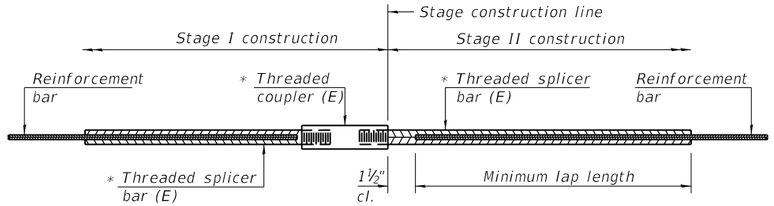
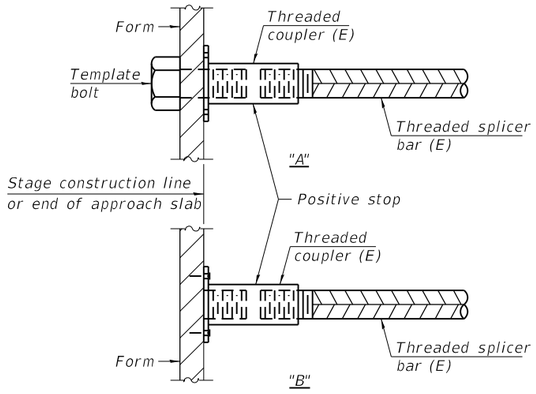


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1½" + thread length

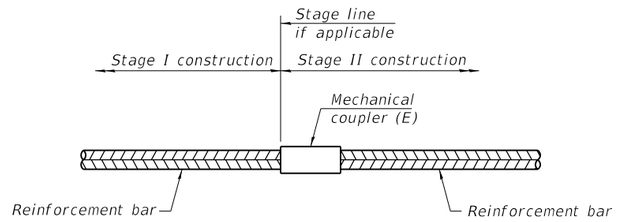
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	5	632	3'-6"
Abut. Diaphragm	6	22	4'-0"
Pier Diaphragm	6	10	4'-0"
Approach Slab	5	132	3'-4"
Approach Slab	8	120	4'-9"
Abutments	5	8	3'-7"
Abutments	9	20	6'-5"
Pier	5	6	3'-7"
Pier	6	16	4'-4"
Pier	8	8	5'-1"
Pier	10	8	7'-8"



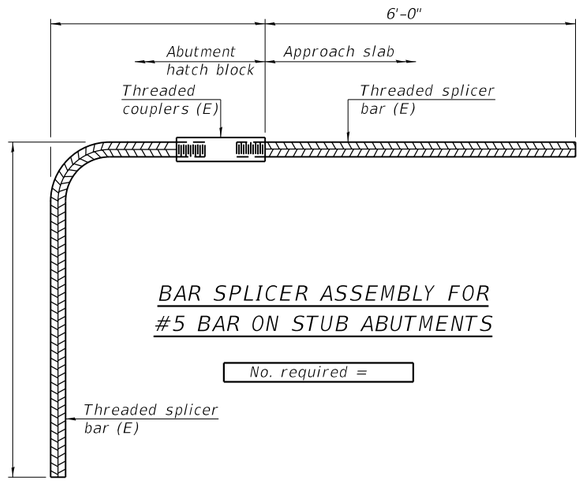
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

2-17-2017

EFK•Moen
Civil Engineering Design

USER NAME = ABenz		DESIGNED - JSR	REVISED -	
		CHECKED - ACB	REVISED -	
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PLOT DATE = 2/5/2019		CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 072-0250
SHEET 31 OF 34 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(15B;[(102-1),(14HB)]BR)BR	PEORIA	1361	901
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT			

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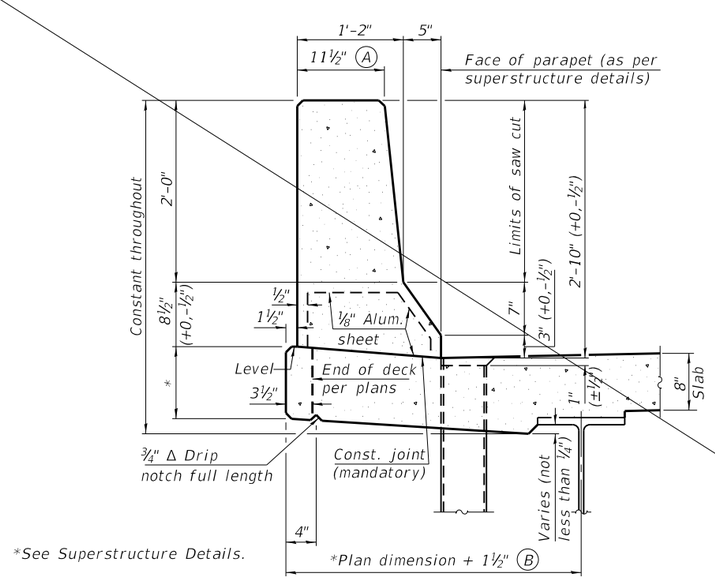
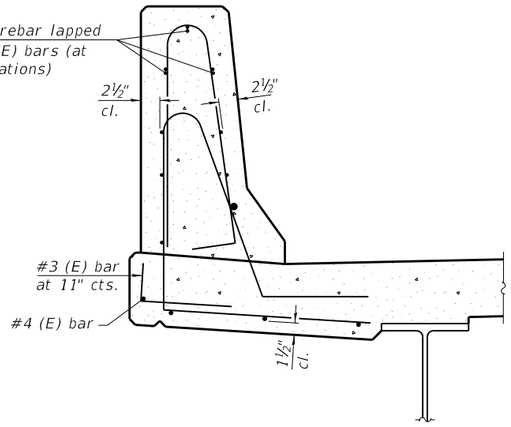


34" F SHAPE PARAPET SECTION

(Showing dimensions)



SECTION

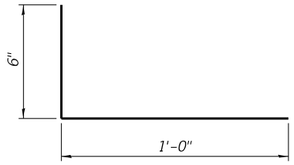
(34" parapet shown – 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.

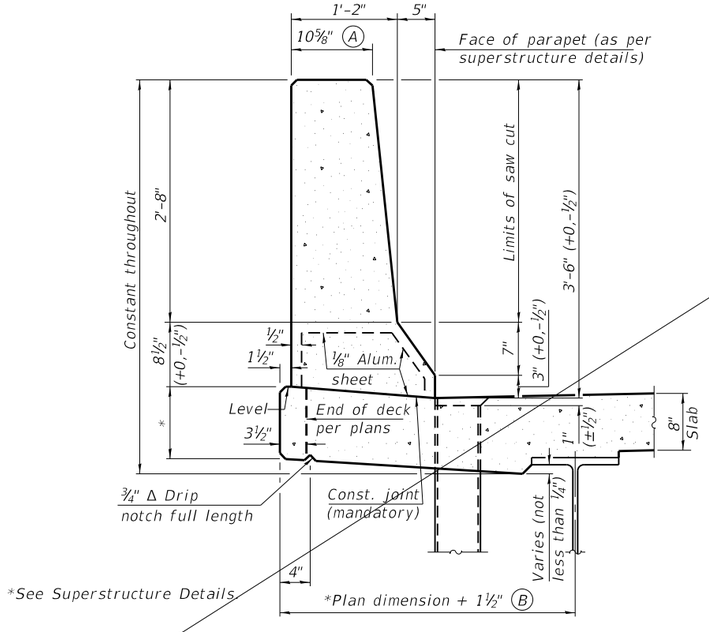
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

Steel superstructure shown. Other superstructure types similar.



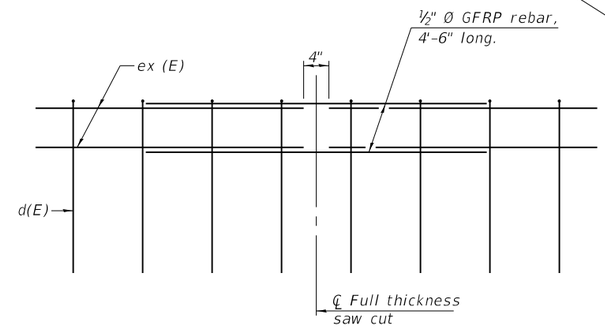
#3 (E) BAR

THIS SHEET TO BE REPLACED WITH PENDING BASE SHEET FOR CONSTANT-SLOPE PARAPET



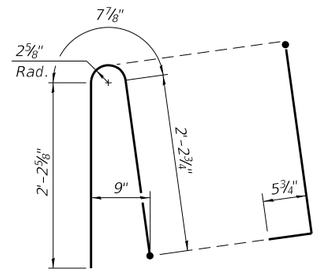
42" F SHAPE PARAPET SECTION

(Showing dimensions)



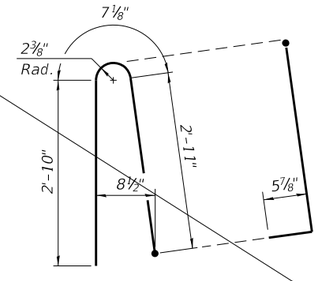
GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)

(For 42" parapet when conduit is present)

SFP 34-42 2-17-2017

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EFK•Moen Civil Engineering Design

