



SOIL BORING LOG

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI
SECTION 60B-1 LOCATION East Abutment, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76139275 Long -90.16235709
COUNTY Madison DRILLING METHOD HSA, Mud Rotary HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	D	B	U	M
060-0350 (EB)	806+89.23	BB-50	1833+37.59	92.3 ft R (EB)	426.6	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	Hrs.	(ft)	(/6")	(tsf)	(%)
Clay: Brown, stiff, moist, fill, A-7.																			
423.6																			
Silty Clay Loam: Brown and gray, medium stiff, moist, fill, A-6.																			
420.1																			
Clay: Brown, medium stiff, moist, fill, A-7.																			
419.6																			
Silty Loam: Brown, medium stiff to stiff, moist, fill, A-4.																			
415.1																			
Silty Loam: Brown, medium stiff, very moist, A-4.																			
413.6																			
Clay: Brown, medium stiff, moist, A-7.																			
411.1																			
Sand: Brown, fine grained, very loose, moist, A-2.																			
409.6																			
Silt: Brown, soft, moist, A-4.																			
407.9																			
Sand: Brown, fine to coarse grained, medium dense to dense, A-2.																			
386.6																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI
SECTION 60B-1 LOCATION East Abutment, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76139275 Long -90.16235709
COUNTY Madison DRILLING METHOD HSA, Mud Rotary HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	D	B	U	M
060-0350 (EB)	806+89.23	BB-50	1833+37.59	92.3 ft R (EB)	426.6	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	Hrs.	(ft)	(/6")	(tsf)	(%)
Sand: Brown, fine grained, medium dense to dense, A-2. (Continued)																			
Trace coal.																			
Fine to coarse grained.																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI
SECTION 60B-1 LOCATION East Abutment, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76139275 Long -90.16235709
COUNTY Madison DRILLING METHOD HSA, Mud Rotary HAMMER TYPE Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	D	B	U	M
060-0350 (EB)	806+89.23	BB-50	1833+37.59	92.3 ft R (EB)	426.6	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	Hrs.	(ft)	(/6")	(tsf)	(%)
Sand: Gray, fine to coarse grained, dense to very dense, with fine gravel, A-1.																			
End of drilling at 80 feet on 9/17.																			
Trace fine gravel.																			
Weathered Limestone: Gray.																			
Boring terminated at 96.0 feet. Boring grouted to 96 feet.																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS - PIER 25 STRUCTURE NO. 060-0350 (EB)

F.AJ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	501
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
sci engineering inc

SOIL BORING LOG

Page 1 of 2

Date 10/13-14/2020

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION Pier 25, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76159593 Long -90.16259632

COUNTY Madison DRILLING METHOD CFA, Mud Rotary HAMMER TYPE Automatic

STRUCT. NO. 060-0350 (EB) Station 806+89.23
BORING NO. BB-59 Station 1832+49.87 Offset 42.9 ft R (EB) Ground Surface Elev. 412.3 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	S (tsf)	P (tsf)	QU (tsf)	MOISTURE (%)	LOGS
0	Clay: Dark brown, medium stiff to stiff, moist, fill, A-7.				1.8 B/20	19	
2							
3							
5							
409.3	Sandy Loam: Brown, medium stiff to stiff, moist, A-4. Grain Size Analysis performed.				NC	--	
2							
3							
5							
406.8	Sand: Brown, fine-grained, medium dense to dense, moist, A-3.				NC	--	
3							
5							
7							
5							
6							
8							
10							
11							
7							
15							
18							
4							
6							
7							
4							
5							
6							
20							
372.3	Gray.						
372.3							
40							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
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SOIL BORING LOG

Page 2 of 2

Date 10/13-14/2020

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION Pier 25, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76159593 Long -90.16259632

COUNTY Madison DRILLING METHOD CFA, Mud Rotary HAMMER TYPE Automatic

STRUCT. NO. 060-0350 (EB) Station 806+89.23
BORING NO. BB-59 Station 1832+49.87 Offset 42.9 ft R (EB) Ground Surface Elev. 412.3 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	S (tsf)	P (tsf)	QU (tsf)	MOISTURE (%)	LOGS
0	Sand: Gray, fine-grained, medium dense to dense, moist, A-3.						
6							
7							
9							
9							
16							
9							
45							
8							
16							
11							
7							
10							
11							
9							
5							
6							
50							
7							
12							
13							
5							
6							
12							
80							
333.8	Weathered Limestone						
332.3							
80							

Borehole continued with rock coring.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
sci engineering inc

ROCK CORE LOG

Page 1 of 2

Date 10/13-14/2020

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION Pier 25, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76159593 Long -90.16259632

COUNTY Madison CORING METHOD Conventional

STRUCT. NO. 060-0350 (EB) Station 806+89.23
BORING NO. BB-59 Station 1832+49.87 Offset 42.9 ft R (EB) Ground Surface Elev. 412.3 ft

DEPTH (ft)	SOIL DESCRIPTION	RECOVERY (%)	CORRECTION (%)	UNIT WEIGHT (pcf)	MOISTURE (%)	LOGS
332.3	Limestone: Gray, hard, very finely crystalline, thin to medium bedding, slightly weathered, dense.	1	83	75	1.9	
84.2	Depth 84.2 feet. Dry Density: 170.3 pcf.					621.3 0.1
86.7	Depth 86.7 feet. Dry Density: 172.8 pcf.					817.9 0.1
91.2	Depth 91.2 feet. Dry Density: 167.3 pcf.					1099.5 0.1
318.3	Void.					
315.3	Limestone: Gray, hard, very finely crystalline, thin to medium bedding, slightly weathered, dense.					
312.3						

Color pictures of the cores Yes
Cores will be stored for examination until completion
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS - PIER 25
STRUCTURE NO. 060-0350 (EB)

SHEET 289 OF 292 SHEETS

F.AJ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	502
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
 Division of Highways
 sci engineering inc

ROCK CORE LOG

Date 10/13-14/2020

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION Pier 25, SEC. 36, TWP. 4N, RNG. 10W
 Lat 38.76158593 Long -90.16259632

COUNTY Madison CORING METHOD Conventional

STRUCT. NO. 060-0350 (EB) CORING BARREL TYPE & SIZE Solid Barrel NX

Station 806+89.23

BORING NO. BB-59 Core Diameter 2.06 in

Station 1832+49.87 Top of Rock Elev. 333.8 ft

Offset 42.9 ft R (EB) Begin Core Elev. 332.3 ft

Ground Surface Elev. 412.3 ft

DEPTH (ft)	CORRECTION (#)	RECOVERY (%)	ROQ (%)	CORE TIME (min/ft)	S T R E N G T H (tsf)	M O I S T U R E (%)
	3	100	82	2.5		
Limestone: Gray, hard, very finely crystalline, thin to medium bedding, slightly weathered, dense.						
					207.7	0.1
Depth 102.4 feet. Dry Density: 167.4 pcf.						
					978.7	0.2
Depth 107.0 feet. Dry Density: 169.4 pcf.						
Boring terminated at 110.0 feet.						

Color pictures of the cores Yes
 Cores will be stored for examination until completion
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
 BBS, form 138 (Rev. 8-99)

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BORING LOGS -- PIER 25
 STRUCTURE NO. 060-0350 (EB)**

F.AJ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	503
CONTRACT NO. 76190				

SHEET 290 OF 292 SHEETS

ILLINOIS FED. AID PROJECT



Illinois Department of Transportation
Division of Highways
sci engineering inc

SOIL BORING LOG

Page 1 of 2

Date 09/18/18

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION East Approach, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.7612376 Long -90.16183083

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 060-0350 (EB)
Station 806+89.23
BORING NO. B-111
Station 1834+70.65
Offset 108.5 ft R (EB)
Ground Surface Elev. 419.1 ft

DEPTH (ft)	DESCRIPTION	U (tsf)	M (%)	DEPTH (ft)	DESCRIPTION	U (tsf)	M (%)
0	Surface Water Elev. _____ ft			0	Surface Water Elev. _____ ft		
0	Stream Bed Elev. _____ ft			0	Stream Bed Elev. _____ ft		
	Groundwater Elev.: _____ ft				Groundwater Elev.: _____ ft		
	First Encounter _____ ft				First Encounter _____ ft		
	Upon Completion _____ ft				Upon Completion _____ ft		
	After _____ Hrs.				After _____ Hrs.		
417.6	Silty Clay Loam: Brown, very stiff, moist, fill, A-6.	5		417.6	Sand: Brown, fine grained, medium dense, wet, A-2. (continued)	9	
416.1	Sand: Brown, fine grained, medium dense, moist, fill, A-2.	7	2.5	377.1	Sand: Brown, fine to coarse grained, medium dense, trace fine gravel, wet, A-1.	9	NC
413.6	Sandy Loam: Gray and brown, stiff, moist, fill, A-2.	6	1.4	369.1	Gray.	5	NC
412.4	Silty Loam: Brown, medium stiff, very moist, A-4.	2	0.5	369.1	Boring terminated at 50.0 feet. Boring grouted to 50 feet.	9	
408.6	Clay: Brown, medium stiff to stiff, moist, A-7.	6	1.4			11	
406.1	Silty Loam: Brown and gray, medium stiff, very moist, A-4.	2	0.5			13	NC
406.1	Sand: Brown, fine grained, medium dense, wet, A-2.	4	NC			14	
		6	NC				
		7	NC				
		10					
		14					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)



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SOIL BORING LOG

Page 2 of 2

Date 09/18/18

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION East Approach, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.7612376 Long -90.16183083

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 060-0350 (EB)
Station 806+89.23
BORING NO. B-111
Station 1834+70.65
Offset 108.5 ft R (EB)
Ground Surface Elev. 419.1 ft

DEPTH (ft)	DESCRIPTION	U (tsf)	M (%)	DEPTH (ft)	DESCRIPTION	U (tsf)	M (%)
0	Surface Water Elev. _____ ft			0	Surface Water Elev. _____ ft		
0	Stream Bed Elev. _____ ft			0	Stream Bed Elev. _____ ft		
	Groundwater Elev.: _____ ft				Groundwater Elev.: _____ ft		
	First Encounter _____ ft				First Encounter _____ ft		
	Upon Completion _____ ft				Upon Completion _____ ft		
	After _____ Hrs.				After _____ Hrs.		
417.6	Silty Clay Loam: Brown, very stiff, moist, fill, A-6.	5		417.6	Sand: Brown, fine grained, medium dense, wet, A-2. (continued)	9	
416.1	Sand: Brown, fine grained, medium dense, moist, fill, A-2.	7	2.5	377.1	Sand: Brown, fine to coarse grained, medium dense, trace fine gravel, wet, A-1.	9	NC
413.6	Sandy Loam: Gray and brown, stiff, moist, fill, A-2.	6	1.4	369.1	Gray.	5	NC
412.4	Silty Loam: Brown, medium stiff, very moist, A-4.	2	0.5	369.1	Boring terminated at 50.0 feet. Boring grouted to 50 feet.	9	
408.6	Clay: Brown, medium stiff to stiff, moist, A-7.	6	1.4			11	
406.1	Silty Loam: Brown and gray, medium stiff, very moist, A-4.	2	0.5			13	NC
406.1	Sand: Brown, fine grained, medium dense, wet, A-2.	4	NC			14	
		6	NC				
		7	NC				
		10					
		14					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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Division of Highways
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SOIL BORING LOG

Page 1 of 1

Date 09/19/18

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION East Approach, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76092513 Long -90.16052451

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 060-0350 (EB)
Station 806+89.23
BORING NO. B-113
Station 1838+81.05
Offset 100.2 ft R (EB)
Ground Surface Elev. 416.5 ft

DEPTH (ft)	DESCRIPTION	U (tsf)	M (%)	DEPTH (ft)	DESCRIPTION	U (tsf)	M (%)
0	Surface Water Elev. _____ ft			0	Surface Water Elev. _____ ft		
0	Stream Bed Elev. _____ ft			0	Stream Bed Elev. _____ ft		
	Groundwater Elev.: _____ ft				Groundwater Elev.: _____ ft		
	First Encounter _____ ft				First Encounter _____ ft		
	Upon Completion _____ ft				Upon Completion _____ ft		
	After _____ Hrs.				After _____ Hrs.		
413.5	Silty Clay Loam: Brown, stiff, moist, fill, A-6.	3		413.5	Sand: Brown, fine grained, loose, wet, A-2. (continued) Gray.	3	NC
413.5	Clay: Gray and brown, stiff, moist, A-7.	4	2.2	391.5	Boring terminated at 25.0 feet. Boring grouted to 25 feet.	4	NC
411.0	Sand: Brown, fine grained, medium dense, moist, A-2.	5	NC			5	
406.0	Silty Clay: Gray brown, soft, moist, A-6.	2	0.4			3	
404.0	Sand: Brown, fine grained, loose, wet, A-2. 15.4% Passing the No. 200 Sieve.	1	NC			3	
401.5	Sandy Loam: Gray and brown, fine grained, loose, wet A-4.	2	NC			3	
398.5	Sand: Brown, fine grained, loose, wet, A-2.	3	NC			3	
		3				6	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS - EAST ABUTMENT
STRUCTURE NO. 060-0350 (EB)

F.AJ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	504
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

SHEET 291 OF 292 SHEETS



Illinois Department of Transportation
Division of Highways
sci engineering inc

SOIL BORING LOG

Date 09/19/18

ROUTE FAI 270 DESCRIPTION I-270 over the Mississippi River LOGGED BY SCI

SECTION 60B-1 LOCATION East Approach, SEC. 36, TWP. 4N, RNG. 10W
Lat 38.76118844 Long 90.16113571

COUNTY Madison DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 060-0350 (EB) Surface Water Elev. _____ ft
Station 806+89.23 Stream Bed Elev. _____ ft
BORING NO. B-118 Groundwater Elev.: _____ ft
Station 1836+91.35 First Encounter 413.9 ft
Offset 55.8 ft R (EB) Upon Completion _____ ft
Ground Surface Elev. 425.4 ft After _____ ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	HAMMER TYPE	U (tsf)	S (tsf)	P (tsf)	Qu (tsf)	U (ft)	S (ft)	P (ft)	Qu (ft)
424.4	Silty Clay: Brown, medium stiff to stiff, moist, fill, A-6.										
423.4	Sand: Brown, fine grained, medium dense, moist, fill, A-2.			3	4	1.5					
422.4	Silty Loam: Dark gray, medium stiff to stiff, trace slag, moist, fill, A-4.			2	2	0.3					
420.9	Silty Clay: Brown, medium stiff, moist, A-6.			3	3		17				
400.4	Clay: Brown, medium stiff, moist, A-7. One-Dimensional Consolidation and Atterberg Limits Tests performed.	ST					39				
417.4	Sand: Brown, fine grained, loose to medium dense, moist to wet, A-2.										
				4	3		NC				
				5	5						
				4	5		NC				
				7	11						
				8	7		NC				
				9	9						

Sand: Brown, fine grained, loose to medium dense, moist to wet, A-2. (continued)

Boring terminated at 25.0 feet. Boring grouted to 25 feet.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS - EAST ABUTMENT
STRUCTURE NO. 060-0350 (EB)

F.AJ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	505
				CONTRACT NO. 76190

SHEET 292 OF 292 SHEETS

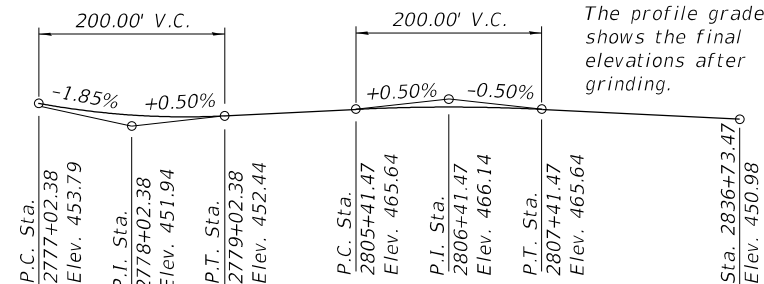
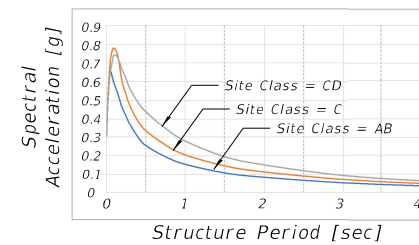
ILLINOIS FED. AID PROJECT

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

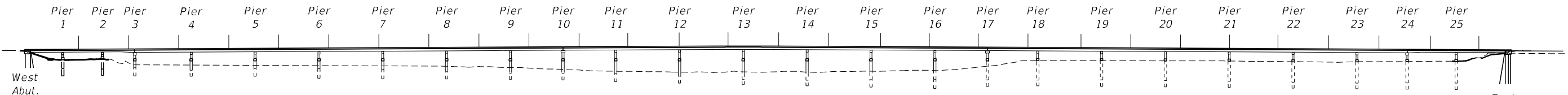
Seismic Data based on Site-Specific Data			
	West Abut. Piers 1-3	Piers 4-16	Piers 17-25 East Abut.
Site Class	C	AB	CD
Design Spectral Acceleration at 1.0 sec, S_{D1} [g]	0.204	0.153	0.279
Design Spectral Acceleration at 0.2 sec, S_{D5} [g]	0.608	0.465	0.668

SITE - SPECIFIC UNIFORM HAZARD SPECTRA

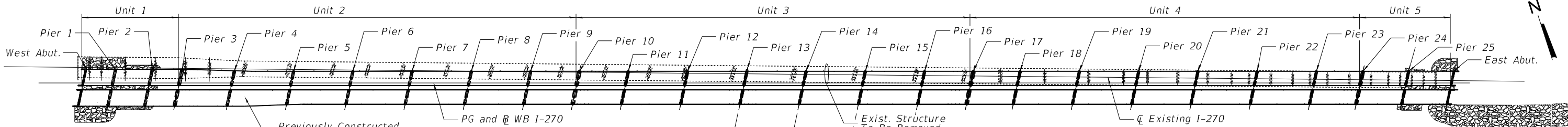


The profile grade shows the final elevations after grinding.

PROFILE GRADE - I-270 WB



ELEVATION - I-270 WB OVER MISSISSIPPI RIVER



Flow
 MISSISSIPPI RIVER

PLAN

(I) 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

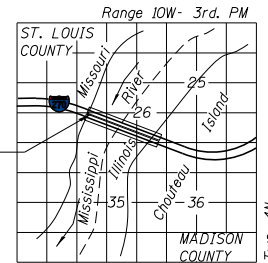
DESIGN SPECIFICATIONS

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)
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (M270 Grade 50 Structural Steel)



LOCATION SKETCH

SIGNED: Robert A. Magliola
 License Expires 11/30/2022
 DATE: March 22, 2022 FOR SHEETS: 1-8, 13-17, 33-51, 53, 61-74, 76, 81-87, 91, 94-95, 97, 100-103, 124-151, and 157-160

SIGNED: Jonathan J. Derner
 License Expires 11/30/2022
 DATE: 2022.03.22 FOR SHEETS: 9-12, 18-32, 52, 54-60, 75, 77-80, 88-90, 92-93, 96, 98-99, 104-123, 152-156, 161-163, 167-197, and 241-242

SIGNED: Theresa M. Bergquist
 License Expires 11/30/2022
 DATE: March 22, 2022 FOR SHEETS: 164-166 and 198-240

SIGNED: Jason G. Schreckenberg
 License Expires 11/30/2022
 DATE: 2022.03.22 FOR SHEETS: 243-288

APPROVED
 For Structural Adequacy Only
Jason F. Smith
 Engineer of Bridges & Structures

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	West Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	Pier 10	Pier 11	Pier 12	Pier 13
Q100	441.6	385.6	385.9	389.1	381.0	385.7	385.4	382.6	374.6	368.9	367.7	366.4	356.3	346.5
Q200	441.6	385.6	385.9	389.1	381.0	385.7	385.4	382.6	374.6	368.9	367.7	366.4	356.3	346.5
Design Scour Elevation (ft.)	Pier 14	Pier 15	Pier 16	Pier 17	Pier 18	Pier 19	Pier 20	Pier 21	Pier 22	Pier 23	Pier 24	Pier 25	East Abut.	Item 113
Q100	343.1	344.6	345.5	344.1	343.6	381.2	381.2	381.2	381.2	381.2	381.2	381.2	439.7	5
Q200	343.1	344.6	345.5	344.1	343.6	371.8	371.8	371.8	371.8	371.8	371.8	371.8	439.7	5

WATERWAY INFORMATION

Flood		Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
				Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Ten-Year Design		10	777,656	144,867	152,761	426.3	0.1	0.0	426.4	426.3
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 2807+33.52
 STRUCTURE NO. 060-0351 (WB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERALL SITE PLAN
STRUCTURE NO. 060-0351 (WB)

SHEET 1 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	506
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

USER NAME	DESIGNED	REVISION
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TSB	TSB	TSB
TMB	TMB	TMB
TSB	TSB	TSB

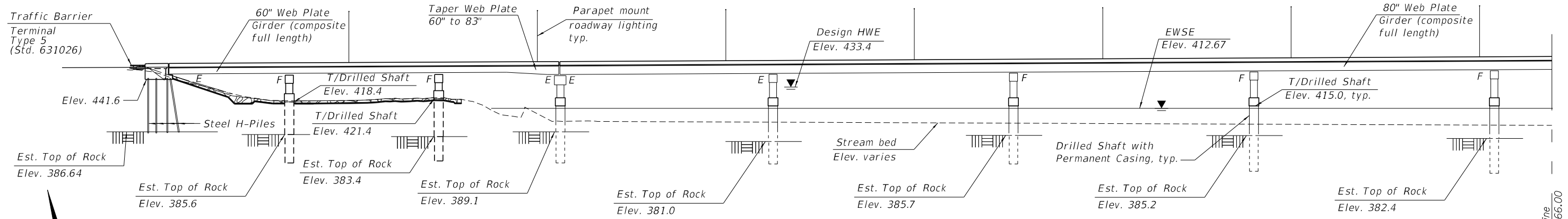
DRAINAGE LOCATIONS - I-270 WB

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

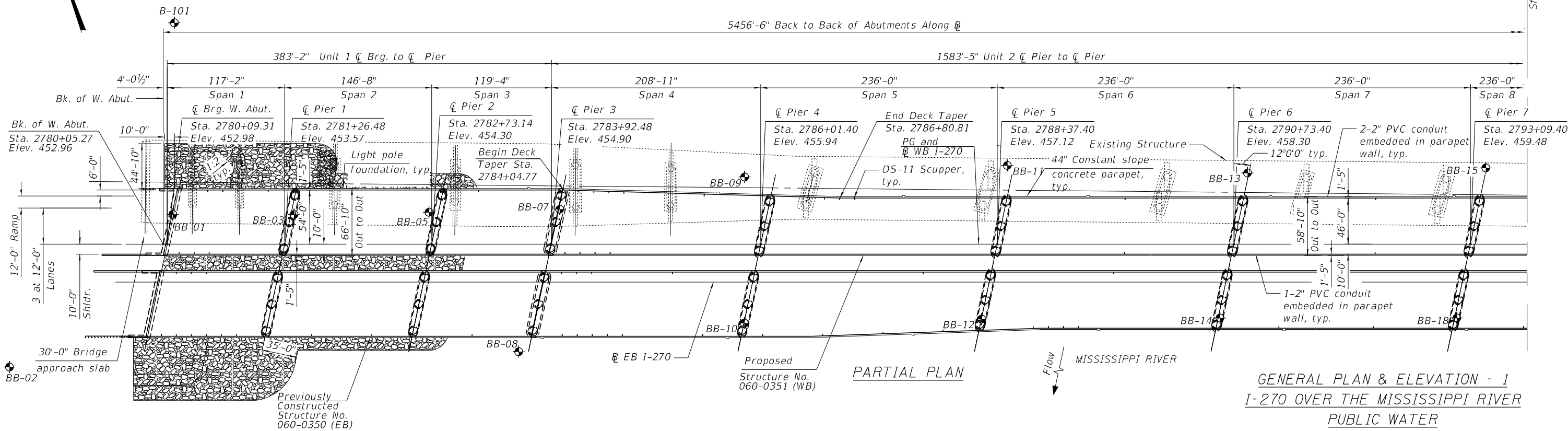
Notes:
 All Elevations are given in NAVD 1988 Datum unless noted.
 NAVD 1988 = NGVD 1929 - 0.20'.
 EWSE = Estimated Water Surface Elevation.
 HWE = High Water Elevation.
 ♦ Denotes soil boring.

For slope protection plan and details, see sheet 12 of 288.

Up to 1/4 inch may be ground off the bridge deck and the bridge approach slabs.



PARTIAL ELEVATION



PARTIAL PLAN

GENERAL PLAN & ELEVATION - 1
 I-270 OVER THE MISSISSIPPI RIVER
 PUBLIC WATER
 F.A.I. Rte. 270 - SEC. 60B-1
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES
 STATION 2807+33.52
 STRUCTURE NO. 060-0351 (WB)

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION - 1
 STRUCTURE NO. 060-0351 (WB)

SHEET 2 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	507
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

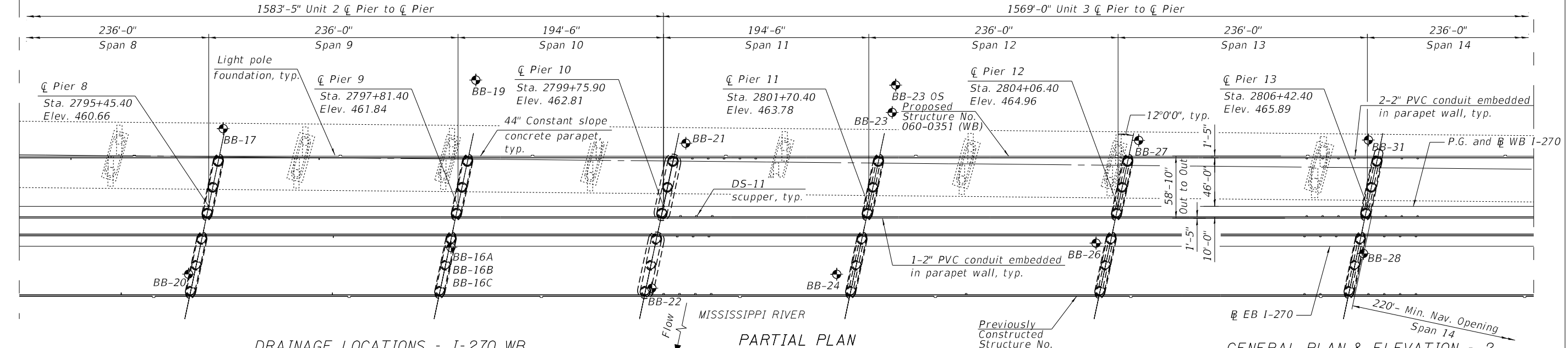
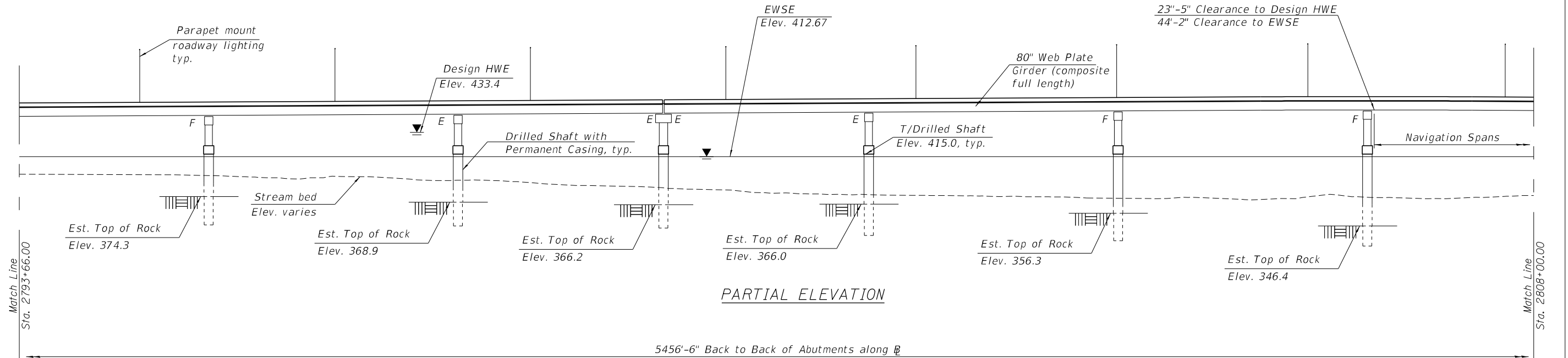
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HORNER SHIFRIN
 PARSONS

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PLOT SCALE =	CHECKED - TSB	REVISED -
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	CHECKED - TSB	REVISED -

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 1/4 inch may be ground off the bridge deck and the bridge approach slabs.



DRAINAGE LOCATIONS - I-270 WB

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

*FFFD - Free Fall Floor Drains

GENERAL PLAN & ELEVATION - 2
I-270 OVER THE MISSISSIPPI RIVER
 PUBLIC WATER
 F.A.I. Rte. 270 - SEC. 60B-1
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES
 STATION 2807+33.52
 STRUCTURE NO. 060-0351 (WB)

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PARSONS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

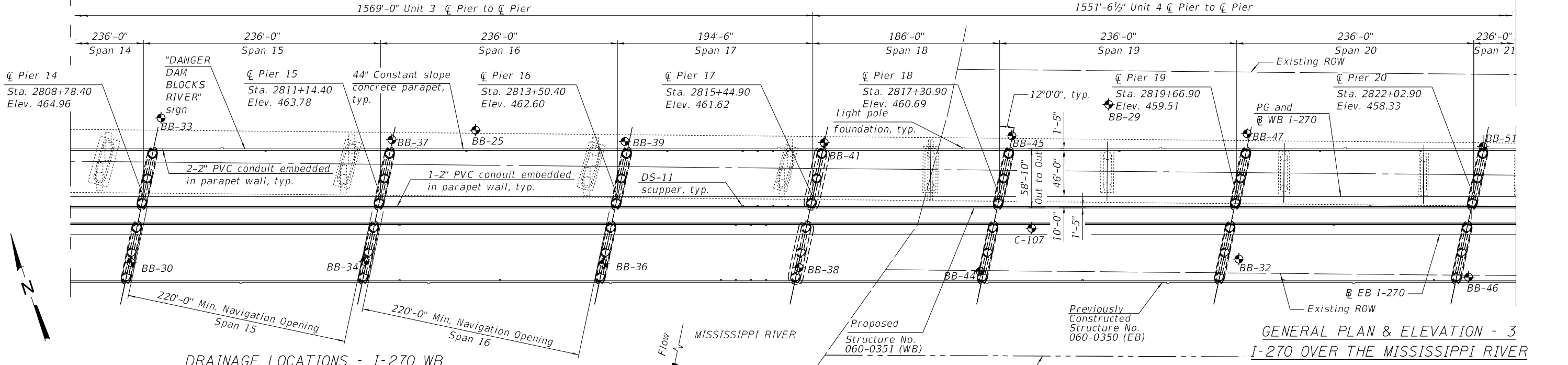
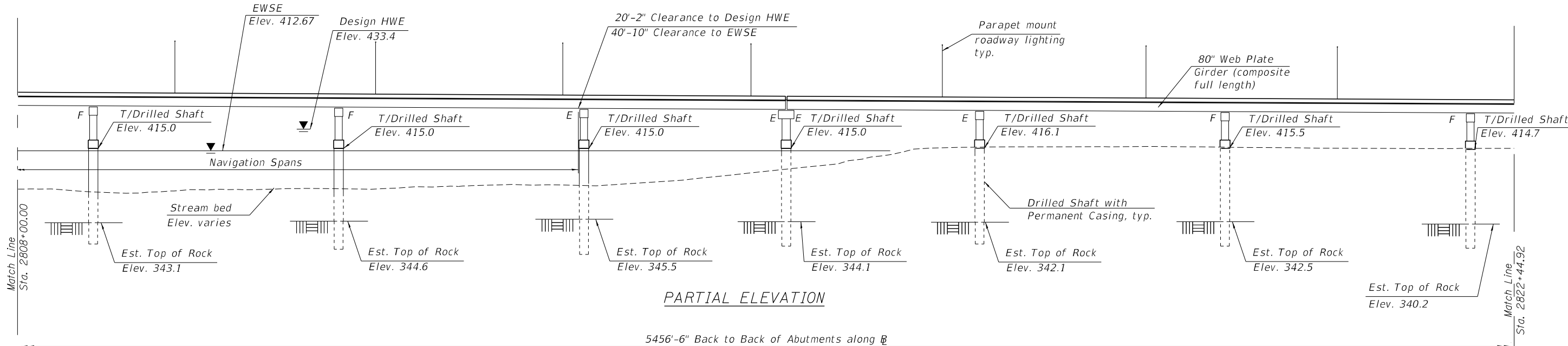
GENERAL PLAN AND ELEVATION - 2
STRUCTURE NO. 060-0351 (WB)

SHEET 3 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	508
CONTRACT NO. 76190				
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.

Up to 1/4 inch may be ground off the bridge deck and the bridge approach slabs.



DRAINAGE LOCATIONS - I-270 WB

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

PARTIAL PLAN

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION - 3
 STRUCTURE NO. 060-0351 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	509
CONTRACT NO. 76190				

SHEET 4 OF 288 SHEETS

ILLINOIS FED. AID PROJECT

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HORNER SHIFRIN
 PARSONS

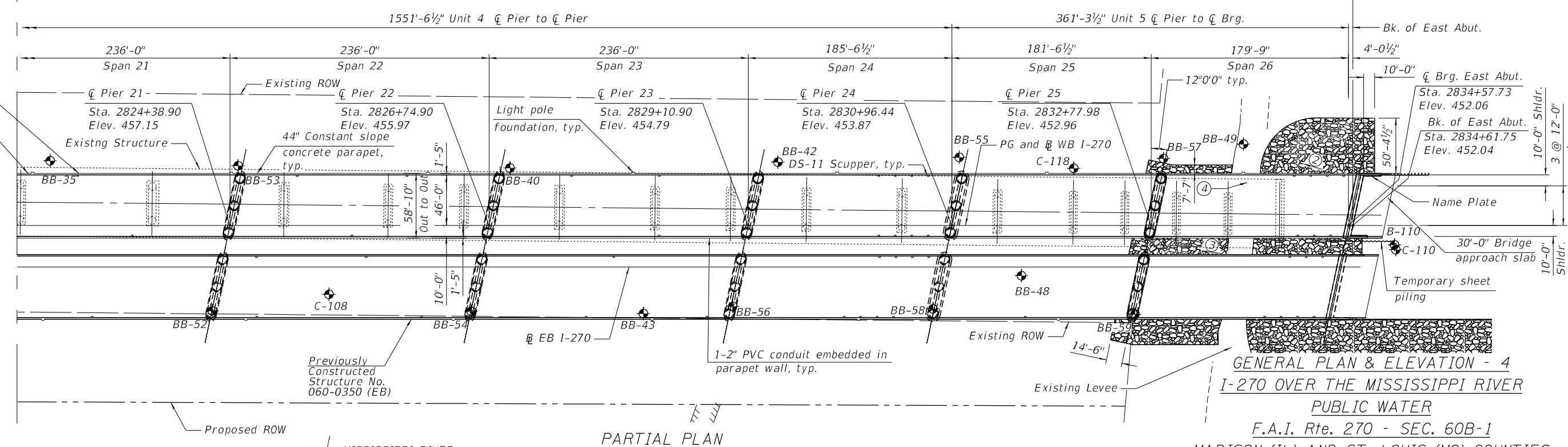
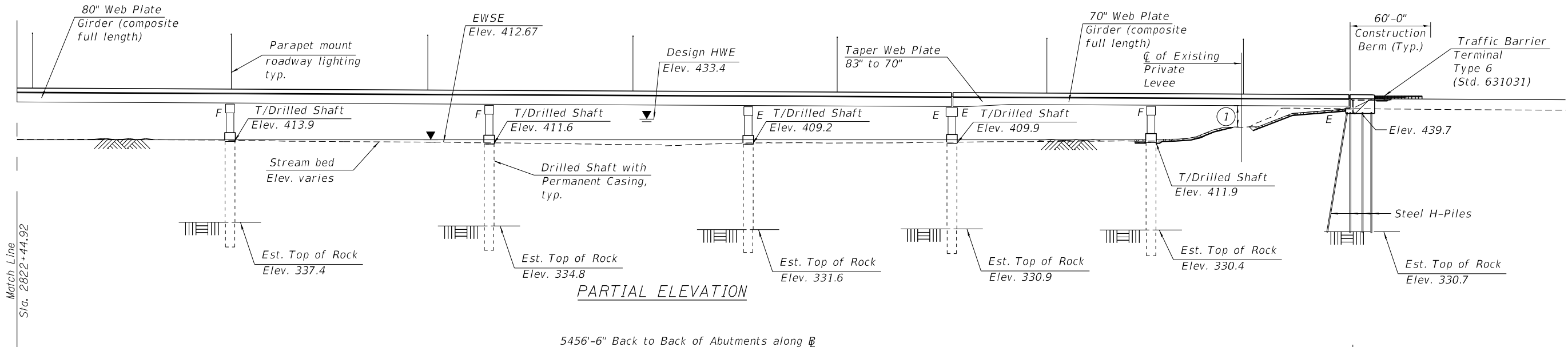
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Notes:
 All Elevations are given in NAVD 1988 Datum unless noted.
 EWSE = Estimated Water Surface Elevation.
 HWE = High Water Elevation.
 ♦ Denotes soil boring.
 For slope protection plan and details, see sheet 12 of 288.
 Up to 1/4 inch may be ground 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. Approximate slope 1V:2H at right angles to existing levee
- ④ Point of minimum vertical clear

DRAINAGE LOCATIONS - I-270 WB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	21	2823+00.04	46.00' Lt.	DS-11	24	2830+29.90	10.00' Rt.	DS-11	26	2834+08.38	46.00' Lt.
DS-11	21	2823+49.90	10.00' Rt.	DS-11	24	2830+30.04	46.00' Lt.	DS-11	26	2834+11.60	10.00' Rt.
DS-11	22	2825+00.04	46.00' Lt.	DS-11	24	2830+44.90	10.00' Rt.	DS-11	26	2834+23.38	46.00' Lt.
DS-11	22	2825+49.90	10.00' Rt.	DS-11	24	2830+45.04	46.00' Lt.	DS-11	26	2834+26.60	10.00' Rt.
DS-11	22	2826+00.04	46.00' Lt.	DS-11	24	2830+59.90	10.00' Rt.	DS-11	26	2834+38.38	46.00' Lt.
DS-11	23	2827+50.04	46.00' Lt.	DS-11	24	2830+60.04	46.00' Lt.	DS-11	26	2834+41.60	10.00' Rt.
DS-11	23	2828+29.90	10.00' Rt.	DS-11	24	2830+74.90	10.00' Rt.	DS-11	26	2834+53.38	46.00' Lt.
DS-11	23	2828+30.04	46.00' Lt.	DS-11	24	2830+75.04	46.00' Lt.				



GENERAL PLAN & ELEVATION - 4
 I-270 OVER THE MISSISSIPPI RIVER
 PUBLIC WATER
 F.A.I. Rte. 270 - SEC. 60B-1
 MADISON (IL) AND ST. LOUIS (MO) COUNTIES
 STATION 2807+33.52
 STRUCTURE NO. 060-0351 (WB)

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	510
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

- 1. Overall Site Plan
- 2. General Plan And Elevation - 1
- 3. General Plan And Elevation - 2
- 4. General Plan And Elevation - 3
- 5. General Plan And Elevation - 4
- 6. Index Of Sheets - 1
- 7. Index Of Sheets - 2
- 8. General Notes
- 9. Total Bill Of Material
- 10. General Details
- 11. Danger Sign Details
- 12. Slope Protection Plans And Details
- 13. Footing Layout - 1
- 14. Footing Layout - 2
- 15. Footing Layout - 3
- 16. Footing Layout - 4
- 17. Typical Section - 1
- 18. Top Of Slab Elevations, Unit 1 - 1
- 19. Top Of Slab Elevations, Unit 1 - 2
- 20. Top Of Slab Elevations, Unit 1 - 3
- 21. Top Of Slab Elevations, Unit 1 - 4
- 22. Top Of Slab Elevations, Unit 2 - 1
- 23. Top Of Slab Elevations, Unit 2 - 2
- 24. Top Of Slab Elevations, Unit 2 - 3
- 25. Top Of Slab Elevations, Unit 2 - 4
- 26. Top Of Slab Elevations, Unit 2 - 5
- 27. Top Of Slab Elevations, Unit 2 - 6
- 28. Top Of Slab Elevations, Unit 2 - 7
- 29. Top Of Slab Elevations, Unit 2 - 8
- 30. Top Of Slab Elevations, Unit 2 - 9
- 31. Top Of Slab Elevations, Unit 2 - 10
- 32. Top Of Slab Elevations, Unit 2 - 11
- 33. Top Of Slab Elevations, Unit 3 - 1
- 34. Top Of Slab Elevations, Unit 3 - 2
- 35. Top Of Slab Elevations, Unit 3 - 3
- 36. Top Of Slab Elevations, Unit 3 - 4
- 37. Top Of Slab Elevations, Unit 3 - 5
- 38. Top Of Slab Elevations, Unit 3 - 6
- 39. Top Of Slab Elevations, Unit 3 - 7
- 40. Top Of Slab Elevations, Unit 3 - 8
- 41. Top Of Slab Elevations, Unit 4 - 1
- 42. Top Of Slab Elevations, Unit 4 - 2
- 43. Top Of Slab Elevations, Unit 4 - 3
- 44. Top Of Slab Elevations, Unit 4 - 4
- 45. Top Of Slab Elevations, Unit 4 - 5
- 46. Top Of Slab Elevations, Unit 4 - 6
- 47. Top Of Slab Elevations, Unit 4 - 7
- 48. Top Of Slab Elevations, Unit 4 - 8
- 49. Top Of Slab Elevations, Unit 5 - 1
- 50. Top Of Slab Elevations, Unit 5 - 2
- 51. Top Of Slab Elevations, Unit 5 - 3
- 52. Top Of West Approach Slab Elevations
- 53. Top Of East Approach Slab Elevations
- 54. Deck Plan Unit 1
- 55. Deck Section & Pouring Sequence Unit 1
- 56. Deck Plan Unit 2 - 1
- 57. Deck Plan Unit 2 - 2
- 58. Deck Plan Unit 2 - 3
- 59. Deck Section Unit 2
- 60. Deck Pouring Sequence Unit 2
- 61. Deck Plan Unit 3 - 1
- 62. Deck Plan Unit 3 - 2
- 63. Deck Plan Unit 3 - 3
- 64. Deck Plan Unit 3 - 4
- 65. Deck Section Unit 3
- 66. Deck Pouring Sequence Unit 3
- 67. Deck Plan Unit 4 - 1
- 68. Deck Plan Unit 4 - 2
- 69. Deck Plan Unit 4 - 3
- 70. Deck Plan Unit 4 - 4
- 71. Deck Section Unit 4
- 72. Deck Pouring Sequence Unit 4
- 73. Deck Plan Unit 5
- 74. Deck Section & Pouring Sequence Unit 5
- 75. Superstructure Details - 1
- 76. Superstructure Details - 2
- 77. Parapet Elevation Unit 1
- 78. Parapet Elevation Unit 2 - 1
- 79. Parapet Elevation Unit 2 - 2
- 80. Parapet Elevation Unit 2 - 3
- 81. Parapet Elevation Unit 3 - 1
- 82. Parapet Elevation Unit 3 - 2
- 83. Parapet Elevation Unit 3 - 3
- 84. Parapet Elevation Unit 4 - 1
- 85. Parapet Elevation Unit 4 - 2
- 86. Parapet Elevation Unit 4 - 3
- 87. Parapet Elevation Unit 5
- 88. Light Pole Base Details
- 89. Concrete Parapet Slipforming Option
- 90. Superstructure Bill Of Material- 1
- 91. Superstructure Bill Of Material- 2
- 92. West Approach Slab Plan
- 93. West Approach Slab Details
- 94. East Approach Slab Plan
- 95. East Approach Slab Details
- 96. Preformed Joint Strip Seal - West Abutment
- 97. Preformed Joint Strip Seal - East Abutment
- 98. Modular Expansion Joint - Pier 3 - 1
- 99. Modular Expansion Joint - Pier 3 - 2
- 100. Modular Expansion Joint - Pier 10 & 17 - 1
- 101. Modular Expansion Joint - Pier 10 & 17 - 2
- 102. Modular Expansion Joint - Pier 24 - 1
- 103. Modular Expansion Joint - Pier 24 - 2
- 104. Drainage Scupper, DS-11
- 105. Framing Plan Unit 1
- 106. Steel Details Unit 1 - 1
- 107. Steel Details Unit 1 - 2
- 108. Stress Tables Unit 1
- 109. Framing Plan Unit 2 - 1
- 110. Framing Plan Unit 2 - 2
- 111. Framing Plan Unit 2 - 3
- 112. Girder Elevation Unit 2 - 1
- 113. Girder Elevation Unit 2 - 2
- 114. Girder Elevation Unit 2 - 3
- 115. Steel Details Unit 2 - 1
- 116. Steel Details Unit 2 - 2
- 117. Steel Details Unit 2 - 3
- 118. Steel Details Unit 2 - 4
- 119. Stress Tables Unit 2 - 1
- 120. Stress Tables Unit 2 - 2
- 121. Stress Tables Unit 2 - 3
- 122. Stress Tables Unit 2 - 4
- 123. Camber Data Unit 2
- 124. Framing Plan Unit 3 - 1
- 125. Framing Plan Unit 3 - 2
- 126. Framing Plan Unit 3 - 3
- 127. Girder Elevation Unit 3 - 1
- 128. Girder Elevation Unit 3 - 2
- 129. Girder Elevation Unit 3 - 3
- 130. Steel Details Units 3 - 1
- 131. Steel Details Units 3 - 2
- 132. Steel Details Units 3 - 3
- 133. Stress Tables Unit 3
- 134. Camber Data Unit 3
- 135. Framing Plan Unit 4 - 1
- 136. Framing Plan Unit 4 - 2
- 137. Framing Plan Unit 4 - 3
- 138. Girder Elevation Unit 4 - 1
- 139. Girder Elevation Unit 4 - 2
- 140. Girder Elevation Unit 4 - 3
- 141. Steel Details Units 4 - 1
- 142. Steel Details Units 4 - 2
- 143. Steel Details Units 4 - 3
- 144. Stress Tables Unit 4
- 145. Camber Data Unit 4
- 146. Framing Plan Unit 5
- 147. Girder Elevation Unit 5
- 148. Steel Details Unit 5 - 1
- 149. Steel Details Unit 5 - 2
- 150. Stress Tables Unit 5
- 151. Camber Data Unit 5
- 152. Bearing Details Unit 1 - 1
- 153. Bearing Details Unit 1 - 2
- 154. Bearing Details Unit 2 - 1
- 155. Bearing Details Unit 2 - 2
- 156. Bearing Details Unit 2 - 3
- 157. Bearing Details Units 3, 4 & 5 - 1
- 158. Bearing Details Units 3, 4 & 5 - 2
- 159. Bearing Details Units 3, 4 & 5 - 3
- 160. Bearing Details Units 3, 4 & 5 - 4
- 161. West Abutment Plan And Elevation
- 162. West Abutment Wingwall Details
- 163. West Abutment Details And BOM
- 164. East Abutment Plan And Elevation
- 165. East Abutment Wingwall Details
- 166. East Abutment Details And BOM
- 167. Pier 1 And 2 Plan And Elevation - 1
- 168. Pier 1 And 2 Plan And Elevation - 2
- 169. Pier 1 And 2 Plan And Elevation - 3
- 170. Pier 1 And 2 Reinforcement Tables - 1
- 171. Pier 1 And 2 Reinforcement Tables - 2
- 172. Pier 1 And 2 Bill Of Materials
- 173. Pier 3 Plan And Elevation - 1
- 174. Pier 3 Plan And Elevation - 2
- 175. Pier 3 Plan And Elevation - 3
- 176. Pier 3 Reinforcement Table - 1
- 177. Pier 3 Reinforcement Table - 2
- 178. Pier 3 Bill Of Material
- 179. Pier 4 Plan And Elevation - 1
- 180. Pier 4 Plan And Elevation - 2
- 181. Pier 4 Plan And Elevation - 3
- 182. Pier 4 Reinforcement Table - 1
- 183. Pier 4 Reinforcement Table - 2
- 184. Pier 4 Bill Of Material

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


**INDEX OF SHEETS - 1
STRUCTURE NO. 060-0351 (WB)**


SHEET 6 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	511
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76J90	

INDEX OF SHEETS

- 185. Pier 5 Thru 8 Plan And Elevation - 1
- 186. Pier 5 Thru 8 Plan And Elevation - 2
- 187. Pier 5 Thru 8 Plan And Elevation - 3
- 188. Pier 5 Thru 8 Reinforcement Tables - 1
- 189. Pier 5 Thru 8 Reinforcement Tables - 2
- 190. Pier 5 And 6 Bill Of Material - 1
- 191. Pier 7 And 8 Bill Of Material - 2
- 192. Pier 9 Plan And Elevation - 1
- 193. Pier 9 Plan And Elevation - 2
- 194. Pier 9 Plan And Elevation - 3
- 195. Pier 9 Reinforcement Tables - 1
- 196. Pier 9 Reinforcement Tables - 2
- 197. Pier 9 Bill Of Materials
- 198. Pier 10 & 17 Plan And Elevation - 1
- 199. Pier 10 & 17 Plan And Elevation - 2
- 200. Pier 10 & 17 Plan And Elevation - 3
- 201. Pier 10 & 17 Reinforcement Tables - 1
- 202. Pier 10 & 17 Reinforcement Tables - 2
- 203. Pier 10 & 17 Bill Of Materials
- 204. Pier 11 & 16 Plan And Elevation - 1
- 205. Pier 11 & 16 Plan And Elevation - 2
- 206. Pier 11 & 16 Plan And Elevation - 3
- 207. Pier 11 & 16 Reinforcement Tables - 1
- 208. Pier 11 & 16 Reinforcement Tables - 2
- 209. Pier 11 & 16 Bill Of Materials
- 210. Pier 12 Thru 15 Plan And Elevation - 1
- 211. Pier 12 Thru 15 Plan And Elevation - 2
- 212. Pier 12 Thru 15 Plan And Elevation - 3
- 213. Pier 12 Thru 15 Plan And Elevation - 4
- 214. Pier 12 Thru 15 Reinforcement Tables - 1
- 215. Pier 12 Thru 15 Reinforcement Tables - 2
- 216. Pier 12 Thru 15 Bill Of Materials
- 217. Pier 18 & 23 Plan And Elevation - 1
- 218. Pier 18 & 23 Plan And Elevation - 2
- 219. Pier 18 & 23 Plan And Elevation - 3
- 220. Pier 18 & 23 Reinforcement Tables - 1
- 221. Pier 18 & 23 Reinforcement Tables - 2
- 222. Pier 18 & 23 Bill Of Materials
- 223. Pier 19 Thru 22 Plan And Elevation - 1
- 224. Pier 19 Thru 22 Plan And Elevation - 2
- 225. Pier 19 Thru 22 Plan And Elevation - 3
- 226. Pier 19 Thru 22 Reinforcement Tables - 1
- 227. Pier 19 Thru 22 Reinforcement Tables - 2
- 228. Pier 19 Thru 22 Bill Of Materials
- 229. Pier 24 Plan And Elevation - 1
- 230. Pier 24 Plan And Elevation - 2
- 231. Pier 24 Plan And Elevation - 3
- 232. Pier 24 Reinforcement Tables - 1
- 233. Pier 24 Reinforcement Tables - 2
- 234. Pier 24 Bill Of Materials
- 235. Pier 25 Plan And Elevation - 1
- 236. Pier 25 Plan And Elevation - 2
- 237. Pier 25 Plan And Elevation - 3
- 238. Pier 25 Reinforcement Tables - 1
- 239. Pier 25 Reinforcement Tables - 2
- 240. Pier 25 Bill Of Materials
- 241. HP Pile Details
- 242. Bar Splicer Assembly And Mechanical Splicer Details
- 243. Boring Logs - West Abutment
- 244. Boring Logs - West Abutment
- 245. Boring Logs - Pier 1
- 246. Boring Logs - Pier 2
- 247. Boring Logs - Pier 3
- 248. Boring Logs - Pier 4
- 249. Boring Logs - Pier 5
- 250. Boring Logs - Pier 6
- 251. Boring Logs - Pier 7
- 252. Boring Logs - Pier 8
- 253. Boring Logs - Pier 9
- 254. Boring Logs - Pier 10
- 255. Boring Logs - Pier 11
- 256. Boring Logs - Pier 11
- 257. Boring Logs - Pier 12
- 258. Boring Logs - Pier 13
- 259. Boring Logs - Pier 13
- 260. Boring Logs - Pier 14
- 261. Boring Logs - Pier 14
- 262. Boring Logs - Pier 15
- 263. Boring Logs - Pier 15
- 264. Boring Logs - Pier 15
- 265. Boring Logs - Pier 16
- 266. Boring Logs - Pier 16
- 267. Boring Logs - Pier 17
- 268. Boring Logs - Pier 17
- 269. Boring Logs - Pier 18
- 270. Boring Logs - Pier 18
- 271. Boring Logs - Pier 18
- 272. Boring Logs - Pier 19
- 273. Boring Logs - Pier 19
- 274. Boring Logs - Pier 20
- 275. Boring Logs - Pier 20
- 276. Boring Logs - Pier 20
- 277. Boring Logs - Pier 21
- 278. Boring Logs - Pier 21
- 279. Boring Logs - Pier 22
- 280. Boring Logs - Pier 22
- 281. Boring Logs - Pier 23
- 282. Boring Logs - Pier 24
- 283. Boring Logs - Pier 24
- 284. Boring Logs - Pier 25
- 285. Boring Logs - Pier 25
- 286. Boring Logs - East Abutment
- 287. Boring Logs - East Abutment
- 288. Boring Logs - East Abutment

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS - 2
STRUCTURE NO. 060-0351 (WB)

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	512
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metallized and painted areas. Bolts 7/8 in. diameter, holes 15/16 in \varnothing , unless otherwise noted.
2. Calculated weight of Structural Steel = 15,225,440 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in (0.01ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to the designated areas of the West Abutment, Pier 3, Pier 10, Pier 17, Pier 24 and East Abutment.
8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead during removal of existing structure.
9. The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the final finish coat of the exterior surface and bottom of the bottom flange of the fascia beams shall be applied in the field. The color of the final finish coat for all interior surfaces shall be gray, Munsell No. 5B 7/1. The color of the exterior and bottom flange of the fascia beam shall be gray, Munsell No. 5B 7/1.
10. All structural steel within a distance of 10' from girder ends under expansion joints shall be thermal spray metallized and sealed with an epoxy penetrating sealer (System 3). See special provision for Metallizing of Structural Steel. All metallized surfaces shall be painted with the intermediate and topcoats as specified for structural steel.
11. All end cross frames and end diaphragms located under expansion joints shall be hot dip galvanized and painted with a full epoxy intermediate coat and a full urethane coat from System 3. See special provision for Metallizing of Structural Steel.
12. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
13. The embankment configuration shown shall be minimum that must be placed and compacted prior to construction of the abutments. Embankment behind the backwall for the West Abutment is quantified and constructed under MoDOT Job number J613264.
14. Construction and demolition activities shall be coordinated and approved in writing be the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG or USACE restrictions.

