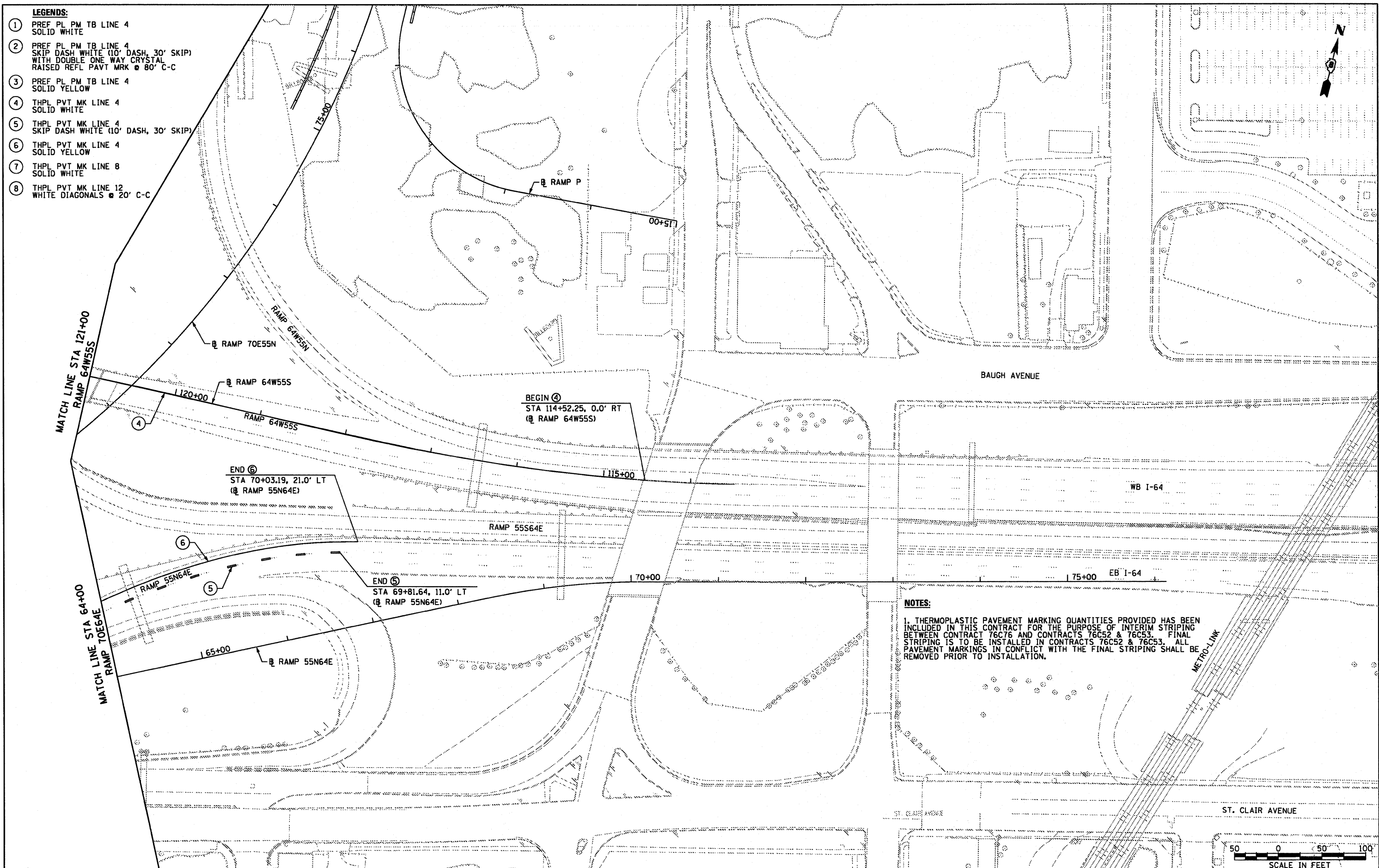


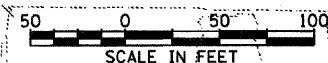
LEGENDS:

- ① PREF PL PM TB LINE 4
SOLID WHITE
- ② PREF PL PM TB LINE 4
SKIP DASH WHITE (10' DASH, 30' SKIP)
WITH DOUBLE ONE WAY CRYSTAL
RAISED REFL PAVT MKR @ 80' C-C
- ③ PREF PL PM TB LINE 4
SOLID YELLOW
- ④ THPL PVT MK LINE 4
SOLID WHITE
- ⑤ THPL PVT MK LINE 4
SKIP DASH WHITE (10' DASH, 30' SKIP)
- ⑥ THPL PVT MK LINE 4
SOLID YELLOW
- ⑦ THPL PVT MK LINE 8
SOLID WHITE
- ⑧ THPL PVT MK LINE 12
WHITE DIAGONALS @ 20' C-C

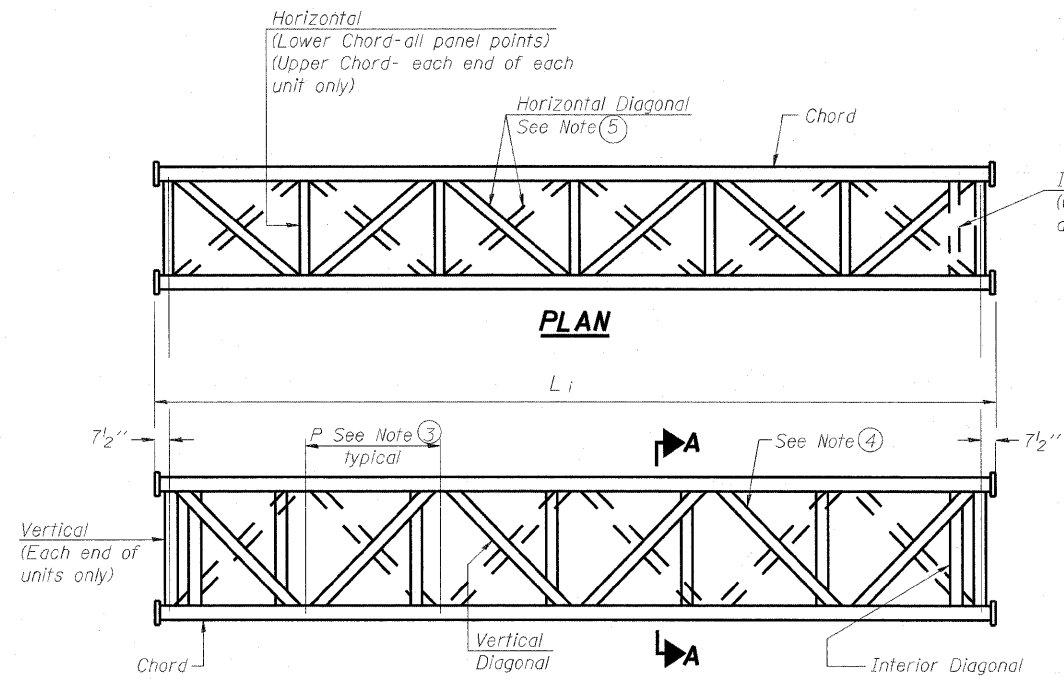


NOTES:

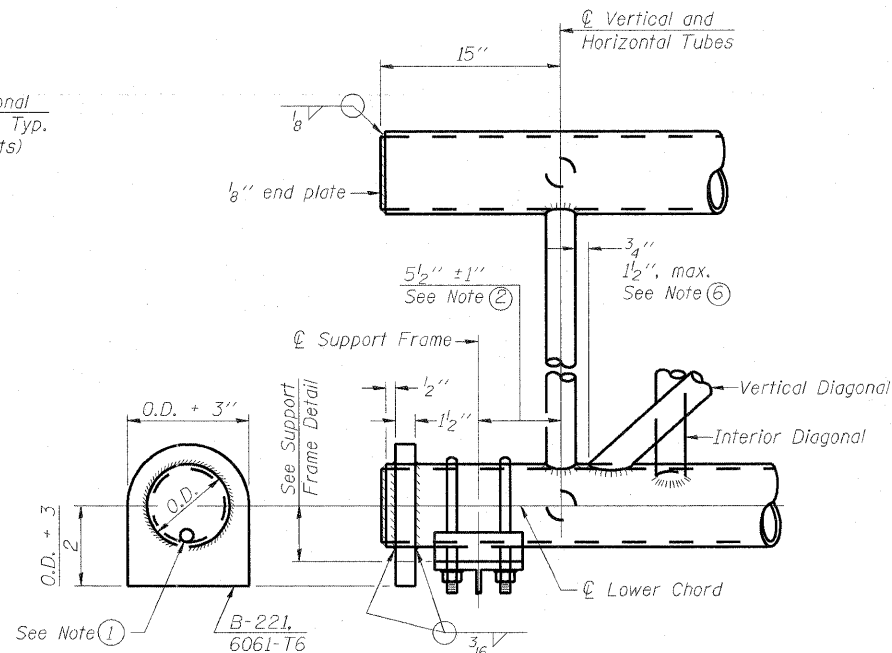
1. THERMOPLASTIC PAVEMENT MARKING QUANTITIES PROVIDED HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF INTERIM STRIPING BETWEEN CONTRACT 76C76 AND CONTRACTS 76C52 & 76C53. FINAL STRIPING IS TO BE INSTALLED IN CONTRACTS 76C52 & 76C53. ALL PAVEMENT MARKINGS IN CONFLICT WITH THE FINAL STRIPING SHALL BE REMOVED PRIOR TO INSTALLATION.



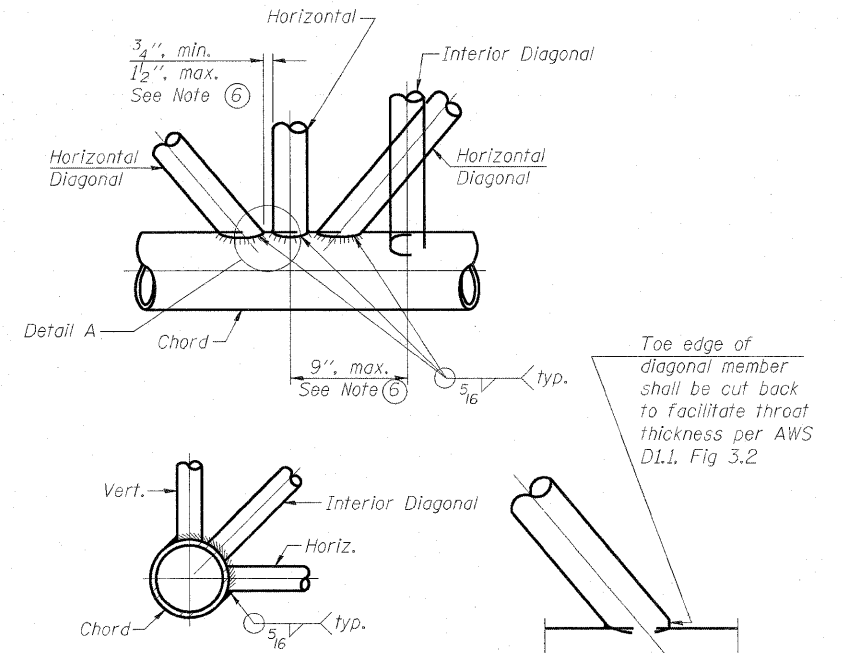
USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN		F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 101
PLOT SCALE = 100.0000' / in.	CHECKED DBM	REVISED -		SCALE: 1" = 50'	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT		CONTRACT NO. 76C76	
PLOT DATE = 6/30/2011	DATE 07-01-11	REVISED -								



ELEVATION
TYPICAL INTERIOR UNIT
Even number of panels/interior unit required.

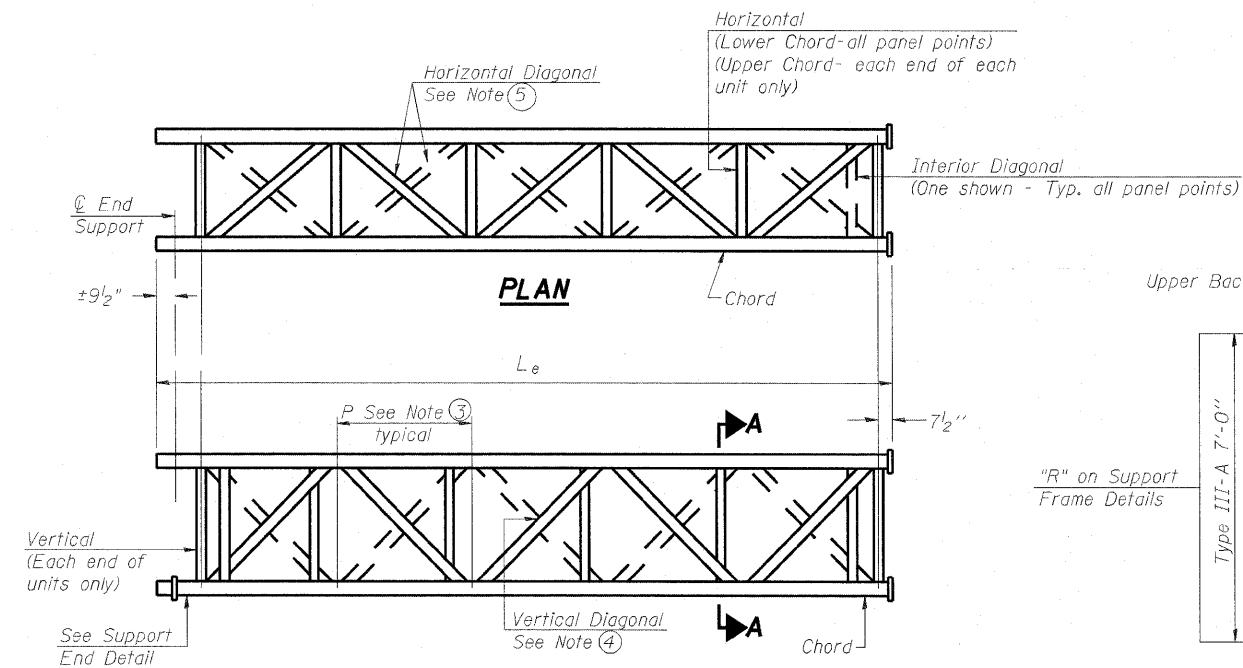


SUPPORT END DETAIL FOR EXTERIOR UNIT

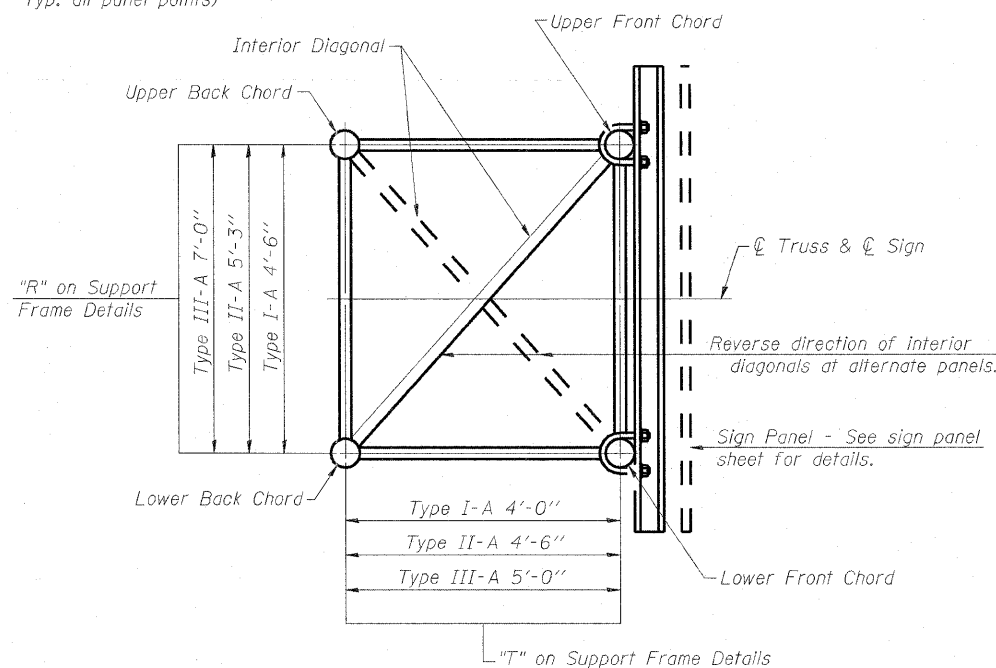


TYPICAL JOINT DETAILS

DETAIL A



ELEVATION
TYPICAL EXTERIOR UNIT
Even or odd number of panels/exterior units allowed.



SECTION A-A

- ① Contractor may alternatively use standard aluminum drive-fit cap to close end. 1/2" φ drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)
- ② 5 1/2" end dimension may vary by ±1" to provide uniform panel spacing (P).
- ③ Panel spacing (P) shall be uniform for entire truss and between 4'-0" and 5'-0" for Type I-A or 4'-0" and 5'-6" for Types II-A and III-A.
- ④ Vertical Diagonals in front and back face shall alternate.
- ⑤ Hidden lines show wind bracing alternates direction between planes of top and bottom chords.
- ⑥ All diagonals shall be detailed for minimum offset from the panel point based on the following: Offset shall be such as to provide a 3/4" minimum to 1 1/2" maximum clearance between any diagonal and any horizontal or vertical member, and to provide clearance for U-bolt connections of signs or walkway brackets.

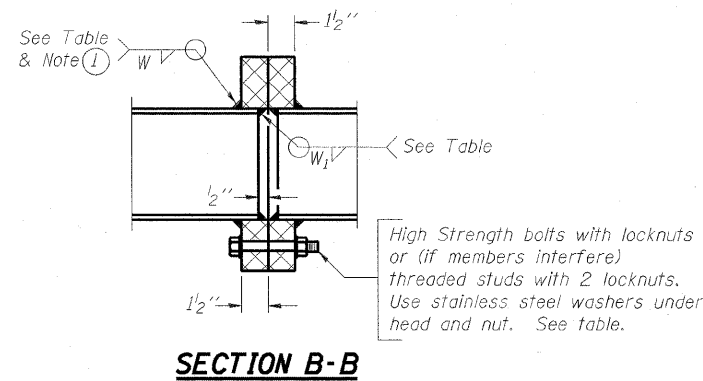
OS-A-2

7-1-10

FILE NAME =	USER NAME = pk:sse1	DESIGNED	PMK	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES - ALUMINUM TRUSS DETAILS FOR TRUSS TYPES I-A, II-A AND III-A		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
#FILE#		DRAWN	PMK	REVISED	-				84/998	82-1-B-2	ST. CLAIR	399	103		
	PLOT SCALE = 3.3673 "/> <td>CHECKED</td> <td>MPW</td> <td>REVISED</td> <td>-</td> <td colspan="2" style="text-align: center;">SCALE: N/A</td> <td>SHEET NO. 2 OF 13 SHEETS</td> <td>STA. N/A</td> <td>TO STA. N/A</td> <td colspan="2" style="text-align: center;">CONTRACT NO. 76C76</td>	CHECKED	MPW	REVISED	-				SCALE: N/A		SHEET NO. 2 OF 13 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 76C76	
	PLOT DATE = 6/13/2011	DATE	07-01-2011	REVISED	-				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT				

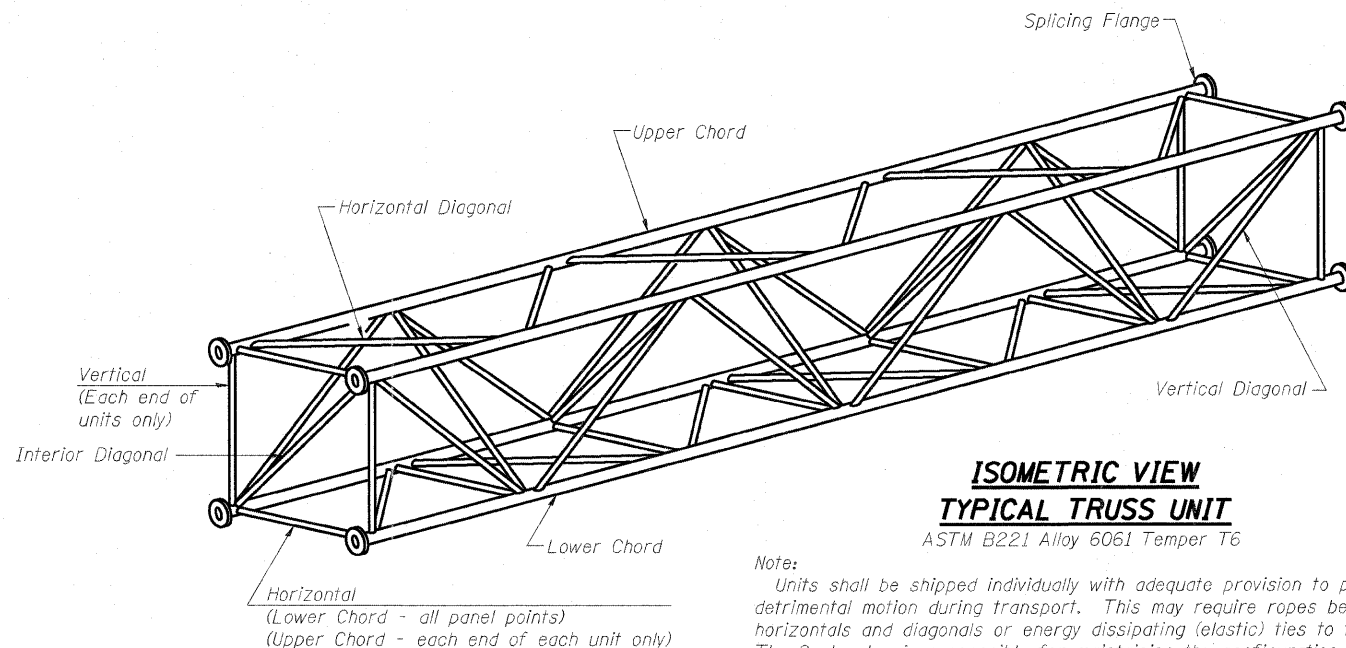
TRUSS UNIT TABLE

Structure Number	Station	Design Truss Type	Exterior Units (2)			Interior Unit				Upper & Lower Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals		Camber at Midspan	Splicing Flange					
			No. Panels per Unit	Unit Lgth.(L ₂)	Panel Lgth.(P)	No. Req'd.	No. Panels per Unit	Unit Lgth.(L ₁)	Panel Lgth.(P)	O.D.	Wall	O.D.	Wall		Bolts		Weld Sizes		A	B
															No./Splice	Dia.	W	W ₁		
8S0821070R002.5	57+13.00	I-A	7	34'-8 1/4"	4'-8 1/4"	0	-	-	-	5 1/2"	5/16"	2 1/2"	5/16"	1.7"	6	7/8"	3/8"	1/4"	9 1/4"	12 1/4"
8S0821070L002.3	195+00.00	I-A	8	38'-2 1/2"	4'-6 1/2"	0	-	-	-	5 1/2"	5/16"	2 1/2"	5/16"	2.0"	6	7/8"	3/8"	1/4"	9 1/4"	12 1/4"



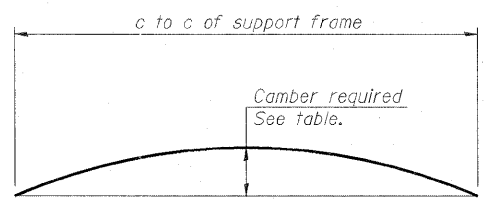
SECTION B-B

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



ISOMETRIC VIEW TYPICAL TRUSS UNIT
ASTM B221 Alloy 6061 Temper T6

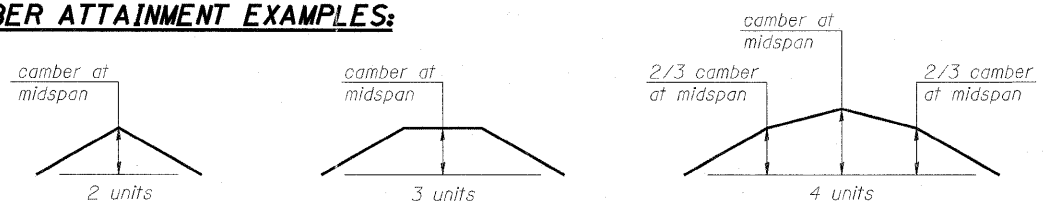
Note: Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and protection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



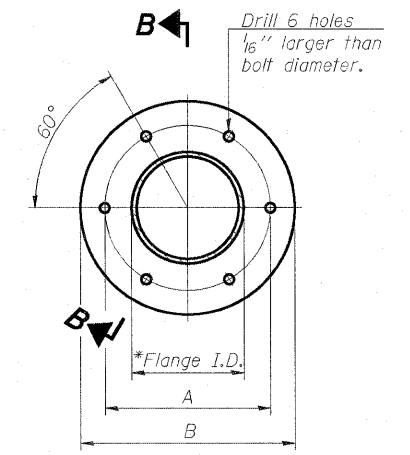
CAMBER DIAGRAM

Camber curve shown is theoretical. Actual camber attained by slope changes at splices between units.

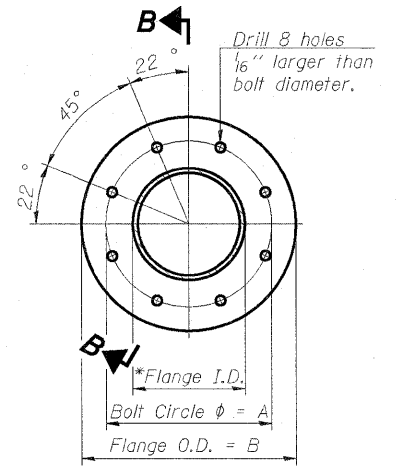
CAMBER ATTAINMENT EXAMPLES:



Camber shown is for fabrication only, measured with truss fully supported. (No-load condition)



TRUSS TYPES I-A, II-A, & III-A



TRUSS TYPES II-A & III-A
SPLICING FLANGES

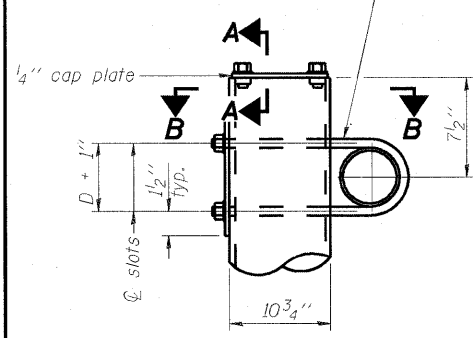
ASTM B221, Alloy 6061-T6 or ASTM B209, Alloy 6061-T651
*To fit O.D. of Chord with maximum gap of 1/16".

OS4-A-2

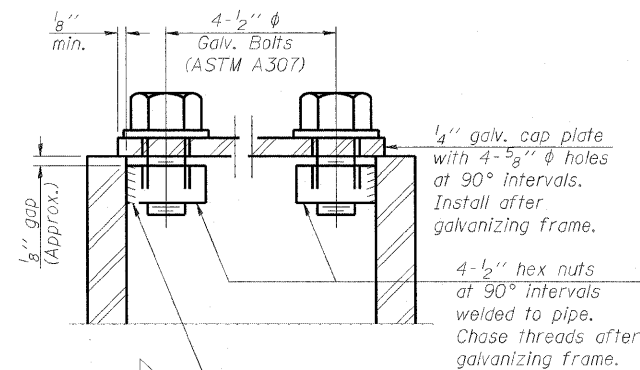
7-1-10

FILE NAME =	USER NAME = mncconache	DESIGNED PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES - ALUMINUM TRUSS DETAILS FOR TRUSS TYPES I-A, II-A AND III-A			F.A.I. RTE. 84/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 104
#FILEL#	PLOT SCALE = 3.3673 1/16 in.	DRAWN PMK	REVISED -		SCALE: N/A	SHEET NO. 3 OF 13 SHEETS	STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C76	
	PLOT DATE = 6/24/2011	CHECKED MPW	REVISED -									
		DATE 07-01-2011	REVISED -									

3/4" φ stainless steel U-bolt.
Provide two washers and two hexagon locknuts. (4)
13/16" x 2" slots on 10" φ pipe.
(4 slots required per pipe)

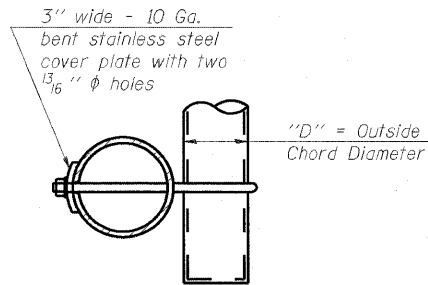


DETAIL A

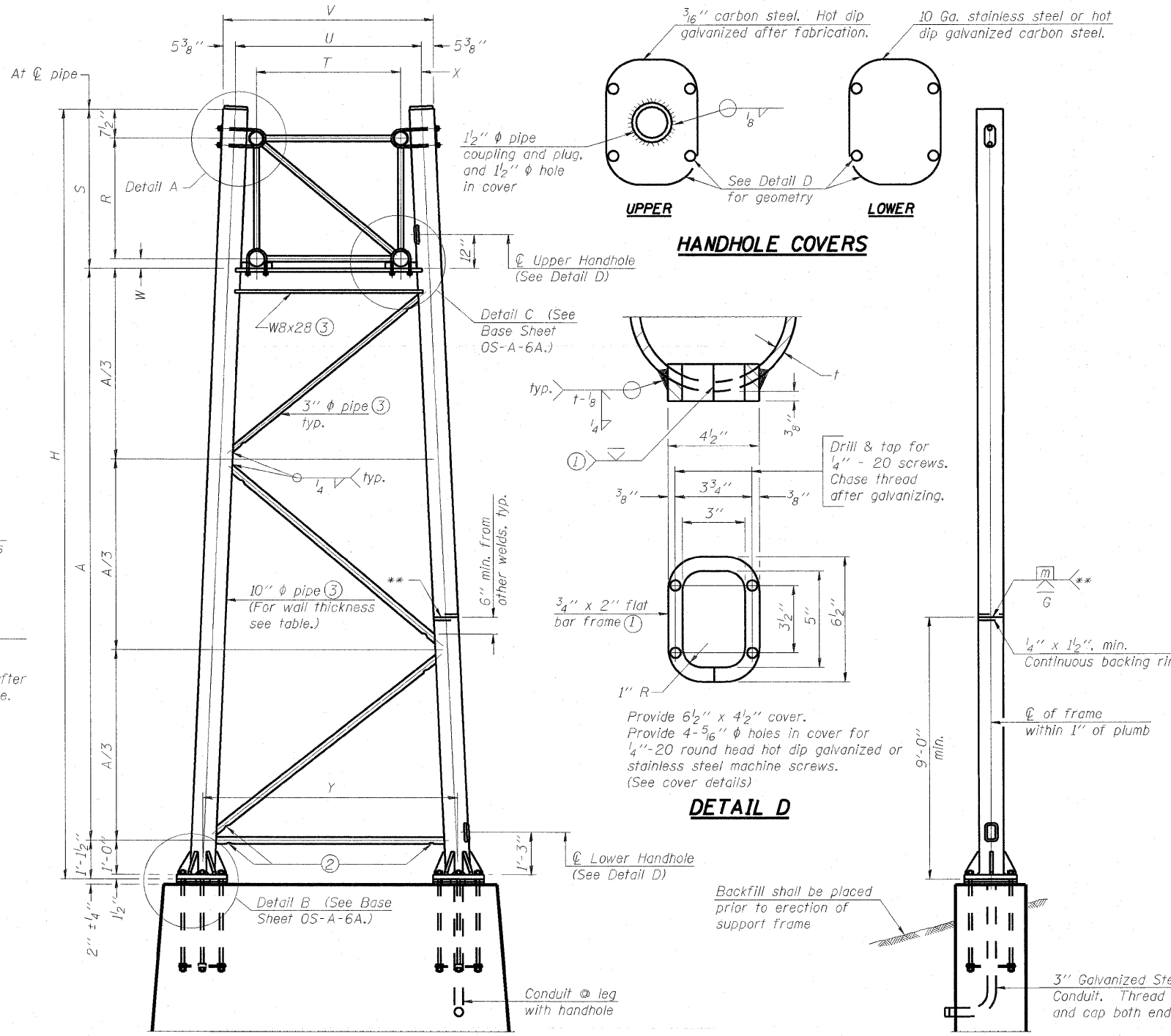


SECTION A-A

As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.



SECTION B-B



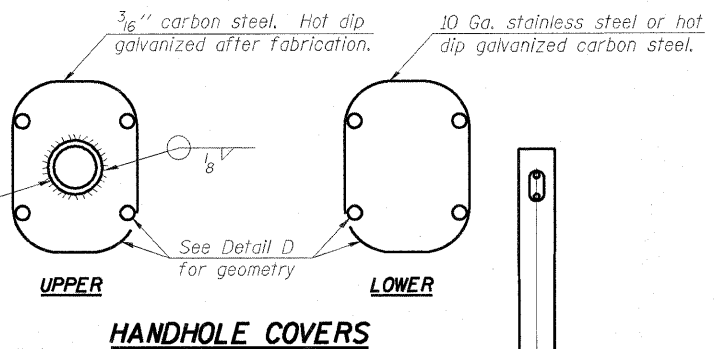
For Foundation Details, see base sheet OS-F3 (Spread Footing) or OS4-F3 (Drilled Shaft).

SIDE ELEVATION

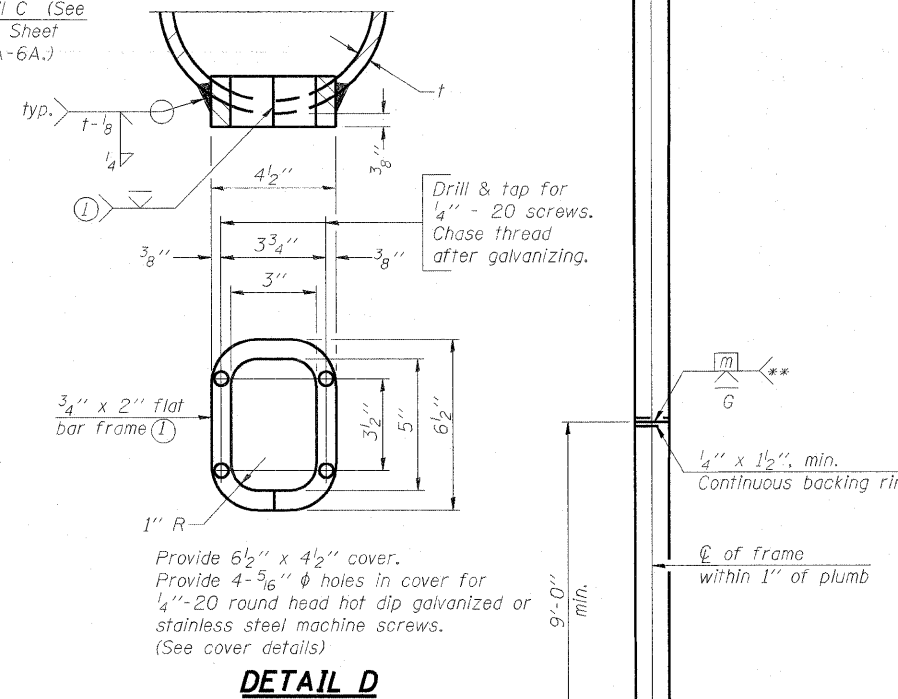
Truss Type	Dimensions							
	R	S	T	U	V	W	X	Y
I-A	4'-6"	5'-5 1/2"	4'-0"	5'-6"	6'-4 3/4"	4"	9"	8'-3"
II-A (5)	5'-3"	6'-3 1/4"	4'-6"	6'-1"	6'-11 3/4"	4 3/4"	9 1/2"	8'-3"

10" φ PIPE TRUSS SUPPORT FRAME

** One butt welded joint is allowed only on one post per support frame. If used, weld procedure must be pre-approved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.



HANDHOLE COVERS



DETAIL D

END ELEVATION

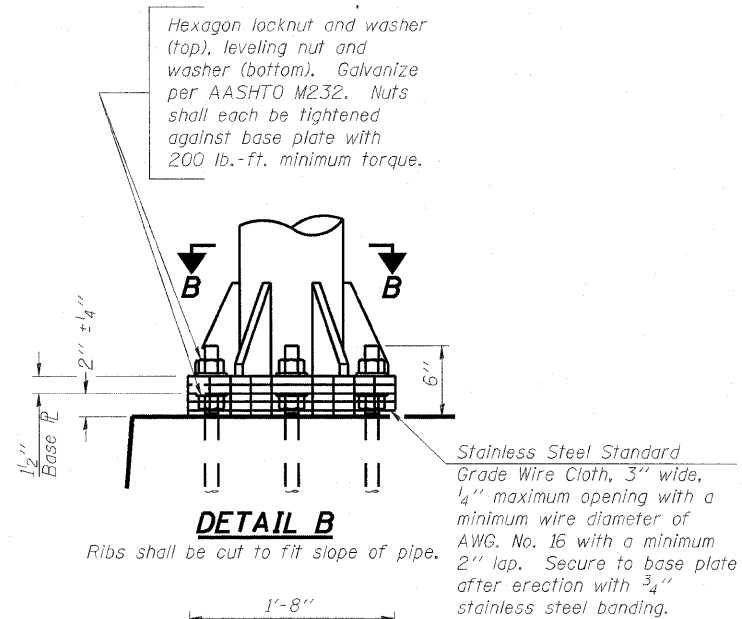
Support Design Loads: See Base Sheet OS-A-1 for design and loading criteria.
Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

- In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μin or less.
- Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.
- Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet OS-A-1.
- See General Notes for fasteners.
- Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.
- "H" based on 15'-0" or actual sign height, whichever is greater.

Structure Number	Station	Support		Truss Type	Pipe Wall Thickness	H (6)	A
		Left	Right				
8S0821070R002.5	57+13.00		X	I-A	0.279	28'-0"	21'-5"
8S0821070R002.5	57+13.00	X		I-A	0.279	25'-10"	19'-3"
8S0821070L002.3	195+00.00		X	I-A	0.279	26'-0"	19'-5"
8S0821070L002.3	195+00.00	X		I-A	0.279	31'-0"	24'-5"

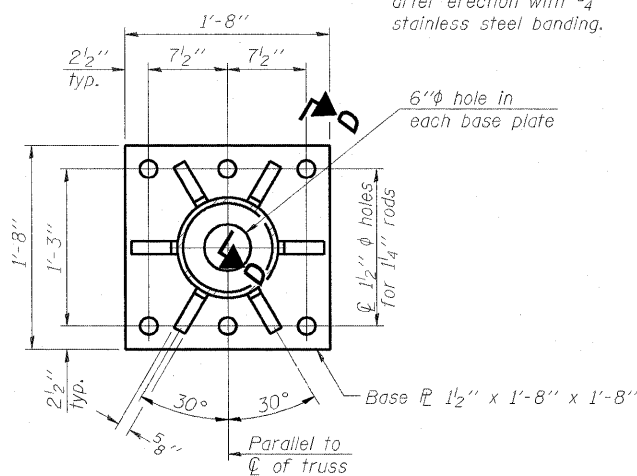
OS-A-6

7-1-10

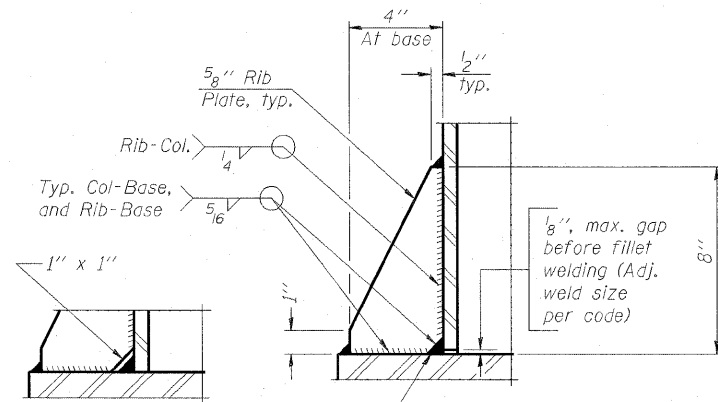


DETAIL B

Ribs shall be cut to fit slope of pipe.



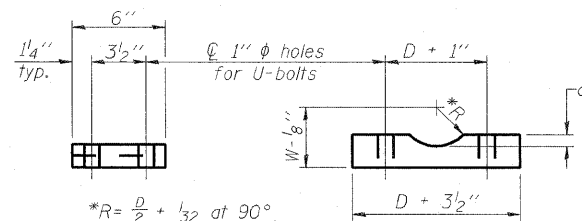
SECTION B-B



SECTION D-D

** Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4" from snip.

No snip req'd. at rib inside corner if placed before col. to base plate welding.**

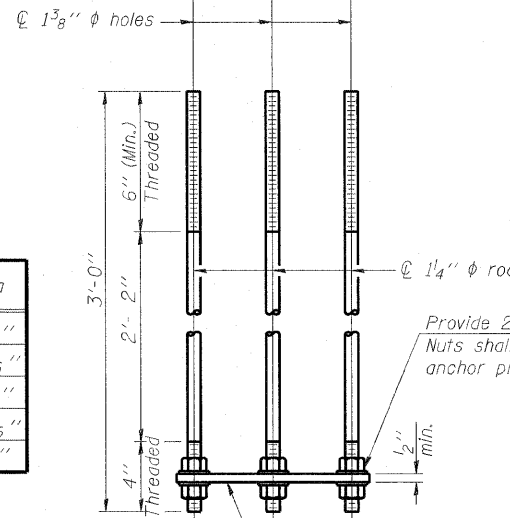
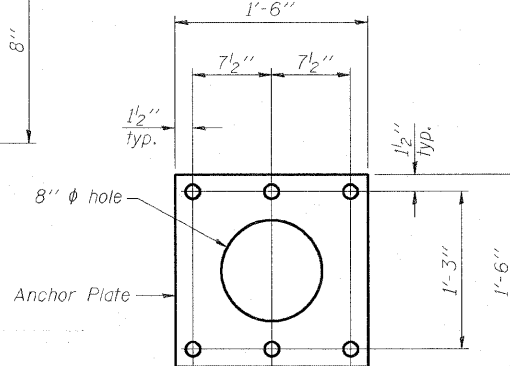


SADDLE SHIM DETAIL

D = Outside Diameter of Chord.
For W, see Base Sheet OS-A-6.

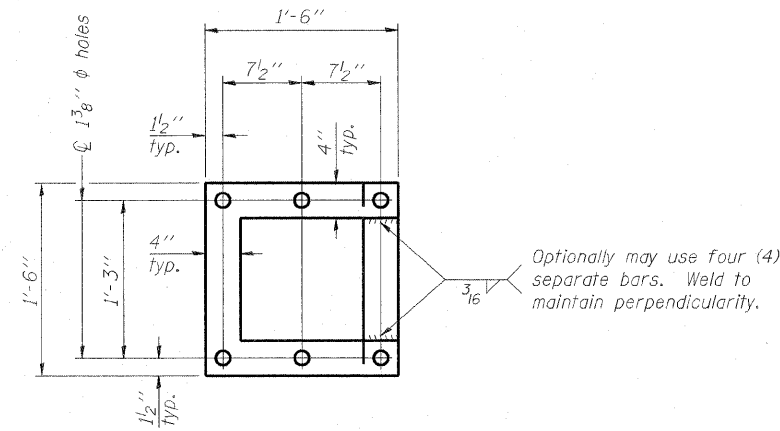
ASTM B26 Alloy 356-F
or
ASTM B209 Alloy 6061-T651
(4 required per sign truss)

Truss Chord Nominal Dia.	a
5"	3/4"
5 1/2"	13/16"
6"	7/8"
6 1/2"	15/16"
7"	1"



ANCHOR ROD DETAIL

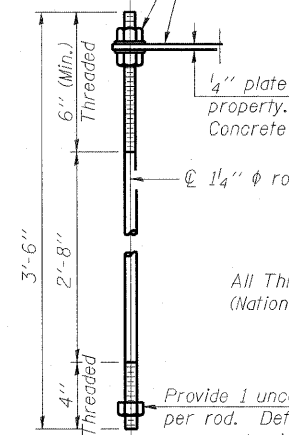
Spread Footing Foundation



POSITIONING PLATE(S)

Optionally may use four (4) separate bars. Weld to maintain perpendicularity.

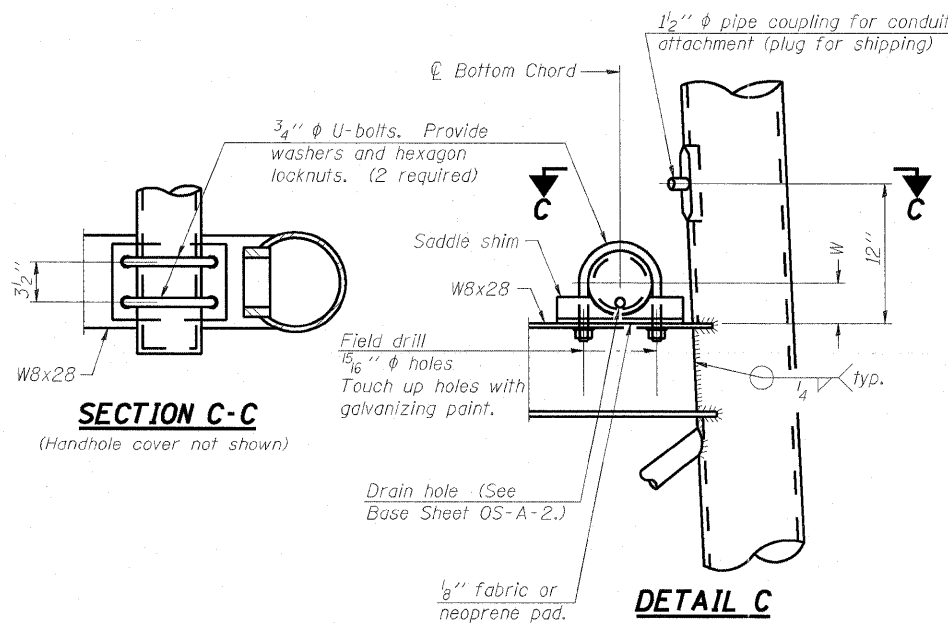
At each location, provide 1/4" thick positioning plate(s) and six (6) additional nuts to be used with leveling nuts to maintain anchor bolts position during concrete placement.



ANCHOR ROD DETAIL

Drilled Shaft Foundation

Anchor rods shall conform to AASHTO M314 Grade 36 or 50 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. Galvanize upper 12" per AASHTO M232. No welding shall be permitted on rods.

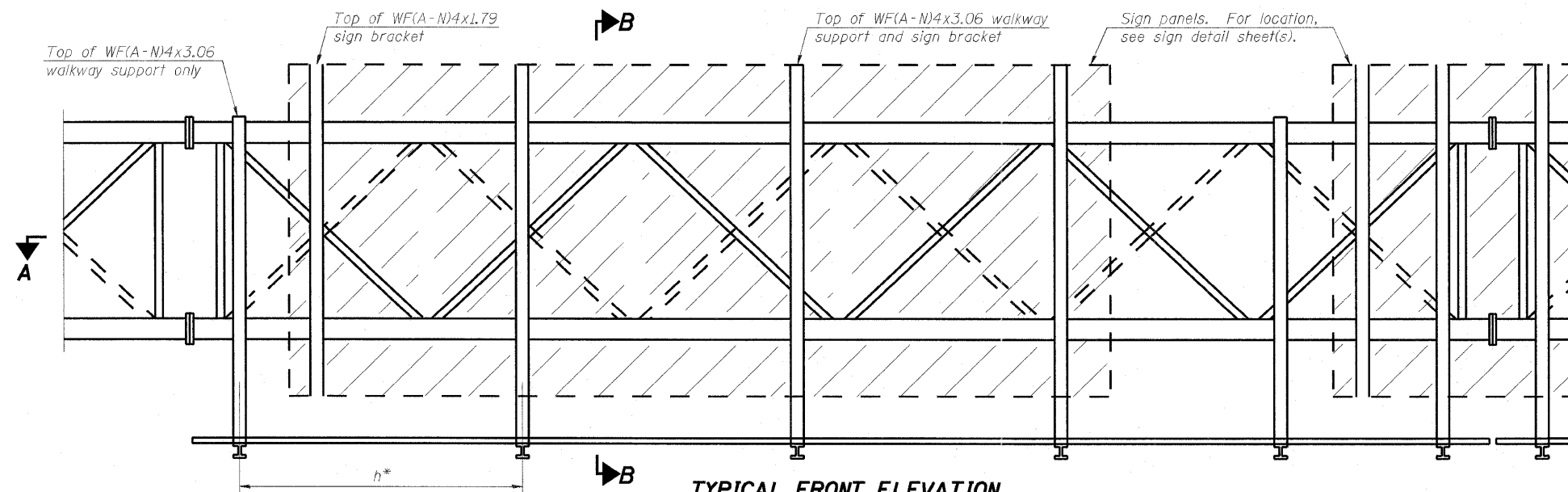


10" PIPE SUPPORT FRAME DETAILS

OS-A-6A

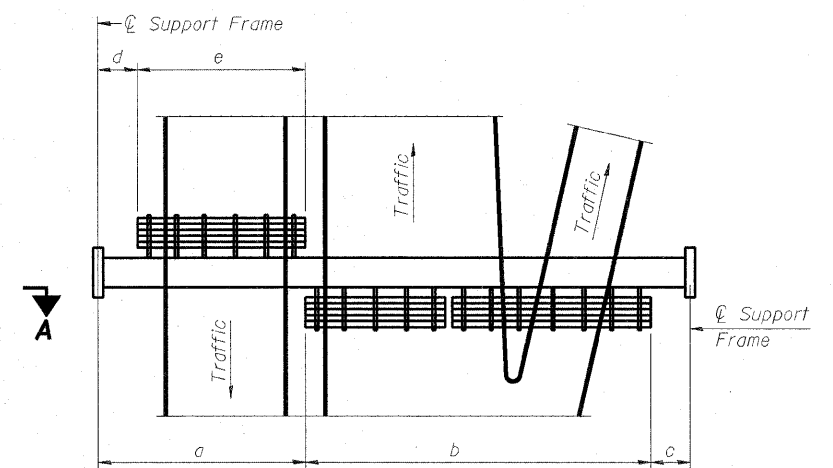
7-1-10

FILE NAME =	USER NAME = pks1se1	DESIGNED PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES SUPPORT FRAME DETAILS - ALUMINUM TRUSS			F.A.I. RTE. 84/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 107
#FILE#	PLOT SCALE = 3,3673" / IN.	DRAWN PMK	REVISED -		SCALE: N/A	SHEET NO. 6 OF 13 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 76C76			
	PLOT DATE = 6/13/2011	CHECKED MPW	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							
		DATE 07-01-2011	REVISED -									



TYPICAL FRONT ELEVATION

With lights and handrail omitted for clarity.
For Section B-B, see Base Sheet OS-A-10.



PLAN WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06 ASTM B308, Alloy 6061-T6		
Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
	14'-0"	3
	20'-0"	4
	26'-0"	5
	32'-0"	6

Notes:

* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ϕ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway grating to ϕ of nearest support bracket)

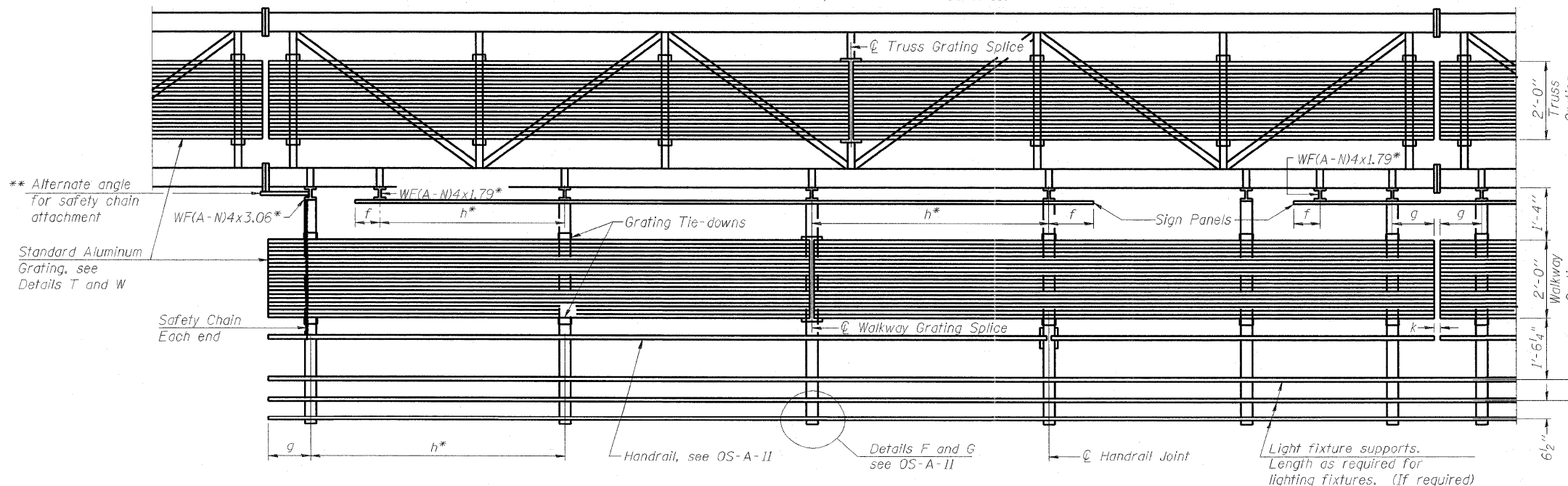
h = 6'-0" maximum (ϕ to ϕ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

k = 2" maximum gap between adjacent walkway grating sections and handrail ends

** If walkway bracket at safety chain location is behind sign, add angle to bracket, see Alternate Safety Chain Attachment on Base Sheet OS-A-11.

For Details T and W, Section B-B and Grating Splice Details see Base Sheet OS-A-10.

For Handrail Details see Base Sheet OS-A-11.



SECTION A-A

Handrail and walkway shall span a minimum of three brackets between splices and/or gap joints.
Place all sign and walkway brackets as close to panel points as practical.
Handrail joints, grating, and light support splices placed as needed.

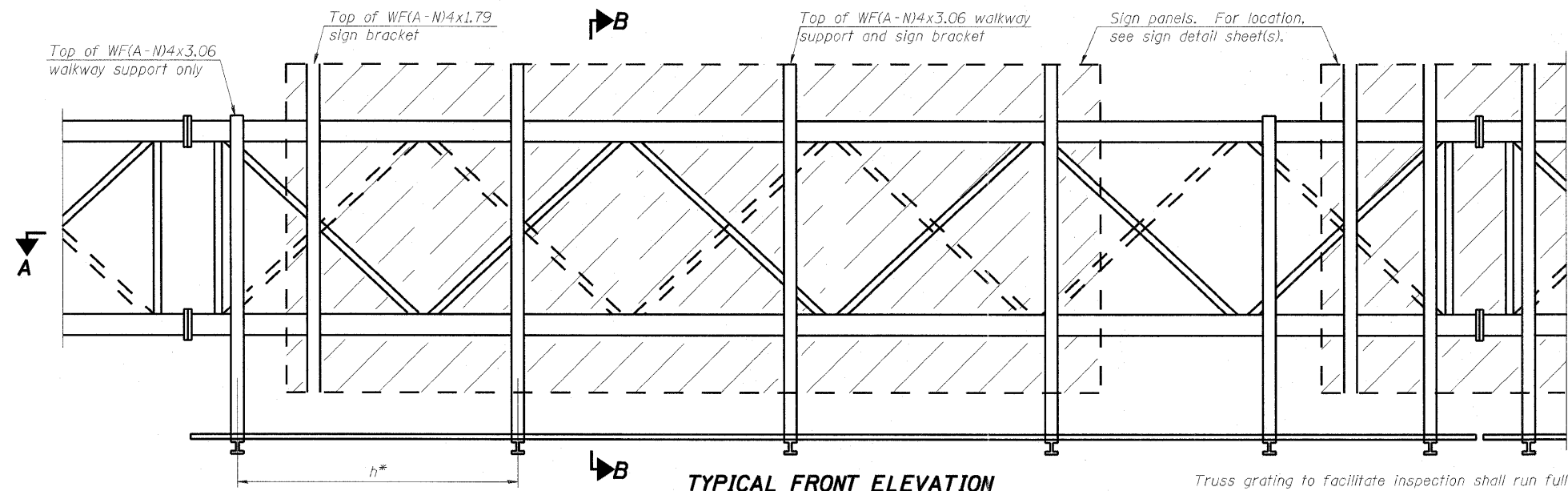
Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
8S0821070R002.5	57+13.00	9'-9"	46'-0"	12'-0"	-	-	46'-0"
8S0821070L002.3	195+00.00	27'-6"	40'-0"	7'-6"	-	-	40'-0"

Truss grating to facilitate inspection shall run full length (center to center of support frames) $\pm 12"$ on overhead trusses.
Cost of truss grating is included in "Overhead Sign Structure".

Walkway and Truss Grating width dimensions are nominal and may vary $\pm 1/2"$ based on available standard widths.

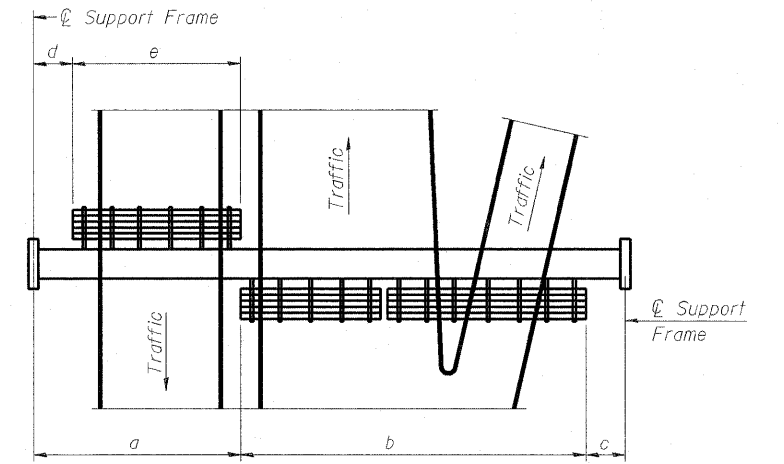
OS-A-9

7-1-10

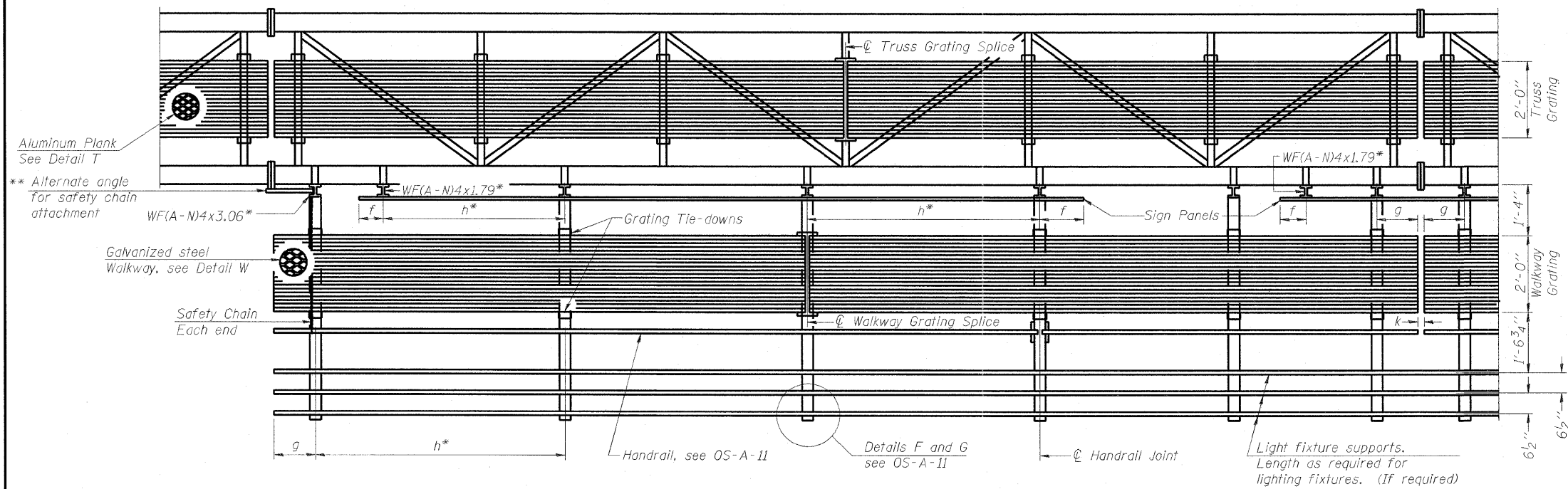


TYPICAL FRONT ELEVATION
 With lights and handrail omitted for clarity.
 For Section B-B, see Base Sheet OS-A-10.

Truss grating to facilitate inspection shall run full length (center to center of support frames) ±12" on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure".



PLAN WALKWAY AND HANDRAIL SKETCH
 (Road plan beneath truss varies)



SECTION A-A

Handrail and walkway shall span a minimum of three brackets between splices and/or gap joints. Place all sign and walkway brackets as close to panel points as practical. Handrail joints, grating, and light support splices placed as needed.

BRACKET TABLE

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

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

Notes:

- * Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
 - f = 12" maximum, 4" minimum (End of sign to center of nearest bracket)
 - g = 12" maximum, 4" minimum (End of walkway grating to center of nearest support bracket)
 - h = 6'-0" maximum (center to center of sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)
 - k = 2" maximum gap between adjacent walkway grating sections and handrail ends
 - ** If walkway bracket at safety chain location is behind sign, add angle to bracket, see Alternate Safety Chain Attachment on Base Sheet OS-A-11.
- For Details T and W, Section B-B and Grating Splice Details see Base Sheet OS-A-10.
 For handrail details see base sheet OS-A-11.

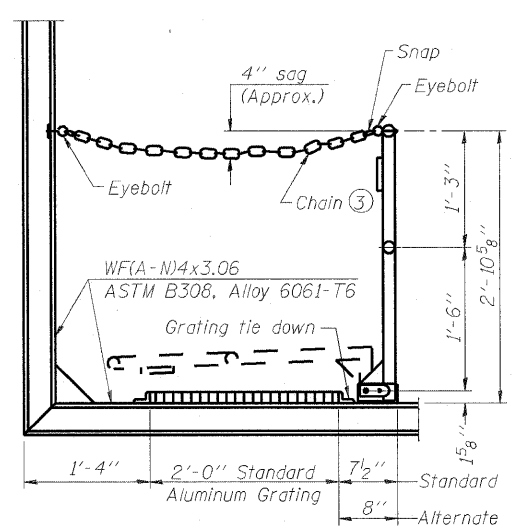
Note:
 Details shown are considered equal alternatives to the Aluminum Walkway on Base Sheet OS-A-9, and may be substituted by Contractor at no change in contract cost.

Walkway and Truss Grating width dimensions are nominal and may vary ±1/2" based on available standard widths.