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	CHECKED - ACB	REVISED -	
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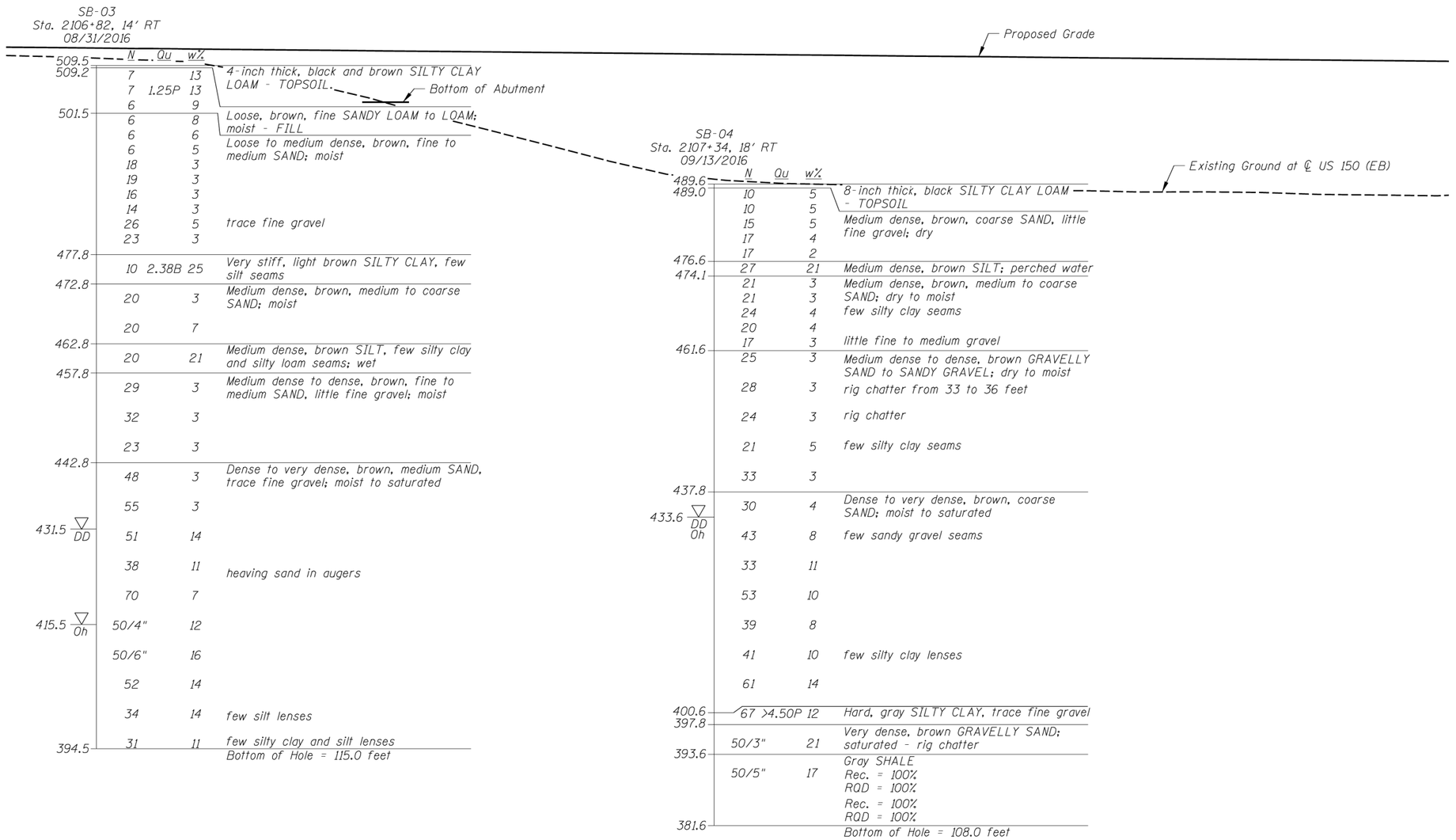
PLOT DATE = 11/26/2018	CHECKED - ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 072-0250
SHEET 32 OF 34 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(15B;[(102-1),(14HB)]BR)BR	PEORIA	1361	902
		CONTRACT NO. 68B46		
		ILLINOIS	FED. AID PROJECT	



LEGEND

N	Standard Penetration Test N (blows/ft)
Qu	Unconfined Strength (tsf)
w%	Natural Moisture Content (%)
DD 558.10 ▽	Water Surface Elevation Encountered in Boring DD = during drilling Oh = at completion 24h = 24 hours after completion

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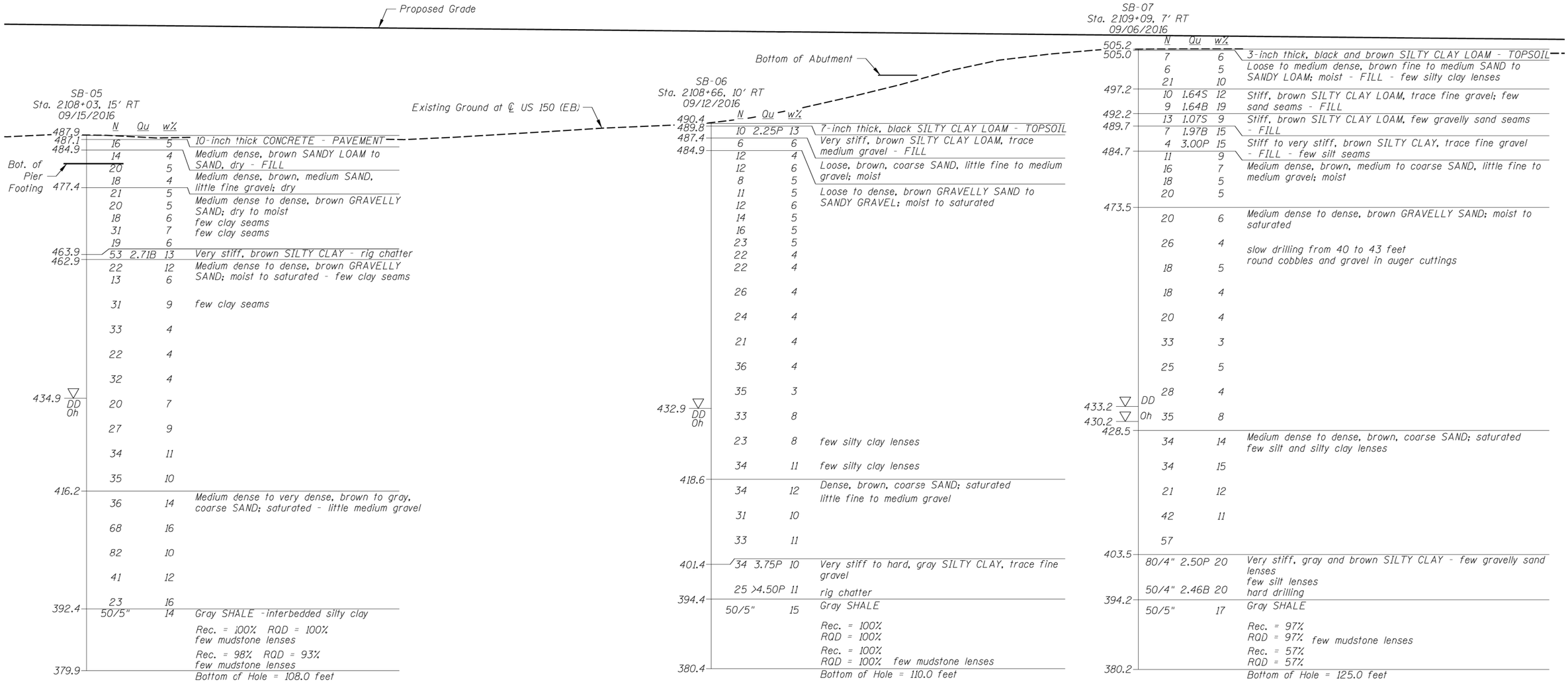
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE DATA PROFILE
STRUCTURE NO. 072-0250
SHEET 33 OF 34 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(15B;[(102-1),(14HB)]BR)BR	PEORIA	1361	903
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT			



LEGEND

N	Standard Penetration Test N (blows/ft)
Qu	Unconfined Strength (tsf)
w%	Natural Moisture Content (%)
DD ▽ 558.10	Water Surface Elevation Encountered in Boring DD = during drilling 0h = at completion 24h = 24 hours after completion

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE DATA PROFILE
STRUCTURE NO. 072-0250
SHEET 34 OF 34 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(15B;[(102-1),(14HB)]BR)BR	PEORIA	1361	904
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT			

Benchmark: BM 2516 - Chiseled square on top of the west end of the northerly concrete barrier wall on the west abutment of the westbound bridge of War Memorial Drive US 150 over NE Adams Street (IL-29) at the exit ramp to NE Adams St. (IL 29). Elev. 511.94

Existing Structure: S.N. 090-0070 bridge 39 ft. upstream, constructed 1948. The existing truss bridge is 4,745 ft. long & 33'-2" ft. wide. To be removed after new structure is complete and traffic shifted to new structure. Existing structure to remain open to traffic during construction.

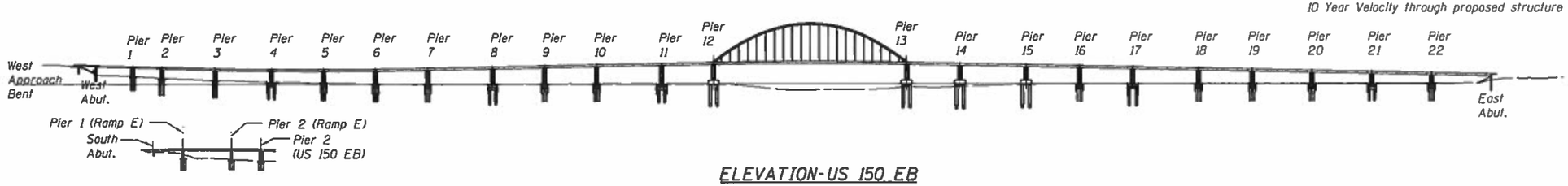
Salvage: A portion of the tops of the existing steel truss will be salvaged for historical display elsewhere.

WATERWAY INFORMATION

Drainage Area = 14,165 sq. mi. Low Grade Elev. 462.44 @ Sta. 2163+50

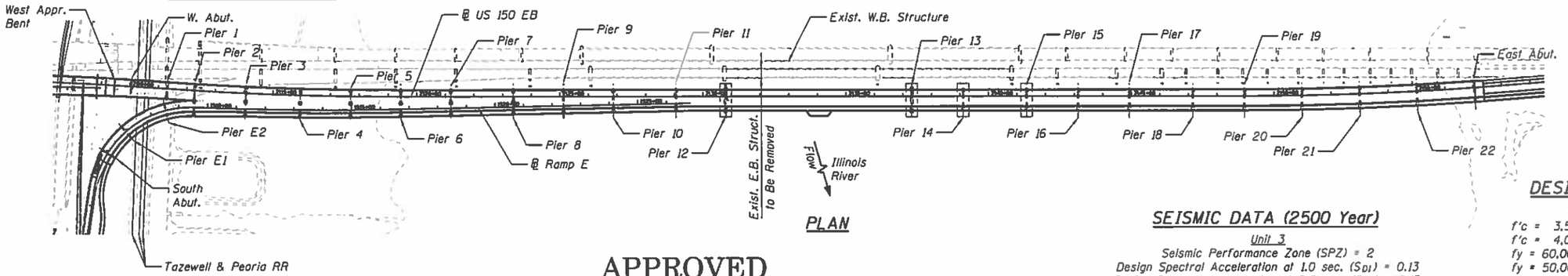
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	67,000	72,825	70,399	454.4	0.0	0.0	454.4	454.4
Design	50	83,000	88,007	85,284	458.1	0.0	0.0	458.1	458.1
Base	100	91,000	93,822	90,383	459.5	0.0	0.0	459.5	459.5
Overtopping									
Max. Calc.	500	114,000	104,445	102,946	462.4	0.0	0.0	462.4	462.4

10 Year Velocity through proposed structure = 0.95 fps



ELEVATION-US 150 EB

ELEVATION-RAMP E



PLAN

N

APPROVED

FOR STRUCTURAL ADEQUACY ONLY

ENGINEER OF BRIDGES AND STRUCTURES

SIGNED _____
Norman R. Smit, S.E. IL Lic. No. 081-007988
Expires 11-30-2020
DATE 11/28/2018 FOR SHEETS S-39 thru S-42, S-80 thru S-85, S-123 thru S-129, S-154, S-155, S-172, S-173, S-175 thru S-177, and S-216 thru S-266.

SIGNED _____
Spiros Pantazis, S.E. IL Lic. No. 081-006448
Expires 11-30-2020
DATE 11/27/18 FOR SHEETS S-1 thru S-38, S-63 thru S-79, S-99 thru S-122, S-156 thru S-171, S-174, S-190 thru S-215, S-281 thru S-287, S-297 thru S-354, S-430 thru S-434, S-155A, and S-155B.

