MATCHLINE (SEE SHEET 5)

MATCHLINE (SEE SHEET 7)

MAINTAIN & PROTECT EXISTING CONDUIT AND FIBER OPTIC CABLE INSTALL 494.60' 1-72 COND SMFO CABLE.

I-55/64/70 EB

EXISTING HANDHOLE

EXISTING HANDHOLE

15"

60"

18"

15"

12"

24" COMB

30" COMB

12" COMB

8"

8"

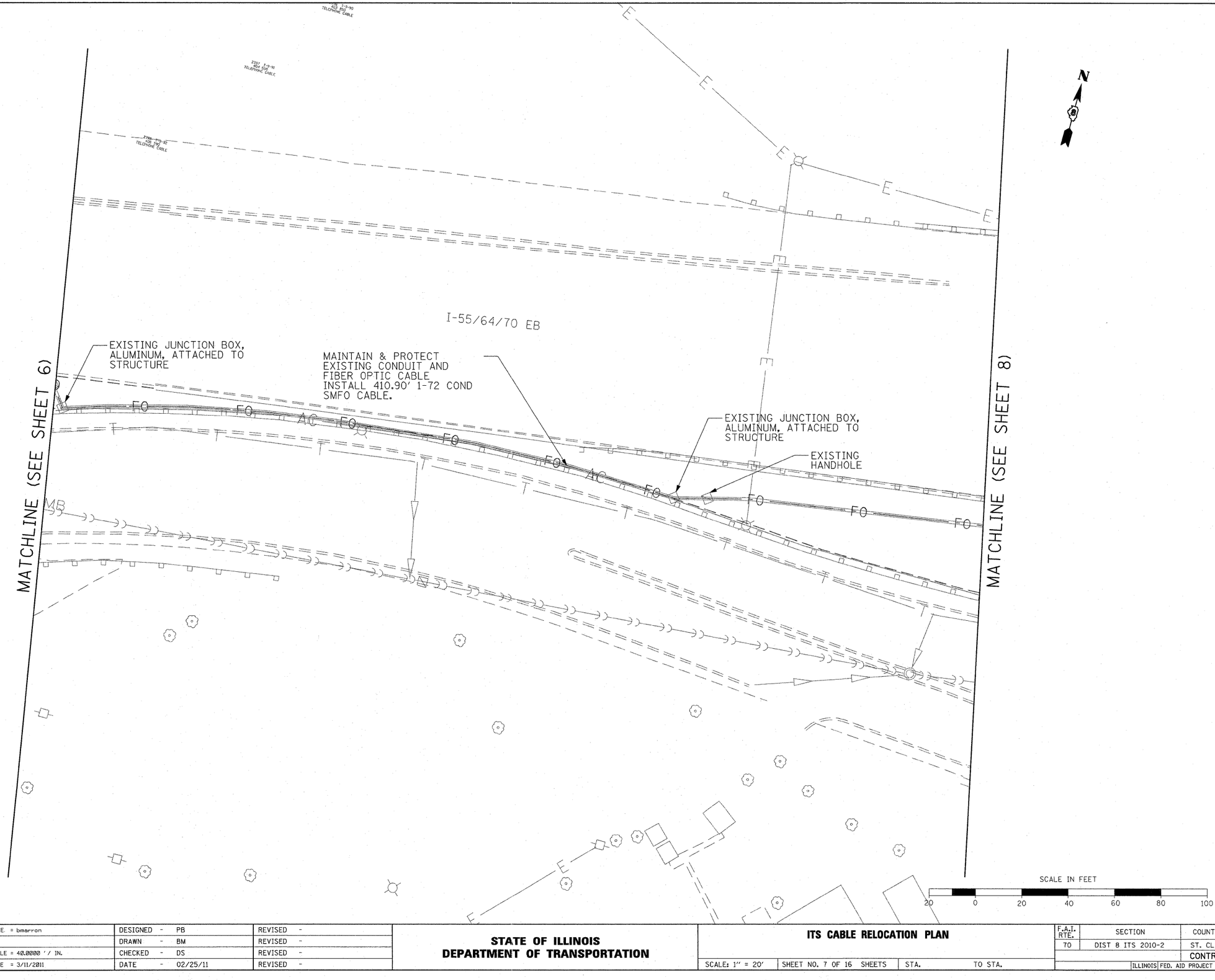
8"

18" COMB

SCALE IN FEET

20 0 20 40 60 80 100

FILE NAME = D8Tr1-00-sht-ITS04-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ITS CABLE RELOCATION PLAN**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BM	REVISED -			70	DIST 8 ITS 2010-2	ST. CLAIR	319	101
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -					CONTRACT NO. 76C75		
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -		SCALE: 1" = 20' SHEET NO. 6 OF 16 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



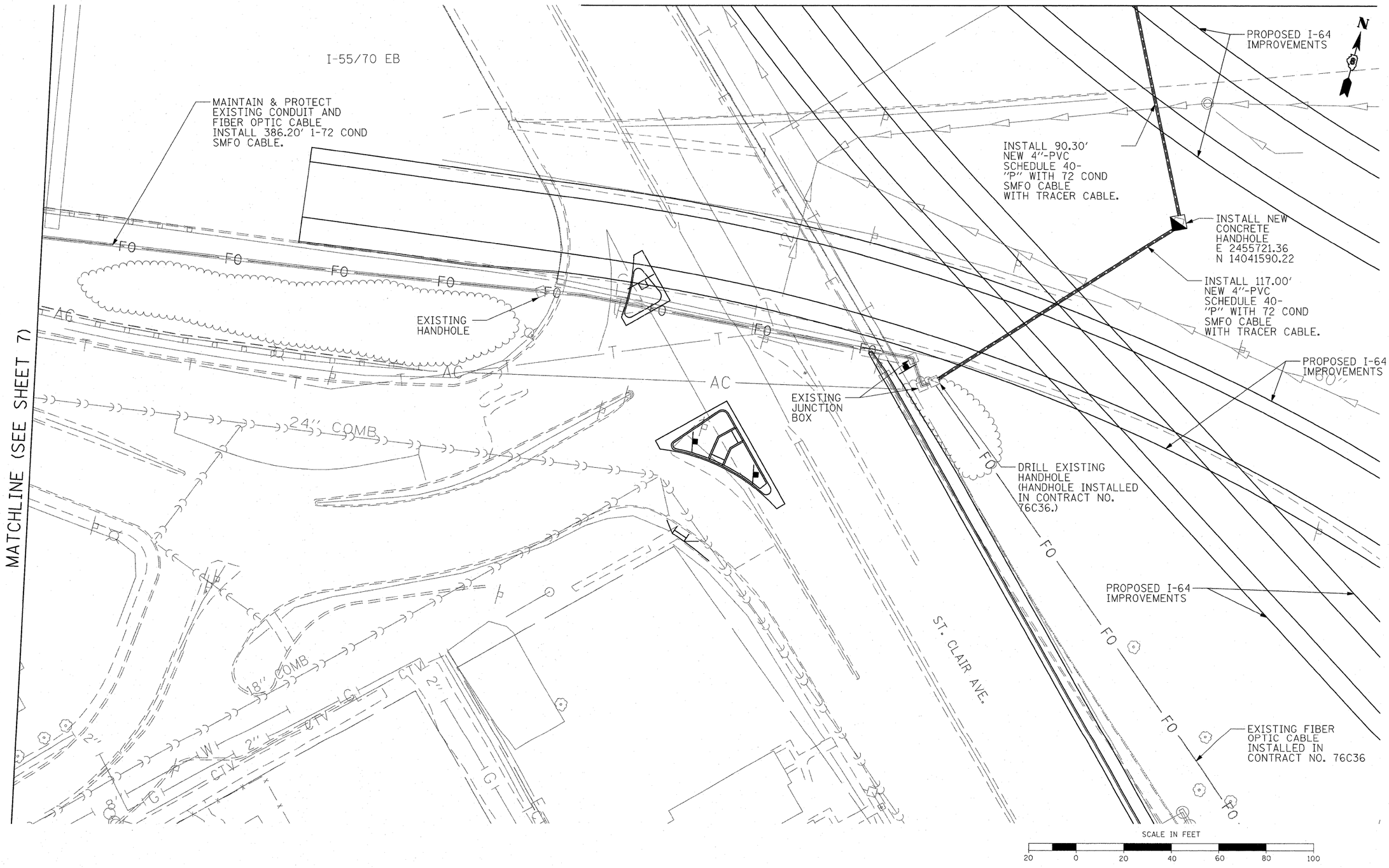
FILE NAME = D8Tri-00-sht-ITS05-378602.dgn	USER NAME. = bmarron	DESIGNED - PB	REVISED -
		DRAWN - BM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

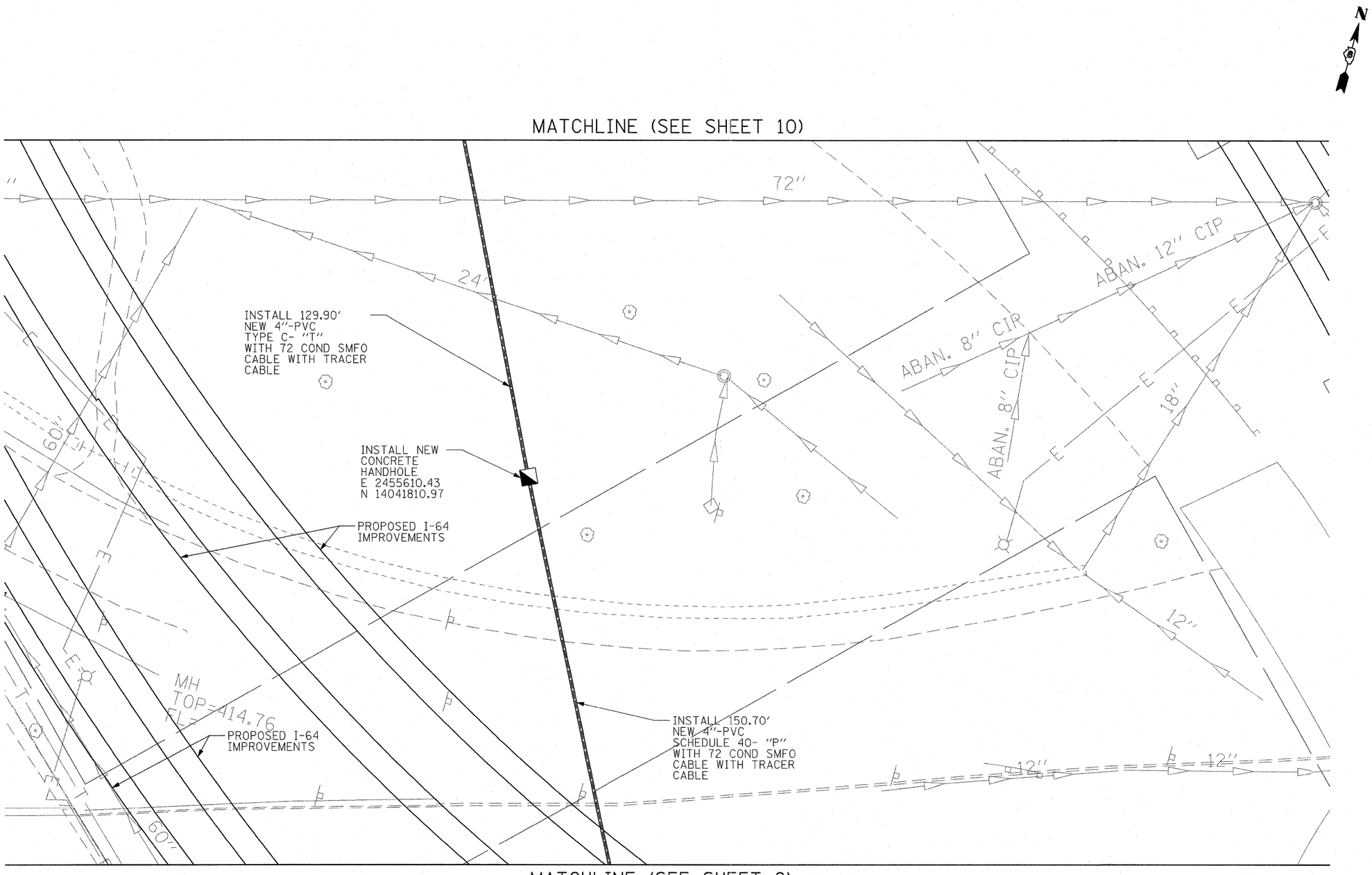
ITS CABLE RELOCATION PLAN

SCALE: 1" = 20' | SHEET NO. 7 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	319	102
		CONTRACT NO. 76C75		
	ILLINOIS FED. AID PROJECT			



FILE NAME = D8Tri-00-sht-ITS06-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ITS CABLE RELOCATION PLAN**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BM	REVISED -			70	DIST 8 ITS 2010-2	ST. CLAIR	319	103
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -					CONTRACT NO. 76C75		
	PLOT DATE = 3/16/2011	DATE - 02/25/11	REVISED -		SCALE: 1" = 20' SHEET NO. 8 OF 16 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



SCALE IN FEET

20 0 20 40 60 80 100

FILE NAME = D8Tr1-00-sht-ITS07-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ITS CABLE RELOCATION PLAN**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BM	REVISED -			70	DIST 8 ITS 2010-2	ST. CLAIR	319	103A
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -					CONTRACT NO. 76C75		
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -		SCALE: 1" = 20' SHEET NO. 9 OF 16 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

AC

27"

AC

BILLBOARD

AC

N

PROPOSED I-55/70
IMPROVEMENTS

PROPOSED I-64
IMPROVEMENTS

MAINTAIN & PROTECT EXISTING CONDUIT
INSTALL 204.20' 1-72 COND SMFO CABLE.
REMOVE EXISTING FIBER OPTIC CABLE
FROM CONDUIT AFTER OPERATION OF NEW FIBER.

E E E

EXISTING
HANDHOLE

FO FO FO FO FO FO FO FO FO FO

REMOVE 179.80' EXISTING F.O. CABLE
FROM CONDUIT AND ABANDON CONDUIT
IN PLACE AFTER OPERATION OF NEW FIBER.

OVERHEAD SIGN

006402.8W.11D EXISTING CABINET
MAINTAIN FIBER OPTIC CONNECTION
TO CABINET AT MP 2.8 UNTIL
INSTALLATION OF NEW FIBER.
FOR SCEMATIC, SEE SHEET 103G

MAINTAIN & PROTECT EXISTING CONDUIT
INSTALL 129.20' 1-72 COND SMFO CABLE.
REMOVE EXISTING FIBER OPTIC CABLE
FROM CONDUIT AFTER OPERATION OF
NEW FIBER.

I-64 WB

INSTALL 101.20' NEW
4"-PVC SCHEDULE 40- "P"
WITH 72 COND SMFO CABLE
WITH TRACER CABLE.

MATCHLINE (SEE SHEET 11)

INTERCEPT EXISTING
CONDUIT. INSTALL
NEW CONCRETE
HANDHOLE.
E 2455752.90
N 14042038.81

MAINTAIN & PROTECT EXISTING CONDUIT
INSTALL 14.20' 2-72 COND SMFO CABLE.
REMOVE EXISTING FIBER OPTIC CABLE
FROM CONDUIT AFTER OPERATION OF NEW FIBER.

DRILL EXISTING
HANDHOLE

INSTALL 38.80' NEW
4"-PVC TYPE C- "T"
WITH 72 COND SMFO CABLE
WITH TRACER CABLE.

REMOVE 84.30' EXISTING F.O. CABLE
FROM CONDUIT AND ABANDON CONDDUIT IN
PLACE AFTER OPERATION OF NEW FIBER.

MATCHLINE (SEE SHEET 9)

SCALE IN FEET
20 0 20 40 60 80 100

FILE NAME = D8Tr1-00-sht-ITS28-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -
		DRAWN - BM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS CABLE RELOCATION PLAN

SCALE: 1" = 20' | SHEET NO. 10 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	319	103B
		CONTRACT NO. 76C75		
	ILLINOIS FED. AID PROJECT			

NOTE:
COORDINATE ALL WORK WITH LIGHT TOWER AND LIGHTING CABLE INSTALLATION IN CONTRACT NO. 76C54

INSTALL NEW CONCRETE HANDHOLE
E 2455905.64
N 14042174.36

INSTALL 197.20' NEW 4"-PVC TYPE C- "T" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

INSTALL NEW CONCRETE HANDHOLE
E 2456104.12
N 14042130.13

INSTALL 83.80' NEW 4"-PVC SCHEDULE 40- "P" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

INSTALL NEW CONCRETE HANDHOLE
E 2455883.09
N 14042083.97

FIBER OPTIC CABLE SHOULD BE INSTALLED CLOSE TO BACK OF EXISTING RETAINING WALL "N" (2'-3") TO AVOID WALL 306 CONSTRUCTION AND HIGH MAST LIGHT TOWER 4-25A1

INSTALL 30.60' NEW 4"-PVC SCHEDULE 40- "P" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

PROPOSED I-55/70 IMPROVEMENTS

INSTALL 244.10' NEW 4"-PVC TYPE C- "T" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

INSTALL 4.90' NEW 4"-PVC TYPE C- "T" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

REMOVE EXISTING HANDHOLE AFTER OPERATION OF NEW FIBER.

REMOVE 245.90' EXISTING F.O. CABLE FROM CONDUIT AND ABANDON CONDUIT IN PLACE AFTER OPERATION OF NEW FIBER.

REMOVE 110.20' EXISTING F.O. CABLE FROM CONDUIT AND ABANDON CONDUIT IN PLACE AFTER OPERATION OF NEW FIBER.

INSTALL NEW CONCRETE HANDHOLE
E 2456349.86
N 14042101.04

REMOVE 271.90' EXISTING F.O. CABLE FROM CONDUIT AND ABANDON CONDUIT IN PLACE AFTER OPERATION OF NEW FIBER.

PROPOSED I-64 IMPROVEMENTS

PROPOSED I-55/70 IMPROVEMENTS

MATCHLINE (SEE SHEET 10)

MATCHLINE (SEE SHEET 12)

I-64 WB

I-55/70 WB

72" CASING

ABAN. 8" CIP WELL

6" DISCH. P.

SCALE IN FEET
20 0 20 40 60 80 100

FILE NAME = DBTri-00-sht-ITS09-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS CABLE RELOCATION PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BM	REVISED -			70	DIST 8 ITS 2010-2	ST. CLAIR	319	103C
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -					CONTRACT NO. 76C75		
	PLOT DATE = 3/16/2011	DATE - 02/25/11	REVISED -		SCALE: 1" = 20' SHEET NO. 11 OF 16 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

MATCHLINE (SEE SHEET 11)

RVL

METAL BLDG

CONC

COMB

21" COMB

BIT

BOWMAN YARD

EXISTING WET WELL ACCESS BUILDING

EXISTING PUMP STATION WET WELL

AC

42" COMB

FO

REMOVE 246.70' EXISTING F.O. CABLE FROM CONDUIT AND ABANDON CONDUIT IN PLACE AFTER OPERATION OF NEW FIBER.

INSTALL 67.00' NEW 4"-PVC TYPE C- "T" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

INSTALL FIBER OPTIC CABLE 20' SOUTH OF PROPOSTED WALL 306

℄ I-55/70

INSTALL 235.20' NEW 4"-PVC TYPE C- "T" WITH 72 COND SMFO CABLE WITH TRACER CABLE.

MAINTAIN AND PROTECT EXISTING CONDUIT AND INSTALL 24.50' 1-72 COND SMFO REMOVE EXISTING F.O. CABLE FROM CONDUIT.

EXISTING PUMP STATION CONTROL BUILDING MP 3.1

DRILL EXISTING HANDHOLE

NOTE: CONDUIT IS REQUIRED TO BE 3' BELOW PROPOSED EXCAVATION. SEE CROSS SECTIONS STA. 65+00 RAMP I-55S/70W

INSTALL NEW CONCRETE HANDHOLE
E 2456595.77
N 14042122.79

PROPOSED I-55/70 IMPROVEMENTS

PROPOSED I-55/70 IMPROVEMENTS

SCALE IN FEET
20 0 20 40 60 80 100

N

FILE NAME = DBTri-00-sht-ITS10-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -
		DRAWN - BM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -
	PLOT DATE = 3/16/2011	DATE - 02/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS CABLE RELOCATION PLAN

SCALE: 1" = 20' | SHEET NO. 12 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	319	103D
		CONTRACT NO. 76C75		
	ILLINOIS FED. AID PROJECT			

Location (Fibers on East Side)						
Fiber	557002.4		557002.8		557003.1	
1-2	T		T		E	
3-12	T			S	E	
13-14	T		T		E	
15-24	T			S	E	
25-26		S		S	E	
27-28		S		S		S
29-30		S		S		S
31-32		S		S	E	
33-34		S		S		S
35-36		S		S		S
37-38		S		S		S
39-40		S		S		S
41-42		S		S		S
43-44		S		S	E	
45-72		S		S		S

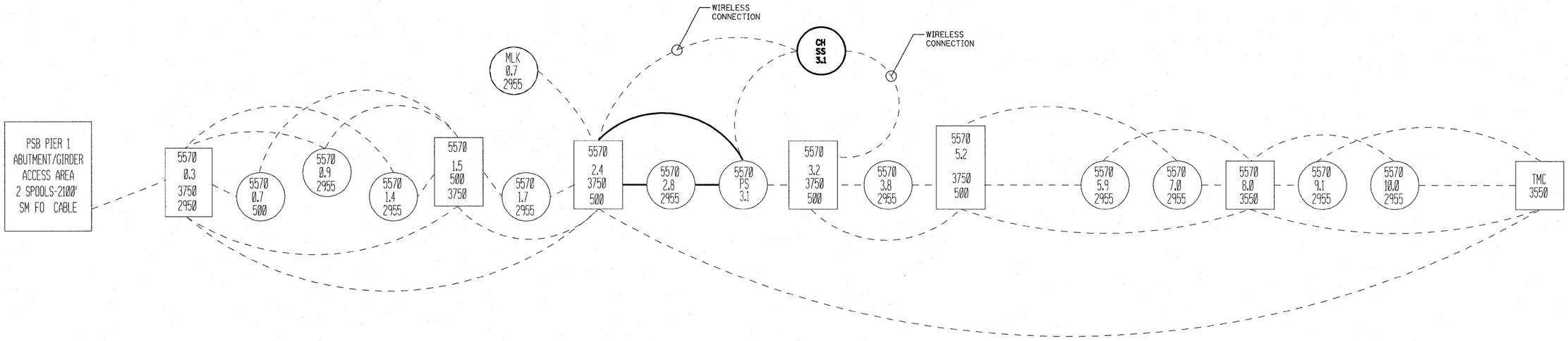
Location (Fibers on West Side)						
Fiber	557003.1		557002.8		557002.4	
1-2	T		T		T	
3-12	T			S	T	
13-14	T		T		T	
15-24	T			S	T	
25-26	T			S		S
27-28		S		S		S
29-30		S		S		S
31-32	T			S		S
33-34		S		S		S
35-36		S		S		S
37-38		S		S		S
39-40		S		S		S
41-42		S		S		S
43-44	T			S		S
45-72		S		S		S

Location (Fibers on South Side)						
Fiber	557002.4					
1-2	T					
3-4	T					
5-6	T					
7-8	T					
9-10	T					
11-12	T					
13-14	T					
15-16	T					
17-18	T					
19-20	T					
21-22	T					
23-24	T					
25-26	T					
27-28	T					
29-36	T					
37-72	T					

Location (Fibers on MLK Run)						
Fiber	557002.4					
1-2	T					
3-4		B				
5-6		B				
7-8		B				
9-10		B				
11-12		B				
13-14	T					
15-16		B				
17-18		B				
19-20		B				
21-22		B				
23-24		B				
25-26		B				
27-28		B				
29-36		B				
37-72		B				

TOTAL SPLICES = 316
TOTAL TERMINATIONS = 192

T = Terminate Fiber
S = Fusion Splice Fiber
E = Existing Terminted Fiber
B = Bare (Unused)



LEGEND

- - - - EXISTING CONNECTION

——— PROPOSED OR MODIFIED CONNECTION

NOTES

1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.
2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.
3. PS = PUMP STATION
4. SS = SERVICE SHELTER
5. TMC = TRAFFIC MANAGEMENT CENTER

FILE NAME = D8Tri-00-sht-ITScomm-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -
		DRAWN - BM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -
	PLOT DATE = 3/14/2011	DATE - 02/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS CABLE RELOCATION PLAN

SCALE: | SHEET NO. 13 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	319	103E
		CONTRACT NO. 76C75		
	ILLINOIS FED. AID PROJECT			

AUTOSCOPE — PSBC01.7E.10D

18"X18"X12" JUNCTION BOX
IFS VT1910
110VAC/24VAC XFER
15A CB
SURGE ARRESTOR SHA 1250
2-22AWG TW.SH. FOR CAMERA CONTROL
RG-59 COAX FOR VIDEO
PTZ — PSBC01.7A.42C
RS422
COAX
MM FIBER

CABINET MP1.7
IFS VR1910
RS422 COAX
MPEG2 ENCODER
120V POWER SUPPLY
1 PR #18 TW.SH. FROM
SURGE ARRESTER FAILURE
NOTIFICATION RELAY
CONTACTS
ACIP1E
E100
CISCO 2955

18"X18"X12" JUNCTION BOX
IFS VT1910
2-22AWG TW.SH. FOR CAMERA CONTROL
RG-59 COAX FOR VIDEO
PTZ — PSBC02.4A.05C
RADAR VDS — PSBC02.4E.11R
110VAC/24VAC XFER
15A CB
SURGE ARRESTOR SHA 1250
MM FIBER

WCD — PSBC02.4A.11D

NOTE:
WCD INSTALLED ON THE EXISTING 40' METAL POLE WITH CAMERA LOWERING DEVICE. AVOID INTERUPTION OF CAMERA LOWERING DEVICE.

COAXIAL
RS422

CABINET MP2.4
IFS VR1910
RS422 COAX
MPEG2 ENCODER
E100
120V POWER SUPPLY
1 PR #18 TW.SH. FROM
SURGE ARRESTER FAILURE
NOTIFICATION RELAY
CONTACTS

PSBC02.4W.25R — RADAR VDS
RS422

CABINET MP2.4A
COAX TO ETHERNET CONVERTER
E100
CISCO 500
SERIAL TO ETHERNET CONVERTER
SERIAL TO ETHERNET CONVERTER
E100
E100
E100
CISCO 3750

FIBER 01 FROM MP5MLKB00.7 CABINET (RE-ROUTED)
FIBER 02 TO MP5MLKB00.7 CABINET (RE-ROUTED)

FIBER 01 FROM MP557001.5 CABINET
FIBER 02 TO MP557001.5 CABINET
FIBER 01 (RE-ROUTED)
FIBER 02 (RE-ROUTED)
FIBER 07 TO MP557001.5 CABINET (RE-ROUTED)
FIBER 08 FROM MP557001.5 CABINET (RE-ROUTED)
FIBER 09 FROM MP557000.3 CABINET (RE-ROUTED)
FIBER 10 TO MP557000.3 CABINET (RE-ROUTED)
FIBER 01 TO MP3.9 (RE-ROUTED)
FIBER 02 FROM MP3.9 (RE-ROUTED)
FIBER 03 TO MP4.5 (RE-ROUTED)
FIBER 04 FROM MP4.5 (RE-ROUTED)
FIBER 07 TO MP6.9 (RE-ROUTED)
FIBER 08 FROM M6.9 (RE-ROUTED)

FIBER 01 TO MP557003.1 BOWMAN PUMP STATION
FIBER 02 FROM MP557003.1 BOWMAN PUMP STATION
FIBER 03 TO MP006402.8 CABINET
FIBER 04 FROM MP006402.8 CABINET
FIBER 07 TO MP557003.2 CABINET
FIBER 08 FROM MP557003.2 CABINET
FIBER 09 TO TMC (RE-ROUTED)
FIBER 10 FROM TMC (RE-ROUTED)
FIBER 25 TO MP5.6 (RE-ROUTED)
FIBER 26 FROM MP5.6 (RE-ROUTED)
FIBER 27 TO THE TMC (RE-ROUTED)
FIBER 28 FROM THE TMC (RE-ROUTED)
FIBER 12 TO MP5.1 (FUTURE) (RE-ROUTED)
FIBER 11 TO MP5.1 (FUTURE) (RE-ROUTED)

LEGEND

- - - - EXISTING CONNECTION

——— PROPOSED OR MODIFIED CONNECTION

NOTES

1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.
2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.
3. TMC = TRAFFIC MANAGEMENT CENTER

COMMUNICATION DIAGRAM 1 OF 3

FILE NAME = D8Tri-00-sht-ITSdetail-370602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -
		DRAWN - BM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS CABLE RELOCATION PLAN

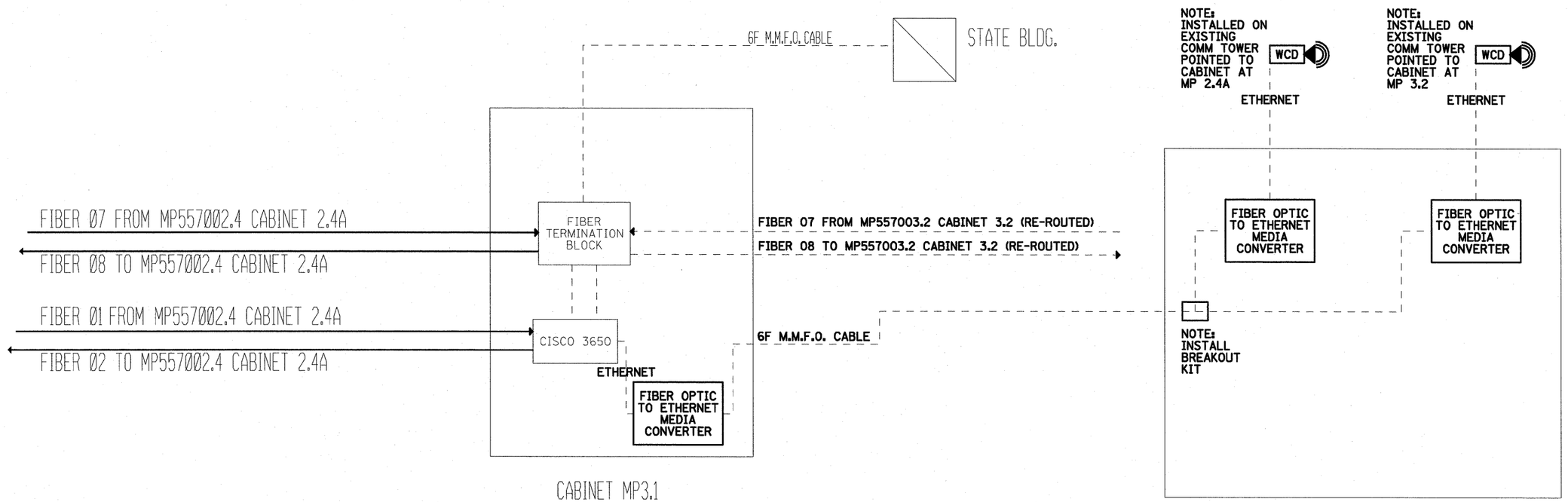
SCALE: | SHEET NO. 14 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	319	103F
		CONTRACT NO. 76C75		
		ILLINOIS FED. AID PROJECT		

DRAWING OF CABINET 2.8 IS PENDING

COMMUNICATION DIAGRAM 2 OF 3

FILE NAME = D8Tri-00-sht-ITSdetail2-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ITS CABLE RELOCATION PLAN**			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BM	REVISED -					70	DIST 8 ITS 2010-2	ST. CLAIR	319	103G
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -							CONTRACT NO. 76C75		
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -		SCALE:	SHEET NO. 15 OF 16 SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT		



CABINET MP3.1
(BOWMAN PUMP STATION)

MP 3.1
(SERVICE SHED)

LEGEND

- – – – EXISTING CONNECTION
- ——— PROPOSED OR MODIFIED CONNECTION

NOTES

1. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL CABLES NECESSARY TO MAKE THE SYSTEM OPERATIONAL. RG-59 SHALL BE 100% COPPER SHIELDING. TWISTED SHIELDED CABLE SHALL BE ACCORDING TO IMSA 20-2.
2. ALL FIBER OPTIC CABLE MUST BE TERMINATED WITH BREAKOUT KIT AND ST STYLE CONNECTOR.
3. RE-ROUTED REFERS TO NEW OR EXISTING FO CABLE THAT IS TO BE REDIRECTED TO A NEW CONNECTION POINT; OR PULLED THRU A NEW CONDUIT PATH TO AN EXISTING CONNECTION POINT, AS INDICATED ON SHEETS 6 THRU 8.

COMMUNICATION DIAGRAM 3 OF 3

FILE NAME = D8Tri-00-sht-ITSdata13-378602.dgn	USER NAME = bmarron	DESIGNED - PB	REVISED -
		DRAWN - BM	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - DS	REVISED -
	PLOT DATE = 3/11/2011	DATE - 02/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS CABLE RELOCATION PLAN

SCALE: | SHEET NO. 16 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	DIST 8 ITS 2010-2	ST. CLAIR	319	103H
		CONTRACT NO. 76C75		
	ILLINOIS FED. AID PROJECT			

ELECTRICAL SYMBOLS FOR PROPOSED WORK

CONVENTIONAL LIGHTING UNIT:
45'-0" MOUNTING HEIGHT
15'-0" MAST ARM(S)
250 WATT HPS M-C-III LUMINAIRE(S)
GROUND MOUNTED ON A
BREAKAWAY TRANSFORMER BASE

TEMPORARY LIGHTING UNIT:
400 WATT HPS LUMINAIRE (TYPE M-C-III);
15 FOOT MAST ARM; 60 FOOT, CLASS 4, WOOD POLE

TEMPORARY WOOD POLE: 50 FOOT LENGTH
(10 FOOT BURIED, 40 FOOT INSTALLED HEIGHT)

RECORDER WELL

DEEP WELL

EXISTING DEEP WELL TO BE ADJUSTED

AC — TEMPORARY AERIAL CABLE

RACEWAY OR DIRECT BURIAL CABLE
UNDERGROUND WITHOUT ENCASEMENT

SCHEDULE 80 PVC CONDUIT SLEEVE
TRENCHED OR PUSHED

RACEWAY ATTACHED TO STRUCTURE

RACEWAY EMBEDDED IN CONCRETE STRUCTURE

ELECTRICAL SYMBOLS FOR EXISTING CONDITIONS

EXISTING HIGH MAST LIGHTING UNIT TO REMAIN

EXISTING CONVENTIONAL LIGHTING UNIT TO REMAIN

EXISTING LIGHTED SIGN STRUCTURE TO REMAIN-
CANTILEVER TYPE

EXISTING LIGHTED SIGN STRUCTURE TO REMAIN-
TRUSS TYPE

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING ELECTRIC SERVICE TO REMAIN

EXISTING JUNCTION BOX TO REMAIN

EXISTING HANDHOLE TO REMAIN

EXISTING RACEWAY OR DIRECT BURIED CABLE

EXISTING CONDUIT SLEEVE

EXISTING DEEP WELL TO REMAIN

EXISTING TEMPORARY WOOD POLE TO REMAIN

ELECTRICAL SYMBOLS FOR REMOVAL WORK

EXISTING CONVENTIONAL LIGHTING UNIT
AND CONCRETE FOUNDATION TO BE REMOVED

EXISTING LIGHTED SIGN STRUCTURE TO BE REMOVED:
CANTILEVER TYPE

EXISTING LIGHTED SIGN STRUCTURE TO BE REMOVED:
TRUSS TYPE

EXISTING RECORDER WELL TO BE FILLED

EXISTING DEEP WELL TO BE FILLED

AC — EXISTING AERIAL CABLE TO BE REMOVED

EXISTING RACEWAY OR DIRECT BURIED CABLE
TO BE ABANDONED

EXISTING CONDUIT SLEEVE TO BE ABANDONED

ABBREVIATIONS

A	AMPERES	NTS	NOT TO SCALE
AC	ALTERNATING CURRENT	PH	PHASE
A/C	AERIAL CABLE	PIN	PROJECT IDENTIFICATION NUMBER
ATS	ATTACHED TO STRUCTURE	PNL	PANEL
C	CONDUCTOR	PROP	PROPOSED
CKT	CIRCUIT	PVC	POLYVINYL CHLORIDE
CNC	COILABLE NON-METALLIC CONDUIT	PVCC	POLYVINYL CHLORIDE COATED
CONC	CONCRETE	R	EXISTING UNIT TO BE REMOVED
℄, CL	CENTERLINE	RGC	RIGID GALVANIZED STEEL CONDUIT
DIA	DIAMETER	ROW	RIGHT OF WAY
DWG	DRAWING	RL	EXISTING RELOCATED UNIT
E	EXISTING UNIT TO REMAIN	RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
EA	EACH	RT	RIGHT
EB	EASTBOUND	SB	SOUTHBOUND
ECA	ELECTRICAL CABLE ASSEMBLY	SCH 40	SCHEDULE 40
EOR	EDGE OF ROADWAY	SCH 80	SCHEDULE 80
FT	FOOT, FEET	SHT	SHEET
FDN	FOUNDATION	SS	STAINLESS STEEL
GND, GRD	GROUND	STA	STATION
HPS	HIGH PRESSURE SODIUM	STD	STANDARD
I	INTERSTATE	STRUCT	STRUCTURE
IDOT	ILLINOIS DEPARTMENT OF TRANSPORTATION	T	TEMPORARY
IN	INCHES	TEL	TELEPHONE
J, JB	JUNCTION BOX	TS	TRAFFIC SIGNAL
KVA	KILOVOLT-AMPERE	TYP	TYPICAL
KW	KILOWATT	UD	UNIT DUCT
LF	LINEAR FEET	UNO	UNLESS NOTED OTHERWISE
LT	LEFT	V	VOLT
MA	MAST ARM(S)	W	WATT, WIRE
NB	NORTHBOUND	WB	WESTBOUND
NIC	NOT IN CONTRACT	WM	WALL MOUNTED
NO	NUMBER	WP	WOOD POLE
		XFMR	TRANSFORMER

ME-01

USER NAME = lentzt	DESIGNED - WDS	REVISED -	
	DRAWN - TCL	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JPC	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

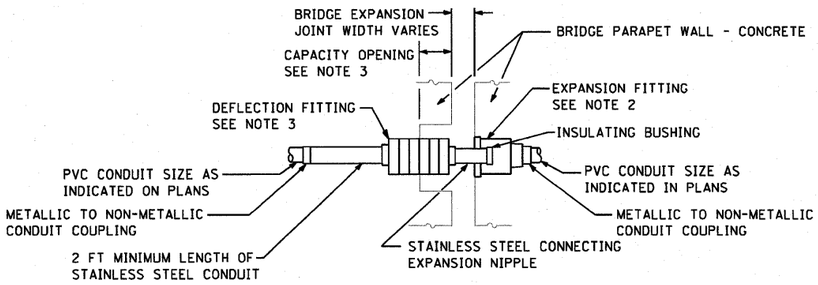
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYMBOLS AND ABBREVIATIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

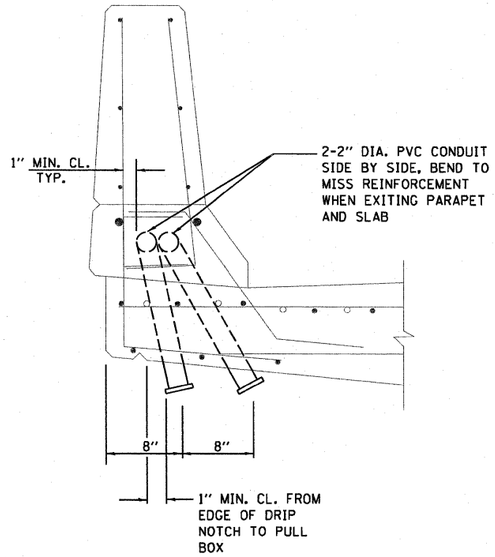
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	104
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = P:\P60046609\900_CAD\901_Drawings\76C75_Contract\Sheet\Electrical\D8TRI-76C75-sht-Light-01.dgn



EXPANSION/DEFLECTION CONDUIT COUPLING DETAIL

NOTES 1 AND 6



VIEW B-B

NOTES:

1. THE CONTRACTOR SHALL INSTALL A CONDUIT EXPANSION/DEFLECTION COUPLING AT THE JOINT LOCATIONS IN THE CONCRETE PARAPET ON THE BRIDGE CAPABLE OF ACCEPTING THE LONGITUDINAL MOVEMENT. ALL METALLIC PARTS OF THE COUPLING SHALL BE MADE OF STAINLESS STEEL OR AS APPROVED BY THE ENGINEER. ANY NON-STAINLESS METAL SHALL BE HOT DIP GALVANIZED AND COATED TO PREVENT REACTION WITH THE CONCRETE. THE COST OF THE COUPLING SHALL BE PART OF AND INCIDENTAL TO THE CONDUIT SYSTEM.

2. THE BARREL IN THE EXPANSION FITTING SHALL BE IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE COUPLING.

3. A CAVITY OPENING 3" LARGER IN DIAMETER THAN THE DEFLECTION FITTING SHALL BE PROVIDED IN THE CONCRETE TO ENSURE PROPER PERFORMANCE OF THE COUPLING.

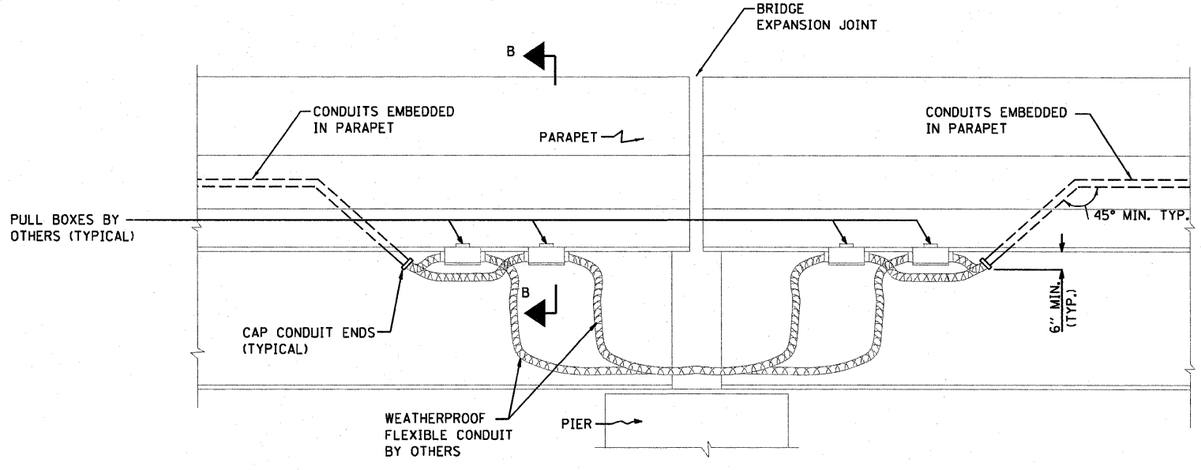
4. CAREFUL ATTENTION TO JOINT MOVEMENT OVER A RANGE OF OF TEMPERATURES SHALL BE COORDINATED WITH THE SELECTION AND INSTALLATION OF THE COUPLING TO ENSURE THE RANGE OF MOVEMENT OF THE COUPLING IS NOT EXEEDED AT TEMPERATURE EXTREMES.

5. ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE CAREFULLY FOLLOWED TO ENSURE OPTIMUM PERFORMANCE OF THE EXPANSION/DEFLECTION COUPLING.

6. THE CONTRACTOR SHALL INSTALL COUPLINGS AT ALL BRIDGE EXPANSION JOINTS AND SHALL BE RESPONSIBLE TO DETERMINE THE PROPER NUMBER OF COUPLINGS REQUIRED. SEE STRUCTURAL DRAWINGS FOR THE EXPANSION JOINT LOCATIONS.

7. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY SUBSTITUTE TWO (2) STAINLESS STEEL JUNCTION BOXES ATTACHED TO THE BACK OF THE WALL AND CONNECTED BY A HIGH GRADE OF FLEXIBLE NON-METALLIC CONDUIT FOR ALL EXPANSION JOINTS. THIS SUBSTITUTION SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT.

8. SEE DRAWING ME-04 FOR CONDUIT INSTALLATION PLANS AT BRIDGE ABUTMENTS.



CONDUIT TERMINATION AT EXPANSION PIERS

ME-02

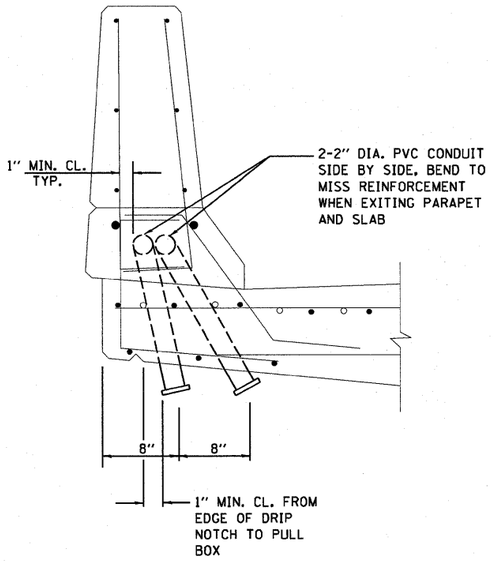
USER NAME = lentzt	DESIGNED - WDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TL	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JPC	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

CONDUIT INSTALLATION DETAILS

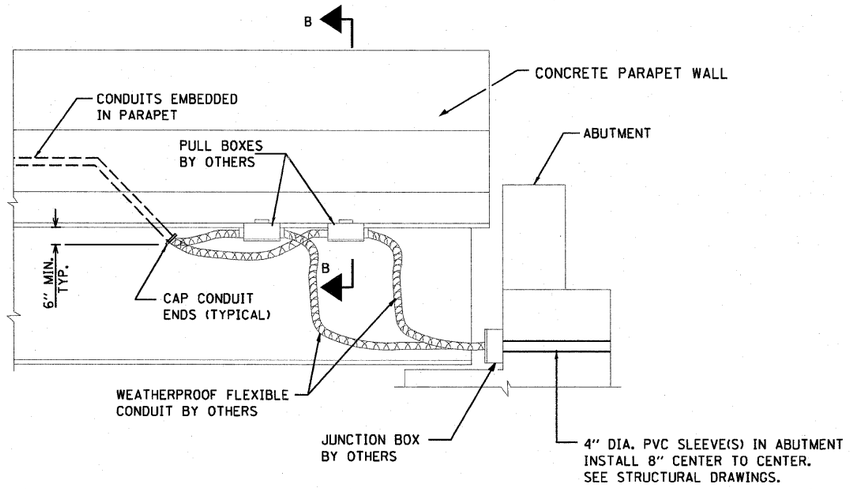
SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	105
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = P:\P6004G609\900_CAD\901_Drawings\76C75_Contract\Sheet\Electrical\D8TRI-76C75-sht-Light-02.dgn



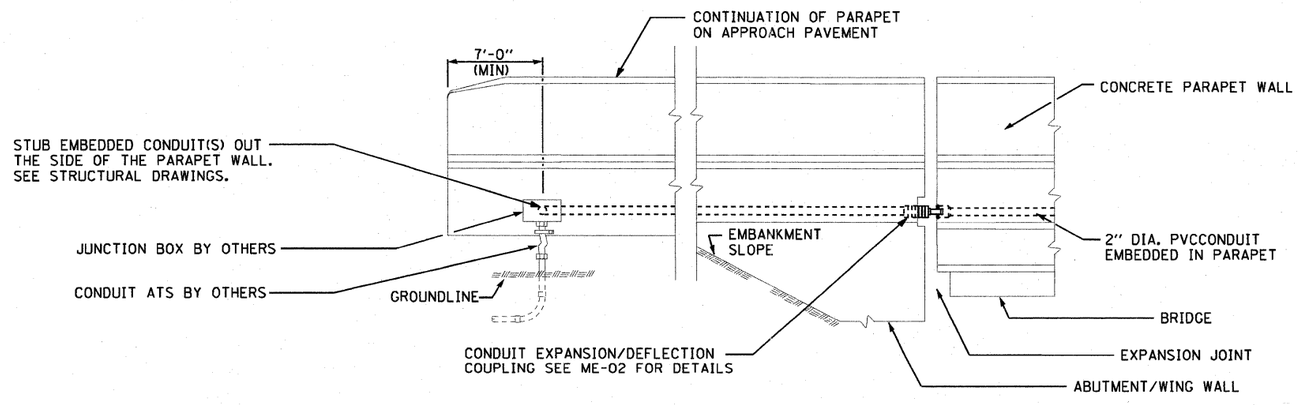
VIEW B-B



CONDUIT TERMINATION DETAILS AT ABUTMENTS WITH CONDUIT SLEEVES

NOTES:

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. SEE DRAWING ME-02 FOR ADDITIONAL CONDUIT INSTALLATION DETAILS.
3. SEE DRAWING ME-04 FOR CONDUIT TERMINATION AND ROUTING PLANS AT ABUTMENTS.



CONDUIT TERMINATION DETAILS AT ABUTMENTS WITH EXPANSION/DEFLECTION FITTING

USER NAME = lentzt	DESIGNED - WDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TL	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JPC	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

CONDUIT INSTALLATION DETAILS

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	106
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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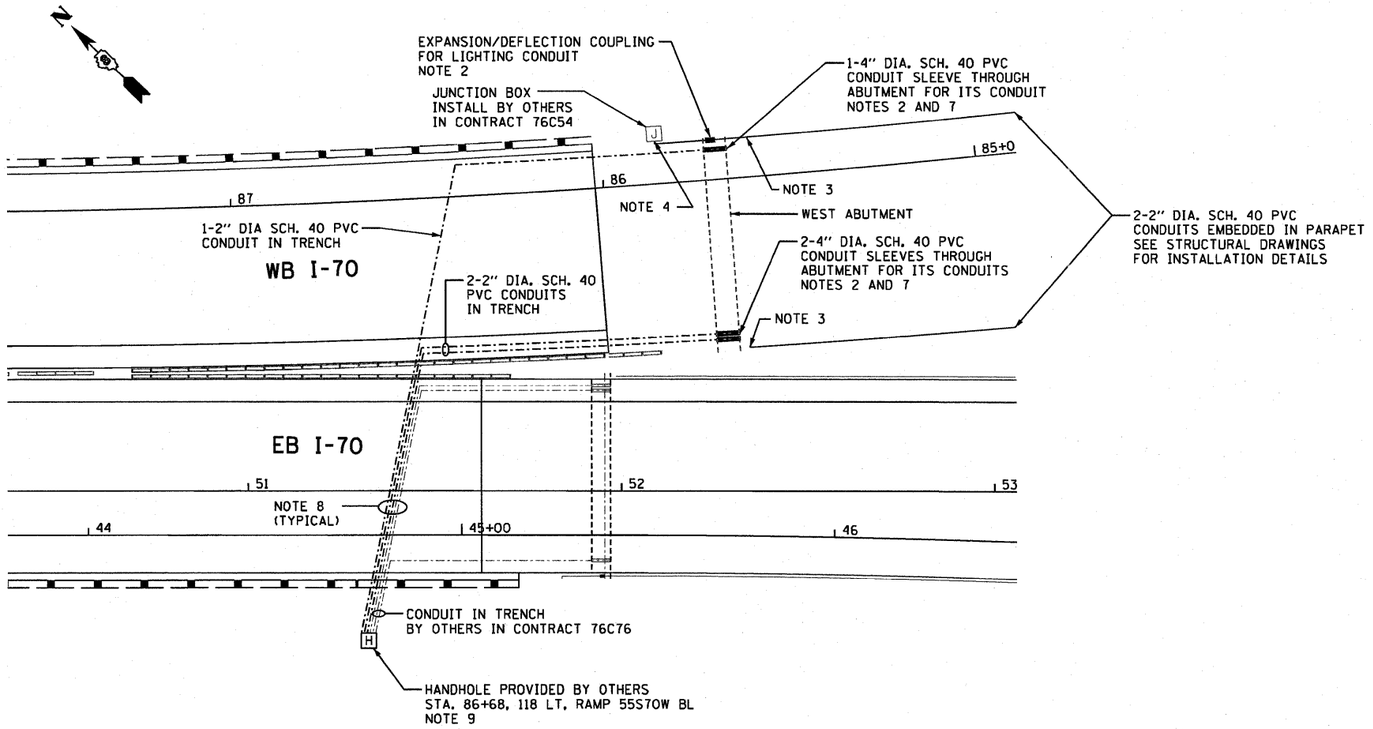
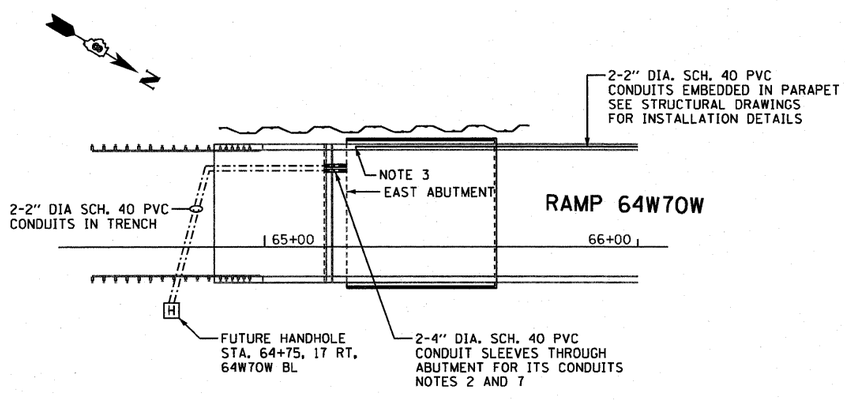
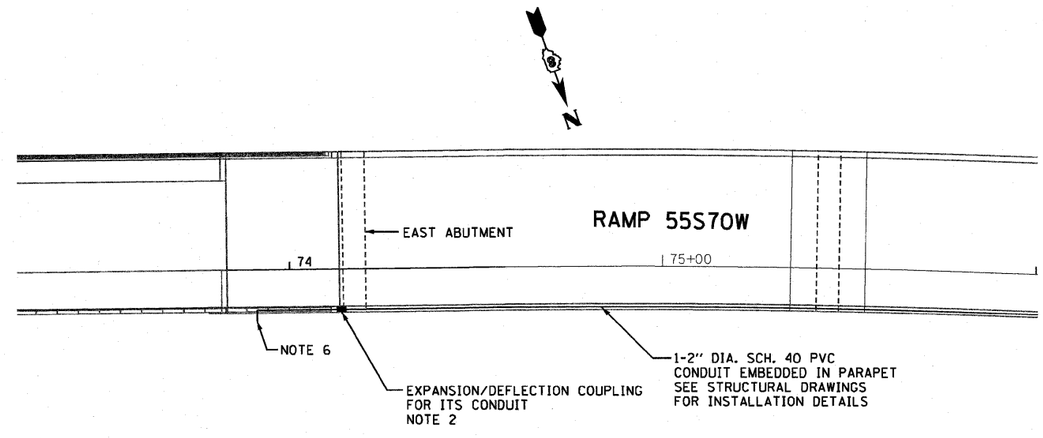


CONDUIT INSTALLATION PLAN - WEST ABUTMENT FOR STRUCTURE NO. 082-0325
NOTE 5



CONDUIT INSTALLATION PLAN - EAST ABUTMENT FOR STRUCTURE NO. 082-0325



CONDUIT INSTALLATION PLAN - EAST ABUTMENT FOR STRUCTURE NO. 082-0323

NOTES:

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. SEE DRAWINGS ME-02 AND ME-03 FOR CONDUIT INSTALLATION DETAILS.
3. 2" DIA. PVC CONDUIT(S) EMBEDDED IN PARAPET FOR ITS SHALL BE STUBBED OUT THE BOTTOM OF THE DECK SLAB AND CAPPED.
4. 2" DIA. PVC CONDUIT EMBEDDED IN PARAPET FOR LIGHTING SHALL BE STUBBED OUT THE SIDE OF THE PARAPET WALL AND CAPPED FOR FUTURE CONNECTION TO LIGHTING CIRCUITS IN CONTRACT 76C54. SEE STRUCTURAL DRAWINGS FOR LOCATION OF CONDUIT STUB OUT.
5. ALL ELECTRICAL WORK SHALL BE COORDINATED WITH ELECTRICAL WORK IN CONTRACT NOS. 76C54 AND 76C76.
6. 2" DIA. PVC CONDUIT EMBEDDED IN PARAPET FOR ITS SHALL BE STUBBED OUT THE SIDE OF THE PARAPET WALL AND CAPPED FOR FUTURE CONNECTIONS. SEE STRUCTURAL DRAWINGS FOR LOCATION OF CONDUIT STUB OUT.
7. ROUTE CONDUITS IN TRENCH THROUGH THE SLEEVES IN THE ABUTMENT AND CAP ON THE BACK SIDE OF ABUTMENT FOR FUTURE USE. PROVIDE CONDUIT SEALANT BETWEEN THE SLEEVE AND CONDUIT TO PREVENT THE INGRESS OF WATER AND DEBRIS.
8. INSTALL PARALLEL CONDUITS IN A COMMON TRENCH.
9. THE CONDUITS IN TRENCH SHALL BE TERMINATED AT THE FUTURE HANDHOLE LOCATION SHOWN ON THE PLANS. THE CONDUITS SHALL BE SPACED 4 INCHES APART CENTER-TO-CENTER AND CAPPED FOR FUTURE USE.

20 0 20 40
SCALE IN FEET

ME-04

USER NAME = lentzt	DESIGNED - WDS	REVISED -	
	DRAWN - TCL	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - JPC	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONDUIT INSTALLATION PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 1 SHEETS | STA. NA | TO STA. NA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	107
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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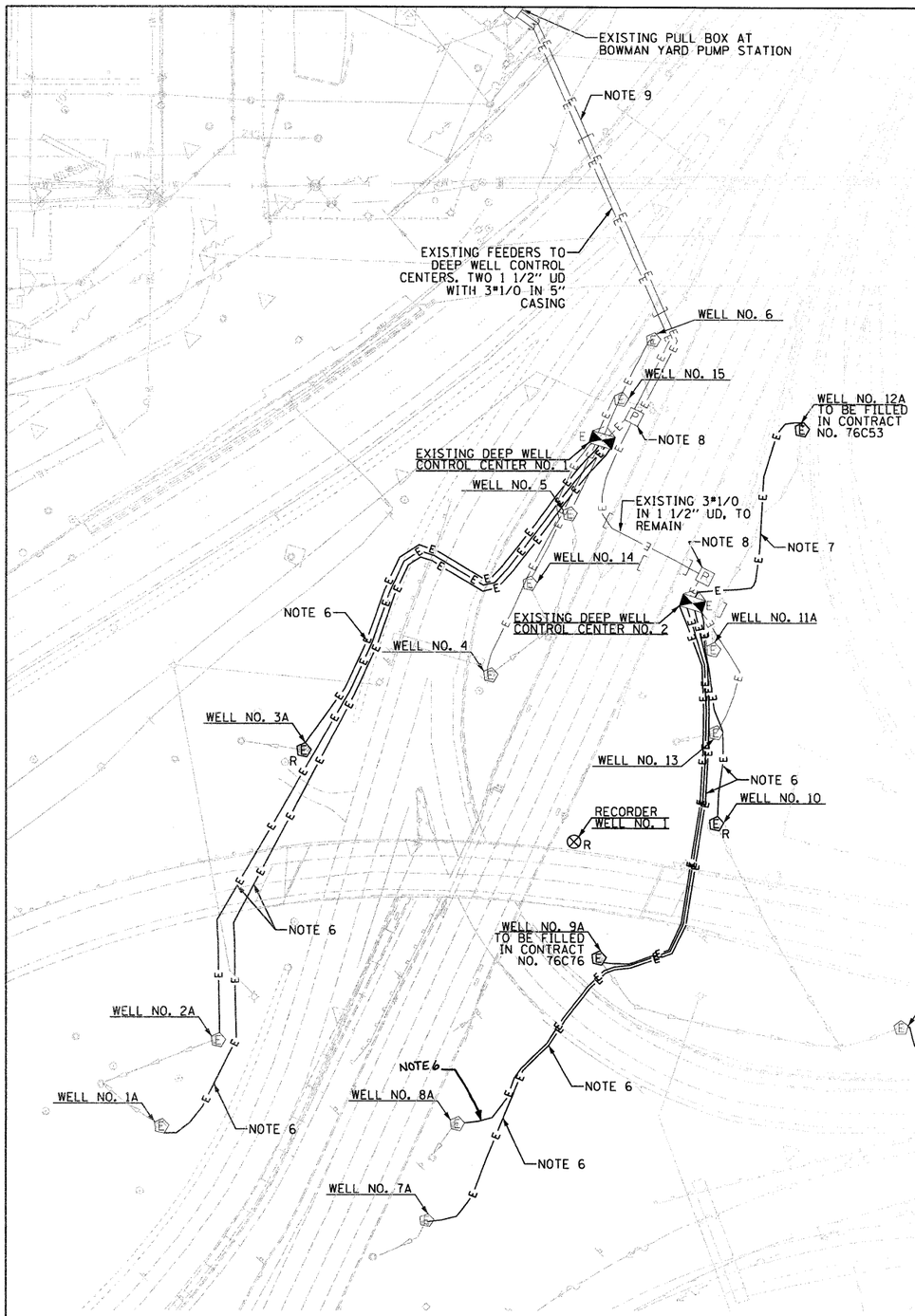

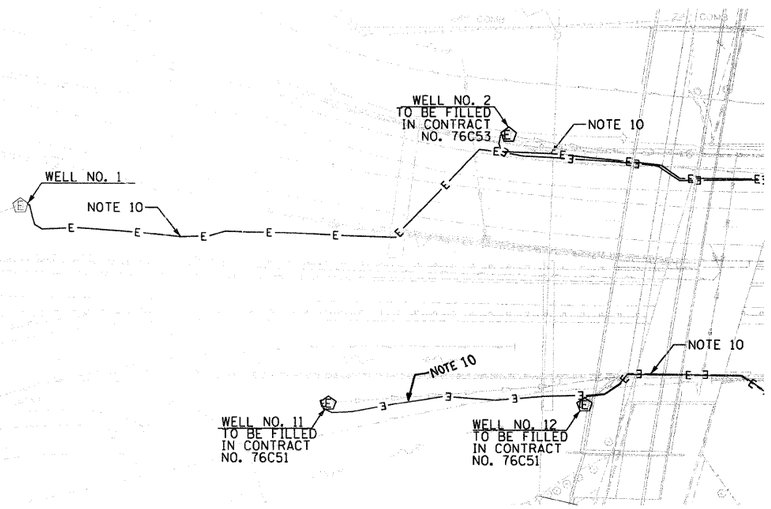

NOTES:

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. SEE DRAWING DW-03 FOR EXISTING DEEP WELL DETAILS.
3. LOCATE AND MARK ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. PROTECT AND TAKE CARE NOT TO DAMAGE EXISTING UTILITIES FOR THE DURATION OF THE CONSTRUCTION.
4. VERIFY ALL EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK.
5. COORDINATE ALL WORK WITH CIVIL WORK, STRUCTURAL WORK, AND SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS.
6. EXISTING CABLE AND RACEWAY TO BE DISCONNECTED AND ABANDONED.
7. EXISTING CABLE AND RACEWAY TO BE DISCONNECTED IN CONTRACT 76C53 AND BE ABANDONED.
8. EXISTING ABOVE GROUND PULL/SPLICE BOX TO REMAIN.
9. EXISTING FEEDERS FOR WELL CONTROL CENTERS TO BE LOCATED AND EXPOSED FROM PULL BOX AT THE BOWMAN YARD PUMP STATION TO THE CASING UNDER SOUTHBOUND 155/70 REROUTE EXISTING FEEDERS AS SHOWN ON DW-02.
10. EXISTING CABLE AND RACEWAY TO BE DISCONNECTED IN CONTRACT 76C51 AND BE ABANDONED.

50' 0' 25' 50' 75' 100'
SCALE: 1" = 50'

DW-01

USER NAME = HanaoC	DESIGNED - JPC	REVISED -	
	DRAWN - TCL	REVISED -	
PLOT SCALE = 100.0001 ' / in.	CHECKED - WDS	REVISED -	
PLOT DATE = $DATE$	DATE - 3-30-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEEP WELL ELECTRICAL PLANS
EXISTING CONDITIONS AND DEMOLITION

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 38+00.00 TO STA. 51+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	108
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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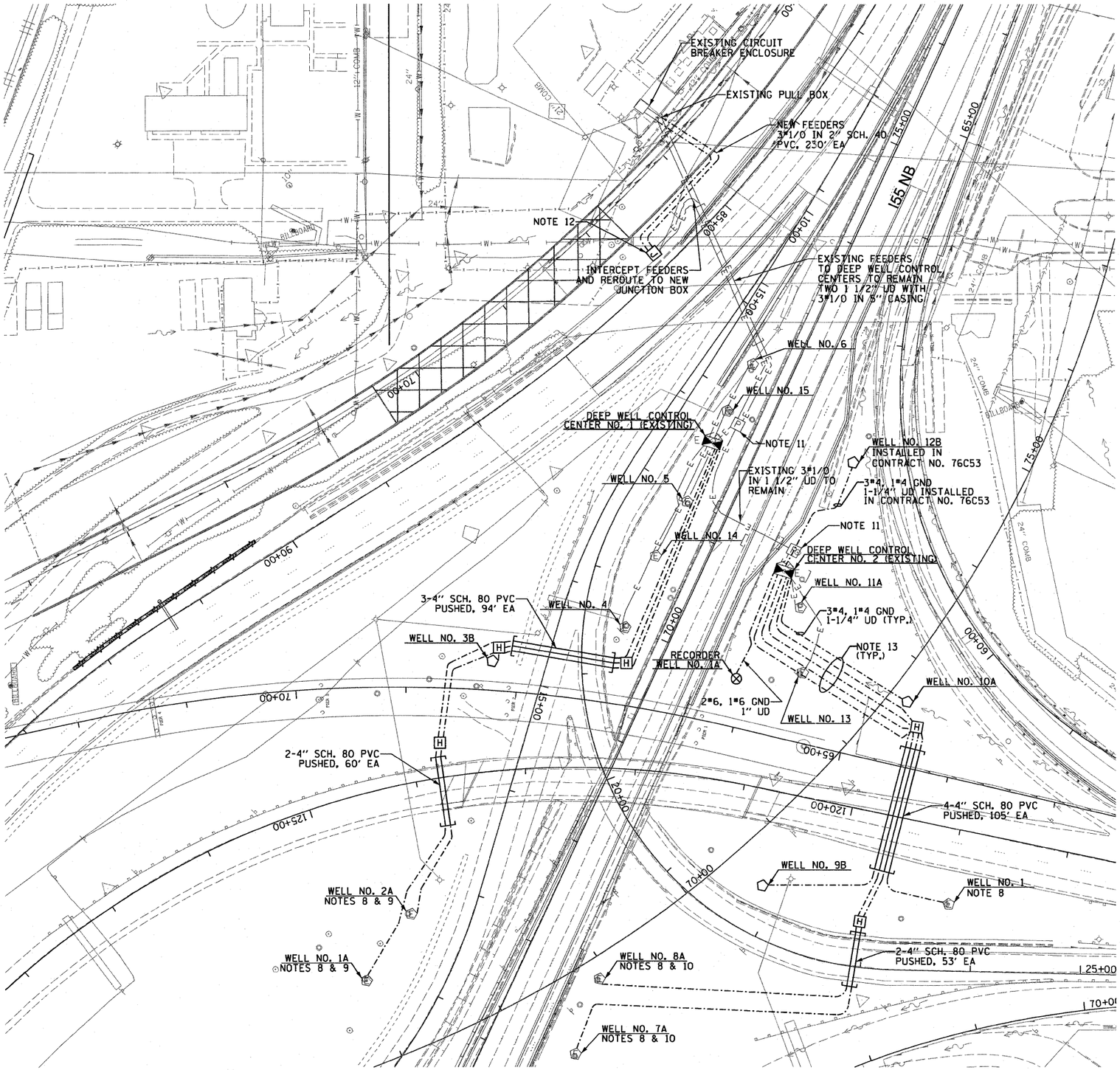


N

NOTES:

1. SEE DRAWING ME-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. NOT USED
3. SEE DRAWING DW-04 FOR PROPOSED DEEP WELL DETAILS.
4. SEE DRAWING DW-06 FOR PROPOSED RECORDER WELL DETAILS.
5. LOCATE AND MARK ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK. PROTECT AND TAKE CARE NOT TO DAMAGE EXISTING UTILITIES FOR THE DURATION OF THE CONSTRUCTION.
6. VERIFY ALL EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK.
7. COORDINATE ALL WORK WITH CIVIL WORK, STRUCTURAL WORK, AND SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS.
8. ROUTE NEW DEEP WELL FEEDER CABLES TO THE EXISTING DISCONNECT SWITCH LOCATED WITHIN THE EXISTING DEEP WELL ENCLOSURE BOX AND CONNECT.
9. NEW FEEDERS TO WELLS 1A AND 2A MUST BE OPERATIONAL PRIOR TO THE START OF EXCAVATION FOR PIER 2 (STRUCTURE 325, RAMP 55S70W) IN CONTRACT 76C75.
10. NEW FEEDERS TO WELLS 7A AND 8A MUST BE OPERATIONAL PRIOR TO THE START OF EXCAVATION FOR THE EAST ABUTMENT FOR RAMP 64W70W IN THIS CONTRACT AND PIERS 10 AND 11 (STRUCTURE 322, RAMP 70E55N) IN CONTRACT 76C76.
11. EXISTING ABOVE GROUND PULL/SPLICE BOX TO REMAIN.
12. NEW JUNCTION (PULL/SPLICE) BOX TO BE INSTALLED AT EDGE OF EXISTING WING WALL 5' BEHIND GUARD RAIL. INTERCEPT EXISTING FEEDS AT PULL BOX AND REROUTE FROM THE NORTH SIDE OF SOUTHBOUND I55 TO THE NEW JUNCTION BOX SHOWN. ROUTE NEW FEEDERS FROM EXISTING CIRCUIT BREAKER ENCLOSURE TO THE NEW JUNCTION BOX. NEW FEEDERS MUST BE INSTALLED AT ELEVATION 390 UNDER PROPOSED RAMP 55S70W TO AVOID CONFLICTS WITH RAMP AND RETAINING WALL CONSTRUCTION (SEE CIVIL CROSS SECTION AT STA. 67+00), WORK SHALL BE STAGED SO THAT POWER TO EITHER WCC #1 OR WCC #2 IS ALWAYS MAINTAINED AND NEITHER WELL CONTROL CENTER CAN BE WITHOUT POWER FOR MORE THAN 72 HOURS. SHUTDOWNS MUST BE APPROVED BY THE ENGINEER.
13. INSTALL PARALLEL RACEWAYS IN COMMON TRENCH.

50' 0' 25' 50' 75' 100'
SCALE: 1" = 50'

DW-02

USER NAME = lentzt	DESIGNED - JPC	REVISED -	
	DRAWN - TCL	REVISED -	
PLOT SCALE = 100.0001 ' / in.	CHECKED - WDS	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

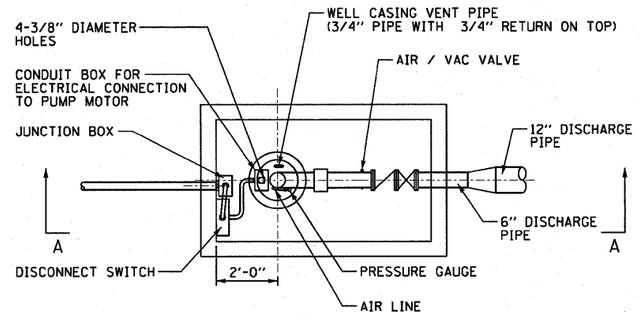
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEEP WELL ELECTRICAL PLANS
PROPOSED WORK

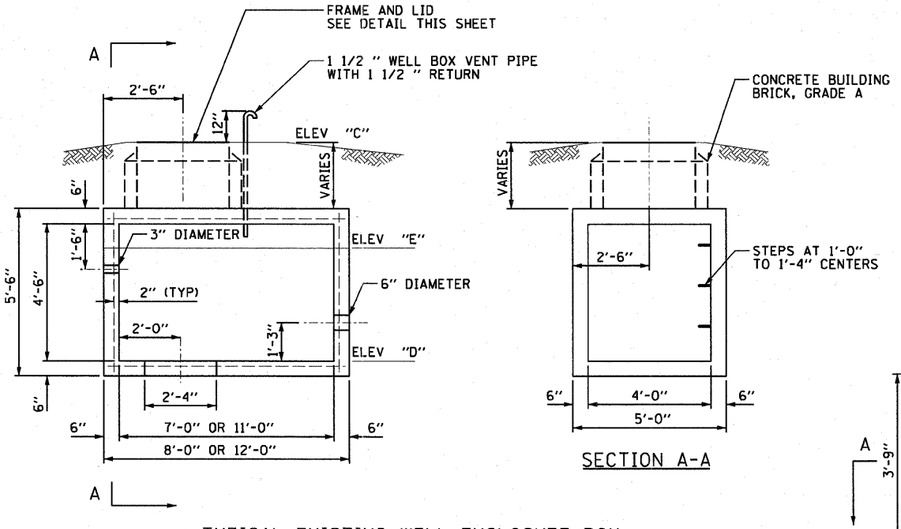
SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 38+00.00 TO STA. 51+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	109
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = P:\P60046609\500_CAD\901_Drawings\76C75_Contract\Sheet\Electrical\D8TRI-76C75-sht-Wells-02.dgn



PLAN

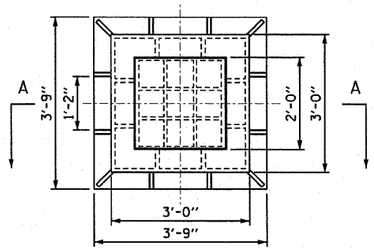


SECTION A-A

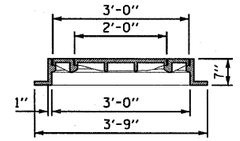
TYPICAL EXISTING WELL ENCLOSURE BOX
(NOT TO SCALE)

NOTES:

1. REMOVE THE WELL HEAD AND ASSOCIATED PIPING WITHIN THE WELL ENCLOSURE BOX FOR EACH EXISTING DEEP WELL TO BE FILLED. REFER TO SPECIAL PROVISIONS FOR DEEP WELL SEALING AND FILLING PROCEDURES.
2. FILL THE EXISTING PIEZOMETER WELL LOCATED IN CLOSE PROXIMITY TO EACH EXISTING DEEP WELL TO BE FILLED. REFER TO SPECIAL PROVISIONS FOR PIEZOMETER WELL FILLING PROCEDURES.



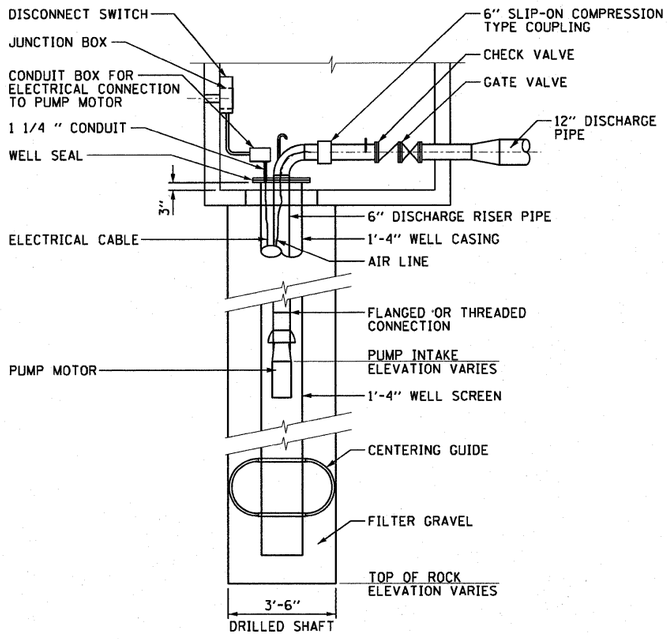
PLAN



FRAME AND LID
TOTAL WEIGHT: 990 LBS

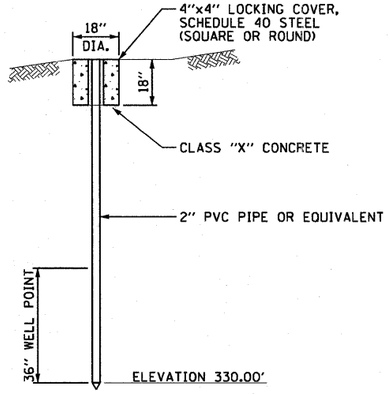
SECTION A-A

TYPICAL EXISTING WELL ENCLOSURE BOX FRAME & LID
(NOT TO SCALE)



SECTION A-A

TYPICAL EXISTING DEEP WELL
(NOT TO SCALE)



TYPICAL EXISTING PIEZOMETER WELL
(NOT TO SCALE)

EXISTING WELL ENCLOSURE DEMOLITION AND DEEP WELL ABANDONMENT

WELL NUMBER	ENCLOSURE LID ELEV. "C"	ENCLOSURE FLOOR ELEV. "D"	REMOVAL DEPTH ELEV. "E"	SPECIAL INSTRUCTIONS
WELL NO.1	407.24	-	NONE	EXISTING WELL TO REMAIN
WELL NO.1A	414.56	-	NONE	EXISTING WELL TO REMAIN
WELL NO.2A	413.56	-	NONE	EXISTING WELL TO REMAIN
WELL NO.3A	407.25	-	COMPLETE	REMOVE WELLHEAD, RISER PIPING, AND WELL ENCLOSURE BOX, AND FILL WELL
WELL NO.4	-	-	NONE	EXISTING WELL TO REMAIN
WELL NO.5	-	-	NONE	EXISTING WELL TO REMAIN
WELL NO.6	-	-	NONE	EXISTING WELL TO REMAIN
WELL NO.7A	389.83	-	NONE	EXISTING WELL TO REMAIN
WELL NO.8A	387.11	-	NONE	EXISTING WELL TO REMAIN
WELL NO.9A	407.55	-	-	EXISTING WELL TO BE FILLED IN CONTRACT 76C76 (BY OTHERS)
WELL NO.10	-	-	COMPLETE	REMOVE WELLHEAD, RISER PIPING, AND WELL ENCLOSURE BOX, AND FILL WELL
WELL NO.11A	-	-	NONE	EXISTING WELL TO REMAIN
WELL NO.12A	-	-	-	EXISTING WELL TO BE FILLED IN CONTRACT 76C53 (BY OTHERS)
WELL NO.13	-	-	NONE	EXISTING WELL TO REMAIN
WELL NO.14	-	-	NONE	EXISTING WELL TO REMAIN
WELL NO.15	398.43	-	NONE	EXISTING WELL TO REMAIN
WELL NO.2	401.84	-	-	EXISTING WELL TO BE FILLED IN CONTRACT 76C53 (BY OTHERS)
WELL NO.12	—	—	—	TO BE FILLED IN CONTRACT 76C51
WELL NO.11	—	—	—	TO BE FILLED IN CONTRACT 76C51

DW-03

USER NAME = lentzt	DESIGNED - JPC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DEEP WELL DETAILS EXISTING DEEP WELL
	DRAWN - TCL	REVISED -		
PLOT SCALE = 2.0000 ' / in.	CHECKED - WDS	REVISED -		
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	110
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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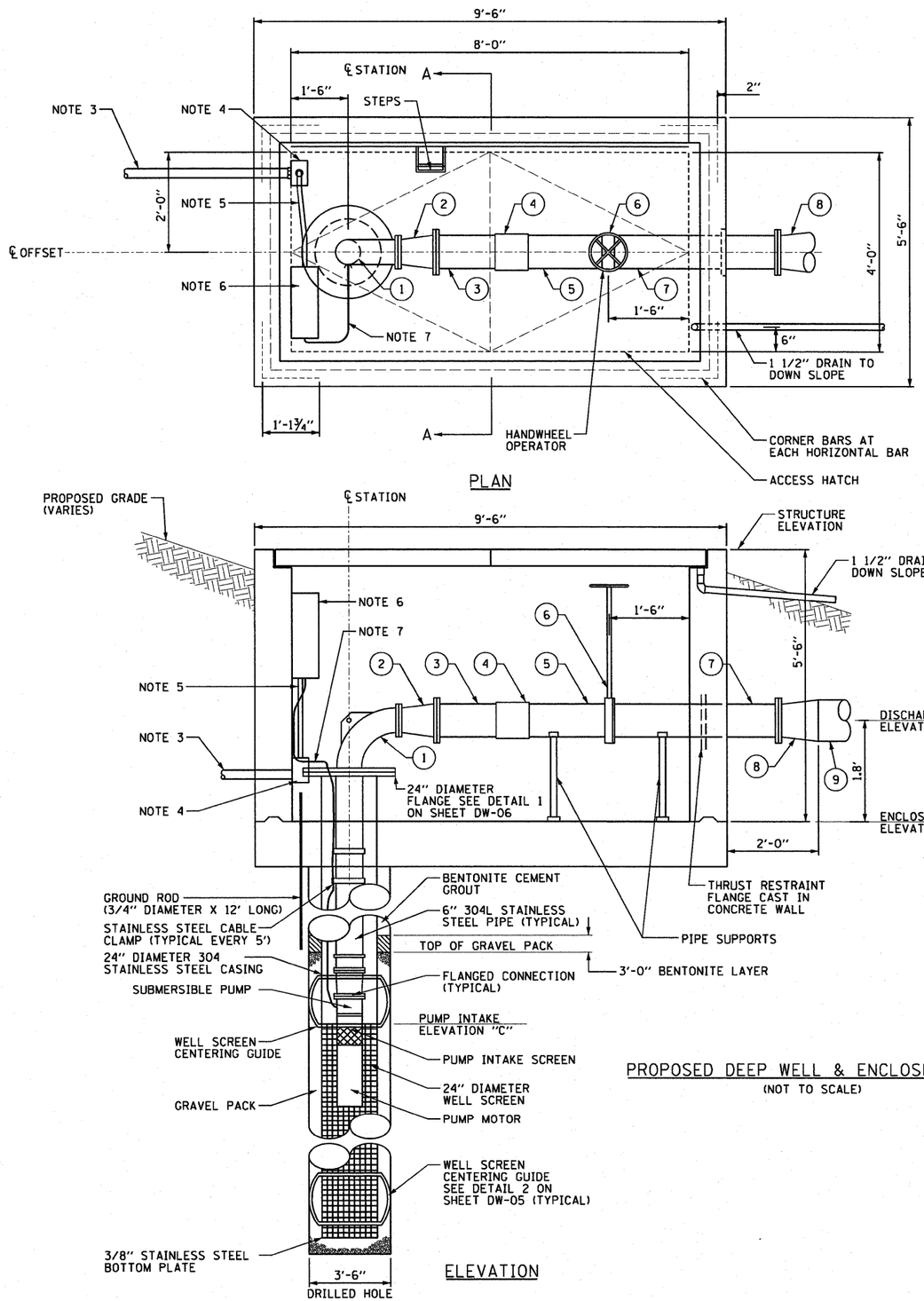


PROPOSED DEEP WELL & ENCLOSURE BOX

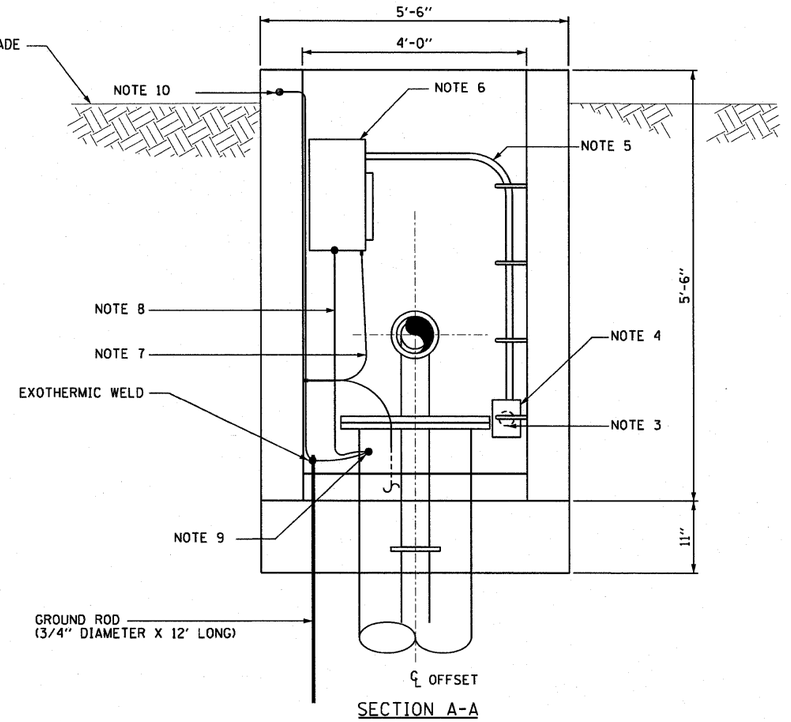
(NOT TO SCALE)

BILL OF MATERIAL

1. 6" 304L STAINLESS STEEL LONG RADIUS 90 ELBOW
2. 6"x8" 304L STAINLESS STEEL CONC. REDUCER, FLANGED
3. 8" HDPE PIPE & FLANGE x PE
4. 8" STAINLESS STEEL COUPLING
5. 8" 304L STAINLESS STEEL PIPE & FLANGES
6. 8" KNIFE GATE VALVE (TILT AS REQUIRED)
7. 8" 304L STAINLESS STEEL PIPE & FLANGES
8. 8"x12" HDPE REDUCER, FLANGE x PE
9. 12" HDPE PIPE (BY OTHERS, SEE DRAINAGE PLANS)

NOTES:

1. CONSTRUCT THE PROPOSED DEEP WELLS AT THE LOCATIONS INDICATED ON THIS DRAWING. REFER TO SPECIAL PROVISIONS FOR INSTALLATION PROCEDURES.
2. CONSTRUCT A NEW PIEZOMETER WELL FOR EACH PROPOSED DEEP WELL. SEE DRAWING DW-05 FOR PROPOSED PIEZOMETER WELL DETAILS.
3. EXTEND 3 INCH RIGID GALVANIZED CONDUIT 5 FEET FROM THE PROPOSED WELL ENCLOSURE BOX TO FACILITATE THE UNIT DUCT INSTALLATION INTO THE ENCLOSURE.
4. 6 INCHES WIDE BY 8 INCHES HIGH BY 4 INCHES DEEP STAINLESS STEEL PULL BOX. DO NOT SPLICE THE CONDUCTORS WITHIN THE PULL BOX.
5. 2 INCH LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR PUMP FEEDER CONDUCTORS.
6. 100 AMPERE, 3 POLE, NON-FUSED, HEAVY DUTY DISCONNECT SWITCH.
7. PUMP POWER CABLE (FURNISHED WITH PUMP).
8. NO.6 AWG GROUNDING ELECTRODE CONDUCTOR ROUTED FROM THE DISCONNECT SWITCH TO THE GROUND ROD.
9. NO.6 AWG BONDING CONDUCTOR ROUTED FROM THE GROUND ROD TO THE WELL CASING. BOND CONDUCTOR TO WELL CASING.
10. NO.6 AWG BONDING CONDUCTOR ROUTED FROM THE GROUND ROD TO THE ACCESS HATCH FRAME. BOND CONDUCTOR TO THE ACCESS HATCH FRAME.