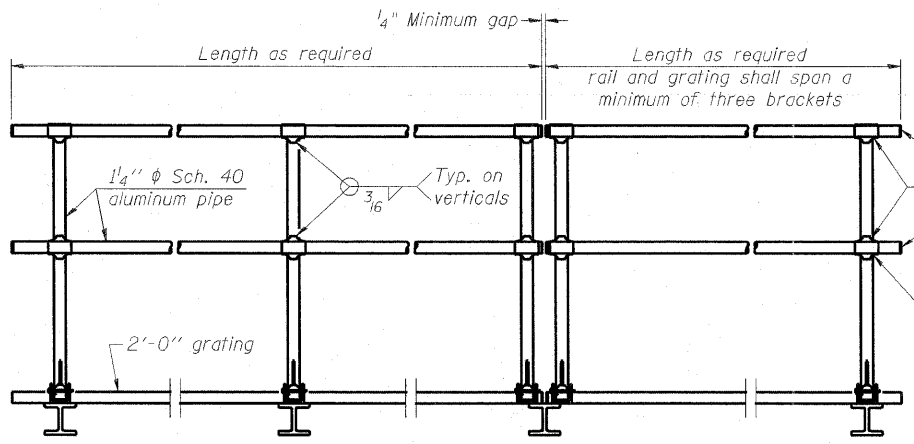
Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
8S0821070R002.5	57+13.00	9'-9"	46'-0"	12'-0"	-	-	46'-0"
8S0821070L002.3	195+00.00	27'-6"	40'-0"	7'-6"	-	-	40'-0"

OS-A-9S

7-1-10



SIDE ELEVATION
(Showing safety chain w/o sign)



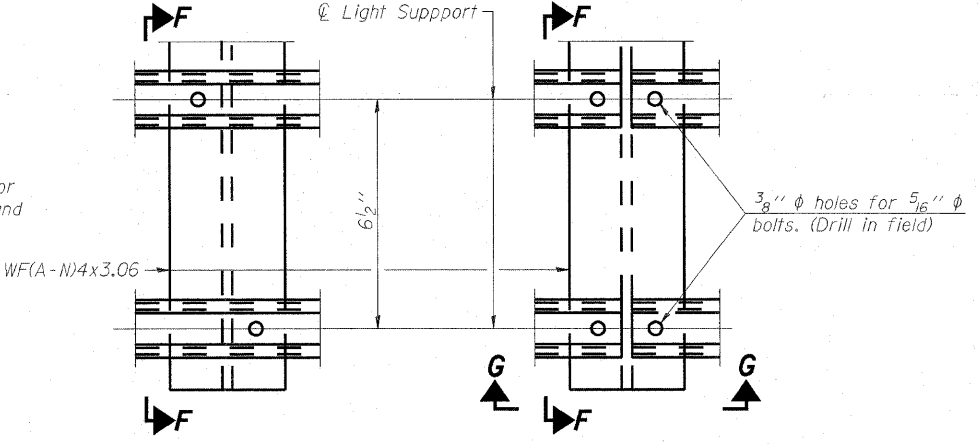
FRONT ELEVATION

HANDRAIL DETAILS

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

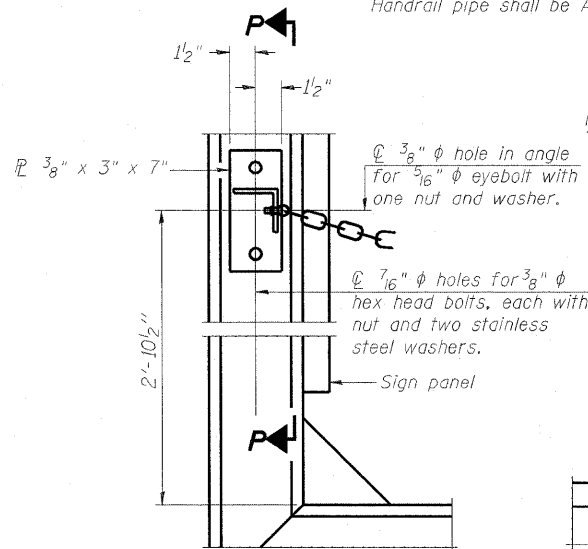
① Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)

② Horizontal handrail member shall be continuous thru fitting. Provide 7/16" hole in fitting for 3/8" bolt. Field drill 7/16" hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" holes on top rail at ends only.)



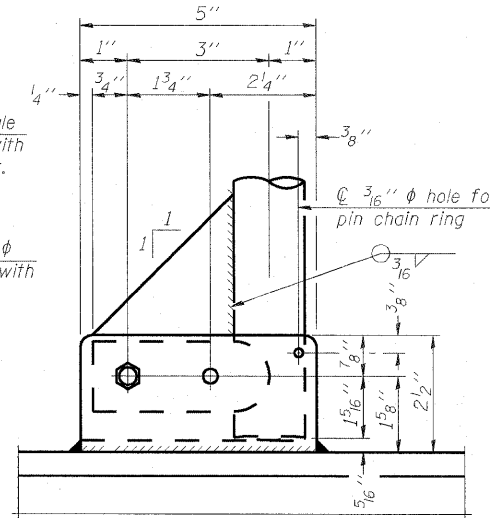
DETAIL F

DETAIL G



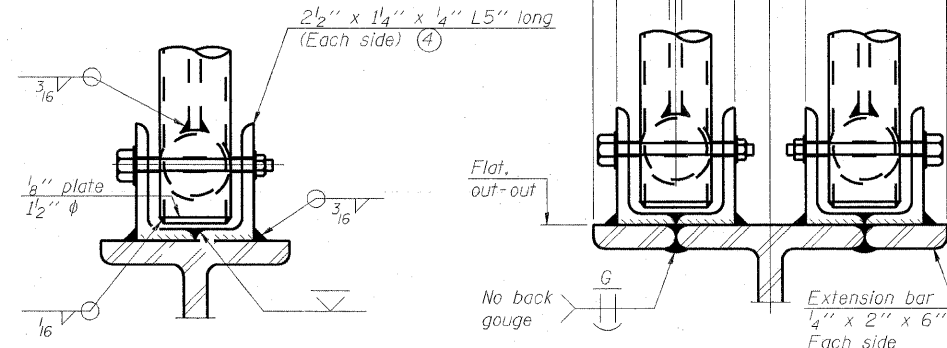
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)
Items not shown same as "Side Elevation" of "Handrail Details"

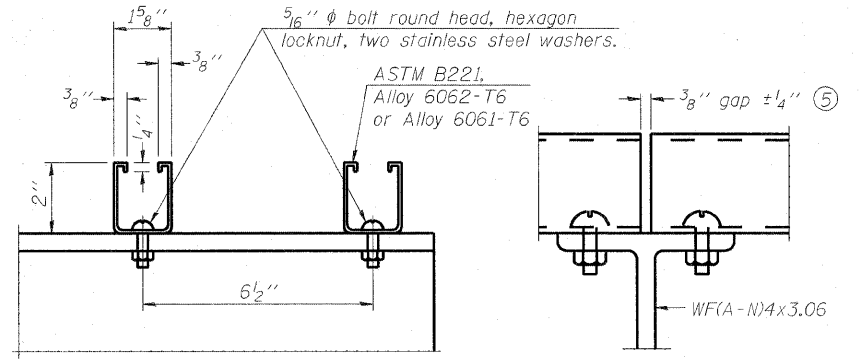


FRONT ELEVATION

See "Elevation" at right for dimensions.



ELEVATION AT HANDRAIL JOINT

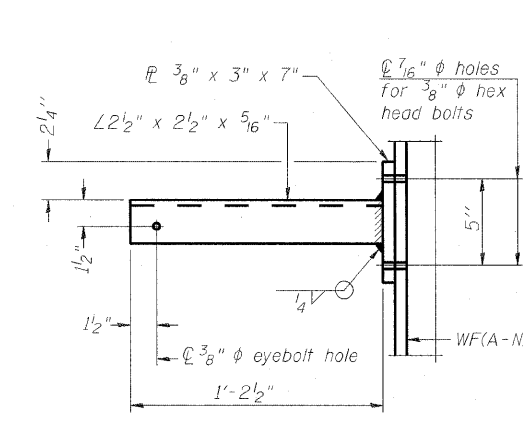


SECTION F-F

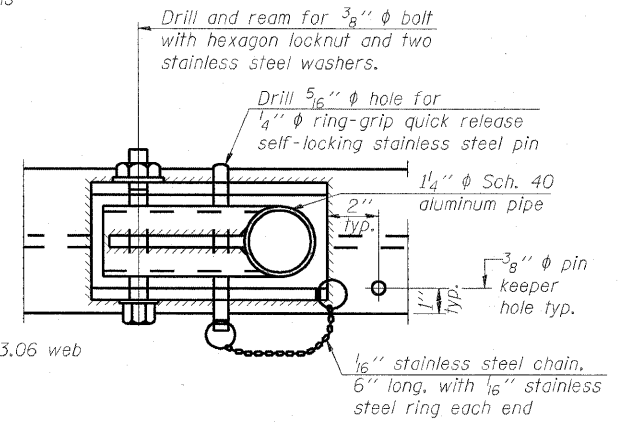
SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

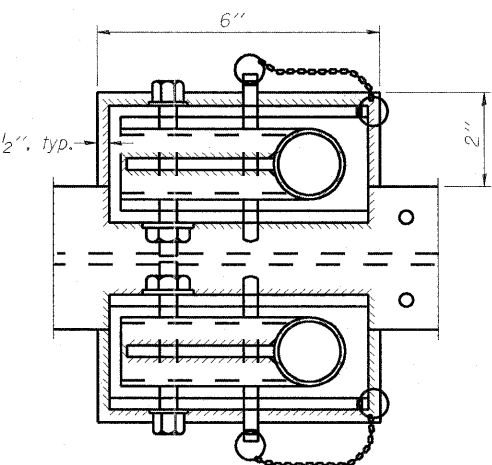
⑤ Field out ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



SECTION P-P

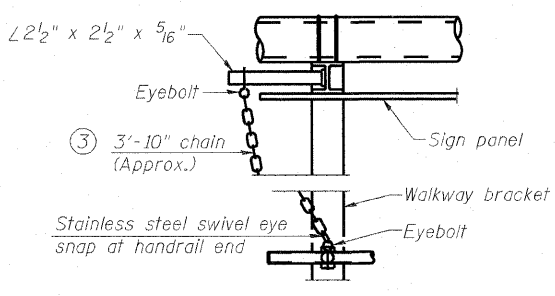


**PLAN
DETAIL E HANDRAIL HINGE**



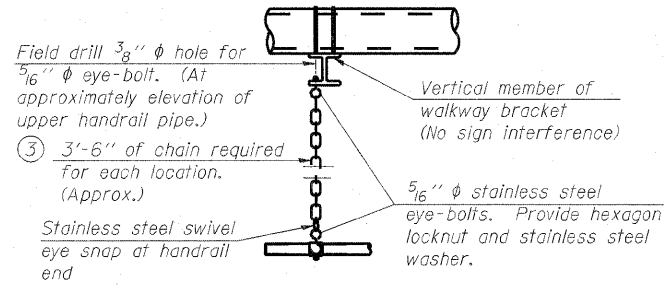
PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)



SAFETY CHAIN

One required for each end of each walkway.

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

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

OS-A-II		7-1-10		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				OVERHEAD SIGN STRUCTURES ALUMINUM HANDRAIL DETAILS				F.A.I. RTE. 64/998		SECTION 82-1-B-2		COUNTY ST. CLAIR		TOTAL SHEETS 399		SHEET NO. 112	
FILE NAME =	#FILE#	USER NAME =	pkissel									DESIGNED	PMK	REVISIONS	SCALE: N/A	SHEET NO. 11 OF 13 SHEETS	STA. N/A	TO STA. N/A	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C76
		PLOT SCALE = 3/32" = 1" IN.		CHECKED	MPW	REVISIONS															
		PLOT DATE = 6/13/2011		DATE	07-01-2011	REVISIONS															

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	—
#4 bar spiral (E) - see Side Elevation				

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

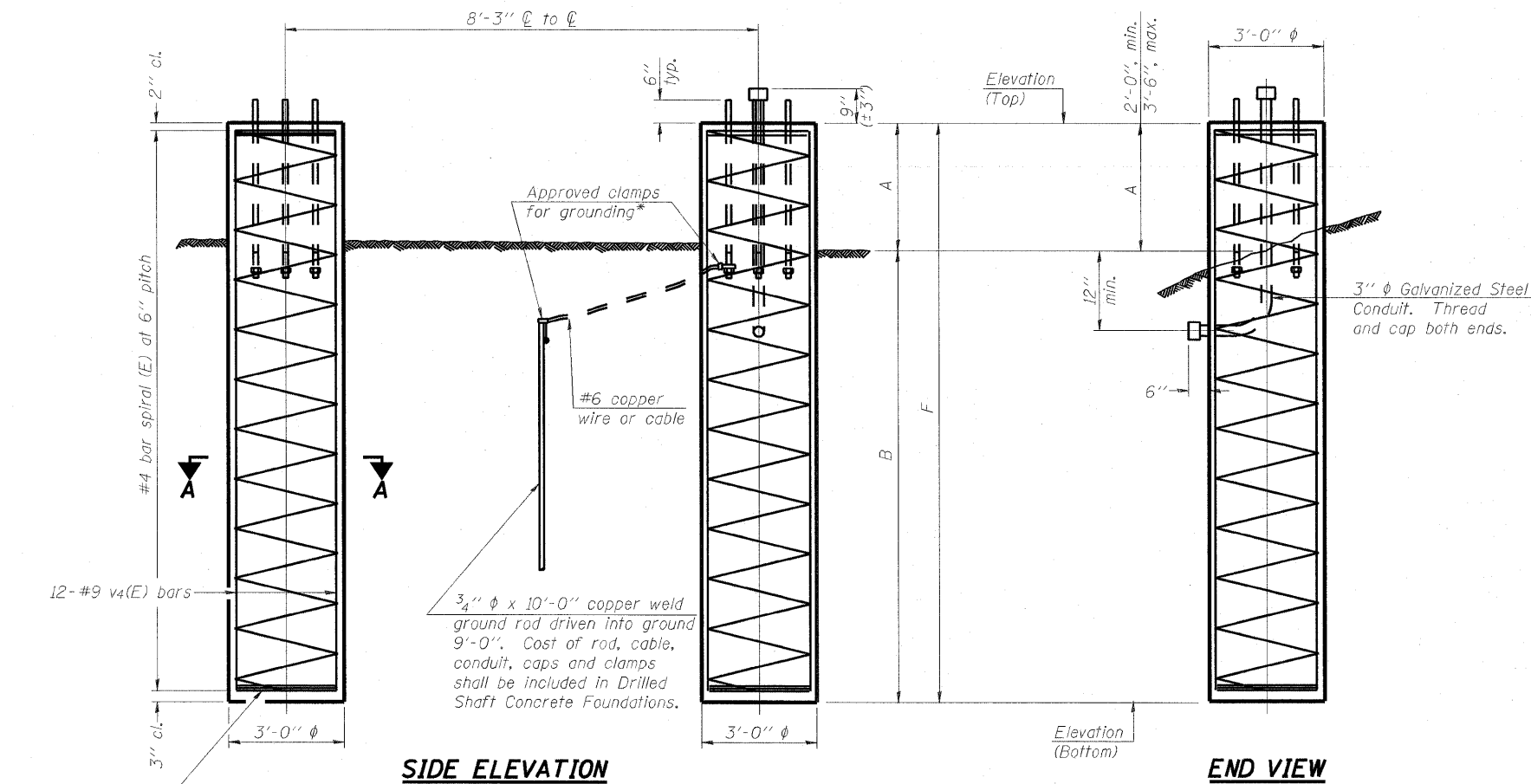
If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

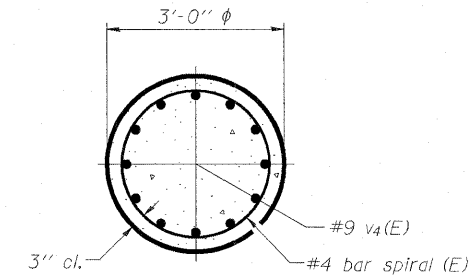
A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



3 hoops minimum top and bottom

SIDE ELEVATION

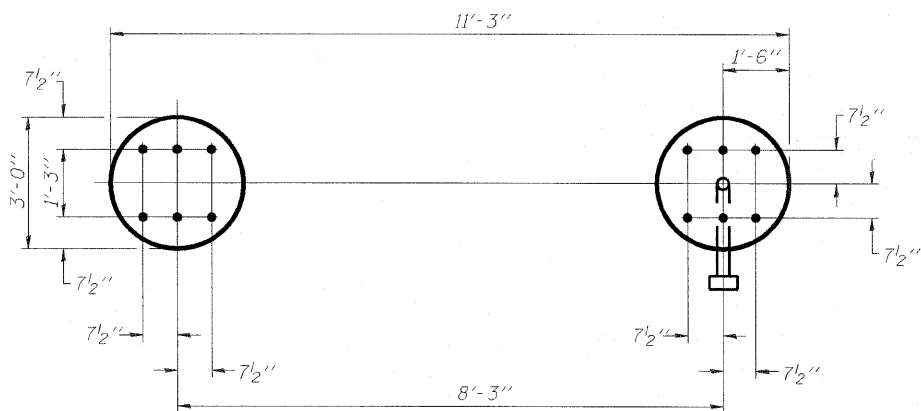
END VIEW



SECTION A-A

For anchor rod size and placement, see Support Frame Detail Sheet.

* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

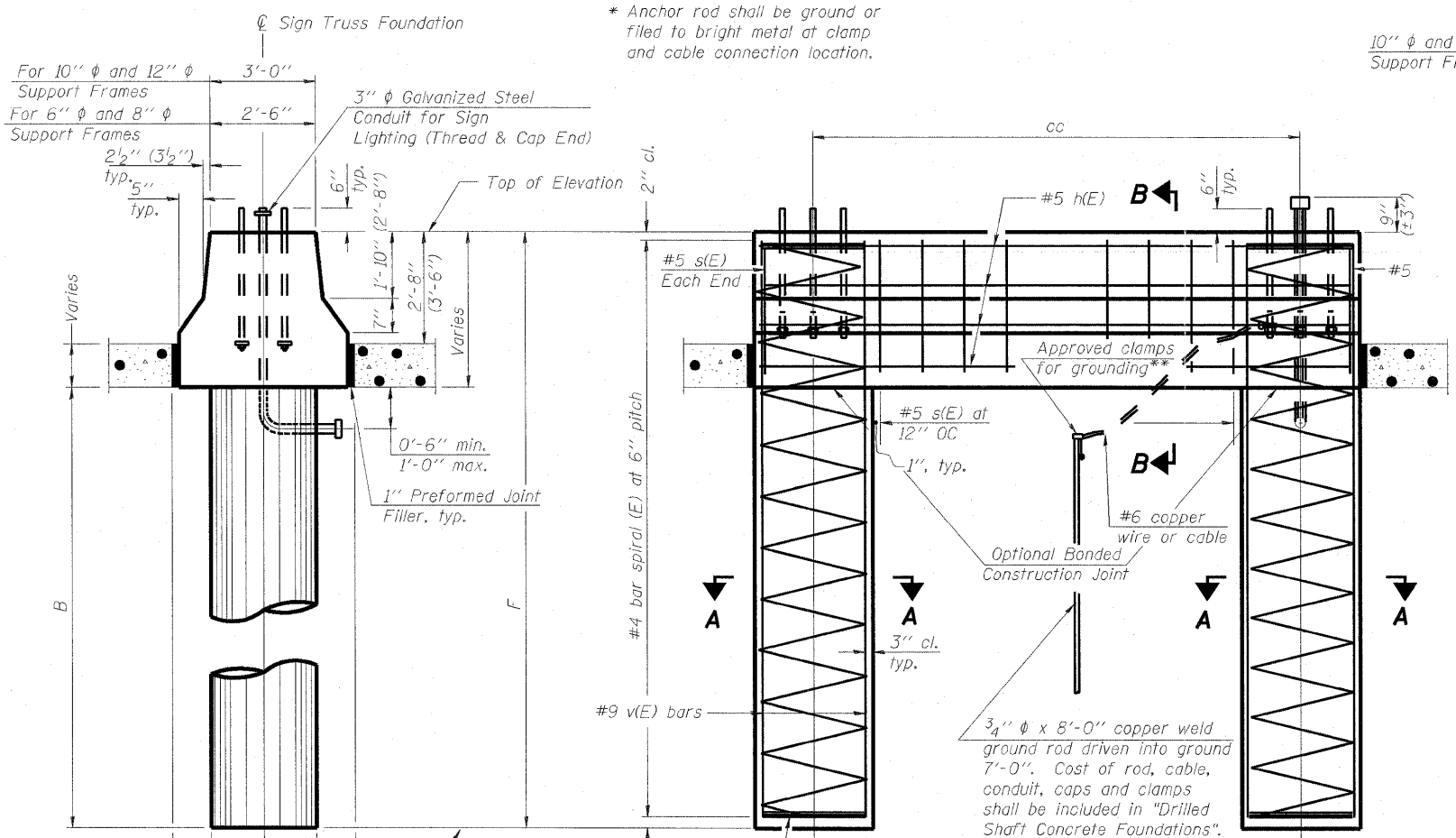


PLAN

DETAILS FOR 10" Ø SUPPORT FRAME TYPE I-A or II-A TRUSS

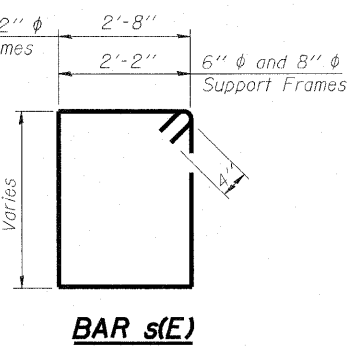
Structure Number	Station	Left Foundation					Right Foundation					Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
BS0821070L002.3	195+00.00	446.71	426.00	4'-2 1/2"	16'-6"	20'-8 1/2"	-	-	-	-	-	10.84

NOTE:
THE FILL MATERIAL PLACED WITHIN 25 FEET OF THE SIGN TRUSS FOUNDATIONS AT STA 195+00.00 SHALL BE A COHESIVE SOIL AND BE CONSTRUCTED TO PROVIDE A MINIMUM UNCONFINED COMPRESSIVE STRENGTH (Qu) AT 1.25 TSF. THE CONTRACTOR WILL BE REQUIRED TO FIELD TEST THE Qu TO VERIFY THE REQUIREMENT HAS BEEN MET PRIOR TO CONSTRUCTION OF THE SIGN TRUSS FOUNDATION.



* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

NOTES:
 The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.
 If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.
 No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.
 Concrete shall be placed monolithically, without construction joints.
 Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.
 A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.

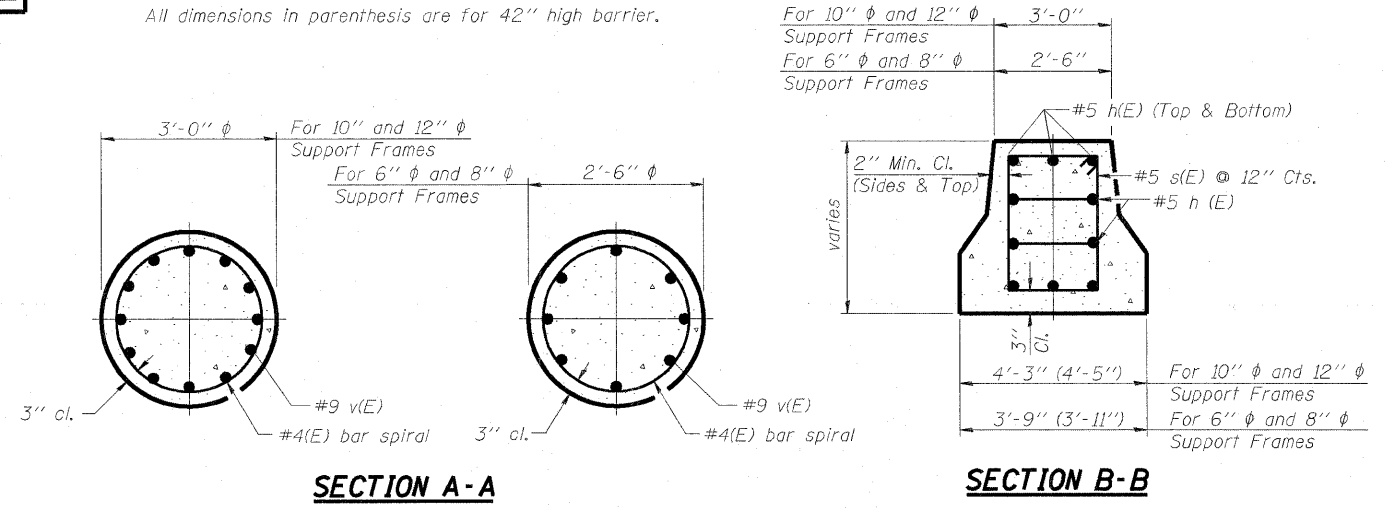


BAR LIST - EACH FOUNDATION

Pipe Support Frames	cc	M	a	a/2
6"φ	7'-0"	9'-6"	0'-11"	5 1/2"
8"φ	7'-6"	10'-0"	1'-1 1/2"	6 3/4"
10"φ	8'-3"	11'-3"	1'-3"	7 1/2"
12"φ	9'-0"	12'-0"	1'-6"	9"

Bar	Number	Size	Length	Shape
h(E)	10	#5	M less 4"	—
s(E)	Varies	#5	Varies	□
v(E)	16	#9	F less 0'-5"	—
v(E)	24	#9	F less 0'-5"	—
#4(E) bar spiral - see Side Elevation				

All dimensions in parenthesis are for 42" high barrier.



Structure Number	Station	Left Foundation				Right Foundation				Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
8S0821070L002.3	195+00.00	-	-	-	-	451.71	429.77	16.5	21.94	11.49

OS4-MED

7-1-10

FILE NAME =	USER NAME = pkissel	DESIGNED = PMK	REVISED = -
#FILE#		DRAWN = PMK	REVISED = -
	PLOT SCALE = 3/32" = 1' IN.	CHECKED = MPW	REVISED = -
	PLOT DATE = 6/13/2011	DATE = 07-01-2011	REVISED = -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
MEDIAN SUPPORT FOUNDATION DETAILS

F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 114
CONTRACT NO. 76C76				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: N/A SHEET NO. 13 OF 13 SHEETS STA. N/A TO STA. N/A

GENERAL NOTES

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

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

LOADING: 90 M.P.H. WIND VELOCITY

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

DESIGN STRESSES:

Field Units
 $f_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (reinforcement)

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

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

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

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

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

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

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

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 105 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

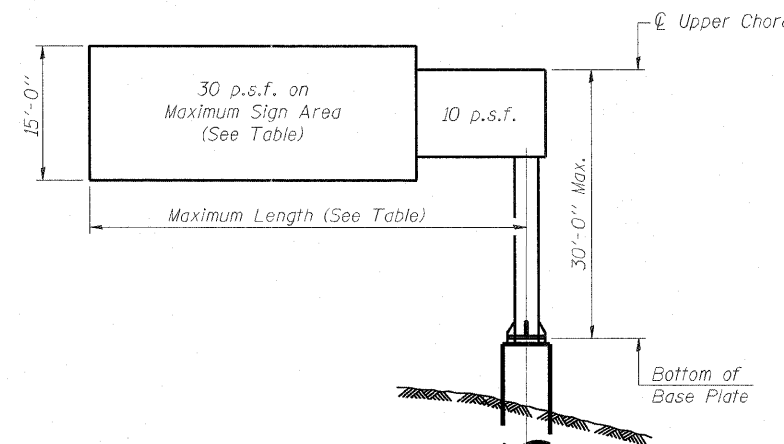
FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE I-C-A	Foot	0
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	25
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE III-C-A	Foot	0
OVERHEAD SIGN STRUCTURE WALKWAY, CANTILEVER, TYPE A	Foot	18
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	0

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	D _s	Total Sign Area
8C0821070R002.8	69+42.00	II-C-A	25'-0"	455.29	11'-3"	14'-6"	261 SQ FT

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

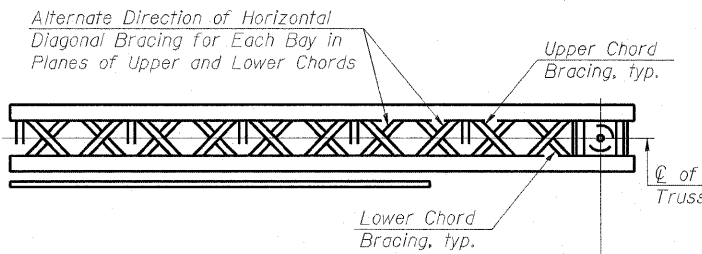
Parameters shown are basis for I.D.O.T. Standards
 Installations not within dimensional limits shown
 require special analysis for all components.

Note:

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

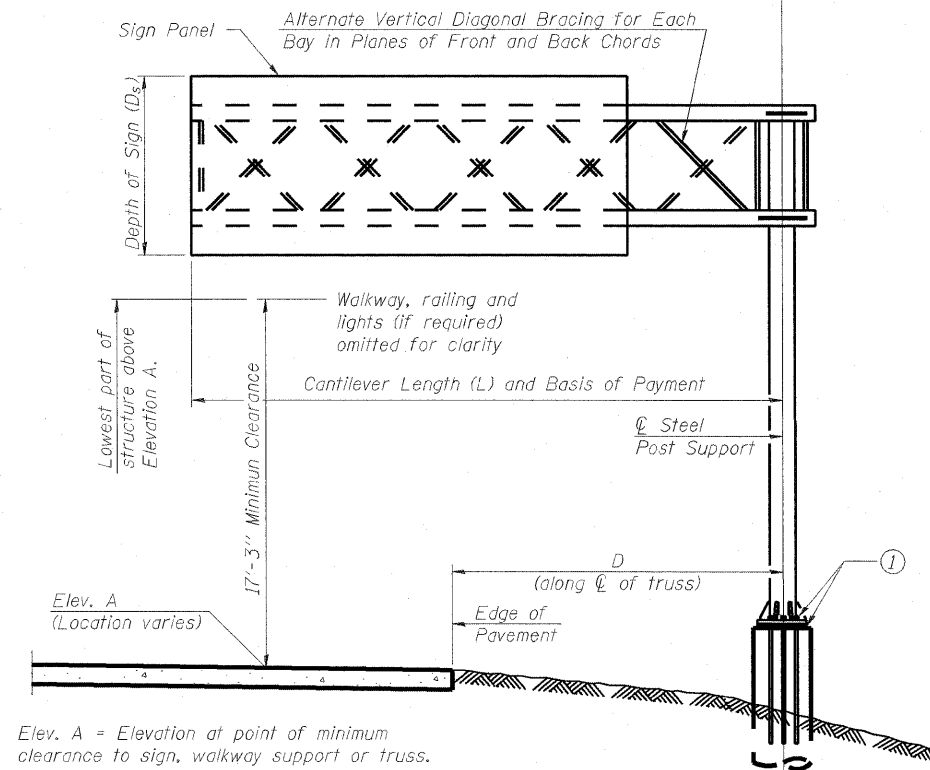
- ① After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel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

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



TYPICAL PLAN

(Walkway not shown)



TYPICAL ELEVATION

Looking in Direction of Traffic

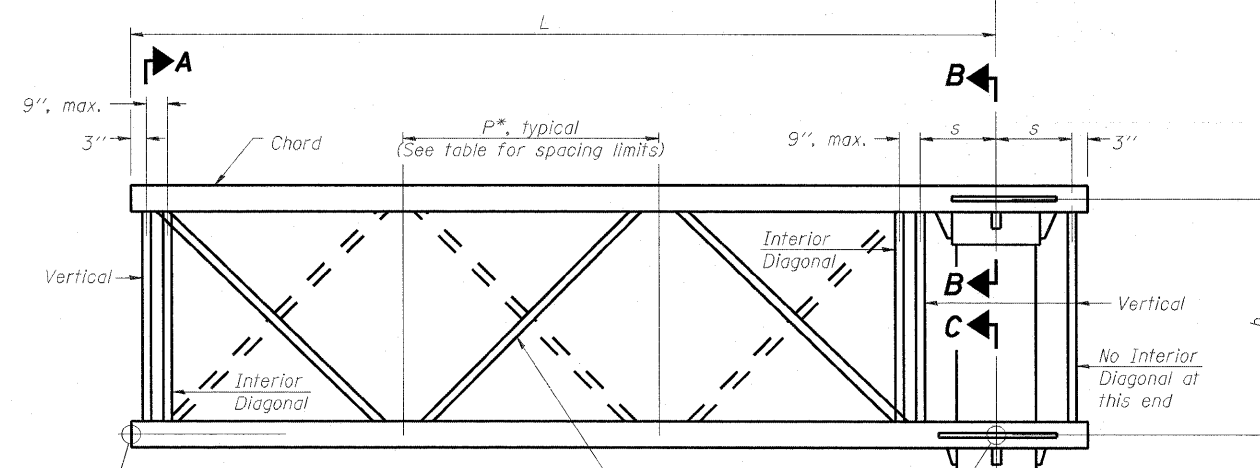
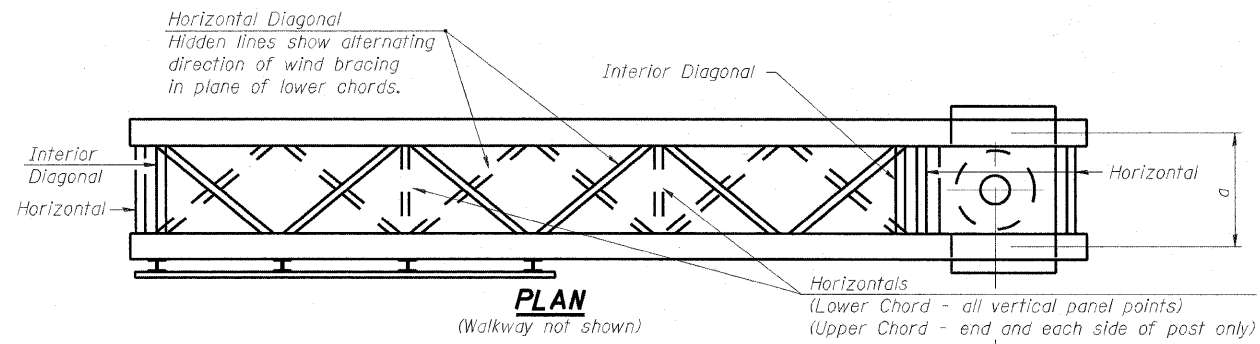
Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

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

OSC-A-1

7-1-10

FILE NAME =	USER NAME = pkusiel	DESIGNED PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURES - GENERAL PLAN & ELEVATION ALUMINUM TRUSS & STEEL POST	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$	PLOT SCALE = 3/32" = 1' IN.	DRAWN PMK	REVISED -			84/998	82-1-B-2	ST. CLAIR	399	115	
	PLOT DATE = 6/13/2011	CHECKED MPW	REVISED -			CONTRACT NO. 76C76					
		DATE 07-01-2011	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: N/A	SHEET NO. 1 OF 10 SHEETS	STA. N/A	TO STA. N/A				



TYPICAL TRUSS UNIT

For Section B-B and Section C-C, see Base Sheet OSC-A-3.

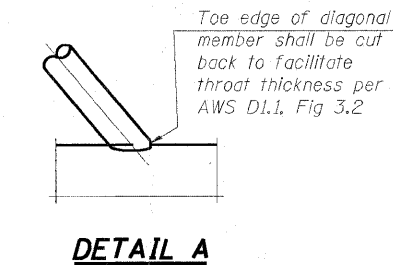
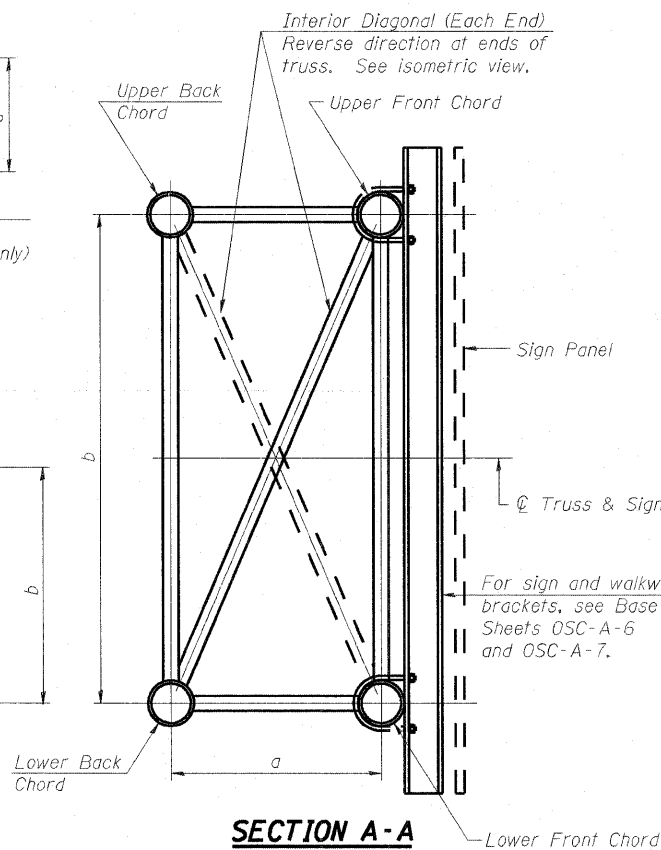
Note:
There are twice as many horizontal diagonals as there are vertical diagonals.

TRUSS UNIT TABLE

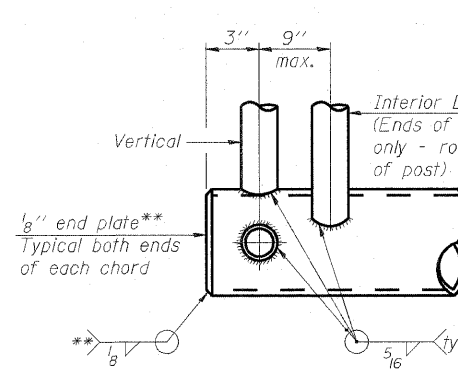
Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals	
					O.D.	Wall	O.D.	Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2 1/2"	5/16"
II-C-A	36"	66"	21"	42" min. to 54" max.	6 1/2"	5/16"	3 1/4"	5/16"
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	3/8"	3 1/2"	3/8"
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	3/8"	3 1/2"	3/8"

$$*P = \frac{L - s - 3''}{\# \text{ Panels}}$$

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
8C0821070R002.8	69+42.00	II-C-A	25'-0"	6	3'-10"

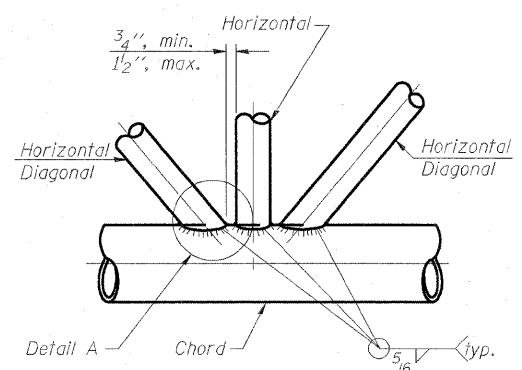


DETAIL A

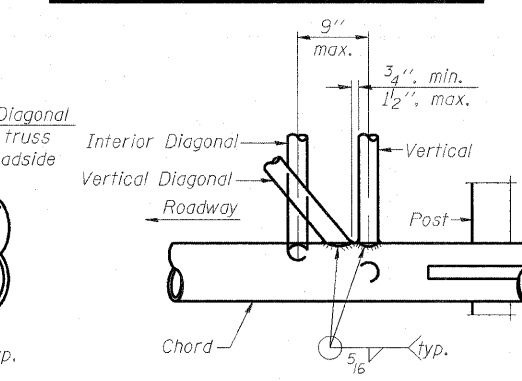


CANTILEVER END JOINT DETAIL

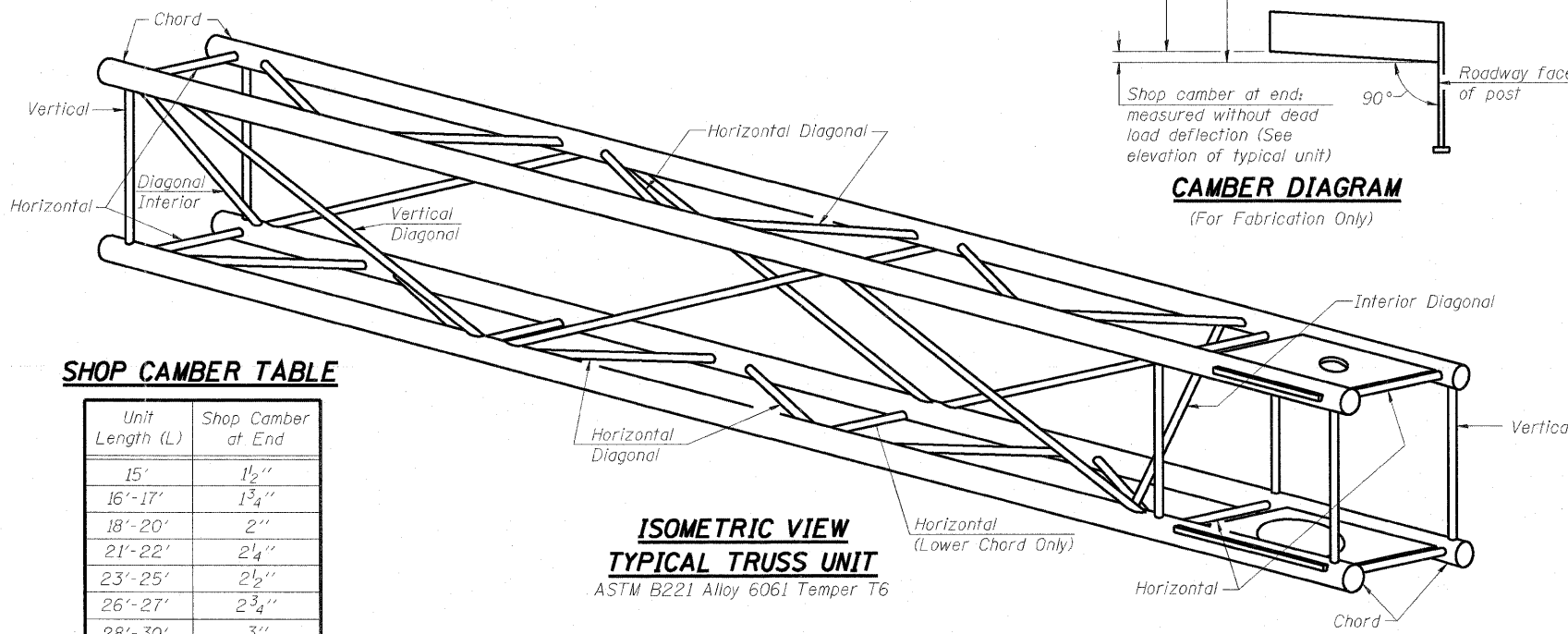
** Contractor may alternatively use standard aluminum drive-fit cap to close ends.



TRUSS INTERIOR JOINT DETAIL



POST END JOINT DETAIL

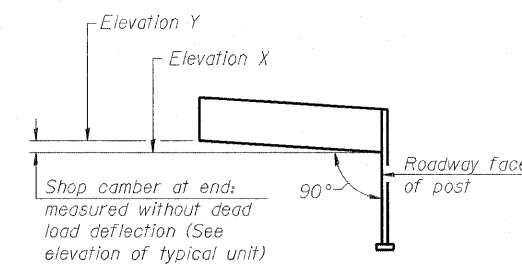


ISOMETRIC VIEW TYPICAL TRUSS UNIT

ASTM B221 Alloy 6061 Temper T6

SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1 1/2"
16'-17'	1 3/4"
18'-20'	2"
21'-22'	2 1/4"
23'-25'	2 1/2"
26'-27'	2 3/4"
28'-30'	3"
31'-32'	3 1/4"
33'-35'	3 1/2"
36'-37'	4"
38'-40'	4 1/2"



CAMBER DIAGRAM

(For Fabrication Only)

OSC-A-2

7-1-10

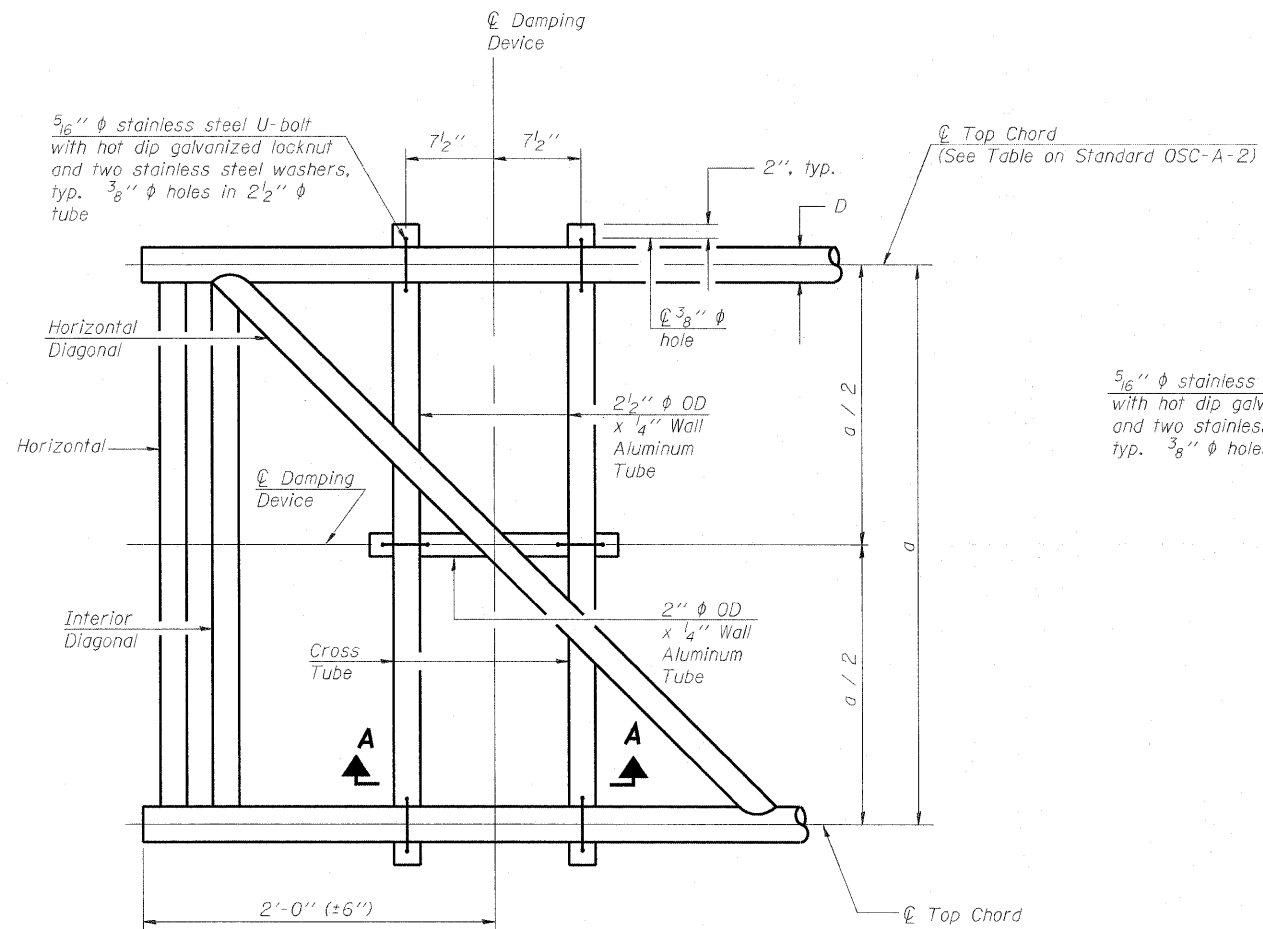
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	PLOT SCALE = 3.3673" / IN.	CHECKED = MPW	REVISED =
	PLOT DATE = 6/13/2011	DATE = 07-01-2011	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

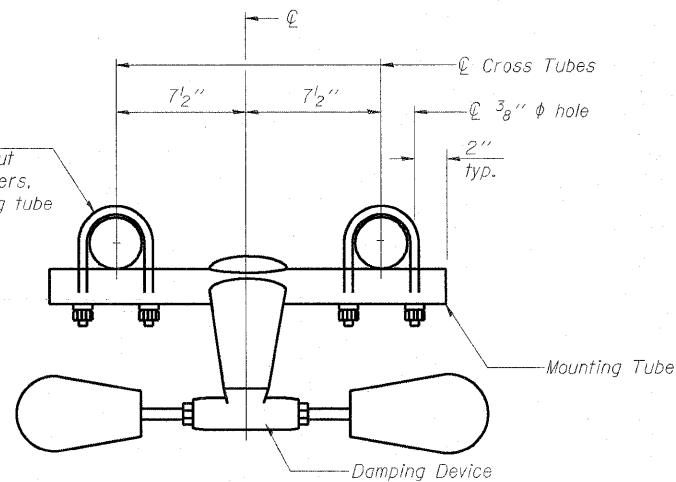
CANTILEVER SIGN STRUCTURES - TRUSS DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: N/A SHEET NO. 2 OF 10 SHEETS STA. N/A TO STA. N/A

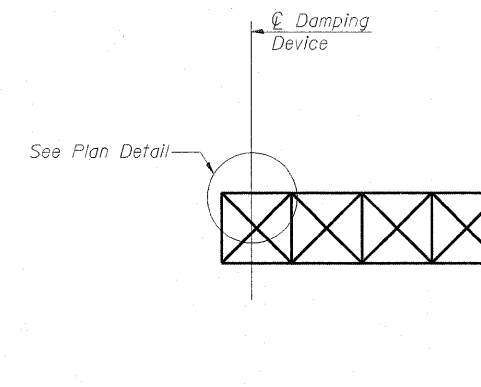
F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 116
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C76		



PLAN DETAIL



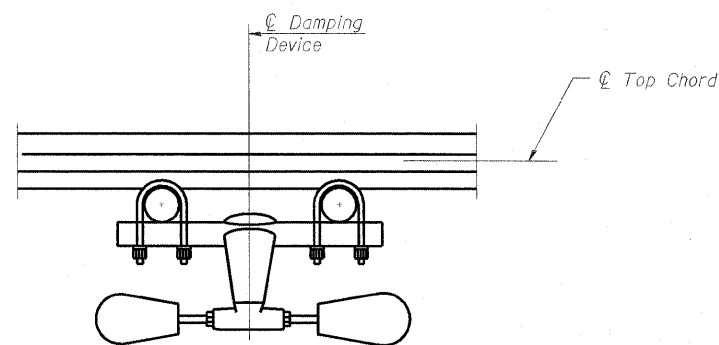
TRUSS DAMPING DEVICE CONNECTION DETAIL



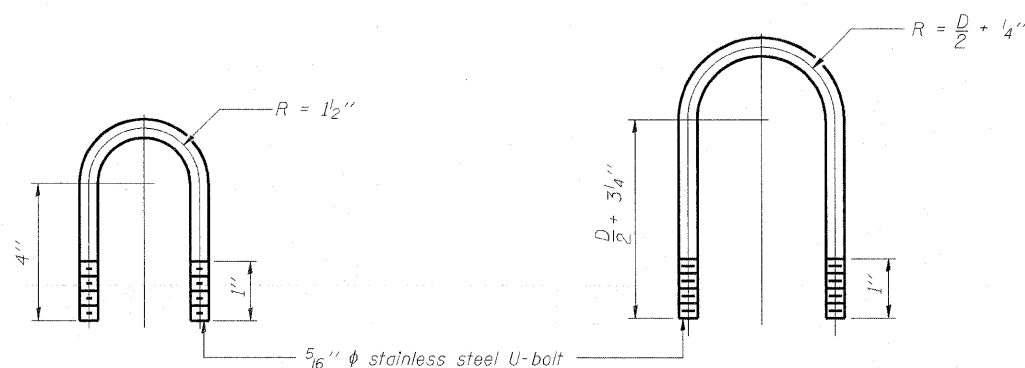
ELEVATION
Aluminum Cantilever Sign Structure

GENERAL NOTES

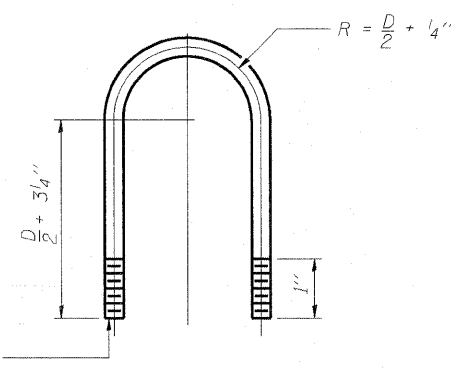
- Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)
- Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6



SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
(Typical)

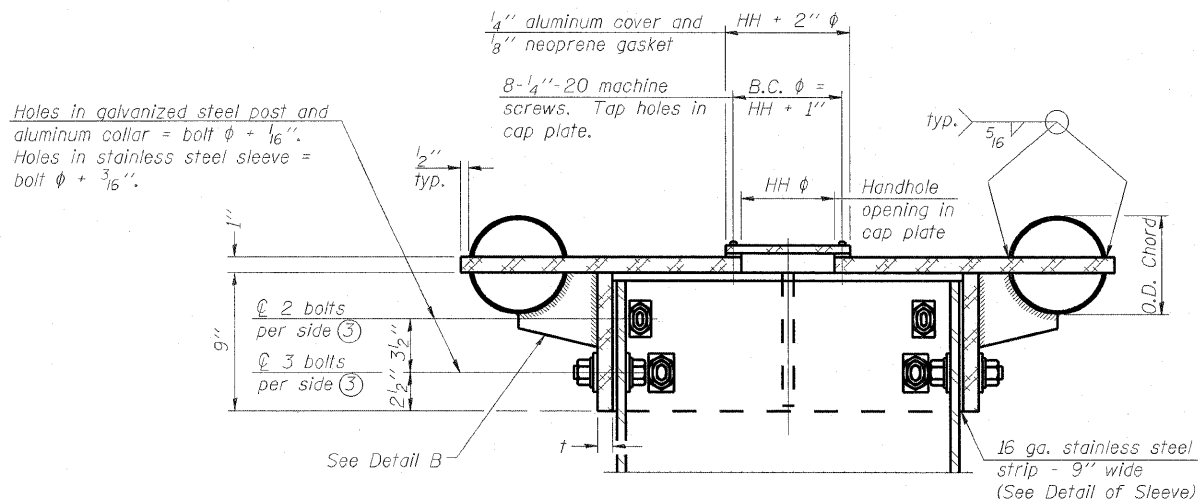


TOP CHORD TO CROSS TUBE U-BOLT DETAIL
(Typical)

OSC-A-D

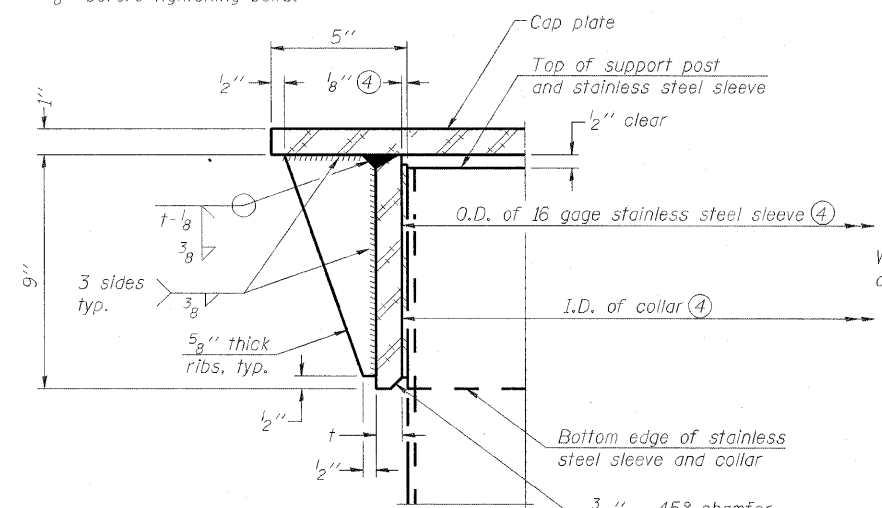
7-1-10

FILE NAME =	USER NAME = pkissel	DESIGNED	PMK	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURE DAMPING DEVICE			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN	PMK	REVISED	-		SCALE: N/A	SHEET NO. 3	OF 10 SHEETS	STA. N/A	TO STA. N/A	ST. CLAIR	399	117
	PLOT SCALE = 3.3673 "/ IN.	CHECKED	MPW	REVISED	-					84/998	82-1-B-2	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 76C76
	PLOT DATE = 6/13/2011	DATE	07-01-2011	REVISED	-									

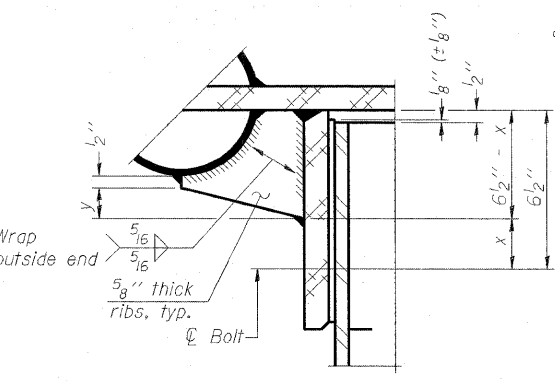


④ Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus 1/8" (±1/16"). Maximum gap between post and collar at any location equals 1/8" before tightening bolts.

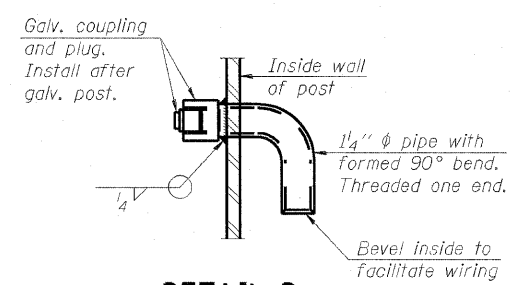
SECTION B-B
Bolts, washers (including contoured washers), and locknuts shall be stainless steel.



DETAIL A
(Two locations)



DETAIL B
Two locations
(For details not shown, see Detail C)



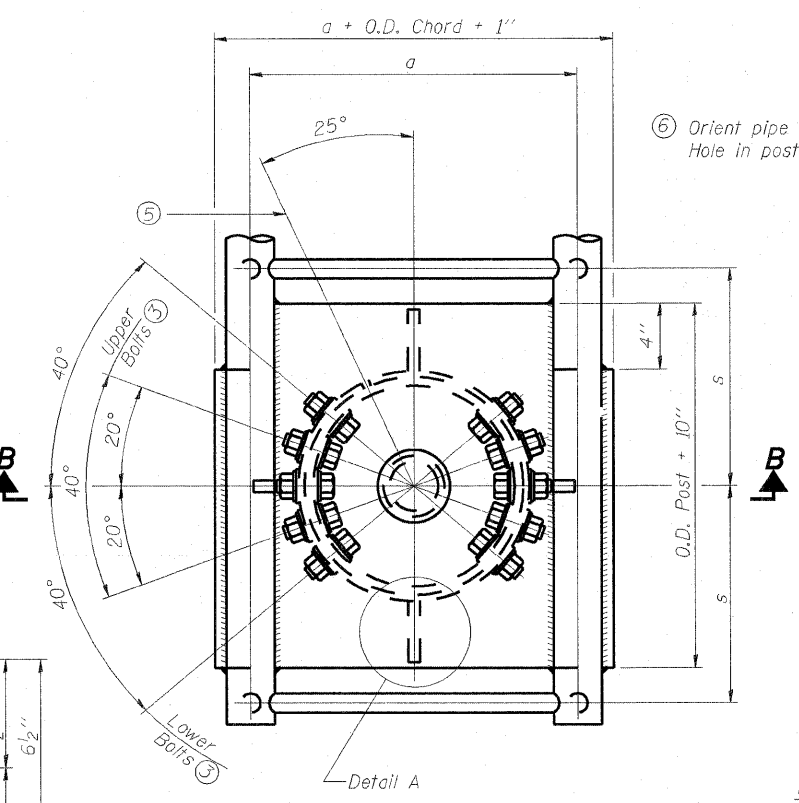
DETAIL D

CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8"	1"	2 1/2"
1"	1 1/8"	3"
1 1/4"	1 3/8"	3 1/4"

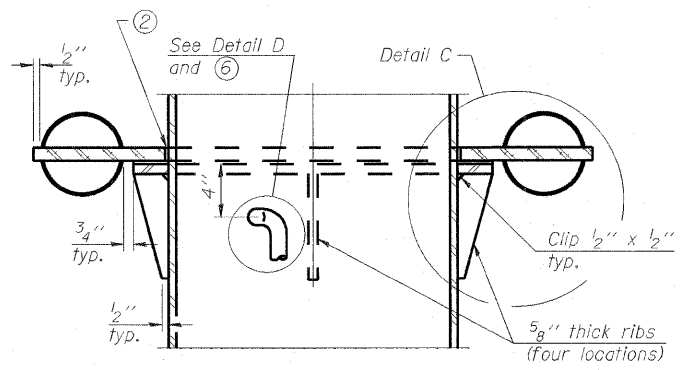
DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing. (Prepare post surface to insure tight, uniform fit and allow welding.) Welds to be 1 1/2" long at 6" cts. along top edge and at 1/4" opening.

