

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	1
		ILLINOIS	CONTRACT NO. 62U26	

P-91-185-09  
D-91-206-19

# PROPOSED HIGHWAY PLANS

FAI ROUTE 80 (INTERSTATE 80)  
RIVER RD TO HOUBOLT RD  
SECTION FAI 80 22 FABRICATION  
PROJECT NHPP-7A07(552)  
BEAM AND BEARING FABRICATION  
WILL COUNTY

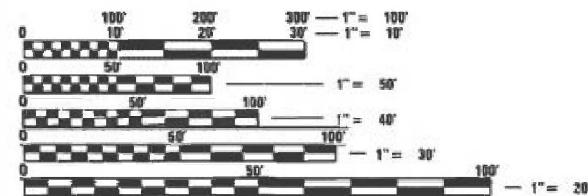
C-91-053-23

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE CITY OF  
JOLIET AND VILLAGE OF SHOREWOOD



**FUNCTIONAL CLASSIFICATION**  
**INTERSTATE**  
2019 ADT = 65,200  
P.V. = 72.2% S.U. = 4.5% M.U. = 23.3%



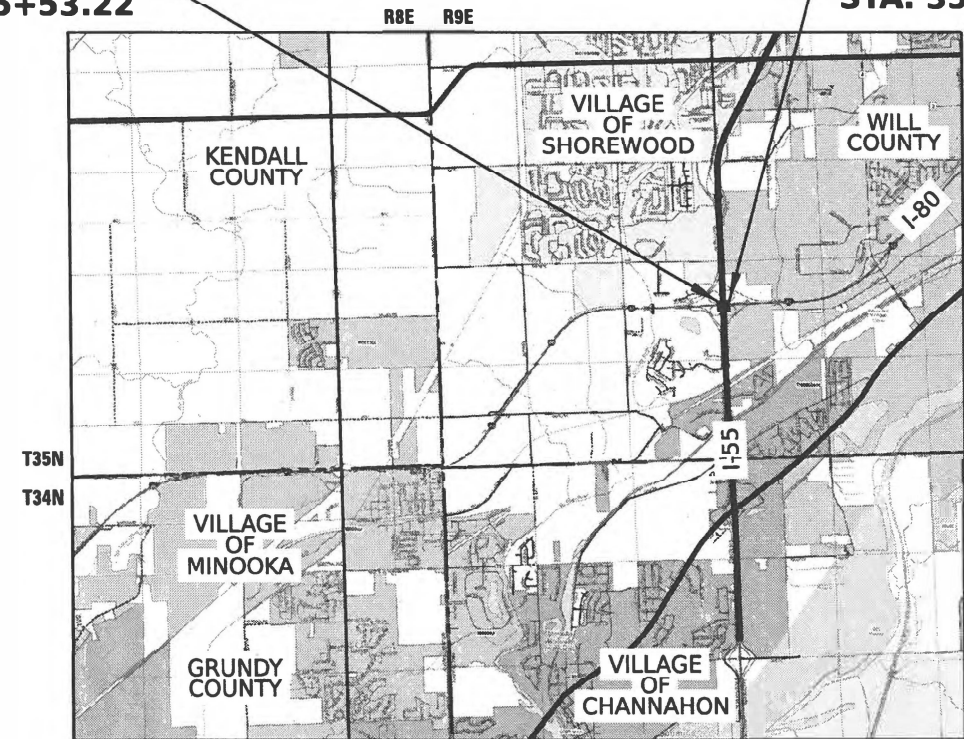
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. AS OF THE LETTING DATE, CONTACT THE MEADE ELECTRIC COMPANY AT 773-287-7672.

PROJECT ENGINEER: KEN PARK, P.E. (847)705-4594  
PROJECT MANAGER: SULEYMAN TULGAR, P.E. (847)705-4212  
CONTRACT NO. 62U26

PROJECT BEGINS STA. 355+53.22 PROJECT ENDS STA. 357+98.89



**LOCATION MAP**

SCALE: 1" = 5000'  
GROSS LENGTH = 10,450 FT. = 1.98 MILE  
NET LENGTH = 10,450 FT. = 1.98 MILE

**STANTEC CONSULTING SERVICES INC.**

*Daneil T. Schriks*  
DATE SIGNED: 01-27-2023  
DANEIL T. SCHRIKS, S.E.  
NO. 081-007645  
EXP. DATE: 11-30-2024  
SEAL AND SIGNATURE APPLY TO: SHEETS 1-26



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED: January 13, 2023  
*Jose Rios*  
REGIONAL ENGINEER  
May 12, 2023  
*Steph M. Smith*  
ENGINEER OF DESIGN AND ENVIRONMENT  
May 12, 2023  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS**

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL / 10% STATE			
				STRUCTURES			
				0010			
				URBAN			
50500205	FURNISHING STRUCTURAL STEEL	L SUM	1	1			
50500455	STORAGE OF STRUCTURAL STEEL	CAL DA	60	60			
X5210073	STORAGE OF HIGH LOAD MULTI-ROTATIONAL BEARINGS	CAL DA	60	60			
X5212620	FURNISHING HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, GUIDED EXPANSION - 400K	EACH	23	23			

\* =SPECIALTY ITEMS

- INDEX OF SHEETS**
- 1 Title Sheet
  - 2 Index and summary of quantities
  - 3-26 Bridge Plans SN 099-8316 & 099-8317 (Fabrication Only)



USER NAME = dschriks	DESIGNED - DTS	REVISED -
	CHECKED - RJT	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 2/22/2023	CHECKED - RJT	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SHEET 1 OF 1 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	2
			CONTRACT NO. 62U26	
ILLINOIS FED. AID PROJECT				

Benchmark: Set 2" CWA aluminum disc in south side of concrete base of overhead highway sign "Exit 126A" "Exit 126B" on north side of westbound I-80, approximately 1 mile east of I-55 centerline. Elev. 572.739

Existing Structure: S.N. 099-0044 E.B. and S.N. 099-0045 W.B. Built in 1960 as F.A.I. Rte. 80, Section 99-1HB-2 & 99-1HF-2, at Sta. 1949+18.73. Existing dual structures each consist of 4-span reinforced concrete deck on steel rolled shape girders supported by pile bent abutments and multi-column piers. Length is 239'-4" Back to Back abutments, width varies from 51'-2" to 55'-1 7/8". Structures to be removed and replaced.

Traffic Control: Traffic to be maintained utilizing staged construction.

No Salvage.

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

**DESIGN SPECIFICATIONS**  
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

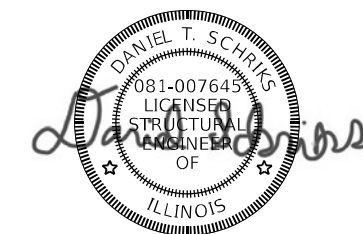
**DESIGN STRESSES**

**FIELD UNITS**  
Pc = 3,500 psi  
fc = 4,000 psi (Superstructure)  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (M270 Grade 50)  
All Structural Steel shall be metalized

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.127g  
Soil Site Class = C

**APPROVED**  
For Structural Adequacy Only  
[Signature]  
Engineer of Bridges & Structures

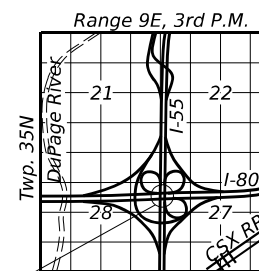


**LEGEND**

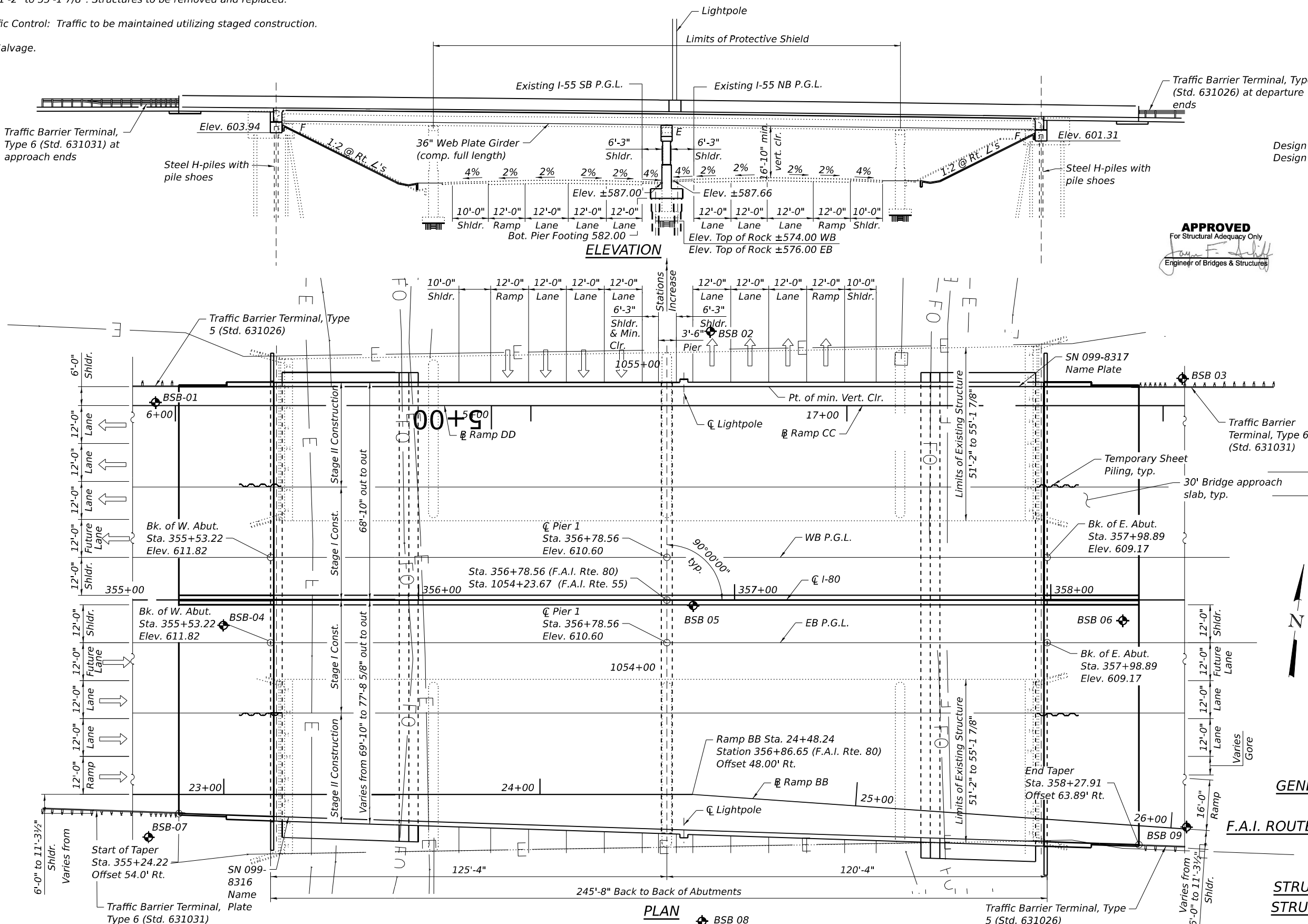
- E - Existing Electrical Line
- FO - Existing Fiber Optic Line
- ◆ - Soil Boring

**NOTES:**

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



**GENERAL PLAN AND ELEVATION**  
**I-80 OVER I-55**  
**F.A.I. ROUTE 80 - SEC. FAI 80 22 FABRICATION**  
**WILL COUNTY**  
**STA. 356+78.56**  
**STRUCTURE NO. 099-8316 (E.B.)**  
**STRUCTURE NO. 099-8317 (W.B.)**



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USER NAME = dschriks	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - DTS/RJT	REVISED -
PLOT DATE = 2/22/2023	DRAWN - CRS	REVISED -
	CHECKED - DTS/RJT	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

STRUCTURE NO. 099-8316 & 099-8317  
SHEET SDA-01 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	3
CONTRACT NO. 62U26			ILLINOIS FED. AID PROJECT	

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**GENERAL NOTES:**

1. These plans are for fabrication of the structural steel and bearings. All work shown related to the Beam and Bearing Erection Contract (62R28) is for information only. It is not included in this contract, and is identified as "For Information Only"
2. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metalized areas. Bolts 7/8" diameter, holes 1 1/16" diameter, unless otherwise noted.
3. Calculated weight of Structural Steel  
 Stage I WB Grade 50 = 319,100 lbs    Stage I EB Grade 50 = 319,100 lbs  
 Stage I WB Grade 36 = 20,540 lbs    Stage I EB Grade 36 = 20,540 lbs  
 Stage II WB Grade 50 = 265,910 lbs    Stage II EB Grade 50 = 319,120 lbs  
 Stage II WB Grade 36 = 20,390 lbs    Stage II EB Grade 36 = 24,570 lbs
4. All new structural steel shall be metalized. See Special Provision for "Metalizing of Structural Steel."
5. No field welding is permitted except as specified in the contract documents.
6. The metalized areas shall be painted with System 1. Exterior fascia and bottom of bottom flange areas shall be metalized and shop painted (System 3). See special provision for "Metalizing of Structural Steel." The color of the final finish coat of the paint shall be Reddish Brown, Munsell No. 2.5 YR 3/4.
7. It is anticipated that the delivery of the structural steel and bearings will be required on June 3, 2024 for Stage I and June 2, 2025 for Stage II. Refer to Article 505.09 for requirements of steel work occurring under separate contracts.

**INDEX OF SHEETS:**

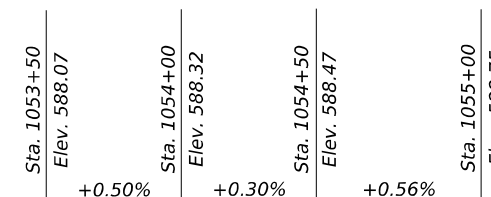
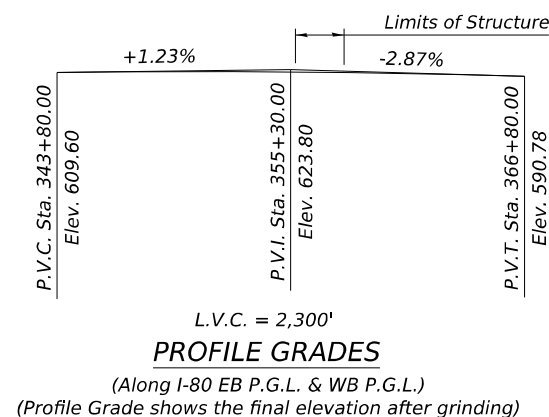
- SDA-1 General Plan and Elevation
- SDA-2 General Notes, Index of Sheets & Bill of Material
- SDA-3 Stage Construction Cross Sections
- SDA-4 Top of Slab Elevation Plan
- SDA-5 Top of Slab Elevation (1 of 9)
- SDA-6 Top of Slab Elevation (2 of 9)
- SDA-7 Top of Slab Elevation (3 of 9)
- SDA-8 Top of Slab Elevation (4 of 9)
- SDA-9 Top of Slab Elevation (5 of 9)
- SDA-10 Top of Slab Elevation (6 of 9)
- SDA-11 Top of Slab Elevation (7 of 9)
- SDA-12 Top of Slab Elevation (8 of 9)
- SDA-13 Top of Slab Elevation (9 of 9)
- SDA-14 WB Deck Reinforcement Plan
- SDA-15 EB Deck Reinforcement Plan
- SDA-16 EB Parapet Elevation
- SDA-17 WB Parapet Elevation and Deck Details
- SDA-18 Deck Diaphragm Elevation
- SDA-19 Deck Diaphragm Details
- SDA-20 WB & EB Framing Plan
- SDA-21 Girder Elevation and Steel Details
- SDA-22 Moment and Reaction Table
- SDA-23 Splice and Camber Details
- SDA-24 Bearing Details

**TOTAL BILL OF MATERIAL**

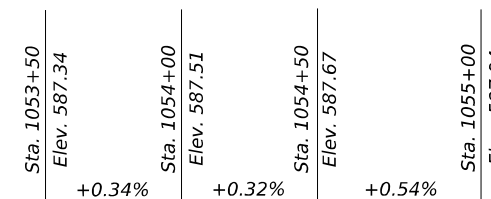
ITEM	UNIT	WB SUPER	WB SUB	EB SUPER	EB SUB	TOTAL
Furnishing Structural Steel	L. Sum	0.5	-	0.5	-	1
Storage of Structural Steel	CAL DA	30	-	30	-	60
Furnishing High Load Multi-Rotational Bearings, Disc, Guided Expansion - 400K	EACH	11	-	12	-	23
Storage of High Load Multi-Rotational Bearings	CAL DA	30	-	30	-	60

**CURVE DATA**

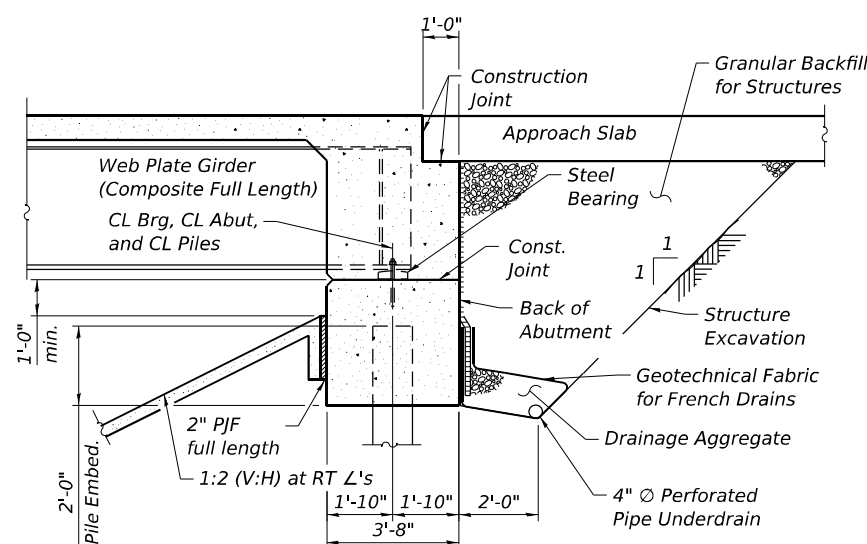
(Ramp CC)  
 Curve PR\_CC-06  
 P.I. Sta. = 16+94.38  
 $\Delta = 6^\circ 38' 27''$  (RT)  
 $D = 4^\circ 52' 20''$   
 $R = 1,176.00'$   
 $T = 68.23'$   
 $L = 136.30'$   
 $E = 1.98'$   
 $e = 4.90\%$   
 $T.R. = N/A$   
 $S.E. Run = 72'$   
 $P.C. Sta. = 16+26.15$   
 $P.T. Sta. = 17+62.45$   
 Design Speed = 40 m.p.h.