STATION 2807+33.52
 BUILT 202_ BY
 STATE OF ILLINOIS
 F.A.I. RTE 270-SEC. 60B-1
 LOADING HL-93
 STRUCTURE NO. 060-0351

NAME PLATE
 See Std. 515001

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES
 STRUCTURE NO. 060-0351 (WB)**

SHEET 8 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	513
CONTRACT NO. 76190				
		ILLINOIS	FED. AID PROJECT	

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A6	Sq. Yd.		5,873	5,873
Filter Fabric	Sq. Yd.		5,873	5,873
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		679	679
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		12,739.5	12,739.5
Concrete Superstructure	Cu. Yd.	10,892.0		10,892.0
Concrete Encasement	Cu. Yd.		14.7	14.7
Protective Coat	Sq. Yd.	40,173		40,173
Concrete Superstructure (Approach Slab)	Cu. Yd.	173.5		173.5
Furnishing and Erecting Structural Steel	L Sum	0.498		0.498
Stud Shear Connectors	Each	97,340		97,340
Reinforcement Bars, Epoxy Coated	Pound	3,557,780	7,759,860	11,317,640
Mechanical Splicers	Each		7,446	7,446
Furnishing Steel Piles HP12X63	Foot		2100	2100
Furnishing Steel Piles HP12X84	Foot		1,120	1,120
Driving Piles	Foot		3220	3220
Test Pile Steel HP12X63	Each		1	1
Test Pile Steel HP12X84	Each		2	2
Pile Shoes	Each		42	42
Name Plates	Each	1		1
Permanent Casing	Foot		4,449	4,449
Drilled Shaft in Soil	Cu. Yd.		10,120	10,120
Drilled Shaft in Rock	Cu. Yd.		3,500	3,500
Preformed Joint Strip Seal	Foot	127.5		127.5
Elastomeric Bearing Assembly, Type I	Each	26		26
Elastomeric Bearing Assembly, Type III	Each	37		37
Anchor Bolts, 1 1/4"	Each	410		410
Anchor Bolts, 1 1/2"	Each	84		84
Anchor Bolts, 2"	Each	160		160
Temporary Sheet Piling	Sq. Ft.		1575	1575
Granular Backfill for Structures	Cu. Yd.		335	335
Concrete Sealer	Sq. Ft.		26,393	26,393
Geocomposite Wall Drain	Sq. Yd.		189	189
Pipe Underdrains for Structures 4"	Foot		175	175
Drainage Scuppers, DS-11	Each	81		81
Diamond Grinding (Bridge Section)	Sq. Yd.	33,174		33,174
Modular Expansion Joint 12"	Foot	66		66
Modular Expansion Joint 18"	Foot	58		58
Modular Expansion Joint 27"	Foot	116		116
Crosshole Sonic Logging Access Ducts	Foot		5,956	5,956
Crosshole Sonic Logging Testing	Each		75	75
Construction Vibration Monitoring	L Sum			0.5
Thermal Integrity Profile Testing	Each		8	8
Thermal Integrity Profile Data Collection	Foot		5,956	5,956
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	22,946		22,946
High Load Multi-Rotational Bearings, Guided Expansion - 850K	Each	24		24
High Load Multi-Rotational Bearings, Guided Expansion - 900K	Each	13		13
High Load Multi-Rotational Bearings, Fixed - 550K	Each	14		14
High Load Multi-Rotational Bearings, Fixed - 850K	Each	54		54
High Load Multi-Rotational Bearings, Fixed - 900K	Each	24		24

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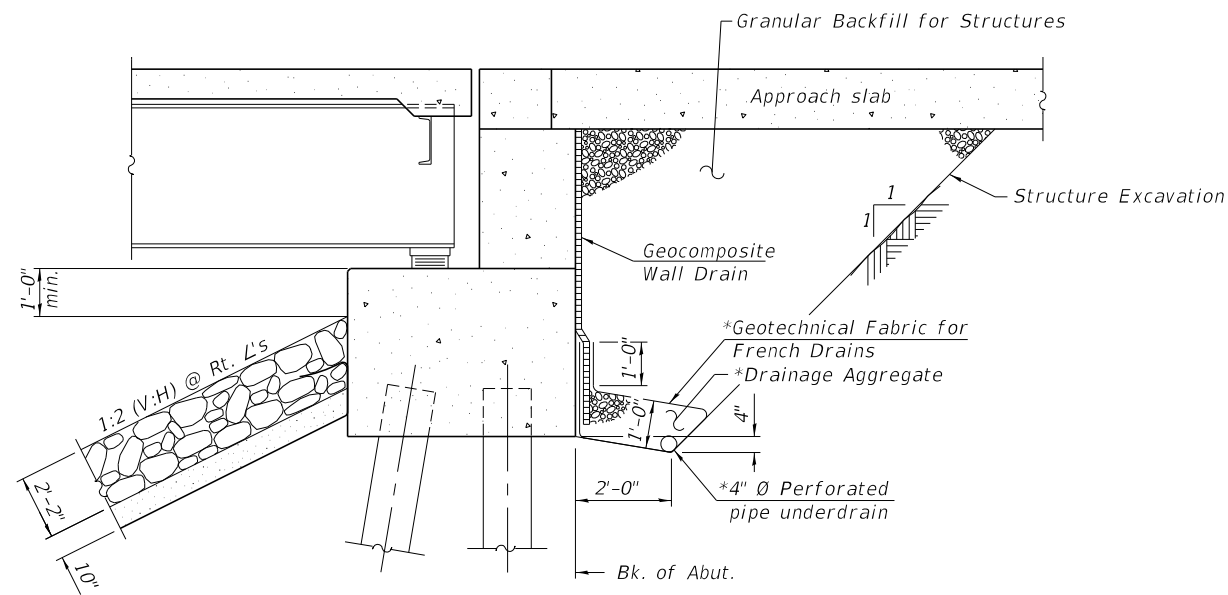


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOTAL BILL OF MATERIAL
STRUCTURE NO. 060-0351 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	514
CONTRACT NO. 76190				
SHEET 9 OF 288 SHEETS				
ILLINOIS FED. AID PROJECT				

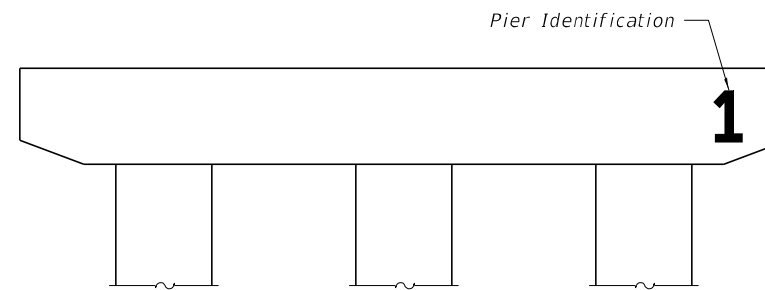


**SECTION THRU PILE SUPPORTED
STUB ABUTMENT**
(Horiz. dim. @ Rt. L's)

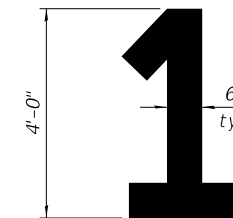
*Included in the cost of Pipe Underdrains for Structures

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.



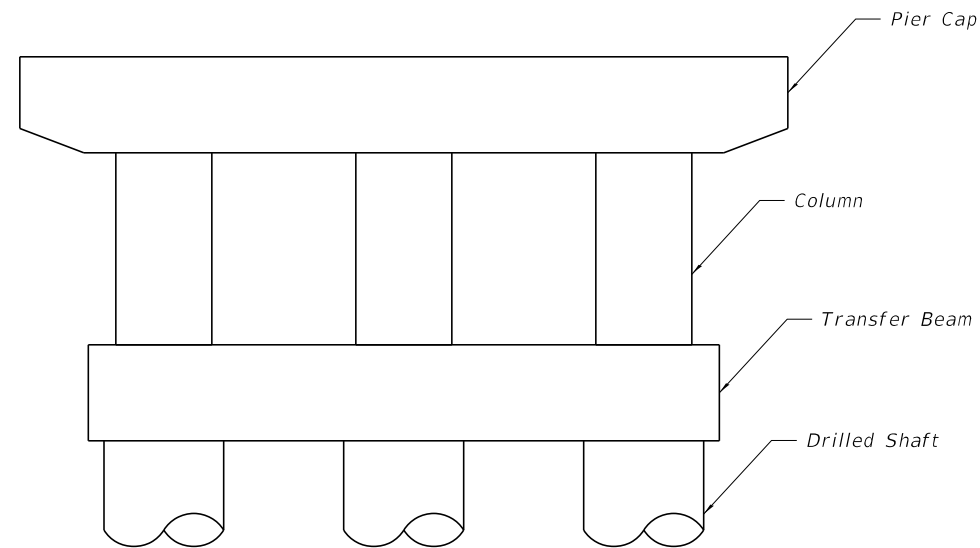
PART ELEVATION OF PIER
(Looking Upstation and Downstation)



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.

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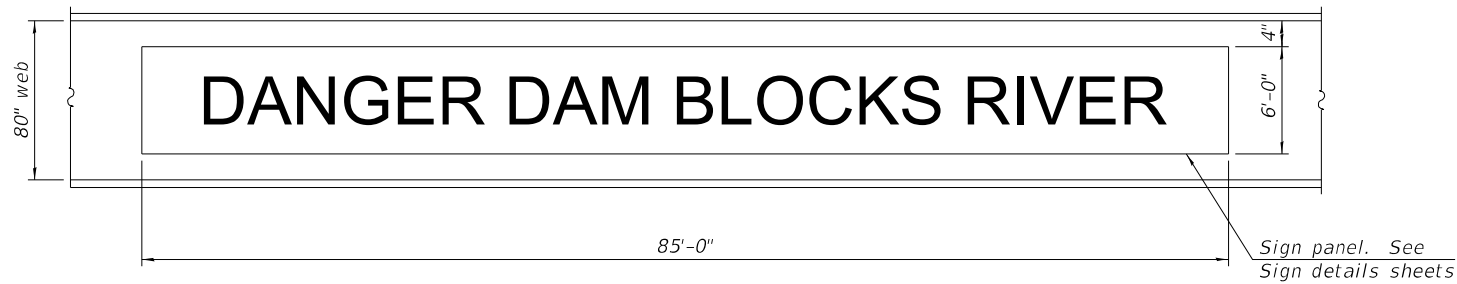
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DETAILS
STRUCTURE NO. 060-0351 (WB)**

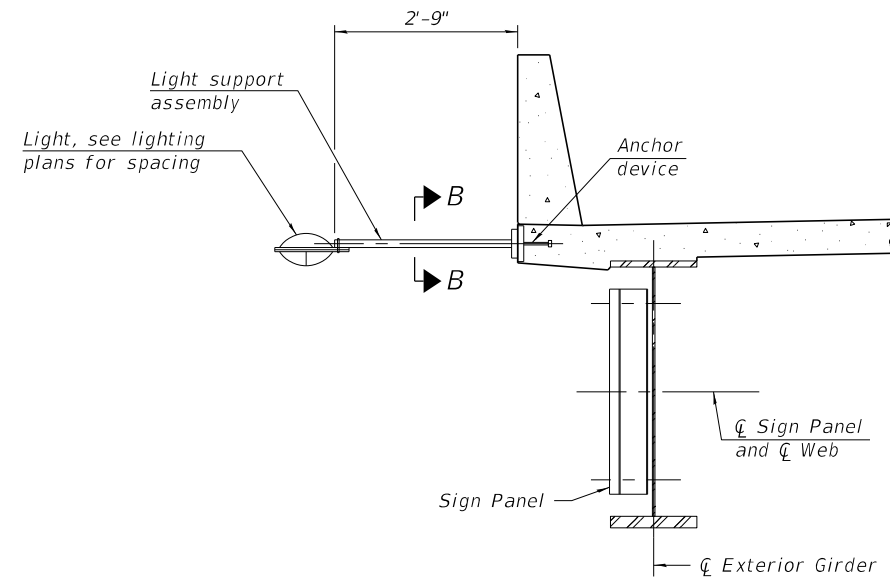
SHEET 10 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	515
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

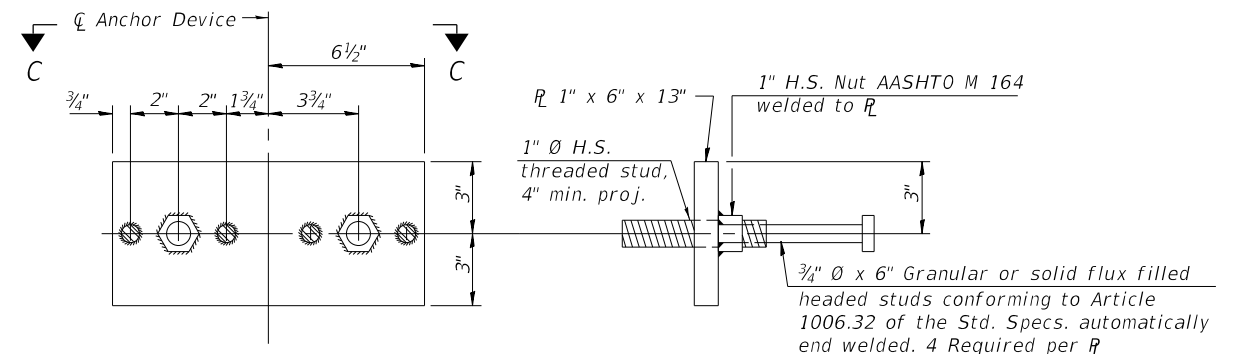


SIGNAGE ELEVATION

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

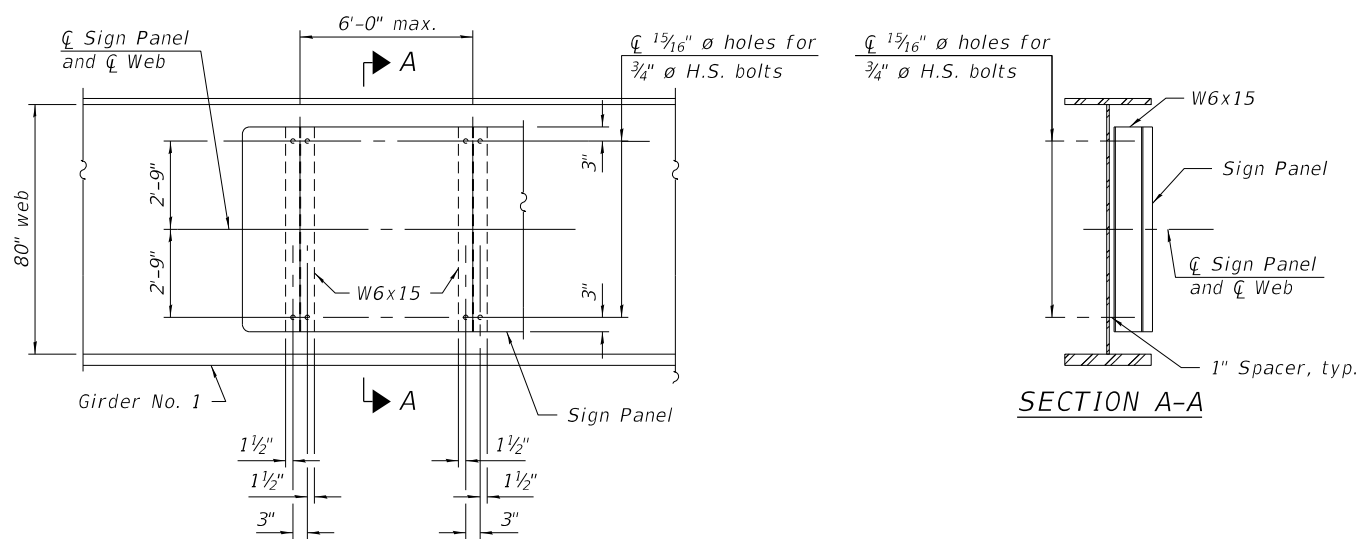


TYPICAL SECTION
 (Showing sign mount only.)

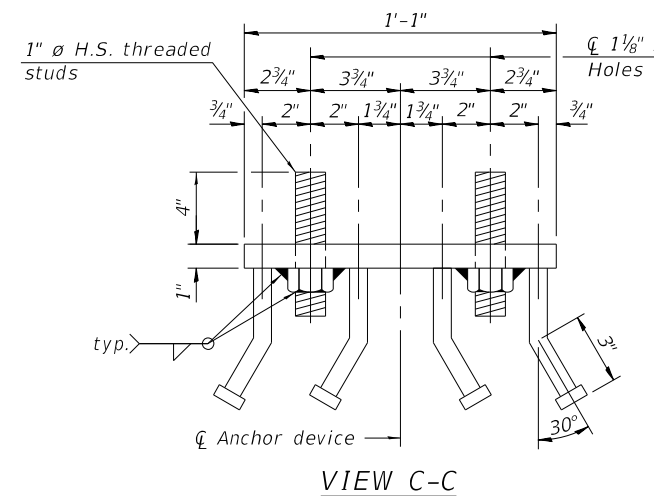


ANCHOR DEVICE

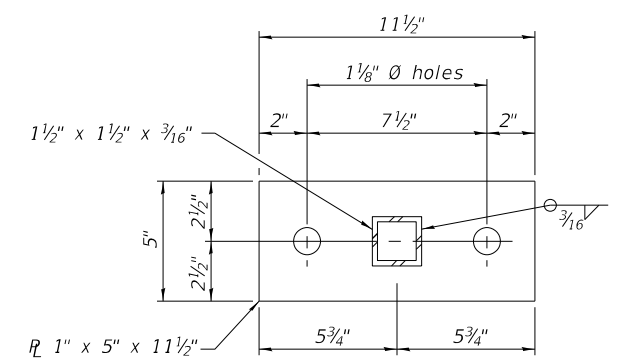
(8 Required)
 Provide 2 1" H.S. nuts and washer
 per anchor device to connect light
 support assembly to anchor device.



PART ELEVATION SHOWING SIGN SUPPORT



VIEW C-C



SECTION B-B
 (8 Required)

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

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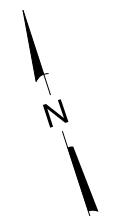
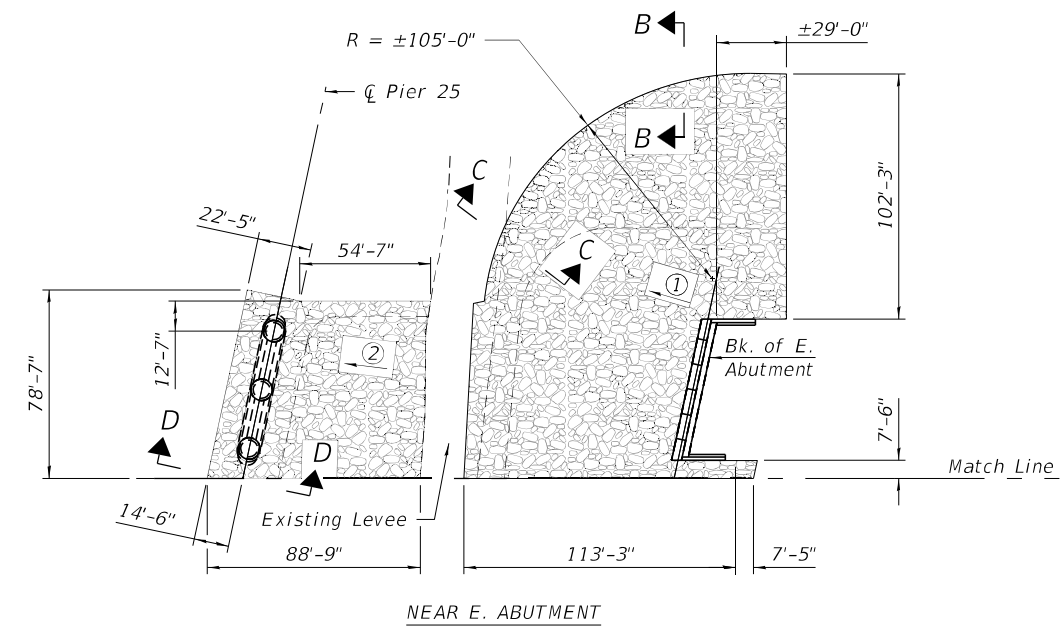
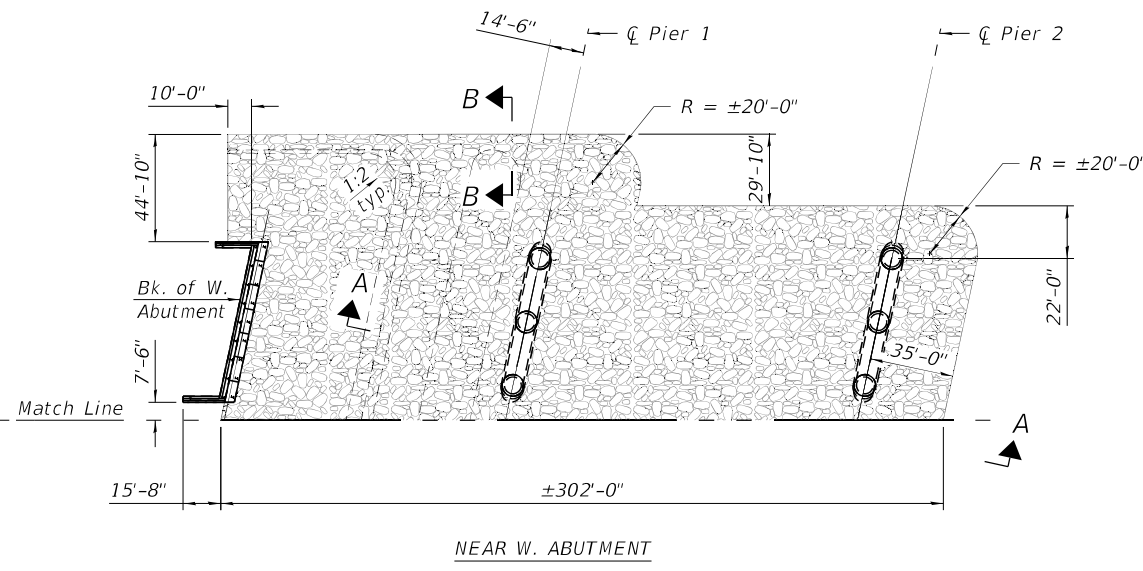
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DANGER SIGN DETAILS
 STRUCTURE NO. 060-0351 (WB)**

SHEET 11 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	516
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

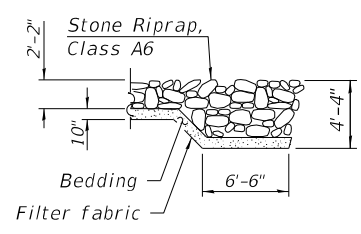
See Eastbound Plans
(Structure No. 060-0350)



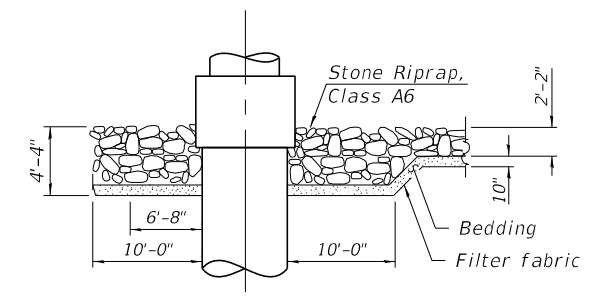
- ① Riprap slope varies. Max at 1V:2H at right angles
- ② Riprap placed on existing west face of levee. Approximate slope 1V:2H at right angles to existing levee

PLAN OF RIPRAP

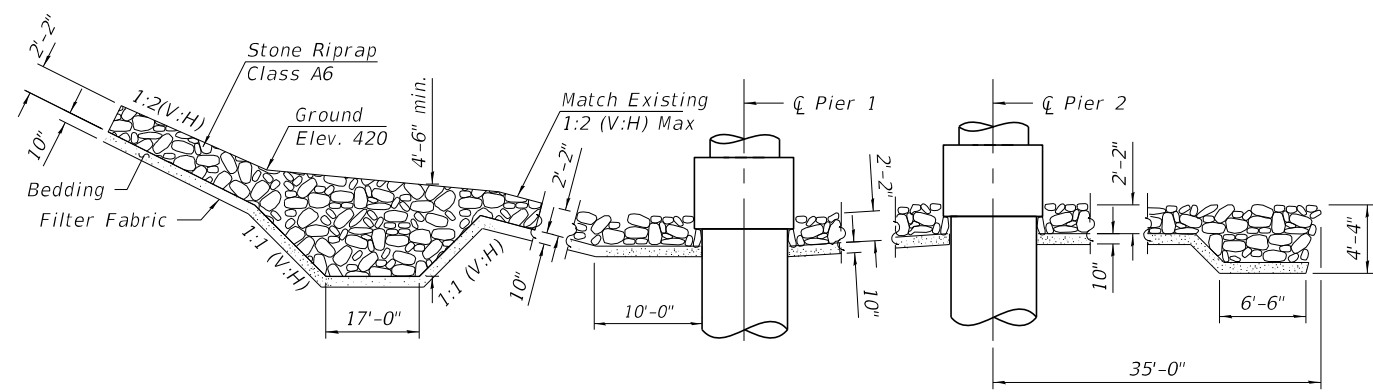
Note:
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



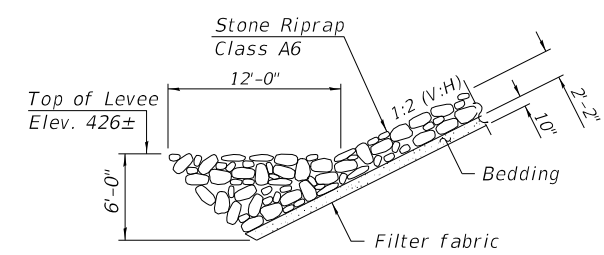
SECTION B-B



SECTION C-C



SECTION A-A



SECTION D-D

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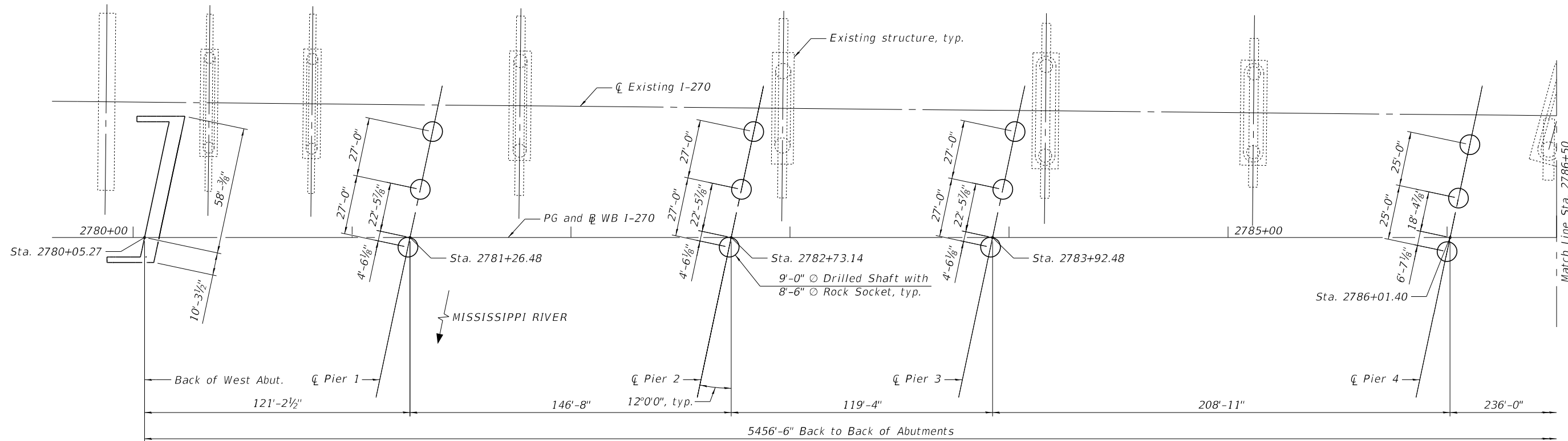
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPE PROTECTION PLANS AND DETAILS
STRUCTURE NO. 060-0351 (WB)**

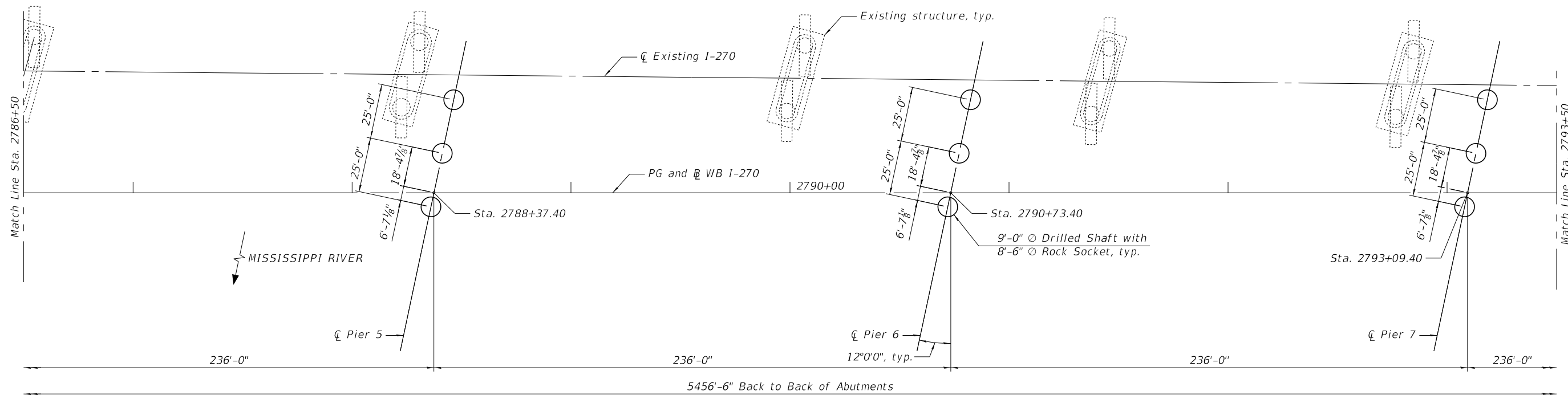
SHEET 12 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	517
CONTRACT NO. 76J90				

ILLINOIS FED. AID PROJECT



PARTIAL PLAN



PARTIAL PLAN

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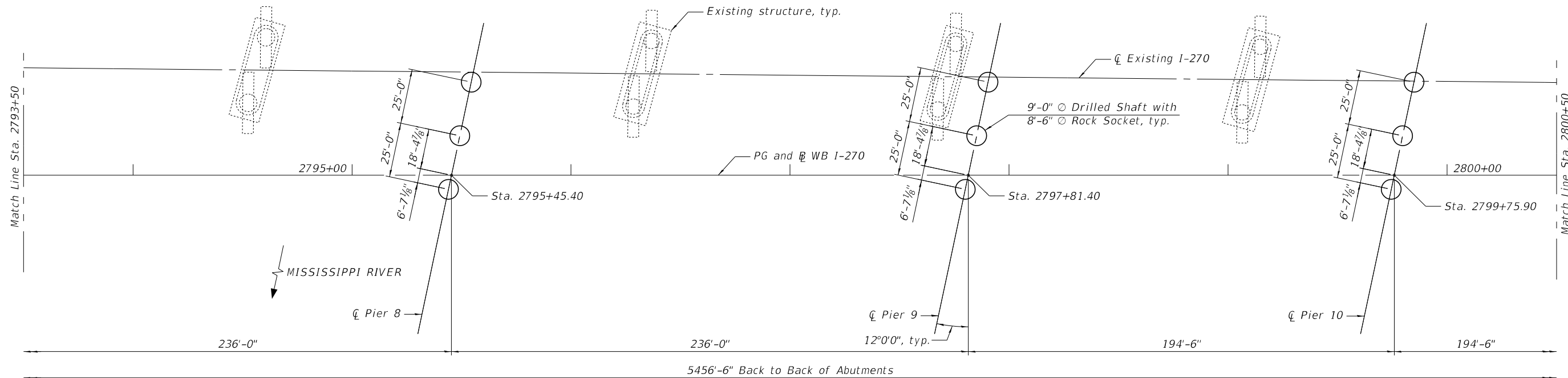
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT - 1
STRUCTURE NO. 060-0351 (WB)

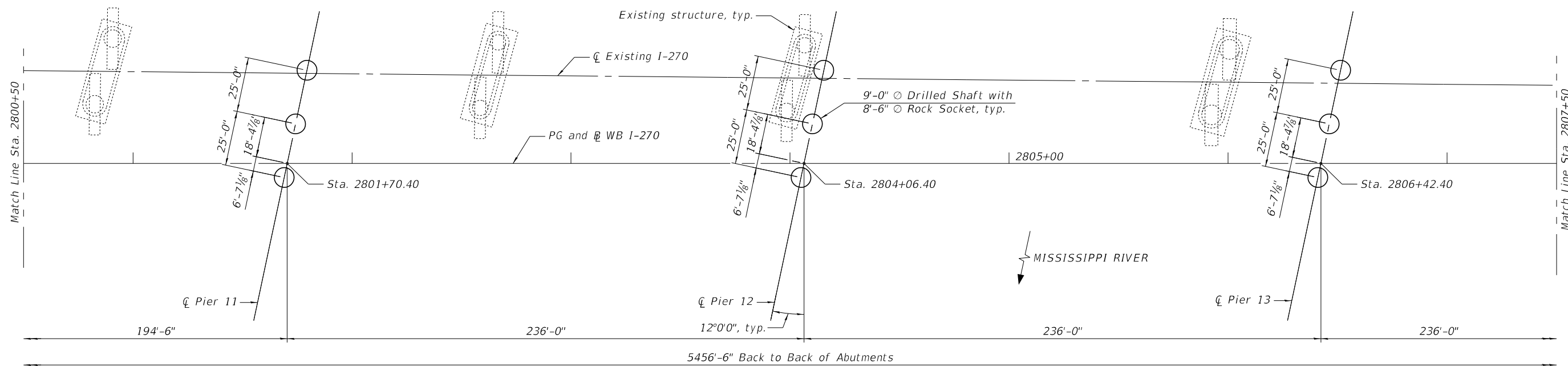
SHEET 13 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	518
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

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PARTIAL PLAN



PARTIAL PLAN

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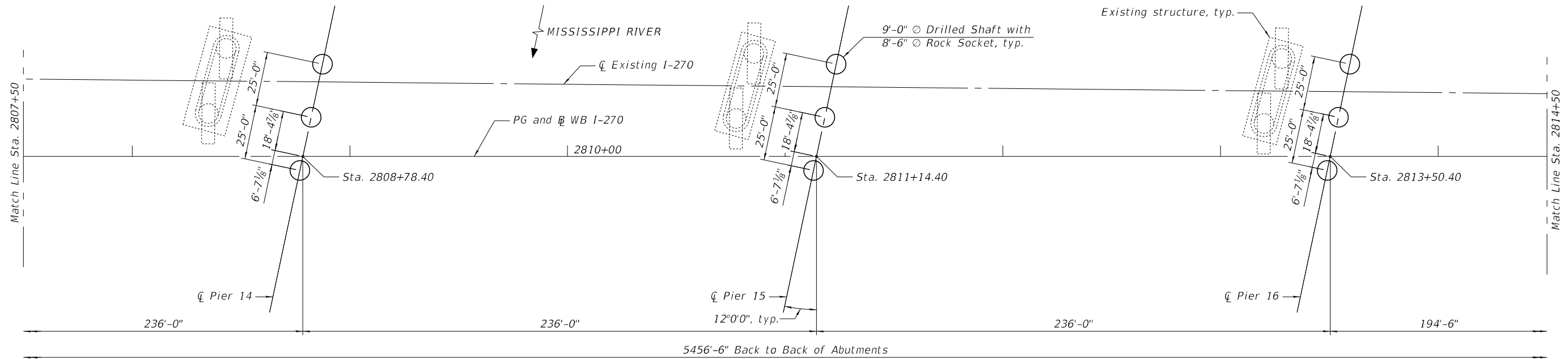
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT - 2
STRUCTURE NO. 060-0351 (WB)

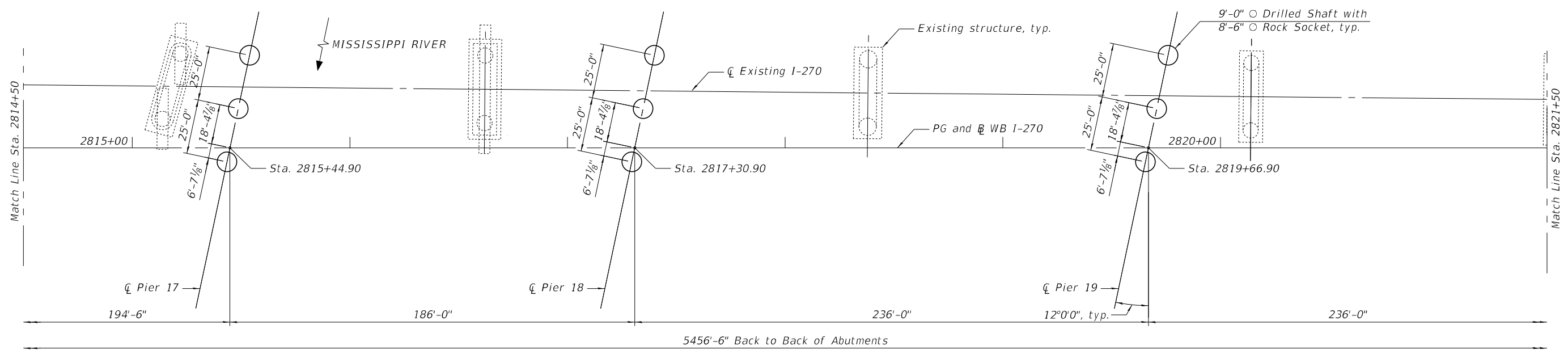
SHEET 14 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	519
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

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PARTIAL PLAN



PARTIAL PLAN

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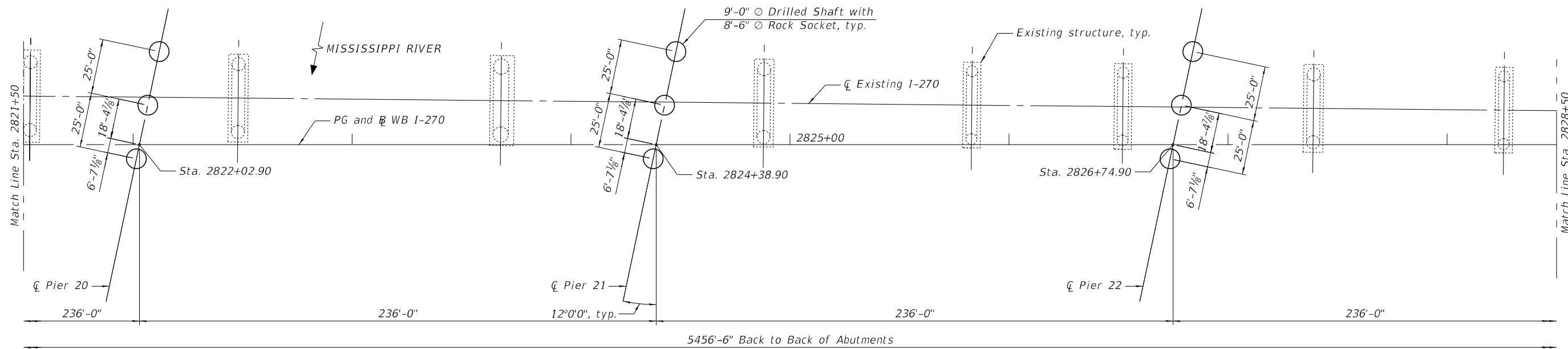
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

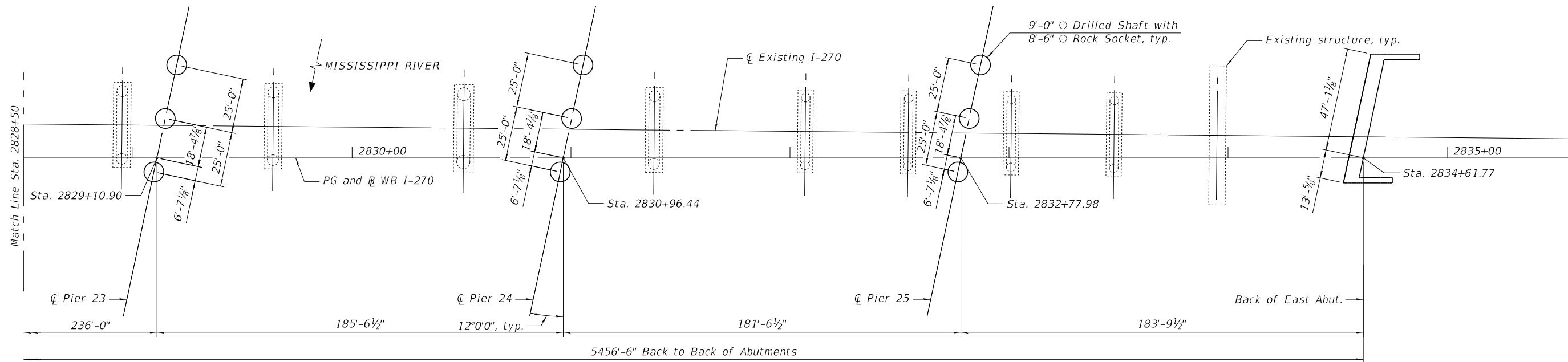
FOOTING LAYOUT - 3
 STRUCTURE NO. 060-0351 (WB)

SHEET 15 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	520
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76190	



PARTIAL PLAN



PARTIAL PLAN

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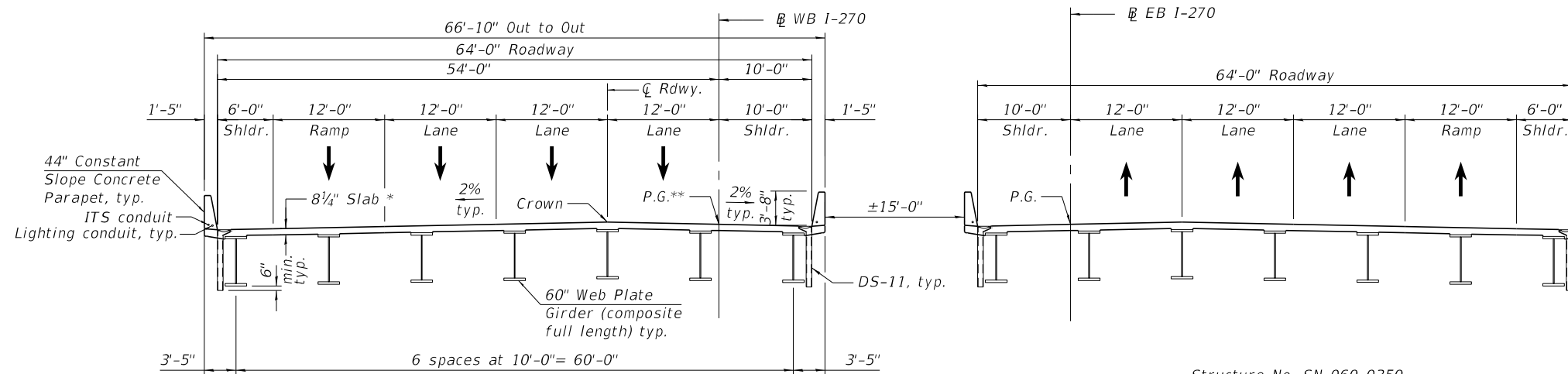
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

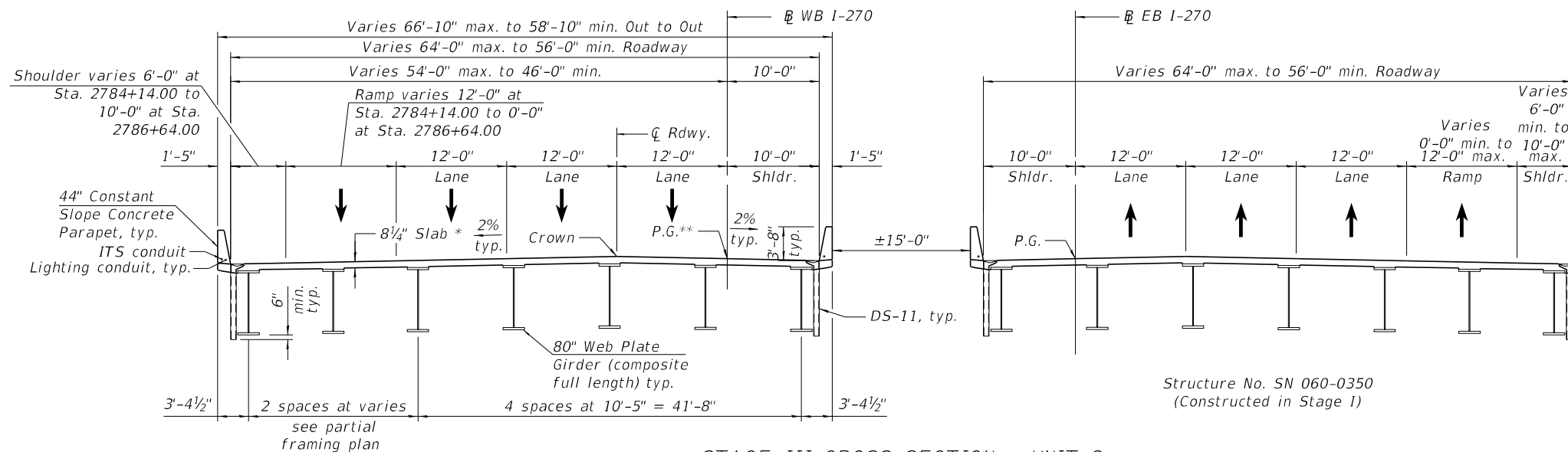
FOOTING LAYOUT - 4
STRUCTURE NO. 060-0351 (WB)

SHEET 16 OF 288 SHEETS

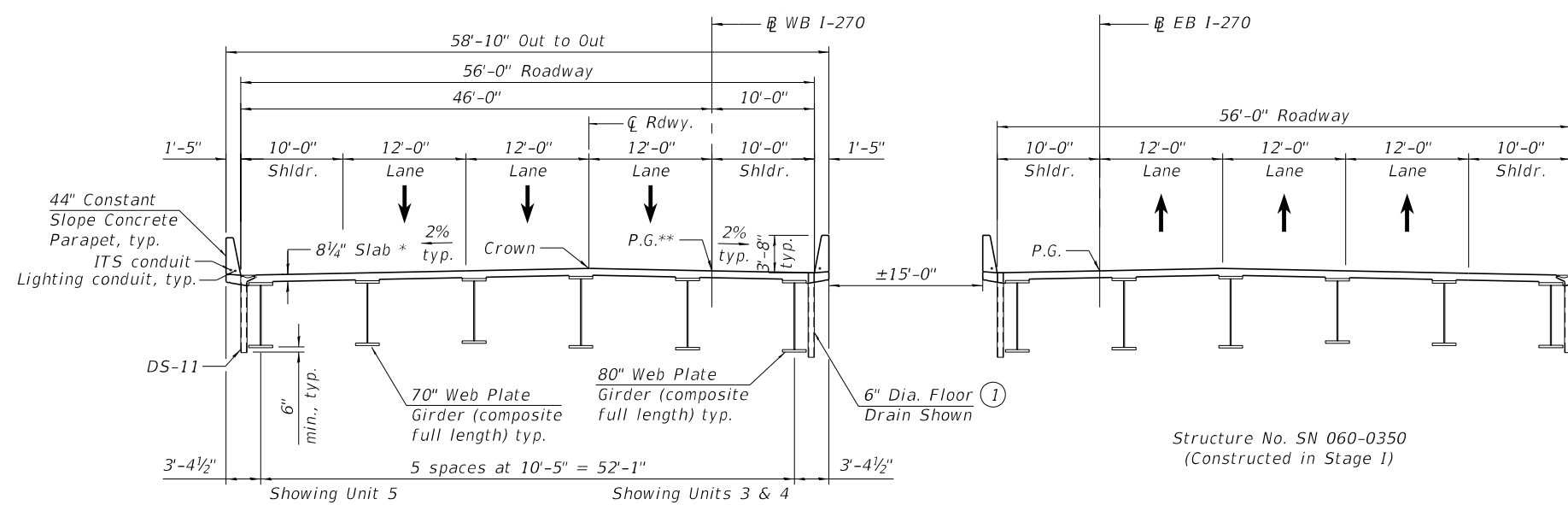
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	521
			CONTRACT NO. 76190	
ILLINOIS FED. AID PROJECT				



STAGE III CROSS SECTION - UNIT 1
(Looking East)



STAGE III CROSS SECTION - UNIT 2
(Looking East)



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 1/4" may be ground off the bridge deck and bridge approach slabs.