SECTION A-A

PROPOSED DEEP WELL INSTALLMENT

WELL NUMBER	STATION 55N BL	OFFSET	PROPOSED STRUCTURE ELEVATION	DISCHARGE PIPE ELEV. "A"	ENCLOSURE FLOOR ELEV. "B"	PUMP INTAKE ELEV. "C"	TOP OF SCREEN ELEVATION	BOTTOM OF SCREEN ELEVATION	TOP OF BEDROCK ELEVATION	TOP OF GRAVEL PACK ELEVATION	WELL PACK TYPE	SLOT SIZE
WELL NO. 3B	69+17.97	138.9 LT	406.99'	403.29'	401.49'	329.0'	330.0'	300.0'	299.0'	340.0'	WB-40	50
WELL NO. 9B	68+34.51	169.1 RT	407.56'	403.86'	402.06'	330.0'	331.0'	301.0'	300.0'	341.0'	WB-40	50
WELL NO. 10A	70+42.80	218.8 RT	407.28'	403.58'	401.78'	330.0'	331.0'	301.0'	300.0'	341.0'	WB-40	50

DW-04

USER NAME = lentzt	DESIGNED - JPC	REVISED -	
	DRAWN - TCL	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - WDS	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEEP WELL DETAILS
PROPOSED DEEP WELL

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	111
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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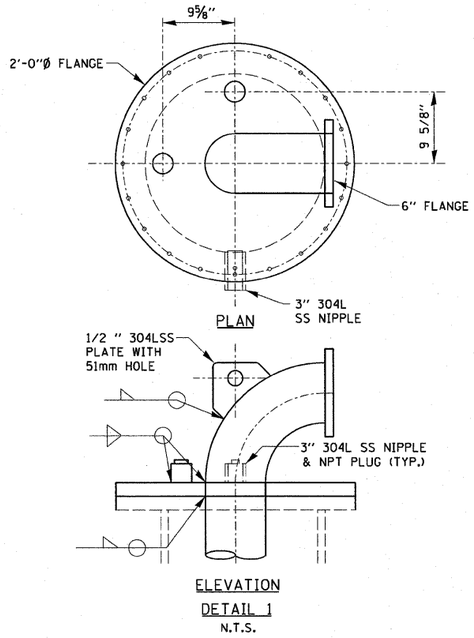
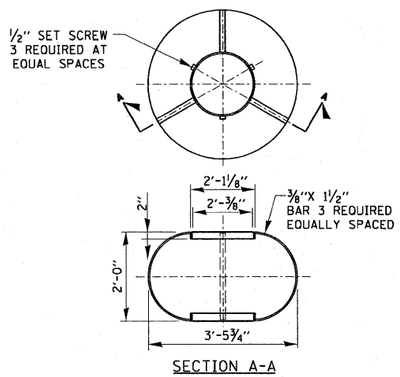


ELEVATION

DETAIL 1

N.T.S.

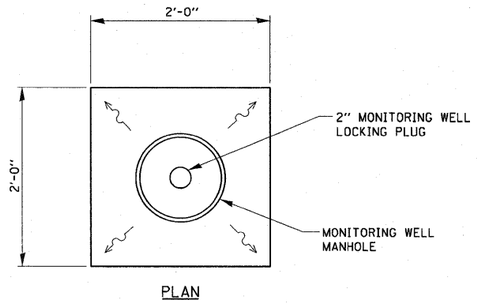


SECTION A-A

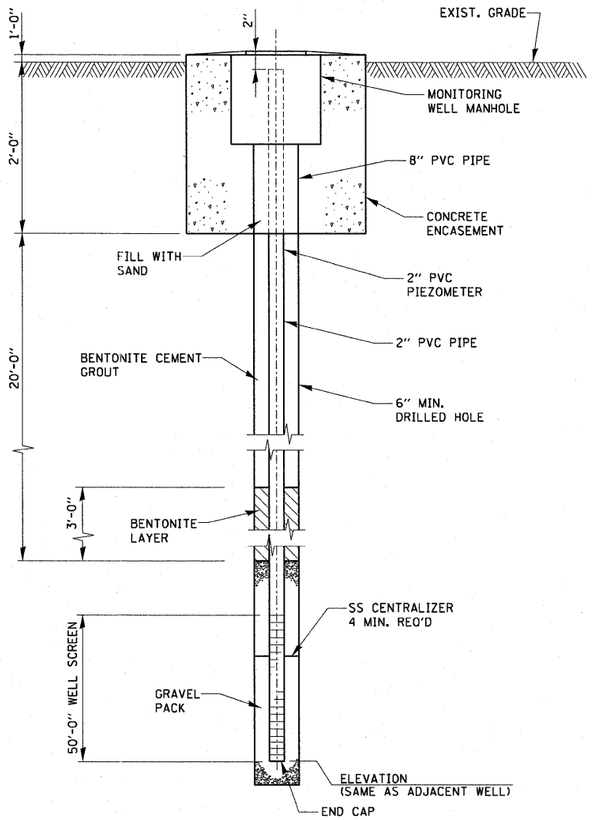
DETAIL 2

N.T.S.

WELL SCREEN CENTERING GUIDE



PLAN



DETAIL 3

PROFILE OF NEW PIEZOMETER

N.T.S.

NOTES:

1. LOCATE THE PROPOSED PIEZOMETER WELL WITHIN A 10'-0" RADIAL DISTANCE FROM EACH PROPOSED DEEP WELL. SEE DRAWING DW-04 FOR PROPOSED DEEP WELL STATION AND OFFSET DIMENSIONS.
2. SEE DW-04 FOR GRADE ELEVATIONS AND WELL POINT ELEVATIONS.

DW-05

USER NAME = lentzt	DESIGNED - JPC	REVISED -	
	DRAWN - TCL	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - WDS	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

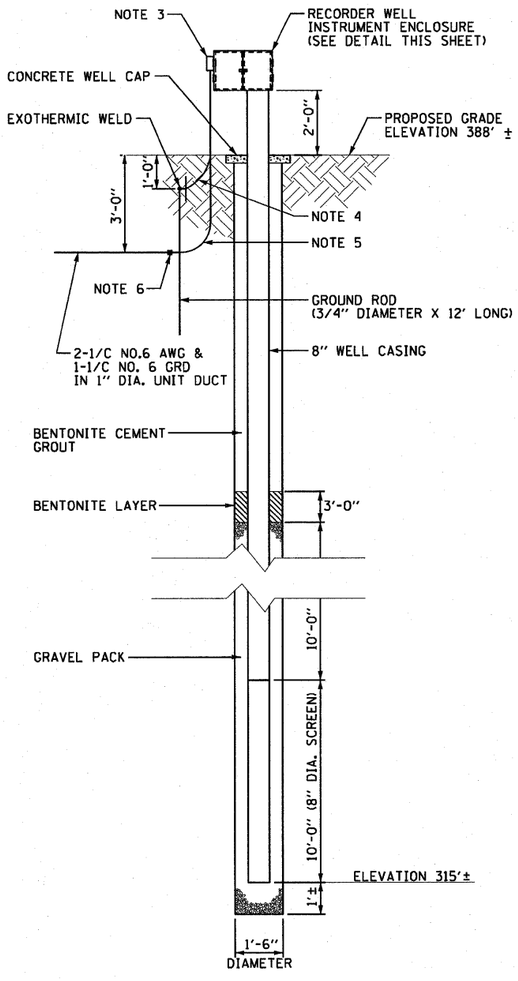
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEEP WELL DETAILS
PROPOSED PIEZOMETER WELL

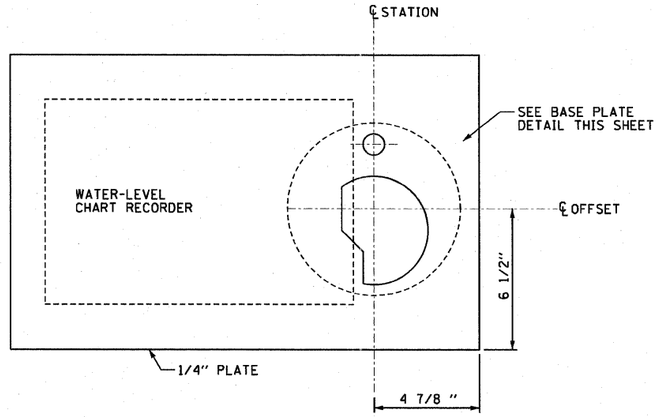
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	112
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

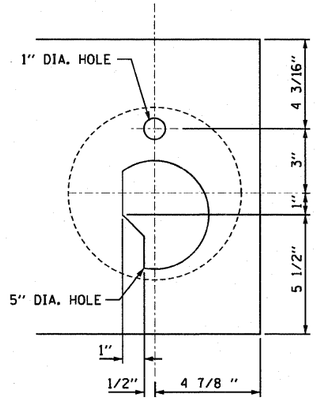
FILE NAME = P:\P60046609\900_CAD\901_Drawings\76C75_Contract\Sheet\Electrical\D8TR1-76C75-sht-Wells-05.dgn



RECORDER WELL NO. 1A
(NOT TO SCALE)



BASE PLATE PLAN
(NOT TO SCALE)

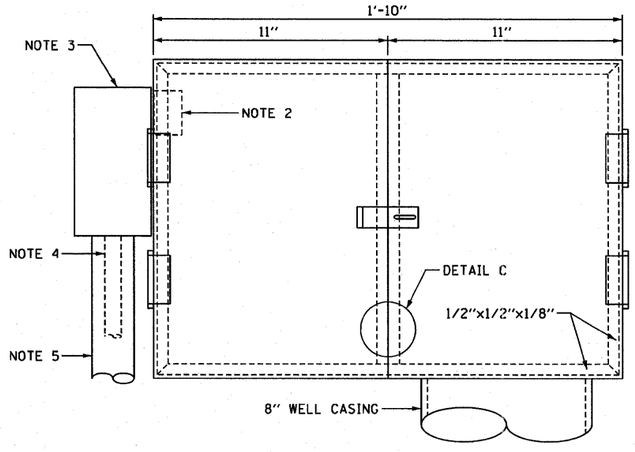


BASE PLATE DETAIL
(NOT TO SCALE)

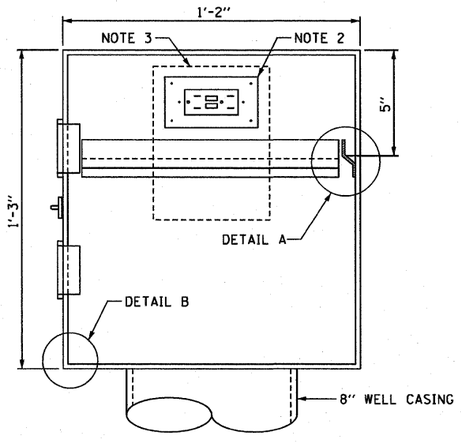
NOTES:

1. CONSTRUCT THE PROPOSED RECORDER WELLS AT THE LOCATIONS INDICATED ON THIS DRAWING. REFER TO SPECIAL PROVISIONS FOR INSTALLATION PROCEDURES.
2. CAST ALUMINUM OUTDOOR "BELL" BOX WITH 15 AMPERE GROUND FAULT CIRCUIT INTERRUPTER DUPLEX RECEPTACLE OUTLET AND GASKETED CAST COVER PLATE.
3. STAINLESS STEEL NEMA 4X JUNCTION BOX 6 INCHES WIDE BY 8 INCHES HIGH BY 4 INCHES DEEP. SPLICE POWER FEEDER CONDUCTORS TO NO. 10 AWG CONDUCTORS TO RECEPTACLE OUTLET AND TO NO.6 AWG GROUNDING ELECTRODE CONDUCTOR. BOND GROUNDING CONDUCTORS TO PULL BOX.
4. 3/4 INCH DIAMETER RIGID GALVANIZED CONDUIT WITH NO.6 AWG GROUNDING ELECTRODE CONDUCTOR TO GROUND ROD.
5. 2 INCH DIAMETER RIGID GALVANIZED CONDUIT FOR POWER FEEDER.
6. ADAPTER COUPLING AND REDUCER FITTING TO CONNECT UNIT DUCT TO RIGID GALVANIZED CONDUIT.
7. BRACKET INSTALLED ON BACK AND BOTH SIDES OF ENCLOSURE.

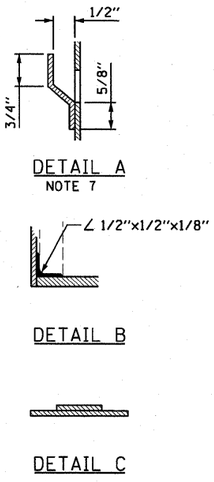
RECORDER WELL NUMBER	STATION	OFFSET
RW NO. 1A	69+96.19 55N BL	68.94' RT
-	-	-



ENCLOSURE ELEVATION



ENCLOSURE SIDE VIEW



TYPICAL RECORDER WELL INSTRUMENT ENCLOSURE
(NOT TO SCALE)

DW-06

USER NAME = lentzt	DESIGNED - JPC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DEEP WELL DETAILS PROPOSED RECORDER WELL	
	DRAWN - TCL	REVISED -			
PLOT SCALE = 2.0000 ' / in.	CHECKED - WDS	REVISED -			
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A	

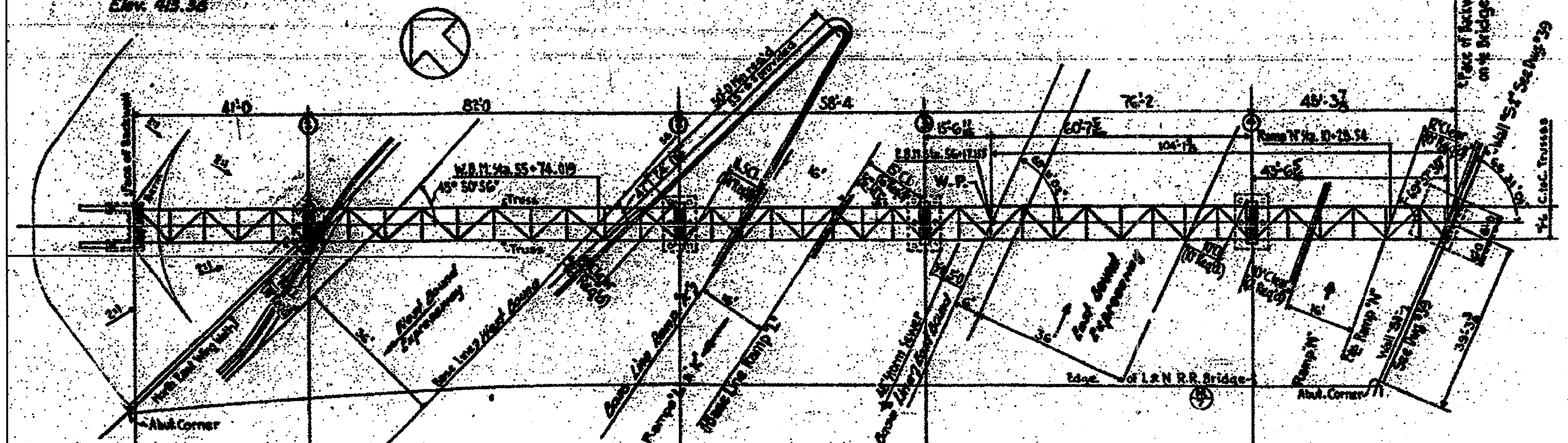
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	113
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = P:\P60046609\900_CAD\901_Drawings\76C75_Contract\Sheet\Electrical\DBTRI-76C75-sht-Wells-06.dgn

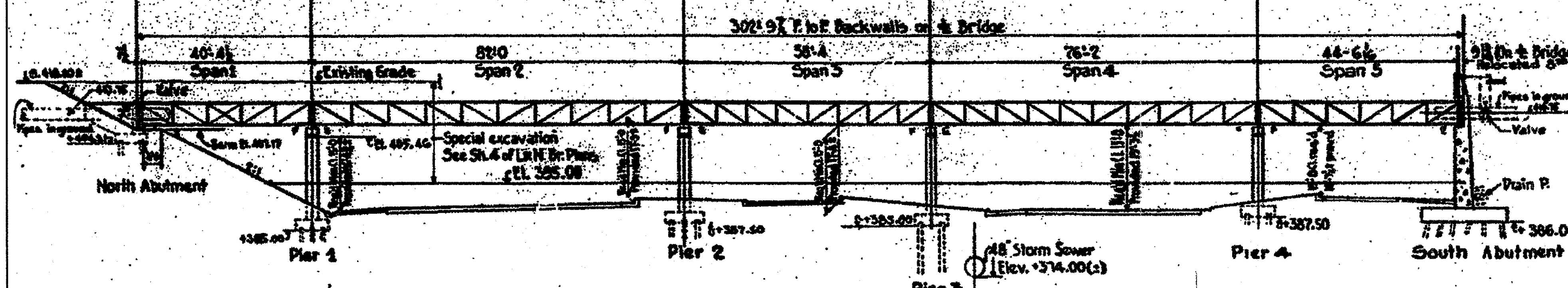
FEDERAL-AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-70	82-238 / 82-287	ST.CLAIR	77 / 85	42 / 29

FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT

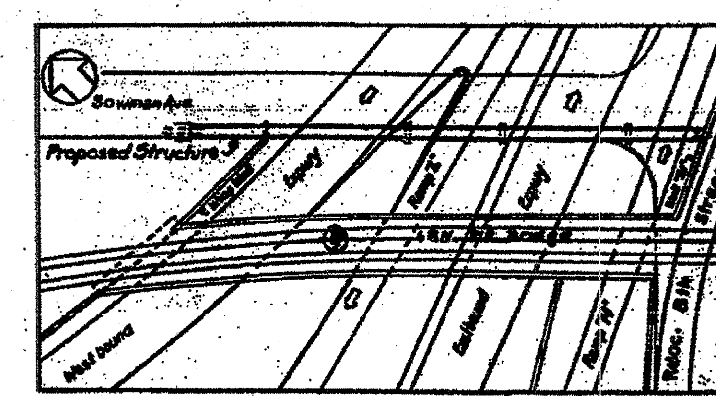
B.M. No. 13
East side of Bowman Ave.
South side of 8th St.
Iron pin on S.E. corner of 8th St. & Bowman Ave.
Elev. 415.38



PLAN
Scale 1/16" = 1'-0



ELEVATION
Scale 1/8" = 1'-0



LOCATION PLAN

GENERAL NOTES

MATERIAL & WORKMANSHIP
State of Illinois "Standard Specifications for Road and Bridge Construction" adopted January 2, 1958.

DESIGN
Superstructure: A.I.S.C. "Specification for the Design, Fabrication and Erection of Structural Steel for Buildings" Revised June, 1949
Substructure: A.A.S.H.O. "Standard Specifications for Highway Bridges - 1957

LOADING
Per foot of Bridge: Dead & Live: 1.1K, Wind 0.2K

CONCRETE
Class "X" concrete shall be used throughout.

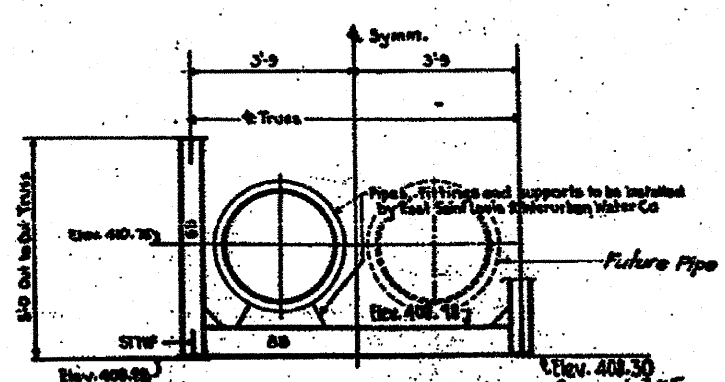
DESIGN UNIT STRESSES
Concrete: f_c = 1400 psi, f_s = 20 000 psi., n = 10, Footings v = 75 psi, Substructure with Earth Pressure: f_c = 1000 psi.
Structural Steel f_s = 20 000 psi.

PILES
The contractor shall drive 6 test piles in permanent locations as directed by the Engineer, before ordering remainder of piles. One test pile shall be located under each Abutment and Pier. All piles shall be creosoted.

SUPERSTRUCTURE
To be all shopwelded. A.S.T.M. designation A373 steel shall be used in all members designed to carry stress. Shop to tackweld temporary bracing between top chords of trusses. This bracing to remain in place until field erection of bridge is complete.

PAINT
Except as otherwise provided all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 56.1 to 56.5 inclusive of the Standard Specifications. All paint shall be furnished and applied by the Contractor involved.

WATERPROOFING
The following surfaces of the bridge shall be waterproofed: Back of backwall and backs of wingwalls at North Abutment, and back of South Abutment. Waterproofing shall be done in accordance with Article 51.21 of the Standard Specifications.



TYPICAL CROSS SECTION.
Scale 1/2" = 1'-0

TOTAL BILL OF MATERIAL FOR PIPE BRIDGE

UNIT	DESCRIPTION	SUPER STRUCTURE	SUB STRUCTURE	TOTAL
CY	CLASS "A" EXCAVATION FOR STRUCTURES		388	388
CY	CLASS "X" CONCRETE		127.0	127.0
LB	REINFORCEMENT BARS		14880	14880
LB	STRUCTURAL STEEL	38840		38840
Ea.	TEST PILES (CREOSOTED)		6	6
LF	FURNISHING CREOSOTED PILES (12 IN. 36)		1269	1269
LF	DRIVING TIMBER PILES		1269	1269
LF	8" PERF. CORR. GALV. METAL PIPE		12	12
LF	CHAIN LINK FENCE		12	12
CY	POROUS GRANULAR EMBANKMENT		39	39

Designed by J.V.
Drawn by J.V.
Checked by H.H.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BLDGS.
DIVISION OF HIGHWAYS
&
EAST ST. LOUIS & INTERURBAN WATER CO.
EAST ST. LOUIS EXPRESSWAY
BRIDGE FOR 2 30" φ WATER PIPES
OVER F.A.I.-07
GENERAL PLAN
H. W. LOCHNER, INC.
ENGINEERS
DATE: JULY 1960 CHICAGO, ILLINOIS SHEET NO. 29

USER NAME = pimsarno	DESIGNED - CRH	REVISED -
	DRAWN - CRH	REVISED -
PLOT SCALE = 20.0000 '/ in.	CHECKED - DBM	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLAN – 30" WATER PIPES OVER I-55/I-70

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

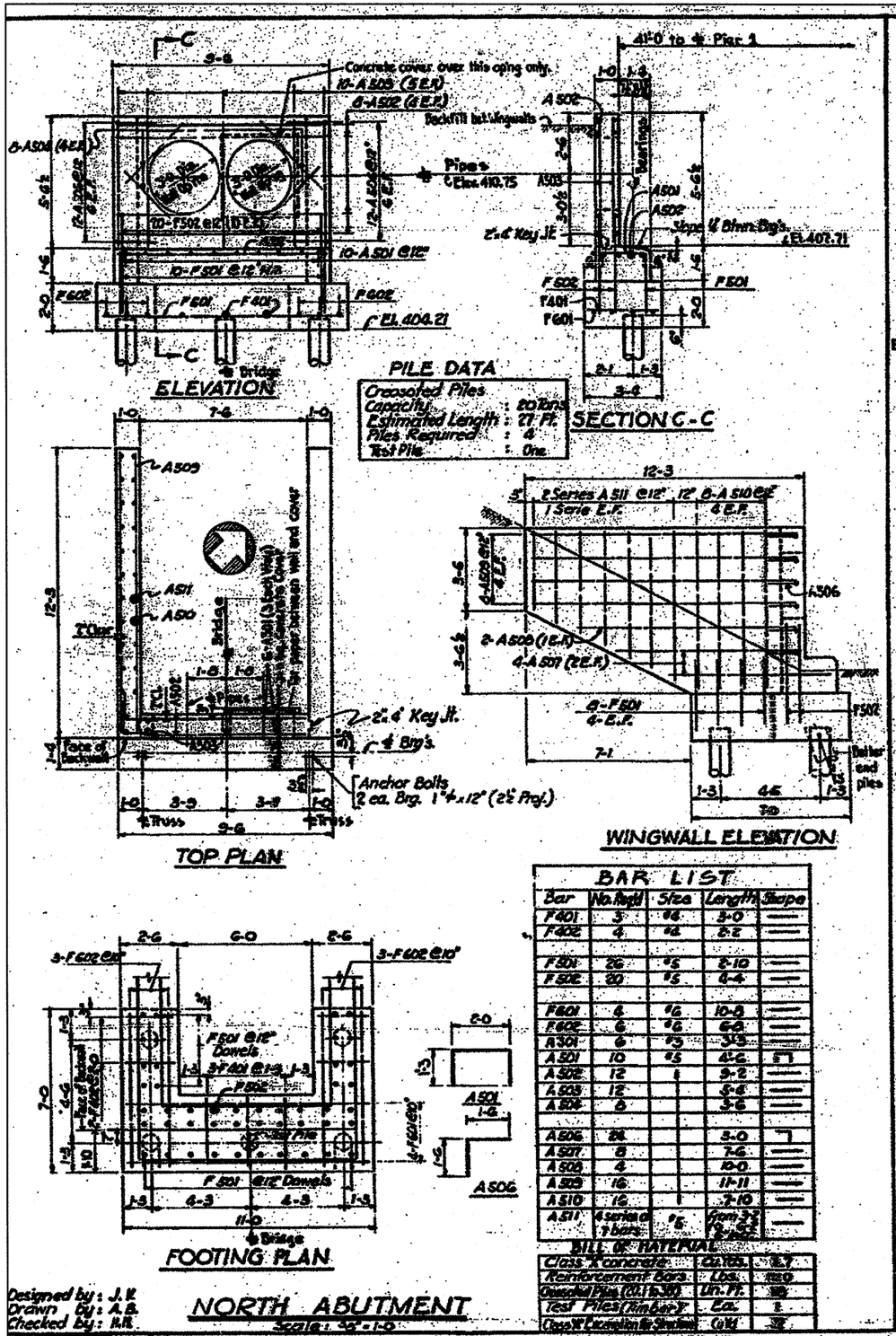
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	114

CONTRACT NO. 76C75
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

FILE NAME = P:\P60046609\900_CAD\901_Drawings\76C75_Contract\Sheet\Civil\Roadway_Plans\D8TRI-76C75-Sht-Rem-01.dgn

FOR INFORMATION ONLY

FED. ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-70	82-1-B	ST. CLAIR	319	115
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

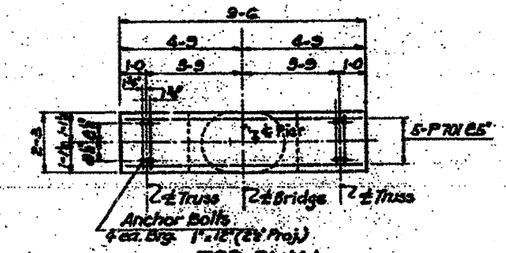


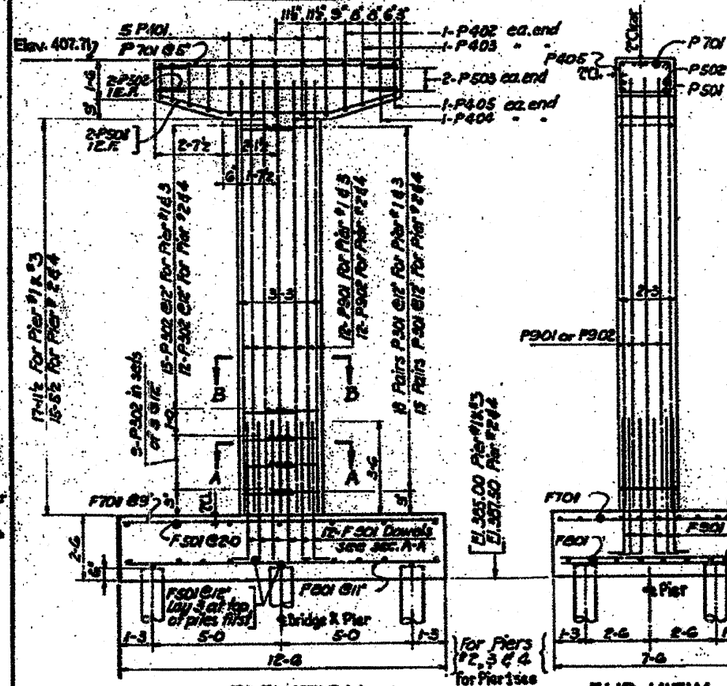
BAR LIST

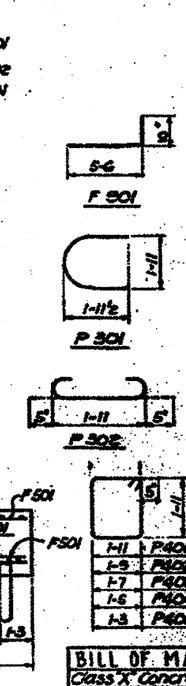
Bar	No. Reqd.	Size	Length	Shape
F401	32	#6	3'-0	
F402	4	#6	2'-2	
F501	26	#5	3'-10	
F502	20	#5	4'-4	
F601	4	#6	10'-8	
F602	6	#6	6'-8	
A501	6	#5	3'-5	
A502	10	#5	4'-6	
A503	12		3'-2	
A505	12		5'-6	
A506	8		3'-6	
A506	24		3'-0	
A507	8		7'-6	
A509	4		10'-0	
A510	16		11'-11	
A511	4 Series @ 7 bars	#5	From 3'-2 to 9'-8	

BILL OF MATERIAL

Class 'X' Concrete	Cu. Yds.	11.7
Reinforcement Bars	Lbs.	1160
Creosoted Piles (Cut to 30')	Lin. Ft.	88
Test Piles (Timber)	Ea.	1
Class 'X' Concrete in Structure	Cu. Yds.	32





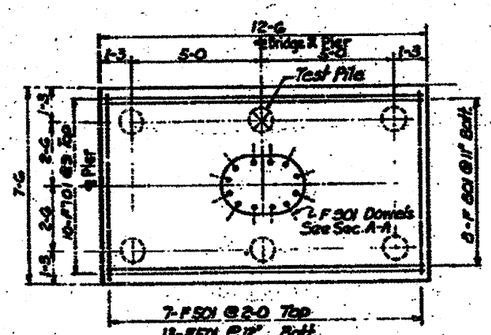


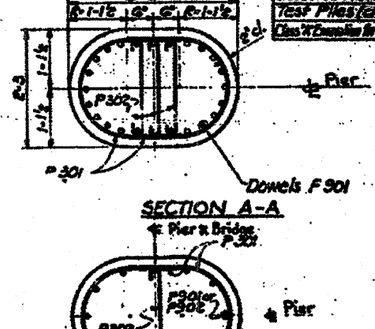
BAR LIST

Bar	No. Req'd. for Pier No.1	No. 2	No. 3	No. 4	Size	Length	Shape
F 501	–	20	20	20	#5	7'-0	
F 701	–	10	10	10	#7	12'-0	
F 503	14	–	–	–	#5	6'-6	
F 504	8	–	–	–	#5	5'-7	
F 1001	2	–	–	–	#10	12'-6	
F 1002	2	–	–	–	#10	10'-2	
F 1003	2	–	–	–	#10	7'-10	
F 801	–	8	8	8	#8	11'-0	
F 802	2	–	–	–	#8	11'-6	
F 803	2	–	–	–	#8	10'-2	
F 804	2	–	–	–	#8	7'-10	
F 301	12	12	12	12	#9	6'-4	
P 301	36	30	36	30	#5	5'-0	
P 302	24	21	24	21	#3	2'-3	
P 401	5	5	5	5	#4	8'-6	
P 402	2	2	2	2	#6	8'-2	
P 403	2	2	2	2	#6	7'-10	
P 404	2	2	2	2	#4	7'-6	
P 405	2	2	2	2	#6	7'-2	
P 501	2	2	2	2	#5	9'-3	
P 502	2	2	2	2	#5	9'-2	
P 503	4	4	4	4	#5	4'-4	
P 701	5	5	5	5	#7	9'-2	
P 901	12	–	12	–	#9	15'-9	
P 902	–	12	–	12	#9	17'-3	

BILL OF MATERIAL

		Pier No.1	Pier No.2	Pier No.3	Pier No.4	Total
Class 'X' Concrete	Cu. Yds.	12.8	13.0	14.3	13.8	54.7
Reinforcement Bars	Lbs.	1940	1910	2120	1910	7880
Creosoted Piles (Cut to 30')	Lin. Ft.	189	135	135	135	594
Test Piles (Timber)	Ea.	1	1	1	1	4
Class 'X' Concrete in Structures	Cu. Yds.	60	53	70	53	236





For details of footing for Pier #1 see Sheet 27.

PIERS
Scale: 3/8"=1'-0 unless noted

Designed by: J.K.
Drawn by: A.B.
Checked by: R.R.

NORTH ABUTMENT
Scale: 3/8"=1'-0

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BLDGS.
DIVISION OF HIGHWAYS
&
EAST ST. LOUIS & INTERURBAN WATER CO.

EAST ST. LOUIS EXPRESSWAY

BRIDGE FOR 2 30" ϕ WATER PIPES OVER F.A.I.-07

NORTH ABUTMENT AND PIERS No.1, 2, 3 & 4

H. W. LOCHNER, INC.
ENGINEERS
CHICAGO ILLINOIS

DATE: JULY 1980 SHEET NO. 26

USER NAME = pimsarno	DESIGNED - CRH	REVISED -	
	DRAWN - CRH	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DBM	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

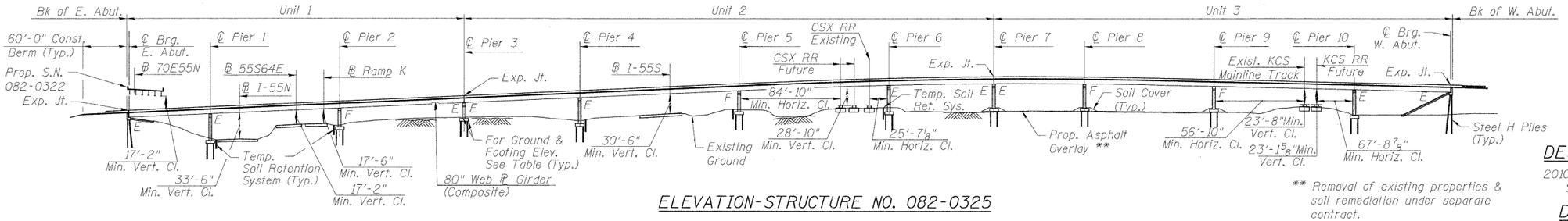
EXISTING BRIDGE PLAN – 30" WATER PIPES OVER I-55/I-70

SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	115
		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

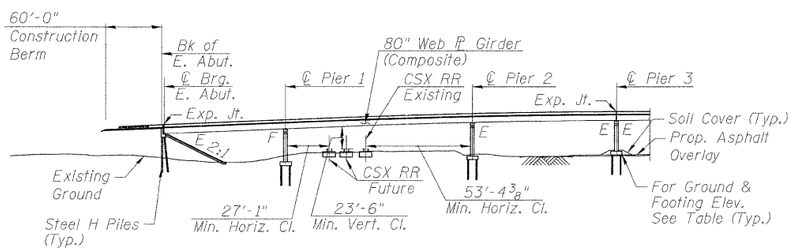
FILE NAME = P:\P60046609\900_CAD\901_Drawings\76C75_Contract\Sheet\Civil\Roadway_Plans\DBTRI-76C75-Sht-Rem-02.dgn

Benchmark BM25: Chiselled square in Concrete Foundation of Manhole Structure between I-55/70 W.B. & CSX RR, 65' RT. Sta. 60+32. Elev. 429.43
Benchmark JD4: Chiselled square northerly foundation sign truss over I-55/70 W.B. ramp to I-64 E.B. 35.5' RT. Sta. 18+35 (55S64E) Elev. 403.40
Benchmark BM27: Chiselled 'X' southerly cap bolt fire hydrant at north quadrant 2nd Street and Baugh Ave. 190' RT. Sta. 86+27 (55S70W) Elev. 419.77
Existing Structure: None



ELEVATION-STRUCTURE NO. 082-0325

** Removal of existing properties & soil remediation under separate contract.



ELEVATION-STRUCTURE NO. 082-0323

LEGEND

- Existing Storm Sewer
- Existing Underground Electric
- Existing Underground Cable TV
- Existing Underground Combined Sewer
- Existing Underground Telephone
- Proposed Storm Sewer
- Soil Boring Location
- Proposed Light Pole

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
AMISH T. BHATT
081-006249
LICENSED STRUCTURAL ENGINEER

Amish T. Bhatt
DATE: 4-26-2011
EXPIRES: 11-30-2012

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, Fifth Edition

DESIGN STRESSES

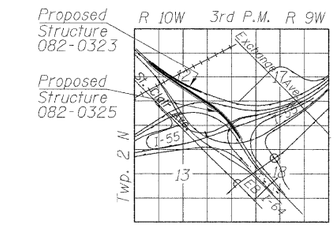
f'c = 3,500 psi
fy = 60,000 psi (reinf.)
fy = 50,000 psi (M270 Grade 50)

LOADING HL-93

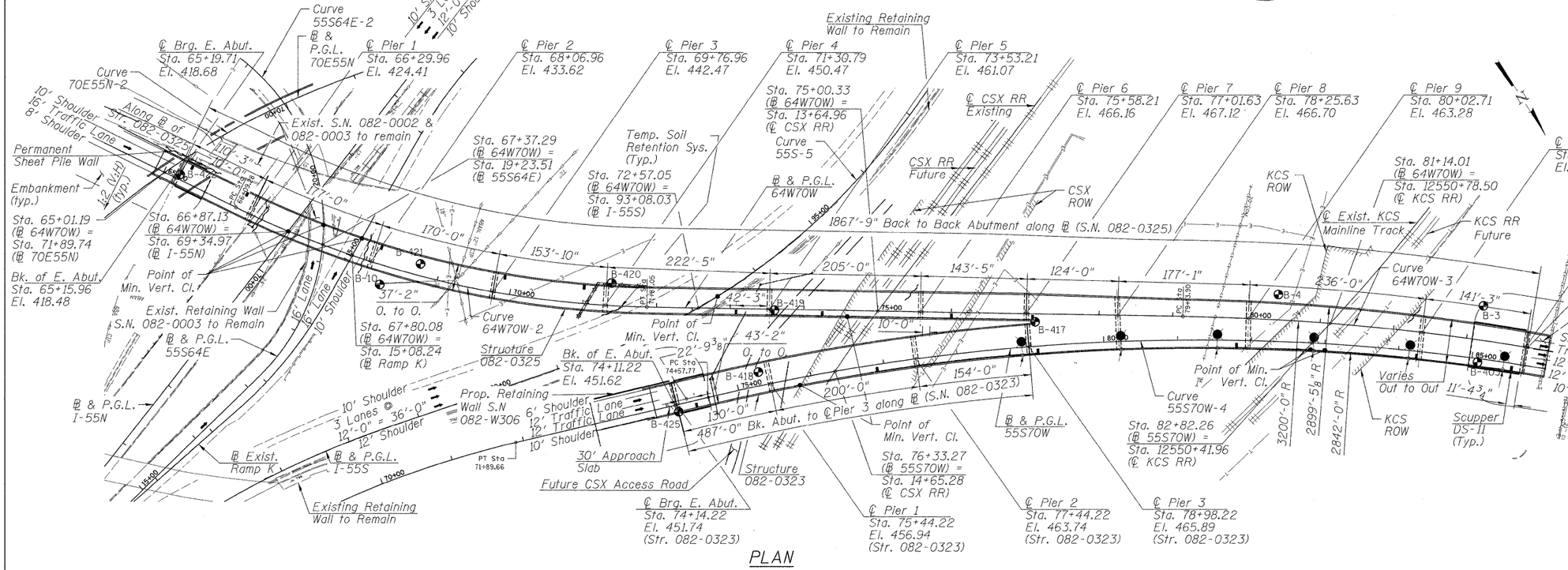
Allow 50#/sq. ft. for future wearing surface

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec.(S_{D1}) = 0.24g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.54g
Soil Site Class = D



LOCATION SKETCH



PLAN

GENERAL PLAN
I-70W OVER I-55, CSX & KCS RAILROADS
F.A.I. RTE. 70 - SEC. 82-1-B-1
ST. CLAIR COUNTY
STATION 77+44.22
STRUCTURE NO. 082-0323
STATION 75+58.21
STRUCTURE NO. 082-0325

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AECOM

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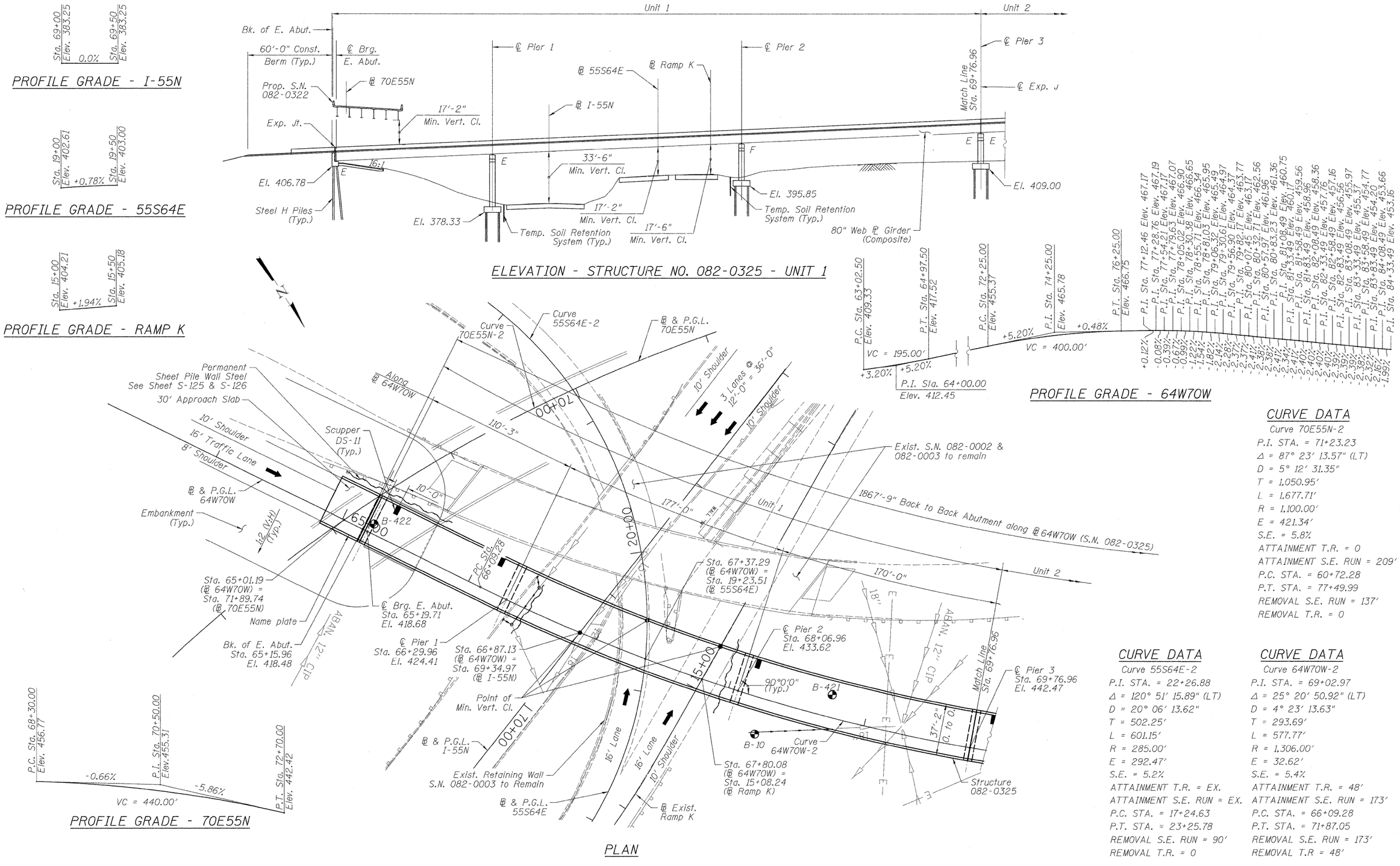
	DRAWN - DD	REVISED -
PLOT SCALE = @1'5" / in.	CHECKED - ATB	REVISED -
PLOT DATE = $DATE$	DATE - 04-26-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-1 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	116
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CURVE DATA

Curve 70E55N-2

P.I. STA. = 71+23.23
Δ = 87° 23' 13.57" (LT)
D = 5° 12' 31.35"
T = 1,050.95'
L = 1,677.71'
R = 1,100.00'
E = 421.34'
S.E. = 5.8%
ATTAINMENT T.R. = 0
ATTAINMENT S.E. RUN = 209'
P.C. STA. = 60+72.28
P.T. STA. = 77+49.99
REMOVAL S.E. RUN = 137'
REMOVAL T.R. = 0

CURVE DATA

Curve 55S64E-2

P.I. STA. = 22+26.88
Δ = 120° 51' 15.89" (LT)
D = 20° 06' 13.62"
T = 502.25'
L = 601.15'
R = 285.00'
E = 292.47'
S.E. = 5.2%
ATTAINMENT T.R. = EX.
ATTAINMENT S.E. RUN = EX.
P.C. STA. = 17+24.63
P.T. STA. = 23+25.78
REMOVAL S.E. RUN = 90'
REMOVAL T.R. = 0

CURVE DATA

Curve 64W70W-2

P.I. STA. = 69+02.97
Δ = 25° 20' 50.92" (LT)
D = 4° 23' 13.63"
T = 293.69'
L = 577.77'
R = 1,306.00'
E = 32.62'
S.E. = 5.4%
ATTAINMENT T.R. = 48'
ATTAINMENT S.E. RUN = 173'
P.C. STA. = 66+09.28
P.T. STA. = 71+87.05
REMOVAL S.E. RUN = 173'
REMOVAL T.R = 48'

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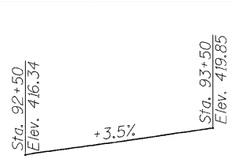
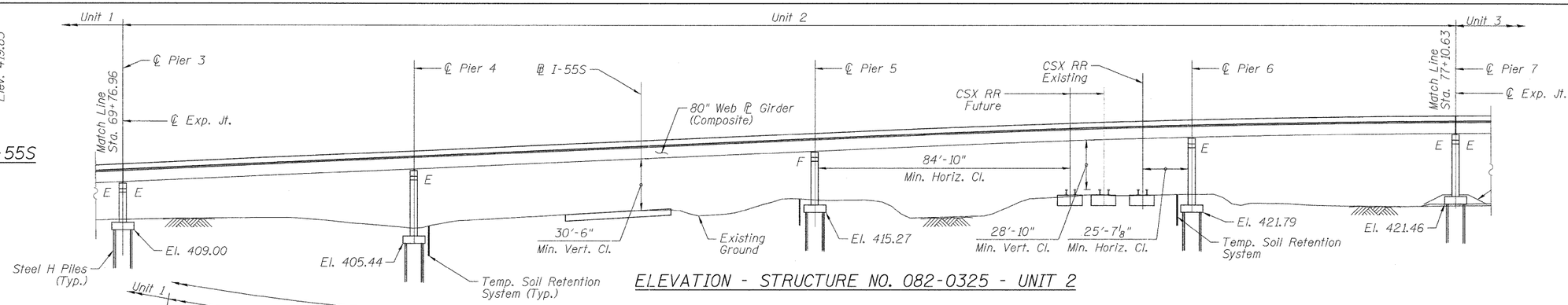
AECOM	USER NAME = BhattA	DESIGNED - DD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION – I I–70W OVER I–55, CSX & KCS RAILROADS
		DRAWN - DD	REVISED -		
	PLOT SCALE = 0.1 '/ in.	CHECKED - ATB	REVISED -		
	PLOT DATE = $DATE$	DATE - 04-26-2011	REVISED -		SCALE: NONE | SHEET NO. S-2 OF S-138 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	117
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

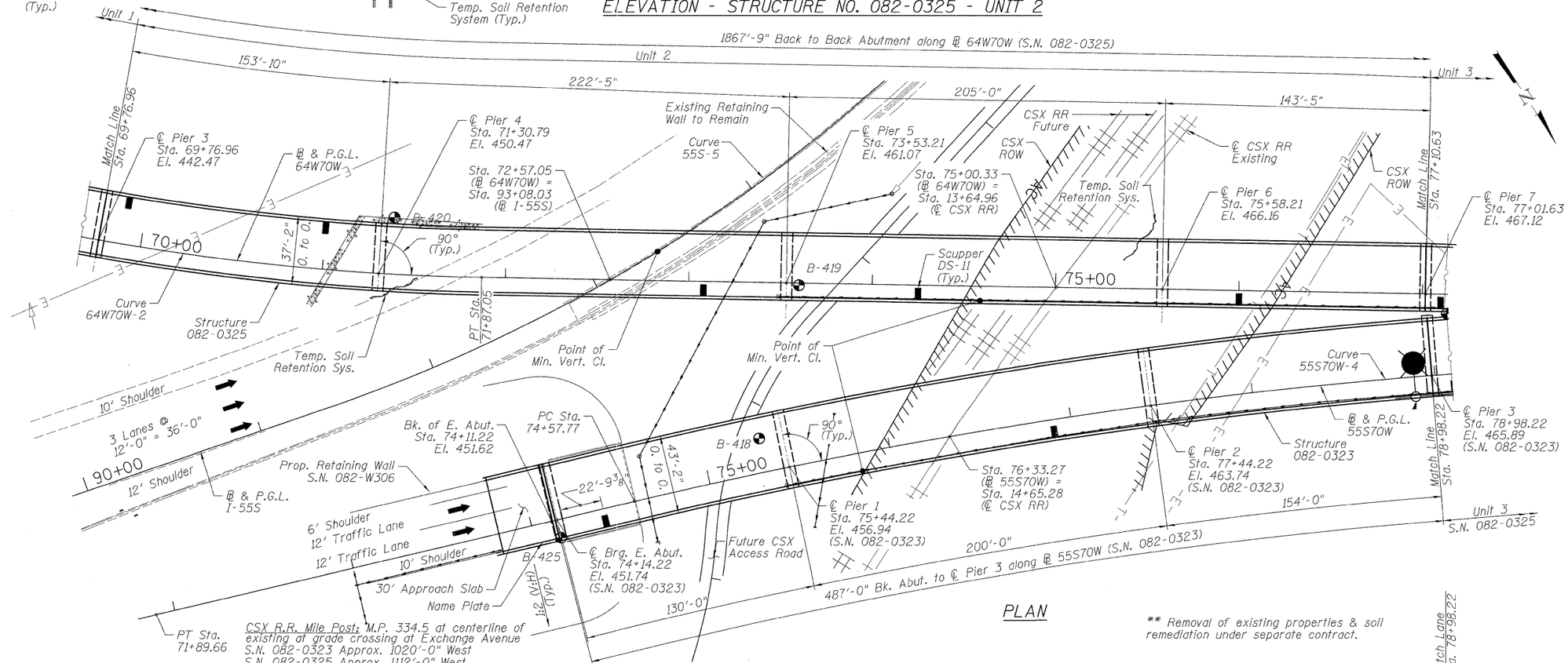


PROFILE GRADE - I-55S

CSX R.R. - Top of Rail



ELEVATION - STRUCTURE NO. 082-0325 - UNIT 2



CSX R.R. Mile Post: M.P. 334.5 at centerline of existing at grade crossing at Exchange Avenue
S.N. 082-0323 Approx. 1020'-0" West
S.N. 082-0325 Approx. 1112'-0" West

PLAN

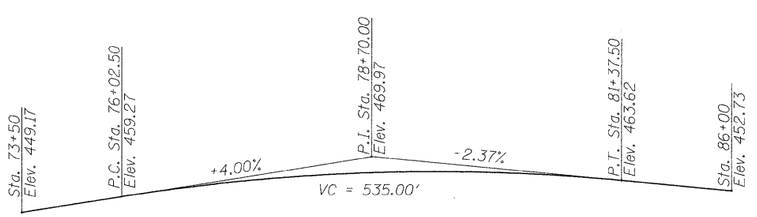
** Removal of existing properties & soil remediation under separate contract.

CURVE DATA

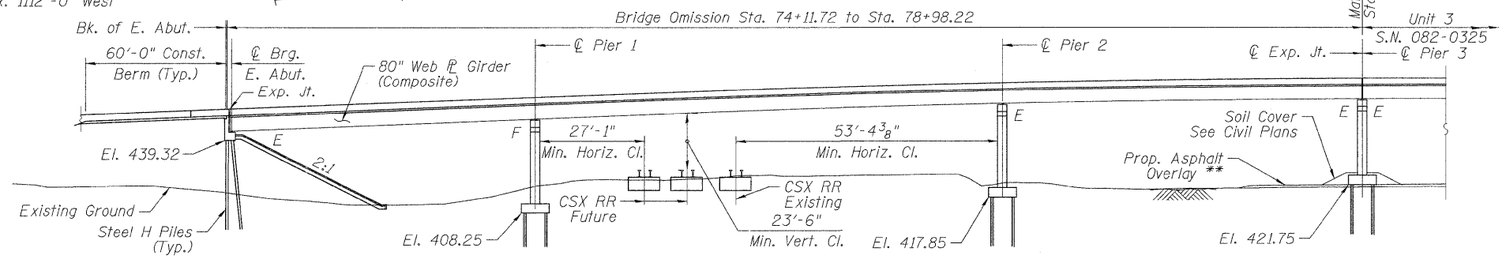
Curve 55S-5
P.I. STA. = 93+80.20
Δ = 30° 29' 46.07" (LT)
D = 6° 28' 13.22"
T = 241.39'
L = 471.32'
R = 885.51'
E = 32.31'
P.C. STA. = 91+38.81
P.T. STA. = 96+10.13

CURVE DATA

Curve 55S70W-4
P.I. STA. = 81+39.12
Δ = 26° 52' 21.21" (RT)
D = 2° 00' 32.29"
T = 681.35'
L = 1,337.63'
R = 2,852.00'
E = 80.26'
S.E. = 3.5%
ATTAINMENT T.R. = 0
ATTAINMENT S.E. RUN = 0
P.C. STA. = 74+57.77
P.T. STA. = 87+95.40
REMOVAL S.E. RUN = 169'
REMOVAL T.R. = 72'



PROFILE GRADE - 55S70W



ELEVATION - STRUCTURE NO. 082-0323

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = @1'1" / in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 3-30-11	REVISED -	

AECOM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – II
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-3 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	118
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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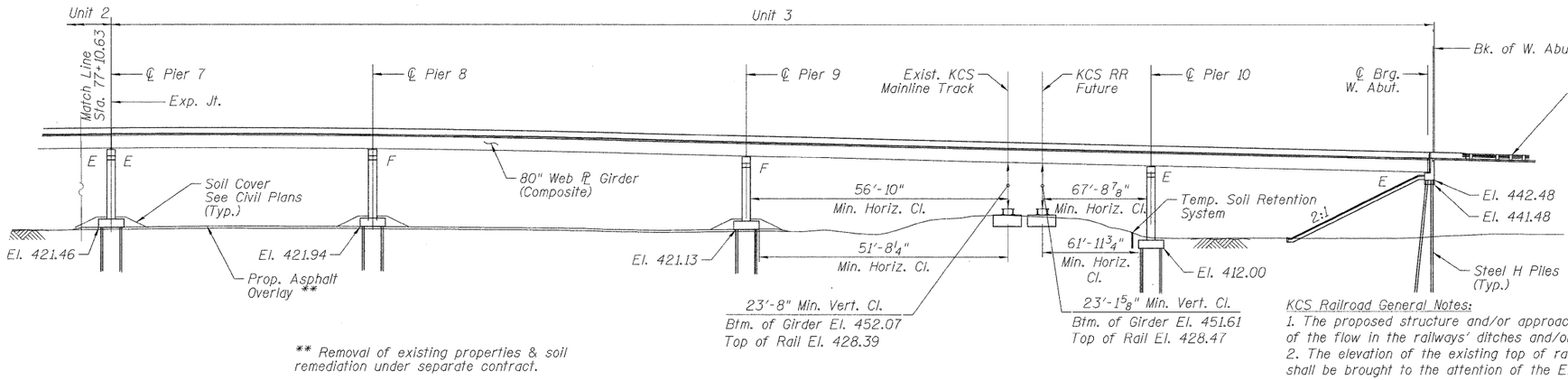
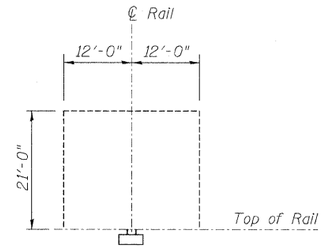


** Removal of existing properties & soil remediation under separate contract.

ELEVATION - STRUCTURE NO. 082-0325 - UNIT 3

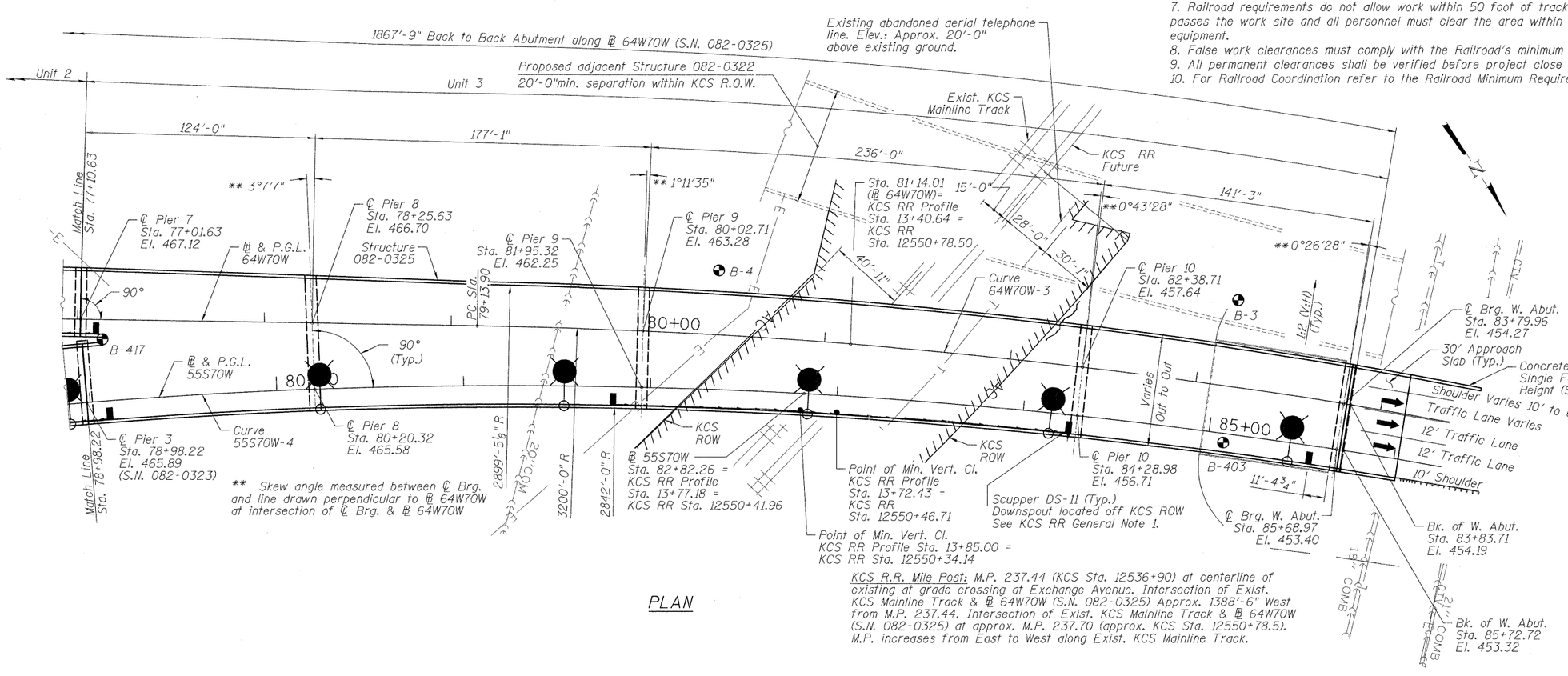


KCS RR TEMPORARY CONSTRUCTION CLEARANCE

(See also KCS RR General Notes)

KCS Railroad General Notes:

1. The proposed structure and/or approach roadways shall not increase the quantity and/or characteristics of the flow in the railways' ditches and/or drainage structures.
2. The elevation of the existing top of rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Engineer and the Railroad prior to construction.
3. The Contractor shall submit a proposed method of erosion and sediment control, including maintenance thereof, and have the method reviewed and approved by the Engineer and the Railroad.
4. All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines, Section IV, "Design and Construction of Shoring Adjacent to and on Railroad Right-of-Way". Railroad review and approval of detailed Contractor prepared plans and design calculations are required before construction begins.
5. All demolitions within Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines. Railroad review and approval of detailed Contractor demolition plans is required before demolition begins.
6. Erection of overpass components over Railroad's right-of-way shall not interrupt the Railroad's operations, enabling the tracks to remain open to traffic per the Railroad's requirements.
7. Railroad requirements do not allow work within 50 foot of track centerline when a train or Railroad equipment passes the work site and all personnel must clear the area within 25 foot of the track centerline and secure all equipment.
8. False work clearances must comply with the Railroad's minimum temporary construction clearances.
9. All permanent clearances shall be verified before project close out.
10. For Railroad Coordination refer to the Railroad Minimum Requirements in the Special Provisions.



** Skew angle measured between ℄ Brg. and line drawn perpendicular to ℄ 64W70W at intersection of ℄ Brg. & ℄ 64W70W

KCS R.R. Mile Post: M.P. 237.44 (KCS Sta. 12536+90) at centerline of existing at grade crossing at Exchange Avenue. Intersection of Exist. KCS Mainline Track & ℄ 64W70W (S.N. 082-0325) Approx. 1388'-6" West from M.P. 237.44. Intersection of Exist. KCS Mainline Track & ℄ 64W70W (S.N. 082-0325) at approx. M.P. 237.70 (approx. KCS Sta. 12550+78.5). M.P. increases from East to West along Exist. KCS Mainline Track.

PLAN

CURVE DATA

Curve 64W70W-3

P.I. STA. = 82+62.48
Δ = 12° 26' 00.10" (RT)
D = 1° 47' 25.78"
T = 348.57'
L = 694.41'
R = 3,200.00'
E = 18.93'
S.E. = 3.5%
ATTAINMENT T.R. = 0
ATTAINMENT S.E. RUN = 64'
P.C. STA. = 79+13.90
P.T. STA. = 86+08.31
REMOVAL S.E. RUN = 84'
REMOVAL T.R. = 36'

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0:1 '1' / in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 04-26-2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – III
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-4 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	119
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$" ϕ, holes $^{15}/_{16}$" ϕ, unless otherwise noted.

2. Calculated weight of Structural Steel = 6,537,229 pounds (Grade 50) (S.N. 082-0323 calculated weight of Structural Steel = 1,091,085 pounds (Grade 50) & S.N. 082-0325 calculated weight of Structural Steel = 5,446,144 pounds (Grade 50)

3. All structural steel shall be AASHTO M 270 Grade 50.

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

5. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

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

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

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

9. Concrete Sealer shall be applied to the designated areas of the abutments and piers.

10. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

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

12. Slipforming of the parapets is not allowed.

13 Structural steel erection shall be accomplished by a steel erection contractor or subcontractor certified as an Advanced Certified Steel Erector (ACSE) by the American Institute of Steel Construction (AISC). See special provision for "Erection of Complex Steel Structures.

14. The Contractor shall not pour the concrete deck if wind gusts on the day of the pour are forecasted to be greater than 20 mph. If the contractor wishes to pour the concrete deck on a day where wind gusts exceed those specified above, then global stability calculations of the superstructure shall be submitted to the Engineer for review and approval. The calculations shall be prepared by and sealed by an Illinois Licensed Structural Engineer.

STATION 77+44.22
BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 70 SEC. 82-1-1HB
LOADING HL-93
STRUCTURE NO. 082-0323

NAME PLATE S.N. 082-0323
See Std. 515001

STATION 75+58.21
BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 70 SEC. 82-1-1HB
LOADING HL-93
STRUCTURE NO. 082-0325

NAME PLATE S.N. 082-0325
See Std. 515001

INDEX OF SHEETS

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AECOM

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	DRAWN - MK	REVISED -
PLOT SCALE = 0.2 '/ in.	CHECKED -	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

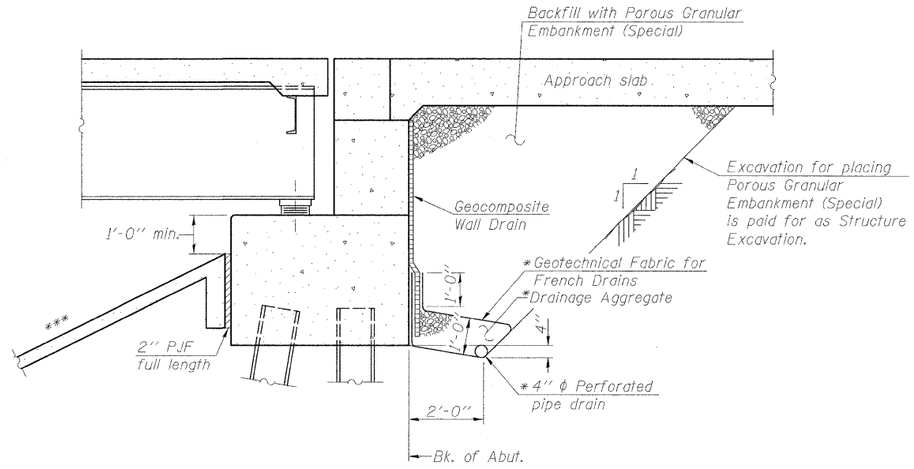
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & INDEX OF SHEETS
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-5 OF S-138 SHEETS | STA. - | TO STA. -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	120
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	S.N. 082-0323		S.N. 082-0325		TOTAL
		SUPER	SUB	SUPER	SUB	
POROUS GRANULAR EMBANKMENT, SPECIAL	CU. YD.		137.6		281.7	419.3
STRUCTURE EXCAVATION	CU. YD.		653.9		1,996.5	2,650.3
CONCRETE STRUCTURES	CU. YD.	11.0	742.4	28.9	2,474.6	3,256.8
CONCRETE SUPERSTRUCTURE	CU. YD.	761.9		3,149.2		3,911.1
BRIDGE DECK GROOVING	SQ. YD.	2,179		9,384		11,563
CONCRETE ENCASEMENT	CU. YD.		8.2		15.3	23.5
PROTECTIVE COAT	SQ. YD.	2,729		11,560		14,289
FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	0.2		0.8		1
STUD SHEAR CONNECTORS	EACH	7869		48,171		56,040
REINFORCEMENT BARS, EPOXY COATED	POUND	208,040	183,290	846,300	517,060	1,754,690
BAR SPLICERS	EACH		44		97	141
SLOPE WALL 4 INCH	SQ. YD.		378		512	890
FURNISHING STEEL PILES HP14x89	FOOT		13,894		51,243	65,137
DRIVING PILES	FOOT		13,894		51,243	65,137
TEST PILE STEEL HP14x89	EACH		3		9	12
PILE SHOES	EACH		125		476	601
NAME PLATES	EACH	1		1		2
PREFORMED JOINT STRIP SEAL	FOOT	42				42
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6				6
ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	12		25		37
ANCHOR BOLTS, 1"	EACH	60		150		210
ANCHOR BOLTS, 1 1/4"	EACH	24		266		290
CONCRETE SEALER	SQ. FT.		5,376		11,597	16,973
GEOCOMPOSITE WALL DRAIN	SQ. YD.		51		108	159
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		48		105	153
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	840	13	5,095	20	5,968
MECHANICAL SPLICERS	EACH		338		968	1,306
TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.				942	942
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 500K	EACH			17		17
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 550K	EACH	6				6
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 600K	EACH			6		6
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 650K	EACH			10		10
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 200K	EACH			6		6
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 250K	EACH			6		6
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 400K	EACH			6		6
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 500K	EACH			6		6
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K	EACH	6		6		12
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 650K	EACH			9		9
PERMANENT STEEL SHEET PILING	SQ. FT.				2,430	2,430
DRAINAGE SCUPPERS, DS-11	EACH	2		13		15
DRAINAGE SYSTEM	L. SUM	0.25		0.75		1
MODULAR EXPANSION JOINT-SWIVEL 6"	FOOT			89		89
MODULAR EXPANSION JOINT-SWIVEL 9"	FOOT	40		68		108

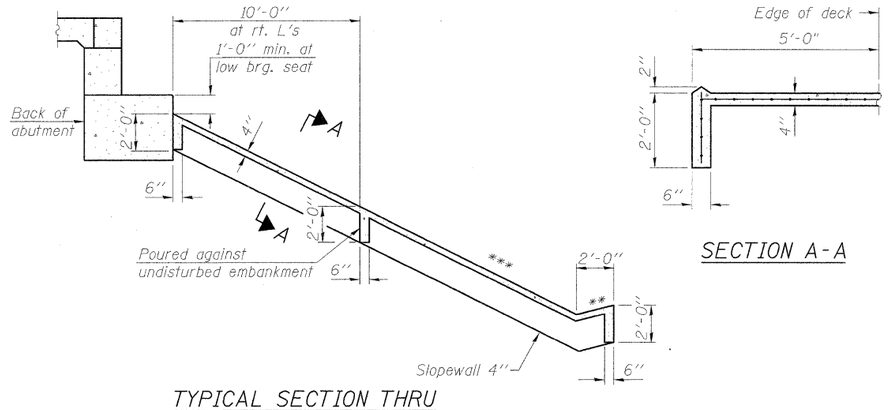


SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. ℄ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A

TYPICAL SECTION THRU CONCRETE SLOPEWALL

Note:

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

** 1:4 (V:H)

*** 1:2 (V:H) at Rt. L's (082-0323 E. Abut. & 082-0325 W. Abut.)
1:16 (V:H) at Rt. L's (082-0325 E. Abut.)

P:\PROJECTS\60246629\900_CAD\901_Drawings\76C75_Master_Consolidated\Structural\082-0323\Sheet\S085_082-0323-0325_76C75_BillMat.dgn

AECOM

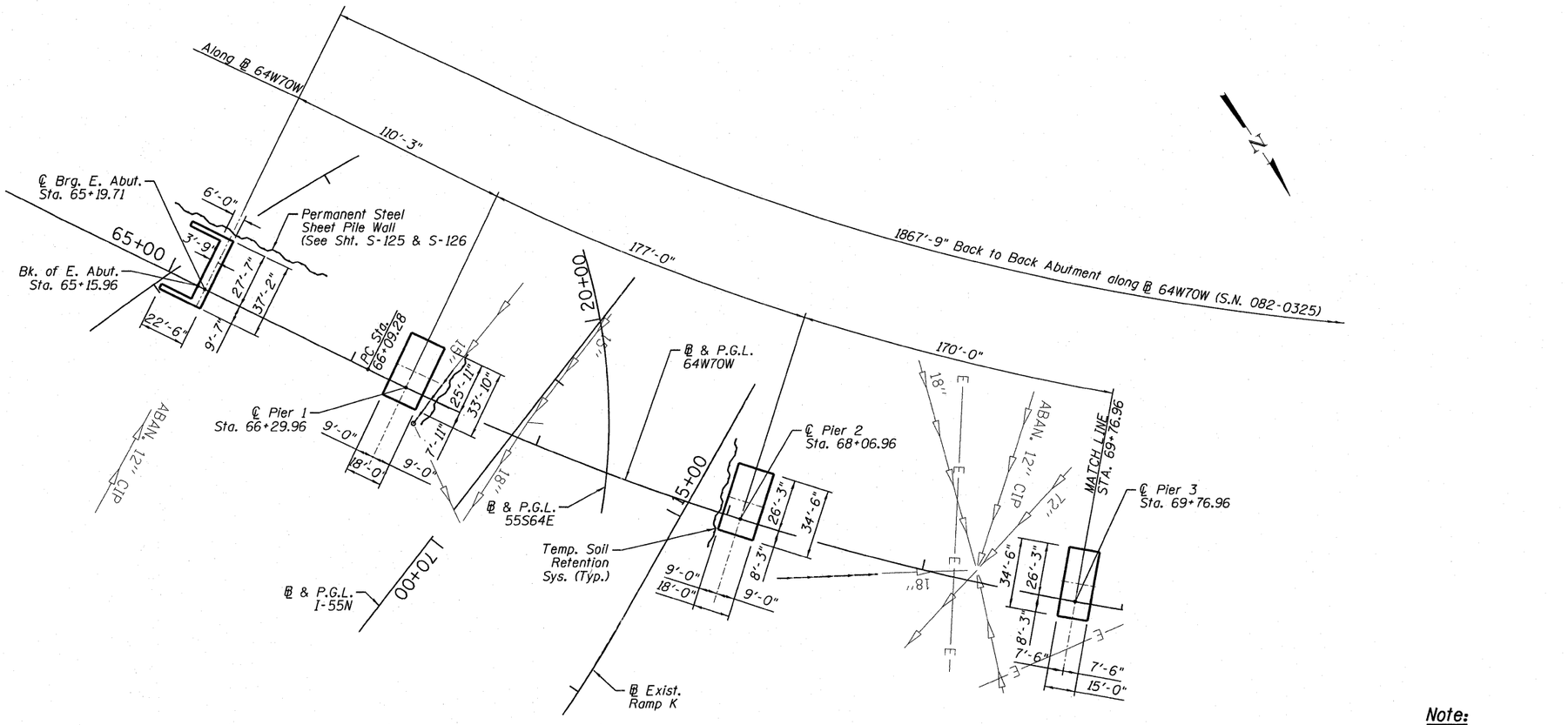
USER NAME = BhattA	DESIGNED - ATB	REVISED -	
	DRAWN - JHR	REVISED -	
PLOT SCALE = 61 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 05-02-2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

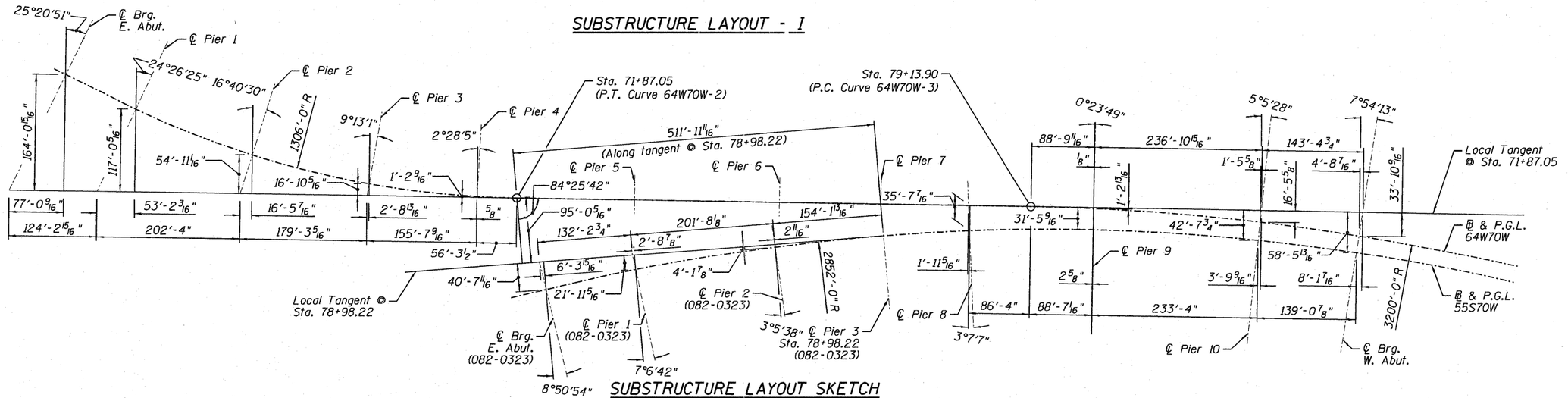
TOTAL BILL OF MATERIAL & ABUTMENT SECTIONS
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-6 OF S-138 SHEETS | STA. - | TO STA. -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	121
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SUBSTRUCTURE LAYOUT - I



SUBSTRUCTURE LAYOUT SKETCH

Note:
Work this sheet with sheet S-8 & S-9.

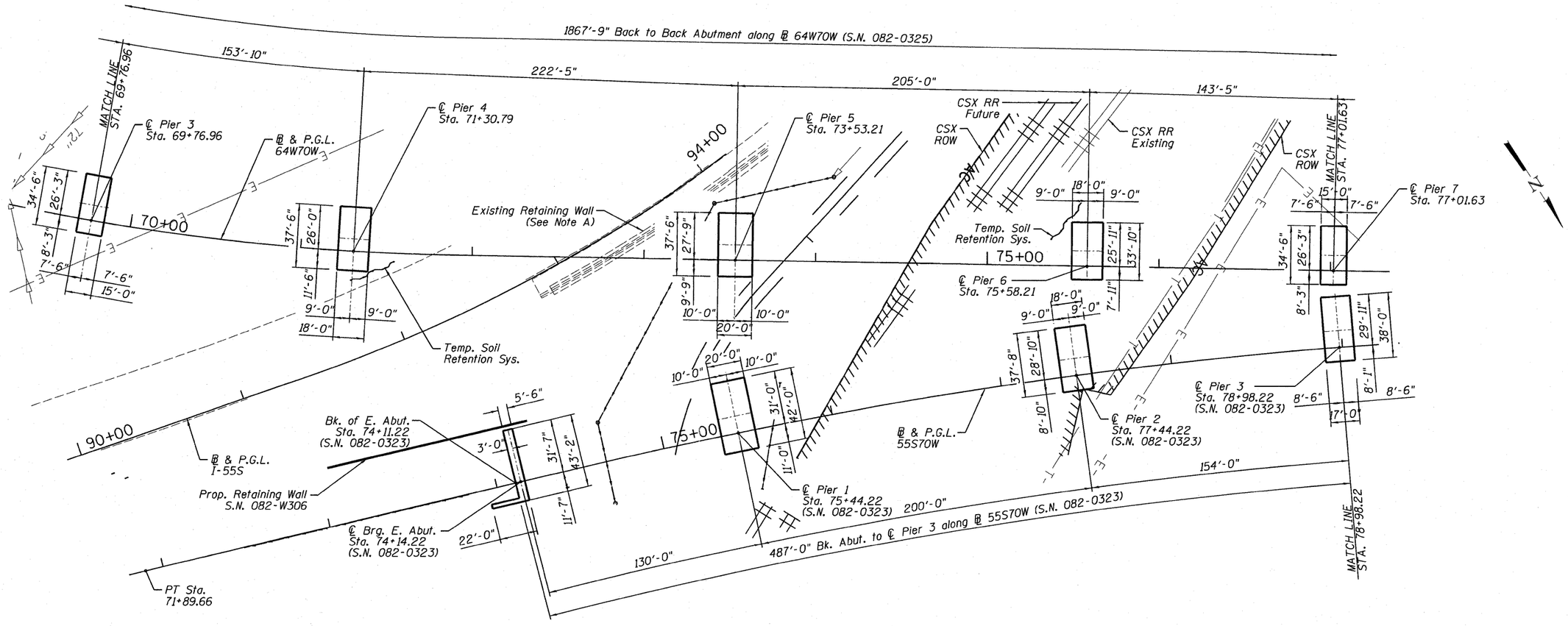
P:\P60804669\900_CAD\901_Drawings\76C02_Master_Consolidated\Structural\082-0323\Sheets\S007_082-0323-0325_76C75_Sup_LAY_1.dgn

AECOM	USER NAME = BhattA	DESIGNED - ATB	REVISED -
		DRAWN - JHR	REVISED -
	PLOT SCALE = 0.2 ' / in.	CHECKED - ATB	REVISED -
	PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – I
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-7 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	122
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SUBSTRUCTURE LAYOUT - II

Note A:

Contractor shall take all precautions to protect Existing Retaining Wall and foundation during the construction of Pier 5. The Contractor shall not expose Existing Retaining Wall footing during construction.

Note:

Work this sheet with sheet S-7 & S-9.

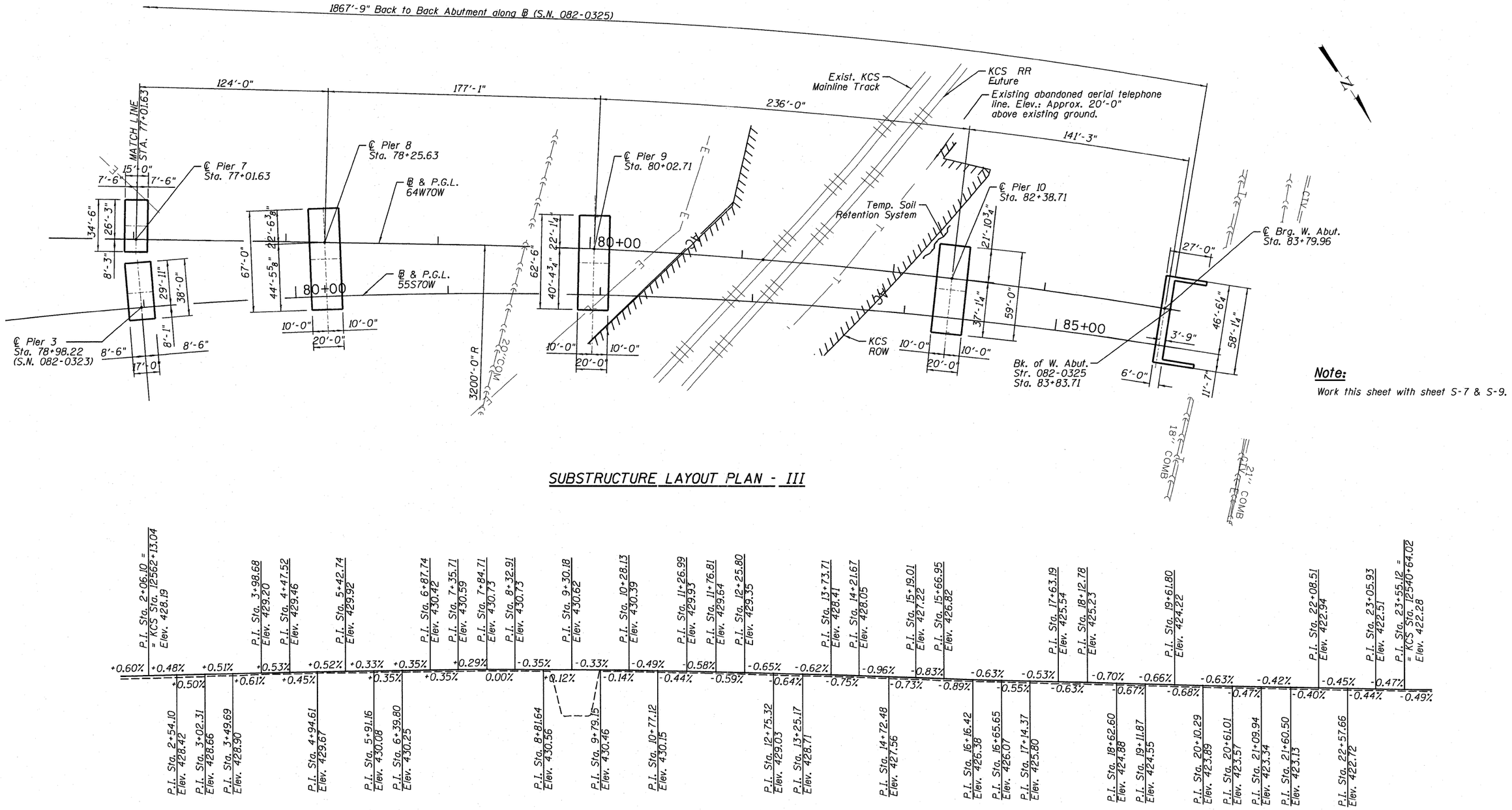
P:\P60846829\900_CAD\901_Drawings\76C02_Master_Consolidated\Structural\082-0323\Sheets\S808_082-0323-0325_76C75_Sup_LAY_2.dgn

AECOM	USER NAME = BhattA	DESIGNED - ATB	REVISED -
		DRAWN - JHR	REVISED -
	PLOT SCALE = 0.2 '1' / in.	CHECKED - ATB	REVISED -
	PLOT DATE = 0DATE0	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – II
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-8 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	123
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SUBSTRUCTURE LAYOUT PLAN - III

KCS R.R. - Top of Rail

Note:
Work this sheet with sheet S-7 & S-9.

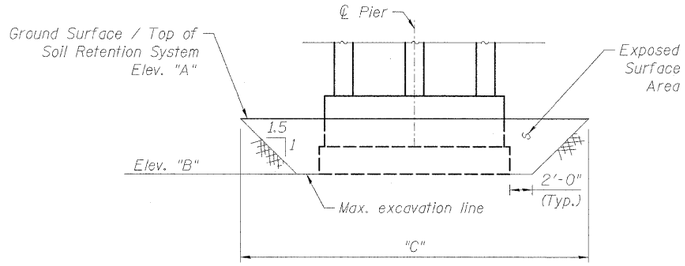
P:\P60246691\900.CAD\901.Drawings\76C00_Master_Consolidated\Structural\082-0323\Sheet\S091_082-0323-0325_76C75_Sup_LAY_3.dgn

AECOM	USER NAME = BhattA	DESIGNED - ATB	REVISED -
		DRAWN - JHR	REVISED -
	PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -
	PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

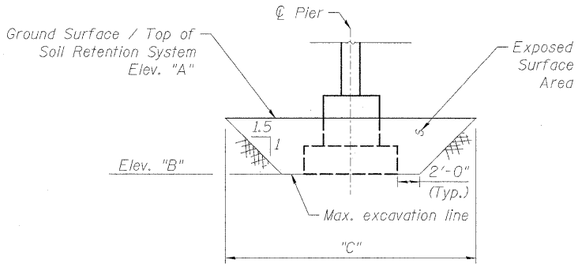
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT – III
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-9 OF S-138 SHEETS | STA. | TO STA.

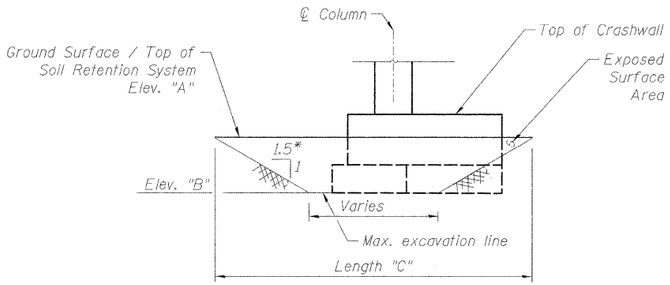
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	124
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ELEVATION - TEMP.
SOIL RETENTION SYSTEM AT
PIERS 1 & 2 - SN 082-0325



ELEVATION - TEMP.
SOIL RETENTION SYSTEM AT
PIER 4 - SN 082-0325



PARTIAL ELEVATION - TEMP.
SOIL RETENTION SYSTEM AT
PIERS 6 & 10 - SN 082-0325

Pier 6 Shown, Pier 10 is similar

*℄ Rt. angles to proposed face of foundation

Structure	Elev. "A"	Elev. "B"	Length "C" (ft.)
Pier 1	382.87±	378.33	58'-0"±
Pier 2	402.24±	395.85	62'-2"±
Pier 4	411.50±	405.44	39'-11"±
Pier 6	426.75±	421.79	23'-0"±
Pier 10	417.08±	412.00	26'-0"±

BILL OF MATERIALS

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	942

NOTES

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

P:\PROJECTS\60245628\V900_CADD\90_Drawings\76C00_Master_Consolidated\Structural\082-0323\Sheets\S0018_082-0323_76C75_TempSoilRetain.dgn

AECOM

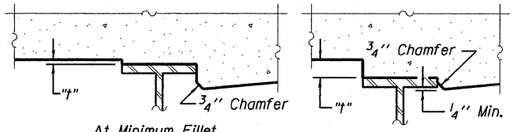
USER NAME = BhattA	DESIGNED - PMM	REVISED -	
	DRAWN - PMM	REVISED -	
PLOT SCALE = 0:1 '' / in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 3-30-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM DETAILS
I-70W OVER I-55, CSX & KCS RAILROADS

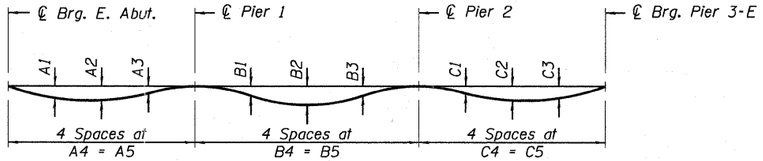
SCALE: NONE | SHEET NO. S-10 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	125
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders 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 girders.