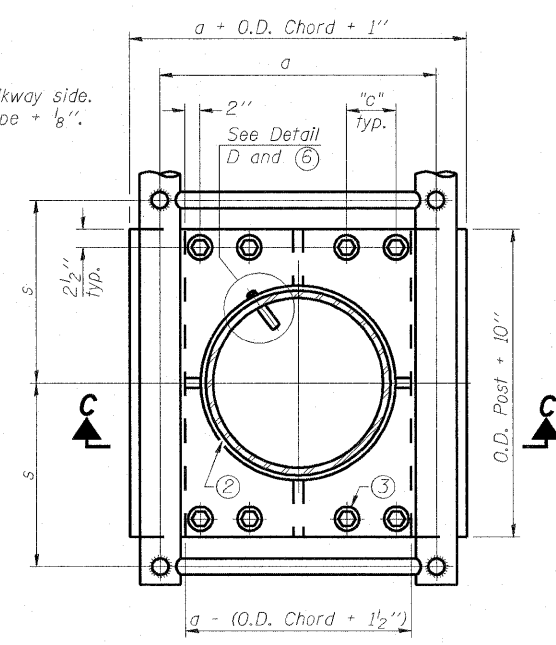


PLAN VIEW - TOP OF COLUMN

⑤ Optional full penetration weld in collar. (Two locations maximum...180° apart)....X-ray or UT 100%

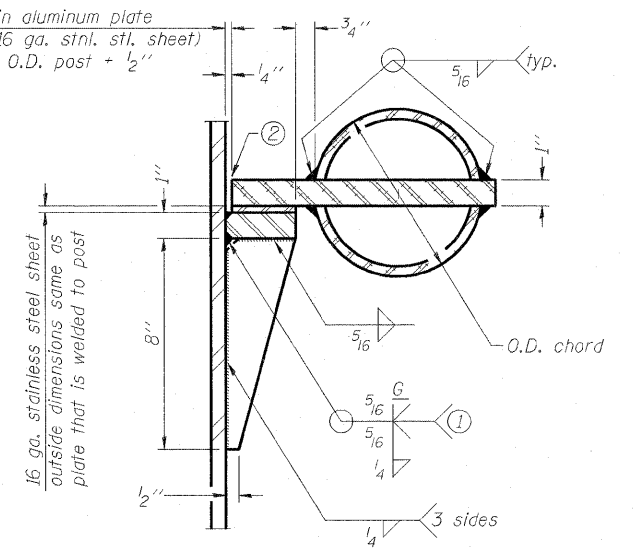


SECTION C-C



SECTION THRU POST ABOVE LOWER CHORDS

Hole in aluminum plate (and 16 ga. stl. sheet) to be O.D. post + 1/2"



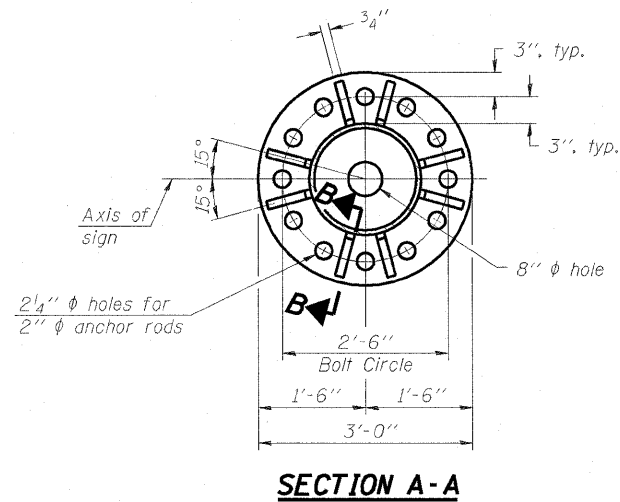
DETAIL C

- Grind top if required to fully seat aluminum plate and stainless steel sheet.
- After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.
- Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

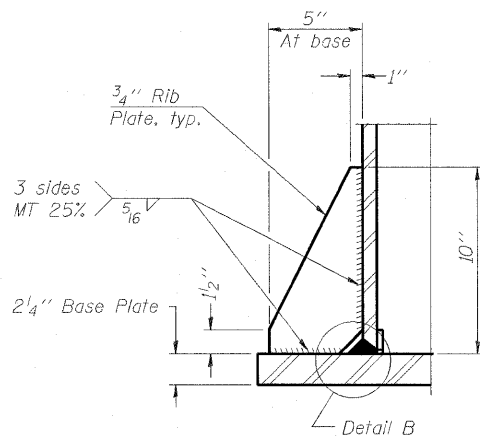
Truss Type	Post Size	Upper & Lower Connection Bolt Diameter ③	Lower Juncture Bolt Spacing Dimension "c" ③	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16" φ (83#/'')	7/8"	3 1/4"	8"	5/8"	1 3/4"	2 1/4"
II-C-A	24" φ (125#/'')	1"	3 1/2"	12"	7/8"	2"	1 1/4"
III-C-A (35' max.)	24" φ (125#/'')	1 1/4"	3 1/2"	12"	7/8"	2"	1"
III-C-A (>35' to 40')	24" φ (171#/'')	1 1/4"	3 1/2"	12"	7/8"	2"	1"

OSC-A-3

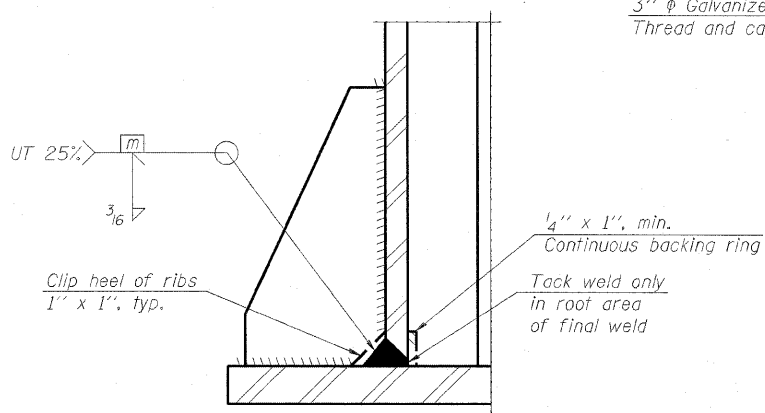
7-1-10



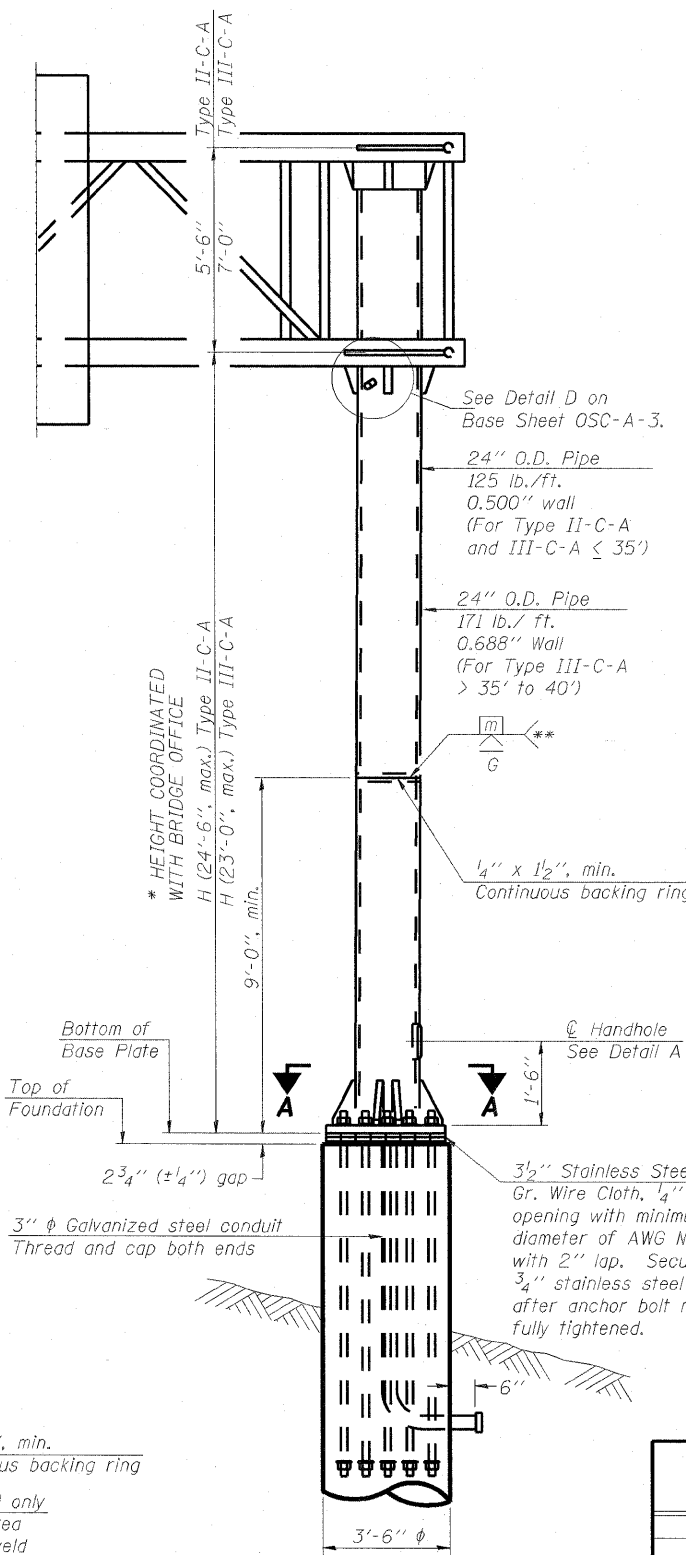
SECTION A-A



SECTION B-B

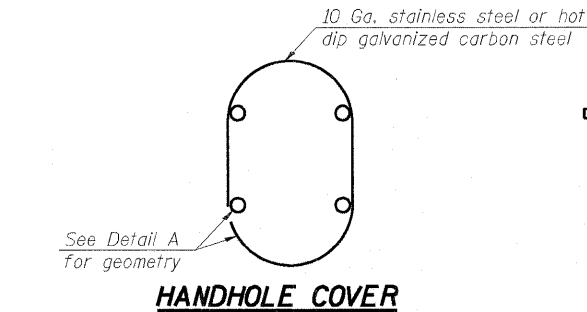


DETAIL B
(Typical rib)

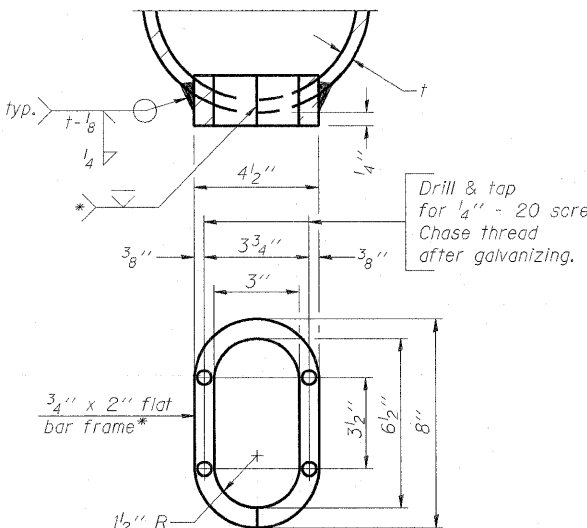


FRONT ELEVATION

For Foundation Details see Base Sheet OSC-A-9.



HANDHOLE COVER



DETAIL A

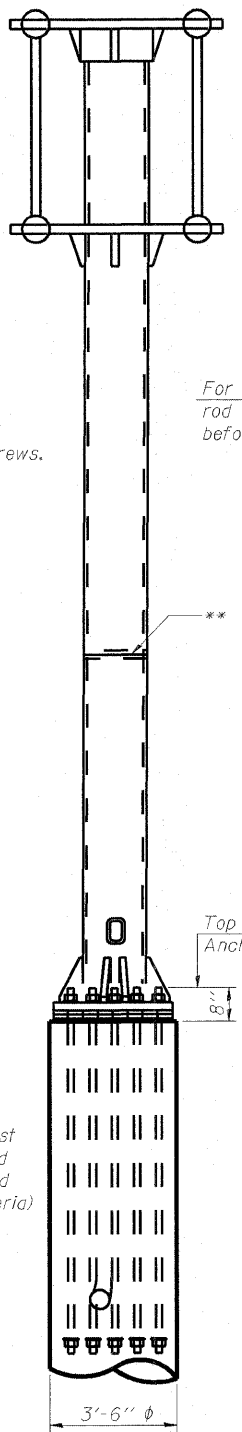
Provide 8" x 4 1/2" cover. Outside corners = 2 1/4" radius. Provide 4-5/16" ϕ holes in cover for 1/4" - 20 round head hot dip galvanized or stainless steel machine screws. (See cover details.)

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

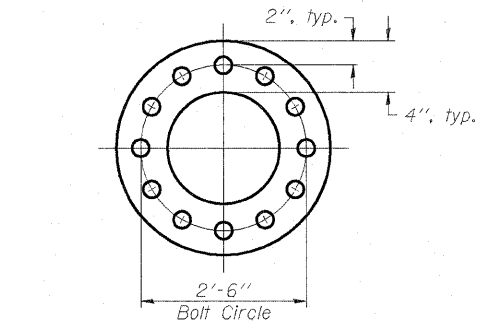
** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

Structure Number	Station	H
8C0821070R002.8	69+42.00	29'-0"

Note: "H" based on 15'-0" or actual sign height, whichever is greater.

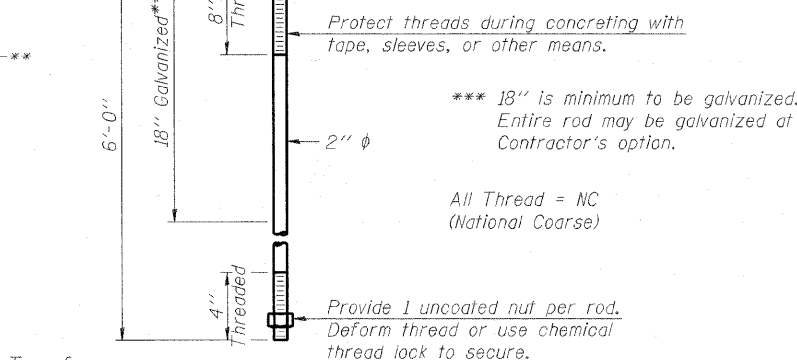


SIDE ELEVATION



SUGGESTED POSITIONING PLATE

Utilize positioning plate and temporary nuts with leveling nuts or other Engineer approved methods to maintain anchor bolts' alignment during concrete placement. Plate, extra nuts and other positioning aids become Contractor's property. Cost included in Drilled Shaft Concrete Foundations.



ANCHOR ROD DETAIL

Anchor rods shall conform to AASHTO M314 Grade 105 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F. before galvanizing. Galvanize the upper 18" (minimum) and associated M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide an unfinished nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, using a straight beam, 1/2" ϕ 3.5 mhz. transducer, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

OSC-A-5

7-1-10

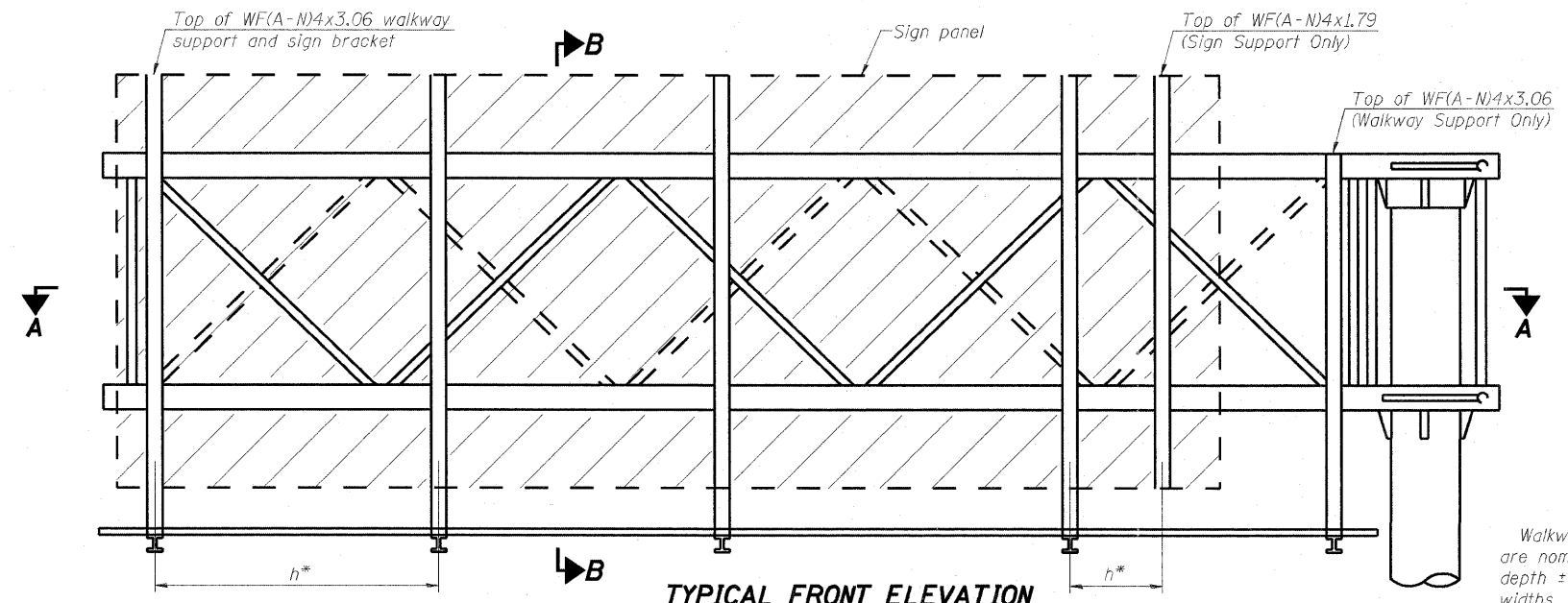
FILE NAME =	USER NAME = pkissel	DESIGNED = PMK	REVISED =
\$FILEL\$		DRAWN = PMK	REVISED =
	PLOT SCALE = 3/32" = 1' IN.	CHECKED = MPW	REVISED =
	PLOT DATE = 6/13/2011	DATE = 07-01-2011	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

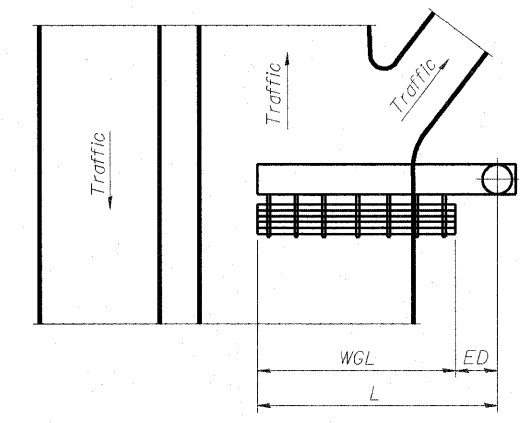
CANTILEVER SIGN STRUCTURES - TYPE II-C-A & III-C-A
TRUSS SUPPORT POST - ALUMINUM TRUSS & STEEL POST

F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 119
CONTRACT NO. 76C76				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: N/A SHEET NO. 5 OF 10 SHEETS STA. N/A TO STA. N/A

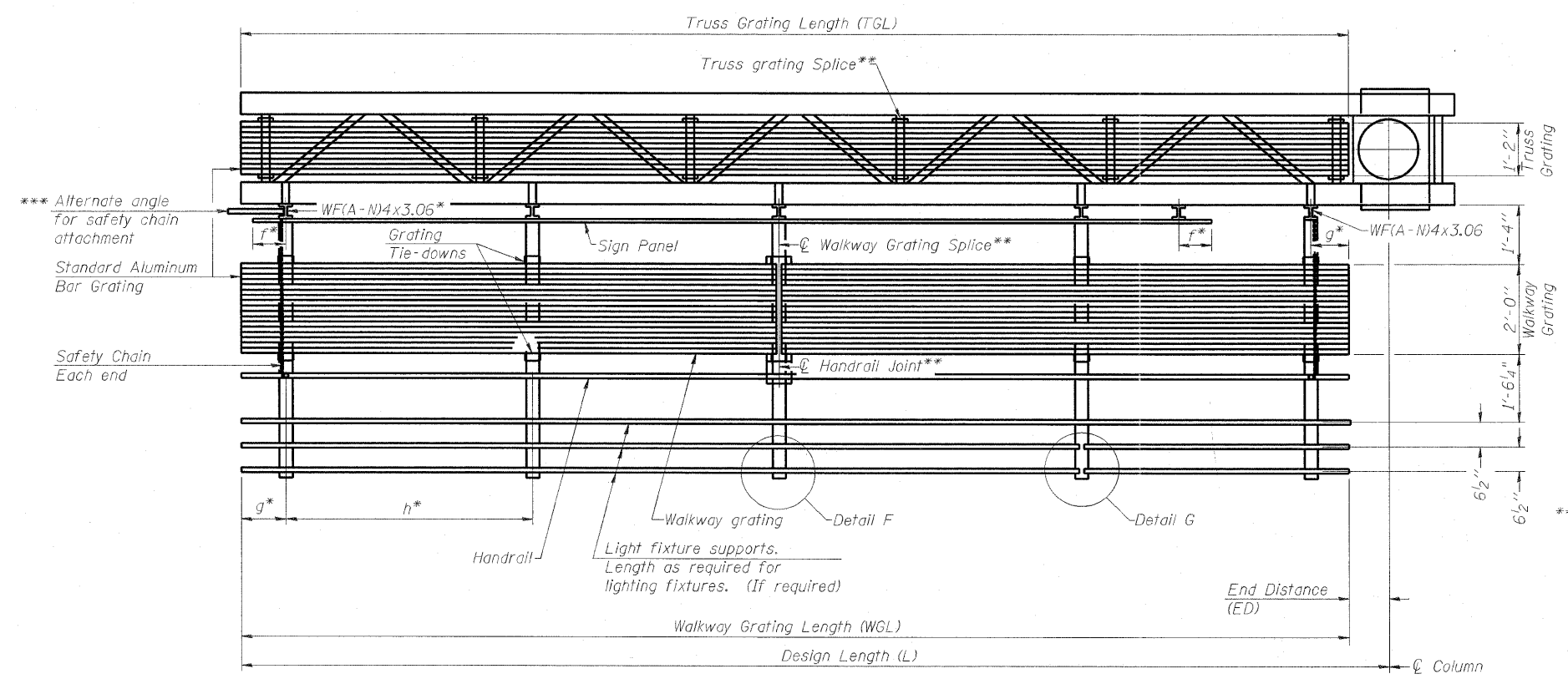


TYPICAL FRONT ELEVATION
With lights and handrail omitted for clarity.



PLAN WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)

Walkway and truss grating dimensions are nominal and may vary (width ±1/2", depth ±1/2") based on available standard widths.



SECTION A-A

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

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

$$TGL = L - \left(\frac{Post\ O.D.}{2} + 6'' \right)$$

Structure Number	Station	WGL	ED	TGL
8C0821070R002.8	69+42.00	18'-0"	7'-0"	18'-0"

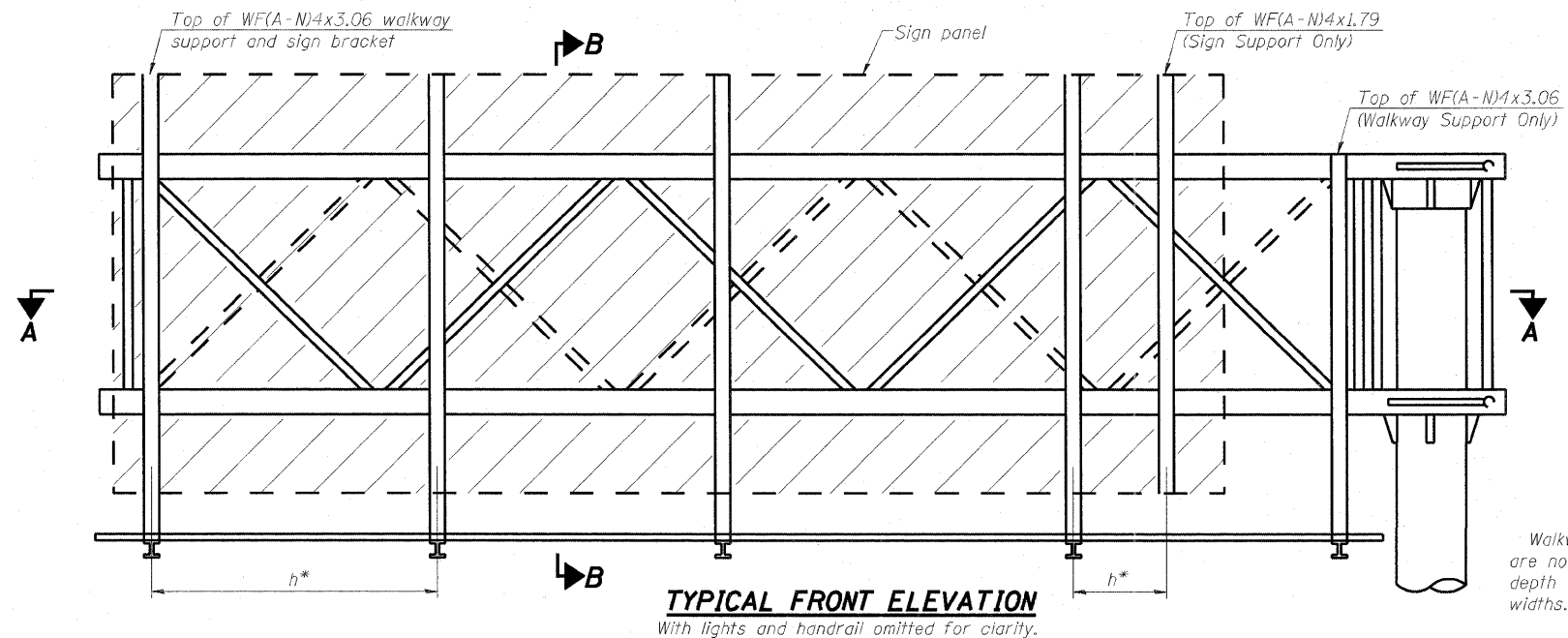
Notes:
* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
f = 12" maximum, 4" minimum (End of sign to center of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to center of nearest bracket)
h = 6'-0" maximum (center to center sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)
*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8.
For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

BRACKET TABLE

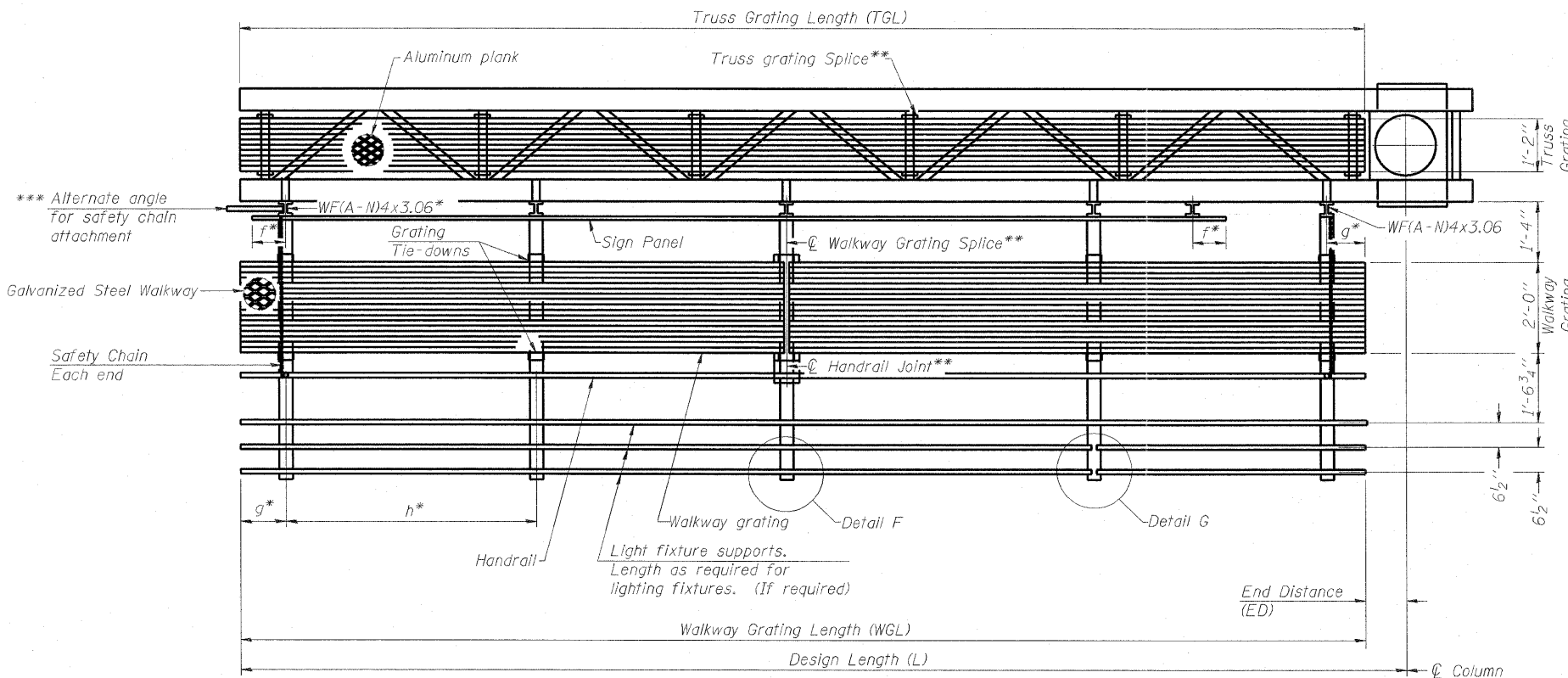
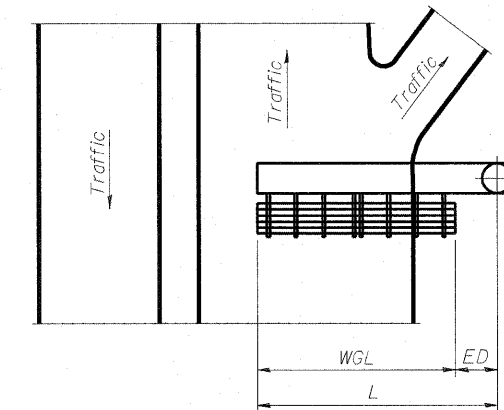
Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
8'-0"	14'-0"	2
14'-0"	20'-0"	3
20'-0"	26'-0"	4
26'-0"	32'-0"	5
32'-0"	38'-0"	6

OSC-A-6

7-1-10



Walkway and truss grating dimensions are nominal and may vary (width ±1/2", depth ±1/2") based on available standard widths.



Structure Number	Station	WGL	ED	TGL
8C0821070R002.8	69+42.00	18'-0"	7'-0"	18'-0"

Notes:
 * Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
 $f = 12''$ maximum, $4''$ minimum (End of sign to ϕ of nearest bracket)
 $g = 12''$ maximum, $4''$ minimum (End of walkway to ϕ of nearest bracket)
 $h = 6'-0''$ maximum (ϕ to ϕ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

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

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

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06 ASTM B308, Alloy 6061-T6		
Sign Width	Number Brackets Required	
Greater Than	Less Than or Equal To	
8'-0"	14'-0"	2
14'-0"	20'-0"	3
20'-0"	26'-0"	4
26'-0"	32'-0"	5
		6

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

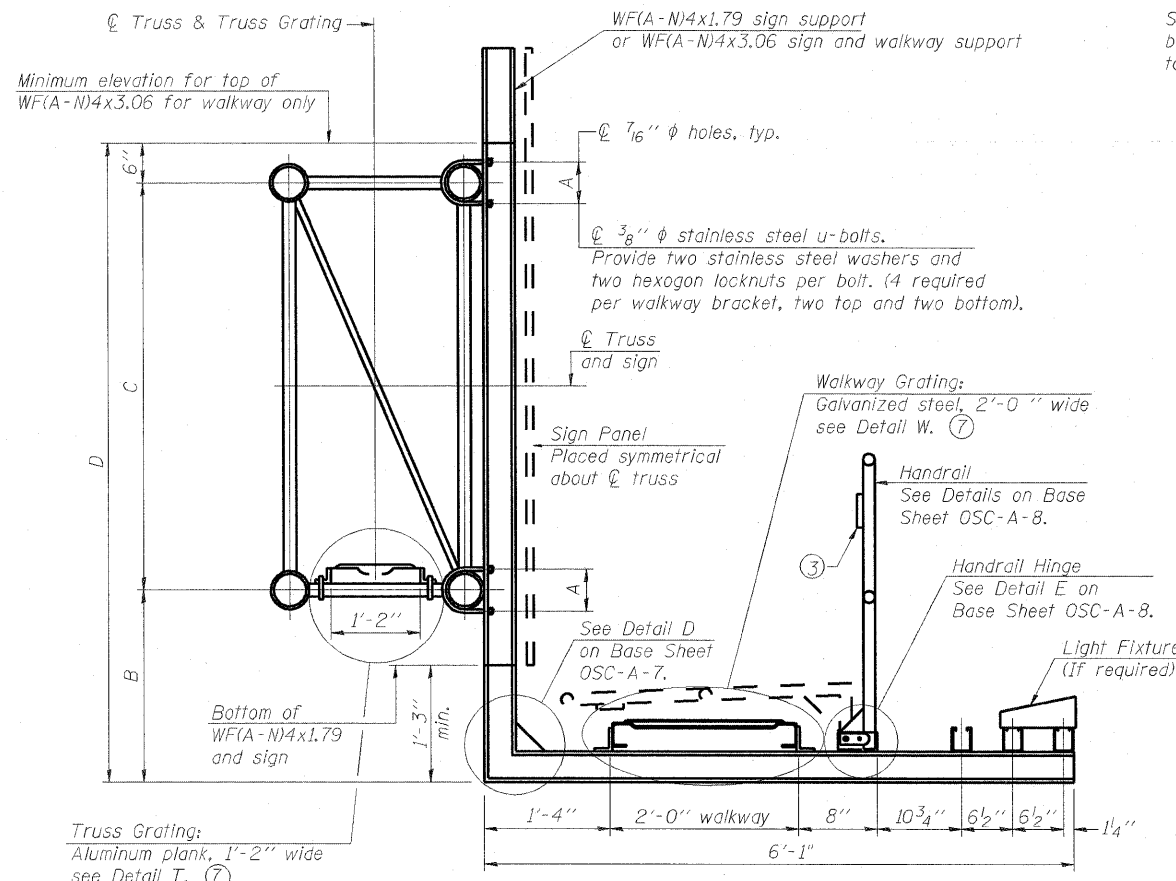
Handrail and walkway grating shall span a minimum of three brackets between splices.
 ** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6' \right)$$

OSC-A-6S

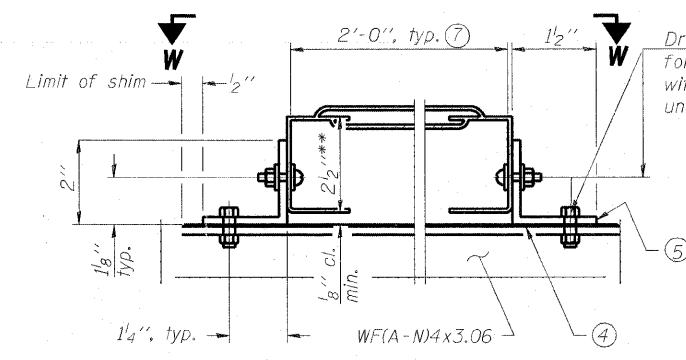
7-1-10

FILE NAME =	USER NAME = pkissel	DESIGNED PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURES - ALTERNATE STEEL WALKWAY DETAILS - ALUMINUM TRUSS & STEEL POST	F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 121	
#FILE#	PLOT SCALE = 3.3673'' / IN.	DRAWN PMK	REVISED -			SCALE: N/A	SHEET NO. 7 OF 10 SHEETS	STA. N/A	TO STA. N/A	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C76
	PLOT DATE = 6/13/2011	CHECKED MPW	REVISED -								
		DATE 07-01-2011	REVISED -								

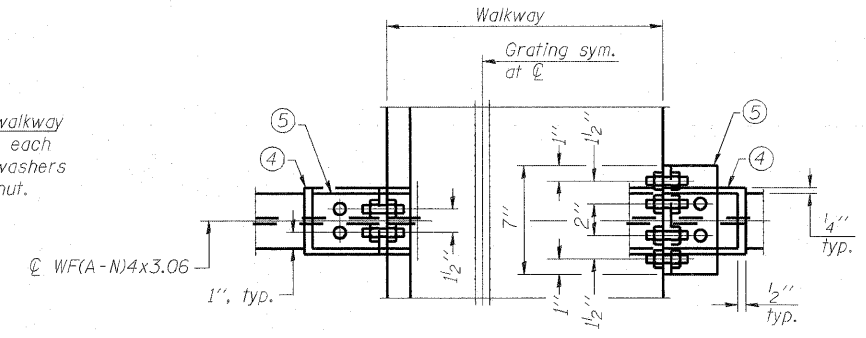


SECTION B-B

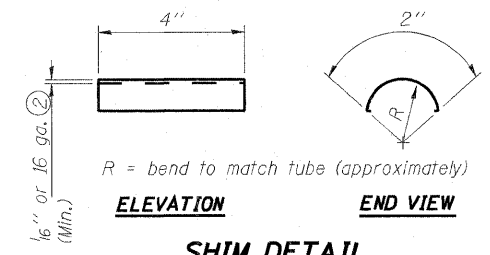
Sign shall be even with the top of the bracket, but it may extend no more than 6" above the top of the bracket for field adjustments.



**DETAIL W
GALVANIZED STEEL WALKWAY GRATING**



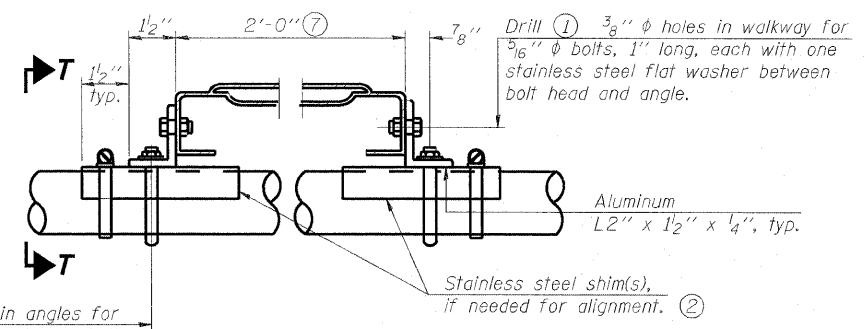
WALKWAY GRATING CONTINUOUS AT WALKWAY GRATING SPLICE



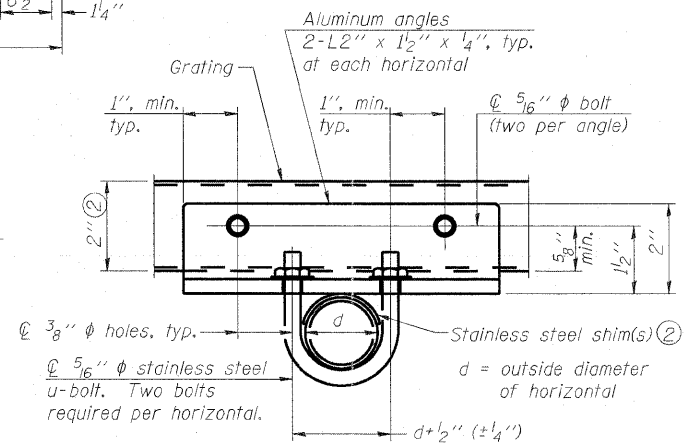
SHIM DETAIL

- ① Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- ② Stainless steel shims shall be placed under angles at horizontals and horizontal diagonals if needed to compensate for alignment variations and differences in horizontal diagonal pipe sizes beyond adjustment provided by angles. Secure with one stainless steel clamp per location, see "Shim Detail". Thicker shim plates may be used when needed subject to shims performing properly.
- ③ $\frac{1}{8}$ " x $\frac{1}{2}$ " x 2" welded to handrail posts to protect locations that contact grating.
- ④ $\frac{1}{16}$ " (or 16 ga.) x 2 1/2" x 4" stainless steel shim adhered to top of WF(A-N)4x3.06 beneath each galvanized angle, typ. Adhesives for shims shall be suitable for materials joined and full exposure conditions.
- ⑤ Galvanized steel L2" x 2" x 1/4", 3 1/2" long with continuous grating 7" long at grating splice.
- ⑥ Details shown are considered equal alternatives to Aluminum Walkway Details and may be substituted by Contractor at no charge in contract cost.
- ⑦ Perforated or expanded metal grating providing a skid resistant (non-serrated) surface and capable of supporting a 500 pound concentrated load with a 6'-0" clear span. Walkway and truss grating dimensions are nominal and may vary (width $\pm 1/2$ ", depth $\frac{1}{2}$ ") based on available standard sizes. Cut ends of grating shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.
- ⑧ Based on actual sign height, Ds, given on OSC-A-1.

Truss Grating: Aluminum plank, 1'-2" wide see Detail T. ⑦

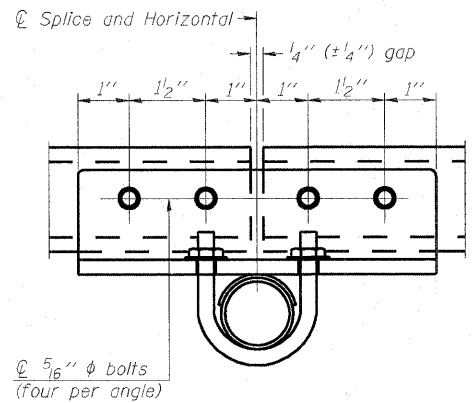


**DETAIL T
(Truss grating at horizontal)**



**SECTION T-T
(Truss Grating Continuous)**

ALUMINUM TRUSS GRATING



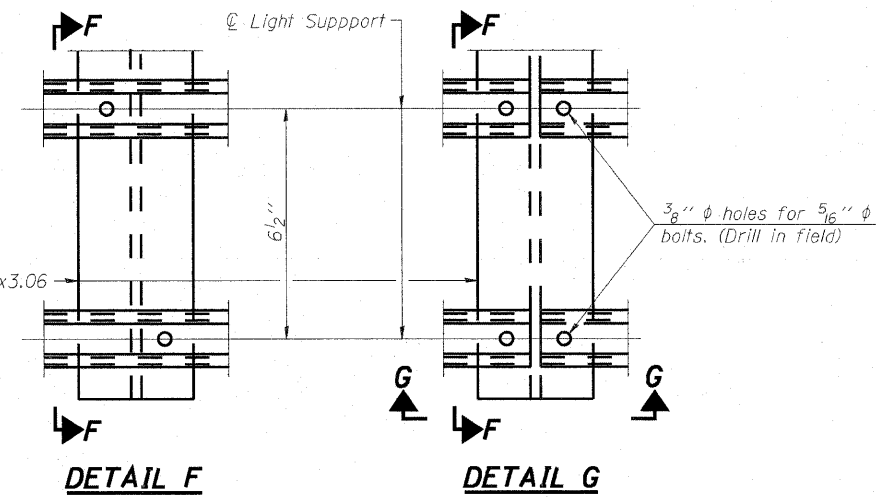
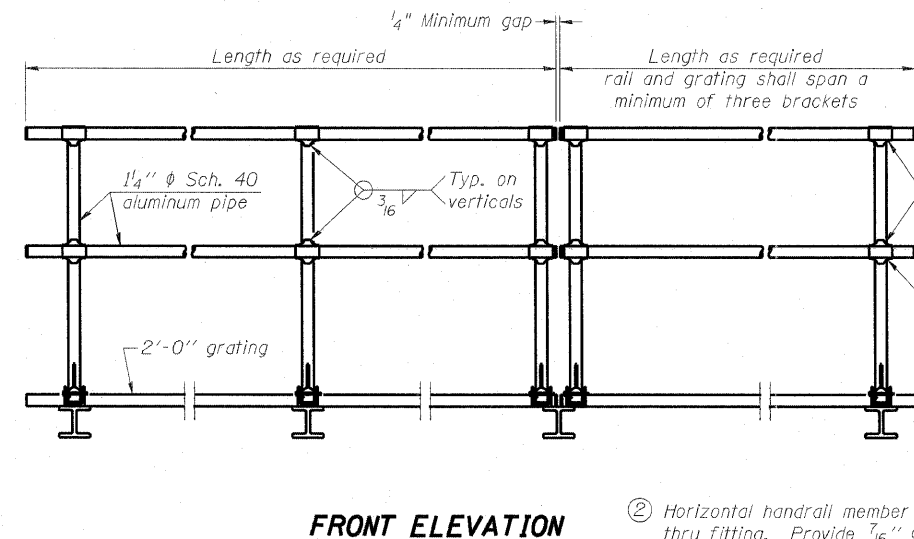
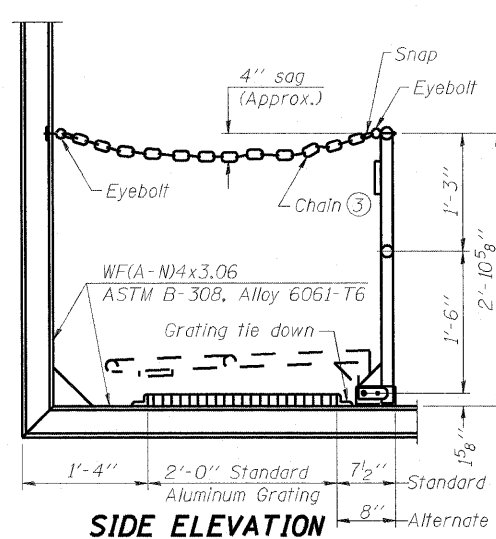
**SECTION T-T
(Truss Grating Splice)**

Alternate splice details and locations may be used subject to the Engineer's review and approval.

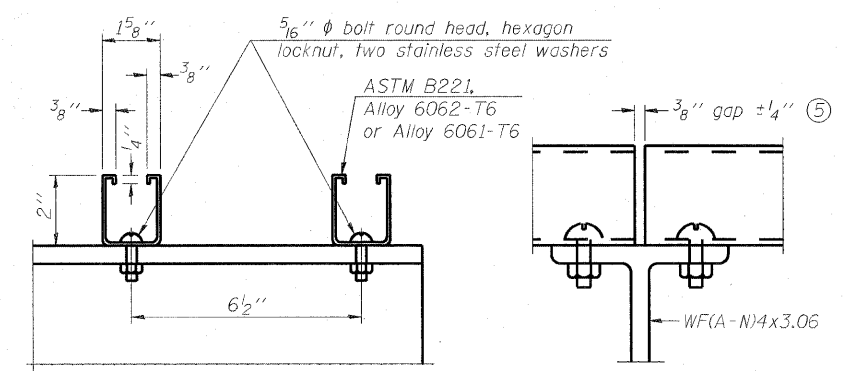
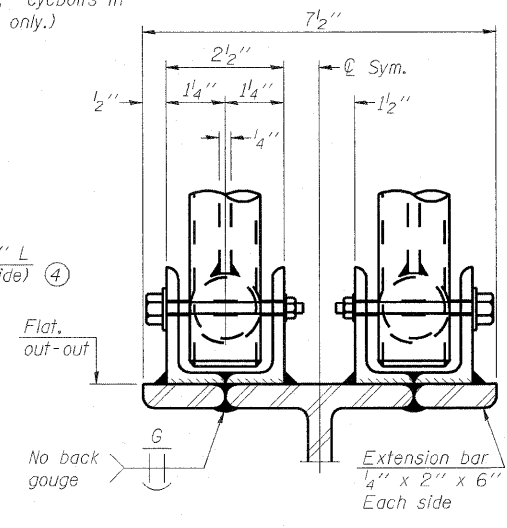
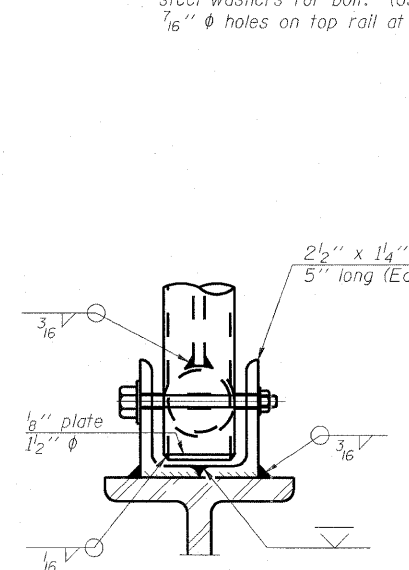
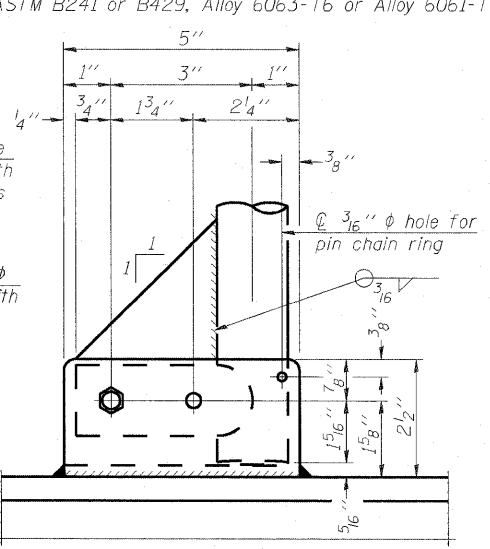
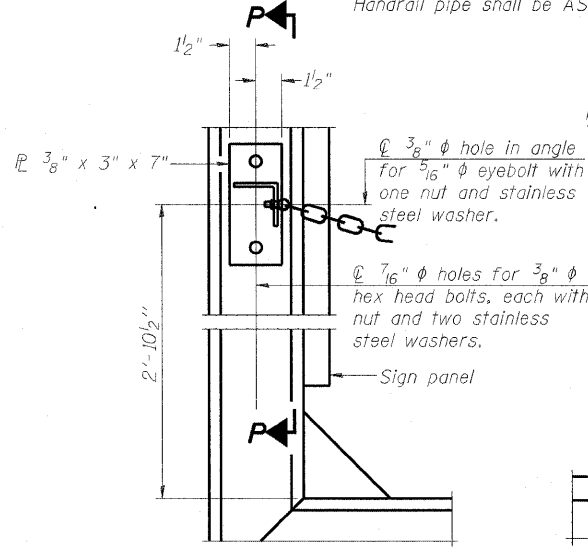
Structure Number	Station	A	⑧ B	C	⑧ D
BC0821070R002.8	69+42.00	7"	6'-0"	5'-6"	12'-0"

OSC-A-7S

7-1-10

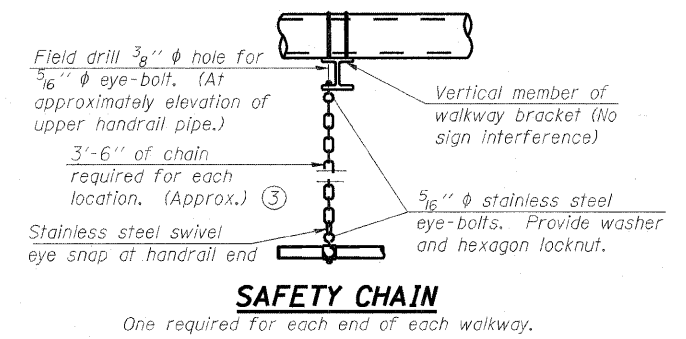
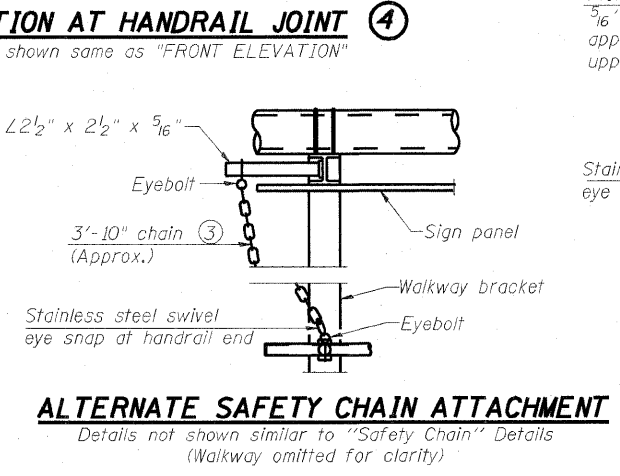
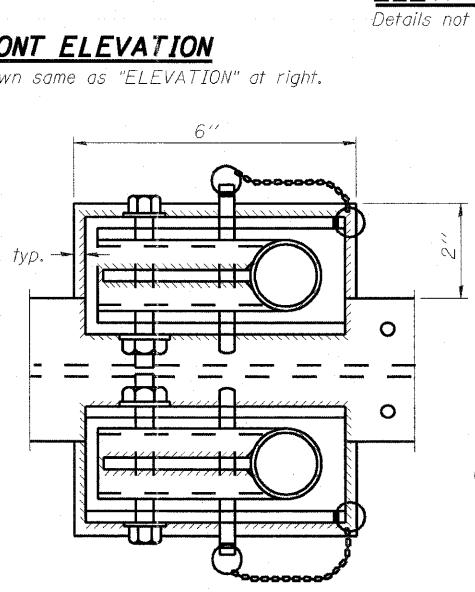
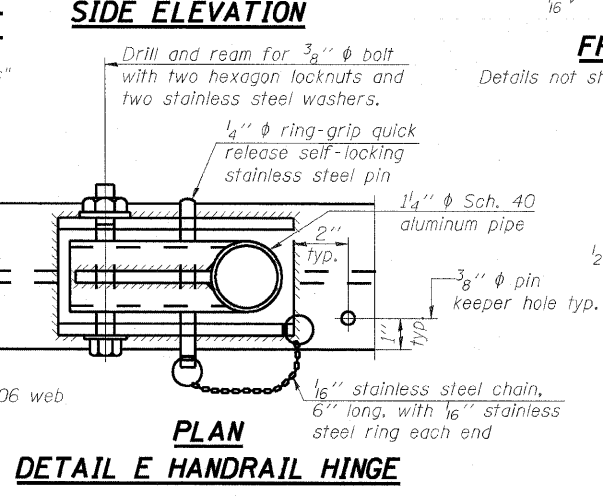
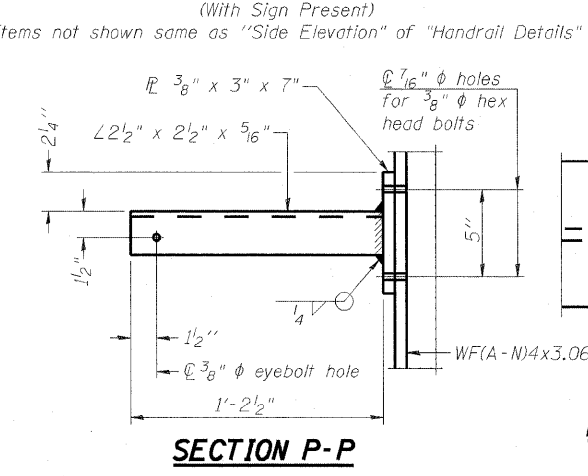


HANDRAIL DETAILS
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

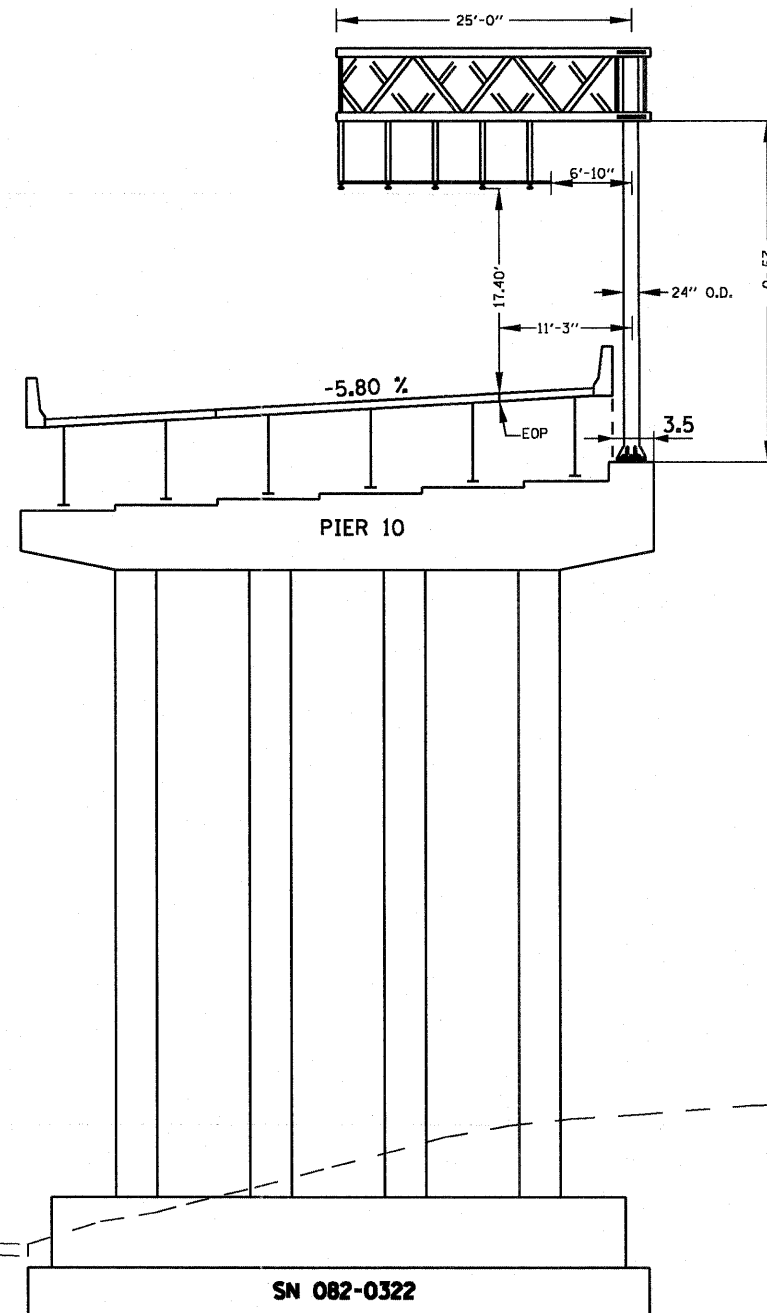


SECTION F-F and SECTION G-G LIGHTING FIXTURE MOUNTS (IF REQUIRED)
⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

ALTERNATE SAFETY CHAIN ATTACHMENT (With Sign Present)
Items not shown same as "Side Elevation" of "Handrail Details"

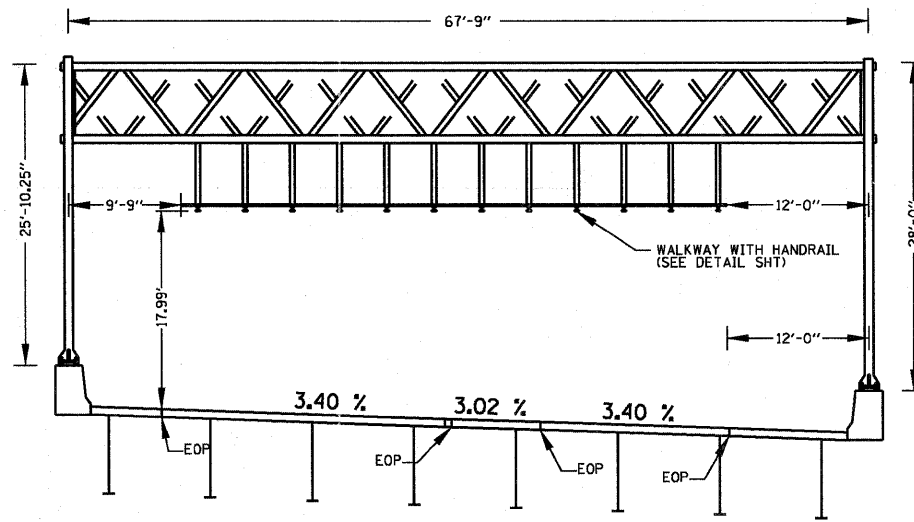


OSC-A-8		7-1-10		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CANTILEVER SIGN STRUCTURES - HANDRAIL DETAILS ALUMINUM TRUSS & STEEL POST		F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 124
FILE NAME =	USER NAME = pkissel	DESIGNED PMK	REVISED -	SCALE: N/A				SHEET NO. 10 OF 10 SHEETS	STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
#FILE#	PLOT SCALE = 3/32" = 1' IN.	DRAWN PMK	REVISED -	SHEET NO. 10 OF 10 SHEETS				STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 6/13/2011	CHECKED MPW	REVISED -	SHEET NO. 10 OF 10 SHEETS				STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
		DATE 07-01-2011	REVISED -	SHEET NO. 10 OF 10 SHEETS				STA. N/A	TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



PROPOSED SIGN TRUSS
 EB I-70 STA 69+42.00
 STR 8C082I070R002.8

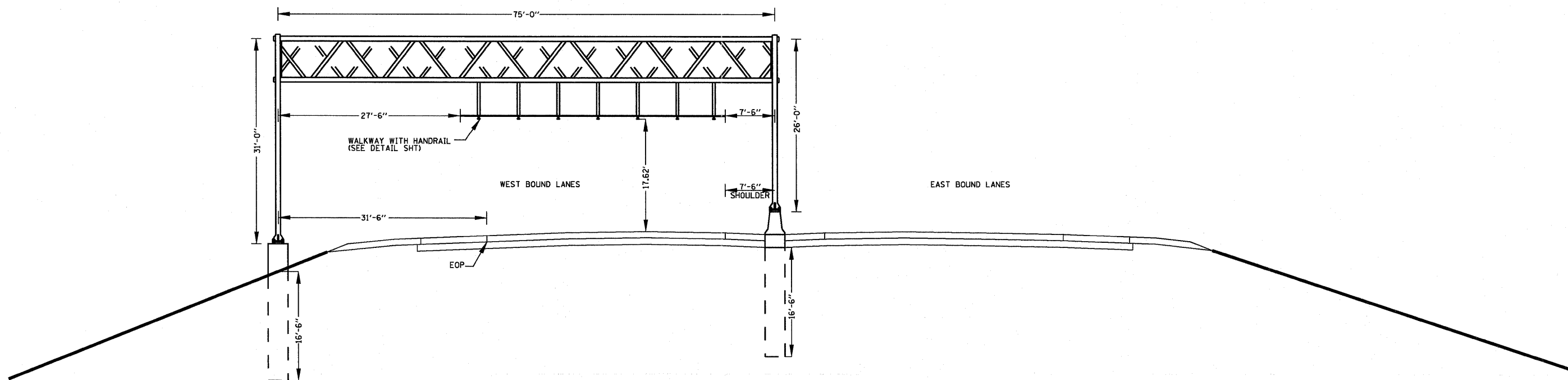
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#FILEL#	PLOT SCALE = 16.0000' / 1" =	DRAWN PMK	REVISED -					64/998	82-1-B-2	ST. CLAIR	399	125
	PLOT DATE = 6/24/2011	CHECKED	REVISED -		SCALE: N/A	SHEET NO. 1 OF 3 SHEETS	STA. N/A TO STA. N/A	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE 07-01-2011	REVISED -		CONTRACT NO. 76C76							



SN 082-0322

PROPOSED SIGN TRUSS
 EB I-70 STA 57+13.00
 STR 8S082I070R002.5

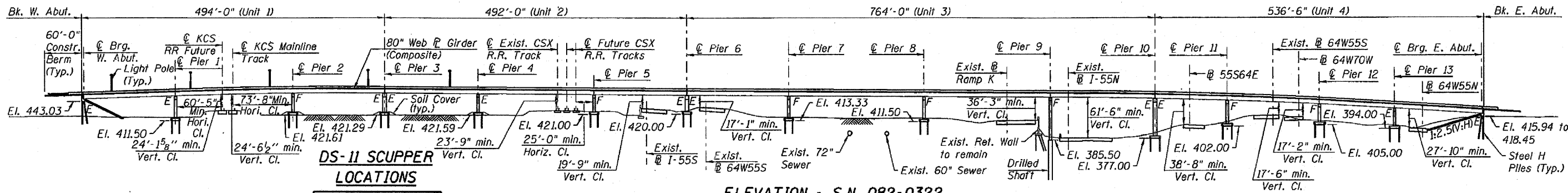
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	PLOT SCALE = 16.0000' / 1in.	DRAWN PMK	REVISED -					SCALE: N/A	SHEET NO. 2 OF 3 SHEETS	STA. N/A TO STA. N/A	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 6/24/2011	CHECKED	REVISED -									
		DATE 07-01-2011	REVISED -									



PROPOSED SIGN TRUSS
 WB I-70 STA 195+00.00
 STR 8S082I070L002.3

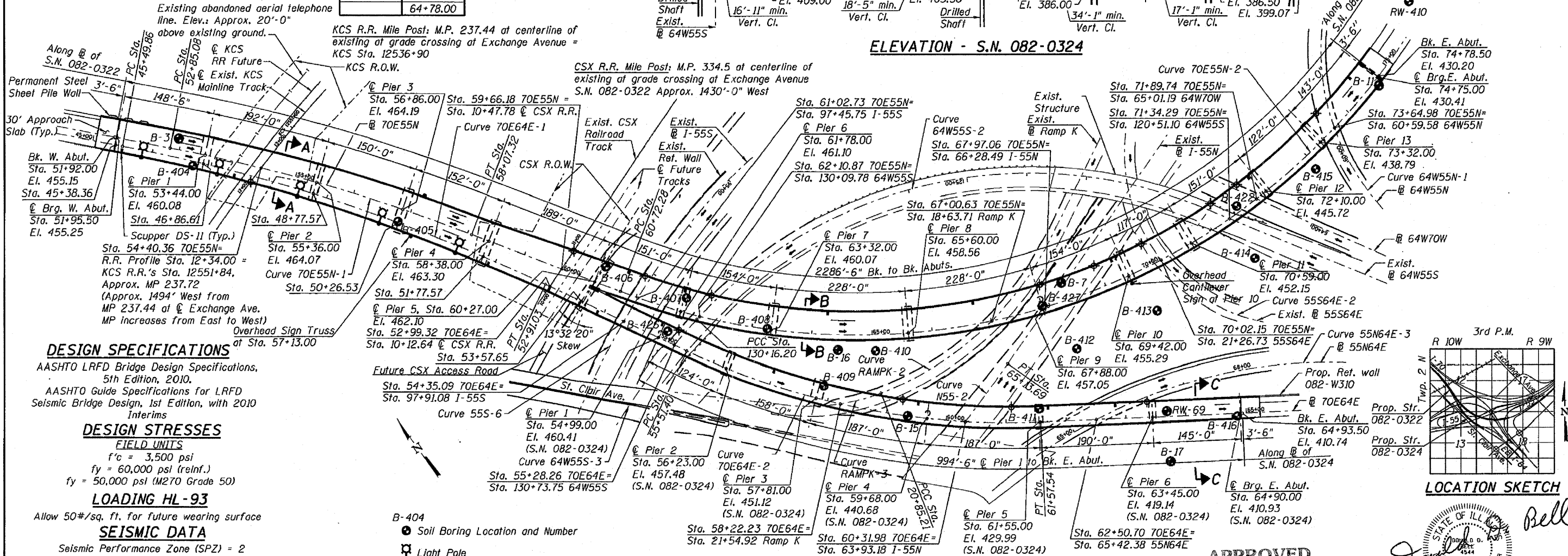
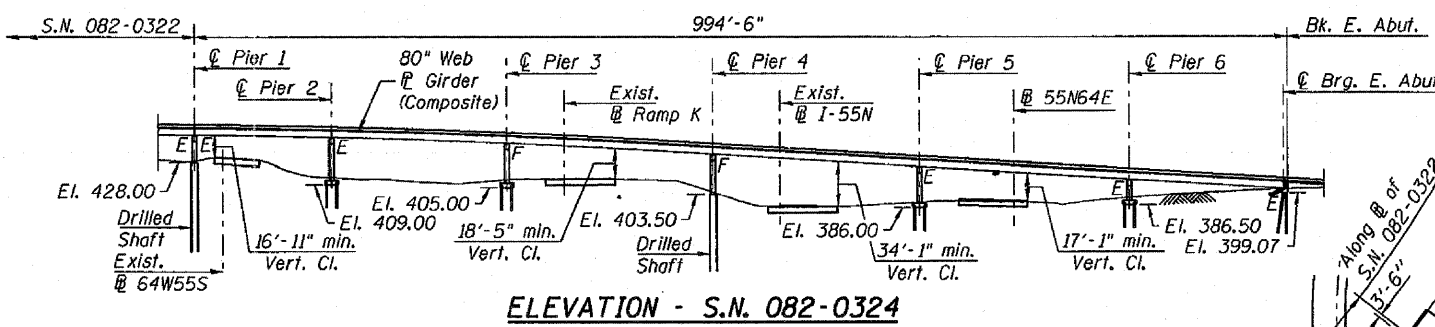
FILE NAME = \$FILEL\$.S	USER NAME = mmcconachie	DESIGNED PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. RTE. 64/998	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 127
	PLOT SCALE = 16.0000' / in.	DRAWN PMK	REVISED -		SCALE: N/A	SHEET NO. 3 OF 3 SHEETS	STA. _____	TO STA. _____	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
PLOT DATE = 6/24/2011	CHECKED	REVISED -							
	DATE 07-01-2011	REVISED -							

BENCH MARK BM 25: Chiseled square in concrete foundation of manhole structure between I-55/70 WB & CSX RR, northeasterly of St. Clair Avenue. 70E55N Sta. 60+32, 65' Rt. Elevation 419.77
Existing Structure: None.