**PROFILE GRADES**  
 (Along Existing I-55 NB P.G.L.)



**PROFILE GRADES**  
 (Along Existing I-55 SB P.G.L.)



**SECTION THRU INTEGRAL ABUTMENT**

(FOR INFORMATION ONLY)

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

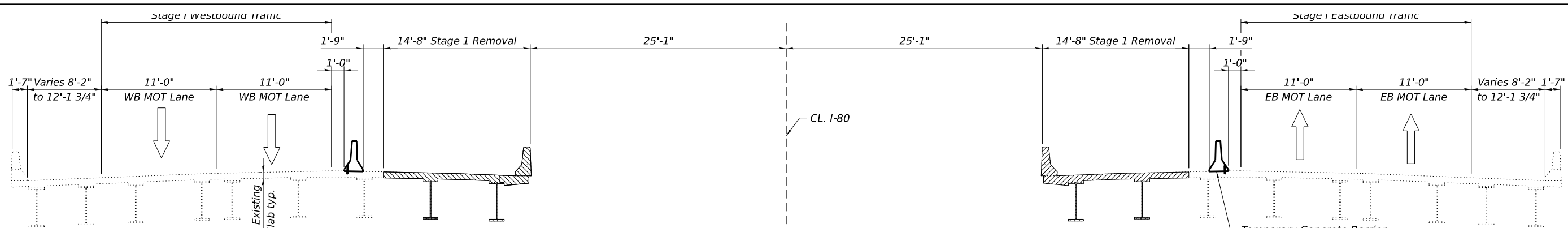
GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL  
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SDA-02 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	4
ILLINOIS			CONTRACT NO. 62U26	
FED. AID PROJECT				

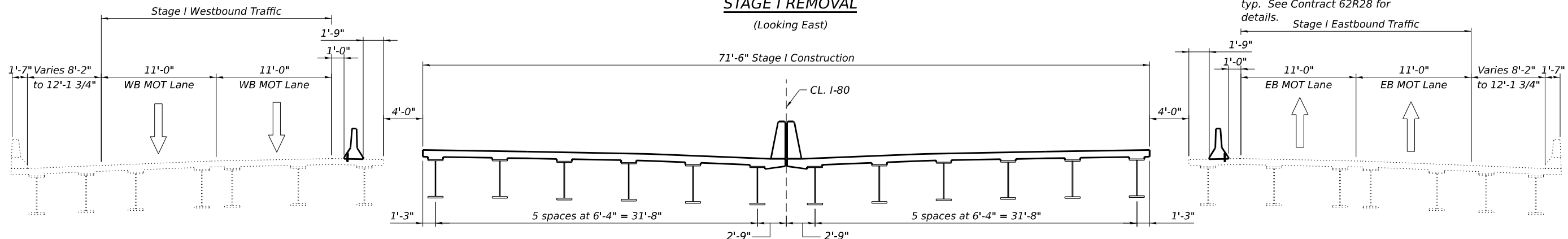


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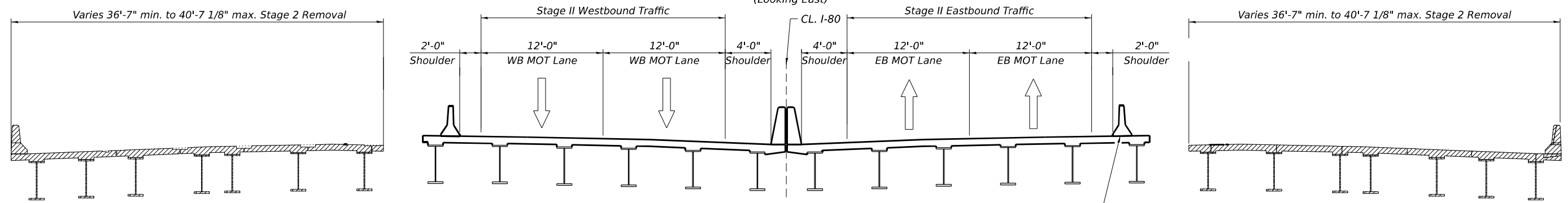
**STAGE I REMOVAL**

(Looking East)



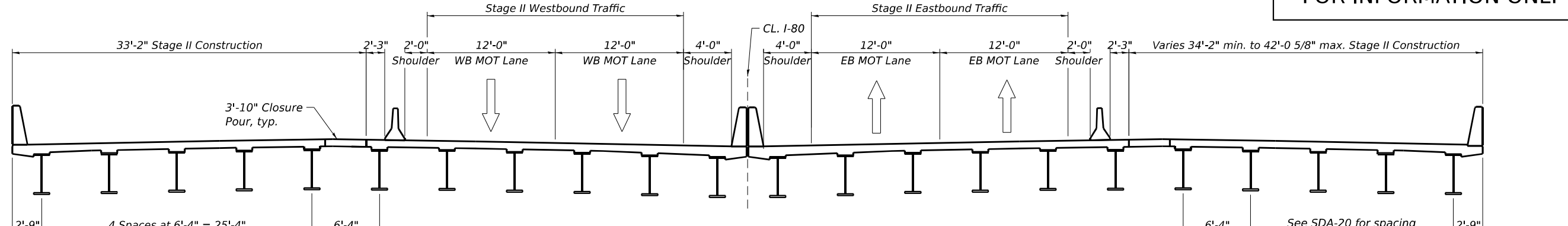
**STAGE I RECONSTRUCTION**

(Looking East)



**STAGE II REMOVAL**

(Looking East)



**LEGEND**

Removal of Existing Structures No. 3

**FOR INFORMATION ONLY**

**NOTE:**  
 See Contract 62R28 for quantity of Temporary Concrete Barrier.

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

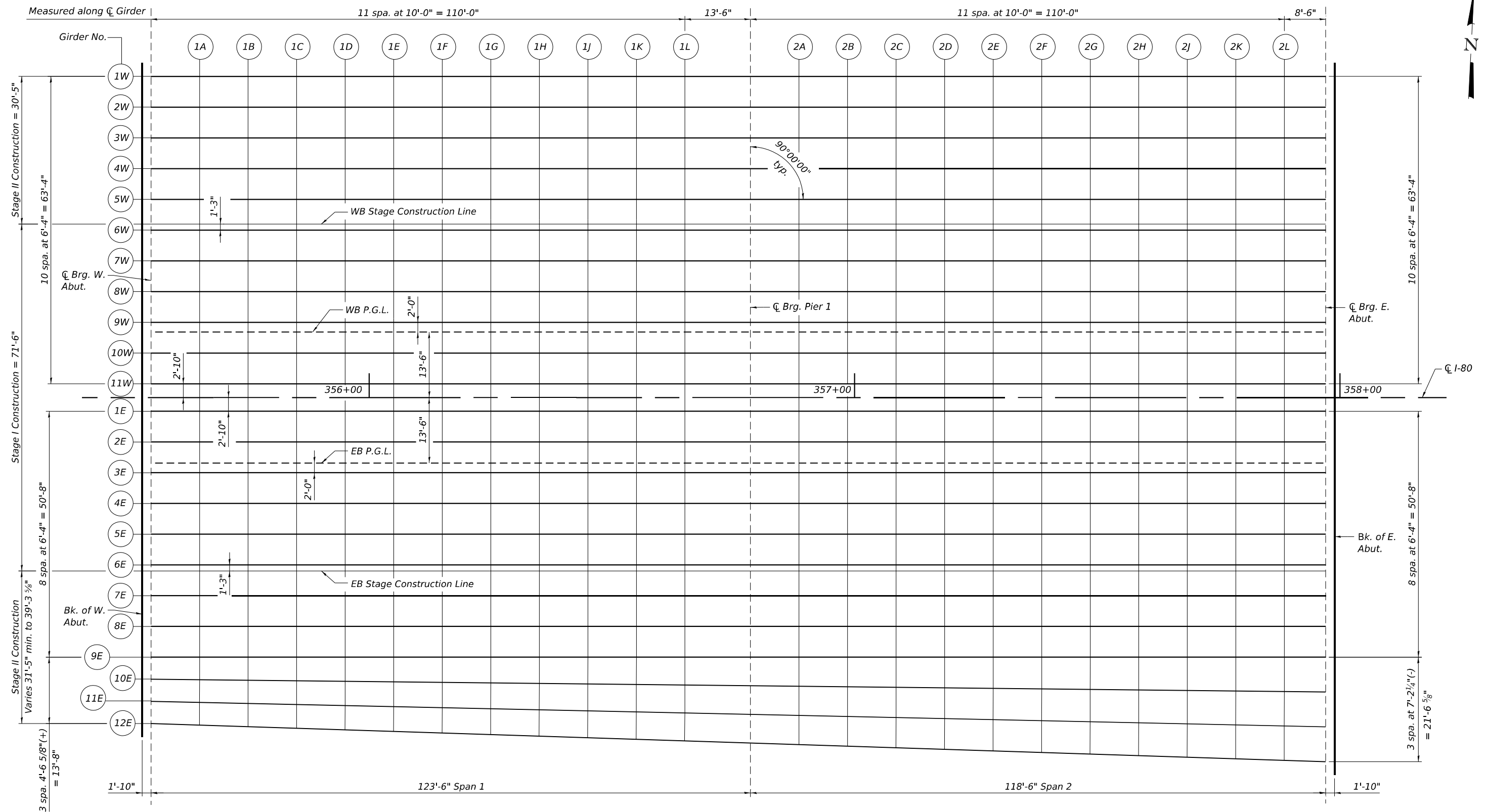
**STAGE CONSTRUCTION CROSS SECTIONS**  
**STRUCTURE NO. 099-8316 & 099-8317**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	5
CONTRACT NO. 62U26				

SHEET SDA-03 OF SDA-24 SHEETS

ILLINOIS FED. AID PROJECT

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PLAN

FOR INFORMATION ONLY



USER NAME = dschriks	DESIGNED - DTS	REVISD -
	CHECKED - CRS	REVISD -
PLOT SCALE =	DRAWN - DTS	REVISD -
PLOT DATE = 2/22/2023	CHECKED - CRS	REVISD -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

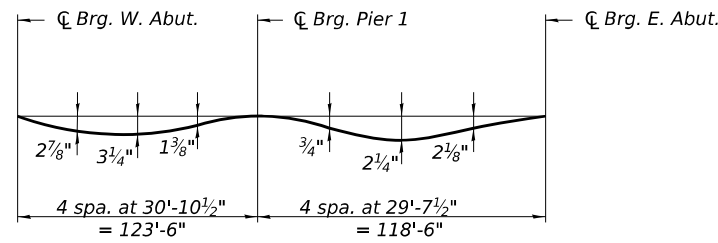
TOP OF SLAB ELEVATION PLAN  
 STRUCTURE NO. 099-8316 & 8317

SHEET SDA-04 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	6
CONTRACT NO. 62U26				

ILLINOIS FED. AID PROJECT

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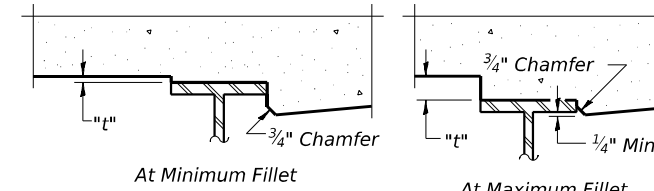


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

**Note:**

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below and sheets SDA-06 thru SDA-13



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet SDA-04. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below and sheets SDA-06 thru SDA-13, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams. The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**

**GIRDER 1W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-52.67	611.71	611.73
CL BRG. W. ABUT.	355+55.06	-52.67	611.69	611.71
1A	355+65.06	-52.67	611.60	611.72
1B	355+75.06	-52.67	611.51	611.71
1C	355+85.06	-52.67	611.42	611.68
1D	355+95.06	-52.67	611.33	611.63
1E	356+05.06	-52.67	611.24	611.55
1F	356+15.06	-52.67	611.14	611.44
1G	356+25.06	-52.67	611.04	611.30
1H	356+35.06	-52.67	610.94	611.15
1J	356+45.06	-52.67	610.84	610.99
1K	356+55.06	-52.67	610.74	610.83
1L	356+65.06	-52.67	610.63	610.69
CL BRG PIER 1	356+78.56	-52.67	610.49	610.51
2A	356+88.56	-52.67	610.38	610.41
2B	356+98.56	-52.67	610.27	610.32
2C	357+08.56	-52.67	610.16	610.24
2D	357+18.56	-52.67	610.04	610.17
2E	357+28.56	-52.67	609.92	610.10
2F	357+38.56	-52.67	609.81	610.02
2G	357+48.56	-52.67	609.69	609.91
2H	357+58.56	-52.67	609.57	609.79
2J	357+68.56	-52.67	609.44	609.63
2K	357+78.56	-52.67	609.32	609.46
2L	357+88.56	-52.67	609.19	609.27
CL BRG. E. ABUT.	357+97.06	-52.67	609.08	609.10
BK. E. ABUT.	357+98.89	-52.67	609.06	609.08

**GIRDER 2W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-46.33	611.83	611.85
CL BRG. W. ABUT.	355+55.06	-46.33	611.82	611.84
1A	355+65.06	-46.33	611.73	611.84
1B	355+75.06	-46.33	611.64	611.83
1C	355+85.06	-46.33	611.55	611.81
1D	355+95.06	-46.33	611.46	611.75
1E	356+05.06	-46.33	611.36	611.67
1F	356+15.06	-46.33	611.27	611.56
1G	356+25.06	-46.33	611.17	611.43
1H	356+35.06	-46.33	611.07	611.28
1J	356+45.06	-46.33	610.97	611.12
1K	356+55.06	-46.33	610.87	610.96
1L	356+65.06	-46.33	610.76	610.81
CL BRG PIER 1	356+78.56	-46.33	610.62	610.64
2A	356+88.56	-46.33	610.51	610.53
2B	356+98.56	-46.33	610.40	610.44
2C	357+08.56	-46.33	610.28	610.37
2D	357+18.56	-46.33	610.17	610.30
2E	357+28.56	-46.33	610.05	610.23
2F	357+38.56	-46.33	609.93	610.14
2G	357+48.56	-46.33	609.81	610.04
2H	357+58.56	-46.33	609.69	609.91
2J	357+68.56	-46.33	609.57	609.76
2K	357+78.56	-46.33	609.44	609.59
2L	357+88.56	-46.33	609.32	609.40
CL BRG. E. ABUT.	357+97.06	-46.33	609.21	609.23
BK. E. ABUT.	357+98.89	-46.33	609.18	609.20

**GIRDER 3W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-40.00	611.96	611.98
CL BRG. W. ABUT.	355+55.06	-40.00	611.94	611.97
1A	355+65.06	-40.00	611.86	611.97
1B	355+75.06	-40.00	611.77	611.96
1C	355+85.06	-40.00	611.68	611.93
1D	355+95.06	-40.00	611.58	611.88
1E	356+05.06	-40.00	611.49	611.80
1F	356+15.06	-40.00	611.39	611.69
1G	356+25.06	-40.00	611.30	611.55
1H	356+35.06	-40.00	611.20	611.40
1J	356+45.06	-40.00	611.10	611.24
1K	356+55.06	-40.00	610.99	611.09
1L	356+65.06	-40.00	610.89	610.94
CL BRG PIER 1	356+78.56	-40.00	610.74	610.76
2A	356+88.56	-40.00	610.63	610.66
2B	356+98.56	-40.00	610.52	610.57
2C	357+08.56	-40.00	610.41	610.49
2D	357+18.56	-40.00	610.29	610.42
2E	357+28.56	-40.00	610.18	610.35
2F	357+38.56	-40.00	610.06	610.27
2G	357+48.56	-40.00	609.94	610.17
2H	357+58.56	-40.00	609.82	610.04
2J	357+68.56	-40.00	609.69	609.89
2K	357+78.56	-40.00	609.57	609.71
2L	357+88.56	-40.00	609.44	609.52
CL BRG. E. ABUT.	357+97.06	-40.00	609.33	609.35
BK. E. ABUT.	357+98.89	-40.00	609.31	609.33

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MODEL: Default  
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**GIRDER 4W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-33.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	-33.67	612.06	612.08
1A	355+65.06	-33.67	611.97	612.09
1B	355+75.06	-33.67	611.88	612.08
1C	355+85.06	-33.67	611.79	612.05
1D	355+95.06	-33.67	611.70	611.99
1E	356+05.06	-33.67	611.61	611.92
1F	356+15.06	-33.67	611.51	611.80
1G	356+25.06	-33.67	611.41	611.67
1H	356+35.06	-33.67	611.31	611.52
1J	356+45.06	-33.67	611.21	611.36
1K	356+55.06	-33.67	611.11	611.20
1L	356+65.06	-33.67	611.00	611.05
☉ BRG PIER 1	356+78.56	-33.67	610.86	610.88
2A	356+88.56	-33.67	610.75	610.77
2B	356+98.56	-33.67	610.64	610.69
2C	357+08.56	-33.67	610.52	610.61
2D	357+18.56	-33.67	610.41	610.54
2E	357+28.56	-33.67	610.29	610.47
2F	357+38.56	-33.67	610.18	610.38
2G	357+48.56	-33.67	610.06	610.28
2H	357+58.56	-33.67	609.93	610.15
2J	357+68.56	-33.67	609.81	610.00
2K	357+78.56	-33.67	609.68	609.83
2L	357+88.56	-33.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	-33.67	609.45	609.47
BK. E. ABUT.	357+98.89	-33.67	609.42	609.45

**GIRDER 5W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-27.33	612.17	612.19
☉ BRG. W. ABUT.	355+55.06	-27.33	612.15	612.18
1A	355+65.06	-27.33	612.07	612.18
1B	355+75.06	-27.33	611.98	612.17
1C	355+85.06	-27.33	611.89	612.14
1D	355+95.06	-27.33	611.79	612.09
1E	356+05.06	-27.33	611.70	612.01
1F	356+15.06	-27.33	611.60	611.90
1G	356+25.06	-27.33	611.51	611.76
1H	356+35.06	-27.33	611.41	611.61
1J	356+45.06	-27.33	611.31	611.45
1K	356+55.06	-27.33	611.20	611.30
1L	356+65.06	-27.33	611.10	611.15
☉ BRG PIER 1	356+78.56	-27.33	610.95	610.97
2A	356+88.56	-27.33	610.84	610.87
2B	356+98.56	-27.33	610.73	610.78
2C	357+08.56	-27.33	610.62	610.70
2D	357+18.56	-27.33	610.50	610.63
2E	357+28.56	-27.33	610.39	610.56
2F	357+38.56	-27.33	610.27	610.48
2G	357+48.56	-27.33	610.15	610.38
2H	357+58.56	-27.33	610.03	610.25
2J	357+68.56	-27.33	609.90	610.10
2K	357+78.56	-27.33	609.78	609.92
2L	357+88.56	-27.33	609.65	609.73
☉ BRG. E. ABUT.	357+97.06	-27.33	609.54	609.56
BK. E. ABUT.	357+98.89	-27.33	609.52	609.54

**WB STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-22.25	612.19	612.21
☉ BRG. W. ABUT.	355+55.06	-22.25	612.18	612.20
1A	355+65.06	-22.25	612.09	612.20
1B	355+75.06	-22.25	612.00	612.20
1C	355+85.06	-22.25	611.91	612.17
1D	355+95.06	-22.25	611.82	612.11
1E	356+05.06	-22.25	611.72	612.03
1F	356+15.06	-22.25	611.63	611.92
1G	356+25.06	-22.25	611.53	611.79
1H	356+35.06	-22.25	611.43	611.64
1J	356+45.06	-22.25	611.33	611.48
1K	356+55.06	-22.25	611.23	611.32
1L	356+65.06	-22.25	611.12	611.17
☉ BRG PIER 1	356+78.56	-22.25	610.98	611.00
2A	356+88.56	-22.25	610.87	610.89
2B	356+98.56	-22.25	610.76	610.80
2C	357+08.56	-22.25	610.64	610.73
2D	357+18.56	-22.25	610.53	610.66
2E	357+28.56	-22.25	610.41	610.59
2F	357+38.56	-22.25	610.29	610.50
2G	357+48.56	-22.25	610.17	610.40
2H	357+58.56	-22.25	610.05	610.27
2J	357+68.56	-22.25	609.93	610.12
2K	357+78.56	-22.25	609.80	609.95
2L	357+88.56	-22.25	609.68	609.76
☉ BRG. E. ABUT.	357+97.06	-22.25	609.57	609.59
BK. E. ABUT.	357+98.89	-22.25	609.54	609.56

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**GIRDER 6W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-21.00	612.18	612.20
☉ BRG. W. ABUT.	355+55.06	-21.00	612.16	612.18
1A	355+65.06	-21.00	612.07	612.19
1B	355+75.06	-21.00	611.98	612.18
1C	355+85.06	-21.00	611.89	612.15
1D	355+95.06	-21.00	611.80	612.09
1E	356+05.06	-21.00	611.71	612.02
1F	356+15.06	-21.00	611.61	611.90
1G	356+25.06	-21.00	611.51	611.77
1H	356+35.06	-21.00	611.41	611.62
1J	356+45.06	-21.00	611.31	611.46
1K	356+55.06	-21.00	611.21	611.30
1L	356+65.06	-21.00	611.10	611.15
☉ BRG PIER 1	356+78.56	-21.00	610.96	610.98
2A	356+88.56	-21.00	610.85	610.87
2B	356+98.56	-21.00	610.74	610.79
2C	357+08.56	-21.00	610.62	610.71
2D	357+18.56	-21.00	610.51	610.64
2E	357+28.56	-21.00	610.39	610.57
2F	357+38.56	-21.00	610.28	610.48
2G	357+48.56	-21.00	610.16	610.38
2H	357+58.56	-21.00	610.03	610.25
2J	357+68.56	-21.00	609.91	610.10
2K	357+78.56	-21.00	609.78	609.93
2L	357+88.56	-21.00	609.66	609.74
☉ BRG. E. ABUT.	357+97.06	-21.00	609.55	609.57
BK. E. ABUT.	357+98.89	-21.00	609.52	609.55

