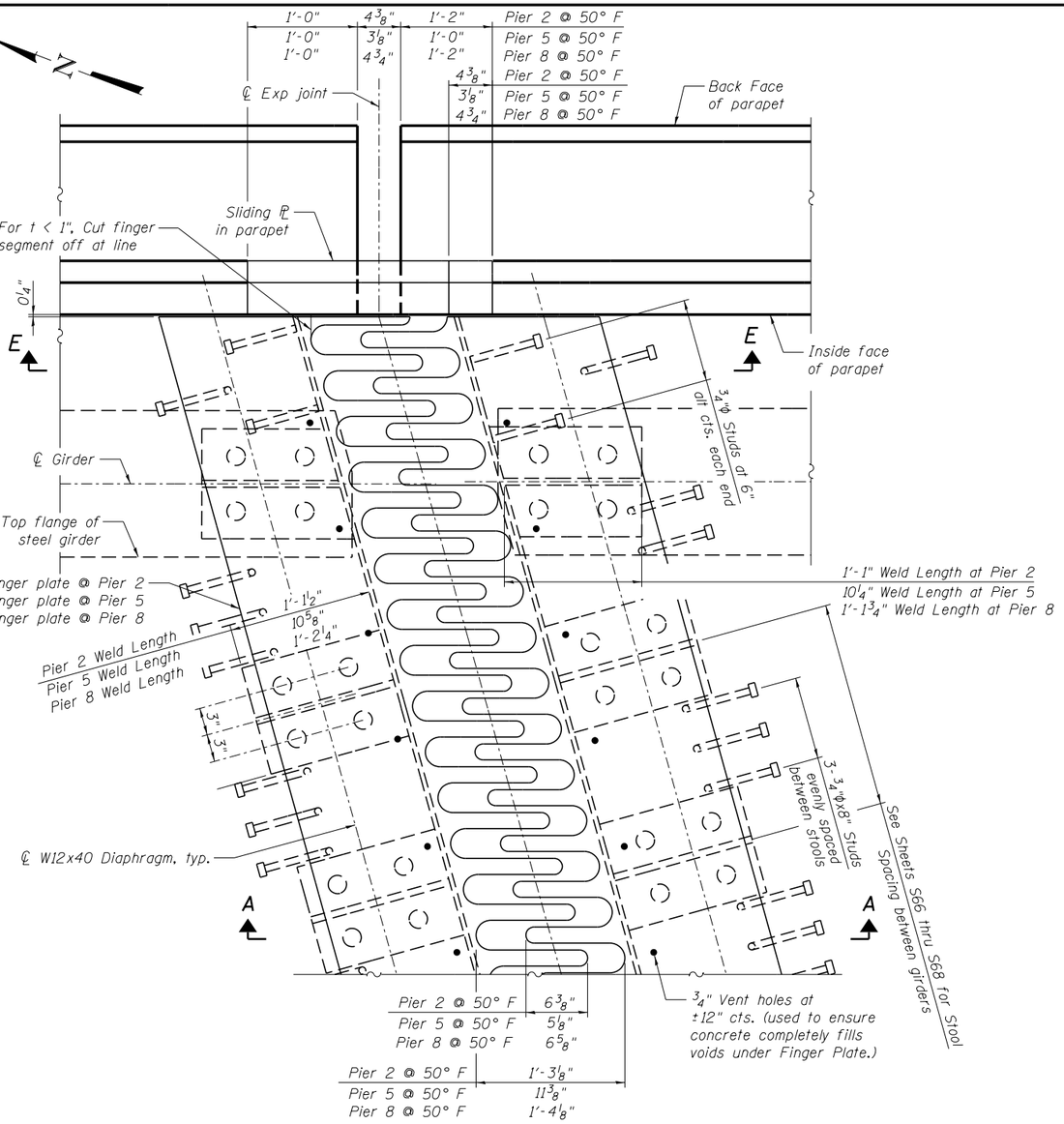
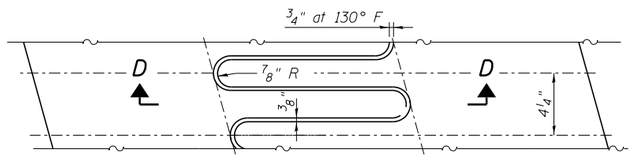


Pier 2 @ 50° F	1'-0"	4 3/8"
Pier 5 @ 50° F	1'-0"	3 1/8"
Pier 8 @ 50° F	1'-0"	4 3/4"
Pier 2 @ 50° F	1'-2"	4 3/8"
Pier 5 @ 50° F	1'-2"	3 1/8"
Pier 8 @ 50° F		4 3/4"

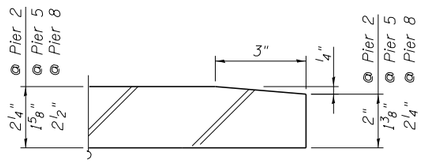
Pier 2 @ 50° F	6 3/8"
Pier 5 @ 50° F	5 1/8"
Pier 8 @ 50° F	6 5/8"

Pier 2 @ 50° F	1'-3 1/8"
Pier 5 @ 50° F	11 3/8"
Pier 8 @ 50° F	1'-4 1/8"

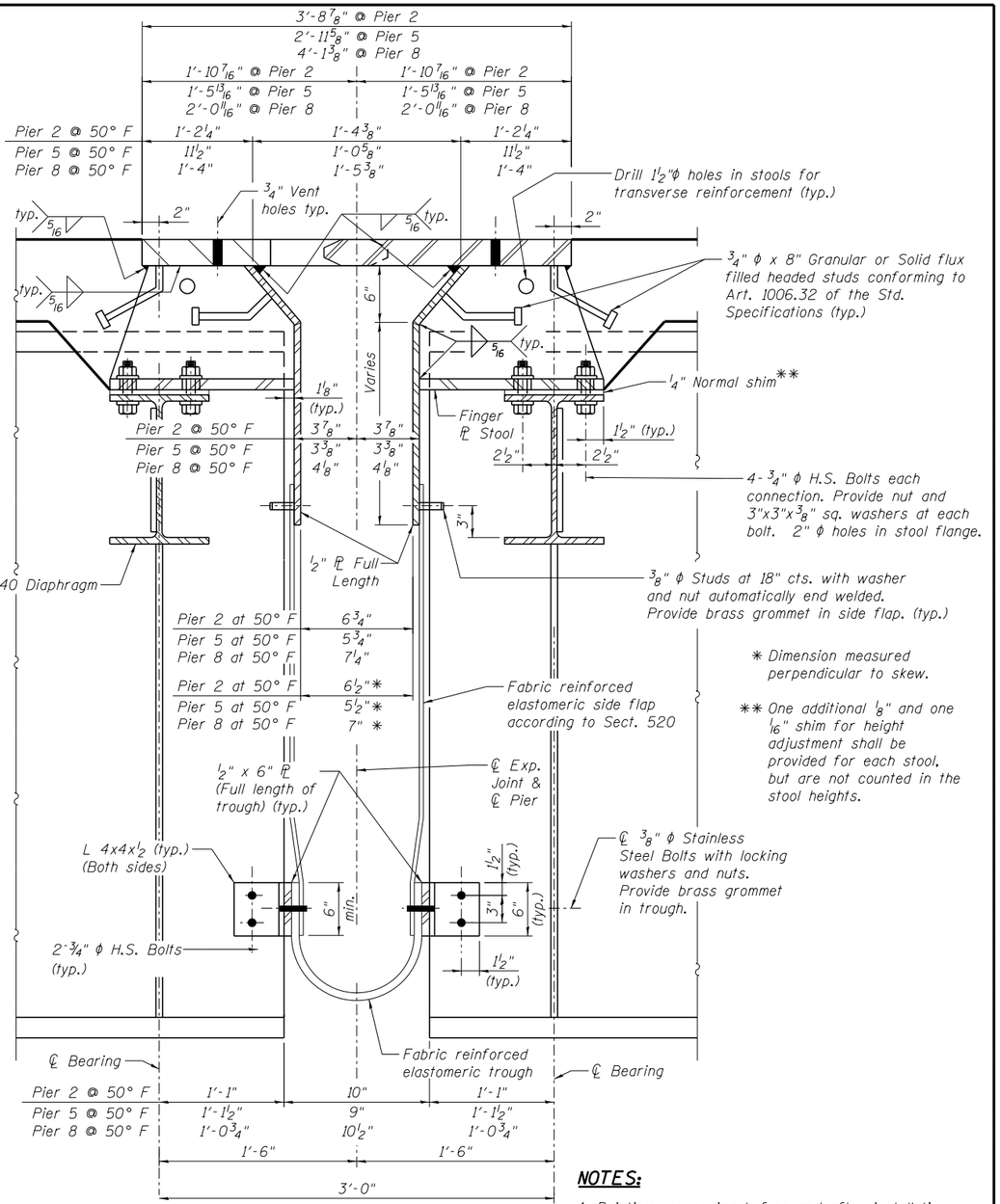
PLAN OF FINGER PLATE



FINGER DETAIL



SECTION D-D



Pier 2 @ 50° F	3'-8 7/8"	1'-2 1/4"	1'-4 3/8"	1'-2 1/4"	
Pier 5 @ 50° F	2'-11 5/8"	11 1/2"	1'-0 5/8"	11 1/2"	
Pier 8 @ 50° F	4'-1 3/8"	1'-4"	1'-5 3/8"	1'-4"	

Pier 2 @ 50° F	1 1/8" (typ.)	3 7/8"
Pier 5 @ 50° F		3 3/8"
Pier 8 @ 50° F		4 1/8"
Pier 2 @ 50° F		3 7/8"
Pier 5 @ 50° F		3 3/8"
Pier 8 @ 50° F		4 1/8"

Pier 2 at 50° F	6 3/4"
Pier 5 at 50° F	5 3/4"
Pier 8 at 50° F	7 1/4"
Pier 2 at 50° F	6 1/2"*
Pier 5 at 50° F	5 1/2"*
Pier 8 at 50° F	7" *

Pier 2 @ 50° F	1'-1"	10"	1'-1"		
Pier 5 @ 50° F	1'-1 1/2"	9"	1'-1 1/2"		
Pier 8 @ 50° F	1'-0 3/4"	10 1/2"	1'-0 3/4"		
	1'-6"	1'-6"			
	3'-0"				

SECTION A-A

(All dimensions shown along ℄ of girders)

* Dimension measured perpendicular to skew.

** One additional 1/8" and one 1/16" shim for height adjustment shall be provided for each stool, but are not counted in the stool heights.

NOTES:

1. Painting sequencing before and after installation shall occur according to Articles 520.03 and 520.09 of the Standard Specifications.
2. All steel for Finger Plate Joint shall conform to AASHTO M270 specification, Gr. 50.
3. Design expansion at Pier 2 ± 3.60" from 50°F
4. Design expansion at Pier 5 ± 2.33" from 50°F
5. Design expansion at Pier 8 ± 3.90" from 50°F
6. Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection adn acceptance.
7. For View E-E, see sheet S65.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-064-Finger Plate Expansion Joint Details (1 of 2).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE EXPANSION JOINT DETAILS (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S64 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	953
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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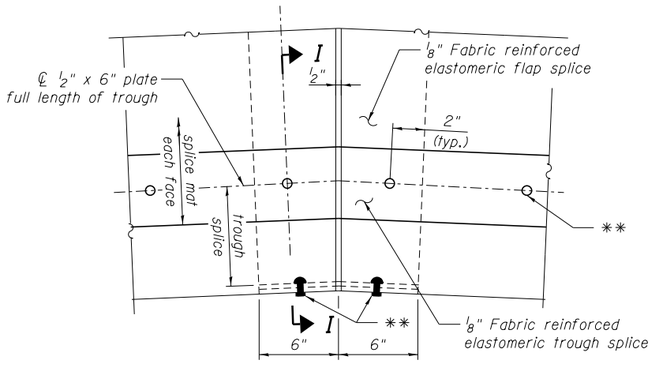
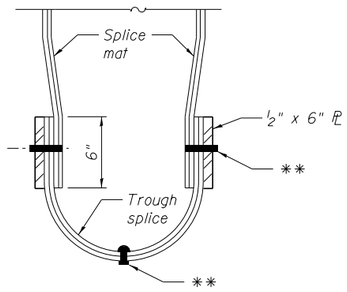
1/18/2017

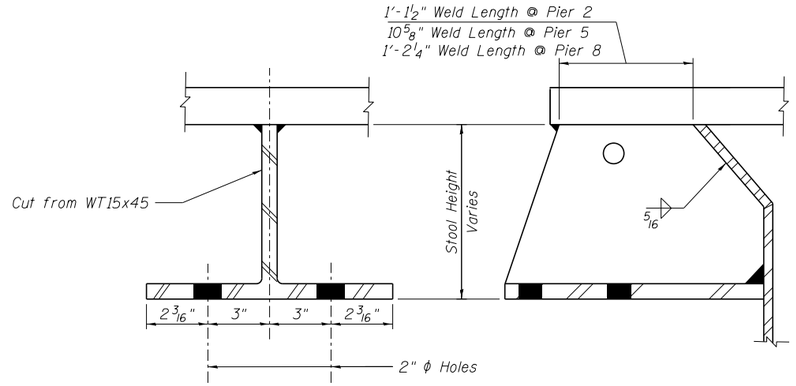


TROUGH SPLICE DETAIL



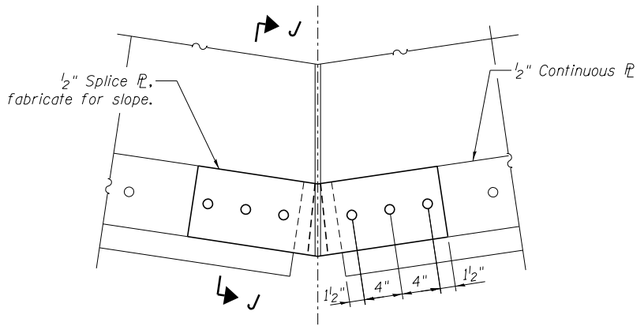
SECTION I-I

** 3/8" ϕ Stainless Steel bolts w/ washers & nuts. Provide brass grommet in trough.

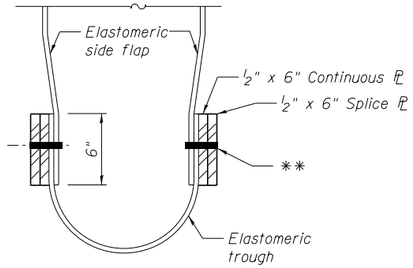


FINGER PLATE STOOL DETAIL

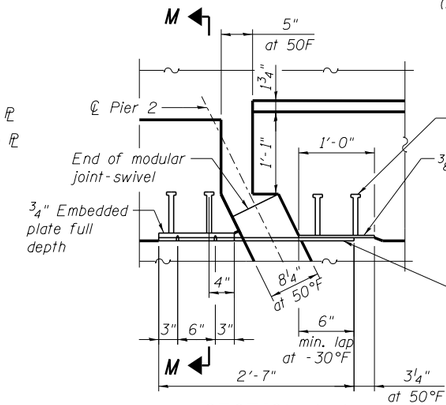
(See sheets S66 thru S68, for stool heights)



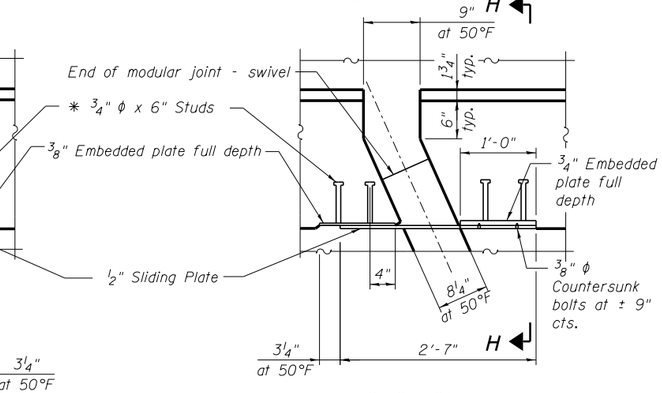
CONNECTION ℄ DETAIL AT COLLECTOR



SECTION J-J



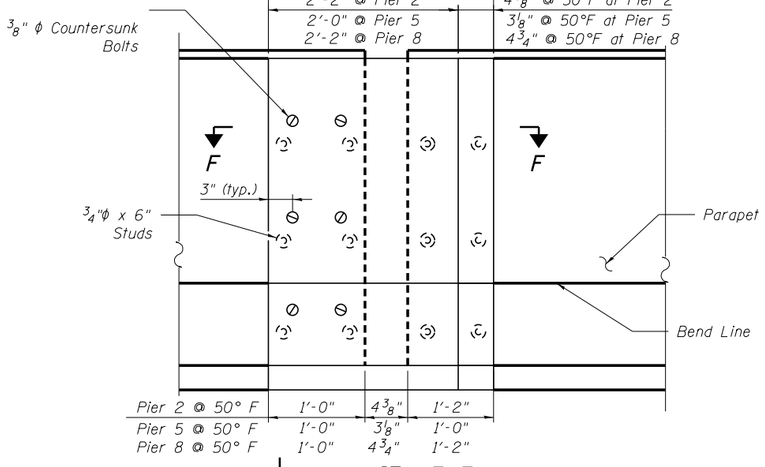
SECTION K-K



SECTION L-L

SECTIONS AT MODULAR JOINT-SWIVEL

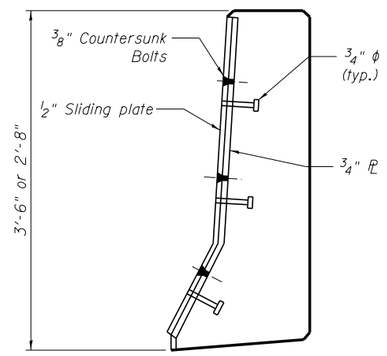
See sheet S66 for sections



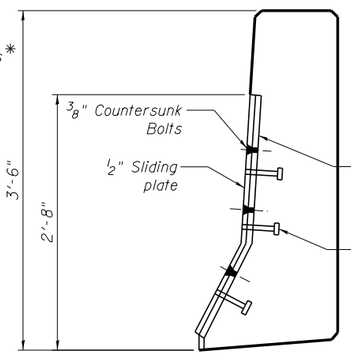
VIEW E-E

(Mainline parapet plates shown, Ramp C similar)

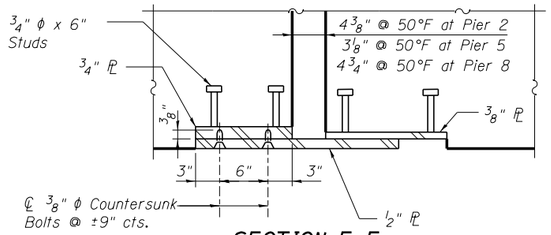
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs, automatically end welded.



SECTION H-H



SECTION M-M



SECTION F-F

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Finger Plate Expansion Joint, 3"	FOOT	74.0
Finger Plate Expansion Joint, 4"	FOOT	76.0
Finger Plate Expansion Joint, 5"	FOOT	66.5
Modular Expansion Joint-Swivel 6"	FOOT	34.0

NOTES:

1. The pay item Finger Plate Expansion Joint, 3" refers to the joint at Pier 5. Finger Plate Expansion Joint, 4" refers to the joint at Pier 2. Finger Plate Expansion Joint, 5" refers to the joint at Pier 8.
2. For drainage details, see sheets S70 thru S72.
3. Painting sequencing before and after installation shall occur according to Articles 520.03 and 520.09 of the Standard Specifications.
4. See sheet S52 & S66 for Modular Joint-Swivel Details.

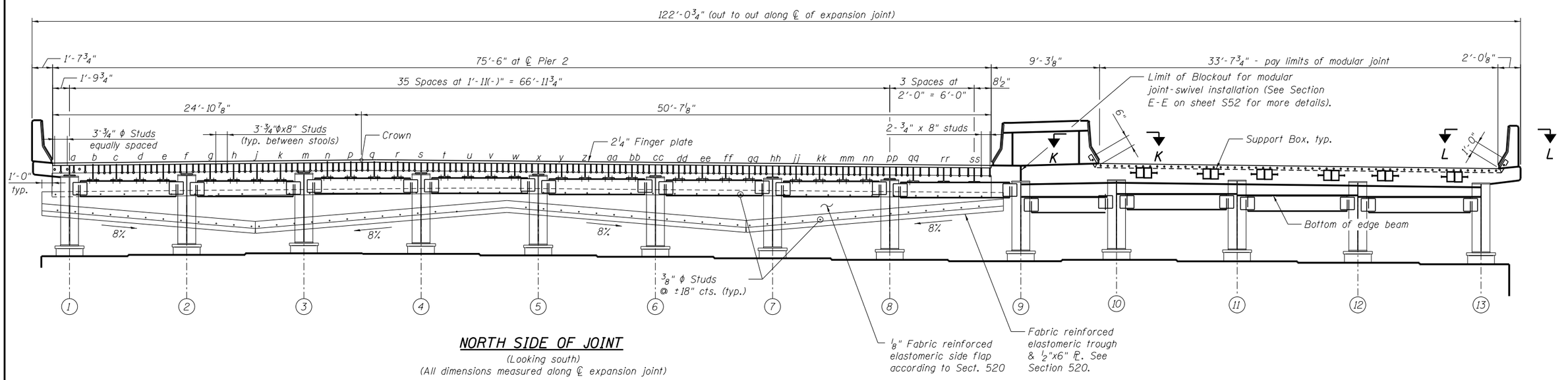
benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-065-Finger Plate Expansion Joint Details (2 of 2).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

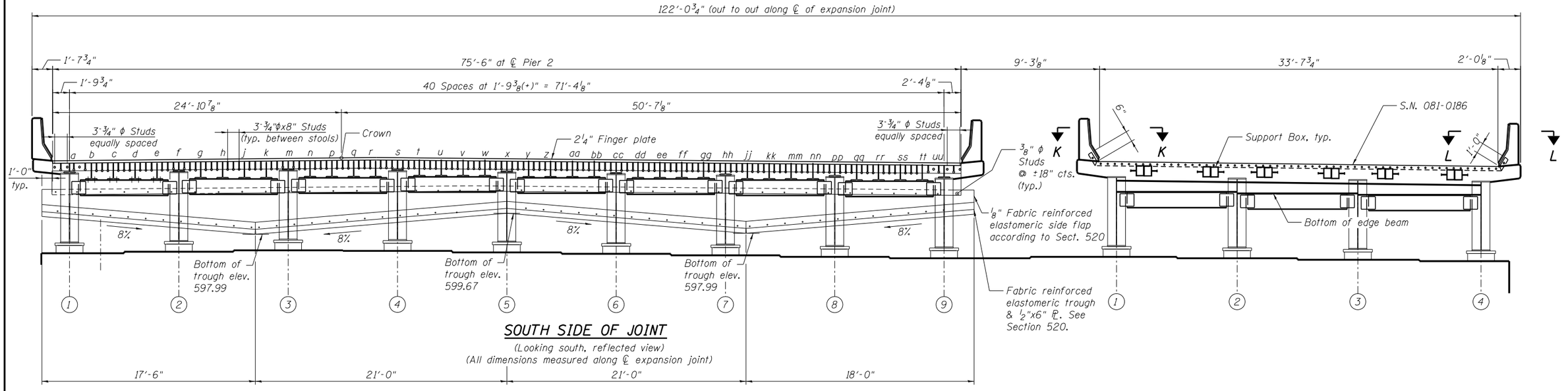
FINGER PLATE EXPANSION JOINT DETAILS (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S65 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	954
		CONTRACT NO. 64C08		
	ILLINOIS	FED. AID PROJECT		



NORTH SIDE OF JOINT

(Looking south)
(All dimensions measured along ℄ expansion joint)



SOUTH SIDE OF JOINT

(Looking south, reflected view)
(All dimensions measured along ℄ expansion joint)

STOOL HEIGHT

(Stool Heights measured at ℄ Brg.)

ITEM	a	b	c	d	e	f	g	h	j	k	m	n	p	q	r	s	t	u	v	w	x	y	z
North side of joint	7 3/8"	1′-0 1/16"	1′-0 5/8"	1′-1 3/16"	1′-1 3/16"	7 5/8"	1′-0 5/16"	1′-0 7/8"	1′-1 7/16"	1′-2 1/16"	7 3/4"	1′-0 7/16"	1′-1"	1′-0 3/4"	1′-0 7/16"	7 1/8"	1′-0 3/8"	1′-0 1/16"	11 3/4"	11 7/16"	7"	1′-0 1/4"	11 15/16"
South side of joint	6 7/8"	11 5/16"	11 13/16"	1′-0 3/8"	1′-0 7/8"	6 7/8"	11 5/16"	11 13/16"	1′-0 3/8"	1′-0 7/8"	6 7/8"	11 5/16"	11 13/16"	1′-0 5/16"	1′-0"	6 7/8"	11 5/16"	11 5/8"	11 5/16"	11 1/16"	6 7/8"	11 5/16"	11 5/8"

ITEM	aa	bb	cc	dd	ee	ff	gg	hh	jj	kk	mm	nn	pp	qq	rr	ss	tt	uu
North side of joint	11 5/8"	11 5/16"	6 7/8"	1′-0 1/4"	11 15/16"	11 5/8"	11 5/16"	6 7/8"	1′-0 1/8"	11 3/16"	11 1/2"	11 3/16"	6 3/4"	11 7/8"	11 9/16"	11 3/16"	-	-
South side of joint	11 5/16"	11 1/16"	6 7/8"	11 15/16"	11 5/8"	11 5/16"	11 1/16"	6 7/8"	11 15/16"	11 5/8"	11 5/16"	11 1/16"	6 7/8"	11 15/16"	11 5/8"	11 5/16"	11 1/16"	6 7/8"

NOTES:

1. For finger plate and trough details, see sheets S64 and S65.
2. For drainage details, see sheet S70.
3. For section K-K & L-L, see sheet S65.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-066-Expansion Joint Details - Pier 2.dgn
MODEL: Default
USER NAME = ksnider | PLOT SCALE = | PLOT DATE = 1/18/2017
DESIGNED - DTS | CHECKED - AJK | DRAWN - KMS | CHECKED - AJK
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS – PIER 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S66 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	955
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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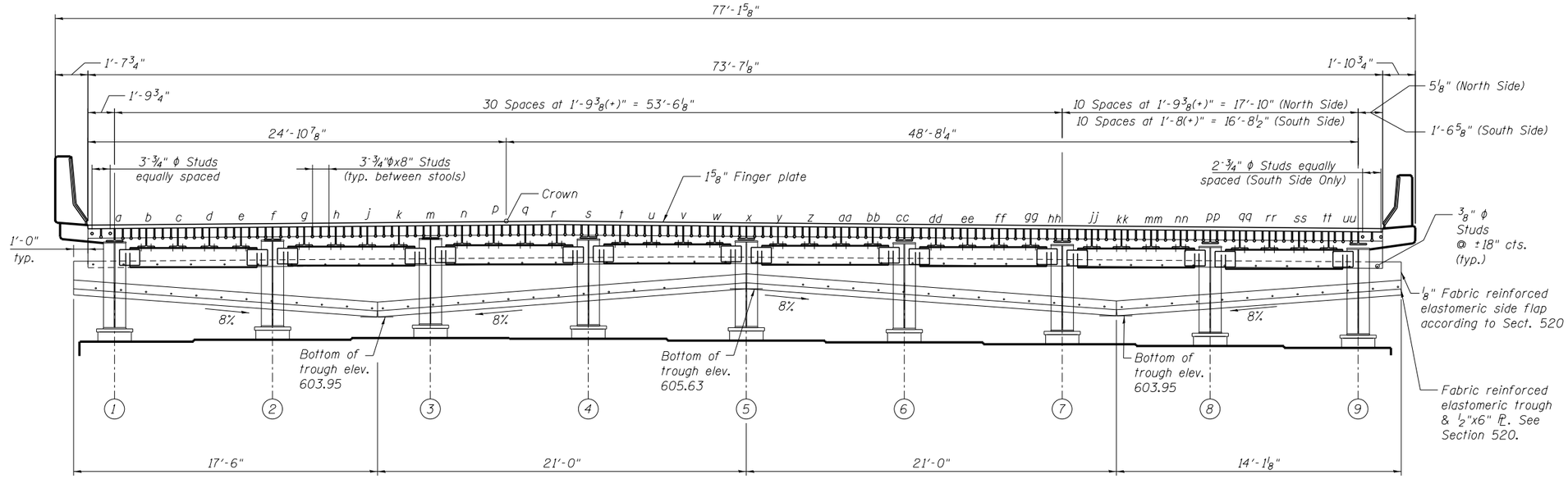

PIER 5

(Looking south)
(All dimensions measured along ℄ expansion joint)

STOOL HEIGHT

(Stool heights measured at ℄ Brg.)

ITEM	a	b	c	d	e	f	g	h	j	k	m	n	p	q	r	s	t	u	v	w	x	y	z	aa	bb	cc	dd	ee	ff	gg
North side of joint	7 3/8″	11 11/16″	1′-0 1/8″	1′-0 9/16″	1′-1″	7 3/8″	11 11/16″	1′-0 1/8″	1′-0 9/16″	1′-1″	7 1/2″	11 13/16″	1′-0 1/4″	1′-0 5/8″	1′-0 1/4″	7 3/8″	1′-0 13/16″	1′-0 3/8″	1′-0″	11 5/8″	7 3/8″	1′-0 13/16″	1′-0 3/8″	1′-0″	11 5/8″	7 3/8″	1′-0 13/16″	1′-0 3/8″	1′-0″	11 5/8″
South side of joint	7 3/4″	1′-0 1/16″	1′-0 1/2″	1′-0 15/16″	1′-1 3/8″	7 7/8″	1′-0 3/16″	1′-0 5/8″	1′-1 1/16″	1′-1 1/2″	8″	1′-0 5/16″	1′-0 3/4″	1′-1 3/16″	1′-0 3/4″	7 3/4″	1′-1 3/16″	1′-0 3/4″	1′-0 3/8″	1′-0″	7 3/4″	1′-1 3/16″	1′-0 3/4″	1′-0 3/8″	1′-0″	7 3/4″	1′-1 3/16″	1′-0 3/4″	1′-0 3/8″	1′-0″

ITEM	hh	jj	kk	mm	nn	pp	qq	rr	ss	tt	uu
North side of joint	7 3/8″	1′-0 13/16″	1′-0 3/8″	1′-0″	11 5/8″	7 3/8″	1′-0 11/16″	1′-0 1/4″	11 7/8″	1 1/2″	7 1/4″
South side of joint	7 3/4″	1′-1 3/16″	1′-0 13/16″	1′-0 7/16″	1′-0 1/8″	7 7/8″	1′-1 3/16″	1′-0 13/16″	1′-0 7/16″	1′-0 1/8″	7 7/8″

NOTES:

1. For finger plate and trough details, see sheets S64 and S65.
2. For drainage details, see sheet S71.

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312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-067-Expansion Joint Details - Pier 5.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS – PIER 5
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S67 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	956
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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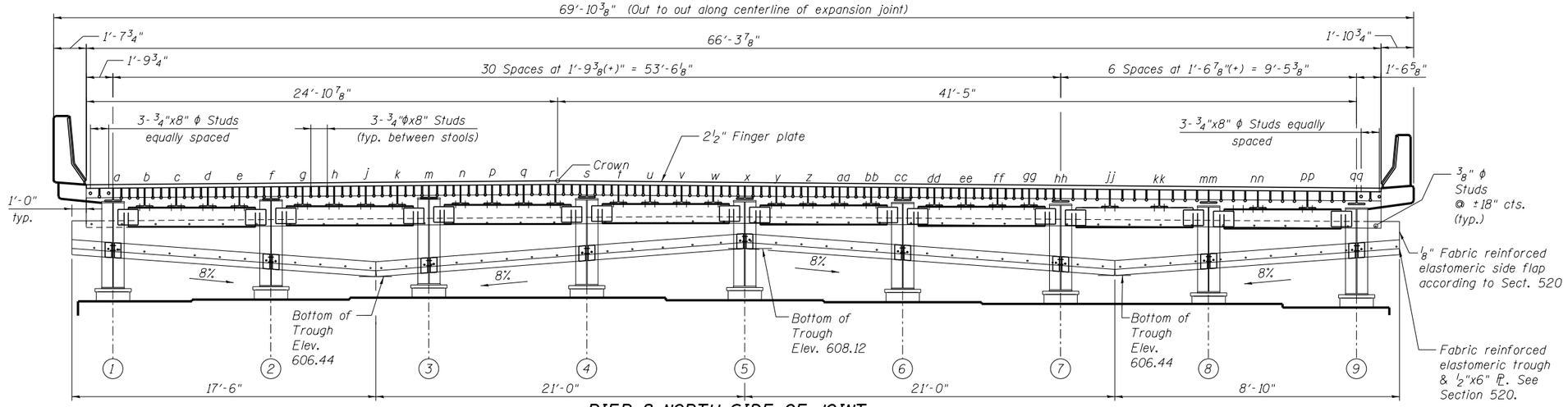
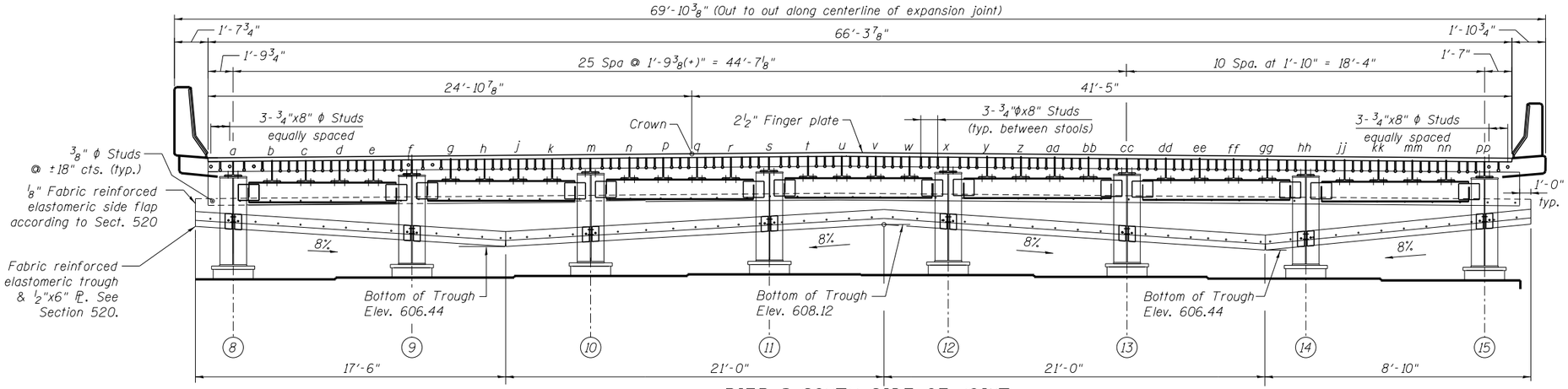


PIER 8 NORTH SIDE OF JOINT

(Looking south)
(All dimensions measured along ℄ expansion joint)



PIER 8 SOUTH SIDE OF JOINT

(Looking south)
(All dimensions measured along ℄ expansion joint)

STOOL HEIGHT

(Stool Height measured at ℄ Brg.)

LOCATION	a	b	c	d	e	f	g	h	j	k	m	n	p	q	r	s	t	u	v	w	x	y	z	aa	bb	cc	dd	ee	ff	gg	hh
North Side of joint	6 3/4"	10 15/16"	11 3/8"	11 13/16"	1'-0 1/4"	6 7/8"	11 1/16"	11 1/2"	11 15/16"	1'-0 3/8"	6 7/8"	11 1/16"	11 1/2"	11 7/8"	11 1/2"	6 5/8"	1'-0 1/16"	11 5/8"	11 1/4"	10 7/8"	6 3/4"	1'-0 1/16"	11 5/8"	11 1/4"	10 7/8"	6 3/4"	1'-0 9/16"	1'-0 1/8"	11 3/4"	11 3/8"	7 1/4"
South Side of joint	6 1/2"	10 11/16"	11 1/8"	11 9/16"	1'-0"	6 1/2"	10 11/16"	11 1/8"	11 9/16"	1'-0"	6 5/8"	10 13/16"	11 1/4"	11 11/16"	11 1/4"	6 3/8"	11 13/16"	11 3/8"	11"	10 5/8"	6 1/2"	11 13/16"	11 3/8"	11"	10 5/8"	6 1/2"	1'-0 3/16"	11 13/16"	11 7/16"	11"	6 7/8"

LOCATION	jj	kk	mm	nn	pp	qq
North Side of joint	10 11/16"	10 5/16"	6 1/4"	11 3/16"	10 13/16"	6 3/4"
South Side of joint	11 13/16"	11 7/16"	11 1/16"	10 5/8"	6 1/2"	----

NOTES:

1. For Finger plate details, see sheets S64 & S65.
2. For drainage details, see sheet S72.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
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312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-068-Expansion Joint Details - Pier 8.dgn	USER NAME = ksnider	DESIGNED - AAY	REVISED -
		CHECKED - TJJ	REVISED -
MODEL: Plot Sheet	PLOT SCALE =	DRAWN - VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - TJJ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS – PIER 8
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S68 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	957
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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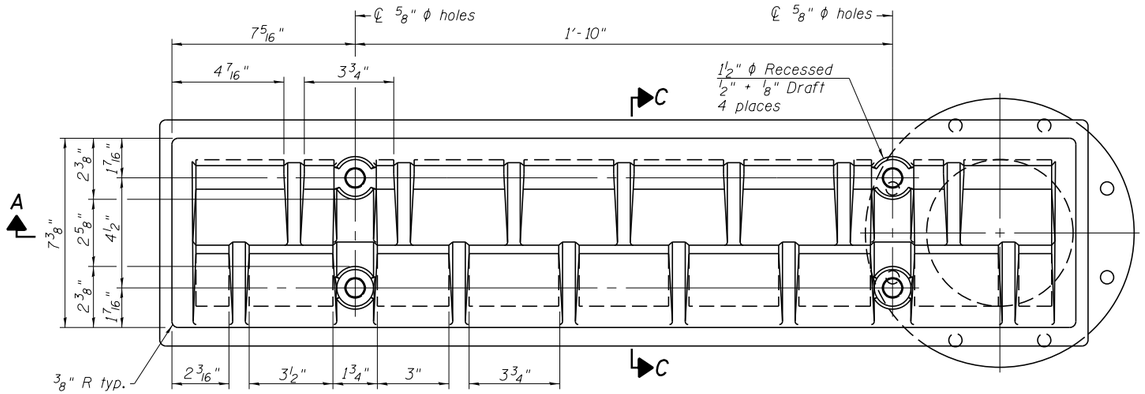
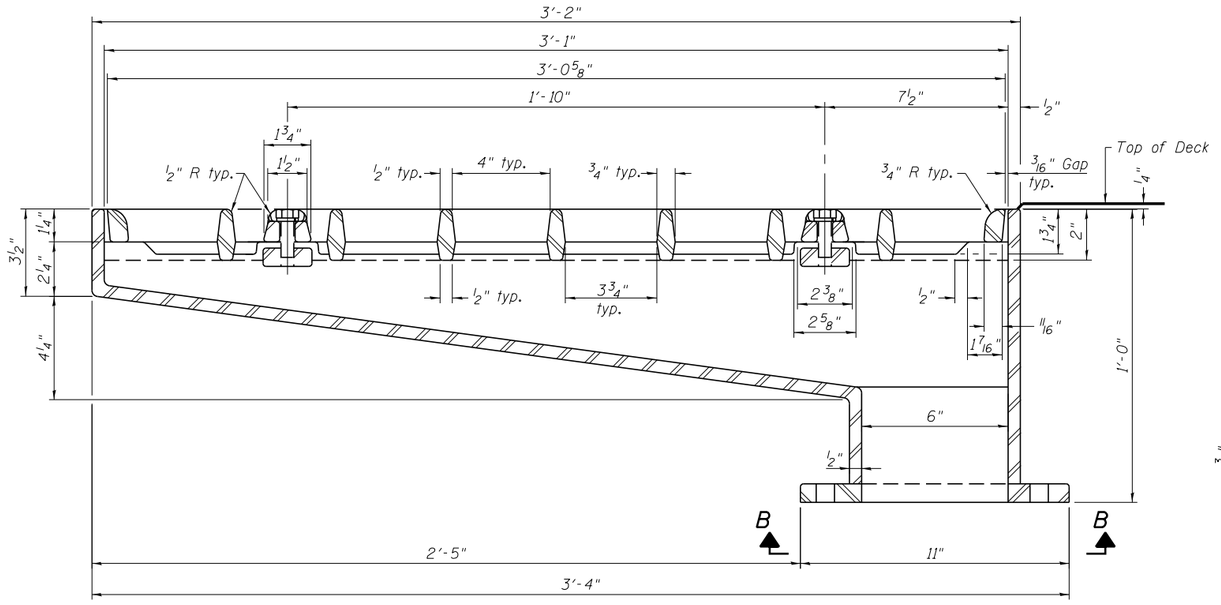
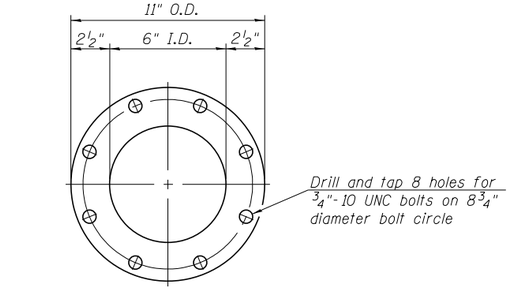


PLAN

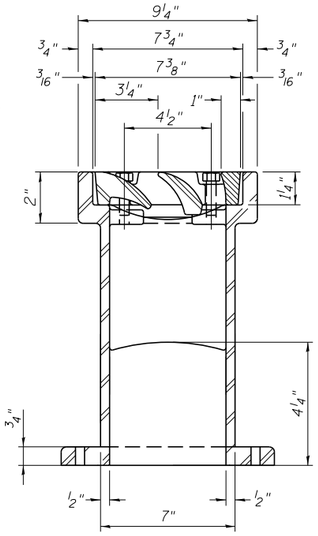


SECTION A-A

See sheets S41 thru S43 for scupper location relative to parapet.



VIEW B-B



SECTION C-C

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

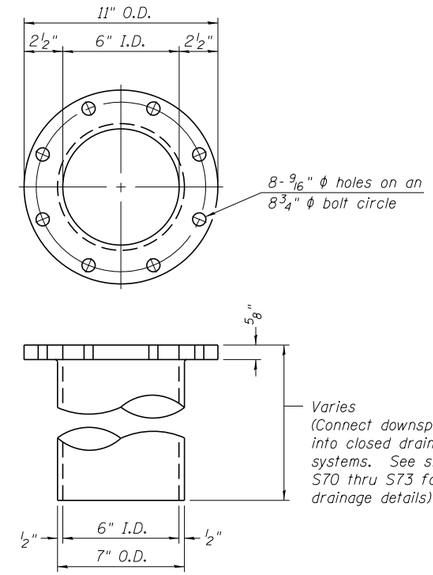
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

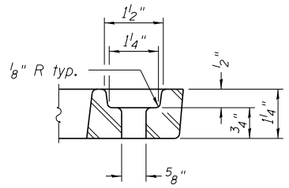
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper (Special).

