

GIRDERS D & G

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	20+58.00	12.00	602.94	602.96
☉ Jt. W. Abut.	20+58.10	12.00	602.94	602.96
☉ Brg. W. Abut.	20+60.00	12.00	602.95	602.98
1A	20+70.00	12.00	603.05	603.10
1B	20+80.00	12.00	603.14	603.23
1C	20+90.00	12.00	603.23	603.34
1D	21+00.00	12.00	603.32	603.44
1E	21+10.00	12.00	603.41	603.54
1F	21+20.00	12.00	603.51	603.62
1G	21+30.00	12.00	603.60	603.69
1H	21+40.00	12.00	603.69	603.75
1I	21+50.00	12.00	603.78	603.82
☉ Brg. Pier 1	21+60.00	12.00	603.87	603.90
1J	21+70.00	12.00	603.97	603.98
1K	21+80.00	12.00	604.06	604.07
1L	21+90.00	12.00	604.15	604.17
1M	22+00.00	12.00	604.24	604.27
1N	22+10.00	12.00	604.33	604.36
1O	22+20.00	12.00	604.43	604.45
1P	22+30.00	12.00	604.52	604.54
1Q	22+40.00	12.00	604.61	604.63
1R	22+50.00	12.00	604.70	604.72
☉ Brg. Pier 2	22+60.00	12.00	604.79	604.82
1S	22+70.00	12.00	604.89	604.93
1T	22+80.00	12.00	604.98	605.04
1U	22+90.00	12.00	605.07	605.16
1V	23+00.00	12.00	605.16	605.27
1W	23+10.00	12.00	605.25	605.37
1X	23+20.00	12.00	605.35	605.47
1Y	23+30.00	12.00	605.44	605.55
1Z	23+40.00	12.00	605.53	605.62
1AA	23+50.00	12.00	605.62	605.68
☉ W. Brg. Pier 3	23+60.00	12.00	605.72	605.74

WB & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	20+58.00	6.50	603.05	603.07
☉ Jt. W. Abut.	20+58.10	6.50	603.05	603.07
☉ Brg. W. Abut.	20+60.00	6.50	603.06	603.09
1A	20+70.00	6.50	603.16	603.21
1B	20+80.00	6.50	603.25	603.33
1C	20+90.00	6.50	603.34	603.44
1D	21+00.00	6.50	603.43	603.55
1E	21+10.00	6.50	603.52	603.64
1F	21+20.00	6.50	603.62	603.72
1G	21+30.00	6.50	603.71	603.79
1H	21+40.00	6.50	603.80	603.86
1I	21+50.00	6.50	603.89	603.93
☉ Brg. Pier 1	21+60.00	6.50	603.98	604.01
1J	21+70.00	6.50	604.08	604.09
1K	21+80.00	6.50	604.17	604.18
1L	21+90.00	6.50	604.26	604.28
1M	22+00.00	6.50	604.35	604.38
1N	22+10.00	6.50	604.44	604.47
1O	22+20.00	6.50	604.54	604.56
1P	22+30.00	6.50	604.63	604.65
1Q	22+40.00	6.50	604.72	604.74
1R	22+50.00	6.50	604.81	604.83
☉ Brg. Pier 2	22+60.00	6.50	604.90	604.93
1S	22+70.00	6.50	605.00	605.03
1T	22+80.00	6.50	605.09	605.15
1U	22+90.00	6.50	605.18	605.26
1V	23+00.00	6.50	605.27	605.37
1W	23+10.00	6.50	605.36	605.48
1X	23+20.00	6.50	605.46	605.57
1Y	23+30.00	6.50	605.55	605.65
1Z	23+40.00	6.50	605.64	605.72
1AA	23+50.00	6.50	605.73	605.79
☉ W. Brg. Pier 3	23+60.00	6.50	605.83	605.85

GIRDERS E & F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	20+58.00	3.00	603.12	603.14
☉ Jt. W. Abut.	20+58.10	3.00	603.12	603.14
☉ Brg. W. Abut.	20+60.00	3.00	603.13	603.16
1A	20+70.00	3.00	603.23	603.28
1B	20+80.00	3.00	603.32	603.40
1C	20+90.00	3.00	603.41	603.51
1D	21+00.00	3.00	603.50	603.61
1E	21+10.00	3.00	603.59	603.70
1F	21+20.00	3.00	603.69	603.78
1G	21+30.00	3.00	603.78	603.86
1H	21+40.00	3.00	603.87	603.93
1I	21+50.00	3.00	603.96	604.00
☉ Brg. Pier 1	21+60.00	3.00	604.05	604.08
1J	21+70.00	3.00	604.15	604.16
1K	21+80.00	3.00	604.24	604.25
1L	21+90.00	3.00	604.33	604.35
1M	22+00.00	3.00	604.42	604.45
1N	22+10.00	3.00	604.51	604.54
1O	22+20.00	3.00	604.61	604.63
1P	22+30.00	3.00	604.70	604.72
1Q	22+40.00	3.00	604.79	604.81
1R	22+50.00	3.00	604.88	604.90
☉ Brg. Pier 2	22+60.00	3.00	604.97	605.00
1S	22+70.00	3.00	605.07	605.10
1T	22+80.00	3.00	605.16	605.22
1U	22+90.00	3.00	605.25	605.33
1V	23+00.00	3.00	605.34	605.44
1W	23+10.00	3.00	605.43	605.54
1X	23+20.00	3.00	605.53	605.63
1Y	23+30.00	3.00	605.62	605.72
1Z	23+40.00	3.00	605.71	605.79
1AA	23+50.00	3.00	605.80	605.86
☉ W. Brg. Pier 3	23+60.00	3.00	605.90	605.92

NOTES:

1. Offsets are measured in feet and are given relative to ☉ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-018-1T05E2

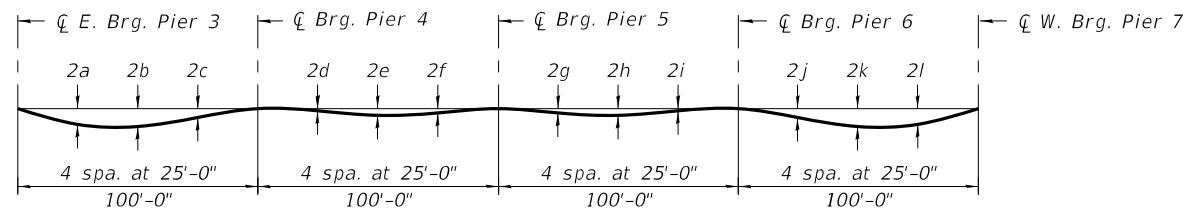
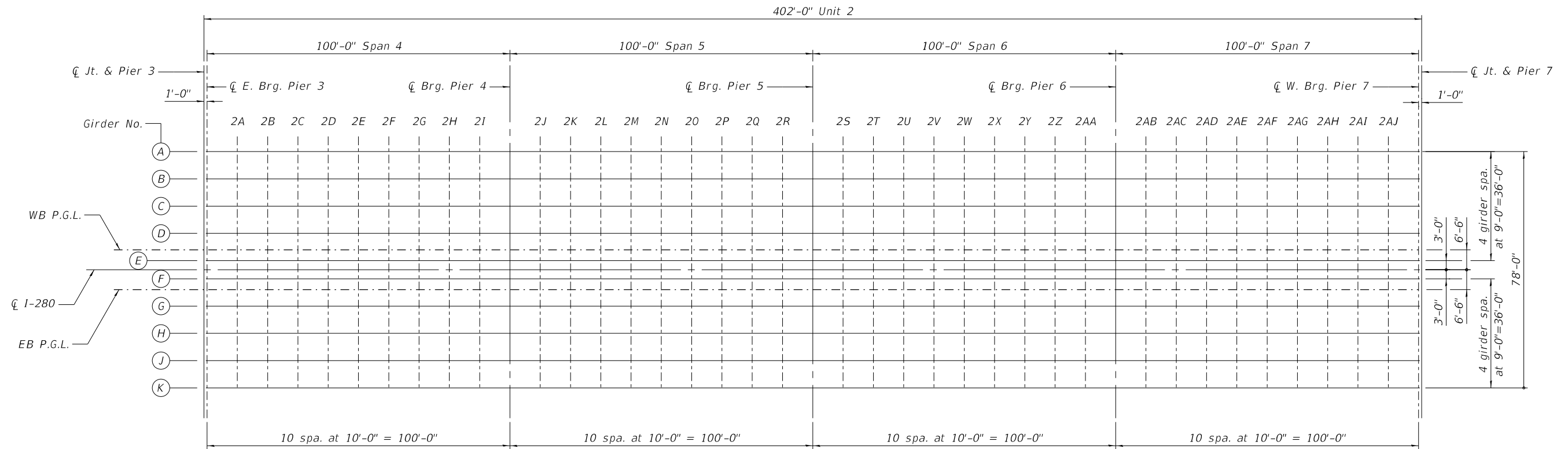
	USER NAME = eckay	DESIGNED - ECK	REVISED -
		CHECKED - JGS	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
	PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II - UNIT 1
STRUCTURE NO. 081-0106

SHEET S-18 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	101
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		



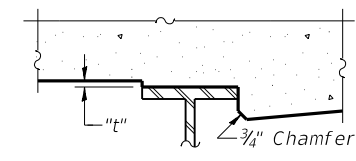
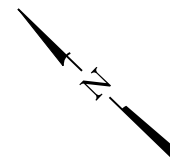
Girder No.	2a	2b	2c	2d	2e	2f	2g	2h	2i	2j	2k	2l
A, E, F & K	3/4"	7/8"	1/2"	1/8"	1/4"	1/8"	1/4"	1/8"	1/2"	7/8"	3/4"	
B-D & G-J	7/8"	1"	1/2"	1/8"	3/8"	1/4"	1/4"	3/8"	1/8"	1"	1/8"	

DEAD LOAD DEFLECTION DIAGRAM

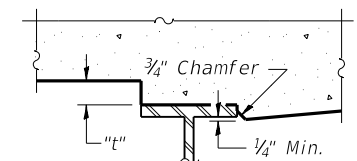
(Includes weight of concrete only.)

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 S-20 & S-21 of S-134.

PLAN



At Minimum Fillet



At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-20 & S-21 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-20 & S-21 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-20 & S-21 of S-134. For grinding the deck, see Special Provisions.

MODEL: SHEET
FILE NAME: 0810106-64F78-019-2T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - MDW	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 2
STRUCTURE NO. 081-0106

SHEET S-19 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	102
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

GIRDERS A & K

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 3	23+61.00	39.00	605.18	605.21
☐ E. Brg. Pier 3	23+62.00	39.00	605.19	605.21
2A	23+72.00	39.00	605.29	605.34
2B	23+82.00	39.00	605.38	605.45
2C	23+92.00	39.00	605.47	605.56
2D	24+02.00	39.00	605.56	605.66
2E	24+12.00	39.00	605.65	605.75
2F	24+22.00	39.00	605.75	605.83
2G	24+32.00	39.00	605.84	605.91
2H	24+42.00	39.00	605.93	605.98
2I	24+52.00	39.00	606.02	606.05
☐ Brg. Pier 4	24+62.00	39.00	606.11	606.13
2J	24+72.00	39.00	606.21	606.22
2K	24+82.00	39.00	606.30	606.32
2L	24+92.00	39.00	606.39	606.42
2M	25+02.00	39.00	606.48	606.52
2N	25+12.00	39.00	606.57	606.62
2O	25+22.00	39.00	606.67	606.71
2P	25+32.00	39.00	606.76	606.80
2Q	25+42.00	39.00	606.85	606.88
2R	25+52.00	39.00	606.94	606.97
☐ Brg. Pier 5	25+62.00	39.00	607.03	607.05
2S	25+72.00	39.00	607.13	607.15
2T	25+82.00	39.00	607.22	607.25
2U	25+92.00	39.00	607.31	607.35
2V	26+02.00	39.00	607.40	607.45
2W	26+12.00	39.00	607.49	607.54
2X	26+22.00	39.00	607.59	607.62
2Y	26+32.00	39.00	607.68	607.71
2Z	26+42.00	39.00	607.77	607.79
2AA	26+52.00	39.00	607.86	607.88
☐ Brg. Pier 6	26+62.00	39.00	607.95	607.97
2AB	26+72.00	39.00	608.05	608.08
2AC	26+82.00	39.00	608.14	608.19
2AD	26+92.00	39.00	608.23	608.30
2AE	27+02.00	39.00	608.32	608.41
2AF	27+12.00	39.00	608.41	608.51
2AG	27+22.00	39.00	608.51	608.60
2AH	27+32.00	39.00	608.60	608.69
2AI	27+42.00	39.00	608.69	608.76
2AJ	27+52.00	39.00	608.78	608.83
☐ W. Brg. Pier 7	27+62.00	39.00	608.87	608.90

GIRDERS B & J

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 3	23+61.00	30.00	605.36	605.39
☐ E. Brg. Pier 3	23+62.00	30.00	605.37	605.39
2A	23+72.00	30.00	605.47	605.52
2B	23+82.00	30.00	605.56	605.64
2C	23+92.00	30.00	605.65	605.75
2D	24+02.00	30.00	605.74	605.85
2E	24+12.00	30.00	605.83	605.94
2F	24+22.00	30.00	605.93	606.02
2G	24+32.00	30.00	606.02	606.09
2H	24+42.00	30.00	606.11	606.16
2I	24+52.00	30.00	606.20	606.24
☐ Brg. Pier 4	24+62.00	30.00	606.29	606.31
2J	24+72.00	30.00	606.39	606.40
2K	24+82.00	30.00	606.48	606.50
2L	24+92.00	30.00	606.57	606.60
2M	25+02.00	30.00	606.66	606.70
2N	25+12.00	30.00	606.75	606.80
2O	25+22.00	30.00	606.85	606.89
2P	25+32.00	30.00	606.94	606.98
2Q	25+42.00	30.00	607.03	607.06
2R	25+52.00	30.00	607.12	607.15
☐ Brg. Pier 5	25+62.00	30.00	607.21	607.23
2S	25+72.00	30.00	607.31	607.33
2T	25+82.00	30.00	607.40	607.43
2U	25+92.00	30.00	607.49	607.53
2V	26+02.00	30.00	607.58	607.63
2W	26+12.00	30.00	607.67	607.72
2X	26+22.00	30.00	607.77	607.81
2Y	26+32.00	30.00	607.86	607.89
2Z	26+42.00	30.00	607.95	607.97
2AA	26+52.00	30.00	608.04	608.06
☐ Brg. Pier 6	26+62.00	30.00	608.13	608.15
2AB	26+72.00	30.00	608.23	608.26
2AC	26+82.00	30.00	608.32	608.37
2AD	26+92.00	30.00	608.41	608.49
2AE	27+02.00	30.00	608.50	608.60
2AF	27+12.00	30.00	608.59	608.70
2AG	27+22.00	30.00	608.69	608.80
2AH	27+32.00	30.00	608.78	608.88
2AI	27+42.00	30.00	608.87	608.95
2AJ	27+52.00	30.00	608.96	609.02
☐ W. Brg. Pier 7	27+62.00	30.00	609.05	609.08

GIRDERS C & H

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 3	23+61.00	21.00	605.54	605.57
☐ E. Brg. Pier 3	23+62.00	21.00	605.55	605.57
2A	23+72.00	21.00	605.65	605.70
2B	23+82.00	21.00	605.74	605.82
2C	23+92.00	21.00	605.83	605.93
2D	24+02.00	21.00	605.92	606.03
2E	24+12.00	21.00	606.01	606.12
2F	24+22.00	21.00	606.11	606.20
2G	24+32.00	21.00	606.20	606.27
2H	24+42.00	21.00	606.29	606.34
2I	24+52.00	21.00	606.38	606.42
☐ Brg. Pier 4	24+62.00	21.00	606.47	606.49
2J	24+72.00	21.00	606.57	606.58
2K	24+82.00	21.00	606.66	606.68
2L	24+92.00	21.00	606.75	606.78
2M	25+02.00	21.00	606.84	606.88
2N	25+12.00	21.00	606.93	606.98
2O	25+22.00	21.00	607.03	607.07
2P	25+32.00	21.00	607.12	607.16
2Q	25+42.00	21.00	607.21	607.24
2R	25+52.00	21.00	607.30	607.33
☐ Brg. Pier 5	25+62.00	21.00	607.39	607.41
2S	25+72.00	21.00	607.49	607.51
2T	25+82.00	21.00	607.58	607.61
2U	25+92.00	21.00	607.67	607.71
2V	26+02.00	21.00	607.76	607.81
2W	26+12.00	21.00	607.85	607.90
2X	26+22.00	21.00	607.95	607.99
2Y	26+32.00	21.00	608.04	608.07
2Z	26+42.00	21.00	608.13	608.15
2AA	26+52.00	21.00	608.22	608.24
☐ Brg. Pier 6	26+62.00	21.00	608.31	608.33
2AB	26+72.00	21.00	608.41	608.44
2AC	26+82.00	21.00	608.50	608.55
2AD	26+92.00	21.00	608.59	608.67
2AE	27+02.00	21.00	608.68	608.78
2AF	27+12.00	21.00	608.77	608.88
2AG	27+22.00	21.00	608.87	608.98
2AH	27+32.00	21.00	608.96	609.06
2AI	27+42.00	21.00	609.05	609.13
2AJ	27+52.00	21.00	609.14	609.20
☐ W. Brg. Pier 7	27+62.00	21.00	609.23	609.26

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-020-2T05E1



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 2
STRUCTURE NO. 081-0106

SHEET S-20 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	103
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

GIRDERS D & G

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 3	23+61.00	12.00	605.72	605.75
☐ E. Brg. Pier 3	23+62.00	12.00	605.73	605.75
2A	23+72.00	12.00	605.83	605.88
2B	23+82.00	12.00	605.92	606.00
2C	23+92.00	12.00	606.01	606.11
2D	24+02.00	12.00	606.10	606.21
2E	24+12.00	12.00	606.19	606.30
2F	24+22.00	12.00	606.29	606.38
2G	24+32.00	12.00	606.38	606.45
2H	24+42.00	12.00	606.47	606.52
2I	24+52.00	12.00	606.56	606.60
☐ Brg. Pier 4	24+62.00	12.00	606.65	606.67
2J	24+72.00	12.00	606.75	606.76
2K	24+82.00	12.00	606.84	606.86
2L	24+92.00	12.00	606.93	606.96
2M	25+02.00	12.00	607.02	607.06
2N	25+12.00	12.00	607.11	607.16
2O	25+22.00	12.00	607.21	607.25
2P	25+32.00	12.00	607.30	607.34
2Q	25+42.00	12.00	607.39	607.42
2R	25+52.00	12.00	607.48	607.51
☐ Brg. Pier 5	25+62.00	12.00	607.57	607.59
2S	25+72.00	12.00	607.67	607.69
2T	25+82.00	12.00	607.76	607.79
2U	25+92.00	12.00	607.85	607.89
2V	26+02.00	12.00	607.94	607.99
2W	26+12.00	12.00	608.03	608.08
2X	26+22.00	12.00	608.13	608.17
2Y	26+32.00	12.00	608.22	608.25
2Z	26+42.00	12.00	608.31	608.33
2AA	26+52.00	12.00	608.40	608.42
☐ Brg. Pier 6	26+62.00	12.00	608.49	608.51
2AB	26+72.00	12.00	608.59	608.62
2AC	26+82.00	12.00	608.68	608.73
2AD	26+92.00	12.00	608.77	608.85
2AE	27+02.00	12.00	608.86	608.96
2AF	27+12.00	12.00	608.95	609.06
2AG	27+22.00	12.00	609.05	609.16
2AH	27+32.00	12.00	609.14	609.24
2AI	27+42.00	12.00	609.23	609.31
2AJ	27+52.00	12.00	609.32	609.38
☐ W. Brg. Pier 7	27+62.00	12.00	609.41	609.44

WB & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 3	23+61.00	6.50	605.83	605.86
☐ E. Brg. Pier 3	23+62.00	6.50	605.84	605.86
2A	23+72.00	6.50	605.94	605.99
2B	23+82.00	6.50	606.03	606.10
2C	23+92.00	6.50	606.12	606.21
2D	24+02.00	6.50	606.21	606.31
2E	24+12.00	6.50	606.30	606.40
2F	24+22.00	6.50	606.40	606.49
2G	24+32.00	6.50	606.49	606.56
2H	24+42.00	6.50	606.58	606.63
2I	24+52.00	6.50	606.67	606.70
☐ Brg. Pier 4	24+62.00	6.50	606.76	606.78
2J	24+72.00	6.50	606.86	606.87
2K	24+82.00	6.50	606.95	606.97
2L	24+92.00	6.50	607.04	607.07
2M	25+02.00	6.50	607.13	607.17
2N	25+12.00	6.50	607.22	607.27
2O	25+22.00	6.50	607.32	607.36
2P	25+32.00	6.50	607.41	607.45
2Q	25+42.00	6.50	607.50	607.53
2R	25+52.00	6.50	607.59	607.62
☐ Brg. Pier 5	25+62.00	6.50	607.68	607.70
2S	25+72.00	6.50	607.78	607.80
2T	25+82.00	6.50	607.87	607.90
2U	25+92.00	6.50	607.96	608.00
2V	26+02.00	6.50	608.05	608.10
2W	26+12.00	6.50	608.14	608.19
2X	26+22.00	6.50	608.24	608.28
2Y	26+32.00	6.50	608.33	608.36
2Z	26+42.00	6.50	608.42	608.44
2AA	26+52.00	6.50	608.51	608.53
☐ Brg. Pier 6	26+62.00	6.50	608.60	608.62
2AB	26+72.00	6.50	608.70	608.73
2AC	26+82.00	6.50	608.79	608.84
2AD	26+92.00	6.50	608.88	608.95
2AE	27+02.00	6.50	608.97	609.06
2AF	27+12.00	6.50	609.06	609.16
2AG	27+22.00	6.50	609.16	609.26
2AH	27+32.00	6.50	609.25	609.34
2AI	27+42.00	6.50	609.34	609.42
2AJ	27+52.00	6.50	609.43	609.48
☐ W. Brg. Pier 7	27+62.00	6.50	609.52	609.55

GIRDERS E & F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 3	23+61.00	3.00	605.90	605.93
☐ E. Brg. Pier 3	23+62.00	3.00	605.91	605.93
2A	23+72.00	3.00	606.01	606.06
2B	23+82.00	3.00	606.10	606.17
2C	23+92.00	3.00	606.19	606.28
2D	24+02.00	3.00	606.28	606.38
2E	24+12.00	3.00	606.37	606.47
2F	24+22.00	3.00	606.47	606.55
2G	24+32.00	3.00	606.56	606.63
2H	24+42.00	3.00	606.65	606.70
2I	24+52.00	3.00	606.74	606.77
☐ Brg. Pier 4	24+62.00	3.00	606.83	606.85
2J	24+72.00	3.00	606.93	606.94
2K	24+82.00	3.00	607.02	607.04
2L	24+92.00	3.00	607.11	607.14
2M	25+02.00	3.00	607.20	607.24
2N	25+12.00	3.00	607.29	607.34
2O	25+22.00	3.00	607.39	607.43
2P	25+32.00	3.00	607.48	607.52
2Q	25+42.00	3.00	607.57	607.60
2R	25+52.00	3.00	607.66	607.69
☐ Brg. Pier 5	25+62.00	3.00	607.75	607.77
2S	25+72.00	3.00	607.85	607.87
2T	25+82.00	3.00	607.94	607.97
2U	25+92.00	3.00	608.03	608.07
2V	26+02.00	3.00	608.12	608.17
2W	26+12.00	3.00	608.21	608.26
2X	26+22.00	3.00	608.31	608.34
2Y	26+32.00	3.00	608.40	608.43
2Z	26+42.00	3.00	608.49	608.51
2AA	26+52.00	3.00	608.58	608.60
☐ Brg. Pier 6	26+62.00	3.00	608.67	608.69
2AB	26+72.00	3.00	608.77	608.80
2AC	26+82.00	3.00	608.86	608.91
2AD	26+92.00	3.00	608.95	609.02
2AE	27+02.00	3.00	609.04	609.13
2AF	27+12.00	3.00	609.13	609.23
2AG	27+22.00	3.00	609.23	609.32
2AH	27+32.00	3.00	609.32	609.41
2AI	27+42.00	3.00	609.41	609.48
2AJ	27+52.00	3.00	609.50	609.55
☐ W. Brg. Pier 7	27+62.00	3.00	609.59	609.62

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-021-2T05E2



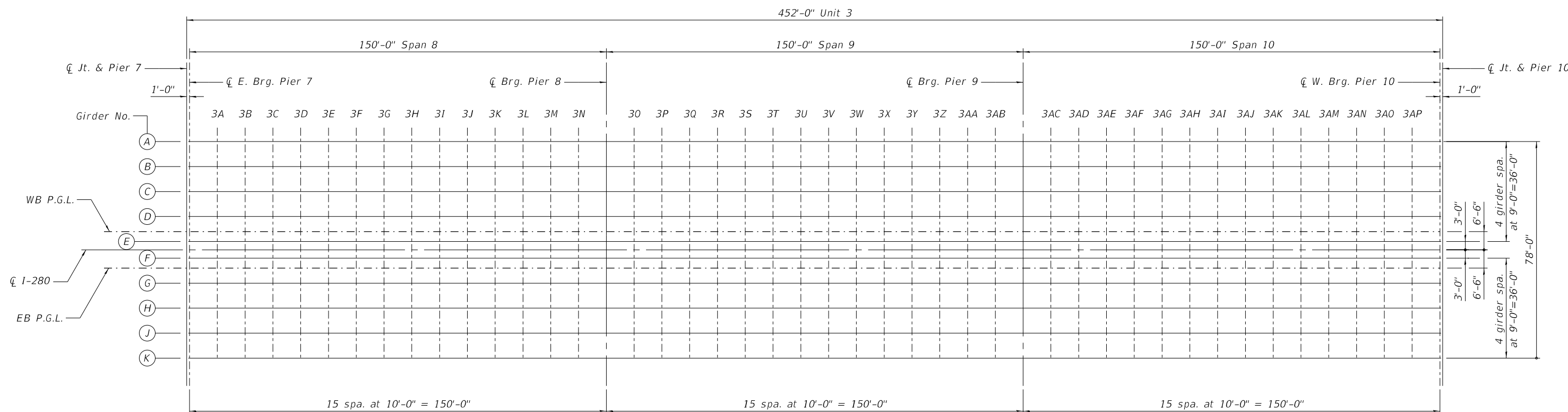
USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

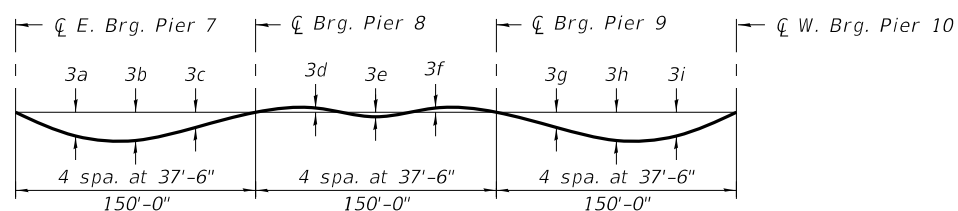
TOP OF DECK SLAB ELEVATIONS II - UNIT 2
STRUCTURE NO. 081-0106

SHEET S-21 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	104
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

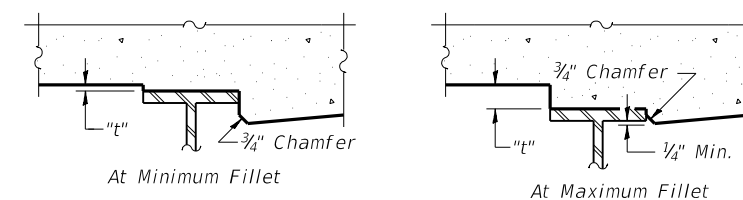


Girder No.	3a	3b	3c	3d	3e	3f	3g	3h	3i
A, E, F & K	1 3/4"	2 1/8"	1 1/4"	1/8"	1/8"	1/8"	1 1/4"	2 1/8"	1 3/4"
B-D & G-J	2 1/8"	2 1/2"	1 3/8"	1/8"	1/8"	1/8"	1 3/8"	2 1/2"	2 1/8"

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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 S-23 & S-24 of S-134.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-23 & S-24 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-23 & S-24 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-23 & S-24 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTES:

1. Dead load deflections used for the "Dead Load Deflection Diagram" and the tabulated "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" are based on the pour sequence shown on sheet S-15 of S-134. If the pour is modified, the dead load deflection must be recalculated and approved by the Engineer. See General Notes.

MODEL: SHEET
FILE NAME: 0810106-64F78-022-3T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - MDW	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 3
STRUCTURE NO. 081-0106

SHEET S-22 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	105
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

GIRDERS A & K

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 7	27+63.00	39.00	608.88	608.90
☐ E. Brg. Pier 7	27+64.00	39.00	608.89	608.91
3A	27+74.00	39.00	608.98	609.07
3B	27+84.00	39.00	609.08	609.22
3C	27+94.00	39.00	609.17	609.36
3D	28+04.00	39.00	609.26	609.49
3E	28+14.00	39.00	609.35	609.60
3F	28+24.00	39.00	609.44	609.71
3G	28+34.00	39.00	609.54	609.80
3H	28+44.00	39.00	609.63	609.88
3I	28+54.00	39.00	609.72	609.95
3J	28+64.00	39.00	609.81	610.01
3K	28+74.00	39.00	609.90	610.07
3L	28+84.00	39.00	610.00	610.12
3M	28+94.00	39.00	610.09	610.17
3N	29+04.00	39.00	610.18	610.23
☐ Brg. Pier 8	29+14.00	39.00	610.27	610.29
3O	29+24.00	39.00	610.36	610.37
3P	29+34.00	39.00	610.46	610.46
3Q	29+44.00	39.00	610.55	610.55
3R	29+54.00	39.00	610.64	610.65
3S	29+64.00	39.00	610.73	610.75
3T	29+74.00	39.00	610.82	610.85
3U	29+84.00	39.00	610.92	610.94
3V	29+94.00	39.00	611.01	611.04
3W	30+04.00	39.00	611.10	611.12
3X	30+14.00	39.00	611.19	611.21
3Y	30+24.00	39.00	611.29	611.29
3Z	30+34.00	39.00	611.38	611.38
3AA	30+44.00	39.00	611.47	611.47
3AB	30+54.00	39.00	611.56	611.57
☐ Brg. Pier 9	30+64.00	39.00	611.65	611.67
3AC	30+74.00	39.00	611.75	611.79
3AD	30+84.00	39.00	611.84	611.92
3AE	30+94.00	39.00	611.93	612.05
3AF	31+04.00	39.00	612.02	612.18
3AG	31+14.00	39.00	612.11	612.31
3AH	31+24.00	39.00	612.21	612.44
3AI	31+34.00	39.00	612.30	612.55
3AJ	31+44.00	39.00	612.39	612.65
3AK	31+54.00	39.00	612.48	612.75
3AL	31+64.00	39.00	612.57	612.83
3AM	31+74.00	39.00	612.67	612.89
3AN	31+84.00	39.00	612.76	612.95
3AO	31+94.00	39.00	612.85	612.99
3AP	32+04.00	39.00	612.94	613.03
☐ W. Brg. Pier 10	32+14.00	39.00	613.03	613.05

GIRDERS B & J

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 7	27+63.00	30.00	609.06	609.08
☐ E. Brg. Pier 7	27+64.00	30.00	609.07	609.09
3A	27+74.00	30.00	609.16	609.26
3B	27+84.00	30.00	609.26	609.41
3C	27+94.00	30.00	609.35	609.56
3D	28+04.00	30.00	609.44	609.69
3E	28+14.00	30.00	609.53	609.81
3F	28+24.00	30.00	609.62	609.92
3G	28+34.00	30.00	609.72	610.01
3H	28+44.00	30.00	609.81	610.09
3I	28+54.00	30.00	609.90	610.16
3J	28+64.00	30.00	609.99	610.21
3K	28+74.00	30.00	610.08	610.26
3L	28+84.00	30.00	610.18	610.31
3M	28+94.00	30.00	610.27	610.35
3N	29+04.00	30.00	610.36	610.41
☐ Brg. Pier 8	29+14.00	30.00	610.45	610.47
3O	29+24.00	30.00	610.54	610.55
3P	29+34.00	30.00	610.64	610.64
3Q	29+44.00	30.00	610.73	610.73
3R	29+54.00	30.00	610.82	610.83
3S	29+64.00	30.00	610.91	610.93
3T	29+74.00	30.00	611.00	611.03
3U	29+84.00	30.00	611.10	611.13
3V	29+94.00	30.00	611.19	611.22
3W	30+04.00	30.00	611.28	611.31
3X	30+14.00	30.00	611.37	611.39
3Y	30+24.00	30.00	611.47	611.47
3Z	30+34.00	30.00	611.56	611.56
3AA	30+44.00	30.00	611.65	611.65
3AB	30+54.00	30.00	611.74	611.75
☐ Brg. Pier 9	30+64.00	30.00	611.83	611.85
3AC	30+74.00	30.00	611.93	611.97
3AD	30+84.00	30.00	612.02	612.10
3AE	30+94.00	30.00	612.11	612.24
3AF	31+04.00	30.00	612.20	612.38
3AG	31+14.00	30.00	612.29	612.52
3AH	31+24.00	30.00	612.39	612.64
3AI	31+34.00	30.00	612.48	612.76
3AJ	31+44.00	30.00	612.57	612.86
3AK	31+54.00	30.00	612.66	612.96
3AL	31+64.00	30.00	612.75	613.03
3AM	31+74.00	30.00	612.85	613.10
3AN	31+84.00	30.00	612.94	613.15
3AO	31+94.00	30.00	613.03	613.19
3AP	32+04.00	30.00	613.12	613.21
☐ W. Brg. Pier 10	32+14.00	30.00	613.21	613.23

GIRDERS C & H

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 7	27+63.00	21.00	609.24	609.26
☐ E. Brg. Pier 7	27+64.00	21.00	609.25	609.27
3A	27+74.00	21.00	609.34	609.44
3B	27+84.00	21.00	609.44	609.59
3C	27+94.00	21.00	609.53	609.74
3D	28+04.00	21.00	609.62	609.87
3E	28+14.00	21.00	609.71	609.99
3F	28+24.00	21.00	609.80	610.10
3G	28+34.00	21.00	609.90	610.19
3H	28+44.00	21.00	609.99	610.27
3I	28+54.00	21.00	610.08	610.34
3J	28+64.00	21.00	610.17	610.39
3K	28+74.00	21.00	610.26	610.44
3L	28+84.00	21.00	610.36	610.49
3M	28+94.00	21.00	610.45	610.53
3N	29+04.00	21.00	610.54	610.59
☐ Brg. Pier 8	29+14.00	21.00	610.63	610.65
3O	29+24.00	21.00	610.72	610.73
3P	29+34.00	21.00	610.82	610.82
3Q	29+44.00	21.00	610.91	610.91
3R	29+54.00	21.00	611.00	611.01
3S	29+64.00	21.00	611.09	611.11
3T	29+74.00	21.00	611.18	611.21
3U	29+84.00	21.00	611.28	611.31
3V	29+94.00	21.00	611.37	611.40
3W	30+04.00	21.00	611.46	611.49
3X	30+14.00	21.00	611.55	611.57
3Y	30+24.00	21.00	611.65	611.65
3Z	30+34.00	21.00	611.74	611.74
3AA	30+44.00	21.00	611.83	611.83
3AB	30+54.00	21.00	611.92	611.93
☐ Brg. Pier 9	30+64.00	21.00	612.01	612.03
3AC	30+74.00	21.00	612.11	612.15
3AD	30+84.00	21.00	612.20	612.28
3AE	30+94.00	21.00	612.29	612.42
3AF	31+04.00	21.00	612.38	612.56
3AG	31+14.00	21.00	612.47	612.70
3AH	31+24.00	21.00	612.57	612.82
3AI	31+34.00	21.00	612.66	612.94
3AJ	31+44.00	21.00	612.75	613.04
3AK	31+54.00	21.00	612.84	613.14
3AL	31+64.00	21.00	612.93	613.21
3AM	31+74.00	21.00	613.03	613.28
3AN	31+84.00	21.00	613.12	613.33
3AO	31+94.00	21.00	613.21	613.37
3AP	32+04.00	21.00	613.30	613.39
☐ W. Brg. Pier 10	32+14.00	21.00	613.39	613.41

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-023-3T05E1

	USER NAME = eckay	DESIGNED - ECK	REVISED -
		CHECKED - JGS	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
	PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 3
STRUCTURE NO. 081-0106

SHEET S-23 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	106
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		

GIRDERS D & G

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 7	27+63.00	12.00	609.42	609.44
☐ E. Brg. Pier 7	27+64.00	12.00	609.43	609.45
3A	27+74.00	12.00	609.52	609.62
3B	27+84.00	12.00	609.62	609.77
3C	27+94.00	12.00	609.71	609.92
3D	28+04.00	12.00	609.80	610.05
3E	28+14.00	12.00	609.89	610.17
3F	28+24.00	12.00	609.98	610.28
3G	28+34.00	12.00	610.08	610.37
3H	28+44.00	12.00	610.17	610.45
3I	28+54.00	12.00	610.26	610.52
3J	28+64.00	12.00	610.35	610.57
3K	28+74.00	12.00	610.44	610.62
3L	28+84.00	12.00	610.54	610.67
3M	28+94.00	12.00	610.63	610.71
3N	29+04.00	12.00	610.72	610.77
☐ Brg. Pier 8	29+14.00	12.00	610.81	610.83
3O	29+24.00	12.00	610.90	610.91
3P	29+34.00	12.00	611.00	611.00
3Q	29+44.00	12.00	611.09	611.09
3R	29+54.00	12.00	611.18	611.19
3S	29+64.00	12.00	611.27	611.29
3T	29+74.00	12.00	611.36	611.39
3U	29+84.00	12.00	611.46	611.49
3V	29+94.00	12.00	611.55	611.58
3W	30+04.00	12.00	611.64	611.67
3X	30+14.00	12.00	611.73	611.75
3Y	30+24.00	12.00	611.83	611.83
3Z	30+34.00	12.00	611.92	611.92
3AA	30+44.00	12.00	612.01	612.01
3AB	30+54.00	12.00	612.10	612.11
☐ Brg. Pier 9	30+64.00	12.00	612.19	612.21
3AC	30+74.00	12.00	612.29	612.33
3AD	30+84.00	12.00	612.38	612.46
3AE	30+94.00	12.00	612.47	612.60
3AF	31+04.00	12.00	612.56	612.74
3AG	31+14.00	12.00	612.65	612.88
3AH	31+24.00	12.00	612.75	613.00
3AI	31+34.00	12.00	612.84	613.12
3AJ	31+44.00	12.00	612.93	613.22
3AK	31+54.00	12.00	613.02	613.32
3AL	31+64.00	12.00	613.11	613.39
3AM	31+74.00	12.00	613.21	613.46
3AN	31+84.00	12.00	613.30	613.51
3AO	31+94.00	12.00	613.39	613.55
3AP	32+04.00	12.00	613.48	613.57
☐ W. Brg. Pier 10	32+14.00	12.00	613.57	613.59

WB & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 7	27+63.00	6.50	609.53	609.55
☐ E. Brg. Pier 7	27+64.00	6.50	609.54	609.56
3A	27+74.00	6.50	609.63	609.72
3B	27+84.00	6.50	609.73	609.87
3C	27+94.00	6.50	609.82	610.02
3D	28+04.00	6.50	609.91	610.15
3E	28+14.00	6.50	610.00	610.27
3F	28+24.00	6.50	610.09	610.37
3G	28+34.00	6.50	610.19	610.46
3H	28+44.00	6.50	610.28	610.54
3I	28+54.00	6.50	610.37	610.61
3J	28+64.00	6.50	610.46	610.67
3K	28+74.00	6.50	610.55	610.72
3L	28+84.00	6.50	610.65	610.77
3M	28+94.00	6.50	610.74	610.82
3N	29+04.00	6.50	610.83	610.88
☐ Brg. Pier 8	29+14.00	6.50	610.92	610.94
3O	29+24.00	6.50	611.01	611.02
3P	29+34.00	6.50	611.11	611.11
3Q	29+44.00	6.50	611.20	611.20
3R	29+54.00	6.50	611.29	611.30
3S	29+64.00	6.50	611.38	611.40
3T	29+74.00	6.50	611.47	611.50
3U	29+84.00	6.50	611.57	611.59
3V	29+94.00	6.50	611.66	611.69
3W	30+04.00	6.50	611.75	611.77
3X	30+14.00	6.50	611.84	611.86
3Y	30+24.00	6.50	611.94	611.94
3Z	30+34.00	6.50	612.03	612.03
3AA	30+44.00	6.50	612.12	612.12
3AB	30+54.00	6.50	612.21	612.22
☐ Brg. Pier 9	30+64.00	6.50	612.30	612.32
3AC	30+74.00	6.50	612.40	612.44
3AD	30+84.00	6.50	612.49	612.57
3AE	30+94.00	6.50	612.58	612.70
3AF	31+04.00	6.50	612.67	612.84
3AG	31+14.00	6.50	612.76	612.97
3AH	31+24.00	6.50	612.86	613.10
3AI	31+34.00	6.50	612.95	613.21
3AJ	31+44.00	6.50	613.04	613.32
3AK	31+54.00	6.50	613.13	613.41
3AL	31+64.00	6.50	613.22	613.49
3AM	31+74.00	6.50	613.32	613.55
3AN	31+84.00	6.50	613.41	613.61
3AO	31+94.00	6.50	613.50	613.65
3AP	32+04.00	6.50	613.59	613.68
☐ W. Brg. Pier 10	32+14.00	6.50	613.68	613.70

GIRDERS E & F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 7	27+63.00	3.00	609.60	609.62
☐ E. Brg. Pier 7	27+64.00	3.00	609.61	609.63
3A	27+74.00	3.00	609.70	609.79
3B	27+84.00	3.00	609.80	609.94
3C	27+94.00	3.00	609.89	610.08
3D	28+04.00	3.00	609.98	610.21
3E	28+14.00	3.00	610.07	610.32
3F	28+24.00	3.00	610.16	610.43
3G	28+34.00	3.00	610.26	610.52
3H	28+44.00	3.00	610.35	610.60
3I	28+54.00	3.00	610.44	610.67
3J	28+64.00	3.00	610.53	610.73
3K	28+74.00	3.00	610.62	610.79
3L	28+84.00	3.00	610.72	610.84
3M	28+94.00	3.00	610.81	610.89
3N	29+04.00	3.00	610.90	610.95
☐ Brg. Pier 8	29+14.00	3.00	610.99	611.01
3O	29+24.00	3.00	611.08	611.09
3P	29+34.00	3.00	611.18	611.18
3Q	29+44.00	3.00	611.27	611.27
3R	29+54.00	3.00	611.36	611.37
3S	29+64.00	3.00	611.45	611.47
3T	29+74.00	3.00	611.54	611.57
3U	29+84.00	3.00	611.64	611.66
3V	29+94.00	3.00	611.73	611.76
3W	30+04.00	3.00	611.82	611.84
3X	30+14.00	3.00	611.91	611.93
3Y	30+24.00	3.00	612.01	612.01
3Z	30+34.00	3.00	612.10	612.10
3AA	30+44.00	3.00	612.19	612.19
3AB	30+54.00	3.00	612.28	612.29
☐ Brg. Pier 9	30+64.00	3.00	612.37	612.39
3AC	30+74.00	3.00	612.47	612.51
3AD	30+84.00	3.00	612.56	612.64
3AE	30+94.00	3.00	612.65	612.77
3AF	31+04.00	3.00	612.74	612.90
3AG	31+14.00	3.00	612.83	613.03
3AH	31+24.00	3.00	612.93	613.16
3AI	31+34.00	3.00	613.02	613.27
3AJ	31+44.00	3.00	613.11	613.37
3AK	31+54.00	3.00	613.20	613.47
3AL	31+64.00	3.00	613.29	613.55
3AM	31+74.00	3.00	613.39	613.61
3AN	31+84.00	3.00	613.48	613.67
3AO	31+94.00	3.00	613.57	613.71
3AP	32+04.00	3.00	613.66	613.75
☐ W. Brg. Pier 10	32+14.00	3.00	613.75	613.77

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-024-3T05E2



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

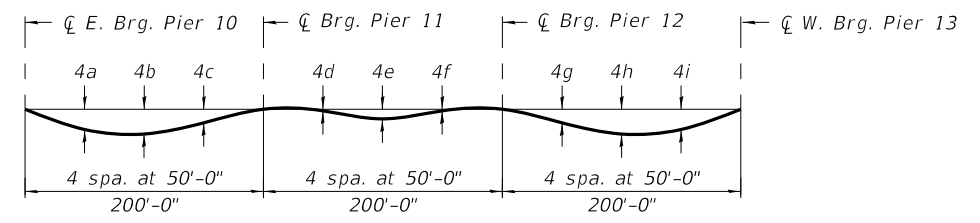
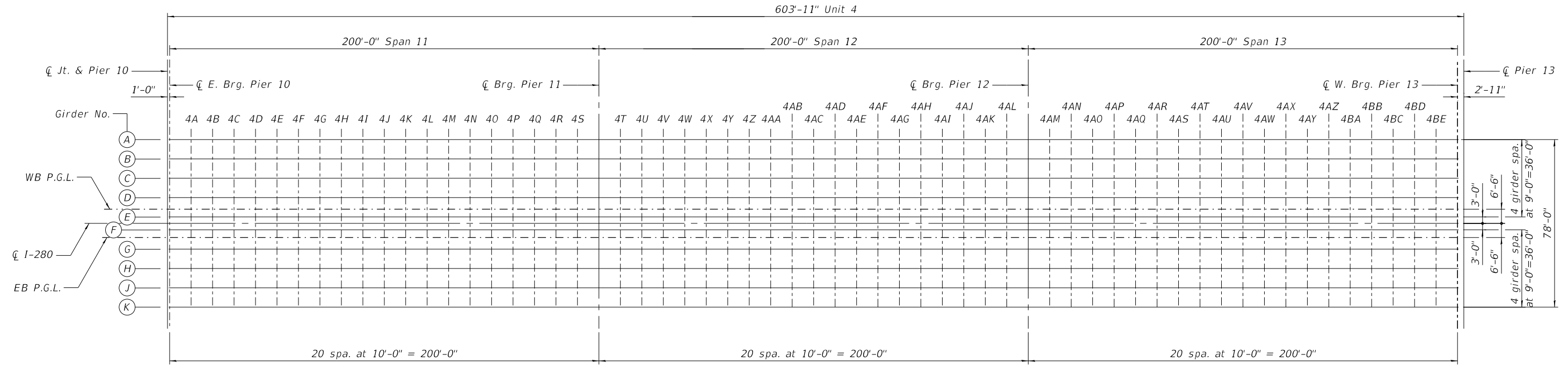
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II - UNIT 3
STRUCTURE NO. 081-0106

SHEET S-24 OF S-134 SHEETS

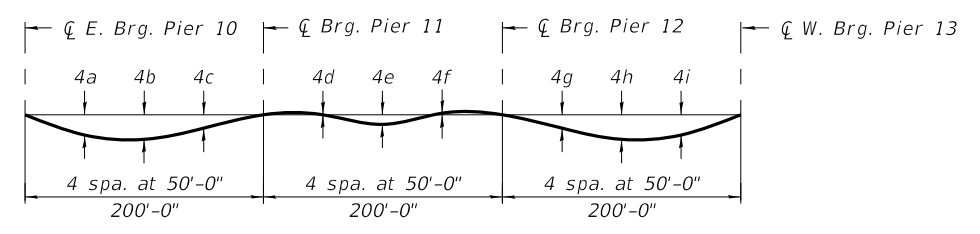
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	107
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		

603'-11" Unit 4



Girder No.	4a	4b	4c	4d	4e	4f	4g	4h	4i
A, E, F & K	3"	3 3/4"	2"	1/8"	1/8"	3/8"	1 3/4"	3 1/2"	3"

DEAD LOAD DEFLECTION DIAGRAM
Girders A, E, F & K
(Includes weight of concrete only.)

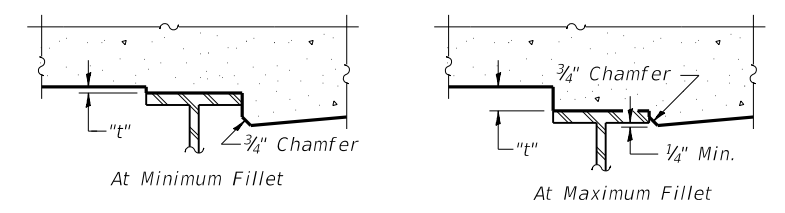
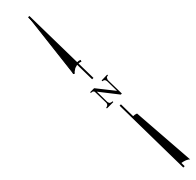


Girder No.	4a	4b	4c	4d	4e	4f	4g	4h	4i
B-D & G-J	3 3/8"	4 1/8"	2 1/4"	0"	1/2"	1/8"	2 3/8"	4 3/8"	3 1/2"

DEAD LOAD DEFLECTION DIAGRAM
Girders B-D & G-J
(Includes weight of concrete only.)

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 S-26 & S-27 of S-134.

PLAN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-26 & S-27 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-26 & S-27 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-26 & S-27 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTES:

1. Dead load deflections used for the "Dead Load Deflection Diagram" and the tabulated "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" are based on the pour sequence shown on sheet S-15 of S-134. If the pour is modified, the dead load deflection must be recalculated and approved by the Engineer. See General Notes.

MODEL: SHEET
FILE NAME: 0810106-64F78-025-4T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 4
STRUCTURE NO. 081-0106

SHEET S-25 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	108
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

GIRDERS D & G

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. & Pier 10, E. Brg. Pier 10, Brg. Pier 11, Brg. Pier 12, and W. Brg. Pier 13.

WB & EB PGL

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. & Pier 10, E. Brg. Pier 10, Brg. Pier 11, Brg. Pier 12, and W. Brg. Pier 13.

GIRDERS E & F

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. & Pier 10, E. Brg. Pier 10, Brg. Pier 11, Brg. Pier 12, and W. Brg. Pier 13.

NOTES:

1. Offsets are measured in feet and are given relative to C 1-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-027-4T05E2



Metadata table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, ECK, JGS, WLM, JGS, REVISED, REVISED, REVISED, REVISED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

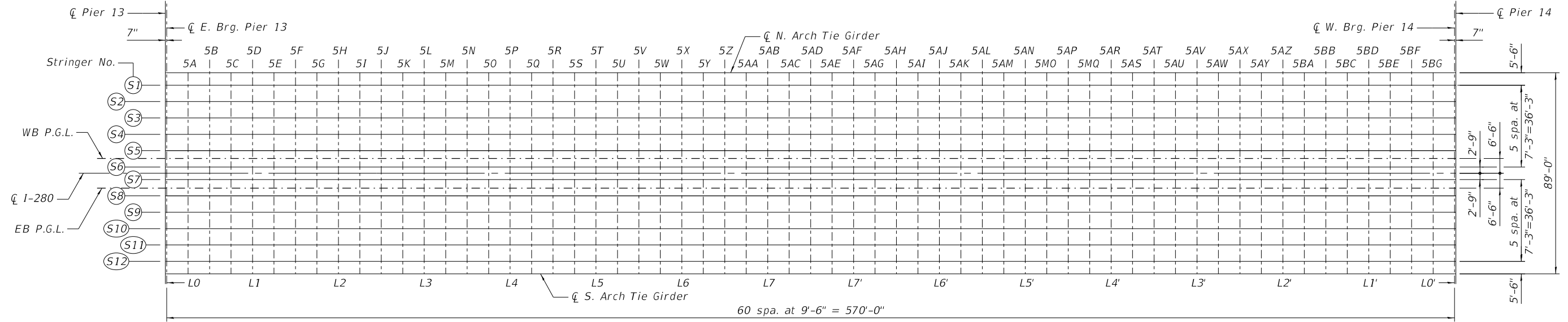
TOP OF DECK SLAB ELEVATIONS II - UNIT 4
STRUCTURE NO. 081-0106

SHEET S-27 OF S-134 SHEETS

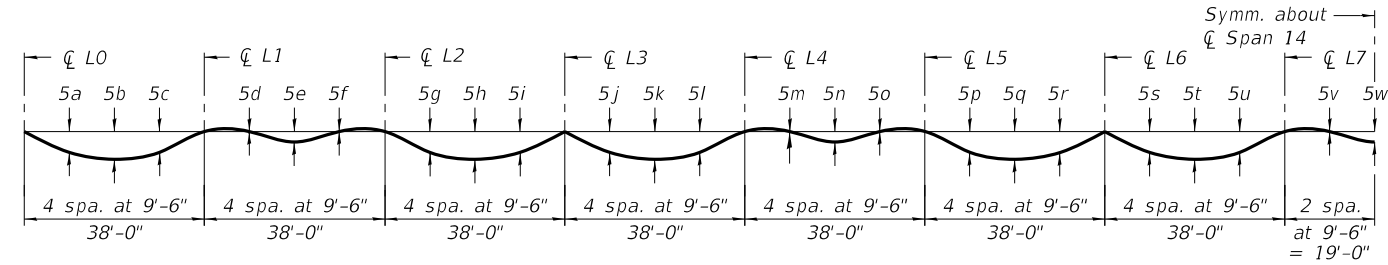
Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., ILLINOIS FED. AID PROJECT.

571'-2" Unit 5

570'-0" Span 14



PLAN

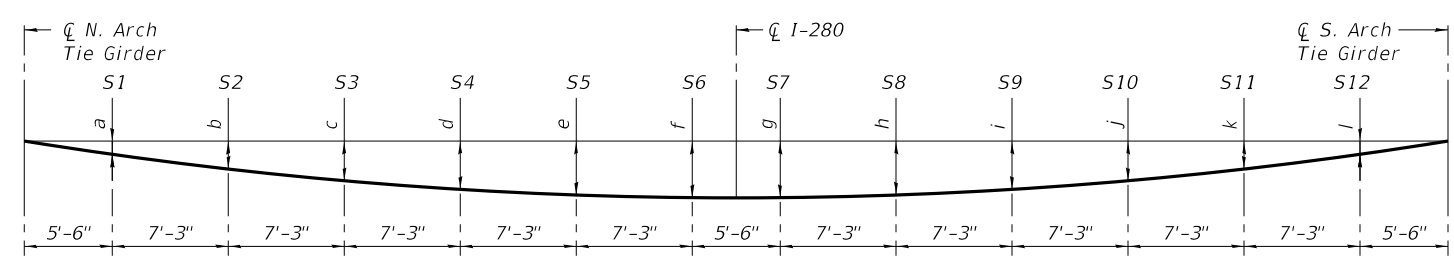


Stringer	5a	5b	5c	5d	5e	5f	5g	5h	5i	5j	5k	5l	5m	5n	5o	5p	5q	5r	5s	5t	5u	5v	5w
S1 - S12	0"	1/8"	0"	0"	0"	0"	0"	1/8"	0"	0"	1/8"	0"	0"	0"	0"	0"	1/8"	0"	0"	1/8"	0"	0"	0"

DEAD LOAD DEFLECTION DIAGRAM - STRINGERS

(Includes weight of concrete only.)

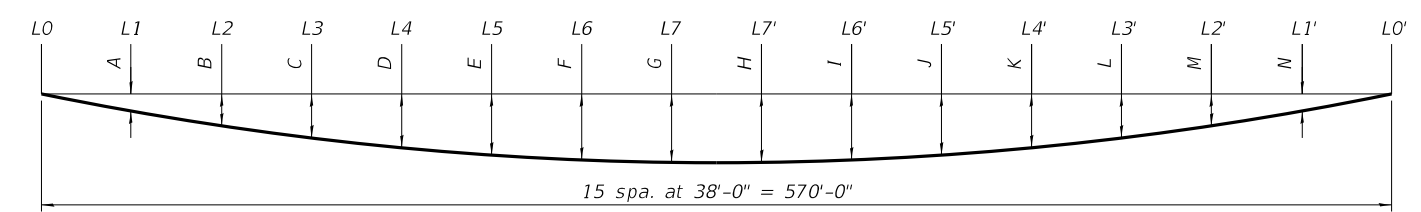
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S-29 thru S-33 of S-134.



Floor Beam	a	b	c	d	e	f	g	h	i	j	k	l
L0 & L0'	0"	1/8"	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"	1/8"	0"
L1, L2, L4, L5, L7, L7', L5', L4', L2' & L1'	1/8"	3/8"	1/2"	5/8"	3/4"	3/4"	3/4"	3/4"	5/8"	1/2"	3/8"	1/8"
L3, L6, L6' & L3'	1/8"	1/4"	3/8"	1/2"	5/8"	5/8"	5/8"	5/8"	1/2"	3/8"	1/4"	1/8"

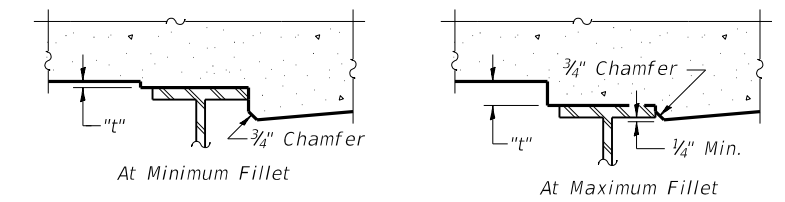
DEAD LOAD DEFLECTION DIAGRAM - FLOOR BEAMS

(Includes weight of concrete only.)



Tie Girder	A	B	C	D	E	F	G	H	I	J	K	L	M	N
N. Arch Tie Girder	3/8"	3/4"	1 1/8"	1 3/8"	2"	2 1/8"	2 3/8"	2 3/8"	2 1/4"	2 1/8"	1 7/8"	1 3/8"	1"	1/2"
S. Arch Tie Girder	3/8"	3/4"	1 1/8"	1 1/2"	1 7/8"	2 1/8"	2 1/4"	2 3/8"	2 3/8"	2"	1 3/4"	1 3/8"	1"	1/2"

DEAD LOAD DEFLECTION DIAGRAM - TIE GIRDERS



To determine "t": After all structural steel has been erected, elevations of the top flanges of the stringers shall be taken at intervals shown on sheets S-29 thru S-33 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-29 thru S-33 of S-134, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flange of stringers.

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 S-29 thru S-33 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTES:

1. Dead load deflections used for the "Dead Load Deflection Diagram" and the tabulated "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" are based on the pour sequence shown on sheet S-15 of S-134. If the pour is modified, the dead load deflection must be recalculated and approved by the Engineer. See General Notes.

MODEL: SHEET
FILE NAME: 0810106-64F78-028-5T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 5
STRUCTURE NO. 081-0106

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	111
CONTRACT NO. 64F78				

SHEET S-28 OF S-134 SHEETS

ILLINOIS FED. AID PROJECT

STRINGER 8

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. Pier 13, E. Brg. Pier 13, and W. Brg. Pier 14.

STRINGER 9

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. Pier 13, E. Brg. Pier 13, and W. Brg. Pier 14.

STRINGER 10

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. Pier 13, E. Brg. Pier 13, and W. Brg. Pier 14.

NOTES:

1. Offsets are measured in feet and are given relative to C 1-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-032-5T05E4



Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include eckay, ECK, JGS, N.T.S., 10/5/2020.

Table with 4 columns: REVISED. Values include ECK, JGS, WLM, JGS.

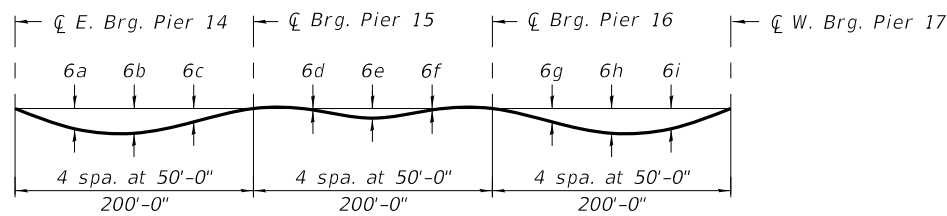
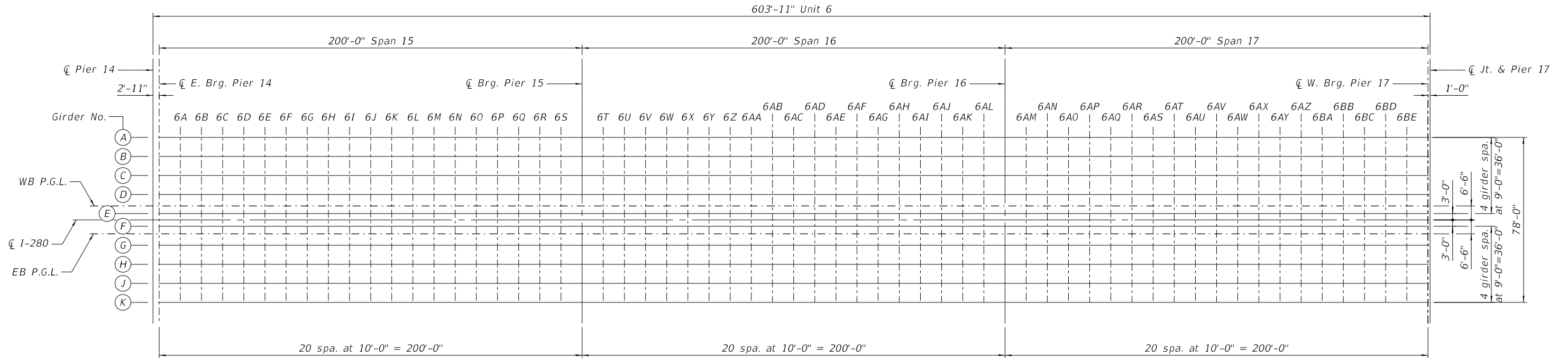
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS IV - UNIT 5
STRUCTURE NO. 081-0106

SHEET S-32 OF S-134 SHEETS

Table with 6 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. Values include 280, (81-1B)D&(81-1-1,81-1-2)RS-1, ROCK ISLAND, 306, 115, 081-0106.

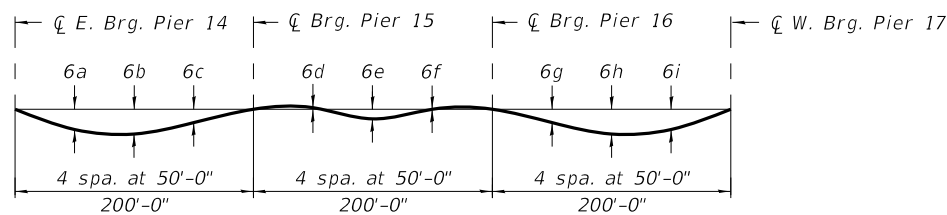
603'-11" Unit 6



Girder No.	6a	6b	6c	6d	6e	6f	6g	6h	6i
A, E, F & K	3"	3 1/2"	1 3/4"	3/8"	7/8"	1/8"	2"	3 3/4"	3"

DEAD LOAD DEFLECTION DIAGRAM

Girders A, E, F & K
(Includes weight of concrete only.)



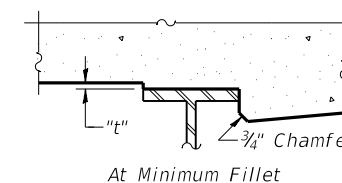
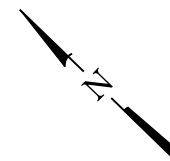
Girder No.	6a	6b	6c	6d	6e	6f	6g	6h	6i
B-D & G-J	3 1/2"	4 3/8"	2 3/8"	1/8"	1/2"	0"	2 1/4"	4 1/8"	3 3/8"

DEAD LOAD DEFLECTION DIAGRAM

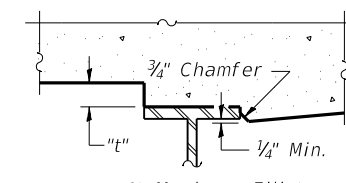
Girders B-D & G-J
(Includes weight of concrete only.)

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 S-35 & S-36 of S-134.

PLAN



At Minimum Fillet



At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-35 & S-36 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-35 & S-36 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-35 & S-36 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTES:

1. Dead load deflections used for the "Dead Load Deflection Diagram" and the tabulated "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" are based on the pour sequence shown on sheet S-15 of S-134. If the pour is modified, the dead load deflection must be recalculated and approved by the Engineer. See General Notes.

MODEL: SHEET
FILE NAME: 0810106-64F78-034-6T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 6
STRUCTURE NO. 081-0106

SHEET S-34 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	117
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

GIRDERS A & K

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 14	43+90.08	39.00	617.65	617.67
☐ Jt. Pier 14	43+91.42	39.00	617.64	617.66
☐ E. Brg. Pier 14	43+93.00	39.00	617.63	617.66
6A	44+03.00	39.00	617.59	617.70
6B	44+13.00	39.00	617.55	617.74
6C	44+23.00	39.00	617.51	617.77
6D	44+33.00	39.00	617.46	617.79
6E	44+43.00	39.00	617.42	617.80
6F	44+53.00	39.00	617.37	617.80
6G	44+63.00	39.00	617.32	617.78
6H	44+73.00	39.00	617.27	617.74
6I	44+83.00	39.00	617.22	617.69
6J	44+93.00	39.00	617.16	617.63
6K	45+03.00	39.00	617.11	617.55
6L	45+13.00	39.00	617.05	617.46
6M	45+23.00	39.00	616.99	617.36
6N	45+33.00	39.00	616.93	617.25
6O	45+43.00	39.00	616.87	617.13
6P	45+53.00	39.00	616.81	617.01
6Q	45+63.00	39.00	616.75	616.89
6R	45+73.00	39.00	616.68	616.77
6S	45+83.00	39.00	616.62	616.67
☐ Brg. Pier 15	45+93.00	39.00	616.55	616.57
6T	46+03.00	39.00	616.48	616.49
6U	46+13.00	39.00	616.41	616.41
6V	46+23.00	39.00	616.34	616.34
6W	46+33.00	39.00	616.27	616.27
6X	46+43.00	39.00	616.19	616.21
6Y	46+53.00	39.00	616.11	616.15
6Z	46+63.00	39.00	616.04	616.08
6AA	46+73.00	39.00	615.96	616.01
6AB	46+83.00	39.00	615.88	615.94
6AC	46+93.00	39.00	615.80	615.86
6AD	47+03.00	39.00	615.71	615.77
6AE	47+13.00	39.00	615.63	615.67
6AF	47+23.00	39.00	615.54	615.57
6AG	47+33.00	39.00	615.46	615.47
6AH	47+43.00	39.00	615.37	615.37
6AI	47+53.00	39.00	615.28	615.27
6AJ	47+63.00	39.00	615.19	615.17
6AK	47+73.00	39.00	615.09	615.08
6AL	47+83.00	39.00	615.00	615.00
☐ Brg. Pier 16	47+93.00	39.00	614.90	614.93
6AM	48+03.00	39.00	614.81	614.87
6AN	48+13.00	39.00	614.71	614.81
6AO	48+23.00	39.00	614.61	614.77
6AP	48+33.00	39.00	614.51	614.72
6AQ	48+43.00	39.00	614.41	614.68
6AR	48+53.00	39.00	614.30	614.63
6AS	48+63.00	39.00	614.20	614.58
6AT	48+73.00	39.00	614.09	614.52
6AU	48+83.00	39.00	613.98	614.44
6AV	48+93.00	39.00	613.87	614.35
6AW	49+03.00	39.00	613.76	614.25
6AX	49+13.00	39.00	613.65	614.13
6AY	49+23.00	39.00	613.53	614.00
6AZ	49+33.00	39.00	613.42	613.85
6BA	49+43.00	39.00	613.30	613.69
6BB	49+53.00	39.00	613.19	613.52
6BC	49+63.00	39.00	613.07	613.33
6BD	49+73.00	39.00	612.94	613.14
6BE	49+83.00	39.00	612.82	612.93
☐ W. Brg. Pier 17	49+93.00	39.00	612.70	612.72

GIRDERS B & J

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 14	43+90.08	30.00	617.83	617.85
☐ Jt. Pier 14	43+91.42	30.00	617.82	617.84
☐ E. Brg. Pier 14	43+93.00	30.00	617.81	617.84
6A	44+03.00	30.00	617.77	617.90
6B	44+13.00	30.00	617.73	617.95
6C	44+23.00	30.00	617.69	617.99
6D	44+33.00	30.00	617.64	618.01
6E	44+43.00	30.00	617.60	618.03
6F	44+53.00	30.00	617.55	618.03
6G	44+63.00	30.00	617.50	618.02
6H	44+73.00	30.00	617.45	617.99
6I	44+83.00	30.00	617.40	617.94
6J	44+93.00	30.00	617.34	617.88
6K	45+03.00	30.00	617.29	617.80
6L	45+13.00	30.00	617.23	617.71
6M	45+23.00	30.00	617.17	617.60
6N	45+33.00	30.00	617.11	617.49
6O	45+43.00	30.00	617.05	617.36
6P	45+53.00	30.00	616.99	617.24
6Q	45+63.00	30.00	616.93	617.10
6R	45+73.00	30.00	616.86	616.98
6S	45+83.00	30.00	616.80	616.86
☐ Brg. Pier 15	45+93.00	30.00	616.73	616.75
6T	46+03.00	30.00	616.66	616.65
6U	46+13.00	30.00	616.59	616.57
6V	46+23.00	30.00	616.52	616.49
6W	46+33.00	30.00	616.45	616.42
6X	46+43.00	30.00	616.37	616.35
6Y	46+53.00	30.00	616.29	616.29
6Z	46+63.00	30.00	616.22	616.22
6AA	46+73.00	30.00	616.14	616.16
6AB	46+83.00	30.00	616.06	616.08
6AC	46+93.00	30.00	615.98	616.01
6AD	47+03.00	30.00	615.89	615.92
6AE	47+13.00	30.00	615.81	615.83
6AF	47+23.00	30.00	615.72	615.73
6AG	47+33.00	30.00	615.64	615.63
6AH	47+43.00	30.00	615.55	615.53
6AI	47+53.00	30.00	615.46	615.43
6AJ	47+63.00	30.00	615.37	615.34
6AK	47+73.00	30.00	615.27	615.25
6AL	47+83.00	30.00	615.18	615.18
☐ Brg. Pier 16	47+93.00	30.00	615.08	615.11
6AM	48+03.00	30.00	614.99	615.05
6AN	48+13.00	30.00	614.89	615.00
6AO	48+23.00	30.00	614.79	614.96
6AP	48+33.00	30.00	614.69	614.92
6AQ	48+43.00	30.00	614.59	614.88
6AR	48+53.00	30.00	614.48	614.84
6AS	48+63.00	30.00	614.38	614.79
6AT	48+73.00	30.00	614.27	614.73
6AU	48+83.00	30.00	614.16	614.66
6AV	48+93.00	30.00	614.05	614.57
6AW	49+03.00	30.00	613.94	614.47
6AX	49+13.00	30.00	613.83	614.35
6AY	49+23.00	30.00	613.71	614.22
6AZ	49+33.00	30.00	613.60	614.07
6BA	49+43.00	30.00	613.48	613.90
6BB	49+53.00	30.00	613.37	613.72
6BC	49+63.00	30.00	613.25	613.53
6BD	49+73.00	30.00	613.12	613.33
6BE	49+83.00	30.00	613.00	613.12
☐ W. Brg. Pier 17	49+93.00	30.00	612.88	612.90

GIRDERS C & H

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 14	43+90.08	21.00	618.01	618.03
☐ Jt. Pier 14	43+91.42	21.00	618.00	618.02
☐ E. Brg. Pier 14	43+93.00	21.00	617.99	618.02
6A	44+03.00	21.00	617.95	618.08
6B	44+13.00	21.00	617.91	618.13
6C	44+23.00	21.00	617.87	618.17
6D	44+33.00	21.00	617.82	618.19
6E	44+43.00	21.00	617.78	618.21
6F	44+53.00	21.00	617.73	618.21
6G	44+63.00	21.00	617.68	618.20
6H	44+73.00	21.00	617.63	618.17
6I	44+83.00	21.00	617.58	618.12
6J	44+93.00	21.00	617.52	618.06
6K	45+03.00	21.00	617.47	617.98
6L	45+13.00	21.00	617.41	617.89
6M	45+23.00	21.00	617.35	617.78
6N	45+33.00	21.00	617.29	617.67
6O	45+43.00	21.00	617.23	617.54
6P	45+53.00	21.00	617.17	617.42
6Q	45+63.00	21.00	617.11	617.28
6R	45+73.00	21.00	617.04	617.16
6S	45+83.00	21.00	616.98	617.04
☐ Brg. Pier 15	45+93.00	21.00	616.91	616.93
6T	46+03.00	21.00	616.84	616.83
6U	46+13.00	21.00	616.77	616.75
6V	46+23.00	21.00	616.70	616.67
6W	46+33.00	21.00	616.63	616.60
6X	46+43.00	21.00	616.55	616.53
6Y	46+53.00	21.00	616.47	616.47
6Z	46+63.00	21.00	616.40	616.40
6AA	46+73.00	21.00	616.32	616.34
6AB	46+83.00	21.00	616.24	616.26
6AC	46+93.00	21.00	616.16	616.19
6AD	47+03.00	21.00	616.07	616.10
6AE	47+13.00	21.00	615.99	616.01
6AF	47+23.00	21.00	615.90	615.91
6AG	47+33.00	21.00	615.82	615.81
6AH	47+43.00	21.00	615.73	615.71
6AI	47+53.00	21.00	615.64	615.61
6AJ	47+63.00	21.00	615.55	615.52
6AK	47+73.00	21.00	615.45	615.43
6AL	47+83.00	21.00	615.36	615.36
☐ Brg. Pier 16	47+93.00	21.00	615.26	615.29
6AM	48+03.00	21.00	615.17	615.23
6AN	48+13.00	21.00	615.07	615.18
6AO	48+23.00	21.00	614.97	615.14
6AP	48+33.00	21.00	614.87	615.10
6AQ	48+43.00	21.00	614.77	615.06
6AR	48+53.00	21.00	614.66	615.02
6AS	48+63.00	21.00	614.56	614.97
6AT	48+73.00	21.00	614.45	614.91
6AU	48+83.00	21.00	614.34	614.84
6AV	48+93.00	21.00	614.23	614.75
6AW	49+03.00	21.00	614.12	614.65
6AX	49+13.00	21.00	614.01	614.53
6AY	49+23.00	21.00	613.89	614.40
6AZ	49+33.00	21.00	613.78	614.25
6BA	49+43.00	21.00	613.66	614.08
6BB	49+53.00	21.00	613.55	613.90
6BC	49+63.00	21.00	613.43	613.71
6BD	49+73.00	21.00	613.30	613.51
6BE	49+83.00	21.00	613.18	613.30
☐ W. Brg. Pier 17	49+93.00	21.00	613.06	613.08

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-035-6T05E1



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 6
STRUCTURE NO. 081-0106

SHEET S-35 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	118
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		

GIRDERS D & G

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 14	43+90.08	12.00	618.19	618.21
☐ Jt. Pier 14	43+91.42	12.00	618.18	618.20
☐ E. Brg. Pier 14	43+93.00	12.00	618.17	618.20
6A	44+03.00	12.00	618.13	618.26
6B	44+13.00	12.00	618.09	618.31
6C	44+23.00	12.00	618.05	618.35
6D	44+33.00	12.00	618.00	618.37
6E	44+43.00	12.00	617.96	618.39
6F	44+53.00	12.00	617.91	618.39
6G	44+63.00	12.00	617.86	618.38
6H	44+73.00	12.00	617.81	618.35
6I	44+83.00	12.00	617.76	618.30
6J	44+93.00	12.00	617.70	618.24
6K	45+03.00	12.00	617.65	618.16
6L	45+13.00	12.00	617.59	618.07
6M	45+23.00	12.00	617.53	617.96
6N	45+33.00	12.00	617.47	617.85
6O	45+43.00	12.00	617.41	617.72
6P	45+53.00	12.00	617.35	617.60
6Q	45+63.00	12.00	617.29	617.46
6R	45+73.00	12.00	617.22	617.34
6S	45+83.00	12.00	617.16	617.22
☐ Brg. Pier 15	45+93.00	12.00	617.09	617.11
6T	46+03.00	12.00	617.02	617.01
6U	46+13.00	12.00	616.95	616.93
6V	46+23.00	12.00	616.88	616.85
6W	46+33.00	12.00	616.81	616.78
6X	46+43.00	12.00	616.73	616.71
6Y	46+53.00	12.00	616.65	616.65
6Z	46+63.00	12.00	616.58	616.58
6AA	46+73.00	12.00	616.50	616.52
6AB	46+83.00	12.00	616.42	616.44
6AC	46+93.00	12.00	616.34	616.37
6AD	47+03.00	12.00	616.25	616.28
6AE	47+13.00	12.00	616.17	616.19
6AF	47+23.00	12.00	616.08	616.09
6AG	47+33.00	12.00	616.00	615.99
6AH	47+43.00	12.00	615.91	615.89
6AI	47+53.00	12.00	615.82	615.79
6AJ	47+63.00	12.00	615.73	615.70
6AK	47+73.00	12.00	615.63	615.61
6AL	47+83.00	12.00	615.54	615.54
☐ Brg. Pier 16	47+93.00	12.00	615.44	615.47
6AM	48+03.00	12.00	615.35	615.41
6AN	48+13.00	12.00	615.25	615.36
6AO	48+23.00	12.00	615.15	615.32
6AP	48+33.00	12.00	615.05	615.28
6AQ	48+43.00	12.00	614.95	615.24
6AR	48+53.00	12.00	614.84	615.20
6AS	48+63.00	12.00	614.74	615.15
6AT	48+73.00	12.00	614.63	615.09
6AU	48+83.00	12.00	614.52	615.02
6AV	48+93.00	12.00	614.41	614.93
6AW	49+03.00	12.00	614.30	614.83
6AX	49+13.00	12.00	614.19	614.71
6AY	49+23.00	12.00	614.07	614.58
6AZ	49+33.00	12.00	613.96	614.43
6BA	49+43.00	12.00	613.84	614.26
6BB	49+53.00	12.00	613.73	614.08
6BC	49+63.00	12.00	613.61	613.89
6BD	49+73.00	12.00	613.48	613.69
6BE	49+83.00	12.00	613.36	613.48
☐ W. Brg. Pier 17	49+93.00	12.00	613.24	613.26

WB & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 14	43+90.08	6.50	618.30	618.32
☐ Jt. Pier 14	43+91.42	6.50	618.29	618.31
☐ E. Brg. Pier 14	43+93.00	6.50	618.28	618.31
6A	44+03.00	6.50	618.24	618.36
6B	44+13.00	6.50	618.20	618.40
6C	44+23.00	6.50	618.16	618.44
6D	44+33.00	6.50	618.11	618.46
6E	44+43.00	6.50	618.07	618.47
6F	44+53.00	6.50	618.02	618.47
6G	44+63.00	6.50	617.97	618.45
6H	44+73.00	6.50	617.92	618.42
6I	44+83.00	6.50	617.87	618.37
6J	44+93.00	6.50	617.81	618.31
6K	45+03.00	6.50	617.76	618.23
6L	45+13.00	6.50	617.70	618.14
6M	45+23.00	6.50	617.64	618.03
6N	45+33.00	6.50	617.58	617.92
6O	45+43.00	6.50	617.52	617.80
6P	45+53.00	6.50	617.46	617.68
6Q	45+63.00	6.50	617.40	617.55
6R	45+73.00	6.50	617.33	617.43
6S	45+83.00	6.50	617.27	617.32
☐ Brg. Pier 15	45+93.00	6.50	617.20	617.22
6T	46+03.00	6.50	617.13	617.13
6U	46+13.00	6.50	617.06	617.05
6V	46+23.00	6.50	616.99	616.98
6W	46+33.00	6.50	616.92	616.91
6X	46+43.00	6.50	616.84	616.85
6Y	46+53.00	6.50	616.76	616.78
6Z	46+63.00	6.50	616.69	616.72
6AA	46+73.00	6.50	616.61	616.65
6AB	46+83.00	6.50	616.53	616.58
6AC	46+93.00	6.50	616.45	616.49
6AD	47+03.00	6.50	616.36	616.41
6AE	47+13.00	6.50	616.28	616.31
6AF	47+23.00	6.50	616.19	616.22
6AG	47+33.00	6.50	616.11	616.11
6AH	47+43.00	6.50	616.02	616.01
6AI	47+53.00	6.50	615.93	615.91
6AJ	47+63.00	6.50	615.84	615.82
6AK	47+73.00	6.50	615.74	615.73
6AL	47+83.00	6.50	615.65	615.65
☐ Brg. Pier 16	47+93.00	6.50	615.55	615.58
6AM	48+03.00	6.50	615.46	615.52
6AN	48+13.00	6.50	615.36	615.47
6AO	48+23.00	6.50	615.26	615.42
6AP	48+33.00	6.50	615.16	615.38
6AQ	48+43.00	6.50	615.06	615.34
6AR	48+53.00	6.50	614.95	615.30
6AS	48+63.00	6.50	614.85	615.24
6AT	48+73.00	6.50	614.74	615.18
6AU	48+83.00	6.50	614.63	615.10
6AV	48+93.00	6.50	614.52	615.02
6AW	49+03.00	6.50	614.41	614.91
6AX	49+13.00	6.50	614.30	614.80
6AY	49+23.00	6.50	614.18	614.67
6AZ	49+33.00	6.50	614.07	614.52
6BA	49+43.00	6.50	613.95	614.36
6BB	49+53.00	6.50	613.84	614.18
6BC	49+63.00	6.50	613.72	613.99
6BD	49+73.00	6.50	613.59	613.79
6BE	49+83.00	6.50	613.47	613.58
☐ W. Brg. Pier 17	49+93.00	6.50	613.35	613.37

GIRDERS E & F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Pier 14	43+90.08	3.00	618.37	618.39
☐ Jt. Pier 14	43+91.42	3.00	618.36	618.38
☐ E. Brg. Pier 14	43+93.00	3.00	618.35	618.38
6A	44+03.00	3.00	618.31	618.42
6B	44+13.00	3.00	618.27	618.46
6C	44+23.00	3.00	618.23	618.49
6D	44+33.00	3.00	618.18	618.51
6E	44+43.00	3.00	618.14	618.52
6F	44+53.00	3.00	618.09	618.52
6G	44+63.00	3.00	618.04	618.50
6H	44+73.00	3.00	617.99	618.46
6I	44+83.00	3.00	617.94	618.41
6J	44+93.00	3.00	617.88	618.35
6K	45+03.00	3.00	617.83	618.27
6L	45+13.00	3.00	617.77	618.18
6M	45+23.00	3.00	617.71	618.08
6N	45+33.00	3.00	617.65	617.97
6O	45+43.00	3.00	617.59	617.85
6P	45+53.00	3.00	617.53	617.73
6Q	45+63.00	3.00	617.47	617.61
6R	45+73.00	3.00	617.40	617.49
6S	45+83.00	3.00	617.34	617.39
☐ Brg. Pier 15	45+93.00	3.00	617.27	617.29
6T	46+03.00	3.00	617.20	617.21
6U	46+13.00	3.00	617.13	617.13
6V	46+23.00	3.00	617.06	617.06
6W	46+33.00	3.00	616.99	616.99
6X	46+43.00	3.00	616.91	616.93
6Y	46+53.00	3.00	616.83	616.87
6Z	46+63.00	3.00	616.76	616.80
6AA	46+73.00	3.00	616.68	616.73
6AB	46+83.00	3.00	616.60	616.66
6AC	46+93.00	3.00	616.52	616.58
6AD	47+03.00	3.00	616.43	616.49
6AE	47+13.00	3.00	616.35	616.39
6AF	47+23.00	3.00	616.26	616.29
6AG	47+33.00	3.00	616.18	616.19
6AH	47+43.00	3.00	616.09	616.09
6AI	47+53.00	3.00	616.00	615.99
6AJ	47+63.00	3.00	615.91	615.89
6AK	47+73.00	3.00	615.81	615.80
6AL	47+83.00	3.00	615.72	615.72
☐ Brg. Pier 16	47+93.00	3.00	615.62	615.65
6AM	48+03.00	3.00	615.53	615.59
6AN	48+13.00	3.00	615.43	615.53
6AO	48+23.00	3.00	615.33	615.49
6AP	48+33.00	3.00	615.23	615.44
6AQ	48+43.00	3.00	615.13	615.40
6AR	48+53.00	3.00	615.02	615.35
6AS	48+63.00	3.00	614.92	615.30
6AT	48+73.00	3.00	614.81	615.24
6AU	48+83.00	3.00	614.70	615.16
6AV	48+93.00	3.00	614.59	615.07
6AW	49+03.00	3.00	614.48	614.97
6AX	49+13.00	3.00	614.37	614.85
6AY	49+23.00	3.00	614.25	614.72
6AZ	49+33.00	3.00	614.14	614.57
6BA	49+43.00	3.00	614.02	614.41
6BB	49+53.00	3.00	613.91	614.24
6BC	49+63.00	3.00	613.79	614.05
6BD	49+73.00	3.00	613.66	613.86
6BE	49+83.00	3.00	613.54	613.65
☐ W. Brg. Pier 17	49+93.00	3.00	613.42	613.44

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-036-6T05E2



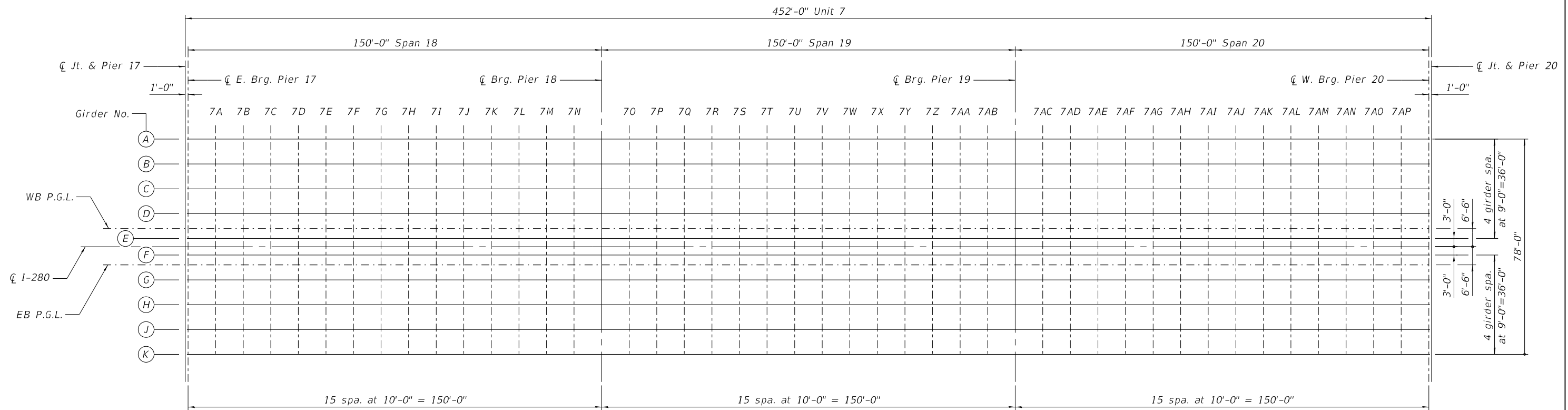
USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - WLM	REVISED -
	CHECKED - JGS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

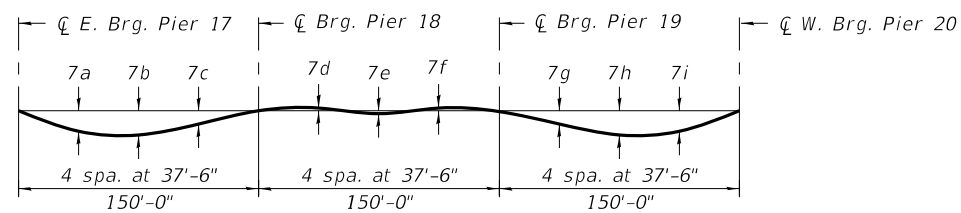
**TOP OF DECK SLAB ELEVATIONS II - UNIT 6
STRUCTURE NO. 081-0106**

SHEET S-36 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	119
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

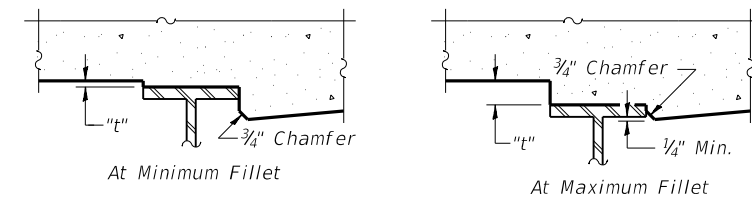


Girder No.	7a	7b	7c	7d	7e	7f	7g	7h	7i
A, E, F & K	1 3/4"	2 1/8"	1 1/4"	1/8"	1/8"	1/8"	1 1/4"	2 1/8"	1 3/4"
B-D & G-J	2 1/8"	2 1/2"	1 3/8"	1/8"	1/8"	1/8"	1 3/8"	2 1/2"	2 1/8"

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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 S-38 & S-39 of S-134.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-38 & S-39 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-38 & S-39 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-38 & S-39 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTES:

1. Dead load deflections used for the "Dead Load Deflection Diagram" and the tabulated "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" are based on the pour sequence shown on sheet S-15 of S-134. If the pour is modified, the dead load deflection must be recalculated and approved by the Engineer. See General Notes.