**GIRDER 7W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-14.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	-14.67	612.06	612.09
1A	355+65.06	-14.67	611.98	612.09
1B	355+75.06	-14.67	611.89	612.08
1C	355+85.06	-14.67	611.80	612.05
1D	355+95.06	-14.67	611.70	612.00
1E	356+05.06	-14.67	611.61	611.92
1F	356+15.06	-14.67	611.51	611.81
1G	356+25.06	-14.67	611.42	611.67
1H	356+35.06	-14.67	611.32	611.52
1J	356+45.06	-14.67	611.22	611.36
1K	356+55.06	-14.67	611.11	611.21
1L	356+65.06	-14.67	611.01	611.06
☉ BRG PIER 1	356+78.56	-14.67	610.86	610.88
2A	356+88.56	-14.67	610.75	610.78
2B	356+98.56	-14.67	610.64	610.69
2C	357+08.56	-14.67	610.53	610.61
2D	357+18.56	-14.67	610.41	610.54
2E	357+28.56	-14.67	610.30	610.47
2F	357+38.56	-14.67	610.18	610.39
2G	357+48.56	-14.67	610.06	610.29
2H	357+58.56	-14.67	609.94	610.16
2J	357+68.56	-14.67	609.81	610.01
2K	357+78.56	-14.67	609.69	609.83
2L	357+88.56	-14.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	-14.67	609.45	609.47
BK. E. ABUT.	357+98.89	-14.67	609.43	609.45

**GIRDER 8W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-8.33	611.97	611.99
☉ BRG. W. ABUT.	355+55.06	-8.33	611.95	611.97
1A	355+65.06	-8.33	611.86	611.98
1B	355+75.06	-8.33	611.77	611.97
1C	355+85.06	-8.33	611.68	611.94
1D	355+95.06	-8.33	611.59	611.89
1E	356+05.06	-8.33	611.50	611.81
1F	356+15.06	-8.33	611.40	611.70
1G	356+25.06	-8.33	611.30	611.56
1H	356+35.06	-8.33	611.20	611.41
1J	356+45.06	-8.33	611.10	611.25
1K	356+55.06	-8.33	611.00	611.09
1L	356+65.06	-8.33	610.89	610.95
☉ BRG PIER 1	356+78.56	-8.33	610.75	610.77
2A	356+88.56	-8.33	610.64	610.67
2B	356+98.56	-8.33	610.53	610.58
2C	357+08.56	-8.33	610.42	610.50
2D	357+18.56	-8.33	610.30	610.43
2E	357+28.56	-8.33	610.18	610.36
2F	357+38.56	-8.33	610.07	610.28
2G	357+48.56	-8.33	609.95	610.17
2H	357+58.56	-8.33	609.83	610.05
2J	357+68.56	-8.33	609.70	609.89
2K	357+78.56	-8.33	609.58	609.72
2L	357+88.56	-8.33	609.45	609.53
☉ BRG. E. ABUT.	357+97.06	-8.33	609.34	609.36
BK. E. ABUT.	357+98.89	-8.33	609.32	609.34

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (3 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SDA-07 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	9
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	

MODEL: Default  
 FILE NAME: pw://transystems-pw.bentley.com/transystems-pw1-hosted/Documents/Projects\_2018/CH401/401180022/01-Structures/099-8316&8317-62U26-012-ADVANCES CONTRACT Top of Slab Elevation (4 of 9).dgn  
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**GIRDER 9W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-2.00	611.84	611.86
☐ BRG. W. ABUT.	355+55.06	-2.00	611.82	611.85
1A	355+65.06	-2.00	611.74	611.85
1B	355+75.06	-2.00	611.65	611.84
1C	355+85.06	-2.00	611.56	611.81
1D	355+95.06	-2.00	611.46	611.76
1E	356+05.06	-2.00	611.37	611.68
1F	356+15.06	-2.00	611.27	611.57
1G	356+25.06	-2.00	611.18	611.43
1H	356+35.06	-2.00	611.08	611.28
1J	356+45.06	-2.00	610.98	611.12
1K	356+55.06	-2.00	610.87	610.97
1L	356+65.06	-2.00	610.77	610.82
☐ BRG PIER 1	356+78.56	-2.00	610.62	610.64
2A	356+88.56	-2.00	610.51	610.54
2B	356+98.56	-2.00	610.40	610.45
2C	357+08.56	-2.00	610.29	610.37
2D	357+18.56	-2.00	610.17	610.30
2E	357+28.56	-2.00	610.06	610.23
2F	357+38.56	-2.00	609.94	610.15
2G	357+48.56	-2.00	609.82	610.05
2H	357+58.56	-2.00	609.70	609.92
2J	357+68.56	-2.00	609.57	609.77
2K	357+78.56	-2.00	609.45	609.59
2L	357+88.56	-2.00	609.32	609.40
☐ BRG. E. ABUT.	357+97.06	-2.00	609.21	609.23
BK. E. ABUT.	357+98.89	-2.00	609.19	609.21

**WB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	0.00	611.80	611.82
☐ BRG. W. ABUT.	355+55.06	0.00	611.78	611.81
1A	355+65.06	0.00	611.70	611.81
1B	355+75.06	0.00	611.61	611.80
1C	355+85.06	0.00	611.52	611.77
1D	355+95.06	0.00	611.42	611.72
1E	356+05.06	0.00	611.33	611.64
1F	356+15.06	0.00	611.23	611.53
1G	356+25.06	0.00	611.14	611.39
1H	356+35.06	0.00	611.04	611.24
1J	356+45.06	0.00	610.94	611.08
1K	356+55.06	0.00	610.83	610.93
1L	356+65.06	0.00	610.73	610.78
☐ BRG PIER 1	356+78.56	0.00	610.58	610.60
2A	356+88.56	0.00	610.47	610.50
2B	356+98.56	0.00	610.36	610.41
2C	357+08.56	0.00	610.25	610.33
2D	357+18.56	0.00	610.13	610.26
2E	357+28.56	0.00	610.02	610.19
2F	357+38.56	0.00	609.90	610.11
2G	357+48.56	0.00	609.78	610.01
2H	357+58.56	0.00	609.66	609.88
2J	357+68.56	0.00	609.53	609.73
2K	357+78.56	0.00	609.41	609.55
2L	357+88.56	0.00	609.28	609.36
☐ BRG. E. ABUT.	357+97.06	0.00	609.17	609.19
BK. E. ABUT.	357+98.89	0.00	609.15	609.17

**GIRDER 10W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	4.33	611.71	611.73
☐ BRG. W. ABUT.	355+55.06	4.33	611.70	611.72
1A	355+65.06	4.33	611.61	611.72
1B	355+75.06	4.33	611.52	611.71
1C	355+85.06	4.33	611.43	611.69
1D	355+95.06	4.33	611.34	611.63
1E	356+05.06	4.33	611.24	611.55
1F	356+15.06	4.33	611.15	611.44
1G	356+25.06	4.33	611.05	611.31
1H	356+35.06	4.33	610.95	611.16
1J	356+45.06	4.33	610.85	611.00
1K	356+55.06	4.33	610.75	610.84
1L	356+65.06	4.33	610.64	610.69
☐ BRG PIER 1	356+78.56	4.33	610.50	610.52
2A	356+88.56	4.33	610.39	610.41
2B	356+98.56	4.33	610.28	610.32
2C	357+08.56	4.33	610.16	610.25
2D	357+18.56	4.33	610.05	610.18
2E	357+28.56	4.33	609.93	610.11
2F	357+38.56	4.33	609.81	610.02
2G	357+48.56	4.33	609.69	609.92
2H	357+58.56	4.33	609.57	609.79
2J	357+68.56	4.33	609.45	609.64
2K	357+78.56	4.33	609.32	609.47
2L	357+88.56	4.33	609.20	609.28
☐ BRG. E. ABUT.	357+97.06	4.33	609.09	609.11
BK. E. ABUT.	357+98.89	4.33	609.06	609.08

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (4 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SDA-08 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	10
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	



MODEL: Default  
 FILE NAME: pw://transystems-pw.bentley.com/transystems-pw1-hosted/Documents/Projects\_2018/CH401/401180022/01-Stantec/CAD/ML-04\_62R28/04-Sheets/04-Structures/099-8316&8317-62U26-012-ADVANCES CONTRACT Top of Slab Elevation (5 of 9).dgn  
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**GIRDER 11W**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	10.67	611.59	611.61
☉ BRG. W. ABUT.	355+55.06	10.67	611.57	611.59
1A	355+65.06	10.67	611.48	611.60
1B	355+75.06	10.67	611.39	611.59
1C	355+85.06	10.67	611.30	611.56
1D	355+95.06	10.67	611.21	611.51
1E	356+05.06	10.67	611.12	611.43
1F	356+15.06	10.67	611.02	611.32
1G	356+25.06	10.67	610.92	611.18
1H	356+35.06	10.67	610.82	611.03
1J	356+45.06	10.67	610.72	610.87
1K	356+55.06	10.67	610.62	610.71
1L	356+65.06	10.67	610.51	610.57
☉ BRG PIER 1	356+78.56	10.67	610.37	610.39
2A	356+88.56	10.67	610.26	610.29
2B	356+98.56	10.67	610.15	610.20
2C	357+08.56	10.67	610.04	610.12
2D	357+18.56	10.67	609.92	610.05
2E	357+28.56	10.67	609.80	609.98
2F	357+38.56	10.67	609.69	609.90
2G	357+48.56	10.67	609.57	609.79
2H	357+58.56	10.67	609.45	609.67
2J	357+68.56	10.67	609.32	609.51
2K	357+78.56	10.67	609.20	609.34
2L	357+88.56	10.67	609.07	609.15
☉ BRG. E. ABUT.	357+97.06	10.67	608.96	608.98
BK. E. ABUT.	357+98.89	10.67	608.94	608.96

**GIRDER 1E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-10.67	611.59	611.61
☉ BRG. W. ABUT.	355+55.06	-10.67	611.57	611.59
1A	355+65.06	-10.67	611.48	611.60
1B	355+75.06	-10.67	611.39	611.59
1C	355+85.06	-10.67	611.30	611.56
1D	355+95.06	-10.67	611.21	611.51
1E	356+05.06	-10.67	611.12	611.43
1F	356+15.06	-10.67	611.02	611.32
1G	356+25.06	-10.67	610.92	611.18
1H	356+35.06	-10.67	610.82	611.03
1J	356+45.06	-10.67	610.72	610.87
1K	356+55.06	-10.67	610.62	610.71
1L	356+65.06	-10.67	610.51	610.57
☉ BRG PIER 1	356+78.56	-10.67	610.37	610.39
2A	356+88.56	-10.67	610.26	610.29
2B	356+98.56	-10.67	610.15	610.20
2C	357+08.56	-10.67	610.04	610.12
2D	357+18.56	-10.67	609.92	610.05
2E	357+28.56	-10.67	609.80	609.98
2F	357+38.56	-10.67	609.69	609.90
2G	357+48.56	-10.67	609.57	609.79
2H	357+58.56	-10.67	609.45	609.67
2J	357+68.56	-10.67	609.32	609.51
2K	357+78.56	-10.67	609.20	609.34
2L	357+88.56	-10.67	609.07	609.15
☉ BRG. E. ABUT.	357+97.06	-10.67	608.96	608.98
BK. E. ABUT.	357+98.89	-10.67	608.94	608.96

**GIRDER 2E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	-4.33	611.71	611.73
☉ BRG. W. ABUT.	355+55.06	-4.33	611.70	611.72
1A	355+65.06	-4.33	611.61	611.72
1B	355+75.06	-4.33	611.52	611.71
1C	355+85.06	-4.33	611.43	611.69
1D	355+95.06	-4.33	611.34	611.63
1E	356+05.06	-4.33	611.24	611.55
1F	356+15.06	-4.33	611.15	611.44
1G	356+25.06	-4.33	611.05	611.31
1H	356+35.06	-4.33	610.95	611.16
1J	356+45.06	-4.33	610.85	611.00
1K	356+55.06	-4.33	610.75	610.84
1L	356+65.06	-4.33	610.64	610.69
☉ BRG PIER 1	356+78.56	-4.33	610.50	610.52
2A	356+88.56	-4.33	610.39	610.41
2B	356+98.56	-4.33	610.28	610.32
2C	357+08.56	-4.33	610.16	610.25
2D	357+18.56	-4.33	610.05	610.18
2E	357+28.56	-4.33	609.93	610.11
2F	357+38.56	-4.33	609.81	610.02
2G	357+48.56	-4.33	609.69	609.92
2H	357+58.56	-4.33	609.57	609.79
2J	357+68.56	-4.33	609.45	609.64
2K	357+78.56	-4.33	609.32	609.47
2L	357+88.56	-4.33	609.20	609.28
☉ BRG. E. ABUT.	357+97.06	-4.33	609.09	609.11
BK. E. ABUT.	357+98.89	-4.33	609.06	609.08

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (5 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SDA-09 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	11
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	



MODEL: Default  
 FILE NAME: pw://transystems-pw.bentley.com/transystems-pw1-hosted/Document/Projects\_2018/CH401/401180022/01-Stantec/CAD/ML-04\_62R28/04-Sheets/04-Sheets/099-8316&8317-62U26-015-ADVANCES CONTRACT Top of Slab Elevation (6 of 9).dgn  
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**EB P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	0.00	611.80	611.82
☉ BRG. W. ABUT.	355+55.06	0.00	611.78	611.81
1A	355+65.06	0.00	611.70	611.81
1B	355+75.06	0.00	611.61	611.80
1C	355+85.06	0.00	611.52	611.77
1D	355+95.06	0.00	611.42	611.72
1E	356+05.06	0.00	611.33	611.64
1F	356+15.06	0.00	611.23	611.53
1G	356+25.06	0.00	611.14	611.39
1H	356+35.06	0.00	611.04	611.24
1J	356+45.06	0.00	610.94	611.08
1K	356+55.06	0.00	610.83	610.93
1L	356+65.06	0.00	610.73	610.78
☉ BRG PIER 1	356+78.56	0.00	610.58	610.60
2A	356+88.56	0.00	610.47	610.50
2B	356+98.56	0.00	610.36	610.41
2C	357+08.56	0.00	610.25	610.33
2D	357+18.56	0.00	610.13	610.26
2E	357+28.56	0.00	610.02	610.19
2F	357+38.56	0.00	609.90	610.11
2G	357+48.56	0.00	609.78	610.01
2H	357+58.56	0.00	609.66	609.88
2J	357+68.56	0.00	609.53	609.73
2K	357+78.56	0.00	609.41	609.55
2L	357+88.56	0.00	609.28	609.36
☉ BRG. E. ABUT.	357+97.06	0.00	609.17	609.19
BK. E. ABUT.	357+98.89	0.00	609.15	609.17

**GIRDER 3E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	2.00	611.84	611.86
☉ BRG. W. ABUT.	355+55.06	2.00	611.82	611.85
1A	355+65.06	2.00	611.74	611.85
1B	355+75.06	2.00	611.65	611.84
1C	355+85.06	2.00	611.56	611.81
1D	355+95.06	2.00	611.46	611.76
1E	356+05.06	2.00	611.37	611.68
1F	356+15.06	2.00	611.27	611.57
1G	356+25.06	2.00	611.18	611.43
1H	356+35.06	2.00	611.08	611.28
1J	356+45.06	2.00	610.98	611.12
1K	356+55.06	2.00	610.87	610.97
1L	356+65.06	2.00	610.77	610.82
☉ BRG PIER 1	356+78.56	2.00	610.62	610.64
2A	356+88.56	2.00	610.51	610.54
2B	356+98.56	2.00	610.40	610.45
2C	357+08.56	2.00	610.29	610.37
2D	357+18.56	2.00	610.17	610.30
2E	357+28.56	2.00	610.06	610.23
2F	357+38.56	2.00	609.94	610.15
2G	357+48.56	2.00	609.82	610.05
2H	357+58.56	2.00	609.70	609.92
2J	357+68.56	2.00	609.57	609.77
2K	357+78.56	2.00	609.45	609.59
2L	357+88.56	2.00	609.32	609.40
☉ BRG. E. ABUT.	357+97.06	2.00	609.21	609.23
BK. E. ABUT.	357+98.89	2.00	609.19	609.21

**GIRDER 4E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	8.33	611.97	611.99
☉ BRG. W. ABUT.	355+55.06	8.33	611.95	611.97
1A	355+65.06	8.33	611.86	611.98
1B	355+75.06	8.33	611.77	611.97
1C	355+85.06	8.33	611.68	611.94
1D	355+95.06	8.33	611.59	611.89
1E	356+05.06	8.33	611.50	611.81
1F	356+15.06	8.33	611.40	611.70
1G	356+25.06	8.33	611.30	611.56
1H	356+35.06	8.33	611.20	611.41
1J	356+45.06	8.33	611.10	611.25
1K	356+55.06	8.33	611.00	611.09
1L	356+65.06	8.33	610.89	610.95
☉ BRG PIER 1	356+78.56	8.33	610.75	610.77
2A	356+88.56	8.33	610.64	610.67
2B	356+98.56	8.33	610.53	610.58
2C	357+08.56	8.33	610.42	610.50
2D	357+18.56	8.33	610.30	610.43
2E	357+28.56	8.33	610.18	610.36
2F	357+38.56	8.33	610.07	610.28
2G	357+48.56	8.33	609.95	610.17
2H	357+58.56	8.33	609.83	610.05
2J	357+68.56	8.33	609.70	609.89
2K	357+78.56	8.33	609.58	609.72
2L	357+88.56	8.33	609.45	609.53
☉ BRG. E. ABUT.	357+97.06	8.33	609.34	609.36
BK. E. ABUT.	357+98.89	8.33	609.32	609.34

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (6 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SDA-10 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	12
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	



MODEL: Default  
 FILE NAME: pw://transsystems-pw.bentley.com/transsystems-pw1-hosted/Documents/Projects\_2018/CH401/401180022/01-Structures/099-8316&8317-62U26-016-ADVANCES CONTRACT Top of Slab Elevation (7 of 9).dgn  
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**GIRDER 5E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	14.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	14.67	612.06	612.09
1A	355+65.06	14.67	611.98	612.09
1B	355+75.06	14.67	611.89	612.08
1C	355+85.06	14.67	611.80	612.05
1D	355+95.06	14.67	611.70	612.00
1E	356+05.06	14.67	611.61	611.92
1F	356+15.06	14.67	611.51	611.81
1G	356+25.06	14.67	611.42	611.67
1H	356+35.06	14.67	611.32	611.52
1J	356+45.06	14.67	611.22	611.36
1K	356+55.06	14.67	611.11	611.21
1L	356+65.06	14.67	611.01	611.06
☉ BRG PIER 1	356+78.56	14.67	610.86	610.88
2A	356+88.56	14.67	610.75	610.78
2B	356+98.56	14.67	610.64	610.69
2C	357+08.56	14.67	610.53	610.61
2D	357+18.56	14.67	610.41	610.54
2E	357+28.56	14.67	610.30	610.47
2F	357+38.56	14.67	610.18	610.39
2G	357+48.56	14.67	610.06	610.29
2H	357+58.56	14.67	609.94	610.16
2J	357+68.56	14.67	609.81	610.01
2K	357+78.56	14.67	609.69	609.83
2L	357+88.56	14.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	14.67	609.45	609.47
BK. E. ABUT.	357+98.89	14.67	609.43	609.45

**GIRDER 6E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	21.00	612.18	612.20
☉ BRG. W. ABUT.	355+55.06	21.00	612.16	612.18
1A	355+65.06	21.00	612.07	612.19
1B	355+75.06	21.00	611.98	612.18
1C	355+85.06	21.00	611.89	612.15
1D	355+95.06	21.00	611.80	612.09
1E	356+05.06	21.00	611.71	612.02
1F	356+15.06	21.00	611.61	611.90
1G	356+25.06	21.00	611.51	611.77
1H	356+35.06	21.00	611.41	611.62
1J	356+45.06	21.00	611.31	611.46
1K	356+55.06	21.00	611.21	611.30
1L	356+65.06	21.00	611.10	611.15
☉ BRG PIER 1	356+78.56	21.00	610.96	610.98
2A	356+88.56	21.00	610.85	610.87
2B	356+98.56	21.00	610.74	610.79
2C	357+08.56	21.00	610.62	610.71
2D	357+18.56	21.00	610.51	610.64
2E	357+28.56	21.00	610.39	610.57
2F	357+38.56	21.00	610.28	610.48
2G	357+48.56	21.00	610.16	610.38
2H	357+58.56	21.00	610.03	610.25
2J	357+68.56	21.00	609.91	610.10
2K	357+78.56	21.00	609.78	609.93
2L	357+88.56	21.00	609.66	609.74
☉ BRG. E. ABUT.	357+97.06	21.00	609.55	609.57
BK. E. ABUT.	357+98.89	21.00	609.52	609.55