SIGNED _____
Michael N. Mendenhall, S.E. IL Lic. No. 081-006657
Expires 11-30-2020
DATE 11/28/18 FOR SHEETS S-43 thru S-59, S-61, S-86 thru S-98, S-130 thru S-144, S-147 thru S-150, S-178 thru S-189, S-267 thru S-280, S-294 thru S-296, S-355 thru S-423, S-428, S-435 thru S-445.

SIGNED _____
Chris Linneman, S.E. IL Lic. No. 081-006415
Expires 11-30-2020
DATE 11/28/18 FOR SHEETS S-60, S-62, S-145, S-146, S-151 thru S-153, S-288 thru S-293, S-424 thru S-427.

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA (2500 Year)

Unit 3
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.13
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.17
Soil Site Class = C

Units 1,2,4,8 & Ramp E
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.19
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.23
Soil Site Class = D

Units 5,6 & 7
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.28
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.36
Soil Site Class = E

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

PRECAST PRESTRESSED UNITS

f'c = 6,000 psi
f'ci = 5,000 psi
fpu = 270,000 psi (½" ϕ low lax. strands)
fpbt = 201,960 psi (½" low lax. strands)

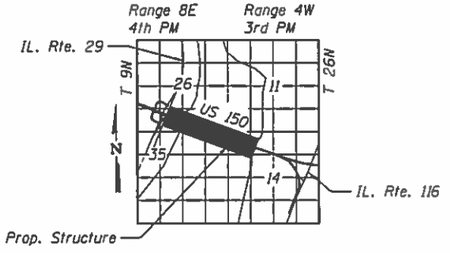
DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	Pier 10	Pier 11
0100		439.8	432.8	429.8	425.3	425.1	425.1	425.1	425.1	419.1
0500	460.0	437.5	430.5	427.5	423.0	423.0	423.0	423.0	423.0	415.9
Design	450.5	439.8	432.8	429.8	425.3	425.1	425.1	425.1	425.1	419.1
Check	450.5	437.5	430.5	427.5	423.0	423.0	423.0	423.0	423.0	415.9

Event/Limit State	Pier 12	Pier 13	Pier 14	Pier 15	Pier 16	Pier 17	Pier 18	Pier 19	Pier 20	Pier 21
0100	381.2	381.2	381.2	384.8	409.6	409.6	423.5	423.5	423.5	423.5
0500	379.3	379.3	379.3	382.9	409.6	409.6	423.1	423.1	423.1	423.1
Design	381.2	381.2	381.2	384.8	409.6	409.6	423.5	423.5	423.5	423.5
Check	379.3	379.3	379.3	382.9	409.6	409.6	423.1	423.1	423.1	423.1

Event/Limit State	Pier 22	E. Abut.
0100	423.5	460.1
0500	423.1	460.1
Design	423.5	460.1
Check	423.1	460.1

Item 113 for the structure is 5



LOCATION SKETCH

OVERALL SITE PLAN
US 150 E.B. (McCLUGAGE BRIDGE) OVER THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.P. 317 - SECTION (15B;[(102-1),(14HB)]BR)BR
PEORIA/TAZEWELL COUNTIES
STATION 2134+06.00
STRUCTURE NO. 090-0180

TYLIN INTERNATIONAL	USER NAME = spantazis	DESIGNED - SP	REVISED -
		DRAWN - SP	REVISED -
	PLOT SCALE = 4888 '/ in.	CHECKED - PDF	REVISED -
	PLOT DATE = 12/11/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET S-1 OF 445 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEORIA/TAZEWELL	1361	905
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

* (15B;[(102-1),(14HB)]BR)BR

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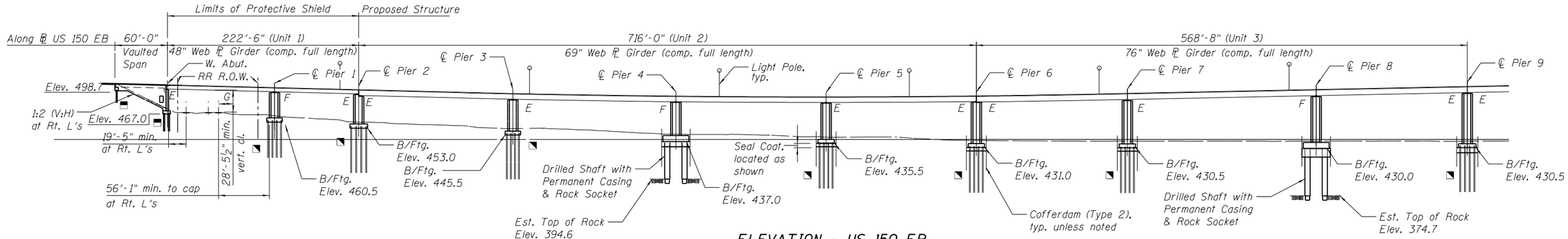
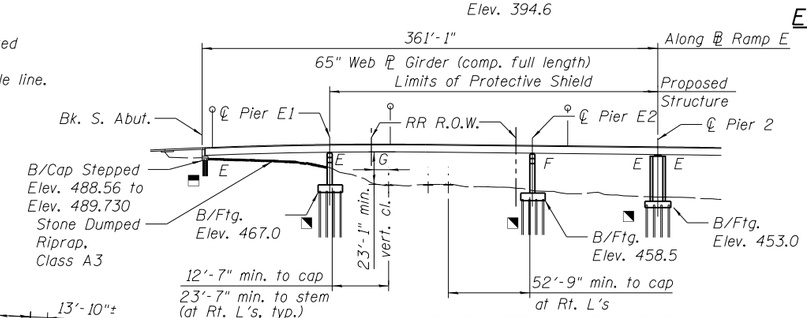


ELEVATION - US 150 EB

Note:
No freefall deck drains will be permitted in the span over the tracks or within 10 ft. of cross arms of a railroad pole line.

Foundation Support Legend

- Denotes Steel HP Piles
- Denotes Metal Shell Piles



ELEVATION - RAMP E

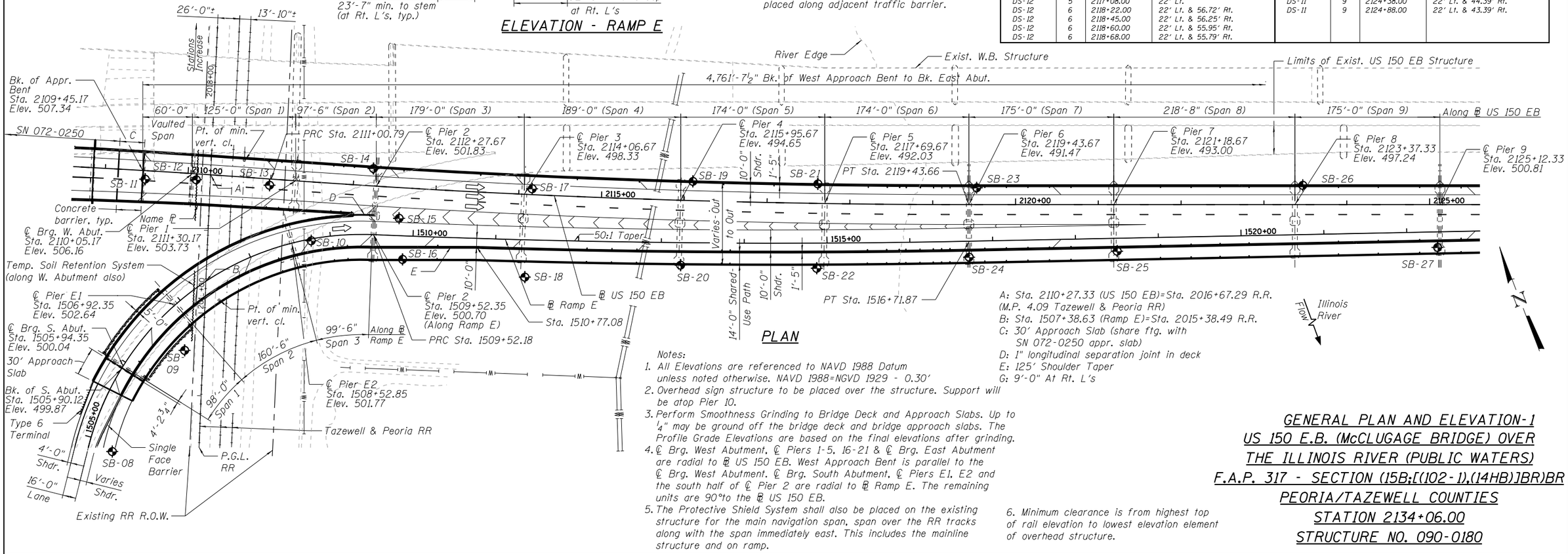
DRAINAGE LOCATIONS-RAMP E

Drainage Type	Span	Station	Offset
DS-12	1	1506+10.00	14.50' Rt.
DS-12	3	1508+32.00	14.50' Rt.
DS-12	3	1509+02.00	14.50' Rt.
DS-12	3	1509+20.00	14.50' Rt.

Provide DS-11 scuppers along shared-use path matching locations of scuppers placed along adjacent traffic barrier.

DRAINAGE LOCATIONS-US 150 EB

Drainage Type	Span	Station	Offset	Drainage Type	Span	Station	Offset
DS-11	1	2110+97.00	22.11' Lt. & 35.01' Rt.	DS-12	6	2118+85.00	22' Lt. & 55.45' Rt.
DS-11	1	2111+12.00	22.18' Lt & 34.81' Rt.	DS-12	6	2119+01.00	22' Lt. & 55.13' Rt.
DS-11	2	2111+75.00	22.22' Lt. & 34.17' Rt.	DS-12	6	2119+11.00	22' Lt. & 54.93' Rt.
DS-11	2	2111+87.00	22.19' Lt. & 34.09' Rt.	DS-12	6	2119+21.00	22' Lt. & 54.73' Rt.
DS-11	2	2112+00.00	22.15' Lt. & 34.01' Rt.	DS-11	7	2119+63.00	22' Lt. & 53.89' Rt.
DS-12	3	2112+60.00	22' Lt.	DS-11	7	2119+89.00	22' Lt. & 53.37' Rt.
DS-12	3	2113+06.00	68.59' Rt.	DS-11	7	2120+15.00	22' Lt. & 52.85' Rt.
DS-12	3	2113+53.00	22' Lt.	DS-11	7	2120+41.00	22' Lt. & 52.33' Rt.
DS-12	4	2114+70.00	22' Lt.	DS-11	7	2120+67.00	22' Lt. & 51.81' Rt.
DS-12	4	2114+85.00	63.47' Rt.	DS-11	8	2121+75.00	22' Lt. & 49.65' Rt.
DS-12	4	2115+15.00	62.87' Rt.	DS-11	8	2122+12.00	22' Lt. & 48.91' Rt.
DS-12	4	2115+45.00	22' Lt. & 62.27' Rt.	DS-11	8	2122+47.00	22' Lt. & 48.21' Rt.
DS-12	5	2116+47.00	22' Lt. & 60.22' Rt.	DS-11	8	2122+82.00	22' Lt. & 47.51' Rt.
DS-12	5	2116+57.00	60.02' Rt.	DS-11	9	2123+90.00	22' Lt. & 45.35' Rt.
DS-12	5	2117+08.00	22' Lt.	DS-11	9	2124+38.00	22' Lt. & 44.39' Rt.
DS-12	6	2118+22.00	22' Lt. & 56.72' Rt.	DS-11	9	2124+88.00	22' Lt. & 43.39' Rt.
DS-12	6	2118+45.00	22' Lt. & 56.25' Rt.				
DS-12	6	2118+60.00	22' Lt. & 55.95' Rt.				
DS-12	6	2118+68.00	22' Lt. & 55.79' Rt.				