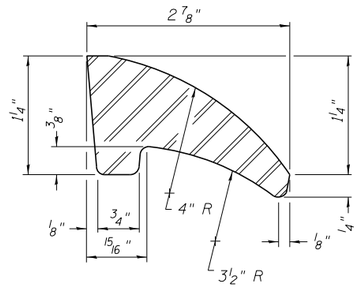
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



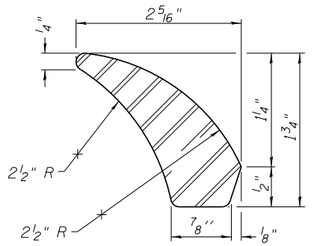
DOWNSPOUT



BOLT HOLE DETAIL



FIRST VANE DETAIL



SECOND VANE DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper (Special)	Each	9

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-069-Scupper Details.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCUPPER DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S69 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	958
		CONTRACT NO. 64C08		
	ILLINOIS	FED. AID PROJECT		

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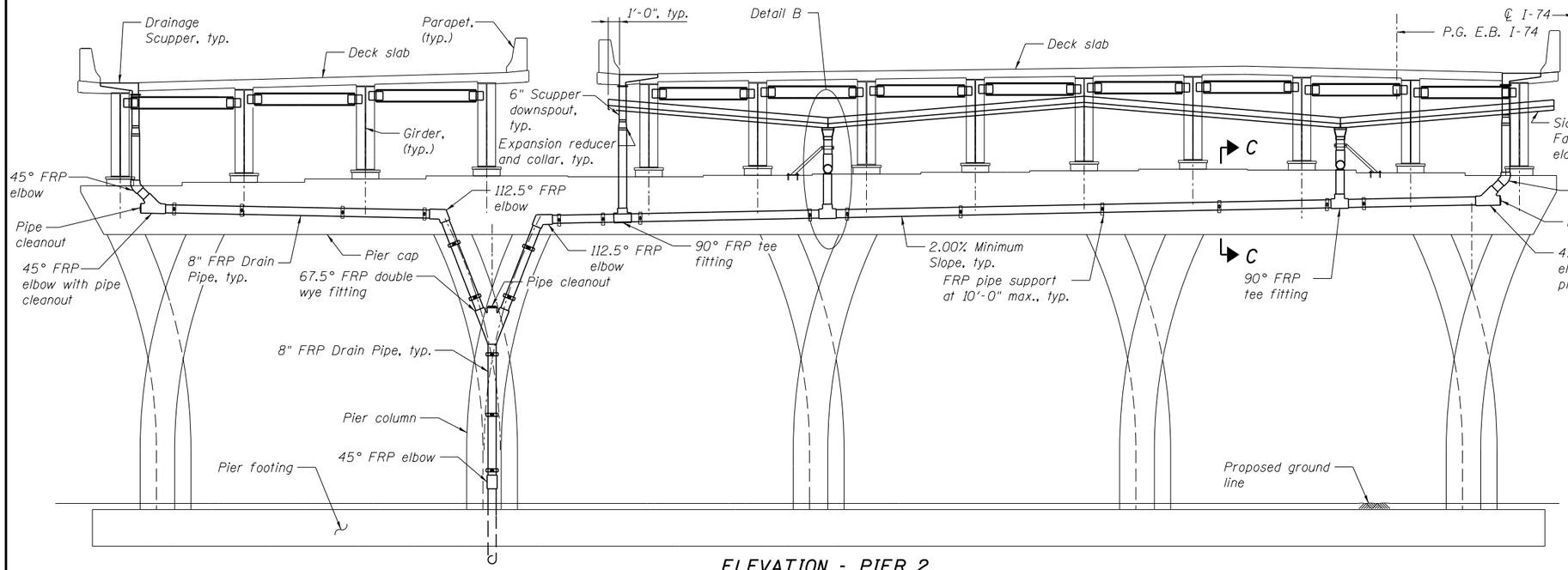
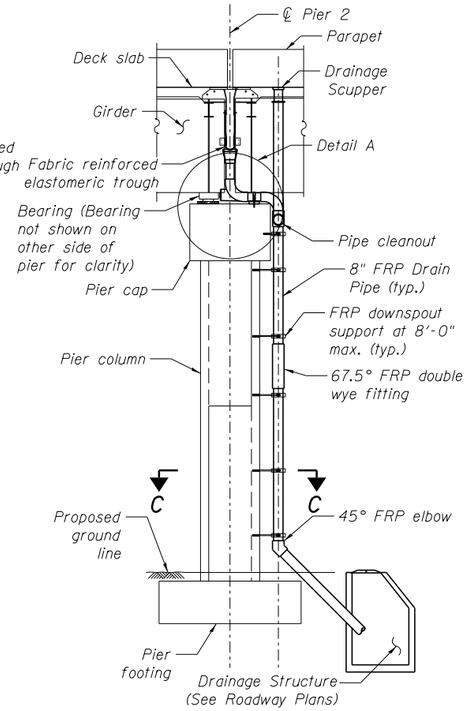
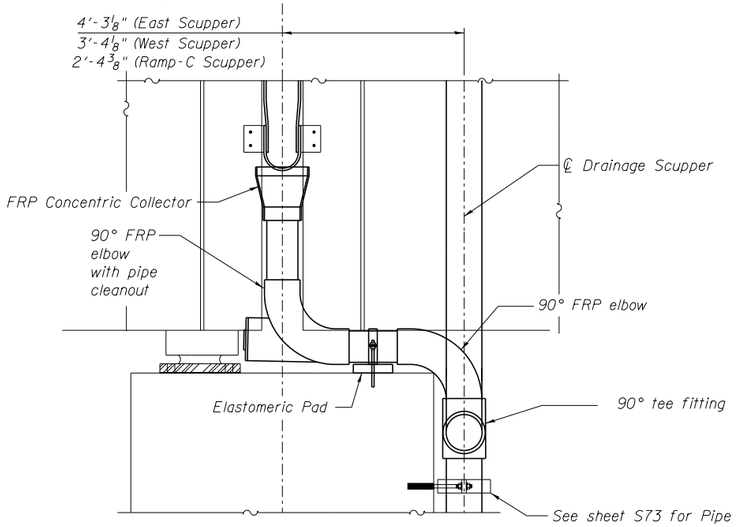


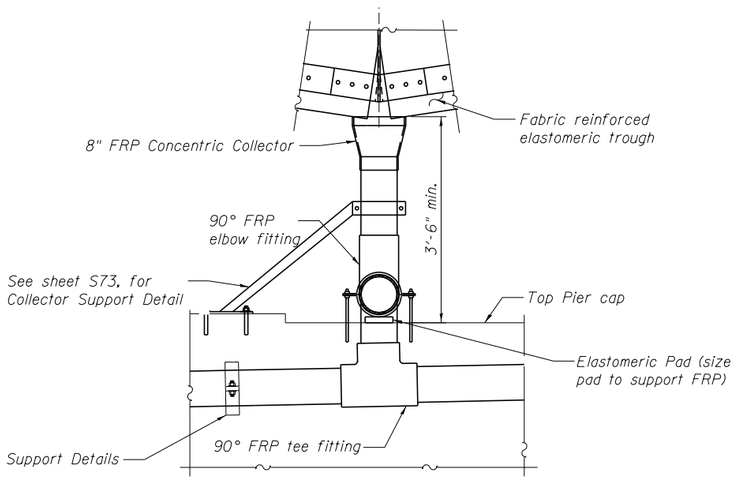
ELEVATION - PIER 2
(Looking north)



END VIEW - PIER 2
(Looking east)



DETAIL A
(Dimensions measured along gutterline)



DETAIL B

NOTES:

1. Closed Drainage system shall be fabricated and installed in accordance with special provision "Drainage System."
2. The surface of the fiberglass shall be free of bond inhibiting agents.
3. For section C-C, see sheet S73.
4. See sheets S64 thru S68, for finger plate expansion joint details.
5. Expansion Reducers shall be sized to accomodate longitudinal thermal movement of the superstructure.
6. Seal opening of drainage structure with grout after installation of drain pipe. Cost included with Drainage System.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-070-Drainage Details - Pier 2.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS – PIER 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S70 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	959
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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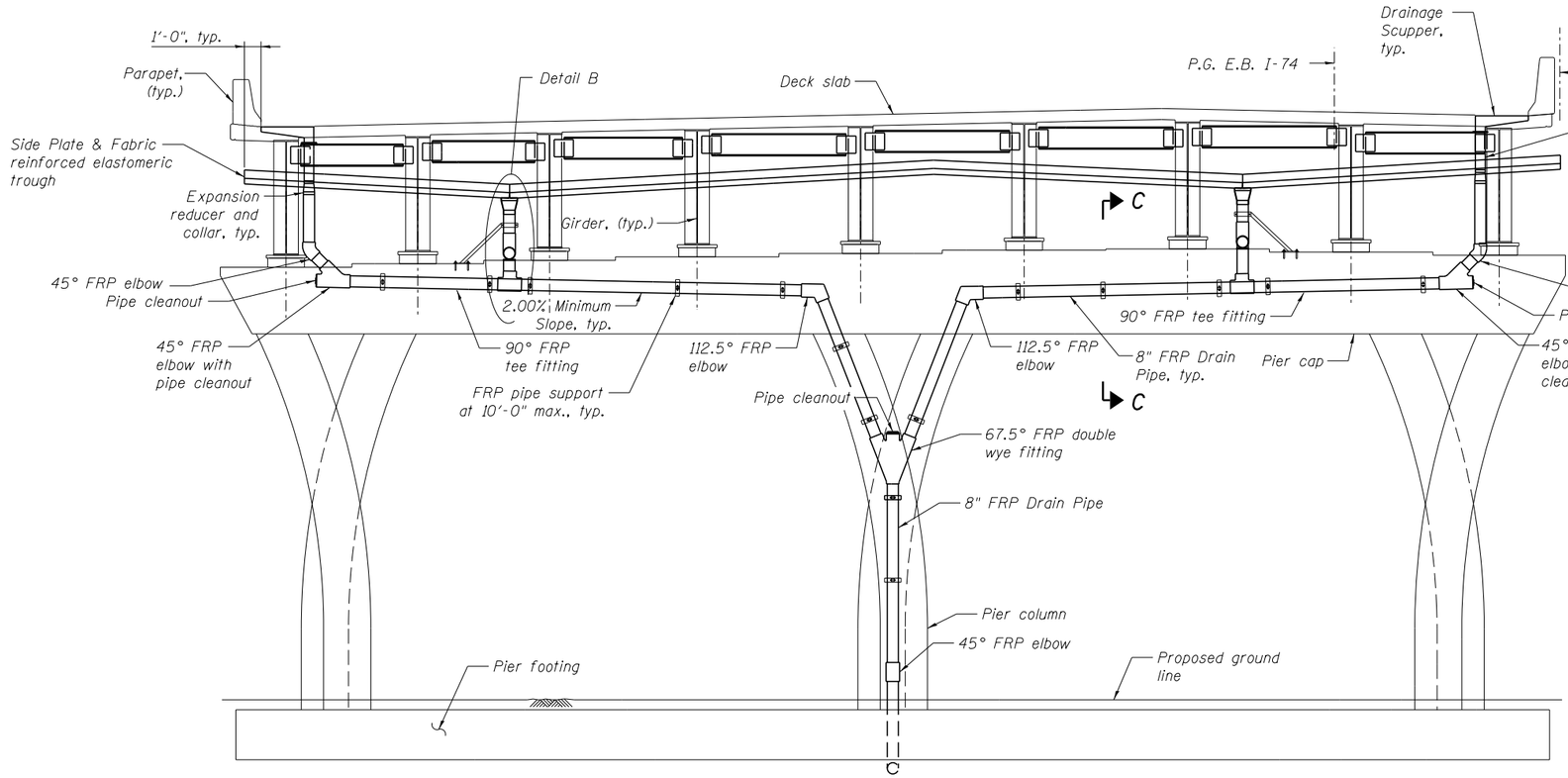
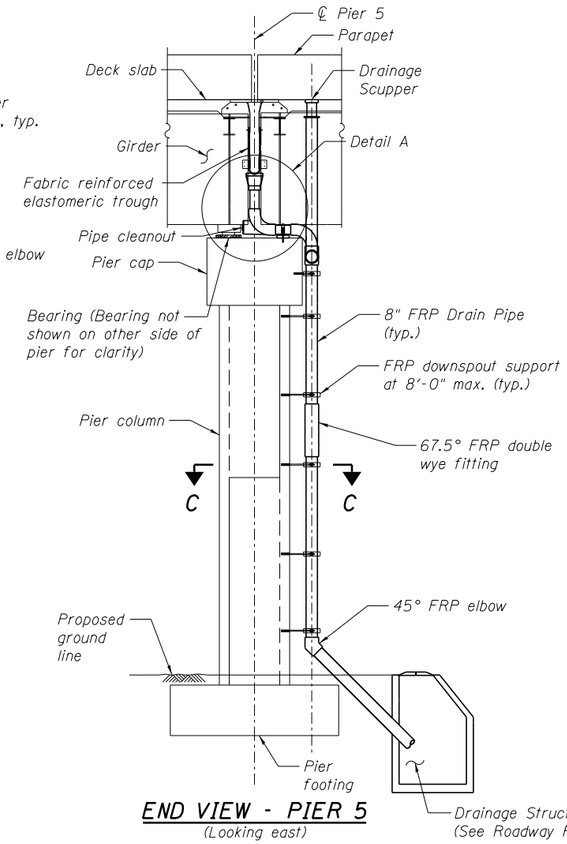


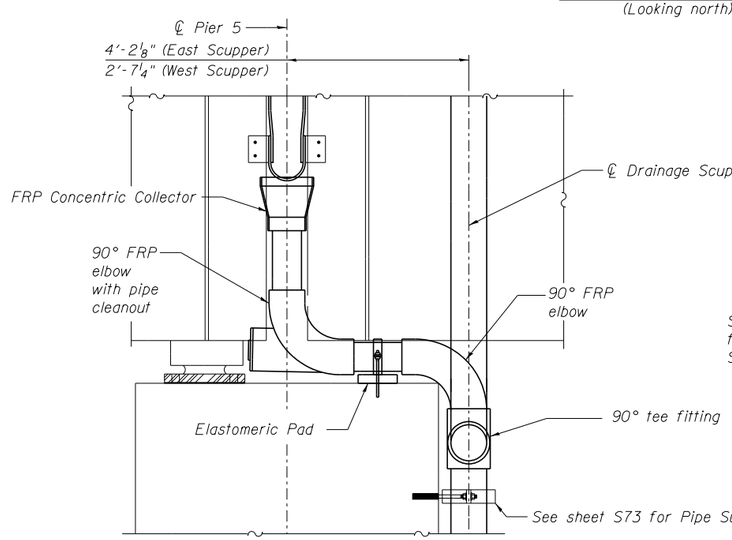
ELEVATION - PIER 5

(Looking north)



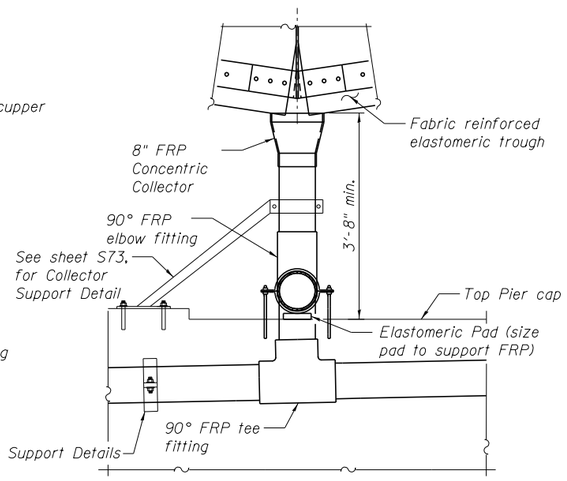
END VIEW - PIER 5

(Looking east)



DETAIL A

(Dimensions measured along gutterline)



DETAIL B

NOTES:

1. Closed Drainage system shall be fabricated and installed in accordance with special provision "Drainage System."
2. The surface of the fiberglass shall be free of bond inhibiting agents.
3. For section C-C, see sheet S73.
4. See sheets S64 thru S68, for finger plate expansion joint details.
5. Expansion Reducers shall be sized to accomodate longitudinal thermal movement of the superstructure.
6. Seal opening of drainage structure with grout after installation of drain pipe. Cost included with Drainage System.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS – PIER 5
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S71 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	960
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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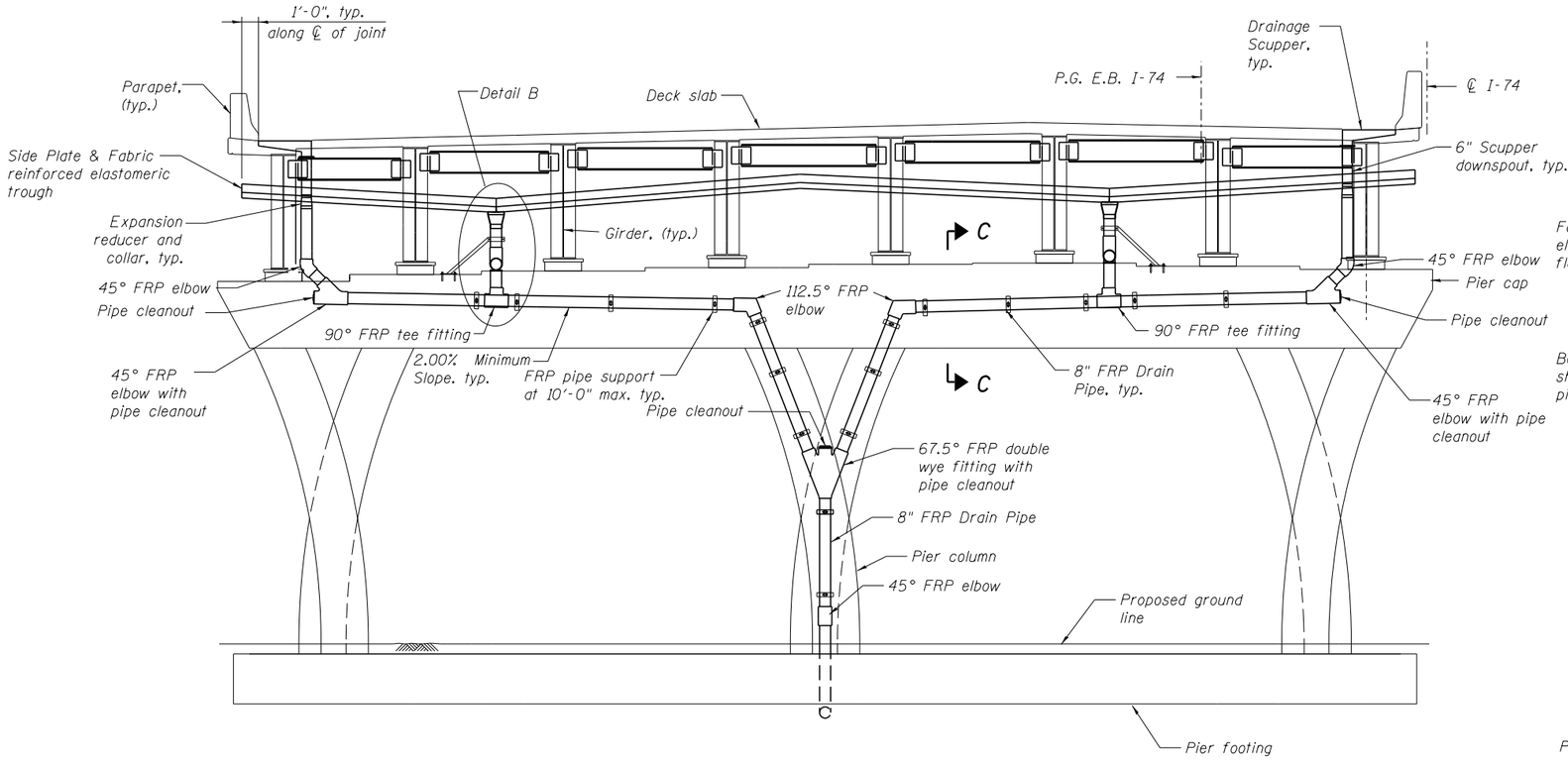
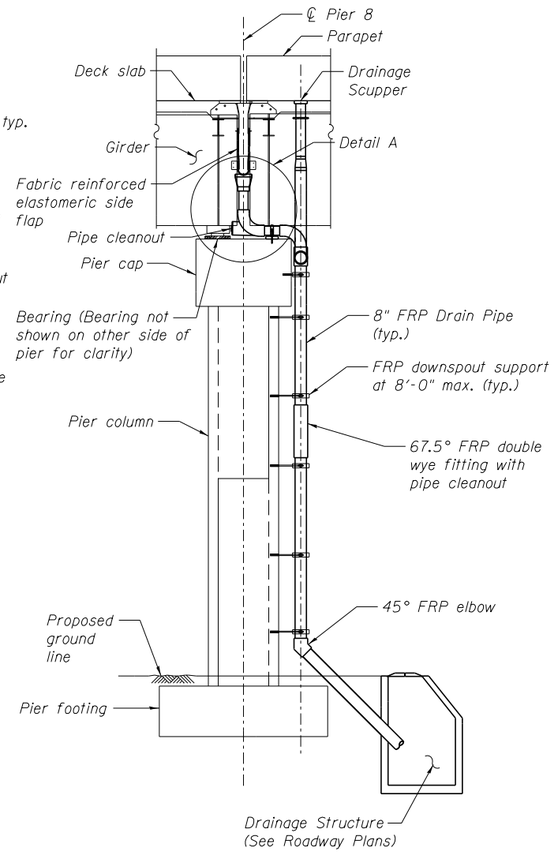
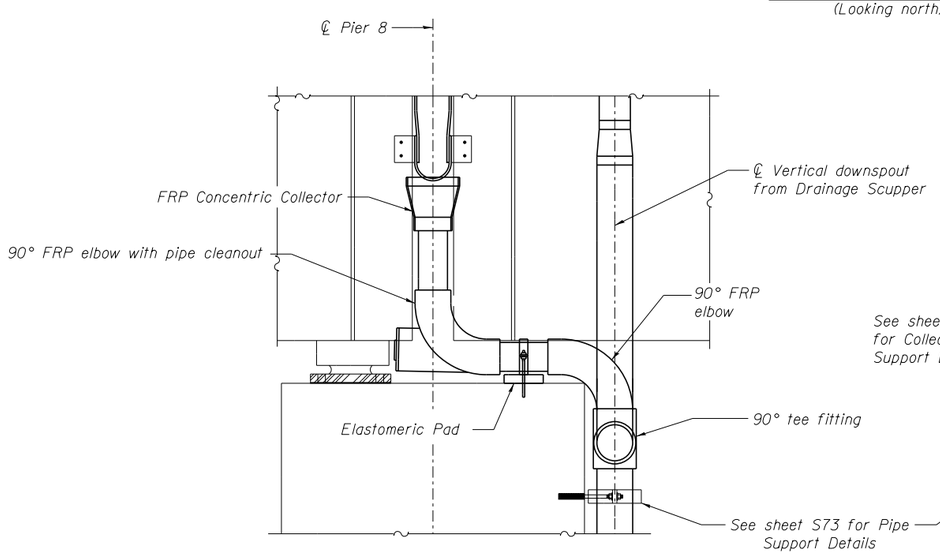


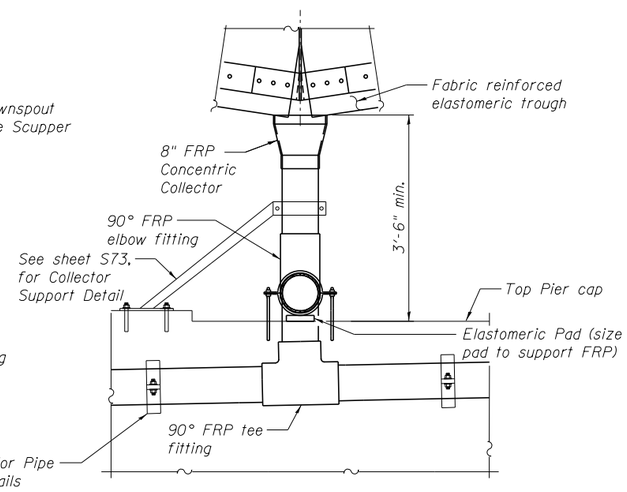
ELEVATION - PIER 8
(Looking north)



END VIEW - PIER 8
(Looking east)



DETAIL A



DETAIL B

NOTES:

1. Closed Drainage system shall be fabricated and installed in accordance with special provision "Drainage System."
2. The surface of the fiberglass shall be free of bond inhibiting agents.
3. For Section C-C, see sheet S73.
4. See sheets S64 thru S68, for finger plate expansion joint details.
5. Expansion Reducers shall be sized to accomodate longitudinal thermal movement of the superstructure.
6. Seal opening of drainage structure with grout after installation of drain pipe. Cost included with Drainage System.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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	PLOT DATE = 1/18/2017	CHECKED - TJJ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS – PIER 8
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S72 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	961
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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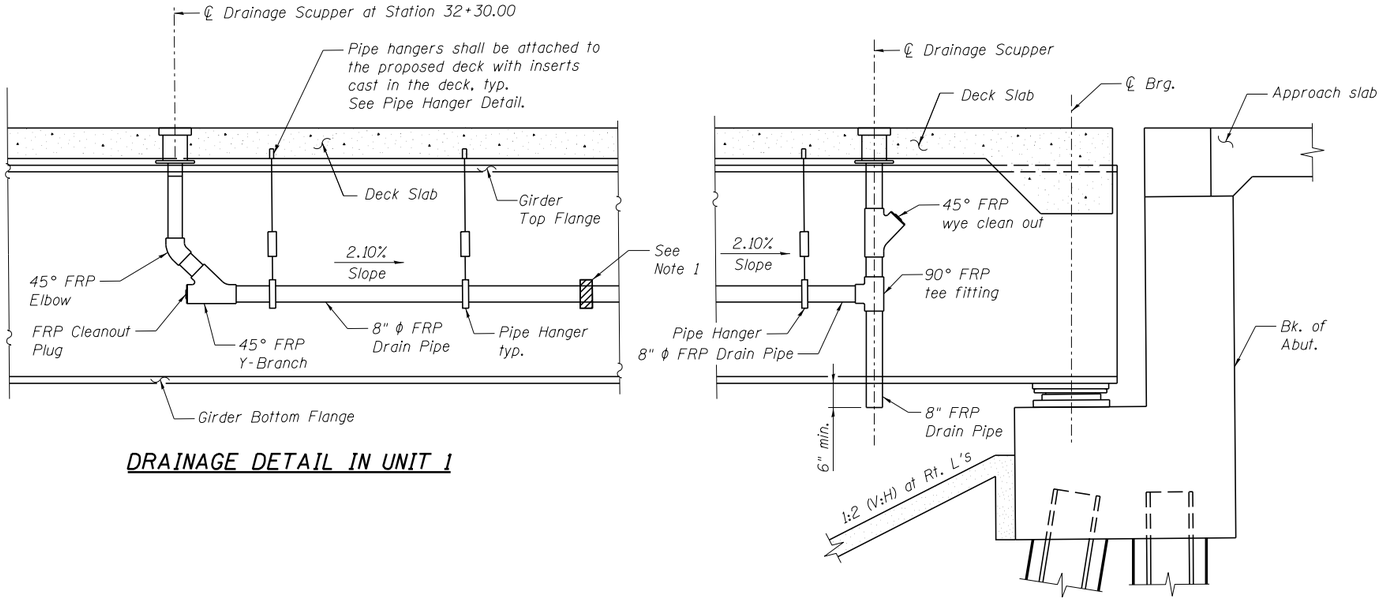
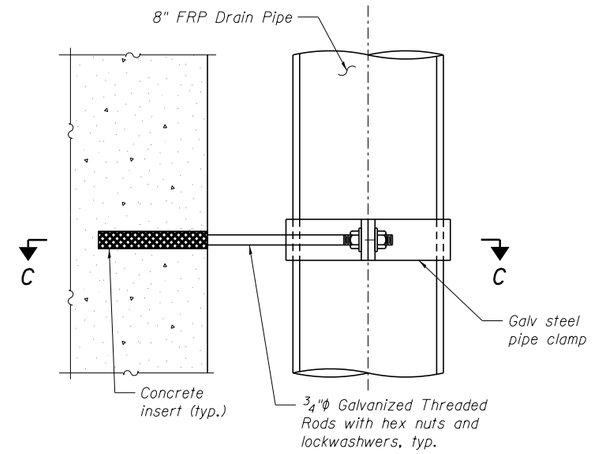


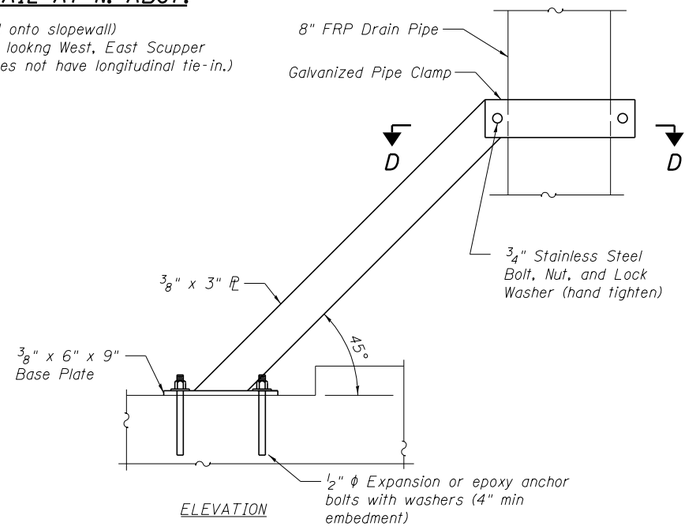
DRAINAGE DETAIL IN UNIT 1

DRAINAGE DETAIL AT N. ABUT.

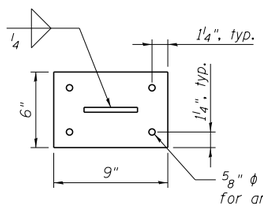
(Free fall onto slopewall)
(West Scupper shown lookng West, East Scupper downspout similar but does not have longitudinal tie-in.)



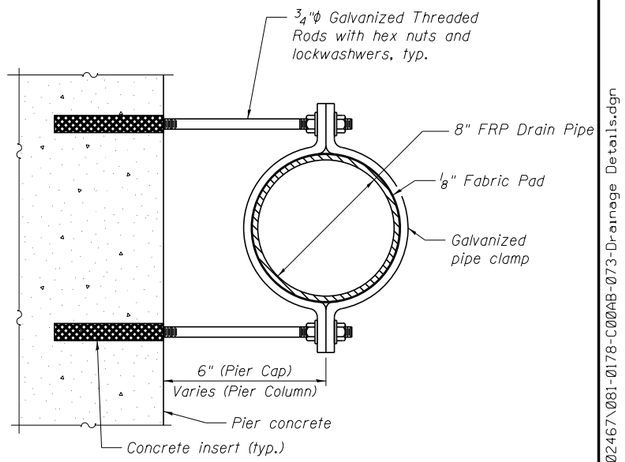
PIPE SUPPORT PLAN AT PIER



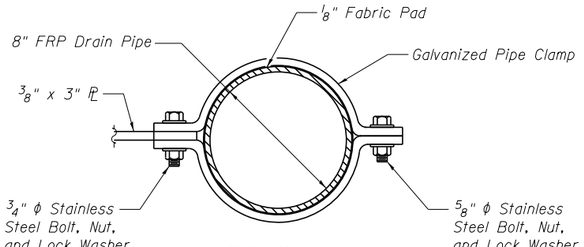
ELEVATION



BASE PLATE DETAIL



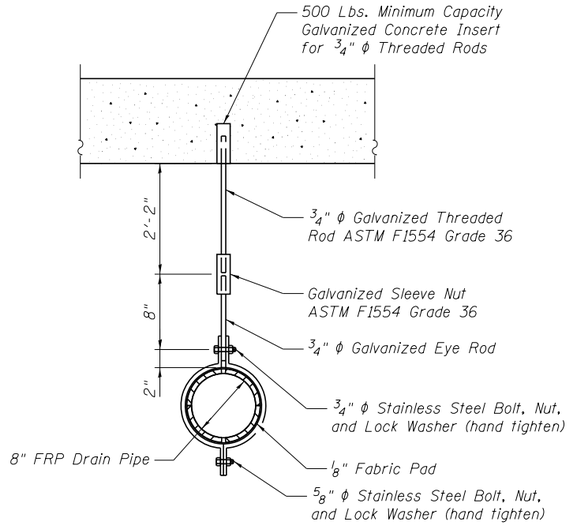
SECTION C-C



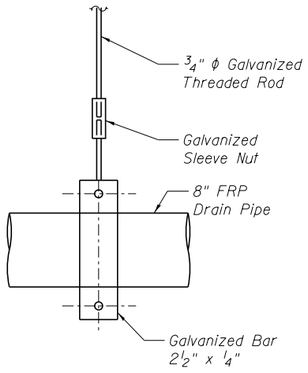
SECTION D-D

COLLECTOR SUPPORT DETAIL

(Cost included with Drainage System)



PIPE HANGER DETAIL



ELEVATION

NOTE:

1. A single expansion collar shall be placed between Unit 1 scuppers with a total movement capacity of 3".

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312-565-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S73 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	962
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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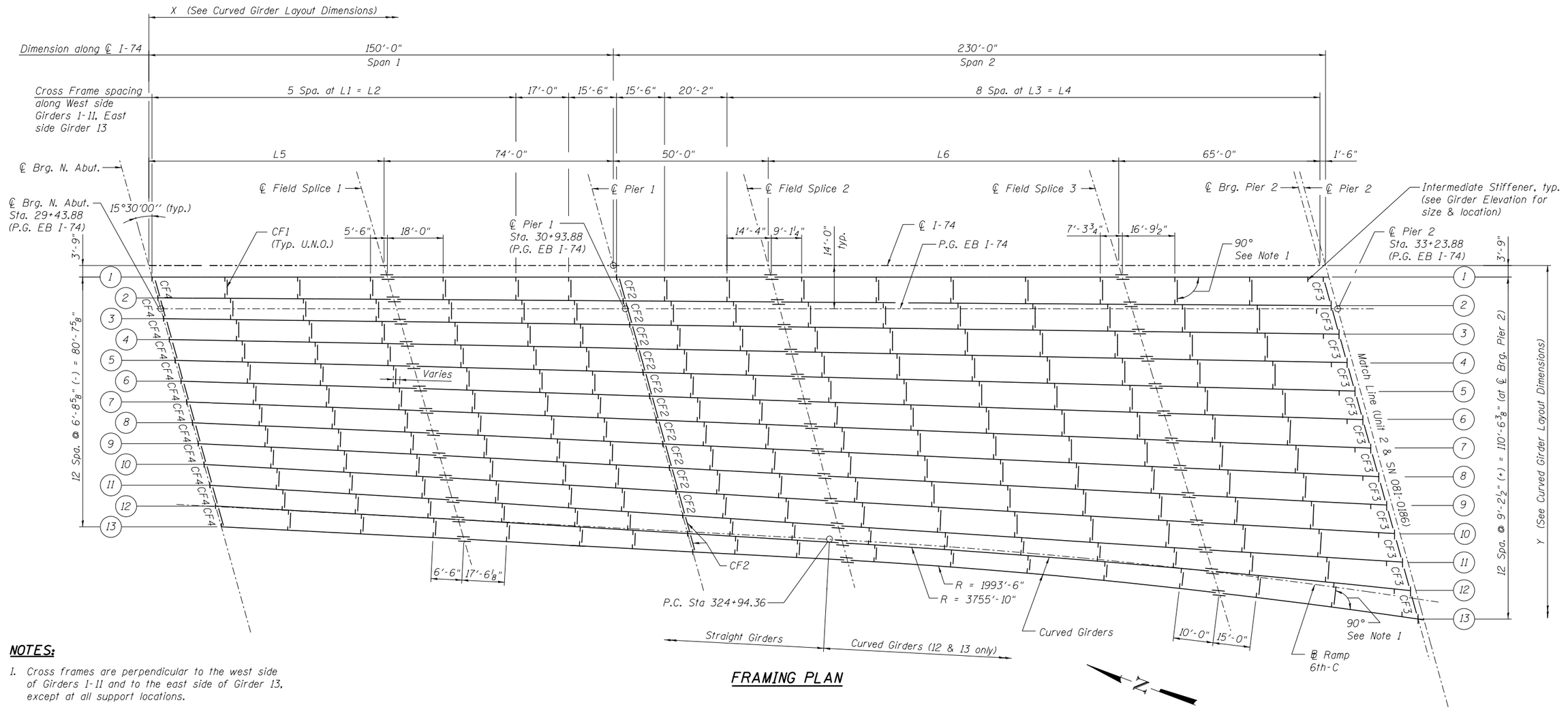

FRAMING PLAN

NOTES:

1. Cross frames are perpendicular to the west side of Girders 1-11 and to the east side of Girder 13, except at all support locations.
2. For cross frame details, see Sheet S76.

Girder No.	Curved Girder Layout Dimensions									
	Radius	℄ Brg. N. Abut.		Field Splice 1		℄ Pier 1		Point of Curvature	
		X	Y	X	Y	X	Y	X	Y
12	3775'-10"	21'-6 1/2"	77'-8"	100'-2"	82'-3 3/4"	174'-0 1/2"	86'-8 1/8"	219'-9"	89'-4 1/2"
13	1993'-6"	23'-4 7/8"	84'-4 5/8"	101'-9 1/8"	88'-6 7/8"	175'-7 7/8"	92'-6 1/4"	219'-5 1/2"	94'-10 3/8"

Girder No.	Curved Girder Layout Dimensions					
	Field Splice 2		Field Splice 3		℄ Brg. Pier 2	
	X	Y	X	Y	X	Y
12	223'-11 3/8"	89'-7 5/8"	342'-11 5/8"	98'-6 3/4"	407'-7 5/8"	105'-0 7/8"
13	225'-7"	95'-2 3/8"	345'-9 1/4"	105'-7 3/4"	410'-2 3/8"	114'-3 3/8"

Girder No.	Girder Dimensions					
	L1	L2	L3	L4	L5	L6
1	23'-6"	117'-6"	24'-1 1/4"	192'-10"	76'-0	113'-6
2	23'-6 5/8"(+)	117'-9 3/8"	24'-1 7/8"(+)	193'-3 1/8"	76'-3 3/8	113'-11 1/8
3	23'-7 3/8"(-)	118'-0 3/4"	24'-2 1/2"(+)	193'-8 1/4"	76'-6 3/4	114'-4 1/4
4	23'-8"(+)	118'-4 1/4"	24'-3 1/4"(-)	194'-1 1/2"	76'-10 1/4	114'-9 1/2
5	23'-8 3/4"	118'-7 3/4"	24'-3 7/8"	194'-7"	77'-1 3/4	115'-3
6	23'-9 1/2"(-)	118'-11 3/8"	24'-4 1/2"(+)	195'-0 1/2"	77'-5 3/8	115'-8 1/2
7	23'-10 1/4"(-)	119'-3 1/8"	24'-5 1/4"(+)	195'-6 1/8"	77'-9 1/8	116'-2 1/8
8	23'-11"(-)	119'-6 7/8"	24'-6"(-)	195'-11 7/8"	78'-0 7/8	116'-7 7/8
9	23'-11 3/4"	119'-10 3/4"	24'-6 3/4"(-)	196'-5 3/4"	78'-4 3/4	117'-1 3/4
10	24'-0 1/2"(+)	120'-2 5/8"	24'-7 1/2"(-)	196'-11 3/4"	78'-8 5/8	117'-7 3/4
11	24'-1 3/8"(-)	120'-6 5/8"	24'-8 1/4"(-)	197'-5 7/8"	79'-0 5/8	118'-1 7/8
12	24'-0 5/8"	120'-3 3/8"	24'-10"(+)	198'-8 1/4"	78'-9 1/8	119'-4 1/4
13	23'-11 7/8"(+)	119'-11 5/8"	25'-0"(-)	199'-11 1/8"	78'-5 5/8	120'-7 7/8

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FILE NAME = 081-0178-C00AB-074-Framing Plan Unit 1.dgn	USER NAME = ksnider	DESIGNED - TJJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S74 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	963
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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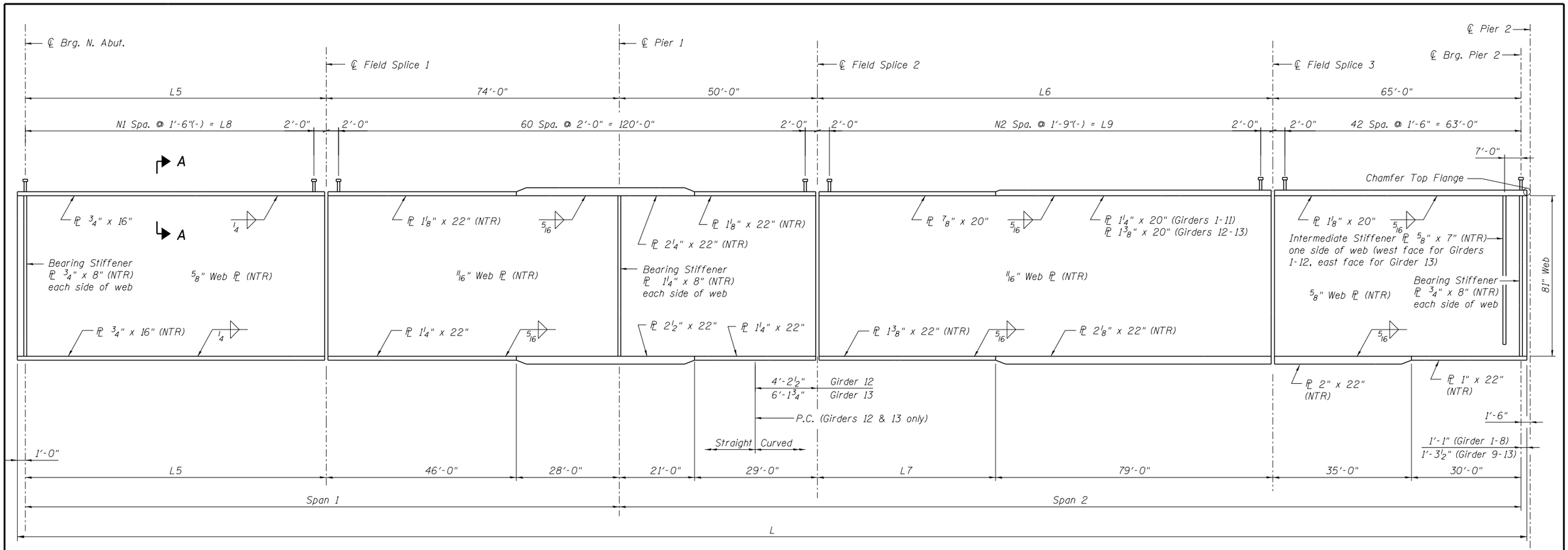
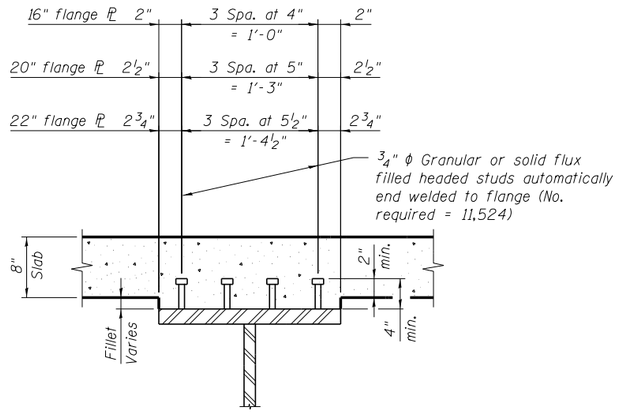
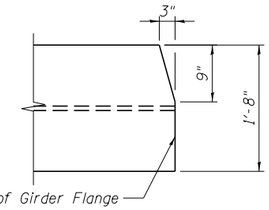


