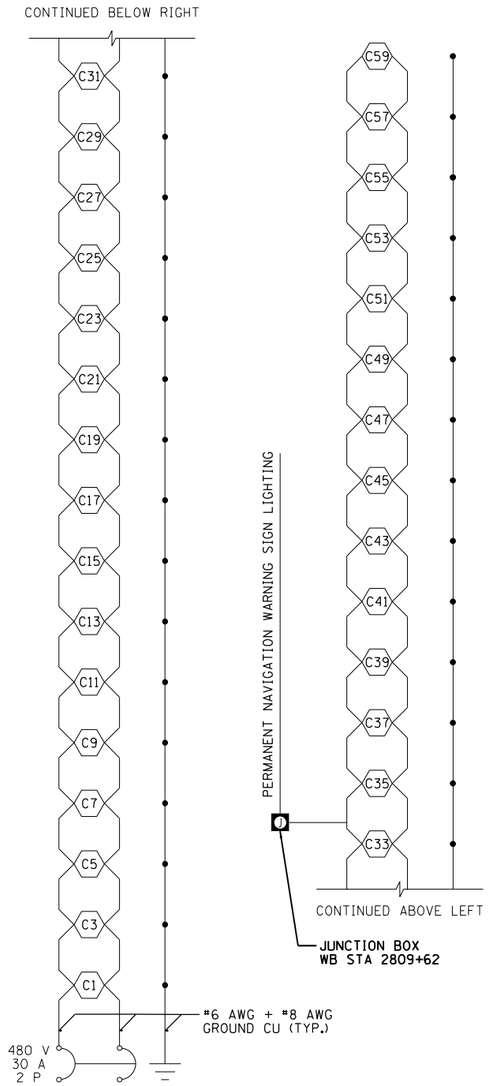
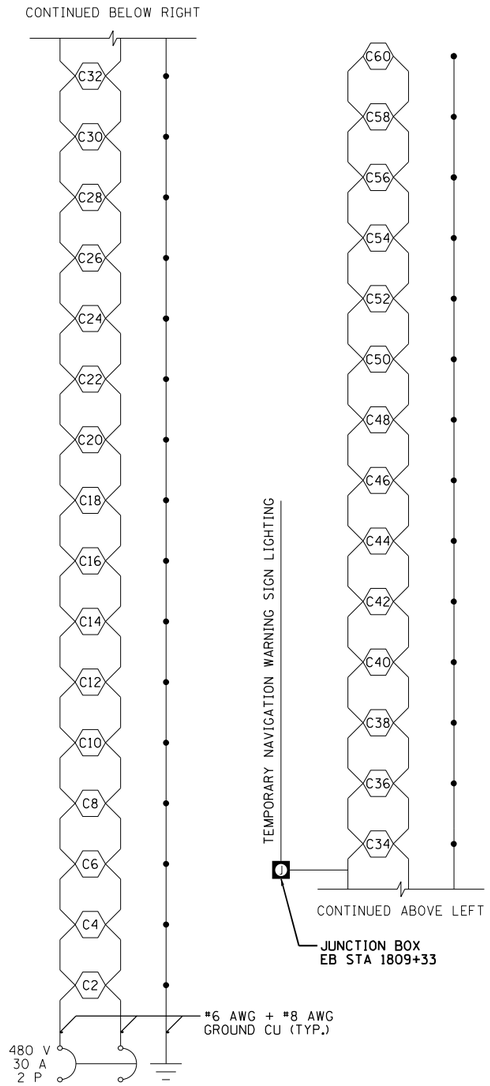


CONTROLLER 1 CIRCUIT 1



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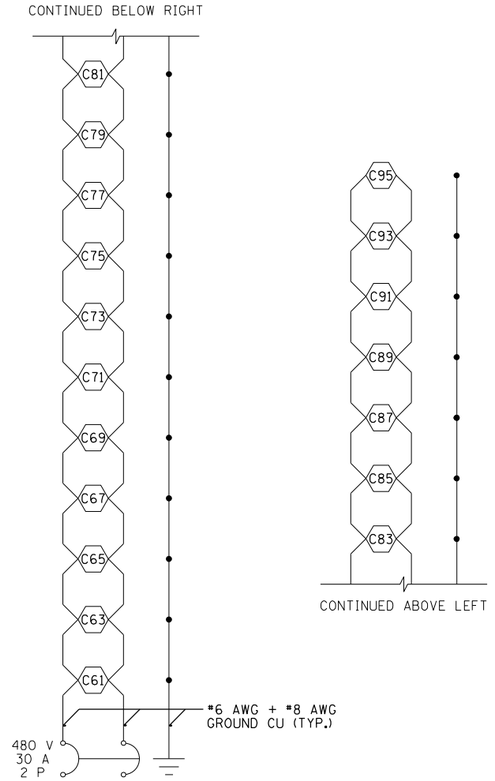

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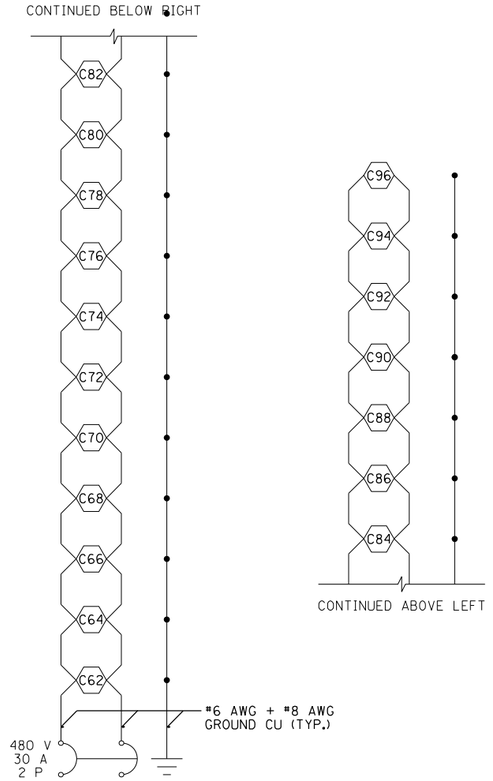

CONTROLLER 1 CIRCUIT 4

CONTROLLER 1 AT MISSISSIPPI BRIDGE WIRING DIAGRAM

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		DRAWN - FPE	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMO	REVISED -
	PLOT DATE = 4/11/2022	DATE - 3/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI-270
CONTROLLER 1 WIRING DIAGRAM

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	201
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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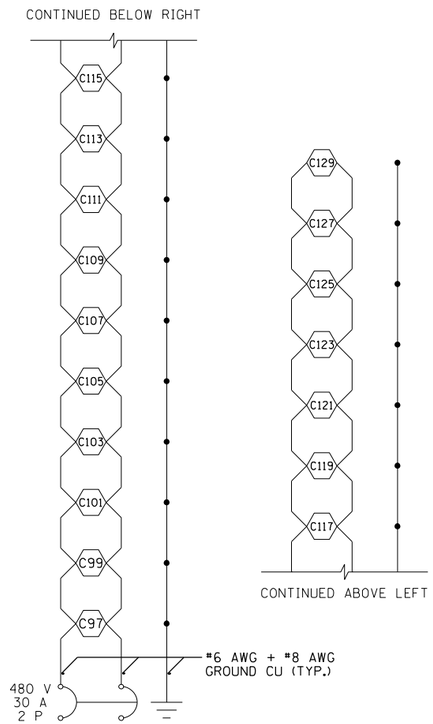
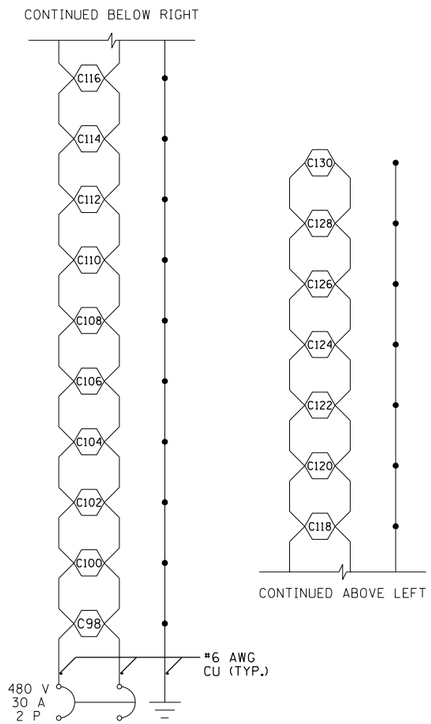


CONTROLLER 2 CIRCUIT 1



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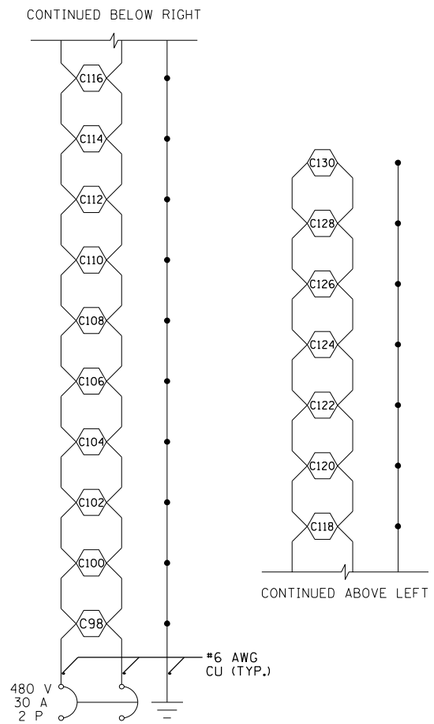

CONTROLLER 2 CIRCUIT 2

CONTROLLER 2 AT CANAL BRIDGE WIRING DIAGRAM

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		DRAWN - FPE	REVISED -
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	PLOT DATE = 4/11/2022	DATE - 3/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI-270
CONTROLLER 2 WIRING DIAGRAM

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

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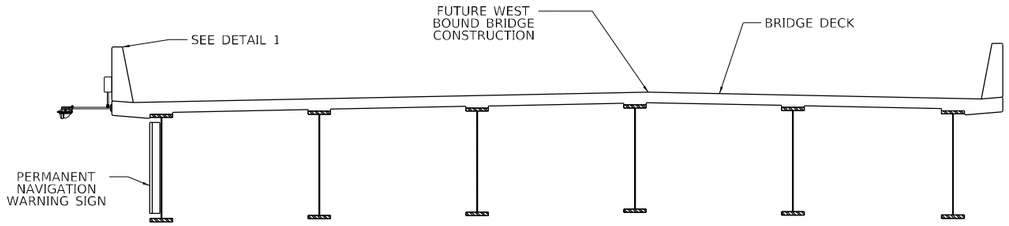
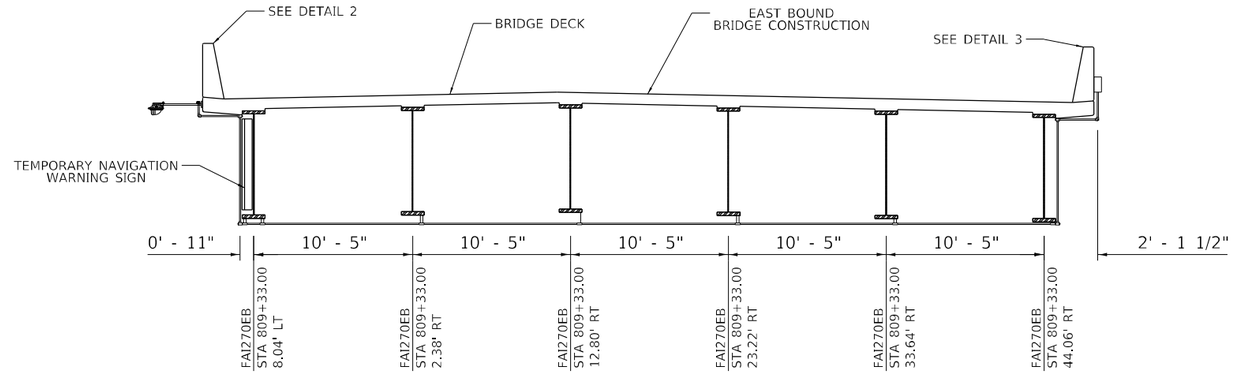
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

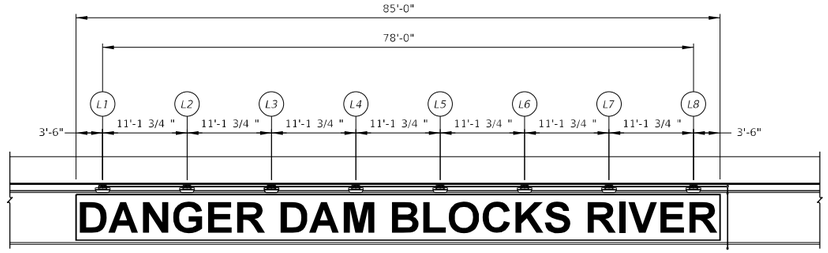


WEST BOUND BRIDGE



SECTION A-A

EAST BOUND BRIDGE

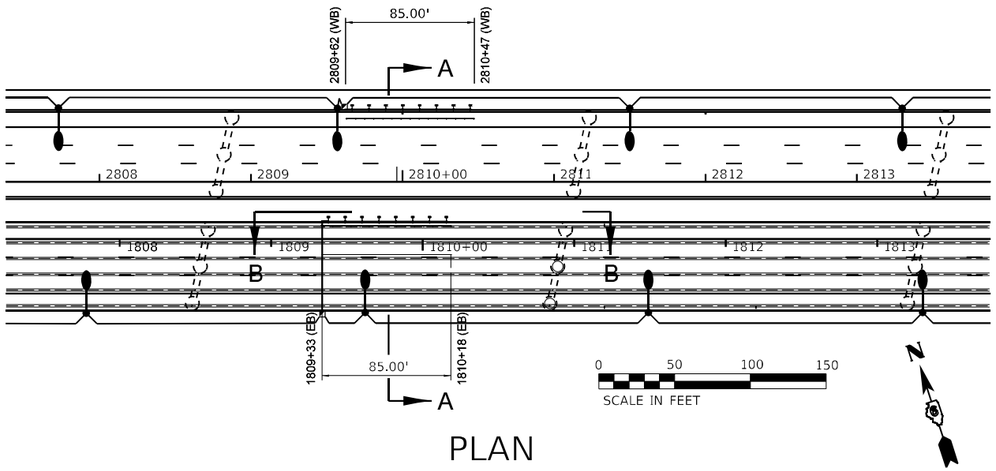


SECTION B-B

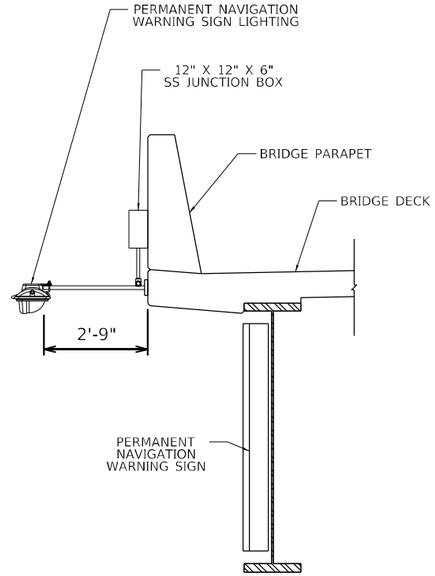
TEMPORARY SIGN SHOWN
PERMANENT SIGN SIMILAR

TEMPORARY WARNING SIGN LIGHTING			
BASELINE FAI270EB			
LIGHT NUMBER	STATION	OFFSET	LT/RT
1	810+15.70	11.57	LT
2	810+04.56	11.57	LT
3	809+93.42	11.57	LT
4	809+82.28	11.57	LT
5	809+71.14	11.57	LT
6	809+59.99	11.57	LT
7	809+48.85	11.57	LT
8	809+37.70	11.57	LT

PERMANENT WARNING SIGN LIGHTING			
BASELINE FAI270WB			
LIGHT NUMBER	STATION	OFFSET	LT/RT
1	810+44.78	47.57	LT
2	810+33.64	47.57	LT
3	810+22.50	47.57	LT
4	810+11.35	47.57	LT
5	810+00.21	47.57	LT
6	809+89.07	47.57	LT
7	809+77.93	47.57	LT
8	809+66.78	47.57	LT

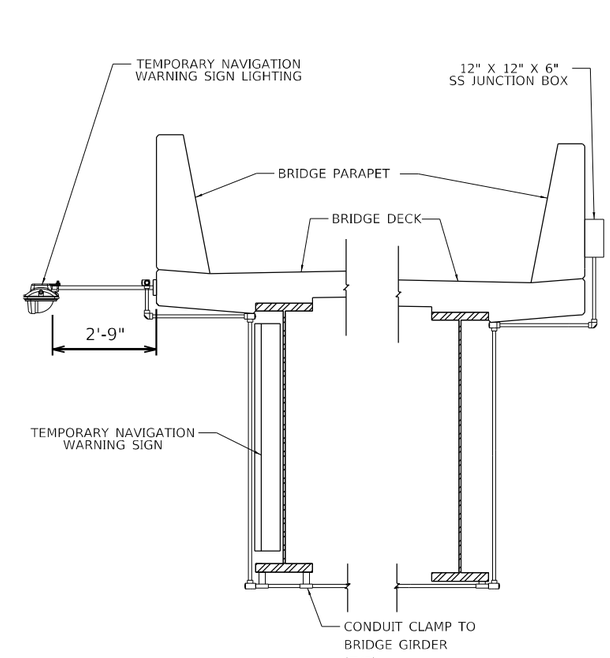


PLAN



DETAIL 1

WEST BOUND BRIDGE



DETAILS 2 AND 3

EAST BOUND BRIDGE

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		DRAWN - FPE	REVISED -
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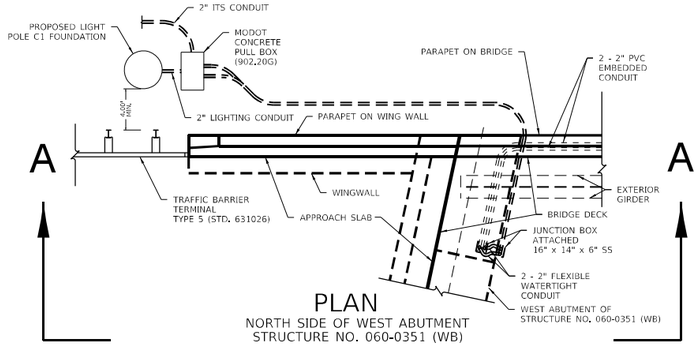
	PLOT DATE = 4/11/2022	DATE - 3/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

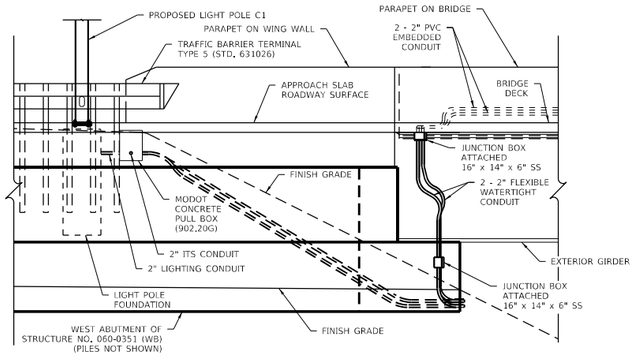
FAI-270
UNDER BRIDGE TEMPORARY SIGN LIGHTING DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	203
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



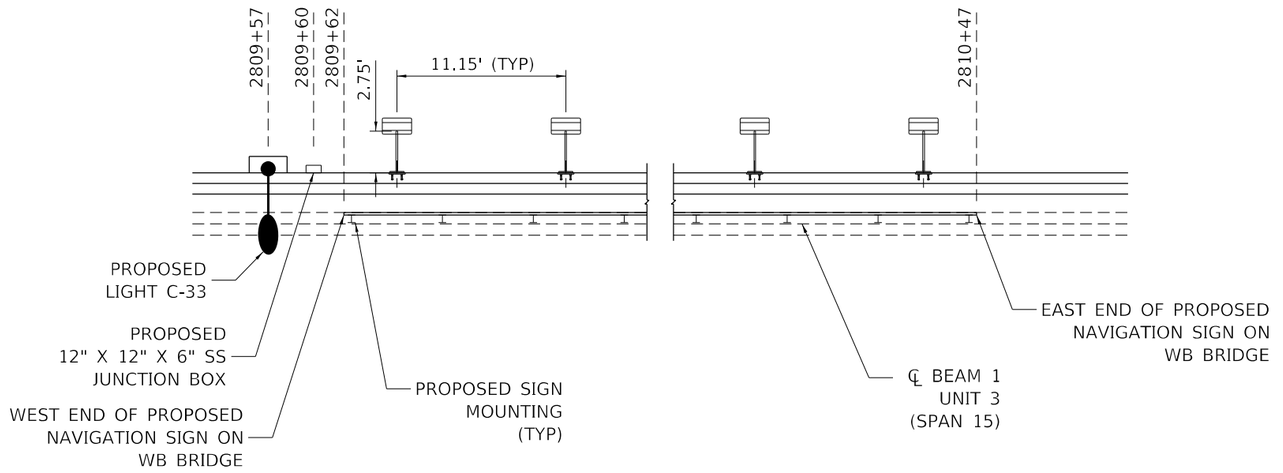
PLAN
NORTH SIDE OF WEST ABUTMENT
STRUCTURE NO. 060-0351 (WB)



SECTION A-A

TYPICAL BRIDGE TO LAND CONNECTION

CONNECTIONS AT EACH END OF EB AND WB BRIDGES ARE SIMILAR



NAVIGATION WARNING SIGN LIGHTING PLAN

(PERMANENT SIGN LIGHTING SHOWN, TEMPORARY SIGN LIGHTING SIMILAR)

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ABNA	USER NAME = mconroy	DESIGNED - MJC	REVISED -
		DRAWN - FPE	REVISED -
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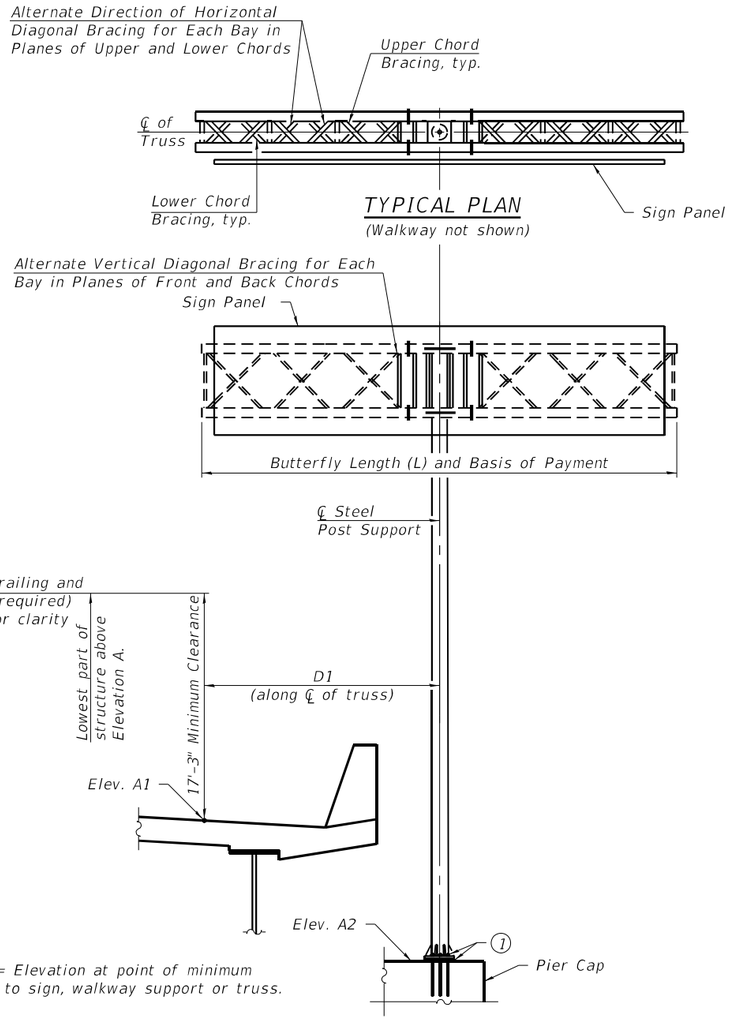
	PLOT DATE = 4/11/2022	DATE - 3/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI–270
TYPICAL UNDER BRIDGE CONDUIT CONNECTION DETAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	204
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



Elev. A1 = Elevation at point of minimum clearance to sign, walkway support or truss.

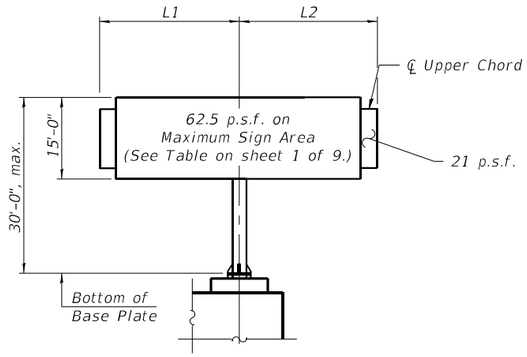
TYPICAL ELEVATION

Looking in Direction of Traffic

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.

Structure Number	Station	Design Truss Type	Total Butterfly Length (L)	Elev. A1	Elev. A2	Dim. D1	Total Sign Area
8F060I270L35.5	2806+53.29	II-F-A	20'-6"	465.58	456.74	10'-3"	164 Sq. Ft.

TRUSS TYPE	MAXIMUM SIGN AREA	MAXIMUM LENGTH EACH WING
II-F-A	190 Sq. Ft.	30 Ft.



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards Installations not within dimensional limits shown require special analysis for all components.

Note:

Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

(1) *After adjustments to level truss and insure adequate vertical clearance, all top and bottom leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.*

* *If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.*

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE II-F-A	Foot	20.5
OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	Foot	20.5

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 125 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specifications.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.

All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W (M183, M223 Gr. 50, or M222). Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.*

The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: See Bridge Plans.

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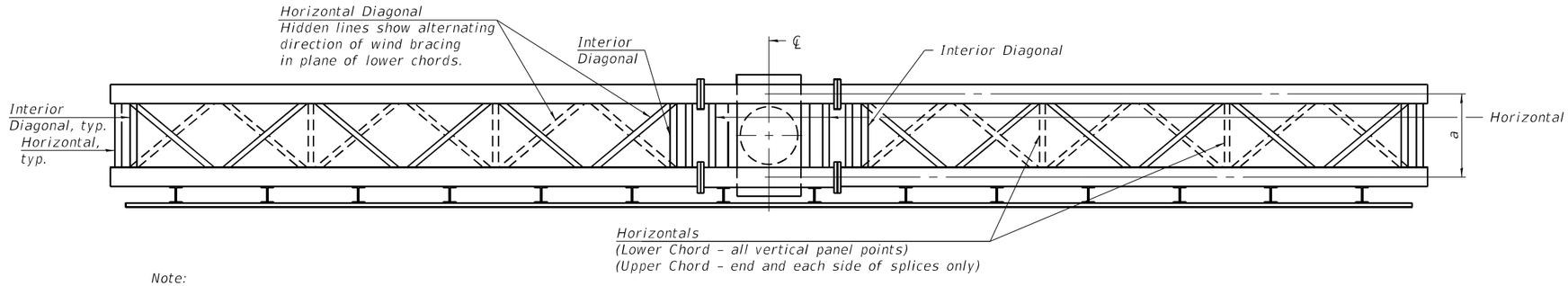
USER NAME = ____	DESIGNED - A.H. Morinaga Mansilla	REVISED - ____	
	CHECKED - T.S. Friederich	REVISED - ____	
PLOT SCALE = ____	DRAWN - A.H. Morinaga Mansilla	REVISED - ____	
PLOT DATE = ____	CHECKED - T.S. Friederich	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

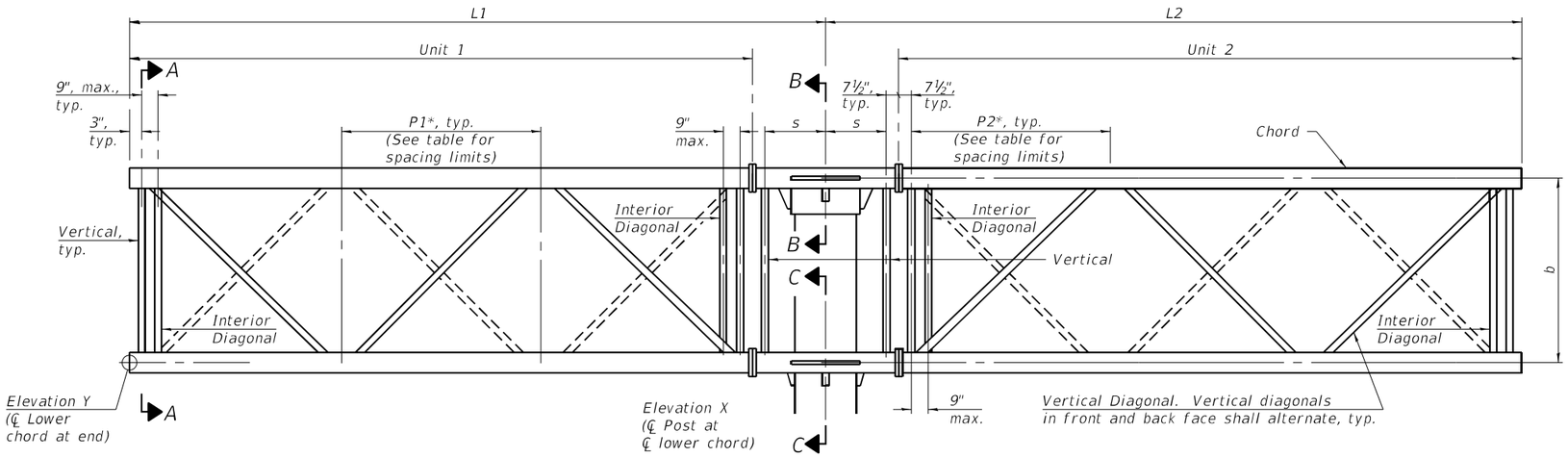
BUTTERFLY SIGN STRUCTURES – PIER MOUNTED
GENERAL PLAN & ELEVATION – ALUMINUM TRUSS & STEEL POST
SHEET 1 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	205
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

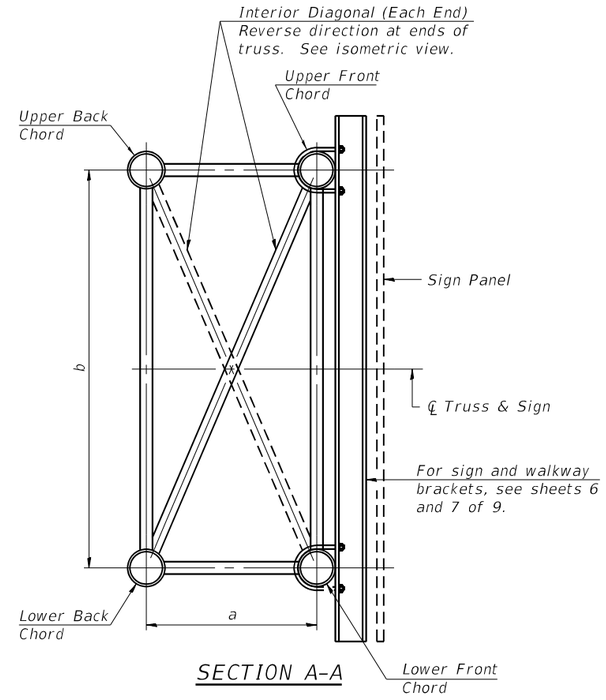


Note:
There are twice as many horizontal diagonals as there are vertical diagonals.

PLAN
(Walkway not shown)



ELEVATION
(Sign and walkway omitted for clarity)



SECTION A-A

TYPICAL TRUSS UNIT
For Section B-B and Section C-C, see Base Sheet 0SF-A-3.

TRUSS UNIT TABLE

Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord O.D.	Up. & Low. Chord Wall	Verticals; Horizontals; Vertical Horizontals; and Interior Diagonals	
II-F-A	36"	66"	21"	42" min. to 54" max.	6½"	5/16"	3¼"	5/16"

$$*P = \frac{L - s - 1'-6"}{\#\ Panels}$$

Structure Number	Station	Truss Type	L1	L2	Number of Panels Unit 1	Panel Length (P1)*	Number of Panels Unit 2	Panel Length (P2)*
8F060I270L35.5	2806+53.29	II-F-A	10'-3"	10'-3"	2	3'-6"	2	3'-6"

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USER NAME = _____	DESIGNED - A.H. Morinaga Mansilla	REVISED - _____	
	CHECKED - T.S. Friederich	REVISED - _____	
PLOT SCALE = _____	DRAWN - A.H. Morinaga Mansilla	REVISED - _____	
PLOT DATE = _____	CHECKED - T.S. Friederich	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

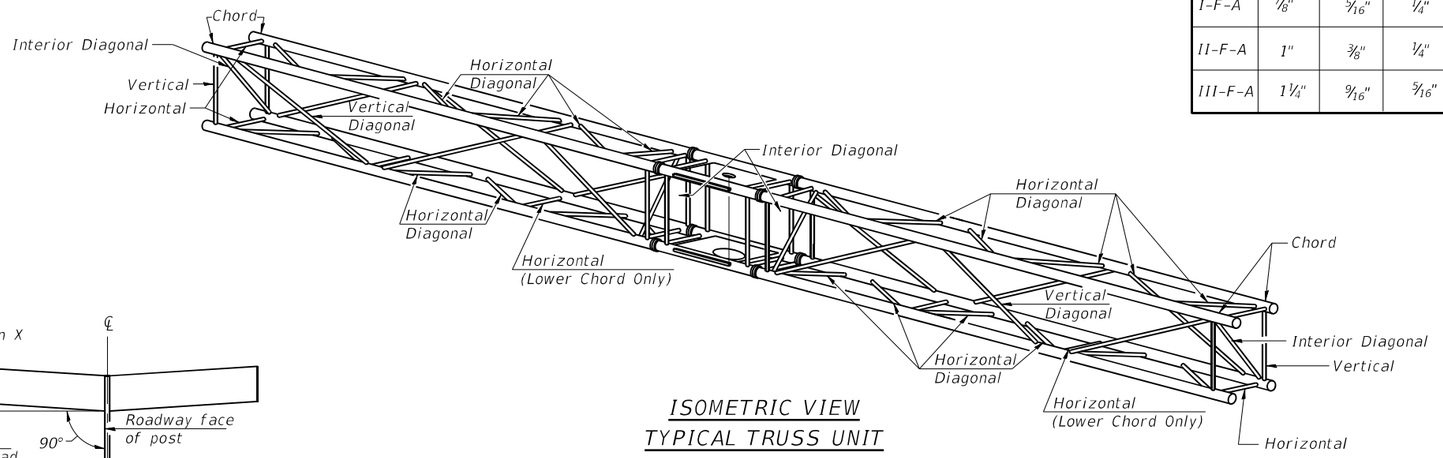
BUTTERFLY SIGN STRUCTURES
TRUSS DETAILS – ALUMINUM TRUSS & STEEL POST
SHEET 2 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	206
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

SHOP CAMBER TABLE

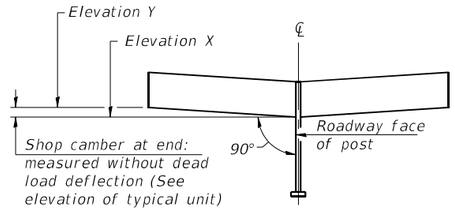
Unit Length L1 or L2	Shop Camber at End
15'	1½"
16'–17'	1¾"
18'–20'	2"
21'–22'	2¼"
23'–25'	2½"
26'–27'	2¾"
28'–30'	3"
31'–32'	3¼"
33'–35'	3½"

Truss Type	Bolts	Weld Sizes		A	B
	Dia.	W	W1		
I-F-A	⅞"	5/16"	¼"	8¾"	11¾"
II-F-A	1"	⅜"	¼"	11"	14½"
III-F-A	1¼"	9/16"	5/16"	11½"	15"



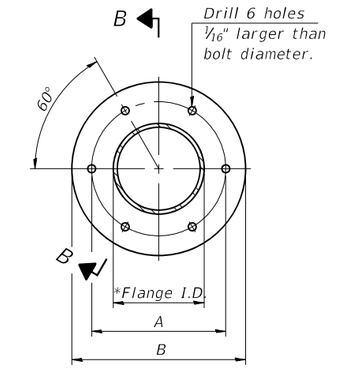
ISOMETRIC VIEW TYPICAL TRUSS UNIT

ASTM B221 Alloy 6061 Temper T6



CAMBER DIAGRAM

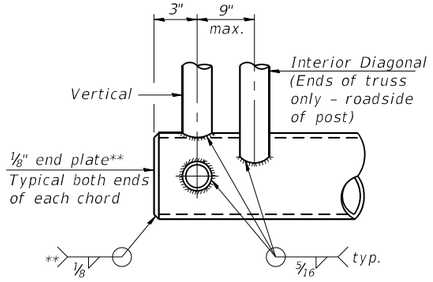
(For Fabrication Only)



SPLICING FLANGE

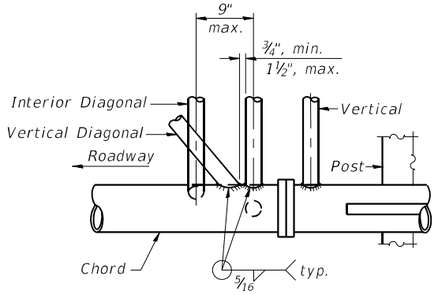
ASTM b221, Alloy 6061-T6
or ASTM B209, Alloy 6061-T651

* To fit O.D. of Chord with maximum gap of 1/16".

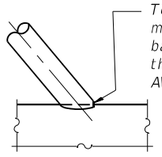


BUTTERFLY END JOINT DETAIL

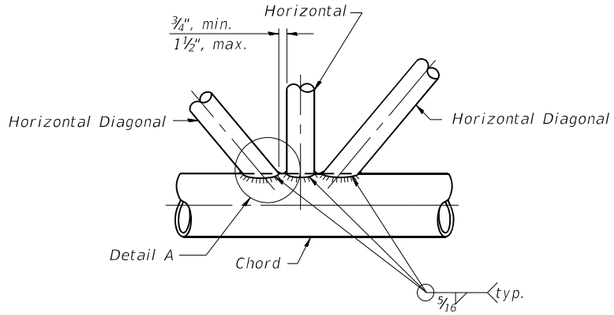
** Contractor may alternatively use standard aluminum drive-fit cap to close ends. ½" Ø Drain hole in end plate / drive-fit cap.



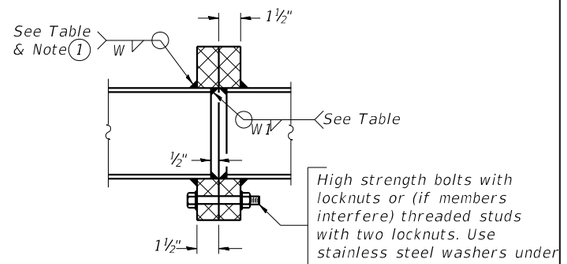
POST END JOINT DETAIL



DETAIL A



TRUSS INTERIOR JOINT DETAIL



SECTION B-B

(1) Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining welds are made after disassembly. Adjacent flanges shall be "match marked" to insure proper field assembly.

OSF-A-2A

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2/25/2022 1:04:21 PM

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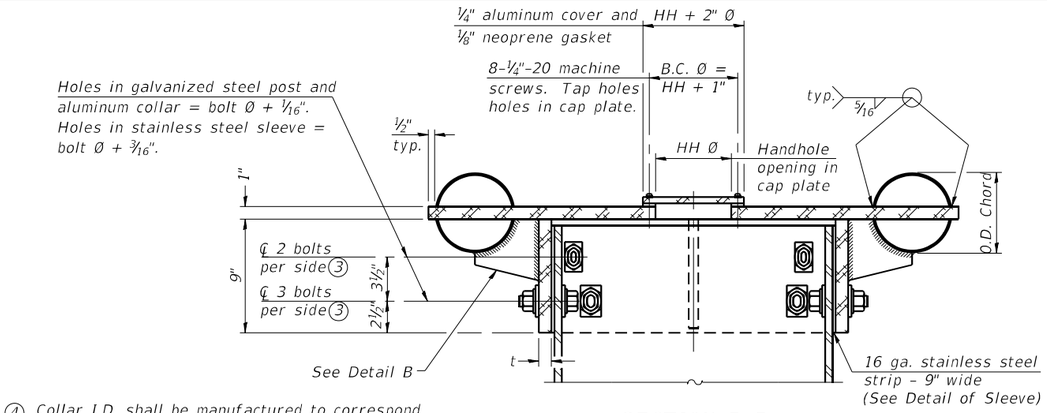
USER NAME = ____	DESIGNED - A.H. Morinaga Mansilla	REVISED - ____	
	CHECKED - T.S. Friederich	REVISED - ____	
PLOT SCALE = ____	DRAWN - A.H. Morinaga Mansilla	REVISED - ____	
PLOT DATE = ____	CHECKED - T.S. Friederich	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTTERFLY SIGN STRUCTURES – TRUSS DETAILS
ALUMINUM TRUSS & STEEL POST

SHEET 3 OF 9 SHEETS

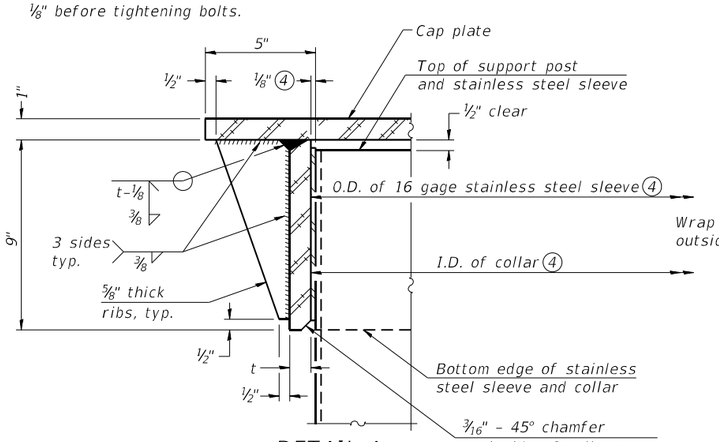
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	207
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



SECTION B-B

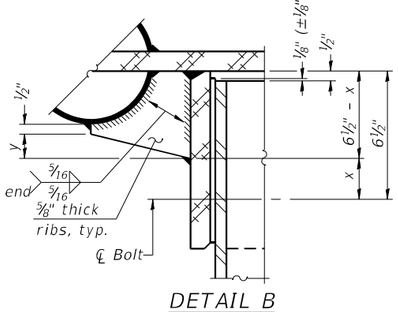
Bolts, washers (including contoured washers), and locknuts shall be stainless steel.

④ Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus ⅛" (±1/16"). Maximum gap between post and collar at any location equals ⅛" before tightening bolts.



DETAIL A

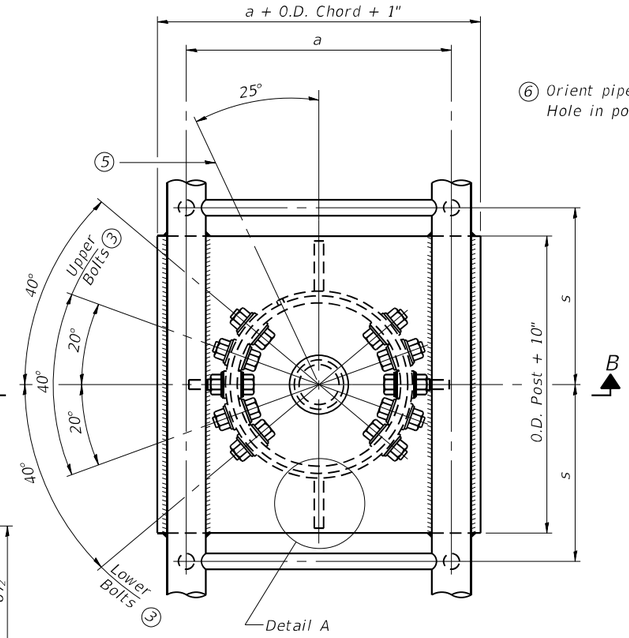
(Two locations)



DETAIL B

Two locations

(For details not shown, see Detail C)

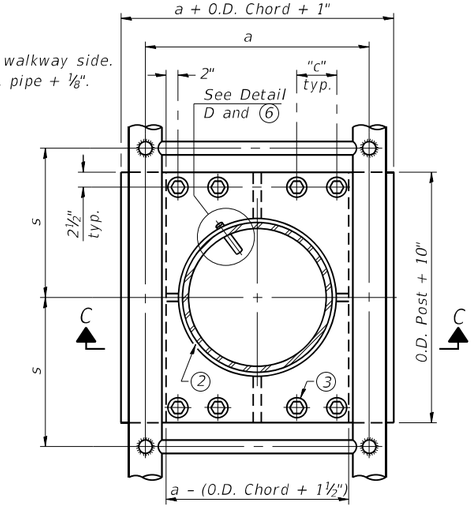


PLAN VIEW - TOP OF COLUMN

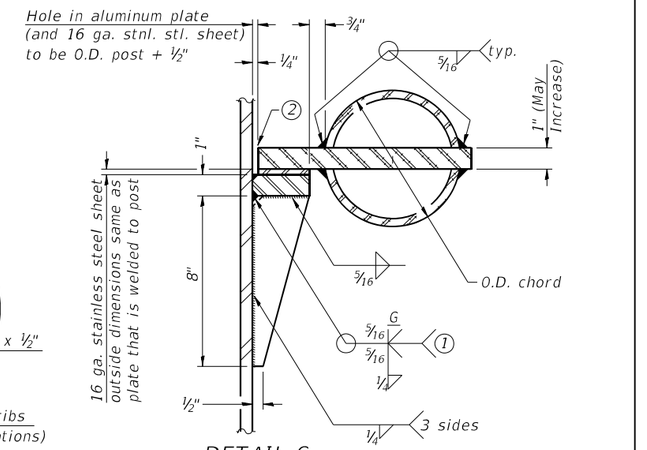
⑤ Optional full penetration weld in collar.

(Two locations maximum....(180° apart)....X-ray or UT 100%)

⑥ Orient pipe toward walkway side. Hole in post = O.D. pipe + ⅛".



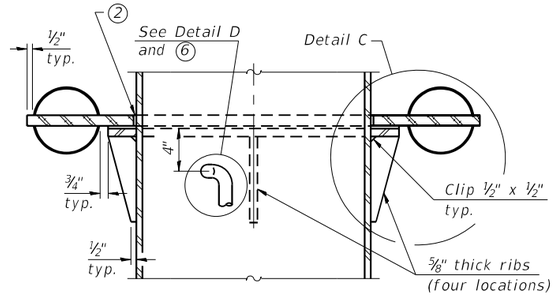
SECTION THRU POST ABOVE LOWER CHORDS



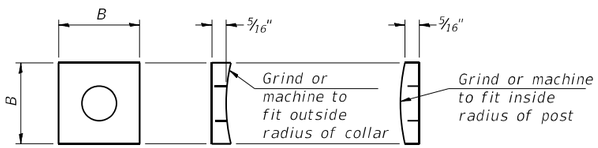
DETAIL C

① Grind top if required to fully seat aluminum plate and stainless steel sheet.

② After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Butterfly.

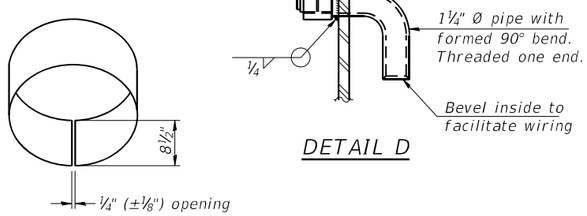


SECTION C-C



CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
⅞"	1"	2½"
1"	1⅛"	3"
1¼"	1⅜"	3¼"



DETAIL D

DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing. (Prepare post surface to insure tight, uniform fit and allow welding.) Welds to be 1½" long at 6" cts. along top edge and at ¼" opening.

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter (3)	Lower Juncture Bolt Spacing Dimension "c" (3)	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-F-A	16" Ø (83#/')	⅞"	3¼"	8"	⅝"	1¾"	2¼"
II-F-A	24" Ø (125#/')	1"	3½"	12"	⅞"	2"	1¼"
III-F-A	24" Ø (125#/')	1¼"	3½"	12"	⅞"	2"	1"

③ Upper and lower connection bolts in collar and bolts at lower chord connection must be high strength with matching locknuts. Connection bolts shall have two stainless steel flat washers each.

0SF-A-3

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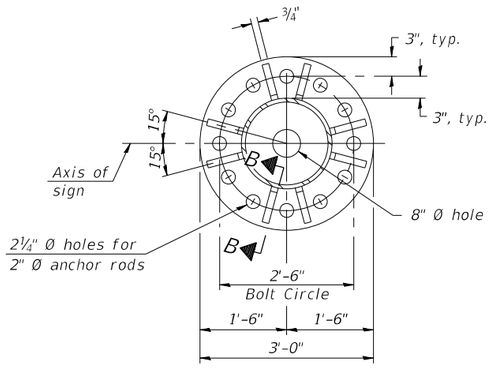
USER NAME = _____	DESIGNED - A.H. Morinaga Mansilla	REVISED - _____	
	CHECKED - T.S. Friederich	REVISED - _____	
PLOT SCALE = _____	DRAWN - A.H. Morinaga Mansilla	REVISED - _____	
PLOT DATE = _____	CHECKED - T.S. Friederich	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

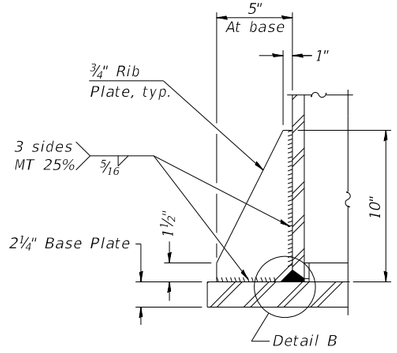
BUTTERFLY SIGN STRUCTURES - JUNCTURE DETAILS
ALUMINUM TRUSS & STEEL POST

SHEET 4 OF 9 SHEETS

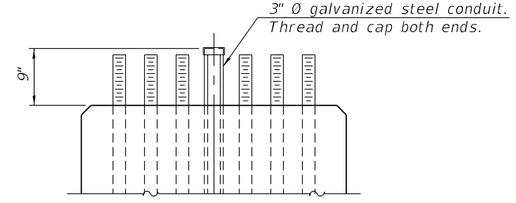
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	208
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



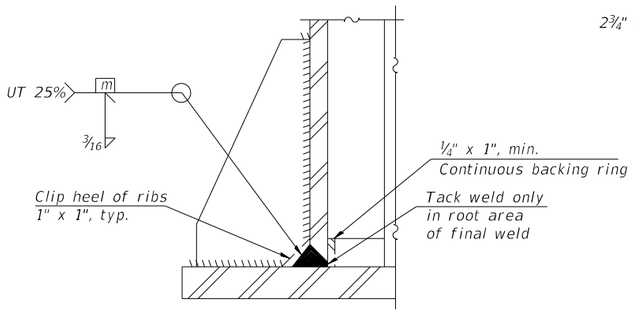
SECTION A-A



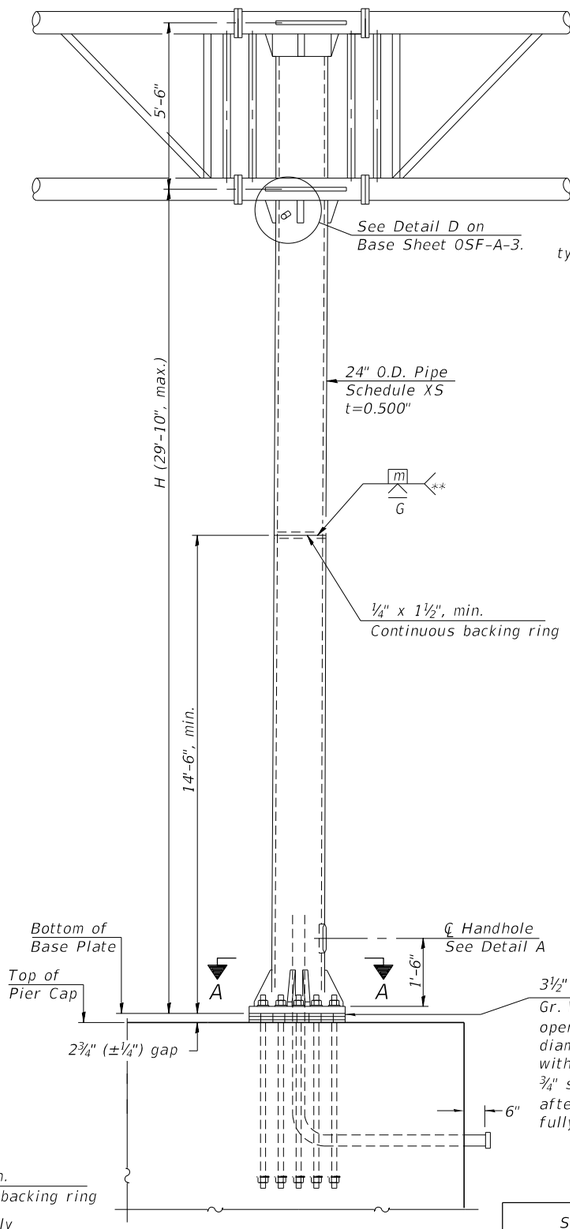
SECTION B-B



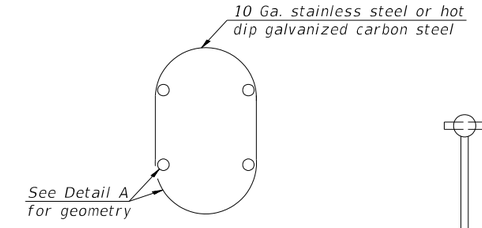
ELEVATION



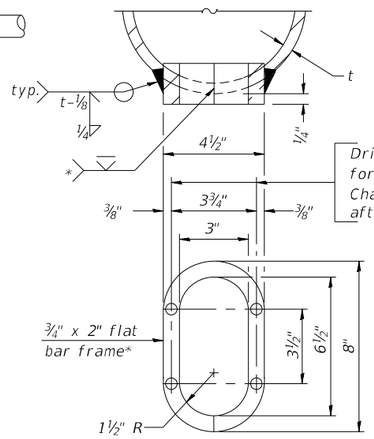
DETAIL B
(Typical rib)



FRONT ELEVATION
(Sign not shown for clarity)

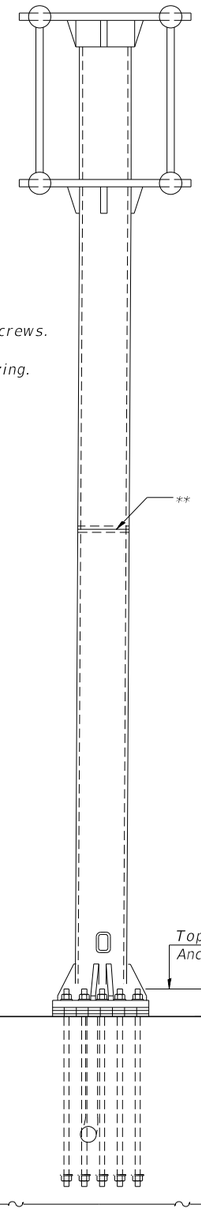


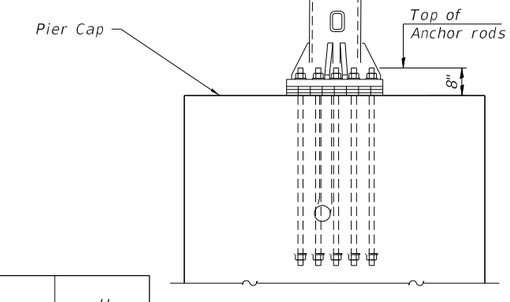
HANDHOLE COVER



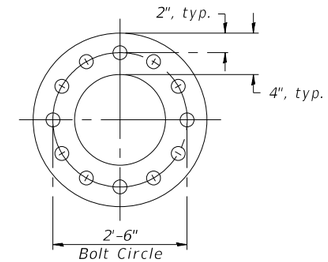
Provide 8" x 4½" cover. Outside corners = 2¼" radius. Provide 4-5/16" Ø holes in for ¼" - 20 round head hot dip galvanized or stainless steel machine screws. (See cover details.)

DETAIL A





SIDE ELEVATION



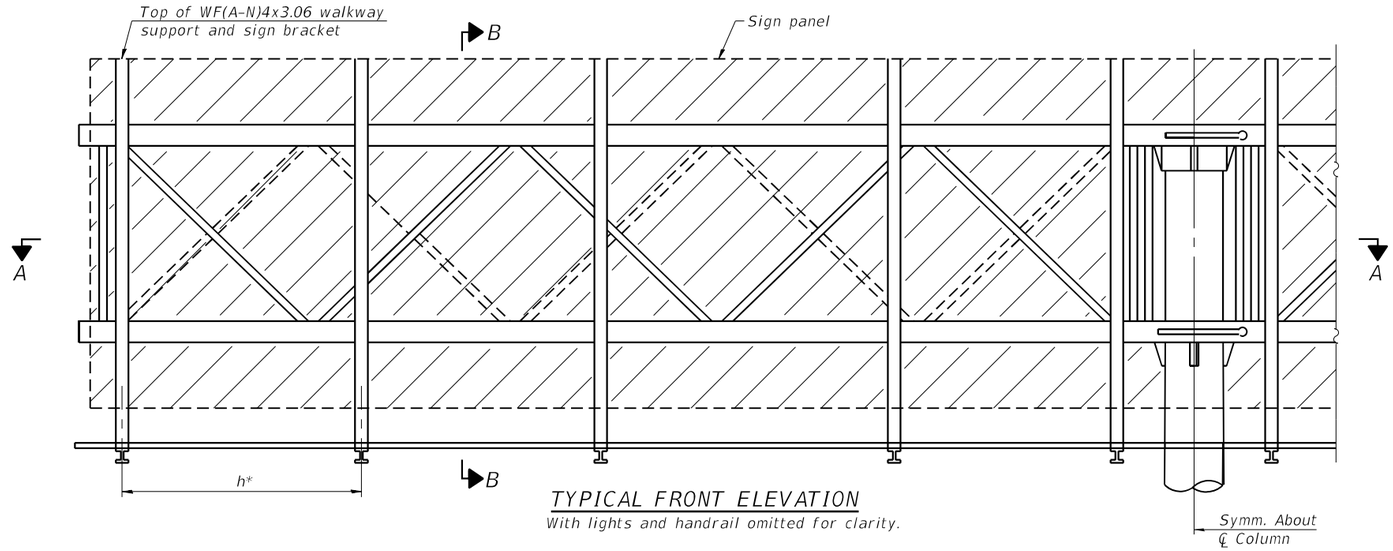
SUGGESTED POSITIONING PLATE

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500μ in or less.

** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

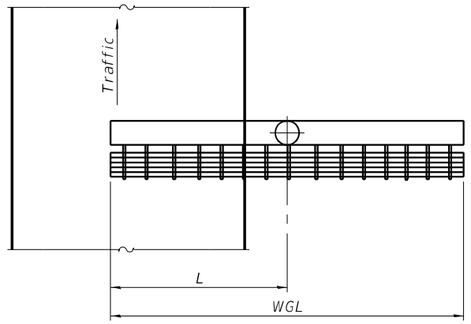
Notes:
For Anchor Details between Pier Cap and Concrete Pedestal and grounding to AnchorRods, see Bridge Contract Plans.
Grind Anchor Rod to bright finish at ground clamp location before installing clamp.

Structure Number	Station	H
8F060I270L35.5	2806+52.88	29'-8"



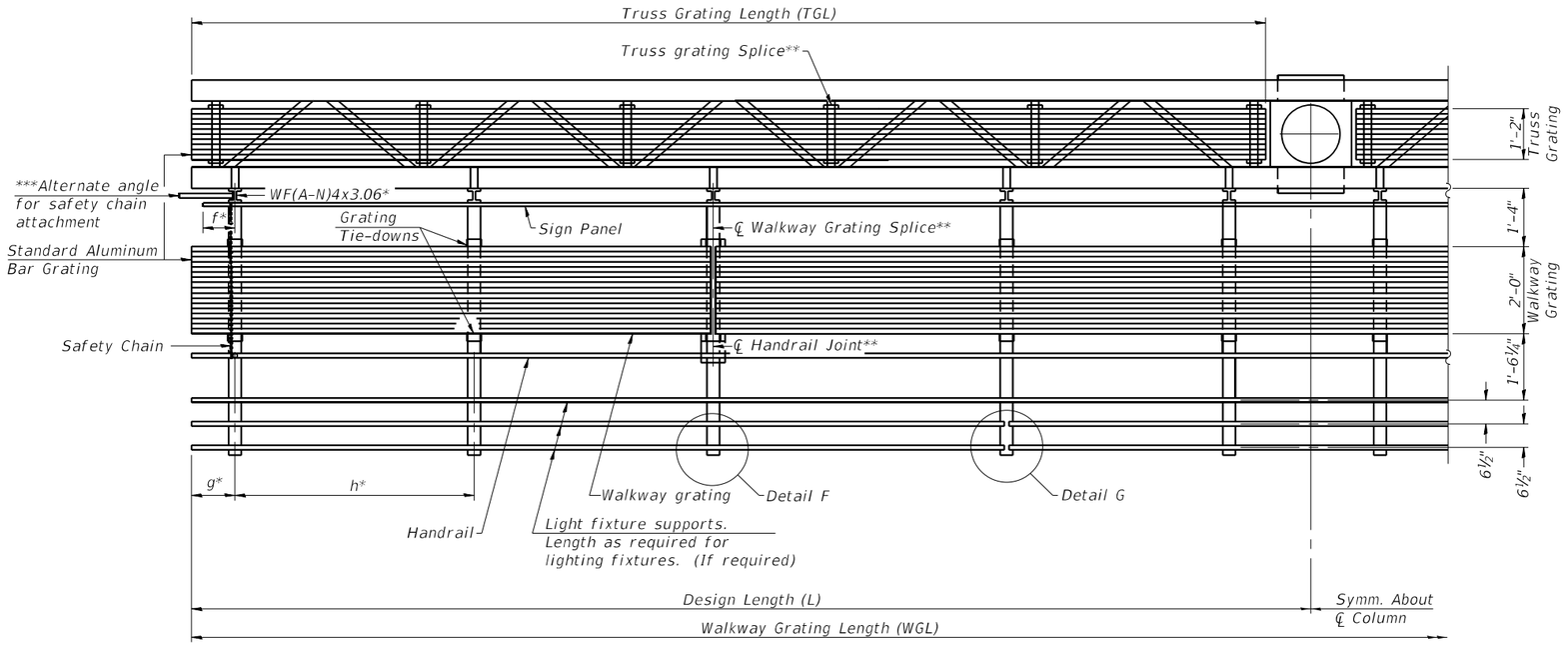
TYPICAL FRONT ELEVATION

With lights and handrail omitted for clarity.



PLAN
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath truss varies)



SECTION A-A

Handrail and walkway grating shall span a minimum of three brackets between splices.
***Use and location of handrail joint or grating splices are optional, based on lengths needed and material availability.*

$$TGL = 2*[L - (\frac{Post\ O.D.}{2} + 6")]$$

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in "Overhead Sign Structure Butterfly".

Structure Number	Station	L	WGL	TGL
8F0601270L35.5	2806+53.29	10'-3"	20'-6"	17'-6"

Notes:

* *Space sign and walkway support brackets WF(A-N)4x3.06. for efficiency and within limits shown:*

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to ℄ of nearest bracket)
h = 6'-0" maximum (℄ to ℄ sign and walkway support brackets, WF(A-N)4x3.06)

*** *If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSF-A-8.*

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see sheet 7 of 9.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSF-A-8.

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06
ASTM B308, Alloy 6061-T6

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

MODEL: Default
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2/25/2022 1:07:46 PM

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USER NAME = ____
PLOT SCALE = ____
PLOT DATE = ____

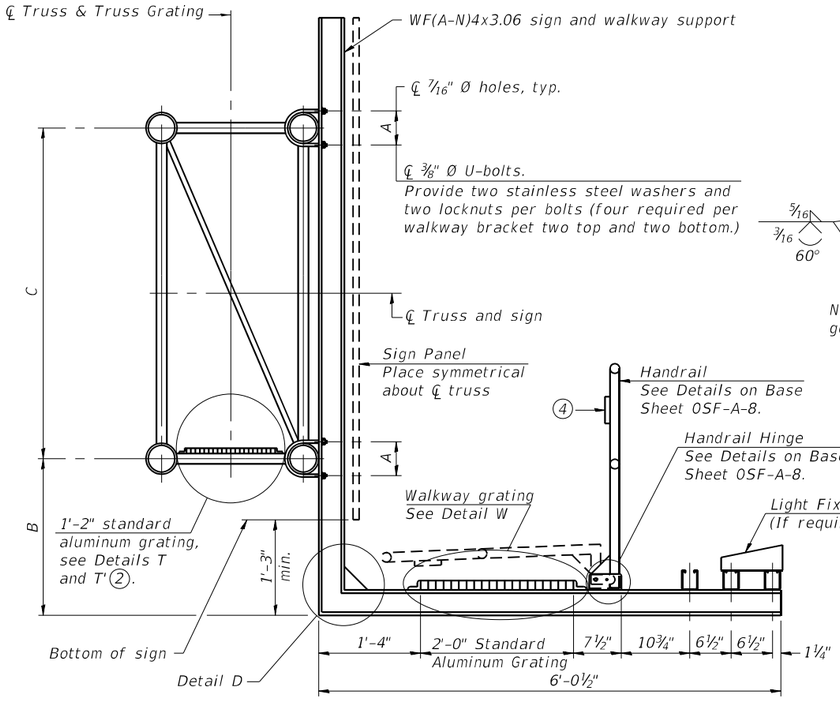
DESIGNED - A.H. Morinaga Mansilla
CHECKED - T.S. Friederich
DRAWN - A.H. Morinaga Mansilla
CHECKED - T.S. Friederich

REVISED - ____
REVISED - ____
REVISED - ____
REVISED - ____

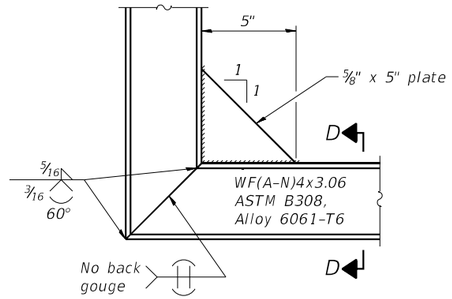
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTTERFLY SIGN STRUCTURES – ALUMINUM WALKWAY
DETAILS – ALUMINUM TRUSS & STEEL POST
SHEET 6 OF 9 SHEETS

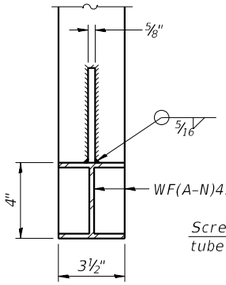
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	210
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



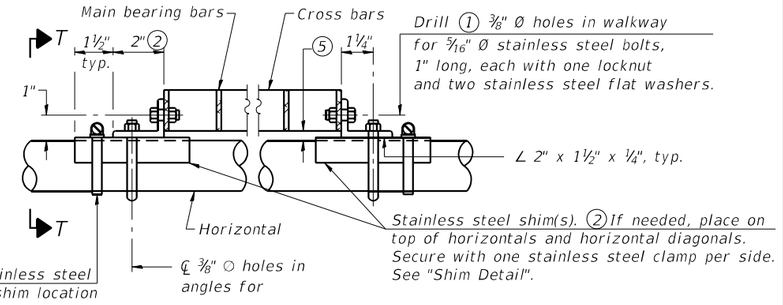
SECTION B-B



DETAIL D

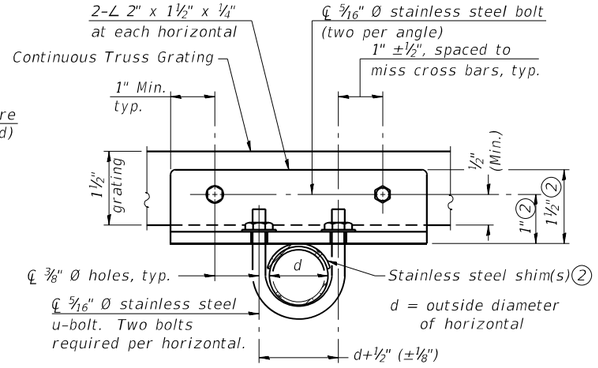


SECTION D-D

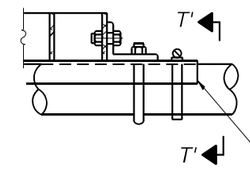


DETAIL T

(Truss grating at horizontal)



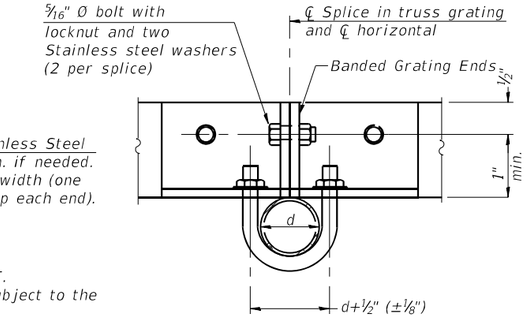
SECTION T-T



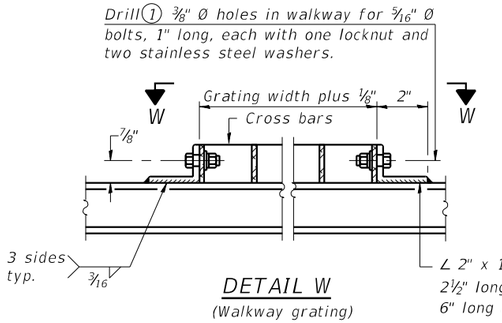
DETAIL T'

(Truss grating splice)

Details not shown same as Detail T. Alternate materials may be used subject to the Engineer's review and approval.



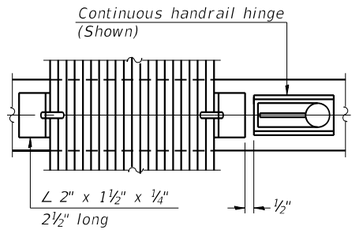
SECTION T'-T'



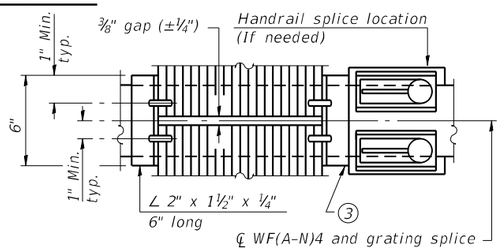
DETAIL W

(Walkway grating)

Sign shall be even with the top of the bracket, but it may extend to no more than 6" above the top of the bracket for field adjustments.



(CONTINUOUS WALKWAY GRATING)



(AT WALKWAY GRATING SPLICE)

SECTION W-W

1 Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.

2 Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.

3 If Handrail Joint present, weld angle to WF(A-N)4 and ¼" extension bars. (See Base Sheet OSF-A-8)

4 PL ⅛" x ½" x 2" welded to handrail posts to protect locations that contact grating.

5 Tube to grating gap may very from 0 to ½" max. to align walkway, allow for camber, etc.

6 Based on actual sign height, Ds, given on sheet 1 of 9.

Structure Number	Station	A	B	6 C
8F060I270L35.5	2806+53.29	3¾"	3'-9"	5'-6"

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars (MBB) shall be 3/16" x 1½" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.

Cross bars (CB) shall be 3/16" x 1½" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

Aluminum Grating with modified "t" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.^{3} per bar, a depth of 1½", spaced on 1 3/16" centers.

Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

MODEL: Default
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2/25/2022 1:08:22 PM

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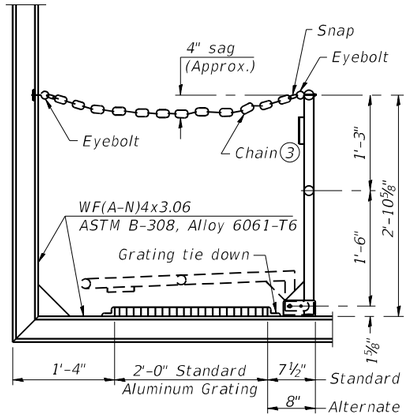
USER NAME =	DESIGNED - A.H. Morinaga Mansilla	REVISED -	
	CHECKED - T.S. Friederich	REVISED -	
PLOT SCALE =	DRAWN - A.H. Morinaga Mansilla	REVISED -	
PLOT DATE =	CHECKED - T.S. Friederich	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

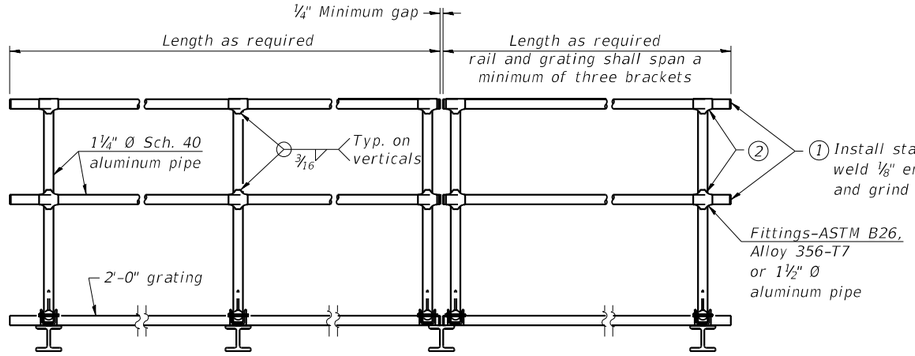
BUTTERFLY SIGN STRUCTURES – WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST
SHEET 7 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	211
			CONTRACT NO. 76J90	
		ILLINOIS	FED. AID PROJECT	



SIDE ELEVATION

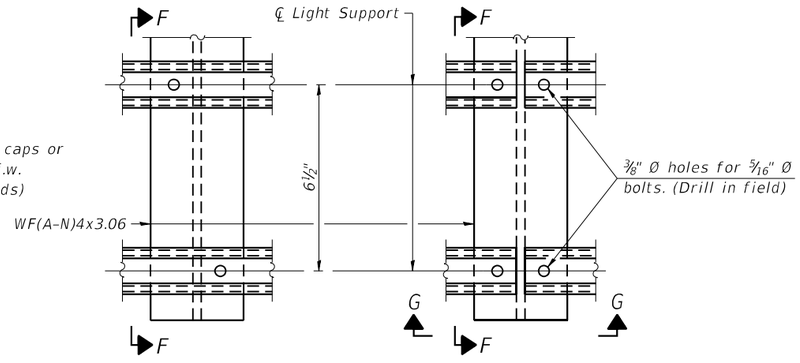
(Showing Safety Chain W/O Sign)



FRONT ELEVATION

① Install standard force-fit end caps or weld ⅛" end plates with ⅛" c.f.w. and grind smooth. (All rail ends)

② Horizontal handrail member shall be continuous thru fitting. Provide 7/16" Ø hole in fitting for ⅜" Ø bolt. Field drill 7/16" Ø hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" Ø holes on top rail at ends only.)