PLAN

Notes:

1. All Elevations are referenced to NAVD 1988 Datum unless noted otherwise. NAVD 1988=NGVD 1929 - 0.30'
2. Overhead sign structure to be placed over the structure. Support will be atop Pier 10.
3. Perform Smoothness Grinding to Bridge Deck and Approach Slabs. Up to ¼" may be ground off the bridge deck and bridge approach slabs. The Profile Grade Elevations are based on the final elevations after grinding.
4. ℄ Brg. West Abutment, ℄ Piers 1-5, 16-21 & ℄ Brg. East Abutment are radial to ℄ US 150 EB. West Approach Bent is parallel to the ℄ Brg. West Abutment. ℄ Brg. South Abutment, ℄ Piers E1, E2 and the south half of ℄ Pier 2 are radial to ℄ Ramp E. The remaining units are 90°to the ℄ US 150 EB.
5. The Protective Shield System shall also be placed on the existing structure for the main navigation span, span over the RR tracks along with the span immediately east. This includes the mainline structure and on ramp.
6. Minimum clearance is from highest top of rail elevation to lowest elevation element of overhead structure.

A: Sta. 2110+27.33 (US 150 EB)=Sta. 2016+67.29 R.R. (M.P. 4.09 Tazewell & Peoria RR)
B: Sta. 1507+38.63 (Ramp E)=Sta. 2015+38.49 R.R.
C: 30' Approach Slab (share ftg. with SN 072-0250 appr. slab)
D: 1" longitudinal separation joint in deck
E: 125' Shoulder Taper
G: 9'-0" At Rt. L's

GENERAL PLAN AND ELEVATION-1
US 150 E.B. (McCLUGAGE BRIDGE) OVER THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.P. 317 - SECTION (15B;[(102-1),(14HB)]BR)BR
PEORIA/TAZEWELL COUNTIES
STATION 2134+06.00
STRUCTURE NO. 090-0180

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET S-2 OF 445 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEORIA/TAZEWELL	1361	906
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

• (15B;[(102-1),(14HB)]BR)BR

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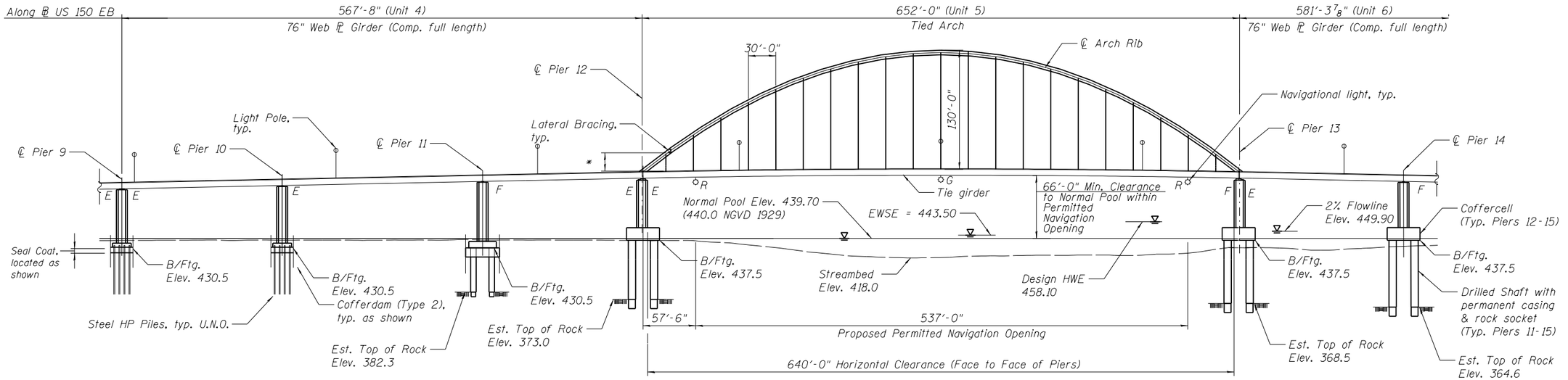


ELEVATION

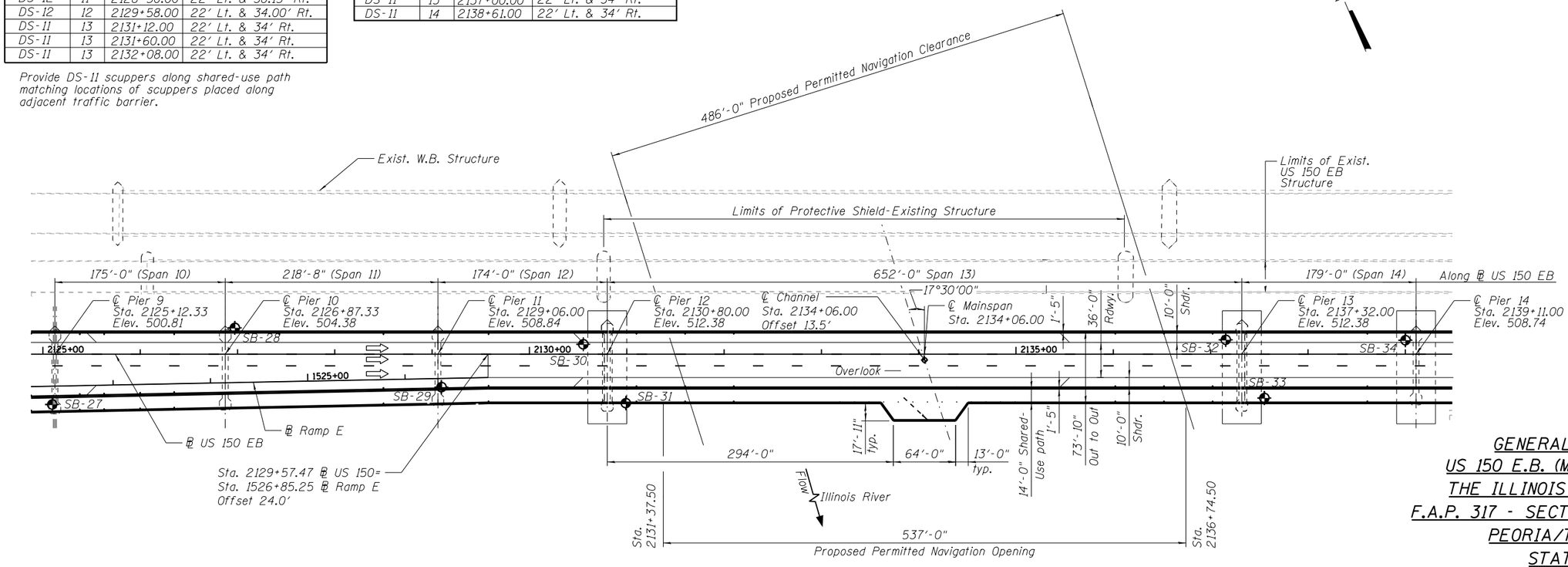
* 17′-3" min. Vertical Clearance to lateral bracing from top of deck.

DRAINAGE LOCATIONS-US 150 EB

Drainage Type	Span	Station	Offset
DS-12	10	2125+38.00	22′ Lt. & 42.39′ Rt.
DS-12	10	2125+63.00	22′ Lt. & 41.89′ Rt.
DS-12	10	2126+00.00	41.15′ Rt.
DS-12	10	2126+35.00	22′ Lt. & 40.45′ Rt.
DS-12	11	2127+43.00	22′ Lt.
DS-12	11	2128+50.00	22′ Lt. & 36.15′ Rt.
DS-12	12	2129+58.00	22′ Lt. & 34.00′ Rt.
DS-11	13	2131+12.00	22′ Lt. & 34′ Rt.
DS-11	13	2131+60.00	22′ Lt. & 34′ Rt.
DS-11	13	2132+08.00	22′ Lt. & 34′ Rt.

Provide DS-11 scuppers along shared-use path matching locations of scuppers placed along adjacent traffic barrier.

Drainage Type	Span	Station	Offset
Floordrains at 15′ cts.	13	2133+08.50 to 2135+03.50	22′ Lt., 34′ Rt., and 49.4′ Rt.
DS-11	13	2136+04.00	22′ Lt. & 34′ Rt.
DS-11	13	2136+52.00	22′ Lt. & 34′ Rt.
DS-11	13	2137+00.00	22′ Lt. & 34′ Rt.
DS-11	14	2138+61.00	22′ Lt. & 34′ Rt.



PLAN

GENERAL PLAN AND ELEVATION-2
US 150 E.B. (McCLUGAGE BRIDGE) OVER THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.P. 317 - SECTION (15B;[(102-1),(14HB)]BR)BR
PEORIA/TAZEWELL COUNTIES
STATION 2134+06.00
STRUCTURE NO. 090-0180

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SCALE: | SHEET S-3 OF 445 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEORIA/TAZEWELL	1361	907
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

• (15B;[(102-1),(14HB)]BR)BR

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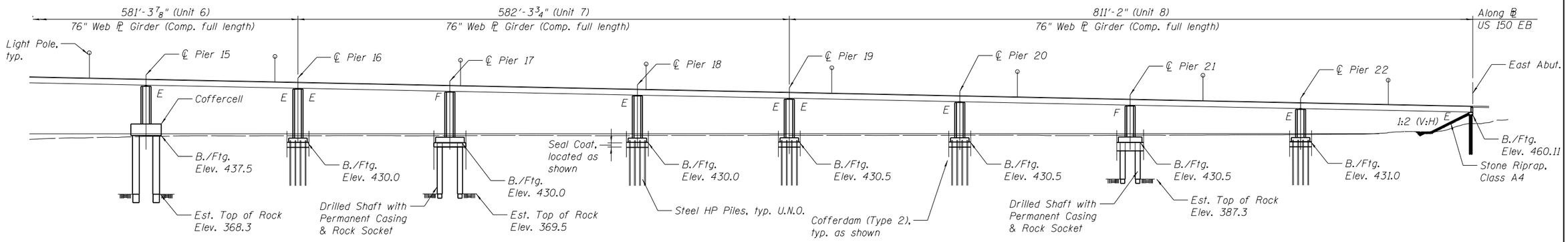