* Prior to grinding
** After grinding

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

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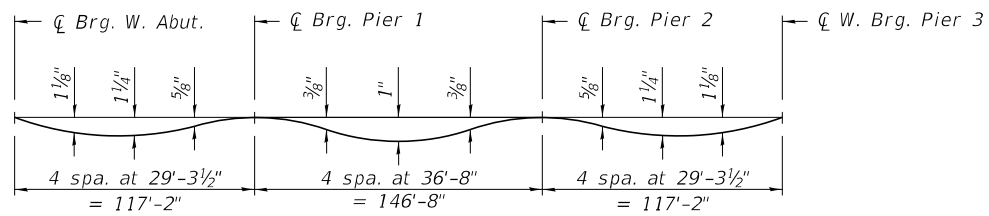
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - 1
STRUCTURE NO. 060-0351 (WB)

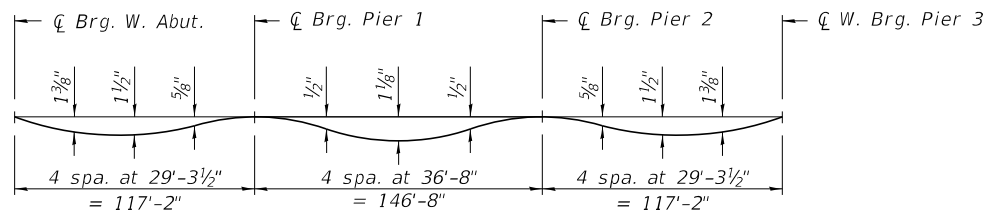
SHEET 17 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	522
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



EXTERIOR GIRDERS



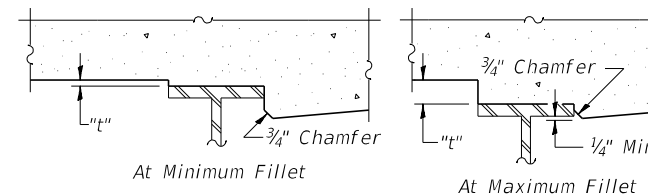
INTERIOR GIRDERS

DEAD LOAD DEFLECTION DIAGRAMS

(Includes weight of concrete only.)

Note:

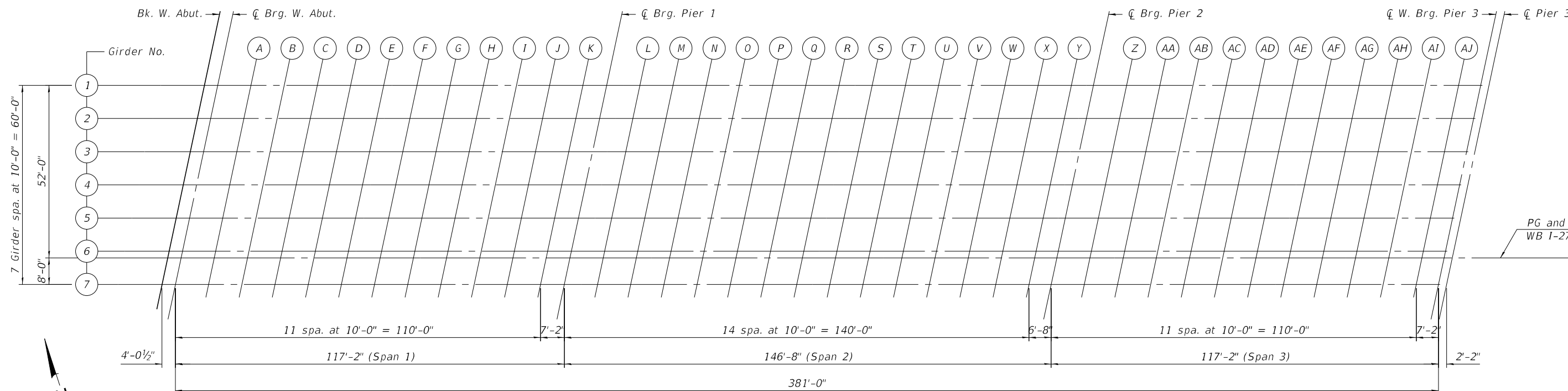
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 19 thru 21 of 288.



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

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

FILLET HEIGHTS



UNIT 1 PLAN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 - 1
STRUCTURE NO. 060-0351 (WB)

SHEET 18 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	523
CONTRACT NO. 76190				
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.	2780+16.32	-52.00	452.45	452.47
☉ Brg. W. Abut.	2780+20.36	-52.00	452.47	452.49
A	2780+30.36	-52.00	452.52	452.58
B	2780+40.36	-52.00	452.57	452.66
C	2780+50.36	-52.00	452.62	452.73
D	2780+60.36	-52.00	452.67	452.79
E	2780+70.36	-52.00	452.72	452.84
F	2780+80.36	-52.00	452.77	452.89
G	2780+90.36	-52.00	452.82	452.92
H	2781+00.36	-52.00	452.87	452.95
I	2781+10.36	-52.00	452.92	452.98
J	2781+20.36	-52.00	452.97	453.01
K	2781+30.36	-52.00	453.02	453.05
☉ Brg. Pier 1	2781+37.53	-52.00	453.06	453.08
L	2781+47.53	-52.00	453.11	453.13
M	2781+57.53	-52.00	453.16	453.19
N	2781+67.53	-52.00	453.21	453.25
O	2781+77.53	-52.00	453.26	453.31
P	2781+87.53	-52.00	453.31	453.38
Q	2781+97.53	-52.00	453.36	453.44
R	2782+07.53	-52.00	453.41	453.50
S	2782+17.53	-52.00	453.46	453.54
T	2782+27.53	-52.00	453.51	453.59
U	2782+37.53	-52.00	453.56	453.62
V	2782+47.53	-52.00	453.61	453.66
W	2782+57.53	-52.00	453.66	453.69
X	2782+67.53	-52.00	453.71	453.73
Y	2782+77.53	-52.00	453.76	453.78
☉ Brg. Pier 2	2782+84.20	-52.00	453.79	453.81
Z	2782+94.20	-52.00	453.84	453.87
AA	2783+04.20	-52.00	453.89	453.93
AB	2783+14.20	-52.00	453.94	454.00
AC	2783+24.20	-52.00	453.99	454.08
AD	2783+34.20	-52.00	454.04	454.14
AE	2783+44.20	-52.00	454.09	454.21
AF	2783+54.20	-52.00	454.14	454.26
AG	2783+64.20	-52.00	454.19	454.31
AH	2783+74.20	-52.00	454.24	454.34
AI	2783+84.20	-52.00	454.29	454.37
AJ	2783+94.20	-52.00	454.34	454.38
☉ W. Brg. Pier 3	2784+01.37	-52.00	454.37	454.40
☉ Pier 3	2784+03.53	-52.00	454.39	454.41

GIRDER 2

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

GIRDER 3

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

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS, UNIT 1 - 2
STRUCTURE NO. 060-0351 (WB)**

SHEET 19 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	524
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut., C Brg. W. Abut., C Brg. Pier 1, C Brg. Pier 2, C W. Brg. Pier 3, and C Pier 3.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut., C Brg. W. Abut., C Brg. Pier 1, C Brg. Pier 2, C W. Brg. Pier 3, and C Pier 3.

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. W. Abut., C Brg. W. Abut., C Brg. Pier 1, C Brg. Pier 2, C W. Brg. Pier 3, and C Pier 3.

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

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Includes names JJD, NHP, EAT, MJW.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 - 3
STRUCTURE NO. 060-0351 (WB)

SHEET 20 OF 288 SHEETS

Table with 6 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. Includes values 270, 60B-1, MADISON, 875, 525, 76190.

PG AND WB I-270

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

GIRDER 7

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

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

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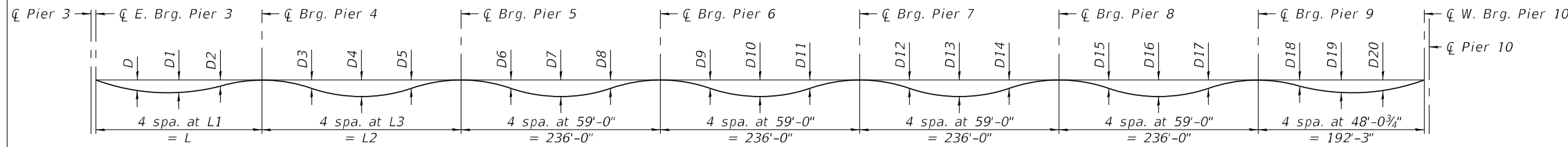


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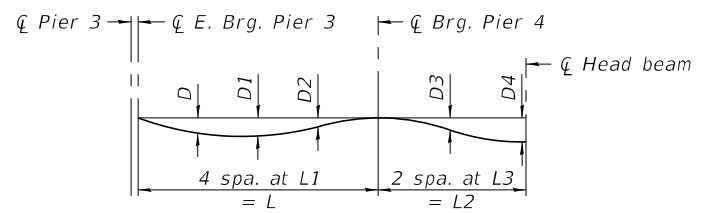
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 1 - 4
STRUCTURE NO. 060-0351 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	526
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

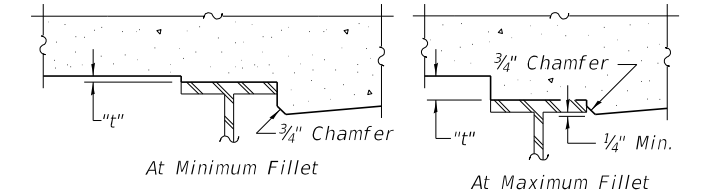
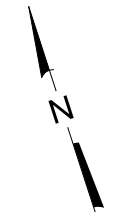


DEAD LOAD DEFLECTION DIAGRAM GIRDERS 1 AND 3 THRU 7
(Includes weight of concrete only.)



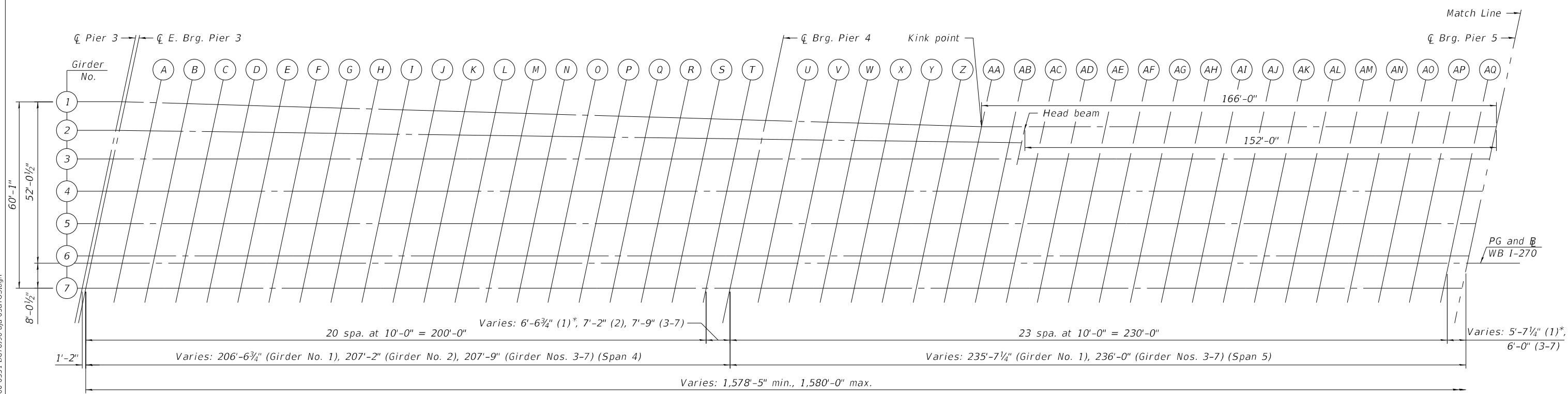
DEAD LOAD DEFLECTION DIAGRAM GIRDER 2
(Includes weight of concrete only.)

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



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 25 thru 32 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 25 thru 32 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



UNIT 2 PART PLAN

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

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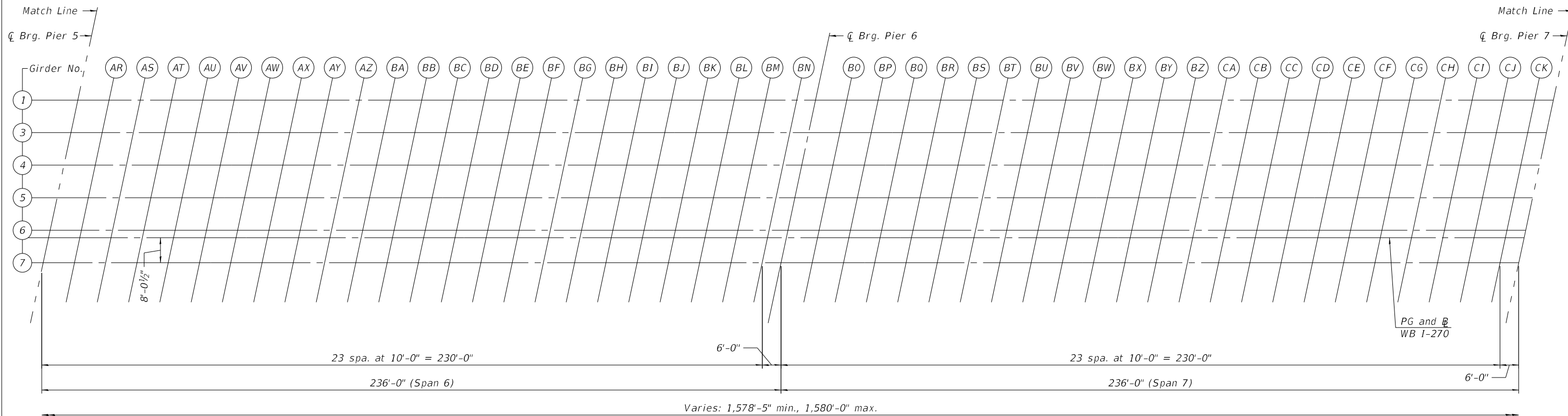
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS, UNIT 2 - 1
STRUCTURE NO. 060-0351 (WB)**

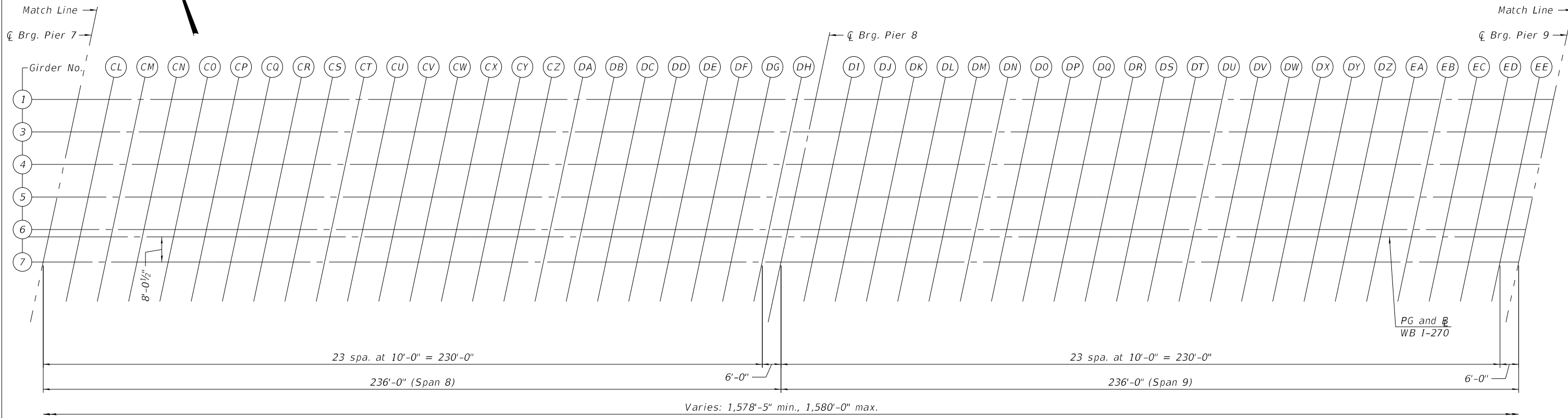
SHEET 22 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	527
CONTRACT NO. 76190			ILLINOIS FED. AID PROJECT	



UNIT 2 PART PLAN

Notes:
 For spans 4 and 5, see sheet 22 of 288.
 For span 10, see sheet 24 of 288.
 Horizontal dimensions shown are measured along \bar{c} individual girders.



UNIT 2 PART PLAN

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

SHEET 23 OF 288 SHEETS

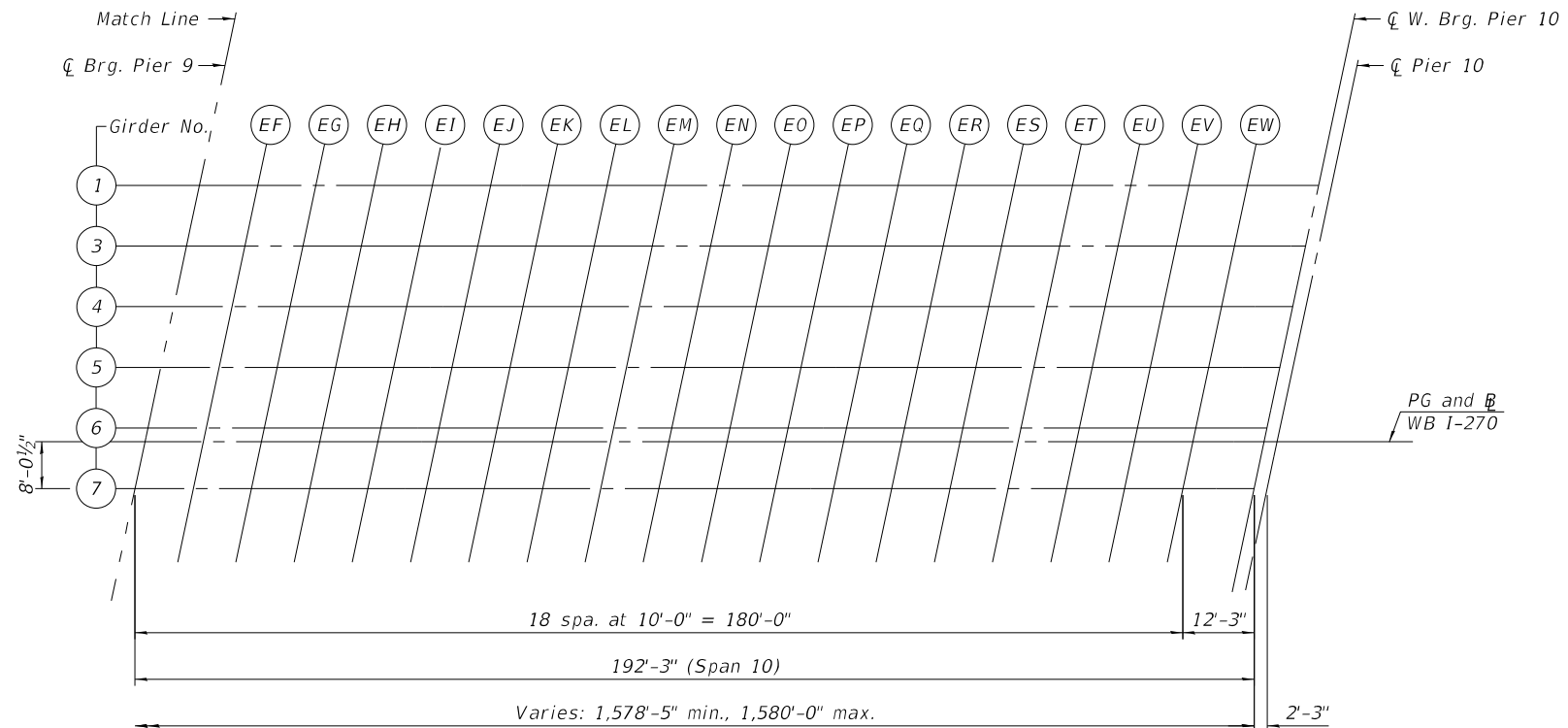
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	528
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

TABLE OF "L" DIMENSIONS

Girder No.	L	L1	L2	L3
1	206'-6 ³ / ₄ "	51'-7 ¹ / ₁₆ "	235'-7 ¹ / ₄ "	58'-10 ¹ / ₁₆ "
2	207'-2"	51'-9 ¹ / ₂ "	83'-9 ³ / ₁₆ "	±41'-10 ³ / ₈ "
3	207'-9"	51'-11 ¹ / ₄ "	236'-0"	59'-0"
4	207'-9"	51'-11 ¹ / ₄ "	236'-0"	59'-0"
5	207'-9"	51'-11 ¹ / ₄ "	236'-0"	59'-0"
6	207'-9"	51'-11 ¹ / ₄ "	236'-0"	59'-0"
7	207'-9"	51'-11 ¹ / ₄ "	236'-0"	59'-0"

TABLE OF "D" DIMENSIONS

Girder No.	D	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17	D18	D19	D20
1	4 ³ / ₈ "	5 ³ / ₈ "	2 ⁵ / ₈ "	1/4"	1 ³ / ₄ "	7/8"	2 ³ / ₈ "	4 ¹ / ₂ "	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 ¹ / ₂ "	5 ¹ / ₂ "	2 ⁵ / ₈ "	0"	5/8"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
3	4 ³ / ₈ "	5 ¹ / ₂ "	2 ³ / ₄ "	3/8"	2"	1"	2 ³ / ₈ "	4 ³ / ₈ "	2 ¹ / ₈ "	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 "
4	4 ³ / ₄ "	5 ⁵ / ₈ "	2 ⁵ / ₈ "	5/8"	2 ¹ / ₄ "	1 ¹ / ₈ "	2 ¹ / ₄ "	4 ¹ / ₄ "	2 ¹ / ₈ "	1 ³ / ₄ "	3 ³ / ₄ "	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 "
5	4 ⁷ / ₈ "	5 ³ / ₄ "	2 ³ / ₄ "	3/4"	2 ¹ / ₂ "	1 ¹ / ₄ "	2 ¹ / ₄ "	4 ¹ / ₄ "	2 ¹ / ₈ "	1 ³ / ₄ "	3 ³ / ₄ "	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 "
6	5"	5 ¹ / ₈ "	2 ³ / ₄ "	7/8"	2 ³ / ₄ "	1 ¹ / ₂ "	2 ¹ / ₈ "	4 ¹ / ₈ "	2 ¹ / ₈ "	1 ³ / ₄ "	3 ³ / ₄ "	2"	1 ⁷ / ₈ "	4"	2 ¹ / ₈ "	1 ⁵ / ₈ "	3 ⁵ / ₈ "	1 ³ / ₄ "	1 ⁵ / ₈ "	3 ⁷ / ₈ "	3 ¹ / ₂ "
7	5 ¹ / ₈ "	6"	2 ³ / ₄ "	1 ¹ / ₈ "	3"	1 ⁵ / ₈ "	2 ¹ / ₈ "	4 ¹ / ₈ "	2 ¹ / ₈ "	1 ⁷ / ₈ "	3 ⁷ / ₈ "	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 3 thru 9, see sheets 22 thru 23 of 288.
 Horizontal dimensions shown are measured along \bar{c} individual girders.

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	CHECKED - GLC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 3
 STRUCTURE NO. 060-0351 (WB)

SHEET 24 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	529
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Pier 3, Brg. Pier 3, Brg. Pier 4, and Brg. Pier 5.

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 6, Brg. Pier 7, and Brg. Pier 8.

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 9, W. Brg. Pier 10, and Pier 10.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 4
STRUCTURE NO. 060-0351 (WB)

SHEET 25 OF 288 SHEETS

Table with 6 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 76190. Values: 270, 60B-1, MADISON, 875, 530, ILLINOIS FED. AID PROJECT.

GIRDER 2

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

Note:
All offsets based off PG and ☒ WB 1-270. Negative offsets denote left of PG and ☒ WB 1-270 and positive offsets denote right of PG and ☒ WB 1-270.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS, UNIT 2 - 5
STRUCTURE NO. 060-0351 (WB)**

SHEET 26 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	531
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Pier 3, E. Brg. Pier 3, Brg. Pier 4, and Brg. Pier 5.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 6, Brg. Pier 7, and Brg. Pier 8.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 9, W. Brg. Pier 10, and Pier 10.

Note: All offsets based off PG and WB 1-270. Negative offsets denote left of PG and WB 1-270 and positive offsets denote right of PG and WB 1-270.

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and corresponding values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 7 STRUCTURE NO. 060-0351 (WB)

SHEET 28 OF 288 SHEETS

Table with 6 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 76190

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Pier 3, Brg. Pier 3, Brg. Pier 4, and Brg. Pier 5.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 6, Brg. Pier 7, and Brg. Pier 8.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 9, W. Brg. Pier 10, and Pier 10.

Note: All offsets based off PG and WB 1-270. Negative offsets denote left of PG and WB 1-270 and positive offsets denote right of PG and WB 1-270.

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE and corresponding values.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 8
STRUCTURE NO. 060-0351 (WB)

SHEET 29 OF 288 SHEETS

Table with 6 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 76190.

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Pier 3, E. Brg. Pier 3, Brg. Pier 4, and Brg. Pier 5.

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include B1 through DQ.

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include DR through EW.

Note: All offsets based off PG and WB 1-270. Negative offsets denote left of PG and WB 1-270 and positive offsets denote right of PG and WB 1-270.

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and corresponding values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 2 - 9 STRUCTURE NO. 060-0351 (WB)

SHEET 30 OF 288 SHEETS

Table with 5 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO.

ILLINOIS FED. AID PROJECT

GIRDER 7

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Pier 3, E. Brg. Pier 3, Brg. Pier 4, and Brg. Pier 5.

GIRDER 7

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 6, Brg. Pier 7, and Brg. Pier 8.

GIRDER 7

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Brg. Pier 9, W. Brg. Pier 10, and Pier 10.

Note: All offsets based off PG and WB 1-270. Negative offsets denote left of PG and WB 1-270 and positive offsets denote right of PG and WB 1-270.

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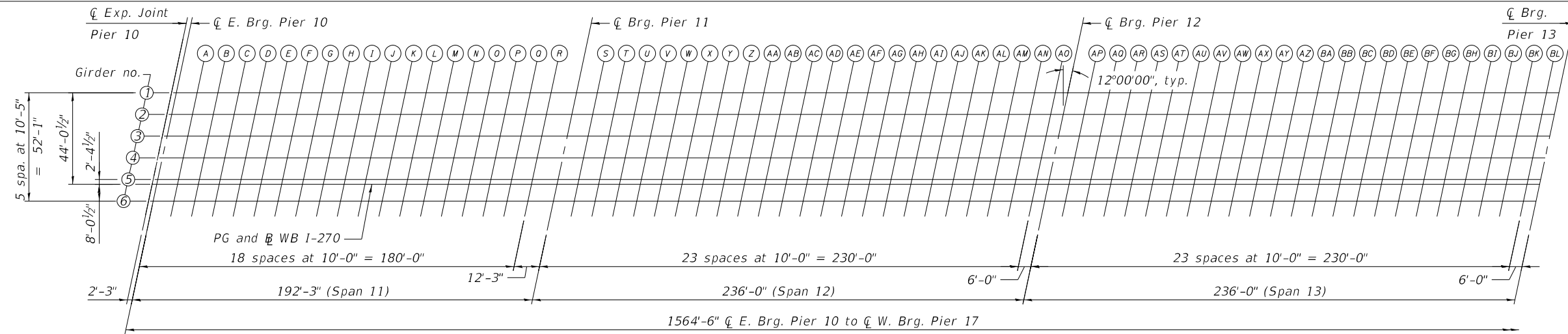
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

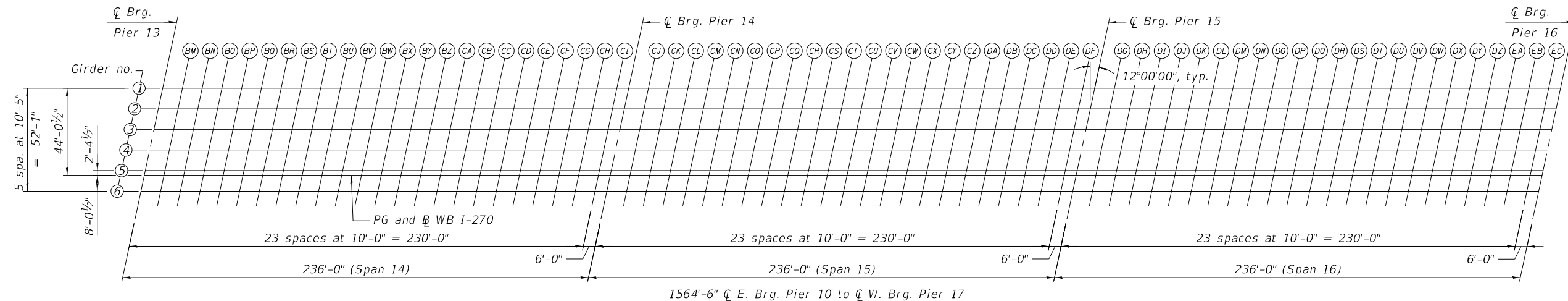
TOP OF SLAB ELEVATIONS, UNIT 2 - 11
STRUCTURE NO. 060-0351 (WB)

SHEET 32 OF 288 SHEETS

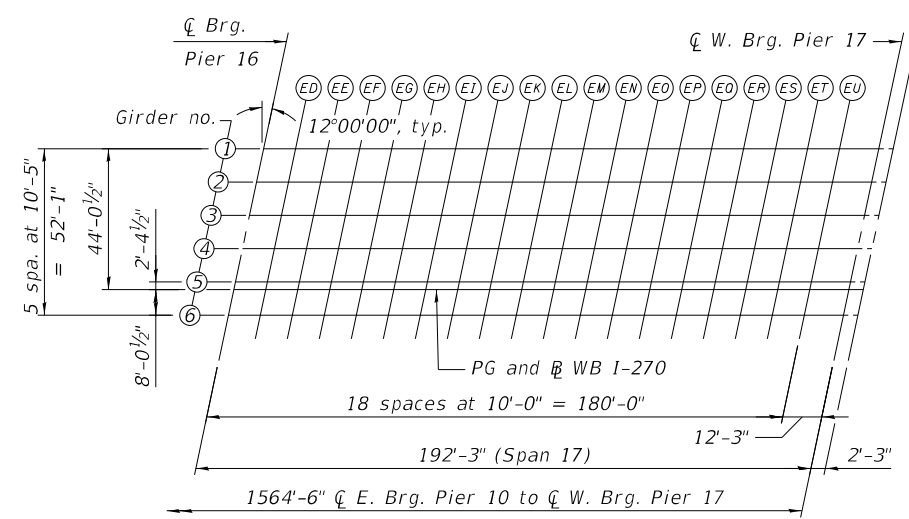
Table with 6 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 76190



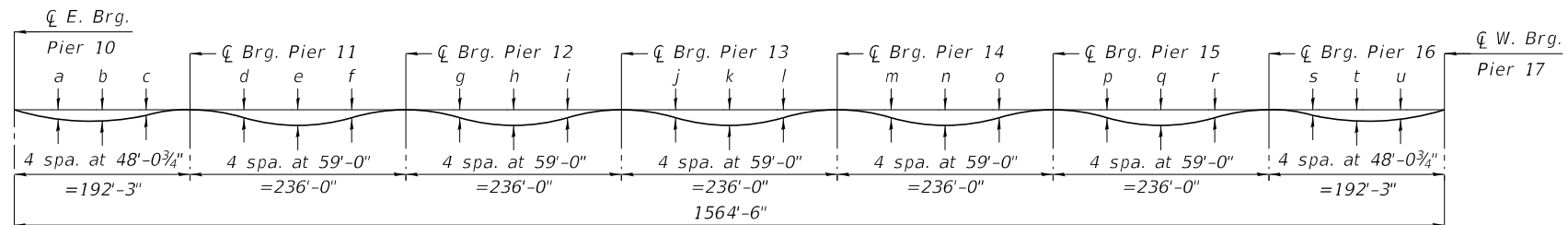
PARTIAL PLAN



PARTIAL PLAN

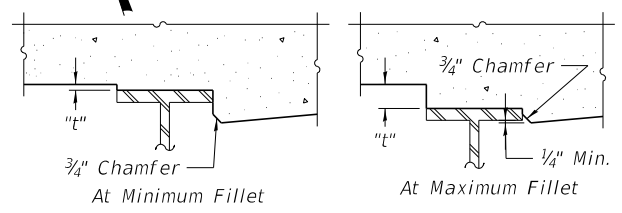


PARTIAL PLAN



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 34 thru 40 of 288.



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 34 thru 40 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 34 thru 40 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Location	Interior Girder	Exterior Girder
a	3 1/4"	3"
b	3 3/8"	3 1/8"
c	1 1/8"	1"
d	2 1/8"	1 7/8"
e	4 1/2"	3 7/8"
f	2 1/4"	2"
g	1 1/2"	1 3/8"

Location	Interior Girder	Exterior Girder
h	3 5/8"	3 1/4"
i	1 7/8"	1 5/8"
j	1 3/8"	1 1/2"
k	3 3/4"	3 3/8"
l	1 7/8"	1 3/4"
m	1 5/8"	1 1/2"
n	3 7/8"	3 1/2"

Location	Interior Girder	Exterior Girder
o	2"	1 3/4"
p	1 1/2"	1 3/8"
q	3 1/2"	3 1/8"
r	1 3/4"	1 1/2"
s	1 1/2"	1 3/8"
t	3 3/4"	3 1/2"
u	3 1/2"	3 1/4"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 1
STRUCTURE NO. 060-0351 (WB)

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	538
CONTRACT NO. 76190				

SHEET 33 OF 288 SHEETS

ILLINOIS FED. AID PROJECT

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HORNER SHIFRIN
PARSONS

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

GIRDER 2

GIRDER 2

GIRDER 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Exp. Jt. Pier 10, E. Brg. Pier 10, and Brg. Pier 11.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, Brg. Pier 13, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, Brg. Pier 14, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Brg. Pier 15, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, Brg. Pier 16, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, W. Brg. Pier 17, Exp. Jt. Pier 17.

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

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GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Exp. Jt. Pier 10, E. Brg. Pier 10, and Brg. Pier 11.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include BC through DF.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Brg. Pier 15, Brg. Pier 16, W. Brg. Pier 17, and Exp. Jt. Pier 17.

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

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, ASP, PY, JB, JDS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 4 STRUCTURE NO. 060-0351 (WB)

SHEET 36 OF 288 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 270, 60B-1, MADISON, 875, 541.

CONTRACT NO. 76190 ILLINOIS FED. AID PROJECT

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from Exp. Jt. Pier 10 to BB.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from BC to DF.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from Brg. Pier 15 to Exp. Jt. Pier 17.

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

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include ASP, PY, JB, JDS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 6 STRUCTURE NO. 060-0351 (WB)

SHEET 38 OF 288 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 270, 60B-1, MADISON, 875, 543.

PG AND WB I-270

PG AND WB I-270

PG AND WB I-270

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Exp. Jt. Pier 10, E. Brg. Pier 10, and Brg. Pier 11.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include BC through DF and Brg. Pier 13 and 14.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Brg. Pier 15, Brg. Pier 16, W. Brg. Pier 17, and Exp. Jt. Pier 17.

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

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE and corresponding initials/versions.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 3 - 7
STRUCTURE NO. 060-0351 (WB)

SHEET 39 OF 288 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 270, 60B-1, MADISON, 875, 544.

ILLINOIS FED. AID PROJECT

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from Exp. Jt. Pier 10 to BB.

GIRDER 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from BC to DF.

GIRDER 6

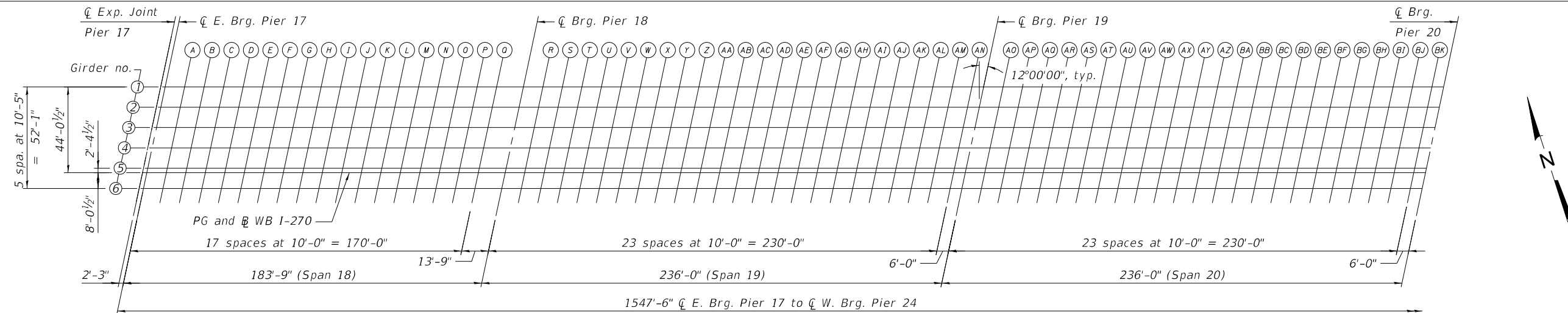
Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from Brg. Pier 15 to Exp. Jt. Pier 17.

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

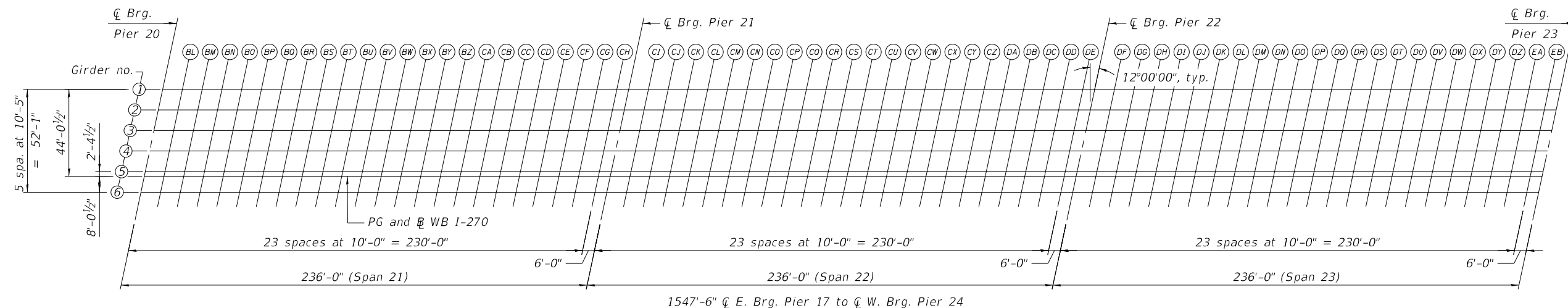
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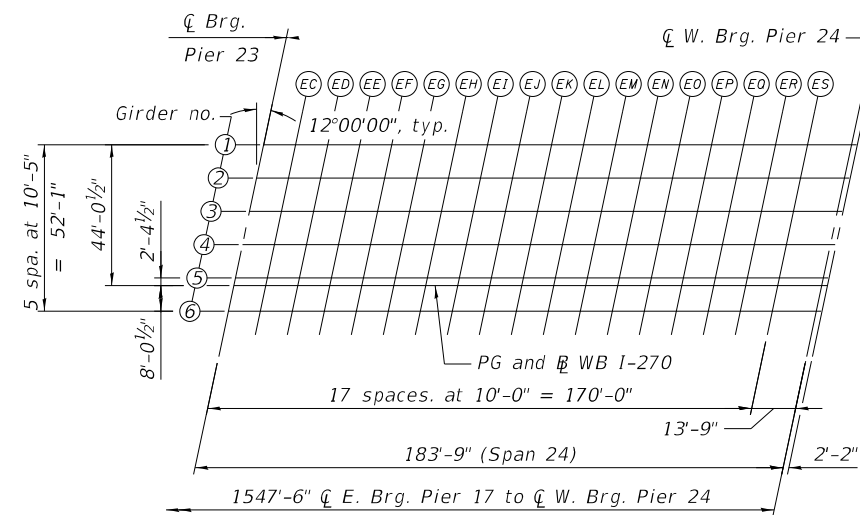
Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 270, 60B-1, MADISON, 875, 545.



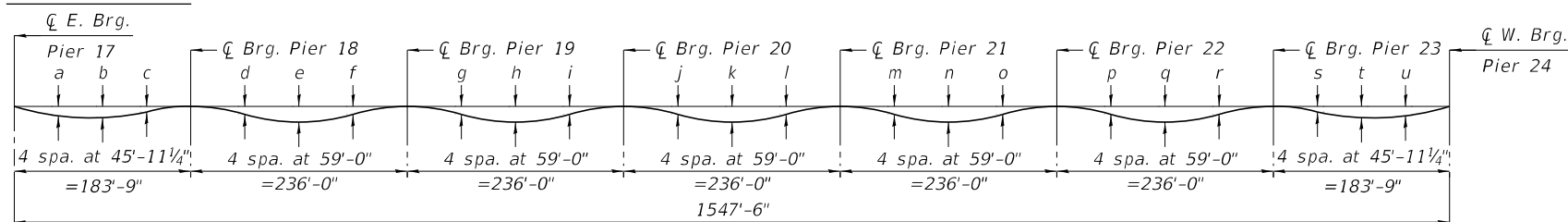
PARTIAL PLAN



PARTIAL PLAN

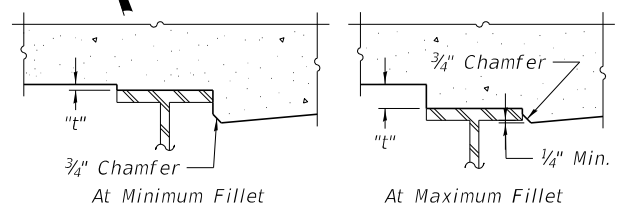


PARTIAL PLAN



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 42 thru 48 of 288.



To determine "t": After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 42 thru 48 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations", shown on sheets 42 thru 48 of 288. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Location	Interior Girder	Exterior Girder
a	2 1/2"	2 3/8"
b	2 5/8"	2 3/8"
c	0 7/8"	0 3/4"
d	2 1/4"	2"
e	4 5/8"	4 1/8"
f	2 3/8"	2"
g	1 1/2"	1 3/8"

Location	Interior Girder	Exterior Girder
h	3 1/2"	3 1/4"
i	1 7/8"	1 5/8"
j	1 3/8"	1 1/2"
k	3 3/4"	3 3/8"
l	2"	1 3/4"
m	1 5/8"	1 1/2"
n	3 3/4"	3 3/8"

Location	Interior Girder	Exterior Girder
o	1 7/8"	1 3/4"
p	1 5/8"	1 1/2"
q	3 3/4"	3 3/8"
r	1 7/8"	1 3/4"
s	1"	1"
t	3"	2 5/8"
u	2 3/4"	2 1/2"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 1
STRUCTURE NO. 060-0351 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	546
CONTRACT NO. 76190				

SHEET 41 OF 288 SHEETS

ILLINOIS FED. AID PROJECT

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	CHECKED - JDS	REVISED -

GIRDER 2

GIRDER 2

GIRDER 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from Exp. Jt. Pier 17 to Brg. Pier 19.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from BC to DE and Brg. Pier 20 to 22.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include locations from DF to ES and Brg. Pier 23 to Exp. Jt. Pier 24.

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

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE and corresponding values or initials.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 4 - 3 STRUCTURE NO. 060-0351 (WB)

SHEET 43 OF 288 SHEETS

Table with 5 columns: F.A.J. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 270, 60B-1, MADISON, 875, 548.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include Exp. Jt. Pier 17, E. Brg. Pier 17, and Brg. Pier 18.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include BC through DE, Brg. Pier 20, and Brg. Pier 21.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflections & Grinding. Rows include DF through ES, Brg. Pier 23, W. Brg. Pier 24, and Exp. Jt. Pier 24.

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

Design and revision table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, ASP, PY, JB, JDS, REVISED, REVISIONS.

Summary table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., ILLINOIS FED. AID PROJECT.

PG AND WB I-270

PG AND WB I-270

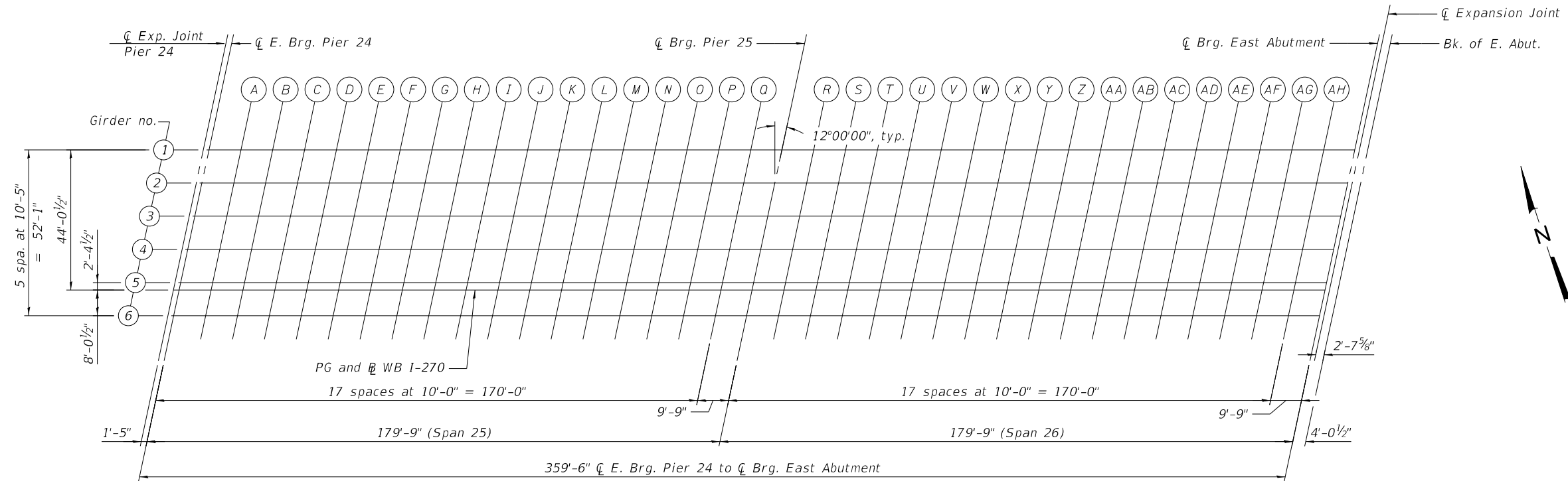
PG AND WB I-270

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflections & Grinding. Includes rows for Exp. Jt. Pier 17, E. Brg. Pier 17, Brg. Pier 18, and Brg. Pier 19.

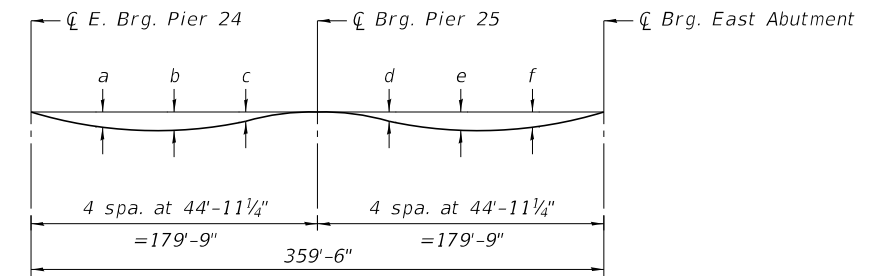
Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflections & Grinding. Includes rows for BC, BD, BE, BF, BG, BH, BI, BJ, BK, Brg. Pier 20, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, Brg. Pier 21, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, and Brg. Pier 22.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflections & Grinding. Includes rows for DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, Brg. Pier 23, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, W. Brg. Pier 24, and Exp. Jt. Pier 24.