Station along @

70E55N	70E64E
52+07.00	51+90.00
54+00.00	53+00.00
60+75.00	53+54.00
61+72.00	53+90.00
64+25.00	54+93.00
66+75.00	57+00.00
69+25.00	59+50.00
72+00.00	61+70.00
74+25.00	62+83.00
	64+78.00



DESIGN SPECIFICATIONS
AASHTO LRFD Bridge Design Specifications, 5th Edition, 2010.
AASHTO Guide Specifications for LRFD Seismic Bridge Design, 1st Edition, with 2010 Interims

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

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface

SEISMIC DATA
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.24g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.54g
Soil Site Class = D

- B-404 ● Soil Boring Location and Number
- ⊕ Light Pole
- ⊕ Point of minimum vertical clearance

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
D. C. [Signature]
ENGINEER OF BRIDGES AND STRUCTURES

LOCATION SKETCH
3rd P.M.
R 10W R 9W
Twp. 2 N
Elev. 419.77
Prop. Str. 082-0322
Prop. Str. 082-0324
License Expires: 11/30/12
Date Signed: 8-8-11

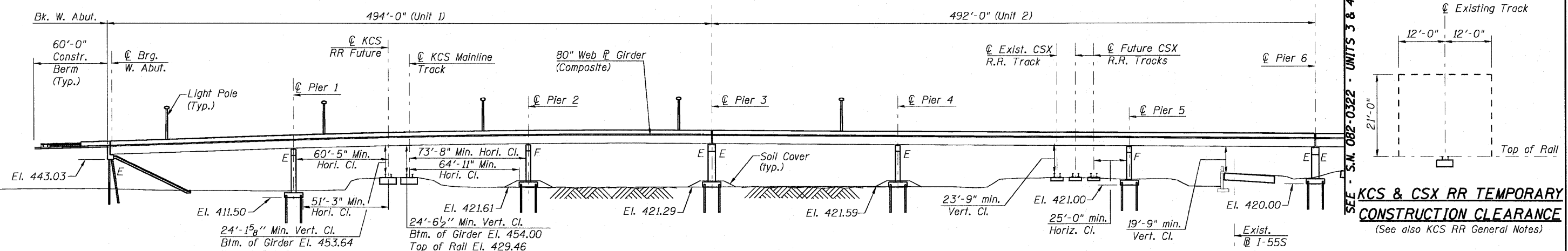


USER NAME	DESIGNED	REVISIONS
PJL	PJL	
BRD	BRD	
DOB	DOB	
DOB	DOB	

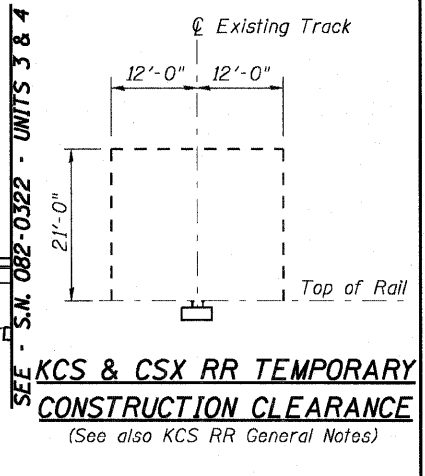
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
I-70E OVER I-55, CSX & KCS RAILROADS
SCALE: SHEET S-1 OF S-234 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-2	ST. CLAIR	399	128
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



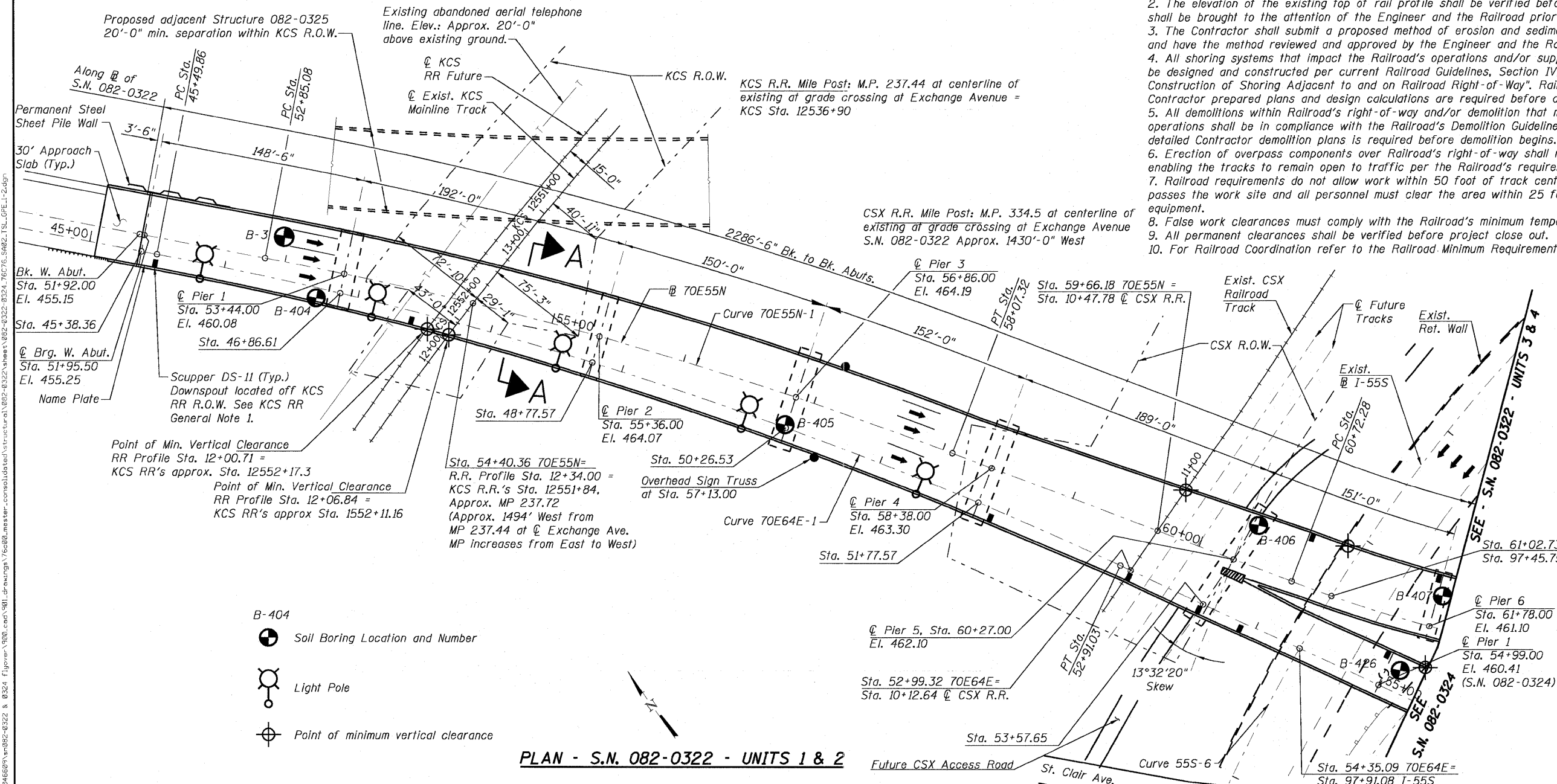
ELEVATION - S.N. 082-0322 - UNITS 1 & 2



KCS & CSX RR TEMPORARY CONSTRUCTION CLEARANCE
(See also KCS RR General Notes)

KCS Railroad General Notes:

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



PLAN - S.N. 082-0322 - UNITS 1 & 2



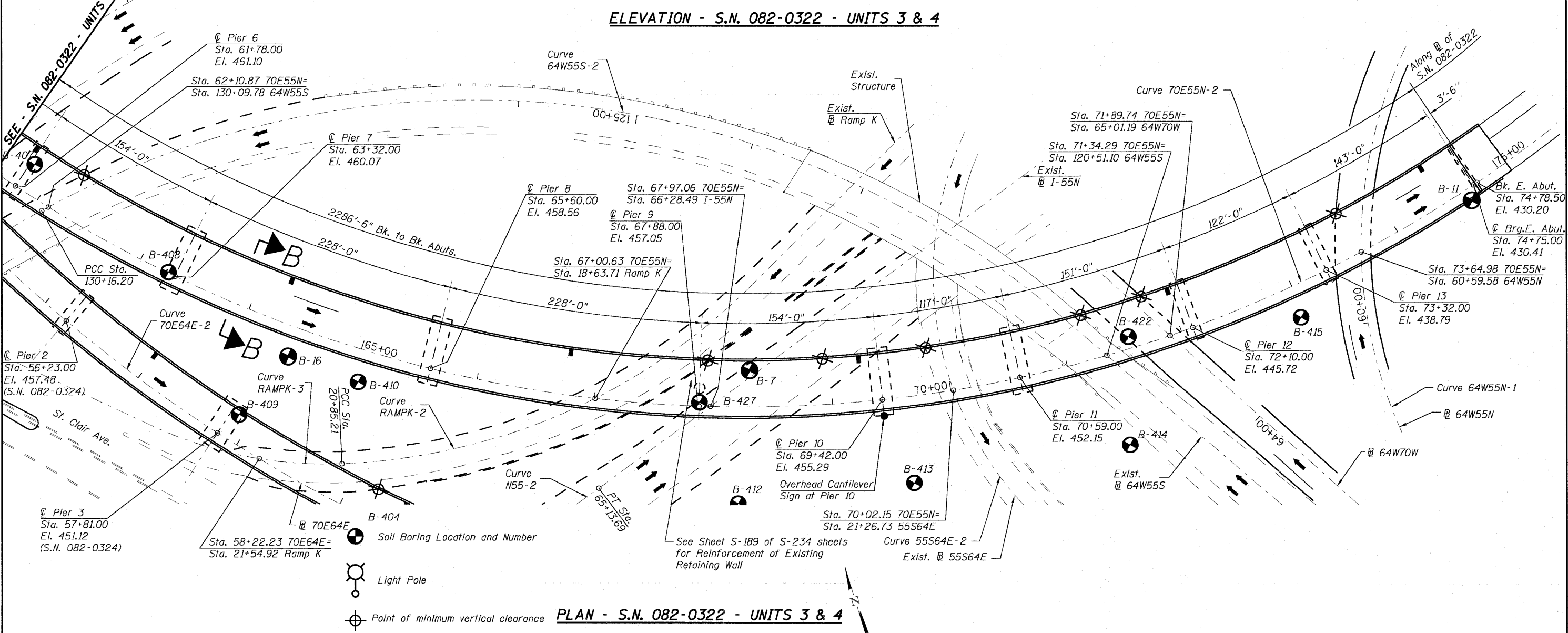
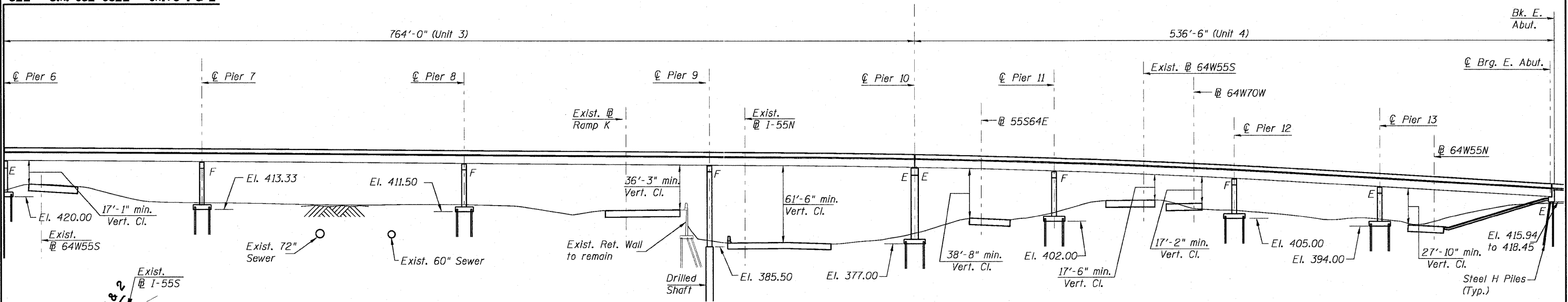
USER NAME =	DESIGNED - P.J.L.	REVISED -
PLOT SCALE = 8/1667" / IN.	DRAWN - BRD	REVISED -
PLOT DATE = 6/30/2011	CHECKED - DDB	REVISED -
	DATE - 07-01-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN - UNITS 1 & 2
I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-2 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 129
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C79		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

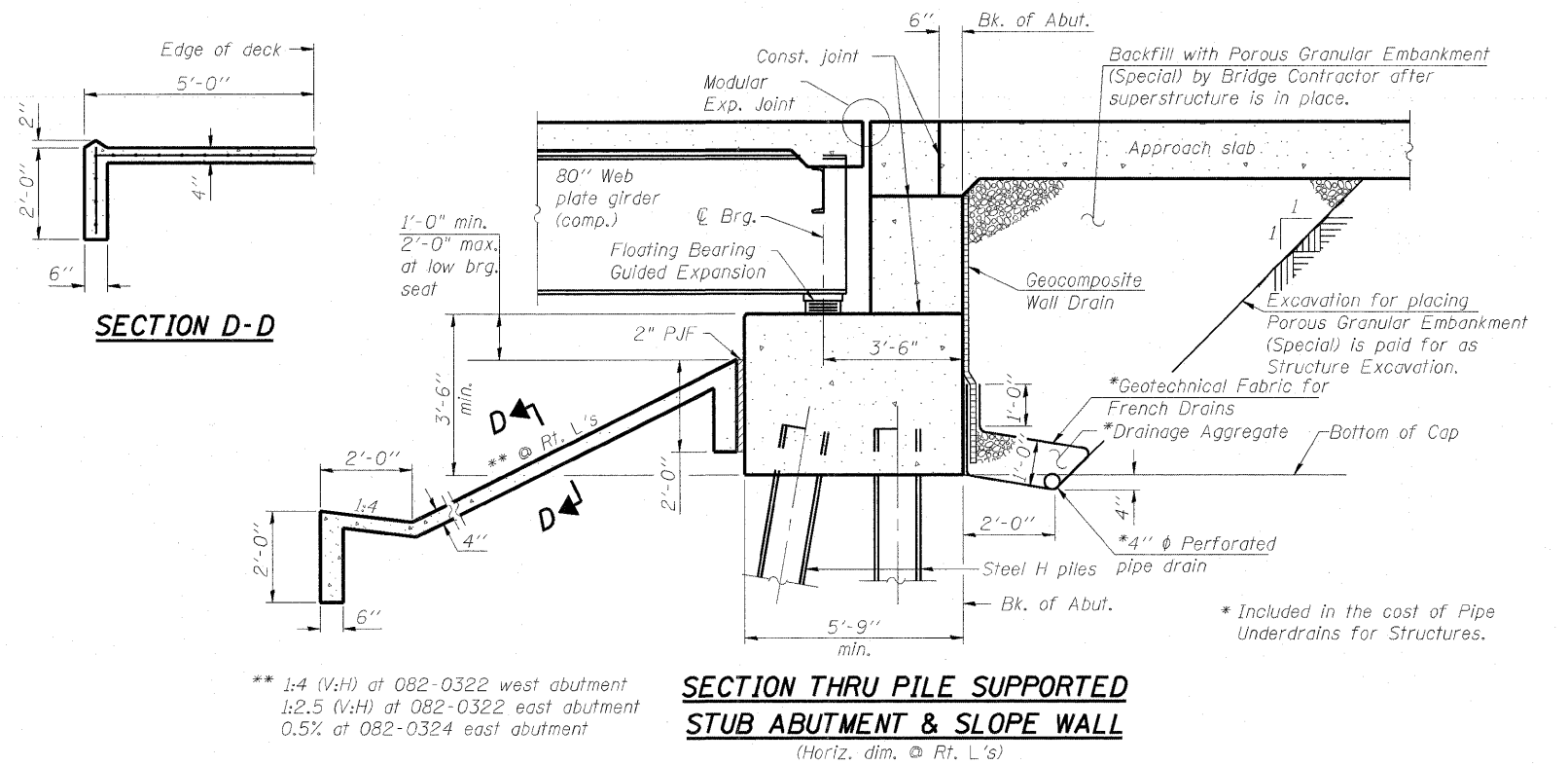


	USER NAME =	DESIGNED - P.J.L.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN - UNITS 3 & 4 I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.1667" / 1"	DRAWN - BRD	REVISED -			70	82-1-B-2	ST. CLAIR	399	130
	PLOT DATE = 8/15/2011	CHECKED - DDB	REVISED -			S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76			
		DATE - 08-12-11	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

TOTAL BILL OF MATERIAL

S.N. 082-0322 & S.N. 082-0324 TOTAL BILL OF MATERIALS

Item	Unit	S.N. 082-0322		S.N. 082-0324		Total
		SUPER	SUB	SUPER	SUB	
STRUCTURE EXCAVATION	CU YD		3,355.3	1,336.0		4,691.3
CONCRETE STRUCTURES	CU YD		4,310.9	1,116.4		5,427.3
CONCRETE SUPERSTRUCTURE	CU YD	4,349.7		1,313.3		5,663.0
BRIDGE DECK GROOVING	SQ YD	13,543		3,615		17,158
CONCRETE ENCASEMENT	CU YD		14.6		7.7	22.3
PROTECTIVE COAT	SQ YD	16,391		4,788		21,179
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	0.77		0.23		1
STUD SHEAR CONNECTORS	EACH	61,347		14,802		76,149
REINFORCEMENT BARS, EPOXY COATED	POUND	1,284,319	869,811	357,850	366,610	2,878,590
BAR SPLICERS	EACH		100		35	135
SLOPE WALL 4 INCH	SQ YD		885.5		79.7	965.2
FURNISHING STEEL PILES HP12X63	FOOT		57,875		15,356	73,231
FURNISHING STEEL PILES HP14X73	FOOT		8,787		0	8,787
DRIVING PILES	FOOT		66,662		15,356	82,018
TEST PILE STEEL HP12X63	EACH		4		0	4
TEST PILE STEEL HP14X73	EACH		1		0	1
PILE SHOES	EACH		355		159	514
NAME PLATES	EACH	1		1		2
PERMANENT CASING	FOOT		86.5		210.0	296.5
DRILLED SHAFT IN SOIL	CU YD		203.8		376.6	580.4
DRILLED SHAFT IN ROCK	CU YD		27.3		35.2	62.5
ANCHOR BOLTS, 1"	EACH		308		70	378
ANCHOR BOLTS, 1 1/4"	EACH		306		90	396
CONCRETE SEALER	SQ FT		21,127		5,643	26,770
GEOCOMPOSITE WALL DRAIN	SQ YD		113		38	151
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	6,310	29	998		7,337
CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., PVC	FOOT		6		4	10
DRAINAGE SCUPPERS, DS-11	EACH	14		5		19
DRAINAGE SYSTEM	L SUM	0.5		0.5		1
MODULAR EXPANSION JOINT - SWIVEL 6"	FOOT	98.5				98.5
MODULAR EXPANSION JOINT - SWIVEL 9"	FOOT	156.5		34.0		190.5
MODULAR EXPANSION JOINT - SWIVEL 12"	FOOT			34.0		34.0
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		165		57	222
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	0.5		0.5		1
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		3,822		2,575	6,397
CROSSHOLE SONIC LOGGING	EACH		1		2	3
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		294.7		98.9	394
MECHANICAL SPLICERS	EACH		1,636		648	2,284
PERMANENT STEEL SHEET PILING	SQ FT		2,204			2,204
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 200K	EACH	44		10		54
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 250K	EACH	14				14
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 500K	EACH	6		5		11
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 600K	EACH	7				7
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 700K	EACH	9		10		19
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 500K	EACH	12				12
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 600K	EACH	8				8
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 700K	EACH	11		10		21
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 800K	EACH	18				18
SOIL NAILS	EACH		4			4



Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).
Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

STATION 63+35.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 70 SEC. 82-1-B-2
LOADING HL-93
STRUCTURE NO. 082-0322

NAME PLATE S.N. 082-0322
See Std. 515001

STATION 59+68.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RT. 70 SEC. 82-1-B-2
LOADING HL-93
STRUCTURE NO. 082-0324

NAME PLATE S.N. 082-0324
See Std. 515001



USER NAME =
PLOT SCALE = 3/8" = 1' / IN.
PLOT DATE = 8/15/2011

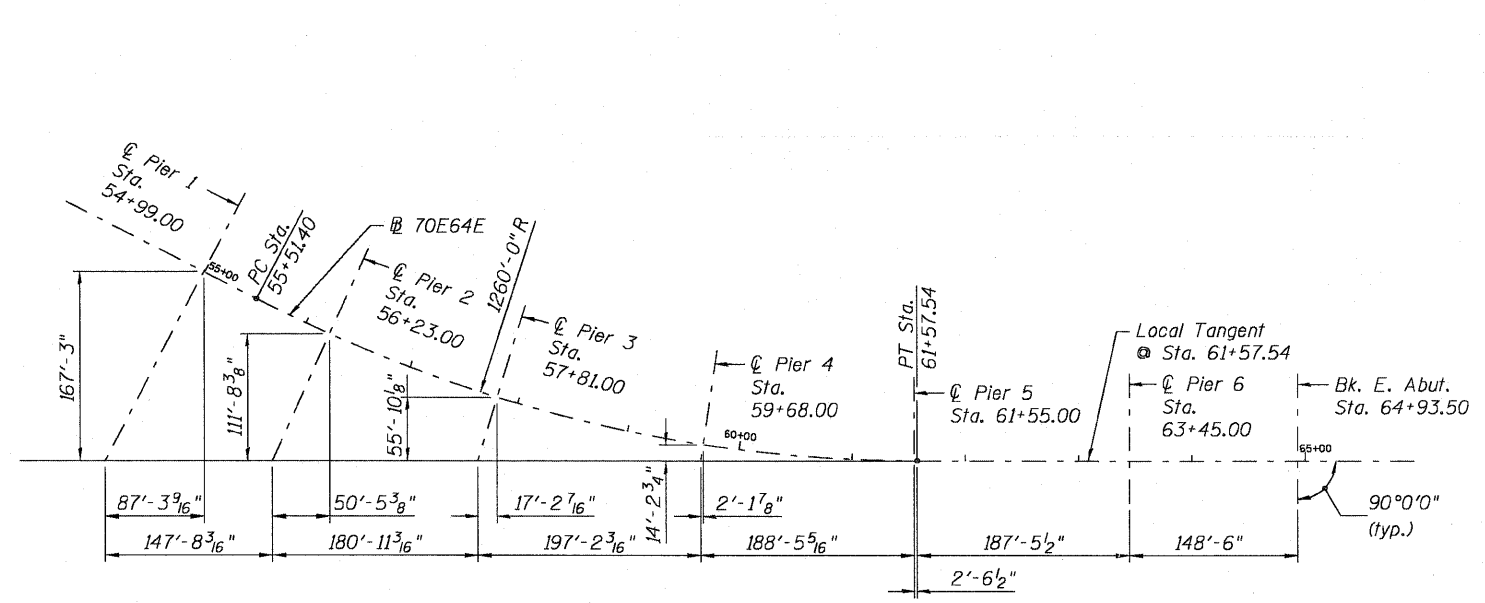
DESIGNED - P.J.L.
DRAWN - BRD
CHECKED - DDB
DATE - 08-12-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

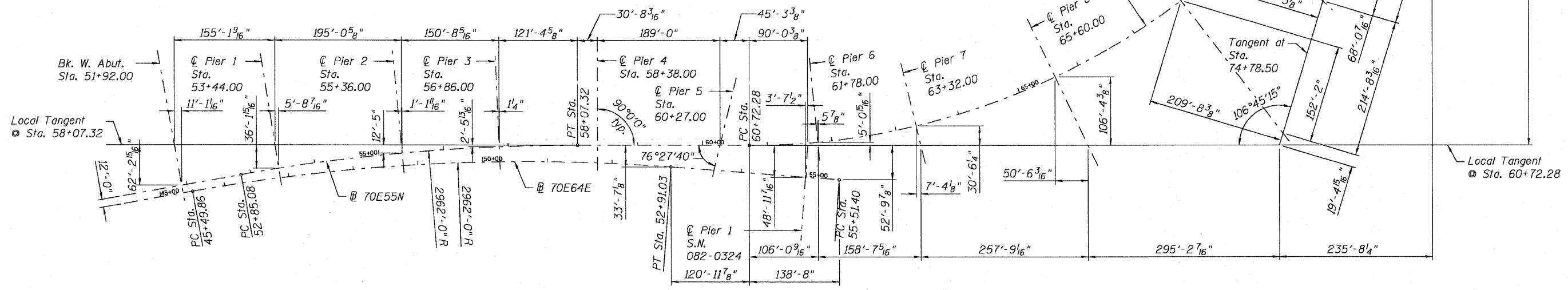
TOTAL BILL OF MATERIAL & ABUTMENT SECTIONS
I-70E OVER I-55, CSX & KCS RAILROADS
SCALE: SHEET S-6 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	133
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

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OFFSET SKETCH - S.N. 082-0324



OFFSET SKETCH - S.N. 082-0322



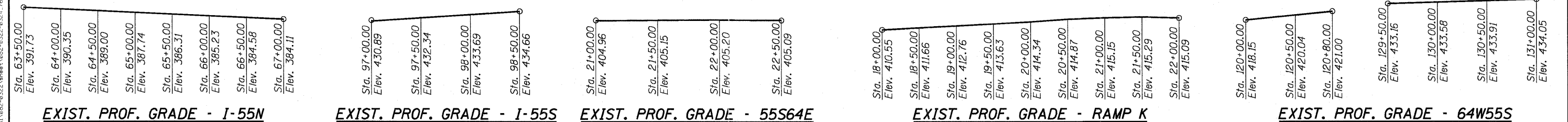
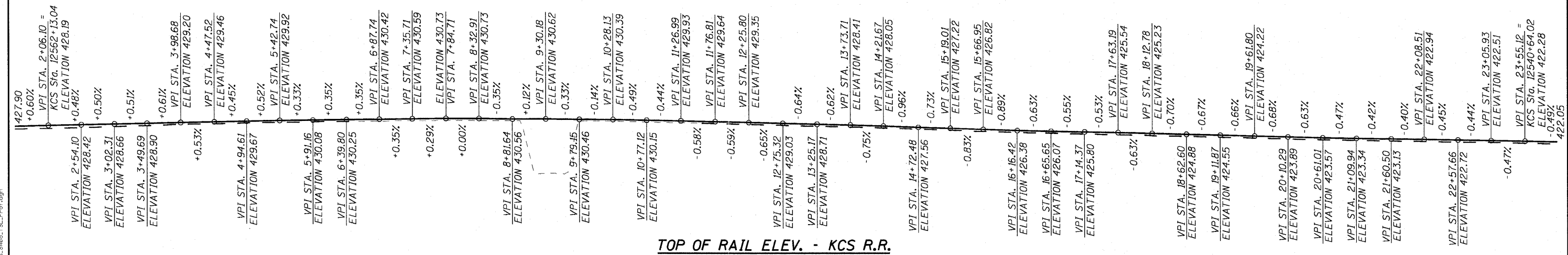
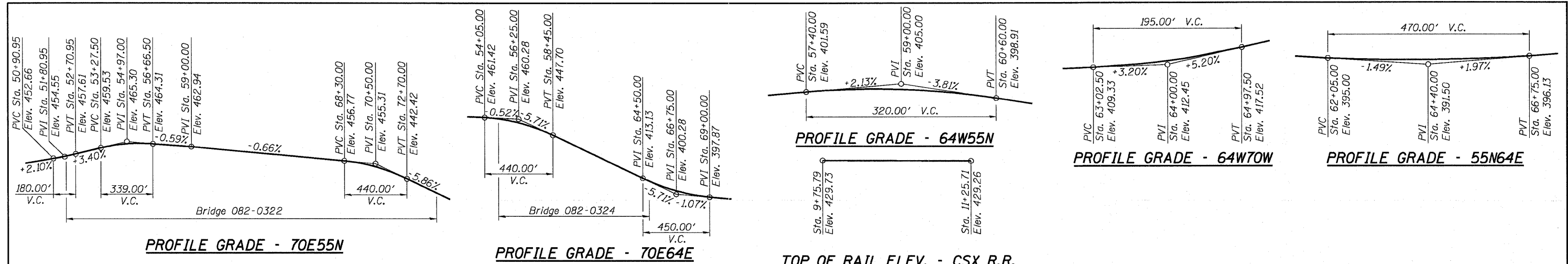
USER NAME =	DESIGNED - P.J.L.	REVISED -
PLOT SCALE = 8/2" = 1' IN.	DRAWN - BRD	REVISED -
PLOT DATE = 6/30/2011	CHECKED - DDB	REVISED -
	DATE - 07-01-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OFFSET SKETCH
I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-7 OF S-234 SHEETS STA. TO STA.

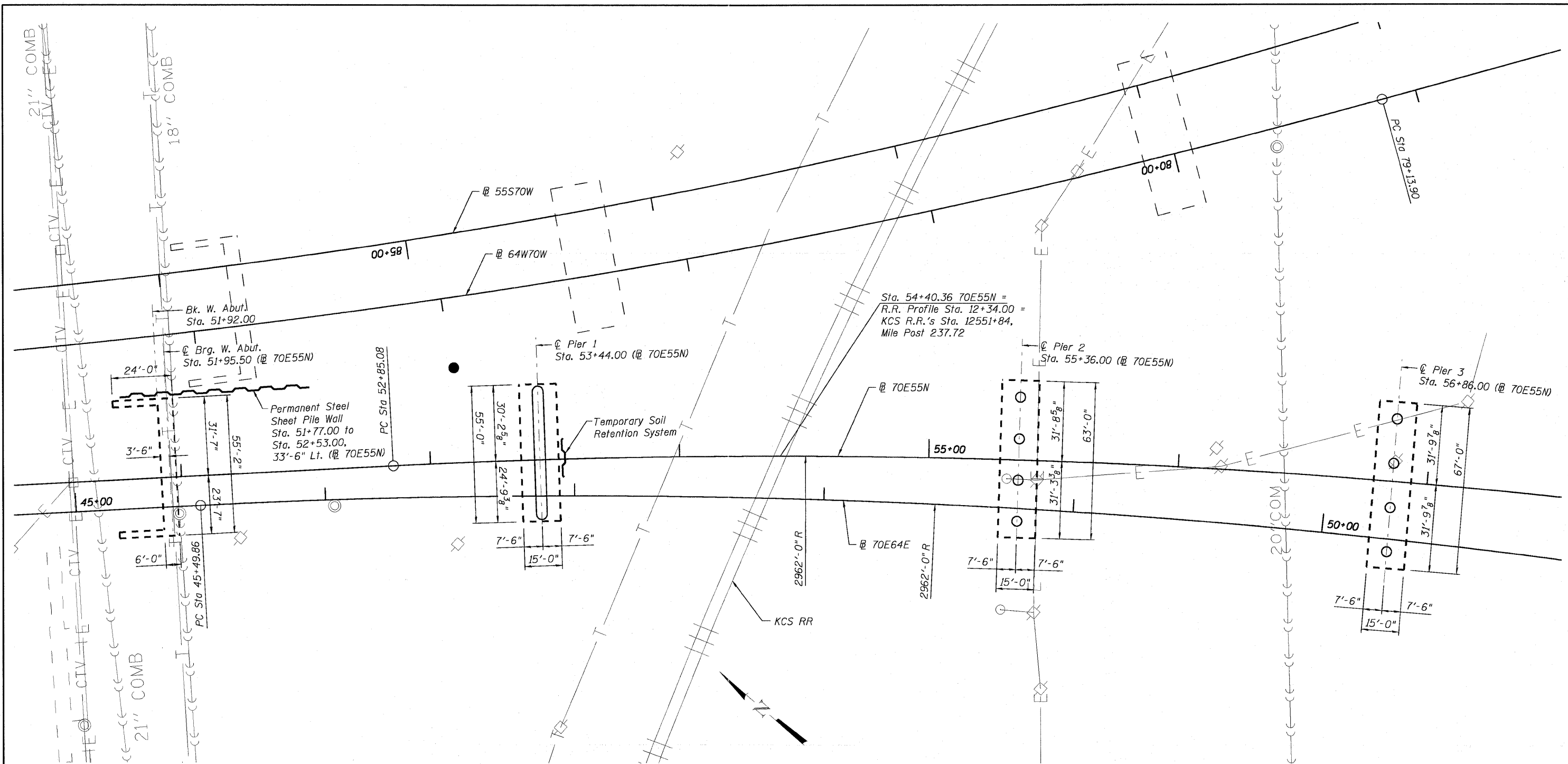
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	134
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



CURVE 70E55N-1	CURVE 70E55N-2	CURVE 70E64E-1	CURVE 70E64E-2	CURVE 55S-6	CURVE 64W55S-2	CURVE 64W55S-3
$\Delta = 10^\circ 06' 07''$ (RT)	$\Delta = 87^\circ 23' 14''$ (LT)	$\Delta = 14^\circ 20' 13''$ (RT)	$\Delta = 27^\circ 33' 46''$ (LT)	$\Delta = 15^\circ 22' 19''$ (LT)	$\Delta = 69^\circ 27' 35''$ (LT)	$\Delta = 17^\circ 49' 53''$ (LT)
D = 1° 56' 04"	D = 5° 12' 31"	D = 1° 56' 04"	D = 4° 32' 50"	D = 4° 24' 36"	D = 7° 34' 58"	D = 4° 58' 04"
T = 261.80'	T = 1,050.95'	T = 372.53'	T = 309.05'	T = 175.34'	T = 523.79'	T = 180.94'
L = 522.24'	L = 1,677.71'	L = 741.17'	L = 606.14'	L = 348.58'	L = 916.03'	L = 358.95'
E = 11.55'	E = 421.34'	E = 23.33'	E = 37.35'	E = 11.78'	E = 163.79'	E = 14.11'
R = 2,962.00'	R = 1,100.00'	R = 2,962.00'	R = 1,260.00'	R = 1,299.24'	R = 755.61'	R = 1,153.36'
S.E. = 3.4%	S.E. = 5.8%	S.E. = 3.4%	S.E. = 5.6%	e = 4.2%	S.E. = 8.0%	S.E. = 8.0%
P.C. STA = 52+85.08	P.C. STA = 60+72.28	P.C. STA = 45+49.86	P.C. STA = 55+51.40	P.C. STA = 96+10.13	P.C. STA = 121+00.17	P.C. STA = 130+16.20
P.T. STA = 58+07.32	P.T. STA = 77+49.99	P.T. STA = 52+91.03	P.T. STA = 61+57.54	P.T. STA = 99+58.71	P.T. STA = 130+16.20	P.T. STA = 133+75.15
PI STA = 55+46.88	PI STA = 71+23.23	PI STA = 49+22.39	PI STA = 58+67.45	PI STA = 97+85.47	PI STA = 126+23.96	PI STA = 131+97.14

CURVE RAMPK-2	CURVE RAMPK-3	CURVE 55N-2	CURVE 55N64E-3	CURVE 55S64E-2	CURVE 64W55N-1
$\Delta = 42^\circ 22' 31''$ (RT)	$\Delta = 27^\circ 30' 47''$ (RT)	$\Delta = 10^\circ 09' 06''$ (LT)	$\Delta = 53^\circ 06' 29''$ (RT)	$\Delta = 120^\circ 51' 16''$ (LT)	$\Delta = 106^\circ 12' 31''$ (RT)
D = 11° 01' 06"	D = 16° 51' 06"	D = 1° 50' 43"	D = 6° 49' 15"	D = 20° 06' 14"	D = 14° 52' 55"
T = 201.57'	T = 83.24'	T = 275.79'	T = 419.80'	T = 502.25'	T = 512.85'
L = 384.59'	L = 163.27'	L = 550.14'	L = 778.61'	L = 601.15'	L = 713.67'
E = 37.70'	E = 10.04'	E = 99.06'	E = 12.22'	E = 292.47'	E = 256.28'
R = 520.00'	R = 340.00'	R = 3,105.00'	R = 840.00'	R = 285.00'	R = 385.00'
S.E. = 6.8%	S.E. = 4.0%	S.E. = 2.5%	S.E. = 6.0%	S.E. = 6.0%	S.E. = 6.0%
P.C. STA = 17+00.63	P.C. STA = 20+85.21	P.C. STA = 59+63.55	P.C. STA = 63+23.34	P.C. STA = 17+24.63	P.C. STA = 56+89.88
P.T. STA = 20+85.21	P.T. STA = 22+48.48	P.T. STA = 65+13.69	P.T. STA = 71+01.95	P.T. STA = 23+25.78	P.T. STA = 64+03.55
PI STA = 19+02.19	PI STA = 21+68.45	PI STA = 62+39.34	PI STA = 67+43.14	PI STA = 22+26.88	PI STA = 62+02.73

I:\projects\60846666\082-0322 & 0324 - I:\projects\60846666\structural\082-0322-sheet\082-0322-8324-76C76-5409-5405-1-1.dgn
 I:\projects\60846666\082-0322 & 0324 - I:\projects\60846666\structural\082-0322-sheet\082-0322-8324-76C76-5409-5405-1-1.dgn



SUBSTRUCTURE LAYOUT PLAN - UNIT 1

Note:
 ☉ of piers 1, 2, and 3 are radial to 70E55N
 ☉ of Brg. West Abutment is perpendicular to 70E55N

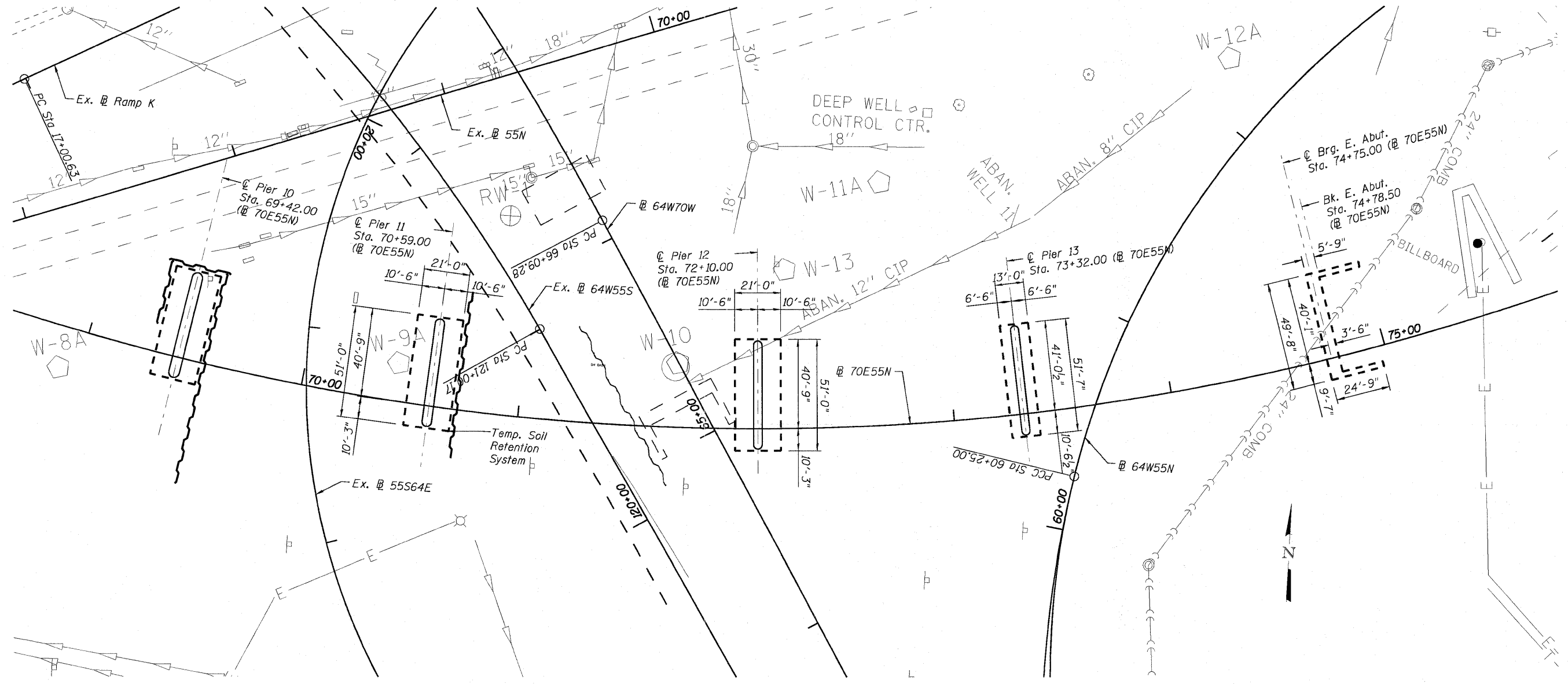


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PLOT DATE = 6/30/2011	CHECKED - PJL	REVISED -
	DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT PLAN - UNIT 1
I-70E OVER I-55, CSX & KCS RAILROADS
 SCALE: SHEET S-9 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	136
S.N. 082-0322 & S.N. 082-0324			CONTRACT NO. 76C76	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



SUBSTRUCTURE LAYOUT PLAN - UNIT 4

Note:
 C of piers 11, 12, 13 & C of Brg. East Abutment
 are radial to 70E55N

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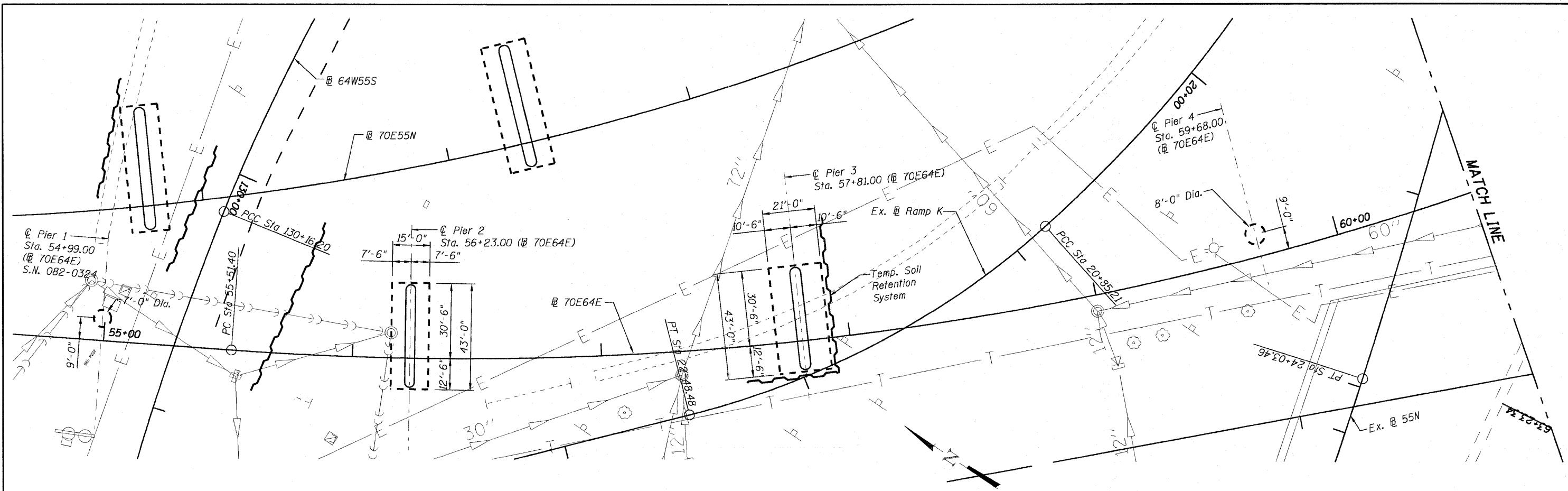


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PLOT DATE = 6/30/2011	CHECKED - PJL	REVISED -
	DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

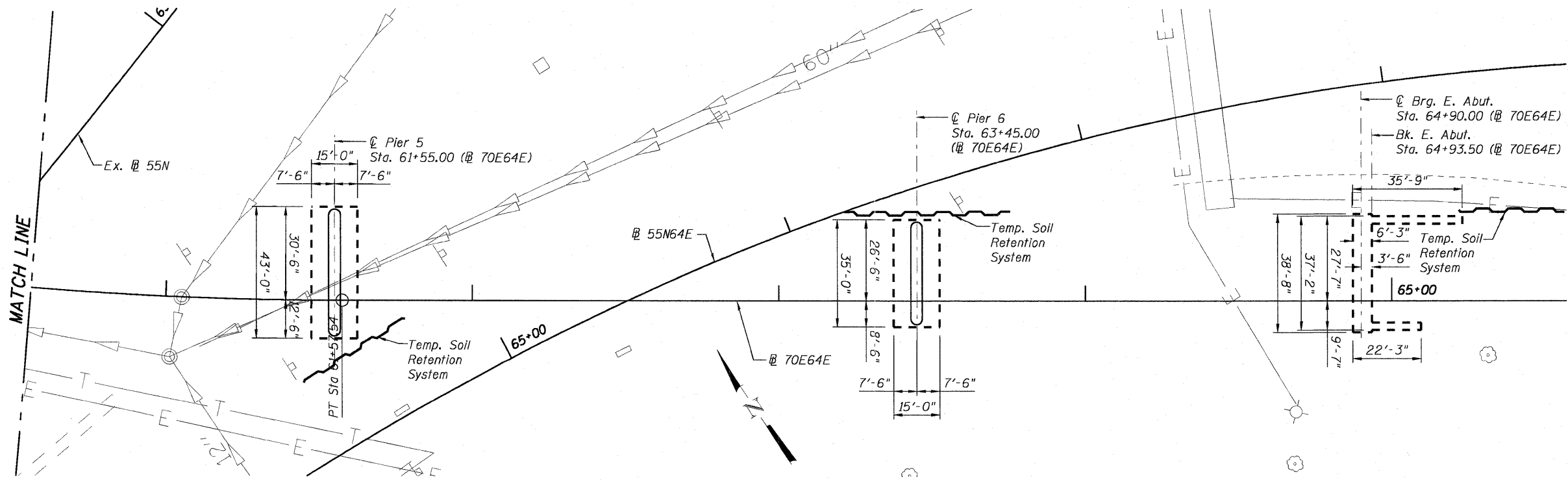
SUBSTRUCTURE LAYOUT PLAN - UNIT 4 I-70E OVER I-55, CSX & KCS RAILROADS	
SCALE:	SHEET S-12 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	139
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SUBSTRUCTURE LAYOUT PLAN - PIERS 1 - 4

Note:
 ☉ of piers 1, 2, 3 & 4 are radial to @ 70E64E



SUBSTRUCTURE LAYOUT PLAN - PIER 4 - E. ABUT.

Note:
 ☉ of piers 4 & 5 are radial to @ 70E64E
 ☉ pier 6 & ☉ of Brg. East Abutment are perpendicular to @ 70E64E



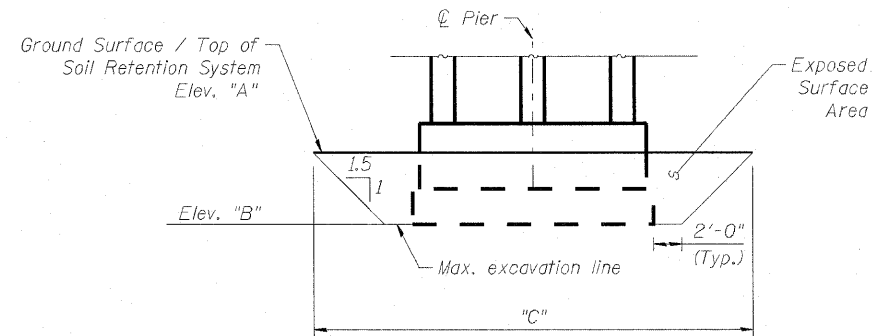
USER NAME =	DESIGNED - DDB	REVISED -
PLOT SCALE = 0.25" = 1' / IN.	DRAWN - DLC	REVISED -
PLOT DATE = 8/15/2011	CHECKED - PJL	REVISED -
	DATE - 08-12-11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

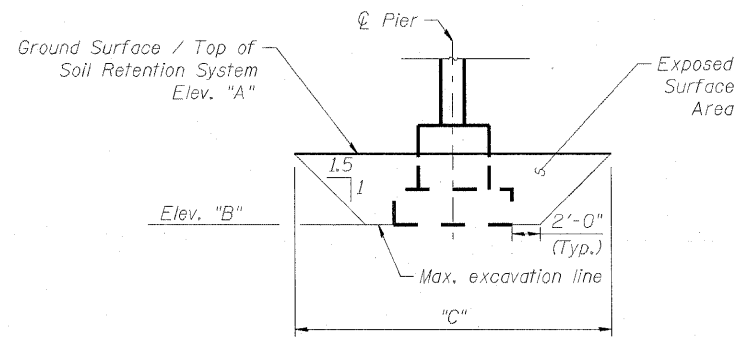
SUBSTRUCTURE LAYOUT PLAN - S.N. 082-0324
I-70E OVER I-55, CSX & KCS RAILROADS
 SCALE: SHEET S-13 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	140
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

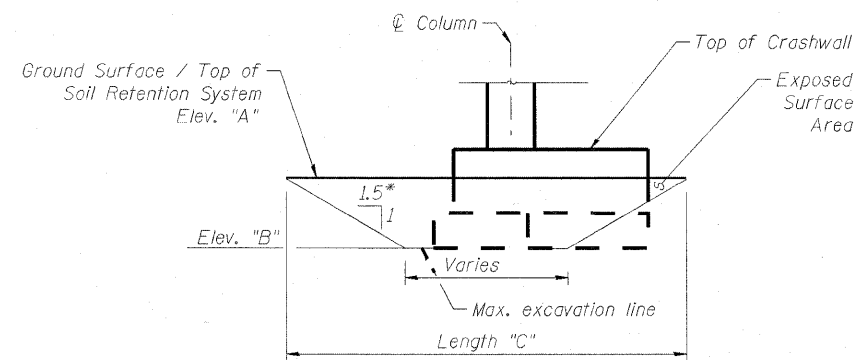
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**ELEVATION - TEMP.
SOIL RETENTION SYSTEM - CASE 1**



**ELEVATION - TEMP.
SOIL RETENTION SYSTEM - CASE 2**



**PARTIAL ELEVATION - TEMP.
SOIL RETENTION SYSTEM - CASE 3**

Structure Number	Location	Case #	Elev. "A"	Elev. "B"	Length "C" (ft.)	Comments
082-0322	pier 1	1	417.75	411.50	16	vertical ends
082-0322	pier 6 DS	3	429.10	420.00	50	
082-0322	pier 6 US	3	433.75	420.00	55	
082-0322	pier 10 DS	1	388.00	377.00	33	vertical end on LT
082-0322	pier 10 LT	2	384.25	377.00	25	vertical ends
082-0322	pier 10 US	1	397.25	377.00	101	vertical end on LT
082-0322	pier 11	1	414.50	402.00	77	
082-0324	pier 2	3	429.85	409.00	74	Contractor must accommodate existing 24" diameter combined sewer. Approximate top of pipe elevation = 410.60. See drainage plans for pipe location.
082-0324	pier 3 RT	2	415.75	405.00	37	vertical end US
082-0324	pier 3 US	1	415.75	405.00	63	vertical end on RT
082-0324	pier 5	3	395.00	386.00	39	
082-0324	pier 6	2	395.00	386.50	54	
082-0324	E. Abut.	1	408.10	399.16	36	

DS: Downstation
US: Upstation
LT: Left
RT: Right

BILL OF MATERIALS

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	6,397

NOTES

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



USER NAME =
PLOT SCALE = 0/2" = 1' / IN.
PLOT DATE = 8/15/2011

DESIGNED - DDB
DRAWN - BRD
CHECKED - PJL
DATE - 08-12-11

REVISED -
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REVISED -

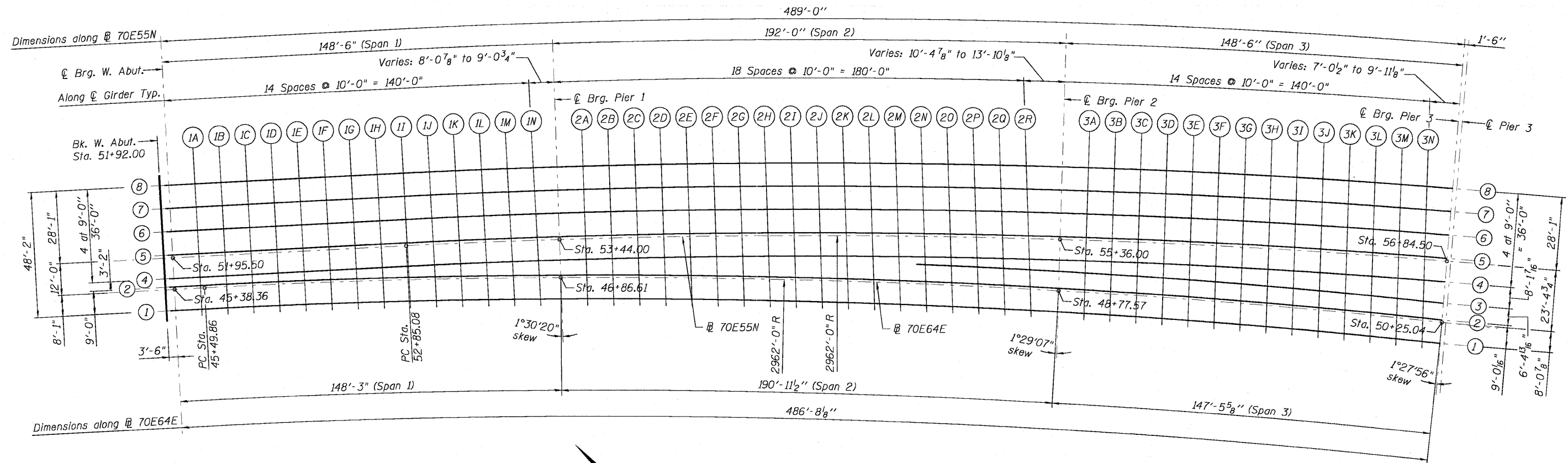
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

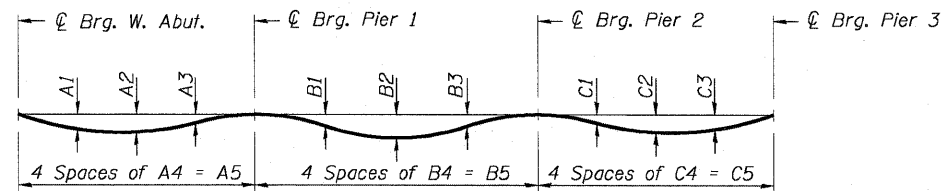
SCALE: SHEET S-14 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	141
S.N. 082-0322 & S.N. 082-0324			CONTRACT NO. 76C76	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

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TOP OF SLAB ELEVATION PLAN - UNIT 1

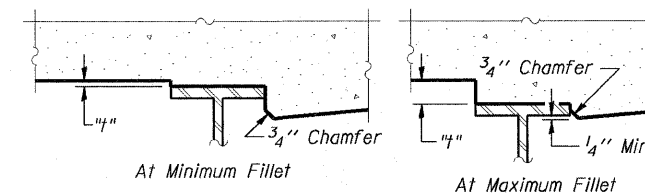


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-16 thru S-19 of S-234.



To determine "I": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-16 thru S-19 of S-234, minus slab thickness, equals the fillet heights "I" above top flange of beams.