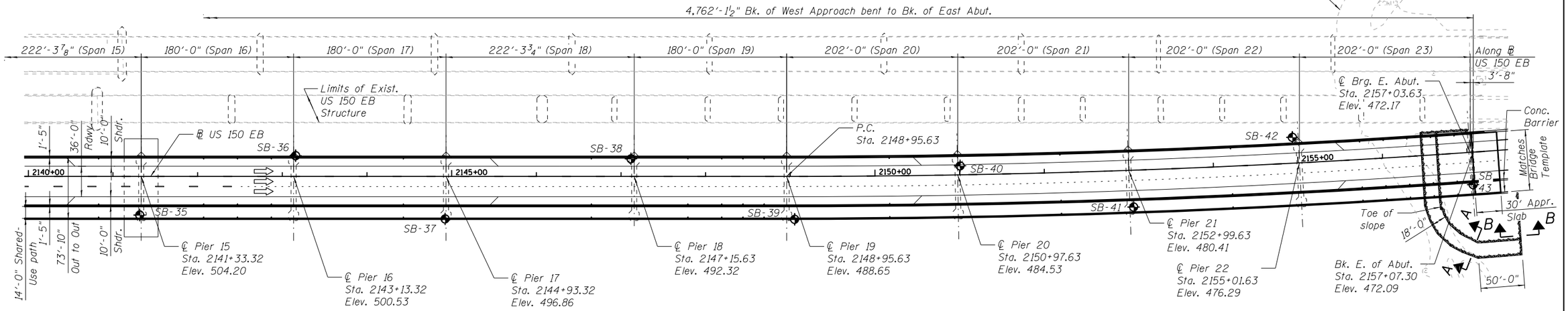
ELEVATION

DRAINAGE LOCATIONS-US 150 EB

Drainage Type	Span	Station	Offset
DS-11	15	2140+83.00	22' Lt. & 34' Rt.
DS-11	16	2142+07.00	22' Lt. & 34' Rt.
DS-11	16	2142+47.00	22' Lt. & 34' Rt.
DS-11	16	2142+87.00	22' Lt. & 34' Rt.
DS-11	17	2144+43.00	22' Lt. & 34' Rt.
DS-11	18	2146+65.00	22' Lt. & 34' Rt.
DS-11	19	2147+79.00	22' Lt. & 34' Rt.
DS-11	19	2148+19.00	22' Lt. & 34' Rt.
DS-11	19	2148+44.00	22' Lt. & 34' Rt.
DS-11	19	2148+69.00	22' Lt. & 34' Rt.
DS-11	20	2150+17.00	22' Lt. & 34' Rt.

Drainage Type	Span	Station	Offset
DS-11	21	2152+19.00	22' Lt. & 34' Rt.
DS-11	22	2154+21.00	22' Lt. & 34' Rt.
DS-11	23	2155+74.00	22' Lt. & 34' Rt.
DS-11	23	2156+02.00	22' Lt. & 34' Rt.
DS-11	23	2156+30.00	22' Lt. & 34' Rt.
DS-11	23	2156+58.00	22' Lt. & 34' Rt.
DS-11	23	2156+86.00	22' Lt. & 34' Rt.

Provide DS-11 scuppers along shared-use path matching locations of scuppers placed along adjacent traffic barrier.



PLAN

Note:
Piers 20-22 and the East Abutment are radial to ℄ US 150 EB.
See Sheet S-7 of 445 for Section A-A and B-B.

GENERAL PLAN AND ELEVATION-3
US 150 E.B. (McCLUGAGE BRIDGE) OVER THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.P. 317 - SECTION (15B;[(102-1),(14HB)]BR)BR
PEORIA/TAZEWELL COUNTIES
STATION 2134+06.00
STRUCTURE NO. 090-0180

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEORIA/TAZEWELL	1361	908
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

• (15B;[(102-1),(14HB)]BR)BR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS - 1 OF 2
STRUCTURE NO. 090-0180
SHEET S-5 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR,BR	PEO/TAZ	1361	909
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS - 2 OF 2
STRUCTURE NO. 090-0180
SHEET S-6 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR,BR	PEO/TAZ	1361	910
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts ⅞" Ø, holes 15/16", unless otherwise noted. All bolt connections in Unit 5 shall have Class B faying surfaces and threads excluded from the shear plane, unless otherwise noted.

2. Calculated weight of Structural Steel = 21,586,600 lbs. Grade 50W and 324,000 lbs. HSS structural tubing.

3. All structural steel shall be AASHTO M 270 Grade 50W unless otherwise noted. All HSS structural tubing shall be ASTM A1085, with supplemental heat treatment S1, unless otherwise noted. For unit 5, all structural steel and tubing shall satisfy the charpy-v-notch impact energy requirements for temperature zone 2.

4. Materials, fabrication, welding, and non-destructive testing for the members indentified as Fracture Critical Members (FCM) in the contract plans shall conform to the requirements of Section 12 of the AWS D1.5 Bridge Welding Code.

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

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

7. For Ramp E, Units 1-4 and 6-8, if the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

9. Concrete Sealer shall be applied to the designated areas of each abutment and Piers 2, 6, 9, 12, 13, 16 and 19.

10. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom flange of the fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color scheme shall be as follows:

    All Units except Unit 5:

    Exterior and bottom flanges of exterior (fascia) girders shall be painted Blue, Munsell No. 10B 3/6. All interior surfaces shall not be painted, except all structural steel and exposed surfaces of bearings within a distance of 10 ft. from the deck joints and top flanges in contact with the finger plates shall be painted Brown (Fed Color Std. 595a 20045) as specified in Section 506 of the Standard Specifications.

    Unit 5 (Arch Span):

    All surfaces of the Tie Girders and End Floor Beams; all exterior surfaces of the Arch Ribs and Knuckle; and all exposed surfaces of the last 6 ft. of each Floor Beam end, including connection plates and Lower Lateral Bracing within the 6 ft. zone, at the tie girder connection shall be Blue, Munsell No. 10B 3/6. Interior structural steel such as stringers, remaining floorbeam surface and lower lateral bracing shall not be painted, except for all interior structural steel and exposed surfaces of bearings within a distance of 10 ft. from the deck joints shall be painted Brown (Fed Color Std. 595a 20045) as specified in Section 506 of the Standard Specifications.

    The inside surfaces of the arch rib and knuckles shall be painted with a white prime coat. A non-skid coating shall be provided on the inside bottom flange surface of the arch ribs and knuckles for traction.

    All structural tubing shall be galvanized and painted in accordance with Special Provision, "Hot Dip Galvanizing for Structural Steel". The color shall be Blue, Munsell No. 10B 3/6. See Sht. S-245 of 445 for additional details regarding the Arch Rib Bracing structural tubing.

11. All structural steel connections that are below and within 10 feet of the expansion joints along with connections within the splash zone (within 15 feet above the top of deck) shall be caulked. The caulk shall be appropriate for exterior conditions and compatible with the paint system. The cost shall be included with Furnishing and Erecting Structural Steel.

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

13. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

14. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

15. Seal coat thickness design is based on the Cofferdam Design Water Elevation (CDWE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

16. The erection of the structural steel shall be accomplished by a steel erection contractor or sub-contractor certified as a Certified Structural Steel Erector (CSE) with Bridge Erection Endorsement by AISC. See special provisions for "Erection of Curved Steel Structures" and "Fabrication and Erection of Complex Steel Structures".

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

18. Slipforming of the parapets is allowed with the exception of the parapets on Ramp E.

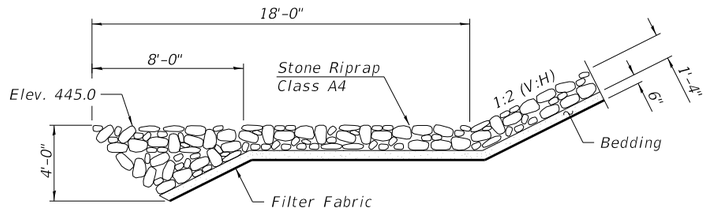
19. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractorshall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

20. Diamond Grinding and Bridge Deck Grooving shall not be performed within the 14'-0" shared-use path.

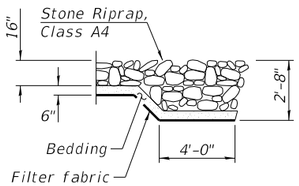
21. The existing structural steel contains lead. The Contractor shall take appropriate precautions to deal with the pressence of lead on this project.

22. In Unit 5, the finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.

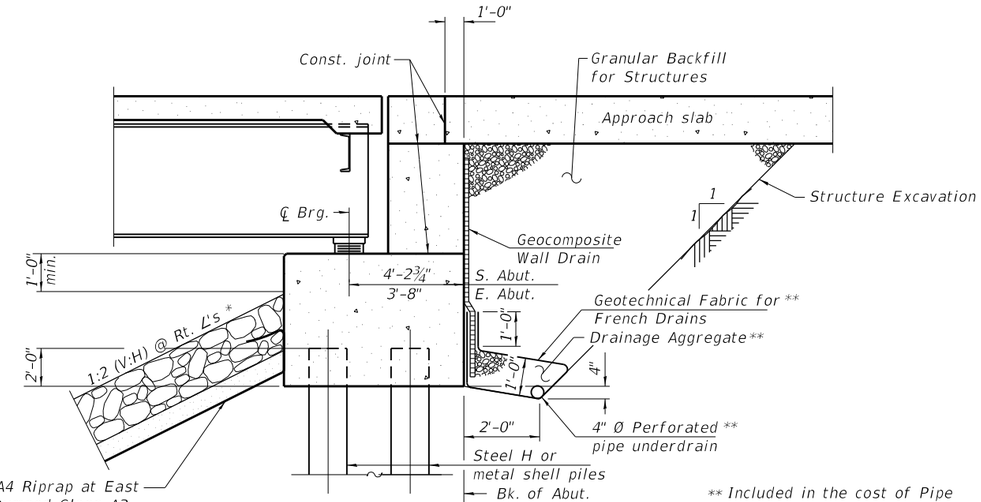
23. The shared-use path portion of the bridge deck shall have a broomed finish.



SECTION A-A THRU CLASS A4 RIPRAP



SECTION B-B THRU CLASS A4 RIPRAP



Class A4 Riprap at East Abut. Dumped Class A3 riprap at South. Abut. (Min. thickness of Class A3 riprap is 8". No bedding material for Class A3 riprap)

* At East Abutment. At South Abutment, slope follows existing contours and varies.