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



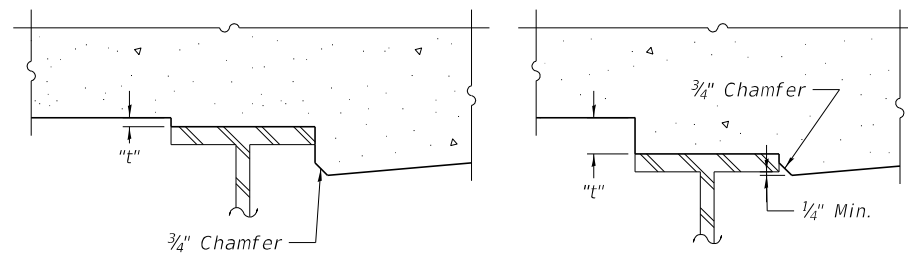
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 50 thru 51 of 288.



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 the intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding", shown on sheets 50 thru 51 of 288, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

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

FILLET HEIGHTS

Location	Interior Girder	Exterior Girder
a	4 1/8"	3 5/8"
b	4 3/8"	4 1/8"
c	1 7/8"	1 3/4"
d	0 7/8"	0 3/4"
e	3"	2 3/4"
f	3"	2 3/4"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS, UNIT 5 - 1
STRUCTURE NO. 060-0351 (WB)

SHEET 49 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	554
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

GIRDER 4 (CON'T)

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

PG AND B WB I-270

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

GIRDER 6 (CON'T)

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

GIRDER 5

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

GIRDER 6

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

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS, UNIT 5 - 3
STRUCTURE NO. 060-0351 (WB)**

SHEET 51 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	556
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

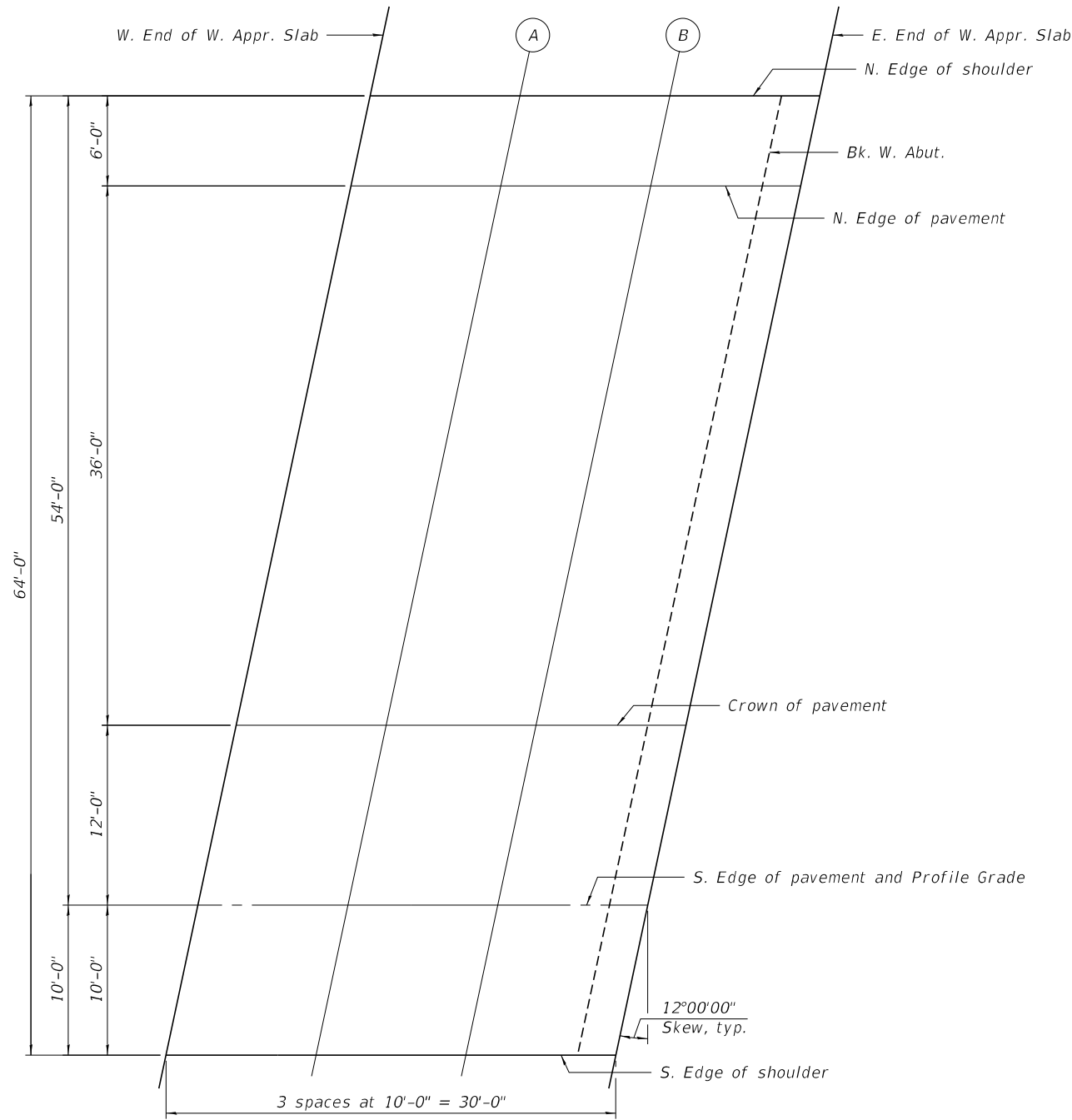
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	2779+87.77	-54.00	452.27	452.29
A	2779+97.77	-54.00	452.32	452.34
B	2780+07.77	-54.00	452.37	452.39
E. End of W. Appr. Slab	2780+17.77	-54.00	452.42	452.44

NORTH EDGE OF PAVEMENT

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

CROWN OF PAVEMENT

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



SOUTH EDGE OF PAVEMENT AND PROFILE GRADE

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

SOUTH EDGE OF SHOULDER

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

Note:
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PLOT DATE =	CHECKED - MJW	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 060-0351 (WB)**

SHEET 52 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	557
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

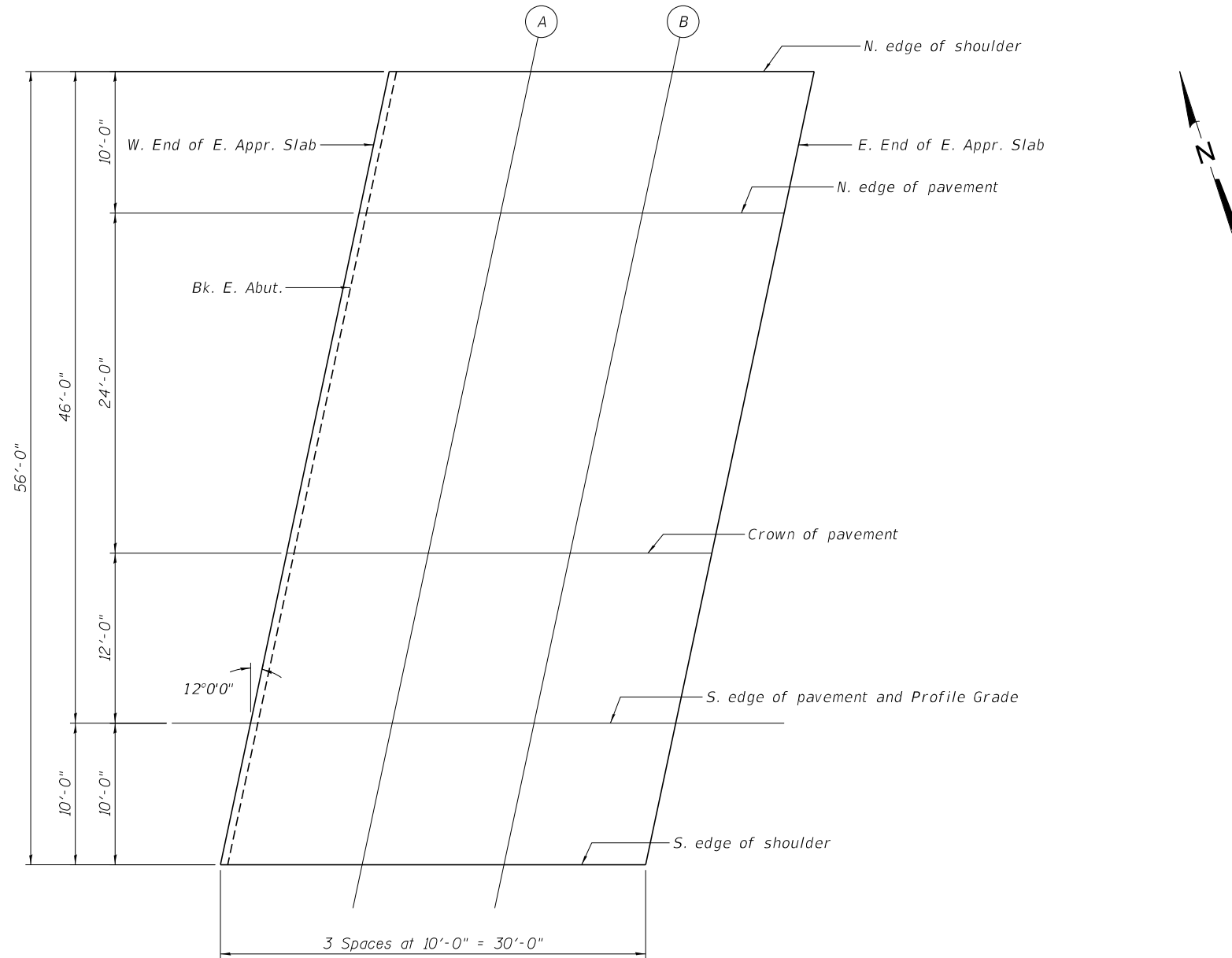
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W. End of E. Appr. Slab	2834+70.51	-46.00	451.55	451.57
A	2834+80.51	-46.00	451.50	451.52
B	2834+90.51	-46.00	451.45	451.47
E. End of E. Appr. Slab	2835+00.51	-46.00	451.40	451.42

NORTH EDGE OF PAVEMENT

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

CROWN OF PAVEMENT

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



PLAN

SOUTH EDGE OF PAVEMENT AND PROFILE GRADE

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

SOUTH EDGE OF SHOULDER

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

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

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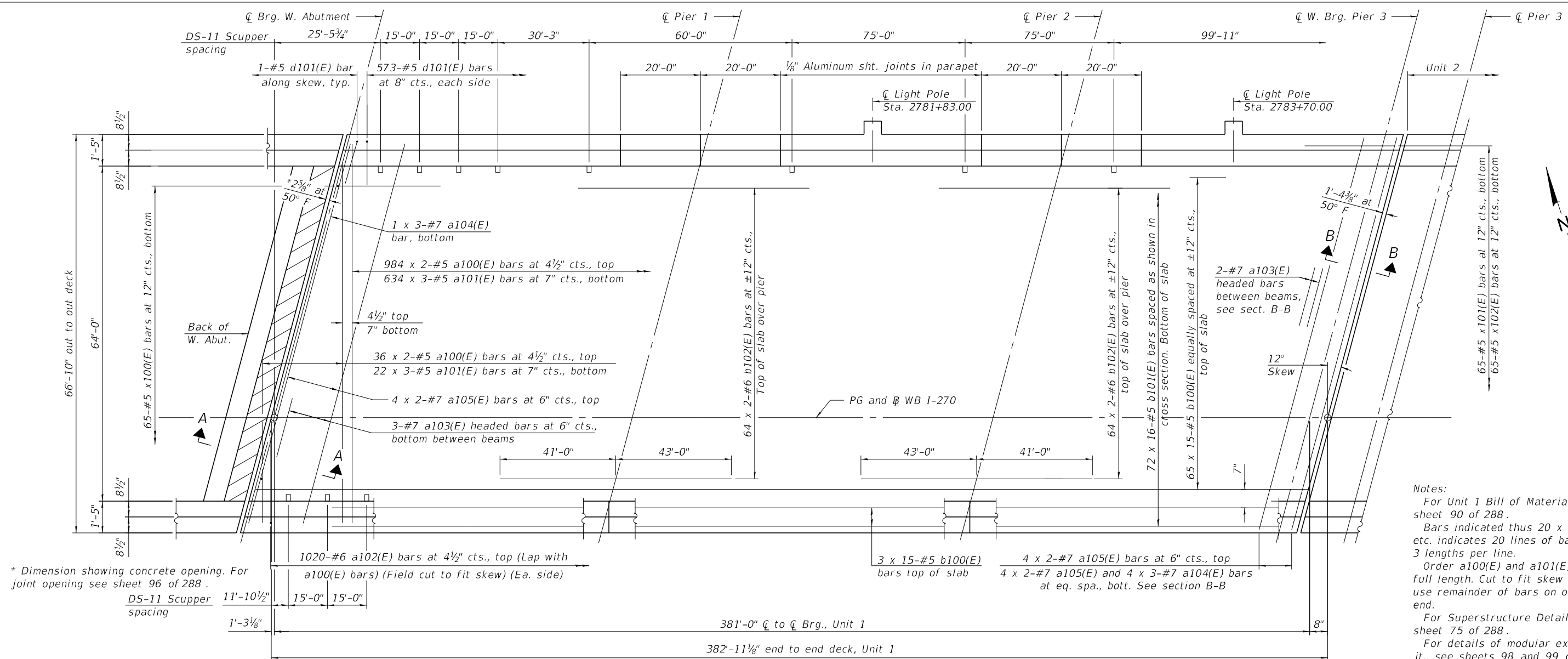
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 060-0351 (WB)**

SHEET 53 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	558
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



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

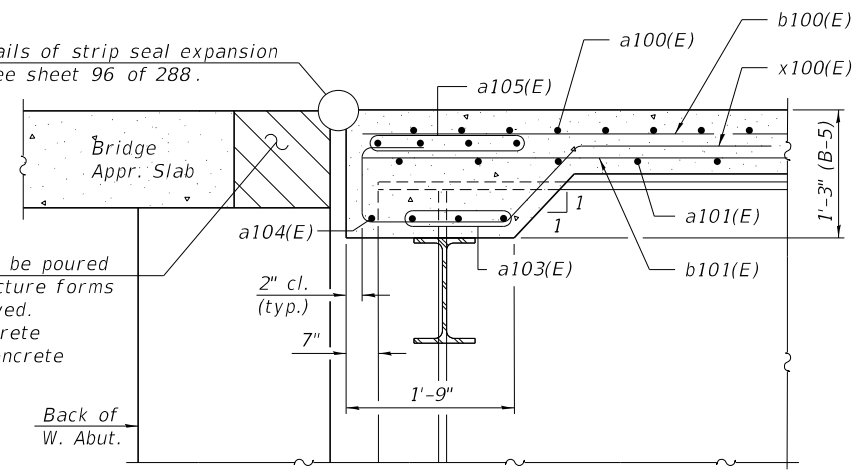
* Dimension showing concrete opening. For joint opening see sheet 96 of 288.

MINIMUM BAR LAP

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

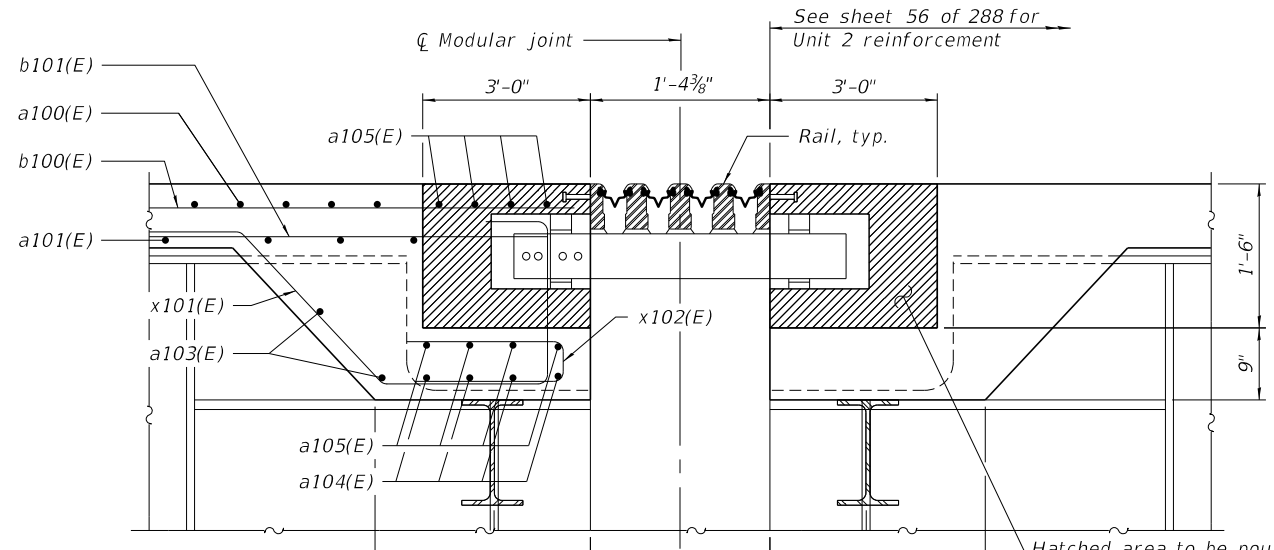
For details of strip seal expansion joint, see sheet 96 of 288.

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



SECTION A-A

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



SECTION B-B

(at Rt. L's)

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

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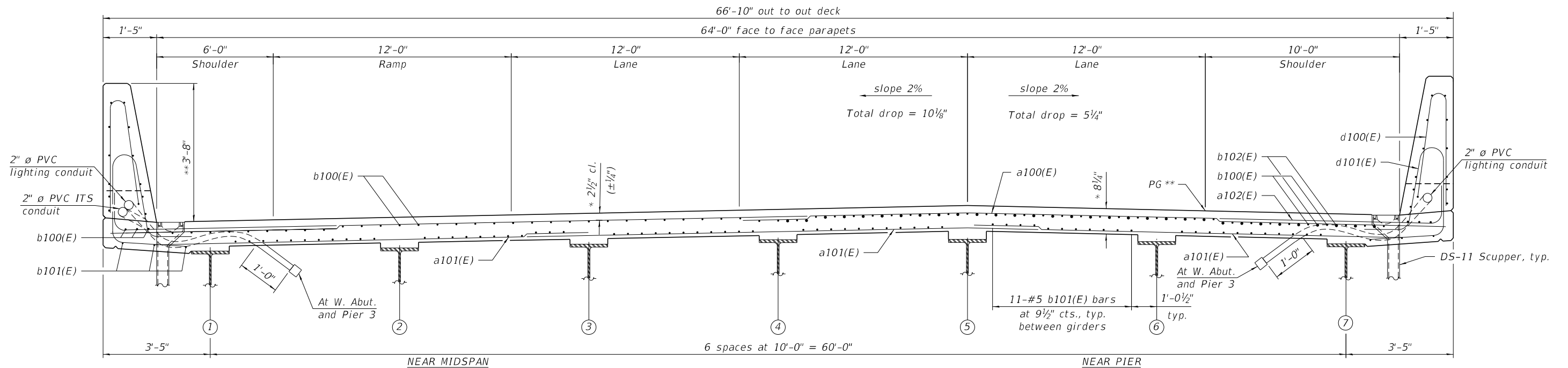
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 1
 STRUCTURE NO. 060-0351 (WB)**

SHEET 54 OF 288 SHEETS

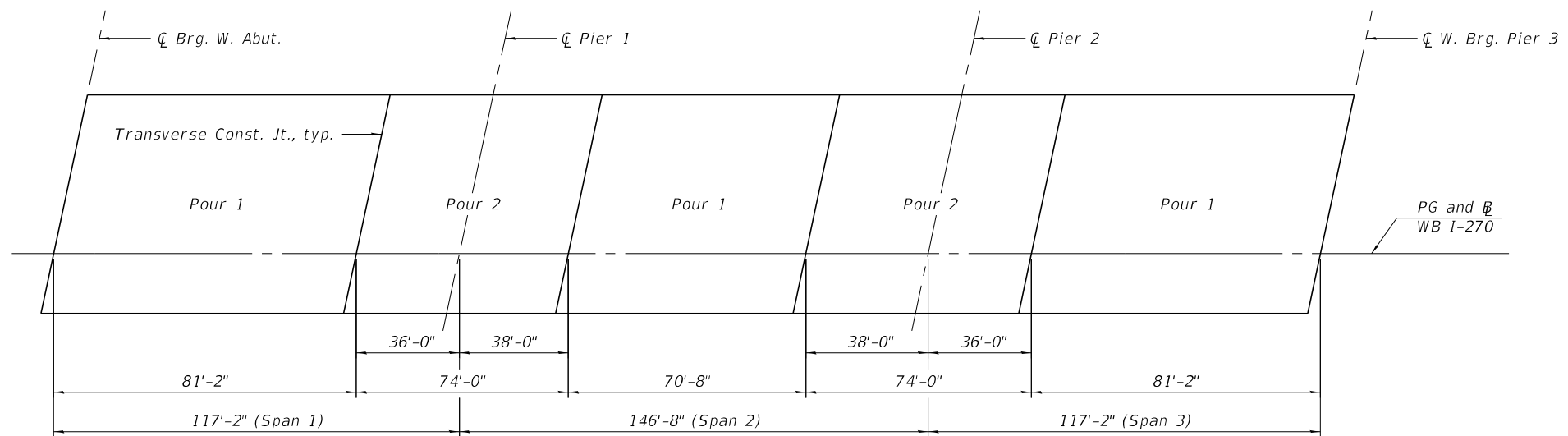
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	559
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



UNIT 1 CROSS SECTION
(Looking East)

* Prior to grinding
** After grinding



DECK POURING SEQUENCE

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

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

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

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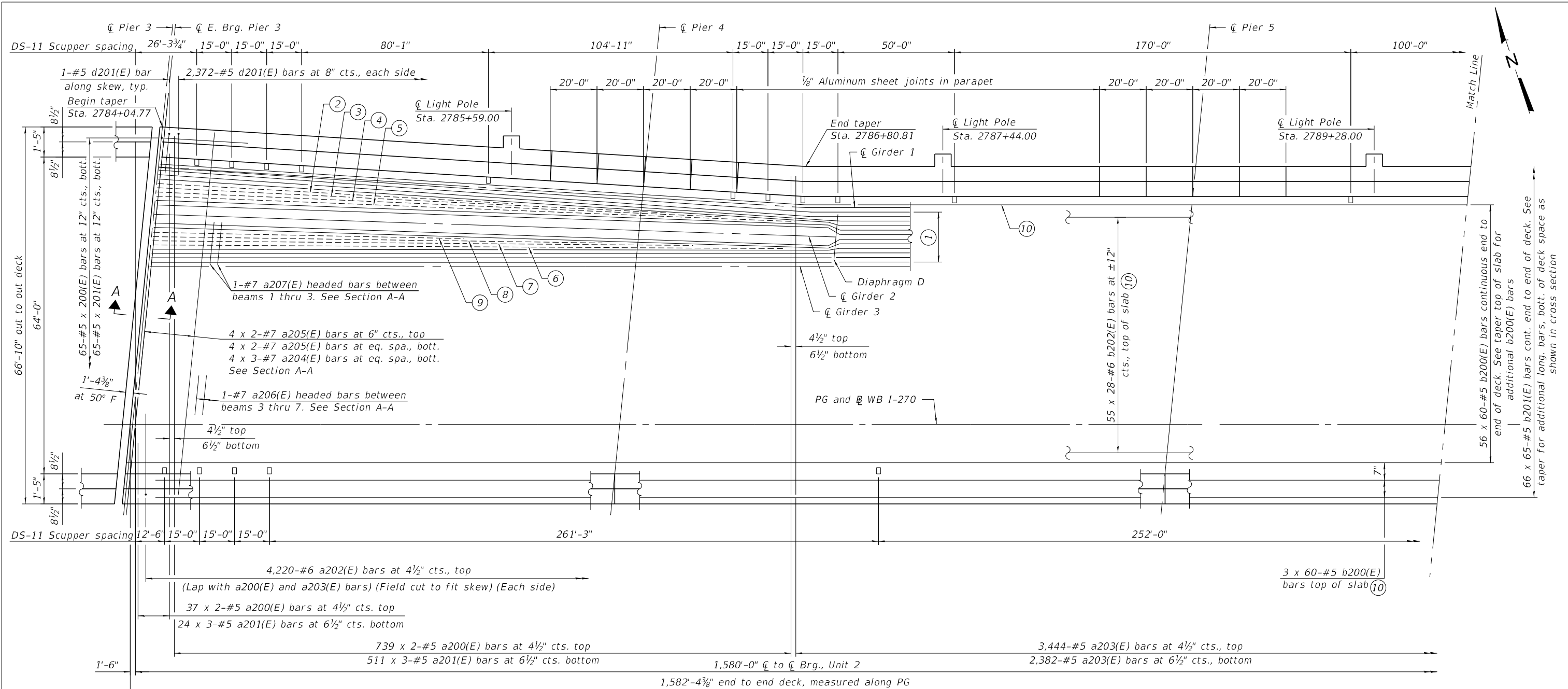
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SECTION & POURING SEQUENCE UNIT 1
STRUCTURE NO. 060-0351 (WB)

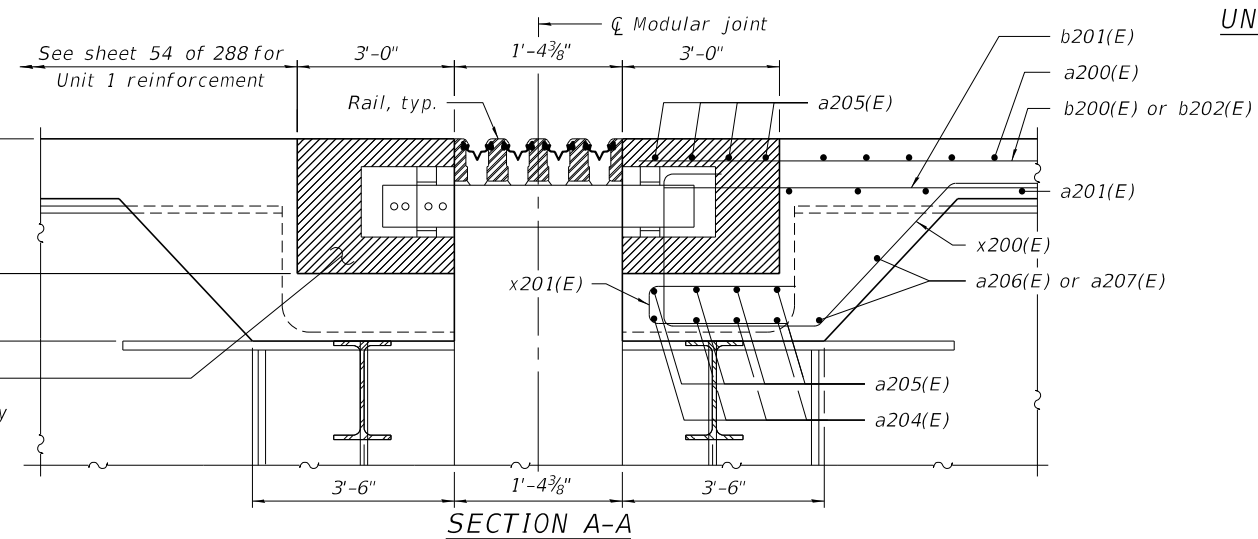
SHEET 55 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	560
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP

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



UNIT 2 PART PLAN

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

* Place and space as shown in deck cross section.

Notes:

- For Unit 2 Bill of Material, see sheet 90 of 288.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
- For Superstructure Details, see sheet 75 of 288.
- For details of modular expansion jt., see sheets 98 and 99 of 288.
- For details of b200(E) and b202(E) in flared section, see sheet 57 of 288.

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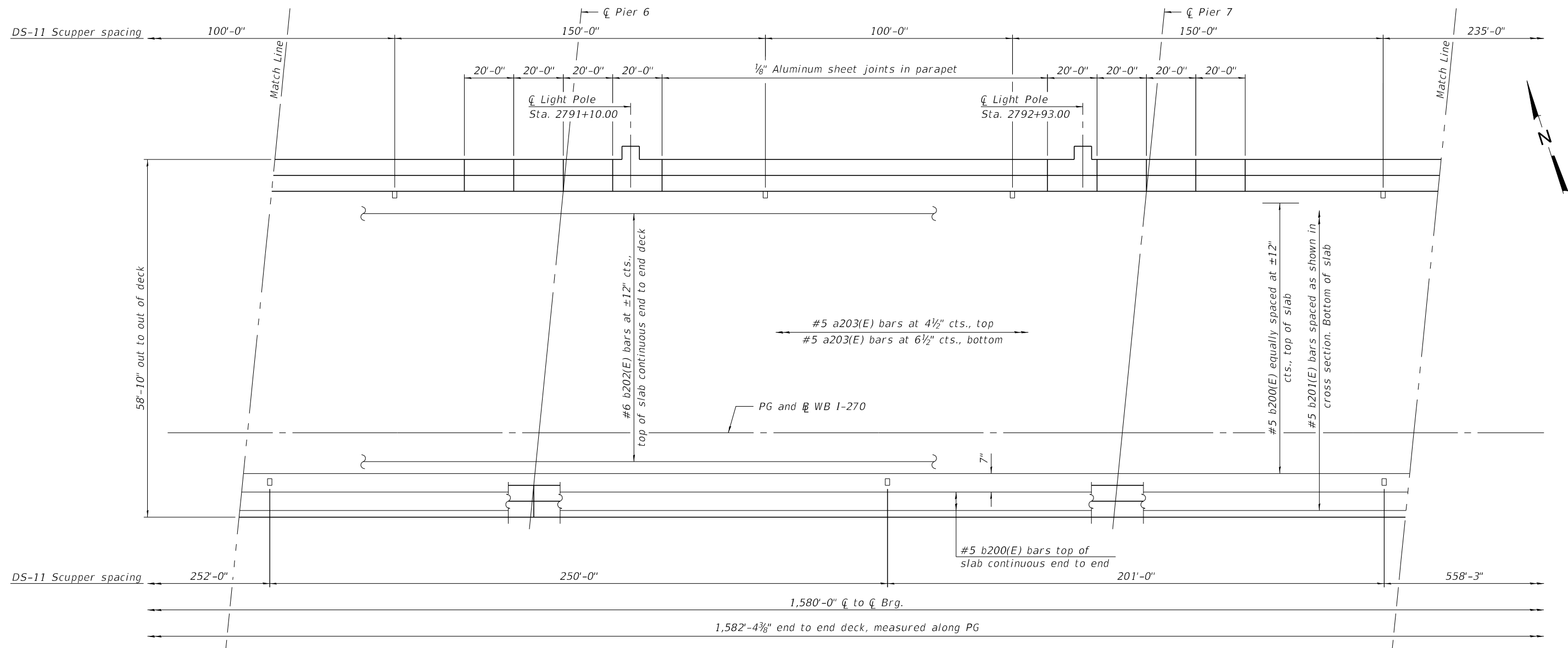
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 2 - 1
STRUCTURE NO. 060-0351 (WB)**

SHEET 56 OF 288 SHEETS

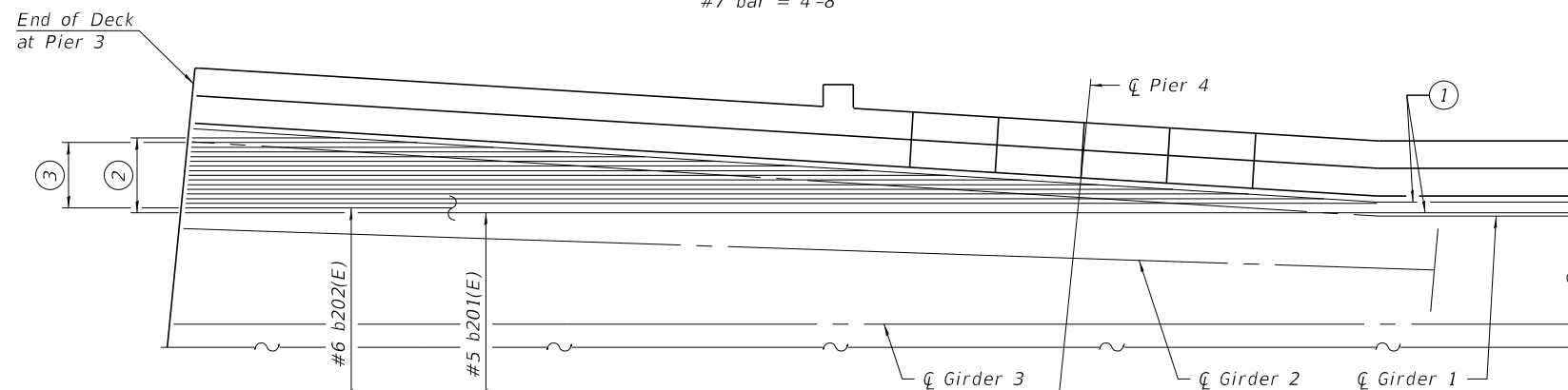
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	561
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP

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

UNIT 2 PART PLAN



PART PLAN OF TOP BARS IN FLARE

- ① Continuous #5 b200(E) end to end of deck
 - 1-#5 b200(E), top at ±12" cts.
 - 1 x 2-#5 b200(E), top at ±12" cts.
 - 1 x 4-#5 b200(E), top at ±12" cts.
 - 1 x 5-#5 b200(E), top at ±12" cts.
 - 1 x 7-#5 b200(E), top at ±12" cts.
 - 1 x 8-#5 b200(E), top at ±12" cts.
 - 1 x 9-#5 b200(E), top at ±12" cts.
 - 1 x 11-#5 b200(E), top at ±12" cts.
- ②
 - 1-#6 b202(E), top at ±12" cts.
 - 1 x 2-#6 b202(E), top at ±12" cts.
 - 1 x 3-#6 b202(E), top at ±12" cts.
 - 1 x 3-#6 b202(E), top at ±12" cts.
 - 1 x 4-#6 b202(E), top at ±12" cts.
 - 1 x 5-#6 b202(E), top at ±12" cts.
- ③
 - 1-#6 b202(E), top at ±12" cts.
 - 1 x 2-#6 b202(E), top at ±12" cts.
 - 1 x 3-#6 b202(E), top at ±12" cts.
 - 1 x 4-#6 b202(E), top at ±12" cts.
 - 1 x 5-#6 b202(E), top at ±12" cts.

Notes:
 For Unit 2 Bill of Material, see sheet 90 of 288.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 Order a200(E) and a201(E) bars full length. Cut to fit skew and use remainder of bars on opposite end.
 For Superstructure Details, see sheet 75 of 288.
 For details of modular expansion jt., see sheets 98 and 99 of 288.
 Fan ② and ③ for 12" max. spacing.

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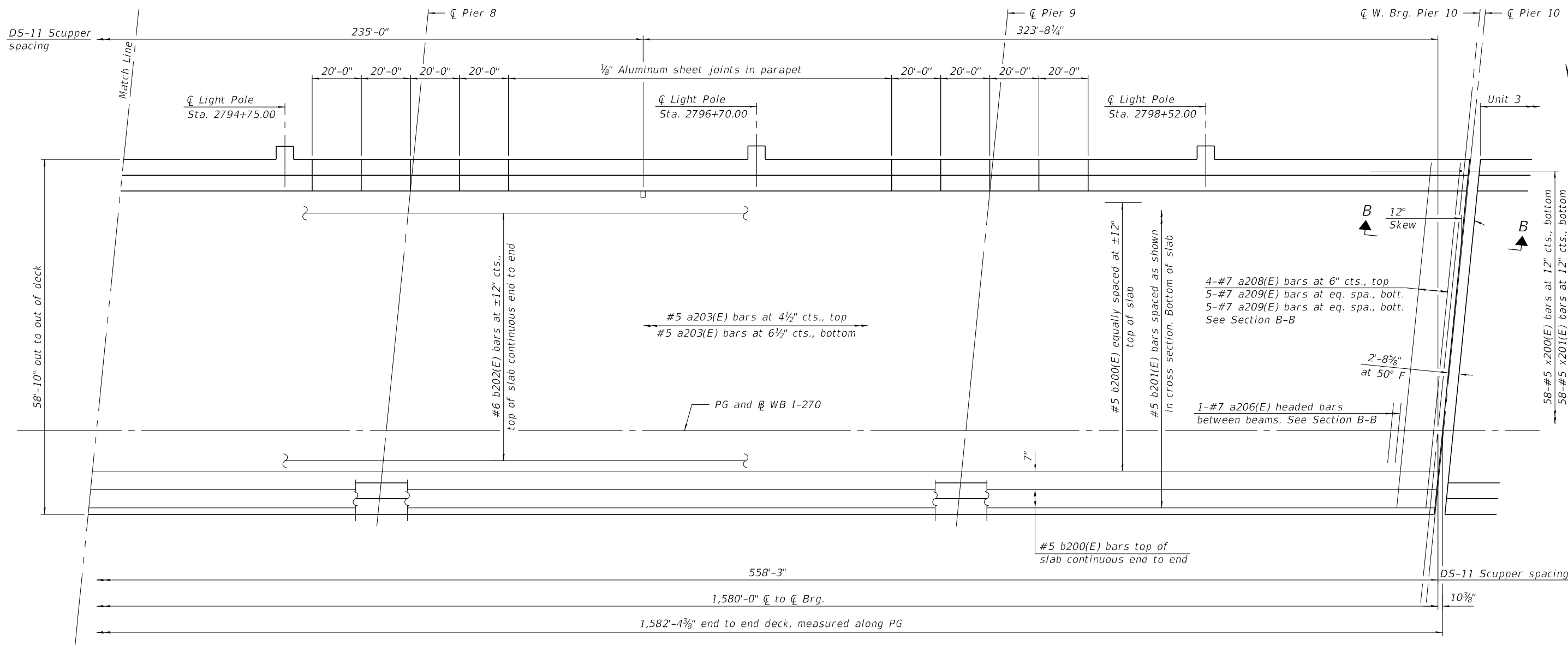
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 2 - 2
 STRUCTURE NO. 060-0351 (WB)**

SHEET 57 OF 288 SHEETS

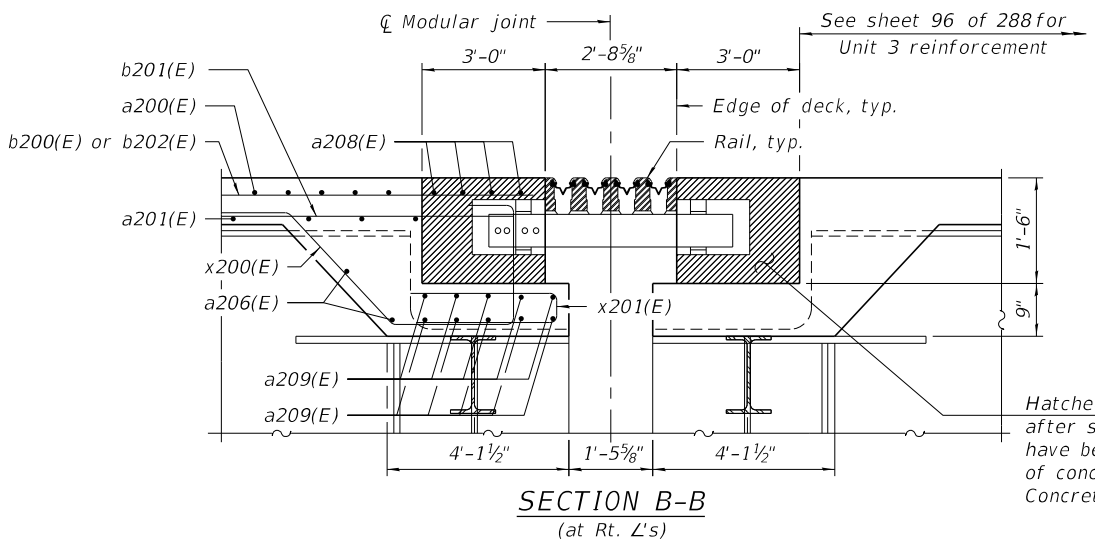
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	562
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



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

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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	563
CONTRACT NO. 76190				

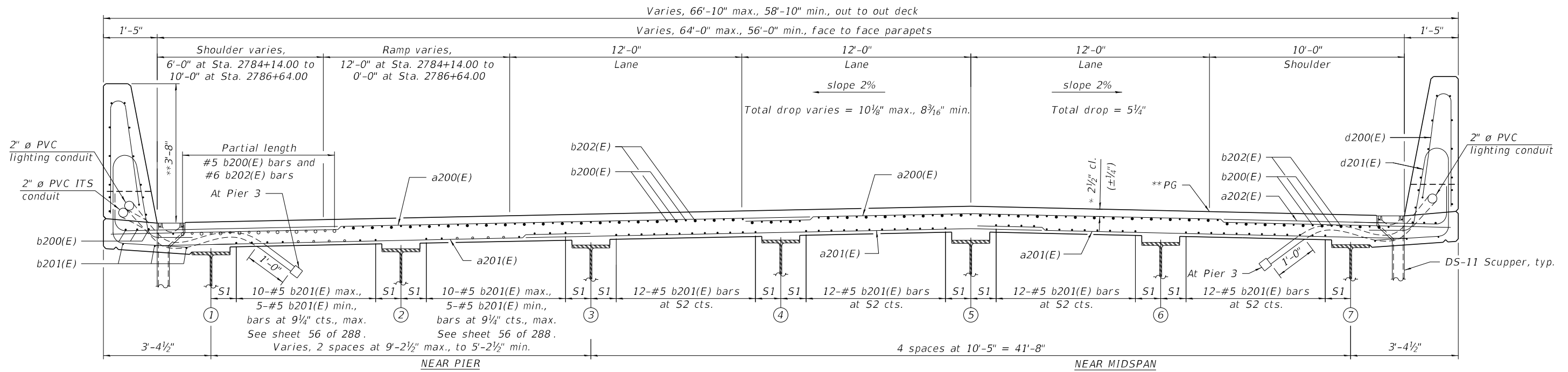


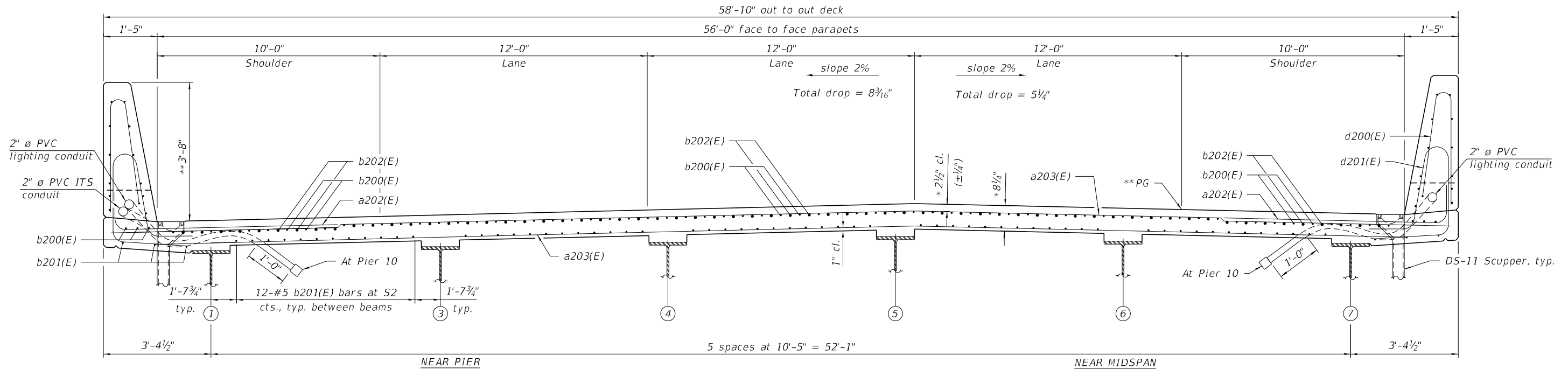
TABLE OF S DIMENSIONS

Flange Width	S1	S2
18"	1'-1"	9"
28"	1'-6 1/2"	8"
30"	1'-6 1/2"	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)
(Pier 3 to Station 2786+64.00)

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



CROSS SECTION
(Looking East)
Station 2786+80.81 to Pier 10

*Prior to grinding
**After grinding

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

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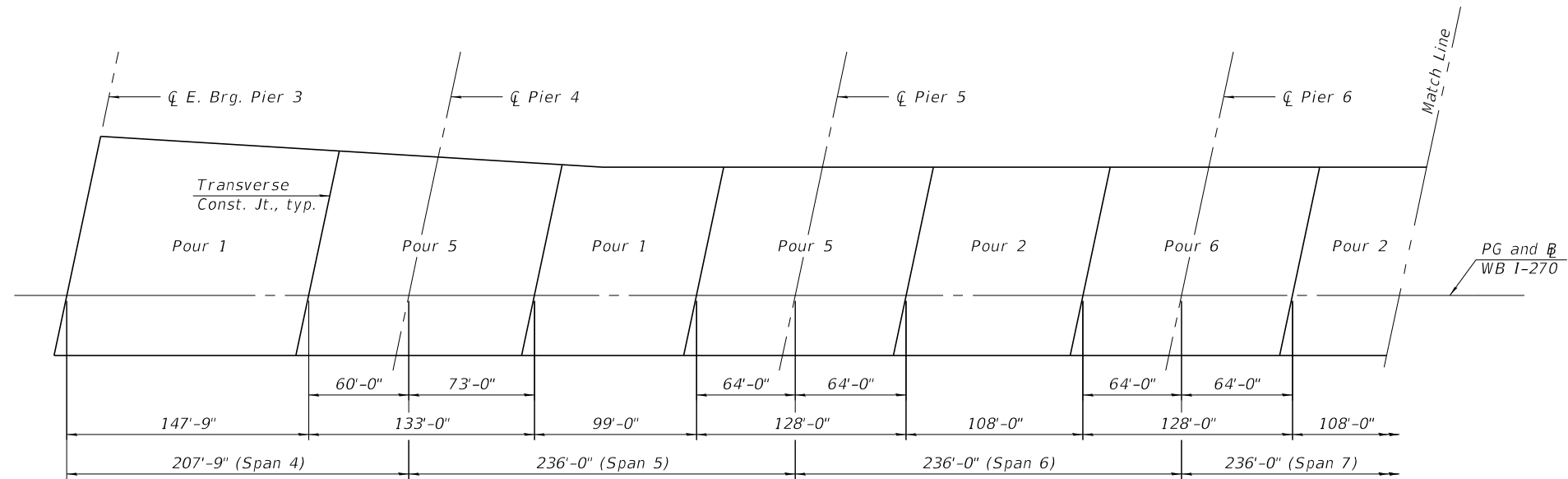
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

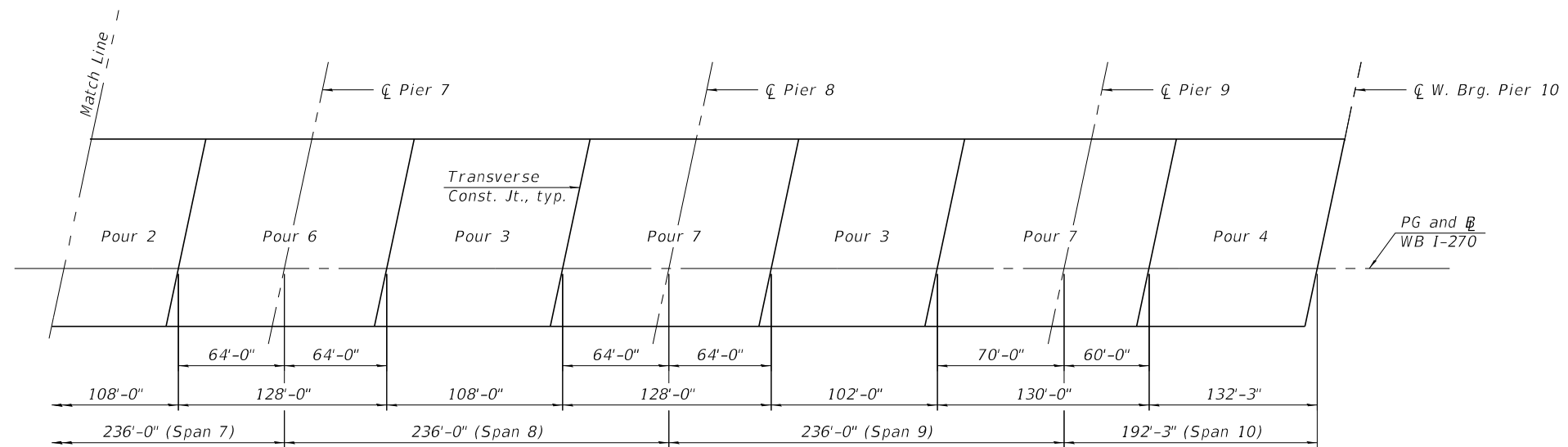
DECK SECTION UNIT 2
STRUCTURE NO. 060-0351 (WB)

SHEET 59 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	564
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



DECK POURING SEQUENCE



DECK POURING SEQUENCE

- Note:
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
1. At least 72 hours shall have elapsed from the end of the previous pour.
 2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