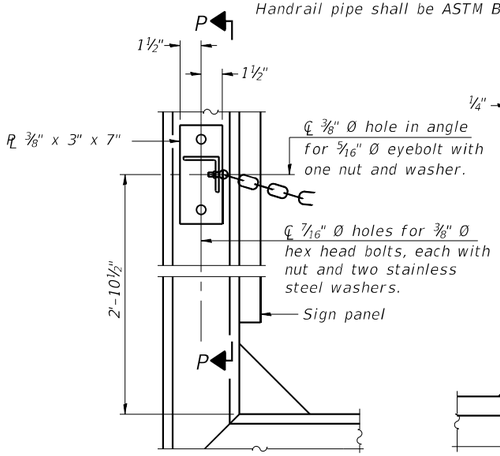


DETAIL F

DETAIL G

HANDRAIL DETAILS

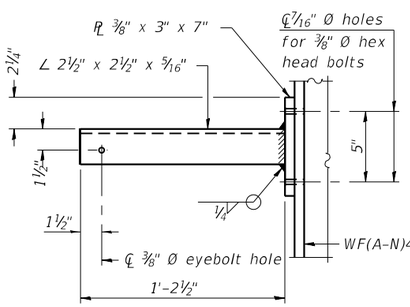
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.



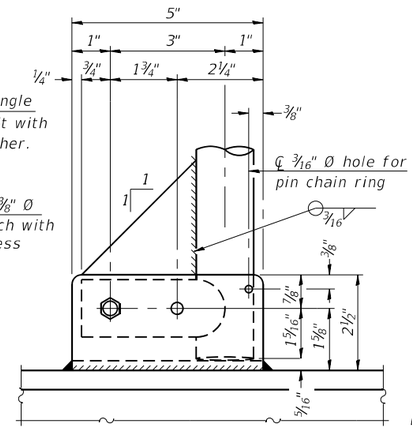
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

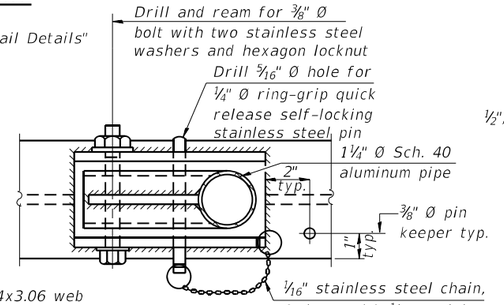
Items not shown same as "Side Elevation" of "Handrail Details"



SECTION P-P

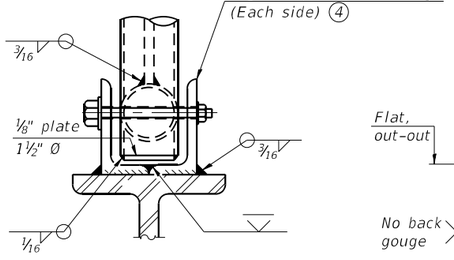


SIDE ELEVATION



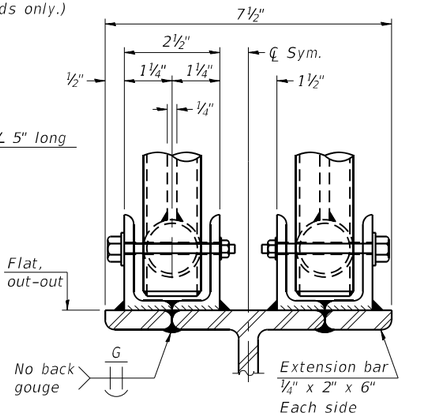
PLAN

DETAIL E HANDRAIL HINGE



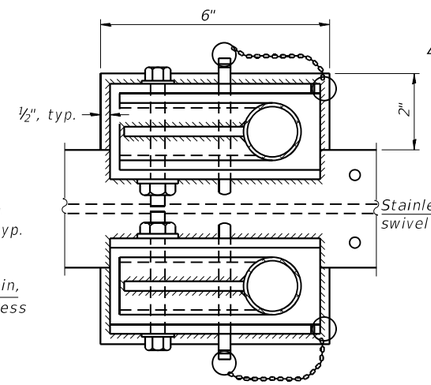
FRONT ELEVATION

Details not shown same as "ELEVATION" at right.



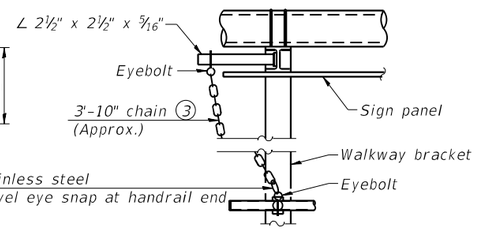
ELEVATION AT HANDRAIL JOINT ④

Details not shown same as "FRONT ELEVATION"



PLAN AT HANDRAIL JOINT

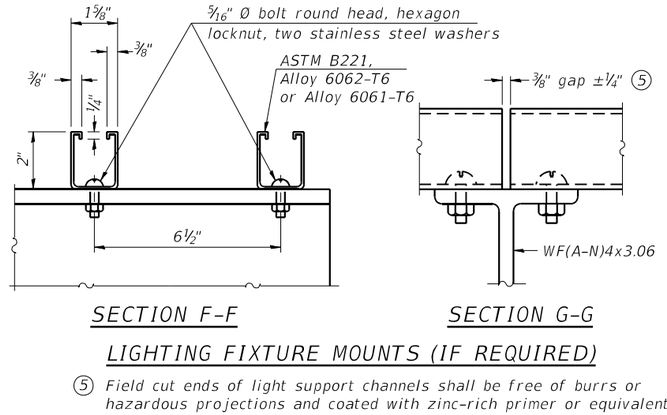
Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details

(Walkway omitted for clarity)

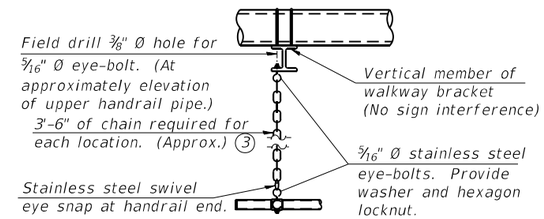


SECTION F-F

SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



SAFETY CHAIN

One required for each end of each walkway.

③ 3/16" type 304L stainless steel chain, approximately 12 links per foot.

④ Extrusions may be used in lieu of the details shown, with approval of the Engineer.

0SF-A-8

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2/25/2022 1:09:14 PM

FUHRMANN ENGINEERING
WWW. FUHRMANN-ENG .COM

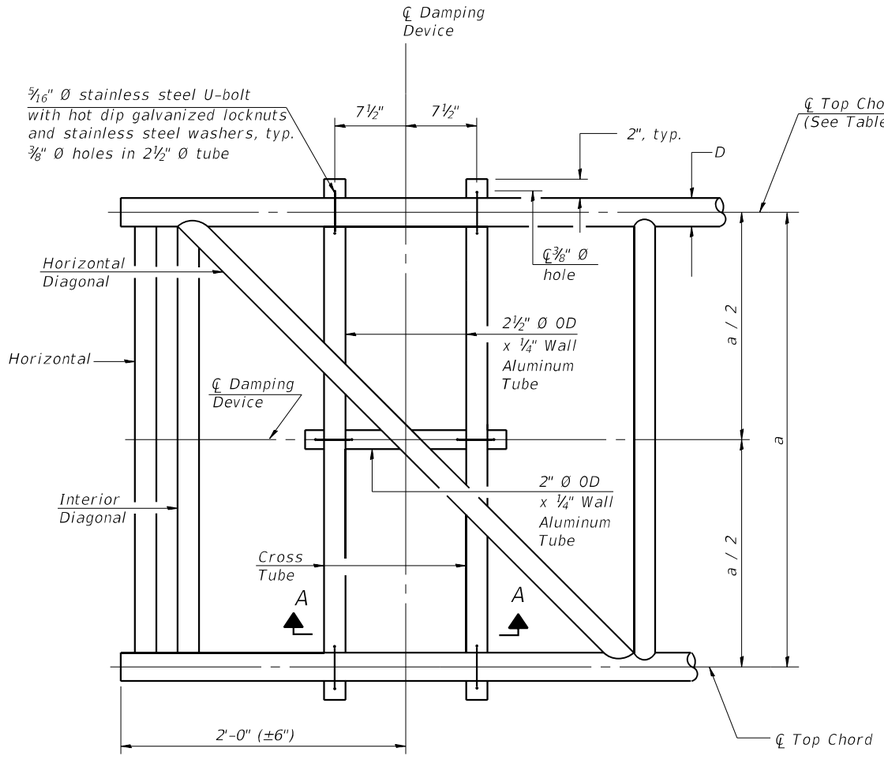
USER NAME = ____	DESIGNED - A.H. Morinaga Mansilla	REVISED - ____	
	CHECKED - T.S. Friederich	REVISED - ____	
PLOT SCALE = ____	DRAWN - A.H. Morinaga Mansilla	REVISED - ____	
PLOT DATE = ____	CHECKED - T.S. Friederich	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

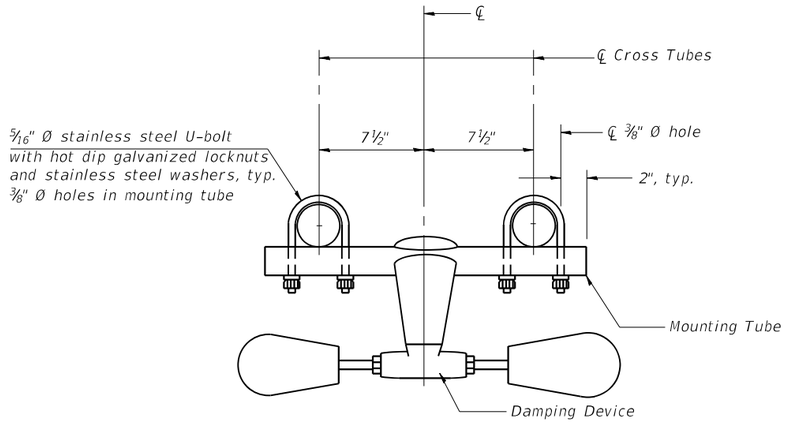
BUTTERFLY SIGN STRUCTURES – HANDRAIL DETAILS
ALUMINUM TRUSS & STEEL POST

SHEET 8 OF 9 SHEETS

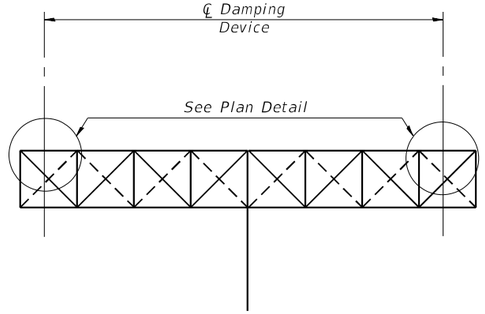
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	212
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



PLAN DETAIL



TRUSS DAMPING DEVICE CONNECTION DETAIL



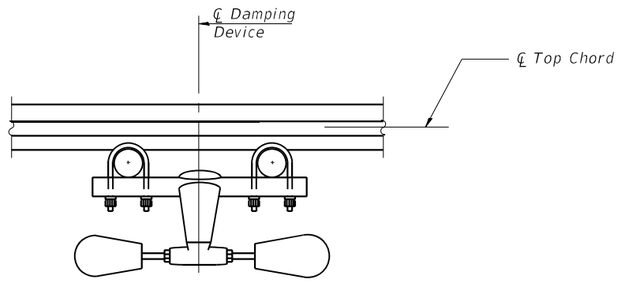
ELEVATION

Aluminum Butterfly Sign Structure

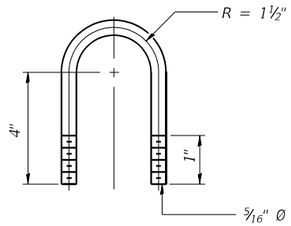
GENERAL NOTES

Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)

Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6

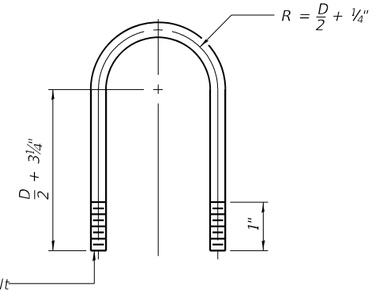


SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL

(Typical)



TOP CHORD TO CROSS TUBE U-BOLT DETAIL

(Typical)

OSF-A-D

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USER NAME = _____	DESIGNED - A.H. Morinaga Mansilla	REVISED - _____	
	CHECKED - T.S. Friederich	REVISED - _____	
PLOT SCALE = _____	DRAWN - A.H. Morinaga Mansilla	REVISED - _____	
PLOT DATE = _____	CHECKED - T.S. Friederich	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTTERFLY SIGN STRUCTURE
DAMPING DEVICE
SHEET 9 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	213
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

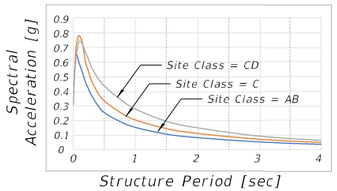
Benchmark:
BM2316-4: Cut "□" on Southwest corner of South wing wall at the West end of the Old Chain of Rocks Bridge over the Mississippi River (Missouri). Elev. 439.761'
BM2316-5: RR spike in power pole at the Northwest corner of Riverview Drive and Coal Bank Road (Missouri). Elev. 430.055'
Existing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

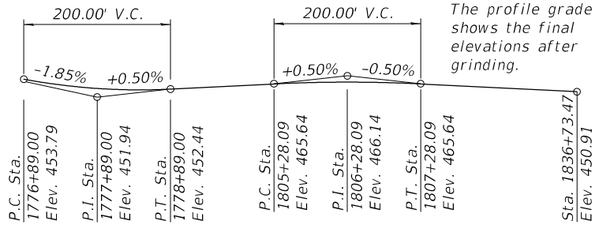
SEISMIC DATA

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

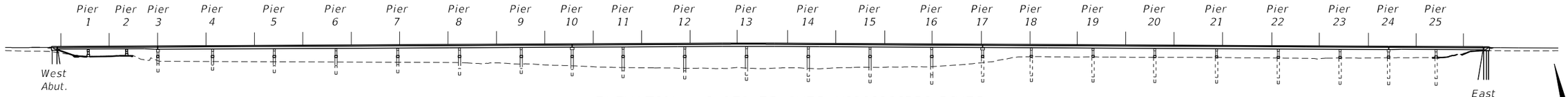
Seismic Data based on Site-Specific Data			
	West Abut. Piers 1-3	Piers 4-16	Piers 17-25 East Abut.
Site Class	C	AB	CD
Design Spectral Acceleration at 1.0 sec, S_{D1} [g]	0.204	0.153	0.279
Design Spectral Acceleration at 0.2 sec, S_{DS} [g]	0.608	0.465	0.668

SITE - SPECIFIC UNIFORM HAZARD SPECTRA

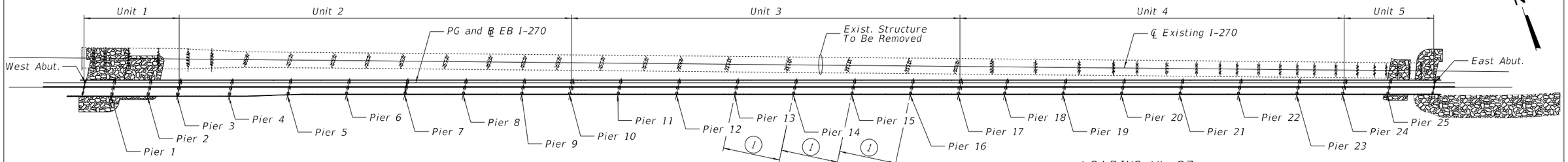




PROFILE GRADE - I-270 EB



ELEVATION - I-270 EB OVER MISSISSIPPI RIVER



PLAN

(1) Navigation Opening

LOADING HL-93

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

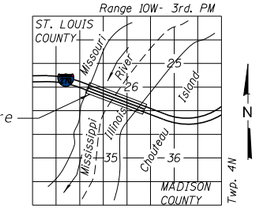
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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



LOCATION SKETCH

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	West Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	Pier 10	Pier 11	Pier 12	Pier 13
0.100	441.49	386.5	385.9	391.5	385.6	384.7	383.7	380.9	373.0	372.9	370.3	364.7	364.7	347.3
0.200	441.49	386.5	385.9	391.5	385.6	384.7	383.7	380.9	373.0	372.9	370.3	364.7	364.7	347.3

Design Scour Elevation (ft.)	Pier 14	Pier 15	Pier 16	Pier 17	Pier 18	Pier 19	Pier 20	Pier 21	Pier 22	Pier 23	Pier 24	Pier 25	East Abut.	Item 113
0.100	342.4	340.7	347.6	346.3	345.0	381.2	381.2	381.2	381.2	381.2	381.2	381.2	439.83	5
0.200	342.4	340.7	347.6	346.3	345.0	371.8	371.8	371.8	371.8	371.8	371.8	371.8	439.83	

WATERWAY INFORMATION

Drainage Area = 697,000 sq. mi. Low Grade Elev. 452.24 @ Sta. 1834+07.67

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

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

OVERALL SITE PLAN
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 1807+12.09
STRUCTURE NO. 060-0350 (EB)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER — ROBERT A. MAGLIOLA — 081-004810 — STATE OF ILLINOIS
SIGNED: Robert A. Magliola
License Expires 11/30/2022
DATE: March 22, 2022 FOR SHEETS: 1-8, 13-18, 35-53, 55, 63-76, 78, 83-89, 93, 96-97, 99, 102-105, 126-153, and 159-162

LICENSED STRUCTURAL ENGINEER — JONATHAN J. DERNER — LICENSE NO. 081-006567 — STATE OF ILLINOIS
SIGNED: Jon Derner
License Expires 11/30/2022
DATE: 2022.03.22 FOR SHEETS: 9-12, 19-34, 54, 56-62, 77, 79-82, 90-92, 94-95, 98, 100-101, 106-125, 154-158, 163-165, 169-204, and 247-248

LICENSED STRUCTURAL ENGINEER — THERESA M. BERGQUIST — 081-007495 — STATE OF ILLINOIS
SIGNED: Theresa M. Bergquist
License Expires 11/30/2022
DATE: March 22, 2022 FOR SHEETS: 166-168 and 205-246

LICENSED STRUCTURAL ENGINEER — JASON G. SCHRECKENBERG — 081.006845 — STATE OF ILLINOIS
SIGNED: Jason Schreckenberg
License Expires 11/30/2022
DATE: 2022.03.22 FOR SHEETS: 249-292

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HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =		DESIGNED - TMB	REVISED -
		CHECKED - TSB	REVISED -
PLOT SCALE =		DRAWN - TMB	REVISED -
PLOT DATE =		CHECKED - TSB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

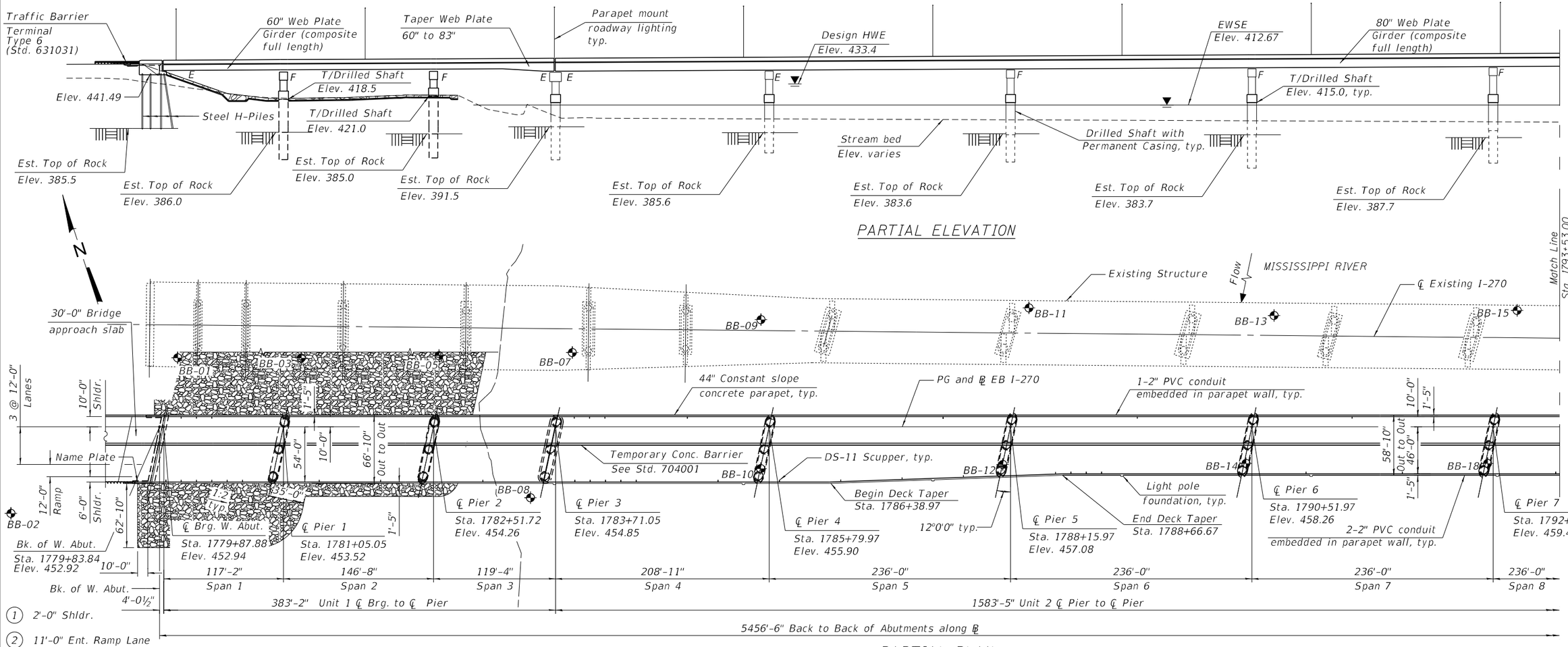
OVERALL SITE PLAN
STRUCTURE NO. 060-0350 (EB)
SHEET 1 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	214
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

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

For slope protection plan and details, see sheet 12 of 292 .

Up to ¼ inch may be ground off the bridge deck and the bridge approach slabs.



PARTIAL PLAN

DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	1	1779+90.00	54.00' Rt.	DS-11	4	1784+04.39	10.00' Lt.	DS-11	5	1787+49.97	10.00' Lt.
DS-11	1	1780+05.00	10.00' Lt. & 54.00' Rt.	DS-11	4	1784+05.00	54.00' Rt.	DS-11	5	1787+70.00	48.62' Rt.
DS-11	1	1780+20.00	10.00' Lt. & 54.00' Rt.	DS-11	4	1784+19.39	10.00' Lt.	DS-11	6	1788+60.00	46.22' Rt.
DS-11	1	1780+35.00	10.00' Lt. & 54.00' Rt.	DS-11	4	1784+20.00	54.00' Rt.	DS-11	6	1788+75.00	46.00' Rt.
DS-11	1	1780+50.00	54.00' Rt.	DS-11	4	1784+35.00	54.00' Rt.	DS-11	6	1788+90.00	46.00' Rt.
DS-11	1	1780+65.00	54.00' Rt.	DS-11	4	1784+50.00	54.00' Rt.	DS-11	6	1789+05.00	46.00' Rt.
DS-11	2	1781+40.00	54.00' Rt.	DS-11	4	1784+99.97	10.00' Lt.	DS-11	6	1789+39.97	10.00' Lt.
DS-11	2	1782+00.00	54.00' Rt.	DS-11	4	1785+30.00	54.00' Rt.	DS-11	7	1791+05.00	46.00' Rt.
DS-11	3	1783+00.00	54.00' Rt.	DS-11	5	1785+90.00	53.42' Rt.	DS-11	7	1791+49.97	10.00' Lt.
DS-11	4	1783+89.39	10.00' Lt.	DS-11	5	1786+50.00	51.82' Rt.	DS-11	7	1791+99.15	46.00' Rt.
DS-11	4	1783+90.00	54.00' Rt.	DS-11	5	1787+10.00	50.22' Rt.	DS-11	8	1793+49.15	46.00' Rt.

Lane configuration shown for the Ultimate 6-Lane configuration in anticipation of project approval of current 6-lane study for I-270.

GENERAL PLAN & ELEVATION - 1
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 1807+12.09
STRUCTURE NO. 060-0350 (EB)

HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - TMB	REVISED -	
	CHECKED - TSB	REVISED -	
PLOT SCALE =	DRAWN - TMB	REVISED -	
PLOT DATE =	CHECKED - TSB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 1
STRUCTURE NO. 060–0350 (EB)
SHEET 2 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	215
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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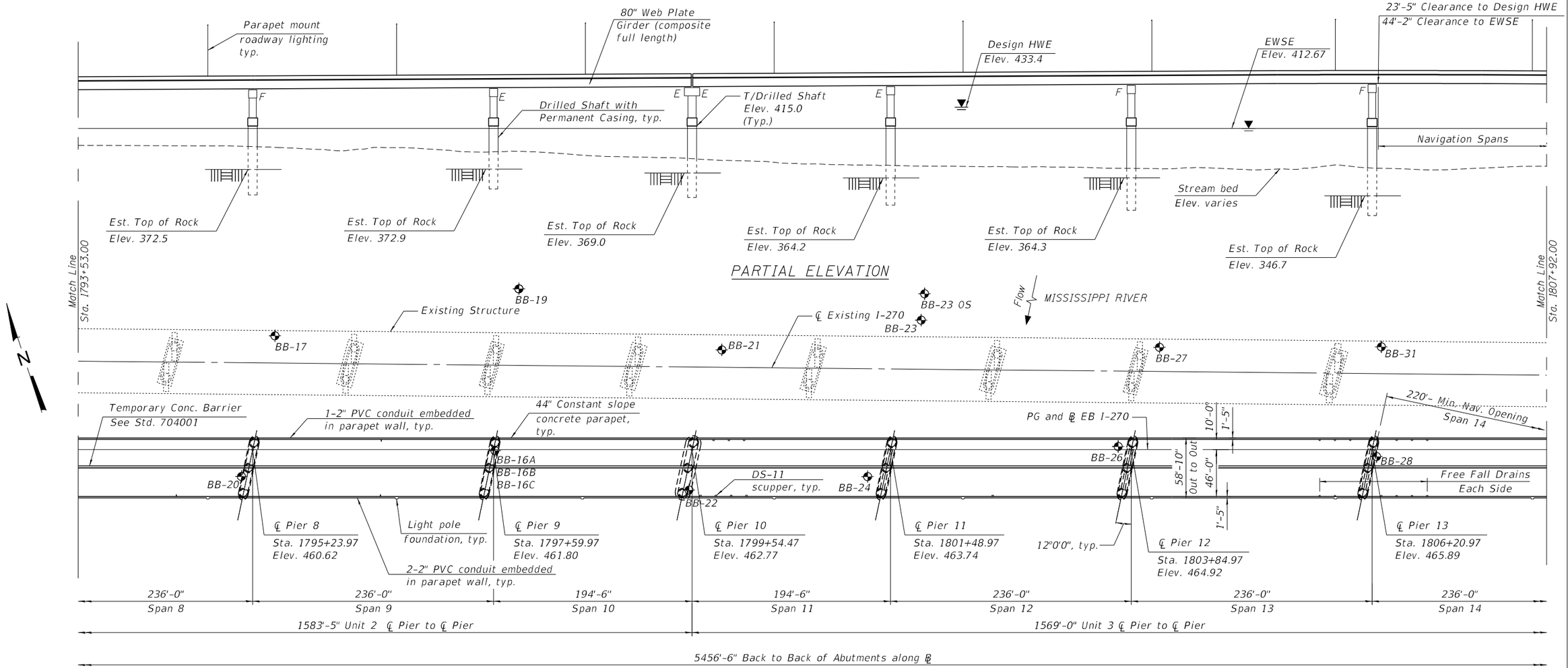
Notes:
All Elevations are given in NAVD 1988 Datum unless noted.
EWSE = Estimated Water Surface Elevation.
HWE = High Water Elevation.
⌖ Denotes soil boring.

Up to ¼ inch may be ground off the bridge deck and the bridge approach slabs.



DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	8	1794+49.15	46.00' Rt.	DS-11	11	1800+07.81	46.00' Rt.
DS-11	9	1796+49.15	46.00' Rt.	DS-11	12	1802+49.15	46.00' Rt.
DS-11	9	1796+49.97	10.00' Lt.	*FFFD	13	1805+69.53	10.00' Lt. & 46.00' Rt.
DS-11	11	1799+62.81	46.00' Rt.	*FFFD	13	1805.84.53	10.00' Lt. & 46.00' Rt.
DS-11	11	1799+75.60	10.00' Lt.	*FFFD	13	1805+99.53	10.00' Lt.
DS-11	11	1799+77.81	46.00' Rt.	*FFFD	14	1806+30.00	46.00' Rt.
DS-11	11	1799+90.60	10.00' Lt.	*FFFD	14	1806+45.00	10.00' Lt. & 46.00' Rt.
DS-11	11	1799+92.81	46.00' Rt.	*FFFD	14	1806+60.00	10.00' Lt. & 46.00' Rt.
DS-11	11	1800+05.60	10.00' Lt.	*FFFD	14	1806+75.00	10.00' Lt. & 46.00' Rt.

*FFFD - Free Fall Floor Drains

PARTIAL PLAN

GENERAL PLAN & ELEVATION - 2
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 1807+12.09
STRUCTURE NO. 060-0350 (EB)

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HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - TMB	REVISED -	
	CHECKED - TSB	REVISED -	
PLOT SCALE =	DRAWN - TMB	REVISED -	
PLOT DATE =	CHECKED - TSB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 2
STRUCTURE NO. 060–0350 (EB)
SHEET 3 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	216
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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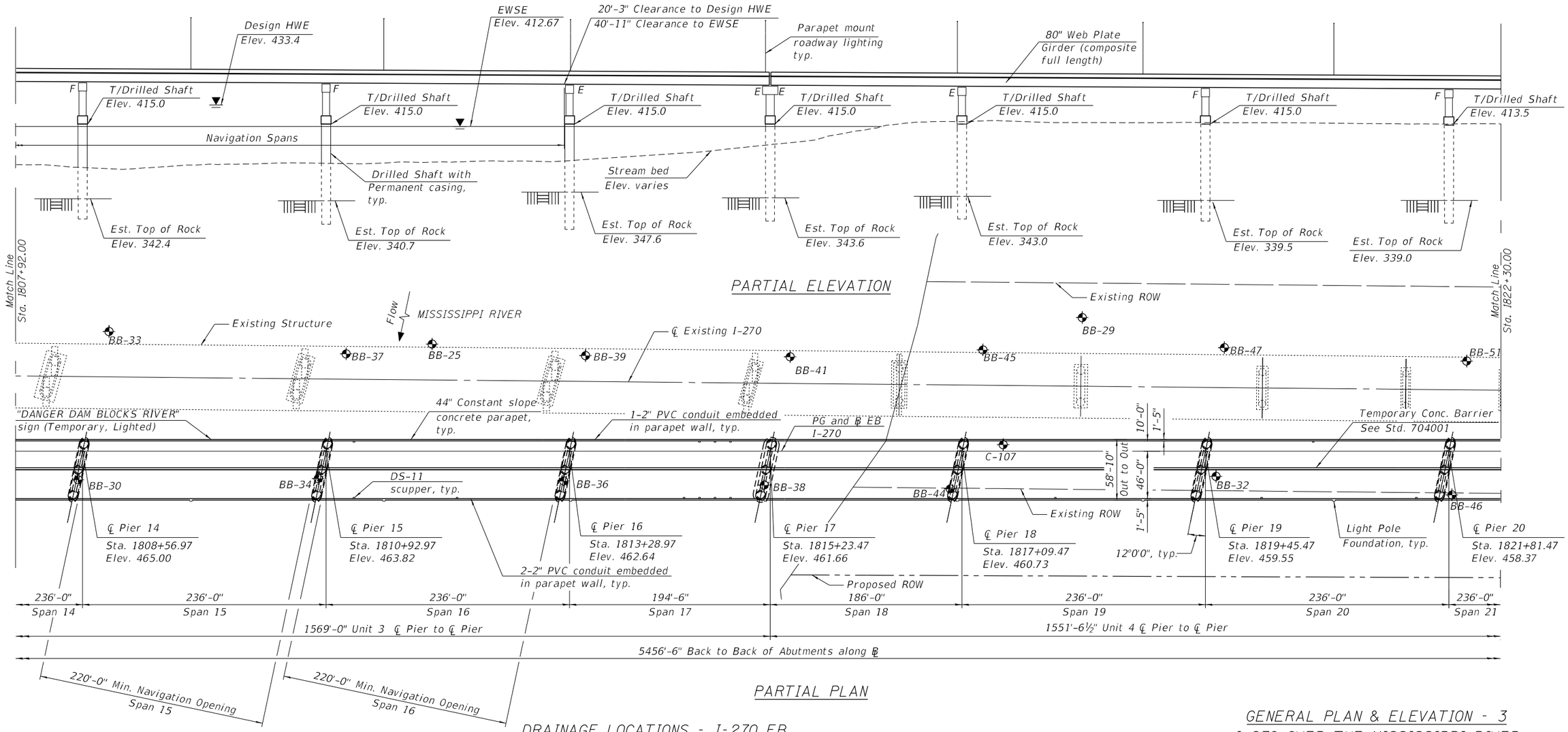
⌖ Denotes soil boring.
Up to ¼ inch may be ground off the bridge deck and the bridge approach slabs.



PARTIAL PLAN

DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	16	1811+19.97	10.00' Lt.	DS-11	17	1814+70.00	46.00' Rt.
DS-11	16	1811+20.00	46.00' Rt.	DS-11	17	1814+84.97	10.00' Lt.
DS-11	16	1812+20.00	46.00' Rt.	DS-11	17	1814+85.00	46.00' Rt.
DS-11	17	1814+40.00	46.00' Rt.	DS-11	19	1818+00.00	46.00' Rt.
DS-11	17	1814+54.97	10.00' Lt.	DS-11	20	1820+00.00	46.00' Rt.
DS-11	17	1814+55.00	46.00' Rt.	DS-11	20	1820+49.97	10.00' Lt.
DS-11	17	1814+69.97	10.00' Lt.	DS-11	20	1821+50.00	46.00' Rt.

GENERAL PLAN & ELEVATION - 3
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte. 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 1807+12.09
STRUCTURE NO. 060-0350 (EB)

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION – 3
STRUCTURE NO. 060-0350 (EB)
SHEET 4 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	217
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	

Notes:
All Elevations are given in NAVD 1988 Datum unless noted.
EWSE = Estimated Water Surface Elevation.
HWE = High Water Elevation.
⌖ Denotes soil boring.
For slope protection plan and details, see sheet 12 of 292.

Up to ¼ inch may be ground off the bridge deck and the bridge approach slabs.

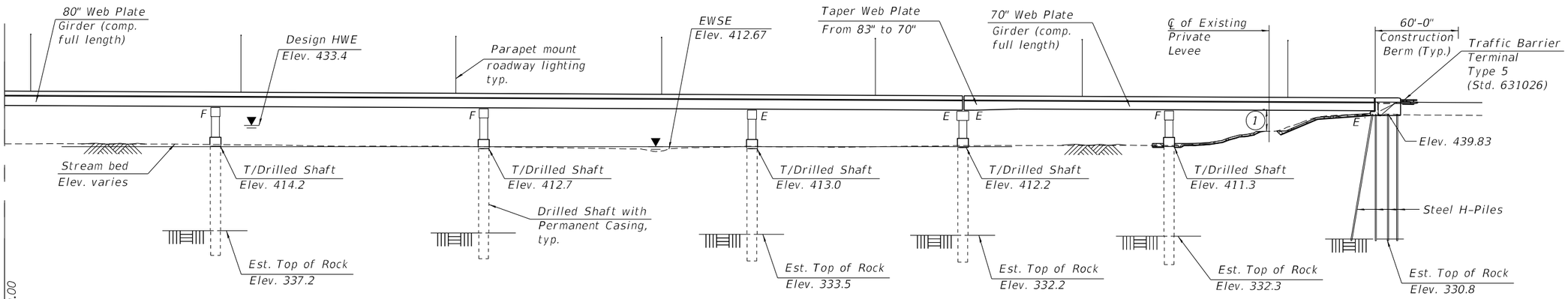
(1) Min. Clr. 18'-6"±

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

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

(4) Point of minimum vertical clear

(5) Riprap shall extend 500ft to the east of the abutment and match roadway grading.



PARTIAL PLAN

DRAINAGE LOCATIONS - I-270 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	21	1823+00.00	46.00' Rt.	DS-11	24	1829+85.00	46.00' Rt.	DS-11	25	1831+50.00	46.00' Rt.
DS-11	22	1824+49.47	10.00' Lt.	DS-11	24	1830+00.00	46.00' Rt.	DS-11	26	1833+68.00	46.00' Rt.
DS-11	22	1824+50.00	46.00' Rt.	DS-11	24	1830+15.00	46.00' Rt.	DS-11	26	1833+83.00	46.00' Rt.
DS-11	22	1825+49.47	10.00' Lt.	DS-11	24	1830+17.14	10.00' Lt.	DS-11	26	1833+90.92	10.00' Lt.
DS-11	22	1826+00.00	46.00' Rt.	DS-11	24	1830+30.00	46.00' Rt.	DS-11	26	1833+98.00	46.00' Rt.
DS-11	23	1827+50.00	46.00' Rt.	DS-11	24	1830+32.14	10.00' Lt.	DS-11	26	1834.05.92	10.00' Lt.
DS-11	23	1827+74.97	10.00' Lt.	DS-11	24	1830+47.14	10.00' Lt.	DS-11	26	1834+13.00	46.00' Rt.
DS-11	23	1828+60.00	46.00' Rt.	DS-11	24	1830+62.14	10.00' Lt.	DS-11	26	1834+20.92	10.00' Lt.

GENERAL PLAN & ELEVATION - 4
I-270 OVER THE MISSISSIPPI RIVER
PUBLIC WATER
F.A.I. Rte. 270 - SEC. 60B-1
MADISON (IL) AND ST. LOUIS (MO) COUNTIES
STATION 1807+12.09
STRUCTURE NO. 060-0350 (EB)

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GENERAL NOTES

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

2. Calculated weight of Structural Steel = 15,357,480 lbs.

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

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

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

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

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

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

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

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

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

12. The embankment configuration shown shall be minimum that must be placed and compacted prior to construction of the abutments. Embankment behind the backwall for the West Abutment is quantified and constructed under MoDOT Job number J613264.

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

STATION 1807+12.09
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RTE 270-SEC. 60B-1
LOADING HL-93
STRUCTURE NO. 060-0350

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See Std. 515001

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HORNER & SHIFRIN
Teaming with: PARSONS

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PLOT DATE =	CHECKED - TSB	REVISED -	

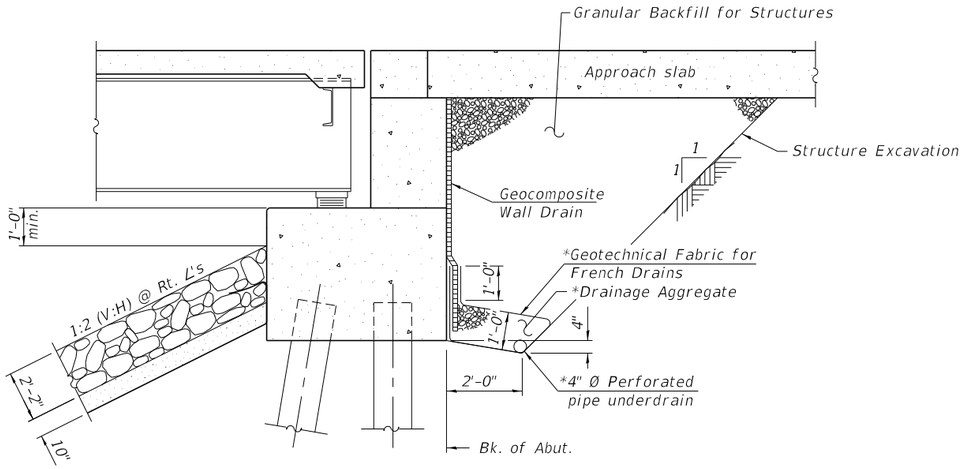
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
STRUCTURE NO. 060-0350 (EB)
SHEET 8 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	221
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A6	Sq. Yd.		10,863	10,863
Filter Fabric	Sq. Yd.		10,863	10,863
Structure Excavation	Cu. Yd.		616	616
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		12,741.9	12,741.9
Concrete Superstructure	Cu. Yd.	10,948.2		10,948.2
Concrete Encasement	Cu. Yd.		14.7	14.7
Protective Coat	Sq. Yd.	40,392		40,392
Concrete Superstructure (Approach Slab)	Cu. Yd.	173.5		173.5
Furnishing and Erecting Structural Steel	L Sum	0.502		0.502
Stud Shear Connectors	Each	98,024		98,024
Reinforcement Bars, Epoxy Coated	Pound	3,579,240	7,750,120	11,329,360
Mechanical Splicers	Each		7,502	7,502
Furnishing Steel Piles HP12X63	Foot		2,097	2,097
Furnishing Steel Piles HP12X84	Foot		1,140	1,140
Driving Piles	Foot		3,237	3,237
Test Pile Steel HP12X63	Each		1	1
Test Pile Steel HP12X84	Each		2	2
Pile Shoes	Each		42	42
Name Plates	Each	1		1
Permanent Casing	Foot		4,405	4,405
Drilled Shaft in Soil	Cu. Yd.		10,017	10,017
Drilled Shaft in Rock	Cu. Yd.		3,500	3,500
Preformed Joint Strip Seal	Foot	127.5		127.5
Elastomeric Bearing Assembly, Type I	Each	26		26
Elastomeric Bearing Assembly, Type III	Each	37		37
Anchor Bolts, 1¼"	Each	410		410
Anchor Bolts, 1½"	Each	84		84
Anchor Bolts, 2"	Each	152		152
Temporary Sheet Piling	Sq. Ft.		5,910	5,910
Granular Backfill for Structures	Cu. Yd.		340	340
Concrete Sealer	Sq. Ft.		26,224	26,224
Geocomposite Wall Drain	Sq. Yd.		189	189
Pipe Underdrains for Structures 4"	Foot		175	175
Drainage Scuppers, DS-11	Each	85		85
Diamond Grinding (Bridge Section)	Sq. Yd.	33,363		33,363
Modular Expansion Joint 12"	Foot	66		66
Modular Expansion Joint 18"	Foot	58		58
Modular Expansion Joint 27"	Foot	116		116
Crosshole Sonic Logging Access Ducts	Foot		5,912	5,912
Crosshole Sonic Logging Testing	Each		75	75
Construction Vibration Monitoring	L Sum			0.5
Thermal Integrity Profile Testing	Each		8	8
Thermal Integrity Profile Data Collection	Foot		5,912	5,912
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	23,084		23,084
High Load Multi-Rotational Bearings, Guided Expansion - 850K	Each	24		24
High Load Multi-Rotational Bearings, Guided Expansion - 900K	Each	13		13
High Load Multi-Rotational Bearings, Fixed - 550K	Each	14		14
High Load Multi-Rotational Bearings, Fixed - 850K	Each	54		54
High Load Multi-Rotational Bearings, Fixed - 900K	Each	25		25

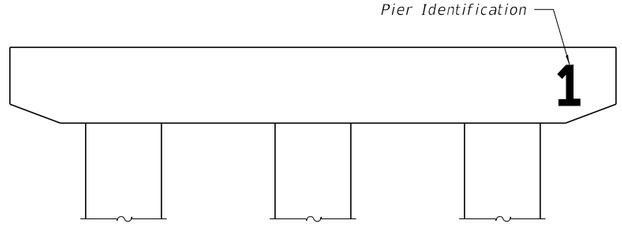


SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

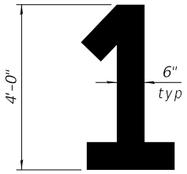
*Included in the cost of Pipe Underdrains for Structures

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



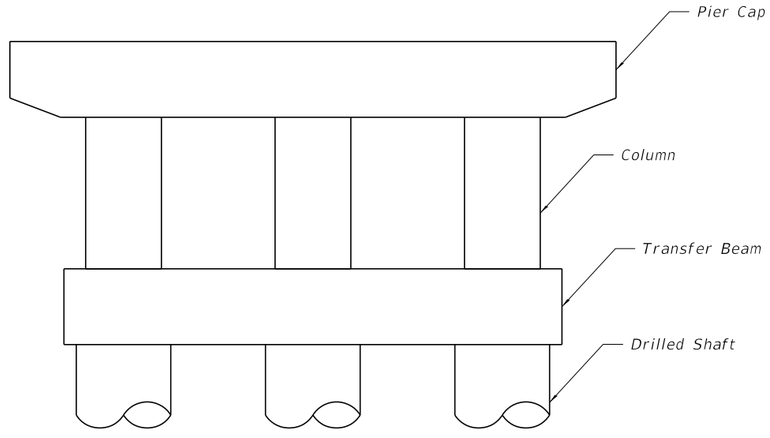
PART ELEVATION OF PIER

(Looking Upstation and Downstation)



PIER IDENTIFICATION DETAIL

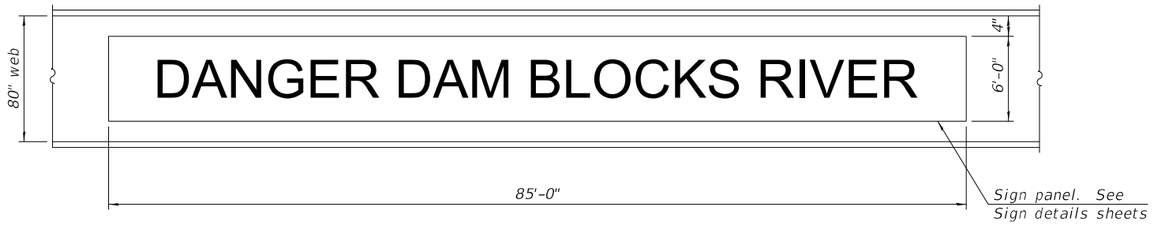
Notes:
Pier identification cost included with Concrete Structures.
Pier 1 shown, other piers similar.
Pier identification shall be painted on cap with black paint prior to the application of Concrete Sealer.



PIER CONCRETE SEALER DETAIL

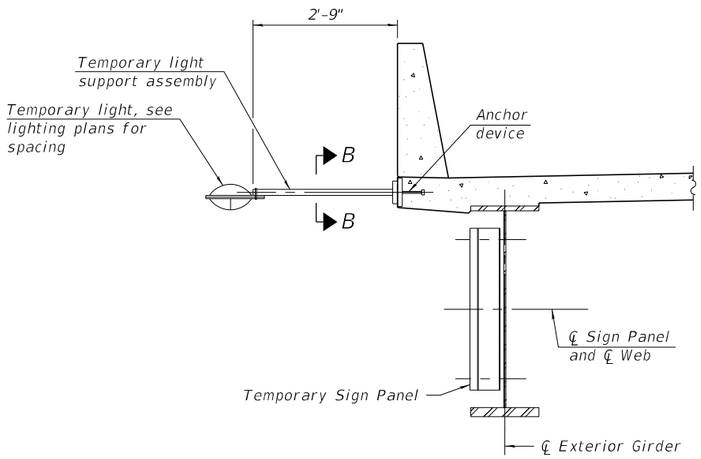
(Pier 3, Pier 10, Pier 17, and Pier 24)

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



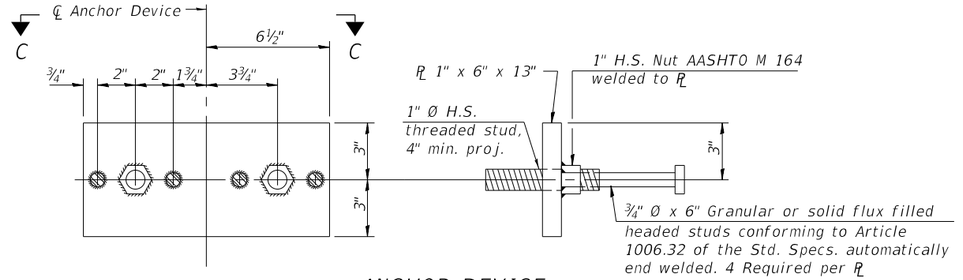
SIGNAGE ELEVATION

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



TYPICAL SECTION

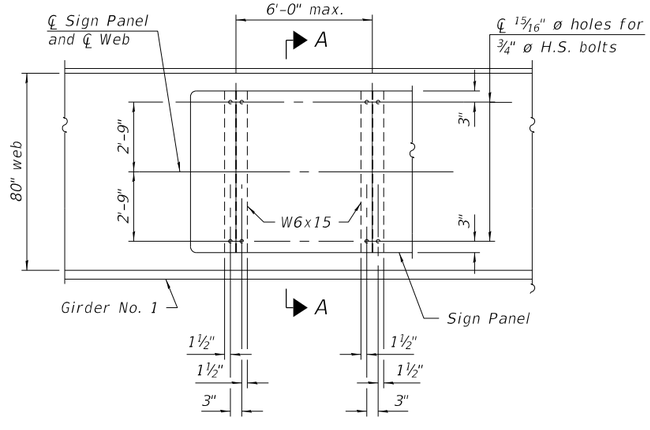
(Showing sign mount only.)



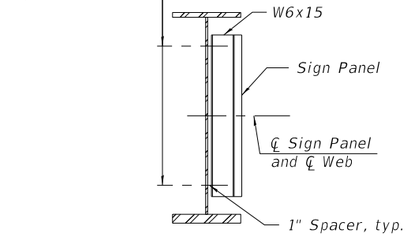
ANCHOR DEVICE

(8 Required)

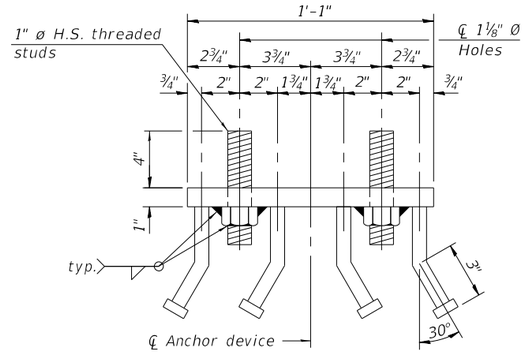
Provide 2 1" H.S. nuts and washer per anchor device to connect light support assembly to anchor device.



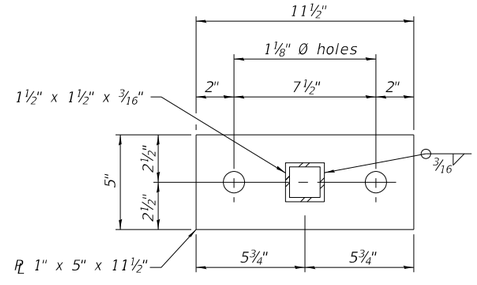
PART ELEVATION SHOWING SIGN SUPPORT



SECTION A-A



VIEW C-C



SECTION B-B

(8 Required)

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

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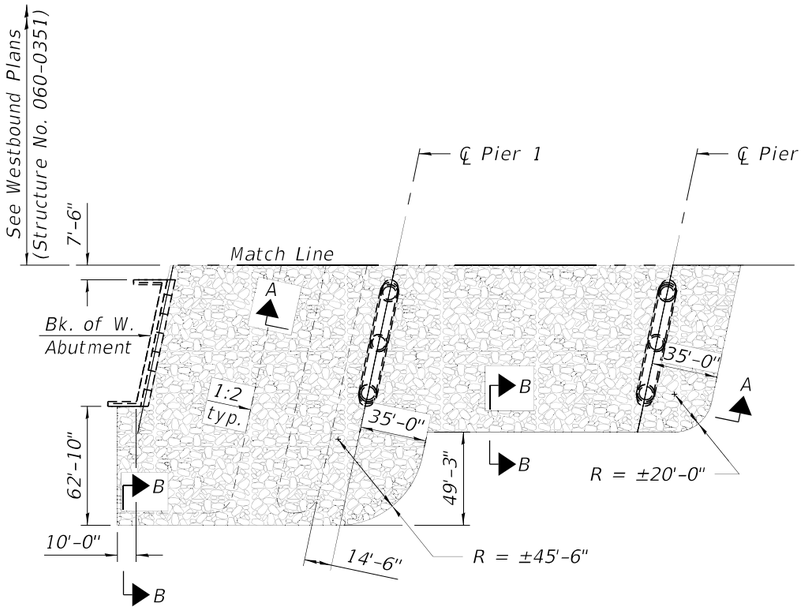
HORNER & SHIFRIN
Teaming with: PARSONS

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

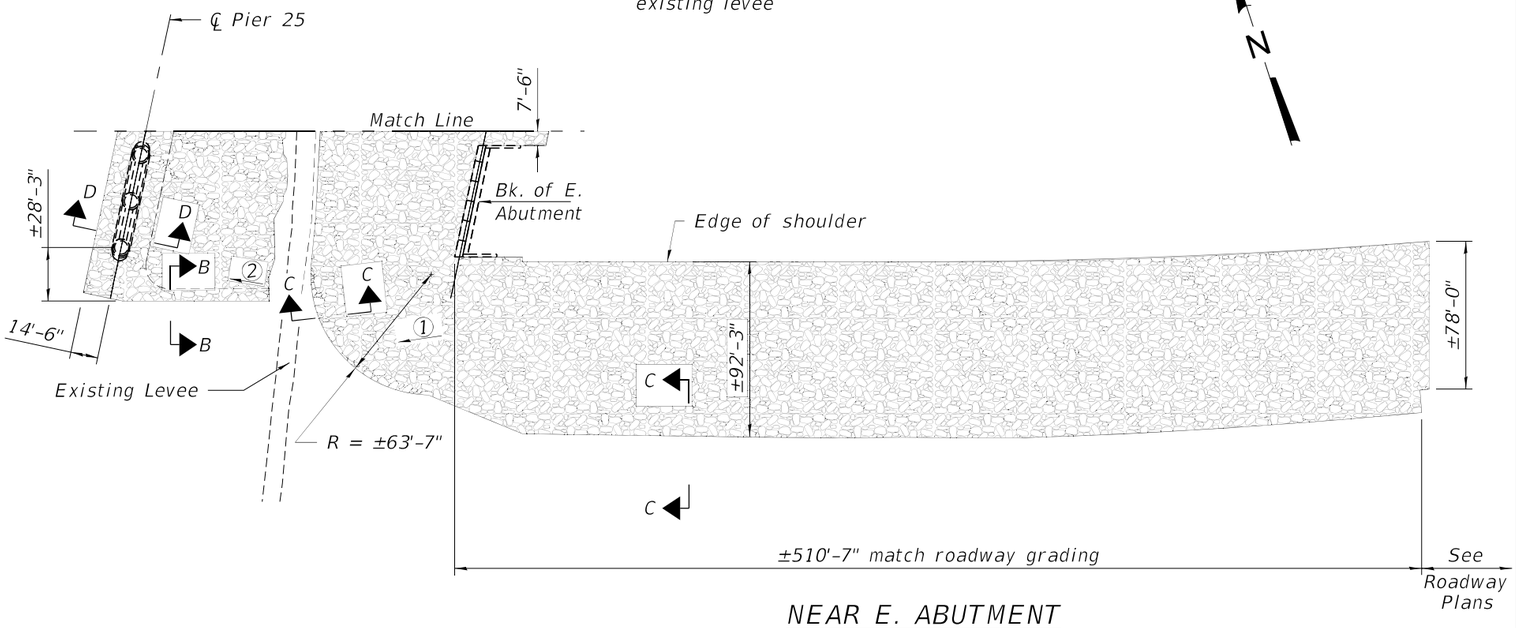
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DANGER SIGN DETAILS
STRUCTURE NO. 060-0350 (EB)
SHEET 11 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	224
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



NEAR W. ABUTMENT



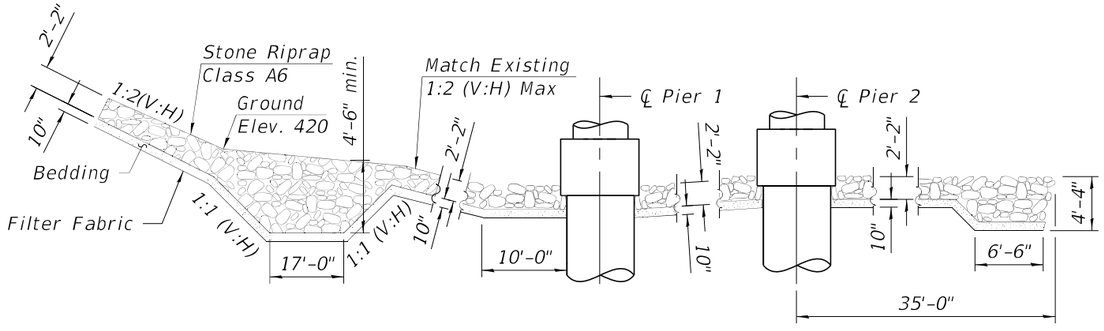
NEAR E. ABUTMENT

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

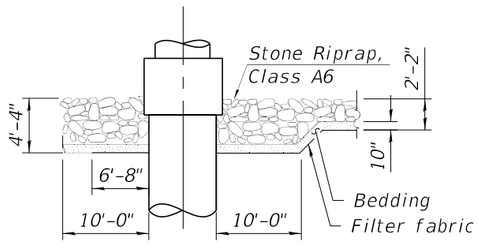
2 Riprap placed on existing west face of levee. Approximate slope 1V:2H at right angles to existing levee

PLAN OF RIPRAP

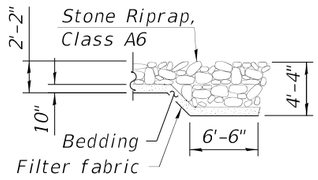
Note:
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



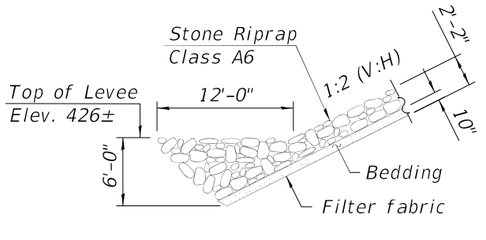
SECTION A-A



SECTION D-D



SECTION B-B



SECTION C-C

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HORNER & SHIFRIN
Teaming with: PARSONS

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	CHECKED - RAM	REVISED -	
PLOT SCALE =	DRAWN - EAT	REVISED -	
PLOT DATE =	CHECKED - MAB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE PROTECTION PLANS AND DETAILS
STRUCTURE NO. 060-0350 (EB)
SHEET 12 OF 292 SHEETS

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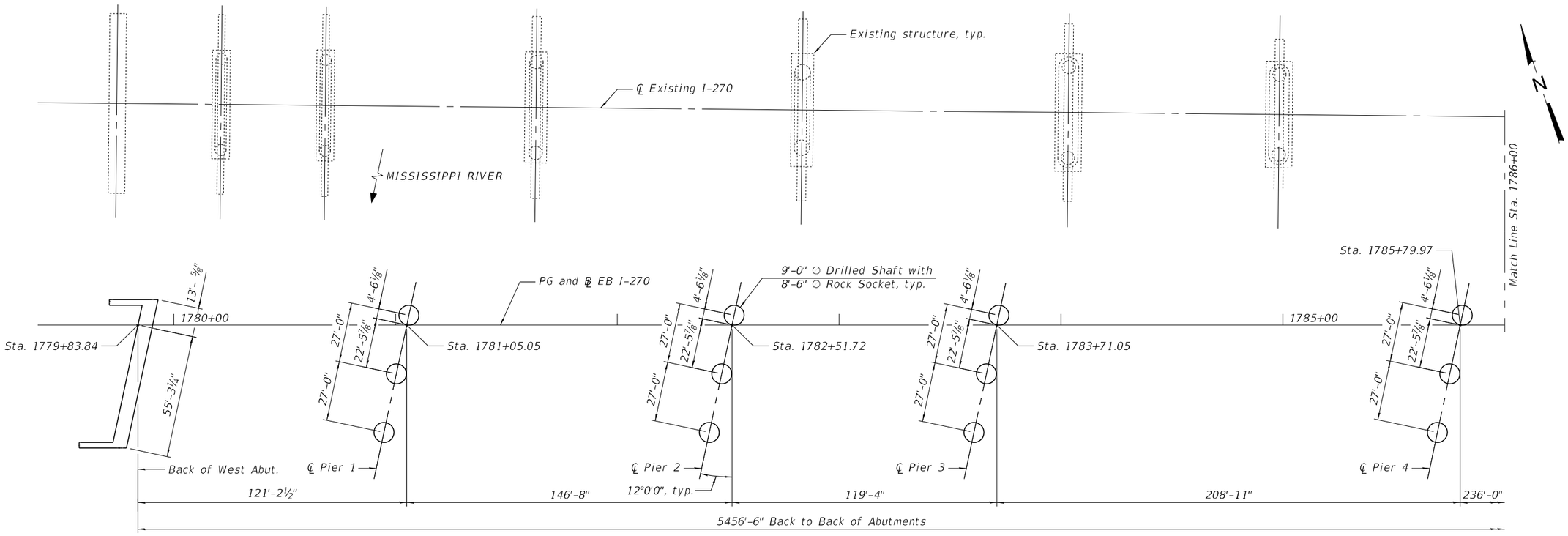
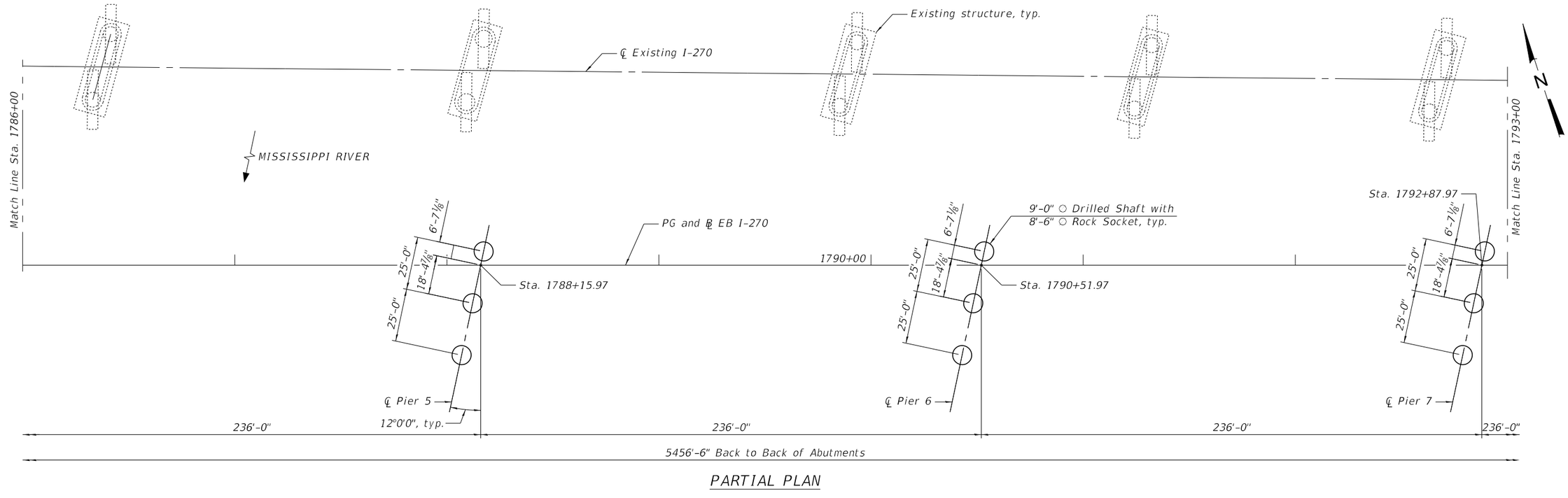
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN



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HORNER & SHIFRIN
Teaming with: PARSONS

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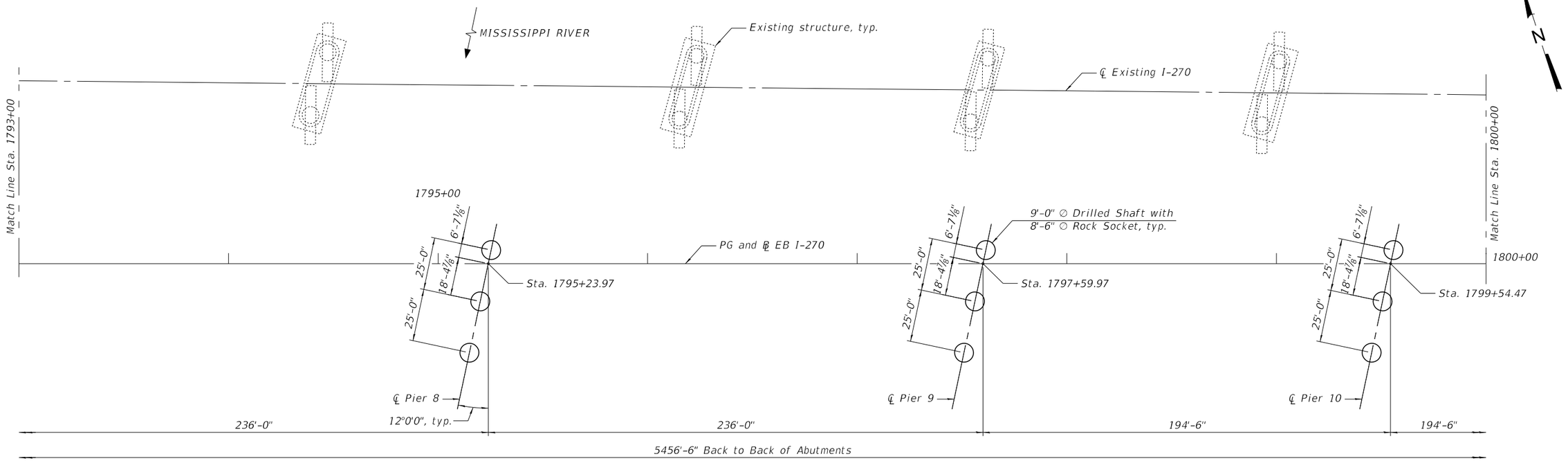
PLOT DATE =	CHECKED - JDS	REVISED -	

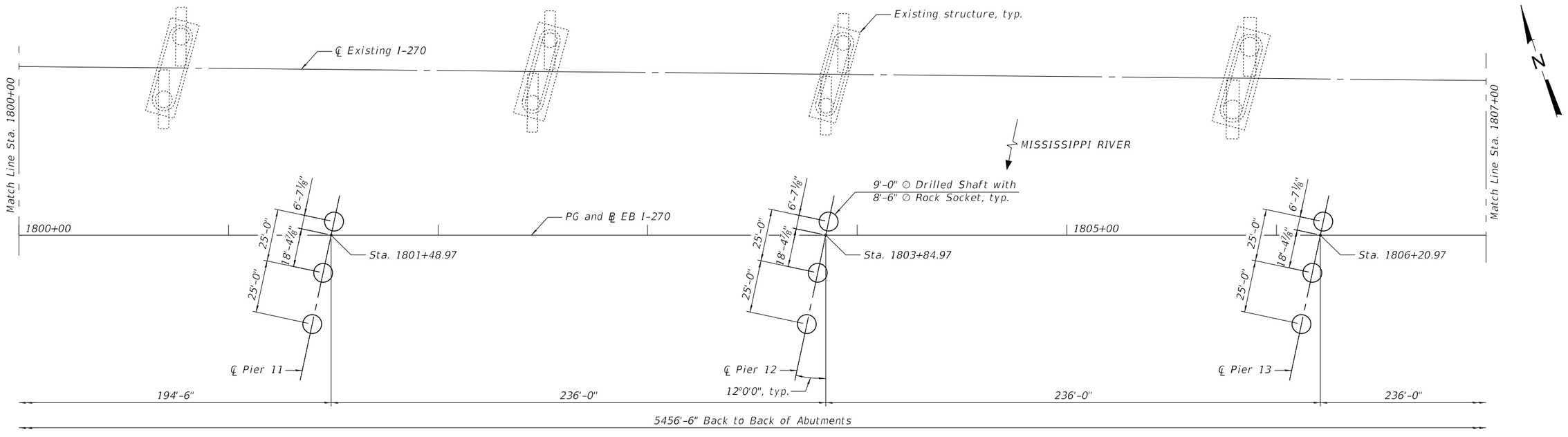
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 1
STRUCTURE NO. 060–0350 (EB)
SHEET 13 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	226
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN



PARTIAL PLAN

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HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - TMB	REVISED -
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PLOT SCALE =	DRAWN - RDF	REVISED -
PLOT DATE =	CHECKED - JDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 2
STRUCTURE NO. 060–0350 (EB)
SHEET 14 OF 292 SHEETS

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

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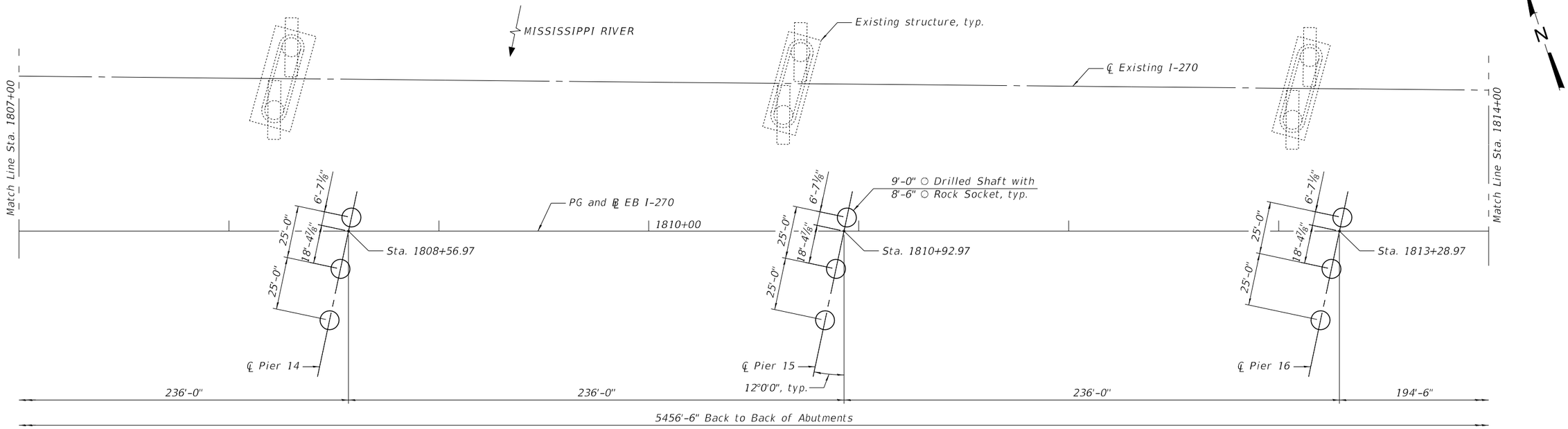
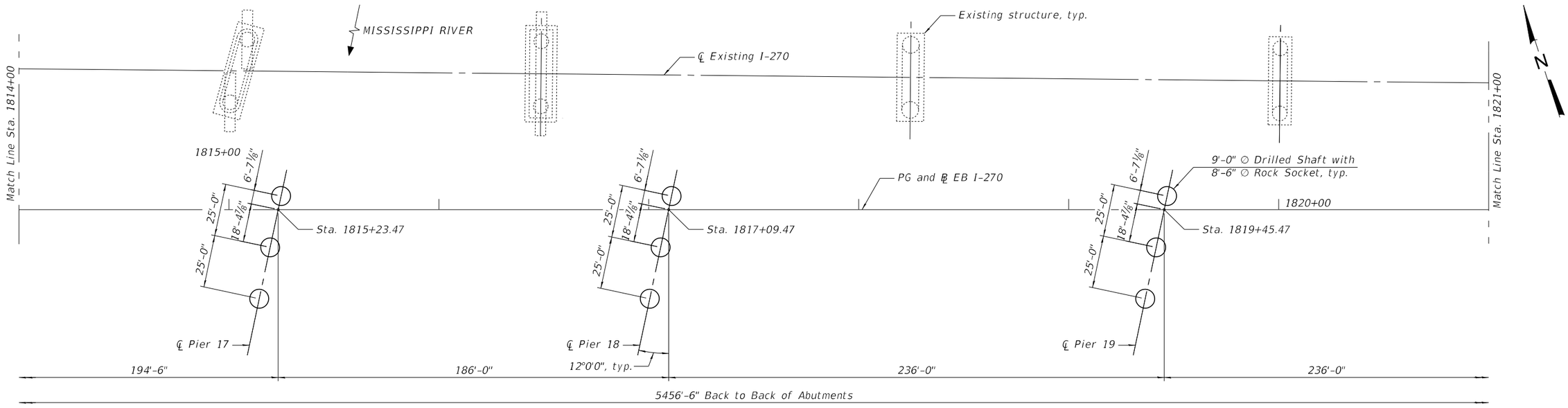


PARTIAL PLAN



PARTIAL PLAN

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HORNER & SHIFRIN
Teaming with: PARSONS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 3
STRUCTURE NO. 060–0350 (EB)
SHEET 15 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	228
		CONTRACT NO. 76J90		
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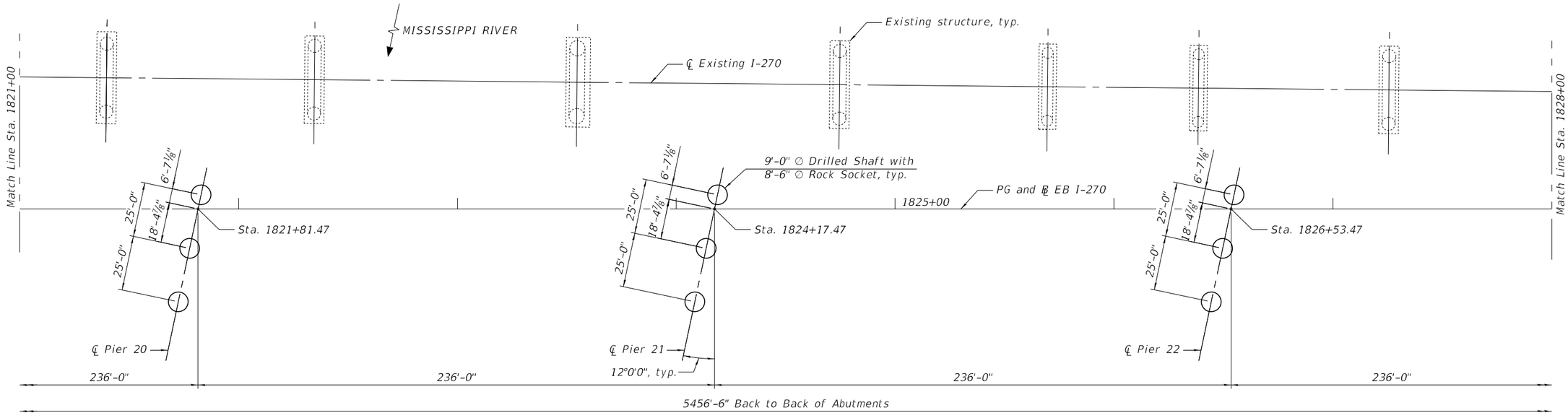

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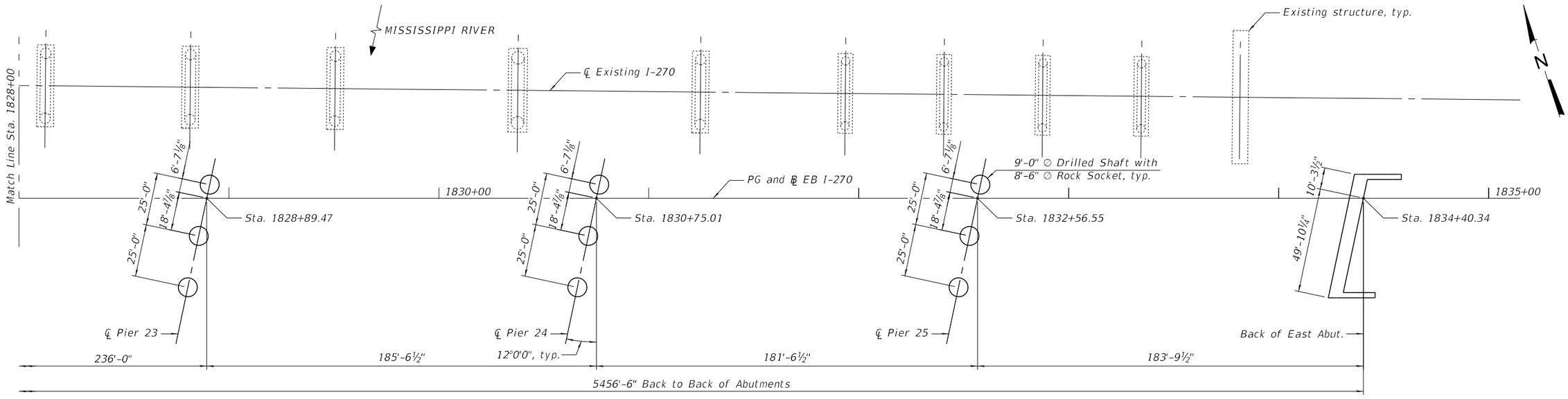

PARTIAL PLAN

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HORNER & SHIFRIN
Teaming with: PARSONS

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PLOT DATE =	CHECKED - JDS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT – 4
STRUCTURE NO. 060–0350 (EB)
SHEET 16 OF 292 SHEETS

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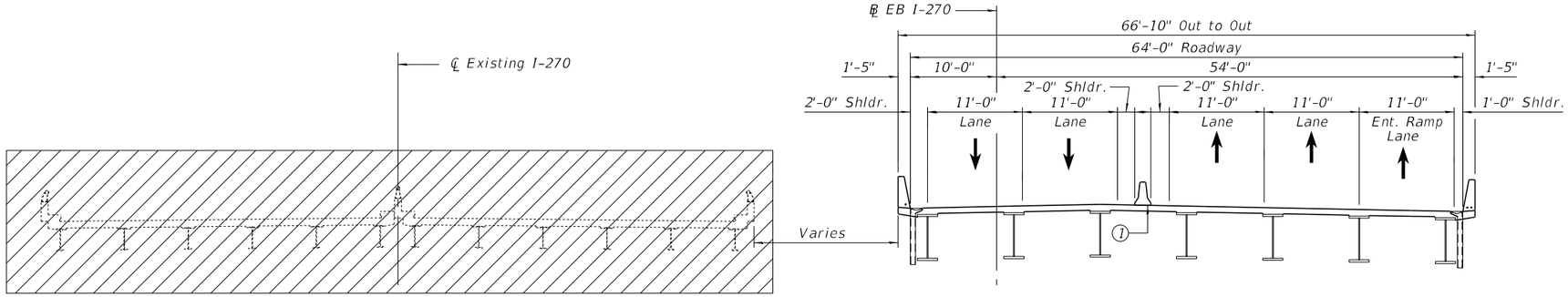
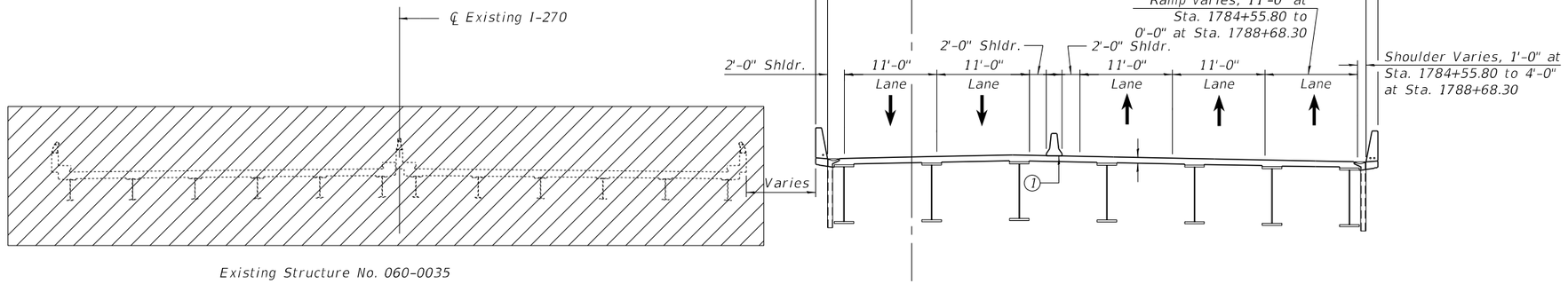
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



MOT Note:
Traffic is maintained in its existing configuration on existing structure during construction of SN-060-0350. Cross sections show traffic at the start of Stage II. For final lane configuration, see deck cross-sections on Sheets 57, 61, 67, 73 & 76 pf 292.