GIRDER ELEVATION

Girder No.	Girder Dimensions						Shear Connector No. of Spaces	
	Span 1	Span 2	L	L7	L8	L9	N1	N2
1	150'-0"	228'-6"	380'-7"	34'-6"	74'-0"	109'-6"	50	63
2	150'-3 3/8"	228'-11 1/8"	381'-3 1/2"	34'-11 1/8"	74'-3 3/8"	109'-11 1/8"	50	63
3	150'-6 3/4"	229'-4 1/4"	382'-0"	35'-4 1/4"	74'-6 3/4"	110'-4 1/4"	50	64
4	150'-10 1/4"	229'-9 1/2"	382'-8 3/4"	35'-9 1/2"	74'-10 1/4"	110'-9 1/2"	50	64
5	151'-1 3/4"	230'-3"	383'-5 3/4"	36'-3"	75'-1 3/4"	111'-3"	51	64
6	151'-5 3/8"	230'-8 1/2"	384'-2 7/8"	36'-8 1/2"	75'-5 3/8"	111'-8 1/2"	51	64
7	151'-9 1/8"	231'-2 1/8"	385'-0 1/4"	37'-2 1/8"	75'-9 1/8"	112'-2 1/8"	51	65
8	152'-0 7/8"	231'-7 7/8"	385'-9 3/4"	37'-7 7/8"	76'-0 7/8"	112'-7 7/8"	51	65
9	152'-4 3/4"	232'-1 3/4"	386'-7 1/2"	38'-1 3/4"	76'-4 3/4"	113'-1 3/4"	51	65
10	152'-8 5/8"	232'-7 3/4"	387'-5 3/8"	38'-7 3/4"	76'-8 5/8"	113'-7 3/4"	52	65
11	153'-0 5/8"	233'-1 7/8"	388'-3 1/2"	39'-1 7/8"	77'-0 5/8"	114'-1 7/8"	52	66
12	152'-9 1/8"	234'-4 1/4"	389'-2 3/8"	40'-4 1/4"	76'-9 1/8"	115'-4 1/4"	52	66
13	152'-5 5/8"	235'-7 1/8"	390'-2 1/2"	41'-7 1/8"	76'-5 5/8"	116'-7 1/8"	51	67



SECTION A-A



S. END TOP FLANGE CHAMFER DETAIL

(Girder 1-8 only)

NOTES:

1. See Sheet S74 for additional girder data table.

2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

3. All flange plates, web plates, bearing stiffeners, intermediate stiffeners, and cross frame connection plates shall be AASHTO M270 Grade 50 steel.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-075-Steel Plate Girder Elevation Unit1.dgn	USER NAME = ksnider	DESIGNED - TJJ	REVISED -
		CHECKED - KWS	REVISED -
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MODEL: Plot sheet	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER ELEVATION UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S75 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	964
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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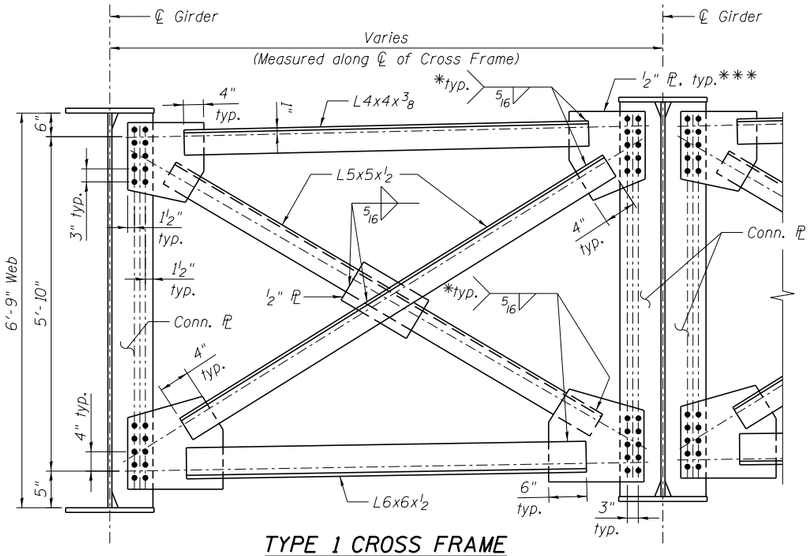
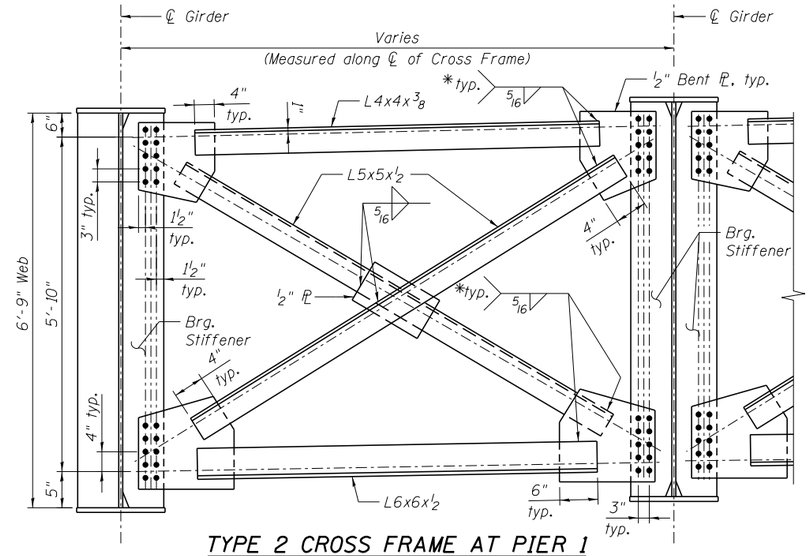


TYPE 1 CROSS FRAME

(CF1)
(No. Req'd = 180)



TYPE 2 CROSS FRAME AT PIER 1

(CF2)
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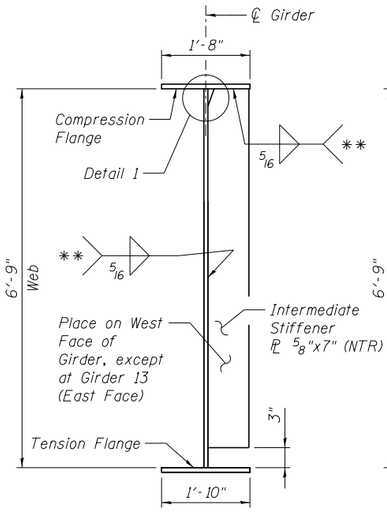
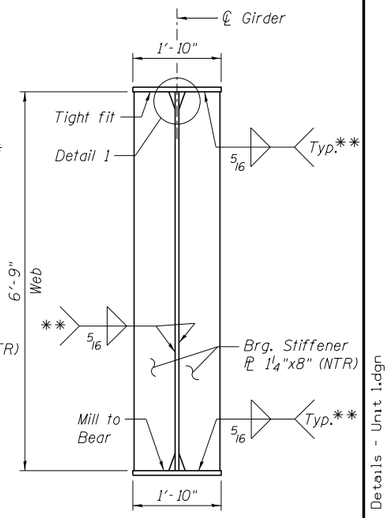


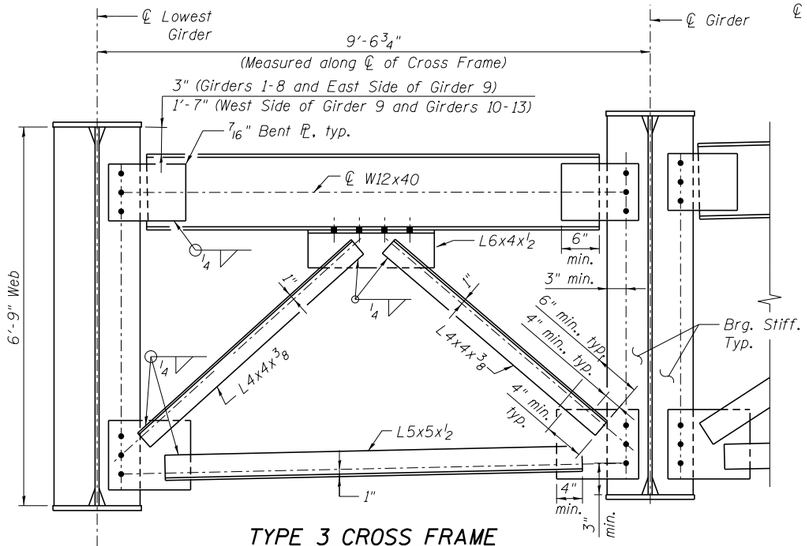
INTERMEDIATE STIFFENER

(No. of Plates Req'd = 13)



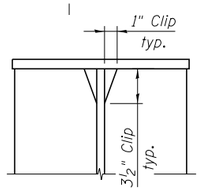
BEARING STIFFENER AT PIER 1

(No. of Plates Req'd = 26)



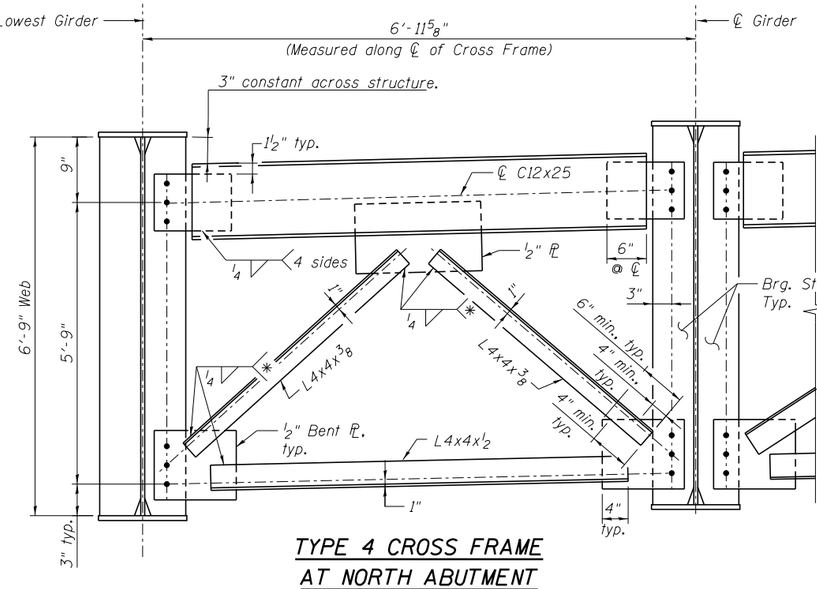
TYPE 3 CROSS FRAME AT PIER 2

(CF3)
(No. Req'd = 12)



DETAIL 1

(Typical top & bottom flanges, except bottom flange of intermediate stiffener)



TYPE 4 CROSS FRAME AT NORTH ABUTMENT

(CF4)
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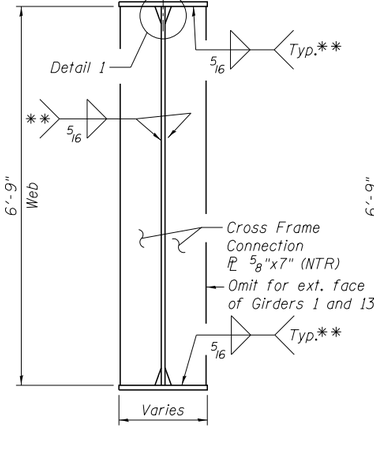
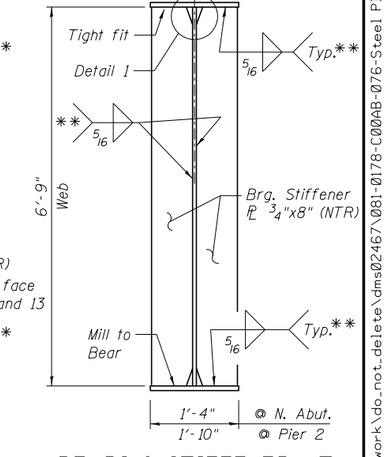


CONNECTION PLATE

(No. of Plates Req'd = 360)



BEARING STIFFENER AT N. ABUT. & PIER 2

(No. of Plates Req'd = 52)

NOTES:

1. The Contractor shall either:
   - A. Ream cross frame connection holes during shop assembly, or
   - B. Provide detailing and fabrication controls acceptable to the Engineer which ensures accuracy such that field reaming will not exceed the amount permitted in Article 505.08(I) of the Standard Specifications.
2. The calculated deflections of the primary girders/ beams under steel self-weight shall be used to detail the diaphragm, cross frame and lateral bracing connections, and to erect the structural steel such that the girders/beams will be plumb within a tolerence of ±1/8 in. per vertical ft. throughout when supporting their own weight.
3. All cross frame members shall be AASHTO M270 Grade 50 Steel.
4. All cross frames between girders shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
5. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" ϕ, holes 15/16" ϕ, unless noted otherwise. Two hardened washers required for each set of oversized holes.
6. For steel self-weight deflections, see Sheet S85.

* Fillet weld angles along 3 sides on one face of gusset plate.
** Terminate weld 1/4" from edges of stiffener PL.
*** Bent PL's on side where cross frame is not perpedicular to girder (See Framing Plan)

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-076-Steel Plate Girder Cross Frame Details - Unit 1.dgn	USER NAME = ksnider	DESIGNED - TJJ	REVISED -
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	PLOT SCALE =	DRAWN - TJJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER CROSS FRAME DETAILS – UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S76 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	965
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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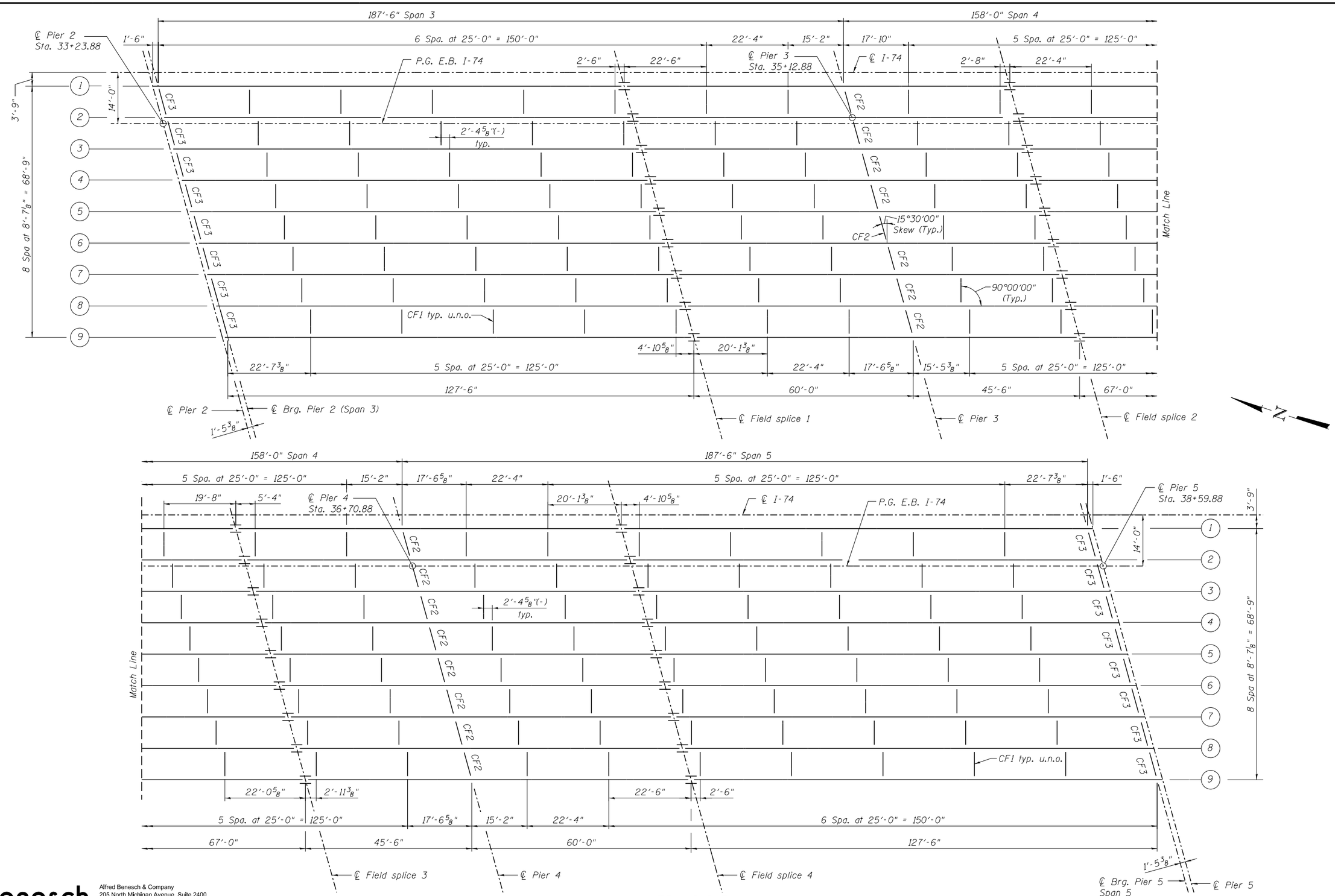

FRAMING PLAN

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-077-Framing Plan Unit 2.dgn	USER NAME = ksnider	DESIGNED - SL	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN UNIT 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S77 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	966
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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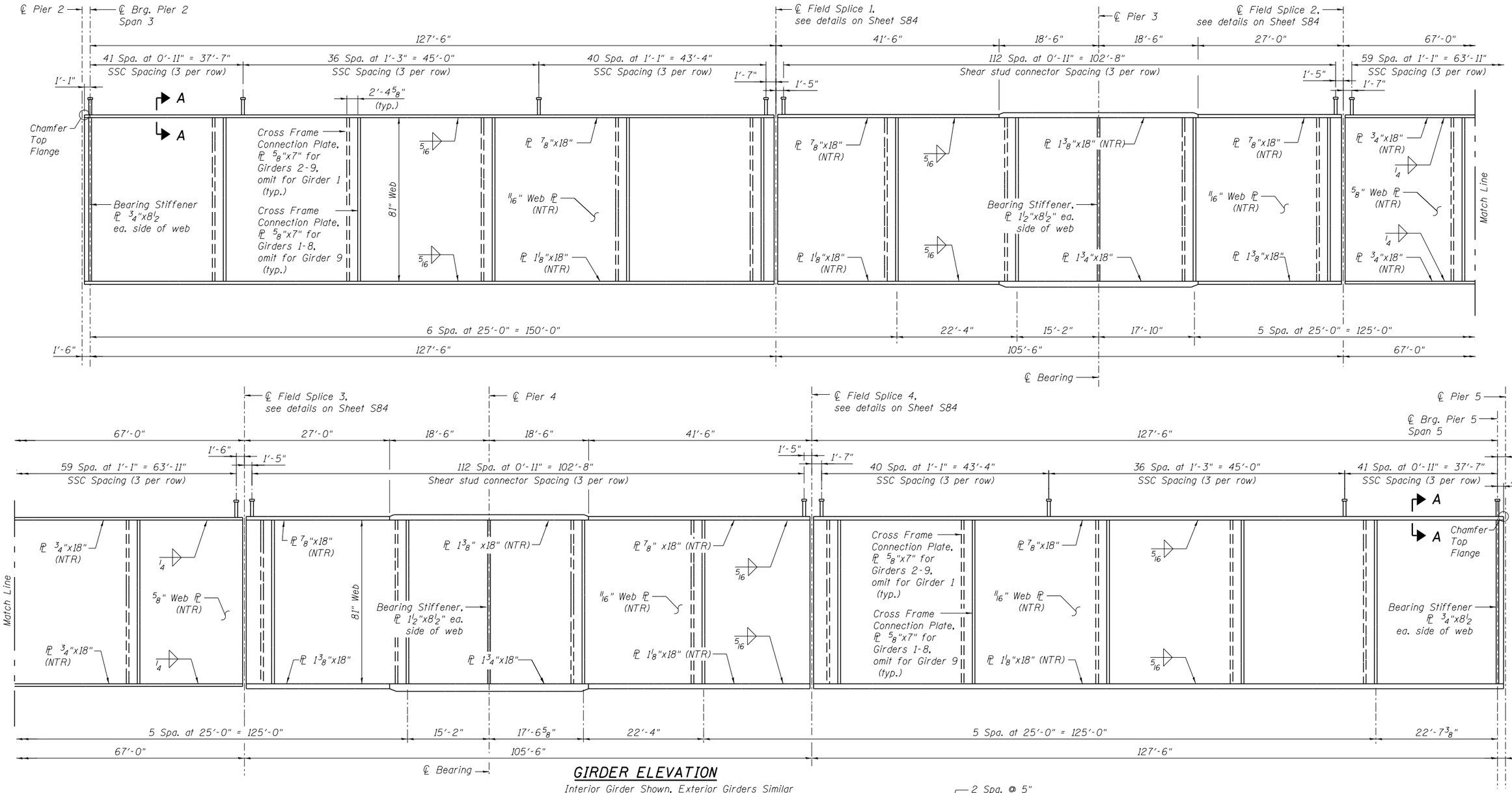
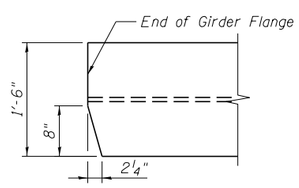
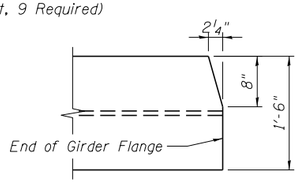


GIRDER ELEVATION

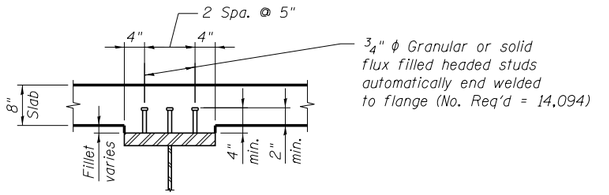
Interior Girder Shown, Exterior Girders Similar (Looking East, 9 Required)



N. END TOP FLANGE CHAMFER DETAIL



S. END TOP FLANGE CHAMFER DETAIL



SECTION A-A

NOTES:

1. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

2. All flange plates, web plates and bearing stiffeners shall be AASHTO M270 Grade 50 steel.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-078-Steel Plate Girder Elevation Unit 2.dgn	USER NAME = ksnider	DESIGNED - SL	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER ELEVATION UNIT 2
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S78 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	967
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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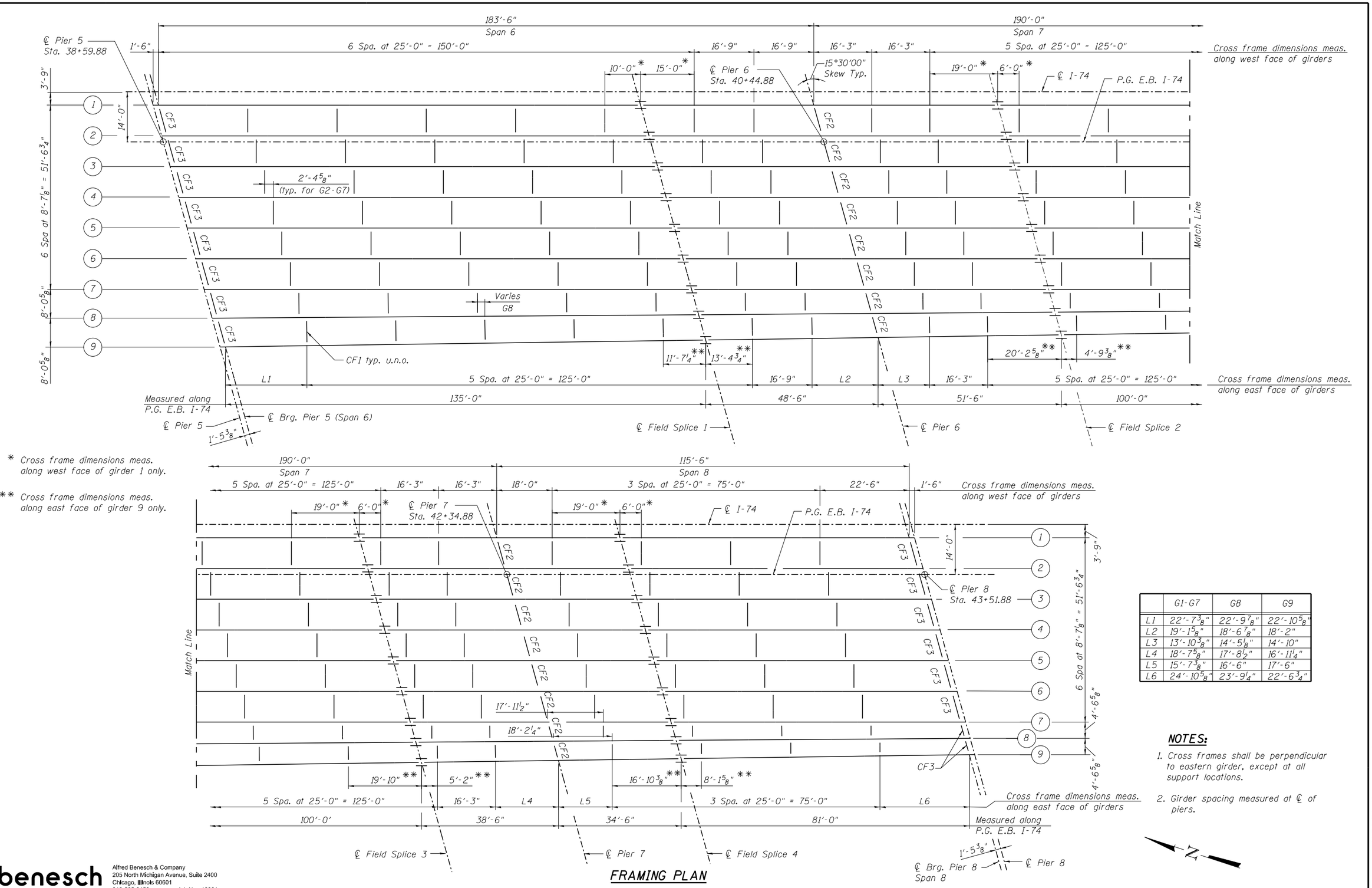

* Cross frame dimensions meas. along west face of girder 1 only.

** Cross frame dimensions meas. along east face of girder 9 only.

	G1-G7	G8	G9
L1	22'-7⅜"	22'-9⅞"	22'-10⅝"
L2	19'-1⅝"	18'-6⅞"	18'-2"
L3	13'-10⅜"	14'-5⅛"	14'-10"
L4	18'-7⅝"	17'-8½"	16'-11¼"
L5	15'-7⅜"	16'-6"	17'-6"
L6	24'-10⅝"	23'-9¼"	22'-6¾"

NOTES:

1. Cross frames shall be perpendicular to eastern girder, except at all support locations.
2. Girder spacing measured at ℄ of piers.

N

FRAMING PLAN

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-079-Framing Plan Unit 3.dgn	USER NAME = ksnider	DESIGNED - AAY	REVISED -
		CHECKED - MFH	REVISED -
	PLOT SCALE =	DRAWN - VH	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN UNIT 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S79 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	968
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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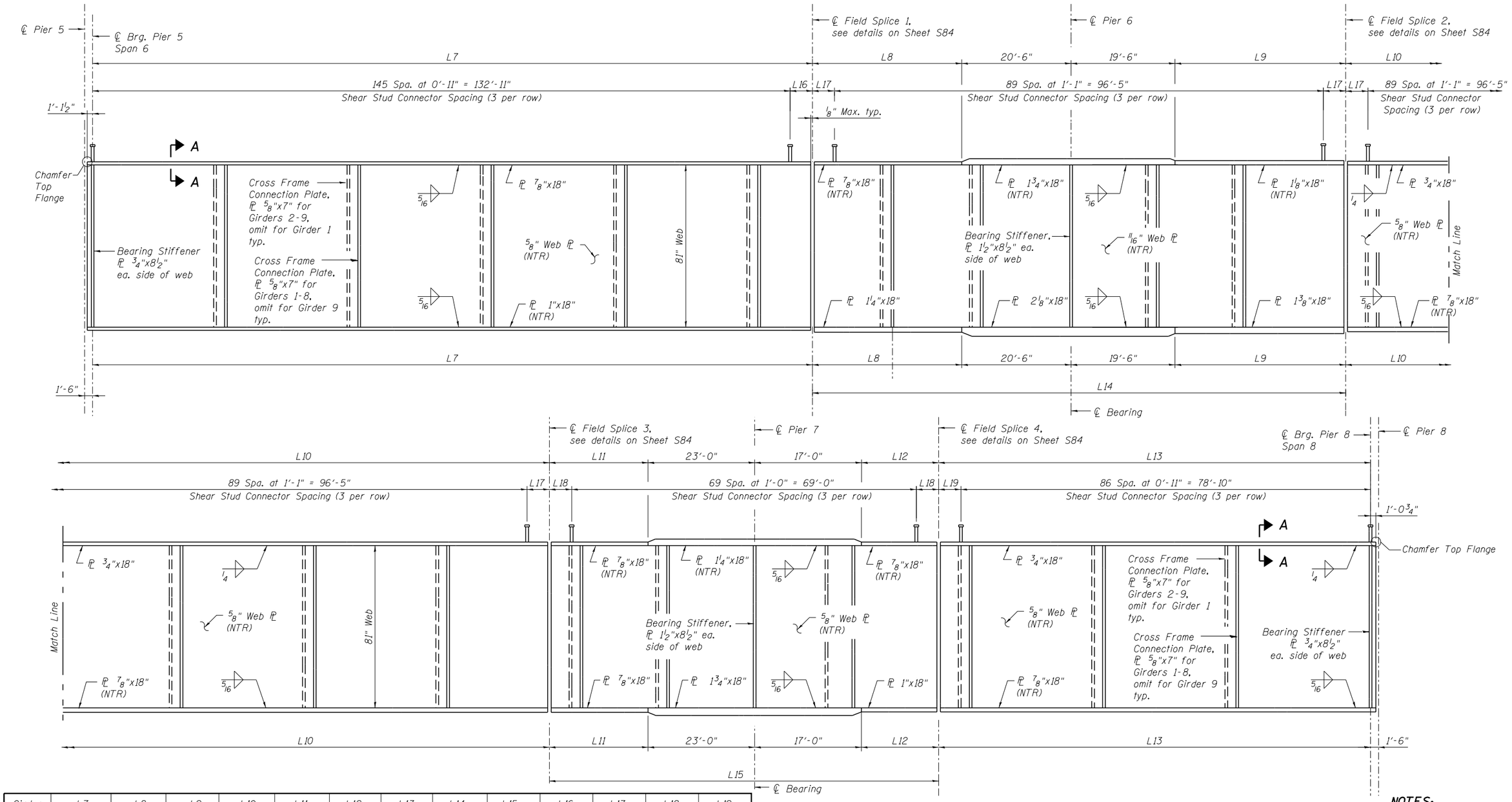
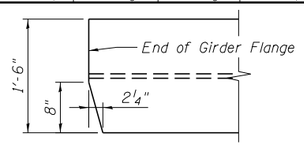


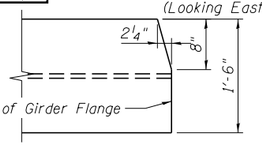
Girder	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19
G1-G7	135'-0"	28'-0"	32'-0"	100'-0"	15'-6"	17'-6"	81'-0"	100'-0"	73'-0"	2'-1"	1'-9½"	2'-0"	2'-2"
G8	134'-8⅞"	27'-10⅞"	31'-10¾"	99'-9⅝"	15'-5⅛"	17'-5¼"	80'-10⅛"	99'-9⅝"	72'-10⅜"	1'-9⅞"	1'-8⅜"	1'-11¼"	2'-0⅛"
G9	134'-5¾"	27'-9¾"	31'-9⅝"	99'-7⅜"	15'-4¼"	17'-4⅜"	80'-8¼"	99'-7⅜"	72'-8⅝"	1'-6¾"	1'-7¼"	1'-10¼"	1'-10¼"

GIRDER ELEVATION

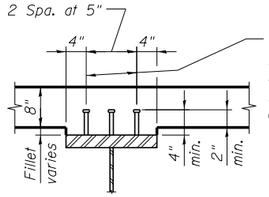
Interior Girder Shown, Exterior Girders Similar
(Looking East, 9 Required)



N. END TOP FLANGE CHAMFER DETAIL



S. END TOP FLANGE CHAMFER DETAIL



SECTION A-A

NOTES:

1. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
2. All flange plates, web plates, and bearing stiffeners shall be AASHTO M270 Grade 50 steel.
3. See Sheet S83 for Cross Frame and Connection Plate details.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-000-Steel Plate Girder Elevation Unit 3.dgn	USER NAME = ksnider	DESIGNED - AAY	REVISED -
		CHECKED - MFH	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - VH	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER ELEVATION UNIT 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S80 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	969
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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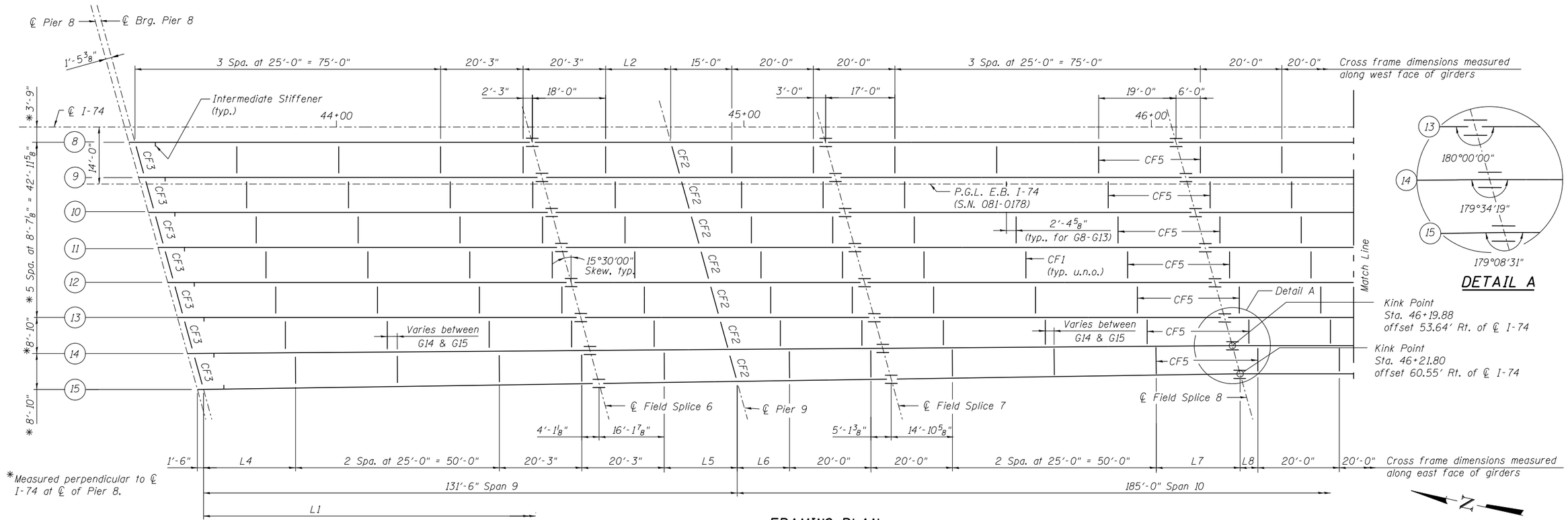

	G8-G13	G14	G15
L1	520'-9"	520'-2 3/4"	519-8 5/8"

WEST FACE CROSS FRAME SPACING

	G8-G13	G14
L2	16'-0"	15'-8 3/4"
L3	15'-0"	14'-9"

EAST FACE CROSS FRAME SPACING

	G9-G13	G14	G15
L4	22'-7 3/8"	22'-6 5/8"	22'-7 1/2"
L5	18'-4 5/8"	18'-2 1/8"	17'-10 1/8"
L6	12'-7 3/8"	12'-10"	12'-10 5/8"
L7	21'-4 5/8"	20'-11"	20'-7 3/8"
L8	3'-7 3/8"	4'-1"	4'-4"
L9	17'-4 5/8"	16'-11"	16'-8"
L10	14'-5 7/8"	14'-11 1/2"	14'-11 1/2"
L11	24'-9 1/8"	24'-3 1/2"	24'-3 1/2"

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312-565-0450
Job No. 10061

FILE NAME = 081-0178-C00AB-081-Framing Plan Unit 4.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - VH	REVISED -
MODEL: Plot sheet	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S81 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	970
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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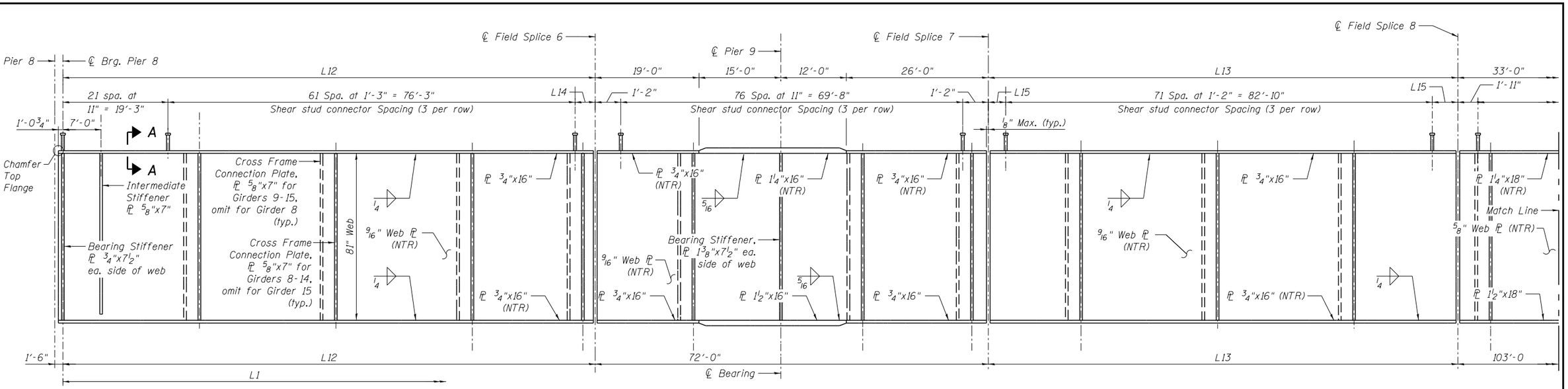
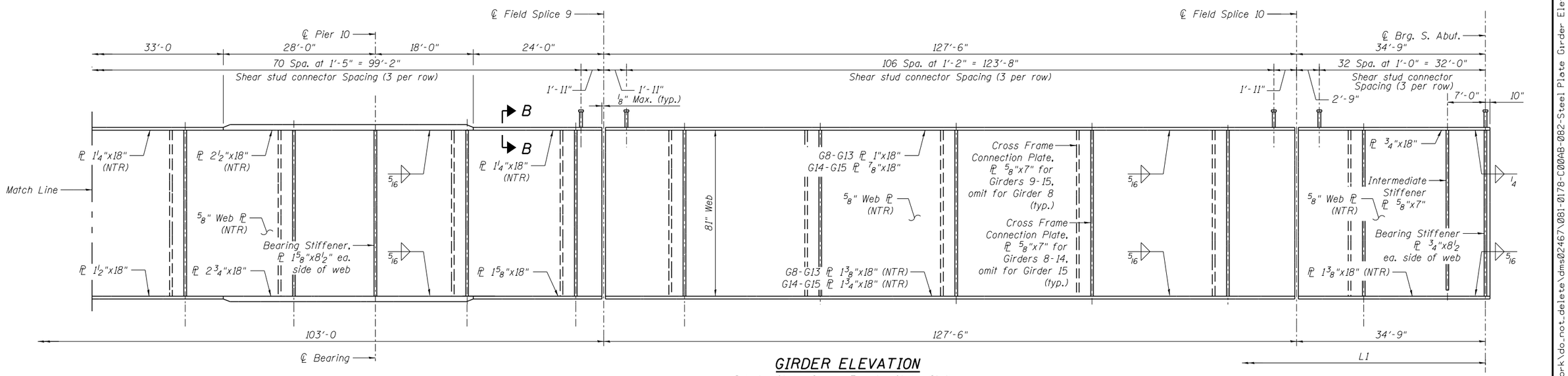
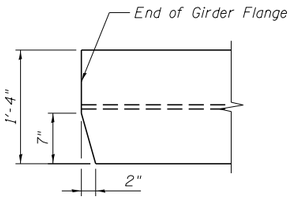




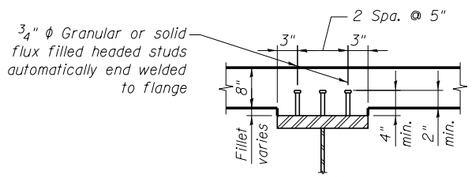
GIRDER ELEVATION

Interior Girder Shown, Exterior Girder Similar
(Looking East, 8 Required)

Girder	L1	L12	L13	L14	L15
G8-G13	520'-9"	97'-6"	86'-0"	2'-0"	1'-7"
G14	520'-2 3/4"	97'-2 3/4"	85'-9"	1'-8 3/4"	1'-5 1/2"
G15	519'-8 5/8"	96'-11 5/8"	85'-6"	1'-5 3/8"	1'-4"



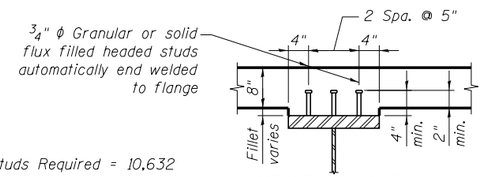
N. END TOP FLANGE CHAMFER DETAIL



SECTION A-A

(For 16" wide flanges)

Total Studs Required = 10.632



SECTION B-B

(For 18" wide flanges)

NOTES:

1. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
2. All flange plates, web plates, and bearing stiffeners shall be AASHTO M270 Grade 50 steel.
3. See sheet S83 for Cross Frame and Connection Plate details.
4. See sheet S86 for splice details.
5. See sheet S81 for intermediate stiffener locations.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-002-Steel Plate Girder Elevation Unit 4.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER ELEVATION UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S82 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	971
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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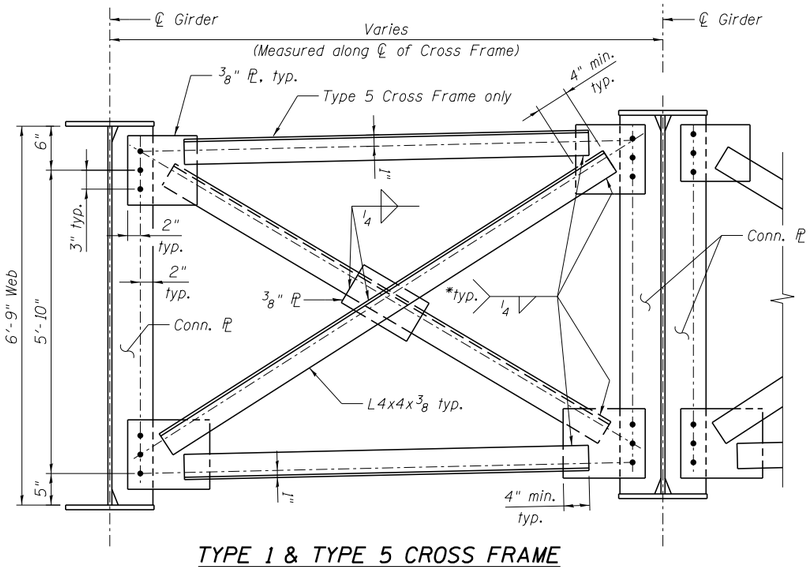
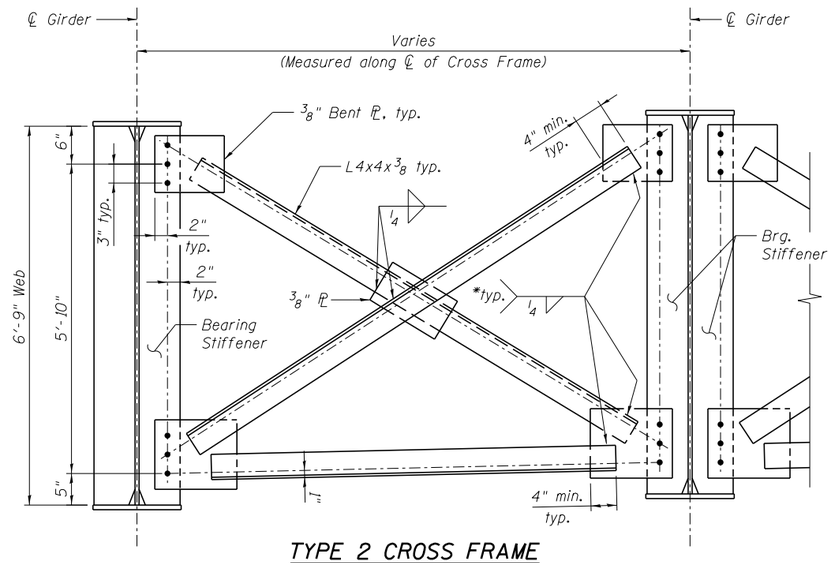