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

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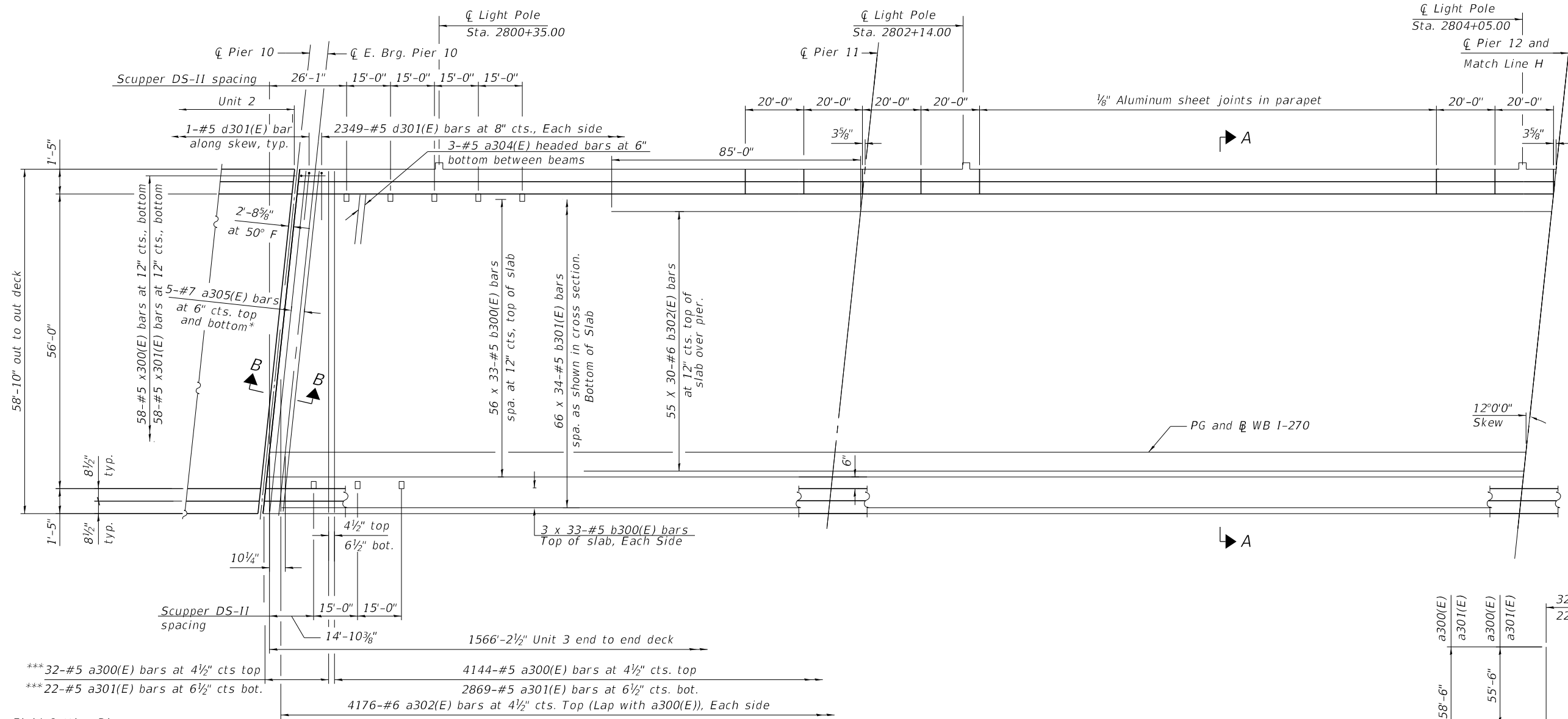
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STATE OF ILLINOIS
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DECK POURING SEQUENCE UNIT 2
STRUCTURE NO. 060-0351 (WB)

SHEET 60 OF 288 SHEETS

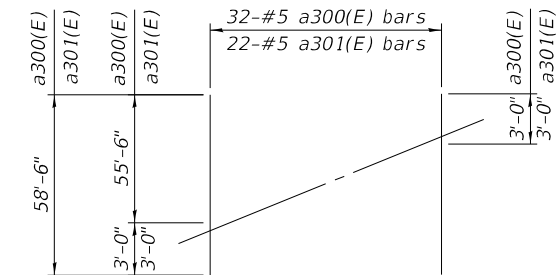
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	565
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



UNIT 3 PART PLAN

MINIMUM BAR LAP

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



FIELD CUTTING DIAGRAM

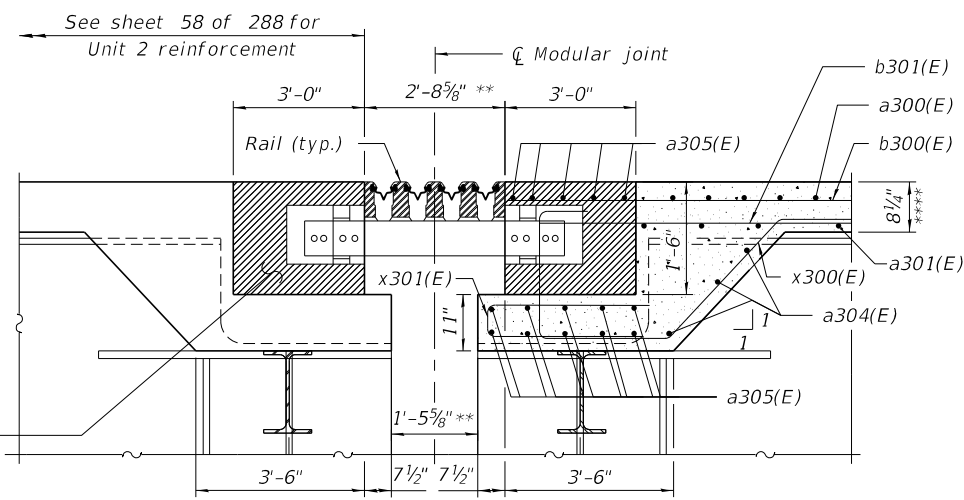
Order a300(E) and a301(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

Note:

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

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

*** See Field Cutting Diagram



SECTION B-B
(at Rt. L's)

** At 50° F

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

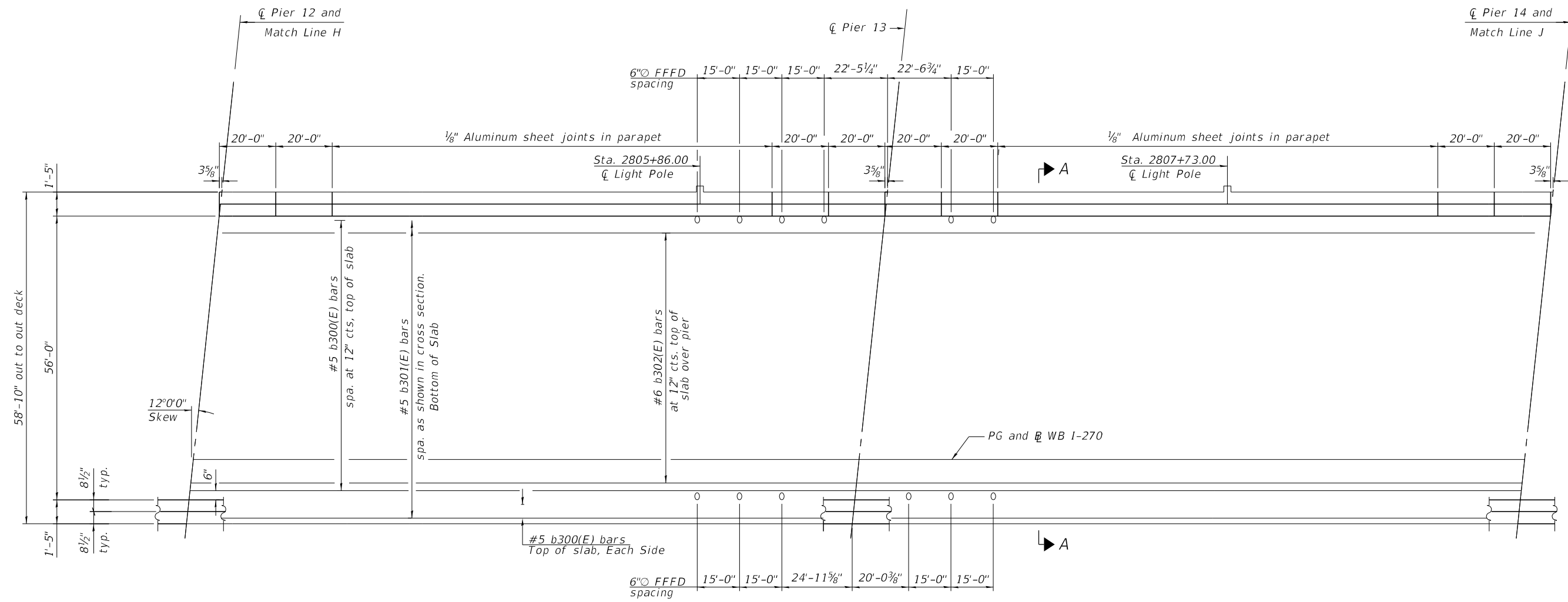
DECK PLAN UNIT 3 - 1
STRUCTURE NO. 060-0351 (WB)

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	566
CONTRACT NO. 76190				

SHEET 61 OF 288 SHEETS

ILLINOIS FED. AID PROJECT

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



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

UNIT 3 PART PLAN

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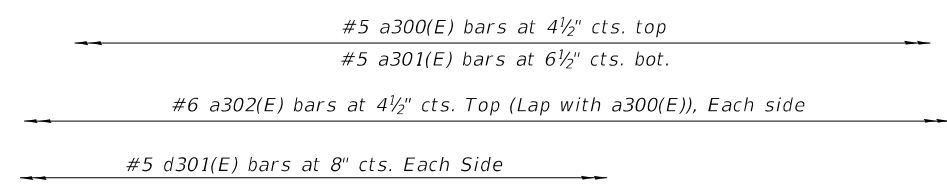
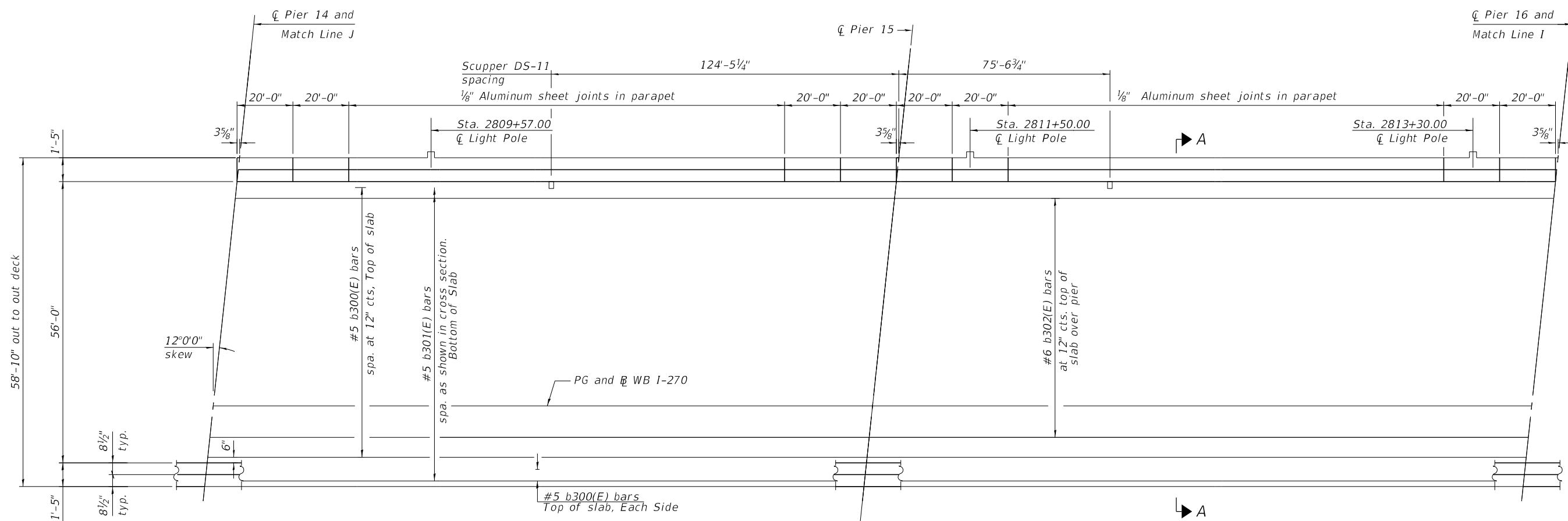
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 3 - 2
 STRUCTURE NO. 060-0351 (WB)**

SHEET 62 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	567
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



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

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

UNIT 3 PART PLAN

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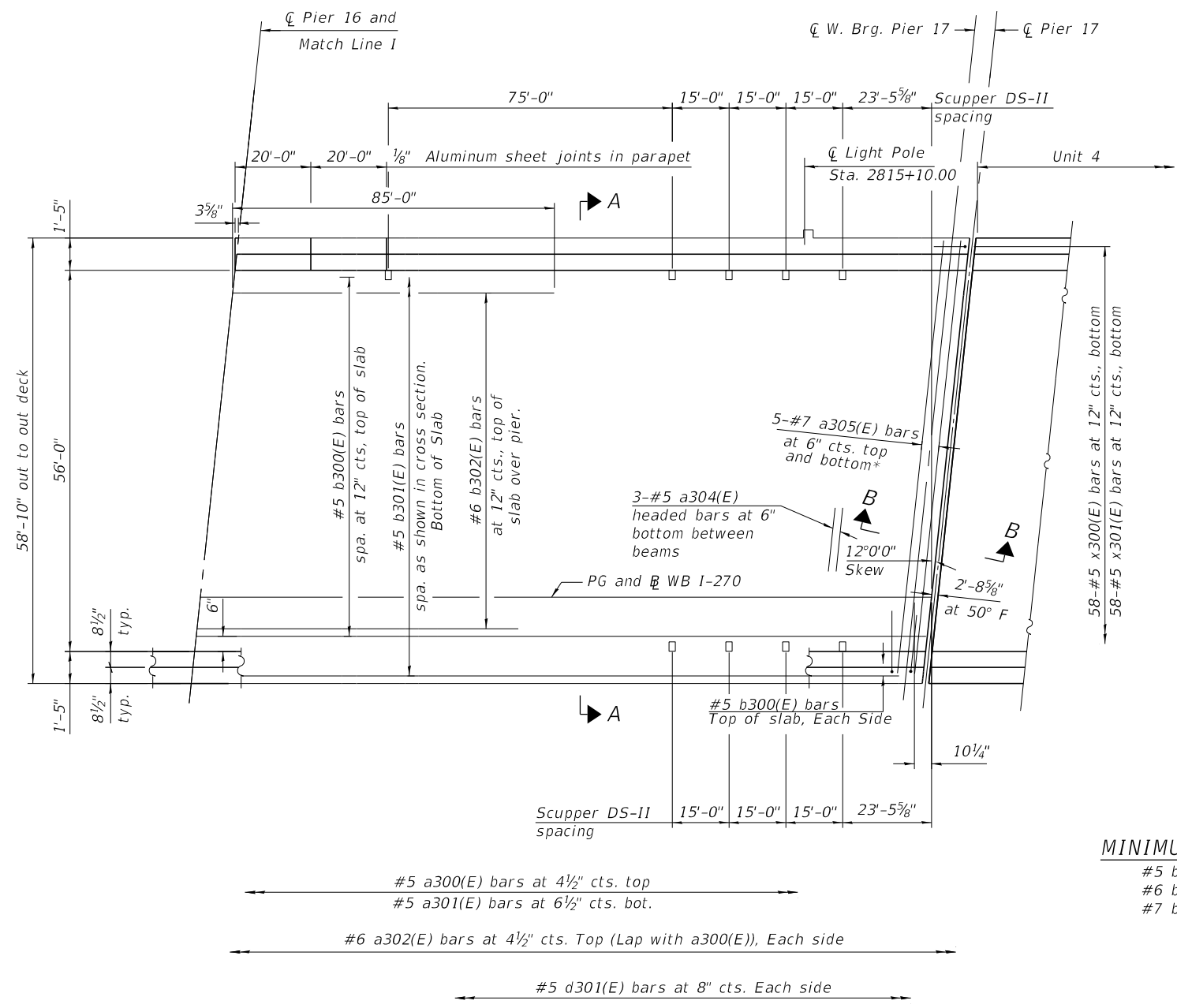
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PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS/TMB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 3 - 3
 STRUCTURE NO. 060-0351 (WB)**

SHEET 63 OF 288 SHEETS

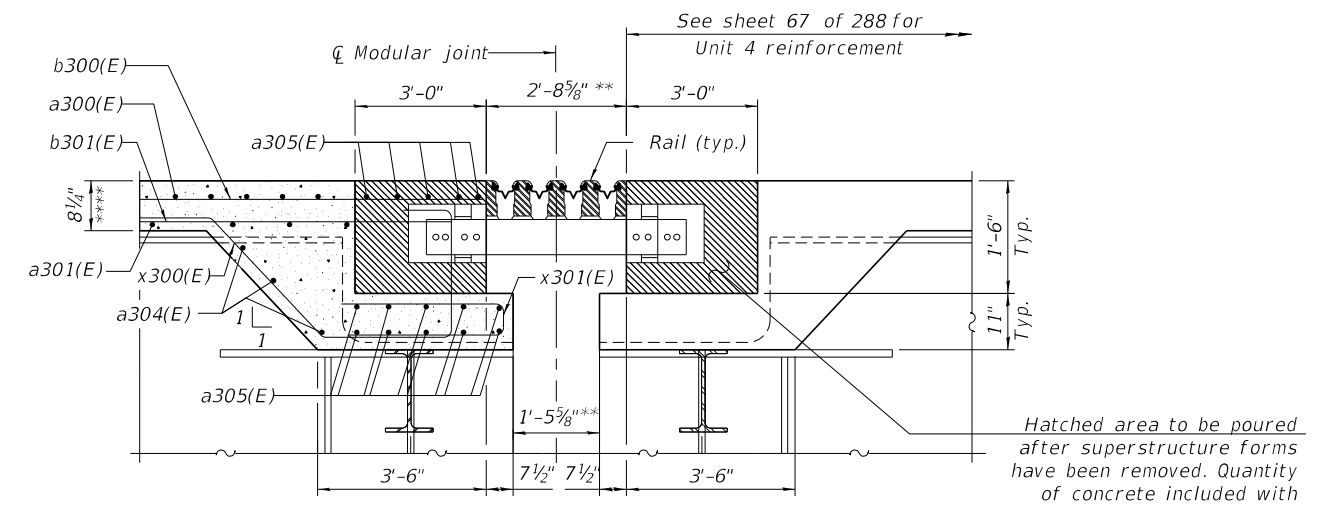
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	568
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



UNIT 3 PART PLAN

MINIMUM BAR LAP

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



SECTION B-B
(at Rt. L's)

** At 50° F
**** Prior to grinding

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

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

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

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PLOT DATE =	CHECKED - JDS/TMB	REVISED -

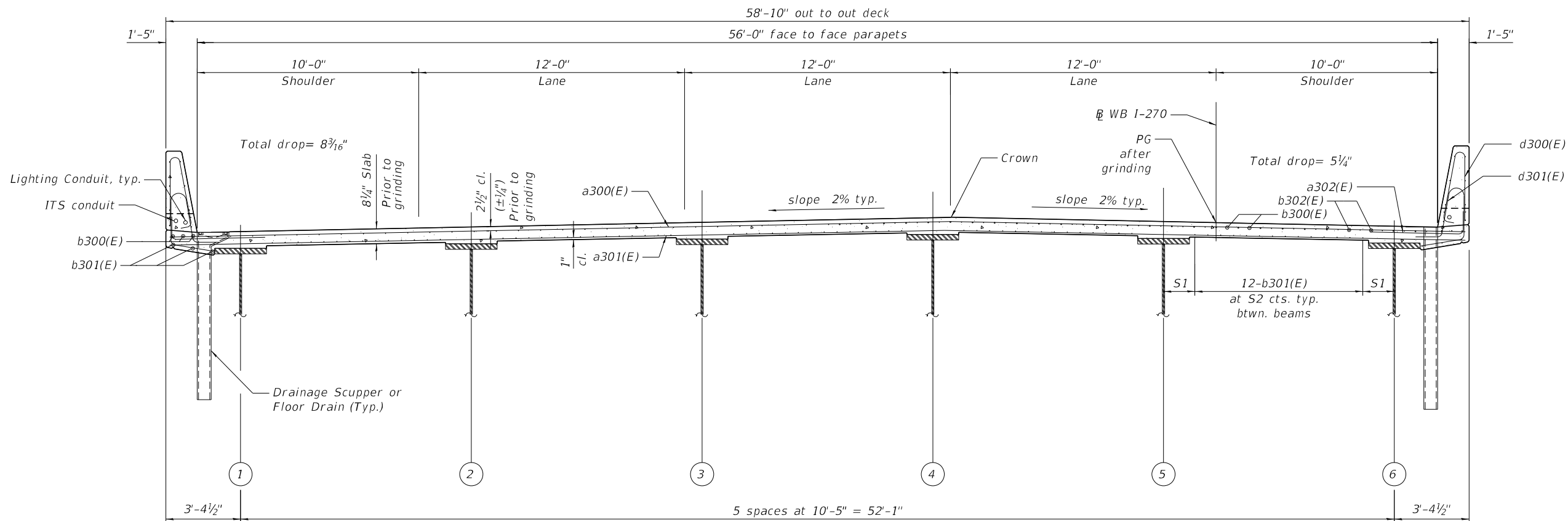
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 3 - 4
STRUCTURE NO. 060-0351 (WB)

SHEET 64 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	569
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



NEAR MIDSPAN

NEAR PIER

SECTION A-A
(Looking upstation)

TABLE OF DIMENSIONS

Flange Width	S1	S2
18"	1'-1"	9"
28"	1'-6 1/2"	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 91 of 288.
For Location of drainage scuppers or floor drains, see deck plans.
For Superstructure Details, see sheet 76 of 288.

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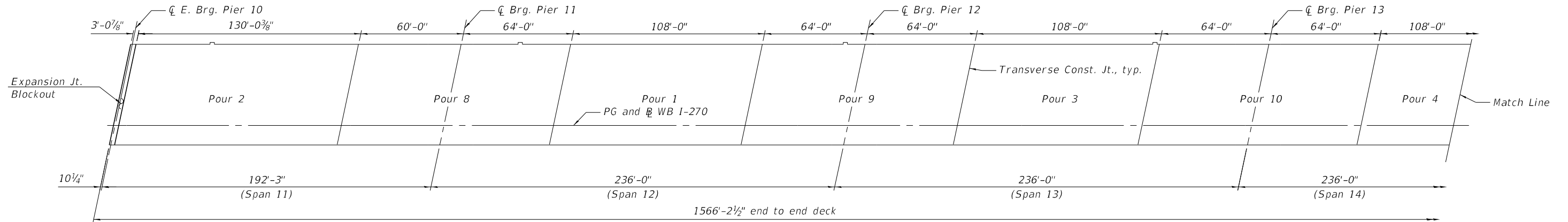
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PLOT DATE =	CHECKED - JDS/TMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

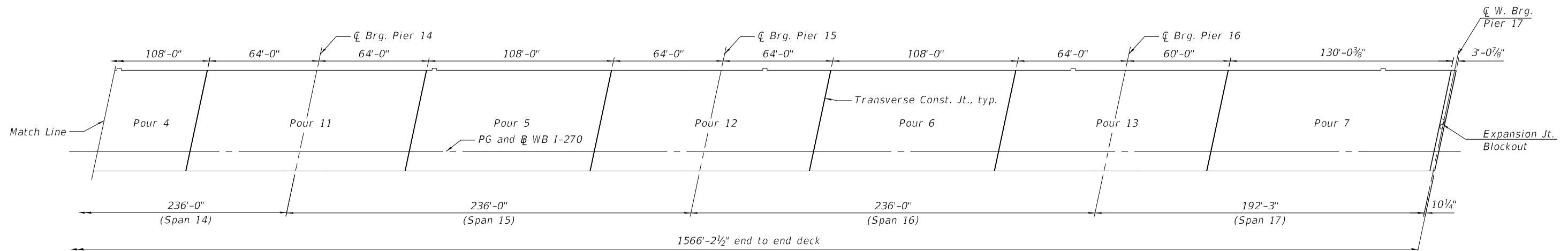
DECK SECTION UNIT 3
STRUCTURE NO. 060-0351 (WB)

SHEET 65 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	570
CONTRACT NO. 76190				
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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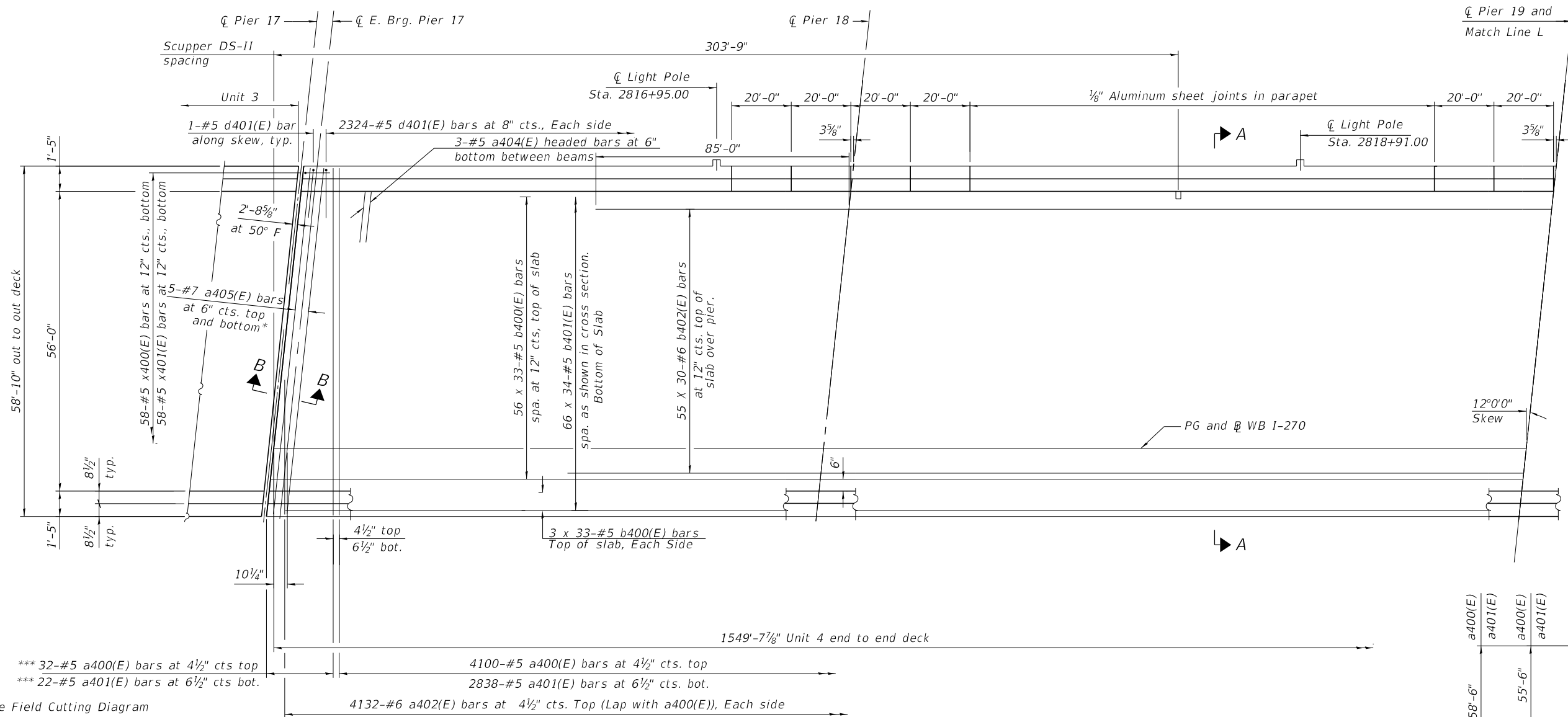
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PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS/TMB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 3
 STRUCTURE NO. 060-0351 (WB)

SHEET 66 OF 288 SHEETS

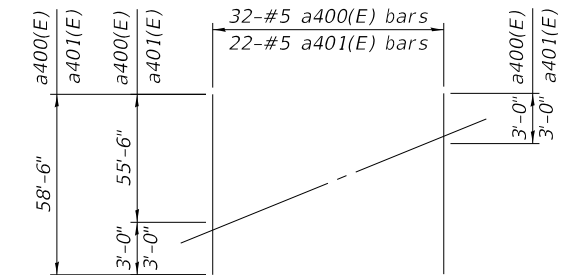
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	571
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



UNIT 4 PART PLAN

MINIMUM BAR LAP

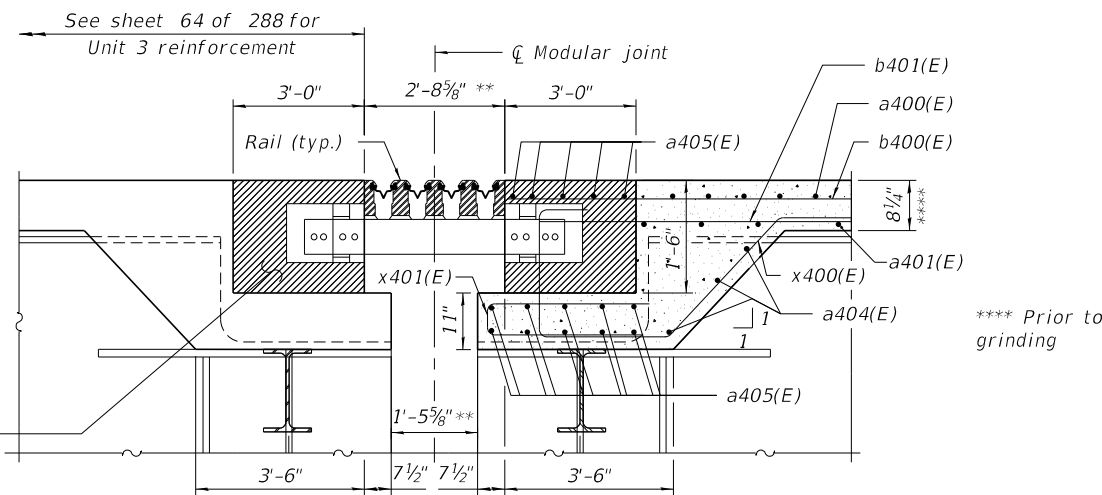
- #5 bar = 3'-6"
- #6 bar = 3'-7"
- #7 bar = 4'-8"



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.

*** 32-#5 a400(E) bars at 4 1/2" cts top
 *** 22-#5 a401(E) bars at 6 1/2" cts bot.
 *** See Field Cutting Diagram



SECTION B-B

(at Rt. L's)

** At 50° F

**** Prior to grinding

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

Note:

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

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

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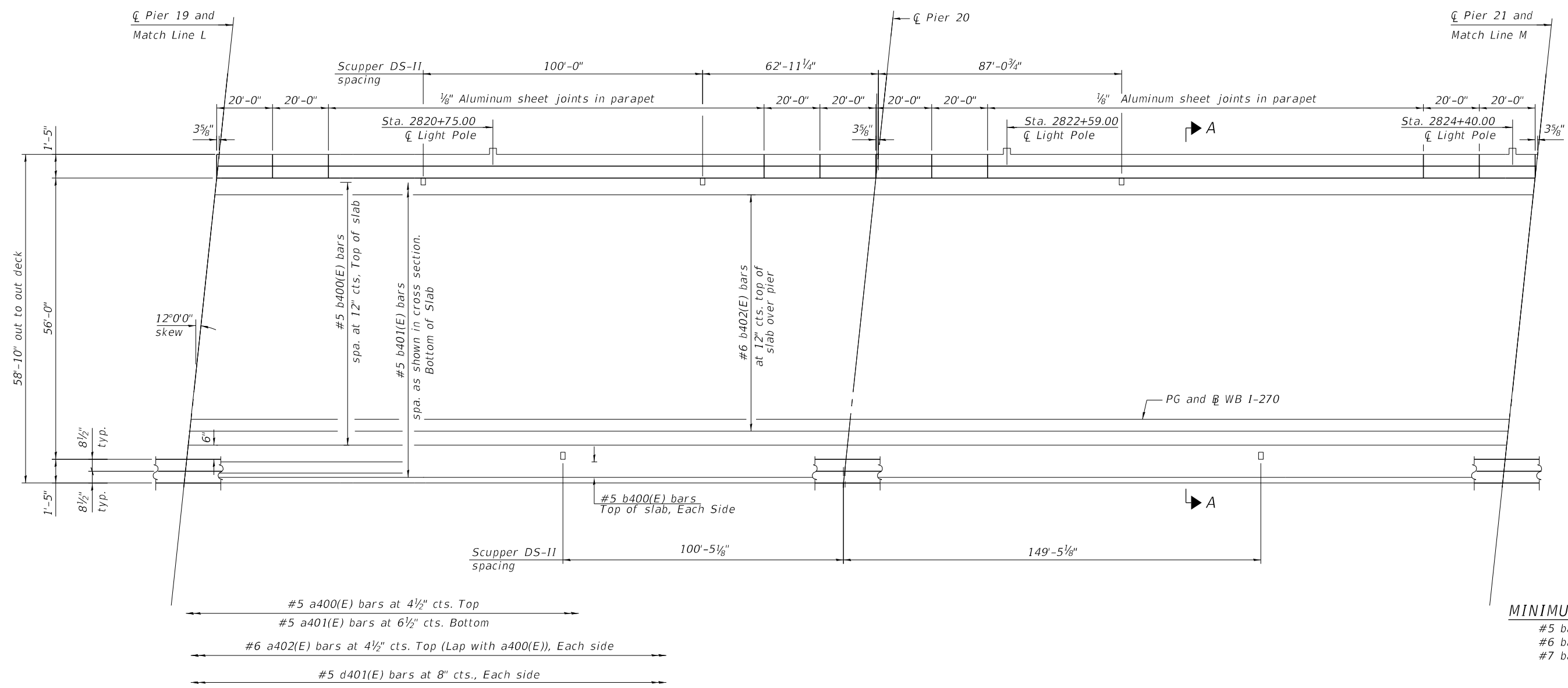
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 - 1
 STRUCTURE NO. 060-0351 (WB)

SHEET 67 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	572
CONTRACT NO. 76190				

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

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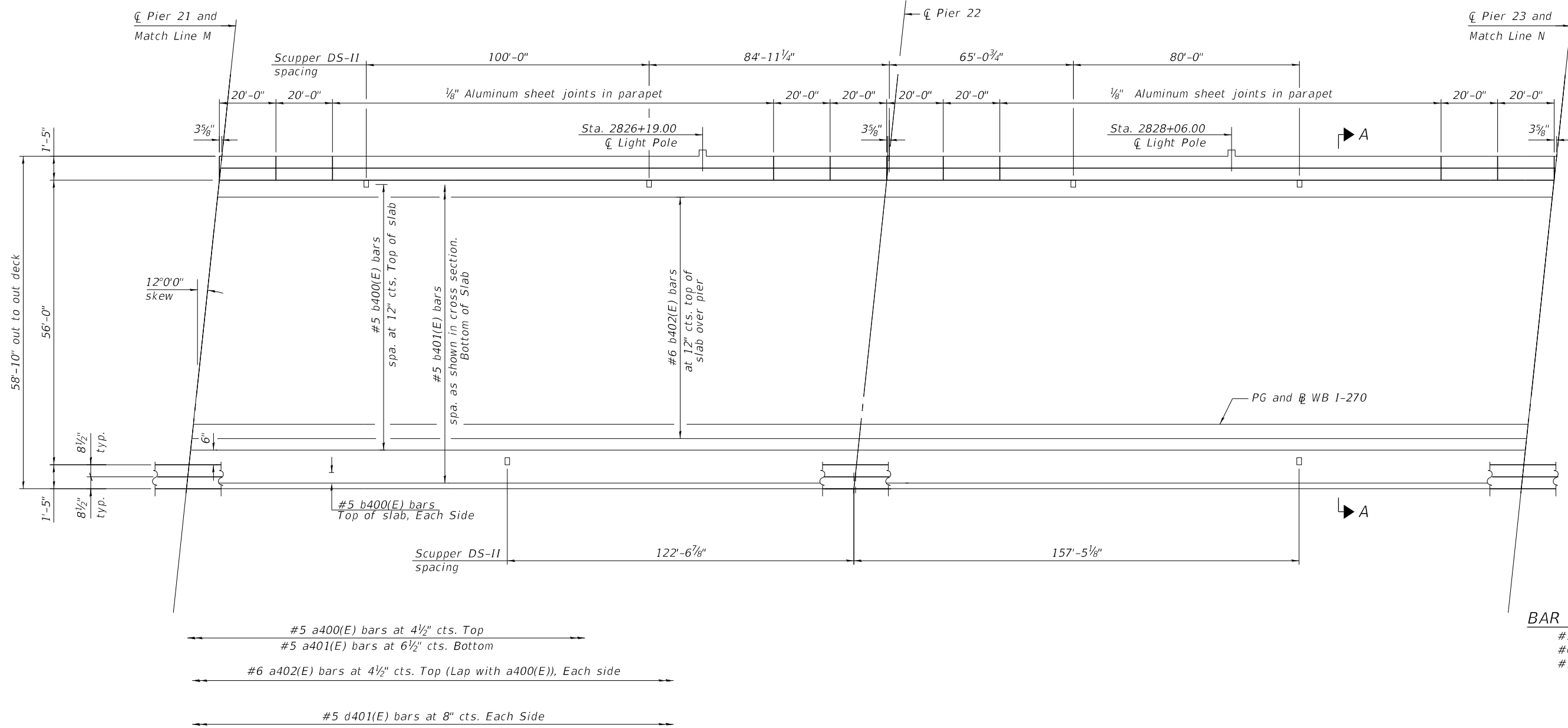
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PLOT DATE =	CHECKED - JDS/TMB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 4 - 2
 STRUCTURE NO. 060-0351 (WB)**

SHEET 68 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	573
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



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

UNIT 4 PART PLAN

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

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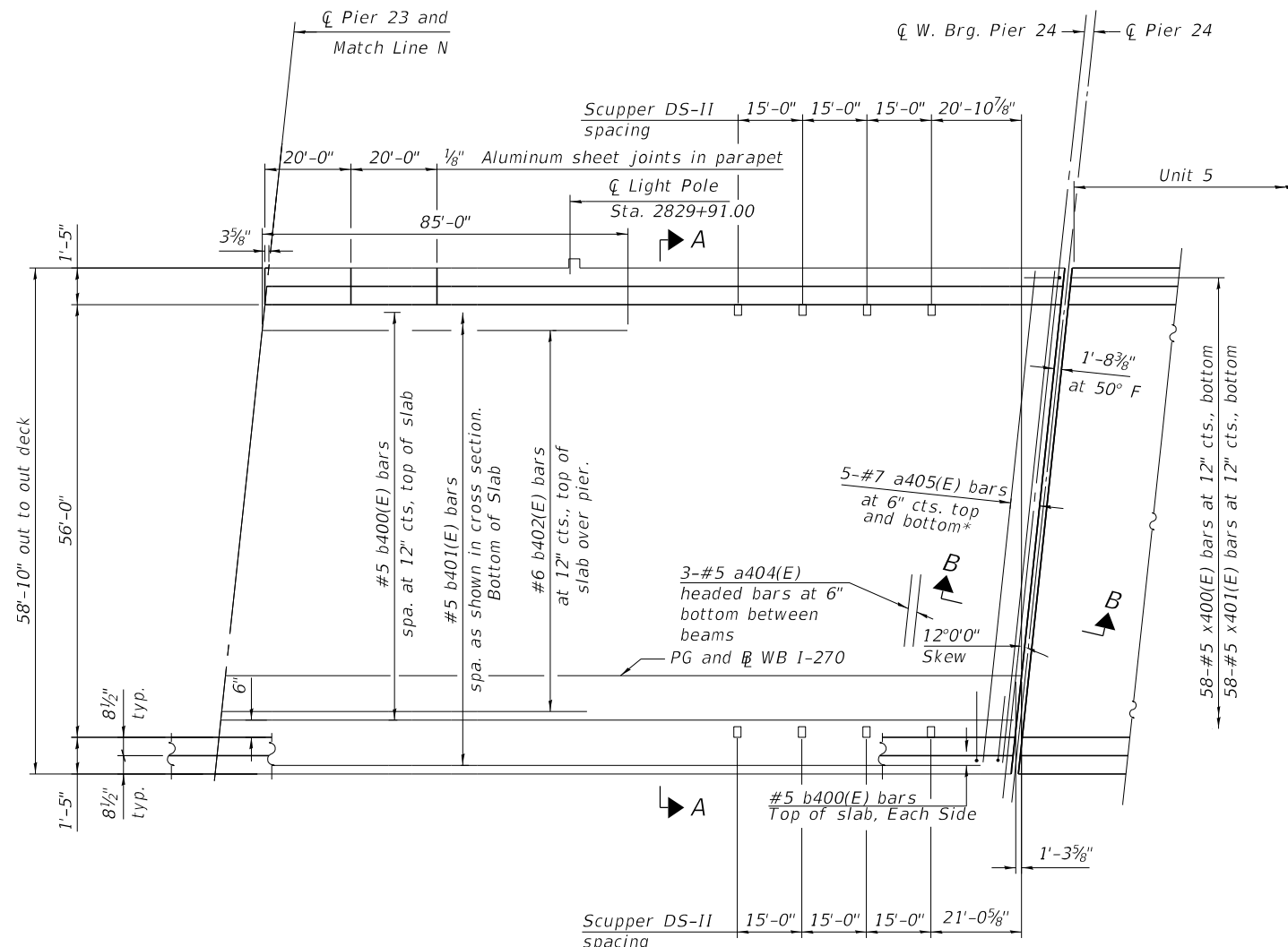
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PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS/TMB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN UNIT 4 - 3
 STRUCTURE NO. 060-0351 (WB)**

SHEET 69 OF 288 SHEETS

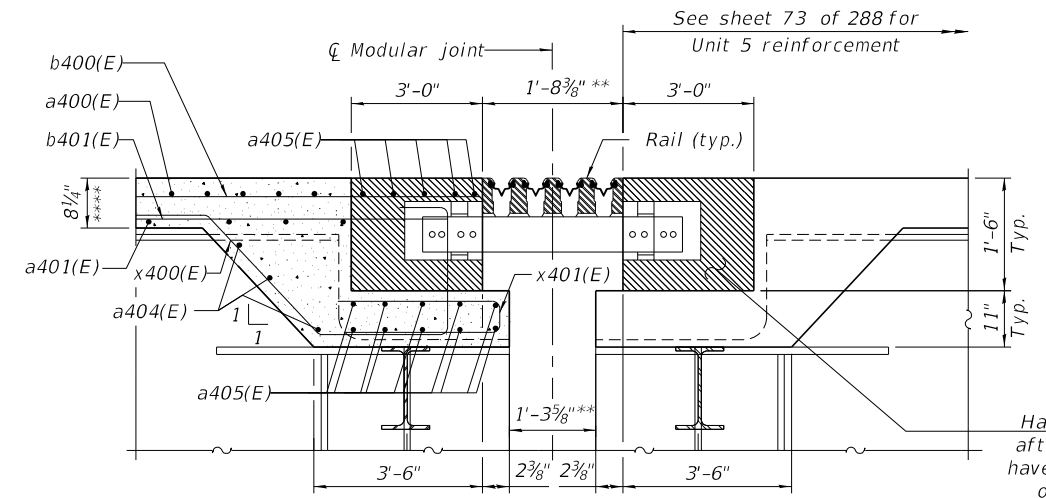
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	574
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



UNIT 4 PART PLAN

MINIMUM BAR LAP

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



SECTION B-B
(at Rt. L's)

** At 50° F
**** Prior to grinding

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

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

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

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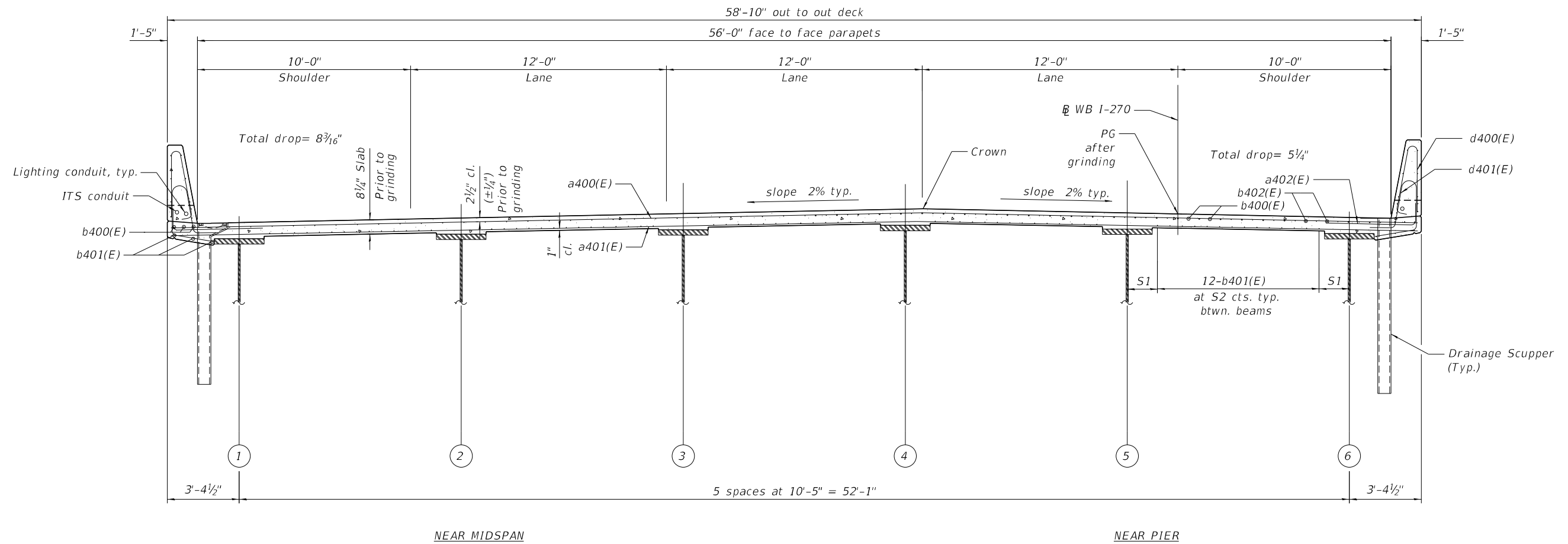
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	CHECKED - JDS/TMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 4 - 4
STRUCTURE NO. 060-0351 (WB)

SHEET 70 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	575
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



SECTION A-A
(Looking upstation)

TABLE OF DIMENSIONS

Flange Width	S1	S2
18"	1'-1"	9"
28"	1'-6 1/2"	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 288 .
For Location of drainage scuppers, see deck plans.
For Superstructure Details, see sheet 78 of 288 .