STAGE II CROSS SECTION - UNIT 1

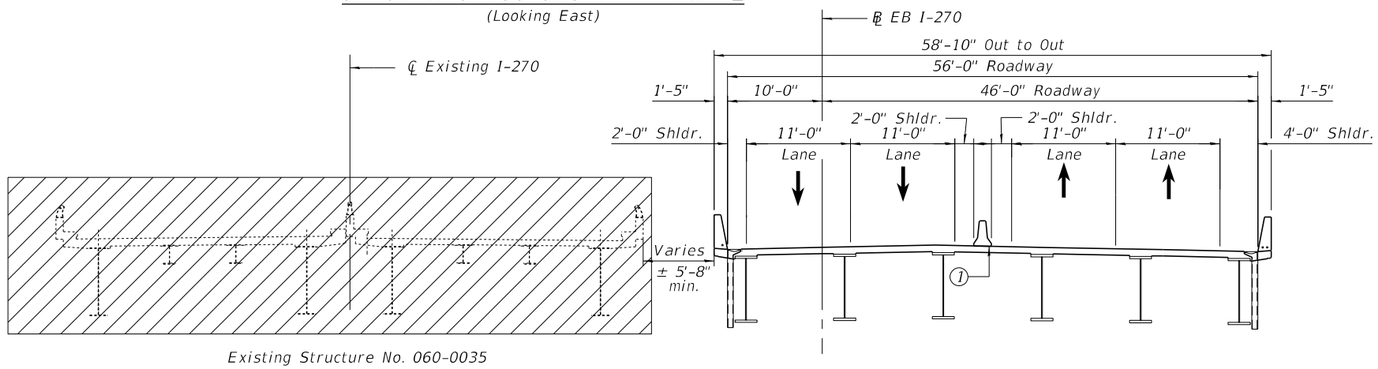
(Looking East)



(1) *Temporary Concrete Barrier See Std. 704001, typ. For quantity, see Roadway Plans.*

STAGE II CROSS SECTION - UNIT 2

(Looking East)



Hatching indicates Removal of Existing Structures.

STAGE II CROSS SECTION - UNIT 3, 4 & 5

(Looking East)

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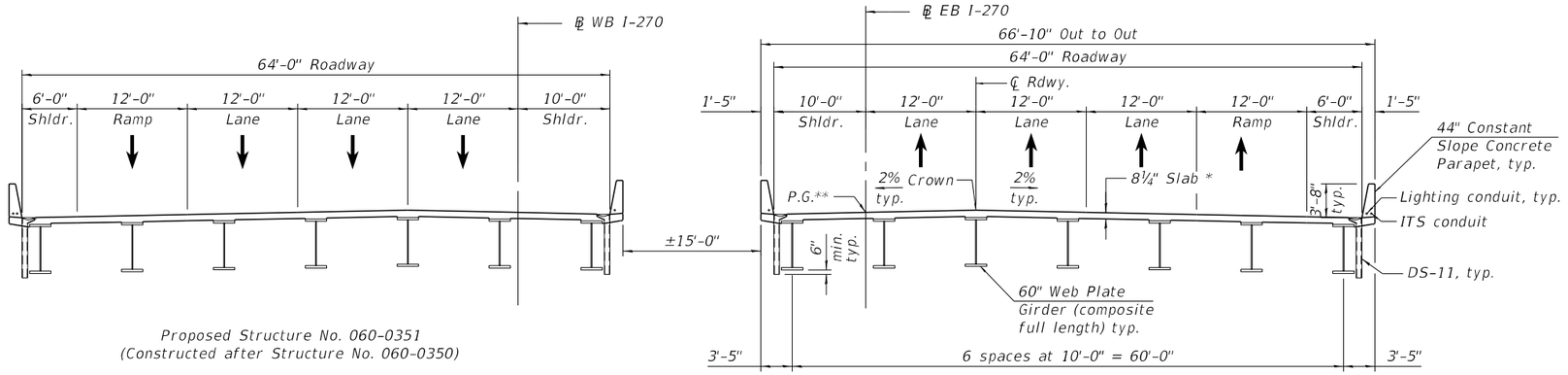
	PLOT DATE =	CHECKED - TSB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TEMPORARY LANE CONFIGURATION
STRUCTURE NO. 060-0350 (EB)

SHEET 17 OF 292 SHEETS

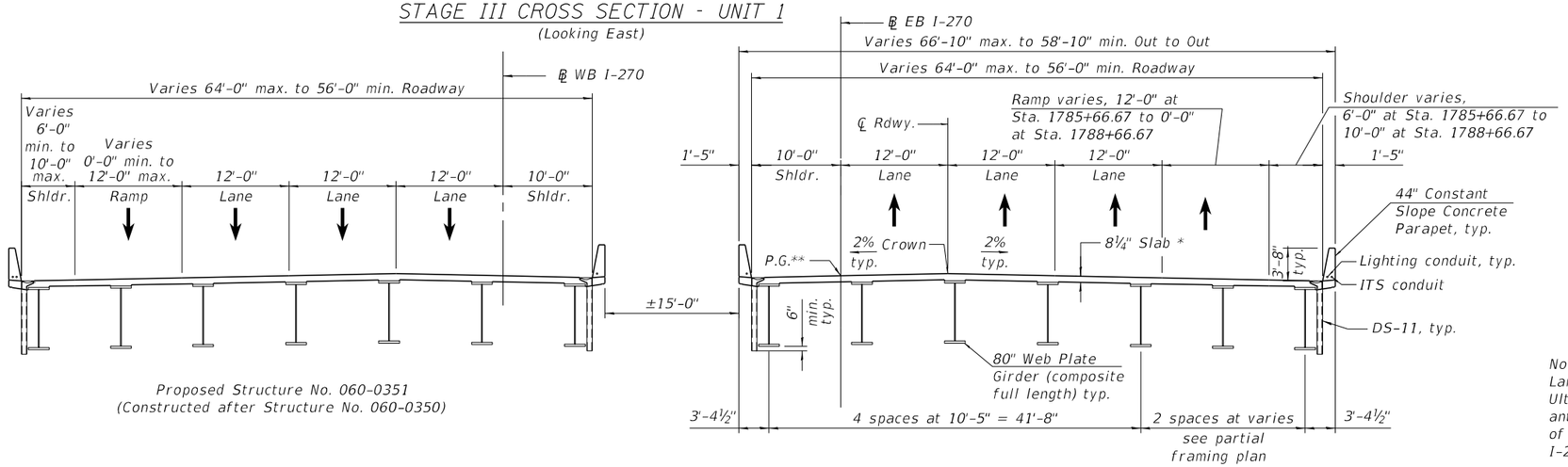
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	230
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



Proposed Structure No. 060-0351
(Constructed after Structure No. 060-0350)

STAGE III CROSS SECTION - UNIT 1

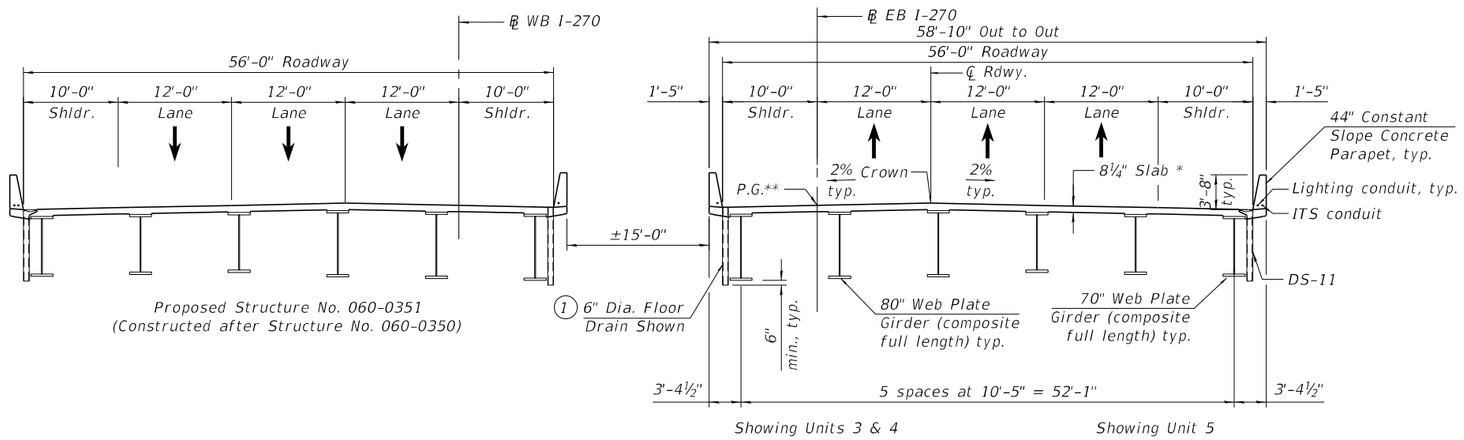
(Looking East)



Proposed Structure No. 060-0351
(Constructed after Structure No. 060-0350)

STAGE III CROSS SECTION - UNIT 2

(Looking East)



Proposed Structure No. 060-0351
(Constructed after Structure No. 060-0350)

Showing Units 3 & 4

Showing Unit 5

STAGE III CROSS SECTION - UNIT 3, 4 & 5

(Looking East)

Notes:
Lane configuration shown for the Ultimate 6-Lane configuration in anticipation of project approval of current 6-lane study for I-270.

Up to ¼" may be ground off the bridge deck and bridge approach slabs.
* Prior to grinding
** After grinding

(1) 6" diameter floor drain from Station 805+70.00 to 806+75.00, DS-11 Scupper at other locations

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HORNER & SHIFRIN
Teaming with: PARSONS

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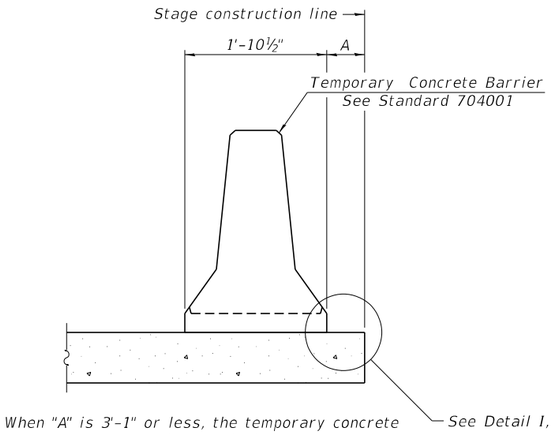
PLOT DATE =	CHECKED - TSB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

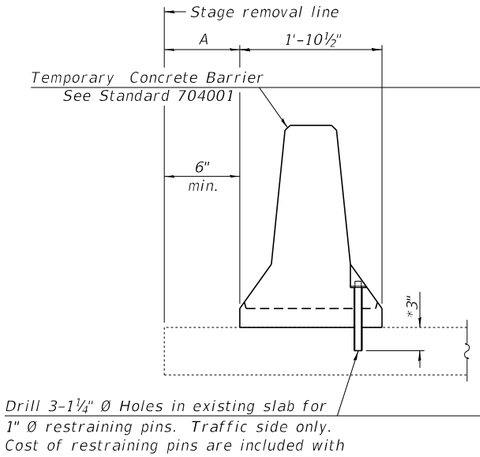
TYPICAL SECTION
STRUCTURE NO. 060-0350 (EB)
SHEET 18 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	231
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		



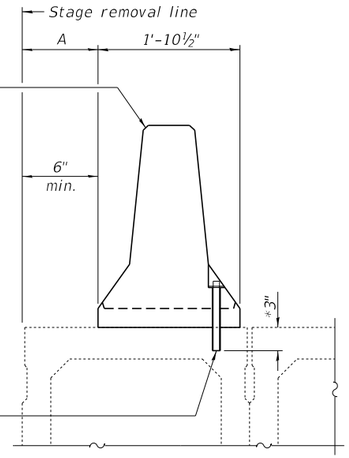
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

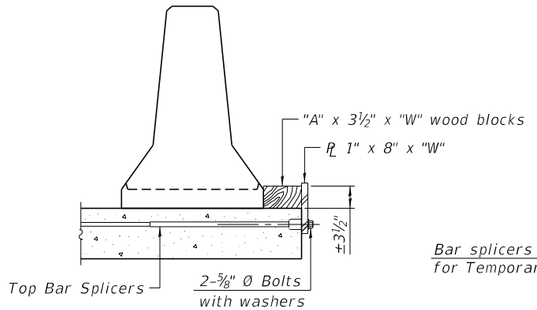
EXISTING SLAB



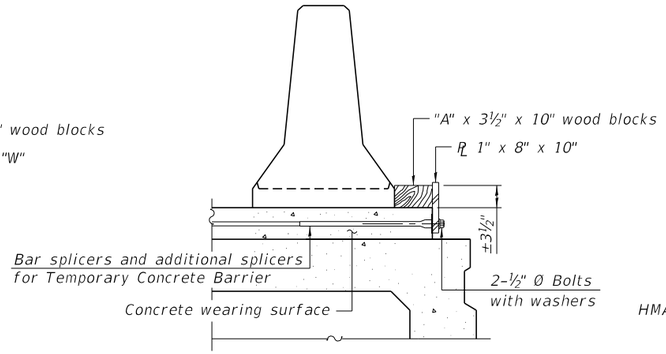
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

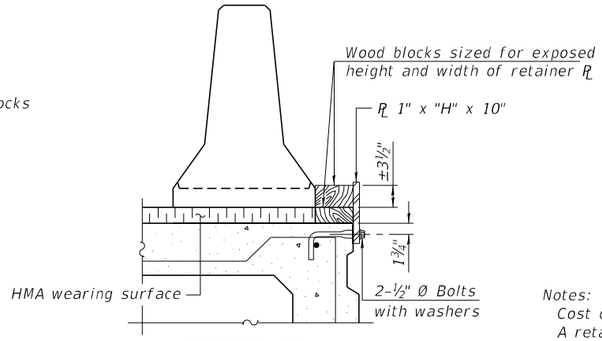
SECTIONS THRU SLAB OR DECK BEAM



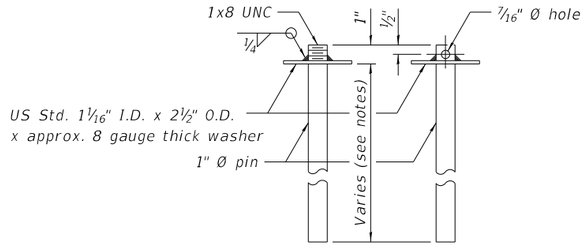
DETAIL I



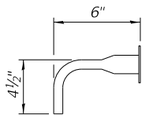
DETAIL II



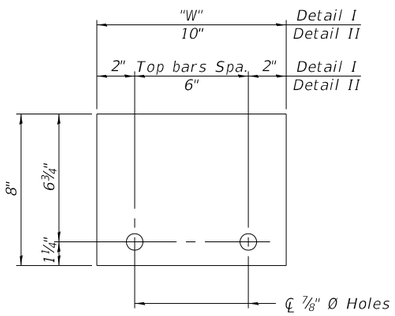
DETAIL III



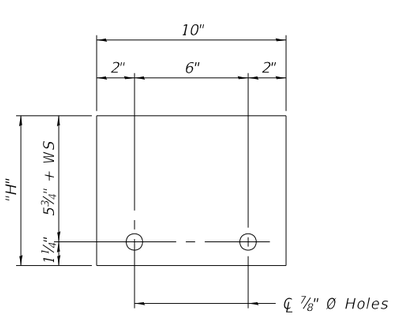
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

10-12-2021

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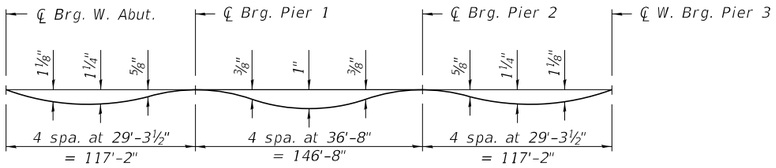
HORNER & SHIFRIN
Teaming with: PARSONS

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

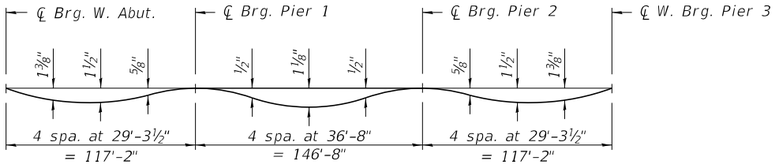
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY BARRIER
STRUCTURE NO. 060-0350 (EB)
SHEET 19 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	232
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



EXTERIOR GIRDERS

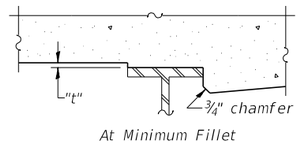


INTERIOR GIRDERS

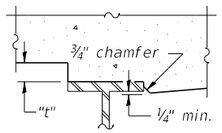
DEAD LOAD DEFLECTION DIAGRAMS

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 21 thru 23 of 292.



At Minimum Fillet

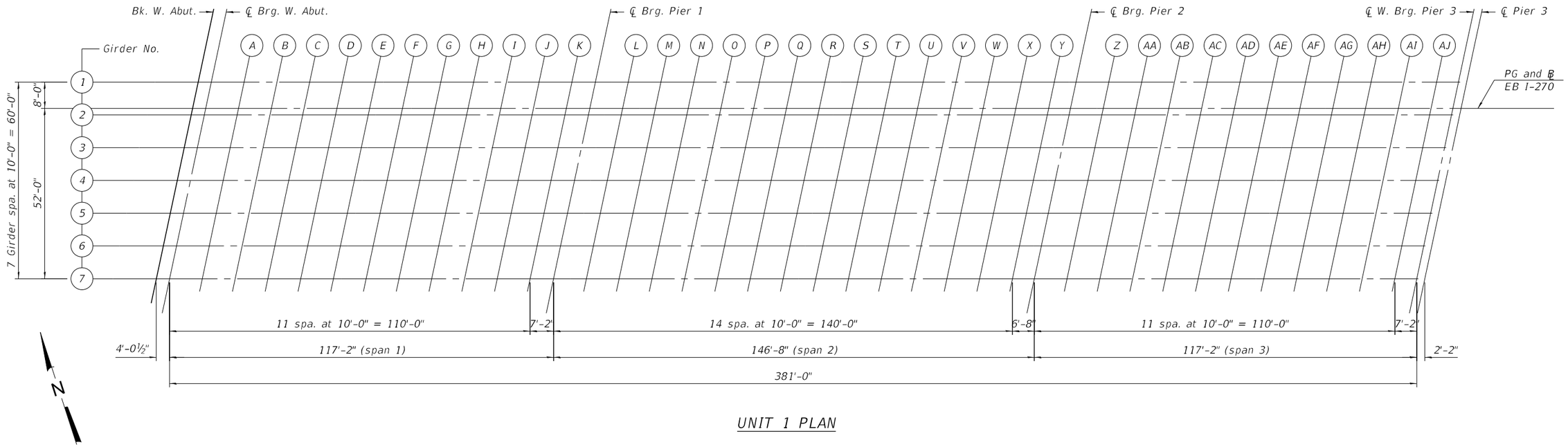


At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 21 thru 23 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 21 thru 23 of 292. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



UNIT 1 PLAN

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 – 1
STRUCTURE NO. 060–0350 (EB)
SHEET 20 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	233
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+85.54	-8.00	452.76	452.78
℄ Brg. W. Abut.	1779+89.58	-8.00	452.78	452.80
A	1779+99.58	-8.00	452.83	452.89
B	1780+09.58	-8.00	452.88	452.97
C	1780+19.58	-8.00	452.93	453.04
D	1780+29.58	-8.00	452.98	453.10
E	1780+39.58	-8.00	453.03	453.16
F	1780+49.58	-8.00	453.08	453.20
G	1780+59.58	-8.00	453.13	453.23
H	1780+69.58	-8.00	453.18	453.26
I	1780+79.58	-8.00	453.23	453.29
J	1780+89.58	-8.00	453.28	453.32
K	1780+99.58	-8.00	453.33	453.36
℄ Brg. Pier 1	1781+06.75	-8.00	453.37	453.39
L	1781+16.75	-8.00	453.42	453.44
M	1781+26.75	-8.00	453.47	453.50
N	1781+36.75	-8.00	453.52	453.56
O	1781+46.75	-8.00	453.57	453.63
P	1781+56.75	-8.00	453.62	453.69
Q	1781+66.75	-8.00	453.67	453.75
R	1781+76.75	-8.00	453.72	453.81
S	1781+86.75	-8.00	453.77	453.86
T	1781+96.75	-8.00	453.82	453.90
U	1782+06.75	-8.00	453.87	453.94
V	1782+16.75	-8.00	453.92	453.97
W	1782+26.75	-8.00	453.97	454.01
X	1782+36.75	-8.00	454.02	454.05
Y	1782+46.75	-8.00	454.07	454.09
℄ Brg. Pier 2	1782+53.42	-8.00	454.10	454.12
Z	1782+63.42	-8.00	454.15	454.18
AA	1782+73.42	-8.00	454.20	454.25
AB	1782+83.42	-8.00	454.25	454.32
AC	1782+93.42	-8.00	454.30	454.39
AD	1783+03.42	-8.00	454.35	454.46
AE	1783+13.42	-8.00	454.40	454.52
AF	1783+23.42	-8.00	454.45	454.58
AG	1783+33.42	-8.00	454.50	454.62
AH	1783+43.42	-8.00	454.55	454.66
AI	1783+53.42	-8.00	454.60	454.68
AJ	1783+63.42	-8.00	454.65	454.70
℄ W. Brg. Pier 3	1783+70.59	-8.00	454.69	454.71
℄ Pier 3	1783+72.76	-8.00	454.70	454.72

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+83.84	0.00	452.91	452.94
℄ Brg. W. Abut.	1779+87.88	0.00	452.93	452.96
A	1779+97.88	0.00	452.98	453.05
B	1780+07.88	0.00	453.03	453.13
C	1780+17.88	0.00	453.08	453.21
D	1780+27.88	0.00	453.13	453.27
E	1780+37.88	0.00	453.18	453.33
F	1780+47.88	0.00	453.23	453.37
G	1780+57.88	0.00	453.28	453.40
H	1780+67.88	0.00	453.33	453.43
I	1780+77.88	0.00	453.38	453.45
J	1780+87.88	0.00	453.43	453.48
K	1780+97.88	0.00	453.48	453.51
℄ Brg. Pier 1	1781+05.05	0.00	453.52	453.54
L	1781+15.05	0.00	453.57	453.59
M	1781+25.05	0.00	453.62	453.65
N	1781+35.05	0.00	453.67	453.72
O	1781+45.05	0.00	453.72	453.78
P	1781+55.05	0.00	453.77	453.85
Q	1781+65.05	0.00	453.82	453.92
R	1781+75.05	0.00	453.87	453.97
S	1781+85.05	0.00	453.92	454.02
T	1781+95.05	0.00	453.97	454.06
U	1782+05.05	0.00	454.02	454.10
V	1782+15.05	0.00	454.07	454.13
W	1782+25.05	0.00	454.12	454.16
X	1782+35.05	0.00	454.17	454.20
Y	1782+45.05	0.00	454.22	454.24
℄ Brg. Pier 2	1782+51.72	0.00	454.25	454.27
Z	1782+61.72	0.00	454.30	454.34
AA	1782+71.72	0.00	454.35	454.40
AB	1782+81.72	0.00	454.40	454.48
AC	1782+91.72	0.00	454.45	454.55
AD	1783+01.72	0.00	454.50	454.62
AE	1783+11.72	0.00	454.55	454.69
AF	1783+21.72	0.00	454.60	454.75
AG	1783+31.72	0.00	454.65	454.79
AH	1783+41.72	0.00	454.70	454.82
AI	1783+51.72	0.00	454.75	454.84
AJ	1783+61.72	0.00	454.80	454.85
℄ W. Brg. Pier 3	1783+68.89	0.00	454.84	454.86
℄ Pier 3	1783+71.06	0.00	454.85	454.87

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+83.41	2.00	452.95	452.97
℄ Brg. W. Abut.	1779+87.46	2.00	452.97	452.99
A	1779+97.46	2.00	453.02	453.08
B	1780+07.46	2.00	453.07	453.17
C	1780+17.46	2.00	453.12	453.25
D	1780+27.46	2.00	453.17	453.31
E	1780+37.46	2.00	453.22	453.37
F	1780+47.46	2.00	453.27	453.41
G	1780+57.46	2.00	453.32	453.44
H	1780+67.46	2.00	453.37	453.46
I	1780+77.46	2.00	453.42	453.49
J	1780+87.46	2.00	453.47	453.52
K	1780+97.46	2.00	453.52	453.55
℄ Brg. Pier 1	1781+04.62	2.00	453.56	453.58
L	1781+14.62	2.00	453.61	453.63
M	1781+24.62	2.00	453.66	453.69
N	1781+34.62	2.00	453.71	453.75
O	1781+44.62	2.00	453.76	453.82
P	1781+54.62	2.00	453.81	453.89
Q	1781+64.62	2.00	453.86	453.95
R	1781+74.62	2.00	453.91	454.01
S	1781+84.62	2.00	453.96	454.06
T	1781+94.62	2.00	454.01	454.10
U	1782+04.62	2.00	454.06	454.13
V	1782+14.62	2.00	454.11	454.17
W	1782+24.62	2.00	454.16	454.20
X	1782+34.62	2.00	454.21	454.24
Y	1782+44.62	2.00	454.26	454.28
℄ Brg. Pier 2	1782+51.29	2.00	454.29	454.31
Z	1782+61.29	2.00	454.34	454.37
AA	1782+71.29	2.00	454.39	454.44
AB	1782+81.29	2.00	454.44	454.51
AC	1782+91.29	2.00	454.49	454.59
AD	1783+01.29	2.00	454.54	454.66
AE	1783+11.29	2.00	454.59	454.73
AF	1783+21.29	2.00	454.64	454.79
AG	1783+31.29	2.00	454.69	454.83
AH	1783+41.29	2.00	454.74	454.86
AI	1783+51.29	2.00	454.79	454.88
AJ	1783+61.29	2.00	454.84	454.89
℄ W. Brg. Pier 3	1783+68.46	2.00	454.88	454.90
℄ Pier 3	1783+70.63	2.00	454.89	454.91

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

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+81.29	12.00	453.14	453.16
℄ Brg. W. Abut.	1779+85.33	12.00	453.16	453.18
A	1779+95.33	12.00	453.21	453.27
B	1780+05.33	12.00	453.26	453.36
C	1780+15.33	12.00	453.31	453.44
D	1780+25.33	12.00	453.36	453.50
E	1780+35.33	12.00	453.41	453.55
F	1780+45.33	12.00	453.46	453.60
G	1780+55.33	12.00	453.51	453.63
H	1780+65.33	12.00	453.56	453.65
I	1780+75.33	12.00	453.61	453.68
J	1780+85.33	12.00	453.66	453.71
K	1780+95.33	12.00	453.71	453.74
℄ Brg. Pier 1	1781+02.50	12.00	453.75	453.77
L	1781+12.50	12.00	453.80	453.82
M	1781+22.50	12.00	453.85	453.88
N	1781+32.50	12.00	453.90	453.94
O	1781+42.50	12.00	453.95	454.01
P	1781+52.50	12.00	454.00	454.08
Q	1781+62.50	12.00	454.05	454.14
R	1781+72.50	12.00	454.10	454.20
S	1781+82.50	12.00	454.15	454.25
T	1781+92.50	12.00	454.20	454.29
U	1782+02.50	12.00	454.25	454.32
V	1782+12.50	12.00	454.30	454.36
W	1782+22.50	12.00	454.35	454.39
X	1782+32.50	12.00	454.40	454.43
Y	1782+42.50	12.00	454.45	454.47
℄ Brg. Pier 2	1782+49.17	12.00	454.48	454.50
Z	1782+59.17	12.00	454.53	454.56
AA	1782+69.17	12.00	454.58	454.63
AB	1782+79.17	12.00	454.63	454.70
AC	1782+89.17	12.00	454.68	454.78
AD	1782+99.17	12.00	454.73	454.85
AE	1783+09.17	12.00	454.78	454.92
AF	1783+19.17	12.00	454.83	454.98
AG	1783+29.17	12.00	454.88	455.02
AH	1783+39.17	12.00	454.93	455.05
AI	1783+49.17	12.00	454.98	455.07
AJ	1783+59.17	12.00	455.03	455.08
℄ W. Brg. Pier 3	1783+66.34	12.00	455.07	455.09
℄ Pier 3	1783+68.51	12.00	455.08	455.10

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+79.16	22.00	452.93	452.95
℄ Brg. W. Abut.	1779+83.21	22.00	452.95	452.97
A	1779+93.21	22.00	453.00	453.06
B	1780+03.21	22.00	453.05	453.15
C	1780+13.21	22.00	453.10	453.23
D	1780+23.21	22.00	453.15	453.29
E	1780+33.21	22.00	453.20	453.34
F	1780+43.21	22.00	453.25	453.39
G	1780+53.21	22.00	453.30	453.42
H	1780+63.21	22.00	453.35	453.44
I	1780+73.21	22.00	453.40	453.47
J	1780+83.21	22.00	453.45	453.50
K	1780+93.21	22.00	453.50	453.53
℄ Brg. Pier 1	1781+00.37	22.00	453.54	453.56
L	1781+10.37	22.00	453.59	453.61
M	1781+20.37	22.00	453.64	453.67
N	1781+30.37	22.00	453.69	453.73
O	1781+40.37	22.00	453.74	453.80
P	1781+50.37	22.00	453.79	453.87
Q	1781+60.37	22.00	453.84	453.93
R	1781+70.37	22.00	453.89	453.99
S	1781+80.37	22.00	453.94	454.04
T	1781+90.37	22.00	453.99	454.08
U	1782+00.37	22.00	454.04	454.11
V	1782+10.37	22.00	454.09	454.14
W	1782+20.37	22.00	454.14	454.18
X	1782+30.37	22.00	454.19	454.21
Y	1782+40.37	22.00	454.24	454.26
℄ Brg. Pier 2	1782+47.04	22.00	454.27	454.29
Z	1782+57.04	22.00	454.32	454.35
AA	1782+67.04	22.00	454.37	454.42
AB	1782+77.04	22.00	454.42	454.49
AC	1782+87.04	22.00	454.47	454.57
AD	1782+97.04	22.00	454.52	454.64
AE	1783+07.04	22.00	454.57	454.71
AF	1783+17.04	22.00	454.62	454.76
AG	1783+27.04	22.00	454.67	454.81
AH	1783+37.04	22.00	454.72	454.84
AI	1783+47.04	22.00	454.77	454.86
AJ	1783+57.04	22.00	454.82	454.87
℄ W. Brg. Pier 3	1783+64.21	22.00	454.86	454.88
℄ Pier 3	1783+66.38	22.00	454.87	454.89

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+77.04	32.00	452.72	452.74
℄ Brg. W. Abut.	1779+81.08	32.00	452.74	452.76
A	1779+91.08	32.00	452.79	452.85
B	1780+01.08	32.00	452.84	452.94
C	1780+11.08	32.00	452.89	453.02
D	1780+21.08	32.00	452.94	453.08
E	1780+31.08	32.00	452.99	453.13
F	1780+41.08	32.00	453.04	453.18
G	1780+51.08	32.00	453.09	453.21
H	1780+61.08	32.00	453.14	453.23
I	1780+71.08	32.00	453.19	453.26
J	1780+81.08	32.00	453.24	453.28
K	1780+91.08	32.00	453.29	453.32
℄ Brg. Pier 1	1780+98.25	32.00	453.33	453.35
L	1781+08.25	32.00	453.38	453.40
M	1781+18.25	32.00	453.43	453.46
N	1781+28.25	32.00	453.48	453.52
O	1781+38.25	32.00	453.53	453.59
P	1781+48.25	32.00	453.58	453.66
Q	1781+58.25	32.00	453.63	453.72
R	1781+68.25	32.00	453.68	453.78
S	1781+78.25	32.00	453.73	453.83
T	1781+88.25	32.00	453.78	453.87
U	1781+98.25	32.00	453.83	453.90
V	1782+08.25	32.00	453.88	453.93
W	1782+18.25	32.00	453.93	453.97
X	1782+28.25	32.00	453.98	454.00
Y	1782+38.25	32.00	454.03	454.05
℄ Brg. Pier 2	1782+44.92	32.00	454.06	454.08
Z	1782+54.92	32.00	454.11	454.14
AA	1782+64.92	32.00	454.16	454.21
AB	1782+74.92	32.00	454.21	454.28
AC	1782+84.92	32.00	454.26	454.36
AD	1782+94.92	32.00	454.31	454.43
AE	1783+04.92	32.00	454.36	454.50
AF	1783+14.92	32.00	454.41	454.55
AG	1783+24.92	32.00	454.46	454.60
AH	1783+34.92	32.00	454.51	454.63
AI	1783+44.92	32.00	454.56	454.65
AJ	1783+54.92	32.00	454.61	454.66
℄ W. Brg. Pier 3	1783+62.09	32.00	454.65	454.67
℄ Pier 3	1783+64.25	32.00	454.66	454.68

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

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 – 3
STRUCTURE NO. 060–0350 (EB)
SHEET 22 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	235
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

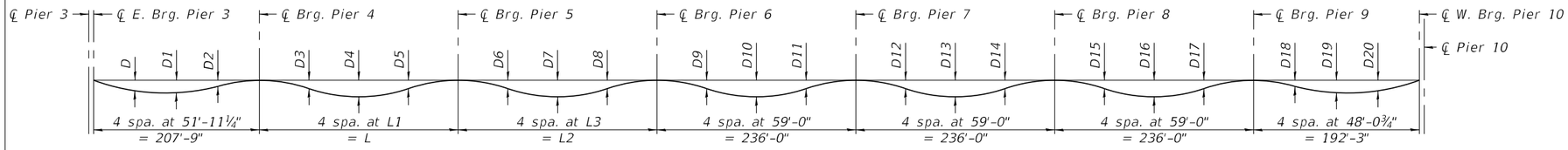
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+74.91	42.00	452.51	452.53
℄ Brg. W. Abut.	1779+78.95	42.00	452.53	452.55
A	1779+88.95	42.00	452.58	452.64
B	1779+98.95	42.00	452.63	452.73
C	1780+08.95	42.00	452.68	452.80
D	1780+18.95	42.00	452.73	452.87
E	1780+28.95	42.00	452.78	452.92
F	1780+38.95	42.00	452.83	452.96
G	1780+48.95	42.00	452.88	453.00
H	1780+58.95	42.00	452.93	453.02
I	1780+68.95	42.00	452.98	453.05
J	1780+78.95	42.00	453.03	453.07
K	1780+88.95	42.00	453.08	453.11
℄ Brg. Pier 1	1780+96.12	42.00	453.12	453.14
L	1781+06.12	42.00	453.17	453.19
M	1781+16.12	42.00	453.22	453.25
N	1781+26.12	42.00	453.27	453.31
O	1781+36.12	42.00	453.32	453.38
P	1781+46.12	42.00	453.37	453.45
Q	1781+56.12	42.00	453.42	453.51
R	1781+66.12	42.00	453.47	453.57
S	1781+76.12	42.00	453.52	453.62
T	1781+86.12	42.00	453.57	453.66
U	1781+96.12	42.00	453.62	453.69
V	1782+06.12	42.00	453.67	453.72
W	1782+16.12	42.00	453.72	453.76
X	1782+26.12	42.00	453.77	453.79
Y	1782+36.12	42.00	453.82	453.84
℄ Brg. Pier 2	1782+42.79	42.00	453.85	453.87
Z	1782+52.79	42.00	453.90	453.93
AA	1782+62.79	42.00	453.95	454.00
AB	1782+72.79	42.00	454.00	454.07
AC	1782+82.79	42.00	454.05	454.15
AD	1782+92.79	42.00	454.10	454.22
AE	1783+02.79	42.00	454.15	454.29
AF	1783+12.79	42.00	454.20	454.34
AG	1783+22.79	42.00	454.25	454.39
AH	1783+32.79	42.00	454.30	454.42
AI	1783+42.79	42.00	454.35	454.44
AJ	1783+52.79	42.00	454.40	454.45
℄ W. Brg. Pier 3	1783+59.96	42.00	454.43	454.46
℄ Pier 3	1783+62.13	42.00	454.45	454.47

GIRDER 7

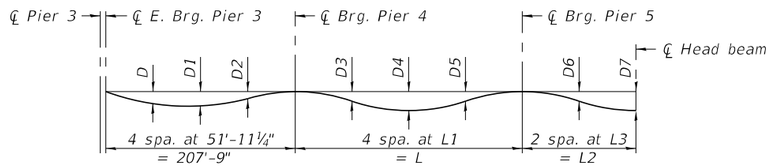
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1779+72.79	52.00	452.30	452.32
℄ Brg. W. Abut.	1779+76.83	52.00	452.32	452.34
A	1779+86.83	52.00	452.37	452.43
B	1779+96.83	52.00	452.42	452.51
C	1780+06.83	52.00	452.47	452.58
D	1780+16.83	52.00	452.52	452.64
E	1780+26.83	52.00	452.57	452.69
F	1780+36.83	52.00	452.62	452.74
G	1780+46.83	52.00	452.67	452.77
H	1780+56.83	52.00	452.72	452.80
I	1780+66.83	52.00	452.77	452.83
J	1780+76.83	52.00	452.82	452.86
K	1780+86.83	52.00	452.87	452.90
℄ Brg. Pier 1	1780+94.00	52.00	452.90	452.93
L	1781+04.00	52.00	452.95	452.98
M	1781+14.00	52.00	453.00	453.04
N	1781+24.00	52.00	453.05	453.10
O	1781+34.00	52.00	453.10	453.16
P	1781+44.00	52.00	453.15	453.23
Q	1781+54.00	52.00	453.20	453.29
R	1781+64.00	52.00	453.25	453.34
S	1781+74.00	52.00	453.30	453.39
T	1781+84.00	52.00	453.35	453.44
U	1781+94.00	52.00	453.40	453.47
V	1782+04.00	52.00	453.45	453.51
W	1782+14.00	52.00	453.50	453.54
X	1782+24.00	52.00	453.55	453.58
Y	1782+34.00	52.00	453.60	453.63
℄ Brg. Pier 2	1782+40.67	52.00	453.64	453.66
Z	1782+50.67	52.00	453.69	453.72
AA	1782+60.67	52.00	453.74	453.78
AB	1782+70.67	52.00	453.79	453.85
AC	1782+80.67	52.00	453.84	453.92
AD	1782+90.67	52.00	453.89	453.99
AE	1783+00.67	52.00	453.94	454.06
AF	1783+10.67	52.00	453.99	454.11
AG	1783+20.67	52.00	454.04	454.16
AH	1783+30.67	52.00	454.09	454.19
AI	1783+40.67	52.00	454.14	454.22
AJ	1783+50.67	52.00	454.19	454.23
℄ W. Brg. Pier 3	1783+57.84	52.00	454.22	454.25
℄ Pier 3	1783+60.00	52.00	454.24	454.26

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



DEAD LOAD DEFLECTION DIAGRAM GIRDERS 1 THRU 5 AND 7

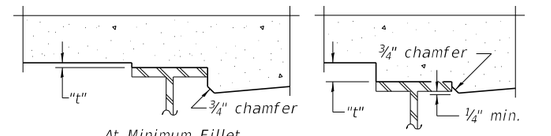
(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM GIRDER 6

(Includes weight of concrete only.)

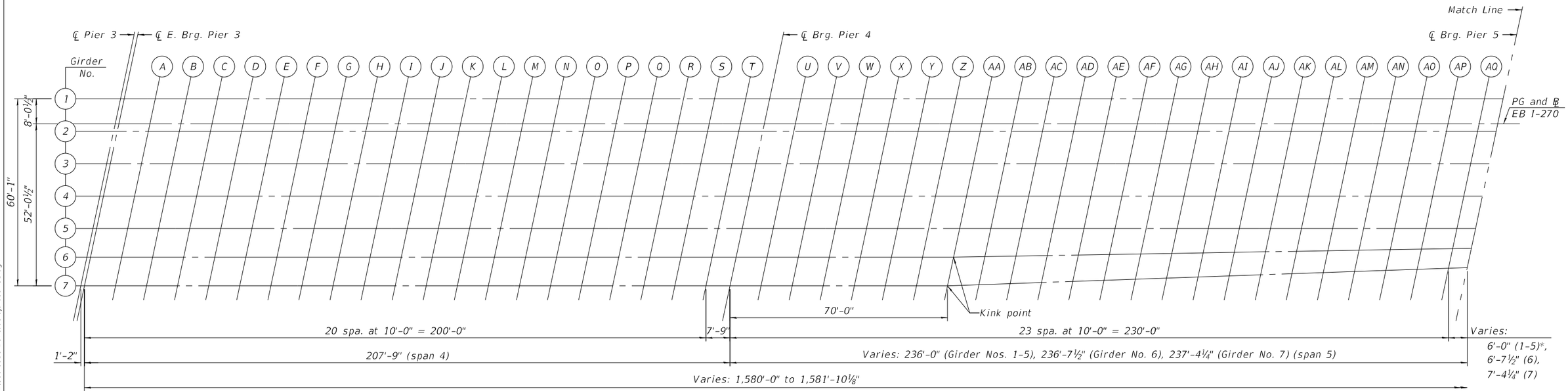
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 27 thru 34 of 292 .



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 27 thru 34 of 292 , minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 27 thru 34 of 292 . For grinding the deck, see Special Provisions.

FILLET HEIGHTS



*Indicates Girder No.

UNIT 2 PART PLAN

Notes:
For spans 6 thru 10, see sheets 25 thru 26 of 292.
Horizontal dimensions shown are measured along ℄ individual girders.
For table of "D" and "L" dimensions, see sheet 26 of 292 .

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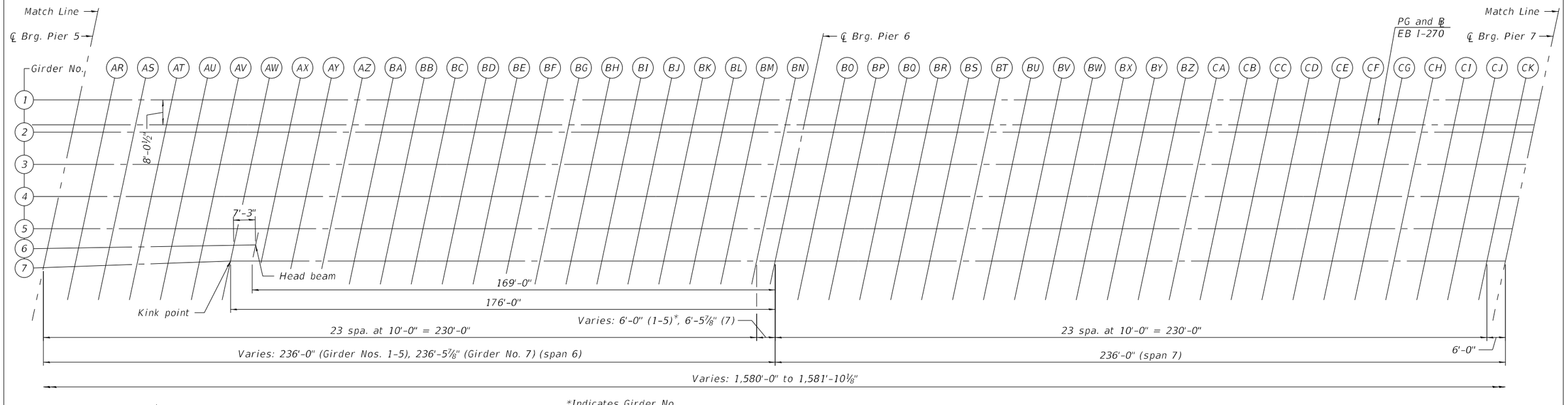
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

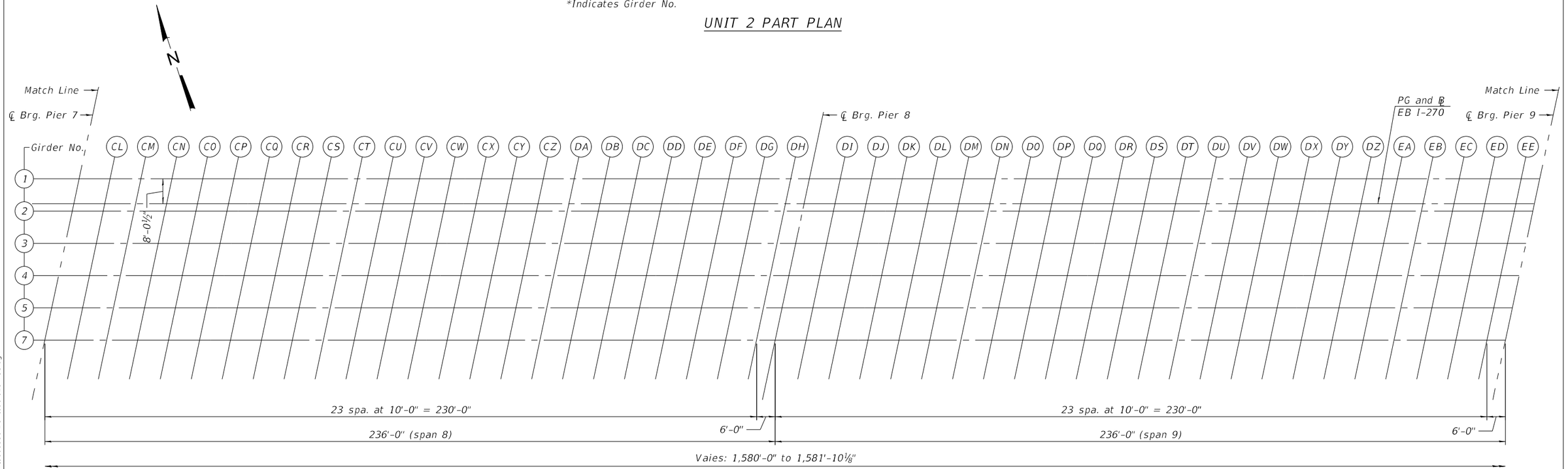
TOP OF SLAB ELEVATIONS, UNIT 2 – 1
STRUCTURE NO. 060–0350 (EB)
SHEET 24 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	237
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



*Indicates Girder No.

UNIT 2 PART PLAN



UNIT 2 PART PLAN

Notes:
For spans 4 and 5, see sheet 24 of 292.
For span 10, see sheet 26 of 292.
Horizontal dimensions shown are measured along ℄ individual girders.

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HORNER & SHIFRIN
Teaming with: PARSONS

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PLOT SCALE =	DRAWN - EAT	REVISED -	
PLOT DATE =	CHECKED - GLC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 2
STRUCTURE NO. 060-0350 (EB)
SHEET 25 OF 292 SHEETS

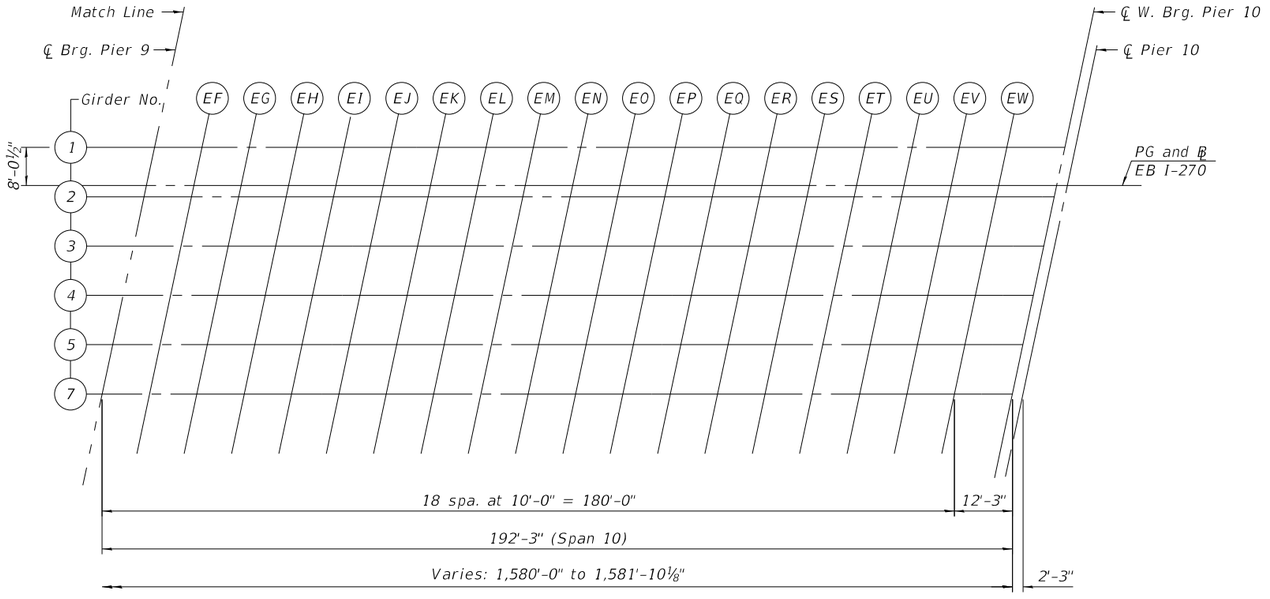
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	238
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

TABLE OF "L" DIMENSIONS

Girder No.	L	L1	L2	L3
1	236'-0"	59'-0"	236'-0"	59'-0"
2	236'-0"	59'-0"	236'-0"	59'-0"
3	236'-0"	59'-0"	236'-0"	59'-0"
4	236'-0"	59'-0"	236'-0"	59'-0"
5	236'-0"	59'-0"	236'-0"	59'-0"
6	236'-7 9/16"	±59'-1 7/8"	67'-3 1/16"	±33'-7 1/2"
7	237'-4 1/4"	59'-4 1/16"	236'-5 7/8"	±59'-1 7/16"

TABLE OF "D" DIMENSIONS

Girder No.	D	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17	D18	D19	D20
1	5"	5 7/8"	2 3/4"	1"	2 3/4"	1 3/8"	2 1/4"	4 3/8"	2 1/4"	1 3/4"	3 3/4"	1 7/8"	1 7/8"	4"	2"	1 3/4"	3 5/8"	1 3/4"	1 5/8"	4"	3 1/2"
2	4 7/8"	5 7/8"	2 3/4"	7/8"	2 3/4"	1 3/8"	2 1/8"	4 1/8"	2"	1 3/4"	3 3/4"	1 7/8"	1 7/8"	4"	2"	1 3/4"	3 5/8"	1 3/4"	1 5/8"	3 7/8"	3 1/2"
3	4 3/4"	5 3/4"	2 5/8"	7/8"	2 5/8"	1 3/8"	2"	3 7/8"	2"	1 3/4"	3 7/8"	1 7/8"	1 7/8"	3 7/8"	2"	1 3/4"	3 5/8"	1 3/4"	1 1/2"	3 7/8"	3 1/2"
4	4 3/4"	5 5/8"	2 5/8"	7/8"	2 5/8"	1 3/8"	1 7/8"	3 3/4"	1 7/8"	1 7/8"	3 7/8"	1 7/8"	1 7/8"	3 7/8"	2"	1 3/4"	3 5/8"	1 3/4"	1 5/8"	3 7/8"	3 1/2"
5	4 5/8"	5 1/2"	2 5/8"	7/8"	2 5/8"	1 3/8"	1 5/8"	3 1/2"	1 7/8"	1 7/8"	3 7/8"	2"	1 7/8"	3 7/8"	2"	1 3/4"	3 5/8"	1 3/4"	1 5/8"	3 7/8"	3 1/2"
6	4 3/8"	5 1/2"	2 5/8"	7/8"	2 1/2"	1 3/8"	3/8"	1 7/8"	---	---	---	---	---	---	---	---	---	---	---	---	---
7	4 3/8"	5 3/8"	2 5/8"	7/8"	2 5/8"	1 3/8"	1 1/2"	3 3/8"	1 3/4"	2"	4"	2"	1 7/8"	4"	2"	1 3/4"	3 5/8"	1 3/4"	1 5/8"	4"	3 5/8"



UNIT 2 PART PLAN

Notes:
For spans 4 thru 9, see sheets 24 thru 25 of 292.
Horizontal dimensions shown are measured along ℄ individual girders.

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HORNER SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 3
STRUCTURE NO. 060-0350 (EB)
SHEET 26 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	239
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+72.77	-8.04	454.70	454.72
℄ E. Brg. Pier 3	1783+73.93	-8.04	454.70	454.72
A	1783+83.93	-8.04	454.75	454.86
B	1783+93.93	-8.04	454.80	455.00
C	1784+03.93	-8.04	454.85	455.12
D	1784+13.93	-8.04	454.90	455.23
E	1784+23.93	-8.04	454.95	455.34
F	1784+33.93	-8.04	455.00	455.44
G	1784+43.93	-8.04	455.05	455.52
H	1784+53.93	-8.04	455.10	455.59
I	1784+63.93	-8.04	455.15	455.64
J	1784+73.93	-8.04	455.20	455.68
K	1784+83.93	-8.04	455.25	455.70
L	1784+93.93	-8.04	455.30	455.71
M	1785+03.93	-8.04	455.35	455.72
N	1785+13.93	-8.04	455.40	455.72
O	1785+23.93	-8.04	455.45	455.71
P	1785+33.93	-8.04	455.50	455.71
Q	1785+43.93	-8.04	455.55	455.71
R	1785+53.93	-8.04	455.60	455.72
S	1785+63.93	-8.04	455.65	455.73
T	1785+73.93	-8.04	455.70	455.75
℄ Brg. Pier 4	1785+81.68	-8.04	455.74	455.77
U	1785+91.68	-8.04	455.79	455.81
V	1786+01.68	-8.04	455.84	455.86
W	1786+11.68	-8.04	455.89	455.92
X	1786+21.68	-8.04	455.94	455.98
Y	1786+31.68	-8.04	455.99	456.05
Z	1786+41.68	-8.04	456.04	456.13
AA	1786+51.68	-8.04	456.09	456.21
AB	1786+61.68	-8.04	456.14	456.29
AC	1786+71.68	-8.04	456.19	456.37
AD	1786+81.68	-8.04	456.24	456.44
AE	1786+91.68	-8.04	456.29	456.50
AF	1787+01.68	-8.04	456.34	456.56
AG	1787+11.68	-8.04	456.39	456.61
AH	1787+21.68	-8.04	456.44	456.65
AI	1787+31.68	-8.04	456.49	456.68
AJ	1787+41.68	-8.04	456.54	456.71
AK	1787+51.68	-8.04	456.59	456.73
AL	1787+61.68	-8.04	456.64	456.76
AM	1787+71.68	-8.04	456.69	456.78
AN	1787+81.68	-8.04	456.74	456.81
AO	1787+91.68	-8.04	456.79	456.83
AP	1788+01.68	-8.04	456.84	456.87
AQ	1788+11.68	-8.04	456.89	456.92
℄ Brg. Pier 5	1788+17.68	-8.04	456.92	456.95
AR	1788+27.68	-8.04	456.97	457.01
AS	1788+37.68	-8.04	457.02	457.08
AT	1788+47.68	-8.04	457.07	457.16
AU	1788+57.68	-8.04	457.12	457.24
AV	1788+67.68	-8.04	457.17	457.32
AW	1788+77.68	-8.04	457.22	457.41
AX	1788+87.68	-8.04	457.27	457.50
AY	1788+97.68	-8.04	457.32	457.59
AZ	1789+07.68	-8.04	457.37	457.68
BA	1789+17.68	-8.04	457.42	457.75
BB	1789+27.68	-8.04	457.47	457.81
BC	1789+37.68	-8.04	457.52	457.87
BD	1789+47.68	-8.04	457.57	457.90
BE	1789+57.68	-8.04	457.62	457.94
BF	1789+67.68	-8.04	457.67	457.95
BG	1789+77.68	-8.04	457.72	457.97
BH	1789+87.68	-8.04	457.77	457.98

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+97.68	-8.04	457.82	458.00
BJ	1790+07.68	-8.04	457.87	458.01
BK	1790+17.68	-8.04	457.92	458.02
BL	1790+27.68	-8.04	457.97	458.04
BM	1790+37.68	-8.04	458.02	458.07
BN	1790+47.68	-8.04	458.07	458.10
℄ Brg. Pier 6	1790+53.68	-8.04	458.10	458.13
BO	1790+63.68	-8.04	458.15	458.18
BP	1790+73.68	-8.04	458.20	458.24
BQ	1790+83.68	-8.04	458.25	458.31
BR	1790+93.68	-8.04	458.30	458.39
BS	1791+03.68	-8.04	458.35	458.47
BT	1791+13.68	-8.04	458.40	458.55
BU	1791+23.68	-8.04	458.45	458.63
BV	1791+33.68	-8.04	458.50	458.72
BW	1791+43.68	-8.04	458.55	458.81
BX	1791+53.68	-8.04	458.60	458.88
BY	1791+63.68	-8.04	458.65	458.94
BZ	1791+73.68	-8.04	458.70	459.00
CA	1791+83.68	-8.04	458.75	459.04
CB	1791+93.68	-8.04	458.80	459.08
CC	1792+03.68	-8.04	458.85	459.10
CD	1792+13.68	-8.04	458.90	459.12
CE	1792+23.68	-8.04	458.95	459.14
CF	1792+33.68	-8.04	459.00	459.15
CG	1792+43.68	-8.04	459.05	459.17
CH	1792+53.68	-8.04	459.10	459.19
CI	1792+63.68	-8.04	459.15	459.21
CJ	1792+73.68	-8.04	459.20	459.24
CK	1792+83.68	-8.04	459.25	459.28
℄ Brg. Pier 7	1792+89.68	-8.04	459.28	459.31
CL	1792+99.68	-8.04	459.33	459.37
CM	1793+09.68	-8.04	459.38	459.43
CN	1793+19.68	-8.04	459.43	459.50
CO	1793+29.68	-8.04	459.48	459.58
CP	1793+39.68	-8.04	459.53	459.66
CQ	1793+49.68	-8.04	459.58	459.74
CR	1793+59.68	-8.04	459.63	459.83
CS	1793+69.68	-8.04	459.68	459.92
CT	1793+79.68	-8.04	459.73	460.00
CU	1793+89.68	-8.04	459.78	460.08
CV	1793+99.68	-8.04	459.83	460.14
CW	1794+09.68	-8.04	459.88	460.20
CX	1794+19.68	-8.04	459.93	460.23
CY	1794+29.68	-8.04	459.98	460.27
CZ	1794+39.68	-8.04	460.03	460.29
DA	1794+49.68	-8.04	460.08	460.31
DB	1794+59.68	-8.04	460.13	460.33
DC	1794+69.68	-8.04	460.18	460.34
DD	1794+79.68	-8.04	460.23	460.36
DE	1794+89.68	-8.04	460.28	460.38
DF	1794+99.68	-8.04	460.33	460.39
DG	1795+09.68	-8.04	460.38	460.43
DH	1795+19.68	-8.04	460.43	460.46
℄ Brg. Pier 8	1795+25.68	-8.04	460.46	460.49
DI	1795+35.68	-8.04	460.51	460.54
DJ	1795+45.68	-8.04	460.56	460.60
DK	1795+55.68	-8.04	460.61	460.67
DL	1795+65.68	-8.04	460.66	460.75
DM	1795+75.68	-8.04	460.71	460.83
DN	1795+85.68	-8.04	460.76	460.91
DO	1795+95.68	-8.04	460.81	460.99
DP	1796+05.68	-8.04	460.86	461.07
DQ	1796+15.68	-8.04	460.91	461.16

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+25.68	-8.04	460.96	461.23
DS	1796+35.68	-8.04	461.01	461.29
DT	1796+45.68	-8.04	461.06	461.35
DU	1796+55.68	-8.04	461.11	461.38
DV	1796+65.68	-8.04	461.16	461.42
DW	1796+75.68	-8.04	461.21	461.44
DX	1796+85.68	-8.04	461.26	461.46
DY	1796+95.68	-8.04	461.31	461.48
DZ	1797+05.68	-8.04	461.36	461.50
EA	1797+15.68	-8.04	461.41	461.52
EB	1797+25.68	-8.04	461.46	461.54
EC	1797+35.68	-8.04	461.51	461.57
ED	1797+45.68	-8.04	461.56	461.60
EE	1797+55.68	-8.04	461.61	461.64
℄ Brg. Pier 9	1797+61.68	-8.04	461.64	461.67
EF	1797+71.68	-8.04	461.69	461.73
EG	1797+81.68	-8.04	461.74	461.79
EH	1797+91.68	-8.04	461.79	461.87
EI	1798+01.68	-8.04	461.84	461.95
EJ	1798+11.68	-8.04	461.89	462.04
EK	1798+21.68	-8.04	461.94	462.13
EL	1798+31.68	-8.04	461.99	462.22
EM	1798+41.68	-8.04	462.04	462.31
EN	1798+51.68	-8.04	462.09	462.39
EO	1798+61.68	-8.04	462.14	462.46
EP	1798+71.68	-8.04	462.19	462.52
EQ	1798+81.68	-8.04	462.24	462.57
ER	1798+91.68	-8.04	462.29	462.61
ES	1799+01.68	-8.04	462.34	462.64
ET	1799+11.68	-8.04	462.39	462.66
EU	1799+21.68	-8.04	462.44	462.66
EV	1799+31.68	-8.04	462.49	462.66
EW	1799+41.68	-8.04	462.54	462.65
℄ W. Brg. Pier 10	1799+53.93	-8.04	462.60	462.63
℄ Pier 10	1799+56.18	-8.04	462.62	462.64

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

E-S 2-17-2017

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+71.06	0.00	454.85	454.87
℄ E. Brg. Pier 3	1783+72.22	0.00	454.86	454.88
A	1783+82.22	0.00	454.91	455.01
B	1783+92.22	0.00	454.96	455.14
C	1784+02.22	0.00	455.01	455.26
D	1784+12.22	0.00	455.06	455.38
E	1784+22.22	0.00	455.11	455.49
F	1784+32.22	0.00	455.16	455.59
G	1784+42.22	0.00	455.21	455.67
H	1784+52.22	0.00	455.26	455.74
I	1784+62.22	0.00	455.31	455.78
J	1784+72.22	0.00	455.36	455.83
K	1784+82.22	0.00	455.41	455.85
L	1784+92.22	0.00	455.46	455.86
M	1785+02.22	0.00	455.51	455.87
N	1785+12.22	0.00	455.56	455.87
O	1785+22.22	0.00	455.61	455.86
P	1785+32.22	0.00	455.66	455.86
Q	1785+42.22	0.00	455.71	455.86
R	1785+52.22	0.00	455.76	455.87
S	1785+62.22	0.00	455.81	455.88
T	1785+72.22	0.00	455.86	455.90
℄ Brg. Pier 4	1785+79.97	0.00	455.89	455.92
U	1785+89.97	0.00	455.94	455.96
V	1785+99.97	0.00	455.99	456.01
W	1786+09.97	0.00	456.04	456.07
X	1786+19.97	0.00	456.09	456.14
Y	1786+29.97	0.00	456.14	456.20
Z	1786+39.97	0.00	456.19	456.28
AA	1786+49.97	0.00	456.24	456.36
AB	1786+59.97	0.00	456.29	456.44
AC	1786+69.97	0.00	456.34	456.52
AD	1786+79.97	0.00	456.39	456.59
AE	1786+89.97	0.00	456.44	456.66
AF	1786+99.97	0.00	456.49	456.72
AG	1787+09.97	0.00	456.54	456.76
AH	1787+19.97	0.00	456.59	456.81
AI	1787+29.97	0.00	456.64	456.84
AJ	1787+39.97	0.00	456.69	456.86
AK	1787+49.97	0.00	456.74	456.89
AL	1787+59.97	0.00	456.79	456.91
AM	1787+69.97	0.00	456.84	456.93
AN	1787+79.97	0.00	456.89	456.96
AO	1787+89.97	0.00	456.94	456.99
AP	1787+99.97	0.00	456.99	457.03
AQ	1788+09.97	0.00	457.04	457.07
℄ Brg. Pier 5	1788+15.97	0.00	457.07	457.10
AR	1788+25.97	0.00	457.12	457.16
AS	1788+35.97	0.00	457.17	457.23
AT	1788+45.97	0.00	457.22	457.30
AU	1788+55.97	0.00	457.27	457.38
AV	1788+65.97	0.00	457.32	457.47
AW	1788+75.97	0.00	457.37	457.56
AX	1788+85.97	0.00	457.42	457.65
AY	1788+95.97	0.00	457.47	457.73
AZ	1789+05.97	0.00	457.52	457.82
BA	1789+15.97	0.00	457.57	457.89
BB	1789+25.97	0.00	457.62	457.95
BC	1789+35.97	0.00	457.67	458.00
BD	1789+45.97	0.00	457.72	458.04
BE	1789+55.97	0.00	457.77	458.08
BF	1789+65.97	0.00	457.82	458.10
BG	1789+75.97	0.00	457.87	458.11
BH	1789+85.97	0.00	457.92	458.13

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+95.97	0.00	457.97	458.14
BJ	1790+05.97	0.00	458.02	458.15
BK	1790+15.97	0.00	458.07	458.17
BL	1790+25.97	0.00	458.12	458.19
BM	1790+35.97	0.00	458.17	458.22
BN	1790+45.97	0.00	458.22	458.26
℄ Brg. Pier 6	1790+51.97	0.00	458.25	458.28
BO	1790+61.97	0.00	458.30	458.34
BP	1790+71.97	0.00	458.35	458.40
BQ	1790+81.97	0.00	458.40	458.47
BR	1790+91.97	0.00	458.45	458.54
BS	1791+01.97	0.00	458.50	458.62
BT	1791+11.97	0.00	458.55	458.71
BU	1791+21.97	0.00	458.60	458.80
BV	1791+31.97	0.00	458.65	458.88
BW	1791+41.97	0.00	458.70	458.96
BX	1791+51.97	0.00	458.75	459.04
BY	1791+61.97	0.00	458.80	459.10
BZ	1791+71.97	0.00	458.85	459.16
CA	1791+81.97	0.00	458.90	459.20
CB	1791+91.97	0.00	458.95	459.24
CC	1792+01.97	0.00	459.00	459.26
CD	1792+11.97	0.00	459.05	459.28
CE	1792+21.97	0.00	459.10	459.29
CF	1792+31.97	0.00	459.15	459.30
CG	1792+41.97	0.00	459.20	459.32
CH	1792+51.97	0.00	459.25	459.34
CI	1792+61.97	0.00	459.30	459.36
CJ	1792+71.97	0.00	459.35	459.40
CK	1792+81.97	0.00	459.40	459.43
℄ Brg. Pier 7	1792+87.97	0.00	459.43	459.46
CL	1792+97.97	0.00	459.48	459.52
CM	1793+07.97	0.00	459.53	459.58
CN	1793+17.97	0.00	459.58	459.65
CO	1793+27.97	0.00	459.63	459.73
CP	1793+37.97	0.00	459.68	459.81
CQ	1793+47.97	0.00	459.73	459.90
CR	1793+57.97	0.00	459.78	459.99
CS	1793+67.97	0.00	459.83	460.07
CT	1793+77.97	0.00	459.88	460.16
CU	1793+87.97	0.00	459.93	460.23
CV	1793+97.97	0.00	459.98	460.29
CW	1794+07.97	0.00	460.03	460.35
CX	1794+17.97	0.00	460.08	460.39
CY	1794+27.97	0.00	460.13	460.43
CZ	1794+37.97	0.00	460.18	460.45
DA	1794+47.97	0.00	460.23	460.47
DB	1794+57.97	0.00	460.28	460.48
DC	1794+67.97	0.00	460.33	460.49
DD	1794+77.97	0.00	460.38	460.50
DE	1794+87.97	0.00	460.43	460.52
DF	1794+97.97	0.00	460.48	460.54
DG	1795+07.97	0.00	460.53	460.58
DH	1795+17.97	0.00	460.58	460.62
℄ Brg. Pier 8	1795+23.97	0.00	460.61	460.64
DI	1795+33.97	0.00	460.66	460.70
DJ	1795+43.97	0.00	460.71	460.75
DK	1795+53.97	0.00	460.76	460.82
DL	1795+63.97	0.00	460.81	460.90
DM	1795+73.97	0.00	460.86	460.98
DN	1795+83.97	0.00	460.91	461.07
DO	1795+93.97	0.00	460.96	461.15
DP	1796+03.97	0.00	461.01	461.23
DQ	1796+13.97	0.00	461.06	461.31