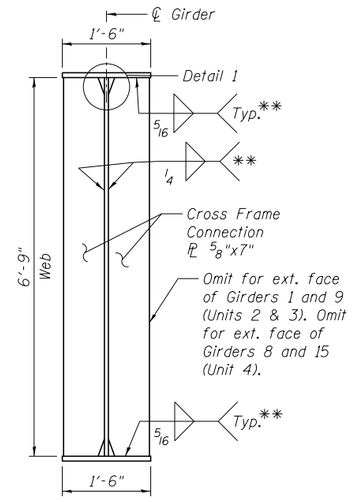
TYPE 1 & TYPE 5 CROSS FRAME

(CF1) (No. Req'd = 445) (CF5) (No. Req'd = 14)



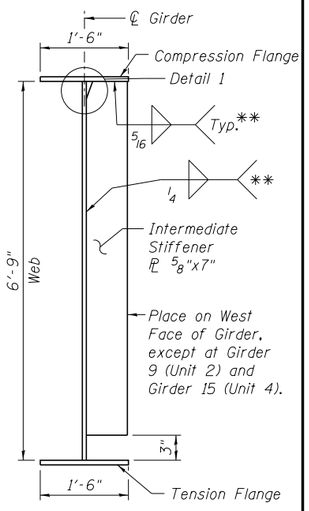
TYPE 2 CROSS FRAME AT PIER 3, 4, 6, 7, 9 & 10

(CF2)
(No. Req'd = 46)



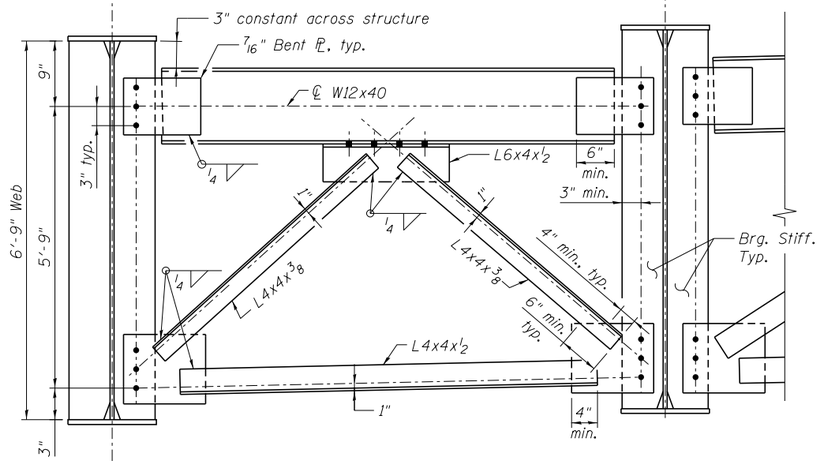
CONNECTION PLATE

(No. of Plates Req'd = 918)



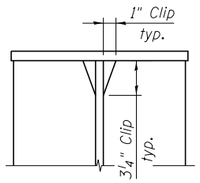
INTERMEDIATE STIFFENER

(No. of Plates Req'd = 16)



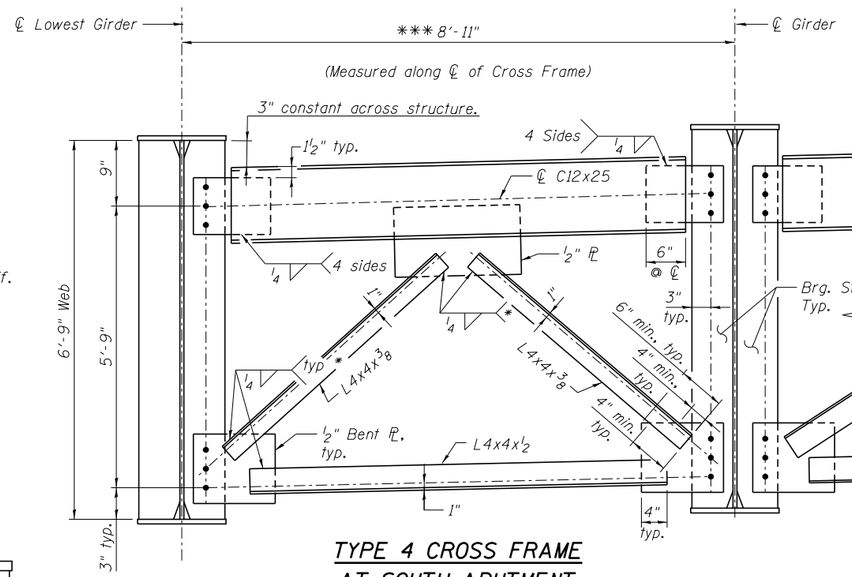
TYPE 3 CROSS FRAME AT PIER 2, 5 & 8

(CF3)
(No. Req'd = 39)



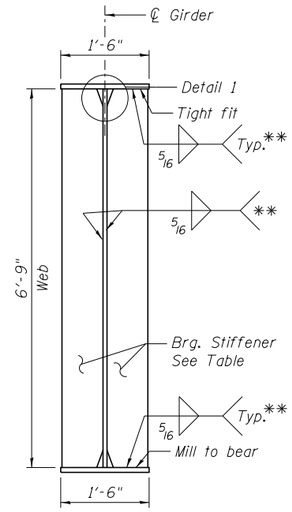
DETAIL 1

(Typical top & bottom flanges)



TYPE 4 CROSS FRAME AT SOUTH ABUTMENT

(CF4)
(No. Req'd = 7)



BEARING STIFFENER

(No. of Plates Req'd = 208)
(See Table)

BEARING STIFFNER DIMENSIONS

Location	PL Size
Pier 2 (Unit 2)	3/4" x 8 1/2"
Pier 3	1 1/2 x 8 1/2"
Pier 4	1 1/2 x 8 1/2"
Pier 5 (Unit 2)	3/4" x 8 1/2"
Pier 5 (Unit 3)	3/4" x 8 1/2"
Pier 6	1 1/2 x 8 1/2"
Pier 7	1 1/2 x 8 1/2"
Pier 8 (Unit 3)	3/4" x 8 1/2"
Pier 8 (Unit 4)	3/4" x 7 1/2"
Pier 9	1 3/8" x 7 1/2"
Pier 10	1 5/8" x 8 1/2"
S. Abut.	3/4" x 8 1/2"

NOTES:

1. All cross frames between girders shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
2. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4" ϕ, holes 15/16" ϕ, unless noted otherwise. Two hardened washers required for each set of oversized holes.

* Fillet weld angles along 3 sides on one face of gusset plate.
** Terminate weld 1/4" from edges of stiffener PL.
*** Dimension typical between girders 8-13.
Dimension varies between girders 13-15.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-003-Steel Plate Girder Cross Frame Details Units 2-4.dgn	USER NAME = ksnider	DESIGNED - AAY	REVISED -
		CHECKED - MFH	REVISED -
	PLOT SCALE =	DRAWN - VH	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER CROSS FRAME DETAILS – UNITS 2, 3 & 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S83 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	972
			CONTRACT NO. 64C08	
	ILLINOIS FED. AID PROJECT			

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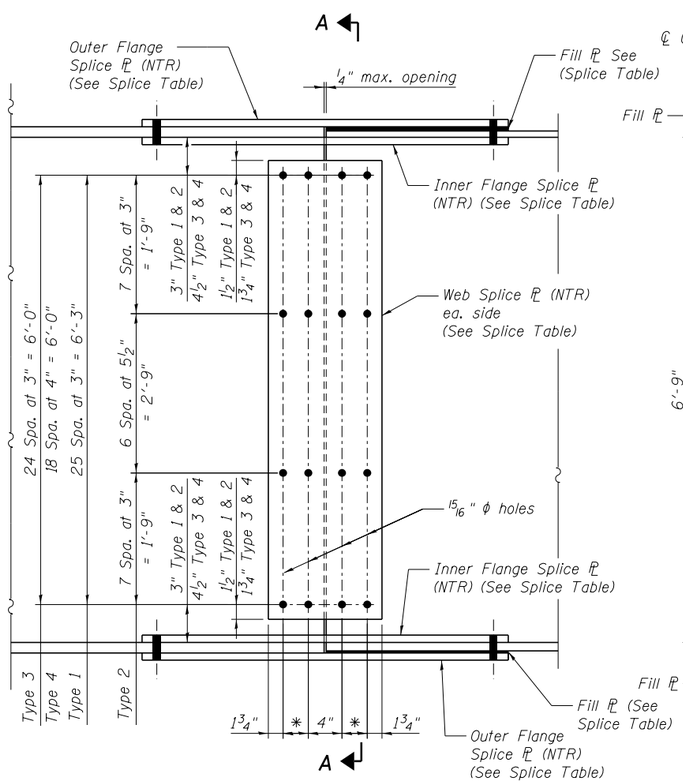
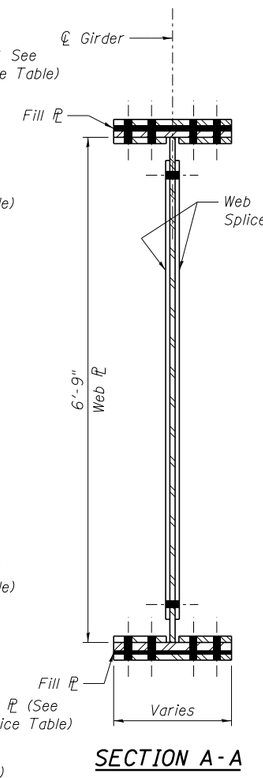




TOP OF WEB ELEVATIONS - UNIT 1

(For fabrication only)

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
Brg. N. Abut	593.69	593.87	594.04	594.20	594.20	594.11	594.01	593.92	593.82	593.74	593.65	593.56	593.48
Splice 1	595.16	595.34	595.53	595.71	595.63	595.53	595.43	595.34	595.21	595.13	595.04	594.96	594.92
Brg. Pier 1	596.74	596.93	597.13	597.27	597.18	597.07	596.96	596.85	596.68	596.52	596.41	596.32	596.22
Splice 2	598.28	598.47	598.68	598.80	598.69	598.58	598.46	598.34	598.14	597.93	597.80	597.64	597.50
Splice 3	601.01	601.23	601.46	601.51	601.39	601.27	601.14	600.94	600.90	600.74	600.45	600.19	599.89
Brg. Pier 2	601.55	601.77	602.00	602.07	601.95	601.83	601.70	601.58	601.47	601.57	601.32	601.04	600.75

TOP OF WEB ELEVATIONS - UNIT 2

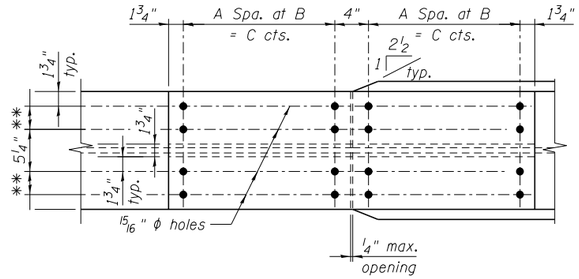
(For fabrication only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9
Brg. Pier 2	601.68	601.90	602.12	602.20	602.08	601.96	601.84	601.71	601.59
Splice 1	604.51	604.72	604.93	604.99	604.86	604.72	604.59	604.45	604.32
Brg. Pier 3	604.90	605.10	605.30	605.37	605.23	605.09	604.95	604.80	604.66
Splice 2	605.33	605.53	605.73	605.79	605.65	605.50	605.36	605.21	605.07
Splice 3	606.03	606.22	606.41	606.47	606.31	606.16	606.01	605.86	605.71
Brg. Pier 4	606.54	606.73	606.92	606.98	606.82	606.66	606.51	606.35	606.20
Splice 4	607.42	607.60	607.79	607.84	607.67	607.51	607.35	607.19	607.03
Brg. Pier 5	607.61	607.79	607.97	608.02	607.86	607.70	607.54	607.38	607.23

TOP OF WEB ELEVATIONS - UNIT 3

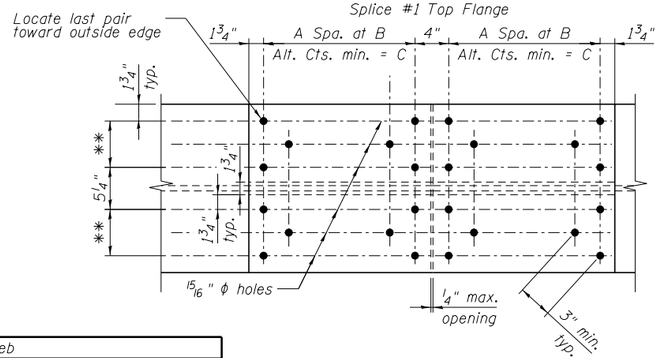
(For fabrication only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9
Brg. Pier 5	607.59	607.77	607.94	608.00	607.85	607.69	607.53	607.37	607.22
Splice 1	608.42	608.60	608.78	608.84	608.67	608.51	608.35	608.22	608.08
Brg. Pier 6	608.46	608.65	608.82	608.89	608.72	608.56	608.39	608.25	608.13
Splice 2	608.85	609.04	609.21	609.28	609.11	608.95	608.77	608.63	608.53
Splice 3	609.34	609.52	609.70	609.75	609.59	609.43	609.26	609.14	609.05
Brg. Pier 7	609.48	609.67	609.84	609.90	609.74	609.58	609.41	609.30	609.21
Splice 4	609.62	609.80	609.97	610.03	609.87	609.71	609.54	609.45	609.35
Brg. Pier 8	610.08	610.26	610.44	610.51	610.34	610.18	609.97	609.97	609.85



FLANGE SPLICE

Unit 1 - All Splices Bottom Flange
Splice #1 Top Flange



FLANGE SPLICE

Unit 1 - Splice #2 and #3 Top Flange
Units 2 & 3 - All Splices

** Unit 1 - Splice 1 - $3\frac{5}{8}$" Top & Bottom Flange
Splice 2 & 3 - $5\frac{5}{8}$" Top Flange
Splice 2 - 2 @ $3\frac{5}{16}$" = $6\frac{5}{8}$" Bottom Flange
Splice 3 - $6\frac{5}{8}$" Bottom Flange
Units 2 & 3 - All Splices - $4\frac{5}{8}$" Top & Bottom Flange

SPLICE TABLE - UNIT 1

Splice Location	Top Flange							Bottom Flange							Web				
	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Web Splice ℄	D	E	Type	No. Bolts
Field Splice 1	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/8"x2'-1 1/2"	3/8"x16"x1'-0 5/8"	3	3"	9"	32	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/8"x2'-1 1/2"	1/2"x16"x1'-0 5/8"	3	3"	9"	32	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 2	1/2"x20"x2'-1 1/2"	2-1/2"x9 1/8"x2'-1 1/2"	1/4"x20"x1'-0 5/8"	6	1 1/2"	9"	44	3/4"x22"x2'-7 1/2"	2-3/4"x10 1/8"x2'-7 1/2"	1/8"x22"x1'-3 5/8"	4	3"	1'-0"	60	3/8"x19 1/2"x6'-6"	2	6"	2	126
Field Splice 3A	3/4"x20"x3'-1 1/2"	2-3/4"x9 1/8"x3'-1 1/2"	1/8"x20"x1'-6 5/8"	10	1 1/2"	1'-3"	68	1 1/8"x22"x8'-1 1/2"	2-1 1/8"x10 1/8"x8-1 1/2"	1/8"x22"x4'-0 5/8"	15	3"	3'-9"	128	3/8"x19 1/2"x6'-6"	2	6"	1	156
Field Splice 3B	3/4"x20"x3'-1 1/2"	2-3/4"x9 1/8"x3'-1 1/2"	1/4"x20"x1'-6 5/8"	10	1 1/2"	1'-3"	68	1 1/8"x22"x8'-1 1/2"	2-1 1/8"x10 1/8"x8-1 1/2"	1/8"x22"x4'-0 5/8"	15	3"	3'-9"	128	3/8"x19 1/2"x6'-6"	2	6"	1	156

Field Splice 3A (Girders 1-11)
Field Splice 3B (Girders 12 & 13)

SPLICE TABLE - UNIT 2

Splice Location	Top Flange							Bottom Flange							Web				
	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Web Splice ℄	D	E	Type	No. Bolts
Field Splice 1	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	N/A	4	2"	8"	32	5/8"x18"x2'-7 1/2"	2-5/8"x8 1/8"x2'-7 1/2"	N/A	6	2"	1'-0"	44	1/2"x19 1/2"x6'-3 1/2"	2	6"	3	150
Field Splice 2	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	1/8"x18"x11 5/8"	4	2"	8"	32	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/8"x2'-7 1/2"	5/8"x18"x1'-3 5/8"	6	2"	1'-0"	44	3/8"x19 1/2"x6'-3 1/2"	2	6"	4	114
Field Splice 3	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	1/8"x18"x11 5/8"	4	2"	8"	32	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/8"x2'-7 1/2"	5/8"x18"x1'-3 5/8"	6	2"	1'-0"	44	3/8"x19 1/2"x6'-3 1/2"	2	6"	4	114
Field Splice 4	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	N/A	4	2"	8"	32	5/8"x18"x2'-7 1/2"	2-5/8"x8 1/8"x2'-7 1/2"	N/A	6	2"	1'-0"	44	1/2"x19 1/2"x6'-3 1/2"	2	6"	3	150

SPLICE TABLE - UNIT 3

Splice Location	Top Flange							Bottom Flange							Web				
	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Web Splice ℄	D	E	Type	No. Bolts
Field Splice 1	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	N/A	4	2"	8"	32	5/8"x18"x2'-7 1/2"	2-5/8"x8 1/8"x2'-7 1/2"	1/4"x18"x1'-3 5/8"	6	2"	1'-0"	44	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 2	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	3/8"x18"x11 5/8"	4	2"	8"	32	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/8"x2'-7 1/2"	1/2"x18"x1'-3 5/8"	6	2"	1'-0"	44	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 3	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	1/8"x18"x11 5/8"	4	2"	8"	32	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1-11 1/2"	N/A	4	2"	8"	32	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 4	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1'-11 1/2"	1/8"x18"x11 5/8"	4	2"	8"	32	1/2"x18"x1'-11 1/2"	2-1/2"x8 1/8"x1-11 1/2"	1/8"x18"x11 5/8"	4	2"	8"	32	3/8"x13 1/2"x6'-6"	1	3"	1	104

NOTES:

1. All Splice Plates shall be AASHTO M270 Grade 50 steel.
2. All Splice Bolts shall be 7/8" ϕ ASTM A325 High Strength with 15/16" ϕ holes.
3. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-084-Girder Splice Details Units 1-3.dgn	USER NAME = ksnider	DESIGNED - AAY	REVISED -
		CHECKED - KWS	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - KWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER SPLICE DETAILS UNITS 1-3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S84 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	973
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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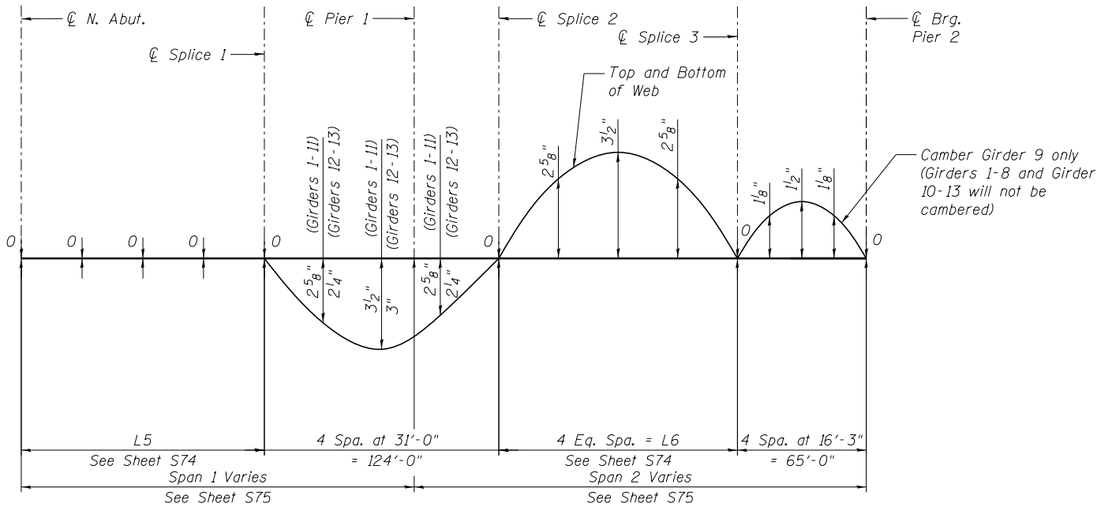
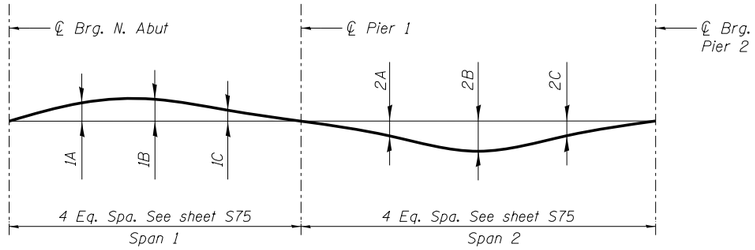


CAMBER DIAGRAM - UNIT 1

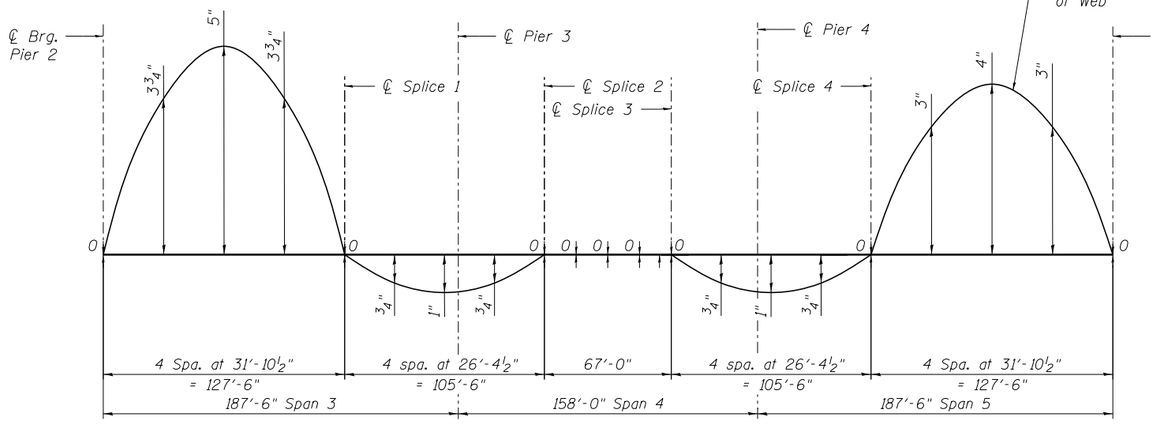


STEEL DEFLECTION DIAGRAM - UNIT 1

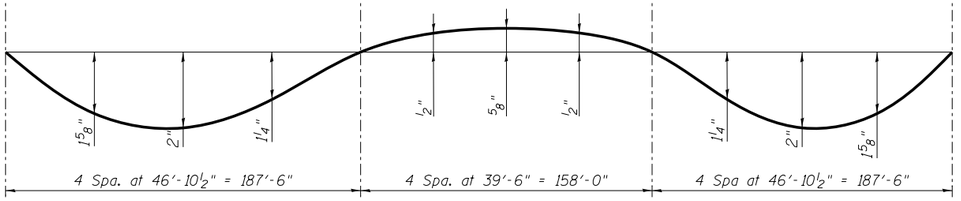
(Deflection due to steel self weight only)

STEEL DEFLECTION TABLE

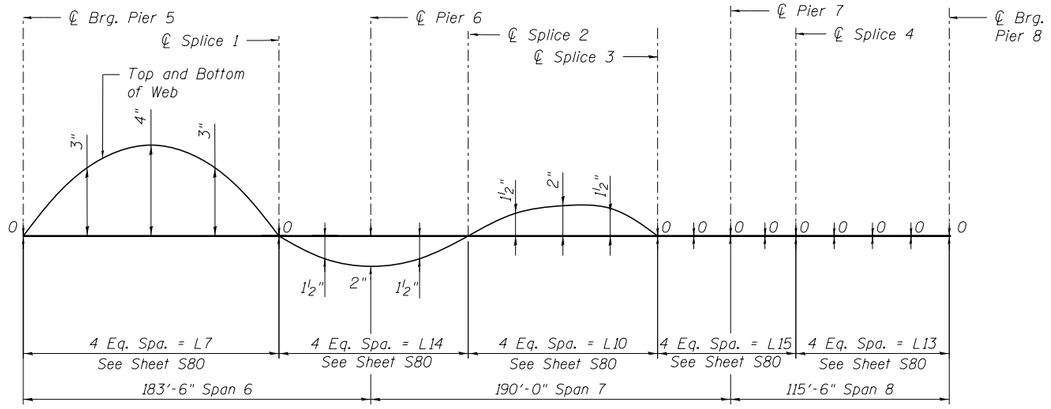
Girder	1A	1B	1C	2A	2B	2C
1	1/8"	3/8"	1/2"	2 1/8"	3 5/8"	2 7/8"
2	1/8"	3/8"	1/2"	2 1/8"	3 5/8"	2 7/8"
3	1/8"	3/8"	1/2"	2 1/8"	3 3/4"	2 7/8"
4	1/8"	3/8"	1/2"	2 1/8"	3 3/4"	3"
5	1/8"	1/2"	1/2"	2 1/4"	3 7/8"	3"
6	1/8"	1/2"	1/2"	2 1/4"	3 7/8"	3"
7	1/8"	1/2"	1/2"	2 1/4"	3 7/8"	3 1/8"
8	1/8"	1/2"	5/8"	2 1/4"	4"	3 1/8"
9	1/8"	1/2"	5/8"	2 1/4"	4"	3 1/8"
10	1/8"	1/2"	5/8"	2 1/4"	4"	3 1/8"
11	1/8"	1/2"	1/2"	2 1/4"	3 7/8"	3 1/8"
12	1/8"	1/2"	1/2"	2 1/4"	3 7/8"	3"
13	1/8"	1/2"	1/2"	2 1/4"	3 7/8"	3"



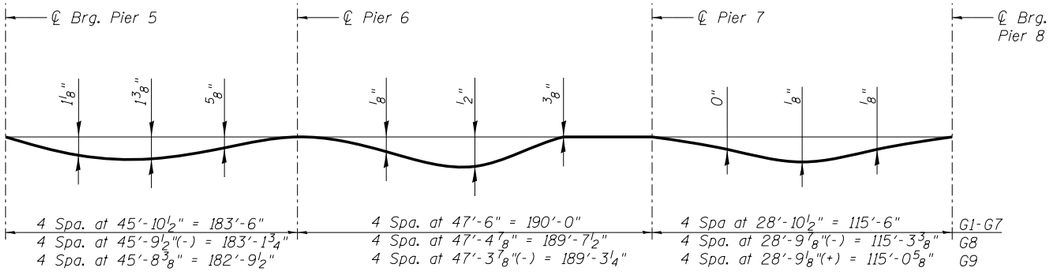
CAMBER DIAGRAM - UNIT 2



STEEL DEFLECTION DIAGRAM - UNIT 2



CAMBER DIAGRAM - UNIT 3



STEEL DEFLECTION DIAGRAM - UNIT 3

(Deflection due to steel self weight only)

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 10061

FILE NAME = 081-0178-C00A8-085-Girder Camber Diagrams Units 1-3.dgn
MODEL: Default

USER NAME = ksnider	DESIGNED - AAY	REVISED -
	CHECKED - AJK	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER CAMBER DIAGRAMS UNITS 1–3
STRUCTURE NO. 081–0178 (EASTBOUND)
SHEET NO. S85 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	974
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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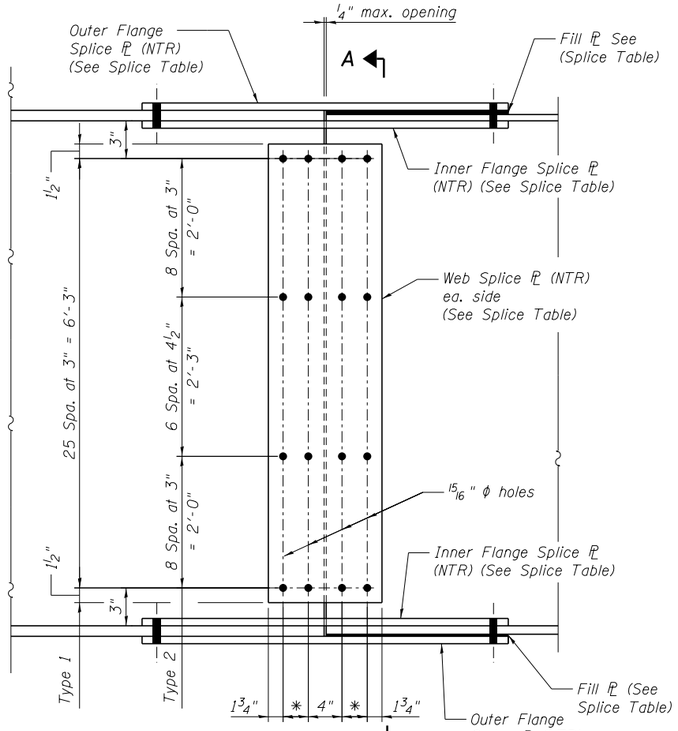
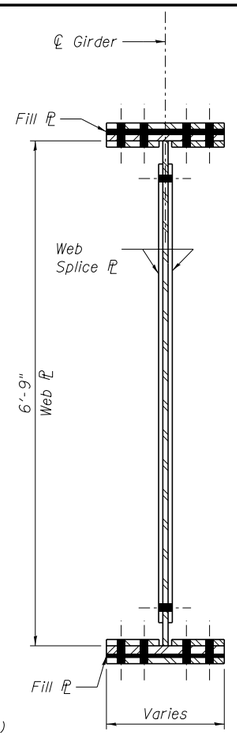
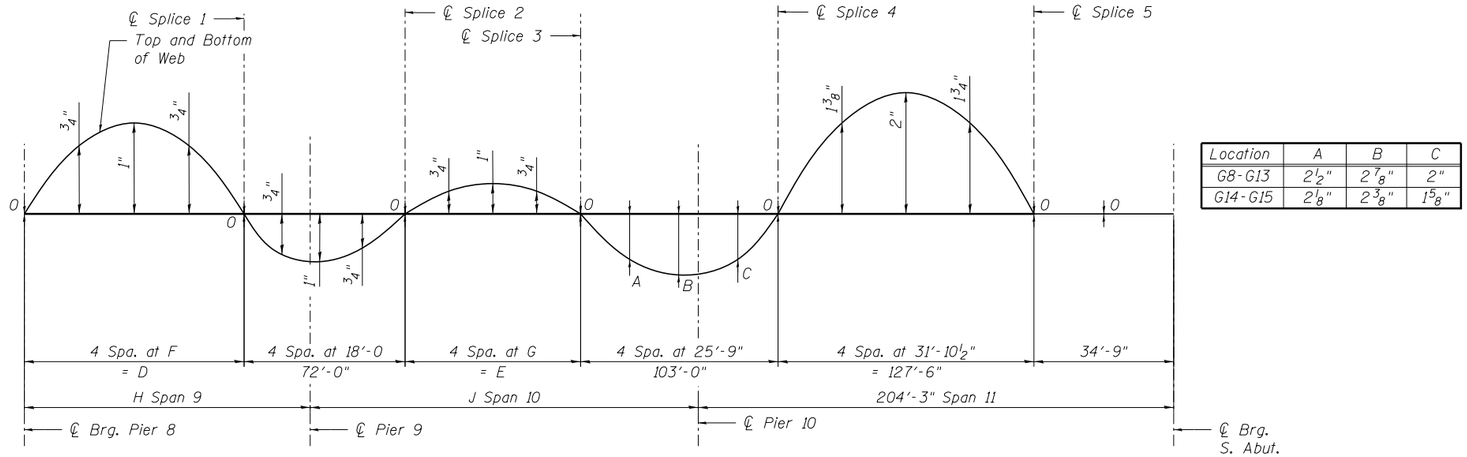


ELEVATION A

* D Spa. at 3" = E cts.

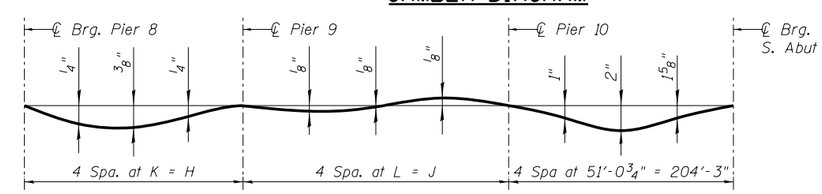


SECTION A-A



Location	A	B	C
G8-G13	2 1/2"	2 7/8"	2"
G14-G15	2 1/8"	2 3/8"	1 5/8"

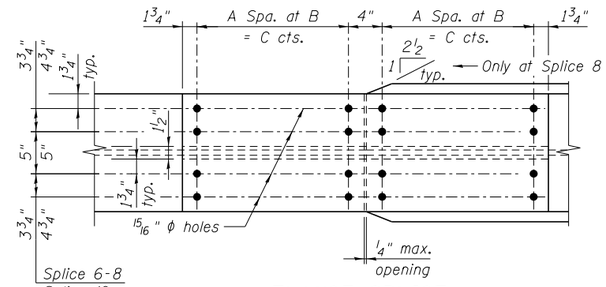
CAMBER DIAGRAM



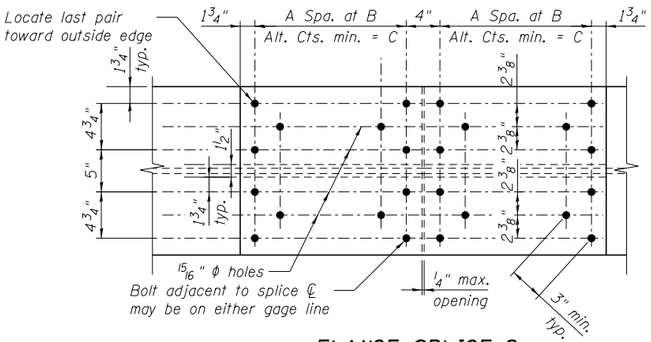
STEEL DEFLECTION DIAGRAM

(Deflections due to steel self weight only)

Location	D	E	F	G	H	J	K	L
G8-G13	97'-6"	86'-0"	24'-4 1/2"	21'-6"	131'-6"	185'-0"	32'-10 1/2"	46'-3"
G14	97'-2 3/4"	85'-9"	24'-3 3/4"(-)	21'-5 1/4"	131'-2 3/4"	184'-9"	32'-9 3/4"(-)	46'-2 1/4"
G15	96'-11 5/8"	85'-6"	24'-2 7/8"(+)	21'-4 1/2"	130'-11 5/8"	184'-6"	32'-8 7/8"(+)	46'-1 1/2"



FLANGE SPLICE



FLANGE SPLICE 9

TOP OF WEB ELEVATIONS

(For fabrication only)

Location	Girder 8	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15
CL. BRG. PIER 8	610.12	610.30	610.47	610.54	610.37	610.21	610.01	609.88
FS #1	610.65	610.83	611.02	611.04	610.90	610.74	610.59	610.44
CL. BRG. PIER 9	610.74	610.92	611.11	611.10	610.99	610.83	610.68	610.54
FS #2	611.01	611.20	611.38	611.34	611.27	611.11	610.96	610.83
FS #3	611.55	611.72	611.89	611.96	611.83	611.66	611.53	611.40
CL. BRG. PIER 10	612.00	612.17	612.23	612.23	612.08	611.91	611.81	611.69
FS #4	612.72	612.88	612.87	612.82	612.66	612.49	612.35	612.23
FS #5	614.60	614.80	614.63	614.38	614.12	613.84	613.61	613.40
CL. BRG. S. Abut.	614.75	614.96	614.78	614.50	614.21	613.91	613.66	613.43

SPLICE TABLE

Splice Location	Top Flange							Bottom Flange							Web				
	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Outer Flange ℄	Inner Flange ℄	Fill ℄	A	B	C	No. Bolts	Web Splice ℄	D	E	Type	No. Bolts
Field Splice 6	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/4"x2'-1 1/2"	N/A	3	3"	9"	32	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/4"x2'-1 1/2"	N/A	3	3"	9"	32	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 7	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/4"x2'-1 1/2"	N/A	3	3"	9"	32	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/4"x2'-1 1/2"	N/A	3	3"	9"	32	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 8	1/2"x16"x2'-1 1/2"	2-1/2"x7 1/4"x2'-1 1/2"	1/2"x16"x1'-0 5/8"	3	3"	9"	32	1/2"x16"x2'-7 1/2"	2-1/2"x7 1/4"x2'-7 1/2"	3/4"x16"x1'-3 5/8"	4	3"	1'-0"	40	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 9 G8-G13	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/4"x2'-7 1/2"	1/4"x18"x1'-3 5/8"	6	2"	1'-0"	44	3/4"x18"x3'-3 1/2"	2-3/4"x8 1/4"x3'-3 1/2"	1/4"x18"x1'-7 5/8"	8	2"	1'-4"	56	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 9 G14-G15	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/4"x2'-7 1/2"	3/8"x18"x1'-3 5/8"	6	2"	1'-0"	44	7/8"x18"x3'-11 1/2"	2-7/8"x8 1/4"x3'-11 1/2"	1/8"x18"x1'-11 5/8"	10	2"	1'-8"	68	3/8"x13 1/2"x6'-6"	1	3"	1	104
Field Splice 10 G8-G13	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/4"x2'-7 1/2"	1/4"x18"x1'-3 5/8"	4	3"	1'-0"	40	3/4"x18"x4'-1 1/2"	2-3/4"x8 1/4"x4'-1 1/2"	N/A	7	3"	1'-9"	64	3/8"x19 1/2"x6'-6"	2	3"	2	138
Field Splice 10 G14-G15	1/2"x18"x2'-7 1/2"	2-1/2"x8 1/4"x2'-7 1/2"	1/8"x18"x1'-3 5/8"	4	3"	1'-0"	40	3/4"x18"x4'-1 1/2"	2-3/4"x8 1/4"x4'-1 1/2"	3/8"x18'x2'-0 5/8"	7	3"	1'-9"	64	3/8"x19 1/2"x6'-6"	2	3"	2	138

NOTES:

1. All Splice Plates shall be AASHTO M270 Grade 50 steel.
2. All Splice Bolts shall be 7/8" ϕ ASTM A325 High Strength with 15/16" ϕ holes.
3. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-086-Steel Plate Girder Splice Details Unit 4.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - KWS/AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - KWS/AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER CAMBER DIAGRAM AND SPLICE DETAILS UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S86 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	975
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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EXTERIOR GIRDER MOMENT TABLE (GIRDER 1)				
		0.4 Sp. 1	Pier 1	0.6 Sp. 2
I_s	(in^4)	67,779	211,784	146,939
$I_c(n)$	(in^4)	143,046	-----	284,730
$I_c(3n)$	(in^4)	104,981	-----	208,666
$I_c(cr)$	(in^4)	-----	227,380	-----
S_s	(in^3)	1643	4789	4145
$S_c(n)$	(in^3)	2255	-----	5102
$S_c(3n)$	(in^3)	2010	-----	4681
$S_c(cr)$	(in^3)	-----	5388	-----
DC1	(k/')	1.070	1.400	1.330
M_{DC1}	('k)	330	6670	5747
DC2	(k/')	0.193	0.193	0.193
M_{DC2}	('k)	178	1021	800
DW	(k/')	0.345	0.363	0.401
M_{DW}	('k)	167	1914	1676
M_{L+IM}	('k)	2424	4262	4654
M_u (Strength I)	('k)	5128	19,943	18,842
$\phi_f M_n$	('k)	-----	-----	-----
f_s DC1	(ksi)	2.4	16.7	16.6
f_s DC2	(ksi)	1.1	2.3	2.1
f_s DW	(ksi)	1.0	4.3	4.3
f_s (L+IM)	(ksi)	12.9	9.5	10.9
f_s (Service II)	(ksi)	21.2	35.6	37.2
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	28.4	46.7	49.0
$\phi_f F_n$	(ksi)	50.0	50.0	50.0
V_r	(k)	60.5	68.1	65.5

EXTERIOR GIRDER REACTION TABLE (GIRDER 1)				
		N. Abut.	Pier 1	Pier 2
R_{DC1}	(k)	38.0	315.4	123.6
R_{DC2}	(k)	9.2	49.5	18.0
R_{DW}	(k)	12.8	90.8	37.7
R_{L+IM}	(k)	80.3	206.9	108.9
R_{Total}	(k)	140.4	662.5	288.2

INTERIOR GIRDER MOMENT TABLE (GIRDER 2)				
		0.4 Sp. 1	Pier 1	0.6 Sp. 2
I_s	(in^4)	67,779	211,784	146,939
$I_c(n)$	(in^4)	145,154	-----	296,798
$I_c(3n)$	(in^4)	106,544	-----	216,152
$I_c(cr)$	(in^4)	-----	231,599	-----
S_s	(in^3)	1643	4789	4145
$S_c(n)$	(in^3)	2267	-----	5154
$S_c(3n)$	(in^3)	2022	-----	4732
$S_c(cr)$	(in^3)	-----	5559	-----
DC1	(k/')	1.030	1.400	1.370
M_{DC1}	('k)	314	6724	5813
DC2	(k/')	0.193	0.193	0.193
M_{DC2}	('k)	138	824	643
DW	(k/')	0.345	0.363	0.401
M_{DW}	('k)	166	1950	1735
M_{L+IM}	('k)	2138	3569	4103
M_u (Strength I)	('k)	4556	18,606	17,853
$\phi_f M_n$	('k)	-----	-----	-----
f_s DC1	(ksi)	2.3	16.8	16.8
f_s DC2	(ksi)	0.8	1.8	1.6
f_s DW	(ksi)	1.0	4.2	4.4
f_s (L+IM)	(ksi)	11.3	7.7	9.6
f_s (Service II)	(ksi)	18.8	32.9	35.3
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	25.2	43.1	46.4
$\phi_f F_n$	(ksi)	50.0	50.0	50.0
V_r	(k)	55.0	58.2	52.5

INTERIOR GIRDER REACTION TABLE (GIRDER 2)				
		N. Abut.	Pier 1	Pier 2
R_{DC1}	(k)	37.2	318.1	128.2
R_{DC2}	(k)	7.6	41.6	15.0
R_{DW}	(k)	12.9	92.2	39.0
R_{L+IM}	(k)	79.4	200.5	108.7
R_{Total}	(k)	137.2	652.5	290.9

EXTERIOR GIRDER MOMENT TABLE (GIRDER 13)				
		0.4 Sp. 1	Pier 1	0.6 Sp. 2
I_s	(in^4)	67,779	211,784	152,824
$I_c(n)$	(in^4)	141,538	-----	274,172
$I_c(3n)$	(in^4)	103,889	-----	205,223
$I_c(cr)$	(in^4)	-----	227,380	-----
S_s	(in^3)	1643	4789	4200
$S_c(n)$	(in^3)	2247	-----	5053
$S_c(3n)$	(in^3)	2001	-----	4653
$S_c(cr)$	(in^3)	-----	5388	-----
S_{xc}	(in^3)	2136	5061	4599
DC1	(k/')	1.050	1.330	1.230
M_{DC1}	('k)	466	6199	5148
DC2	(k/')	0.173	0.173	0.173
M_{DC2}	('k)	175	892	699
DW	(k/')	0.345	0.363	0.401
M_{DW}	('k)	172	1993	1701
M_{L+IM}	('k)	2392	3366	3625
f_l (Strength I)	(ksi)	0	0	0.21
$M_u + \frac{1}{3} f_l S_{xc}$	('k)	5245	17,744	16,231
$\phi_f M_n$	('k)	-----	-----	-----
f_s DC1	(ksi)	3.4	15.5	14.7
f_s DC2	(ksi)	1.0	2.0	1.8
f_s DW	(ksi)	1.0	4.4	4.4
f_s (L+IM)	(ksi)	12.8	7.5	8.6
f_l (Service II)	(ksi)	0.0	0.0	0.16
$f_s + f_l/2$ (Service II)	(ksi)	22.1	31.7	32.2
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5
$f_s + f_l/3$ (Total)(Strength I)	(ksi)	29.5	41.7	42.4
$\phi_f F_n$	(ksi)	50.0	50.0	50.0
V_r	(k)	55.7	59.2	54.1

EXTERIOR GIRDER REACTION TABLE (GIRDER 13)				
		N. Abut.	Pier 1	Pier 2
R_{DC1}	(k)	40.6	291.3	111.5
R_{DC2}	(k)	8.6	43.5	15.8
R_{DW}	(k)	13.1	92.8	36.9
R_{L+IM}	(k)	64.6	166.8	55.5
R_{Total}	(k)	126.9	594.4	219.7

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 dead loads ($in.^4$ and $in.^3$).