FILLET HEIGHTS

Girder	DEAD LOAD DEFLECTIONS														
	Span 1					Span 2					Span 3				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5
1	1 1/8"	1 1/4"	1/2"	37'- 0 1/4"	148'- 1 1/8"	1"	1 3/4"	7/8"	47'- 7 3/8"	190'- 5 1/4"	1/2"	1 1/4"	1 1/8"	36'- 9 1/4"	147'- 0 7/8"
2	1 1/8"	1 1/4"	1/2"	37'- 0 7/8"	148'- 3 1/4"	1"	1 3/4"	7/8"	47'- 9"	191'- 0 1/8"	1/2"	1 1/4"	1 1/8"	36'- 10 5/8"	147'- 6 1/4"
3	---	---	---	---	---	3/4"	3/8"	1/8"	13'- 11 5/8"	55'- 10 1/2"	1/2"	1 1/4"	1 1/8"	36'- 11 1/2"	147'- 10 1/8"
4	1 1/8"	1 1/4"	1/2"	37'- 1"	148'- 4 1/8"	1"	1 3/4"	7/8"	47'- 10 1/2"	191'- 5 7/8"	1/2"	1 1/4"	1 1/8"	37'- 0 3/8"	148'- 1 1/4"
5	1 1/4"	1 3/8"	1/2"	37'- 1 5/8"	148'- 6 1/4"	1"	1 3/4"	7/8"	48'- 0 1/4"	192'- 0 3/4"	1/2"	1 1/4"	1 1/4"	37'- 1 5/8"	148'- 6 5/8"
6	1 1/4"	1 3/8"	5/8"	37'- 2 1/8"	148'- 8 3/8"	1"	1 7/8"	7/8"	48'- 2"	192'- 7 3/4"	1/2"	1 3/8"	1 1/4"	37'- 3"	149'- 0 1/8"
7	1 3/8"	1 1/2"	5/8"	37'- 2 5/8"	148'- 10 1/2"	1"	1 7/8"	1"	48'- 3 3/4"	193'- 2 3/4"	5/8"	1 1/2"	1 3/8"	37'- 4 3/8"	149'- 5 1/2"
8	1 1/2"	1 5/8"	5/8"	37'- 3 1/8"	149'- 0 5/8"	1 1/8"	2"	1 1/8"	48'- 5 1/2"	193'- 9 7/8"	5/8"	1 5/8"	1 1/2"	37'- 5 3/4"	149'- 10 7/8"



USER NAME =
 PLOT SCALE = 8x2.0000 1" / IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN - UNIT 1
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-15 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	142
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 1 - GIRDER 1

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	45+34.86	8.0833	454.68	454.68
CL. Brg. W. Abut.	45+38.36	8.0833	454.75	454.75
1A	45+48.36	8.0833	454.98	455.01
1B	45+58.38	8.0833	455.21	455.27
1C	45+68.41	8.0833	455.45	455.53
1D	45+78.44	8.0833	455.76	455.86
1E	45+88.47	8.0833	456.08	456.19
1F	45+98.50	8.0833	456.40	456.51
1G	46+08.53	8.0833	456.72	456.83
1H	46+18.56	8.0833	457.06	457.15
1I	46+28.59	8.0833	457.37	457.45
1J	46+38.62	8.0833	457.72	457.78
1K	46+48.65	8.0833	458.05	458.10
1L	46+58.67	8.0833	458.39	458.41
1M	46+68.70	8.0833	458.72	458.73
1N	46+78.73	8.0833	459.05	459.05
CL. Pier 1	46+86.83	8.0833	459.31	459.31
2A	46+96.86	8.0833	459.62	459.62
2B	47+06.89	8.0833	459.91	459.93
2C	47+16.92	8.0833	460.20	460.24
2D	47+26.94	8.0833	460.47	460.53
2E	47+36.97	8.0833	460.73	460.82
2F	47+47.00	8.0833	460.98	461.09
2G	47+57.03	8.0833	461.22	461.34
2H	47+67.06	8.0833	461.44	461.58
2I	47+77.09	8.0833	461.65	461.80
2J	47+87.12	8.0833	461.86	462.00
2K	47+97.15	8.0833	462.04	462.18
2L	48+07.18	8.0833	462.22	462.34
2M	48+17.21	8.0833	462.39	462.49
2N	48+27.24	8.0833	462.54	462.62
2O	48+37.27	8.0833	462.68	462.74
2P	48+47.29	8.0833	462.81	462.85
2Q	48+57.32	8.0833	462.93	462.95
2R	48+67.35	8.0833	463.03	463.04
CL. Pier 2	48+77.78	8.0833	463.13	463.13
3A	48+87.81	8.0833	463.21	463.22
3B	48+97.84	8.0833	463.28	463.29
3C	49+07.87	8.0833	463.34	463.37
3D	49+17.90	8.0833	463.38	463.43
3E	49+27.93	8.0833	463.42	463.48
3F	49+37.96	8.0833	463.44	463.52
3G	49+47.99	8.0833	463.45	463.54
3H	49+58.02	8.0833	463.44	463.55
3I	49+68.05	8.0833	463.43	463.54
3J	49+78.07	8.0833	463.40	463.50
3K	49+88.10	8.0833	463.36	463.45
3L	49+98.13	8.0833	463.30	463.37
3M	50+08.16	8.0833	463.24	463.29
3N	50+18.19	8.0833	463.18	463.20
CL. Brg. Pier 3	50+25.25	8.0833	463.13	463.13
CL. Pier 3 and Exp. Jt.	50+26.74	8.0833	463.12	463.12

UNIT 1 - B 70E64E

Baseline BL 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	45+34.86	0.00	454.87	454.87
CL. Brg. W. Abut.	45+38.36	0.00	454.95	454.95
1A	45+48.36	0.00	455.21	455.24
1B	45+58.38	0.00	455.46	455.52
1C	45+68.41	0.00	455.73	455.81
1D	45+78.44	0.00	456.04	456.14
1E	45+88.47	0.00	456.35	456.46
1F	45+98.50	0.00	456.67	456.79
1G	46+08.53	0.00	457.00	457.11
1H	46+18.56	0.00	457.33	457.43
1I	46+28.59	0.00	457.65	457.73
1J	46+38.62	0.00	457.99	458.06
1K	46+48.65	0.00	458.33	458.37
1L	46+58.67	0.00	458.66	458.68
1M	46+68.70	0.00	458.99	459.00
1N	46+78.73	0.00	459.32	459.32
CL. Pier 1	46+86.61	0.00	459.58	459.58
2A	46+96.61	0.00	459.89	459.90
2B	47+06.61	0.00	460.19	460.21
2C	47+16.61	0.00	460.47	460.51
2D	47+26.61	0.00	460.74	460.80
2E	47+36.61	0.00	461.00	461.09
2F	47+46.61	0.00	461.25	461.35
2G	47+56.61	0.00	461.49	461.61
2H	47+66.61	0.00	461.71	461.85
2I	47+76.61	0.00	461.92	462.07
2J	47+86.61	0.00	462.12	462.27
2K	47+96.61	0.00	462.31	462.45
2L	48+06.61	0.00	462.49	462.61
2M	48+16.61	0.00	462.66	462.76
2N	48+26.61	0.00	462.81	462.89
2O	48+36.61	0.00	462.95	463.01
2P	48+46.61	0.00	463.08	463.12
2Q	48+56.61	0.00	463.20	463.22
2R	48+66.61	0.00	463.30	463.31
CL. Pier 2	48+77.57	0.00	463.41	463.41
3A	48+87.57	0.00	463.49	463.49
3B	48+97.57	0.00	463.55	463.57
3C	49+07.57	0.00	463.61	463.64
3D	49+17.57	0.00	463.66	463.70
3E	49+27.57	0.00	463.69	463.75
3F	49+37.57	0.00	463.71	463.79
3G	49+47.57	0.00	463.72	463.82
3H	49+57.57	0.00	463.72	463.82
3I	49+67.57	0.00	463.70	463.81
3J	49+77.57	0.00	463.68	463.78
3K	49+87.57	0.00	463.63	463.72
3L	49+97.57	0.00	463.58	463.65
3M	50+07.57	0.00	463.51	463.57
3N	50+17.57	0.00	463.45	463.48
CL. Brg. Pier 3	50+25.05	0.00	463.41	463.41
CL. Pier 3 and Exp. Jt.	50+26.53	0.00	463.40	463.40

UNIT 1 - GIRDER 2

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	45+34.86	-0.9167	454.89	454.89
CL. Brg. W. Abut.	45+38.36	-0.9167	454.98	454.98
1A	45+48.36	-0.9167	455.23	455.26
1B	45+58.38	-0.9167	455.49	455.55
1C	45+68.41	-0.9167	455.76	455.84
1D	45+78.44	-0.9167	456.07	456.17
1E	45+88.47	-0.9167	456.38	456.49
1F	45+98.50	-0.9167	456.70	456.82
1G	46+08.53	-0.9167	457.03	457.14
1H	46+18.56	-0.9167	457.36	457.46
1I	46+28.59	-0.9167	457.68	457.78
1J	46+38.62	-0.9167	458.03	458.09
1K	46+48.65	-0.9167	458.36	458.40
1L	46+58.67	-0.9167	458.69	458.72
1M	46+68.70	-0.9167	459.02	459.03
1N	46+78.73	-0.9167	459.35	459.35
CL. Pier 1	46+86.59	-0.9167	459.62	459.62
2A	46+96.59	-0.9167	459.92	459.93
2B	47+06.59	-0.9167	460.22	460.24
2C	47+16.59	-0.9167	460.50	460.54
2D	47+26.58	-0.9167	460.77	460.83
2E	47+36.58	-0.9167	461.03	461.12
2F	47+46.58	-0.9167	461.28	461.39
2G	47+56.58	-0.9167	461.52	461.64
2H	47+66.58	-0.9167	461.74	461.88
2I	47+76.57	-0.9167	461.95	462.10
2J	47+86.57	-0.9167	462.16	462.30
2K	47+96.57	-0.9167	462.34	462.48
2L	48+06.57	-0.9167	462.52	462.64
2M	48+16.57	-0.9167	462.69	462.79
2N	48+26.56	-0.9167	462.84	462.92
2O	48+36.56	-0.9167	462.98	463.04
2P	48+46.56	-0.9167	463.11	463.15
2Q	48+56.56	-0.9167	463.23	463.25
2R	48+66.56	-0.9167	463.33	463.34
CL. Pier 2	48+77.55	-0.9167	463.44	463.44
3A	48+87.55	-0.9167	463.52	463.52
3B	48+97.55	-0.9167	463.59	463.60
3C	49+07.54	-0.9167	463.64	463.67
3D	49+17.54	-0.9167	463.69	463.73
3E	49+27.54	-0.9167	463.72	463.78
3F	49+37.54	-0.9167	463.74	463.82
3G	49+47.54	-0.9167	463.75	463.85
3H	49+57.53	-0.9167	463.75	463.85
3I	49+67.53	-0.9167	463.73	463.84
3J	49+77.53	-0.9167	463.71	463.81
3K	49+87.53	-0.9167	463.66	463.76
3L	49+97.53	-0.9167	463.61	463.68
3M	50+07.53	-0.9167	463.55	463.60
3N	50+17.52	-0.9167	463.49	463.51
CL. Brg. Pier 3	50+25.02	-0.9167	463.44	463.44
CL. Pier 3 and Exp. Jt.	50+26.51	-0.9167	463.43	463.43

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USER NAME =
 PLOT SCALE = 8:2 1/4" = 1"
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 1 - I
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET 5-16 OF 5-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-2	ST. CLAIR	399	143
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

UNIT 1 - GIRDER 5

UNIT 1 - GIRDER 6

UNIT 1 - GIRDER 7

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	51+92.00	-1.0833	455.17	455.17
CL. Brg. W. Abut.	51+95.50	-1.0833	455.27	455.27
1A	52+05.50	-1.0833	455.56	455.59
1B	52+15.50	-1.0833	455.85	455.92
1C	52+25.50	-1.0833	456.16	456.24
1D	52+35.50	-1.0833	456.47	456.57
1E	52+45.50	-1.0833	456.79	456.90
1F	52+55.50	-1.0833	457.12	457.24
1G	52+65.50	-1.0833	457.45	457.57
1H	52+75.50	-1.0833	457.79	457.90
1I	52+85.50	-1.0833	458.12	458.21
1J	52+95.50	-1.0833	458.48	458.55
1K	53+05.50	-1.0833	458.82	458.87
1L	53+15.49	-1.0833	459.16	459.19
1M	53+25.49	-1.0833	459.50	459.51
1N	53+35.49	-1.0833	459.84	459.84
CL. Pier 1	53+44.00	-1.0833	460.12	460.12
2A	53+54.00	-1.0833	460.43	460.44
2B	53+64.00	-1.0833	460.73	460.75
2C	53+73.99	-1.0833	461.03	461.07
2D	53+83.99	-1.0833	461.31	461.37
2E	53+93.99	-1.0833	461.57	461.66
2F	54+03.99	-1.0833	461.83	461.93
2G	54+13.99	-1.0833	462.07	462.20
2H	54+23.99	-1.0833	462.31	462.44
2I	54+33.98	-1.0833	462.53	462.67
2J	54+43.98	-1.0833	462.74	462.88
2K	54+53.98	-1.0833	462.93	463.07
2L	54+63.98	-1.0833	463.12	463.24
2M	54+73.98	-1.0833	463.29	463.40
2N	54+83.97	-1.0833	463.45	463.54
2O	54+93.97	-1.0833	463.60	463.67
2P	55+03.97	-1.0833	463.74	463.78
2Q	55+13.97	-1.0833	463.87	463.89
2R	55+23.97	-1.0833	463.98	463.99
CL. Pier 2	55+36.00	-1.0833	464.11	464.11
3A	55+46.00	-1.0833	464.20	464.20
3B	55+56.00	-1.0833	464.27	464.29
3C	55+65.99	-1.0833	464.34	464.37
3D	55+75.99	-1.0833	464.39	464.44
3E	55+85.99	-1.0833	464.43	464.50
3F	55+95.99	-1.0833	464.46	464.55
3G	56+05.99	-1.0833	464.48	464.59
3H	56+15.99	-1.0833	464.49	464.60
3I	56+25.98	-1.0833	464.49	464.60
3J	56+35.98	-1.0833	464.47	464.58
3K	56+45.98	-1.0833	464.44	464.54
3L	56+55.98	-1.0833	464.40	464.48
3M	56+65.98	-1.0833	464.35	464.41
3N	56+75.97	-1.0833	464.29	464.32
CL. Brg. Pier 3	56+84.50	-1.0833	464.24	464.24
CL. Pier 3 and Exp. Jt.	56+86.00	-1.0833	464.23	464.23

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	51+92.00	-10.0833	455.30	455.30
CL. Brg. W. Abut.	51+95.50	-10.0833	455.40	455.40
1A	52+05.50	-10.0833	455.69	455.73
1B	52+15.50	-10.0833	455.99	456.05
1C	52+25.50	-10.0833	456.29	456.38
1D	52+35.50	-10.0833	456.60	456.72
1E	52+45.50	-10.0833	456.94	457.07
1F	52+55.50	-10.0833	457.30	457.42
1G	52+65.50	-10.0833	457.66	457.78
1H	52+75.50	-10.0833	458.02	458.14
1I	52+85.50	-10.0833	458.38	458.47
1J	52+95.46	-10.0833	458.76	458.83
1K	53+05.43	-10.0833	459.12	459.18
1L	53+15.40	-10.0833	459.47	459.50
1M	53+25.36	-10.0833	459.80	459.82
1N	53+35.33	-10.0833	460.14	460.14
CL. Pier 1	53+44.00	-10.0833	460.42	460.42
2A	53+53.97	-10.0833	460.74	460.75
2B	53+63.93	-10.0833	461.04	461.06
2C	53+73.90	-10.0833	461.33	461.37
2D	53+83.87	-10.0833	461.61	461.67
2E	53+93.84	-10.0833	461.87	461.97
2F	54+03.80	-10.0833	462.13	462.24
2G	54+13.77	-10.0833	462.37	462.51
2H	54+23.74	-10.0833	462.61	462.75
2I	54+33.70	-10.0833	462.83	462.98
2J	54+43.67	-10.0833	463.04	463.19
2K	54+53.64	-10.0833	463.23	463.37
2L	54+63.61	-10.0833	463.42	463.55
2M	54+73.57	-10.0833	463.59	463.70
2N	54+83.54	-10.0833	463.75	463.84
2O	54+93.51	-10.0833	463.90	463.97
2P	55+03.47	-10.0833	464.04	464.08
2Q	55+13.44	-10.0833	464.17	464.19
2R	55+23.41	-10.0833	464.28	464.29
CL. Pier 2	55+36.00	-10.0833	464.41	464.41
3A	55+45.97	-10.0833	464.50	464.51
3B	55+55.93	-10.0833	464.58	464.59
3C	55+65.90	-10.0833	464.64	464.68
3D	55+75.87	-10.0833	464.70	464.75
3E	55+85.84	-10.0833	464.74	464.81
3F	55+95.80	-10.0833	464.77	464.87
3G	56+05.77	-10.0833	464.79	464.90
3H	56+15.74	-10.0833	464.80	464.92
3I	56+25.70	-10.0833	464.79	464.92
3J	56+35.67	-10.0833	464.78	464.90
3K	56+45.64	-10.0833	464.75	464.86
3L	56+55.61	-10.0833	464.71	464.80
3M	56+65.57	-10.0833	464.66	464.72
3N	56+75.54	-10.0833	464.60	464.63
CL. Brg. Pier 3	56+84.50	-10.0833	464.54	464.54
CL. Pier 3 and Exp. Jt.	56+86.00	-10.0833	464.54	464.54

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	51+92.00	-19.0833	455.30	455.30
CL. Brg. W. Abut.	51+95.50	-19.0833	455.41	455.41
1A	52+05.50	-19.0833	455.73	455.77
1B	52+15.50	-19.0833	456.06	456.13
1C	52+25.50	-19.0833	456.39	456.49
1D	52+35.50	-19.0833	456.73	456.85
1E	52+45.50	-19.0833	457.10	457.23
1F	52+55.50	-19.0833	457.48	457.61
1G	52+65.50	-19.0833	457.86	457.99
1H	52+75.50	-19.0833	458.25	458.37
1I	52+85.50	-19.0833	458.63	458.73
1J	52+95.43	-19.0833	459.04	459.11
1K	53+05.37	-19.0833	459.43	459.48
1L	53+15.30	-19.0833	459.77	459.80
1M	53+25.24	-19.0833	460.11	460.12
1N	53+35.18	-19.0833	460.44	460.44
CL. Pier 1	53+44.00	-19.0833	460.73	460.73
2A	53+53.94	-19.0833	461.04	461.05
2B	53+63.87	-19.0833	461.34	461.36
2C	53+73.81	-19.0833	461.63	461.67
2D	53+83.74	-19.0833	461.91	461.97
2E	53+93.68	-19.0833	462.18	462.27
2F	54+03.62	-19.0833	462.43	462.54
2G	54+13.55	-19.0833	462.67	462.81
2H	54+23.49	-19.0833	462.91	463.06
2I	54+33.42	-19.0833	463.13	463.29
2J	54+43.36	-19.0833	463.33	463.49
2K	54+53.30	-19.0833	463.53	463.68
2L	54+63.23	-19.0833	463.72	463.86
2M	54+73.17	-19.0833	463.89	464.01
2N	54+83.11	-19.0833	464.05	464.15
2O	54+93.04	-19.0833	464.20	464.27
2P	55+02.98	-19.0833	464.34	464.39
2Q	55+12.91	-19.0833	464.47	464.49
2R	55+22.85	-19.0833	464.58	464.60
CL. Pier 2	55+36.00	-19.0833	464.72	464.72
3A	55+45.94	-19.0833	464.81	464.81
3B	55+55.87	-19.0833	464.88	464.90
3C	55+65.81	-19.0833	464.95	464.98
3D	55+75.74	-19.0833	465.00	465.06
3E	55+85.68	-19.0833	465.05	465.13
3F	55+95.62	-19.0833	465.08	465.18
3G	56+05.55	-19.0833	465.09	465.22
3H	56+15.49	-19.0833	465.10	465.23
3I	56+25.42	-19.0833	465.10	465.24
3J	56+35.36	-19.0833	465.08	465.22
3K	56+45.30	-19.0833	465.05	465.18
3L	56+55.23	-19.0833	465.01	465.11
3M	56+65.17	-19.0833	464.96	465.04
3N	56+75.11	-19.0833	464.91	464.94
CL. Brg. Pier 3	56+84.50	-19.0833	464.85	464.85
CL. Pier 3 and Exp. Jt.	56+86.00	-19.0833	464.84	464.84

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USER NAME =	DESIGNED - PUL	REVISED -
PLOT SCALE = 0:2" = 1' / IN.	DRAWN - BRD	REVISED -
PLOT DATE = 6/27/2011	CHECKED - KAB	REVISED -
	DATE - 07-01-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - UNIT 1 - III
I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-18 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-2	ST. CLAIR	399	145
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 1 - GIRDER 8

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	51+92.00	-28.0833	455.27	455.27
CL. Brg. W. Abut.	51+95.50	-28.0833	455.39	455.39
1A	52+05.50	-28.0833	455.75	455.79
1B	52+15.50	-28.0833	456.11	456.19
1C	52+25.50	-28.0833	456.48	456.58
1D	52+35.50	-28.0833	456.86	456.99
1E	52+45.50	-28.0833	457.25	457.39
1F	52+55.50	-28.0833	457.65	457.80
1G	52+65.50	-28.0833	458.07	458.21
1H	52+75.50	-28.0833	458.48	458.61
1I	52+85.50	-28.0833	458.88	458.99
1J	52+95.40	-28.0833	459.31	459.40
1K	53+05.31	-28.0833	459.73	459.79
1L	53+15.21	-28.0833	460.07	460.11
1M	53+25.12	-28.0833	460.41	460.42
1N	53+35.02	-28.0833	460.74	460.75
CL. Pier 1	53+44.00	-28.0833	461.03	461.03
2A	53+53.91	-28.0833	461.35	461.35
2B	53+63.81	-28.0833	461.65	461.67
2C	53+73.72	-28.0833	461.94	461.98
2D	53+83.62	-28.0833	462.21	462.28
2E	53+93.53	-28.0833	462.48	462.57
2F	54+03.43	-28.0833	462.73	462.85
2G	54+13.34	-28.0833	462.98	463.12
2H	54+23.24	-28.0833	463.21	463.37
2I	54+33.15	-28.0833	463.43	463.59
2J	54+43.05	-28.0833	463.63	463.80
2K	54+52.96	-28.0833	463.83	463.99
2L	54+62.86	-28.0833	464.02	464.17
2M	54+72.77	-28.0833	464.19	464.32
2N	54+82.67	-28.0833	464.35	464.46
2O	54+92.58	-28.0833	464.50	464.58
2P	55+02.48	-28.0833	464.64	464.69
2Q	55+12.39	-28.0833	464.77	464.80
2R	55+22.29	-28.0833	464.88	464.90
CL. Pier 2	55+36.00	-28.0833	465.03	465.03
3A	55+45.91	-28.0833	465.11	465.12
3B	55+55.81	-28.0833	465.19	465.21
3C	55+65.72	-28.0833	465.26	465.29
3D	55+75.62	-28.0833	465.31	465.37
3E	55+85.53	-28.0833	465.35	465.44
3F	55+95.43	-28.0833	465.38	465.49
3G	56+05.34	-28.0833	465.40	465.53
3H	56+15.24	-28.0833	465.41	465.55
3I	56+25.15	-28.0833	465.40	465.55
3J	56+35.05	-28.0833	465.39	465.53
3K	56+44.96	-28.0833	465.36	465.49
3L	56+54.86	-28.0833	465.32	465.43
3M	56+64.77	-28.0833	465.27	465.35
3N	56+74.67	-28.0833	465.21	465.26
CL. Brg. Pier 3	56+84.50	-28.0833	465.16	465.16
CL. Pier 3 and Exp. Jt.	56+86.00	-28.0833	465.15	465.15

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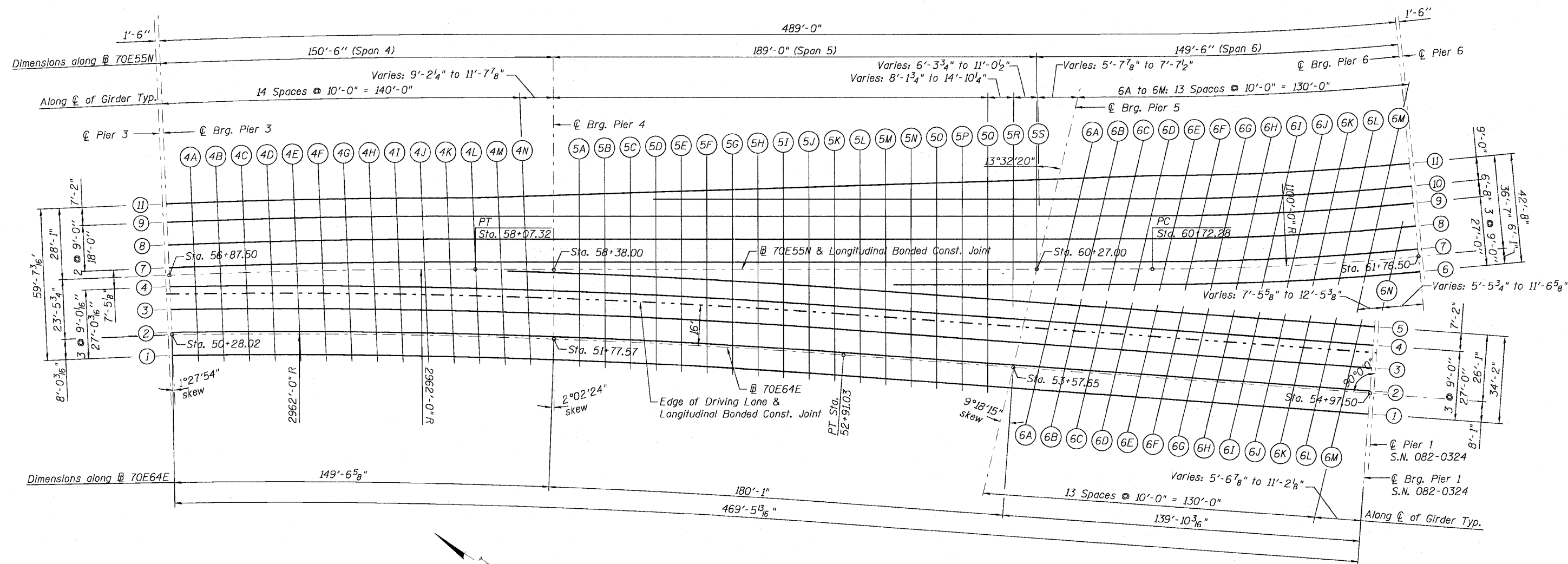
USER NAME =	DESIGNED - P.J.L.	REVISED -
DRAWN - BRD	REVISED -	
PLOT SCALE = 0/2" = 1' / IN.	CHECKED - KAB	REVISED -
PLOT DATE = 6/27/2011	DATE - 07-01-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

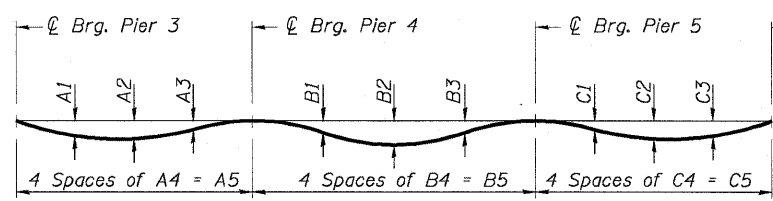
**TOP OF SLAB ELEVATIONS - UNIT 1 - IV
I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-19 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	146
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



TOP OF SLAB ELEVATION PLAN - UNIT 2



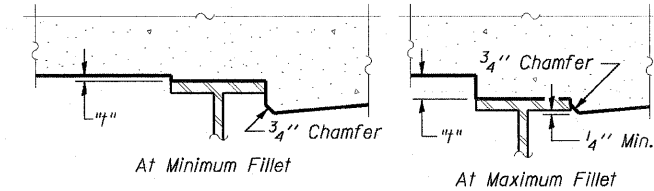
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-21 thru S-25 of S-234.

Girder	DEAD LOAD DEFLECTIONS														
	Span 4					Span 5					Span 6				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5
1	1 1/4"	1 5/8"	3/4"	37'- 3 5/8"	149'- 2 5/8"	1/2"	1 "	5/8"	44'- 6 1/2"	178'- 2 "	1/2"	1 1/8"	7/8"	35'- 3 1/2"	141'- 2 "
2	1 1/4"	1 1/2"	3/4"	37'- 4 3/4"	149'- 7 "	1/2"	1 1/8"	5/8"	45'- 7/8"	180'- 3 5/8"	1/2"	1 "	7/8"	34'- 11 1/8"	139'- 8 3/8"
3	1 1/4"	1 3/8"	5/8"	37'- 5 7/8"	149'- 11 1/4"	1/2"	1 1/8"	5/8"	45'- 7 3/8"	182'- 5 3/8"	1/2"	1 "	7/8"	34'- 6 3/4"	138'- 2 3/4"
4	1 1/8"	1 1/4"	1/2"	37'- 6 7/8"	150'- 3 5/8"	5/8"	1 1/8"	5/8"	46'- 1 3/4"	184'- 7 "	1/2"	1 "	7/8"	34'- 2 1/4"	136'- 9 "
5	1/8"	0 "	0 "	4'- 9 1/4"	19'- 1 "	5/8"	1 1/4"	5/8"	46'- 6 7/8"	186'- 3 3/8"	1/2"	1 "	7/8"	33'- 10 3/4"	135'- 6 7/8"
6	---	---	---	---	---	1/2"	1/4"	0 "	13'- 10 5/8"	55'- 6 1/2"	3/4"	1 5/8"	1 1/2"	37'- 10 5/8"	151'- 6 3/8"
7	1 1/8"	1 1/4"	1/2"	37'- 7 7/8"	150'- 7 3/8"	3/4"	1 3/8"	5/8"	47'- 5 1/8"	189'- 8 3/8"	5/8"	1 1/2"	1 1/4"	37'- 1 5/8"	148'- 6 1/4"
8	1 1/8"	1 1/8"	1/2"	37'- 9 "	150'- 11 3/4"	7/8"	1 1/2"	3/4"	47'- 11 5/8"	191'- 10 1/2"	1/2"	1 1/4"	1 1/8"	36'- 4 1/2"	145'- 6 "
9	1 1/8"	1 1/8"	1/2"	37'- 10 "	151'- 4 1/8"	1 "	1 3/4"	7/8"	48'- 6 1/8"	194'- 1/2"	3/8"	1 "	7/8"	35'- 7 1/2"	142'- 5 3/4"
10	---	---	---	---	---	1 3/4"	1 5/8"	3/4"	39'- 5 "	157'- 7 3/4"	1/4"	7/8"	7/8"	35'- 3/4"	140'- 2 7/8"
11	1 1/8"	1 1/4"	1/2"	37'- 11 "	151'- 7 3/4"	1 1/8"	2 "	1 1/8"	49'- 4 7/8"	197'- 7 1/2"	1/4"	3/4"	5/8"	34'- 4 5/8"	137'- 6 1/4"



To determine "I": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-21 thru S-25 of S-234, minus slab thickness, equals the fillet heights "I" above top flange of beams.

FILLET HEIGHTS



USER NAME =
 DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISD -
 REVISD -
 REVISD -
 REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN - UNIT 2
 I-70E OVER I-55, CSX & KCS RAILROADS
 SCALE: SHEET S-20 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE. TO SECTION 82-1-B-2 COUNTY ST. CLAIR TOTAL SHEETS 399 SHEET NO. 147
 S.N. 082-0322 & S.N. 082-0324 CONTRACT NO. 76C76
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

UNIT 2 - GIRDER 3

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	50+26.28	-9.9167	463.74	463.74
CL. Brg. Pier 3	50+27.77	-9.9167	463.73	463.73
4A	50+37.74	-9.9167	463.67	463.70
4B	50+47.70	-9.9167	463.61	463.67
4C	50+57.67	-9.9167	463.56	463.65
4D	50+67.64	-9.9167	463.51	463.61
4E	50+77.61	-9.9167	463.46	463.57
4F	50+87.57	-9.9167	463.41	463.53
4G	50+97.54	-9.9167	463.36	463.47
4H	51+07.51	-9.9167	463.30	463.41
4I	51+17.47	-9.9167	463.25	463.34
4J	51+27.44	-9.9167	463.20	463.28
4K	51+37.41	-9.9167	463.15	463.20
4L	51+47.38	-9.9167	463.10	463.13
4M	51+57.34	-9.9167	463.04	463.06
4N	51+67.31	-9.9167	462.99	463.00
CL. Pier 4	51+77.21	-9.9167	462.94	462.94
5A	51+87.18	-9.9167	462.89	462.89
5B	51+97.15	-9.9167	462.84	462.85
5C	52+07.12	-9.9167	462.79	462.81
5D	52+17.08	-9.9167	462.73	462.77
5E	52+27.05	-9.9167	462.68	462.73
5F	52+37.02	-9.9167	462.63	462.70
5G	52+46.98	-9.9167	462.58	462.66
5H	52+56.95	-9.9167	462.53	462.61
5I	52+66.92	-9.9167	462.48	462.55
5J	52+76.89	-9.9167	462.43	462.47
5K	52+86.85	-9.9167	462.38	462.38
5L	52+96.84	-9.9167	462.32	462.29
5M	53+06.84	-9.9167	462.26	462.20
5N	53+16.84	-9.9167	462.20	462.11
5O	53+26.84	-9.9167	462.14	462.02
5P	53+36.84	-9.9167	462.08	461.92
5Q	53+46.84	-9.9167	462.02	461.84
CL. Pier 5	53+59.28	-9.9167	461.96	461.74
6A	53+69.28	-9.9167	461.90	461.66
6B	53+79.28	-9.9167	461.84	461.60
6C	53+89.28	-9.9167	461.78	461.53
6D	53+99.28	-9.9167	461.72	461.47
6E	54+09.28	-9.9167	461.66	461.41
6F	54+19.28	-9.9167	461.60	461.33
6G	54+29.28	-9.9167	461.54	461.24
6H	54+39.28	-9.9167	461.48	461.14
6I	54+49.28	-9.9167	461.42	461.01
6J	54+59.28	-9.9167	461.36	460.86
6K	54+69.28	-9.9167	461.30	460.70
6L	54+79.28	-9.9167	461.24	460.52
6M	54+89.28	-9.9167	461.18	460.33
CL. Brg. Pier 1	54+97.50	-9.9167	461.12	460.16
CL. Pier 1 and Exp. Jt.	54+99.00	-9.9167	461.06	460.13

**UNIT 2 - LONGITUDINAL BONDED CONSTRUCTION
JOINT AT EDGE OF DRIVING LANE**

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	50+26.13	-16.0000	463.95	463.95
CL. Brg. Pier 3	50+27.62	-16.0000	463.94	463.94
4A	50+37.56	-16.0000	463.88	463.91
4B	50+47.51	-16.0000	463.82	463.88
4C	50+57.46	-16.0000	463.77	463.85
4D	50+67.40	-16.0000	463.71	463.81
4E	50+77.35	-16.0000	463.66	463.77
4F	50+87.29	-16.0000	463.61	463.72
4G	50+97.24	-16.0000	463.56	463.67
4H	51+07.19	-16.0000	463.51	463.61
4I	51+17.13	-16.0000	463.45	463.54
4J	51+27.08	-16.0000	463.40	463.47
4K	51+37.03	-16.0000	463.36	463.41
4L	51+46.97	-16.0000	463.31	463.34
4M	51+56.92	-16.0000	463.26	463.27
4N	51+66.86	-16.0000	463.20	463.21
CL. Pier 4	51+77.00	-16.0000	463.15	463.15
5A	51+86.95	-16.0000	463.10	463.11
5B	51+96.89	-16.0000	463.05	463.06
5C	52+06.84	-16.0000	463.00	463.02
5D	52+16.78	-16.0000	462.95	462.98
5E	52+26.73	-16.0000	462.89	462.95
5F	52+36.68	-16.0000	462.84	462.91
5G	52+46.62	-16.0000	462.77	462.85
5H	52+56.57	-16.0000	462.70	462.79
5I	52+66.52	-16.0000	462.62	462.72
5J	52+76.46	-16.0000	462.54	462.64
5K	52+86.41	-16.0000	462.46	462.55
5L	52+96.38	-16.0000	462.38	462.45
5M	53+06.38	-16.0000	462.28	462.34
5N	53+16.38	-16.0000	462.19	462.23
5O	53+26.38	-16.0000	462.09	462.12
5P	53+36.38	-16.0000	462.00	462.01
5Q	53+46.38	-16.0000	461.91	461.91
CL. Pier 5	53+60.27	-16.0000	461.78	461.78
6A	53+70.27	-16.0000	461.69	461.70
6B	53+80.27	-16.0000	461.60	461.62
6C	53+90.27	-16.0000	461.49	461.53
6D	54+00.27	-16.0000	461.40	461.45
6E	54+10.27	-16.0000	461.31	461.37
6F	54+20.27	-16.0000	461.20	461.28
6G	54+30.27	-16.0000	461.08	461.17
6H	54+40.27	-16.0000	460.95	461.04
6I	54+50.27	-16.0000	460.81	460.90
6J	54+60.27	-16.0000	460.66	460.73
6K	54+70.27	-16.0000	460.49	460.55
6L	54+80.27	-16.0000	460.32	460.36
6M	54+90.27	-16.0000	460.13	460.15
CL. Brg. Pier 1	54+97.50	-16.0000	459.98	459.98
CL. Pier 1 and Exp. Jt.	54+99.00	-16.0000	459.95	459.95

UNIT 2 - GIRDER 4

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	50+26.05	-18.9167	464.04	464.04
CL. Brg. Pier 3	50+27.54	-18.9167	464.04	464.04
4A	50+37.48	-18.9167	463.97	464.00
4B	50+47.41	-18.9167	463.91	463.97
4C	50+57.35	-18.9167	463.85	463.93
4D	50+67.29	-18.9167	463.80	463.89
4E	50+77.22	-18.9167	463.74	463.85
4F	50+87.16	-18.9167	463.68	463.80
4G	50+97.10	-18.9167	463.63	463.74
4H	51+07.03	-18.9167	463.57	463.67
4I	51+16.97	-18.9167	463.51	463.60
4J	51+26.90	-18.9167	463.46	463.53
4K	51+36.84	-18.9167	463.41	463.46
4L	51+46.78	-18.9167	463.36	463.39
4M	51+56.71	-18.9167	463.30	463.32
4N	51+66.65	-18.9167	463.25	463.25
CL. Pier 4	51+76.90	-18.9167	463.19	463.19
5A	51+86.83	-18.9167	463.14	463.14
5B	51+96.77	-18.9167	463.08	463.09
5C	52+06.71	-18.9167	463.03	463.05
5D	52+16.64	-18.9167	462.97	463.01
5E	52+26.58	-18.9167	462.92	462.97
5F	52+36.51	-18.9167	462.86	462.94
5G	52+46.45	-18.9167	462.79	462.88
5H	52+56.39	-18.9167	462.72	462.81
5I	52+66.32	-18.9167	462.64	462.74
5J	52+76.26	-18.9167	462.57	462.66
5K	52+86.19	-18.9167	462.49	462.58
5L	52+96.10	-18.9167	462.41	462.48
5M	53+06.09	-18.9167	462.32	462.38
5N	53+16.00	-18.9167	462.23	462.27
5O	53+26.00	-18.9167	462.14	462.16
5P	53+36.00	-18.9167	462.04	462.06
5Q	53+46.00	-18.9167	461.95	461.96
CL. Pier 5	53+60.75	-18.9167	461.82	461.82
6A	53+70.75	-18.9167	461.73	461.74
6B	53+80.75	-18.9167	461.64	461.66
6C	53+90.75	-18.9167	461.54	461.57
6D	54+00.75	-18.9167	461.43	461.48
6E	54+10.75	-18.9167	461.33	461.39
6F	54+20.75	-18.9167	461.21	461.29
6G	54+30.75	-18.9167	461.08	461.17
6H	54+40.75	-18.9167	460.94	461.03
6I	54+50.75	-18.9167	460.79	460.88
6J	54+60.75	-18.9167	460.63	460.70
6K	54+70.75	-18.9167	460.45	460.51
6L	54+80.75	-18.9167	460.27	460.31
6M	54+90.75	-18.9167	460.07	460.09
CL. Brg. Pier 1	54+97.50	-18.9167	459.93	459.93
CL. Pier 1 and Exp. Jt.	54+99.00	-18.9167	459.89	459.89

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USER NAME =
 PLOT SCALE = 8:2 1/4" = 1'-0"
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2 - II
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-22 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	149
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

UNIT 2 - GIRDER 5

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
*4N	51+66.06	-26.0833	463.35	463.36
CL. Pier 4	51+76.65	-26.0833	463.29	463.29
5A	51+86.56	-26.0833	463.22	463.23
5B	51+96.47	-26.0833	463.16	463.18
5C	52+06.38	-26.0833	463.10	463.13
5D	52+16.29	-26.0833	463.04	463.08
5E	52+26.20	-26.0833	462.98	463.04
5F	52+36.11	-26.0833	462.92	463.00
5G	52+46.02	-26.0833	462.85	462.94
5H	52+55.93	-26.0833	462.78	462.88
5I	52+65.84	-26.0833	462.71	462.81
5J	52+75.75	-26.0833	462.63	462.73
5K	52+85.66	-26.0833	462.56	462.65
5L	52+95.61	-26.0833	462.48	462.56
5M	53+05.61	-26.0833	462.40	462.46
5N	53+15.61	-26.0833	462.31	462.36
5O	53+25.61	-26.0833	462.23	462.26
5P	53+35.61	-26.0833	462.14	462.16
5Q	53+45.61	-26.0833	462.06	462.06
5R	53+55.61	-26.0833	461.97	461.97
CL. Pier 5	53+61.93	-26.0833	461.92	461.92
6A	53+71.93	-26.0833	461.83	461.84
6B	53+81.93	-26.0833	461.75	461.77
6C	53+91.93	-26.0833	461.63	461.67
6D	54+01.93	-26.0833	461.51	461.55
6E	54+11.93	-26.0833	461.38	461.44
6F	54+21.93	-26.0833	461.23	461.31
6G	54+31.93	-26.0833	461.08	461.16
6H	54+41.93	-26.0833	460.92	461.00
6I	54+51.93	-26.0833	460.74	460.82
6J	54+61.93	-26.0833	460.55	460.62
6K	54+71.93	-26.0833	460.35	460.41
6L	54+81.93	-26.0833	460.14	460.17
6M	54+91.93	-26.0833	459.91	459.93
CL. Brg. Pier 1	54+97.50	-26.0833	459.78	459.78
CL. Pier 1 and Exp. Jt.	54+99.00	-26.0833	459.75	459.75

UNIT 2 - GIRDER 6

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
*5N	59+78.00	6.0833	462.35	462.40
5O	59+88.00	6.0833	462.28	462.31
5P	59+98.00	6.0833	462.20	462.22
5Q	60+08.00	6.0833	462.13	462.14
5R	60+18.00	6.0833	462.06	462.06
CL. Pier 5	60+25.54	6.0833	462.01	462.01
6A	60+35.54	6.0833	461.94	461.95
6B	60+45.54	6.0833	461.87	461.89
6C	60+55.54	6.0833	461.85	461.89
6D	60+65.54	6.0833	461.85	461.92
6E	60+75.52	6.0833	461.86	461.95
6F	60+85.46	6.0833	461.86	461.97
6G	60+95.41	6.0833	461.87	462.00
6H	61+05.35	6.0833	461.87	462.01
6I	61+15.30	6.0833	461.86	462.02
6J	61+25.24	6.0833	461.80	461.95
6K	61+35.19	6.0833	461.73	461.87
6L	61+45.13	6.0833	461.67	461.78
6M	61+55.08	6.0833	461.60	461.68
6N	61+65.02	6.0833	461.53	461.58
CL. Brg. Pier 6	61+76.50	6.0833	461.46	461.46
CL. Pier 6 and Exp. Jt.	61+78.00	6.0833	461.45	461.45

* 5N is 8.0000 ft. from the Beginning of Girder 6.

UNIT 2 - @ 70E55N & LONGITUDINAL BONDED CONSTRUCTION JOINT

Baseline BL 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	56+86.00	0.00	464.19	464.19
CL. Brg. Pier 3	56+87.50	0.00	464.18	464.18
4A	56+97.50	0.00	464.13	464.16
4B	57+07.50	0.00	464.07	464.12
4C	57+17.50	0.00	464.01	464.09
4D	57+27.50	0.00	463.95	464.04
4E	57+37.50	0.00	463.89	464.00
4F	57+47.50	0.00	463.83	463.94
4G	57+57.50	0.00	463.77	463.88
4H	57+67.50	0.00	463.72	463.81
4I	57+77.50	0.00	463.66	463.74
4J	57+87.50	0.00	463.60	463.66
4K	57+97.50	0.00	463.54	463.59
4L	58+07.50	0.00	463.48	463.51
4M	58+17.50	0.00	463.42	463.43
4N	58+27.50	0.00	463.36	463.37
CL. Pier 4	58+38.00	0.00	463.30	463.30
5A	58+48.00	0.00	463.24	463.25
5B	58+58.00	0.00	463.19	463.20
5C	58+68.00	0.00	463.13	463.16
5D	58+78.00	0.00	463.07	463.12
5E	58+88.00	0.00	463.01	463.08
5F	58+98.00	0.00	462.95	463.03
5G	59+08.00	0.00	462.89	462.98
5H	59+18.00	0.00	462.82	462.93
5I	59+28.00	0.00	462.75	462.87
5J	59+38.00	0.00	462.69	462.80
5K	59+48.00	0.00	462.62	462.73
5L	59+58.00	0.00	462.56	462.65
5M	59+68.00	0.00	462.49	462.56
5N	59+78.00	0.00	462.42	462.48
5O	59+88.00	0.00	462.36	462.40
5P	59+98.00	0.00	462.29	462.31
5Q	60+08.00	0.00	462.22	462.23
5R	60+18.00	0.00	462.16	462.16
CL. Pier 5	60+27.00	0.00	462.10	462.10
6A	60+37.00	0.00	462.03	462.04
6B	60+47.00	0.00	461.96	461.98
6C	60+57.00	0.00	461.90	461.94
6D	60+67.00	0.00	461.83	461.89
6E	60+77.00	0.00	461.77	461.85
6F	60+87.00	0.00	461.70	461.80
6G	60+97.00	0.00	461.63	461.75
6H	61+07.00	0.00	461.57	461.69
6I	61+17.00	0.00	461.50	461.63
6J	61+27.00	0.00	461.43	461.56
6K	61+37.00	0.00	461.37	461.48
6L	61+47.00	0.00	461.30	461.39
6M	61+57.00	0.00	461.23	461.30
6N	61+67.00	0.00	461.17	461.20
CL. Brg. Pier 6	61+76.50	0.00	461.11	461.11
CL. Pier 6 and Exp. Jt.	61+78.00	0.00	461.10	461.10

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 K:\projects\0804500\082-0322 & 0324 - Ilyver\082-0322\082-0322\082-0322-0324_76C76_58999_TopofSlab-UP_3.dgn



USER NAME =
 PLOT SCALE = 0.02" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2 - III
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET 5-23 OF 5-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-2	ST. CLAIR	399	150
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 2 - GIRDER 7

Baseline 70E55N				
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	56+86.00	-2.9167	464.29	464.29
CL. Brg. Pier 3	56+87.50	-2.9167	464.28	464.28
4A	56+97.49	-2.9167	464.23	464.26
4B	57+07.48	-2.9167	464.17	464.22
4C	57+17.46	-2.9167	464.11	464.18
4D	57+27.45	-2.9167	464.05	464.14
4E	57+37.44	-2.9167	463.99	464.10
4F	57+47.43	-2.9167	463.93	464.04
4G	57+57.41	-2.9167	463.87	463.98
4H	57+67.40	-2.9167	463.82	463.91
4I	57+77.39	-2.9167	463.76	463.84
4J	57+87.38	-2.9167	463.70	463.76
4K	57+97.37	-2.9167	463.63	463.67
4L	58+07.35	-2.9167	463.56	463.59
4M	58+17.35	-2.9167	463.50	463.51
4N	58+27.35	-2.9167	463.43	463.43
CL. Pier 4	58+38.00	-2.9167	463.36	463.36
5A	58+48.00	-2.9167	463.29	463.30
5B	58+58.00	-2.9167	463.22	463.24
5C	58+68.00	-2.9167	463.16	463.19
5D	58+78.00	-2.9167	463.09	463.14
5E	58+88.00	-2.9167	463.02	463.09
5F	58+98.00	-2.9167	462.96	463.04
5G	59+08.00	-2.9167	462.88	462.98
5H	59+18.00	-2.9167	462.81	462.92
5I	59+28.00	-2.9167	462.74	462.85
5J	59+38.00	-2.9167	462.66	462.77
5K	59+48.00	-2.9167	462.59	462.69
5L	59+58.00	-2.9167	462.51	462.61
5M	59+68.00	-2.9167	462.44	462.51
5N	59+78.00	-2.9167	462.36	462.42
5O	59+88.00	-2.9167	462.29	462.33
5P	59+98.00	-2.9167	462.21	462.24
5Q	60+08.00	-2.9167	462.14	462.15
5R	60+18.00	-2.9167	462.07	462.07
CL. Pier 5	60+27.70	-2.9167	461.99	461.99
6A	60+37.70	-2.9167	461.92	461.93
6B	60+47.70	-2.9167	461.84	461.86
6C	60+57.70	-2.9167	461.77	461.81
6D	60+67.70	-2.9167	461.70	461.76
6E	60+77.72	-2.9167	461.62	461.70
6F	60+87.74	-2.9167	461.55	461.65
6G	60+97.77	-2.9167	461.47	461.59
6H	61+07.80	-2.9167	461.40	461.52
6I	61+17.83	-2.9167	461.33	461.46
6J	61+27.85	-2.9167	461.26	461.38
6K	61+37.88	-2.9167	461.19	461.30
6L	61+47.91	-2.9167	461.13	461.22
6M	61+57.94	-2.9167	461.06	461.12
6N	61+67.96	-2.9167	460.99	461.02
CL. Brg. Pier 6	61+76.50	-2.9167	460.94	460.94
CL. Pier 6 and Exp. Jt.	61+78.00	-2.9167	460.93	460.93

UNIT 2 - GIRDER 8

Baseline 70E55N				
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	56+86.00	-11.9167	464.60	464.60
CL. Brg. Pier 3	56+87.50	-11.9167	464.59	464.59
4A	56+97.46	-11.9167	464.53	464.56
4B	57+07.42	-11.9167	464.47	464.53
4C	57+17.39	-11.9167	464.41	464.49
4D	57+27.35	-11.9167	464.36	464.45
4E	57+37.31	-11.9167	464.30	464.40
4F	57+47.27	-11.9167	464.24	464.35
4G	57+57.23	-11.9167	464.18	464.28
4H	57+67.20	-11.9167	464.12	464.22
4I	57+77.16	-11.9167	464.06	464.14
4J	57+87.12	-11.9167	463.99	464.05
4K	57+97.08	-11.9167	463.90	463.95
4L	58+07.04	-11.9167	463.81	463.84
4M	58+17.04	-11.9167	463.72	463.73
4N	58+27.04	-11.9167	463.63	463.63
CL. Pier 4	58+38.00	-11.9167	463.53	463.53
5A	58+48.00	-11.9167	463.43	463.44
5B	58+58.00	-11.9167	463.34	463.36
5C	58+68.00	-11.9167	463.25	463.29
5D	58+78.00	-11.9167	463.16	463.21
5E	58+88.00	-11.9167	463.07	463.14
5F	58+98.00	-11.9167	462.98	463.07
5G	59+08.00	-11.9167	462.88	462.99
5H	59+18.00	-11.9167	462.78	462.90
5I	59+28.00	-11.9167	462.68	462.80
5J	59+38.00	-11.9167	462.58	462.70
5K	59+48.00	-11.9167	462.48	462.60
5L	59+58.00	-11.9167	462.38	462.49
5M	59+68.00	-11.9167	462.28	462.37
5N	59+78.00	-11.9167	462.18	462.25
5O	59+88.00	-11.9167	462.08	462.13
5P	59+98.00	-11.9167	461.98	462.02
5Q	60+08.00	-11.9167	461.88	461.90
5R	60+18.00	-11.9167	461.78	461.79
CL. Pier 5	60+29.87	-11.9167	461.67	461.67
6A	60+39.87	-11.9167	461.57	461.57
6B	60+49.87	-11.9167	461.47	461.48
6C	60+59.87	-11.9167	461.37	461.40
6D	60+69.87	-11.9167	461.27	461.32
6E	60+79.95	-11.9167	461.17	461.24
6F	60+90.06	-11.9167	461.07	461.15
6G	61+00.17	-11.9167	460.97	461.07
6H	61+10.28	-11.9167	460.87	460.97
6I	61+20.39	-11.9167	460.79	460.90
6J	61+30.50	-11.9167	460.72	460.82
6K	61+40.61	-11.9167	460.65	460.74
6L	61+50.72	-11.9167	460.59	460.66
6M	61+60.83	-11.9167	460.52	460.56
6N	61+70.94	-11.9167	460.45	460.47
CL. Brg. Pier 6	61+76.50	-11.9167	460.41	460.41
CL. Pier 6 and Exp. Jt.	61+78.00	-11.9167	460.40	460.40

UNIT 2 - GIRDER 9

Baseline 70E55N				
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	56+86.00	-20.9167	464.90	464.90
CL. Brg. Pier 3	56+87.50	-20.9167	464.90	464.90
4A	56+97.43	-20.9167	464.84	464.87
4B	57+07.36	-20.9167	464.78	464.83
4C	57+17.29	-20.9167	464.72	464.80
4D	57+27.22	-20.9167	464.66	464.76
4E	57+37.15	-20.9167	464.60	464.71
4F	57+47.09	-20.9167	464.55	464.65
4G	57+57.02	-20.9167	464.49	464.59
4H	57+66.95	-20.9167	464.43	464.52
4I	57+76.88	-20.9167	464.37	464.45
4J	57+86.81	-20.9167	464.29	464.35
4K	57+96.74	-20.9167	464.18	464.22
4L	58+06.67	-20.9167	464.06	464.09
4M	58+16.67	-20.9167	463.94	463.95
4N	58+26.67	-20.9167	463.83	463.83
CL. Pier 4	58+38.00	-20.9167	463.69	463.69
5A	58+48.00	-20.9167	463.58	463.59
5B	58+58.00	-20.9167	463.46	463.48
5C	58+68.00	-20.9167	463.34	463.39
5D	58+78.00	-20.9167	463.23	463.29
5E	58+88.00	-20.9167	463.11	463.20
5F	58+98.00	-20.9167	462.99	463.10
5G	59+08.00	-20.9167	462.87	462.99
5H	59+18.00	-20.9167	462.75	462.88
5I	59+28.00	-20.9167	462.62	462.76
5J	59+38.00	-20.9167	462.50	462.64
5K	59+48.00	-20.9167	462.37	462.51
5L	59+58.00	-20.9167	462.25	462.37
5M	59+68.00	-20.9167	462.12	462.23
5N	59+78.00	-20.9167	462.00	462.09
5O	59+88.00	-20.9167	461.88	461.94
5P	59+98.00	-20.9167	461.75	461.79
5Q	60+08.00	-20.9167	461.63	461.65
5R	60+18.00	-20.9167	461.50	461.51
CL. Pier 5	60+32.04	-20.9167	461.33	461.33
6A	60+42.04	-20.9167	461.20	461.21
6B	60+52.04	-20.9167	461.08	461.09
6C	60+62.04	-20.9167	460.95	460.98
6D	60+72.04	-20.9167	460.83	460.87
6E	60+82.22	-20.9167	460.70	460.76
6F	60+92.42	-20.9167	460.58	460.65
6G	61+02.61	-20.9167	460.45	460.53
6H	61+12.81	-20.9167	460.32	460.41
6I	61+23.00	-20.9167	460.25	460.34
6J	61+33.20	-20.9167	460.18	460.27
6K	61+43.39	-20.9167	460.11	460.19
6L	61+53.59	-20.9167	460.04	460.10
6M	61+63.78	-20.9167	459.98	460.01
CL. Brg. Pier 6	61+76.50	-20.9167	459.89	459.89
CL. Pier 6 and Exp. Jt.	61+78.54	-20.9167	459.88	459.88

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USER NAME =	DESIGNED - PUL	REVISED -
PLOT SCALE = 0/2" = 1' / IN.	DRAWN - BRD	REVISED -
PLOT DATE = 6/27/2011	CHECKED - KAB	REVISED -
	DATE - 07-01-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - UNIT 2 - IV
I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-24 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	151
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

UNIT 2 - GIRDER 10

UNIT 2 - GIRDER 11

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
*5D	58+77.98	-27.5833	463.28	463.35
5E	58+87.98	-27.5833	463.14	463.24
5F	58+97.98	-27.5833	463.01	463.12
5G	59+07.98	-27.5833	462.87	463.00
5H	59+17.98	-27.5833	462.72	462.87
5I	59+27.98	-27.5833	462.58	462.73
5J	59+37.98	-27.5833	462.44	462.59
5K	59+47.98	-27.5833	462.29	462.44
5L	59+57.98	-27.5833	462.15	462.29
5M	59+67.98	-27.5833	462.01	462.13
5N	59+77.98	-27.5833	461.87	461.96
5O	59+87.98	-27.5833	461.72	461.80
5P	59+97.98	-27.5833	461.58	461.63
5Q	60+07.98	-27.5833	461.44	461.47
5R	60+17.98	-27.5833	461.29	461.31
5S	60+27.98	-27.5833	461.15	461.15
CL. Pier 5	60+33.64	-27.5833	461.07	461.07
6A	60+43.64	-27.5833	460.93	460.93
6B	60+53.64	-27.5833	460.78	460.79
6C	60+63.64	-27.5833	460.64	460.66
6D	60+73.68	-27.5833	460.50	460.53
6E	60+83.94	-27.5833	460.35	460.40
6F	60+94.19	-27.5833	460.20	460.27
6G	61+04.45	-27.5833	460.06	460.13
6H	61+14.71	-27.5833	459.91	459.99
6I	61+24.97	-27.5833	459.85	459.93
6J	61+35.23	-27.5833	459.78	459.85
6K	61+45.48	-27.5833	459.71	459.77
6L	61+55.74	-27.5833	459.64	459.69
6M	61+66.00	-27.5833	459.58	459.60
CL. Brg. Pier 6	61+76.50	-27.5833	459.51	459.51
CL. Pier 6 and Exp. Jt.	61+78.00	-27.5833	459.50	459.50

* 5D is 1.9855 ft. from the Beginning of Girder 10.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 3 and Exp. Jt.	56+86.00	-28.0833	465.15	465.15
CL. Brg. Pier 3	56+87.50	-28.0833	465.14	465.14
4A	56+97.41	-28.0833	465.08	465.11
4B	57+07.31	-28.0833	465.02	465.08
4C	57+17.22	-28.0833	464.97	465.04
4D	57+27.12	-28.0833	464.91	465.00
4E	57+37.03	-28.0833	464.85	464.95
4F	57+46.93	-28.0833	464.79	464.90
4G	57+56.84	-28.0833	464.73	464.84
4H	57+66.74	-28.0833	464.68	464.77
4I	57+76.65	-28.0833	464.62	464.70
4J	57+86.55	-28.0833	464.53	464.59
4K	57+96.46	-28.0833	464.40	464.44
4L	58+06.36	-28.0833	464.26	464.29
4M	58+16.35	-28.3731	464.13	464.14
4N	58+26.34	-28.6937	464.00	464.00
CL. Pier 4	58+38.00	-29.0676	463.85	463.85
5A	58+47.99	-29.3883	463.71	463.72
5B	58+57.99	-29.7089	463.58	463.60
5C	58+67.98	-30.0295	463.44	463.49
5D	58+77.98	-30.3502	463.30	463.37
5E	58+87.97	-30.6708	463.16	463.25
5F	58+97.97	-30.9914	463.01	463.13
5G	59+07.96	-31.3121	462.86	463.00
5H	59+17.96	-31.6327	462.71	462.86
5I	59+27.95	-31.9533	462.55	462.71
5J	59+37.95	-32.274	462.40	462.56
5K	59+47.94	-32.5946	462.24	462.39
5L	59+57.94	-32.9152	462.07	462.22
5M	59+67.93	-33.2359	461.91	462.04
5N	59+77.93	-33.5565	461.75	461.86
5O	59+87.92	-33.8772	461.58	461.67
5P	59+97.92	-34.1978	461.41	461.47
5Q	60+07.91	-34.5184	461.24	461.28
5R	60+17.91	-34.8391	461.07	461.09
5S	60+27.90	-35.1597	460.89	460.90
CL. Pier 5	60+35.53	-35.4043	460.76	460.76
6A	60+45.52	-35.7249	460.58	460.58
6B	60+55.51	-36.0455	460.40	460.41
6C	60+65.51	-36.3662	460.22	460.24
6D	60+75.62	-36.5833	460.04	460.07
6E	60+85.96	-36.5833	459.87	459.91
6F	60+96.31	-36.5833	459.70	459.75
6G	61+06.65	-36.5833	459.52	459.58
6H	61+17.00	-36.5833	459.38	459.44
6I	61+27.34	-36.5833	459.31	459.37
6J	61+37.69	-36.5833	459.24	459.30
6K	61+48.03	-36.5833	459.17	459.22
6L	61+58.37	-36.5833	459.10	459.14
6M	61+68.72	-36.5833	459.04	459.05
CL. Brg. Pier 6	61+76.50	-36.5833	458.98	458.98
CL. Pier 6 and Exp. Jt.	61+78.00	-36.5833	458.97	458.97

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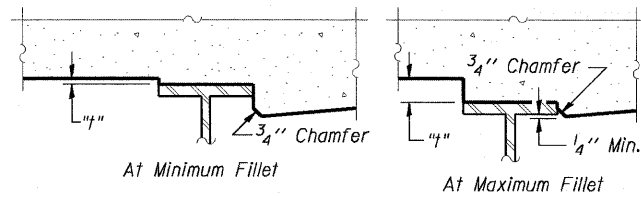
DESIGNED - PJL	REVISOR -
DRAWN - BRD	REVISOR -
CHECKED - KAB	REVISOR -
DATE - 07-01-11	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2 - V
I-70E OVER I-55, CSX & KCS RAILROADS

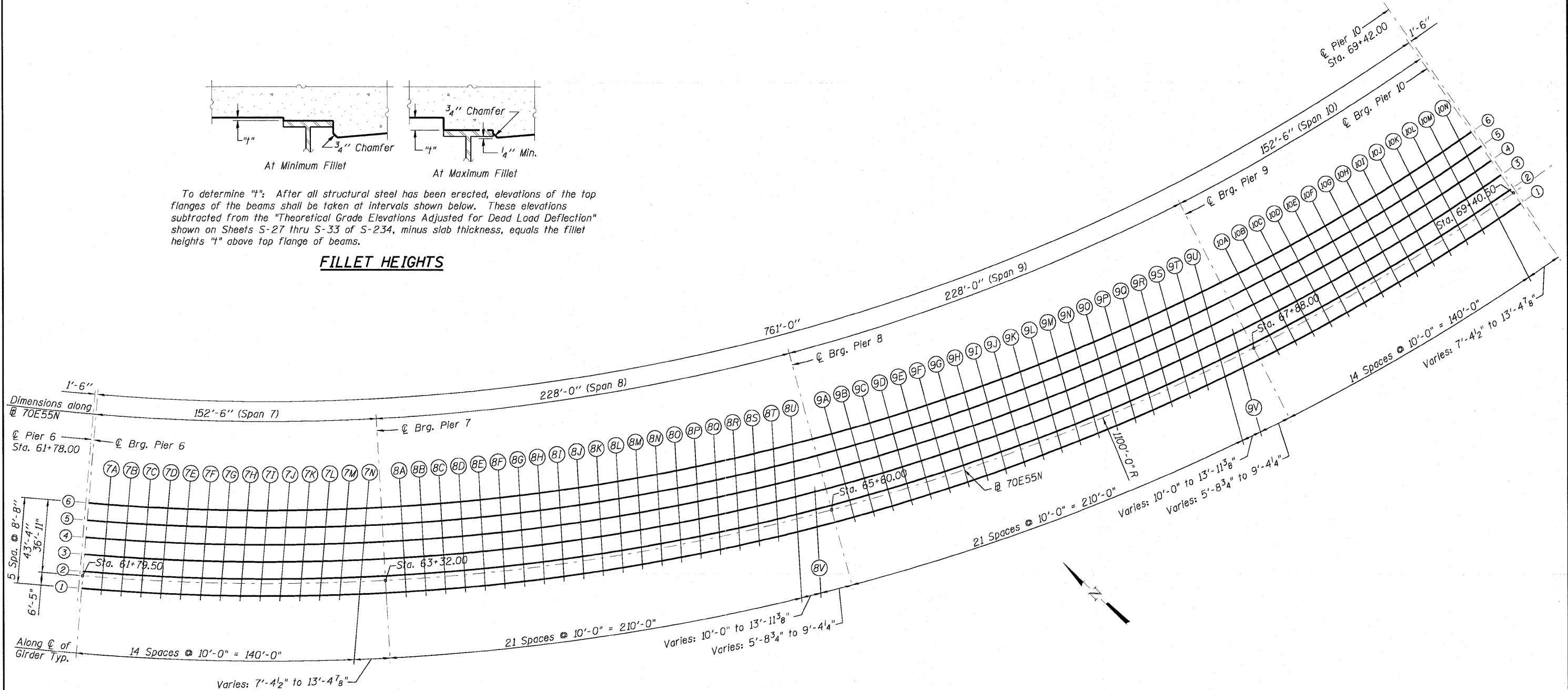
SCALE: SHEET S-25 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	152
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

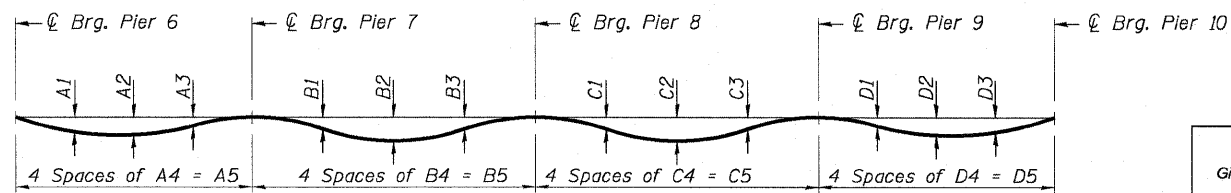


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-27 thru S-33 of S-234, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



TOP OF SLAB ELEVATION PLAN - UNIT 3



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-27 thru S-33 of S-234.