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+23.97	0.00	461.11	461.38
DS	1796+33.97	0.00	461.16	461.44
DT	1796+43.97	0.00	461.21	461.50
DU	1796+53.97	0.00	461.26	461.54
DV	1796+63.97	0.00	461.31	461.58
DW	1796+73.97	0.00	461.36	461.60
DX	1796+83.97	0.00	461.41	461.62
DY	1796+93.97	0.00	461.46	461.63
DZ	1797+03.97	0.00	461.51	461.65
EA	1797+13.97	0.00	461.56	461.67
EB	1797+23.97	0.00	461.61	461.69
EC	1797+33.97	0.00	461.66	461.72
ED	1797+43.97	0.00	461.71	461.75
EE	1797+53.97	0.00	461.76	461.79
℄ Brg. Pier 9	1797+59.97	0.00	461.79	461.82
EF	1797+69.97	0.00	461.84	461.88
EG	1797+79.97	0.00	461.89	461.94
EH	1797+89.97	0.00	461.94	462.02
EI	1797+99.97	0.00	461.99	462.11
EJ	1798+09.97	0.00	462.04	462.19
EK	1798+19.97	0.00	462.09	462.28
EL	1798+29.97	0.00	462.14	462.37
EM	1798+39.97	0.00	462.19	462.46
EN	1798+49.97	0.00	462.24	462.54
EO	1798+59.97	0.00	462.29	462.61
EP	1798+69.97	0.00	462.34	462.68
EQ	1798+79.97	0.00	462.39	462.73
ER	1798+89.97	0.00	462.44	462.77
ES	1798+99.97	0.00	462.49	462.79
ET	1799+09.97	0.00	462.54	462.81
EU	1799+19.97	0.00	462.59	462.82
EV	1799+29.97	0.00	462.64	462.81
EW	1799+39.97	0.00	462.69	462.80
℄ W. Brg. Pier 10	1799+52.22	0.00	462.76	462.78
℄ Pier 10	1799+54.47	0.00	462.77	462.79

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

E-S 2-17-2017

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

HORNER SHIFRIN Teaming with: PARSONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 5
STRUCTURE NO. 060–0350 (EB)
SHEET 28 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	241
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\ICS4PDF\11924\45087_135\060-0350-D876J90-oja-09aTOS.dgn

3/14/2022 11:24:13 AM

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+70.55	2.38	454.90	454.92
℄ E. Brg. Pier 3	1783+71.72	2.38	454.90	454.92
A	1783+81.72	2.38	454.95	455.05
B	1783+91.72	2.38	455.00	455.18
C	1784+01.72	2.38	455.05	455.31
D	1784+11.72	2.38	455.10	455.43
E	1784+21.72	2.38	455.15	455.53
F	1784+31.72	2.38	455.20	455.64
G	1784+41.72	2.38	455.25	455.71
H	1784+51.72	2.38	455.30	455.78
I	1784+61.72	2.38	455.35	455.83
J	1784+71.72	2.38	455.40	455.87
K	1784+81.72	2.38	455.45	455.89
L	1784+91.72	2.38	455.50	455.91
M	1785+01.72	2.38	455.55	455.91
N	1785+11.72	2.38	455.60	455.91
O	1785+21.72	2.38	455.65	455.91
P	1785+31.72	2.38	455.70	455.91
Q	1785+41.72	2.38	455.75	455.91
R	1785+51.72	2.38	455.80	455.91
S	1785+61.72	2.38	455.85	455.93
T	1785+71.72	2.38	455.90	455.95
℄ Brg. Pier 4	1785+79.47	2.38	455.94	455.96
U	1785+89.47	2.38	455.99	456.01
V	1785+99.47	2.38	456.04	456.06
W	1786+09.47	2.38	456.09	456.12
X	1786+19.47	2.38	456.14	456.18
Y	1786+29.47	2.38	456.19	456.25
Z	1786+39.47	2.38	456.24	456.33
AA	1786+49.47	2.38	456.29	456.41
AB	1786+59.47	2.38	456.34	456.49
AC	1786+69.47	2.38	456.39	456.56
AD	1786+79.47	2.38	456.44	456.64
AE	1786+89.47	2.38	456.49	456.70
AF	1786+99.47	2.38	456.54	456.76
AG	1787+09.47	2.38	456.59	456.81
AH	1787+19.47	2.38	456.64	456.85
AI	1787+29.47	2.38	456.69	456.88
AJ	1787+39.47	2.38	456.74	456.91
AK	1787+49.47	2.38	456.79	456.93
AL	1787+59.47	2.38	456.84	456.95
AM	1787+69.47	2.38	456.89	456.97
AN	1787+79.47	2.38	456.94	457.00
AO	1787+89.47	2.38	456.99	457.03
AP	1787+99.47	2.38	457.04	457.07
AQ	1788+09.47	2.38	457.09	457.12
℄ Brg. Pier 5	1788+15.47	2.38	457.12	457.14
AR	1788+25.47	2.38	457.17	457.21
AS	1788+35.47	2.38	457.22	457.27
AT	1788+45.47	2.38	457.27	457.35
AU	1788+55.47	2.38	457.32	457.43
AV	1788+65.47	2.38	457.37	457.51
AW	1788+75.47	2.38	457.42	457.60
AX	1788+85.47	2.38	457.47	457.70
AY	1788+95.47	2.38	457.52	457.78
AZ	1789+05.47	2.38	457.57	457.86
BA	1789+15.47	2.38	457.62	457.93
BB	1789+25.47	2.38	457.67	457.99
BC	1789+35.47	2.38	457.72	458.05
BD	1789+45.47	2.38	457.77	458.09
BE	1789+55.47	2.38	457.82	458.13
BF	1789+65.47	2.38	457.87	458.15
BG	1789+75.47	2.38	457.92	458.16
BH	1789+85.47	2.38	457.97	458.17

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+95.47	2.38	458.02	458.18
BJ	1790+05.47	2.38	458.07	458.19
BK	1790+15.47	2.38	458.12	458.21
BL	1790+25.47	2.38	458.17	458.23
BM	1790+35.47	2.38	458.22	458.26
BN	1790+45.47	2.38	458.27	458.30
℄ Brg. Pier 6	1790+51.47	2.38	458.30	458.32
BO	1790+61.47	2.38	458.35	458.38
BP	1790+71.47	2.38	458.40	458.44
BQ	1790+81.47	2.38	458.45	458.51
BR	1790+91.47	2.38	458.50	458.59
BS	1791+01.47	2.38	458.55	458.67
BT	1791+11.47	2.38	458.60	458.76
BU	1791+21.47	2.38	458.65	458.84
BV	1791+31.47	2.38	458.70	458.93
BW	1791+41.47	2.38	458.75	459.01
BX	1791+51.47	2.38	458.80	459.08
BY	1791+61.47	2.38	458.85	459.14
BZ	1791+71.47	2.38	458.90	459.20
CA	1791+81.47	2.38	458.95	459.24
CB	1791+91.47	2.38	459.00	459.28
CC	1792+01.47	2.38	459.05	459.31
CD	1792+11.47	2.38	459.10	459.32
CE	1792+21.47	2.38	459.15	459.34
CF	1792+31.47	2.38	459.20	459.35
CG	1792+41.47	2.38	459.25	459.36
CH	1792+51.47	2.38	459.30	459.38
CI	1792+61.47	2.38	459.35	459.41
CJ	1792+71.47	2.38	459.40	459.44
CK	1792+81.47	2.38	459.45	459.48
℄ Brg. Pier 7	1792+87.47	2.38	459.48	459.50
CL	1792+97.47	2.38	459.53	459.56
CM	1793+07.47	2.38	459.58	459.62
CN	1793+17.47	2.38	459.63	459.70
CO	1793+27.47	2.38	459.68	459.77
CP	1793+37.47	2.38	459.73	459.86
CQ	1793+47.47	2.38	459.78	459.95
CR	1793+57.47	2.38	459.83	460.03
CS	1793+67.47	2.38	459.88	460.12
CT	1793+77.47	2.38	459.93	460.20
CU	1793+87.47	2.38	459.98	460.27
CV	1793+97.47	2.38	460.03	460.34
CW	1794+07.47	2.38	460.08	460.39
CX	1794+17.47	2.38	460.13	460.44
CY	1794+27.47	2.38	460.18	460.48
CZ	1794+37.47	2.38	460.23	460.50
DA	1794+47.47	2.38	460.28	460.51
DB	1794+57.47	2.38	460.33	460.53
DC	1794+67.47	2.38	460.38	460.54
DD	1794+77.47	2.38	460.43	460.55
DE	1794+87.47	2.38	460.48	460.57
DF	1794+97.47	2.38	460.53	460.59
DG	1795+07.47	2.38	460.58	460.62
DH	1795+17.47	2.38	460.63	460.66
℄ Brg. Pier 8	1795+23.47	2.38	460.66	460.68
DI	1795+33.47	2.38	460.71	460.74
DJ	1795+43.47	2.38	460.76	460.80
DK	1795+53.47	2.38	460.81	460.87
DL	1795+63.47	2.38	460.86	460.95
DM	1795+73.47	2.38	460.91	461.03
DN	1795+83.47	2.38	460.96	461.11
DO	1795+93.47	2.38	461.01	461.20
DP	1796+03.47	2.38	461.06	461.28
DQ	1796+13.47	2.38	461.11	461.36

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+23.47	2.38	461.16	461.43
DS	1796+33.47	2.38	461.21	461.49
DT	1796+43.47	2.38	461.26	461.54
DU	1796+53.47	2.38	461.31	461.58
DV	1796+63.47	2.38	461.36	461.63
DW	1796+73.47	2.38	461.41	461.65
DX	1796+83.47	2.38	461.46	461.66
DY	1796+93.47	2.38	461.51	461.68
DZ	1797+03.47	2.38	461.56	461.69
EA	1797+13.47	2.38	461.61	461.71
EB	1797+23.47	2.38	461.66	461.74
EC	1797+33.47	2.38	461.71	461.76
ED	1797+43.47	2.38	461.76	461.80
EE	1797+53.47	2.38	461.81	461.84
℄ Brg. Pier 9	1797+59.47	2.38	461.84	461.86
EF	1797+69.47	2.38	461.89	461.93
EG	1797+79.47	2.38	461.94	461.99
EH	1797+89.47	2.38	461.99	462.07
EI	1797+99.47	2.38	462.04	462.15
EJ	1798+09.47	2.38	462.09	462.24
EK	1798+19.47	2.38	462.14	462.33
EL	1798+29.47	2.38	462.19	462.42
EM	1798+39.47	2.38	462.24	462.51
EN	1798+49.47	2.38	462.29	462.59
EO	1798+59.47	2.38	462.34	462.66
EP	1798+69.47	2.38	462.39	462.72
EQ	1798+79.47	2.38	462.44	462.77
ER	1798+89.47	2.38	462.49	462.81
ES	1798+99.47	2.38	462.54	462.84
ET	1799+09.47	2.38	462.59	462.86
EU	1799+19.47	2.38	462.64	462.86
EV	1799+29.47	2.38	462.69	462.85
EW	1799+39.47	2.38	462.74	462.84
℄ W. Brg. Pier 10	1799+51.72	2.38	462.80	462.82
℄ Pier 10	1799+53.97	2.38	462.81	462.83

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

E-S 2-17-2017

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+68.34	12.79	455.06	455.08
℄ E. Brg. Pier 3	1783+69.50	12.79	455.07	455.09
A	1783+79.50	12.79	455.12	455.22
B	1783+89.50	12.79	455.17	455.36
C	1783+99.50	12.79	455.22	455.48
D	1784+09.50	12.79	455.27	455.59
E	1784+19.50	12.79	455.32	455.70
F	1784+29.50	12.79	455.37	455.80
G	1784+39.50	12.79	455.42	455.87
H	1784+49.50	12.79	455.47	455.94
I	1784+59.50	12.79	455.52	455.99
J	1784+69.50	12.79	455.57	456.03
K	1784+79.50	12.79	455.62	456.05
L	1784+89.50	12.79	455.67	456.07
M	1784+99.50	12.79	455.72	456.07
N	1785+09.50	12.79	455.77	456.07
O	1785+19.50	12.79	455.82	456.07
P	1785+29.50	12.79	455.87	456.07
Q	1785+39.50	12.79	455.92	456.07
R	1785+49.50	12.79	455.97	456.08
S	1785+59.50	12.79	456.02	456.09
T	1785+69.50	12.79	456.07	456.11
℄ Brg. Pier 4	1785+77.25	12.79	456.11	456.13
U	1785+87.25	12.79	456.16	456.18
V	1785+97.25	12.79	456.21	456.22
W	1786+07.25	12.79	456.26	456.28
X	1786+17.25	12.79	456.31	456.35
Y	1786+27.25	12.79	456.36	456.42
Z	1786+37.25	12.79	456.41	456.49
AA	1786+47.25	12.79	456.46	456.57
AB	1786+57.25	12.79	456.51	456.65
AC	1786+67.25	12.79	456.56	456.73
AD	1786+77.25	12.79	456.61	456.80
AE	1786+87.25	12.79	456.66	456.86
AF	1786+97.25	12.79	456.71	456.92
AG	1787+07.25	12.79	456.76	456.97
AH	1787+17.25	12.79	456.81	457.02
AI	1787+27.25	12.79	456.86	457.05
AJ	1787+37.25	12.79	456.91	457.07
AK	1787+47.25	12.79	456.96	457.10
AL	1787+57.25	12.79	457.01	457.12
AM	1787+67.25	12.79	457.06	457.14
AN	1787+77.25	12.79	457.11	457.17
AO	1787+87.25	12.79	457.16	457.20
AP	1787+97.25	12.79	457.21	457.24
AQ	1788+07.25	12.79	457.26	457.28
℄ Brg. Pier 5	1788+13.25	12.79	457.29	457.31
AR	1788+23.25	12.79	457.34	457.37
AS	1788+33.25	12.79	457.39	457.43
AT	1788+43.25	12.79	457.44	457.51
AU	1788+53.25	12.79	457.49	457.59
AV	1788+63.25	12.79	457.54	457.67
AW	1788+73.25	12.79	457.59	457.76
AX	1788+83.25	12.79	457.64	457.84
AY	1788+93.25	12.79	457.69	457.93
AZ	1789+03.25	12.79	457.74	458.01
BA	1789+13.25	12.79	457.79	458.08
BB	1789+23.25	12.79	457.84	458.14
BC	1789+33.25	12.79	457.89	458.20
BD	1789+43.25	12.79	457.94	458.24
BE	1789+53.25	12.79	457.99	458.28
BF	1789+63.25	12.79	458.04	458.30
BG	1789+73.25	12.79	458.09	458.31
BH	1789+83.25	12.79	458.14	458.33

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+93.25	12.79	458.19	458.34
BJ	1790+03.25	12.79	458.24	458.35
BK	1790+13.25	12.79	458.29	458.37
BL	1790+23.25	12.79	458.34	458.39
BM	1790+33.25	12.79	458.39	458.43
BN	1790+43.25	12.79	458.44	458.47
℄ Brg. Pier 6	1790+49.25	12.79	458.47	458.49
BO	1790+59.25	12.79	458.52	458.55
BP	1790+69.25	12.79	458.57	458.61
BQ	1790+79.25	12.79	458.62	458.68
BR	1790+89.25	12.79	458.67	458.76
BS	1790+99.25	12.79	458.72	458.84
BT	1791+09.25	12.79	458.77	458.92
BU	1791+19.25	12.79	458.82	459.01
BV	1791+29.25	12.79	458.87	459.10
BW	1791+39.25	12.79	458.92	459.18
BX	1791+49.25	12.79	458.97	459.25
BY	1791+59.25	12.79	459.02	459.31
BZ	1791+69.25	12.79	459.07	459.37
CA	1791+79.25	12.79	459.12	459.41
CB	1791+89.25	12.79	459.17	459.45
CC	1791+99.25	12.79	459.22	459.47
CD	1792+09.25	12.79	459.27	459.49
CE	1792+19.25	12.79	459.32	459.50
CF	1792+29.25	12.79	459.37	459.52
CG	1792+39.25	12.79	459.42	459.53
CH	1792+49.25	12.79	459.47	459.55
CI	1792+59.25	12.79	459.52	459.57
CJ	1792+69.25	12.79	459.57	459.61
CK	1792+79.25	12.79	459.62	459.64
℄ Brg. Pier 7	1792+85.25	12.79	459.65	459.67
CL	1792+95.25	12.79	459.70	459.73
CM	1793+05.25	12.79	459.75	459.79
CN	1793+15.25	12.79	459.80	459.86
CO	1793+25.25	12.79	459.85	459.94
CP	1793+35.25	12.79	459.90	460.02
CQ	1793+45.25	12.79	459.95	460.11
CR	1793+55.25	12.79	460.00	460.20
CS	1793+65.25	12.79	460.05	460.28
CT	1793+75.25	12.79	460.10	460.37
CU	1793+85.25	12.79	460.15	460.44
CV	1793+95.25	12.79	460.20	460.50
CW	1794+05.25	12.79	460.25	460.56
CX	1794+15.25	12.79	460.30	460.60
CY	1794+25.25	12.79	460.35	460.64
CZ	1794+35.25	12.79	460.40	460.66
DA	1794+45.25	12.79	460.45	460.68
DB	1794+55.25	12.79	460.50	460.69
DC	1794+65.25	12.79	460.55	460.70
DD	1794+75.25	12.79	460.60	460.72
DE	1794+85.25	12.79	460.65	460.74
DF	1794+95.25	12.79	460.70	460.76
DG	1795+05.25	12.79	460.75	460.79
DH	1795+15.25	12.79	460.80	460.83
℄ Brg. Pier 8	1795+21.25	12.79	460.83	460.85
DI	1795+31.25	12.79	460.88	460.91
DJ	1795+41.25	12.79	460.93	460.97
DK	1795+51.25	12.79	460.98	461.04
DL	1795+61.25	12.79	461.03	461.11
DM	1795+71.25	12.79	461.08	461.19
DN	1795+81.25	12.79	461.13	461.28
DO	1795+91.25	12.79	461.18	461.36
DP	1796+01.25	12.79	461.23	461.44
DQ	1796+11.25	12.79	461.28	461.52

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+21.25	12.79	461.33	461.59
DS	1796+31.25	12.79	461.38	461.65
DT	1796+41.25	12.79	461.43	461.71
DU	1796+51.25	12.79	461.48	461.75
DV	1796+61.25	12.79	461.53	461.79
DW	1796+71.25	12.79	461.58	461.81
DX	1796+81.25	12.79	461.63	461.83
DY	1796+91.25	12.79	461.68	461.85
DZ	1797+01.25	12.79	461.73	461.86
EA	1797+11.25	12.79	461.78	461.88
EB	1797+21.25	12.79	461.83	461.90
EC	1797+31.25	12.79	461.88	461.93
ED	1797+41.25	12.79	461.93	461.96
EE	1797+51.25	12.79	461.98	462.00
℄ Brg. Pier 9	1797+57.25	12.79	462.01	462.03
EF	1797+67.25	12.79	462.06	462.09
EG	1797+77.25	12.79	462.11	462.15
EH	1797+87.25	12.79	462.16	462.23
EI	1797+97.25	12.79	462.21	462.31
EJ	1798+07.25	12.79	462.26	462.40
EK	1798+17.25	12.79	462.31	462.49
EL	1798+27.25	12.79	462.36	462.59
EM	1798+37.25	12.79	462.41	462.67
EN	1798+47.25	12.79	462.46	462.75
EO	1798+57.25	12.79	462.51	462.82
EP	1798+67.25	12.79	462.56	462.89
EQ	1798+77.25	12.79	462.61	462.94
ER	1798+87.25	12.79	462.66	462.98
ES	1798+97.25	12.79	462.71	463.01
ET	1799+07.25	12.79	462.76	463.02
EU	1799+17.25	12.79	462.81	463.03
EV	1799+27.25	12.79	462.86	463.02
EW	1799+37.25	12.79	462.91	463.01
℄ W. Brg. Pier 10	1799+49.50	12.79	462.97	463.00
℄ Pier 10	1799+51.75	12.79	462.98	463.00

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

E-S

2-17-2017

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 7
STRUCTURE NO. 060–0350 (EB)
SHEET 30 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	243
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: C:\IC54PDF\11924\45087_137\060-0350-0076J90-sja-11aTOS.dgn
3/14/2022 11:24:15 AM

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+66.12	23.21	454.84	454.86
℄ E. Brg. Pier 3	1783+67.29	23.21	454.85	454.87
A	1783+77.29	23.21	454.90	455.00
B	1783+87.29	23.21	454.95	455.12
C	1783+97.29	23.21	455.00	455.25
D	1784+07.29	23.21	455.05	455.38
E	1784+17.29	23.21	455.10	455.48
F	1784+27.29	23.21	455.15	455.57
G	1784+37.29	23.21	455.20	455.65
H	1784+47.29	23.21	455.25	455.71
I	1784+57.29	23.21	455.30	455.76
J	1784+67.29	23.21	455.35	455.80
K	1784+77.29	23.21	455.40	455.82
L	1784+87.29	23.21	455.45	455.84
M	1784+97.29	23.21	455.50	455.85
N	1785+07.29	23.21	455.55	455.85
O	1785+17.29	23.21	455.60	455.85
P	1785+27.29	23.21	455.65	455.85
Q	1785+37.29	23.21	455.70	455.85
R	1785+47.29	23.21	455.75	455.86
S	1785+57.29	23.21	455.80	455.87
T	1785+67.29	23.21	455.85	455.89
℄ Brg. Pier 4	1785+75.04	23.21	455.89	455.91
U	1785+85.04	23.21	455.94	455.96
V	1785+95.04	23.21	455.99	456.00
W	1786+05.04	23.21	456.04	456.06
X	1786+15.04	23.21	456.09	456.13
Y	1786+25.04	23.21	456.14	456.20
Z	1786+35.04	23.21	456.19	456.27
AA	1786+45.04	23.21	456.24	456.35
AB	1786+55.04	23.21	456.29	456.43
AC	1786+65.04	23.21	456.34	456.51
AD	1786+75.04	23.21	456.39	456.58
AE	1786+85.04	23.21	456.44	456.64
AF	1786+95.04	23.21	456.49	456.70
AG	1787+05.04	23.21	456.54	456.75
AH	1787+15.04	23.21	456.59	456.80
AI	1787+25.04	23.21	456.64	456.83
AJ	1787+35.04	23.21	456.69	456.85
AK	1787+45.04	23.21	456.74	456.88
AL	1787+55.04	23.21	456.79	456.90
AM	1787+65.04	23.21	456.84	456.92
AN	1787+75.04	23.21	456.89	456.95
AO	1787+85.04	23.21	456.94	456.98
AP	1787+95.04	23.21	456.99	457.02
AQ	1788+05.04	23.21	457.04	457.06
℄ Brg. Pier 5	1788+11.04	23.21	457.07	457.09
AR	1788+21.04	23.21	457.12	457.15
AS	1788+31.04	23.21	457.17	457.21
AT	1788+41.04	23.21	457.22	457.29
AU	1788+51.04	23.21	457.27	457.36
AV	1788+61.04	23.21	457.32	457.44
AW	1788+71.04	23.21	457.37	457.53
AX	1788+81.04	23.21	457.42	457.62
AY	1788+91.04	23.21	457.47	457.69
AZ	1789+01.04	23.21	457.52	457.77
BA	1789+11.04	23.21	457.57	457.84
BB	1789+21.04	23.21	457.62	457.91
BC	1789+31.04	23.21	457.67	457.96
BD	1789+41.04	23.21	457.72	458.00
BE	1789+51.04	23.21	457.77	458.04
BF	1789+61.04	23.21	457.82	458.07
BG	1789+71.04	23.21	457.87	458.09
BH	1789+81.04	23.21	457.92	458.10

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+91.04	23.21	457.97	458.11
BJ	1790+01.04	23.21	458.02	458.13
BK	1790+11.04	23.21	458.07	458.15
BL	1790+21.04	23.21	458.12	458.17
BM	1790+31.04	23.21	458.17	458.21
BN	1790+41.04	23.21	458.22	458.25
℄ Brg. Pier 6	1790+47.04	23.21	458.25	458.27
BO	1790+57.04	23.21	458.30	458.33
BP	1790+67.04	23.21	458.35	458.39
BQ	1790+77.04	23.21	458.40	458.46
BR	1790+87.04	23.21	458.45	458.54
BS	1790+97.04	23.21	458.50	458.62
BT	1791+07.04	23.21	458.55	458.71
BU	1791+17.04	23.21	458.60	458.80
BV	1791+27.04	23.21	458.65	458.88
BW	1791+37.04	23.21	458.70	458.96
BX	1791+47.04	23.21	458.75	459.03
BY	1791+57.04	23.21	458.80	459.10
BZ	1791+67.04	23.21	458.85	459.15
CA	1791+77.04	23.21	458.90	459.19
CB	1791+87.04	23.21	458.95	459.23
CC	1791+97.04	23.21	459.00	459.25
CD	1792+07.04	23.21	459.05	459.27
CE	1792+17.04	23.21	459.10	459.29
CF	1792+27.04	23.21	459.15	459.30
CG	1792+37.04	23.21	459.20	459.31
CH	1792+47.04	23.21	459.25	459.33
CI	1792+57.04	23.21	459.30	459.35
CJ	1792+67.04	23.21	459.35	459.39
CK	1792+77.04	23.21	459.40	459.43
℄ Brg. Pier 7	1792+83.04	23.21	459.43	459.45
CL	1792+93.04	23.21	459.48	459.51
CM	1793+03.04	23.21	459.53	459.57
CN	1793+13.04	23.21	459.58	459.64
CO	1793+23.04	23.21	459.63	459.72
CP	1793+33.04	23.21	459.68	459.80
CQ	1793+43.04	23.21	459.73	459.89
CR	1793+53.04	23.21	459.78	459.98
CS	1793+63.04	23.21	459.83	460.06
CT	1793+73.04	23.21	459.88	460.14
CU	1793+83.04	23.21	459.93	460.21
CV	1793+93.04	23.21	459.98	460.28
CW	1794+03.04	23.21	460.03	460.34
CX	1794+13.04	23.21	460.08	460.38
CY	1794+23.04	23.21	460.13	460.42
CZ	1794+33.04	23.21	460.18	460.44
DA	1794+43.04	23.21	460.23	460.46
DB	1794+53.04	23.21	460.28	460.47
DC	1794+63.04	23.21	460.33	460.48
DD	1794+73.04	23.21	460.38	460.50
DE	1794+83.04	23.21	460.43	460.52
DF	1794+93.04	23.21	460.48	460.54
DG	1795+03.04	23.21	460.53	460.57
DH	1795+13.04	23.21	460.58	460.61
℄ Brg. Pier 8	1795+19.04	23.21	460.61	460.63
DI	1795+29.04	23.21	460.66	460.69
DJ	1795+39.04	23.21	460.71	460.75
DK	1795+49.04	23.21	460.76	460.82
DL	1795+59.04	23.21	460.81	460.89
DM	1795+69.04	23.21	460.86	460.97
DN	1795+79.04	23.21	460.91	461.06
DO	1795+89.04	23.21	460.96	461.15
DP	1795+99.04	23.21	461.01	461.22
DQ	1796+09.04	23.21	461.06	461.30

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+19.04	23.21	461.11	461.37
DS	1796+29.04	23.21	461.16	461.43
DT	1796+39.04	23.21	461.21	461.49
DU	1796+49.04	23.21	461.26	461.53
DV	1796+59.04	23.21	461.31	461.57
DW	1796+69.04	23.21	461.36	461.59
DX	1796+79.04	23.21	461.41	461.61
DY	1796+89.04	23.21	461.46	461.63
DZ	1796+99.04	23.21	461.51	461.64
EA	1797+09.04	23.21	461.56	461.66
EB	1797+19.04	23.21	461.61	461.68
EC	1797+29.04	23.21	461.66	461.71
ED	1797+39.04	23.21	461.71	461.74
EE	1797+49.04	23.21	461.76	461.78
℄ Brg. Pier 9	1797+55.04	23.21	461.79	461.81
EF	1797+65.04	23.21	461.84	461.87
EG	1797+75.04	23.21	461.89	461.93
EH	1797+85.04	23.21	461.94	462.02
EI	1797+95.04	23.21	461.99	462.10
EJ	1798+05.04	23.21	462.04	462.18
EK	1798+15.04	23.21	462.09	462.27
EL	1798+25.04	23.21	462.14	462.37
EM	1798+35.04	23.21	462.19	462.45
EN	1798+45.04	23.21	462.24	462.53
EO	1798+55.04	23.21	462.29	462.61
EP	1798+65.04	23.21	462.34	462.67
EQ	1798+75.04	23.21	462.39	462.72
ER	1798+85.04	23.21	462.44	462.76
ES	1798+95.04	23.21	462.49	462.79
ET	1799+05.04	23.21	462.54	462.81
EU	1799+15.04	23.21	462.59	462.81
EV	1799+25.04	23.21	462.64	462.80
EW	1799+35.04	23.21	462.69	462.79
℄ W. Brg. Pier 10	1799+47.29	23.21	462.75	462.77
℄ Pier 10	1799+49.54	23.21	462.76	462.78

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

E-S
2-17-2017

MODEL: Default
FILE NAME: C:\ICS4PDF\11924\45087_140\060-0350-D876J90-oja-12aTOS.dgn

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 8
STRUCTURE NO. 060–0350 (EB)
SHEET 31 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	244

CONTRACT NO. 76J90
ILLINOIS FED. AID PROJECT

3/14/2022 11:24:14 AM

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+63.91	33.63	454.62	454.64
℄ E. Brg. Pier 3	1783+65.08	33.63	454.63	454.65
A	1783+75.08	33.63	454.68	454.78
B	1783+85.08	33.63	454.73	454.91
C	1783+95.08	33.63	454.78	455.03
D	1784+05.08	33.63	454.83	455.15
E	1784+15.08	33.63	454.88	455.25
F	1784+25.08	33.63	454.93	455.34
G	1784+35.08	33.63	454.98	455.42
H	1784+45.08	33.63	455.03	455.49
I	1784+55.08	33.63	455.08	455.53
J	1784+65.08	33.63	455.13	455.57
K	1784+75.08	33.63	455.18	455.60
L	1784+85.08	33.63	455.23	455.62
M	1784+95.08	33.63	455.28	455.62
N	1785+05.08	33.63	455.33	455.62
O	1785+15.08	33.63	455.38	455.63
P	1785+25.08	33.63	455.43	455.63
Q	1785+35.08	33.63	455.48	455.63
R	1785+45.08	33.63	455.53	455.64
S	1785+55.08	33.63	455.58	455.65
T	1785+65.08	33.63	455.63	455.67
℄ Brg. Pier 4	1785+72.83	33.63	455.67	455.69
U	1785+82.83	33.63	455.72	455.74
V	1785+92.83	33.63	455.77	455.78
W	1786+02.83	33.63	455.82	455.84
X	1786+12.83	33.63	455.87	455.91
Y	1786+22.83	33.63	455.92	455.97
Z	1786+32.83	33.63	455.97	456.05
AA	1786+42.83	33.63	456.02	456.13
AB	1786+52.83	33.63	456.07	456.20
AC	1786+62.83	33.63	456.12	456.28
AD	1786+72.83	33.63	456.17	456.35
AE	1786+82.83	33.63	456.22	456.42
AF	1786+92.83	33.63	456.27	456.48
AG	1787+02.83	33.63	456.32	456.53
AH	1787+12.83	33.63	456.37	456.57
AI	1787+22.83	33.63	456.42	456.60
AJ	1787+32.83	33.63	456.47	456.63
AK	1787+42.83	33.63	456.52	456.66
AL	1787+52.83	33.63	456.57	456.68
AM	1787+62.83	33.63	456.62	456.71
AN	1787+72.83	33.63	456.67	456.73
AO	1787+82.83	33.63	456.72	456.76
AP	1787+92.83	33.63	456.77	456.80
AQ	1788+02.83	33.63	456.82	456.84
℄ Brg. Pier 5	1788+08.83	33.63	456.85	456.87
AR	1788+18.83	33.63	456.90	456.93
AS	1788+28.83	33.63	456.95	456.99
AT	1788+38.83	33.63	457.00	457.06
AU	1788+48.83	33.63	457.05	457.13
AV	1788+58.83	33.63	457.10	457.20
AW	1788+68.83	33.63	457.15	457.29
AX	1788+78.83	33.63	457.20	457.38
AY	1788+88.83	33.63	457.25	457.46
AZ	1788+98.83	33.63	457.30	457.54
BA	1789+08.83	33.63	457.35	457.61
BB	1789+18.83	33.63	457.40	457.67
BC	1789+28.83	33.63	457.45	457.73
BD	1789+38.83	33.63	457.50	457.77
BE	1789+48.83	33.63	457.55	457.81
BF	1789+58.83	33.63	457.60	457.84
BG	1789+68.83	33.63	457.65	457.86
BH	1789+78.83	33.63	457.70	457.88

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+88.83	33.63	457.75	457.89
BJ	1789+98.83	33.63	457.80	457.90
BK	1790+08.83	33.63	457.85	457.93
BL	1790+18.83	33.63	457.90	457.95
BM	1790+28.83	33.63	457.95	457.98
BN	1790+38.83	33.63	458.00	458.02
℄ Brg. Pier 6	1790+44.83	33.63	458.03	458.05
BO	1790+54.83	33.63	458.08	458.11
BP	1790+64.83	33.63	458.13	458.17
BQ	1790+74.83	33.63	458.18	458.24
BR	1790+84.83	33.63	458.23	458.32
BS	1790+94.83	33.63	458.28	458.40
BT	1791+04.83	33.63	458.33	458.49
BU	1791+14.83	33.63	458.38	458.59
BV	1791+24.83	33.63	458.43	458.67
BW	1791+34.83	33.63	458.48	458.75
BX	1791+44.83	33.63	458.53	458.82
BY	1791+54.83	33.63	458.58	458.88
BZ	1791+64.83	33.63	458.63	458.94
CA	1791+74.83	33.63	458.68	458.98
CB	1791+84.83	33.63	458.73	459.02
CC	1791+94.83	33.63	458.78	459.04
CD	1792+04.83	33.63	458.83	459.06
CE	1792+14.83	33.63	458.88	459.08
CF	1792+24.83	33.63	458.93	459.09
CG	1792+34.83	33.63	458.98	459.09
CH	1792+44.83	33.63	459.03	459.11
CI	1792+54.83	33.63	459.08	459.13
CJ	1792+64.83	33.63	459.13	459.17
CK	1792+74.83	33.63	459.18	459.21
℄ Brg. Pier 7	1792+80.83	33.63	459.21	459.23
CL	1792+90.83	33.63	459.26	459.29
CM	1793+00.83	33.63	459.31	459.35
CN	1793+10.83	33.63	459.36	459.42
CO	1793+20.83	33.63	459.41	459.49
CP	1793+30.83	33.63	459.46	459.57
CQ	1793+40.83	33.63	459.51	459.67
CR	1793+50.83	33.63	459.56	459.76
CS	1793+60.83	33.63	459.61	459.84
CT	1793+70.83	33.63	459.66	459.92
CU	1793+80.83	33.63	459.71	460.00
CV	1793+90.83	33.63	459.76	460.06
CW	1794+00.83	33.63	459.81	460.12
CX	1794+10.83	33.63	459.86	460.16
CY	1794+20.83	33.63	459.91	460.20
CZ	1794+30.83	33.63	459.96	460.22
DA	1794+40.83	33.63	460.01	460.25
DB	1794+50.83	33.63	460.06	460.26
DC	1794+60.83	33.63	460.11	460.27
DD	1794+70.83	33.63	460.16	460.28
DE	1794+80.83	33.63	460.21	460.30
DF	1794+90.83	33.63	460.26	460.32
DG	1795+00.83	33.63	460.31	460.35
DH	1795+10.83	33.63	460.36	460.39
℄ Brg. Pier 8	1795+16.83	33.63	460.39	460.41
DI	1795+26.83	33.63	460.44	460.47
DJ	1795+36.83	33.63	460.49	460.53
DK	1795+46.83	33.63	460.54	460.60
DL	1795+56.83	33.63	460.59	460.67
DM	1795+66.83	33.63	460.64	460.74
DN	1795+76.83	33.63	460.69	460.84
DO	1795+86.83	33.63	460.74	460.93
DP	1795+96.83	33.63	460.79	461.01
DQ	1796+06.83	33.63	460.84	461.08

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+16.83	33.63	460.89	461.15
DS	1796+26.83	33.63	460.94	461.21
DT	1796+36.83	33.63	460.99	461.27
DU	1796+46.83	33.63	461.04	461.31
DV	1796+56.83	33.63	461.09	461.35
DW	1796+66.83	33.63	461.14	461.37
DX	1796+76.83	33.63	461.19	461.39
DY	1796+86.83	33.63	461.24	461.41
DZ	1796+96.83	33.63	461.29	461.42
EA	1797+06.83	33.63	461.34	461.44
EB	1797+16.83	33.63	461.39	461.46
EC	1797+26.83	33.63	461.44	461.49
ED	1797+36.83	33.63	461.49	461.52
EE	1797+46.83	33.63	461.54	461.56
℄ Brg. Pier 9	1797+52.83	33.63	461.57	461.59
EF	1797+62.83	33.63	461.62	461.65
EG	1797+72.83	33.63	461.67	461.71
EH	1797+82.83	33.63	461.72	461.80
EI	1797+92.83	33.63	461.77	461.88
EJ	1798+02.83	33.63	461.82	461.97
EK	1798+12.83	33.63	461.87	462.06
EL	1798+22.83	33.63	461.92	462.15
EM	1798+32.83	33.63	461.97	462.24
EN	1798+42.83	33.63	462.02	462.31
EO	1798+52.83	33.63	462.07	462.39
EP	1798+62.83	33.63	462.12	462.45
EQ	1798+72.83	33.63	462.17	462.50
ER	1798+82.83	33.63	462.22	462.54
ES	1798+92.83	33.63	462.27	462.57
ET	1799+02.83	33.63	462.32	462.58
EU	1799+12.83	33.63	462.37	462.59
EV	1799+22.83	33.63	462.42	462.58
EW	1799+32.83	33.63	462.47	462.57
℄ W. Brg. Pier 10	1799+45.08	33.63	462.53	462.56
℄ Pier 10	1799+47.33	33.63	462.54	462.56

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

E-S 2-17-2017

MODEL: Default
FILE NAME: C:\ICS4PDF\11924\45087_141\060-0350-D876J90-oja-13aTOS.dgn

HORNER SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 9
STRUCTURE NO. 060–0350 (EB)

SHEET 32 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	245

CONTRACT NO. 76J90

ILLINOIS FED. AID PROJECT

3/14/2022 11:24:22 AM

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+61.95	42.83	454.43	454.45
℄ E. Brg. Pier 3	1783+63.12	42.83	454.43	454.45
A	1783+73.12	42.83	454.48	454.58
B	1783+83.12	42.83	454.53	454.71
C	1783+93.12	42.83	454.58	454.83
D	1784+03.12	42.83	454.63	454.95
E	1784+13.12	42.83	454.68	455.05
F	1784+23.12	42.83	454.73	455.14
G	1784+33.12	42.83	454.78	455.22
H	1784+43.12	42.83	454.83	455.28
I	1784+53.12	42.83	454.88	455.33
J	1784+63.12	42.83	454.93	455.37
K	1784+73.12	42.83	454.98	455.40
L	1784+83.12	42.83	455.03	455.41
M	1784+93.12	42.83	455.08	455.42
N	1785+03.12	42.83	455.13	455.43
O	1785+13.12	42.83	455.18	455.43
P	1785+23.12	42.83	455.23	455.43
Q	1785+33.12	42.83	455.28	455.43
R	1785+43.12	42.83	455.33	455.44
S	1785+53.12	42.83	455.38	455.46
T	1785+63.12	42.83	455.43	455.48
℄ Brg. Pier 4	1785+70.87	42.83	455.47	455.50
U	1785+80.87	42.83	455.52	455.54
V	1785+90.87	42.83	455.57	455.59
W	1786+00.87	42.83	455.62	455.65
X	1786+10.87	42.83	455.67	455.71
Y	1786+20.87	42.83	455.72	455.78
Z	1786+30.87	42.83	455.77	455.85
AA	1786+40.87	42.83	455.82	455.93
AB	1786+50.87	42.66	455.88	456.01
AC	1786+60.87	42.49	455.93	456.09
AD	1786+70.86	42.32	455.98	456.16
AE	1786+80.86	42.15	456.04	456.23
AF	1786+90.86	41.98	456.09	456.30
AG	1787+00.86	41.81	456.14	456.35
AH	1787+10.86	41.64	456.20	456.40
AI	1787+20.86	41.47	456.25	456.44
AJ	1787+30.86	41.29	456.30	456.47
AK	1787+40.85	41.12	456.36	456.50
AL	1787+50.85	40.95	456.41	456.53
AM	1787+60.85	40.78	456.46	456.56
AN	1787+70.85	40.61	456.52	456.59
AO	1787+80.85	40.44	456.57	456.62
AP	1787+90.85	40.27	456.62	456.66
AQ	1788+00.85	40.10	456.68	456.70
℄ Brg. Pier 5	1788+07.47	39.98	456.71	456.73
AR	1788+17.47	39.81	456.77	456.80
AS	1788+27.47	39.64	456.82	456.86
AT	1788+37.47	39.47	456.87	456.93
AU	1788+47.47	39.30	456.93	457.00
AV	1788+57.47	39.13	456.98	457.08
AW	1788+67.47	38.96	457.03	457.16
Head Beam	1788+74.71	38.83	457.07	457.22

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

E-S

2-17-2017

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 3	1783+59.99	52.04	454.23	454.25
℄ E. Brg. Pier 3	1783+61.16	52.04	454.24	454.26
A	1783+71.16	52.04	454.29	454.39
B	1783+81.16	52.04	454.34	454.52
C	1783+91.16	52.04	454.39	454.63
D	1784+01.16	52.04	454.44	454.75
E	1784+11.16	52.04	454.49	454.85
F	1784+21.16	52.04	454.54	454.94
G	1784+31.16	52.04	454.59	455.02
H	1784+41.16	52.04	454.64	455.08
I	1784+51.16	52.04	454.69	455.13
J	1784+61.16	52.04	454.74	455.17
K	1784+71.16	52.04	454.79	455.20
L	1784+81.16	52.04	454.84	455.22
M	1784+91.16	52.04	454.89	455.23
N	1785+01.16	52.04	454.94	455.23
O	1785+11.16	52.04	454.99	455.23
P	1785+21.16	52.04	455.04	455.23
Q	1785+31.16	52.04	455.09	455.24
R	1785+41.16	52.04	455.14	455.25
S	1785+51.16	52.04	455.19	455.26
T	1785+61.16	52.04	455.24	455.28
℄ Brg. Pier 4	1785+68.91	52.04	455.28	455.30
U	1785+78.91	52.04	455.33	455.35
V	1785+88.91	52.04	455.38	455.40
W	1785+98.91	52.04	455.43	455.45
X	1786+08.91	52.04	455.48	455.52
Y	1786+18.91	52.04	455.53	455.58
Z	1786+28.91	52.04	455.58	455.66
AA	1786+38.91	52.04	455.63	455.73
AB	1786+48.91	51.69	455.69	455.82
AC	1786+58.90	51.34	455.74	455.90
AD	1786+68.89	50.99	455.80	455.97
AE	1786+78.89	50.64	455.86	456.05
AF	1786+88.88	50.29	455.91	456.12
AG	1786+98.87	49.93	455.97	456.17
AH	1787+08.87	49.58	456.03	456.23
AI	1787+18.86	49.23	456.08	456.27
AJ	1787+28.86	48.88	456.14	456.31
AK	1787+38.85	48.53	456.20	456.34
AL	1787+48.84	48.18	456.26	456.37
AM	1787+58.84	47.83	456.31	456.41
AN	1787+68.83	47.48	456.37	456.44
AO	1787+78.82	47.13	456.43	456.48
AP	1787+88.82	46.77	456.48	456.52
AQ	1787+98.81	46.42	456.54	456.57
℄ Brg. Pier 5	1788+06.16	46.17	456.58	456.60
AR	1788+16.15	45.81	456.64	456.67
AS	1788+26.15	45.46	456.70	456.73
AT	1788+36.14	45.11	456.75	456.81
AU	1788+46.14	44.76	456.81	456.89
AV	1788+56.13	44.41	456.87	456.97
AW	1788+66.12	44.06	456.92	457.06
AX	1788+76.12	44.04	456.97	457.14
AY	1788+86.12	44.04	457.02	457.22
AZ	1788+96.12	44.04	457.07	457.30
BA	1789+06.12	44.04	457.12	457.37
BB	1789+16.12	44.04	457.17	457.43
BC	1789+26.12	44.04	457.22	457.49
BD	1789+36.12	44.04	457.27	457.53
BE	1789+46.12	44.04	457.32	457.58
BF	1789+56.12	44.04	457.37	457.60
BG	1789+66.12	44.04	457.42	457.63
BH	1789+76.12	44.04	457.47	457.65

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BI	1789+86.12	44.04	457.52	457.66
BJ	1789+96.12	44.04	457.57	457.68
BK	1790+06.12	44.04	457.62	457.70
BL	1790+16.12	44.04	457.67	457.73
BM	1790+26.12	44.04	457.72	457.76
BN	1790+36.12	44.04	457.77	457.80
℄ Brg. Pier 6	1790+42.61	44.04	457.81	457.83
BO	1790+52.61	44.04	457.86	457.89
BP	1790+62.61	44.04	457.91	457.96
BQ	1790+72.61	44.04	457.96	458.03
BR	1790+82.61	44.04	458.01	458.11
BS	1790+92.61	44.04	458.06	458.19
BT	1791+02.61	44.04	458.11	458.28
BU	1791+12.61	44.04	458.16	458.37
BV	1791+22.61	44.04	458.21	458.45
BW	1791+32.61	44.04	458.26	458.53
BX	1791+42.61	44.04	458.31	458.60
BY	1791+52.61	44.04	458.36	458.66
BZ	1791+62.61	44.04	458.41	458.72
CA	1791+72.61	44.04	458.46	458.76
CB	1791+82.61	44.04	458.51	458.80
CC	1791+92.61	44.04	458.56	458.82
CD	1792+02.61	44.04	458.61	458.84
CE	1792+12.61	44.04	458.66	458.85
CF	1792+22.61	44.04	458.71	458.86
CG	1792+32.61	44.04	458.76	458.88
CH	1792+42.61	44.04	458.81	458.90
CI	1792+52.61	44.04	458.86	458.92
CJ	1792+62.61	44.04	458.91	458.95
CK	1792+72.61	44.04	458.96	458.99
℄ Brg. Pier 7	1792+78.61	44.04	458.99	459.01
CL	1792+88.61	44.04	459.04	459.07
CM	1792+98.61	44.04	459.09	459.13
CN	1793+08.61	44.04	459.14	459.20
CO	1793+18.61	44.04	459.19	459.28
CP	1793+28.61	44.04	459.24	459.36
CQ	1793+38.61	44.04	459.29	459.45
CR	1793+48.61	44.04	459.34	459.54
CS	1793+58.61	44.04	459.39	459.62
CT	1793+68.61	44.04	459.44	459.70
CU	1793+78.61	44.04	459.49	459.77
CV	1793+88.61	44.04	459.54	459.84
CW	1793+98.61	44.04	459.59	459.90
CX	1794+08.61	44.04	459.64	459.94
CY	1794+18.61	44.04	459.69	459.98
CZ	1794+28.61	44.04	459.74	460.00
DA	1794+38.61	44.04	459.79	460.02
DB	1794+48.61	44.04	459.84	460.03
DC	1794+58.61	44.04	459.89	460.05
DD	1794+68.61	44.04	459.94	460.06
DE	1794+78.61	44.04	459.99	460.08
DF	1794+88.61	44.04	460.04	460.10
DG	1794+98.61	44.04	460.09	460.13
DH	1795+08.61	44.04	460.14	460.17
℄ Brg. Pier 8	1795+14.61	44.04	460.17	460.19
DI	1795+24.61	44.04	460.22	460.25
DJ	1795+34.61	44.04	460.27	460.31
DK	1795+44.61	44.04	460.32	460.38
DL	1795+54.61	44.04	460.37	460.45
DM	1795+64.61	44.04	460.42	460.53
DN	1795+74.61	44.04	460.47	460.62
DO	1795+84.61	44.04	460.52	460.71
DP	1795+94.61	44.04	460.57	460.78
DQ	1796+04.61	44.04	460.62	460.86

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
DR	1796+14.61	44.04	460.67	460.93
DS	1796+24.61	44.04	460.72	460.99
DT	1796+34.61	44.04	460.77	461.05
DU	1796+44.61	44.04	460.82	461.09
DV	1796+54.61	44.04	460.87	461.13
DW	1796+64.61	44.04	460.92	461.15
DX	1796+74.61	44.04	460.97	461.17
DY	1796+84.61	44.04	461.02	461.19
DZ	1796+94.61	44.04	461.07	461.20
EA	1797+04.61	44.04	461.12	461.22
EB	1797+14.61	44.04	461.17	461.24
EC	1797+24.61	44.04	461.22	461.27
ED	1797+34.61	44.04	461.27	461.30
EE	1797+44.61	44.04	461.32	461.35
℄ Brg. Pier 9	1797+50.61	44.04	461.35	461.37
EF	1797+60.61	44.04	461.40	461.43
EG	1797+70.61	44.04	461.45	461.50
EH	1797+80.61	44.04	461.50	461.58
EI	1797+90.61	44.04	461.55	461.66
EJ	1798+00.61	44.04	461.60	461.74
EK	1798+10.61	44.04	461.65	461.83
EL	1798+20.61	44.04	461.70	461.92
EM	1798+30.61	44.04	461.75	462.01
EN	1798+40.61	44.04	461.80	462.09
EO	1798+50.61	44.04	461.85	462.17
EP	1798+60.61	44.04	461.90	462.23
EQ	1798+70.61	44.04	461.95	462.28
ER	1798+80.61	44.04	462.00	462.32
ES	1798+90.61	44.04	462.05	462.35
ET	1799+00.61	44.04	462.10	462.37
EU	1799+10.61	44.04	462.15	462.37
EV	1799+20.61	44.04	462.20	462.37
EW	1799+30.61	44.04	462.25	462.36
℄ W. Brg. Pier 10	1799+42.86	44.04	462.31	462.33
℄ Pier 10	1799+45.11	44.04	462.32	462.34

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

E-S

2-17-2017

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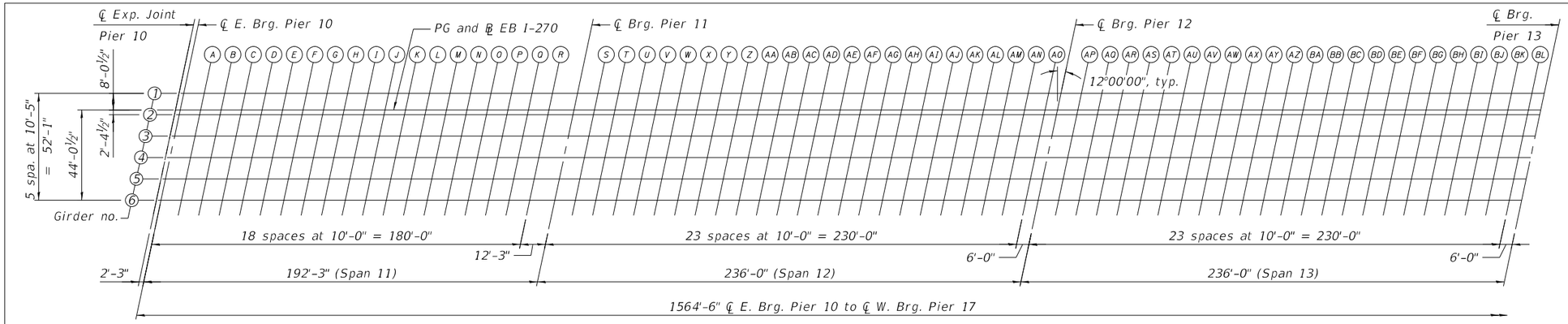
HORNER & SHIFRIN
Teaming with: PARSONS

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

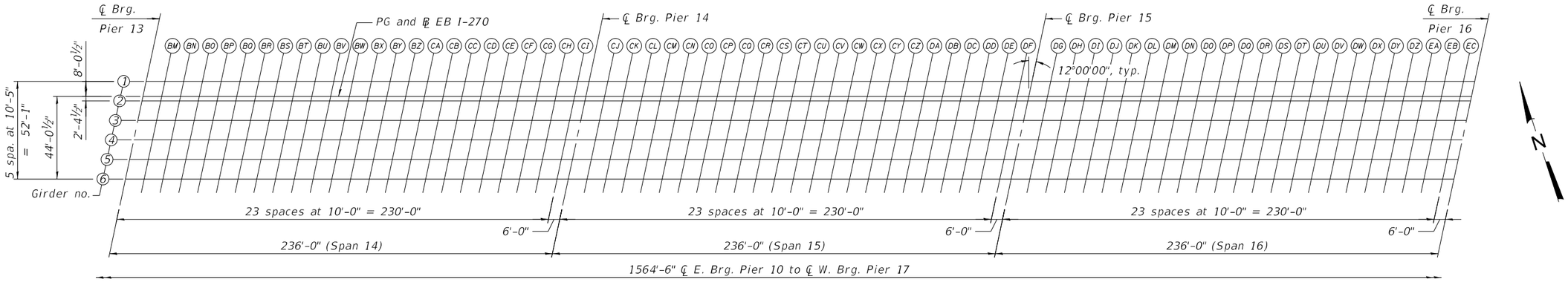
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 – 11
STRUCTURE NO. 060–0350 (EB)
SHEET 34 OF 292 SHEETS

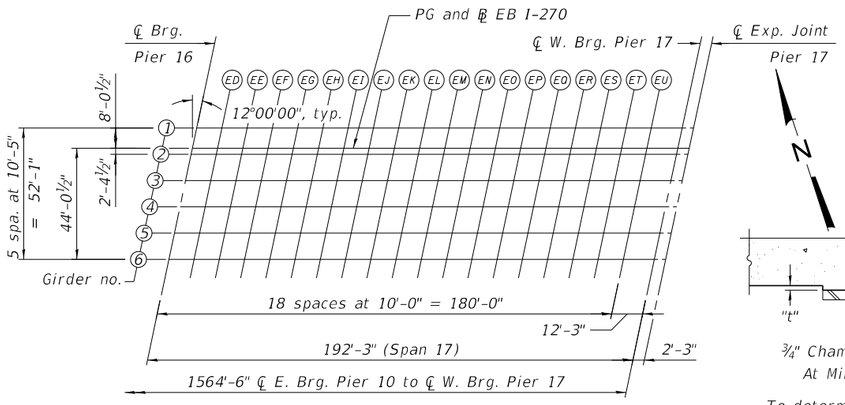
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	247
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



PARTIAL PLAN



PARTIAL PLAN



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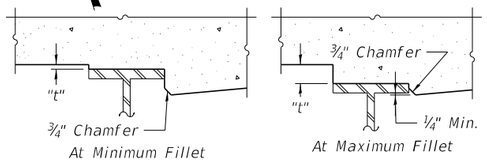
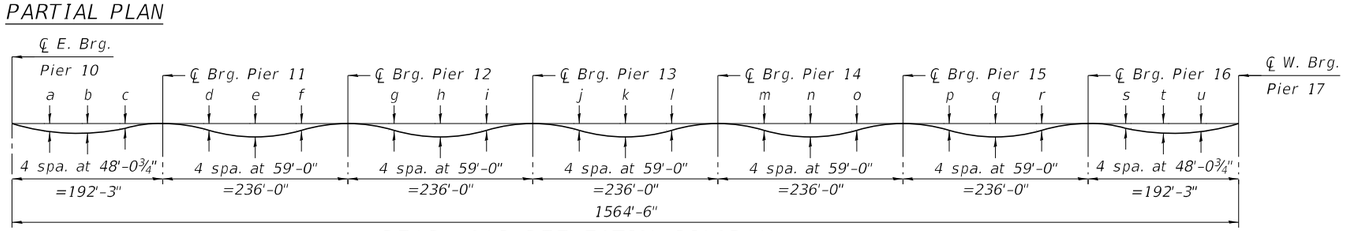


To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 36 thru 42 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 36 thru 42 of 292. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 36 thru 42 of 292.

Location	Interior Girder	Exterior Girder
a	3 ¼"	3"
b	3 ⅜"	3 ⅛"
c	1 ⅛"	1"
d	2 ⅛"	1 ⅞"
e	4 ½"	3 ⅞"
f	2 ¼"	2"
g	1 ½"	1 ⅜"
h	3 ⅝"	3 ¼"

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

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

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+56.18	-8.04	462.62	462.64
℄ E. Brg. Pier 10	1799+58.43	-8.04	462.63	462.64
A	1799+68.43	-8.04	462.68	462.77
B	1799+78.43	-8.04	462.73	462.88
C	1799+88.43	-8.04	462.78	462.98
D	1799+98.43	-8.04	462.83	463.07
E	1800+08.43	-8.04	462.88	463.16
F	1800+18.43	-8.04	462.93	463.22
G	1800+28.43	-8.04	462.98	463.28
H	1800+38.43	-8.04	463.03	463.33
I	1800+48.43	-8.04	463.08	463.37
J	1800+58.43	-8.04	463.13	463.39
K	1800+68.43	-8.04	463.18	463.42
L	1800+78.43	-8.04	463.23	463.43
M	1800+88.43	-8.04	463.28	463.44
N	1800+98.43	-8.04	463.33	463.45
O	1801+08.43	-8.04	463.38	463.47
P	1801+18.43	-8.04	463.43	463.48
Q	1801+28.43	-8.04	463.48	463.51
R	1801+38.43	-8.04	463.53	463.55
℄ Brg. Pier 11	1801+50.68	-8.04	463.59	463.61
S	1801+60.68	-8.04	463.64	463.66
T	1801+70.68	-8.04	463.69	463.72
U	1801+80.68	-8.04	463.74	463.80
V	1801+90.68	-8.04	463.79	463.89
W	1802+00.68	-8.04	463.84	463.98
X	1802+10.68	-8.04	463.89	464.07
Y	1802+20.68	-8.04	463.94	464.17
Z	1802+30.68	-8.04	463.99	464.25
AA	1802+40.68	-8.04	464.04	464.34
AB	1802+50.68	-8.04	464.09	464.41
AC	1802+60.68	-8.04	464.14	464.47
AD	1802+70.68	-8.04	464.19	464.53
AE	1802+80.68	-8.04	464.24	464.57
AF	1802+90.68	-8.04	464.29	464.61
AG	1803+00.68	-8.04	464.34	464.63
AH	1803+10.68	-8.04	464.39	464.65
AI	1803+20.68	-8.04	464.44	464.66
AJ	1803+30.68	-8.04	464.49	464.67
AK	1803+40.68	-8.04	464.54	464.67
AL	1803+50.68	-8.04	464.59	464.68
AM	1803+60.68	-8.04	464.64	464.69
AN	1803+70.68	-8.04	464.69	464.72
AO	1803+80.68	-8.04	464.74	464.76
℄ Brg. Pier 12	1803+86.68	-8.04	464.77	464.79
AP	1803+96.68	-8.04	464.82	464.83
AQ	1804+06.68	-8.04	464.87	464.89
AR	1804+16.68	-8.04	464.92	464.96
AS	1804+26.68	-8.04	464.97	465.04
AT	1804+36.68	-8.04	465.02	465.13
AU	1804+46.68	-8.04	465.07	465.21
AV	1804+56.68	-8.04	465.12	465.30
AW	1804+66.68	-8.04	465.17	465.39
AX	1804+76.68	-8.04	465.22	465.47
AY	1804+86.68	-8.04	465.27	465.54
AZ	1804+96.68	-8.04	465.32	465.60

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+06.68	-8.04	465.37	465.66
BB	1805+16.68	-8.04	465.42	465.70
BC	1805+26.68	-8.04	465.47	465.74
BD	1805+36.68	-8.04	465.52	465.77
BE	1805+46.68	-8.04	465.56	465.79
BF	1805+56.68	-8.04	465.60	465.79
BG	1805+66.68	-8.04	465.63	465.79
BH	1805+76.68	-8.04	465.66	465.78
BI	1805+86.68	-8.04	465.69	465.77
BJ	1805+96.68	-8.04	465.70	465.76
BK	1806+06.68	-8.04	465.72	465.75
BL	1806+16.68	-8.04	465.73	465.75
℄ Brg. Pier 13	1806+22.68	-8.04	465.73	465.75
BM	1806+32.68	-8.04	465.73	465.75
BN	1806+42.68	-8.04	465.72	465.75
BO	1806+52.68	-8.04	465.71	465.76
BP	1806+62.68	-8.04	465.70	465.78
BQ	1806+72.68	-8.04	465.68	465.79
BR	1806+82.68	-8.04	465.65	465.81
BS	1806+92.68	-8.04	465.62	465.82
BT	1807+02.68	-8.04	465.59	465.81
BU	1807+12.68	-8.04	465.55	465.80
BV	1807+22.68	-8.04	465.51	465.78
BW	1807+32.68	-8.04	465.46	465.74
BX	1807+42.68	-8.04	465.41	465.70
BY	1807+52.68	-8.04	465.36	465.64
BZ	1807+62.68	-8.04	465.31	465.58
CA	1807+72.68	-8.04	465.26	465.51
CB	1807+82.68	-8.04	465.21	465.43
CC	1807+92.68	-8.04	465.16	465.35
CD	1808+02.68	-8.04	465.11	465.26
CE	1808+12.68	-8.04	465.06	465.18
CF	1808+22.68	-8.04	465.01	465.09
CG	1808+32.68	-8.04	464.96	465.01
CH	1808+42.68	-8.04	464.91	464.94
CI	1808+52.68	-8.04	464.86	464.88
℄ Brg. Pier 14	1808+58.68	-8.04	464.83	464.85
CJ	1808+68.68	-8.04	464.78	464.79
CK	1808+78.68	-8.04	464.73	464.75
CL	1808+88.68	-8.04	464.68	464.73
CM	1808+98.68	-8.04	464.63	464.71
CN	1809+08.68	-8.04	464.58	464.69
CO	1809+18.68	-8.04	464.53	464.68
CP	1809+28.68	-8.04	464.48	464.67
CQ	1809+38.68	-8.04	464.43	464.66
CR	1809+48.68	-8.04	464.38	464.64
CS	1809+58.68	-8.04	464.33	464.61
CT	1809+68.68	-8.04	464.28	464.57
CU	1809+78.68	-8.04	464.23	464.53
CV	1809+88.68	-8.04	464.18	464.47
CW	1809+98.68	-8.04	464.13	464.41
CX	1810+08.68	-8.04	464.08	464.34
CY	1810+18.68	-8.04	464.03	464.26
CZ	1810+28.68	-8.04	463.98	464.18
DA	1810+38.68	-8.04	463.93	464.09
DB	1810+48.68	-8.04	463.88	464.00

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+58.68	-8.04	463.83	463.91
DD	1810+68.68	-8.04	463.78	463.83
DE	1810+78.68	-8.04	463.73	463.76
DF	1810+88.68	-8.04	463.68	463.70
℄ Brg. Pier 15	1810+94.68	-8.04	463.65	463.67
DG	1811+04.68	-8.04	463.60	463.61
DH	1811+14.68	-8.04	463.55	463.57
DI	1811+24.68	-8.04	463.50	463.54
DJ	1811+34.68	-8.04	463.45	463.52
DK	1811+44.68	-8.04	463.40	463.51
DL	1811+54.68	-8.04	463.35	463.49
DM	1811+64.68	-8.04	463.30	463.48
DN	1811+74.68	-8.04	463.25	463.46
DO	1811+84.68	-8.04	463.20	463.44
DP	1811+94.68	-8.04	463.15	463.41
DQ	1812+04.68	-8.04	463.10	463.37
DR	1812+14.68	-8.04	463.05	463.32
DS	1812+24.68	-8.04	463.00	463.27
DT	1812+34.68	-8.04	462.95	463.21
DU	1812+44.68	-8.04	462.90	463.13
DV	1812+54.68	-8.04	462.85	463.06
DW	1812+64.68	-8.04	462.80	462.97
DX	1812+74.68	-8.04	462.75	462.89
DY	1812+84.68	-8.04	462.70	462.80
DZ	1812+94.68	-8.04	462.65	462.72
EA	1813+04.68	-8.04	462.60	462.64
EB	1813+14.68	-8.04	462.55	462.57
EC	1813+24.68	-8.04	462.50	462.51
℄ Brg. Pier 16	1813+30.68	-8.04	462.47	462.49
ED	1813+40.68	-8.04	462.42	462.44
EE	1813+50.68	-8.04	462.37	462.40
EF	1813+60.68	-8.04	462.32	462.38
EG	1813+70.68	-8.04	462.27	462.37
EH	1813+80.68	-8.04	462.22	462.36
EI	1813+90.68	-8.04	462.17	462.35
EJ	1814+00.68	-8.04	462.12	462.34
EK	1814+10.68	-8.04	462.07	462.33
EL	1814+20.68	-8.04	462.02	462.31
EM	1814+30.68	-8.04	461.97	462.28
EN	1814+40.68	-8.04	461.92	462.25
EO	1814+50.68	-8.04	461.87	462.20
EP	1814+60.68	-8.04	461.82	462.14
EQ	1814+70.68	-8.04	461.77	462.07
ER	1814+80.68	-8.04	461.72	461.99
ES	1814+90.68	-8.04	461.67	461.89
ET	1815+00.68	-8.04	461.62	461.79
EU	1815+10.68	-8.04	461.57	461.68
℄ W. Brg. Pier 17	1815+22.93	-8.04	461.50	461.52
℄ Exp. Jt. Pier 17	1815+25.18	-8.04	461.49	461.51

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

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HORNER & SHIFRIN
Teaming with: PARSONS

USER NAME =	DESIGNED - ASP	REVISED -
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PLOT SCALE =	DRAWN - JB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 – 2
STRUCTURE NO. 060-0350 (EB)
SHEET 36 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	249
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+54.47	0.00	462.77	462.79
℄ E. Brg. Pier 10	1799+56.72	0.00	462.78	462.80
A	1799+66.72	0.00	462.83	462.92
B	1799+76.72	0.00	462.88	463.04
C	1799+86.72	0.00	462.93	463.15
D	1799+96.72	0.00	462.98	463.25
E	1800+06.72	0.00	463.03	463.33
F	1800+16.72	0.00	463.08	463.40
G	1800+26.72	0.00	463.13	463.46
H	1800+36.72	0.00	463.18	463.51
I	1800+46.72	0.00	463.23	463.54
J	1800+56.72	0.00	463.28	463.57
K	1800+66.72	0.00	463.33	463.58
L	1800+76.72	0.00	463.38	463.60
M	1800+86.72	0.00	463.43	463.60
N	1800+96.72	0.00	463.48	463.61
O	1801+06.72	0.00	463.53	463.62
P	1801+16.72	0.00	463.58	463.64
Q	1801+26.72	0.00	463.63	463.66
R	1801+36.72	0.00	463.68	463.70
℄ Brg. Pier 11	1801+48.97	0.00	463.74	463.77
S	1801+58.97	0.00	463.79	463.81
T	1801+68.97	0.00	463.84	463.88
U	1801+78.97	0.00	463.89	463.96
V	1801+88.97	0.00	463.94	464.05
W	1801+98.97	0.00	463.99	464.15
X	1802+08.97	0.00	464.04	464.25
Y	1802+18.97	0.00	464.09	464.35
Z	1802+28.97	0.00	464.14	464.44
AA	1802+38.97	0.00	464.19	464.53
AB	1802+48.97	0.00	464.24	464.61
AC	1802+58.97	0.00	464.29	464.67
AD	1802+68.97	0.00	464.34	464.73
AE	1802+78.97	0.00	464.39	464.77
AF	1802+88.97	0.00	464.44	464.80
AG	1802+98.97	0.00	464.49	464.82
AH	1803+08.97	0.00	464.54	464.83
AI	1803+18.97	0.00	464.59	464.84
AJ	1803+28.97	0.00	464.64	464.84
AK	1803+38.97	0.00	464.69	464.84
AL	1803+48.97	0.00	464.74	464.84
AM	1803+58.97	0.00	464.79	464.85
AN	1803+68.97	0.00	464.84	464.87
AO	1803+78.97	0.00	464.89	464.91
℄ Brg. Pier 12	1803+84.97	0.00	464.92	464.94
AP	1803+94.97	0.00	464.97	464.98
AQ	1804+04.97	0.00	465.02	465.04
AR	1804+14.97	0.00	465.07	465.11
AS	1804+24.97	0.00	465.12	465.19
AT	1804+34.97	0.00	465.17	465.28
AU	1804+44.97	0.00	465.22	465.38
AV	1804+54.97	0.00	465.27	465.47
AW	1804+64.97	0.00	465.32	465.56
AX	1804+74.97	0.00	465.37	465.64
AY	1804+84.97	0.00	465.42	465.71
AZ	1804+94.97	0.00	465.47	465.78

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+04.97	0.00	465.52	465.84
BB	1805+14.97	0.00	465.57	465.88
BC	1805+24.97	0.00	465.62	465.92
BD	1805+34.97	0.00	465.67	465.95
BE	1805+44.97	0.00	465.72	465.97
BF	1805+54.97	0.00	465.76	465.97
BG	1805+64.97	0.00	465.79	465.96
BH	1805+74.97	0.00	465.82	465.95
BI	1805+84.97	0.00	465.84	465.93
BJ	1805+94.97	0.00	465.86	465.92
BK	1806+04.97	0.00	465.88	465.91
BL	1806+14.97	0.00	465.89	465.91
℄ Brg. Pier 13	1806+20.97	0.00	465.89	465.91
BM	1806+30.97	0.00	465.89	465.91
BN	1806+40.97	0.00	465.89	465.91
BO	1806+50.97	0.00	465.88	465.93
BP	1806+60.97	0.00	465.86	465.95
BQ	1806+70.97	0.00	465.84	465.97
BR	1806+80.97	0.00	465.82	465.99
BS	1806+90.97	0.00	465.79	466.00
BT	1807+00.97	0.00	465.76	466.00
BU	1807+10.97	0.00	465.72	466.00
BV	1807+20.97	0.00	465.67	465.98
BW	1807+30.97	0.00	465.63	465.94
BX	1807+40.97	0.00	465.58	465.90
BY	1807+50.97	0.00	465.53	465.85
BZ	1807+60.97	0.00	465.48	465.78
CA	1807+70.97	0.00	465.43	465.71
CB	1807+80.97	0.00	465.38	465.63
CC	1807+90.97	0.00	465.33	465.54
CD	1808+00.97	0.00	465.28	465.45
CE	1808+10.97	0.00	465.23	465.36
CF	1808+20.97	0.00	465.18	465.27
CG	1808+30.97	0.00	465.13	465.18
CH	1808+40.97	0.00	465.08	465.11
CI	1808+50.97	0.00	465.03	465.04
℄ Brg. Pier 14	1808+56.97	0.00	465.00	465.02
CJ	1808+66.97	0.00	464.95	464.96
CK	1808+76.97	0.00	464.90	464.92
CL	1808+86.97	0.00	464.85	464.90
CM	1808+96.97	0.00	464.80	464.88
CN	1809+06.97	0.00	464.75	464.87
CO	1809+16.97	0.00	464.70	464.87
CP	1809+26.97	0.00	464.65	464.86
CQ	1809+36.97	0.00	464.60	464.85
CR	1809+46.97	0.00	464.55	464.83
CS	1809+56.97	0.00	464.50	464.81
CT	1809+66.97	0.00	464.45	464.77
CU	1809+76.97	0.00	464.40	464.73
CV	1809+86.97	0.00	464.35	464.67
CW	1809+96.97	0.00	464.30	464.61
CX	1810+06.97	0.00	464.25	464.54
CY	1810+16.97	0.00	464.20	464.45
CZ	1810+26.97	0.00	464.15	464.37
DA	1810+36.97	0.00	464.10	464.28
DB	1810+46.97	0.00	464.05	464.18