MODEL: SHEET
FILE NAME: 0810106-64F78-037-7T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - MDW	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 7
STRUCTURE NO. 081-0106

SHEET S-37 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	120
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

GIRDERS A & K

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Girders 7A-7N, 7O-7V, 7W-7Z, 7AA-7AP, and W. Brg. Pier 20.

GIRDERS B & J

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Girders 7A-7N, 7O-7V, 7W-7Z, 7AA-7AP, and W. Brg. Pier 20.

GIRDERS C & H

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Girders 7A-7N, 7O-7V, 7W-7Z, 7AA-7AP, and W. Brg. Pier 20.

NOTES:

1. Offsets are measured in feet and are given relative to C 1-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-038-7T05E1

Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include eckay, ECK, JGS, WLM, N.T.S., 10/5/2020.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 7
STRUCTURE NO. 081-0106
SHEET S-38 OF S-134 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 280, (81-1B)D&(81-1-1,81-1-2)RS-1, ROCK ISLAND, 306, 121.



GIRDERS D & G

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☒ Jt. & Pier 17	49+94.00	12.00	613.23	613.25
☒ E. Brg. Pier 17	49+95.00	12.00	613.21	613.24
7A	50+05.00	12.00	613.09	613.18
7B	50+15.00	12.00	612.96	613.12
7C	50+25.00	12.00	612.83	613.05
7D	50+35.00	12.00	612.71	612.96
7E	50+45.00	12.00	612.57	612.85
7F	50+55.00	12.00	612.44	612.74
7G	50+65.00	12.00	612.31	612.60
7H	50+75.00	12.00	612.17	612.45
7I	50+85.00	12.00	612.04	612.29
7J	50+95.00	12.00	611.90	612.12
7K	51+05.00	12.00	611.76	611.94
7L	51+15.00	12.00	611.62	611.75
7M	51+25.00	12.00	611.48	611.56
7N	51+35.00	12.00	611.33	611.38
☒ Brg. Pier 18	51+45.00	12.00	611.19	611.21
7O	51+55.00	12.00	611.04	611.05
7P	51+65.00	12.00	610.90	610.90
7Q	51+75.00	12.00	610.75	610.75
7R	51+85.00	12.00	610.60	610.60
7S	51+95.00	12.00	610.44	610.46
7T	52+05.00	12.00	610.29	610.31
7U	52+15.00	12.00	610.14	610.16
7V	52+25.00	12.00	609.98	610.01
7W	52+35.00	12.00	609.82	609.85
7X	52+45.00	12.00	609.66	609.68
7Y	52+55.00	12.00	609.50	609.51
7Z	52+65.00	12.00	609.34	609.34
7AA	52+75.00	12.00	609.18	609.18
7AB	52+85.00	12.00	609.01	609.02
☒ Brg. Pier 19	52+95.00	12.00	608.85	608.87
7AC	53+05.00	12.00	608.68	608.73
7AD	53+15.00	12.00	608.51	608.60
7AE	53+25.00	12.00	608.34	608.47
7AF	53+35.00	12.00	608.17	608.35
7AG	53+45.00	12.00	608.00	608.22
7AH	53+55.00	12.00	607.82	608.08
7AI	53+65.00	12.00	607.65	607.93
7AJ	53+75.00	12.00	607.47	607.77
7AK	53+85.00	12.00	607.29	607.59
7AL	53+95.00	12.00	607.11	607.39
7AM	54+05.00	12.00	606.93	607.18
7AN	54+15.00	12.00	606.75	606.96
7AO	54+25.00	12.00	606.57	606.72
7AP	54+35.00	12.00	606.38	606.47
☒ W. Brg. Pier 20	54+45.00	12.00	606.19	606.21

WB & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☒ Jt. & Pier 17	49+94.00	6.50	613.34	613.36
☒ E. Brg. Pier 17	49+95.00	6.50	613.32	613.35
7A	50+05.00	6.50	613.20	613.29
7B	50+15.00	6.50	613.07	613.22
7C	50+25.00	6.50	612.94	613.15
7D	50+35.00	6.50	612.82	613.05
7E	50+45.00	6.50	612.68	612.95
7F	50+55.00	6.50	612.55	612.83
7G	50+65.00	6.50	612.42	612.70
7H	50+75.00	6.50	612.28	612.55
7I	50+85.00	6.50	612.15	612.39
7J	50+95.00	6.50	612.01	612.22
7K	51+05.00	6.50	611.87	612.04
7L	51+15.00	6.50	611.73	611.86
7M	51+25.00	6.50	611.59	611.67
7N	51+35.00	6.50	611.44	611.49
☒ Brg. Pier 18	51+45.00	6.50	611.30	611.32
7O	51+55.00	6.50	611.15	611.16
7P	51+65.00	6.50	611.01	611.01
7Q	51+75.00	6.50	610.86	610.86
7R	51+85.00	6.50	610.71	610.71
7S	51+95.00	6.50	610.55	610.57
7T	52+05.00	6.50	610.40	610.42
7U	52+15.00	6.50	610.25	610.27
7V	52+25.00	6.50	610.09	610.12
7W	52+35.00	6.50	609.93	609.96
7X	52+45.00	6.50	609.77	609.79
7Y	52+55.00	6.50	609.61	609.62
7Z	52+65.00	6.50	609.45	609.45
7AA	52+75.00	6.50	609.29	609.29
7AB	52+85.00	6.50	609.12	609.13
☒ Brg. Pier 19	52+95.00	6.50	608.96	608.98
7AC	53+05.00	6.50	608.79	608.84
7AD	53+15.00	6.50	608.62	608.71
7AE	53+25.00	6.50	608.45	608.58
7AF	53+35.00	6.50	608.28	608.45
7AG	53+45.00	6.50	608.11	608.32
7AH	53+55.00	6.50	607.93	608.18
7AI	53+65.00	6.50	607.76	608.02
7AJ	53+75.00	6.50	607.58	607.86
7AK	53+85.00	6.50	607.40	607.68
7AL	53+95.00	6.50	607.22	607.49
7AM	54+05.00	6.50	607.04	607.28
7AN	54+15.00	6.50	606.86	607.06
7AO	54+25.00	6.50	606.68	606.82
7AP	54+35.00	6.50	606.49	606.58
☒ W. Brg. Pier 20	54+45.00	6.50	606.30	606.32

GIRDERS E & F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☒ Jt. & Pier 17	49+94.00	3.00	613.41	613.43
☒ E. Brg. Pier 17	49+95.00	3.00	613.39	613.42
7A	50+05.00	3.00	613.27	613.35
7B	50+15.00	3.00	613.14	613.28
7C	50+25.00	3.00	613.01	613.21
7D	50+35.00	3.00	612.89	613.11
7E	50+45.00	3.00	612.75	613.01
7F	50+55.00	3.00	612.62	612.89
7G	50+65.00	3.00	612.49	612.75
7H	50+75.00	3.00	612.35	612.61
7I	50+85.00	3.00	612.22	612.45
7J	50+95.00	3.00	612.08	612.28
7K	51+05.00	3.00	611.94	612.10
7L	51+15.00	3.00	611.80	611.92
7M	51+25.00	3.00	611.66	611.74
7N	51+35.00	3.00	611.51	611.56
☒ Brg. Pier 18	51+45.00	3.00	611.37	611.39
7O	51+55.00	3.00	611.22	611.23
7P	51+65.00	3.00	611.08	611.08
7Q	51+75.00	3.00	610.93	610.93
7R	51+85.00	3.00	610.78	610.79
7S	51+95.00	3.00	610.62	610.64
7T	52+05.00	3.00	610.47	610.49
7U	52+15.00	3.00	610.32	610.34
7V	52+25.00	3.00	610.16	610.19
7W	52+35.00	3.00	610.00	610.03
7X	52+45.00	3.00	609.84	609.86
7Y	52+55.00	3.00	609.68	609.69
7Z	52+65.00	3.00	609.52	609.52
7AA	52+75.00	3.00	609.36	609.36
7AB	52+85.00	3.00	609.19	609.20
☒ Brg. Pier 19	52+95.00	3.00	609.03	609.05
7AC	53+05.00	3.00	608.86	608.91
7AD	53+15.00	3.00	608.69	608.77
7AE	53+25.00	3.00	608.52	608.64
7AF	53+35.00	3.00	608.35	608.51
7AG	53+45.00	3.00	608.18	608.38
7AH	53+55.00	3.00	608.00	608.24
7AI	53+65.00	3.00	607.83	608.08
7AJ	53+75.00	3.00	607.65	607.92
7AK	53+85.00	3.00	607.47	607.74
7AL	53+95.00	3.00	607.29	607.55
7AM	54+05.00	3.00	607.11	607.34
7AN	54+15.00	3.00	606.93	607.12
7AO	54+25.00	3.00	606.75	606.89
7AP	54+35.00	3.00	606.56	606.64
☒ W. Brg. Pier 20	54+45.00	3.00	606.37	606.39

NOTES:

1. Offsets are measured in feet and are given relative to ☒ I-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-039-7T05E2



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

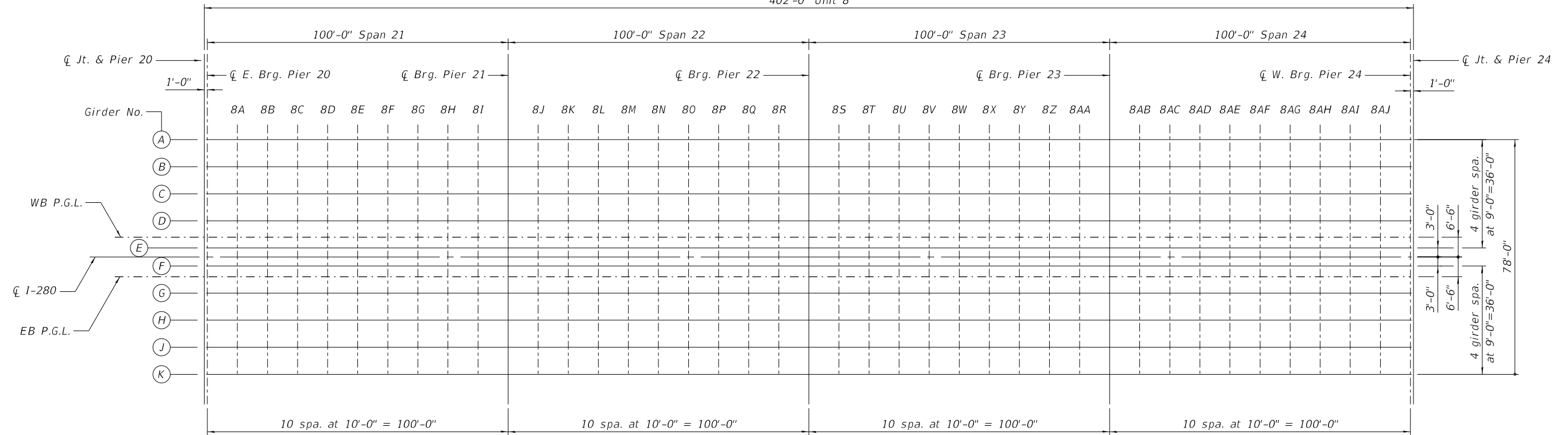
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II - UNIT 7
STRUCTURE NO. 081-0106

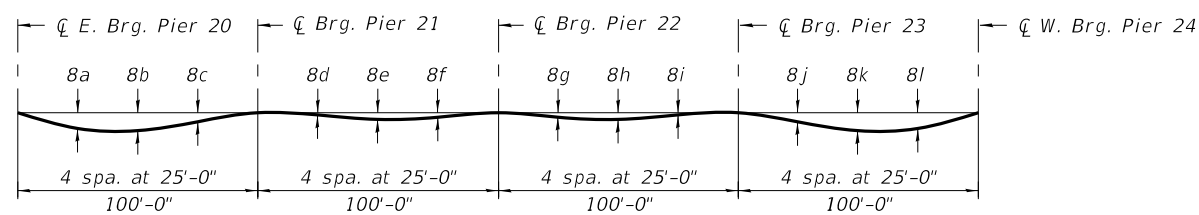
SHEET S-39 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	122
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

402'-0" Unit 8



PLAN

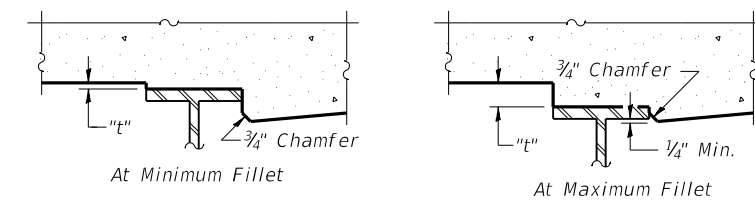


Girder No.	8a	8b	8c	8d	8e	8f	8g	8h	8i	8j	8k	8l
A, E, F & K	3/4"	7/8"	1/2"	1/8"	1/4"	1/8"	1/8"	1/4"	1/8"	1/2"	7/8"	3/4"
B-D & G-J	1/8"	1"	1/2"	1/8"	3/8"	1/4"	1/4"	3/8"	1/8"	1/2"	1"	1/8"

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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 S-41 & S-42 of S-134.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-41 & S-42 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-41 & S-42 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-41 & S-42 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

MODEL: SHEET
FILE NAME: 0810106-64F78-040-8T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 8
STRUCTURE NO. 081-0106

SHEET S-40 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	123
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

GIRDERS A & K

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 20	54+46.00	39.00	605.63	605.66
☐ E. Brg. Pier 20	54+47.00	39.00	605.62	605.64
8A	54+57.00	39.00	605.43	605.48
8B	54+67.00	39.00	605.24	605.31
8C	54+77.00	39.00	605.05	605.14
8D	54+87.00	39.00	604.85	604.95
8E	54+97.00	39.00	604.66	604.75
8F	55+07.00	39.00	604.46	604.55
8G	55+17.00	39.00	604.27	604.34
8H	55+27.00	39.00	604.07	604.12
8I	55+37.00	39.00	603.87	603.90
☐ Brg. Pier 21	55+47.00	39.00	603.67	603.69
8J	55+57.00	39.00	603.46	603.48
8K	55+67.00	39.00	603.26	603.28
8L	55+77.00	39.00	603.06	603.09
8M	55+87.00	39.00	602.85	602.89
8N	55+97.00	39.00	602.64	602.68
8O	56+07.00	39.00	602.43	602.48
8P	56+17.00	39.00	602.22	602.26
8Q	56+27.00	39.00	602.01	602.04
8R	56+37.00	39.00	601.79	601.82
☐ Brg. Pier 22	56+47.00	39.00	601.58	601.60
8S	56+57.00	39.00	601.36	601.39
8T	56+67.00	39.00	601.14	601.18
8U	56+77.00	39.00	600.93	600.96
8V	56+87.00	39.00	600.70	600.75
8W	56+97.00	39.00	600.48	600.53
8X	57+07.00	39.00	600.26	600.30
8Y	57+17.00	39.00	600.03	600.06
8Z	57+27.00	39.00	599.81	599.83
8AA	57+37.00	39.00	599.58	599.60
☐ Brg. Pier 23	57+47.00	39.00	599.35	599.37
8AB	57+57.00	39.00	599.12	599.15
8AC	57+67.00	39.00	598.89	598.94
8AD	57+77.00	39.00	598.66	598.72
8AE	57+87.00	39.00	598.42	598.51
8AF	57+97.00	39.00	598.18	598.28
8AG	58+07.00	39.00	597.95	598.05
8AH	58+17.00	39.00	597.71	597.80
8AI	58+27.00	39.00	597.47	597.54
8AJ	58+37.00	39.00	597.23	597.28
☐ W. Brg. Pier 24	58+47.00	39.00	596.98	597.00

GIRDERS B & J

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 20	54+46.00	30.00	605.81	605.84
☐ E. Brg. Pier 20	54+47.00	30.00	605.80	605.82
8A	54+57.00	30.00	605.61	605.66
8B	54+67.00	30.00	605.42	605.50
8C	54+77.00	30.00	605.23	605.33
8D	54+87.00	30.00	605.03	605.14
8E	54+97.00	30.00	604.84	604.95
8F	55+07.00	30.00	604.64	604.74
8G	55+17.00	30.00	604.45	604.52
8H	55+27.00	30.00	604.25	604.30
8I	55+37.00	30.00	604.05	604.08
☐ Brg. Pier 21	55+47.00	30.00	603.85	603.87
8J	55+57.00	30.00	603.64	603.66
8K	55+67.00	30.00	603.44	603.46
8L	55+77.00	30.00	603.24	603.27
8M	55+87.00	30.00	603.03	603.07
8N	55+97.00	30.00	602.82	602.87
8O	56+07.00	30.00	602.61	602.66
8P	56+17.00	30.00	602.40	602.44
8Q	56+27.00	30.00	602.19	602.22
8R	56+37.00	30.00	601.97	602.00
☐ Brg. Pier 22	56+47.00	30.00	601.76	601.78
8S	56+57.00	30.00	601.54	601.57
8T	56+67.00	30.00	601.32	601.36
8U	56+77.00	30.00	601.11	601.15
8V	56+87.00	30.00	600.88	600.93
8W	56+97.00	30.00	600.66	600.71
8X	57+07.00	30.00	600.44	600.48
8Y	57+17.00	30.00	600.21	600.25
8Z	57+27.00	30.00	599.99	600.01
8AA	57+37.00	30.00	599.76	599.78
☐ Brg. Pier 23	57+47.00	30.00	599.53	599.55
8AB	57+57.00	30.00	599.30	599.33
8AC	57+67.00	30.00	599.07	599.12
8AD	57+77.00	30.00	598.84	598.91
8AE	57+87.00	30.00	598.60	598.70
8AF	57+97.00	30.00	598.36	598.47
8AG	58+07.00	30.00	598.13	598.24
8AH	58+17.00	30.00	597.89	597.99
8AI	58+27.00	30.00	597.65	597.73
8AJ	58+37.00	30.00	597.41	597.46
☐ W. Brg. Pier 24	58+47.00	30.00	597.16	597.18

GIRDERS C & H

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 20	54+46.00	21.00	605.99	606.02
☐ E. Brg. Pier 20	54+47.00	21.00	605.98	606.00
8A	54+57.00	21.00	605.79	605.84
8B	54+67.00	21.00	605.60	605.68
8C	54+77.00	21.00	605.41	605.51
8D	54+87.00	21.00	605.21	605.32
8E	54+97.00	21.00	605.02	605.13
8F	55+07.00	21.00	604.82	604.92
8G	55+17.00	21.00	604.63	604.70
8H	55+27.00	21.00	604.43	604.48
8I	55+37.00	21.00	604.23	604.26
☐ Brg. Pier 21	55+47.00	21.00	604.03	604.05
8J	55+57.00	21.00	603.82	603.84
8K	55+67.00	21.00	603.62	603.64
8L	55+77.00	21.00	603.42	603.45
8M	55+87.00	21.00	603.21	603.25
8N	55+97.00	21.00	603.00	603.05
8O	56+07.00	21.00	602.79	602.84
8P	56+17.00	21.00	602.58	602.62
8Q	56+27.00	21.00	602.37	602.40
8R	56+37.00	21.00	602.15	602.18
☐ Brg. Pier 22	56+47.00	21.00	601.94	601.96
8S	56+57.00	21.00	601.72	601.75
8T	56+67.00	21.00	601.50	601.54
8U	56+77.00	21.00	601.29	601.33
8V	56+87.00	21.00	601.06	601.11
8W	56+97.00	21.00	600.84	600.89
8X	57+07.00	21.00	600.62	600.66
8Y	57+17.00	21.00	600.39	600.43
8Z	57+27.00	21.00	600.17	600.19
8AA	57+37.00	21.00	599.94	599.96
☐ Brg. Pier 23	57+47.00	21.00	599.71	599.73
8AB	57+57.00	21.00	599.48	599.51
8AC	57+67.00	21.00	599.25	599.30
8AD	57+77.00	21.00	599.02	599.09
8AE	57+87.00	21.00	598.78	598.88
8AF	57+97.00	21.00	598.54	598.65
8AG	58+07.00	21.00	598.31	598.42
8AH	58+17.00	21.00	598.07	598.17
8AI	58+27.00	21.00	597.83	597.91
8AJ	58+37.00	21.00	597.59	597.64
☐ W. Brg. Pier 24	58+47.00	21.00	597.34	597.36

NOTES:

1. Offsets are measured in feet and are given relative to ☐ 1-280.

MODEL: SHEET
FILE NAME: 0810106-64F78-041-8T05E1



USER NAME =	eckay	DESIGNED -	ECK	REVISED -	
		CHECKED -	JGS	REVISED -	
PLOT SCALE =	N.T.S.	DRAWN -	WLM	REVISED -	
PLOT DATE =	10/5/2020	CHECKED -	JGS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 8
STRUCTURE NO. 081-0106

SHEET S-41 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	124
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

GIRDERS D & G

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 20	54+46.00	12.00	606.17	606.20
☐ E. Brg. Pier 20	54+47.00	12.00	606.16	606.18
8A	54+57.00	12.00	605.97	606.02
8B	54+67.00	12.00	605.78	605.86
8C	54+77.00	12.00	605.59	605.69
8D	54+87.00	12.00	605.39	605.50
8E	54+97.00	12.00	605.20	605.31
8F	55+07.00	12.00	605.00	605.10
8G	55+17.00	12.00	604.81	604.88
8H	55+27.00	12.00	604.61	604.66
8I	55+37.00	12.00	604.41	604.44
☐ Brg. Pier 21	55+47.00	12.00	604.21	604.23
8J	55+57.00	12.00	604.00	604.02
8K	55+67.00	12.00	603.80	603.82
8L	55+77.00	12.00	603.60	603.63
8M	55+87.00	12.00	603.39	603.43
8N	55+97.00	12.00	603.18	603.23
8O	56+07.00	12.00	602.97	603.02
8P	56+17.00	12.00	602.76	602.80
8Q	56+27.00	12.00	602.55	602.58
8R	56+37.00	12.00	602.33	602.36
☐ Brg. Pier 22	56+47.00	12.00	602.12	602.14
8S	56+57.00	12.00	601.90	601.93
8T	56+67.00	12.00	601.68	601.72
8U	56+77.00	12.00	601.47	601.51
8V	56+87.00	12.00	601.24	601.29
8W	56+97.00	12.00	601.02	601.07
8X	57+07.00	12.00	600.80	600.84
8Y	57+17.00	12.00	600.57	600.61
8Z	57+27.00	12.00	600.35	600.37
8AA	57+37.00	12.00	600.12	600.14
☐ Brg. Pier 23	57+47.00	12.00	599.89	599.91
8AB	57+57.00	12.00	599.66	599.69
8AC	57+67.00	12.00	599.43	599.48
8AD	57+77.00	12.00	599.20	599.27
8AE	57+87.00	12.00	598.96	599.06
8AF	57+97.00	12.00	598.72	598.83
8AG	58+07.00	12.00	598.49	598.60
8AH	58+17.00	12.00	598.25	598.35
8AI	58+27.00	12.00	598.01	598.09
8AJ	58+37.00	12.00	597.77	597.82
☐ W. Brg. Pier 24	58+47.00	12.00	597.52	597.54

WB & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 20	54+46.00	6.50	606.28	606.31
☐ E. Brg. Pier 20	54+47.00	6.50	606.27	606.29
8A	54+57.00	6.50	606.08	606.13
8B	54+67.00	6.50	605.89	605.96
8C	54+77.00	6.50	605.70	605.79
8D	54+87.00	6.50	605.50	605.61
8E	54+97.00	6.50	605.31	605.41
8F	55+07.00	6.50	605.11	605.20
8G	55+17.00	6.50	604.92	604.99
8H	55+27.00	6.50	604.72	604.77
8I	55+37.00	6.50	604.52	604.55
☐ Brg. Pier 21	55+47.00	6.50	604.32	604.34
8J	55+57.00	6.50	604.11	604.13
8K	55+67.00	6.50	603.91	603.93
8L	55+77.00	6.50	603.71	603.74
8M	55+87.00	6.50	603.50	603.54
8N	55+97.00	6.50	603.29	603.34
8O	56+07.00	6.50	603.08	603.13
8P	56+17.00	6.50	602.87	602.91
8Q	56+27.00	6.50	602.66	602.69
8R	56+37.00	6.50	602.44	602.47
☐ Brg. Pier 22	56+47.00	6.50	602.23	602.25
8S	56+57.00	6.50	602.01	602.04
8T	56+67.00	6.50	601.79	601.83
8U	56+77.00	6.50	601.58	601.62
8V	56+87.00	6.50	601.35	601.40
8W	56+97.00	6.50	601.13	601.18
8X	57+07.00	6.50	600.91	600.95
8Y	57+17.00	6.50	600.68	600.72
8Z	57+27.00	6.50	600.46	600.48
8AA	57+37.00	6.50	600.23	600.25
☐ Brg. Pier 23	57+47.00	6.50	600.00	600.02
8AB	57+57.00	6.50	599.77	599.80
8AC	57+67.00	6.50	599.54	599.59
8AD	57+77.00	6.50	599.31	599.38
8AE	57+87.00	6.50	599.07	599.16
8AF	57+97.00	6.50	598.83	598.94
8AG	58+07.00	6.50	598.60	598.70
8AH	58+17.00	6.50	598.36	598.45
8AI	58+27.00	6.50	598.12	598.20
8AJ	58+37.00	6.50	597.88	597.93
☐ W. Brg. Pier 24	58+47.00	6.50	597.63	597.65

GIRDERS E & F

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
☐ Jt. & Pier 20	54+46.00	3.00	606.35	606.38
☐ E. Brg. Pier 20	54+47.00	3.00	606.34	606.36
8A	54+57.00	3.00	606.15	606.20
8B	54+67.00	3.00	605.96	606.03
8C	54+77.00	3.00	605.77	605.86
8D	54+87.00	3.00	605.57	605.67
8E	54+97.00	3.00	605.38	605.47
8F	55+07.00	3.00	605.18	605.27
8G	55+17.00	3.00	604.99	605.06
8H	55+27.00	3.00	604.79	604.84
8I	55+37.00	3.00	604.59	604.62
☐ Brg. Pier 21	55+47.00	3.00	604.39	604.41
8J	55+57.00	3.00	604.18	604.20
8K	55+67.00	3.00	603.98	604.00
8L	55+77.00	3.00	603.78	603.81
8M	55+87.00	3.00	603.57	603.61
8N	55+97.00	3.00	603.36	603.40
8O	56+07.00	3.00	603.15	603.20
8P	56+17.00	3.00	602.94	602.98
8Q	56+27.00	3.00	602.73	602.76
8R	56+37.00	3.00	602.51	602.54
☐ Brg. Pier 22	56+47.00	3.00	602.30	602.32
8S	56+57.00	3.00	602.08	602.11
8T	56+67.00	3.00	601.86	601.90
8U	56+77.00	3.00	601.65	601.68
8V	56+87.00	3.00	601.42	601.47
8W	56+97.00	3.00	601.20	601.25
8X	57+07.00	3.00	600.98	601.02
8Y	57+17.00	3.00	600.75	600.78
8Z	57+27.00	3.00	600.53	600.55
8AA	57+37.00	3.00	600.30	600.32
☐ Brg. Pier 23	57+47.00	3.00	600.07	600.09
8AB	57+57.00	3.00	599.84	599.87
8AC	57+67.00	3.00	599.61	599.66
8AD	57+77.00	3.00	599.38	599.44
8AE	57+87.00	3.00	599.14	599.23
8AF	57+97.00	3.00	598.90	599.00
8AG	58+07.00	3.00	598.67	598.77
8AH	58+17.00	3.00	598.43	598.52
8AI	58+27.00	3.00	598.19	598.26
8AJ	58+37.00	3.00	597.95	598.00
☐ W. Brg. Pier 24	58+47.00	3.00	597.70	597.72

NOTES:

1. Offsets are measured in feet and are given relative to ☐ I-280.

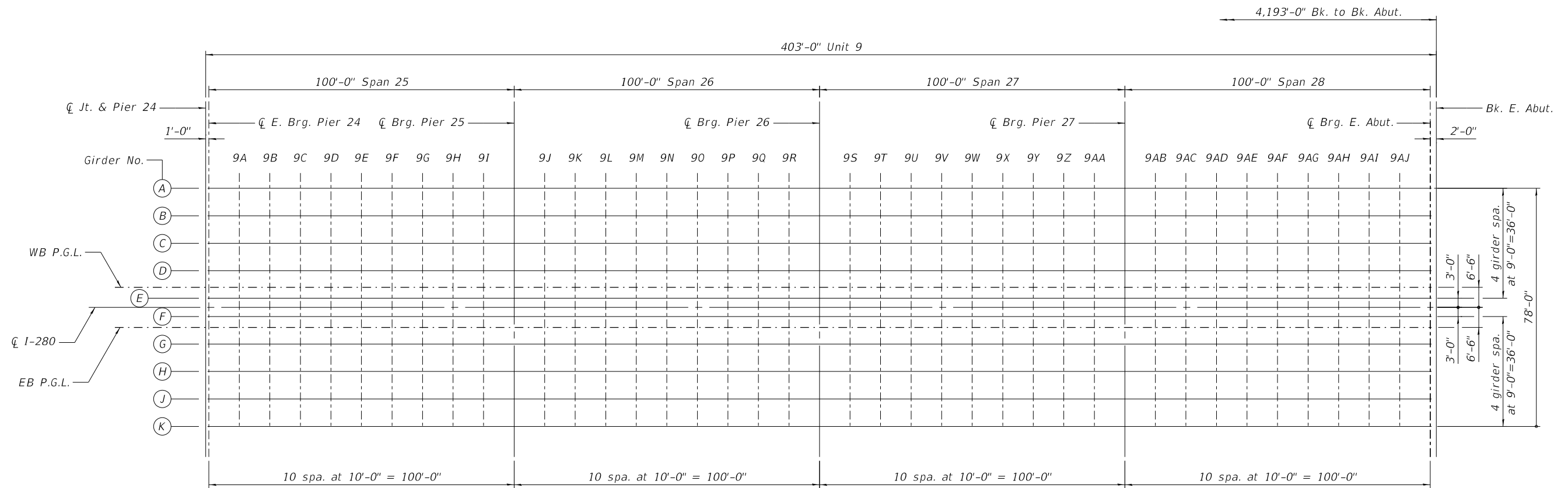
MODEL: SHEET
FILE NAME: 0810106-64F78-042-8T05E2

	USER NAME = eckay	DESIGNED - ECK	REVISED -
		CHECKED - JGS	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - WLM	REVISED -
	PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

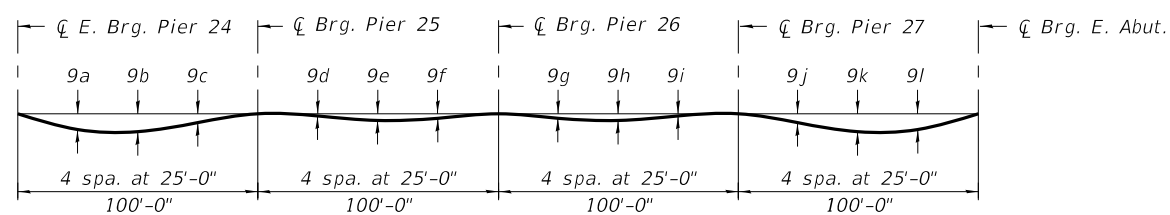
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II - UNIT 8
STRUCTURE NO. 081-0106
SHEET S-42 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	125
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

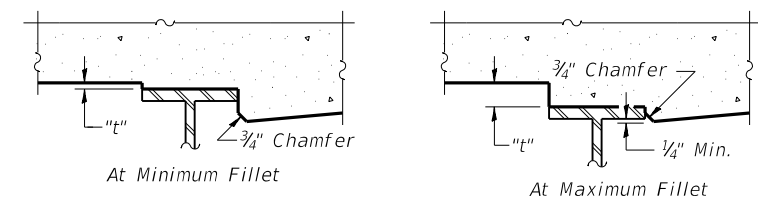


Girder No.	9a	9b	9c	9d	9e	9f	9g	9h	9i	9j	9k	9l
A, E, F & K	3/4"	7/8"	1/2"	1/8"	1/4"	1/8"	1/8"	1/4"	1/8"	1/2"	7/8"	3/4"
B-D & G-J	1/8"	1"	1/2"	1/8"	3/8"	1/4"	1/4"	3/8"	1/8"	1/2"	1"	1/8"

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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 S-44 & S-45 of S-134.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheets S-44 & S-45 of S-134. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-44 & S-45 of S-134, minus 8 3/4" deck thickness, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-44 & S-45 of S-134. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

MODEL: SHEET
FILE NAME: 0810106-64F78-043-9T05L



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS LAYOUT - UNIT 9
STRUCTURE NO. 081-0106

SHEET S-43 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	126
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

GIRDERS A & K

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations from C Jt. & Pier 24 to Bk. E. Abut.

GIRDERS B & J

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations from C Jt. & Pier 24 to Bk. E. Abut.

GIRDERS C & H

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations from C Jt. & Pier 24 to Bk. E. Abut.

NOTES:

1. Offsets are measured in feet and are given relative to C 1-280.

MODEL SHEET FILE NAME: 0810106-64F78-044-9T05E1



Design/Revision table with columns: USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 9 STRUCTURE NO. 081-0106

Metadata table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 64F78.

GIRDERS D & G

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. & Pier 24, E. Brg. Pier 24, Brg. Pier 25, Brg. Pier 26, Brg. Pier 27, and abutments.

WB & EB PGL

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. & Pier 24, E. Brg. Pier 24, Brg. Pier 25, Brg. Pier 26, Brg. Pier 27, and abutments.

GIRDERS E & F

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include locations like Jt. & Pier 24, E. Brg. Pier 24, Brg. Pier 25, Brg. Pier 26, Brg. Pier 27, and abutments.

NOTES:

1. Offsets are measured in feet and are given relative to C 1-280.

MODEL: SHEET FILE NAME: 0810106-64F78-045-9T05E2



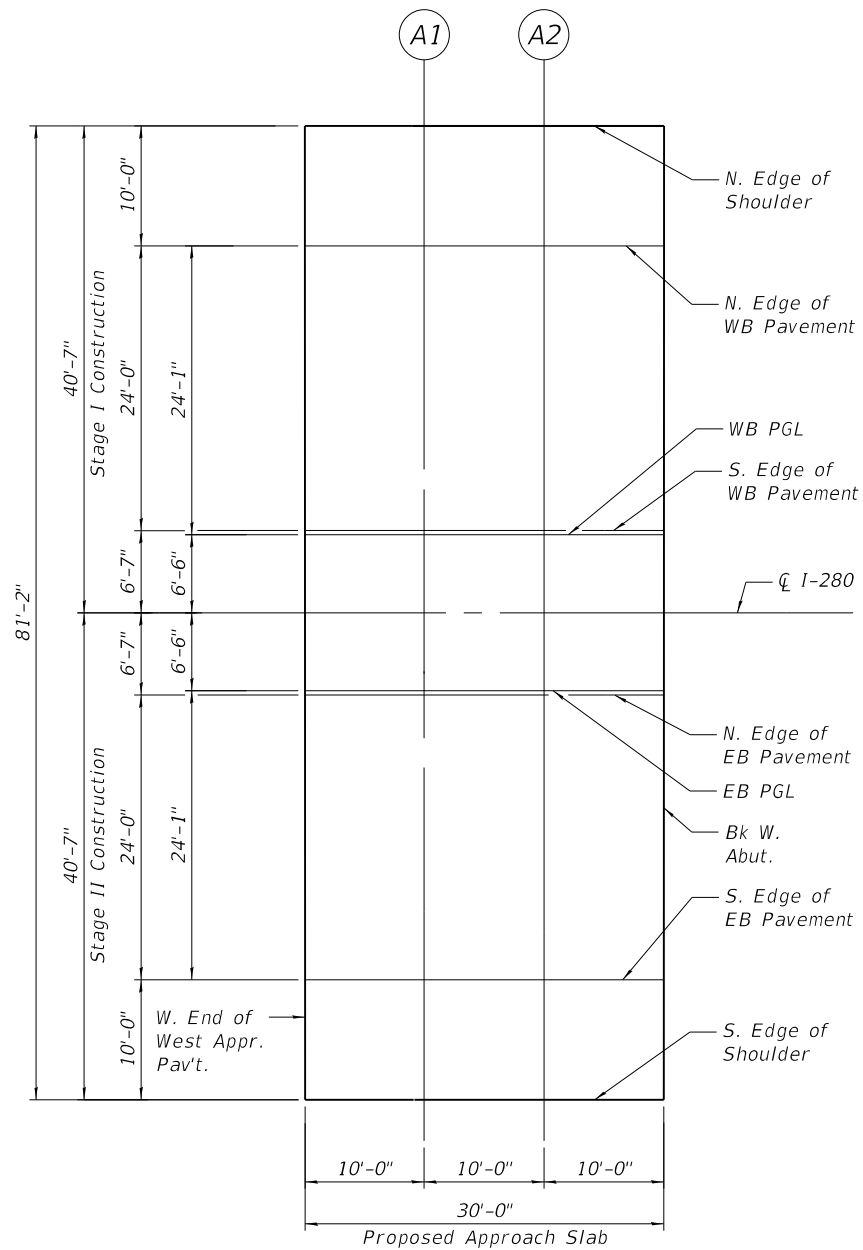
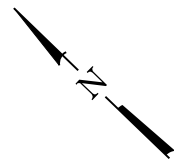
Table with 4 columns: USER NAME (eckay), DESIGNED (ECK), CHECKED (JGS), PLOT SCALE (N.T.S.), DRAWN (WLM), PLOT DATE (10/5/2020), CHECKED (JGS), REVISED (-).

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II - UNIT 9 STRUCTURE NO. 081-0106

SHEET S-45 OF S-134 SHEETS

Table with 6 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 64F78. Values include 280, (81-1B)D&(81-1-1,81-1-2)RS-1, ROCK ISLAND, 306, 128.



WEST APPROACH PLAN

N. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	-40.58	602.09	602.11
A1	20+38.00	-40.58	602.18	602.20
A2	20+48.00	-40.58	602.28	602.30
Bk. W. Abut.	20+58.00	-40.58	602.37	602.39

EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	6.50	602.77	602.79
A1	20+38.00	6.50	602.87	602.89
A2	20+48.00	6.50	602.96	602.98
Bk. W. Abut.	20+58.00	6.50	603.05	603.07

N. EDGE OF WB PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	-30.58	602.29	602.31
A1	20+38.00	-30.58	602.38	602.40
A2	20+48.00	-30.58	602.48	602.50
Bk. W. Abut.	20+58.00	-30.58	602.57	602.59

S. EDGE OF EB PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	30.58	602.29	602.31
A1	20+38.00	30.58	602.38	602.40
A2	20+48.00	30.58	602.48	602.50
Bk. W. Abut.	20+58.00	30.58	602.57	602.59

WB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	-6.50	602.77	602.79
A1	20+38.00	-6.50	602.87	602.89
A2	20+48.00	-6.50	602.96	602.98
Bk. W. Abut.	20+58.00	-6.50	603.05	603.07

S. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	40.58	602.09	602.11
A1	20+38.00	40.58	602.18	602.20
A2	20+48.00	40.58	602.28	602.30
Bk. W. Abut.	20+58.00	40.58	602.37	602.39

CL I-280

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End W. Appr. Pav't.	20+28.00	0.00	602.90	602.92
A1	20+38.00	0.00	603.00	603.02
A2	20+48.00	0.00	603.09	603.11
Bk. W. Abut.	20+58.00	0.00	603.18	603.20

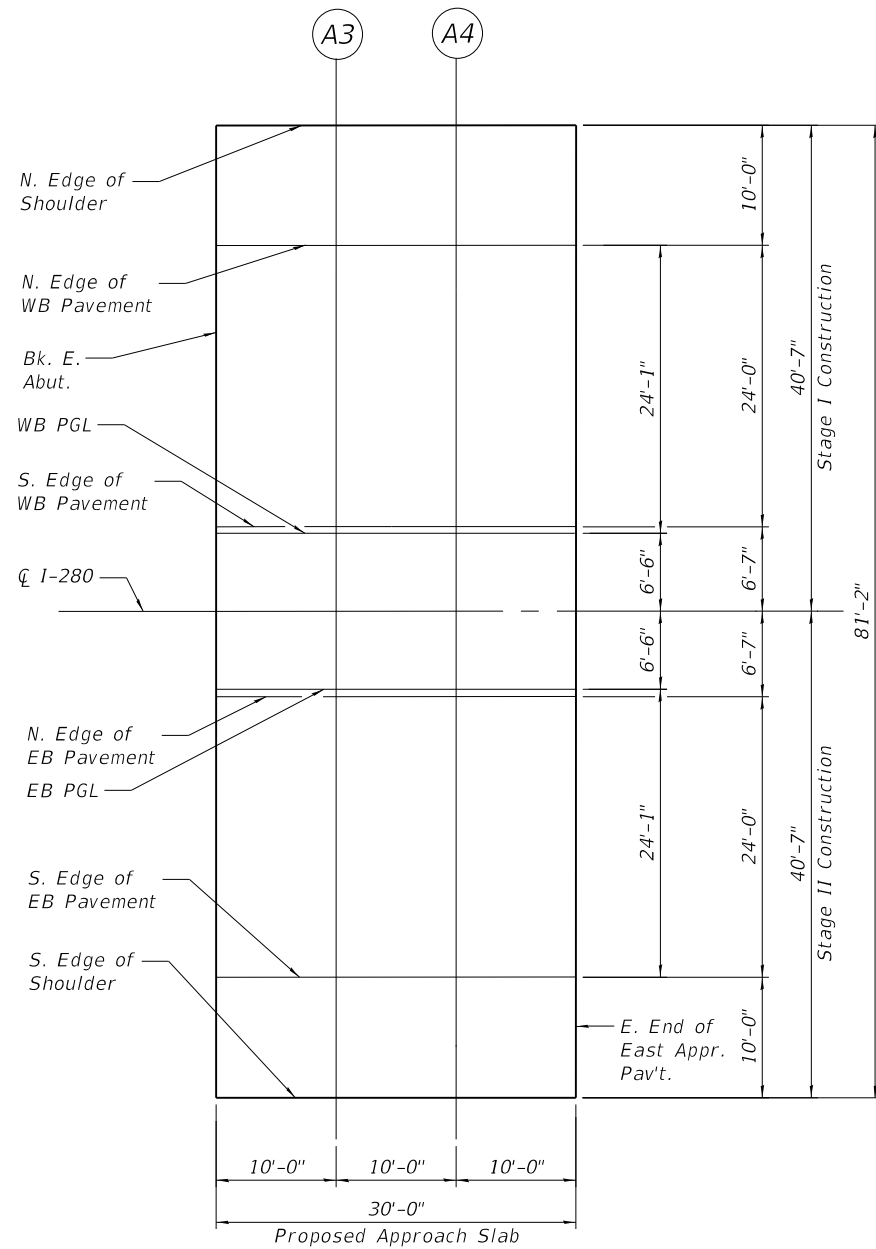
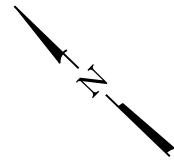
MODEL: SHEET
FILE NAME: 0810106-64F78-046-WAP5E

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = eckay	DESIGNED - NF	REVISED -
	PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
	PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
		CHECKED - BC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS & LAYOUT - WEST APPROACH
STRUCTURE NO. 081-0106**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	129
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		



EAST APPROACH PLAN

N. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	-40.58	585.96	585.98
A3	62+61.00	-40.58	585.66	585.68
A4	62+71.00	-40.58	585.36	585.38
E. End E. Appr. Pav't.	62+81.00	-40.58	585.06	585.08

EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	6.50	586.64	586.66
A3	62+61.00	6.50	586.34	586.36
A4	62+71.00	6.50	586.04	586.06
E. End E. Appr. Pav't.	62+81.00	6.50	585.74	585.76

N. EDGE OF WB PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	-30.58	586.16	586.18
A3	62+61.00	-30.58	585.86	585.88
A4	62+71.00	-30.58	585.56	585.58
E. End E. Appr. Pav't.	62+81.00	-30.58	585.26	585.28

S. EDGE OF EB PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	30.58	586.16	586.18
A3	62+61.00	30.58	585.86	585.88
A4	62+71.00	30.58	585.56	585.58
E. End E. Appr. Pav't.	62+81.00	30.58	585.26	585.28

WB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	-6.50	586.64	586.66
A3	62+61.00	-6.50	586.34	586.36
A4	62+71.00	-6.50	586.04	586.06
E. End E. Appr. Pav't.	62+81.00	-6.50	585.74	585.76

S. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	40.58	585.96	585.98
A3	62+61.00	40.58	585.66	585.68
A4	62+71.00	40.58	585.36	585.38
E. End E. Appr. Pav't.	62+81.00	40.58	585.06	585.08

CL I-280

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
Bk. E. Abut.	62+51.00	0.00	586.77	586.79
A3	62+61.00	0.00	586.47	586.49
A4	62+71.00	0.00	586.17	586.19
E. End E. Appr. Pav't.	62+81.00	0.00	585.87	585.89

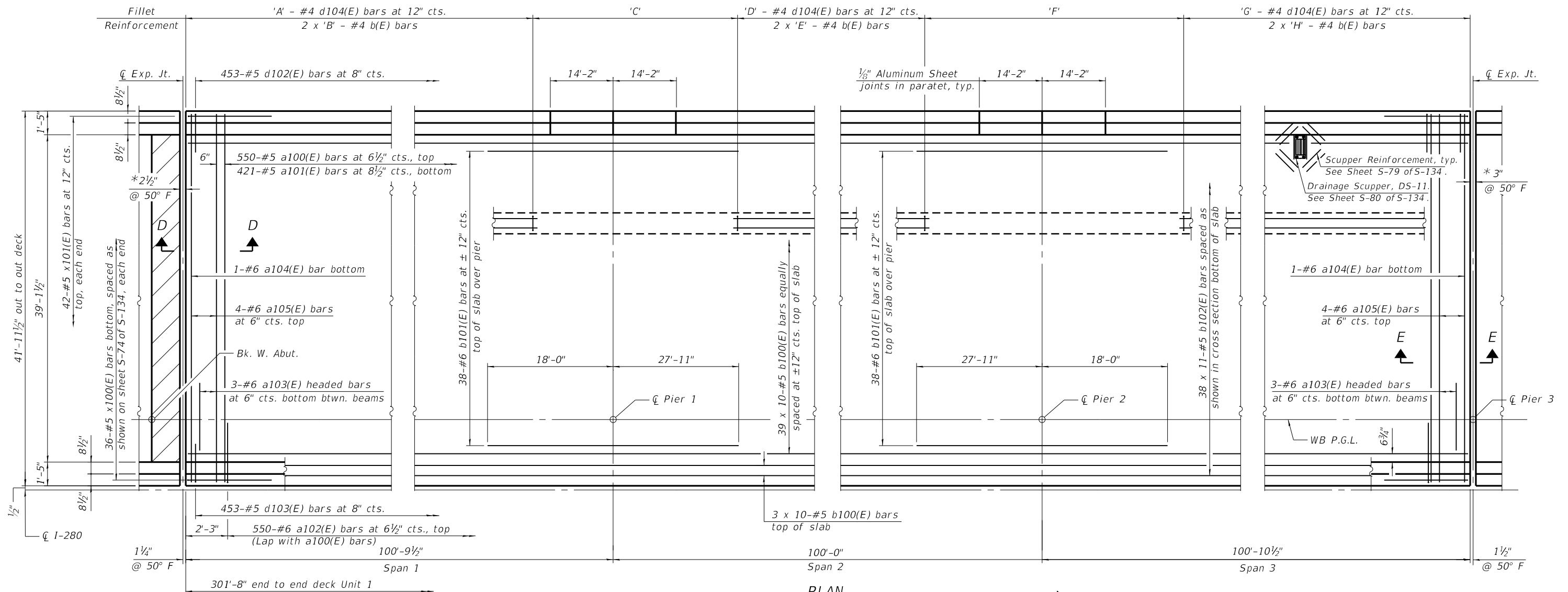
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	PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
		CHECKED - BC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS & LAYOUT - EAST APPROACH
STRUCTURE NO. 081-0106**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	130
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

Westbound Deck Shown
(Eastbound Deck Symmetric about \bar{C} I-280)

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'
A & K	-	-	-	-	-	-	-	-
B & J	-	-	-	-	-	-	-	-
C & H	78	3 - b103(E)	47'-0"	51	2 - b104(E)	40'-0"	86	3 - b105(E)
D & G	86	3 - b105(E)	39'-0"	51	2 - b104(E)	40'-0"	86	3 - b105(E)
E & F	86	3 - b105(E)	39'-0"	51	2 - b104(E)	40'-0"	86	3 - b105(E)

Number of d104(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"

* Dimension showing concrete opening. For joint opening see sheet S-81 of S-134.

NOTES:

- See Sheet S-49 of S-134 for Parapet Details & Bill of Material.
- See Sheet S-74 of S-134 for Section D-D and E-E.
- See Sheet S-70 of S-134 for Deck Cross Section
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- Space bars to miss Parapet Joints.

MODEL: SHEET
FILE NAME: 0810106-64F78-048-1DKPLN



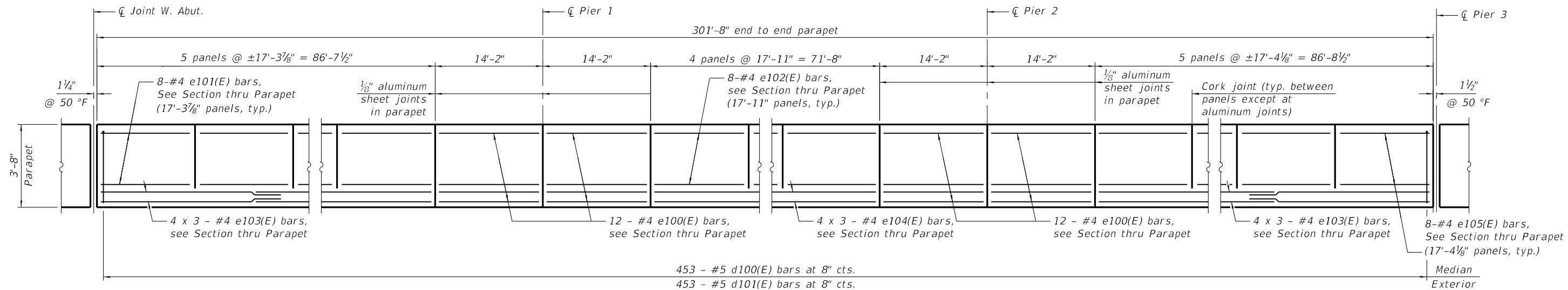
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 1
STRUCTURE NO. 081-0106

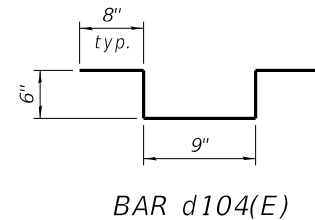
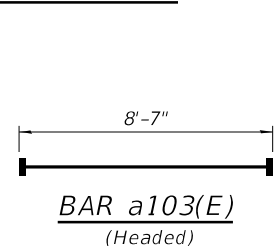
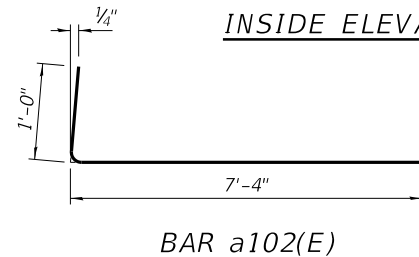
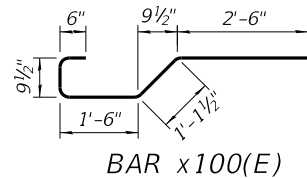
SHEET S-48 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



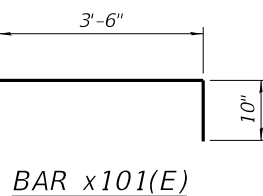
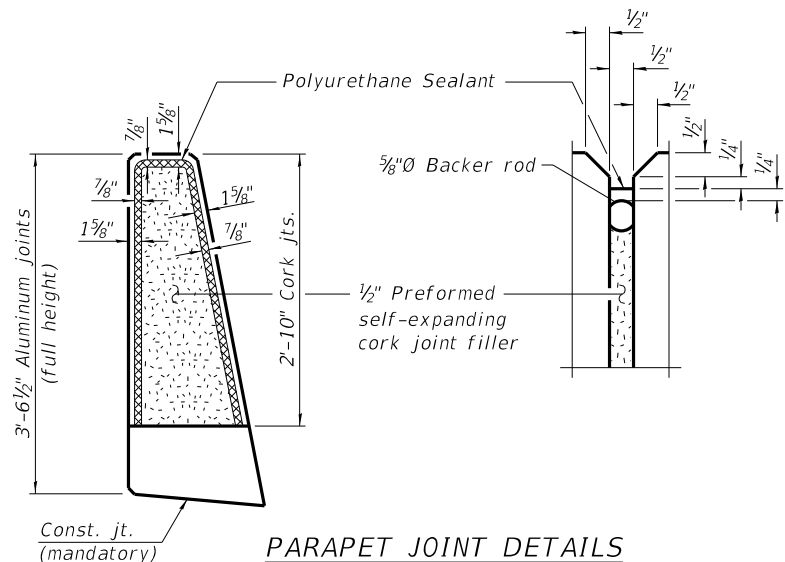
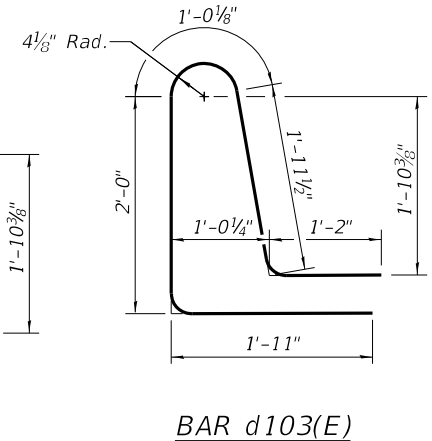
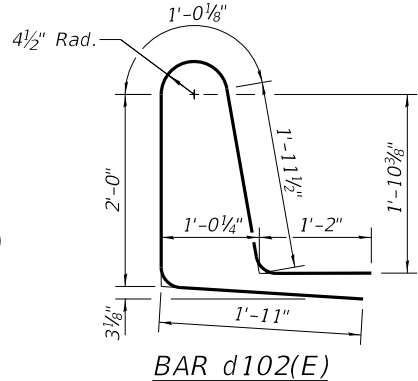
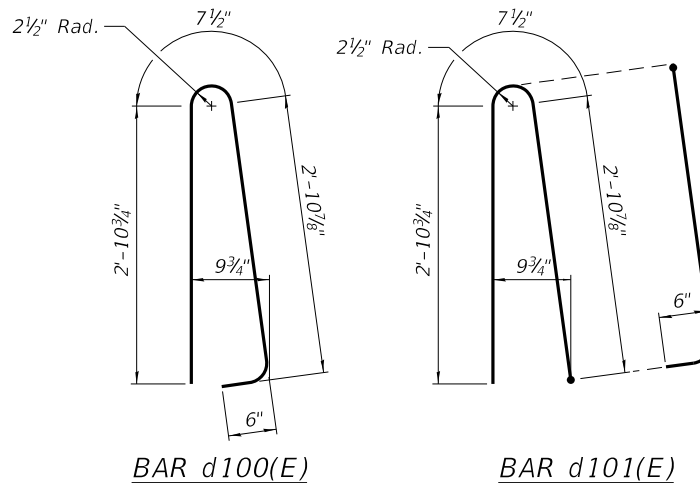
INSIDE ELEVATION OF PARAPET

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



**SUPERSTRUCTURE
BILL OF MATERIAL**
(EB & WB Deck)

Bar	No.	Size	Length	Shape
a100(E)	1110	#5	41'-7"	—
a101(E)	842	#5	41'-2"	—
a102(E)	2200	#6	8'-4"	L
a103(E)	48	#6	8'-7"	—
a104(E)	4	#6	41'-2"	—
a105(E)	16	#6	41'-7"	—
a106(E)	48	#5	1'-6"	—
b100(E)	900	#5	33'-4"	—
b101(E)	152	#6	45'-11"	—
b102(E)	836	#5	30'-7"	—
b103(E)	12	#4	27'-8"	—
b104(E)	24	#4	26'-9"	—
b105(E)	60	#4	30'-4"	—
d100(E)	906	#5	7'-0"	—
d101(E)	906	#5	7'-0"	—
d102(E)	906	#5	8'-1"	—
d103(E)	906	#5	8'-1"	—
d104(E)	1322	#4	3'-1"	—
e100(E)	192	#4	13'-10"	—
e101(E)	160	#4	16'-11"	—
e102(E)	128	#4	17'-7"	—
e103(E)	96	#4	30'-7"	—
e104(E)	48	#4	25'-6"	—
e105(E)	160	#4	17'-0"	—
x100(E)	144	#5	6'-5"	—
x101(E)	168	#5	4'-4"	—
Concrete Superstructure			Cu. Yd.	909.2
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	1,609
Protective Coat			Sq. Yd.	3,219
Reinforcement Bars Epoxy Coated			Pound	227,900
Diamond Grinding (Bridge Section)			Sq. Yd.	2,355



NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

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

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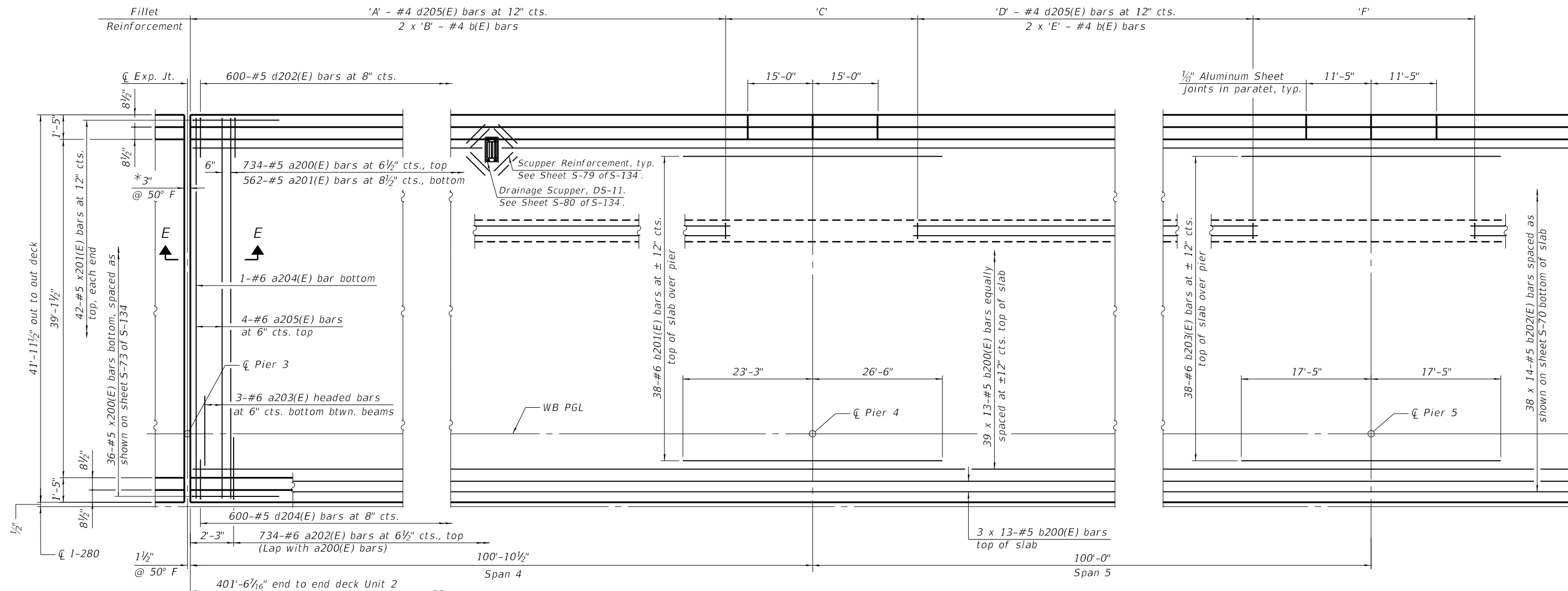
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

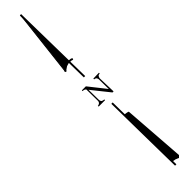
SUPERSTRUCTURE DETAILS - UNIT 1
STRUCTURE NO. 081-0106

SHEET S-49 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	132
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
Westbound Deck Shown
(Eastbound Deck Symmetric about $\text{C}\ell$ I-280)



* Dimension showing concrete opening. For joint opening see sheet S-81 of S-134.

- NOTES:**
1. See Sheet S-52 of S-134 for Parapet Details & Bill of Material.
 2. See Sheet S-74 of S-134 for Section E-E.
 3. See Sheet S-70 of S-134 for Deck Cross Section.
 4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 5. Space bars to miss Parapet Joints.
 6. See Sheet S-51 of S-134 for Fillet Reinforcement Table.

MODEL: SHEET
FILE NAME: 0810106-64F78-050-2DKPLN1



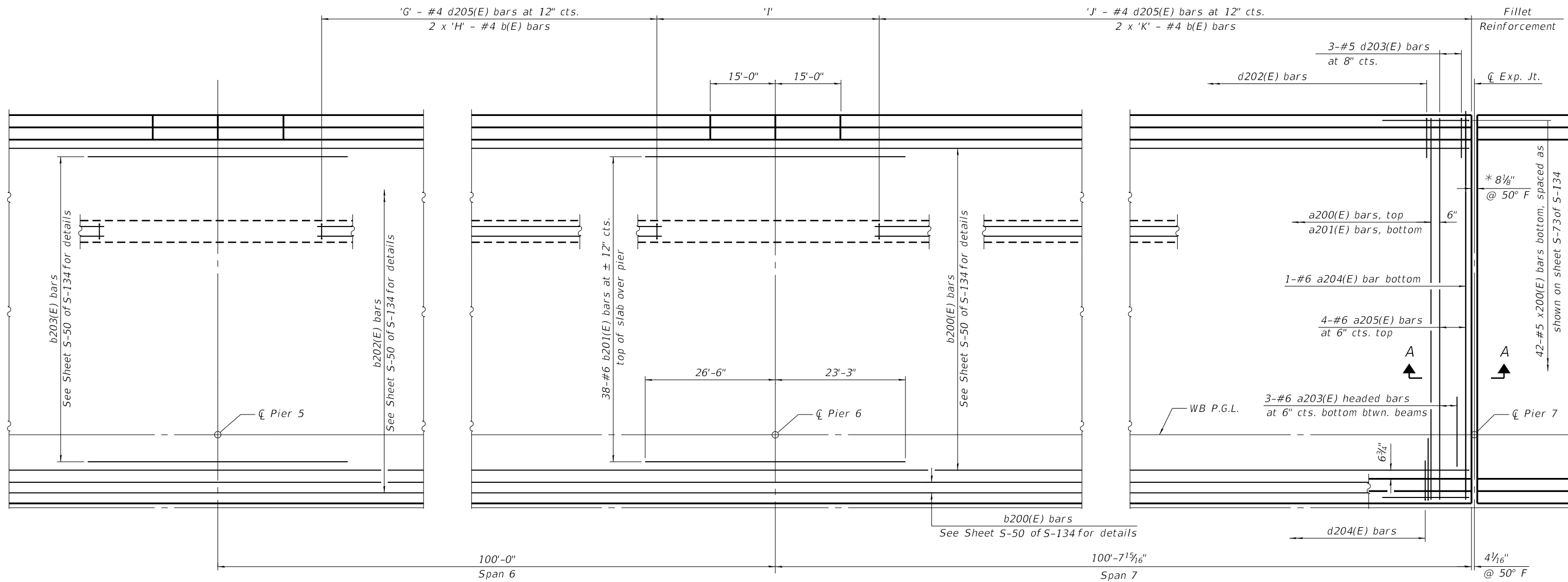
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN I - UNIT 2
STRUCTURE NO. 081-0106

SHEET S-50 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	133
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
Westbound Deck Shown
(Eastbound Deck Symmetric about $\text{C}\ell$ 1-280)

* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'I'	'J'	'K'
A & K	-	-	-	-	-	-	-	-	-	-	-
B & J	-	-	-	-	-	-	-	-	-	-	-
C & H	64	2 - b204(E)	61'-0"	62	2 - b205(E)	28'-0"	62	2 - b205(E)	44'-0"	81	3 - b206(E)
D & G	81	3 - b206(E)	44'-0"	62	2 - b205(E)	28'-0"	62	2 - b205(E)	44'-0"	81	3 - b206(E)
E & F	81	3 - b206(E)	44'-0"	62	2 - b205(E)	28'-0"	62	2 - b205(E)	44'-0"	81	3 - b206(E)

Number of d205(E) and b(E) bars are estimated based on anticipated fillet heights and < 2' projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"

NOTES:

- See Sheet S-52 of S-134 for Parapet Details & Bill of Material.
- See Sheet S-73 of S-134 for Section A-A.
- See Sheet S-70 of S-134 for Deck Cross Section.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- Space bars to miss Parapet Joints.

MODEL: SHEET
FILE NAME: 0810106-64F78-051-2DKPLN2



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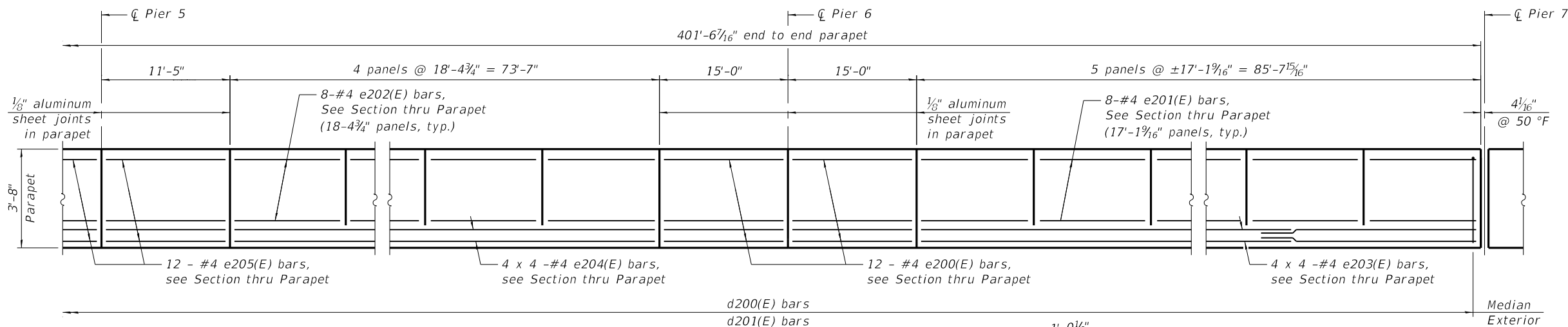
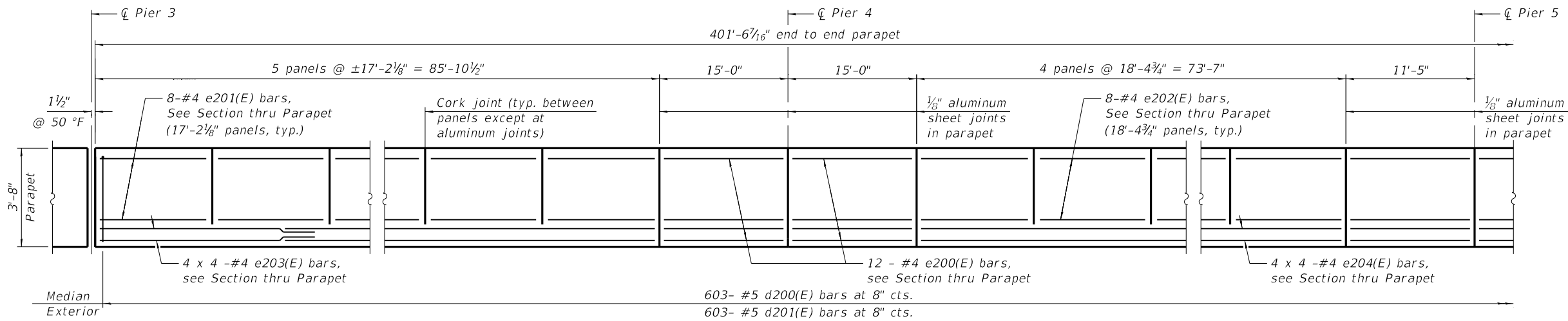
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN II - UNIT 2
STRUCTURE NO. 081-0106**

SHEET S-51 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64F78				

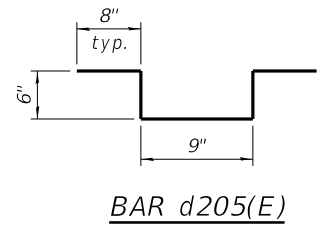
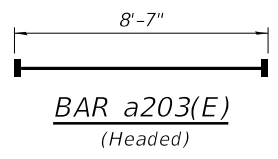
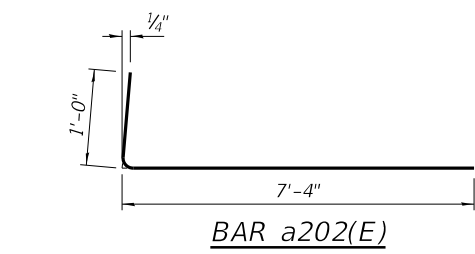
ILLINOIS FED. AID PROJECT



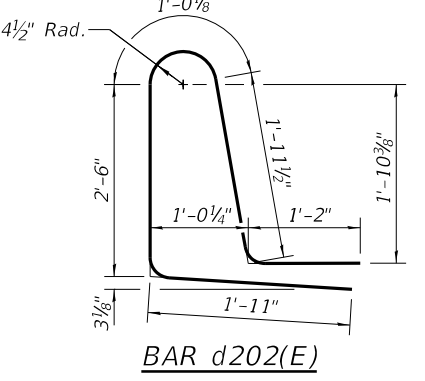
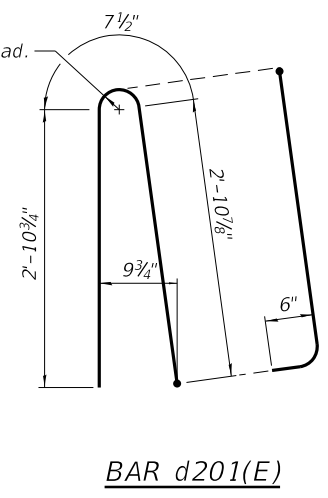
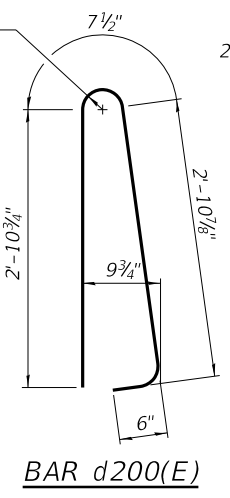
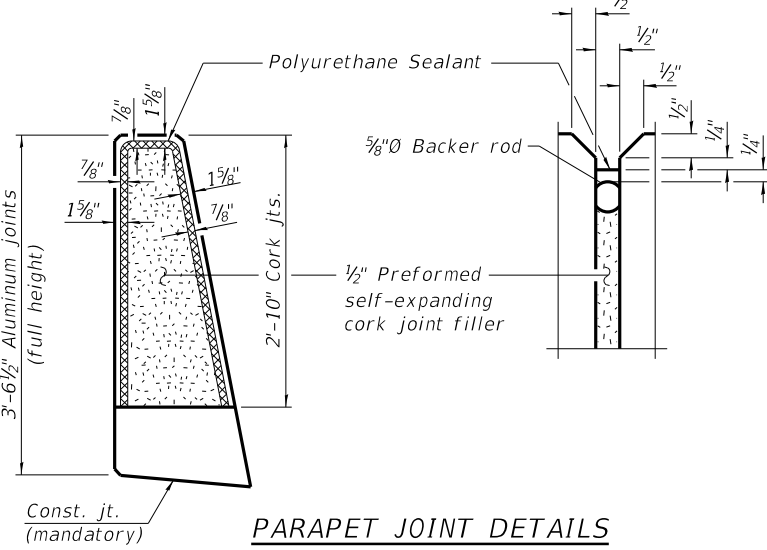
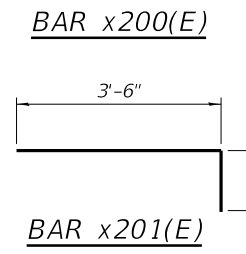
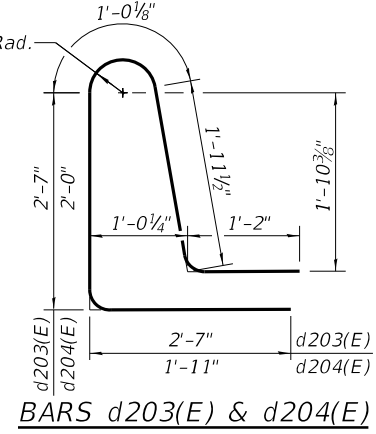
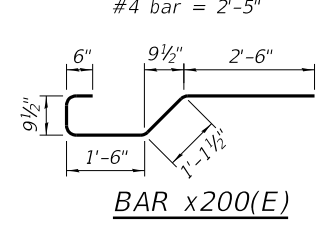
SUPERSTRUCTURE
BILL OF MATERIAL
(EB & WB Deck)

Bar	No.	Size	Length	Shape
a200(E)	1468	#5	41'-7"	—
a201(E)	1124	#5	41'-2"	—
a202(E)	2936	#6	8'-4"	—
a203(E)	48	#6	8'-7"	—
a204(E)	4	#6	41'-2"	—
a205(E)	16	#6	41'-7"	—
a206(E)	64	#5	1'-6"	—
b200(E)	1170	#5	34'-2"	—
b201(E)	152	#6	49'-9"	—
b202(E)	1064	#5	32'-0"	—
b203(E)	76	#6	34'-10"	—
b204(E)	8	#4	33'-3"	—
b205(E)	48	#4	32'-3"	—
b206(E)	60	#4	28'-8"	—
d200(E)	1206	#5	7'-0"	—
d201(E)	1206	#5	7'-0"	—
d202(E)	1200	#5	8'-1"	—
d203(E)	12	#5	9'-4"	—
d204(E)	1200	#5	8'-1"	—
d205(E)	1682	#4	3'-1"	—
e200(E)	192	#4	14'-8"	—
e201(E)	320	#4	16'-9"	—
e202(E)	256	#4	18'-0"	—
e203(E)	128	#4	23'-4"	—
e204(E)	128	#4	20'-3"	—
e205(E)	96	#4	11'-1"	—
x200(E)	156	#5	6'-5"	—
x201(E)	168	#5	4'-4"	—

INSIDE ELEVATION OF PARAPET



MINIMUM BAR LAP



NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

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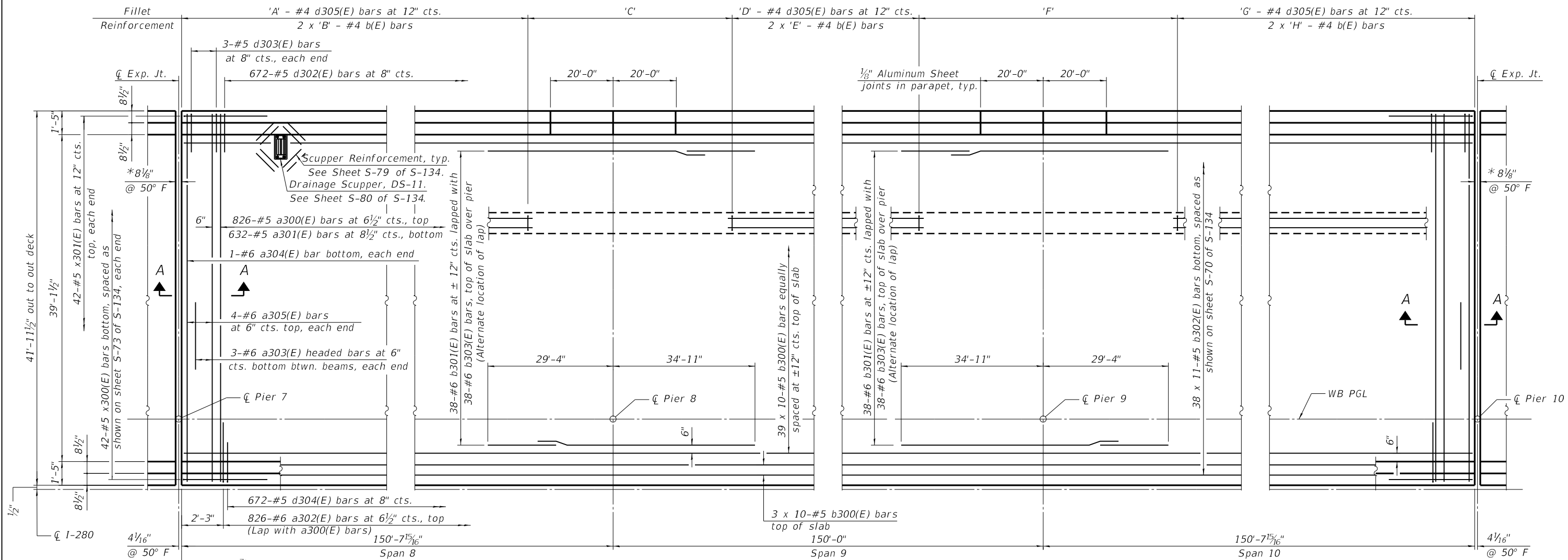
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - UNIT 2
STRUCTURE NO. 081-0106

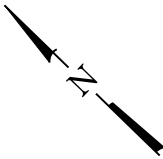
SHEET S-52 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	135
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

Westbound Deck Shown
(Eastbound Deck Symmetric about \bar{C} I-280)



* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'
A & K	-	-	-	-	-	-	-	-
B & J	32	1 - b304(E)	388'-0"	-	-	-	32	1 - b304(E)
C & H	126	4 - b305(E)	56'-3"	90	3 - b304(E)	56'-3"	126	4 - b305(E)
D & G	126	4 - b305(E)	56'-3"	90	3 - b304(E)	56'-3"	126	4 - b305(E)
E & F	126	4 - b305(E)	56'-3"	90	3 - b304(E)	56'-3"	126	4 - b305(E)

Number of d305(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

MINIMUM BAR LAP

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

NOTES:

1. See Sheet S-54 of S-134 for Parapet Details & Bill of Material.
2. See Sheet S-73 of S-134 for Section A-A.
3. See Sheet S-70 of S-134 for Deck Cross Section.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Space bars to miss parapet joints.
6. See Sheet S-72 of S-134 for Alternate Bar Lap Detail.