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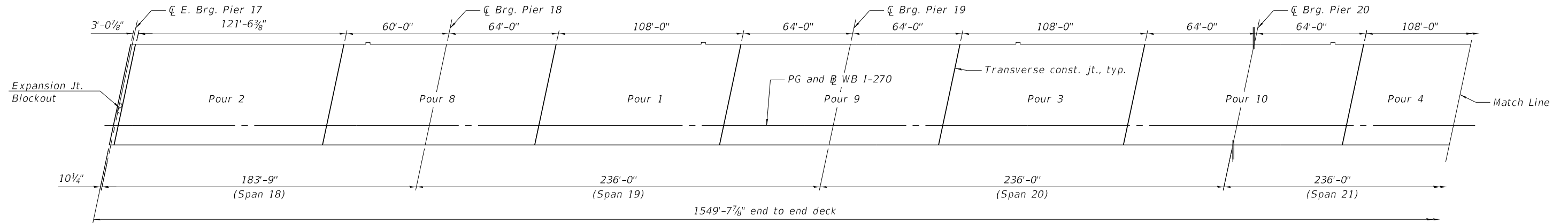
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

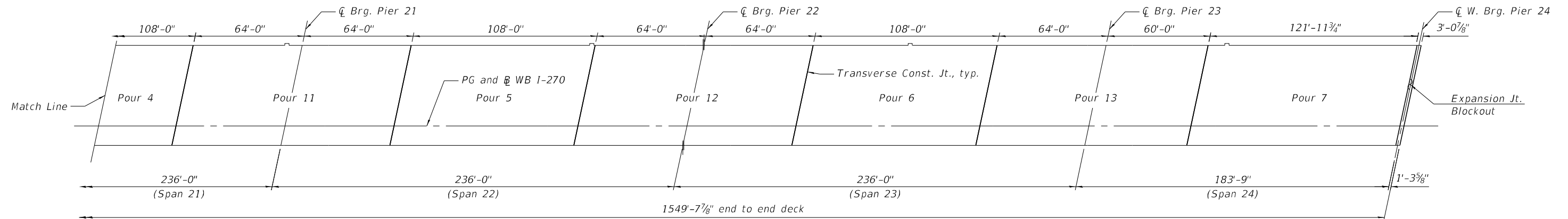
DECK SECTION UNIT 4
STRUCTURE NO. 060-0351 (WB)

SHEET 71 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	576
CONTRACT NO. 76190				
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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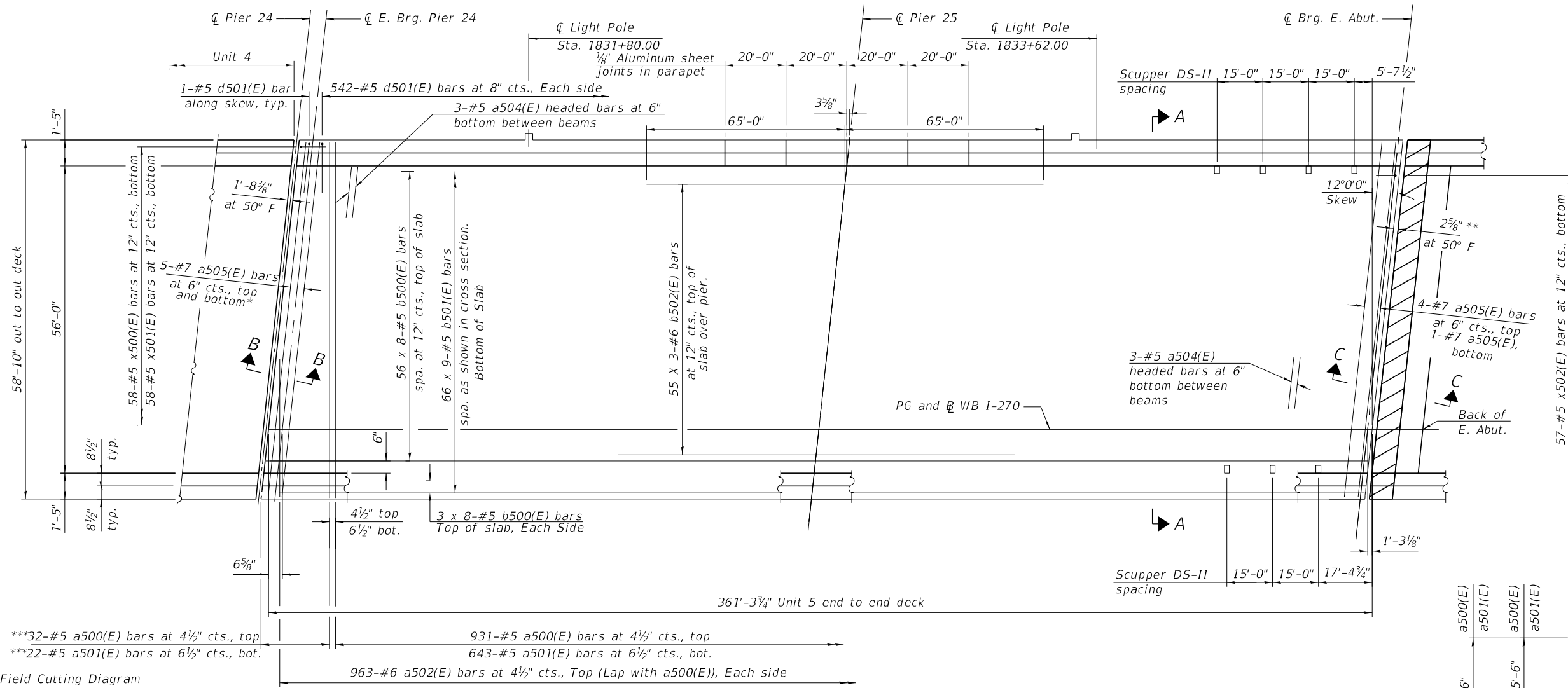
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PLOT SCALE =	DRAWN - GLJ	REVISED -
PLOT DATE =	CHECKED - JDS/TMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK POURING SEQUENCE UNIT 4
STRUCTURE NO. 060-0351 (WB)

SHEET 72 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	577
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



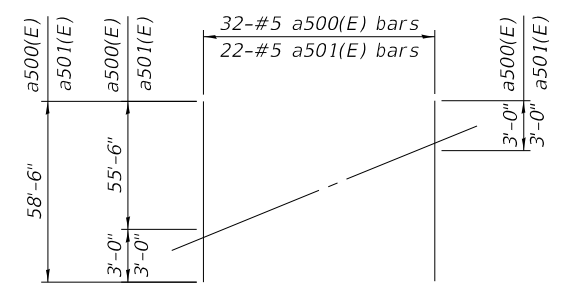
***32-#5 a500(E) bars at 4 1/2" cts., top
 ***22-#5 a501(E) bars at 6 1/2" cts., bot.
 *** See Field Cutting Diagram

931-#5 a500(E) bars at 4 1/2" cts., top
 643-#5 a501(E) bars at 6 1/2" cts., bot.
 963-#6 a502(E) bars at 4 1/2" cts., Top (Lap with a500(E)), Each side

UNIT 5 PLAN

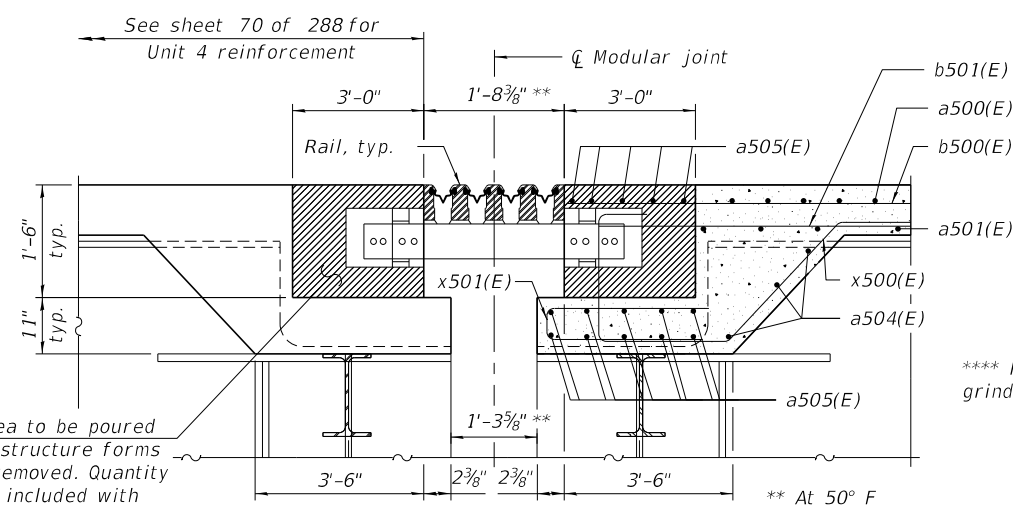
MINIMUM BAR LAP

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

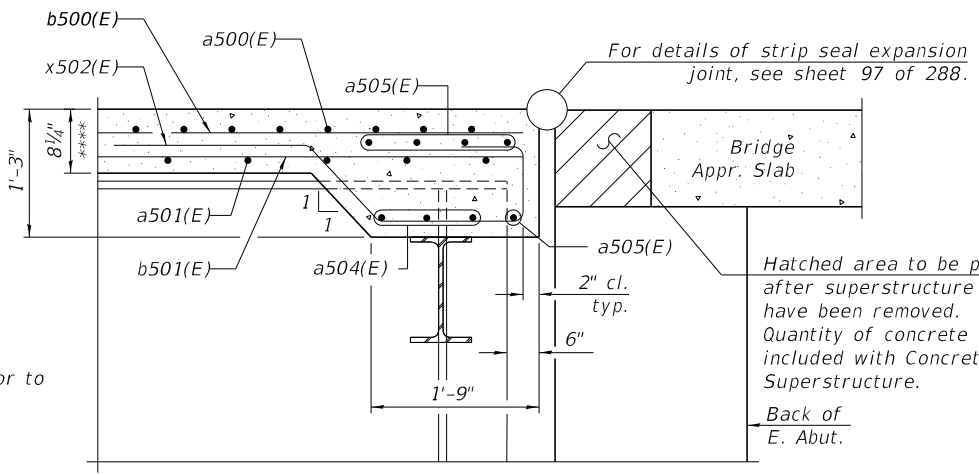


FIELD CUTTING DIAGRAM

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. L's)



SECTION C-C (at Rt. L's)

(Full cross frame not shown for clarity)

Note:
 For Bill of Material, see sheet 91 of 288.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 Space d501(E) Bars to miss parapet joints.
 Scupper spacing dimensions provided are measured to centerline scupper. For drainage scupper details see sheet 104 of 288.
 For scupper support and reinforcement details see sheet 87 of 288.
 For Section A-A, see sheet 74 of 288.
 For light pole base details see sheet 88 of 288.
 Light pole base dimensions provided are measured to centerline light pole.
 *Two rows of #5 a505(E) in bottom of deck at expansion joint
 ** 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 97 of 288.

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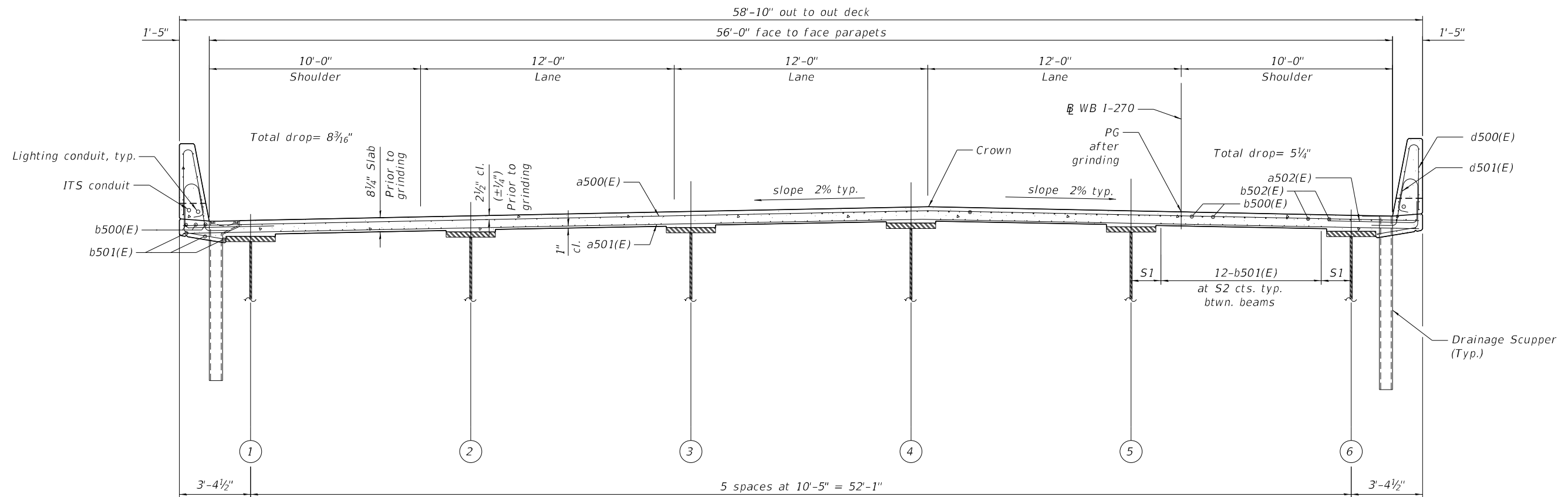
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	CHECKED - JDS/TMB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK PLAN UNIT 5
 STRUCTURE NO. 060-0351 (WB)

SHEET 73 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	578
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



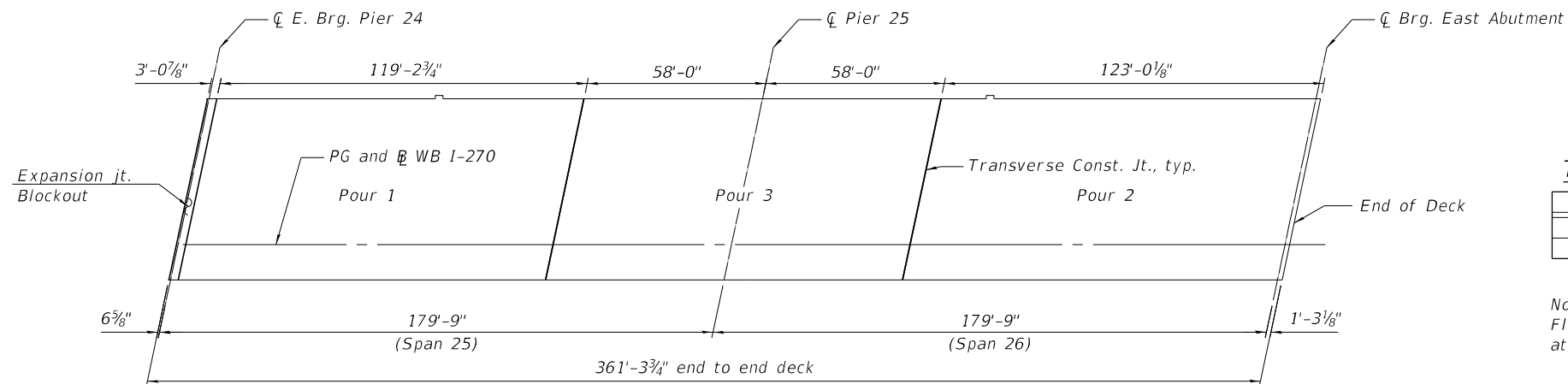
NEAR MIDSPAN

NEAR PIER

Note:

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

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.

TABLE OF DIMENSIONS

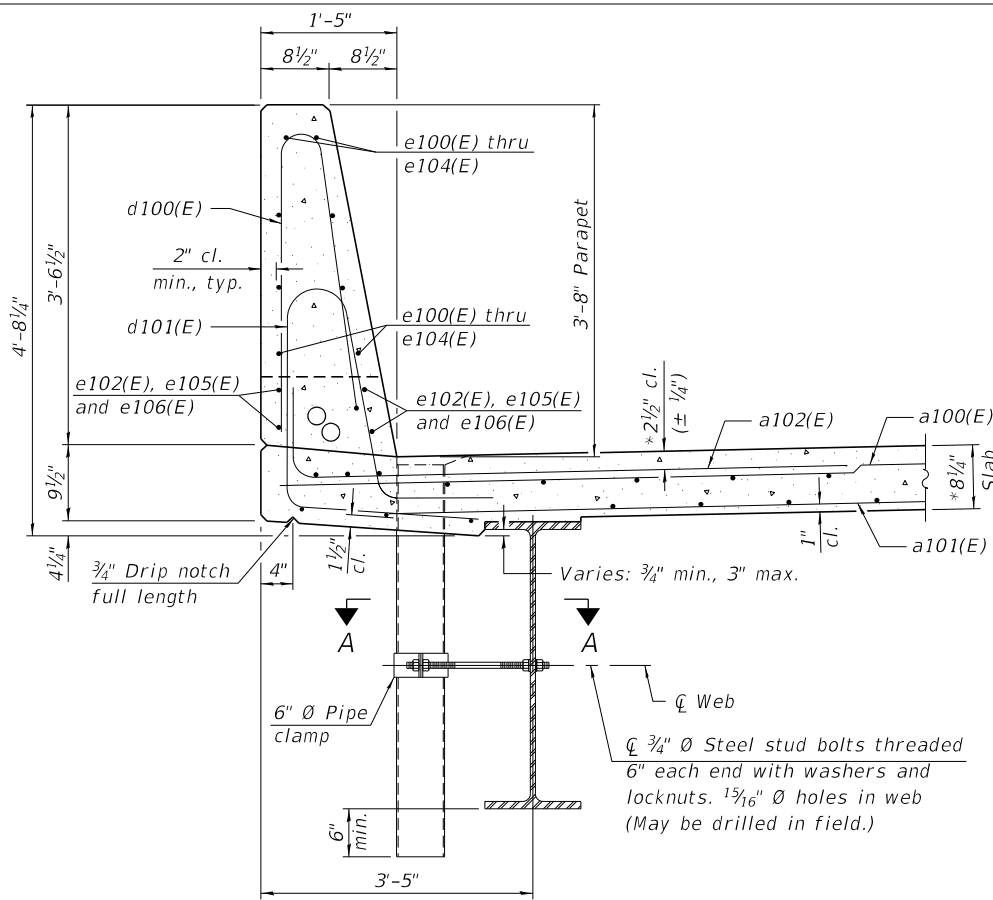
Flange Width	S1	S2
20"	1'-1"	9"
28"	1'-6 1/2"	8"

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

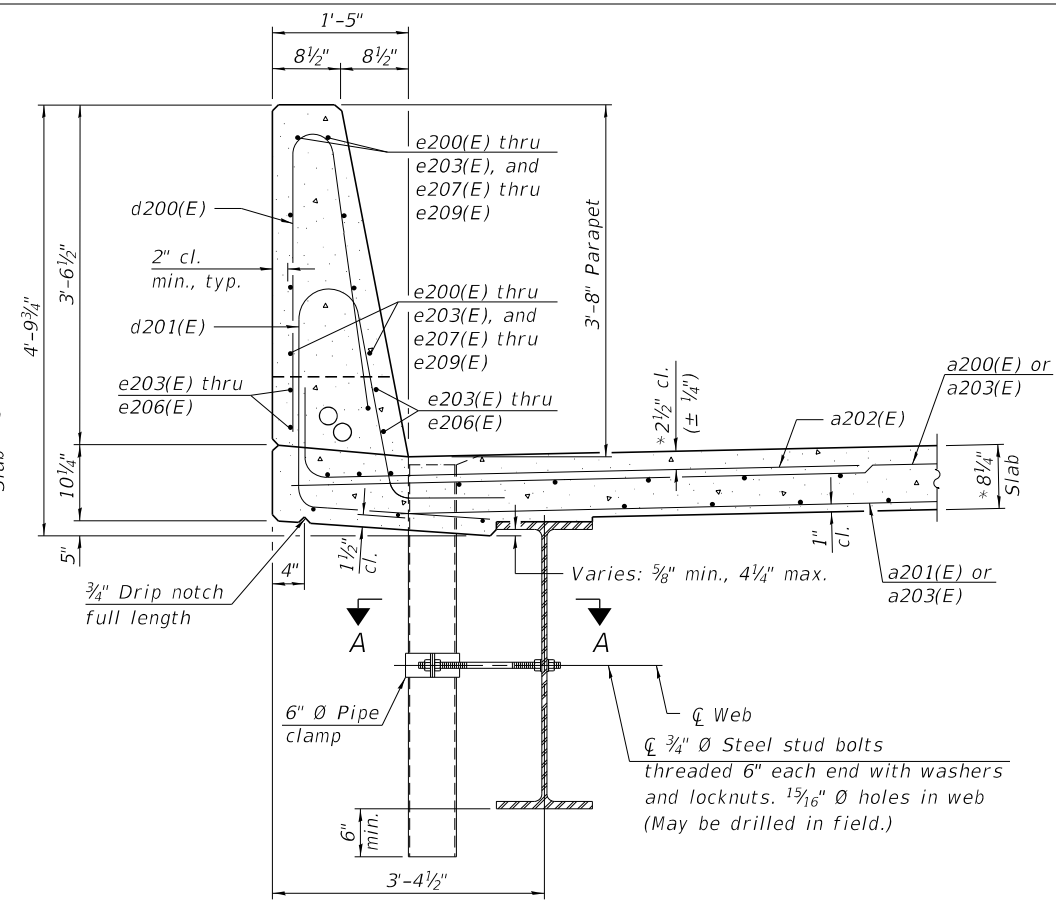
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PLOT DATE =	DRAWN - GLJ	REVISED -
	CHECKED - JDS/TMB	REVISED -

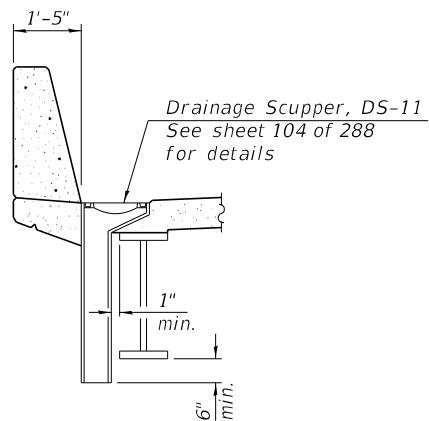
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	579
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



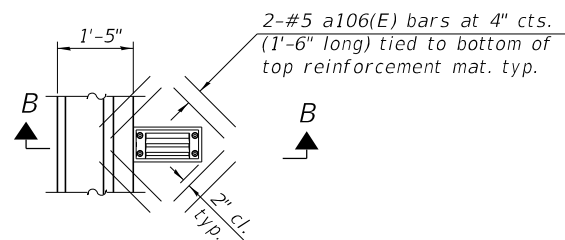
SECTION THRU PARAPET - UNIT 1
* prior to grinding



SECTION THRU PARAPET - UNIT 2
* prior to grinding

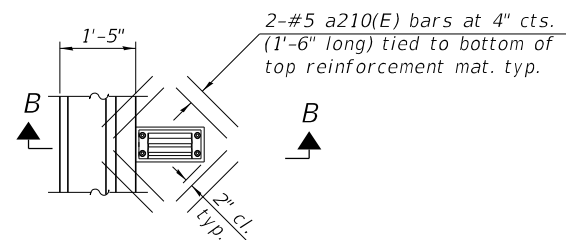


SECTION B-B



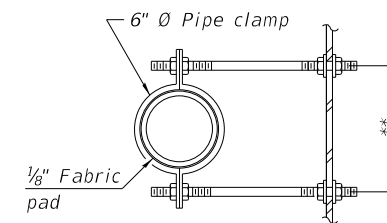
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



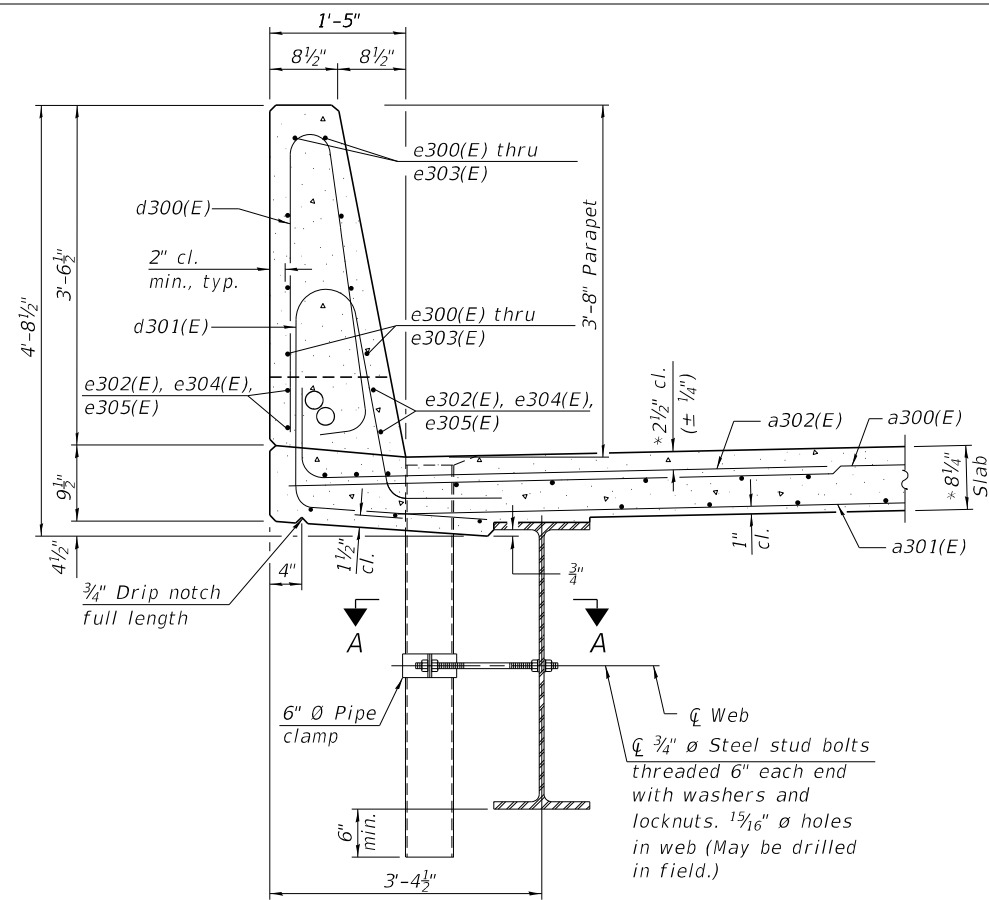
SECTION A-A

**Dimension as required by pipe clamp

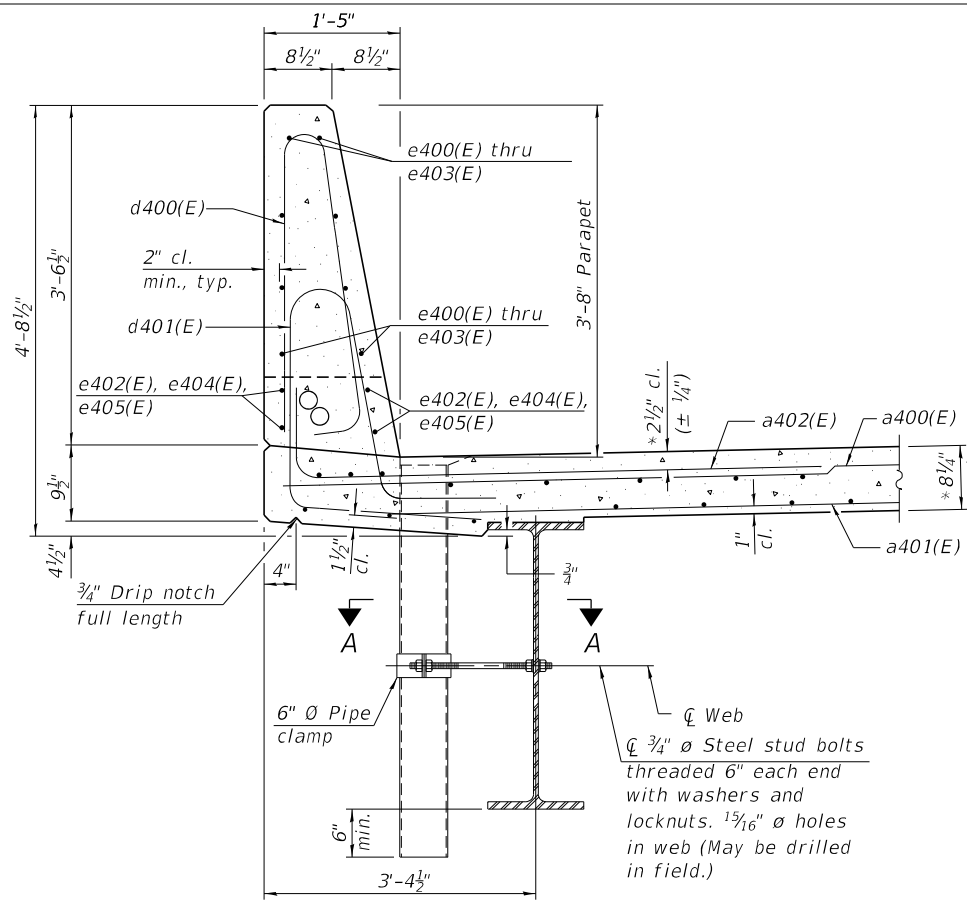
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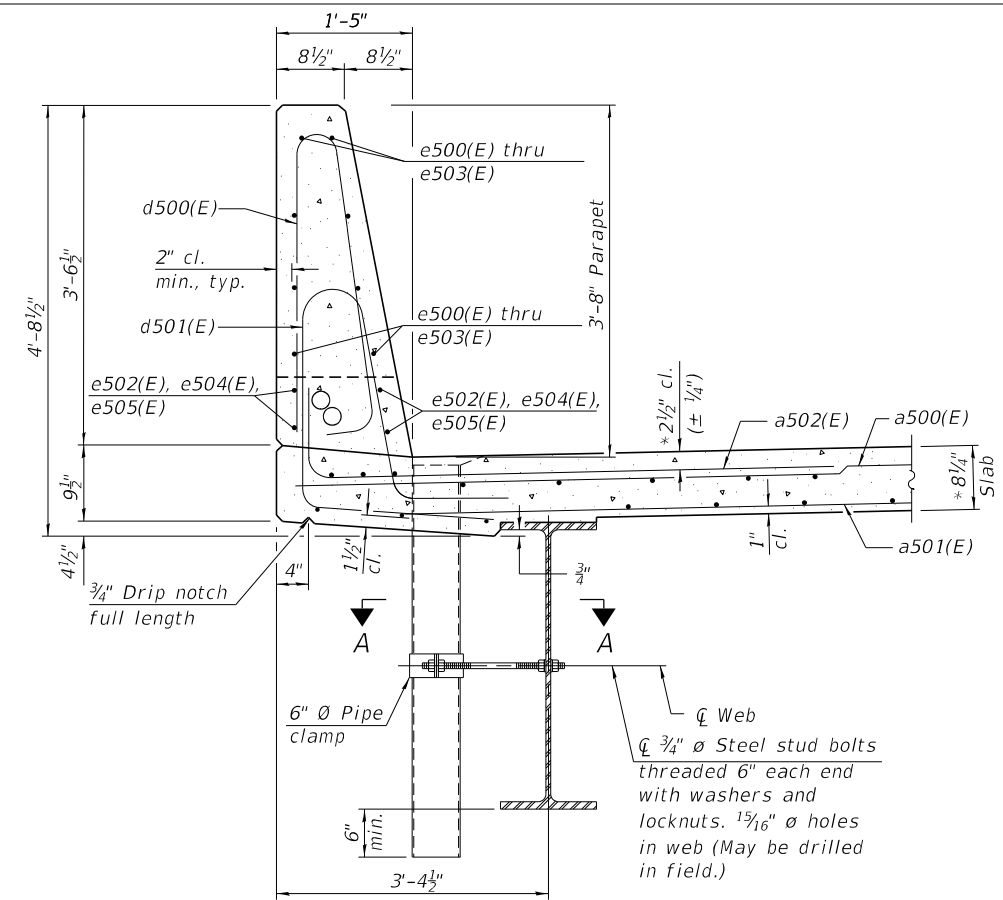
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	580
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



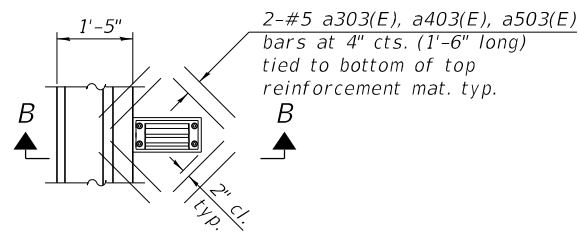
SECTION THRU PARAPET - UNIT 3
* prior to grinding



SECTION THRU PARAPET - UNIT 4
* prior to grinding

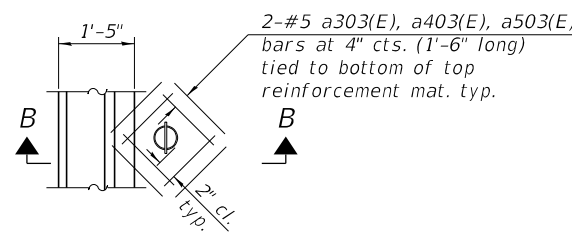


SECTION THRU PARAPET - UNIT 5
* prior to grinding



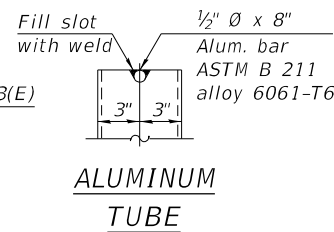
PLAN

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

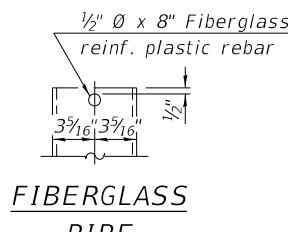


PLAN NEAR PIER 13

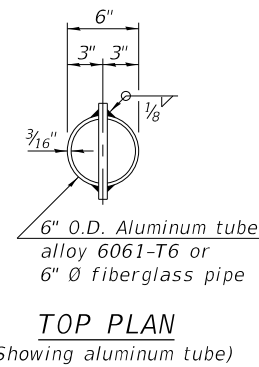
Note:
Cut longitudinal reinforcement to clear drainage scuppers.
See deck sheets for scupper locations.



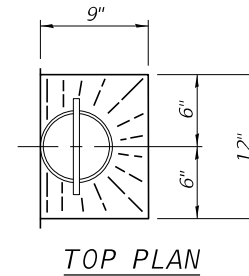
ALUMINUM TUBE



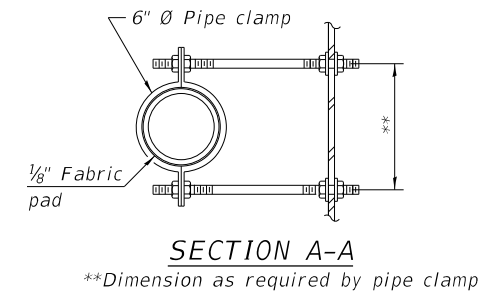
FIBERGLASS PIPE



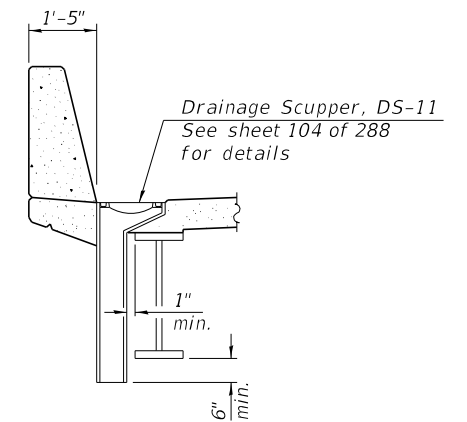
TOP PLAN
(Showing aluminum tube)



TOP PLAN



SECTION A-A
**Dimension as required by pipe clamp



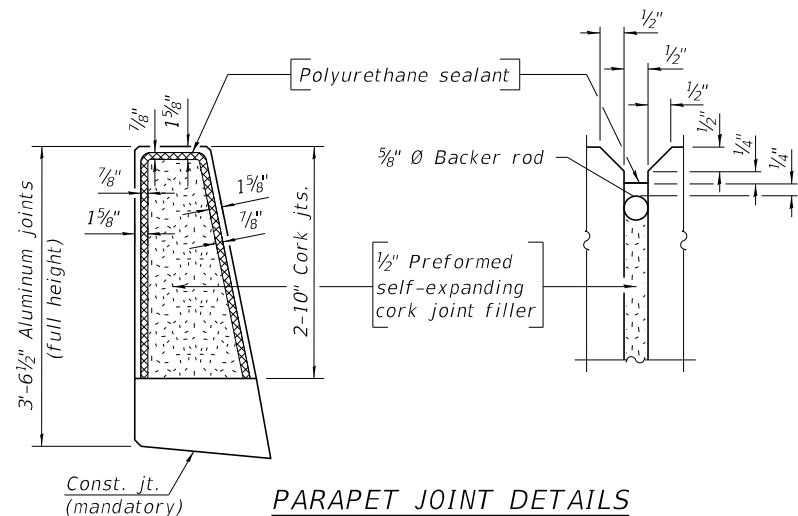
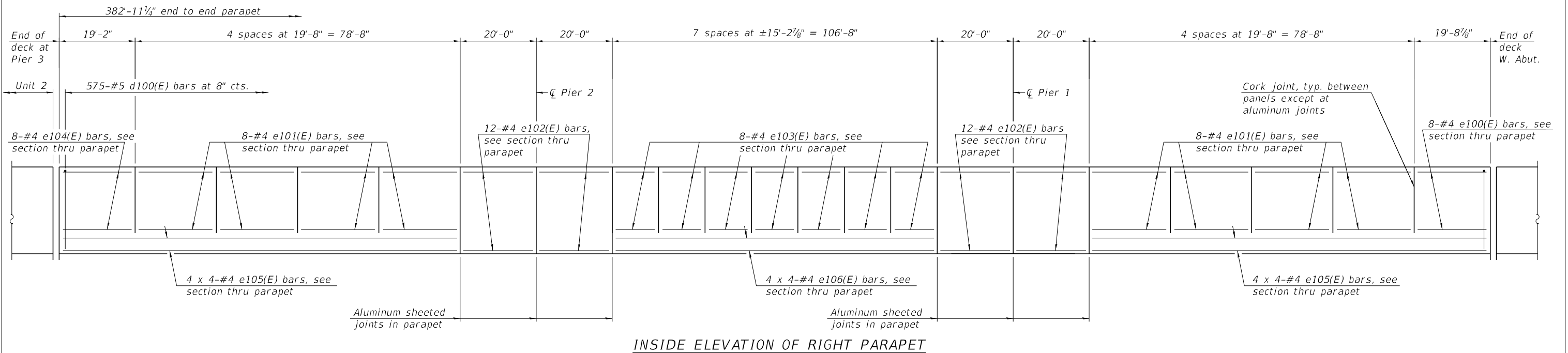
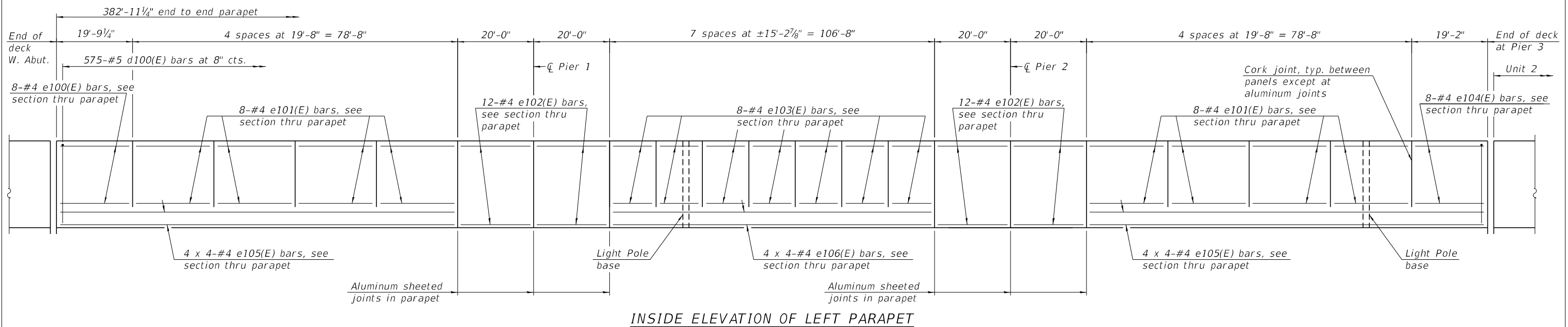
SECTION B-B

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.

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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	581
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



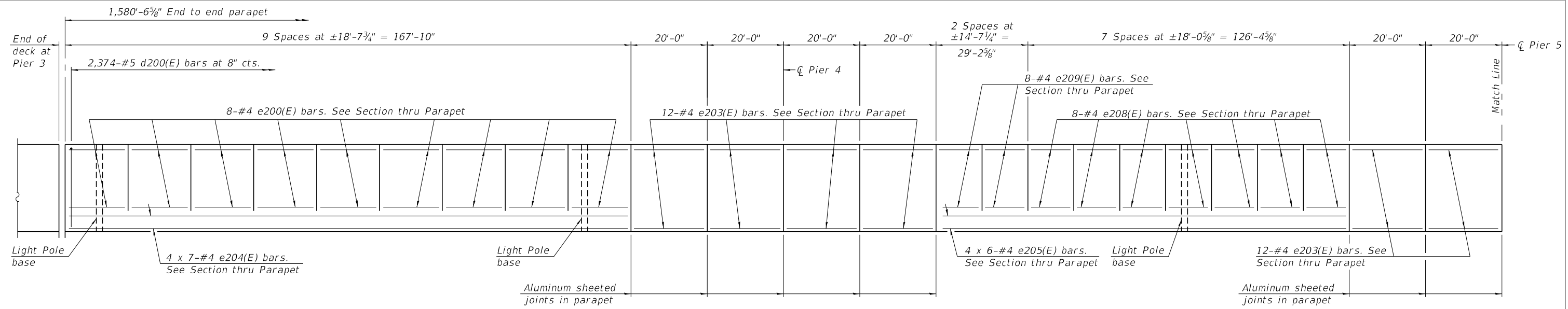
MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"

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 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

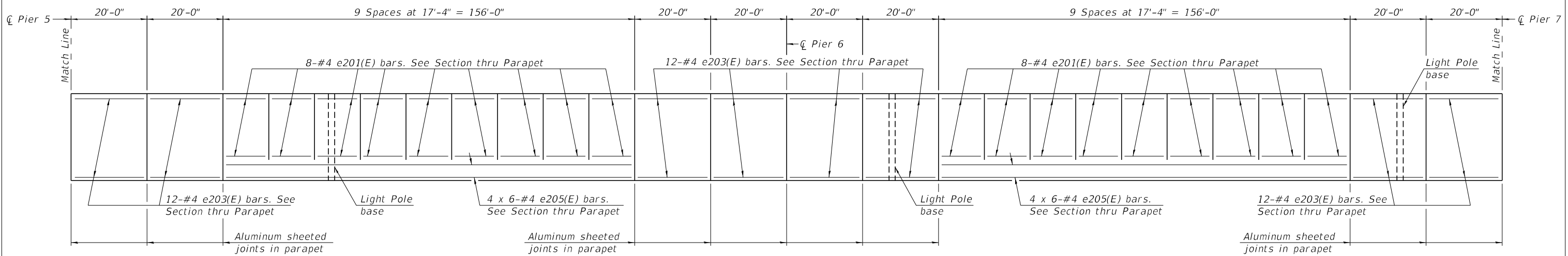
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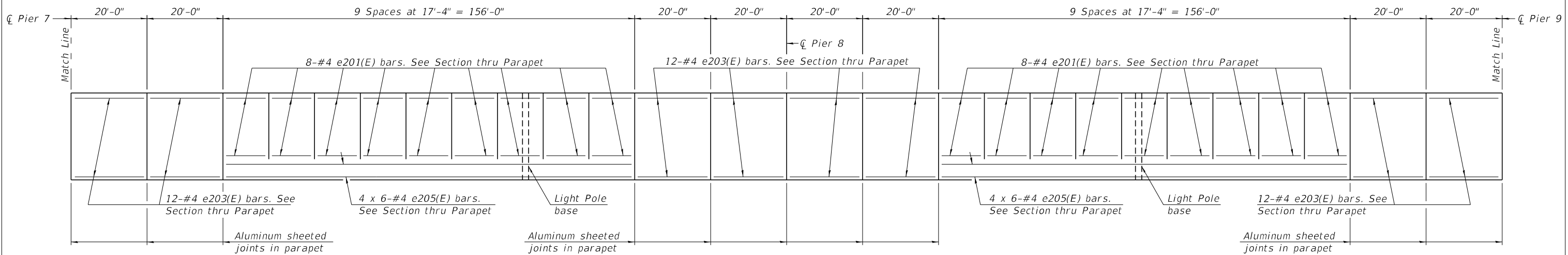
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	582
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF LEFT PARAPET - SPANS 4 AND 5



INSIDE ELEVATION OF LEFT PARAPET - SPANS 6 AND 7



INSIDE ELEVATION OF LEFT PARAPET - SPANS 8 AND 9

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

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

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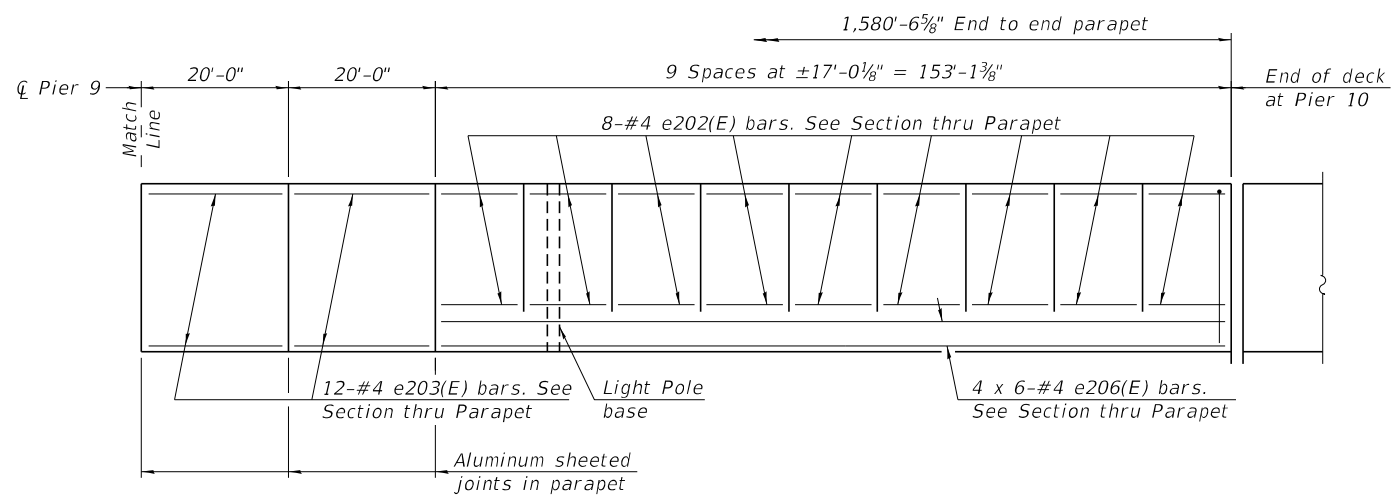
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DEPARTMENT OF TRANSPORTATION**

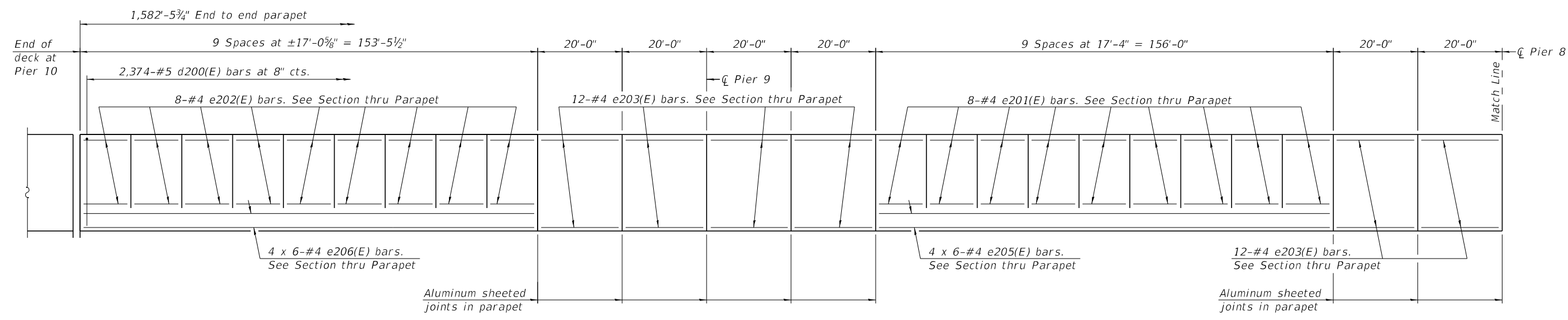
**PARAPET ELEVATION UNIT 2 - 1
STRUCTURE NO. 060-0351 (WB)**

SHEET 78 OF 288 SHEETS

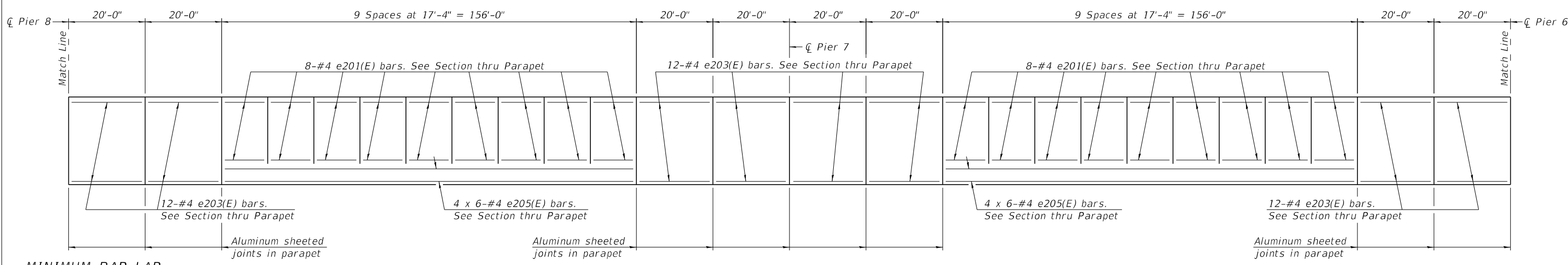
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	583
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF LEFT PARAPET - SPAN 10



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 10 AND 9



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 8 AND 7

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

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

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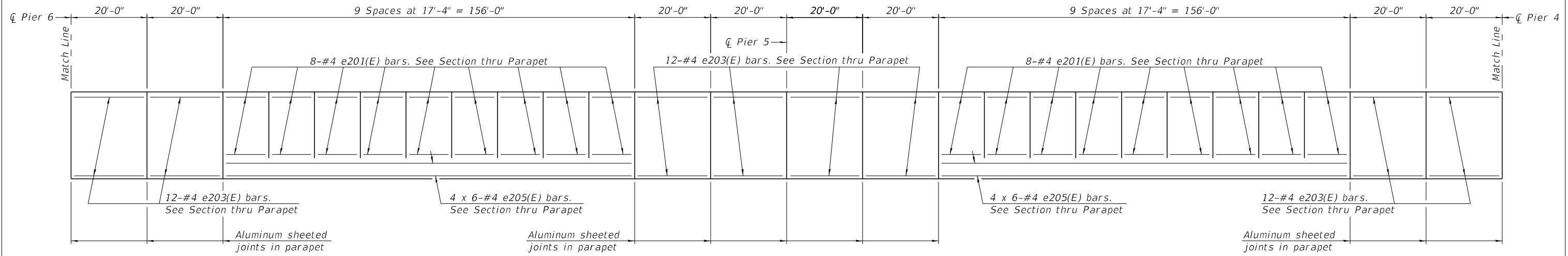
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

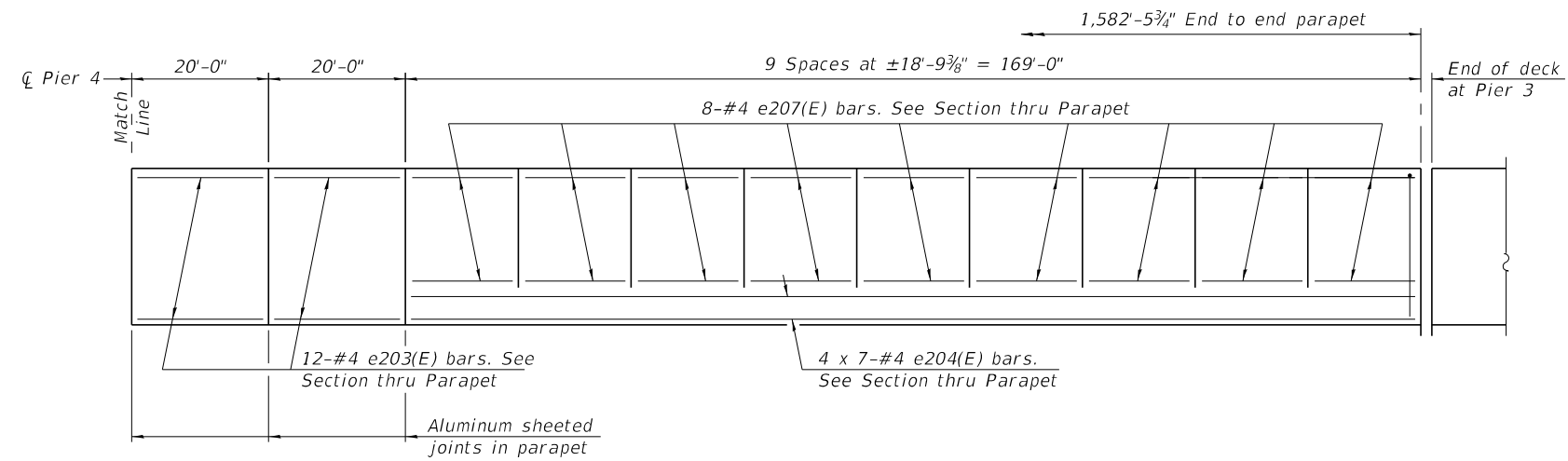
PARAPET ELEVATION UNIT 2 - 2
STRUCTURE NO. 060-0351 (WB)

SHEET 79 OF 288 SHEETS

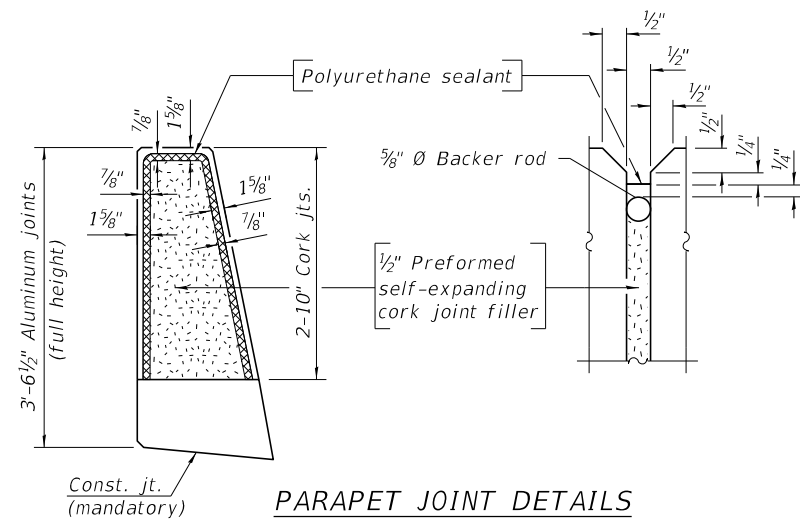
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	584
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF RIGHT PARAPET - SPANS 6 AND 5



INSIDE ELEVATION OF RIGHT PARAPET - SPAN 4



PARAPET JOINT DETAILS

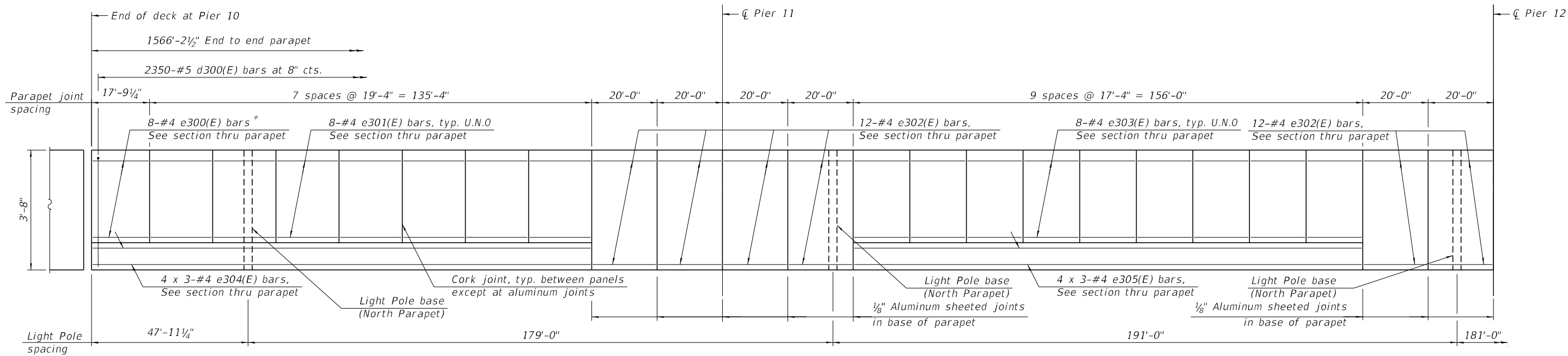
MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"

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 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
See Sheet 78 of 288 for inside elevation of left parapet Spans 4 thru 9.
See Sheet 79 of 288 for inside elevation of right parapet Spans 10 thru 8.