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+56.97	0.00	464.00	464.09
DD	1810+66.97	0.00	463.95	464.00
DE	1810+76.97	0.00	463.90	463.93
DF	1810+86.97	0.00	463.85	463.87
℄ Brg. Pier 15	1810+92.97	0.00	463.82	463.84
DG	1811+02.97	0.00	463.77	463.78
DH	1811+12.97	0.00	463.72	463.74
DI	1811+22.97	0.00	463.67	463.71
DJ	1811+32.97	0.00	463.62	463.69
DK	1811+42.97	0.00	463.57	463.68
DL	1811+52.97	0.00	463.52	463.67
DM	1811+62.97	0.00	463.47	463.66
DN	1811+72.97	0.00	463.42	463.65
DO	1811+82.97	0.00	463.37	463.63
DP	1811+92.97	0.00	463.32	463.60
DQ	1812+02.97	0.00	463.27	463.57
DR	1812+12.97	0.00	463.22	463.52
DS	1812+22.97	0.00	463.17	463.47
DT	1812+32.97	0.00	463.12	463.40
DU	1812+42.97	0.00	463.07	463.33
DV	1812+52.97	0.00	463.02	463.25
DW	1812+62.97	0.00	462.97	463.16
DX	1812+72.97	0.00	462.92	463.07
DY	1812+82.97	0.00	462.87	462.98
DZ	1812+92.97	0.00	462.82	462.89
EA	1813+02.97	0.00	462.77	462.81
EB	1813+12.97	0.00	462.72	462.74
EC	1813+22.97	0.00	462.67	462.68
℄ Brg. Pier 16	1813+28.97	0.00	462.64	462.66
ED	1813+38.97	0.00	462.59	462.61
EE	1813+48.97	0.00	462.54	462.57
EF	1813+58.97	0.00	462.49	462.55
EG	1813+68.97	0.00	462.44	462.54
EH	1813+78.97	0.00	462.39	462.54
EI	1813+88.97	0.00	462.34	462.53
EJ	1813+98.97	0.00	462.29	462.53
EK	1814+08.97	0.00	462.24	462.52
EL	1814+18.97	0.00	462.19	462.51
EM	1814+28.97	0.00	462.14	462.48
EN	1814+38.97	0.00	462.09	462.45
EO	1814+48.97	0.00	462.04	462.40
EP	1814+58.97	0.00	461.99	462.34
EQ	1814+68.97	0.00	461.94	462.27
ER	1814+78.97	0.00	461.89	462.18
ES	1814+88.97	0.00	461.84	462.09
ET	1814+98.97	0.00	461.79	461.98
EU	1815+08.97	0.00	461.74	461.85
℄ W. Brg. Pier 17	1815+21.22	0.00	461.67	461.69
℄ Exp. Jt. Pier 17	1815+23.47	0.00	461.66	461.68

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

MODEL: Default
FILE NAME: c:\tCS4PDF\86006\45087_93\060-0350-D876J90-ske-17aTOS.dgn
9/7/2021 11:25:07 AM

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 – 3
STRUCTURE NO. 060–0350 (EB)
SHEET 37 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	250
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+53.97	2.38	462.81	462.83
℄ E. Brg. Pier 10	1799+56.22	2.38	462.82	462.84
A	1799+66.22	2.38	462.87	462.97
B	1799+76.22	2.38	462.92	463.09
C	1799+86.22	2.38	462.97	463.20
D	1799+96.22	2.38	463.02	463.29
E	1800+06.22	2.38	463.07	463.38
F	1800+16.22	2.38	463.12	463.45
G	1800+26.22	2.38	463.17	463.50
H	1800+36.22	2.38	463.22	463.55
I	1800+46.22	2.38	463.27	463.59
J	1800+56.22	2.38	463.32	463.61
K	1800+66.22	2.38	463.37	463.63
L	1800+76.22	2.38	463.42	463.64
M	1800+86.22	2.38	463.47	463.65
N	1800+96.22	2.38	463.52	463.66
O	1801+06.22	2.38	463.57	463.67
P	1801+16.22	2.38	463.62	463.68
Q	1801+26.22	2.38	463.67	463.70
R	1801+36.22	2.38	463.72	463.74
℄ Brg. Pier 11	1801+48.47	2.38	463.78	463.81
S	1801+58.47	2.38	463.83	463.85
T	1801+68.47	2.38	463.88	463.92
U	1801+78.47	2.38	463.93	464.00
V	1801+88.47	2.38	463.98	464.10
W	1801+98.47	2.38	464.03	464.20
X	1802+08.47	2.38	464.08	464.30
Y	1802+18.47	2.38	464.13	464.39
Z	1802+28.47	2.38	464.18	464.49
AA	1802+38.47	2.38	464.23	464.57
AB	1802+48.47	2.38	464.28	464.65
AC	1802+58.47	2.38	464.33	464.72
AD	1802+68.47	2.38	464.38	464.77
AE	1802+78.47	2.38	464.43	464.81
AF	1802+88.47	2.38	464.48	464.85
AG	1802+98.47	2.38	464.53	464.87
AH	1803+08.47	2.38	464.58	464.88
AI	1803+18.47	2.38	464.63	464.89
AJ	1803+28.47	2.38	464.68	464.89
AK	1803+38.47	2.38	464.73	464.89
AL	1803+48.47	2.38	464.78	464.89
AM	1803+58.47	2.38	464.83	464.90
AN	1803+68.47	2.38	464.88	464.92
AO	1803+78.47	2.38	464.93	464.96
℄ Brg. Pier 12	1803+84.47	2.38	464.96	464.99
AP	1803+94.47	2.38	465.01	465.03
AQ	1804+04.47	2.38	465.06	465.08
AR	1804+14.47	2.38	465.11	465.16
AS	1804+24.47	2.38	465.16	465.24
AT	1804+34.47	2.38	465.21	465.33
AU	1804+44.47	2.38	465.26	465.42
AV	1804+54.47	2.38	465.31	465.51
AW	1804+64.47	2.38	465.36	465.60
AX	1804+74.47	2.38	465.41	465.68
AY	1804+84.47	2.38	465.46	465.76
AZ	1804+94.47	2.38	465.51	465.83

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+04.47	2.38	465.56	465.88
BB	1805+14.47	2.38	465.61	465.93
BC	1805+24.47	2.38	465.66	465.97
BD	1805+34.47	2.38	465.72	466.00
BE	1805+44.47	2.38	465.76	466.01
BF	1805+54.47	2.38	465.80	466.01
BG	1805+64.47	2.38	465.84	466.01
BH	1805+74.47	2.38	465.87	465.99
BI	1805+84.47	2.38	465.89	465.98
BJ	1805+94.47	2.38	465.91	465.96
BK	1806+04.47	2.38	465.92	465.95
BL	1806+14.47	2.38	465.93	465.95
℄ Brg. Pier 13	1806+20.47	2.38	465.94	465.96
BM	1806+30.47	2.38	465.94	465.95
BN	1806+40.47	2.38	465.93	465.96
BO	1806+50.47	2.38	465.92	465.98
BP	1806+60.47	2.38	465.91	466.00
BQ	1806+70.47	2.38	465.89	466.02
BR	1806+80.47	2.38	465.87	466.04
BS	1806+90.47	2.38	465.84	466.05
BT	1807+00.47	2.38	465.81	466.05
BU	1807+10.47	2.38	465.77	466.05
BV	1807+20.47	2.38	465.72	466.03
BW	1807+30.47	2.38	465.68	465.99
BX	1807+40.47	2.38	465.63	465.95
BY	1807+50.47	2.38	465.58	465.90
BZ	1807+60.47	2.38	465.53	465.83
CA	1807+70.47	2.38	465.48	465.76
CB	1807+80.47	2.38	465.43	465.68
CC	1807+90.47	2.38	465.38	465.59
CD	1808+00.47	2.38	465.33	465.50
CE	1808+10.47	2.38	465.28	465.41
CF	1808+20.47	2.38	465.23	465.32
CG	1808+30.47	2.38	465.18	465.23
CH	1808+40.47	2.38	465.13	465.16
CI	1808+50.47	2.38	465.08	465.09
℄ Brg. Pier 14	1808+56.47	2.38	465.05	465.07
CJ	1808+66.47	2.38	465.00	465.01
CK	1808+76.47	2.38	464.95	464.97
CL	1808+86.47	2.38	464.90	464.95
CM	1808+96.47	2.38	464.85	464.93
CN	1809+06.47	2.38	464.80	464.92
CO	1809+16.47	2.38	464.75	464.92
CP	1809+26.47	2.38	464.70	464.91
CQ	1809+36.47	2.38	464.65	464.90
CR	1809+46.47	2.38	464.60	464.88
CS	1809+56.47	2.38	464.55	464.86
CT	1809+66.47	2.38	464.50	464.82
CU	1809+76.47	2.38	464.45	464.78
CV	1809+86.47	2.38	464.40	464.72
CW	1809+96.47	2.38	464.35	464.66
CX	1810+06.47	2.38	464.30	464.59
CY	1810+16.47	2.38	464.25	464.50
CZ	1810+26.47	2.38	464.20	464.42
DA	1810+36.47	2.38	464.15	464.33
DB	1810+46.47	2.38	464.10	464.23

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+56.47	2.38	464.05	464.14
DD	1810+66.47	2.38	464.00	464.05
DE	1810+76.47	2.38	463.95	463.98
DF	1810+86.47	2.38	463.90	463.92
℄ Brg. Pier 15	1810+92.47	2.38	463.87	463.89
DG	1811+02.47	2.38	463.82	463.83
DH	1811+12.47	2.38	463.77	463.79
DI	1811+22.47	2.38	463.72	463.76
DJ	1811+32.47	2.38	463.67	463.74
DK	1811+42.47	2.38	463.62	463.73
DL	1811+52.47	2.38	463.57	463.72
DM	1811+62.47	2.38	463.52	463.71
DN	1811+72.47	2.38	463.47	463.70
DO	1811+82.47	2.38	463.42	463.68
DP	1811+92.47	2.38	463.37	463.65
DQ	1812+02.47	2.38	463.32	463.62
DR	1812+12.47	2.38	463.27	463.57
DS	1812+22.47	2.38	463.22	463.52
DT	1812+32.47	2.38	463.17	463.45
DU	1812+42.47	2.38	463.12	463.38
DV	1812+52.47	2.38	463.07	463.30
DW	1812+62.47	2.38	463.02	463.21
DX	1812+72.47	2.38	462.97	463.12
DY	1812+82.47	2.38	462.92	463.03
DZ	1812+92.47	2.38	462.87	462.94
EA	1813+02.47	2.38	462.82	462.86
EB	1813+12.47	2.38	462.77	462.79
EC	1813+22.47	2.38	462.72	462.73
℄ Brg. Pier 16	1813+28.47	2.38	462.69	462.71
ED	1813+38.47	2.38	462.64	462.66
EE	1813+48.47	2.38	462.59	462.62
EF	1813+58.47	2.38	462.54	462.60
EG	1813+68.47	2.38	462.49	462.59
EH	1813+78.47	2.38	462.44	462.59
EI	1813+88.47	2.38	462.39	462.58
EJ	1813+98.47	2.38	462.34	462.58
EK	1814+08.47	2.38	462.29	462.57
EL	1814+18.47	2.38	462.24	462.56
EM	1814+28.47	2.38	462.19	462.53
EN	1814+38.47	2.38	462.14	462.50
EO	1814+48.47	2.38	462.09	462.45
EP	1814+58.47	2.38	462.04	462.39
EQ	1814+68.47	2.38	461.99	462.32
ER	1814+78.47	2.38	461.94	462.23
ES	1814+88.47	2.38	461.89	462.14
ET	1814+98.47	2.38	461.84	462.03
EU	1815+08.47	2.38	461.79	461.90
℄ W. Brg. Pier 17	1815+20.72	2.38	461.72	461.74
℄ Exp. Jt. Pier 17	1815+22.97	2.38	461.71	461.73

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

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+51.75	12.79	462.98	463.00
℄ E. Brg. Pier 10	1799+54.00	12.79	462.99	463.01
A	1799+64.00	12.79	463.04	463.14
B	1799+74.00	12.79	463.09	463.25
C	1799+84.00	12.79	463.14	463.36
D	1799+94.00	12.79	463.19	463.46
E	1800+04.00	12.79	463.24	463.54
F	1800+14.00	12.79	463.29	463.61
G	1800+24.00	12.79	463.34	463.67
H	1800+34.00	12.79	463.39	463.72
I	1800+44.00	12.79	463.44	463.75
J	1800+54.00	12.79	463.49	463.78
K	1800+64.00	12.79	463.54	463.80
L	1800+74.00	12.79	463.59	463.81
M	1800+84.00	12.79	463.64	463.82
N	1800+94.00	12.79	463.69	463.82
O	1801+04.00	12.79	463.74	463.83
P	1801+14.00	12.79	463.79	463.85
Q	1801+24.00	12.79	463.84	463.87
R	1801+34.00	12.79	463.89	463.91
℄ Brg. Pier 11	1801+46.25	12.79	463.95	463.98
S	1801+56.25	12.79	464.00	464.02
T	1801+66.25	12.79	464.05	464.09
U	1801+76.25	12.79	464.10	464.17
V	1801+86.25	12.79	464.15	464.26
W	1801+96.25	12.79	464.20	464.36
X	1802+06.25	12.79	464.25	464.46
Y	1802+16.25	12.79	464.30	464.56
Z	1802+26.25	12.79	464.35	464.65
AA	1802+36.25	12.79	464.40	464.74
AB	1802+46.25	12.79	464.45	464.82
AC	1802+56.25	12.79	464.50	464.88
AD	1802+66.25	12.79	464.55	464.94
AE	1802+76.25	12.79	464.60	464.98
AF	1802+86.25	12.79	464.65	465.01
AG	1802+96.25	12.79	464.70	465.03
AH	1803+06.25	12.79	464.75	465.05
AI	1803+16.25	12.79	464.80	465.05
AJ	1803+26.25	12.79	464.85	465.05
AK	1803+36.25	12.79	464.90	465.05
AL	1803+46.25	12.79	464.95	465.05
AM	1803+56.25	12.79	465.00	465.06
AN	1803+66.25	12.79	465.05	465.08
AO	1803+76.25	12.79	465.10	465.12
℄ Brg. Pier 12	1803+82.25	12.79	465.13	465.15
AP	1803+92.25	12.79	465.18	465.19
AQ	1804+02.25	12.79	465.23	465.25
AR	1804+12.25	12.79	465.28	465.32
AS	1804+22.25	12.79	465.33	465.41
AT	1804+32.25	12.79	465.38	465.50
AU	1804+42.25	12.79	465.43	465.59
AV	1804+52.25	12.79	465.48	465.68
AW	1804+62.25	12.79	465.53	465.77
AX	1804+72.25	12.79	465.58	465.85
AY	1804+82.25	12.79	465.63	465.93
AZ	1804+92.25	12.79	465.68	465.99

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+02.25	12.79	465.73	466.05
BB	1805+12.25	12.79	465.78	466.09
BC	1805+22.25	12.79	465.83	466.13
BD	1805+32.25	12.79	465.88	466.16
BE	1805+42.25	12.79	465.93	466.18
BF	1805+52.25	12.79	465.97	466.18
BG	1805+62.25	12.79	466.01	466.18
BH	1805+72.25	12.79	466.04	466.16
BI	1805+82.25	12.79	466.06	466.15
BJ	1805+92.25	12.79	466.08	466.14
BK	1806+02.25	12.79	466.10	466.13
BL	1806+12.25	12.79	466.11	466.13
℄ Brg. Pier 13	1806+18.25	12.79	466.11	466.13
BM	1806+28.25	12.79	466.11	466.13
BN	1806+38.25	12.79	466.11	466.14
BO	1806+48.25	12.79	466.10	466.15
BP	1806+58.25	12.79	466.09	466.18
BQ	1806+68.25	12.79	466.07	466.20
BR	1806+78.25	12.79	466.05	466.22
BS	1806+88.25	12.79	466.02	466.23
BT	1806+98.25	12.79	465.99	466.24
BU	1807+08.25	12.79	465.95	466.23
BV	1807+18.25	12.79	465.91	466.21
BW	1807+28.25	12.79	465.86	466.18
BX	1807+38.25	12.79	465.81	466.14
BY	1807+48.25	12.79	465.76	466.08
BZ	1807+58.25	12.79	465.71	466.02
CA	1807+68.25	12.79	465.66	465.95
CB	1807+78.25	12.79	465.61	465.86
CC	1807+88.25	12.79	465.56	465.78
CD	1807+98.25	12.79	465.51	465.69
CE	1808+08.25	12.79	465.46	465.59
CF	1808+18.25	12.79	465.41	465.50
CG	1808+28.25	12.79	465.36	465.42
CH	1808+38.25	12.79	465.31	465.34
CI	1808+48.25	12.79	465.26	465.28
℄ Brg. Pier 14	1808+54.25	12.79	465.23	465.25
CJ	1808+64.25	12.79	465.18	465.20
CK	1808+74.25	12.79	465.13	465.16
CL	1808+84.25	12.79	465.08	465.13
CM	1808+94.25	12.79	465.03	465.12
CN	1809+04.25	12.79	464.98	465.11
CO	1809+14.25	12.79	464.93	465.10
CP	1809+24.25	12.79	464.88	465.10
CQ	1809+34.25	12.79	464.83	465.09
CR	1809+44.25	12.79	464.78	465.07
CS	1809+54.25	12.79	464.73	465.04
CT	1809+64.25	12.79	464.68	465.01
CU	1809+74.25	12.79	464.63	464.97
CV	1809+84.25	12.79	464.58	464.91
CW	1809+94.25	12.79	464.53	464.85
CX	1810+04.25	12.79	464.48	464.77
CY	1810+14.25	12.79	464.43	464.69
CZ	1810+24.25	12.79	464.38	464.60
DA	1810+34.25	12.79	464.33	464.51
DB	1810+44.25	12.79	464.28	464.42

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+54.25	12.79	464.23	464.33
DD	1810+64.25	12.79	464.18	464.24
DE	1810+74.25	12.79	464.13	464.17
DF	1810+84.25	12.79	464.08	464.10
℄ Brg. Pier 15	1810+90.25	12.79	464.05	464.08
DG	1811+00.25	12.79	464.00	464.02
DH	1811+10.25	12.79	463.95	463.98
DI	1811+20.25	12.79	463.90	463.95
DJ	1811+30.25	12.79	463.85	463.93
DK	1811+40.25	12.79	463.80	463.92
DL	1811+50.25	12.79	463.75	463.91
DM	1811+60.25	12.79	463.70	463.90
DN	1811+70.25	12.79	463.65	463.89
DO	1811+80.25	12.79	463.60	463.87
DP	1811+90.25	12.79	463.55	463.84
DQ	1812+00.25	12.79	463.50	463.81
DR	1812+10.25	12.79	463.45	463.76
DS	1812+20.25	12.79	463.40	463.71
DT	1812+30.25	12.79	463.35	463.64
DU	1812+40.25	12.79	463.30	463.57
DV	1812+50.25	12.79	463.25	463.49
DW	1812+60.25	12.79	463.20	463.40
DX	1812+70.25	12.79	463.15	463.31
DY	1812+80.25	12.79	463.10	463.22
DZ	1812+90.25	12.79	463.05	463.13
EA	1813+00.25	12.79	463.00	463.05
EB	1813+10.25	12.79	462.95	462.98
EC	1813+20.25	12.79	462.90	462.92
℄ Brg. Pier 16	1813+26.25	12.79	462.87	462.90
ED	1813+36.25	12.79	462.82	462.85
EE	1813+46.25	12.79	462.77	462.81
EF	1813+56.25	12.79	462.72	462.79
EG	1813+66.25	12.79	462.67	462.78
EH	1813+76.25	12.79	462.62	462.78
EI	1813+86.25	12.79	462.57	462.77
EJ	1813+96.25	12.79	462.52	462.77
EK	1814+06.25	12.79	462.47	462.76
EL	1814+16.25	12.79	462.42	462.74
EM	1814+26.25	12.79	462.37	462.72
EN	1814+36.25	12.79	462.32	462.68
EO	1814+46.25	12.79	462.27	462.64
EP	1814+56.25	12.79	462.22	462.58
EQ	1814+66.25	12.79	462.17	462.51
ER	1814+76.25	12.79	462.12	462.42
ES	1814+86.25	12.79	462.07	462.32
ET	1814+96.25	12.79	462.02	462.21
EU	1815+06.25	12.79	461.97	462.09
℄ W. Brg. Pier 17	1815+18.50	12.79	461.91	461.93
℄ Exp. Jt. Pier 17	1815+20.75	12.79	461.90	461.92

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

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+49.54	23.21	462.76	462.78
℄ E. Brg. Pier 10	1799+51.79	23.21	462.77	462.79
A	1799+61.79	23.21	462.82	462.92
B	1799+71.79	23.21	462.87	463.03
C	1799+81.79	23.21	462.92	463.14
D	1799+91.79	23.21	462.97	463.24
E	1800+01.79	23.21	463.02	463.32
F	1800+11.79	23.21	463.07	463.39
G	1800+21.79	23.21	463.12	463.45
H	1800+31.79	23.21	463.17	463.50
I	1800+41.79	23.21	463.22	463.53
J	1800+51.79	23.21	463.27	463.56
K	1800+61.79	23.21	463.32	463.58
L	1800+71.79	23.21	463.37	463.59
M	1800+81.79	23.21	463.42	463.60
N	1800+91.79	23.21	463.47	463.60
O	1801+01.79	23.21	463.52	463.61
P	1801+11.79	23.21	463.57	463.63
Q	1801+21.79	23.21	463.62	463.65
R	1801+31.79	23.21	463.67	463.69
℄ Brg. Pier 11	1801+44.04	23.21	463.73	463.76
S	1801+54.04	23.21	463.78	463.80
T	1801+64.04	23.21	463.83	463.87
U	1801+74.04	23.21	463.88	463.95
V	1801+84.04	23.21	463.93	464.04
W	1801+94.04	23.21	463.98	464.14
X	1802+04.04	23.21	464.03	464.24
Y	1802+14.04	23.21	464.08	464.34
Z	1802+24.04	23.21	464.13	464.43
AA	1802+34.04	23.21	464.18	464.52
AB	1802+44.04	23.21	464.23	464.60
AC	1802+54.04	23.21	464.28	464.66
AD	1802+64.04	23.21	464.33	464.72
AE	1802+74.04	23.21	464.38	464.76
AF	1802+84.04	23.21	464.43	464.79
AG	1802+94.04	23.21	464.48	464.81
AH	1803+04.04	23.21	464.53	464.83
AI	1803+14.04	23.21	464.58	464.83
AJ	1803+24.04	23.21	464.63	464.83
AK	1803+34.04	23.21	464.68	464.83
AL	1803+44.04	23.21	464.73	464.84
AM	1803+54.04	23.21	464.78	464.84
AN	1803+64.04	23.21	464.83	464.86
AO	1803+74.04	23.21	464.88	464.90
℄ Brg. Pier 12	1803+80.04	23.21	464.91	464.93
AP	1803+90.04	23.21	464.96	464.97
AQ	1804+00.04	23.21	465.01	465.03
AR	1804+10.04	23.21	465.06	465.10
AS	1804+20.04	23.21	465.11	465.19
AT	1804+30.04	23.21	465.16	465.28
AU	1804+40.04	23.21	465.21	465.37
AV	1804+50.04	23.21	465.26	465.46
AW	1804+60.04	23.21	465.31	465.55
AX	1804+70.04	23.21	465.36	465.63
AY	1804+80.04	23.21	465.41	465.71
AZ	1804+90.04	23.21	465.46	465.77

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1805+00.04	23.21	465.51	465.83
BB	1805+10.04	23.21	465.56	465.87
BC	1805+20.04	23.21	465.61	465.91
BD	1805+30.04	23.21	465.67	465.94
BE	1805+40.04	23.21	465.71	465.96
BF	1805+50.04	23.21	465.75	465.96
BG	1805+60.04	23.21	465.79	465.96
BH	1805+70.04	23.21	465.82	465.95
BI	1805+80.04	23.21	465.85	465.94
BJ	1805+90.04	23.21	465.87	465.92
BK	1806+00.04	23.21	465.89	465.92
BL	1806+10.04	23.21	465.90	465.92
℄ Brg. Pier 13	1806+16.04	23.21	465.90	465.92
BM	1806+26.04	23.21	465.91	465.92
BN	1806+36.04	23.21	465.90	465.93
BO	1806+46.04	23.21	465.90	465.95
BP	1806+56.04	23.21	465.89	465.97
BQ	1806+66.04	23.21	465.87	465.99
BR	1806+76.04	23.21	465.85	466.02
BS	1806+86.04	23.21	465.82	466.03
BT	1806+96.04	23.21	465.79	466.04
BU	1807+06.04	23.21	465.75	466.03
BV	1807+16.04	23.21	465.71	466.02
BW	1807+26.04	23.21	465.67	465.98
BX	1807+36.04	23.21	465.62	465.94
BY	1807+46.04	23.21	465.57	465.89
BZ	1807+56.04	23.21	465.52	465.82
CA	1807+66.04	23.21	465.47	465.75
CB	1807+76.04	23.21	465.42	465.67
CC	1807+86.04	23.21	465.37	465.58
CD	1807+96.04	23.21	465.32	465.49
CE	1808+06.04	23.21	465.27	465.40
CF	1808+16.04	23.21	465.22	465.31
CG	1808+26.04	23.21	465.17	465.22
CH	1808+36.04	23.21	465.12	465.15
CI	1808+46.04	23.21	465.07	465.09
℄ Brg. Pier 14	1808+52.04	23.21	465.04	465.06
CJ	1808+62.04	23.21	464.99	465.00
CK	1808+72.04	23.21	464.94	464.96
CL	1808+82.04	23.21	464.89	464.94
CM	1808+92.04	23.21	464.84	464.92
CN	1809+02.04	23.21	464.79	464.91
CO	1809+12.04	23.21	464.74	464.91
CP	1809+22.04	23.21	464.69	464.90
CQ	1809+32.04	23.21	464.64	464.89
CR	1809+42.04	23.21	464.59	464.87
CS	1809+52.04	23.21	464.54	464.85
CT	1809+62.04	23.21	464.49	464.81
CU	1809+72.04	23.21	464.44	464.77
CV	1809+82.04	23.21	464.39	464.71
CW	1809+92.04	23.21	464.34	464.65
CX	1810+02.04	23.21	464.29	464.58
CY	1810+12.04	23.21	464.24	464.50
CZ	1810+22.04	23.21	464.19	464.41
DA	1810+32.04	23.21	464.14	464.32
DB	1810+42.04	23.21	464.09	464.22

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+52.04	23.21	464.04	464.13
DD	1810+62.04	23.21	463.99	464.05
DE	1810+72.04	23.21	463.94	463.97
DF	1810+82.04	23.21	463.89	463.91
℄ Brg. Pier 15	1810+88.04	23.21	463.86	463.88
DG	1810+98.04	23.21	463.81	463.82
DH	1811+08.04	23.21	463.76	463.78
DI	1811+18.04	23.21	463.71	463.75
DJ	1811+28.04	23.21	463.66	463.74
DK	1811+38.04	23.21	463.61	463.72
DL	1811+48.04	23.21	463.56	463.72
DM	1811+58.04	23.21	463.51	463.71
DN	1811+68.04	23.21	463.46	463.69
DO	1811+78.04	23.21	463.41	463.67
DP	1811+88.04	23.21	463.36	463.64
DQ	1811+98.04	23.21	463.31	463.61
DR	1812+08.04	23.21	463.26	463.56
DS	1812+18.04	23.21	463.21	463.51
DT	1812+28.04	23.21	463.16	463.44
DU	1812+38.04	23.21	463.11	463.37
DV	1812+48.04	23.21	463.06	463.29
DW	1812+58.04	23.21	463.01	463.20
DX	1812+68.04	23.21	462.96	463.11
DY	1812+78.04	23.21	462.91	463.02
DZ	1812+88.04	23.21	462.86	462.93
EA	1812+98.04	23.21	462.81	462.85
EB	1813+08.04	23.21	462.76	462.78
EC	1813+18.04	23.21	462.71	462.72
℄ Brg. Pier 16	1813+24.04	23.21	462.68	462.70
ED	1813+34.04	23.21	462.63	462.65
EE	1813+44.04	23.21	462.58	462.61
EF	1813+54.04	23.21	462.53	462.59
EG	1813+64.04	23.21	462.48	462.58
EH	1813+74.04	23.21	462.43	462.58
EI	1813+84.04	23.21	462.38	462.58
EJ	1813+94.04	23.21	462.33	462.57
EK	1814+04.04	23.21	462.28	462.56
EL	1814+14.04	23.21	462.23	462.55
EM	1814+24.04	23.21	462.18	462.52
EN	1814+34.04	23.21	462.13	462.49
EO	1814+44.04	23.21	462.08	462.44
EP	1814+54.04	23.21	462.03	462.38
EQ	1814+64.04	23.21	461.98	462.31
ER	1814+74.04	23.21	461.93	462.22
ES	1814+84.04	23.21	461.88	462.13
ET	1814+94.04	23.21	461.83	462.02
EU	1815+04.04	23.21	461.78	461.89
℄ W. Brg. Pier 17	1815+16.29	23.21	461.71	461.73
℄ Exp. Jt. Pier 17	1815+18.54	23.21	461.70	461.72

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

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+47.32	33.63	462.54	462.56
℄ E. Brg. Pier 10	1799+49.57	33.63	462.55	462.57
A	1799+59.57	33.63	462.60	462.70
B	1799+69.57	33.63	462.65	462.82
C	1799+79.57	33.63	462.70	462.92
D	1799+89.57	33.63	462.75	463.02
E	1799+99.57	33.63	462.80	463.10
F	1800+09.57	33.63	462.85	463.17
G	1800+19.57	33.63	462.90	463.23
H	1800+29.57	33.63	462.95	463.28
I	1800+39.57	33.63	463.00	463.31
J	1800+49.57	33.63	463.05	463.34
K	1800+59.57	33.63	463.10	463.36
L	1800+69.57	33.63	463.15	463.37
M	1800+79.57	33.63	463.20	463.38
N	1800+89.57	33.63	463.25	463.38
O	1800+99.57	33.63	463.30	463.39
P	1801+09.57	33.63	463.35	463.41
Q	1801+19.57	33.63	463.40	463.43
R	1801+29.57	33.63	463.45	463.47
℄ Brg. Pier 11	1801+41.82	33.63	463.51	463.54
S	1801+51.82	33.63	463.56	463.58
T	1801+61.82	33.63	463.61	463.65
U	1801+71.82	33.63	463.66	463.73
V	1801+81.82	33.63	463.71	463.82
W	1801+91.82	33.63	463.76	463.92
X	1802+01.82	33.63	463.81	464.02
Y	1802+11.82	33.63	463.86	464.12
Z	1802+21.82	33.63	463.91	464.21
AA	1802+31.82	33.63	463.96	464.30
AB	1802+41.82	33.63	464.01	464.38
AC	1802+51.82	33.63	464.06	464.44
AD	1802+61.82	33.63	464.11	464.50
AE	1802+71.82	33.63	464.16	464.54
AF	1802+81.82	33.63	464.21	464.57
AG	1802+91.82	33.63	464.26	464.59
AH	1803+01.82	33.63	464.31	464.61
AI	1803+11.82	33.63	464.36	464.61
AJ	1803+21.82	33.63	464.41	464.61
AK	1803+31.82	33.63	464.46	464.61
AL	1803+41.82	33.63	464.51	464.62
AM	1803+51.82	33.63	464.56	464.62
AN	1803+61.82	33.63	464.61	464.65
AO	1803+71.82	33.63	464.66	464.68
℄ Brg. Pier 12	1803+77.82	33.63	464.69	464.72
AP	1803+87.82	33.63	464.74	464.75
AQ	1803+97.82	33.63	464.79	464.81
AR	1804+07.82	33.63	464.84	464.88
AS	1804+17.82	33.63	464.89	464.97
AT	1804+27.82	33.63	464.94	465.06
AU	1804+37.82	33.63	464.99	465.15
AV	1804+47.82	33.63	465.04	465.24
AW	1804+57.82	33.63	465.09	465.33
AX	1804+67.82	33.63	465.14	465.41
AY	1804+77.82	33.63	465.19	465.49
AZ	1804+87.82	33.63	465.24	465.55

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1804+97.82	33.63	465.29	465.61
BB	1805+07.82	33.63	465.34	465.66
BC	1805+17.82	33.63	465.39	465.69
BD	1805+27.82	33.63	465.44	465.72
BE	1805+37.82	33.63	465.49	465.74
BF	1805+47.82	33.63	465.54	465.75
BG	1805+57.82	33.63	465.57	465.74
BH	1805+67.82	33.63	465.61	465.74
BI	1805+77.82	33.63	465.63	465.72
BJ	1805+87.82	33.63	465.66	465.71
BK	1805+97.82	33.63	465.67	465.70
BL	1806+07.82	33.63	465.69	465.71
℄ Brg. Pier 13	1806+13.82	33.63	465.69	465.71
BM	1806+23.82	33.63	465.70	465.71
BN	1806+33.82	33.63	465.70	465.72
BO	1806+43.82	33.63	465.69	465.74
BP	1806+53.82	33.63	465.68	465.77
BQ	1806+63.82	33.63	465.67	465.79
BR	1806+73.82	33.63	465.65	465.81
BS	1806+83.82	33.63	465.62	465.83
BT	1806+93.82	33.63	465.59	465.84
BU	1807+03.82	33.63	465.55	465.83
BV	1807+13.82	33.63	465.51	465.82
BW	1807+23.82	33.63	465.47	465.79
BX	1807+33.82	33.63	465.42	465.74
BY	1807+43.82	33.63	465.37	465.69
BZ	1807+53.82	33.63	465.32	465.62
CA	1807+63.82	33.63	465.27	465.55
CB	1807+73.82	33.63	465.22	465.47
CC	1807+83.82	33.63	465.17	465.38
CD	1807+93.82	33.63	465.12	465.29
CE	1808+03.82	33.63	465.07	465.20
CF	1808+13.82	33.63	465.02	465.11
CG	1808+23.82	33.63	464.97	465.02
CH	1808+33.82	33.63	464.92	464.95
CI	1808+43.82	33.63	464.87	464.89
℄ Brg. Pier 14	1808+49.82	33.63	464.84	464.86
CJ	1808+59.82	33.63	464.79	464.80
CK	1808+69.82	33.63	464.74	464.76
CL	1808+79.82	33.63	464.69	464.74
CM	1808+89.82	33.63	464.64	464.73
CN	1808+99.82	33.63	464.59	464.72
CO	1809+09.82	33.63	464.54	464.71
CP	1809+19.82	33.63	464.49	464.70
CQ	1809+29.82	33.63	464.44	464.69
CR	1809+39.82	33.63	464.39	464.67
CS	1809+49.82	33.63	464.34	464.65
CT	1809+59.82	33.63	464.29	464.61
CU	1809+69.82	33.63	464.24	464.57
CV	1809+79.82	33.63	464.19	464.52
CW	1809+89.82	33.63	464.14	464.45
CX	1809+99.82	33.63	464.09	464.38
CY	1810+09.82	33.63	464.04	464.30
CZ	1810+19.82	33.63	463.99	464.21
DA	1810+29.82	33.63	463.94	464.12
DB	1810+39.82	33.63	463.89	464.03

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+49.82	33.63	463.84	463.93
DD	1810+59.82	33.63	463.79	463.85
DE	1810+69.82	33.63	463.74	463.77
DF	1810+79.82	33.63	463.69	463.71
℄ Brg. Pier 15	1810+85.82	33.63	463.66	463.68
DG	1810+95.82	33.63	463.61	463.62
DH	1811+05.82	33.63	463.56	463.58
DI	1811+15.82	33.63	463.51	463.55
DJ	1811+25.82	33.63	463.46	463.54
DK	1811+35.82	33.63	463.41	463.53
DL	1811+45.82	33.63	463.36	463.52
DM	1811+55.82	33.63	463.31	463.51
DN	1811+65.82	33.63	463.26	463.49
DO	1811+75.82	33.63	463.21	463.47
DP	1811+85.82	33.63	463.16	463.45
DQ	1811+95.82	33.63	463.11	463.41
DR	1812+05.82	33.63	463.06	463.37
DS	1812+15.82	33.63	463.01	463.31
DT	1812+25.82	33.63	462.96	463.25
DU	1812+35.82	33.63	462.91	463.17
DV	1812+45.82	33.63	462.86	463.09
DW	1812+55.82	33.63	462.81	463.00
DX	1812+65.82	33.63	462.76	462.91
DY	1812+75.82	33.63	462.71	462.82
DZ	1812+85.82	33.63	462.66	462.74
EA	1812+95.82	33.63	462.61	462.65
EB	1813+05.82	33.63	462.56	462.58
EC	1813+15.82	33.63	462.51	462.53
℄ Brg. Pier 16	1813+21.82	33.63	462.48	462.50
ED	1813+31.82	33.63	462.43	462.45
EE	1813+41.82	33.63	462.38	462.42
EF	1813+51.82	33.63	462.33	462.40
EG	1813+61.82	33.63	462.28	462.39
EH	1813+71.82	33.63	462.23	462.38
EI	1813+81.82	33.63	462.18	462.38
EJ	1813+91.82	33.63	462.13	462.37
EK	1814+01.82	33.63	462.08	462.36
EL	1814+11.82	33.63	462.03	462.35
EM	1814+21.82	33.63	461.98	462.32
EN	1814+31.82	33.63	461.93	462.29
EO	1814+41.82	33.63	461.88	462.24
EP	1814+51.82	33.63	461.83	462.18
EQ	1814+61.82	33.63	461.78	462.11
ER	1814+71.82	33.63	461.73	462.03
ES	1814+81.82	33.63	461.68	461.93
ET	1814+91.82	33.63	461.63	461.82
EU	1815+01.82	33.63	461.58	461.70
℄ W. Brg. Pier 17	1815+14.07	33.63	461.52	461.54
℄ Exp. Jt. Pier 17	1815+16.32	33.63	461.51	461.53

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

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 10	1799+45.11	44.04	462.32	462.34
℄ E. Brg. Pier 10	1799+47.36	44.04	462.33	462.35
A	1799+57.36	44.04	462.38	462.47
B	1799+67.36	44.04	462.43	462.58
C	1799+77.36	44.04	462.48	462.69
D	1799+87.36	44.04	462.53	462.78
E	1799+97.36	44.04	462.58	462.86
F	1800+07.36	44.04	462.63	462.93
G	1800+17.36	44.04	462.68	462.99
H	1800+27.36	44.04	462.73	463.03
I	1800+37.36	44.04	462.78	463.07
J	1800+47.36	44.04	462.83	463.10
K	1800+57.36	44.04	462.88	463.12
L	1800+67.36	44.04	462.93	463.14
M	1800+77.36	44.04	462.98	463.15
N	1800+87.36	44.04	463.03	463.16
O	1800+97.36	44.04	463.08	463.17
P	1801+07.36	44.04	463.13	463.19
Q	1801+17.36	44.04	463.18	463.21
R	1801+27.36	44.04	463.23	463.25
℄ Brg. Pier 11	1801+39.61	44.04	463.29	463.32
S	1801+49.61	44.04	463.34	463.36
T	1801+59.61	44.04	463.39	463.43
U	1801+69.61	44.04	463.44	463.50
V	1801+79.61	44.04	463.49	463.59
W	1801+89.61	44.04	463.54	463.68
X	1801+99.61	44.04	463.59	463.78
Y	1802+09.61	44.04	463.64	463.87
Z	1802+19.61	44.04	463.69	463.96
AA	1802+29.61	44.04	463.74	464.04
AB	1802+39.61	44.04	463.79	464.11
AC	1802+49.61	44.04	463.84	464.18
AD	1802+59.61	44.04	463.89	464.23
AE	1802+69.61	44.04	463.94	464.28
AF	1802+79.61	44.04	463.99	464.31
AG	1802+89.61	44.04	464.04	464.34
AH	1802+99.61	44.04	464.09	464.35
AI	1803+09.61	44.04	464.14	464.36
AJ	1803+19.61	44.04	464.19	464.37
AK	1803+29.61	44.04	464.24	464.38
AL	1803+39.61	44.04	464.29	464.39
AM	1803+49.61	44.04	464.34	464.40
AN	1803+59.61	44.04	464.39	464.42
AO	1803+69.61	44.04	464.44	464.46
℄ Brg. Pier 12	1803+75.61	44.04	464.47	464.50
AP	1803+85.61	44.04	464.52	464.54
AQ	1803+95.61	44.04	464.57	464.59
AR	1804+05.61	44.04	464.62	464.66
AS	1804+15.61	44.04	464.67	464.74
AT	1804+25.61	44.04	464.72	464.83
AU	1804+35.61	44.04	464.77	464.92
AV	1804+45.61	44.04	464.82	465.01
AW	1804+55.61	44.04	464.87	465.09
AX	1804+65.61	44.04	464.92	465.17
AY	1804+75.61	44.04	464.97	465.24
AZ	1804+85.61	44.04	465.02	465.31

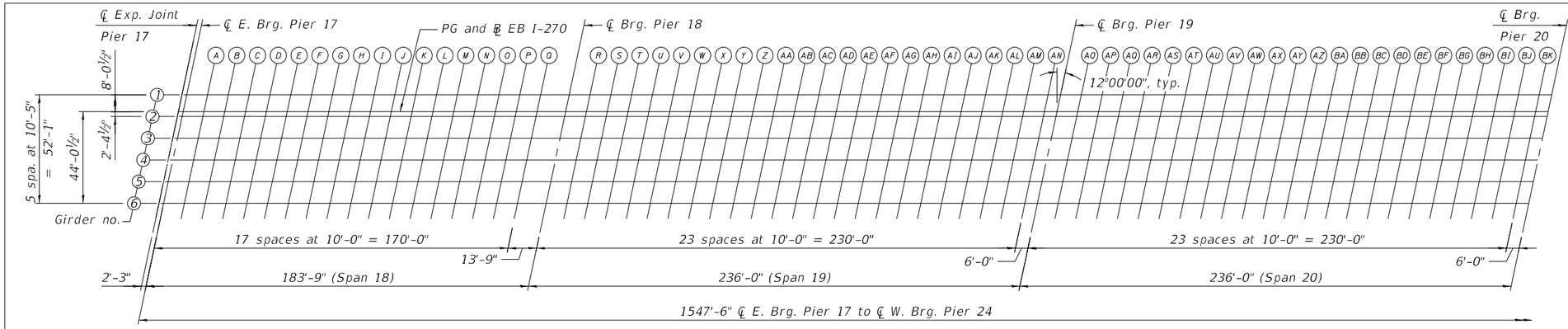
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1804+95.61	44.04	465.07	465.36
BB	1805+05.61	44.04	465.12	465.41
BC	1805+15.61	44.04	465.17	465.45
BD	1805+25.61	44.04	465.22	465.48
BE	1805+35.61	44.04	465.28	465.50
BF	1805+45.61	44.04	465.32	465.51
BG	1805+55.61	44.04	465.36	465.51
BH	1805+65.61	44.04	465.39	465.51
BI	1805+75.61	44.04	465.42	465.50
BJ	1805+85.61	44.04	465.44	465.49
BK	1805+95.61	44.04	465.46	465.49
BL	1806+05.61	44.04	465.48	465.50
℄ Brg. Pier 13	1806+11.61	44.04	465.48	465.50
BM	1806+21.61	44.04	465.49	465.50
BN	1806+31.61	44.04	465.49	465.51
BO	1806+41.61	44.04	465.48	465.53
BP	1806+51.61	44.04	465.48	465.55
BQ	1806+61.61	44.04	465.46	465.58
BR	1806+71.61	44.04	465.44	465.59
BS	1806+81.61	44.04	465.42	465.61
BT	1806+91.61	44.04	465.39	465.61
BU	1807+01.61	44.04	465.35	465.61
BV	1807+11.61	44.04	465.31	465.59
BW	1807+21.61	44.04	465.27	465.56
BX	1807+31.61	44.04	465.22	465.51
BY	1807+41.61	44.04	465.17	465.46
BZ	1807+51.61	44.04	465.12	465.40
CA	1807+61.61	44.04	465.07	465.33
CB	1807+71.61	44.04	465.02	465.25
CC	1807+81.61	44.04	464.97	465.17
CD	1807+91.61	44.04	464.92	465.08
CE	1808+01.61	44.04	464.87	464.99
CF	1808+11.61	44.04	464.82	464.90
CG	1808+21.61	44.04	464.77	464.82
CH	1808+31.61	44.04	464.72	464.75
CI	1808+41.61	44.04	464.67	464.69
℄ Brg. Pier 14	1808+47.61	44.04	464.64	464.66
CJ	1808+57.61	44.04	464.59	464.61
CK	1808+67.61	44.04	464.54	464.57
CL	1808+77.61	44.04	464.49	464.54
CM	1808+87.61	44.04	464.44	464.52
CN	1808+97.61	44.04	464.39	464.51
CO	1809+07.61	44.04	464.34	464.50
CP	1809+17.61	44.04	464.29	464.49
CQ	1809+27.61	44.04	464.24	464.47
CR	1809+37.61	44.04	464.19	464.45
CS	1809+47.61	44.04	464.14	464.42
CT	1809+57.61	44.04	464.09	464.39
CU	1809+67.61	44.04	464.04	464.34
CV	1809+77.61	44.04	463.99	464.29
CW	1809+87.61	44.04	463.94	464.23
CX	1809+97.61	44.04	463.89	464.15
CY	1810+07.61	44.04	463.84	464.08
CZ	1810+17.61	44.04	463.79	463.99
DA	1810+27.61	44.04	463.74	463.90
DB	1810+37.61	44.04	463.69	463.81

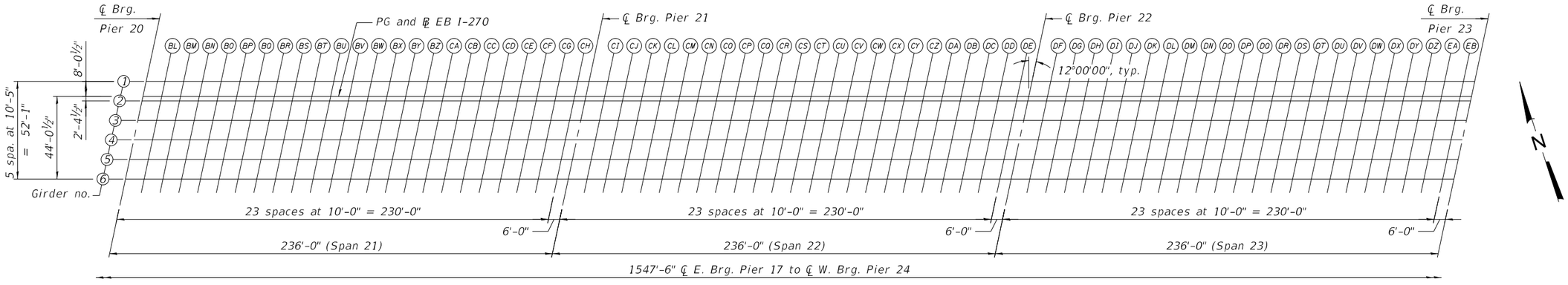
GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1810+47.61	44.04	463.64	463.73
DD	1810+57.61	44.04	463.59	463.65
DE	1810+67.61	44.04	463.54	463.57
DF	1810+77.61	44.04	463.49	463.51
℄ Brg. Pier 15	1810+83.61	44.04	463.46	463.48
DG	1810+93.61	44.04	463.41	463.43
DH	1811+03.61	44.04	463.36	463.39
DI	1811+13.61	44.04	463.31	463.36
DJ	1811+23.61	44.04	463.26	463.34
DK	1811+33.61	44.04	463.21	463.32
DL	1811+43.61	44.04	463.16	463.31
DM	1811+53.61	44.04	463.11	463.29
DN	1811+63.61	44.04	463.06	463.28
DO	1811+73.61	44.04	463.01	463.25
DP	1811+83.61	44.04	462.96	463.22
DQ	1811+93.61	44.04	462.91	463.19
DR	1812+03.61	44.04	462.86	463.14
DS	1812+13.61	44.04	462.81	463.08
DT	1812+23.61	44.04	462.76	463.02
DU	1812+33.61	44.04	462.71	462.95
DV	1812+43.61	44.04	462.66	462.87
DW	1812+53.61	44.04	462.61	462.79
DX	1812+63.61	44.04	462.56	462.70
DY	1812+73.61	44.04	462.51	462.62
DZ	1812+83.61	44.04	462.46	462.53
EA	1812+93.61	44.04	462.41	462.45
EB	1813+03.61	44.04	462.36	462.38
EC	1813+13.61	44.04	462.31	462.33
℄ Brg. Pier 16	1813+19.61	44.04	462.28	462.30
ED	1813+29.61	44.04	462.23	462.25
EE	1813+39.61	44.04	462.18	462.22
EF	1813+49.61	44.04	462.13	462.20
EG	1813+59.61	44.04	462.08	462.18
EH	1813+69.61	44.04	462.03	462.17
EI	1813+79.61	44.04	461.98	462.17
EJ	1813+89.61	44.04	461.93	462.16
EK	1813+99.61	44.04	461.88	462.14
EL	1814+09.61	44.04	461.83	462.12
EM	1814+19.61	44.04	461.78	462.10
EN	1814+29.61	44.04	461.73	462.06
EO	1814+39.61	44.04	461.68	462.01
EP	1814+49.61	44.04	461.63	461.96
EQ	1814+59.61	44.04	461.58	461.89
ER	1814+69.61	44.04	461.53	461.80
ES	1814+79.61	44.04	461.48	461.71
ET	1814+89.61	44.04	461.43	461.61
EU	1814+99.61	44.04	461.38	461.49
℄ W. Brg. Pier 17	1815+11.86	44.04	461.32	461.34
℄ Exp. Jt. Pier 17	1815+14.11	44.04	461.31	461.33

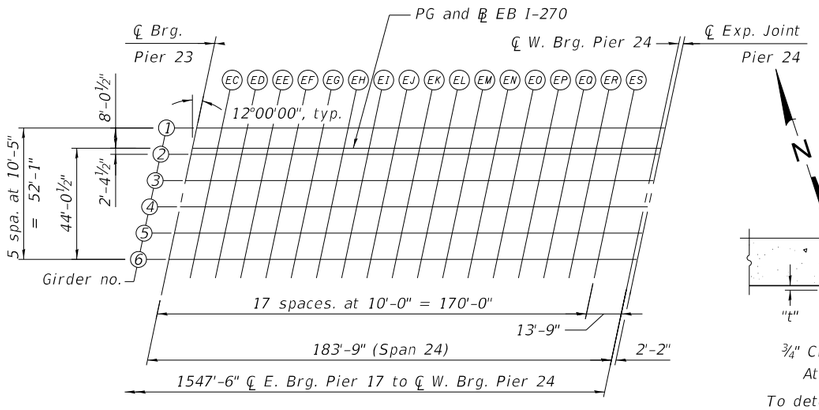
Note:
All offsets based on PG and ℄ EB I-270. Negative offsets denote left of PG and ℄ EB I-270 and positive offsets denote right of PG and ℄ EB I-270.



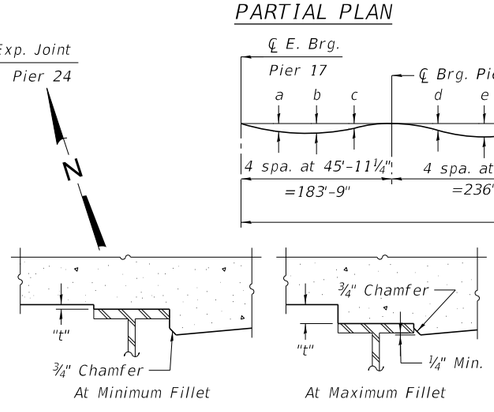
PARTIAL PLAN



PARTIAL PLAN



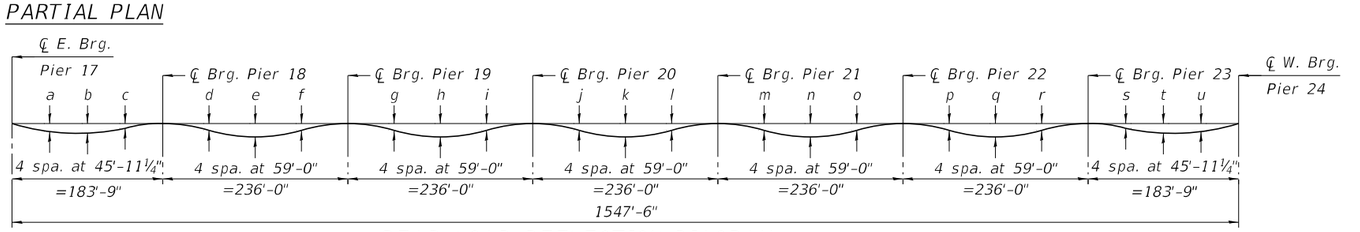
PARTIAL PLAN



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 44 thru 50 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 44 thru 50 of 292. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 44 thru 50 of 292.

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

Location	Interior Girder	Exterior Girder
h	3 ½"	3 ¼"
i	1 ⅛"	1 ⅜"
j	1 ⅝"	1 ½"
k	3 ¾"	3 ⅜"
l	2"	1 ¾"
m	1 ⅝"	1 ½"
n	3 ¾"	3 ⅜"

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 – 1
STRUCTURE NO. 060–0350 (EB)
SHEET 43 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	256
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+25.18	-8.04	461.49	461.51
℄ E. Brg. Pier 17	1815+27.43	-8.04	461.48	461.50
A	1815+37.43	-8.04	461.43	461.51
B	1815+47.43	-8.04	461.38	461.51
C	1815+57.43	-8.04	461.33	461.50
D	1815+67.43	-8.04	461.28	461.49
E	1815+77.43	-8.04	461.23	461.46
F	1815+87.43	-8.04	461.18	461.42
G	1815+97.43	-8.04	461.13	461.38
H	1816+07.43	-8.04	461.08	461.32
I	1816+17.43	-8.04	461.03	461.26
J	1816+27.43	-8.04	460.98	461.19
K	1816+37.43	-8.04	460.93	461.11
L	1816+47.43	-8.04	460.88	461.03
M	1816+57.43	-8.04	460.83	460.95
N	1816+67.43	-8.04	460.78	460.86
O	1816+77.43	-8.04	460.73	460.79
P	1816+87.43	-8.04	460.68	460.71
Q	1816+97.43	-8.04	460.63	460.65
℄ Brg. Pier 18	1817+11.18	-8.04	460.56	460.59
R	1817+21.18	-8.04	460.51	460.54
S	1817+31.18	-8.04	460.46	460.50
T	1817+41.18	-8.04	460.41	460.48
U	1817+51.18	-8.04	460.36	460.47
V	1817+61.18	-8.04	460.31	460.47
W	1817+71.18	-8.04	460.26	460.46
X	1817+81.18	-8.04	460.21	460.46
Y	1817+91.18	-8.04	460.16	460.44
Z	1818+01.18	-8.04	460.11	460.43
AA	1818+11.18	-8.04	460.06	460.40
AB	1818+21.18	-8.04	460.01	460.36
AC	1818+31.18	-8.04	459.96	460.32
AD	1818+41.18	-8.04	459.91	460.26
AE	1818+51.18	-8.04	459.86	460.19
AF	1818+61.18	-8.04	459.81	460.12
AG	1818+71.18	-8.04	459.76	460.03
AH	1818+81.18	-8.04	459.71	459.94
AI	1818+91.18	-8.04	459.66	459.85
AJ	1819+01.18	-8.04	459.61	459.75
AK	1819+11.18	-8.04	459.56	459.66
AL	1819+21.18	-8.04	459.51	459.57
AM	1819+31.18	-8.04	459.46	459.50
AN	1819+41.18	-8.04	459.41	459.43
℄ Brg. Pier 19	1819+47.18	-8.04	459.38	459.41
AO	1819+57.18	-8.04	459.33	459.35
AP	1819+67.18	-8.04	459.28	459.30
AQ	1819+77.18	-8.04	459.23	459.27
AR	1819+87.18	-8.04	459.18	459.25
AS	1819+97.18	-8.04	459.13	459.24
AT	1820+07.18	-8.04	459.08	459.22
AU	1820+17.18	-8.04	459.03	459.21
AV	1820+27.18	-8.04	458.98	459.20
AW	1820+37.18	-8.04	458.93	459.18
AX	1820+47.18	-8.04	458.88	459.15
AY	1820+57.18	-8.04	458.83	459.11
AZ	1820+67.18	-8.04	458.78	459.07

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+77.18	-8.04	458.73	459.01
BB	1820+87.18	-8.04	458.68	458.95
BC	1820+97.18	-8.04	458.63	458.88
BD	1821+07.18	-8.04	458.58	458.81
BE	1821+17.18	-8.04	458.53	458.72
BF	1821+27.18	-8.04	458.48	458.64
BG	1821+37.18	-8.04	458.43	458.55
BH	1821+47.18	-8.04	458.38	458.46
BI	1821+57.18	-8.04	458.33	458.38
BJ	1821+67.18	-8.04	458.28	458.31
BK	1821+77.18	-8.04	458.23	458.25
℄ Brg. Pier 20	1821+83.18	-8.04	458.20	458.23
BL	1821+93.18	-8.04	458.15	458.17
BM	1822+03.18	-8.04	458.10	458.13
BN	1822+13.18	-8.04	458.05	458.10
BO	1822+23.18	-8.04	458.00	458.08
BP	1822+33.18	-8.04	457.95	458.07
BQ	1822+43.18	-8.04	457.90	458.06
BR	1822+53.18	-8.04	457.85	458.05
BS	1822+63.18	-8.04	457.80	458.03
BT	1822+73.18	-8.04	457.75	458.01
BU	1822+83.18	-8.04	457.70	457.98
BV	1822+93.18	-8.04	457.65	457.95
BW	1823+03.18	-8.04	457.60	457.90
BX	1823+13.18	-8.04	457.55	457.85
BY	1823+23.18	-8.04	457.50	457.78
BZ	1823+33.18	-8.04	457.45	457.71
CA	1823+43.18	-8.04	457.40	457.63
CB	1823+53.18	-8.04	457.35	457.55
CC	1823+63.18	-8.04	457.30	457.46
CD	1823+73.18	-8.04	457.25	457.37
CE	1823+83.18	-8.04	457.20	457.29
CF	1823+93.18	-8.04	457.15	457.21
CG	1824+03.18	-8.04	457.10	457.13
CH	1824+13.18	-8.04	457.05	457.07
℄ Brg. Pier 21	1824+19.18	-8.04	457.02	457.05
CI	1824+29.18	-8.04	456.97	456.99
CJ	1824+39.18	-8.04	456.92	456.95
CK	1824+49.18	-8.04	456.87	456.92
CL	1824+59.18	-8.04	456.82	456.90
CM	1824+69.18	-8.04	456.77	456.89
CN	1824+79.18	-8.04	456.72	456.88
CO	1824+89.18	-8.04	456.67	456.86
CP	1824+99.18	-8.04	456.62	456.85
CQ	1825+09.18	-8.04	456.57	456.83
CR	1825+19.18	-8.04	456.52	456.80
CS	1825+29.18	-8.04	456.47	456.76
CT	1825+39.18	-8.04	456.42	456.72
CU	1825+49.18	-8.04	456.37	456.66
CV	1825+59.18	-8.04	456.32	456.60
CW	1825+69.18	-8.04	456.27	456.53
CX	1825+79.18	-8.04	456.22	456.45
CY	1825+89.18	-8.04	456.17	456.37
CZ	1825+99.18	-8.04	456.12	456.28
DA	1826+09.18	-8.04	456.07	456.19
DB	1826+19.18	-8.04	456.02	456.11

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+29.18	-8.04	455.97	456.02
DD	1826+39.18	-8.04	455.92	455.95
DE	1826+49.18	-8.04	455.87	455.89
℄ Brg. Pier 22	1826+55.18	-8.04	455.84	455.87
DF	1826+65.18	-8.04	455.79	455.81
DG	1826+75.18	-8.04	455.74	455.77
DH	1826+85.18	-8.04	455.69	455.74
DI	1826+95.18	-8.04	455.64	455.73
DJ	1827+05.18	-8.04	455.59	455.71
DK	1827+15.18	-8.04	455.54	455.70
DL	1827+25.18	-8.04	455.49	455.69
DM	1827+35.18	-8.04	455.44	455.67
DN	1827+45.18	-8.04	455.39	455.65
D0	1827+55.18	-8.04	455.34	455.62
DP	1827+65.18	-8.04	455.29	455.59
DQ	1827+75.18	-8.04	455.24	455.54
DR	1827+85.18	-8.04	455.19	455.49
DS	1827+95.18	-8.04	455.14	455.43
DT	1828+05.18	-8.04	455.09	455.35
DU	1828+15.18	-8.04	455.04	455.27
DV	1828+25.18	-8.04	454.99	455.19
DW	1828+35.18	-8.04	454.94	455.10
DX	1828+45.18	-8.04	454.89	455.01
DY	1828+55.18	-8.04	454.84	454.93
DZ	1828+65.18	-8.04	454.79	454.85
EA	1828+75.18	-8.04	454.74	454.77
EB	1828+85.18	-8.04	454.69	454.71
℄ Brg. Pier 23	1828+91.18	-8.04	454.66	454.69
EC	1829+01.18	-8.04	454.61	454.63
ED	1829+11.18	-8.04	454.56	454.59
EE	1829+21.18	-8.04	454.51	454.57
EF	1829+31.18	-8.04	454.46	454.54
EG	1829+41.18	-8.04	454.41	454.53
EH	1829+51.18	-8.04	454.36	454.51
EI	1829+61.18	-8.04	454.31	454.50
EJ	1829+71.18	-8.04	454.26	454.48
EK	1829+81.18	-8.04	454.21	454.45
EL	1829+91.18	-8.04	454.16	454.42
EM	1830+01.18	-8.04	454.11	454.38
EN	1830+11.18	-8.04	454.06	454.33
E0	1830+21.18	-8.04	454.01	454.26
EP	1830+31.18	-8.04	453.96	454.19
EQ	1830+41.18	-8.04	453.91	454.11
ER	1830+51.18	-8.04	453.86	454.02
ES	1830+61.18	-8.04	453.81	453.92
℄ W. Brg. Pier 24	1830+74.93	-8.04	453.74	453.76
℄ Exp. Jt. Pier 24	1830+77.09	-8.04	453.73	453.75

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

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+23.47	0.00	461.66	461.68
℄ E. Brg. Pier 17	1815+25.72	0.00	461.65	461.67
A	1815+35.72	0.00	461.60	461.68
B	1815+45.72	0.00	461.55	461.69
C	1815+55.72	0.00	461.50	461.69
D	1815+65.72	0.00	461.45	461.67
E	1815+75.72	0.00	461.40	461.65
F	1815+85.72	0.00	461.35	461.61
G	1815+95.72	0.00	461.30	461.57
H	1816+05.72	0.00	461.25	461.51
I	1816+15.72	0.00	461.20	461.44
J	1816+25.72	0.00	461.15	461.37
K	1816+35.72	0.00	461.10	461.29
L	1816+45.72	0.00	461.05	461.21
M	1816+55.72	0.00	461.00	461.12
N	1816+65.72	0.00	460.95	461.04
O	1816+75.72	0.00	460.90	460.96
P	1816+85.72	0.00	460.85	460.88
Q	1816+95.72	0.00	460.80	460.82
℄ Brg. Pier 18	1817+09.47	0.00	460.73	460.76
R	1817+19.47	0.00	460.68	460.71
S	1817+29.47	0.00	460.63	460.68
T	1817+39.47	0.00	460.58	460.66
U	1817+49.47	0.00	460.53	460.66
V	1817+59.47	0.00	460.48	460.66
W	1817+69.47	0.00	460.43	460.66
X	1817+79.47	0.00	460.38	460.66
Y	1817+89.47	0.00	460.33	460.65
Z	1817+99.47	0.00	460.28	460.64
AA	1818+09.47	0.00	460.23	460.61
AB	1818+19.47	0.00	460.18	460.58
AC	1818+29.47	0.00	460.13	460.53
AD	1818+39.47	0.00	460.08	460.47
AE	1818+49.47	0.00	460.03	460.41
AF	1818+59.47	0.00	459.98	460.33
AG	1818+69.47	0.00	459.93	460.24
AH	1818+79.47	0.00	459.88	460.14
AI	1818+89.47	0.00	459.83	460.04
AJ	1818+99.47	0.00	459.78	459.94
AK	1819+09.47	0.00	459.73	459.84
AL	1819+19.47	0.00	459.68	459.75
AM	1819+29.47	0.00	459.63	459.67
AN	1819+39.47	0.00	459.58	459.60
℄ Brg. Pier 19	1819+45.47	0.00	459.55	459.58
AO	1819+55.47	0.00	459.50	459.51
AP	1819+65.47	0.00	459.45	459.47
AQ	1819+75.47	0.00	459.40	459.44
AR	1819+85.47	0.00	459.35	459.42
AS	1819+95.47	0.00	459.30	459.41
AT	1820+05.47	0.00	459.25	459.40
AU	1820+15.47	0.00	459.20	459.40
AV	1820+25.47	0.00	459.15	459.38
AW	1820+35.47	0.00	459.10	459.37
AX	1820+45.47	0.00	459.05	459.34
AY	1820+55.47	0.00	459.00	459.31
AZ	1820+65.47	0.00	458.95	459.26

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+75.47	0.00	458.90	459.21
BB	1820+85.47	0.00	458.85	459.15
BC	1820+95.47	0.00	458.80	459.08
BD	1821+05.47	0.00	458.75	459.00
BE	1821+15.47	0.00	458.70	458.91
BF	1821+25.47	0.00	458.65	458.82
BG	1821+35.47	0.00	458.60	458.73
BH	1821+45.47	0.00	458.55	458.64
BI	1821+55.47	0.00	458.50	458.56
BJ	1821+65.47	0.00	458.45	458.48
BK	1821+75.47	0.00	458.40	458.42
℄ Brg. Pier 20	1821+81.47	0.00	458.37	458.40
BL	1821+91.47	0.00	458.32	458.34
BM	1822+01.47	0.00	458.27	458.30
BN	1822+11.47	0.00	458.22	458.27
BO	1822+21.47	0.00	458.17	458.26
BP	1822+31.47	0.00	458.12	458.25
BQ	1822+41.47	0.00	458.07	458.24
BR	1822+51.47	0.00	458.02	458.24
BS	1822+61.47	0.00	457.97	458.22
BT	1822+71.47	0.00	457.92	458.21
BU	1822+81.47	0.00	457.87	458.18
BV	1822+91.47	0.00	457.82	458.15
BW	1823+01.47	0.00	457.77	458.10
BX	1823+11.47	0.00	457.72	458.05
BY	1823+21.47	0.00	457.67	457.98
BZ	1823+31.47	0.00	457.62	457.91
CA	1823+41.47	0.00	457.57	457.83
CB	1823+51.47	0.00	457.52	457.74
CC	1823+61.47	0.00	457.47	457.65
CD	1823+71.47	0.00	457.42	457.56
CE	1823+81.47	0.00	457.37	457.47
CF	1823+91.47	0.00	457.32	457.38
CG	1824+01.47	0.00	457.27	457.30
CH	1824+11.47	0.00	457.22	457.24
℄ Brg. Pier 21	1824+17.47	0.00	457.19	457.21
CI	1824+27.47	0.00	457.14	457.16
CJ	1824+37.47	0.00	457.09	457.12
CK	1824+47.47	0.00	457.04	457.09
CL	1824+57.47	0.00	456.99	457.08
CM	1824+67.47	0.00	456.94	457.07
CN	1824+77.47	0.00	456.89	457.06
CO	1824+87.47	0.00	456.84	457.05
CP	1824+97.47	0.00	456.79	457.04
CQ	1825+07.47	0.00	456.74	457.02
CR	1825+17.47	0.00	456.69	457.00
CS	1825+27.47	0.00	456.64	456.96
CT	1825+37.47	0.00	456.59	456.92
CU	1825+47.47	0.00	456.54	456.86
CV	1825+57.47	0.00	456.49	456.80
CW	1825+67.47	0.00	456.44	456.72
CX	1825+77.47	0.00	456.39	456.64
CY	1825+87.47	0.00	456.34	456.56
CZ	1825+97.47	0.00	456.29	456.47
DA	1826+07.47	0.00	456.24	456.37
DB	1826+17.47	0.00	456.19	456.28

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+27.47	0.00	456.14	456.20
DD	1826+37.47	0.00	456.09	456.12
DE	1826+47.47	0.00	456.04	456.06
℄ Brg. Pier 22	1826+53.47	0.00	456.01	456.03
DF	1826+63.47	0.00	455.96	455.98
DG	1826+73.47	0.00	455.91	455.94
DH	1826+83.47	0.00	455.86	455.91
DI	1826+93.47	0.00	455.81	455.90
DJ	1827+03.47	0.00	455.76	455.89
DK	1827+13.47	0.00	455.71	455.88
DL	1827+23.47	0.00	455.66	455.88
DM	1827+33.47	0.00	455.61	455.86
DN	1827+43.47	0.00	455.56	455.85
DO	1827+53.47	0.00	455.51	455.82
DP	1827+63.47	0.00	455.46	455.79
DQ	1827+73.47	0.00	455.41	455.74
DR	1827+83.47	0.00	455.36	455.69
DS	1827+93.47	0.00	455.31	455.62
DT	1828+03.47	0.00	455.26	455.55
DU	1828+13.47	0.00	455.21	455.47
DV	1828+23.47	0.00	455.16	455.38
DW	1828+33.47	0.00	455.11	455.29
DX	1828+43.47	0.00	455.06	455.20
DY	1828+53.47	0.00	455.01	455.10
DZ	1828+63.47	0.00	454.96	455.02
EA	1828+73.47	0.00	454.91	454.94
EB	1828+83.47	0.00	454.86	454.88
℄ Brg. Pier 23	1828+89.47	0.00	454.83	454.86
EC	1828+99.47	0.00	454.78	454.80
ED	1829+09.47	0.00	454.73	454.76
EE	1829+19.47	0.00	454.68	454.74
EF	1829+29.47	0.00	454.63	454.72
EG	1829+39.47	0.00	454.58	454.71
EH	1829+49.47	0.00	454.53	454.70
EI	1829+59.47	0.00	454.48	454.68
EJ	1829+69.47	0.00	454.43	454.67
EK	1829+79.47	0.00	454.38	454.64
EL	1829+89.47	0.00	454.33	454.61
EM	1829+99.47	0.00	454.28	454.57
EN	1830+09.47	0.00	454.23	454.52
EO	1830+19.47	0.00	454.18	454.46
EP	1830+29.47	0.00	454.13	454.38
EQ	1830+39.47	0.00	454.08	454.30
ER	1830+49.47	0.00	454.03	454.20
ES	1830+59.47	0.00	453.98	454.09
℄ W. Brg. Pier 24	1830+73.22	0.00	453.91	453.93
℄ Exp. Jt. Pier 24	1830+75.38	0.00	453.90	453.92

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

MODEL: Default
FILE NAME: C:\ICS4PDF\109854508 7_100\060-0350-D876J90-sla-27aTOS.dgn
1/27/2022 2:30:54 PM

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 – 3
STRUCTURE NO. 060–0350 (EB)
SHEET 45 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	258
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+22.97	2.38	461.71	461.73
℄ E. Brg. Pier 17	1815+25.22	2.38	461.70	461.72
A	1815+35.22	2.38	461.65	461.73
B	1815+45.22	2.38	461.60	461.74
C	1815+55.22	2.38	461.55	461.74
D	1815+65.22	2.38	461.50	461.72
E	1815+75.22	2.38	461.45	461.70
F	1815+85.22	2.38	461.40	461.66
G	1815+95.22	2.38	461.35	461.62
H	1816+05.22	2.38	461.30	461.56
I	1816+15.22	2.38	461.25	461.49
J	1816+25.22	2.38	461.20	461.42
K	1816+35.22	2.38	461.15	461.34
L	1816+45.22	2.38	461.10	461.26
M	1816+55.22	2.38	461.05	461.17
N	1816+65.22	2.38	461.00	461.09
O	1816+75.22	2.38	460.95	461.01
P	1816+85.22	2.38	460.90	460.93
Q	1816+95.22	2.38	460.85	460.87
℄ Brg. Pier 18	1817+08.97	2.38	460.78	460.81
R	1817+18.97	2.38	460.73	460.76
S	1817+28.97	2.38	460.68	460.73
T	1817+38.97	2.38	460.63	460.71
U	1817+48.97	2.38	460.58	460.71
V	1817+58.97	2.38	460.53	460.71
W	1817+68.97	2.38	460.48	460.71
X	1817+78.97	2.38	460.43	460.71
Y	1817+88.97	2.38	460.38	460.70
Z	1817+98.97	2.38	460.33	460.69
AA	1818+08.97	2.38	460.28	460.66
AB	1818+18.97	2.38	460.23	460.63
AC	1818+28.97	2.38	460.18	460.58
AD	1818+38.97	2.38	460.13	460.52
AE	1818+48.97	2.38	460.08	460.46
AF	1818+58.97	2.38	460.03	460.38
AG	1818+68.97	2.38	459.98	460.29
AH	1818+78.97	2.38	459.93	460.19
AI	1818+88.97	2.38	459.88	460.09
AJ	1818+98.97	2.38	459.83	459.99
AK	1819+08.97	2.38	459.78	459.89
AL	1819+18.97	2.38	459.73	459.80
AM	1819+28.97	2.38	459.68	459.72
AN	1819+38.97	2.38	459.63	459.65
℄ Brg. Pier 19	1819+44.97	2.38	459.60	459.63
AO	1819+54.97	2.38	459.55	459.56
AP	1819+64.97	2.38	459.50	459.52
AQ	1819+74.97	2.38	459.45	459.49
AR	1819+84.97	2.38	459.40	459.47
AS	1819+94.97	2.38	459.35	459.46
AT	1820+04.97	2.38	459.30	459.45
AU	1820+14.97	2.38	459.25	459.45
AV	1820+24.97	2.38	459.20	459.43
AW	1820+34.97	2.38	459.15	459.42
AX	1820+44.97	2.38	459.10	459.39
AY	1820+54.97	2.38	459.05	459.36
AZ	1820+64.97	2.38	459.00	459.31