FILLET HEIGHTS

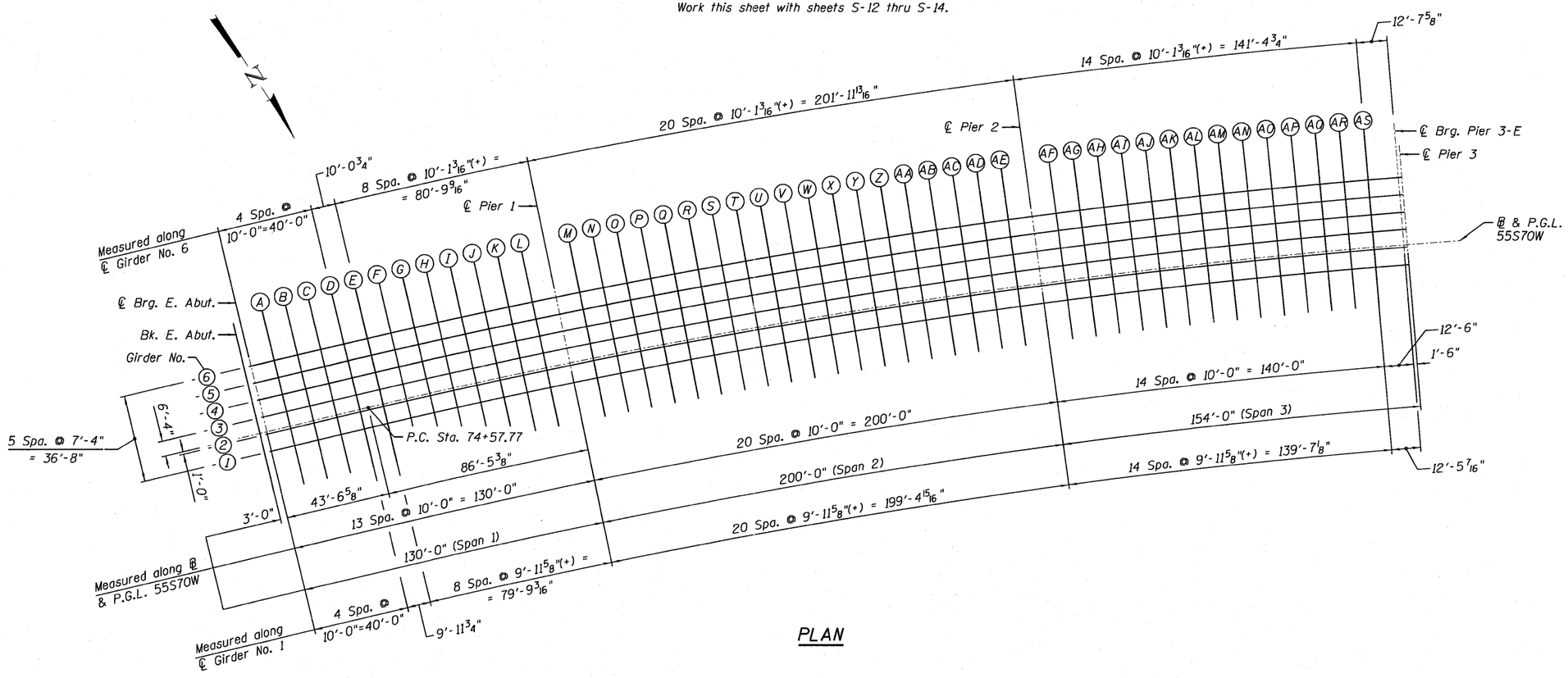


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:
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 below.

Work this sheet with sheets S-12 thru S-14.



PLAN

Girder No.	DEAD LOAD DEFLECTIONS														
	Span 1					Span 2					Span 3				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5
1	1/2"	1/2"	1/8"	32'-5 1/4"	129'-9"	1 3/8"	2 3/8"	1 1/4"	49'-10 1/4"	199'-5"	3/8"	1/8"	1/8"	38'-0 1/8"	152'-0 5/8"
2	1/2"	3/8"	1/16"	32'-5 7/8"	129'-11 5/8"	1 1/2"	2 3/8"	1 1/4"	49'-11 3/4"	199'-11 1/8"	3/8"	1/8"	1/8"	38'-1 3/8"	152'-5 3/8"
3	1/2"	3/8"	0"	32'-6 5/8"	130'-2 1/4"	1 1/2"	2 1/2"	1 1/4"	50'-1 3/8"	200'-5 3/8"	3/8"	1/8"	1/8"	38'-2 1/2"	152'-10 1/8"
4	1/2"	3/8"	0"	32'-7 1/4"	130'-5"	1 1/2"	2 1/2"	1 3/8"	50'-2 7/8"	200'-11 1/2"	3/8"	1/8"	1/8"	38'-3 3/4"	153'-2 7/8"
5	1/2"	3/8"	0"	32'-7 7/8"	130'-7 5/8"	1 5/8"	2 5/8"	1 3/8"	50'-4 3/8"	201'-5 5/8"	3/8"	1/4"	1/8"	38'-4 7/8"	153'-7 5/8"
6	1/2"	3/8"	0"	32'-8 5/8"	130'-10 1/4"	1 5/8"	2 3/4"	1 1/2"	50'-6"	201'-11 7/8"	3/8"	1/4"	1/4"	38'-6 1/8"	154'-0 3/8"

AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-11 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	126
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	8.33	451.32	451.32
℄ Brg. E. Abut.	74+14.22	8.33	451.44	451.44
A	74+24.22	8.33	451.84	451.86
B	74+34.22	8.33	452.24	452.27
C	74+44.22	8.33	452.64	452.68
D	74+54.22	8.33	453.04	453.09
E	74+64.22	8.33	453.44	453.49
F	74+74.22	8.33	453.84	453.89
G	74+84.22	8.33	454.24	454.28
H	74+94.22	8.33	454.64	454.67
I	75+04.22	8.33	455.04	455.06
J	75+14.22	8.33	455.44	455.45
K	75+24.22	8.33	455.84	455.84
L	75+34.22	8.33	456.24	456.24
℄ Pier 1	75+44.22	8.33	456.64	456.64
M	75+54.22	8.33	457.04	457.06
N	75+64.22	8.33	457.44	457.48
O	75+74.22	8.33	457.84	457.91
P	75+84.22	8.33	458.24	458.33
Q	75+94.22	8.33	458.64	458.76
R	76+04.22	8.33	459.04	459.19
S	76+14.22	8.33	459.44	459.60
T	76+24.22	8.33	459.82	460.00
U	76+34.22	8.33	460.18	460.38
V	76+44.22	8.33	460.54	460.74
W	76+54.22	8.33	460.88	461.07
X	76+64.22	8.33	461.22	461.40
Y	76+74.22	8.33	461.54	461.69
Z	76+84.22	8.33	461.85	461.98
AA	76+94.22	8.33	462.14	462.25
AB	77+04.22	8.33	462.43	462.51
AC	77+14.22	8.33	462.70	462.75
AD	77+24.22	8.33	462.96	462.99
AE	77+34.22	8.33	463.21	463.22
℄ Pier 2	77+44.22	8.33	463.45	463.45
AF	77+54.22	8.33	463.67	463.67
AG	77+64.22	8.33	463.89	463.89
AH	77+74.22	8.33	464.09	464.11
AI	77+84.22	8.33	464.28	464.31
AJ	77+94.22	8.33	464.46	464.51
AK	78+04.22	8.33	464.62	464.69
AL	78+14.22	8.33	464.77	464.86
AM	78+24.22	8.33	464.92	465.02
AN	78+34.22	8.33	465.05	465.15
AO	78+44.22	8.33	465.16	465.27
AP	78+54.22	8.33	465.27	465.37
AQ	78+64.22	8.33	465.37	465.45
AR	78+74.22	8.33	465.45	465.51
AS	78+84.22	8.33	465.52	465.55
℄ Brg. Pier 3-E	78+96.72	8.33	465.59	465.59
℄ Pier 3	78+98.22	8.33	465.60	465.60

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	1.00	451.58	451.58
℄ Brg. E. Abut.	74+14.22	1.00	451.70	451.70
A	74+24.22	1.00	452.10	452.12
B	74+34.22	1.00	452.50	452.53
C	74+44.22	1.00	452.90	452.94
D	74+54.22	1.00	453.30	453.34
E	74+64.22	1.00	453.70	453.74
F	74+74.22	1.00	454.10	454.14
G	74+84.22	1.00	454.50	454.53
H	74+94.22	1.00	454.90	454.92
I	75+04.22	1.00	455.30	455.31
J	75+14.22	1.00	455.70	455.70
K	75+24.22	1.00	456.10	456.10
L	75+34.22	1.00	456.50	456.50
℄ Pier 1	75+44.22	1.00	456.90	456.90
M	75+54.22	1.00	457.30	457.32
N	75+64.22	1.00	457.70	457.74
O	75+74.22	1.00	458.10	458.17
P	75+84.22	1.00	458.50	458.59
Q	75+94.22	1.00	458.90	459.02
R	76+04.22	1.00	459.30	459.45
S	76+14.22	1.00	459.69	459.86
T	76+24.22	1.00	460.07	460.26
U	76+34.22	1.00	460.44	460.64
V	76+44.22	1.00	460.80	461.00
W	76+54.22	1.00	461.14	461.33
X	76+64.22	1.00	461.47	461.65
Y	76+74.22	1.00	461.79	461.95
Z	76+84.22	1.00	462.10	462.24
AA	76+94.22	1.00	462.40	462.51
AB	77+04.22	1.00	462.68	462.76
AC	77+14.22	1.00	462.96	463.01
AD	77+24.22	1.00	463.22	463.25
AE	77+34.22	1.00	463.47	463.48
℄ Pier 2	77+44.22	1.00	463.70	463.70
AF	77+54.22	1.00	463.93	463.93
AG	77+64.22	1.00	464.14	464.15
AH	77+74.22	1.00	464.34	464.36
AI	77+84.22	1.00	464.53	464.57
AJ	77+94.22	1.00	464.71	464.76
AK	78+04.22	1.00	464.88	464.95
AL	78+14.22	1.00	465.03	465.12
AM	78+24.22	1.00	465.17	465.27
AN	78+34.22	1.00	465.30	465.41
AO	78+44.22	1.00	465.42	465.52
AP	78+54.22	1.00	465.53	465.62
AQ	78+64.22	1.00	465.62	465.70
AR	78+74.22	1.00	465.70	465.76
AS	78+84.22	1.00	465.77	465.81
℄ Brg. Pier 3-E	78+96.72	1.00	465.85	465.85
℄ Pier 3	78+98.22	1.00	465.85	465.85

℄ & P.G.L. 55S70W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	0.00	451.62	451.62
℄ Brg. E. Abut.	74+14.22	0	451.74	451.74
A	74+24.22	0	452.14	452.15
B	74+34.22	0	452.54	452.56
C	74+44.22	0	452.94	452.97
D	74+54.22	0	453.34	453.38
E	74+64.22	0	453.74	453.78
F	74+74.22	0	454.14	454.17
G	74+84.22	0	454.54	454.57
H	74+94.22	0	454.94	454.96
I	75+04.22	0	455.34	455.35
J	75+14.22	0	455.74	455.74
K	75+24.22	0	456.14	456.13
L	75+34.22	0	456.54	456.53
℄ Pier 1	75+44.22	0	456.94	456.94
M	75+54.22	0	457.34	457.35
N	75+64.22	0	457.74	457.77
O	75+74.22	0	458.14	458.20
P	75+84.22	0	458.54	458.63
Q	75+94.22	0	458.94	459.06
R	76+04.22	0	459.34	459.48
S	76+14.22	0	459.73	459.90
T	76+24.22	0	460.11	460.30
U	76+34.22	0	460.48	460.67
V	76+44.22	0	460.83	461.03
W	76+54.22	0	461.18	461.37
X	76+64.22	0	461.51	461.69
Y	76+74.22	0	461.83	461.99
Z	76+84.22	0	462.14	462.27
AA	76+94.22	0	462.43	462.54
AB	77+04.22	0	462.72	462.80
AC	77+14.22	0	462.99	463.05
AD	77+24.22	0	463.25	463.28
AE	77+34.22	0	463.50	463.52
℄ Pier 2	77+44.22	0	463.74	463.74
AF	77+54.22	0	463.96	463.97
AG	77+64.22	0	464.18	464.18
AH	77+74.22	0	464.38	464.40
AI	77+84.22	0	464.57	464.60
AJ	77+94.22	0	464.75	464.80
AK	78+04.22	0	464.91	464.98
AL	78+14.22	0	465.07	465.15
AM	78+24.22	0	465.21	465.31
AN	78+34.22	0	465.34	465.44
AO	78+44.22	0	465.46	465.56
AP	78+54.22	0	465.56	465.66
AQ	78+64.22	0	465.66	465.74
AR	78+74.22	0	465.74	465.80
AS	78+84.22	0	465.81	465.85
℄ Brg. Pier 3-E	78+96.72	0	465.88	465.88
℄ Pier 3	78+98.22	0	465.89	465.89

NOTE:

Work this sheet with sheets S-11 thru S-14.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – I S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-12 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	127
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-6.33	451.84	451.84
℄ Brg. E. Abut.	74+14.22	-6.33	451.96	451.96
A	74+24.22	-6.33	452.36	452.37
B	74+34.22	-6.33	452.76	452.78
C	74+44.22	-6.33	453.16	453.19
D	74+54.22	-6.33	453.56	453.60
E	74+64.22	-6.33	453.96	454.00
F	74+74.22	-6.33	454.36	454.39
G	74+84.22	-6.33	454.76	454.79
H	74+94.22	-6.33	455.16	455.18
I	75+04.22	-6.33	455.56	455.57
J	75+14.22	-6.33	455.96	455.96
K	75+24.22	-6.33	456.36	456.35
L	75+34.22	-6.33	456.76	456.75
℄ Pier 1	75+44.22	-6.33	457.16	457.16
M	75+54.22	-6.33	457.56	457.58
N	75+64.22	-6.33	457.96	458.00
O	75+74.22	-6.33	458.36	458.42
P	75+84.22	-6.33	458.76	458.85
Q	75+94.22	-6.33	459.16	459.28
R	76+04.22	-6.33	459.56	459.71
S	76+14.22	-6.33	459.95	460.12
T	76+24.22	-6.33	460.33	460.52
U	76+34.22	-6.33	460.70	460.90
V	76+44.22	-6.33	461.05	461.26
W	76+54.22	-6.33	461.40	461.59
X	76+64.22	-6.33	461.73	461.91
Y	76+74.22	-6.33	462.05	462.21
Z	76+84.22	-6.33	462.36	462.50
AA	76+94.22	-6.33	462.66	462.76
AB	77+04.22	-6.33	462.94	463.02
AC	77+14.22	-6.33	463.21	463.27
AD	77+24.22	-6.33	463.48	463.50
AE	77+34.22	-6.33	463.72	463.74
℄ Pier 2	77+44.22	-6.33	463.96	463.96
AF	77+54.22	-6.33	464.19	464.19
AG	77+64.22	-6.33	464.40	464.41
AH	77+74.22	-6.33	464.60	464.62
AI	77+84.22	-6.33	464.79	464.83
AJ	77+94.22	-6.33	464.97	465.02
AK	78+04.22	-6.33	465.13	465.20
AL	78+14.22	-6.33	465.29	465.37
AM	78+24.22	-6.33	465.43	465.53
AN	78+34.22	-6.33	465.56	465.66
AO	78+44.22	-6.33	465.68	465.78
AP	78+54.22	-6.33	465.78	465.88
AQ	78+64.22	-6.33	465.88	465.96
AR	78+74.22	-6.33	465.96	466.02
AS	78+84.22	-6.33	466.03	466.07
℄ Brg. Pier 3-E	78+96.72	-6.33	466.10	466.10
℄ Pier 3	78+98.22	-6.33	466.11	466.11

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-13.67	452.09	452.09
℄ Brg. E. Abut.	74+14.22	-13.67	452.21	452.21
A	74+24.22	-13.67	452.61	452.63
B	74+34.22	-13.67	453.01	453.04
C	74+44.22	-13.67	453.41	453.45
D	74+54.22	-13.67	453.81	453.85
E	74+64.22	-13.67	454.21	454.25
F	74+74.22	-13.67	454.61	454.65
G	74+84.22	-13.67	455.01	455.04
H	74+94.22	-13.67	455.41	455.43
I	75+04.22	-13.67	455.81	455.82
J	75+14.22	-13.67	456.21	456.21
K	75+24.22	-13.67	456.61	456.61
L	75+34.22	-13.67	457.01	457.01
℄ Pier 1	75+44.22	-13.67	457.41	457.41
M	75+54.22	-13.67	457.81	457.83
N	75+64.22	-13.67	458.21	458.25
O	75+74.22	-13.67	458.61	458.68
P	75+84.22	-13.67	459.01	459.11
Q	75+94.22	-13.67	459.41	459.54
R	76+04.22	-13.67	459.81	459.97
S	76+14.22	-13.67	460.21	460.38
T	76+24.22	-13.67	460.59	460.79
U	76+34.22	-13.67	460.95	461.16
V	76+44.22	-13.67	461.31	461.52
W	76+54.22	-13.67	461.65	461.85
X	76+64.22	-13.67	461.99	462.18
Y	76+74.22	-13.67	462.31	462.47
Z	76+84.22	-13.67	462.62	462.76
AA	76+94.22	-13.67	462.91	463.02
AB	77+04.22	-13.67	463.20	463.28
AC	77+14.22	-13.67	463.47	463.53
AD	77+24.22	-13.67	463.73	463.76
AE	77+34.22	-13.67	463.98	464.00
℄ Pier 2	77+44.22	-13.67	464.22	464.22
AF	77+54.22	-13.67	464.44	464.44
AG	77+64.22	-13.67	464.66	464.66
AH	77+74.22	-13.67	464.86	464.88
AI	77+84.22	-13.67	465.05	465.08
AJ	77+94.22	-13.67	465.23	465.28
AK	78+04.22	-13.67	465.39	465.46
AL	78+14.22	-13.67	465.54	465.63
AM	78+24.22	-13.67	465.69	465.79
AN	78+34.22	-13.67	465.82	465.92
AO	78+44.22	-13.67	465.93	466.04
AP	78+54.22	-13.67	466.04	466.14
AQ	78+64.22	-13.67	466.14	466.22
AR	78+74.22	-13.67	466.22	466.28
AS	78+84.22	-13.67	466.29	466.32
℄ Brg. Pier 3-E	78+96.72	-13.67	466.36	466.36
℄ Pier 3	78+98.22	-13.67	466.37	466.37

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-21	452.35	452.35
℄ Brg. E. Abut.	74+14.22	-21	452.47	452.47
A	74+24.22	-21	452.87	452.89
B	74+34.22	-21	453.27	453.30
C	74+44.22	-21	453.67	453.71
D	74+54.22	-21	454.07	454.11
E	74+64.22	-21	454.47	454.51
F	74+74.22	-21	454.87	454.91
G	74+84.22	-21	455.27	455.30
H	74+94.22	-21	455.67	455.69
I	75+04.22	-21	456.07	456.08
J	75+14.22	-21	456.47	456.47
K	75+24.22	-21	456.87	456.87
L	75+34.22	-21	457.27	457.27
℄ Pier 1	75+44.22	-21	457.67	457.67
M	75+54.22	-21	458.07	458.09
N	75+64.22	-21	458.47	458.51
O	75+74.22	-21	458.87	458.94
P	75+84.22	-21	459.27	459.37
Q	75+94.22	-21	459.67	459.80
R	76+04.22	-21	460.07	460.23
S	76+14.22	-21	460.46	460.65
T	76+24.22	-21	460.84	461.05
U	76+34.22	-21	461.21	461.42
V	76+44.22	-21	461.57	461.79
W	76+54.22	-21	461.91	462.12
X	76+64.22	-21	462.24	462.44
Y	76+74.22	-21	462.56	462.74
Z	76+84.22	-21	462.87	463.02
AA	76+94.22	-21	463.17	463.29
AB	77+04.22	-21	463.45	463.54
AC	77+14.22	-21	463.73	463.79
AD	77+24.22	-21	463.99	464.02
AE	77+34.22	-21	464.24	464.25
℄ Pier 2	77+44.22	-21	464.47	464.47
AF	77+54.22	-21	464.70	464.70
AG	77+64.22	-21	464.91	464.92
AH	77+74.22	-21	465.11	465.13
AI	77+84.22	-21	465.30	465.34
AJ	77+94.22	-21	465.48	465.54
AK	78+04.22	-21	465.65	465.72
AL	78+14.22	-21	465.80	465.89
AM	78+24.22	-21	465.94	466.05
AN	78+34.22	-21	466.07	466.18
AO	78+44.22	-21	466.19	466.30
AP	78+54.22	-21	466.30	466.40
AQ	78+64.22	-21	466.39	466.48
AR	78+74.22	-21	466.47	466.54
AS	78+84.22	-21	466.54	466.58
℄ Brg. Pier 3-E	78+96.72	-21	466.62	466.62
℄ Pier 3	78+98.22	-21	466.62	466.62

NOTE:

Work this sheet with sheets S-11 thru S-14.

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AECOM

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	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – II S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-13 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	128
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	74+11.22	-28.33	452.61	452.61
℄ Brg. E. Abut.	74+14.22	-28.33	452.73	452.73
A	74+24.22	-28.33	453.13	453.14
B	74+34.22	-28.33	453.53	453.56
C	74+44.22	-28.33	453.93	453.96
D	74+54.22	-28.33	454.33	454.37
E	74+64.22	-28.33	454.73	454.77
F	74+74.22	-28.33	455.13	455.17
G	74+84.22	-28.33	455.53	455.56
H	74+94.22	-28.33	455.93	455.95
I	75+04.22	-28.33	456.33	456.34
J	75+14.22	-28.33	456.73	456.73
K	75+24.22	-28.33	457.13	457.12
L	75+34.22	-28.33	457.53	457.52
℄ Pier 1	75+44.22	-28.33	457.93	457.93
M	75+54.22	-28.33	458.33	458.35
N	75+64.22	-28.33	458.73	458.77
O	75+74.22	-28.33	459.13	459.20
P	75+84.22	-28.33	459.53	459.63
Q	75+94.22	-28.33	459.93	460.07
R	76+04.22	-28.33	460.33	460.50
S	76+14.22	-28.33	460.72	460.91
T	76+24.22	-28.33	461.10	461.32
U	76+34.22	-28.33	461.47	461.69
V	76+44.22	-28.33	461.82	462.05
W	76+54.22	-28.33	462.17	462.39
X	76+64.22	-28.33	462.50	462.71
Y	76+74.22	-28.33	462.82	463.00
Z	76+84.22	-28.33	463.13	463.28
AA	76+94.22	-28.33	463.43	463.55
AB	77+04.22	-28.33	463.71	463.80
AC	77+14.22	-28.33	463.98	464.04
AD	77+24.22	-28.33	464.25	464.28
AE	77+34.22	-28.33	464.49	464.51
℄ Pier 2	77+44.22	-28.33	464.73	464.73
AF	77+54.22	-28.33	464.96	464.96
AG	77+64.22	-28.33	465.17	465.18
AH	77+74.22	-28.33	465.37	465.39
AI	77+84.22	-28.33	465.56	465.60
AJ	77+94.22	-28.33	465.74	465.80
AK	78+04.22	-28.33	465.90	465.98
AL	78+14.22	-28.33	466.06	466.15
AM	78+24.22	-28.33	466.20	466.31
AN	78+34.22	-28.33	466.33	466.45
AO	78+44.22	-28.33	466.45	466.56
AP	78+54.22	-28.33	466.55	466.66
AQ	78+64.22	-28.33	466.65	466.74
AR	78+74.22	-28.33	466.73	466.80
AS	78+84.22	-28.33	466.80	466.84
℄ Brg. Pier 3-E	78+96.72	-28.33	466.85	466.85
℄ Pier 3	78+98.22	-28.33	466.85	466.85

NOTE:

Work this sheet with sheets S-11 thru S-14.

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AECOM

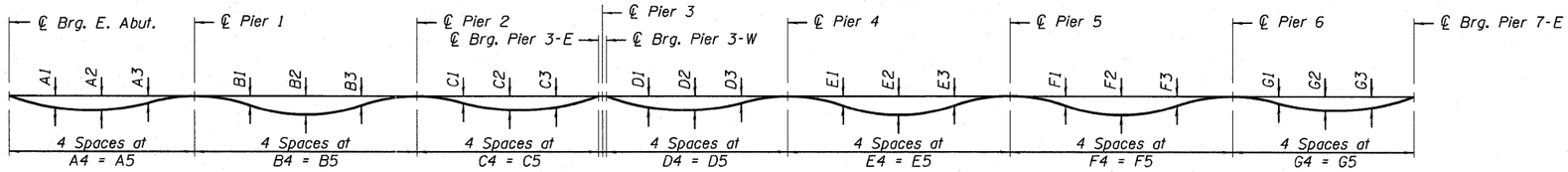
USER NAME = BhattA	DESIGNED - DD	REVISED -
	DRAWN - DD	REVISED -
PLOT SCALE = 0:2 '1' / in.	CHECKED - ATB	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – III S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-14 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	129
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

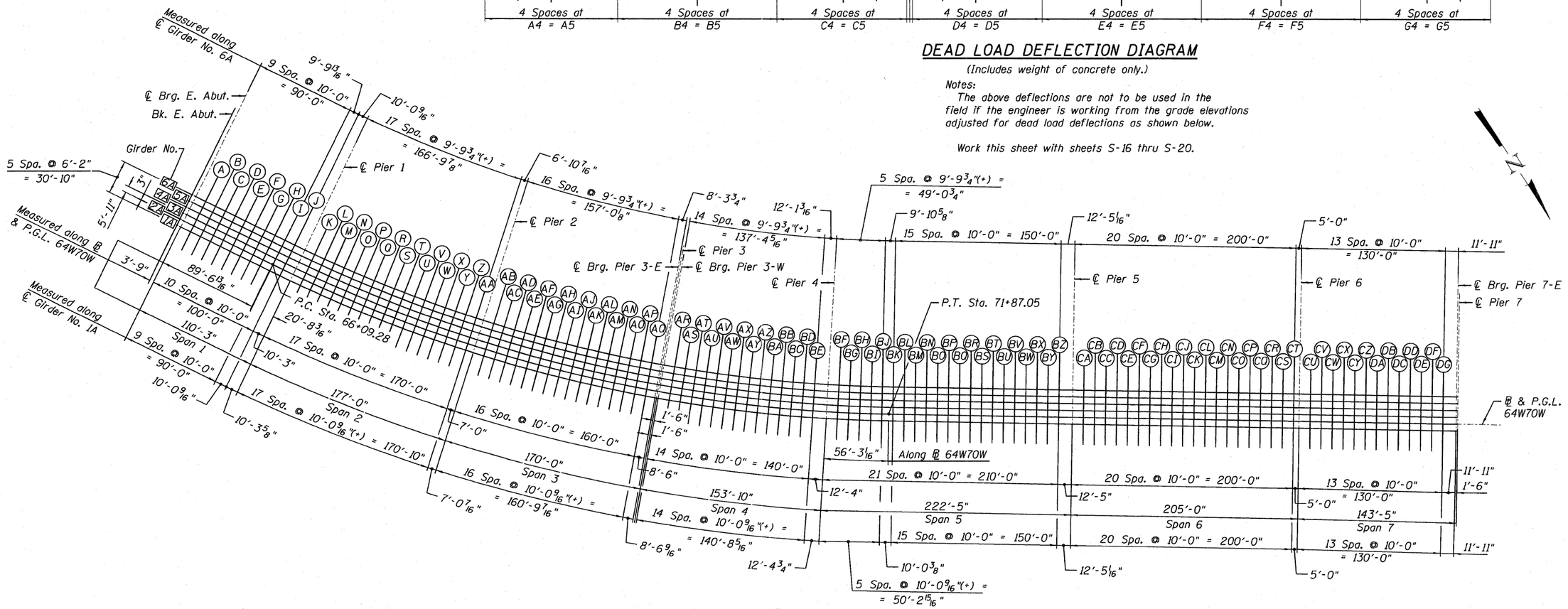


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:
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 below.

Work this sheet with sheets S-16 thru S-20.



PLAN

Girder No.	DEAD LOAD DEFLECTIONS														
	Span 1					Span 2					Span 3				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5
1A	1/4"	1/4"	1/16"	27'-7"	110'-4 1/4"	5/8"	1"	1/4"	44'-5 5/8"	177'-10 3/8"	1 1/4"	2 1/2"	2 1/8"	42'-4"	169'-4"
2A	1/4"	1/4"	1/16"	27'-6 3/4"	110'-3"	5/8"	7/8"	1/4"	44'-3 1/8"	177'-0 3/8"	1 1/8"	2 3/8"	2"	42'-1 5/8"	168'-6 3/8"
3A	1/4"	1/4"	1/16"	27'-6 1/2"	110'-1 7/8"	5/8"	7/8"	1/4"	44'-0 5/8"	176'-2 3/8"	1"	2 1/8"	1 3/4"	41'-11 1/4"	167'-8 3/4"
4A	1/4"	1/4"	1/16"	27'-6 1/8"	110'-0 3/4"	5/8"	7/8"	1/4"	43'-10 1/8"	175'-4 3/8"	7/8"	2"	1 5/8"	41'-8 3/4"	166'-11 1/8"
5A	1/4"	1/4"	1/8"	27'-5 7/8"	109'-11 1/2"	5/8"	7/8"	3/8"	43'-7 5/8"	174'-6 3/8"	7/8"	1 3/4"	1 1/2"	41'-6 3/8"	166'-1 1/2"
6A	1/4"	1/4"	1/8"	27'-5 5/8"	109'-10 3/8"	5/8"	7/8"	3/8"	43'-5 1/8"	173'-8 1/4"	3/4"	1 5/8"	1 3/8"	41'-4"	165'-3 7/8"

Girder No.	DEAD LOAD DEFLECTIONS																			
	Span 4					Span 5					Span 6					Span 7				
	D1	D2	D3	D4	D5	E1	E2	E3	E4	E5	F1	F2	F3	F4	F5	G1	G2	G3	G4	G5
1A	1"	1"	1/4"	38'-3 1/4"	153'-1 1/8"	1 3/4"	3"	1 5/8"	55'-8 1/8"	222'-8 3/8"	3/4"	1 1/8"	1 1/8"	51'-3"	205'-0"	1/4"	7/8"	7/8"	35'-5 3/4"	141'-11"
2A	7/8"	7/8"	1/4"	38'-1 1/8"	152'-4 3/8"	1 3/4"	3"	1 5/8"	55'-7 1/4"	222'-5 1/8"	3/4"	1 3/4"	1 1/8"	51'-3"	205'-0"	1/4"	7/8"	3/4"	35'-5 3/4"	141'-11"
3A	7/8"	3/4"	1/8"	37'-10 7/8"	151'-7 5/8"	1 3/4"	3"	1 5/8"	55'-6 1/2"	222'-2"	3/4"	1 3/4"	1 1/8"	51'-3"	205'-0"	1/4"	3/4"	3/4"	35'-5 3/4"	141'-11"
4A	3/4"	3/4"	1/8"	37'-8 3/4"	150'-10 7/8"	1 3/4"	3 1/8"	1 5/8"	55'-5 3/4"	221'-10 3/4"	3/4"	1 3/4"	1 1/8"	51'-3"	205'-0"	1/4"	3/4"	3/4"	35'-5 3/4"	141'-11"
5A	3/4"	5/8"	1/8"	37'-6 1/2"	150'-2 1/4"	1 1/8"	3 1/8"	1 3/4"	55'-4 7/8"	221'-7 5/8"	3/4"	1 3/4"	1 1/8"	51'-3"	205'-0"	1/4"	7/8"	3/4"	35'-5 3/4"	141'-11"
6A	5/8"	5/8"	1/8"	37'-4 3/8"	149'-5 1/2"	1 1/8"	3 1/4"	1 3/4"	55'-4 1/8"	221'-4 3/8"	3/4"	1 3/4"	1 1/8"	51'-3"	205'-0"	1/4"	7/8"	7/8"	35'-5 3/4"	141'-11"

AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.1.999996 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = *DATE*	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN S.N. 082-0325 – UNITS 1 & 2
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-15 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	130
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

P:\PGD84668*\900_CAD\100_Drawings\76C00_Master_Consolidated\Structural\082-0323\Sheet\S015_082-0325_76C75_TopSlabElev_1.dgn

GIRDER 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	6.42	418.54	418.54
℄ Brg. E. Abut.	65+19.71	6.42	418.74	418.74
A	65+29.71	6.42	419.28	419.29
B	65+39.71	6.42	419.82	419.84
C	65+49.71	6.42	420.36	420.38
D	65+59.71	6.42	420.90	420.92
E	65+69.71	6.42	421.44	421.46
F	65+79.71	6.42	421.98	422.00
G	65+89.71	6.42	422.52	422.53
H	65+99.71	6.42	423.06	423.07
I	66+09.71	6.42	423.60	423.60
J	66+19.71	6.42	424.14	424.14
℄ Pier 1	66+29.96	6.42	424.70	424.70
K	66+39.96	6.42	425.24	425.25
L	66+49.96	6.42	425.78	425.80
M	66+59.96	6.42	426.32	426.35
N	66+69.96	6.42	426.84	426.89
O	66+79.96	6.42	427.36	427.42
P	66+89.96	6.42	427.88	427.95
Q	66+99.96	6.42	428.40	428.48
R	67+09.96	6.42	428.92	429.00
S	67+19.96	6.42	429.44	429.52
T	67+29.96	6.42	429.96	430.03
U	67+39.96	6.42	430.48	430.54
V	67+49.96	6.42	431.00	431.04
W	67+59.96	6.42	431.52	431.55
X	67+69.96	6.42	432.04	432.06
Y	67+79.96	6.42	432.56	432.57
Z	67+89.96	6.42	433.08	433.08
AA	67+99.96	6.42	433.60	433.60
℄ Pier 2	68+06.96	6.42	433.97	433.97
AB	68+16.96	6.42	434.49	434.51
AC	68+26.96	6.42	435.01	435.05
AD	68+36.96	6.42	435.53	435.59
AE	68+46.96	6.42	436.05	436.14
AF	68+56.96	6.42	436.57	436.69
AG	68+66.96	6.42	437.09	437.24
AH	68+76.96	6.42	437.61	437.79
AI	68+86.96	6.42	438.13	438.33
AJ	68+96.96	6.42	438.65	438.86
AK	69+06.96	6.42	439.17	439.39
AL	69+16.96	6.42	439.69	439.90
AM	69+26.96	6.42	440.21	440.40
AN	69+36.96	6.42	440.73	440.89
AO	69+46.96	6.42	441.25	441.38
AP	69+56.96	6.42	441.77	441.86
AQ	69+66.96	6.42	442.29	442.33
℄ Brg. Pier 3-E	69+75.46	6.42	442.74	442.74
℄ Pier 3	69+76.96	6.42	442.81	442.81
℄ Brg. Pier 3-W	69+78.46	6.42	442.89	442.89
AR	69+88.46	6.42	443.41	443.44
AS	69+98.46	6.42	443.93	443.98
AT	70+08.46	6.42	444.45	444.52
AU	70+18.46	6.42	444.97	445.06
AV	70+28.46	6.42	445.49	445.58
AW	70+38.46	6.42	446.01	446.11
AX	70+48.46	6.42	446.53	446.62
AY	70+58.46	6.42	447.05	447.13
AZ	70+68.46	6.42	447.57	447.64
BA	70+78.46	6.42	448.10	448.14
BB	70+88.46	6.42	448.62	448.65

GIRDER 1A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	6.42	449.14	449.15
BD	71+08.46	6.42	449.66	449.66
BE	71+18.46	6.42	450.18	450.18
℄ Pier 4	71+30.79	6.42	450.82	450.82
BF	71+40.79	6.42	451.33	451.34
BG	71+50.79	6.42	451.83	451.86
BH	71+60.79	6.42	452.33	452.39
BI	71+70.79	6.42	452.83	452.92
BJ	71+80.79	6.42	453.33	453.45
BK	71+90.79	6.42	453.83	453.98
BL	72+00.79	6.42	454.33	454.51
BM	72+10.79	6.42	454.83	455.04
BN	72+20.79	6.42	455.33	455.56
BO	72+30.79	6.42	455.83	456.06
BP	72+40.79	6.42	456.31	456.56
BQ	72+50.79	6.42	456.79	457.03
BR	72+60.79	6.42	457.25	457.48
BS	72+70.79	6.42	457.71	457.92
BT	72+80.79	6.42	458.15	458.33
BU	72+90.79	6.42	458.58	458.73
BV	73+00.79	6.42	458.99	459.12
BW	73+10.79	6.42	459.40	459.49
BX	73+20.79	6.42	459.79	459.86
BY	73+30.79	6.42	460.17	460.21
BZ	73+40.79	6.42	460.54	460.56
℄ Pier 5	73+53.21	6.42	460.98	460.98
CA	73+63.21	6.42	461.34	461.35
CB	73+73.21	6.42	461.69	461.70
CC	73+83.21	6.42	462.03	462.06
CD	73+93.21	6.42	462.36	462.40
CE	74+03.21	6.42	462.68	462.74
CF	74+13.21	6.42	462.98	463.06
CG	74+23.21	6.42	463.27	463.38
CH	74+33.21	6.42	463.55	463.68
CI	74+43.21	6.42	463.82	463.96
CJ	74+53.21	6.42	464.08	464.23
CK	74+63.21	6.42	464.32	464.47
CL	74+73.21	6.42	464.56	464.70
CM	74+83.21	6.42	464.78	464.91
CN	74+93.21	6.42	464.99	465.11
CO	75+03.21	6.42	465.19	465.29
CP	75+13.21	6.42	465.37	465.45
CQ	75+23.21	6.42	465.55	465.60
CR	75+33.21	6.42	465.71	465.74
CS	75+43.21	6.42	465.86	465.88
CT	75+53.21	6.42	466.00	466.01
℄ Pier 6	75+58.21	6.42	466.06	466.06
CU	75+68.21	6.42	466.19	466.19
CV	75+78.21	6.42	466.30	466.30
CW	75+88.21	6.42	466.39	466.41
CX	75+98.21	6.42	466.48	466.51
CY	76+08.21	6.42	466.55	466.60
CZ	76+18.21	6.42	466.62	466.67
DA	76+28.21	6.42	466.67	466.73
DB	76+38.21	6.42	466.71	466.79
DC	76+48.21	6.42	466.76	466.84
DD	76+58.21	6.42	466.81	466.88
DE	76+68.21	6.42	466.86	466.92
DF	76+78.21	6.42	466.91	466.95
DG	76+88.21	6.42	466.96	466.98
℄ Brg. Pier 7-E	77+00.13	6.42	467.01	467.01
℄ Pier 7	77+01.63	6.42	467.02	467.02

GIRDER 2A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	0.25	418.48	418.48
℄ Brg. E. Abut.	65+19.71	0.25	418.68	418.68
A	65+29.71	0.25	419.20	419.21
B	65+39.71	0.25	419.72	419.74
C	65+49.71	0.25	420.24	420.26
D	65+59.71	0.25	420.76	420.78
E	65+69.71	0.25	421.28	421.30
F	65+79.71	0.25	421.81	421.82
G	65+89.71	0.25	422.33	422.34
H	65+99.71	0.25	422.85	422.85
I	66+09.71	0.25	423.37	423.37
J	66+19.71	0.25	423.89	423.89
℄ Pier 1	66+29.96	0.25	424.42	424.42
K	66+39.96	0.25	424.94	424.95
L	66+49.96	0.25	425.47	425.48
M	66+59.96	0.25	425.99	426.02
N	66+69.96	0.25	426.51	426.55
O	66+79.96	0.25	427.03	427.09
P	66+89.96	0.25	427.55	427.62
Q	66+99.96	0.25	428.07	428.14
R	67+09.96	0.25	428.59	428.66
S	67+19.96	0.25	429.11	429.18
T	67+29.96	0.25	429.63	429.69
U	67+39.96	0.25	430.15	430.20
V	67+49.96	0.25	430.67	430.71
W	67+59.96	0.25	431.19	431.22
X	67+69.96	0.25	431.71	431.72
Y	67+79.96	0.25	432.23	432.24
Z	67+89.96	0.25	432.75	432.75
AA	67+99.96	0.25	433.27	433.27
℄ Pier 2	68+06.96	0.25	433.64	433.64
AB	68+16.96	0.25	434.16	434.17
AC	68+26.96	0.25	434.68	434.71
AD	68+36.96	0.25	435.20	435.26
AE	68+46.96	0.25	435.72	435.80
AF	68+56.96	0.25	436.24	436.35
AG	68+66.96	0.25	436.76	436.90
AH	68+76.96	0.25	437.28	437.44
AI	68+86.96	0.25	437.80	437.98
AJ	68+96.96	0.25	438.32	438.51
AK	69+06.96	0.25	438.84	439.03
AL	69+16.96	0.25	439.36	439.55
AM	69+26.96	0.25	439.88	440.05
AN	69+36.96	0.25	440.40	440.55
AO	69+46.96	0.25	440.92	441.04
AP	69+56.96	0.25	441.44	441.52
AQ	69+66.96	0.25	441.96	442.00
℄ Brg. Pier 3-E	69+75.46	0.25	442.40	442.40
℄ Pier 3	69+76.96	0.25	442.48	442.48
℄ Brg. Pier 3-W	69+78.46	0.25	442.56	442.56
AR	69+88.46	0.25	443.08	443.10
AS	69+98.46	0.25	443.60	443.64
AT	70+08.46	0.25	444.12	444.18
AU	70+18.46	0.25	444.64	444.71
AV	70+28.46	0.25	445.16	445.24
AW	70+38.46	0.25	445.68	445.76
AX	70+48.46	0.25	446.20	446.28
AY	70+58.46	0.25	446.72	446.79
AZ	70+68.46	0.25	447.24	447.30
BA	70+78.46	0.25	447.76	447.80
BB	70+88.46	0.25	448.28	448.31

NOTE:
Work this sheet with sheets S-15 thru S-20.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = %DATE%	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – I S.N. 082-0325 – UNITS 1 & 2
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-16 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	131
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 2A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	0.25	448.80	448.81
BD	71+08.46	0.25	449.32	449.33
BE	71+18.46	0.25	449.84	449.84
℄ Pier 4	71+30.79	0.25	450.48	450.48
BF	71+40.79	0.25	451.00	451.02
BG	71+50.79	0.25	451.52	451.56
BH	71+60.79	0.25	452.04	452.11
BI	71+70.79	0.25	452.56	452.66
BJ	71+80.79	0.25	453.08	453.21
BK	71+90.79	0.25	453.60	453.76
BL	72+00.79	0.25	454.12	454.31
BM	72+10.79	0.25	454.64	454.85
BN	72+20.79	0.25	455.16	455.39
BO	72+30.79	0.25	455.68	455.92
BP	72+40.79	0.25	456.19	456.43
BQ	72+50.79	0.25	456.68	456.92
BR	72+60.79	0.25	457.16	457.39
BS	72+70.79	0.25	457.63	457.84
BT	72+80.79	0.25	458.09	458.28
BU	72+90.79	0.25	458.54	458.70
BV	73+00.79	0.25	458.98	459.10
BW	73+10.79	0.25	459.40	459.50
BX	73+20.79	0.25	459.81	459.88
BY	73+30.79	0.25	460.22	460.25
BZ	73+40.79	0.25	460.60	460.62
℄ Pier 5	73+53.21	0.25	461.07	461.07
CA	73+63.21	0.25	461.43	461.44
CB	73+73.21	0.25	461.79	461.79
CC	73+83.21	0.25	462.12	462.15
CD	73+93.21	0.25	462.45	462.49
CE	74+03.21	0.25	462.77	462.83
CF	74+13.21	0.25	463.07	463.15
CG	74+23.21	0.25	463.36	463.47
CH	74+33.21	0.25	463.65	463.77
CI	74+43.21	0.25	463.91	464.05
CJ	74+53.21	0.25	464.17	464.32
CK	74+63.21	0.25	464.42	464.56
CL	74+73.21	0.25	464.65	464.79
CM	74+83.21	0.25	464.87	465.00
CN	74+93.21	0.25	465.08	465.20
CO	75+03.21	0.25	465.28	465.38
CP	75+13.21	0.25	465.47	465.54
CQ	75+23.21	0.25	465.64	465.69
CR	75+33.21	0.25	465.80	465.84
CS	75+43.21	0.25	465.95	465.97
CT	75+53.21	0.25	466.09	466.10
℄ Pier 6	75+58.21	0.25	466.16	466.16
CU	75+68.21	0.25	466.28	466.28
CV	75+78.21	0.25	466.39	466.39
CW	75+88.21	0.25	466.49	466.50
CX	75+98.21	0.25	466.57	466.60
CY	76+08.21	0.25	466.65	466.69
CZ	76+18.21	0.25	466.71	466.76
DA	76+28.21	0.25	466.76	466.82
DB	76+38.21	0.25	466.81	466.88
DC	76+48.21	0.25	466.86	466.93
DD	76+58.21	0.25	466.90	466.97
DE	76+68.21	0.25	466.95	467.01
DF	76+78.21	0.25	467.00	467.04
DG	76+88.21	0.25	467.05	467.08
℄ Brg. Pier 7-E	77+00.13	0.25	467.11	467.11
℄ Pier 7	77+01.63	0.25	467.11	467.11

℄ & P.G.L. 64W70W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	0	418.48	418.48
℄ Brg. E. Abut.	65+19.71	0	418.68	418.68
A	65+29.71	0	419.20	419.20
B	65+39.71	0	419.72	419.73
C	65+49.71	0	420.24	420.26
D	65+59.71	0	420.76	420.78
E	65+69.71	0	421.28	421.30
F	65+79.71	0	421.80	421.81
G	65+89.71	0	422.32	422.33
H	65+99.71	0	422.84	422.84
I	66+09.71	0	423.36	423.36
J	66+19.71	0	423.88	423.88
℄ Pier 1	66+29.96	0	424.41	424.41
K	66+39.96	0	424.93	424.94
L	66+49.96	0	425.45	425.47
M	66+59.96	0	425.97	426.01
N	66+69.96	0	426.49	426.54
O	66+79.96	0	427.01	427.07
P	66+89.96	0	427.53	427.60
Q	66+99.96	0	428.05	428.13
R	67+09.96	0	428.58	428.65
S	67+19.96	0	429.10	429.17
T	67+29.96	0	429.62	429.68
U	67+39.96	0	430.14	430.19
V	67+49.96	0	430.66	430.70
W	67+59.96	0	431.18	431.20
X	67+69.96	0	431.70	431.71
Y	67+79.96	0	432.22	432.22
Z	67+89.96	0	432.74	432.73
AA	67+99.96	0	433.26	433.26
℄ Pier 2	68+06.96	0	433.62	433.62
AB	68+16.96	0	434.14	434.16
AC	68+26.96	0	434.66	434.70
AD	68+36.96	0	435.18	435.24
AE	68+46.96	0	435.70	435.79
AF	68+56.96	0	436.22	436.34
AG	68+66.96	0	436.74	436.89
AH	68+76.96	0	437.26	437.43
AI	68+86.96	0	437.78	437.97
AJ	68+96.96	0	438.30	438.50
AK	69+06.96	0	438.83	439.02
AL	69+16.96	0	439.35	439.54
AM	69+26.96	0	439.87	440.04
AN	69+36.96	0	440.39	440.54
AO	69+46.96	0	440.91	441.03
AP	69+56.96	0	441.43	441.51
AQ	69+66.96	0	441.95	441.98
℄ Brg. Pier 3-E	69+75.46	0	442.39	442.39
℄ Pier 3	69+76.96	0	442.47	442.47
℄ Brg. Pier 3-W	69+78.46	0	442.55	442.55
AR	69+88.46	0	443.07	443.09
AS	69+98.46	0	443.59	443.63
AT	70+08.46	0	444.11	444.17
AU	70+18.46	0	444.63	444.70
AV	70+28.46	0	445.15	445.23
AW	70+38.46	0	445.67	445.75
AX	70+48.46	0	446.19	446.27
AY	70+58.46	0	446.71	446.78
AZ	70+68.46	0	447.23	447.28
BA	70+78.46	0	447.75	447.79
BB	70+88.46	0	448.27	448.29

℄ & P.G.L. 64W70W CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	0	448.79	448.80
BD	71+08.46	0	449.31	449.31
BE	71+18.46	0	449.83	449.83
℄ Pier 4	71+30.79	0	450.47	450.47
BF	71+40.79	0	450.99	451.01
BG	71+50.79	0	451.51	451.55
BH	71+60.79	0	452.03	452.09
BI	71+70.79	0	452.55	452.64
BJ	71+80.79	0	453.07	453.20
BK	71+90.79	0	453.59	453.75
BL	72+00.79	0	454.11	454.30
BM	72+10.79	0	454.63	454.84
BN	72+20.79	0	455.15	455.38
BO	72+30.79	0	455.67	455.91
BP	72+40.79	0	456.18	456.43
BQ	72+50.79	0	456.68	456.91
BR	72+60.79	0	457.16	457.39
BS	72+70.79	0	457.63	457.84
BT	72+80.79	0	458.09	458.28
BU	72+90.79	0	458.54	458.70
BV	73+00.79	0	458.98	459.10
BW	73+10.79	0	459.40	459.50
BX	73+20.79	0	459.82	459.88
BY	73+30.79	0	460.22	460.25
BZ	73+40.79	0	460.61	460.63
℄ Pier 5	73+53.21	0	461.07	461.07
CA	73+63.21	0	461.44	461.44
CB	73+73.21	0	461.79	461.80
CC	73+83.21	0	462.13	462.15
CD	73+93.21	0	462.46	462.49
CE	74+03.21	0	462.77	462.83
CF	74+13.21	0	463.08	463.16
CG	74+23.21	0	463.37	463.47
CH	74+33.21	0	463.65	463.77
CI	74+43.21	0	463.92	464.05
CJ	74+53.21	0	464.17	464.32
CK	74+63.21	0	464.42	464.56
CL	74+73.21	0	464.65	464.80
CM	74+83.21	0	464.87	465.01
CN	74+93.21	0	465.08	465.20
CO	75+03.21	0	465.28	465.38
CP	75+13.21	0	465.47	465.54
CQ	75+23.21	0	465.64	465.70
CR	75+33.21	0	465.81	465.84
CS	75+43.21	0	465.96	465.97
CT	75+53.21	0	466.10	466.10
℄ Pier 6	75+58.21	0	466.16	466.16
CU	75+68.21	0	466.28	466.28
CV	75+78.21	0	466.39	466.40
CW	75+88.21	0	466.49	466.50
CX	75+98.21	0	466.58	466.60
CY	76+08.21	0	466.65	466.69
CZ	76+18.21	0	466.71	466.77
DA	76+28.21	0	466.76	466.83
DB	76+38.21	0	466.81	466.88
DC	76+48.21	0	466.86	466.93
DD	76+58.21	0	466.91	466.98
DE	76+68.21	0	466.96	467.01
DF	76+78.21	0	467.00	467.05
DG	76+88.21	0	467.05	467.08
℄ Brg. Pier 7-E	77+00.13	0	467.11	467.11
℄ Pier 7	77+01.63	0	467.12	467.12

NOTE:
Work this sheet with sheets S-15 thru S-20.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – II S.N. 082–0325 UNITS 1 & 2
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-17 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	132
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 3A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	-5.92	418.43	418.43
℄ Brg. E. Abut.	65+19.71	-5.92	418.62	418.62
A	65+29.71	-5.92	419.12	419.13
B	65+39.71	-5.92	419.62	419.64
C	65+49.71	-5.92	420.12	420.14
D	65+59.71	-5.92	420.63	420.65
E	65+69.71	-5.92	421.13	421.15
F	65+79.71	-5.92	421.63	421.65
G	65+89.71	-5.92	422.13	422.14
H	65+99.71	-5.92	422.63	422.64
I	66+09.71	-5.92	423.13	423.14
J	66+19.71	-5.92	423.64	423.64
℄ Pier 1	66+29.96	-5.92	424.15	424.15
K	66+39.96	-5.92	424.65	424.66
L	66+49.96	-5.92	425.15	425.17
M	66+59.96	-5.92	425.66	425.69
N	66+69.96	-5.92	426.17	426.22
O	66+79.96	-5.92	426.69	426.75
P	66+89.96	-5.92	427.21	427.28
Q	66+99.96	-5.92	427.74	427.81
R	67+09.96	-5.92	428.26	428.33
S	67+19.96	-5.92	428.78	428.85
T	67+29.96	-5.92	429.30	429.36
U	67+39.96	-5.92	429.82	429.87
V	67+49.96	-5.92	430.34	430.38
W	67+59.96	-5.92	430.86	430.89
X	67+69.96	-5.92	431.38	431.39
Y	67+79.96	-5.92	431.90	431.90
Z	67+89.96	-5.92	432.42	432.42
AA	67+99.96	-5.92	432.94	432.94
℄ Pier 2	68+06.96	-5.92	433.30	433.30
AB	68+16.96	-5.92	433.82	433.84
AC	68+26.96	-5.92	434.34	434.37
AD	68+36.96	-5.92	434.86	434.92
AE	68+46.96	-5.92	435.38	435.46
AF	68+56.96	-5.92	435.90	436.01
AG	68+66.96	-5.92	436.42	436.55
AH	68+76.96	-5.92	436.94	437.09
AI	68+86.96	-5.92	437.47	437.63
AJ	68+96.96	-5.92	437.99	438.16
AK	69+06.96	-5.92	438.51	438.68
AL	69+16.96	-5.92	439.03	439.20
AM	69+26.96	-5.92	439.55	439.70
AN	69+36.96	-5.92	440.07	440.20
AO	69+46.96	-5.92	440.59	440.69
AP	69+56.96	-5.92	441.11	441.18
AQ	69+66.96	-5.92	441.63	441.66
℄ Brg. Pier 3-E	69+75.46	-5.92	442.07	442.07
℄ Pier 3	69+76.96	-5.92	442.15	442.15
℄ Brg. Pier 3-W	69+78.46	-5.92	442.23	442.23
AR	69+88.46	-5.92	442.75	442.77
AS	69+98.46	-5.92	443.27	443.31
AT	70+08.46	-5.92	443.79	443.84
AU	70+18.46	-5.92	444.31	444.37
AV	70+28.46	-5.92	444.83	444.90
AW	70+38.46	-5.92	445.35	445.42
AX	70+48.46	-5.92	445.87	445.94
AY	70+58.46	-5.92	446.39	446.45
AZ	70+68.46	-5.92	446.91	446.96
BA	70+78.46	-5.92	447.43	447.46
BB	70+88.46	-5.92	447.95	447.97

GIRDER 3A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	-5.92	448.47	448.48
BD	71+08.46	-5.92	448.99	448.99
BE	71+18.46	-5.92	449.51	449.51
℄ Pier 4	71+30.79	-5.92	450.15	450.15
BF	71+40.79	-5.92	450.68	450.70
BG	71+50.79	-5.92	451.22	451.26
BH	71+60.79	-5.92	451.76	451.82
BI	71+70.79	-5.92	452.30	452.39
BJ	71+80.79	-5.92	452.84	452.96
BK	71+90.79	-5.92	453.38	453.53
BL	72+00.79	-5.92	453.92	454.10
BM	72+10.79	-5.92	454.45	454.66
BN	72+20.79	-5.92	454.99	455.22
BO	72+30.79	-5.92	455.53	455.77
BP	72+40.79	-5.92	456.06	456.30
BQ	72+50.79	-5.92	456.57	456.81
BR	72+60.79	-5.92	457.07	457.30
BS	72+70.79	-5.92	457.56	457.77
BT	72+80.79	-5.92	458.04	458.23
BU	72+90.79	-5.92	458.51	458.67
BV	73+00.79	-5.92	458.96	459.09
BW	73+10.79	-5.92	459.41	459.50
BX	73+20.79	-5.92	459.84	459.90
BY	73+30.79	-5.92	460.26	460.30
BZ	73+40.79	-5.92	460.67	460.69
℄ Pier 5	73+53.21	-5.92	461.16	461.16
CA	73+63.21	-5.92	461.53	461.53
CB	73+73.21	-5.92	461.88	461.88
CC	73+83.21	-5.92	462.22	462.24
CD	73+93.21	-5.92	462.54	462.58
CE	74+03.21	-5.92	462.86	462.92
CF	74+13.21	-5.92	463.16	463.25
CG	74+23.21	-5.92	463.46	463.56
CH	74+33.21	-5.92	463.74	463.86
CI	74+43.21	-5.92	464.01	464.14
CJ	74+53.21	-5.92	464.26	464.41
CK	74+63.21	-5.92	464.51	464.65
CL	74+73.21	-5.92	464.74	464.88
CM	74+83.21	-5.92	464.96	465.09
CN	74+93.21	-5.92	465.17	465.29
CO	75+03.21	-5.92	465.37	465.47
CP	75+13.21	-5.92	465.56	465.63
CQ	75+23.21	-5.92	465.73	465.79
CR	75+33.21	-5.92	465.89	465.93
CS	75+43.21	-5.92	466.05	466.06
CT	75+53.21	-5.92	466.18	466.19
℄ Pier 6	75+58.21	-5.92	466.25	466.25
CU	75+68.21	-5.92	466.37	466.37
CV	75+78.21	-5.92	466.48	466.49
CW	75+88.21	-5.92	466.58	466.59
CX	75+98.21	-5.92	466.66	466.69
CY	76+08.21	-5.92	466.74	466.78
CZ	76+18.21	-5.92	466.80	466.85
DA	76+28.21	-5.92	466.85	466.92
DB	76+38.21	-5.92	466.90	466.97
DC	76+48.21	-5.92	466.95	467.02
DD	76+58.21	-5.92	467.00	467.06
DE	76+68.21	-5.92	467.05	467.10
DF	76+78.21	-5.92	467.09	467.14
DG	76+88.21	-5.92	467.14	467.17
℄ Brg. Pier 7-E	77+00.13	-5.92	467.20	467.20
℄ Pier 7	77+01.63	-5.92	467.21	467.21

GIRDER 4A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	-12.08	418.38	418.38
℄ Brg. E. Abut.	65+19.71	-12.08	418.56	418.56
A	65+29.71	-12.08	419.04	419.05
B	65+39.71	-12.08	419.52	419.54
C	65+49.71	-12.08	420.01	420.02
D	65+59.71	-12.08	420.49	420.51
E	65+69.71	-12.08	420.97	420.99
F	65+79.71	-12.08	421.45	421.47
G	65+89.71	-12.08	421.94	421.95
H	65+99.71	-12.08	422.42	422.42
I	66+09.71	-12.08	422.90	422.90
J	66+19.71	-12.08	423.38	423.38
℄ Pier 1	66+29.96	-12.08	423.88	423.88
K	66+39.96	-12.08	424.36	424.37
L	66+49.96	-12.08	424.84	424.86
M	66+59.96	-12.08	425.33	425.35
N	66+69.96	-12.08	425.84	425.88
O	66+79.96	-12.08	426.36	426.42
P	66+89.96	-12.08	426.88	426.95
Q	66+99.96	-12.08	427.40	427.47
R	67+09.96	-12.08	427.92	427.99
S	67+19.96	-12.08	428.44	428.51
T	67+29.96	-12.08	428.96	429.03
U	67+39.96	-12.08	429.48	429.54
V	67+49.96	-12.08	430.00	430.05
W	67+59.96	-12.08	430.52	430.55
X	67+69.96	-12.08	431.04	431.06
Y	67+79.96	-12.08	431.56	431.57
Z	67+89.96	-12.08	432.09	432.08
AA	67+99.96	-12.08	432.61	432.61
℄ Pier 2	68+06.96	-12.08	432.97	432.97
AB	68+16.96	-12.08	433.49	433.50
AC	68+26.96	-12.08	434.01	434.04
AD	68+36.96	-12.08	434.53	434.58
AE	68+46.96	-12.08	435.05	435.12
AF	68+56.96	-12.08	435.57	435.67
AG	68+66.96	-12.08	436.09	436.21
AH	68+76.96	-12.08	436.61	436.75
AI	68+86.96	-12.08	437.13	437.28
AJ	68+96.96	-12.08	437.65	437.81
AK	69+06.96	-12.08	438.17	438.34
AL	69+16.96	-12.08	438.69	438.85
AM	69+26.96	-12.08	439.21	439.36
AN	69+36.96	-12.08	439.73	439.86
AO	69+46.96	-12.08	440.25	440.35
AP	69+56.96	-12.08	440.77	440.84
AQ	69+66.96	-12.08	441.29	441.33
℄ Brg. Pier 3-E	69+75.46	-12.08	441.74	441.74
℄ Pier 3	69+76.96	-12.08	441.81	441.81
℄ Brg. Pier 3-W	69+78.46	-12.08	441.89	441.89
AR	69+88.46	-12.08	442.41	442.43
AS	69+98.46	-12.08	442.93	442.97
AT	70+08.46	-12.08	443.45	443.51
AU	70+18.46	-12.08	443.97	444.04
AV	70+28.46	-12.08	444.49	444.56
AW	70+38.46	-12.08	445.01	445.08
AX	70+48.46	-12.08	445.54	445.60
AY	70+58.46	-12.08	446.06	446.11
AZ	70+68.46	-12.08	446.58	446.62
BA	70+78.46	-12.08	447.10	447.12
BB	70+88.46	-12.08	447.62	447.63

NOTE:
Work this sheet with sheets S-15 thru S-20.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -
	DRAWN - DD	REVISED -
PLOT SCALE = 0.2 '' / in.	CHECKED - ATB	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – III S.N. 082-0325 UNITS 1 & 2
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-18 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	133
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 4A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	-12.08	448.14	448.14
BD	71+08.46	-12.08	448.66	448.66
BE	71+18.46	-12.08	449.18	449.17
℄ Pier 4	71+30.79	-12.08	449.82	449.82
BF	71+40.79	-12.08	450.36	450.38
BG	71+50.79	-12.08	450.92	450.96
BH	71+60.79	-12.08	451.48	451.54
BI	71+70.79	-12.08	452.03	452.13
BJ	71+80.79	-12.08	452.59	452.72
BK	71+90.79	-12.08	453.15	453.31
BL	72+00.79	-12.08	453.71	453.90
BM	72+10.79	-12.08	454.27	454.48
BN	72+20.79	-12.08	454.82	455.06
BO	72+30.79	-12.08	455.38	455.62
BP	72+40.79	-12.08	455.93	456.18
BQ	72+50.79	-12.08	456.46	456.70
BR	72+60.79	-12.08	456.98	457.21
BS	72+70.79	-12.08	457.49	457.70
BT	72+80.79	-12.08	457.99	458.17
BU	72+90.79	-12.08	458.48	458.63
BV	73+00.79	-12.08	458.95	459.08
BW	73+10.79	-12.08	459.41	459.51
BX	73+20.79	-12.08	459.86	459.93
BY	73+30.79	-12.08	460.30	460.34
BZ	73+40.79	-12.08	460.73	460.75
℄ Pier 5	73+53.21	-12.08	461.24	461.24
CA	73+63.21	-12.08	461.62	461.62
CB	73+73.21	-12.08	461.97	461.98
CC	73+83.21	-12.08	462.31	462.33
CD	73+93.21	-12.08	462.64	462.67
CE	74+03.21	-12.08	462.95	463.01
CF	74+13.21	-12.08	463.26	463.34
CG	74+23.21	-12.08	463.55	463.65
CH	74+33.21	-12.08	463.83	463.95
CI	74+43.21	-12.08	464.10	464.23
CJ	74+53.21	-12.08	464.36	464.50
CK	74+63.21	-12.08	464.60	464.74
CL	74+73.21	-12.08	464.83	464.97
CM	74+83.21	-12.08	465.06	465.18
CN	74+93.21	-12.08	465.27	465.38
CO	75+03.21	-12.08	465.46	465.56
CP	75+13.21	-12.08	465.65	465.72
CQ	75+23.21	-12.08	465.82	465.88
CR	75+33.21	-12.08	465.99	466.02
CS	75+43.21	-12.08	466.14	466.16
CT	75+53.21	-12.08	466.28	466.28
℄ Pier 6	75+58.21	-12.08	466.34	466.34
CU	75+68.21	-12.08	466.46	466.46
CV	75+78.21	-12.08	466.57	466.58
CW	75+88.21	-12.08	466.67	466.69
CX	75+98.21	-12.08	466.76	466.78
CY	76+08.21	-12.08	466.83	466.87
CZ	76+18.21	-12.08	466.89	466.95
DA	76+28.21	-12.08	466.94	467.01
DB	76+38.21	-12.08	466.99	467.06
DC	76+48.21	-12.08	467.04	467.11
DD	76+58.21	-12.08	467.09	467.16
DE	76+68.21	-12.08	467.14	467.20
DF	76+78.21	-12.08	467.19	467.23
DG	76+88.21	-12.08	467.23	467.26
℄ Brg. Pier 7-E	77+00.13	-12.08	467.29	467.29
℄ Pier 7	77+01.63	-12.08	467.30	467.30

GIRDER 5A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	-18.25	418.32	418.32
℄ Brg. E. Abut.	65+19.71	-18.25	418.50	418.50
A	65+29.71	-18.25	418.96	418.97
B	65+39.71	-18.25	419.42	419.44
C	65+49.71	-18.25	419.89	419.91
D	65+59.71	-18.25	420.35	420.37
E	65+69.71	-18.25	420.81	420.84
F	65+79.71	-18.25	421.28	421.30
G	65+89.71	-18.25	421.74	421.75
H	65+99.71	-18.25	422.20	422.21
I	66+09.71	-18.25	422.67	422.67
J	66+19.71	-18.25	423.13	423.13
℄ Pier 1	66+29.96	-18.25	423.60	423.60
K	66+39.96	-18.25	424.07	424.08
L	66+49.96	-18.25	424.53	424.55
M	66+59.96	-18.25	424.99	425.02
N	66+69.96	-18.25	425.51	425.55
O	66+79.96	-18.25	426.03	426.08
P	66+89.96	-18.25	426.55	426.61
Q	66+99.96	-18.25	427.07	427.14
R	67+09.96	-18.25	427.59	427.66
S	67+19.96	-18.25	428.11	428.18
T	67+29.96	-18.25	428.63	428.69
U	67+39.96	-18.25	429.15	429.21
V	67+49.96	-18.25	429.67	429.71
W	67+59.96	-18.25	430.19	430.22
X	67+69.96	-18.25	430.71	430.73
Y	67+79.96	-18.25	431.23	431.24
Z	67+89.96	-18.25	431.75	431.75
AA	67+99.96	-18.25	432.27	432.27
℄ Pier 2	68+06.96	-18.25	432.64	432.64
AB	68+16.96	-18.25	433.16	433.17
AC	68+26.96	-18.25	433.68	433.70
AD	68+36.96	-18.25	434.20	434.24
AE	68+46.96	-18.25	434.72	434.78
AF	68+56.96	-18.25	435.24	435.33
AG	68+66.96	-18.25	435.76	435.87
AH	68+76.96	-18.25	436.28	436.40
AI	68+86.96	-18.25	436.80	436.94
AJ	68+96.96	-18.25	437.32	437.47
AK	69+06.96	-18.25	437.84	437.99
AL	69+16.96	-18.25	438.36	438.50
AM	69+26.96	-18.25	438.88	439.01
AN	69+36.96	-18.25	439.40	439.52
AO	69+46.96	-18.25	439.92	440.01
AP	69+56.96	-18.25	440.44	440.50
AQ	69+66.96	-18.25	440.96	440.99
℄ Brg. Pier 3-E	69+75.46	-18.25	441.40	441.40
℄ Pier 3	69+76.96	-18.25	441.48	441.48
℄ Brg. Pier 3-W	69+78.46	-18.25	441.56	441.56
AR	69+88.46	-18.25	442.08	442.10
AS	69+98.46	-18.25	442.60	442.64
AT	70+08.46	-18.25	443.12	443.17
AU	70+18.46	-18.25	443.64	443.70
AV	70+28.46	-18.25	444.16	444.22
AW	70+38.46	-18.25	444.68	444.74
AX	70+48.46	-18.25	445.20	445.26
AY	70+58.46	-18.25	445.72	445.77
AZ	70+68.46	-18.25	446.24	446.28
BA	70+78.46	-18.25	446.76	446.79
BB	70+88.46	-18.25	447.28	447.30

GIRDER 5A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	-18.25	447.80	447.81
BD	71+08.46	-18.25	448.32	448.32
BE	71+18.46	-18.25	448.84	448.84
℄ Pier 4	71+30.79	-18.25	449.49	449.49
BF	71+40.79	-18.25	450.04	450.06
BG	71+50.79	-18.25	450.62	450.66
BH	71+60.79	-18.25	451.19	451.26
BI	71+70.79	-18.25	451.77	451.87
BJ	71+80.79	-18.25	452.35	452.48
BK	71+90.79	-18.25	452.92	453.09
BL	72+00.79	-18.25	453.50	453.69
BM	72+10.79	-18.25	454.08	454.30
BN	72+20.79	-18.25	454.66	454.89
BO	72+30.79	-18.25	455.23	455.48
BP	72+40.79	-18.25	455.80	456.05
BQ	72+50.79	-18.25	456.35	456.59
BR	72+60.79	-18.25	456.89	457.12
BS	72+70.79	-18.25	457.42	457.63
BT	72+80.79	-18.25	457.94	458.13
BU	72+90.79	-18.25	458.44	458.60
BV	73+00.79	-18.25	458.94	459.06
BW	73+10.79	-18.25	459.42	459.51
BX	73+20.79	-18.25	459.89	459.95
BY	73+30.79	-18.25	460.35	460.38
BZ	73+40.79	-18.25	460.79	460.81
℄ Pier 5	73+53.21	-18.25	461.33	461.33
CA	73+63.21	-18.25	461.71	461.71
CB	73+73.21	-18.25	462.06	462.07
CC	73+83.21	-18.25	462.40	462.42
CD	73+93.21	-18.25	462.73	462.77
CE	74+03.21	-18.25	463.05	463.10
CF	74+13.21	-18.25	463.35	463.43
CG	74+23.21	-18.25	463.64	463.74
CH	74+33.21	-18.25	463.92	464.04
CI	74+43.21	-18.25	464.19	464.32
CJ	74+53.21	-18.25	464.45	464.59
CK	74+63.21	-18.25	464.69	464.84
CL	74+73.21	-18.25	464.93	465.07
CM	74+83.21	-18.25	465.15	465.28
CN	74+93.21	-18.25	465.36	465.47
CO	75+03.21	-18.25	465.56	465.65
CP	75+13.21	-18.25	465.74	465.82
CQ	75+23.21	-18.25	465.92	465.97
CR	75+33.21	-18.25	466.08	466.11
CS	75+43.21	-18.25	466.23	466.25
CT	75+53.21	-18.25	466.37	466.38
℄ Pier 6	75+58.21	-18.25	466.43	466.43
CU	75+68.21	-18.25	466.56	466.56
CV	75+78.21	-18.25	466.67	466.67
CW	75+88.21	-18.25	466.76	466.78
CX	75+98.21	-18.25	466.85	466.88
CY	76+08.21	-18.25	466.92	466.97
CZ	76+18.21	-18.25	466.99	467.04
DA	76+28.21	-18.25	467.04	467.10
DB	76+38.21	-18.25	467.08	467.16
DC	76+48.21	-18.25	467.13	467.21
DD	76+58.21	-18.25	467.18	467.25
DE	76+68.21	-18.25	467.23	467.29
DF	76+78.21	-18.25	467.28	467.32
DG	76+88.21	-18.25	467.33	467.35
℄ Brg. Pier 7-E	77+00.13	-18.25	467.38	467.38
℄ Pier 7	77+01.63	-18.25	467.39	467.39

NOTE:
Work this sheet with sheets S-15 thru S-20.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = 8/18/2011	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – IV S.N. 082-0325 UNITS 1 & 2
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-19 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	134
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 6A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	65+15.96	-24.42	418.27	418.27
℄ Brg. E. Abut.	65+19.71	-24.42	418.44	418.44
A	65+29.71	-24.42	418.88	418.89
B	65+39.71	-24.42	419.32	419.34
C	65+49.71	-24.42	419.77	419.79
D	65+59.71	-24.42	420.21	420.24
E	65+69.71	-24.42	420.66	420.68
F	65+79.71	-24.42	421.10	421.12
G	65+89.71	-24.42	421.54	421.56
H	65+99.71	-24.42	421.99	422.00
I	66+09.71	-24.42	422.43	422.44
J	66+19.71	-24.42	422.88	422.88
℄ Pier 1	66+29.96	-24.42	423.33	423.33
K	66+39.96	-24.42	423.78	423.78
L	66+49.96	-24.42	424.22	424.24
M	66+59.96	-24.42	424.66	424.69
N	66+69.96	-24.42	425.18	425.22
O	66+79.96	-24.42	425.70	425.75
P	66+89.96	-24.42	426.22	426.28
Q	66+99.96	-24.42	426.74	426.81
R	67+09.96	-24.42	427.26	427.33
S	67+19.96	-24.42	427.78	427.85
T	67+29.96	-24.42	428.30	428.36
U	67+39.96	-24.42	428.82	428.88
V	67+49.96	-24.42	429.34	429.38
W	67+59.96	-24.42	429.86	429.89
X	67+69.96	-24.42	430.38	430.40
Y	67+79.96	-24.42	430.90	430.91
Z	67+89.96	-24.42	431.42	431.42
AA	67+99.96	-24.42	431.94	431.94
℄ Pier 2	68+06.96	-24.42	432.30	432.30
AB	68+16.96	-24.42	432.82	432.83
AC	68+26.96	-24.42	433.34	433.37
AD	68+36.96	-24.42	433.86	433.90
AE	68+46.96	-24.42	434.38	434.44
AF	68+56.96	-24.42	434.91	434.98
AG	68+66.96	-24.42	435.43	435.52
AH	68+76.96	-24.42	435.95	436.06
AI	68+86.96	-24.42	436.47	436.59
AJ	68+96.96	-24.42	436.99	437.12
AK	69+06.96	-24.42	437.51	437.65
AL	69+16.96	-24.42	438.03	438.16
AM	69+26.96	-24.42	438.55	438.67
AN	69+36.96	-24.42	439.07	439.17
AO	69+46.96	-24.42	439.59	439.67
AP	69+56.96	-24.42	440.11	440.17
AQ	69+66.96	-24.42	440.63	440.66
℄ Brg. Pier 3-E	69+75.46	-24.42	441.07	441.07
℄ Pier 3	69+76.96	-24.42	441.15	441.15
℄ Brg. Pier 3-W	69+78.46	-24.42	441.23	441.23
AR	69+88.46	-24.42	441.75	441.76
AS	69+98.46	-24.42	442.27	442.30
AT	70+08.46	-24.42	442.79	442.83
AU	70+18.46	-24.42	443.31	443.36
AV	70+28.46	-24.42	443.83	443.89
AW	70+38.46	-24.42	444.35	444.41
AX	70+48.46	-24.42	444.87	444.92
AY	70+58.46	-24.42	445.39	445.43
AZ	70+68.46	-24.42	445.91	445.94
BA	70+78.46	-24.42	446.43	446.45
BB	70+88.46	-24.42	446.95	446.96

GIRDER 6A CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BC	70+98.46	-24.42	447.47	447.47
BD	71+08.46	-24.42	447.99	447.99
BE	71+18.46	-24.42	448.51	448.51
℄ Pier 4	71+30.79	-24.42	449.15	449.15
BF	71+40.79	-24.42	449.72	449.74
BG	71+50.79	-24.42	450.31	450.35
BH	71+60.79	-24.42	450.91	450.98
BI	71+70.79	-24.42	451.51	451.61
BJ	71+80.79	-24.42	452.10	452.24
BK	71+90.79	-24.42	452.70	452.87
BL	72+00.79	-24.42	453.30	453.49
BM	72+10.79	-24.42	453.89	454.11
BN	72+20.79	-24.42	454.49	454.73
BO	72+30.79	-24.42	455.08	455.33
BP	72+40.79	-24.42	455.67	455.93
BQ	72+50.79	-24.42	456.24	456.49
BR	72+60.79	-24.42	456.80	457.04
BS	72+70.79	-24.42	457.35	457.57
BT	72+80.79	-24.42	457.88	458.08
BU	72+90.79	-24.42	458.41	458.57
BV	73+00.79	-24.42	458.92	459.05
BW	73+10.79	-24.42	459.42	459.52
BX	73+20.79	-24.42	459.91	459.98
BY	73+30.79	-24.42	460.39	460.43
BZ	73+40.79	-24.42	460.86	460.88
℄ Pier 5	73+53.21	-24.42	461.42	461.42
CA	73+63.21	-24.42	461.80	461.81
CB	73+73.21	-24.42	462.16	462.16
CC	73+83.21	-24.42	462.49	462.52
CD	73+93.21	-24.42	462.82	462.86
CE	74+03.21	-24.42	463.14	463.20
CF	74+13.21	-24.42	463.44	463.52
CG	74+23.21	-24.42	463.73	463.84
CH	74+33.21	-24.42	464.02	464.14
CI	74+43.21	-24.42	464.28	464.42
CJ	74+53.21	-24.42	464.54	464.68
CK	74+63.21	-24.42	464.79	464.93
CL	74+73.21	-24.42	465.02	465.16
CM	74+83.21	-24.42	465.24	465.37
CN	74+93.21	-24.42	465.45	465.57
CO	75+03.21	-24.42	465.65	465.75
CP	75+13.21	-24.42	465.84	465.91
CQ	75+23.21	-24.42	466.01	466.06
CR	75+33.21	-24.42	466.17	466.21
CS	75+43.21	-24.42	466.32	466.34
CT	75+53.21	-24.42	466.46	466.47
℄ Pier 6	75+58.21	-24.42	466.53	466.53
CU	75+68.21	-24.42	466.65	466.65
CV	75+78.21	-24.42	466.76	466.76
CW	75+88.21	-24.42	466.86	466.87
CX	75+98.21	-24.42	466.94	466.97
CY	76+08.21	-24.42	467.02	467.06
CZ	76+18.21	-24.42	467.08	467.13
DA	76+28.21	-24.42	467.13	467.20
DB	76+38.21	-24.42	467.18	467.25
DC	76+48.21	-24.42	467.23	467.30
DD	76+58.21	-24.42	467.27	467.35
DE	76+68.21	-24.42	467.32	467.38
DF	76+78.21	-24.42	467.37	467.42
DG	76+88.21	-24.42	467.42	467.45
℄ Brg. Pier 7-E	77+00.13	-24.42	467.48	467.48
℄ Pier 7	77+01.63	-24.42	467.48	467.48

NOTE:
Work this sheet with sheets S-15 thru S-20.

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AECOM

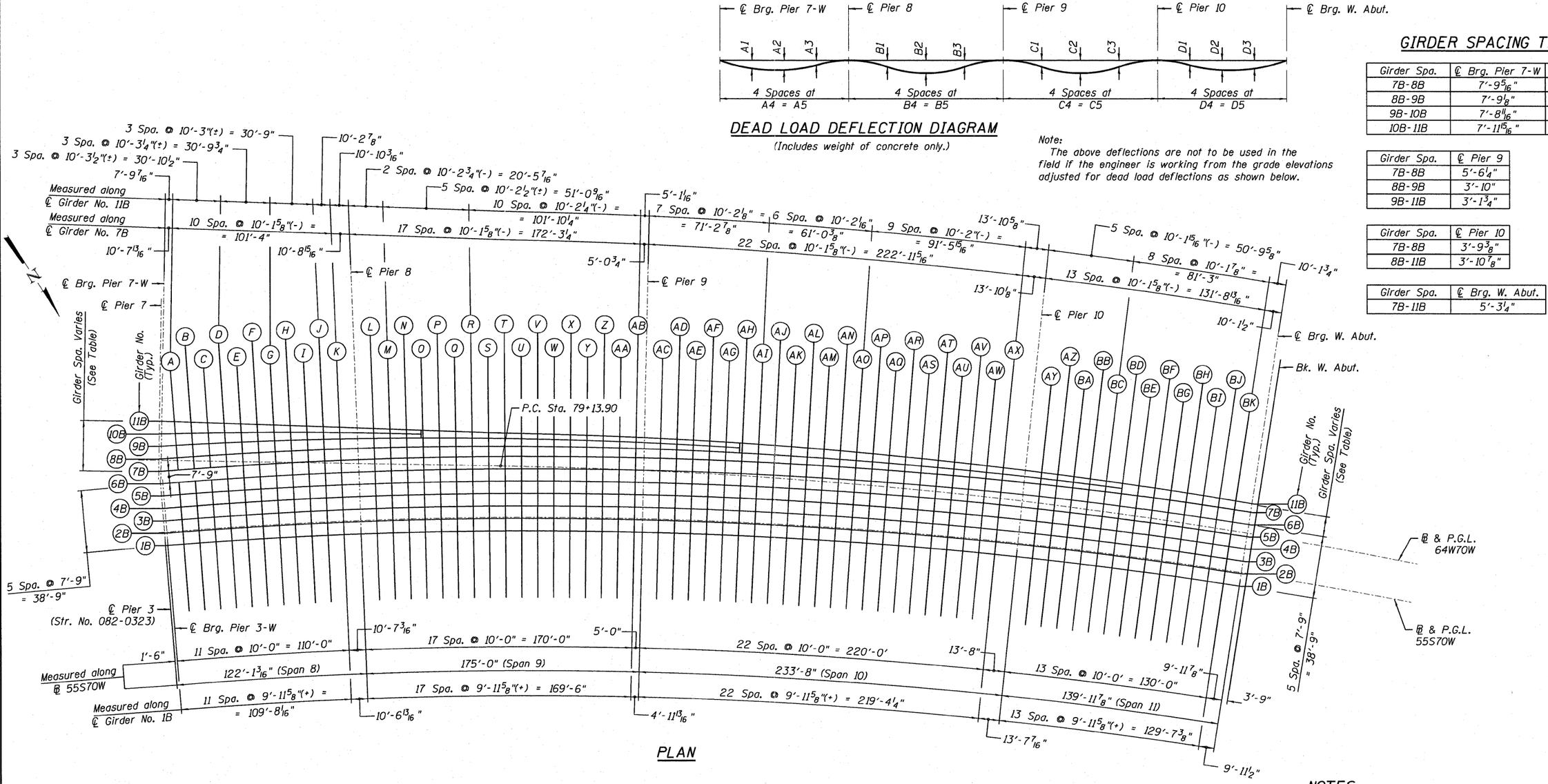
USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – V S.N. 082–0325 UNITS 1 & 2
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-20 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	135
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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

PLAN

GIRDER SPACING TABLES

Girder Spa.	℄ Brg. Pier 7-W	℄ Pier 8
7B-8B	7'-9 5/16"	6'-10"
8B-9B	7'-9 1/8"	6'-1 3/4"
9B-10B	7'-8 11/16"	3'-8 3/4"
10B-11B	7'-11 5/16"	3'-0 3/16"

Girder Spa.	℄ Pier 9
7B-8B	5'-6 1/4"
8B-9B	3'-10"
9B-11B	3'-1 3/4"

Girder Spa.	℄ Pier 10
7B-8B	3'-9 3/8"
8B-11B	3'-10 7/8"

Girder Spa.	℄ Brg. W. Abut.
7B-11B	5'-3 1/4"

DEAD LOAD DEFLECTIONS

Girder No.	Span 8					Span 9					Span 10					Span 11				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5	D1	D2	D3	D4	D5
1B	5/8"	3/4"	3/8"	30'-0 3/4"	120'-2 7/8"	3/8"	1/2"	-1/8"	43'-7 1/2"	174'-5 3/4"	2 3/4"	4 5/8"	2 3/4"	58'-2 7/8"	232'-11 3/4"	-1/4"	1/8"	3/8"	34'-10 3/4"	139'-6 7/8"
2B	5/8"	3/4"	3/8"	30'-1 3/4"	120'-6 7/8"	1/4"	3/8"	-1/8"	43'-8 7/8"	174'-11 1/2"	2 5/8"	4 1/2"	2 5/8"	58'-4 7/8"	233'-7 3/8"	-1/4"	1/8"	3/8"	34'-11 7/8"	139'-11 1/2"
3B	5/8"	5/8"	3/8"	30'-2 3/4"	120'-10 7/8"	1/4"	3/8"	-1/8"	43'-10 1/4"	175'-5 1/4"	2 1/2"	4 3/8"	2 5/8"	58'-6 3/4"	234'-3"	-1/4"	1/8"	1/4"	35'-1"	140'-4"
4B	5/8"	5/8"	3/8"	30'-3 3/4"	121'-2 7/8"	1/4"	1/4"	-1/8"	43'-11 3/4"	175'-10 7/8"	2 1/2"	4 1/4"	2 1/2"	58'-8 5/8"	234'-10 1/2"	-1/4"	1/16"	1/4"	35'-2 1/8"	140'-8 5/8"
5B	5/8"	5/8"	3/8"	30'-4 3/4"	121'-6 7/8"	1/4"	1/4"	-1/8"	44'-1 5/8"	176'-4 5/8"	2 3/8"	4 1/8"	2 1/2"	58'-10 1/2"	235'-6 1/8"	-1/4"	0"	1/4"	35'-3 1/4"	141'-1 5/8"
6B	5/8"	5/8"	3/8"	30'-5 3/4"	121'-10 3/4"	1/8"	1/4"	-1/4"	44'-2 5/8"	176'-10 3/8"	2 3/8"	4"	2 1/2"	59'-0 1/2"	236'-1 3/4"	-1/4"	-1/16"	1/8"	35'-4 3/8"	141'-5 3/4"
7B	5/8"	3/4"	3/8"	30'-8 1/8"	122'-8 3/4"	1/8"	1/8"	-1/4"	44'-4"	177'-4"	2 3/8"	4"	2 1/2"	59'-2 3/8"	236'-9 3/8"	-3/8"	-1/8"	1/8"	35'-5 5/8"	141'-10 1/4"
8B	5/8"	3/4"	3/8"	30'-6 7/8"	122'-3 1/2"	1/8"	1/8"	-1/4"	44'-5 1/8"	177'-8 5/8"	2 1/4"	4"	2 1/2"	59'-3 1/2"	237'-2 1/8"	-1/4"	-3/8"	-3/8"	15'-2 5/8"	60'-10 1/2"
9B	5/8"	3/4"	3/8"	30'-5 1/2"	121'-10 1/4"	1/16"	1/8"	-1/4"	44'-6 7/8"	178'-0 3/4"	3/8"	1"	1 5/8"	14'-10 1/8"	59'-4 5/8"	-	-	-	-	-
10B	5/8"	3/4"	3/8"	30'-4 1/2"	121'-6"	-1/16"	-1/16"	-1/16"	9'-11"	39'-8 1/8"	-	-	-	-	-	-	-	-	-	-
11B	5/8"	3/4"	3/8"	30'-4"	121'-3 3/4"	0"	1/16"	-1/4"	44'-7 3/8"	178'-5 3/8"	2 1/4"	4"	2 1/2"	59'-5"	237'-7 7/8"	-3/8"	-1/8"	1/8"	35'-6 5/8"	142'-2 3/8"

NOTES:

At Piers tabulated beam spacing are measured along respective ℄ Pier.

At Abut. tabulated beam spacing are measured along ℄ Brg.

Negative value of deflection indicates upward deflection.

Work this sheet with sheets S-22 thru S-27.

AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
PLOT SCALE = 0.166666 ' / in.	DRAWN - DD	REVISED -	
PLOT DATE = $DATE$	CHECKED - ATB	REVISED -	
	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-21 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	136
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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GIRDER 1B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	8.42	465.59	465.59
℄ Brg. Pier 7-W	78+99.72	8.42	465.60	465.60
A	79+09.72	8.42	465.64	465.66
B	79+19.72	8.42	465.67	465.71
C	79+29.72	8.42	465.69	465.74
D	79+39.72	8.42	465.69	465.75
E	79+49.72	8.42	465.68	465.74
F	79+59.72	8.42	465.66	465.72
G	79+69.72	8.42	465.63	465.68
H	79+79.72	8.42	465.59	465.63
I	79+89.72	8.42	465.53	465.56
J	79+99.72	8.42	465.47	465.48
K	80+09.72	8.42	465.39	465.39
℄ Pier 8	80+20.32	8.42	465.29	465.29
L	80+30.32	8.42	465.19	465.19
M	80+40.32	8.42	465.07	465.08
N	80+50.32	8.42	464.94	464.96
O	80+60.32	8.42	464.80	464.83
P	80+70.32	8.42	464.65	464.69
Q	80+80.32	8.42	464.49	464.53
R	80+90.32	8.42	464.31	464.36
S	81+00.32	8.42	464.13	464.17
T	81+10.32	8.42	463.93	463.96
U	81+20.32	8.42	463.72	463.74
V	81+30.32	8.42	463.50	463.51
W	81+40.32	8.42	463.26	463.27
X	81+50.32	8.42	463.02	463.02
Y	81+60.32	8.42	462.79	462.77
Z	81+70.32	8.42	462.55	462.53
AA	81+80.32	8.42	462.31	462.30
AB	81+90.32	8.42	462.08	462.07
℄ Pier 9	81+95.32	8.42	461.96	461.96
AC	82+05.32	8.42	461.72	461.74
AD	82+15.32	8.42	461.48	461.54
AE	82+25.32	8.42	461.25	461.34
AF	82+35.32	8.42	461.01	461.15
AG	82+45.32	8.42	460.77	460.96
AH	82+55.32	8.42	460.53	460.77
AI	82+65.32	8.42	460.30	460.57
AJ	82+75.32	8.42	460.06	460.37
AK	82+85.32	8.42	459.82	460.17
AL	82+95.32	8.42	459.58	459.95
AM	83+05.32	8.42	459.35	459.73
AN	83+15.32	8.42	459.11	459.49
AO	83+25.32	8.42	458.87	459.25
AP	83+35.32	8.42	458.64	458.99
AQ	83+45.32	8.42	458.40	458.73
AR	83+55.32	8.42	458.16	458.45
AS	83+65.32	8.42	457.92	458.18
AT	83+75.32	8.42	457.69	457.89
AU	83+85.32	8.42	457.45	457.61
AV	83+95.32	8.42	457.21	457.33
AW	84+05.32	8.42	456.98	457.05
AX	84+15.32	8.42	456.74	456.78
℄ Pier 10	84+28.98	8.42	456.41	456.41
AY	84+38.98	8.42	456.18	456.16
AZ	84+48.98	8.42	455.94	455.92
BA	84+58.98	8.42	455.70	455.68
BB	84+68.98	8.42	455.47	455.45
BC	84+78.98	8.42	455.23	455.22
BD	84+88.98	8.42	454.99	455.00
BE	84+98.98	8.42	454.75	454.77
BF	85+08.98	8.42	454.52	454.54

GIRDER 1B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BG	85+18.98	8.42	454.28	454.31
BH	85+28.98	8.42	454.04	454.08
BI	85+38.98	8.42	453.81	453.84
BJ	85+48.98	8.42	453.57	453.59
BK	85+58.98	8.42	453.33	453.35
℄ W. Brg.	85+68.97	8.42	453.11	453.11
Bk. W. Abut.	85+72.72	8.42	453.02	453.02

GIRDER 2B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	0.67	465.86	465.86
℄ Brg. Pier 7-W	78+99.72	0.67	465.87	465.87
A	79+09.72	0.67	465.91	465.93
B	79+19.72	0.67	465.94	465.98
C	79+29.72	0.67	465.96	466.01
D	79+39.72	0.67	465.96	466.02
E	79+49.72	0.67	465.95	466.01
F	79+59.72	0.67	465.93	465.99
G	79+69.72	0.67	465.90	465.95
H	79+79.72	0.67	465.86	465.90
I	79+89.72	0.67	465.80	465.83
J	79+99.72	0.67	465.74	465.75
K	80+09.72	0.67	465.66	465.66
℄ Pier 8	80+20.32	0.67	465.56	465.56
L	80+30.32	0.67	465.46	465.46
M	80+40.32	0.67	465.34	465.35
N	80+50.32	0.67	465.21	465.23
O	80+60.32	0.67	465.07	465.10
P	80+70.32	0.67	464.92	464.95
Q	80+80.32	0.67	464.76	464.80
R	80+90.32	0.67	464.59	464.62
S	81+00.32	0.67	464.40	464.43
T	81+10.32	0.67	464.20	464.23
U	81+20.32	0.67	463.99	464.01
V	81+30.32	0.67	463.77	463.78
W	81+40.32	0.67	463.53	463.53
X	81+50.32	0.67	463.30	463.29
Y	81+60.32	0.67	463.06	463.04
Z	81+70.32	0.67	462.82	462.80
AA	81+80.32	0.67	462.58	462.57
AB	81+90.32	0.67	462.35	462.34
℄ Pier 9	81+95.32	0.67	462.23	462.23
AC	82+05.32	0.67	461.99	462.01
AD	82+15.32	0.67	461.75	461.81
AE	82+25.32	0.67	461.52	461.61
AF	82+35.32	0.67	461.28	461.42
AG	82+45.32	0.67	461.04	461.22
AH	82+55.32	0.67	460.80	461.03
AI	82+65.32	0.67	460.57	460.83
AJ	82+75.32	0.67	460.33	460.63
AK	82+85.32	0.67	460.09	460.43
AL	82+95.32	0.67	459.86	460.21

GIRDER 2B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
AM	83+05.32	0.67	459.62	459.99
AN	83+15.32	0.67	459.38	459.75
AO	83+25.32	0.67	459.14	459.51
AP	83+35.32	0.67	458.91	459.25
AQ	83+45.32	0.67	458.67	458.99
AR	83+55.32	0.67	458.43	458.72
AS	83+65.32	0.67	458.20	458.44
AT	83+75.32	0.67	457.96	458.16
AU	83+85.32	0.67	457.72	457.88
AV	83+95.32	0.67	457.48	457.60
AW	84+05.32	0.67	457.25	457.32
AX	84+15.32	0.67	457.01	457.05
℄ Pier 10	84+28.98	0.67	456.69	456.69
AY	84+38.98	0.67	456.45	456.43
AZ	84+48.98	0.67	456.21	456.19
BA	84+58.98	0.67	455.97	455.95
BB	84+68.98	0.67	455.74	455.72
BC	84+78.98	0.67	455.50	455.49
BD	84+88.98	0.67	455.26	455.26
BE	84+98.98	0.67	455.03	455.04
BF	85+08.98	0.67	454.79	454.81
BG	85+18.98	0.67	454.55	454.58
BH	85+28.98	0.67	454.31	454.34
BI	85+38.98	0.67	454.08	454.10
BJ	85+48.98	0.67	453.84	453.86
BK	85+58.98	0.67	453.61	453.62
℄ W. Brg.	85+68.97	0.67	453.38	453.38
Bk. W. Abut.	85+72.72	0.67	453.29	453.29

℄ & P.G.L. 55S70W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	0.00	465.89	465.89
℄ Brg. Pier 7-W	78+99.72	0.00	465.90	465.90
A	79+09.72	0.00	465.94	465.95
B	79+19.72	0.00	465.96	466.00
C	79+29.72	0.00	465.98	466.03
D	79+39.72	0.00	465.98	466.04
E	79+49.72	0.00	465.98	466.04
F	79+59.72	0.00	465.96	466.01
G	79+69.72	0.00	465.93	465.98
H	79+79.72	0.00	465.88	465.92
I	79+89.72	0.00	465.83	465.85
J	79+99.72	0.00	465.76	465.78
K	80+09.72	0.00	465.68	465.69
℄ Pier 8	80+20.32	0.00	465.58	465.58
L	80+30.32	0.00	465.48	465.48
M	80+40.32	0.00	465.37	465.37
N	80+50.32	0.00	465.24	465.25
O	80+60.32	0.00	465.10	465.12
P	80+70.32	0.00	464.95	464.98
Q	80+80.32	0.00	464.78	464.82
R	80+90.32	0.00	464.61	464.65

NOTE:
Work this sheet with sheets S-21 thru S-27.

P:\76C084\689\900_CAD\901_Drawings\76C08_Master_Consolidated\Structural\082-0323\Sheet\S822_082-0325_76C75_TopSlabElev_8.dgn

AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = 8DATE8	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – I S.N. 082–0325 UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-22 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	137
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

℄ & P.G.L. 55S70W CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S	81+00.32	0.00	464.42	464.46
T	81+10.32	0.00	464.22	464.25
U	81+20.32	0.00	464.01	464.04
V	81+30.32	0.00	463.79	463.80
W	81+40.32	0.00	463.56	463.56
X	81+50.32	0.00	463.32	463.31
Y	81+60.32	0.00	463.08	463.06
Z	81+70.32	0.00	462.84	462.82
AA	81+80.32	0.00	462.61	462.59
AB	81+90.32	0.00	462.37	462.36
℄ Pier 9	81+95.32	0.00	462.25	462.25
AC	82+05.32	0.00	462.01	462.04
AD	82+15.32	0.00	461.78	461.83
AE	82+25.32	0.00	461.54	461.63
AF	82+35.32	0.00	461.30	461.44
AG	82+45.32	0.00	461.07	461.25
AH	82+55.32	0.00	460.83	461.05
AI	82+65.32	0.00	460.59	460.86
AJ	82+75.32	0.00	460.35	460.66
AK	82+85.32	0.00	460.12	460.45
AL	82+95.32	0.00	459.88	460.24
AM	83+05.32	0.00	459.64	460.01
AN	83+15.32	0.00	459.41	459.77
AO	83+25.32	0.00	459.17	459.53
AP	83+35.32	0.00	458.93	459.27
AQ	83+45.32	0.00	458.69	459.01
AR	83+55.32	0.00	458.46	458.74
AS	83+65.32	0.00	458.22	458.46
AT	83+75.32	0.00	457.98	458.18
AU	83+85.32	0.00	457.75	457.90
AV	83+95.32	0.00	457.51	457.62
AW	84+05.32	0.00	457.27	457.34
AX	84+15.32	0.00	457.03	457.07
℄ Pier 10	84+28.98	0.00	456.71	456.71
AY	84+38.98	0.00	456.47	456.46
AZ	84+48.98	0.00	456.24	456.21
BA	84+58.98	0.00	456.00	455.98
BB	84+68.98	0.00	455.76	455.74
BC	84+78.98	0.00	455.52	455.51
BD	84+88.98	0.00	455.29	455.29
BE	84+98.98	0.00	455.05	455.06
BF	85+08.98	0.00	454.81	454.83
BG	85+18.98	0.00	454.57	454.60
BH	85+28.98	0.00	454.34	454.37
BI	85+38.98	0.00	454.10	454.13
BJ	85+48.98	0.00	453.86	453.88
BK	85+58.98	0.00	453.63	453.64
℄ W. Brg.	85+68.97	0.00	453.40	453.40
Bk. W. Abut.	85+72.72	0.00	453.32	453.32

GIRDER 3B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	-7.08	466.14	466.14
℄ Brg. Pier 7-W	78+99.71	-7.08	466.14	466.14
A	79+09.72	-7.08	466.18	466.20
B	79+19.72	-7.08	466.21	466.25
C	79+29.72	-7.08	466.23	466.28
D	79+39.72	-7.08	466.23	466.29
E	79+49.72	-7.08	466.22	466.28
F	79+59.72	-7.08	466.20	466.26
G	79+69.72	-7.08	466.17	466.22
H	79+79.72	-7.08	466.13	466.17
I	79+89.72	-7.08	466.07	466.10
J	79+99.72	-7.08	466.01	466.02
K	80+09.72	-7.08	465.93	465.93
℄ Pier 8	80+20.32	-7.08	465.83	465.83
L	80+30.32	-7.08	465.73	465.73
M	80+40.32	-7.08	465.61	465.62
N	80+50.32	-7.08	465.49	465.50
O	80+60.32	-7.08	465.35	465.37
P	80+70.32	-7.08	465.20	465.22
Q	80+80.32	-7.08	465.03	465.06
R	80+90.32	-7.08	464.86	464.89
S	81+00.32	-7.08	464.67	464.70
T	81+10.32	-7.08	464.47	464.50
U	81+20.32	-7.08	464.26	464.28
V	81+30.32	-7.08	464.04	464.05
W	81+40.32	-7.08	463.80	463.80
X	81+50.32	-7.08	463.57	463.55
Y	81+60.32	-7.08	463.33	463.31
Z	81+70.32	-7.08	463.09	463.07
AA	81+80.32	-7.08	462.85	462.84
AB	81+90.32	-7.08	462.62	462.61
℄ Pier 9	81+95.32	-7.08	462.50	462.50
AC	82+05.32	-7.08	462.26	462.29
AD	82+15.32	-7.08	462.02	462.08
AE	82+25.32	-7.08	461.79	461.88
AF	82+35.32	-7.08	461.55	461.68
AG	82+45.32	-7.08	461.31	461.49
AH	82+55.32	-7.08	461.08	461.30
AI	82+65.32	-7.08	460.84	461.10
AJ	82+75.32	-7.08	460.60	460.90
AK	82+85.32	-7.08	460.36	460.69
AL	82+95.32	-7.08	460.13	460.47
AM	83+05.32	-7.08	459.89	460.25
AN	83+15.32	-7.08	459.65	460.01
AO	83+25.32	-7.08	459.42	459.77
AP	83+35.32	-7.08	459.18	459.51
AQ	83+45.32	-7.08	458.94	459.25
AR	83+55.32	-7.08	458.70	458.98
AS	83+65.32	-7.08	458.47	458.70
AT	83+75.32	-7.08	458.23	458.43
AU	83+85.32	-7.08	457.99	458.14
AV	83+95.32	-7.08	457.76	457.86
AW	84+05.32	-7.08	457.52	457.59
AX	84+15.32	-7.08	457.28	457.32
℄ Pier 10	84+28.98	-7.08	456.96	456.96
AY	84+38.98	-7.08	456.72	456.71
AZ	84+48.98	-7.08	456.48	456.46
BA	84+58.98	-7.08	456.25	456.22
BB	84+68.98	-7.08	456.01	455.99
BC	84+78.98	-7.08	455.77	455.76
BD	84+88.98	-7.08	455.53	455.53
BE	84+98.98	-7.08	455.30	455.30
BF	85+08.98	-7.08	455.06	455.08

GIRDER 3B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BG	85+18.98	-7.08	454.82	454.84
BH	85+28.98	-7.08	454.59	454.61
BI	85+38.98	-7.08	454.35	454.37
BJ	85+48.98	-7.08	454.11	454.13
BK	85+58.98	-7.08	453.88	453.89
℄ W. Brg.	85+68.97	-7.08	453.65	453.65
Bk. W. Abut.	85+72.72	-7.08	453.57	453.57

GIRDER 4B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	-14.83	466.41	466.41
℄ Brg. Pier 7-W	78+99.71	-14.83	466.41	466.41
A	79+09.72	-14.83	466.45	466.47
B	79+19.72	-14.83	466.48	466.52
C	79+29.72	-14.83	466.50	466.54
D	79+39.72	-14.83	466.50	466.56
E	79+49.72	-14.83	466.50	466.55
F	79+59.72	-14.83	466.48	466.53
G	79+69.72	-14.83	466.44	466.49
H	79+79.72	-14.83	466.40	466.44
I	79+89.72	-14.83	466.35	466.37
J	79+99.72	-14.83	466.28	466.30
K	80+09.72	-14.83	466.20	466.21
℄ Pier 8	80+20.32	-14.83	466.10	466.10
L	80+30.32	-14.83	466.00	466.00
M	80+40.32	-14.83	465.88	465.89
N	80+50.32	-14.83	465.76	465.77
O	80+60.32	-14.83	465.62	465.63
P	80+70.32	-14.83	465.47	465.49
Q	80+80.32	-14.83	465.30	465.33
R	80+90.32	-14.83	465.13	465.16
S	81+00.32	-14.83	464.94	464.97
T	81+10.32	-14.83	464.74	464.76
U	81+20.32	-14.83	464.53	464.55
V	81+30.32	-14.83	464.31	464.31
W	81+40.32	-14.83	464.07	464.07
X	81+50.32	-14.83	463.84	463.82
Y	81+60.32	-14.83	463.60	463.58
Z	81+70.32	-14.83	463.36	463.34
AA	81+80.32	-14.83	463.13	463.11
AB	81+90.32	-14.83	462.89	462.88
℄ Pier 9	81+95.32	-14.83	462.77	462.77
AC	82+05.32	-14.83	462.53	462.56
AD	82+15.32	-14.83	462.30	462.35
AE	82+25.32	-14.83	462.06	462.15
AF	82+35.32	-14.83	461.82	461.95
AG	82+45.32	-14.83	461.58	461.76
AH	82+55.32	-14.83	461.35	461.56
AI	82+65.32	-14.83	461.11	461.36
AJ	82+75.32	-14.83	460.87	461.16
AK	82+85.32	-14.83	460.64	460.95
AL	82+95.32	-14.83	460.40	460.74

NOTE:
Work this sheet with sheets S-21 thru S-27.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -
	DRAWN - DD	REVISED -
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – II S.N. 082–0325 UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-23 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	138
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 4B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
AM	83+05.32	-14.83	460.16	460.51
AN	83+15.32	-14.83	459.92	460.28
AO	83+25.32	-14.83	459.69	460.03
AP	83+35.32	-14.83	459.45	459.78
AQ	83+45.32	-14.83	459.21	459.51
AR	83+55.32	-14.83	458.98	459.24
AS	83+65.32	-14.83	458.74	458.97
AT	83+75.32	-14.83	458.50	458.69
AU	83+85.32	-14.83	458.26	458.41
AV	83+95.32	-14.83	458.03	458.13
AW	84+05.32	-14.83	457.79	457.86
AX	84+15.32	-14.83	457.55	457.59
℄ Pier 10	84+28.98	-14.83	457.23	457.23
AY	84+38.98	-14.83	456.99	456.98
AZ	84+48.98	-14.83	456.75	456.73
BA	84+58.98	-14.83	456.52	456.49
BB	84+68.98	-14.83	456.28	456.26
BC	84+78.98	-14.83	456.04	456.03
BD	84+88.98	-14.83	455.81	455.80
BE	84+98.98	-14.83	455.57	455.57
BF	85+08.98	-14.83	455.33	455.34
BG	85+18.98	-14.83	455.09	455.11
BH	85+28.98	-14.83	454.86	454.88
BI	85+38.98	-14.83	454.62	454.64
BJ	85+48.98	-14.83	454.38	454.40
BK	85+58.98	-14.83	454.15	454.16
℄ W. Brg.	85+68.97	-14.83	453.92	453.92
Bk. W. Abut.	85+72.72	-14.83	453.84	453.84

GIRDER 5B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	-22.58	466.68	466.68
℄ Brg. Pier 7-W	78+99.70	-22.58	466.69	466.69
A	79+09.72	-22.58	466.73	466.74
B	79+19.72	-22.58	466.75	466.79
C	79+29.72	-22.58	466.77	466.82
D	79+39.72	-22.58	466.77	466.83
E	79+49.72	-22.58	466.77	466.82
F	79+59.72	-22.58	466.75	466.80
G	79+69.72	-22.58	466.72	466.77
H	79+79.72	-22.58	466.67	466.71
I	79+89.72	-22.58	466.62	466.65
J	79+99.72	-22.58	466.55	466.57
K	80+09.72	-22.58	466.47	466.48
℄ Pier 8	80+20.32	-22.58	466.37	466.37
L	80+30.32	-22.58	466.27	466.27
M	80+40.32	-22.58	466.16	466.16
N	80+50.32	-22.58	466.03	466.04
O	80+60.32	-22.58	465.89	465.90
P	80+70.32	-22.58	465.74	465.76
Q	80+80.32	-22.58	465.57	465.60
R	80+90.32	-22.58	465.40	465.42

GIRDER 5B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S	81+00.32	-22.58	465.21	465.24
T	81+10.32	-22.58	465.01	465.03
U	81+20.32	-22.58	464.80	464.81
V	81+30.32	-22.58	464.58	464.58
W	81+40.32	-22.58	464.35	464.34
X	81+50.32	-22.58	464.11	464.09
Y	81+60.32	-22.58	463.87	463.85
Z	81+70.32	-22.58	463.63	463.61
AA	81+80.32	-22.58	463.40	463.38
AB	81+90.32	-22.58	463.16	463.15
℄ Pier 9	81+95.32	-22.58	463.04	463.04
AC	82+05.32	-22.58	462.80	462.83
AD	82+15.32	-22.58	462.57	462.62
AE	82+25.32	-22.58	462.33	462.42
AF	82+35.32	-22.58	462.09	462.22
AG	82+45.32	-22.58	461.86	462.02
AH	82+55.32	-22.58	461.62	461.83
AI	82+65.32	-22.58	461.38	461.63
AJ	82+75.32	-22.58	461.14	461.43
AK	82+85.32	-22.58	460.91	461.22
AL	82+95.32	-22.58	460.67	461.00
AM	83+05.32	-22.58	460.43	460.77
AN	83+15.32	-22.58	460.20	460.54
AO	83+25.32	-22.58	459.96	460.29
AP	83+35.32	-22.58	459.72	460.04
AQ	83+45.32	-22.58	459.48	459.78
AR	83+55.32	-22.58	459.25	459.51
AS	83+65.32	-22.58	459.01	459.24
AT	83+75.32	-22.58	458.77	458.96
AU	83+85.32	-22.58	458.54	458.68
AV	83+95.32	-22.58	458.30	458.40
AW	84+05.32	-22.58	458.06	458.13
AX	84+15.32	-22.58	457.82	457.86
℄ Pier 10	84+28.98	-22.58	457.50	457.50
AY	84+38.98	-22.58	457.26	457.25
AZ	84+48.98	-22.58	457.03	457.00
BA	84+58.98	-22.58	456.79	456.76
BB	84+68.98	-22.58	456.55	456.53
BC	84+78.98	-22.58	456.31	456.30
BD	84+88.98	-22.58	456.08	456.07
BE	84+98.98	-22.58	455.84	455.84
BF	85+08.98	-22.58	455.60	455.61
BG	85+18.98	-22.58	455.37	455.38
BH	85+28.98	-22.58	455.13	455.15
BI	85+38.98	-22.58	454.89	454.91
BJ	85+48.98	-22.58	454.65	454.67
BK	85+58.98	-22.58	454.42	454.43
℄ W. Brg.	85+68.97	-22.58	454.19	454.19
Bk. W. Abut.	85+72.72	-22.58	454.11	454.11

GIRDER 6B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.22	-30.33	466.93	466.93
℄ Brg. Pier 7-W	78+99.70	-30.33	466.93	466.93
A	79+09.72	-30.33	466.90	466.92
B	79+19.72	-30.33	466.93	466.97
C	79+29.72	-30.33	466.95	467.00
D	79+39.72	-30.33	466.96	467.01
E	79+49.72	-30.33	466.95	467.01
F	79+59.72	-30.33	466.94	466.99
G	79+69.72	-30.33	466.91	466.96
H	79+79.72	-30.33	466.87	466.91
I	79+89.72	-30.33	466.81	466.84
J	79+99.72	-30.33	466.75	466.76
K	80+09.72	-30.33	466.67	466.68
℄ Pier 8	80+20.32	-30.33	466.58	466.58
L	80+30.32	-30.33	466.48	466.47
M	80+40.32	-30.33	466.36	466.36
N	80+50.32	-30.33	466.24	466.24
O	80+60.32	-30.33	466.10	466.11
P	80+70.32	-30.33	465.95	465.97
Q	80+80.32	-30.33	465.79	465.81
R	80+90.32	-30.33	465.62	465.64
S	81+00.32	-30.33	465.43	465.45
T	81+10.32	-30.33	465.24	465.25
U	81+20.32	-30.33	465.03	465.04
V	81+30.32	-30.33	464.81	464.81
W	81+40.32	-30.33	464.58	464.57
X	81+50.32	-30.33	464.34	464.33
Y	81+60.32	-30.33	464.11	464.09
Z	81+70.32	-30.33	463.87	463.85
AA	81+80.32	-30.33	463.64	463.62
AB	81+90.32	-30.33	463.40	463.39
℄ Pier 9	81+95.32	-30.33	463.29	463.29
AC	82+05.32	-30.33	463.05	463.07
AD	82+15.32	-30.33	462.82	462.87
AE	82+25.32	-30.33	462.58	462.66
AF	82+35.32	-30.33	462.35	462.47
AG	82+45.32	-30.33	462.11	462.28
AH	82+55.32	-30.33	461.88	462.08
AI	82+65.32	-30.33	461.65	461.89
AJ	82+75.32	-30.33	461.41	461.69
AK	82+85.32	-30.33	461.17	461.48
AL	82+95.32	-30.33	460.94	461.26
AM	83+05.32	-30.33	460.70	461.04
AN	83+15.32	-30.33	460.47	460.80
AO	83+25.32	-30.33	460.23	460.56
AP	83+35.32	-30.33	459.99	460.31
AQ	83+45.32	-30.33	459.76	460.05
AR	83+55.32	-30.33	459.52	459.78
AS	83+65.32	-30.33	459.28	459.51
AT	83+75.32	-30.33	459.04	459.23
AU	83+85.32	-30.33	458.81	458.95
AV	83+95.32	-30.33	458.57	458.67
AW	84+05.32	-30.33	458.33	458.40
AX	84+15.32	-30.33	458.10	458.13
℄ Pier 10	84+28.98	-30.33	457.77	457.77
AY	84+38.98	-30.33	457.53	457.52
AZ	84+48.98	-30.33	457.30	457.27
BA	84+58.98	-30.33	457.06	457.03
BB	84+68.98	-30.33	456.82	456.80
BC	84+78.98	-30.33	456.59	456.57
BD	84+88.98	-30.33	456.35	456.34
BE	84+98.98	-30.33	456.11	456.11
BF	85+08.98	-30.33	455.87	455.88

NOTE:
Work this sheet with sheets S-21 thru S-27.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = Ø:2 '1' / in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – III S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-24 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	139
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 6B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BG	85+18.98	-30.33	455.64	455.65
BH	85+28.98	-30.33	455.40	455.41
BI	85+38.98	-30.33	455.16	455.18
BJ	85+48.98	-30.33	454.93	454.94
BK	85+58.98	-30.33	454.69	454.70
℄ W. Brg.	85+68.97	-30.33	454.46	454.46
Bk. W. Abut.	85+72.72	-30.33	454.38	454.38

GIRDER 7B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+97.72	-38.08	467.01	467.01
℄ Brg. Pier 7-W	78+99.21	-38.08	467.02	467.02
A	79+09.72	-38.08	467.06	467.08
B	79+19.72	-38.08	467.09	467.13
C	79+29.72	-38.08	467.11	467.16
D	79+39.72	-38.08	467.12	467.18
E	79+49.72	-38.08	467.12	467.18
F	79+59.72	-38.08	467.11	467.16
G	79+69.72	-38.08	467.08	467.13
H	79+79.72	-38.08	467.04	467.08
I	79+89.72	-38.08	466.98	467.01
J	79+99.72	-38.08	466.92	466.94
K	80+09.72	-38.08	466.83	466.84
℄ Pier 8	80+20.32	-38.08	466.73	466.73
L	80+30.32	-38.08	466.63	466.63
M	80+40.32	-38.08	466.51	466.51
N	80+50.32	-38.08	466.40	466.40
O	80+60.32	-38.08	466.25	466.26
P	80+70.32	-38.08	466.11	466.12
Q	80+80.32	-38.08	465.96	465.97
R	80+90.32	-38.08	465.80	465.81
S	81+00.32	-38.08	465.64	465.65
T	81+10.32	-38.08	465.45	465.46
U	81+20.32	-38.08	465.26	465.26
V	81+30.32	-38.08	465.05	465.05
W	81+40.32	-38.08	464.83	464.82
X	81+50.32	-38.08	464.61	464.59
Y	81+60.32	-38.08	464.37	464.35
Z	81+70.32	-38.08	464.14	464.12
AA	81+80.32	-38.08	463.91	463.89
AB	81+90.32	-38.08	463.68	463.67
℄ Pier 9	81+95.32	-38.08	463.56	463.56
AC	82+05.32	-38.08	463.33	463.35
AD	82+15.32	-38.08	463.09	463.14
AE	82+25.32	-38.08	462.85	462.94
AF	82+35.32	-38.08	462.62	462.74
AG	82+45.32	-38.08	462.39	462.55
AH	82+55.32	-38.08	462.15	462.35
AI	82+65.32	-38.08	461.92	462.16
AJ	82+75.32	-38.08	461.69	461.96
AK	82+85.32	-38.08	461.45	461.75
AL	82+95.32	-38.08	461.21	461.53

GIRDER 7B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
AM	83+05.32	-38.08	460.98	461.31
AN	83+15.32	-38.08	460.74	461.07
AO	83+25.32	-38.08	460.50	460.83
AP	83+35.32	-38.08	460.26	460.58
AQ	83+45.32	-38.08	460.03	460.32
AR	83+55.32	-38.08	459.79	460.05
AS	83+65.32	-38.08	459.55	459.78
AT	83+75.32	-38.08	459.32	459.50
AU	83+85.32	-38.08	459.08	459.22
AV	83+95.32	-38.08	458.84	458.95
AW	84+05.32	-38.08	458.60	458.67
AX	84+15.32	-38.08	458.37	458.40
℄ Pier 10	84+28.98	-38.08	458.04	458.04
AY	84+38.98	-38.08	457.81	457.79
AZ	84+48.98	-38.08	457.57	457.54
BA	84+58.98	-38.08	457.33	457.30
BB	84+68.98	-38.08	457.09	457.07
BC	84+78.98	-38.08	456.86	456.83
BD	84+88.98	-38.08	456.62	456.60
BE	84+98.98	-38.08	456.38	456.37
BF	85+08.98	-38.08	456.15	456.14
BG	85+18.98	-38.08	455.91	455.91
BH	85+28.98	-38.08	455.67	455.68
BI	85+38.98	-38.08	455.43	455.45
BJ	85+48.98	-38.08	455.20	455.21
BK	85+58.98	-38.08	454.96	454.97
℄ W. Brg.	85+68.97	-38.08	454.73	454.73
Bk. W. Abut.	85+72.72	-38.08	454.65	454.65

℄ & P.G.L. 64W70W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.39	-45.06	467.12	467.12
℄ Brg. Pier 7-W	78+99.86	-44.92	467.13	467.13
A	79+09.72	-43.97	467.17	467.18
B	79+19.72	-43.03	467.18	467.21
C	79+29.72	-42.14	467.19	467.23
D	79+39.72	-41.28	467.18	467.23
E	79+49.72	-40.46	467.17	467.22
F	79+59.72	-39.67	467.13	467.19
G	79+69.72	-38.92	467.09	467.14
H	79+79.72	-38.21	467.04	467.08
I	79+89.72	-37.53	466.97	467.00
J	79+99.72	-36.88	466.90	466.91
K	80+09.72	-36.28	466.80	466.80
℄ Pier 8	80+20.32	-35.67	466.70	466.70
L	80+30.32	-35.14	466.58	466.57
M	80+40.32	-34.64	466.46	466.45
N	80+50.32	-34.18	466.34	466.32
O	80+60.32	-33.75	466.18	466.17
P	80+70.32	-33.36	466.02	466.03
Q	80+80.32	-33.00	465.85	465.87
R	80+90.32	-32.68	465.67	465.69

℄ & P.G.L. 64W70W CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S	81+00.32	-32.40	465.48	465.51
T	81+10.32	-32.15	465.27	465.30
U	81+20.32	-31.91	465.05	465.08
V	81+30.32	-31.67	464.82	464.85
W	81+40.32	-31.44	464.59	464.60
X	81+50.32	-31.21	464.36	464.36
Y	81+60.32	-30.99	464.12	464.11
Z	81+70.32	-30.77	463.88	463.87
AA	81+80.32	-30.55	463.64	463.63
AB	81+90.32	-30.34	463.40	463.39
℄ Pier 9	81+95.32	-30.23	463.28	463.28
AC	82+05.32	-30.02	463.04	463.07
AD	82+15.32	-29.82	462.80	462.86
AE	82+25.32	-29.61	462.55	462.65
AF	82+35.32	-29.42	462.31	462.45
AG	82+45.32	-29.22	462.07	462.24
AH	82+55.32	-29.03	461.83	462.04
AI	82+65.32	-28.84	461.59	461.84
AJ	82+75.32	-28.66	461.35	461.63
AK	82+85.32	-28.48	461.11	461.41
AL	82+95.32	-28.30	460.86	461.19
AM	83+05.32	-28.13	460.62	460.96
AN	83+15.32	-27.96	460.38	460.72
AO	83+25.32	-27.79	460.14	460.47
AP	83+35.32	-27.63	459.90	460.21
AQ	83+45.32	-27.47	459.66	459.95
AR	83+55.32	-27.32	459.41	459.67
AS	83+65.32	-27.16	459.17	459.40
AT	83+75.32	-27.02	458.93	459.11
AU	83+85.32	-26.87	458.69	458.83
AV	83+95.32	-26.73	458.44	458.56
AW	84+05.32	-26.59	458.20	458.27
AX	84+15.32	-26.46	457.96	457.99
℄ Pier 10	84+28.98	-26.28	457.63	457.63
AY	84+38.98	-26.15	457.39	457.37
AZ	84+48.98	-26.03	457.15	457.12
BA	84+58.98	-25.91	456.90	456.88
BB	84+68.98	-25.80	456.66	456.64
BC	84+78.98	-25.69	456.42	456.41
BD	84+88.98	-25.58	456.18	456.17
BE	84+98.98	-25.47	455.94	455.94
BF	85+08.98	-25.37	455.70	455.71
BG	85+18.98	-25.27	455.46	455.47
BH	85+28.98	-25.18	455.22	455.23
BI	85+38.98	-25.09	454.98	455.00
BJ	85+48.98	-25.00	454.74	454.75
BK	85+58.98	-24.92	454.50	454.51
℄ W. Brg.	85+68.97	-24.84	454.27	454.27
Bk. W. Abut.	85+72.72	-24.81	454.19	454.19

NOTE:
Work this sheet with sheets S-21 thru S-27.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = Ø.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – IV S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-25 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	140
	S.N. 082-0323 & S.N. 082-0325	CONTRACT NO. 76C75		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

GIRDER 8B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+98.47	-45.83	467.13	467.13
℄ Brg. Pier 7-W	78+99.95	-45.82	467.14	467.14
A	79+09.72	-45.75	467.20	467.22
B	79+19.72	-45.67	467.22	467.26
C	79+29.72	-45.60	467.24	467.29
D	79+39.72	-45.52	467.24	467.30
E	79+49.72	-45.45	467.25	467.31
F	79+59.72	-45.37	467.22	467.28
G	79+69.72	-45.30	467.19	467.24
H	79+79.72	-45.22	467.15	467.19
I	79+89.72	-45.15	467.09	467.12
J	79+99.72	-45.07	467.03	467.05
K	80+09.72	-45.00	466.94	466.95
℄ Pier 8	80+20.32	-44.92	466.84	466.84
L	80+30.32	-44.84	466.74	466.73
M	80+40.32	-44.77	466.62	466.62
N	80+50.32	-44.69	466.50	466.50
O	80+60.32	-44.62	466.35	466.35
P	80+70.32	-44.54	466.22	466.23
Q	80+80.32	-44.47	466.09	466.10
R	80+90.32	-44.39	465.95	465.96
S	81+00.32	-44.32	465.81	465.82
T	81+10.32	-44.24	465.63	465.64
U	81+20.32	-44.17	465.46	465.46
V	81+30.32	-44.09	465.27	465.26
W	81+40.32	-44.02	465.04	465.03
X	81+50.32	-43.94	464.82	464.80
Y	81+60.32	-43.87	464.58	464.56
Z	81+70.32	-43.79	464.35	464.32
AA	81+80.32	-43.72	464.11	464.09
AB	81+90.32	-43.64	463.88	463.87
℄ Pier 9	81+95.32	-43.60	463.76	463.76
AC	82+05.32	-43.53	463.52	463.54
AD	82+15.32	-43.45	463.28	463.33
AE	82+25.32	-43.38	463.04	463.12
AF	82+35.32	-43.31	462.81	462.92
AG	82+45.32	-43.23	462.57	462.73
AH	82+55.32	-43.16	462.33	462.53
AI	82+65.32	-43.08	462.10	462.33
AJ	82+75.32	-43.01	461.86	462.13
AK	82+85.32	-42.93	461.62	461.91
AL	82+95.32	-42.86	461.38	461.70
AM	83+05.32	-42.78	461.14	461.47
AN	83+15.32	-42.71	460.90	461.23
AO	83+25.32	-42.63	460.66	460.99
AP	83+35.32	-42.56	460.42	460.73
AQ	83+45.32	-42.49	460.18	460.47
AR	83+55.32	-42.41	459.94	460.20
AS	83+65.32	-42.34	459.70	459.93
AT	83+75.32	-42.26	459.46	459.65
AU	83+85.32	-42.19	459.22	459.37
AV	83+95.32	-42.12	458.98	459.09
AW	84+05.32	-42.04	458.74	458.81
AX	84+15.32	-41.97	458.50	458.54
℄ Pier 10	84+28.98	-41.87	458.17	458.17
AY	84+38.98	-41.79	457.94	457.92
AZ	84+48.98	-41.72	457.70	457.67
BA	84+58.98	-41.64	457.46	457.43
BB	84+68.98	-41.57	457.22	457.19
BC	84+78.98	-41.50	456.98	456.95

GIRDER 9B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+99.21	-53.58	467.25	467.25
℄ Brg. Pier 7-W	79+00.68	-53.55	467.26	467.26
A	79+09.72	-53.36	467.31	467.33
B	79+19.72	-53.15	467.33	467.37
C	79+29.72	-52.94	467.35	467.40
D	79+39.72	-52.74	467.35	467.41
E	79+49.72	-52.53	467.35	467.41
F	79+59.72	-52.32	467.32	467.39
G	79+69.72	-52.11	467.29	467.35
H	79+79.72	-51.91	467.25	467.29
I	79+89.72	-51.70	467.19	467.22
J	79+99.72	-51.49	467.13	467.15
K	80+09.72	-51.28	467.04	467.05
℄ Pier 8	80+20.32	-51.06	466.94	466.94
L	80+30.32	-50.85	466.83	466.83
M	80+40.32	-50.65	466.71	466.71
N	80+50.32	-50.44	466.59	466.59
O	80+60.32	-50.23	466.44	466.44
P	80+70.32	-50.02	466.32	466.32
Q	80+80.32	-49.82	466.20	466.21
R	80+90.32	-49.61	466.07	466.08
S	81+00.32	-49.40	465.94	465.95
T	81+10.32	-49.20	465.78	465.79
U	81+20.32	-48.99	465.62	465.62
V	81+30.32	-48.78	465.43	465.43
W	81+40.32	-48.57	465.20	465.19
X	81+50.32	-48.37	464.97	464.95
Y	81+60.32	-48.16	464.73	464.71
Z	81+70.32	-47.95	464.49	464.47
AA	81+80.32	-47.75	464.25	464.24
AB	81+90.32	-47.54	464.01	464.01
℄ Pier 9	81+95.32	-47.44	463.89	463.89
AC	82+05.32	-47.23	463.65	463.67
AD	82+15.32	-47.03	463.41	463.46
AE	82+25.32	-46.82	463.16	463.24
AF	82+35.32	-46.61	462.92	463.04
AG	82+45.32	-46.41	462.68	462.84

GIRDER 10B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	78+99.94	-61.31	467.36	467.36
℄ Brg. Pier 7-W	79+01.41	-61.23	467.37	467.37
A	79+09.72	-60.78	467.42	467.43
B	79+19.72	-60.24	467.44	467.47
C	79+29.72	-59.70	467.45	467.50
D	79+39.72	-59.16	467.45	467.51
E	79+49.72	-58.62	467.44	467.51
F	79+59.72	-58.07	467.41	467.48
G	79+69.72	-57.53	467.38	467.43
H	79+79.72	-56.99	467.33	467.38
I	79+89.72	-56.45	467.26	467.30
J	79+99.72	-55.91	467.20	467.22
K	80+09.72	-55.36	467.10	467.11
℄ Pier 8	80+20.32	-54.79	466.99	466.99
L	80+30.32	-54.25	466.88	466.88
M	80+40.32	-53.71	466.76	466.75
N	80+50.32	-53.17	466.63	466.63

NOTE:
Work this sheet with sheets S-21 thru S-27.

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0:2 '1' / in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – V S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-26 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	141
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GIRDER 11B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	79+00.71	-69.37	467.48	467.48
℄ Brg. Pier 7-W	79+02.16	-69.19	467.49	467.49
A	79+09.72	-68.31	467.53	467.54
B	79+19.72	-67.18	467.54	467.58
C	79+29.72	-66.08	467.55	467.60
D	79+39.72	-65.02	467.54	467.60
E	79+49.72	-64.00	467.52	467.59
F	79+59.72	-63.01	467.49	467.55
G	79+69.72	-62.06	467.44	467.50
H	79+79.72	-61.15	467.39	467.44
I	79+89.72	-60.27	467.32	467.36
J	79+99.72	-59.43	467.25	467.27
K	80+09.72	-58.62	467.15	467.16
℄ Pier 8	80+20.32	-57.81	467.04	467.04
L	80+30.32	-57.07	466.93	466.92
M	80+40.32	-56.38	466.80	466.79
N	80+50.32	-55.72	466.67	466.67
O	80+60.32	-55.10	466.51	466.51
P	80+70.32	-54.51	466.39	466.40
Q	80+80.32	-53.96	466.29	466.29
R	80+90.32	-53.45	466.16	466.17
S	81+00.32	-52.97	466.04	466.05
T	81+10.32	-52.57	465.88	465.89
U	81+20.32	-52.33	465.73	465.73
V	81+30.32	-52.09	465.55	465.54
W	81+40.32	-51.85	465.32	465.30
X	81+50.32	-51.62	465.09	465.07
Y	81+60.32	-51.39	464.85	464.82
Z	81+70.32	-51.15	464.61	464.58
AA	81+80.32	-50.92	464.37	464.35
AB	81+90.32	-50.70	464.13	464.12
℄ Pier 9	81+95.32	-50.58	464.01	464.01
AC	82+05.32	-50.36	463.76	463.78
AD	82+15.32	-50.13	463.52	463.57

GIRDER 11B CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
AE	82+25.32	-49.91	463.27	463.35
AF	82+35.32	-49.69	463.03	463.15
AG	82+45.32	-49.47	462.79	462.94
AH	82+55.32	-49.26	462.55	462.74
AI	82+65.32	-49.04	462.31	462.54
AJ	82+75.32	-48.83	462.07	462.33
AK	82+85.32	-48.62	461.82	462.11
AL	82+95.32	-48.41	461.58	461.89
AM	83+05.32	-48.20	461.34	461.66
AN	83+15.32	-47.99	461.08	461.42
AO	83+25.32	-47.79	460.84	461.17
AP	83+35.32	-47.58	460.60	460.91
AQ	83+45.32	-47.38	460.35	460.64
AR	83+55.32	-47.18	460.11	460.37
AS	83+65.32	-46.99	459.86	460.09
AT	83+75.32	-46.79	459.62	459.81
AU	83+85.32	-46.60	459.38	459.52
AV	83+95.32	-46.41	459.13	459.24
AW	84+05.32	-46.22	458.89	458.96
AX	84+15.32	-46.03	458.64	458.68
℄ Pier 10	84+28.98	-45.77	458.31	458.31
AY	84+38.98	-45.59	458.07	458.05
AZ	84+48.98	-45.40	457.82	457.80
BA	84+58.98	-45.22	457.58	457.55
BB	84+68.98	-45.05	457.34	457.31
BC	84+78.98	-44.87	457.09	457.07
BD	84+88.98	-44.69	456.85	456.83
BE	84+98.98	-44.52	456.61	456.59
BF	85+08.98	-44.35	456.36	456.36
BG	85+18.98	-44.18	456.12	456.12
BH	85+28.98	-44.01	455.88	455.89
BI	85+38.98	-43.84	455.64	455.65
BJ	85+48.98	-43.68	455.39	455.40
BK	85+58.98	-43.52	455.15	455.16
℄ W. Brg.	85+68.97	-43.35	454.92	454.92
Bk. W. Abut.	85+72.72	-43.30	454.83	454.83

NOTE:
Work this sheet with sheets S-21 thru S-27.

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AECOM

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	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - ATB	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – VI S.N. 082–0325 UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-27 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	142
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SOUTH CURB LINE

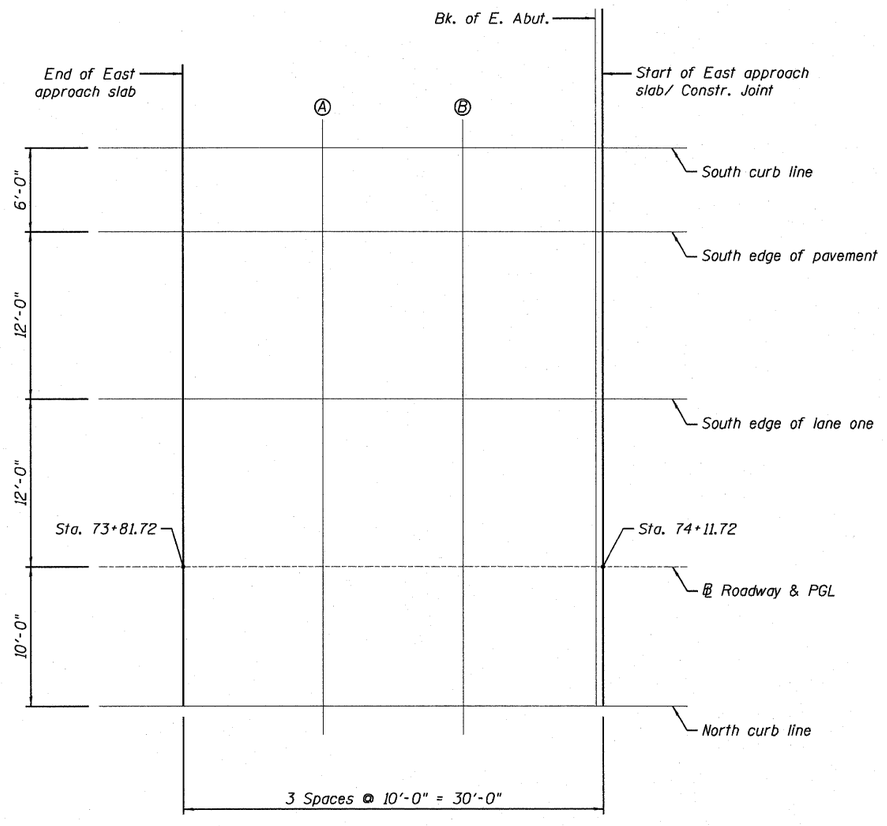
Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	73+81.72	-30.00	451.49
A	73+91.72	-30.00	451.89
B	74+01.72	-30.00	452.29
Start E. Appr. Slab	74+11.72	-30.00	452.69

SOUTH EDGE OF PAV'T

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	73+81.72	-24.00	451.28
A	73+91.72	-24.00	451.68
B	74+01.72	-24.00	452.08
Start E. Appr. Slab	74+11.72	-24.00	452.48

SOUTH EDGE OF LANE 1

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	73+81.72	-12.00	450.86
A	73+91.72	-12.00	451.26
B	74+01.72	-12.00	451.66
Start E. Appr. Slab	74+11.72	-12.00	452.06



PLAN

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	73+81.72	0.00	450.44
A	73+91.72	0.00	450.84
B	74+01.72	0.00	451.24
Start E. Appr. Slab	74+11.72	0.00	451.64

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	73+81.72	10.00	450.09
A	73+91.72	10.00	450.49
B	74+01.72	10.00	450.89
Start E. Appr. Slab	74+11.72	10.00	451.29

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -
	DRAWN - DD	REVISED -
PLOT SCALE = 0.2 '/ in.	CHECKED - CY	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATION – S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-28 OF S-138 SHEETS | STA. | TO STA.

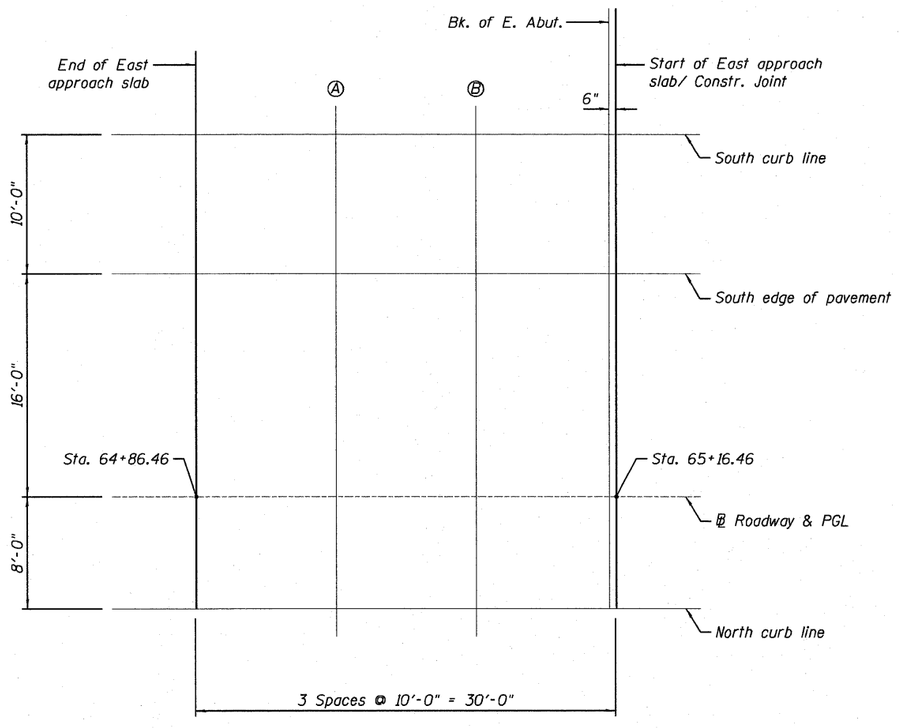
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	143
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	64+86.46	-26.00	416.97
A	64+96.46	-26.00	417.40
B	65+06.46	-26.00	417.84
Start E. Appr. Slab	65+16.46	-26.00	418.28

SOUTH EDGE OF PAV'T

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	64+86.46	-16.00	416.96
A	64+96.46	-16.00	417.43
B	65+06.46	-16.00	417.90
Start E. Appr. Slab	65+16.46	-16.00	418.37



PLAN

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	64+86.46	0.00	416.95
A	64+96.46	0.00	417.47
B	65+06.46	0.00	417.99
Start E. Appr. Slab	65+16.46	0.00	418.51

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Slab	64+86.46	8.00	416.95
A	64+96.46	8.00	417.49
B	65+06.46	8.00	418.03
Start E. Appr. Slab	65+16.46	8.00	418.58

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AECOM

USER NAME = BhattA	DESIGNED - DD	REVISED -
	DRAWN - DD	REVISED -
PLOT SCALE = 0.2 '' / in.	CHECKED - CY	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATION – S.N. 082–0325
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-29 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	144
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SOUTH CURB LINE

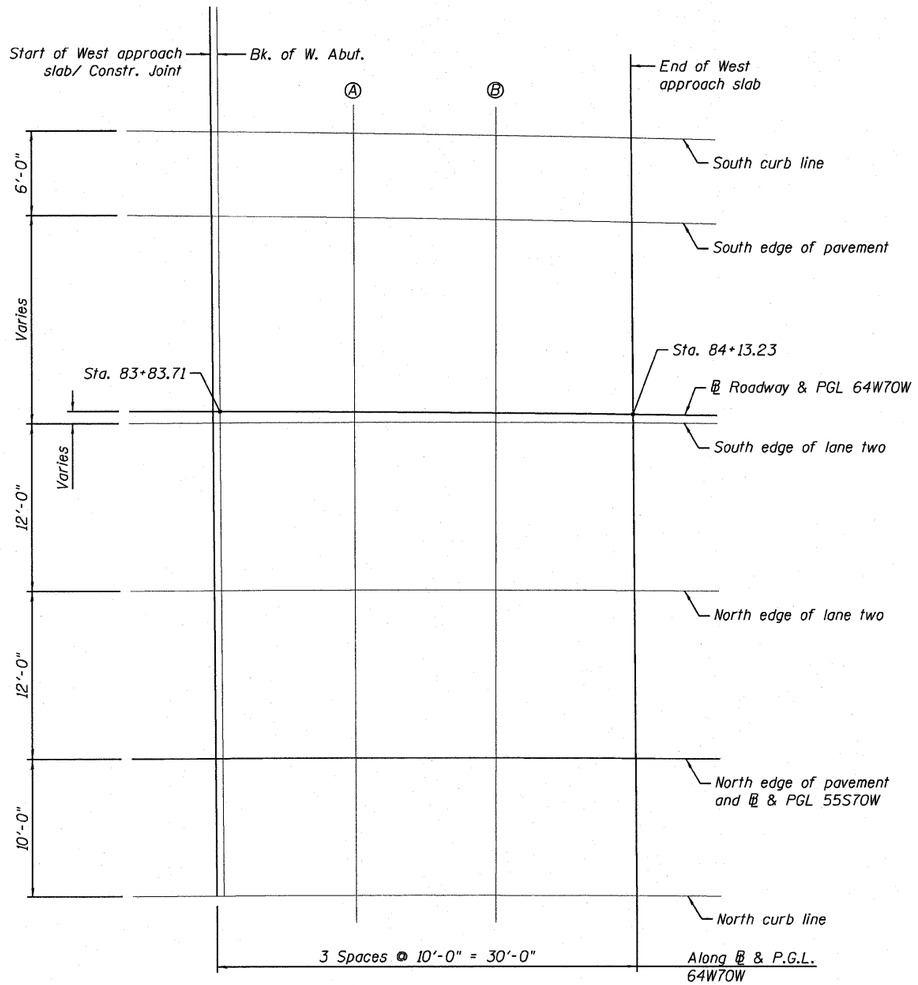
Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.04	-20.07	454.90
A	83+93.18	-19.98	454.67
B	84+03.28	-19.90	454.46
End W. Appr. Slab	84+12.88	-19.82	454.25

SOUTH EDGE OF PAV'T

Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.09	-14.07	454.69
A	83+93.22	-13.98	454.46
B	84+03.32	-13.90	454.25
End W. Appr. Slab	84+12.99	-13.81	454.04

℄ ROADWAY & PGL 64W70W

Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.21	0.00	454.20
A	83+93.33	0.00	453.97
B	84+03.41	0.00	453.76
End W. Appr. Slab	84+13.23	0.00	453.56



PLAN

SOUTH EDGE OF LANE TWO

Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.22	0.82	454.17
A	83+93.33	0.74	453.95
B	84+03.42	0.67	453.74
End W. Appr. Slab	84+13.24	0.61	453.53

NORTH EDGE OF LANE TWO

Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.32	12.82	453.75
A	83+93.42	12.74	453.53
B	84+03.50	12.67	453.32
End W. Appr. Slab	84+13.45	12.60	453.11

NORHT EDGE OF PAV'T ℄ & PGL 55S70W

Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.43	24.82	453.33
A	83+93.51	24.74	453.11
B	84+03.58	24.67	452.90
End W. Appr. Slab	84+13.66	24.60	452.69

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start W. Appr. Slab	83+83.52	34.82	452.98
A	83+93.58	34.74	452.76
B	84+03.65	34.67	452.55
End W. Appr. Slab	84+13.84	34.60	452.34

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AECOM

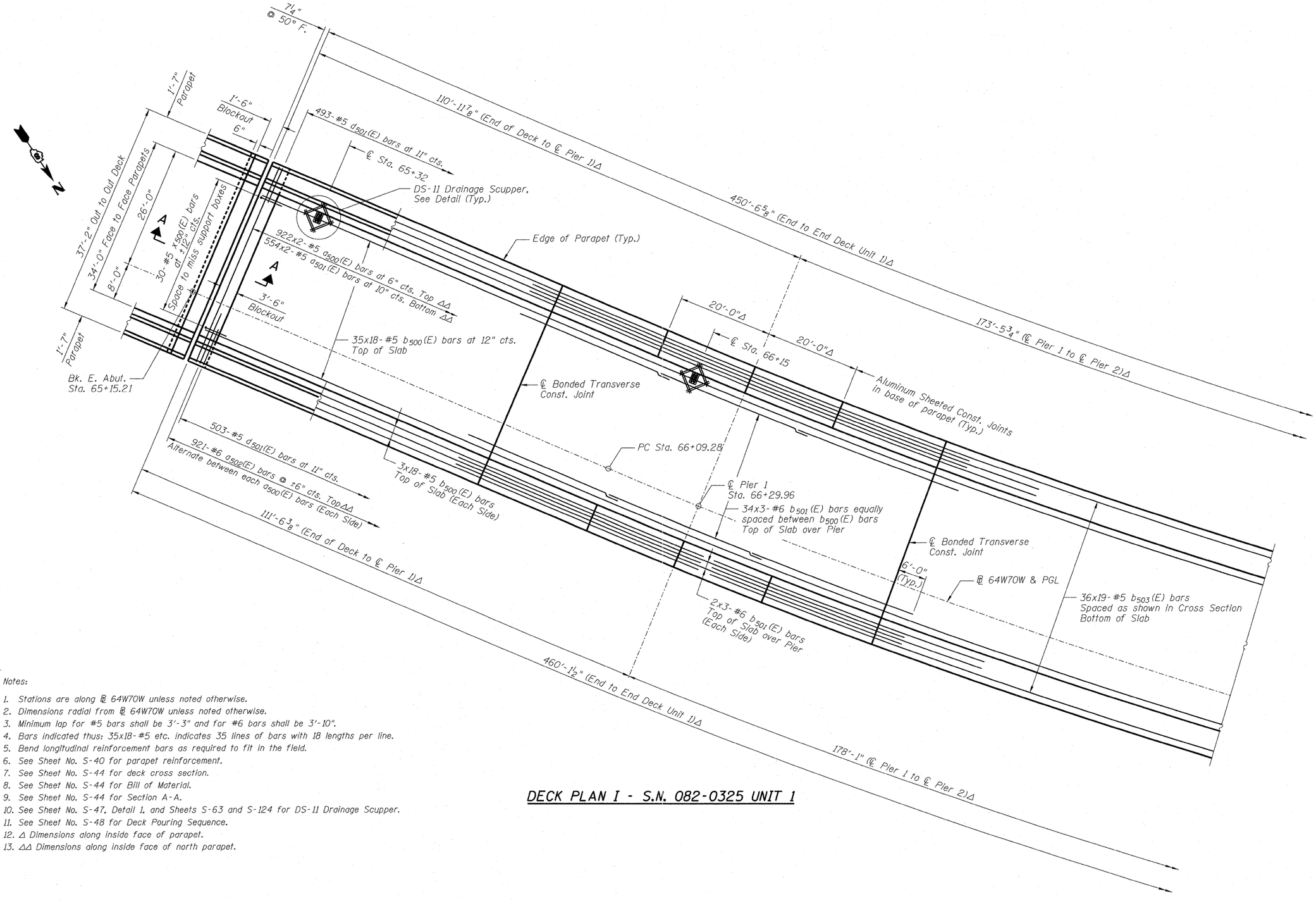
USER NAME = BhattA	DESIGNED - DD	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = @x2 '' / in.	CHECKED - CY	REVISED -	
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATION – S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-30 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	145
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Notes:

1. Stations are along ℄ 64W70W unless noted otherwise.
2. Dimensions radial from ℄ 64W70W unless noted otherwise.
3. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
4. Bars indicated thus: 35x18-#5 etc. indicates 35 lines of bars with 18 lengths per line.
5. Bend longitudinal reinforcement bars as required to fit in the field.
6. See Sheet No. S-40 for parapet reinforcement.
7. See Sheet No. S-44 for deck cross section.
8. See Sheet No. S-44 for Bill of Material.
9. See Sheet No. S-44 for Section A-A.
10. See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.
11. See Sheet No. S-48 for Deck Pouring Sequence.
12. Δ Dimensions along inside face of parapet.
13. ΔΔ Dimensions along inside face of north parapet.

DECK PLAN I - S.N. 082-0325 UNIT 1

D8TR1-08203231-08203251-76C751-S31-Span1_2-0325.dgn

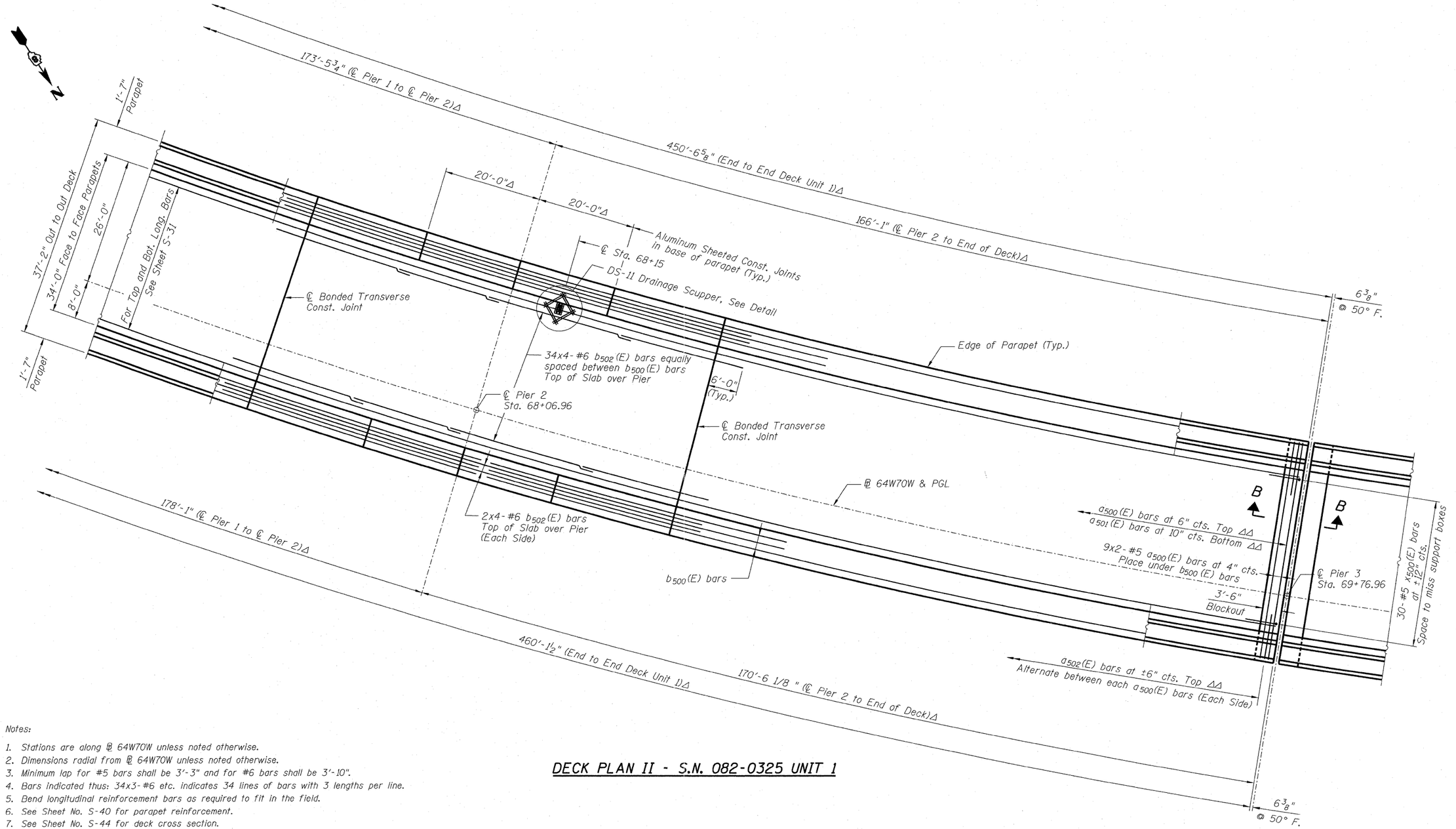
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN I – S.N. 082–0325 UNIT 1
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-31 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	146
	S.N. 082-0323 & S.N. 082-0325	CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Notes:

1. Stations are along ℄ 64W70W unless noted otherwise.
2. Dimensions radial from ℄ 64W70W unless noted otherwise.
3. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
4. Bars indicated thus: 34x3-#6 etc. indicates 34 lines of bars with 3 lengths per line.
5. Bend longitudinal reinforcement bars as required to fit in the field.
6. See Sheet No. S-40 for parapet reinforcement.
7. See Sheet No. S-44 for deck cross section.
8. See Sheet No. S-44 for Bill of Material.
9. See Sheet No. S-44 for Section B-B.
10. See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.
11. See Sheet No. S-48 for Deck Pouring Sequence.
12. Δ Dimensions along inside face of parapet.
13. ΔΔ Dimensions along inside face of north parapet.

DECK PLAN II - S.N. 082-0325 UNIT 1

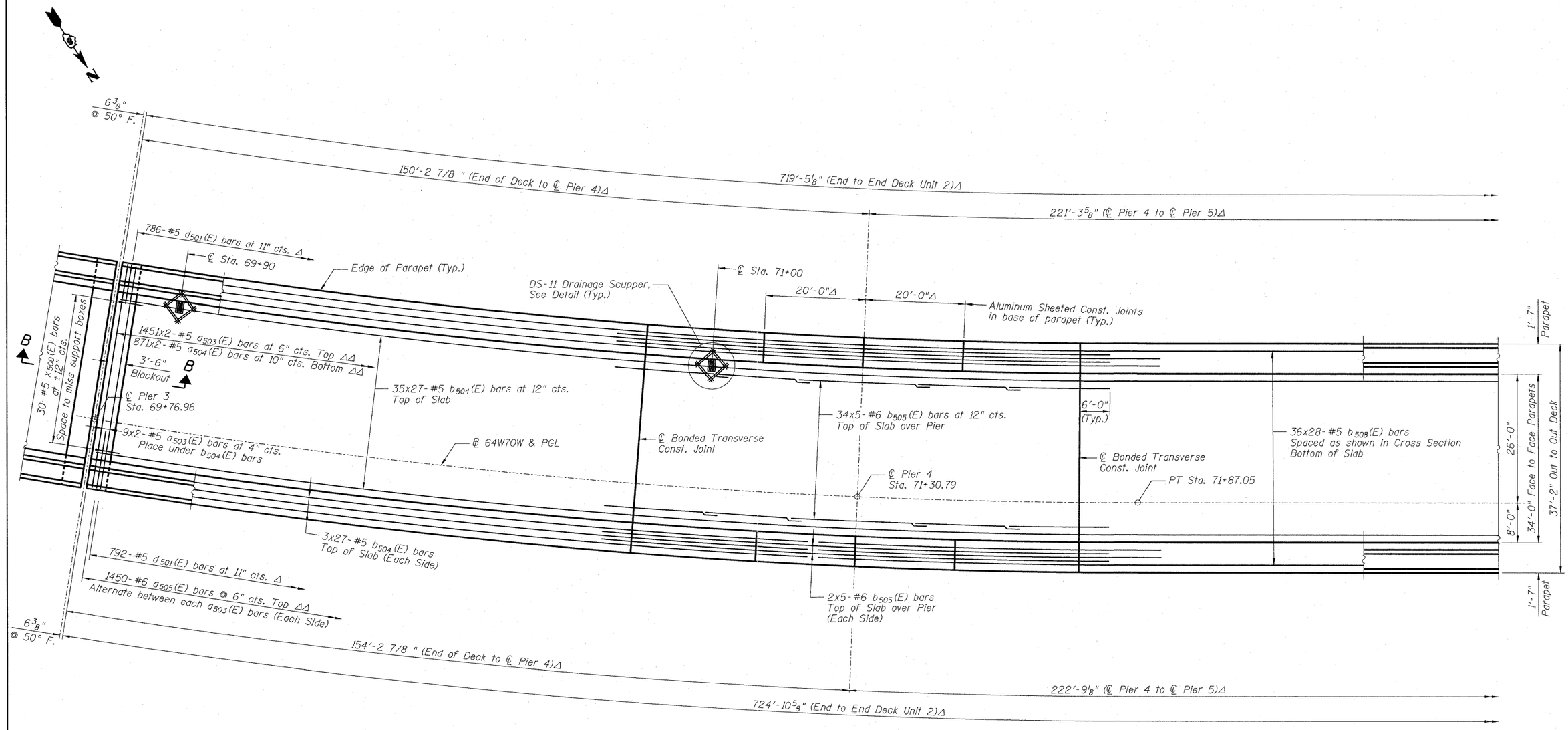
D81TR:-08202323-08202325-76C75-S32-Span#2_3-025.dgn

AECOM / ZROKA Engineering	USER NAME = kritzm	DESIGNED - JLA	REVISED -	
		DRAWN - DAZ	REVISED -	
	PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
	PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN II – S.N. 082–0325 UNIT 1
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-32 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	147
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Notes:

1. *Stations are along ℄ 64W70W unless noted otherwise.*
2. *Dimensions radial from ℄ 64W70W unless noted otherwise.*
3. *Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".*
4. *Bars indicated thus: 34x3-#6 etc. indicates 34 lines of bars with 3 lengths per line.*
5. *Bend longitudinal reinforcement bars as required to fit in the field.*
6. *See Sheet No. S-41 for parapet reinforcement.*
7. *See Sheet No. S-44 for deck cross section.*
8. *See Sheet No. S-44 for Bill of Material.*
9. *See Sheet No. S-44 for Section B-B.*
10. *See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.*
11. *See Sheet No. S-48 for Deck Pouring Sequence.*
12. *△ Dimensions along inside face of parapet.*
13. *△△ Dimensions along inside face of north parapet.*

DECK PLAN I - S.N. 082-0325 UNIT 2

AECOM | ZROKA engineering

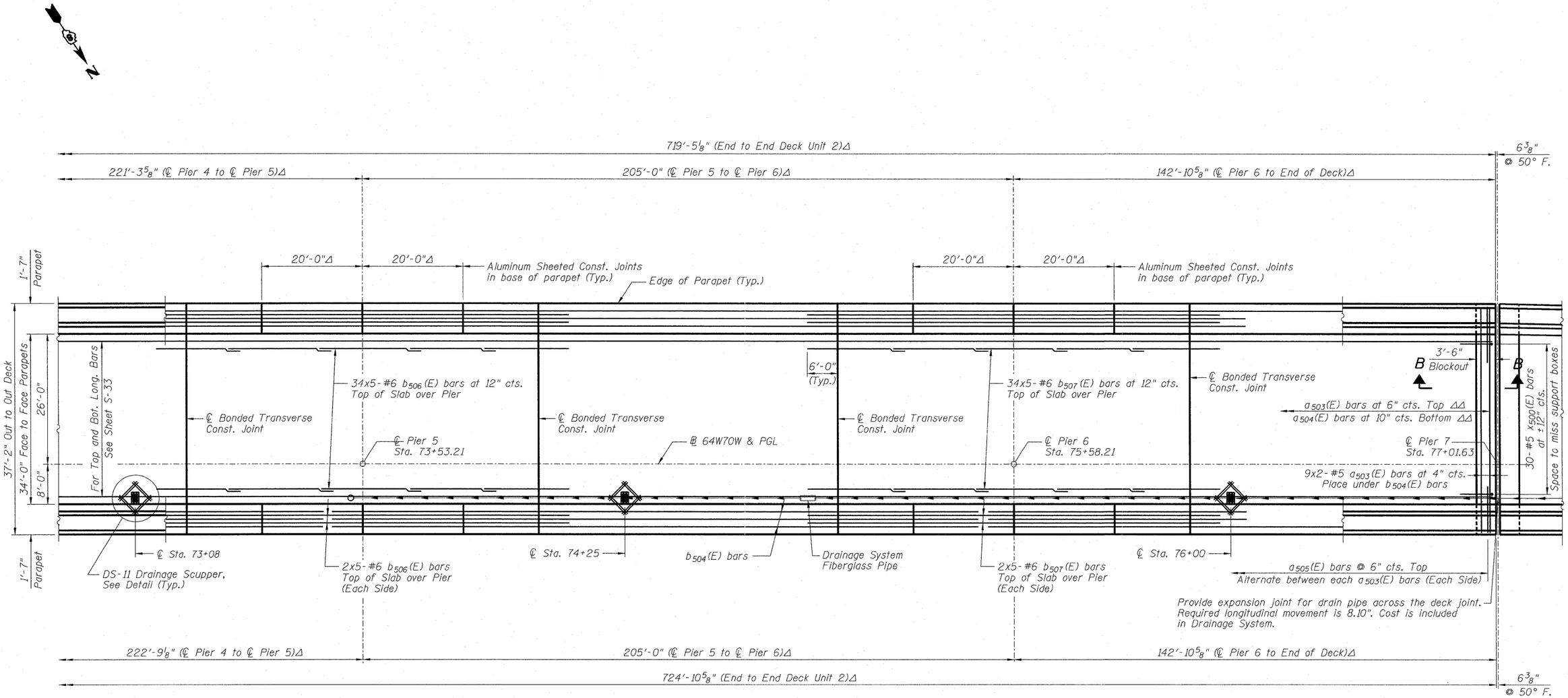
USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN I – S.N. 082–0325 UNIT 2
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-33 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	148
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D8TRI-08203323-08203325-76C75-S33-Spans4,5-025.dgn



Notes:

1. Stations are along ℄ 64W70W unless noted otherwise.
2. Dimensions radial from ℄ 64W70W unless noted otherwise.
3. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
4. Bars indicated thus: 34x3-#6 etc. indicates 34 lines of bars with 3 lengths per line.
5. Bend longitudinal reinforcement bars as required to fit in the field.
6. See Sheet No. S-41 for parapet reinforcement.
7. See Sheet No. S-44 for deck cross section.
8. See Sheet No. S-44 for Bill of Material.
9. See Sheet No. S-44 for Section B-B.
10. See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.
11. See Sheet No. S-48 for Deck Pouring Sequence.
12. Δ Dimensions along inside face of parapet.
13. ΔΔ Dimensions along inside face of north parapet.

DECK PLAN II - S.N. 082-0325 UNIT 2

AECOM | ZROKA Engineering

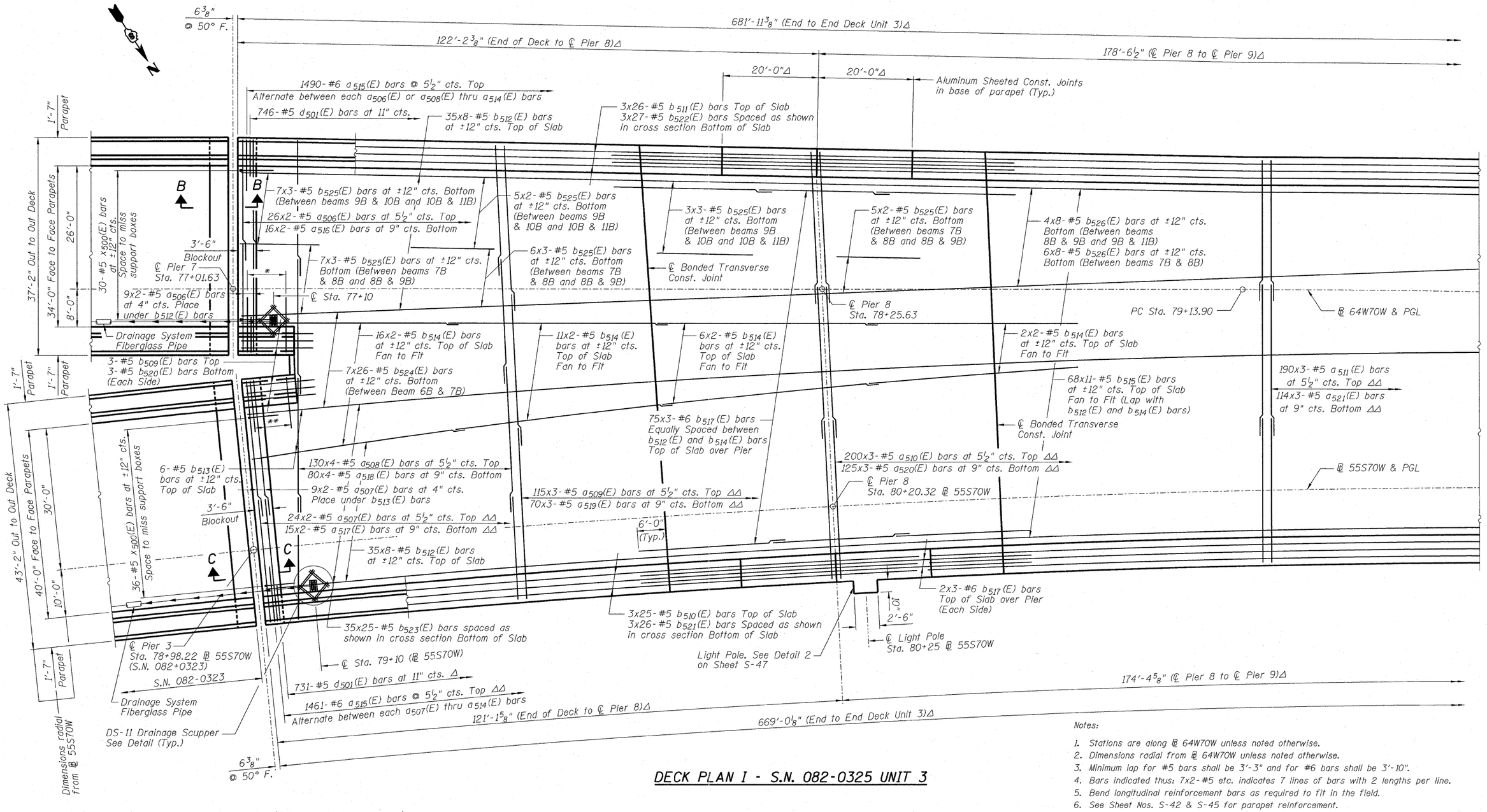
USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN II – S.N. 082-0325 UNIT 2
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-34 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	149
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DBTRI-0820323-0820325-76C75-S34-Spans5,6,7-825.dgn



DECK PLAN I - S.N. 082-0325 UNIT 3

*26-#6 a_{515}(E) bars at 5 1/2" cts. Top
Alternate between each a_{506}(E) bar
14-#5 d_{501}(E) bars at 11" cts.

**24-#6 a_{515}(E) bars at 5 1/2" cts. Top
Alternate between each a_{507}(E) bar
14-#5 d_{501}(E) bars at 11" cts.

Notes:

1. Stations are along ℄ 64W70W unless noted otherwise.
2. Dimensions radial from ℄ 64W70W unless noted otherwise.
3. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
4. Bars indicated thus: 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
5. Bend longitudinal reinforcement bars as required to fit in the field.
6. See Sheet Nos. S-42 & S-45 for parapet reinforcement.
7. See Sheet No. S-45 for deck cross section.
8. See Sheet No. S-44 for Bill of Material.
9. See Sheet No. S-44 for Section B-B.
10. See Sheet No. S-46 for Section C-C.
11. See Sheet No. S-47 for Unit 3 Interior Parapet detailing.
12. See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.
13. See Sheet No. S-48 for Deck Pouring Sequence.
14. Δ Dimensions along inside face of parapet.
15. ΔΔ Dimensions along inside face of north parapet.

D8TRI-0820323-0820325-76C75-S35-Span8.9-025.dgn

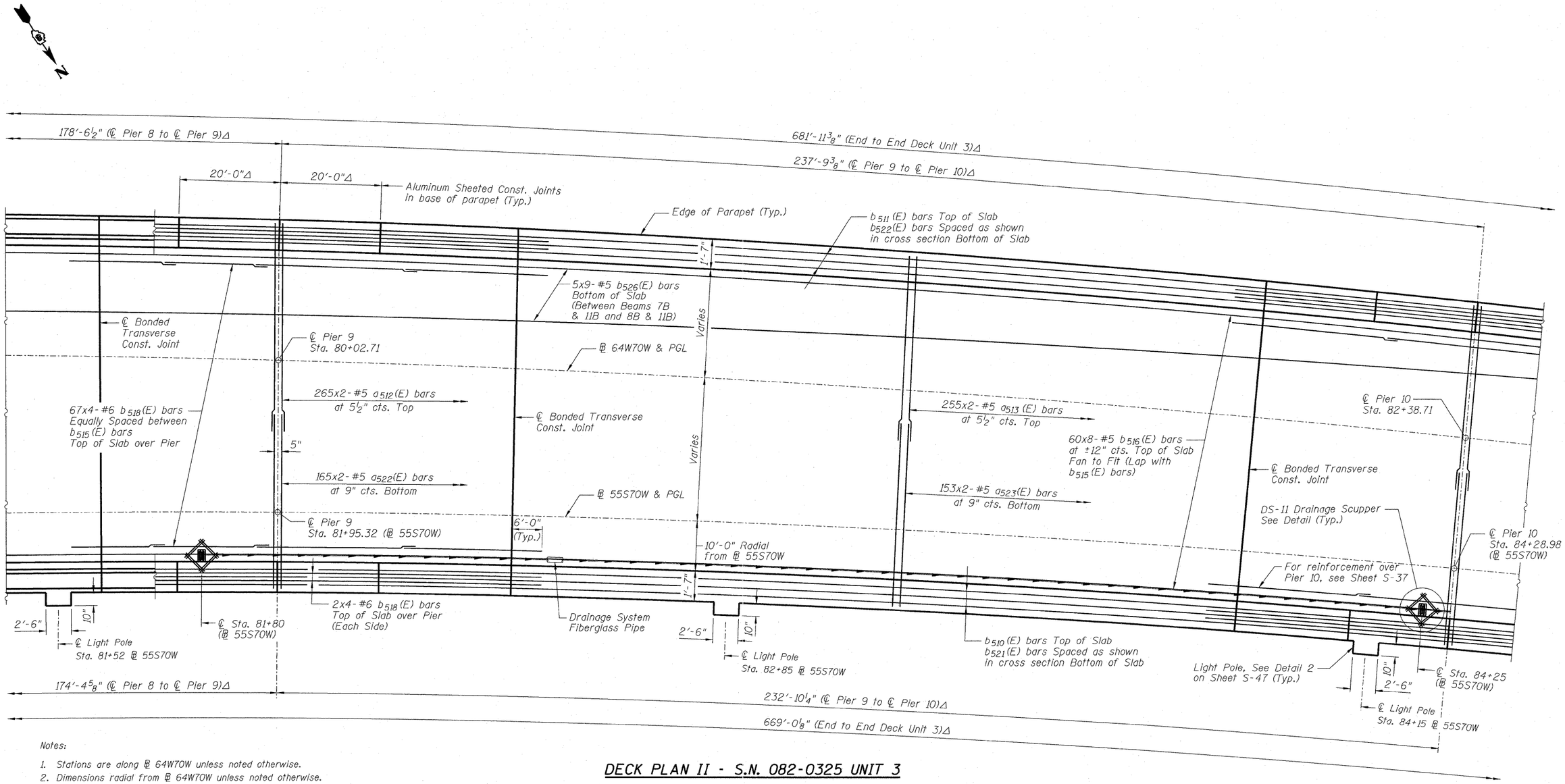
AECOM | ZROKA engineering

USER NAME = kristzm	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN I – S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-35 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	150
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Notes:

1. Stations are along ℄ 64W70W unless noted otherwise.
2. Dimensions radial from ℄ 64W70W unless noted otherwise.
3. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
4. Bars indicated thus: 265x2-#5 etc. indicates 265 lines of bars with 2 lengths per line.
5. Bend longitudinal reinforcement bars as required to fit in the field.
6. See Sheet No. S-42 for parapet reinforcement.
7. See Sheet No. S-45 for deck cross section.
8. See Sheet No. S-44 for Bill of Material.
9. See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.
10. See Sheet No. S-48 for Deck Pouring Sequence.
11. Δ Dimensions along inside face of parapet.
12. ΔΔ Dimensions along inside face of north parapet.