Girder	DEAD LOAD DEFLECTIONS																			
	Span 7					Span 8					Span 9					Span 10				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5	D1	D2	D3	D4	D5
1	1 1/4"	1 1/8"	1/4"	38'- 4 1/8"	153'- 4 5/8"	2 1/8"	3 1/2"	1 5/8"	57'- 4"	229'- 4"	1 1/2"	3 1/2"	2 1/8"	57'- 4"	229'- 4"	1/4"	1 1/8"	1 1/4"	38'- 4 1/8"	153'- 4 5/8"
2	1 1/8"	1 1/8"	1/4"	38'- 0 5/8"	152'- 2 1/4"	2"	3 1/4"	1 1/2"	56'- 10 5/8"	227'- 6 3/8"	1 1/2"	3 1/4"	2"	56'- 10 5/8"	227'- 6 3/8"	1/4"	1"	1 1/8"	38'- 0 5/8"	152'- 2 1/4"
3	1"	1"	1/4"	37'- 9"	150'- 11 7/8"	1 3/4"	3"	1 3/8"	56'- 5 1/4"	225'- 8 7/8"	1 3/8"	3"	1 3/4"	56'- 5 1/4"	225'- 8 7/8"	1/4"	1"	1"	37'- 9"	150'- 11 7/8"
4	1"	1"	1/4"	37'- 5 3/8"	149'- 9 3/8"	1 3/4"	2 3/4"	1 1/4"	55'- 11 7/8"	223'- 11 1/4"	1 1/4"	2 3/4"	1 3/4"	55'- 11 7/8"	223'- 11 1/4"	1/4"	1"	1"	37'- 5 3/8"	149'- 9 3/8"
5	1"	1"	1/4"	37'- 1 3/4"	148'- 7"	1 5/8"	2 5/8"	1 1/4"	55'- 6 1/2"	222'- 1 3/4"	1 1/4"	2 5/8"	1 5/8"	55'- 6 1/2"	222'- 1 3/4"	1/4"	7/8"	1"	37'- 1 3/4"	148'- 7"
6	1"	1"	1/4"	36'- 10 1/8"	147'- 4 5/8"	1 1/2"	2 1/2"	1 1/4"	55'- 1"	220'- 4 1/8"	1 1/8"	2 1/2"	1 1/2"	55'- 1"	220'- 4 1/8"	1/4"	7/8"	1"	36'- 10 1/8"	147'- 4 5/8"



USER NAME =	DESIGNED - P.J.L.	REVISED -
PLOT SCALE = @2,000@ 1" / IN.	DRAWN - BRD	REVISED -
PLOT DATE = 6/27/2011	CHECKED - KAB	REVISED -
	DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN - UNIT 3
I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-26 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 153
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 3 - GIRDER 1

UNIT 3 - GIRDER 1 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	6.4167	461.47	461.47
CL. Brg. Pier 6	61+79.50	6.4167	461.46	461.46
7A	61+89.44	6.4167	461.39	461.43
7B	61+99.38	6.4167	461.33	461.39
7C	62+09.32	6.4167	461.26	461.35
7D	62+19.26	6.4167	461.19	461.30
7E	62+29.21	6.4167	461.13	461.24
7F	62+39.15	6.4167	461.06	461.17
7G	62+49.09	6.4167	461.00	461.10
7H	62+59.03	6.4167	460.93	461.02
7I	62+68.97	6.4167	460.86	460.94
7J	62+78.91	6.4167	460.80	460.85
7K	62+88.85	6.4167	460.73	460.76
7L	62+98.79	6.4167	460.67	460.68
7M	63+08.73	6.4167	460.60	460.60
7N	63+18.67	6.4167	460.53	460.53
CL. Pier 7	63+32.00	6.4167	460.45	460.45
8A	63+41.94	6.4167	460.38	460.40
8B	63+51.88	6.4167	460.31	460.35
8C	63+61.82	6.4167	460.25	460.32
8D	63+71.76	6.4167	460.18	460.29
8E	63+81.71	6.4167	460.12	460.26
8F	63+91.65	6.4167	460.05	460.23
8G	64+01.59	6.4167	459.98	460.20
8H	64+11.53	6.4167	459.92	460.17
8I	64+21.47	6.4167	459.85	460.12
8J	64+31.41	6.4167	459.79	460.07
8K	64+41.35	6.4167	459.72	460.01
8L	64+51.29	6.4167	459.65	459.94
8M	64+61.23	6.4167	459.59	459.86
8N	64+71.17	6.4167	459.52	459.77
8O	64+81.12	6.4167	459.46	459.67
8P	64+91.06	6.4167	459.39	459.57
8Q	65+01.00	6.4167	459.32	459.47
8R	65+10.94	6.4167	459.26	459.36
8S	65+20.88	6.4167	459.19	459.26
8T	65+30.82	6.4167	459.13	459.17
8U	65+40.76	6.4167	459.06	459.08
8V	65+50.70	6.4167	458.99	459.00
CL. Pier 8	65+60.00	6.4167	458.93	458.93

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	6.4167	458.93	458.93
9A	65+69.94	6.4167	458.87	458.87
9B	65+79.88	6.4167	458.80	458.82
9C	65+89.82	6.4167	458.74	458.78
9D	65+99.76	6.4167	458.67	458.74
9E	66+09.71	6.4167	458.60	458.71
9F	66+19.65	6.4167	458.54	458.68
9G	66+29.59	6.4167	458.47	458.65
9H	66+39.53	6.4167	458.41	458.62
9I	66+49.47	6.4167	458.34	458.58
9J	66+59.41	6.4167	458.27	458.54
9K	66+69.35	6.4167	458.21	458.49
9L	66+79.29	6.4167	458.14	458.43
9M	66+89.23	6.4167	458.08	458.36
9N	66+99.17	6.4167	458.01	458.28
9O	67+09.12	6.4167	457.94	458.19
9P	67+19.06	6.4167	457.88	458.09
9Q	67+29.00	6.4167	457.81	457.99
9R	67+38.94	6.4167	457.75	457.89
9S	67+48.88	6.4167	457.68	457.78
9T	67+58.82	6.4167	457.61	457.68
9U	67+68.76	6.4167	457.55	457.59
9V	67+78.70	6.4167	457.48	457.50
CL. Pier 9	67+88.00	6.4167	457.42	457.42
10A	67+97.94	6.4167	457.35	457.35
10B	68+07.88	6.4167	457.29	457.29
10C	68+17.82	6.4167	457.22	457.23
10D	68+27.76	6.4167	457.16	457.18
10E	68+37.71	6.4167	457.09	457.13
10F	68+47.65	6.4167	457.01	457.07
10G	68+57.59	6.4167	456.91	457.00
10H	68+67.53	6.4167	456.81	456.91
10I	68+77.47	6.4167	456.69	456.80
10J	68+87.41	6.4167	456.57	456.68
10K	68+97.35	6.4167	456.43	456.53
10L	69+07.29	6.4167	456.28	456.37
10M	69+17.23	6.4167	456.11	456.19
10N	69+27.17	6.4167	455.94	455.98
CL. Brg. Pier 10	69+40.50	6.4167	455.69	455.69
CL. Pier 10 and Exp. Jt.	69+42.00	6.4167	455.66	455.66

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USER NAME =
 PLOT SCALE = 0/2" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - I
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-27 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	154
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 3 - B 70E55N

UNIT 3 - B 70E55N CONT.

Baseline BL 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	0.00	461.10	461.10
CL. Brg. Pier 6	61+79.50	0.00	461.09	461.09
7A	61+89.50	0.00	461.02	461.05
7B	61+99.50	0.00	460.95	461.01
7C	62+09.50	0.00	460.89	460.97
7D	62+19.50	0.00	460.82	460.92
7E	62+29.50	0.00	460.75	460.86
7F	62+39.50	0.00	460.69	460.79
7G	62+49.50	0.00	460.62	460.72
7H	62+59.50	0.00	460.55	460.64
7I	62+69.50	0.00	460.49	460.56
7J	62+79.50	0.00	460.42	460.47
7K	62+89.50	0.00	460.36	460.39
7L	62+99.50	0.00	460.29	460.30
7M	63+09.50	0.00	460.22	460.23
7N	63+19.50	0.00	460.16	460.15
CL. Pier 7	63+32.00	0.00	460.07	460.07
8A	63+42.00	0.00	460.01	460.02
8B	63+52.00	0.00	459.94	459.98
8C	63+62.00	0.00	459.87	459.94
8D	63+72.00	0.00	459.81	459.91
8E	63+82.00	0.00	459.74	459.88
8F	63+92.00	0.00	459.68	459.85
8G	64+02.00	0.00	459.61	459.81
8H	64+12.00	0.00	459.54	459.78
8I	64+22.00	0.00	459.48	459.73
8J	64+32.00	0.00	459.41	459.67
8K	64+42.00	0.00	459.34	459.61
8L	64+52.00	0.00	459.28	459.54
8M	64+62.00	0.00	459.21	459.46
8N	64+72.00	0.00	459.14	459.37
8O	64+82.00	0.00	459.08	459.27
8P	64+92.00	0.00	459.01	459.17
8Q	65+02.00	0.00	458.95	459.07
8R	65+12.00	0.00	458.88	458.97
8S	65+22.00	0.00	458.81	458.88
8T	65+32.00	0.00	458.75	458.78
8U	65+42.00	0.00	458.68	458.70
8V	65+52.00	0.00	458.61	458.62
CL. Pier 8	65+60.00	0.00	458.56	458.56

Baseline BL 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	0.00	458.56	458.56
9A	65+70.00	0.00	458.49	458.50
9B	65+80.00	0.00	458.43	458.45
9C	65+90.00	0.00	458.36	458.40
9D	66+00.00	0.00	458.30	458.36
9E	66+10.00	0.00	458.23	458.33
9F	66+20.00	0.00	458.16	458.30
9G	66+30.00	0.00	458.10	458.26
9H	66+40.00	0.00	458.03	458.23
9I	66+50.00	0.00	457.96	458.19
9J	66+60.00	0.00	457.90	458.15
9K	66+70.00	0.00	457.83	458.10
9L	66+80.00	0.00	457.76	458.03
9M	66+90.00	0.00	457.70	457.96
9N	67+00.00	0.00	457.63	457.88
9O	67+10.00	0.00	457.57	457.79
9P	67+20.00	0.00	457.50	457.70
9Q	67+30.00	0.00	457.43	457.60
9R	67+40.00	0.00	457.37	457.50
9S	67+50.00	0.00	457.30	457.40
9T	67+60.00	0.00	457.23	457.29
9U	67+70.00	0.00	457.17	457.20
9V	67+80.00	0.00	457.10	457.11
CL. Pier 9	67+88.00	0.00	457.05	457.05
10A	67+98.00	0.00	456.98	456.98
10B	68+08.00	0.00	456.92	456.91
10C	68+18.00	0.00	456.85	456.86
10D	68+28.00	0.00	456.78	456.81
10E	68+38.00	0.00	456.71	456.76
10F	68+48.00	0.00	456.63	456.69
10G	68+58.00	0.00	456.54	456.62
10H	68+68.00	0.00	456.43	456.52
10I	68+78.00	0.00	456.32	456.42
10J	68+88.00	0.00	456.19	456.29
10K	68+98.00	0.00	456.05	456.14
10L	69+08.00	0.00	455.89	455.98
10M	69+18.00	0.00	455.73	455.79
10N	69+18.00	0.00	455.55	455.59
CL. Brg. Pier 10	69+40.50	0.00	455.32	455.32
CL. Pier 10 and Exp. Jt.	69+42.00	0.00	455.29	455.29

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USER NAME =
 PLOT SCALE = 0/2" = 1/4" IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - II
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-28 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	155
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

UNIT 3 - GIRDER 2

UNIT 3 - GIRDER 2 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	-2.2500	460.96	460.96
CL. Brg. Pier 6	61+79.50	-2.2500	460.95	460.95
7A	61+89.52	-2.2500	460.89	460.92
7B	61+99.54	-2.2500	460.82	460.88
7C	62+09.56	-2.2500	460.76	460.84
7D	62+19.58	-2.2500	460.69	460.79
7E	62+29.60	-2.2500	460.62	460.73
7F	62+39.62	-2.2500	460.56	460.66
7G	62+49.64	-2.2500	460.49	460.59
7H	62+59.66	-2.2500	460.42	460.51
7I	62+69.68	-2.2500	460.36	460.42
7J	62+79.70	-2.2500	460.29	460.34
7K	62+89.72	-2.2500	460.22	460.25
7L	62+99.74	-2.2500	460.16	460.17
7M	63+09.76	-2.2500	460.09	460.09
7N	63+19.78	-2.2500	460.02	460.02
CL. Pier 7	63+32.00	-2.2500	459.94	459.94
8A	63+42.02	-2.2500	459.88	459.89
8B	63+52.04	-2.2500	459.81	459.85
8C	63+62.06	-2.2500	459.74	459.81
8D	63+72.08	-2.2500	459.68	459.78
8E	63+82.10	-2.2500	459.61	459.75
8F	63+92.12	-2.2500	459.54	459.72
8G	64+02.14	-2.2500	459.48	459.68
8H	64+12.16	-2.2500	459.41	459.64
8I	64+22.18	-2.2500	459.34	459.60
8J	64+32.20	-2.2500	459.28	459.54
8K	64+42.22	-2.2500	459.21	459.48
8L	64+52.24	-2.2500	459.15	459.41
8M	64+62.26	-2.2500	459.08	459.33
8N	64+72.28	-2.2500	459.01	459.24
8O	64+82.30	-2.2500	458.95	459.14
8P	64+92.32	-2.2500	458.88	459.04
8Q	65+02.34	-2.2500	458.81	458.94
8R	65+12.36	-2.2500	458.75	458.84
8S	65+22.38	-2.2500	458.68	458.74
8T	65+32.40	-2.2500	458.61	458.65
8U	65+42.41	-2.2500	458.55	458.56
8V	65+52.43	-2.2500	458.48	458.49
CL. Pier 8	65+60.00	-2.2500	458.43	458.43

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	-2.2500	458.43	458.43
9A	65+70.02	-2.2500	458.36	458.37
9B	65+80.04	-2.2500	458.30	458.32
9C	65+90.06	-2.2500	458.23	458.27
9D	66+00.08	-2.2500	458.16	458.23
9E	66+10.10	-2.2500	458.10	458.20
9F	66+20.12	-2.2500	458.03	458.17
9G	66+30.14	-2.2500	457.97	458.13
9H	66+40.16	-2.2500	457.90	458.10
9I	66+50.18	-2.2500	457.83	458.06
9J	66+60.20	-2.2500	457.77	458.02
9K	66+70.22	-2.2500	457.70	457.96
9L	66+80.24	-2.2500	457.63	457.90
9M	66+90.26	-2.2500	457.57	457.83
9N	67+00.28	-2.2500	457.50	457.75
9O	67+10.30	-2.2500	457.43	457.66
9P	67+20.32	-2.2500	457.37	457.56
9Q	67+30.34	-2.2500	457.30	457.46
9R	67+40.36	-2.2500	457.23	457.36
9S	67+50.38	-2.2500	457.17	457.26
9T	67+60.40	-2.2500	457.10	457.16
9U	67+70.41	-2.2500	457.03	457.07
9V	67+80.43	-2.2500	456.97	456.98
CL. Pier 9	67+88.00	-2.2500	456.92	456.92
10A	67+98.02	-2.2500	456.85	456.85
10B	68+08.04	-2.2500	456.78	456.78
10C	68+18.06	-2.2500	456.72	456.73
10D	68+28.08	-2.2500	456.65	456.68
10E	68+38.10	-2.2500	456.58	456.62
10F	68+48.12	-2.2500	456.50	456.56
10G	68+58.14	-2.2500	456.41	456.48
10H	68+68.16	-2.2500	456.30	456.39
10I	68+78.18	-2.2500	456.18	456.29
10J	68+88.20	-2.2500	456.05	456.16
10K	68+98.22	-2.2500	455.91	456.01
10L	69+08.24	-2.2500	455.76	455.84
10M	69+18.26	-2.2500	455.59	455.66
10N	69+28.28	-2.2500	455.42	455.45
CL. Brg. Pier 10	69+40.50	-2.2500	455.18	455.18
CL. Pier 10 and Exp. Jt.	69+42.00	-2.2500	455.16	455.16

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USER NAME =
 PLOT SCALE = 0x2" / 1"
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - III
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-29 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	156
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

UNIT 3 - GIRDER 3

UNIT 3 - GIRDER 3 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	-10.9167	460.46	460.46
CL. Brg. Pier 6	61+79.50	-10.9167	460.45	460.45
7A	61+89.60	-10.9167	460.39	460.42
7B	61+99.70	-10.9167	460.32	460.37
7C	62+09.80	-10.9167	460.25	460.33
7D	62+19.90	-10.9167	460.18	460.28
7E	62+30.00	-10.9167	460.12	460.22
7F	62+40.10	-10.9167	460.05	460.15
7G	62+50.20	-10.9167	459.98	460.07
7H	62+60.30	-10.9167	459.92	460.00
7I	62+70.40	-10.9167	459.85	459.91
7J	62+80.50	-10.9167	459.78	459.83
7K	62+90.60	-10.9167	459.72	459.74
7L	63+00.70	-10.9167	459.65	459.66
7M	63+10.81	-10.9167	459.58	459.58
7N	63+20.91	-10.9167	459.51	459.51
CL. Pier 7	63+32.00	-10.9167	459.44	459.44
8A	63+42.10	-10.9167	459.37	459.39
8B	63+52.20	-10.9167	459.31	459.34
8C	63+62.30	-10.9167	459.24	459.30
8D	63+72.40	-10.9167	459.17	459.27
8E	63+82.50	-10.9167	459.11	459.23
8F	63+92.60	-10.9167	459.04	459.20
8G	64+02.70	-10.9167	458.97	459.16
8H	64+12.80	-10.9167	458.90	459.12
8I	64+22.90	-10.9167	458.84	459.07
8J	64+33.00	-10.9167	458.77	459.02
8K	64+43.10	-10.9167	458.70	458.95
8L	64+53.20	-10.9167	458.64	458.88
8M	64+63.31	-10.9167	458.57	458.80
8N	64+73.41	-10.9167	458.50	458.71
8O	64+83.51	-10.9167	458.44	458.61
8P	64+93.61	-10.9167	458.37	458.52
8Q	65+03.71	-10.9167	458.30	458.41
8R	65+13.81	-10.9167	458.23	458.32
8S	65+23.91	-10.9167	458.17	458.22
8T	65+34.01	-10.9167	458.10	458.13
8U	65+44.11	-10.9167	458.03	458.05
8V	65+54.21	-10.9167	457.97	457.97
CL. Pier 8	65+60.00	-10.9167	457.93	457.93

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	-10.9167	457.93	457.93
9A	65+70.10	-10.9167	457.86	457.87
9B	65+80.20	-10.9167	457.79	457.81
9C	65+90.30	-10.9167	457.73	457.77
9D	66+00.40	-10.9167	457.66	457.73
9E	66+10.50	-10.9167	457.59	457.69
9F	66+20.60	-10.9167	457.53	457.65
9G	66+30.70	-10.9167	457.46	457.62
9H	66+40.80	-10.9167	457.39	457.58
9I	66+50.90	-10.9167	457.32	457.54
9J	66+61.00	-10.9167	457.26	457.49
9K	66+71.10	-10.9167	457.19	457.44
9L	66+81.20	-10.9167	457.12	457.37
9M	66+91.31	-10.9167	457.06	457.30
9N	67+01.41	-10.9167	456.99	457.22
9O	67+11.51	-10.9167	456.92	457.13
9P	67+21.61	-10.9167	456.86	457.03
9Q	67+31.71	-10.9167	456.79	456.94
9R	67+41.81	-10.9167	456.72	456.83
9S	67+51.91	-10.9167	456.65	456.74
9T	67+62.01	-10.9167	456.59	456.64
9U	67+72.11	-10.9167	456.52	456.55
9V	67+82.21	-10.9167	456.45	456.46
CL. Pier 9	67+88.00	-10.9167	456.42	456.42
10A	67+98.10	-10.9167	456.35	456.34
10B	68+08.20	-10.9167	456.28	456.28
10C	68+18.30	-10.9167	456.21	456.22
10D	68+28.40	-10.9167	456.15	456.17
10E	68+38.50	-10.9167	456.08	456.12
10F	68+48.60	-10.9167	455.99	456.05
10G	68+58.70	-10.9167	455.90	455.97
10H	68+68.80	-10.9167	455.79	455.88
10I	68+78.90	-10.9167	455.67	455.77
10J	68+89.00	-10.9167	455.54	455.64
10K	68+99.10	-10.9167	455.40	455.49
10L	69+09.20	-10.9167	455.24	455.32
10M	69+19.31	-10.9167	455.07	455.13
10N	69+29.41	-10.9167	454.89	454.93
CL. Brg. Pier 10	69+40.50	-10.9167	454.68	454.68
CL. Pier 10 and Exp. Jt.	69+42.00	-10.9167	454.65	454.65

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USER NAME =
 PLOT SCALE = 0/2" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - IV
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-30 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	157
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 3 - GIRDER 4

UNIT 3 - GIRDER 4 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	-19.5833	459.96	459.96
CL. Brg. Pier 6	61+79.50	-19.5833	459.95	459.95
7A	61+89.68	-19.5833	459.88	459.91
7B	61+99.86	-19.5833	459.81	459.87
7C	62+10.04	-19.5833	459.75	459.82
7D	62+20.22	-19.5833	459.68	459.77
7E	62+30.41	-19.5833	459.61	459.71
7F	62+40.59	-19.5833	459.54	459.64
7G	62+50.77	-19.5833	459.48	459.56
7H	62+60.95	-19.5833	459.41	459.49
7I	62+71.13	-19.5833	459.34	459.40
7J	62+81.31	-19.5833	459.27	459.32
7K	62+91.49	-19.5833	459.21	459.23
7L	63+01.67	-19.5833	459.14	459.15
7M	63+11.85	-19.5833	459.07	459.07
7N	63+22.03	-19.5833	459.00	459.00
CL. Pier 7	63+32.00	-19.5833	458.94	458.94
8A	63+42.18	-19.5833	458.87	458.88
8B	63+52.36	-19.5833	458.80	458.84
8C	63+62.54	-19.5833	458.74	458.79
8D	63+72.72	-19.5833	458.67	458.76
8E	63+82.91	-19.5833	458.60	458.72
8F	63+93.09	-19.5833	458.53	458.69
8G	64+03.27	-19.5833	458.46	458.64
8H	64+13.45	-19.5833	458.40	458.60
8I	64+23.63	-19.5833	458.33	458.55
8J	64+33.81	-19.5833	458.26	458.49
8K	64+43.99	-19.5833	458.19	458.43
8L	64+54.17	-19.5833	458.13	458.36
8M	64+64.35	-19.5833	458.06	458.27
8N	64+74.53	-19.5833	457.99	458.19
8O	64+84.72	-19.5833	457.92	458.09
8P	64+94.90	-19.5833	457.86	457.99
8Q	65+05.08	-19.5833	457.79	457.89
8R	65+15.26	-19.5833	457.72	457.80
8S	65+25.44	-19.5833	457.65	457.70
8T	65+35.62	-19.5833	457.59	457.61
8U	65+45.80	-19.5833	457.52	457.53
CL. Pier 8	65+60.00	-19.5833	457.43	457.43

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	-19.5833	457.43	457.43
9A	65+70.18	-19.5833	457.36	457.36
9B	65+80.36	-19.5833	457.29	457.31
9C	65+90.54	-19.5833	457.22	457.26
9D	66+00.72	-19.5833	457.15	457.22
9E	66+10.91	-19.5833	457.09	457.18
9F	66+21.09	-19.5833	457.02	457.14
9G	66+31.27	-19.5833	456.95	457.10
9H	66+41.45	-19.5833	456.88	457.07
9I	66+51.63	-19.5833	456.82	457.02
9J	66+61.81	-19.5833	456.75	456.97
9K	66+71.99	-19.5833	456.68	456.91
9L	66+82.17	-19.5833	456.61	456.85
9M	66+92.35	-19.5833	456.55	456.77
9N	67+02.53	-19.5833	456.48	456.69
9O	67+12.72	-19.5833	456.41	456.60
9P	67+22.90	-19.5833	456.34	456.51
9Q	67+33.08	-19.5833	456.28	456.41
9R	67+43.26	-19.5833	456.21	456.31
9S	67+53.44	-19.5833	456.14	456.21
9T	67+63.62	-19.5833	456.07	456.12
9U	67+73.80	-19.5833	456.01	456.03
CL. Pier 9	67+88.00	-19.5833	455.91	455.91
10A	67+98.18	-19.5833	455.84	455.84
10B	68+08.36	-19.5833	455.78	455.78
10C	68+18.54	-19.5833	455.71	455.72
10D	68+28.72	-19.5833	455.64	455.67
10E	68+38.91	-19.5833	455.57	455.61
10F	68+49.09	-19.5833	455.49	455.54
10G	68+59.27	-19.5833	455.39	455.46
10H	68+69.45	-19.5833	455.28	455.37
10I	68+79.63	-19.5833	455.16	455.25
10J	68+89.81	-19.5833	455.03	455.12
10K	68+99.99	-19.5833	454.88	454.97
10L	69+10.17	-19.5833	454.72	454.79
10M	69+20.35	-19.5833	454.55	454.60
10N	69+30.53	-19.5833	454.37	454.40
CL. Brg. Pier 10	69+40.50	-19.5833	454.18	454.18
CL. Pier 10 and Exp. Jt.	69+42.00	-19.5833	454.15	454.15

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 PLOT DATE = 6/27/2011

DESIGNED - PJL	REVISED -
DRAWN - BRD	REVISED -
CHECKED - KAB	REVISED -
DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - V
I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-31 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 158
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 3 - GIRDER 5

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	-28.2500	459.46	459.46
CL. Brg. Pier 6	61+79.50	-28.2500	459.45	459.45
7A	61+89.76	-28.2500	459.38	459.41
7B	62+00.03	-28.2500	459.31	459.36
7C	62+10.29	-28.2500	459.24	459.31
7D	62+20.55	-28.2500	459.17	459.26
7E	62+30.82	-28.2500	459.11	459.20
7F	62+41.08	-28.2500	459.04	459.13
7G	62+51.35	-28.2500	458.97	459.06
7H	62+61.61	-28.2500	458.90	458.98
7I	62+71.87	-28.2500	458.83	458.89
7J	62+82.14	-28.2500	458.77	458.81
7K	62+92.40	-28.2500	458.70	458.72
7L	63+02.66	-28.2500	458.63	458.64
7M	63+12.93	-28.2500	458.56	458.56
7N	63+23.19	-28.2500	458.49	458.49
CL. Pier 7	63+32.00	-28.2500	458.44	458.44
8A	63+42.26	-28.2500	458.37	458.38
8B	63+52.53	-28.2500	458.30	458.33
8C	63+62.79	-28.2500	458.23	458.29
8D	63+73.05	-28.2500	458.16	458.25
8E	63+83.32	-28.2500	458.09	458.21
8F	63+93.58	-28.2500	458.03	458.17
8G	64+03.85	-28.2500	457.96	458.13
8H	64+14.11	-28.2500	457.89	458.09
8I	64+24.37	-28.2500	457.82	458.03
8J	64+34.64	-28.2500	457.75	457.97
8K	64+44.90	-28.2500	457.69	457.91
8L	64+55.16	-28.2500	457.62	457.83
8M	64+65.43	-28.2500	457.55	457.75
8N	64+75.69	-28.2500	457.48	457.66
8O	64+85.95	-28.2500	457.41	457.57
8P	64+96.22	-28.2500	457.35	457.47
8Q	65+06.48	-28.2500	457.28	457.37
8R	65+16.74	-28.2500	457.21	457.28
8S	65+27.01	-28.2500	457.14	457.18
8T	65+37.27	-28.2500	457.07	457.10
8U	65+47.54	-28.2500	457.01	457.01
CL. Pier 8	65+60.00	-28.2500	456.92	456.92

UNIT 3 - GIRDER 5 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	-28.2500	456.92	456.92
9A	65+70.26	-28.2500	456.85	456.86
9B	65+80.53	-28.2500	456.79	456.80
9C	65+90.79	-28.2500	456.72	456.75
9D	66+01.05	-28.2500	456.65	456.71
9E	66+11.32	-28.2500	456.58	456.67
9F	66+21.58	-28.2500	456.51	456.63
9G	66+31.85	-28.2500	456.45	456.59
9H	66+42.11	-28.2500	456.38	456.55
9I	66+52.37	-28.2500	456.31	456.50
9J	66+62.64	-28.2500	456.24	456.45
9K	66+72.90	-28.2500	456.17	456.39
9L	66+83.16	-28.2500	456.11	456.33
9M	66+93.43	-28.2500	456.04	456.25
9N	67+03.69	-28.2500	455.97	456.17
9O	67+13.95	-28.2500	455.90	456.08
9P	67+24.22	-28.2500	455.83	455.98
9Q	67+34.48	-28.2500	455.76	455.88
9R	67+44.74	-28.2500	455.70	455.79
9S	67+55.01	-28.2500	455.63	455.69
9T	67+65.27	-28.2500	455.56	455.60
9U	67+75.54	-28.2500	455.49	455.51
CL. Pier 9	67+88.00	-28.2500	455.41	455.41
10A	67+88.00	-28.2500	455.34	455.34
10B	68+08.53	-28.2500	455.27	455.27
10C	68+18.79	-28.2500	455.21	455.22
10D	68+29.05	-28.2500	455.14	455.16
10E	68+39.32	-28.2500	455.06	455.11
10F	68+49.58	-28.2500	454.98	455.04
10G	68+59.85	-28.2500	454.88	454.95
10H	68+70.11	-28.2500	454.77	454.85
10I	68+80.37	-28.2500	454.65	454.74
10J	68+90.64	-28.2500	454.51	454.60
10K	69+00.90	-28.2500	454.36	454.45
10L	69+11.16	-28.2500	454.20	454.27
10M	69+21.43	-28.2500	454.03	454.08
10N	69+31.69	-28.2500	453.85	453.87
CL. Brg. Pier 10	69+40.50	-28.2500	453.68	453.68
CL. Pier 10 and Exp. Jt.	69+42.00	-28.2500	453.65	453.65

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 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3 - VI
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-32 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	159
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 3 - GIRDER 6

UNIT 3 - GIRDER 6 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 6 and Exp. Jt.	61+78.00	-36.9167	458.95	458.95
CL. Brg. Pier 6	61+79.50	-36.9167	458.94	458.94
7A	61+89.85	-36.9167	458.88	458.90
7B	62+00.20	-36.9167	458.81	458.86
7C	62+10.54	-36.9167	458.74	458.81
7D	62+20.89	-36.9167	458.67	458.75
7E	62+31.24	-36.9167	458.60	458.69
7F	62+41.59	-36.9167	458.53	458.62
7G	62+51.94	-36.9167	458.46	458.55
7H	62+62.28	-36.9167	458.40	458.47
7I	62+72.63	-36.9167	458.33	458.38
7J	62+82.98	-36.9167	458.26	458.30
7K	62+93.33	-36.9167	458.19	458.21
7L	63+03.68	-36.9167	458.12	458.13
7M	63+14.02	-36.9167	458.05	458.05
7N	63+24.37	-36.9167	457.98	457.98
CL. Pier 7	63+32.00	-36.9167	457.93	457.93
8A	63+42.35	-36.9167	457.86	457.88
8B	63+52.70	-36.9167	457.80	457.82
8C	63+63.04	-36.9167	457.73	457.78
8D	63+73.39	-36.9167	457.66	457.74
8E	63+83.74	-36.9167	457.59	457.70
8F	63+94.09	-36.9167	457.52	457.66
8G	64+04.44	-36.9167	457.45	457.61
8H	64+14.78	-36.9167	457.38	457.57
8I	64+25.13	-36.9167	457.31	457.51
8J	64+35.48	-36.9167	457.25	457.45
8K	64+45.83	-36.9167	457.18	457.38
8L	64+56.18	-36.9167	457.11	457.31
8M	64+66.52	-36.9167	457.04	457.23
8N	64+76.87	-36.9167	456.97	457.14
8O	64+87.22	-36.9167	456.90	457.04
8P	64+97.57	-36.9167	456.83	456.95
8Q	65+07.92	-36.9167	456.77	456.85
8R	65+18.27	-36.9167	456.70	456.76
8S	65+28.61	-36.9167	456.63	456.66
8T	65+38.96	-36.9167	456.56	456.58
8U	65+49.31	-36.9167	456.49	456.50
CL. Pier 8	65+60.00	-36.9167	456.42	456.42

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 8	65+60.00	-36.9167	456.42	456.42
9A	65+70.35	-36.9167	456.35	456.36
9B	65+80.70	-36.9167	456.28	456.30
9C	65+91.04	-36.9167	456.21	456.25
9D	66+01.39	-36.9167	456.15	456.20
9E	66+11.74	-36.9167	456.08	456.16
9F	66+22.09	-36.9167	456.01	456.12
9G	66+32.44	-36.9167	455.94	456.08
9H	66+42.78	-36.9167	455.87	456.04
9I	66+53.13	-36.9167	455.80	455.99
9J	66+63.48	-36.9167	455.73	455.93
9K	66+73.83	-36.9167	455.66	455.87
9L	66+84.18	-36.9167	455.60	455.80
9M	66+94.52	-36.9167	455.53	455.73
9N	67+04.87	-36.9167	455.46	455.64
9O	67+15.22	-36.9167	455.39	455.55
9P	67+25.57	-36.9167	455.32	455.46
9Q	67+35.92	-36.9167	455.25	455.36
9R	67+46.27	-36.9167	455.18	455.27
9S	67+56.61	-36.9167	455.12	455.17
9T	67+66.96	-36.9167	455.05	455.08
9U	67+77.31	-36.9167	454.98	454.99
CL. Pier 9	67+88.00	-36.9167	454.91	454.91
10A	67+98.35	-36.9167	454.84	454.84
10B	68+08.70	-36.9167	454.77	454.77
10C	68+19.04	-36.9167	454.70	454.71
10D	68+29.39	-36.9167	454.63	454.66
10E	68+39.74	-36.9167	454.56	454.60
10F	68+50.09	-36.9167	454.49	454.53
10G	68+60.44	-36.9167	454.42	454.45
10H	68+70.78	-36.9167	454.35	454.34
10I	68+81.13	-36.9167	454.28	454.22
10J	68+91.48	-36.9167	454.21	454.09
10K	69+01.83	-36.9167	454.14	453.93
10L	69+12.18	-36.9167	454.07	453.75
10M	69+22.52	-36.9167	454.00	453.55
10N	69+32.87	-36.9167	453.93	453.34
CL. Brg. Pier 10	69+40.50	-36.9167	453.17	453.17
CL. Pier 10 and Exp. Jt.	69+42.00	-36.9167	453.14	453.14

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 PLOT DATE = 6/27/2011

DESIGNED - PJJ
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

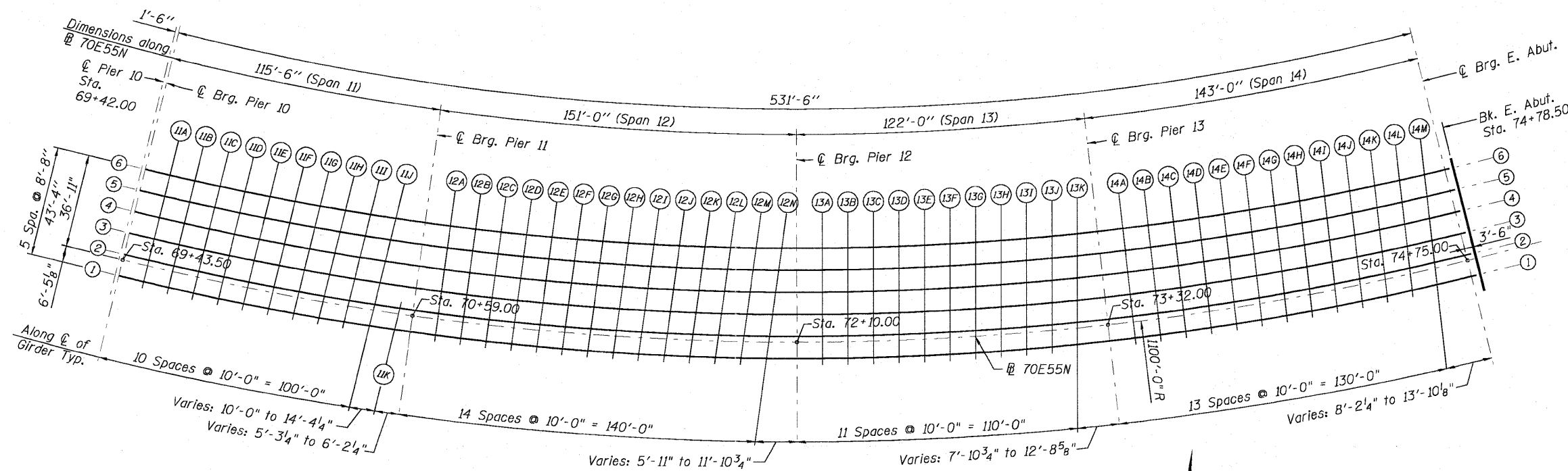
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

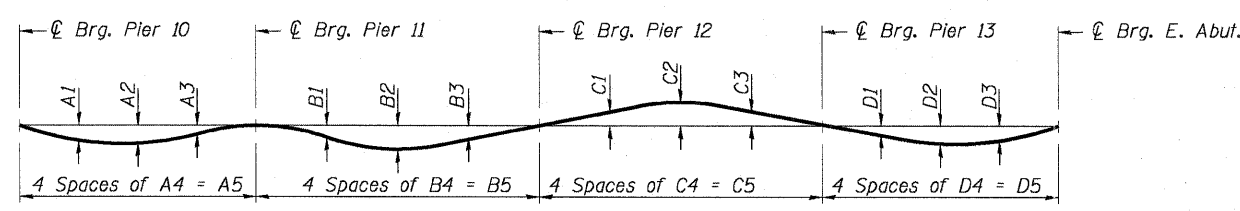
TOP OF SLAB ELEVATIONS - UNIT 3 - VII
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-33 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	160
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TOP OF SLAB ELEVATION PLAN - UNIT 4

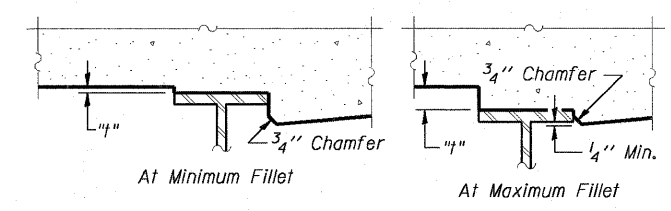


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-35 thru S-41 of S-234.

Girder	DEAD LOAD DEFLECTIONS																			
	Span 11					Span 12					Span 13					Span 14				
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5	D1	D2	D3	D4	D5
1	1/2"	1/2"	1/8"	29'-0 1/2"	116'-2 1/8"	1"	1 3/4"	1 1/4"	37'-11 5/8"	151'-10 5/8"	-1/4"	-1/4"	-1/4"	30'-8 1/8"	122'-8 1/2"	1 3/8"	2 3/8"	1 3/4"	35'-11 1/2"	143'-10"
2	3/8"	1/2"	1/8"	28'-9 3/4"	115'-3 1/8"	7/8"	1 5/8"	1 1/8"	37'-8 1/8"	150'-8 1/4"	-1/4"	-1/4"	-1/4"	30'-5 1/4"	121'-9"	1 1/4"	2 1/8"	1 5/8"	35'-8 1/8"	142'-8 1/2"
3	3/8"	3/8"	1/8"	28'-7 1/8"	114'-4 1/4"	7/8"	1 1/2"	1"	37'-4 1/2"	149'-6"	-1/4"	-1/4"	-1/4"	30'-2 3/8"	120'-9 1/2"	1 1/8"	1 7/8"	1 1/2"	35'-4 3/4"	141'-7"
4	3/8"	3/8"	1/8"	28'-4 3/8"	113'-5 3/8"	3/4"	1 3/8"	1"	37'-1"	148'-3 3/4"	-1/4"	-1/8"	-1/4"	29'-11 1/2"	119'-9 7/8"	1"	1 3/4"	1 3/8"	35'-1 3/8"	140'-5 1/2"
5	3/8"	3/8"	1/8"	28'-1 5/8"	112'-6 3/8"	3/4"	1 3/8"	7/8"	36'-9 3/8"	147'-1 1/2"	-1/8"	-1/8"	-1/8"	29'-8 5/8"	118'-10 3/8"	7/8"	1 5/8"	1 1/4"	34'-10"	139'-3 7/8"
6	3/8"	3/8"	1/8"	27'-10 7/8"	111'-7 1/2"	5/8"	1 1/4"	7/8"	36'-5 7/8"	145'-11 1/4"	-1/8"	0"	-1/8"	29'-5 3/4"	117'-10 7/8"	7/8"	1 1/2"	1 1/8"	34'-6 5/8"	138'-2 3/8"



To determine "1": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-35 thru S-41 of S-234, minus slab thickness, equals the fillet heights "1" above top flange of beams.

FILLET HEIGHTS

UNIT 4 - GIRDER 1

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 10 and Exp. Jt.	69+42.00	6.4167	455.66	455.66
CL. Brg. Pier 10	69+43.50	6.4167	455.63	455.63
11A	69+53.44	6.4167	455.42	455.44
11B	69+63.38	6.4167	455.21	455.24
11C	69+73.32	6.4167	454.98	455.02
11D	69+83.26	6.4167	454.74	454.78
11E	69+93.21	6.4167	454.49	454.53
11F	70+03.15	6.4167	454.22	454.26
11G	70+13.09	6.4167	453.95	453.98
11H	70+23.03	6.4167	453.66	453.68
11I	70+32.97	6.4167	453.36	453.37
11J	70+42.91	6.4167	453.05	453.05
11K	70+52.85	6.4167	452.73	452.73
CL. Pier 11	70+59.00	6.4167	452.53	452.53
12A	70+68.94	6.4167	452.19	452.20
12B	70+78.88	6.4167	451.83	451.87
12C	70+88.82	6.4167	451.47	451.53
12D	70+98.76	6.4167	451.09	451.18
12E	71+08.71	6.4167	450.71	450.82
12F	71+18.65	6.4167	450.31	450.44
12G	71+28.59	6.4167	449.90	450.04
12H	71+38.53	6.4167	449.47	449.62
12I	71+48.47	6.4167	449.04	449.18
12J	71+58.41	6.4167	448.59	448.72
12K	71+68.35	6.4167	448.14	448.25
12L	71+78.29	6.4167	447.67	447.75
12M	71+88.23	6.4167	447.19	447.24
12N	71+98.17	6.4167	446.69	446.72
CL. Pier 12	72+10.00	6.4167	446.09	446.09

UNIT 4 - GIRDER 1 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 12	72+10.00	6.4167	446.09	446.09
13A	72+19.94	6.4167	445.58	445.56
13B	72+29.88	6.4167	445.05	445.03
13C	72+39.82	6.4167	444.51	444.48
13D	72+49.76	6.4167	443.95	443.93
13E	72+59.71	6.4167	443.39	443.36
13F	72+69.65	6.4167	442.81	442.79
13G	72+79.59	6.4167	442.23	442.20
13H	72+89.53	6.4167	441.65	441.62
13I	72+99.47	6.4167	441.06	441.04
13J	73+09.41	6.4167	440.48	440.46
13K	73+19.35	6.4167	439.90	439.88
CL. Pier 13	73+32.00	6.4167	439.16	439.16
14A	73+41.94	6.4167	438.57	438.60
14B	73+51.88	6.4167	437.99	438.05
14C	73+61.82	6.4167	437.41	437.50
14D	73+71.76	6.4167	436.83	436.95
14E	73+81.71	6.4167	436.24	436.40
14F	73+91.65	6.4167	435.66	435.84
14G	74+01.59	6.4167	435.08	435.27
14H	74+11.53	6.4167	434.50	434.69
14I	74+21.47	6.4167	433.91	434.10
14J	74+31.41	6.4167	433.33	433.50
14K	74+41.35	6.4167	432.75	432.89
14L	74+51.29	6.4167	432.17	432.28
14M	74+61.23	6.4167	431.58	431.65
CL. Brg. E. Abut.	74+75.00	6.4167	430.78	430.78
Bk. E. Abut.	74+78.50	6.4167	430.57	430.57

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USER NAME =
 PLOT SCALE = 0/2" = 1' IN.
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4 - I
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-35 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	162
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

UNIT 4 - B 70E55N

Baseline BL 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 10 and Exp. Jt.	69+42.00	0.00	455.29	455.29
CL. Brg. Pier 10	69+43.50	0.00	455.26	455.26
11A	69+53.50	0.00	455.05	455.07
11B	69+63.50	0.00	454.83	454.86
11C	69+73.50	0.00	454.60	454.64
11D	69+83.50	0.00	454.36	454.40
11E	69+93.50	0.00	454.11	454.15
11F	70+03.50	0.00	453.84	453.88
11G	70+13.50	0.00	453.56	453.59
11H	70+23.50	0.00	453.27	453.29
11I	70+33.50	0.00	452.97	452.98
11J	70+43.50	0.00	452.66	452.66
11K	70+53.50	0.00	452.34	452.34
CL. Pier 11	70+59.00	0.00	452.15	452.15
12A	70+69.00	0.00	451.81	451.82
12B	70+79.00	0.00	451.46	451.49
12C	70+89.00	0.00	451.09	451.14
12D	70+99.00	0.00	450.71	450.79
12E	71+09.00	0.00	450.32	450.43
12F	71+19.00	0.00	449.92	450.04
12G	71+29.00	0.00	449.51	449.64
12H	71+39.00	0.00	449.08	449.22
12I	71+49.00	0.00	448.64	448.78
12J	71+59.00	0.00	448.20	448.31
12K	71+69.00	0.00	447.73	447.83
12L	71+79.00	0.00	447.26	447.34
12M	71+89.00	0.00	446.78	446.83
12N	71+99.00	0.00	446.28	446.31
CL. Pier 12	72+10.00	0.00	445.72	445.72

UNIT 4 - B 70E55N CONT.

Baseline BL 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 12	72+10.00	0.00	445.72	445.72
13A	72+20.00	0.00	445.20	445.19
13B	72+30.00	0.00	444.67	444.65
13C	72+40.00	0.00	444.12	444.10
13D	72+50.00	0.00	443.57	443.54
13E	72+60.00	0.00	443.00	442.98
13F	72+70.00	0.00	442.42	442.40
13G	72+80.00	0.00	441.83	441.81
13H	72+90.00	0.00	441.25	441.22
13I	73+00.00	0.00	440.66	440.64
13J	73+10.00	0.00	440.07	440.05
13K	73+20.00	0.00	439.49	439.47
CL. Pier 13	73+32.00	0.00	438.79	438.79
14A	73+42.00	0.00	438.20	438.22
14B	73+52.00	0.00	437.61	437.66
14C	73+62.00	0.00	437.03	437.11
14D	73+72.00	0.00	436.44	436.55
14E	73+82.00	0.00	435.86	435.99
14F	73+92.00	0.00	435.27	435.43
14G	74+02.00	0.00	434.68	434.86
14H	74+12.00	0.00	434.10	434.27
14I	74+22.00	0.00	433.51	433.68
14J	74+32.00	0.00	432.93	433.08
14K	74+42.00	0.00	432.34	432.47
14L	74+52.00	0.00	431.75	431.85
14M	74+62.00	0.00	431.17	431.23
CL. Brg. E. Abut.	74+75.00	0.00	430.41	430.41
Bk. E. Abut.	74+78.50	0.00	430.20	430.20

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USER NAME =
 PLOT SCALE = 0/2" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL	REVISED -
DRAWN - BRD	REVISED -
CHECKED - KAB	REVISED -
DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4 - II
 I-70E OVER I-55, CSX & KCS RAILROADS
 SCALE: SHEET S-36 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 163
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 4 - GIRDER 3

UNIT 4 - GIRDER 3 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 10 and Exp. Jt.	69+42.00	-10.9167	454.65	454.65
CL. Brg. Pier 10	69+43.50	-10.9167	454.62	454.62
11A	69+53.60	-10.9167	454.41	454.43
11B	69+63.70	-10.9167	454.19	454.22
11C	69+73.80	-10.9167	453.96	454.00
11D	69+83.90	-10.9167	453.72	453.76
11E	69+94.00	-10.9167	453.46	453.50
11F	70+04.10	-10.9167	453.19	453.22
11G	70+14.20	-10.9167	452.91	452.93
11H	70+24.30	-10.9167	452.62	452.63
11I	70+34.40	-10.9167	452.31	452.32
11J	70+44.50	-10.9167	452.00	452.00
CL. Pier 11	70+59.00	-10.9167	451.52	451.52
12A	70+69.10	-10.9167	451.17	451.19
12B	70+79.20	-10.9167	450.82	450.85
12C	70+89.30	-10.9167	450.45	450.50
12D	70+99.40	-10.9167	450.06	450.14
12E	71+09.50	-10.9167	449.67	449.77
12F	71+19.60	-10.9167	449.26	449.38
12G	71+29.70	-10.9167	448.84	448.97
12H	71+39.80	-10.9167	448.41	448.54
12I	71+49.90	-10.9167	447.97	448.09
12J	71+60.00	-10.9167	447.52	447.62
12K	71+70.10	-10.9167	447.05	447.14
12L	71+80.20	-10.9167	446.57	446.64
12M	71+90.31	-10.9167	446.08	446.12
12N	72+00.41	-10.9167	445.58	445.60
CL. Pier 12	72+10.00	-10.9167	445.09	445.09

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 12	72+10.00	-10.9167	445.09	445.09
13A	72+20.10	-10.9167	444.56	444.55
13B	72+30.20	-10.9167	444.02	444.01
13C	72+40.30	-10.9167	443.47	443.46
13D	72+50.40	-10.9167	442.91	442.89
13E	72+60.50	-10.9167	442.34	442.32
13F	72+70.60	-10.9167	441.75	441.73
13G	72+80.70	-10.9167	441.16	441.14
13H	72+90.80	-10.9167	440.57	440.55
13I	73+00.90	-10.9167	439.97	439.95
13J	73+11.00	-10.9167	439.38	439.36
13K	73+21.10	-10.9167	438.79	438.78
CL. Pier 13	73+32.00	-10.9167	438.15	438.15
14A	73+42.10	-10.9167	437.56	437.58
14B	73+52.20	-10.9167	436.97	437.01
14C	73+62.30	-10.9167	436.38	436.45
14D	73+72.40	-10.9167	435.78	435.89
14E	73+82.50	-10.9167	435.19	435.32
14F	73+92.60	-10.9167	434.60	434.75
14G	74+02.70	-10.9167	434.01	434.17
14H	74+12.80	-10.9167	433.42	433.58
14I	74+22.90	-10.9167	432.83	432.98
14J	74+33.00	-10.9167	432.23	432.37
14K	74+43.10	-10.9167	431.64	431.75
14L	74+53.20	-10.9167	431.05	431.13
14M	74+63.31	-10.9167	430.46	430.51
CL. Brg. E. Abut.	74+75.00	-10.9167	429.77	429.77
Bk. E. Abut.	74+78.50	-10.9167	429.57	429.57

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USER NAME =
 PLOT SCALE = 0.42" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.	REVISED -
DRAWN - BRD	REVISED -
CHECKED - KAB	REVISED -
DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4 - IV
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-38 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	165
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 4 - GIRDER 4

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 10 and Exp. Jt.	69+42.00	-19.5833	454.15	454.15
CL. Brg. Pier 10	69+43.50	-19.5833	454.12	454.12
11A	69+53.68	-19.5833	453.91	453.92
11B	69+63.86	-19.5833	453.69	453.71
11C	69+74.04	-19.5833	453.45	453.49
11D	69+84.22	-19.5833	453.21	453.24
11E	69+94.41	-19.5833	452.95	452.98
11F	70+04.59	-19.5833	452.68	452.71
11G	70+14.77	-19.5833	452.39	452.42
11H	70+24.95	-19.5833	452.10	452.11
11I	70+35.13	-19.5833	451.79	451.79
11J	70+45.31	-19.5833	451.47	451.47
CL. Pier 11	70+59.00	-19.5833	451.02	451.02
12A	70+69.18	-19.5833	450.67	450.68
12B	70+79.36	-19.5833	450.31	450.33
12C	70+89.54	-19.5833	449.93	449.98
12D	70+99.72	-19.5833	449.55	449.62
12E	71+09.91	-19.5833	449.15	449.24
12F	71+20.09	-19.5833	448.74	448.85
12G	71+30.27	-19.5833	448.32	448.43
12H	71+40.45	-19.5833	447.88	448.00
12I	71+50.63	-19.5833	447.44	447.55
12J	71+60.81	-19.5833	446.98	447.08
12K	71+70.99	-19.5833	446.51	446.59
12L	71+81.17	-19.5833	446.02	446.08
12M	71+91.35	-19.5833	445.53	445.56
12N	72+01.53	-19.5833	445.02	445.03
CL. Pier 12	72+10.00	-19.5833	444.59	444.59

UNIT 4 - GIRDER 4 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 12	72+10.00	-19.5833	444.59	444.59
13A	72+20.18	-19.5833	444.06	444.05
13B	72+30.36	-19.5833	443.51	443.50
13C	72+40.54	-19.5833	442.96	442.94
13D	72+50.72	-19.5833	442.39	442.38
13E	72+60.91	-19.5833	441.81	441.80
13F	72+71.09	-19.5833	441.22	441.20
13G	72+81.27	-19.5833	440.62	440.61
13H	72+91.45	-19.5833	440.03	440.01
13I	73+01.63	-19.5833	439.43	439.41
13J	73+11.81	-19.5833	438.83	438.82
13K	73+21.99	-19.5833	438.24	438.23
CL. Pier 13	73+32.00	-19.5833	437.65	437.65
14A	73+42.18	-19.5833	437.05	437.07
14B	73+52.36	-19.5833	436.46	436.50
14C	73+62.54	-19.5833	435.86	435.93
14D	73+72.72	-19.5833	435.26	435.36
14E	73+82.91	-19.5833	434.67	434.78
14F	73+93.09	-19.5833	434.07	434.21
14G	74+03.27	-19.5833	433.47	433.62
14H	74+13.45	-19.5833	432.88	433.02
14I	74+23.63	-19.5833	432.28	432.42
14J	74+33.81	-19.5833	431.68	431.81
14K	74+43.99	-19.5833	431.09	431.19
14L	74+54.17	-19.5833	430.49	430.56
14M	74+64.35	-19.5833	429.89	429.93
CL. Brg. E. Abut.	74+75.00	-19.5833	429.27	429.27
Bk. E. Abut.	74+78.50	-19.5833	429.06	429.06

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USER NAME =
 PLOT SCALE = 0x2 " / IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4 - V
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-39 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	166
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

UNIT 4 - GIRDER 6

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 10 and Exp. Jt.	69+42.00	-36.9167	453.14	453.14
CL. Brg. Pier 10	69+43.50	-36.9167	453.11	453.11
11A	69+53.85	-36.9167	452.90	452.92
11B	69+64.20	-36.9167	452.67	452.70
11C	69+74.54	-36.9167	452.44	452.47
11D	69+84.89	-36.9167	452.18	452.22
11E	69+95.24	-36.9167	451.92	451.96
11F	70+05.59	-36.9167	451.64	451.68
11G	70+15.94	-36.9167	451.35	451.38
11H	70+26.28	-36.9167	451.05	451.07
11I	70+36.63	-36.9167	450.74	450.74
11J	70+46.98	-36.9167	450.41	450.41
CL. Pier 11	70+59.00	-36.9167	450.01	450.01
12A	70+69.35	-36.9167	449.66	449.67
12B	70+79.70	-36.9167	449.29	449.31
12C	70+90.04	-36.9167	448.91	448.95
12D	71+00.39	-36.9167	448.52	448.58
12E	71+10.74	-36.9167	448.11	448.19
12F	71+21.09	-36.9167	447.69	447.79
12G	71+31.44	-36.9167	447.26	447.37
12H	71+41.78	-36.9167	446.82	446.92
12I	71+52.13	-36.9167	446.36	446.46
12J	71+62.48	-36.9167	445.90	445.98
12K	71+72.83	-36.9167	445.41	445.48
12L	71+83.18	-36.9167	444.92	444.97
12M	71+93.52	-36.9167	444.41	444.44
12N	72+03.87	-36.9167	443.89	443.90
CL. Pier 12	72+10.00	-36.9167	443.58	443.58

UNIT 4 - GIRDER 6 CONT.

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 12	72+10.00	-36.9167	443.58	443.58
13A	72+20.35	-36.9167	443.04	443.03
13B	72+30.70	-36.9167	442.49	442.48
13C	72+41.04	-36.9167	441.92	441.92
13D	72+51.39	-36.9167	441.35	441.34
13E	72+61.74	-36.9167	440.76	440.75
13F	72+72.09	-36.9167	440.15	440.15
13G	72+82.44	-36.9167	439.55	439.54
13H	72+92.78	-36.9167	438.94	438.94
13I	73+03.13	-36.9167	438.34	438.32
13J	73+13.48	-36.9167	437.73	437.72
13K	73+23.83	-36.9167	437.12	437.12
CL. Pier 13	73+32.00	-36.9167	436.64	436.64
14A	73+42.35	-36.9167	436.04	436.05
14B	73+52.70	-36.9167	435.43	435.47
14C	73+63.04	-36.9167	434.83	434.89
14D	73+73.39	-36.9167	434.22	434.30
14E	73+83.74	-36.9167	433.61	433.71
14F	73+94.09	-36.9167	433.01	433.12
14G	74+04.44	-36.9167	432.40	432.52
14H	74+14.78	-36.9167	431.79	431.92
14I	74+25.13	-36.9167	431.19	431.30
14J	74+35.48	-36.9167	430.58	430.69
14K	74+45.83	-36.9167	429.97	430.06
14L	74+56.18	-36.9167	429.37	429.43
14M	74+66.52	-36.9167	428.76	428.79
CL. Brg. E. Abut.	74+75.00	-36.9167	428.26	428.26
Bk. E. Abut.	74+78.50	-36.9167	428.06	428.06

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USER NAME =
 PLOT SCALE = 0.2" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - UNIT 4 - VII
 I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-41 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	168
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

S.N. 082-0324 - GIRDER 1

S.N. 082-0324 - GIRDER 1 CONT.

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 1 and Exp. Jt.	54+99.00	6.5000	460.59	460.59
CL. Brg. Pier 1	55+00.50	6.5000	460.57	460.57
1A	55+10.50	6.5000	460.42	460.44
1B	55+20.50	6.5000	460.25	460.30
1C	55+30.50	6.5000	460.07	460.14
1D	55+40.50	6.5000	459.89	459.96
1E	55+50.50	6.5000	459.68	459.77
1F	55+60.45	6.5000	459.47	459.55
1G	55+70.40	6.5000	459.25	459.32
1H	55+80.35	6.5000	459.01	459.08
1I	55+90.30	6.5000	458.77	458.81
1J	56+00.25	6.5000	458.51	458.53
1K	56+10.20	6.5000	458.23	458.24
CL. Pier 2	56+23.00	6.5000	457.84	457.84
2A	56+32.95	6.5000	457.53	457.53
2B	56+42.90	6.5000	457.21	457.22
2C	56+52.84	6.5000	456.87	456.89
2D	56+62.79	6.5000	456.52	456.56
2E	56+72.74	6.5000	456.16	456.21
2F	56+82.69	6.5000	455.79	455.85
2G	56+92.64	6.5000	455.40	455.47
2H	57+02.59	6.5000	455.01	455.07
2I	57+12.54	6.5000	454.60	454.66
2J	57+22.49	6.5000	454.18	454.23
2K	57+32.43	6.5000	453.75	453.79
2L	57+42.38	6.5000	453.31	453.33
2M	57+52.33	6.5000	452.86	452.87
2N	57+62.28	6.5000	452.39	452.39
2O	57+72.23	6.5000	451.91	451.91
CL. Pier 3	57+81.00	6.5000	451.48	451.48
3A	57+90.95	6.5000	450.98	451.00
3B	58+00.90	6.5000	450.47	450.51
3C	58+10.84	6.5000	449.95	450.01
3D	58+20.79	6.5000	449.42	449.51
3E	58+30.74	6.5000	448.87	448.99
3F	58+40.69	6.5000	448.31	448.46
3G	58+50.64	6.5000	447.75	447.91
3H	58+60.59	6.5000	447.18	447.36
3I	58+70.54	6.5000	446.61	446.80
3J	58+80.49	6.5000	446.04	446.23
3K	58+90.43	6.5000	445.47	445.65
3L	59+00.38	6.5000	444.90	445.06
3M	59+10.33	6.5000	444.33	444.47
3N	59+20.28	6.5000	443.77	443.87
3O	59+30.23	6.5000	443.20	443.27
3P	59+40.18	6.5000	442.63	442.68
3Q	59+50.13	6.5000	442.06	442.09
3R	59+60.08	6.5000	441.49	441.50
CL. Pier 4	59+68.00	6.5000	441.04	441.04

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 4	59+68.00	6.5000	441.04	441.04
4A	59+77.95	6.5000	440.47	440.47
4B	59+87.90	6.5000	439.90	439.91
4C	59+97.84	6.5000	439.33	439.36
4D	60+07.79	6.5000	438.77	438.80
4E	60+17.74	6.5000	438.20	438.26
4F	60+27.69	6.5000	437.63	437.71
4G	60+37.64	6.5000	437.06	437.16
4H	60+47.59	6.5000	436.49	436.60
4I	60+57.54	6.5000	435.92	436.04
4J	60+67.49	6.5000	435.35	435.47
4K	60+77.43	6.5000	434.79	434.90
4L	60+87.38	6.5000	434.22	434.32
4M	60+97.33	6.5000	433.65	433.73
4N	61+07.28	6.5000	433.07	433.14
4O	61+17.23	6.5000	432.48	432.53
4P	61+27.18	6.5000	431.90	431.92
4Q	61+37.13	6.5000	431.31	431.32
4R	61+47.08	6.5000	430.72	430.72
CL. Pier 5	61+55.00	6.5000	430.25	430.25
5A	61+64.99	6.5000	429.66	429.67
5B	61+74.99	6.5000	429.07	429.09
5C	61+84.99	6.5000	428.48	428.52
5D	61+94.99	6.5000	427.88	427.95
5E	62+04.99	6.5000	427.29	427.38
5F	62+14.99	6.5000	426.70	426.82
5G	62+24.99	6.5000	426.11	426.25
5H	62+34.99	6.5000	425.52	425.67
5I	62+44.99	6.5000	424.92	425.09
5J	62+54.99	6.5000	424.33	424.49
5K	62+64.99	6.5000	423.74	423.89
5L	62+74.99	6.5000	423.15	423.29
5M	62+84.99	6.5000	422.56	422.68
5N	62+94.99	6.5000	421.97	422.06
5O	63+04.99	6.5000	421.37	421.45
5P	63+14.99	6.5000	420.78	420.83
5Q	63+24.99	6.5000	420.19	420.22
5R	63+34.99	6.5000	419.61	419.62
CL. Pier 6	63+45.00	6.5000	419.04	419.04
6A	63+55.00	6.5000	418.46	418.47
6B	63+65.00	6.5000	417.89	417.90
6C	63+75.00	6.5000	417.32	417.35
6D	63+85.00	6.5000	416.75	416.80
6E	63+95.00	6.5000	416.18	416.24
6F	64+05.00	6.5000	415.61	415.69
6G	64+15.00	6.5000	415.04	415.14
6H	64+25.00	6.5000	414.46	414.58
6I	64+35.00	6.5000	413.89	414.01
6J	64+45.00	6.5000	413.32	413.43
6K	64+55.00	6.5000	412.75	412.85
6L	64+65.00	6.5000	412.19	412.26
6M	64+75.00	6.5000	411.64	411.69
6N	64+85.00	6.5000	411.10	411.12
CL. Brg. E. Abut.	64+90.00	6.5000	410.83	410.83
Bk. E. Abut.	64+93.50	6.5000	410.65	410.65

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USER NAME =
 PLOT SCALE = 0.2" = 1' IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL	REVISED -
DRAWN - BRD	REVISED -
CHECKED - KAB	REVISED -
DATE - 07-01-11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - S.N. 082-0324 - II
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-44 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 171
S.N. 082-0322 & S.N. 082-0324			CONTRACT NO. 76C76	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

S.N. 082-0324 - @ 70E64E

S.N. 082-0324 - @ 70E64E CONT.