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+74.97	2.38	458.95	459.26
BB	1820+84.97	2.38	458.90	459.20
BC	1820+94.97	2.38	458.85	459.13
BD	1821+04.97	2.38	458.80	459.05
BE	1821+14.97	2.38	458.75	458.96
BF	1821+24.97	2.38	458.70	458.87
BG	1821+34.97	2.38	458.65	458.78
BH	1821+44.97	2.38	458.60	458.69
BI	1821+54.97	2.38	458.55	458.61
BJ	1821+64.97	2.38	458.50	458.53
BK	1821+74.97	2.38	458.45	458.47
℄ Brg. Pier 20	1821+80.97	2.38	458.42	458.45
BL	1821+90.97	2.38	458.37	458.39
BM	1822+00.97	2.38	458.32	458.35
BN	1822+10.97	2.38	458.27	458.33
BO	1822+20.97	2.38	458.22	458.31
BP	1822+30.97	2.38	458.17	458.30
BQ	1822+40.97	2.38	458.12	458.29
BR	1822+50.97	2.38	458.07	458.29
BS	1822+60.97	2.38	458.02	458.27
BT	1822+70.97	2.38	457.97	458.26
BU	1822+80.97	2.38	457.92	458.23
BV	1822+90.97	2.38	457.87	458.20
BW	1823+00.97	2.38	457.82	458.15
BX	1823+10.97	2.38	457.77	458.10
BY	1823+20.97	2.38	457.72	458.03
BZ	1823+30.97	2.38	457.67	457.96
CA	1823+40.97	2.38	457.62	457.88
CB	1823+50.97	2.38	457.57	457.79
CC	1823+60.97	2.38	457.52	457.70
CD	1823+70.97	2.38	457.47	457.61
CE	1823+80.97	2.38	457.42	457.52
CF	1823+90.97	2.38	457.37	457.43
CG	1824+00.97	2.38	457.32	457.35
CH	1824+10.97	2.38	457.27	457.29
℄ Brg. Pier 21	1824+16.97	2.38	457.24	457.26
CI	1824+26.97	2.38	457.19	457.21
CJ	1824+36.97	2.38	457.14	457.17
CK	1824+46.97	2.38	457.09	457.14
CL	1824+56.97	2.38	457.04	457.13
CM	1824+66.97	2.38	456.99	457.12
CN	1824+76.97	2.38	456.94	457.11
CO	1824+86.97	2.38	456.89	457.10
CP	1824+96.97	2.38	456.84	457.09
CQ	1825+06.97	2.38	456.79	457.07
CR	1825+16.97	2.38	456.74	457.05
CS	1825+26.97	2.38	456.69	457.01
CT	1825+36.97	2.38	456.64	456.97
CU	1825+46.97	2.38	456.59	456.91
CV	1825+56.97	2.38	456.54	456.85
CW	1825+66.97	2.38	456.49	456.77
CX	1825+76.97	2.38	456.44	456.69
CY	1825+86.97	2.38	456.39	456.61
CZ	1825+96.97	2.38	456.34	456.52
DA	1826+06.97	2.38	456.29	456.42
DB	1826+16.97	2.38	456.24	456.33

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+26.97	2.38	456.19	456.25
DD	1826+36.97	2.38	456.14	456.17
DE	1826+46.97	2.38	456.09	456.11
℄ Brg. Pier 22	1826+52.97	2.38	456.06	456.08
DF	1826+62.97	2.38	456.01	456.03
DG	1826+72.97	2.38	455.96	455.99
DH	1826+82.97	2.38	455.91	455.96
DI	1826+92.97	2.38	455.86	455.95
DJ	1827+02.97	2.38	455.81	455.94
DK	1827+12.97	2.38	455.76	455.93
DL	1827+22.97	2.38	455.71	455.93
DM	1827+32.97	2.38	455.66	455.91
DN	1827+42.97	2.38	455.61	455.90
DO	1827+52.97	2.38	455.56	455.87
DP	1827+62.97	2.38	455.51	455.84
DQ	1827+72.97	2.38	455.46	455.79
DR	1827+82.97	2.38	455.41	455.74
DS	1827+92.97	2.38	455.36	455.67
DT	1828+02.97	2.38	455.31	455.60
DU	1828+12.97	2.38	455.26	455.52
DV	1828+22.97	2.38	455.21	455.43
DW	1828+32.97	2.38	455.16	455.34
DX	1828+42.97	2.38	455.11	455.25
DY	1828+52.97	2.38	455.06	455.15
DZ	1828+62.97	2.38	455.01	455.07
EA	1828+72.97	2.38	454.96	454.99
EB	1828+82.97	2.38	454.91	454.93
℄ Brg. Pier 23	1828+88.97	2.38	454.88	454.91
EC	1828+98.97	2.38	454.83	454.85
ED	1829+08.97	2.38	454.78	454.81
EE	1829+18.97	2.38	454.73	454.79
EF	1829+28.97	2.38	454.68	454.77
EG	1829+38.97	2.38	454.63	454.76
EH	1829+48.97	2.38	454.58	454.75
EI	1829+58.97	2.38	454.53	454.73
EJ	1829+68.97	2.38	454.48	454.72
EK	1829+78.97	2.38	454.43	454.69
EL	1829+88.97	2.38	454.38	454.66
EM	1829+98.97	2.38	454.33	454.62
EN	1830+08.97	2.38	454.28	454.57
EO	1830+18.97	2.38	454.23	454.51
EP	1830+28.97	2.38	454.18	454.43
EQ	1830+38.97	2.38	454.13	454.35
ER	1830+48.97	2.38	454.08	454.25
ES	1830+58.97	2.38	454.03	454.14
℄ W. Brg. Pier 24	1830+72.72	2.38	453.96	453.98
℄ Exp. Jt. Pier 24	1830+74.88	2.38	453.95	453.97

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 – 4
STRUCTURE NO. 060-0350 (EB)
SHEET 46 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	259
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

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GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+20.75	12.79	461.90	461.92
℄ E. Brg. Pier 17	1815+23.00	12.79	461.89	461.91
A	1815+33.00	12.79	461.84	461.92
B	1815+43.00	12.79	461.79	461.93
C	1815+53.00	12.79	461.74	461.93
D	1815+63.00	12.79	461.69	461.91
E	1815+73.00	12.79	461.64	461.89
F	1815+83.00	12.79	461.59	461.85
G	1815+93.00	12.79	461.54	461.80
H	1816+03.00	12.79	461.49	461.75
I	1816+13.00	12.79	461.44	461.68
J	1816+23.00	12.79	461.39	461.61
K	1816+33.00	12.79	461.34	461.53
L	1816+43.00	12.79	461.29	461.44
M	1816+53.00	12.79	461.24	461.36
N	1816+63.00	12.79	461.19	461.27
O	1816+73.00	12.79	461.14	461.19
P	1816+83.00	12.79	461.09	461.12
Q	1816+93.00	12.79	461.04	461.06
℄ Brg. Pier 18	1817+06.75	12.79	460.97	460.99
R	1817+16.75	12.79	460.92	460.94
S	1817+26.75	12.79	460.87	460.91
T	1817+36.75	12.79	460.82	460.90
U	1817+46.75	12.79	460.77	460.89
V	1817+56.75	12.79	460.72	460.89
W	1817+66.75	12.79	460.67	460.89
X	1817+76.75	12.79	460.62	460.89
Y	1817+86.75	12.79	460.57	460.89
Z	1817+96.75	12.79	460.52	460.87
AA	1818+06.75	12.79	460.47	460.85
AB	1818+16.75	12.79	460.42	460.82
AC	1818+26.75	12.79	460.37	460.77
AD	1818+36.75	12.79	460.32	460.71
AE	1818+46.75	12.79	460.27	460.64
AF	1818+56.75	12.79	460.22	460.56
AG	1818+66.75	12.79	460.17	460.47
AH	1818+76.75	12.79	460.12	460.38
AI	1818+86.75	12.79	460.07	460.28
AJ	1818+96.75	12.79	460.02	460.18
AK	1819+06.75	12.79	459.97	460.08
AL	1819+16.75	12.79	459.92	459.99
AM	1819+26.75	12.79	459.87	459.91
AN	1819+36.75	12.79	459.82	459.84
℄ Brg. Pier 19	1819+42.75	12.79	459.79	459.81
AO	1819+52.75	12.79	459.74	459.75
AP	1819+62.75	12.79	459.69	459.71
AQ	1819+72.75	12.79	459.64	459.68
AR	1819+82.75	12.79	459.59	459.66
AS	1819+92.75	12.79	459.54	459.65
AT	1820+02.75	12.79	459.49	459.64
AU	1820+12.75	12.79	459.44	459.63
AV	1820+22.75	12.79	459.39	459.62
AW	1820+32.75	12.79	459.34	459.60
AX	1820+42.75	12.79	459.29	459.58
AY	1820+52.75	12.79	459.24	459.55
AZ	1820+62.75	12.79	459.19	459.50

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+72.75	12.79	459.14	459.45
BB	1820+82.75	12.79	459.09	459.39
BC	1820+92.75	12.79	459.04	459.31
BD	1821+02.75	12.79	458.99	459.23
BE	1821+12.75	12.79	458.94	459.15
BF	1821+22.75	12.79	458.89	459.06
BG	1821+32.75	12.79	458.84	458.97
BH	1821+42.75	12.79	458.79	458.88
BI	1821+52.75	12.79	458.74	458.79
BJ	1821+62.75	12.79	458.69	458.72
BK	1821+72.75	12.79	458.64	458.66
℄ Brg. Pier 20	1821+78.75	12.79	458.61	458.63
BL	1821+88.75	12.79	458.56	458.58
BM	1821+98.75	12.79	458.51	458.54
BN	1822+08.75	12.79	458.46	458.51
BO	1822+18.75	12.79	458.41	458.50
BP	1822+28.75	12.79	458.36	458.49
BQ	1822+38.75	12.79	458.31	458.48
BR	1822+48.75	12.79	458.26	458.47
BS	1822+58.75	12.79	458.21	458.46
BT	1822+68.75	12.79	458.16	458.44
BU	1822+78.75	12.79	458.11	458.42
BV	1822+88.75	12.79	458.06	458.38
BW	1822+98.75	12.79	458.01	458.34
BX	1823+08.75	12.79	457.96	458.28
BY	1823+18.75	12.79	457.91	458.22
BZ	1823+28.75	12.79	457.86	458.15
CA	1823+38.75	12.79	457.81	458.07
CB	1823+48.75	12.79	457.76	457.98
CC	1823+58.75	12.79	457.71	457.89
CD	1823+68.75	12.79	457.66	457.79
CE	1823+78.75	12.79	457.61	457.70
CF	1823+88.75	12.79	457.56	457.62
CG	1823+98.75	12.79	457.51	457.54
CH	1824+08.75	12.79	457.46	457.48
℄ Brg. Pier 21	1824+14.75	12.79	457.43	457.45
CI	1824+24.75	12.79	457.38	457.40
CJ	1824+34.75	12.79	457.33	457.36
CK	1824+44.75	12.79	457.28	457.33
CL	1824+54.75	12.79	457.23	457.31
CM	1824+64.75	12.79	457.18	457.31
CN	1824+74.75	12.79	457.13	457.30
CO	1824+84.75	12.79	457.08	457.29
CP	1824+94.75	12.79	457.03	457.28
CQ	1825+04.75	12.79	456.98	457.26
CR	1825+14.75	12.79	456.93	457.23
CS	1825+24.75	12.79	456.88	457.20
CT	1825+34.75	12.79	456.83	457.15
CU	1825+44.75	12.79	456.78	457.10
CV	1825+54.75	12.79	456.73	457.04
CW	1825+64.75	12.79	456.68	456.96
CX	1825+74.75	12.79	456.63	456.88
CY	1825+84.75	12.79	456.58	456.79
CZ	1825+94.75	12.79	456.53	456.70
DA	1826+04.75	12.79	456.48	456.61
DB	1826+14.75	12.79	456.43	456.52

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+24.75	12.79	456.38	456.44
DD	1826+34.75	12.79	456.33	456.36
DE	1826+44.75	12.79	456.28	456.30
℄ Brg. Pier 22	1826+50.75	12.79	456.25	456.27
DF	1826+60.75	12.79	456.20	456.22
DG	1826+70.75	12.79	456.15	456.18
DH	1826+80.75	12.79	456.10	456.15
DI	1826+90.75	12.79	456.05	456.14
DJ	1827+00.75	12.79	456.00	456.13
DK	1827+10.75	12.79	455.95	456.12
DL	1827+20.75	12.79	455.90	456.11
DM	1827+30.75	12.79	455.85	456.10
DN	1827+40.75	12.79	455.80	456.08
DO	1827+50.75	12.79	455.75	456.06
DP	1827+60.75	12.79	455.70	456.02
DQ	1827+70.75	12.79	455.65	455.98
DR	1827+80.75	12.79	455.60	455.93
DS	1827+90.75	12.79	455.55	455.86
DT	1828+00.75	12.79	455.50	455.79
DU	1828+10.75	12.79	455.45	455.71
DV	1828+20.75	12.79	455.40	455.62
DW	1828+30.75	12.79	455.35	455.53
DX	1828+40.75	12.79	455.30	455.43
DY	1828+50.75	12.79	455.25	455.34
DZ	1828+60.75	12.79	455.20	455.26
EA	1828+70.75	12.79	455.15	455.18
EB	1828+80.75	12.79	455.10	455.12
℄ Brg. Pier 23	1828+86.75	12.79	455.07	455.09
EC	1828+96.75	12.79	455.02	455.04
ED	1829+06.75	12.79	454.97	455.00
EE	1829+16.75	12.79	454.92	454.98
EF	1829+26.75	12.79	454.87	454.96
EG	1829+36.75	12.79	454.82	454.95
EH	1829+46.75	12.79	454.77	454.93
EI	1829+56.75	12.79	454.72	454.92
EJ	1829+66.75	12.79	454.67	454.90
EK	1829+76.75	12.79	454.62	454.88
EL	1829+86.75	12.79	454.57	454.85
EM	1829+96.75	12.79	454.52	454.81
EN	1830+06.75	12.79	454.47	454.76
EO	1830+16.75	12.79	454.42	454.70
EP	1830+26.75	12.79	454.37	454.62
EQ	1830+36.75	12.79	454.32	454.54
ER	1830+46.75	12.79	454.27	454.44
ES	1830+56.75	12.79	454.22	454.33
℄ W. Brg. Pier 24	1830+70.50	12.79	454.15	454.17
℄ Exp. Jt. Pier 24	1830+72.66	12.79	454.14	454.16

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 – 5
STRUCTURE NO. 060-0350 (EB)
SHEET 47 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	260
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+18.54	23.21	461.70	461.72
℄ E. Brg. Pier 17	1815+20.79	23.21	461.69	461.71
A	1815+30.79	23.21	461.64	461.73
B	1815+40.79	23.21	461.59	461.73
C	1815+50.79	23.21	461.54	461.73
D	1815+60.79	23.21	461.49	461.71
E	1815+70.79	23.21	461.44	461.69
F	1815+80.79	23.21	461.39	461.65
G	1815+90.79	23.21	461.34	461.61
H	1816+00.79	23.21	461.29	461.55
I	1816+10.79	23.21	461.24	461.48
J	1816+20.79	23.21	461.19	461.41
K	1816+30.79	23.21	461.14	461.33
L	1816+40.79	23.21	461.09	461.25
M	1816+50.79	23.21	461.04	461.16
N	1816+60.79	23.21	460.99	461.08
O	1816+70.79	23.21	460.94	461.00
P	1816+80.79	23.21	460.89	460.92
Q	1816+90.79	23.21	460.84	460.86
℄ Brg. Pier 18	1817+04.54	23.21	460.77	460.80
R	1817+14.54	23.21	460.72	460.75
S	1817+24.54	23.21	460.67	460.72
T	1817+34.54	23.21	460.62	460.70
U	1817+44.54	23.21	460.57	460.70
V	1817+54.54	23.21	460.52	460.70
W	1817+64.54	23.21	460.47	460.70
X	1817+74.54	23.21	460.42	460.70
Y	1817+84.54	23.21	460.37	460.69
Z	1817+94.54	23.21	460.32	460.68
AA	1818+04.54	23.21	460.27	460.65
AB	1818+14.54	23.21	460.22	460.62
AC	1818+24.54	23.21	460.17	460.57
AD	1818+34.54	23.21	460.12	460.51
AE	1818+44.54	23.21	460.07	460.45
AF	1818+54.54	23.21	460.02	460.37
AG	1818+64.54	23.21	459.97	460.28
AH	1818+74.54	23.21	459.92	460.18
AI	1818+84.54	23.21	459.87	460.08
AJ	1818+94.54	23.21	459.82	459.98
AK	1819+04.54	23.21	459.77	459.88
AL	1819+14.54	23.21	459.72	459.79
AM	1819+24.54	23.21	459.67	459.71
AN	1819+34.54	23.21	459.62	459.64
℄ Brg. Pier 19	1819+40.54	23.21	459.59	459.62
AO	1819+50.54	23.21	459.54	459.55
AP	1819+60.54	23.21	459.49	459.51
AQ	1819+70.54	23.21	459.44	459.48
AR	1819+80.54	23.21	459.39	459.46
AS	1819+90.54	23.21	459.34	459.45
AT	1820+00.54	23.21	459.29	459.44
AU	1820+10.54	23.21	459.24	459.44
AV	1820+20.54	23.21	459.19	459.42
AW	1820+30.54	23.21	459.14	459.41
AX	1820+40.54	23.21	459.09	459.38
AY	1820+50.54	23.21	459.04	459.35
AZ	1820+60.54	23.21	458.99	459.30

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+70.54	23.21	458.94	459.25
BB	1820+80.54	23.21	458.89	459.19
BC	1820+90.54	23.21	458.84	459.12
BD	1821+00.54	23.21	458.79	459.04
BE	1821+10.54	23.21	458.74	458.95
BF	1821+20.54	23.21	458.69	458.86
BG	1821+30.54	23.21	458.64	458.77
BH	1821+40.54	23.21	458.59	458.68
BI	1821+50.54	23.21	458.54	458.60
BJ	1821+60.54	23.21	458.49	458.52
BK	1821+70.54	23.21	458.44	458.46
℄ Brg. Pier 20	1821+76.54	23.21	458.41	458.44
BL	1821+86.54	23.21	458.36	458.38
BM	1821+96.54	23.21	458.31	458.34
BN	1822+06.54	23.21	458.26	458.32
BO	1822+16.54	23.21	458.21	458.30
BP	1822+26.54	23.21	458.16	458.29
BQ	1822+36.54	23.21	458.11	458.28
BR	1822+46.54	23.21	458.06	458.28
BS	1822+56.54	23.21	458.01	458.26
BT	1822+66.54	23.21	457.96	458.25
BU	1822+76.54	23.21	457.91	458.22
BV	1822+86.54	23.21	457.86	458.19
BW	1822+96.54	23.21	457.81	458.14
BX	1823+06.54	23.21	457.76	458.09
BY	1823+16.54	23.21	457.71	458.02
BZ	1823+26.54	23.21	457.66	457.95
CA	1823+36.54	23.21	457.61	457.87
CB	1823+46.54	23.21	457.56	457.78
CC	1823+56.54	23.21	457.51	457.69
CD	1823+66.54	23.21	457.46	457.60
CE	1823+76.54	23.21	457.41	457.51
CF	1823+86.54	23.21	457.36	457.42
CG	1823+96.54	23.21	457.31	457.34
CH	1824+06.54	23.21	457.26	457.28
℄ Brg. Pier 21	1824+12.54	23.21	457.23	457.26
CI	1824+22.54	23.21	457.18	457.20
CJ	1824+32.54	23.21	457.13	457.16
CK	1824+42.54	23.21	457.08	457.13
CL	1824+52.54	23.21	457.03	457.12
CM	1824+62.54	23.21	456.98	457.11
CN	1824+72.54	23.21	456.93	457.10
CO	1824+82.54	23.21	456.88	457.09
CP	1824+92.54	23.21	456.83	457.08
CQ	1825+02.54	23.21	456.78	457.06
CR	1825+12.54	23.21	456.73	457.04
CS	1825+22.54	23.21	456.68	457.00
CT	1825+32.54	23.21	456.63	456.96
CU	1825+42.54	23.21	456.58	456.90
CV	1825+52.54	23.21	456.53	456.84
CW	1825+62.54	23.21	456.48	456.77
CX	1825+72.54	23.21	456.43	456.68
CY	1825+82.54	23.21	456.38	456.60
CZ	1825+92.54	23.21	456.33	456.51
DA	1826+02.54	23.21	456.28	456.41
DB	1826+12.54	23.21	456.23	456.32

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+22.54	23.21	456.18	456.24
DD	1826+32.54	23.21	456.13	456.16
DE	1826+42.54	23.21	456.08	456.10
℄ Brg. Pier 22	1826+48.54	23.21	456.05	456.08
DF	1826+58.54	23.21	456.00	456.02
DG	1826+68.54	23.21	455.95	455.98
DH	1826+78.54	23.21	455.90	455.96
DI	1826+88.54	23.21	455.85	455.94
DJ	1826+98.54	23.21	455.80	455.93
DK	1827+08.54	23.21	455.75	455.92
DL	1827+18.54	23.21	455.70	455.92
DM	1827+28.54	23.21	455.65	455.91
DN	1827+38.54	23.21	455.60	455.89
DO	1827+48.54	23.21	455.55	455.86
DP	1827+58.54	23.21	455.50	455.83
DQ	1827+68.54	23.21	455.45	455.78
DR	1827+78.54	23.21	455.40	455.73
DS	1827+88.54	23.21	455.35	455.66
DT	1827+98.54	23.21	455.30	455.59
DU	1828+08.54	23.21	455.25	455.51
DV	1828+18.54	23.21	455.20	455.42
DW	1828+28.54	23.21	455.15	455.33
DX	1828+38.54	23.21	455.10	455.24
DY	1828+48.54	23.21	455.05	455.14
DZ	1828+58.54	23.21	455.00	455.06
EA	1828+68.54	23.21	454.95	454.98
EB	1828+78.54	23.21	454.90	454.92
℄ Brg. Pier 23	1828+84.54	23.21	454.87	454.90
EC	1828+94.54	23.21	454.82	454.84
ED	1829+04.54	23.21	454.77	454.80
EE	1829+14.54	23.21	454.72	454.78
EF	1829+24.54	23.21	454.67	454.76
EG	1829+34.54	23.21	454.62	454.75
EH	1829+44.54	23.21	454.57	454.74
EI	1829+54.54	23.21	454.52	454.72
EJ	1829+64.54	23.21	454.47	454.71
EK	1829+74.54	23.21	454.42	454.68
EL	1829+84.54	23.21	454.37	454.65
EM	1829+94.54	23.21	454.32	454.61
EN	1830+04.54	23.21	454.27	454.56
EO	1830+14.54	23.21	454.22	454.50
EP	1830+24.54	23.21	454.17	454.42
EQ	1830+34.54	23.21	454.12	454.34
ER	1830+44.54	23.21	454.07	454.24
ES	1830+54.54	23.21	454.02	454.13
℄ W. Brg. Pier 24	1830+68.29	23.21	453.95	453.97
℄ Exp. Jt. Pier 24	1830+70.45	23.21	453.94	453.96

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

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+16.32	33.63	461.51	461.53
℄ E. Brg. Pier 17	1815+18.57	33.63	461.50	461.51
A	1815+28.57	33.63	461.45	461.53
B	1815+38.57	33.63	461.40	461.53
C	1815+48.57	33.63	461.35	461.53
D	1815+58.57	33.63	461.30	461.52
E	1815+68.57	33.63	461.25	461.49
F	1815+78.57	33.63	461.20	461.46
G	1815+88.57	33.63	461.15	461.41
H	1815+98.57	33.63	461.10	461.35
I	1816+08.57	33.63	461.05	461.29
J	1816+18.57	33.63	461.00	461.21
K	1816+28.57	33.63	460.95	461.13
L	1816+38.57	33.63	460.90	461.05
M	1816+48.57	33.63	460.85	460.96
N	1816+58.57	33.63	460.80	460.88
O	1816+68.57	33.63	460.75	460.80
P	1816+78.57	33.63	460.70	460.72
Q	1816+88.57	33.63	460.65	460.66
℄ Brg. Pier 18	1817+02.32	33.63	460.58	460.60
R	1817+12.32	33.63	460.53	460.55
S	1817+22.32	33.63	460.48	460.52
T	1817+32.32	33.63	460.43	460.50
U	1817+42.32	33.63	460.38	460.50
V	1817+52.32	33.63	460.33	460.50
W	1817+62.32	33.63	460.28	460.50
X	1817+72.32	33.63	460.23	460.50
Y	1817+82.32	33.63	460.18	460.49
Z	1817+92.32	33.63	460.13	460.48
AA	1818+02.32	33.63	460.08	460.45
AB	1818+12.32	33.63	460.03	460.42
AC	1818+22.32	33.63	459.98	460.37
AD	1818+32.32	33.63	459.93	460.32
AE	1818+42.32	33.63	459.88	460.25
AF	1818+52.32	33.63	459.83	460.17
AG	1818+62.32	33.63	459.78	460.08
AH	1818+72.32	33.63	459.73	459.98
AI	1818+82.32	33.63	459.68	459.88
AJ	1818+92.32	33.63	459.63	459.78
AK	1819+02.32	33.63	459.58	459.68
AL	1819+12.32	33.63	459.53	459.59
AM	1819+22.32	33.63	459.48	459.51
AN	1819+32.32	33.63	459.43	459.45
℄ Brg. Pier 19	1819+38.32	33.63	459.40	459.42
AO	1819+48.32	33.63	459.35	459.36
AP	1819+58.32	33.63	459.30	459.31
AQ	1819+68.32	33.63	459.25	459.28
AR	1819+78.32	33.63	459.20	459.27
AS	1819+88.32	33.63	459.15	459.26
AT	1819+98.32	33.63	459.10	459.25
AU	1820+08.32	33.63	459.05	459.24
AV	1820+18.32	33.63	459.00	459.23
AW	1820+28.32	33.63	458.95	459.21
AX	1820+38.32	33.63	458.90	459.18
AY	1820+48.32	33.63	458.85	459.15
AZ	1820+58.32	33.63	458.80	459.11

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+68.32	33.63	458.75	459.05
BB	1820+78.32	33.63	458.70	458.99
BC	1820+88.32	33.63	458.65	458.92
BD	1820+98.32	33.63	458.60	458.84
BE	1821+08.32	33.63	458.55	458.75
BF	1821+18.32	33.63	458.50	458.66
BG	1821+28.32	33.63	458.45	458.57
BH	1821+38.32	33.63	458.40	458.48
BI	1821+48.32	33.63	458.35	458.40
BJ	1821+58.32	33.63	458.30	458.33
BK	1821+68.32	33.63	458.25	458.27
℄ Brg. Pier 20	1821+74.32	33.63	458.22	458.24
BL	1821+84.32	33.63	458.17	458.18
BM	1821+94.32	33.63	458.12	458.14
BN	1822+04.32	33.63	458.07	458.12
BO	1822+14.32	33.63	458.02	458.10
BP	1822+24.32	33.63	457.97	458.09
BQ	1822+34.32	33.63	457.92	458.09
BR	1822+44.32	33.63	457.87	458.08
BS	1822+54.32	33.63	457.82	458.07
BT	1822+64.32	33.63	457.77	458.05
BU	1822+74.32	33.63	457.72	458.02
BV	1822+84.32	33.63	457.67	457.99
BW	1822+94.32	33.63	457.62	457.94
BX	1823+04.32	33.63	457.57	457.89
BY	1823+14.32	33.63	457.52	457.83
BZ	1823+24.32	33.63	457.47	457.75
CA	1823+34.32	33.63	457.42	457.67
CB	1823+44.32	33.63	457.37	457.58
CC	1823+54.32	33.63	457.32	457.49
CD	1823+64.32	33.63	457.27	457.40
CE	1823+74.32	33.63	457.22	457.31
CF	1823+84.32	33.63	457.17	457.22
CG	1823+94.32	33.63	457.12	457.15
CH	1824+04.32	33.63	457.07	457.09
℄ Brg. Pier 21	1824+10.32	33.63	457.04	457.06
CI	1824+20.32	33.63	456.99	457.00
CJ	1824+30.32	33.63	456.94	456.96
CK	1824+40.32	33.63	456.89	456.94
CL	1824+50.32	33.63	456.84	456.92
CM	1824+60.32	33.63	456.79	456.91
CN	1824+70.32	33.63	456.74	456.90
CO	1824+80.32	33.63	456.69	456.89
CP	1824+90.32	33.63	456.64	456.88
CQ	1825+00.32	33.63	456.59	456.86
CR	1825+10.32	33.63	456.54	456.84
CS	1825+20.32	33.63	456.49	456.80
CT	1825+30.32	33.63	456.44	456.76
CU	1825+40.32	33.63	456.39	456.71
CV	1825+50.32	33.63	456.34	456.64
CW	1825+60.32	33.63	456.29	456.57
CX	1825+70.32	33.63	456.24	456.49
CY	1825+80.32	33.63	456.19	456.40
CZ	1825+90.32	33.63	456.14	456.31
DA	1826+00.32	33.63	456.09	456.22
DB	1826+10.32	33.63	456.04	456.13

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+20.32	33.63	455.99	456.04
DD	1826+30.32	33.63	455.94	455.97
DE	1826+40.32	33.63	455.89	455.91
℄ Brg. Pier 22	1826+46.32	33.63	455.86	455.88
DF	1826+56.32	33.63	455.81	455.82
DG	1826+66.32	33.63	455.76	455.78
DH	1826+76.32	33.63	455.71	455.76
DI	1826+86.32	33.63	455.66	455.74
DJ	1826+96.32	33.63	455.61	455.73
DK	1827+06.32	33.63	455.56	455.73
DL	1827+16.32	33.63	455.51	455.72
DM	1827+26.32	33.63	455.46	455.71
DN	1827+36.32	33.63	455.41	455.69
DO	1827+46.32	33.63	455.36	455.66
DP	1827+56.32	33.63	455.31	455.63
DQ	1827+66.32	33.63	455.26	455.59
DR	1827+76.32	33.63	455.21	455.53
DS	1827+86.32	33.63	455.16	455.47
DT	1827+96.32	33.63	455.11	455.39
DU	1828+06.32	33.63	455.06	455.31
DV	1828+16.32	33.63	455.01	455.22
DW	1828+26.32	33.63	454.96	455.13
DX	1828+36.32	33.63	454.91	455.04
DY	1828+46.32	33.63	454.86	454.95
DZ	1828+56.32	33.63	454.81	454.86
EA	1828+66.32	33.63	454.76	454.79
EB	1828+76.32	33.63	454.71	454.73
℄ Brg. Pier 23	1828+82.32	33.63	454.68	454.70
EC	1828+92.32	33.63	454.63	454.65
ED	1829+02.32	33.63	454.58	454.61
EE	1829+12.32	33.63	454.53	454.58
EF	1829+22.32	33.63	454.48	454.56
EG	1829+32.32	33.63	454.43	454.55
EH	1829+42.32	33.63	454.38	454.54
EI	1829+52.32	33.63	454.33	454.53
EJ	1829+62.32	33.63	454.28	454.51
EK	1829+72.32	33.63	454.23	454.49
EL	1829+82.32	33.63	454.18	454.46
EM	1829+92.32	33.63	454.13	454.41
EN	1830+02.32	33.63	454.08	454.36
EO	1830+12.32	33.63	454.03	454.30
EP	1830+22.32	33.63	453.98	454.23
EQ	1830+32.32	33.63	453.93	454.14
ER	1830+42.32	33.63	453.88	454.04
ES	1830+52.32	33.63	453.83	453.94
℄ W. Brg. Pier 24	1830+66.07	33.63	453.76	453.78
℄ Exp. Jt. Pier 24	1830+68.23	33.63	453.75	453.77

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

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 17	1815+14.11	44.04	461.31	461.33
℄ E. Brg. Pier 17	1815+16.36	44.04	461.30	461.32
A	1815+26.36	44.04	461.25	461.33
B	1815+36.36	44.04	461.20	461.33
C	1815+46.36	44.04	461.15	461.32
D	1815+56.36	44.04	461.10	461.30
E	1815+66.36	44.04	461.05	461.28
F	1815+76.36	44.04	461.00	461.24
G	1815+86.36	44.04	460.95	461.19
H	1815+96.36	44.04	460.90	461.14
I	1816+06.36	44.04	460.85	461.07
J	1816+16.36	44.04	460.80	461.00
K	1816+26.36	44.04	460.75	460.92
L	1816+36.36	44.04	460.70	460.84
M	1816+46.36	44.04	460.65	460.76
N	1816+56.36	44.04	460.60	460.68
O	1816+66.36	44.04	460.55	460.60
P	1816+76.36	44.04	460.50	460.53
Q	1816+86.36	44.04	460.45	460.47
℄ Brg. Pier 18	1817+00.11	44.04	460.38	460.40
R	1817+10.11	44.04	460.33	460.35
S	1817+20.11	44.04	460.28	460.32
T	1817+30.11	44.04	460.23	460.30
U	1817+40.11	44.04	460.18	460.29
V	1817+50.11	44.04	460.13	460.28
W	1817+60.11	44.04	460.08	460.28
X	1817+70.11	44.04	460.03	460.27
Y	1817+80.11	44.04	459.98	460.26
Z	1817+90.11	44.04	459.93	460.24
AA	1818+00.11	44.04	459.88	460.22
AB	1818+10.11	44.04	459.83	460.18
AC	1818+20.11	44.04	459.78	460.13
AD	1818+30.11	44.04	459.73	460.08
AE	1818+40.11	44.04	459.68	460.01
AF	1818+50.11	44.04	459.63	459.93
AG	1818+60.11	44.04	459.58	459.85
AH	1818+70.11	44.04	459.53	459.76
AI	1818+80.11	44.04	459.48	459.66
AJ	1818+90.11	44.04	459.43	459.57
AK	1819+00.11	44.04	459.38	459.48
AL	1819+10.11	44.04	459.33	459.39
AM	1819+20.11	44.04	459.28	459.31
AN	1819+30.11	44.04	459.23	459.25
℄ Brg. Pier 19	1819+36.11	44.04	459.20	459.22
A0	1819+46.11	44.04	459.15	459.16
AP	1819+56.11	44.04	459.10	459.12
AQ	1819+66.11	44.04	459.05	459.09
AR	1819+76.11	44.04	459.00	459.07
AS	1819+86.11	44.04	458.95	459.05
AT	1819+96.11	44.04	458.90	459.04
AU	1820+06.11	44.04	458.85	459.03
AV	1820+16.11	44.04	458.80	459.01
AW	1820+26.11	44.04	458.75	458.99
AX	1820+36.11	44.04	458.70	458.96
AY	1820+46.11	44.04	458.65	458.93
AZ	1820+56.11	44.04	458.60	458.88

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
BA	1820+66.11	44.04	458.55	458.83
BB	1820+76.11	44.04	458.50	458.77
BC	1820+86.11	44.04	458.45	458.70
BD	1820+96.11	44.04	458.40	458.62
BE	1821+06.11	44.04	458.35	458.54
BF	1821+16.11	44.04	458.30	458.45
BG	1821+26.11	44.04	458.25	458.36
BH	1821+36.11	44.04	458.20	458.28
BI	1821+46.11	44.04	458.15	458.20
BJ	1821+56.11	44.04	458.10	458.13
BK	1821+66.11	44.04	458.05	458.07
℄ Brg. Pier 20	1821+72.11	44.04	458.02	458.04
BL	1821+82.11	44.04	457.97	457.99
BM	1821+92.11	44.04	457.92	457.95
BN	1822+02.11	44.04	457.87	457.92
BO	1822+12.11	44.04	457.82	457.90
BP	1822+22.11	44.04	457.77	457.89
BQ	1822+32.11	44.04	457.72	457.88
BR	1822+42.11	44.04	457.67	457.86
BS	1822+52.11	44.04	457.62	457.85
BT	1822+62.11	44.04	457.57	457.83
BU	1822+72.11	44.04	457.52	457.80
BV	1822+82.11	44.04	457.47	457.76
BW	1822+92.11	44.04	457.42	457.72
BX	1823+02.11	44.04	457.37	457.66
BY	1823+12.11	44.04	457.32	457.60
BZ	1823+22.11	44.04	457.27	457.53
CA	1823+32.11	44.04	457.22	457.45
CB	1823+42.11	44.04	457.17	457.37
CC	1823+52.11	44.04	457.12	457.28
CD	1823+62.11	44.04	457.07	457.19
CE	1823+72.11	44.04	457.02	457.10
CF	1823+82.11	44.04	456.97	457.02
CG	1823+92.11	44.04	456.92	456.95
CH	1824+02.11	44.04	456.87	456.89
℄ Brg. Pier 21	1824+08.11	44.04	456.84	456.86
CI	1824+18.11	44.04	456.79	456.80
CJ	1824+28.11	44.04	456.74	456.76
CK	1824+38.11	44.04	456.69	456.74
CL	1824+48.11	44.04	456.64	456.72
CM	1824+58.11	44.04	456.59	456.70
CN	1824+68.11	44.04	456.54	456.69
CO	1824+78.11	44.04	456.49	456.68
CP	1824+88.11	44.04	456.44	456.66
CQ	1824+98.11	44.04	456.39	456.64
CR	1825+08.11	44.04	456.34	456.61
CS	1825+18.11	44.04	456.29	456.58
CT	1825+28.11	44.04	456.24	456.53
CU	1825+38.11	44.04	456.19	456.48
CV	1825+48.11	44.04	456.14	456.41
CW	1825+58.11	44.04	456.09	456.34
CX	1825+68.11	44.04	456.04	456.27
CY	1825+78.11	44.04	455.99	456.18
CZ	1825+88.11	44.04	455.94	456.10
DA	1825+98.11	44.04	455.89	456.01
DB	1826+08.11	44.04	455.84	455.92

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
DC	1826+18.11	44.04	455.79	455.84
DD	1826+28.11	44.04	455.74	455.77
DE	1826+38.11	44.04	455.69	455.71
℄ Brg. Pier 22	1826+44.11	44.04	455.66	455.68
DF	1826+54.11	44.04	455.61	455.63
DG	1826+64.11	44.04	455.56	455.59
DH	1826+74.11	44.04	455.51	455.56
DI	1826+84.11	44.04	455.46	455.54
DJ	1826+94.11	44.04	455.41	455.53
DK	1827+04.11	44.04	455.36	455.52
DL	1827+14.11	44.04	455.31	455.50
DM	1827+24.11	44.04	455.26	455.49
DN	1827+34.11	44.04	455.21	455.47
D0	1827+44.11	44.04	455.16	455.44
DP	1827+54.11	44.04	455.11	455.40
DQ	1827+64.11	44.04	455.06	455.36
DR	1827+74.11	44.04	455.01	455.30
DS	1827+84.11	44.04	454.96	455.24
DT	1827+94.11	44.04	454.91	455.17
DU	1828+04.11	44.04	454.86	455.09
DV	1828+14.11	44.04	454.81	455.01
DW	1828+24.11	44.04	454.76	454.92
DX	1828+34.11	44.04	454.71	454.83
DY	1828+44.11	44.04	454.66	454.74
DZ	1828+54.11	44.04	454.61	454.66
EA	1828+64.11	44.04	454.56	454.59
EB	1828+74.11	44.04	454.51	454.53
℄ Brg. Pier 23	1828+80.11	44.04	454.48	454.50
EC	1828+90.11	44.04	454.43	454.45
ED	1829+00.11	44.04	454.38	454.41
EE	1829+10.11	44.04	454.33	454.38
EF	1829+20.11	44.04	454.28	454.36
EG	1829+30.11	44.04	454.23	454.34
EH	1829+40.11	44.04	454.18	454.33
EI	1829+50.11	44.04	454.13	454.31
EJ	1829+60.11	44.04	454.08	454.29
EK	1829+70.11	44.04	454.03	454.27
EL	1829+80.11	44.04	453.98	454.23
EM	1829+90.11	44.04	453.93	454.19
EN	1830+00.11	44.04	453.88	454.14
E0	1830+10.11	44.04	453.83	454.08
EP	1830+20.11	44.04	453.78	454.01
EQ	1830+30.11	44.04	453.73	453.92
ER	1830+40.11	44.04	453.68	453.83
ES	1830+50.11	44.04	453.63	453.73
℄ W. Brg. Pier 24	1830+63.86	44.04	453.56	453.58
℄ Exp. Jt. Pier 24	1830+66.02	44.04	453.55	453.57

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

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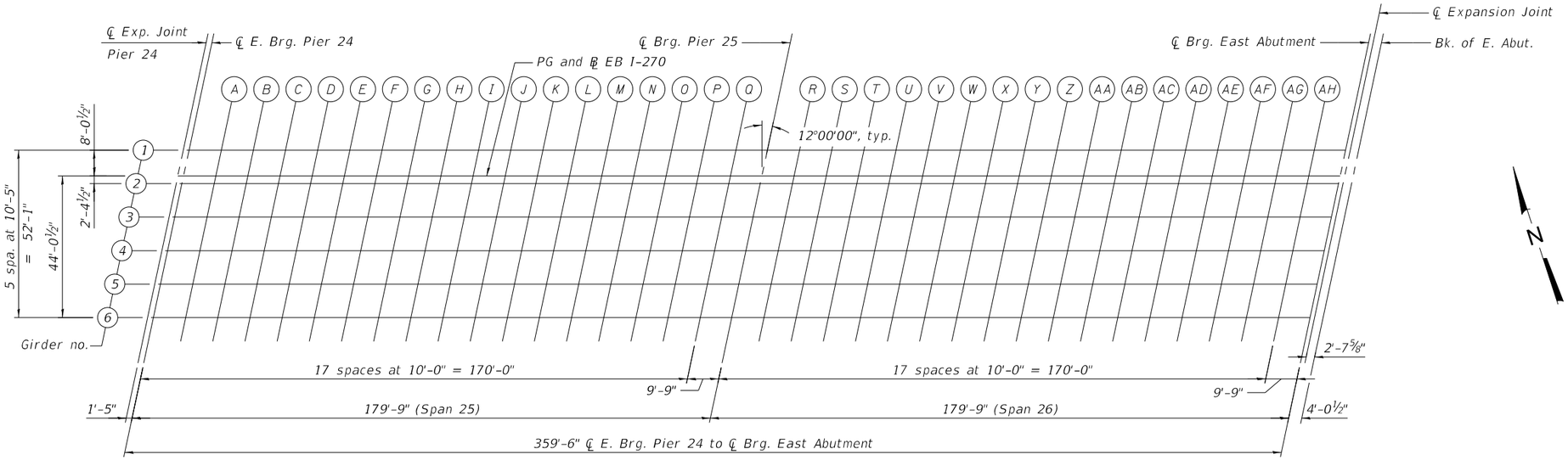
HORNER & SHIFRIN
Teaming with: PARSONS

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

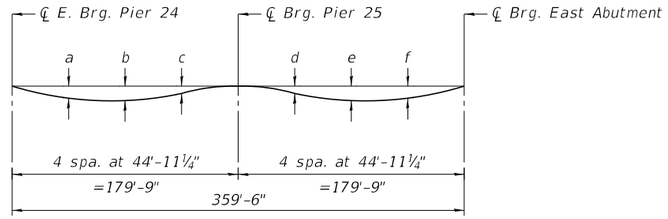
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 – 8
STRUCTURE NO. 060-0350 (EB)
SHEET 50 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	263
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



PLAN

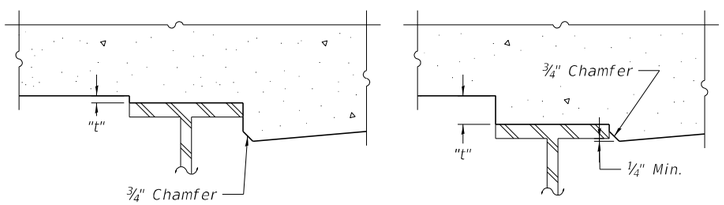


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 52 thru 53 of 292.

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



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 52 thru 53 of 292, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 52 thru 53 of 292. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+77.09	-8.04	453.73	453.75
℄ E. Brg. Pier 24	1830+78.51	-8.04	453.73	453.75
A	1830+88.51	-8.04	453.68	453.78
B	1830+98.51	-8.04	453.63	453.81
C	1831+08.51	-8.04	453.58	453.83
D	1831+18.51	-8.04	453.53	453.84
E	1831+28.51	-8.04	453.48	453.83
F	1831+38.51	-8.04	453.43	453.81
G	1831+48.51	-8.04	453.38	453.77
H	1831+58.51	-8.04	453.33	453.71
I	1831+68.51	-8.04	453.28	453.64
J	1831+78.51	-8.04	453.23	453.56
K	1831+88.51	-8.04	453.18	453.46
L	1831+98.51	-8.04	453.13	453.36
M	1832+08.51	-8.04	453.08	453.26
N	1832+18.51	-8.04	453.03	453.16
O	1832+28.51	-8.04	452.98	453.07
P	1832+38.51	-8.04	452.93	452.99
Q	1832+48.51	-8.04	452.88	452.91
℄ Brg. Pier 25	1832+58.26	-8.04	452.83	452.85
R	1832+68.26	-8.04	452.78	452.80
S	1832+78.26	-8.04	452.73	452.75
T	1832+88.26	-8.04	452.68	452.72
U	1832+98.26	-8.04	452.63	452.70
V	1833+08.26	-8.04	452.58	452.68
W	1833+18.26	-8.04	452.53	452.67
X	1833+28.26	-8.04	452.48	452.66
Y	1833+38.26	-8.04	452.43	452.65
Z	1833+48.26	-8.04	452.38	452.63
AA	1833+58.26	-8.04	452.33	452.60
AB	1833+68.26	-8.04	452.28	452.56
AC	1833+78.26	-8.04	452.23	452.51
AD	1833+88.26	-8.04	452.18	452.45
AE	1833+98.26	-8.04	452.13	452.37
AF	1834+08.26	-8.04	452.08	452.28
AG	1834+18.26	-8.04	452.03	452.17
AH	1834+28.26	-8.04	451.98	452.06
℄ Brg. E. Abut.	1834+38.01	-8.04	451.93	451.95
℄ Expansion Joint	1834+39.41	-8.04	451.92	451.94
Bk. of E. Abut.	1834+42.05	-8.04	451.91	451.93

PG AND ℄ EB I-270

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+75.38	0.00	453.90	453.92
℄ E. Brg. Pier 24	1830+76.80	0.00	453.90	453.92
A	1830+86.80	0.00	453.85	453.96
B	1830+96.80	0.00	453.80	454.00
C	1831+06.80	0.00	453.75	454.02
D	1831+16.80	0.00	453.70	454.04
E	1831+26.80	0.00	453.65	454.04
F	1831+36.80	0.00	453.60	454.02
G	1831+46.80	0.00	453.55	453.98
H	1831+56.80	0.00	453.50	453.93

PG AND ℄ EB I-270 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
I	1831+66.80	0.00	453.45	453.85
J	1831+76.80	0.00	453.40	453.77
K	1831+86.80	0.00	453.35	453.67
L	1831+96.80	0.00	453.30	453.56
M	1832+06.80	0.00	453.25	453.45
N	1832+16.80	0.00	453.20	453.35
O	1832+26.80	0.00	453.15	453.25
P	1832+36.80	0.00	453.10	453.16
Q	1832+46.80	0.00	453.05	453.09
℄ Brg. Pier 25	1832+56.55	0.00	453.00	453.02
R	1832+66.55	0.00	452.95	452.97
S	1832+76.55	0.00	452.90	452.92
T	1832+86.55	0.00	452.85	452.89
U	1832+96.55	0.00	452.80	452.87
V	1833+06.55	0.00	452.75	452.85
W	1833+16.55	0.00	452.70	452.85
X	1833+26.55	0.00	452.65	452.84
Y	1833+36.55	0.00	452.60	452.84
Z	1833+46.55	0.00	452.55	452.82
AA	1833+56.55	0.00	452.50	452.80
AB	1833+66.55	0.00	452.45	452.76
AC	1833+76.55	0.00	452.40	452.71
AD	1833+86.55	0.00	452.35	452.64
AE	1833+96.55	0.00	452.30	452.56
AF	1834+06.55	0.00	452.25	452.46
AG	1834+16.55	0.00	452.20	452.35
AH	1834+26.55	0.00	452.15	452.24
℄ Brg. E. Abut.	1834+36.30	0.00	452.10	452.12
℄ Expansion Joint	1834+37.70	0.00	452.09	452.11
Bk. of E. Abut.	1834+40.34	0.00	452.08	452.10

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+74.87	2.38	453.95	453.97
℄ E. Brg. Pier 24	1830+76.30	2.38	453.95	453.97
A	1830+86.30	2.38	453.90	454.01
B	1830+96.30	2.38	453.85	454.05
C	1831+06.30	2.38	453.80	454.07
D	1831+16.30	2.38	453.75	454.09
E	1831+26.30	2.38	453.70	454.09
F	1831+36.30	2.38	453.65	454.07
G	1831+46.30	2.38	453.60	454.03
H	1831+56.30	2.38	453.55	453.98
I	1831+66.30	2.38	453.50	453.90
J	1831+76.30	2.38	453.45	453.82
K	1831+86.30	2.38	453.40	453.72
L	1831+96.30	2.38	453.35	453.61
M	1832+06.30	2.38	453.30	453.50
N	1832+16.30	2.38	453.25	453.40
O	1832+26.30	2.38	453.20	453.30
P	1832+36.30	2.38	453.15	453.21
Q	1832+46.30	2.38	453.10	453.14
℄ Brg. Pier 25	1832+56.05	2.38	453.05	453.07

GIRDER 2 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
R	1832+66.05	2.38	453.00	453.02
S	1832+76.05	2.38	452.95	452.97
T	1832+86.05	2.38	452.90	452.94
U	1832+96.05	2.38	452.85	452.92
V	1833+06.05	2.38	452.80	452.90
W	1833+16.05	2.38	452.75	452.90
X	1833+26.05	2.38	452.70	452.89
Y	1833+36.05	2.38	452.65	452.89
Z	1833+46.05	2.38	452.60	452.87
AA	1833+56.05	2.38	452.55	452.85
AB	1833+66.05	2.38	452.50	452.81
AC	1833+76.05	2.38	452.45	452.76
AD	1833+86.05	2.38	452.40	452.69
AE	1833+96.05	2.38	452.35	452.61
AF	1834+06.05	2.38	452.30	452.51
AG	1834+16.05	2.38	452.25	452.40
AH	1834+26.05	2.38	452.20	452.29
℄ Brg. E. Abut.	1834+35.80	2.38	452.15	452.17
℄ Expansion Joint	1834+37.20	2.38	452.14	452.16
Bk. of E. Abut.	1834+39.84	2.38	452.13	452.15

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+72.66	12.79	454.14	454.16
℄ E. Brg. Pier 24	1830+74.08	12.79	454.13	454.16
A	1830+84.08	12.79	454.08	454.20
B	1830+94.08	12.79	454.03	454.23
C	1831+04.08	12.79	453.98	454.26
D	1831+14.08	12.79	453.93	454.28
E	1831+24.08	12.79	453.88	454.27
F	1831+34.08	12.79	453.83	454.26
G	1831+44.08	12.79	453.78	454.22
H	1831+54.08	12.79	453.73	454.16
I	1831+64.08	12.79	453.68	454.09
J	1831+74.08	12.79	453.63	454.01
K	1831+84.08	12.79	453.58	453.91
L	1831+94.08	12.79	453.53	453.80
M	1832+04.08	12.79	453.48	453.69
N	1832+14.08	12.79	453.43	453.59
O	1832+24.08	12.79	453.38	453.49
P	1832+34.08	12.79	453.33	453.40
Q	1832+44.08	12.79	453.28	453.32
℄ Brg. Pier 25	1832+53.83	12.79	453.24	453.26
R	1832+63.83	12.79	453.19	453.20
S	1832+73.83	12.79	453.14	453.16
T	1832+83.83	12.79	453.09	453.13
U	1832+93.83	12.79	453.04	453.11
V	1833+03.83	12.79	452.99	453.09
W	1833+13.83	12.79	452.94	453.08
X	1833+23.83	12.79	452.89	453.08
Y	1833+33.83	12.79	452.84	453.08
Z	1833+43.83	12.79	452.79	453.06
AA	1833+53.83	12.79	452.74	453.03

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

GIRDER 3 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
AB	1833+63.83	12.79	452.69	453.00
AC	1833+73.83	12.79	452.64	452.95
AD	1833+83.83	12.79	452.59	452.88
AE	1833+93.83	12.79	452.54	452.80
AF	1834+03.83	12.79	452.49	452.70
AG	1834+13.83	12.79	452.44	452.59
AH	1834+23.83	12.79	452.39	452.48
℄ Brg. E. Abut.	1834+33.58	12.79	452.34	452.36
℄ Expansion Joint	1834+34.99	12.79	452.33	452.35
Bk. of E. Abut.	1834+37.62	12.79	452.32	452.34

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+70.45	23.21	453.94	453.96
℄ E. Brg. Pier 24	1830+71.87	23.21	453.94	453.96
A	1830+81.87	23.21	453.89	454.00
B	1830+91.87	23.21	453.84	454.04
C	1831+01.87	23.21	453.79	454.06
D	1831+11.87	23.21	453.74	454.08
E	1831+21.87	23.21	453.69	454.08
F	1831+31.87	23.21	453.64	454.06
G	1831+41.87	23.21	453.59	454.02
H	1831+51.87	23.21	453.54	453.97
I	1831+61.87	23.21	453.49	453.89
J	1831+71.87	23.21	453.44	453.81
K	1831+81.87	23.21	453.39	453.71
L	1831+91.87	23.21	453.34	453.60
M	1832+01.87	23.21	453.29	453.49
N	1832+11.87	23.21	453.24	453.39
O	1832+21.87	23.21	453.19	453.29
P	1832+31.87	23.21	453.14	453.20
Q	1832+41.87	23.21	453.09	453.13
℄ Brg. Pier 25	1832+51.62	23.21	453.04	453.06
R	1832+61.62	23.21	452.99	453.01
S	1832+71.62	23.21	452.94	452.96
T	1832+81.62	23.21	452.89	452.93
U	1832+91.62	23.21	452.84	452.91
V	1833+01.62	23.21	452.79	452.89
W	1833+11.62	23.21	452.74	452.89
X	1833+21.62	23.21	452.69	452.88
Y	1833+31.62	23.21	452.64	452.88
Z	1833+41.62	23.21	452.59	452.86
AA	1833+51.62	23.21	452.54	452.84
AB	1833+61.62	23.21	452.49	452.80
AC	1833+71.62	23.21	452.44	452.75
AD	1833+81.62	23.21	452.39	452.68
AE	1833+91.62	23.21	452.34	452.60
AF	1834+01.62	23.21	452.29	452.50
AG	1834+11.62	23.21	452.24	452.39
AH	1834+21.62	23.21	452.19	452.28
℄ Brg. E. Abut.	1834+31.37	23.21	452.14	452.16
℄ Expansion Joint	1834+32.77	23.21	452.13	452.15
Bk. of E. Abut.	1834+35.41	23.21	452.12	452.14

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+68.23	33.63	453.75	453.77
℄ E. Brg. Pier 24	1830+69.65	33.63	453.74	453.76
A	1830+79.65	33.63	453.69	453.80
B	1830+89.65	33.63	453.64	453.84
C	1830+99.65	33.63	453.59	453.87
D	1831+09.65	33.63	453.54	453.88
E	1831+19.65	33.63	453.49	453.88
F	1831+29.65	33.63	453.44	453.86
G	1831+39.65	33.63	453.39	453.82
H	1831+49.65	33.63	453.34	453.77
I	1831+59.65	33.63	453.29	453.70
J	1831+69.65	33.63	453.24	453.61
K	1831+79.65	33.63	453.19	453.51
L	1831+89.65	33.63	453.14	453.40
M	1831+99.65	33.63	453.09	453.30
N	1832+09.65	33.63	453.04	453.19
O	1832+19.65	33.63	452.99	453.09
P	1832+29.65	33.63	452.94	453.01
Q	1832+39.65	33.63	452.89	452.93
℄ Brg. Pier 25	1832+49.40	33.63	452.84	452.86
R	1832+59.40	33.63	452.79	452.81
S	1832+69.40	33.63	452.74	452.77
T	1832+79.40	33.63	452.69	452.73
U	1832+89.40	33.63	452.64	452.71
V	1832+99.40	33.63	452.59	452.70
W	1833+09.40	33.63	452.54	452.69
X	1833+19.40	33.63	452.49	452.68
Y	1833+29.40	33.63	452.44	452.68
Z	1833+39.40	33.63	452.39	452.66
AA	1833+49.40	33.63	452.34	452.64
AB	1833+59.40	33.63	452.29	452.60
AC	1833+69.40	33.63	452.24	452.55
AD	1833+79.40	33.63	452.19	452.48
AE	1833+89.40	33.63	452.14	452.40
AF	1833+99.40	33.63	452.09	452.31
AG	1834+09.40	33.63	452.04	452.20
AH	1834+19.40	33.63	451.99	452.08
℄ Brg. E. Abut.	1834+29.15	33.63	451.94	451.96
℄ Expansion Joint	1834+30.56	33.63	451.94	451.96
Bk. of E. Abut.	1834+33.19	33.63	451.92	451.94

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
℄ Exp. Jt. Pier 24	1830+66.02	44.04	453.55	453.57
℄ E. Brg. Pier 24	1830+67.44	44.04	453.54	453.56
A	1830+77.44	44.04	453.49	453.60
B	1830+87.44	44.04	453.44	453.62
C	1830+97.44	44.04	453.39	453.64
D	1831+07.44	44.04	453.34	453.65
E	1831+17.44	44.04	453.29	453.64
F	1831+27.44	44.04	453.24	453.62
G	1831+37.44	44.04	453.19	453.58

GIRDER 6 (CON'T)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding
H	1831+47.44	44.04	453.14	453.53
I	1831+57.44	44.04	453.09	453.46
J	1831+67.44	44.04	453.04	453.37
K	1831+77.44	44.04	452.99	453.28
L	1831+87.44	44.04	452.94	453.18
M	1831+97.44	44.04	452.89	453.08
N	1832+07.44	44.04	452.84	452.98
O	1832+17.44	44.04	452.79	452.89
P	1832+27.44	44.04	452.74	452.80
Q	1832+37.44	44.04	452.69	452.73
℄ Brg. Pier 25	1832+47.19	44.04	452.64	452.66
R	1832+57.19	44.04	452.59	452.61
S	1832+67.19	44.04	452.54	452.57
T	1832+77.19	44.04	452.49	452.54
U	1832+87.19	44.04	452.44	452.51
V	1832+97.19	44.04	452.39	452.49
W	1833+07.19	44.04	452.34	452.48
X	1833+17.19	44.04	452.29	452.47
Y	1833+27.19	44.04	452.24	452.47
Z	1833+37.19	44.04	452.19	452.45
AA	1833+47.19	44.04	452.14	452.42
AB	1833+57.19	44.04	452.09	452.38
AC	1833+67.19	44.04	452.04	452.33
AD	1833+77.19	44.04	451.99	452.26
AE	1833+87.19	44.04	451.94	452.18
AF	1833+97.19	44.04	451.89	452.09
AG	1834+07.19	44.04	451.84	451.99
AH	1834+17.19	44.04	451.79	451.88
℄ Brg. E. Abut.	1834+26.94	44.04	451.74	451.77
℄ Expansion Joint	1834+28.34	44.04	451.74	451.76
Bk. of E. Abut.	1834+30.98	44.04	451.72	451.75

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

NORTH EDGE OF SHOULDER

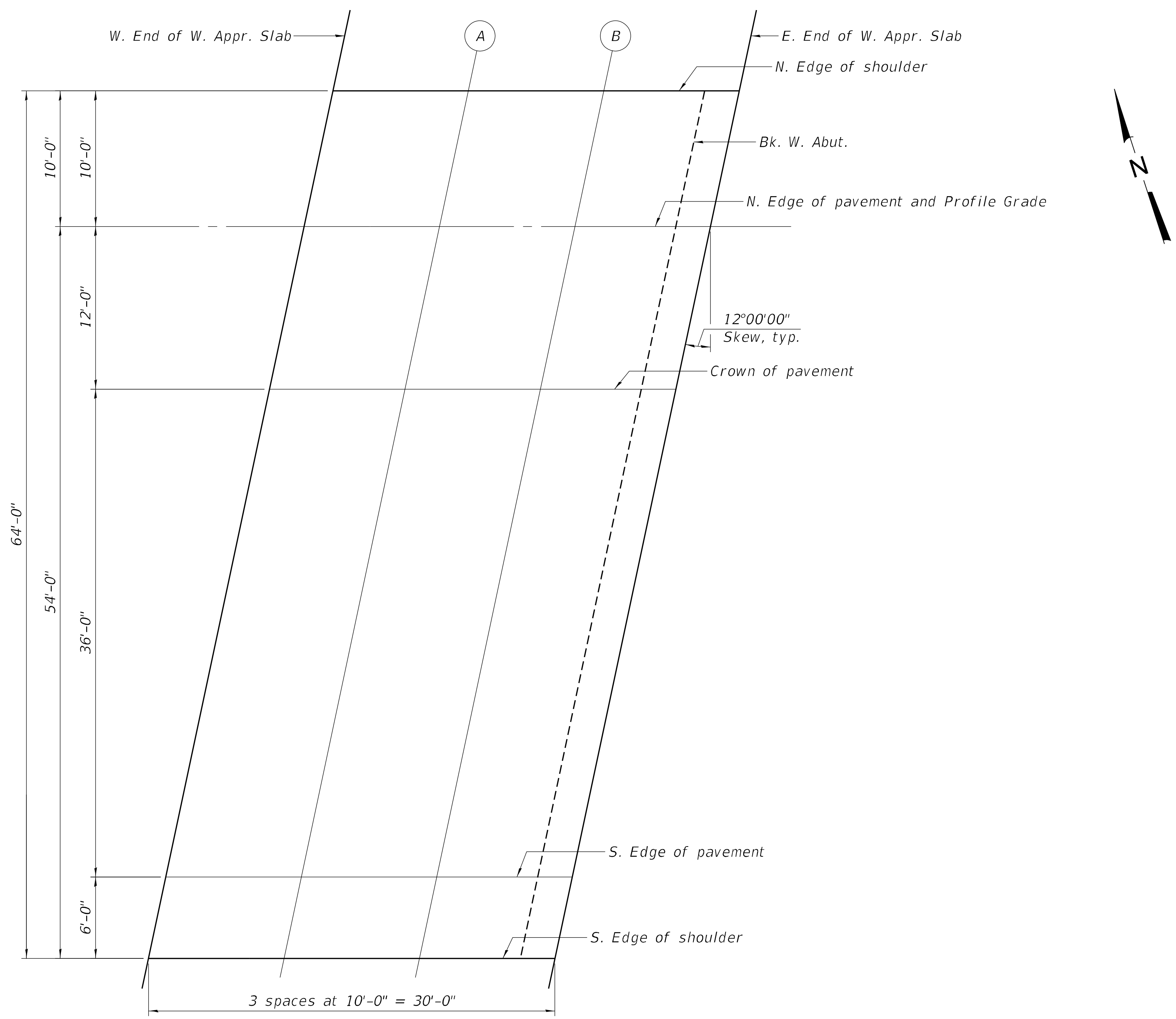
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+56.99	-10.00	452.58	452.60
A	1779+66.99	-10.00	452.63	452.65
B	1779+76.99	-10.00	452.68	452.70
E. End of W. Appr. Slab	1779+86.99	-10.00	452.73	452.75

NORTH EDGE OF PAVEMENT AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+54.86	0.00	452.77	452.79
A	1779+64.86	0.00	452.82	452.84
B	1779+74.86	0.00	452.87	452.89
E. End of W. Appr. Slab	1779+84.86	0.00	452.92	452.94

CROWN OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+52.31	12.00	453.00	453.02
A	1779+62.31	12.00	453.05	453.07
B	1779+72.31	12.00	453.10	453.12
E. End of W. Appr. Slab	1779+82.31	12.00	453.15	453.17



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+44.66	48.00	452.24	452.26
A	1779+54.66	48.00	452.29	452.31
B	1779+64.66	48.00	452.34	452.36
E. End of W. Appr. Slab	1779+74.66	48.00	452.39	452.41

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	1779+43.39	54.00	452.11	452.13
A	1779+53.39	54.00	452.16	452.18
B	1779+63.39	54.00	452.21	452.23
E. End of W. Appr. Slab	1779+73.39	54.00	452.26	452.28

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

E-AS1 2-17-2017

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HORNER SHIFRIN / Teaming with: PARSONS	USER NAME =	DESIGNED - JJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 060-0350 (EB)
		CHECKED - NHP	REVISED -		
	PLOT SCALE =	DRAWN - EAT	REVISED -		
	PLOT DATE =	CHECKED - MJW	REVISED -		SHEET 54 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	267
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		

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NORTH EDGE OF SHOULDER

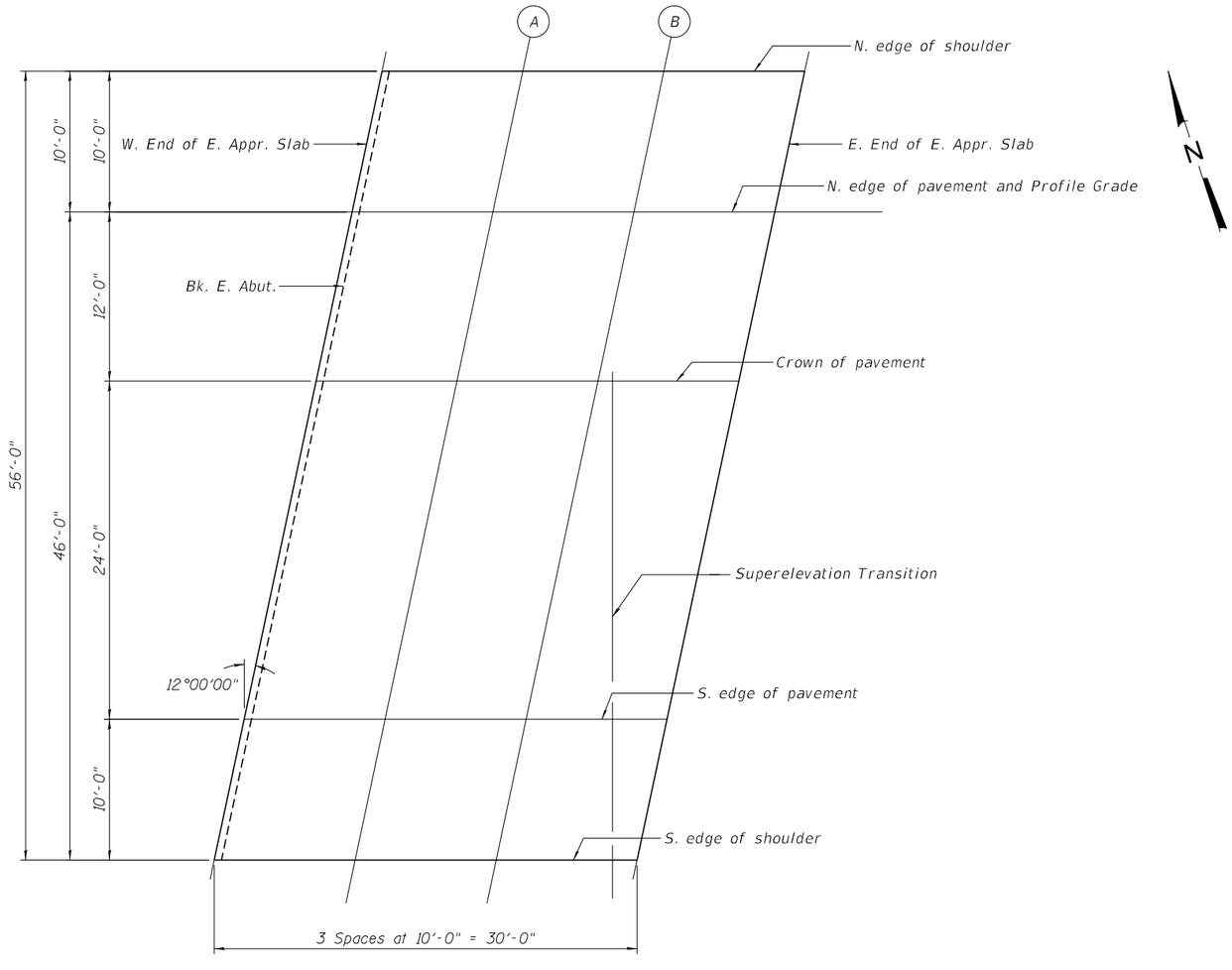
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+41.45	-10.00	451.87	451.89
A	1834+51.45	-10.00	451.82	451.84
B	1834+61.45	-10.00	451.77	451.79
E. End of E. Appr. Slab	1834+71.45	-10.00	451.72	451.74

NORTH EDGE OF PAVEMENT AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+39.32	0.00	452.08	452.10
A	1834+49.32	0.00	452.03	452.05
B	1834+59.32	0.00	451.98	452.00
E. End of E. Appr. Slab	1834+69.32	0.00	451.93	451.95

CROWN OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+36.77	12.00	452.34	452.36
A	1834+46.77	12.00	452.29	452.31
B	1834+56.77	12.00	452.24	452.26
Superelevation Transition	1834+59.01	12.00	452.23	452.25
E. End of E. Appr. Slab	1834+66.77	12.00	452.19	452.21



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+31.67	36.00	451.88	451.90
A	1834+41.67	36.00	451.83	451.85
B	1834+51.67	36.00	451.78	451.80
Superelevation Transition	1834+59.01	36.00	451.75	451.77
E. End of E. Appr. Slab	1834+61.67	36.00	451.75	451.77

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	1834+29.54	46.00	451.69	451.71
A	1834+39.54	46.00	451.64	451.66
B	1834+49.54	46.00	451.59	451.61
Superelevation Transition	1834+59.01	46.00	451.55	451.57
E. End of E. Appr. Slab	1834+59.54	46.00	451.55	451.57

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

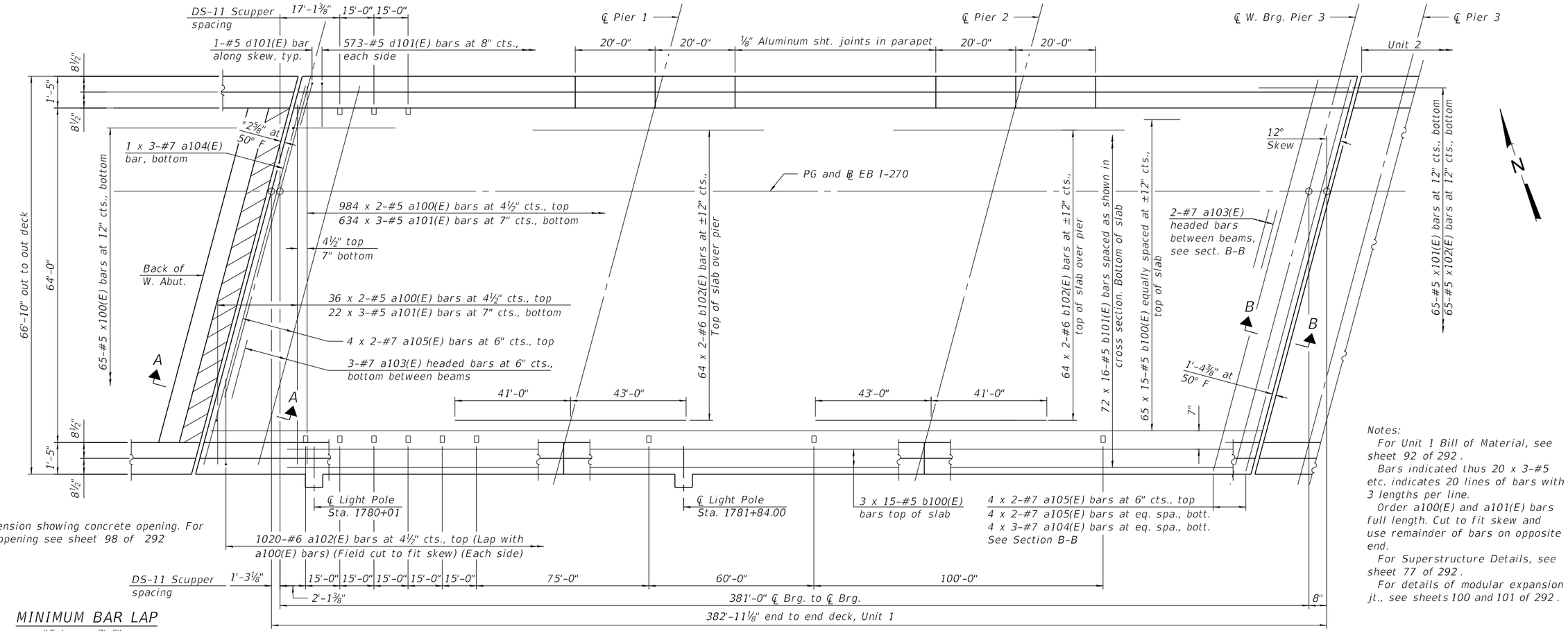
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 060-0350 (EB)
SHEET 55 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	268
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



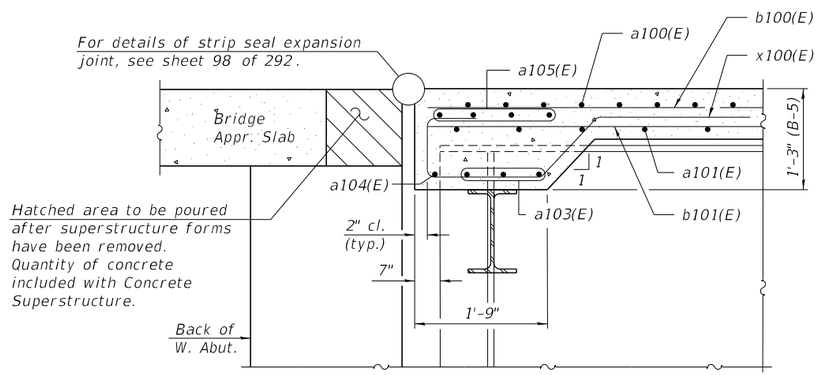
* Dimension showing concrete opening. For joint opening see sheet 98 of 292

Notes:
For Unit 1 Bill of Material, see sheet 92 of 292 .
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Order a100(E) and a101(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
For Superstructure Details, see sheet 77 of 292 .
For details of modular expansion jt., see sheets 100 and 101 of 292 .