DECK PLAN II - S.N. 082-0325 UNIT 3

D8TRI-8820323-08208325-76C75-S36-Spans9,10-025.dgn

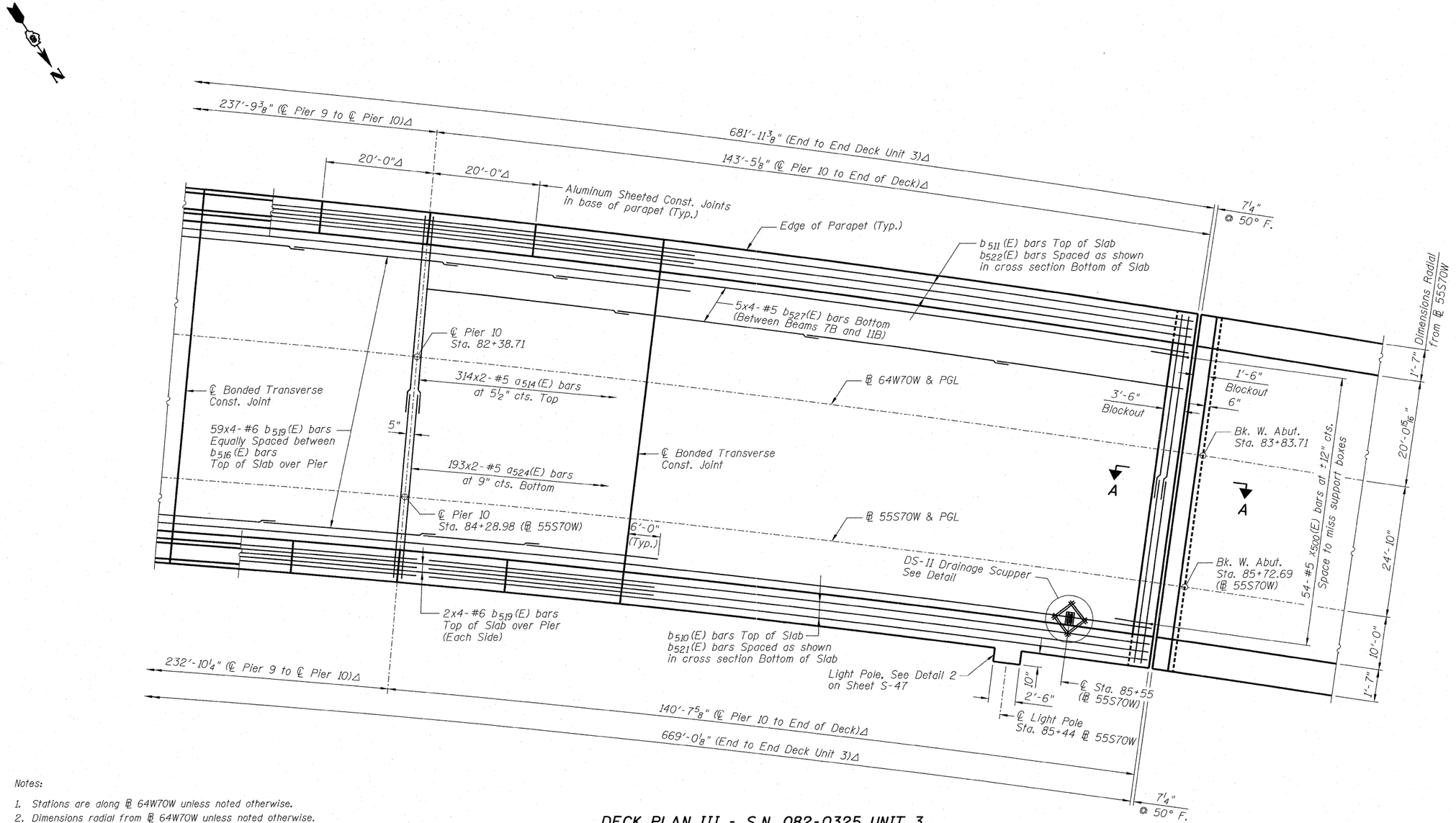
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN II – S.N. 082-0325 UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-36 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	151
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DECK PLAN III - S.N. 082-0325 UNIT 3

Notes:

1. *Stations are along ℄ 64W70W unless noted otherwise.*
2. *Dimensions radial from ℄ 64W70W unless noted otherwise.*
3. *Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".*
4. *Bars indicated thus: 59x3-#6 etc. indicates 59 lines of bars with 3 lengths per line.*
5. *Bend longitudinal reinforcement bars as required to fit in the field.*
6. *See Sheet No. S-42 for parapet reinforcement.*
7. *See Sheet No. S-45 for deck cross section.*
8. *See Sheet No. S-44 for Bill of Material.*
9. *See Sheet No. S-44 for Section A-A.*
10. *See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.*
11. *See Sheet No. S-48 for Deck Pouring Sequence.*
12. *Δ Dimensions along inside face of parapet.*

D8TRI-0820323-0820325-76C75-S37-Span11-025.dgn

AECOM | ZROKA Engineering

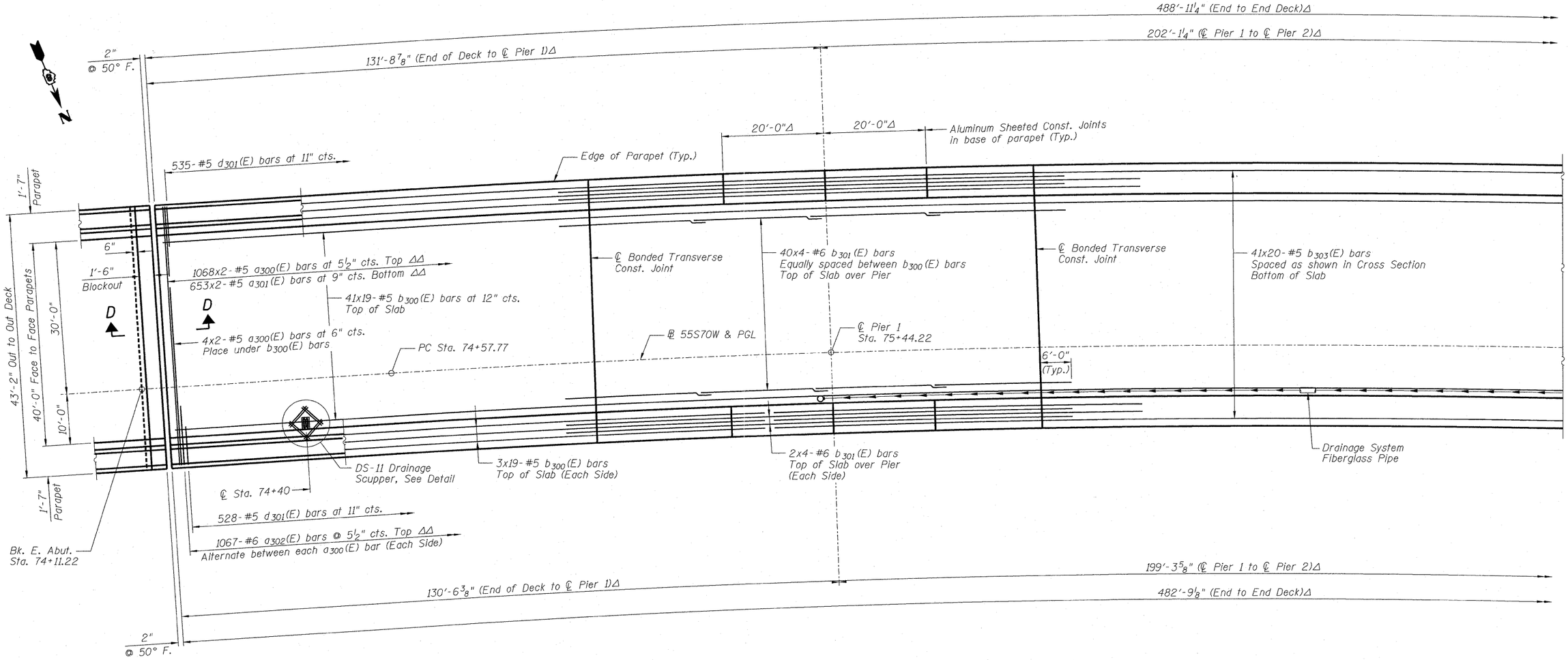
USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 '/ in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN III – S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-37 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	152
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DECK PLAN I - S.N. 082-0323

Notes:

1. *Stations are along ℄ 55S70W unless noted otherwise.*
2. *Dimensions radial from ℄ 55S70W unless noted otherwise.*
3. *Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".*
4. *Bars indicated thus: 40x3-#6 etc. indicates 40 lines of bars with 3 lengths per line.*
5. *Bend longitudinal reinforcement bars as required to fit in the field.*
6. *See Sheet No. S-43 for parapet reinforcement.*
7. *See Sheet No. S-46 for deck cross section.*
8. *See Sheet No. S-46 for Bill of Material.*
9. *See Sheet No. S-46 for Section D-D.*
10. *See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.*
11. *See Sheet No. S-48 for Deck Pouring Sequence.*
12. *Δ Dimensions along inside face of parapet.*
13. *ΔΔ Dimensions along inside face of north parapet.*

D81TR:\082\0323-082\325-76C75-538-Spans_2-023.dgn

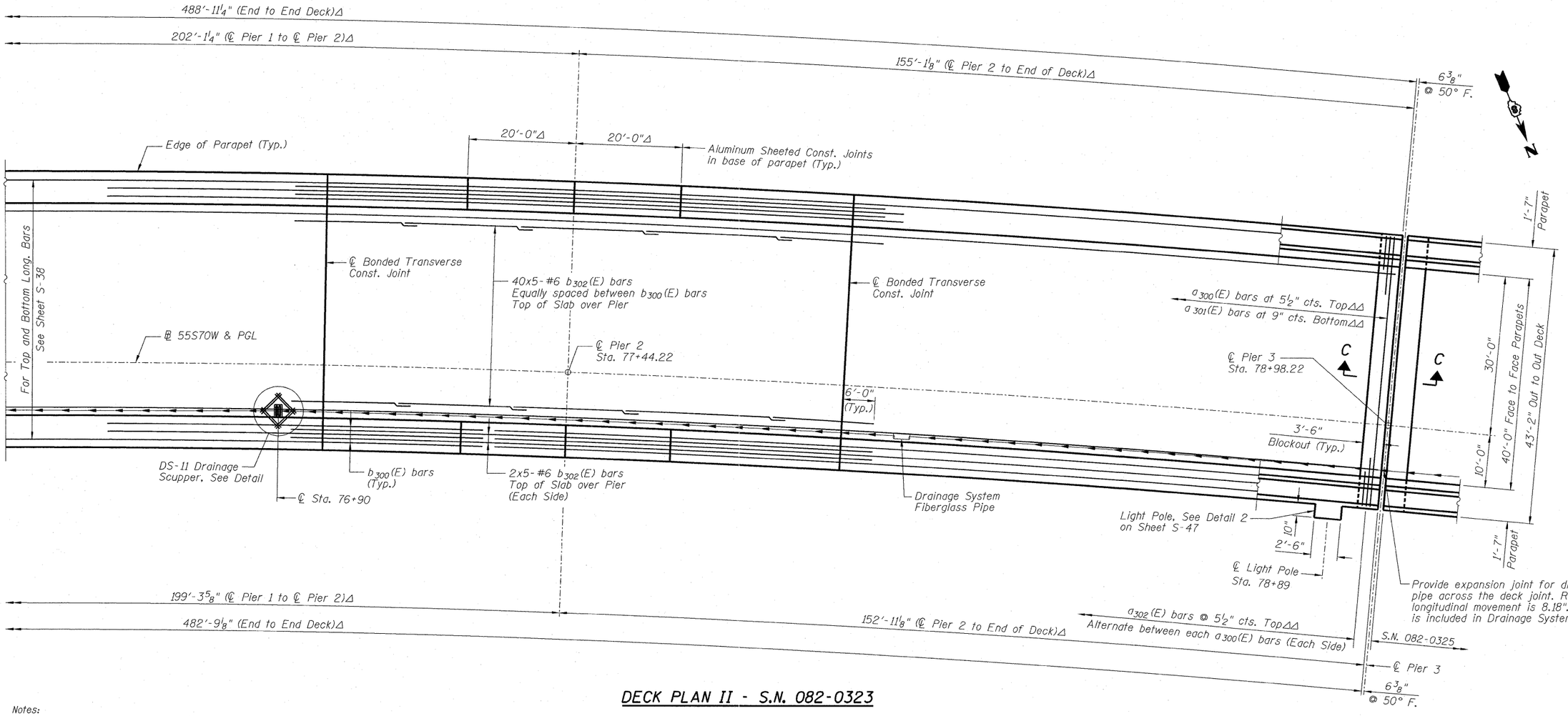
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 '/ in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN I – S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-38 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	153
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DECK PLAN II - S.N. 082-0323

Notes:

1. Stations are along ℄ 55S70W unless noted otherwise.
2. Dimensions radial from ℄ 55S70W unless noted otherwise.
3. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
4. Bars indicated thus: 40x3-#6 etc. indicates 40 lines of bars with 3 lengths per line.
5. Bend longitudinal reinforcement bars as required to fit in the field.
6. See Sheet No. S-43 for parapet reinforcement.
7. See Sheet No. S-46 for deck cross section.
8. See Sheet No. S-46 for Bill of Material.
9. See Sheet No. S-46 for Section C-C.
10. See Sheet No. S-47, Detail 1, and Sheets S-63 and S-124 for DS-11 Drainage Scupper.
11. See Sheet No. S-48 for Deck Pouring Sequence.
12. Δ Dimensions along inside face of parapet.
13. ΔΔ Dimensions along inside face of north parapet.

D8TRI-0820323-0820325-76C75-S39-Sparm2_3-023.dgn

AECOM | ZROKA Engineering

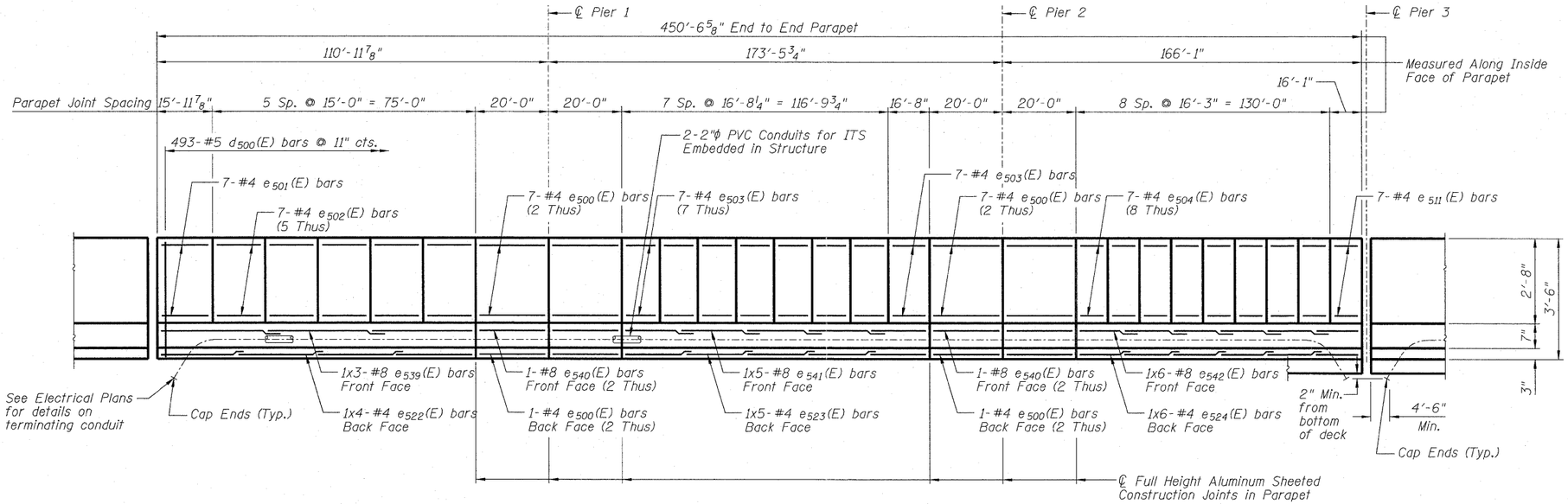
USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

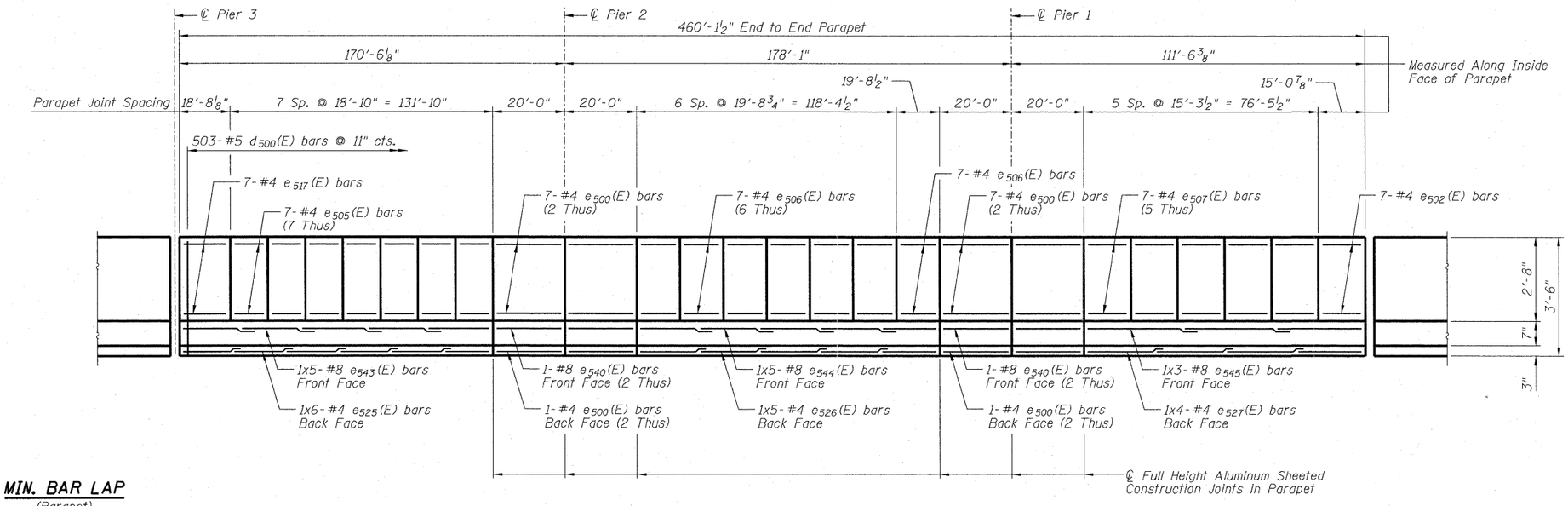
DECK PLAN II – S.N. 082-0323
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-39 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	154
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF SOUTH PARAPET - S.N. 082-0325 UNIT 1



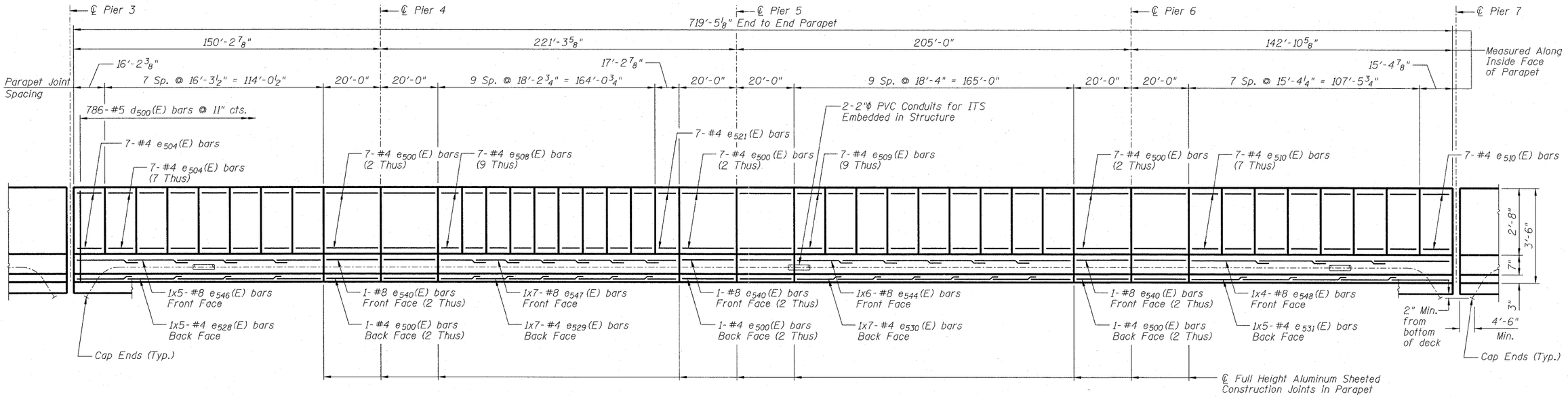
INSIDE ELEVATION OF NORTH PARAPET - S.N. 082-0325 UNIT 1

MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

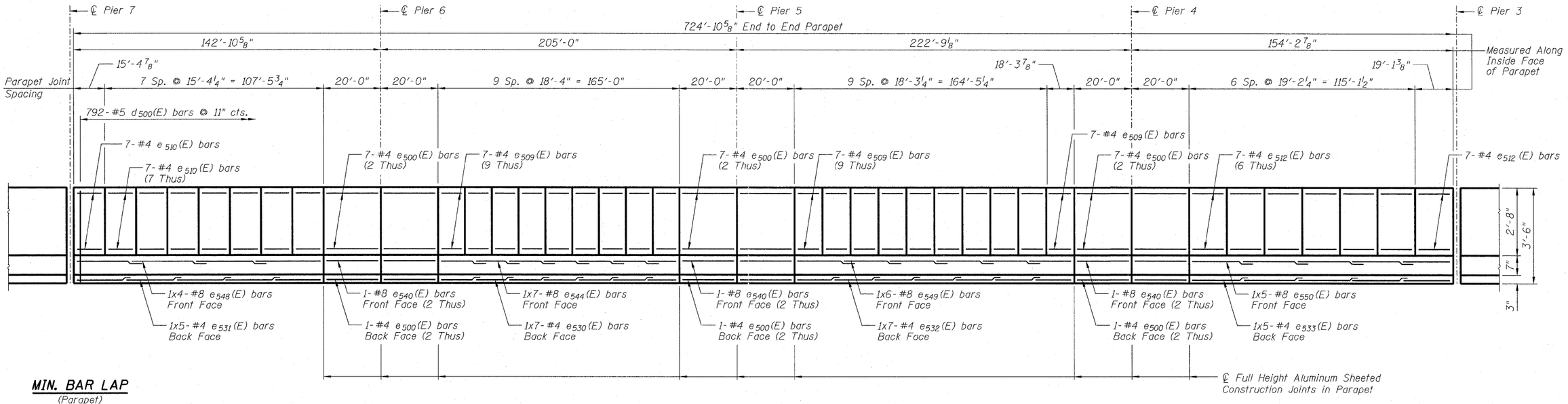
D8TRI-0820323-0820325-76C75-S40-Unit1ParapetElevations-025.dgn

AECOM / ZROKA Engineering	USER NAME = kritzm	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS – S.N. 082–0325 UNIT 1
		DRAWN - DAZ	REVISED -		I–70W OVER I–55, CSX & KCS RAILROADS
	PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -		SCALE: NONE | SHEET NO. S-40 OF S-138 SHEETS | STA. | TO STA.
	PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	155
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF SOUTH PARAPET S.N. 082-0325 UNIT 2



INSIDE ELEVATION OF NORTH PARAPET - S.N. 082-0325 UNIT 2

MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

D8TRI:\8020323-8020325-76C75-541-Unit2Parapet\Elevations-025.dgn

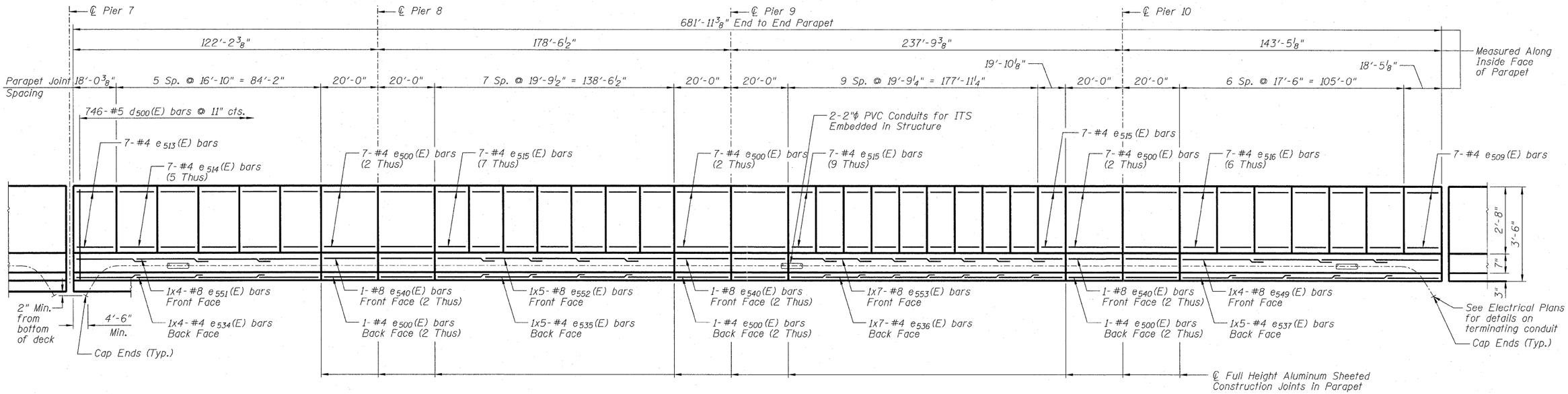
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

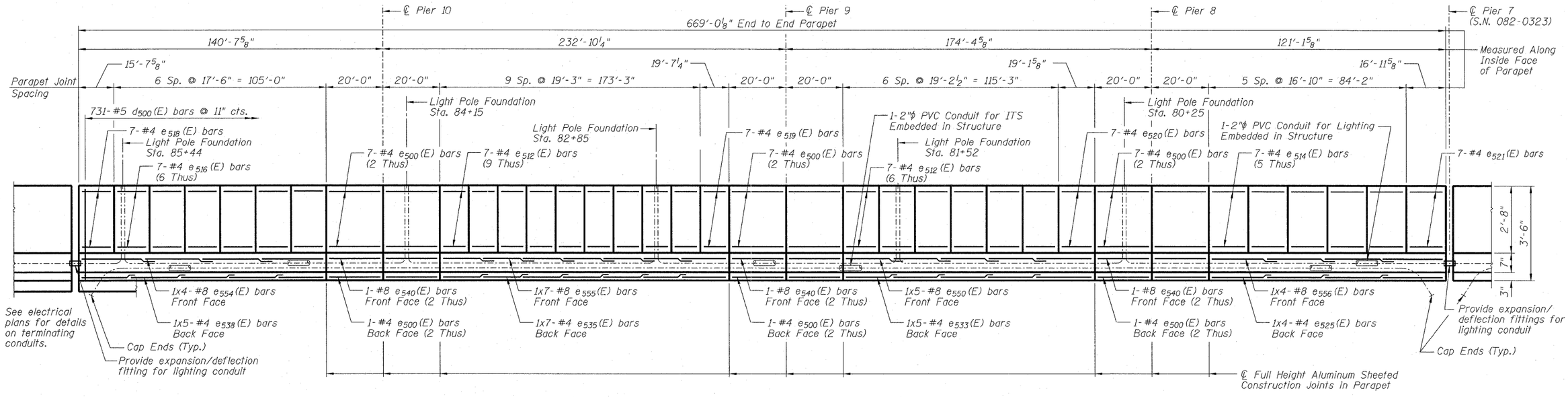
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS – S.N. 082-0325 UNIT 2
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-41 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	156
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF SOUTH PARAPET - S.N. 082-0325 UNIT 3



INSIDE ELEVATION OF NORTH PARAPET - S.N. 082-0325 UNIT 3

MIN. BAR LAP

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

D8TRL-08202323-08220325-76C75-542-Unit3Parapet-Elevations-025.dgn

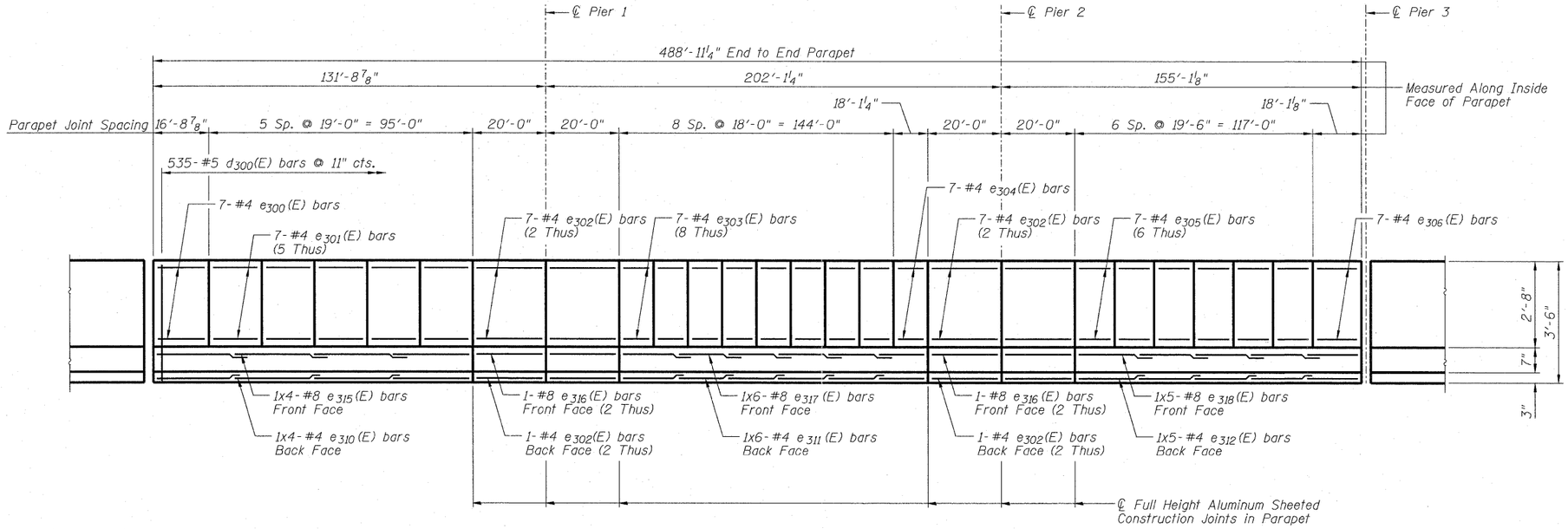
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = @DATE@	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS – S.N. 082-0325 UNIT 3
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-42 OF S-138 SHEETS | STA. | TO STA.

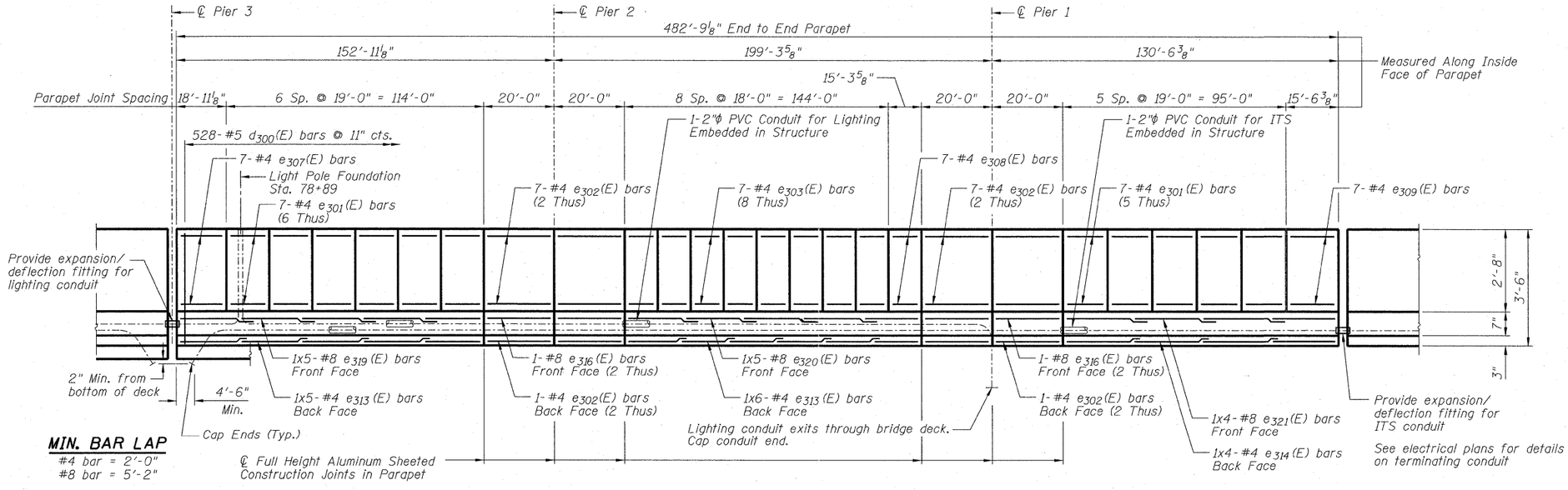
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	157
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Note:

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

INSIDE ELEVATION OF SOUTH PARAPET - S.N. 082-0323



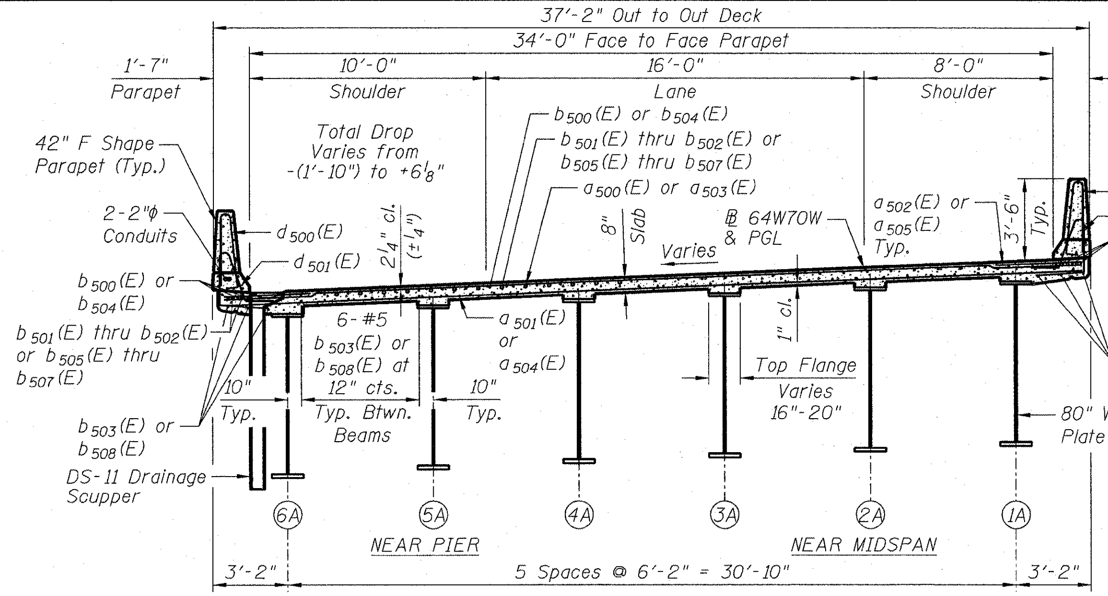
MIN. BAR LAP
#4 bar = 2'-0"
#8 bar = 5'-2"

INSIDE ELEVATION OF NORTH PARAPET - S.N. 082-0323

D8TRI:-0820323-0820325-76C75-543-ParapetElevations-023.dgn

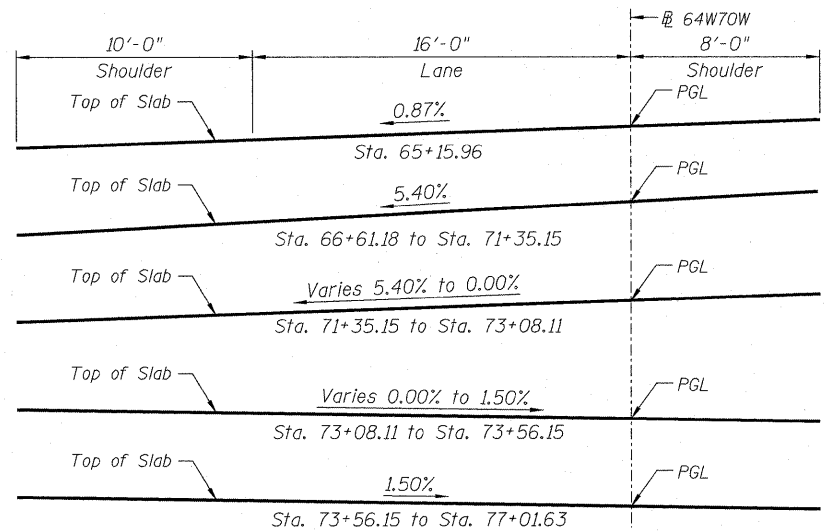
AECOM / ZROKA Engineering	USER NAME = kritzm	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS – S.N. 082-0323
		DRAWN - DAZ	REVISED -		I-70W OVER I-55, CSX & KCS RAILROADS
	PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -		SCALE: NONE | SHEET NO. S-43 OF S-138 SHEETS | STA. | TO STA.
	PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	158
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

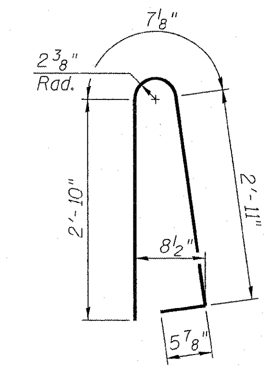


CROSS SECTION - S.N. 082-0325, UNITS 1 & 2

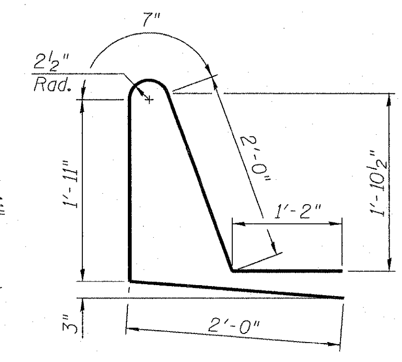
Looking Upstation
(Dimensions Radial From ℞ 64W70W)



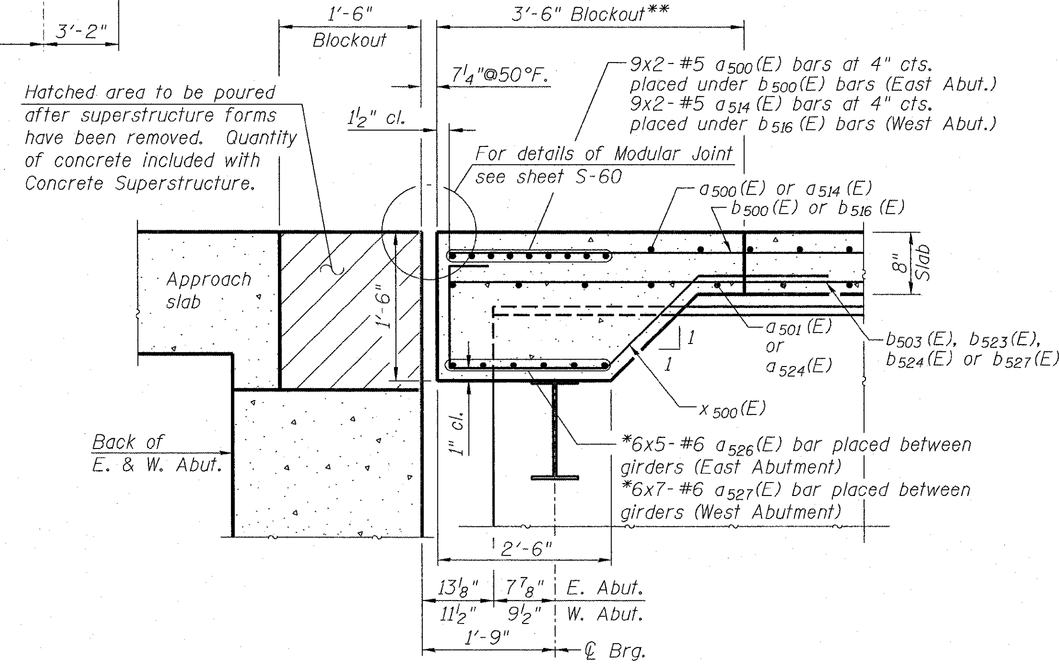
DECK CROSS SLOPE DETAIL UNITS 1 & 2



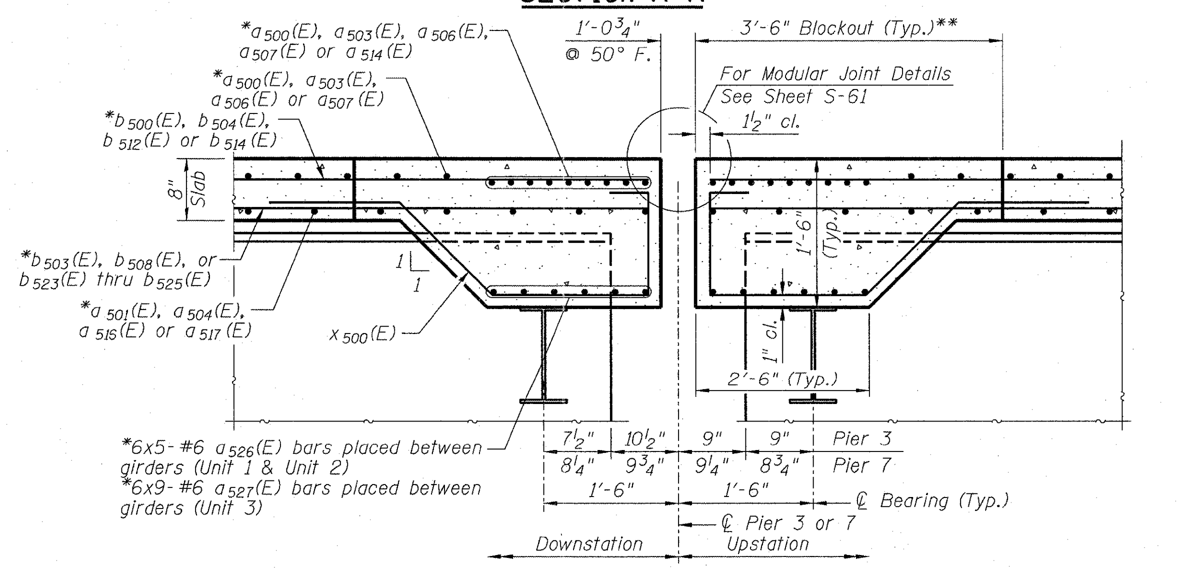
BAR d500(E)



BAR d501(E)



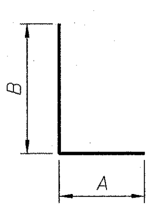
SECTION A-A



SECTION B-B

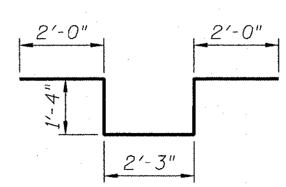
*Bars to be adjusted and/or cut in field to miss support boxes and beam webs

**Blockout dimensions to be verified by Contractor with Joint Manufacturer

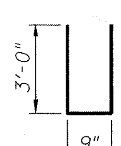


Bar	A	B
d502(E)	2'-0"	3'-1"
d504(E)	3'-3"	3'-7"
d505(E)	3'-3"	3'-11"

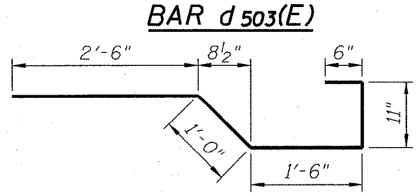
BARS d502(E), d504(E) & d505(E)



BAR d503(E)



BAR d506(E)



BAR x500(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a500(E)	1880	#5	20'-1"	—
a501(E)	1108	#5	20'-1"	—
a502(E)	1842	#6	6'-6"	—
a503(E)	2938	#5	20'-1"	—
a504(E)	1742	#5	20'-1"	—
a505(E)	2900	#6	6'-6"	—
a506(E)	70	#5	20'-1"	—
a507(E)	66	#5	23'-1"	—
a508(E)	520	#5	23'-5"	—
a509(E)	345	#5	28'-10"	—
a510(E)	600	#5	27'-8"	—
a511(E)	570	#5	25'-8"	—
a512(E)	530	#5	34'-1"	—
a513(E)	510	#5	33'-6"	—
a514(E)	646	#5	31'-9"	—
a515(E)	3001	#6	6'-6"	—
a516(E)	32	#5	20'-1"	—
a517(E)	30	#5	23'-1"	—
a518(E)	320	#5	23'-5"	—
a519(E)	210	#5	28'-10"	—
a520(E)	375	#5	27'-8"	—
a521(E)	342	#5	25'-8"	—
a522(E)	330	#5	34'-1"	—
a523(E)	306	#5	33'-6"	—
a524(E)	386	#5	31'-9"	—
a525(E)	104	#5	1'-6"	—
a526(E)	120	#6	5'-10"	—
a527(E)	96	#6	7'-5"	—
b500(E)	738	#5	28'-8"	—
b501(E)	114	#6	31'-9"	—
b502(E)	152	#6	31'-0"	—
b503(E)	684	#5	27'-4"	—
b504(E)	1107	#5	30'-0"	—
b505(E)	190	#6	28'-0"	—
b506(E)	190	#6	27'-9"	—
b507(E)	190	#6	23'-9"	—
b508(E)	1008	#5	29'-1"	—
b509(E)	6	#5	14'-5"	—
b510(E)	75	#5	29'-11"	—
b511(E)	78	#5	29'-5"	—
b512(E)	560	#5	27'-0"	—
b513(E)	6	#5	14'-0"	—
b514(E)	70	#5	23'-9"	—
b515(E)	748	#5	28'-10"	—
b516(E)	480	#5	29'-2"	—
b517(E)	237	#6	30'-0"	—
b518(E)	284	#6	34'-9"	—
b519(E)	252	#6	34'-9"	—
b520(E)	6	#5	14'-5"	—
b521(E)	78	#5	28'-11"	—
b522(E)	81	#5	28'-6"	—
b523(E)	875	#5	30'-3"	—
b524(E)	182	#5	28'-6"	—
b525(E)	178	#5	23'-9"	—
b526(E)	202	#5	29'-3"	—
b527(E)	20	#5	27'-9"	—
d500(E)	4079	#5	6'-10"	
d501(E)	4079	#5	7'-8"	
d502(E)	15	#6	5'-1"	
d503(E)	30	#6	8'-11"	
d504(E)	4	#5	6'-10"	
d505(E)	4	#5	7'-2"	
d506(E)	4	#5	6'-9"	

Bar	No.	Size	Length	Shape
e500(E)	256	#4	19'-8"	—
e501(E)	7	#4	15'-8"	—
e502(E)	42	#4	14'-9"	—
e503(E)	56	#4	16'-4"	—
e504(E)	112	#4	15'-11"	—
e505(E)	49	#4	18'-6"	—
e506(E)	49	#4	19'-5"	—
e507(E)	35	#4	14'-11"	—
e508(E)	63	#4	17'-10"	—
e509(E)	203	#4	18'-0"	—
e510(E)	112	#4	15'-1"	—
e511(E)	7	#4	15'-10"	—
e512(E)	154	#4	18'-11"	—
e513(E)	7	#4	17'-9"	—
e514(E)	70	#4	16'-6"	—
e515(E)	119	#4	19'-6"	—
e516(E)	84	#4	17'-2"	—
e517(E)	7	#4	18'-5"	—
e518(E)	7	#4	15'-4"	—
e519(E)	7	#4	19'-4"	—
e520(E)	7	#4	18'-10"	—
e521(E)	14	#4	16'-8"	—
e522(E)	4	#4	24'-3"	—
e523(E)	5	#4	28'-3"	—
e524(E)	6	#4	26'-0"	—
e525(E)	10	#4	26'-9"	—
e526(E)	5	#4	29'-2"	—
e527(E)	4	#4	24'-4"	—
e528(E)	5	#4	27'-8"	—
e529(E)	7	#4	27'-9"	—
e530(E)	14	#4	25'-3"	—
e531(E)	10	#4	26'-2"	—
e532(E)	7	#4	27'-10"	—
e533(E)	10	#4	28'-5"	—
e534(E)	4	#4	27'-0"	—
e535(E)	12	#4	29'-3"	—
e536(E)	7	#4	29'-11"	—
e537(E)	5	#4	26'-3"	—
e538(E)	5	#4	25'-9"	—
e539(E)	3	#8	33'-9"	—
e540(E)	32	#8	19'-8"	—
e541(E)	5	#8	30'-9"	—
e542(E)	6	#8	28'-8"	—
e543(E)	5	#8	34'-3"	—
e544(E)	18	#8	31'-9"	—
e545(E)	3	#8	33'-11"	—
e546(E)	5	#8	30'-2"	—
e547(E)	7	#8	30'-5"	—
e548(E)	8	#8	34'-7"	—
e549(E)	10	#8	34'-9"	—
e550(E)	10	#8	31'-0"	—
e551(E)	4	#8	29'-5"	—
e552(E)	5	#8	31'-10"	—
e553(E)	7	#8	32'-8"	—
e554(E)	4	#8	34'-0"	—
e555(E)	7	#8	32'-0"	—
e556(E)	4	#8	29'-1"	—
e557(E)	8	#4	11'-9"	—
e558(E)	1	#8	11'-9"	—
e559(E)	8	#4	11'-1"	—
e560(E)	1	#8	11'-1"	—
e561(E)	8	#4	2'-5"	—
x500(E)	240	#5	6'-5"	
Reinforcement Bars, Epoxy Coated			Pound	810,010
Concrete Superstructure			Cu. Yds.	2995.2
Bridge Deck Grooving			Sq. Yd.	9100
Protective Coat			Sq. Yd.	11,240
Conduit Embedded in Structure, 2" Dia. PVC			Foot	5,095

AECOM | ZROKA engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

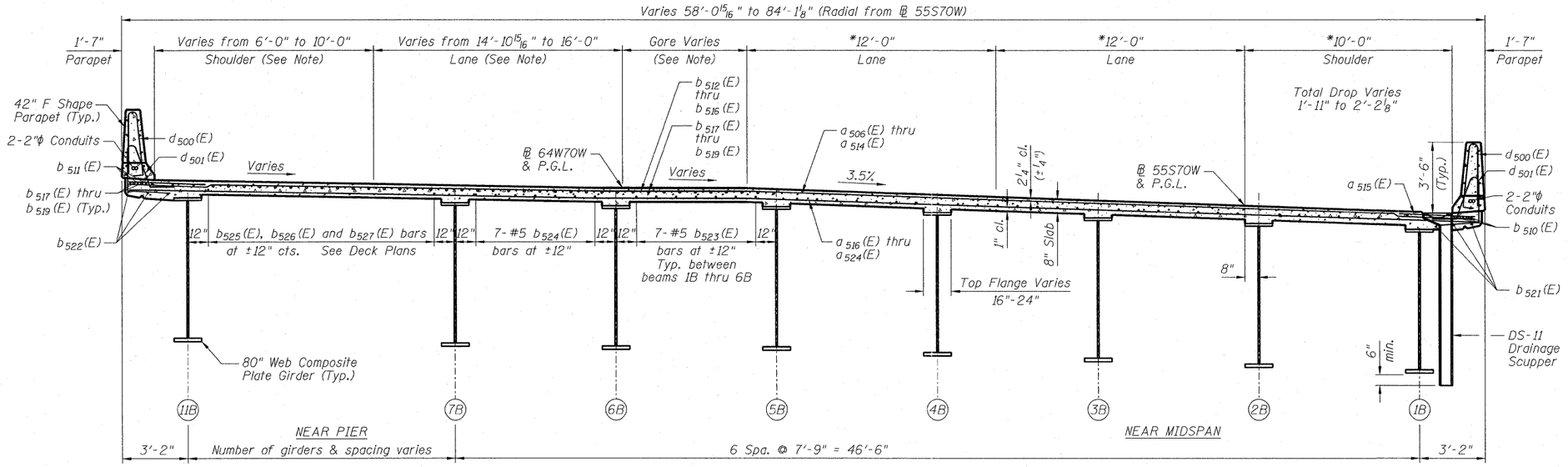
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS I – S.N. 082–0325
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-44 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	159
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

D8TRI-0820323-0820325-76C75-S44-Unit1_2DeckCrossSections-025.dgn

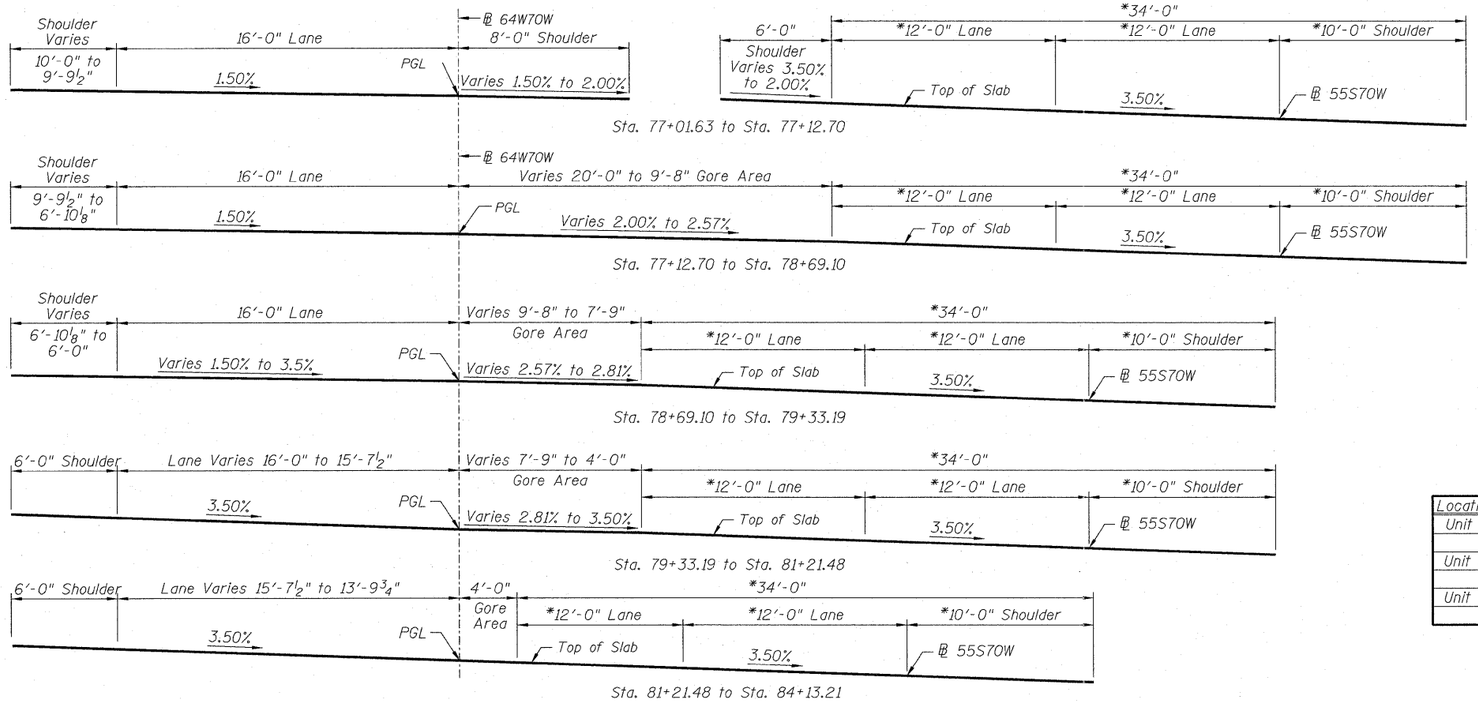


Note:
Shoulder taper begins at Sta. 77+01.63 (shoulder width 10'-0") and ends at Sta. 79+13.90 (shoulder width 6'-0") along ℄ 64W70W.
Lane taper begins at Sta. 79+13.90 (lane width 16'-0") and ends at Sta. 86+08.31 (lane width 12'-0") along ℄ 64W70W.
Gore taper begins at Sta. 77+12.46 (gore width 20'-0") and ends at Sta. 81+21.48 (gore width 4'-0") along ℄ 64W70W.

CROSS SECTION - S.N. 082-0325, UNIT 3

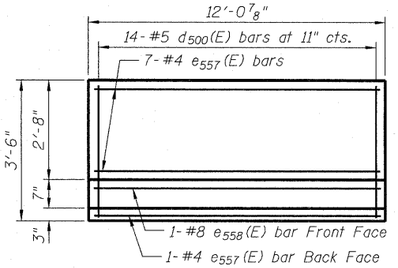
Looking Upstation
Dimensions Radial from ℄ 64W70W U.N.O.

*Radial from ℄ 55S70W

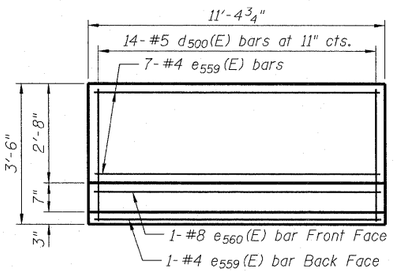


DECK CROSS SLOPE DETAIL UNIT 3

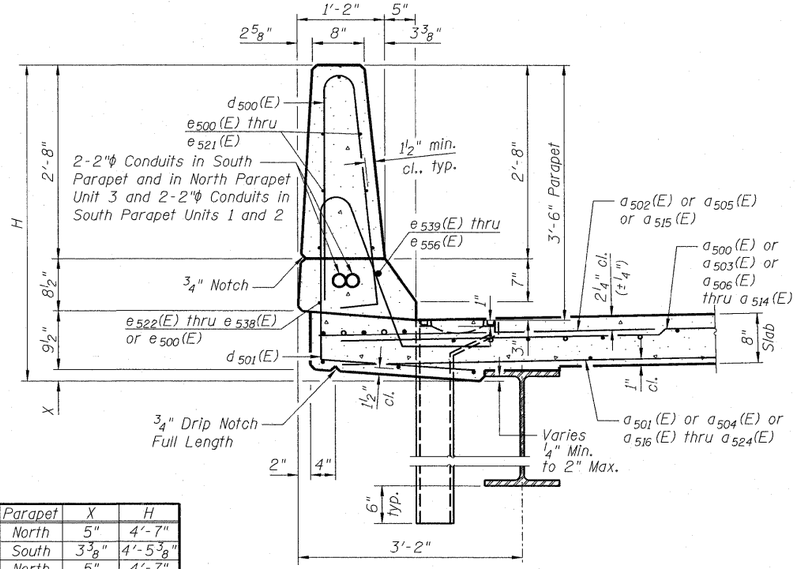
Dimensions Radial from ℄ 64W70W U.N.O.



INSIDE ELEVATION OF SOUTH INTERIOR PARAPET - UNIT 3



INSIDE ELEVATION OF NORTH INTERIOR PARAPET - UNIT 3



Location	Parapet	X	H
Unit 1	North	5"	4'-7"
	South	3 3/8"	4'-5 3/8"
Unit 2	North	5"	4'-7"
	South	4 1/4"	4'-6 1/4"
Unit 3	North	3 3/8"	4'-5 3/8"
	South	4 5/8"	4'-6 5/8"

SECTION THRU PARAPET UNITS 1, 2 & 3

D8TR1-8828323-8828325-76C75-S45-Unit3DeckCrossSections-825.dgn

AECOM | ZROKA engineering

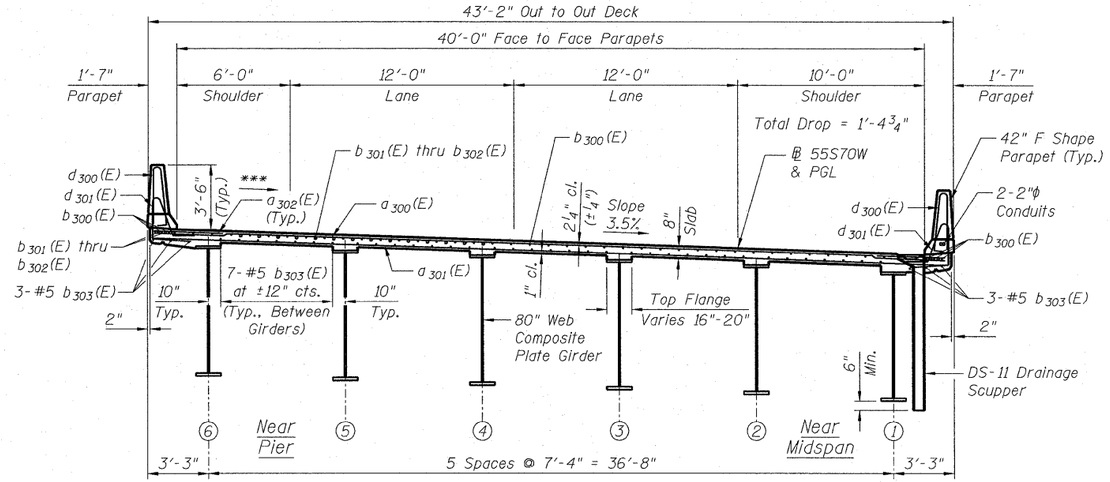
USER NAME = kritzm	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS II – S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-45 OF S-13B SHEETS | STA. | TO STA.

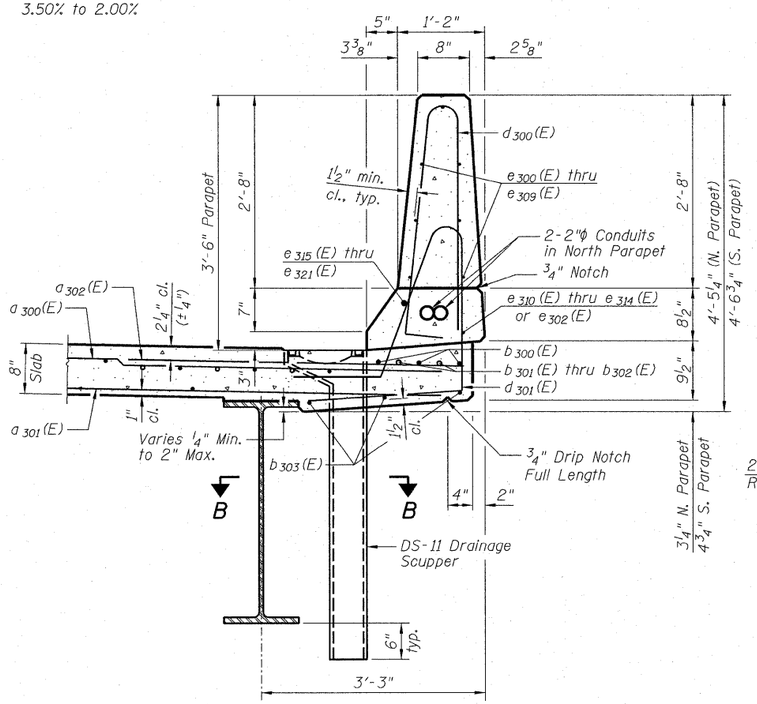
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	160
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



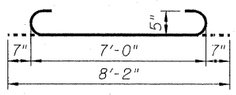
***Between Sta. 78+91.16 to Sta. 79+09.01 Shoulder Cross Slope varies from 3.50% to 2.00%

CROSS SECTION - S.N. 082-0323

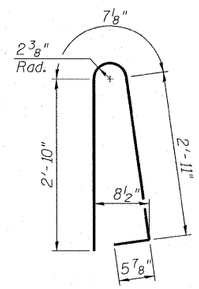
Looking Upstation
(Dimensions Radial From ℄ 55S70W)



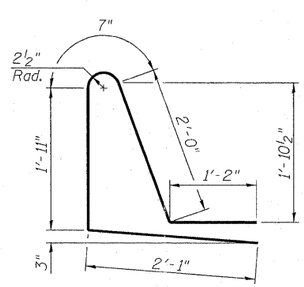
SECTION THRU PARAPET



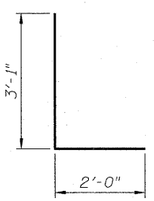
BAR a 306(E)



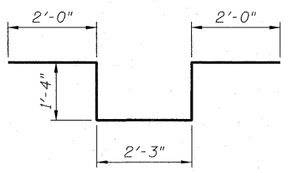
BAR d 300(E)



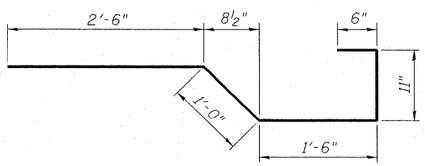
BAR d 301(E)



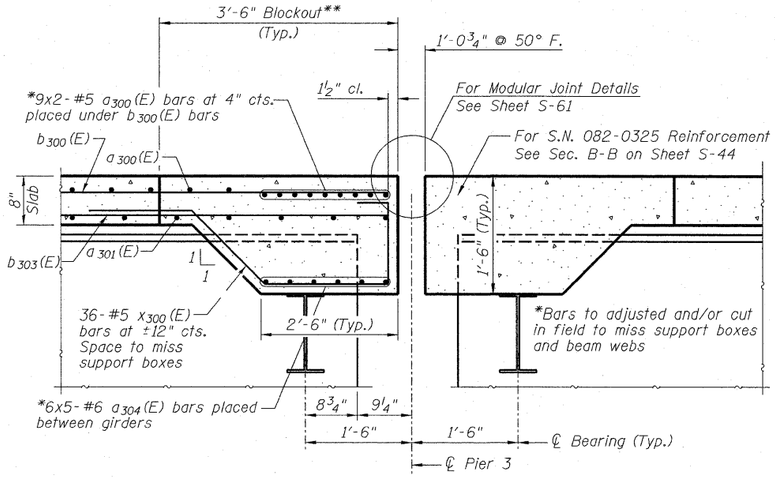
BAR d 302(E)



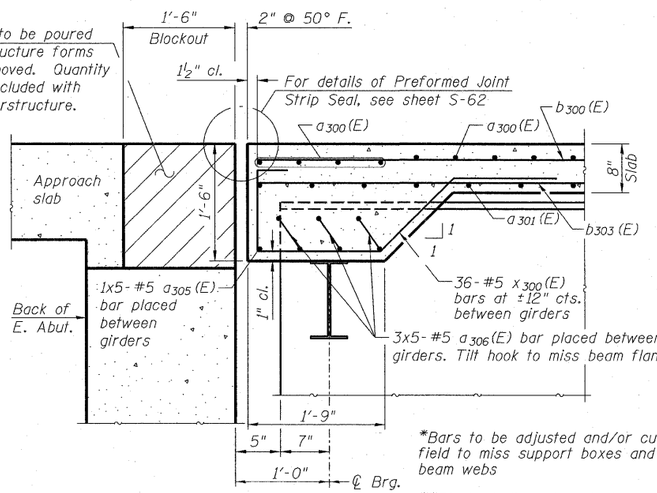
BAR d 303(E)



BAR x 300(E)



SECTION C-C



SECTION D-D

*Bars to be adjusted and/or cut in field to miss support boxes and beam webs

**Blockout dimensions to be verified by Contractor with Joint Manufacturer

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a 300(E)	2162	#5	23'-1"	
a 301(E)	1306	#5	23'-0"	
a 302(E)	2134	#6	6'-6"	
a 303(E)	16	#5	1'-6"	
a 304(E)	30	#6	7'-0"	
a 305(E)	5	#5	7'-0"	
a 306(E)	15	#5	8'-2"	
b 300(E)	893	#5	28'-10"	
b 301(E)	176	#6	28'-6"	
b 302(E)	220	#6	25'-8"	
b 303(E)	820	#5	27'-8"	
d 300(E)	1063	#5	6'-10"	
d 301(E)	1063	#5	7'-9"	
d 302(E)	3	#6	5'-1"	
d 303(E)	6	#6	8'-11"	
e 300(E)	7	#4	16'-5"	
e 301(E)	112	#4	18'-8"	
e 302(E)	64	#4	19'-8"	
e 303(E)	112	#4	17'-8"	
e 304(E)	7	#4	17'-10"	
e 305(E)	42	#4	19'-2"	
e 306(E)	7	#4	17'-10"	
e 307(E)	7	#4	18'-8"	
e 308(E)	7	#4	15'-0"	
e 309(E)	7	#4	15'-3"	
e 310(E)	4	#4	29'-5"	
e 311(E)	6	#4	28'-8"	
e 312(E)	5	#4	28'-7"	
e 313(E)	11	#4	28'-2"	
e 314(E)	4	#4	29'-1"	
e 315(E)	4	#8	31'-9"	
e 316(E)	8	#8	19'-8"	
e 317(E)	6	#8	31'-4"	
e 318(E)	5	#8	31'-2"	
e 319(E)	5	#8	30'-9"	
e 320(E)	5	#8	36'-0"	
e 321(E)	4	#8	31'-6"	
x 300(E)	72	#5	6'-5"	
Reinforcement Bars, Epoxy Coated		Pound	196,060	
Concrete Superstructure		Cu. Yds.	704.8	
Bridge Deck Grooving		Sq. Yd.	2,052	
Protective Coat		Sq. Yd.	2,610	
Conduit Embedded in Structure, 2" Dia. PVC		Foot	840	

AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

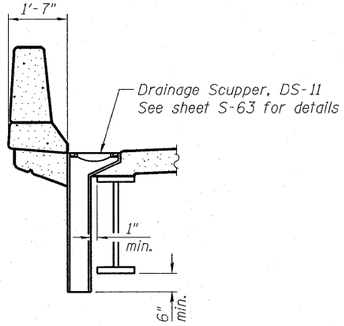
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS – S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS

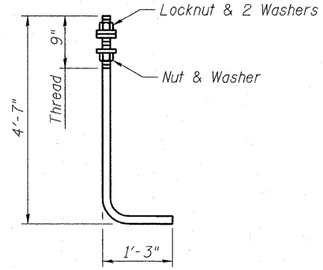
SCALE: NONE | SHEET NO. S-46 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	161
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DISTRI-8820323-8820325-76C75-S46-DeckCrossSections-023.dgn

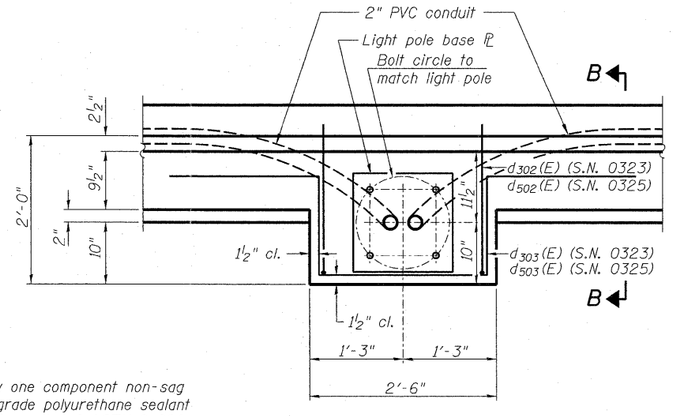


SECTION A-A



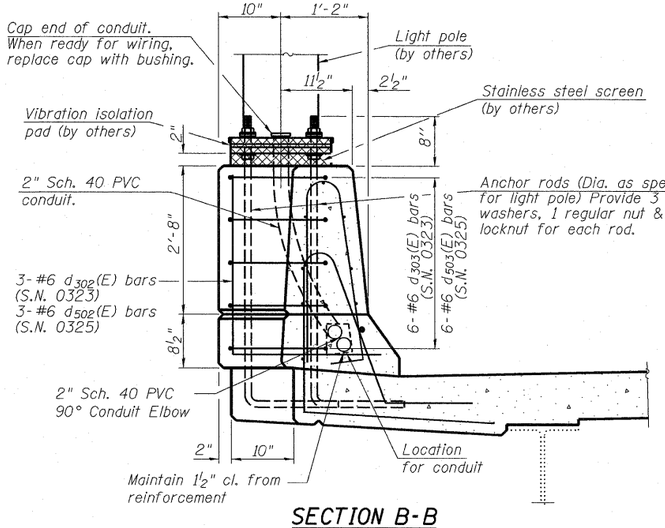
ANCHOR ROD

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

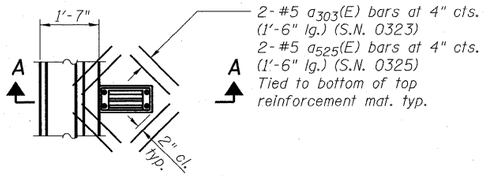


PLAN

Note:
Cost of anchor rods is included with Concrete Superstructure.

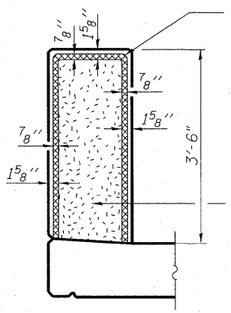


SECTION B-B



DETAIL 1
DRAINAGE SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

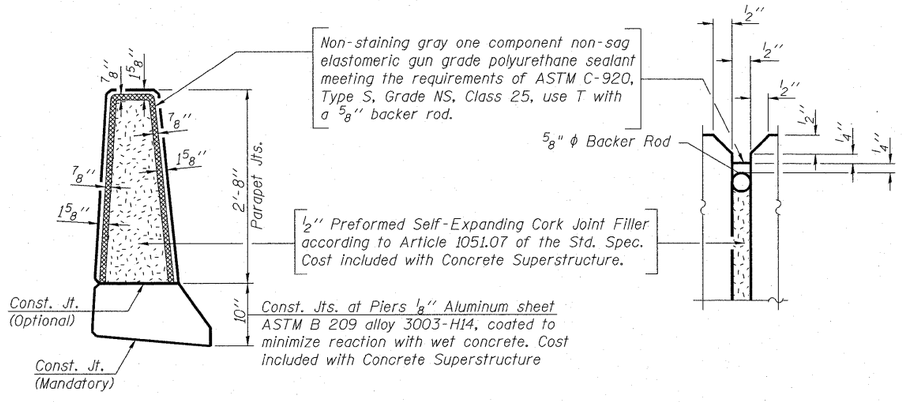


Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, use T with a 5/8" backer rod.

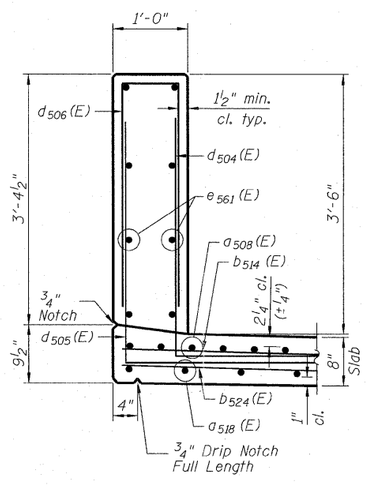
½" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

PARAPET CLOSURE WALL
JOINT DETAIL

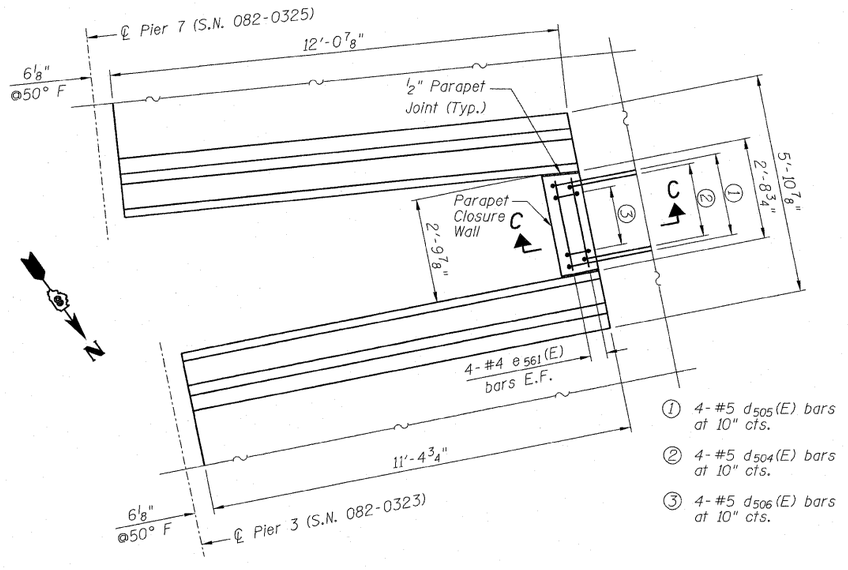
DETAIL 2
LIGHT POLE MOUNTED ON PARAPET



PARAPET JOINT DETAILS



SECTION C-C



PLAN
UNIT 3 INTERIOR PARAPETS

AECOM / ZROKA Engineering	USER NAME = kritzm	DESIGNED - JLA	REVISED -	
		DRAWN - DAZ	REVISED -	
	PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
	PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

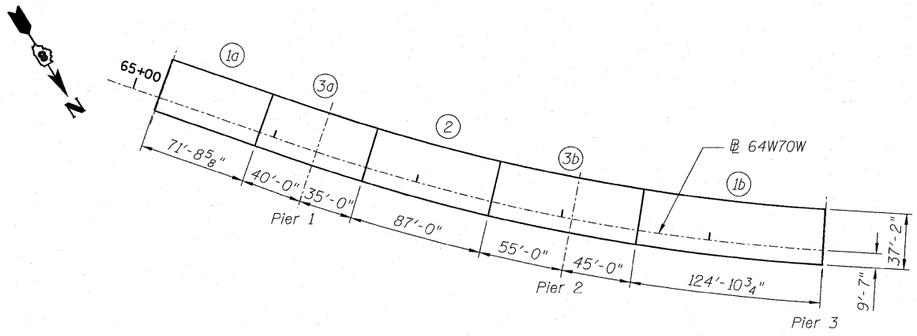
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DETAILS
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-47 OF S-138 SHEETS | STA. | TO STA.

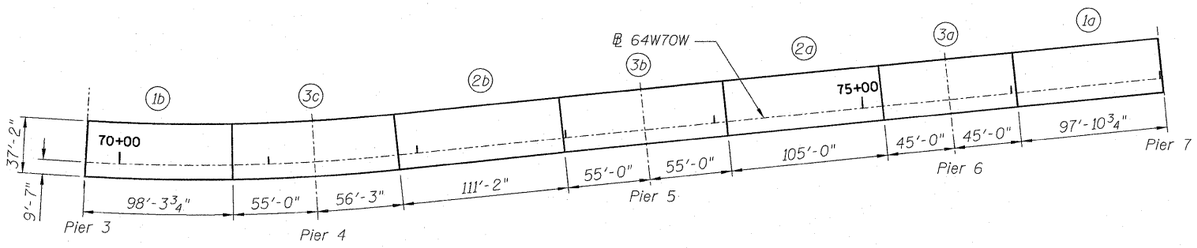
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	162
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D8TRI:08202323-08202325-76C75-S47-DeckDetails.dgn



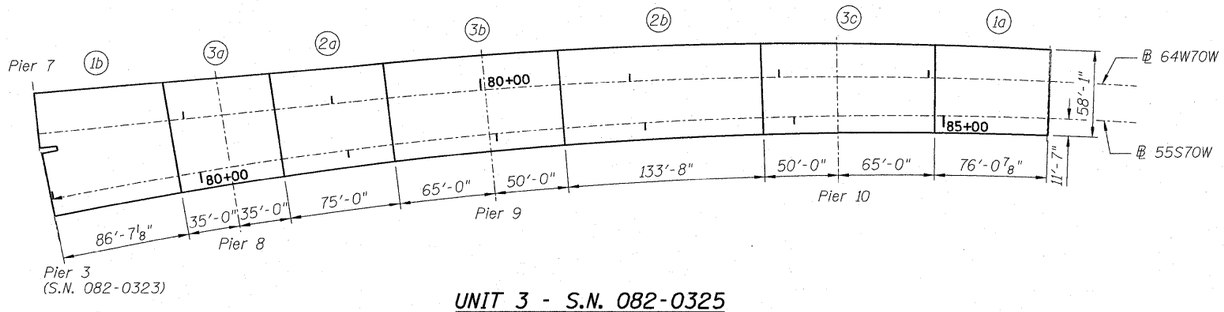
UNIT 1 - S.N. 082-0325

Transverse joints radial to ℄ 64W70W



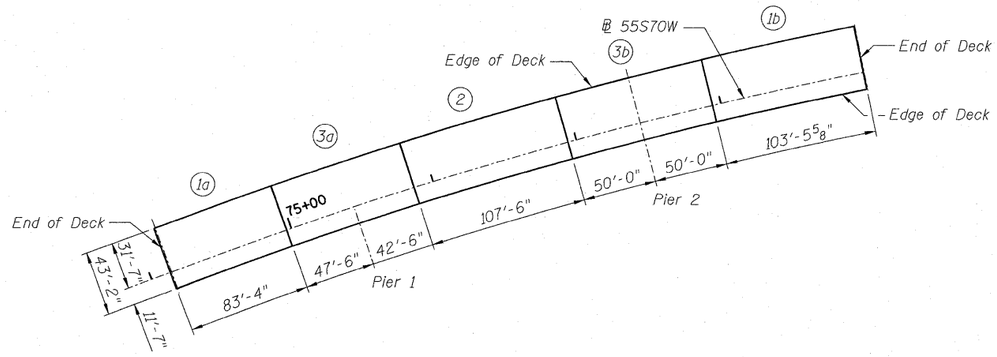
UNIT 2 - S.N. 082-0325

Transverse joints radial to ℄ 64W70W



UNIT 3 - S.N. 082-0325

Transverse joints radial to ℄ 55S70W



S.N. 082-0323

Transverse joints radial to ℄ 55S70W

DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the Deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:

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

2. *The concrete strength shall have attainined a mimimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.*

Numbers within the deck pouring sequence indicate the minimum number of group pours required for each unit. Letters next to the group pour numbers indicate the order if pour groups are further subdivided into individual pours. If the Contractor wishes to revise the deck pouring sequence, then the revised deck pouring sequence and calculations shall be submitted to the Engineer for review & approval. The calculations shall be prepared by and sealed by an Illinois Licensed Structural Engineer.

D8TRI-08208323-08208325-76C75-548-DeckPouring.dgn

AECOM | ZROKA engineering

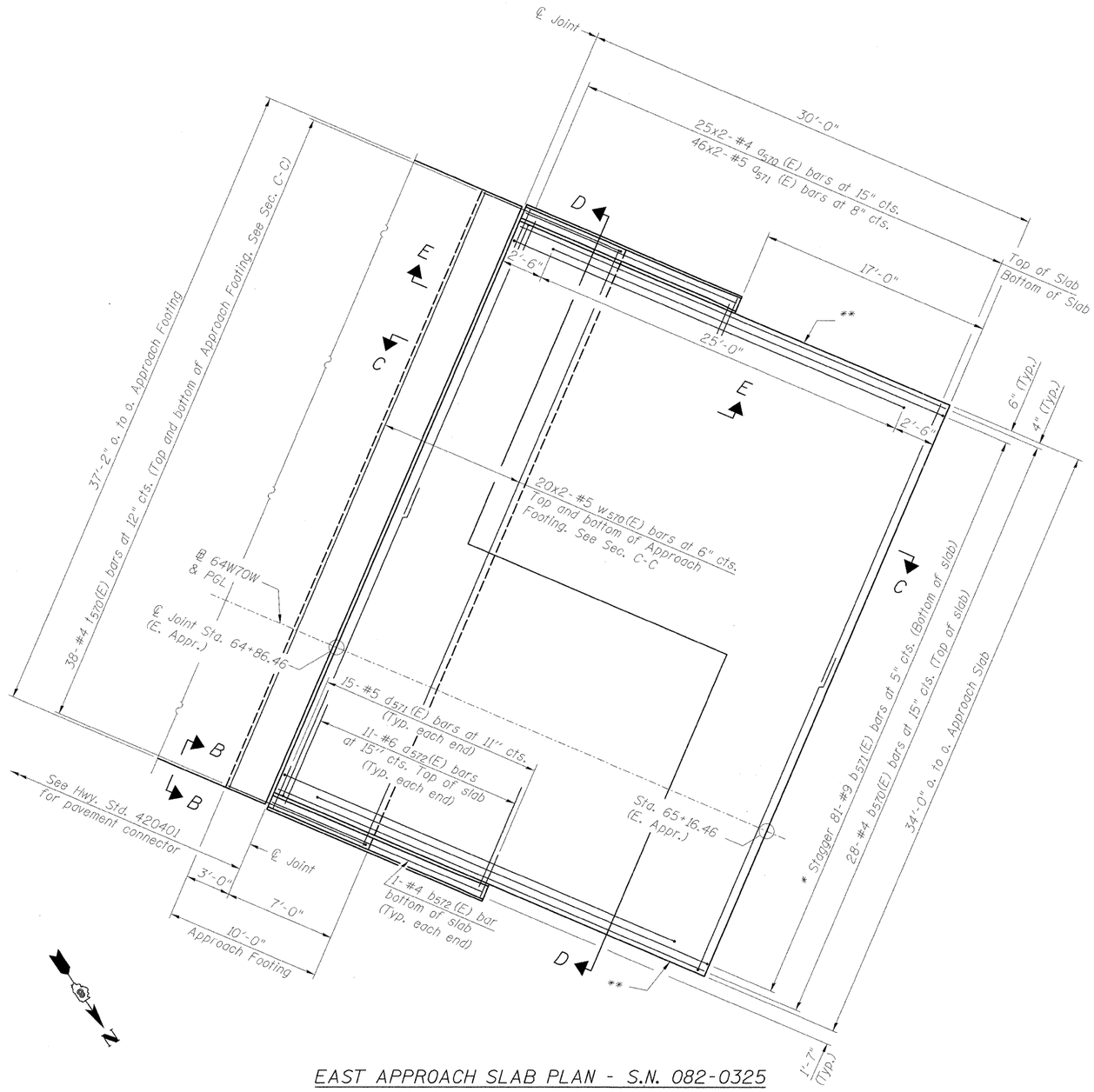
USER NAME = kristzm	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-48 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	163
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EAST APPROACH SLAB PLAN - S.N. 082-0325

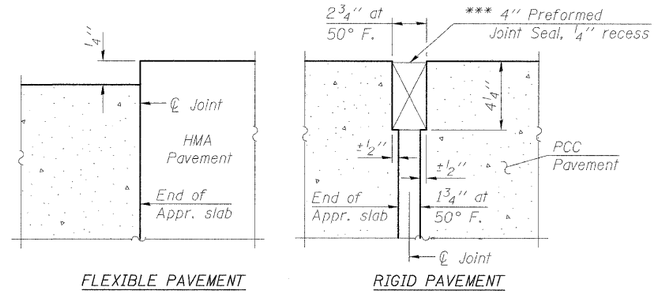
* Tilt #9 b_{571}(E) bars as required to maintain clearance.
** Closed cell joint filler according to Article 1051.08 of the Standard Specifications, full depth of slab, full length of parapet. Typical each parapet.

MIN. BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-3"

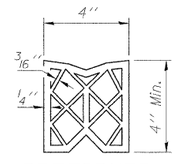
Notes:
See sheet S-50 for Sections C-C & D-D and View B-B.

*** Cost included with Concrete Superstructure.

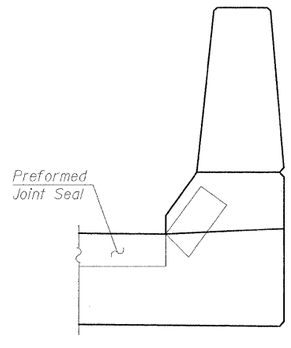


FLEXIBLE PAVEMENT — RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL



VIEW B-B

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

AECOM / ZROKA engineering	USER NAME = BhattA	DESIGNED - JLA	REVISED -	
		DRAWN - DAZ	REVISED -	
	PLOT SCALE = 1.0000 ' / in.	CHECKED - SAW	REVISED -	
	PLOT DATE = $DATE$	DATE - 04-26-11	REVISED -	

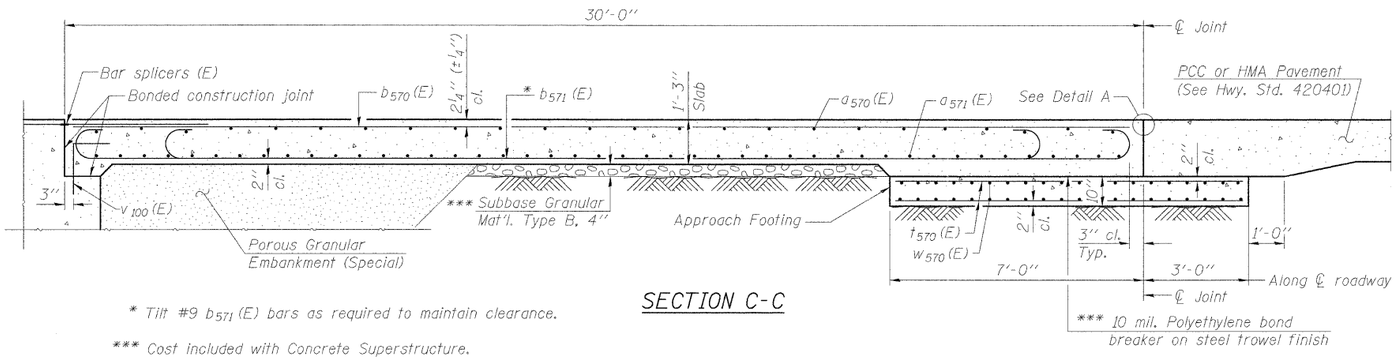
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB PLAN – S.N. 082-0325
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-49 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	164
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D8TRT-0820323-0820325-76C75-S49-EApprSlab1-025.dgn

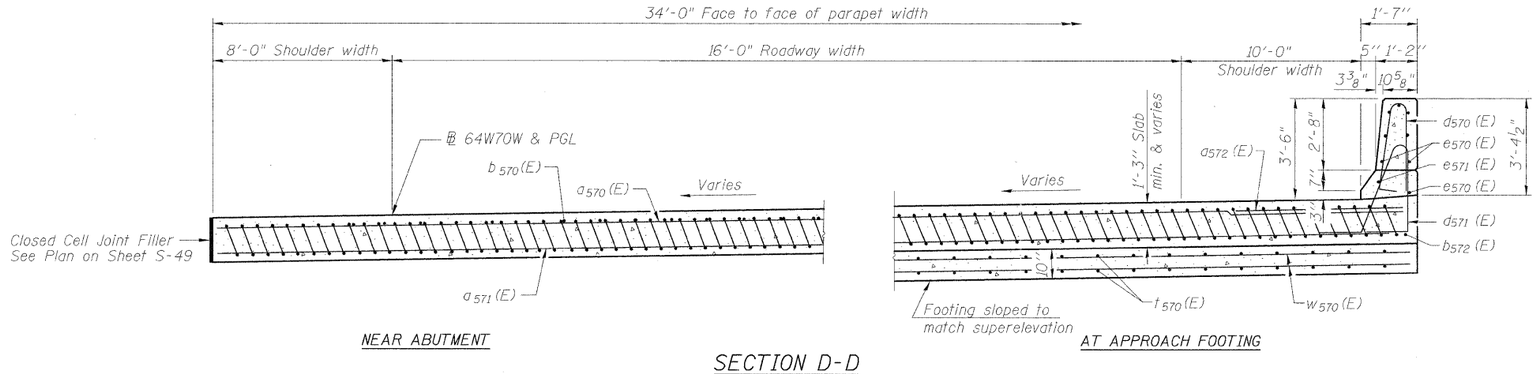
Notes:
See sheet S-49 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For $v_{100}(E)$ bar details, see sheet S-98.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet S-6.