S_{xc}: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange ($in.^3$).

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

M_{DC1}: 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.).

M_{DC2}: 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.).

M_{DW}: 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.).

$M_u + \frac{1}{3} f_l S_{xc}$: Factored design moment (kip-ft.) (for curved girders).
$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L+IM} + \frac{1}{3} f_l S_{xc}$

M_u (Strength I): Factored design moment (kip-ft.).
$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L+IM}$

f_l: Factored calculated normal stress at edge of flange for controlling steel flange plate due to lateral bending, Strength I or Service II as applicable (ksi).

$\phi_f M_n$: Factored resistance available according to A6.1.1 (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).
M_{DC1} / 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).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ 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).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

$f_s + f_l/2$ (Service II): Sum of stresses as computed below (ksi) (for curved girders).
$f_{s\,DC1} + f_{sDC2} + f_{sDW} + 1.3 f_{sL+IM} + f_l/2$

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (L+IM)$

$0.95R_hF_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

$f_s + f_l/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi) (for curved girders).
$1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_{sL+IM} + f_l/3$

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

V_r: Maximum factored shear range in the span computed according to Article 6.10.10 (k).

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-087-Moment and Reaction Tables - Unit 1.dgn	USER NAME = ksnider	DESIGNED - TJJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER MOMENT AND REACTION TABLES – UNIT 1
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S87 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	976
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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UNIT 2 - GIRDER 9 MOMENT TABLE				
		0.4 Sp. 3 & 0.6 Sp. 5	Pier 3 & 4	0.5 Sp. 4
I_s	(in^4)	90,609	125,650	72,791
$I_c(n)$	(in^4)	187,961	236,527	154,576
$I_c(3n)$	(in^4)	137,812	-----	114,098
$I_c(cr)$	(in^4)	-----	141,311	-----
S_s	(in^3)	2289	2829	1765
$S_c(n)$	(in^3)	3038	-----	2400
$S_c(3n)$	(in^3)	2734	-----	2154
$S_c(cr)$	(in^3)	-----	3316	-----
DC1	(k/')	1.229	1.301	1.179
M_{DC1}	('k)	3606	-3962	-203
DC2	(k/')	0.173	0.173	0.173
M_{DC2}	('k)	505	-561	-22
DW	(k/')	0.400	0.400	0.400
M_{DW}	('k)	1169	-1297	-50
M_{L+IM}	('k)	3229	-3104	2107
M_u (Strength I)	('k)	12,543	-13,031	3331
$\phi_f M_n$	('k)	14,192	14,004	12,865
f_s DC1	(ksi)	18.9	-16.8	-1.4
f_s DC2	(ksi)	2.2	-2.0	-0.1
f_s DW	(ksi)	5.1	-4.7	-0.3
f_s (L+IM)	(ksi)	12.8	-11.2	10.5
f_s (Service II)	(ksi)	42.8	-38.1	11.9
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-----	-----	-----
$\phi_f F_n$	(ksi)	-----	-----	-----
V_f	(k)	68.3	77.0	52.3

UNIT 2 - TYPICAL EXTERIOR GIRDER REACTION TABLE			
		Pier 2 & 5	Pier 3 & 4
R_{DC1}	(k)	96.2	234.3
R_{DC2}	(k)	13.2	32.9
R_{DW}	(k)	30.6	76.0
R_{L+IM}	(k)	129.1	244.3
R_{Total}	(k)	269.1	587.5

NOTE:
For Unit 2 Girder 9 at Pier 3 & 4, top flange capacity controls Strength I and Service II design. Ss & Sc(cr) is for top flange section modulus.

UNIT 2 - TYPICAL INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 3 & 0.6 Sp. 5	Pier 3 & 4	0.5 Sp. 4
I_s	(in^4)	90,609	125,650	72,791
$I_c(n)$	(in^4)	194,138	244,251	159,343
$I_c(3n)$	(in^4)	142,289	182,069	117,847
$I_c(cr)$	(in^4)	-----	145,642	-----
S_s	(in^3)	2289	3164	1765
$S_c(n)$	(in^3)	3067	3,971	2423
$S_c(3n)$	(in^3)	2766	3,635	2181
$S_c(cr)$	(in^3)	-----	3577	-----
DC1	(k/')	1.240	1.316	1.187
M_{DC1}	('k)	3640	-4014	-222
DC2	(k/')	0.193	0.193	0.193
M_{DC2}	('k)	564	-626	-23
DW	(k/')	0.400	0.400	0.400
M_{DW}	('k)	1169	-1297	-49
M_{L+IM}	('k)	3230	-3116	2106
M_u (Strength I)	('k)	12661	-13,199	3306
$\phi_f M_n$	('k)	14,255	14,302	12,978
f_s DC1	(ksi)	19.1	-15.2	-1.5
f_s DC2	(ksi)	2.4	-2.1	-0.1
f_s DW	(ksi)	5.1	-4.3	-0.3
f_s (L+IM)	(ksi)	12.6	-9.4	10.4
f_s (Service II)	(ksi)	43.0	-33.8	11.7
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-----	-----	-----
$\phi_f F_n$	(ksi)	-----	-----	-----
V_f	(k)	68.3	77.0	52.3

UNIT 2 - TYPICAL INTERIOR GIRDER REACTION TABLE			
		Pier 2 & 5	Pier 3 & 4
R_{DC1}	(k)	96.3	235.9
R_{DC2}	(k)	14.8	36.7
R_{DW}	(k)	30.6	76.0
R_{L+IM}	(k)	129.1	244.3
R_{Total}	(k)	270.8	592.9

NOTE:
For Unit 2 Interior Girder at Pier 3 & 4, top flange capacity controls Strength I design. Bottom flange capacity controls Service II design. Ss, Sc(n), Sc(3n) are for bottom flange section modulus. Sc(cr) is for top flange section modulus.

UNIT 3 - TYPICAL EXTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 6	Pier 6	0.5 Sp. 7	Pier 7	0.6 Sp. 8
I_s	(in^4)	84,232	149,815	76,523	118,303	76,523
$I_c(n)$	(in^4)	174,165	-----	163,800	-----	163,800
$I_c(3n)$	(in^4)	128,727	-----	120,294	-----	120,294
$I_c(cr)$	(in^4)	-----	167,604	-----	136,487	-----
S_s	(in^3)	2085	3714	1903	3062	1903
$S_c(n)$	(in^3)	2755	-----	2574	-----	2574
$S_c(3n)$	(in^3)	2490	-----	2314	-----	2314
$S_c(cr)$	(in^3)	-----	3873	-----	3237	-----
DC1	(k/')	1.195	1.342	1.179	1.267	1.179
M_{DC1}	('k)	2802	5146	1450	2759	791
DC2	(k/')	0.193	0.193	0.193	0.193	0.193
M_{DC2}	('k)	456	810	241	449	129
DW	(k/')	0.394	0.394	0.394	0.394	0.394
M_{DW}	('k)	931	1653	493	917	264
M_{L+IM}	('k)	3082	3380	2420	2695	1950
M_u (Strength I)	('k)	10,863	15,840	7088	10,102	4959
$\phi_f M_n$	('k)	13,188	16,395	12,960	13,072	13,408
f_s DC1	(ksi)	16.1	16.6	9.1	10.8	5.0
f_s DC2	(ksi)	2.2	2.5	1.2	1.7	0.7
f_s DW	(ksi)	4.5	5.1	2.6	3.4	1.4
f_s (L+IM)	(ksi)	13.4	10.5	11.3	10.0	9.1
f_s (Service II)	(ksi)	40.3	37.9	27.6	28.9	18.8
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-----	-----	-----	-----	-----
$\phi_f F_n$	(ksi)	-----	-----	-----	-----	-----
V_f	(k)	69.9	69.1	61.5	75.7	71.4

UNIT 3 - TYPICAL EXTERIOR GIRDER REACTION TABLE					
		Pier 5	Pier 6	Pier 7	Pier 8
R_{DC1}	(k)	83.2	272.1	196.1	45.5
R_{DC2}	(k)	13.3	42.4	31.5	7.3
R_{DW}	(k)	27.1	86.5	64.3	14.8
R_{L+IM}	(k)	126.7	248.3	227.6	111.6
R_{Total}	(k)	250.3	649.3	519.5	179.2

UNIT 3 - TYPICAL INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 6	Pier 6	0.5 Sp. 7	Pier 7	0.6 Sp. 8
I_s	(in^4)	84,232	149,815	76,523	118,303	76,523
$I_c(n)$	(in^4)	179,637	-----	168,961	-----	168,961
$I_c(3n)$	(in^4)	132,857	-----	124,297	-----	124,297
$I_c(cr)$	(in^4)	-----	170,020	-----	138,923	-----
S_s	(in^3)	2085	3714	1903	3062	1903
$S_c(n)$	(in^3)	2781	-----	2599	-----	2599
$S_c(3n)$	(in^3)	2519	-----	2343	-----	2343
$S_c(cr)$	(in^3)	-----	3893	-----	3258	-----
DC1	(k/')	1.213	1.366	1.196	1.288	1.196
M_{DC1}	('k)	2844	5225	1471	2800	802
DC2	(k/')	0.193	0.193	0.193	0.193	0.193
M_{DC2}	('k)	456	809	242	449	129
DW	(k/')	0.394	0.394	0.394	0.394	0.394
M_{DW}	('k)	931	1652	494	917	264
M_{L+IM}	('k)	3082	3381	2420	2696	1950
M_u (Strength I)	('k)	10,915	15,937	7117	10,155	4972
$\phi_f M_n$	('k)	13,255	16,536	13,055	13,264	13,521
f_s DC1	(ksi)	16.4	16.9	9.3	11.0	5.1
f_s DC2	(ksi)	2.2	2.5	1.2	1.7	0.7
f_s DW	(ksi)	4.4	5.1	2.5	3.4	1.4
f_s (L+IM)	(ksi)	13.3	10.4	11.2	9.9	9.0
f_s (Service II)	(ksi)	40.3	38.0	27.6	28.9	18.8
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-----	-----	-----	-----	-----
$\phi_f F_n$	(ksi)	-----	-----	-----	-----	-----
V_f	(k)	69.9	69.1	61.5	75.7	71.4

UNIT 3 - TYPICAL INTERIOR GIRDER REACTION TABLE					
		Pier 5	Pier 6	Pier 7	Pier 8
R_{DC1}	(k)	84.5	276.4	199.0	46.2
R_{DC2}	(k)	13.3	42.4	31.5	7.3
R_{DW}	(k)	27.2	86.5	64.3	14.8
R_{L+IM}	(k)	126.7	248.3	227.6	111.6
R_{Total}	(k)	251.7	653.6	522.4	179.9

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.).*

M_{DC1}: *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.).*

M_{DC2}: *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.).*

M_{DW}: *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.).*
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: *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).*
M_{DC1} / 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).*
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ 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).*
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (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).*
$M_{L+IM} / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (Service II): *Sum of stresses as computed below (ksi).*
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: *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).*
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

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

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

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-088-Moment and Reaction Tables - Units 2 & 3.dgn	USER NAME = ksnider	DESIGNED - AAY/SL	REVISED -
		CHECKED - MFH/DTS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - MFH/DTS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER MOMENT AND REACTION TABLES – UNITS 2 & 3
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S88 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	977
			CONTRACT NO. 64C08	
		ILLINOIS FED. AID PROJECT		

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GIRDER 11 MOMENT TABLE						
		0.4 Sp. 9	Pier 9	0.5 Sp. 10	Pier 10	0.6 Sp. 11
I_s	(in^4)	65,011	99,268	65,011	192,711	99,081
$I_c(n)$	(in^4)	148,269	205,132	148,269	328,749	211,311
$I_c(3n)$	(in^4)	113,344	157,176	113,344	-----	159,889
$I_c(cr)$	(in^4)	-----	117,832	-----	212,532	-----
S_s	(in^3)	1576	2474	1576	4598	2550
$S_c(n)$	(in^3)	2194	3,163	2194	-----	3325
$S_c(3n)$	(in^3)	2003	2,927	2003	-----	3058
$S_c(cr)$	(in^3)	-----	2649	-----	4751	-----
DC1	(k/')	1.153	1.228	1.153	1.440	1.246
M_{DC1}	('k)	1387	2437	741	6135	3734
DC2	(k/')	0.138	0.138	0.138	0.138	0.138
M_{DC2}	('k)	165	299	108	665	425
DW	(k/')	0.396	0.396	0.396	0.396	0.396
M_{DW}	('k)	473	858	309	1907	1220
M_{L+IM}	('k)	2104	2696	2207	3845	3285
M_u (Strength I)	('k)	6332	9,425	5387	18,089	12,778
$\phi_f M_n$	('k)	10,888	-----	11,339	19,697	15,898
f_s DC1	(ksi)	10.6	11.8	5.6	16.0	17.6
f_s DC2	(ksi)	1.0	1.2	0.6	1.7	1.7
f_s DW	(ksi)	2.8	3.5	1.9	4.8	4.8
f_s (L+IM)	(ksi)	11.5	10.2	12.1	9.7	11.9
f_s (Service II)	(ksi)	29.3	29.9	23.8	35.1	39.4
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-----	43.7	-----	-----	-----
$\phi_f F_n$	(ksi)	-----	48.0	-----	-----	-----
V_r	(k)	41.8	57.6	46.2	65.1	58.7

GIRDER 11 REACTION TABLE					
		Pier 8	Pier 9	Pier 10	S. Abut.
R_{DC1}	(k)	59.4	182.0	294.4	96.4
R_{DC2}	(k)	6.9	22.0	32.0	10.8
R_{DW}	(k)	19.7	63.2	91.8	31.0
R_{L+IM}	(k)	95.1	189.6	203.5	98.9
R_{Total}	(k)	181.1	456.8	621.7	237.1

GIRDER 15 MOMENT TABLE						
		0.4 Sp. 9	Pier 9	0.5 Sp. 10	Pier 10	0.6 Sp. 11
I_s	(in^4)	65,011	99,268	65,011	192,711	103,577
$I_c(n)$	(in^4)	143,972	197,381	141,573	309,895	220,306
$I_c(3n)$	(in^4)	109,528	151,205	107,692	-----	163,487
$I_c(cr)$	(in^4)	-----	116,260	-----	210,798	-----
S_s	(in^3)	1576	2474	1576	4598	2916
$S_c(n)$	(in^3)	2174	3130	2162	-----	3775
$S_c(3n)$	(in^3)	1978	2891	1965	-----	3458
$S_c(cr)$	(in^3)	-----	2636	-----	4738	-----
DC1	(k/')	1.159	1.210	1.107	1.358	1.181
M_{DC1}	('k)	1391	2406	735	5589	3453
DC2	(k/')	0.138	0.138	0.138	0.138	0.138
M_{DC2}	('k)	161	297	111	654	429
DW	(k/')	0.396	0.396	0.396	0.396	0.396
M_{DW}	('k)	463	853	317	1877	1232
M_{L+IM}	('k)	2290	2743	2334	3720	3509
M_u (Strength I)	('k)	6642	9459	5618	17129	12841
$\phi_f M_n$	('k)	-----	-----	-----	-----	-----
f_s DC1	(ksi)	10.6	11.7	5.6	14.6	14.2
f_s DC2	(ksi)	1.0	1.2	0.7	1.7	1.5
f_s DW	(ksi)	2.8	3.5	1.9	4.8	4.3
f_s (L+IM)	(ksi)	12.6	10.5	13.0	9.4	11.2
f_s (Service II)	(ksi)	30.8	30.1	25.0	33.2	34.5
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	40.8	44.0	33.4	43.9	45.6
$\phi_f F_n$	(ksi)	50.0	47.6	50.0	50.0	50.0
V_r	(k)	66.4	68.5	44.4	61.8	57.8

GIRDERS 15 REACTION TABLE					
		Pier 8	Pier 9	Pier 10	S. Abut.
R_{DC1}	(k)	58.3	179.2	271.4	88.2
R_{DC2}	(k)	6.7	22.0	31.9	10.7
R_{DW}	(k)	19.2	63.1	91.6	30.8
R_{L+IM}	(k)	90.5	177.9	183.3	87.2
R_{Total}	(k)	174.7	442.1	578.1	216.9

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.).

M_{DC1}: 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.).

M_{DC2}: 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.).

M_{DW}: 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.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: 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).
M_{DC1} / 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).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ 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).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (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).
$M_{L+IM} / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: 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).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

NOTES:

1. Deck slab does not crack at Pier 9 during service loading.
2. Girder 15 limited to elastic strength due to kink in girder.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-089-Girder Moment and Reaction Tables Unit 4.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK/RJT	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK/RJT	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL PLATE GIRDER MOMENT AND REACTION TABLES – UNIT 4
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S89 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	978
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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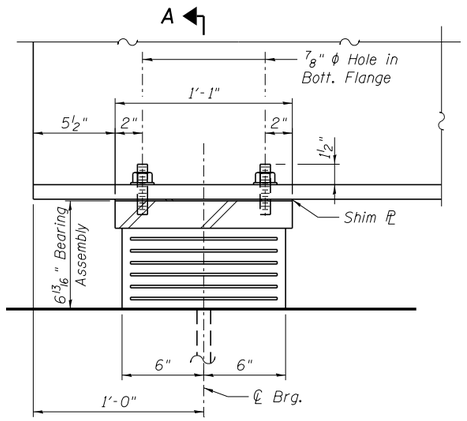

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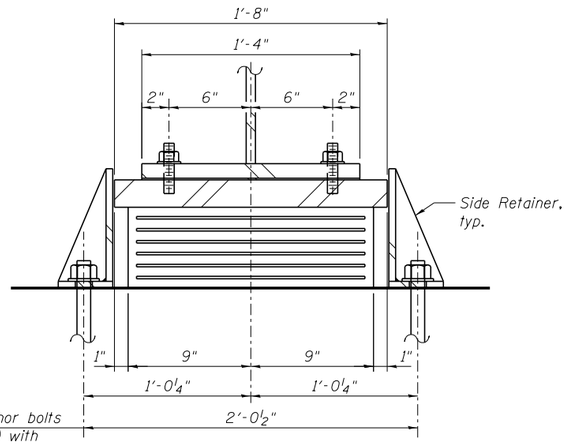
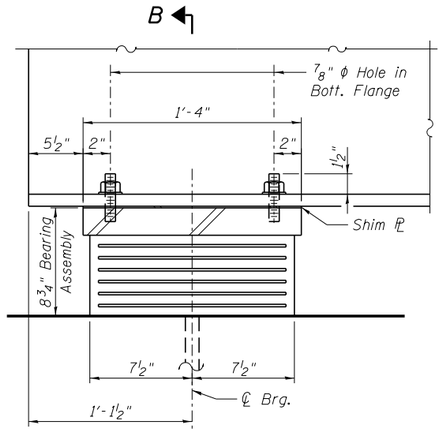


SECTION A-A



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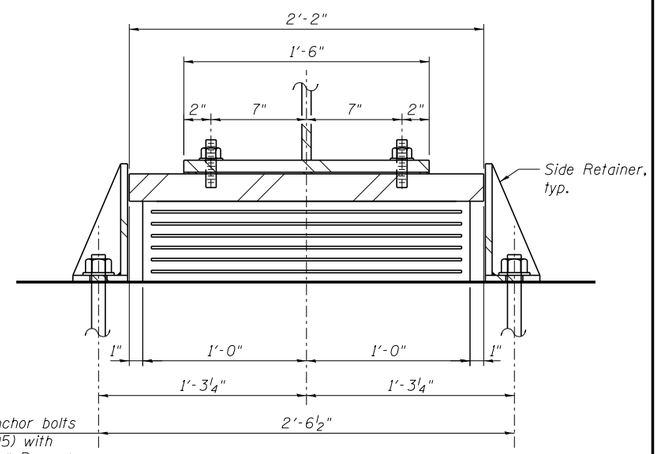

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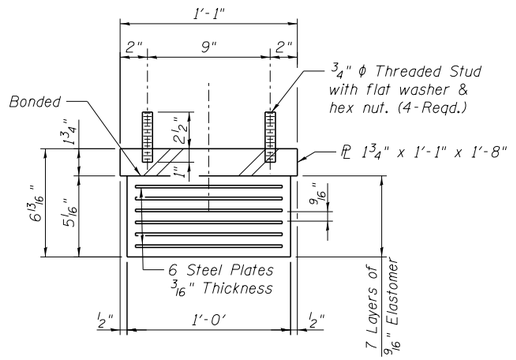
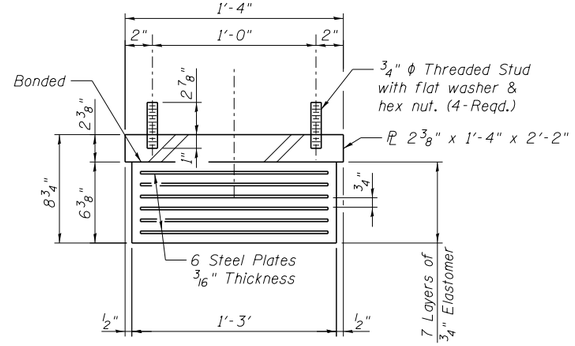


BEARING ASSEMBLY

TYPE I ELASTOMERIC EXP. BRG. NORTH ABUTMENT

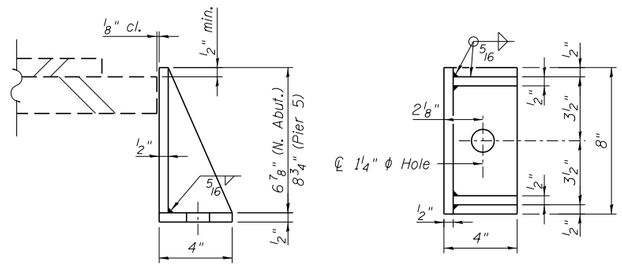
(13 Required)



BEARING ASSEMBLY

TYPE I ELASTOMERIC EXP. BRG. PIER 5 (SPAN 5 AND SPAN 6)

(18 Required)



SIDE RETAINER

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

NOTES:

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

Shim plates shall not be placed under Type I bearing assemblies.

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.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	31
Anchor Bolts, 1"	Each	62

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

I-2E-1

1-27-12

FILE NAME = 081-0178-C00AB-090-Elastomeric Bearing Type I.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE I ELASTOMERIC BEARING DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)

SHEET NO. S90 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	979
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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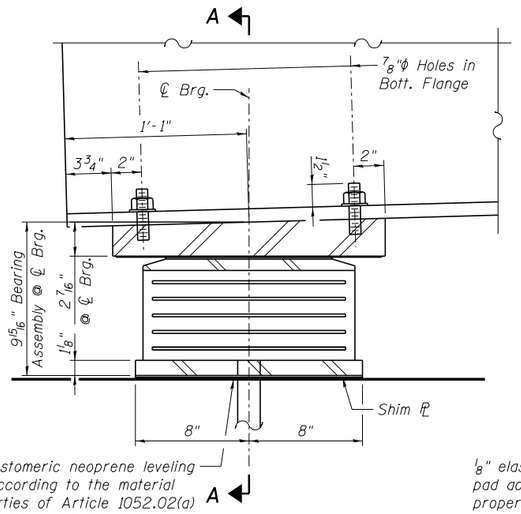
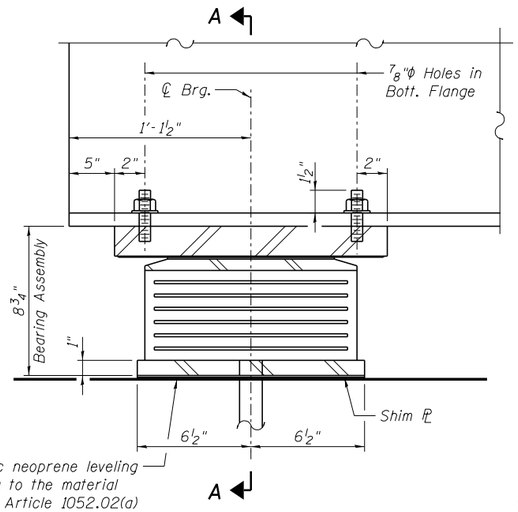


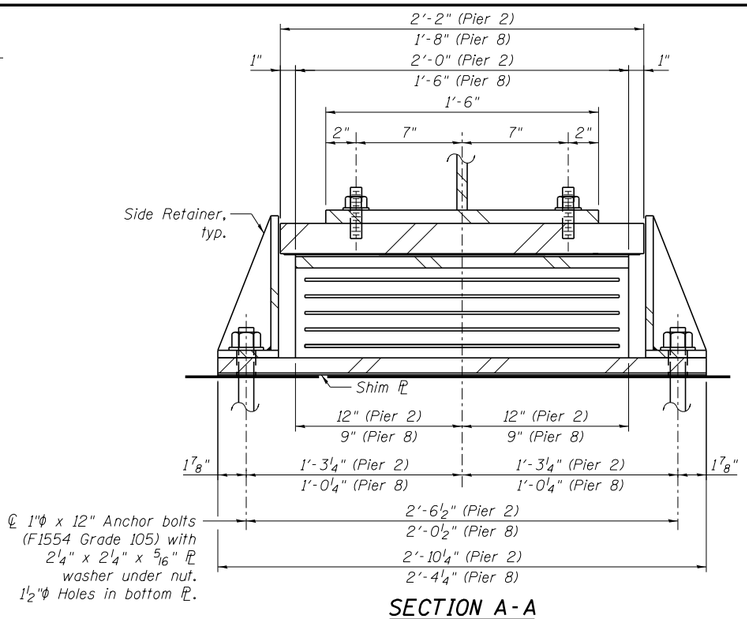
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.

ELEVATION
(Looking East)



1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.

ELEVATION
(Looking East)



℄ 1"ϕ x 12" Anchor bolts (F1554 Grade 105) with 2 1/4" x 2 1/4" x 5/16" ℙ washer under nut. 1 1/2"ϕ Holes in bottom ℙ.

SECTION A-A

NOTES:

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

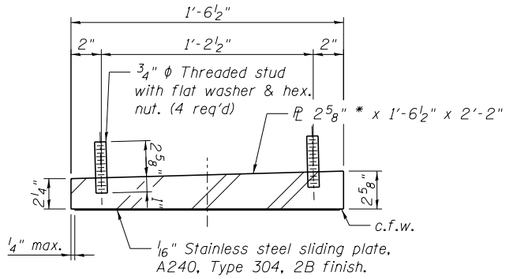
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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.

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.

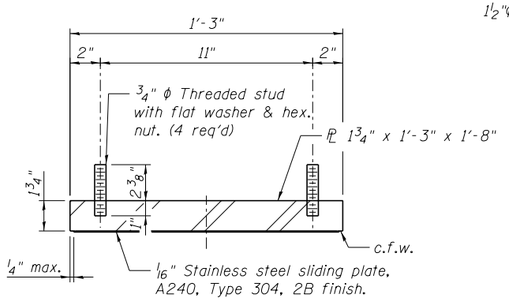
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	18
Anchor Bolts, 1"	Each	36

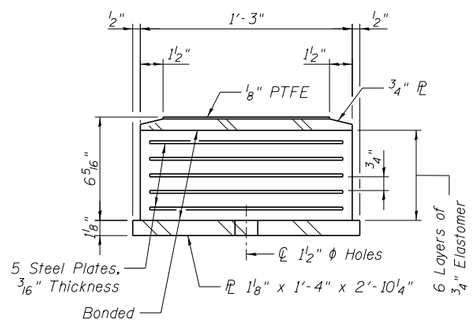


TOP BEARING ASSEMBLY

* Max. - top ℙ beveled



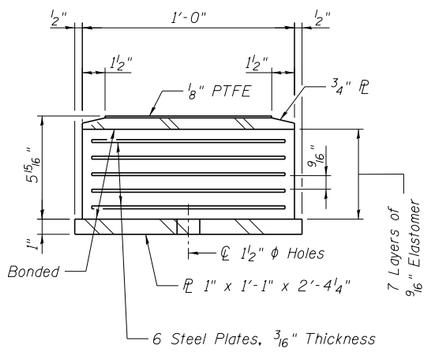
TOP BEARING ASSEMBLY



BOTTOM BEARING ASSEMBLY

TYPE II ELASTOMERIC EXP. BRG. @ PIER 2 (SPAN 3)

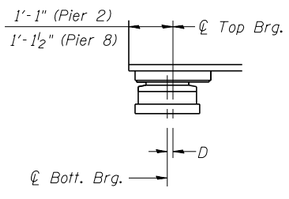
(9 Required)



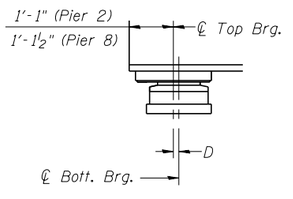
BOTTOM BEARING ASSEMBLY

TYPE II ELASTOMERIC EXP. BRG. @ PIER 8 (SPAN 8)

(9 Required)



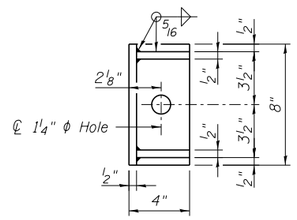
BELOW 50°F.
(Move bott. brg. away from fixed brg.)

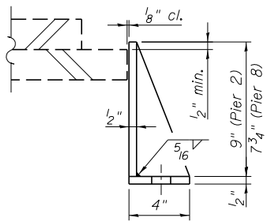


ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

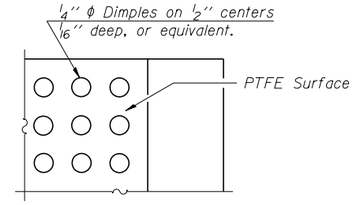
D= 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



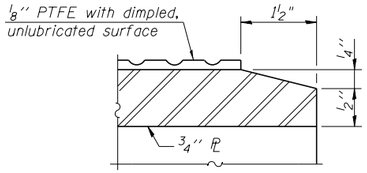


SIDE RETAINER

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



PLAN-PTFE SURFACE



SECTION THRU PTFE

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

I-2E-2

1-27-12

FILE NAME = 081-0178-C00AB-091-Elastomeric Bearing Type II.1.dgn	USER NAME = ksnider	DESIGNED - DMS/DTS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPE II ELASTOMERIC BEARING DETAILS (1 OF 2) STRUCTURE NO. 081-0178 (EASTBOUND)
		CHECKED - AJK/TPS	REVISED -		
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -		SHEET NO. S91 OF S138 SHEETS
	PLOT DATE = 1/18/2017	CHECKED - AJK/TPS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	980
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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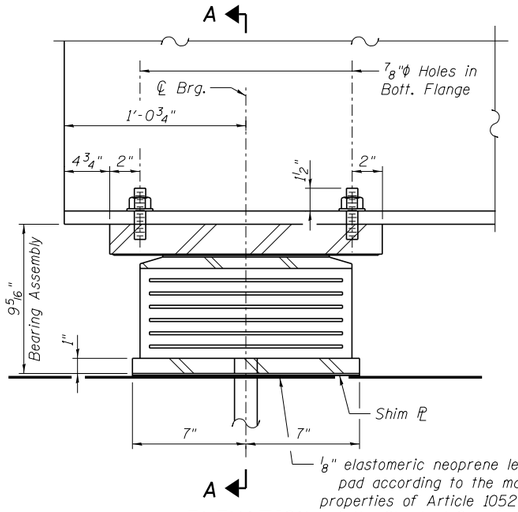
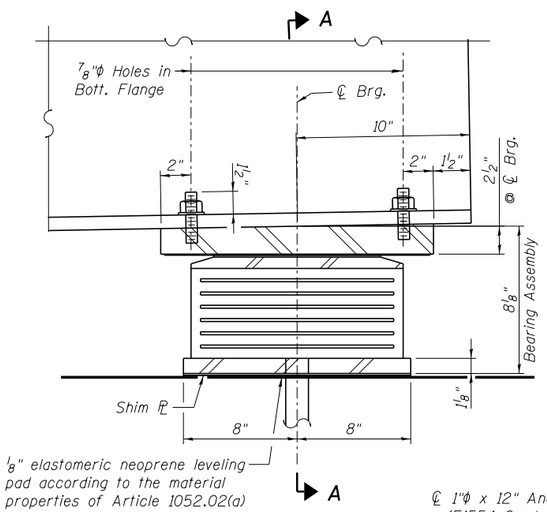
SB-091-Elastomeric Bearing Type II.1.dgn



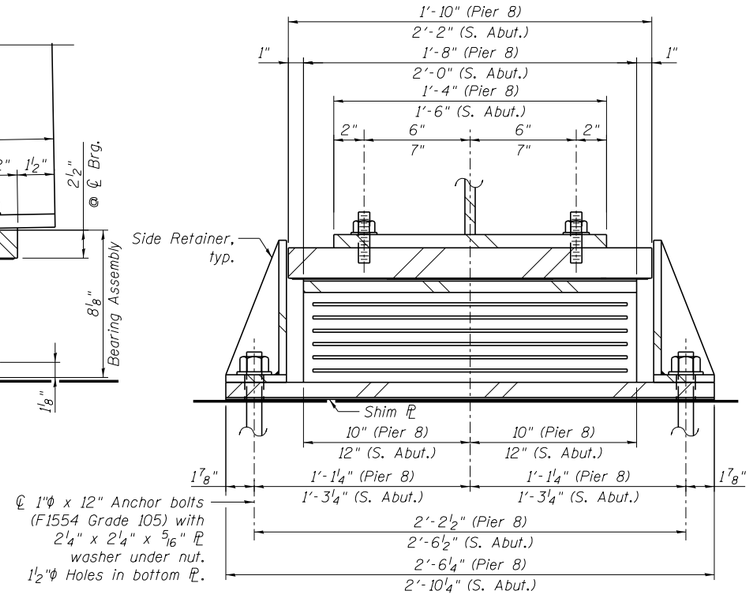
ELEVATION
(Looking East)

1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.



1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.

ELEVATION
(Looking East)



SECTION A-A

NOTES:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

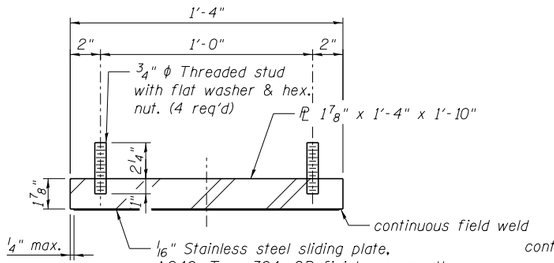
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

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.

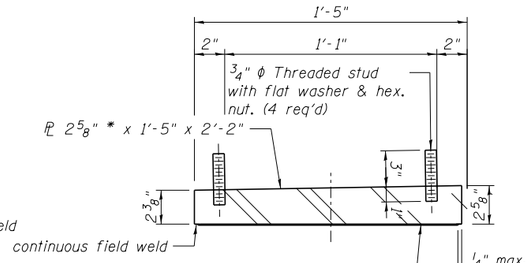
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

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.

The structural steel plates of the bearing assembly, shall conform to requirements of AASHTO M270 Grade 50.

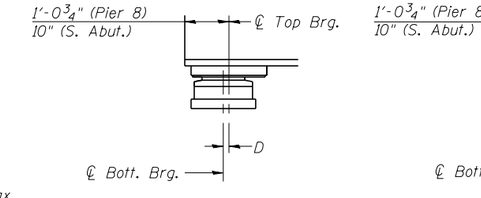


TOP BEARING ASSEMBLY

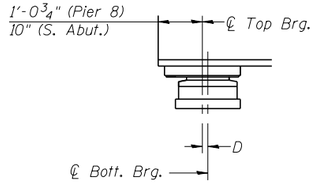


TOP BEARING ASSEMBLY

* Max. - top PL beveled



BELOW 50°F.
(Move bott. brg. away from fixed brg.)



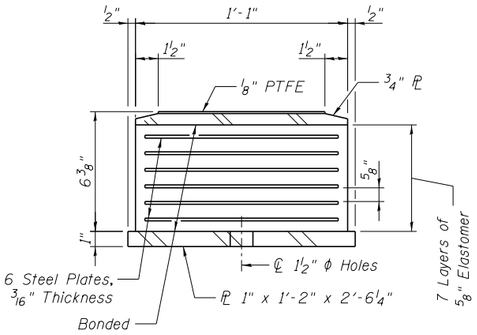
ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

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

BILL OF MATERIAL

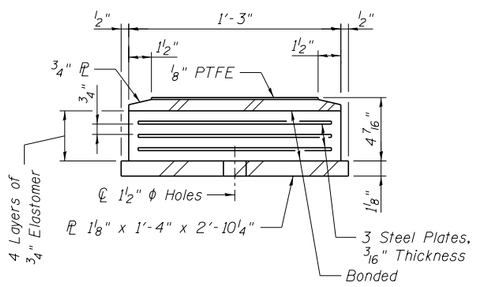
Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	16
Anchor Bolts, 1"	Each	32



BOTTOM BEARING ASSEMBLY

TYPE II ELASTOMERIC EXP. BRG. at PIER 8 (SPAN 9)

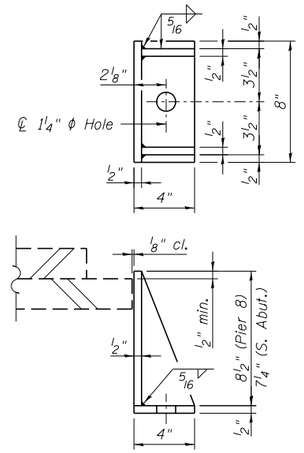
(8 Required)



BOTTOM BEARING ASSEMBLY

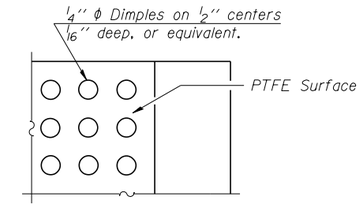
TYPE II ELASTOMERIC EXP. BRG. at S ABUT.