MODEL: SHEET
FILE NAME: 0810106-64F78-053-3DKPLN



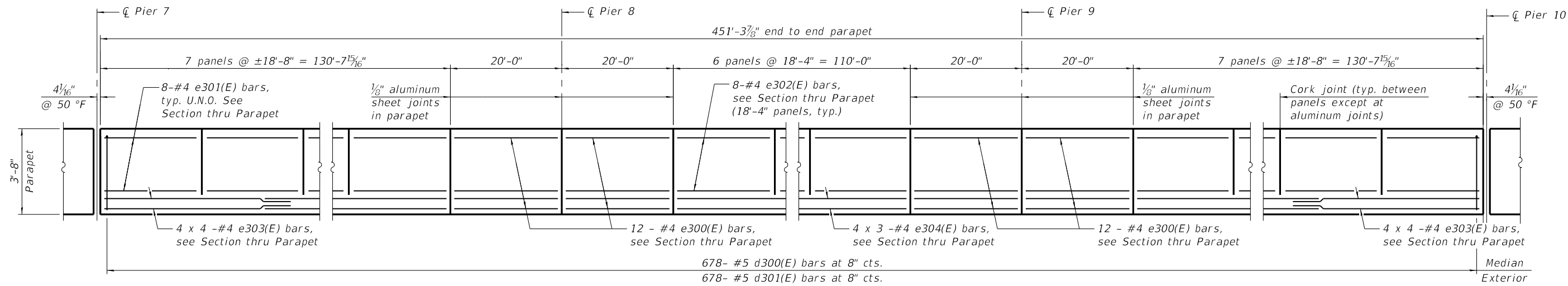
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PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN - UNIT 3
STRUCTURE NO. 081-0106**

SHEET S-53 OF S-134 SHEETS

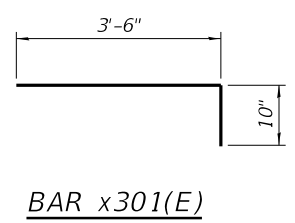
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	136
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



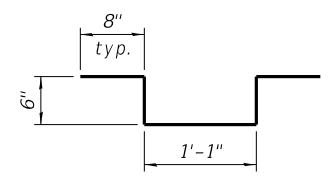
INSIDE ELEVATION OF PARAPET

**SUPERSTRUCTURE
BILL OF MATERIAL
(EB & WB Deck)**

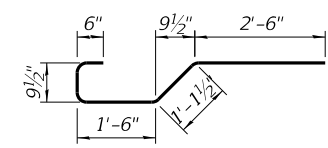
Bar	No.	Size	Length	Shape
a300(E)	1652	#5	41'-7"	—
a301(E)	1264	#5	41'-2"	—
a302(E)	3304	#6	8'-4"	—
a303(E)	48	#6	8'-7"	—
a304(E)	4	#6	41'-2"	—
a305(E)	16	#6	41'-7"	—
a306(E)	64	#5	1'-6"	—
b300(E)	900	#5	48'-3"	—
b301(E)	152	#6	50'-0"	—
b302(E)	836	#5	44'-3"	—
b303(E)	152	#6	17'-10"	—
b304(E)	44	#4	31'-6"	—
b305(E)	96	#4	33'-1"	—
d300(E)	1356	#5	7'-0"	—
d301(E)	1356	#5	7'-0"	—
d302(E)	1344	#5	8'-1"	—
d303(E)	24	#5	9'-4"	—
d304(E)	1344	#5	8'-1"	—
d305(E)	2180	#4	3'-5"	—
e300(E)	192	#4	19'-8"	—
e301(E)	448	#4	18'-4"	—
e302(E)	192	#4	18'-0"	—
e303(E)	128	#4	34'-5"	—
e304(E)	48	#4	38'-2"	—
x300(E)	168	#5	6'-5"	—
x301(E)	168	#5	4'-4"	—
Concrete Superstructure		Cu. Yd.	1,367.5	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	2,408	
Protective Coat		Sq. Yd.	4,816	
Reinforcement Bars, Epoxy Coated		Pound	335,700	
Diamond Grinding (Bridge Section)		Sq. Yd.	3,523	



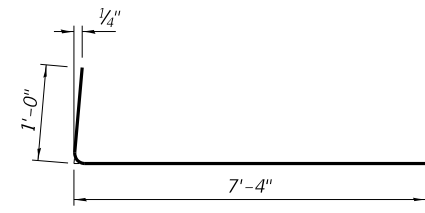
BAR x301(E)



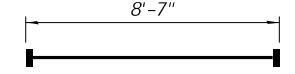
BAR d305(E)



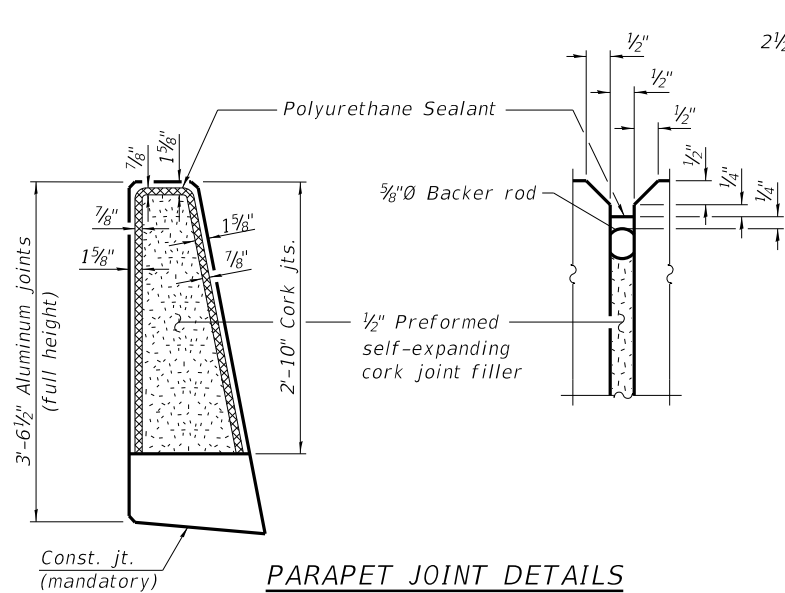
BAR x300(E)



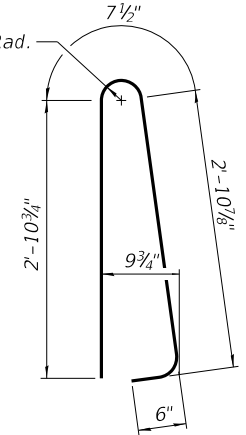
BAR a302(E)



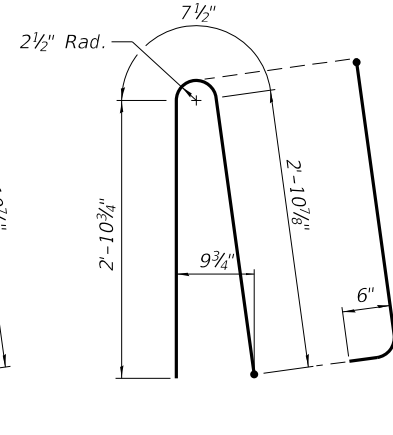
**BAR a303(E)
(Headed)**



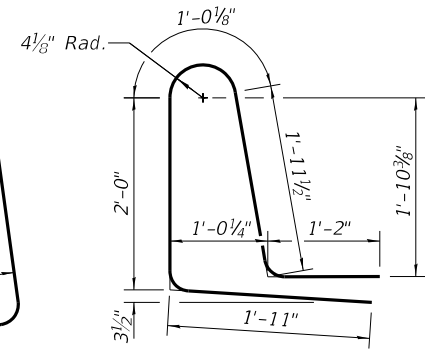
PARAPET JOINT DETAILS



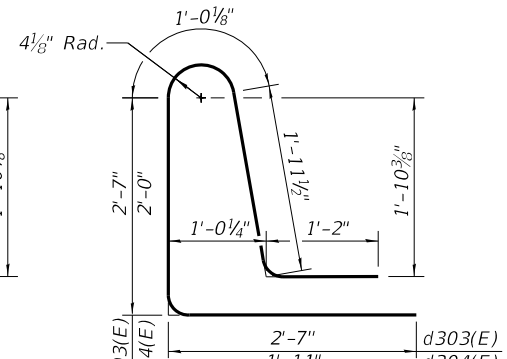
BAR d300(E)



BAR d301(E)



BAR d302(E)



BARS d303(E) & d304(E)

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

NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

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

MODEL: SHEET
FILE NAME: 0810106-64F78-054-3PARA



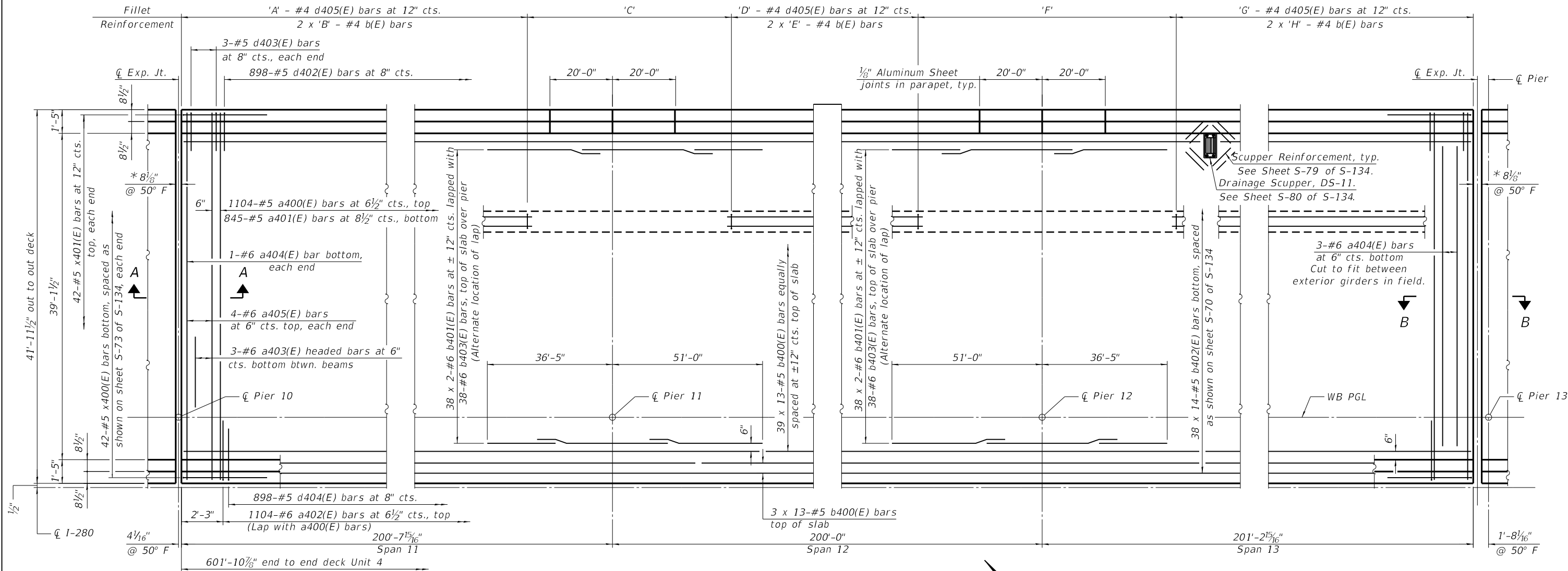
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PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 3
STRUCTURE NO. 081-0106**

SHEET S-54 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	137
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

Westbound Deck Shown
(Eastbound Deck Symmetric about \bar{C} I-280)

MINIMUM BAR LAP

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

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'
A & K	-	-	285'-8"	63	3 - b404(E)	254'-0"	-	-
B & J	20	**1-b404(E)	234'-0"	40	1 - b405(E)	285'-0"	24	1 - b404(E)
C & H	***	***	77'-5"	114	3 - b405(E)	77'-3"	168	5 - b406(E)
D & G	168	5 - b406(E)	77'-5"	114	3 - b405(E)	77'-3"	168	5 - b406(E)
E & F	168	5 - b406(E)	77'-5"	114	3 - b405(E)	77'-3"	168	5 - b406(E)

Number of d405(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

- * Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.
- ** Cut to fit in field.
- *** 38 - Station 32+16 to 32+53
39 - Station 33+44 to 33+82.
Bars may be omitted from Station 32+53 to Station 33+44 (91'-0")
- **** 1 - b405(E) - Station 32+15.75 to 32+53.25
1 - b405(E) - Station 33+44.29 to 33+81.79

NOTES:

1. See Sheet S-56 of S-134 for Parapet Details & Bill of Material.
2. See Sheet S-73 of S-134 for Section A-A & Section B-B.
3. See Sheet S-70 of S-134 for Deck Cross Section.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Space bars to miss parapet joints.
6. See Sheet S-72 of S-134 for Alternate Bar Lap Detail.

MODEL: SHEET
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10/5/2020 3:40:05 PM



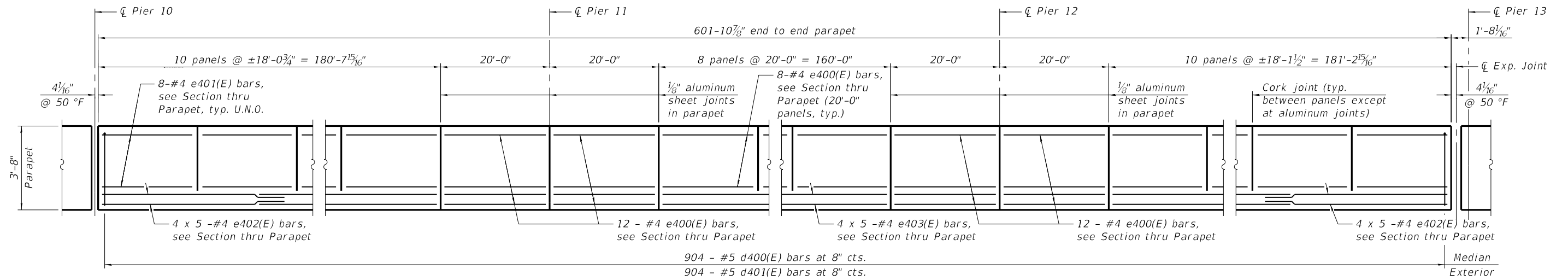
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PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN - UNIT 4
STRUCTURE NO. 081-0106**

SHEET S-55 OF S-134 SHEETS

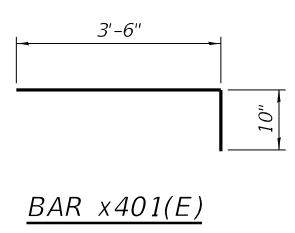
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	138
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



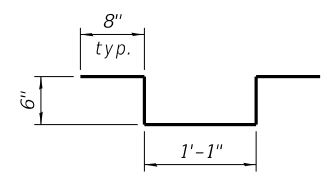
INSIDE ELEVATION OF PARAPET

**SUPERSTRUCTURE
BILL OF MATERIAL
(EB & WB Deck)**

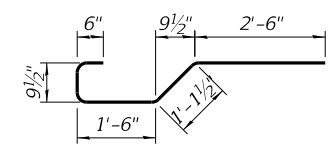
Bar	No.	Size	Length	Shape
a400(E)	2208	#5	41'-7"	—
a401(E)	1690	#5	41'-2"	—
a402(E)	4416	#6	8'-4"	└
a403(E)	24	#6	8'-7"	└
a404(E)	10	#6	41'-2"	—
a405(E)	16	#6	41'-7"	—
a406(E)	96	#5	1'-6"	—
b400(E)	1170	#5	49'-7"	—
b401(E)	304	#6	33'-6"	—
b402(E)	1064	#5	46'-3"	—
b403(E)	152	#6	27'-7"	—
b404(E)	20	#4	23'-3"	—
b405(E)	48	#4	39'-9"	—
b406(E)	100	#4	35'-6"	—
d400(E)	1808	#5	7'-0"	└
d401(E)	1808	#5	7'-0"	└
d402(E)	1796	#5	8'-1"	└
d403(E)	24	#5	9'-4"	└
d404(E)	1796	#5	8'-1"	└
d405(E)	2812	#4	3'-5"	└
e400(E)	448	#4	19'-8"	—
e401(E)	640	#4	17'-9"	—
e402(E)	160	#4	38'-2"	—
e403(E)	80	#4	33'-11"	—
x400(E)	168	#5	6'-5"	└
x401(E)	168	#5	4'-4"	└



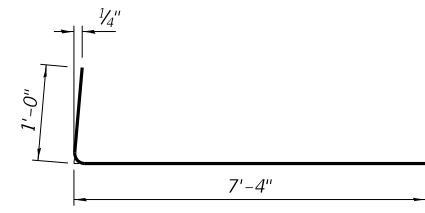
BAR x401(E)



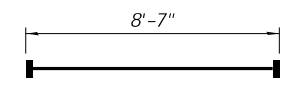
BAR d405(E)



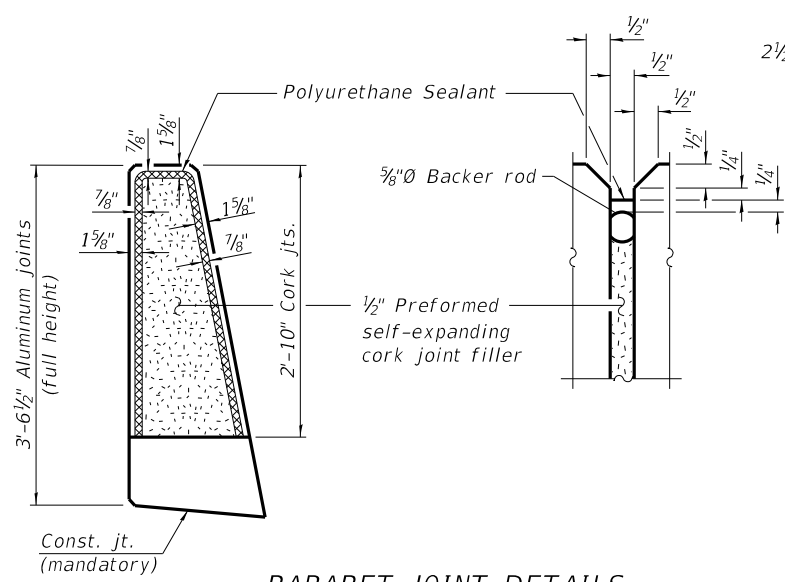
BAR x400(E)



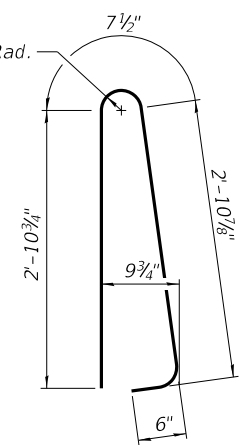
BAR a402(E)



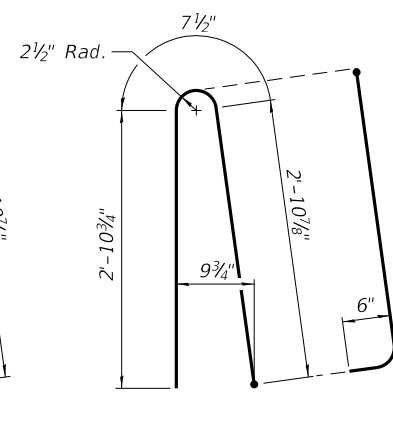
**BAR a403(E)
(Headed)**



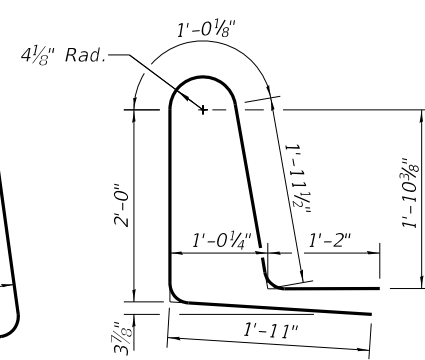
PARAPET JOINT DETAILS



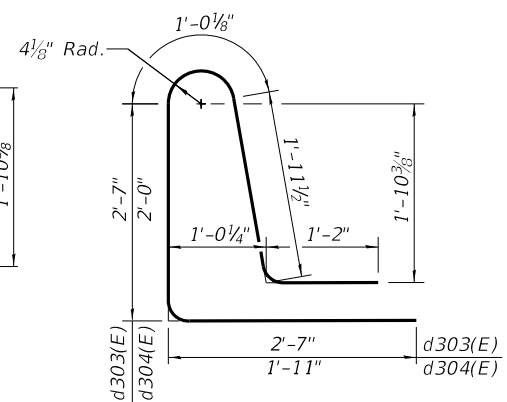
BAR d400(E)



BAR d401(E)



BAR d402(E)



BARS d403(E) & d404(E)

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

NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

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

MODEL: SHEET
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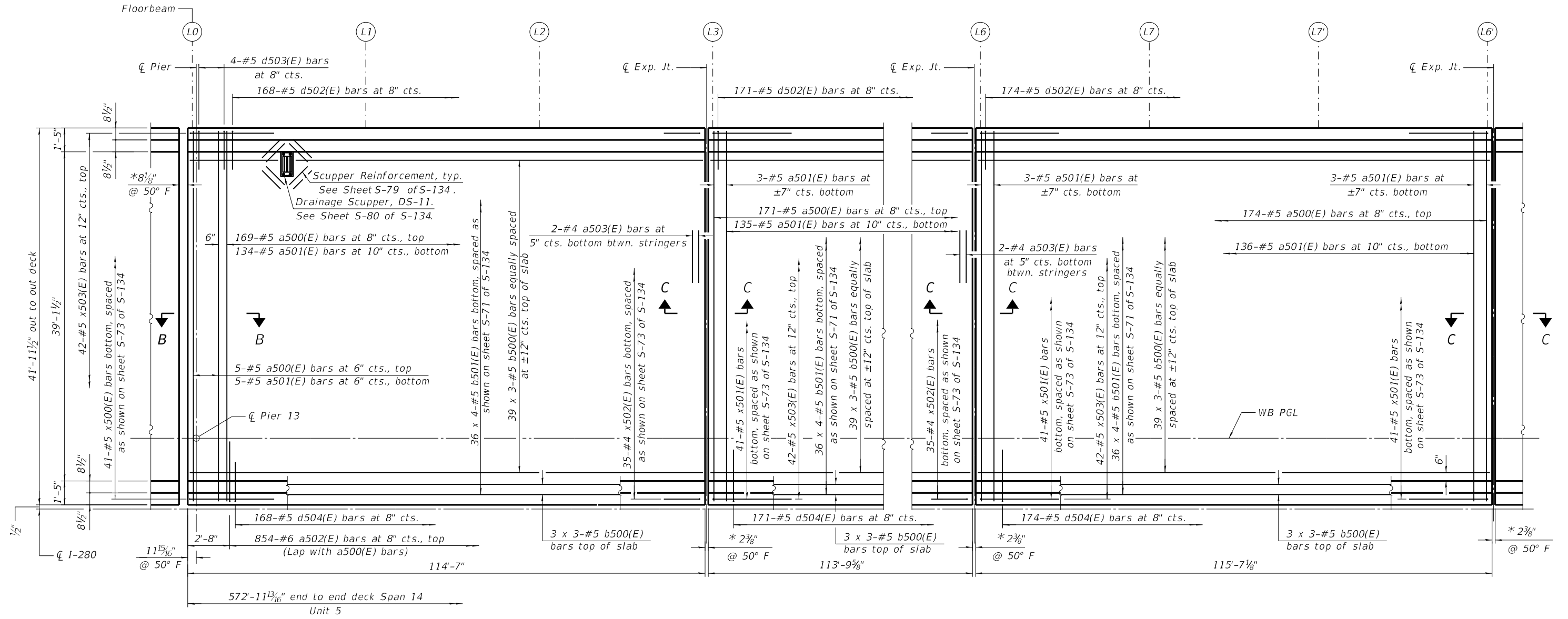
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS- UNIT 4
STRUCTURE NO. 081-0106**

SHEET S-56 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	139
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
 Westbound Deck Shown
 (Eastbound Deck Symmetric about \bar{C} I-280)

* Dimension showing concrete opening. For joint opening see Sheets S-81 & S-85 of S-134.

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

- NOTES:**
1. See Sheet S-59 of S-134 for Parapet Details & Bill of Material.
 2. See Sheet S-73 of S-134 for Section B-B & Section C-C.
 3. See Sheet S-71 of S-134 for Deck Cross Section.
 4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 5. Space bars to miss parapet joints.

MODEL: SHEET
 FILE NAME: 0810106-64F78-057-5DKPLN1



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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

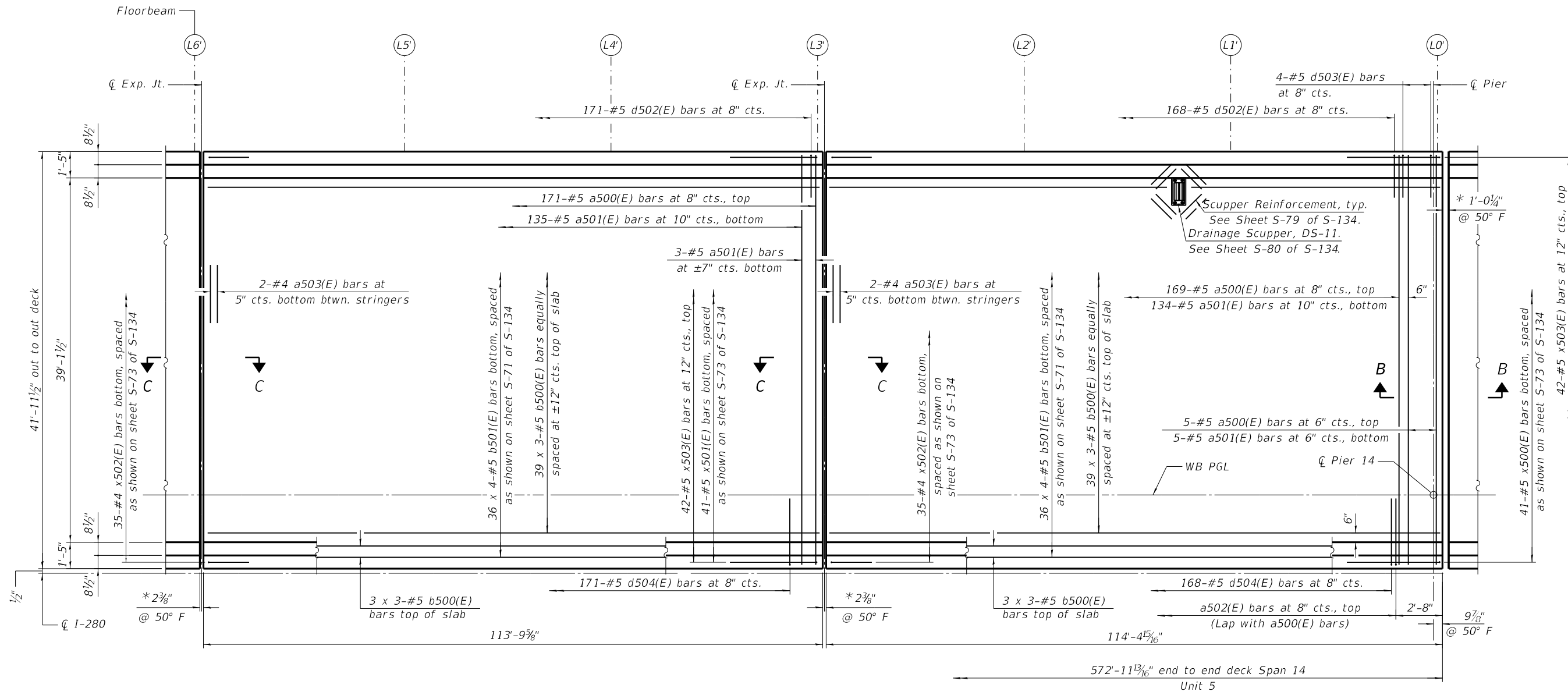
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN I - UNIT 5
 STRUCTURE NO. 081-0106**

SHEET S-57 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	140
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT



PLAN
 Westbound Deck Shown
 (Eastbound Deck Symmetric about $\text{C}\bar{\text{L}}$ I-280)

* Dimension showing concrete opening. For joint opening see Sheets S-81 & S-85 of S-134.

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

- NOTES:**
1. See Sheet S-59 of S-134 for Parapet Details & Bill of Material.
 2. See Sheet S-73 of S-134 for Section B-B & Section C-C.
 3. See Sheet S-71 of S-134 for Deck Cross Section.
 4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 5. Space bars to miss parapet joints.

MODEL: SHEET
 FILE NAME: 0810106-64F78-058-5DKPLN2



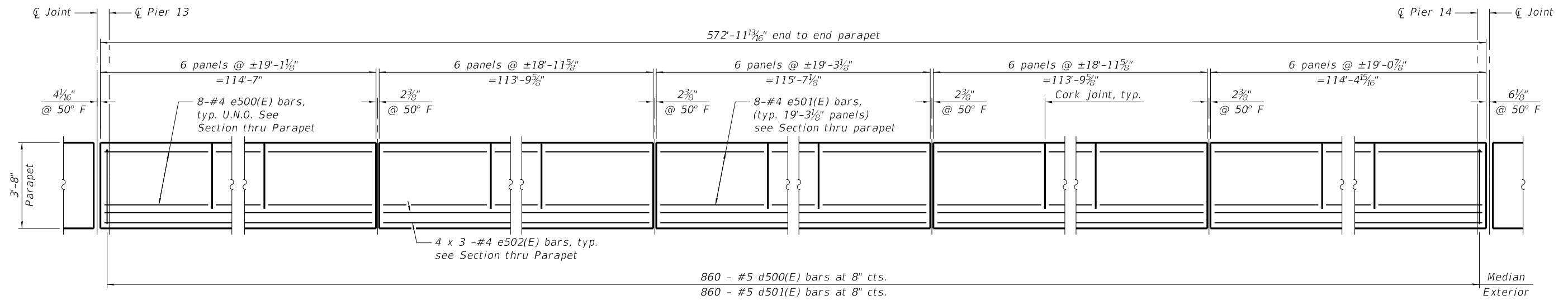
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PLOT SCALE = N.T.S.	DRAWN - MDW	REVISED -
PLOT DATE = 10/5/2020	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN II - UNIT 5
 STRUCTURE NO. 081-0106**

SHEET S-58 OF S-134 SHEETS

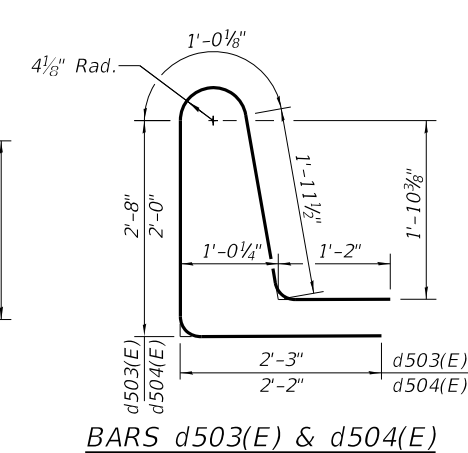
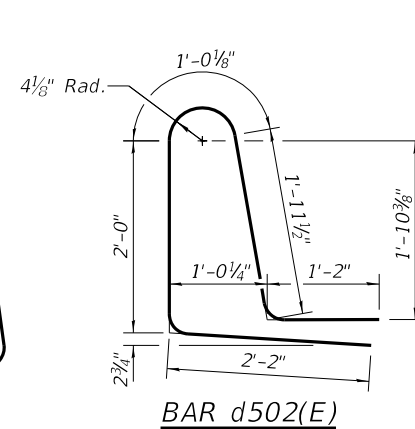
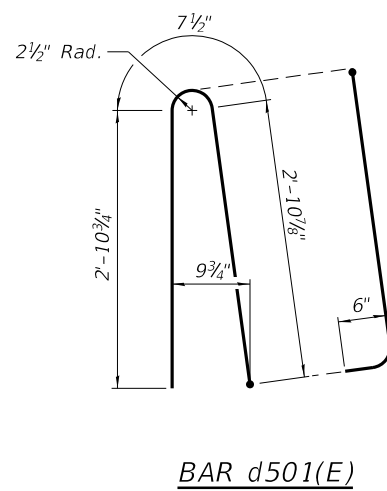
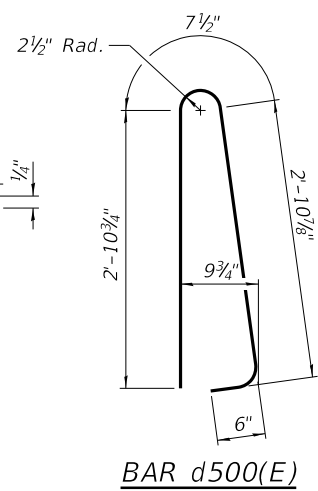
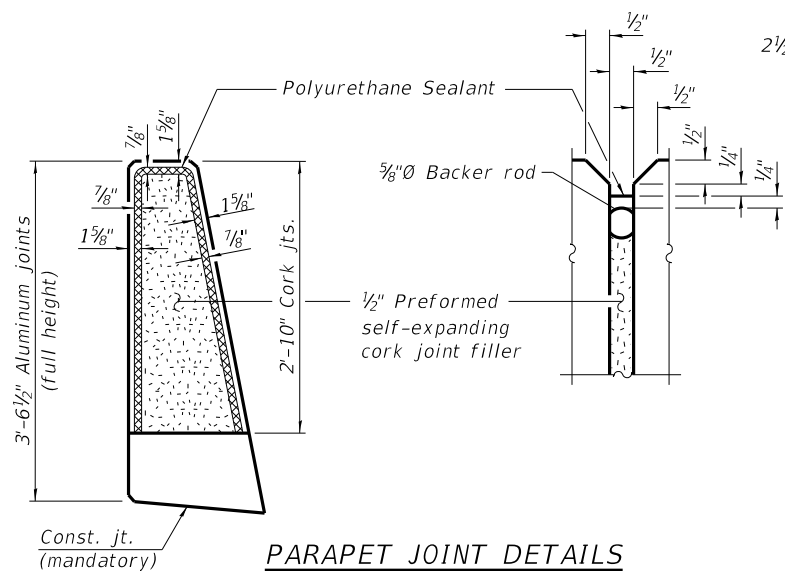
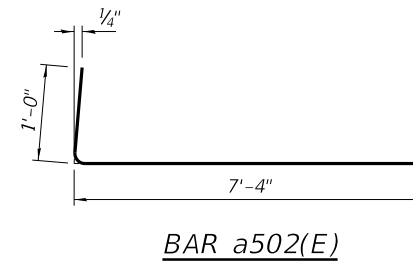
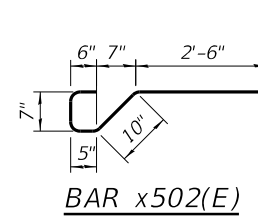
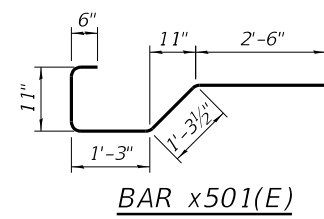
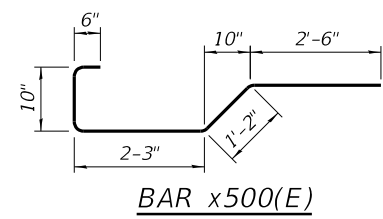
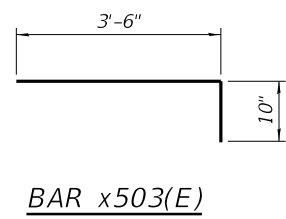
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	141
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET

**SUPERSTRUCTURE
BILL OF MATERIAL**
(EB & WB Deck)

Bar	No.	Size	Length	Shape
a500(E)	1728	#5	41'-7"	—
a501(E)	1392	#5	41'-2"	—
a502(E)	3416	#6	8'-4"	—
a503(E)	80	#4	6'-10"	—
b500(E)	1350	#5	40'-10"	—
b501(E)	1440	#5	31'-6"	—
d500(E)	1720	#5	7'-0"	—
d501(E)	1720	#5	7'-0"	—
d502(E)	1704	#5	8'-4"	—
d503(E)	32	#5	9'-1"	—
d504(E)	1704	#5	8'-4"	—
e500(E)	768	#4	18'-8"	—
e501(E)	192	#4	18'-11"	—
e502(E)	240	#4	40'-1"	—
x500(E)	164	#5	7'-3"	—
x501(E)	328	#5	6'-6"	—
x502(E)	280	#4	4'-10"	—
x503(E)	504	#5	4'-4"	—
Concrete Superstructure		Cu. Yd.	1,640.9	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	3,056	
Protective Coat		Sq. Yd.	6,114	
Reinforcement Bars, Epoxy Coated		Pound	362,760	
Diamond Grinding (Bridge Section)		Sq. Yd.	4,473	



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

NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

MODEL: SHEET
FILE NAME: 0810106-64F78-059-5PARA



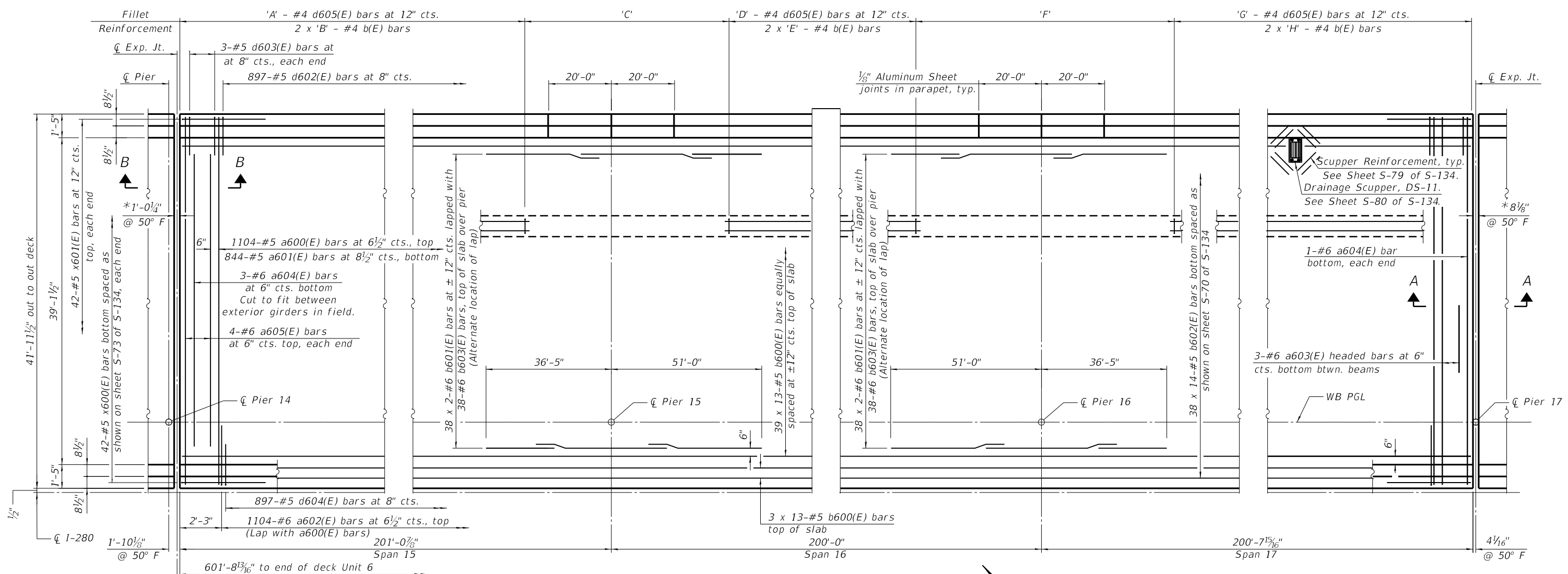
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 5
STRUCTURE NO. 081-0106**

SHEET S-59 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	142
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
Westbound Deck Shown
(Eastbound Deck Symmetric about \bar{C} I-280)

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'
A & K	-	-	254'-3"	95	3 - b604(E)	253'-8"	-	-
B & J	24	**1-b604(E)	230'-0"	95	3 - b604(E)	216'-0"	38	**1-b605(E)
C & H	168	5 - b606(E)	77'-3"	114	3 - b605(E)	77'-5"	168	5 - b606(E)
D & G	168	5 - b606(E)	77'-3"	114	3 - b605(E)	77'-5"	168	5 - b606(E)
E & F	168	5 - b606(E)	77'-3"	114	3 - b605(E)	77'-5"	168	5 - b606(E)

Number of d605(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

MINIMUM BAR LAP

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

* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.
** Cut to fit in field.

NOTES:

1. See Sheet S-61 of S-134 for Parapet Details & Bill of Material.
2. See Sheet S-73 of S-134 for Section A-A & Section B-B.
3. See sheet S-70 of S-134 for Deck Cross Section.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Space bars to miss parapet joints.
6. See Sheet S-72 of S-134 for Alternate Bar Lap Detail.

MODEL: SHEET
FILE NAME: 0810106-64F78-060-6DKPLN



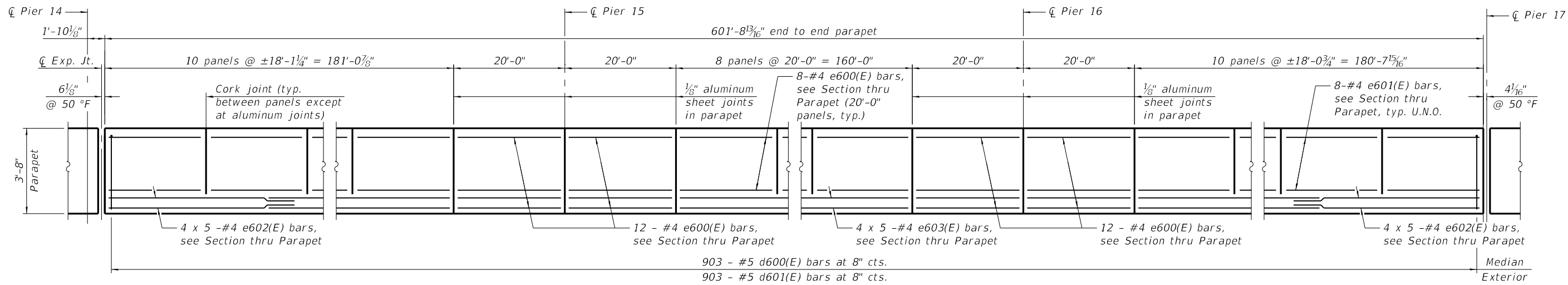
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN - UNIT 6
STRUCTURE NO. 081-0106**

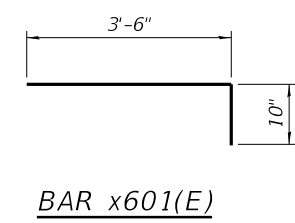
SHEET S-60 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	143
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		

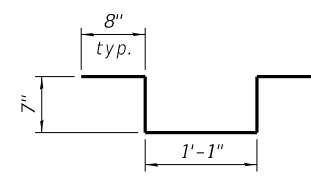


INSIDE ELEVATION OF PARAPET

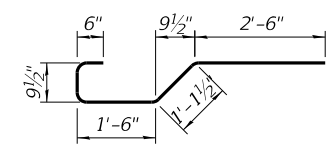
**SUPERSTRUCTURE
BILL OF MATERIAL
(EB & WB Deck)**



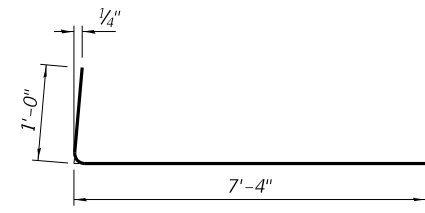
BAR x601(E)



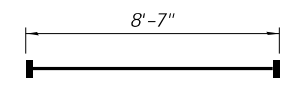
BAR d605(E)



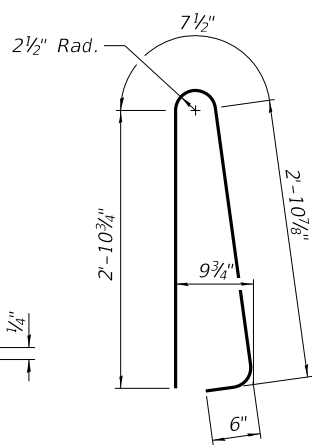
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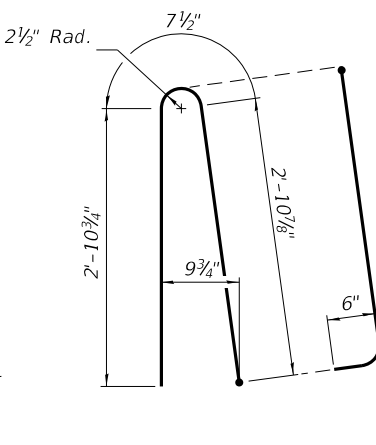
BAR a602(E)



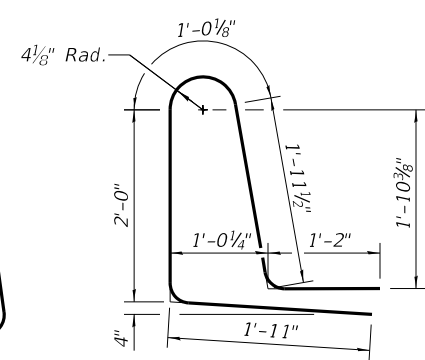
**BAR a603(E)
(Headed)**



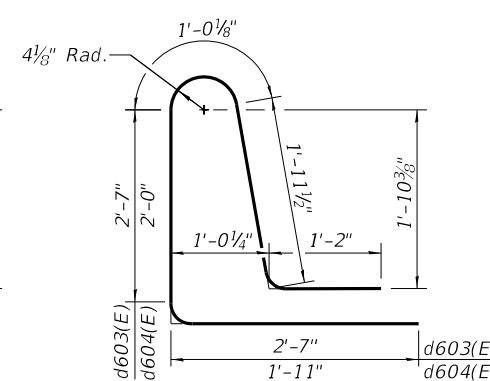
BAR d600(E)



BAR d601(E)

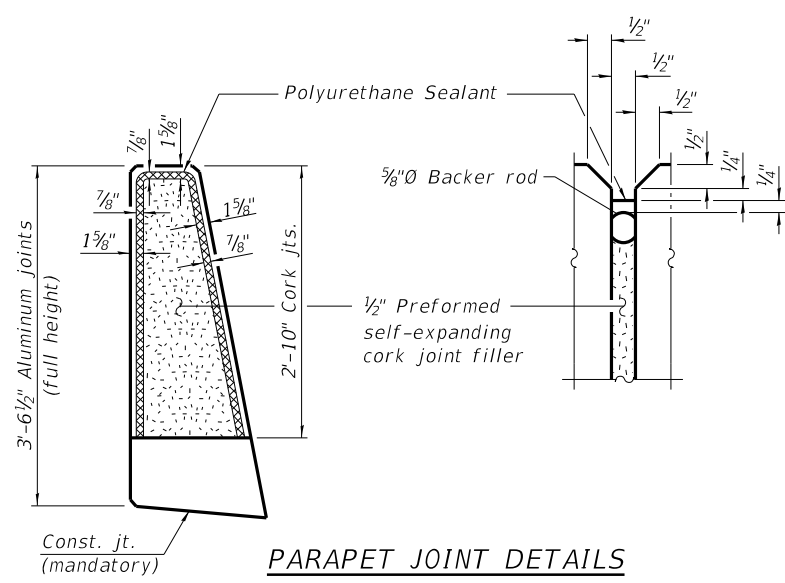


BAR d602(E)



BARS d603(E) & d604(E)

Bar	No.	Size	Length	Shape
a600(E)	2208	#5	41'-7"	—
a601(E)	1688	#5	41'-2"	—
a602(E)	4416	#6	8'-4"	└
a603(E)	24	#6	8'-7"	└
a604(E)	10	#6	41'-2"	—
a605(E)	16	#6	41'-7"	—
a606(E)	96	#5	1'-6"	—
b600(E)	1170	#5	49'-7"	—
b601(E)	304	#6	33'-6"	—
b602(E)	1064	#5	46'-3"	—
b603(E)	152	#6	27'-7"	—
b604(E)	28	#4	33'-2"	—
b605(E)	40	#4	39'-6"	—
b606(E)	120	#4	35'-4"	—
d600(E)	1806	#5	7'-0"	└
d601(E)	1806	#5	7'-0"	└
d602(E)	1794	#5	8'-1"	└
d603(E)	24	#5	9'-4"	└
d604(E)	1794	#5	8'-1"	└
d605(E)	3204	#4	3'-7"	└
e600(E)	448	#4	19'-8"	—
e601(E)	640	#4	17'-9"	—
e602(E)	160	#4	38'-2"	—
e603(E)	80	#4	33'-11"	—
x600(E)	168	#5	6'-5"	└
x601(E)	168	#5	4'-4"	└



PARAPET JOINT DETAILS

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

NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

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

MODEL: SHEET
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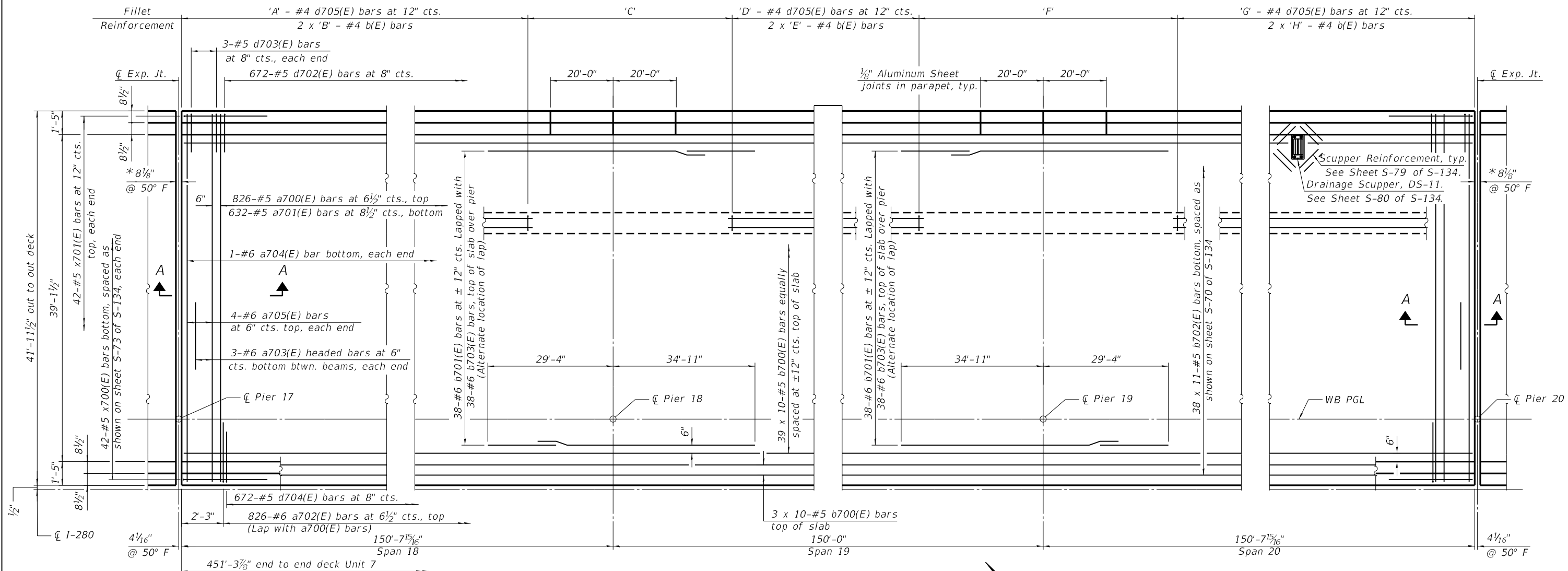
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 6
STRUCTURE NO. 081-0106**

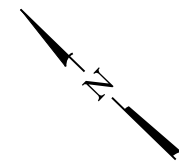
SHEET S-61 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	144
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN

Westbound Deck Shown
(Eastbound Deck Symmetric about \bar{C} I-280)



* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'
A & K	-	-	-	-	-	-	-	-
B & J	98	3 - b704(E)	83'-8"	90	3 - b705(E)	83'-8"	98	3 - b704(E)
C & H	126	4 - b706(E)	56'-3"	90	3 - b705(E)	56'-3"	126	4 - b706(E)
D & G	126	4 - b706(E)	56'-3"	90	3 - b705(E)	56'-3"	126	4 - b706(E)
E & F	126	4 - b706(E)	56'-3"	90	3 - b705(E)	56'-3"	126	4 - b706(E)

Number of d705(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

MINIMUM BAR LAP

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

NOTES:

1. See Sheet S-63 of S-134 for Parapet Details & Bill of Material.
2. See Sheet S-73 of S-134 for Section A-A.
3. See Sheet S-70 of S-134 for Deck Cross Section.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Space bars to miss parapet joints.
6. See Sheet S-72 of S-134 for Alternate Bar Lap Detail.

MODEL: SHEET
FILE NAME: 0810106-64F78-062-7DKPLN

10/5/2020 3:41:07 PM



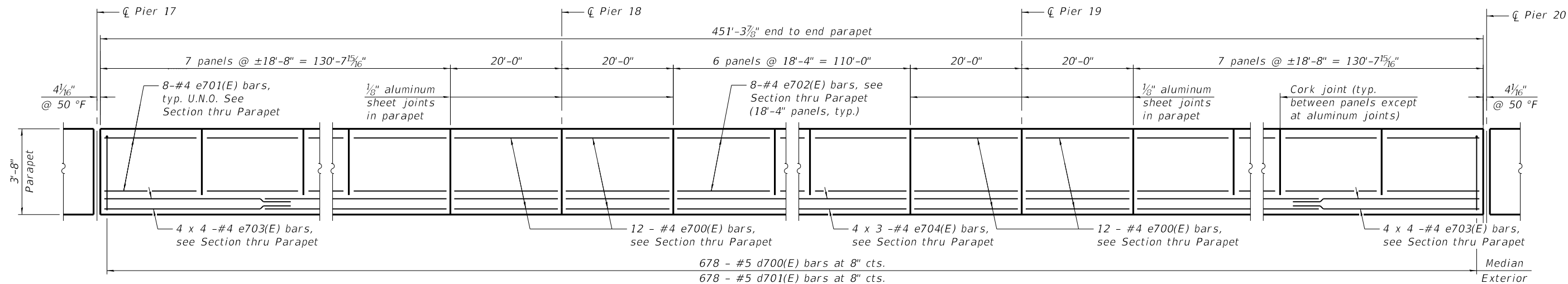
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	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

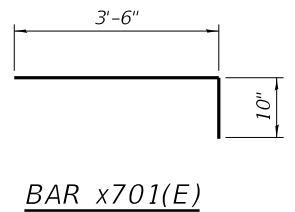
**DECK PLAN - UNIT 7
STRUCTURE NO. 081-0106**

SHEET S-62 OF S-134 SHEETS

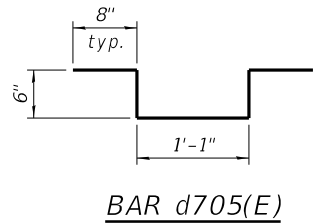
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	145
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		



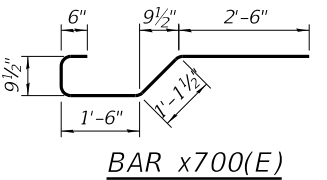
INSIDE ELEVATION OF PARAPET



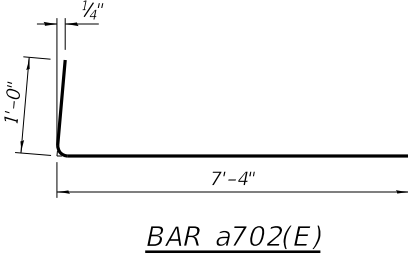
BAR x701(E)



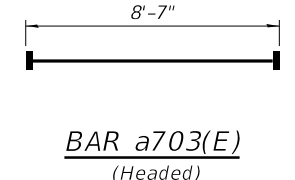
BAR d705(E)



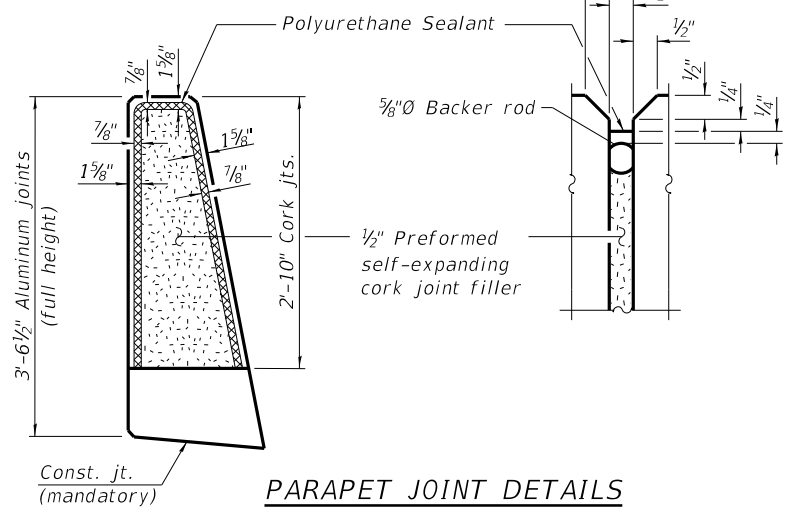
BAR x700(E)



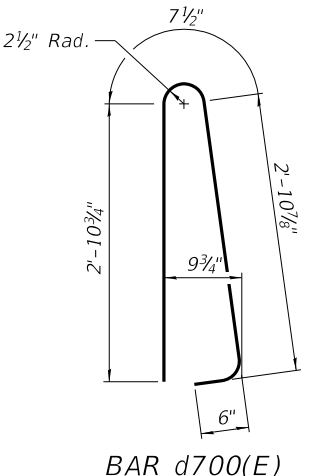
BAR a702(E)



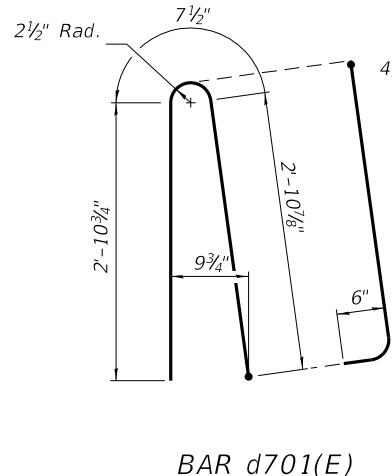
**BAR a703(E)
(Headed)**



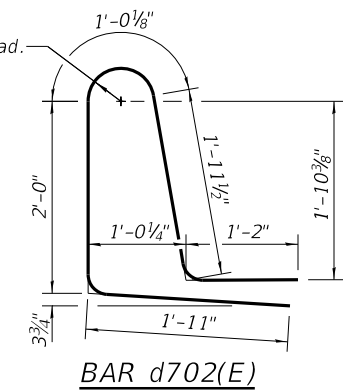
PARAPET JOINT DETAILS



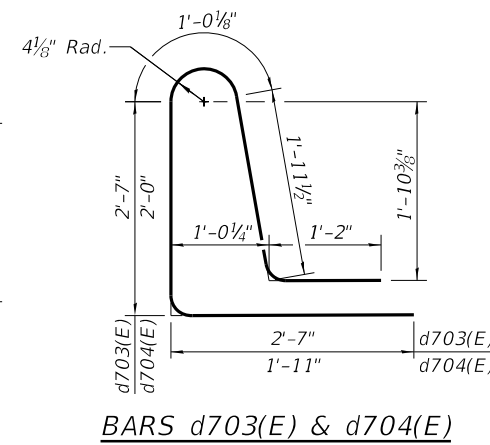
BAR d700(E)



BAR d701(E)



BAR d702(E)



BARS d703(E) & d704(E)

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

**SUPERSTRUCTURE
BILL OF MATERIAL**
(EB & WB Deck)

Bar	No.	Size	Length	Shape
a700(E)	1652	#5	41'-7"	—
a701(E)	1264	#5	41'-2"	—
a702(E)	3304	#6	8'-4"	L
a703(E)	48	#6	8'-7"	—
a704(E)	4	#6	41'-2"	—
a705(E)	16	#6	41'-7"	—
a706(E)	64	#5	1'-6"	—
b700(E)	900	#5	48'-3"	—
b701(E)	152	#6	50'-0"	—
b702(E)	836	#5	44'-3"	—
b703(E)	152	#6	17'-10"	—
b704(E)	24	#4	34'-2"	—
b705(E)	48	#4	31'-4"	—
b706(E)	96	#4	33'-1"	—
d700(E)	1356	#5	7'-0"	—
d701(E)	1356	#5	7'-0"	—
d702(E)	1344	#5	8'-1"	—
d703(E)	24	#5	9'-4"	—
d704(E)	1344	#5	8'-1"	—
d705(E)	2624	#4	3'-5"	—
e700(E)	192	#4	19'-8"	—
e701(E)	448	#4	18'-4"	—
e702(E)	192	#4	18'-0"	—
e703(E)	128	#4	34'-5"	—
e704(E)	48	#4	38'-2"	—
x700(E)	168	#5	6'-5"	—
x701(E)	168	#5	4'-1"	—

NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

Concrete Superstructure	Cu. Yd.	1,368.3
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,408
Protective Coat	Sq. Yd.	4,816
Reinforcement Bars, Epoxy Coated	Pound	337,340
Diamond Grinding (Bridge Section)	Sq. Yd.	3,523

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

MODEL: SHEET
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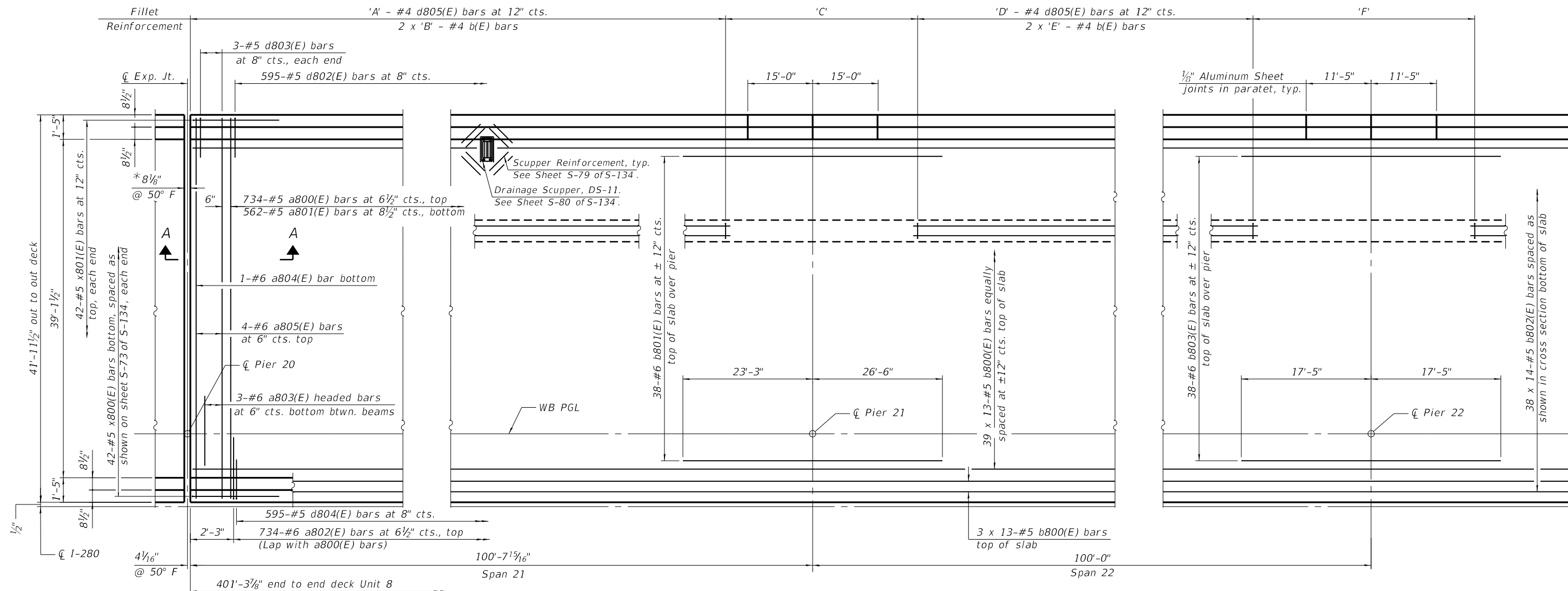
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

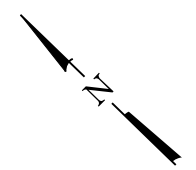
**SUPERSTRUCTURE DETAILS - UNIT 7
STRUCTURE NO. 081-0106**

SHEET S-63 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	146
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
 Westbound Deck Shown
 (Eastbound Deck Symmetric about ϕ I-280)



* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.

NOTES:

1. See Sheet S-66 of S-134 for Parapet Details & Bill of Material.
2. See Sheet S-73 of S-134 for Section A-A.
3. See Sheet S-70 of S-134 for Deck Cross Section.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Space bars to miss Parapet Joints.
6. See Sheet S-65 of S-134 for Fillet Reinforcement Table.

MODEL: SHEET
 FILE NAME: 0810106-64F78-064-8DKPLN1



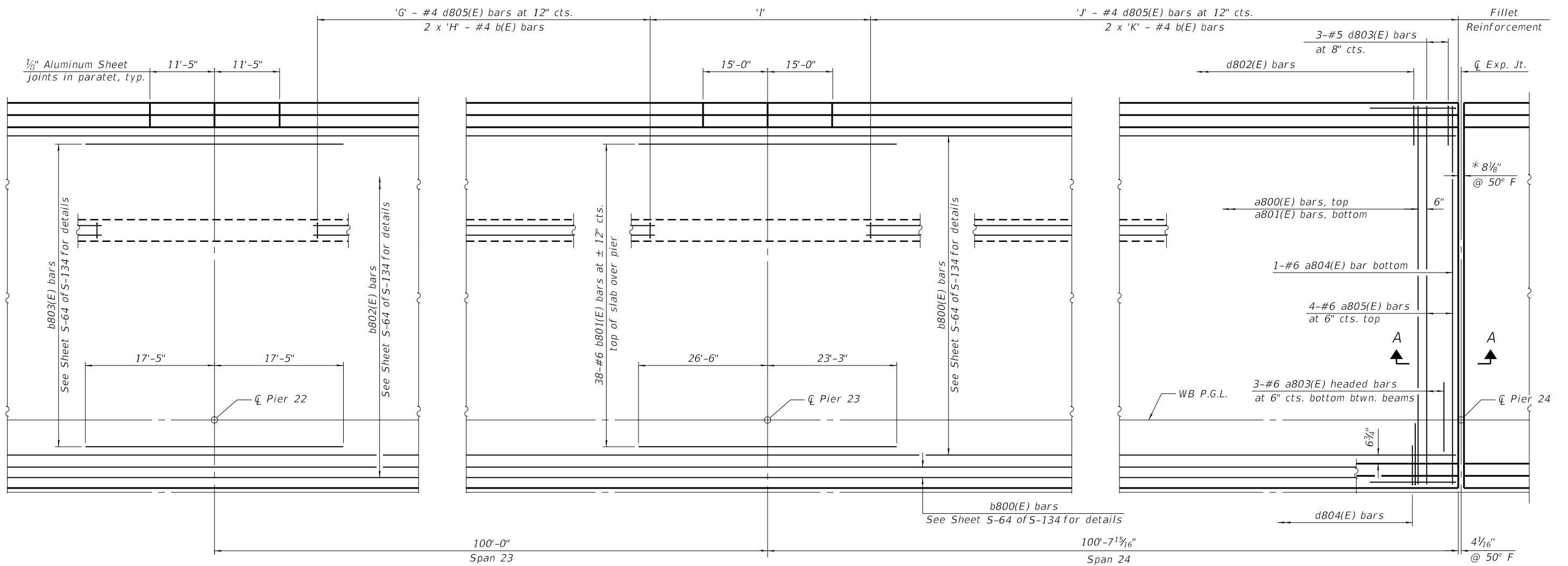
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN I - UNIT 8
 STRUCTURE NO. 081-0106**

SHEET S-64 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	147
CONTRACT NO. 64F78				
		ILLINOIS	FED. AID PROJECT	



PLAN
Westbound Deck Shown
(Eastbound Deck Symmetric about \bar{C} 1-280)

* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.

FILLET REINFORCEMENT

See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'I'	'J'	'K'
A & K	-	-	-	-	-	-	-	-	-	-	-
B & J	36	1 - b804(E)	89'-0"	43	2 - b805(E)	48'-0"	61	2 - b806(E)	58'-0"	67	2 - b807(E)
C & H	81	3 - b808(E)	44'-0"	62	2 - b809(E)	29'-0"	61	2 - b806(E)	44'-0"	81	3 - b808(E)
D & G	81	3 - b808(E)	44'-0"	62	2 - b809(E)	29'-0"	61	2 - b806(E)	44'-0"	81	3 - b808(E)
E & F	81	3 - b808(E)	44'-0"	62	2 - b809(E)	29'-0"	61	2 - b806(E)	44'-0"	81	3 - b808(E)

Number of d805(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"

NOTES:

- See Sheet S-66 of S-134 for Parapet Details & Bill of Material.
- See Sheet S-73 of S-134 for Section A-A.
- See Sheet S-70 of S-134 for Deck Cross Section.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- Space bars to miss Parapet Joints.

MODEL: SHEET
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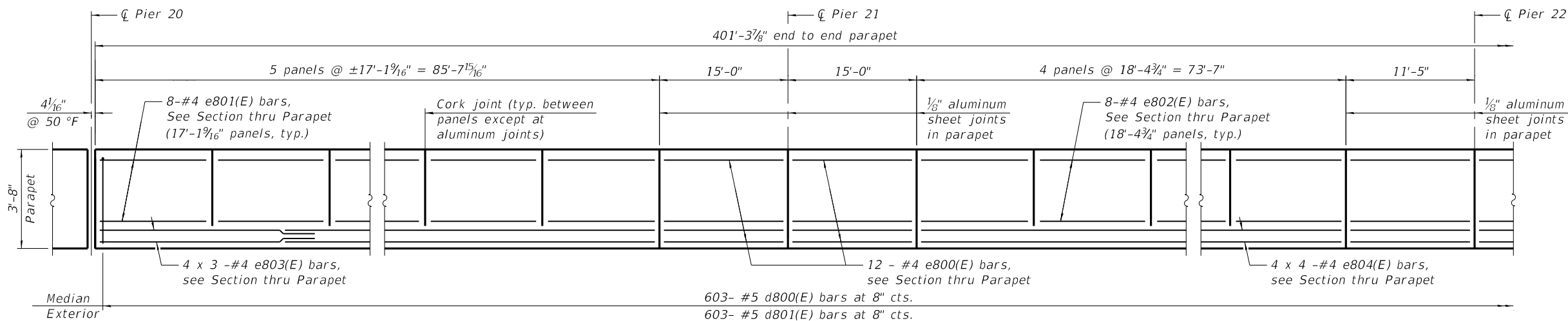
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

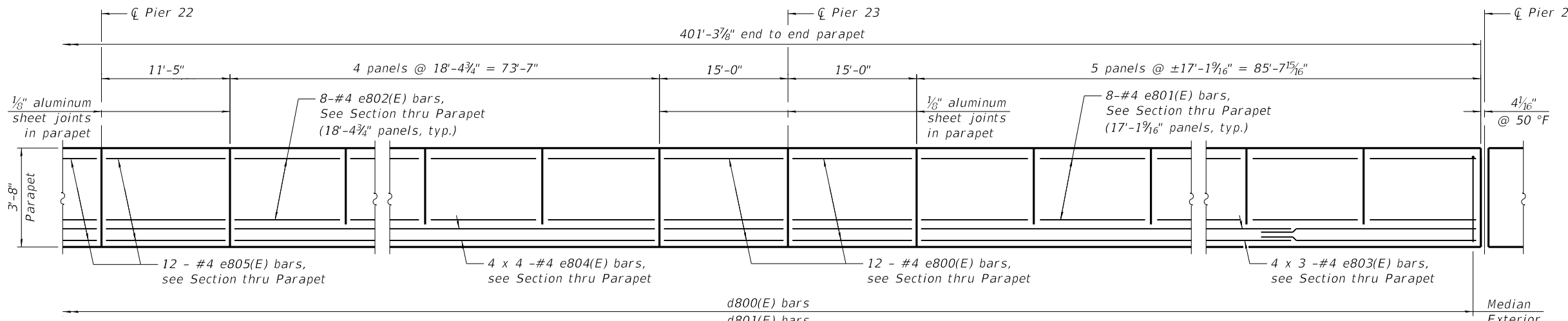
**DECK PLAN II - UNIT 8
STRUCTURE NO. 081-0106**

SHEET S-65 OF S-134 SHEETS

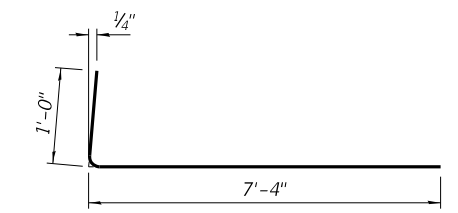
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	148
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



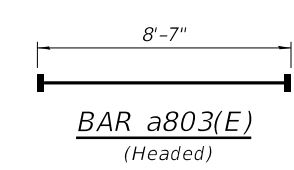
INSIDE ELEVATION OF PARAPET



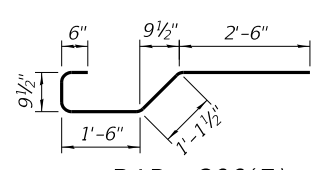
INSIDE ELEVATION OF PARAPET



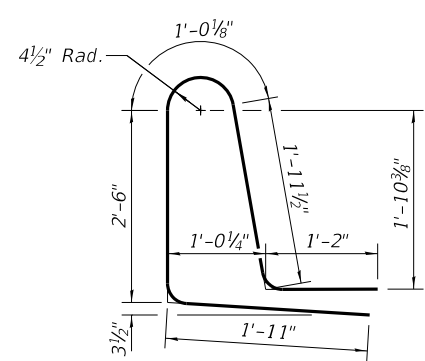
BAR a802(E)



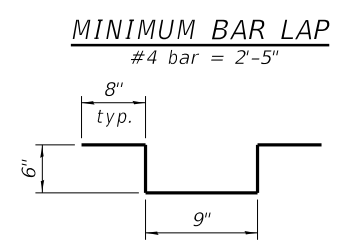
**BAR a803(E)
(Headed)**



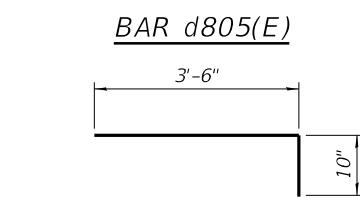
BAR x800(E)



BAR d802(E)

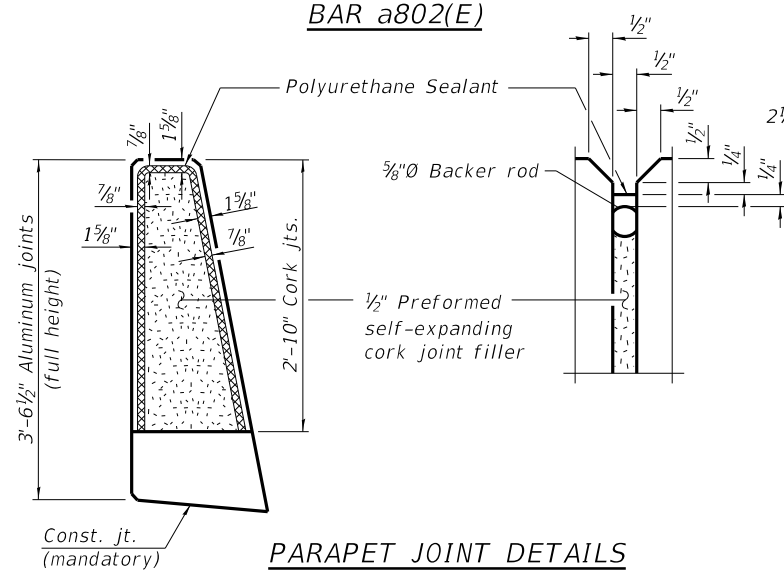


**MINIMUM BAR LAP
#4 bar = 2'-5"**

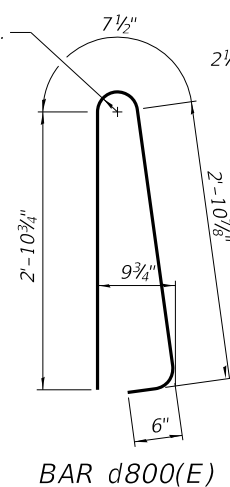


BAR d805(E)

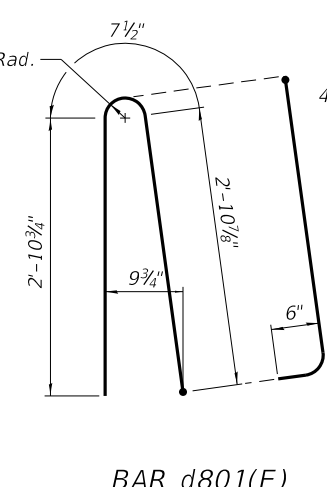
BAR x801(E)



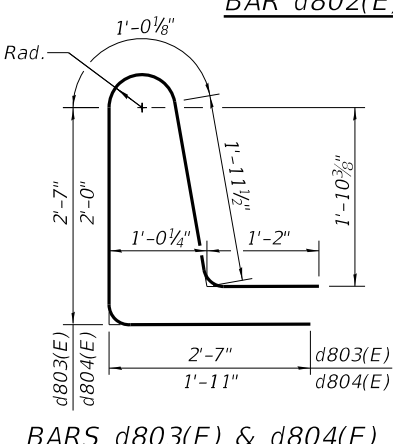
PARAPET JOINT DETAILS



BAR d800(E)



BAR d801(E)



BARS d803(E) & d804(E)

NOTES:

- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
- Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
- See Sheet S-72 of S-134 for Section Thru Parapet.