** Included in the cost of Pipe Underdrains for Structures.

SECTION THRU STUB ABUTMENTS
SOUTH ABUTMENT-LOOKING SOUTHEAST;
EAST ABUTMENT-LOOKING NORTH

All drainage system components shall extend 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

STATION 2134+06.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. 317 SECTION
(15B;[(102-1),(14HB)]BR)BR
LOADING HL-93
STRUCTURE NO. 090-0180

NAME PLATE
See Std. 515001

24. Removal of Existing Structures No. 1 and 3 cover the removal of existing structure 090-0070. See Special Provisions for removal limits for each.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
STRUCTURE NO. 090-0180
SHEET S-7 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	911
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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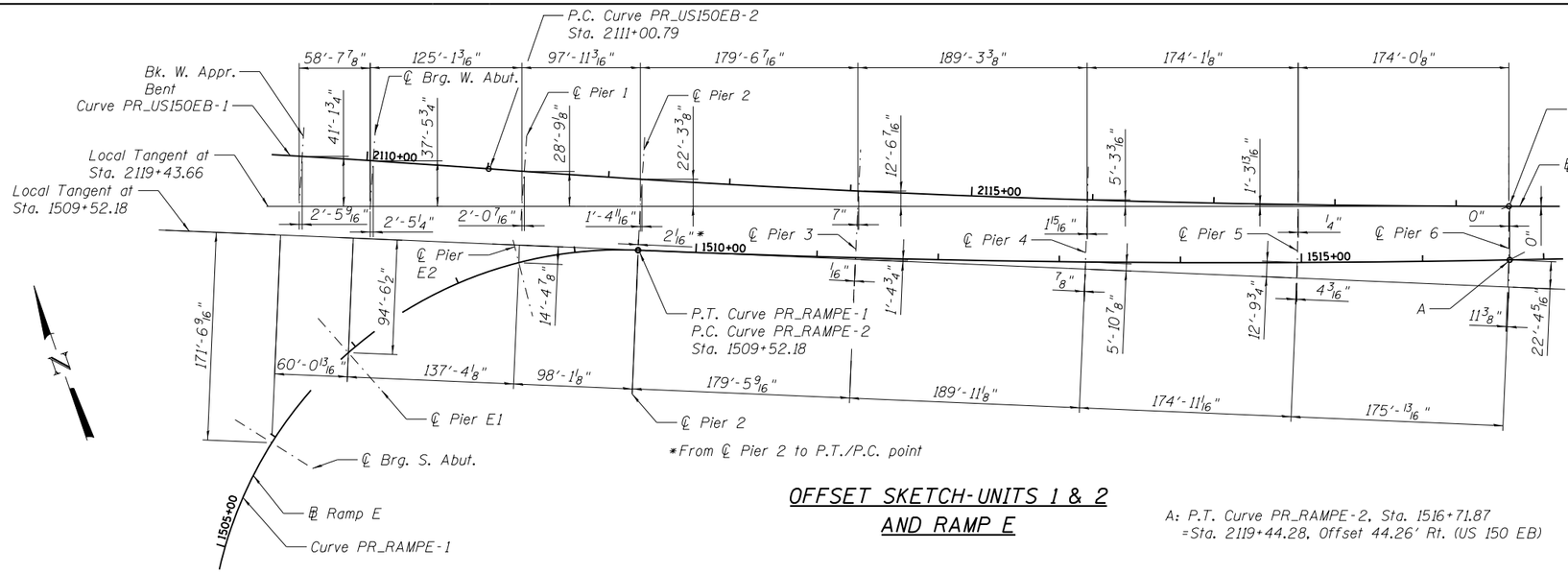
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
STONE DUMPED RIPRAP, CLASS A3	SQ YD		665	665
STONE RIPRAP, CLASS A4	SQ YD		1,380	1,380
FILTER FABRIC	SQ YD		1,315	1,315
REMOVAL OF EXISTING STRUCTURES NO. 1	EACH			1
REMOVAL OF EXISTING STRUCTURES NO. 3	EACH			1
PROTECTIVE SHIELD	SQ YD	7,096		7,096
STRUCTURE EXCAVATION	CU YD		3,653	3,653
COFFERDAM EXCAVATION	CU YD		22,092	22,092
FLOOR DRAINS	EACH	42		42
CONCRETE STRUCTURES	CU YD		36,416.3	36,416.3
CONCRETE SUPERSTRUCTURE	CU YD	12,286.5		12,286.5
SEAL COAT CONCRETE	CU YD		10,953.4	10,953.4
CONCRETE ENCASEMENT	CU YD		8.2	8.2
PROTECTIVE COAT	SQ YD	50,044		50,044
CONCRETE SUPERSTRUCTURE (APPR0ACH SLAB)	CU YD	272.8		272.8
FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	FOOT	405		405
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	134,722		134,722
REINFORCEMENT BARS	POUND		1,637,650	1,637,650
REINFORCEMENT BARS, EPOXY COATED	POUND	3,913,410	6,852,400	10,765,810
BAR SPLICERS	EACH	3,004	56	3,060
MECHANICAL SPLICERS	EACH		23,654	23,654
PARAPET RAILING	FOOT	4,876.0		4,876.0
FURNISHING METAL SHELL PILES 12"X0.250"	FOOT		882	882
FURNISHING METAL SHELL PILES 14"X0.250"	FOOT		567	567
FURNISHING STEEL PILES HP 14X89	FOOT		24,996	24,996
FURNISHING STEEL PILES HP 14X117	FOOT		22,478	22,478
DRIVING PILES	FOOT		48,923	48,923
TEST PILE METAL SHELLS	EACH		3	3
TEST PILE STEEL HP 14X89	EACH		8	8
TEST PILE STEEL HP 14X117	EACH		8	8
NAME PLATES	EACH	1		1
PERMANENT CASING	FOOT		4,933	4,933
DRILLED SHAFT IN SOIL	CU YD		7,089.6	7,089.6
DRILLED SHAFT IN ROCK	CU YD		1,195.2	1,195.2
PREFORMED JOINT STRIP SEAL	FOOT	133.5		133.5
FINGER PLATE EXPANSION JOINT, 3"	FOOT	71.5		71.5
FINGER PLATE EXPANSION JOINT, 4"	FOOT	152.0		152.0
FINGER PLATE EXPANSION JOINT, 5"	FOOT	235.0		235.0
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	81		81
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	57		57
ANCHOR BOLTS, 3/4"	EACH		28	28
ANCHOR BOLTS, 1"	EACH		168	168
ANCHOR BOLTS, 1 1/4"	EACH		416	416
ANCHOR BOLTS, 1 1/2"	EACH		200	200
ANCHOR BOLTS, 2"	EACH		48	48
TEMPORARY SHEET PILING	SQ FT		2,573	2,573
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		510	510
CONCRETE SEALER	SQ FT		74,981	74,981
GEOCOMPOSITE WALL DRAIN	SQ YD		223.6	223.6

TOTAL BILL OF MATERIAL CON'T

ITEM	UNIT	SUPER	SUB	TOTAL
COFFERDAM (TYPE 2) (LOCATION - 4)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 5)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 6)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 7)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 8)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 9)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 10)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 11)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 16)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 17)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 18)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 19)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 20)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 21)	Each		1	1
COFFERDAM (TYPE 2) (LOCATION - 22)	Each		1	1
CROSSHOLE SONIC LOGGING ACCESS DUCTS	Foot		41,396	41,396
CROSSHOLE SONIC LOGGING TESTING	Each		9	9
HANGER ASSEMBLIES FOR TIED ARCH SPAN	L SUM	1		1
COFFERCELL (LOCATION - 12)	Each		1	1
COFFERCELL (LOCATION - 13)	Each		1	1
COFFERCELL (LOCATION - 14)	Each		1	1
COFFERCELL (LOCATION - 15)	Each		1	1
BRIDGE DECK GROOVING (LONGITUDINAL)	Sq Yd	23,465		23,465
BRIDGE FENCE RAILING (SPECIAL)	Foot	4,646.0		4,646.0
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 150K	Each	14		14
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K	Each	7		7
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 600K	Each	12		12
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 650K	Each	52		52
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 700K	Each	18		18
HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED, 4650K	Each	2		2
HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 4650K	Each	2		2
GRANULAR BACKFILL FOR STRUCTURES	Cu Yd		377	377
VERTICAL CLEARANCE GAUGE	Each		2	2
DRAINAGE SCUPPERS, DS-11	Each	145		145
DRAINAGE SCUPPERS, DS-12	Each	44		44
DIAMOND GRINDING (BRIDGE SECTION)	Sq Yd	32,762		32,762
MODULAR EXPANSION JOINT-SWIVEL 6"	Foot	167.5		167.5
PIPE UNDERDRAINS FOR STRUCTURES 4"	Foot		221	221
DRAINAGE SYSTEM (SPECIAL)	L SUM			1
BRIDGE FENCE RAILING	FOOT	506.0		506.0



OFFSET SKETCH-UNITS 1 & 2 AND RAMP E

A: P.T. Curve PR_RAMPE-2, Sta. 1516+71.87
=Sta. 2119+44.28, Offset 44.26' Rt. (US 150 EB)

PROP. CURVE PR_RAMPE-1	PROP. CURVE PR_RAMPE-2
PI STA. = 1507+59.96	PI STA. = 1513+12.14
Δ = 83° 48' 51" (RT)	Δ = 3° 34' 03" (LT)
D = 16° 51' 06"	D = 0° 29' 44"
R = 340.00'	R = 11,558.72'
T = 305.14'	T = 359.96'
L = 497.36'	L = 719.68'
E = 116.85'	E = 5.60'
e = 6.0%	e = N.C.
T.R. = NONE	T.R. = N/A
S.E. RUN = 103.0'	S.E. RUN = N/A
P.C. STA. = 1504+54.82	P.C. STA. = 1509+52.18
P.T. STA. = 1509+52.18	P.T. STA. = 1516+71.87

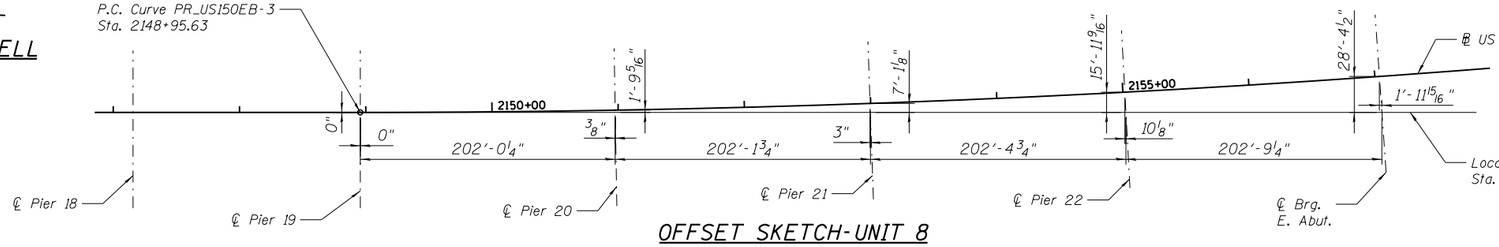
PROP. CURVE PR_US150EB-1	PROP. CURVE PR_US150EB-2
PI STA. = 2106+79.54	PI STA. = 2115+22.41
Δ = 4° 11' 58" (RT)	Δ = 4° 11' 58" (LT)
D = 0° 29' 54"	D = 0° 29' 54"
R = 11,500.00'	R = 11,500.00'
T = 421.63'	T = 421.63'
L = 842.88'	L = 842.88'
E = 7.73'	E = 7.73'
e = N.C.	e = N.C.
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 2102+57.91	P.C. STA. = 2111+00.79
P.T. STA. = 2111+00.79	P.T. STA. = 2119+43.66