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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	585
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



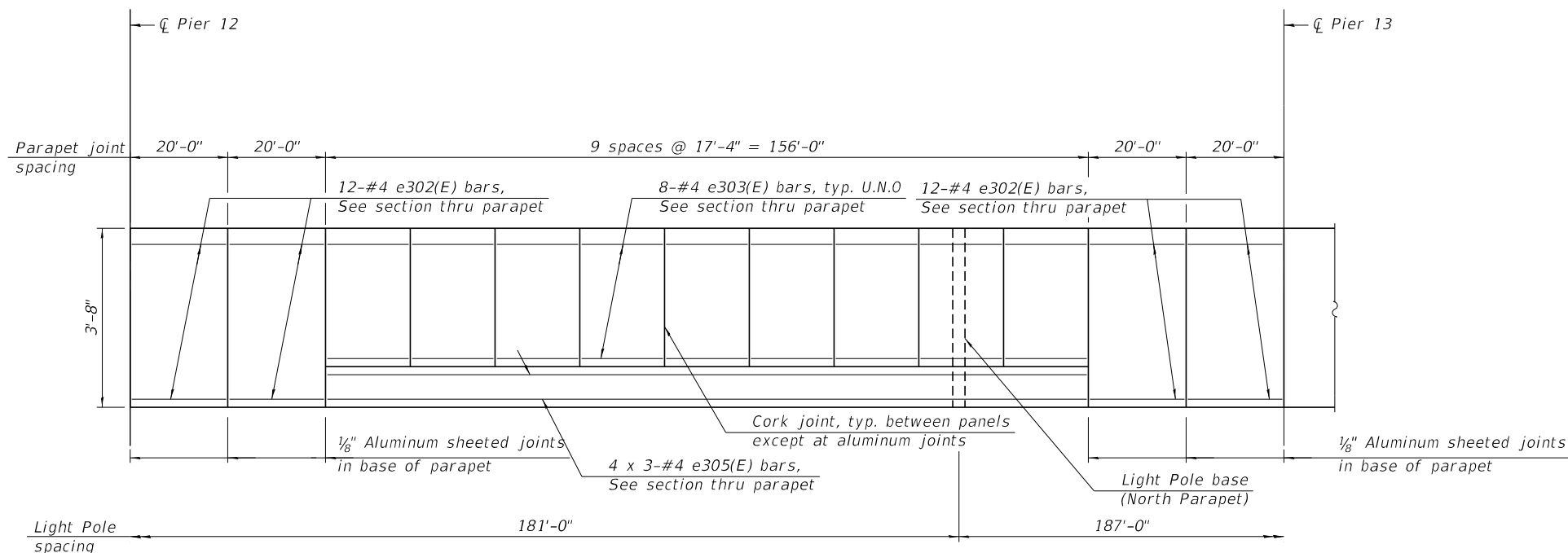
* Field cut bars when needed to keep 2" clear concrete cover.

INSIDE ELEVATION OF PARAPET SPAN 11 AND 12

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"

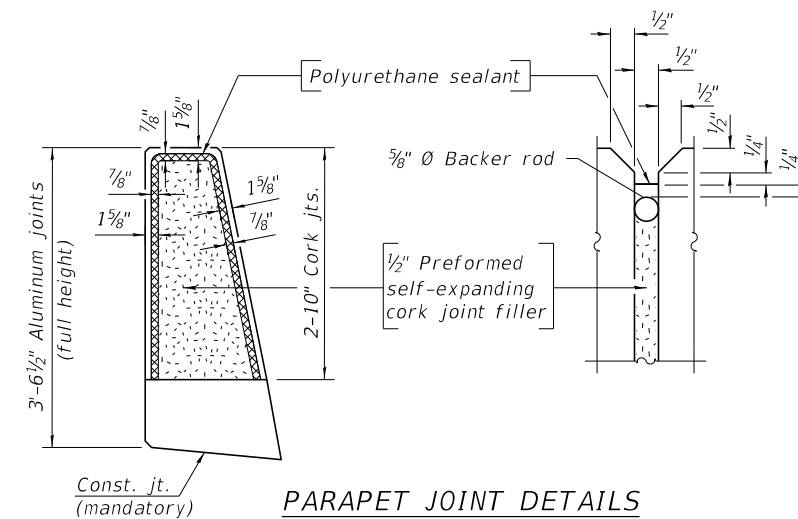


INSIDE ELEVATION OF PARAPET SPAN 13

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 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



PARAPET JOINT DETAILS

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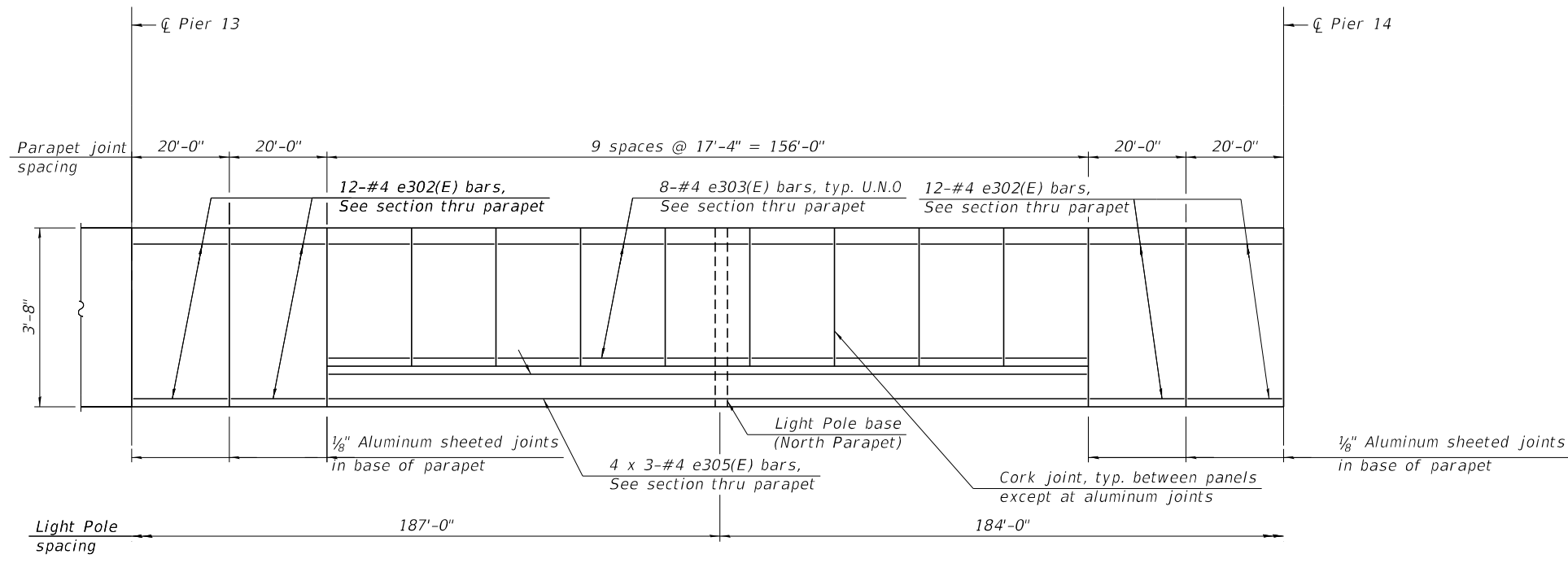
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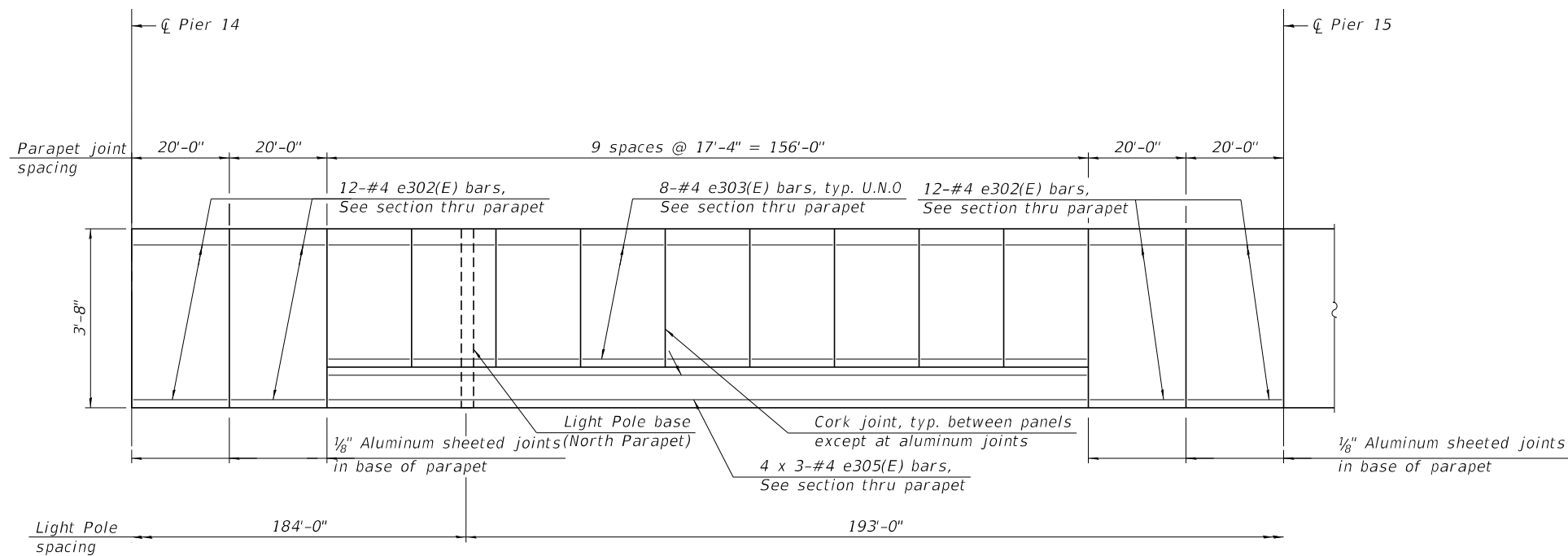
**PARAPET ELEVATION UNIT 3 - 1
STRUCTURE NO. 060-0351 (WB)**

SHEET 81 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	586
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET SPAN 14
 North parapet - Shown
 South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 15
 North parapet - Shown
 South parapet - Similar

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

Note:

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

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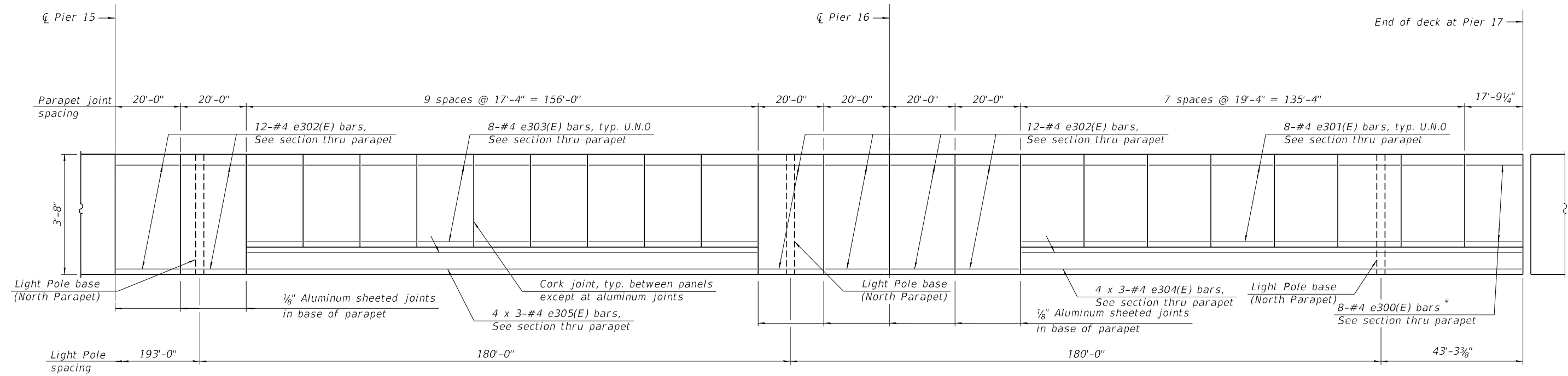
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**PARAPET ELEVATION UNIT 3 - 2
 STRUCTURE NO. 060-0351 (WB)**

SHEET 82 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	587
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET SPAN 16 And 17

North parapet - Shown
South parapet - Similar

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

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

Note:

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

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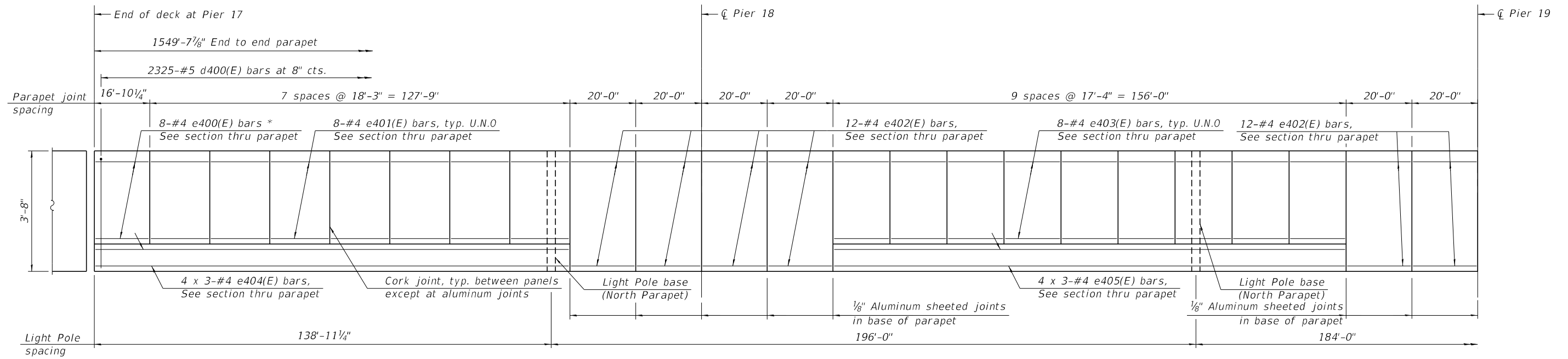
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATION UNIT 3 - 3
STRUCTURE NO. 060-0351 (WB)**

SHEET 83 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	588
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



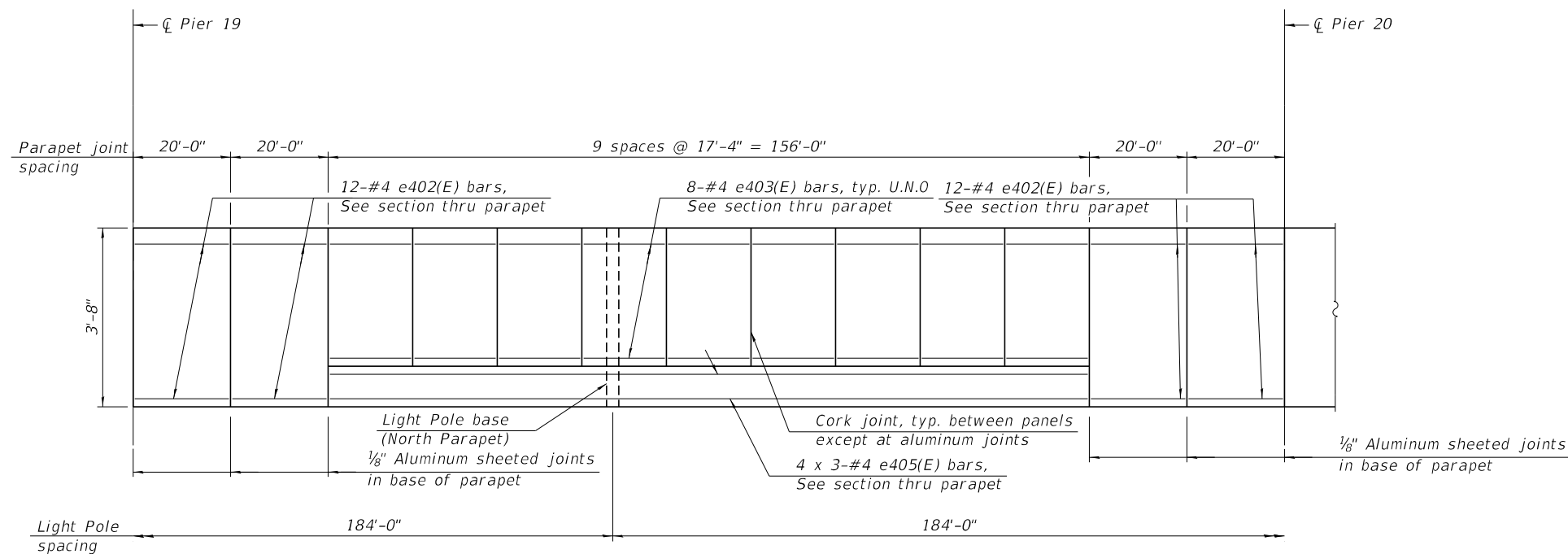
* Field cut bars when needed to keep 2" clear concrete cover.

INSIDE ELEVATION OF PARAPET SPAN 18 AND 19

North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"

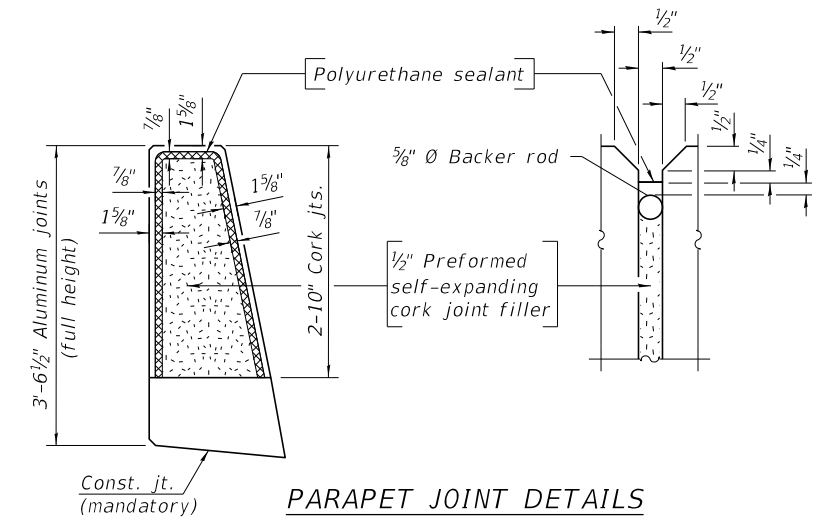


INSIDE ELEVATION OF PARAPET SPAN 20

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 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



PARAPET JOINT DETAILS

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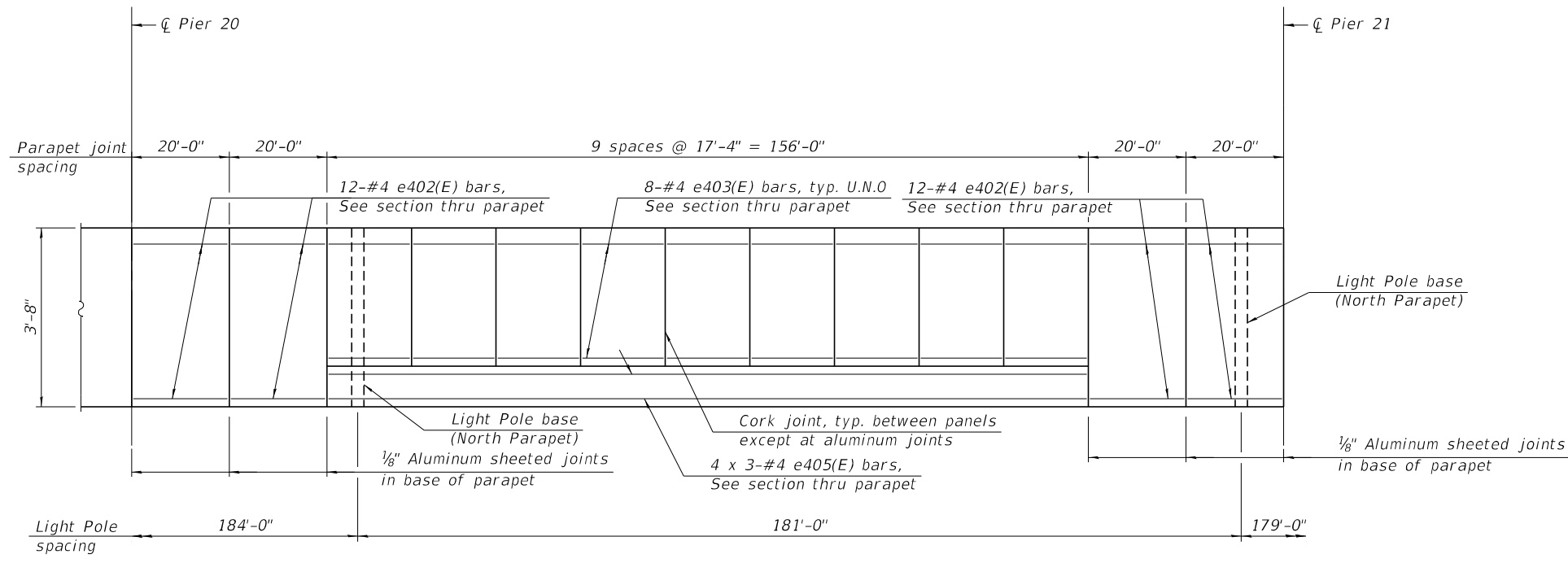
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATION UNIT 4 - 1
STRUCTURE NO. 060-0351 (WB)**

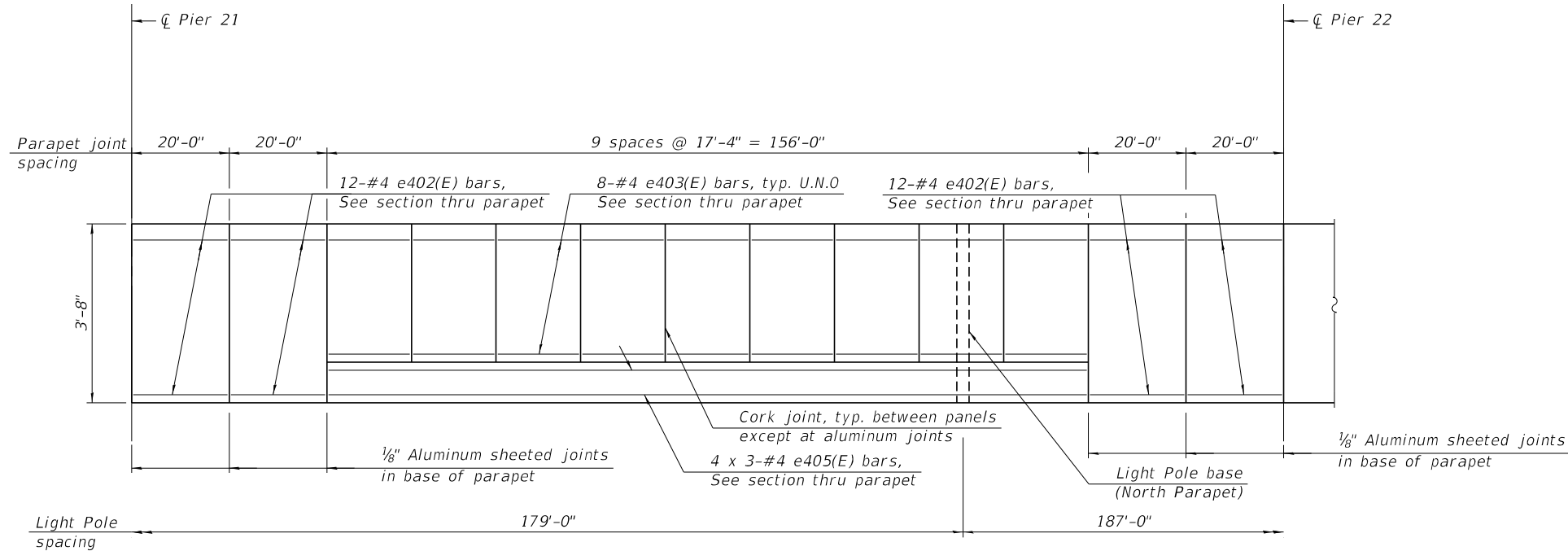
SHEET 84 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	589
CONTRACT NO. 76190				

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INSIDE ELEVATION OF PARAPET SPAN 21
 North parapet - Shown
 South parapet - Similar



INSIDE ELEVATION OF PARAPET SPAN 22
 North parapet - Shown
 South parapet - Similar

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

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

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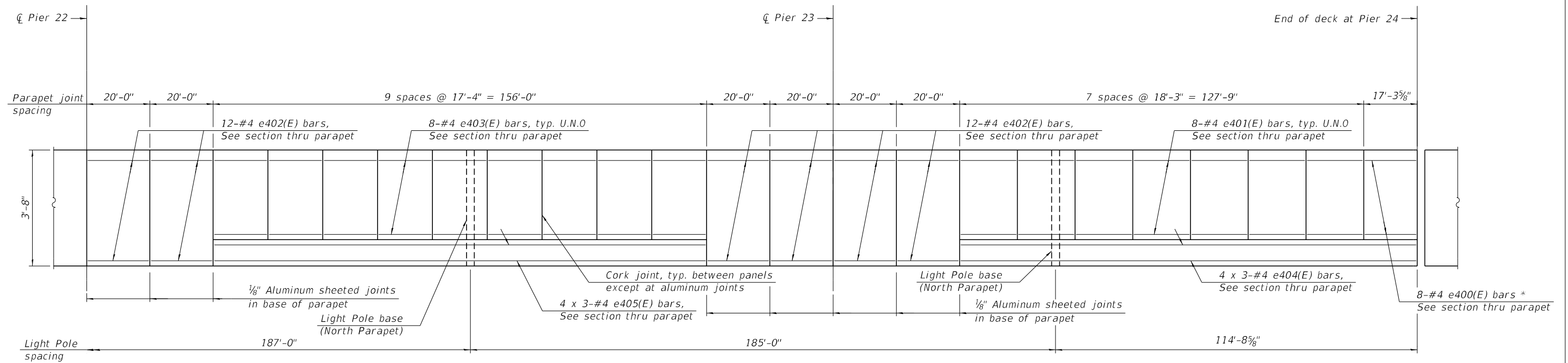
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PLOT DATE =	CHECKED - VMC	REVISED -

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PARAPET ELEVATION UNIT 4 - 2
STRUCTURE NO. 060-0351 (WB)

SHEET 85 OF 288 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	590
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET SPAN 23 AND 24

North parapet - Shown
South parapet - Similar

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

MINIMUM BAR LAP

#4 bar - 2'-5"

Note:

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

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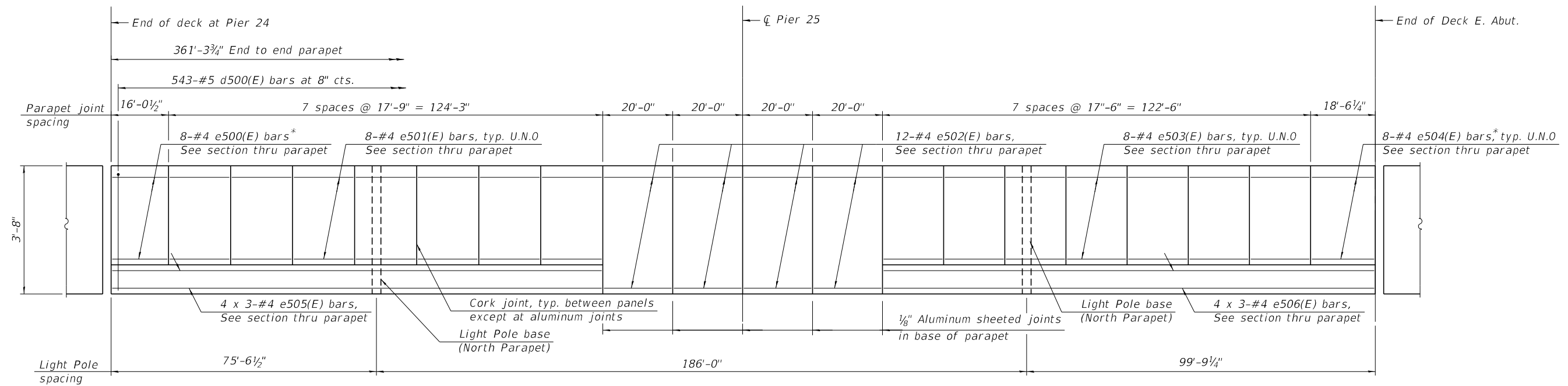
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATION UNIT 4 - 3
STRUCTURE NO. 060-0351 (WB)**

SHEET 86 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	591
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



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

INSIDE ELEVATION OF PARAPET SPAN 25 AND 26

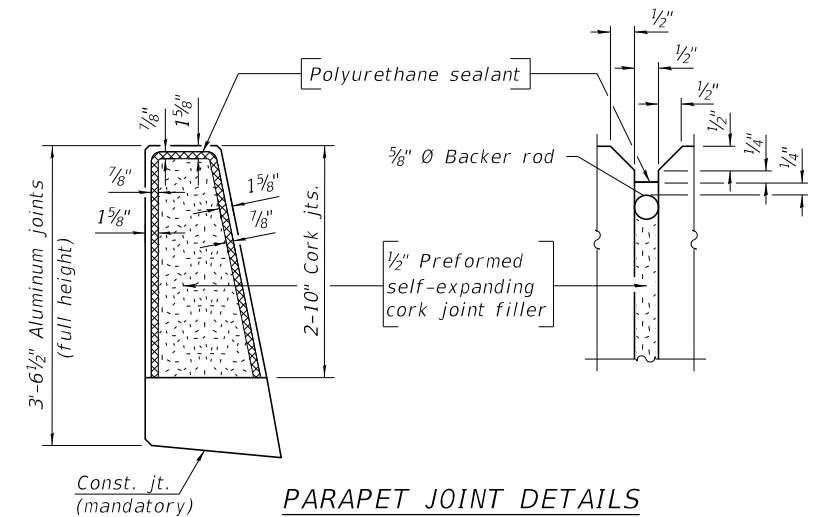
North parapet - Shown
South parapet - Similar

MINIMUM BAR LAP

#4 bar = 2'-5"

Notes:

- Dimensions are along inside face of parapet at gutter line.
- Bars indicated thus 4 x 3-#4 etc. indicate 4 lines of bars with 3 lengths per line.
- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



PARAPET JOINT DETAILS

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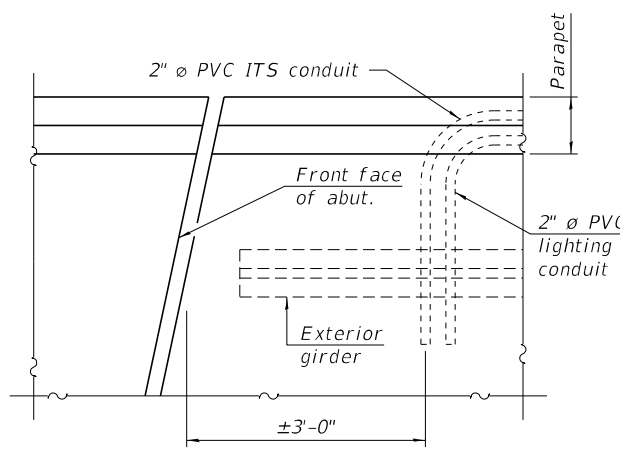
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

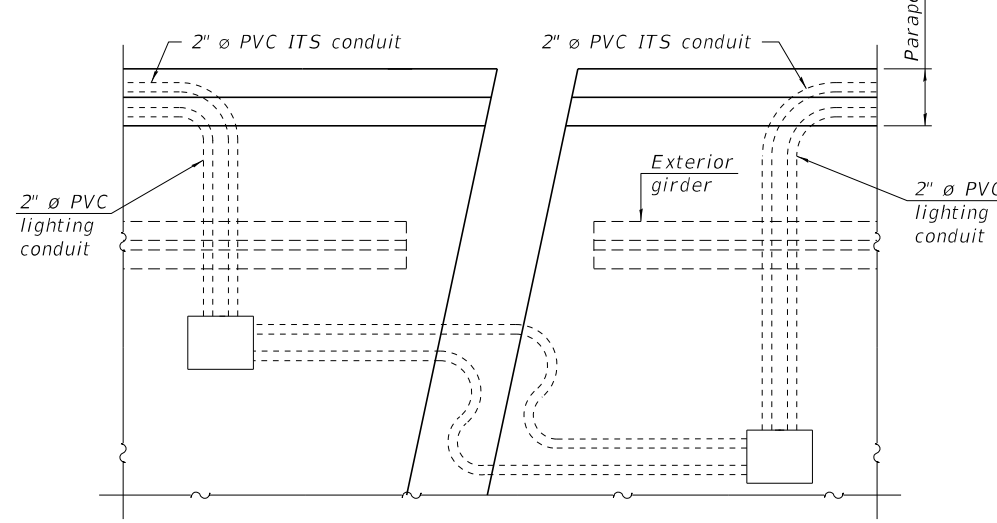
**PARAPET ELEVATION UNIT 5
STRUCTURE NO. 060-0351 (WB)**

SHEET 87 OF 288 SHEETS

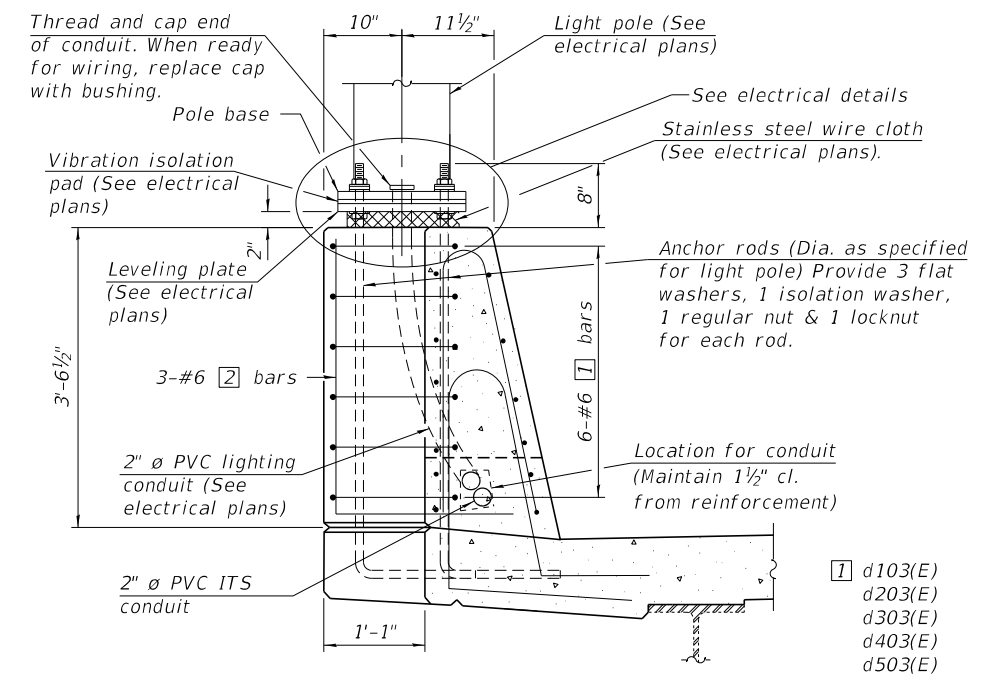
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	592
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



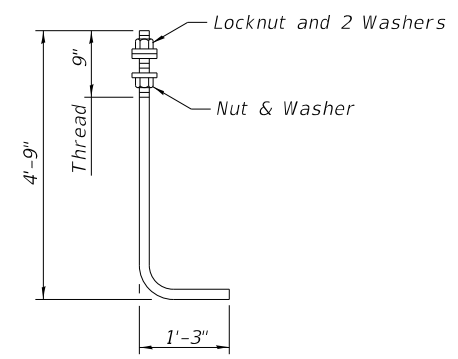
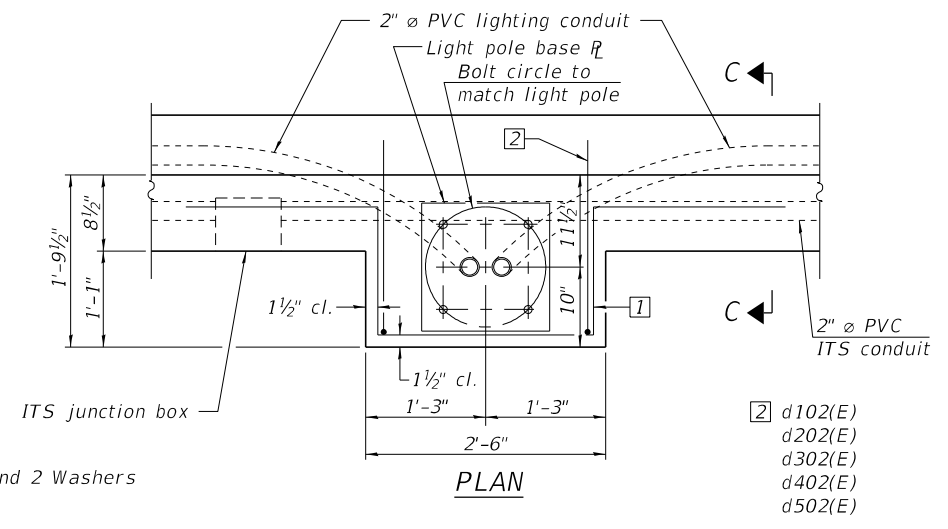
TYPICAL PLAN OF CONDUITS AT ABUTMENT
(West abutment shown, east abutment similar)



Part Plan at Pier

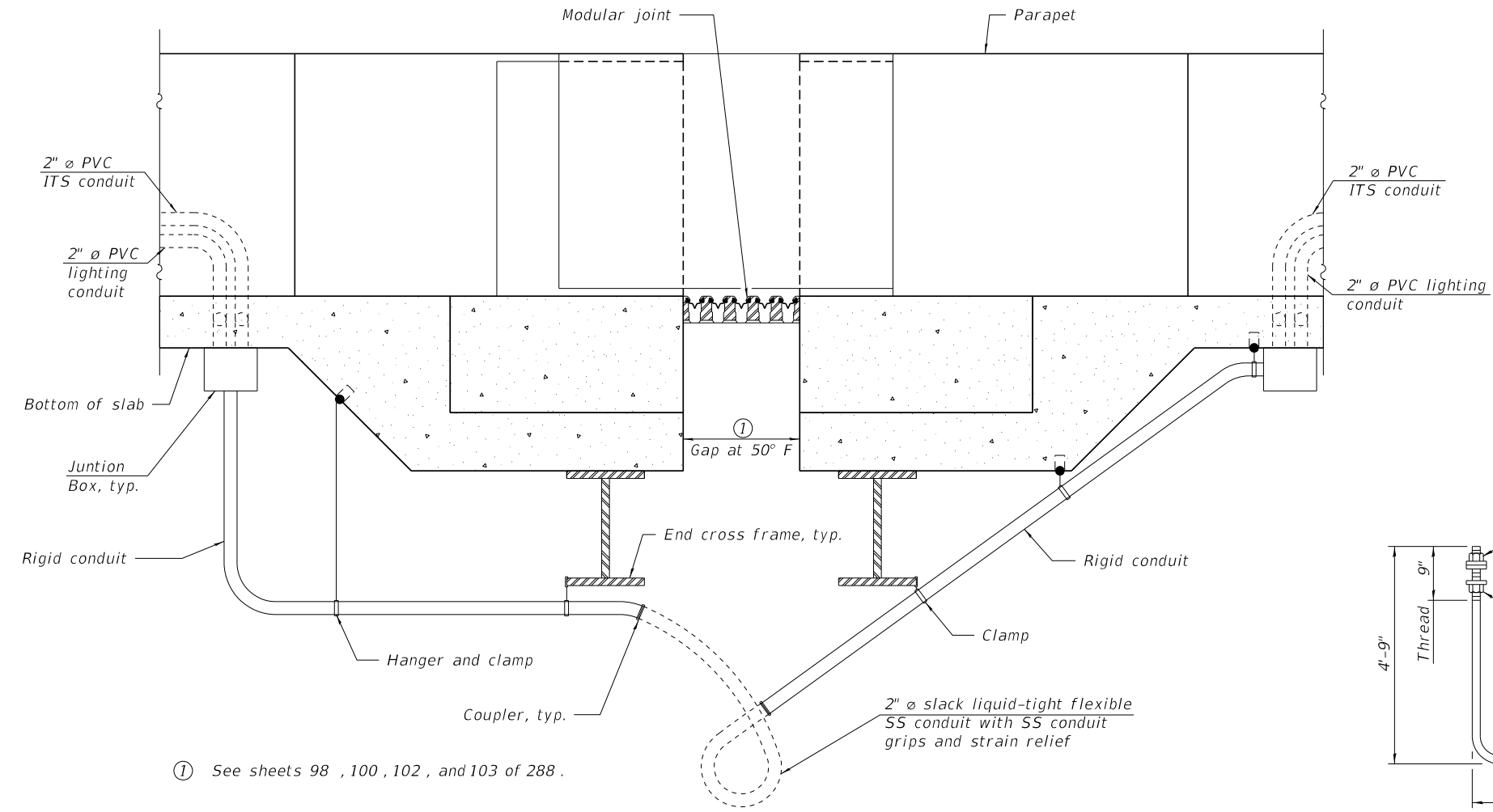


SECTION C-C
MINIMUM BAR LAP
#4 bar = 2'-5"



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

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



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

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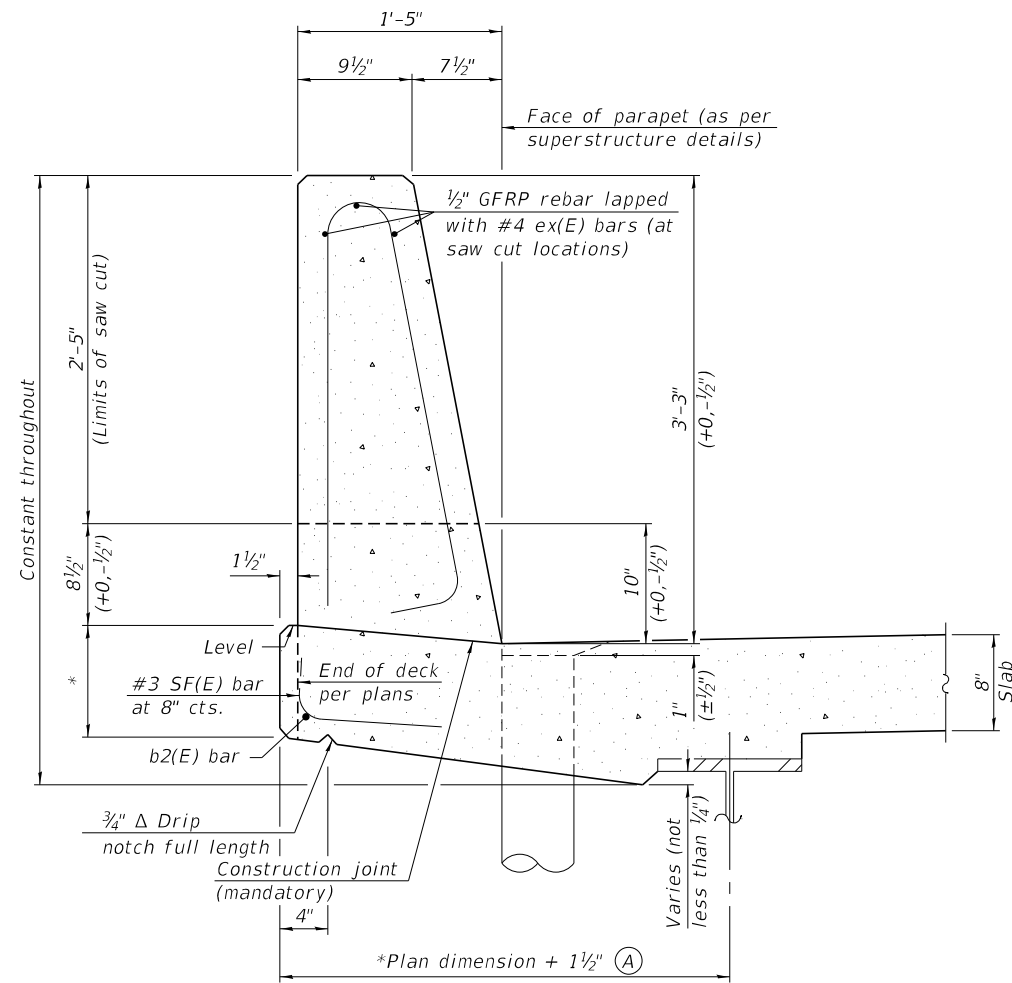
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 88 OF 288 SHEETS

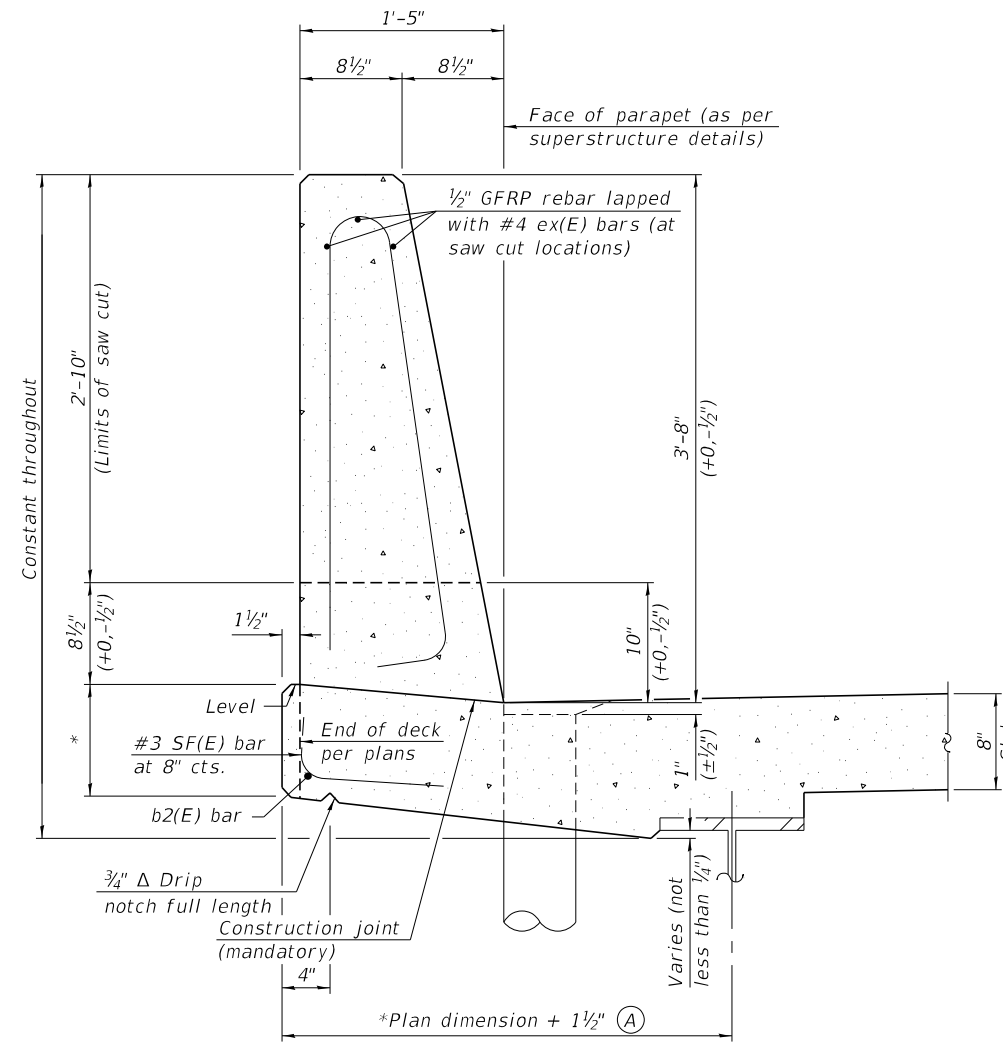
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	593
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT



**39" CONSTANT-SLOPE
PARAPET SECTION**

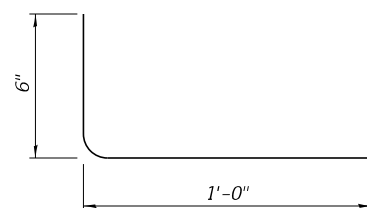
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



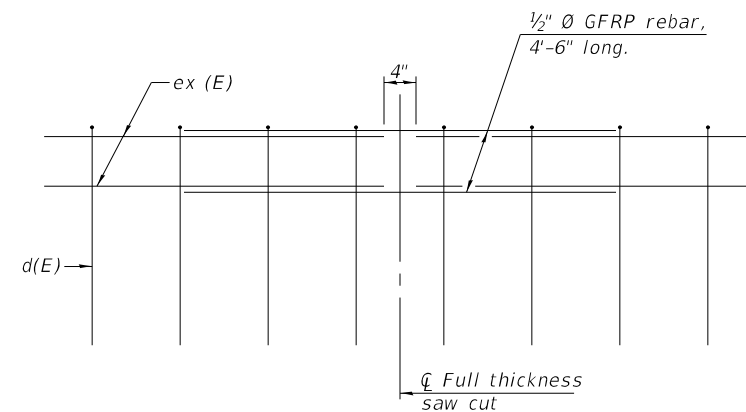
**44" CONSTANT-SLOPE
PARAPET SECTION**

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

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

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

Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel superstructure shown. Other superstructure types similar.