**SUPERSTRUCTURE
BILL OF MATERIAL
(EB & WB Deck)**

Bar	No.	Size	Length	Shape
a800(E)	1468	#5	41'-7"	—
a801(E)	1124	#5	41'-2"	—
a802(E)	2936	#6	8'-4"	—
a803(E)	48	#6	8'-7"	—
a804(E)	4	#6	41'-2"	—
a805(E)	16	#6	41'-7"	—
a806(E)	64	#5	1'-6"	—
b800(E)	1170	#5	34'-2"	—
b801(E)	152	#6	49'-9"	—
b802(E)	1064	#5	31'-11"	—
b803(E)	76	#6	34'-10"	—
b804(E)	4	#4	36'-0"	—
b805(E)	8	#4	22'-9"	—
b806(E)	32	#4	31'-9"	—
b807(E)	8	#4	34'-9"	—
b808(E)	72	#4	28'-8"	—
b809(E)	24	#4	32'-3"	—
d800(E)	1206	#5	7'-0"	—
d801(E)	1206	#5	7'-0"	—
d802(E)	1194	#5	8'-1"	—
d803(E)	24	#5	9'-4"	—
d804(E)	1194	#5	8'-1"	—
d805(E)	2124	#4	3'-1"	—
e800(E)	192	#4	14'-8"	—
e801(E)	320	#4	16'-9"	—
e802(E)	256	#4	18'-0"	—
e803(E)	96	#4	30'-1"	—
e804(E)	128	#4	20'-3"	—
e805(E)	96	#4	11'-1"	—
x800(E)	168	#5	6'-5"	—
x801(E)	168	#5	4'-4"	—
Concrete Superstructure		Cu. Yd.	1,212.4	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	2,141	
Protective Coat		Sq. Yd.	4,282	
Reinforcement Bars Epoxy Coated		Pound	303,220	
Diamond Grinding (Bridge Section)		Sq. Yd.	3,133	

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

MODEL: SHEET
FILE NAME: 0810106-64F78-066-8PARA



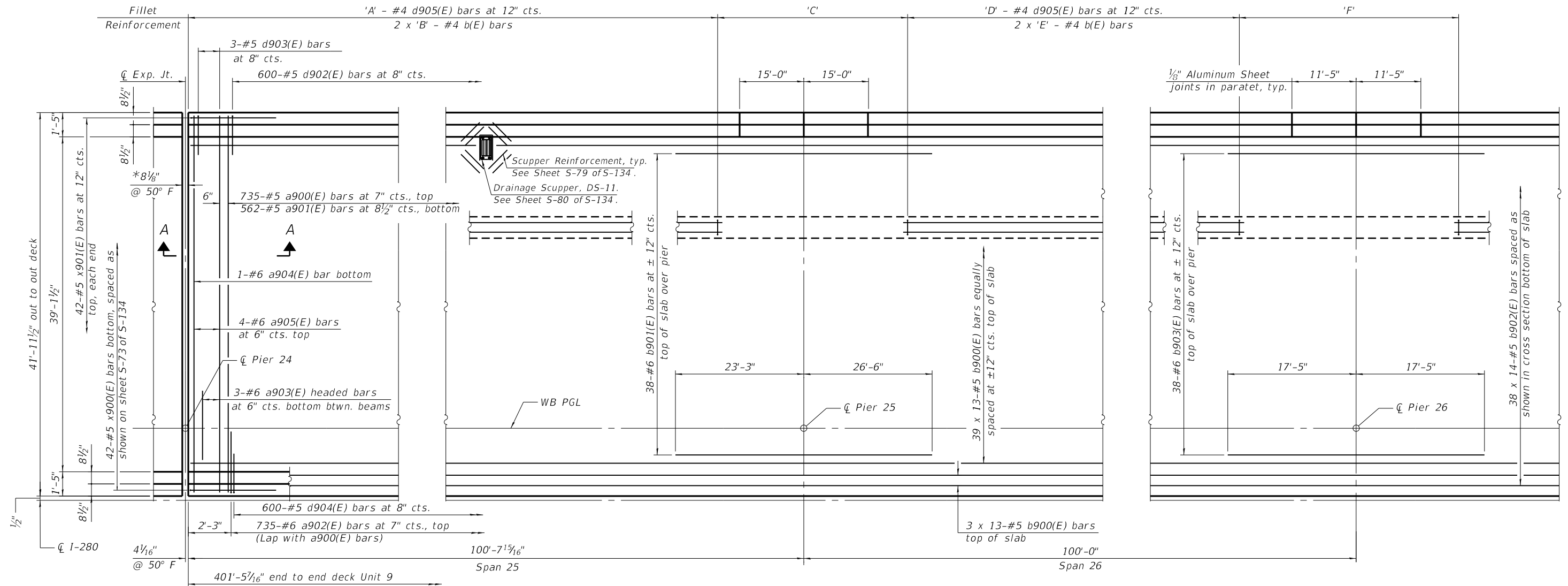
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

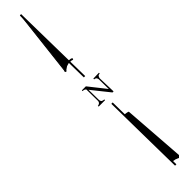
**SUPERSTRUCTURE DETAILS - UNIT 8
STRUCTURE NO. 081-0106**

SHEET S-66 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	149
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
 Westbound Deck Shown
 (Eastbound Deck Symmetric about ϕ I-280)



* Dimension showing concrete opening. For joint opening see sheet S-85 of S-134.

NOTES:

1. See Sheet S-69 of S-134 for Parapet Details & Bill of Material.
2. See Sheet S-73 of S-134 for Section A-A.
3. See Sheet S-70 of S-134 for Deck Cross Section.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Space bars to miss Parapet Joints.
6. See Sheet S-68 of S-134 for Fillet Reinforcement Table.

MODEL: SHEET
 FILE NAME: 0810106-64F78-067-9DKPLN1



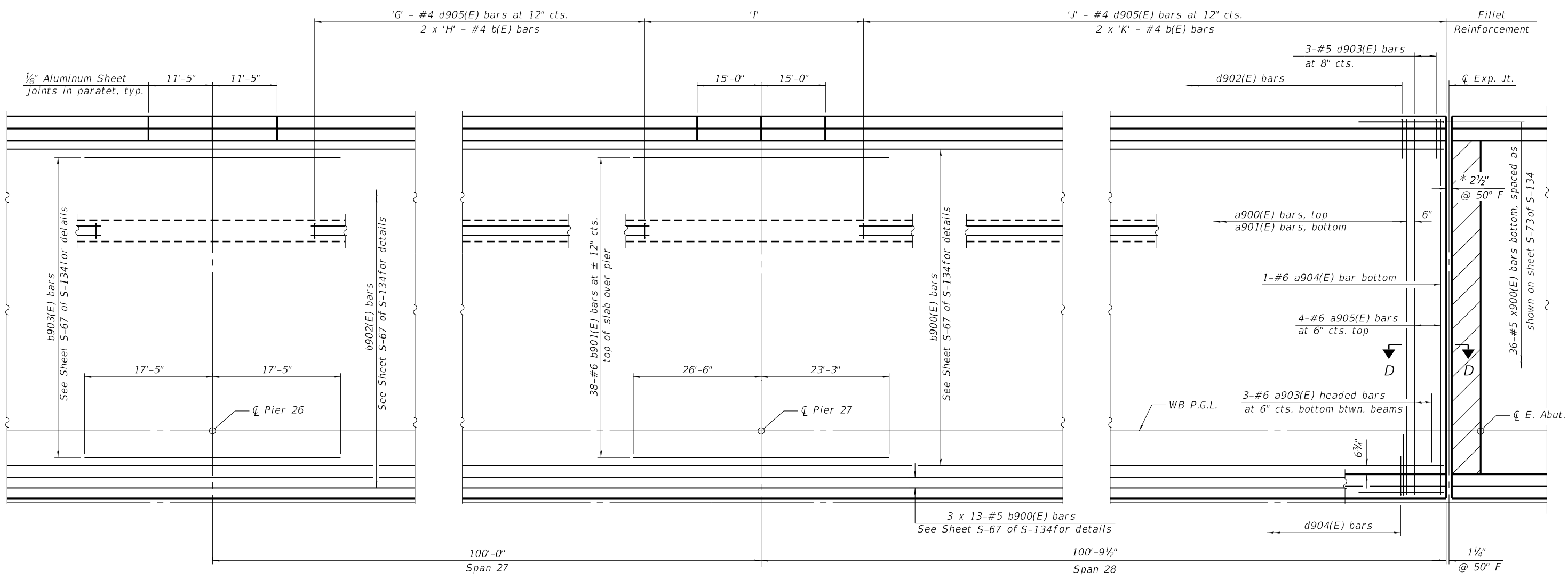
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN I - UNIT 9
 STRUCTURE NO. 081-0106**

SHEET S-67 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	150
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN
Westbound Deck Shown
(Eastbound Deck Symmetric about C 1-280)

FILLET REINFORCEMENT
See Sheet S-72 of S-134 for Fillet Reinforcement Detail.

MINIMUM BAR LAP
#4 bar = 2'-5"
#5 bar = 3'-6"

Girder	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'I'	'J'	'K'
A & K	-	-	-	-	-	-	-	-	-	-	-
B & J	6	1 - b904(E)	119'-0"	53	2 - b905(E)	38'-0"	61	2 - b906(E)	104'-0"	21	1 - b907(E)
C & H	81	3 - b908(E)	44'-0"	62	2 - b909(E)	29'-0"	61	2 - b906(E)	44'-0"	81	3 - b908(E)
D & G	81	3 - b908(E)	44'-0"	62	2 - b909(E)	29'-0"	61	2 - b906(E)	44'-0"	81	3 - b908(E)
E & F	81	3 - b908(E)	44'-0"	62	2 - b909(E)	29'-0"	61	2 - b906(E)	44'-0"	81	3 - b908(E)

Number of d905(E) and b(E) bars are estimated based on anticipated fillet heights and < 2" projection of existing studs into proposed deck. Actual number of reinforcement bars shall be determined in the field. Cost of additional reinforcement bars required shall be paid for at the unit cost of "Reinforcement Bars, Epoxy Coated".

* Dimension showing concrete opening. For joint opening see sheet S-81 of S-134.

- NOTES:**
- See Sheet S-69 of S-134 for Parapet Details & Bill of Material.
 - See Sheet S-74 of S-134 for Section D-D.
 - See Sheet S-70 of S-134 for Deck Cross Section.
 - Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 - Space bars to miss Parapet Joints.

MODEL: SHEET
FILE NAME: 0810106-64F78-068-9DKPLN2



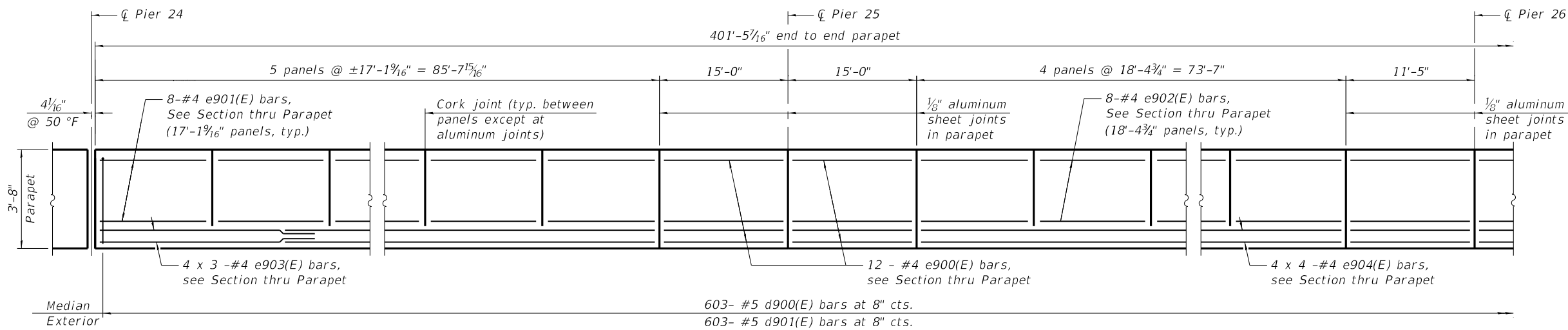
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	CHECKED - RRD	REVISED -

STATE OF ILLINOIS
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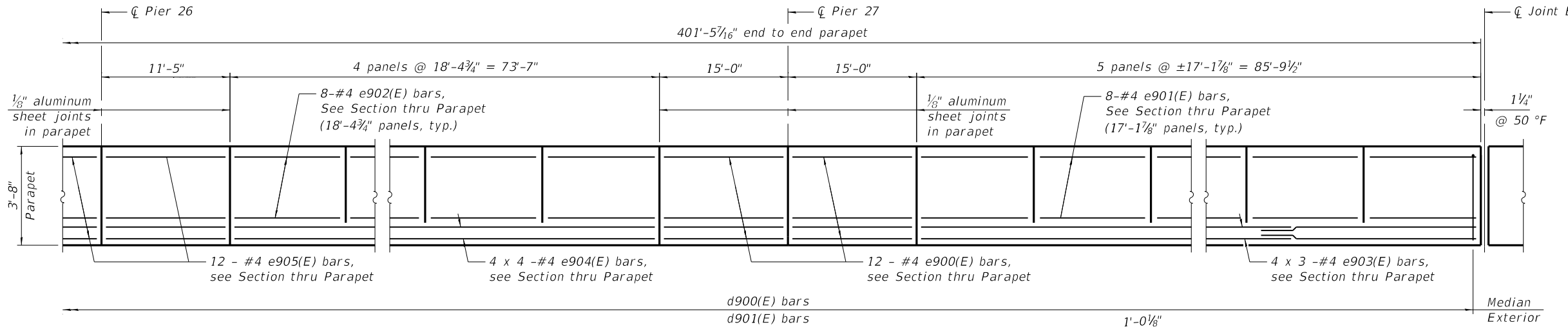
DECK PLAN II - UNIT 9
STRUCTURE NO. 081-0106

SHEET S-68 OF S-134 SHEETS

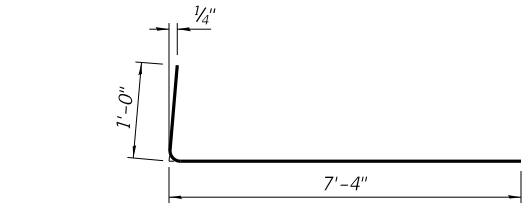
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	151
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



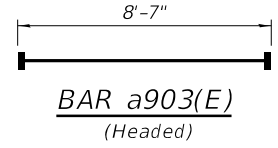
INSIDE ELEVATION OF PARAPET



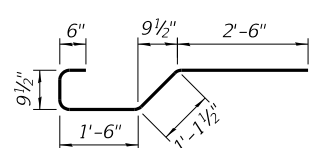
INSIDE ELEVATION OF PARAPET



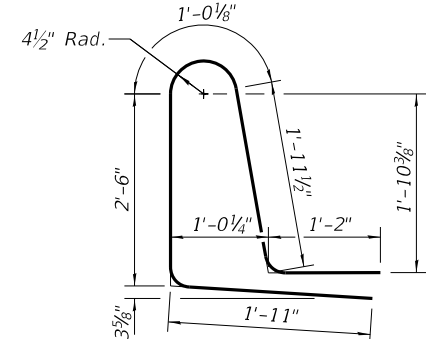
BAR a902(E)



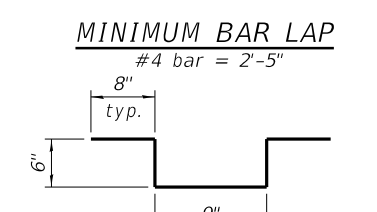
**BAR a903(E)
(Headed)**



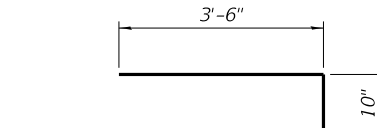
BAR x900(E)



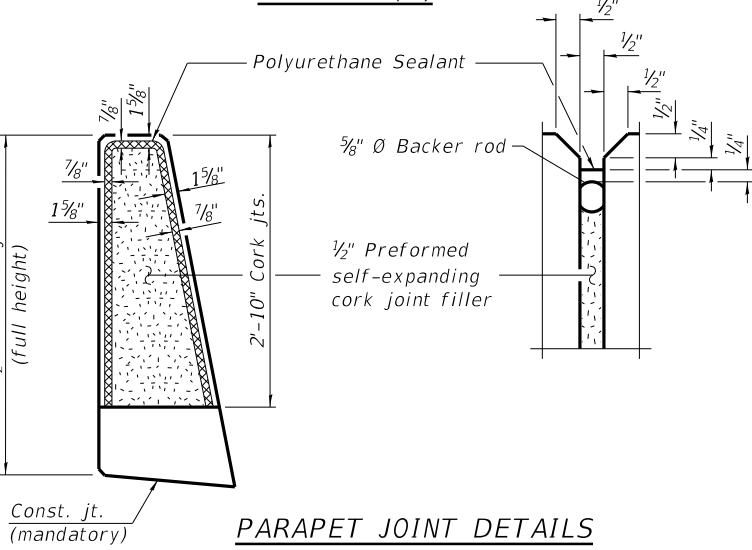
BAR d902(E)



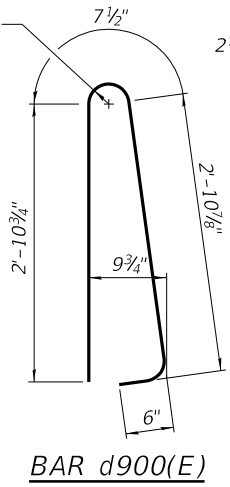
BAR d905(E)



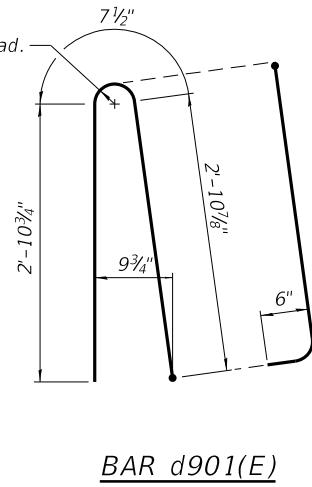
BAR x901(E)



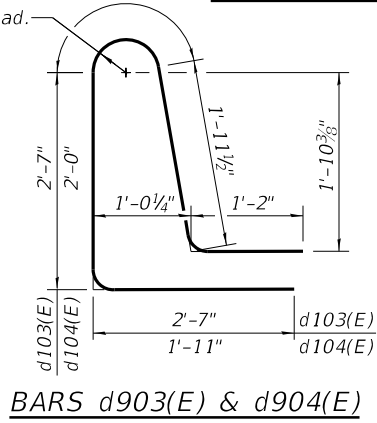
PARAPET JOINT DETAILS



BAR d900(E)



BAR d901(E)



BARS d903(E) & d904(E)

MINIMUM BAR LAP

#4 bar = 2'-5"

NOTES:

1. 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.
2. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
3. 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.
4. Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.
5. See Sheet S-72 of S-134 for Section Thru Parapet.

**SUPERSTRUCTURE
BILL OF MATERIAL**
(EB & WB Deck)

Bar	No.	Size	Length	Shape
a900(E)	1470	#5	41'-7"	—
a901(E)	1124	#5	41'-2"	—
a902(E)	2940	#6	8'-4"	—
a903(E)	48	#6	8'-7"	—
a904(E)	4	#6	41'-2"	—
a905(E)	16	#6	41'-7"	—
a906(E)	64	#5	1'-6"	—
b900(E)	1170	#5	34'-2"	—
b901(E)	152	#6	49'-9"	—
b902(E)	1064	#5	32'-0"	—
b903(E)	76	#6	34'-10"	—
b904(E)	4	#4	6'-0"	—
b905(E)	8	#4	27'-9"	—
b906(E)	32	#4	31'-9"	—
b907(E)	4	#4	21'-0"	—
b908(E)	72	#4	28'-8"	—
b909(E)	24	#4	32'-3"	—
d900(E)	1206	#5	7'-0"	—
d901(E)	1206	#5	7'-0"	—
d902(E)	1200	#5	8'-1"	—
d903(E)	12	#5	9'-4"	—
d904(E)	1200	#5	8'-1"	—
d905(E)	1992	#4	3'-1"	—
e900(E)	192	#4	14'-8"	—
e901(E)	320	#4	16'-9"	—
e902(E)	256	#4	18'-0"	—
e903(E)	96	#4	30'-3"	—
e904(E)	128	#4	20'-3"	—
e905(E)	96	#4	11'-1"	—
x900(E)	156	#5	6'-5"	—
x901(E)	168	#5	4'-4"	—

Concrete Superstructure	Cu. Yd.	1,217.1
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,142
Protective Coat	Sq. Yd.	4,284
Reinforcement Bars Epoxy Coated	Pound	304,460
Diamond Grinding (Bridge Section)	Sq. Yd.	3,134

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

MODEL: SHEET
FILE NAME: 0810106-64F78-069-9PARA



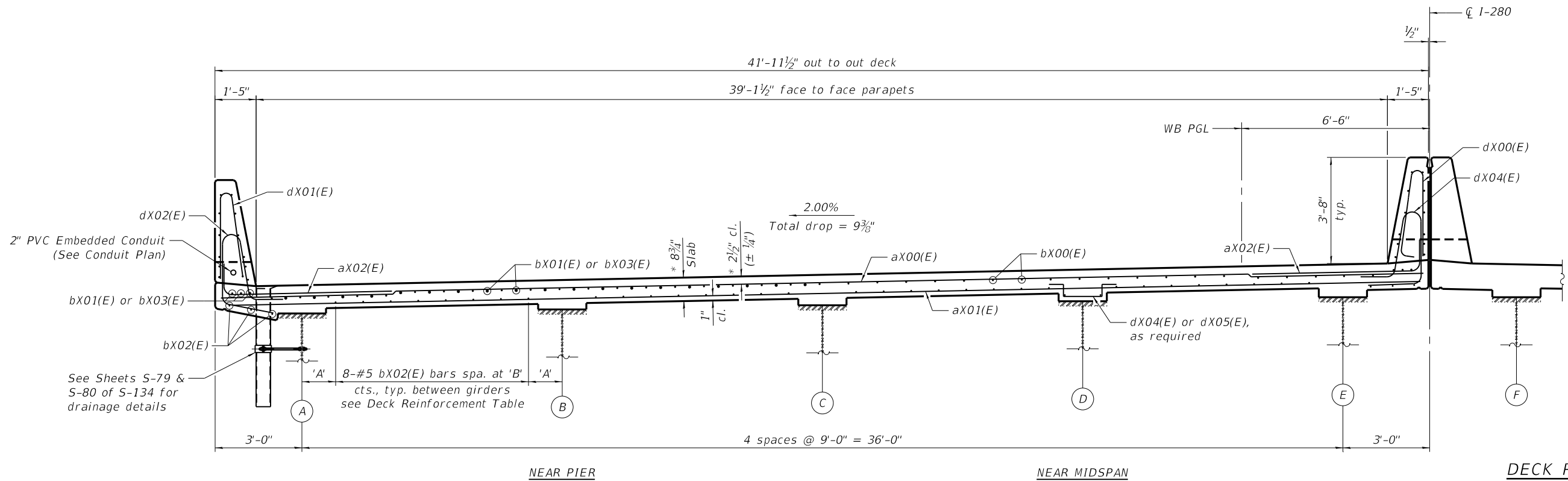
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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS - UNIT 9
STRUCTURE NO. 081-0106**

SHEET S-69 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	152
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

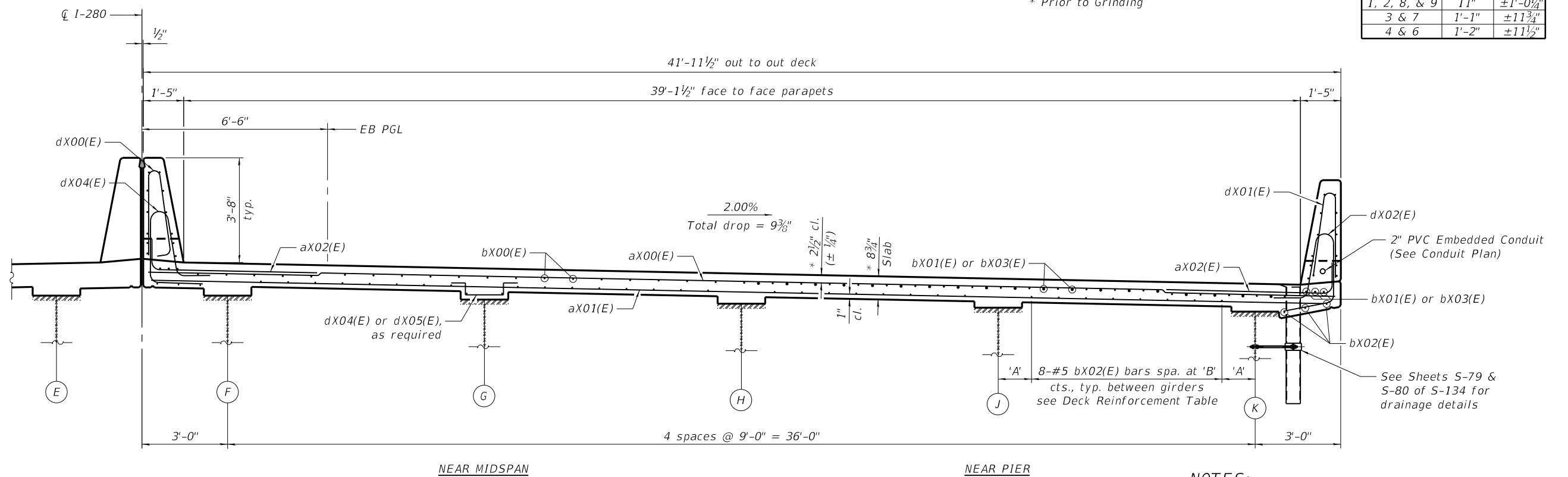


CROSS-SECTION
(Looking East)

DECK REINFORCEMENT TABLE

Unit (X)	'A'	'B'
1, 2, 8, & 9	11"	±1'-0 1/4"
3 & 7	1'-1"	±11 3/4"
4 & 6	1'-2"	±11 1/2"

* Prior to Grinding



CROSS-SECTION
(Looking East)

NOTES:

1. Reinforcement bars indicated thus aX01(E), etc. 'X'=1 for Unit 1, 'X'=2 for Unit 2, etc.
2. See Sheet S-72 of S-134 for parapet and median barrier details.

MODEL: SHEET
FILE NAME: 0810106-64F78-070-DKX5



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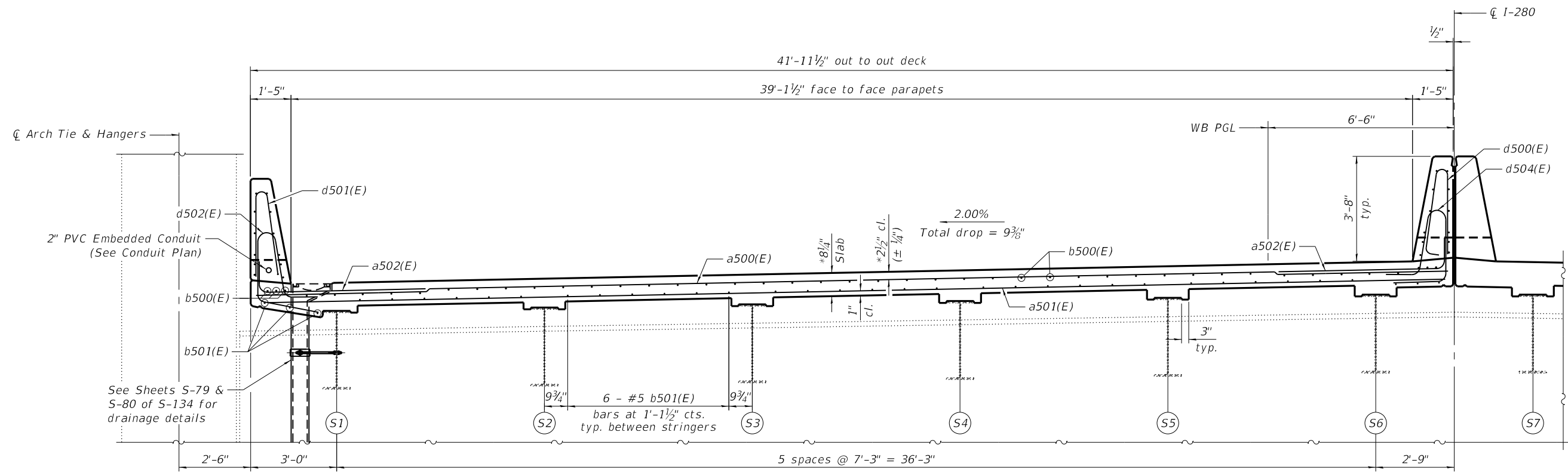
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION - APPROACH SPANS
STRUCTURE NO. 081-0106

SHEET S-70 OF S-134 SHEETS

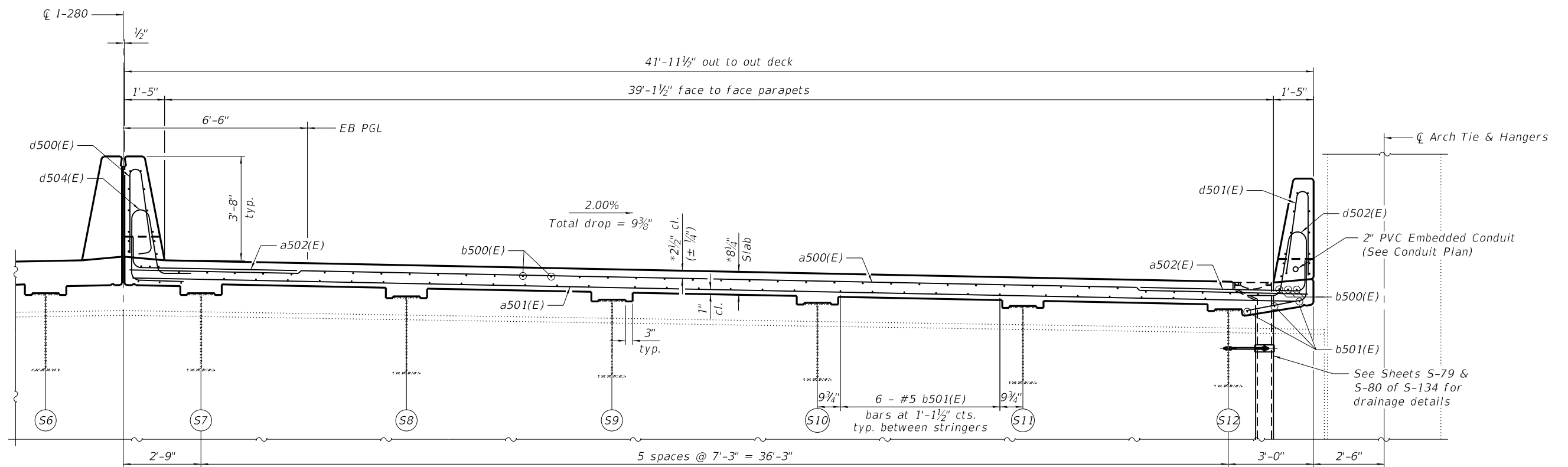
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	153
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT



CROSS-SECTION
(Looking East)

* Prior to grinding



CROSS-SECTION
(Looking East)

NOTES:
1. See Sheet S-72 of S-134 for parapet and median barrier details.

MODEL: SHEET
FILE NAME: 0810106-64F78-071-5DKXS



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	CHECKED - ECK	REVISED -

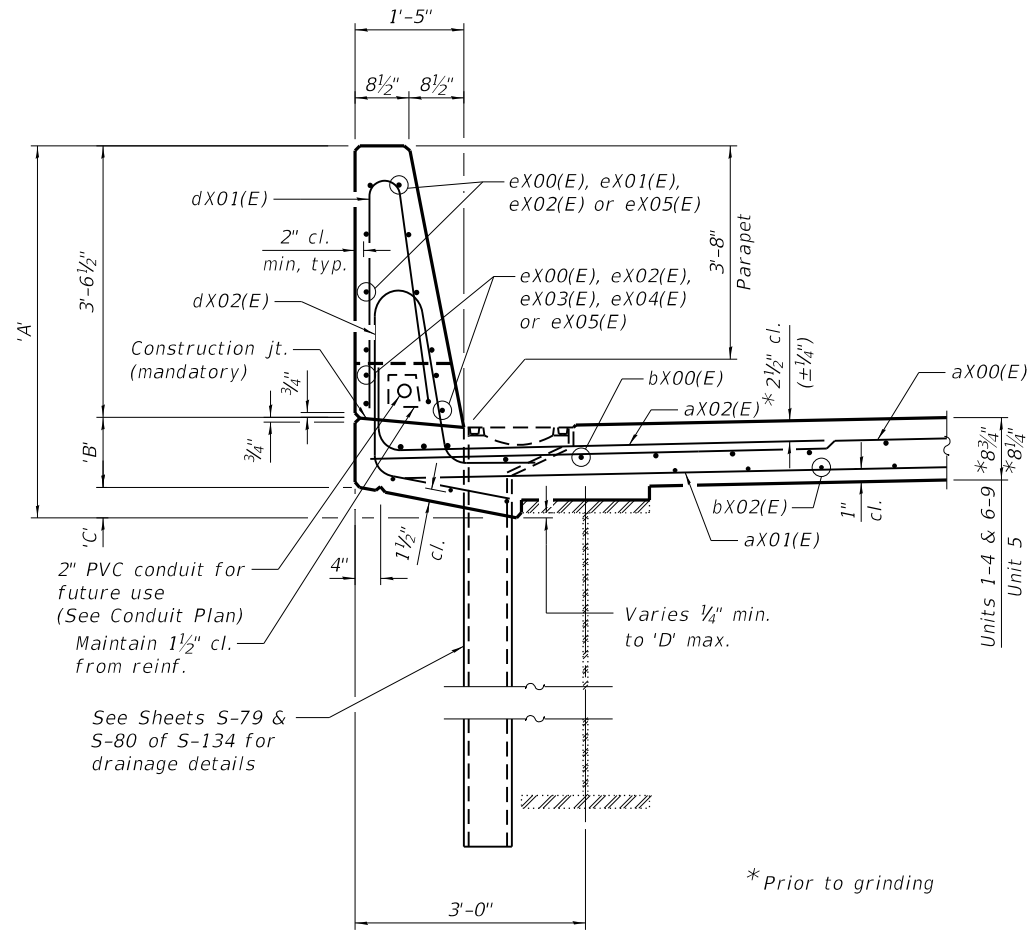
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION - ARCH SPAN
STRUCTURE NO. 081-0106

SHEET S-71 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	154
CONTRACT NO. 64F78				

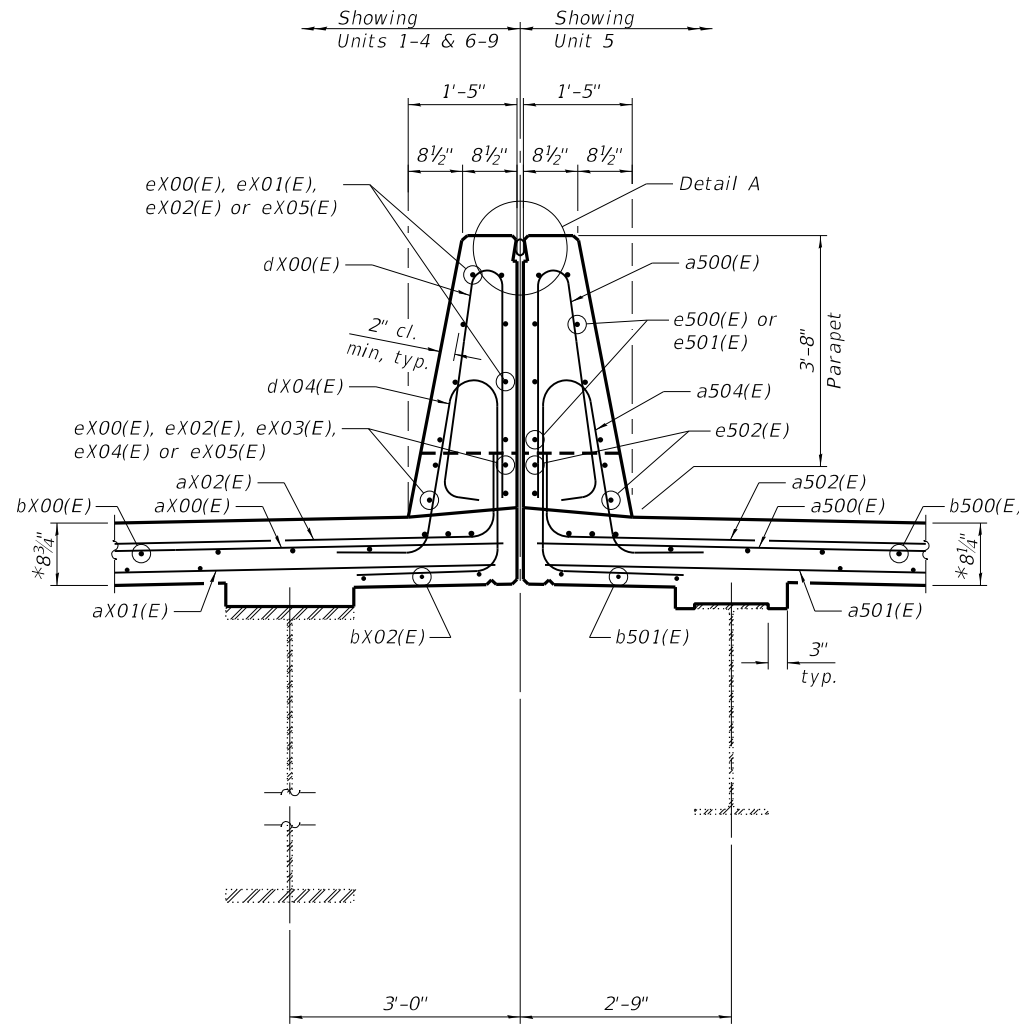
ILLINOIS FED. AID PROJECT



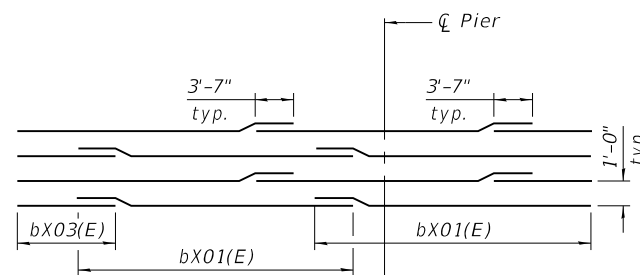
SECTION THRU PARAPET

PARAPET DIMENSIONS TABLE

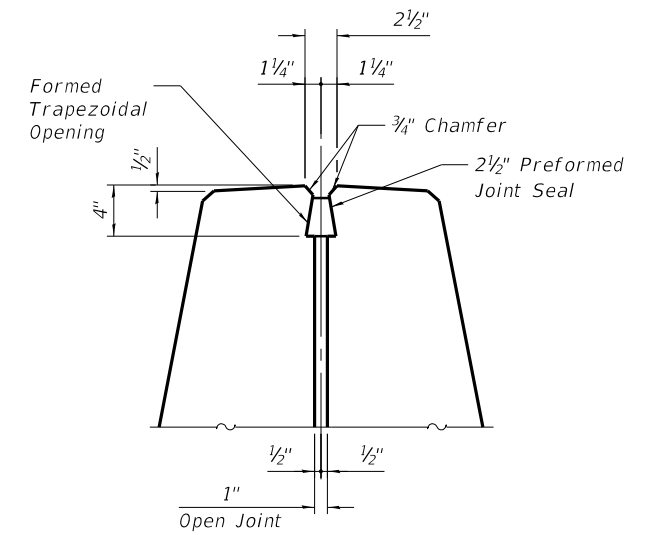
Unit	A	B	C	D
1	4'-7 7/8"	9 1/2"	3 7/8"	1/2"
2	4'-7 7/8"	9 1/2"	3 7/8"	1/2"
3	4'-8 1/4"	9 1/2"	4 1/4"	1/2"
4	4'-8 3/4"	9 1/2"	4 3/4"	1 3/8"
5	4'-7 1/4"	9 1/2"	3 1/4"	1 1/8"
6	4'-8 7/8"	9 1/2"	4 7/8"	1 1/4"
7	4'-8 1/2"	9 1/2"	4 1/2"	1/2"
8	4'-8 1/4"	9 1/2"	4 1/4"	1/2"
9	4'-8 3/8"	9 1/2"	4 3/8"	5/8"



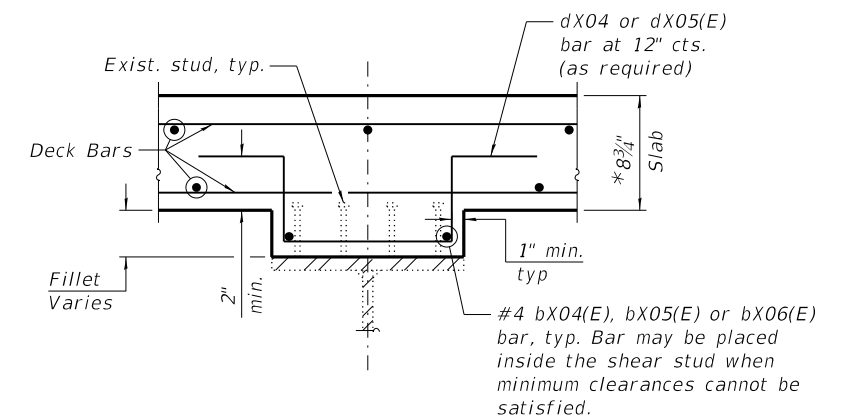
SECTION THRU MEDIAN BARRIER



ALTERNATE BAR LAP DETAIL



DETAIL A



FILLET REINFORCEMENT DETAIL

(When existing studs do not meet the minimum 2" projection into proposed deck)

NOTES:

- See Sheets S-49, S-52, S-54, S-56, S-59, S-61, S-63, S-66 & S-69 of S-134 for elevation of parapet and median barrier.
- Reinforcement bars indicated thus aX01(E), etc. 'X'=1 for Unit 1, 'X'=2 for Unit 2, etc.

MODEL: SHEET
FILE NAME: 0810106-64F78-072-DKDET1



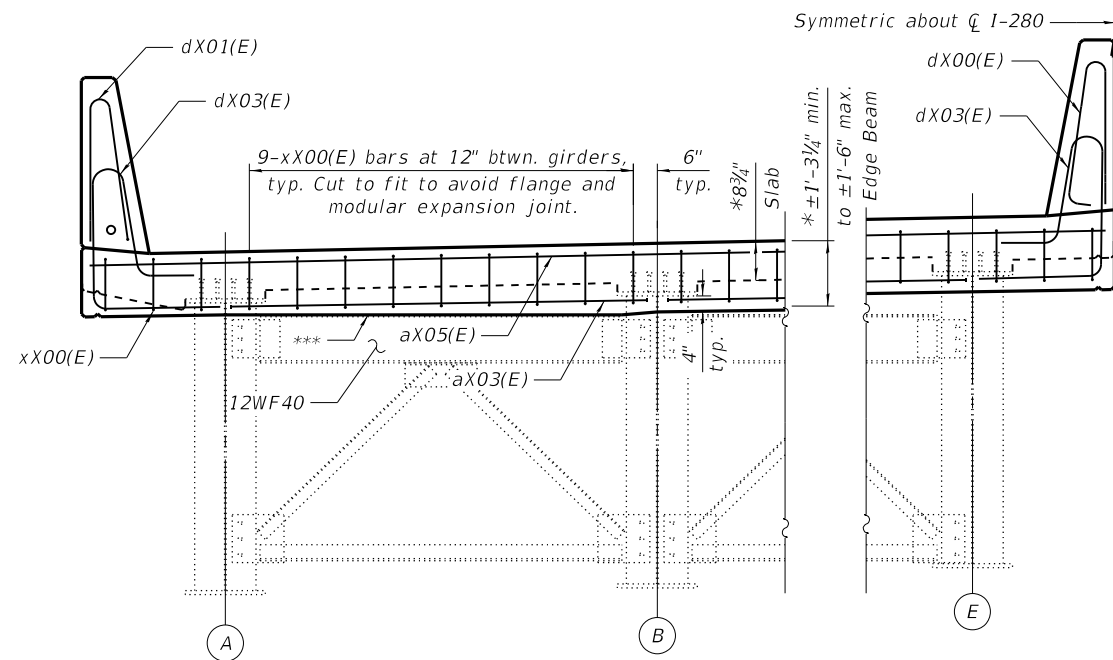
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

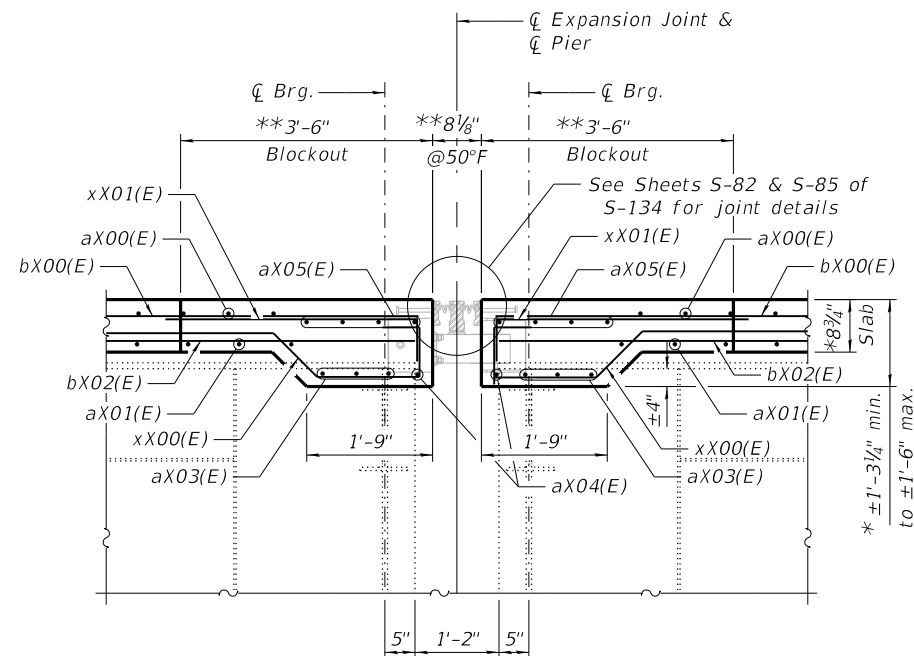
DECK DETAILS I
STRUCTURE NO. 081-0106

SHEET S-72 OF S-134 SHEETS

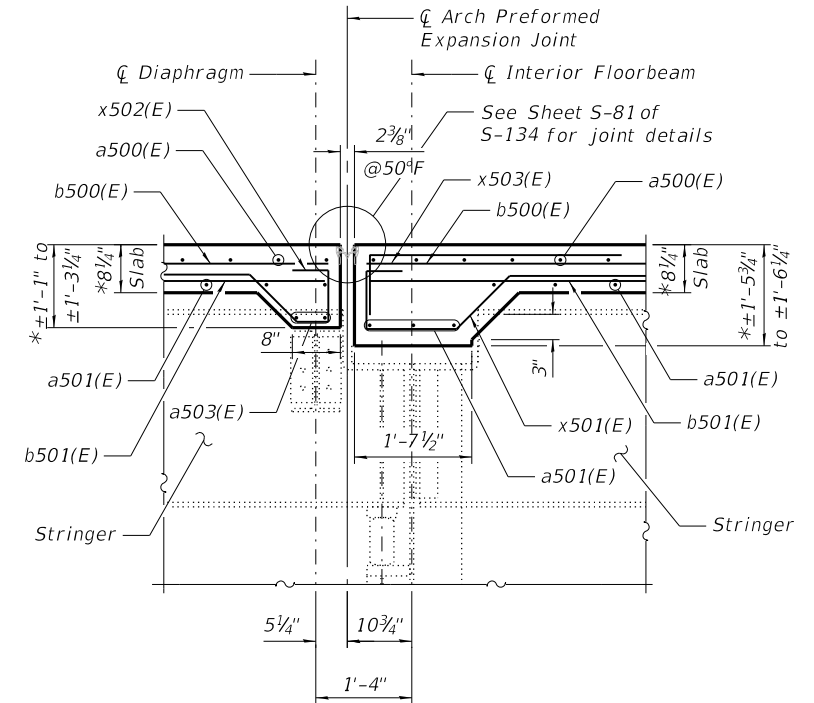
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	155
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



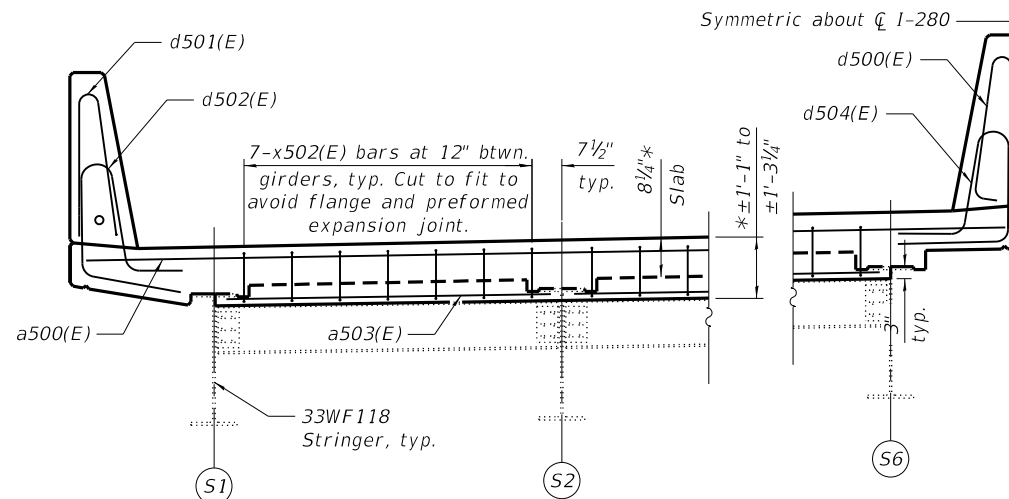
EDGE BEAM AT MODULAR EXPANSION JOINT
(Piers 7, 10, 17, 20 & 24)



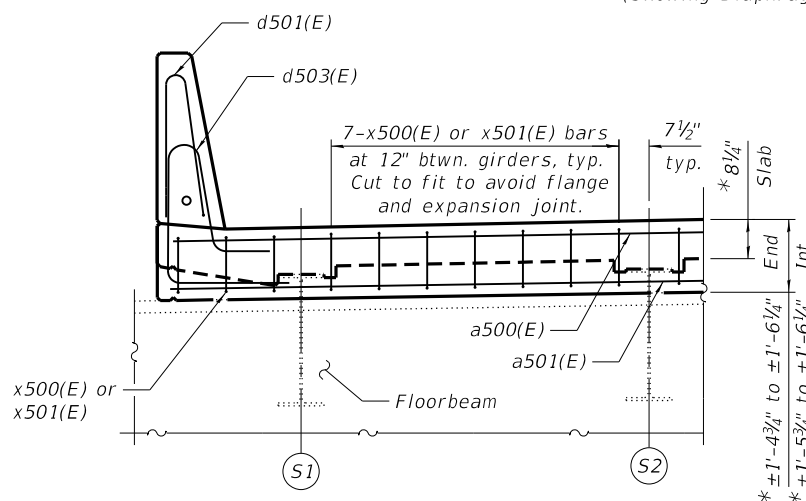
SECTION A-A
(Piers 7, 10, 17, 20, & 24)



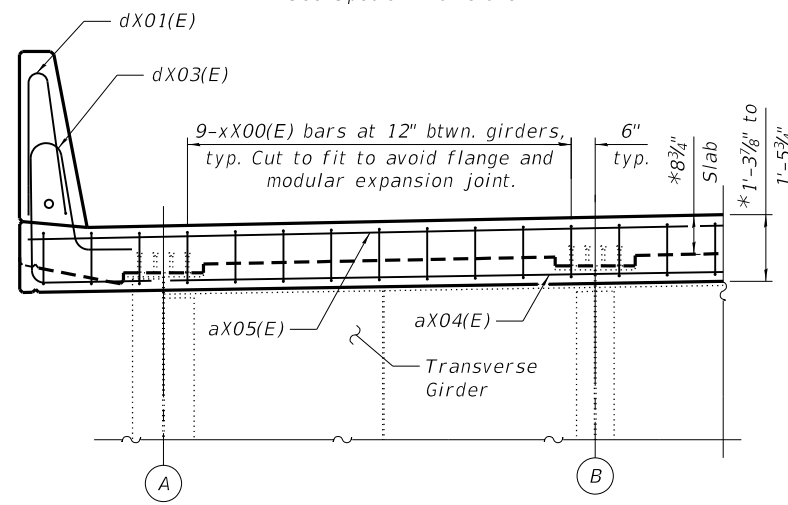
SECTION C-C



EDGE BEAM AT ARCH PREFORMED EXPANSION JOINT
(Showing Diaphragm)



EDGE BEAM AT FLOORBEAM

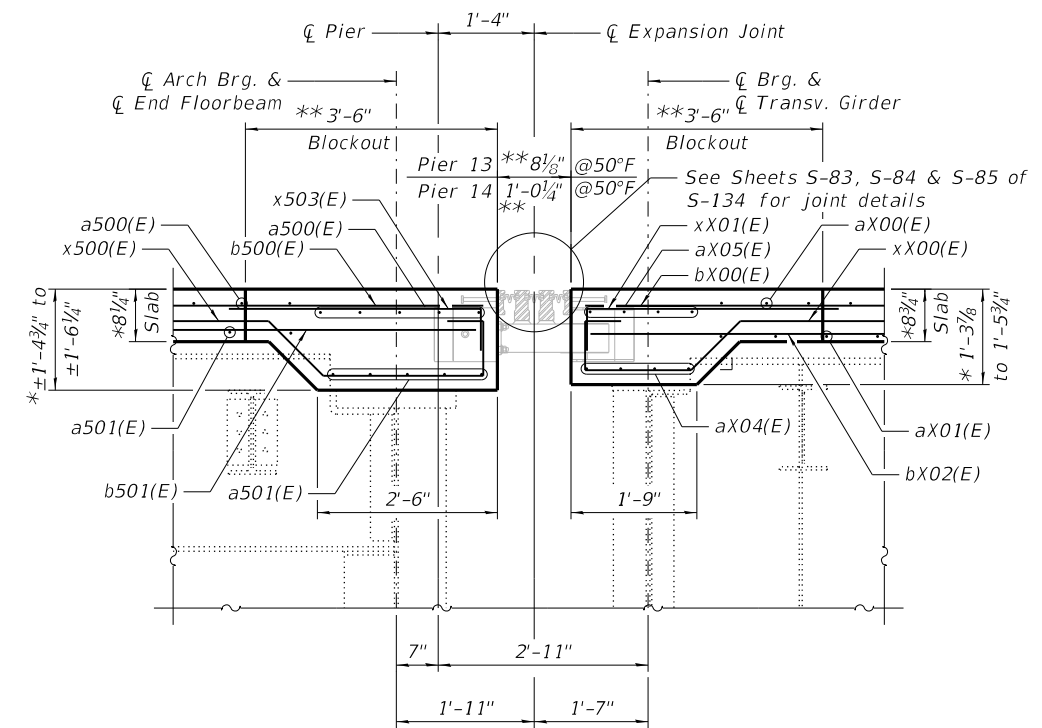


EDGE BEAM AT TRANSVERSE GIRDER
(Piers 13 & 14)

- * Prior to grinding
- ** Contractor to verify number of rails, blockout dimensions, and joint openings with approved shop drawings for modular expansion joint.
- *** Edge beam shall not extend below the top flange of 12WF40 cross-frame member. Heads of headed bars may be cut in field to allow adequate cover below girder top flange of exterior girders.

NOTES:

1. Reinforcement bars indicated thus aX01(E), etc. 'X'=1 for Unit 1, 'X'=2 for Unit 2, etc.
2. a(E) and x(E) bars may be cut to fit and b(E) bars may be adjusted in the field if necessary, to miss joint support boxes as approved by the Engineer. See shop drawings for modular expansion joint. See Special Provisions.



SECTION B-B
(Piers 13 & 14)

MODEL: SHEET
FILE NAME: 0810106-64F78-073-DKDET2



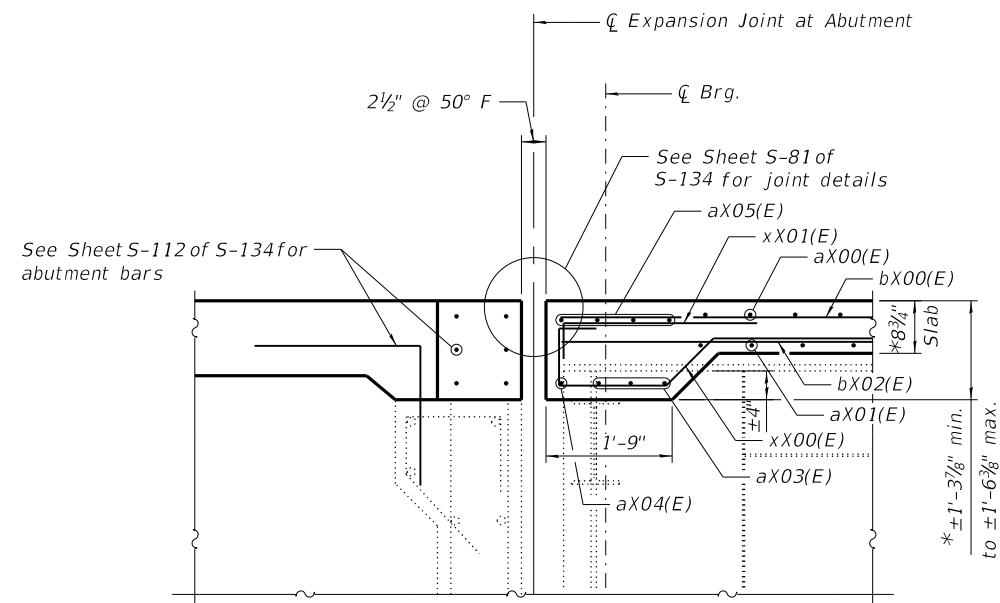
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

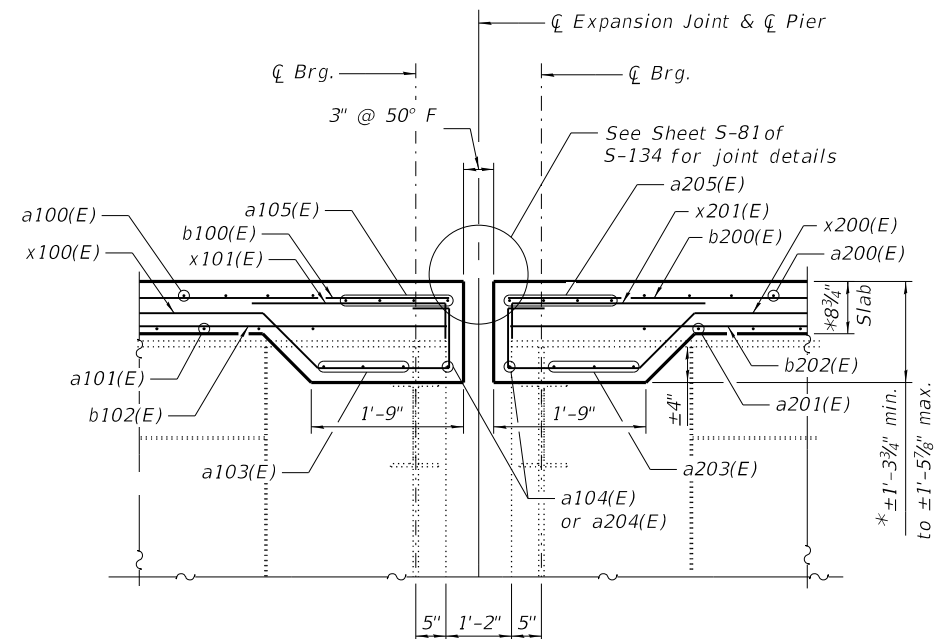
**DECK DETAILS II
STRUCTURE NO. 081-0106**

SHEET S-73 OF S-134 SHEETS

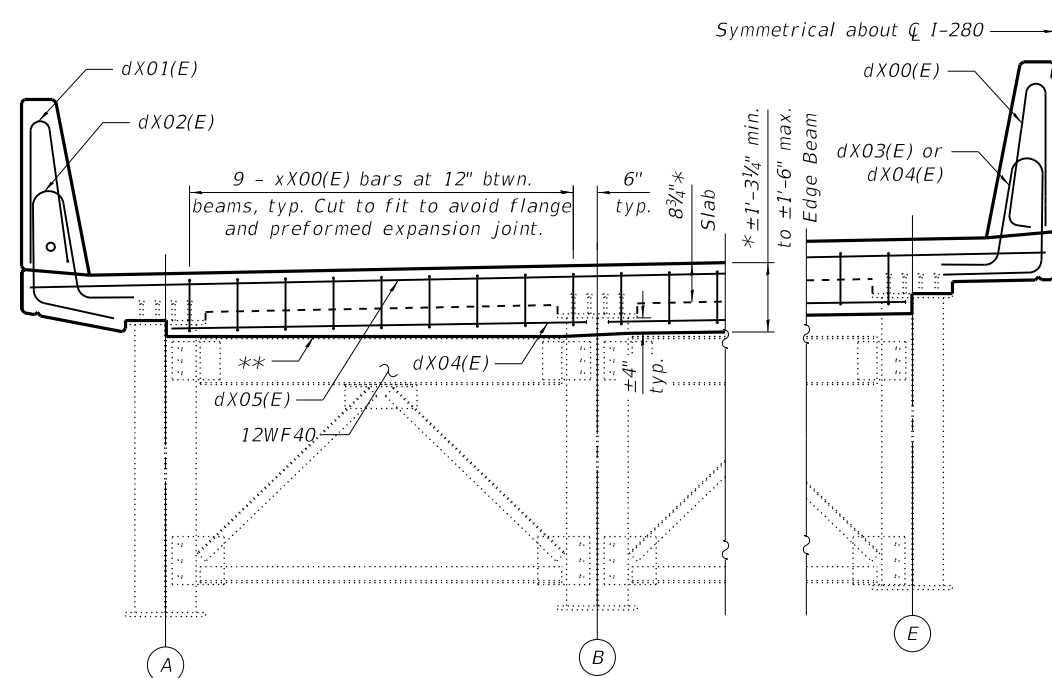
F.A.I. RTE. 280	SECTION (81-1B)D&(81-1-1,81-1-2)RS-1	COUNTY ROCK ISLAND	TOTAL SHEETS 306	SHEET NO. 156
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



SECTION D-D
(Abutments)



SECTION E-E
(Pier 3)



EDGE BEAM AT PREFORMED EXPANSION JOINT
(Abutments & Pier 3)

* Prior to grinding
 ** Edge beam shall not extend below the top flange of 12WF40 cross-frame member. Heads of headed bars may be cut in field to allow adequate cover below girder top flange of exterior girders.

NOTE:
 1. Reinforcement bars indicated thus aX01(E), etc. 'X'=1 for Unit 1, 'X'=2 for Unit 2, etc.

MODEL: SHEET
 FILE NAME: 0810106-64F78-074-DKDET3



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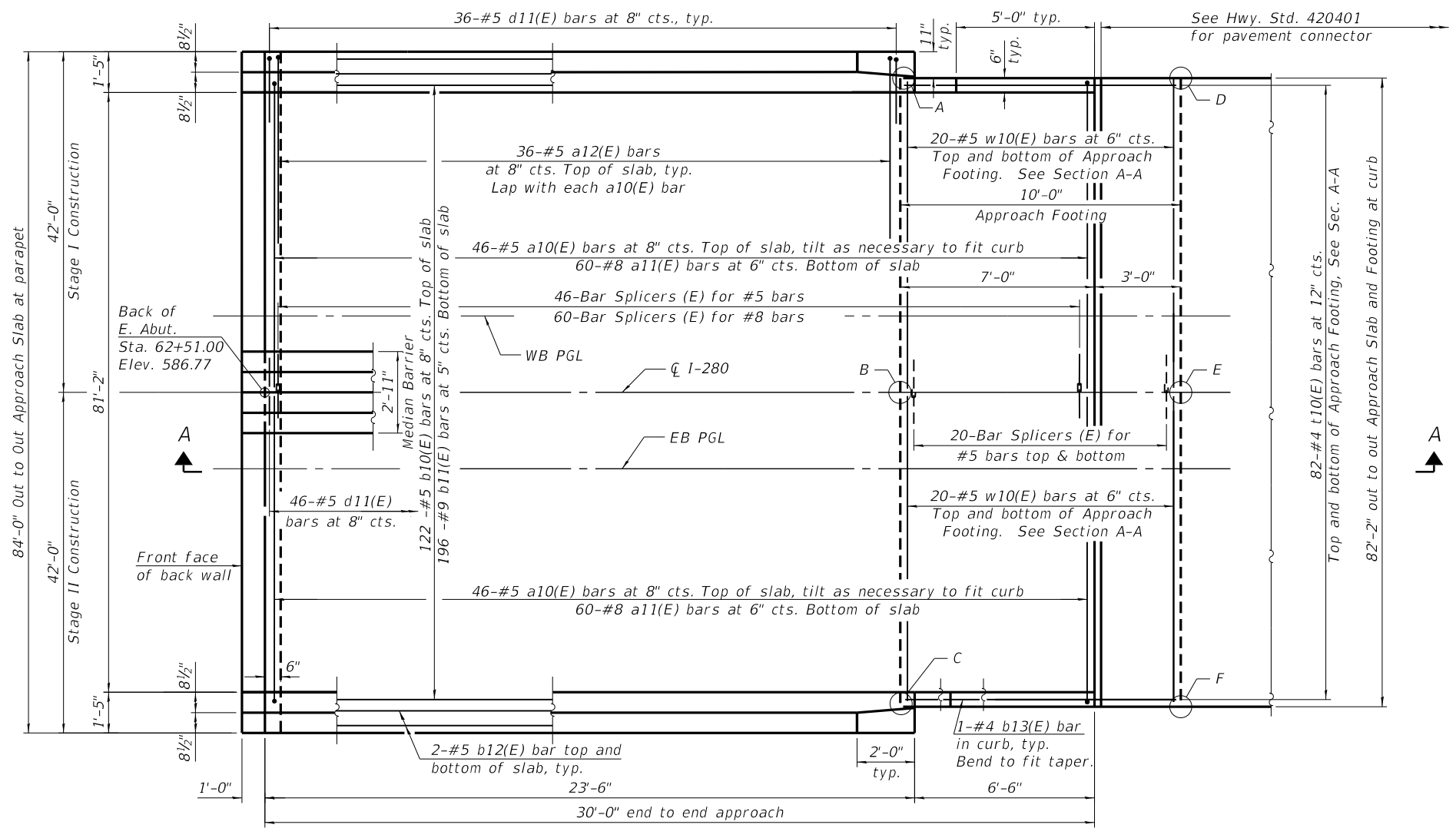
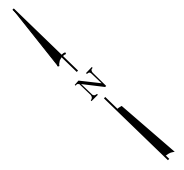
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK DETAILS III
 STRUCTURE NO. 081-0106

SHEET S-74 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	157
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

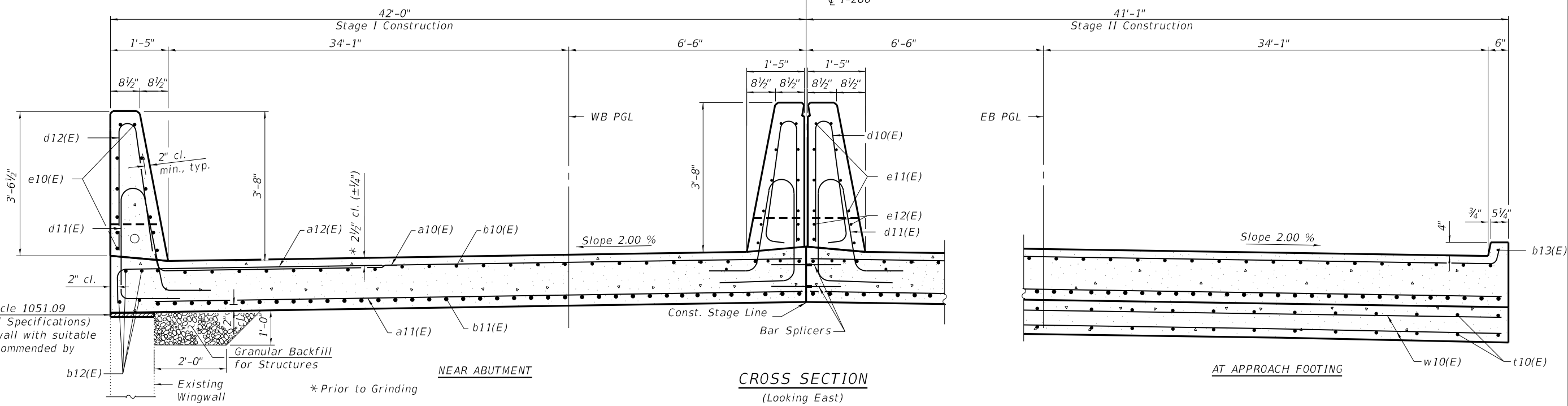


PLAN

TOP AND BOTTOM ELEVATIONS OF EAST APPROACH FOOTING

Point	Approach	
	Top	Bottom
A	584.00	583.17
B	584.82	583.99
C	584.00	583.17
D	583.70	582.87
E	584.52	583.69
F	583.70	582.87

NOTES:
For notes, see sheet S-76 of S-134.



CROSS SECTION
(Looking East)

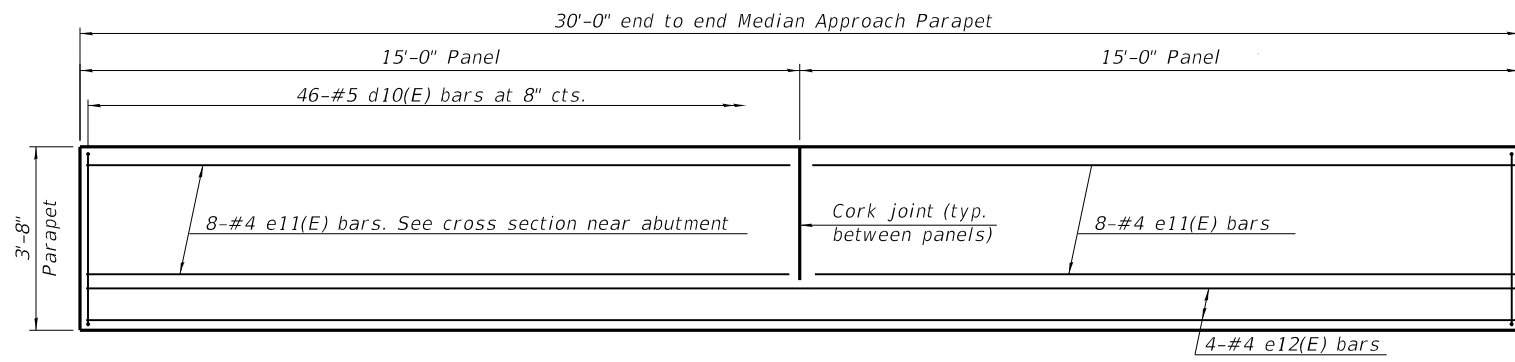
MODEL: SHEET
FILE NAME: 0810106-64F78-075-EAPS

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = eckay	DESIGNED - NF	REVISED -
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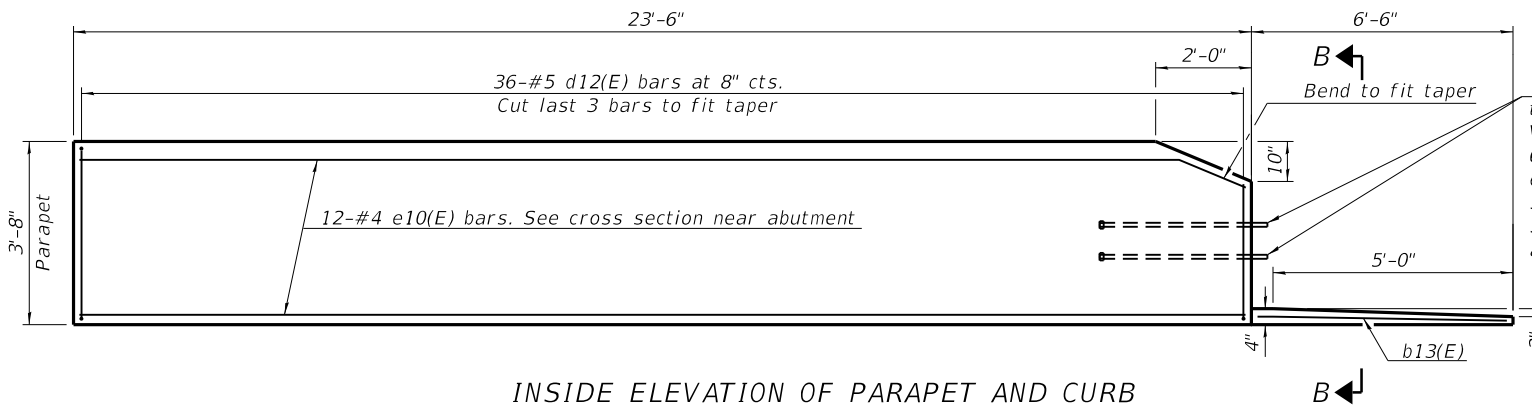
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB
STRUCTURE NO. 081-0106

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	158
CONTRACT NO. 64F78				
		ILLINOIS	FED. AID PROJECT	



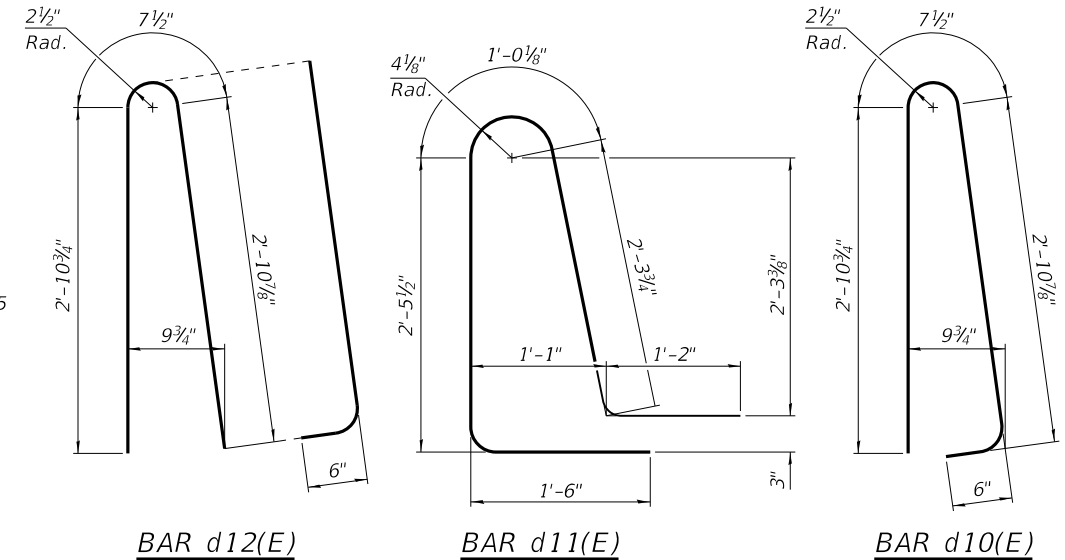
INSIDE ELEVATION OF MEDIAN PARAPET



INSIDE ELEVATION OF PARAPET AND CURB

NOTES:

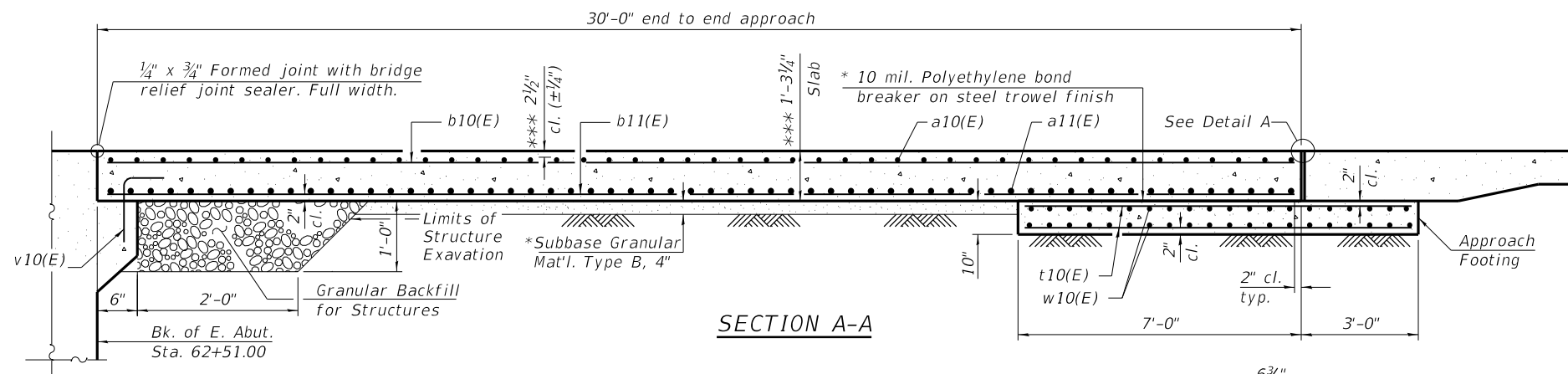
1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For bar splicer details see sheet S-133 of S-134.



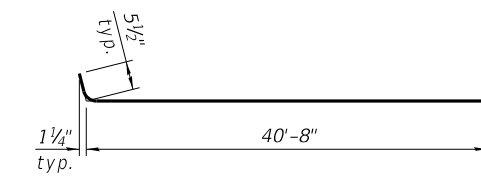
BAR d12(E)

BAR d11(E)

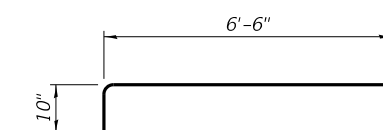
BAR d10(E)



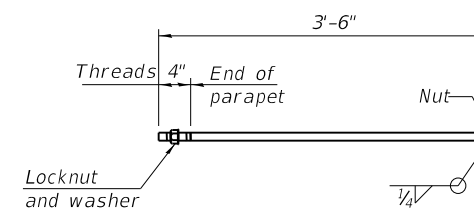
SECTION A-A



BAR a10(E)



BAR a12(E)

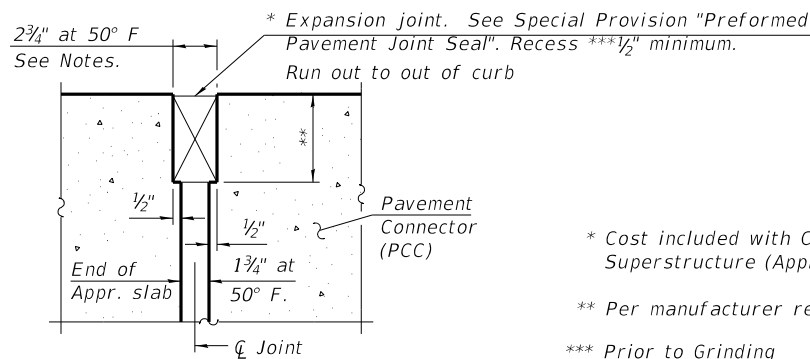


* 1" Ø ANCHOR BOLT

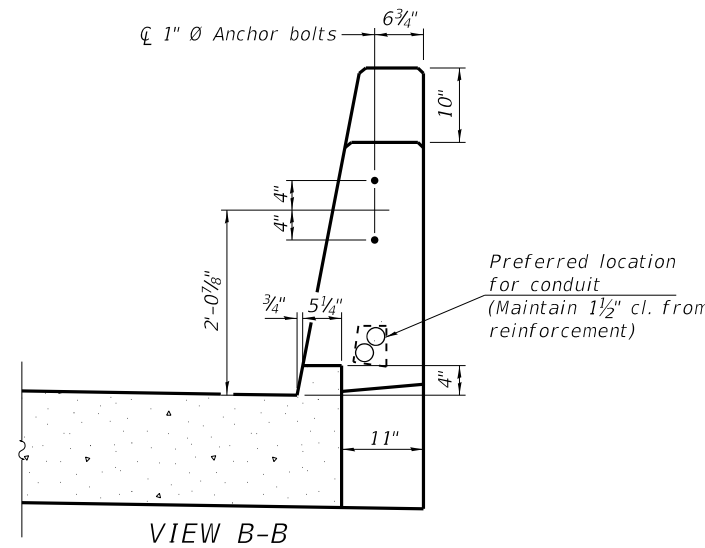
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

EAST APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	41'-2"	—
a11(E)	120	#8	40'-7"	—
a12(E)	72	#5	7'-4"	—
b10(E)	122	#5	29'-8"	—
b11(E)	196	#9	29'-8"	—
b12(E)	8	#5	23'-2"	—
b13(E)	2	#4	6'-2"	—
d10(E)	92	#5	7'-0"	⊥
d11(E)	164	#5	8'-6"	⊥
d12(E)	72	#5	7'-0"	⊥
e10(E)	24	#4	23'-2"	—
e11(E)	32	#4	14'-8"	—
e12(E)	8	#4	29'-8"	—
t10(E)	164	#4	9'-8"	—
w10(E)	80	#5	40'-9"	—
Concrete Superstructure			Cu. Yd.	15.1
Concrete Superstructure (Approach Slab)			Cu. Yd.	118.5
Concrete Structures			Cu. Yd.	25.4
Reinforcement Bars, Epoxy Coated			Pound	49,210
Protective Coat			Sq. Yd.	326
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	166
Diamond Grinding (Bridge Section)			Sq. Yd.	242
Structure Excavation			Cu. Yd.	12.5
Granular Backfill for Structures			Cu. Yd.	12.5



DETAIL A



VIEW B-B

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

MODEL: SHEET
FILE NAME: 0810106-64F78-076-EAPSD

AEG ATLAS ENGINEERING GROUP, LTD.