PROP. CURVE PR_US150EB-3	PROP. CURVE PR_US150EB-4
PI STA. = 2153+74.88	PI STA. = 2163+32.83
Δ = 4° 46' 22" (LT)	Δ = 4° 46' 22" (RT)
D = 0° 29' 54"	D = 0° 29' 54"
R = 11,500.00'	R = 11,500.00'
T = 479.25'	T = 479.25'
L = 957.94'	L = 957.94'
E = 9.98'	E = 9.98'
e = N.C.	e = N.C.
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 2148+95.63	P.C. STA. = 2158+53.58
P.T. STA. = 2158+53.58	P.T. STA. = 2168+11.52

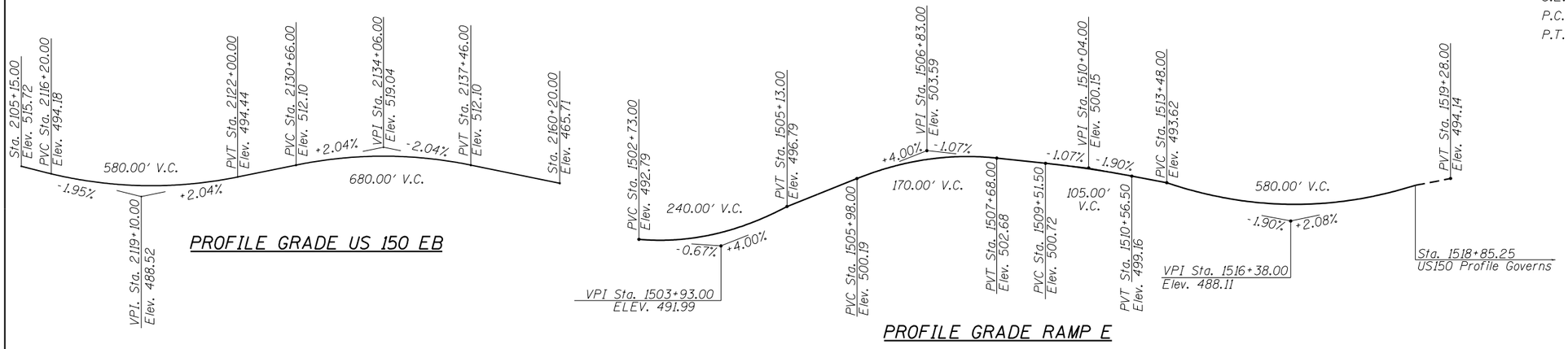
Sta. 2014+00.00 Elev. 471.81
Sta. 2015+00.00 Elev. 471.32
Sta. 2016+00.00 Elev. 470.70
Sta. 2017+00.00 Elev. 470.04
Sta. 2018+00.00 Elev. 469.77

PROFILE GRADE TAZEWELL AND PEORIA RR

(Top of Rail Westernmost Track)



OFFSET SKETCH-UNIT 8



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TY·LIN INTERNATIONAL

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	DRAWN - SP	REVISED -
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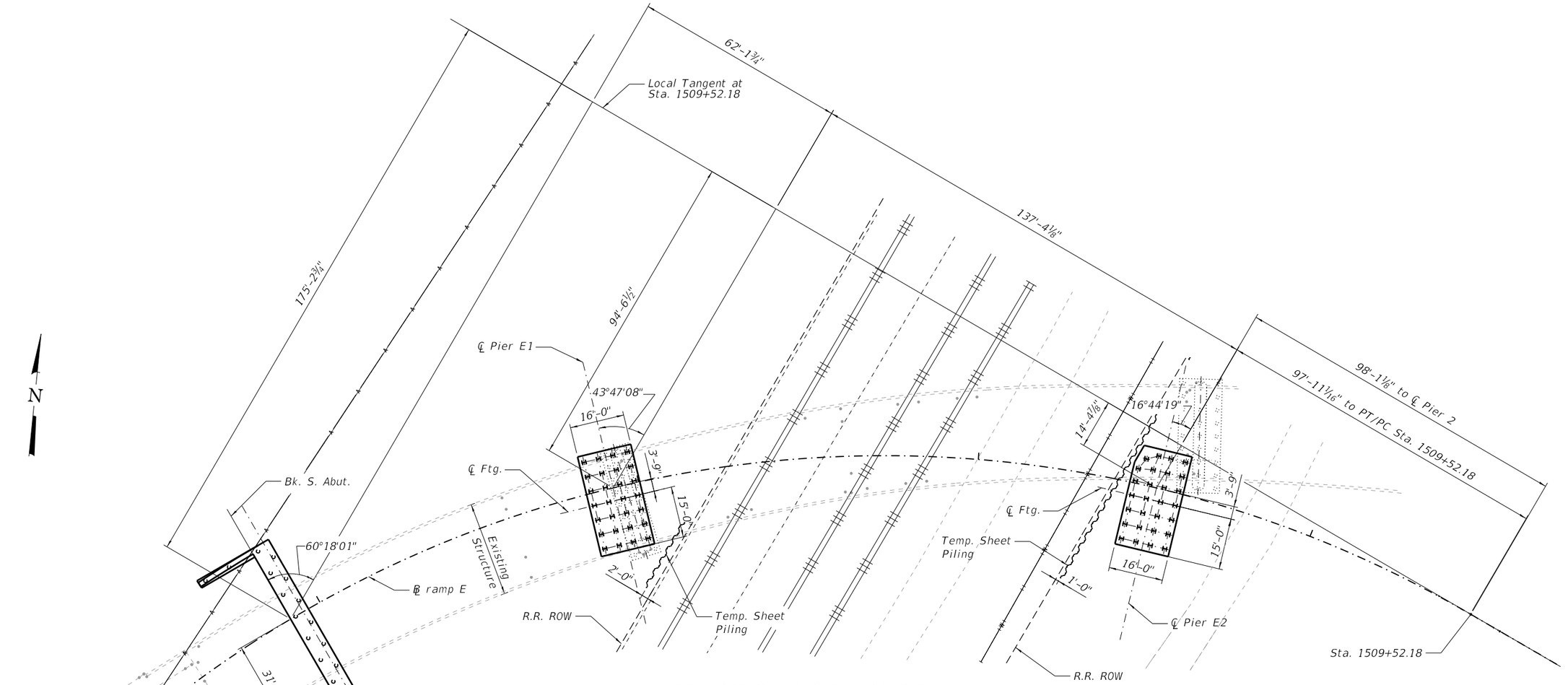
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OFFSET SKETCH AND PROFILES
STRUCTURE NO. 090-0180

SCALE: | SHEET S-9 OF 445 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEORIA/TAZEWELL	1361	913
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

• (15B;[(102-1),(14HB)]BR)BR



FOUNDATION LAYOUT - RAMP E

NOTES

For Temporary Sheet Piling details and Temporary Soil retention details, see Sheet S-13 of 445.

Pile Extraction will be necessary at both Ramp E piers. For additional details, see respective pier sheets.

Any voids remaining after removing existing piles shall be filled with dry loose sand prior to driving proposed piles. Cost shall be included in Removal of Existing Structures No. 1.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT - RAMP E
STRUCTURE NO. 090-0180
SHEET S-10 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	914
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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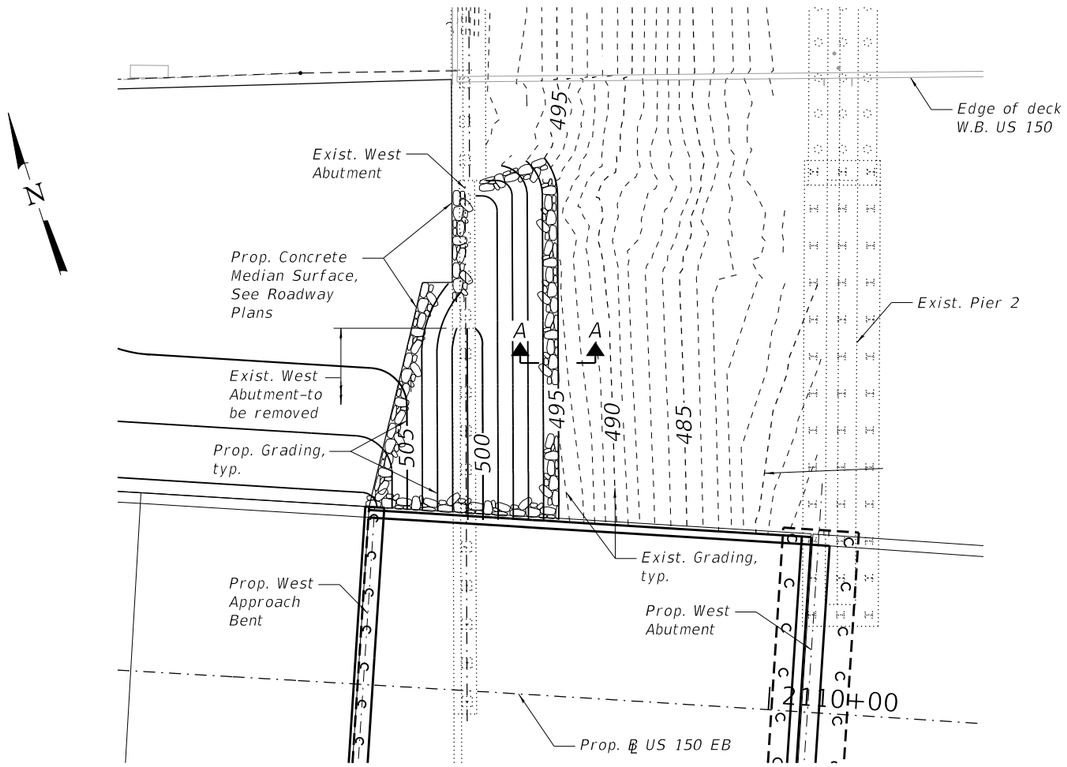
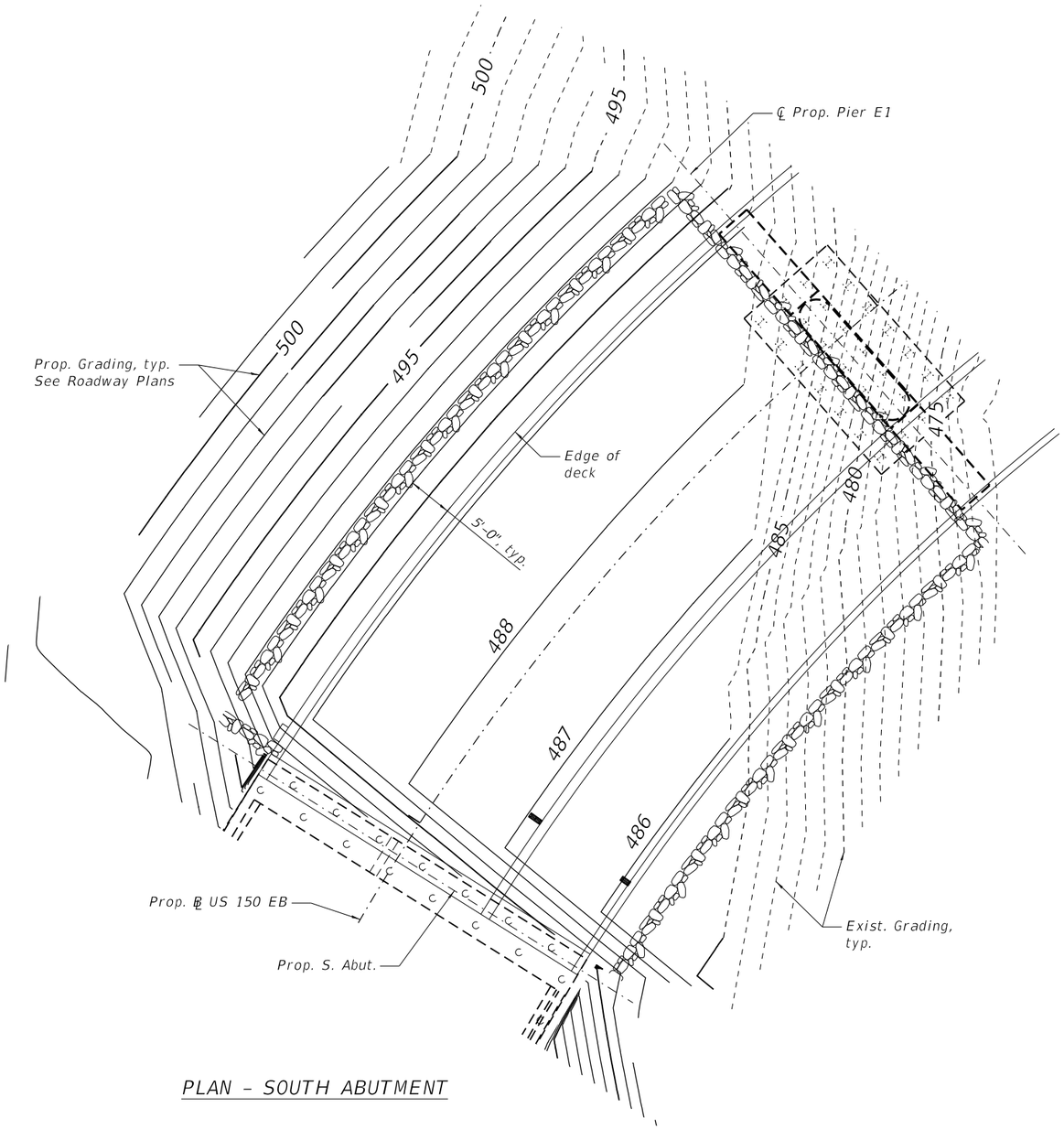