(8 Required)

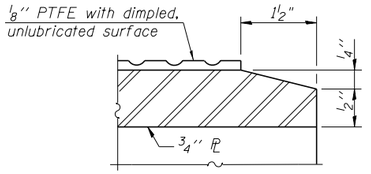


SIDE RETAINER

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



PLAN-PTFE SURFACE



SECTION THRU PTFE

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

I-2E-2

1-27-12

FILE NAME = 081-0178-C00AB-092-Type II Elastomeric Bearing Details.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE II ELASTOMERIC BEARING DETAILS (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)

SHEET NO. S92 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	981
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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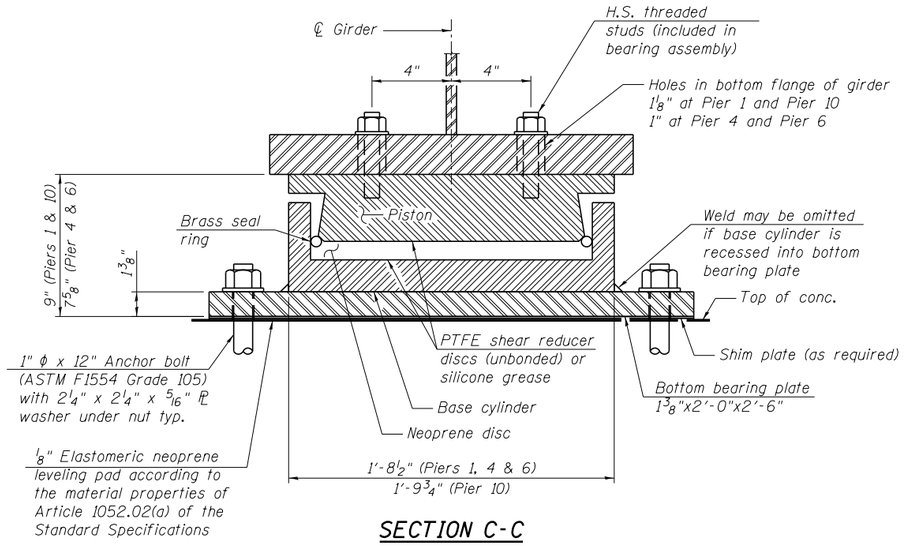
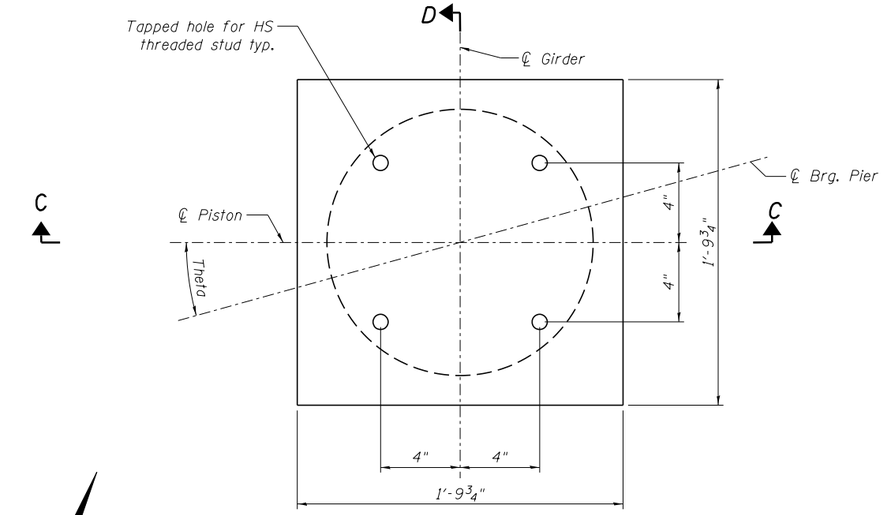
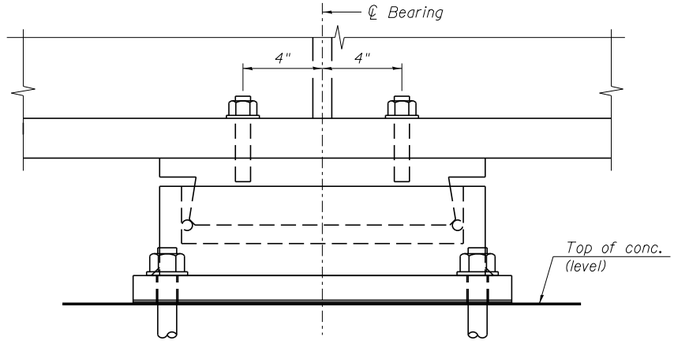


SECTION C-C



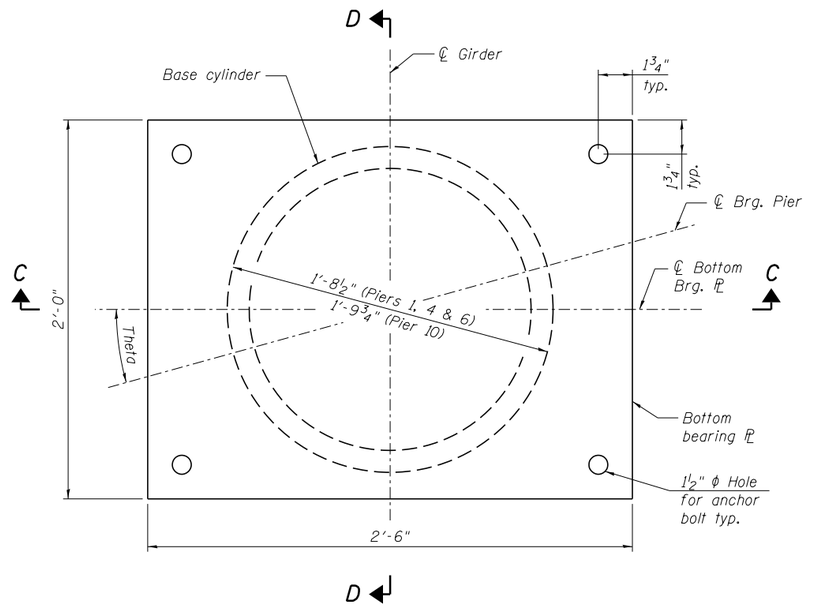
PISTON PLAN



SECTION D-D

Skew

Location	Theta
Pier 1, Girder 1	15°30'00"
Pier 1, Girder 2	15°52'35"
Pier 1, Girder 3	16°15'05"
Pier 1, Girder 4	16°37'30"
Pier 1, Girder 5	16°59'50"
Pier 1, Girder 6	17°22'04"
Pier 1, Girder 7	17°44'13"
Pier 1, Girder 8	18°06'17"
Pier 1, Girder 9	18°28'15"
Pier 1, Girder 10	18°50'07"
Pier 1, Girder 11	19°11'54"
Pier 1, Girder 12	18°52'54"
Pier 1, Girder 13	18°33'28"
Pier 4	15°30'00"
Pier 6, Girders 1-7	15°30'00"
Pier 6, Girder 8	15°05'30"
Pier 6, Girder 9	14°40'54"
Pier 10	15°30'00"



BOTTOM BEARING ℄ AND BASE CYLINDER PLAN

BEARING DIMENSIONS

Location	Pay Item Designation (kips)	Vert. Design Load* (kips)	Hu, Horiz. Design Load* (kips)	θu, Req'd Rotation Range** (radians)	Top Plate Bevel	Threaded Studs ϕ
Pier 1	650	634	91	0.02	2.10%	1"
Pier 4	600	559	70	0.02	N/A	⅞"
Pier 6	650	620	81	0.02	N/A	⅞"
Pier 10	700	698	91	0.02	N/A	1"

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Fixed, 600K	Ea.	9
High Load Multi-Rotational Bearings, Fixed, 650K	Ea.	22
High Load Multi-Rotational Bearings, Fixed, 700K	Ea.	8
Anchor Bolts, 1"	Ea.	156

* Design Loads are the governing loads with no dynamic allowance.
** Rotation allowances for fabrication tolerances (0.005 radians) and installation uncertainties (0.005 radians) are excluded.

NOTE:

1. For notes see sheet S94.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-093-HLMR Bearing Details, Fixed.dgn	USER NAME = ksnider	DESIGNED - DMS/DTS	REVISED -
		CHECKED - DTS/AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - DTS/AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HLMR FIXED BEARING DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S93 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	982
		CONTRACT NO. 64C08		
	ILLINOIS	FED. AID PROJECT		

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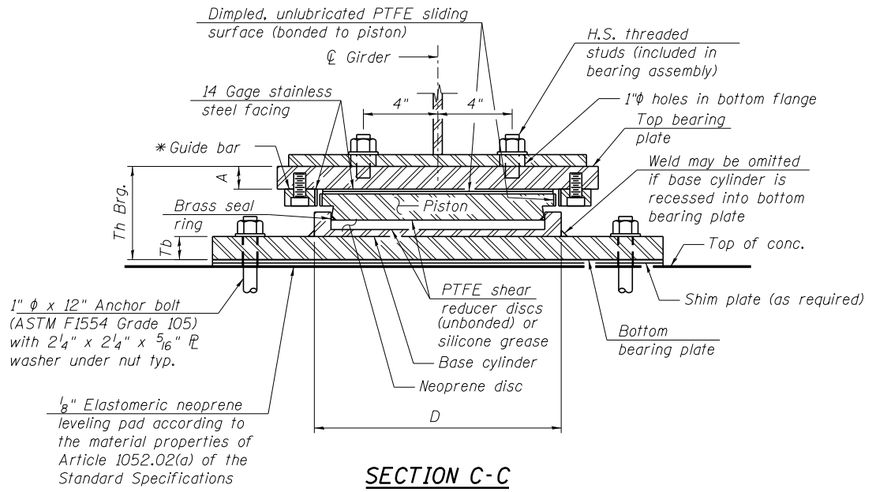
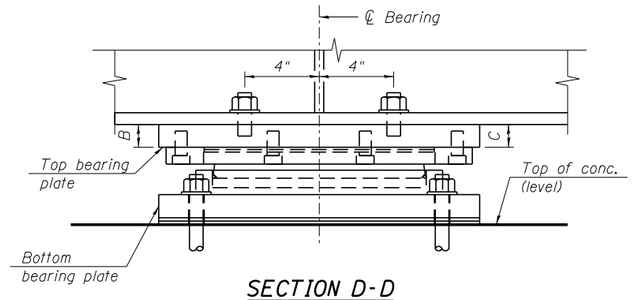


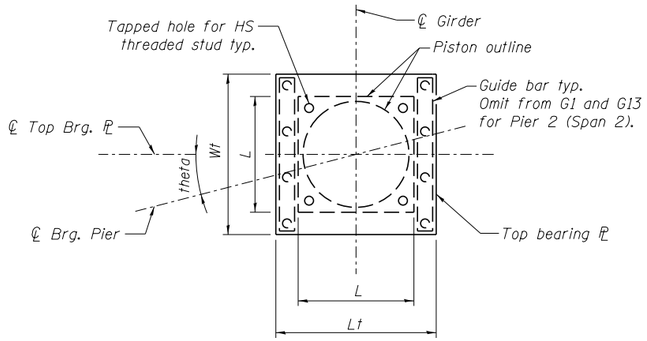
SECTION C-C



SECTION D-D

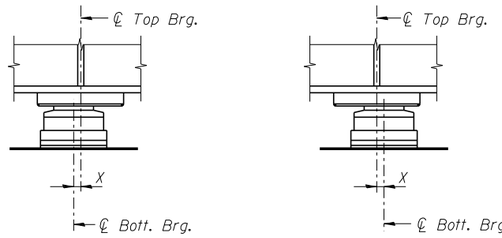
Skew

Location	Theta
Pier 2 (Span 2), Girder 1	15°30'00"
Pier 2 (Span 2), Girder 2	15°52'35"
Pier 2 (Span 2), Girder 3	16°15'05"
Pier 2 (Span 2), Girder 4	16°37'30"
Pier 2 (Span 2), Girder 5	16°59'50"
Pier 2 (Span 2), Girder 6	17°22'04"
Pier 2 (Span 2), Girder 7	17°44'13"
Pier 2 (Span 2), Girder 8	18°06'17"
Pier 2 (Span 2), Girder 9	18°28'15"
Pier 2 (Span 2), Girder 10	18°50'07"
Pier 2 (Span 2), Girder 11	19°11'54"
Pier 2 (Span 2), Girder 12	22°41'05"
Pier 2 (Span 2), Girder 13	24°04'13"
Pier 3, All Girders	15°30'00"
Pier 7, Girders 1-7	15°30'00"
Pier 7, Girder 8	15°05'30"
Pier 7, Girder 9	14°40'54"
Pier 9, Girders 8-13	15°30'00"
Pier 9, Girder 14	15°04'19"
Pier 9, Girder 15	14°38'31"



PIER 2 (SPAN 2)
PIER 3
PIER 7
PIER 9

TOP BEARING ℙ AND PISTON PLAN

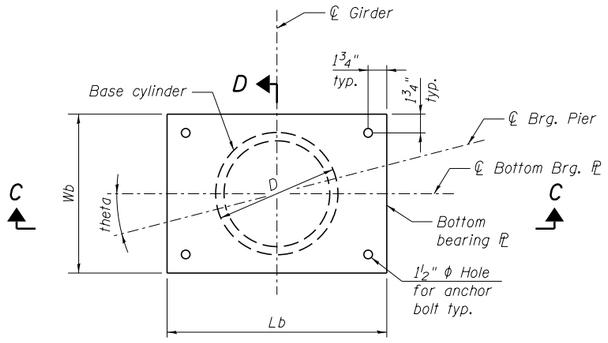


BELOW 50°F (Move bottom brg. away from fixed brg.)

ABOVE 50°F (Move bottom brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

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



PIER 2 (SPAN 2)
PIER 3
PIER 7
PIER 9

BOTTOM BEARING ℙ AND BASE CYLINDER PLAN

BILL OF MATERIAL

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 300K	Ea.	13
High Load Multi-Rotational Bearings, Guided Expansion, 500K	Ea.	17
High Load Multi-Rotational Bearings, Guided Expansion, 600K	Ea.	9
Anchor Bolts, 1"	Ea.	156

BEARING DIMENSIONS

Location	Pay Item Designation (kips)	Vert. Design Load** (kips)	Hu, Horiz. Design Load** (kips)	θu, Req'd Rotation Range*** (radians)	Max. Theor. Thermal Mvmt**** from 50 °F	Top Plate					Bearing Assembly		Bottom Plate			Total Ht.
						Wt	Lt	"A" ℙ Thickness @ ℄ Brg.	"B" ℙ Thickness @ North End	"C" ℙ Thickness @ South End	Threaded Stud ϕ	L	D	Wb	Lb	Tb	Th
Pier 2 (Span 2)	300	272	42	0.02	1 1/2"	1'-8 1/4"	1'-9"	2 1/16"	1 7/8"	2 1/4"	7/8"	1'-3 3/8"	1'-3 3/8"	1'-6"	2'-4 1/2"	1 1/2"	8 1/2"
Pier 3	600	559	70	0.02	1 1/4"	1'-11 7/8"	1'-11 1/2"	2 5/8"	N/A	N/A	7/8"	1'-7"	1'-7"	2'-0"	2'-6"	1 1/8"	9 7/8"
Pier 7	500	489	59	0.02	1 1/4"	1'-10 1/2"	1'-11"	2 3/8"	N/A	N/A	7/8"	1'-5 5/8"	1'-5 5/8"	2'-0"	2'-6"	1 5/8"	9 5/8"
Pier 9	500	500	58	0.02	1 1/4"	1'-10 1/2"	1'-11"	2 3/8"	N/A	N/A	7/8"	1'-5 5/8"	1'-5 5/8"	2'-0"	2'-6"	1 5/8"	9 5/8"

* 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. Guide bars shall be omitted from G1 and G13 for Pier 2 (Span 2).

** Design Loads are the governing loads with no dynamic load allowance.

*** Rotation allowances for fabrication tolerances (0.005 radians), installation uncertainties (0.005 radians) are excluded.

**** Total required movement is based on one way expansion (or contraction) of the superstructure perpendicular to the centerline of girder when bearings are set at 50°F. Bearing movement tolerances are excluded.

NOTES:

1. All steel for bearings shall conform to the requirements of AASHTO M270 Grade 50, unless otherwise noted.
2. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Anchor bolts may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
3. Total bearing height is taken at the ℄ of bearing for bevelled top plates.
4. 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.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
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Job No. 10061

FILE NAME = 081-0178-C00A8-094-HLMR Bearings Details, Guided.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - AJK/DTS	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK/DTS	REVISED -

STATE OF ILLINOIS
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HLMR GUIDED EXPANSION BEARING DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S94 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	983
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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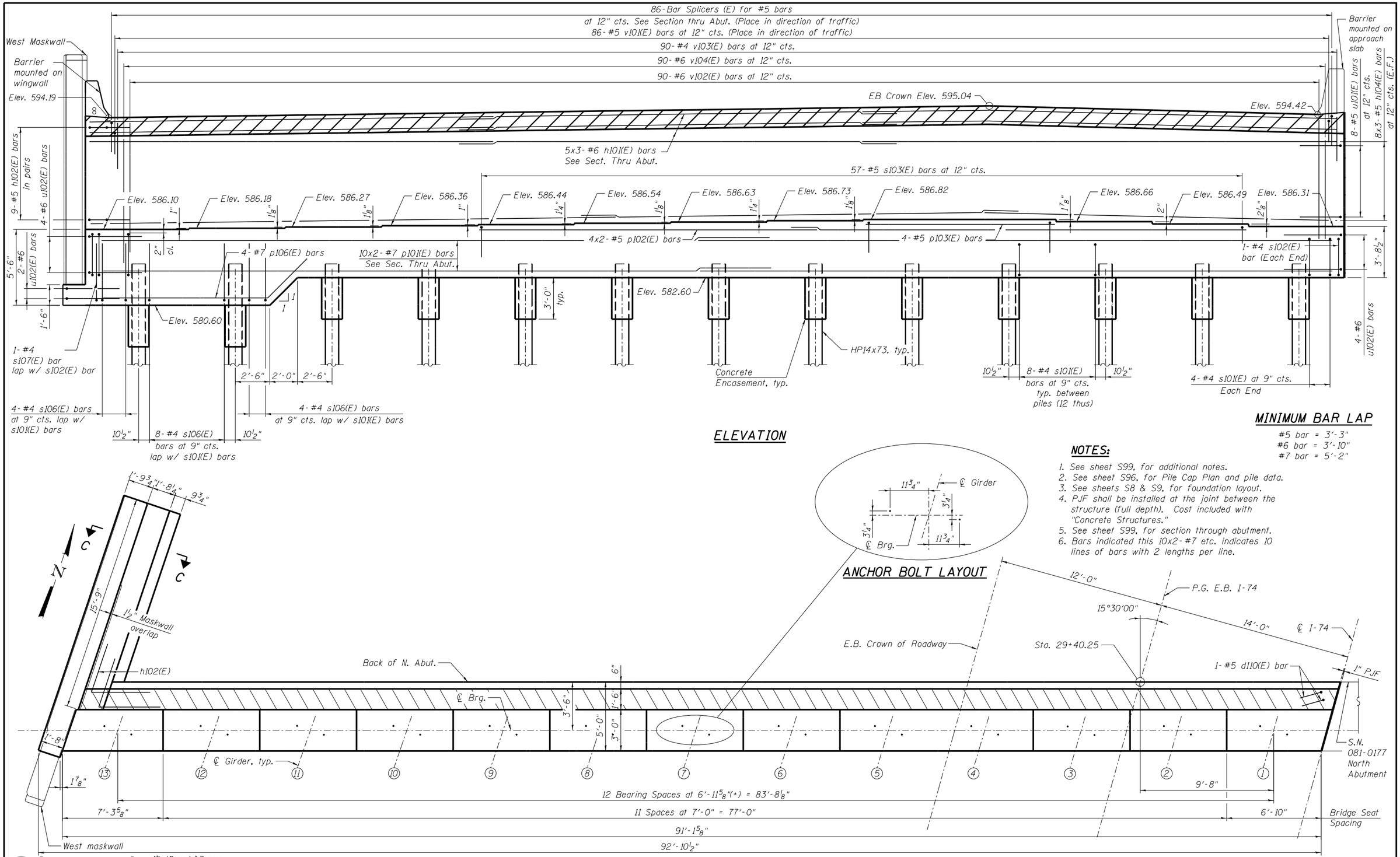

ELEVATION

MINIMUM BAR LAP

#5 bar = 3'-3"
#6 bar = 3'-10"
#7 bar = 5'-2"

NOTES:

1. See sheet S99, for additional notes.
2. See sheet S96, for Pile Cap Plan and pile data.
3. See sheets S8 & S9, for foundation layout.
4. PJF shall be installed at the joint between the structure (full depth). Cost included with "Concrete Structures."
5. See sheet S99, for section through abutment.
6. Bars indicated this 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.

ANCHOR BOLT LAYOUT

TOP VIEW

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Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-095-North Abutment Layout.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT LAYOUT
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S95 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	984
		CONTRACT NO. 64C08		
ILLINOIS FED. AID PROJECT				

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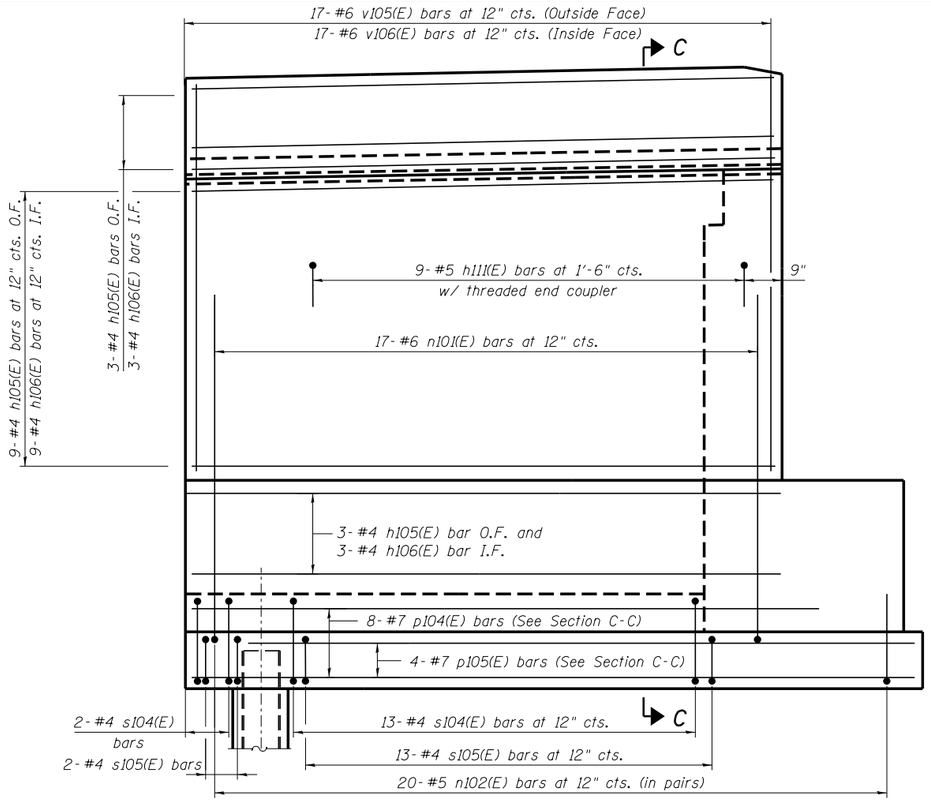
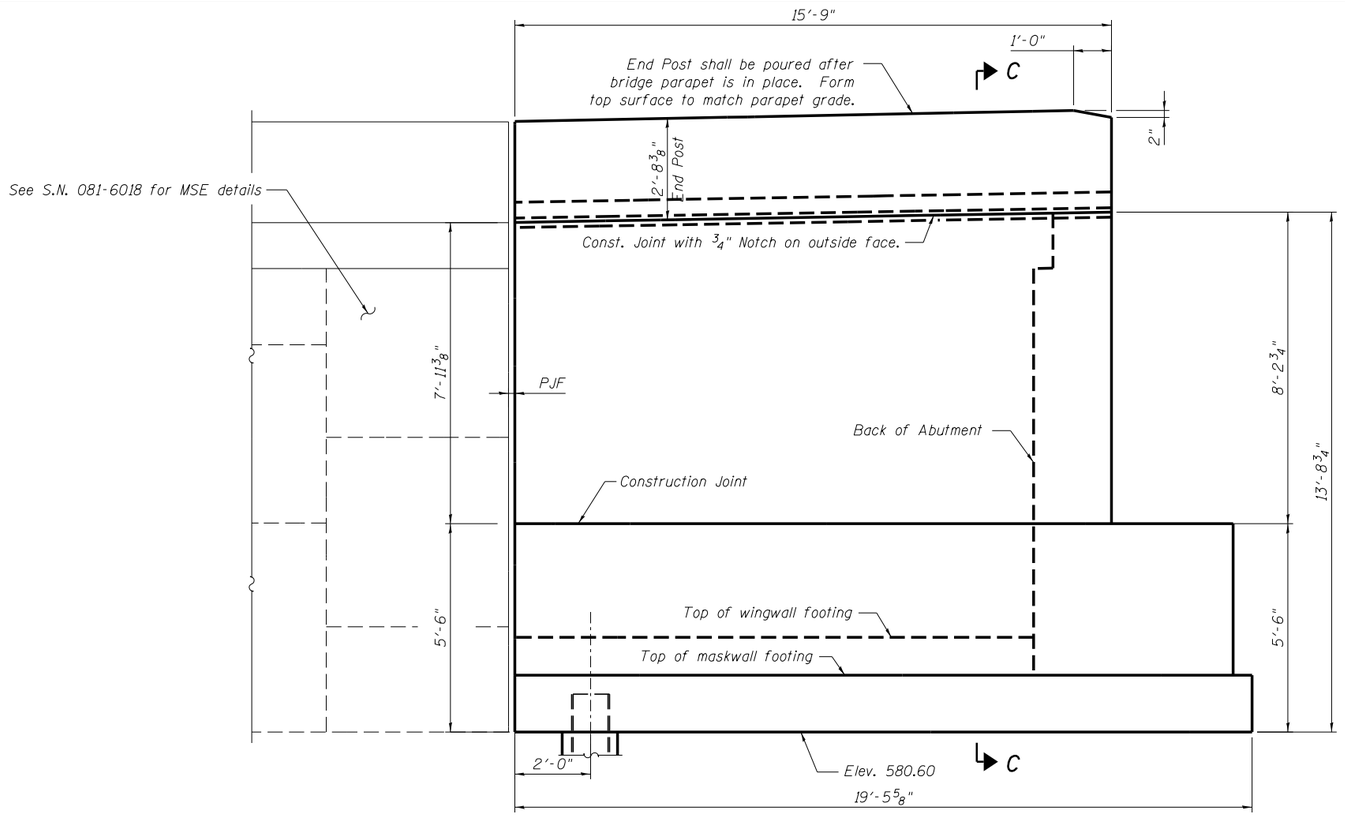


WINGWALL ELEVATION

(Looking East Showing Reinforcement)



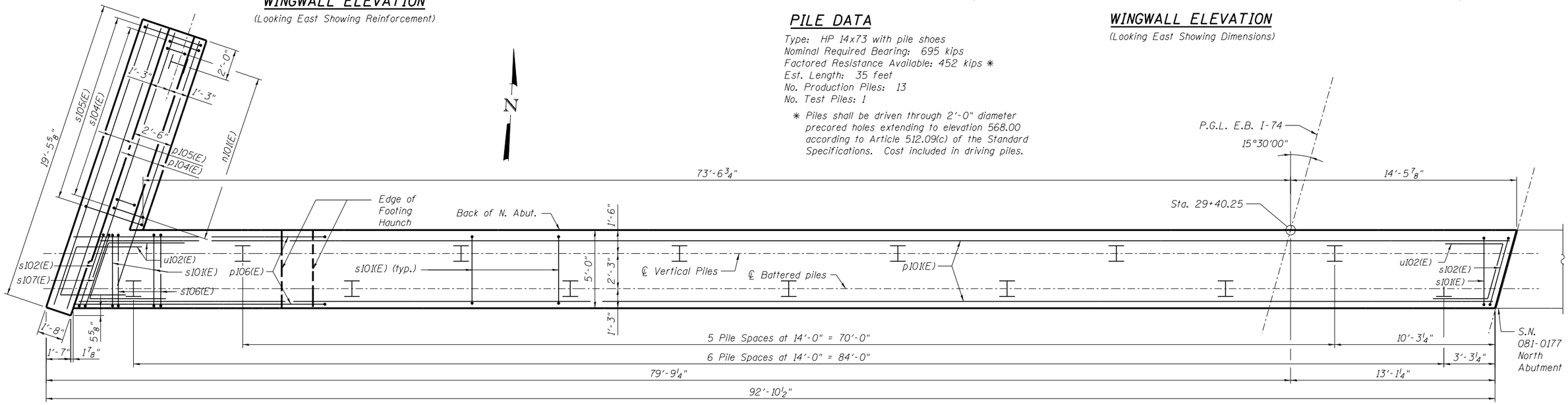
WINGWALL ELEVATION

(Looking East Showing Dimensions)

PILE DATA

Type: HP 14x73 with pile shoes
Nominal Required Bearing: 695 kips
Factored Resistance Available: 452 kips *
Est. Length: 35 feet
No. Production Piles: 13
No. Test Piles: 1

* Piles shall be driven through 2'-0" diameter precored holes extending to elevation 568.00 according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.



PLAN-PILE CAP

(See sheet S9 for abutment layout work points)

NOTE:
See sheet S99 for section C-C.

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FILE NAME = 081-0178-C00AB-096-North Abutment Details.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
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	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S96 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	985
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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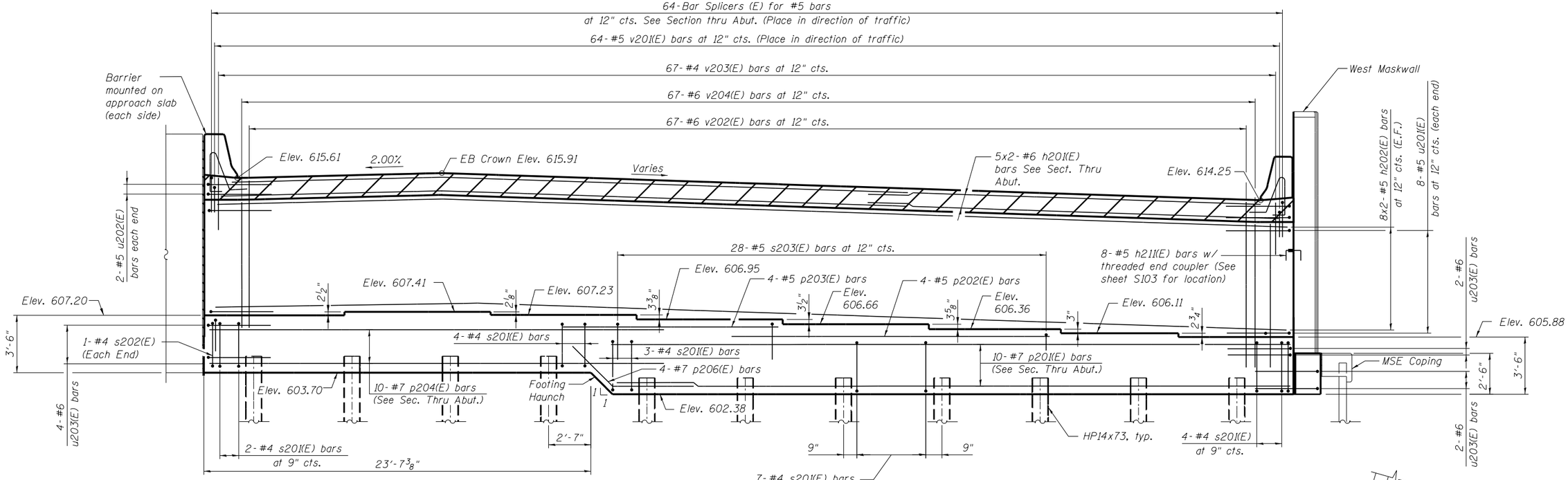


ELEVATION

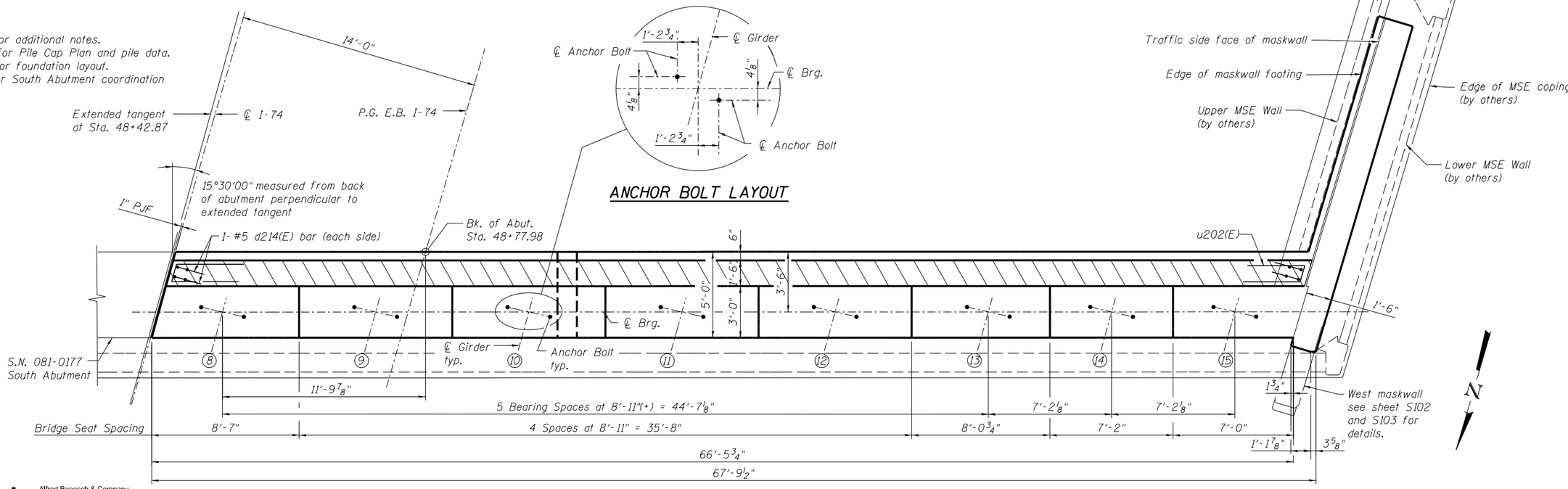
MINIMUM BAR LAP

#5 bar = 3'-3"
#6 bar = 3'-10"
#7 bar = 5'-2"

NOTES:

1. See sheet S99 for additional notes.
2. See sheet S98 for Pile Cap Plan and pile data.
3. See sheet S10 for foundation layout.
4. See sheet S7 for South Abutment coordination requirements.

ANCHOR BOLT LAYOUT



TOP VIEW

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-097-South Abutment Layout.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - VH	REVISED -
MODEL: Plot Sheet	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT LAYOUT
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S97 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	986
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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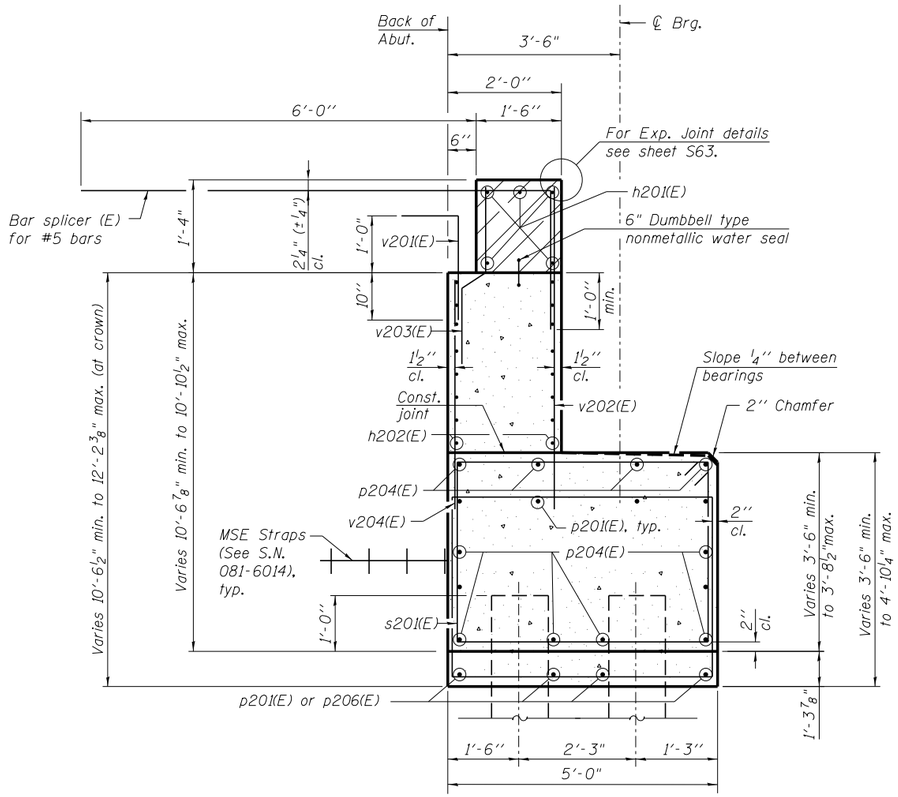
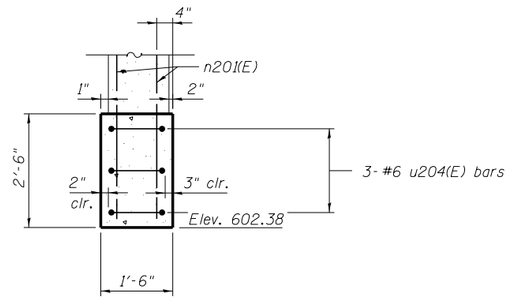
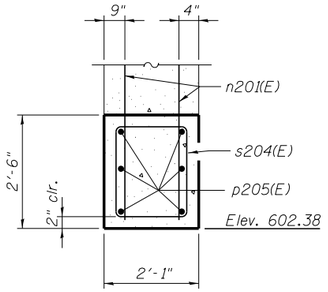


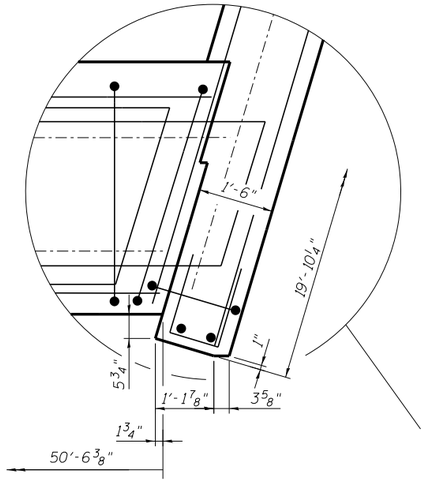
SEC. THRU SOUTH ABUT.



SECTION D-D

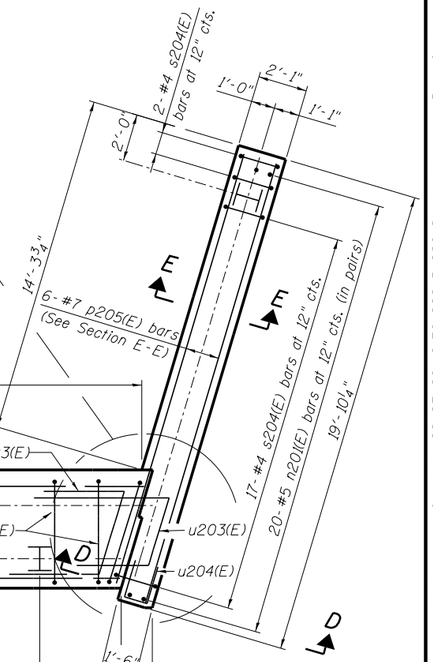


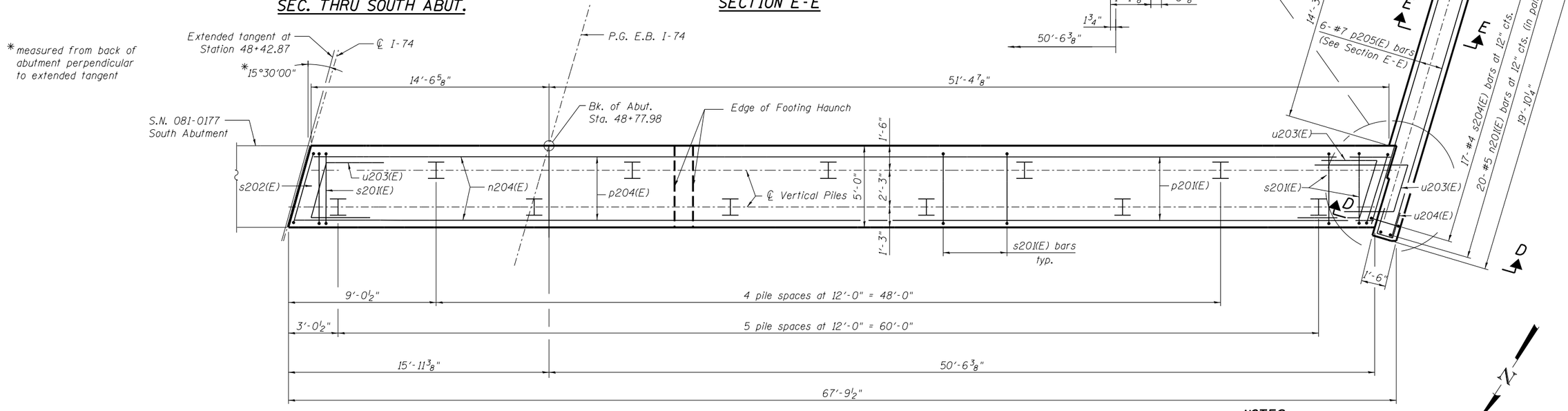
SECTION E-E



PILE DATA

Type: HP 14x89 with pile shoes
Nominal Required Bearing: 848 kips
Factored Resistance Available: 418 kips
Est. Length: 46 feet
No. Production Piles: 11
No. Test Piles: 1





PLAN-PILE CAP

NOTES:

1. See sheet S10 for foundation layout.
2. Factored Resistance Available accounts for the effect of downdrag on the pile.