Baseline BL 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 1 and Exp. Jt.	54+99.00	0.00	460.41	460.41
CL. Brg. Pier 1	55+00.50	0.00	460.38	460.38
1A	55+10.50	0.00	460.21	460.24
1B	55+20.50	0.00	460.02	460.07
1C	55+30.50	0.00	459.83	459.89
1D	55+40.50	0.00	459.63	459.70
1E	55+50.50	0.00	459.41	459.49
1F	55+60.50	0.00	459.18	459.26
1G	55+70.50	0.00	458.94	459.01
1H	55+80.50	0.00	458.69	458.75
1I	55+90.50	0.00	458.42	458.46
1J	56+00.50	0.00	458.15	458.17
1K	56+10.50	0.00	457.86	457.87
CL. Pier 2	56+23.00	0.00	457.48	457.48
2A	56+33.00	0.00	457.17	457.17
2B	56+43.00	0.00	456.84	456.85
2C	56+53.00	0.00	456.50	456.52
2D	56+63.00	0.00	456.15	456.19
2E	56+73.00	0.00	455.79	455.84
2F	56+83.00	0.00	455.41	455.47
2G	56+93.00	0.00	455.03	455.09
2H	57+03.00	0.00	454.63	454.69
2I	57+13.00	0.00	454.22	454.28
2J	57+23.00	0.00	453.80	453.84
2K	57+33.00	0.00	453.36	453.40
2L	57+43.00	0.00	452.92	452.94
2M	57+53.00	0.00	452.46	452.47
2N	57+63.00	0.00	451.99	451.99
2O	57+73.00	0.00	451.51	451.51
CL. Pier 3	57+81.00	0.00	451.12	451.12
3A	57+91.00	0.00	450.62	450.63
3B	58+01.00	0.00	450.10	450.14
3C	58+11.00	0.00	449.58	449.64
3D	58+21.00	0.00	449.04	449.13
3E	58+31.00	0.00	448.49	448.60
3F	58+41.00	0.00	447.93	448.07
3G	58+51.00	0.00	447.36	447.52
3H	58+61.00	0.00	446.79	446.96
3I	58+71.00	0.00	446.22	446.39
3J	58+81.00	0.00	445.65	445.82
3K	58+91.00	0.00	445.08	445.24
3L	59+01.00	0.00	444.50	444.65
3M	59+11.00	0.00	443.93	444.05
3N	59+21.00	0.00	443.36	443.46
3O	59+31.00	0.00	442.79	442.86
3P	59+41.00	0.00	442.22	442.26
3Q	59+51.00	0.00	441.65	441.67
3R	59+61.00	0.00	441.08	441.08
CL. Pier 4	59+68.00	0.00	440.68	440.68

Baseline BL 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 4	59+68.00	0.00	440.68	440.68
4A	59+78.00	0.00	440.10	440.11
4B	59+88.00	0.00	439.53	439.54
4C	59+98.00	0.00	438.96	438.98
4D	60+08.00	0.00	438.39	438.43
4E	60+18.00	0.00	437.82	437.88
4F	60+28.00	0.00	437.25	437.32
4G	60+38.00	0.00	436.68	436.77
4H	60+48.00	0.00	436.10	436.21
4I	60+58.00	0.00	435.53	435.64
4J	60+68.00	0.00	434.96	435.07
4K	60+78.00	0.00	434.39	434.49
4L	60+88.00	0.00	433.82	433.91
4M	60+98.00	0.00	433.25	433.32
4N	61+08.00	0.00	432.68	432.73
4O	61+18.00	0.00	432.10	432.14
4P	61+28.00	0.00	431.53	431.55
4Q	61+38.00	0.00	430.96	430.97
4R	61+48.00	0.00	430.39	430.39
CL. Pier 5	61+55.00	0.00	429.99	429.99
5A	61+65.00	0.00	429.42	429.43
5B	61+75.00	0.00	428.85	428.87
5C	61+85.00	0.00	428.28	428.32
5D	61+95.00	0.00	427.70	427.77
5E	62+05.00	0.00	427.13	427.23
5F	62+15.00	0.00	426.56	426.68
5G	62+25.00	0.00	425.99	426.13
5H	62+35.00	0.00	425.42	425.57
5I	62+45.00	0.00	424.85	425.01
5J	62+55.00	0.00	424.28	424.44
5K	62+65.00	0.00	423.70	423.86
5L	62+75.00	0.00	423.13	423.27
5M	62+85.00	0.00	422.56	422.68
5N	62+95.00	0.00	421.99	422.09
5O	63+05.00	0.00	421.42	421.49
5P	63+15.00	0.00	420.85	420.90
5Q	63+25.00	0.00	420.28	420.30
5R	63+35.00	0.00	419.70	419.71
CL. Pier 6	63+45.00	0.00	419.13	419.13
6A	63+55.00	0.00	418.56	418.56
6B	63+65.00	0.00	417.99	418.00
6C	63+75.00	0.00	417.42	417.44
6D	63+85.00	0.00	416.85	416.89
6E	63+95.00	0.00	416.28	416.34
6F	64+05.00	0.00	415.70	415.79
6G	64+15.00	0.00	415.13	415.23
6H	64+25.00	0.00	414.56	414.67
6I	64+35.00	0.00	413.99	414.10
6J	64+45.00	0.00	413.42	413.52
6K	64+55.00	0.00	412.85	412.94
6L	64+65.00	0.00	412.29	412.36
6M	64+75.00	0.00	411.74	411.78
6N	64+85.00	0.00	411.20	411.21
CL. Brg. E. Abut.	64+90.00	0.00	410.93	410.93
Bk. E. Abut.	64+93.50	0.00	410.74	410.74

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USER NAME =
 PLOT SCALE = 0.2" = 1' / IN.
 PLOT DATE = 6/27/2011

DESIGNED - P.J.L.
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - S.N. 082-0324 - III
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-45 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TO	82-1-B-2	ST. CLAIR	399	172
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

S.N. 082-0324 - GIRDER 4

S.N. 082-0324 - GIRDER 4 CONT.

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 1 and Exp. Jt.	54+99.00	-16.7500	459.94	459.94
CL. Brg. Pier 1	55+00.50	-16.7500	459.91	459.91
1A	55+10.50	-16.7500	459.69	459.72
1B	55+20.50	-16.7500	459.47	459.51
1C	55+30.50	-16.7500	459.23	459.29
1D	55+40.50	-16.7500	458.98	459.05
1E	55+50.50	-16.7500	458.72	458.79
1F	55+60.62	-16.7500	458.44	458.51
1G	55+70.76	-16.7500	458.15	458.21
1H	55+80.89	-16.7500	457.85	457.90
1I	55+91.03	-16.7500	457.53	457.57
1J	56+01.16	-16.7500	457.21	457.23
1K	56+11.30	-16.7500	456.90	456.91
CL. Pier 2	56+23.00	-16.7500	456.54	456.54
2A	56+33.13	-16.7500	456.22	456.23
2B	56+43.27	-16.7500	455.89	455.90
2C	56+53.41	-16.7500	455.55	455.57
2D	56+63.54	-16.7500	455.19	455.23
2E	56+73.68	-16.7500	454.82	454.87
2F	56+83.81	-16.7500	454.44	454.50
2G	56+93.95	-16.7500	454.05	454.11
2H	57+04.08	-16.7500	453.65	453.71
2I	57+14.22	-16.7500	453.23	453.29
2J	57+24.36	-16.7500	452.80	452.85
2K	57+34.49	-16.7500	452.36	452.39
2L	57+44.63	-16.7500	451.91	451.93
2M	57+54.76	-16.7500	451.44	451.45
2N	57+64.90	-16.7500	450.96	450.97
2O	57+75.03	-16.7500	450.47	450.47
CL. Pier 3	57+81.00	-16.7500	450.18	450.18
3A	57+91.13	-16.7500	449.67	449.68
3B	58+01.27	-16.7500	449.15	449.18
3C	58+11.41	-16.7500	448.62	448.67
3D	58+21.54	-16.7500	448.07	448.15
3E	58+31.68	-16.7500	447.52	447.61
3F	58+41.81	-16.7500	446.95	447.07
3G	58+51.95	-16.7500	446.37	446.51
3H	58+62.08	-16.7500	445.79	445.94
3I	58+72.22	-16.7500	445.21	445.36
3J	58+82.36	-16.7500	444.63	444.78
3K	58+92.49	-16.7500	444.05	444.19
3L	59+02.63	-16.7500	443.47	443.59
3M	59+12.76	-16.7500	442.89	443.00
3N	59+22.90	-16.7500	442.31	442.39
3O	59+33.03	-16.7500	441.74	441.79
3P	59+43.17	-16.7500	441.16	441.19
3Q	59+53.31	-16.7500	440.58	440.59
CL. Pier 4	59+68.00	-16.7500	439.74	439.74

Baseline 70E64E

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
CL. Pier 4	59+68.00	-16.7500	439.74	439.74
4A	59+78.13	-16.7500	439.16	439.16
4B	59+88.27	-16.7500	438.58	438.59
4C	59+98.41	-16.7500	438.00	438.02
4D	60+08.54	-16.7500	437.42	437.46
4E	60+18.68	-16.7500	436.84	436.89
4F	60+28.81	-16.7500	436.26	436.33
4G	60+38.95	-16.7500	435.68	435.77
4H	60+49.08	-16.7500	435.10	435.20
4I	60+59.22	-16.7500	434.52	434.62
4J	60+69.36	-16.7500	433.95	434.04
4K	60+79.49	-16.7500	433.37	433.45
4L	60+89.63	-16.7500	432.79	432.86
4M	60+99.76	-16.7500	432.21	432.27
4N	61+09.90	-16.7500	431.66	431.70
4O	61+20.03	-16.7500	431.13	431.16
4P	61+30.17	-16.7500	430.61	430.62
4Q	61+40.31	-16.7500	430.08	430.09
CL. Pier 5	61+55.00	-16.7500	429.32	429.32
5A	61+65.03	-16.7500	428.80	428.81
5B	61+75.03	-16.7500	428.28	428.31
5C	61+85.03	-16.7500	427.76	427.81
5D	61+95.03	-16.7500	427.24	427.31
5E	62+05.03	-16.7500	426.72	426.82
5F	62+15.03	-16.7500	426.20	426.32
5G	62+25.03	-16.7500	425.68	425.83
5H	62+35.03	-16.7500	425.17	425.32
5I	62+45.03	-16.7500	424.65	424.81
5J	62+55.03	-16.7500	424.13	424.29
5K	62+65.03	-16.7500	423.61	423.77
5L	62+75.03	-16.7500	423.09	423.23
5M	62+85.03	-16.7500	422.57	422.69
5N	62+95.03	-16.7500	422.05	422.15
5O	63+05.03	-16.7500	421.53	421.61
5P	63+15.03	-16.7500	421.01	421.06
5Q	63+25.03	-16.7500	420.49	420.52
5R	63+35.03	-16.7500	419.95	419.96
CL. Pier 6	63+45.00	-16.7500	419.38	419.38
6A	63+55.00	-16.7500	418.81	418.81
6B	63+65.00	-16.7500	418.24	418.25
6C	63+75.00	-16.7500	417.67	417.70
6D	63+85.00	-16.7500	417.10	417.14
6E	63+95.00	-16.7500	416.53	416.59
6F	64+05.00	-16.7500	415.96	416.04
6G	64+15.00	-16.7500	415.38	415.48
6H	64+25.00	-16.7500	414.81	414.92
6I	64+35.00	-16.7500	414.24	414.35
6J	64+45.00	-16.7500	413.67	413.78
6K	64+55.00	-16.7500	413.10	413.19
6L	64+65.00	-16.7500	412.54	412.61
6M	64+75.00	-16.7500	411.99	412.03
6N	64+85.00	-16.7500	411.45	411.46
CL. Brg. E. Abut.	64+90.00	-16.7500	411.18	411.18
Bk. E. Abut.	64+93.50	-16.7500	411.00	411.00

I:\projects\6064560\1\sn082-0324 & 0324 - T1\river\100.cad\98L.drawing\76cd\08-master\consolidated\structural\082-0322\sheet\082-0324-76C76-6504-Top\0151ab-0324-6.dgn



USER NAME =
 PLOT SCALE = 0.2" = 1' IN.
 PLOT DATE = 6/27/2011

DESIGNED - PUL
 DRAWN - BRD
 CHECKED - KAB
 DATE - 07-01-11

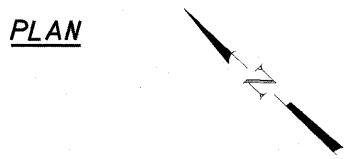
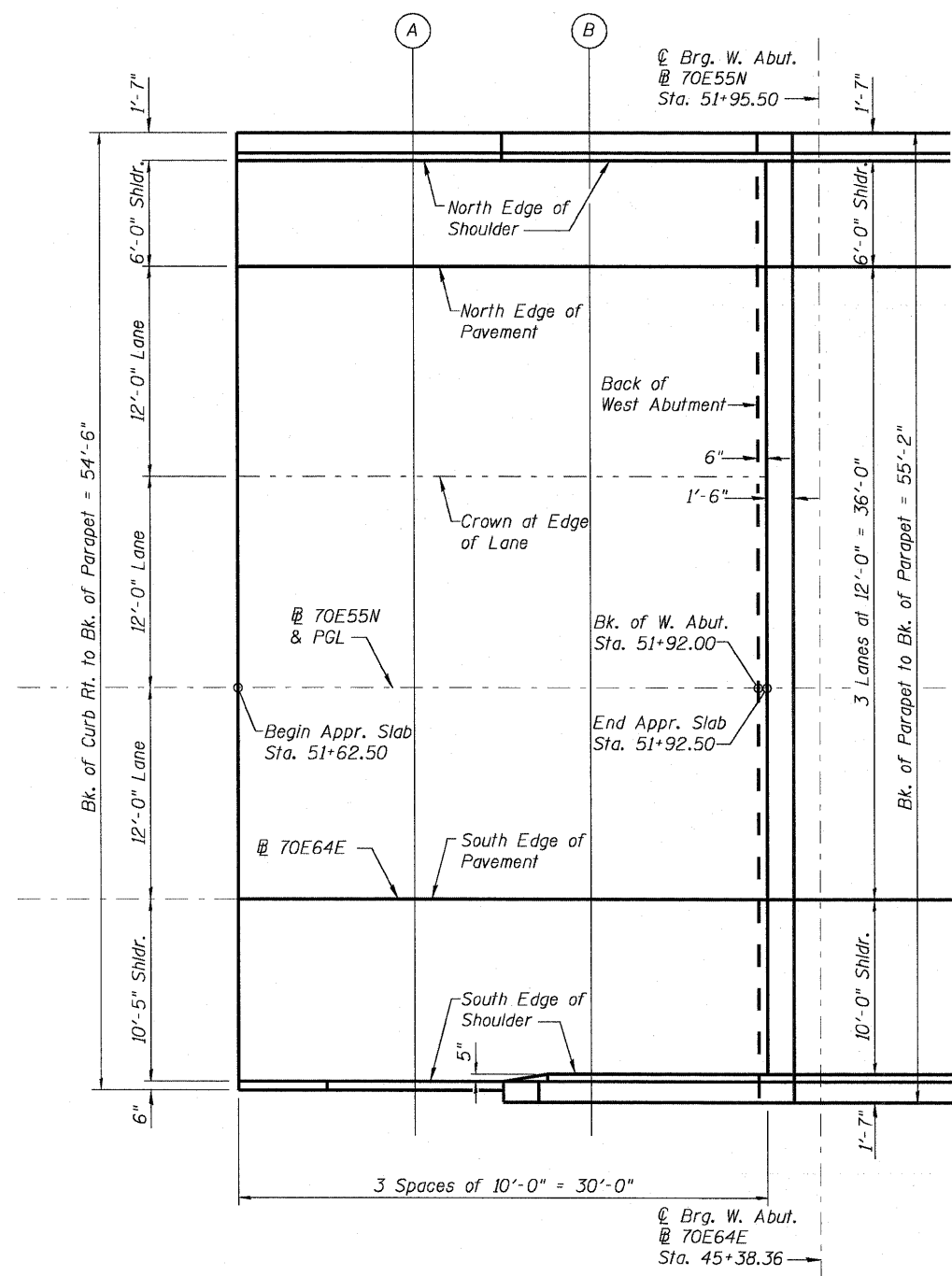
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - S.N. 082-0324 - VI
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: SHEET S-48 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	175
S.N. 082-0322 & S.N. 082-0324			CONTRACT NO. 76C76	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SOUTH EDGE OF SHOULDER

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevations
Begin Approach Slab	51+62.50	22.42	454.01
A	51+72.50	22.42	454.22
B	51+82.50	22.00	454.43
End Approach Slab	51+92.50	22.00	454.64

CROWN AT EDGE OF LANE

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevations
Begin Approach Slab	51+62.50	-12.00	454.53
A	51+72.50	-12.00	454.79
B	51+82.50	-12.00	455.06
End Approach Slab	51+95.50	-12.00	455.34

BASELINE 70E64E & SOUTH EDGE OF PAVEMENT

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevations
Begin Approach Slab	51+62.50	12.00	454.1667
A	51+72.50	12.00	454.4014
B	51+82.50	12.00	454.6367
End Approach Slab	51+92.50	12.00	454.8791

NORTH EDGE OF PAVEMENT

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevations
Begin Approach Slab	51+62.50	-24.00	454.35
A	51+72.50	-24.00	454.65
B	51+82.50	-24.00	454.97
End Approach Slab	51+92.50	-24.00	455.30

BASELINE 70E55N & PGL

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevations
Begin Approach Slab	51+62.50	0.00	454.35
A	51+72.50	0.00	454.61
B	51+82.50	0.00	454.88
End Approach Slab	51+95.50	0.00	455.16

NORTH EDGE OF SHOULDER

Baseline 70E55N

Location	Station	Offset	Theoretical Grade Elevations
Begin Approach Slab	51+62.50	-30.00	454.26
A	51+72.50	-30.00	454.57
B	51+82.50	-30.00	454.92
End Approach Slab	51+92.50	-30.00	455.28

I:\projects\08046500\082-0322 & 0324\1\p\over\980_cad\90\drawing\76c06\master_cons\1dred\structure\082-0322\0824-76c76-6536-Appr\Slab-0822West.dgn



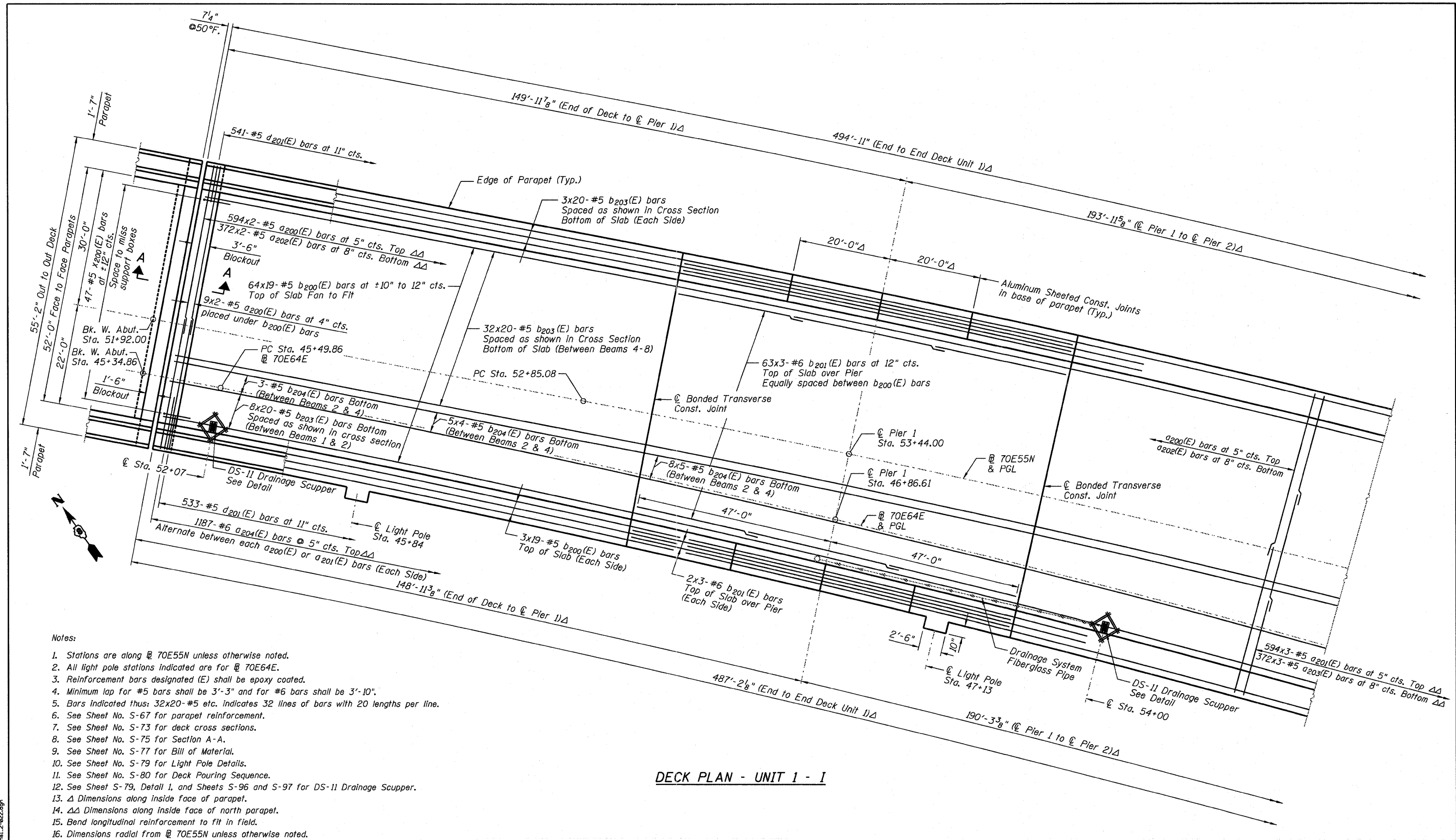
USER NAME =	DESIGNED - PUL	REVISED -
PLOT SCALE = 0:2.0000 '1' / IN.	DRAWN - BRD	REVISED -
PLOT DATE = 6/27/2011	CHECKED - KAB	REVISED -
	DATE - 07-01-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF S.N. 082-0322 WEST APPROACH SLAB ELEVATIONS
I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: SHEET S-50 OF S-234 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	177
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

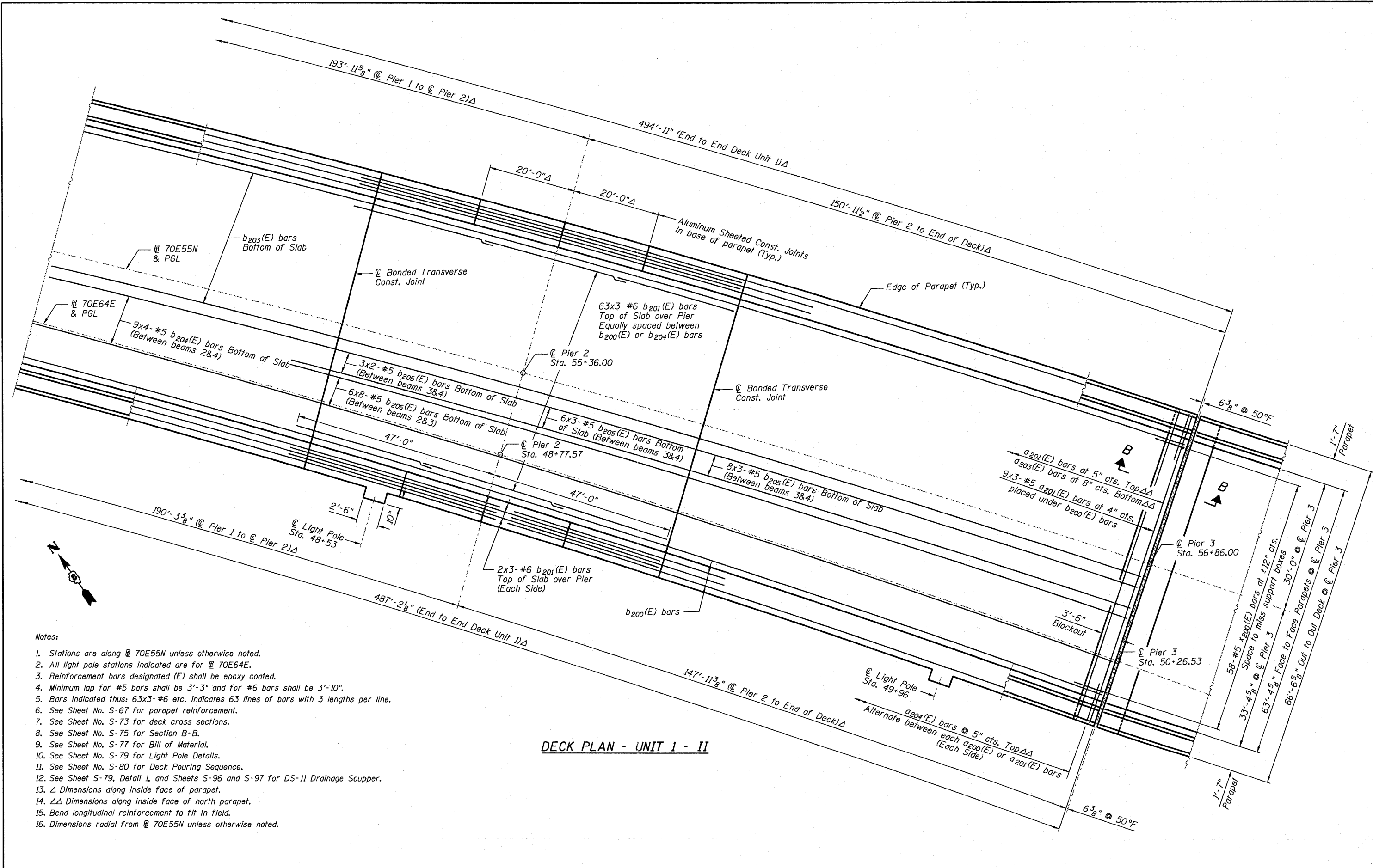


- Notes:
1. Stations are along @ 70E55N unless otherwise noted.
 2. All light pole stations indicated are for @ 70E64E.
 3. Reinforcement bars designated (E) shall be epoxy coated.
 4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 5. Bars indicated thus: 32x20-#5 etc. indicates 32 lines of bars with 20 lengths per line.
 6. See Sheet No. S-67 for parapet reinforcement.
 7. See Sheet No. S-73 for deck cross sections.
 8. See Sheet No. S-75 for Section A-A.
 9. See Sheet No. S-77 for Bill of Material.
 10. See Sheet No. S-79 for Light Pole Details.
 11. See Sheet No. S-80 for Deck Pouring Sequence.
 12. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
 13. Δ Dimensions along inside face of parapet.
 14. ΔΔ Dimensions along inside face of north parapet.
 15. Bend longitudinal reinforcement to fit in field.
 16. Dimensions radial from @ 70E55N unless otherwise noted.

DECK PLAN - UNIT 1 - I

DB11-082822-082822-76716-553-Spans-1_2-022.dgn

		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 1 - I I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 180
		PLOT SCALE = 2.0000' / IN.	CHECKED - DAZ	REVISED -			S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76			
		PLOT DATE = 6/7/2011	DRAWN - SAW	REVISED -	SCALE: NONE	SHEET S-53 OF S-234 SHEETS	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

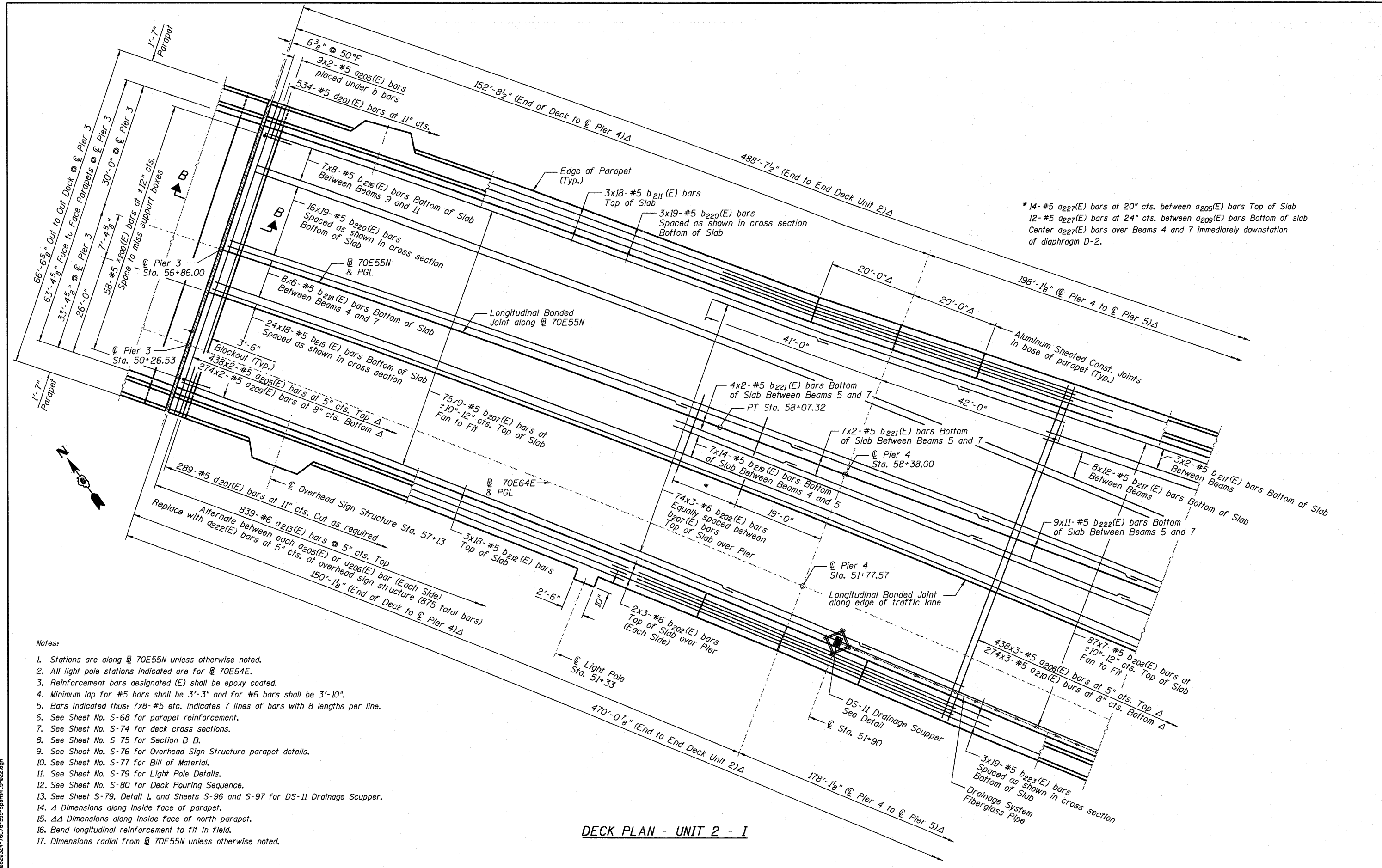


DECK PLAN - UNIT 1 - II

- Notes:
1. Stations are along @ 70E55N unless otherwise noted.
 2. All light pole stations indicated are for @ 70E64E.
 3. Reinforcement bars designated (E) shall be epoxy coated.
 4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 5. Bars indicated thus: 63x3-#6 etc. indicates 63 lines of bars with 3 lengths per line.
 6. See Sheet No. S-67 for parapet reinforcement.
 7. See Sheet No. S-73 for deck cross sections.
 8. See Sheet No. S-75 for Section B-B.
 9. See Sheet No. S-77 for Bill of Material.
 10. See Sheet No. S-79 for Light Pole Details.
 11. See Sheet No. S-80 for Deck Pouring Sequence.
 12. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
 13. Δ Dimensions along inside face of parapet.
 14. ΔΔ Dimensions along inside face of north parapet.
 15. Bend longitudinal reinforcement to fit in field.
 16. Dimensions radial from @ 70E55N unless otherwise noted.

	USER NAME = Scott Whitney DESIGNED - JLA CHECKED - DAZ PLOT SCALE = 2.0000' / IN. DRAWN - SAW PLOT DATE = 6/7/2011 DATE - 07-01-2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 1 - II I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70 SECTION 82-1-B-2 COUNTY ST. CLAIR S.N. 082-0322 & S.N. 082-0324 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	TOTAL SHEETS 399 SHEET NO. 181 CONTRACT NO. 76C76
	SCALE: NONE SHEET 5-54 OF 5-234 SHEETS					

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* 14-#5 a227(E) bars at 20" cts. between a205(E) bars Top of Slab
 12-#5 a227(E) bars at 24" cts. between a209(E) bars Bottom of slab
 Center a227(E) bars over Beams 4 and 7 immediately downstation
 of diaphragm D-2.

- Notes:
1. Stations are along @ 70E55N unless otherwise noted.
 2. All light pole stations indicated are for @ 70E64E.
 3. Reinforcement bars designated (E) shall be epoxy coated.
 4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
 5. Bars indicated thus: 7x8-#5 etc. Indicates 7 lines of bars with 8 lengths per line.
 6. See Sheet No. S-68 for parapet reinforcement.
 7. See Sheet No. S-74 for deck cross sections.
 8. See Sheet No. S-75 for Section B-B.
 9. See Sheet No. S-76 for Overhead Sign Structure parapet details.
 10. See Sheet No. S-77 for Bill of Material.
 11. See Sheet No. S-79 for Light Pole Details.
 12. See Sheet No. S-80 for Deck Pouring Sequence.
 13. See Sheet S-79, Detail I, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
 14. Δ Dimensions along inside face of parapet.
 15. ΔΔ Dimensions along inside face of north parapet.
 16. Bend longitudinal reinforcement to fit in field.
 17. Dimensions radial from @ 70E55N unless otherwise noted.

DECK PLAN - UNIT 2 - I

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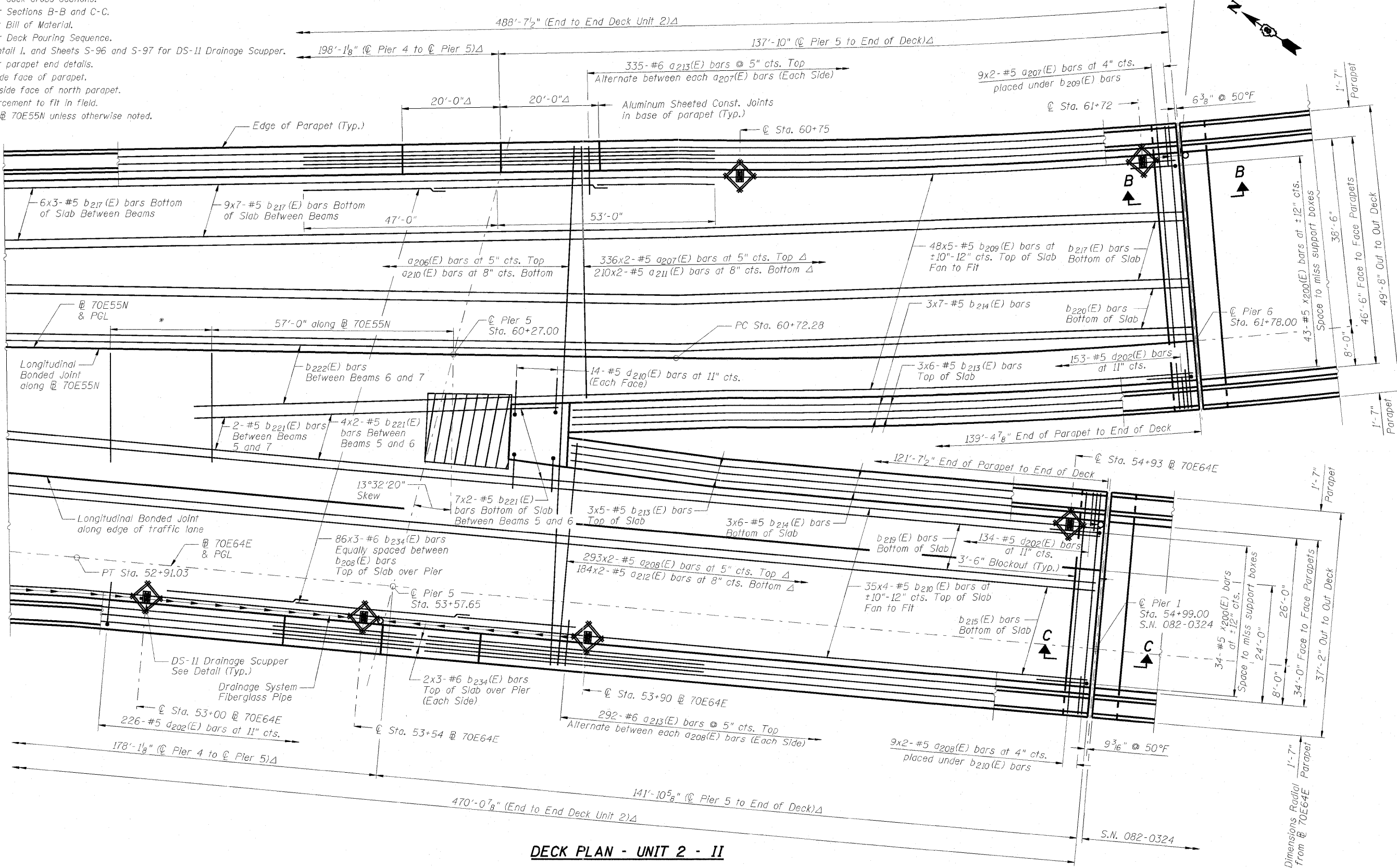
	USER NAME = Scott Whitney PLOT SCALE = 2.0000' / IN. PLOT DATE = 6/7/2011	DESIGNED - JLA CHECKED - DAZ DRAWN - SAW DATE - 07-01-2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 2 - I I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70 SECTION 82-1-B-2 S.N. 082-0322 & S.N. 082-0324 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	COUNTY ST. CLAIR TOTAL SHEETS 399 SHEET NO. 182	CONTRACT NO. 76C76
	SCALE: NONE SHEET 5-55 OF 5-234 SHEETS	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 3x5-#5 etc. indicates 3 lines of bars with 5 lengths per line.
6. See Sheet No. S-68 for parapet reinforcement.
7. See Sheet No. S-74 for deck cross sections.
8. See Sheet No. S-75 for Sections B-B and C-C.
9. See Sheet No. S-77 for Bill of Material.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. See Sheet No. S-79, Detail I, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
12. See Sheet No. S-79 for parapet end details.
13. Δ Dimensions along inside face of parapet.
14. ΔΔ Dimensions along inside face of north parapet.
15. Bend longitudinal reinforcement to fit in field.
16. Dimensions radial from @ 70E55N unless otherwise noted.

* 14-#5 a227(E) bars at 20" cts. between a206(E) bars Top of Slab
 12-#5 a227(E) bars at 24" cts. between a210(E) bars Bottom of slab
 Center a227(E) bars over Beams 4 and 7 immediately downstation
 of diaphragm D-3.

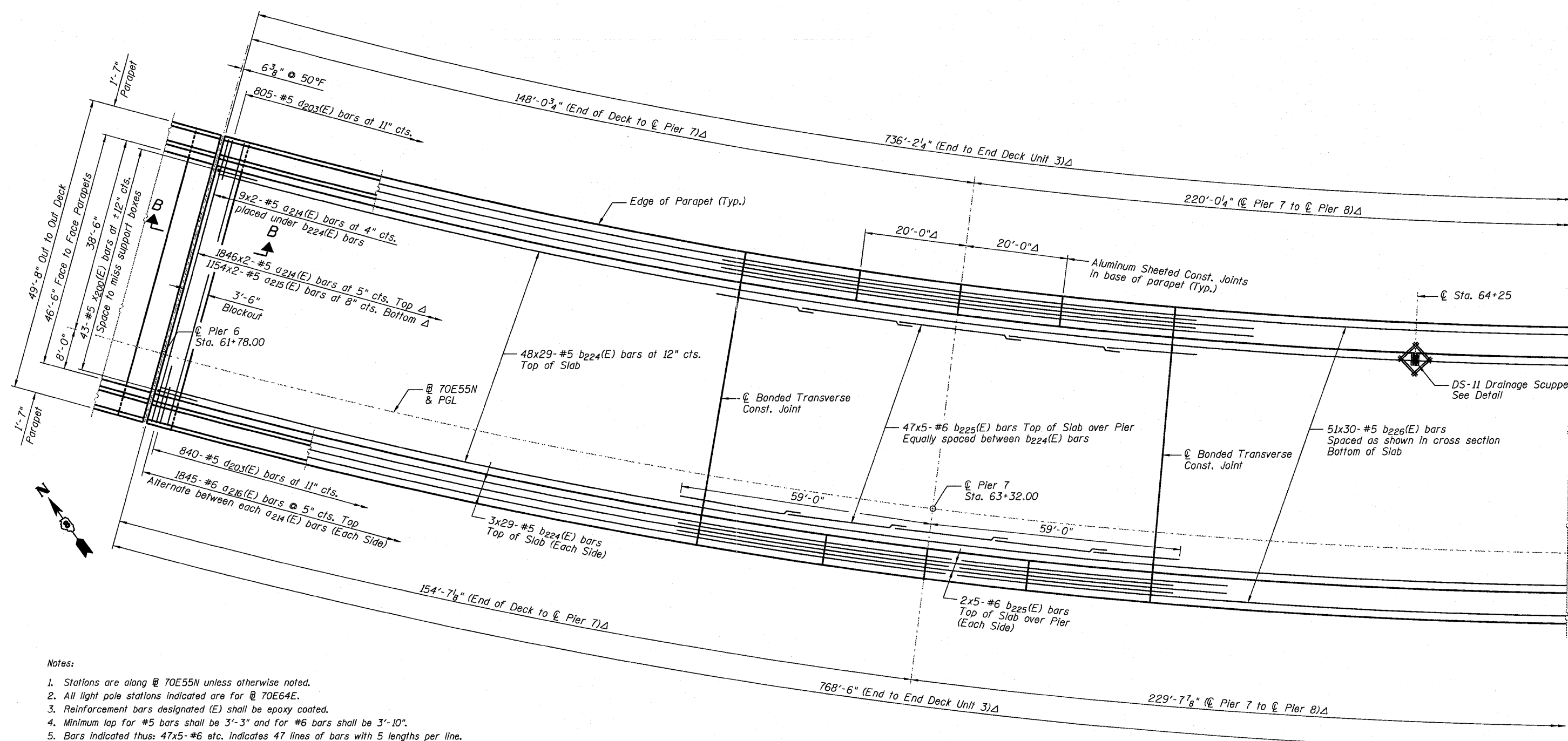
Provide expansion joint for drain pipe across the deck joint. Required longitudinal movement is 8.34". Cost is included in Drainage System.



DECK PLAN - UNIT 2 - II

D:\TR-0620322-0820324-76C76-586-5pans5.6-022.dgn

		USER NAME = dunker1eyb	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 2 - II I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = 2,0000' / IN. PLOT DATE = 6/27/2011	CHECKED - DAZ DRAWN - SAW DATE - 07-01-2011	REVISED - REVISED - REVISED - REVISED -		TO S.N. 082-0322 & S.N. 082-0324 FED. ROAD DIST. NO.	82-1-B-2 ST. CLAIR ILLINOIS	ST. CLAIR	399	183		



Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 47x5-#6 etc. indicates 47 lines of bars with 5 lengths per line.
6. See Sheet No. S-69 for parapet reinforcement.
7. See Sheet No. S-75 for deck cross sections.
8. See Sheet No. S-75 for Section B-B.
9. See Sheet No. S-77 for Bill of Material.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. See Sheet S-79, Detail I, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
12. Δ Dimensions along inside face of parapet.
13. Bend longitudinal reinforcement to fit in field.
14. Dimensions radial from @ 70E55N unless otherwise noted.

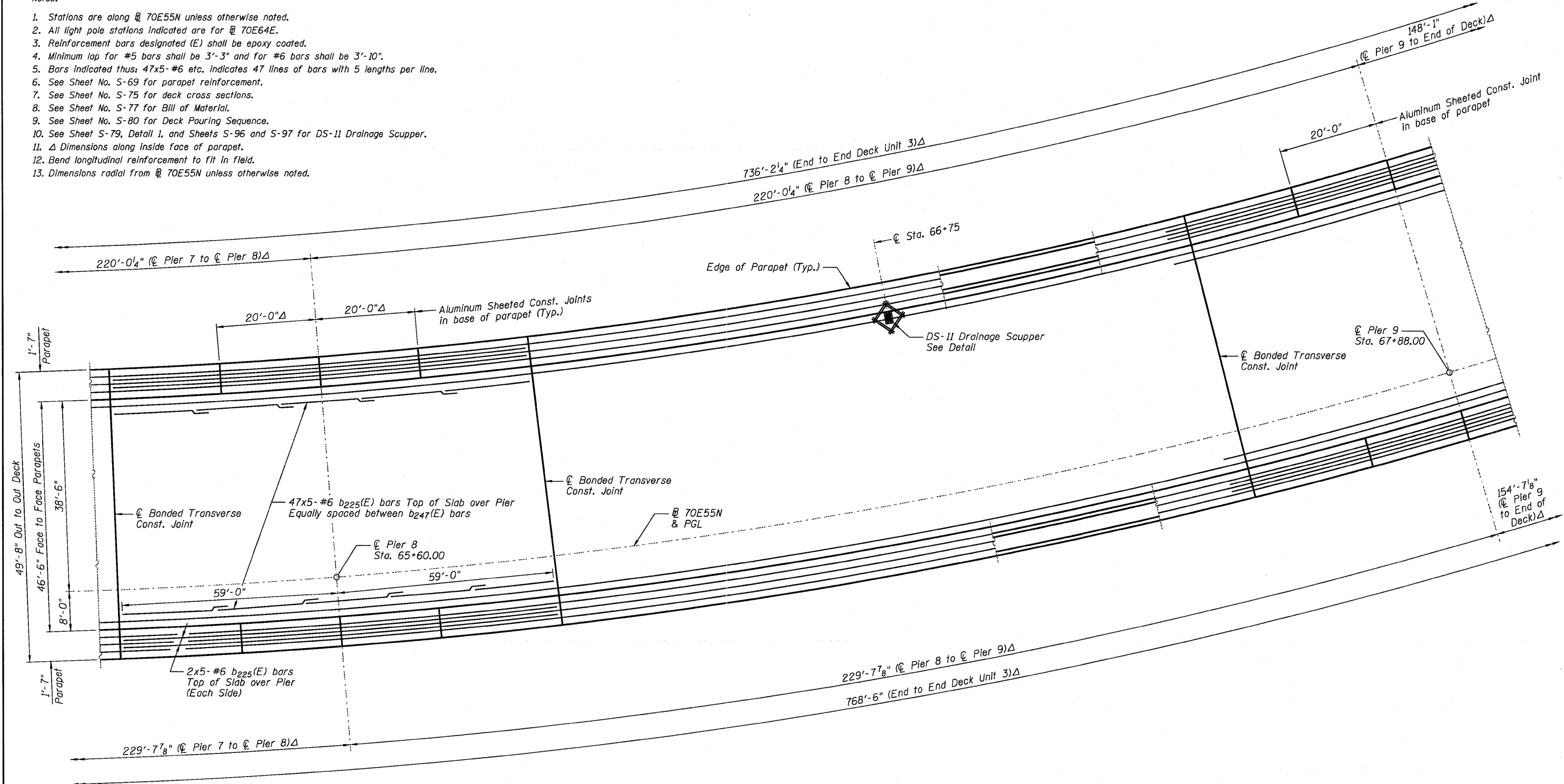
DECK PLAN - UNIT 3 - I

D:\TR\0820322-0820324-76C76-587-Spaner7_8-022.dgn

	USER NAME = Scott Whitney PLOT SCALE = 2.0000' / IN. PLOT DATE = 6/7/2011	DESIGNED - JLA CHECKED - DAZ DRAWN - SAW DATE - 07-01-2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 3 - I I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70 SECTION 82-1-B-2 COUNTY ST. CLAIR S.N. 082-0322 & S.N. 082-0324 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	TOTAL SHEETS 399 SHEET NO. 184 CONTRACT NO. 76C76
	SCALE: NONE SHEET S-57 OF S-234 SHEETS						

Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 47x5-#6 etc. indicates 47 lines of bars with 5 lengths per line.
6. See Sheet No. S-69 for parapet reinforcement.
7. See Sheet No. S-75 for deck cross sections.
8. See Sheet No. S-77 for Bill of Material.
9. See Sheet No. S-80 for Deck Pouring Sequence.
10. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
11. Δ Dimensions along inside face of parapet.
12. Bend longitudinal reinforcement to fit in field.
13. Dimensions radial from @ 70E55N unless otherwise noted.



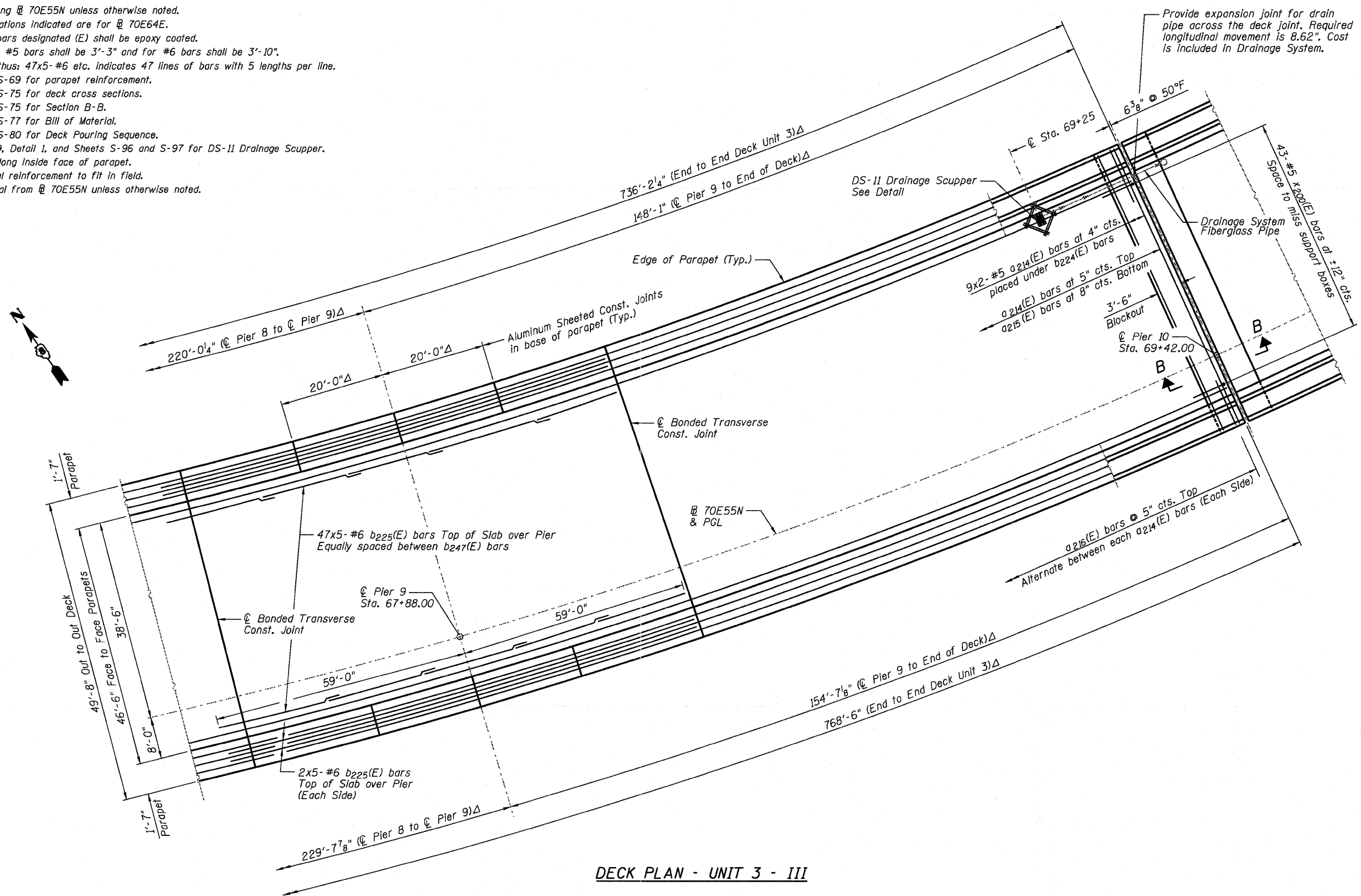
DECK PLAN - UNIT 3 - II

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		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 3 - II I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 185
		PLOT SCALE = 2.0000' / IN.	CHECKED - DAZ	REVISED -		S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76					
PLOT DATE = 6/7/2011	DRAWN - SAW	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									
	DATE - 07-01-2011	REVISED -	SCALE: NONE	SHEET S-58 OF S-234 SHEETS								

Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 47x5-#6 etc. indicates 47 lines of bars with 5 lengths per line.
6. See Sheet No. S-69 for parapet reinforcement.
7. See Sheet No. S-75 for deck cross sections.
8. See Sheet No. S-75 for Section B-B.
9. See Sheet No. S-77 for Bill of Material.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
12. Δ Dimensions along inside face of parapet.
13. Bend longitudinal reinforcement to fit in field.
14. Dimensions radial from @ 70E55N unless otherwise noted.



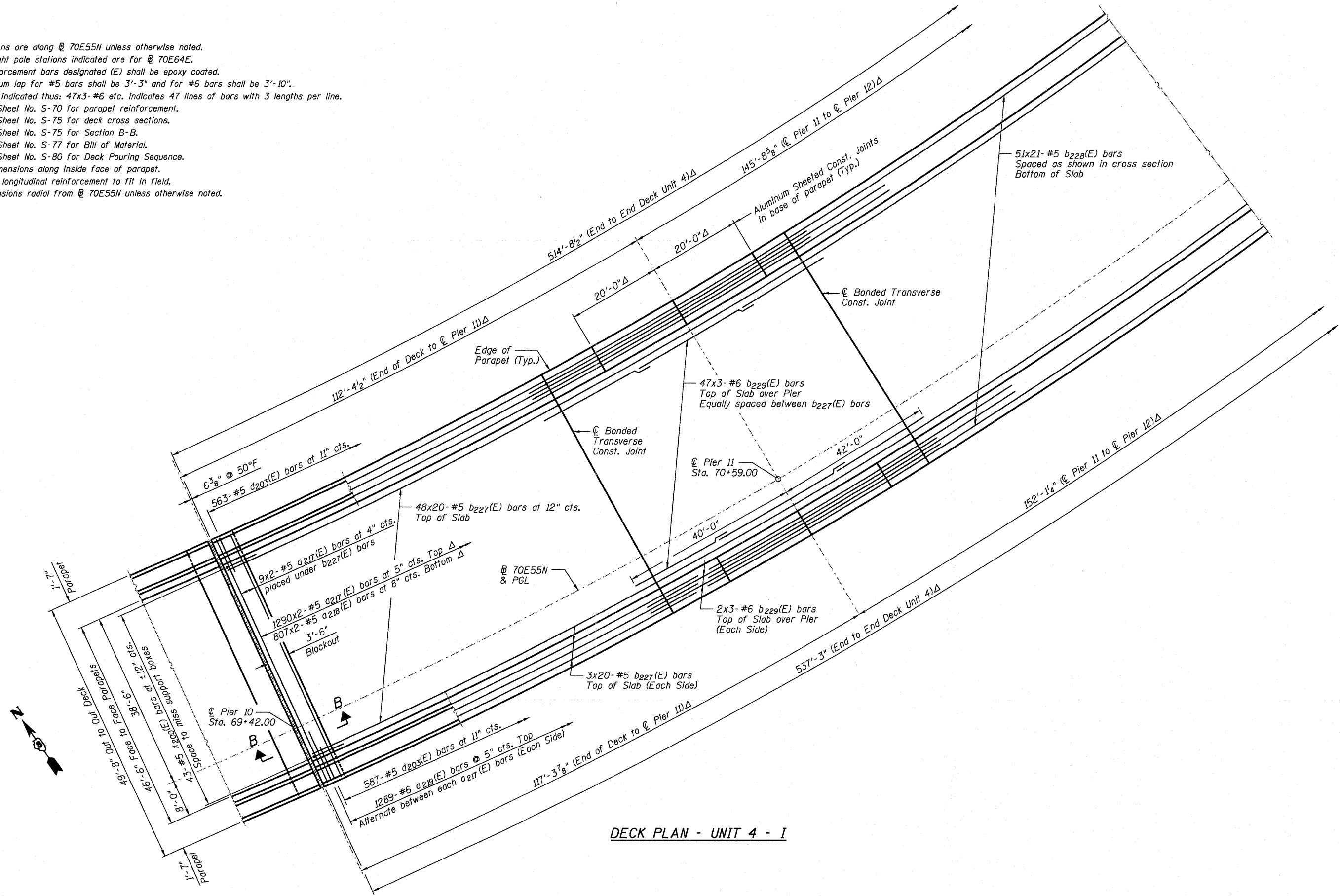
DECK PLAN - UNIT 3 - III

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		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 3 - III I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 186
		PLOT SCALE = 2.0000' / IN.	CHECKED - DAZ	REVISED -			S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76			
		PLOT DATE = 6/7/2011	DRAWN - SAW	REVISED -		SCALE: NONE	SHEET S-59 OF S-234 SHEETS	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			

Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 47x3-#6 etc. indicates 47 lines of bars with 3 lengths per line.
6. See Sheet No. S-70 for parapet reinforcement.
7. See Sheet No. S-75 for deck cross sections.
8. See Sheet No. S-75 for Section B-B.
9. See Sheet No. S-77 for Bill of Material.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. Δ Dimensions along inside face of parapet.
12. Bend longitudinal reinforcement to fit in field.
13. Dimensions radial from @ 70E55N unless otherwise noted.



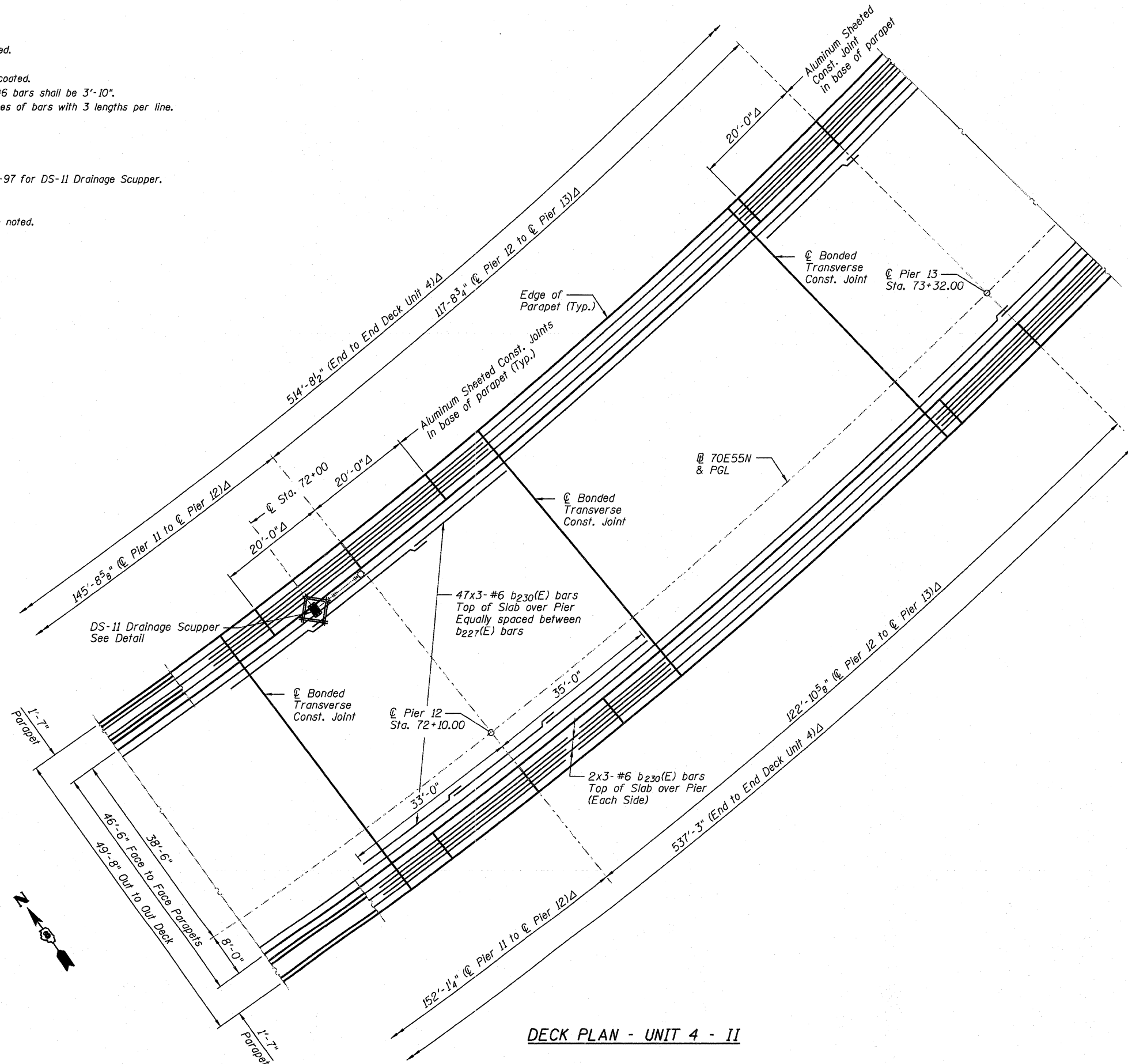
DECK PLAN - UNIT 4 - I

D:\R1-0820322-0820324-76276-580-Spenell.L2-622.dgn

		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 4 - I I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 187
		PLOT SCALE = 2.0000' / IN.	DRAWN - SAW	REVISED -		SCALE: NONE	SHEET S-60 OF S-234 SHEETS	S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
		PLOT DATE = 6/7/2011	DATE - 07-01-2011	REVISED -								

Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 47x3-#6 etc. indicates 47 lines of bars with 3 lengths per line.
6. See Sheet No. S-70 for parapet reinforcement.
7. See Sheet No. S-75 for deck cross sections.
8. See Sheet No. S-77 for Bill of Material.
9. See Sheet No. S-80 for Deck Pouring Sequence.
10. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-II Drainage Scupper.
11. Δ Dimensions along inside face of parapet.
12. Bend longitudinal reinforcement to fit in field.
13. Dimensions radial from @ 70E55N unless otherwise noted.