MINIMUM BAR LAP

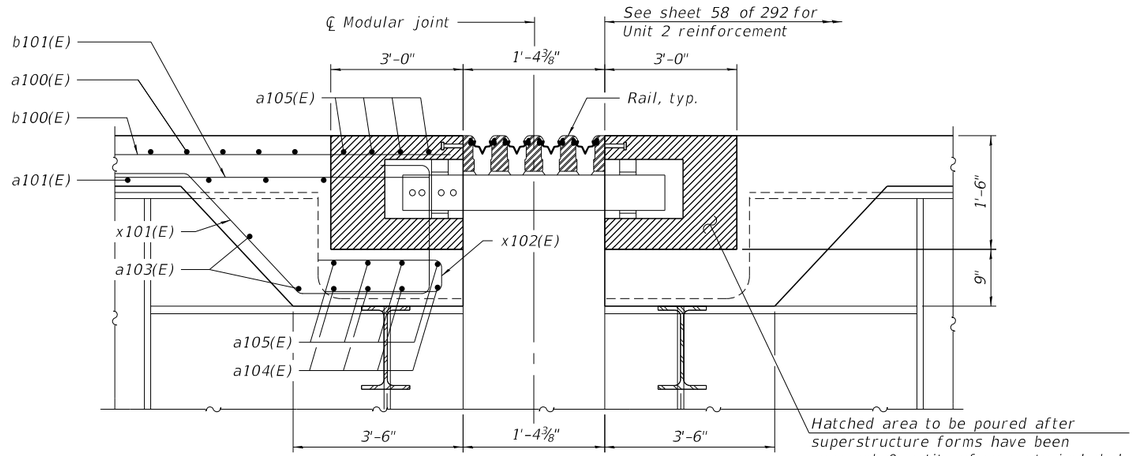
#5 bar = 3'-6"
#6 bar = 3'-7"
#7 bar = 4'-8"

UNIT 1 PLAN



SECTION A-A

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



SECTION B-B

(at Rt. ℄'s)

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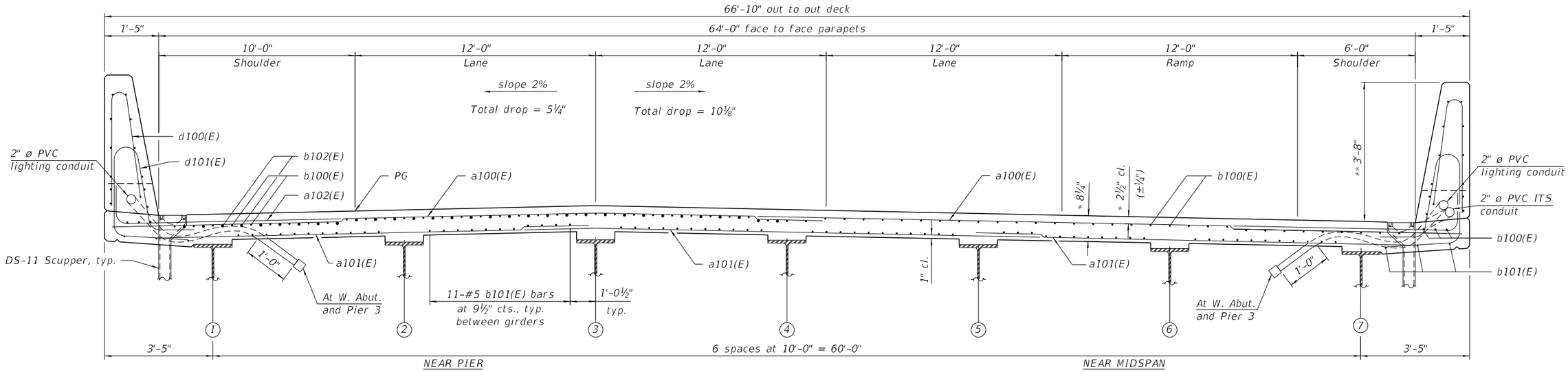
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 1
STRUCTURE NO. 060-0350 (EB)
SHEET 56 OF 292 SHEETS

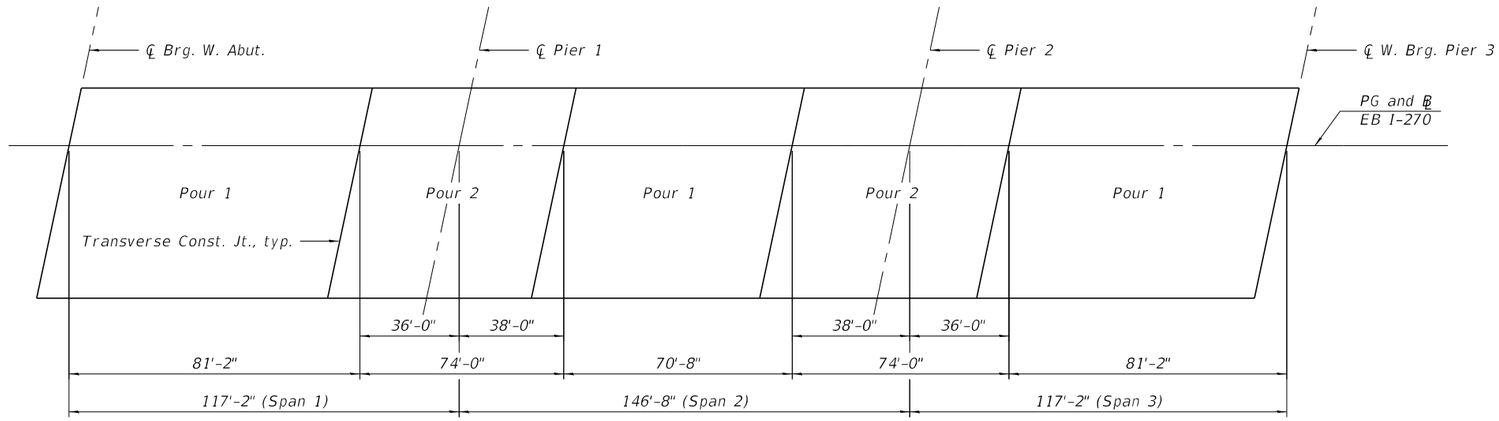
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	269
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



UNIT 1 CROSS SECTION

(Looking East)

* Prior to grinding
** After grinding



DECK POURING SEQUENCE

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

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

Notes:
For Unit 1 Bill of Material, see sheet 92 of 292.
For Superstructure Details, see sheet 77 of 292.

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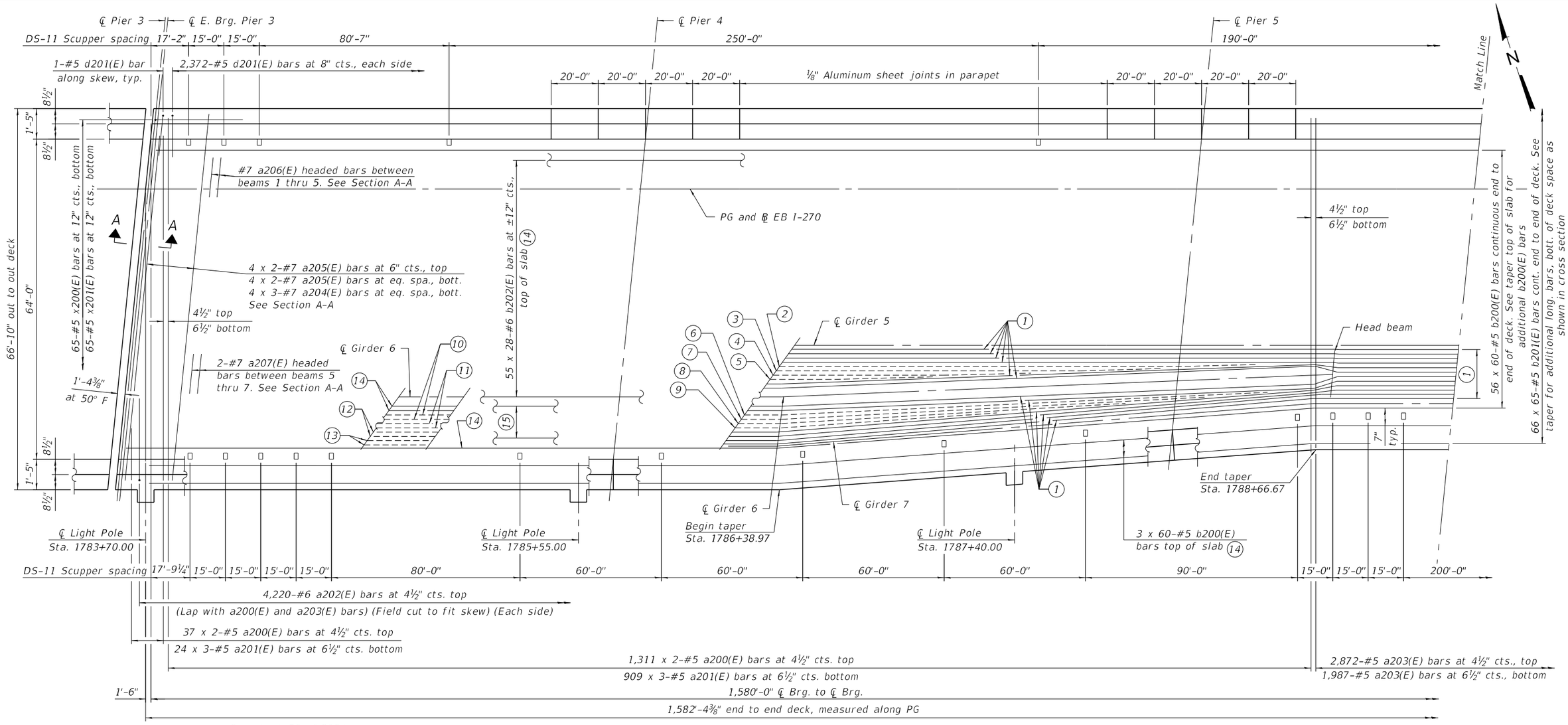
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

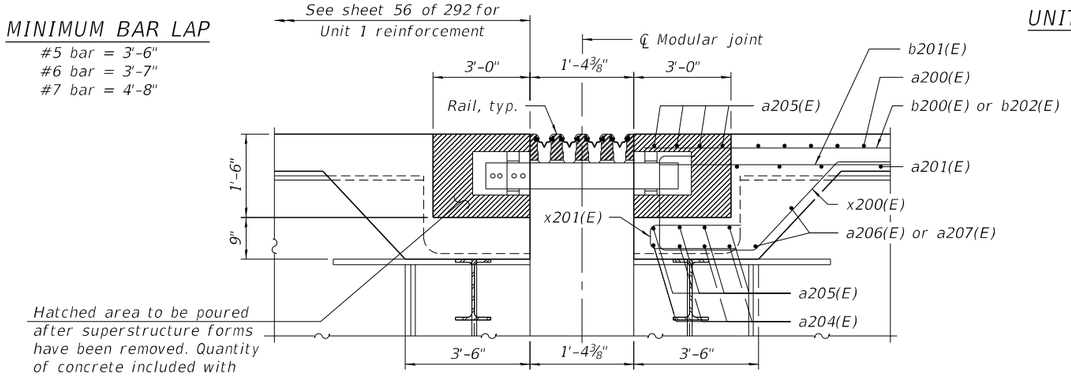
DECK SECTION & POURING SEQUENCE UNIT 1
STRUCTURE NO. 060-0350 (EB)
SHEET 57 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	270
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



MINIMUM BAR LAP

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



SECTION A-A
(at Rt. ℄'s)

UNIT 2 PART PLAN

(1) Continuous #5 b201(E) end to end of deck, field bend at head beam
(2) * 1 x 20-#5 b201(E), bottom
(3) * 1 x 18-#5 b201(E), bottom
(4) * 1 x 16-#5 b201(E), bottom
(5) * 1 x 14-#5 b201(E), bottom
(6) * 1 x 20-#5 b201(E), bottom
(7) * 1 x 19-#5 b201(E), bottom
(8) * 1 x 18-#5 b201(E), bottom
(9) * 1 x 17-#5 b201(E), bottom
(10) 1 x 19-#5 b200(E), top
(11) 1 x 17-#5 b200(E), top
(12) 1 x 15-#5 b200(E), top
(13) 1 x 13-#5 b200(E), top
(14) Continuous end to end of deck (Each side)
(15) 2 x 9-#6 b202(E), top
2 x 8-#6 b202(E), top
2 x 7-#6 b202(E), top
2 x 6-#6 b202(E), top

* Place and space as shown in deck cross section.

Notes:
For Unit 2 Bill of Material, see sheet 92 of 292.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
For Superstructure Details, see sheet 77 of 292.
For details of modular expansion jt., see sheets 100 and 101 of 292.

HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 – 1
STRUCTURE NO. 060-0350 (EB)
SHEET 58 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	271
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	

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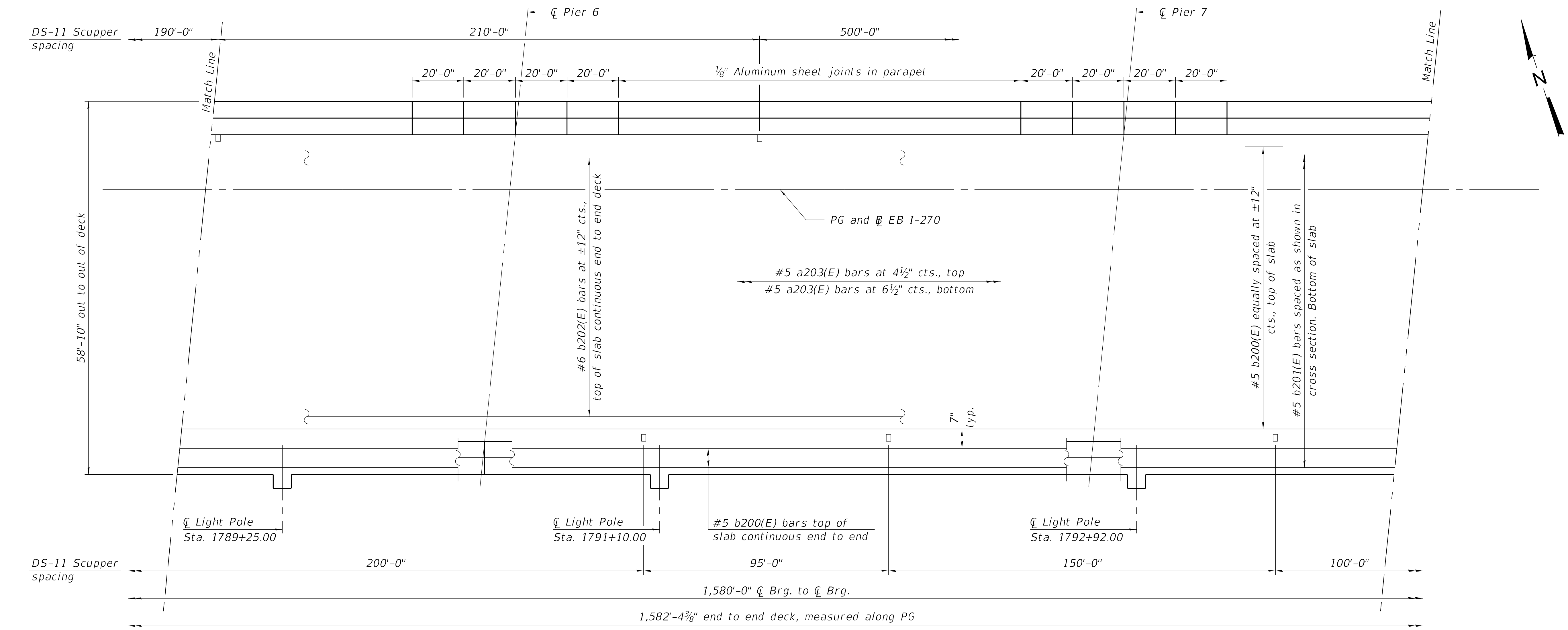

MINIMUM BAR LAP

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

UNIT 2 PART PLAN

Notes:
For Unit 2 Bill of Material, see sheet 92 of 292.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
For Superstructure Details, see sheet 77 of 292.

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HORNER SHIFRIN — Teaming with: PARSONS

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	CHECKED - NHP	REVISED -			SECTION 60B-1
PLOT SCALE =	DRAWN - EAT	REVISED -			COUNTY MADISON
PLOT DATE =	CHECKED - JSR	REVISED -		SHEET 59 OF 292 SHEETS	TOTAL SHEETS 875, SHEET NO. 272

CONTRACT NO. 76J90
ILLINOIS FED. AID PROJECT

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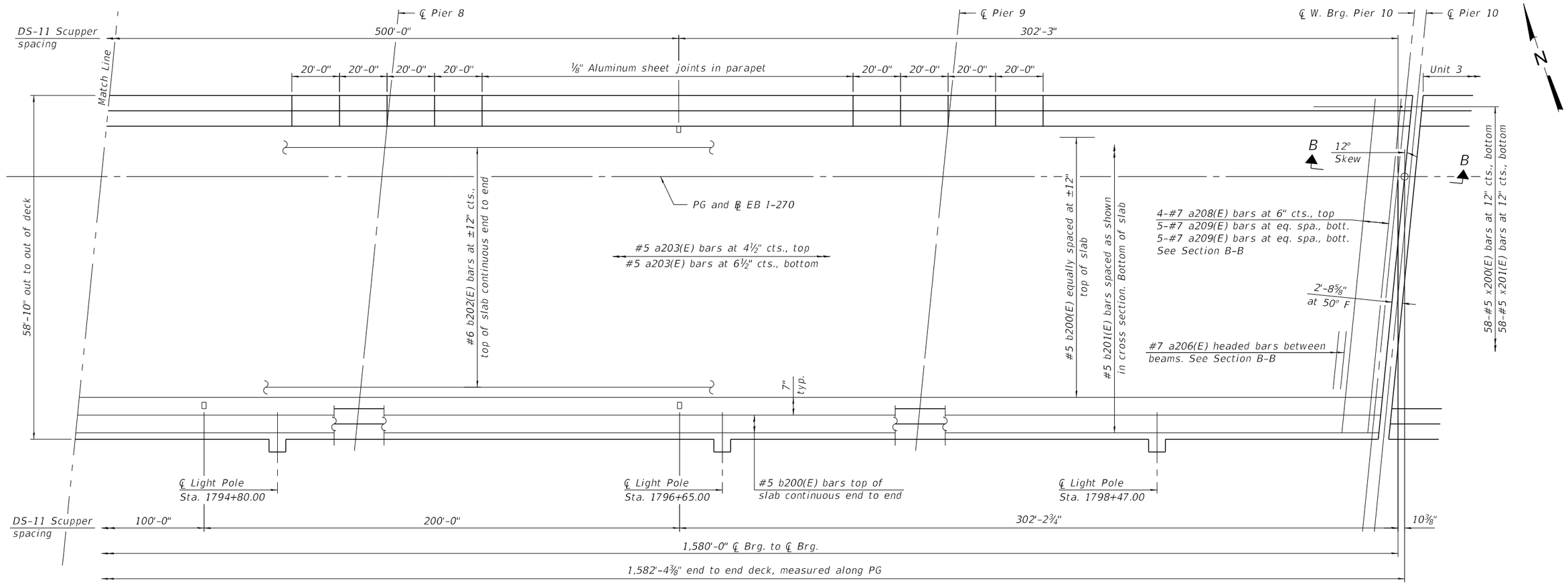
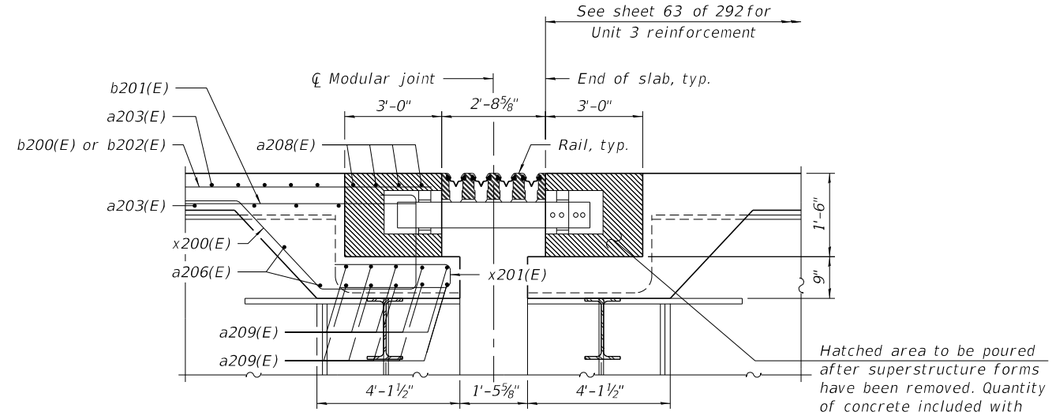


MINIMUM BAR LAP

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

UNIT 2 PART PLAN



SECTION B-B

(at Rt. ℄'s)

Notes:

For Unit 2 Bill of Material, see sheet 92 of 292 .

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

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

For Superstructure Details, see sheet 77 of 292 .

For details of modular expansion jt., see sheets 102 and 103 of 292 .

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HORNER & SHIFRIN
Teaming with: PARSONS

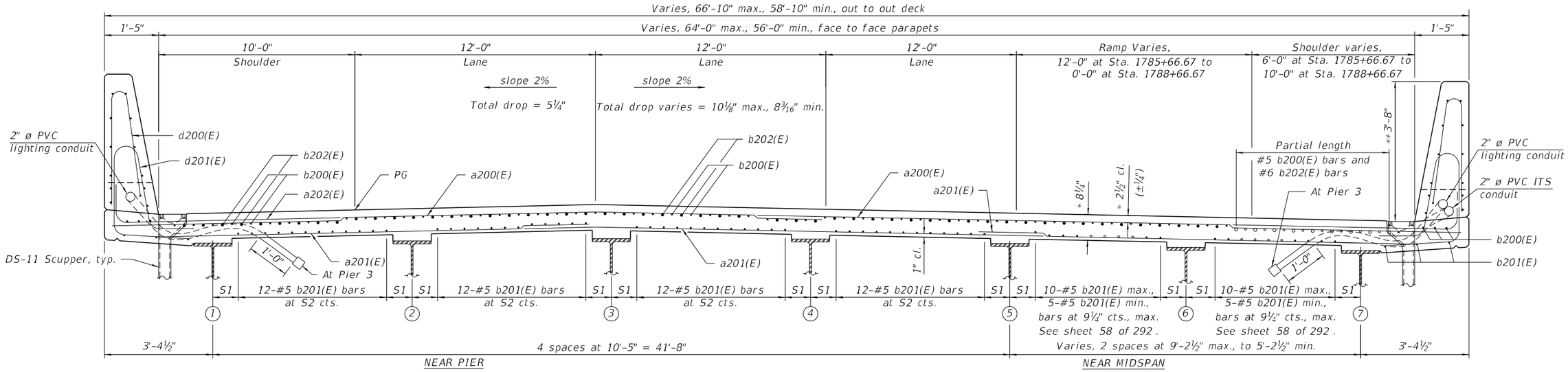
USER NAME =	DESIGNED - BTF	REVISED -	
	CHECKED - NHP	REVISED -	
PLOT SCALE =	DRAWN - EAT	REVISED -	
PLOT DATE =	CHECKED - JSR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 2 – 3
STRUCTURE NO. 060-0350 (EB)

SHEET 60 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	273
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



CROSS SECTION

(Looking East)

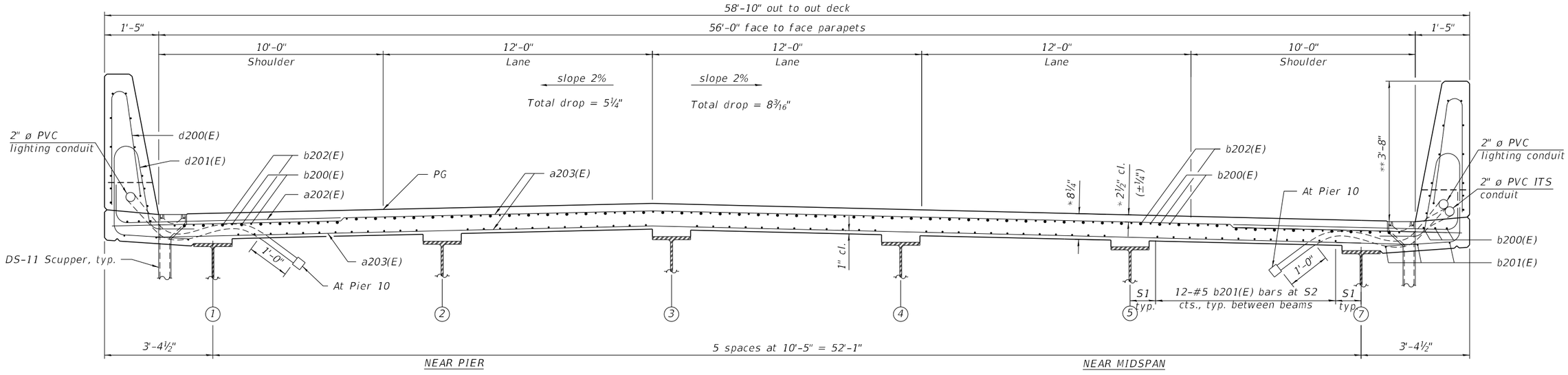
(Pier 3 to Station 1788+66.67)

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

TABLE OF S DIMENSIONS

Flange Width	S1	S2
18"	1'-1"	9"
28"	1'-6½"	8"
30"	1'-6½"	8"

Note:
Flare #5 b201(E) to provide a smooth transition at flange width changes to match the maximum spacing S2.



CROSS SECTION

(Looking East)

Station 1788+66.67 to Pier 10

* Prior to grinding
** After grinding

Notes:
For Unit 2 Bill of Material, see sheet 92 of 292.
For Superstructure Details, see sheet 77 of 292.

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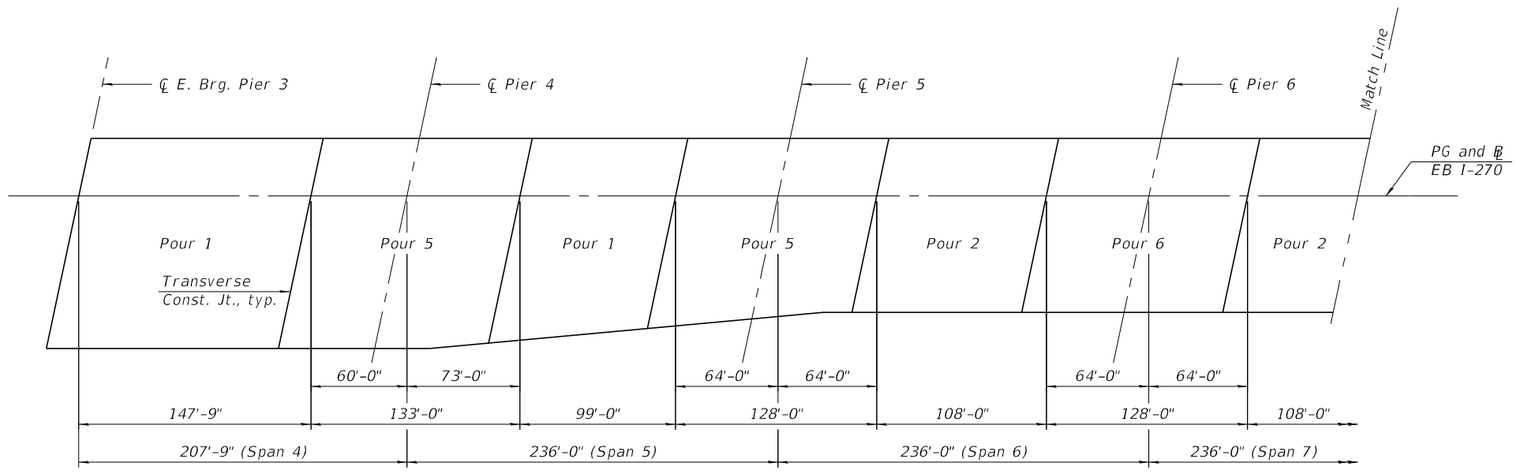
HORNER & SHIFRIN
Teaming with: PARSONS

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

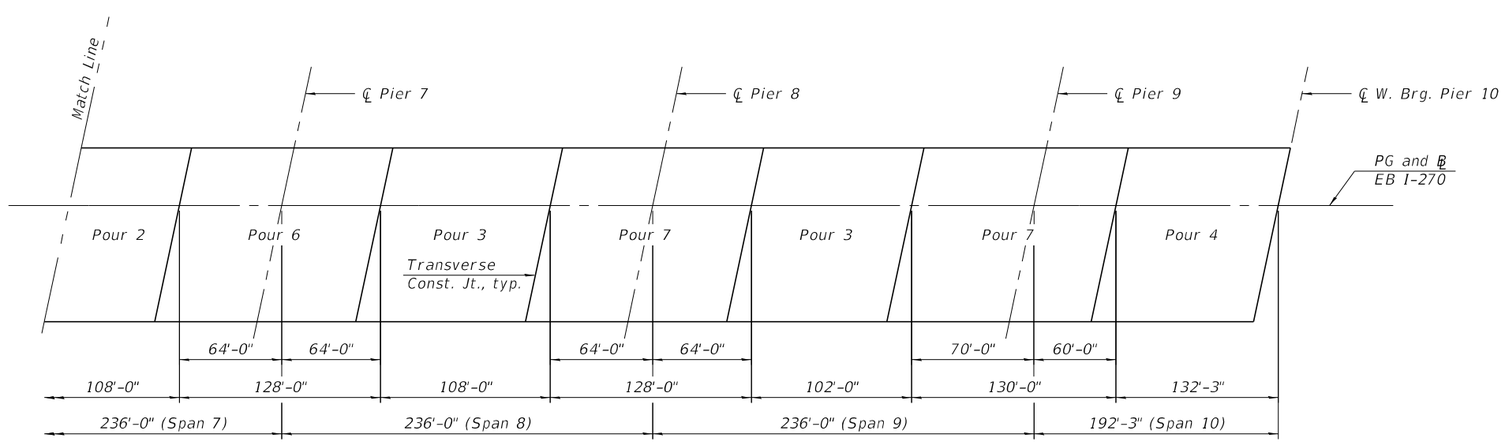
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SECTION UNIT 2
STRUCTURE NO. 060-0350 (EB)
SHEET 61 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	274
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



DECK POURING SEQUENCE



DECK POURING SEQUENCE

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

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

Notes:
For Unit 2 Bill of Material, see sheet 92 of 292 .
For Superstructure Details, see sheet 77 of 292 .

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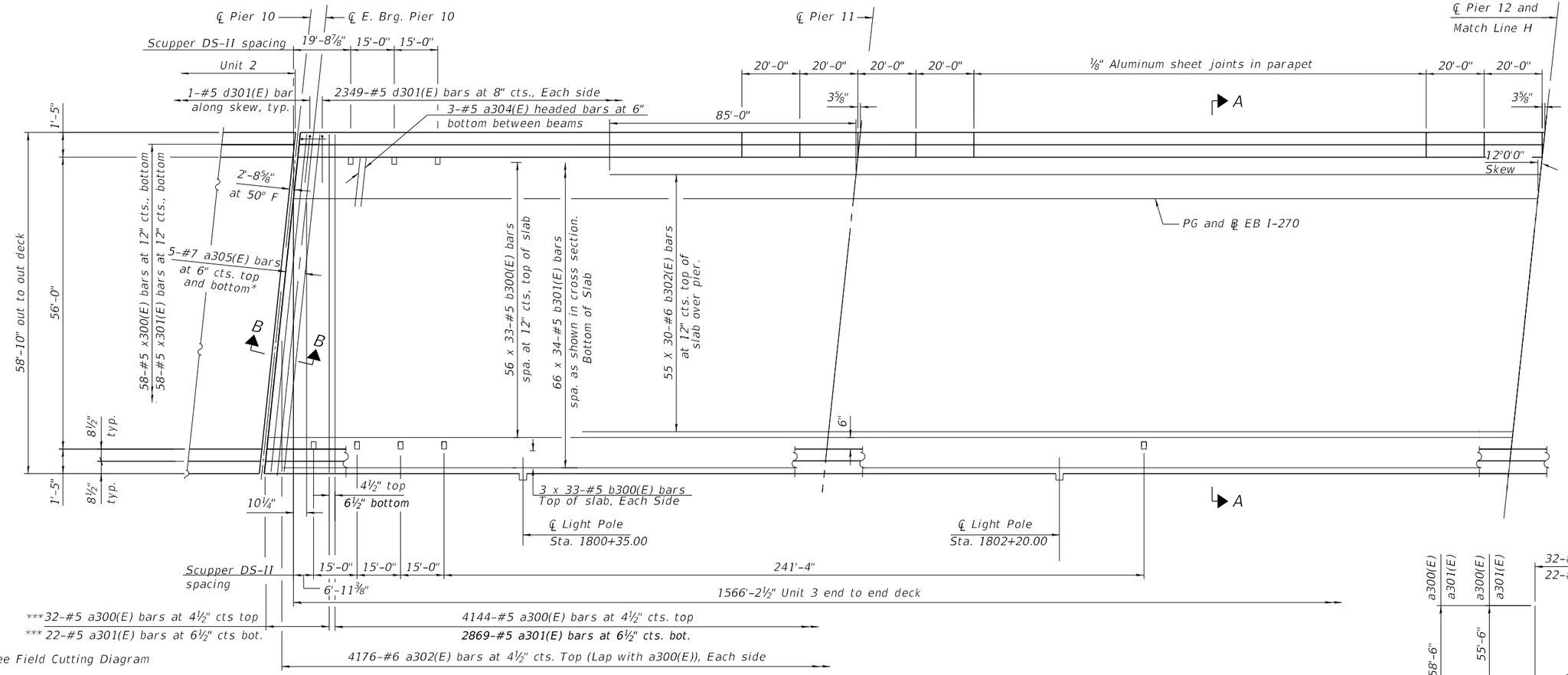
HORNER & SHIFRIN
Teaming with: PARSONS

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

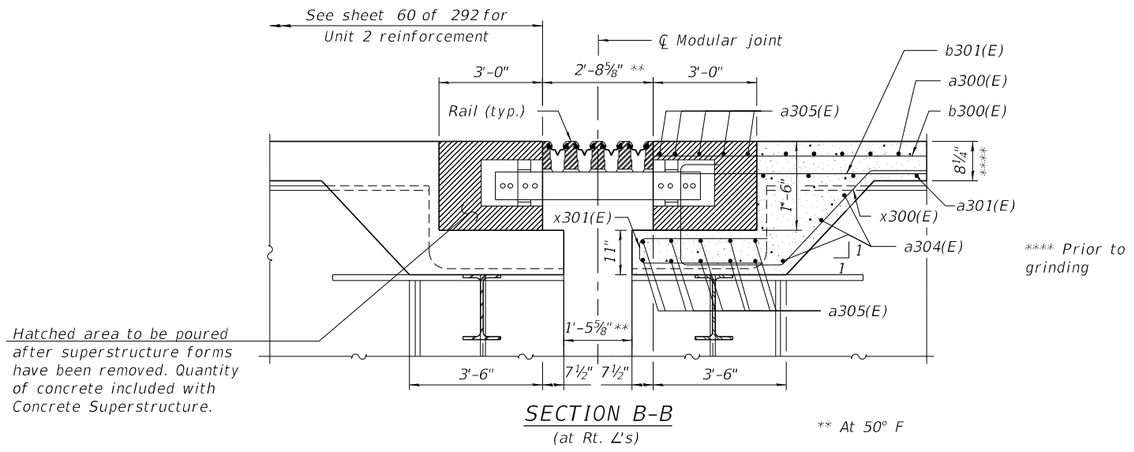
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 2
STRUCTURE NO. 060-0350 (EB)
SHEET 62 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	275
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



UNIT 3 PART PLAN



SECTION B-B
(at Rt. ℄'s)

**** Prior to grinding

** At 50° F

MINIMUM BAR LAP

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

FIELD CUTTING DIAGRAM

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

Note:

For Bill of Material, see sheet 93 of 292.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Space d301(E) Bars to miss parapet joints.
Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 106 of 292.
For scupper support and reinforcement details see sheet 89 of 292.
For Section A-A, see sheet 67 of 292.
For light pole base details see sheet 90 of 292.
Light pole base dimensions provided are measured to centerline light pole.

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

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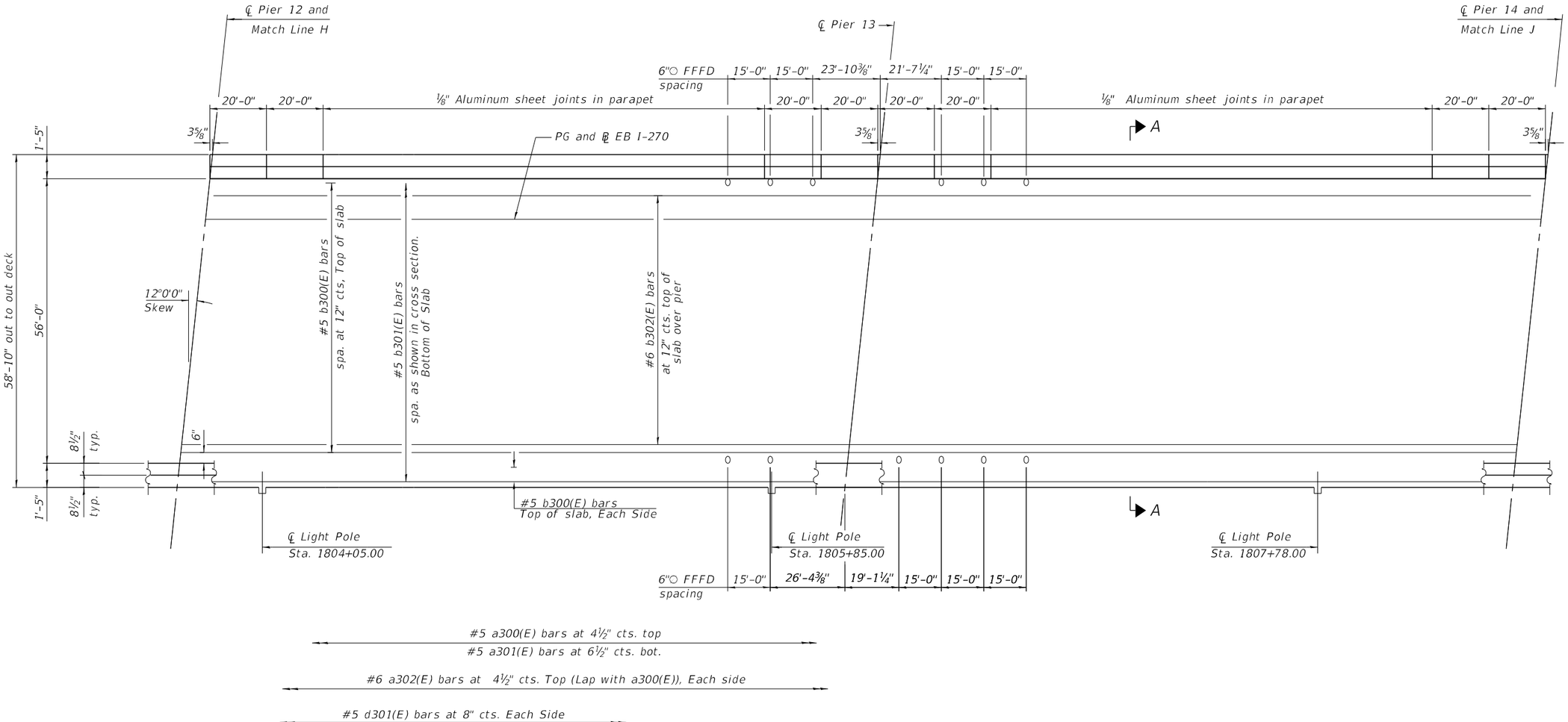
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 – 1
STRUCTURE NO. 060-0350 (EB)
SHEET 63 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	276
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



#5 a300(E) bars at 4½" cts. top
#5 a301(E) bars at 6½" cts. bot.

#6 a302(E) bars at 4½" cts. Top (Lap with a300(E)), Each side

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

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 63 of 292 .
For Section A-A, see sheet 67 of 292.

UNIT 3 PART PLAN

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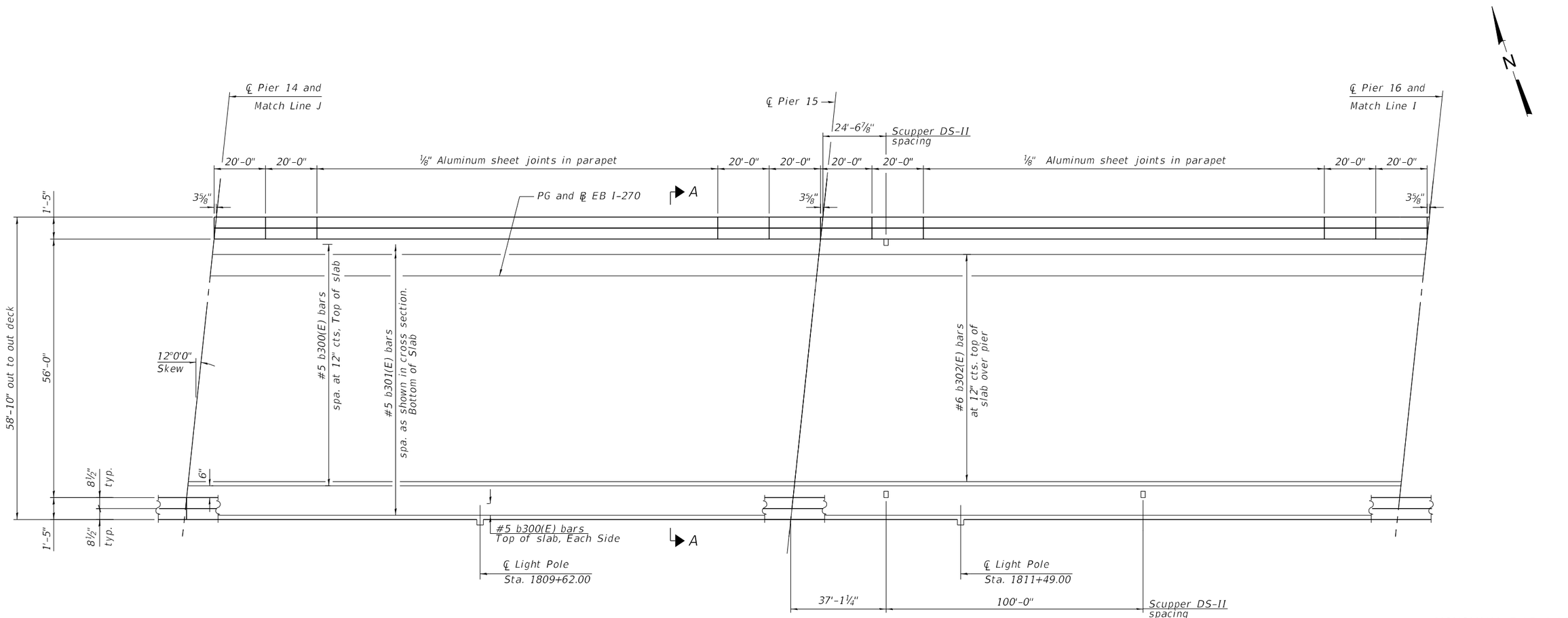
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 – 2
STRUCTURE NO. 060–0350 (EB)
SHEET 64 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	277
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 63 of 292 .
For Section A-A, see sheet 67 of 292.

UNIT 3 PART PLAN

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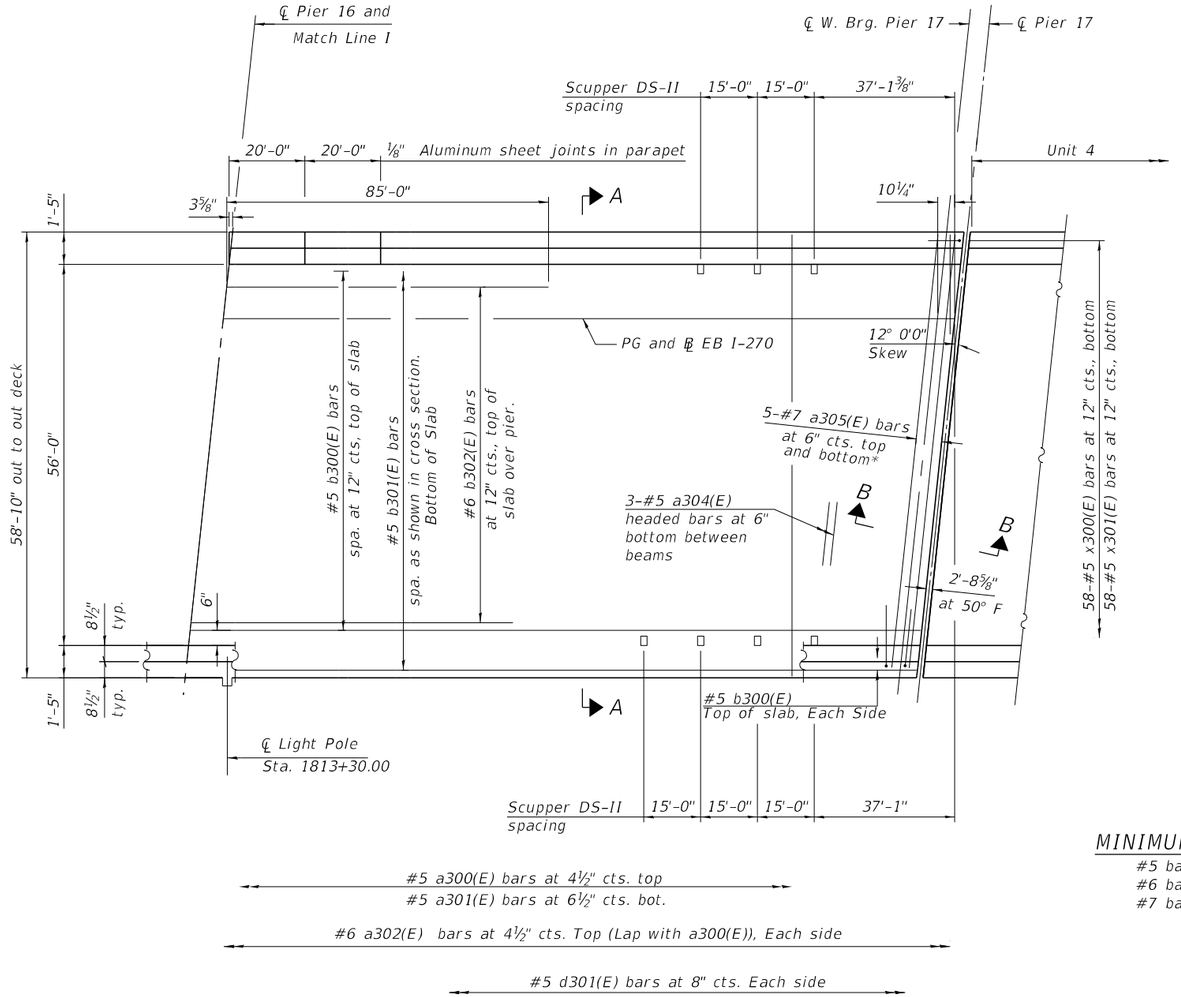
HORNER & SHIFRIN
Teaming with: PARSONS

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

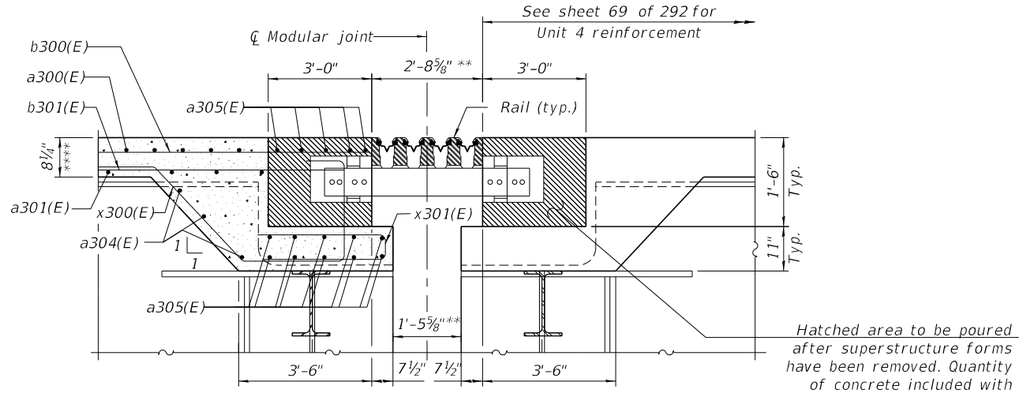
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 – 3
STRUCTURE NO. 060-0350 (EB)
SHEET 65 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	278
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		



UNIT 3 PART PLAN



SECTION B-B
(at Rt. ℄'s)

** At 50° F

**** Prior to grinding

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 63 of 292.
For Section A-A, see sheet 67 of 292.

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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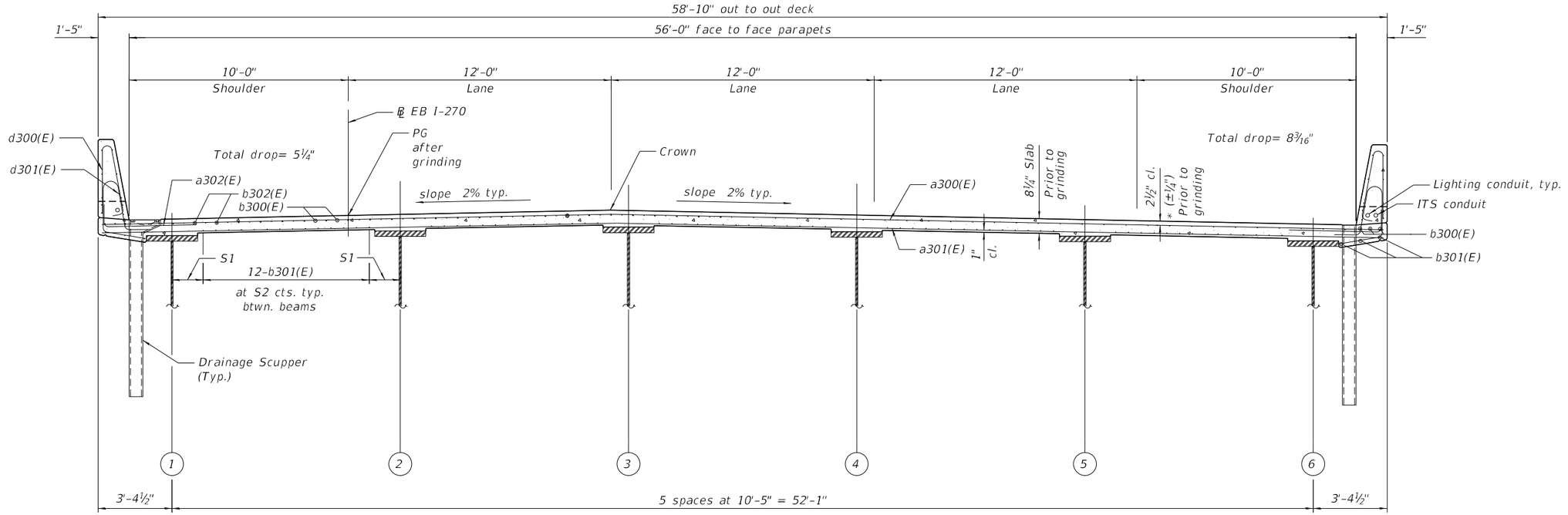
	CHECKED - JDS	REVISED -
PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS/TMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 -4
STRUCTURE NO. 060-0350 (EB)
SHEET 66 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	279
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			



NEAR PIER

NEAR MIDSPAN

SECTION A-A

(Looking upstation)

TABLE OF DIMENSIONS

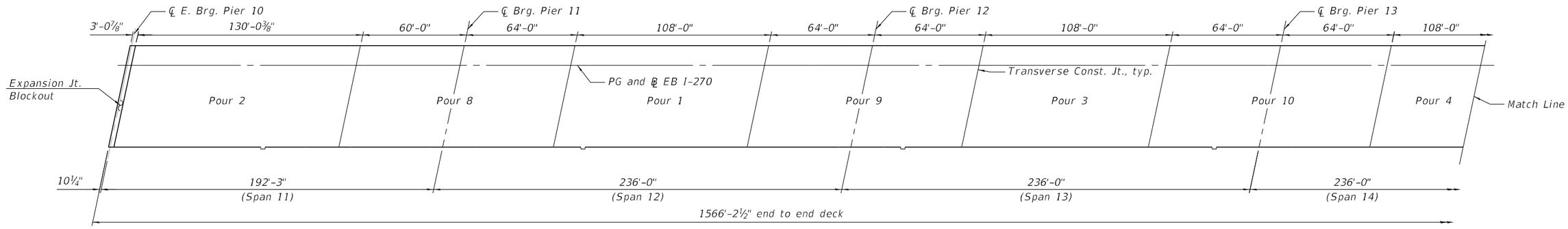
FLANGE WIDTH	S1	S2
18"	1'-1"	9"
28"	1'-6½"	8"

Note:

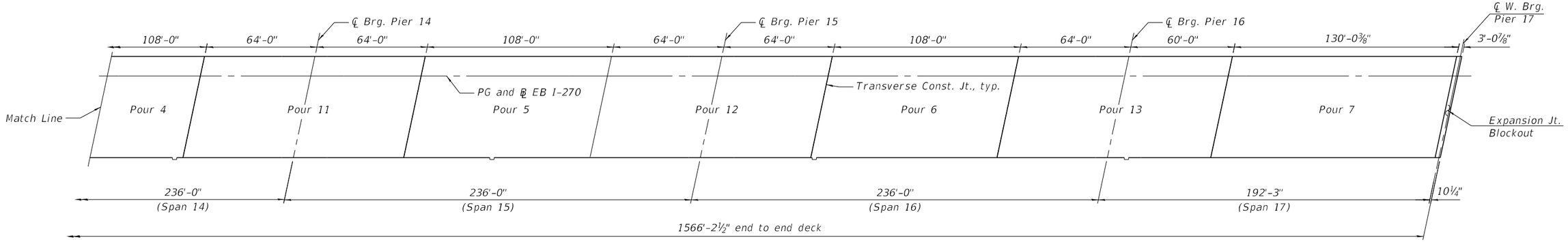
Flare #5 b201(E) to provide a smooth transition at flange width changes to match the maximum spacing S2

Note:

For Bill of Material, see sheet 93 of 292 .
For Location of drainage scuppers or floor drains, see deck plans.
For Superstructure Details, see sheet 78 of 292 .



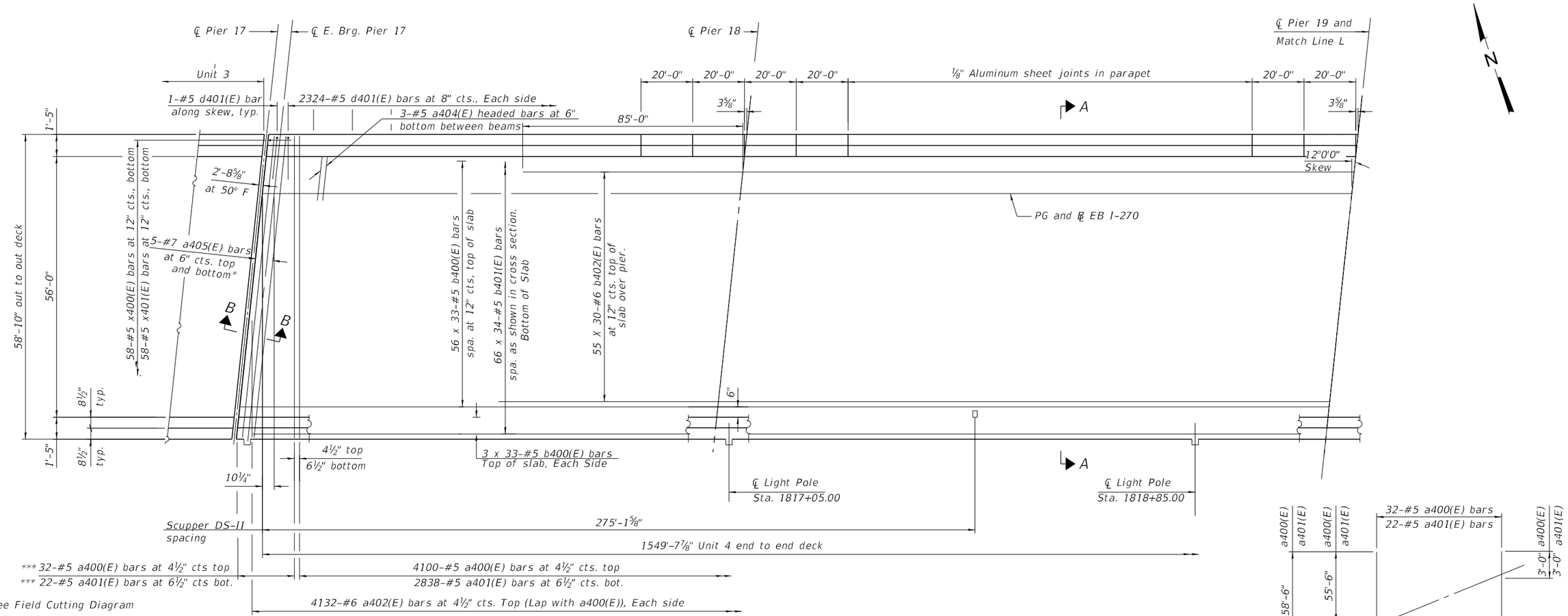
DECK POURING SEQUENCE



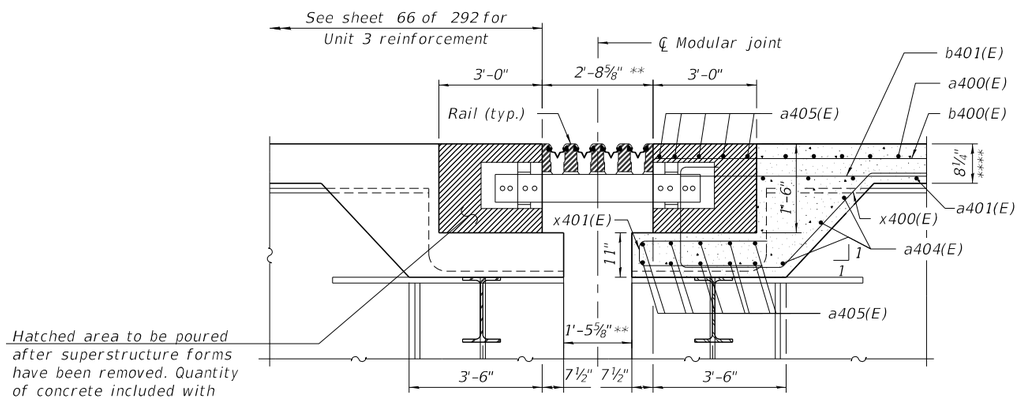
DECK POURING SEQUENCE

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

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



UNIT 4 PART PLAN



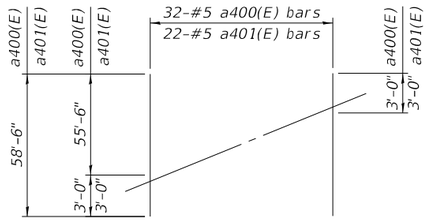
**** Prior to grinding

SECTION B-B
(at Rt. ℄'s)

** At 50° F

MINIMUM BAR LAP

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



FIELD CUTTING DIAGRAM

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

Note:

For Bill of Material, see sheet 93 of 292.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Space d401(E) Bars to miss parapet joints.
Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 106 of 292.
For scupper support and reinforcement details see sheet 89 of 292.
For Section A-A, see sheet 73 of 292.
For light pole base details see sheet 90 of 292.
Light pole base dimensions provided are measured to centerline light pole.

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

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HORNER & SHIFRIN
Teaming with: PARSONS

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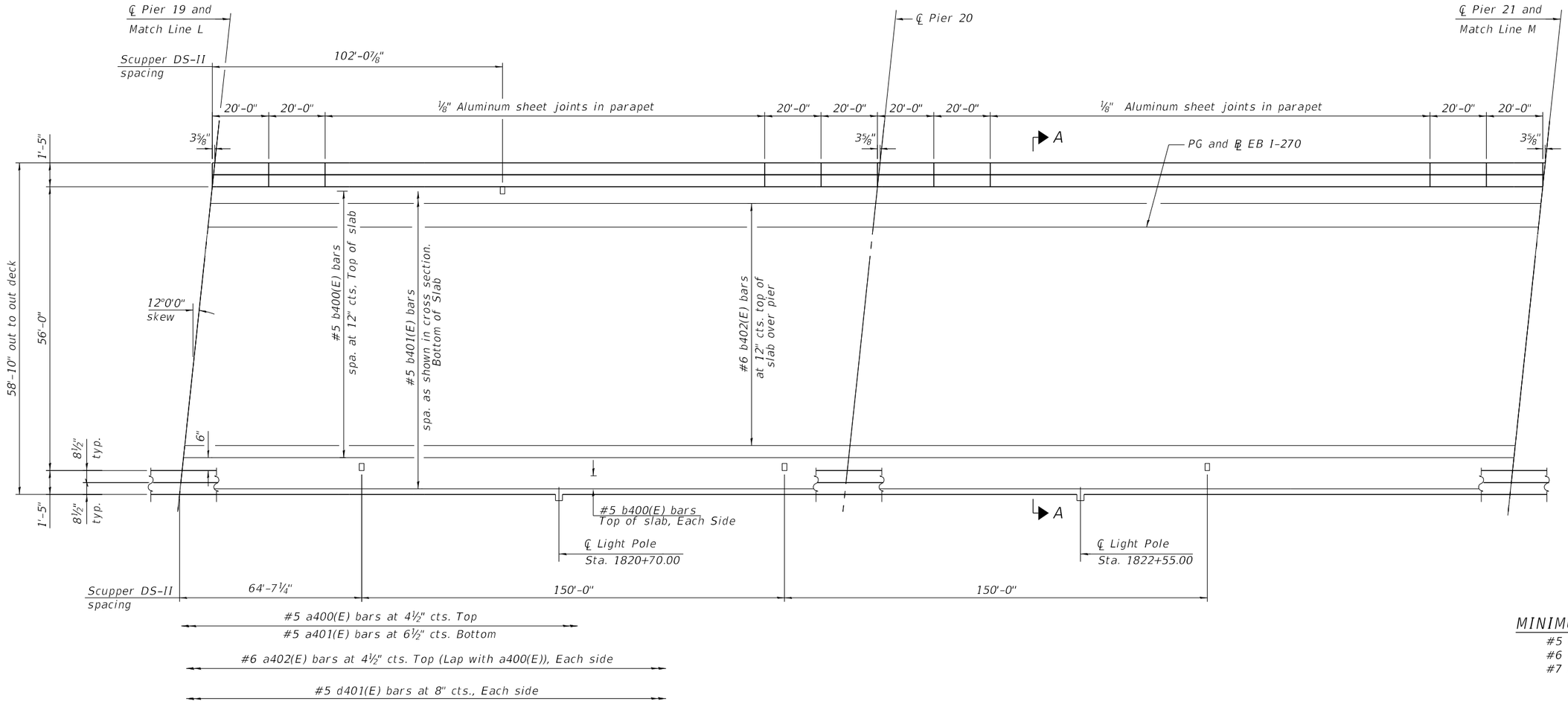
	CHECKED - JDS	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS/TMB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 1
STRUCTURE NO. 060-0350 (EB)
SHEET 69 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	282
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		



UNIT 4 PART PLAN

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 69 of 292.
For Section A-A, see sheet 73 of 292.

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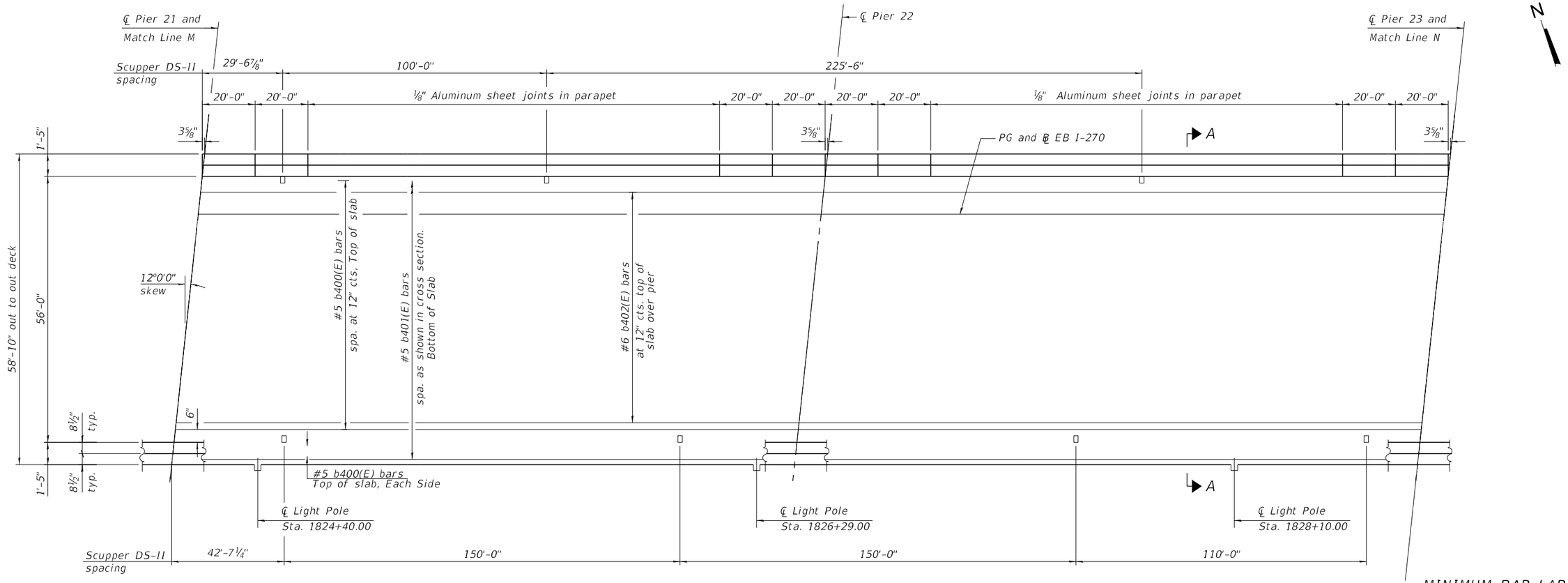
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 2
STRUCTURE NO. 060-0350 (EB)
SHEET 70 OF 292 SHEETS

F.AJ. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	283
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

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

UNIT 4 PART PLAN

Notes:

For Notes, see sheet 69 of 292.
For Section A-A, see sheet 73 of 292.

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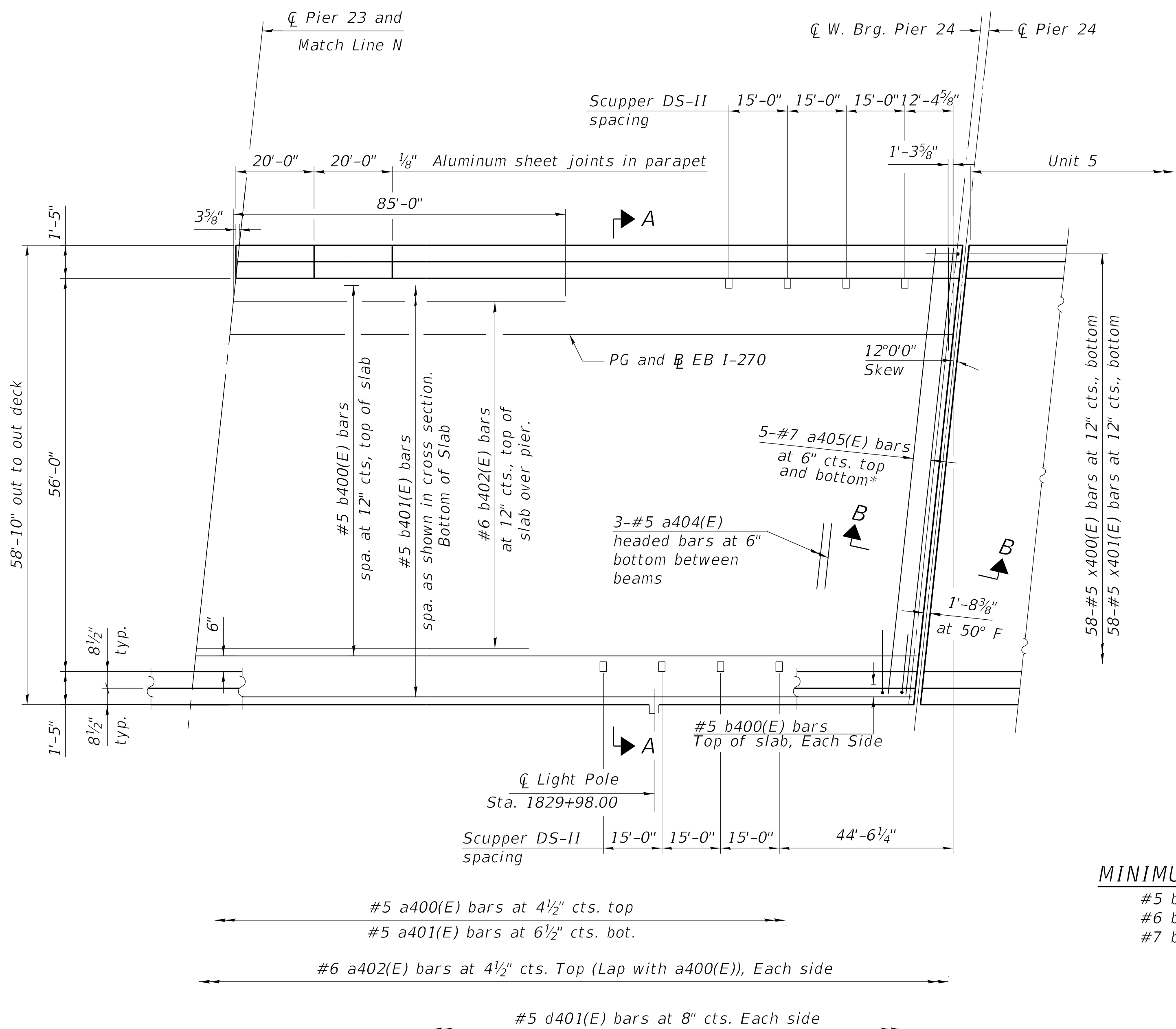
HORNER & SHIFRIN
Teaming with: PARSONS

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

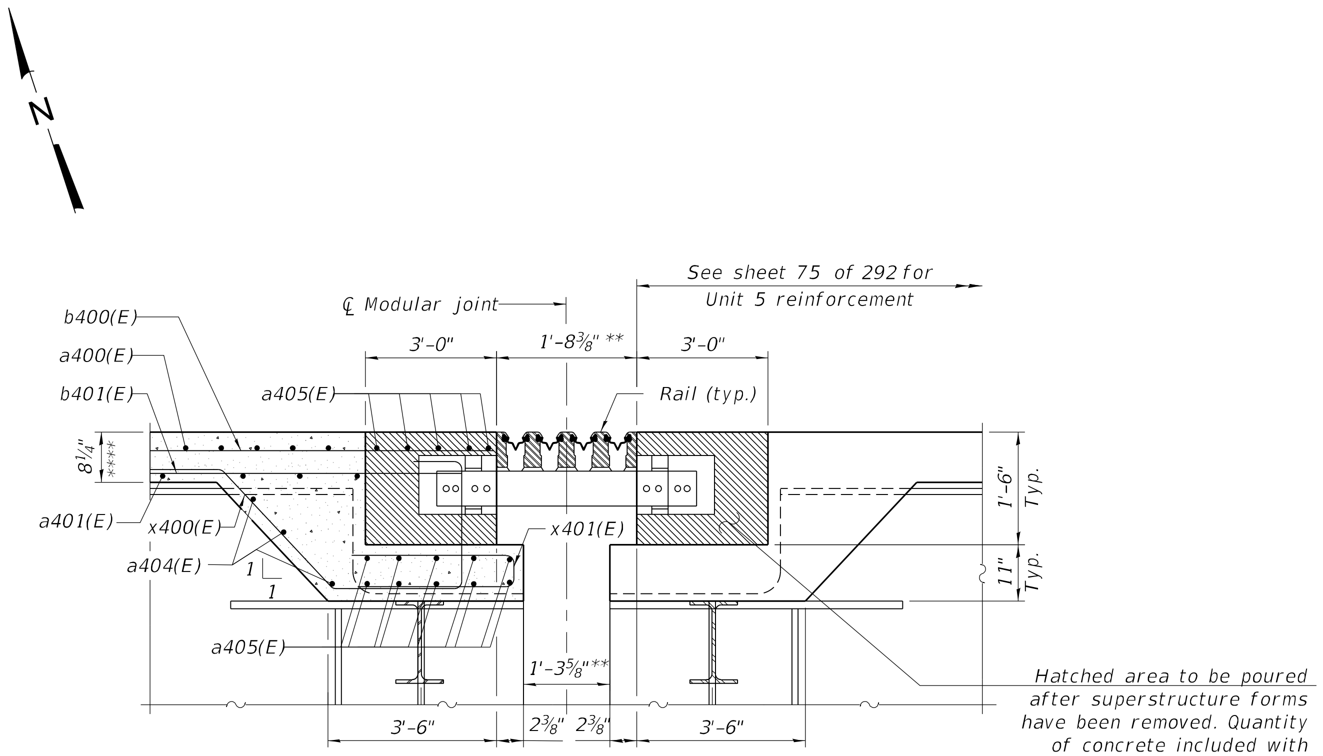
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 3
STRUCTURE NO. 060-0350 (EB)
SHEET 71 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	284
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



UNIT 4 PART PLAN



SECTION B-B

(at Rt. ∠'s)

** At 50° F

**** Prior to grinding

MINIMUM BAR LAP

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

Notes:

For Notes, see sheet 69 of 292.
For Section A-A, see sheet 73 of 292.