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312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-098-South Abutment Details.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - VH	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S98 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	987
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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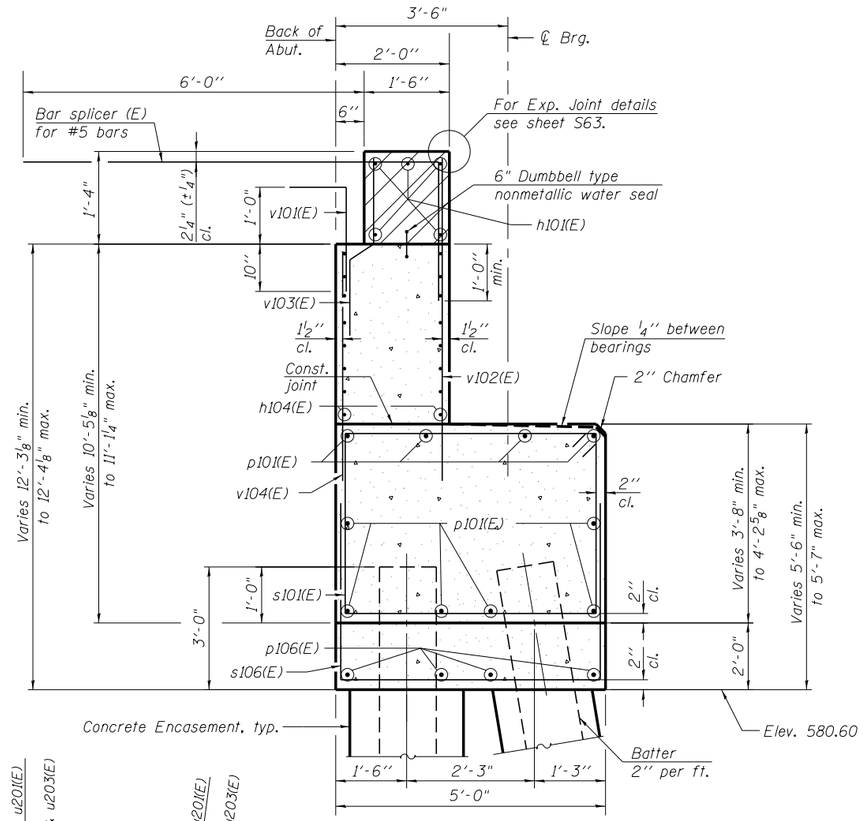

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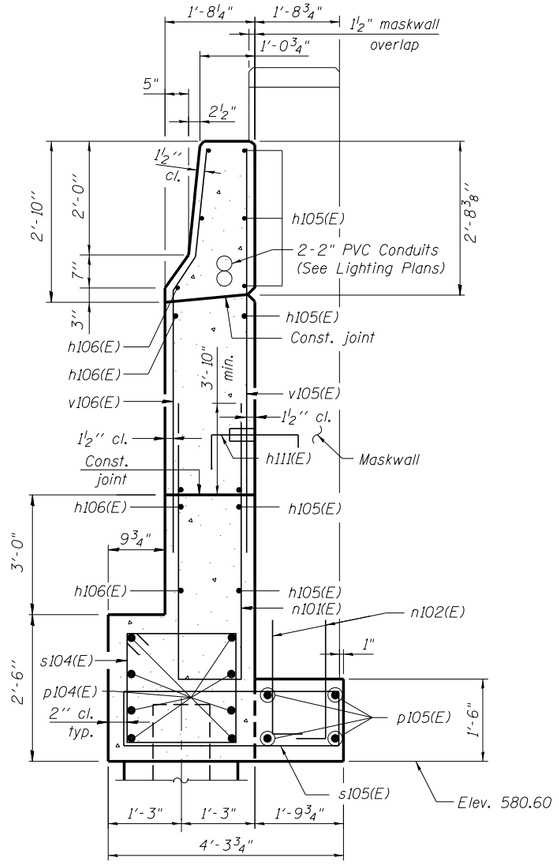


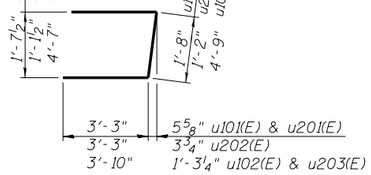
SECTION C-C

NORTH ABUTMENT BILL OF MATERIAL

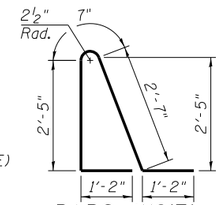
Bar	No.	Size	Length	Shape
d110(E)	2	#5	7'-11"	
h101(E)	15	#6	33'-0"	
h102(E)	18	#5	8'-4"	
h104(E)	48	#5	32'-9"	
h105(E)	15	#4	15'-5"	
h106(E)	15	#4	14'-10"	
h111(E)	9	#5	1'-9"	
n101(E)	17	#6	18'-11"	
n102(E)	40	#5	5'-5"	
p101(E)	20	#7	48'-3"	
p102(E)	8	#5	29'-9"	
p103(E)	4	#5	6'-8"	
p104(E)	8	#7	18'-6"	
p105(E)	4	#7	19'-6"	
p106(E)	4	#7	18'-3"	
s101(E)	104	#4	16'-5"	
s102(E)	2	#4	16'-9"	
s103(E)	57	#5	9'-8"	
s104(E)	15	#4	9'-5"	
s105(E)	15	#4	10'-11"	
s106(E)	16	#4	12'-8"	
s107(E)	1	#4	12'-10"	
u101(E)	8	#5	8'-2"	
u102(E)	10	#6	12'-5"	
v101(E)	86	#5	3'-9"	
v102(E)	90	#6	10'-3"	
v103(E)	90	#4	3'-0"	
v104(E)	90	#6	8'-11"	
v105(E)	17	#6	10'-8"	
v106(E)	17	#6	10'-10"	
Pile Shoes		Each	14	
Concrete Structures		Cu. Yd.	131.6	
Reinforcement Bars, Epoxy Coated		Pound	12,450	
Furnishing Steel Piles HP14x73		Foot	455	
Driving Piles		Foot	455	
Concrete Sealer		Sq. Ft.	1,224	
Test Pile Steel HP14x73		Each	1	
Structure Excavation		Cu. Yd.	266	
Concrete Encasement		Cu. Yd.	7.6	

SOUTH ABUTMENT BILL OF MATERIAL

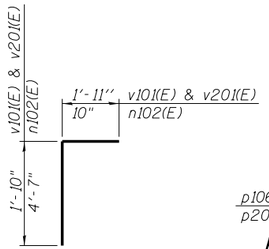
Bar	No.	Size	Length	Shape
d214(E)	4	#5	7'-11"	
h201(E)	10	#6	35'-3"	
h202(E)	16	#5	35'-0"	
h211(E)	8	#5	1'-9"	
n201(E)	40	#5	4'-8"	
p201(E)	10	#7	28'-0"	
p202(E)	4	#5	20'-0"	
p203(E)	4	#5	12'-4"	
p204(E)	10	#7	43'-0"	
p205(E)	4	#7	19'-0"	
p206(E)	4	#7	8'-3"	
s201(E)	76	#4	16'-5"	
s202(E)	2	#4	16'-9"	
s203(E)	28	#5	9'-0"	
s204(E)	19	#4	8'-7"	
u201(E)	16	#5	8'-2"	
u202(E)	4	#5	7'-8"	
u203(E)	8	#6	12'-5"	
u204(E)	3	#6	4'-6"	
v201(E)	64	#5	3'-9"	
v202(E)	67	#6	10'-6"	
v203(E)	67	#4	3'-0"	
v204(E)	67	#6	9'-2"	
Pile Shoes		Each	12	
Concrete Structures		Cu. Yd.	86.3	
Reinforcement Bars, Epoxy Coated		Pound	7,100	
Furnishing Steel Piles HP14x89		Foot	506	
Driving Piles		Foot	506	
Concrete Sealer		Sq. Ft.	959	
Test Pile Steel HP14x89		Each	1	



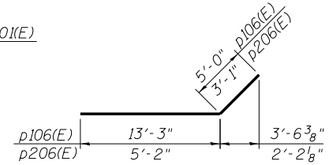
BARS u101(E), u102(E), u201(E), u202(E) & u203(E)



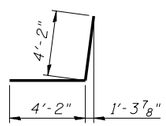
BARS d110(E) & d214(E)



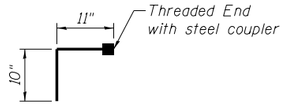
BARS v101(E), n102(E) & v201(E)



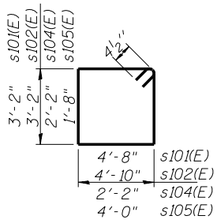
BARS p106(E) & p206(E)



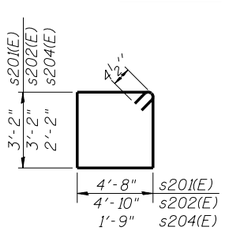
BAR h102(E)



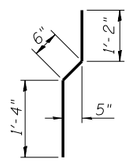
BARS h111(E) & h211(E)



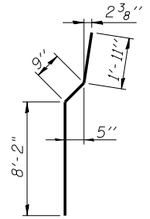
BARS s101(E), s102(E), s104(E) & s105(E)



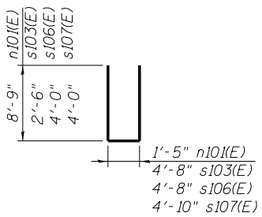
BARS s201(E), s202(E), & s204(E)



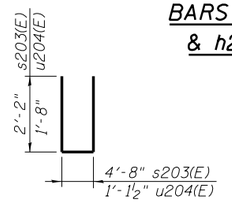
BARS v103(E) & v203(E)



BAR v106(E)



BARS n101(E), s103(E), s106(E) & s107(E)



BARS u204(E), & s203(E)

NOTES:

1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure on sheets S60 and S62.
2. Space reinforcement in cap to miss anchor bolts.
3. Pour steps monolithically with cap.
4. Quantity of concrete in end post included with Concrete Superstructure on sheets S60 & S62.
5. See sheet S100 thru S104, for maskwall details.
6. See sheet S124, for HP Pile and Concrete Encasement Details.
7. See sheet S125, for Bar Splicer Details.
8. Cost of reinforcement for concrete encasement shall be included with Cost of Concrete Encasement.
9. Piles shall be driven prior to placement of select fill at the S. Abut.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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		CHECKED - AJK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS AND REINFORCEMENT DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S99 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	988
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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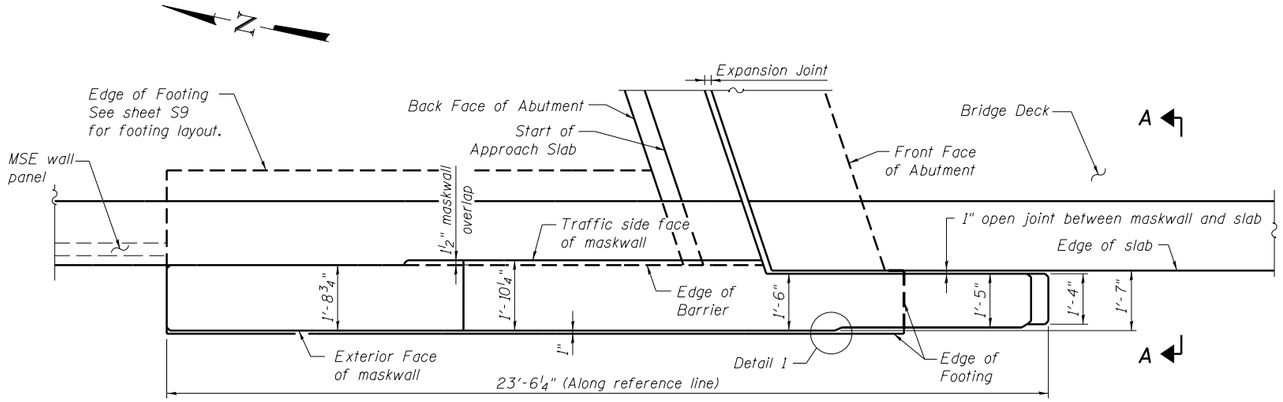
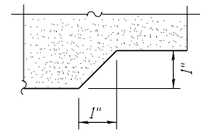
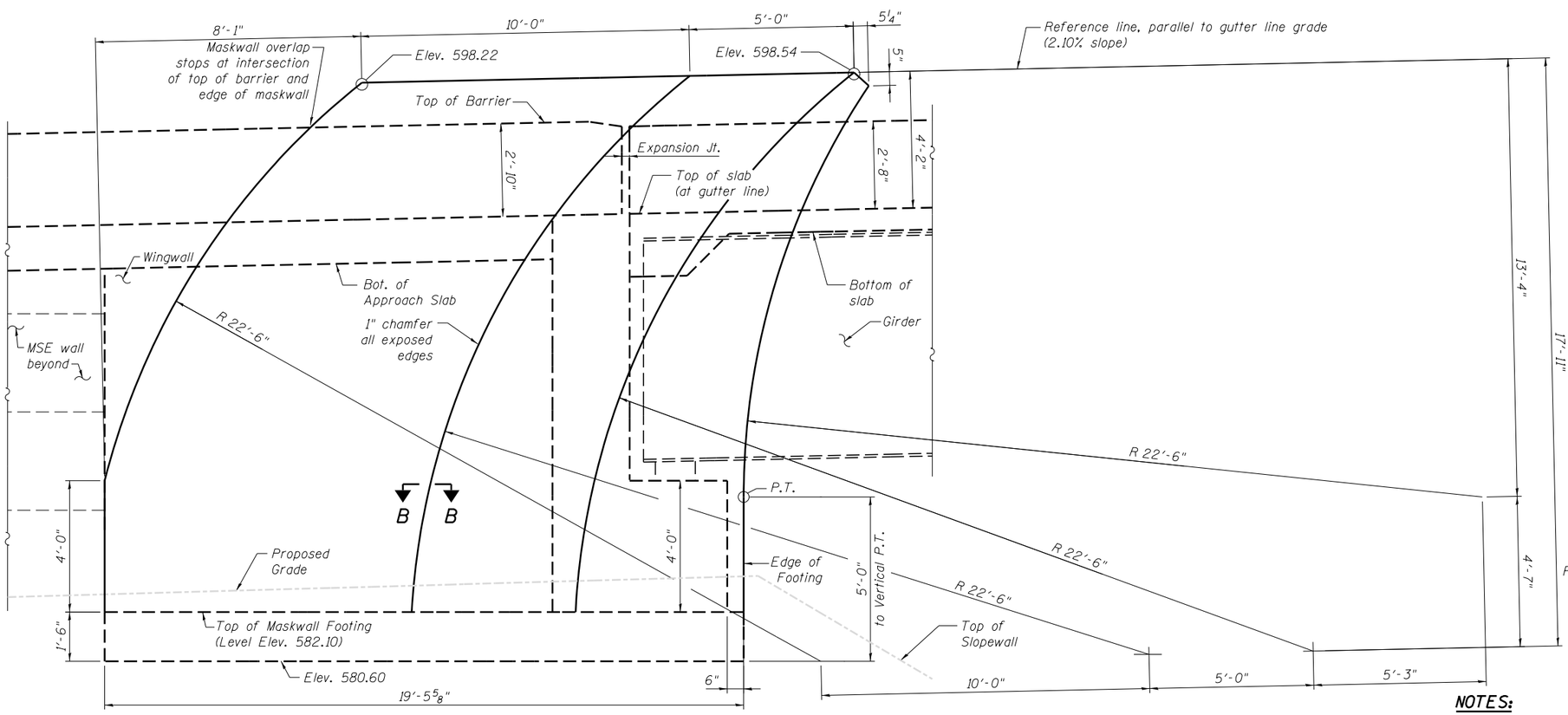


MASKWALL PLAN

(Ellipse Railing not shown for clarity)

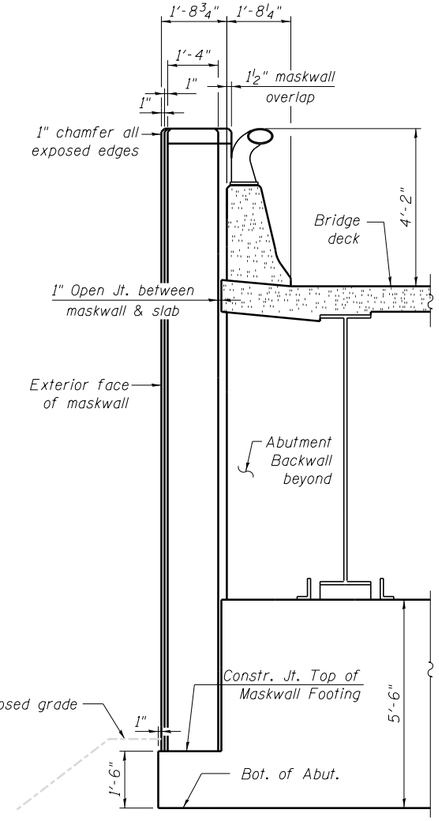


SECTION B-B - DETAIL 1



ELEVATION

(Ellipse railing not shown for clarity)



VIEW A-A

NOTES:

1. Top of maskwall shall be parallel to the longitudinal grade of the roadway and any adjacent barrier.
2. P.T. denotes point of vertical tangent for curved face of southern edge only.
3. See S.N. 081-6018 Plan set for MSE wall details.

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312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-100-North Maskwall Details (1 of 2).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT MASKWALL DETAILS (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S100 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	989
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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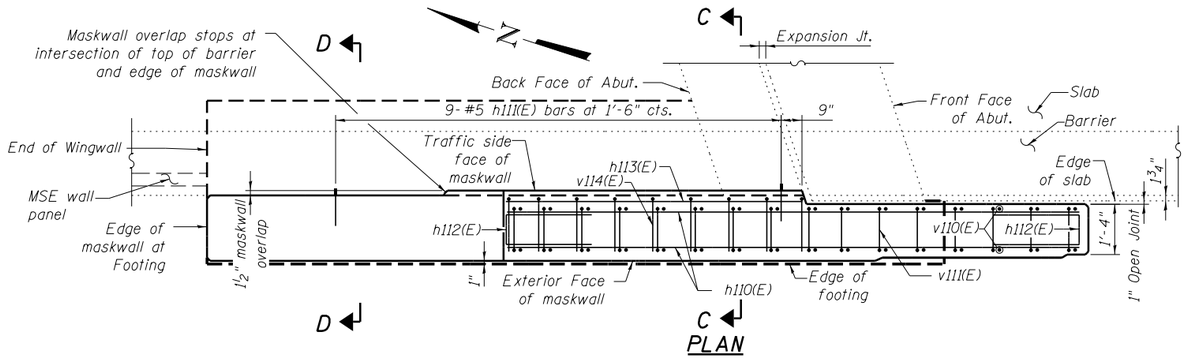
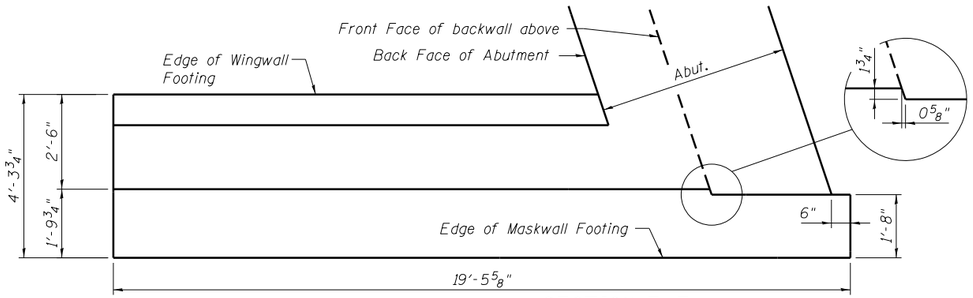
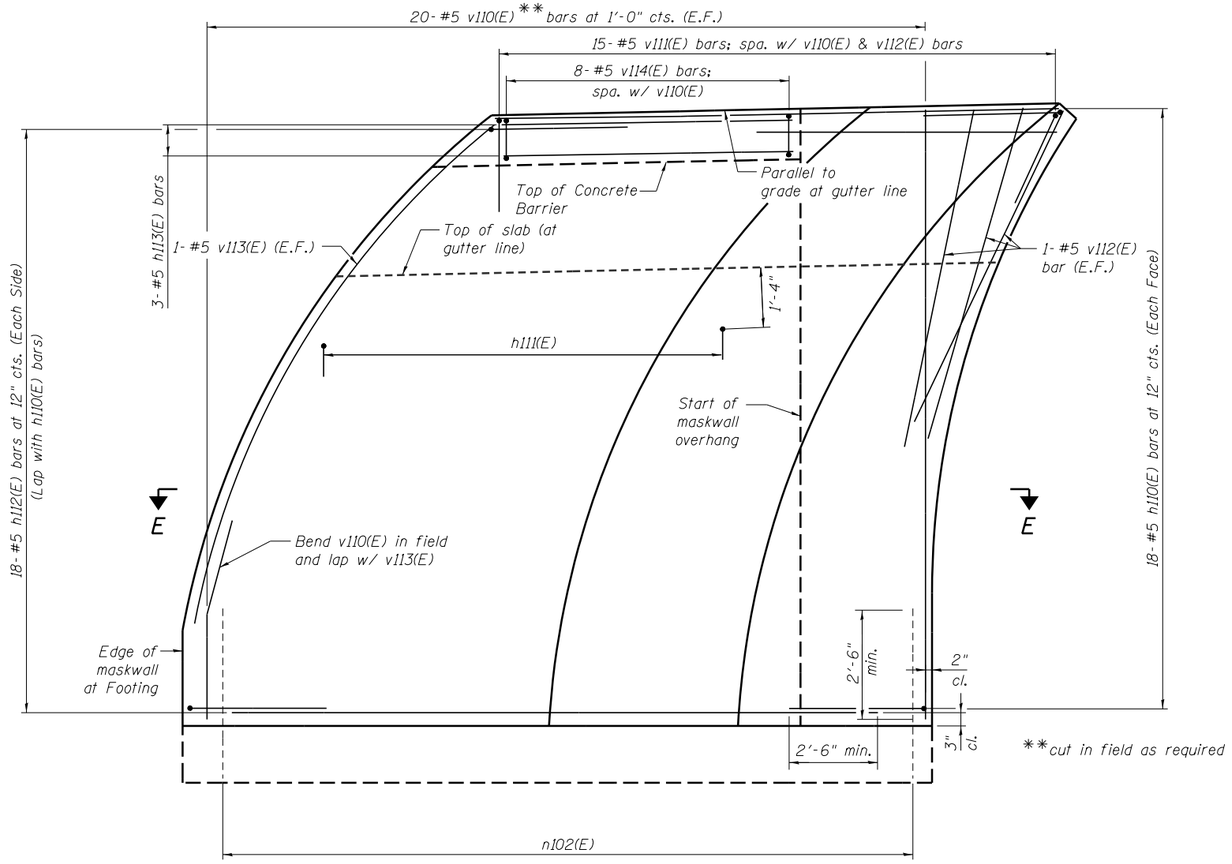


PLAN



SECTION E-E

(Footing Partial Plan)



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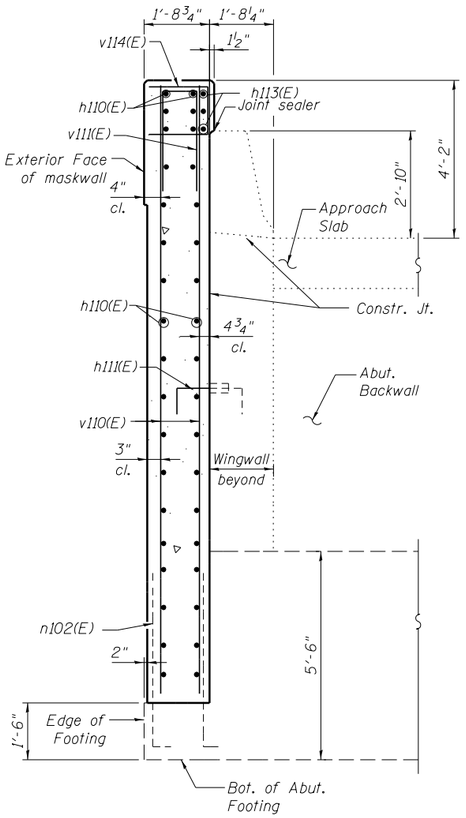
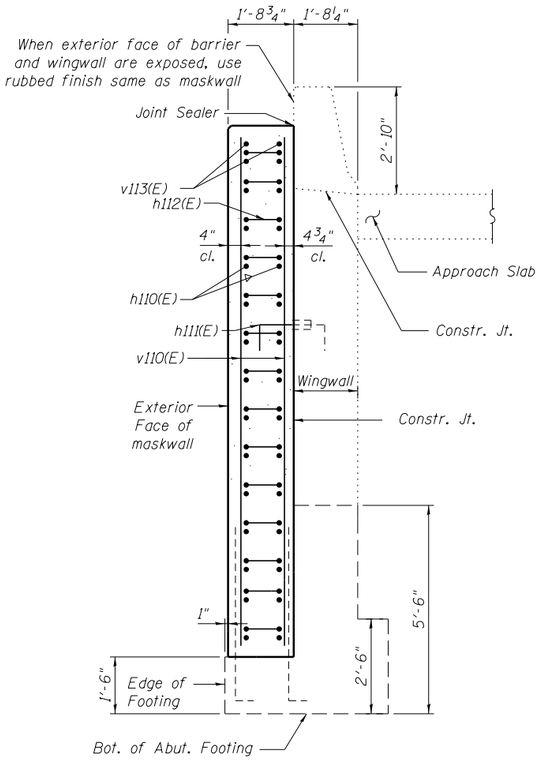


SECTION C-C



SECTION D-D

NOTES:

1. Two inch clear concrete cover unless noted otherwise.
2. The joint sealer shall be light gray nonsag latex caulking sealer marketed for outdoor use. Cost of the joint sealer shall be included with concrete structures.
3. See sheets S96 and S99 for maskwall footing bar detailing.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-101-North Maskwall Details (2 of 2).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
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MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT MASKWALL DETAILS (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S101 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	990
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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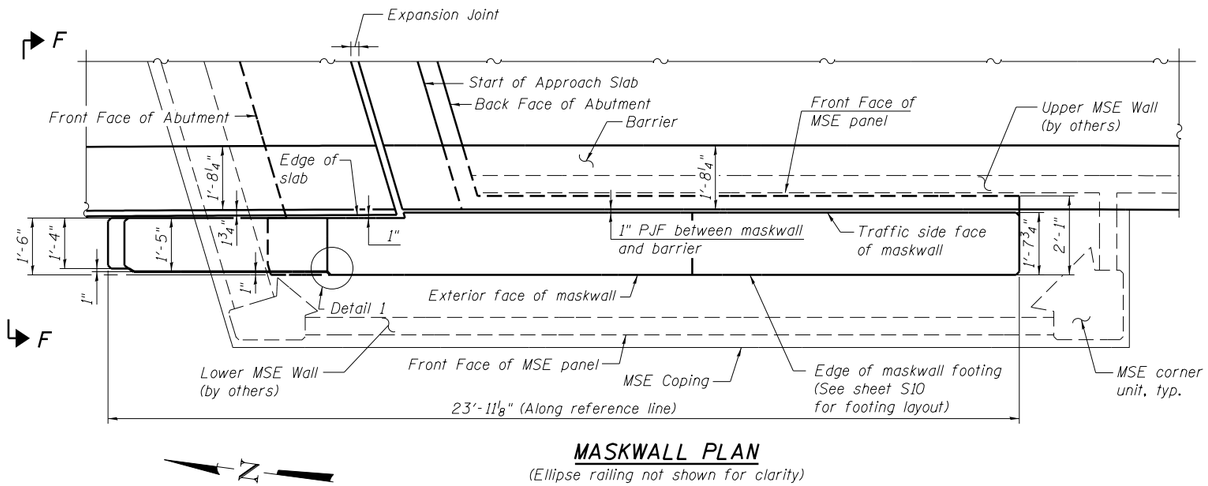
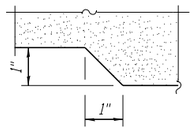
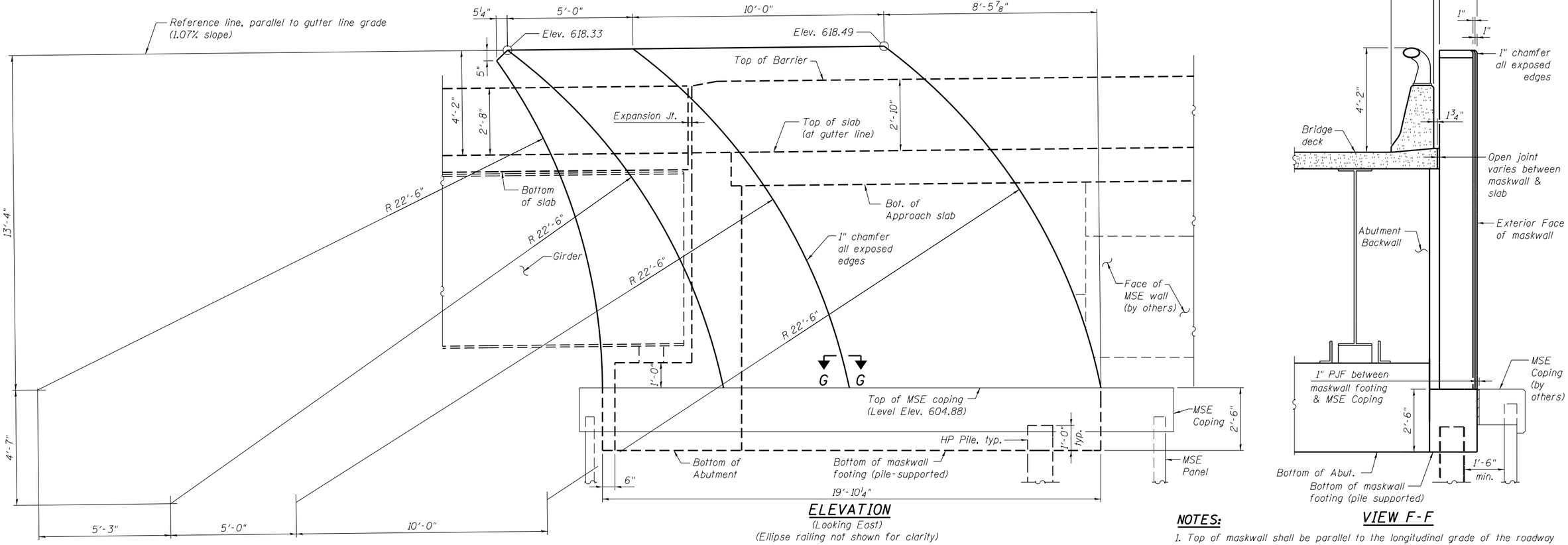


MASKWALL PLAN

(Ellipse railing not shown for clarity)



SECTION G-G - DETAIL 1



ELEVATION

(Looking East)
(Ellipse railing not shown for clarity)

VIEW F-F

NOTES:

1. Top of maskwall shall be parallel to the longitudinal grade of the roadway and adjacent barrier.
2. P.T. denotes Point of Tangent for curved northern edge only.
3. See sheet S7 for South Abutment coordination requirements.

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FILE NAME = 081-0178-C00AB-102-South Maskwall Details 1 of 2.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT MASKWALL DETAILS (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S102 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	991
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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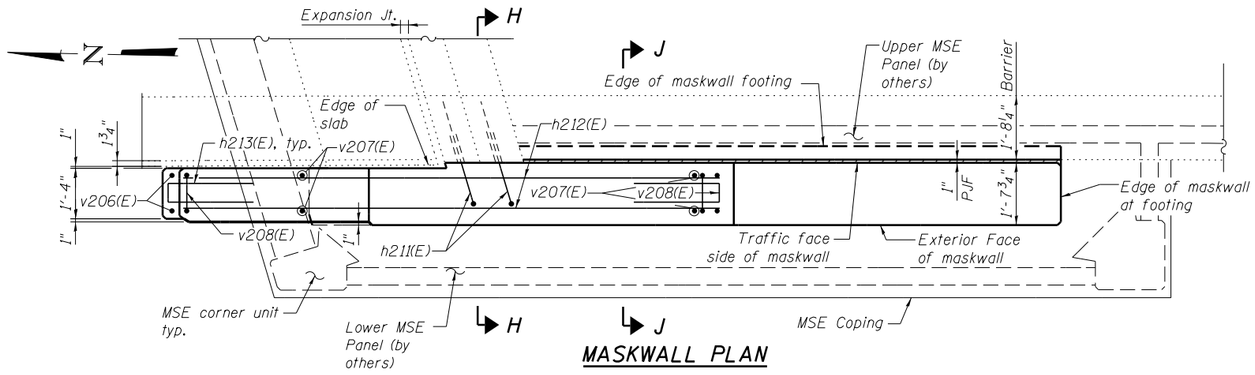

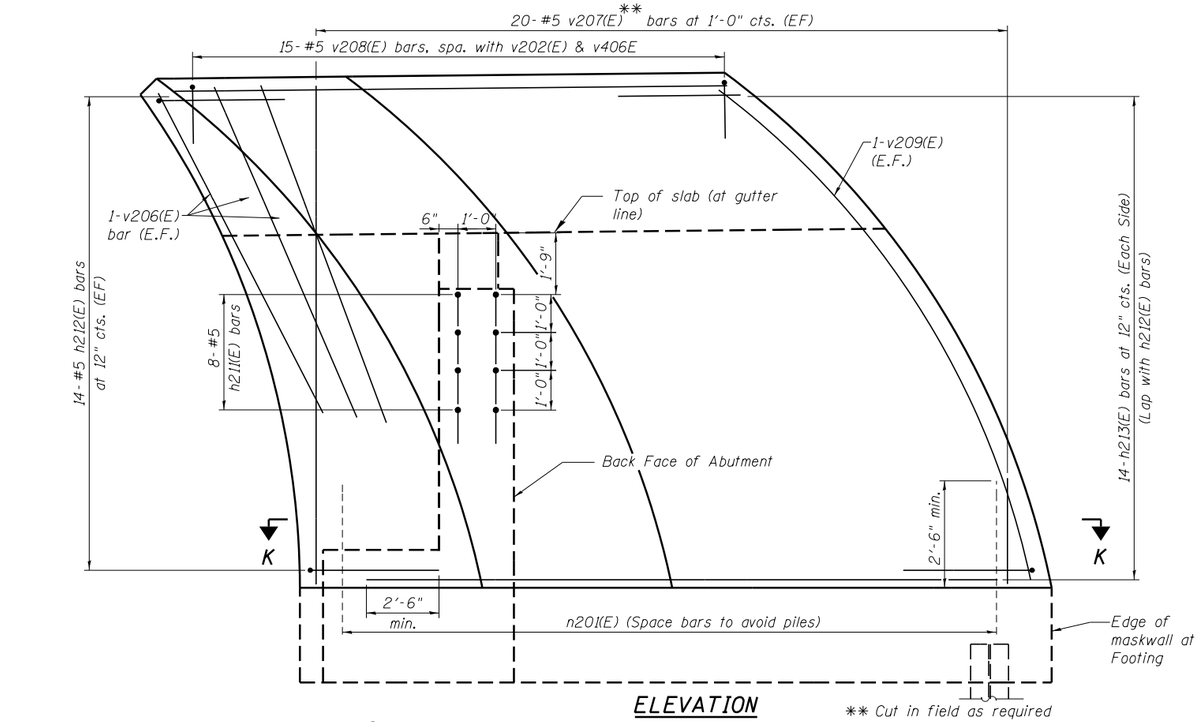

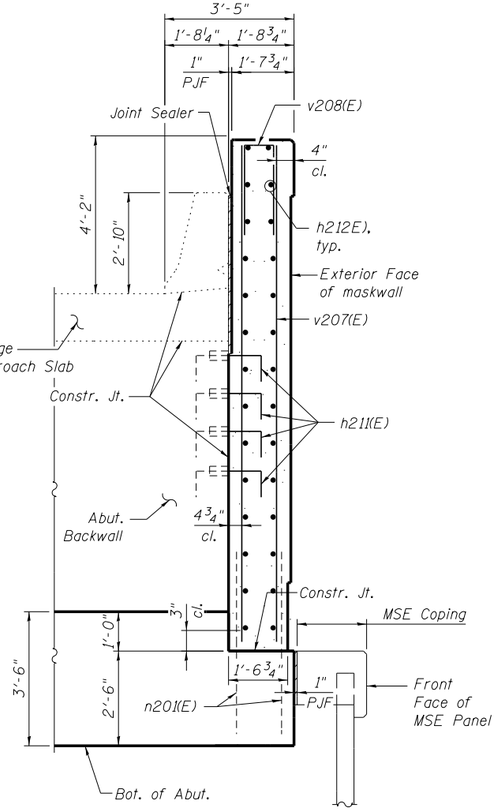

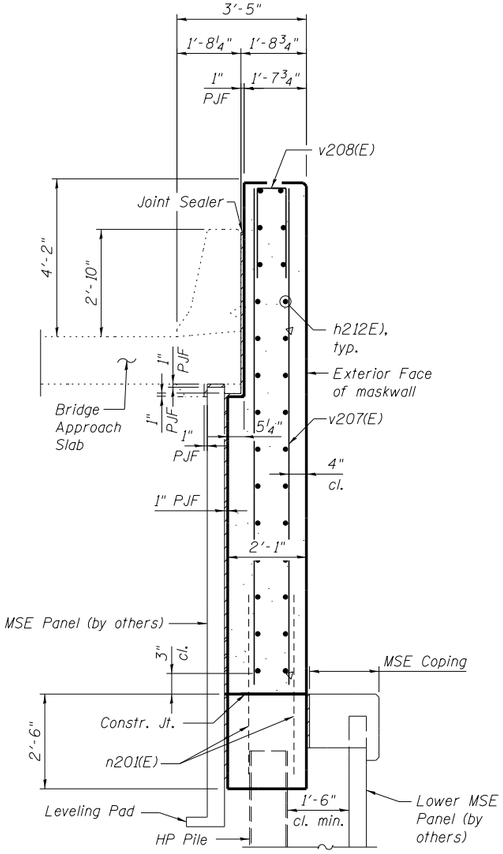

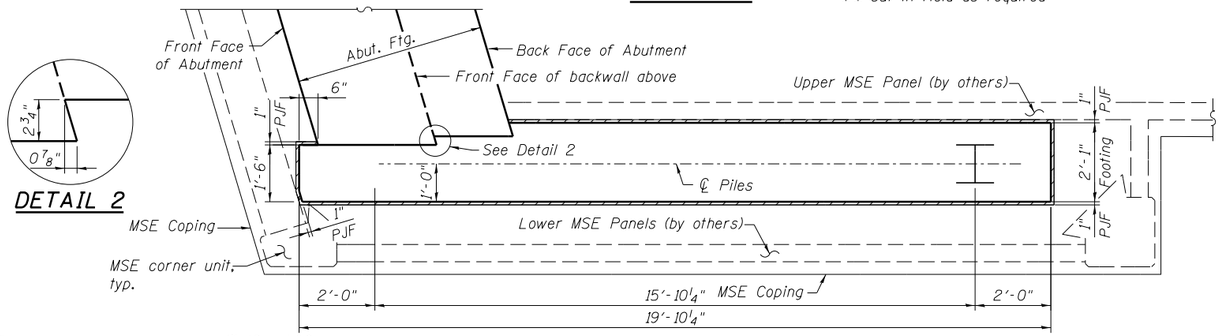

NOTES:

1. Two inch clear concrete cover unless noted otherwise.
2. The joint sealer shall be light gray nonsag latex caulking sealer marketed for outdoor use. Cost of the joint sealer shall be included with concrete structures.
3. See sheet S98 for maskwall footing bar detailing.
4. When exterior face of barrier is exposed, contractor shall use rubbed finish same as maskwall.
5. See sheet S7 for coordination notes.

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FILE NAME = 081-0178-C00AB-103-South Maskwall Details 2 of 2.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT MASKWALL DETAILS (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S103 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	992
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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MASKWALL FINISHING NOTES

If form ties are used in forming the maskwall, arrange ties to be regularly spaced and in a consistent geometric grid pattern. Do not locate ties at edges of concrete rustications.

Following form removal, a rubbed surface finish in accordance with Article 503.15 (b) of the Standard Specifications shall be required but with the following additional requirements:

1. Demonstrate hole and void patching operations in accordance with Article 503.15 (b) of the Standard Specifications on a four foot section of vertical maskwall located in an inconspicuous area. Begin patching demonstration by using a mortar mix comprised of 1 part white cement, 2 parts standard portland cement, 6 parts mortar sand, and water. The quantity of water used shall produce a mortar consistency as dry as possible to use effectively.

2. When patching test areas have set, saturate with water and rub with a fine carborundum stone until surfaces are smooth in texture. Remove loose powder and other contaminants by rubbing with burlap and rinsing with water. After surfaces have dried, patch color and texture of surfaces will be reviewed by the engineer. Patches should match or be slightly lighter than surrounding concrete. If results are unsatisfactory, adjust patching mortar mix proportions and perform another demonstration until results are deemed satisfactory by the engineer.

3. Use the patching mortar mix proportions that are approved by the engineer as a result of the satisfactory demonstration. Do not use patching mortar that is more than 1 hour old.

4. Finished maskwall concrete shall be smooth and show no wood grain or other texture from the face of the forms used. All costs for repair or covering wood grain or other textures on these surfaces shall be the responsibility of the Contractor.

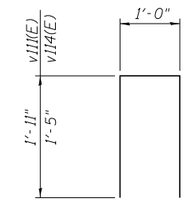
5. Do not apply curing compounds, sealers, or other coatings to the finished maskwalls.

BILL OF MATERIAL
NORTH ABUTMENT MASKWALL

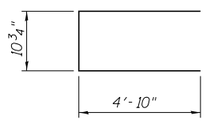
Bar	No.	Size	Length	Shape
h110(E)	36	#5	15'-0"	——
h111(E)	9	#5	1'-9"	⌐
h112(E)	36	#5	10'-7"	⊏
h113(E)	3	#5	7'-6"	——
v110(E)	40	#5	16'-1"	——
v111(E)	15	#5	4'-8"	⊓
v112(E)	6	#5	8'-3"	——
v113(E)	2	#5	14'-7"	⌒
v114(E)	8	#5	3'-10"	⊏
Concrete Structures			Cu. Yd.	17.9
Reinforcement Bars, Epoxy Coated			Pound	1,860

BILL OF MATERIAL
SOUTH ABUTMENT MASKWALL

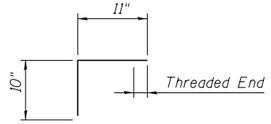
Bar	No.	Size	Length	Shape
h211(E)	8	#5	1'-9"	⌐
h212(E)	28	#5	15'-0"	——
h213(E)	28	#5	10'-9"	⊏
v206(E)	6	#5	8'-3"	——
v207(E)	40	#5	13'-4"	——
v208(E)	15	#5	4'-10"	⊓
v209(E)	2	#5	15'-5"	⌒
Concrete Structures			Cu. Yd.	16.0
Reinforcement Bars, Epoxy Coated			Pound	1,490



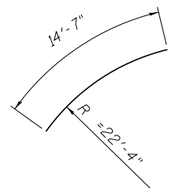
Bars v111(E) & v114(E)



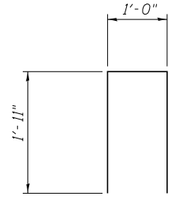
Bar h112(E)



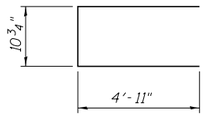
Bar h111(E)



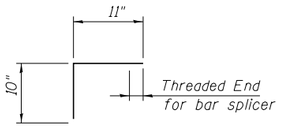
Bar v113(E)



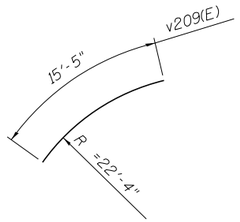
Bar v208(E)



Bar h213(E)



Bar h211(E)



Bar v209(E)

NOTE:

Contractor shall exercise all due care to assure that the maskwall surface finish is intact and the overall appearance is aesthetically pleasing at completion of the project. If the maskwalls are constructed before the deck, approach slab or parapets, additional effort may be required in forming and placing the deck, approach slab and/or parapet concrete, and precautions shall be taken to protect the maskwalls during these operations. If the maskwalls are constructed after deck, approach slab or parapets, temporary earth retention may be required. In either case, any costs for protecting the maskwalls, working around them or temporary earth retention and final grading shall be included in the cost of Concrete Structures.

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FILE NAME = 081-0178-C00AB-104-Maskwall Notes and bill of material.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MASKWALL NOTES AND BILL OF MATERIAL
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S104 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	993
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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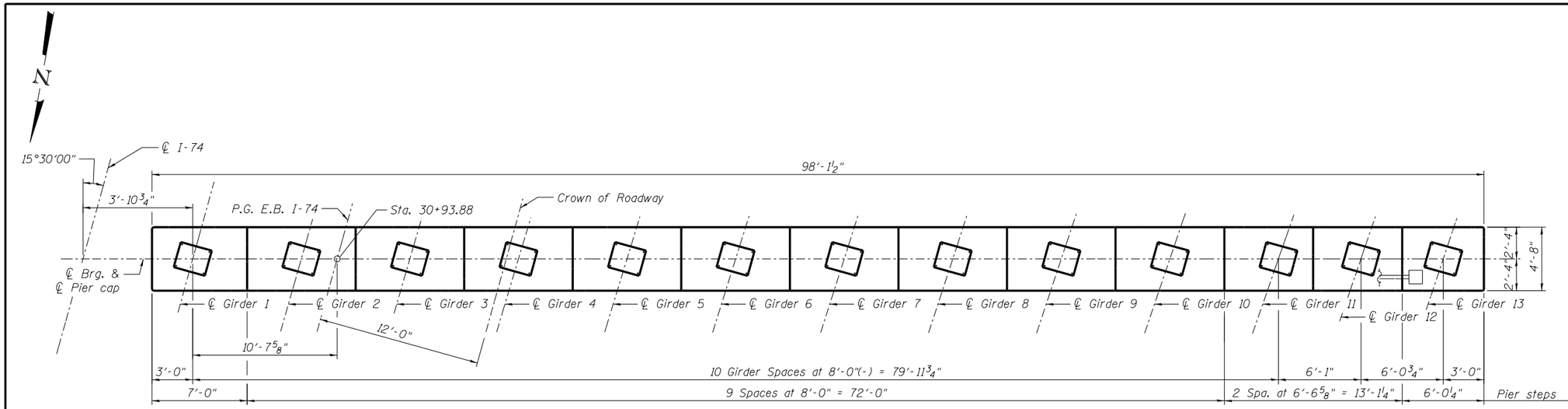
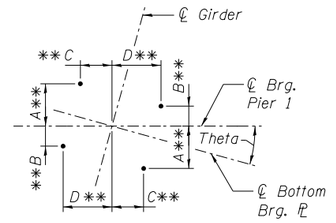


PLAN OF PIER CAP

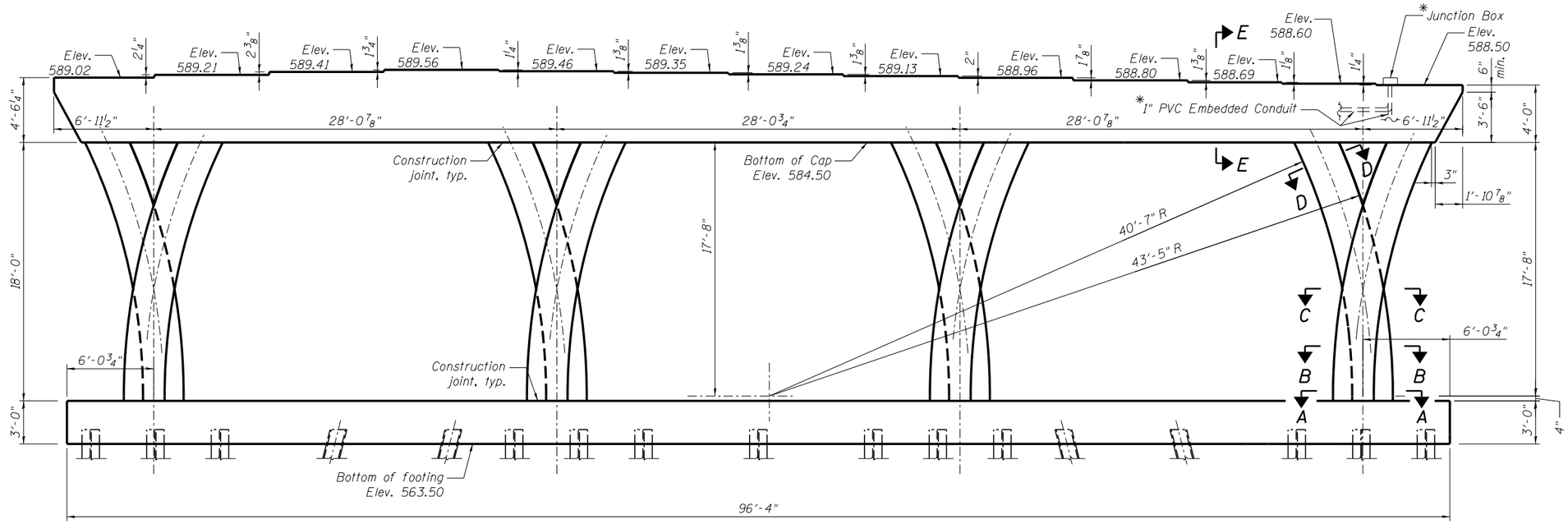


ANCHOR BOLT LAYOUT

A	1'-1⅜" to 1'-2"
B	5⅜" to 6⅜"
C	9⅛" to 10"
D	1'-3½" to 1'-3⅞"

** Variation in anchor bolt offset from ℄ Pier and ℄ Girder Intersection due to variation in Theta. See sheet S93 for additional information and values of theta.