* Tilt #9 $b_{571}(E)$ bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

SECTION C-C

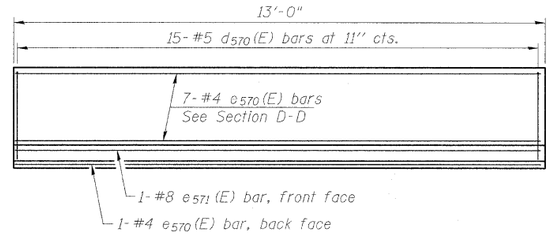


NEAR ABUTMENT

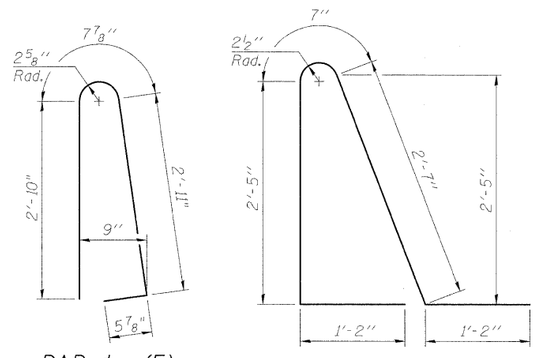
AT APPROACH FOOTING

SECTION D-D

(See Plan for dimensions not shown)

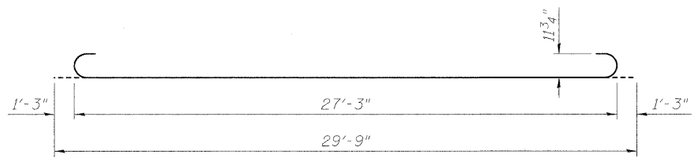


VIEW E-E



BAR $d_{570}(E)$

BAR $d_{571}(E)$



BAR $b_{571}(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{570}(E)$	50	#4	19'-9"	
$a_{571}(E)$	92	#5	20'-0"	
$a_{572}(E)$	22	#6	6'-6"	
$b_{570}(E)$	28	#4	29'-8"	
$b_{571}(E)$	81	#9	29'-9"	
$b_{572}(E)$	2	#4	12'-8"	
$d_{570}(E)$	30	#5	6'-11"	
$d_{571}(E)$	30	#5	7'-11"	
$e_{570}(E)$	16	#4	12'-8"	
$e_{571}(E)$	2	#8	12'-8"	
$t_{570}(E)$	76	#4	9'-8"	
$w_{570}(E)$	80	#5	19'-5"	
Concrete Superstructure		Cu. Yd.	61.7	
Concrete Structures		Cu. Yd.	11.1	
Reinforcement Bars, Epoxy Coated		Pound	14,340	
Bridge Deck Grooving		Sq. Yd.	107	
Protective Coat		Sq. Yd.	127	

D8TRI-0820323-0820325-76C75-SSUP-EApprSlab2-025.dgn

AECOM | ZROKA engineering

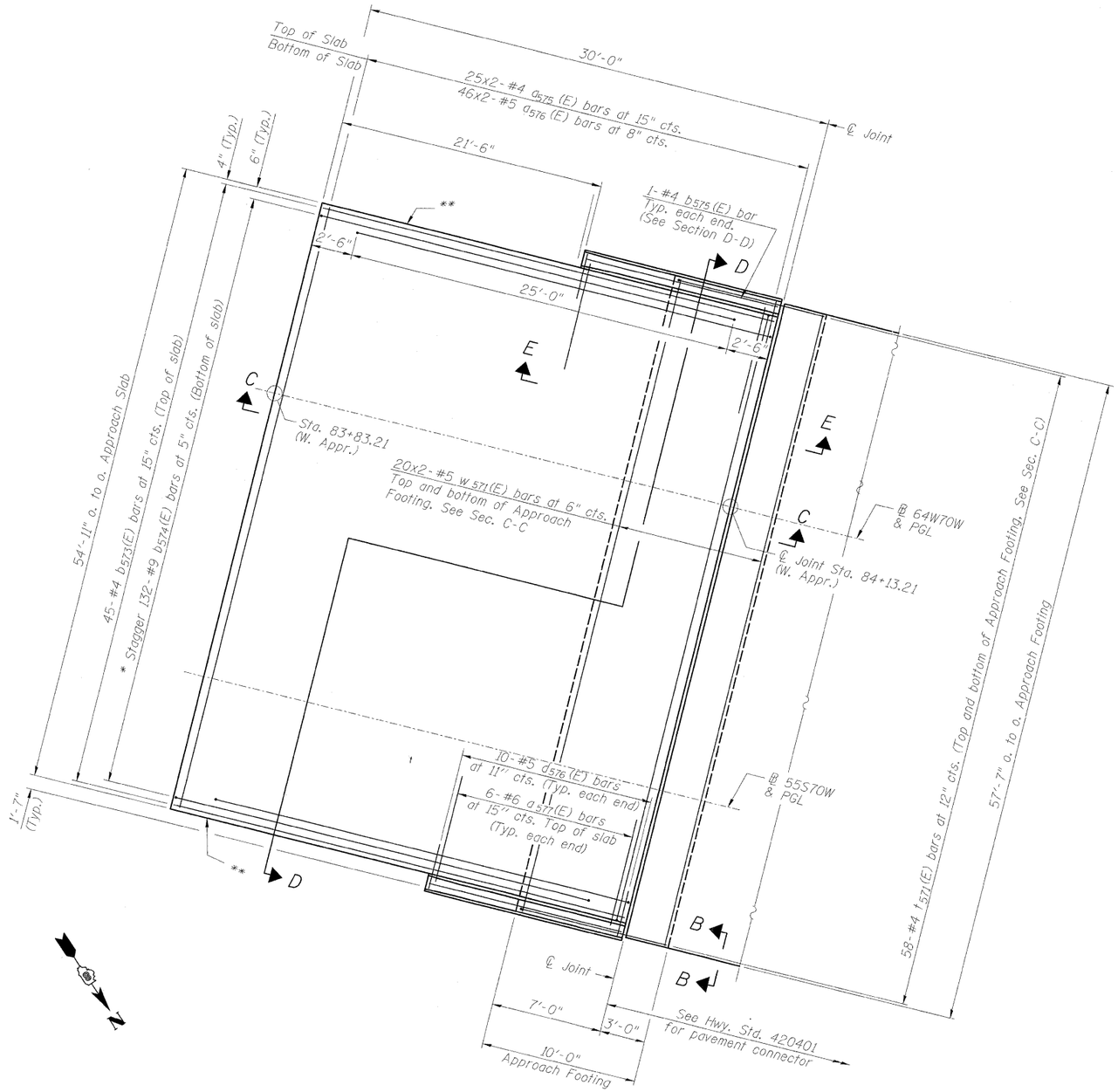
USER NAME = BhattA	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 1.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 04-26-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS – S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-50 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	165
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

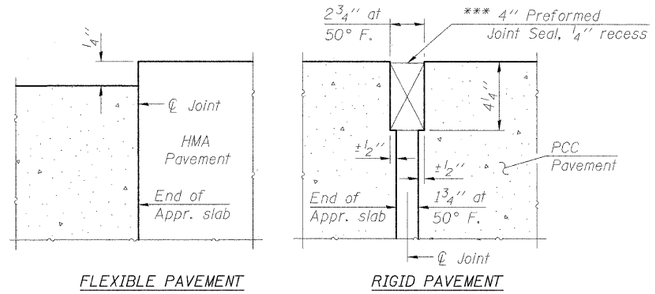


WEST APPROACH SLAB PLAN - S.N. 082-0325

* Tilt #9 b_{574}(E) bars as required to maintain clearance.
** Closed cell joint filler according to Article 1051.08 of the Standard Specifications, full depth of slab, full length of parapet. Typical each parapet.

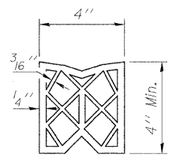
Note:
See sheet S-52 for Sections C-C & D-D and View E-E.

*** Cost included with Concrete Superstructure.

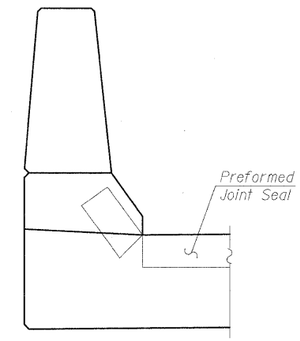


FLEXIBLE PAVEMENT — RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL



VIEW B-B

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

MIN. BAR LAPS

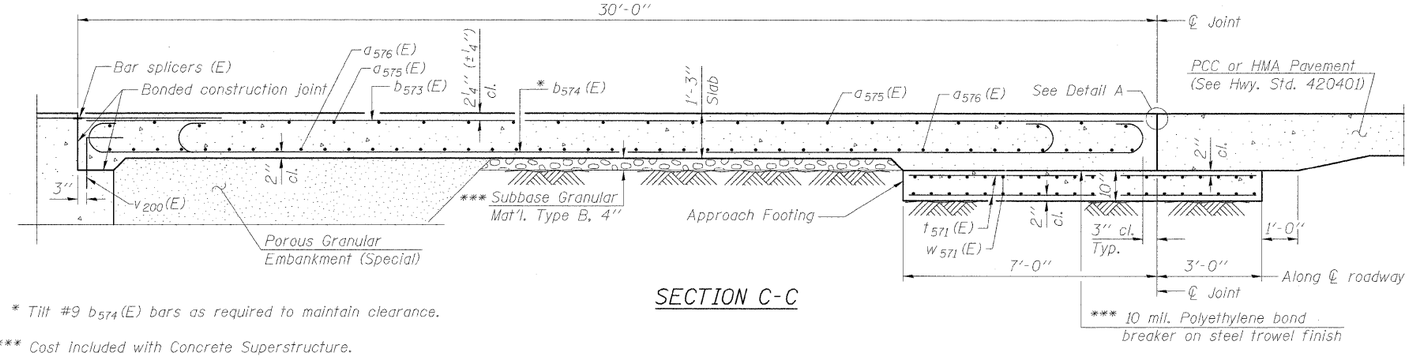
#4 bar = 2'-7"
#5 bar = 3'-3"

D81P1: d820323-d820325-76C75-S51-WApprSlab1-d25.dgn

AECOM / ZROKA engineering	USER NAME = BhattA	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - DAZ	REVISED -	
	PLOT SCALE = 1.0000 '/ in.	CHECKED - SAW	REVISED -	
	PLOT DATE = $DATE$	DATE - 04-26-11	REVISED -	

WEST APPROACH SLAB PLAN – S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-51 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-1	ST. CLAIR	319	166
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



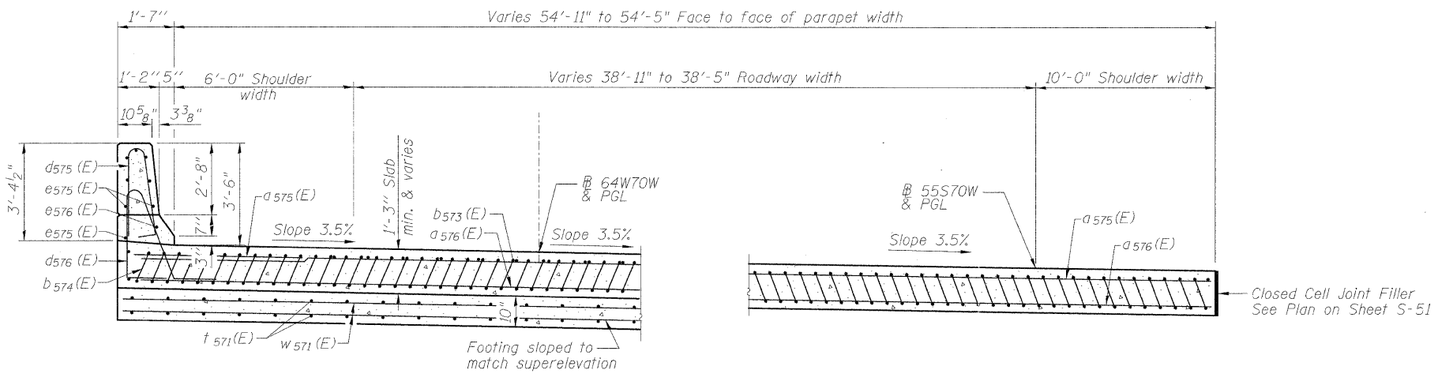
SECTION C-C

* Tilt #9 $b_{574}(E)$ bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

Notes:

See sheet S-51 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For $v_{200}(E)$ bar details, see sheet S-101.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet S-6.

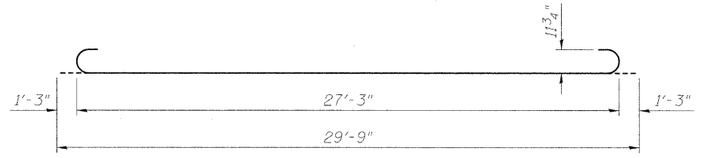


AT APPROACH FOOTING

NEAR ABUTMENT

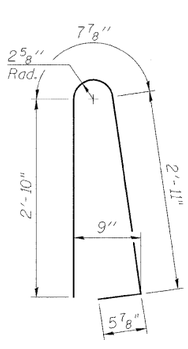
SECTION D-D

(See Plan for dimensions not shown)

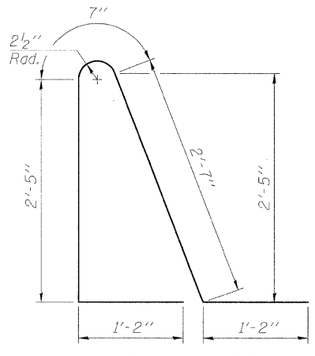


BAR $b_{574}(E)$

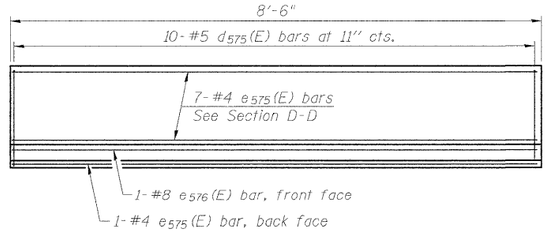
SECTION D-D



BAR $d_{575}(E)$



BAR $d_{576}(E)$



VIEW E-E

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{575}(E)$	50	#4	29'-10"	
$a_{576}(E)$	92	#5	30'-3"	
$a_{577}(E)$	12	#6	6'-6"	
$b_{573}(E)$	45	#4	29'-8"	
$b_{574}(E)$	132	#9	29'-9"	
$b_{575}(E)$	2	#4	8'-2"	
$d_{575}(E)$	20	#5	6'-11"	
$d_{576}(E)$	20	#5	7'-11"	
$e_{575}(E)$	16	#4	8'-2"	
$e_{576}(E)$	2	#8	8'-2"	
$t_{571}(E)$	116	#4	9'-8"	
$w_{571}(E)$	80	#5	29'-10"	
Concrete Superstructure			Cu. Yd.	92.3
Concrete Structures			Cu. Yd.	17.8
Reinforcement Bars, Epoxy Coated			Pound	21,950
Bridge Deck Grooving			Sq. Yd.	177
Protective Coat			Sq. Yd.	193

D8TR1-0820323-0820325-76C75-SS2-WApproSlab2-4125.dgn

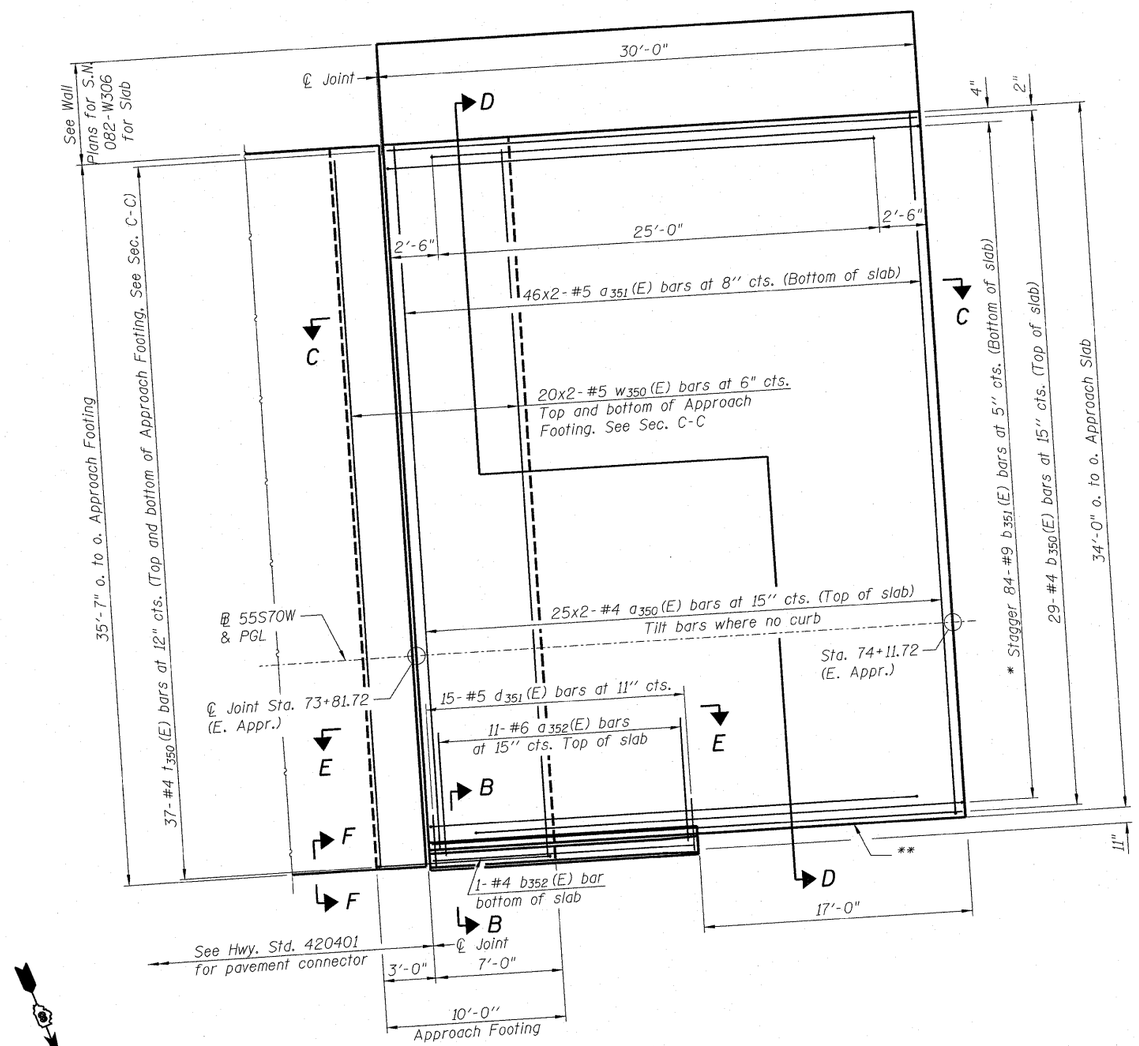
AECOM | ZROKA engineering

USER NAME = BhattA	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 1.0000 ' / in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 04-26-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS – S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-52 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	167
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EAST APPROACH SLAB PLAN - S.N. 082-0323

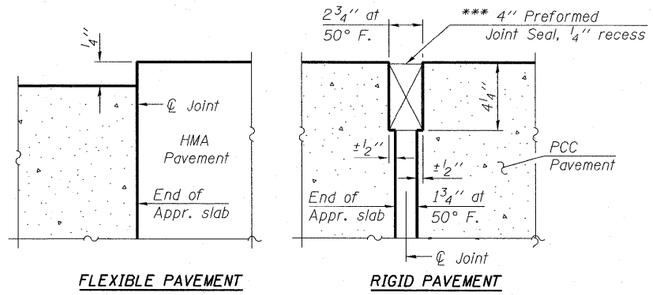
* Tilt #9 b_{351}(E) bars as required to maintain clearance.
** Closed cell joint filler according to Article 1051.08 of the Standard Specifications, full depth of slab, full length of parapet. Typical each parapet.

MIN. BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-3"

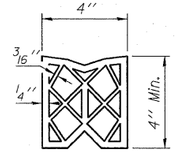
Notes:
See sheet S-54 for Sections B-B, C-C & D-D and View E-E.
a_{350}(E) and a_{351}(E) bar spacings measured along ℄ Rdwy.

*** Cost included with Concrete Superstructure.

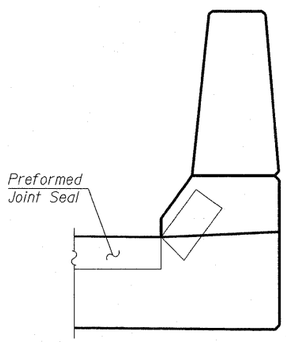


FLEXIBLE PAVEMENT — RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL



VIEW F-F

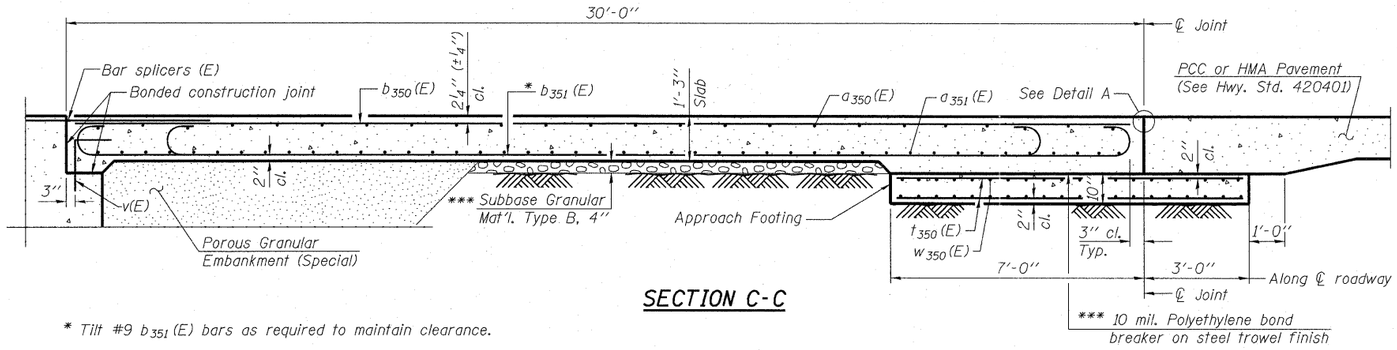
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

AECOM	ZROKA Engineering	USER NAME = kristzm	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
			DRAWN - DAZ	REVISED -	
		PLOT SCALE = 2.0000 '/ in.	CHECKED - SAW	REVISED -	
		PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

EAST APPROACH SLAB PLAN – S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-53 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	168
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

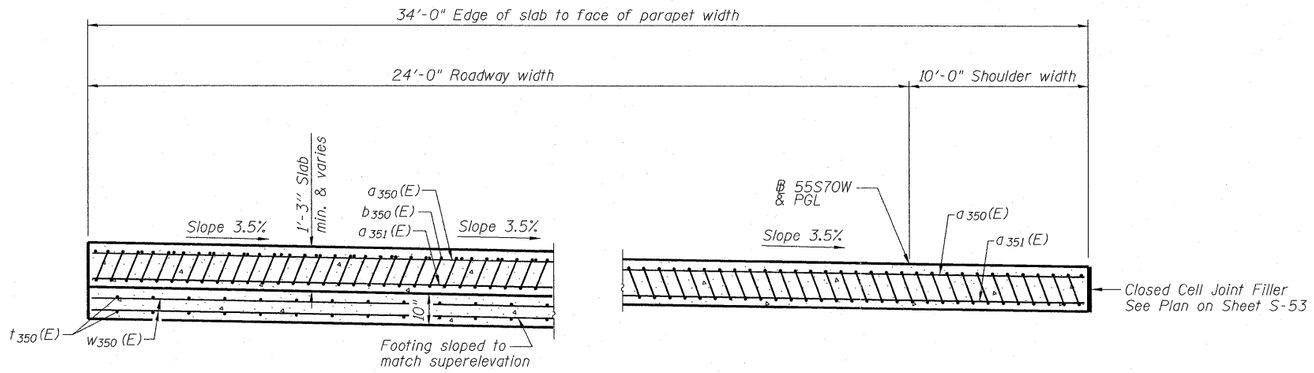
D9TRI-08203323-08203325-76C75-SS3-EAppr-Slab1-023.dgn



SECTION C-C

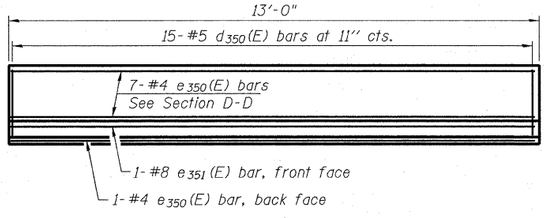
* Tilt #9 b_{351}(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

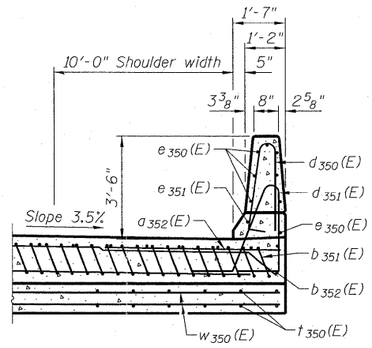


SECTION D-D

(See Plan for dimensions not shown)



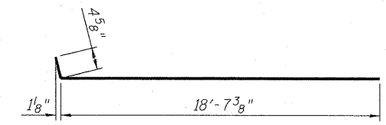
VIEW E-E



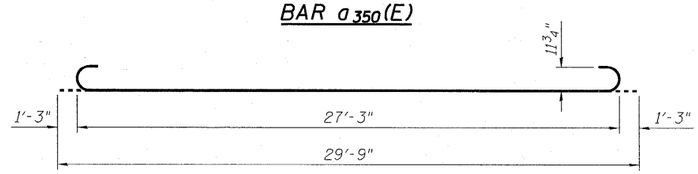
SECTION B-B

Notes:

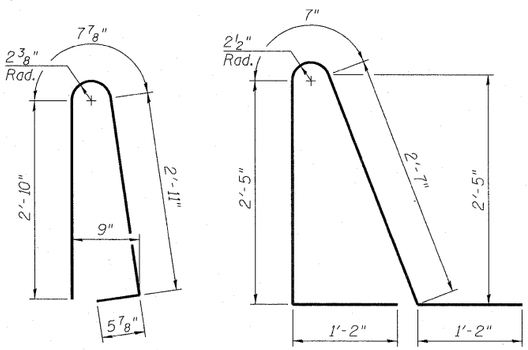
See sheet S-53 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet S-6.



BAR a_{350}(E)



BAR b_{351}(E)



BAR d_{350}(E)

BAR d_{351}(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{350}(E)	50	#4	19'-0"	
a_{351}(E)	92	#5	18'-11"	
a_{352}(E)	11	#6	6'-6"	
b_{350}(E)	29	#4	29'-8"	
b_{351}(E)	84	#9	29'-9"	
b_{352}(E)	1	#4	12'-8"	
d_{350}(E)	15	#5	6'-11"	
d_{351}(E)	15	#5	7'-11"	
e_{350}(E)	8	#4	12'-8"	
e_{351}(E)	1	#8	12'-8"	
t_{350}(E)	74	#4	9'-8"	
w_{350}(E)	80	#5	18'-11"	
Concrete Superstructure			Cu. Yd.	57.0
Concrete Structures			Cu. Yd.	11.0
Reinforcement Bars, Epoxy Coated			Pound	14,030
Bridge Deck Grooving			Sq. Yd.	127
Protective Coat			Sq. Yd.	119

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AECOM | ZROKA engineering

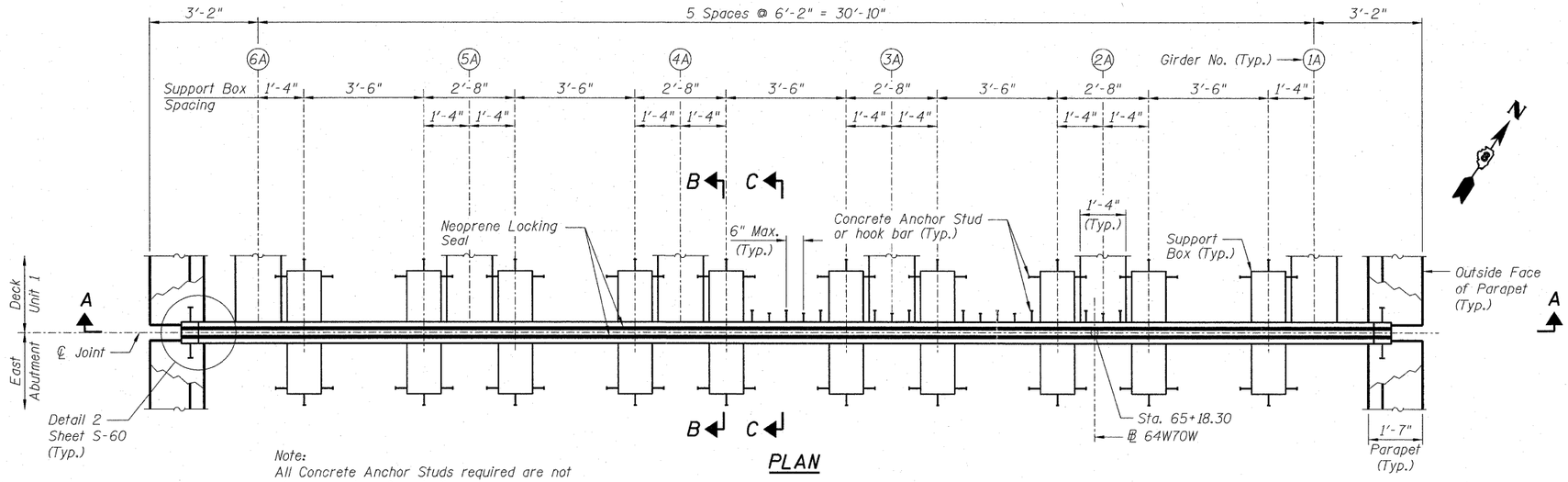
USER NAME = kristzm	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS – S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS

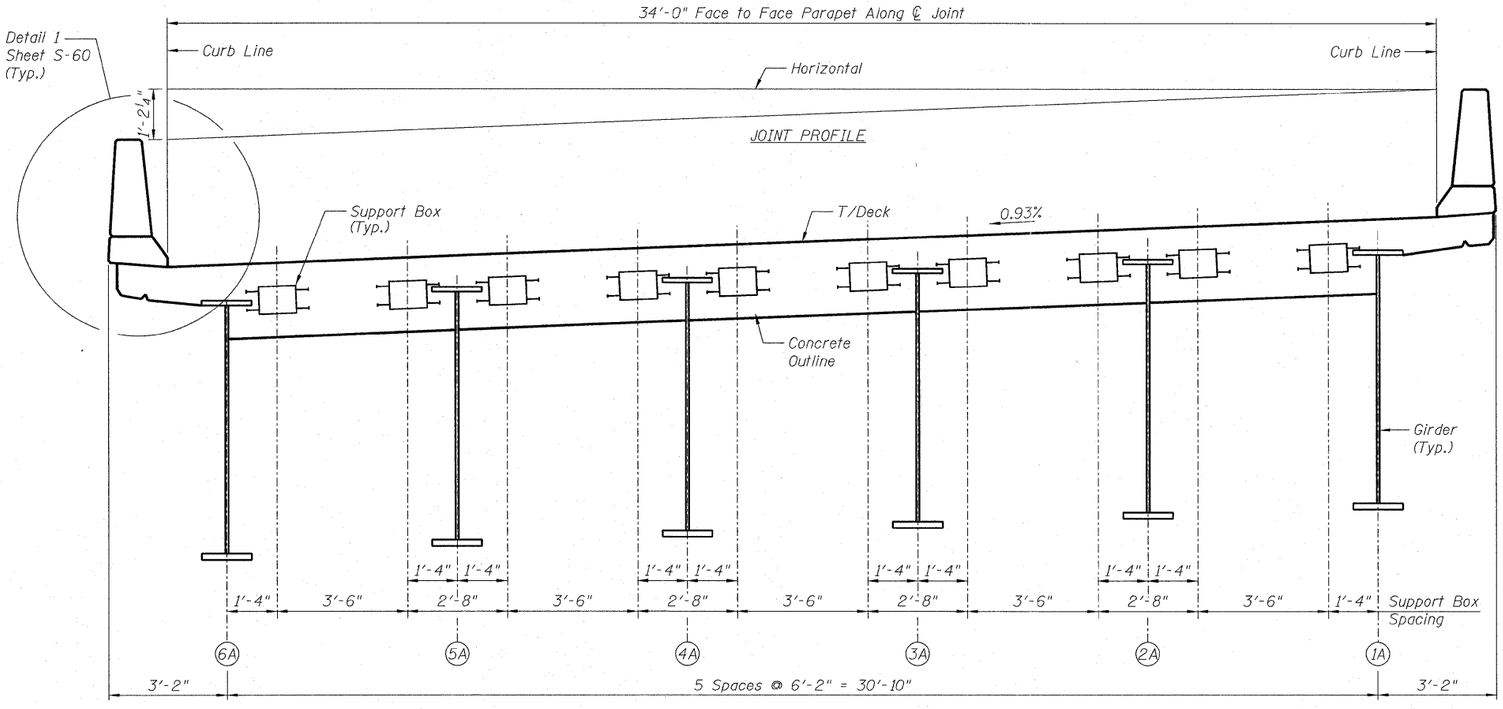
SCALE: NONE | SHEET NO. S-54 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	169
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

Note:
All Concrete Anchor Studs required are not shown on plans for clarity.



SECTION A-A
(Looking Upstation)

GENERAL NOTES

1. Modular expansion joint shall be designed according to Section 14 of the 2010 AASHTO specifications for HL-93 truck loading with impact and the Special Provision.
2. The joint shall be a shop-fabricated modular assembly with multiple support bars, edge and separation beams and transverse neoprene seals, providing a continuous seal across the deck.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provision for a modular joint system and as approved the the Engineer.
4. Joint shall be fabricated to conform to the roadway profile and cross-slopes.
5. All exposed structural steel elements such as separation beams, edge beams, support bars, sliding plate assemblies and cover plates shall be fabricated with AASHTO M270 Grade 50 ksi steel.
6. Modular expansion joints shall be shipped in one piece unless noted.
7. Concrete anchor studs attached to the modular expansion joint shall conform to the requirements of Article 1006.32 of the Standard Specifications. The cost of the Concrete Anchor Studs shall be included with Modular Expansion Joint-Swivel, 6".
8. No aluminum components shall be allowed.
9. All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds)
10. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
11. The swivel modular expansion joint shall be either the Maurer Swivel System by the D.S. Brown Company or the WABO X-CEL system by the Watson Bowman Acme Corporation. The joint shall provide the movement as shown in Table A.
12. For Sections B-B and C-C, see Sheet S-60.
13. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
E. Abut.	3.6	6

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint-Swivel, 6"	Foot	34

D8TRI-0820323-0820325-76C75-SSS-MEJEAbut-025.dgn

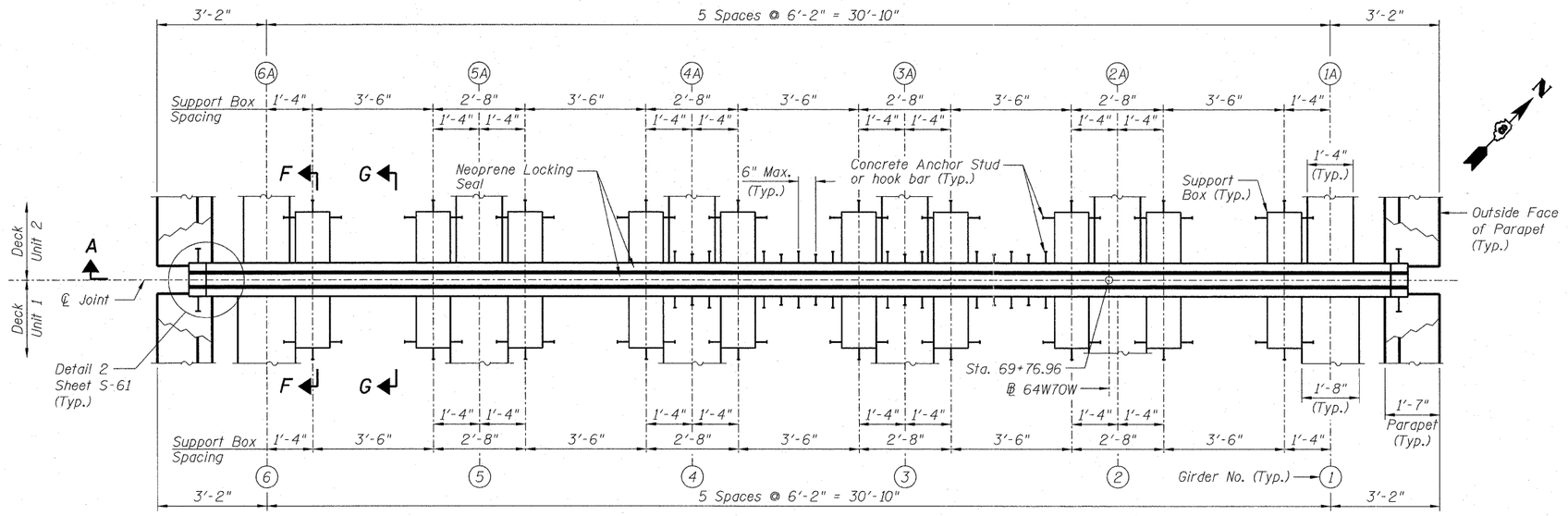
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

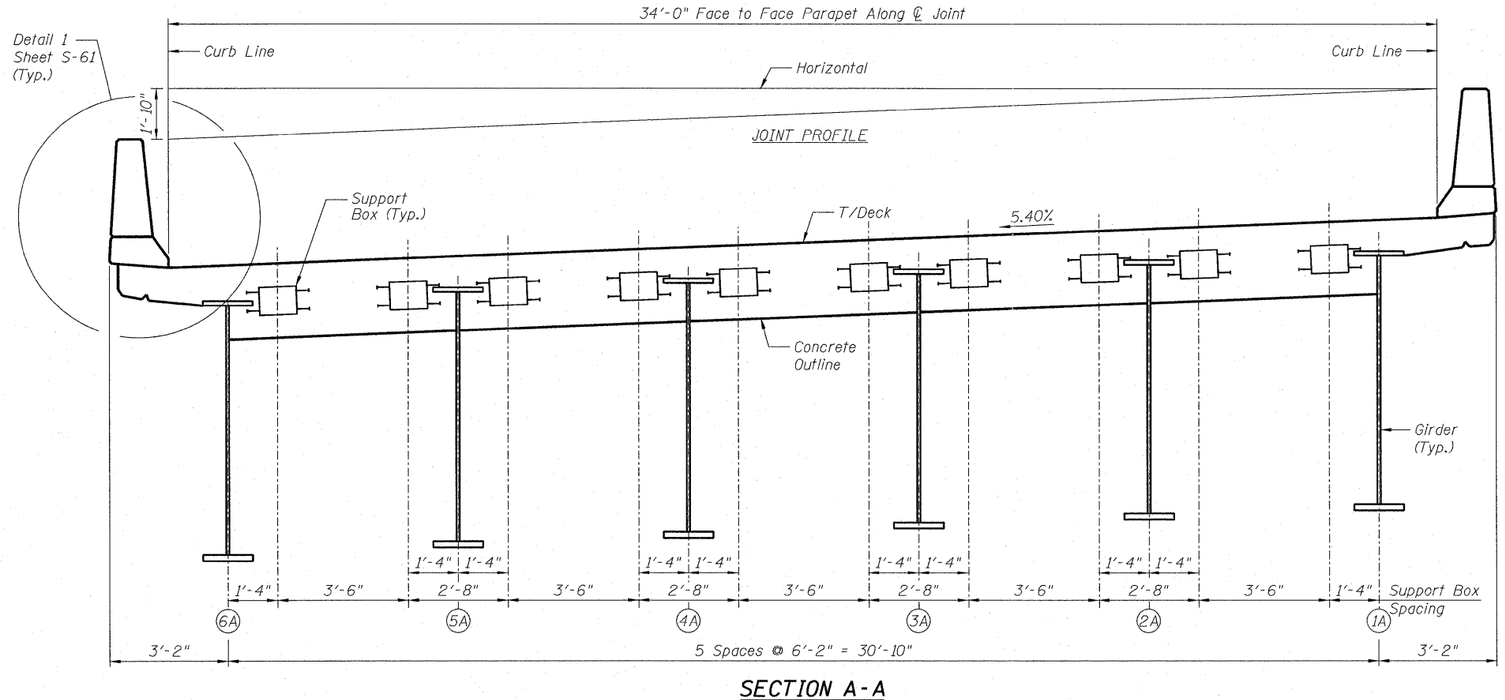
MODULAR EXPANSION JOINT – EAST ABUTMENT S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-55 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	170
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

Note:
All Concrete Anchor Studs required are not shown on plans for clarity.



SECTION A-A
(Looking Upstation)

GENERAL NOTES

1. Modular expansion joint shall be designed according to Section 14 of the 2010 AASHTO specifications for HL-93 truck loading with impact and the Special Provision.
2. The joint shall be a shop-fabricated modular assembly with multiple support bars, edge and separation beams, and transverse neoprene seals providing a continuous seal across the deck.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provision for a modular joint system and as approved the the Engineer.
4. Joint shall be fabricated to conform to the roadway profile and cross-slopes.
5. All exposed structural steel elements such as separation beams, edge beams, support bars, sliding plate assemblies and cover plates shall be fabricated with AASHTO M270 Grade 50 ksi steel.
6. Modular expansion joints shall be shipped in one piece unless noted.
7. Concrete anchor studs attached to the modular expansion joint shall conform to the requirements of Article 1006.32 of the Standard Specifications. The cost of the Concrete Anchor Studs shall be included with Modular Expansion Joint-Swivel, 9".
8. No aluminum components shall be allowed.
9. All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds)
10. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
11. The swivel modular expansion joint shall be either the Maurer Swivel System by the D.S. Brown Company or the WABO X-CEL system by the Watson Bowman Acme Corporation. The joint shall provide the movement as shown in Table A.
12. For Sections F-F and G-G, see sheet S-61.
13. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
Pier 3	6.82	9

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint-Swivel, 9"	Foot	34

D8TRI-0820323-0820325-76C75-S56-MEJPier3-025.dgn

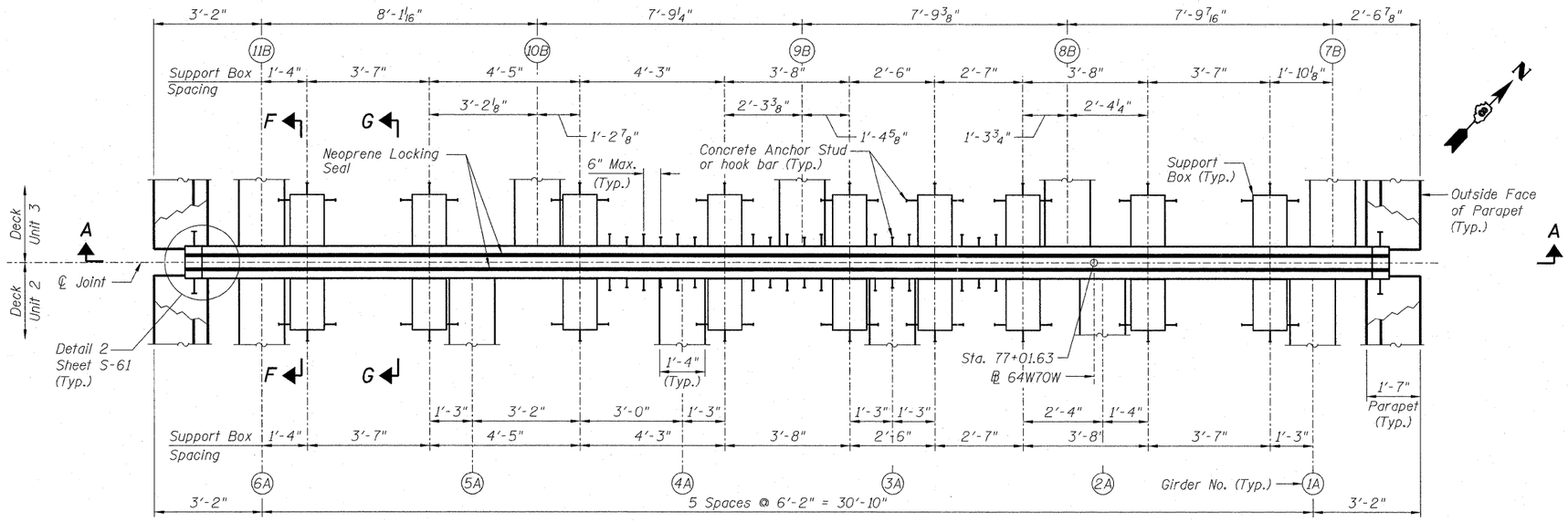
AECOM | ZROKA engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

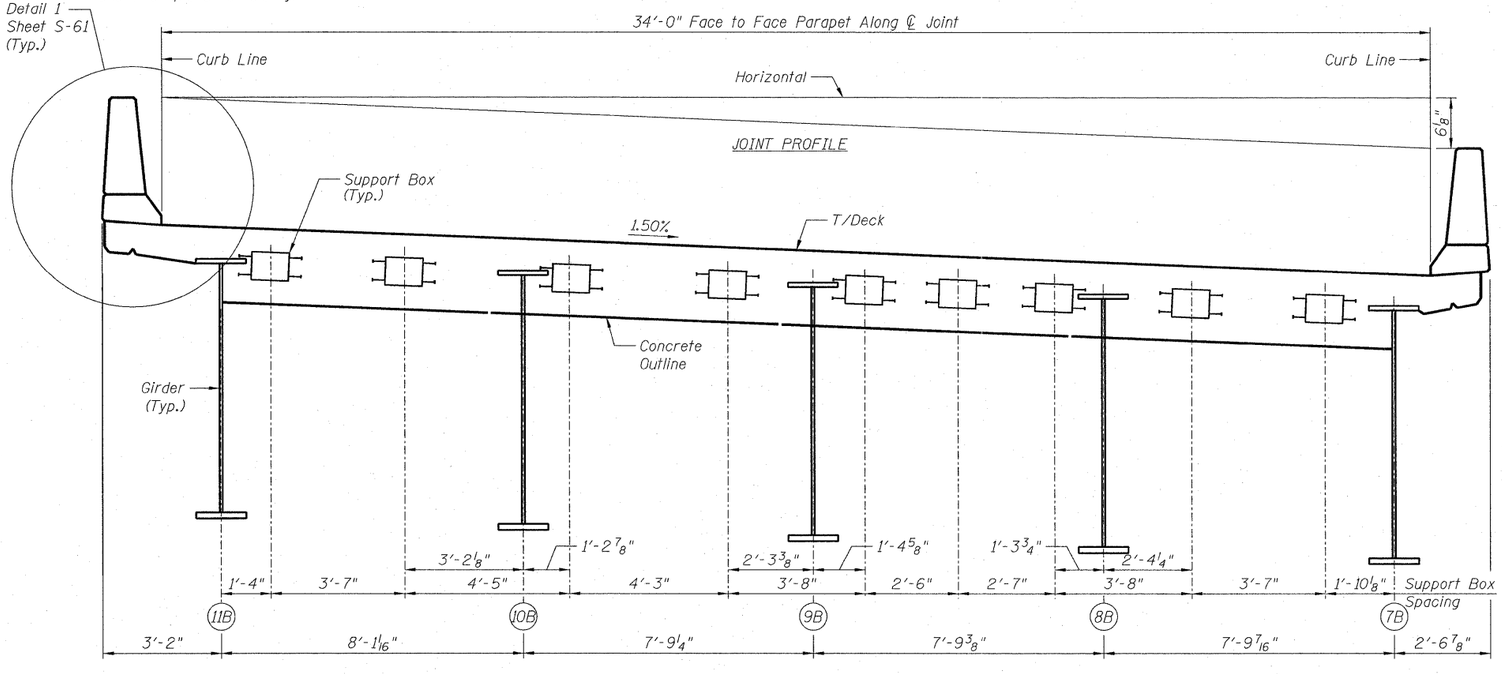
MODULAR EXPANSION JOINT – PIER 3 S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-56 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	171
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

Note:
All Concrete Anchor Studs required are not shown on plans for clarity.



SECTION A-A
(Looking Upstation)

GENERAL NOTES

1. Modular expansion joint shall be designed according to Section 14 of the 2010 AASHTO specifications for HL-93 truck loading with impact and the Special Provision.
2. The joint shall be a shop-fabricated modular assembly with multiple support bars, edge and separation beams, amd transverse neoprene seals providing a continuous seal across the deck.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provision for a modular joint system and as approved the the Engineer.
4. Joint shall be fabricated to conform to the roadway profile and cross-slopes.
5. All exposed structural steel elements such as separation beams, edge beams, support bars, sliding plate assemblies and cover plates shall be fabricated with AASHTO M270 Grade 50 ksi steel.
6. Modular expansion joints shall be shipped in one piece unless noted.
7. Concrete anchor studs attached to the modular expansion joint shall conform to the requirements of Article 1006.32 of the Standard Specifications. The cost of the Concrete Anchor Studs shall be included with Modular Expansion Joint-Swivel, 9".
8. No aluminum components shall be allowed.
9. All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds)
10. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
11. The swivel modular expansion joint shall be either the Maurer Swivel System by the D.S. Brown Company or the WABO X-CEL system by the Watson Bowman Acme Corporation. The joint shall provide the movement as shown in Table A.
12. For Sections F-F and G-G, see sheet S-61.
13. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
Pier 7	8.10	9

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint-Swivel, 9"	Foot	34

D8TRI: 0820323-0820325-76C75-SS7-MEJP.er7-025.dgn

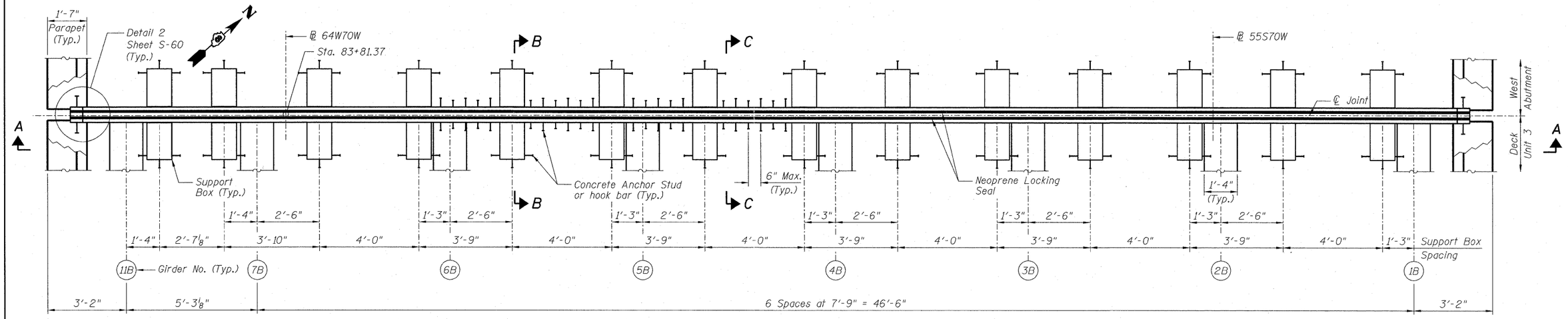
AECOM | ZROKA Engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

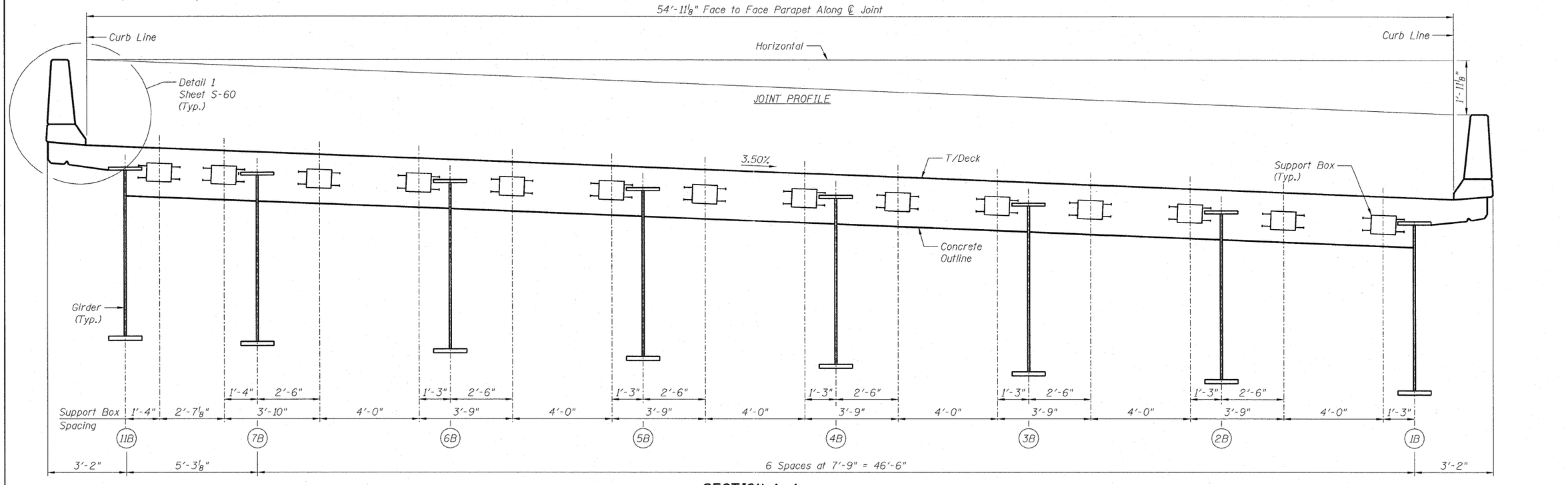
MODULAR EXPANSION JOINT – PIER 7 S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-57 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	172
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Note:
All Concrete Anchor Studs required are not shown on plans for clarity.

PLAN



SECTION A-A
(Looking Upstation)

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
W. Abut.	4.72	6

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint-Swivel, 6"	Foot	55

GENERAL NOTES

For General Notes, see Sheet S-55.

For Sections B-B and C-C, see Sheet S-60.

D8TRI-0820323-0820325-76C75-SSB-MEJWAbut-025.dgn

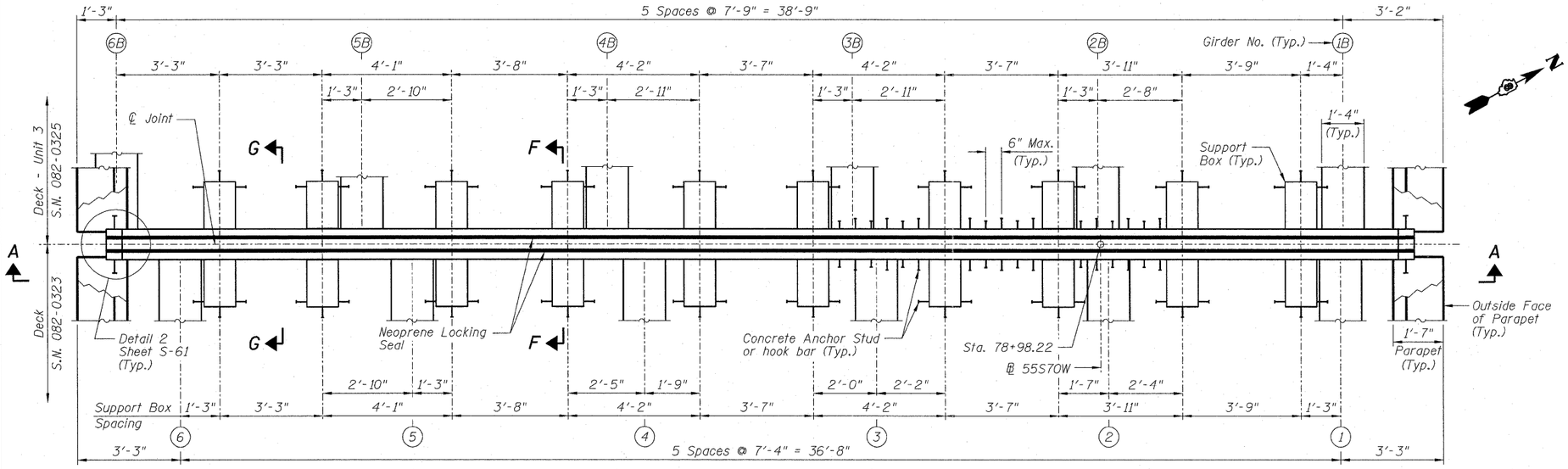
AECOM | ZROKA engineering

USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

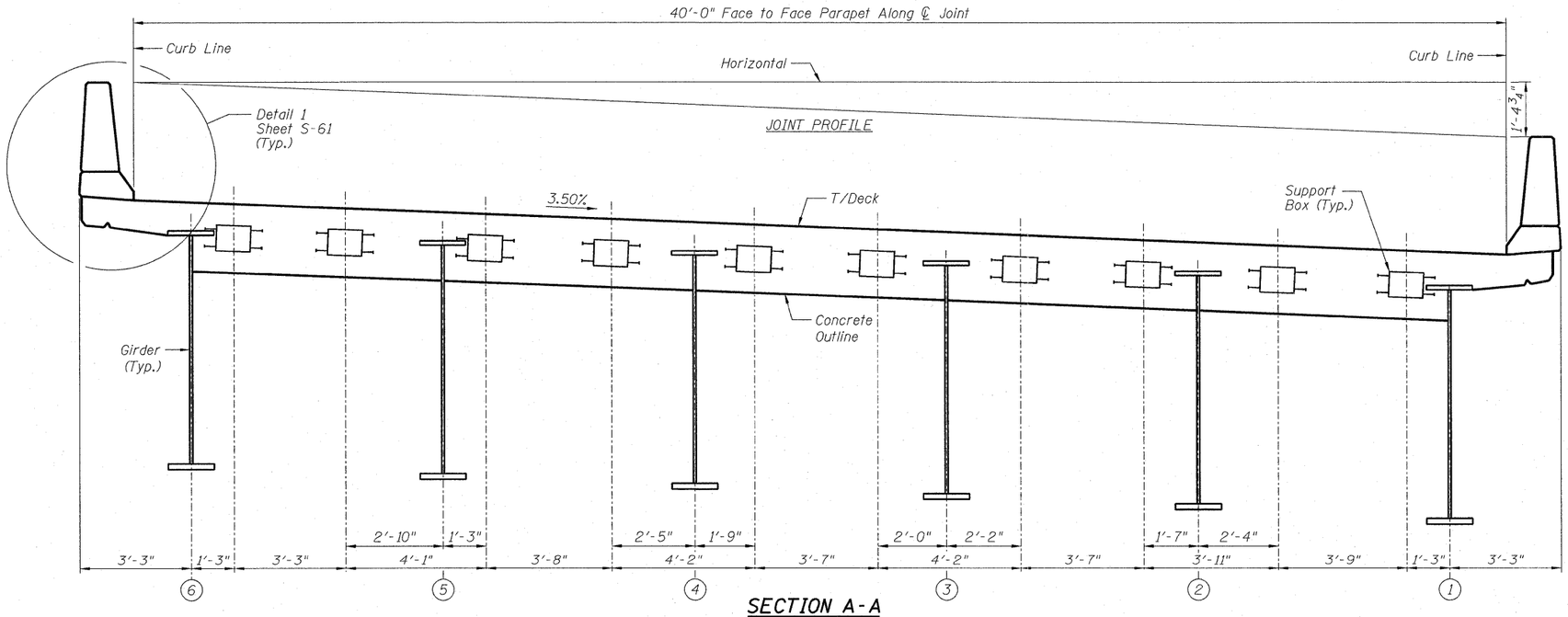
MODULAR EXPANSION JOINT – WEST ABUTMENT S.N. 082-0325
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-58 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	173
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

Note:
All Concrete Anchor Studs required are not shown on plans for clarity.



SECTION A-A
(Looking Upstation)

GENERAL NOTES

1. Modular expansion joint shall be designed according to Section 14 of the 2010 AASHTO specifications for HL-93 truck loading with impact and the Special Provision.
2. The joint shall be a shop-fabricated modular assembly with multiple support bars, edge and separation beams, and transverse neoprene seals providing a continuous seal across the deck.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as specified in the special provision for a modular joint system and as approved the the Engineer.
4. Joint shall be fabricated to conform to the roadway profile and cross-slopes.
5. All exposed structural steel elements such as separation beams, edge beams, support bars, sliding plate assemblies and cover plates shall be fabricated with AASHTO M270 Grade 50 ksi steel.
6. Modular expansion joints shall be shipped in one piece unless noted.
7. Concrete anchor studs attached to the modular expansion joint shall conform to the requirements of Article 1006.32 of the Standard Specifications. The cost of the Concrete Anchor Studs shall be included with Modular Expansion Joint-Swivel, 9".
8. No aluminum components shall be allowed.
9. All splices of center beams and edge beams located in the roadway shall be full penetration welds. (Upturn splices may be partial penetration welds)
10. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
11. The swivel modular expansion joint shall be either the Maurer Swivel System by the D.S. Brown Company or the WABO X-CEL system by the Watson Bowman Acme Corporation. The joint shall provide the movement as shown in Table A.
12. For Sections F-F and G-G, see sheet S-61.
13. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
Pier 3	8.18	9

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint-Swivel, 9"	Foot	40

D81RI-0820323-0820325-76C75-SS91-MEJPier3-0323.dgn

AECOM | ZROKA Engineering

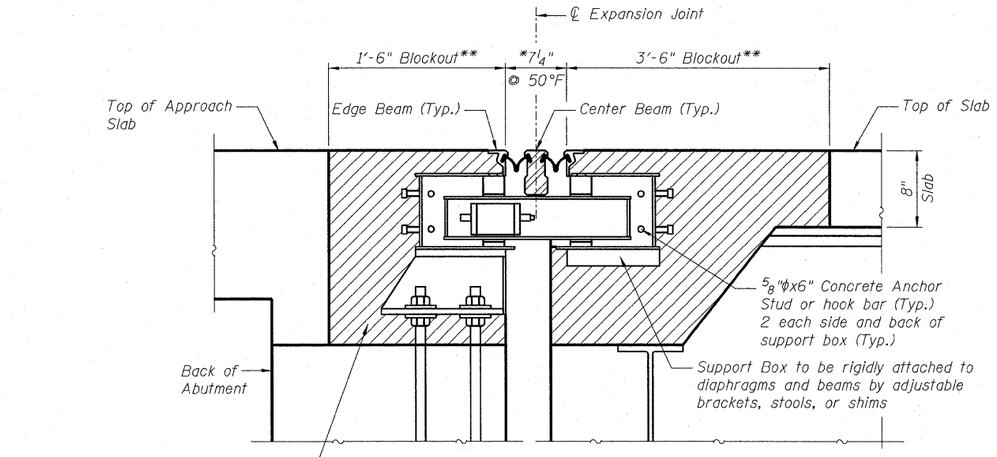
USER NAME = kritzm	DESIGNED - JLA	REVISED -
	DRAWN - DAZ	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

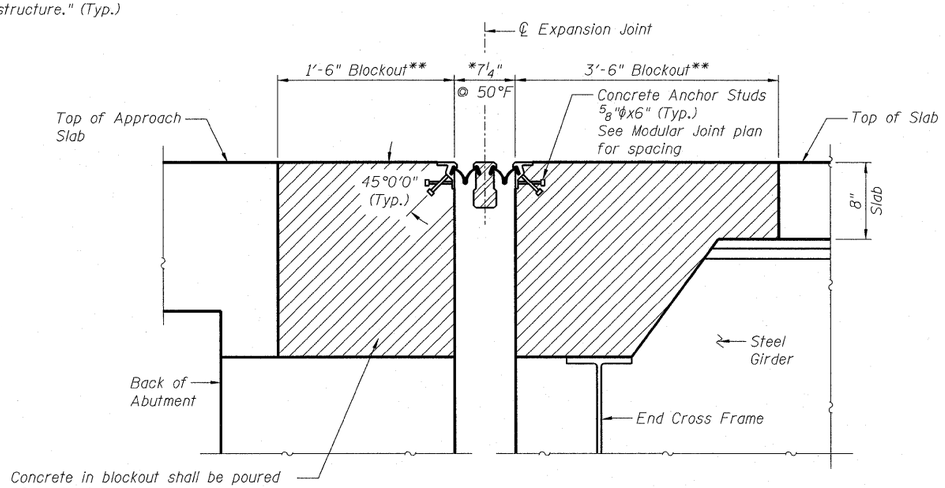
MODULAR EXPANSION JOINT – PIER 3 S.N. 082-0323
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-59 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	174
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



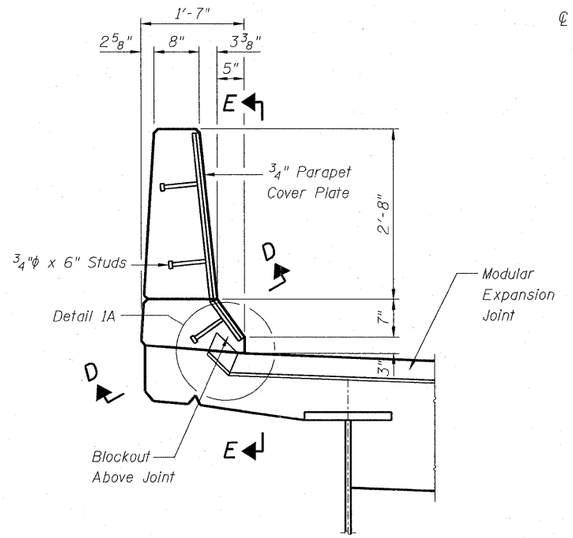
SECTION B-B



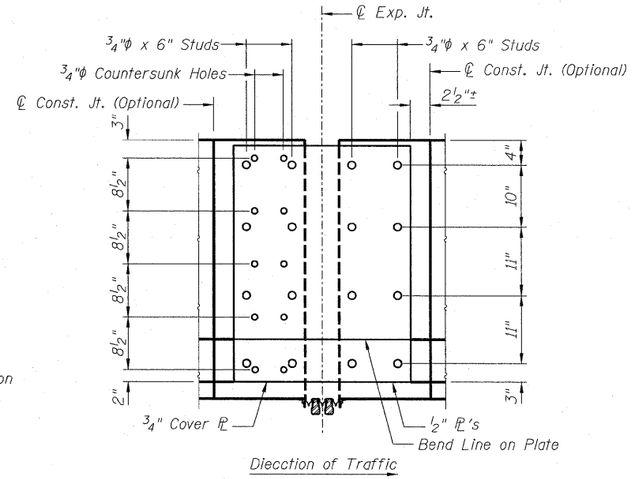
SECTION C-C

*Number of beams and seals determined by manufacturer

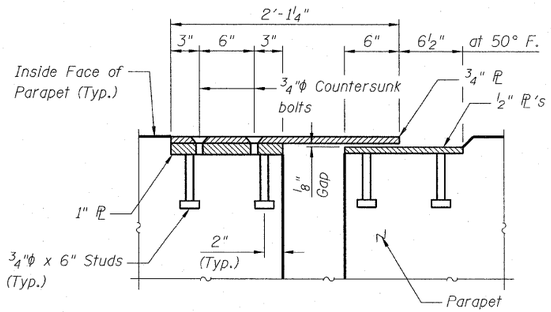
** Blockout dimensions to be verified by Contractor with Joint Manufacturer.



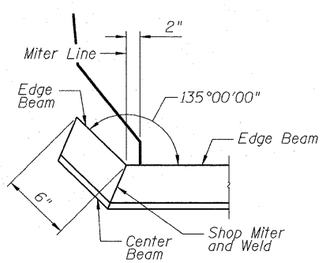
DETAIL 1



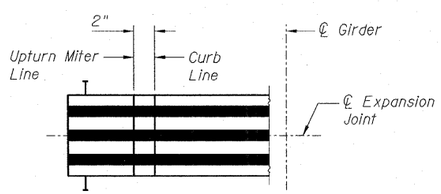
SECTION E-E



SECTION D-D



DETAIL 1A

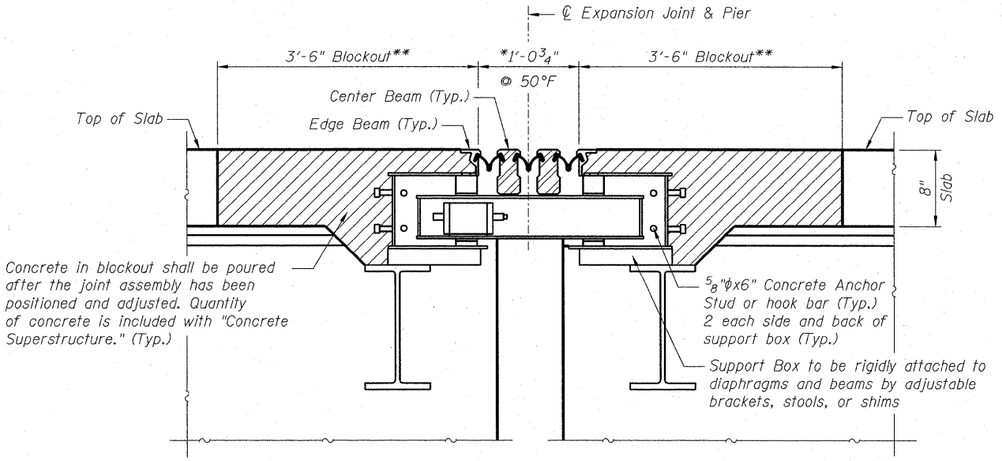


DETAIL 2

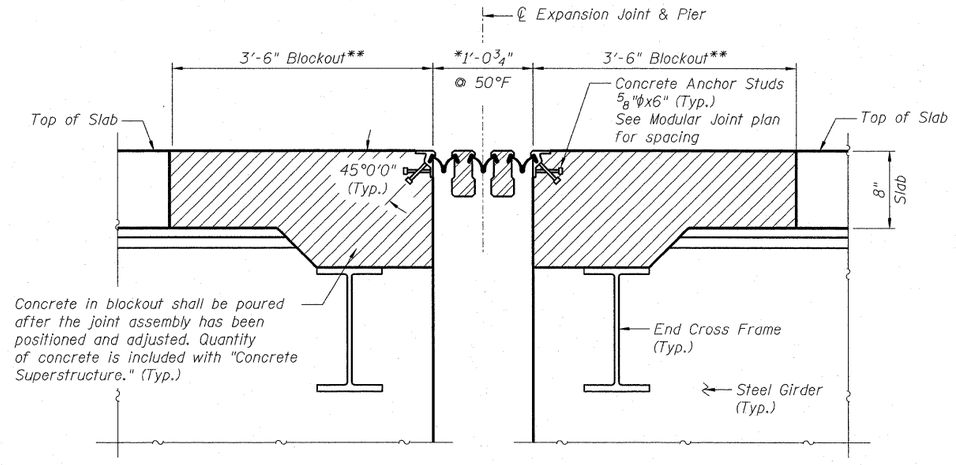
AECOM / ZROKA engineering	USER NAME = kristzm	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MODULAR EXPANSION JOINT DETAILS I
		DRAWN - DAZ	REVISED -		I-70W OVER I-55, CSX & KCS RAILROADS
	PLOT SCALE = 2.0000 ' / in.	CHECKED - SAW	REVISED -		SCALE: NONE | SHEET NO. S-60 OF S-138 SHEETS | STA. TO STA.
	PLOT DATE = @DATE@	DATE - 3-18-11	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	175
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS | FED. AID PROJECT			

D8TRT-0820323-0820325-76C75-S60-MEJAbutDetails.dgn



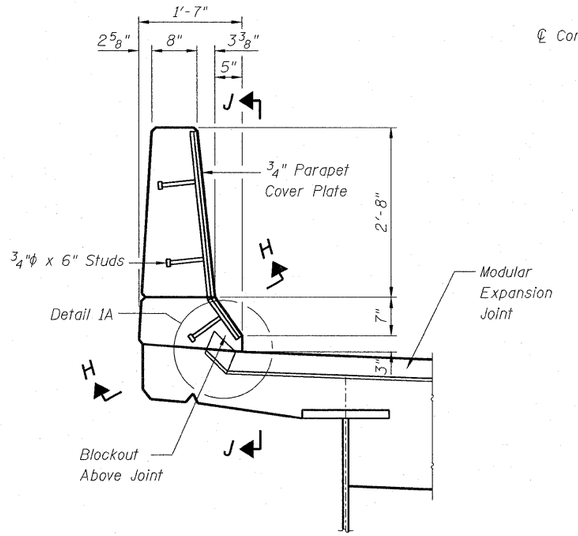
SECTION F-F



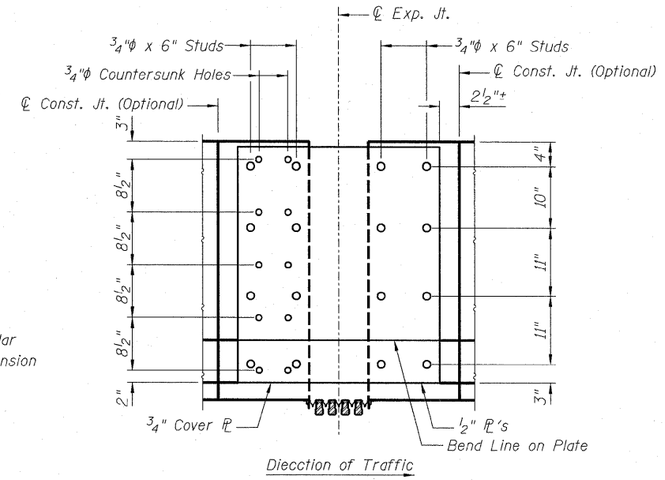
SECTION G-G

*Number of beams and seals determined by manufacturer

** Blockout dimensions to be verified by Contractor with Joint Manufacturer.



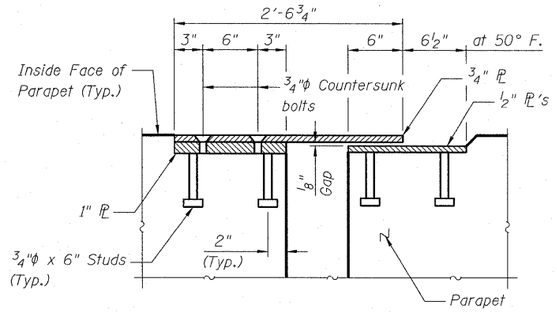
DETAIL 1



SECTION J-J

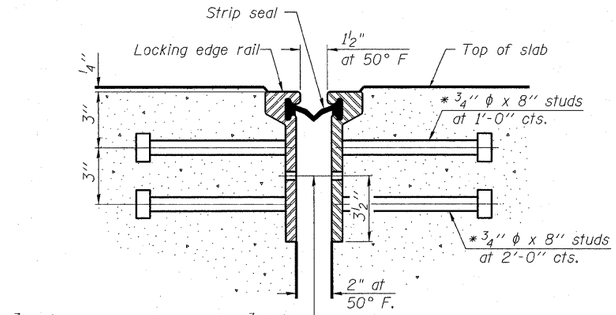
DETAIL 1A

DETAIL 2



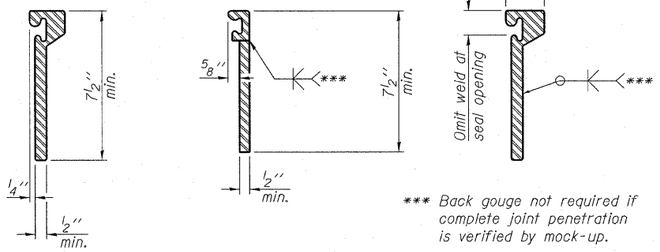
SECTION H-H

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



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



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

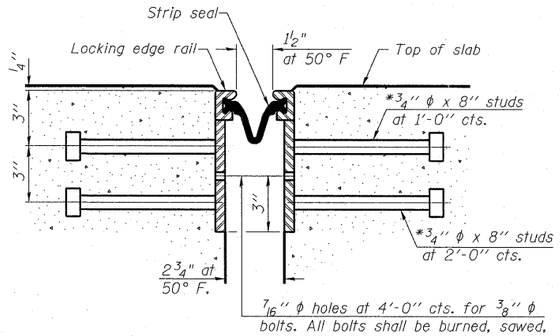
ROLLED EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE RAIL SPLICE

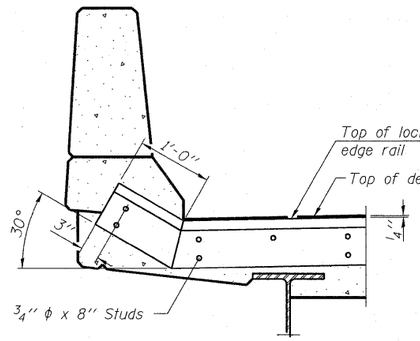
The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.



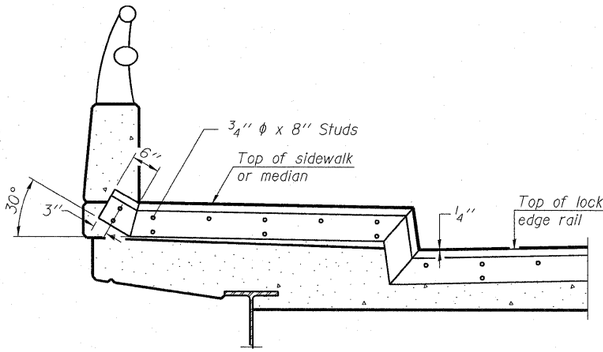
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT



AT PARAPET

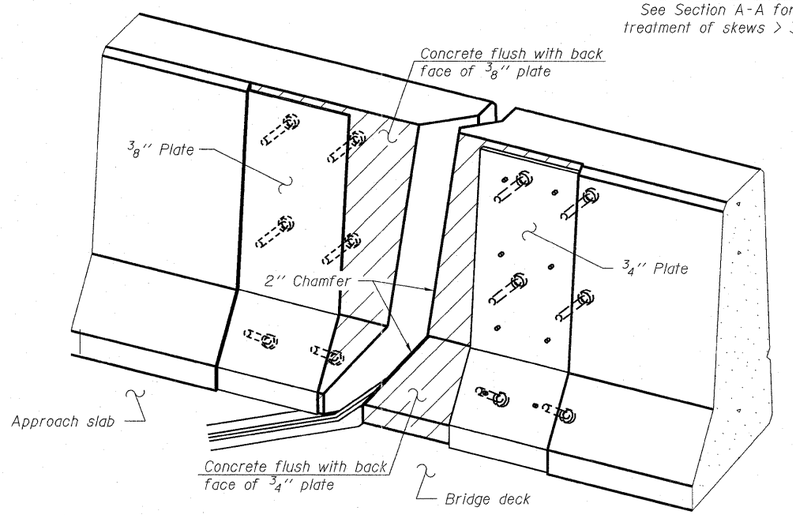
See Section A-A for end treatment of skews > 30°.



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.

TYPICAL END TREATMENTS



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.

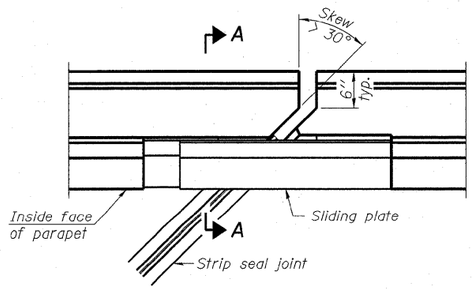
The manufacturer's recommended installation methods shall be followed.

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.

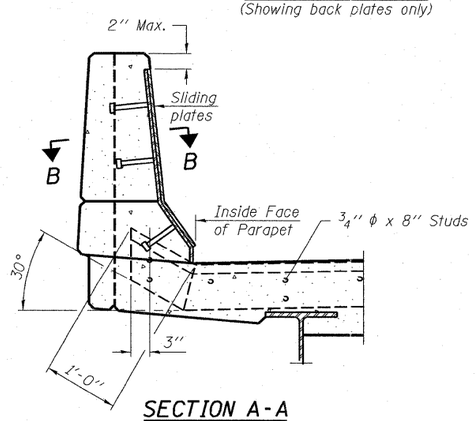
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

LOCKING EDGE RAILS

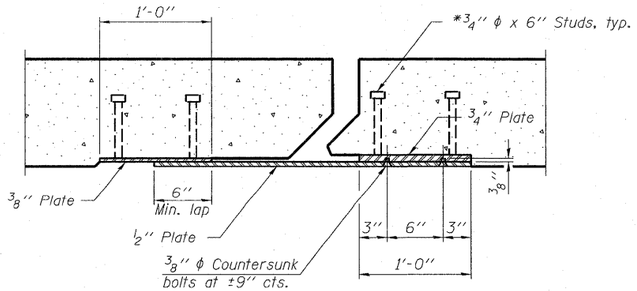


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

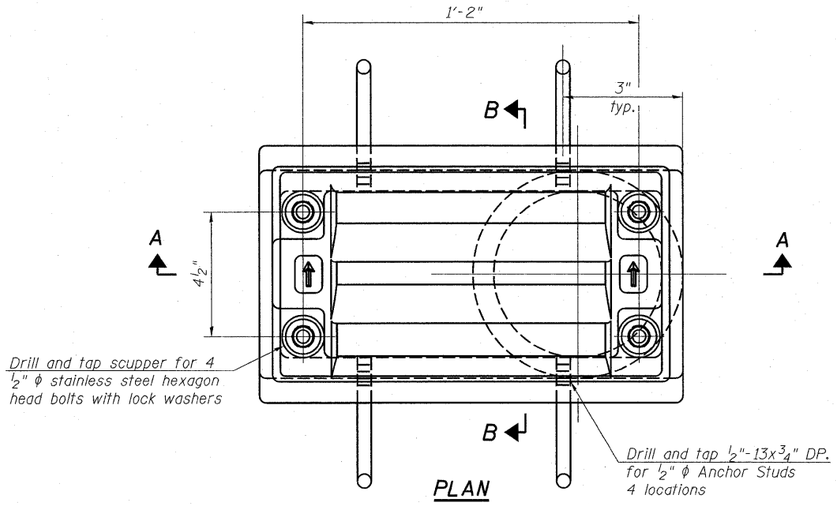
Item	Unit	Total
Preformed Joint Strip Seal	Foot	42

EJ-SSJ 11-1-09

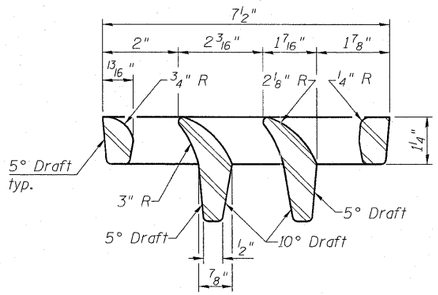
D8TR1-0820323-0820325-76C75-SE2-PJJS.dgn

AECOM / ZROKA Engineering	USER NAME = kritzm	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT – EAST ABUTMENT S.N. 082-0323 I-70W OVER I-55, CSX & KCS RAILROADS
	PLOT SCALE = 2.0000 ' / in.	DRAWN - DAZ	REVISED -		SCALE: NONE SHEET NO. S-62 OF S-138 SHEETS STA. TO STA.
	PLOT DATE = $DATE$	CHECKED - SAW	REVISED -		
		DATE - 3-18-11	REVISED -		

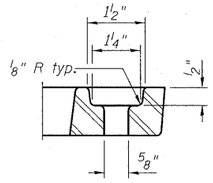
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	177
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

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.

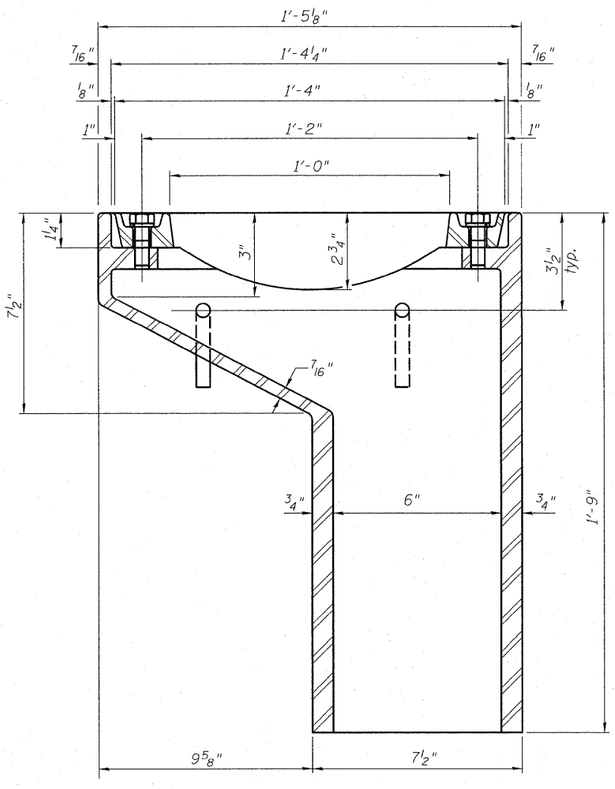
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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.

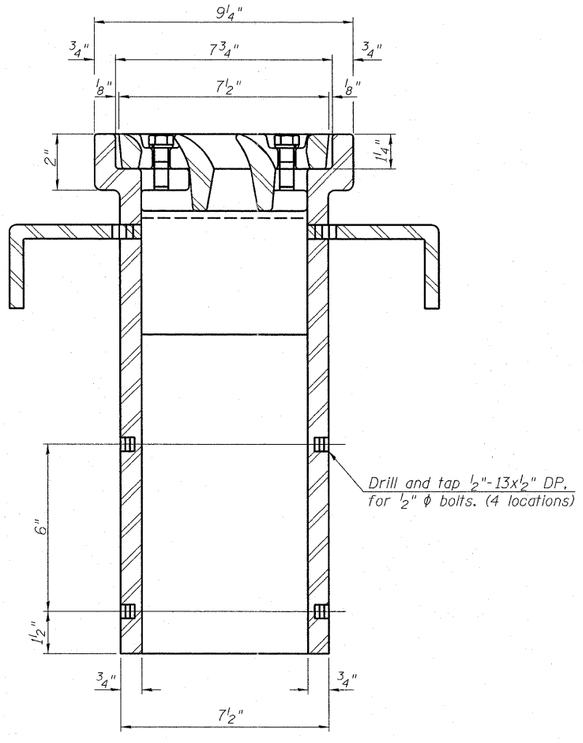
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

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.