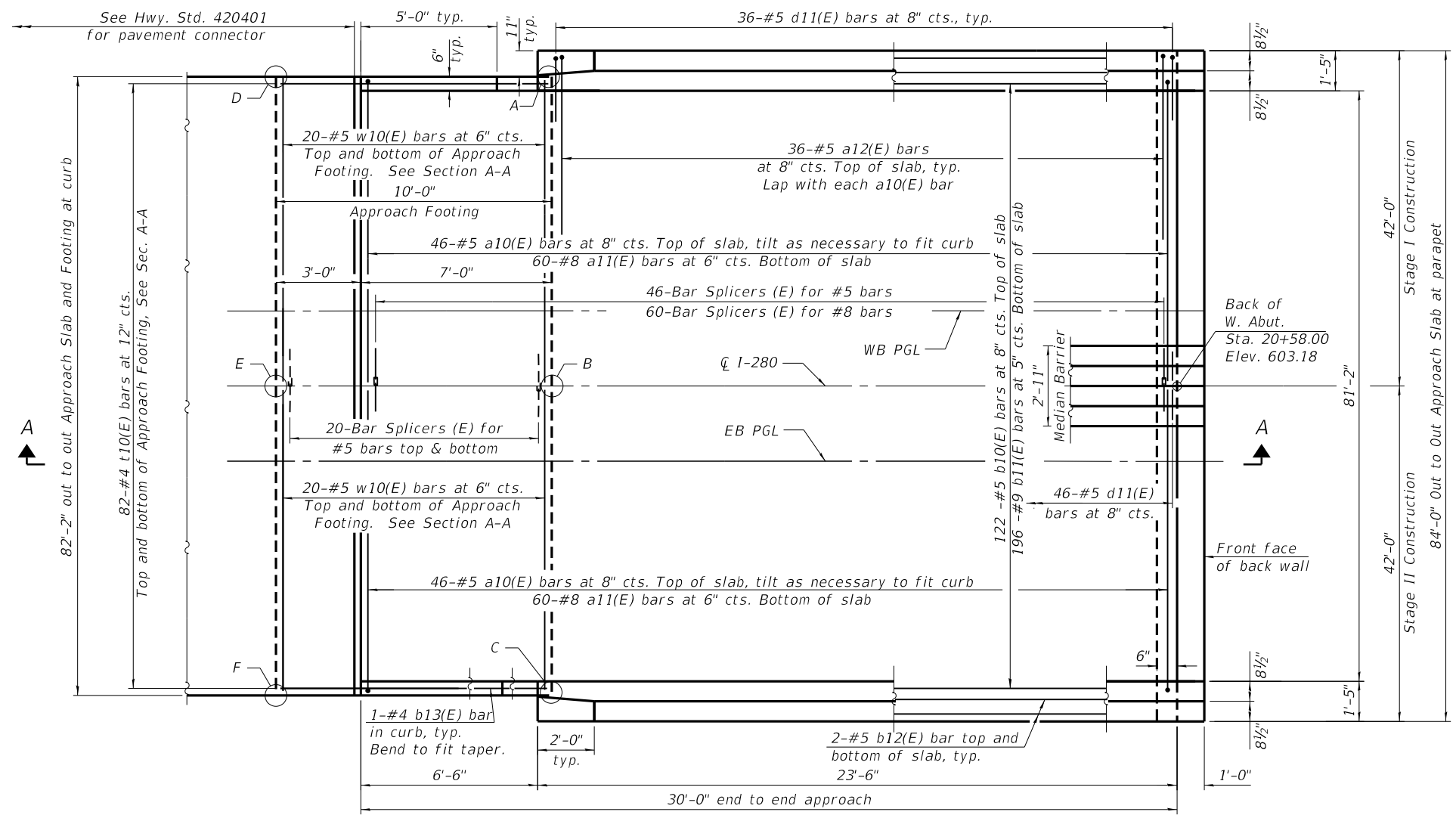
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PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
	CHECKED - BC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS
STRUCTURE NO. 081-0106

SHEET S-76 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	159
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

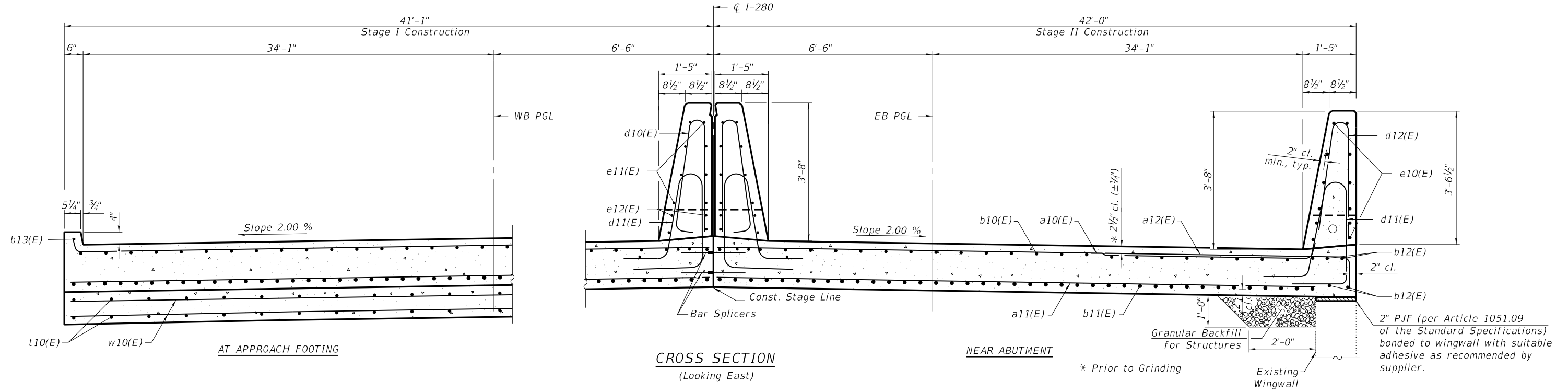


PLAN

TOP AND BOTTOM ELEVATIONS OF WEST APPROACH FOOTING

Point	Approach	
	Top	Bottom
A	600.90	600.06
B	601.72	600.88
C	600.90	600.06
D	600.80	599.97
E	601.63	600.79
F	600.80	599.97

NOTES:
For notes, see sheet S-78 of S-134.



CROSS SECTION
(Looking East)

MODEL: SHEET
FILE NAME: 0810106-64F78-077-WAP5

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = eckay	DESIGNED - NF	REVISED -
CHECKED - JS	CHECKED - BC	REVISED -
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PLOT DATE = 10/5/2020	CHECKED - BC	REVISED -

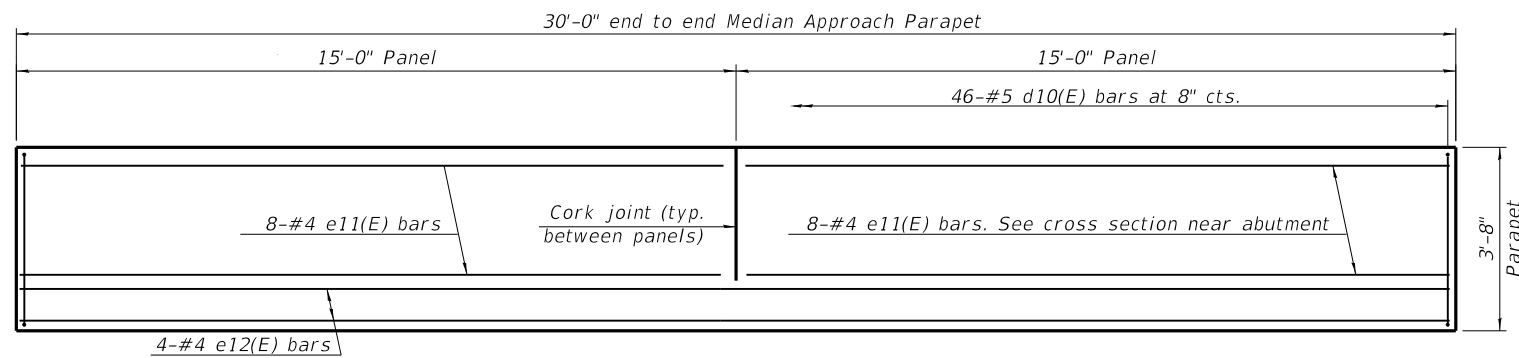
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST APPROACH SLAB
STRUCTURE NO. 081-0106**

SHEET S-77 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	160
CONTRACT NO. 64F78				

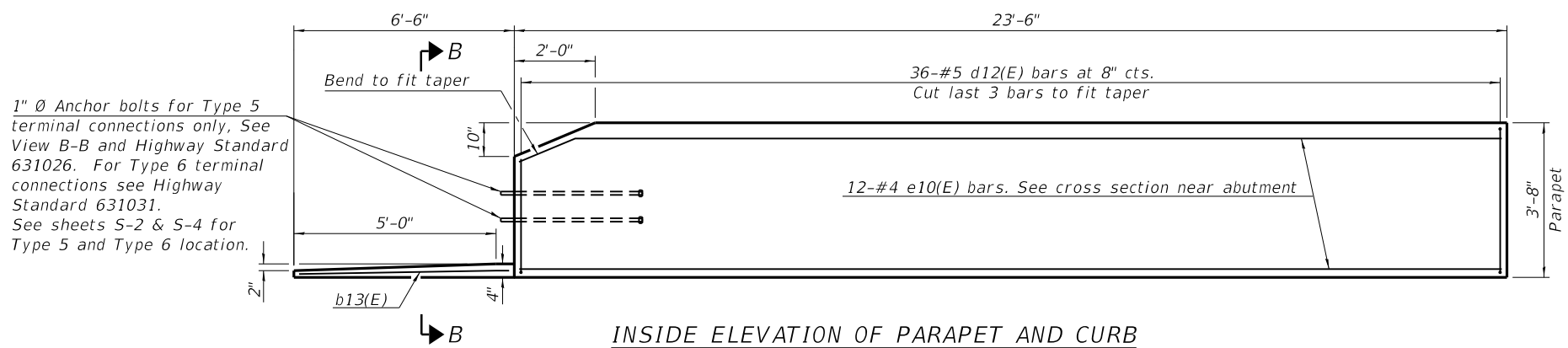
ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF MEDIAN PARAPET

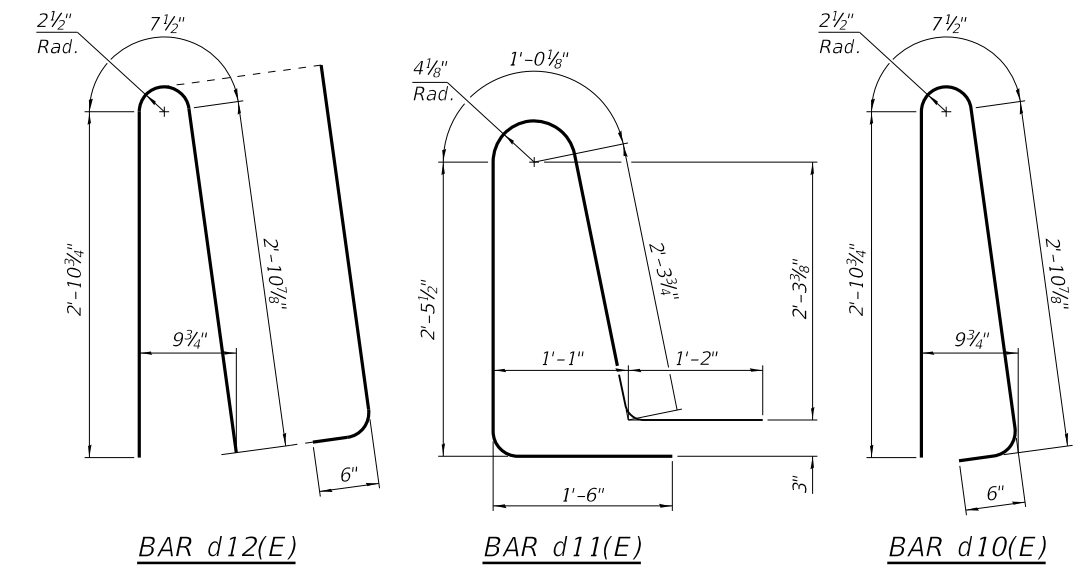
NOTES:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- Parapet concrete shall be paid for as Concrete Superstructure.
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For bar splicer details see sheet S-133 of S-134.



INSIDE ELEVATION OF PARAPET AND CURB

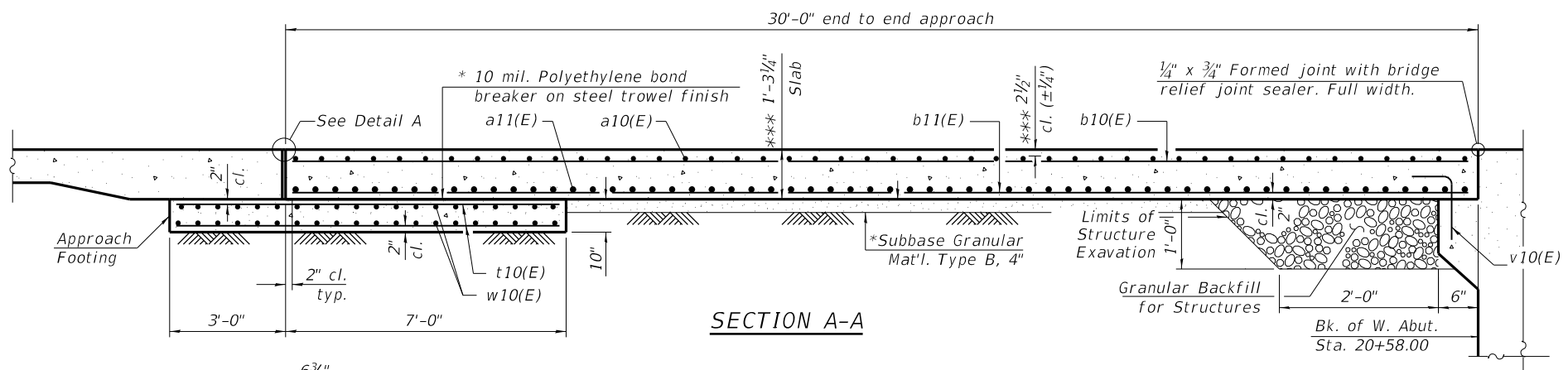
1" Ø Anchor bolts for Type 5 terminal connections only, See View B-B and Highway Standard 631026. For Type 6 terminal connections see Highway Standard 631031. See sheets S-2 & S-4 for Type 5 and Type 6 location.



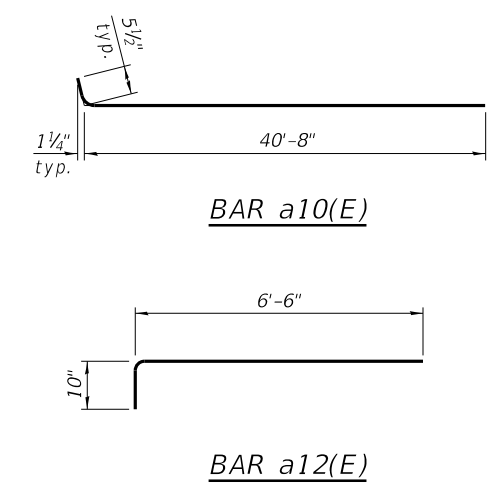
BAR d12(E)

BAR d11(E)

BAR d10(E)



SECTION A-A

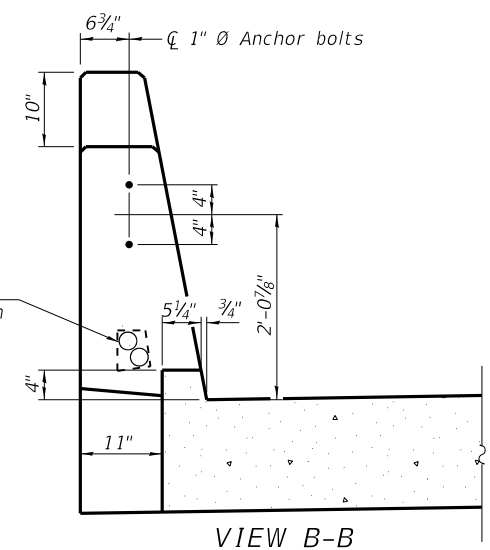


BAR a10(E)

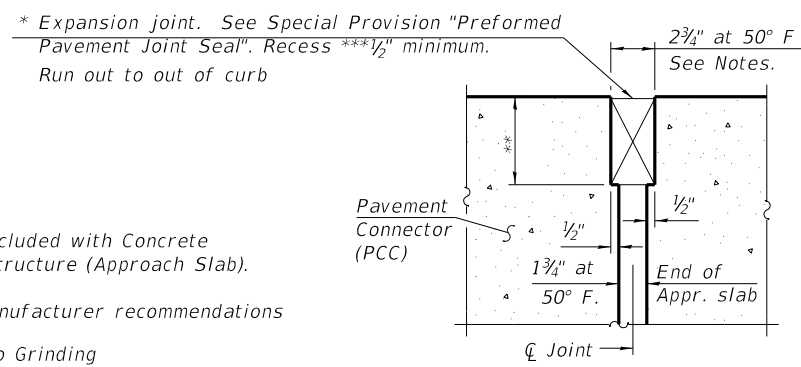
BAR a12(E)

WEST APPROACH BILL OF MATERIAL

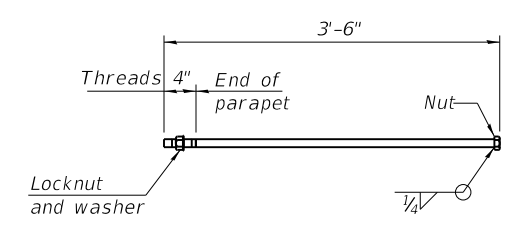
Bar	No.	Size	Length	Shape
a10(E)	92	#5	41'-2"	—
a11(E)	120	#8	40'-7"	—
a12(E)	72	#5	7'-4"	—
b10(E)	122	#5	29'-8"	—
b11(E)	196	#9	29'-8"	—
b12(E)	8	#5	23'-2"	—
b13(E)	2	#4	6'-2"	—
d10(E)	92	#5	7'-0"	⏏
d11(E)	164	#5	8'-6"	⏏
d12(E)	72	#5	7'-0"	⏏
e10(E)	24	#4	23'-2"	—
e11(E)	32	#4	14'-8"	—
e12(E)	8	#4	29'-8"	—
t10(E)	164	#4	9'-8"	—
w10(E)	80	#5	40'-9"	—
Concrete Superstructure (Approach Slab)			Cu. Yd.	15.1
Concrete Superstructure (Approach Slab)			Cu. Yd.	118.5
Concrete Structures (Approach Footing)			Cu. Yd.	25.4
Reinforcement Bars, Epoxy Coated			Pound	49,210
Protective Coat			Sq. Yd.	326
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	166
Diamond Grinding (Bridge Section)			Sq. Yd.	242
Structure Excavation			Cu. Yd.	12.5
Granular Backfill for Structure			Cu. Yd.	12.5



VIEW B-B



DETAIL A



*** 1" Ø ANCHOR BOLT**
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

MODEL: SHEET
FILE NAME: 0810106-64F78-078-WAP5D

AE G ATLAS ENGINEERING GROUP, LTD.

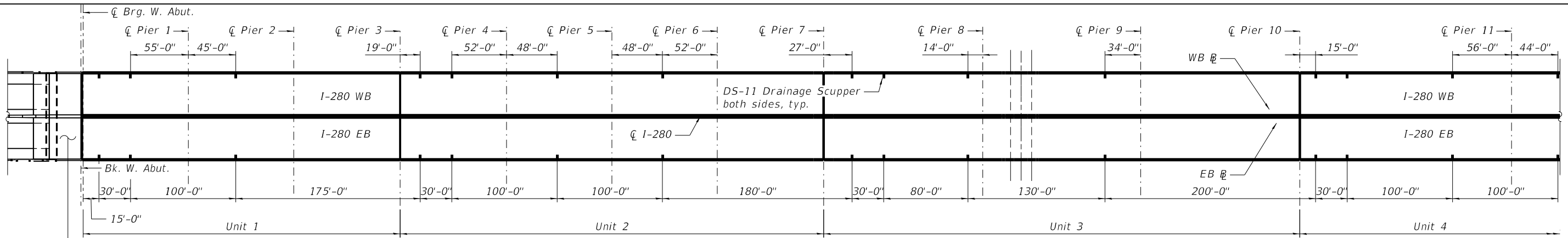
USER NAME = eckay	DESIGNED - NF	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
	CHECKED - BC	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

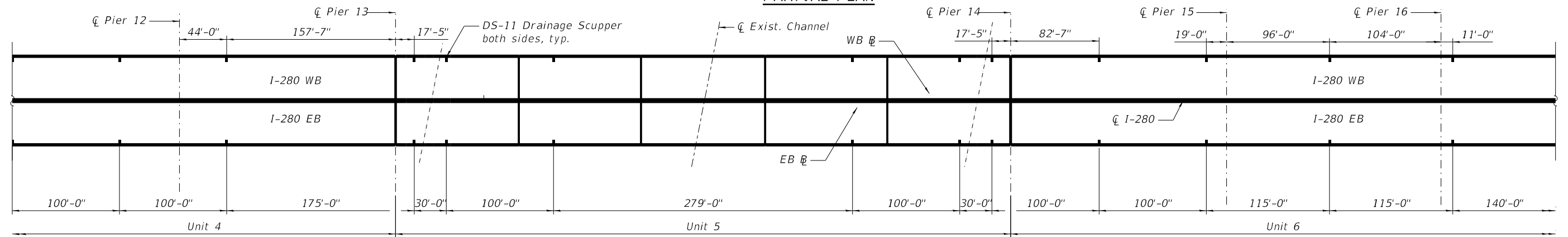
**WEST APPROACH SLAB DETAILS
STRUCTURE NO. 081-0106**

SHEET S-78 OF S-134 SHEETS

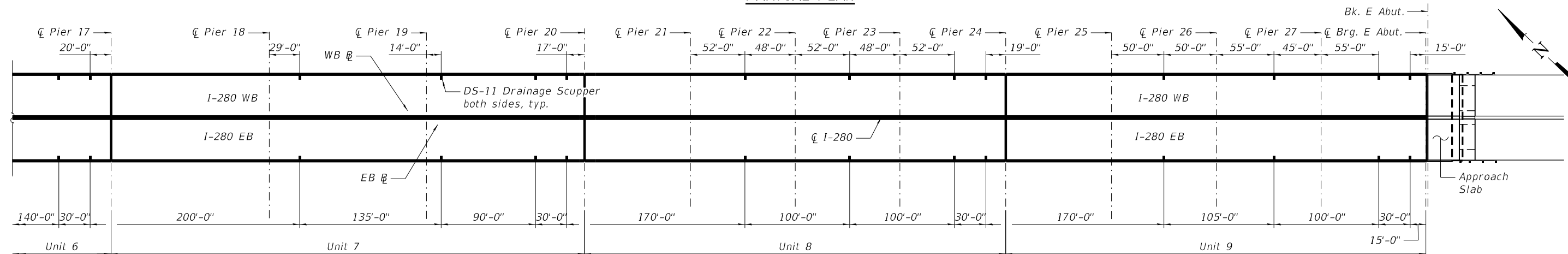
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	161
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



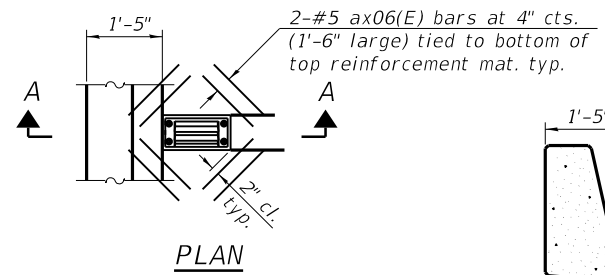
PARTIAL PLAN



PARTIAL PLAN

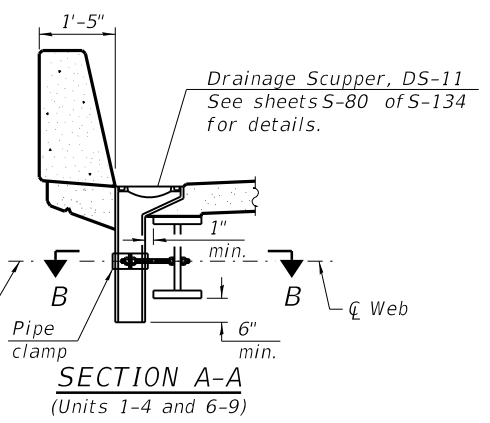


PARTIAL PLAN

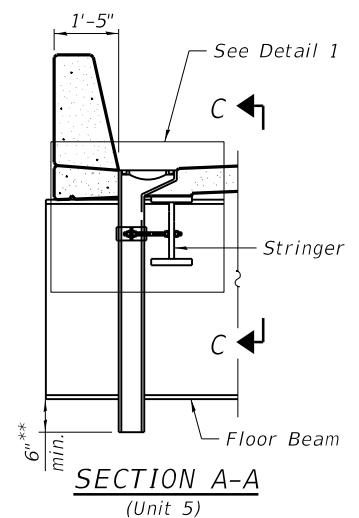


Note:
Cut longitudinal reinforcement to clear drainage scuppers.

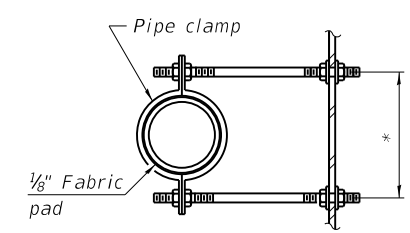
2-#5 ax06(E) bars at 4" cts.
(1'-6" large) tied to bottom of top reinforcement mat. typ.



SECTION A-A
(Units 1-4 and 6-9)

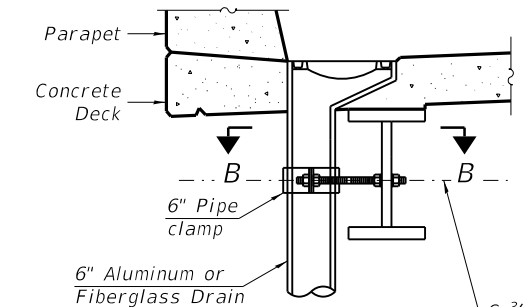


SECTION A-A
(Unit 5)



SECTION B-B

*Dimension as required by pipe clamp
Note:
The clamping device shall be galvanized according to AASHTO M 23. Cost of clamping device included in Drainage Scuppers, DS-11.



DETAIL 1

3/4" Ø Steel stud bolts threaded 6" each end with washers and locknuts. 1 1/16" Ø holes in web (Drilled in field. Cost included in Drainage Scupper, DS-11.)

**At locations within 10' of the floor beam

MODEL: SHEET
FILE NAME: 0810106-64F78-079-DRNPLN



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PLOT SCALE = N.T.S.	CHECKED - RRD	REVISED -
PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

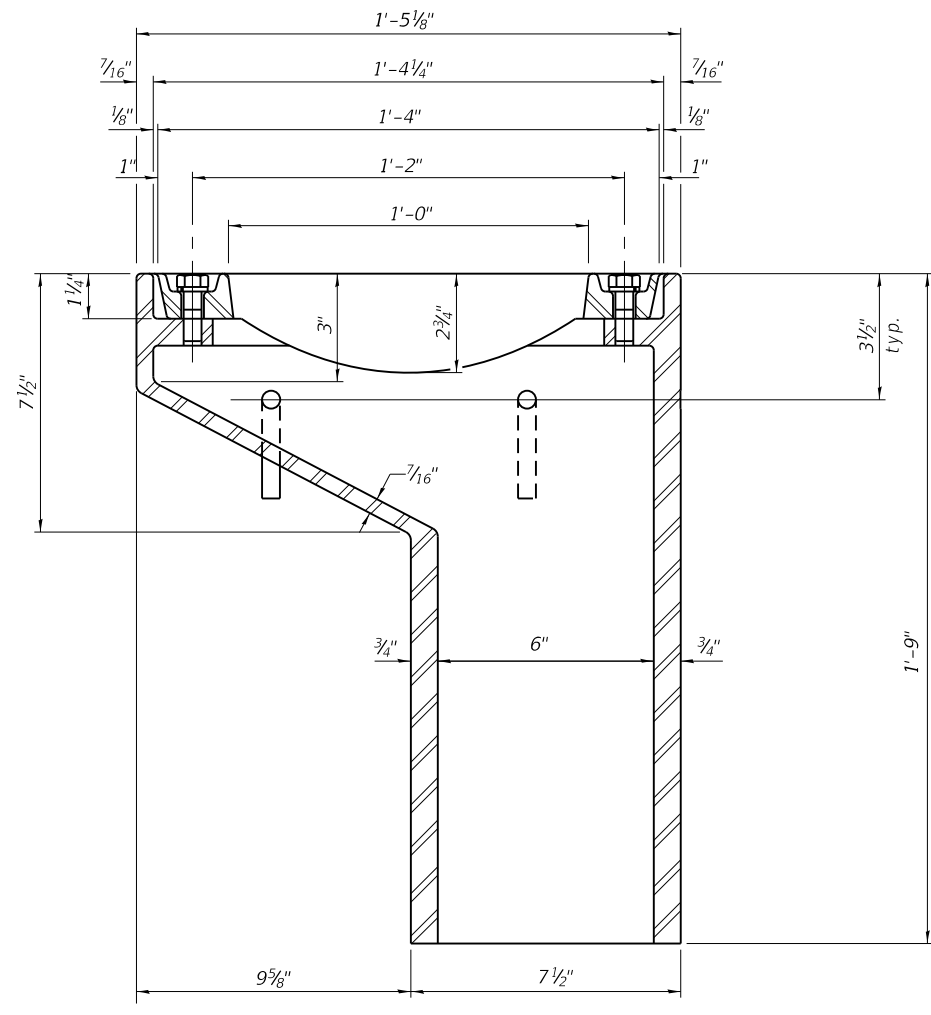
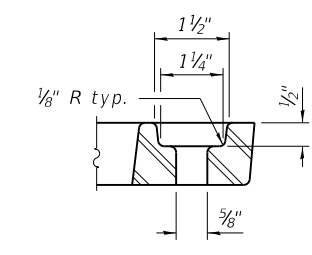
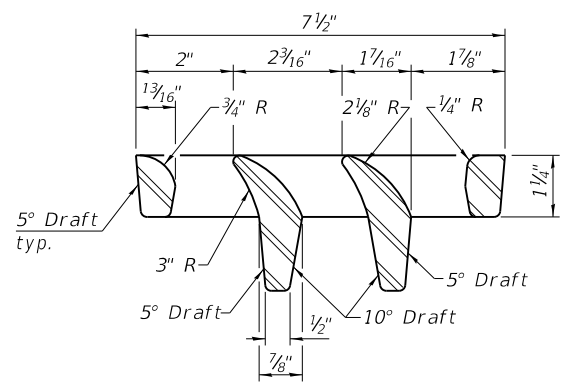
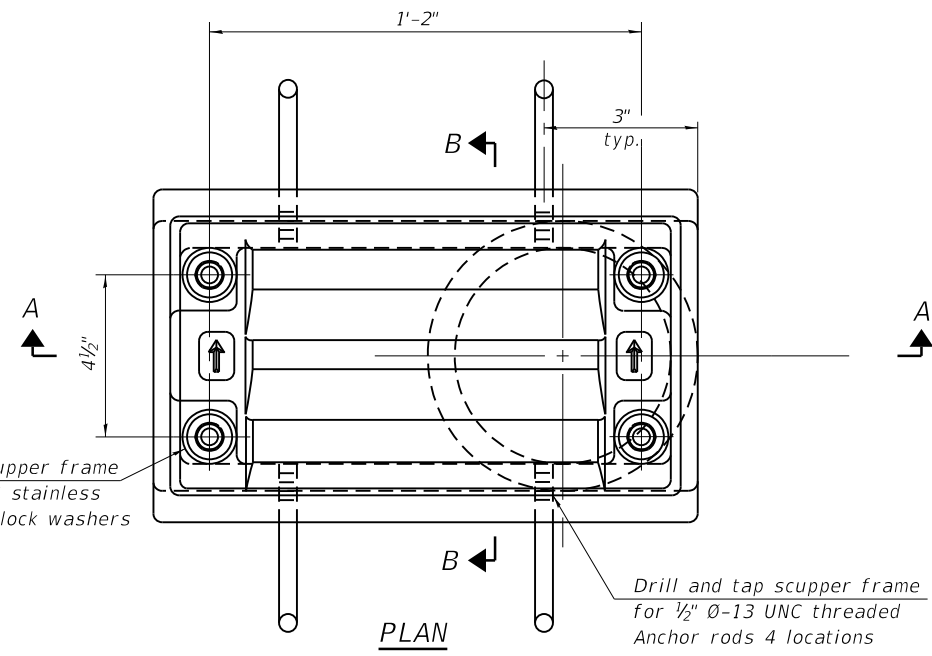
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN
STRUCTURE NO. 081-0106

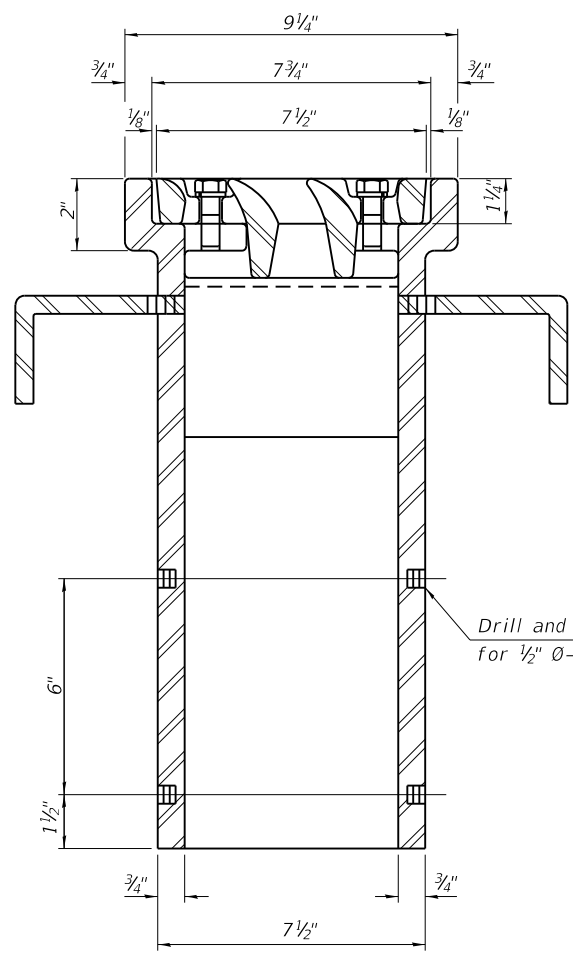
SHEET S-79 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	162
CONTRACT NO. 64F78				

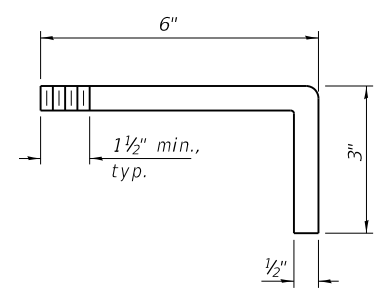
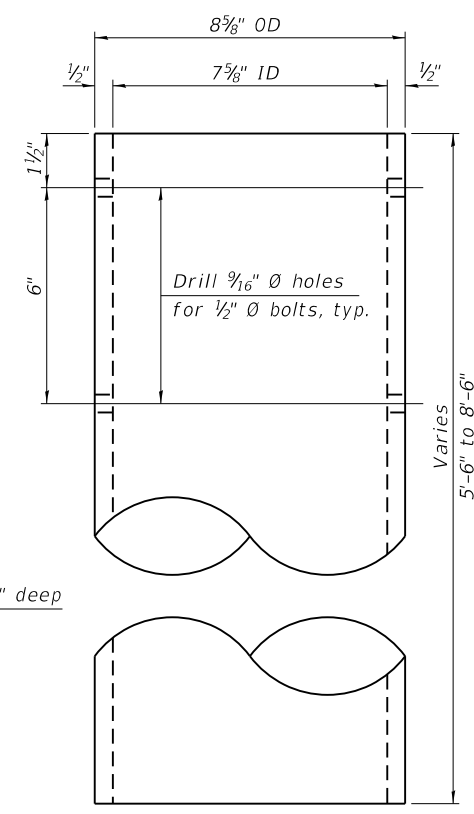
ILLINOIS FED. AID PROJECT



See sheet S-72 of S-134 for scupper location relative to parapet.



Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.



BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scupper, DS-11	Each	82

Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet S-90 thru S-93 of S-134.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

MODEL: SHEET
 FILE NAME: 0810106-64F78-080-DS11

DS-11

1-1-2020



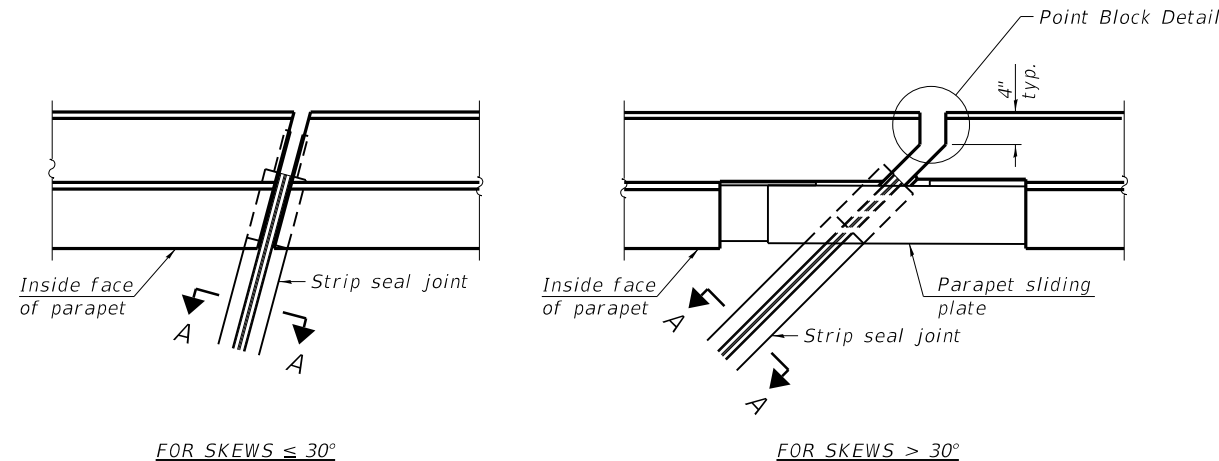
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	CHECKED - RRD	REVISED -

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DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 081-0106

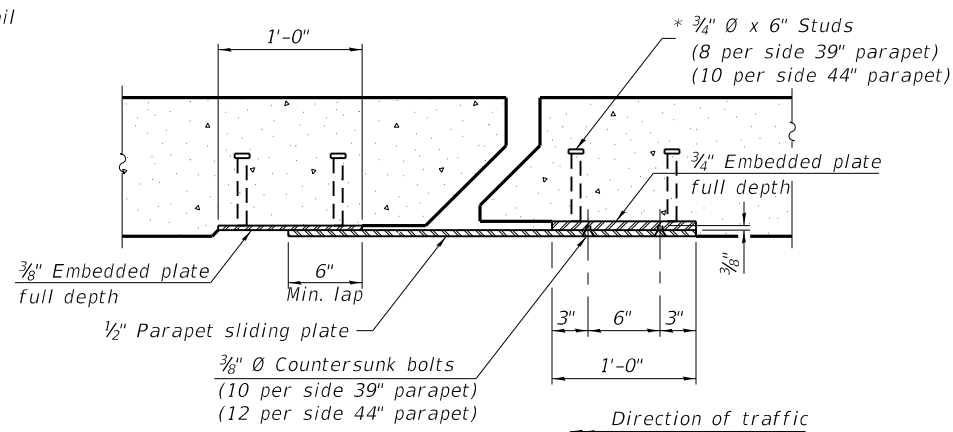
SHEET S-80 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	163
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

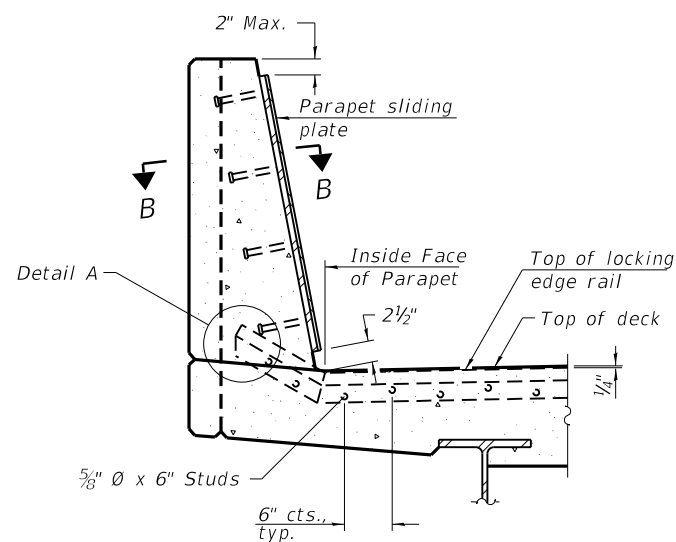


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET

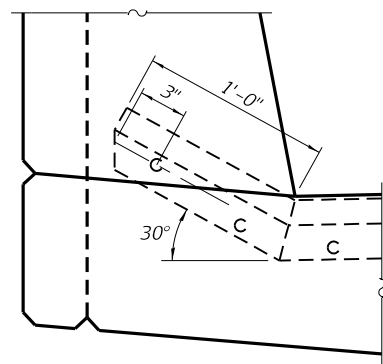


SECTION B-B



SECTION AT PARAPET

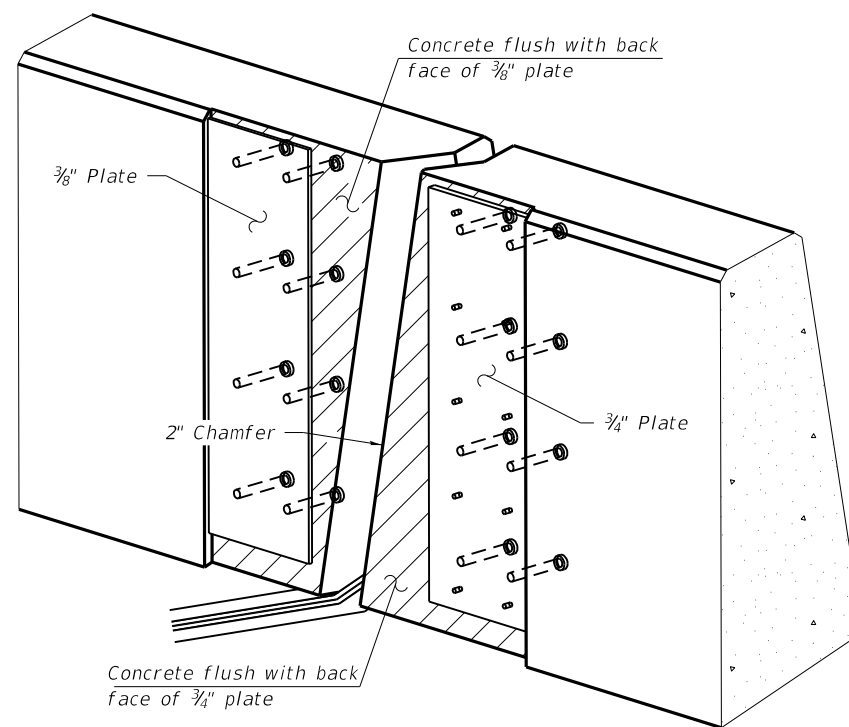
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A

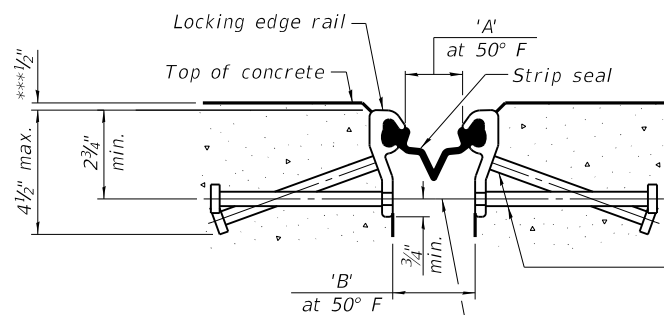
JOINT OPENING TABLE

Joint	A	B	C
W. Abut.	1 5/8"	2 1/2"	3 1/8"
Pier 3	2 1/2"	3"	3 3/8"
Arch Span	1 1/2"	2 3/8"	3"
E. Abut.	1 3/8"	2 1/2"	3 1/8"



TRIMETRIC VIEW

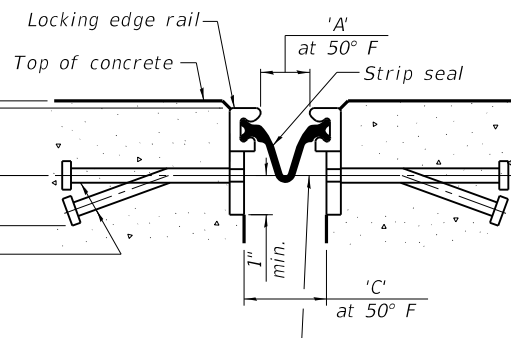
(Showing embedded plates only)



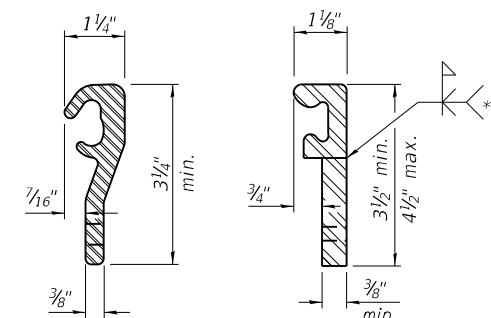
SHOWING ROLLED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" ϕ threaded rods in 7/16" ϕ holes at ± 4 -0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned or sawed off flush with the plates after concrete is set.



SHOWING WELDED RAIL JOINT



ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	576

MODEL: SHEET
FILE NAME: 0810106-64F78-081-PISS



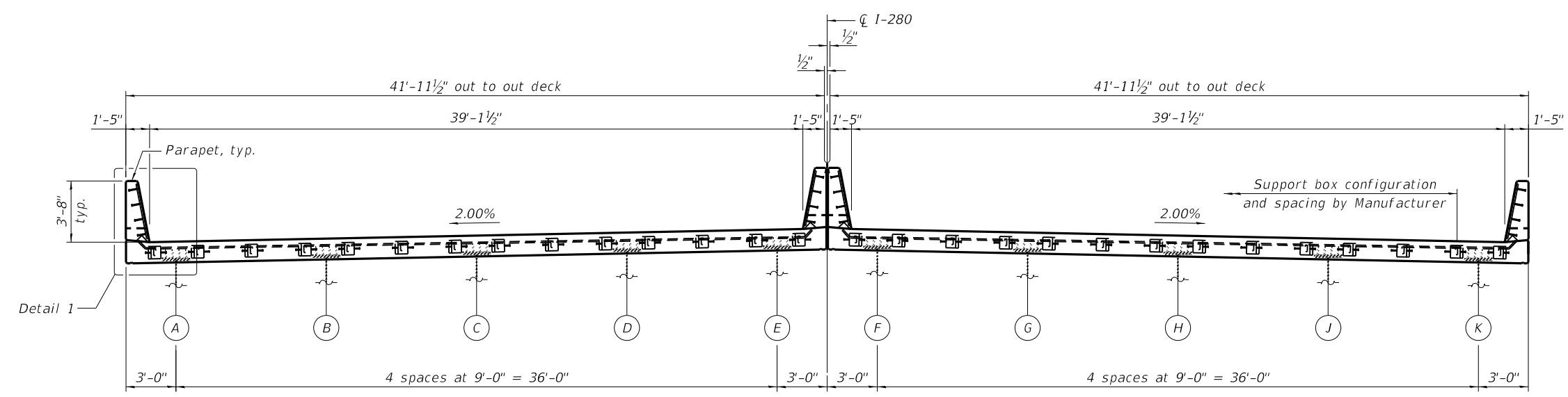
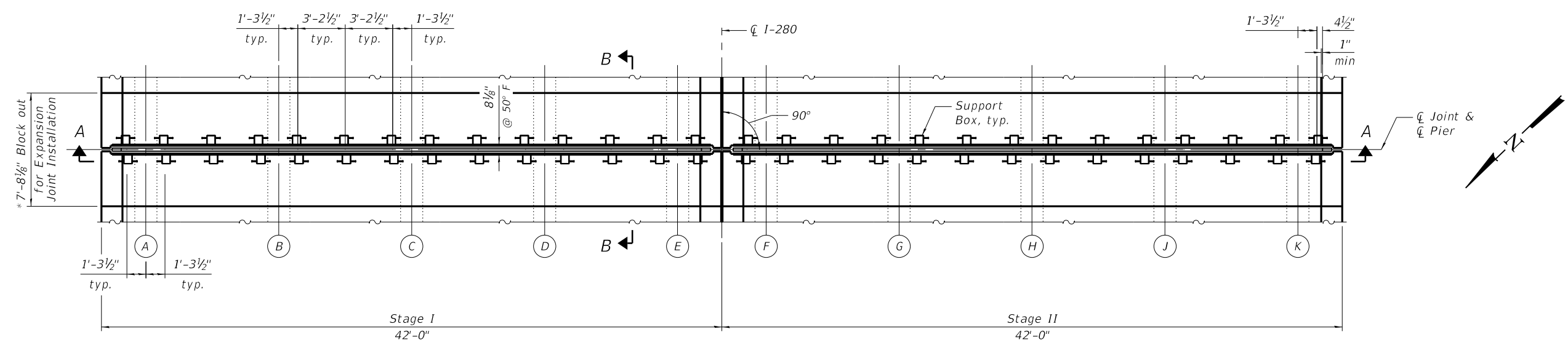
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODIFIED PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 081-0106

SHEET S-81 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	164
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



- NOTES:**
- See Sheet S-85 of S-134 for Modular Expansion Joint notes, details and Section B-B.
 - * Contractor to verify number of rails, blockout dimensions and joint openings with joint manufacturer.

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint, 6"	Foot	410

MODEL: SHEET
FILE NAME: 0810106-64F78-082-MID1



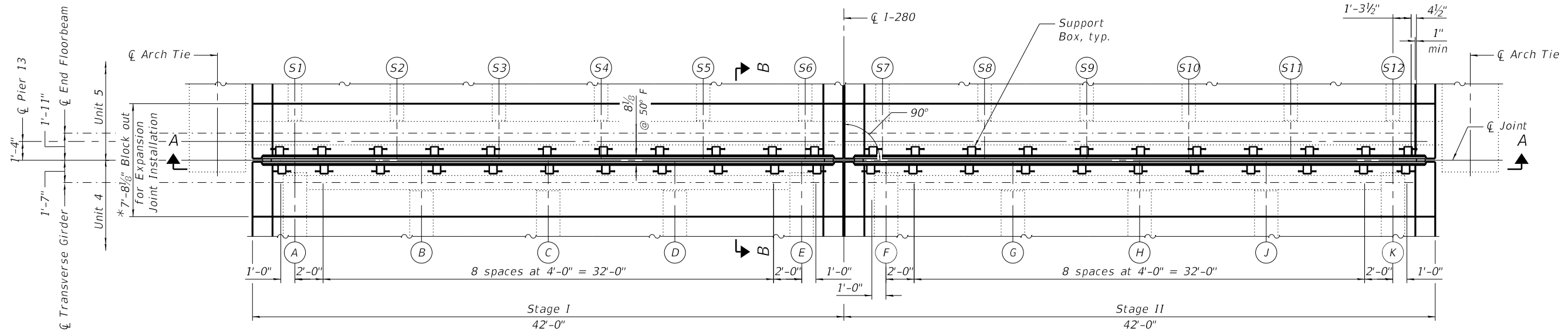
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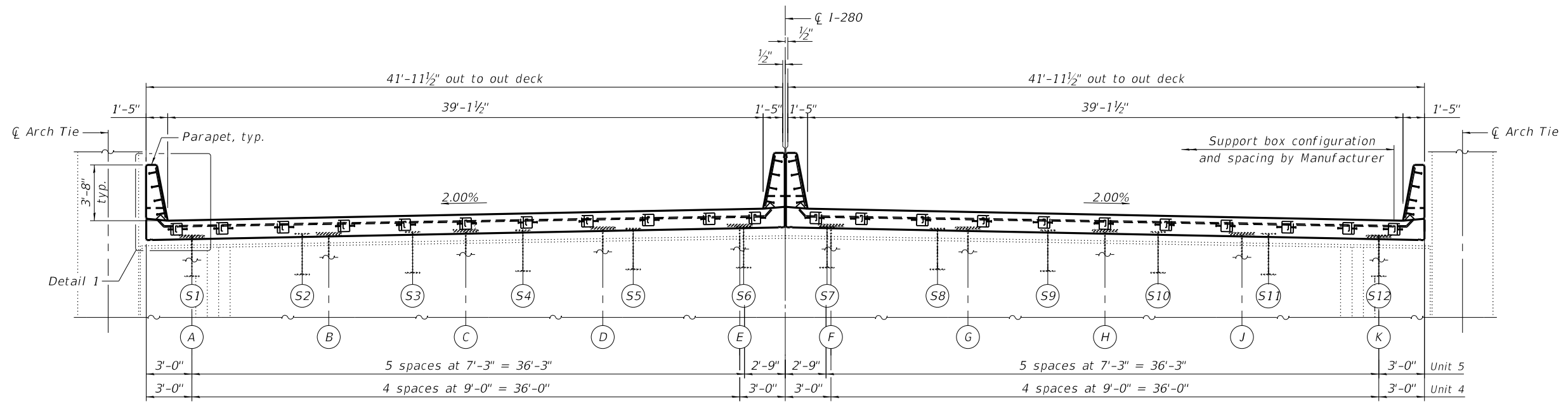
MODULAR EXPANSION JOINT - PIERS 7, 10, 17, 20 & 24
STRUCTURE NO. 081-0106

SHEET S-82 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	165
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PLAN



SECTION A-A
(Looking East)

- NOTES:**
- See Sheet S-85 of S-134 for Modular Expansion Joint notes, details and Section B-B.
 - * Contractor to verify number of rails, blockout dimensions and joint openings with joint manufacturer.

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint, 6"	Foot	82

MODEL: SHEET
FILE NAME: 0810106-64F78-083-MID2



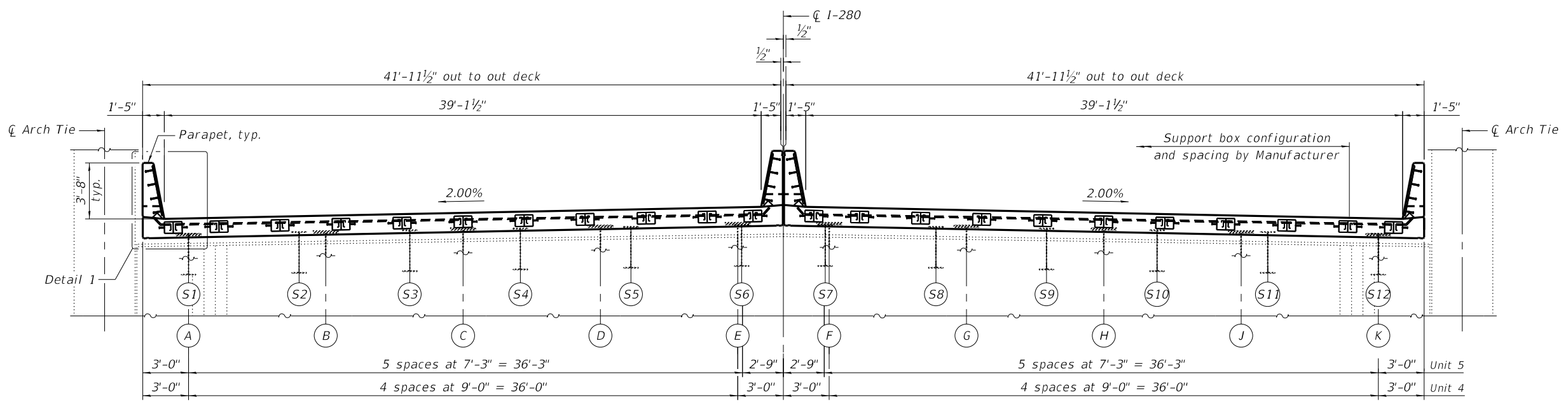
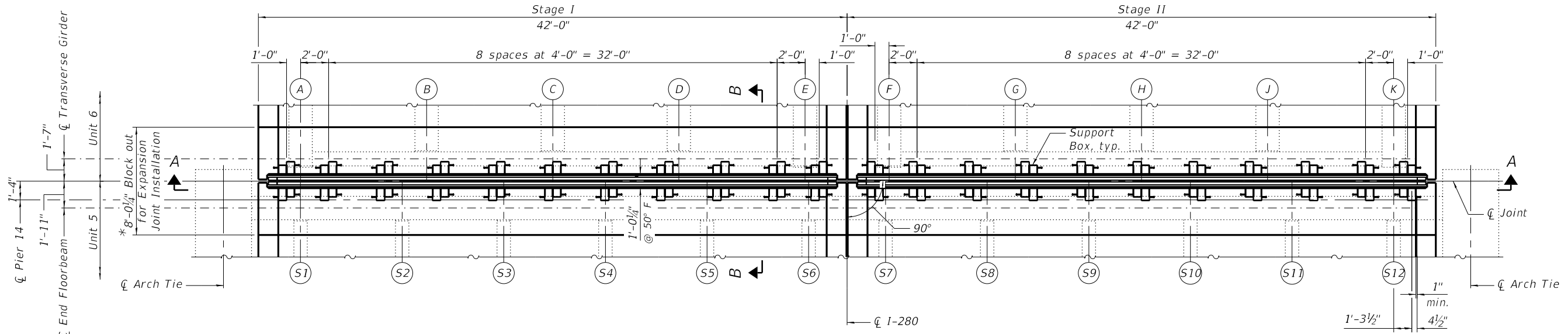
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

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MODULAR EXPANSION JOINT - PIER 13
STRUCTURE NO. 081-0106

SHEET S-83 OF S-134 SHEETS

F.A.I. RTE. 280	SECTION (81-1B)D&(81-1-1,81-1-2)RS-1	COUNTY ROCK ISLAND	TOTAL SHEETS 306	SHEET NO. 166
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



- NOTES:**
- See Sheet S-85 of S-134 for Modular Expansion Joint notes, details and Section B-B.
 - * Contractor to verify number of rails, blockout dimensions and joint openings with joint manufacturer.

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint, 9"	Foot	82

MODEL: SHEET
FILE NAME: 0810106-64F78-084-MID3



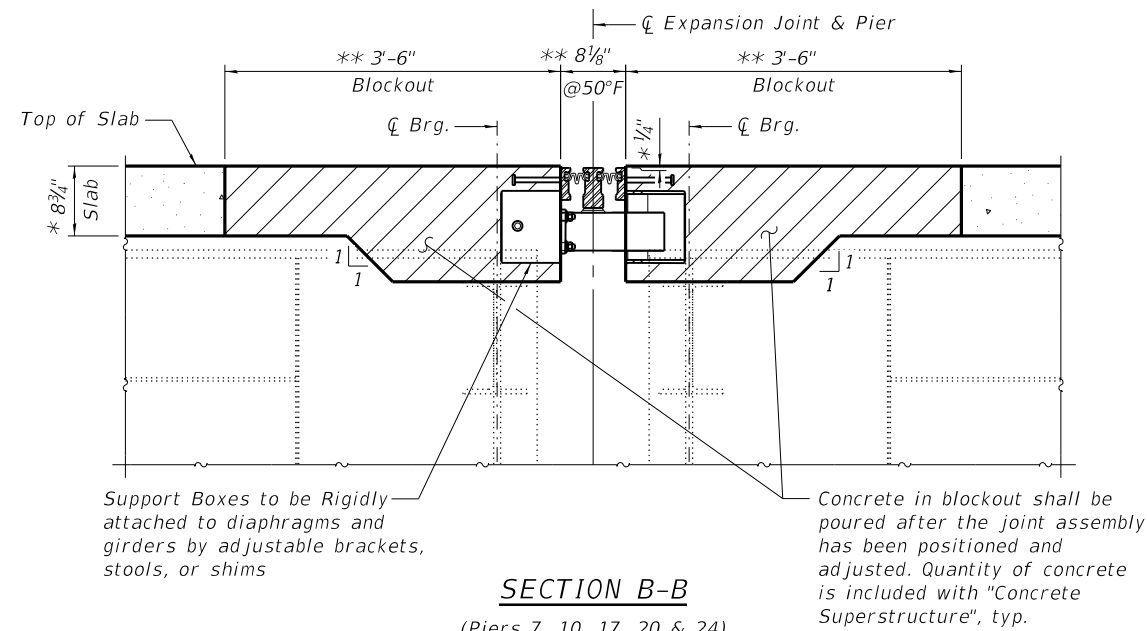
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

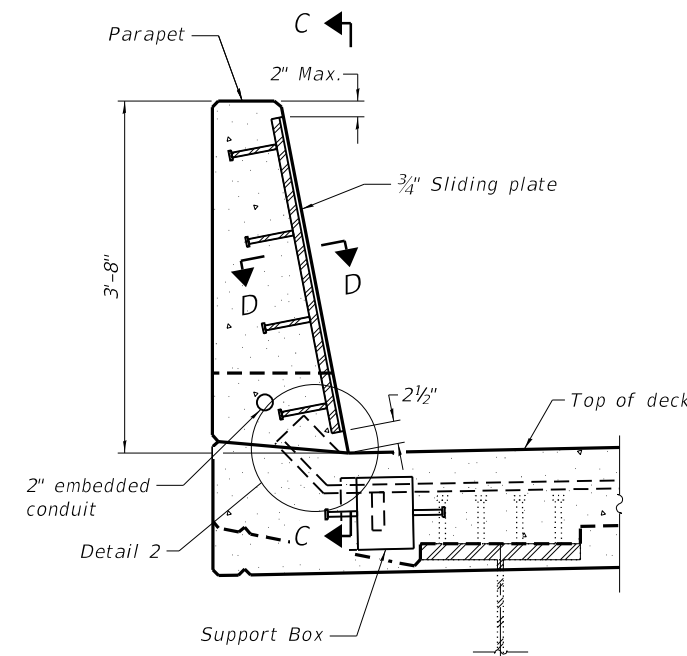
MODULAR EXPANSION JOINT - PIER 14
STRUCTURE NO. 081-0106

SHEET S-84 OF S-134 SHEETS

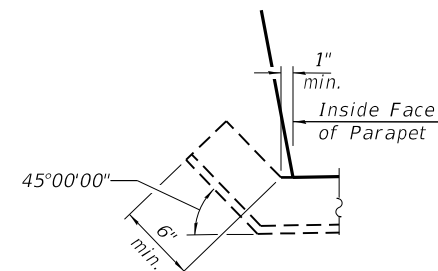
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CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



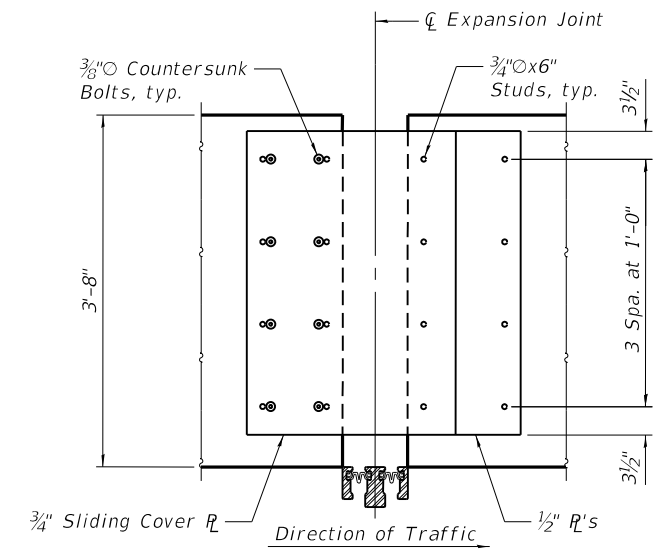
SECTION B-B
(Piers 7, 10, 17, 20 & 24)



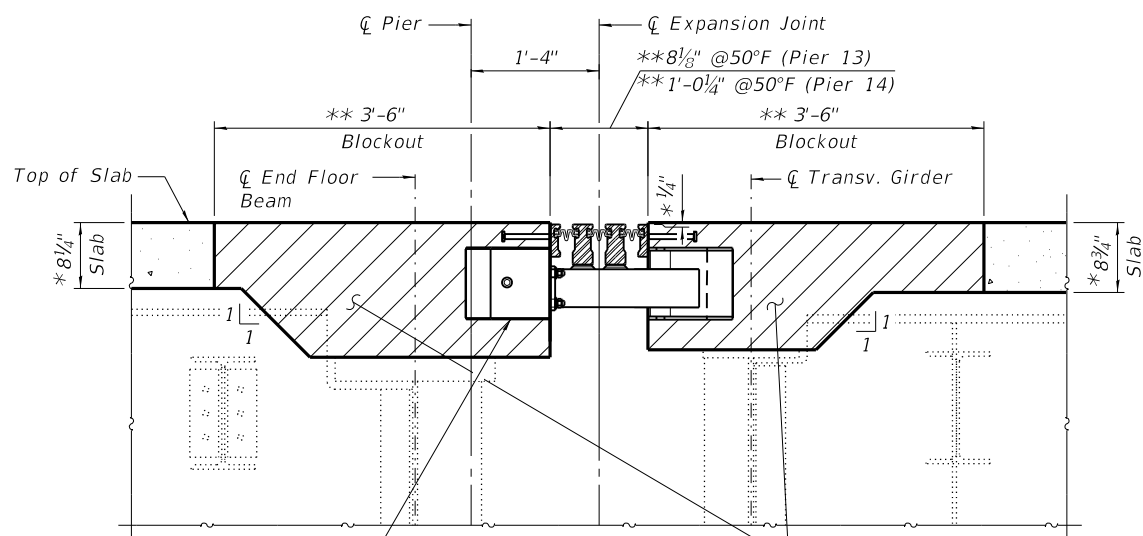
DETAIL 1



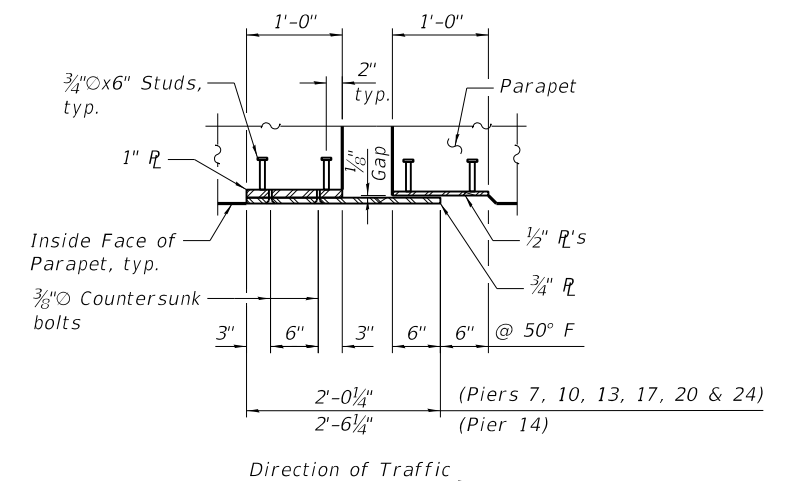
DETAIL 2



VIEW C-C



SECTION B-B
(Piers 13 & 14)



SECTION D-D

REQUIRED MOVEMENT

The modular expansion joints shall provide the following longitudinal movement:

Location	Joint Size	Total Movement
Pier 7	6"	5 1/2"
Pier 10	6"	3 3/8"
Pier 13	6"	4 3/8"
Pier 14	9"	8 1/2"
Pier 17	6"	6"
Pier 20	6"	5 1/2"
Pier 24	6"	4 3/8"

* Prior to grinding.
** Actual joint opening may vary depending on modular joint manufacturer's design.

NOTES:

1. Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
2. The structural steel plates of the barrier plate assemblies shall conform to the requirements of AASHTO M270 grade 36 and be hot-dipped galvanized according to AASHTO M11 after fabrication.
3. Joint opening shall be adjusted according to Article 520.04 of the Standard Specifications when the concrete blockout is cast at an ambient temperature other than 50° F.
4. Countersunk bolts shall be in accordance with ASTM A307, Grade A.
5. Countersunk bolts and concrete inserts shall be hot-dipped galvanized according to AASHTO M232.
6. 3/4" x 6" Studs shall be granular or solid flux filled headed studs conforming to Article 1006.32 of the Standard Specifications.
7. Scissor spacer type joints are not allowed.
8. Cost of parapet and median plate included with cost of Modular Expansion Joint of the size specified.
9. Modular joint assemblies shall be installed with forming and reinforcement bars in place prior to pouring the adjoining concrete deck span.
10. Modular joint assembly shall be adjusted for temperature prior to pouring blockout area. Bars in blockout may be adjusted in field to miss joint support boxes as approved by the Engineer. See shop drawings for modular expansion joint. See special provisions.

MODEL: SHEET
FILE NAME: 0810106-64F78-085-MIDET



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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MODULAR EXPANSION JOINT DETAILS
STRUCTURE NO. 081-0106**

SHEET S-85 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	168
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

UNIT 1 INTERIOR GIRDER MOMENT TABLE (A 36 STEEL)				
		0.4 Span 1 or 0.6 Span 3	Pier 1 or Pier 2	0.5 Span 2
I_s	(in ⁴)	36,944	56,131	29,208
$I_c(n)$	(in ⁴)	99,180	-	75,695
$I_c(3n)$	(in ⁴)	73,702	-	57,983
S_s	(in ³)	1,426	1,775	1,021
$Sc(n)$	(in ³)	1,883	-	1,384
$Sc(3n)$	(in ³)	1,763	-	1,292
ρ	(k/')	1.25	1.77	1.82
$M\bar{\rho}$	('k)	964	-1,688	236
$s\bar{\rho}$	(k/')	0.453	-	0.453
$Ms\bar{\rho}$	('k)	382	-	156
$M\bar{I}$	('k)	1,105	-707	818
MIM	('k)	246	-157	182
$\bar{S}_3 [M\bar{I} + I]$	('k)	2,251	-1,440	1,667
Ma	('k)	4,677	-4,067	2,678
* Mu	('k)	-	-	-
$\bar{f}_s \bar{\rho}$ non-comp	(ksi)	8.1	11.4	2.8
$\bar{f}_s \bar{\rho}$ (comp)	(ksi)	2.6	-	1.4
$\bar{f}_s \bar{S}_3 [M\bar{I} + M_I]$	(ksi)	14.3	9.7	14.5
\bar{f}_s (Overload)	(ksi)	25.1	21.1	18.7
** \bar{f}_s (Total)	(ksi)	32.6	27.5	24.3
VR	(k)	62.5	-	62.0

UNIT 1 INTERIOR GIRDER REACTION TABLE			
	West Abut. or Pier 3	Pier 1 or Pier 2	
$R\bar{\rho}$	(k)	67.4	183.2
$R\bar{I}$	(k)	56.7	81.0
R_I	(k)	12.6	18.0
R_{Total}	(k)	136.8	282.1

UNITS 2, 8, & 9 INTERIOR GIRDER MOMENT TABLE (A 36 STEEL)					
		0.4 Span 4, 0.6 Span 7, 0.4 Span 21, 0.6 Span 24, 0.4 Span 25 or 0.6 Span 28	Pier 4, Pier 6, Pier 21, Pier 23, Pier 25 or Pier 27	0.5 Span 5, 0.5 Span 6, 0.5 Span 22, 0.5 Span 23, 0.5 Span 26 or 0.5 Span 27	Pier 5, Pier 22 or Pier 26
I_s	(in ⁴)	36,944	60,147	32,505	44,271
$I_c(n)$	(in ⁴)	99,180	-	82,029	-
$I_c(3n)$	(in ⁴)	73,702	-	62,600	-
S_s	(in ³)	1,426	1,894	1,137	1,417
$Sc(n)$	(in ³)	1,883	-	1,511	-
$Sc(3n)$	(in ³)	1,764	-	1,413	-
ρ	(k/')	1.25	1.79	1.23	1.73
$M\bar{\rho}$	('k)	894	-1,841	386	-1,122
$s\bar{\rho}$	(k/')	0.453	-	0.453	-
$Ms\bar{\rho}$	('k)	366	-	196	-
$M\bar{I}$	('k)	1,048	-727	900	-612
MIM	('k)	223	-162	200	-136
$\bar{S}_3 [M\bar{I} + I]$	('k)	2,135	-1,481	1,834	-1,247
Ma	('k)	4,414	-4,319	3,141	-3,080
* Mu	('k)	-	-	-	-
$\bar{f}_s \bar{\rho}$ non-comp	(ksi)	7.5	11.7	4.1	9.5
$\bar{f}_s \bar{\rho}$ (comp)	(ksi)	2.5	-	1.7	-
$\bar{f}_s \bar{S}_3 [M\bar{I} + M_I]$	(ksi)	13.6	9.4	14.6	10.6
\bar{f}_s (Overload)	(ksi)	23.6	21.0	20.3	20.1
** \bar{f}_s (Total)	(ksi)	30.7	27.4	26.4	26.1
VR	(k)	62.2	-	62.7	-

UNITS 2, 8, & 9 INTERIOR GIRDER REACTION TABLE				
		Pier 3, Pier 7, Pier 20, Pier 24, or East Abut.	Pier 4, Pier 6, Pier 21, Pier 23, Pier 25 or Pier 27	Pier 5, Pier 22 or Pier 26
$R\bar{\rho}$	(k)	65.5	192.5	150.8
$R\bar{I}$	(k)	56.6	82.6	78.0
R_I	(k)	12.6	18.3	17.3
R_{Total}	(k)	134.6	293.4	246.1

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing \bar{f}_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

$I_c(n), Sc(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing \bar{f}_s (Total and Overload) due to short-term composite live loads (in.⁴ and in.³).

$I_c(3n), Sc(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing \bar{f}_s (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).

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

$M\bar{\rho}$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\bar{\rho}$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

$Ms\bar{\rho}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

$M\bar{I}$: Un-factored live load moment (kip-ft.).

MI : Un-factored moment due to impact (kip-ft.).

Ma : Factored design moment (kip-ft.).
 $1.3 [M\bar{\rho} + Ms\bar{\rho} + \frac{2}{3} (M\bar{I} + MI)]$

Mu : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

\bar{f}_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\bar{\rho} + Ms\bar{\rho} + \frac{2}{3} (M\bar{I} + MI)$

\bar{f}_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\bar{\rho} + Ms\bar{\rho} + \frac{2}{3} (M\bar{I} + MI)]$

VR : Maximum \bar{I} + impact shear range within the composite portion of the span for stud shear connector design (kips).

* Compact section
 ** Braced non-compact and partially braced section

MODEL: SHEET
 FILE NAME: 0810106-64F78-086-M5TAB1



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PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

STATE OF ILLINOIS
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UNITS 1, 2, 8 & 9 MOMENT & REACTION TABLES
 STRUCTURE NO. 081-0106

SHEET S-86 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	169
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64F78	

UNITS 3 & 7 INTERIOR GIRDER MOMENT TABLE (A36 STEEL)			
	0.4 Span 8, 0.6 Span 10, 0.4 Span 18 or 0.6 Span 20	Pier 8, Pier 9, Pier 18 or Pier 19	0.5 Span 9 or 0.5 Span 19
Is	(in ⁴)	86,845	146,973
Ic(n)	(in ⁴)	208,590	145,127
Ic(3n)	(in ⁴)	151,112	109,336
Ss	(in ³)	2,953	3,829
Sc(n)	(in ³)	3,647	2,361
Sc(3n)	(in ³)	3,426	2,211
ϕ	(k/')	1.45	2.07
Mϕ	('k)	2,377	-4,314
sϕ	(k/')	0.45	-
Msϕ	('k)	819	-
M _l	('k)	1,671	-1,625
MIM	('k)	304	-295
⁵ / ₃ [M _l + M _I]	('k)	3,291	-3,201
Ma	('k)	8,433	-9,770
Mu	('k)	-	-
fsϕ non-comp	(ksi)	9.7	13.5
fsϕ (comp)	(ksi)	2.9	-
fs ⁵ / ₃ [M _l + M _I]	(ksi)	10.8	13.5
fs (Overload)	(ksi)	23.4	23.3
fs (Total)	(ksi)	30.4	23.8
VR	(k)	74.4	69.4

UNITS 4 & 6 INTERIOR GIRDER MOMENT TABLE (A588 STEEL)			
	0.4 Span 11, 0.6 Span 13, 0.4 Span 15 or 0.6 Span 17	Pier 11, Pier 12, Pier 15 or Pier 16	0.5 Span 12 or 0.5 Span 16
Is	(in ⁴)	150,025	221,733
Ic(n)	(in ⁴)	318,312	187,604
Ic(3n)	(in ⁴)	234,427	144,573
Ss	(in ³)	4,151	4,969
Sc(n)	(in ³)	4,950	-
Sc(3n)	(in ³)	4,662	-
ϕ	(k/')	1.54	2.13
Mϕ	('k)	4,582	-7,980
sϕ	(k/')	0.45	-
Msϕ	('k)	1,437	-
M _l	('k)	2,810	-2,834
MIM	('k)	432	-436
⁵ / ₃ [M _l + M _I]	('k)	5,403	-5,449
Ma	('k)	14,849	-17,458
Mu	('k)	-	-
fsϕ non-comp	(ksi)	13.2	19.3
fsϕ (comp)	(ksi)	3.7	-
fs ⁵ / ₃ [M _l + M _I]	(ksi)	13.1	13.2
fs (Overload)	(ksi)	30.0	32.4
fs (Total)	(ksi)	39.1	42.2
VR	(k)	89.2	77.7

UNITS 3 & 7 INTERIOR GIRDER REACTION TABLE		
	Pier 7, Pier 10, Pier 17 or Pier 20	Pier 8, Pier 9, Pier 18 or Pier 19
Rϕ	(k)	107.6
R _l	(k)	58.5
R _I	(k)	10.6
R _{Total}	(k)	176.7

UNITS 4 & 6 INTERIOR GIRDER REACTION TABLE		
	Pier 10, Pier 13, Pier 14 or Pier 17	Pier 11, Pier 12, Pier 15 or Pier 16
Rϕ	(k)	150.4
R _l	(k)	69.6
R _I	(k)	10.7
R _{Total}	(k)	230.7

TRANSVERSE GIRDER MOMENT TABLE (A588 STEEL)		0.5 Span
Is	(in ⁴)	102,536
Ic(n)	(in ⁴)	-
Ic(3n)	(in ⁴)	-
Ss	(in ³)	2,093
Sc(n)	(in ³)	-
Sc(3n)	(in ³)	-
ϕ	(k/')	-
Mϕ	('k)	2,764
sϕ	(k/')	-
Msϕ	('k)	-
M _l	('k)	1,242
MIM	('k)	191
⁵ / ₃ [M _l + M _I]	('k)	2,388
Ma	('k)	6,698
Mu	('k)	-
fsϕ non-comp	(ksi)	15.9
fsϕ (comp)	(ksi)	-
fs ⁵ / ₃ [M _l + M _I]	(ksi)	13.7
fs (Overload)	(ksi)	29.5
fs (Total)	(ksi)	38.4
VR	(k)	-

TRANSVERSE GIRDER REACTION TABLE		Support
Rϕ	(k)	374.6
R _l	(k)	134.7
R _I	(k)	20.7
R _{Total}	(k)	530.0

NOTES:

1. FWS included in calculation of sϕ and Msϕ.

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Z: Plastic Section Modulus of the steel section in non-composite areas (in.³).

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

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

sϕ: Un-factored long-term composite (superimposed) dead load (kips/ft.).

Msϕ: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_l: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft.).

Ma: Factored design moment (kip-ft.).

1.3 [Mϕ + Msϕ + ⁵/₃ (M_l + M_I)]

Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

fs (Overload): Sum of stresses as computed from the moments below (ksi).

Mϕ + Msϕ + ⁵/₃ (M_l + M_I)

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

1.3 [Mϕ + Msϕ + ⁵/₃ (M_l + M_I)]

VR: Maximum_l + impact shear range within the composite portion of the span for stud shear connector design (kips).