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SFP 39-44

1-1-2020



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	CHECKED - NHP	REVISD -
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PLOT DATE =	CHECKED - GLC	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	594
CONTRACT NO. 76190				

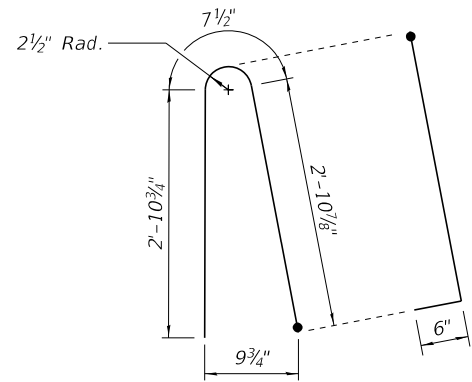
SHEET 89 OF 288 SHEETS

ILLINOIS FED. AID PROJECT

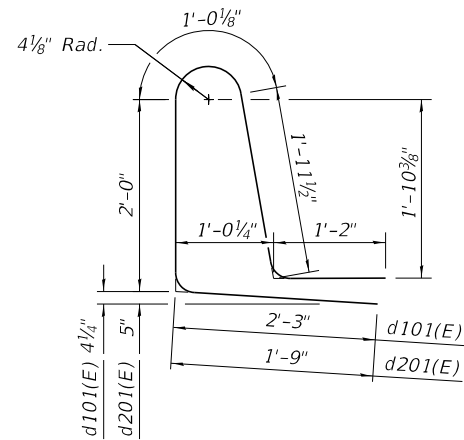
**UNIT 1
SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a100(E)	2040	#5	35'-1"	—
a101(E)	1968	#5	24'-7"	—
a102(E)	2040	#6	8'-4"	—
a103(E)	30	#7	9'-11"	—
a104(E)	15	#7	25'-10"	—
a105(E)	24	#7	36'-5"	—
a106(E)	88	#5	1'-6"	—
b100(E)	1065	#5	28'-10"	—
b101(E)	1152	#5	27'-3"	—
b102(E)	256	#6	43'-10"	—
d100(E)	1150	#5	6'-11"	—
d101(E)	1150	#5	8'-5"	—
d102(E)	6	#6	5'-3"	—
d103(E)	12	#6	8'-11"	—
e100(E)	16	#4	19'-5"	—
e101(E)	128	#4	19'-4"	—
e102(E)	96	#4	19'-8"	—
e103(E)	112	#4	14'-11"	—
e104(E)	16	#4	18'-10"	—
e105(E)	64	#4	26'-5"	—
e106(E)	32	#4	28'-5"	—
x100(E)	65	#5	6'-5"	—
x101(E)	65	#5	10'-4"	—
x102(E)	65	#5	6'-6"	—
Reinforcement Bars, Epoxy Coated		Lbs.	261,940	
Concrete Superstructure		Cu. Yds.	1,049.3	

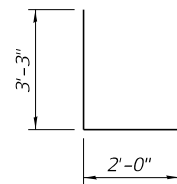
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



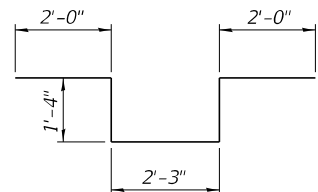
BAR d100(E) AND d200(E)



BAR d101(E) AND d201(E)



BAR d102(E) AND d202(E)

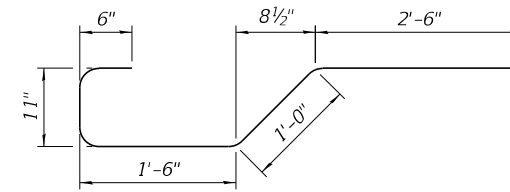


BAR d103(E) AND d203(E)

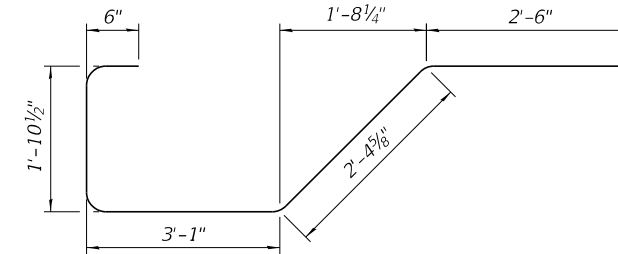
**UNIT 2
SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a200(E)	1552	#5	35'-1"	—
a201(E)	1605	#5	24'-7"	—
a202(E)	8440	#6	8'-4"	—
a203(E)	5826	#5	58'-6"	—
a204(E)	12	#7	25'-10"	—
a205(E)	16	#7	36'-5"	—
a206(E)	18	#7	10'-4"	—
a207(E)	4	#7	9'-1"	—
a208(E)	4	#7	59'-10"	—
a209(E)	10	#7	57'-5"	—
a210(E)	192	#5	1'-6"	—
b200(E)	3767	#5	30'-0"	—
b201(E)	4374	#5	27'-10"	—
b202(E)	1560	#6	60'-0"	—
d200(E)	4748	#5	6'-11"	—
d201(E)	4748	#5	7'-11"	—
d202(E)	24	#6	5'-3"	—
d203(E)	48	#6	8'-11"	—
e200(E)	72	#4	18'-2"	—
e201(E)	648	#4	17'-0"	—
e202(E)	144	#4	16'-9"	—
e203(E)	576	#4	19'-8"	—
e204(E)	56	#4	26'-3"	—
e205(E)	240	#4	28'-3"	—
e206(E)	48	#4	27'-7"	—
e207(E)	72	#4	18'-5"	—
e208(E)	56	#4	17'-8"	—
e209(E)	16	#4	14'-3"	—
x200(E)	123	#5	10'-4"	—
x201(E)	123	#5	7'-8"	—
Reinforcement Bars, Epoxy Coated		Lbs.	1,050,810	
Concrete Superstructure		Cu. Yds.	3,111.1	

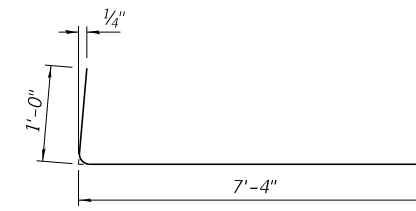
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



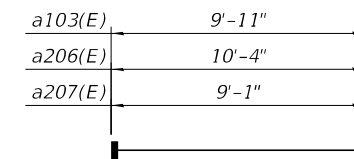
BAR x100(E)



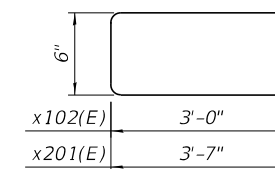
BAR x101(E) AND x200(E)



BAR a102(E) AND a202(E)



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



BAR x102(E) AND x201(E)

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

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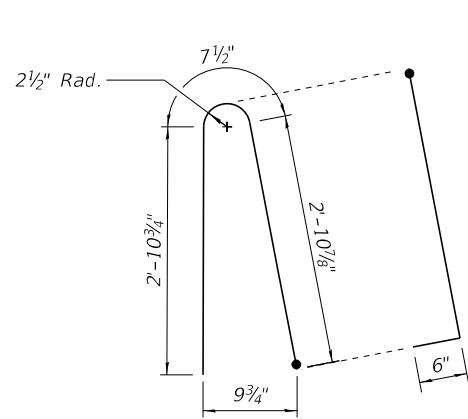
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

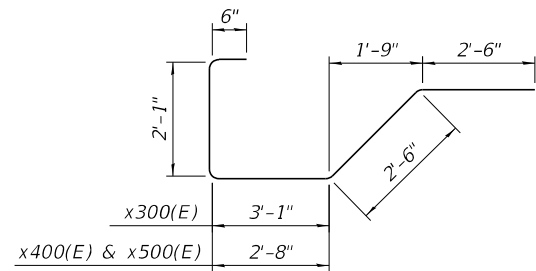
**SUPERSTRUCTURE BILL OF MATERIAL - 1
STRUCTURE NO. 060-0351 (WB)**

SHEET 90 OF 288 SHEETS

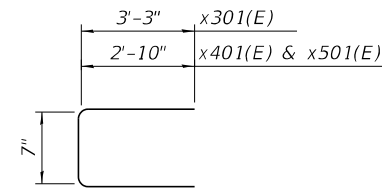
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	595
CONTRACT NO. 76J90				
ILLINOIS FED. AID PROJECT				



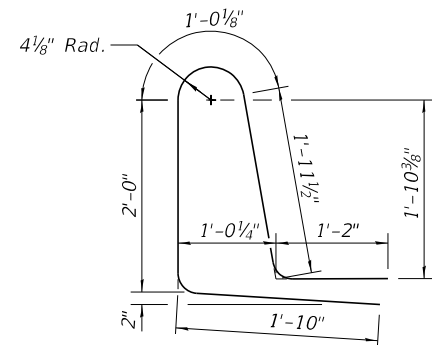
BAR d300(E), d400(E) AND d500(E)



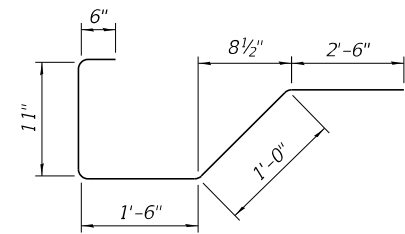
BAR x300(E), x400(E) AND x500(E)



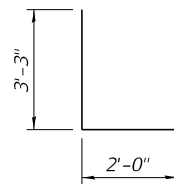
BAR x301(E), x401(E) AND x501(E)



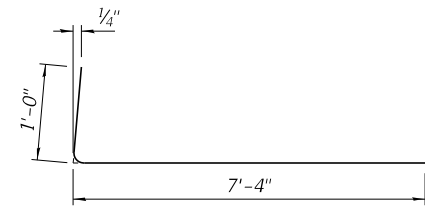
BAR d301(E), d401(E) AND d501(E)



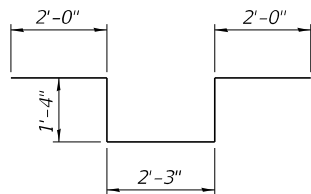
BAR x502(E)



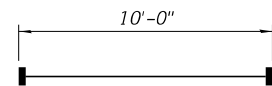
BAR d302(E), d402(E) AND d502(E)



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



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



BAR a304(E), a404(E) AND a504(E)
(Headed)

UNIT 3
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a300(E)	4176	#5	58'-6"	—
a301(E)	2891	#5	58'-6"	—
a302(E)	8352	#6	8'-4"	┌
a303(E)	248	#5	1'-6"	—
a304(E)	30	#5	10'-0"	—
a305(E)	30	#7	59'-9"	—
b300(E)	2046	#5	50'-11"	—
b301(E)	2244	#5	49'-6"	—
b302(E)	1650	#6	48'-7"	—
d300(E)	4700	#5	7'-0"	┌
d301(E)	4700	#5	8'-0"	┌
d302(E)	27	#6	5'-3"	┌
d303(E)	54	#6	8'-11"	┌
e300(E)	32	#4	17'-8"	—
e301(E)	224	#4	19'-0"	—
e302(E)	576	#4	19'-8"	—
e303(E)	720	#4	17'-0"	—
e304(E)	24	#4	52'-9"	—
e305(E)	60	#4	53'-6"	—
x300(E)	116	#5	10'-8"	┌
x301(E)	116	#5	7'-1"	┌
Reinforcement Bars, Epoxy Coated			Pound	983,590
Concrete Superstructure			Cu. Yd.	3,022.9

UNIT 4
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a400(E)	4132	#5	58'-6"	—
a401(E)	2860	#5	58'-6"	—
a402(E)	8264	#6	8'-4"	┌
a403(E)	160	#5	1'-6"	—
a404(E)	30	#5	10'-0"	—
a405(E)	30	#7	59'-9"	—
b400(E)	2046	#5	50'-5"	—
b401(E)	2244	#5	49'-0"	—
b402(E)	1650	#6	48'-7"	—
d400(E)	4650	#5	7'-0"	┌
d401(E)	4650	#5	8'-0"	┌
d402(E)	24	#6	5'-3"	┌
d403(E)	48	#6	8'-11"	┌
e400(E)	16	#4	16'-10"	—
e401(E)	224	#4	17'-11"	—
e402(E)	576	#4	19'-8"	—
e403(E)	720	#4	17'-0"	—
e404(E)	24	#4	49'-11"	—
e405(E)	120	#4	53'-6"	—
e406(E)	16	#4	17'-3"	—
e407(E)	24	#4	50'-0"	—
x400(E)	116	#5	10'-3"	┌
x401(E)	116	#5	6'-3"	┌
Reinforcement Bars, Epoxy Coated			Pound	977,230
Concrete Superstructure			Cu. Yd.	2,993.9

UNIT 5
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a500(E)	963	#5	58'-6"	—
a501(E)	665	#5	58'-6"	—
a502(E)	1926	#6	8'-4"	┌
a503(E)	56	#5	1'-6"	—
a504(E)	30	#5	10'-0"	—
a505(E)	20	#7	59'-9"	—
b500(E)	496	#5	48'-3"	—
b501(E)	594	#5	43'-3"	—
b502(E)	165	#6	45'-9"	—
d500(E)	1086	#5	7'-0"	┌
d501(E)	1086	#5	8'-0"	┌
d502(E)	6	#6	5'-3"	┌
d503(E)	12	#6	8'-11"	┌
e500(E)	16	#4	15'-8"	—
e501(E)	112	#4	17'-5"	—
e502(E)	96	#4	19'-8"	—
e503(E)	112	#4	17'-2"	—
e504(E)	16	#4	18'-5"	—
e505(E)	24	#4	48'-3"	—
e506(E)	24	#4	48'-9"	—
x500(E)	58	#5	10'-3"	┌
x501(E)	58	#5	6'-3"	┌
x502(E)	58	#5	6'-5"	┌
Reinforcement Bars, Epoxy Coated			Pound	213,750
Concrete Superstructure			Cu. Yd.	714.8

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

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	CHECKED - JDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE BILL OF MATERIAL- 2
STRUCTURE NO. 060-0351 (WB)

SHEET 91 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	596
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

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

* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.

** Prior to grinding.

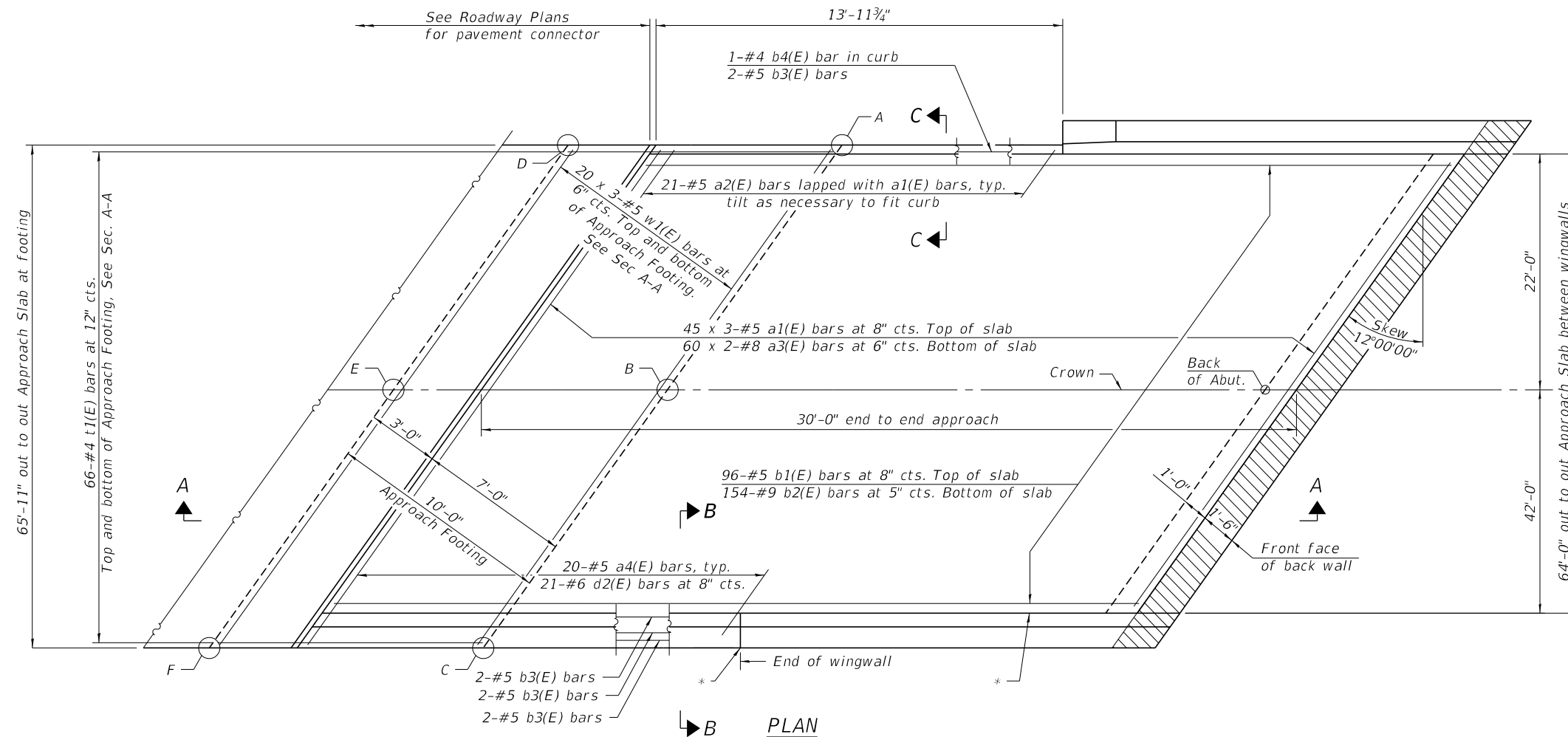


MINIMUM BAR LAP

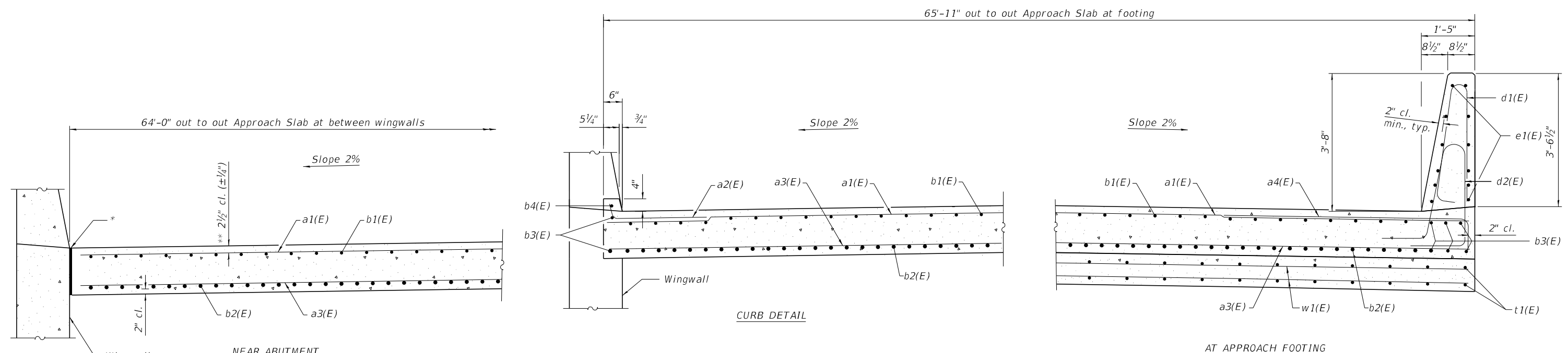
#5 bar = 3'-4"
#8 bar = 4'-9"

Notes:

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



PLAN



**CROSS SECTION
(Looking East)**

(Sheet 1 of 2)

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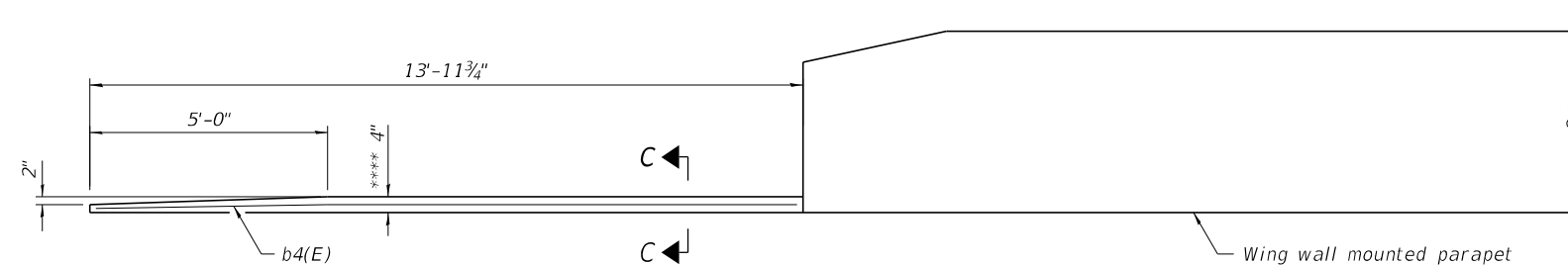
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PLOT SCALE =	CHECKED - NHP	REVISED -
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	CHECKED - GLC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

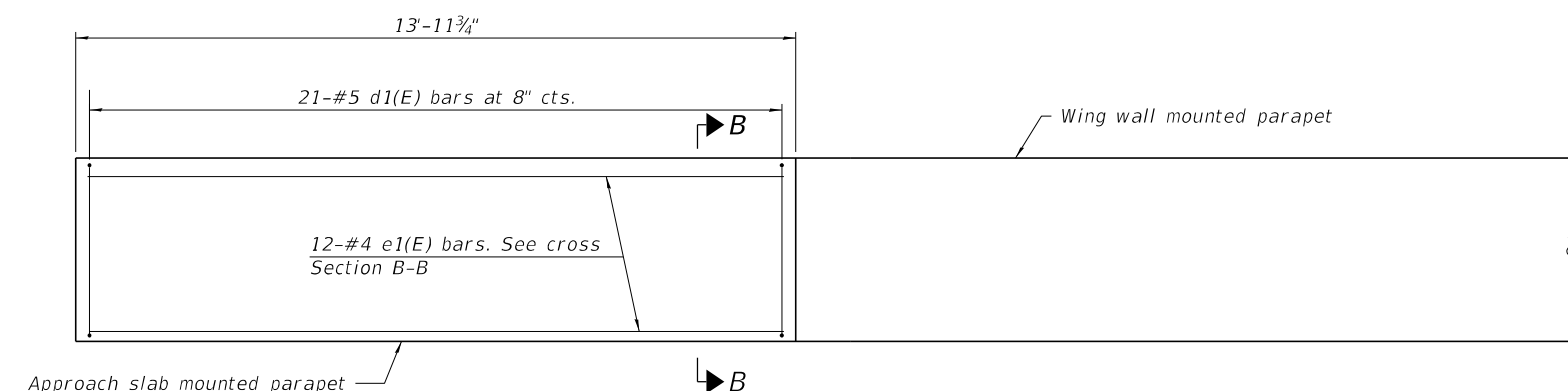
**WEST APPROACH SLAB PLAN
STRUCTURE NO. 060-0351 (WB)**

SHEET 92 OF 288 SHEETS

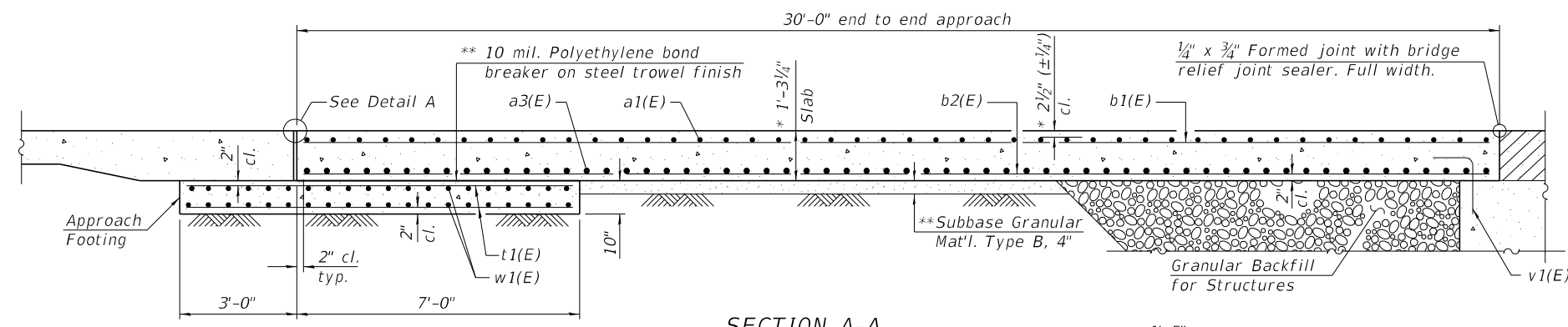
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	597
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				



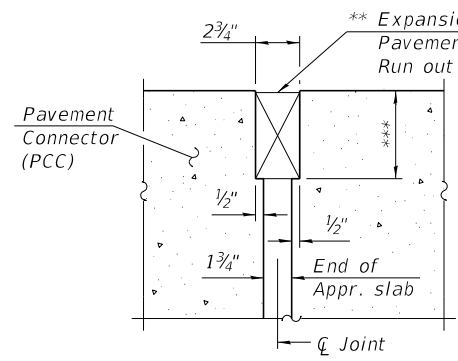
INSIDE ELEVATION OF LEFT PARAPET AND CURB



OUTSIDE ELEVATION OF RIGHT PARAPET

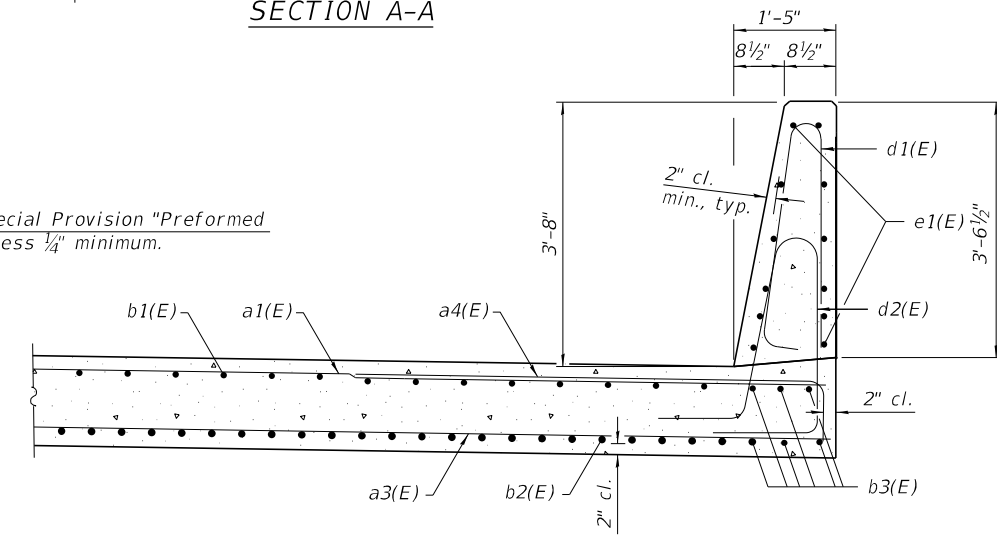


SECTION A-A

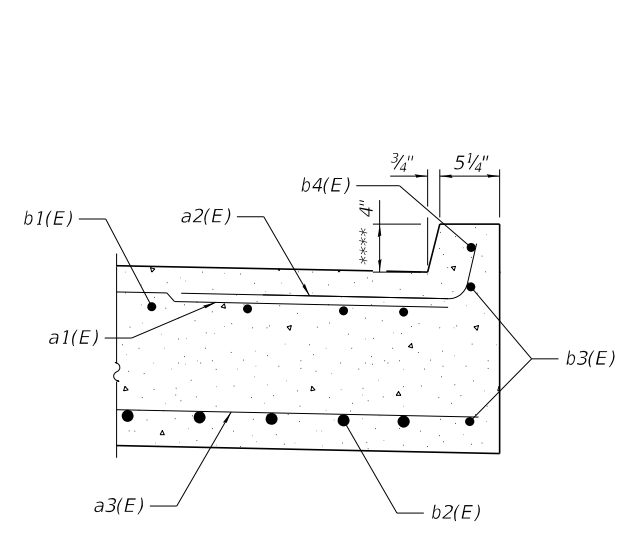


DETAIL A

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



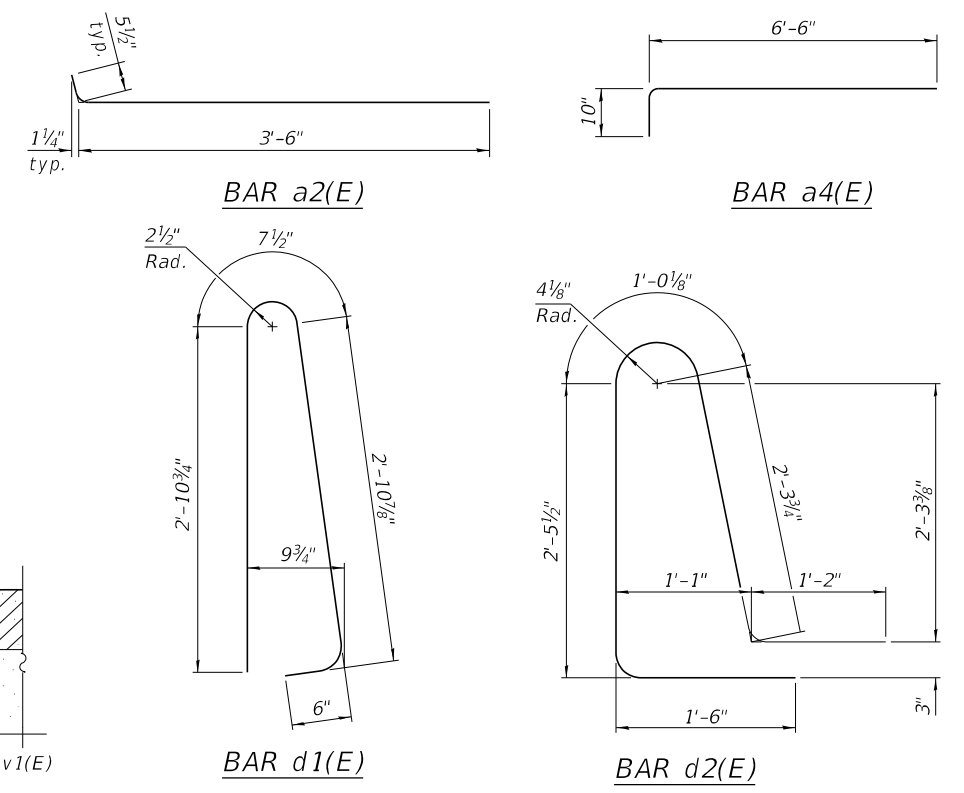
SECTION B-B



SECTION C-C

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

- * Prior to grinding.
- ** Cost included with Concrete Superstructure (Approach Slab).
- *** Per manufacturer recommendations
- **** After grinding.



WEST APPROACH BILL OF MATERIAL

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

(Sheet 2 of 2)

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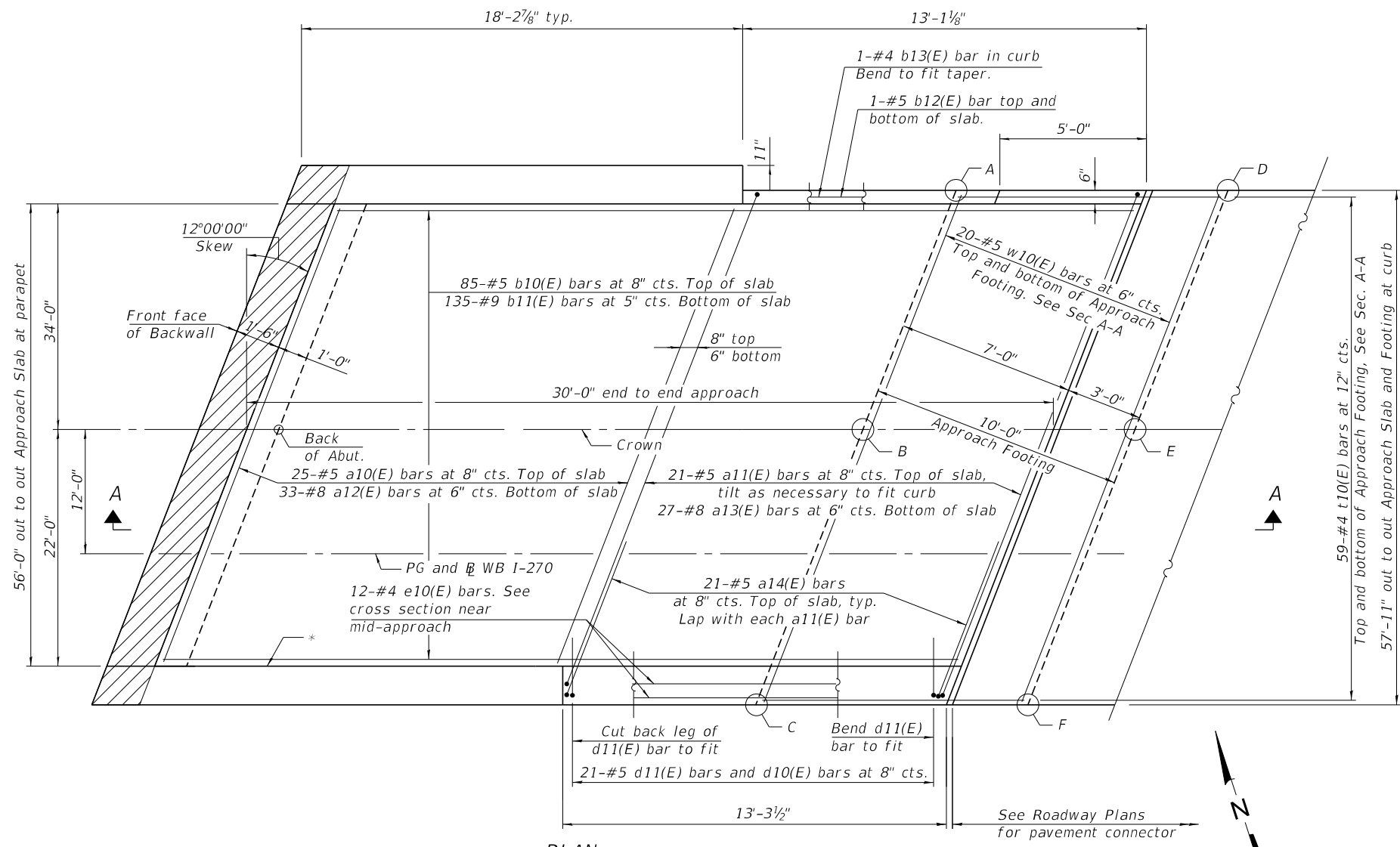
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS
 STRUCTURE NO. 060-0351 (WB)

SHEET 93 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	598
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT

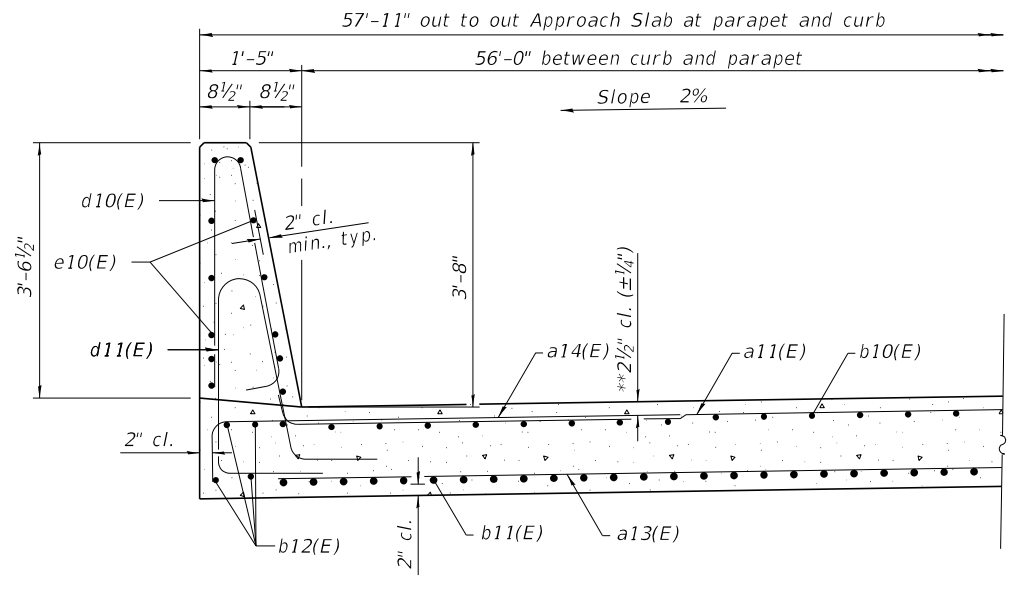


PLAN

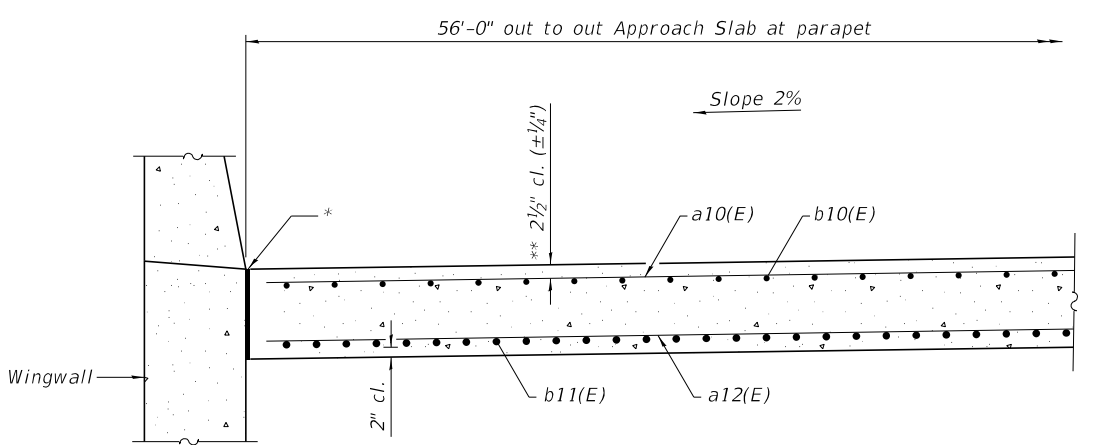
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

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

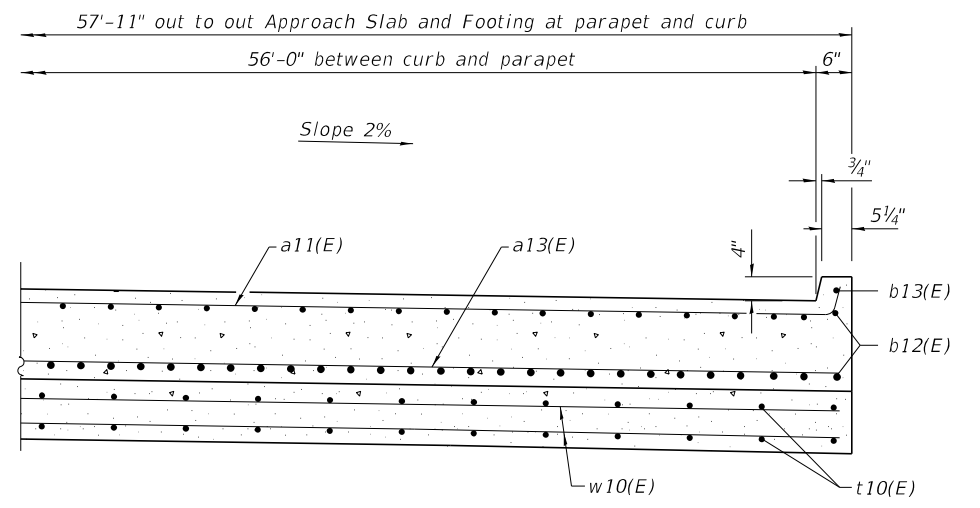
* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications: full depth of slab, full length of parapet. Typ. each parapet.
 ** Prior to grinding.



NEAR MID-APPROACH



NEAR ABUTMENT



AT APPROACH FOOTING

CROSS SECTION (Looking West)

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

MODEL: Default
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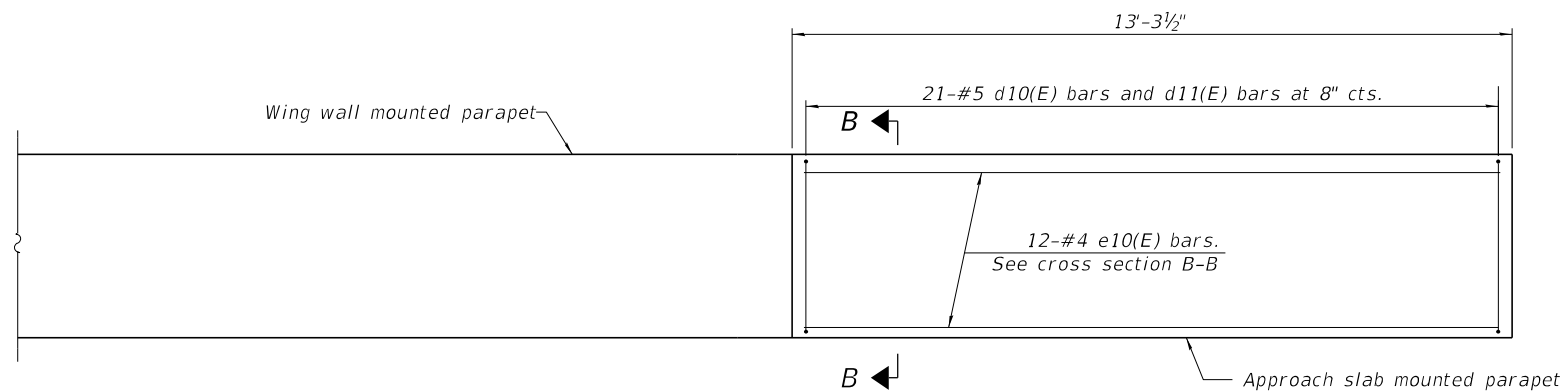
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

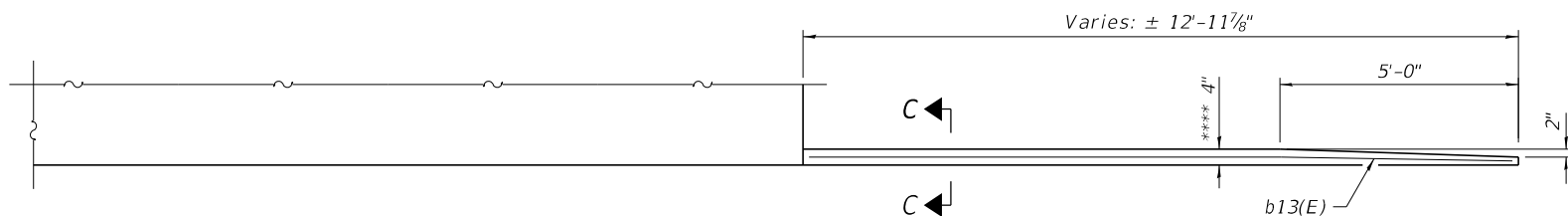
SHEET 94 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	599
CONTRACT NO. 76190				
ILLINOIS FED. AID PROJECT				

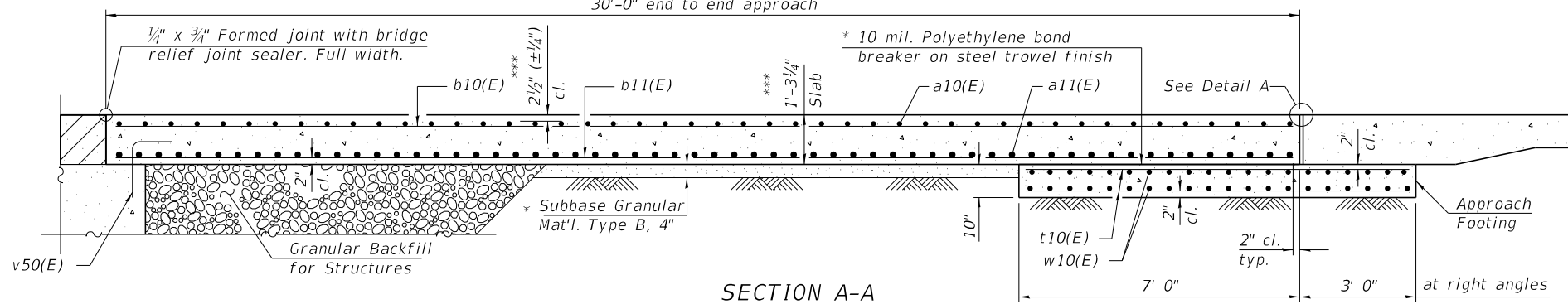
(Sheet 1 of 2)



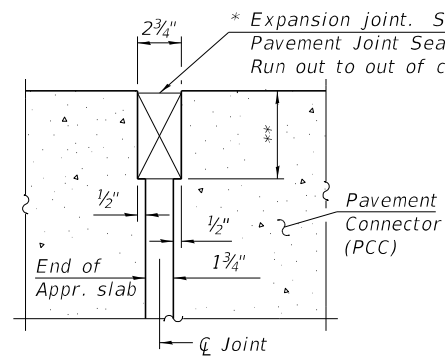
INSIDE ELEVATION OF SOUTH PARAPET



INSIDE ELEVATION OF NORTH PARAPET AND CURB



SECTION A-A



DETAIL A

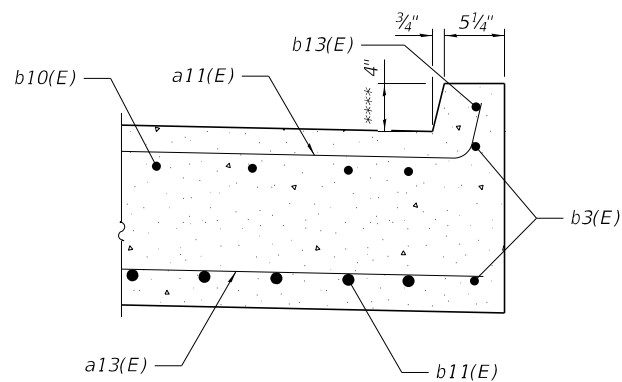
(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

* Cost included with Concrete Superstructure (Approach Slab).

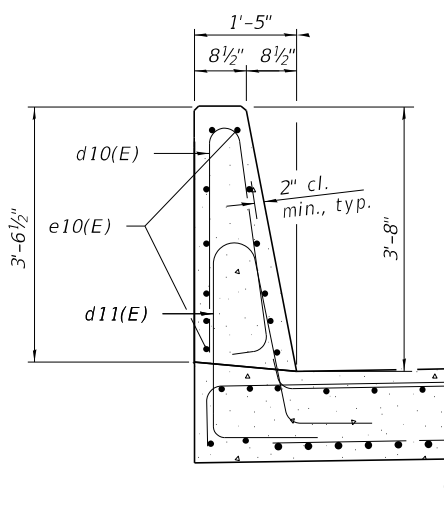
** Per manufacturer recommendations

*** Prior to grinding

**** After grinding.



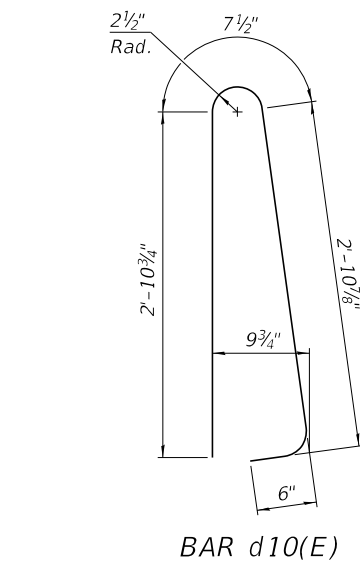
SECTION C-C



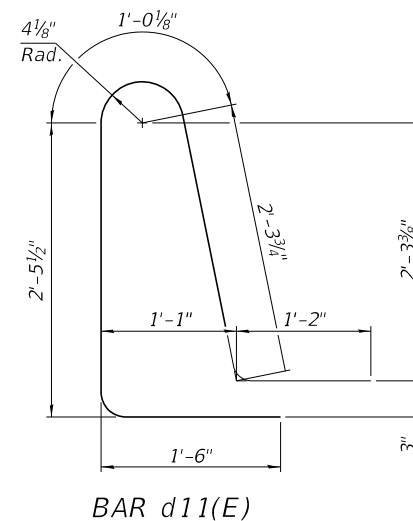
SECTION B-B

Notes:

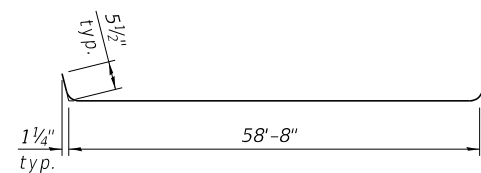
Parapet concrete shall be paid for as Concrete Superstructure. This quantity is included on sheet 91.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 10 of 288 .
 See sheets 164 thru 166 of 288 for hatched block details.



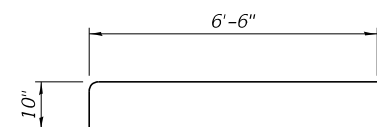
BAR d10(E)



BAR d11(E)



BAR a11(E)



BAR a14(E)

EAST APPROACH BILL OF MATERIAL

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

(Sheet 2 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 95 OF 288 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60B-1	MADISON	875	600
CONTRACT NO. 76190				

ILLINOIS FED. AID PROJECT

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