**EB STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	22.25	612.19	612.21
☉ BRG. W. ABUT.	355+55.06	22.25	612.18	612.20
1A	355+65.06	22.25	612.09	612.20
1B	355+75.06	22.25	612.00	612.20
1C	355+85.06	22.25	611.91	612.17
1D	355+95.06	22.25	611.82	612.11
1E	356+05.06	22.25	611.72	612.03
1F	356+15.06	22.25	611.63	611.92
1G	356+25.06	22.25	611.53	611.79
1H	356+35.06	22.25	611.43	611.64
1J	356+45.06	22.25	611.33	611.48
1K	356+55.06	22.25	611.23	611.32
1L	356+65.06	22.25	611.12	611.17
☉ BRG PIER 1	356+78.56	22.25	610.98	611.00
2A	356+88.56	22.25	610.87	610.89
2B	356+98.56	22.25	610.76	610.80
2C	357+08.56	22.25	610.64	610.73
2D	357+18.56	22.25	610.53	610.66
2E	357+28.56	22.25	610.41	610.59
2F	357+38.56	22.25	610.29	610.50
2G	357+48.56	22.25	610.17	610.40
2H	357+58.56	22.25	610.05	610.27
2J	357+68.56	22.25	609.93	610.12
2K	357+78.56	22.25	609.80	609.95
2L	357+88.56	22.25	609.68	609.76
☉ BRG. E. ABUT.	357+97.06	22.25	609.57	609.59
BK. E. ABUT.	357+98.89	22.25	609.54	609.56

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (7 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	13
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	



SHEET SDA-11 OF SDA-24 SHEETS

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**GIRDER 7E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	27.33	612.17	612.19
☉ BRG. W. ABUT.	355+55.06	27.33	612.15	612.18
1A	355+65.06	27.33	612.07	612.18
1B	355+75.06	27.33	611.98	612.17
1C	355+85.06	27.33	611.89	612.14
1D	355+95.06	27.33	611.79	612.09
1E	356+05.06	27.33	611.70	612.01
1F	356+15.06	27.33	611.60	611.90
1G	356+25.06	27.33	611.51	611.76
1H	356+35.06	27.33	611.41	611.61
1J	356+45.06	27.33	611.31	611.45
1K	356+55.06	27.33	611.20	611.30
1L	356+65.06	27.33	611.10	611.15
☉ BRG PIER 1	356+78.56	27.33	610.95	610.97
2A	356+88.56	27.33	610.84	610.87
2B	356+98.56	27.33	610.73	610.78
2C	357+08.56	27.33	610.62	610.70
2D	357+18.56	27.33	610.50	610.63
2E	357+28.56	27.33	610.39	610.56
2F	357+38.56	27.33	610.27	610.48
2G	357+48.56	27.33	610.15	610.38
2H	357+58.56	27.33	610.03	610.25
2J	357+68.56	27.33	609.90	610.10
2K	357+78.56	27.33	609.78	609.92
2L	357+88.56	27.33	609.65	609.73
☉ BRG. E. ABUT.	357+97.06	27.33	609.54	609.56
BK. E. ABUT.	357+98.89	27.33	609.52	609.54

**GIRDER 8E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	33.67	612.08	612.10
☉ BRG. W. ABUT.	355+55.06	33.67	612.06	612.08
1A	355+65.06	33.67	611.97	612.09
1B	355+75.06	33.67	611.88	612.08
1C	355+85.06	33.67	611.79	612.05
1D	355+95.06	33.67	611.70	611.99
1E	356+05.06	33.67	611.61	611.92
1F	356+15.06	33.67	611.51	611.80
1G	356+25.06	33.67	611.41	611.67
1H	356+35.06	33.67	611.31	611.52
1J	356+45.06	33.67	611.21	611.36
1K	356+55.06	33.67	611.11	611.20
1L	356+65.06	33.67	611.00	611.05
☉ BRG PIER 1	356+78.56	33.67	610.86	610.88
2A	356+88.56	33.67	610.75	610.77
2B	356+98.56	33.67	610.64	610.69
2C	357+08.56	33.67	610.52	610.61
2D	357+18.56	33.67	610.41	610.54
2E	357+28.56	33.67	610.29	610.47
2F	357+38.56	33.67	610.18	610.38
2G	357+48.56	33.67	610.06	610.28
2H	357+58.56	33.67	609.93	610.15
2J	357+68.56	33.67	609.81	610.00
2K	357+78.56	33.67	609.68	609.83
2L	357+88.56	33.67	609.56	609.64
☉ BRG. E. ABUT.	357+97.06	33.67	609.45	609.47
BK. E. ABUT.	357+98.89	33.67	609.42	609.45

**GIRDER 9E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	40.00	611.96	611.98
☉ BRG. W. ABUT.	355+55.06	40.00	611.94	611.97
1A	355+65.06	40.00	611.86	611.97
1B	355+75.06	40.00	611.77	611.96
1C	355+85.06	40.00	611.68	611.93
1D	355+95.06	40.00	611.58	611.88
1E	356+05.06	40.00	611.49	611.80
1F	356+15.06	40.00	611.39	611.69
1G	356+25.06	40.00	611.30	611.55
1H	356+35.06	40.00	611.20	611.40
1J	356+45.06	40.00	611.10	611.24
1K	356+55.06	40.00	610.99	611.09
1L	356+65.06	40.00	610.89	610.94
☉ BRG PIER 1	356+78.56	40.00	610.74	610.76
2A	356+88.56	40.00	610.63	610.66
2B	356+98.56	40.00	610.52	610.57
2C	357+08.56	40.00	610.41	610.49
2D	357+18.56	40.00	610.29	610.42
2E	357+28.56	40.00	610.18	610.35
2F	357+38.56	40.00	610.06	610.27
2G	357+48.56	40.00	609.94	610.17
2H	357+58.56	40.00	609.82	610.04
2J	357+68.56	40.00	609.69	609.89
2K	357+78.56	40.00	609.57	609.71
2L	357+88.56	40.00	609.44	609.52
☉ BRG. E. ABUT.	357+97.06	40.00	609.33	609.35
BK. E. ABUT.	357+98.89	40.00	609.31	609.33

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USER NAME = dschriks	DESIGNED - DTS	REVISED -
	CHECKED - CRS	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 2/22/2023	CHECKED - CRS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION (8 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	14
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	

SHEET SDA-12 OF SDA-24 SHEETS

MODEL: Default  
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**GIRDER 10E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	44.54	611.87	611.89
☉ BRG. W. ABUT.	355+55.06	44.56	611.85	611.87
1A	355+65.06	44.67	611.76	611.88
1B	355+75.06	44.77	611.67	611.87
1C	355+85.06	44.88	611.58	611.84
1D	355+95.05	44.99	611.49	611.78
1E	356+05.05	45.10	611.39	611.70
1F	356+15.05	45.21	611.29	611.59
1G	356+25.05	45.32	611.19	611.45
1H	356+35.05	45.43	611.09	611.29
1J	356+45.05	45.53	610.98	611.13
1K	356+55.05	45.64	610.88	610.97
1L	356+65.05	45.75	610.77	610.82
☉ BRG PIER 1	356+78.56	45.90	610.62	610.65
2A	356+88.56	46.01	610.51	610.54
2B	356+98.56	46.11	610.40	610.45
2C	357+08.56	46.22	610.28	610.37
2D	357+18.55	46.33	610.17	610.30
2E	357+28.55	46.44	610.05	610.22
2F	357+38.55	46.55	609.93	610.14
2G	357+48.55	46.66	609.81	610.03
2H	357+58.55	46.77	609.68	609.90
2J	357+68.55	46.87	609.56	609.75
2K	357+78.55	46.98	609.43	609.58
2L	357+88.55	47.09	609.30	609.38
☉ BRG. E. ABUT.	357+97.06	47.18	609.19	609.21
BK. E. ABUT.	357+98.89	47.20	609.17	609.19

**GIRDER 11E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	49.07	611.78	611.80
☉ BRG. W. ABUT.	355+55.06	49.11	611.76	611.78
1A	355+65.05	49.33	611.67	611.78
1B	355+75.05	49.55	611.58	611.77
1C	355+85.05	49.76	611.48	611.74
1D	355+95.05	49.98	611.39	611.68
1E	356+05.05	50.20	611.29	611.60
1F	356+15.04	50.42	611.19	611.48
1G	356+25.04	50.63	611.08	611.34
1H	356+35.04	50.85	610.98	611.19
1J	356+45.04	51.07	610.87	611.02
1K	356+55.03	51.28	610.77	610.86
1L	356+65.03	51.50	610.66	610.71
☉ BRG PIER 1	356+78.56	51.80	610.51	610.53
2A	356+88.55	52.01	610.39	610.42
2B	356+98.55	52.23	610.28	610.33
2C	357+08.55	52.45	610.16	610.25
2D	357+18.55	52.66	610.04	610.17
2E	357+28.55	52.88	609.92	610.09
2F	357+38.54	53.10	609.80	610.01
2G	357+48.54	53.32	609.67	609.90
2H	357+58.54	53.53	609.55	609.77
2J	357+68.54	53.75	609.42	609.61
2K	357+78.53	53.97	609.29	609.44
2L	357+88.53	54.18	609.16	609.24
☉ BRG. E. ABUT.	357+97.06	54.37	609.05	609.07
BK. E. ABUT.	357+98.89	54.41	609.02	609.04

**GIRDER 12E**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
BK. W. ABUT.	355+53.22	53.61	611.69	611.71
☉ BRG. W. ABUT.	355+55.06	53.67	611.67	611.69
1A	355+65.05	54.00	611.58	611.69
1B	355+75.05	54.32	611.48	611.68
1C	355+85.04	54.65	611.38	611.64
1D	355+95.04	54.97	611.29	611.58
1E	356+05.03	55.30	611.18	611.49
1F	356+15.03	55.62	611.08	611.38
1G	356+25.02	55.95	610.98	611.24
1H	356+35.02	56.27	610.87	611.08
1J	356+45.01	56.60	610.76	610.91
1K	356+55.01	56.93	610.65	610.75
1L	356+65.00	57.25	610.54	610.60
☉ BRG PIER 1	356+78.56	57.69	610.39	610.41
2A	356+88.55	58.02	610.27	610.30
2B	356+98.55	58.34	610.16	610.20
2C	357+08.54	58.67	610.04	610.12
2D	357+18.54	59.00	609.91	610.04
2E	357+28.53	59.32	609.79	609.97
2F	357+38.53	59.65	609.67	609.88
2G	357+48.52	59.97	609.54	609.77
2H	357+58.52	60.30	609.41	609.63
2J	357+68.51	60.62	609.28	609.48
2K	357+78.51	60.95	609.15	609.30
2L	357+88.50	61.27	609.02	609.10
☉ BRG. E. ABUT.	357+97.06	61.55	608.90	608.92
BK. E. ABUT.	357+98.89	61.61	608.88	608.90

FOR INFORMATION ONLY

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

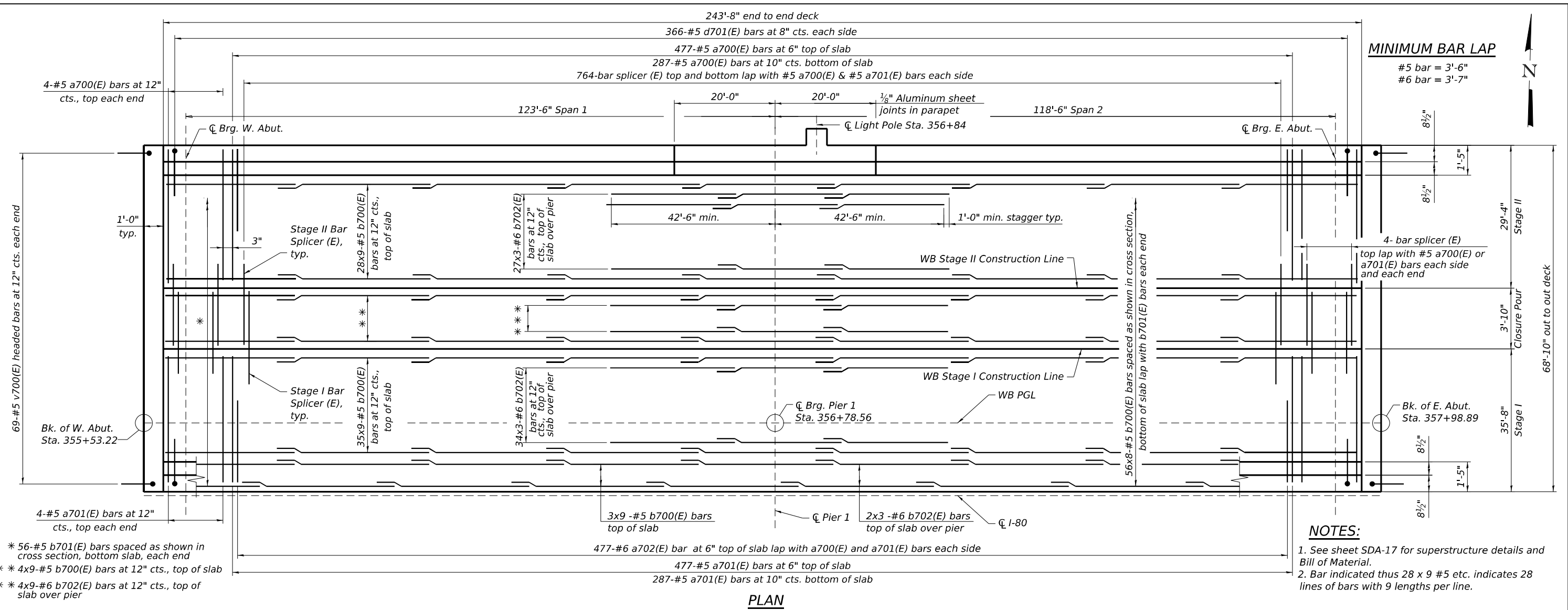
TOP OF SLAB ELEVATION (9 OF 9)  
 STRUCTURE NO. 099-8316 & 099-8317

SHEET SDA-13 OF SDA-24 SHEETS

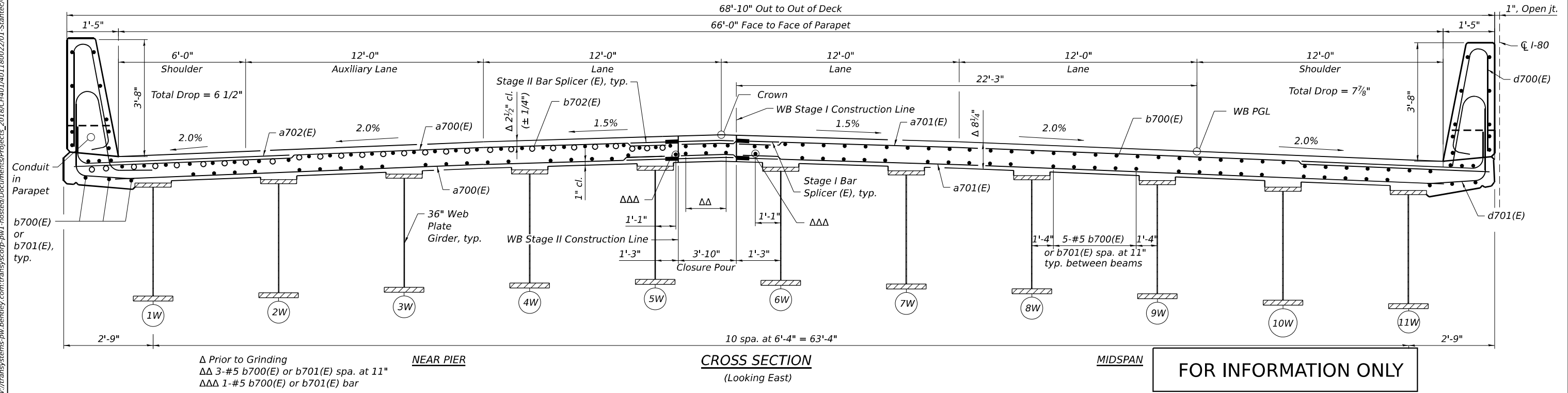
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	15
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62U26	



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PLAN



CROSS SECTION  
 (Looking East)



USER NAME = dschrls	DESIGNED - DTS	REVISIONS
	CHECKED - MMM	REVISED -
PLOT SCALE =	DRAWN - DTS	REVISED -
PLOT DATE = 2/22/2023	CHECKED - MMM	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

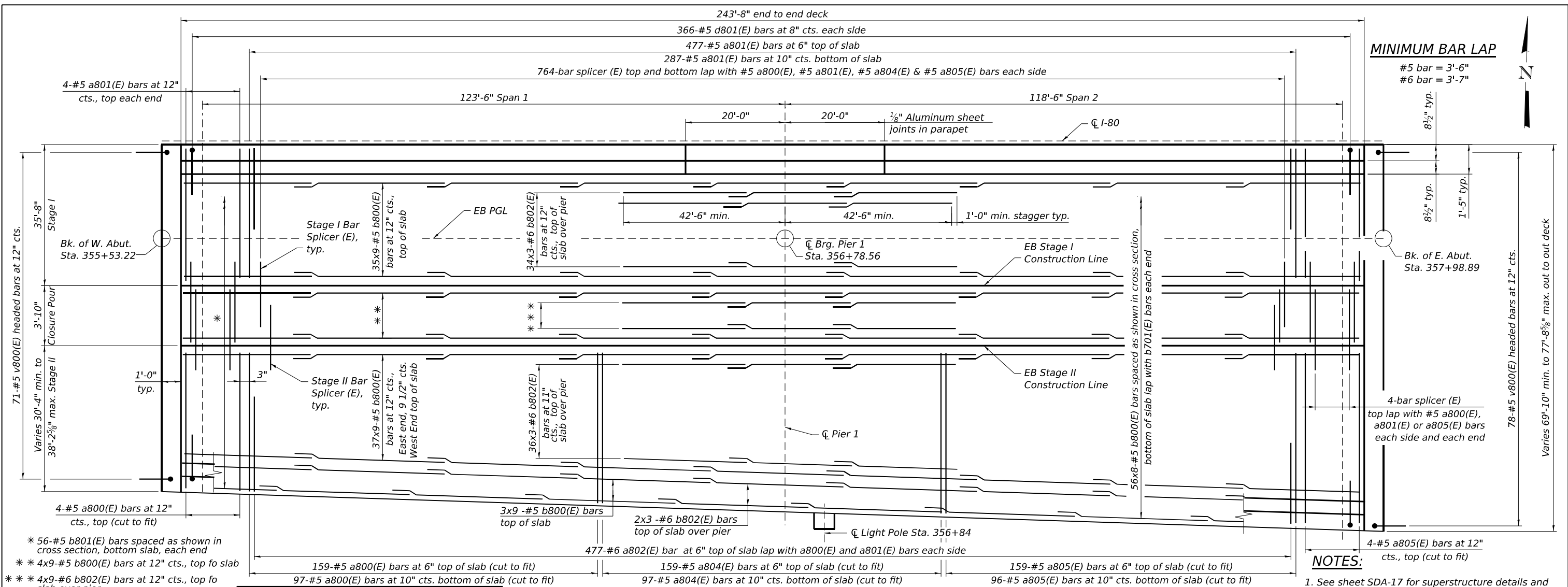
WB DECK REINFORCEMENT PLAN  
 STRUCTURE NO. 099-8317

SHEET SDA-14 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	16
		CONTRACT NO. 62U26		
		ILLINOIS FED. AID PROJECT		



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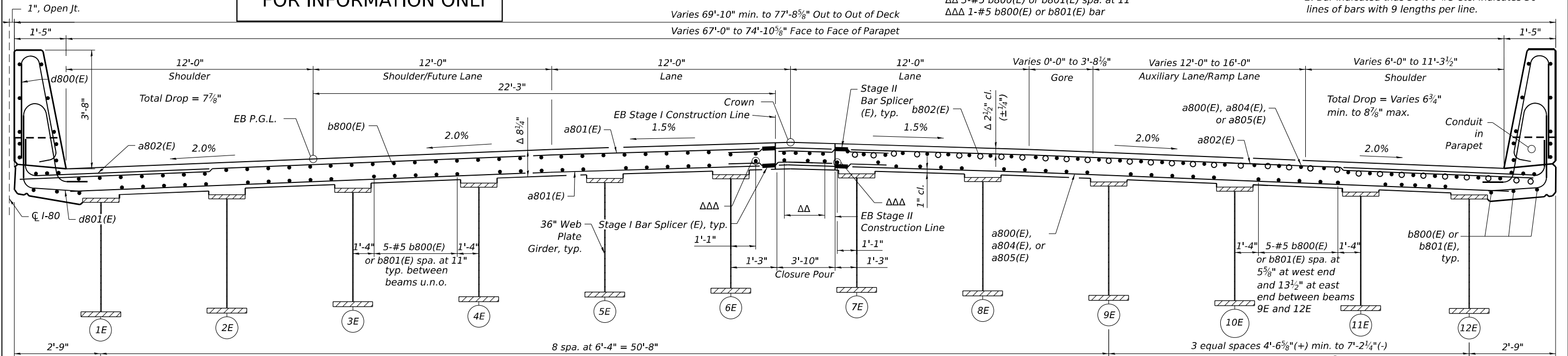
**PLAN**

FOR INFORMATION ONLY

**NOTES:**

1. See sheet SDA-17 for superstructure details and Bill of Material.
2. Bar indicated thus 36 x 9 #5 etc. indicates 36 lines of bars with 9 lengths per line.