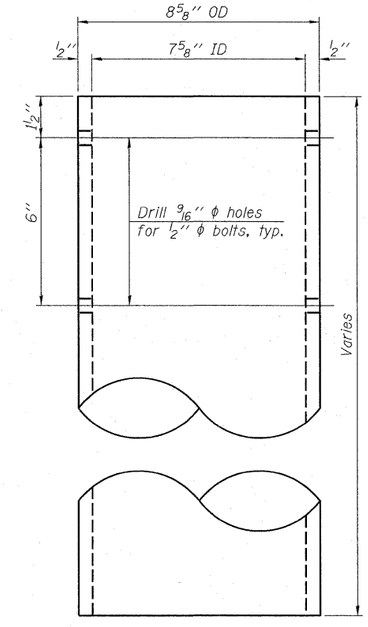


SECTION A-A

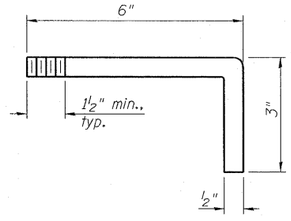
See sheets 15 & 16 of 33 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	15

DS-11 11-1-09

USER NAME = kristzm	DESIGNED - JLA	REVISED -	
	DRAWN - DAZ	REVISED -	
PLOT SCALE = 2.0000 '/ in.	CHECKED - SAW	REVISED -	
PLOT DATE = $DATE$	DATE - 3-18-11	REVISED -	

AECOM ZROKA engineering

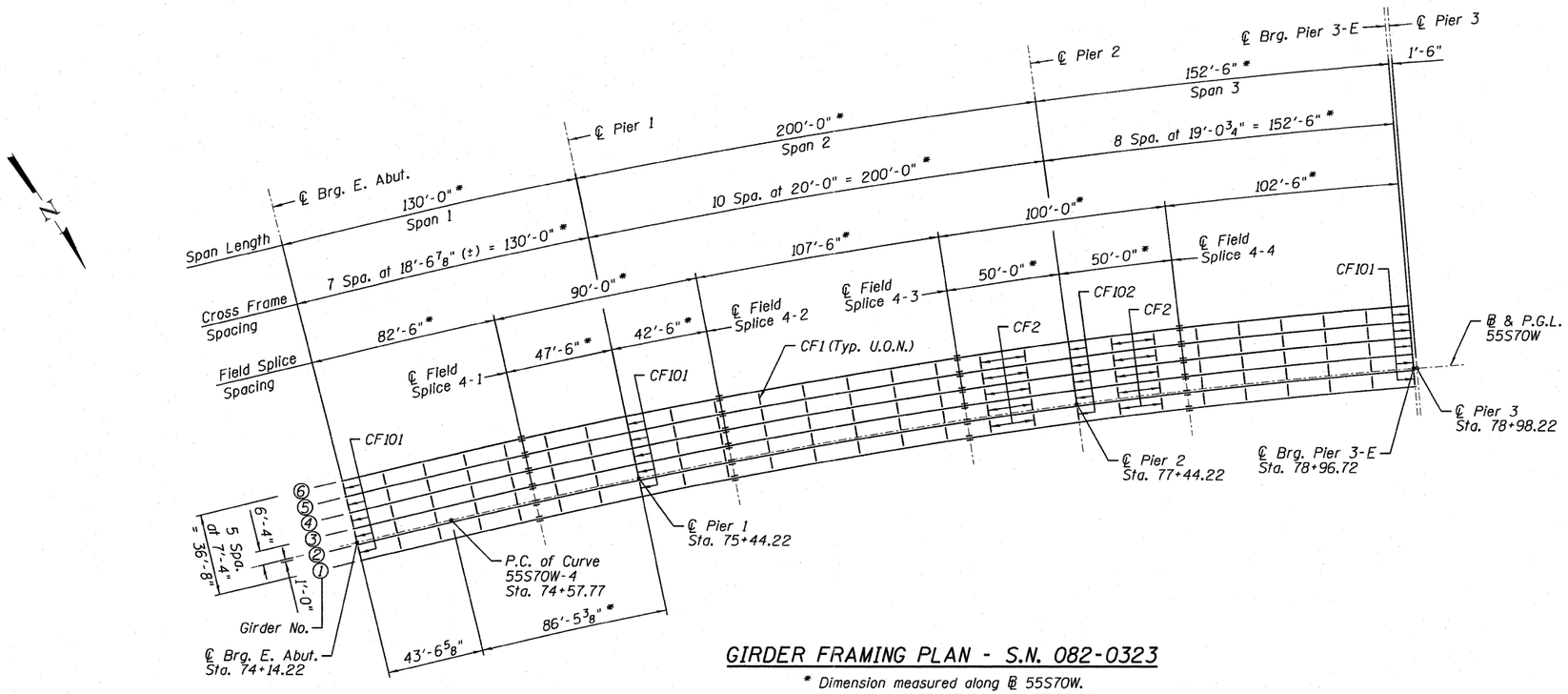
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-63 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	178
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D81TRI-0820323-0820325-76C75-SG3-Scupper-DS11.dgn



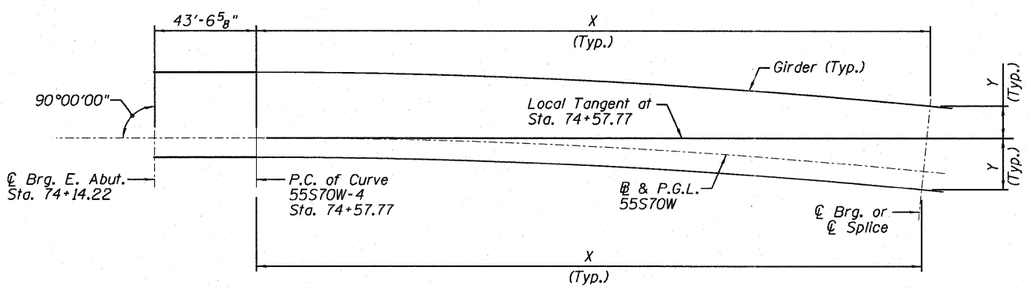
GIRDER FRAMING PLAN - S.N. 082-0323

* Dimension measured along ℄ 55S70W.

GIRDER COORDINATES - S.N. 082-0323

All dimensions in feet.

Girder	Splice 4-1		Pier 1		Splice 4-2		Splice 4-3		Pier 2		Splice 4-4		Brg. Pier 3-E	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	38.835	-8.599	86.184	-9.640	128.529	-11.239	235.489	-18.101	285.133	-22.665	334.689	-28.098	435.937	-41.947
2	38.935	-1.266	86.406	-2.310	128.861	-3.914	236.096	-10.793	285.868	-15.368	335.552	-20.816	437.065	-34.701
3	39.035	6.067	86.629	5.020	129.192	3.412	236.704	-3.484	286.604	-8.072	336.416	-13.533	438.193	-27.455
4	39.135	13.399	86.851	12.350	129.524	10.738	237.311	3.824	287.339	-0.775	337.279	-6.251	439.321	-20.209
5	39.236	20.732	87.073	19.680	129.855	18.064	237.918	11.132	288.074	6.521	338.142	1.032	440.449	-12.963
6	39.336	28.065	87.295	27.010	130.187	25.390	238.526	18.440	288.810	13.817	339.005	8.314	441.577	-5.717



CURVED GIRDER LAYOUT - S.N. 082-0323

X measured along Local Tangent.

Notes:

1. See Sheet S-69 for girder elevation.
2. See Sheet S-75 for camber & top of web elevations.
3. See Sheet S-78 for moment tables & Sheet S-80 for reaction tables.
4. See Sheet S-81 for girder bolted field splice details.
5. See Sheet S-82 for girder cross frame details and erection notes.
6. Girder spacings and cross frame orientations are radial to the ℄ 55S70W, except at ℄ Brg. for E. Abut. & Pier 3-E supports where these are parallel to the respective centerline of supports.

P:\PG0046691\900_CAD\901_Drawings\76C02_Master_Consolidated\Structural\082-0323\Sheet\S064_082-0323_76C75_FramingPlan.dgn

AECOM

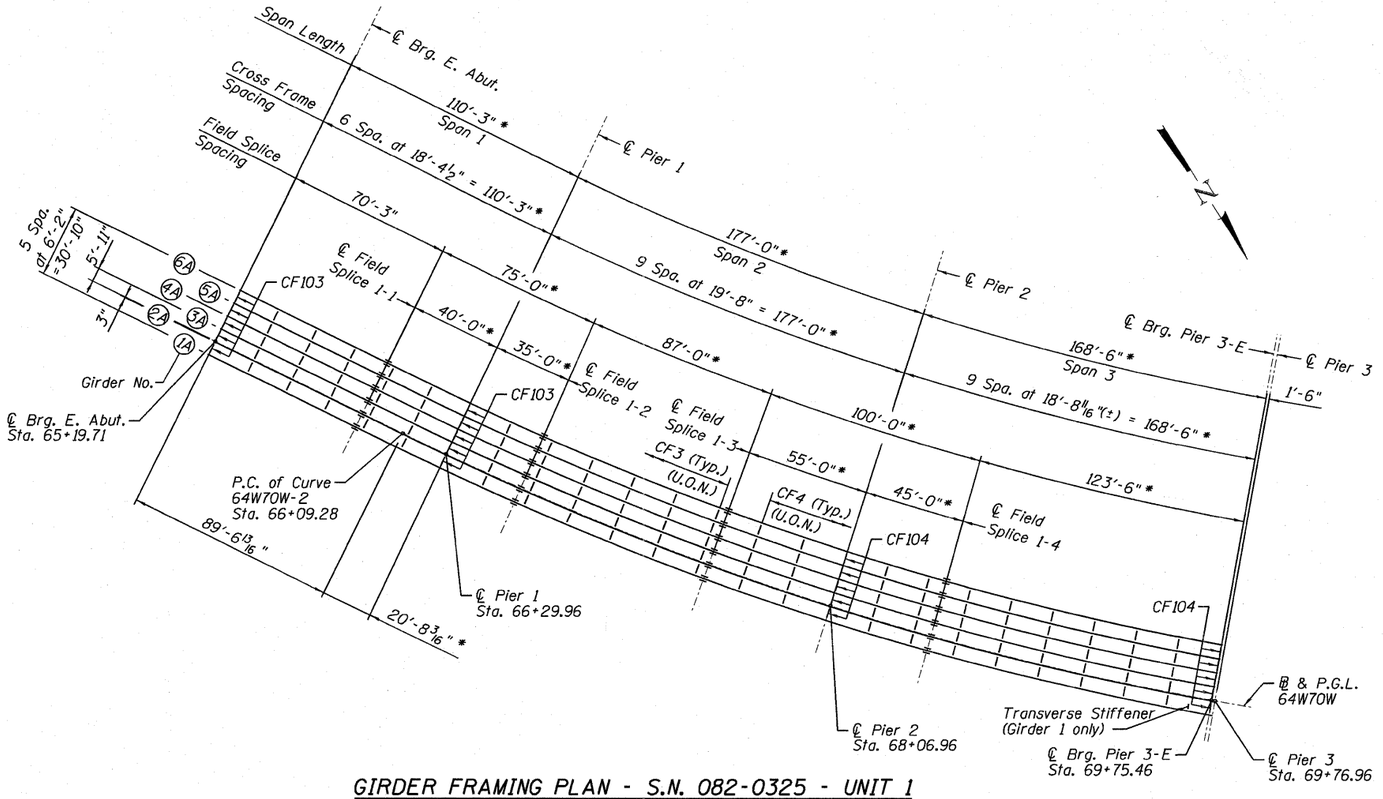
USER NAME = BhattA	DESIGNED - CLS	REVISED -
	DRAWN - DD	REVISED -
PLOT SCALE = 0:2 '1' / in.	CHECKED - CHY	REVISED -
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER FRAMING PLAN – S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS

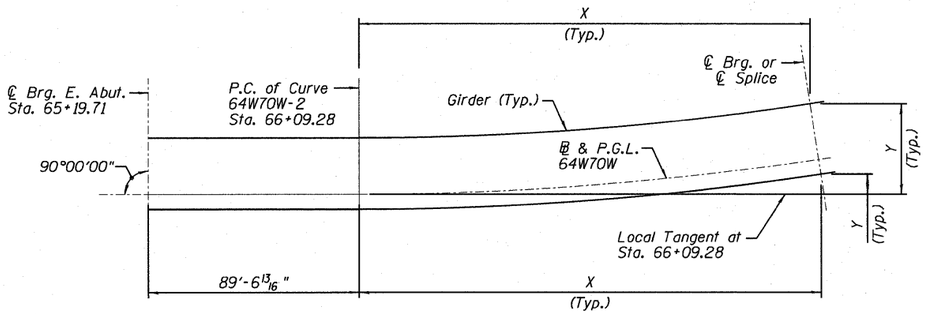
SCALE: NONE | SHEET NO. S-64 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	179
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER FRAMING PLAN - S.N. 082-0325 - UNIT 1

* Dimension measured along ℄ 64W70W.



CURVED GIRDER LAYOUT - S.N. 082-0325 - UNIT 1

X measured along Local Tangent.

GIRDER COORDINATES - S.N. 082-0325 - UNIT 1

All dimensions in feet.

Girder	Pier 1		Splice 1-2		Splice 1-3		Pier 2		Splice 1-4		Brg. Pier 3-E	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1A	20.781	-6.252	55.937	-5.224	143.096	1.408	197.894	8.589	242.471	16.176	363.184	44.836
2A	20.683	-0.086	55.674	0.937	142.424	7.538	196.964	14.685	241.332	22.237	361.470	50.760
3A	20.585	6.080	55.411	7.098	141.751	13.668	196.034	20.781	240.193	28.297	359.757	56.684
4A	20.488	12.246	55.148	13.259	141.079	19.797	195.104	26.877	239.053	34.358	358.044	62.608
5A	20.390	18.411	54.885	19.420	140.407	25.927	194.174	32.974	237.914	40.418	356.331	68.531
6A	20.293	24.577	54.622	25.581	139.734	32.057	193.244	39.070	236.775	46.479	354.617	74.455

Notes:

1. See Sheet S-70 for girder elevation.
2. See Sheet S-75 for camber & top of web elevations.
3. See Sheet S-78 for moment tables & Sheet S-80 for reaction tables.
4. See Sheet S-81 for girder bolted field splice details.
5. See Sheet S-82 for girder cross frame details and erection notes.
6. Girder spacings and cross frame orientations are radial to the ℄ 64W70W, except at ℄ Brg. for E. Abut. & Pier 3-E supports where these are parallel to the respective centerline of supports.

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AECOM

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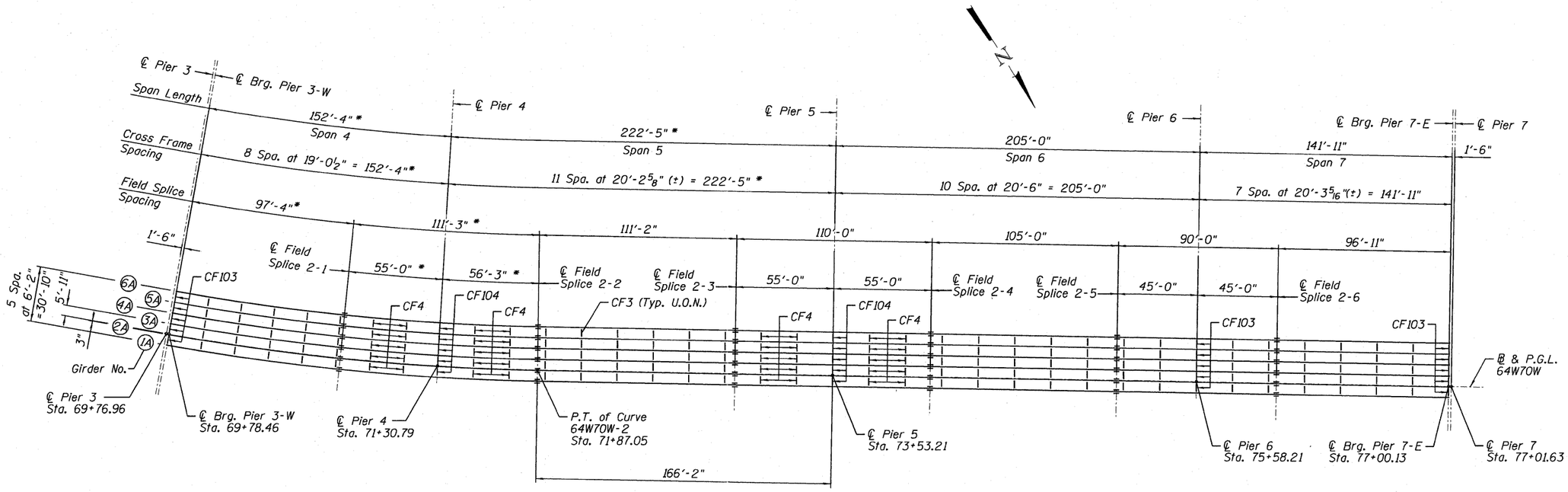
	DRAWN - DD	REVISED -
PLOT SCALE = 0.2 '1' / in.	CHECKED - CHY	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER FRAMING PLAN – S.N. 082–0325 – UNIT 1
I–70W OVER I–55, CSX & KCS RAILROADS

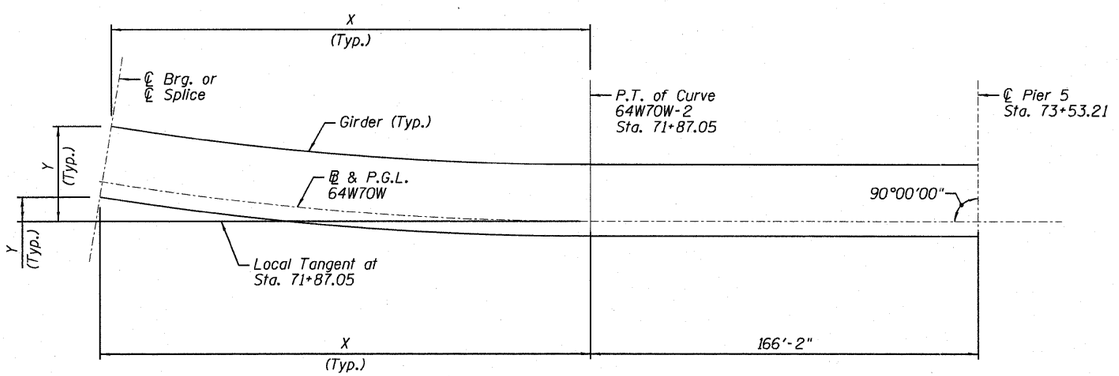
SCALE: NONE | SHEET NO. S-65 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	180
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER FRAMING PLAN - S.N. 082-0325 - UNIT 2

* Dimension measured along ℄ 64W70W.



CURVED GIRDER LAYOUT - S.N. 082-0325 - UNIT 2

X measured along Local Tangent.

GIRDER COORDINATES - S.N. 082-0325 - UNIT 2

All dimensions in feet.

Girder	Brg. Pier 3-W		Splice 2-1		Pier 4	
	X	Y	X	Y	X	Y
1A	-208.725	10.287	-111.661	-1.658	-56.509	-5.200
2A	-207.738	16.374	-111.137	4.486	-56.243	0.961
3A	-206.750	22.461	-110.612	10.631	-55.978	7.122
4A	-205.762	28.549	-110.087	16.775	-55.712	13.283
5A	-204.775	34.636	-109.563	22.919	-55.447	19.444
6A	-203.787	40.723	-109.038	29.064	-55.181	25.605

Notes:
1. See Sheet S-71 for girder elevation.
2. See Sheet S-76 for camber & top of web elevations.
3. See Sheet S-78 for moment tables & Sheet S-80 for reaction tables.
4. See Sheet S-81 for girder bolted field splice details.
5. See Sheet S-82 for girder cross frame details and erection notes.
6. Girder spacings and cross frame orientations are radial to the ℄ 64W70W, except at ℄ Brg. for Pier 3-W & Pier 7-E supports where these are parallel to the respective centerline of supports.

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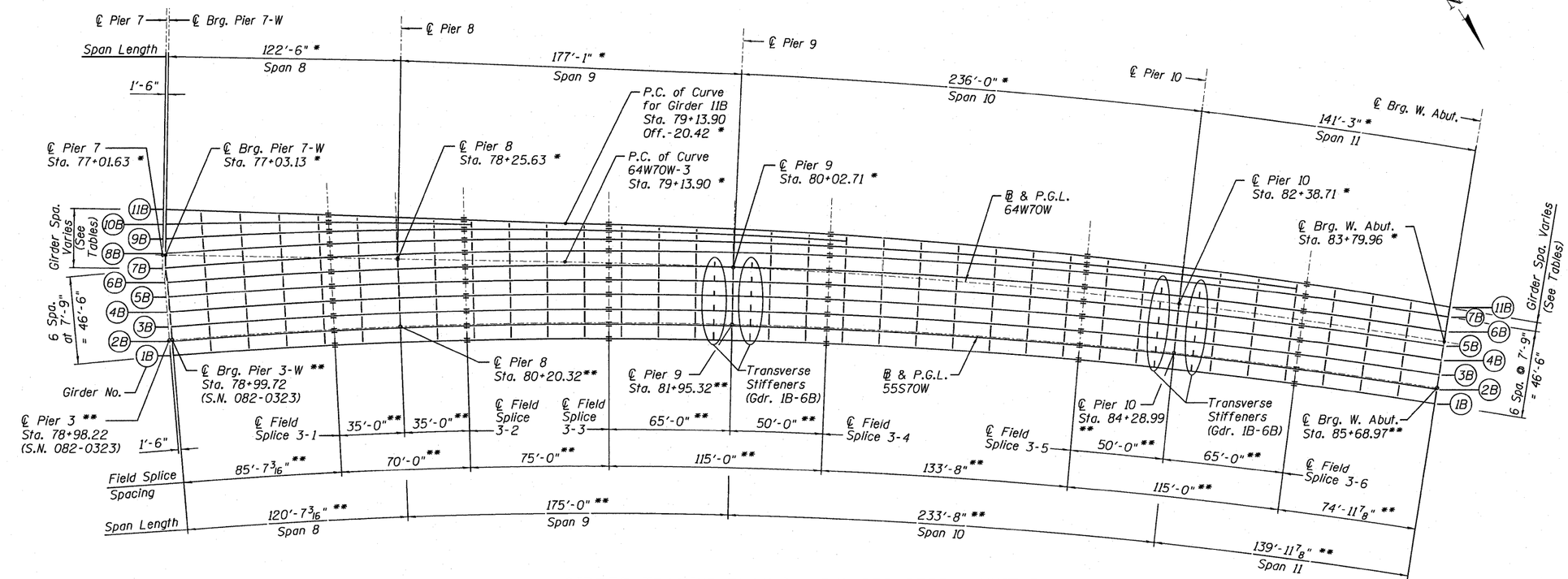
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER FRAMING PLAN – S.N. 082–0325 – UNIT 2
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-66 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	181
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER FRAMING PLAN I - S.N. 082-0325 - UNIT 3

* Dimension measured along ℄ 64W70W.
** Dimension measured along ℄ 55S70W.

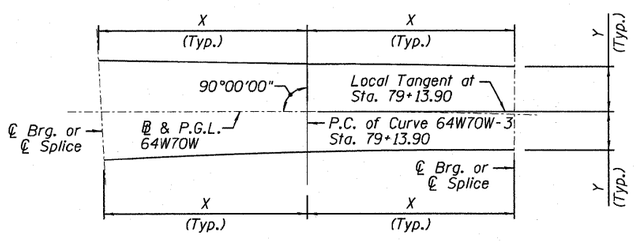
GIRDER SPACING TABLES

Girder Spa.	℄ Brg. Pier 7-W	℄ Pier 8
7B-8B	7'-9 5/16"	6'-10"
8B-9B	7'-9 1/8"	6'-1 3/4"
9B-10B	7'-8 11/16"	3'-8 3/4"
10B-11B	7'-11 5/16"	3'-0 3/16"

Girder Spa.	℄ Pier 9
7B-8B	5'-6 1/4"
8B-9B	3'-10"
9B-11B	3'-1 3/4"

Girder Spa.	℄ Pier 10
7B-8B	3'-9 3/8"
8B-11B	3'-10 7/8"

Girder Spa.	℄ Brg. W. Abut.
7B-11B	5'-3 1/4"



CURVED GIRDER LAYOUT - S.N. 082-0325 - UNIT 3

X measured along Local Tangent.

GIRDER COORDINATES - S.N. 082-0325 - UNIT 3

All dimensions in feet.

Girder	Brg. Pier 7-W X	Brg. Pier 7-W Y	Splice 3-1 X	Splice 3-1 Y	Pier 8 X	Pier 8 Y	Splice 3-2 X	Splice 3-2 Y	Splice 3-3 X	Splice 3-3 Y	Pier 9 X	Pier 9 Y	Splice 3-4 X	Splice 3-4 Y	Splice 3-5 X	Splice 3-5 Y	Pier 10 X	Pier 10 Y	Splice 3-6 X	Splice 3-6 Y	Brg. W. Abut. X	Brg. W. Abut. Y
1B	-205.766	-53.100	-120.710	-46.134	-85.878	-44.022	-51.022	-42.337	23.723	-40.168	88.529	-39.879	138.375	-40.661	271.480	-47.041	321.172	-51.029	385.654	-57.515	459.837	-66.622
2B	-206.519	-45.386	-121.227	-38.401	-86.299	-36.283	-51.348	-34.594	23.600	-32.419	88.583	-32.129	138.565	-32.913	272.032	-39.310	321.860	-43.310	386.517	-49.814	460.902	-59.145
3B	-207.271	-37.673	-121.743	-30.669	-86.721	-28.545	-51.675	-26.851	23.477	-24.670	88.637	-24.379	138.754	-25.166	272.585	-31.580	322.548	-35.590	387.380	-42.112	461.968	-51.469
4B	-208.024	-29.960	-122.260	-22.936	-87.143	-20.806	-52.002	-19.108	23.354	-16.921	88.690	-16.629	138.944	-17.418	273.137	-23.850	323.235	-27.871	388.244	-34.410	463.034	-43.792
5B	-208.776	-22.246	-122.776	-15.203	-87.564	-13.068	-52.328	-11.365	23.232	-9.172	88.744	-8.879	139.133	-9.670	273.689	-16.119	323.923	-20.151	389.107	-26.708	464.099	-36.116
6B	-209.528	-14.533	-123.293	-7.470	-87.986	-5.329	-52.655	-3.622	23.109	-1.423	88.798	-1.130	139.323	-1.923	274.242	-8.389	324.611	-12.432	389.971	-19.007	465.165	-28.440
7B	-210.774	-6.867	-123.810	0.262	-88.407	2.409	-52.982	4.122	22.986	6.326	88.852	6.620	139.512	5.825	274.794	-0.659	325.299	-4.713	390.834	-11.305	466.231	-20.763
8B	-210.774	0.908	-124.283	7.343	-88.779	9.233	-53.259	10.686	22.890	12.333	88.890	12.141	139.638	10.971	275.090	3.483	325.634	-0.945	386.160	-7.424	---	---
9B	-210.774	8.669	-124.723	13.937	-89.114	15.369	-53.498	16.363	22.816	17.023	88.916	15.975	148.261	13.751	---	---	---	---	---	---	---	---
10B	-210.774	16.392	-125.050	18.824	-89.316	19.092	-49.640	18.876	---	---	---	---	---	---	---	---	---	---	---	---	---	---
11B	-210.774	24.388	-125.314	22.776	-89.481	22.103	-53.712	21.429	22.763	20.332	88.938	19.120	139.791	17.211	275.410	7.956	325.981	2.946	391.561	-4.823	466.955	-15.542

Notes:
1. See Sheet S-68 for cross frame & header girder locations.
2. See Sheets S-72 thru S-74 for girder elevations.
3. See Sheets S-76 thru S-77 for camber & top of web elevations.
4. See Sheet S-79 for moment tables & Sheet S-80 for reaction tables.
5. See Sheet S-81 for girder bolted field splice details.
6. See Sheet S-82 for girder cross frame details and erection notes.
7. Girder spacings and cross frame orientations are radial to the ℄ 55S70W, except at ℄ Brg. for Pier 7-W & W. Abut. supports where these are parallel to the respective centerline of supports.

AECOM

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	DRAWN - DD	REVISED -	
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PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER FRAMING PLAN I – S.N. 082–0325 – UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-67 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	182
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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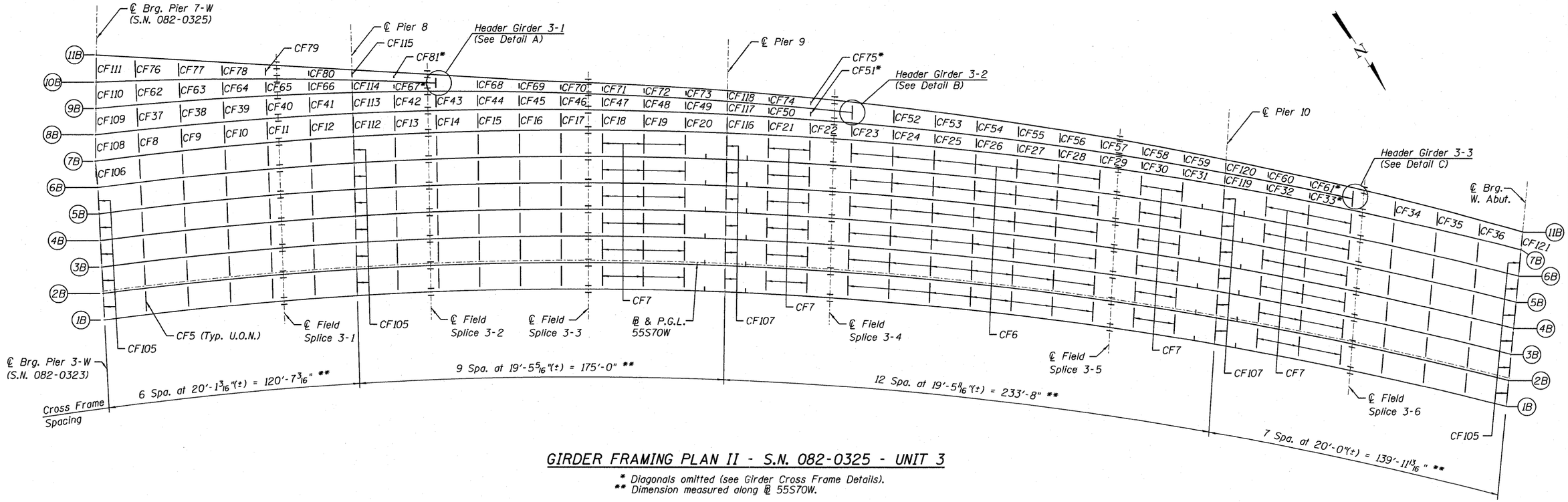
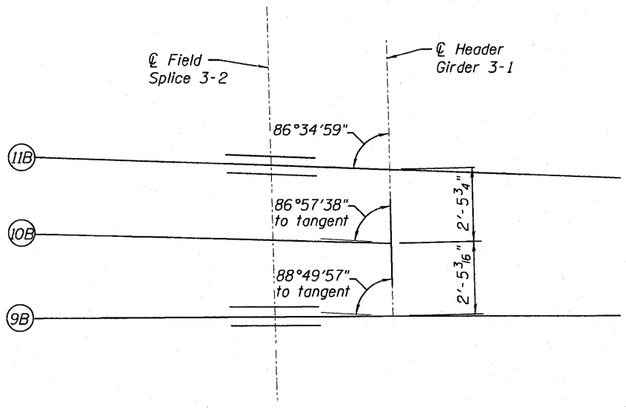


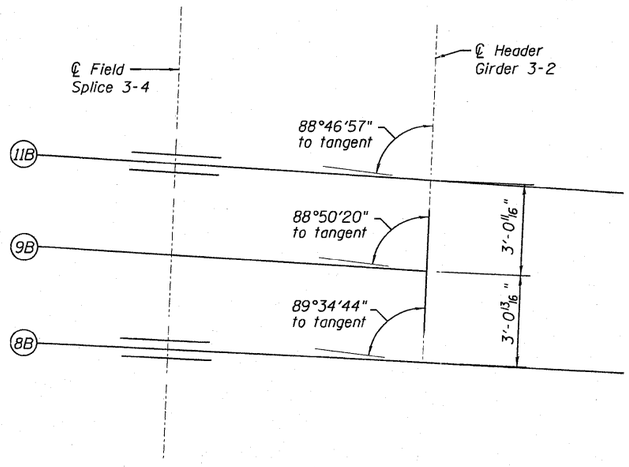
GIRDER FRAMING PLAN II - S.N. 082-0325 - UNIT 3

* Diagonals omitted (see Girder Cross Frame Details).
** Dimension measured along ℄ 55S70W.



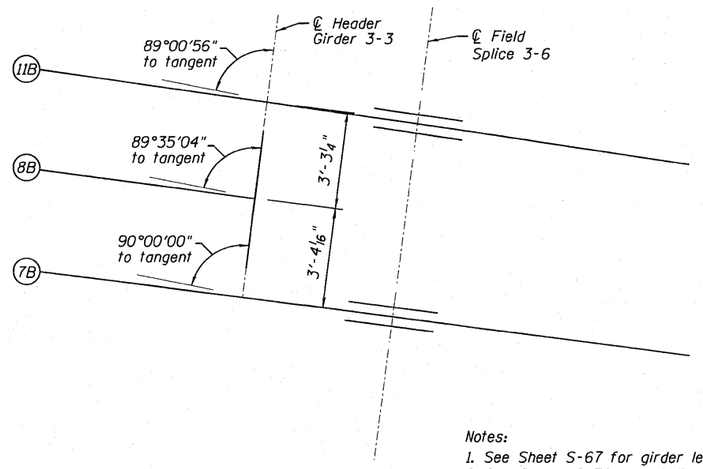
DETAIL A

Header Girder 3-1
(See Sheet S-73 for Details)



DETAIL B

Header Girder 3-2
(See Sheet S-73 for Details)



DETAIL C

Header Girder 3-3
(See Sheet S-73 for Details)

Notes:

1. See Sheet S-67 for girder lengths and coordinates.
2. See Sheets S-72 thru S-74 for girder elevations.
3. See Sheets S-76 thru S-77 for camber & top of web elevations.
4. See Sheet S-79 for moment tables & S-80 for reaction tables.
5. See Sheet S-81 for girder bolted field splice details.
6. See Sheet S-82 for girder cross frame details and erection notes.
7. AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.
8. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).
9. Girder spacings and cross frame orientations are radial to the ℄ 55S70W, except at ℄ Brg. for Pier 7-W & W. Abut. supports where these are parallel to the respective centerline of supports.

AECOM

USER NAME = BhattA	DESIGNED - CLS	REVISED -	
	DRAWN - DD	REVISED -	
PLOT SCALE = 0.2 '/ in.	CHECKED - CHY	REVISED -	
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER FRAMING PLAN II – S.N. 082–0325 – UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-68 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	183
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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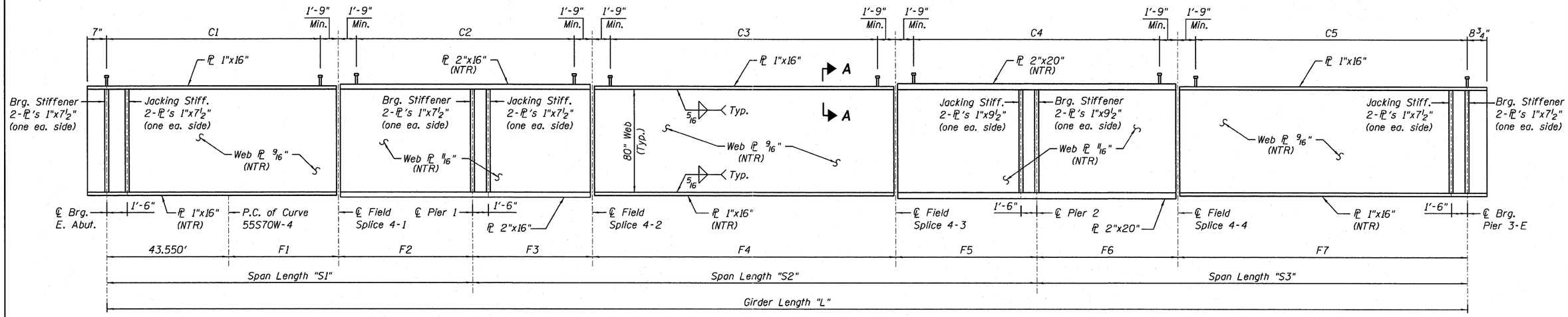


GIRDER ELEVATION - S.N. 082-0323

Connection & Splice PL's not shown for clarity.

GIRDER DIMENSIONS - S.N. 082-0323

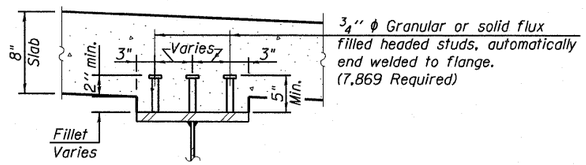
All dimensions in feet.

Girder	Radius	L*	S1	S2	S3	F1	F2	F3	F4	F5	F6	F7
1	2,843.667	481.213	129.747	199.416	152.050	38.836	47.361	42.376	107.186	49.854	49.654	102.196
2	2,851.000	482.346	129.970	199.930	152.446	38.936	47.483	42.485	107.462	49.982	49.982	102.464
3	2,858.333	483.478	130.192	200.444	152.842	39.036	47.605	42.594	107.739	50.111	50.111	102.731
4	2,865.667	484.611	130.414	200.958	153.238	39.137	47.728	42.704	108.015	50.240	50.240	102.998
5	2,873.000	485.743	130.637	201.473	153.634	39.237	47.850	42.813	108.292	50.368	50.368	103.266
6	2,880.333	486.876	130.859	201.987	154.030	39.337	47.972	42.922	108.568	50.497	50.497	103.533

*Girder Length "L" excludes girder ends beyond first & last bearings.

SHEAR CONNECTOR SCHEDULE - S.N. 082-0323

Girder	C1	C2	C3	C4	C5
1	80 Spa. at 12" = 80'-0"	69 Spa. at 15" = 86'-3"	104 Spa. at 12" = 104'-0"	77 Spa. at 15" = 96'-3"	100 Spa. at 12" = 100'-0"
2	80 Spa. at 12" = 80'-0"	69 Spa. at 15" = 86'-3"	104 Spa. at 12" = 104'-0"	77 Spa. at 15" = 96'-3"	100 Spa. at 12" = 100'-0"
3	81 Spa. at 12" = 81'-0"	69 Spa. at 15" = 86'-3"	104 Spa. at 12" = 104'-0"	77 Spa. at 15" = 96'-3"	101 Spa. at 12" = 101'-0"
4	81 Spa. at 12" = 81'-0"	69 Spa. at 15" = 86'-3"	104 Spa. at 12" = 104'-0"	77 Spa. at 15" = 96'-3"	101 Spa. at 12" = 101'-0"
5	81 Spa. at 12" = 81'-0"	69 Spa. at 15" = 86'-3"	105 Spa. at 12" = 105'-0"	78 Spa. at 15" = 97'-6"	101 Spa. at 12" = 101'-0"
6	81 Spa. at 12" = 81'-0"	70 Spa. at 15" = 87'-6"	105 Spa. at 12" = 105'-0"	78 Spa. at 15" = 97'-6"	101 Spa. at 12" = 101'-0"



SECTION A-A

Do not place studs on splice plates.

Notes:

1. *See Sheet S-64 for girder framing plan.*
2. *See Sheet S-75 for camber & top of web elevations.*
3. *See Sheet S-78 for moment tables & Sheet S-80 for reaction tables.*
4. *See Sheet S-81 for girder bolted field splice details.*
5. *See Sheet S-82 for girder cross frame details and erection notes.*
6. *AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.*
7. *Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).*

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AECOM

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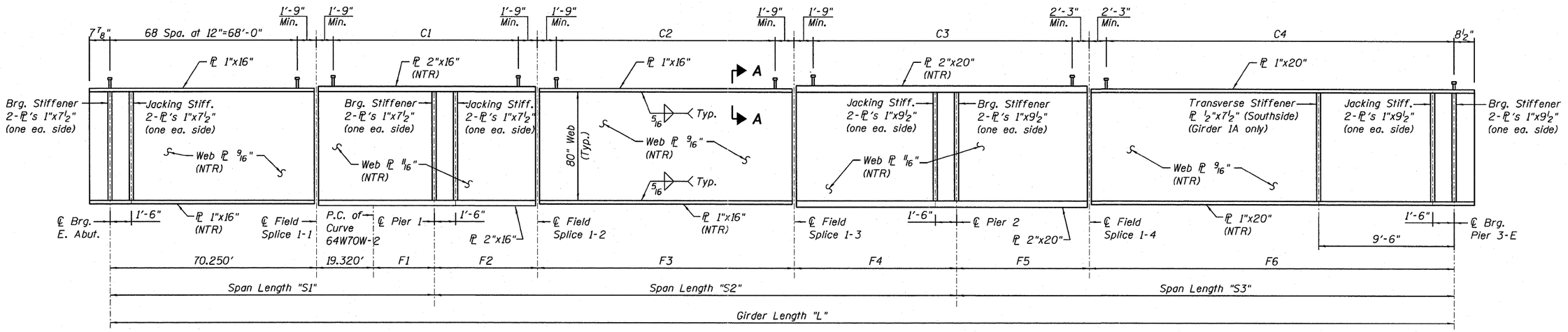
	DRAWN - DD	REVISED -
PLOT SCALE = 0.2 '/ / in.	CHECKED - CHY	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION – S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-69 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	184
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER ELEVATION - S.N. 082-0325 - UNIT 1

Connection & Splice ℄'s not shown for clarity.

GIRDER DIMENSIONS - S.N. 082-0325 - UNIT 1

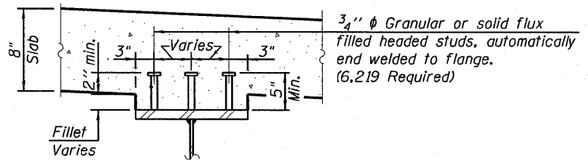
All dimensions in feet.

Girder	Radius	L*	S1	S2	S3	F1	F2	F3	F4	F5	F6
1A	1,312.417	457.556	110.352	177.870	169.335	20.782	35.172	87.427	55.270	45.221	124.114
2A	1,306.250	455.820	110.254	177.034	168.533	20.684	35.007	87.017	55.011	45.009	123.524
3A	1,300.083	454.084	110.156	176.198	167.730	20.586	34.841	86.606	54.751	44.796	122.934
4A	1,293.917	452.348	110.059	175.362	166.927	20.489	34.676	86.195	54.491	44.584	122.343
5A	1,287.750	450.612	109.961	174.527	166.124	20.391	34.511	85.784	54.231	44.371	121.753
6A	1,281.583	448.876	109.863	173.691	165.322	20.293	34.346	85.373	53.972	44.159	121.163

*Girder Length "L" excludes girder ends beyond first & last bearings.

SHEAR CONNECTOR SCHEDULE - S.N. 082-0325 - UNIT 1

Girder	C0	C1	C2	C3	C4
1A	68 Spa. at 12" = 68'-0"	48 Spa. at 18" = 72'-0"	67 Spa. at 15" = 83'-9"	64 Spa. at 18" = 96'-0"	97 Spa. at 15" = 121'-3"
2A	68 Spa. at 12" = 68'-0"	47 Spa. at 18" = 70'-6"	67 Spa. at 15" = 83'-9"	64 Spa. at 18" = 96'-0"	97 Spa. at 15" = 121'-3"
3A	68 Spa. at 12" = 68'-0"	47 Spa. at 18" = 70'-6"	66 Spa. at 15" = 82'-6"	63 Spa. at 18" = 94'-6"	96 Spa. at 15" = 120'-0"
4A	68 Spa. at 12" = 68'-0"	47 Spa. at 18" = 70'-6"	66 Spa. at 15" = 82'-6"	63 Spa. at 18" = 94'-6"	96 Spa. at 15" = 120'-0"
5A	68 Spa. at 12" = 68'-0"	47 Spa. at 18" = 70'-6"	66 Spa. at 15" = 82'-6"	63 Spa. at 18" = 94'-6"	95 Spa. at 15" = 118'-9"
6A	68 Spa. at 12" = 68'-0"	47 Spa. at 18" = 70'-6"	65 Spa. at 15" = 81'-3"	62 Spa. at 18" = 93'-0"	95 Spa. at 15" = 118'-9"



SECTION A-A

Do not place studs on splice plates.

Notes:

1. See Sheet S-65 for girder framing plan.
2. See Sheet S-75 for camber & top of web elevations.
3. See Sheet S-78 for moment tables & Sheet S-80 for reaction tables.
4. See Sheet S-81 for girder bolted field splice details.
5. See Sheet S-82 for girder cross frame details and erection notes.
6. AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.
7. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).

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AECOM

USER NAME = BhattA	DESIGNED - CLS	REVISED -
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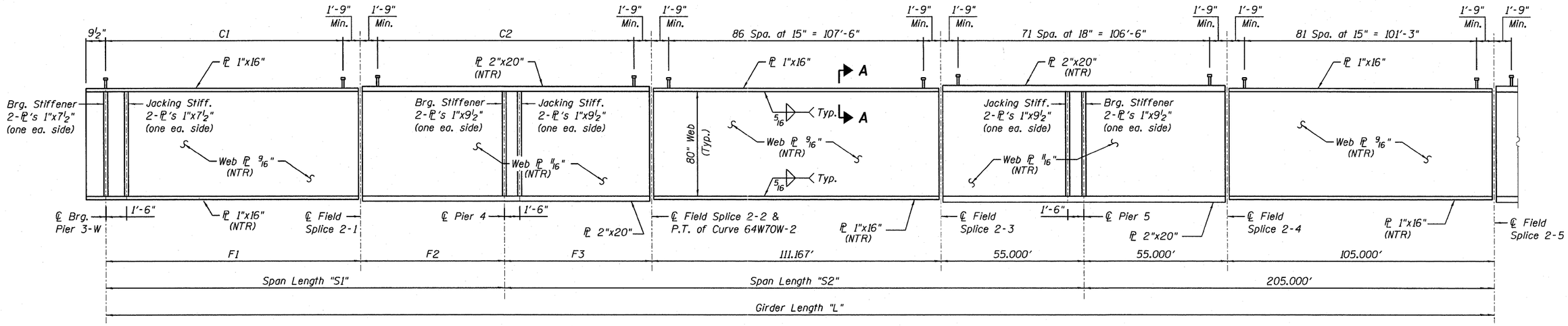
PLOT SCALE = 0.2 '/ in.	CHECKED - CHY	REVISED -
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION – S.N. 082–0325 – UNIT 1
I–70W OVER I–55, CSX & KCS RAILROADS

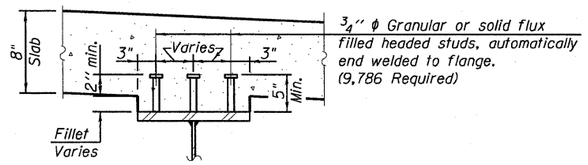
SCALE: NONE | SHEET NO. S-70 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	185
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER ELEVATION - S.N. 082-0325 - UNIT 2

Connection & Splice ℄'s not shown for clarity.



SECTION A-A

Do not place studs on splice plates.

GIRDER DIMENSIONS - S.N. 082-0325 - UNIT 2

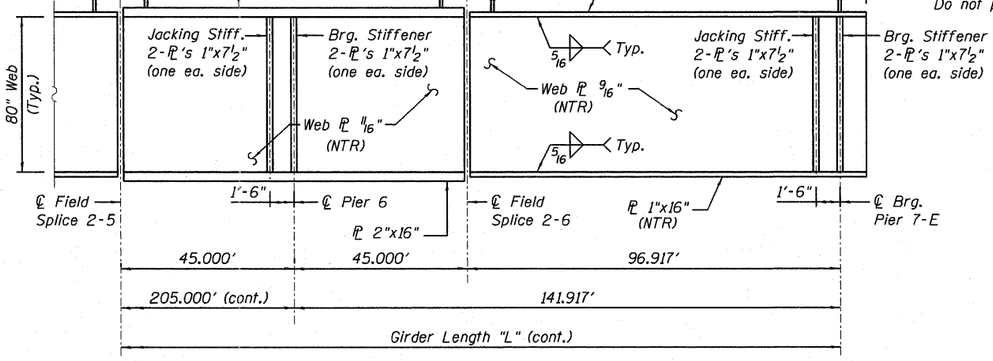
All dimensions in feet.

Girder	Radius	L*	S1	S2	F1	F2	F3
1A	1,312.417	722.699	153.089	222.693	97.819	55.270	56.526
2A	1,306.250	721.707	152.363	222.427	97.352	55.011	56.261
3A	1,300.083	720.715	151.636	222.162	96.886	54.751	55.995
4A	1,293.917	719.723	150.910	221.896	96.419	54.491	55.730
5A	1,287.750	718.731	150.184	221.631	95.952	54.231	55.464
6A	1,281.583	717.739	149.457	221.365	95.486	53.972	55.198

*Girder Length "L" excludes girder ends beyond first & last bearings.

SHEAR CONNECTOR SCHEDULE - S.N. 082-0325 - UNIT 2

Girder	C1	C2
1A	96 Spa. at 12" = 96'-0"	72 Spa. at 18" = 108'-0"
2A	95 Spa. at 12" = 95'-0"	72 Spa. at 18" = 108'-0"
3A	95 Spa. at 12" = 95'-0"	71 Spa. at 18" = 106'-6"
4A	94 Spa. at 12" = 94'-0"	71 Spa. at 18" = 106'-6"
5A	94 Spa. at 12" = 94'-0"	71 Spa. at 18" = 106'-6"
6A	93 Spa. at 12" = 93'-0"	70 Spa. at 18" = 105'-0"



GIRDER ELEVATION - S.N. 082-0325 - UNIT 2

Connection & Splice ℄'s not shown for clarity.

Notes:

1. *See Sheet S-66 for girder framing plan.*
2. *See Sheet S-76 for camber & top of web elevations.*
3. *See Sheet S-78 for moment tables & Sheet S-80 for reaction tables.*
4. *See Sheet S-81 for girder bolted field splice details.*
5. *See Sheet S-82 for girder cross frame details and erection notes.*
6. *AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.*
7. *Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).*

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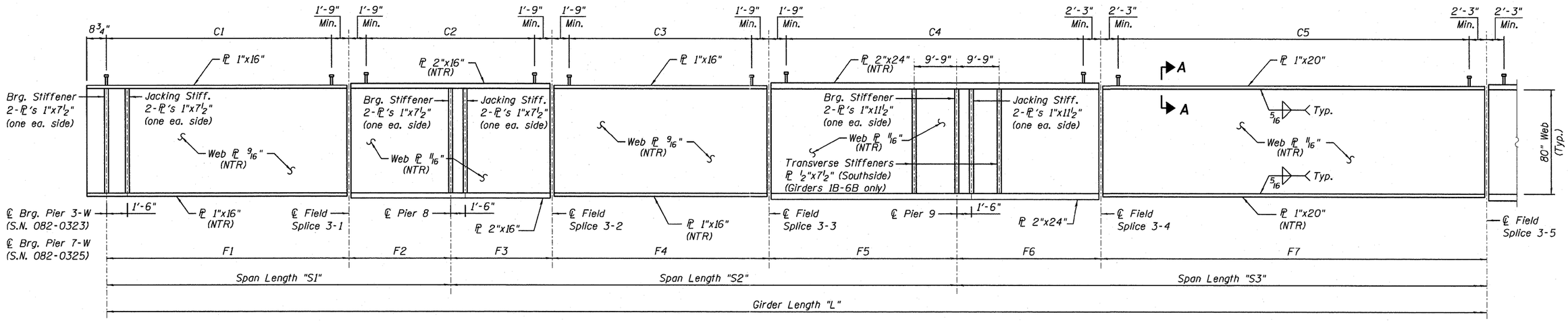
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION – S.N. 082–0325 – UNIT 2
I–70W OVER I–55, CSX & KCS RAILROADS

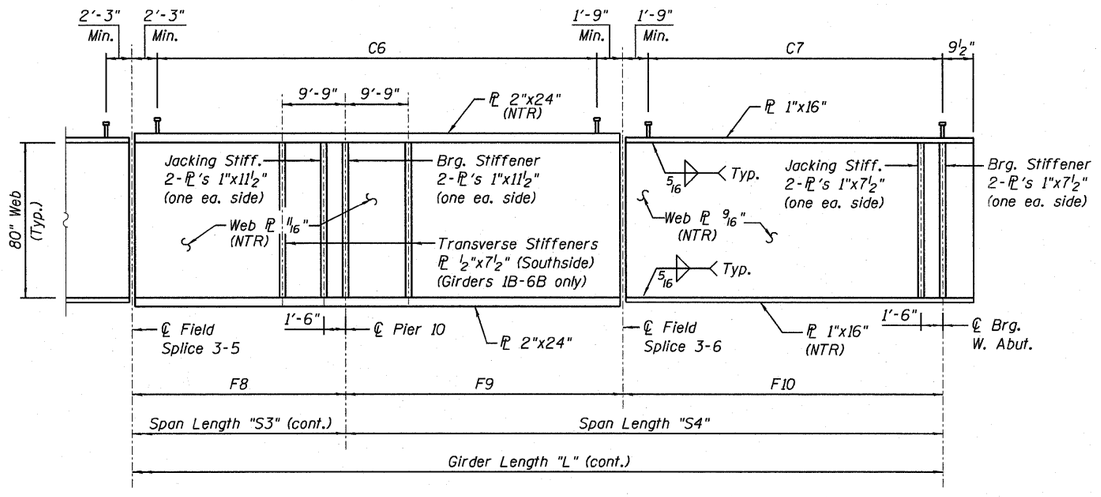
SCALE: NONE | SHEET NO. S-71 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	186
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



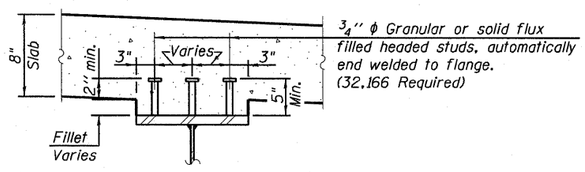
GIRDER ELEVATION I - S.N. 082-0325 - UNIT 3 (GIRDERS 1B THRU 7B & 11B)

Connection & Splice PL's not shown for clarity.



GIRDER ELEVATION I - S.N. 082-0325 - UNIT 3 (GIRDERS 1B THRU 7B & 11B)

Connection & Splice PL's not shown for clarity.



SECTION A-A

Do not place studs on splice plates.

Notes:

1. See Sheets S-67 thru S-68 for girder framing plans.
2. See Sheets S-73 thru S-74 for other girder elevations.
3. See Sheets S-76 thru S-77 for camber & top of web elevations.
4. See Sheet S-79 for moment tables & Sheet S-80 for reaction tables.
5. See Sheet S-81 for girder bolted field splice details.
6. See Sheet S-82 for girder cross frame details and erection notes.
7. AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.
8. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).

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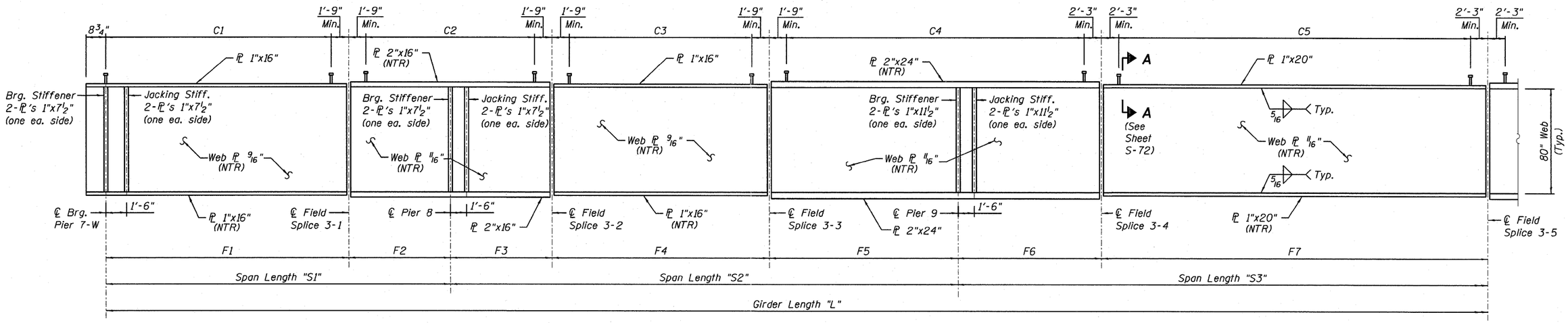
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION I – S.N. 082–0325 – UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS

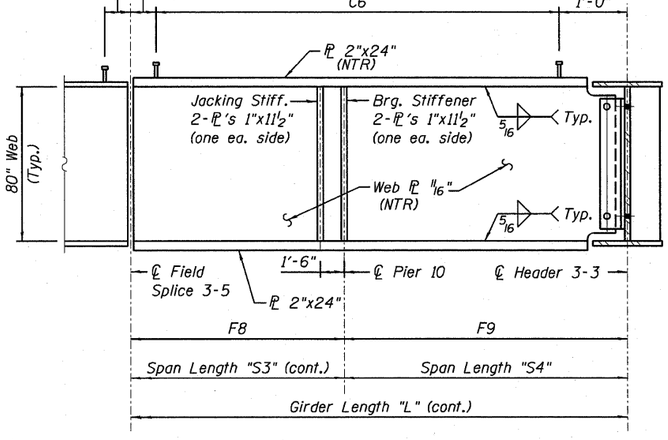
SCALE: NONE | SHEET NO. S-72 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	187
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



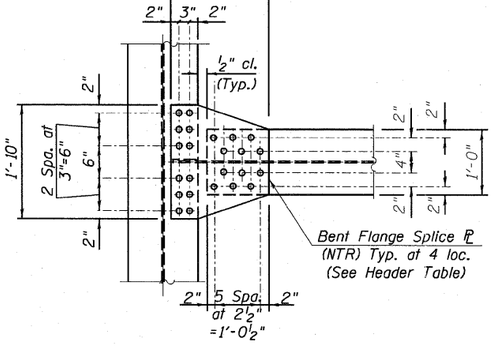
GIRDER ELEVATION II - S.N. 082-0325 - UNIT 3 (GIRDER 8B)

Connection & Splice PL's not shown for clarity.

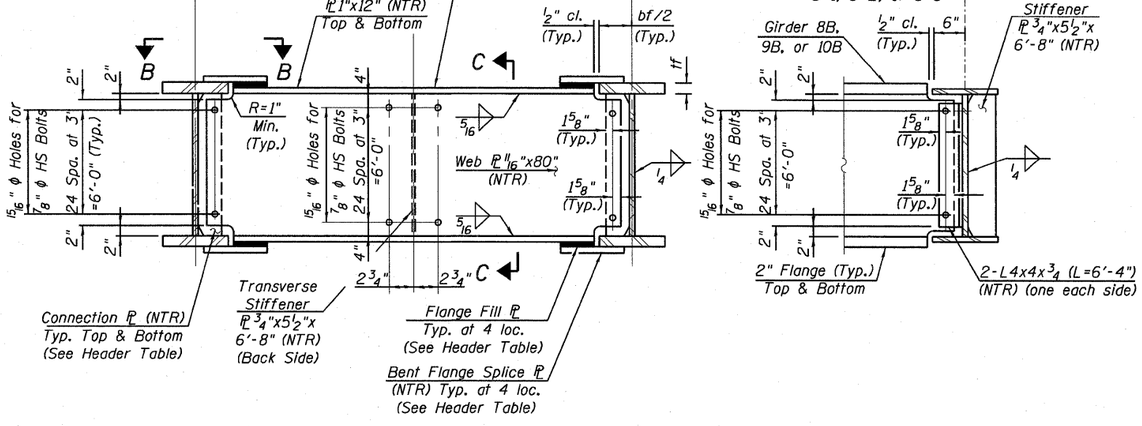


GIRDER ELEVATION II - S.N. 082-0325 - UNIT 3 (GIRDER 8B)

Connection & Splice PL's not shown for clarity.



SECTION B-B



HEADER GIRDER ELEVATION

Looking upstation (Center Girders 8B, 9B & 10B not shown for clarity).

SECTION C-C

Looking South

HEADER GIRDER TABLE

Header Girder	Longitudinal Girders Left	Center	Right	Girder Spacing "A"	"B"	"C"	Left & Right Flange tf	bf	Connection Plate	Bent Flange Splice Plate*	Flange Fill Plate
3-1	11B	10B	9B	4'-10 15/16"	2'-5 3/4"	2'-5 3/16"	1"	1'-4"	3/4" x 7 1/2" x 6'-8"	1" x 1'-10" x 2'-0"	None
3-2	11B	9B	8B	6'-1 1/2"	3'-0 11/16"	3'-0 13/16"	1"	1'-8"	3/4" x 9 1/2" x 6'-8"	1" x 1'-10" x 2'-0"	None
3-3	11B	8B	7B	6'-7 5/16"	3'-3 1/4"	3'-4 1/16"	2"	2'-0"	3/4" x 11 1/2" x 6'-8"	1" x 1'-10" x 2'-0"	1" x 1'-0" x 1'-4 1/2"

*Flange Splice Plate to be bent at edge of flange to accommodate slope of Header Girder.

Notes:
1. See Sheets S-67 thru S-68 for girder framing plans.
2. See Sheets S-72 & S-74 for other girder elevations.
3. See Sheets S-76 thru S-77 for camber & top of web elevations.
4. See Sheet S-79 for moment tables & Sheet S-80 for reaction tables.
5. See Sheet S-81 for girder bolted field splice details.
6. See Sheet S-82 for girder cross frame details and erection notes.
7. AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.
8. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).

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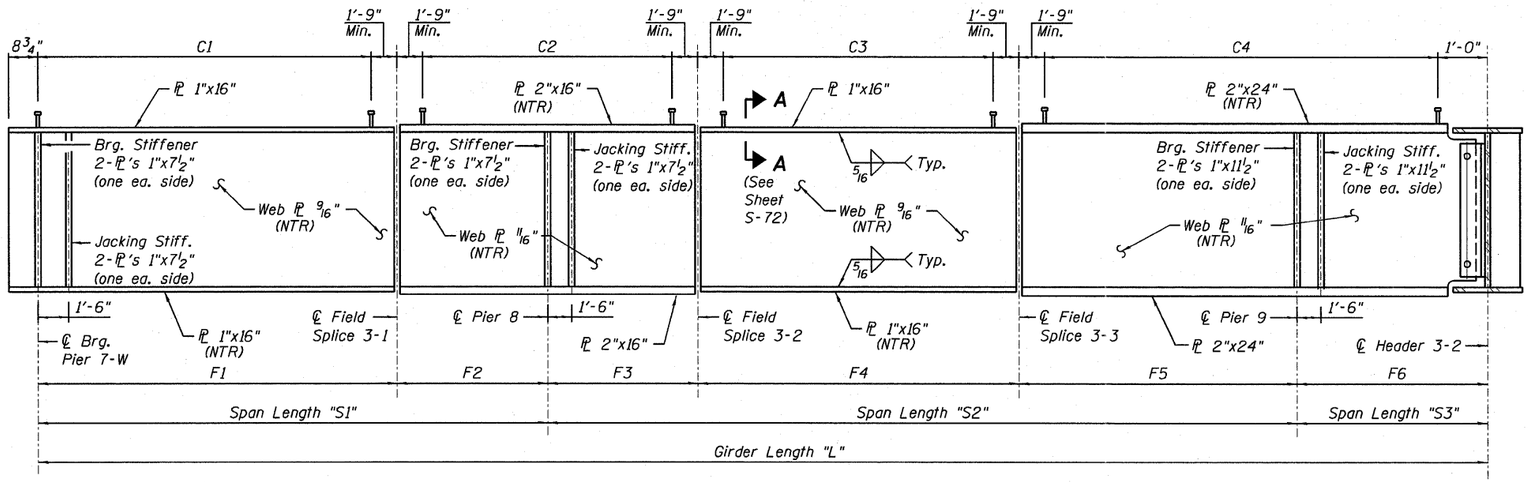
PLOT DATE = #DATE#	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

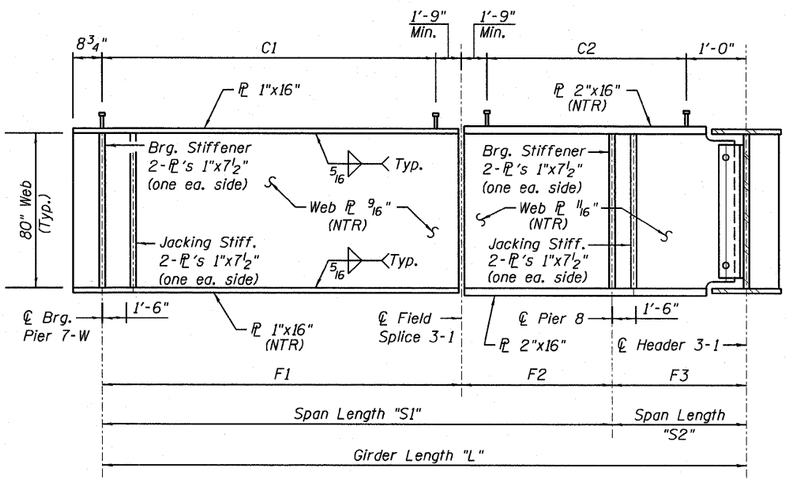
GIRDER ELEVATION II – S.N. 082–0325 – UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-73 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	188
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER ELEVATION III - S.N. 082-0325 - UNIT 3 (GIRDER 9B)

Connection & Splice ℄'s not shown for clarity.



GIRDER ELEVATION III - S.N. 082-0325 - UNIT 3 (GIRDER 10B)

Connection & Splice ℄'s not shown for clarity.

GIRDER DIMENSIONS - S.N. 082-0325 - UNIT 3

All dimensions in feet.

Girder	Radius	L*	S1	S2	S3	S4	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10
1B	2,843.583	667.274	120.241	174.484	232.975	139.575	85.344	34.897	34.897	74.779	64.808	49.852	133.270	49.852	64.808	74.767
2B	2,851.333	669.097	120.572	174.959	233.610	139.955	85.581	34.992	34.992	74.982	64.985	49.988	133.633	49.988	64.985	74.971
3B	2,859.083	670.920	120.904	175.435	234.245	140.336	85.817	35.087	35.087	75.186	65.161	50.124	133.997	50.124	65.161	75.174
4B	2,866.833	672.742	121.236	175.910	234.880	140.716	86.054	35.182	35.182	75.390	65.338	50.260	134.360	50.260	65.338	75.378
5B	2,874.583	674.565	121.568	176.386	235.515	141.097	86.291	35.277	35.277	75.594	65.515	50.396	134.723	50.396	65.515	75.582
6B	2,882.333	676.388	121.900	176.861	236.150	141.477	86.527	35.372	35.372	75.798	65.691	50.532	135.086	50.532	65.691	75.786
7B	2,890.083	678.706	122.727	177.337	236.785	141.857	87.259	35.467	35.467	76.001	65.868	50.668	135.449	50.668	65.868	75.990
8B	2,897.833	598.053	122.287	177.721	237.172	60.873	86.733	35.554	35.551	76.169	66.001	50.763	135.671	50.739	60.873	---
9B	2,905.583	359.300	121.853	178.059	59.388	---	86.215	35.639	35.630	76.319	66.110	59.388	---	---	---	---
10B	2,913.333	161.174	121.496	39.677	---	---	85.762	35.734	39.677	---	---	---	---	---	---	---
11B	3,049.8622**	679.611	121.315	178.447	237.654	142.195	85.475	35.840	35.775	76.485	66.187	50.889	135.945	50.820	66.040	76.155

*Girder Length "L" excludes girder ends beyond first & last bearings.
**Girder 11B is straight from Pier 7 to P.C. of Curve 64W70W-3 (see Sheet S-67).

SHEAR CONNECTOR SCHEDULE - S.N. 082-0325 - UNIT 3

Girder	C1	C2	C3	C4	C5	C6	C7
1B	167 Spa. at 6" = 83'-6"	88 Spa. at 9" = 66'-0"	143 Spa. at 6" = 71'-6"	147 Spa. at 9" = 110'-3"	258 Spa. at 6" = 129'-0"	147 Spa. at 9" = 110'-3"	146 Spa. at 6" = 73'-0"
2B	167 Spa. at 6" = 83'-6"	89 Spa. at 9" = 66'-9"	143 Spa. at 6" = 71'-6"	148 Spa. at 9" = 111'-0"	258 Spa. at 6" = 129'-0"	148 Spa. at 9" = 111'-0"	146 Spa. at 6" = 73'-0"
3B	168 Spa. at 6" = 84'-0"	89 Spa. at 9" = 66'-9"	144 Spa. at 6" = 72'-0"	148 Spa. at 9" = 111'-0"	259 Spa. at 6" = 129'-6"	148 Spa. at 9" = 111'-0"	147 Spa. at 6" = 73'-6"
4B	168 Spa. at 6" = 84'-0"	89 Spa. at 9" = 66'-9"	144 Spa. at 6" = 72'-0"	149 Spa. at 9" = 111'-9"	260 Spa. at 6" = 130'-0"	149 Spa. at 9" = 111'-9"	147 Spa. at 6" = 73'-6"
5B	169 Spa. at 6" = 84'-6"	89 Spa. at 9" = 66'-9"	144 Spa. at 6" = 72'-0"	149 Spa. at 9" = 111'-9"	261 Spa. at 6" = 130'-6"	149 Spa. at 9" = 111'-9"	147 Spa. at 6" = 73'-6"
6B	169 Spa. at 6" = 84'-6"	90 Spa. at 9" = 67'-6"	145 Spa. at 6" = 72'-6"	150 Spa. at 9" = 112'-6"	261 Spa. at 6" = 130'-6"	150 Spa. at 9" = 112'-6"	148 Spa. at 6" = 74'-0"
7B	171 Spa. at 6" = 85'-6"	90 Spa. at 9" = 67'-6"	145 Spa. at 6" = 72'-6"	150 Spa. at 9" = 112'-6"	262 Spa. at 6" = 131'-0"	150 Spa. at 9" = 112'-6"	148 Spa. at 6" = 74'-0"
8B	170 Spa. at 6" = 85'-0"	90 Spa. at 9" = 67'-6"	146 Spa. at 6" = 73'-0"	150 Spa. at 9" = 112'-6"	263 Spa. at 6" = 131'-6"	144 Spa. at 9" = 108'-0"	---
9B	169 Spa. at 6" = 84'-6"	90 Spa. at 9" = 67'-6"	146 Spa. at 6" = 73'-0"	163 Spa. at 9" = 122'-3"	---	---	---
10B	168 Spa. at 6" = 84'-0"	97 Spa. at 9" = 72'-9"	---	---	---	---	---
11B	167 Spa. at 6" = 83'-6"	91 Spa. at 9" = 68'-3"	146 Spa. at 6" = 73'-0"	151 Spa. at 9" = 113'-3"	263 Spa. at 6" = 131'-6"	150 Spa. at 9" = 112'-6"	149 Spa. at 6" = 74'-6"

Notes:
1. See Sheets S-67 thru S-68 for girder framing plans.
2. See Sheet S-73 for other girder elevations & header girder details.
3. See Sheets S-76 thru S-77 for camber & top of web elevations.
4. See Sheet S-79 for moment tables & Sheet S-80 for reaction tables.
5. See Sheet S-81 for girder bolted field splice details.
6. See Sheet S-82 for girder cross frame details and erection notes.
7. AASHTO M270 Grade 50 steel shall be used for all flanges, webs, stiffeners, splice plates, and cross frames, unless otherwise noted.
8. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).

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AECOM

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PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATION III – S.N. 082–0325 – UNIT 3
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-74 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	189
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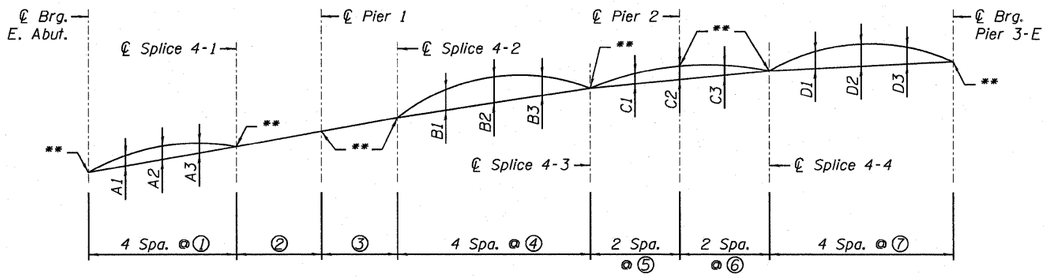
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



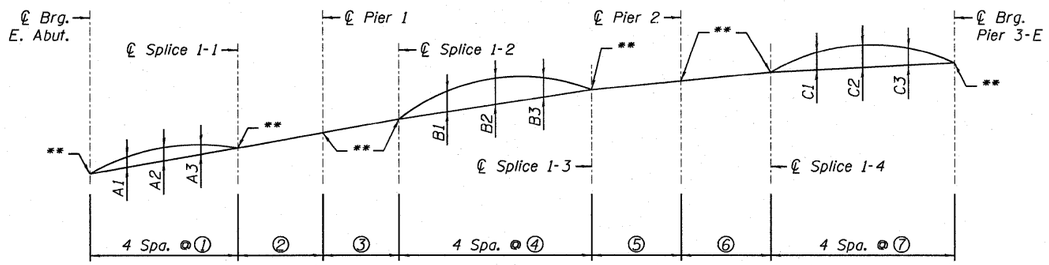
CAMBER DIAGRAM - S.N. 082-0323 (GIRDERS 1 THRU 6)

** See Table 1 for top of web elevations

CAMBER ORDINATES - S.N. 082-0323 (GIRDERS 1 THRU 6)																		
Girder	A1	A2	A3	B1	B2	B3	C1	C2	C3	D1	D2	D3	①	②	③	④	⑤	⑥	⑦
1	3/4"	1 1/2"	1 3/4"	4 1/4"	5 1/4"	4 1/4"	1 1/4"	1 1/4"	1 1/4"	3 1/2"	4"	2 3/4"	20'-7 3/16"	47'-4 5/16"	42'-4 1/2"	26'-9 9/16"	24'-11 1/8"	24'-11 1/8"	25'-6 9/16"
2	3/4"	1 1/2"	1 3/4"	4 1/4"	5 1/4"	4 1/2"	1 1/4"	1 1/4"	1 1/4"	3 1/2"	4"	2 3/4"	20'-7 7/16"	47'-5 13/16"	42'-5 13/16"	26'-10 3/8"	24'-11 7/8"	24'-11 7/8"	25'-7 3/8"
3	3/4"	1 1/2"	1 3/4"	4 1/4"	5 1/4"	4 1/2"	1 1/4"	1 1/4"	1 1/4"	3 3/4"	4"	2 3/4"	20'-7 3/4"	47'-7 1/4"	42'-7 1/8"	26'-11 3/16"	25'-0 1/16"	25'-0 1/16"	25'-8 3/16"
4	3/4"	1 1/2"	1 3/4"	4 1/4"	5 1/2"	4 1/2"	1 1/4"	1 1/4"	1 1/4"	3 3/4"	4"	2 3/4"	20'-8 1/16"	47'-8 3/4"	42'-8 7/16"	27'-0 1/16"	25'-1 7/16"	25'-1 7/16"	25'-9"
5	3/4"	1 1/2"	1 3/4"	4 1/4"	5 1/2"	4 1/2"	1 1/4"	1"	1 1/4"	3 3/4"	4"	2 3/4"	20'-8 3/8"	47'-10 1/16"	42'-9 3/4"	27'-0 7/8"	25'-2 3/16"	25'-2 3/16"	25'-9 13/16"
6	3/4"	1 1/2"	1 3/4"	4 1/2"	5 1/2"	4 1/2"	1"	1"	1"	3 3/4"	4 1/4"	3"	20'-8 11/16"	47'-11 11/16"	42'-11 1/16"	27'-1 1/16"	25'-3"	25'-3"	25'-10 5/8"

TABLE 1 - TOP OF WEB ELEV * (in feet) - S.N. 082-0323 (GIRDERS 1 THRU 6)								
Girder	℄ Brg. E. Abut.	℄ Splice 4-1	℄ Pier 1	℄ Splice 4-2	℄ Splice 4-3	℄ Pier 2	℄ Splice 4-4	℄ Brg. Pier 3-E
1	450.61	453.79	455.73	457.50	461.31	462.53	463.55	464.76
2	450.87	454.05	455.98	457.76	461.57	462.79	463.81	465.01
3	451.12	454.30	456.24	458.02	461.83	463.04	464.06	465.27
4	451.38	454.56	456.50	458.28	462.09	463.30	464.32	465.53
5	451.64	454.81	456.75	458.54	462.35	463.56	464.58	465.78
6	451.89	455.07	457.01	458.81	462.61	463.81	464.84	466.02

* Top of web elevations are for fabrication only



CAMBER DIAGRAM - S.N. 082-0325 - UNIT 1 (GIRDERS 1A THRU 6A)

** See Table 2 for top of web elevations

TABLE 2 - TOP OF WEB ELEV * (in feet) - S.N. 082-0325 - UNIT 1 (GIRDERS 1A THRU 6A)								
Girder	℄ Brg. E. Abut.	℄ Splice 1-1	℄ Pier 1	℄ Splice 1-2	℄ Splice 1-3	℄ Pier 2	℄ Splice 1-4	℄ Brg. Pier 3-E
1A	417.91	421.57	423.78	425.66	430.19	433.05	435.49	441.90
2A	417.85	421.38	423.51	425.32	429.86	432.72	435.14	441.57
3A	417.78	421.18	423.23	424.99	429.52	432.39	434.80	441.24
4A	417.72	420.99	422.96	424.65	429.19	432.05	434.45	440.90
5A	417.66	420.79	422.69	424.32	428.86	431.72	434.11	440.57
6A	417.60	420.60	422.42	423.99	428.53	431.39	433.77	440.24

* Top of web elevations are for fabrication only

CAMBER ORDINATES - S.N. 082-0325 - UNIT 1 (GIRDERS 1A THRU 6A)														
Girder	A1	A2	A3	B1	B2	B3	C1	C2	C3	①	②	③	④	⑤	⑥	⑦
1A	3/4"	1 1/4"	1 1/2"	2 1/4"	2 1/2"	2 1/4"	3 1/4"	3 1/2"	2 1/4"	17'-6 3/4"	40'-1 3/16"	35'-2 1/16"	21'-10 5/16"	55'-3 1/4"	45'-2 5/8"	31'-0 5/16"
2A	3/4"	1 1/4"	1 1/2"	2 1/4"	2 1/2"	2 1/4"	3"	3 1/4"	2 1/4"	17'-6 3/4"	40'-0"	35'-0 1/16"	21'-9 1/16"	55'-0 1/8"	45'-0 1/8"	30'-10 9/16"
3A	3/4"	1 1/4"	1 1/2"	2 1/4"	2 1/2"	2 1/4"	3"	3"	2"	17'-6 3/4"	39'-10 7/8"	34'-10 1/8"	21'-7 13/16"	54'-9"	44'-9 9/16"	30'-8 13/16"
4A	1/2"	1 1/4"	1 1/2"	2 1/4"	2 1/4"	2 1/4"	2 3/4"	3"	2"	17'-6 3/4"	39'-9 11/16"	34'-8 1/8"	21'-6 9/16"	54'-5 7/8"	44'-7"	30'-7"
5A	3/4"	1 1/4"	1 1/2"	2 1/4"	2 1/4"	2 1/4"	2 3/4"	2 3/4"	1 3/4"	17'-6 3/4"	39'-8 1/2"	34'-6 1/8"	21'-5 3/8"	54'-2 3/4"	44'-4 7/16"	30'-5 1/4"
6A	3/4"	1 1/4"	1 1/2"	2 1/4"	2 1/4"	2 1/4"	2 1/2"	2 1/2"	1 3/4"	17'-6 3/4"	39'-7 5/16"	34'-4 1/8"	21'-4 1/8"	53'-11 11/16"	44'-1 7/8"	30'-3 1/2"

Notes:

1. See Sheets S-64 thru S-68 for girder framing plans.
2. See Sheets S-69 thru S-74 for girder elevations.
3. See Sheets S-78 thru S-80 for girder moment & reaction tables.
4. See Sheet S-81 for girder bolted field splice details.
5. See Sheet S-82 for girder cross frame details and erection notes.

AECOM

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	DRAWN - DD	REVISED -	
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PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER CAMBER & TOP OF WEB ELEVATIONS I
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-75 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	190
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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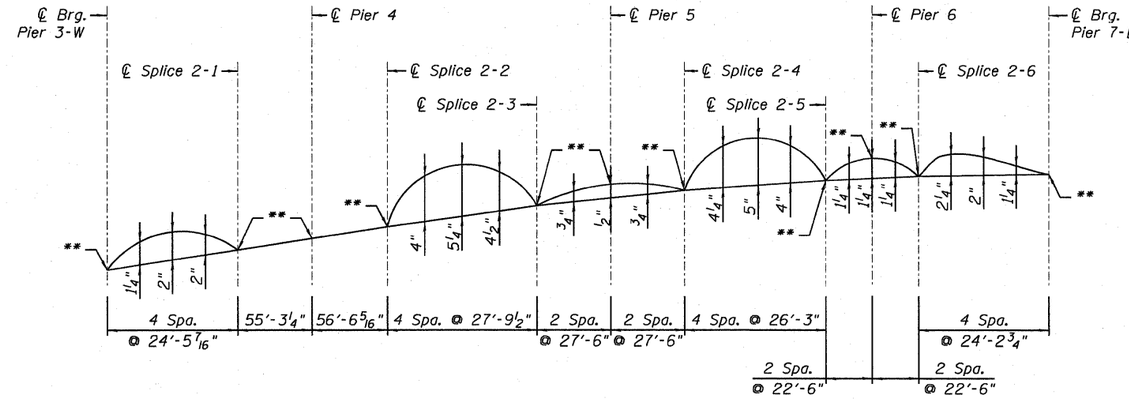
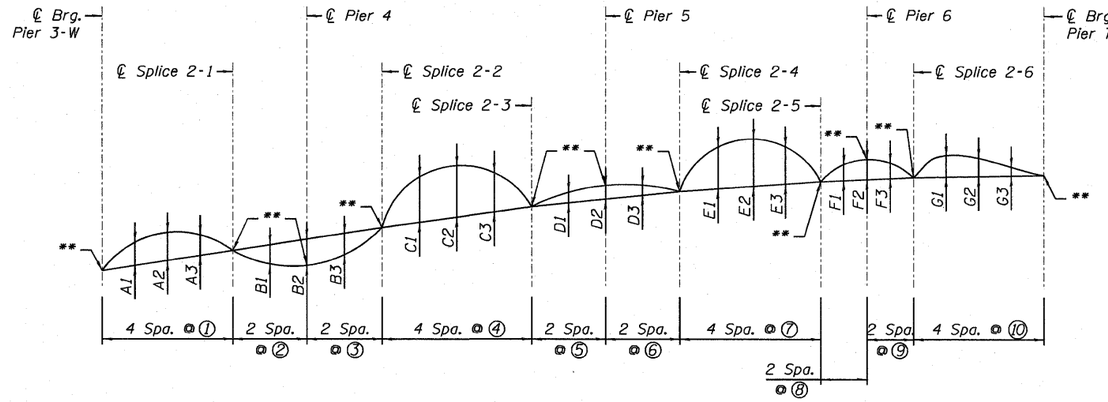


CAMBER DIAGRAM - S.N. 082-0325 - UNIT 2 (GIRDER 1A)

** See Table 1 for top of web elevations

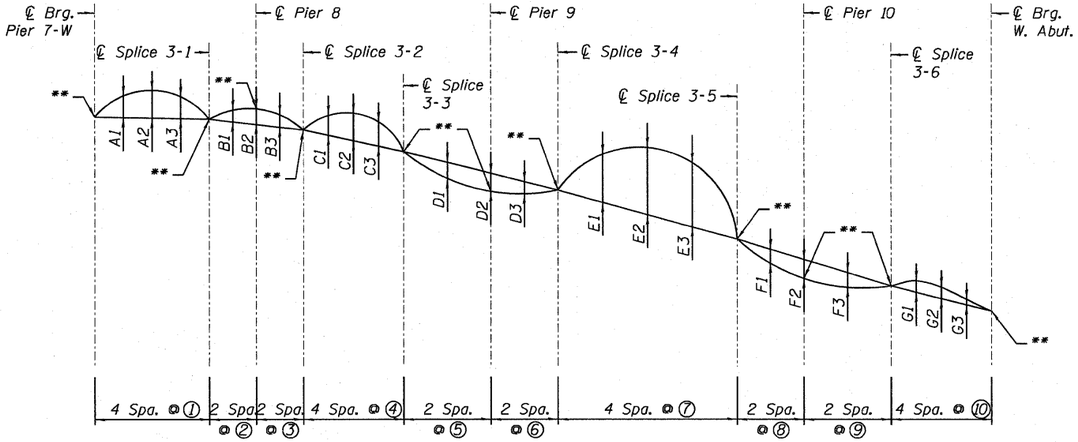


CAMBER DIAGRAM - S.N. 082-0325 - UNIT 2 (GIRDERS 2A THRU 6A)

** See Table 1 for top of web elevations

CAMBER ORDINATES - S.N. 082-0325 - UNIT 2 (GIRDERS 2A THRU 6A)

Girder	A1	A2	A3	B1	B2	B3	C1	C2	C3	D1	D2	D3	E1	E2	E3	F1	F2	F3	G1	G2	G3	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩
2A	1¼"	2"	2"	¼"	¾"	¼"	4"	5¼"	4½"	1¼"	1"	1¼"	4"	5"	4"	1¼"	1¼"	1¼"	2¼"	2"	1¼"	24'-4 1/16"	27'-6 1/16"	28'-1 9/16"	27'-9½"	27'-6"	27'-6"	26'-3"	22'-6"	22'-6"	24'-2¾"
3A	1"	1¾"	2"	½"	1½"	½"	4"	5¼"	4½"	1½"	1¾"	1½"	4"	5"	4"	1¼"	1¼"	1¼"	2¼"	2"	1¼"	24'-2 11/16"	27'-4½"	28'-0"	27'-9½"	27'-6"	27'-6"	26'-3"	22'-6"	22'-6"	24'-2¾"
4A	1"	1¾"	2"	1"	2"	1"	4"	5¼"	4½"	1¾"	2¼"	1¾"	4"	5"	4"	1¼"	1¼"	1¼"	2¼"	2"	1¼"	24'-1¼"	27'-2 15/16"	27'-10 3/8"	27'-9½"	27'-6"	27'-6"	26'-3"	22'-6"	22'-6"	24'-2¾"
5A	1"	1¾"	2"	1¼"	2½"	1¼"	4"	5½"	4½"	2"	2¾"	2¼"	4"	5"	4"	1¼"	1¼"	1¼"	2¼"	2"	1¼"	23'-11 7/8"	27'-1 3/8"	27'-8 13/16"	27'-9½"	27'-6"	27'-6"	26'-3"	22'-6"	22'-6"	24'-2¾"
6A	1"	1¾"	1¾"	1½"	3¼"	1¾"	4"	5½"	4½"	2¼"	3½"	2½"	4"	5"	4"	1¼"	1¼"	1¼"	2¼"	2"	1¼"	23'-10 7/16"	26'-11 13/16"	27'-7 3/16"	27'-9½"	27'-6"	27'-6"	26'-3"	22'-6"	22'-6"	24'-2¾"



CAMBER DIAGRAM - S.N. 082-0325 - UNIT 3 (GIRDERS 1B THRU 7B)

** See Table 2 for top of web elevations

TABLE 1 -TOP OF WEB ELEVATIONS * (in feet) - S.N. 082-0325 - UNIT 2 (GIRDERS 1A THRU 6A)

Girder	℄ Brg. Pier 3-W	℄ Splice 2-1	℄ Pier 4	℄ Splice 2-2	℄ Splice 2-3	℄ Pier 5	℄ Splice 2-4	℄ Splice 2-5	℄ Pier 6	℄ Splice 2-6	℄ Brg. Pier 7-E
1A	442.06	447.05	449.90	452.87	458.11	460.07	461.96	464.51	465.15	465.59	466.18
2A	441.73	446.71	449.57	452.64	458.09	460.15	462.04	464.60	465.24	465.68	466.27
3A	441.39	446.37	449.24	452.41	458.07	460.24	462.14	464.69	465.33	465.77	466.37
4A	441.06	446.03	448.90	452.18	458.05	460.33	462.23	464.78	465.43	465.87	466.46
5A	440.73	445.69	448.57	451.95	458.03	460.41	462.32	464.87	465.52	465.96	466.55
6A	440.39	445.35	448.24	451.73	458.02	460.50	462.41	464.97	465.61	466.06	466.64

* Top of web elevations are for fabrication only

TABLE 2 -TOP OF WEB ELEVATIONS * (in feet) - S.N. 082-0325 - UNIT 3 (GIRDERS 1B THRU 7B)

Girder	℄ Brg. Pier 7-W	℄ Splice 3-1	℄ Pier 8	℄ Splice 3-2	℄ Splice 3-3	℄ Pier 9	℄ Splice 3-4	℄ Splice 3-5	℄ Pier 10	℄ Splice 3-6	℄ Brg. W. Abut.
1B	464.77	464.62	464.37	463.92	462.53	461.04	460.06	456.90	455.50	453.90	452.27
2B	465.04	464.90	464.64	464.19	462.80	461.31	460.33	457.16	455.77	454.17	452.54
3B	465.31	465.17	464.92	464.46	463.06	461.58	460.60	457.43	456.04	454.43	452.82
4B	465.58	465.44	465.19	464.73	463.33	461.85	460.87	457.70	456.31	454.70	453.09
5B	465.85	465.71	465.46	464.99	463.60	462.12	461.13	457.97	456.58	454.97	453.36
6B	466.09	465.91	465.66	465.20	463.83	462.37	461.39	458.24	456.85	455.23	453.63
7B	466.19	466.08	465.82	465.35	464.07	462.64	461.66	458.52	457.13	455.50	453.90

* Top of web elevations are for fabrication only

CAMBER ORDINATES - S.N. 082-0325 - UNIT 3 (GIRDERS 1B THRU 7B)

Girder	A1	A2	A3	B1	B2	B3	C1	C2	C3	D1	D2	D3	E1	E2	E3	F1	F2	F3	G1	G2	G3	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩
1B	2"	2¾"	2¾"	1¼"	1¼"	1¼"	2¾"	3¼"	2¾"	½"	1¼"	½"	4"	5"	4"	½"	1¼"	½"	1½"	1¼"	¾"	21'-4 1/16"	17'-5 3/8"	17'-5 3/8"	18'-8 5/16"	32'-4 7/8"	24'-11 1/8"	33'-3 13/16"	24'-11 1/8"	32'-4 7/8"	18'-8 5/16"
2B	2"	2¾"	2¾"	1¼"	1¼"	1¼"	2¾"	3¼"	2¾"	½"	1"	½"	4"	5"	4"	½"	1"	½"	1½"	1¼"	¾"	21'-4 3/4"	17'-5 15/16"	17'-5 15/16"	18'-8 15/16"	32'-5 15/16"	24'-11 15/16"	33'-4 7/8"	24'-11 15/16"	32'-5 15/16"	18'-8 15/16"
3B	2"	2¾"	2¾"	1¼"	1¼"	1¼"	2¾"	3¼"	2¾"	½"	1"	½"	4"	5"	4"	½"	1"	½"	1½"	1¼"	½"	21'-5 7/16"	17'-6½"	17'-6½"	18'-9 9/16"	32'-6 15/16"	25'-0 3/4"	33'-6"	25'-0 3/4"	32'-6 15/16"	18'-9½"
4B	2"	2¾"	2¾"	1¼"	1¼"	1¼"	2¾"	3¼"	2¾"	½"	1"	½"	4"	5"	4"	½"	1"	½"	1½"	1¼"	½"	21'-6 3/16"	17'-7 1/16"	17'-7 1/16"	18'-10 3/16"	32'-8"	25'-1 9/16"	33'-7 1/16"	25'-1 9/16"	32'-8"	18'-10 1/8"
5B	2"	2¾"	2¾"	1¼"	1¼"	1¼"	2¾"	3"	2¾"	½"	1"	¼"	4"	5"	4"	¼"	1"	½"	1½"	1"	½"	21'-6 7/8"	17'-7 11/16"	17'-7 11/16"	18'-10 13/16"	32'-9 1/16"	25'-2 3/8"	33'-8 3/16"	25'-2 3/8"	32'-9 1/16"	18'-10 3/4"
6B	1¼"	2½"	2½"	1¼"	1¼"	1¼"	2¾"	3"	2¾"	½"	1"	¼"	4"	5"	4"	¼"	1"	½"	1½"	1"	½"	21'-7 9/16"	17'-8¼"	17'-8¼"	18'-11 3/8"	32'-10 1/8"	25'-3 5/16"	33'-9¼"	25'-3 5/16"	32'-10 1/8"	18'-11 3/8"
7B	1¾"	2¾"	2¾"	1¼"	1¼"	1¼"	2½"	3"	2¾"	¼"	¾"	¼"	4"	5"	4"	¼"	1"	½"	1½"	1"	½"	21'-9 3/4"	17'-8 13/16"	17'-8 13/16"	19'-0"	32'-11 3/16"	25'-4"	33'-10 3/8"	25'-4"	32'-11 3/16"	18'-11 5/16"

Note:
See Sheet S-75 for all notes.