* Compact section
 ** Braced non-compact and partially braced section

MODEL: SHEET
 FILE NAME: 0810106-64F78-087-M5TAB2



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

UNITS 3, 4, 6 & 7 MOMENT & REACTION TABLES
 STRUCTURE NO. 081-0106

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	170
CONTRACT NO. 64F78				

SHEET S-87 OF S-134 SHEETS

ILLINOIS FED. AID PROJECT

STRINGER MOMENT TABLE (A36 STEEL)			
		0.4 Span 1 & 0.6 Span 3	FB1, FB2, FB4, FB5, FB7, FB7', FB5', FB4', FB2' & FB1'
I_s	(in ⁴)	5,887	5,887
$I_c(n)$	(in ⁴)	-	-
$I_c(3n)$	(in ⁴)	-	-
S_s	(in ³)	359	359
$Sc(n)$	(in ³)	-	-
$Sc(3n)$	(in ³)	-	-
ρ	(k'/)	1.231	1.231
$M\rho$	('k)	173	-155
$s\rho$	(k'/)	-	-
$M_s\rho$	('k)	-	-
M_L	('k)	214	-157
MIM	('k)	64	-47
$S_3 [M_L + M_I]$	('k)	464	-340
Ma	('k)	828	-644
* Mu	('k)	1,077	-1,077
$fs\rho$ non-comp	(ksi)	5.8	5.2
$fs\rho$ (comp)	(ksi)	-	-
$fs S_3 [M_L + M_I]$	(ksi)	15.5	11.4
fs (Overload)	(ksi)	21.3	16.6
** fs (Total)	(ksi)	-	-
VR	(k)	-	-

INTERIOR FLOORBEAM MOMENT TABLE (A36 STEEL)		
		0.5 Span
I_s	(in ⁴)	386,111
$I_c(n)$	(in ⁴)	-
$I_c(3n)$	(in ⁴)	-
S_s	(in ³)	7,150
$Sc(n)$	(in ³)	-
$Sc(3n)$	(in ³)	-
ρ	(k'/)	-
$M\rho$	('k)	7,893
$s\rho$	(k'/)	-
$M_s\rho$	('k)	-
M_L	('k)	3,843
MIM	('k)	898
$S_3 [M_L + M_I]$	('k)	7,901
Ma	('k)	20,533
* Mu	('k)	-
$fs\rho$ non-comp	(ksi)	13.2
$fs\rho$ (comp)	(ksi)	-
$fs S_3 [M_L + M_I]$	(ksi)	13.3
fs (Overload)	(ksi)	26.5
** fs (Total)	(ksi)	34.5
VR	(k)	-

END FLOORBEAM MOMENT TABLE (A588 STEEL)		
		0.5 Span
I_s	(in ⁴)	386,111
$I_c(n)$	(in ⁴)	-
$I_c(3n)$	(in ⁴)	-
S_s	(in ³)	7,150
$Sc(n)$	(in ³)	-
$Sc(3n)$	(in ³)	-
ρ	(k'/)	-
$M\rho$	('k)	3,234
$s\rho$	(k'/)	-
$M_s\rho$	('k)	-
M_L	('k)	2,971
MIM	('k)	694
$S_3 [M_L + M_I]$	('k)	6,109
Ma	('k)	12,146
* Mu	('k)	-
$fs\rho$ non-comp	(ksi)	5.4
$fs\rho$ (comp)	(ksi)	-
$fs S_3 [M_L + M_I]$	(ksi)	10.3
fs (Overload)	(ksi)	15.7
** fs (Total)	(ksi)	20.4
VR	(k)	-

STRINGER REACTION TABLE			
		FB0, FB3, FB6, FB6', FB3' & FB0'	FB1, FB2, FB4, FB5, FB7, FB7', FB5', FB4', FB2' & FB1'
$R\rho$	(k)	20.8	27.8
R_L	(k)	33.5	43.3
R_I	(k)	10.0	13.0
R_{Total}	(k)	64.4	84.1

FLOORBEAM REACTION TABLE		
	Interior Floorbeam	End Floorbeam
$R\rho$	(k)	332.1
R_L	(k)	156.2
R_I	(k)	36.5
R_{Total}	(k)	524.8

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing fs (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

$I_c(n), Sc(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs (Total and Overload) due to short-term composite live loads (in.⁴ and in.³).

$I_c(3n), Sc(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).

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

$M\rho$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

$M_s\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

Ma : Factored design moment (kip-ft.).

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

Mu : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

fs (Overload): Sum of stresses as computed from the moments below (ksi).

$M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)$

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

VR : Maximum_t + impact shear range within the composite portion of the span for stud shear connector design (kips).

* Compact section
** Braced non-compact and partially braced section

NOTES:
1. FWS included in calculation of ρ and $M\rho$.

MODEL: SHEET
FILE NAME: 0810106-64F78-088-TA5TB11



USER NAME = eckay	DESIGNED - RMH	REVISED -
CHECKED - ECK	REVISIONS -	
PLOT SCALE = N.T.S.	DRAWN - MDW	REVISED -
PLOT DATE = 10/5/2020	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCH SPAN MOMENT & REACTION TABLES I
STRUCTURE NO. 081-0106

SHEET S-88 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	171
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

ARCH RIB MEMBER FORCES																						
Joint	* Dead Load (DL)		FWS		Maximum Axial Force						Maximum Moment						Minimum Moment					
	Axial Force	Moment	Axial Force	Moment	Live Load (LL)		Impact (I)		Total (DL+LL+I)		Live Load (LL)		Impact (I)		Total (DL+LL+I)		Live Load (LL)		Impact (I)		Total (DL+LL+I)	
					Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment		
L0	-4958.3	+1078.1	-431.4	+95.5	-719.1	+62.2	-51.7	+4.5	-5729.1	+1144.8	-622.7	+286.3	-44.8	+20.6	-5625.8	+1385.0	-708.1	+32.6	-50.9	+2.3	-5717.3	+1113.0
U1	-4907.4	+2291.8	-431.4	+134.9	-719.1	+6.1	-51.7	+0.4	-5678.2	+2298.3	-621.8	+1117.9	-44.7	+80.4	-5573.9	+3490.1	-711.9	-251.4	-51.2	-18.1	-5670.5	+2022.3
U2	-4587.3	+3765.1	-402.6	+190.2	-673.7	+101.5	-48.5	+7.3	-5309.5	+3873.9	-623.3	+1750.7	-44.8	+125.9	-5255.4	+5641.7	-648.2	-427.6	-46.6	-30.8	-5282.1	+3306.7
U3	-4429.3	+3222.3	-390.4	+165.5	-654.0	+221.1	-47.1	+15.9	-5130.4	+3459.3	-642.0	+2028.8	-46.2	+146.0	-5117.5	+5397.1	-643.2	-646.7	-46.3	-46.5	-5118.8	+2529.1
U4	-4258.3	+3199.3	-375.5	+258.7	-630.3	+153.3	-45.3	+11.0	-4933.9	+3363.6	-621.0	+1964.8	-44.7	+141.4	-4924.0	+5305.5	-590.0	-521.4	-42.4	-37.5	-4890.7	+2640.4
U5	-4112.5	+2663.7	-361.8	+278.1	-608.2	+537.4	-43.8	+38.7	-4764.5	+3239.8	-602.2	+1766.1	-43.3	+127.1	-4758.0	+4556.9	-534.2	-415.1	-38.4	-29.9	-4685.1	+2218.7
U6	-4009.5	+1797.5	-351.9	+234.7	-591.3	+964.3	-42.5	+69.4	-4643.3	+2831.2	-589.1	+1538.4	-42.4	+110.7	-4641.0	+3446.6	-495.8	-323.5	-35.7	-23.3	-4541.0	+1450.7
U7	-3808.6	+1960.0	-336.6	+292.9	-565.7	+1367.2	-40.7	+98.4	-4415.0	+3425.6	-565.7	+1367.2	-40.7	+98.4	-4415.0	+3425.6	-471.2	+2.7	-33.9	+0.2	-4313.7	+1962.9
U7'	-3808.6	+1960.0	-336.6	+292.9	-565.8	+1367.2	-40.7	+98.4	-4415.1	+3425.6	-565.8	+1367.2	-40.7	+98.4	-4415.1	+3425.6	-471.3	+0.3	-33.9	+0.0	-4313.8	+1960.3
U6'	-4009.5	+1797.4	-351.9	+234.7	-591.5	+966.7	-42.6	+69.5	-4643.6	+2833.6	-589.3	+1540.4	-42.4	+110.8	-4641.2	+3448.6	-495.9	-327.8	-35.7	-23.6	-4541.1	+1446.0
U5'	-4112.5	+2663.7	-361.8	+278.1	-608.4	+543.3	-43.8	+39.1	-4764.7	+3246.1	-602.5	+1771.8	-43.3	+127.5	-4758.3	+4563.0	-534.1	-422.1	-38.4	-30.4	-4685.0	+2211.2
U4'	-4258.3	+3199.2	-375.5	+258.7	-630.6	+164.7	-45.4	+11.8	-4934.3	+3375.7	-621.4	+1977.0	-44.7	+142.2	-4924.4	+5318.4	-558.7	-530.9	-40.2	-38.2	-4857.2	+2630.1
U3'	-4429.3	+3222.1	-390.4	+165.5	-654.5	+241.8	-47.1	+17.4	-5130.9	+3481.3	-642.5	+2051.8	-46.2	+147.6	-5118.0	+5421.5	-579.3	-640.9	-41.7	-46.1	-5050.3	+2535.1
U2'	-4588.0	+3765.0	-402.7	+190.2	-674.2	+134.2	-48.5	+9.7	-5310.7	+3908.9	-623.8	+1788.3	-44.9	+128.7	-5256.7	+5682.0	-579.0	-414.6	-41.7	-29.8	-5208.7	+3320.6
U1'	-4907.4	+2289.1	-431.4	+134.9	-719.8	+69.9	-51.8	+5.0	-5679.0	+2364.0	-696.6	+1175.3	-50.1	+84.6	-5654.1	+3549.0	-640.6	-219.2	-46.1	-15.8	-5594.1	+2054.1
L0'	-4958.4	+1078.1	-431.4	+95.5	-719.7	+156.2	-51.8	+11.2	-5729.9	+1245.5	-697.7	+206.7	-50.2	+14.9	-5706.3	+1299.7	-630.4	+126.6	-45.4	+9.1	-5634.2	+1213.8

HANGER FORCES						
Hanger	Dead Load *(DL)	FWS	DL+FWS	Live Load (LL)	Impact (I)	Total (DL+LL+I)
L1-U1	+302.2	+36.5	+338.7	+83.1	+6.0	+391.3
L2-U2	+328.3	+39.2	+367.5	+86.2	+6.2	+420.7
L3-U3	+299.3	+33.8	+333.1	+82.5	+5.9	+387.7
L4-U4	+330.7	+38.9	+369.6	+84.4	+6.1	+421.2
L5-U5	+330.6	+38.6	+369.2	+83.5	+6.0	+420.1
L6-U6	+305.9	+34.3	+340.2	+80.4	+5.8	+392.1
L7-U7	+334.2	+38.4	+372.6	+82.2	+5.9	+422.3
L7'-U7'	+334.2	+38.4	+372.6	+82.2	+5.9	+422.3
L6'-U6'	+305.9	+34.3	+340.2	+80.4	+5.8	+392.1
L5'-U5'	+330.6	+38.6	+369.2	+83.5	+6.0	+420.1
L4'-U4'	+330.7	+38.9	+369.6	+84.4	+6.1	+421.2
L3'-U3'	+299.3	+33.8	+333.1	+82.5	+5.9	+387.7
L2'-U2'	+328.3	+39.2	+367.5	+86.2	+6.2	+420.7
L1'-U1'	+302.2	+36.5	+338.7	+83.1	+6.0	+391.3

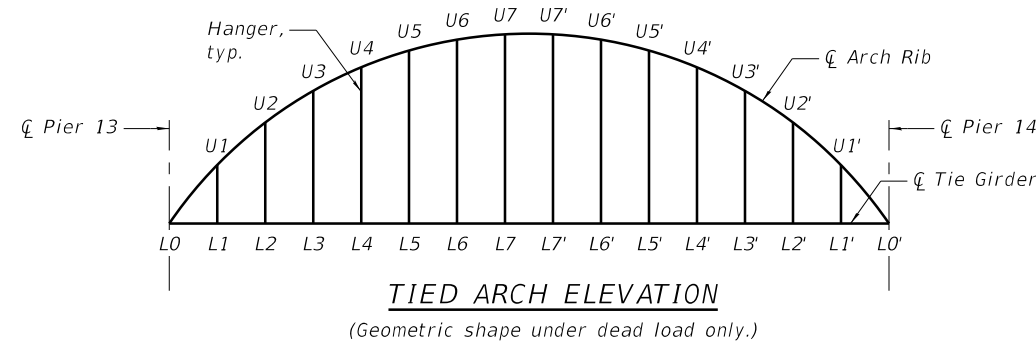
TIE GIRDER MEMBER FORCES																						
Joint	* Dead Load (DL)		FWS		Maximum Axial Force						Maximum Moment						Minimum Moment					
	Axial Force	Moment	Axial Force	Moment	Live Load (LL)		Impact (I)		Total (DL+LL+I)		Live Load (LL)		Impact (I)		Total (DL+LL+I)		Live Load (LL)		Impact (I)		Total (DL+LL+I)	
					Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment	Axial Force	Moment		
L0	+3736.0	-994.8	+326.9	-94.9	+537.6	-167.8	+38.7	-12.1	+4312.3	-1174.7	+479.7	-107.7	+34.5	-7.7	+4250.2	-1110.2	+505.6	-217.2	+36.4	-15.6	+4278.0	-1227.6
L1	+3736.0	+202.5	+326.9	+23.7	+537.6	+1.8	+38.7	+0.1	+4312.3	+204.4	+501.3	+176.7	+36.1	+12.7	+4273.4	+391.9	+534.7	-10.5	+38.5	-0.8	+4309.2	+191.2
L2	+3841.1	+220.5	+336.2	+27.9	+554.6	+9.8	+39.9	+0.7	+4435.6	+231.0	+529.4	+231.9	+38.1	+16.7	+4408.6	+469.1	+530.5	-10.2	+38.2	-0.7	+4409.8	+209.6
L3	+3841.1	-115.3	+336.2	-22.5	+554.6	-70.5	+39.9	-5.1	+4435.6	-190.9	+535.8	+232.1	+38.5	+16.7	+4415.4	+133.5	+546.6	-111.4	+39.3	-8.0	+4427.0	-234.7
L4	+3829.3	+160.1	+335.2	+31.7	+553.2	+29.2	+39.8	+2.1	+4422.3	+191.4	+532.1	+258.9	+38.3	+18.6	+4399.7	+437.6	+507.1	-17.2	+36.5	-1.2	+4372.9	+141.7
L5	+3853.0	+143.9	+337.3	+34.3	+558.4	+43.3	+40.2	+3.1	+4451.6	+190.3	+552.5	+258.8	+39.7	+18.6	+4445.2	+421.3	+490.9	-10.0	+35.3	-0.7	+4379.2	+133.2
L6	+3853.0	-270.2	+337.3	-20.9	+558.4	-23.3	+40.2	-1.7	+4451.6	-295.2	+550.0	+236.5	+39.6	+17.0	+4442.6	-16.7	+541.1	-103.0	+38.9	-7.4	+4433.0	-380.6
L7	+3806.3	+134.8	+333.2	+40.8	+551.9	+83.5	+39.7	+6.0	+4397.9	+224.3	+533.9	+263.2	+38.4	+18.9	+4378.6	+416.9	+491.5	+20.6	+35.4	+1.5	+4333.2	+156.9
L7'	+3806.3	+134.8	+333.2	+40.8	+554.2	+261.7	+39.9	+18.8	+4400.4	+415.3	+534.1	+263.3	+38.4	+18.9	+4378.8	+417.0	+490.7	+20.5	+35.3	+1.5	+4332.3	+156.8
L6'	+3853.0	-270.2	+337.3	-20.9	+554.2	-23.1	+39.9	-1.7	+4447.1	-295.0	+552.8	+236.7	+39.8	+17.0	+4445.6	-16.5	+542.1	-102.6	+39.0	-7.4	+4434.1	-380.2
L5'	+3853.0	+143.9	+337.3	+34.3	+562.3	+43.8	+40.5	+3.2	+4455.8	+190.9	+557.3	+259.3	+40.1	+18.7	+4450.4	+421.9	+487.0	-10.5	+35.0	-0.8	+4375.0	+132.6
L4'	+3829.3	+160.1	+335.2	+31.7	+559.8	+29.9	+40.3	+2.2	+4429.4	+192.2	+538.6	+259.7	+38.7	+18.7	+4406.6	+438.5	+501.5	-17.9	+36.1	-1.3	+4366.9	+140.9
L3'	+3841.6	-115.3	+336.2	-22.5	+562.9	-69.1	+40.5	-5.0	+4445.0	-189.4	+544.2	+233.8	+39.2	+16.8	+4425.0	+135.3	+552.2	-110.0	+39.7	-7.9	+4433.5	-233.2
L2'	+3841.6	+220.4	+336.2	+27.9	+562.9	+12.3	+40.5	+0.9	+4445.0	+233.6	+539.8	+234.8	+38.8	+16.9	+4420.2	+472.1	+482.4	-11.7	+34.7	-0.8	+4358.7	+207.9
L1'	+3738.4	+202.5	+327.1	+23.7	+548.6	+6.8	+39.5	+0.5	+4326.5	+209.8	+512.5	+182.4	+36.9	+13.1	+4287.8	+398.0	+490.3	-10.1	+35.3	-0.7	+4264.0	+191.7
L0'	+3738.4	-994.9	+327.1	-94.9	+548.6	-155.5	+39.5	-11.2	+4326.5	-1161.6	+467.0	-122.6	+33.6	-8.8	+4239.0	-1126.3	+518.4	-202.8	+37.3	-14.6	+4294.1	-1212.3

TIED ARCH REACTION TABLE		
		L0 & L0'
R _P	(k)	3,282
R _{FWS}	(k)	284
R _L	(k)	485
R _I	(k)	35
R _{Total}	(k)	4,086

* FWS not included

SIGN CONVENTION:

Axial force in kips (k):
 positive (+) = tension
 negative (-) = compression
 Bending moment in kip-ft ("k):
 positive (+) = tension in bottom of section
 negative (-) = compression in bottom of section



MODEL: SHEET
 FILE NAME: 0810106-64F78-089-TA5TB1Z



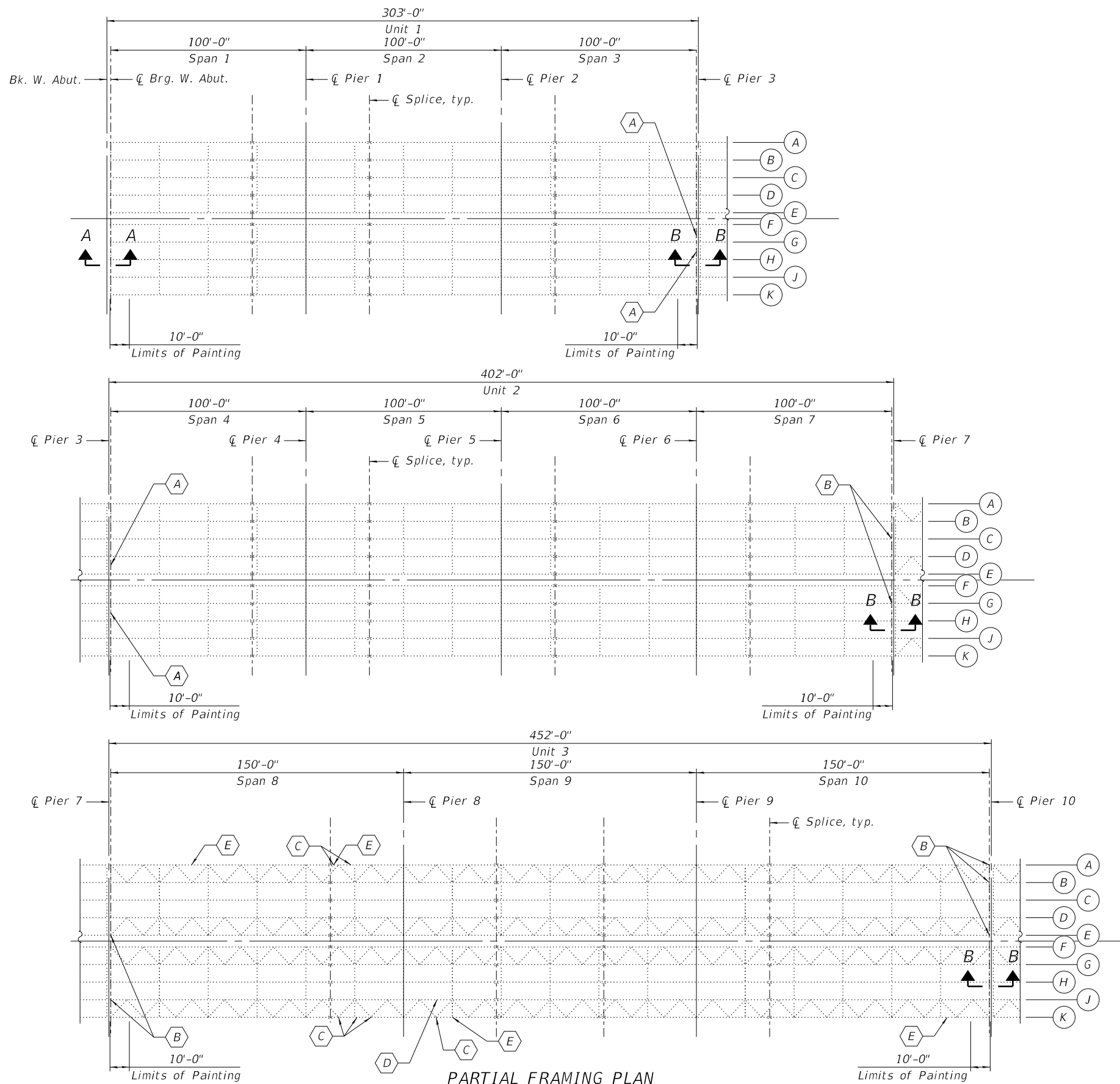
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PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ARCH SPAN MOMENT & REACTION TABLES II
 STRUCTURE NO. 081-0106

SHEET S-89 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	172
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



LEGEND

ITEM	WORK
(A)	End Cross-frame Repair, see Sheet S-95 of S-134.
(B)	Girder End Repair, see Sheet S-94 of S-134.
(C)	Stiffener Repair, see Sheet S-95 of S-134.
(D)	Bolt Repair, see Bolt Replacement Table, Sheet S-95 of S-134.
(E)	Girder Flange Repair, see Sheet S-96 of S-134.
(F)	Shoulder Bolt Repair, see Sheet S-97 of S-134.
(G)	Anchor Bolt Repair, see Sheet S-97 of S-134.
(H)	Reset Bearing, see Sheet S-97 of S-134.
(J)	Diaphragm Repair, see Sheet S-95 of S-134.
(K)	Handrail Repair, see Sheet S-97 of S-134.

NOTES:

- All structural steel shall conform to AASHTO classification M270 Grade 36 unless noted otherwise.
- Limits of Painting - Approach Spans
Included in limits shall be all crossframes up to and within the noted painting limits either side of expansion joints. The remaining length of the fascia girders shall be painted to the limits as shown on sheet S-98 of S-134.
- Limits of Painting - Arch Span
Included in limits shall be the full length of the exterior of arch tie girders, including all diaphragms, bearings and inspection walkway within the limits as shown. Also included shall be exterior surfaces of the arch ribs, including all hangers, ladders, doors, handrails and various steel attachments up to a height of 11'-0" above the top of the arch tie girder, the full length of the arch, as noted on sheet S-98 of S-134.
- Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
- See sheet S-98 of S-134 for sections A-A and B-B.

PARTIAL FRAMING PLAN

MODEL: SHEET
FILE NAME: 0810106-64F78-090-STLPLN1



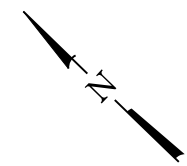
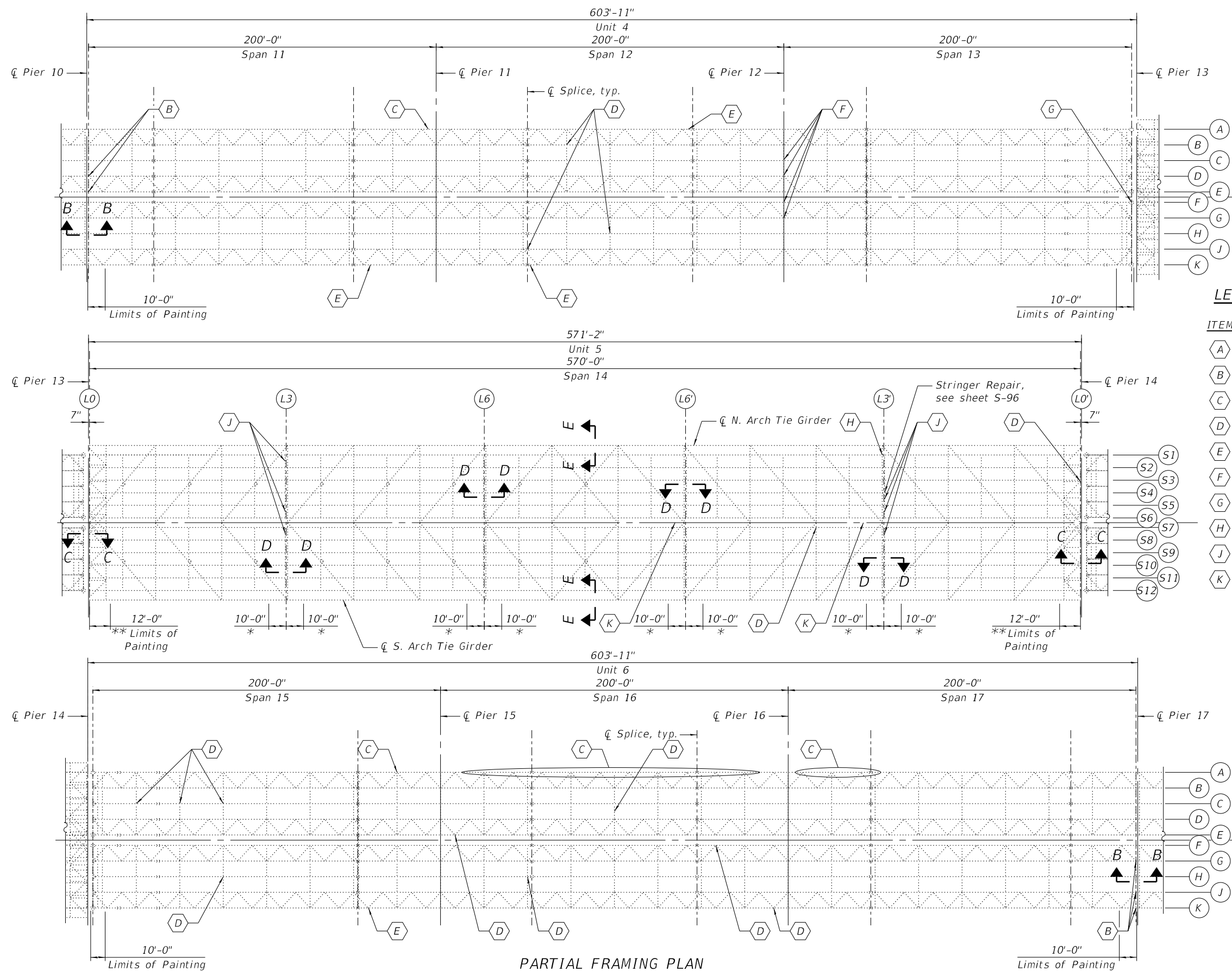
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	CHECKED - ECK	REVISED -
PLOT SCALE = N.T.S.	DRAWN - JAB	REVISED -
PLOT DATE = 10/5/2020	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STEEL REPAIR PLAN I
STRUCTURE NO. 081-0106**

SHEET S-90 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	173
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



LEGEND

ITEM	WORK
(A)	End Cross-frame Repair, see Sheet S-95 of S-134.
(B)	Girder End Repair, see Sheet S-94 of S-134.
(C)	Stiffener Repair, see Sheet S-95 of S-134.
(D)	Bolt Repair, see Bolt Replacement Table, Sheet S-95 of S-134.
(E)	Girder Flange Repair, see Sheet S-96 of S-134.
(F)	Shoulder Bolt Repair, see Sheet S-97 of S-134.
(G)	Anchor Bolt Repair, see Sheet S-97 of S-134.
(H)	Reset Bearing, see Sheet S-97 of S-134.
(J)	Diaphragm Repair, see Sheet S-95 of S-134.
(K)	Handrail Repair, see Sheet S-97 of S-134.

NOTES:

1. See sheet S-98 of S-134 for sections B-B, C-C, D-D & E-E.
2. See sheet S-90 of S-134 for additional notes.

- *Limits of Painting
- **Includes horizontal truss

PARTIAL FRAMING PLAN

MODEL: SHEET
FILE NAME: 0810106-64F78-091-5TLPLN2



USER NAME = eckay	DESIGNED - GEK	REVISED -
	CHECKED - ECK	REVISED -
PLOT SCALE = N.T.S.	DRAWN - JAB	REVISED -
PLOT DATE = 10/5/2020	CHECKED - ECK	REVISED -

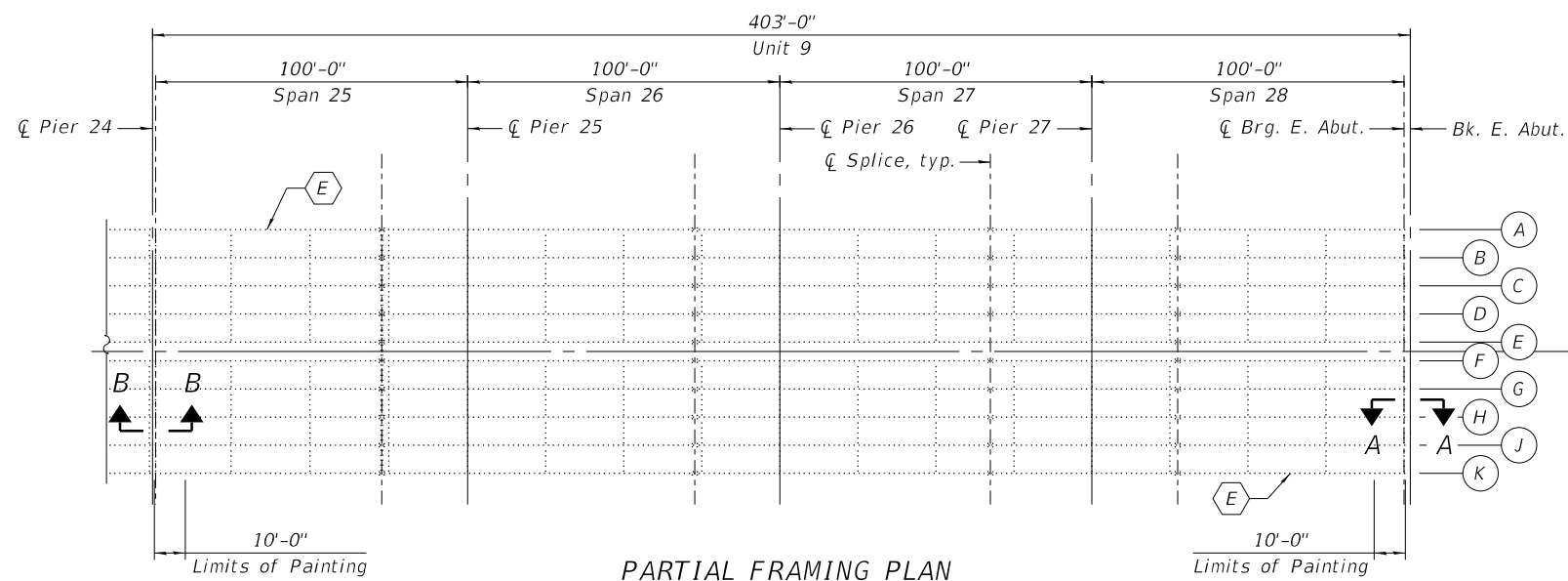
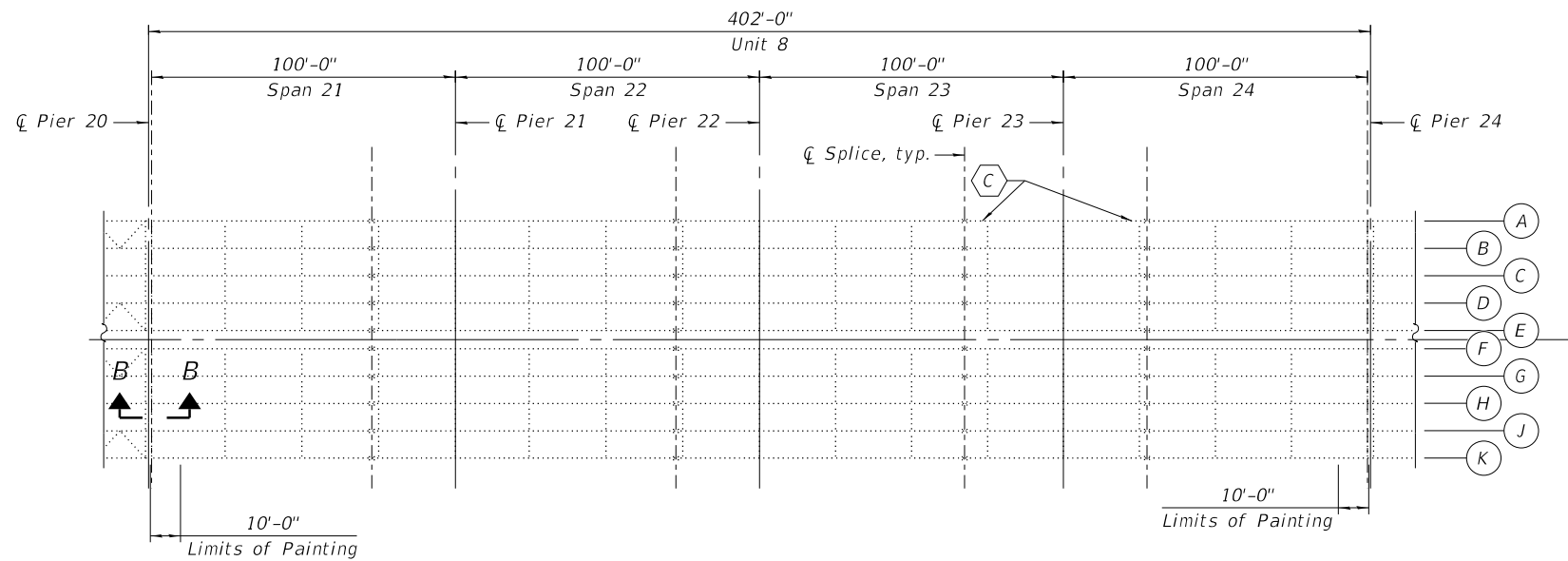
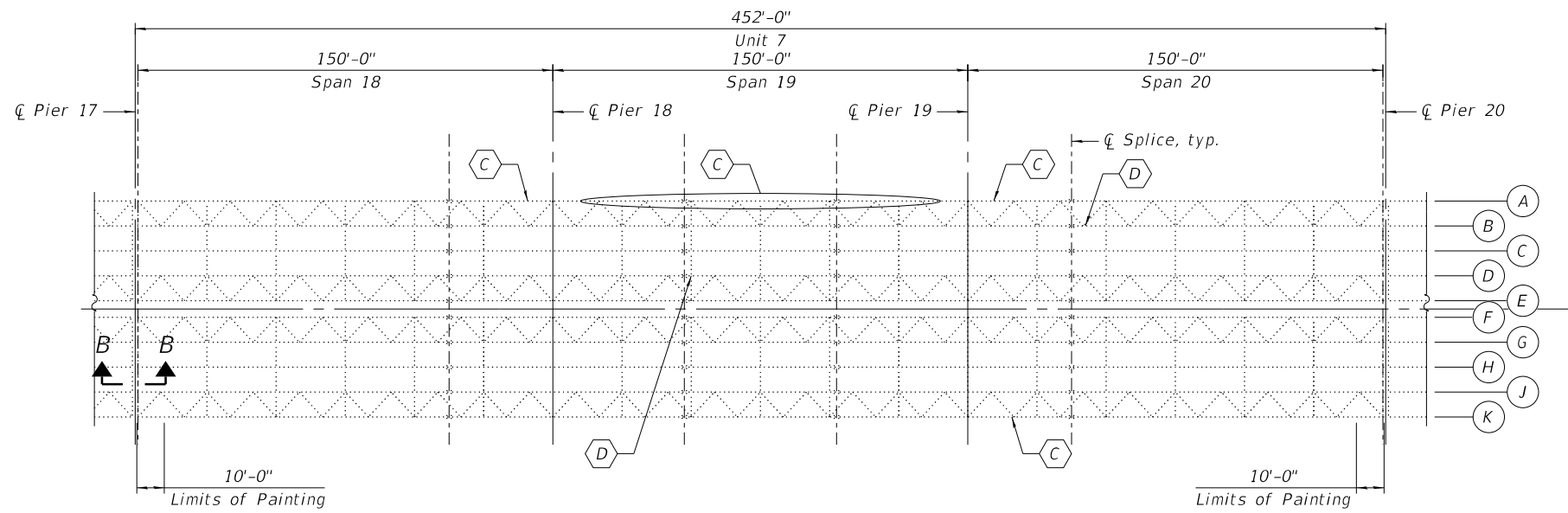
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STEEL REPAIR PLAN II
STRUCTURE NO. 081-0106**

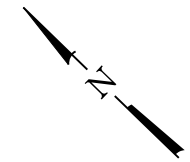
SHEET S-91 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	174
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT



PARTIAL FRAMING PLAN



LEGEND

ITEM	WORK
(A)	End Cross-frame Repair, see Sheet S-95 of S-134.
(B)	Girder End Repair, see Sheet S-94 of S-134.
(C)	Stiffener Repair, see Sheet S-95 of S-134.
(D)	Bolt Repair, see Bolt Replacement Table, Sheet S-95 of S-134.
(E)	Girder Flange Repair, see Sheet S-96 of S-134.
(F)	Shoulder Bolt Repair, see Sheet S-97 of S-134.
(G)	Anchor Bolt Repair, see Sheet S-97 of S-134.
(H)	Reset Bearing, see Sheet S-97 of S-134.
(J)	Diaphragm Repair, see Sheet S-95 of S-134.
(K)	Handrail Repair, see Sheet S-97 of S-134.

NOTES:

1. See sheet S-98 of S-134 for sections A-A & B-B.
2. See sheet S-90 of S-134 for additional notes.

MODEL: SHEET
FILE NAME: 0810106-64F78-092-STLPLN3



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	CHECKED - ECK	REVISED -
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PLOT DATE = 10/5/2020	CHECKED - ECK	REVISED -

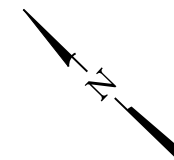
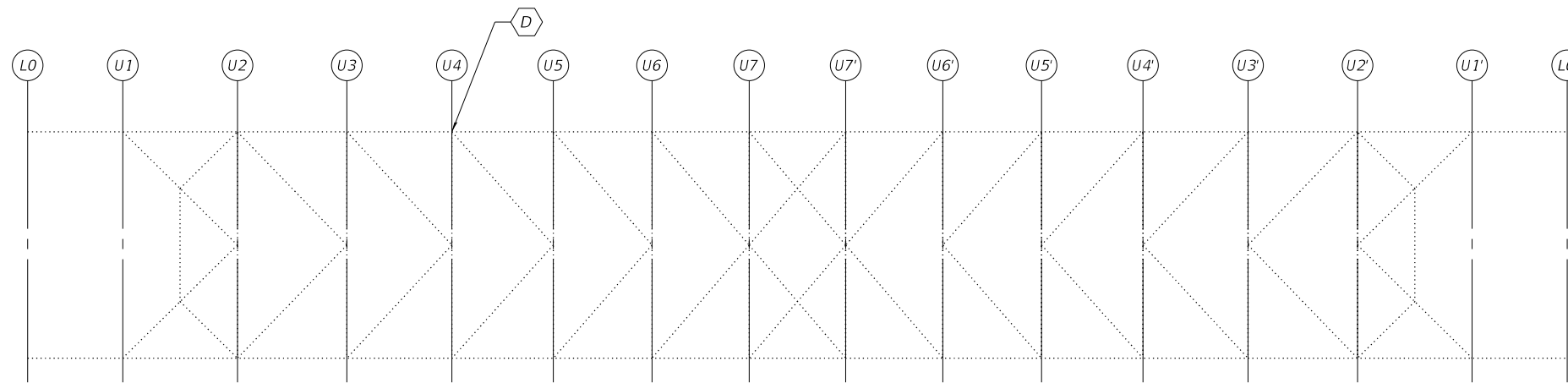
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL REPAIR PLAN III
STRUCTURE NO. 081-0106

SHEET S-92 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	175
CONTRACT NO. 64F78				

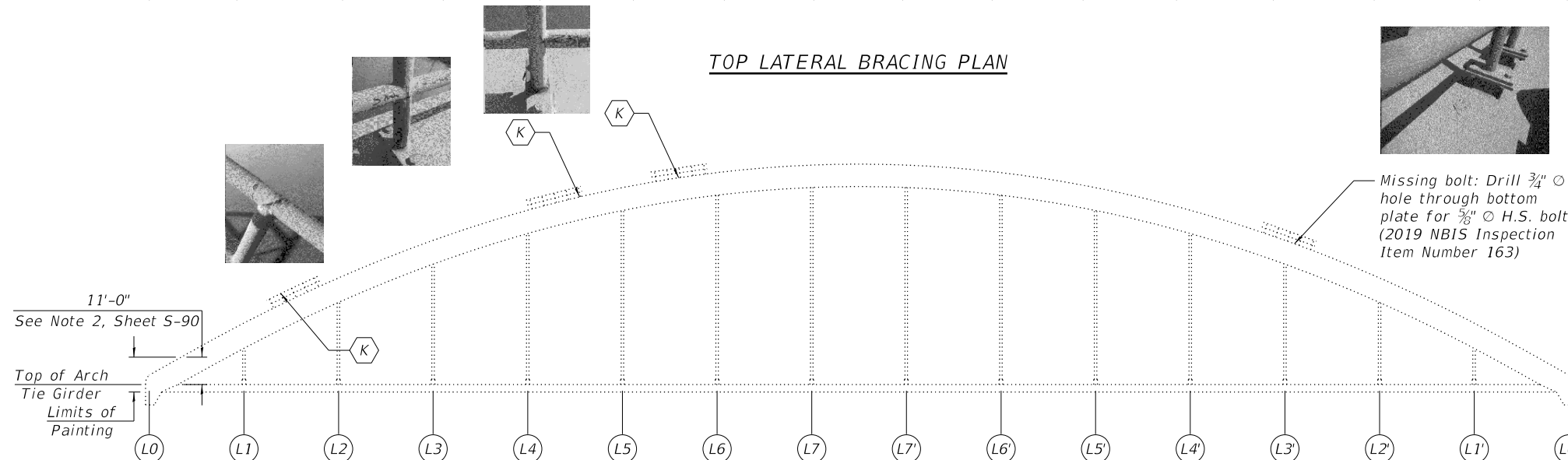
ILLINOIS FED. AID PROJECT



LEGEND

ITEM	WORK
A	End Cross-frame Repair, see Sheet S-95 of S-134.
B	Girder End Repair, see Sheet S-94 of S-134.
C	Stiffener Repair, see Sheet S-95 of S-134.
D	Bolt Repair, see Bolt Replacement Table, Sheet S-95 of S-134.
E	Girder Flange Repair, see Sheet S-96 of S-134.
F	Shoulder Bolt Repair, see Sheet S-97 of S-134.
G	Anchor Bolt Repair, see Sheet S-97 of S-134.
H	Reset Bearing, see Sheet S-97 of S-134.
J	Diaphragm Repair, see Sheet S-95 of S-134.
K	Handrail Repair, see Sheet S-97 of S-134.

TOP LATERAL BRACING PLAN

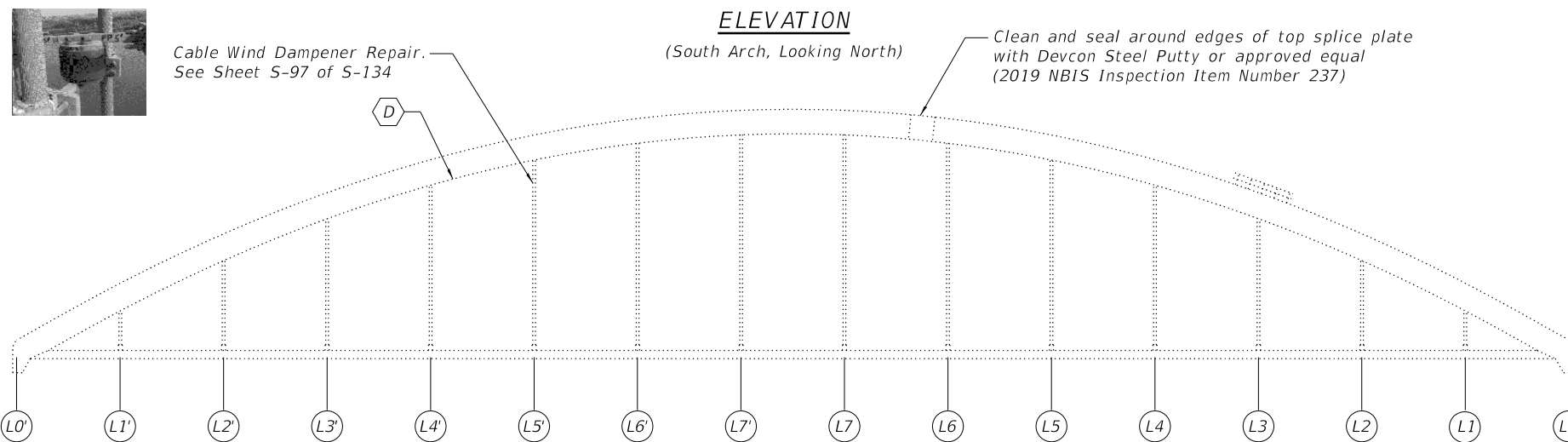


NOTES:

1. See sheet S-90 of S-134 for additional notes.

ELEVATION

(South Arch, Looking North)



ELEVATION

(North Arch, Looking South)

MODEL: SHEET
FILE NAME: 0810106-64F78-093-STLPLN4



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	CHECKED - ECK	REVISED -
PLOT SCALE = N.T.S.	DRAWN - JAB	REVISED -
PLOT DATE = 10/5/2020	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL REPAIR PLAN & ELEVATION
STRUCTURE NO. 081-0106

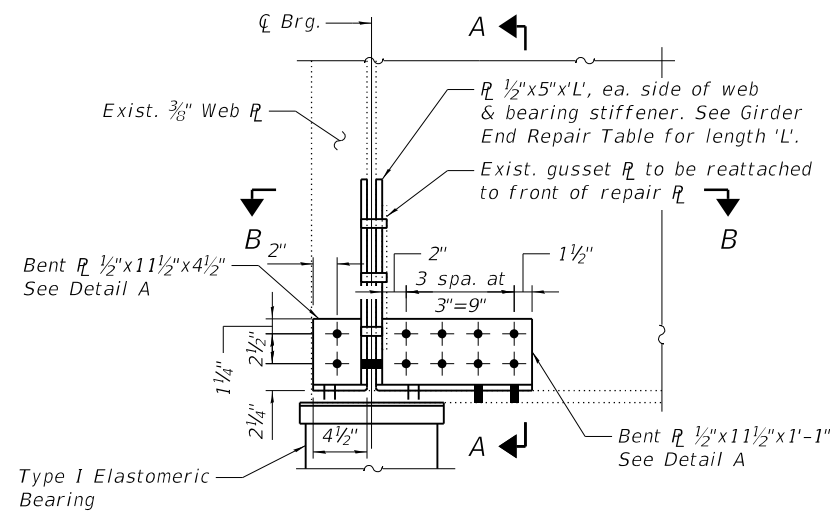
SHEET S-93 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	176
CONTRACT NO. 64F78				

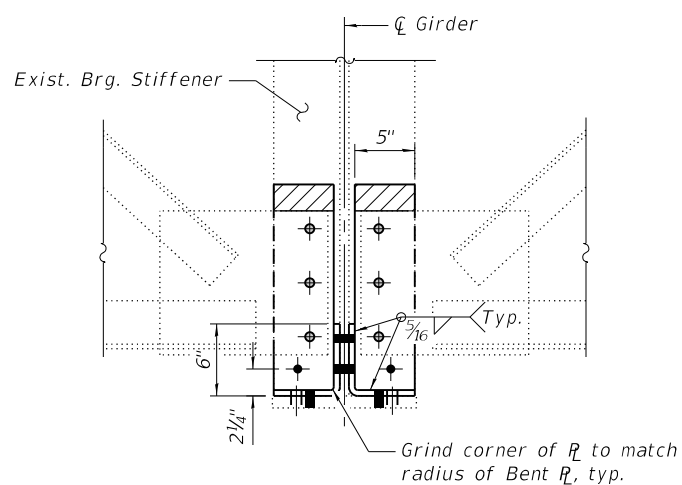
ILLINOIS FED. AID PROJECT

GIRDER END REPAIR TABLE

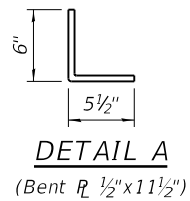
2019 NBIS Insp. No.	Pier	Span	Girder	Exist. Brg. Stiffener Dimensions	Exist. Bottom Flange Dimensions	Repair	'L'
233	7	7	C	5/8" x 5 1/2"	1" x 12"	A	1'-6 7/8"
139	7	7	G	5/8" x 5 1/2"	1" x 12"	A	1'-6 7/8"
142	7	8	E	3/4" x 7 1/2"	7/8" x 16"	B	1'-3 1/2"
146	7	8	J	3/4" x 7 1/2"	7/8" x 16"	B	5 1/2"
-	10	10	A	3/4" x 7 1/2"	7/8" x 16"	B	5 1/2"
147	10	10	B	3/4" x 7 1/2"	7/8" x 16"	B	5 1/2"
150	10	10	E	3/4" x 7 1/2"	7/8" x 16"	B	1'-3 1/2"
156	10	11	D	7/8" x 7 1/2"	1" x 16"	B	1'-6 7/8"
157	10	11	E	7/8" x 7 1/2"	1" x 16"	B	1'-3 1/2"
171	17	17	G	7/8" x 7 1/2"	1" x 16"	B	1'-6 7/8"
172	17	17	J	7/8" x 7 1/2"	1" x 16"	B	5 1/2"
173	17	17	K	7/8" x 7 1/2"	1" x 16"	B	5 1/2"



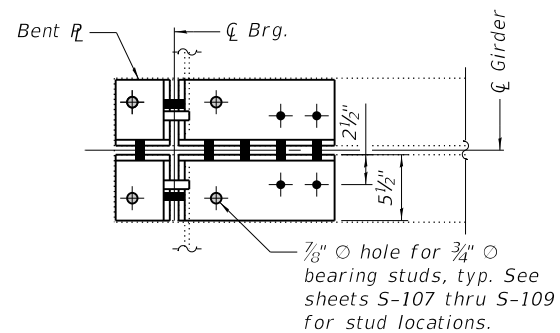
REPAIR A
(No. Req'd. = 2)



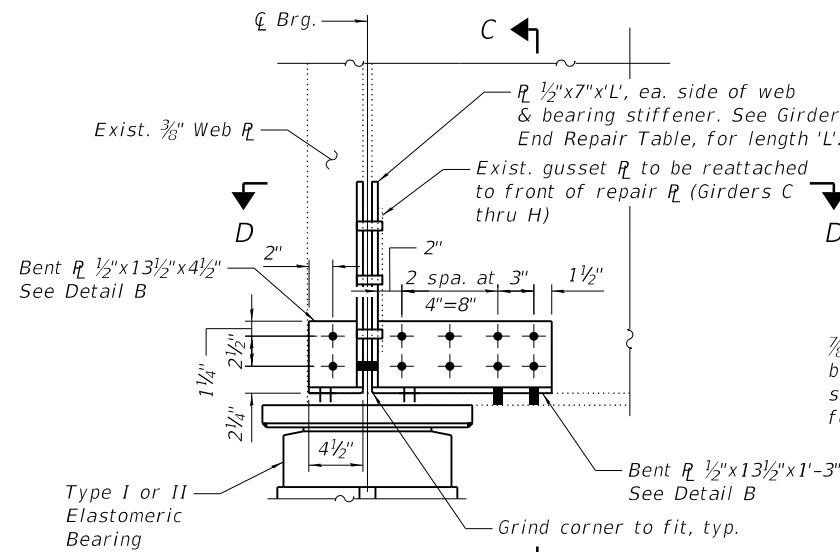
SECTION A-A



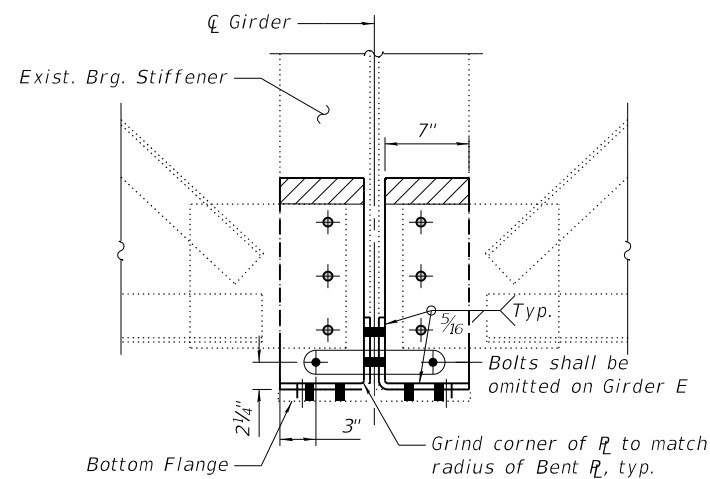
DETAIL A
(Bent R 1/2" x 11 1/2")



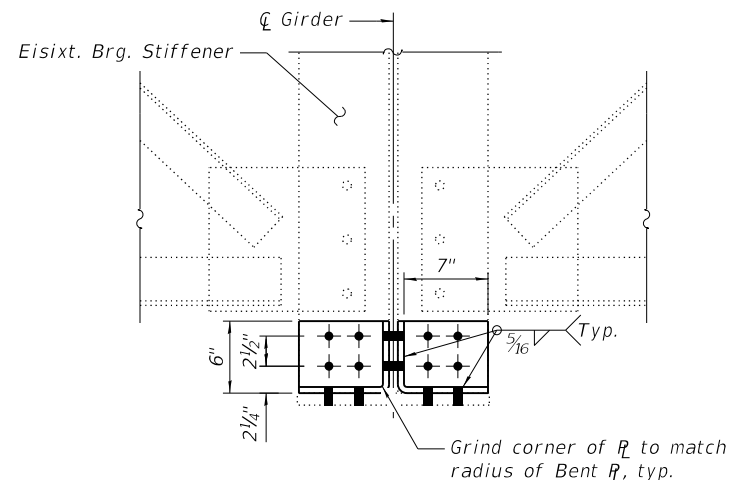
SECTION B-B



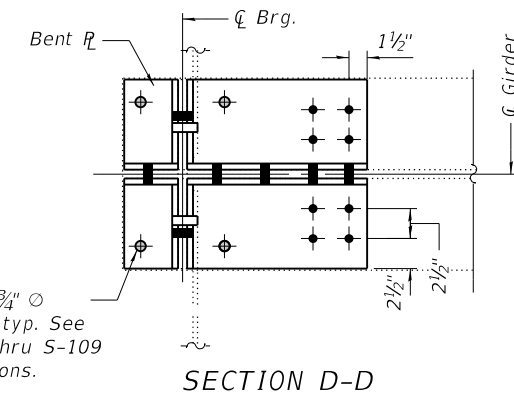
REPAIR B
(No. Req'd. = 10)



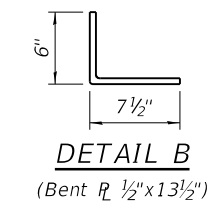
SECTION C-C
(Girders C thru H)



SECTION C-C
(Girders A, B, J & K)



SECTION D-D



DETAIL B
(Bent R 1/2" x 13 1/2")

NOTES:

- All structural steel shall conform to AASHTO classification M270 Grade 36 unless noted otherwise.
- Cost of field drilling, removal and re-installation of all members necessary to complete the work, as detailed on the plans and as specified in the Special Provisions, shall be included with cost of "Structural Steel Repair".
- Fasteners shall be high strength bolts. Bolts 3/4" O, open holes 13/16" O, unless otherwise noted.
- All work and materials associated with repairs detailed on sheets S-90 thru S-97 of S-134 and as specified in the Special Provisions, except as noted otherwise, shall be included with the cost of "Structural Steel Repair".
- See sheet S-90 of S-134 for painting notes.

LEGEND

- Areas to be trimmed to match top of connector R. Cut properly, grind, and paint.
- Hole to be field drilled in existing steel using new steel as template.
- Hole to be field drilled in new steel using existing holes as template.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,720

MODEL: SHEET
FILE NAME: 0810106-64F78-094-5TLREP1



USER NAME = eckay	DESIGNED - GEK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - ECK	REVISED -
PLOT DATE = 10/5/2020	DRAWN - JAB	REVISED -
	CHECKED - ECK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STEEL REPAIR DETAILS I
STRUCTURE NO. 081-0106**

SHEET S-94 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	177
CONTRACT NO. 64F78				

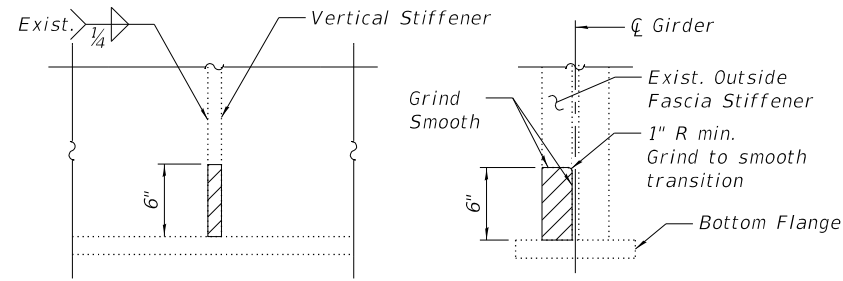
ILLINOIS FED. AID PROJECT

STIFFENER REMOVAL PROCEDURE

The existing stiffener shall be cut from top of bottom flange along web as shown with a 1" R (min.) at web. The minimum distance from the cut to face of web shall be the larger of 1/4" or web to stiffener plate weld size, with removal of remaining material by grinding as described below. The cut shall be made parallel to the web without angling the cut towards the web. Equipment and method of cutting shall be approved by the Engineer. Any method of removal to be used shall ensure that no damage is done to the existing flange, web or welds connecting these elements. Cutting shall be done as to not damage paint on the opposite face of web. Damaged areas shall be repainted at the contractor's expense and procedures shall be modified to prevent damage at subsequent removal locations.

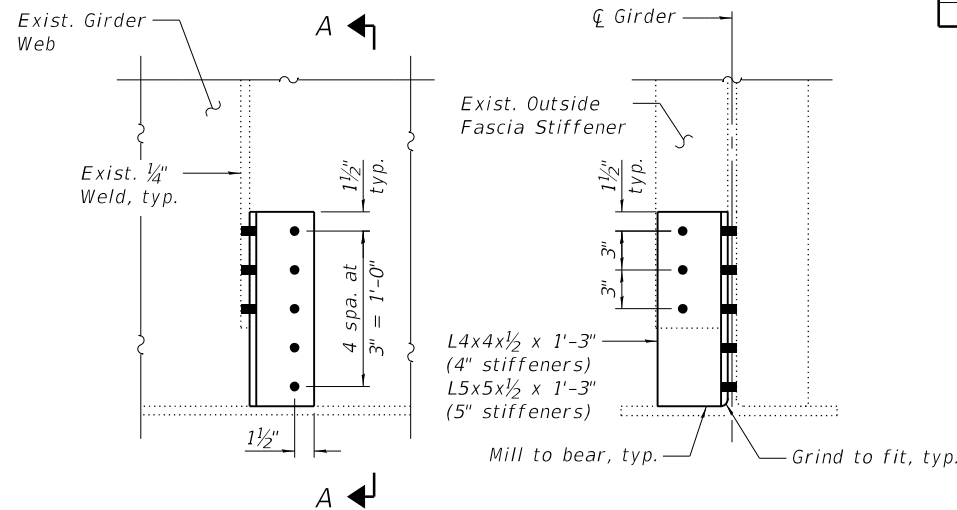
Remove material between cut and web by grinding and grind smooth at web surface and cut end of stiffener. Web plate surfaces and cut end of stiffener shall have a roughness average (Ra) of 250 μ in. or less. Grinding equipment shall be approved by the Engineer. The grinding operation shall not gouge the girder web plate.

The web surface at the modification shall be inspected by dye penetrant or magnetic particle (MT) methods. Any cracks found shall be identified and reported to the Bureau of Bridges and Structures for further disposition.



STIFFENER REMOVAL DETAIL

Hatched areas indicate area of vertical stiffener to be removed. See Stiffener Removal Procedure and Stiffener Repair Table for repair locations and existing dimensions.

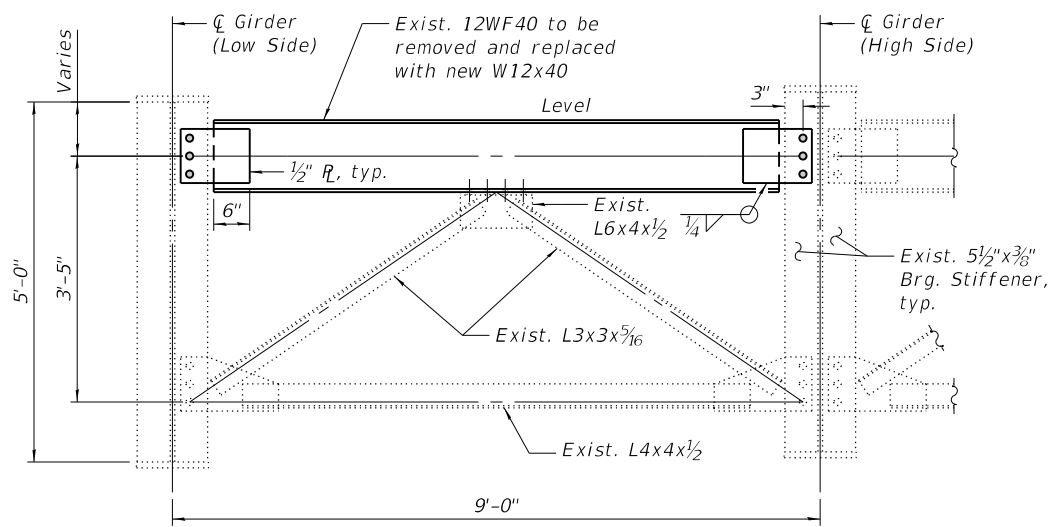


ELEVATION

SECTION A-A

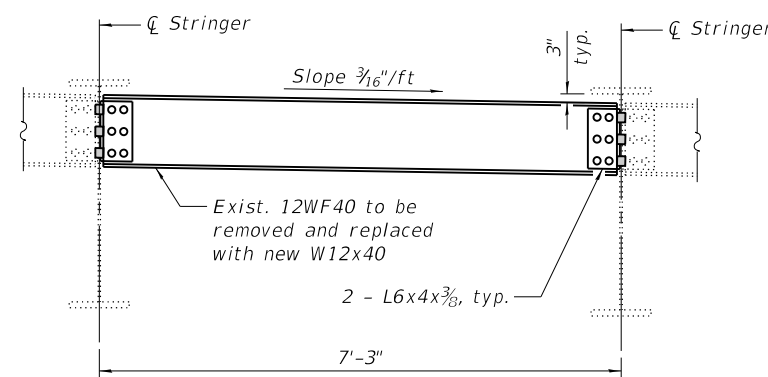
STIFFENER REPAIR DETAIL

(No. Req'd L4x4x1/2 = 2
No. Req'd L5x5x1/2 = 34)



END CROSS FRAME REPAIR

Approach Spans, No. Req'd = 4
(2019 NBIS Inspection Item
Numbers 255, 256, 231 & 232)



DIAPHRAGM REPAIR

Arch Span, No. Req'd = 6
(2019 NBIS Inspection Item Numbers
261, 262, 70, 222, & 81)

STIFFENER REPAIR TABLE

2019 NBIS Insp. No.	Span	Girder	Location	Exist. Bott. Flange Width	Exist. Vert. Stiffener Dimensions
217	8	A	1st & 3rd Stiff. East of Splice	20"	3/8" x 5"
92	8	K	3rd, 4th & 6th Stiff. West of Pier 8	20"	3/8" x 5"
36	9	K	5th Stiff. East of Pier 8	20"	3/8" x 5"
93	11	A	2nd Stiff. West of Pier 11	20"	3/8" x 5"
244	15	A	6th Stiff. West of Pier 15	20"	3/8" x 5"
85	16	A	2nd, 9th, 12th, 13th, 31st, & 33rd thru 38th Stiff. East of Pier 15	20"	3/8" x 5"
165	17	A	2nd, 3rd, 5th, 8th, 9th & 10th Stiff. East of Pier 16	20"	3/8" x 5"
177	18	A	3rd Stiff. West of Pier 18	20"	3/8" x 5"
178	19	A	2nd, 5th, 7th, 8th, 28th & 29th Stiff. East of Pier 18	20"	3/8" x 5"
264	20	A	2nd Stiff. East of Pier 19	20"	3/8" x 5"
87	20	K	3rd Stiff. East of Pier 19	20"	3/8" x 5"
228	23	A	6th Stiff. West of Pier 23	16"	3/8" x 4"
195	24	A	4th Stiff. East of Pier 23	16"	3/8" x 4"

BOLT REPLACEMENT TABLE

2019 NBIS Insp. No.	Span	Girder/Sringer	* Location	No. Bolts
218	9	J	5th Vertical Stiff. from Pier 8	6 Bolts (Open holes)
63	12	J	West Splice	1 Loose Bolt
220	12	B	4th Cross Frame from Pier 11	3 Loose Bolts
221	12	H	5th Cross Frame from Pier 11	3 Loose Bolts
234	14	-	North Arch Panel Point 4 - Connection Plate to Horizontal	1 Loose Bolt
108	14	-	North Arch - Bottom Splice Plate between Panel Point 4 & 5	2 Loose Bolt
162	14	S7	Floorbeam 4'	1 Loose Bolt
30	14	S3	FB 0' Lateral Bracing Top Conn. Plate	1 Loose Bolt
164	15	H	4th Cross Frame from Pier 14	3 Loose Bolts
245	15	C	2nd Cross Frame from Pier 14	3 Loose Bolts
245	15	C	3rd Cross Frame from Pier 14	3 Loose Bolts
245	15	C	4th Cross Frame from Pier 14	3 Loose Bolts
226	16	H	3rd Cross Frame from Pier 15	1 Loose Bolt
246	16	C	5th Cross Frame from Pier 15	3 Loose Bolts
247	16	E	Lateral Brace btwn. 1st & 2nd Cross Frame from Pier 15	1 Loose Bolt
248	16	F	Lateral Brace btwn. 2nd & 3rd Cross Frame from Pier 16	1 Loose Bolt
263	16	K	Lateral Brace btwn. 1st & 2nd Cross Frame from Pier 16	3 Loose Bolts
227	19	D	3rd Cross Frame from Pier 18	3 Loose Bolts
179	20	B	Lateral Brace btwn. 2nd & 3rd Cross Frame from Pier 19	3 Loose Bolts

* Cross frame (C.F.) at noted reference pier/abutment is considered 1st cross frame.

NOTES:

1. See sheet S-94 of S-134 for additional notes.

LEGEND

- Holes to be field drilled in existing steel using new steel as template.
- Holes to be field drilled in new steel using existing holes as template.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	6,040

MODEL: SHEET
FILE NAME: 0810106-64F78-095-5TLREP2



USER NAME = eckay	DESIGNED - GEK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - ECK	REVISED -
PLOT DATE = 10/5/2020	DRAWN - JAB	REVISED -
	CHECKED - ECK	REVISED -

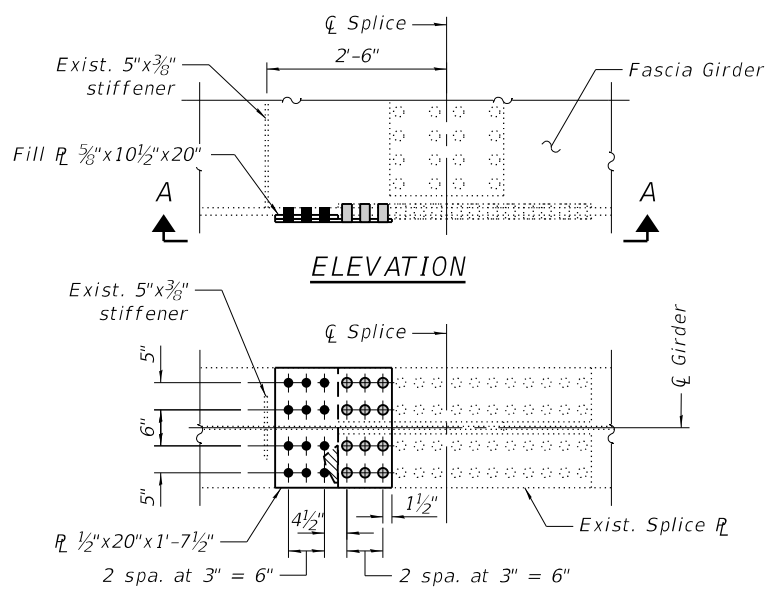
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL REPAIR DETAILS II
STRUCTURE NO. 081-0106

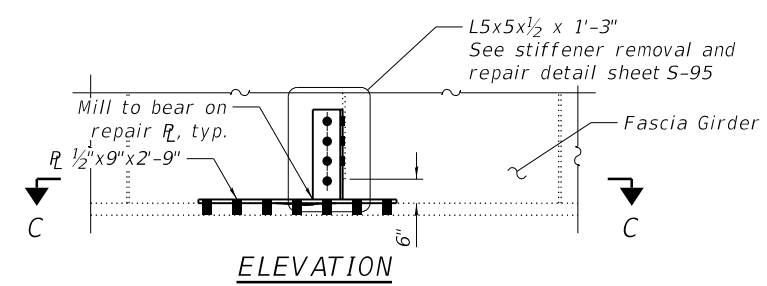
SHEET S-95 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	178
CONTRACT NO. 64F78				

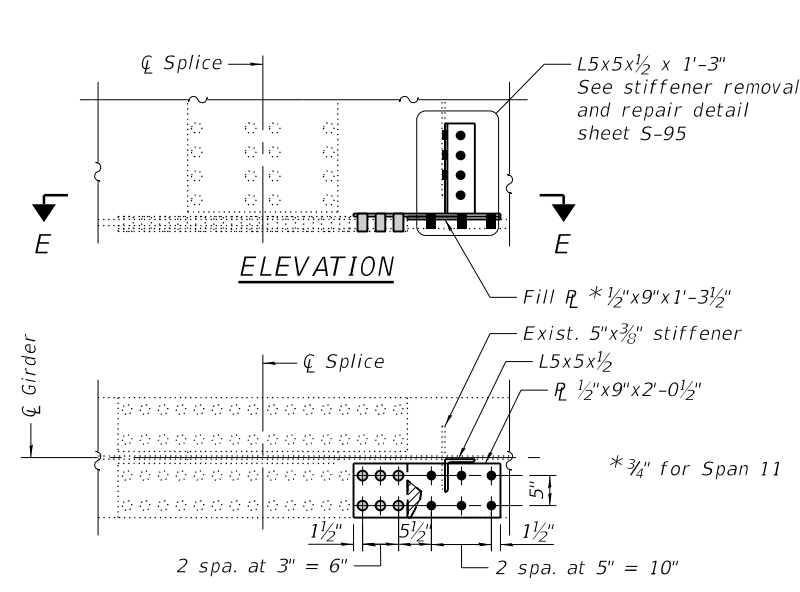
ILLINOIS FED. AID PROJECT



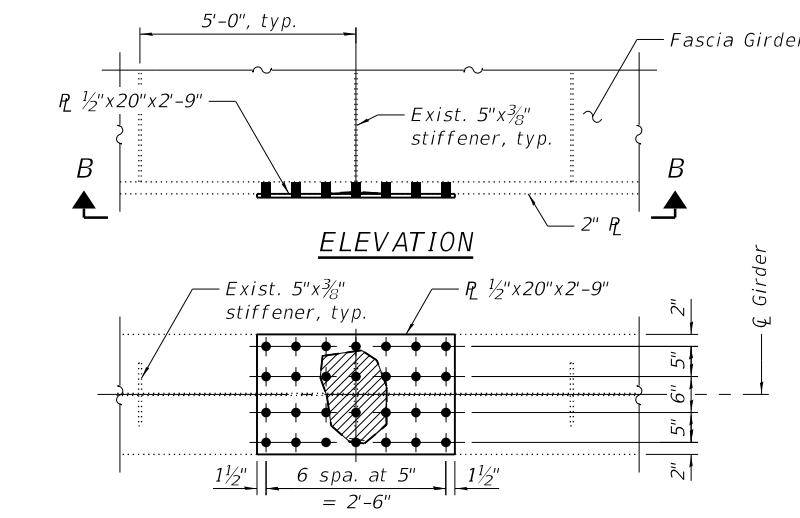
VIEW A-A
TYPE 1



SECTION C-C
TYPE 3

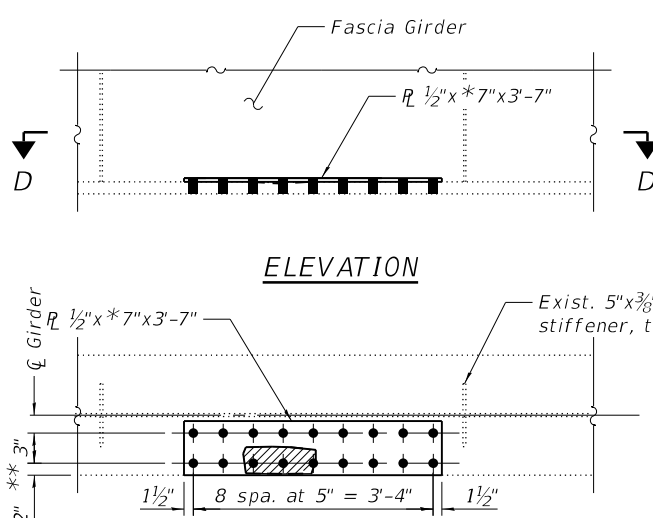


SECTION E-E
TYPE 5



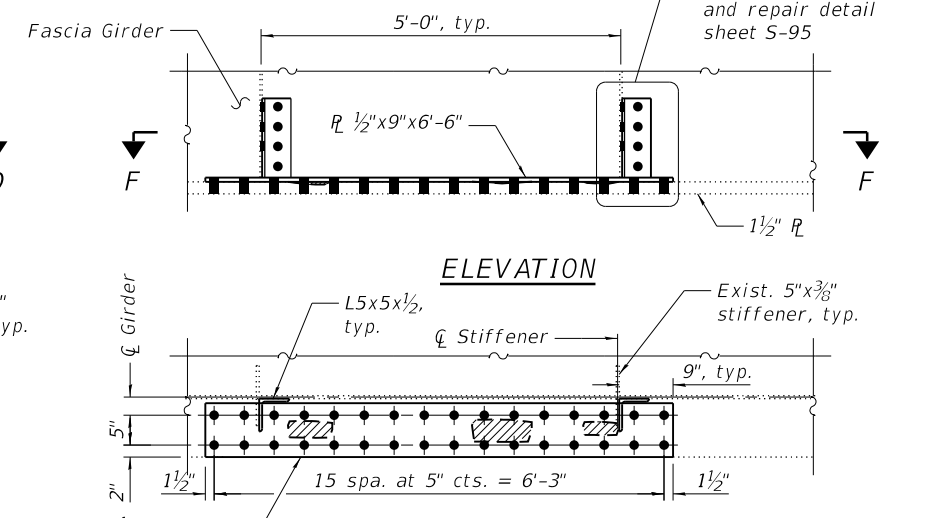
VIEW B-B
TYPE 2

Locate R over damaged area in field so that bolt holes clear exist. stiffener



SECTION D-D
TYPE 4

* 9" for Span 10
** 5" for Span 10



SECTION F-F
TYPE 6

- LEGEND**
- Holes to be field drilled in existing steel using new steel as template.
 - Holes to be field drilled in new steel using existing holes as template.
 - Damaged Area

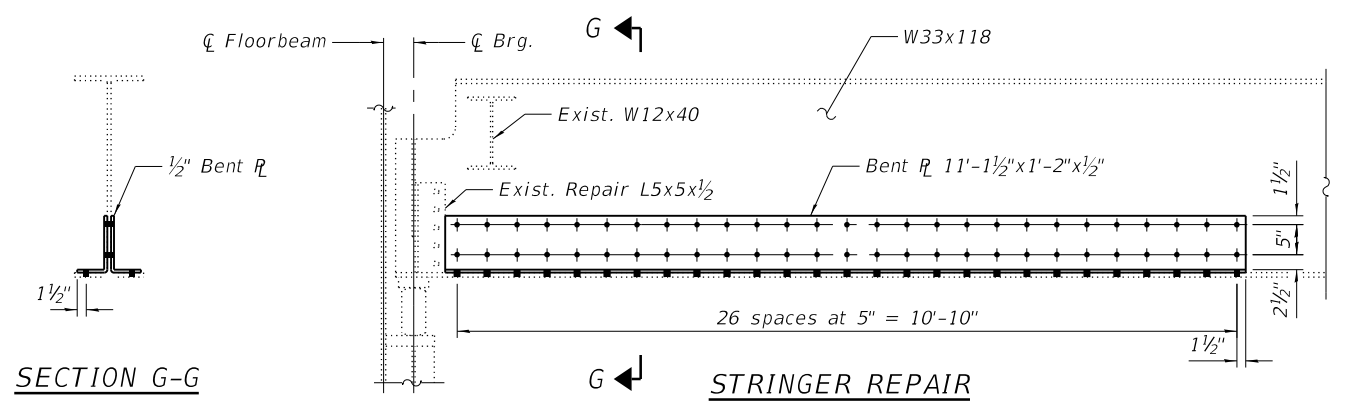
- NOTES:**
1. Immediately after cleaning area to be repaired in accordance with the General Notes, apply Devcon putty or approved equal in accordance to manufacturer's specifications in the area of section loss. Level and grind smooth to the surrounding area. Repair areas shall be painted in accordance with the General Notes.
 2. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". All contact surfaces on this sheet shall be treated as primary connections.
 3. See sheet S-94 of S-134 for additional notes.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,630

BOTTOM FLANGE REPAIR TABLE

2019 NBIS Insp. No.	Span	Girder	Location	Exist. Bottom Flange Dimensions	Repair Type
54	8	A	Splice	20" x 1 1/4"	1
91	8	A	Approx. 40' East of Pier 7	20" x 2"	2
36	9	K	Approx. 1' East of 6th Stiff from Pier 8	20" x 1 1/4"	3
219	10	K	Btwn. 5th & 6th Stiff. from Pier 10	20" x 1 3/8"	4
62	11	K	10th Stiff. from Pier 11	20" x 1 1/2"	5
64	12	K	1st Splice East of Pier 11	20" x 1"	5
160	12	A	1st Splice West of Pier 12	20" x 1"	5
98	15	K	Btwn. 8th and 9th Stiff. West of Pier 15	20" x 1 1/2"	6
252	25	A	Btwn. 8th and 9th Stiff. East of Pier 24	16" x 1 3/8"	4
215	28	K	Btwn. 8th and 9th Stiff. West of East. Abut.	16" x 1 3/8"	4



SECTION G-G

STRINGER REPAIR

Floorbeam 3', Stringer S4
(2020 NBIS Inspection Item Number 272)

MODEL: SHEET
FILE NAME: 0810106-64F78-096-STLREP3



USER NAME = eckay
DESIGNED - GEK
CHECKED - ECK
PLOT SCALE = N.T.S.
DRAWN - JAB
PLOT DATE = 10/5/2020
CHECKED - ECK

DESIGNED - GEK
CHECKED - ECK
DRAWN - JAB
CHECKED - ECK

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

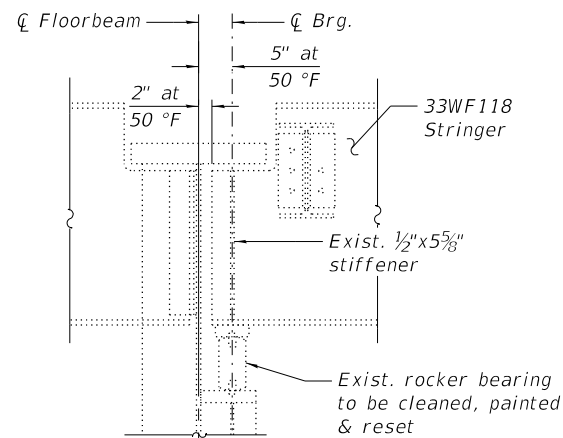
**STEEL REPAIR DETAILS III
STRUCTURE NO. 081-0106**

SHEET S-96 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	179

CONTRACT NO. 64F78

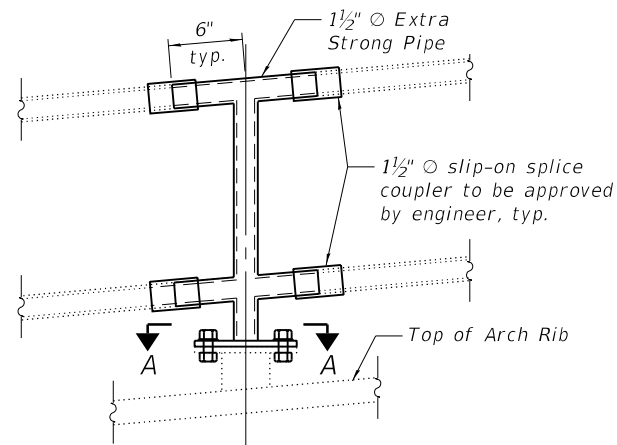
ILLINOIS FED. AID PROJECT



BEARING RESET DETAIL

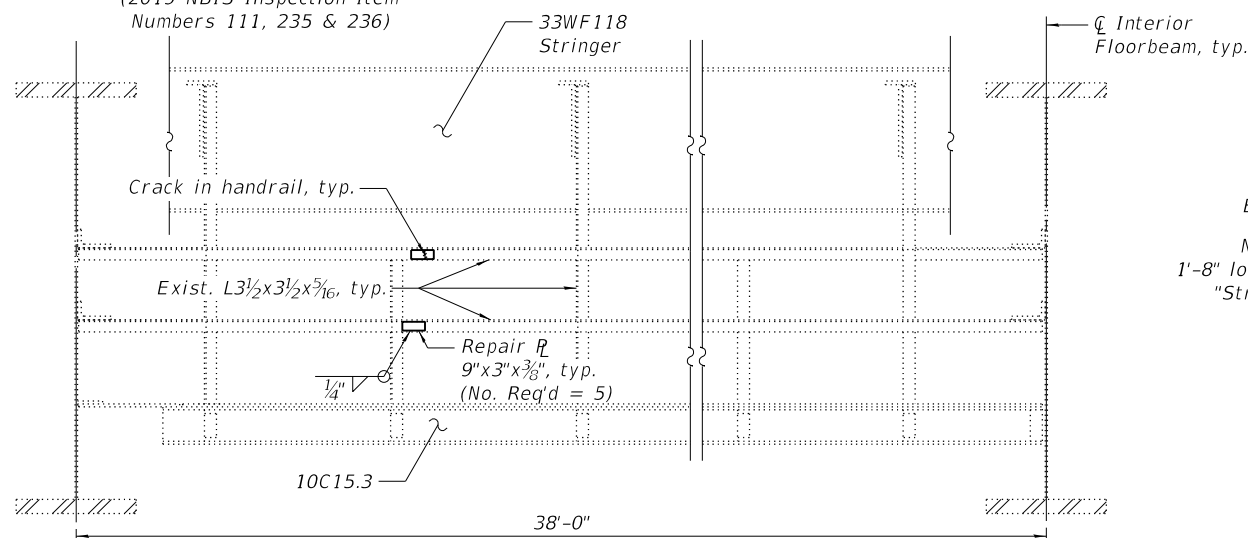
Floorbeam 3', Stringer S1
(2019 NBIS Inspection Item Number 223)

Jacking Load = 2.5 kips
Service girder self-weight reaction shown with the deck removed. The contractor shall design and place jacking system to reposition the specified bearing for the stated beam reaction and as required in the special provisions.