Δ Prior to Grinding  
 ΔΔ 3-#5 b800(E) or b801(E) spa. at 11"  
 ΔΔΔ 1-#5 b800(E) or b801(E) bar



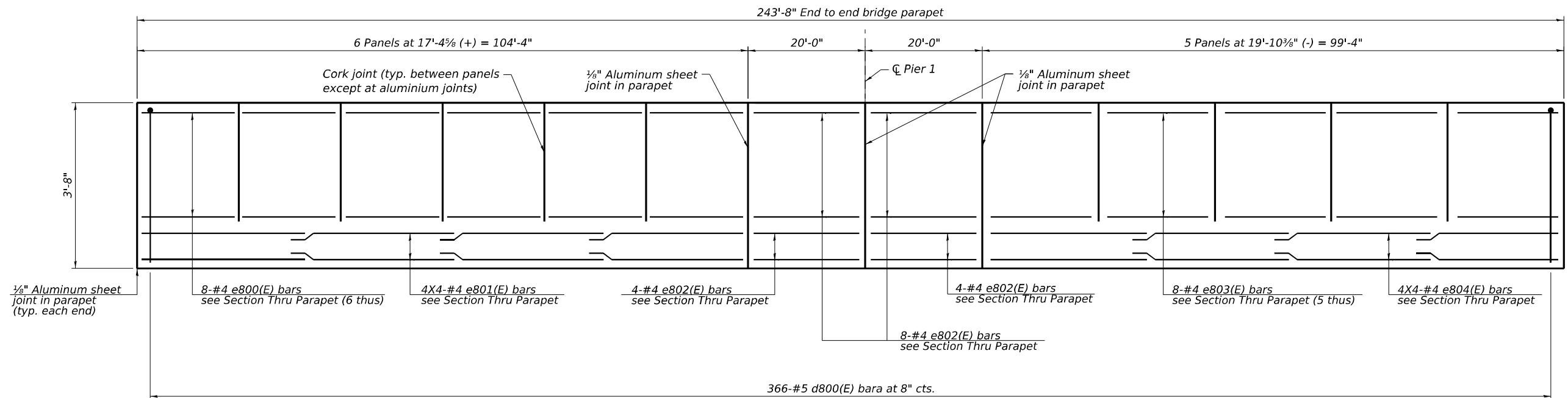
**CROSS SECTION**  
(Looking East)

**MIDSPAN**

**NEAR PIER**

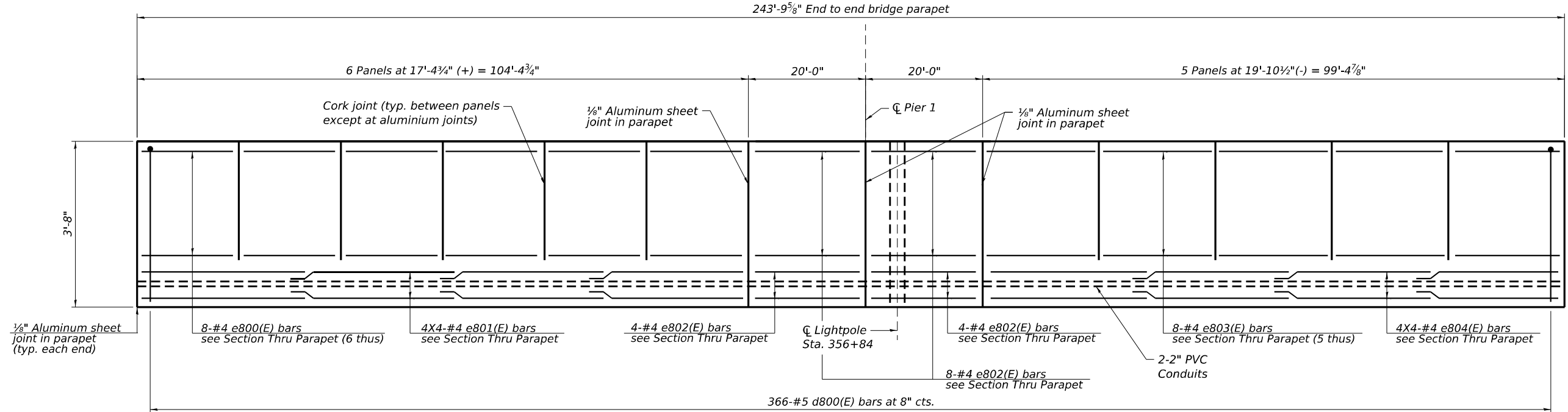
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	PLOT SCALE =	DRAWN - DTS	REVISED -			CONTRACT NO. 62U26				
	PLOT DATE = 2/22/2023	CHECKED - MMM	REVISED -			ILLINOIS FED. AID PROJECT				

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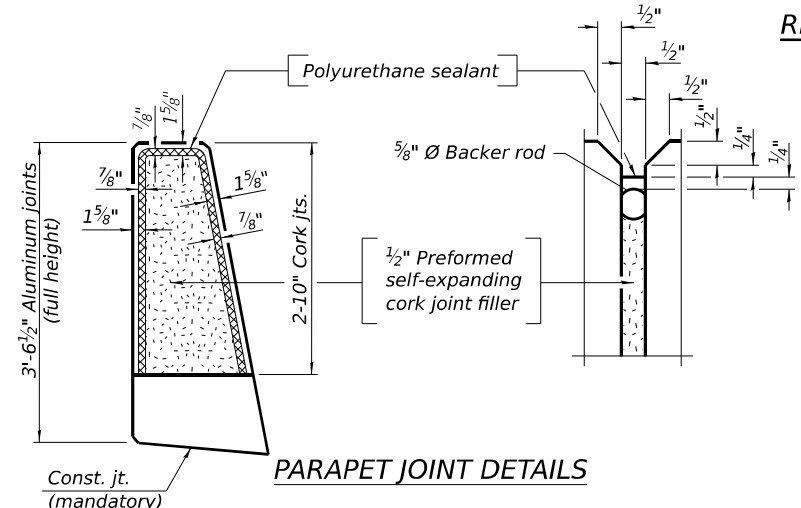


**EB MEDIAN INSIDE ELEVATION OF PARAPET**

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



**REFLECTED EB SHOULDER INSIDE ELEVATION OF PARAPET**



**FOR INFORMATION ONLY**

- NOTES:**
1. See sheet SDA-17 for section thru parapet
  2. See sheet SDA-17 for additional superstructure notes
  3. The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included in Contract 62R28.
  4. The polyurethane sealant shall be according to Article 1050.04 of the Standard Specification and the color shall be grey.



USER NAME = dschris...	DESIGNED - LI	REVISED -
PLOT SCALE =	CHECKED - DTS	REVISED -
PLOT DATE = 2/22/2023	DRAWN - LI	REVISED -
	CHECKED - DTS	REVISED -

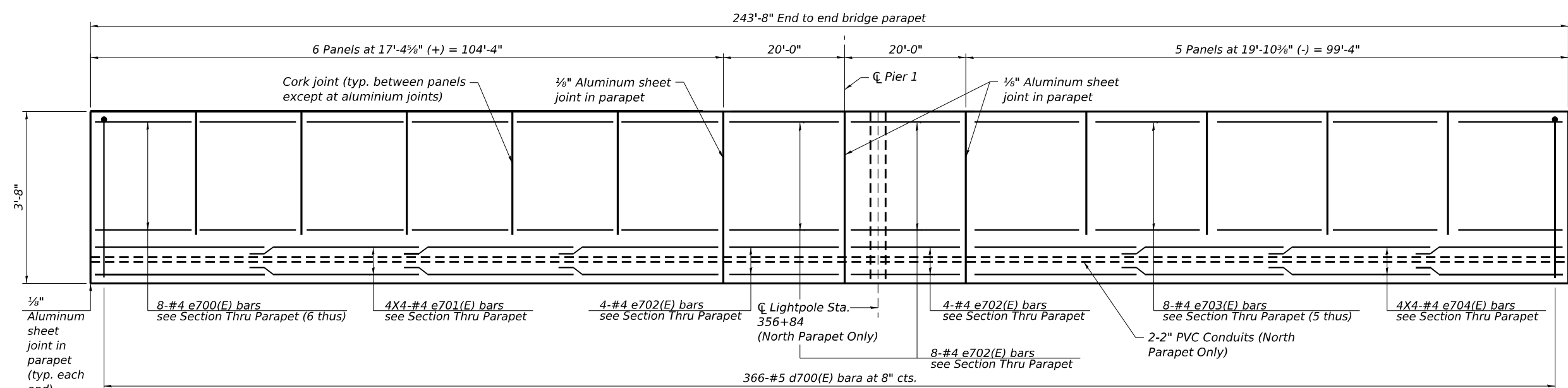
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EB PARAPET ELEVATION  
STRUCTURE NO. 099-8316**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	18
CONTRACT NO. 62U26				
ILLINOIS FED. AID PROJECT				

SHEET SDA-16 OF SDA-24 SHEETS

MODEL: Default  
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 2/22/2023 7:10:44 PM



WB SUPERSTRUCTURE				
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a700(E)	772	#5	29'-0"	—
a701(E)	772	#5	35'-4"	—
a702(E)	954	#5	8'-4"	—
b700(E)	1105	#5	30'-3"	—
b701(E)	112	#5	16'-9"	—
b702(E)	207	#6	31'-3"	—
d700(E)	732	#5	6'-11"	—
d701(E)	732	#5	7'-6"	—
d702(E)	3	#5	4'-5"	—
d703(E)	6	#5	8'-11"	—
e700(E)	24	#4	17'-0"	—
e701(E)	16	#4	27'-11"	—
e702(E)	8	#4	19'-8"	—
e703(E)	20	#4	19'-6"	—
e704(E)	16	#4	26'-8"	—
m710(E)	10	#6	29'-0"	—
m711(E)	72	#6	6'-0"	—
m712(E)	16	#6	2'-5"	—
m714(E)	10	#6	35'-4"	—
s710(E)	132	#5	7'-5"	—
s711(E)	132	#5	10'-6"	—
v700(E)	138	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated			Lbs.	123,520
Concrete Superstructure			Cu. Yds.	590.7

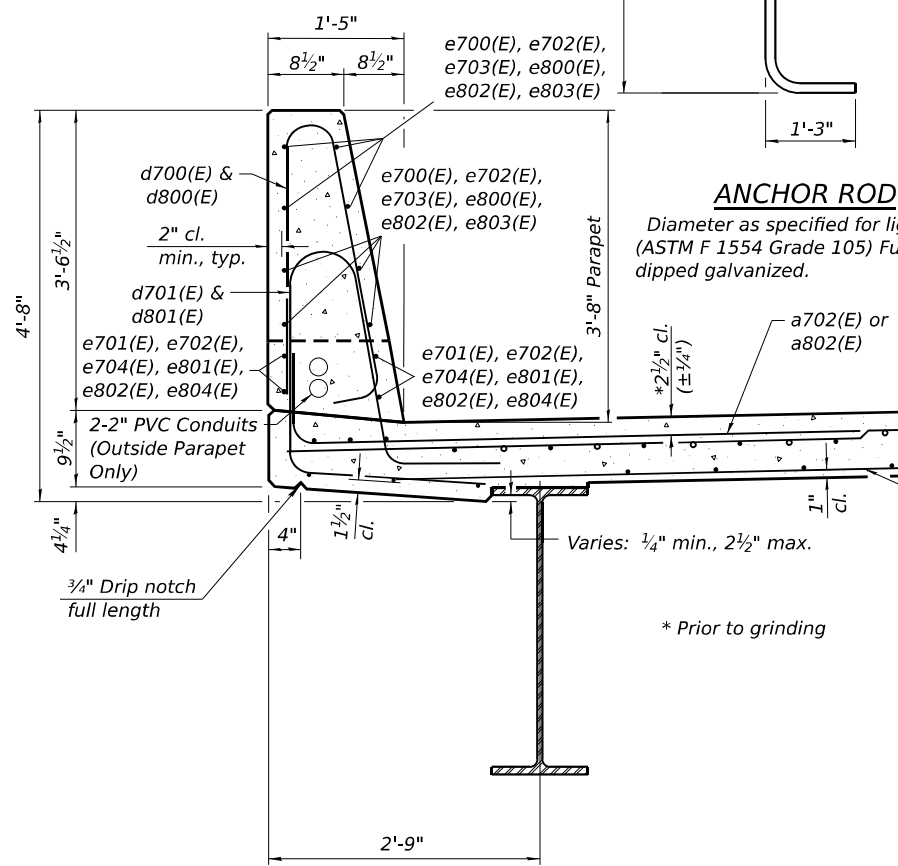
**MINIMUM BAR LAP**  
#4 bar = 2'-5"

**FOR INFORMATION ONLY**

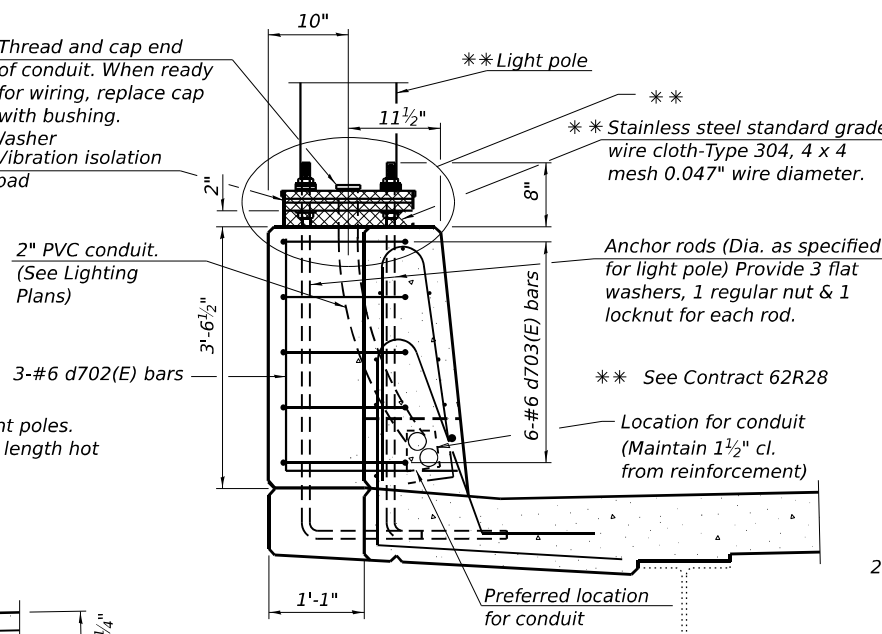
**WB INSIDE ELEVATION OF PARAPET**  
(North parapet shown, South parapet similar)

**NOTE:**

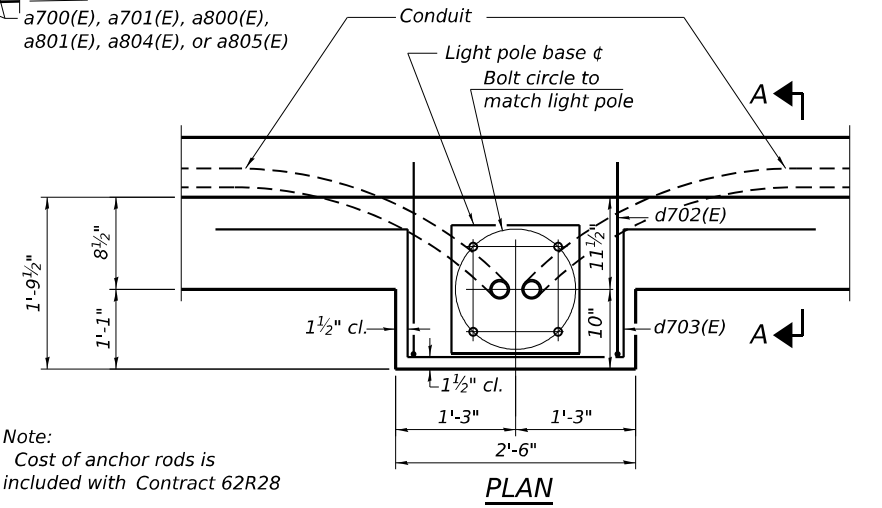
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Contract 62R28



**SECTION THRU PARAPET**

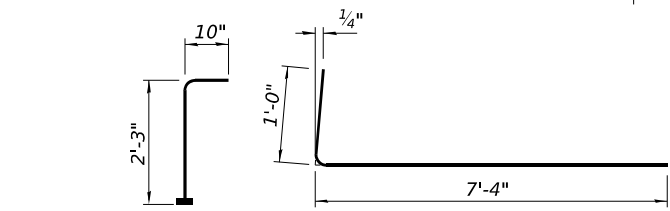


**SECTION A-A**



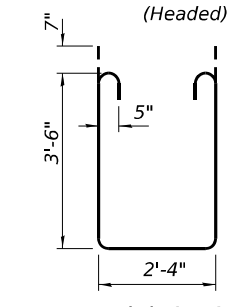
**PLAN**

Note: Cost of anchor rods is included with Contract 62R28

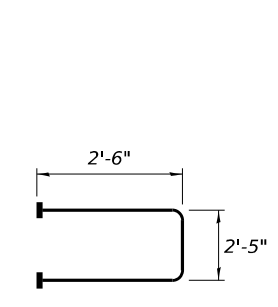


**BAR v700(E) & v800(E)**

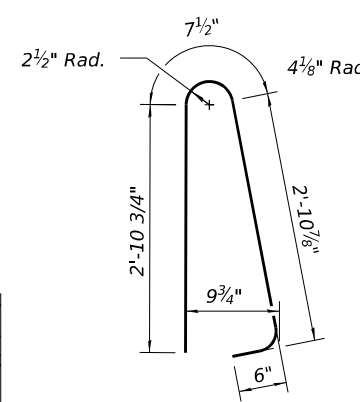
**BAR a2(E)**



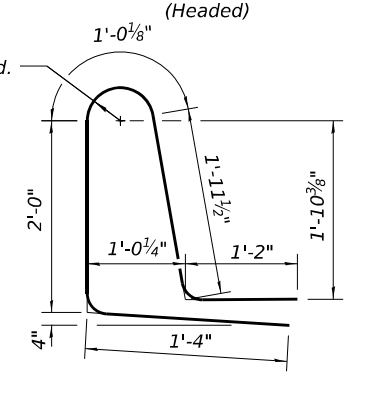
**BAR s711(E) & s811(E)**



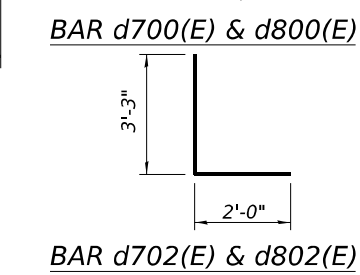
**BAR s710(E) & s810(E)**



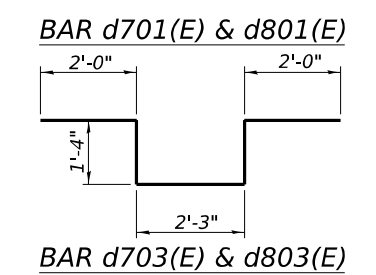
**BAR d700(E) & d800(E)**



**BAR d701(E) & d801(E)**



**BAR d702(E) & d802(E)**



**BAR d703(E) & d803(E)**

EB SUPERSTRUCTURE				
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a800(E)	259	#5	32'-8"	—
a801(E)	772	#5	35'-4"	—
a802(E)	954	#5	8'-4"	—
a804(E)	256	#5	35'-3"	—
a805(E)	259	#5	37'-10"	—
b800(E)	1186	#5	30'-3"	—
b801(E)	112	#5	16'-9"	—
b802(E)	234	#6	31'-3"	—
d800(E)	732	#5	6'-11"	—
d801(E)	732	#5	7'-6"	—
d802(E)	3	#5	4'-5"	—
d803(E)	6	#5	8'-11"	—
e800(E)	48	#4	17'-0"	—
e801(E)	32	#4	27'-11"	—
e802(E)	16	#4	19'-8"	—
e803(E)	20	#4	19'-6"	—
e804(E)	16	#4	26'-8"	—
m810(E)	10	#6	30'-0"	—
m811(E)	56	#6	6'-0"	—
m812(E)	16	#6	2'-5"	—
m814(E)	10	#6	37'-10"	—
m815(E)	12	#6	6'-10"	—
m816(E)	12	#6	4'-2"	—
s810(E)	141	#6	7'-5"	—
s811(E)	141	#6	10'-6"	—
v800(E)	148	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated			Lbs.	134,590
Concrete Superstructure			Cu. Yds.	628.2