AECOM

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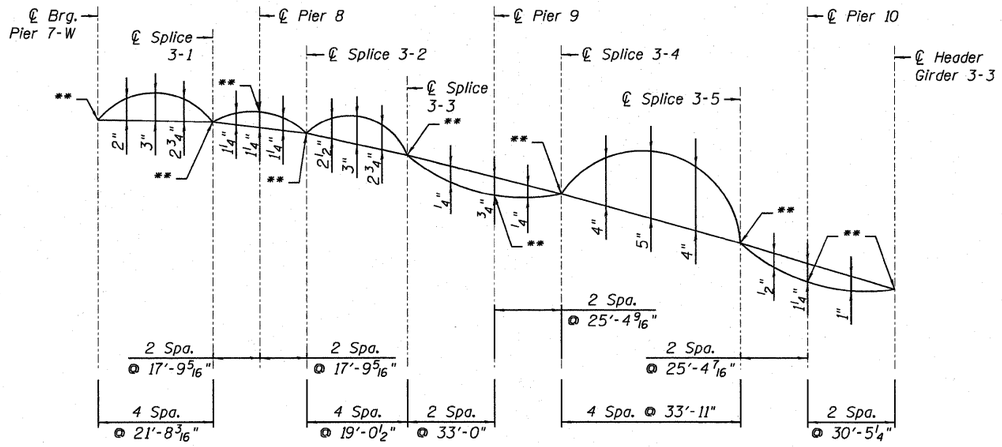
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER CAMBER & TOP OF WEB ELEVATIONS II
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-76 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	191
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

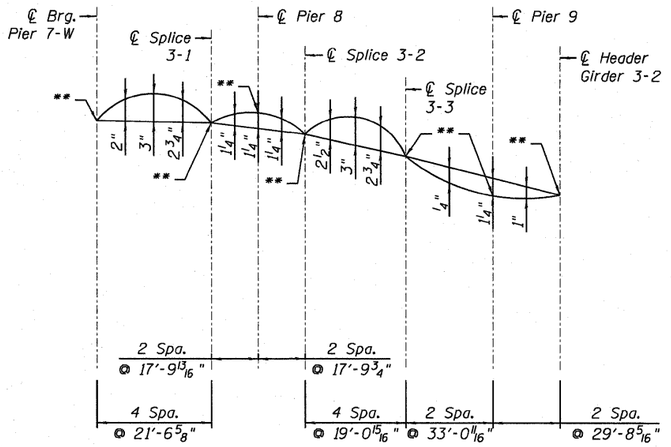


CAMBER DIAGRAM - S.N. 082-0325 - UNIT 3 (GIRDER 8B)

** See Table 1 for top of web elevations

TABLE 1 -TOP OF WEB ELEVATIONS * (in feet) - S.N. 082-0325 - UNIT 3 (GIRDER 8B)										
Girder	℄ Brg. Pier 7-W	℄ Splice 3-1	℄ Pier 8	℄ Splice 3-2	℄ Splice 3-3	℄ Pier 9	℄ Splice 3-4	℄ Splice 3-5	℄ Pier 10	℄ Header Girder 3-3
8B	466.31	466.19	465.92	465.45	464.27	462.84	461.84	458.66	457.26	455.79

* Top of web elevations are for fabrication only

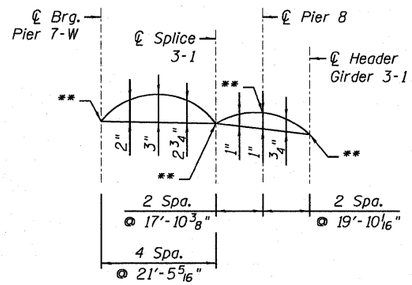


CAMBER DIAGRAM - S.N. 082-0325 - UNIT 3 (GIRDER 9B)

** See Table 2 for top of web elevations

TABLE 2 -TOP OF WEB ELEV * (in feet) - S.N. 082-0325 - UNIT 3 (GIRDER 9B)							
Girder	℄ Brg. Pier 7-W	℄ Splice 3-1	℄ Pier 8	℄ Splice 3-2	℄ Splice 3-3	℄ Pier 9	℄ Header Girder 3-2
9B	466.42	466.29	466.02	465.53	464.44	462.98	461.85

* Top of web elevations are for fabrication only

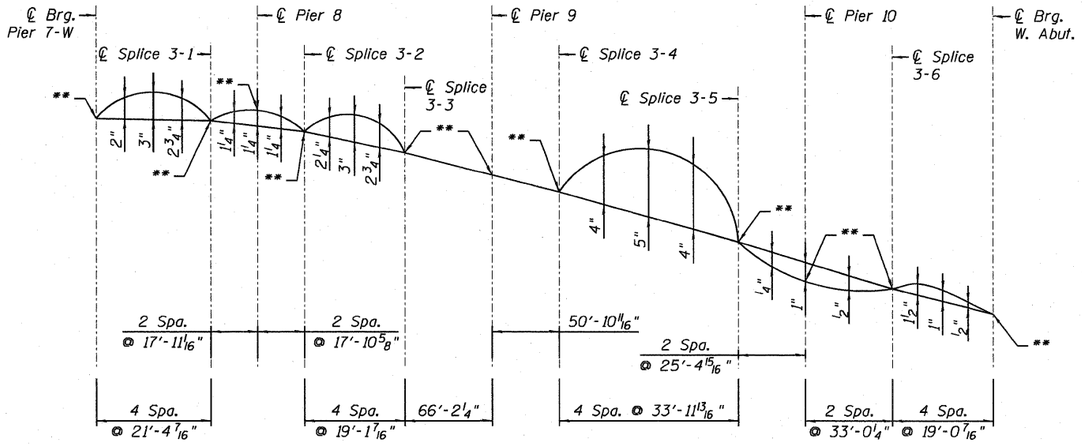


CAMBER DIAGRAM - S.N. 082-0325 - UNIT 3 (GIRDER 10B)

** See Table 3 for top of web elevations

TABLE 3 -TOP OF WEB ELEVATIONS * (in feet) S.N. 082-0325 - UNIT 3 (GIRDER 10B)				
Girder	℄ Brg. Pier 7-W	℄ Splice 3-1	℄ Pier 8	℄ Header Girder 3-1
10B	466.54	466.37	466.08	465.58

* Top of web elevations are for fabrication only



CAMBER DIAGRAM - S.N. 082-0325 - UNIT 3 (GIRDER 11B)

** See Table 4 for top of web elevations

TABLE 4 -TOP OF WEB ELEVATIONS * (in feet) - S.N. 082-0325 - UNIT 3 (GIRDER 11B)											
Girder	℄ Brg. Pier 7-W	℄ Splice 3-1	℄ Pier 8	℄ Splice 3-2	℄ Splice 3-3	℄ Pier 9	℄ Splice 3-4	℄ Splice 3-5	℄ Pier 10	℄ Splice 3-6	℄ Brg. W. Abut.
11B	466.66	466.43	466.12	465.61	464.55	463.09	462.05	458.82	457.39	455.72	454.09

* Top of web elevations are for fabrication only

Note:
See Sheet S-75 for all notes.

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AECOM

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	DRAWN - DD	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER CAMBER & TOP OF WEB ELEVATIONS III
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-77 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	192
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER 5 MOMENT TABLE (S.N. 082-0323)						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	76,491	136,939	76,491	163,840	76,491
$I_c(n)$	(in^4)	155,484	151,311	155,484	178,308	155,484
$I_c(3n)$	(in^4)	116,073	151,311	116,073	178,308	116,073
S_s	(in^3)	1,866	3,260	1,866	3,901	1,866
$S_c(n)$	(in^3)	2,442	3,393	2,442	4,025	2,442
$S_c(3n)$	(in^3)	2,216	3,393	2,216	4,025	2,216
S_{xl}	(in^3)	42.67	85.33	42.67	133.33	42.67
DC1	(k/')	1.07	1.21	1.07	1.27	1.07
M_{DC1}	('k)	814	3,573	1,659	4,537	1,352
DC2	(k/')	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	131	553	278	685	224
DW	(k/')	0.37	0.37	0.37	0.37	0.37
M_{DW}	('k)	267	1,067	551	1,319	443
M_{LL+IM}	('k)	1,894	2,750	2,271	3,017	2,262
M_u (Strength I)	('k)	4,896	11,571	7,222	13,786	6,593
M_{bl}	('k)	3.04	17.07	11.65	20.83	8.71
f_s DC1	(ksi)	5.24	13.15	10.67	13.96	8.70
f_s DC2	(ksi)	0.71	1.96	1.51	2.04	1.21
f_s DW	(ksi)	1.45	3.77	2.98	3.93	2.40
f_s 1.3(LL+IM)	(ksi)	12.10	12.65	14.51	11.69	14.45
f_l	(ksi)	0.86	2.40	3.28	1.87	2.45
f_s (Service II)	(ksi)	19.49	31.53	29.67	31.62	26.76
f_s (Total)(Strength I)	(ksi)	25.89	41.57	39.23	41.64	35.44
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50
V_f	(k)	39.10	52.50	41.75	58.01	41.26
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00

EXTERIOR GIRDER 1A MOMENT TABLE (S.N. 082-0325 - Unit 1)						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	76,491	136,939	76,491	163,840	89,613
$I_c(n)$	(in^4)	149,201	149,289	149,201	176,261	165,628
$I_c(3n)$	(in^4)	111,531	149,289	111,531	176,261	125,405
S_s	(in^3)	1,866	3,260	1,866	3,901	2,186
$S_c(n)$	(in^3)	2,411	3,375	2,411	4,008	2,725
$S_c(3n)$	(in^3)	2,183	3,375	2,183	4,008	2,492
S_{xl}	(in^3)	42.67	85.33	42.67	133.33	66.67
DC1	(k/')	1.00	1.14	1.00	1.20	1.03
M_{DC1}	('k)	590	2,137	967	4,188	2,168
DC2	(k/')	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	136	450	196	787	406
DW	(k/')	0.23	0.23	0.23	0.23	0.23
M_{DW}	('k)	162	566	291	1,091	635
M_{LL+IM}	('k)	1,625	2,694	2,339	3,288	2,966
M_u (Strength I)	('k)	3,994	8,797	5,984	13,609	9,361
M_{bl}	('k)	0.00	27.29	9.91	42.75	12.97
f_s DC1	(ksi)	3.79	7.87	6.22	12.88	11.90
f_s DC2	(ksi)	0.75	1.60	1.08	2.36	1.96
f_s DW	(ksi)	0.89	2.01	1.60	3.27	3.06
f_s 1.3(LL+IM)	(ksi)	10.51	12.45	15.13	12.80	16.98
f_l	(ksi)	0.00	3.84	2.79	3.85	2.33
f_s (Service II)	(ksi)	15.95	23.93	24.03	31.30	33.90
f_s (Total)(Strength I)	(ksi)	21.17	31.61	31.89	41.18	44.77
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50
V_f	(k)	35.79	59.62	48.81	63.63	49.59
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00

EXTERIOR GIRDER 1A MOMENT TABLE (S.N. 082-0325 - Unit 2)								
		0.4 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.5 Sp. 6	Pier 6	0.6 Sp. 7
I_s	(in^4)	76,491	163,840	76,491	163,840	76,491	136,939	76,491
$I_c(n)$	(in^4)	149,201	176,261	149,201	176,261	149,201	149,289	149,201
$I_c(3n)$	(in^4)	111,531	176,261	111,531	176,261	111,531	149,289	111,531
S_s	(in^3)	1,866	3,901	1,866	3,901	1,866	3,260	1,866
$S_c(n)$	(in^3)	2,411	4,008	2,411	4,008	2,411	3,375	2,411
$S_c(3n)$	(in^3)	2,183	4,008	2,183	4,008	2,183	3,375	2,183
S_{xl}	(in^3)	42.67	133.33	42.67	133.33	42.67	85.33	42.67
DC1	(k/')	1.00	1.20	1.00	1.20	1.00	1.14	1.00
M_{DC1}	('k)	1,201	4,347	1,659	4,743	1,274	3,257	1,091
DC2	(k/')	0.26	0.26	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	242	806	321	872	251	633	222
DW	(k/')	0.23	0.23	0.23	0.23	0.23	0.23	0.23
M_{DW}	('k)	360	1,130	512	1,251	398	866	319
M_{LL+IM}	('k)	2,763	3,593	2,844	3,926	2,612	3,125	2,237
M_u (Strength I)	('k)	7,179	14,424	8,220	15,766	7,074	11,630	6,035
M_{bl}	('k)	20.98	47.49	0.00	0.00	0.00	0.00	0.00
f_s DC1	(ksi)	7.72	13.37	10.67	14.59	8.19	11.99	7.02
f_s DC2	(ksi)	1.33	2.41	1.76	2.61	1.38	2.25	1.22
f_s DW	(ksi)	1.98	3.38	2.81	3.75	2.19	3.08	1.75
f_s 1.3(LL+IM)	(ksi)	17.88	13.99	18.40	15.28	16.90	14.44	14.47
f_l	(ksi)	5.90	4.27	0.00	0.00	0.00	0.00	0.00
f_s (Service II)	(ksi)	28.91	33.15	33.65	36.23	28.66	31.76	24.46
f_s (Total)(Strength I)	(ksi)	38.35	43.63	44.53	47.69	38.00	41.86	32.41
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50
V_f	(k)	51.24	67.11	46.48	59.69	40.81	61.99	38.44
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00	50.00

EXTERIOR GIRDER 6 MOMENT TABLE (S.N. 082-0323)						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	76,491	136,939	76,491	163,840	76,491
$I_c(n)$	(in^4)	153,181	150,537	153,181	177,524	153,181
$I_c(3n)$	(in^4)	114,367	150,537	114,367	177,524	114,367
S_s	(in^3)	1,866	3,260	1,866	3,901	1,866
$S_c(n)$	(in^3)	2,431	3,386	2,431	4,018	2,431
$S_c(3n)$	(in^3)	2,204	3,386	2,204	4,018	2,204
S_{xl}	(in^3)	42.67	85.33	42.67	133.33	42.67
DC1	(k/')	1.07	1.21	1.07	1.27	1.07
M_{DC1}	('k)	816	3,590	1,701	4,557	1,378
DC2	(k/')	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	172	657	304	796	259
DW	(k/')	0.27	0.27	0.27	0.27	0.27
M_{DW}	('k)	246	1,000	551	1,246	431
M_{LL+IM}	('k)	2,289	3,352	2,815	3,707	2,777
M_u (Strength I)	('k)	5,610	12,675	8,259	15,048	7,553
M_{bl}	('k)	3.51	18.62	13.37	22.66	10.16
f_s DC1	(ksi)	5.25	13.21	10.94	14.02	8.86
f_s DC2	(ksi)	0.94	2.33	1.66	2.38	1.41
f_s DW	(ksi)	1.34	3.54	3.00	3.72	2.35
f_s 1.3(LL+IM)	(ksi)	14.69	15.44	18.07	14.39	17.82
f_l	(ksi)	0.99	2.62	3.76	2.04	2.86
f_s (Service II)	(ksi)	22.22	34.53	33.66	34.51	30.44
f_s (Total)(Strength I)	(ksi)	29.52	45.53	44.57	45.45	40.35
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50
V_f	(k)	45.02	64.00	53.78	68.71	52.42
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00

INTERIOR GIRDER 2A MOMENT TABLE (S.N. 082-0325 - Unit 1)						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	(in^4)	76,491	136,939	76,491	163,840	89,613
$I_c(n)$	(in^4)	148,676	149,133	148,676	176,103	165,055
$I_c(3n)$	(in^4)	111,167	149,133	111,167	176,103	125,026
S_s	(in^3)	1,866	3,260	1,866	3,901	2,186
$S_c(n)$	(in^3)	2,408	3,374	2,408	4,007	2,722
$S_c(3n)$	(in^3)	2,181	3,374	2,181	4,007	2,489
S_{xl}	(in^3)	42.67	85.33	42.67	133.33	66.67
DC1	(k/')	0.96	1.10	0.96	1.16	0.99
M_{DC1}	('k)	589	2,122	942	4,120	2,019
DC2	(k/')	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	104	365	173	688	360
DW	(k/')	0.31	0.31	0.31	0.31	0.31
M_{DW}	('k)	177	600	290	1,116	596
M_{LL+IM}	('k)	1,390	2,195	1,838	2,676	2,302
M_u (Strength I)	('k)	3,564	7,850	5,045	12,367	7,896
M_{bl}	('k)	0.00	24.41	8.28	38.82	10.84
f_s DC1	(ksi)	3.79	7.81	6.06	12.67	11.08
f_s DC2	(ksi)	0.57	1.30	0.95	2.06	1.74
f_s DW	(ksi)	0.97	2.13	1.60	3.34	2.87
f_s 1.3(LL+IM)	(ksi)	9.00	10.15	11.90	10.42	13.19
f_l	(ksi)	0.00	3.43	2.33	3.49	1.95
f_s (Service II)	(ksi)	14.34	21.39	20.51	28.49	28.89
f_s (Total)(Strength I)	(ksi)	19.03	28.25	27.18	37.46	38.09
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50
V_f	(k)	31.16	47.58	34.40	48.23	34.61
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00

INTERIOR GIRDER 2A MOMENT TABLE (S.N. 082-0325 - Unit 2)								
		0.4 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.5 Sp. 6	Pier 6	0.6 Sp. 7
I_s	(in^4)	76,491	163,840	76,491	163,840	76,491	136,939	76,491
$I_c(n)$	(in^4)	148,676	176,103	148,676	176,103	148,676	149,133	148,676
$I_c(3n)$	(in^4)	111,167	176,103	111,167	176,103	111,167	149,133	111,167
S_s	(in^3)	1,866	3,901	1,866	3,901	1,866	3,260	1,866
$S_c(n)$	(in^3)	2,408	4,007	2,408	4,007	2,408	3,374	2,408
$S_c(3n)$	(in^3)	2,181	4,007	2,181	4,007	2,181	3,374	2,181
S_{xl}	(in^3)	42.67	133.33	42.67	133.33	42.67	85.33	42.67
DC1	(k/')	0.96	1.16	0.96	1.16	0.96	1.10	0.96
M_{DC1}	('k)	1,123	4,404	1,667	4,727	1,273	3,231	1,088
DC2	(k/')	0.26	0.26	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	205	730	314	783	238	548	196
DW	(k/')	0.31	0.31	0.31	0.31	0.31	0.31	0.31
M_{DW}	('k)	342	1,189	516	1,290	397	901	327
M_{LL+IM}	('k)	2,157	2,982	2,325	3,133	2,133	2,534	1,857
M_u (Strength I)	('k)	5,948	13,420	7,319	14,305	6,217	10,510	5,345
M_{bl}	('k)	17.04	44.12	0.00	0.00	0.00	0.00	0.00
f_s DC1	(ksi)	7.22	13.55	10.72	14.54	8.19	11.89	7.00
f_s DC2	(ksi)	1.13	2.19	1.73	2.34	1.31	1.95	1.08
f_s DW	(ksi)	1.88	3.56	2.84	3.86	2.18	3.20	1.80
f_s 1.3(LL+IM)	(ksi)	13.97	11.61	15.06	12.20	13.82	11.72	12.03
f_l	(ksi)	4.79	3.97	0.00	0.00	0.00	0.00	0.00
f_s (Service II)	(ksi)	24.20	30.90	30.35	32.95	25.50	28.76	21.90
f_s (Total)(Strength I)	(ksi)	32.07	40.64	40.09	43.32	33.75	37.88	28.99
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50
V_f	(k)	37.05	49.64	35.60	51.02	47.06	53.16	32.16
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00	50.00

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AECOM

USER NAME = BhattA	DESIGNED - CLS	REVISED -	
	DRAWN - JHR	REVISED -	
PLOT SCALE = @:2 '1' / in.	CHECKED - CHY	REVISED -	
PLOT DATE = @DATE@	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER MOMENT & REACTION TABLES I
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-78 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	193
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXTERIOR GIRDER 1B MOMENT TABLE (S.N. 082-0325 - Unit 3)

		0.4 Sp. 8	Pier 8	0.5 Sp. 9	Pier 9	0.5 Sp. 10	Pier 10	0.6 Sp. 11
I_s	(in^4)	76,491	136,939	76,491	190,741	94,947	190,741	76,491
$I_c(n)$	(in^4)	153,886	150,770	153,886	204,732	180,289	204,732	153,886
$I_c(3n)$	(in^4)	114,884	150,770	114,884	204,732	135,205	204,732	114,884
S_s	(in^3)	1,866	3,260	1,866	4,541	2,316	4,541	1,866
$S_c(n)$	(in^3)	2,434	3,388	2,434	4,654	2,962	4,654	2,434
$S_c(3n)$	(in^3)	2,208	3,388	2,208	4,654	2,683	4,654	2,208
S_{xl}	(in^3)	42.67	85.33	42.67	192.00	66.67	192.00	42.67
DC1	(k/')	1.07	1.22	1.07	1.33	1.14	1.33	1.07
M_{DC1}	('k)	1,001	2,167	609	5,684	2,589	5,649	575
DC2	(k/')	0.26	0.26	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	238	526	197	913	380	892	198
DW	(k/')	0.27	0.27	0.27	0.27	0.27	0.27	0.27
M_{DW}	('k)	289	578	188	1,495	780	1,478	176
M_{LL+IM}	('k)	2,070	2,885	2,464	4,207	3,240	4,203	2,496
M_u (Strength I)	('k)	5,605	9,282	5,602	17,851	10,551	17,749	5,598
M_{bl}	('k)	8.69	14.02	4.10	26.42	16.02	27.05	4.13
f_s DC1	(ksi)	6.44	7.98	3.92	15.02	13.42	14.93	3.70
f_s DC2	(ksi)	1.29	1.86	1.07	2.35	1.70	2.30	1.08
f_s DW	(ksi)	1.57	2.05	1.02	3.85	3.49	3.81	0.96
f_s 1.3(LL+IM)	(ksi)	13.27	13.28	15.79	14.10	17.06	14.09	16.00
f_l	(ksi)	2.44	1.97	1.15	1.65	2.88	1.69	1.16
f_s (Service II)	(ksi)	22.57	25.17	21.80	35.33	35.67	35.13	21.73
f_s (Total)(Strength I)	(ksi)	29.88	33.25	29.03	46.48	47.10	46.21	28.94
F_{cr} (Service II)	(ksi)	47.50	46.64*	47.50	47.50	47.50	47.50	47.50
V_f	(k)	63.52	93.22	65.19	96.94	81.82	118.37	64.47
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00	50.00

*Governed by web bend buckling (AASHTO Eq. 6.10.4.2.2-4).

INTERIOR GIRDER 7B MOMENT TABLE (S.N. 082-0325 - Unit 3)

		0.4 Sp. 8	Pier 8	0.5 Sp. 9	Pier 9	0.5 Sp. 10	Pier 10	0.6 Sp. 11
I_s	(in^4)	76,491	136,939	76,491	190,741	94,947	190,741	76,491
$I_c(n)$	(in^4)	156,703	151,173	153,445	203,874	174,252	202,238	153,501
$I_c(3n)$	(in^4)	116,996	151,173	114,560	203,874	131,295	202,238	114,601
S_s	(in^3)	1,866	3,260	1,866	4,541	2,316	4,541	1,866
$S_c(n)$	(in^3)	2,447	3,392	2,432	4,647	2,930	4,634	2,432
$S_c(3n)$	(in^3)	2,222	3,392	2,205	4,647	2,654	4,634	2,206
S_{xl}	(in^3)	42.67	85.33	42.67	192.00	66.67	192.00	42.67
DC1	(k/')	1.10	1.21	1.04	1.26	1.02	1.18	1.04
M_{DC1}	('k)	1,090	2,050	521	4,957	2,424	4,838	300
DC2	(k/')	0.00	0.00	0.00	0.00	0.00	0.00	0.26
M_{DC2}	('k)	0	0	0	353	249	498	88
DW	(k/')	0.38	0.36	0.35	0.33	0.31	0.29	0.35
M_{DW}	('k)	404	677	212	1,374	735	1,272	125
M_{LL+IM}	('k)	1,953	2,602	2,137	3,653	2,695	3,372	2,449
M_u (Strength I)	('k)	5,386	8,132	4,709	15,091	9,160	14,479	4,958
M_{bl}	('k)	8.35	13.44	3.64	23.55	14.32	22.93	4.13
f_s DC1	(ksi)	7.01	7.54	3.35	13.10	12.56	12.78	1.93
f_s DC2	(ksi)	0.00	0.00	0.00	0.91	1.13	1.29	0.48
f_s DW	(ksi)	2.18	2.40	1.15	3.55	3.32	3.29	0.68
f_s 1.3(LL+IM)	(ksi)	12.45	11.97	13.71	12.26	14.35	11.35	15.71
f_l	(ksi)	2.35	1.89	1.02	1.47	2.58	1.43	1.16
f_s (Service II)	(ksi)	21.64	21.91	18.21	29.82	31.36	28.72	18.80
f_s (Total)(Strength I)	(ksi)	28.79	29.13	24.37	39.34	41.41	37.81	25.18
F_{cr} (Service II)	(ksi)	47.50	46.61*	47.50	47.50	47.50	47.50	47.50
V_f	(k)	64.42	102.87	79.27	101.88	76.74	104.34	72.55
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00	50.00

*Governed by web bend buckling (AASHTO Eq. 6.10.4.2.2-4).

INTERIOR GIRDER 9B MOMENT TABLE (S.N. 082-0325 - Unit 3)

		0.4 Sp. 8	Pier 8	0.5 Sp. 9	Pier 9
I_s	(in^4)	76,491	136,939	76,491	190,741
$I_c(n)$	(in^4)	151,485	146,402	134,400	197,785
$I_c(3n)$	(in^4)	113,142	146,402	102,085	197,785
S_s	(in^3)	1,866	3,260	1,866	4,541
$S_c(n)$	(in^3)	2,423	3,349	2,332	4,600
$S_c(3n)$	(in^3)	2,195	3,349	2,111	4,600
S_{xl}	(in^3)	42.67	85.33	42.67	192.00
DC1	(k/')	1.00	0.98	0.76	0.95
M_{DC1}	('k)	1,059	1,776	421	4,450
DC2	(k/')	0.00	0.00	0.26	0.26
M_{DC2}	('k)	92	214	114	609
DW	(k/')	0.33	0.25	0.21	0.17
M_{DW}	('k)	359	470	119	1,010
M_{LL+IM}	('k)	1,761	2,169	1,836	2,007
M_u (Strength I)	('k)	5,059	6,988	4,060	11,351
M_{bl}	('k)	7.11	11.17	3.05	17.11
f_s DC1	(ksi)	6.81	6.54	2.71	11.76
f_s DC2	(ksi)	0.50	0.77	0.65	1.59
f_s DW	(ksi)	1.96	1.68	0.68	2.63
f_s 1.3(LL+IM)	(ksi)	11.34	10.10	12.28	6.81
f_l	(ksi)	2.00	1.57	0.86	1.07
f_s (Service II)	(ksi)	20.62	19.09	16.32	22.79
f_s (Total)(Strength I)	(ksi)	27.35	25.25	21.75	29.80
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50
V_f	(k)	62.77	89.30	61.62	82.58
F_{cr}	(ksi)	50.00	50.00	50.00	50.00

INTERIOR GIRDER 2B MOMENT TABLE (S.N. 082-0325 - Unit 3)

		0.4 Sp. 8	Pier 8	0.5 Sp. 9	Pier 9	0.5 Sp. 10	Pier 10	0.6 Sp. 11
I_s	(in^4)	76,491	136,939	76,491	190,741	94,947	190,741	76,491
$I_c(n)$	(in^4)	157,661	152,079	157,661	206,073	184,898	206,073	157,661
$I_c(3n)$	(in^4)	117,732	152,079	117,732	206,073	138,347	206,073	117,732
S_s	(in^3)	1,866	3,260	1,866	4,541	2,316	4,541	1,866
$S_c(n)$	(in^3)	2,452	3,399	2,452	4,664	2,985	4,664	2,452
$S_c(3n)$	(in^3)	2,227	3,399	2,227	4,664	2,706	4,664	2,227
S_{xl}	(in^3)	42.67	85.33	42.67	192.00	66.67	192.00	42.67
DC1	(k/')	1.11	1.26	1.11	1.37	1.18	1.37	1.11
M_{DC1}	('k)	1,039	2,190	631	5,645	2,595	5,598	581
DC2	(k/')	0.26	0.26	0.26	0.26	0.26	0.26	0.26
M_{DC2}	('k)	164	335	121	664	311	650	116
DW	(k/')	0.39	0.39	0.39	0.39	0.39	0.39	0.39
M_{DW}	('k)	336	678	229	1,614	821	1,594	214
M_{LL+IM}	('k)	1,974	2,631	2,295	3,786	3,000	3,800	2,341
M_u (Strength I)	('k)	5,462	8,778	5,300	16,933	10,114	16,851	5,289
M_{bl}	('k)	8.56	13.63	3.95	25.55	15.52	26.17	3.88
f_s DC1	(ksi)	6.68	8.06	4.06	14.92	13.45	14.79	3.74
f_s DC2	(ksi)	0.88	1.18	0.65	1.71	1.38	1.67	0.62
f_s DW	(ksi)	1.81	2.39	1.23	4.15	3.64	4.10	1.15
f_s 1.3(LL+IM)	(ksi)	12.56	12.07	14.60	12.66	15.68	12.71	14.89
f_l	(ksi)	2.41	1.92	1.11	1.60	2.79	1.64	1.09
f_s (Service II)	(ksi)	21.94	23.71	20.55	33.44	34.14	33.27	20.41
f_s (Total)(Strength I)	(ksi)	29.08	31.40	27.39	44.05	45.10	43.84	27.23
F_{cr} (Service II)	(ksi)	47.50	46.55*	47.50	47.50	47.50	47.50	47.50
V_f	(k)	66.31	98.15	67.60	103.61	89.23	110.51	69.39
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00	50.00

*Governed by web bend buckling (AASHTO Eq. 6.10.4.2.2-4).

INTERIOR GIRDER 8B MOMENT TABLE (S.N. 082-0325 - Unit 3)

		0.4 Sp. 8	Pier 8	0.5 Sp. 9	Pier 9	0.5 Sp. 10	Pier 10
I_s	(in^4)	76,491	136,939	76,491	190,741	94,947	190,741
$I_c(n)$	(in^4)	154,984	149,569	144,804	199,934	164,284	198,477
$I_c(3n)$	(in^4)	115,698	149,569	108,552	199,934	125,300	198,477
S_s	(in^3)	1,866	3,260	1,866	4,541	2,316	4,541
$S_c(n)$	(in^3)	2,440	3,378	2,389	4,616	2,875	4,605
$S_c(3n)$	(in^3)	2,213	3,378	2,162	4,616	2,606	4,605
S_{xl}	(in^3)	42.67	85.33	42.67	192.00	66.67	192.00
DC1	(k/')	1.06	1.13	0.90	1.07	0.90	0.98
M_{DC1}	('k)	1,072	1,915	466	4,671	2,407	4,647
DC2	(k/')	0.00	0.00	0.00	0.00	0.26	0.26
M_{DC2}	('k)	38	85	50	491	281	598
DW	(k/')	0.36	0.32	0.28	0.23	0.25	0.19
M_{DW}	('k)	386	584	162	1,162	679	1,106
M_{LL+IM}	('k)	1,920	2,471	1,940	3,447	2,666	2,767
M_u (Strength I)	('k)	5,327	7,700	4,283	14,228	9,044	13,058
M_{bl}	('k)	8.52	12.57	3.30	21.91	14.08	20.38
f_s DC1	(ksi)	6.90	7.05	3.00	12.34	12.47	12.28
f_s DC2	(ksi)	0.21	0.30	0.28	1.28	1.29	1.56
f_s DW	(ksi)	2.09	2.07	0.90	3.02	3.13	2.88
f_s 1.3(LL+IM)	(ksi)	12.28	11.41	12.67	11.65	14.47	9.37
f_l	(ksi)	2.40	1.77	0.93	1.37	2.53	1.27
f_s (Service II)	(ksi)	21.47	20.84	16.84	28.29	31.36	26.09
f_s (Total)(Strength I)	(ksi)	28.54	27.66	22.50	37.23	41.37	34.24
F_{cr} (Service II)	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50
V_f	(k)	64.02	96.99	62.44	91.60	73.47	94.95
F_{cr}	(ksi)	50.00	50.00	50.00	50.00	50.00	50.00

GDR. 10B MOMENT TABLE (S.N. 082-0325 - Unit 3)

		0.4 Sp. 8	Pier 8
I_s	(in^4)	76,491	136,939
$I_c(n)$	(in^4)	146,380	143,662
$I_c(3n)$	(in^4)	109,601	143,662
S_s	(in^3)	1,866	3,260
$S_c(n)$	(in^3)	2,397	3,324
$S_c(3n)$	(in^3)	2,169	3,324
S_{xl}	(in^3)	42.67	85.33
DC1	(k/')	0.92	0.82
M_{DC1}	('k)	1,044	1,685
DC2	(k/')	0.26	0.26
M_{DC2}	('k)	173	313
DW	(k/')	0.29	0.17
M_{DW}	('k)	327	384
M_{LL+IM}	('k)	1,694	1,314
M_u (Strength I)	('k)	4,976	5,373
M_{bl}	('k)	6.20	8.32
f_s DC1	(ksi)	6.72	6.20
f_s DC2	(ksi)	0.96	1.13
f_s DW	(ksi)	1.81	1.39
f_s 1.3(LL+IM)	(ksi)	11.03	6.17
f_l	(ksi)	1.74	1.17
f_s (Service II)	(ksi)	20.51	14.88
f_s (Total)(Strength I)	(ksi)	27.14	19.55
F_{cr} (Service II)	(ksi)	47.50	47.50
V_f	(k)	57.63	75.62
F_{cr}	(ksi)	50.00	50.00

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AECOM

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PLOT SCALE = 2i1.999996 '1' / in.
PLOT DATE = @DATE@

DESIGNED - CLS | REVISED -
DRAWN - JHR | REVISED -
CHECKED - CHY | REVISED -
DATE - 03/18/2011 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER MOMENT & REACTION TABLES II
I-70W OVER I-55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-79 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	194
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER 5 REACTION TABLE (S.N. 082-0323)					
		E. Abut.	Pier 1	Pier 2	Pier 3-E
R_{DC1}	(k)	44.47	216.35	247.70	56.17
R_{DC2}	(k)	7.73	35.79	39.74	9.71
R_{DW}	(k)	14.27	65.33	72.62	18.03
R_{LL+IM}	(k)	81.13	178.18	180.60	86.30
R_{Total}	(k)	147.60	495.65	540.66	170.21

EXTERIOR GIRDER 6 REACTION TABLE (S.N. 082-0323)					
		E. Abut.	Pier 1	Pier 2	Pier 3-E
R_{DC1}	(k)	44.27	205.06	231.68	56.89
R_{DC2}	(k)	9.53	40.42	43.69	11.51
R_{DW}	(k)	12.33	54.91	60.76	16.46
R_{LL+IM}	(k)	81.17	174.42	178.46	91.44
R_{Total}	(k)	147.30	474.81	514.59	176.30

EXTERIOR GIRDER 1A REACTION TABLE (S.N. 082-0325 - Unit 1)					
		E. Abut.	Pier 1	Pier 2	Pier 3-E
R_{DC1}	(k)	35.83	147.55	200.48	70.28
R_{DC2}	(k)	8.43	32.89	40.50	14.36
R_{DW}	(k)	9.27	37.43	49.55	19.36
R_{LL+IM}	(k)	69.85	147.80	158.34	91.68
R_{Total}	(k)	123.38	365.67	448.87	195.68

INTERIOR GIRDER 2A REACTION TABLE (S.N. 082-0325 - Unit 1)					
		E. Abut.	Pier 1	Pier 2	Pier 3-E
R_{DC1}	(k)	35.04	161.19	233.60	65.34
R_{DC2}	(k)	6.71	29.97	41.16	11.95
R_{DW}	(k)	10.46	45.98	63.49	18.97
R_{LL+IM}	(k)	65.89	146.03	160.01	74.73
R_{Total}	(k)	118.10	383.17	498.26	170.99

EXTERIOR GIRDER 1A REACTION TABLE (S.N. 082-0325 - Unit 2)						
		Pier 3-W	Pier 4	Pier 5	Pier 6	Pier 7-E
R_{DC1}	(k)	51.94	197.81	236.58	197.09	47.57
R_{DC2}	(k)	11.35	39.93	46.79	41.05	10.46
R_{DW}	(k)	14.43	48.57	59.27	50.20	12.91
R_{LL+IM}	(k)	90.13	161.30	176.19	165.05	75.83
R_{Total}	(k)	167.85	447.61	518.83	453.39	146.77

INTERIOR GIRDER 2A REACTION TABLE (S.N. 082-0325 - Unit 2)						
		Pier 3-W	Pier 4	Pier 5	Pier 6	Pier 7-E
R_{DC1}	(k)	50.18	237.16	234.16	194.02	47.40
R_{DC2}	(k)	9.48	41.54	40.52	34.75	9.05
R_{DW}	(k)	14.94	64.26	63.98	54.60	14.17
R_{LL+IM}	(k)	75.57	164.62	156.64	148.25	72.31
R_{Total}	(k)	150.17	507.58	495.30	431.62	142.93

EXTERIOR GIRDER 1B REACTION TABLE (S.N. 082-0325 - Unit 3)						
		Pier 7-W	Pier 8	Pier 9	Pier 10	W. Abut.
R_{DC1}	(k)	47.05	173.10	292.24	292.23	41.52
R_{DC2}	(k)	11.29	40.66	51.59	51.02	10.56
R_{DW}	(k)	12.81	45.24	73.84	73.53	11.43
R_{LL+IM}	(k)	89.96	182.91	220.12	218.32	97.11
R_{Total}	(k)	161.11	441.91	637.79	635.10	160.62

INTERIOR GIRDER 2B REACTION TABLE (S.N. 082-0325 - Unit 3)						
		Pier 7-W	Pier 8	Pier 9	Pier 10	W. Abut.
R_{DC1}	(k)	49.30	170.28	272.02	271.65	42.49
R_{DC2}	(k)	8.30	27.70	35.59	35.21	7.41
R_{DW}	(k)	15.89	53.69	78.26	77.91	14.23
R_{LL+IM}	(k)	100.40	180.68	208.10	202.93	105.90
R_{Total}	(k)	173.89	432.35	593.97	587.70	170.03

INTERIOR GIRDER 7B REACTION TABLE (S.N. 082-0325 - Unit 3)						
		Pier 7-W	Pier 8	Pier 9	Pier 10	W. Abut.
R_{DC1}	(k)	13.99	163.23	244.70	244.96	34.48
R_{DC2}	(k)	0.00	0.00	12.36	21.86	7.46
R_{DW}	(k)	9.47	53.98	67.78	63.85	11.46
R_{LL+IM}	(k)	74.26	189.08	214.10	203.88	107.81
R_{Total}	(k)	97.72	406.29	538.94	534.55	161.21

INTERIOR GIRDER 8B REACTION TABLE (S.N. 082-0325 - Unit 3)					
		Pier 7-W	Pier 8	Pier 9	Pier 10
R_{DC1}	(k)	68.86	148.33	222.72	224.86
R_{DC2}	(k)	1.12	4.68	20.19	34.29
R_{DW}	(k)	21.49	45.99	54.33	51.81
R_{LL+IM}	(k)	123.09	178.61	198.91	157.34
R_{Total}	(k)	214.56	377.61	496.15	468.30

INTERIOR GIRDER 9B REACTION TABLE (S.N. 082-0325 - Unit 3)				
		Pier 7-W	Pier 8	Pier 9
R_{DC1}	(k)	44.42	140.26	215.75
R_{DC2}	(k)	2.83	13.33	35.05
R_{DW}	(k)	15.29	38.19	46.90
R_{LL+IM}	(k)	97.05	167.12	139.15
R_{Total}	(k)	159.59	358.90	436.85

GDR. 10B REACT. TABLE (S.N. 082-0325 - Unit 3)			
		Pier 7-W	Pier 8
R_{DC1}	(k)	50.07	122.18
R_{DC2}	(k)	8.24	25.74
R_{DW}	(k)	15.77	28.14
R_{LL+IM}	(k)	97.71	112.03
R_{Total}	(k)	171.79	288.09

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) 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) due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

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

M_{bl}: Factored lateral bending moment for controlling flange plate (kip-ft.).

f_l: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

F_{cr} (Service II): Critical flange stress at Service II computed according to Article 6.10.4.2 (ksi).

F_{cr}: Critical flange stress computed according to Article 6.10.7 or 6.10.8 (ksi).

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

Note:
M_{L} and R_{L} include the effects of centrifugal force and superelevation.

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AECOM

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	DRAWN - JHR	REVISED -	
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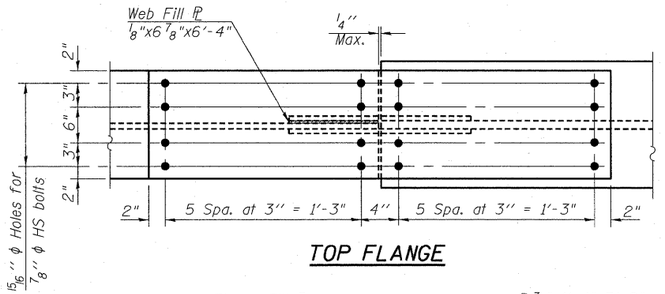
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER MOMENT & REACTION TABLES III
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-80 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	195
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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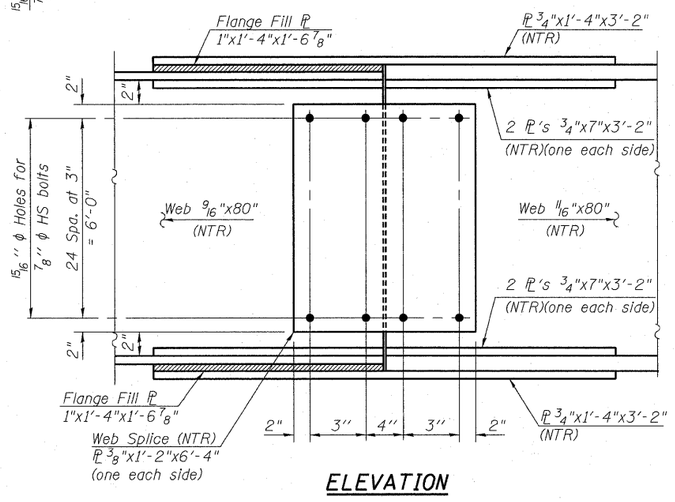

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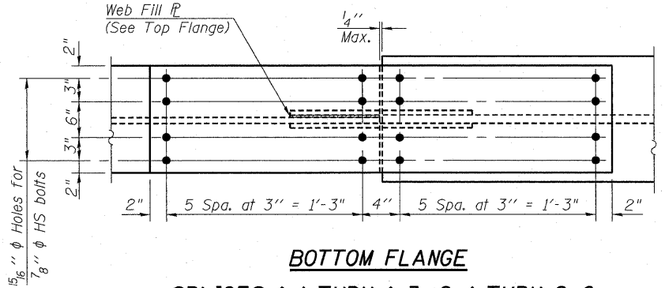
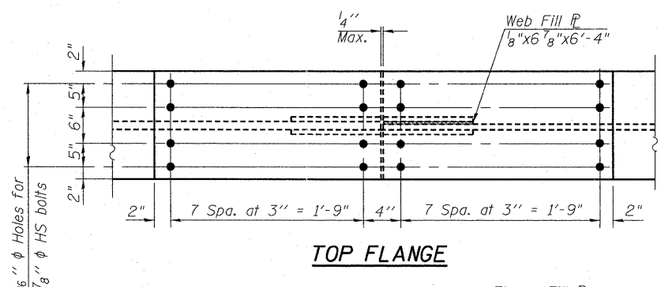


BOTTOM FLANGE

SPLICES 1-1 THRU 1-3, 2-1 THRU 2-6, 3-1 THRU 3-3, 3-6, & 4-1 THRU 4-4

(117 Required)



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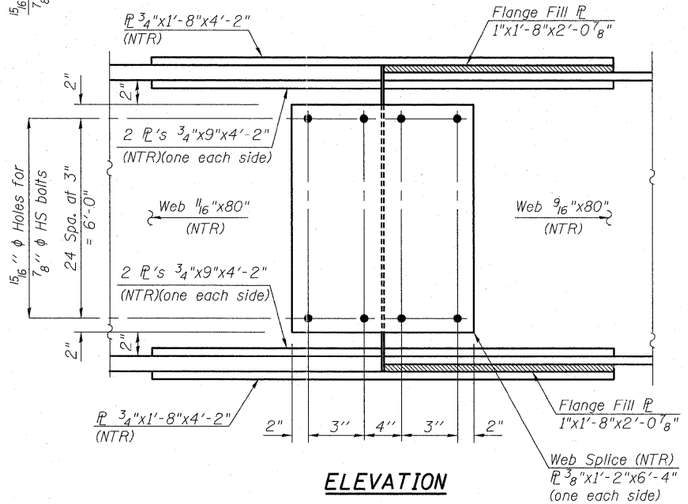

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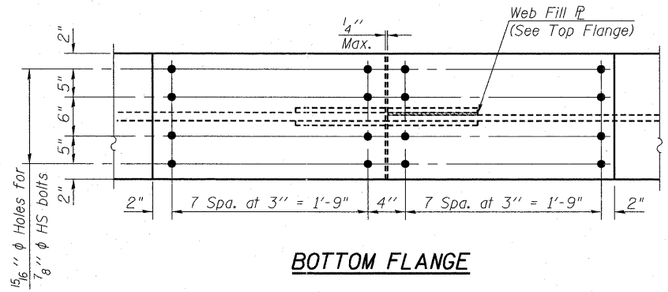
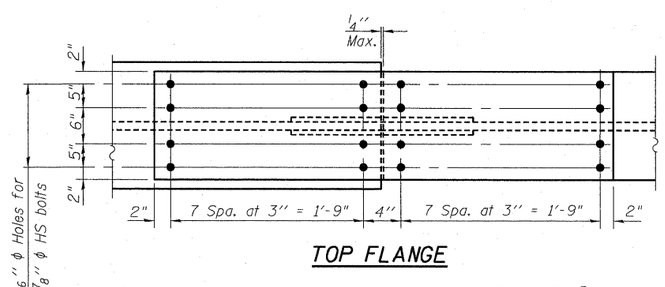


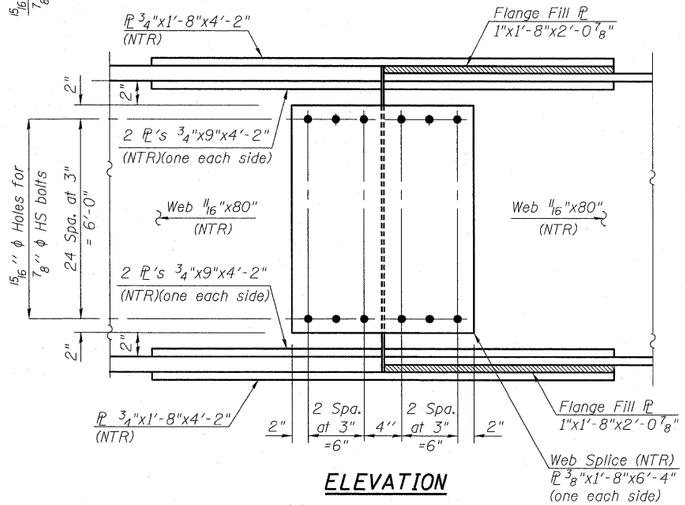
BOTTOM FLANGE

SPLICE 1-4

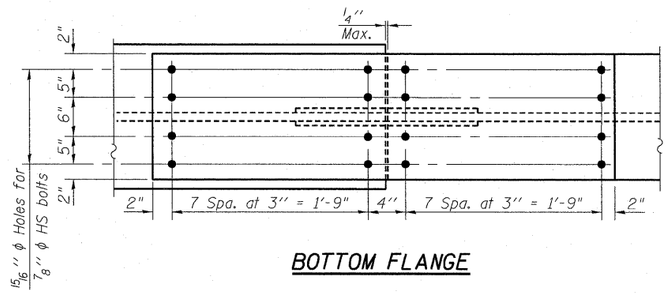
(6 Required)



TOP FLANGE



ELEVATION



BOTTOM FLANGE

SPLICES 3-4 & 3-5

(18 Required)

Notes:

1. *See Sheets S-64 thru S-68 for location of bolted field splices.*
2. *AASHTO M270 Grade 50 steel shall be used for all splice plates, except fill plates which may be AASHTO M270 Grade 36 or 50.*
3. *Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2), including all flange and web splice plates (except fill plates).*
4. *Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ, holes 15/16 in. ϕ, unless otherwise noted. Design assumes threads in shear plane and Class A slip surface.*
5. *Shear connector studs shall not be placed on top of splice plates.*
6. *The Contractor is alerted that differences in web thickness across the splice create a slight misalignment of the webs that may need to be accounted for when detailing cross frames in shop drawings in order to properly control geometry and avoid any fit-up issues. It is recommended that the web fill plates always be detailed and installed on the same side of the web at rows of adjacent splices in order to minimize girder spacing differences at these locations.*

P:\P60046691\900_CAD\401_Drawings\76C02_Master_Consolidated\Structural\082-0323\Sheet\S081_082-0325_76C75_Splice.dgn

AECOM

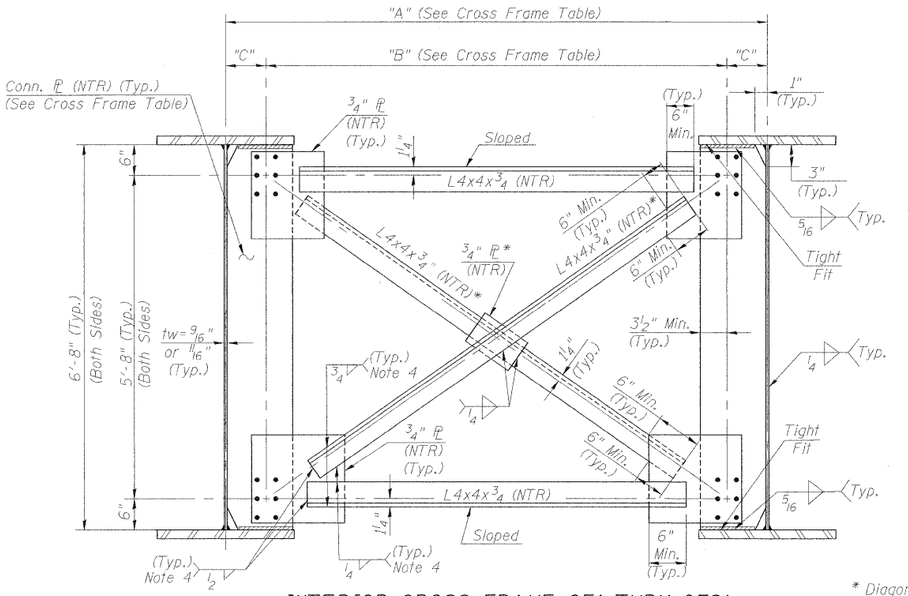
USER NAME = BhattA	DESIGNED - CLS	REVISED -
	DRAWN - JHR	REVISED -
PLOT SCALE = Ø.2 '1' / in.	CHECKED - CHY	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER BOLTED FIELD SPLICE DETAILS
I-70W OVER I-55, CSX & KCS RAILROADS

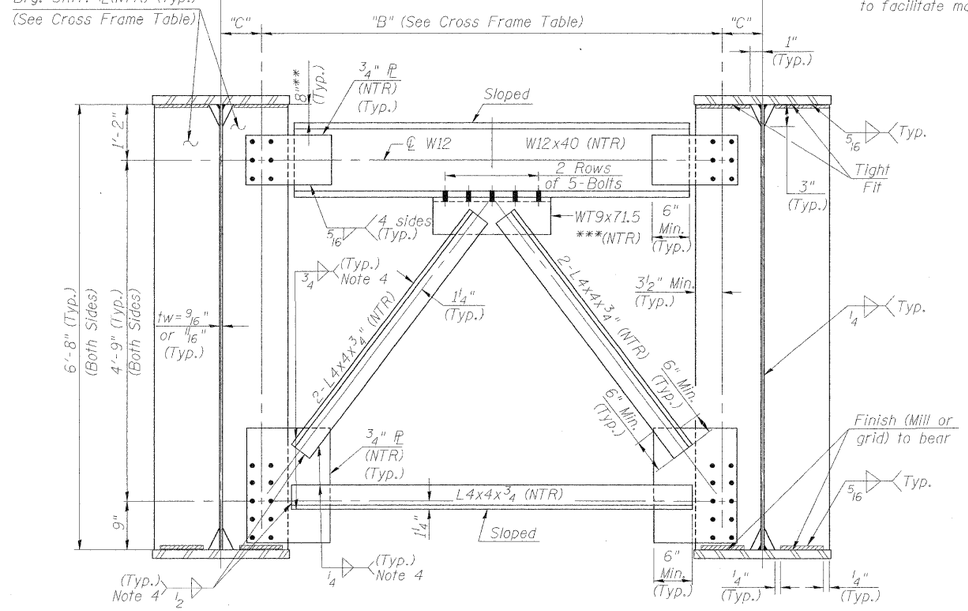
SCALE: NONE | SHEET NO. S-81 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	196
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INTERIOR CROSS FRAME CF1 THRU CF81

(629 Required)



END CROSS FRAME CF101 THRU CF121

(109 Required)

* Diagonals omitted for the C.F.'s downstation of Header Girders.
** Contractor to coordinate with Modular Joint Manufacturer.
*** Alternate WT shapes utilizing 3/4" nominal thickness are permitted to facilitate material acquisition.

CROSS FRAME TABLE

Name	Quantity	"A"	"B"	"C"	Connection or Brg. Plate
CF1	90	7'-4"	6'-7 1/2"	4 1/4"	3/4" x 7 1/2"
CF2	20	7'-4"	6'-3 1/2"	6 1/4"	3/4" x 9 1/2"
CF3	175	6'-2"	5'-5 1/2"	4 1/4"	3/4" x 7 1/2"
CF4	90	6'-2"	5'-1 1/2"	6 1/4"	3/4" x 9 1/2"
CF5	78	7'-9"	7'-0 1/2"	4 1/4"	3/4" x 7 1/2"
CF6	42	7'-9"	6'-8 1/2"	6 1/4"	3/4" x 9 1/2"
CF7	60	7'-9"	6'-4 1/2"	8 1/4"	3/4" x 11 1/2"
CF8	1	7'-7 1/16"	6'-10 9/16"	4 1/4"	3/4" x 7 1/2"
CF9	1	7'-5 1/4"	6'-8 3/4"	4 1/4"	3/4" x 7 1/2"
CF10	1	7'-3 7/16"	6'-6 15/16"	4 1/4"	3/4" x 7 1/2"
CF11	1	7'-1 5/8"	6'-5 1/8"	4 1/4"	3/4" x 7 1/2"
CF12	1	6'-11 13/16"	6'-3 5/16"	4 1/4"	3/4" x 7 1/2"
CF13	1	6'-8 1/4"	5'-11 3/4"	4 1/4"	3/4" x 7 1/2"
CF14	1	6'-6 1/2"	5'-10"	4 1/4"	3/4" x 7 1/2"
CF15	1	6'-4 3/4"	5'-8 1/4"	4 1/4"	3/4" x 7 1/2"
CF16	1	6'-3"	5'-6 1/2"	4 1/4"	3/4" x 7 1/2"
CF17	1	6'-1 1/4"	5'-4 3/4"	4 1/4"	3/4" x 7 1/2"
CF18	1	5'-11 1/2"	4'-7"	8 1/4"	3/4" x 11 1/2"
CF19	1	5'-9 3/4"	4'-5 1/4"	8 1/4"	3/4" x 11 1/2"
CF20	1	5'-8"	4'-3 1/2"	8 1/4"	3/4" x 11 1/2"
CF21	1	5'-4 1/2"	4'-0"	8 1/4"	3/4" x 11 1/2"
CF22	1	5'-2 3/4"	3'-10 1/4"	8 1/4"	3/4" x 11 1/2"
CF23	1	5'-1"	4'-0 1/2"	6 1/4"	3/4" x 9 1/2"
CF24	1	4'-11 1/4"	3'-10 3/4"	6 1/4"	3/4" x 9 1/2"
CF25	1	4'-9 1/2"	3'-9"	6 1/4"	3/4" x 9 1/2"
CF26	1	4'-7 13/16"	3'-7 5/16"	6 1/4"	3/4" x 9 1/2"
CF27	1	4'-6 1/16"	3'-5 9/16"	6 1/4"	3/4" x 9 1/2"
CF28	1	4'-4 5/16"	3'-3 13/16"	6 1/4"	3/4" x 9 1/2"
CF29	1	4'-2 9/16"	3'-2 1/16"	6 1/4"	3/4" x 9 1/2"
CF30	1	4'-0 7/8"	2'-8 3/8"	8 1/4"	3/4" x 11 1/2"
CF31	1	3'-11 1/8"	2'-6 5/8"	8 1/4"	3/4" x 11 1/2"
CF32	1	3'-7 5/8"	2'-3 1/8"	8 1/4"	3/4" x 11 1/2"
CF33 *	1	3'-5 7/8"	2'-1 3/8"	8 1/4"	3/4" x 11 1/2"
CF34	1	6'-3 3/16"	5'-6 11/16"	4 1/4"	3/4" x 7 1/2"
CF35	1	5'-11 1/8"	5'-2 5/8"	4 1/4"	3/4" x 7 1/2"
CF36	1	5'-7 1/8"	4'-10 5/8"	4 1/4"	3/4" x 7 1/2"
CF37	1	7'-5 3/4"	6'-9 1/4"	4 1/4"	3/4" x 7 1/2"
CF38	1	7'-2 1/2"	6'-6"	4 1/4"	3/4" x 7 1/2"
CF39	1	6'-11 5/16"	6'-2 13/16"	4 1/4"	3/4" x 7 1/2"
CF40	1	6'-8 1/8"	5'-11 5/8"	4 1/4"	3/4" x 7 1/2"
CF41	1	6'-4 15/16"	5'-8 7/16"	4 1/4"	3/4" x 7 1/2"
CF42	1	5'-10 5/8"	5'-2 1/8"	4 1/4"	3/4" x 7 1/2"
CF43	1	5'-7 9/16"	4'-11 1/16"	4 1/4"	3/4" x 7 1/2"
CF44	1	5'-4 1/2"	4'-8"	4 1/4"	3/4" x 7 1/2"
CF45	1	5'-1 3/8"	4'-4 7/8"	4 1/4"	3/4" x 7 1/2"
CF46	1	4'-10 5/16"	4'-1 13/16"	4 1/4"	3/4" x 7 1/2"
CF47	1	4'-7 1/4"	3'-2 3/4"	8 1/4"	3/4" x 11 1/2"
CF48	1	4'-4 1/8"	2'-11 5/8"	8 1/4"	3/4" x 11 1/2"
CF49	1	4'-1 1/16"	2'-8 9/16"	8 1/4"	3/4" x 11 1/2"
CF50	1	3'-6 15/16"	2'-2 7/16"	8 1/4"	3/4" x 11 1/2"
CF51 *	1	3'-3 7/8"	1'-11 3/8"	8 1/4"	3/4" x 11 1/2"

CROSS FRAME TABLE (CONT.)

Name	Quantity	"A"	"B"	"C"	Connection or Brg. Plate
CF52	1	5'-10 3/16"	4'-9 11/16"	6 1/4"	3/4" x 9 1/2"
CF53	1	5'-7"	4'-6 1/2"	6 1/4"	3/4" x 9 1/2"
CF54	1	5'-3 7/8"	4'-3 3/8"	6 1/4"	3/4" x 9 1/2"
CF55	1	5'-0 7/8"	4'-0 3/8"	6 1/4"	3/4" x 9 1/2"
CF56	1	4'-9 15/16"	3'-9 7/16"	6 1/4"	3/4" x 9 1/2"
CF57	1	4'-7"	3'-6 1/2"	6 1/4"	3/4" x 9 1/2"
CF58	1	4'-4 1/4"	2'-11 3/4"	8 1/4"	3/4" x 11 1/2"
CF59	1	4'-1 1/2"	2'-9"	8 1/4"	3/4" x 11 1/2"
CF60	1	3'-8 1/4"	2'-3 3/4"	8 1/4"	3/4" x 11 1/2"
CF61 *	1	3'-5 11/16"	2'-1 3/16"	8 1/4"	3/4" x 11 1/2"
CF62	1	7'-1 1/16"	6'-4 9/16"	4 1/4"	3/4" x 7 1/2"
CF63	1	6'-5"	5'-8 1/2"	4 1/4"	3/4" x 7 1/2"
CF64	1	5'-8 15/16"	5'-0 7/16"	4 1/4"	3/4" x 7 1/2"
CF65	1	5'-0 7/8"	4'-4 3/8"	4 1/4"	3/4" x 7 1/2"
CF66	1	4'-4 13/16"	3'-8 5/16"	4 1/4"	3/4" x 7 1/2"
CF67 *	1	3'-0 15/16"	2'-4 7/16"	4 1/4"	3/4" x 7 1/2"
CF68	1	4'-2 3/8"	3'-5 7/8"	4 1/4"	3/4" x 7 1/2"
CF69	1	3'-7 7/16"	2'-10 15/16"	4 1/4"	3/4" x 7 1/2"
CF70	1	3'-4 3/16"	2'-7 11/16"	4 1/4"	3/4" x 7 1/2"
CF71	1	3'-3 7/16"	1'-10 15/16"	8 1/4"	3/4" x 11 1/2"
CF72	1	3'-2 13/16"	1'-10 5/16"	8 1/4"	3/4" x 11 1/2"
CF73	1	3'-2 1/4"	1'-9 3/4"	8 1/4"	3/4" x 11 1/2"
CF74	1	3'-1 5/16"	1'-8 13/16"	8 1/4"	3/4" x 11 1/2"
CF75 *	1	3'-0 15/16"	1'-8 7/16"	8 1/4"	3/4" x 11 1/2"
CF76	1	6'-11 3/16"	6'-2 11/16"	4 1/4"	3/4" x 7 1/2"
CF77	1	5'-10 1/4"	5'-1 3/4"	4 1/4"	3/4" x 7 1/2"
CF78	1	4'-11 1/16"	4'-2 9/16"	4 1/4"	3/4" x 7 1/2"
CF79	1	4'-1 11/16"	3'-5 3/16"	4 1/4"	3/4" x 7 1/2"
CF80	1	3'-6 1/16"	2'-9 9/16"	4 1/4"	3/4" x 7 1/2"
CF81 *	1	2'-8 3/16"	1'-11 11/16"	4 1/4"	3/4" x 7 1/2"
CF101	15	7'-4"	6'-7 1/2"	4 1/4"	1" x 7 1/2"
CF102	5	7'-4"	6'-3 1/2"	6 1/4"	1" x 9 1/2"
CF103	25	6'-2"	5'-5 1/2"	4 1/4"	1" x 7 1/2"
CF104	20	6'-2"	5'-1 1/2"	6 1/4"	1" x 9 1/2"
CF105	17	7'-9"	7'-0 1/2"	4 1/4"	1" x 7 1/2"
CF106	1	7'-9 3/16"	7'-0 11/16"	4 1/4"	1" x 7 1/2"
CF107	12	7'-9"	6'-4 1/2"	8 1/4"	1" x 11 1/2"
CF108	1	7'-9 5/16"	7'-0 13/16"	4 1/4"	1" x 7 1/2"
CF109	1	7'-9 1/8"	7'-0 5/8"	4 1/4"	1" x 7 1/2"
CF110	1	7'-8 11/16"	7'-0 3/16"	4 1/4"	1" x 7 1/2"
CF111	1	7'-11 15/16"	7'-3 7/16"	4 1/4"	1" x 7 1/2"
CF112	1	6'-10"	6'-1 1/2"	4 1/4"	1" x 7 1/2"
CF113	1	6'-1 3/4"	5'-5 1/4"	4 1/4"	1" x 7 1/2"
CF114	1	3'-8 3/4"	3'-0 1/4"	4 1/4"	1" x 7 1/2"
CF115	1	3'-0 3/16"	2'-3 11/16"	4 1/4"	1" x 7 1/2"
CF116	1	5'-6 1/4"	4'-1 3/4"	8 1/4"	1" x 11 1/2"
CF117	1	3'-10"	2'-5 1/2"	8 1/4"	1" x 11 1/2"
CF118	1	3'-1 3/4"	1'-9 1/4"	8 1/4"	1" x 11 1/2"
CF119	1	3'-9 3/8"	2'-4 7/8"	8 1/4"	1" x 11 1/2"
CF120	1	3'-10 7/8"	2'-6 3/8"	8 1/4"	1" x 11 1/2"
CF121	1	5'-3 1/4"	4'-6 3/4"	4 1/4"	1" x 7 1/2"

*Diagonals omitted for cross frames downstation of header girders.

Cross Frame Notes:
1. See Sheets S-64 thru S-68 for location of girder cross frames.
2. AASHTO M270 Grade 50 steel shall be used for all cross frames, connection plates, and bearing stiffeners, unless otherwise noted.
3. Intermediate transverse stiffeners shall use the same size clips & fillet welds as connection plates. Likewise, jacking stiffeners shall use the same size clips & fillet welds as the bearing stiffeners.
4. Fillet welds to L4x4x3/4 angles are balanced such that forces pass through the centroid of the angle to acheive a Fatigue Category E. If changes to size or length are required, welds must be balanced. Fillet welds of 3/4" shall be built out to obtain full throat thickness.
5. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).
6. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ, holes 15/16 in. ϕ, unless otherwise noted. Bolt spacing shall be 3" min. & edge distances shall be 2" min.
7. Field reaming shall not exceed that permitted in Article 505.08(I) of the Standard Specifications. If any field reaming is required, two hardened washers are required for each oversized bolt hole.
8. The Contractor is alerted that differences in web thickness across the splice create a slight misalignment of the webs that may need to be accounted for when detailing cross frames in shop drawings in order to properly control geometry and avoid any fit-up issues.

Steel Erection Notes:
1. Erection shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ACSE) by the American Institute of Steel Construction (AISC). See special provision for "Erection of Complex Steel Structures".
2. All cross frames between girders shall be installed with erection pins and bolts in accordance with erection plan submitted to and approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
3. The calculated deflections of the primary girders under steel self-weight shall be used to detail the cross frame connections, and to erect the structural steel such that girders will be plumb within a tolerance of ±1/2 in. per vertical foot throughout the length of the girder system when supporting their own weight.
4. 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.

P:\PGD0046689\900_CAD\901_Drawings\76C82_Master_Consolidated\Structural\082-0323\Sheet\S082_082-0325_76C75_CrossFr1.dgn

AECOM

USER NAME = floresg	DESIGNED - CLS	REVISED -	
	DRAWN - JHR	REVISED -	
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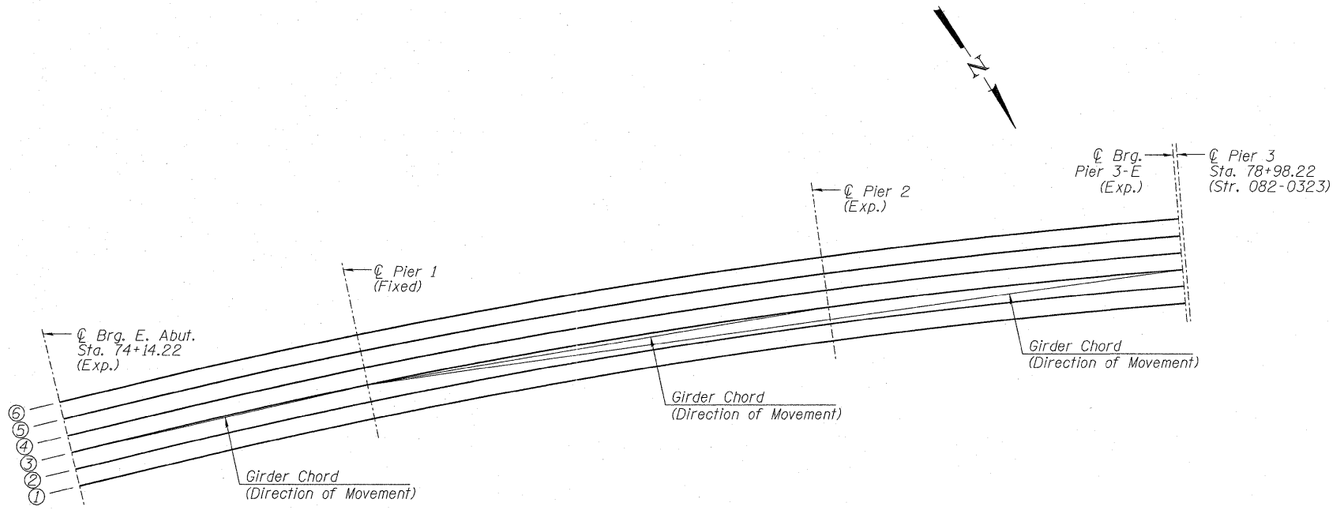
PLOT DATE = $DATE$	DATE - 05-17-2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER CROSS FRAME DETAILS
I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-82 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	197
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BEARING LAYOUT - S.N. 082-0323

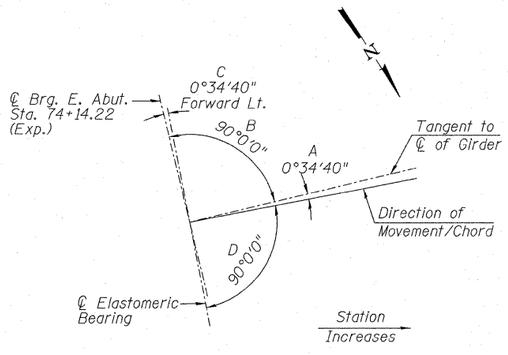
Notes:

A = Angle between Tangent to Girder and Direction of Movement.

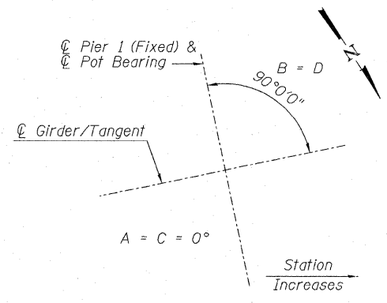
B = Angle between Tangent to Girder and ℄ of Pier or Abutment.

C = Setting angle between ℄ of Bearing Base Plate and ℄ of Pier or Abutment.

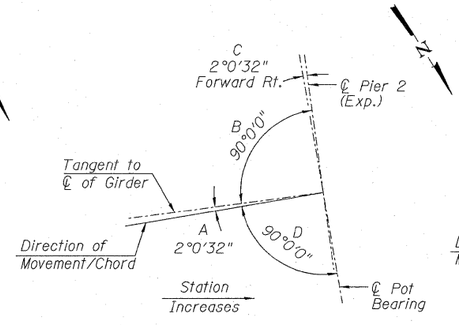
D = Set Bearing Base Plates at right angles to the Direction of Movement/Chord.



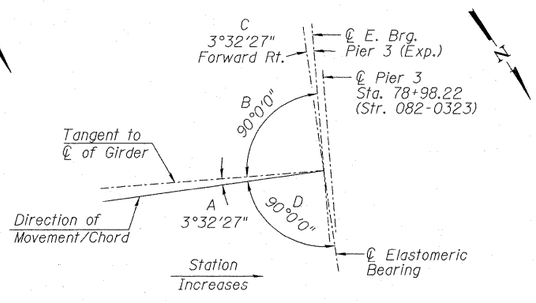
E. ABUT.



PIER 1



PIER 2



PIER 3

BEARING ORIENTATION - S.N. 082-0323

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		DRAWN - BRD	REVISED -
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	PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING LAYOUT & ORIENTATION – S.N. 082–0323
I–70W OVER I–55, CSX & KCS RAILROADS

SCALE: NONE | SHEET NO. S-83 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	198
	S.N. 082-0323 & S.N. 082-0325	CONTRACT NO. 76C75		
	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT		

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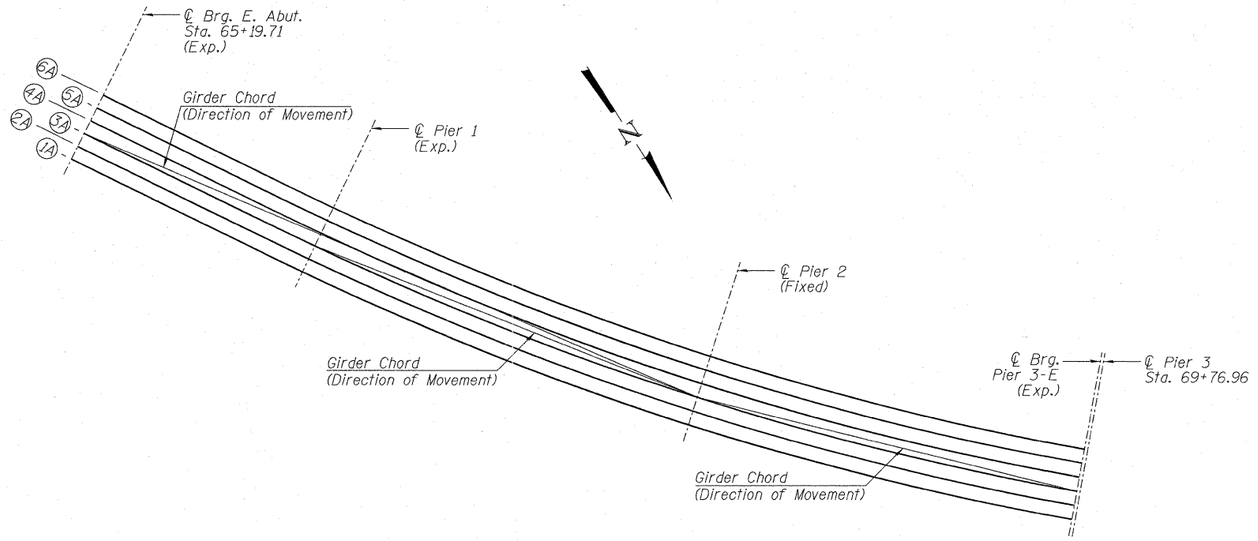


BEARING LAYOUT - S.N. 082-0325 - UNIT 1

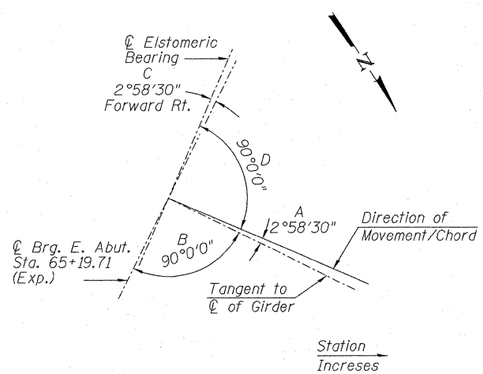
Notes:

A = Angle between Tangent to Girder and Direction of Movement.

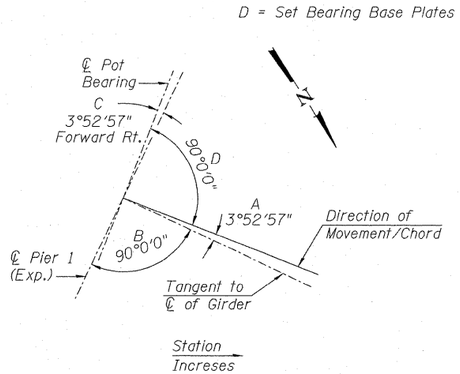
B = Angle between Tangent to Girder and ℄ of Pier or Abutment.

C = Setting angle between ℄ of Bearing Base Plate and ℄ of Pier or Abutment.

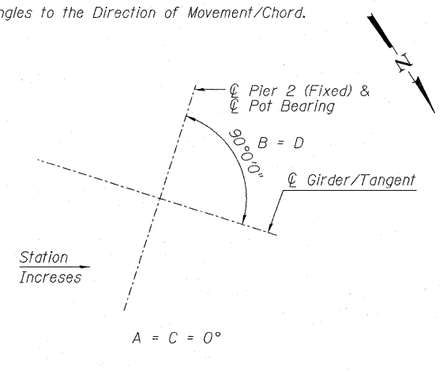
D = Set Bearing Base Plates at right angles to the Direction of Movement/Chord.



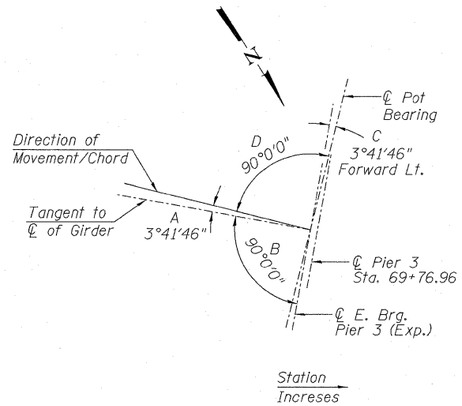
E. ABUT.



PIER 1



PIER 2



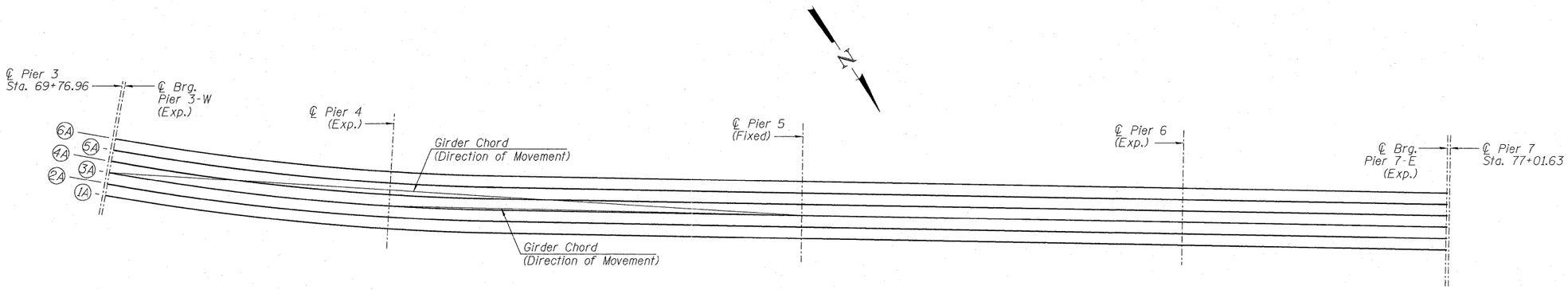
PIER 3

BEARING ORIENTATION - S.N. 082-0325 - UNIT 1

P:\P68046B01\900_CAD\901_Drawings\76C00_Master_Consolidated\Structural\082-0323\Sheet\S084_082-0323_0325_76C75_BearingUnit1.dgn

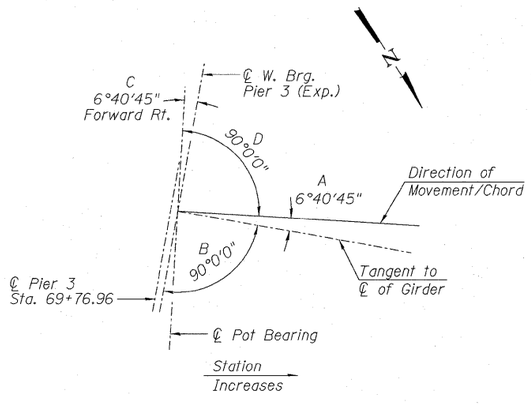
AECOM	USER NAME = BhattA	DESIGNED - LLV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING LAYOUT & ORIENTATION – S.N. 082–0325 UNIT 1 I–70W OVER I–55, CSX & KCS RAILROADS
		DRAWN - BRD	REVISED -		SCALE: NONE | SHEET NO. S-84 OF S-138 SHEETS | STA. | TO STA.
	PLOT SCALE = 0.1667 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	199
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

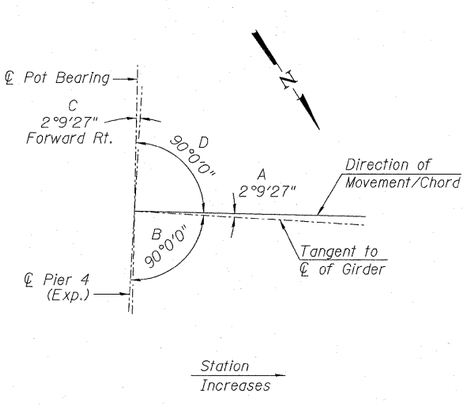


BEARING LAYOUT - S.N. 082-0325 - UNIT 2

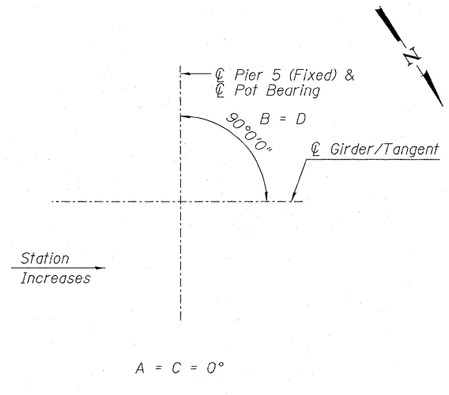
Notes:
A = Angle between Tangent to Girder and Direction of Movement.
B = Angle between Tangent to Girder and ℄ of Pier or Abutment.
C = Setting angle between ℄ of Bearing Base Plate and ℄ of Pier or Abutment.
D = Set Bearing Base Plates at right angles to the Direction of Movement/Chord.



PIER 3

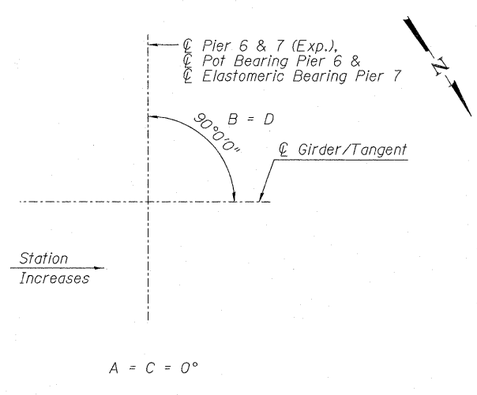


PIER 4



A = C = 0°

PIER 5



A = C = 0°

PIER 6 & PIER 7

BEARING ORIENTATION - S.N. 082-0325 - UNIT 2

AECOM

USER NAME = BhattA	DESIGNED - LLV	REVISED -
	DRAWN - BRD	REVISED -
PLOT SCALE = 0.1667 ' / in.	CHECKED -	REVISED -
PLOT DATE = $DATE$	DATE - 03/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING LAYOUT & ORIENTATION – S.N. 082–0325 UNIT 2
I–70W OVER I–55, CSX & KCS RAILROADS
SCALE: NONE | SHEET NO. S-85 OF S-138 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-1	ST. CLAIR	319	200
	S.N. 082-0323 & S.N. 082-0325	CONTRACT NO. 76C75		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		