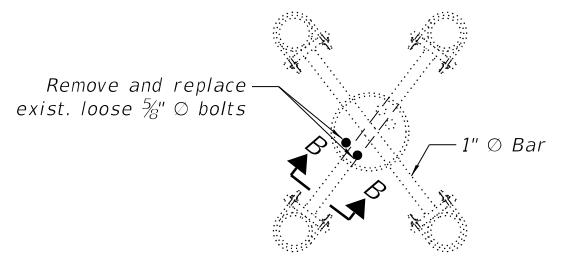
K - ARCH HANDRAIL REPAIR

No. Req'd = 3
(2019 NBIS Inspection Item Numbers 111, 235 & 236)



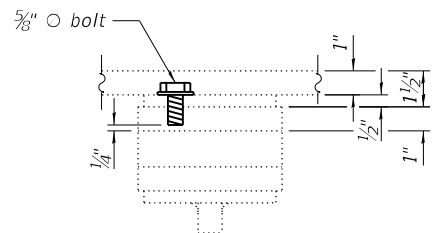
K - INSPECTION WALKWAY HANDRAIL REPAIR

See sheet S-91 of S-134 for repair locations
(2019 NBIS Inspection Item Numbers 239 & 242)



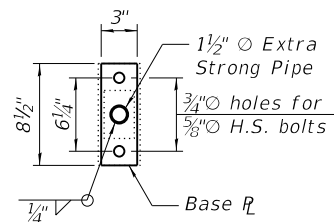
CABLE DAMPENERS DETAIL

(2019 NBIS Inspection Item Number 240)

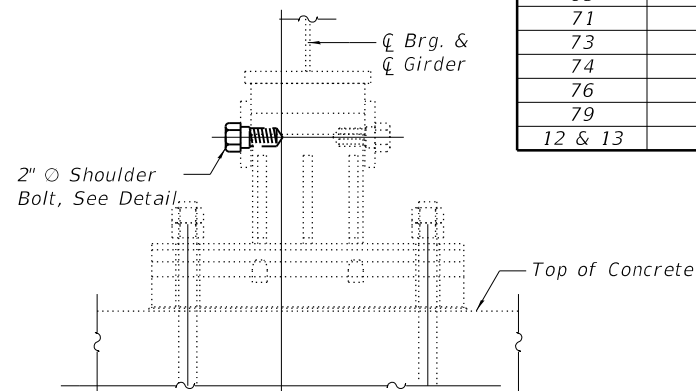


SECTION B-B

For damaged handrail locations, see Sheet S-93. Replace damaged posts and/or sections of handrails as needed with $1\frac{1}{2}" \phi$ Extra Strong Pipe, typ. Paint repaired areas in accordance with the General Notes.



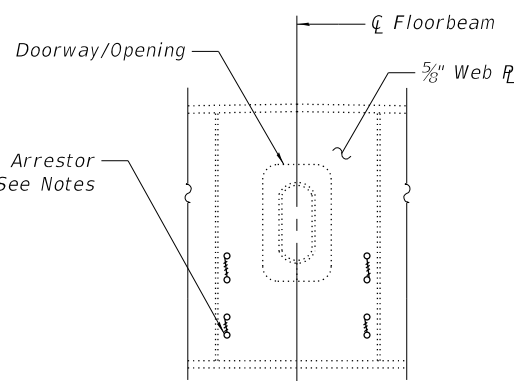
SECTION A-A



SHOULDER BOLT REPAIR

(Pier 12, No. Req'd = 6)

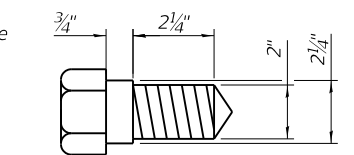
2019 NBIS Insp. No.	Girder	Repair Location
257	C	South Bolt
258	D	Both Bolts
37	F	South Bolt
259	G	Both Bolts



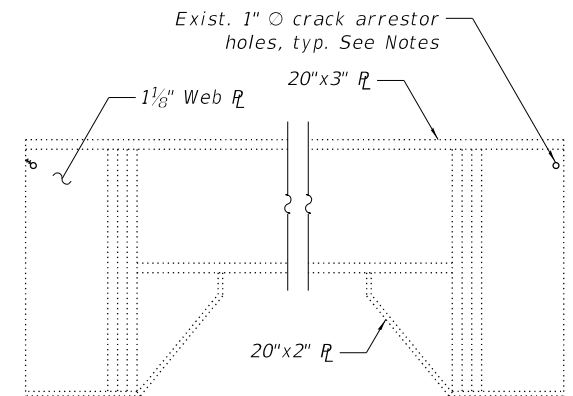
FLOORBEAM PARTIAL ELEVATION

(FB1, FB2, FB4, FB6, FB7, FB7' & FB4')

2019 NBIS Insp. No.	Floorbeam (FB) No.	No. of Cracks	No. of Holes
9 & 10	0	3	3
67	1	2	4
68	2	2	6
71	4	1	4
73	6	1	2
74	7	2	4
76	7'	2	4
79	4'	2	4
12 & 13	0'	2	2



SHOULDER BOLT DETAIL



FLOORBEAM ELEVATION

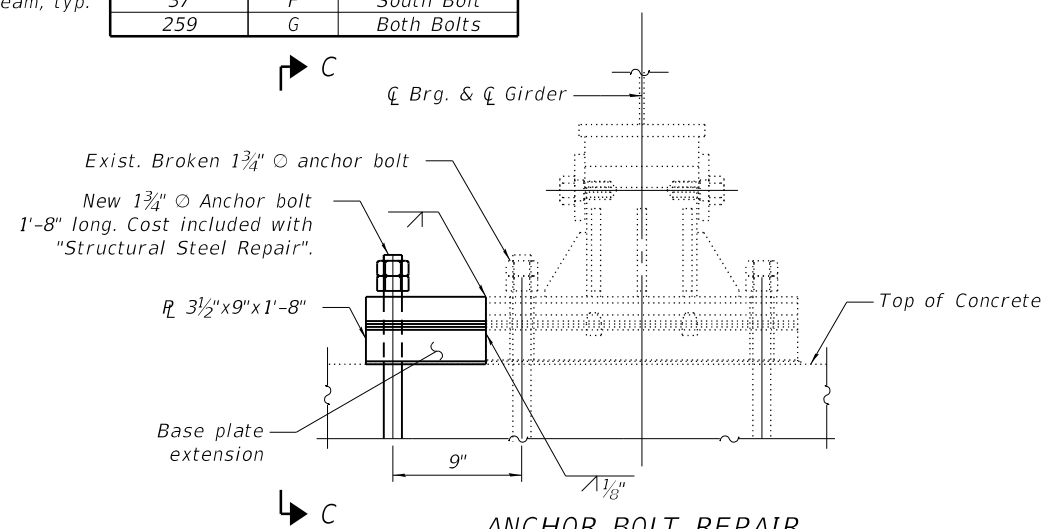
(FB0 & FB0')

NOTES:

- Contractor shall verify that there is no further crack growth at ends of arrestor holes.
- Exist. $3/4" \phi$ holes shall be reamed to $13/16" \phi$ and filled with $3/4" \phi$ bolts (No. Req'd = 28).
- Exist. $1" \phi$ holes shall be reamed to $1\frac{1}{16}" \phi$ and filled with $1" \phi$ bolts (No. Req'd = 5).
- See sheet S-94 of S-134 for additional notes.

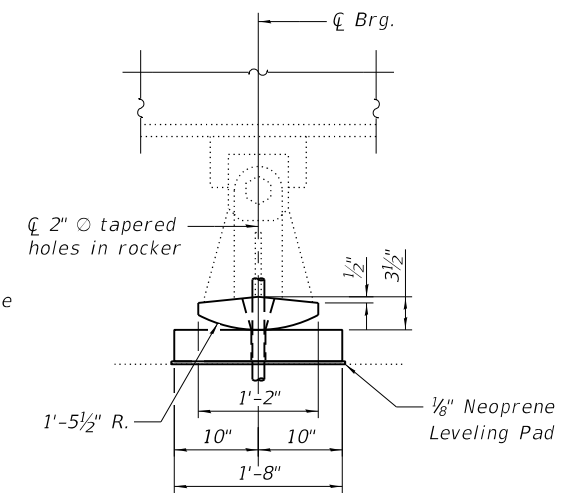
BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	440
Jack and Reposition Bearings	Each	1



ANCHOR BOLT REPAIR

Pier 13, Girder F
(2019 NBIS Inspection Item Number 260)



VIEW C-C

MODEL: SHEET
FILE NAME: 0810106-64F78-097-5TLREP4



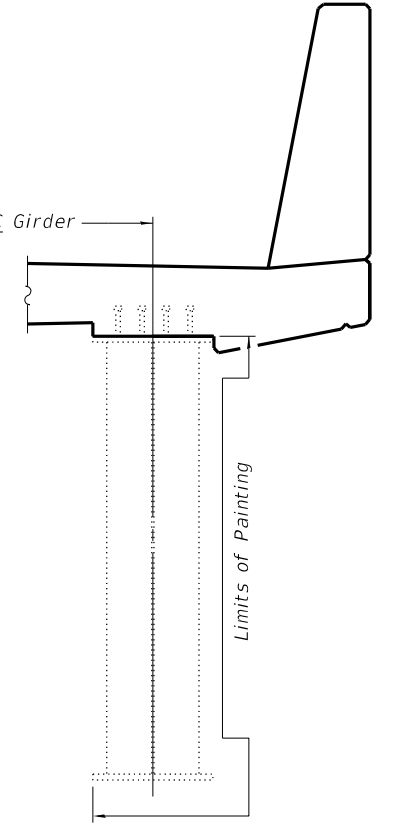
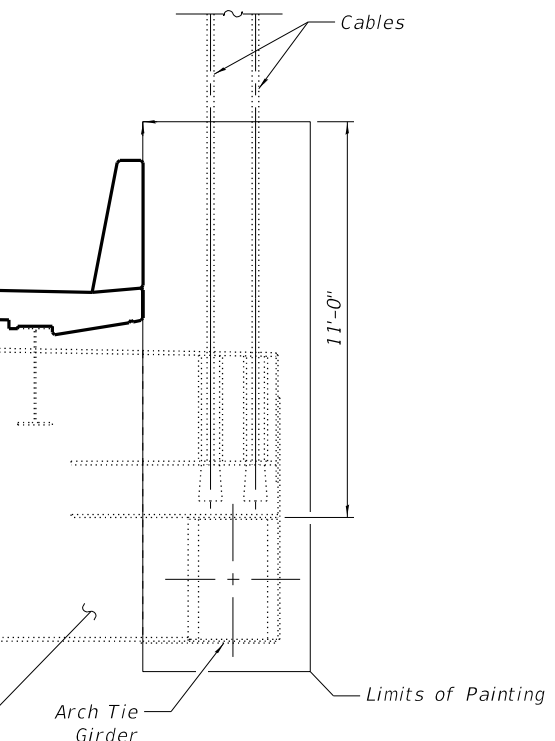
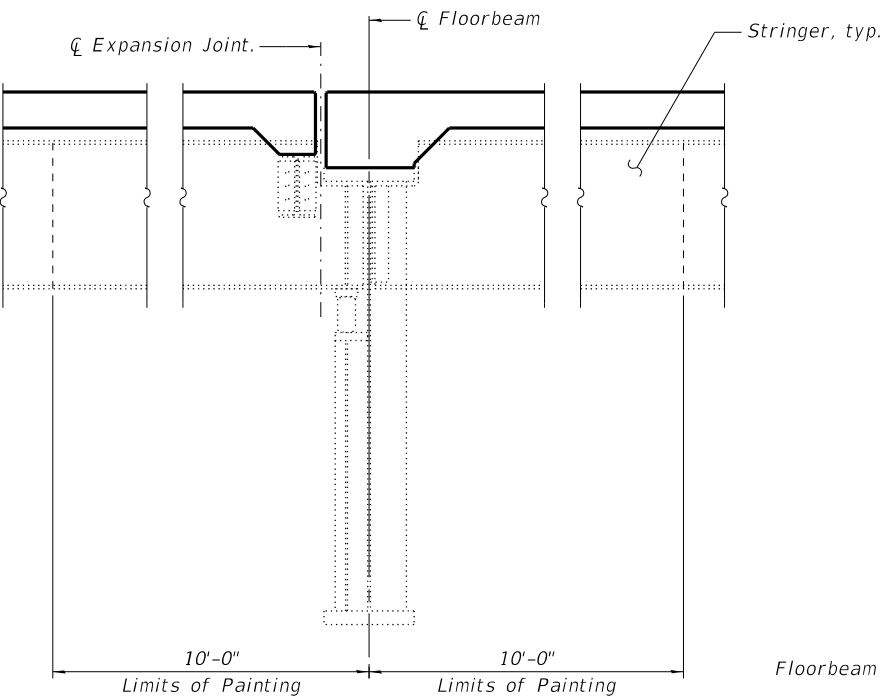
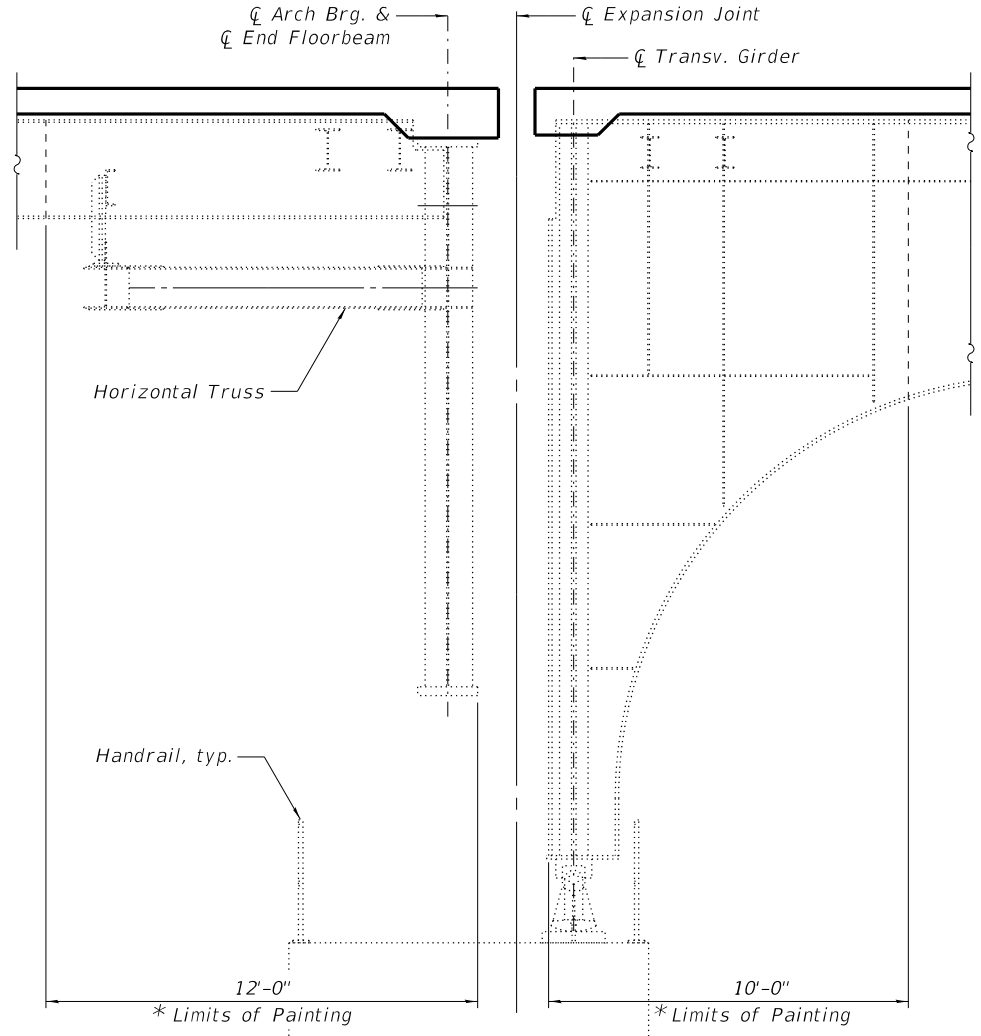
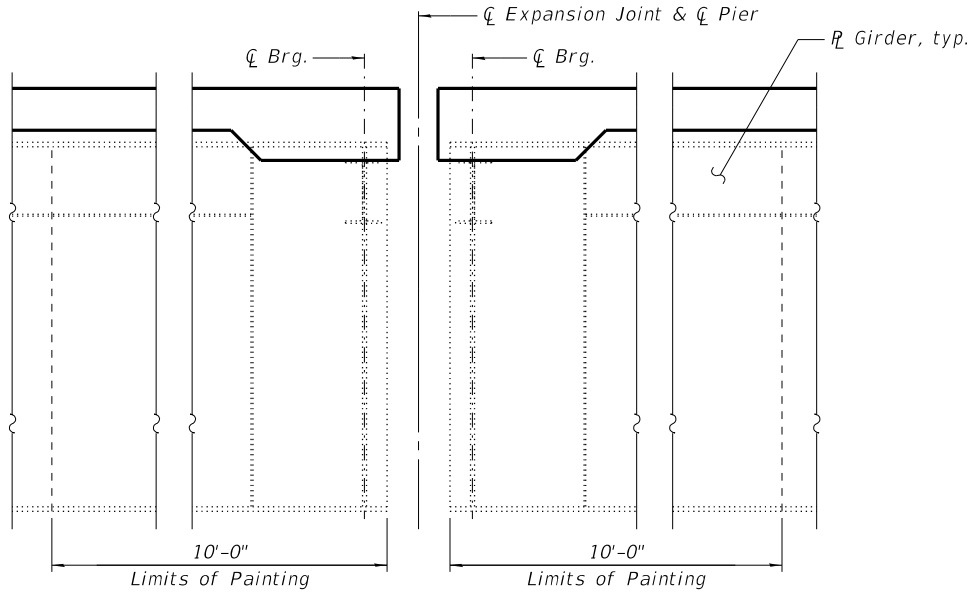
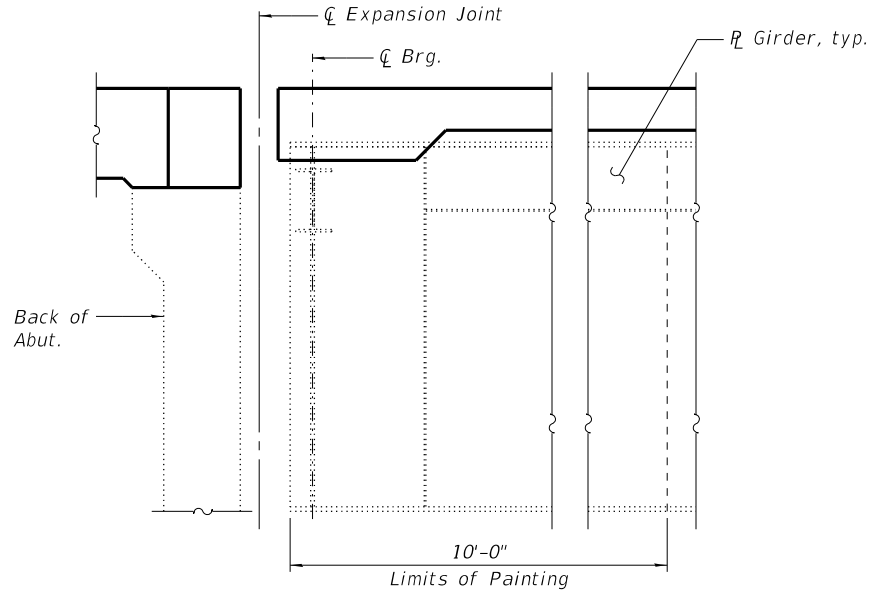
USER NAME = eckay	DESIGNED - GEK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - ECK	REVISED -
PLOT DATE = 10/5/2020	DRAWN - JAB	REVISED -
	CHECKED - ECK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL REPAIR DETAILS IV
STRUCTURE NO. 081-0106

SHEET S-97 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	180
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



* Includes handrail, bearings & horizontal truss

BILL OF MATERIAL

Item	Unit	Total
Cleaning and Painting Steel Bridge No. 1	Each	1

Limits shown are areas outside 10'-0" length adjacent to expansion joints

MODEL: SHEET
FILE NAME: 0810106-64F78-098-5TLREP5



USER NAME = eckay	DESIGNED - GEK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - ECK	REVISED -
PLOT DATE = 10/5/2020	DRAWN - JAB	REVISED -
	CHECKED - ECK	REVISED -

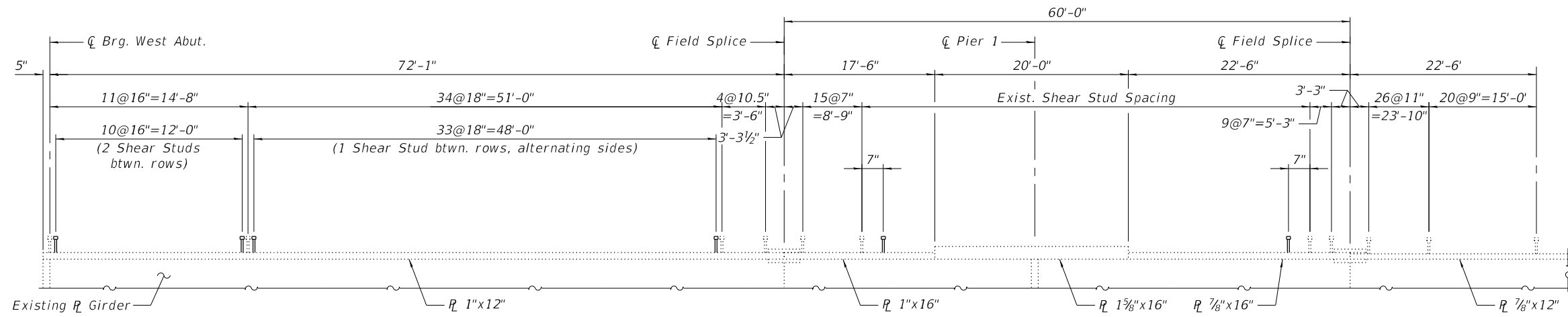
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAINTING DETAILS
STRUCTURE NO. 081-0106

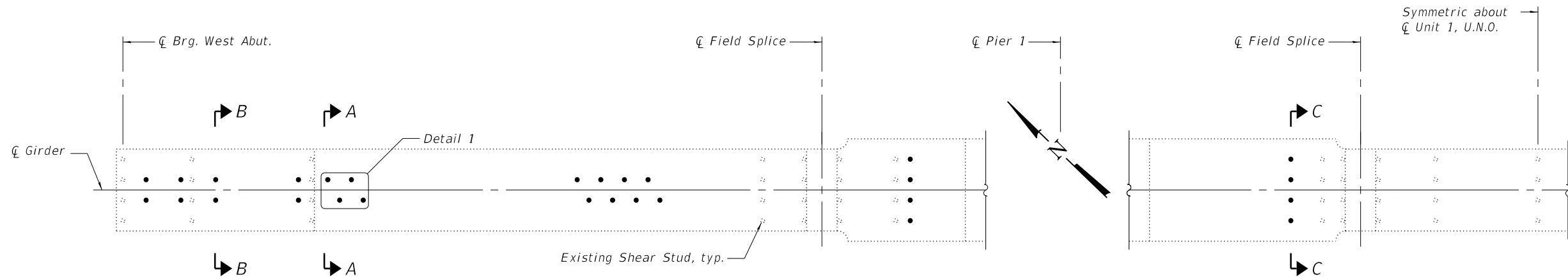
SHEET S-98 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	181
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

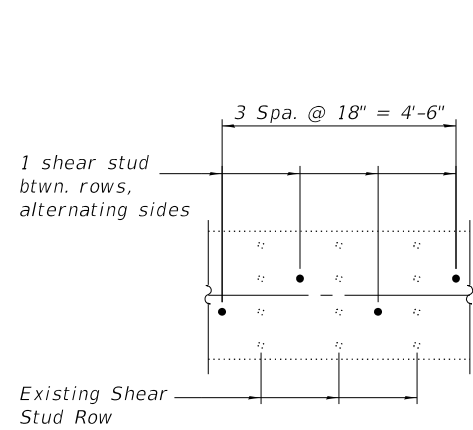


GIRDER ELEVATION

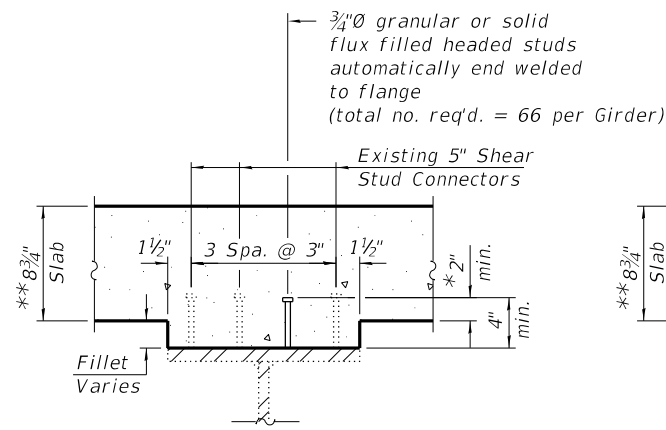


PARTIAL PLAN
(Span 1 or 3)

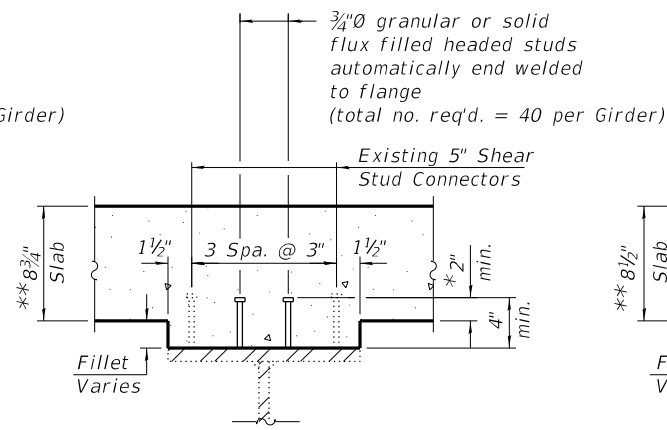
PARTIAL PLAN
(Span 2)



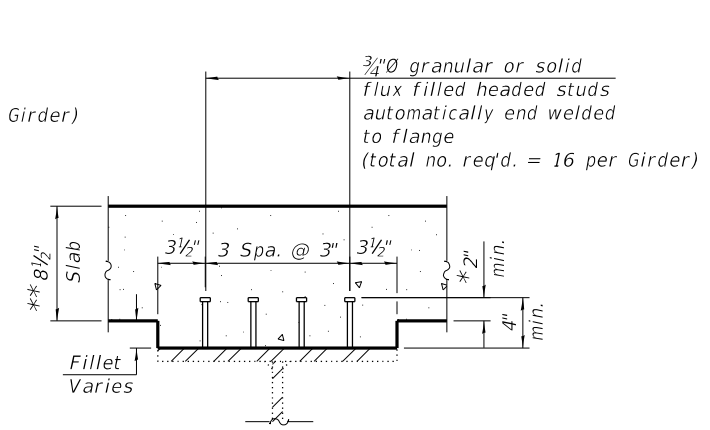
DETAIL 1



SECTION A-A



SECTION B-B



SECTION C-C

* Fillet reinforcement required if studs do not meet minimum 2" projection into deck. See Sheet S-72 of S-134 for fillet reinforcement detail.
** Prior to grinding

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	1,220

MODEL: SHEET
FILE NAME: 0810106-64F78-099-15TD



USER NAME = eckay	DESIGNED - RB	REVISED -
PLOT SCALE = N.T.S.	CHECKED - RRD	REVISED -
PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

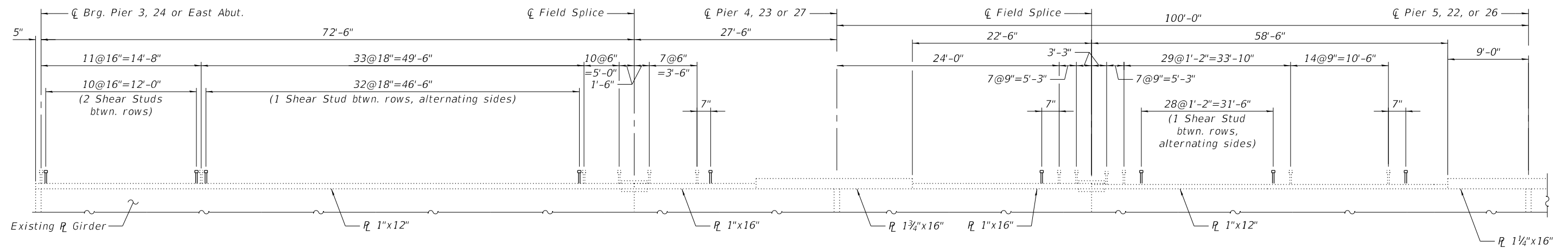
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEAR STUDS - UNIT 1
STRUCTURE NO. 081-0106

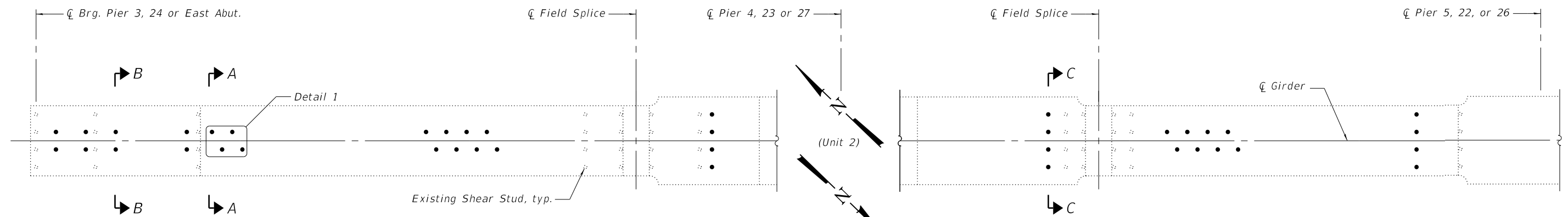
SHEET S-99 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	182
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

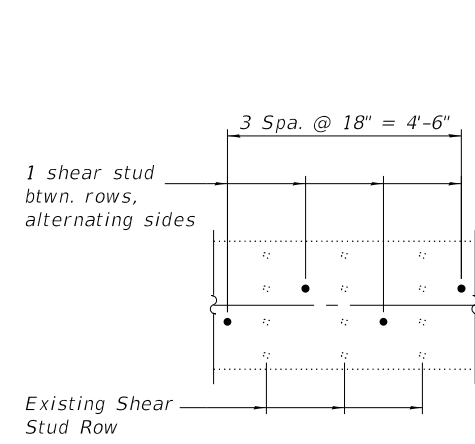


GIRDER ELEVATION

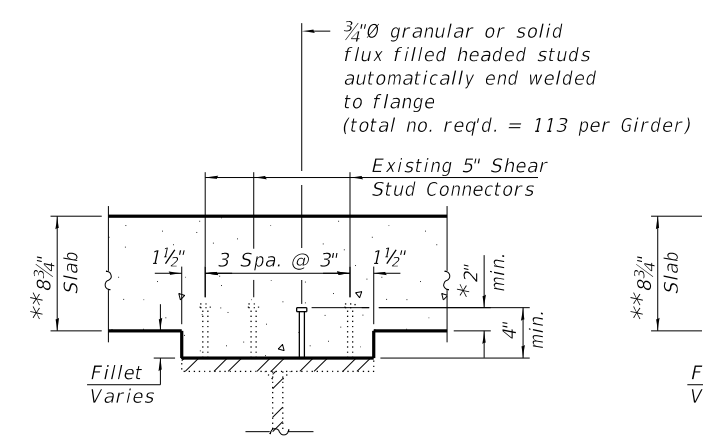


PARTIAL PLAN
(Span 4, 24 or 28)

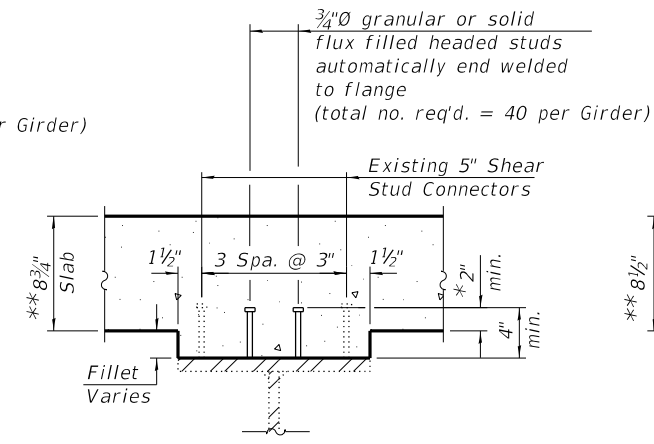
PARTIAL PLAN
(Span 5, 23 or 27)



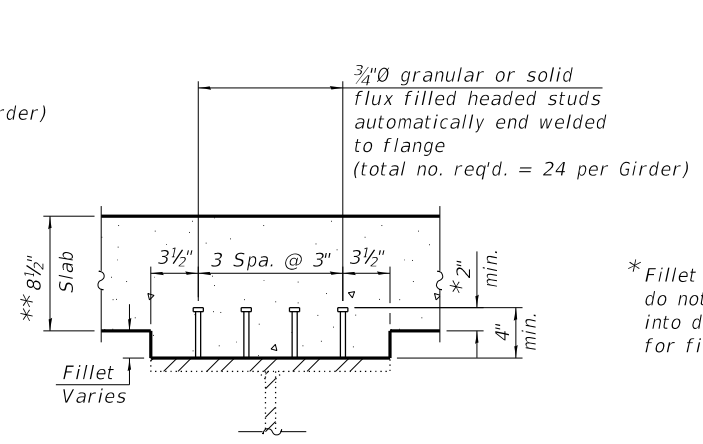
DETAIL 1



SECTION A-A



SECTION B-B



SECTION C-C

* Fillet reinforcement required if studs do not meet minimum 2" projection into deck. See Sheet S-72 of S-134 for fillet reinforcement detail.

** Prior to grinding

NOTE:

1. See SheeS-101 of S-134 for Bill of Material.

MODEL: SHEET
FILE NAME: 0810106-64F78-100-285STD



USER NAME = eckay	DESIGNED - RB	REVISED -
CHECKED - RRD	REVISED -	
PLOT SCALE = N.T.S.	DRAWN - SVJ	REVISED -
PLOT DATE = 10/5/2020	CHECKED - RRD	REVISED -

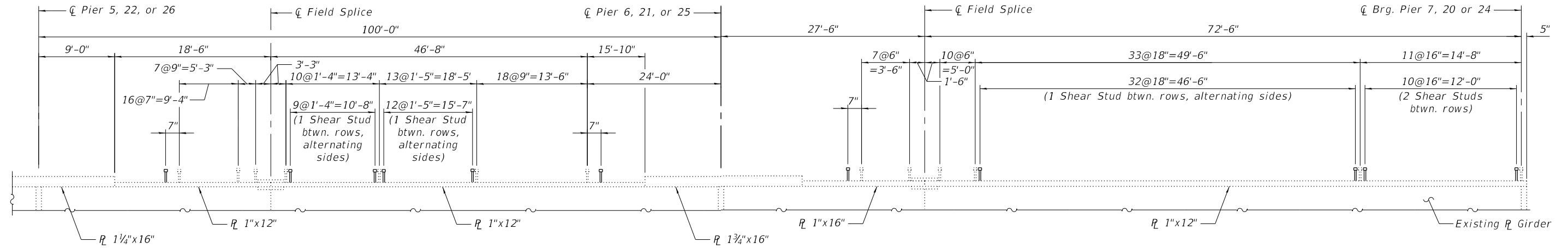
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SHEAR STUDS I - UNITS 2, 8 & 9
STRUCTURE NO. 081-0106**

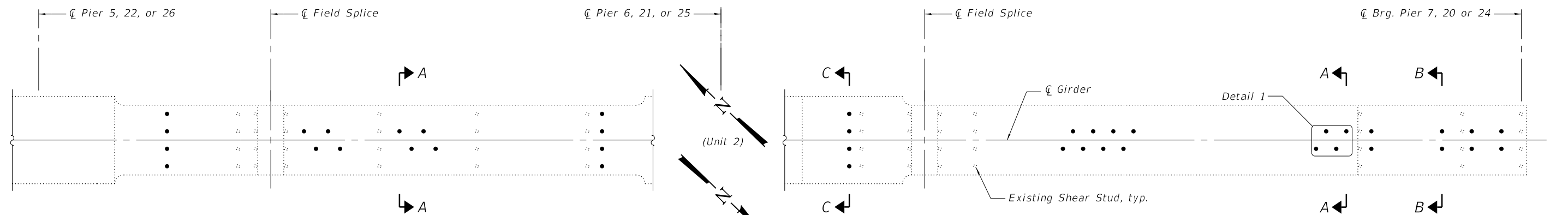
SHEET S-100 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	183
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT



GIRDER ELEVATION



PARTIAL PLAN
(Span 6, 22, or 26)

PARTIAL PLAN
(Span 7, 21 or 25)

NOTE:

1. See Sheet S-100 of S-134 for Sections A-A, B-B, C-C and Detail 1.

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	5,310

MODEL: SHEET
FILE NAME: 0810106-64F78-101-285TD2



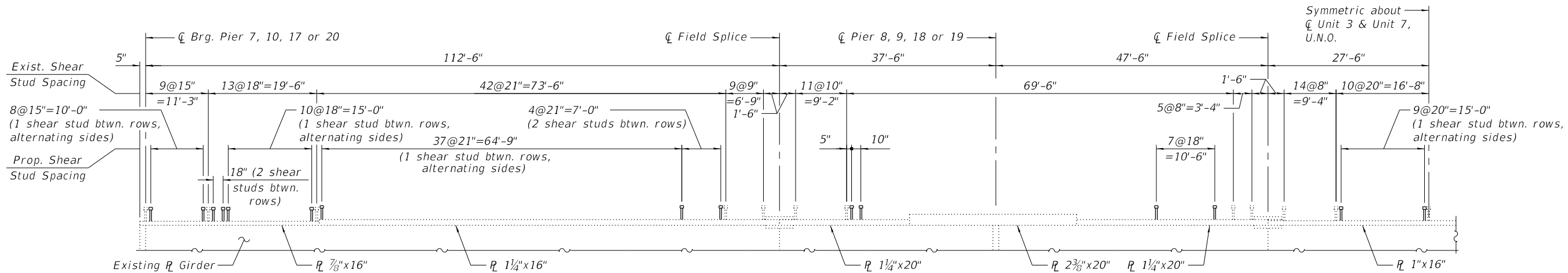
USER NAME = eckay	DESIGNED - RB	REVISED -
PLOT SCALE = N.T.S.	CHECKED - RRD	REVISED -
PLOT DATE = 10/5/2020	DRAWN - SVJ	REVISED -
	CHECKED - RRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

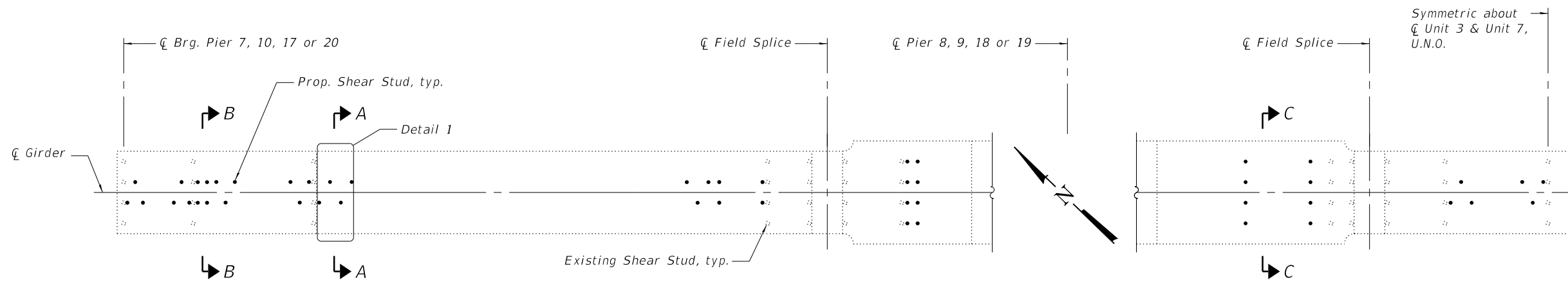
SHEAR STUDS II - UNITS 2, 8 & 9
STRUCTURE NO. 081-0106

SHEET S-101 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	184
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

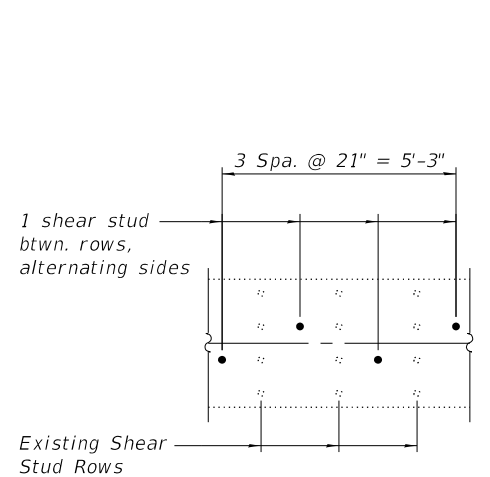


GIRDER ELEVATION

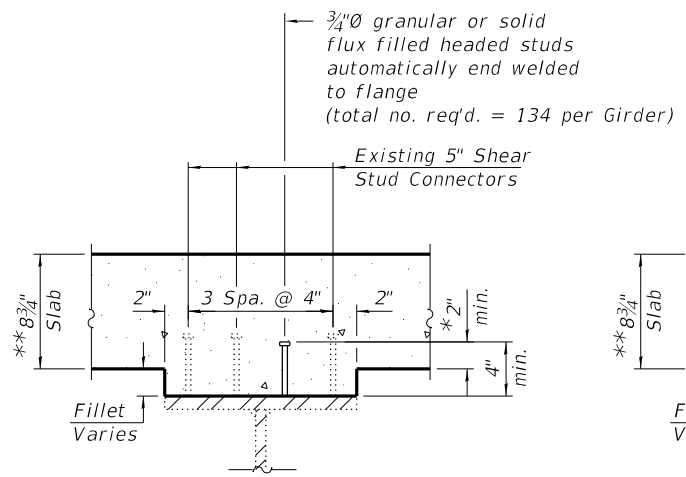


PARTIAL PLAN (Span 8, 10, 18 or 20)

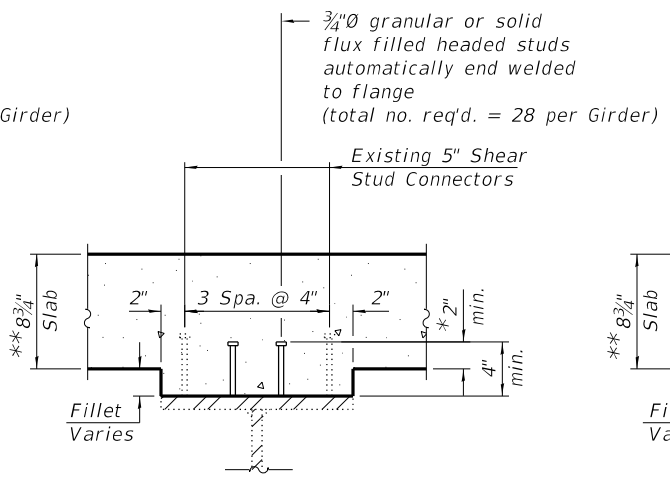
PARTIAL PLAN (Span 9 or 19)



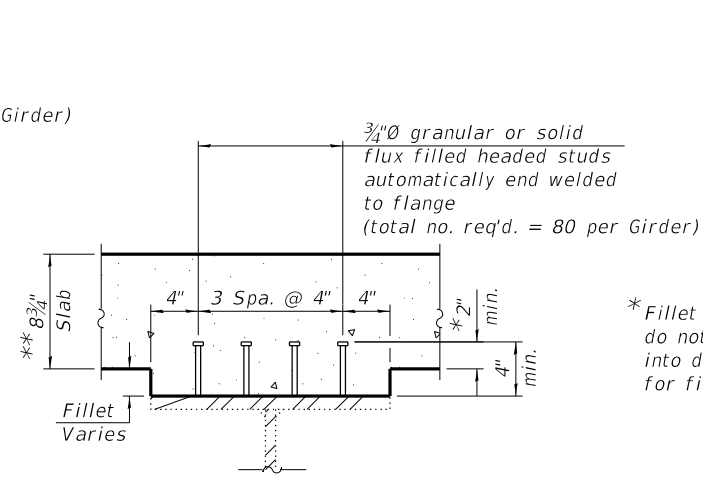
DETAIL 1



SECTION A-A



SECTION B-B



SECTION C-C

* Fillet reinforcement required if studs do not meet minimum 2" projection into deck. See Sheet S-72 of S-134 for fillet reinforcement detail.

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	4,840

MODEL: SHEET
FILE NAME: 0810106-64F78-102-375TD



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

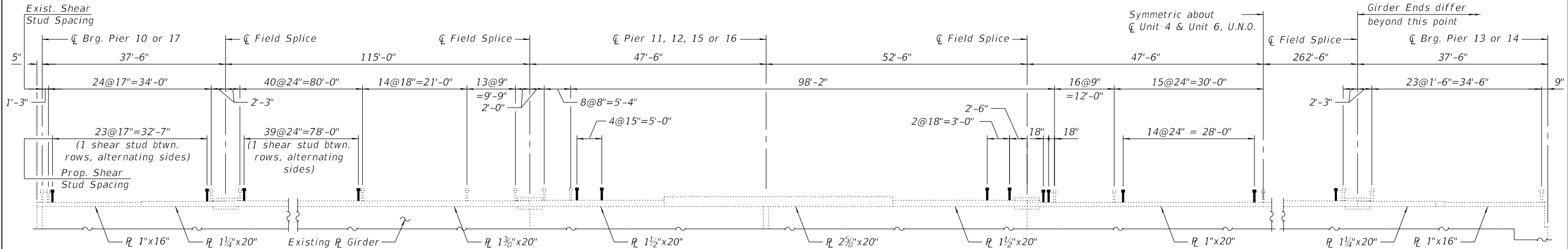
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEAR STUDS - UNITS 3 & 7
STRUCTURE NO. 081-0106

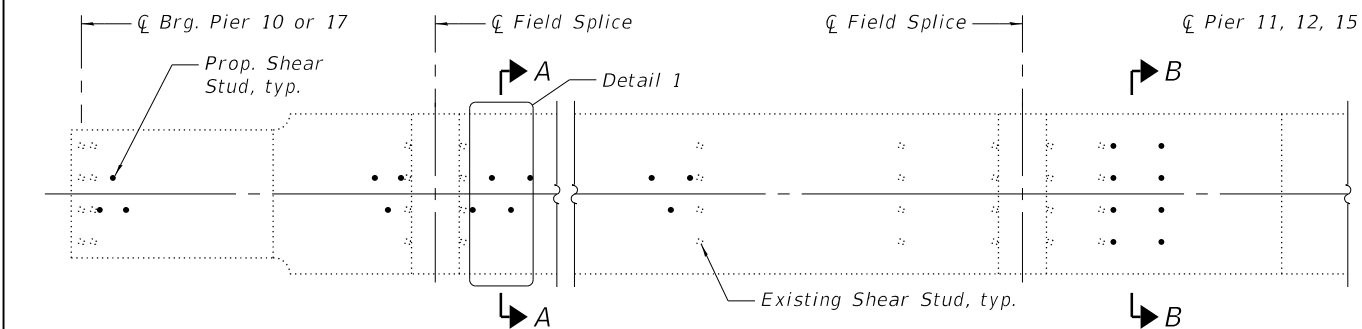
SHEET S-102 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	185
CONTRACT NO. 64F78				

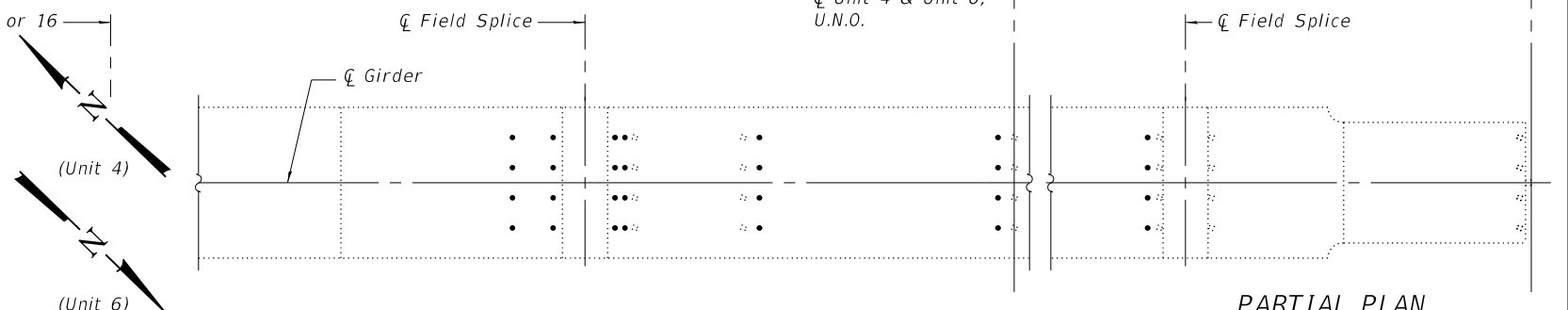
ILLINOIS FED. AID PROJECT



GIRDER ELEVATION
(Unit 4 Shown, Unit 6 Opposite)

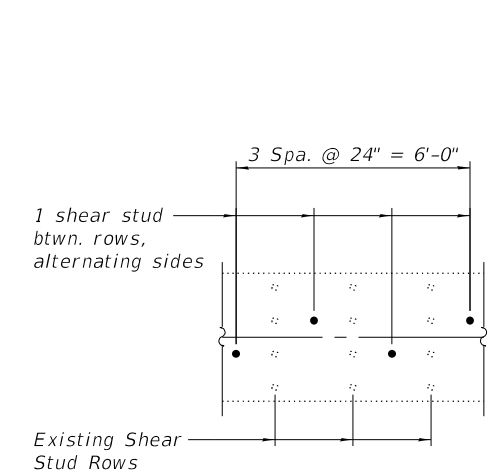


PARTIAL PLAN
(Span 11 or 17)

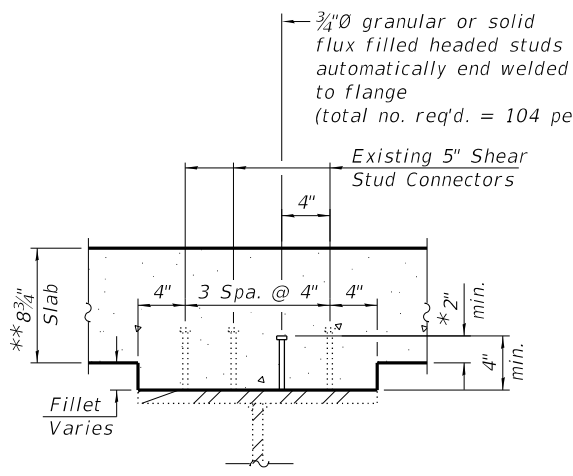


PARTIAL PLAN
(Span 12 or 16)

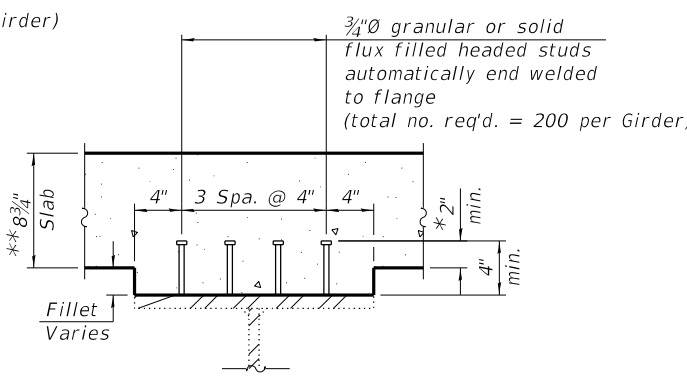
PARTIAL PLAN
(Span 13 or 15,
Girders B-D & G-J)



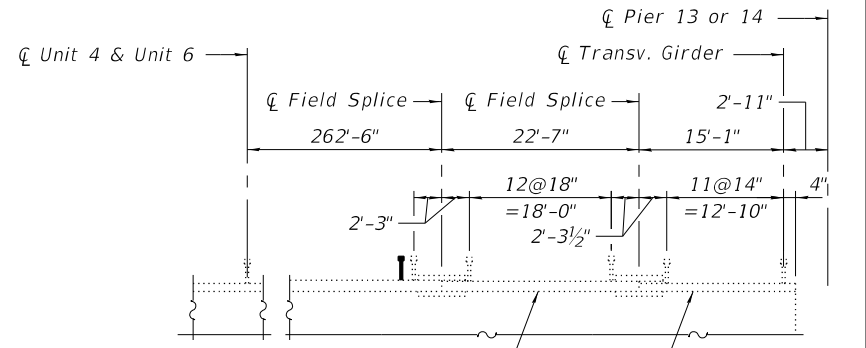
DETAIL 1



SECTION A-A

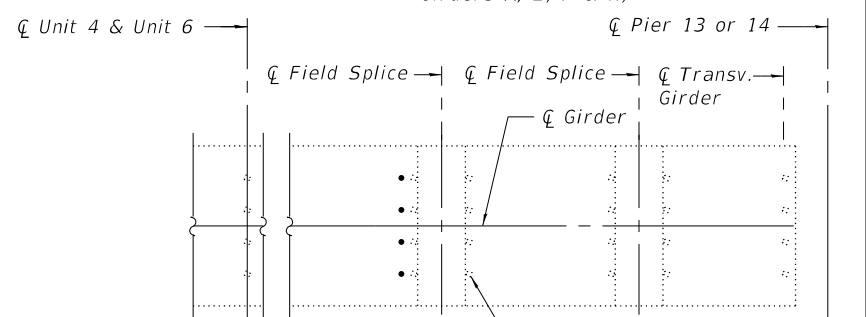


SECTION B-B



PARTIAL ELEVATION

(Span 13 or 15,
Girders A, E, F & K)



PARTIAL PLAN

(Span 13 or 15,
Girders A, E, F & K)

** Prior to grinding
* Fillet reinforcement required if studs do not meet minimum 2" projection into deck. See Sheet S-72 of S-134 for fillet reinforcement detail.

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	6,080

MODEL: SHEET
FILE NAME: 0810106-64F78-103-465TD



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MDW	REVISED -
	CHECKED - JGS	REVISED -

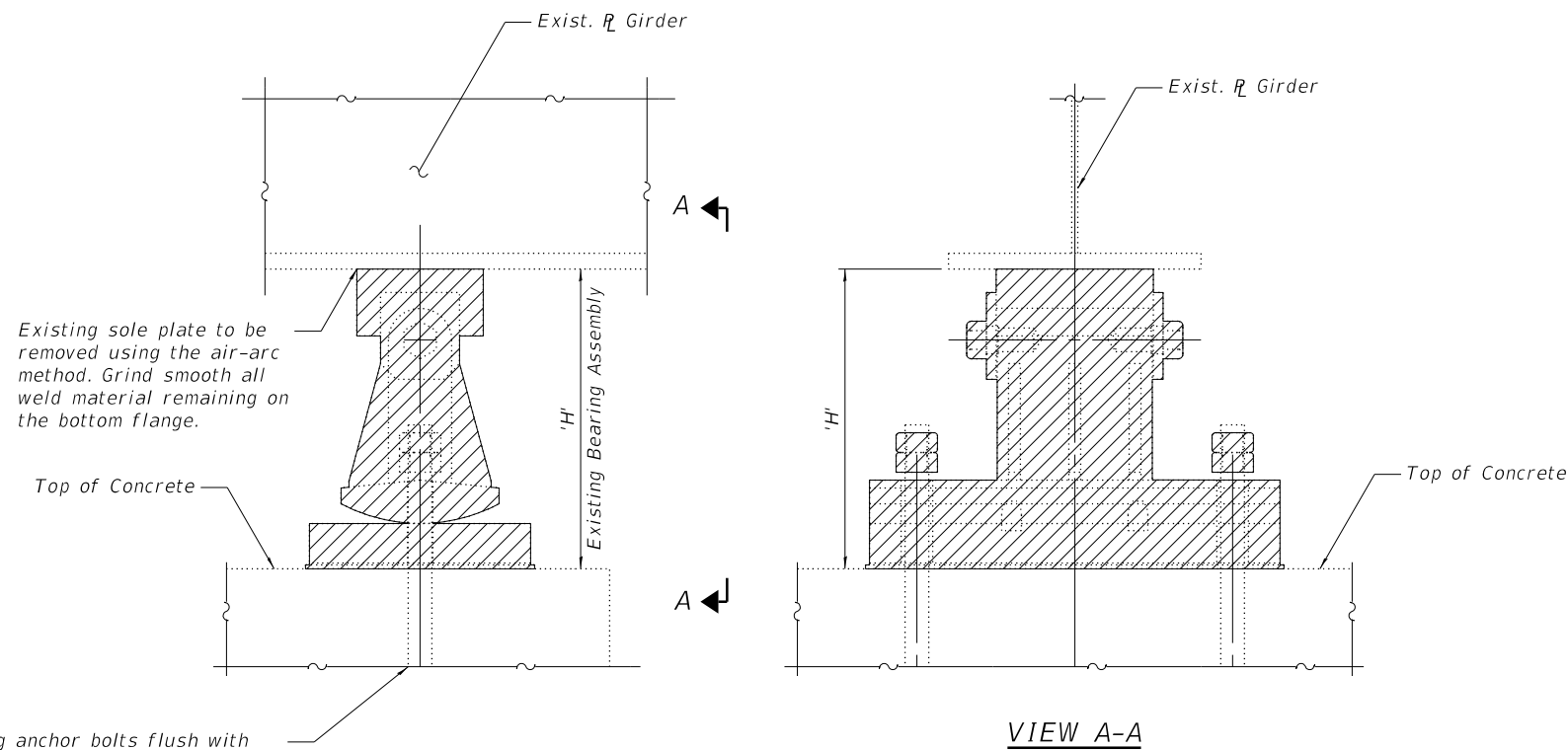
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SHEAR STUDS - UNITS 4 & 6
STRUCTURE NO. 081-0106**

SHEET S-103 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	186
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT



Existing sole plate to be removed using the air-arc method. Grind smooth all weld material remaining on the bottom flange.

Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included in "Jack and Remove Existing Bearings".

BEARING REMOVAL

(Abutments, Piers 3, 7, 10, 17, 20 & 24)

EXISTING BEARING HEIGHTS

Location	'H'				
	A & K	B & J	C & H	D & G	E & F
W. Abut.	1'-6 3/4"	1'-7 1/8"	1'-7 1/8"	1'-7 1/8"	1'-6 3/4"
Pier 3	W. Brg.	1'-6 3/4"	1'-7 1/8"	1'-7 1/8"	1'-6 3/4"
	E. Brg.	1'-7"	1'-7 3/8"	1'-7 3/8"	1'-7"
Pier 7	W. Brg.	1'-6 1/8"	1'-7 1/8"	1'-7 1/8"	1'-6 1/8"
	E. Brg.	1'-6 7/8"	1'-7 1/8"	1'-7 1/8"	1'-6 7/8"
Pier 10	W. Brg.	2'-4"	2'-4 1/4"	2'-4 1/4"	2'-4"
	E. Brg.	2'-3 7/8"	2'-4 1/8"	2'-4 1/8"	2'-3 7/8"
Pier 17	W. Brg.	2'-3 1/8"	2'-4 1/8"	2'-4 1/8"	2'-3 1/8"
	E. Brg.	2'-3 1/16"	2'-4 3/16"	2'-4 3/16"	2'-4"
Pier 20	W. Brg.	1'-7"	1'-7 3/8"	1'-7 3/8"	1'-6 7/8"
	E. Brg.	1'-6 3/4"	1'-7 1/8"	1'-7 1/8"	1'-6 3/4"
Pier 24	W. Brg.	1'-7 1/16"	1'-7 1/16"	1'-7 1/16"	1'-7 1/16"
	E. Brg.	1'-6 3/4"	1'-7 1/8"	1'-7 1/8"	1'-6 3/4"
E. Abut.	1'-6 3/4"	1'-7 1/8"	1'-7 1/8"	1'-7 1/8"	1'-6 3/4"

*** JACKING LOADS**

Location	Re(k)	
W. Abut.	8.4	
Pier 3	W. Brg.	8.4
	E. Brg.	8.0
Pier 7	W. Brg.	8.0
	E. Brg.	17.5
Pier 10	W. Brg.	17.5
	E. Brg.	31.0
Pier 17	W. Brg.	31.0
	E. Brg.	17.5
Pier 20	W. Brg.	17.5
	E. Brg.	8.0
Pier 24	W. Brg.	8.0
	E. Brg.	8.0
E. Abut.	8.0	

* Service girder self-weight reactions are shown with the deck removed. The contractor shall design and place jacking system to remove and replace the specified bearings for the stated girder reactions as required in the special provisions.

NOTES:

- Contractor shall verify actual height of existing bearings and provide to Engineer, so approved adjustments can be made to the bearing seat elevations, as necessary. Cost included with "Jack and Remove Existing Bearings".

LEGEND



BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	140

MODEL: SHEET
FILE NAME: 0810106-64F78-104-BRGREM



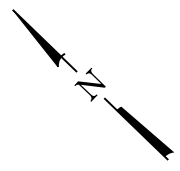
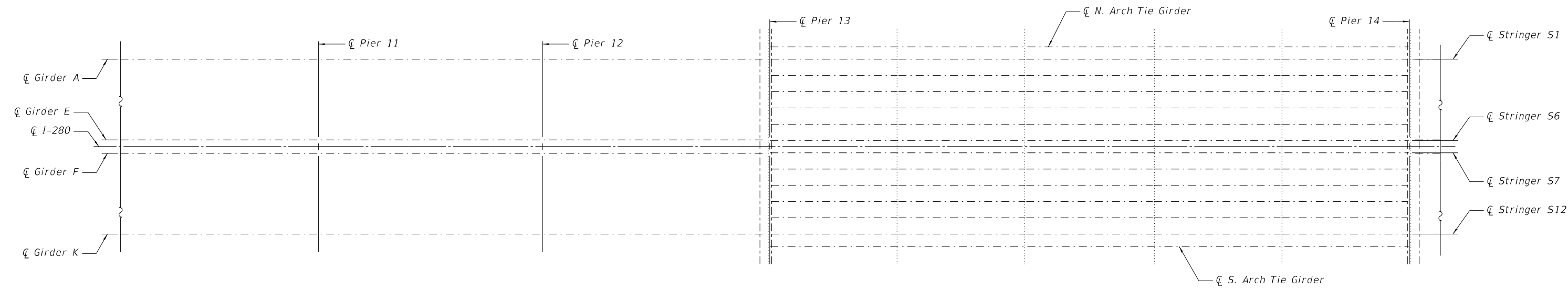
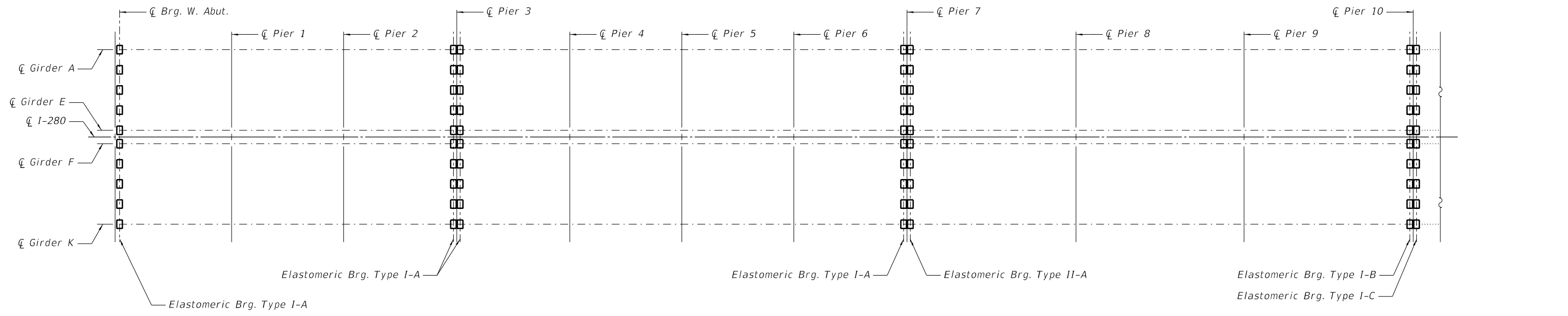
USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - ECK	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING REMOVAL & JACKING LOADS
STRUCTURE NO. 081-0106

SHEET S-104 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	187
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN

NOTES:
 1. See Sheets S-107, S-108 & S-109 of S-134 for bearing details.

MODEL: SHEET
 FILE NAME: 0810106-64F78-105-BRGPLN1



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - ECK	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

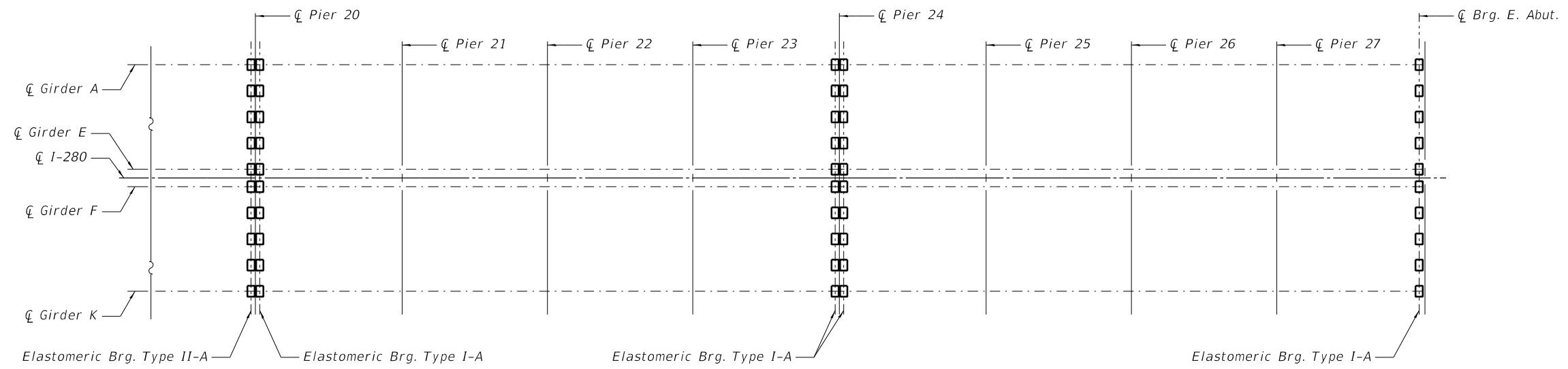
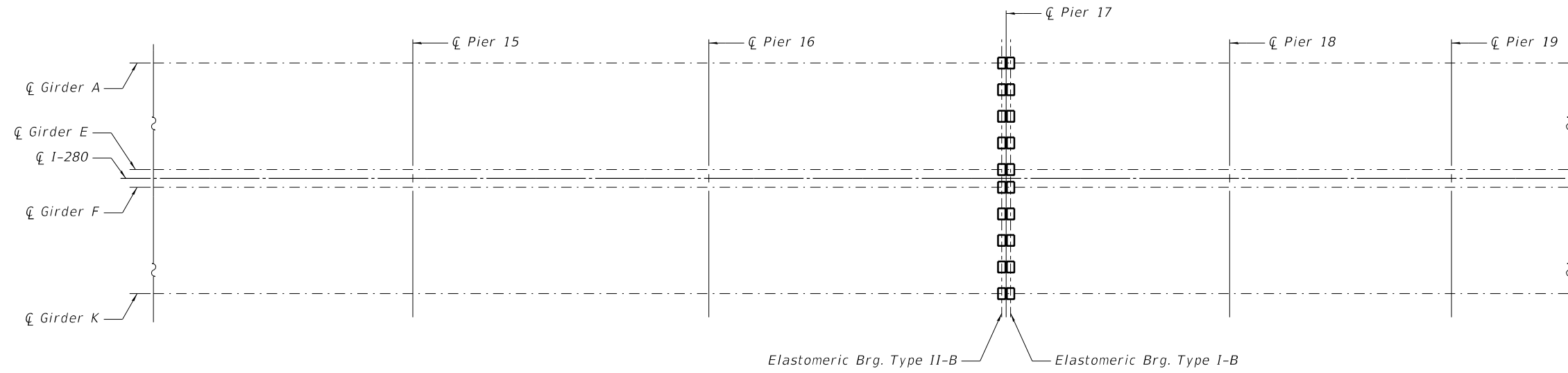
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

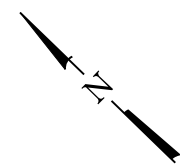
BEARING LAYOUT I
STRUCTURE NO. 081-0106

SHEET S-105 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	188
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT





PARTIAL PLAN

NOTES:
 1. See Sheets S-107 & S-109 of S-134 for bearing details.

MODEL: SHEET
 FILE NAME: 0810106-64F78-106-BRGLIN2



USER NAME = eckay	DESIGNED - ECK	REVISED -
	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - ECK	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

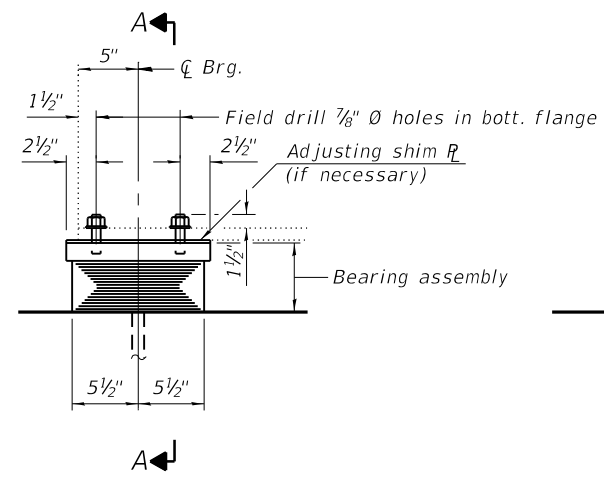
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING LAYOUT II
STRUCTURE NO. 081-0106

SHEET S-106 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	189
CONTRACT NO. 64F78				

ILLINOIS FED. AID PROJECT

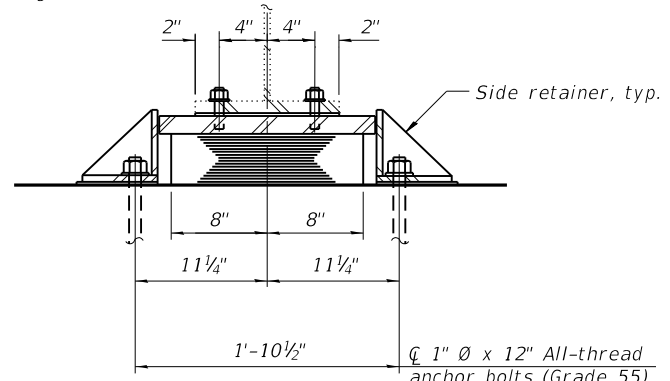


ELEVATION

(E. & W. Abut., Pier 3, W. Brg. Pier 7, E. Brg. Pier 20 & Pier 24)

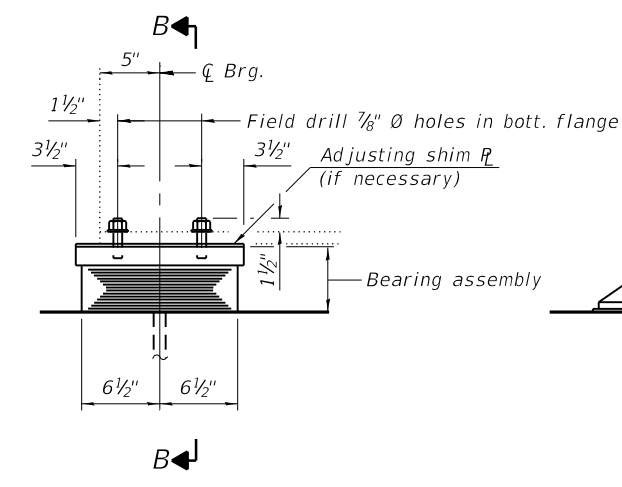
TYPE I-A ELASTOMERIC EXP. BRG.

(No. Req'd = 80)



SECTION A-A

1" ϕ x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" R washer under nut.

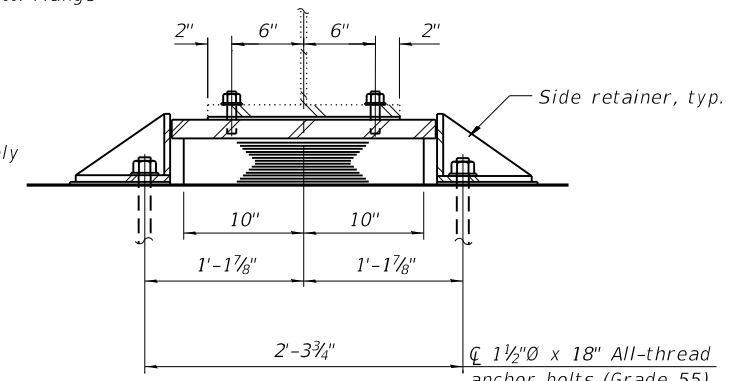


ELEVATION

(W. Brg. Pier 10 & E. Brg. Pier 17)

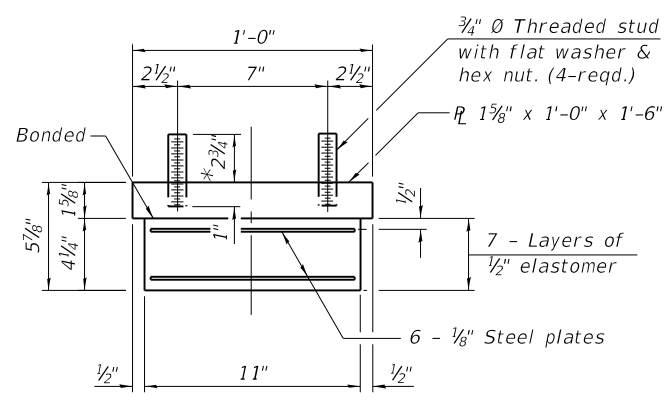
TYPE I-B ELASTOMERIC EXP. BRG.

(No. Req'd = 20)



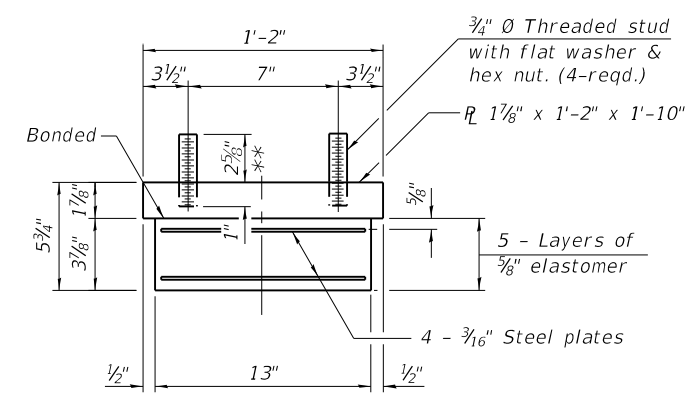
SECTION B-B

1 1/2" ϕ x 18" All-thread anchor bolts (Grade 55) with 3" x 3" x 5/16" R washer under nut.