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



USER NAME = dschrlks	DESIGNED - LJ	REVISIONS -
PLOT SCALE =	CHECKED - DTS	REVISIONS -
PLOT DATE = 2/22/2023	DRAWN - LJ	REVISIONS -
	CHECKED - DTS	REVISIONS -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

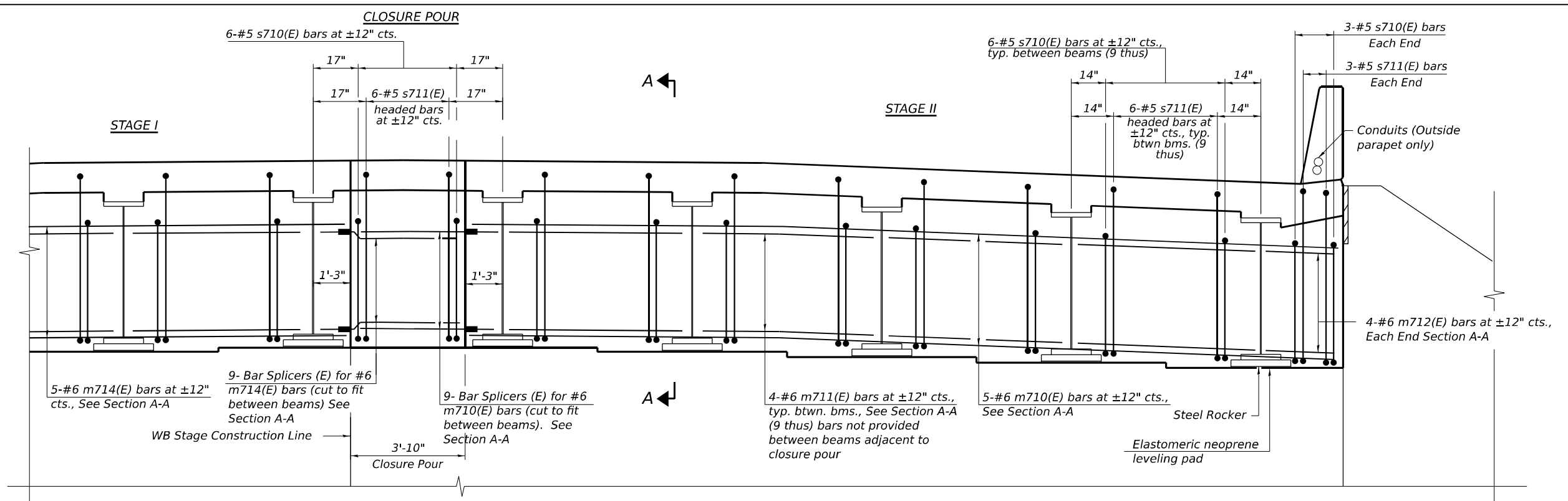
**WB PARAPET ELEVATION AND DECK DETAILS**  
**STRUCTURE NO. 099-8316 & 099-8317**

SHEET SDA-17 OF SDA-24 SHEETS

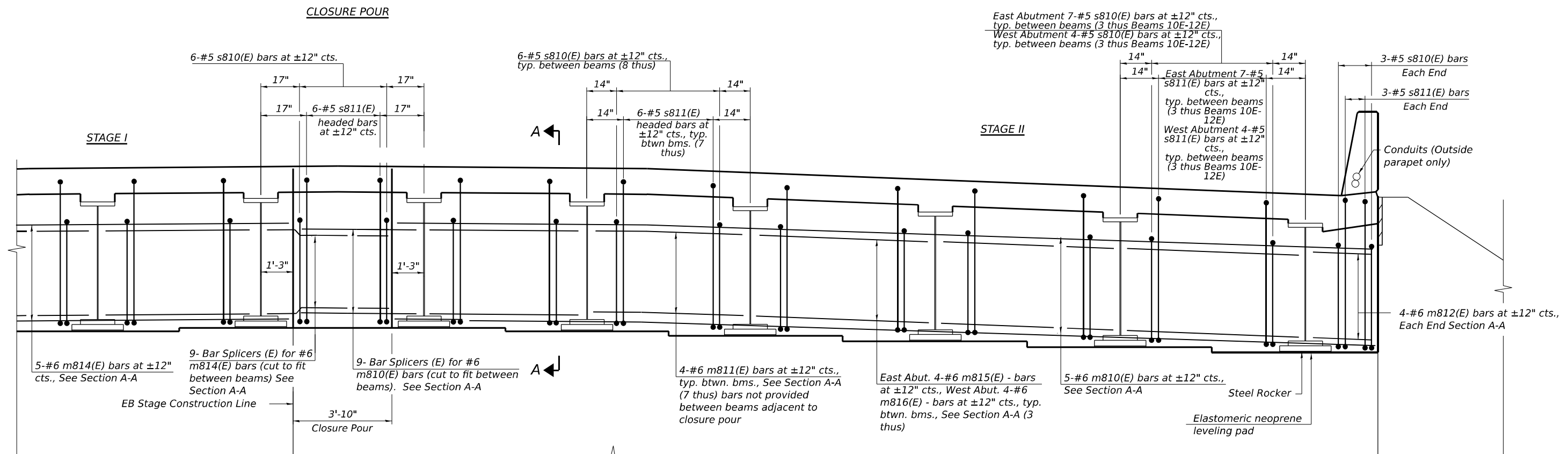
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	19
CONTRACT NO. 62U26				
ILLINOIS FED. AID PROJECT				

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**MINIMUM BAR LAP**  
 #6 bar = 4'-4"



**WB DIAPHRAGM AT ABUTMENT**  
 (West Diaphragm Looking West, East Diaphragm Similar)



**EB DIAPHRAGM AT ABUTMENT**  
 (East Diaphragm Looking East, West Diaphragm Similar)

**FOR INFORMATION ONLY**

**NOTE:**  
 See sheet SDA-19 for Section A-A



USER NAME = dschrlks	DESIGNED - DTS	REVISED -
PLOT SCALE =	CHECKED - MMM	REVISED -
PLOT DATE = 2/22/2023	DRAWN - DTS	REVISED -
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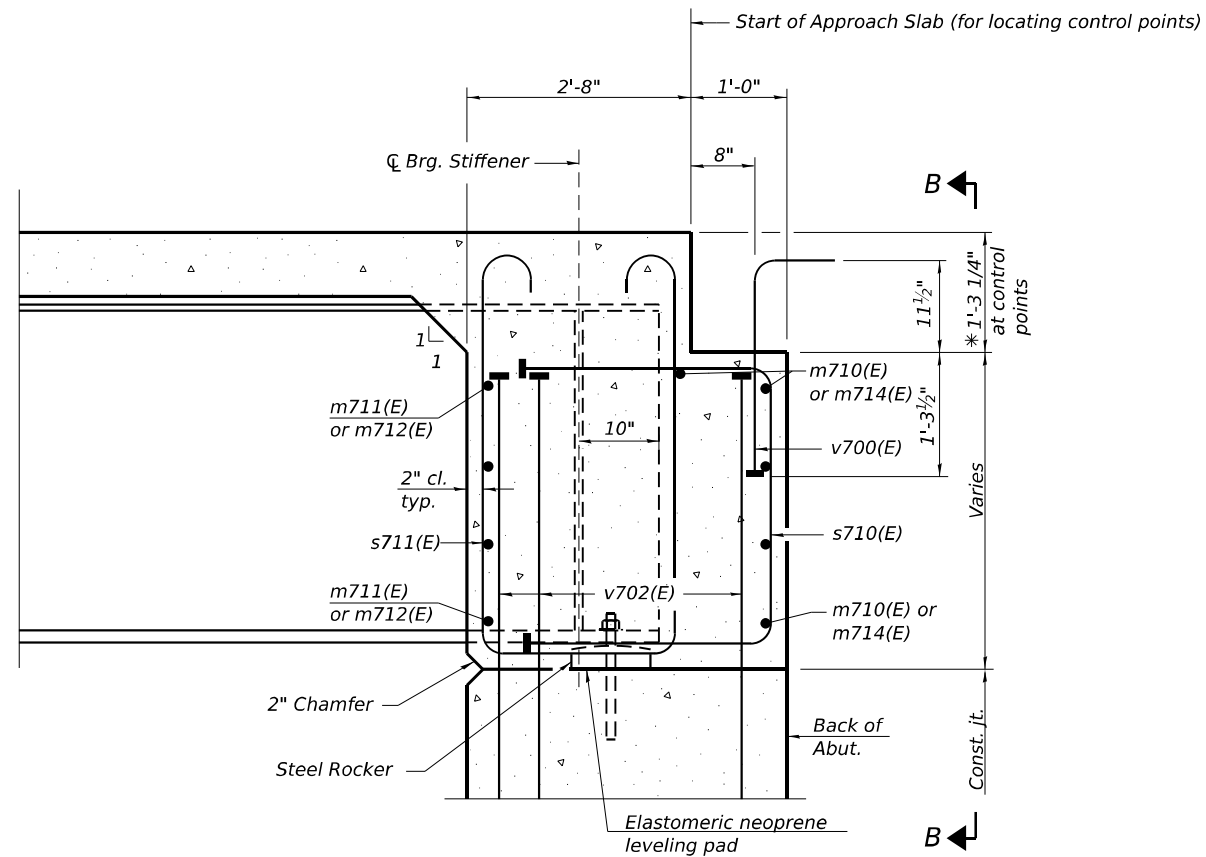
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DECK DIAPHRAGM ELEVATION**  
**STRUCTURE NO. 099-8316 & 099-8317**

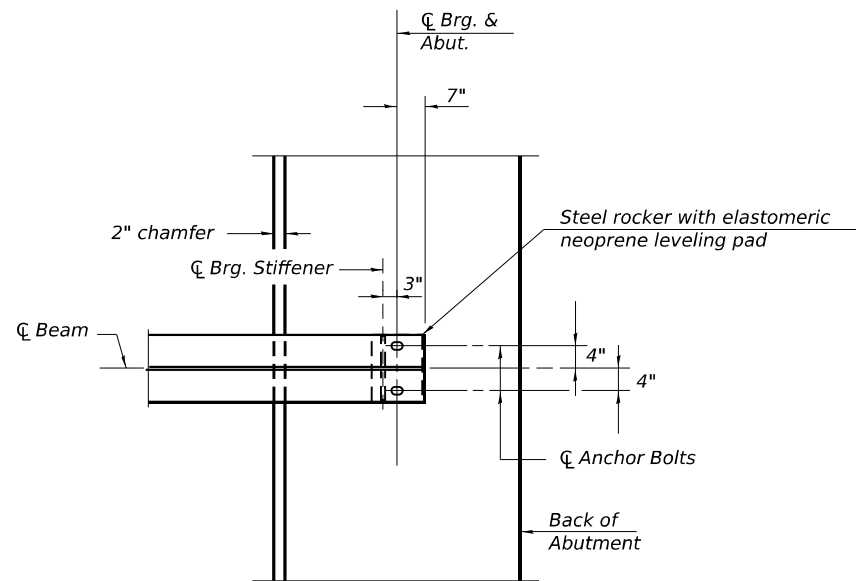
SHEET SDA-18 OF SDA-24 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 22 FABRICATION	COUNTY WILL	TOTAL SHEETS 26	SHEET NO. 20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62U26	

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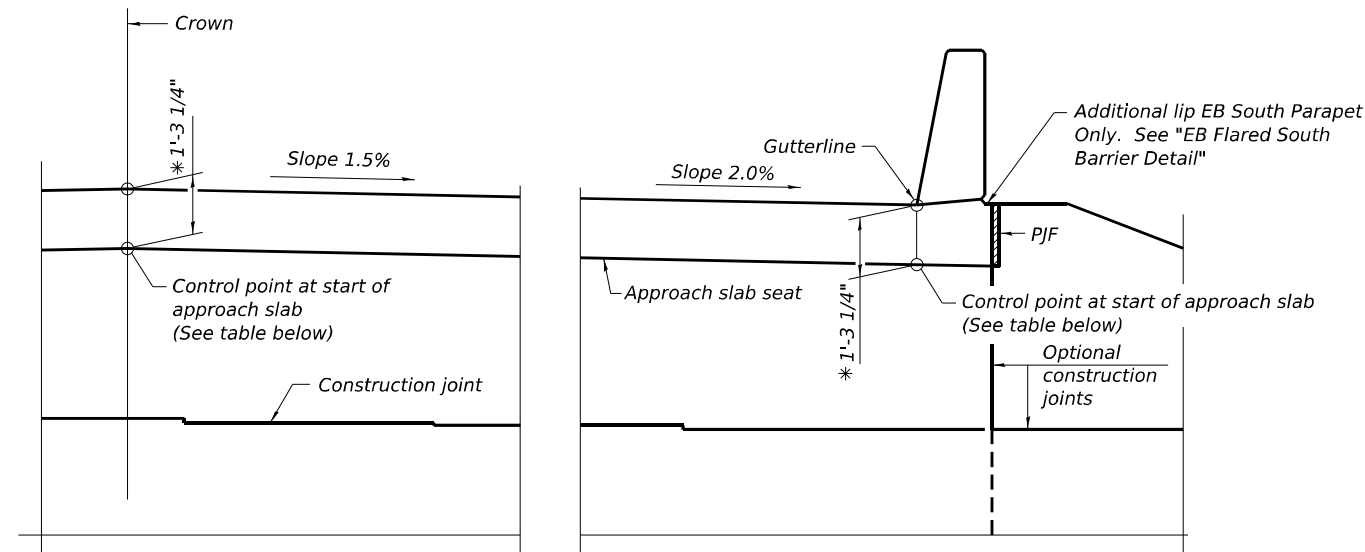


**SECTION A-A**  
 (WB Bar Designation Shown, EB Similar)

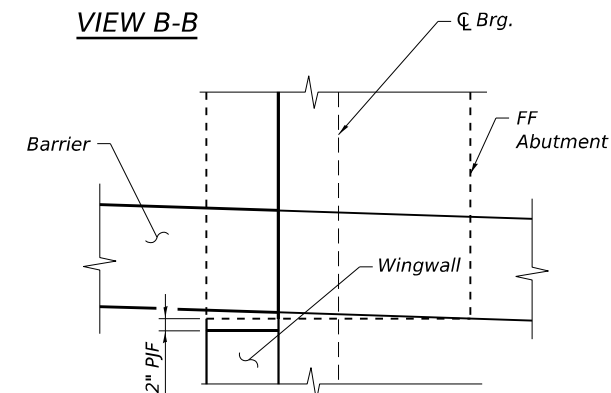


**PLAN AT ABUTMENT**  
 (Showing bottom flange of beam)

**FOR INFORMATION ONLY**



**VIEW B-B**



**EB FLARED SOUTH BARRIER DETAIL**

**CONTROL POINT ELEVATIONS**

LOCATION	TOP SLAB / BOTTOM SLAB	NORTH GUTTERLINE	CROWN	SOUTH GUTTERLINE
WB West Abutment	* Top	611.69	612.23	611.57
	Bottom	610.42	610.96	610.30
WB East Abutment	* Top	609.06	609.60	608.94
	Bottom	607.79	608.33	607.67
EB West Abutment	* Top	611.57	612.23	611.67
	Bottom	610.30	610.96	610.40
EB East Abutment	* Top	608.94	609.60	608.88
	Bottom	607.67	608.33	607.61

(Control points taken at start of approach slab)

Notes:  
 See sheet SDA-17 for superstructure details and Bill of Material.  
 See Contract 62R28 for PJF details.  
 The approach slab seat shall have a constant slope determined from the control points shown.

DIA-SB-0

06-15-2019



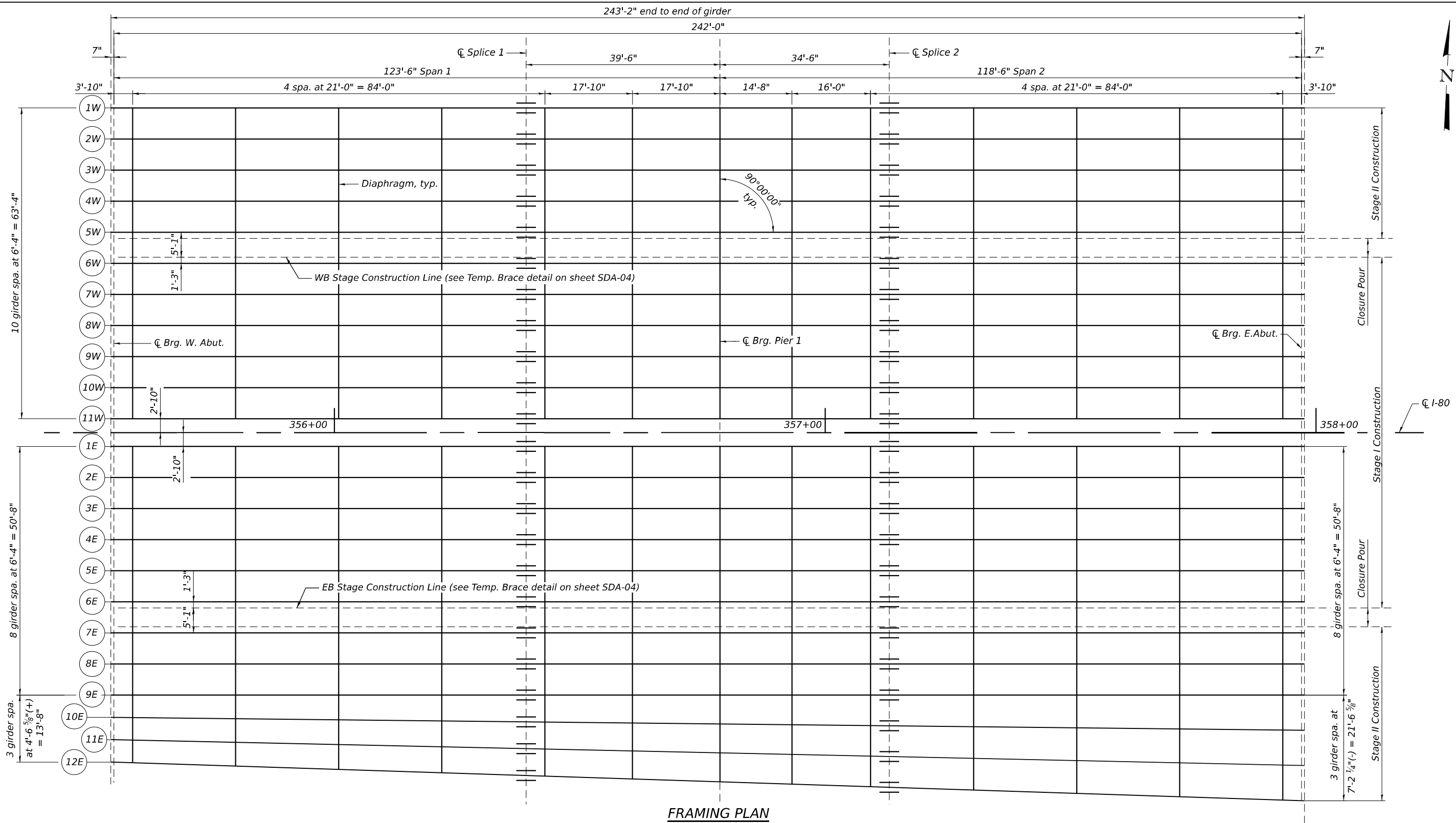
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PLOT DATE = 2/22/2023	DRAWN - DTS	REVISED -
	CHECKED - MMM	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK DIAPHRAGM DETAILS  
 STRUCTURE NO. 099-8316 & 099-8317**

SHEET SDA-19 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	21
CONTRACT NO. 62U26				
ILLINOIS FED. AID PROJECT				



**FRAMING PLAN**

**NOTES:**

1. Diaphragm shall be orthogonal to  $\text{C I-80}$
2. See sheet SDA-21 for girder elevation and diaphragm details.
3. See sheet SDA-23 for splice details.
4. All flange plates, web plates, and bearing stiffeners shall be AASHTO M270 Grade 50 Steel.