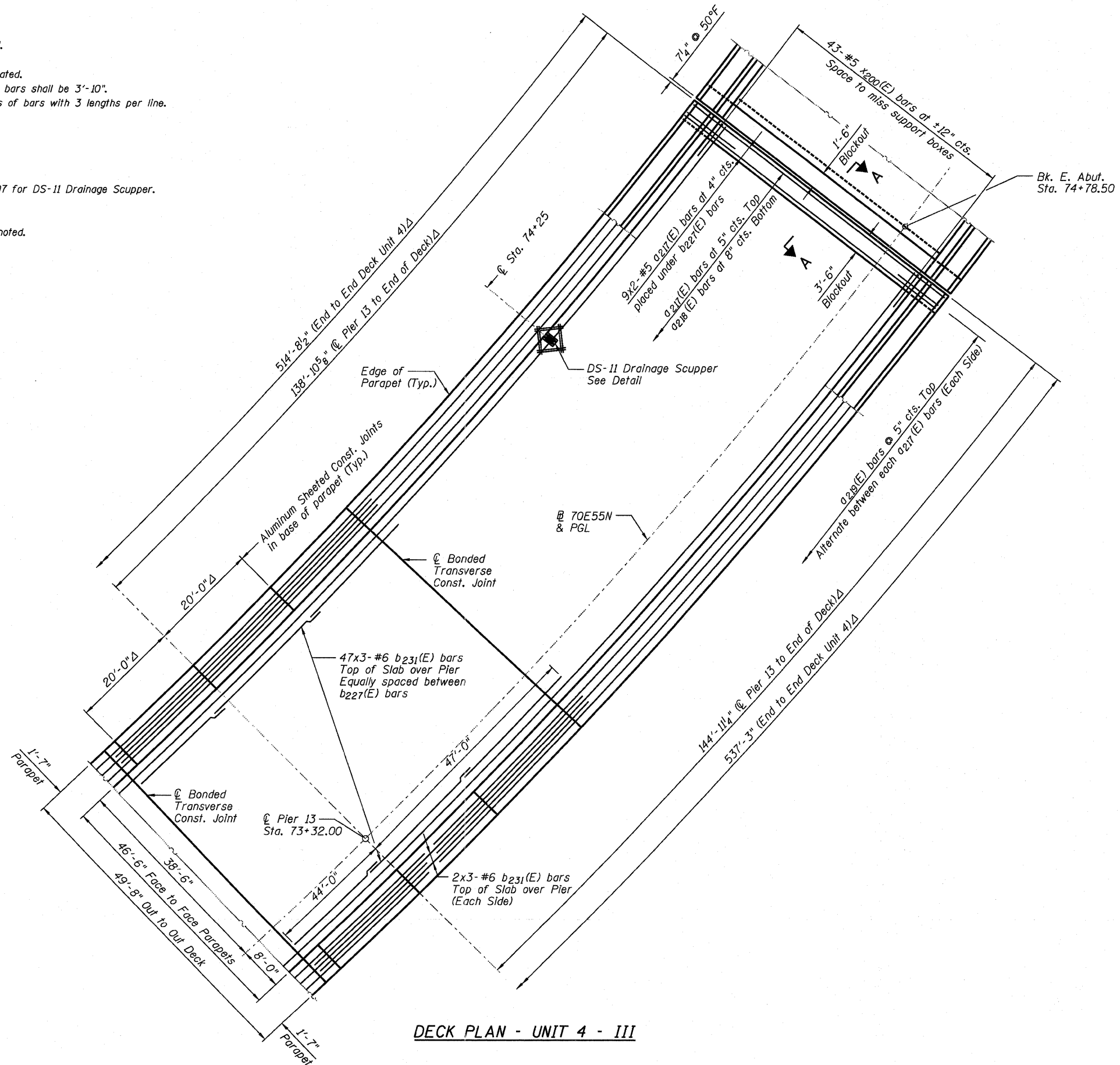
DECK PLAN - UNIT 4 - II

DB:R1-0820322-0820324-76C76-561-5.permal2.13-022.dgn

	USER NAME = Scott Whitney PLOT SCALE = 2.0000' / IN. PLOT DATE = 6/7/2011	DESIGNED - JLA CHECKED - DAZ DRAWN - SAW DATE - 07-01-2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 4 - II I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70 SECTION 82-1-B-2 S.N. 082-0322 & S.N. 082-0324 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	COUNTY ST. CLAIR TOTAL SHEETS 399 SHEET NO. 188	CONTRACT NO. 76C76
	SCALE: NONE SHEET 5-61 OF 5-234 SHEETS							

Notes:

1. Stations are along @ 70E55N unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 47x3-#6 etc. indicates 47 lines of bars with 3 lengths per line.
6. See Sheet No. S-70 for parapet reinforcement.
7. See Sheet No. S-75 for deck cross sections.
8. See Sheet No. S-75 for Section A-A.
9. See Sheet No. S-77 for Bill of Material.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
12. Δ Dimensions along inside face of parapet.
13. Bend longitudinal reinforcement to fit in field.
14. Dimensions radial from @ 70E55N unless otherwise noted.



DECK PLAN - UNIT 4 - III

D:\ITL\0820322\0820324\76C76-582-Spema13.14-022.dgn

AECOM

ZROKA
Engineering

USER NAME = Scott Whitney
 PLOT SCALE = 2.0000' / IN.
 PLOT DATE = 6/7/2011

DESIGNED - JLA
 CHECKED - DAZ
 DRAWN - SAW
 DATE - 07-01-2011

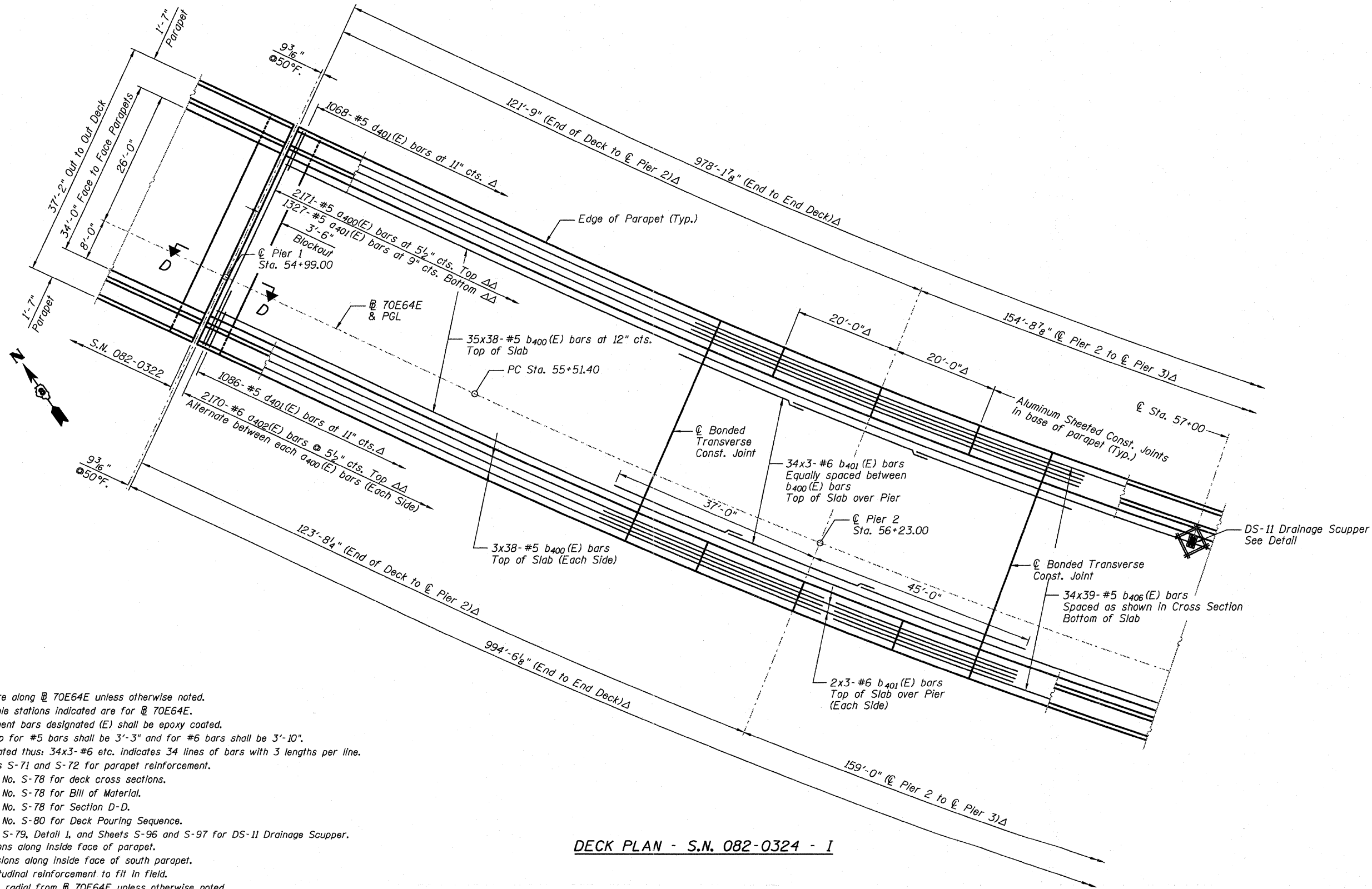
REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 4 - III
 I-70E OVER I-55, CSX & KCS RAILROADS

SCALE: NONE SHEET 5-62 OF 5-234 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	189
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



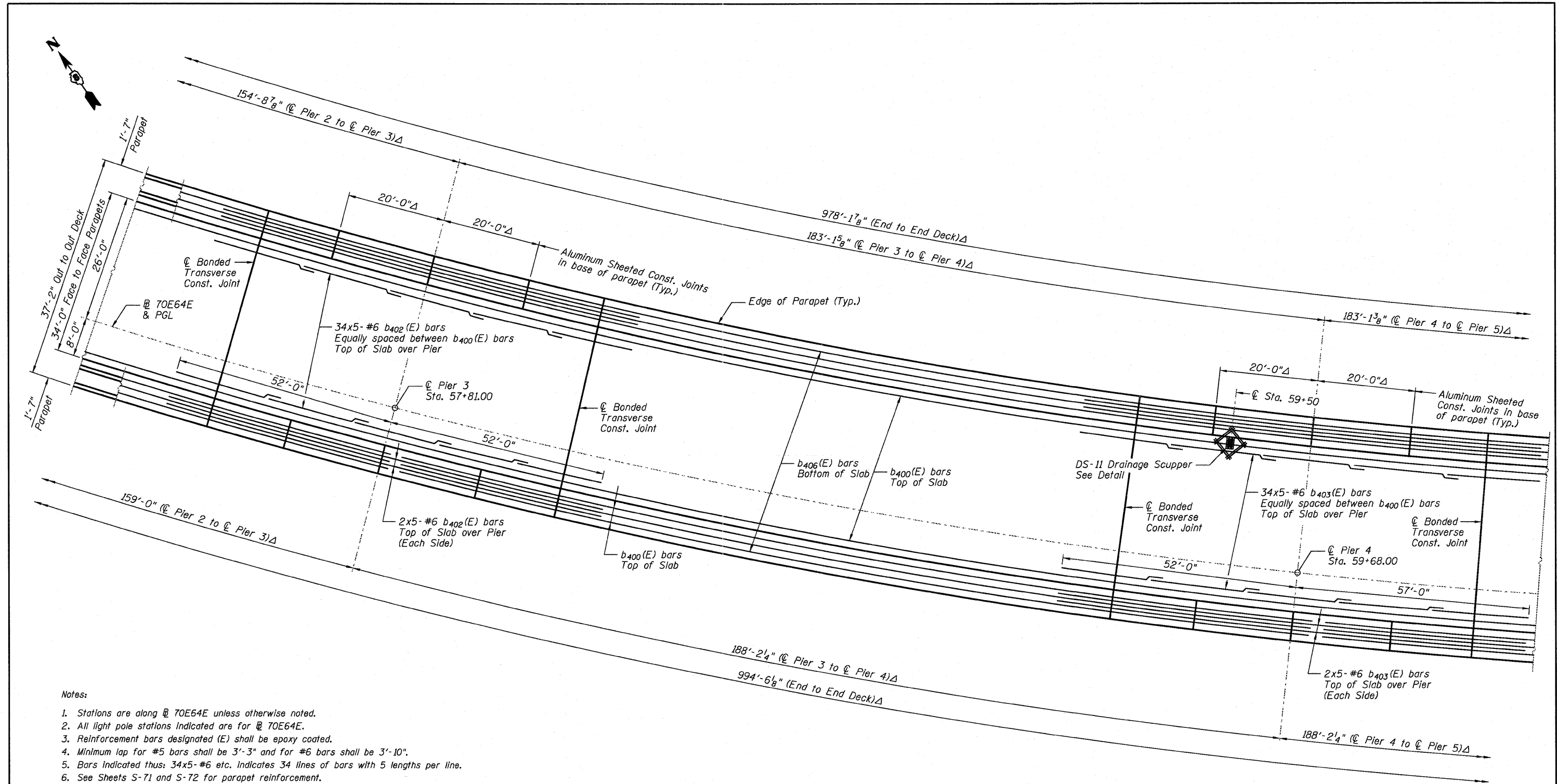
Notes:

1. Stations are along @ 70E64E unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 34x3-#6 etc. indicates 34 lines of bars with 3 lengths per line.
6. See Sheets S-71 and S-72 for parapet reinforcement.
7. See Sheet No. S-78 for deck cross sections.
8. See Sheet No. S-78 for Bill of Material.
9. See Sheet No. S-78 for Section D-D.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. See Sheet S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
12. Δ Dimensions along Inside Face of parapet.
13. ΔΔ Dimensions along inside face of south parapet.
14. Bend longitudinal reinforcement to fit in field.
15. Dimensions radial from @ 70E64E unless otherwise noted.

DECK PLAN - S.N. 082-0324 - I

D:\11-0820322-0820324-7675-Spanel_2-824.dgn

	USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - S.N. 082-0324 - I I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 190
	PLOT SCALE = 2.0000' / IN.	CHECKED - DAZ	REVISED -		SCALE: NONE	SHEET S-63 OF S-234 SHEETS	S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
	PLOT DATE = 6/7/2011	DRAWN - SAW	REVISED -								
		DATE - 07-01-2011	REVISED -								



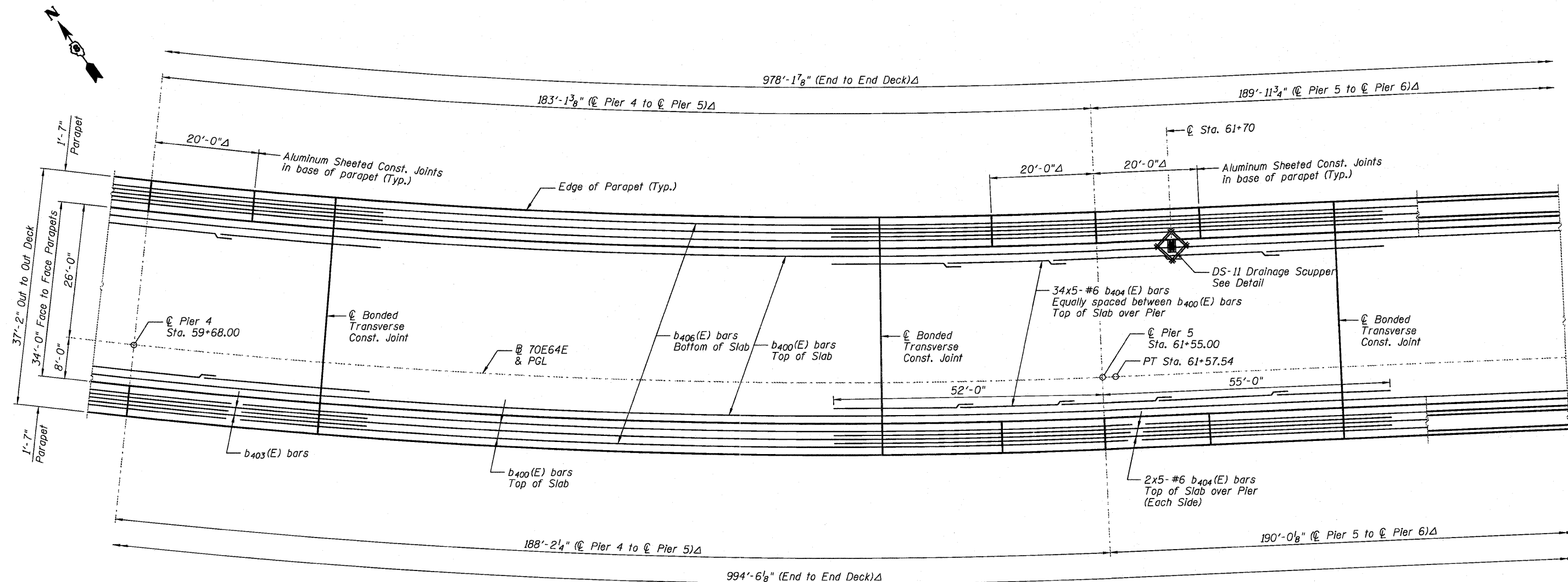
Notes:

1. Stations are along @ 70E64E unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 34x5-#6 etc. Indicates 34 lines of bars with 5 lengths per line.
6. See Sheets S-71 and S-72 for parapet reinforcement.
7. See Sheet No. S-78 for deck cross sections.
8. See Sheet No. S-78 for Bill of Material.
9. See Sheet No. S-80 for Deck Pouring Sequence.
10. See Sheet No. S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
11. Δ Dimensions along inside face of parapet.
12. Bend longitudinal reinforcement to fit in field.
13. Dimensions radial from @ 70E64E unless otherwise noted.

DECK PLAN - S.N. 082-0324 - II

D:\R1-0820322-0820324-76175-564-5pans2_3-824.dgn

	USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - S.N. 082-0324 - II I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 191
	PLOT SCALE = 2.0000' / IN.	CHECKED - DAZ	REVISED -		SCALE: NONE	SHEET S-64 OF S-234 SHEETS	S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
	DRAWN - SAW	REVISED -									
	PLOT DATE = 6/7/2011	DATE - 07-01-2011	REVISED -								



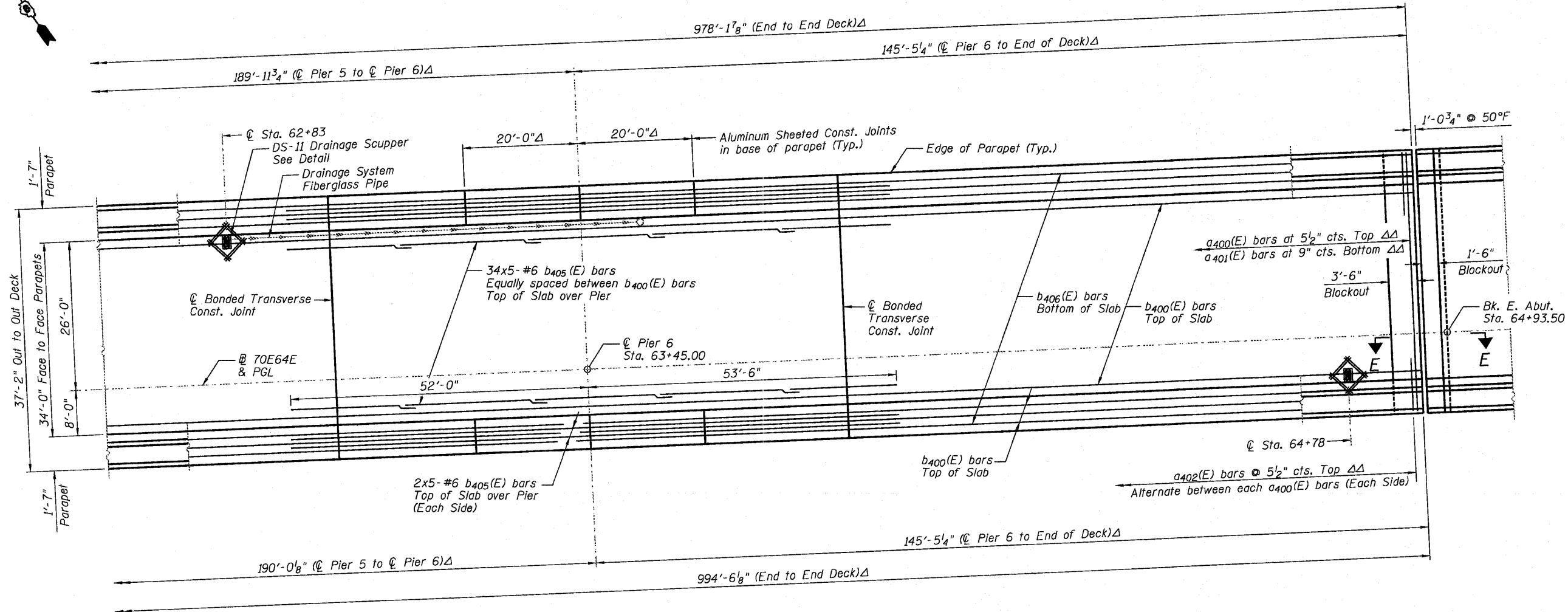
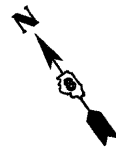
Notes:

1. Stations are along @ 70E64E unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 34x5-#6 etc. Indicates 34 lines of bars with 5 lengths per line.
6. See Sheets S-71 and S-72 for parapet reinforcement.
7. See Sheet No. S-78 for deck cross sections.
8. See Sheet No. S-78 for Bill of Material.
9. See Sheet No. S-80 for Deck Pouring Sequence.
10. See Sheet No. S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
11. Δ Dimensions along inside face of parapet.
12. Bend longitudinal reinforcement to fit in field.
13. Dimensions radial from @ 70E64E unless otherwise noted.

DECK PLAN - S.N. 082-0324 - III

DBTR: 0820322-0820324-76C75-S85-5pans4.5-824.dgn

	USER NAME = Scott Whitney PLOT SCALE = 2,000' / IN. PLOT DATE = 6/7/2011	DESIGNED - JLA CHECKED - DAZ DRAWN - SAW DATE - 07-01-2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - S.N. 082-0324 - III I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. = 70 SECTION = 82-1-B-2 COUNTY = ST. CLAIR TOTAL SHEETS = 399 SHEET NO. = 192	S.N. 082-0322 & S.N. 082-0324 CONTRACT NO. 76C76
	SCALE: NONE SHEET S-65 OF S-234 SHEETS	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					



Notes:

1. Stations are along @ 70E64E unless otherwise noted.
2. All light pole stations indicated are for @ 70E64E.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Minimum lap for #5 bars shall be 3'-3" and for #6 bars shall be 3'-10".
5. Bars indicated thus: 34x5-#6 etc. indicates 34 lines of bars with 5 lengths per line.
6. See Sheets S-71 and S-72 for parapet reinforcement.
7. See Sheet No. S-78 for deck cross sections.
8. See Sheet No. S-78 for Bill of Material.
9. See Sheet No. S-78 for Section E-E.
10. See Sheet No. S-80 for Deck Pouring Sequence.
11. See Sheet No. S-79, Detail 1, and Sheets S-96 and S-97 for DS-11 Drainage Scupper.
12. Δ Dimensions along inside face of parapet.
13. ΔΔ Dimensions along inside face of south parapet.
14. Bend longitudinal reinforcement to fit in field.
15. Dimensions radial from @ 70E64E unless otherwise noted.

DECK PLAN - S.N. 082-0324 - IV

AECOM

ZROKA
Engineering

USER NAME = Scott Whitney
 CHECKED - DAZ
 DRAWN - SAW
 DATE - 07-01-2011

DESIGNED - JLA
 CHECKED - DAZ
 DRAWN - SAW
 DATE - 07-01-2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

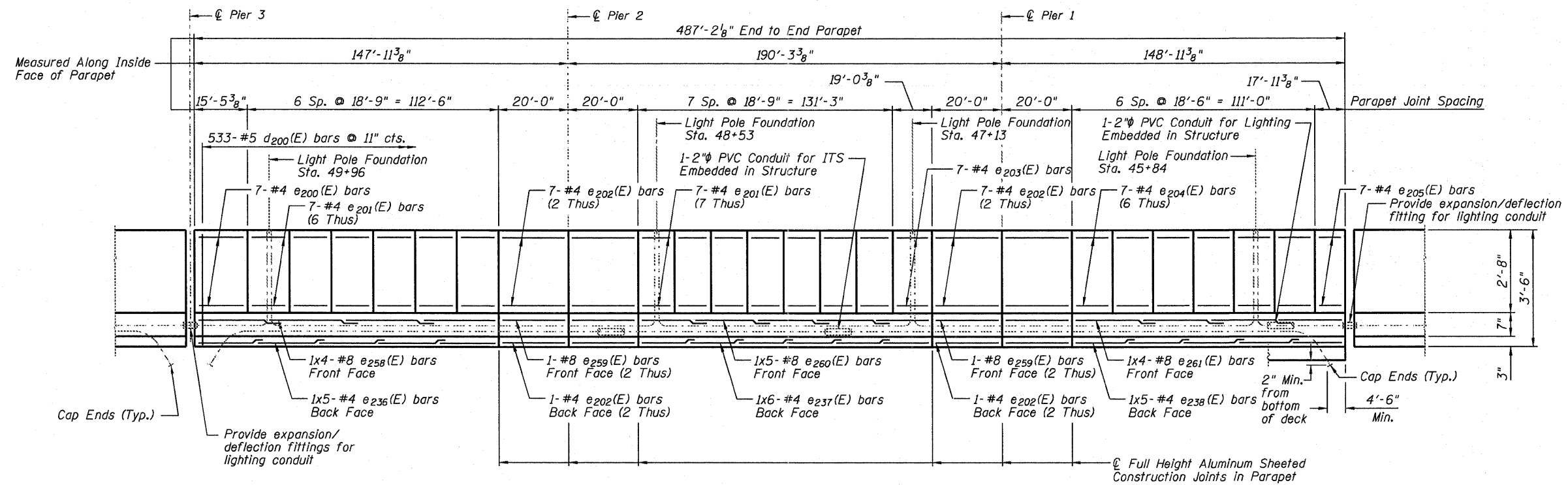
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - S.N. 082-0324 - IV
I-70E OVER I-55, CSX & KCS RAILROADS

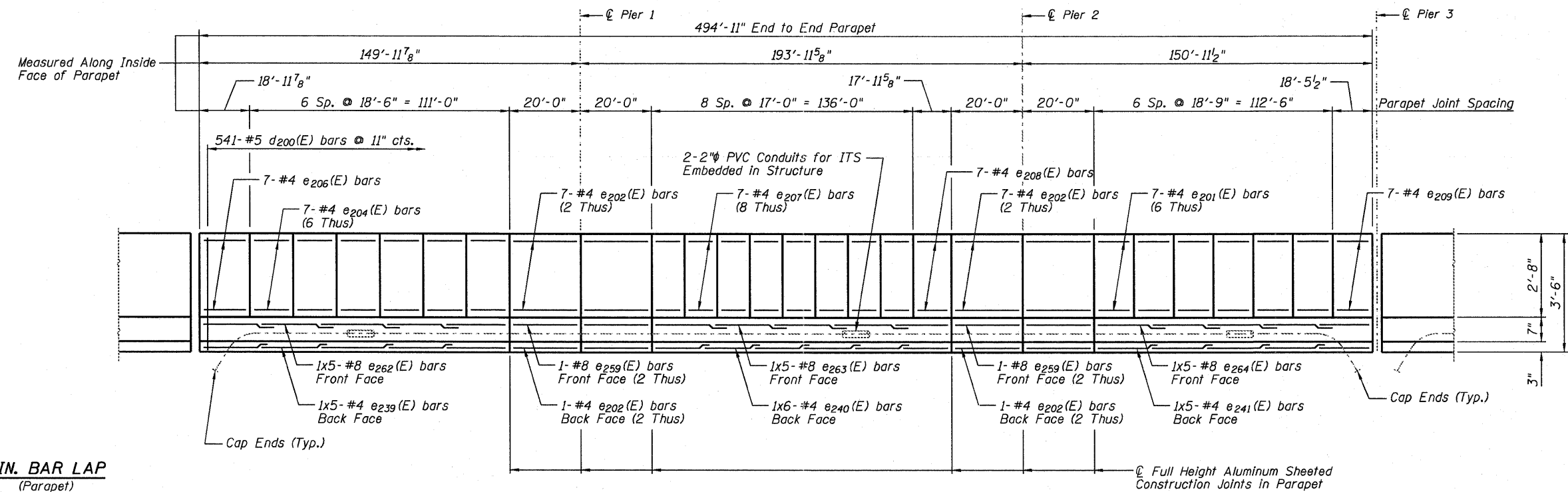
SCALE: NONE SHEET S-66 OF S-234 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	193
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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INSIDE ELEVATION OF SOUTH PARAPET

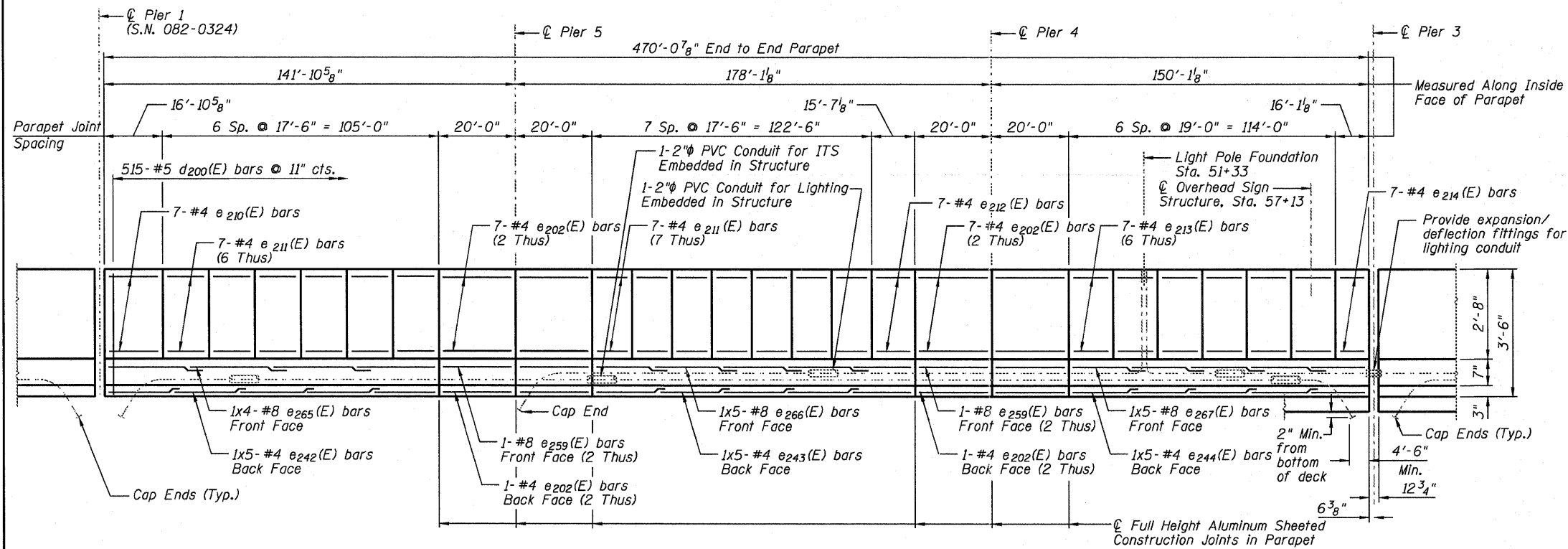


INSIDE ELEVATION OF NORTH PARAPET

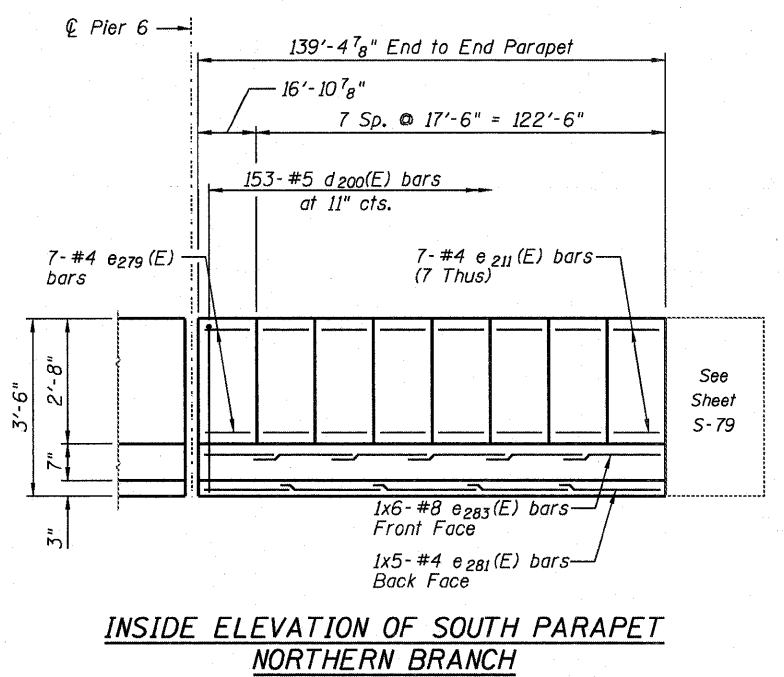
MIN. BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

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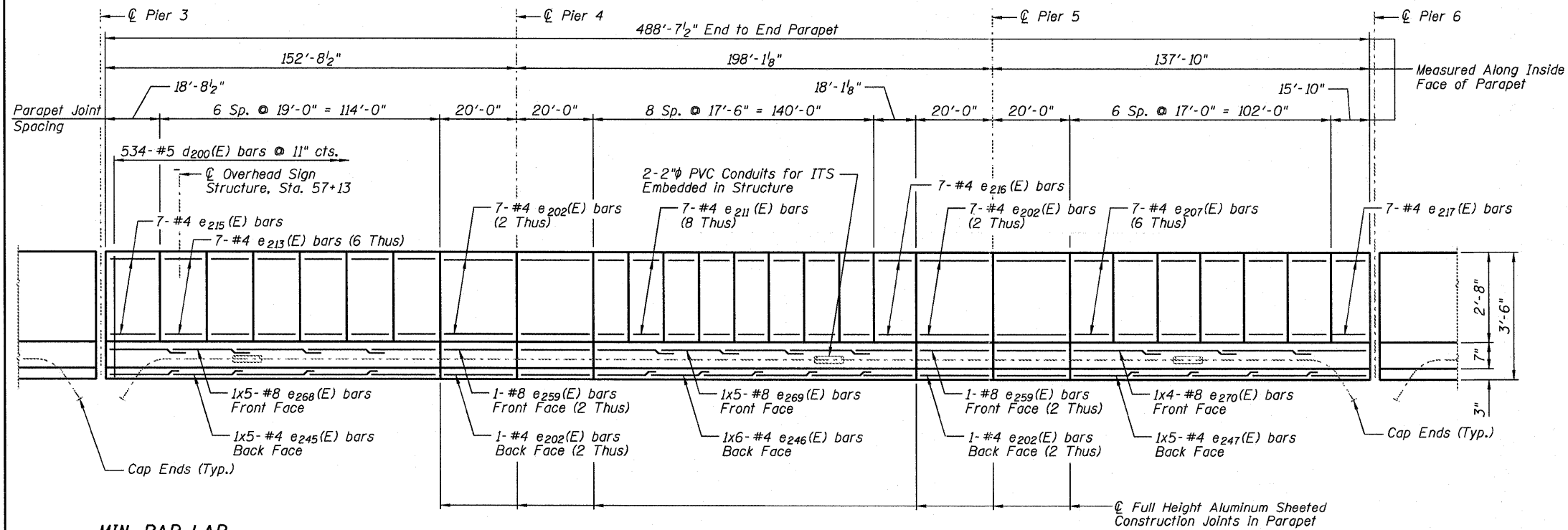
		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS - UNIT 1 I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = 2,000' / IN.	DRAWN - SAW	REVISED -			70	82-1-B-2	ST. CLAIR	399	194
		PLOT DATE = 6/7/2011	DATE - 07-01-2011	REVISED -		SCALE: NONE	SHEET 5-67 OF 5-234 SHEETS	S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76	
								FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



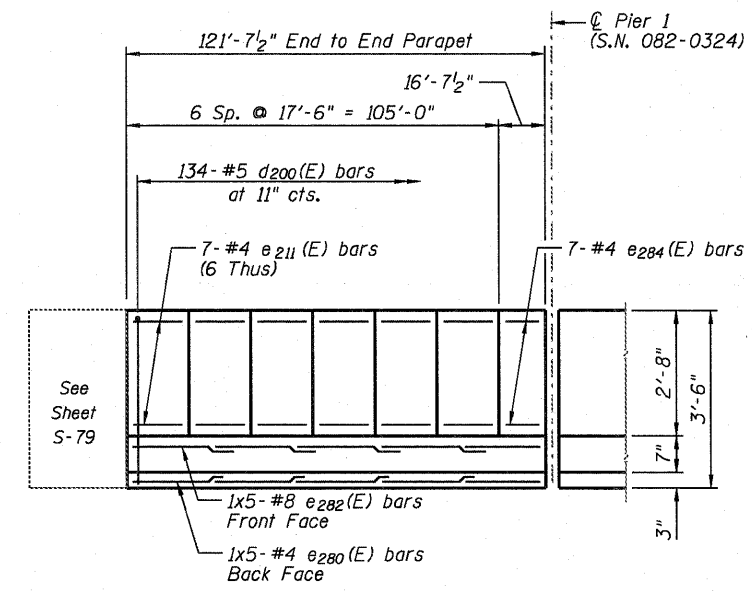
INSIDE ELEVATION OF SOUTH PARAPET - SOUTHERN BRANCH



INSIDE ELEVATION OF SOUTH PARAPET NORTHERN BRANCH



INSIDE ELEVATION OF NORTH PARAPET - NORTHERN BRANCH

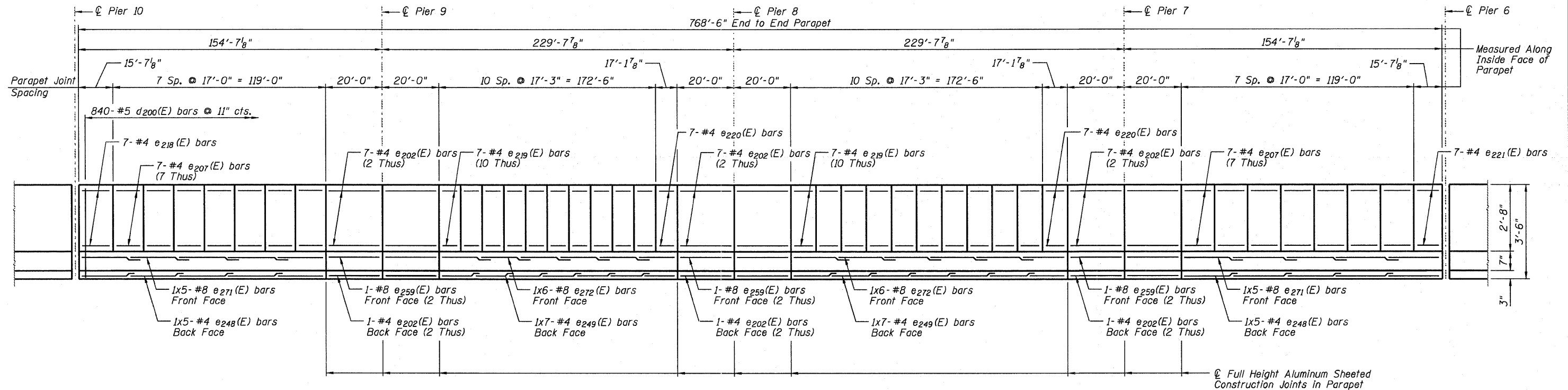


INSIDE ELEVATION OF NORTH PARAPET SOUTHERN BRANCH

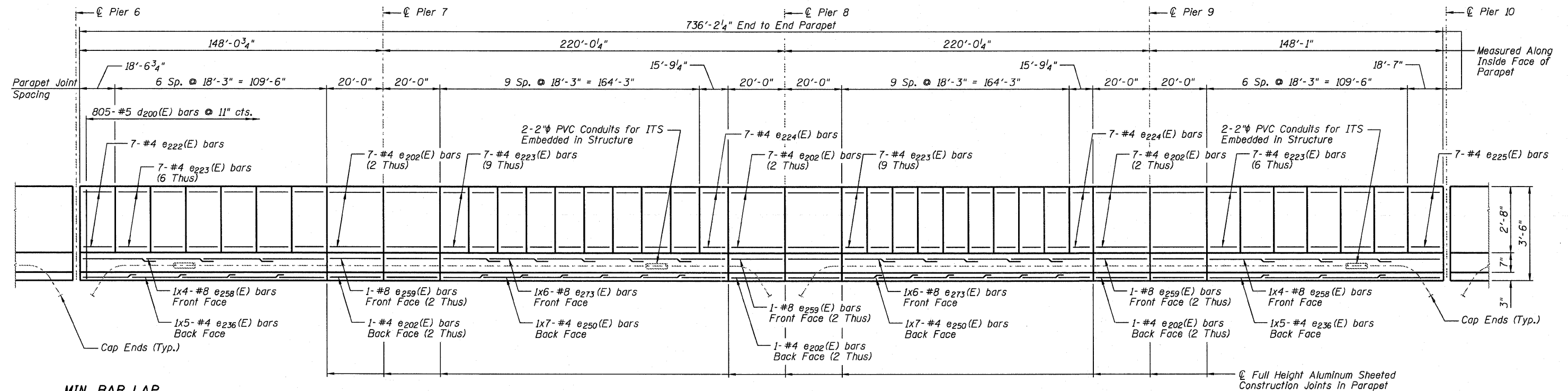
MIN. BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

DB:R1-0820322-0820324-76C75-568-Unit2ParapetElev-082.dgn

		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS - UNIT 2 I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 195
		PLOT SCALE = 2.0000' / IN.	CHECKED - DAZ	REVISED -		SCALE: NONE	SHEET 5-68 OF 5-234 SHEETS	S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C75	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
		PLOT DATE = 6/7/2011	DRAWN - SAW	REVISED -								
			DATE - 07-01-2011	REVISED -								



INSIDE ELEVATION OF SOUTH PARAPET

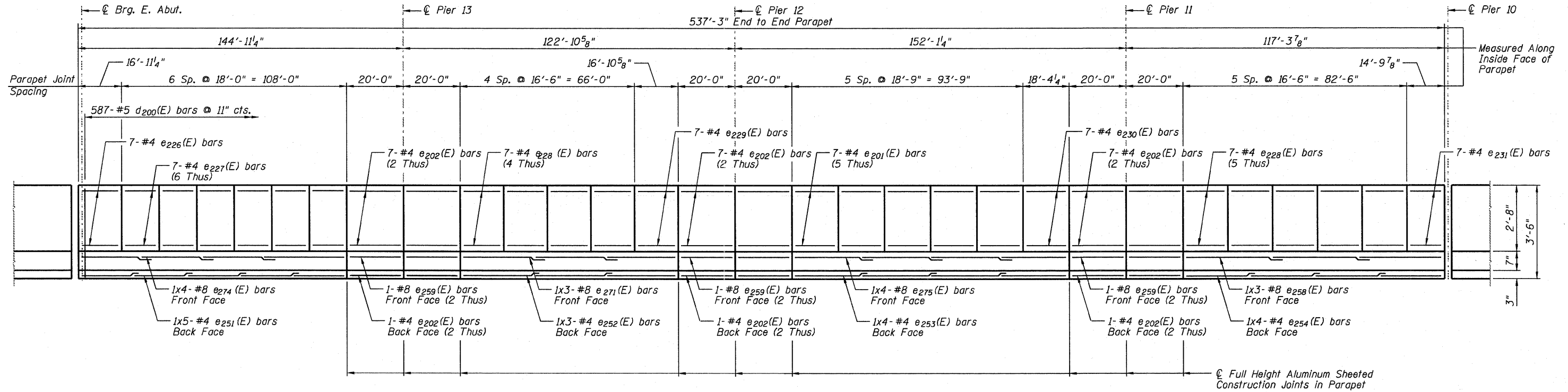


INSIDE ELEVATION OF NORTH PARAPET

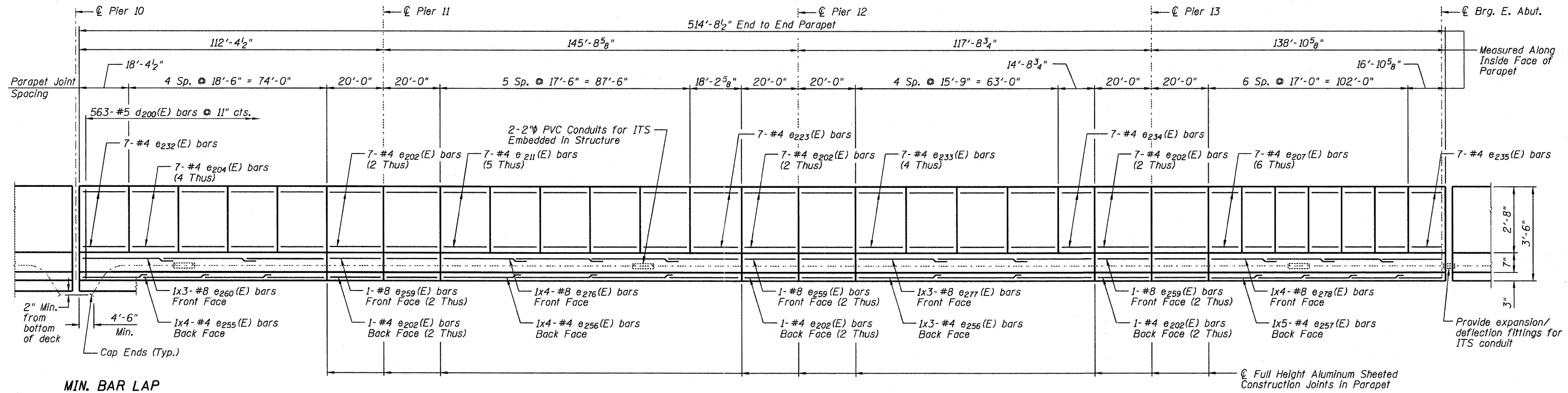
MIN. BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

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		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS - UNIT 3 I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 196
		PLOT SCALE = 2.0000' / IN.	DRAWN - SAW	REVISED -			S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		PLOT DATE = 6/7/2011	DATE - 07-01-2011	REVISED -	SCALE: NONE	SHEET 5-69 OF 5-234 SHEETS					



INSIDE ELEVATION OF SOUTH PARAPET

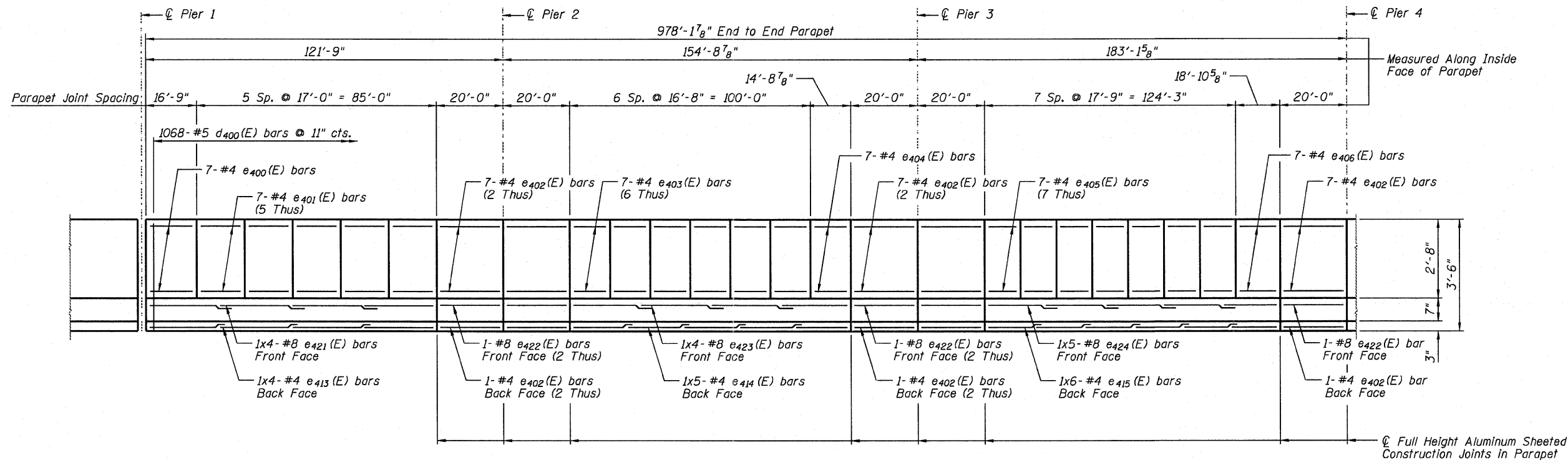


INSIDE ELEVATION OF NORTH PARAPET

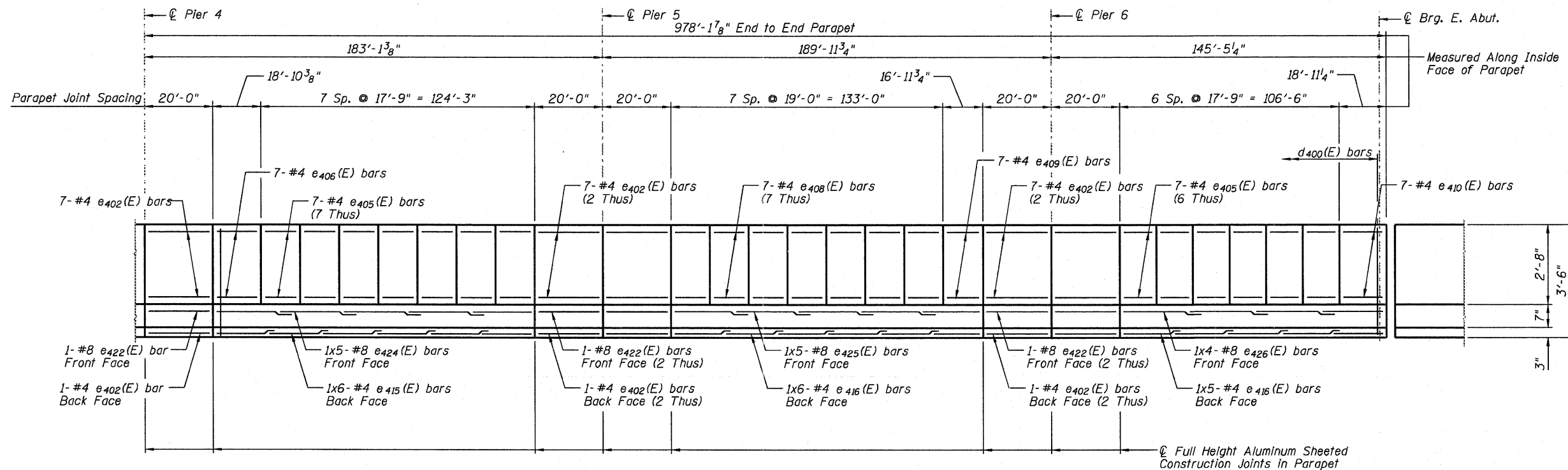
MIN. BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

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		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS - UNIT 4 I-70E OVER I-55, CSX & KCS RAILROADS		F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 197
		PLOT SCALE = 2.0000' / IN.	DRAWN - SAW	REVISED -		SCALE: NONE	SHEET 5-70 OF 5-234 SHEETS	S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
		PLOT DATE = 6/7/2011	DATE - 07-01-2011	REVISED -								



INSIDE ELEVATION OF NORTH PARAPET



INSIDE ELEVATION OF NORTH PARAPET

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

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USER NAME = Scott Whitney
 PLOT SCALE = 2.0000' / IN.
 PLOT DATE = 6/7/2011

DESIGNED - JLA
 CHECKED - DAZ
 DRAWN - SAW
 DATE - 07-01-2011

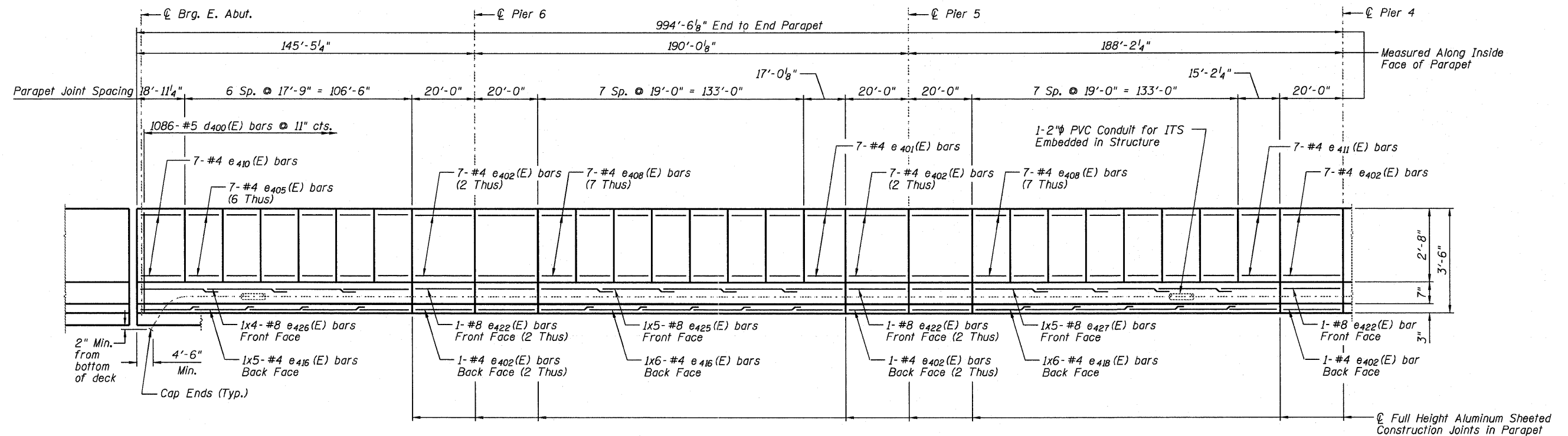
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

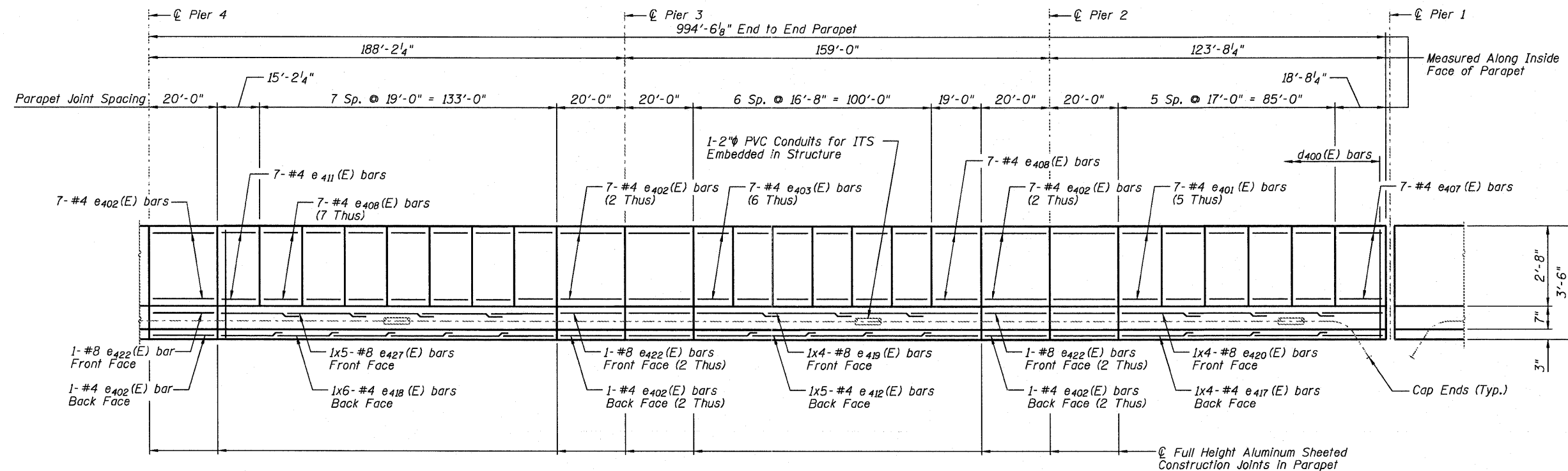
**PARAPET ELEVATIONS - S.N. 082-0324 - I
 I-70E OVER I-55, CSX & KCS RAILROADS**

SCALE: NONE SHEET S-71 OF S-234 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-2	ST. CLAIR	399	198
S.N. 082-0322 & S.N. 082-0324		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



INSIDE ELEVATION OF SOUTH PARAPET

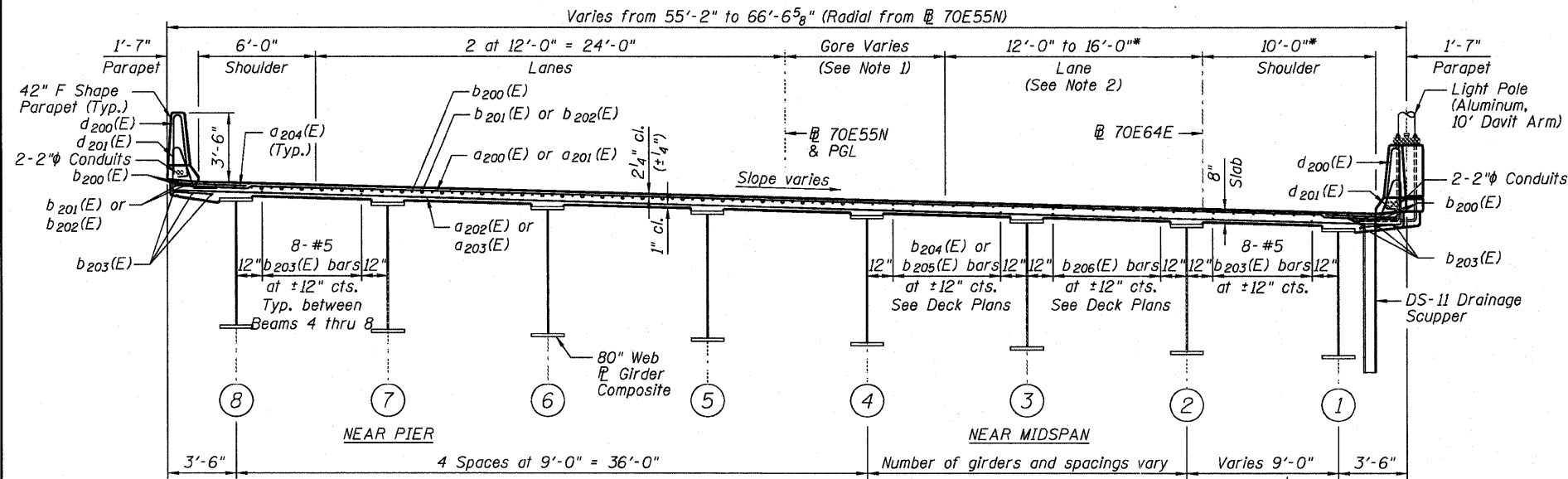


INSIDE ELEVATION OF SOUTH PARAPET

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

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		USER NAME = Scott Whitney	DESIGNED - JLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS - S.N.082-0324 - II I-70E OVER I-55, CSX & KCS RAILROADS	F.A.I. RTE. 70	SECTION 82-1-B-2	COUNTY ST. CLAIR	TOTAL SHEETS 399	SHEET NO. 199
		PLOT SCALE = 2.0000' / IN.	DRAWN - SAW	REVISED -			S.N. 082-0322 & S.N. 082-0324	CONTRACT NO. 76C76			
		PLOT DATE = 6/7/2011	DATE - 07-01-2011	REVISED -	SCALE: NONE	SHEET S-72 OF S-234 SHEETS	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



DECK CROSS SECTION - UNIT 1

Dimensions radial from 70E55N U.N.O.
*Dimensions radial from 70E64E

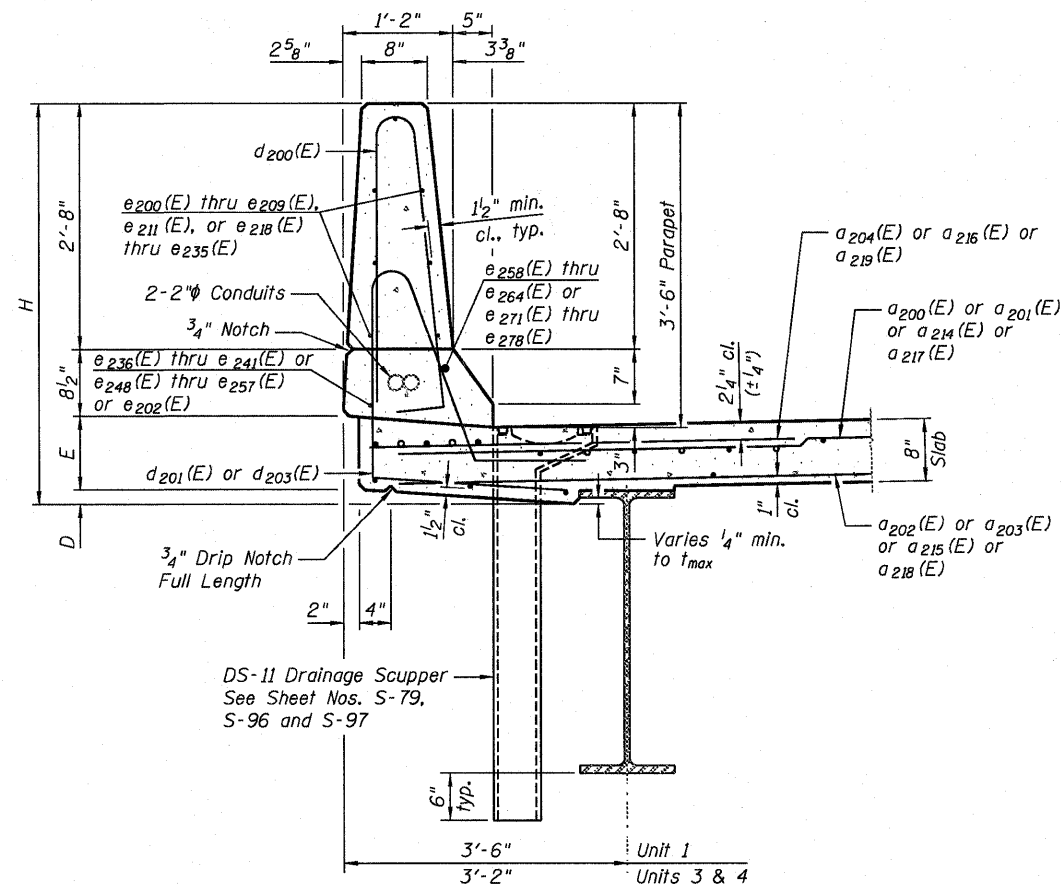
Station Range	Shoulder	Lane	Lane	Top of Slab	Shoulder
Sta. 51+94.00 to Sta. 52+01.56	6'-0"	12'-0" (Varies 0.32% to 0.0%)	12'-0" (1.50% PGL)	12'-0" (Varies 2.43% to 2.66%)	10'-0" (Varies 2.58% to 2.70%)
Sta. 52+01.56 to Sta. 52+25.37	6'-0"	12'-0" (Varies 0.00% to 1.00%)	12'-0" (1.50% PGL)	12'-0" (Varies 2.66% to 3.40%)	10'-0"
Sta. 52+25.37 to Sta. 52+37.56	6'-0"	12'-0" (Varies 1.00% to 1.50%)	12'-0" (1.50% PGL)	12'-0" (3.40%)	10'-0"
Sta. 52+37.56 to Sta. 53+05.96	6'-0"	12'-0" (Varies 1.50% to 3.40%)	12'-0" (Varies 1.50% to 3.40%)	12'-0" (3.40%)	10'-0"
Sta. 53+05.96 to Sta. 56+31.59	6'-0"	12'-0" (3.40%)	12'-0" (3.40% PGL)	12'-0" (Varies 3.40% to 3.55%)	10'-0"
Sta. 56+31.59 to Sta. 56+50.00	6'-0"	12'-0" (3.40%)	12'-0" (3.40% PGL)	12'-0" (Varies 3.55% to 3.32%)	10'-0"

DECK CROSS SLOPE DETAIL UNIT 1

Dimensions radial from 70E55N U.N.O.
*Dimensions radial from 70E64E

NOTES:

- Gore taper begins at Sta. 53+98.88 (width 0'-0") and ends at Sta. 60+49.31 (width 24'-10") along 70E55N.
- Lane taper begins at Sta. 45+49.86 (width 12'-0") and ends at Sta. 47+40.81 (width 16'-0") along 70E64E.



SECTION THRU PARAPET UNITS 1, 3 & 4

TABLE OF DIMENSIONS

Unit	Girder	Parapet	D	E	H	t _{max}
1	G8	North	4 7/8"	9 1/2"	4'-6 7/8"	3 3/8"
	G1	South	3 1/4"	9 1/2"	4'-5 1/4"	2 1/2"
2	G11	North	4 7/8"	9 1/2"	4'-6 7/8"	4 1/2"
	G5 & G6	2 in Gore	4 1/2"	9 1/2"	4'-6 1/2"	2 3/4"
3	G1	South	4 3/8"	9 1/2"	4'-6 3/8"	3 3/8"
	G6	North	3 1/4"	9 1/2"	4'-5 1/4"	2 7/8"
4	G1	South	5"	9 7/8"	4'-7 3/8"	2 3/4"
	G6	North	2 1/4"	9 1/2"	4'-4 1/4"	1 8/8"
4	G1	South	4 3/8"	9 1/2"	4'-6 3/8"	1 3/4"

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