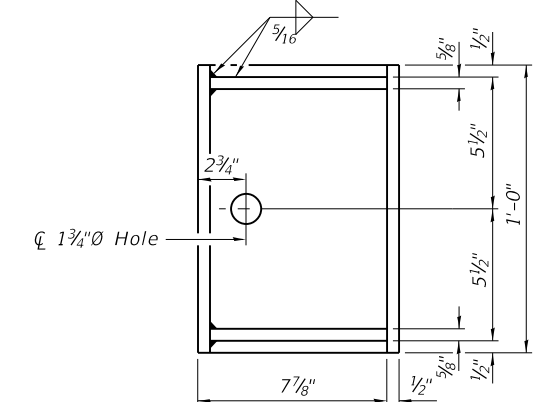
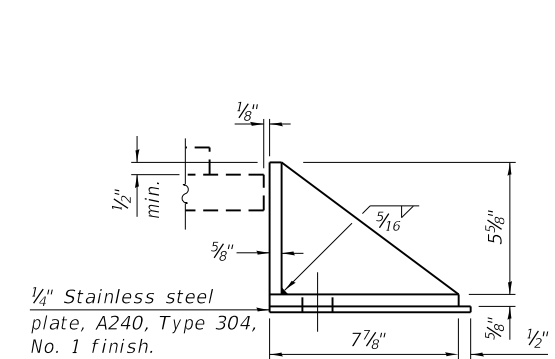
BEARING ASSEMBLY

* 3 1/4" - Pier 7



BEARING ASSEMBLY

** 3 1/8" - Pier 10



SIDE RETAINER

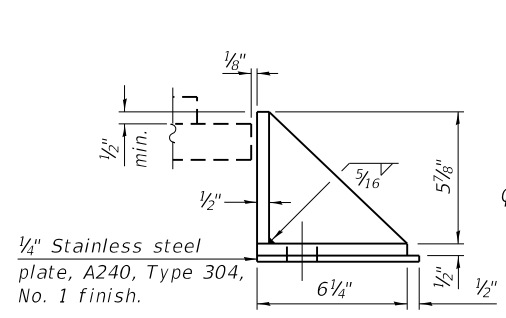
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

NOTES:

- Structural steel plates of the Bearing Assembly shall conform to the requirement of AASHTO M270 Grade 50.
- Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material of the grade and diameter(s) specified). The corresponding grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates and shims and placed as shown on the bearing details.
- Shim plates shall not be placed under bearing assembly.
- Cost of field drilling included in cost of "Elastomeric Bearing Assembly, Type I"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	100
Anchor Bolts 1"	Each	160
Anchor Bolts 1 1/2"	Each	40



SIDE RETAINER

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

MODEL: SHEET
FILE NAME: 0810106-64F78-107-BRG1



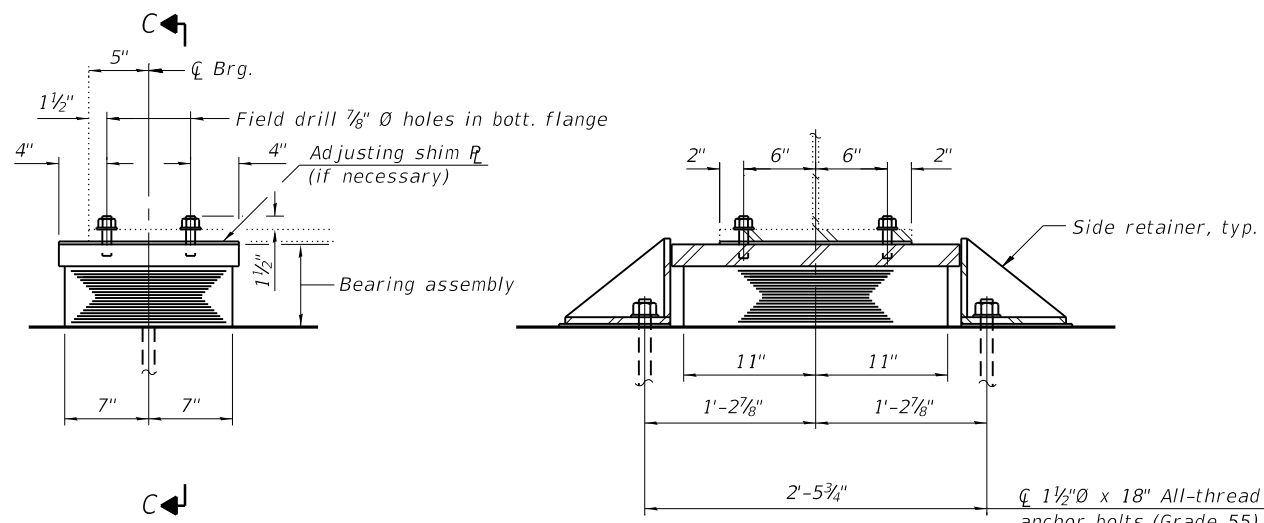
USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - ECK	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING DETAILS I
STRUCTURE NO. 081-0106

SHEET S-107 OF S-134 SHEETS

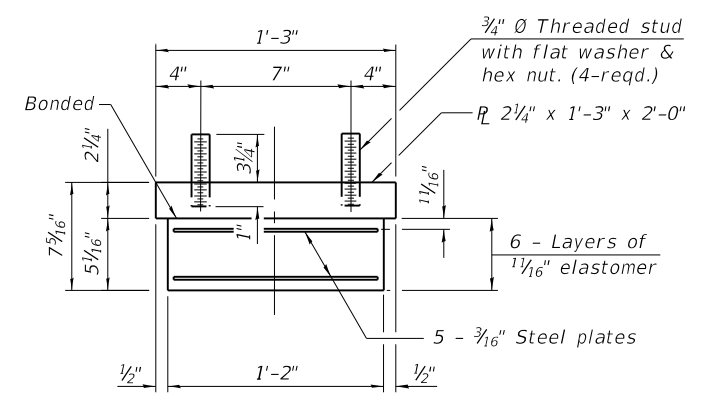
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	190
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



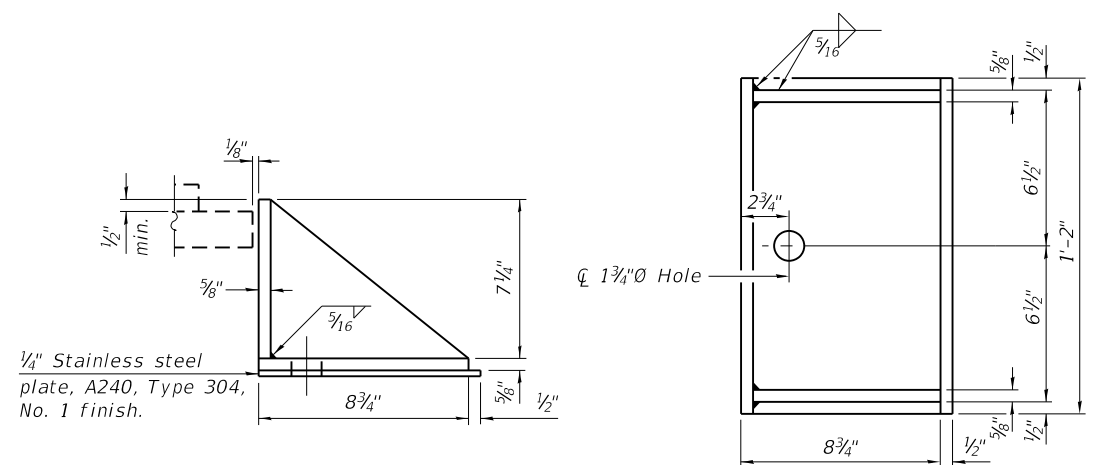
ELEVATION
(E. Brg. Pier 10)

SECTION C-C

TYPE I-C ELASTOMERIC EXP. BRG.
(No. Req'd = 10)



BEARING ASSEMBLY



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

NOTES:
1. See sheet S-107 of S-134 for notes.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	10
Anchor Bolts 1 1/2"	Each	20

MODEL: SHEET
FILE NAME: 0810106-64F78-108-BRG2



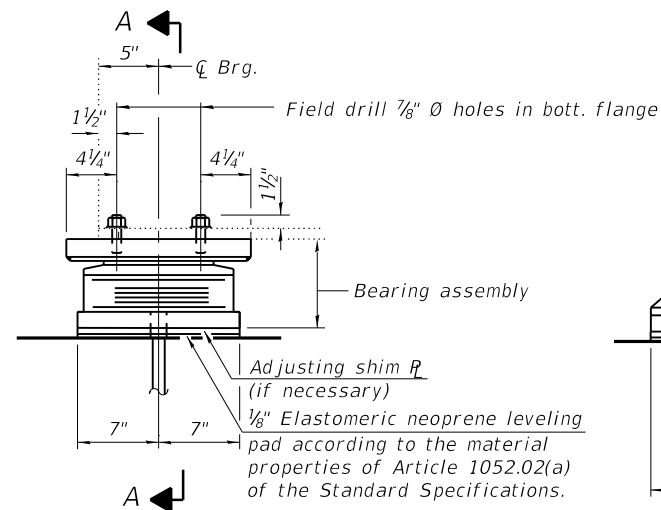
USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - ECK	REVISED -
	CHECKED - JGS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING DETAILS II
STRUCTURE NO. 081-0106

SHEET S-108 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	191
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				

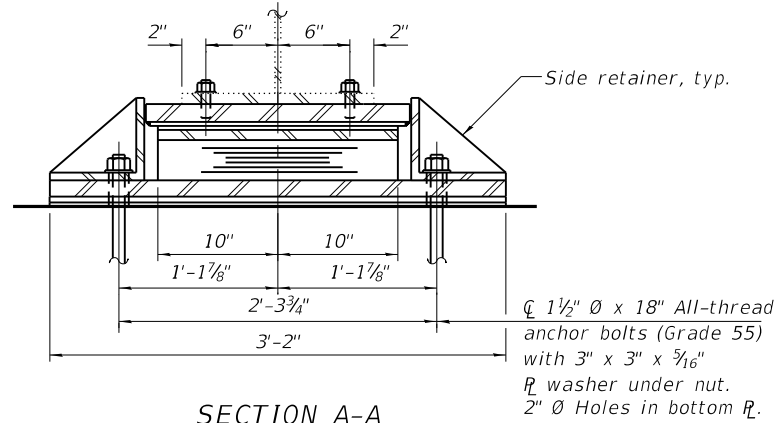


ELEVATION

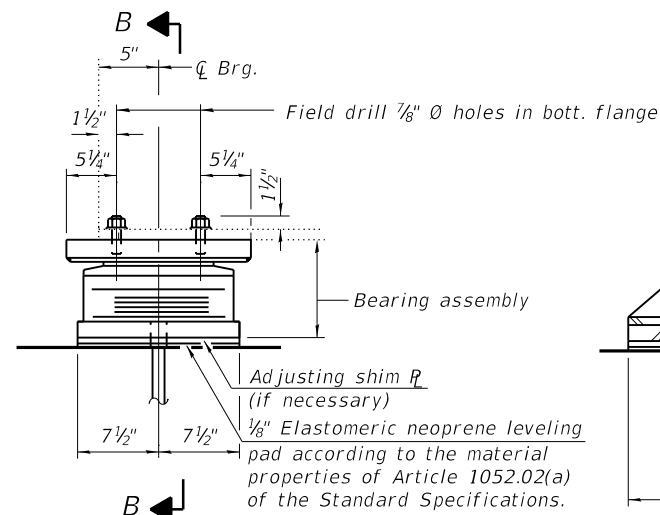
(E. Brg. Pier 7 & W. Brg. Pier 20)

TYPE II-A ELASTOMERIC EXP. BRG.

(No. Req'd = 20)



SECTION A-A

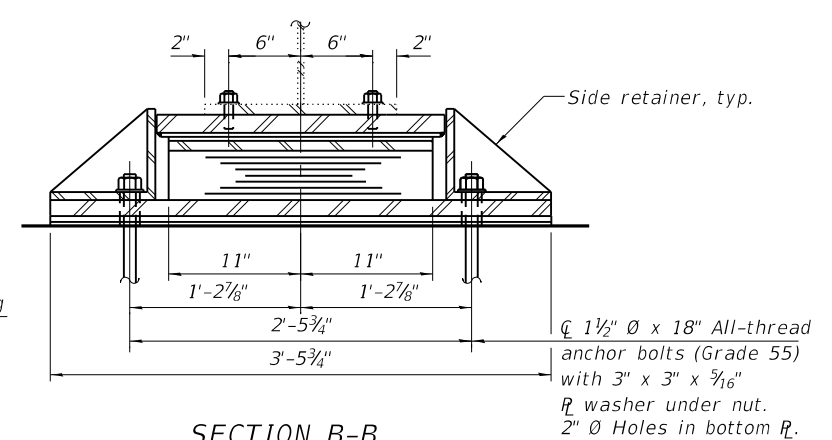


ELEVATION

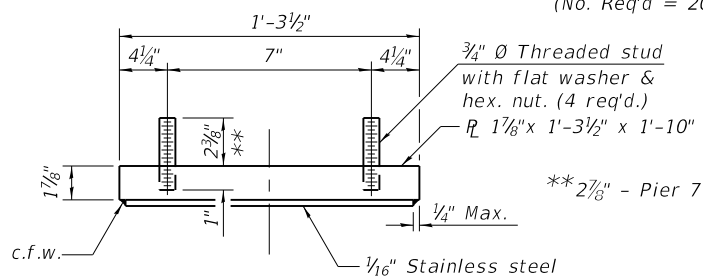
(W. Brg. Pier 17)

TYPE II-B ELASTOMERIC EXP. BRG.

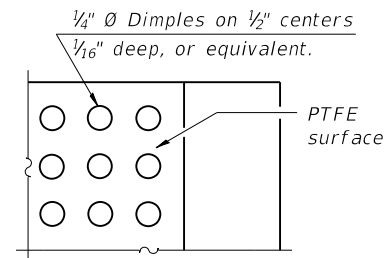
(No. Req'd = 10)



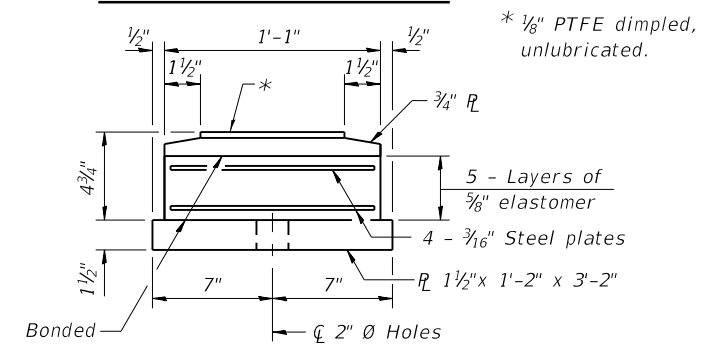
SECTION B-B



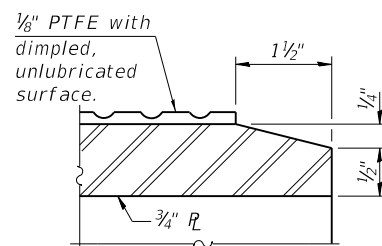
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



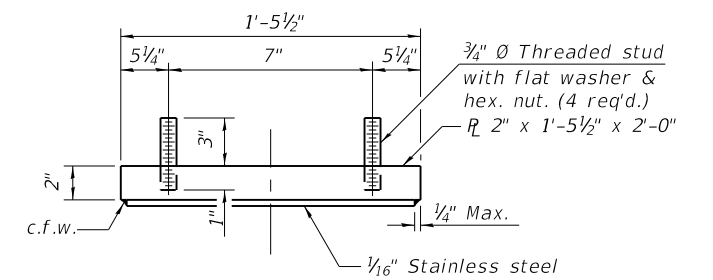
SECTION THRU PTFE

NOTES:

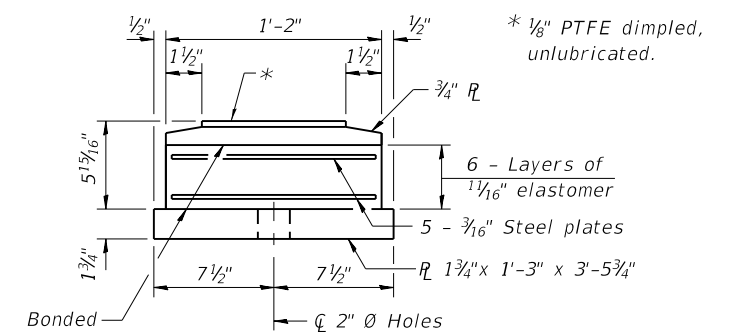
- Structural steel plates of the Bearing Assembly shall conform to the requirement of AASHTO M270 Grade 50.
- Side retainers and leveling pad required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
- The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
- Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material of the grade and diameter(s) specified). The corresponding grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates and shims and placed as shown on the bearing details.
- Cost of field drilling included in cost of "Elastomeric Bearings, Type II".

BILL OF MATERIAL

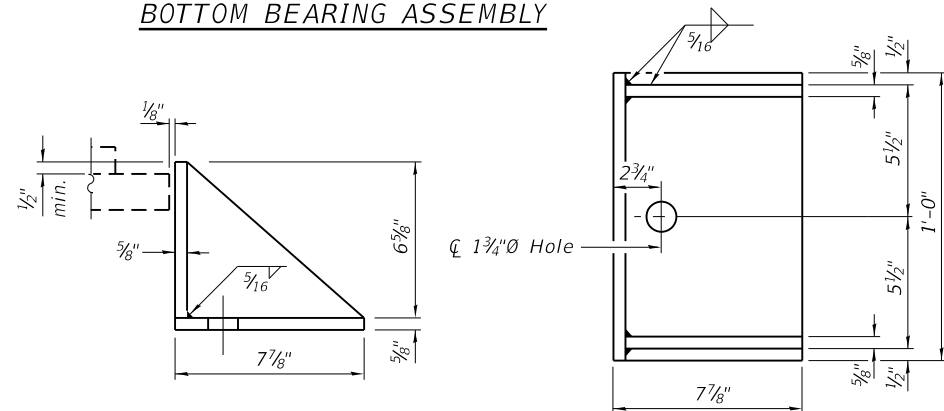
Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	30
Anchor Bolts 1 1/2"	Each	60



TOP BEARING ASSEMBLY

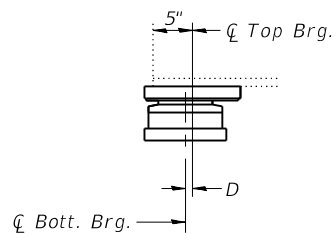


BOTTOM BEARING ASSEMBLY



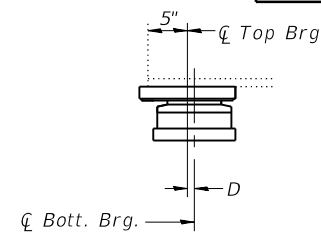
SIDE RETAINER

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



BELOW 50°F.

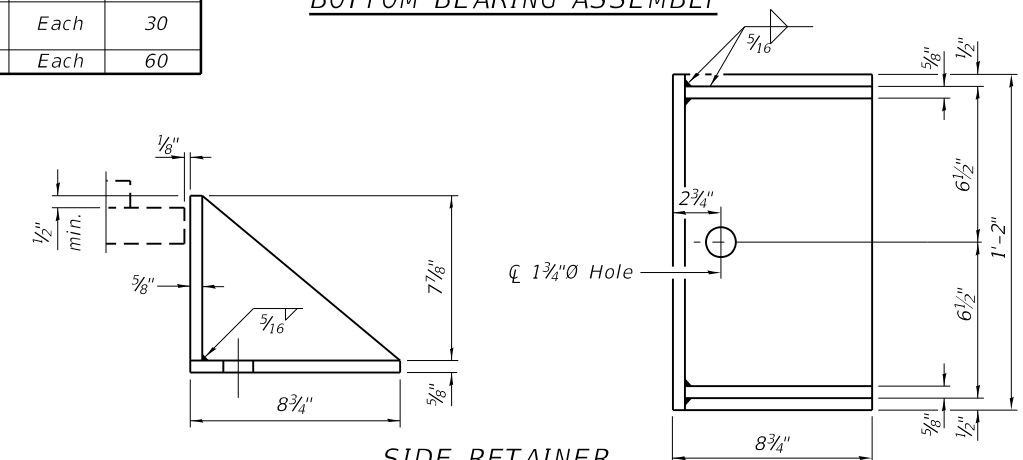
D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



ABOVE 50°F.

EXPANSION BEARING ORIENTATION

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



SIDE RETAINER

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

MODEL SHEET
FILE NAME: 0810106-64F78-105-BRG3



USER NAME = eckay	DESIGNED - ECK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JGS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - ECK	REVISED -
	CHECKED - JGS	REVISED -

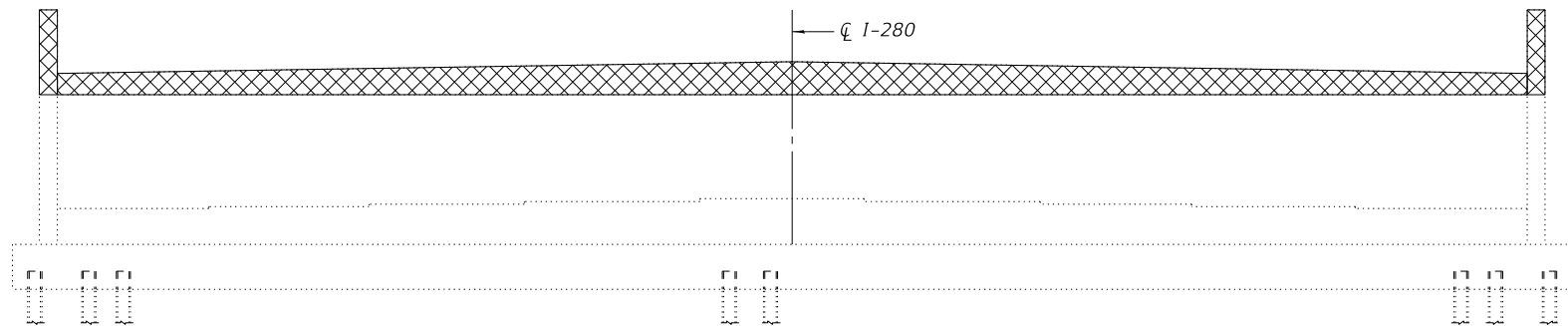
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELASTOMERIC BEARING DETAILS III
STRUCTURE NO. 081-0106

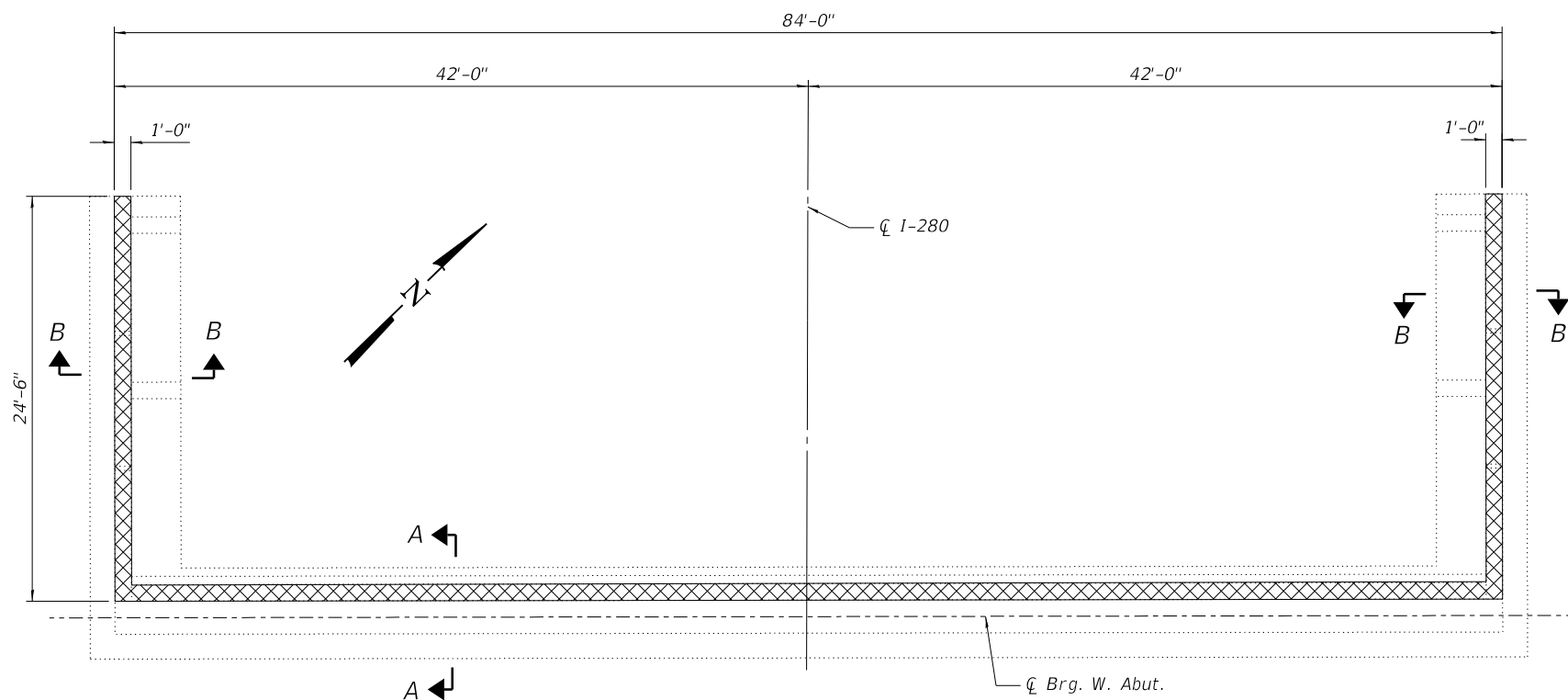
SHEET S-109 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	192
CONTRACT NO. 64F78				

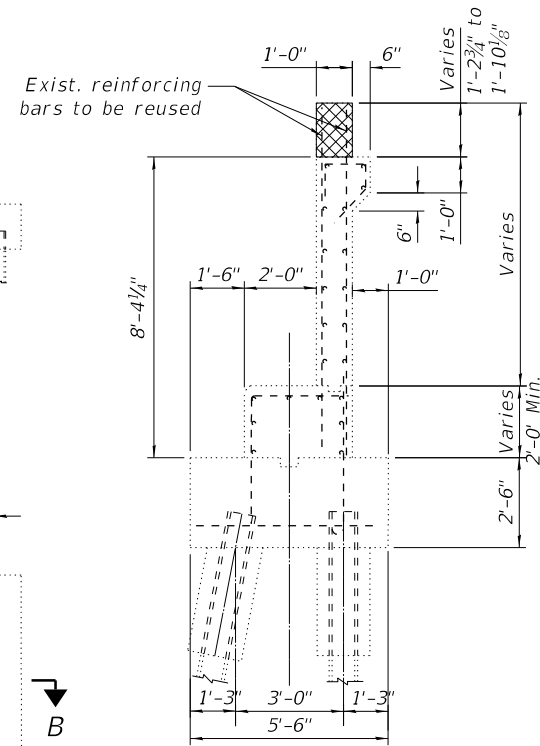
ILLINOIS FED. AID PROJECT



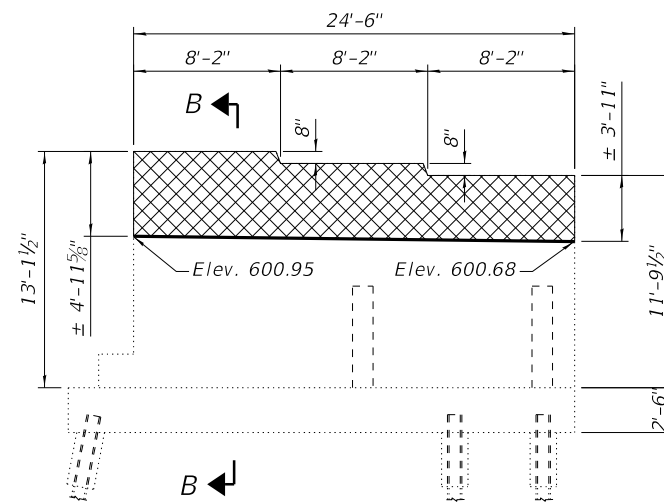
WEST ABUTMENT ELEVATION



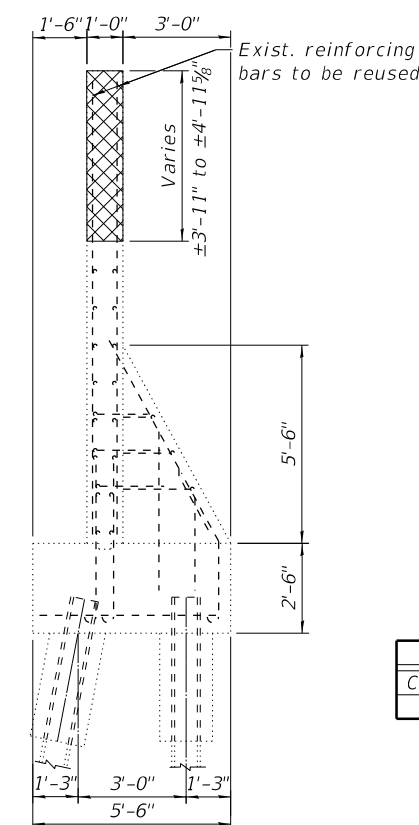
PLAN



SECTION A-A



WINGWALL DETAIL



SECTION B-B

NOTES:

- Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included in "Concrete Removal".
- Any reinforcement bars to be incorporated that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in "Concrete Removal".
- The ends of existing reinforcement bars which are cut & exposed shall be coated with epoxy. Cost included with "Concrete Removal".
- For quantity and details of approach slab removal, roadway removal and approach median barrier removal see roadway plans.

LEGEND



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	12.8

MODEL: SHEET
FILE NAME: 0810106-64F78-110-RDET1

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = eckay	DESIGNED - NF	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
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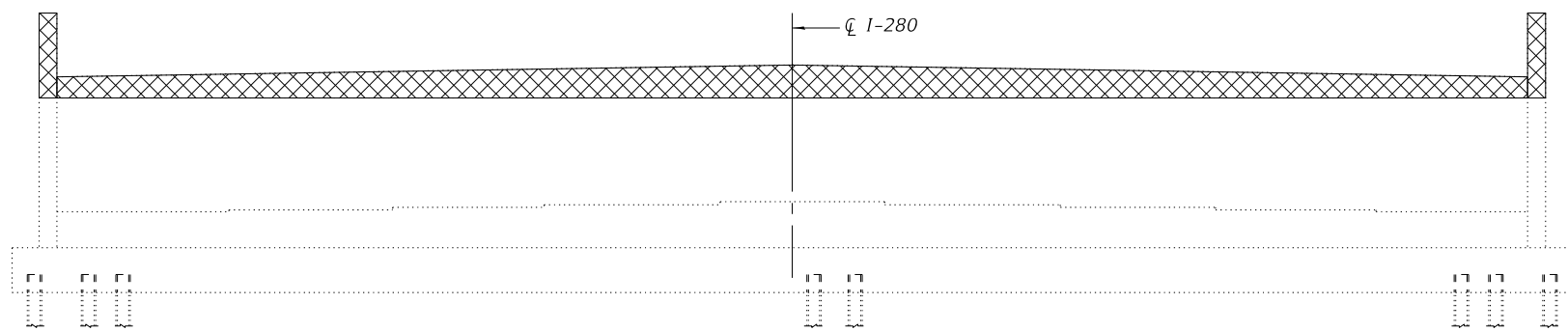
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL - WEST ABUTMENT
STRUCTURE NO. 081-0106

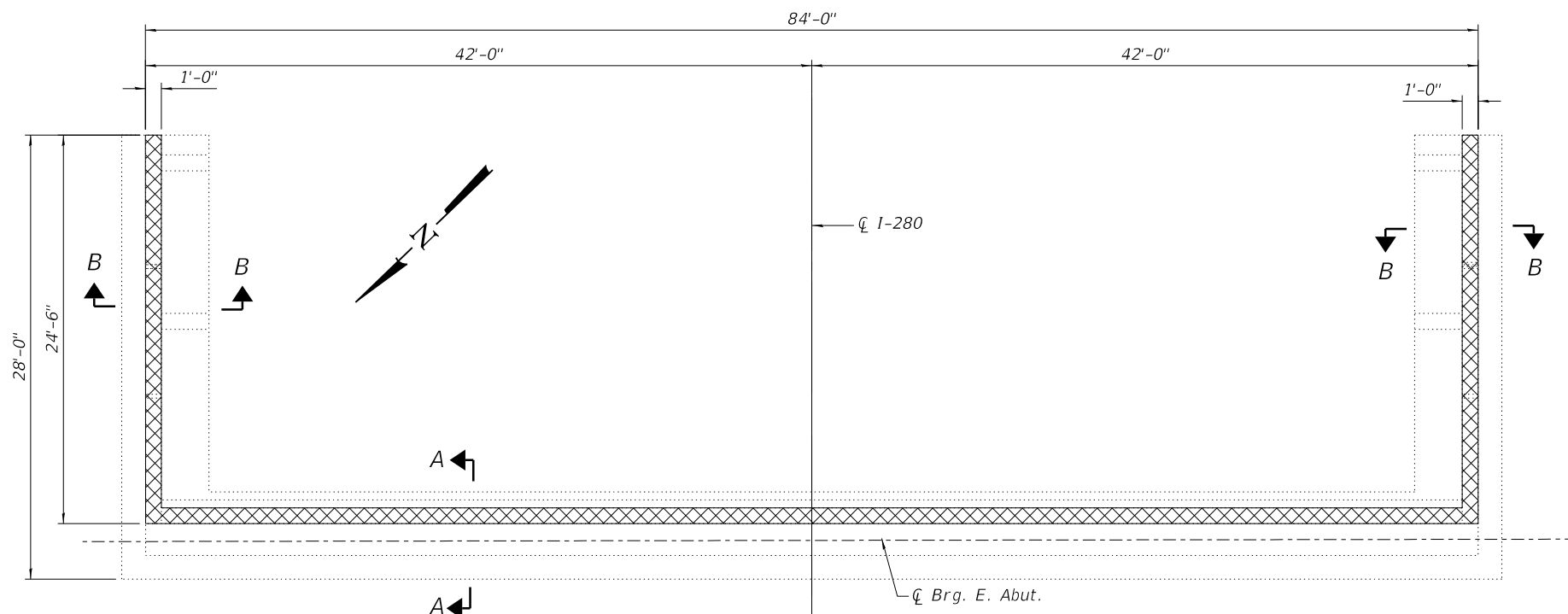
SHEET S-110 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	193
CONTRACT NO. 64F78				

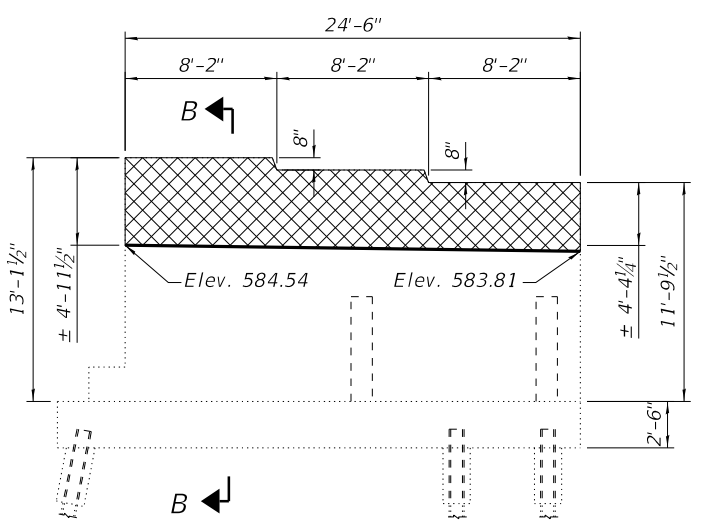
ILLINOIS FED. AID PROJECT



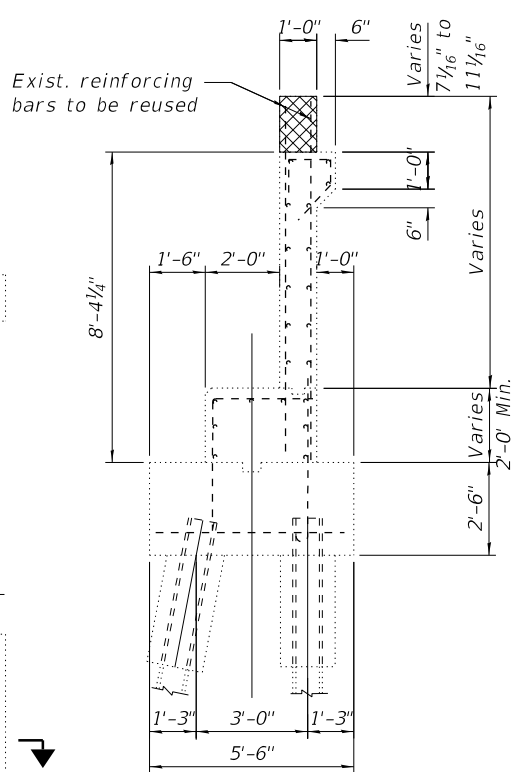
EAST ABUTMENT ELEVATION



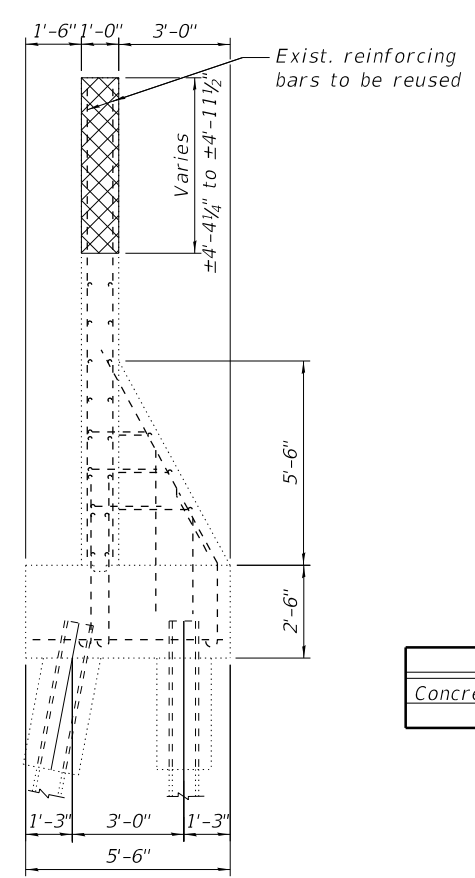
**PLAN
(East Abutment)**



WINGWALL



SECTION A-A



SECTION B-B

NOTES:

- Existing reinforcing bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete. Cost included in "Concrete Removal".
- Any reinforcement bars to be incorporated that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in "Concrete Removal".
- The ends of existing reinforcement bars which are cut & exposed shall be coated with epoxy. Cost included with "Concrete Removal".
- For quantity and details of approach slab removal, roadway removal and approach median barrier removal see roadway plans.

LEGEND



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	13.3

MODEL: SHEET
FILE NAME: 0810106-64F78-111-RDET2

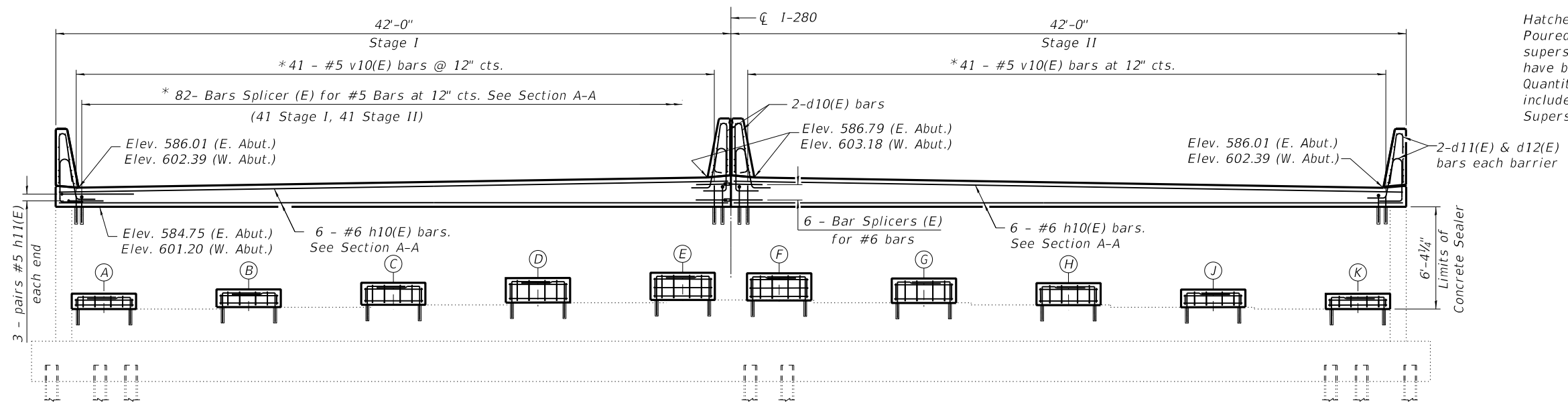
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	PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
	PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
		CHECKED - BC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

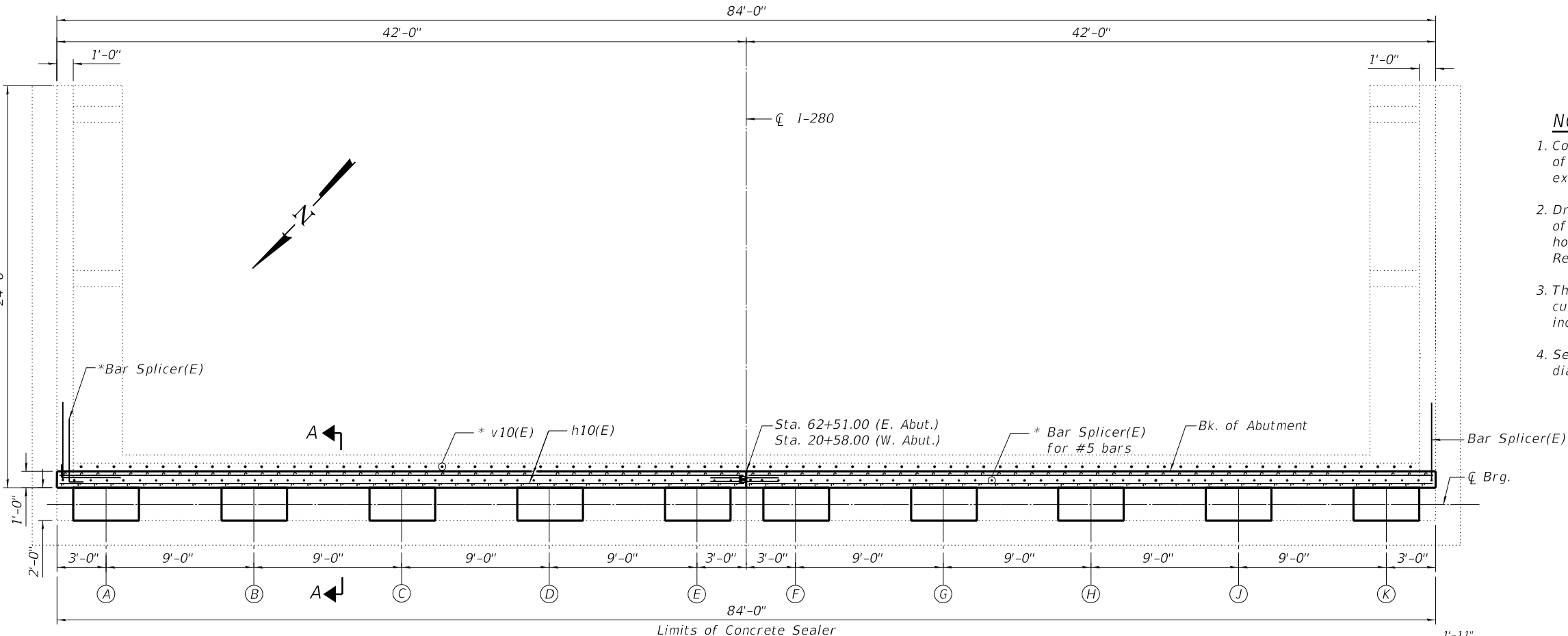
**CONCRETE REMOVAL - EAST ABUTMENT
STRUCTURE NO. 081-0106**

SHEET S-111 OF S-134 SHEETS

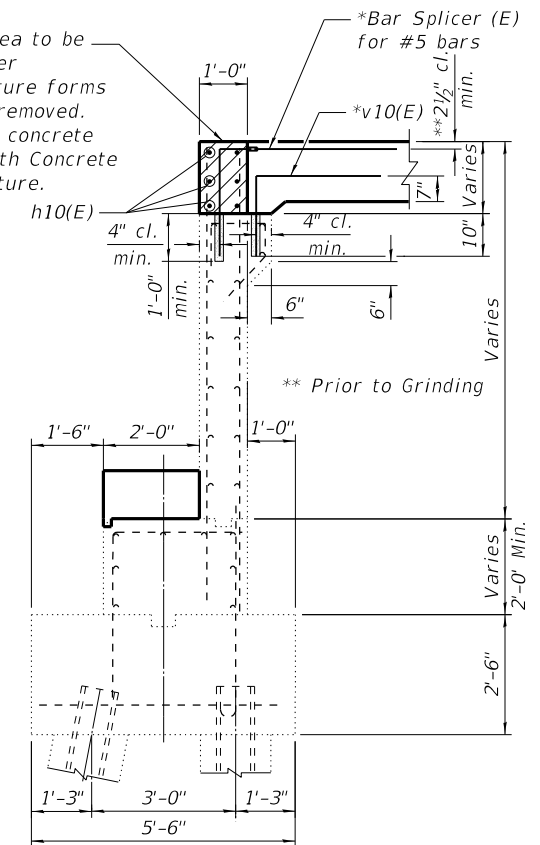
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	194
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64F78	



ELEVATION
(East Abutment Looking East)
(West Abutment Mirrored)



PLAN
(East Abutment)
(West Abutment Mirrored)



SECTION A-A

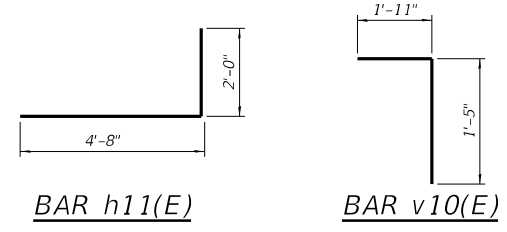
NOTES:

- Concrete Sealer shall be applied to the front face of backwall, bearing seat and front face of exposed cap.
- Drill and grout #5 bars according to Section 584 of the standard Specifications. Maximum depth of hole shall not exceed 12". Cost included with Reinforcement Bars, Epoxy Coated.
- The ends of existing reinforcement bars which are cut & exposed shall be coated with epoxy. Cost included with Concrete Removal.
- See sheet S-76 for d10(E), d11(E), and d12(E) bar diagrams.

**EAST & WEST ABUT.
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d10(E)	8	#5	7'-0"	
d11(E)	16	#5	8'-6"	
d12(E)	8	#5	7'-0"	
d13(E)	200	#5	1'-7"	
h10(E)	24	#6	41'-8"	
h11(E)	24	#5	6'-8"	
u10(E)	120	#5	7'-3"	
u11(E)	100	#5	3'-4"	
* v10(E)	164	#5	3'-4"	
Item		Unit	Total	
Reinforcement Bars, Epoxy Coated		Pound	4,090	
Concrete Structures		Cu. Yd.	6.6	
Concrete Superstructure		Cu. Yd.	11.2	
Concrete Sealer		Sq. Ft.	1,930	

* Drill & Epoxy Grout Bars, See note 2



MODEL: SHEET
FILE NAME: 0810106-64F78-112-ABUTR

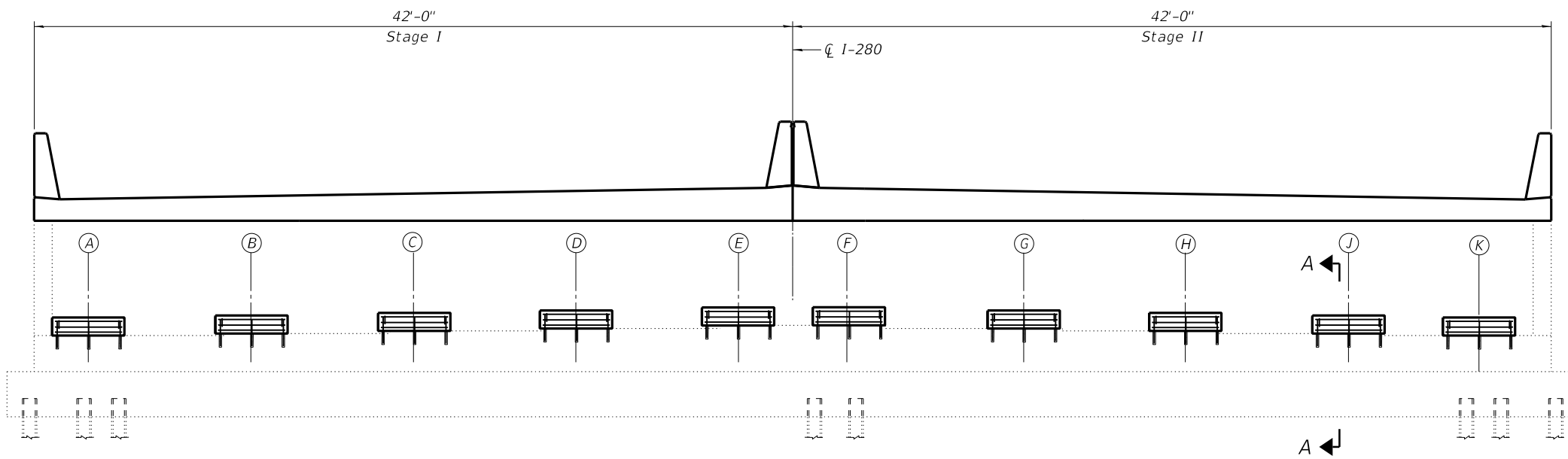
AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = eckay	DESIGNED - NF	REVISED -
	PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
	PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
		CHECKED - BC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST & WEST ABUTMENTS
STRUCTURE NO. 081-0106**

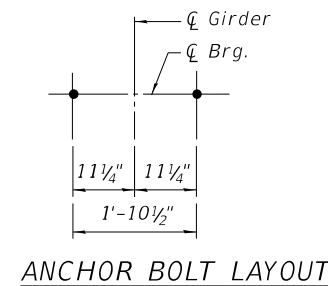
SHEET S-112 OF S-134 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	195
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		



ELEVATION
(East Abutment Looking East)
(West Abutment Mirrored)

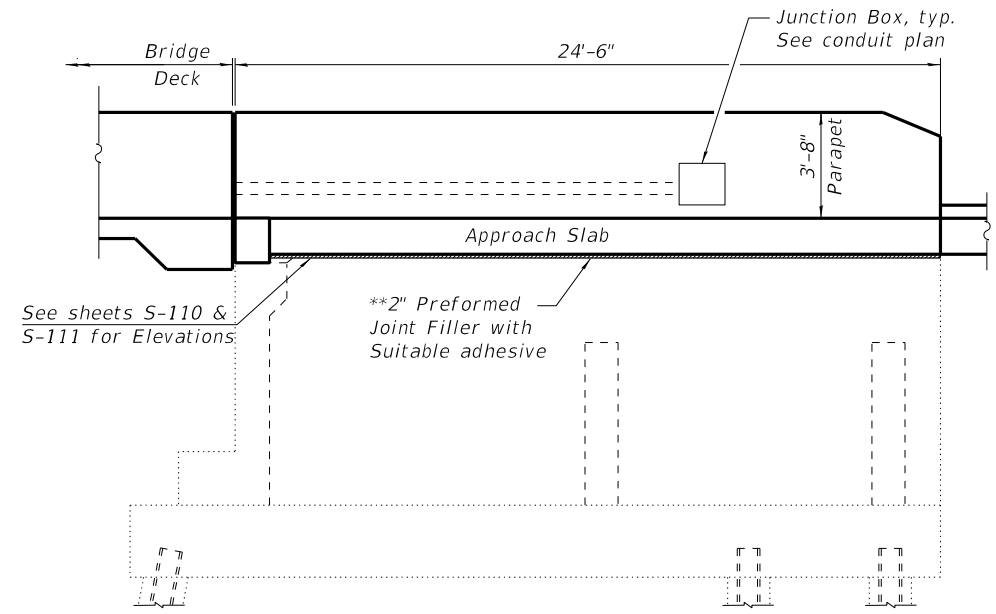
- NOTES:**
1. Drill and grout bars according to Section 584 of the standard Specifications. Maximum depth of hole shall not exceed 12". Cost included with cost of Reinforcement Bars, Epoxy Coated.
 2. Concrete Sealer shall be applied to the front face of pedestal, bearing seat and front face of exposed cap.
 3. For Details of Bar Splicers, see Sheet S-133 of S-134 .



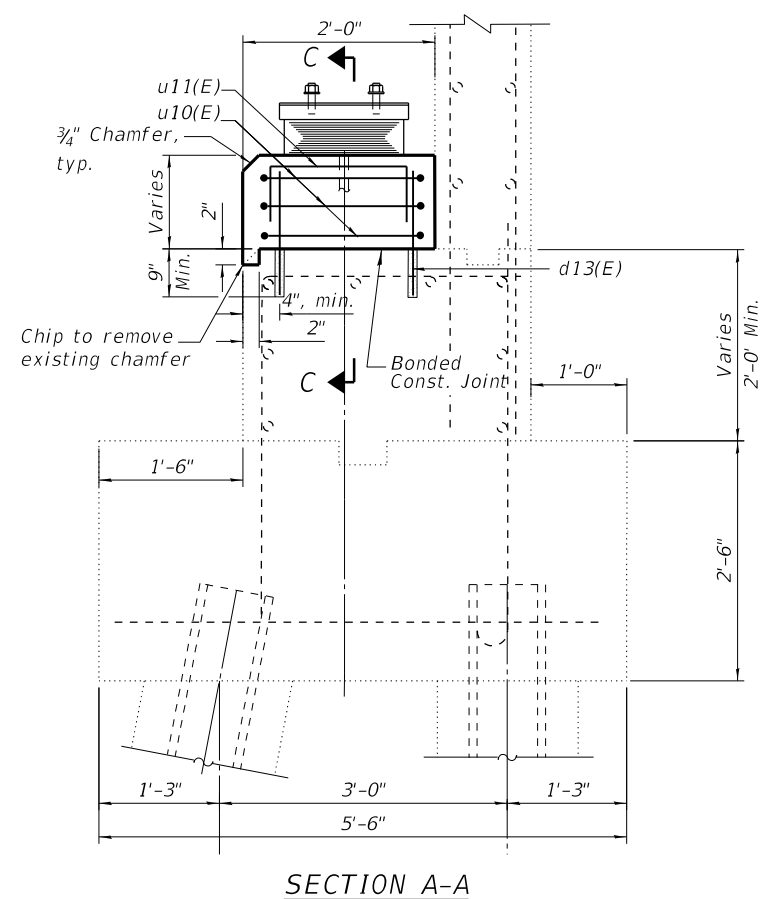
ANCHOR BOLT LAYOUT

BRG. SEAT ELEVATIONS

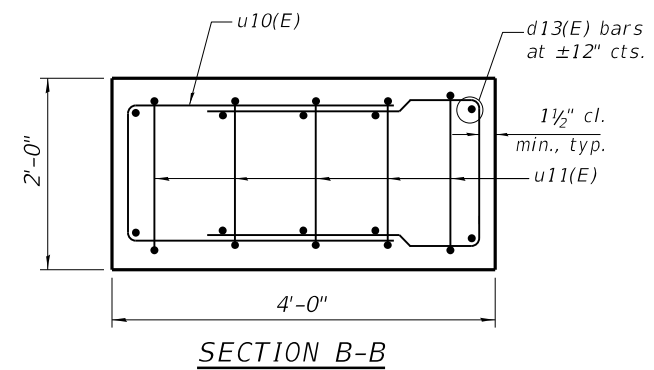
Girder	Elev. W. Abut.	Elev. E. Abut.
A & K	595.87	579.47
B & J	596.01	579.61
C & H	596.15	579.75
D & G	596.29	579.89
E & F	596.43	580.03



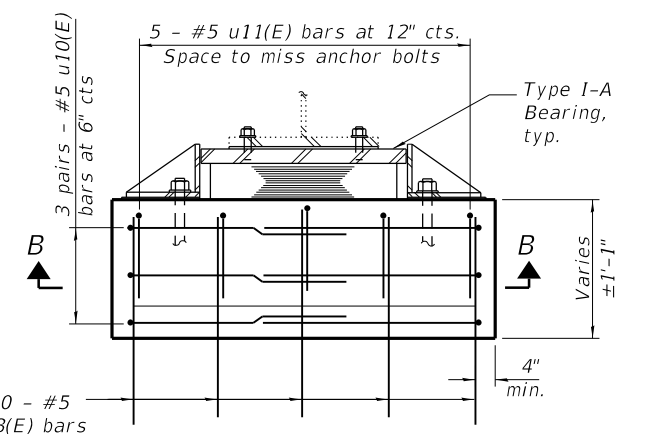
WINGWALL DETAIL



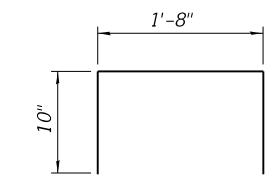
SECTION A-A



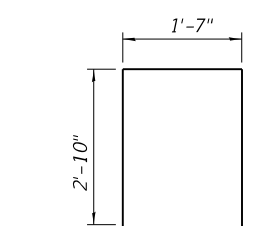
SECTION B-B



SECTION C-C



BAR u11(E)



BAR u10(E)

** A suitable adhesive must be compatible with preformed joint filler material and concrete. Surface preparation shall be conducted in accordance with manufacturer's guidelines.

MODEL: SHEET
FILE NAME: 0810106-64F78-113-ABUT

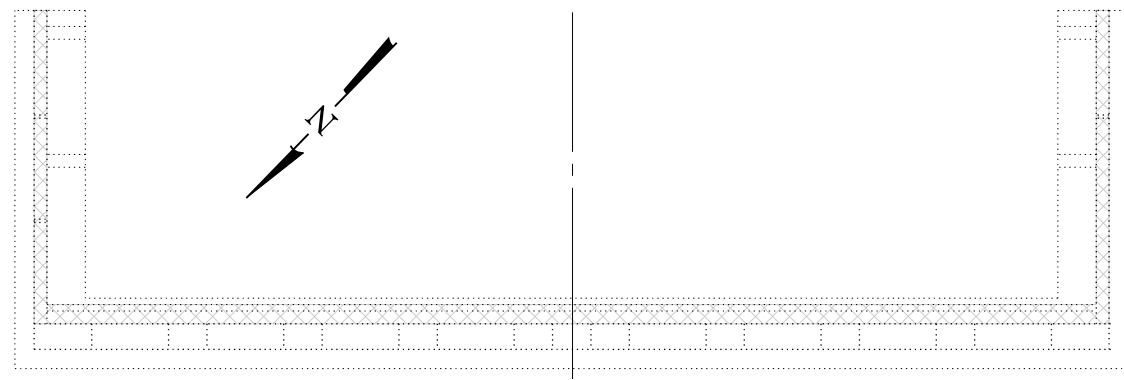
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

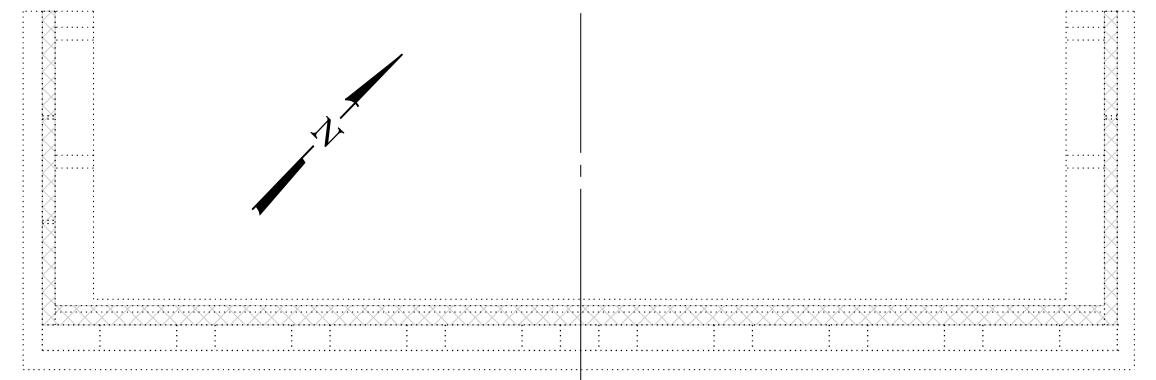
**ABUTMENTS DETAILS
STRUCTURE NO. 081-0106**

SHEET S-113 OF S-134 SHEETS

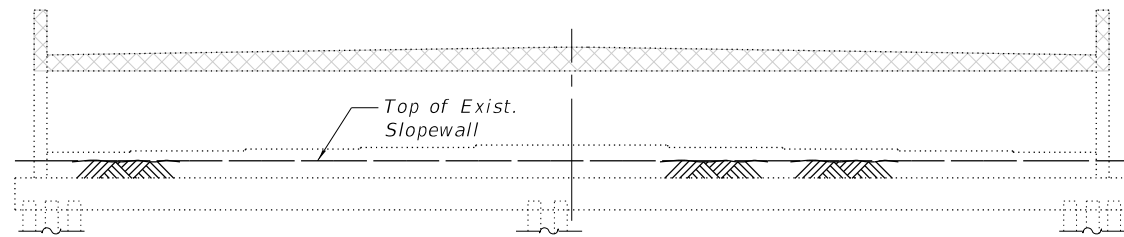
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	196
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



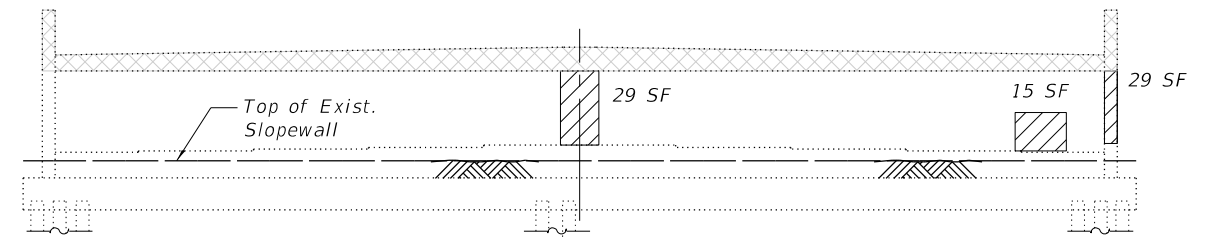
EAST ABUTMENT PLAN



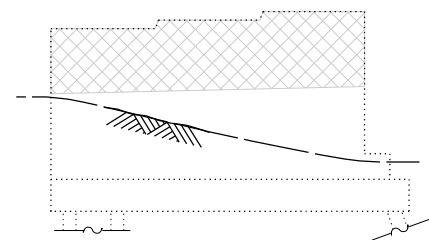
WEST ABUTMENT PLAN



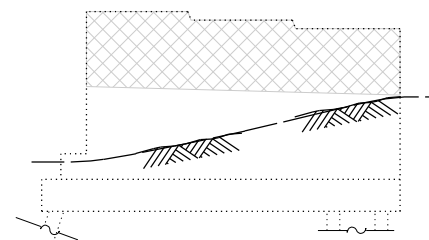
EAST ABUTMENT ELEVATION
(Looking East)



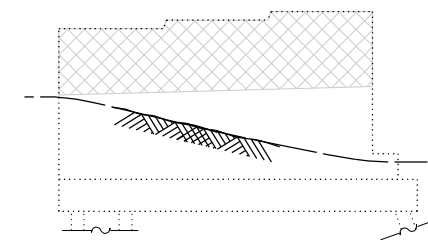
WEST ABUTMENT ELEVATION
(Looking West)



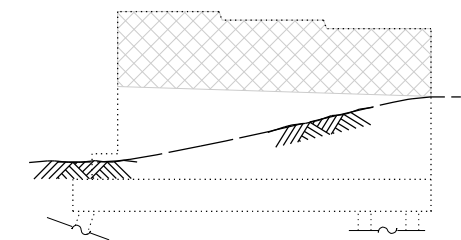
WINGWALL ELEVATION
(Looking South)



WINGWALL ELEVATION
(Looking North)



WINGWALL ELEVATION
(Looking North)



WINGWALL ELEVATION
(Looking South)

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5")
- Concrete Removal. See Sheets S-110 & S-111 of S-134.

NOTES:

1. The quantities shown are for estimating purposes only. The area to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	73

MODEL: SHEET
FILE NAME: 0810106-64F78-114-ABREP



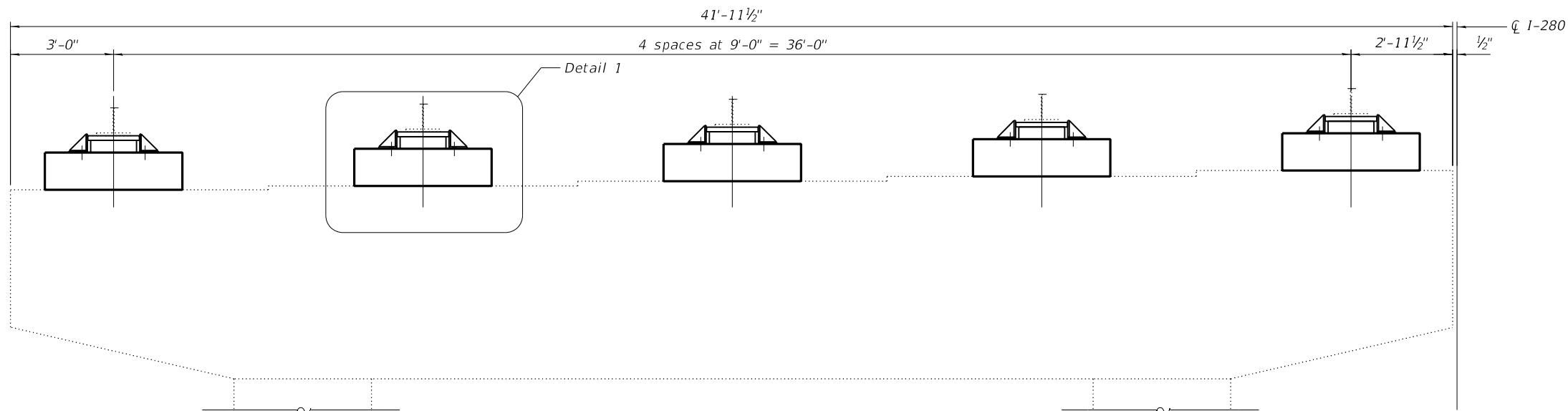
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	CHECKED - JGS	REVISED -
PLOT SCALE = N.T.S.	DRAWN - ECK	REVISED -
PLOT DATE = 10/5/2020	CHECKED - JGS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REPAIRS
STRUCTURE NO. 081-0106**

SHEET S-114 OF S-134 SHEETS

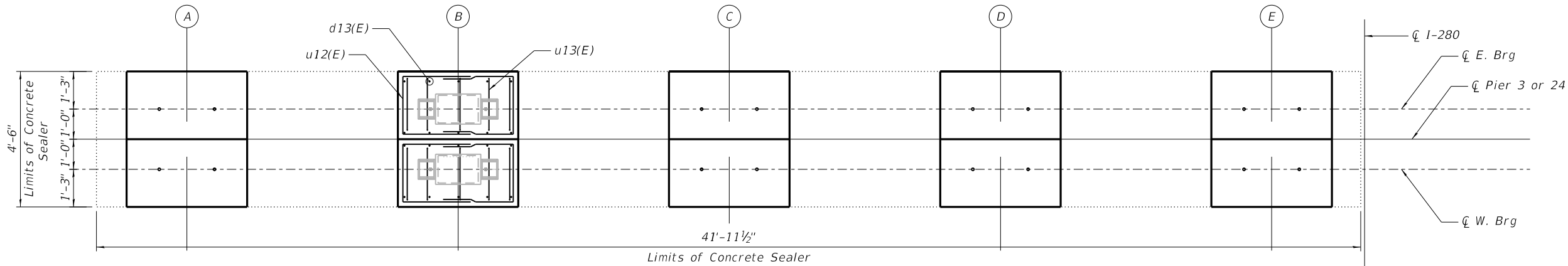
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	197
CONTRACT NO. 64F78				
ILLINOIS		FED. AID PROJECT		



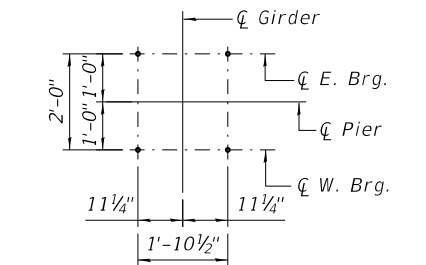
ELEVATION
(Pier 3 or Pier 24)
(Looking East)

BILL OF MATERIAL
(Piers 3 & 24)

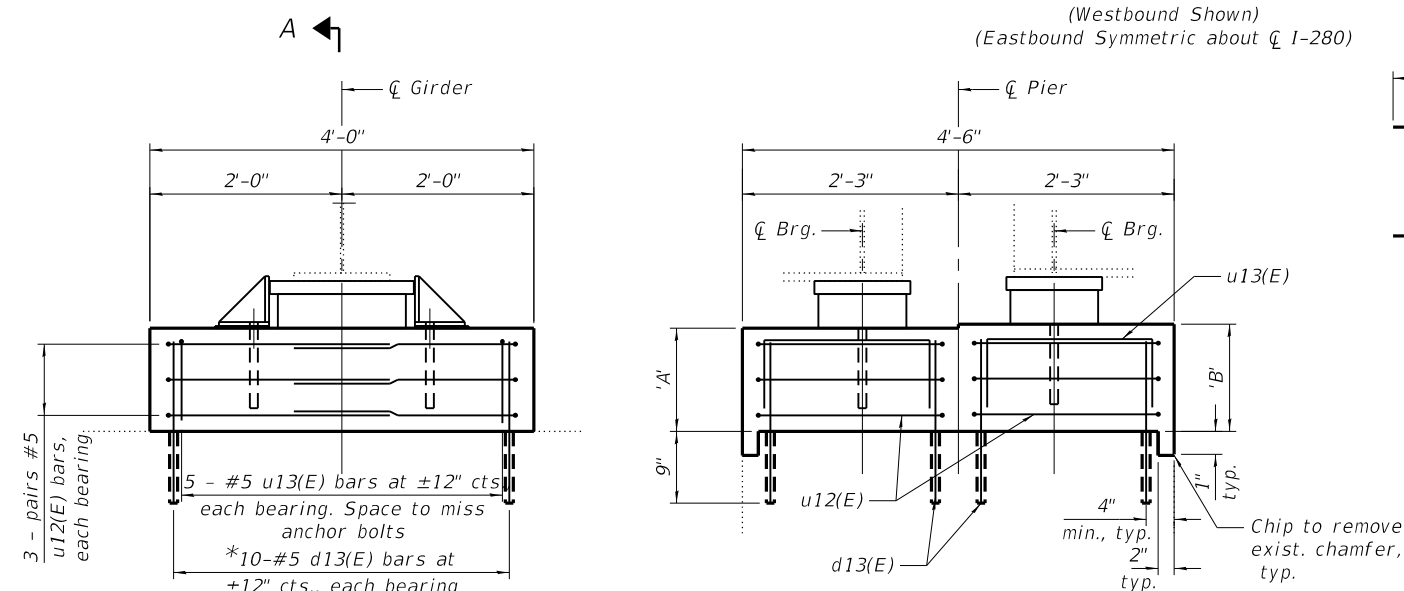
Bar	No.	Size	Length	Shape
d13(E)	400	#5	1'-7"	—
u12(E)	240	#5	7'-7"	⊓
u13(E)	200	#5	3'-6"	⊓
Concrete Structures			Cu. Yd.	15.8
Reinforcement Bars, Epoxy Coated			Pound	3,290
Concrete Sealer			Sq. Ft.	1,186



PLAN
(Westbound Shown)
(Eastbound Symmetric about \bar{C} I-280)



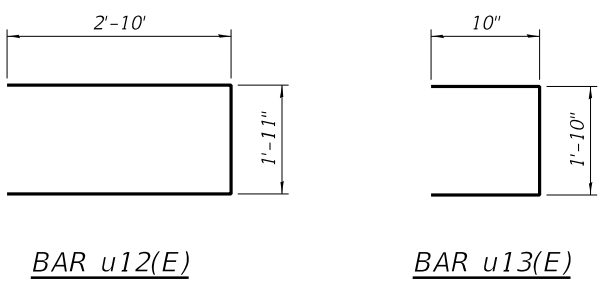
ANCHOR BOLT LAYOUT
(typ. each pedestal)



DETAIL 1

* Drill and grout. Cost included with "Reinforcement Bars, Epoxy Coated".

SECTION A-A



BAR u12(E)

BAR u13(E)

BRG. SEAT ELEVATIONS

Girder	Pier 3				Pier 24			
	W. Brg. Elev.	'A'	Elev.	'B'	W. Brg. Elev.	'B'	Elev.	'A'
A & K	598.63	$\pm 1'-0\frac{7}{8}"$	598.65	$\pm 1'-1\frac{1}{8}"$	590.41	$\pm 1'-1\frac{1}{16}"$	590.36	$\pm 1'-0\frac{7}{8}"$
B & J	598.77	$\pm 1'-1\frac{1}{4}"$	598.79	$\pm 1'-1\frac{1}{2}"$	590.55	$\pm 1'-1\frac{3}{16}"$	590.50	$\pm 1'-1\frac{1}{4}"$
C & H	598.91	$\pm 1'-1\frac{1}{4}"$	598.93	$\pm 1'-1\frac{1}{2}"$	590.69	$\pm 1'-1\frac{3}{16}"$	590.64	$\pm 1'-1\frac{1}{4}"$
D & G	599.05	$\pm 1'-1\frac{1}{4}"$	599.07	$\pm 1'-1\frac{1}{2}"$	590.83	$\pm 1'-1\frac{3}{16}"$	590.78	$\pm 1'-1\frac{1}{4}"$
E & F	599.19	$\pm 1'-0\frac{7}{8}"$	599.21	$\pm 1'-1\frac{1}{8}"$	590.97	$\pm 1'-1\frac{1}{16}"$	590.92	$\pm 1'-0\frac{7}{8}"$

NOTES:

- Concrete Sealer shall be applied to pedestal, bearing seat and top face of exposed cap.
- Drill and grout #5 bars according to Section 584 of the standard Specifications. Maximum depth of hole shall not exceed 12". Cost included with Reinforcement Bars, Epoxy Coated.
- The ends of existing reinforcement bars which are cut & exposed shall be coated with epoxy. Cost included with Concrete Removal.
- Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
- Prior to constructing pedestals the Contractor shall roughened the concrete surfaces of existing caps and clear all the loose debris.
- All Dowel bars shall be installed into the pre-drilled holes with epoxy concrete material grout.

MODEL: SHEET
FILE NAME: 0810106-64F78-115-PDET1

AEG ATLAS ENGINEERING GROUP, LTD.

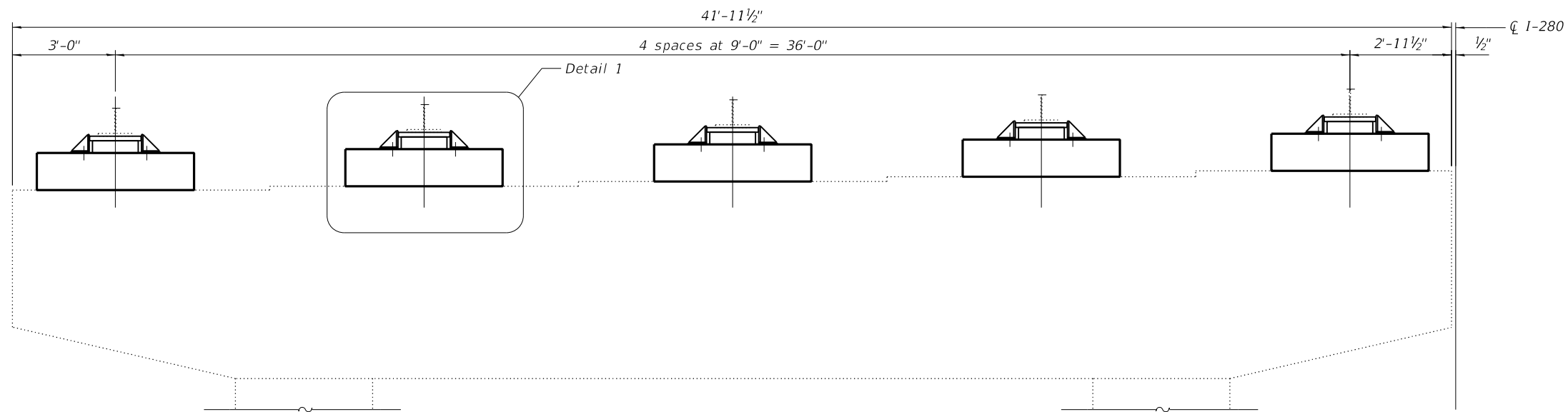
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CHECKED - JS	CHECKED - BC	REVISED -
PLOT SCALE = N.T.S.	DRAWN - MS	REVISED -
PLOT DATE = 10/5/2020	CHECKED - BC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER PEDESTAL DETAILS I
STRUCTURE NO. 081-0106**

SHEET S-115 OF S-134 SHEETS

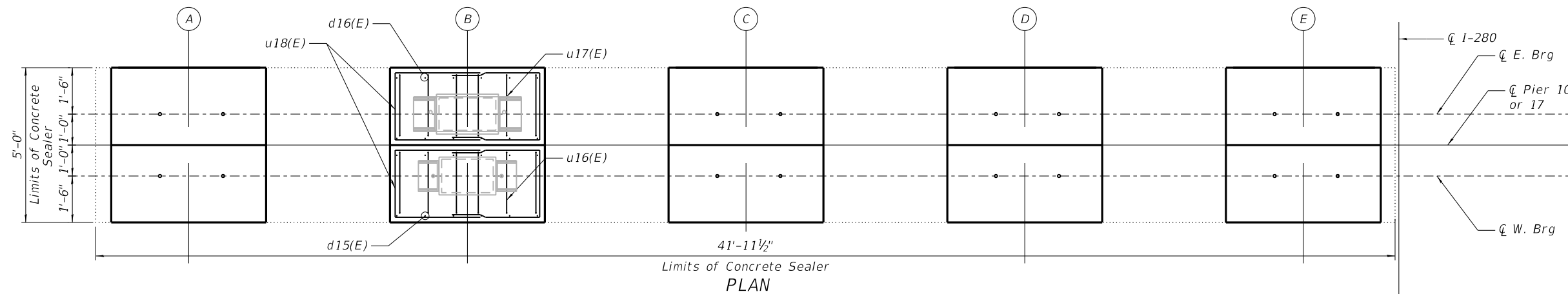
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	198
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				



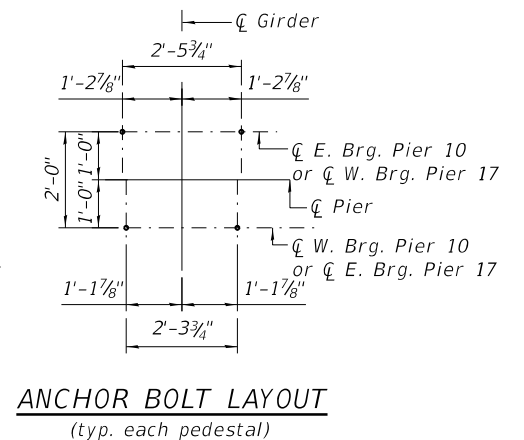
ELEVATION
(Pier 10 or Pier 17)
(Looking East)

BILL OF MATERIAL
(Piers 10 & 17)

Bar	No.	Size	Length	Shape
d15(E)	240	#5	2'-4"	—
d16(E)	240	#5	2'-1"	—
u16(E)	120	#5	5'-3"	⊏
u17(E)	120	#5	4'-9"	⊏
u18(E)	320	#5	8'-10"	⊏
Concrete Structures			Cu. Yd.	34.5
Reinforcement Bars, Epoxy Coated			Pound	5,310
Concrete Sealer			Sq. Ft.	1,603



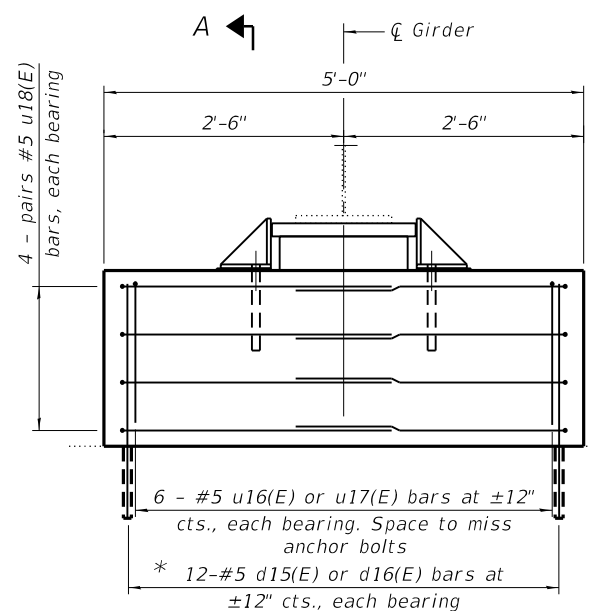
PLAN
(Westbound Shown)
(Eastbound Symmetric about \bar{C} I-280)



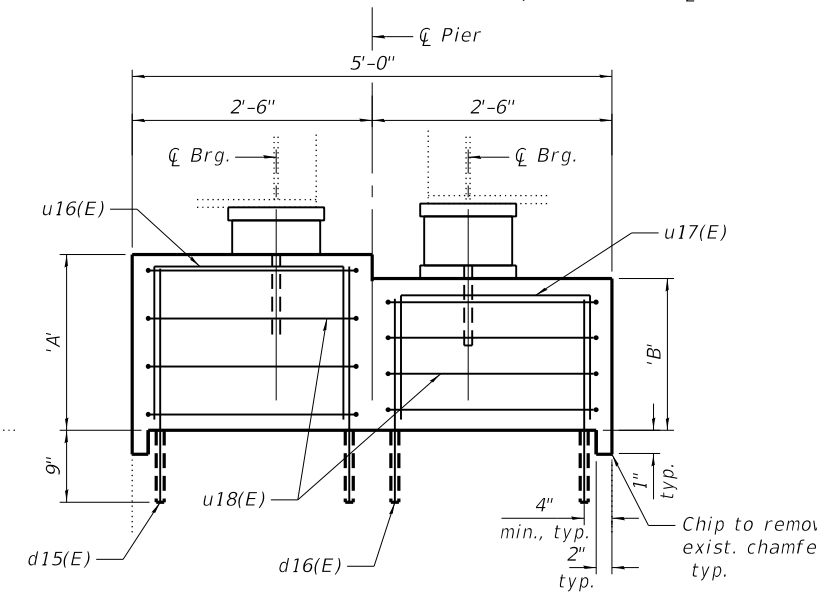
ANCHOR BOLT LAYOUT
(typ. each pedestal)

BRG. SEAT ELEVATIONS

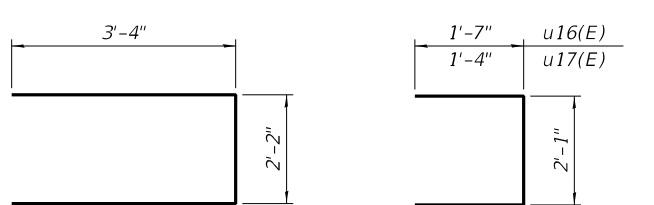
Girder	Pier 10		Pier 17	
	W. Brg. Elev.	E. Brg. Elev.	W. Brg. Elev.	E. Brg. Elev.
A & K	604.48 ±1'-10 1/4"	604.34 ±1'-8 3/16"	603.82 ±1'-6 7/8"	604.10 ±1'-10 3/16"
B & J	604.62 ±1'-10 1/2"	604.48 ±1'-8 13/16"	603.96 ±1'-7 7/8"	604.24 ±1'-10 1/16"
C & H	604.76 ±1'-10 1/2"	604.62 ±1'-8 13/16"	604.10 ±1'-7 7/8"	604.38 ±1'-10 1/16"
D & G	604.90 ±1'-10 1/2"	604.76 ±1'-8 13/16"	604.24 ±1'-7 7/8"	604.52 ±1'-10 1/2"
E & F	605.04 ±1'-10 1/4"	604.90 ±1'-8 9/16"	604.38 ±1'-6 7/8"	604.66 ±1'-10 1/4"



DETAIL 1



SECTION A-A



BAR u18(E) **BARS u16(E) & u17(E)**

NOTES:

- Concrete Sealer shall be applied to pedestal, bearing seat and top face of exposed cap.
- Drill and grout #5 bars according to Section 584 of the standard Specifications. Maximum depth of hole shall not exceed 12". Cost included with Reinforcement Bars, Epoxy Coated.
- The ends of existing reinforcement bars which are cut & exposed shall be coated with epoxy. Cost included with Concrete Removal.
- Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
- Prior to constructing pedestals the Contractor shall roughen the concrete surfaces of existing caps and clear all the loose debris.
- All Dowel bars shall be installed into the pre-drilled holes with epoxy concrete material grout.

MODEL: SHEET
FILE NAME: 0810106-64F78-117-PDET3

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = eckay	DESIGNED - NF	REVISED -
PLOT SCALE = N.T.S.	CHECKED - JS	REVISED -
PLOT DATE = 10/5/2020	DRAWN - MS	REVISED -
	CHECKED - BC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER PEDESTAL DETAILS III
STRUCTURE NO. 081-0106**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
280	(81-1B)D&(81-1-1,81-1-2)RS-1	ROCK ISLAND	306	200
CONTRACT NO. 64F78				
ILLINOIS FED. AID PROJECT				