USER NAME = dschriks	DESIGNED - LRG	REvised -
PLOT SCALE =	CHECKED - CRS	REvised -
PLOT DATE = 2/22/2023	DRAWN - LRG	REvised -
	CHECKED - CRS	REvised -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

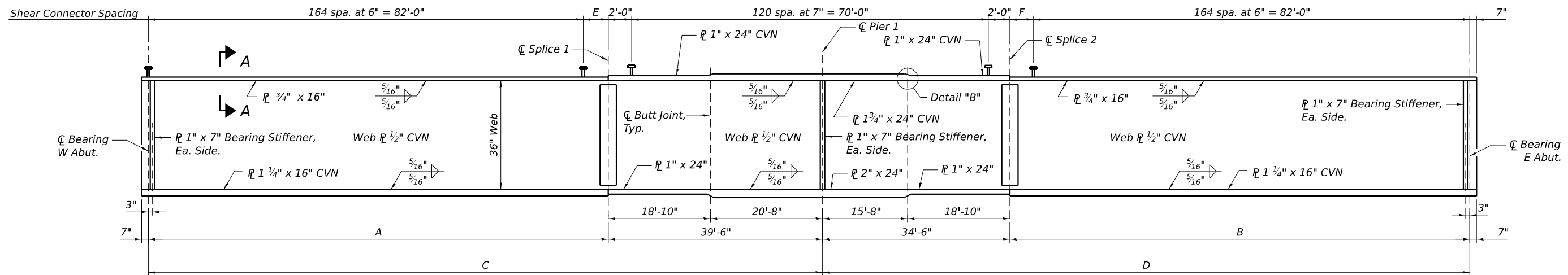
**WB & EB FRAMING PLAN  
 STRUCTURE NO. 099-8316 & 8317**

SHEET SDA-20 OF SDA-24 SHEETS

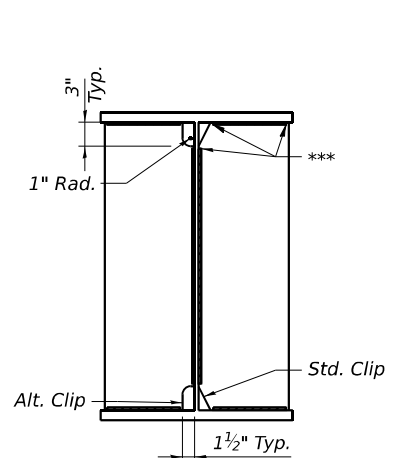
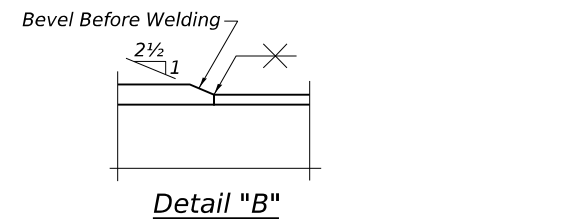
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	22
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62U26	



MODEL: Default  
 FILE NAME: p:\transystems-pw\benley.com\transyscorp-pw1-hosted\Documents\Projects\_2018\CH401\401180022\01-Structures\04-Sheets\04-Sheets\CAD\ML-04\_62R28\04-Sheets\099-8316&8317-62U26-004-ADVANCES CONTRACT Girder Elevation and Steel Details

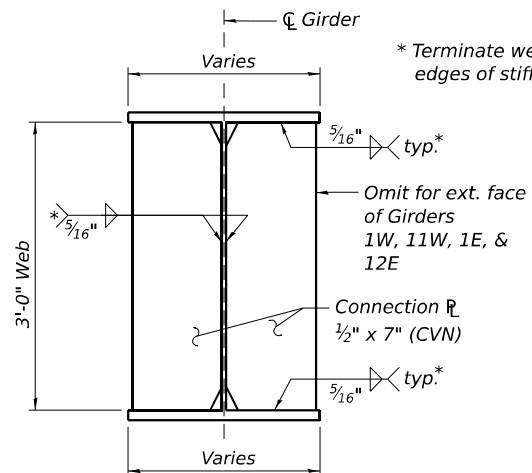


**GIRDER ELEVATION**  
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.



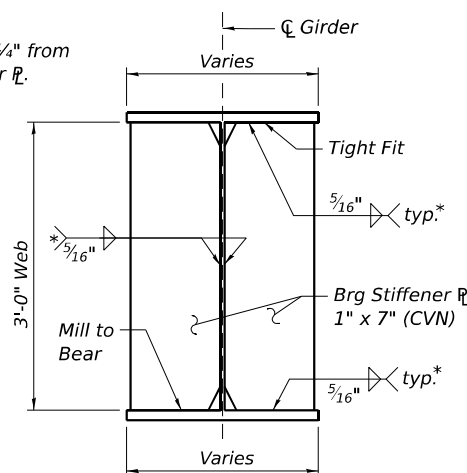
**WELD LIMIT AND CLIP DETAILS**

\*\*\* Stop welds 1/4" (± 1/8") from edges as shown. Typ.



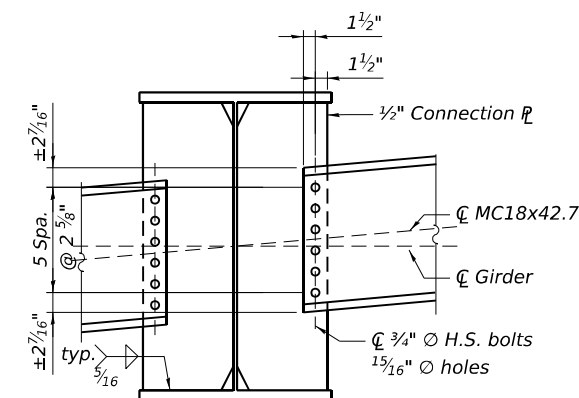
**CONNECTION PLATE**

(No. of Plates Req'd = 504)



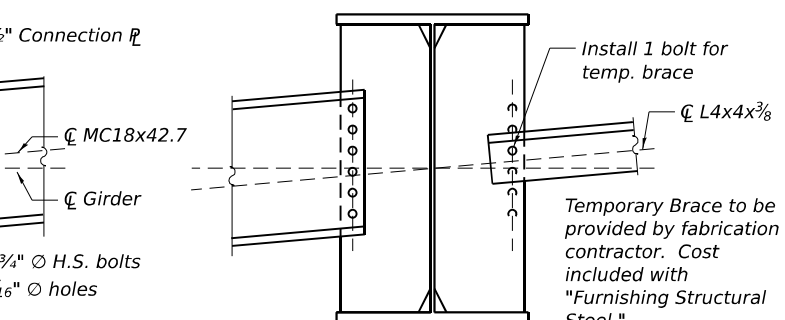
**BEARING STIFFENER AT ABUTMENTS & PIER**

(No. of Plates Req'd = 138)



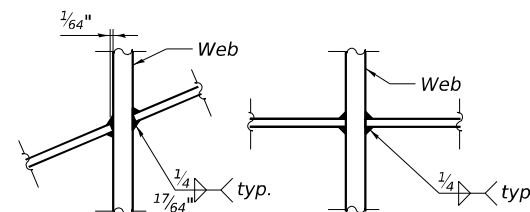
**DIAPHRAGM DETAIL**

(No. Diaphragms Req'd = 273)



**TEMPORARY BRACE DETAIL AT STAGE CONSTRUCTION LINE**

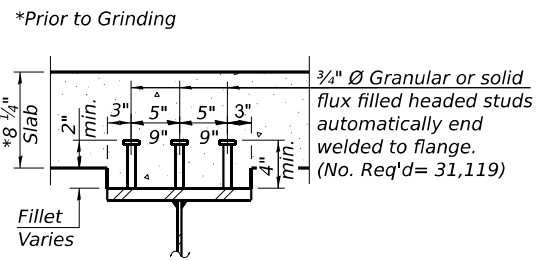
(No. of Braces Req'd = 26)



**WEB WELD DETAIL**

**GIRDER DIMENSION TABLE**

BEAM	A	B	C	D	E	F
W1-W11 & E1-E9	84'-0"	84'-0"	123'-6"	118'-6"	2'-0"	2'-0"
E10	84'-0 1/16"	84'-0 1/16"	123'-6 1/16"	118'-6 1/16"	2'-0 1/16"	2'-0 1/16"
E11	84'-0 3/4"	84'-0 3/4"	123'-6 3/8"	118'-6 3/16"	2'-0 1/4"	2'-0 1/4"
E12	84'-0 9/16"	84'-0 9/16"	123'-6 13/16"	118'-6 3/4"	2'-0 9/16"	2'-0 9/16"



**SECTION A-A**  
 (For Information Only)

**NOTES:**

- See sheet SDA-20 for framing plan.
- All flange plates, web plates, and bearing stiffeners shall be AASHTO M270 Grade 50 Steel.
- Two hardened washers required for each set of oversized holes
- Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to Department.



USER NAME = dschrlks	DESIGNED - LRG	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 2/22/2023	DRAWN - LRG	REVISED -
	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GIRDER ELEVATION AND STEEL DETAILS  
 STRUCTURE NO. 099-8316 & 099-8317**

SHEET SDA-21 OF SDA-24 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	23
CONTRACT NO. 62U26				

ILLINOIS FED. AID PROJECT

MODEL: Default  
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 2/22/2023 7:11:20 PM

INTERIOR GIRDER 2W MOMENT TABLE			
		* 0.4 Sp. 1 or 0.6 Sp. 2	Pier
$I_s$	(in <sup>4</sup> )	12,475	34,130
$I_C(n)$	(in <sup>4</sup> )	33,407	63,027
$I_C(3n)$	(in <sup>4</sup> )	24,221	---
$I_C(cr)$	(in <sup>4</sup> )	---	38,123
$S_s$	(in <sup>3</sup> )	769.59	1805.82
$S_C(n)$	(in <sup>3</sup> )	1040.39	---
$S_C(3n)$	(in <sup>3</sup> )	960.77	---
$S_C(cr)$	(in <sup>3</sup> )	---	1871
DC1	(k/')	0.882	1.126
$M_{DC1}$	(k)	822	2085
DC2	(k/')	0.104	0.104
$M_{DC2}$	(k)	101	223
DW	(k/')	0.3	0.3
$M_{DW}$	(k)	292	644
LLDF		0.479	0.514
$M_{\perp} + IM$	(k)	1393	1794
$M_u$	(k)	4029.5	6990.5
$\phi_f M_n$	(k)	4959.4	8198.9
$f_s$ DC1	(ksi)	12.82	13.86
$f_s$ DC2	(ksi)	1.26	1.43
$f_s$ DW	(ksi)	3.65	4.13
$f_s$ ( $\perp + IM$ )	(ksi)	16.07	11.51
$f_s$ (Service II)	(ksi)	38.61	34.38
$0.95R_h F_y f$	(ksi)	47.5	47.5
$f_s$ (Total)(Strength I)	(ksi)	---	---
$\phi_f F_n$	(ksi)	---	---
$V_f$	(k)	57.05	57.1

\* 0.4 Span 1 Moment control design of positive moment section, 0.6 Span 2 Moments are similar, but slightly smaller

GIRDER 2W REACTION TABLE			
	W. Abut.	Pier	E. Abut.
LLDF	0.695	0.695	0.695
OCF	1	1	1
$R_{DC1}$	(k) 39.24	151.59	36.01
$R_{DC2}$	(k) 4.62	16.27	4.28
$R_{DW}$	(k) 13.31	46.94	12.34
$R_{\perp}$	(k) 68.63	141.46	67.57
$R_{Im}$	(k) 14.9	26.1	14.84
$R_{Total}$	(k) 140.7	382.36	135.04

EXTERIOR GIRDER 12E MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
$I_s$	(in <sup>4</sup> )	12,475	34,130	12,475
$I_C(n)$	(in <sup>4</sup> )	31,902	61,279	33,074
$I_C(3n)$	(in <sup>4</sup> )	22,884	---	23,915
$I_C(cr)$	(in <sup>4</sup> )	---	38,123	---
$S_s$	(in <sup>3</sup> )	769.59	1805.82	769.59
$S_C(n)$	(in <sup>3</sup> )	1029.10	---	1037.78
$S_C(3n)$	(in <sup>3</sup> )	946.01	---	957.37
$S_C(cr)$	(in <sup>3</sup> )	---	1974	---
DC1	(k/')	0.923	1.198	1.004
$M_{DC1}$	(k)	759	2088	742
DC2	(k/')	0.104	0.104	0.104
$M_{DC2}$	(k)	101	224	86
DW	(k/')	0.286	0.296	0.306
$M_{DW}$	(k)	273	630	261
LLDF		0.425	0.479	0.471
$M_{\perp} + IM$	(k)	1232	1673	1304
$M_u$	(k)	3640.5	6762.75	3708.5
$\phi_f M_n$	(k)	4826.3	8198.9	4928
$f_s$ DC1	(ksi)	11.83	13.88	11.57
$f_s$ DC2	(ksi)	1.28	1.36	1.08
$f_s$ DW	(ksi)	3.46	3.83	3.27
$f_s$ ( $\perp + IM$ )	(ksi)	14.37	10.17	15.08
$f_s$ (Service II)	(ksi)	35.25	32.28	35.52
$0.95R_h F_y f$	(ksi)	47.5	47.5	47.5
$f_s$ (Total)(Strength I)	(ksi)	---	---	---
$\phi_f F_n$	(ksi)	---	---	---
$V_f$	(k)	56.94	57.14	54.34

GIRDER 12E REACTION TABLE			
	W. Abut.	Pier	E. Abut.
LLDF	0.599	0.648	0.696
OCF	1	1	1
$R_{DC1}$	(k) 36.45	151.61	38.83
$R_{DC2}$	(k) 4.61	16.29	4.27
$R_{DW}$	(k) 12.48	46.19	12.86
$R_{\perp}$	(k) 59.09	131.91	67.73
$R_{Im}$	(k) 12.84	24.34	14.86
$R_{Total}$	(k) 125.47	370.34	138.55

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_C(n), S_C(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_C(3n), S_C(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_C(cr), S_C(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 DC1: Un-factored non-composite dead load (kips/ft.).  
 $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).  
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
 $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
 $M_{DW}$ : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 $M_{\perp} + IM$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 $M_u$ (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\perp} + IM$   
 $\phi_f M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).  
 $f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $M_{DC1} / S_{nc}$   
 $f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $M_{DC2} / S_C(3n)$  or  $M_{DC2} / S_C(cr)$  as applicable.  
 $f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $M_{DW} / S_C(3n)$  or  $M_{DW} / S_C(cr)$  as applicable.  
 $f_s$  ( $\perp + IM$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_{\perp} + IM / S_C(n)$  or  $M_{\perp} + IM / S_C(cr)$  as applicable.  
 $f_s$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\perp + IM)$   
 $0.95R_h F_y f$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).  
 $f_s$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\perp + IM)$   
 $\phi_f F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).  
 $V_f$ : Maximum factored shear range in span computed according to Article 6.10.10.



USER NAME = dschris	DESIGNED - LRG	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 2/22/2023	DRAWN - LRG	REVISED -
	CHECKED - CRS	REVISED -

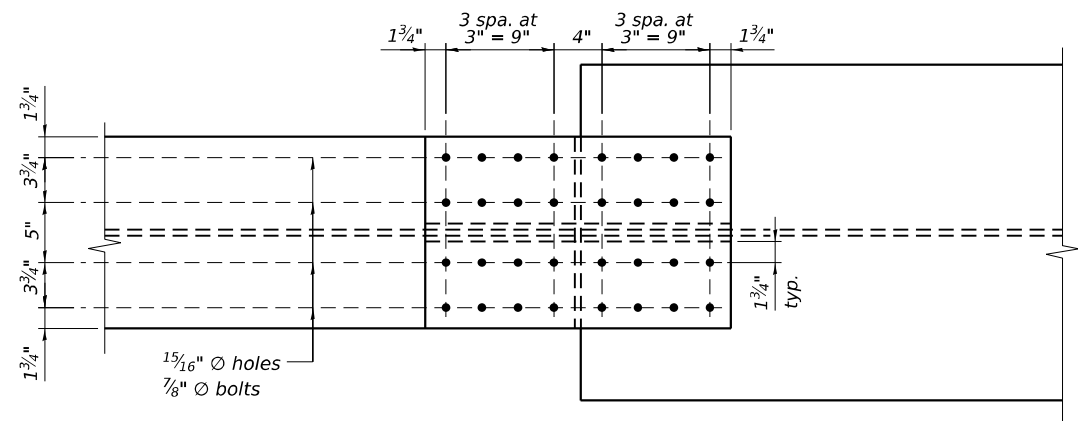
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MOMENT AND REACTION TABLE**  
**STRUCTURE NO. 099-8316 & 099-8317**

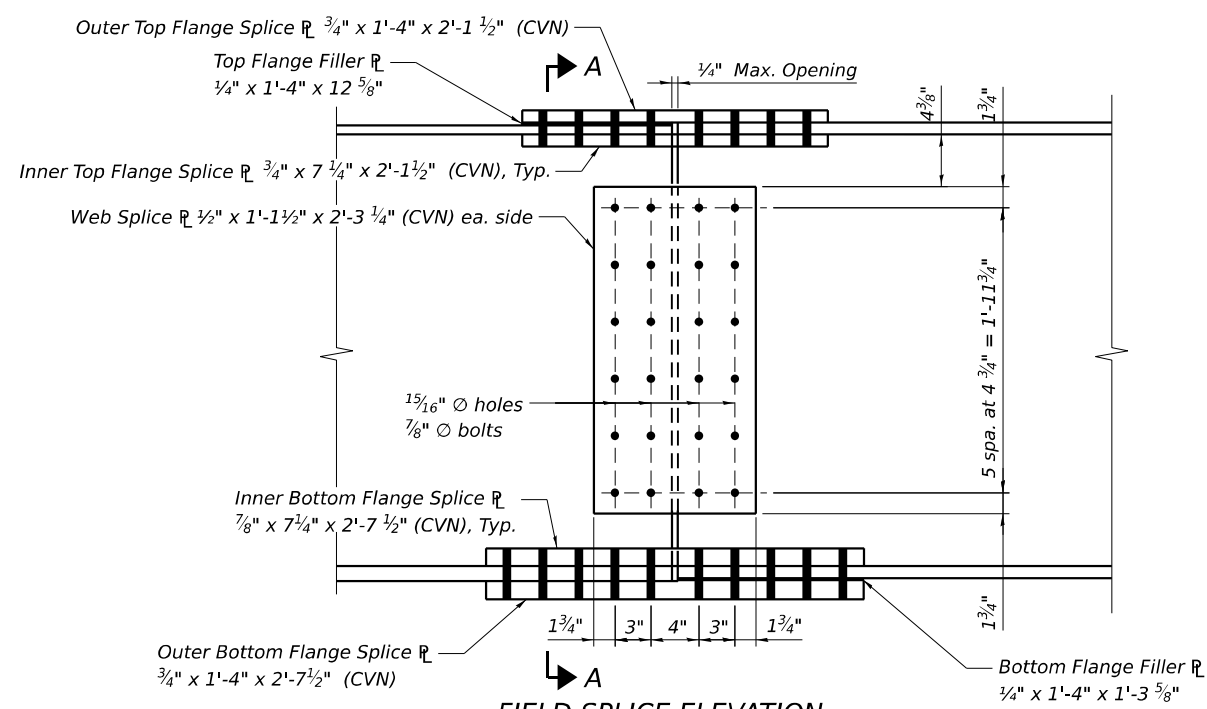
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	24
			CONTRACT NO. 62U26	
		ILLINOIS	FED. AID PROJECT	