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 – 4
STRUCTURE NO. 060–0350 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	285
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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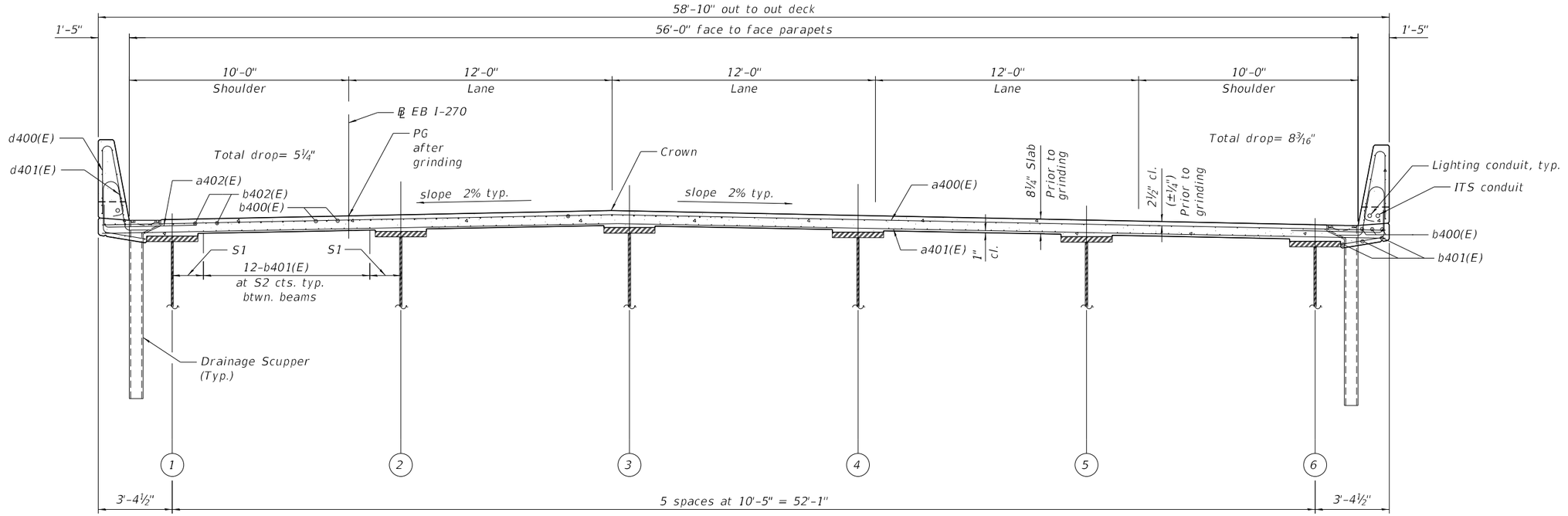

NEAR PIER

NEAR MIDSPAN

SECTION A-A

(Looking upstation)

TABLE OF DIMENSIONS

FLANGE WIDTH	S1	S2
18"	1'-1"	9"
28"	1'-6½"	8"

Note:

Flare #5 b201(E) to provide a smooth transition at flange width changes to match the maximum spacing S2

Note:

For Bill of Material, see sheet 93 of 292 .
For Location of drainage scuppers, see deck plans.
For Superstructure Details, see sheet 78 of 292 .

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HORNER & SHIFRIN
Teaming with: PARSONS

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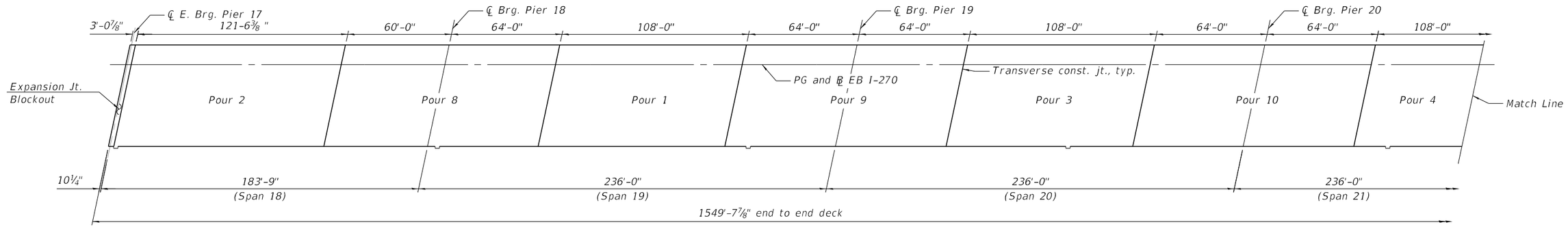
	CHECKED - JDS	REVISED -	
PLOT SCALE =	DRAWN - GLJ	REVISED -	
PLOT DATE =	CHECKED - JDS/TMB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

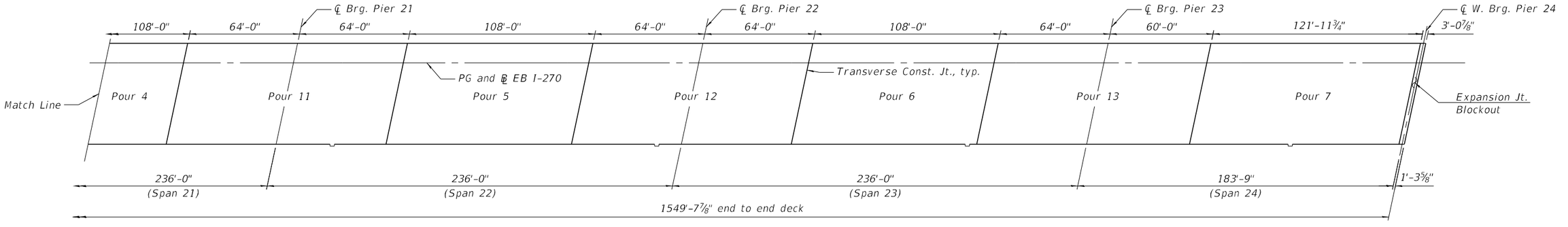
DECK SECTION UNIT 4
STRUCTURE NO. 060-0350 (EB)

SHEET 73 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	286
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



DECK POURING SEQUENCE



DECK POURING SEQUENCE

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

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

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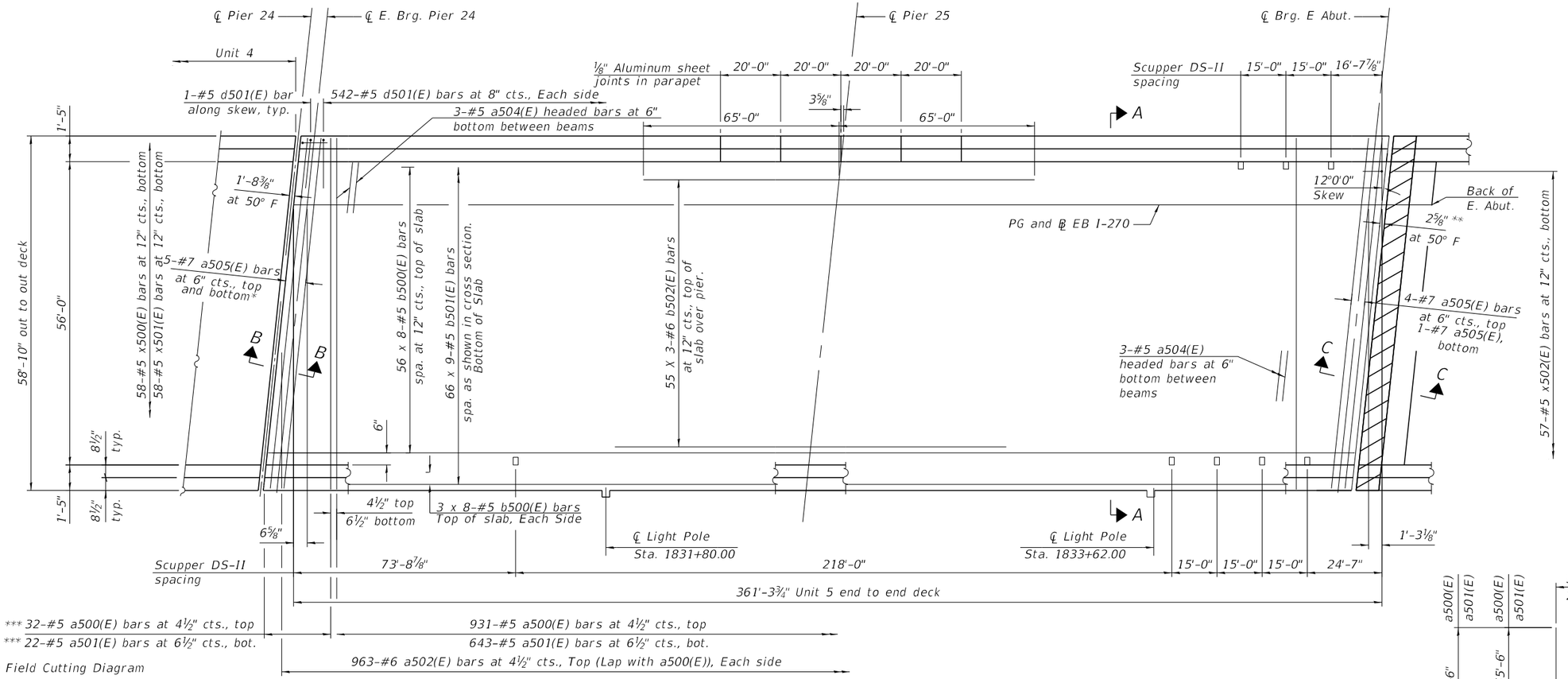
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 4
STRUCTURE NO. 060-0350 (EB)
SHEET 74 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	287
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



*** See Field Cutting Diagram

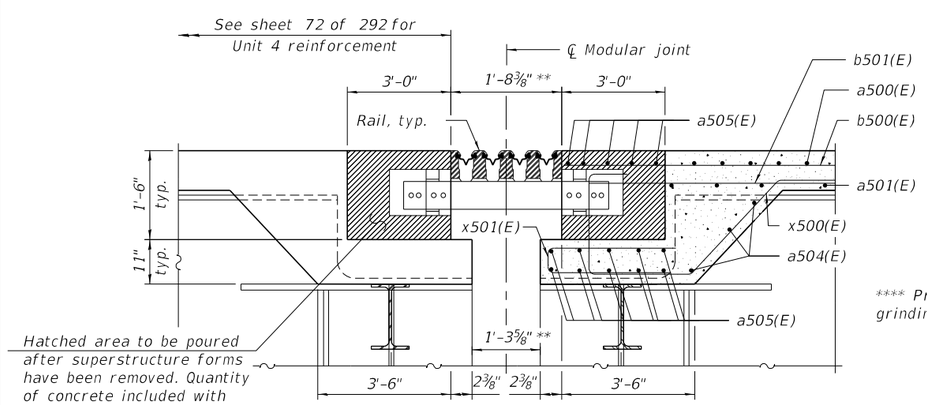
UNIT 5 PLAN

MINIMUM BAR LAP

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

FIELD CUTTING DIAGRAM

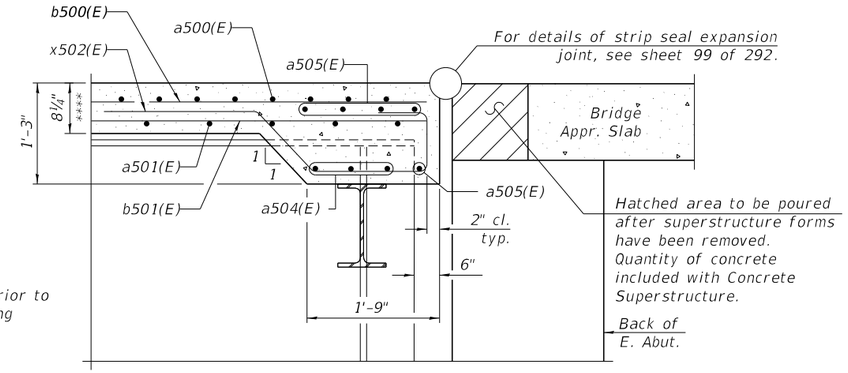
Order a500(E) and a501(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



SECTION B-B

(at Rt. ℄'s)

**** Prior to grinding



SECTION C-C

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

Note:

For Bill of Material, see sheet 93 of 292.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Space d501(E) Bars to miss parapet joints.
Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 106 of 292.
For scupper support and reinforcement details see sheet 89 of 292.
For Section A-A, see sheet 76 of 292.
For light pole base details see sheet 90 of 292.
Light pole base dimensions provided are measured to centerline light pole.
Order a500(E) and a501(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.

*Two rows of #5 a505(E) in bottom of deck at expansion joint
** Dimension showing concrete opening at 50° F. E. Abutment dimension is based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on sheet 99 of 292.

MODEL: Default
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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5
STRUCTURE NO. 060-0350 (EB)
SHEET 75 OF 292 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	288
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		

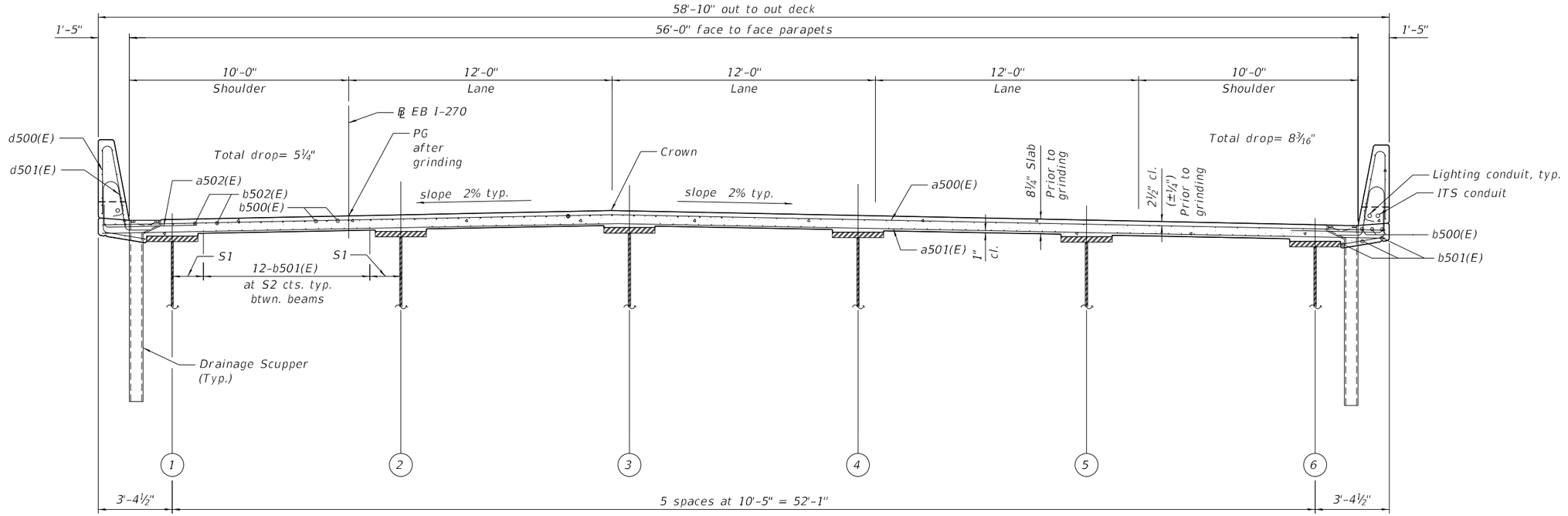


TABLE OF DIMENSIONS

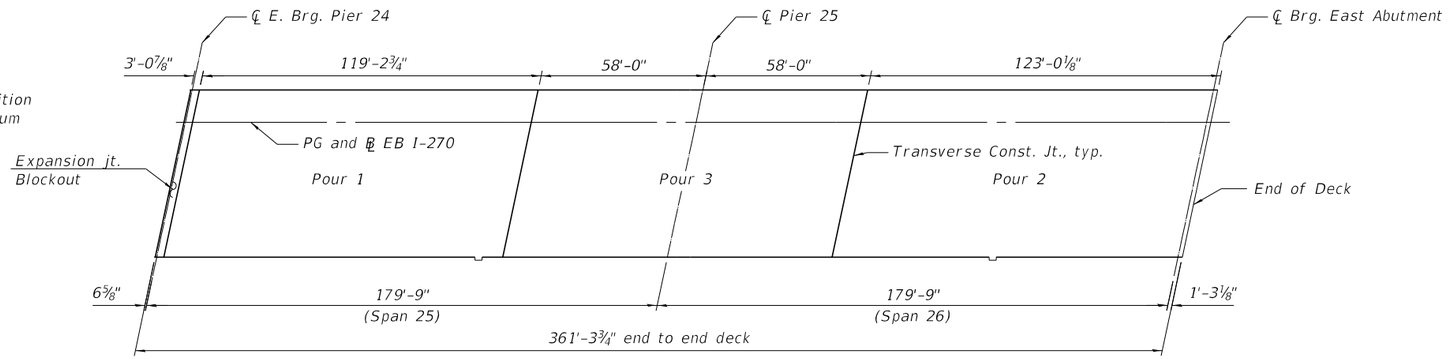
FLANGE WIDTH	S1	S2
20"	1'-1"	9"
28"	1'-6½"	8"

Note:
Flare #5 b201(E) to provide a smooth transition at flange width changes to match the maximum spacing S2

NEAR PIER

NEAR MIDSPAN

SECTION A-A
(Looking upstation)

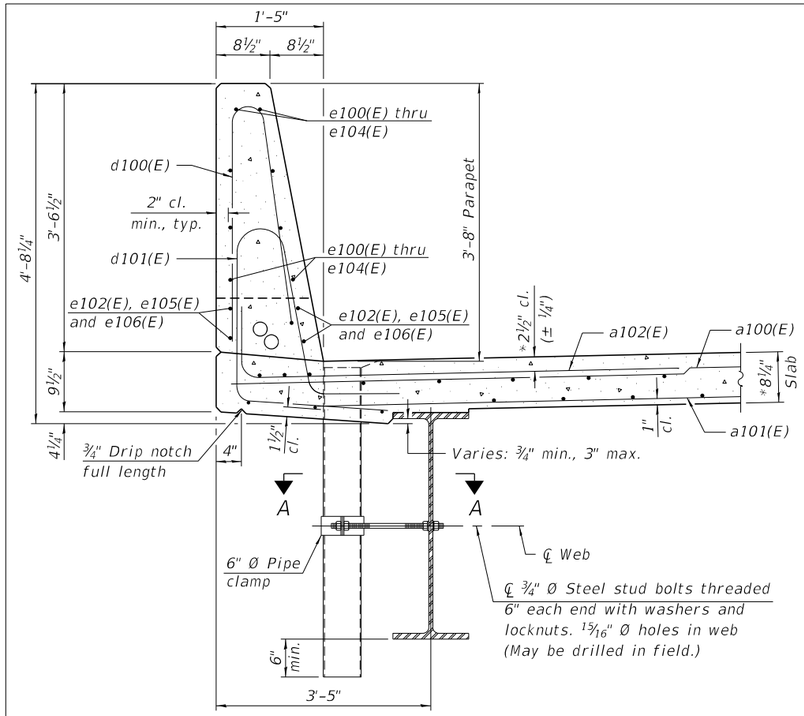


DECK POURING SEQUENCE

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

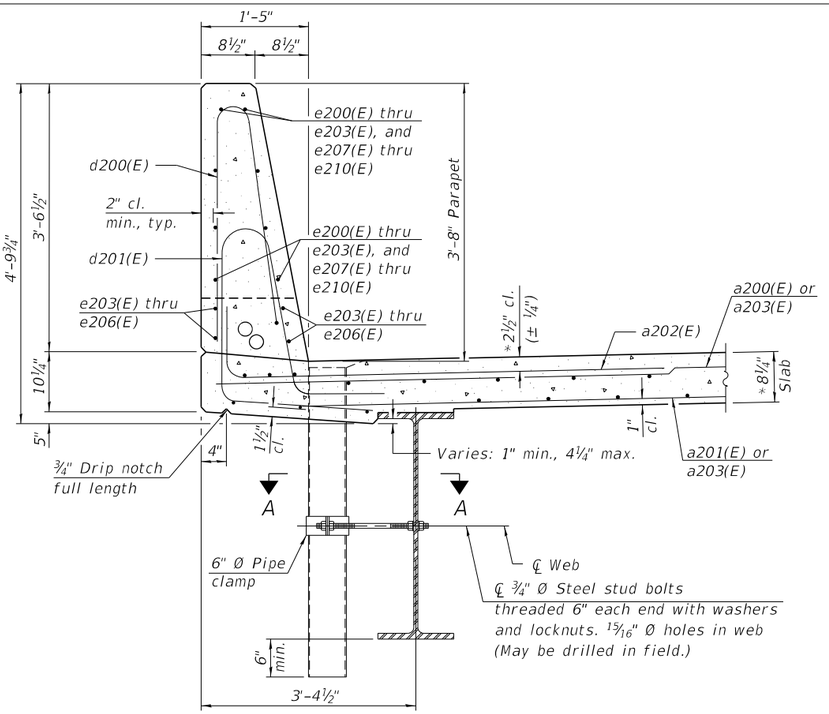
1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

Note:
For Bill of Material, see sheet 93 of 292.
For Location of drainage scuppers, see deck plans.
For Superstructure Details, see sheet 78 of 292.



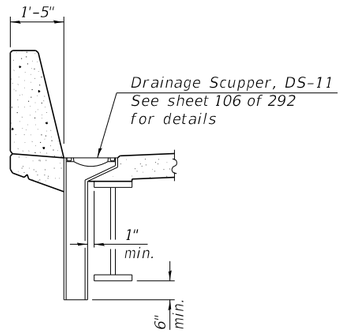
SECTION THRU PARAPET – UNIT 1

* prior to grinding

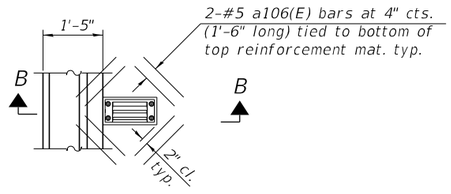


SECTION THRU PARAPET – UNIT 2

* prior to grinding

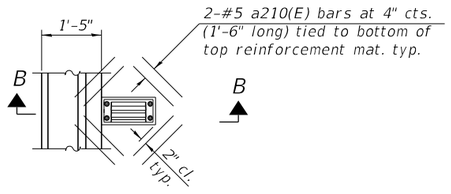


SECTION B-B



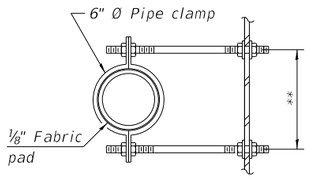
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A

**Dimension as required by pipe clamp

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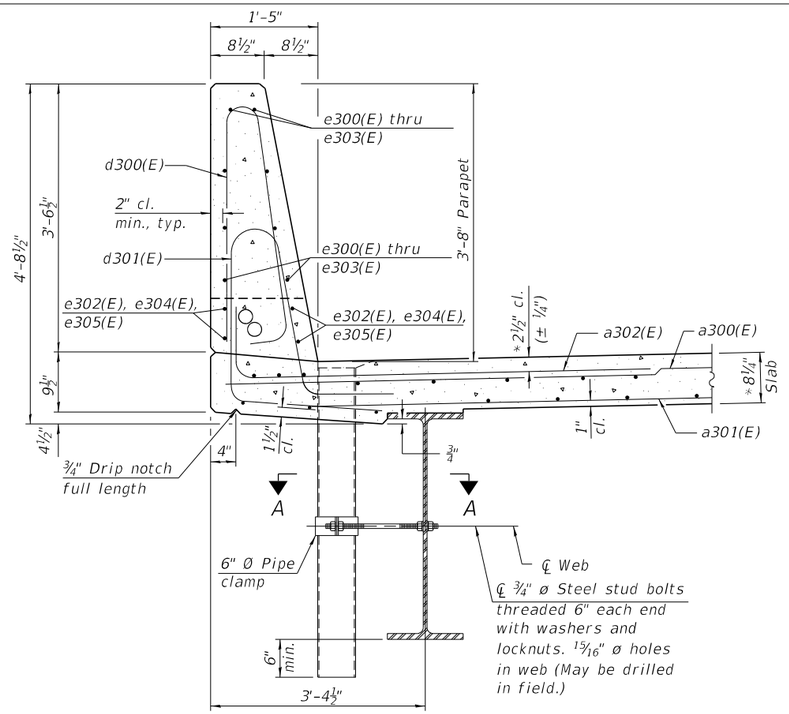
HORNER & SHIFRIN / Teaming with: PARSONS	USER NAME =	DESIGNED - BTF	REVISED -
		CHECKED - NHP	REVISED -
	PLOT SCALE =	DRAWN - EAT	REVISED -
	PLOT DATE =	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

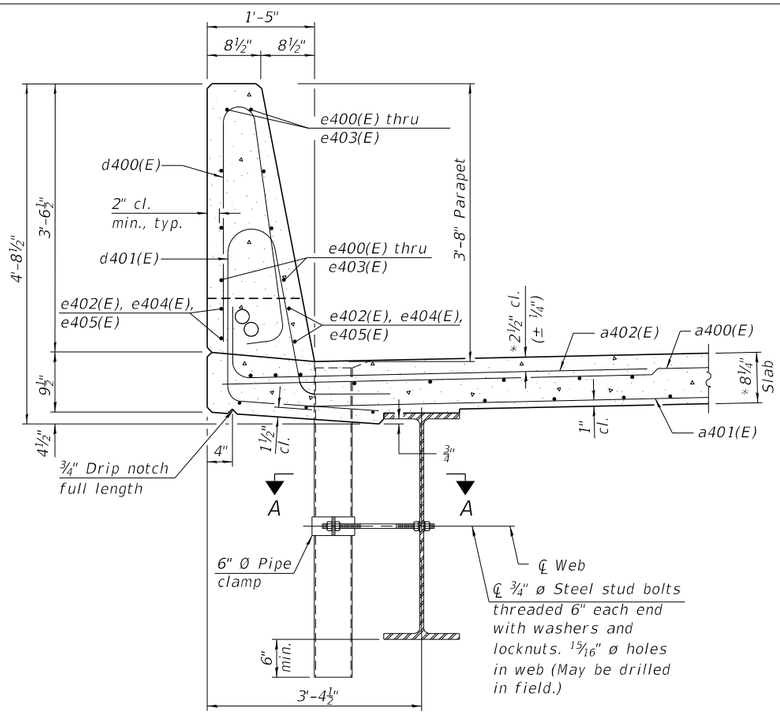
SUPERSTRUCTURE DETAILS – 1
STRUCTURE NO. 060–0350 (EB)
SHEET 77 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	290
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



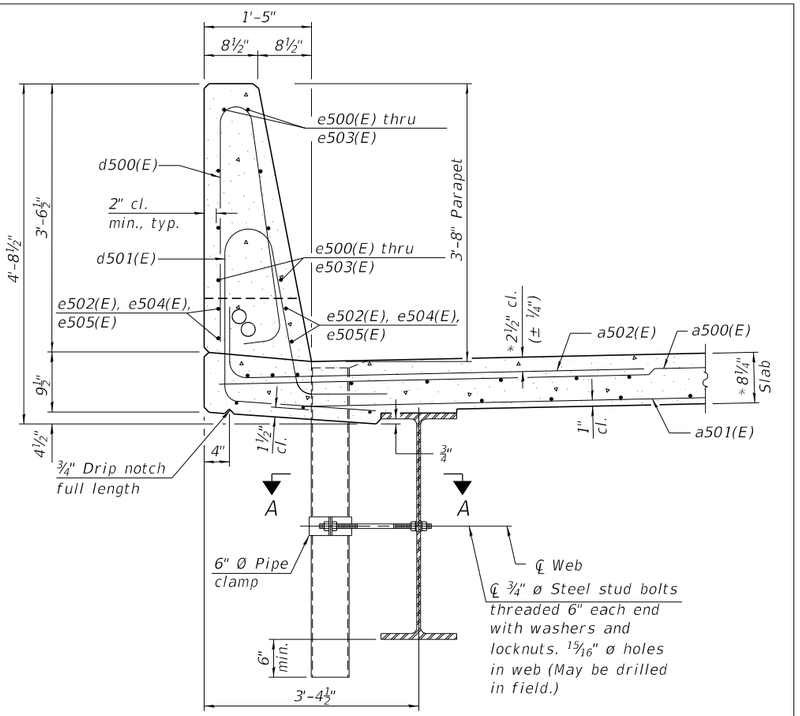
SECTION THRU PARAPET – UNIT 3

* prior to grinding



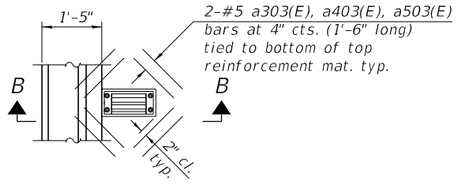
SECTION THRU PARAPET – UNIT 4

* prior to grinding



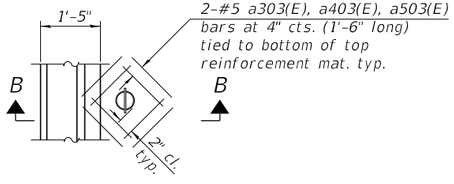
SECTION THRU PARAPET – UNIT 5

* prior to grinding



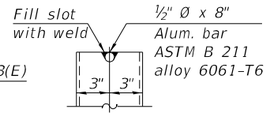
PLAN

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

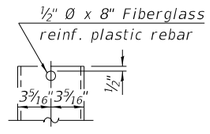


PLAN NEAR PIER 13

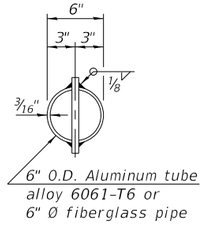
Note:
Cut longitudinal reinforcement to clear drainage scuppers.
See deck sheets for scupper locations.



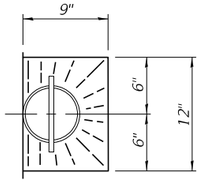
ALUMINUM TUBE



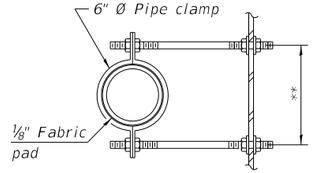
FIBERGLASS PIPE



TOP PLAN
(Showing aluminum tube)

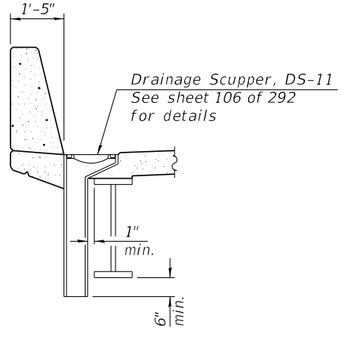


TOP PLAN



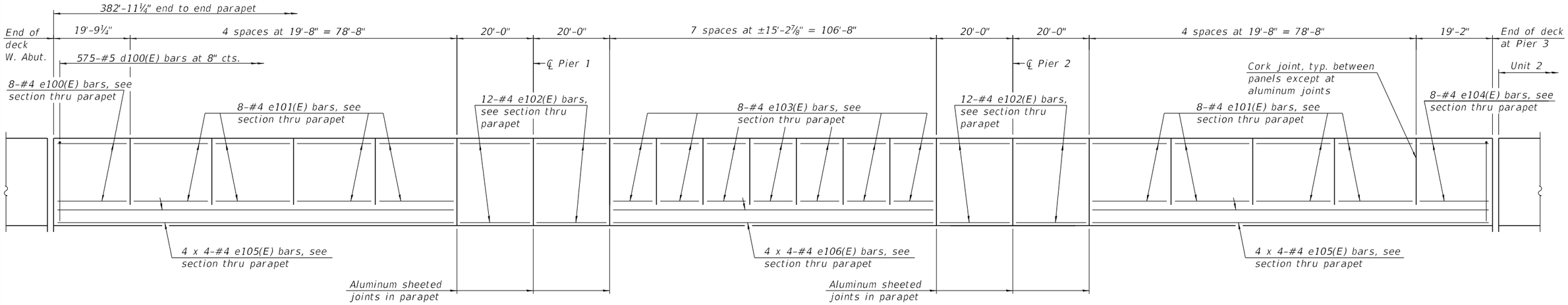
SECTION A-A

**Dimension as required by pipe clamp

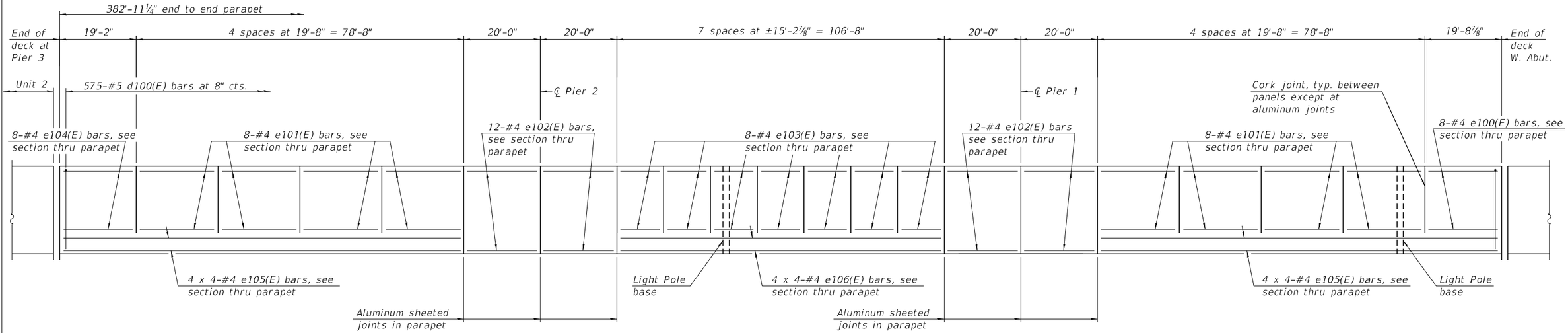


SECTION B-B

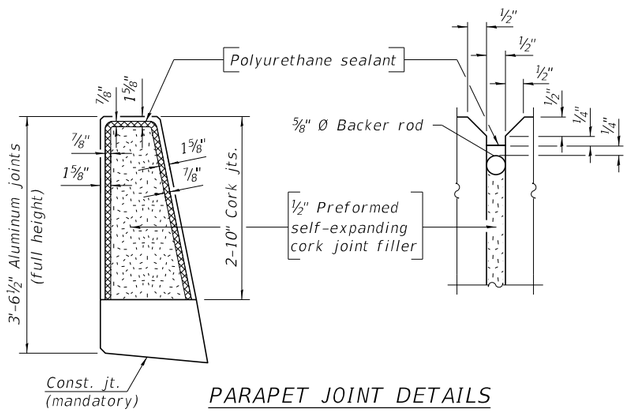
Notes:
Concrete Anchors shall be galvanized per manufacturer's specifications.
Concrete anchors shall be the non-drilling expansion type and shall have a certified concrete pull out strength (Ultimate Load) of 12,100 pounds (min.) in 4,000 psi concrete. The hole shall be pre-drilled with a conventional carbide masonry bit.



INSIDE ELEVATION OF LEFT PARAPET



INSIDE ELEVATION OF RIGHT PARAPET



PARAPET JOINT DETAILS

MINIMUM BAR LAP

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

Notes:
Dimensions are along inside face of parapet at gutter line.
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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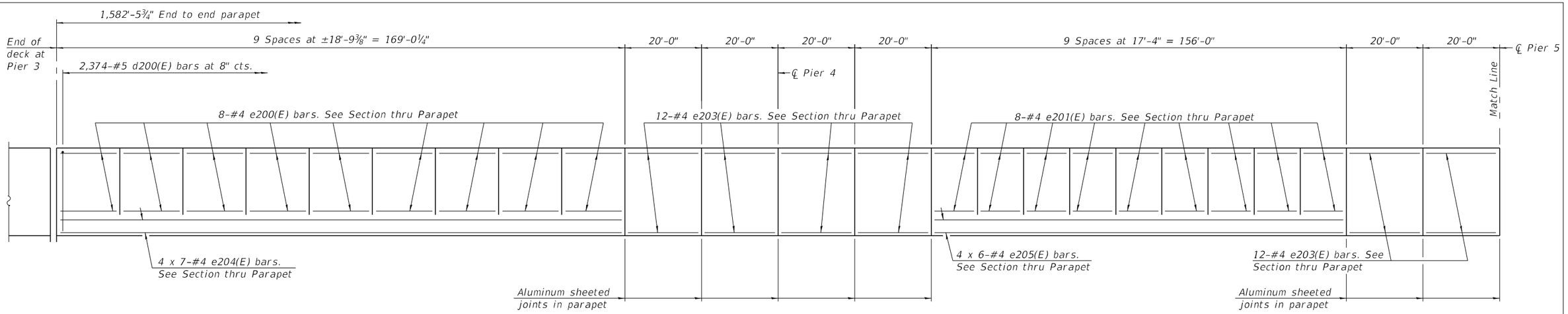
HORNER & SHIFRIN
Teaming with: PARSONS

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

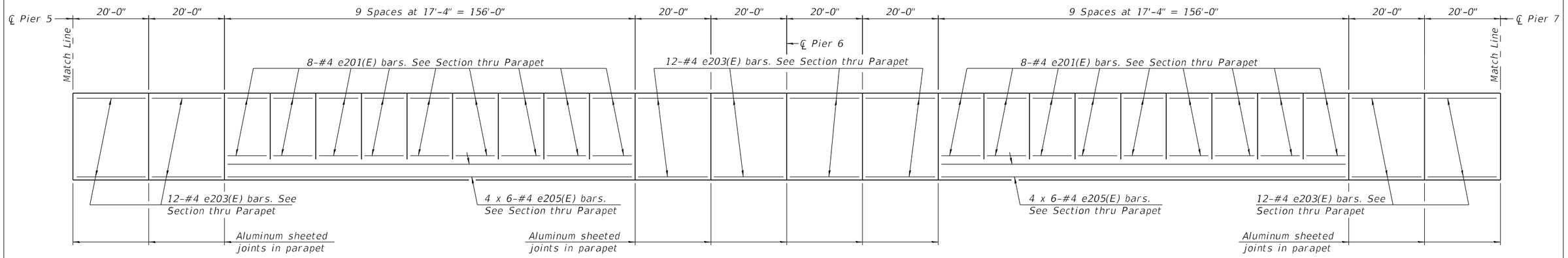
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 1
STRUCTURE NO. 060-0350 (EB)
SHEET 79 OF 292 SHEETS

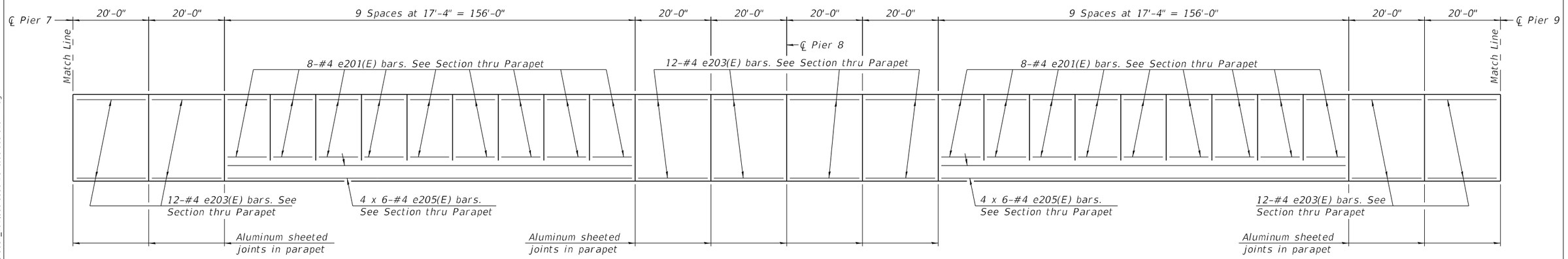
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	292
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF LEFT PARAPET - SPANS 4 AND 5



INSIDE ELEVATION OF LEFT PARAPET - SPANS 6 AND 7



INSIDE ELEVATION OF LEFT PARAPET - SPANS 8 AND 9

MINIMUM BAR LAP

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

Notes:
See Sheet 82 of 292 for parapet joint details.
See Sheet 81 of 292 for left parapet - Span 10.
See Sheets 81 and 82 of 292 for inside elevation of right parapets.

MODEL: Default
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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 2 - 1
STRUCTURE NO. 060-0350 (EB)
SHEET 80 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	293
		CONTRACT NO. 76J90		
	ILLINOIS FED. AID PROJECT			

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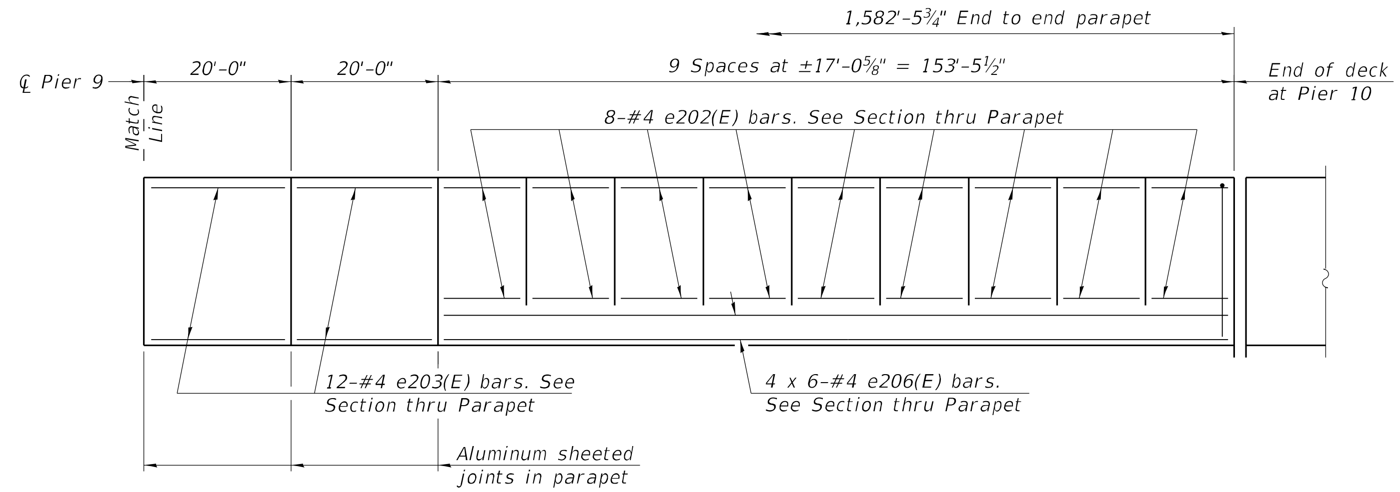
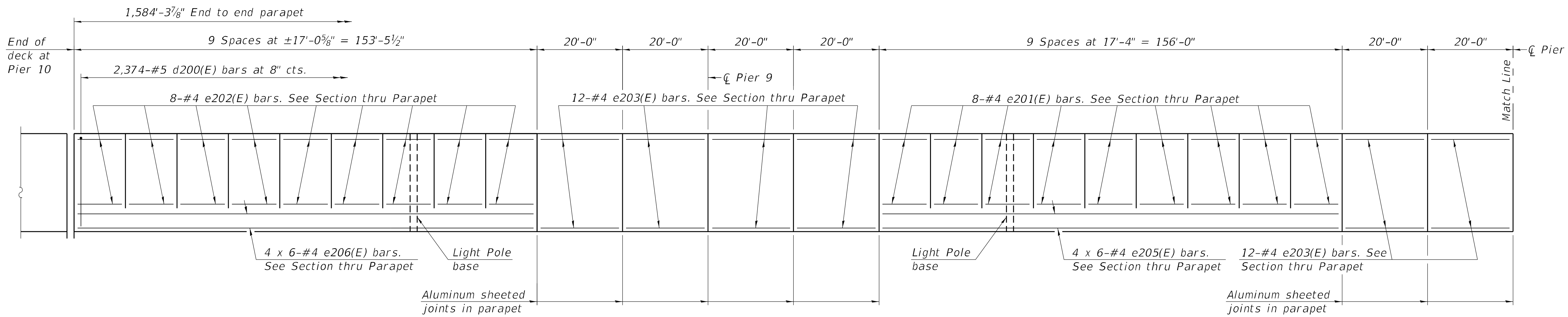
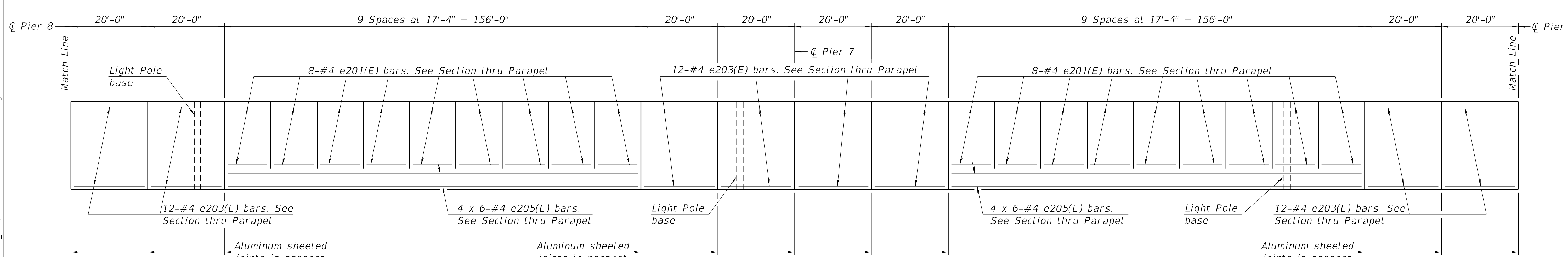


INSIDE ELEVATION OF LEFT PARAPET - SPAN 10



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 10 AND 9



MINIMUM BAR LAP

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

INSIDE ELEVATION OF RIGHT PARAPET - SPANS 8 AND 7

Notes:
See Sheet 80 of 292 for inside elevation of left parapet Spans 4 thru 9.
See Sheet 82 of 292 for inside elevation of right parapet Spans 4 thru 6.

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HORNER & SHIFRIN
Teaming with: PARSONS

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	CHECKED - NHP	REVISED -
PLOT SCALE =	DRAWN - EAT	REVISED -
PLOT DATE =	CHECKED - JSR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 2 - 2
STRUCTURE NO. 060-0350 (EB)

SHEET 81 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	294

CONTRACT NO. 76J90
ILLINOIS FED. AID PROJECT

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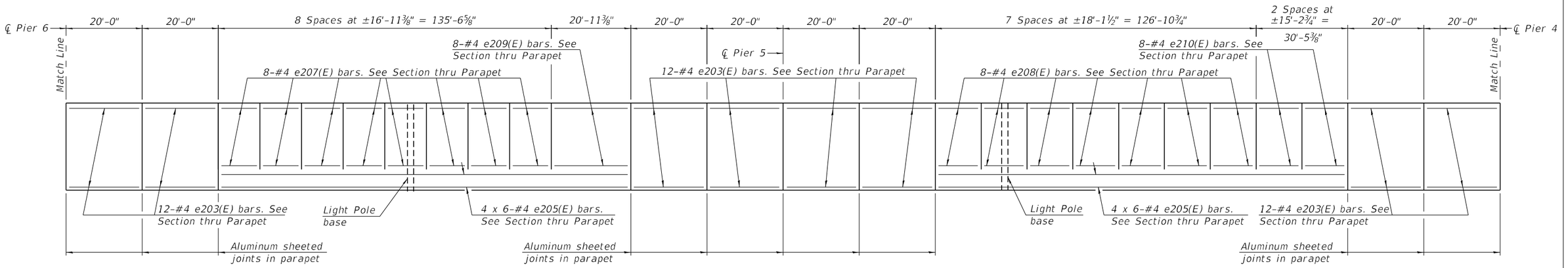
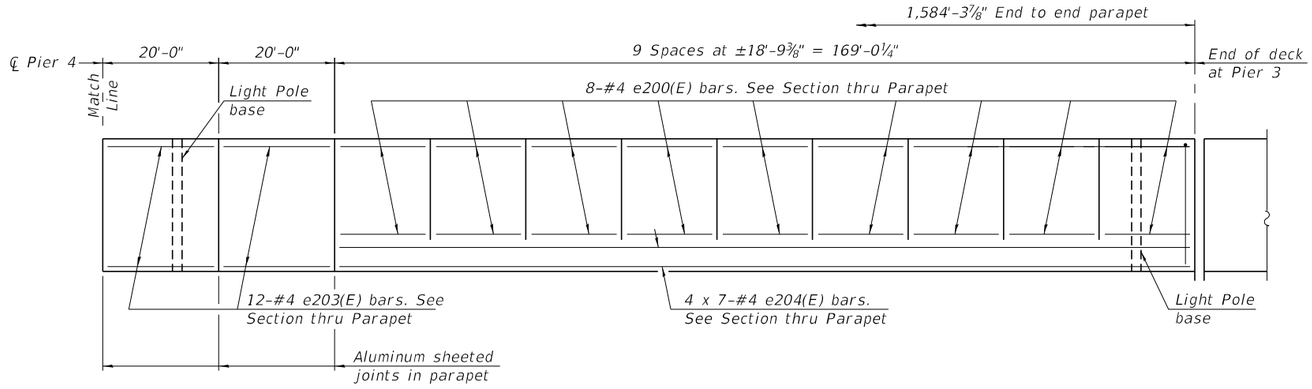
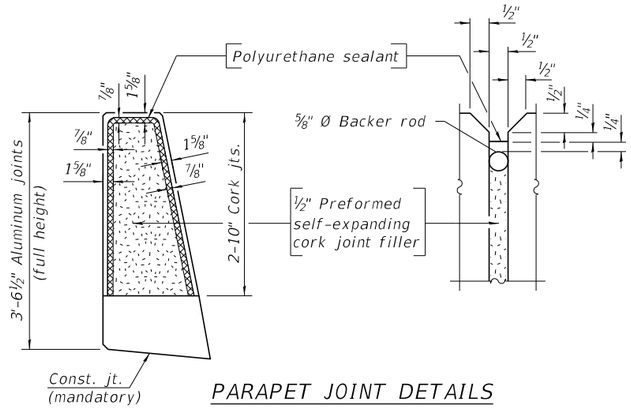


INSIDE ELEVATION OF RIGHT PARAPET - SPANS 6 AND 5



INSIDE ELEVATION OF RIGHT PARAPET - SPAN 4



PARAPET JOINT DETAILS

MINIMUM BAR LAP

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

Notes:
Dimensions are along inside face of parapet at gutter line.
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
See Sheet 80 of 292 for inside elevation of left parapet Spans 4 thru 9.
See Sheet 81 of 292 for inside elevation of left parapet Span 10, and inside elevation of right parapet Spans 7 thru 10.

MODEL: Default
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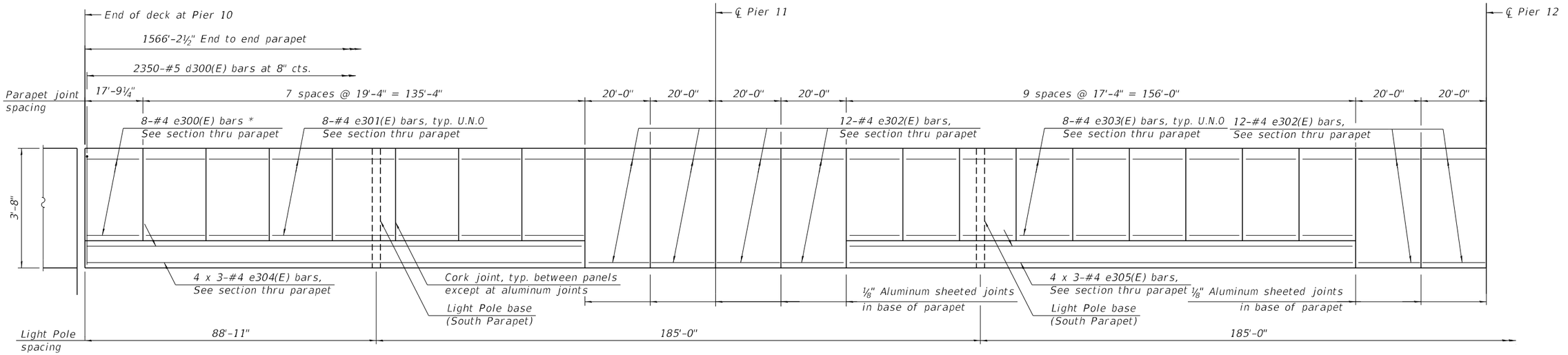
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 2 - 3
STRUCTURE NO. 060-0350 (EB)
SHEET 82 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	295
		CONTRACT NO. 76J90		
		ILLINOIS	FED. AID PROJECT	



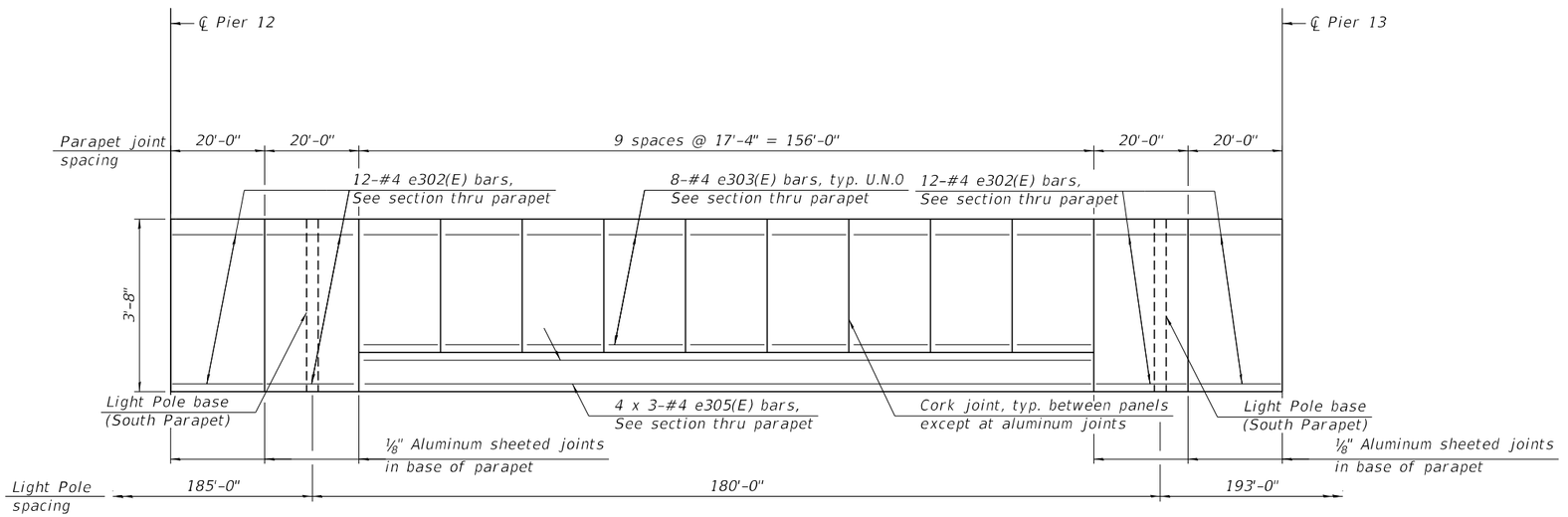
* Field cut bars when needed to keep 2" clear concrete cover.

INSIDE ELEVATION OF PARAPET SPAN 11 AND 12

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"



INSIDE ELEVATION OF PARAPET SPAN 13

North parapet - Shown
South parapet - Similar

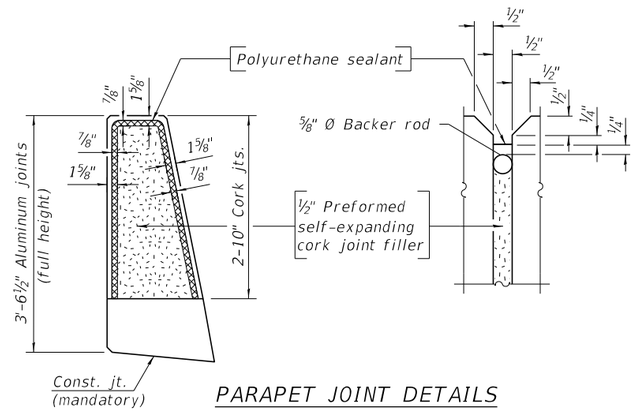
Notes:

Dimensions are along inside face of parapet at gutter line.

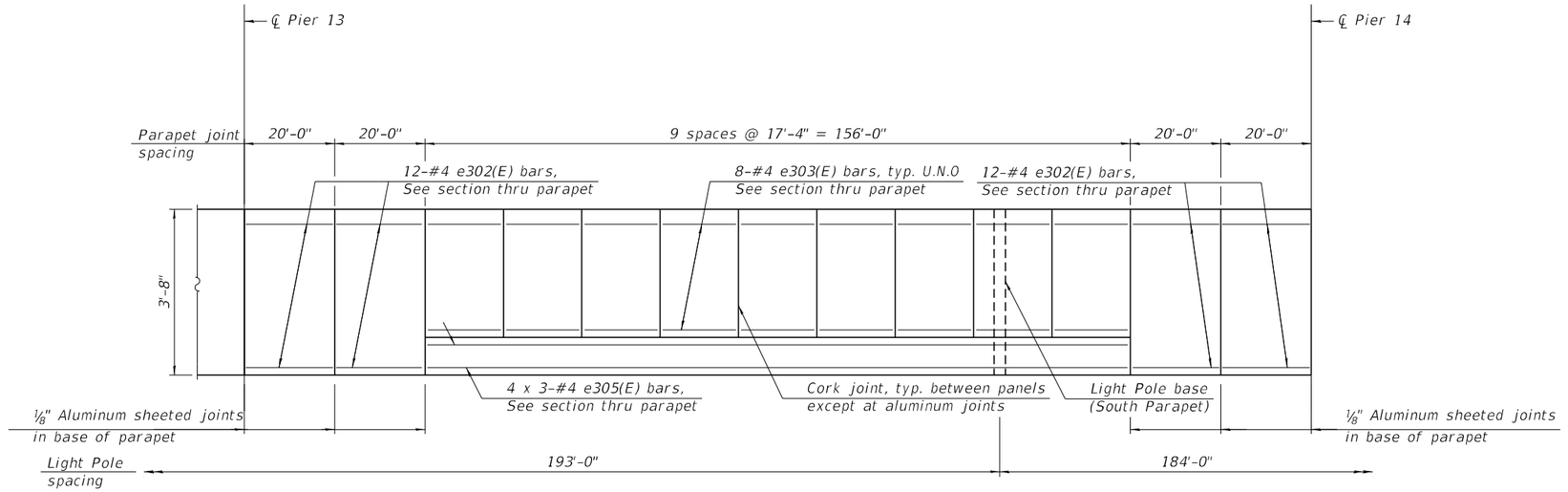
Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

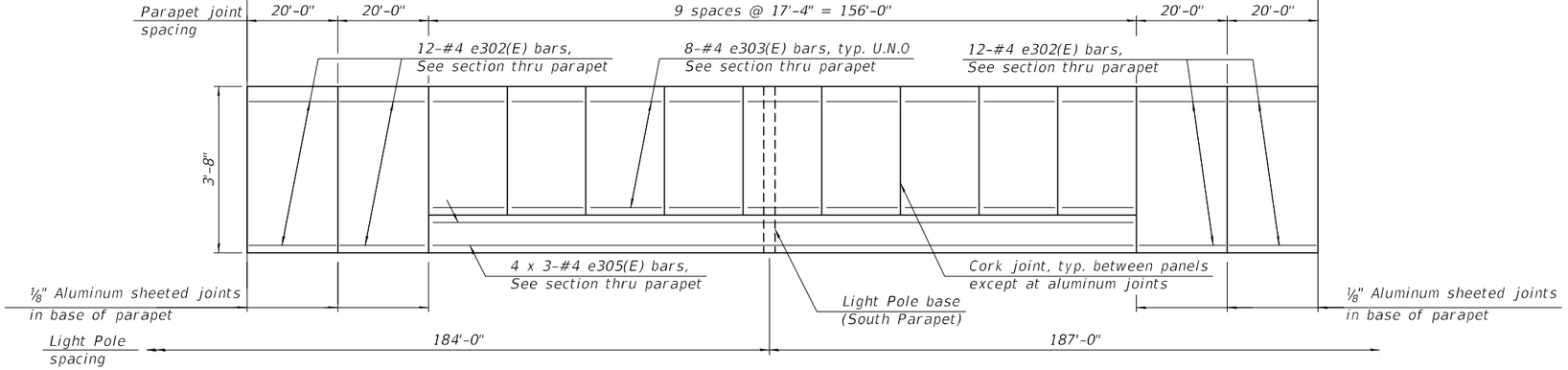


PARAPET JOINT DETAILS



INSIDE ELEVATION OF PARAPET SPAN 14

North parapet - Shown
South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 15

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 83 of 292 for parapet joint details and notes.

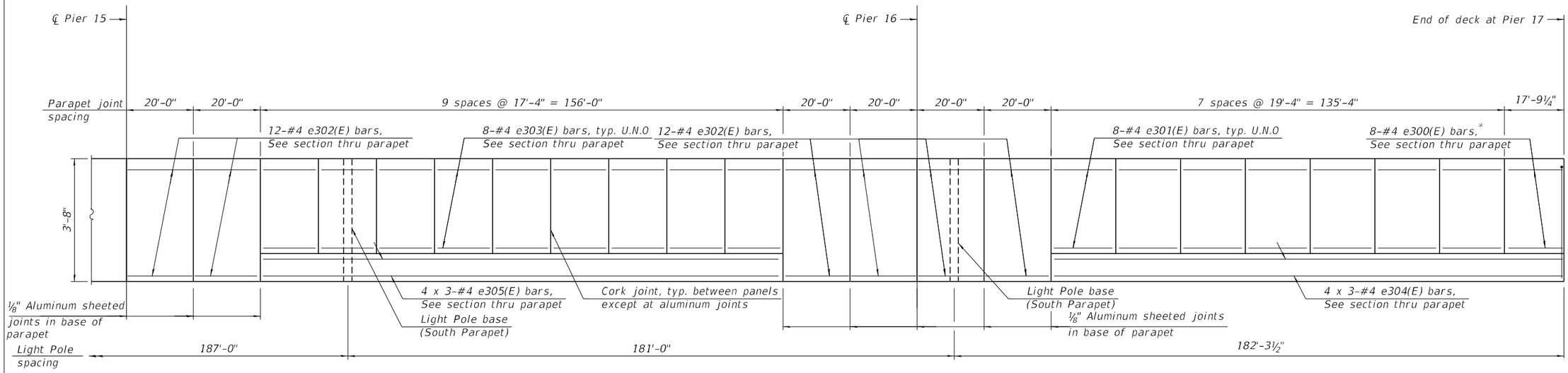
HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 3 - 2
STRUCTURE NO. 060-0350 (EB)
SHEET 84 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	297
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		



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

INSIDE ELEVATION OF PARAPET SPAN 16 And 17

Notth parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 83 of 292 for parapet joint details and notes.

MODEL: Default
FILE NAME: C:\IC54PDF\89141\45087_173\060-0350-D876J90-ava07aPAR.dgn

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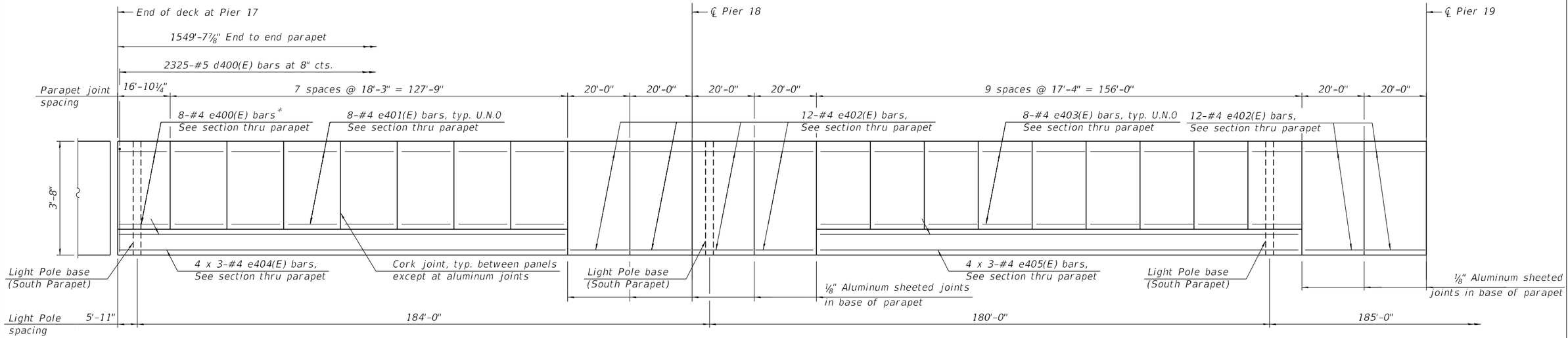
HORNER & SHIFRIN Teaming with: PARSONS	USER NAME =	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATION UNIT 3 – 3 STRUCTURE NO. 060–0350 (EB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - VMC	REVISED -			270	60B-1	MADISON	875	298
	PLOT SCALE =	DRAWN - DR	REVISED -					CONTRACT NO. 76J90		
	PLOT DATE =	CHECKED - VMC	REVISED -		SHEET 85 OF 292 SHEETS			ILLINOIS	FED. AID PROJECT	



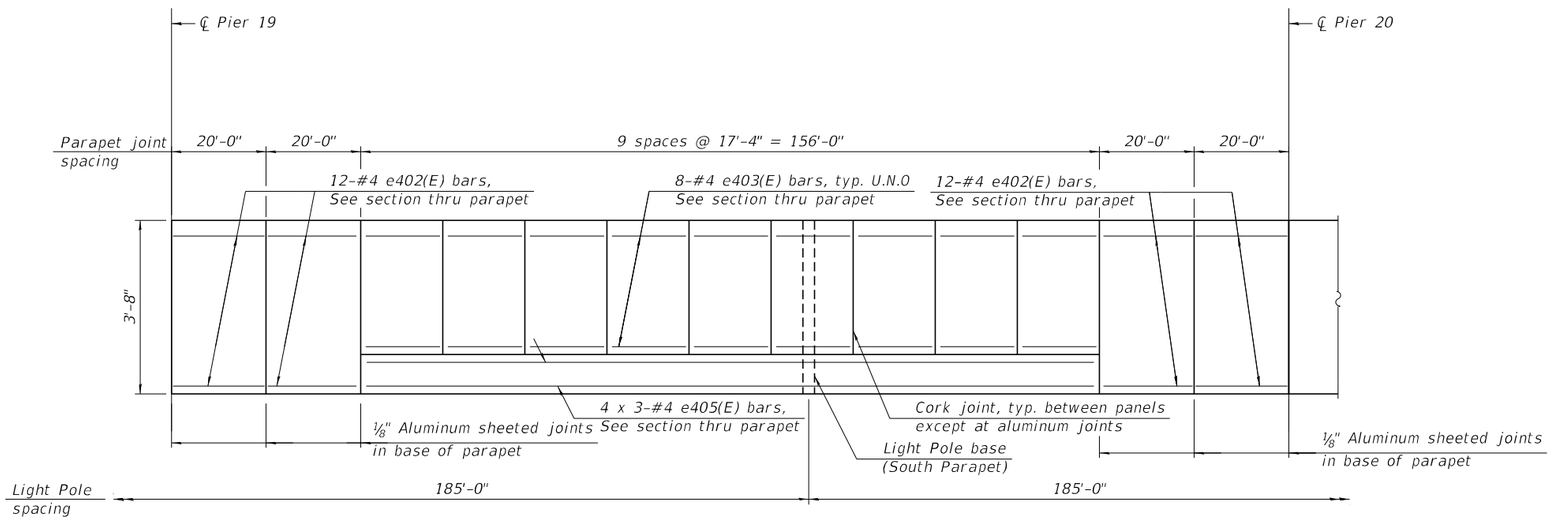
* Field cut bars when needed to keep 2" clear concrete cover.

INSIDE ELEVATION OF PARAPET SPAN 18 AND 19

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"



INSIDE ELEVATION OF PARAPET SPAN 20

North parapet - Shown
South parapet - Similar

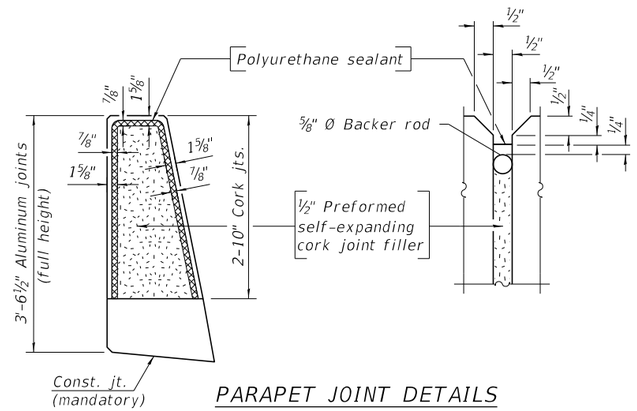
Notes:

Dimensions are along inside face of parapet at gutter line.

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

The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



PARAPET JOINT DETAILS

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HORNER & SHIFRIN
Teaming with: PARSONS

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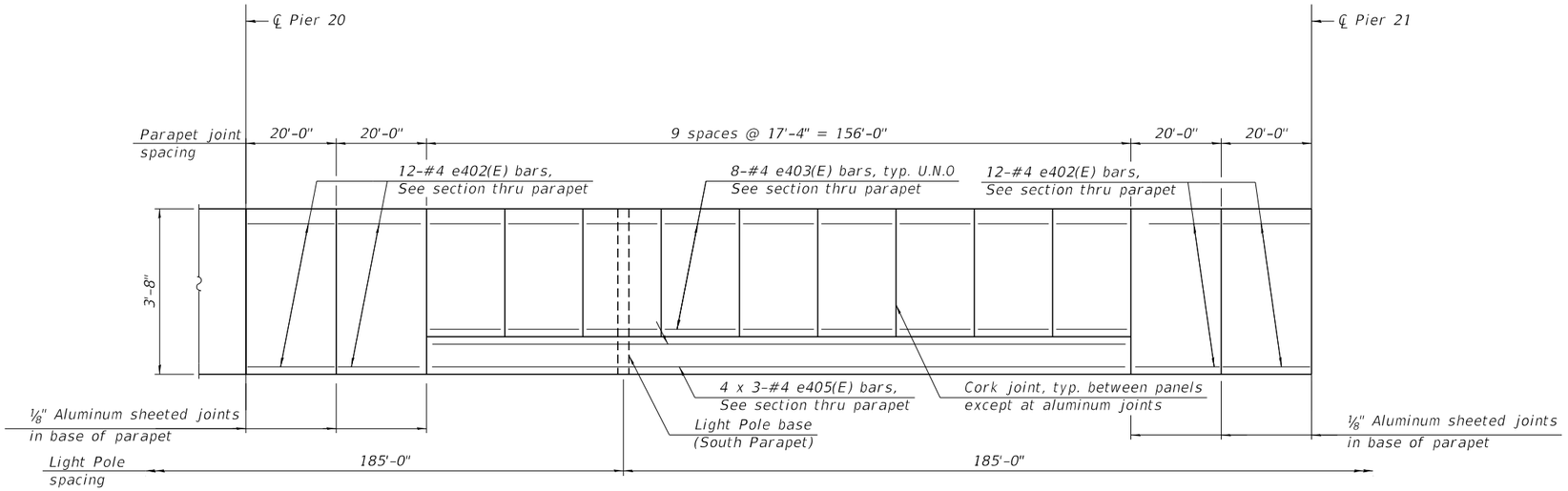
	CHECKED - VMC	REVISED -
PLOT SCALE =	DRAWN - DR	REVISED -
PLOT DATE =	CHECKED - VMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

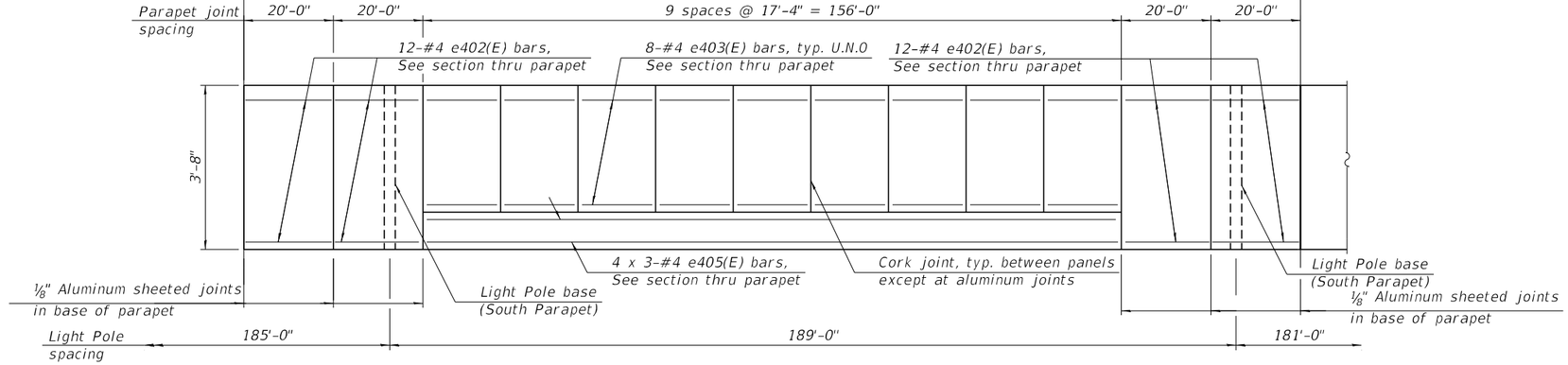
PARAPET ELEVATION UNIT 4 – 1
STRUCTURE NO. 060-0350 (EB)
SHEET 86 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	299
		CONTRACT NO. 76J90		
		ILLINOIS FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET SPAN 21

North parapet - Shown
South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 22

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

See sheet 86 of 292 for parapet joint details and notes.

MODEL: Default
FILE NAME: C:\IC54PDF\8914\45087_175\060-0350-D876190-awa-09aPAR.dgn

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HORNER & SHIFRIN
Teaming with: PARSONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATION UNIT 4 - 2
STRUCTURE NO. 060-0350 (EB)
SHEET 87 OF 292 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	300
		CONTRACT NO. 76J90		
	ILLINOIS	FED. AID PROJECT		