* See "Lighting plans and details" sheets. for details and pay items.



PIER 1 ELEVATION

(Looking South)

PILE DATA

Type: HP14x73 with pile shoes
Nominal Required Bearing: 695 kips
Factored Resistance Available: 452 kips
Est. Length: 10 feet
No. Production Piles: 33
No. Test Piles: 1

NOTES:

1. See sheet S106 for reinforcing details.
2. See sheet S121 for pier notes.
3. See sheet S122 for bar list and bill of material.
4. See sheet S120 for sections A-A, B-B, C-C, D-D & E-E.

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205 North Michigan Avenue, Suite 2400
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FILE NAME = 081-0178-C00AB-105-Pier 1 Plan and Elevation.dgn	USER NAME = ksnider	DESIGNED - AWH	REVISED -
		CHECKED - AJK	REVISED -
	PLOT SCALE =	DRAWN - KMS	REVISED -
MODEL: Default	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 PLAN AND ELEVATION
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S105 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	994
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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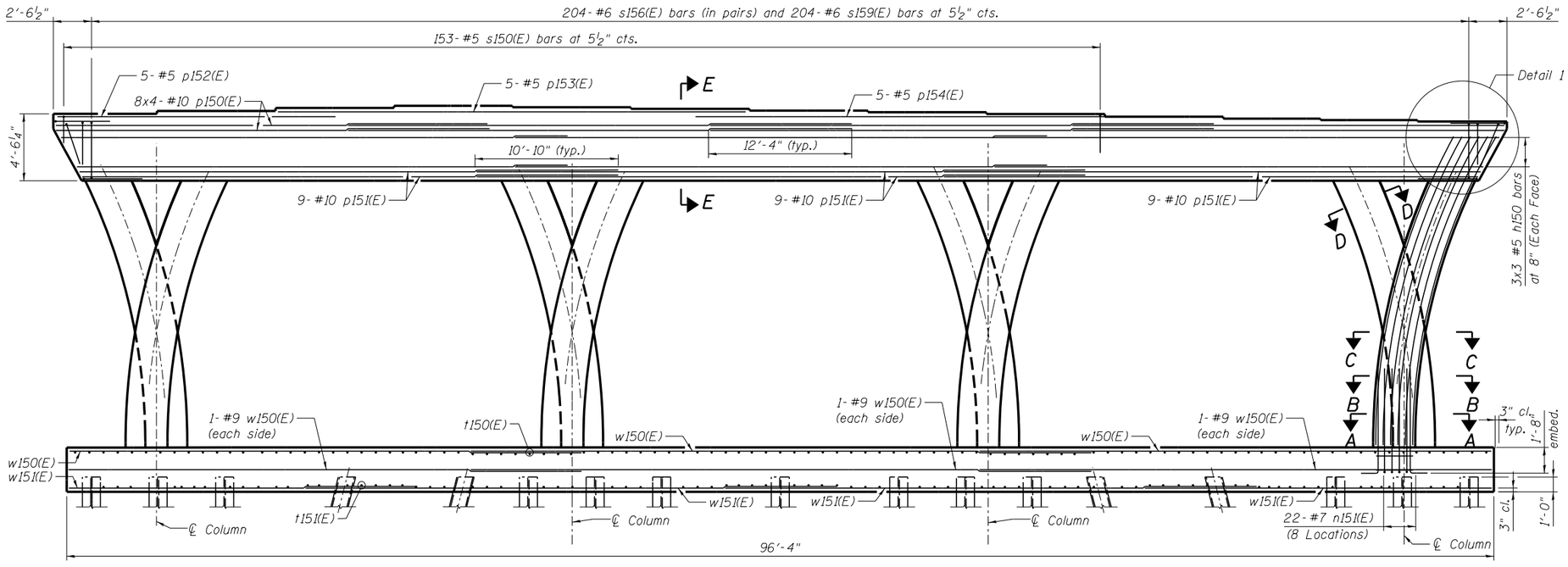
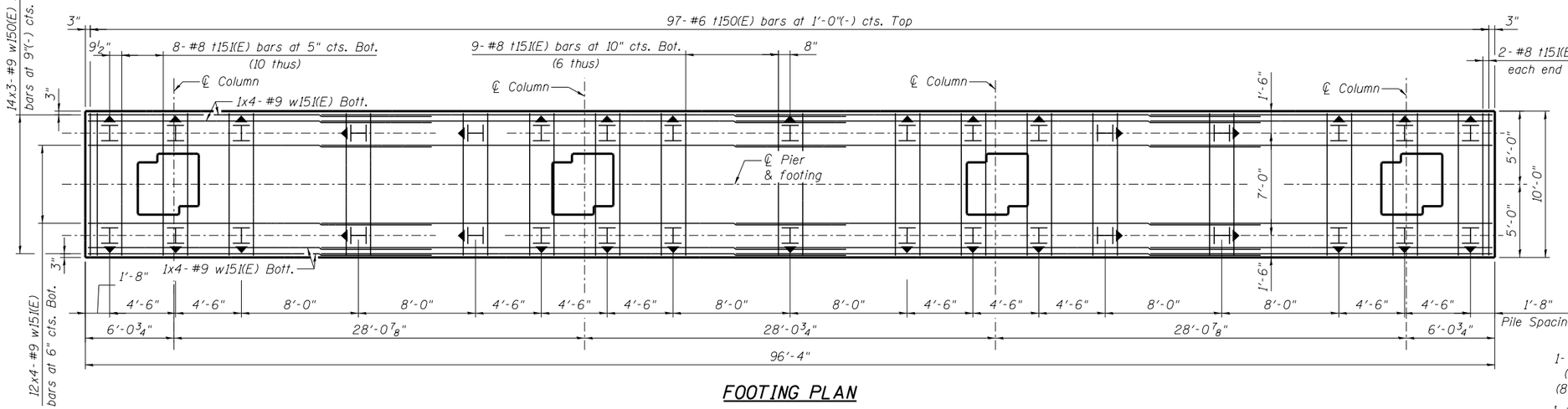
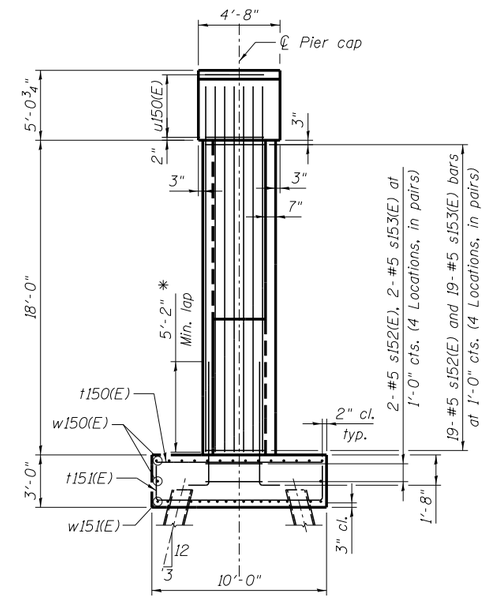


PIER 1 ELEVATION

(Looking South)

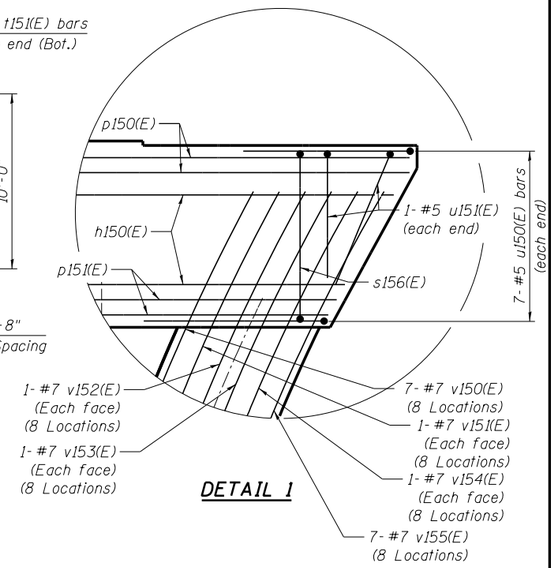


FOOTING PLAN



END VIEW

* Bend n151(E) bars in field to match radius of "v" bars



DETAIL 1

MINIMUM BAR LAP

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

NOTES:

1. See sheet S120 for sections A-A, B-B, C-C, D-D & E-E..
2. See sheet S121 for pier notes.
3. See sheets S8 and S9 for footing and pile layout.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REINFORCEMENT DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S106 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	995
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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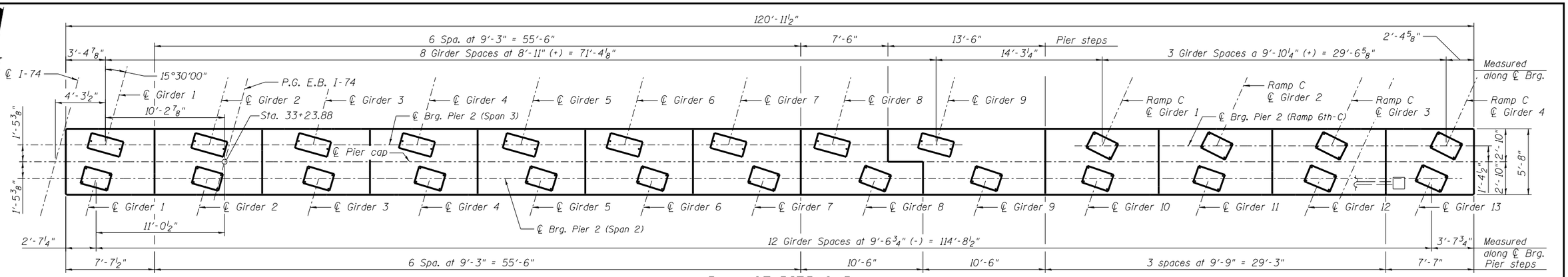
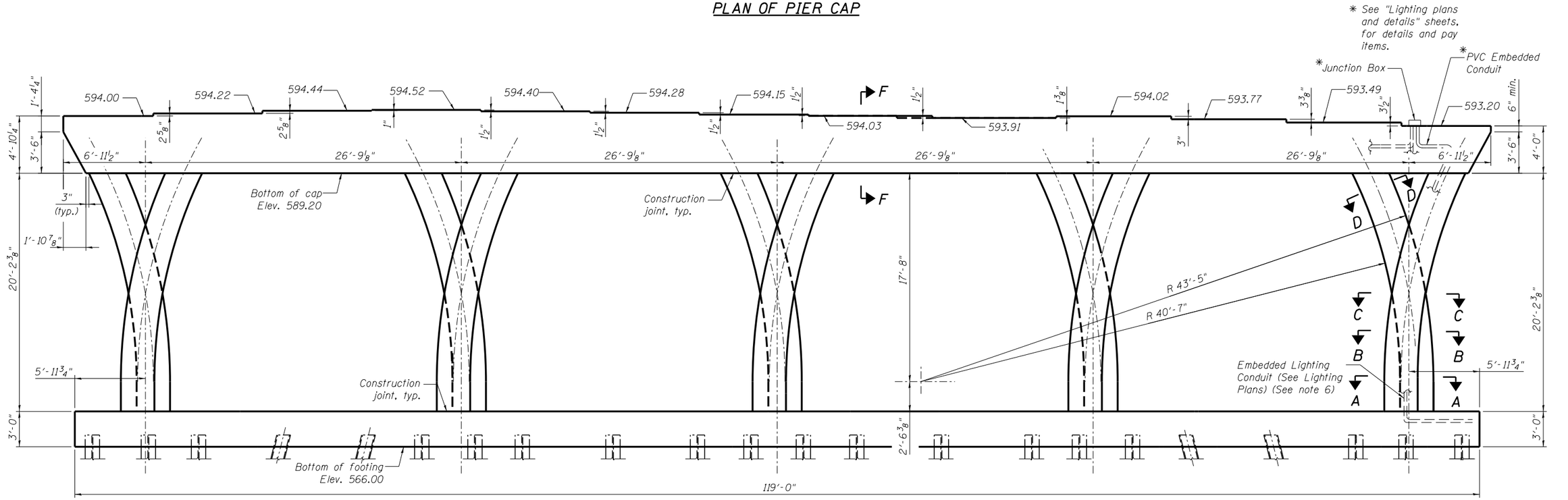


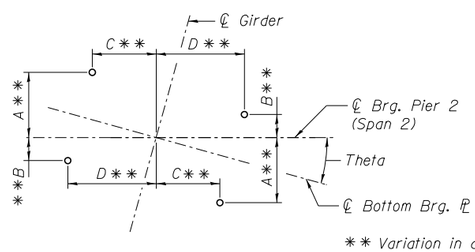
PLAN OF PIER CAP



PIER 2 ELEVATION

(Looking South)

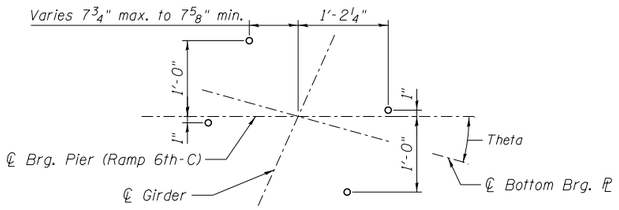
A	10⅜" to 11¾"
B	1½" to 3⅝"
C	8½" to 10⅛"
D	1'-2" to 1'-2⅜"



ANCHOR BOLT LAYOUT

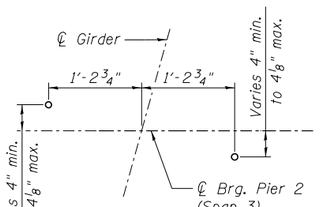
(Span 2)

** Variation in anchor bolt offset from ℄ Pier and ℄ Brg. due to variation in Theta. See sheet S94 and S.N. 081-0186 sheet SC23 for additional information and values of theta.



ANCHOR BOLT LAYOUT

(Ramp 6th-C)



ANCHOR BOLT LAYOUT

(Span 3 Mainline E.B.)

PILE DATA

Type: HP14x73 with pile shoes
Nominal Required Bearing: 695 kips
Factored Resistance Available: 452 kips
Est. Length: 12 feet
No. Production Piles: 43
No. Test Piles: 1

NOTES:

1. See sheet S108 for reinforcing details.
2. See sheet S121 for pier notes.
3. See sheet S122 for bar list and bill of material.
4. See sheet S120 for sections A-A, B-B, C-C & D-D.
5. See sheet S109 for section F-F.
6. Conduits shall be 6" clr. from edge of column.

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FILE NAME = 081-0178-C00AB-107-Pier 2 Plan and Elevation.dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
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MODEL: Default	PLOT SCALE =	DRAWN - KMS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 PLAN AND ELEVATION
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S107 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	996
		CONTRACT NO. 64C08		
		ILLINOIS FED. AID PROJECT		

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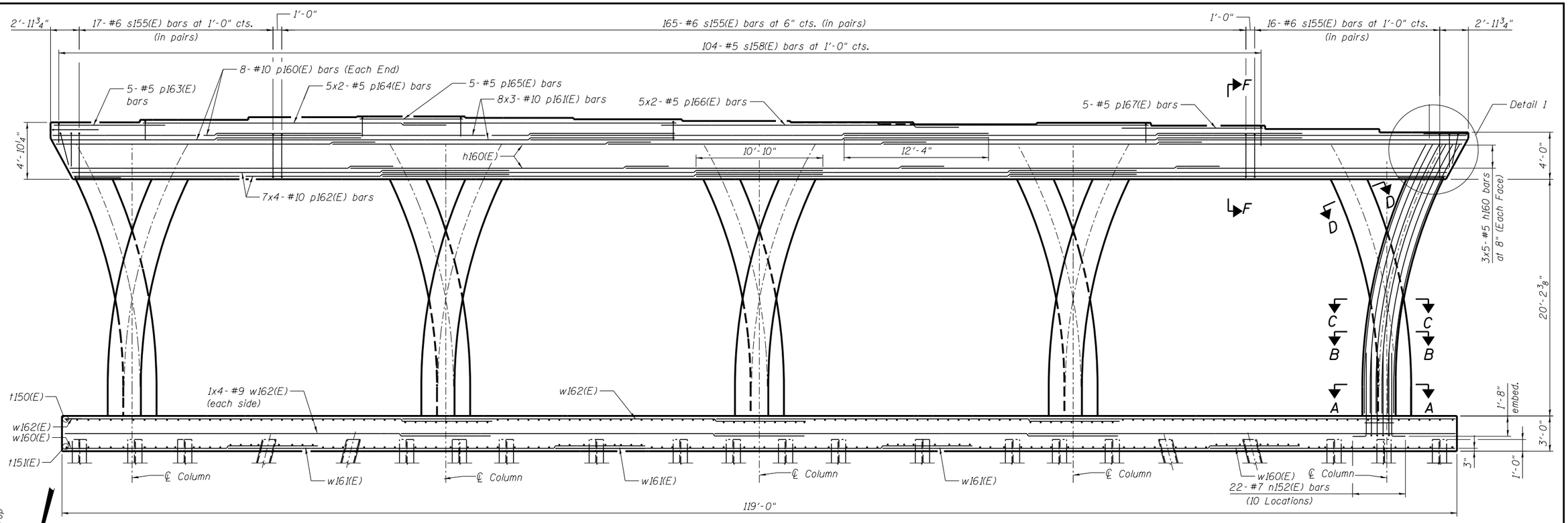

NOTES:

1. For End view, Section F-F, and Detail 1 see sheet S109.
2. See sheet S121 for pier notes.
3. See sheet S8 and S9 for footing and pile layout.
4. See Sheet S120 for sections A-A, B-B, C-C & D-D.

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Chicago, Illinois 60601
312-565-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REINFORCEMENT DETAILS (1 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S108 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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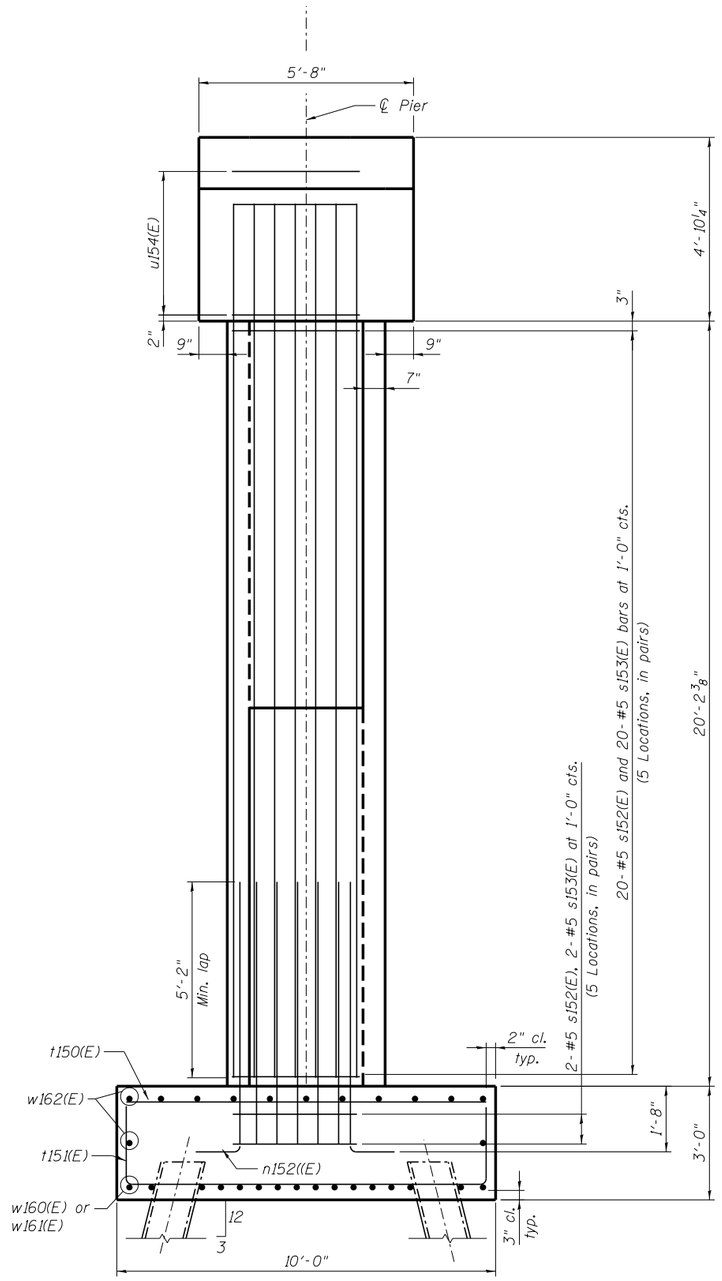
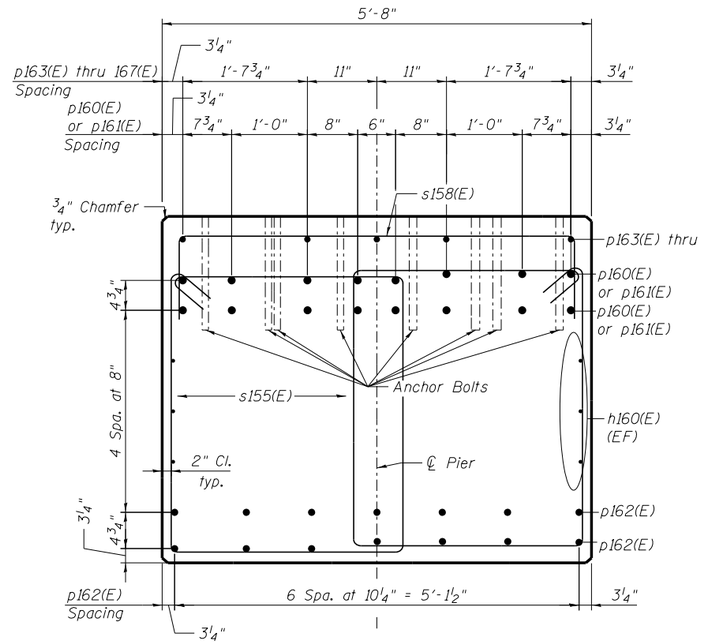
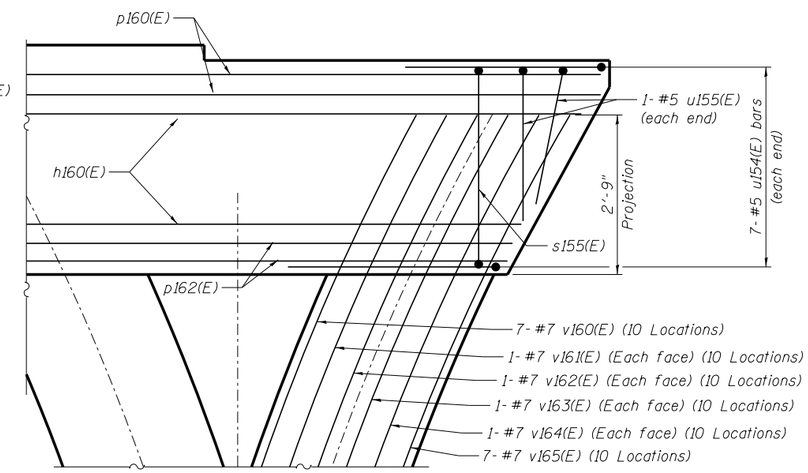


END VIEW



SECTION F-F



DETAIL 1

NOTES:

1. See sheet S121 for pier notes.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-109-Pier 2 Reinforcement Details (2 of 2).dgn	USER NAME = ksnider	DESIGNED - DTS	REVISED -
		CHECKED - AWH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REINFORCEMENT DETAILS (2 OF 2)
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S109 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	998
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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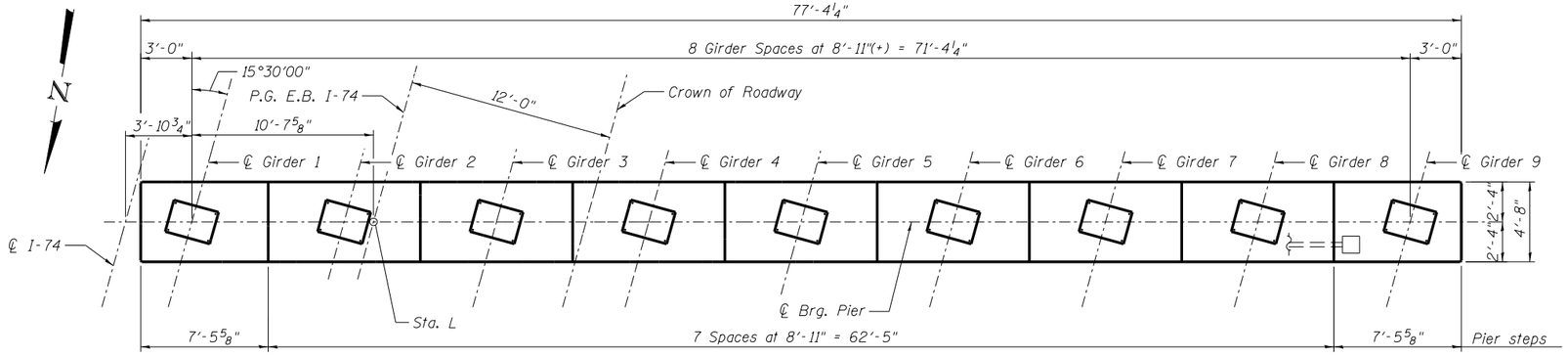
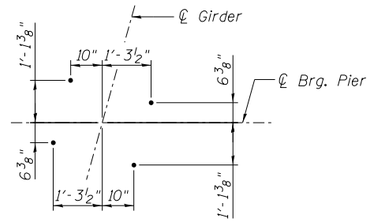
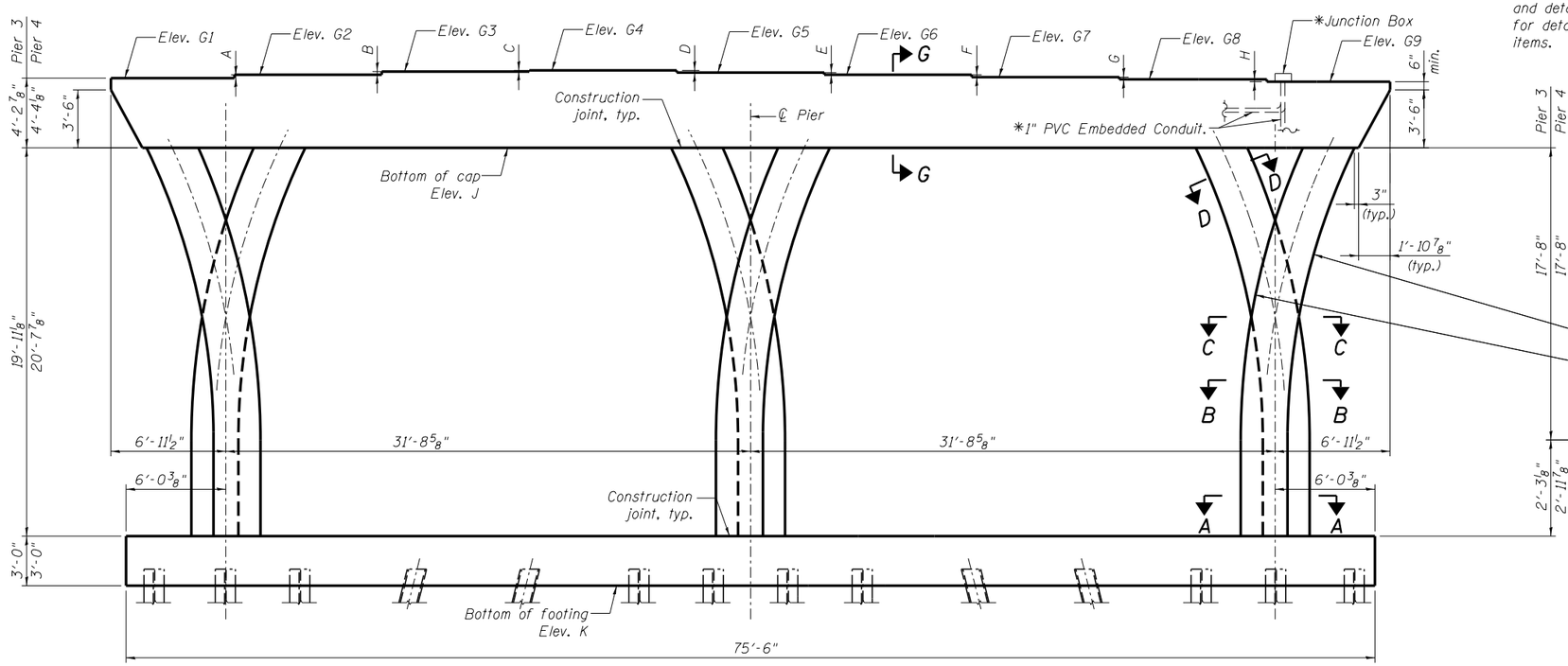


PLAN OF PIER CAP



ANCHOR BOLT LAYOUT



* See "Lighting plans and details" sheets, for details and pay items.

PIERS 3 & 4 ELEVATION

(Looking South)

PIER	A	B	C	D	E	F	G	H	J	K	L	G1	G2	G3	G4	G5	G6	G7	G8	G9
Pier 3	2 3/8"	2 3/8"	7/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 3/4"	592.93	570.00	35+12.88	597.17	597.37	597.57	597.64	597.50	597.36	597.22	597.08	596.93
Pier 4	2 1/4"	2 1/4"	3/4"	2"	1 3/4"	1 1/8"	1 3/4"	1 3/4"	594.66	571.00	36+70.88	599.00	599.19	599.38	599.44	599.27	599.12	598.96	598.81	598.66

PILE DATA - PIER 3

Type: HP14x89 with pile shoes
Nominal Required Bearing: 848 kips
Factored Resistance Available: 551 kips
Est. Length: 18 feet
No. Production Piles: 27
No. Test Piles: 1

PILE DATA - PIER 4

Type: HP14x89 with pile shoes
Nominal Required Bearing: 848 kips
Factored Resistance Available: 551 kips
Est. Length: 18 feet
No. Production Piles: 27
No. Test Piles: 1

NOTES:

1. See sheet S111 for reinforcing details.
2. See sheet S121 for pier notes.
3. See sheet S122 for bar list and bill of material.
4. See sheet S120 for sections A-A, B-B, C-C, D-D & G-G.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-110-Piers 3 and 4 Plan and Elevation.dgn	USER NAME = ksnider	DESIGNED - AWH	REVISED -
		CHECKED - AJK	REVISED -
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	PLOT DATE = 1/18/2017	CHECKED - AJK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS 3 AND 4 PLAN AND ELEVATION
STRUCTURE NO. 081-0178 (EASTBOUND)
SHEET NO. S110 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	999
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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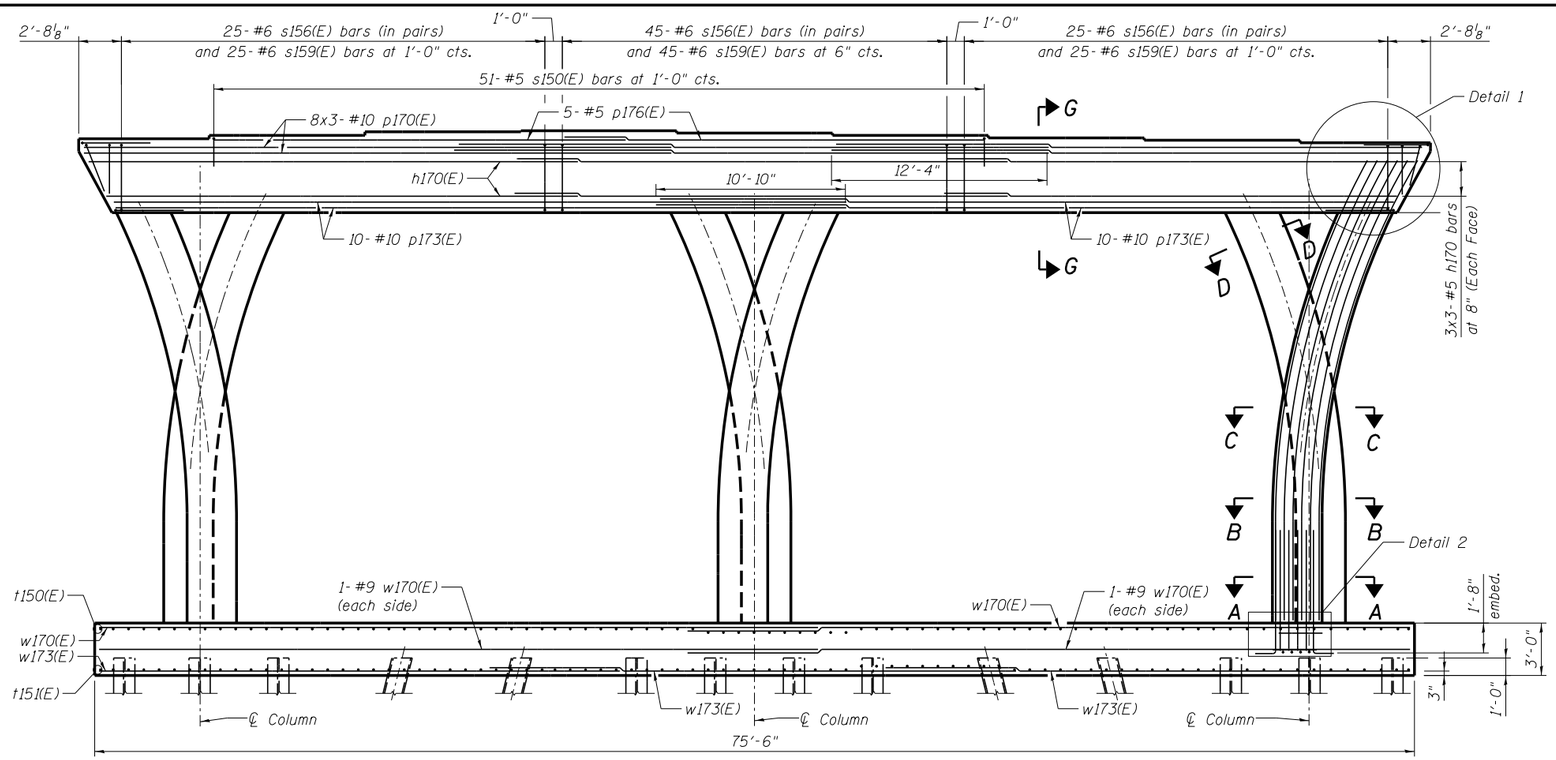
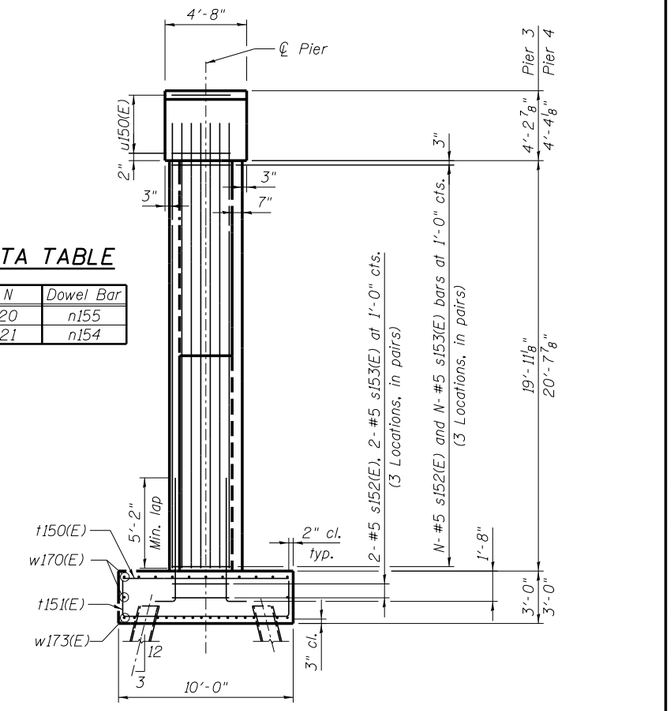


PIER ELEVATION

(Looking South)

PIER DATA TABLE

PIER	N	Dowel Bar
Pier 3	20	n155
Pier 4	21	n154

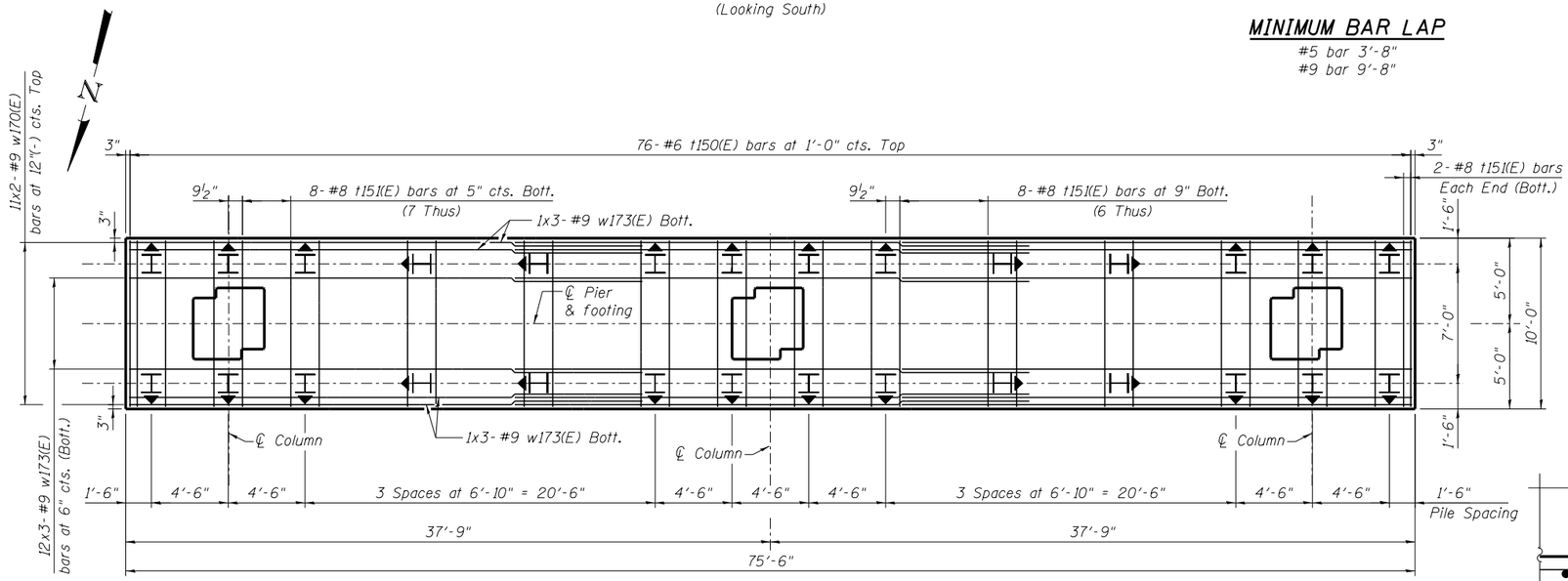


END VIEW

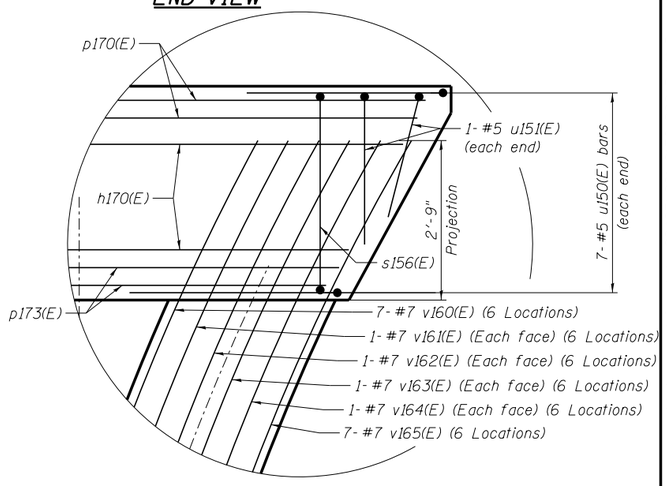
MINIMUM BAR LAP

#5 bar 3'-8"

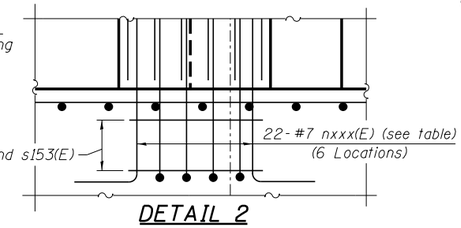
#9 bar 9'-8"



FOOTING PLAN



DETAIL 1



DETAIL 2

NOTES:

1. See sheet S120 For sections A-A, B-B, C-C, D-D, & G-G.
2. See sheet S121 for pier notes.
3. See sheets S8 and S9 for footing and pile layout.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

FILE NAME = 081-0178-C00AB-111-Piers 3 and 4 Reinforcement Details.dgn	USER NAME = ksnider	DESIGNED - AWH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS 3 AND 4 REINFORCEMENT DETAILS
STRUCTURE NO. 081-0178 (EASTBOUND)

SHEET NO. S111 OF S138 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	81-1HVBR	ROCK ISLAND	1504	1000
		CONTRACT NO. 64C08		
	ILLINOIS FED. AID PROJECT			

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