SHEET SDA-22 OF SDA-24 SHEETS

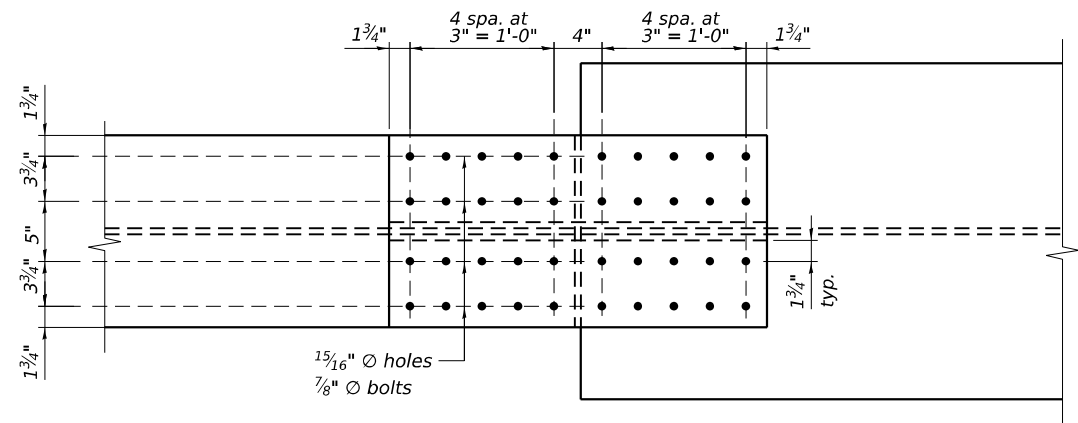
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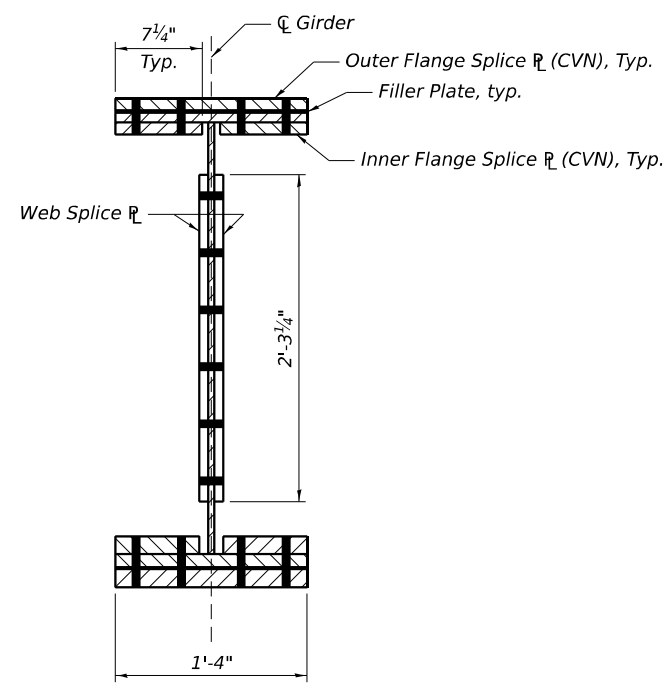
**PLAN - TOP FLANGE SPLICE PLATE**  
(32 bolts per top flange splice)



**FIELD SPLICE ELEVATION**  
(24 bolts per web splice, No. Splices Req'd = 46)



**PLAN - BOTTOM FLANGE SPLICE PLATE**  
(40 bolts per bottom flange splice)

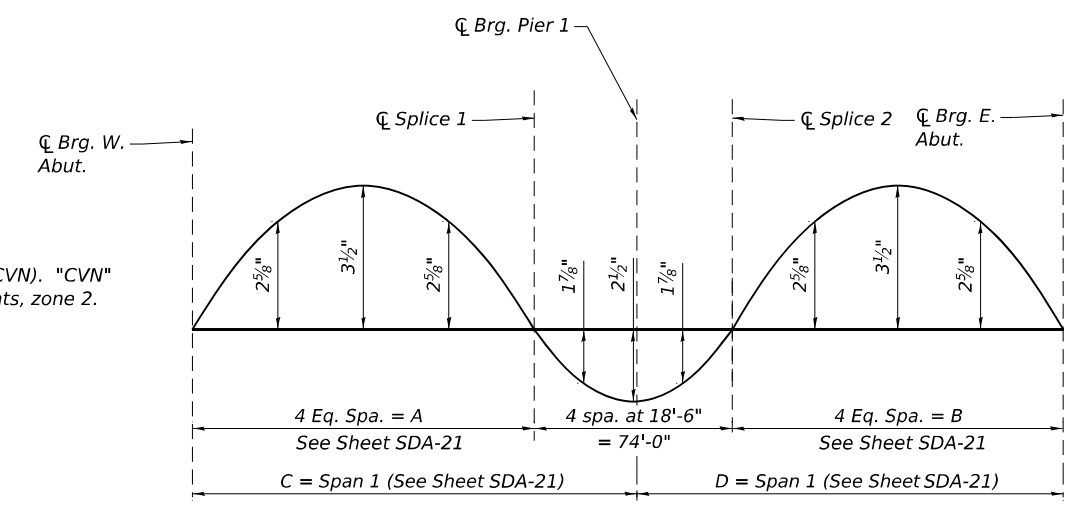


**SECTION A-A**

Note:  
Splice plates are to be AASHTO M270, Grade 50 (CVN). "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

**TOP OF WEB ELEVATIONS**  
(For fabrication only)

BEAM	℄ Brg. W. Abut.	Field Splice 1	℄ Brg. Pier 1	Field Splice 2	℄ Brg. E. Abut.
W1	610.84	610.18	609.49	609.27	608.22
W2	610.96	610.30	609.61	609.40	608.34
W3	611.09	610.43	609.74	609.52	608.47
W4	611.21	610.55	609.85	609.64	608.58
W5	611.30	610.64	609.95	609.73	608.68
W6	611.31	610.65	609.95	609.74	608.68
W7	611.21	610.55	609.86	609.64	608.59
W8	611.10	610.44	609.75	609.53	608.48
W9	610.97	610.31	609.62	609.40	608.35
W10	610.84	610.18	609.49	609.28	608.22
W11	610.72	610.06	609.37	609.15	608.10
E1	610.72	610.06	609.37	609.15	608.10
E2	610.84	610.18	609.49	609.28	608.22
E3	610.97	610.31	609.62	609.40	608.35
E4	611.10	610.44	609.75	609.53	608.48
E5	611.21	610.55	609.86	609.64	608.59
E6	611.31	610.65	609.95	609.74	608.68
E7	611.30	610.64	609.95	609.73	608.68
E8	611.21	610.55	609.85	609.64	608.58
E9	611.09	610.43	609.74	609.52	608.47
E10	611.00	610.32	609.62	609.40	608.32
E11	610.91	610.21	609.50	609.27	608.18
E12	610.82	610.10	609.39	609.15	608.04



**CAMBER DIAGRAM**



USER NAME = dschrlks	DESIGNED - LRG	REVISED -
PLOT SCALE =	CHECKED - CRS	REVISED -
PLOT DATE = 2/22/2023	DRAWN - LRG	REVISED -
	CHECKED - CRS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SPLICE AND CAMBER DETAILS  
STRUCTURE NO. 099-8316 & 099-8317**

SHEET SDA-23 OF SDA-24 SHEETS

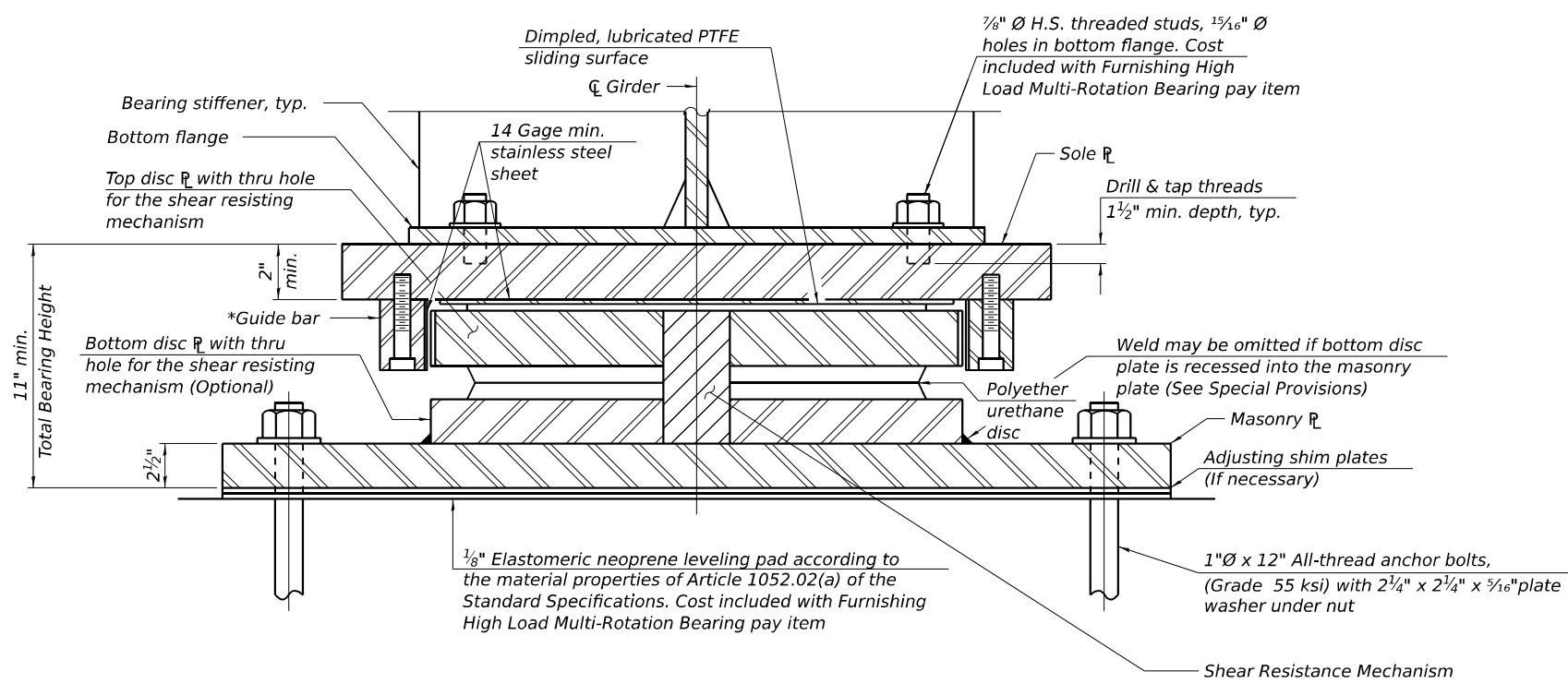
F.A.I. RTE. 80	SECTION FAI 80 22 FABRICATION	COUNTY WILL	TOTAL SHEETS 26	SHEET NO. 25
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62U26	

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**DESIGN DATA**

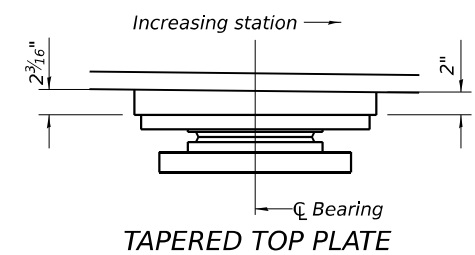
Unfactored Vertical Dead Load Reaction ( $R_{DC}$ )	196 kips
Unfactored Vertical Wearing Surface Reaction ( $R_{DW}$ )	47 kips
Unfactored Vertical Live Load without Impact Reaction ( $R_{LL}$ )	141 kips
Maximum Strength or Extreme Event Lateral Reaction ( $H_U$ )	49 kips
*Maximum Strength Limit State Rotation ( $\Theta_U$ according to Article 14.4.2.2)	0.017 rad
Unfactored Design Thermal Movement from 50° F ( $\Delta T$ )	0.014 in.
Service I Factored Lateral Reaction	28 kips
Service I Take Out Limit Rotation	0.004 rad
**Strength I Factored Longitudinal Movement	0.016 in.
Service I Factored Vertical Reaction	385 kips
Strength I Factored Vertical Reaction	563 kips

Service I Load Factors = 1.0DC + 1.0DW + 1.0LL  
 Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU  
 Extreme Event Load Factors = 1.0EQ  
 \*Rotation allowances for fabrication tolerances (0.005 radians), installation uncertainties (0.005 radians) are included  
 \*\*Bearing shall be designed to accommodate 1 inch of movement from 50 degrees



**SECTION THRU BEARING**

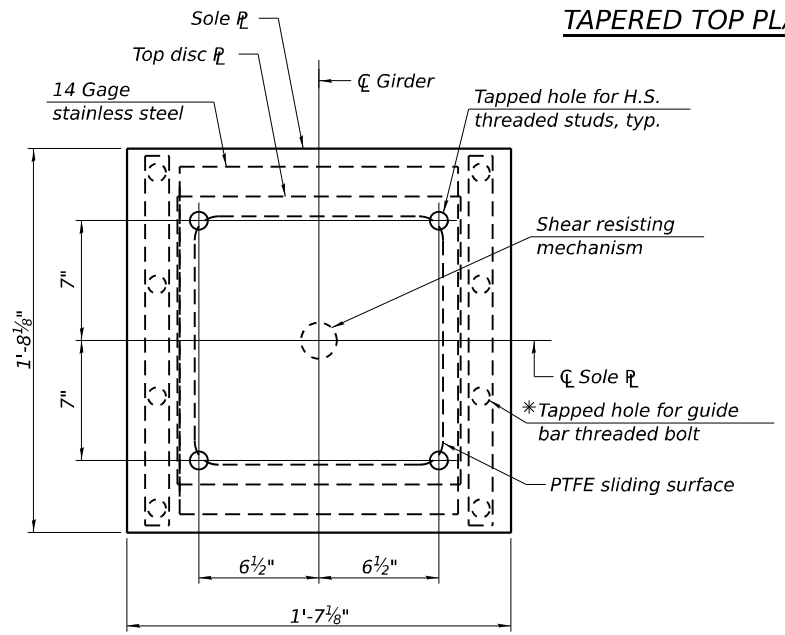
\* As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.



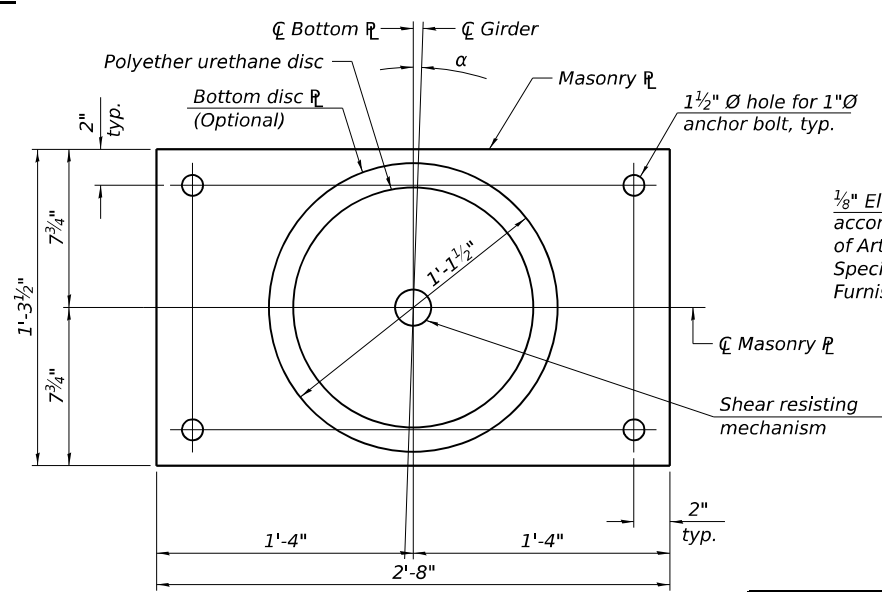
**TAPERED TOP PLATE**

**NOTES:**

- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with furnishing high load multi-rotation bearing.
- Total bearing height is estimated based on manufacturer data.



**SOLE PLATE AND TOP DISC PLATE PLAN**

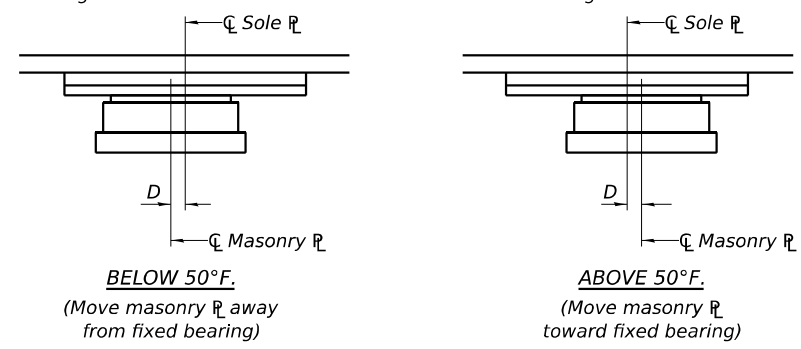


**MASONRY PLATE AND BOTTOM DISC PLATE PLAN**

Beam No.	$\alpha$
1W thru 9E	0°0'0"
10E	0°37'19"
11E	1°14'38"
12E	1°51'56"

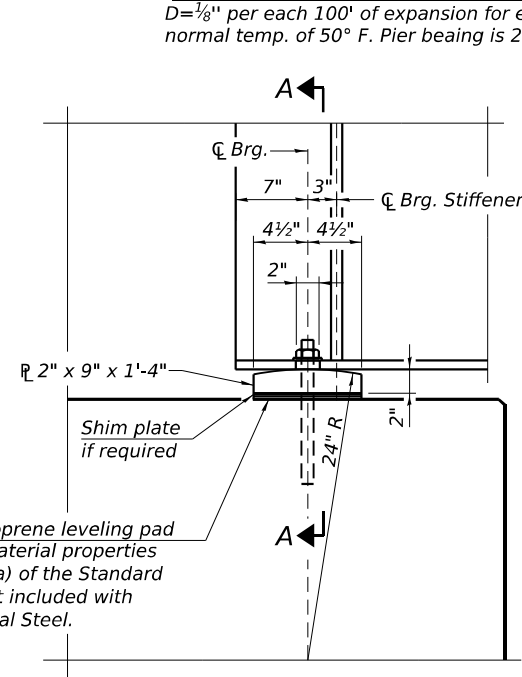
**NOTE:**

Anchor Bolts shall be included in Erection Contract (62R28)

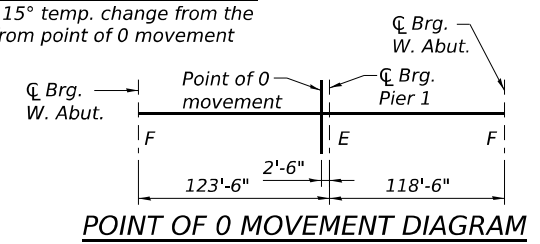


**SETTING ANCHOR BOLTS AT EXPANSION BEARING**

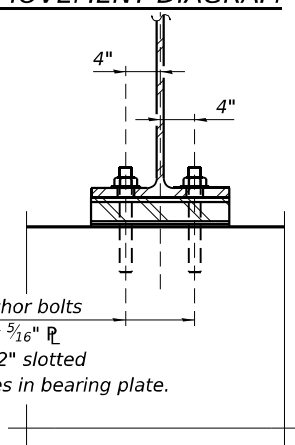
$D = 1/8$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F. Pier bearing is 2.50' from point of 0 movement



**ELEVATION AT ABUTMENT**



**POINT OF 0 MOVEMENT DIAGRAM**



**SECTION A-A**

**FIXED BEARING - INTEGRAL ABUTMENT**

(46 Required - Cost Included with Furnishing Structural Steel)

**BILL OF MATERIAL**

Item	Unit	Total
** Furnishing High Load Multi-Rotational Bearings, Disc, Guided Expansion-400k	Each	23

\*\* The value specified in the pay item name is an approximate vertical load capacity that is use for letting and bidding purposes only. Exact bearing capacity will vary subject to manufacturer's design.



USER NAME = dschrlks	DESIGNED - CRS	REVISED -
PLOT SCALE =	CHECKED - DTS	REVISED -
PLOT DATE = 2/22/2023	DRAWN - CRS	REVISED -
	CHECKED - DTS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS  
 STRUCTURE NO. 099-8316 & 099-8317**

SHEET SDA-24 OF SDA-24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FABRICATION	WILL	26	26
CONTRACT NO. 62U26				
ILLINOIS FED. AID PROJECT				