PLAN – WEST ABUTMENT

SECTION A-A



PLAN – SOUTH ABUTMENT

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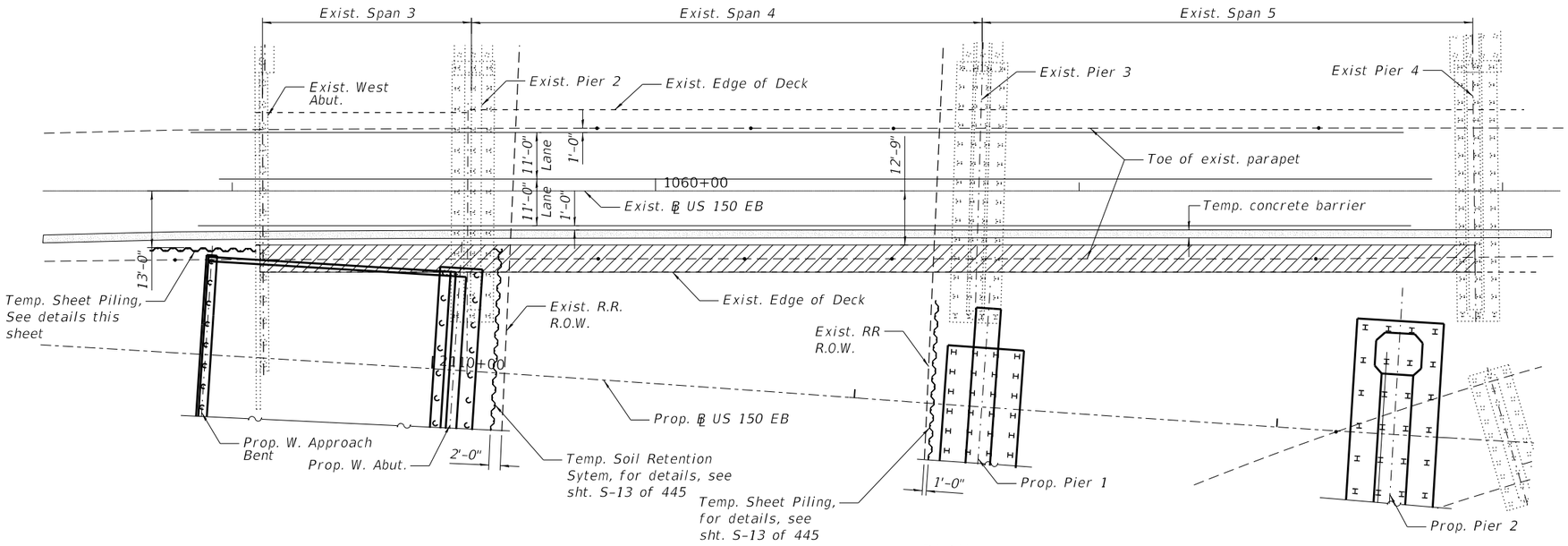
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -

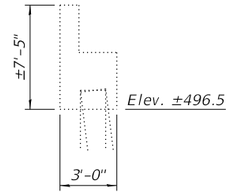
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING-SOUTH AND WEST ABUTMENT
STRUCTURE NO. 090-0180
SHEET S-11 OF 445 SHEETS

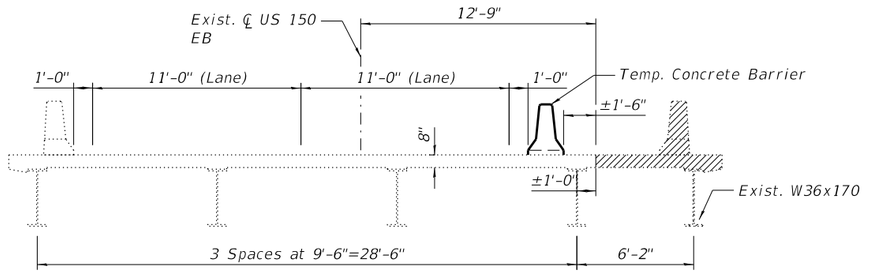
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	915
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		



PLAN

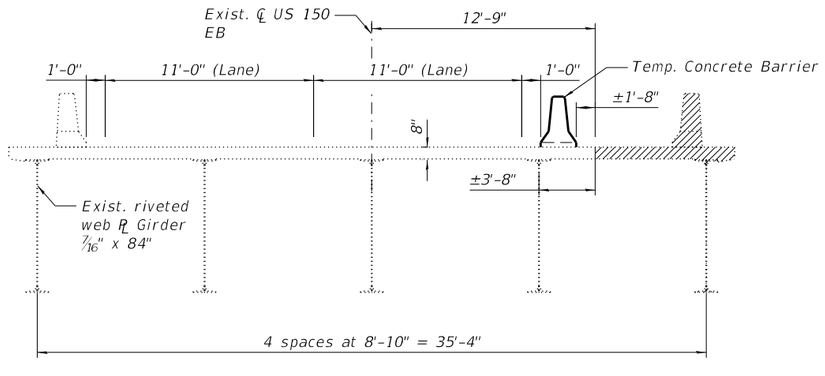


EXISTING WEST ABUTMENT



CROSS SECTION-SPAN 3

(Looking East)



CROSS SECTION-SPANS 4-5

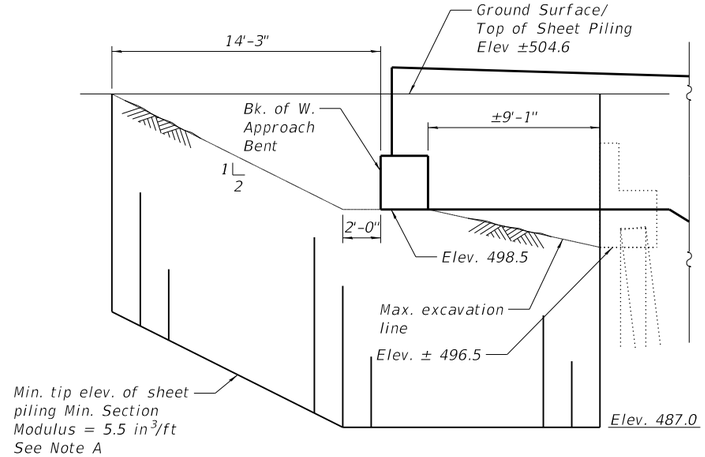
(Looking East)

LEGEND

Denotes Concrete Removal - Included in the cost of "Removal of existing Strucutres No. 1"

Note A:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



ELEVATION-TEMPORARY SHEET PILING

(Looking North)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION LAYOUT
STRUCTURE NO. 090-0180
SHEET S-12 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	916
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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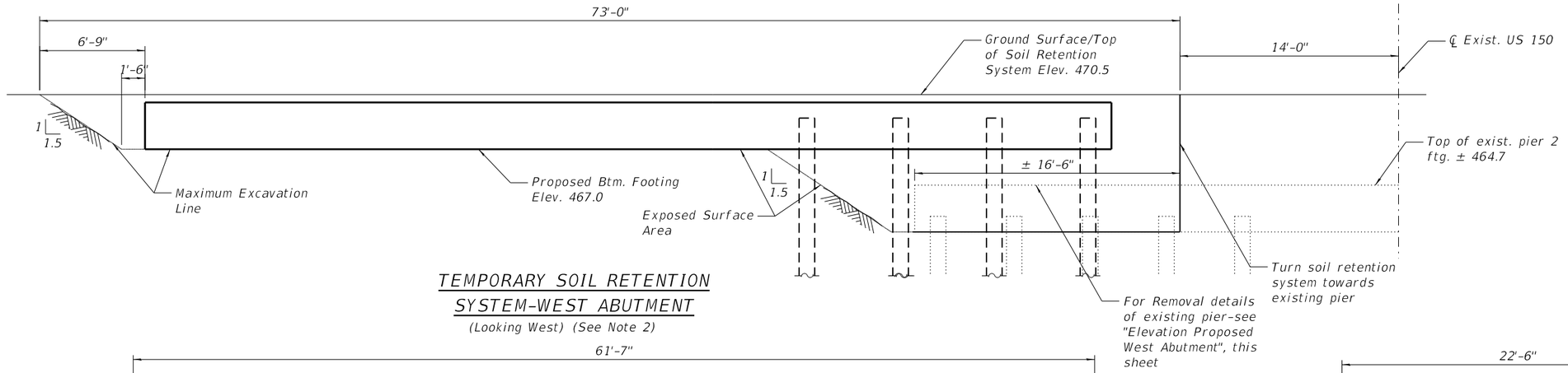
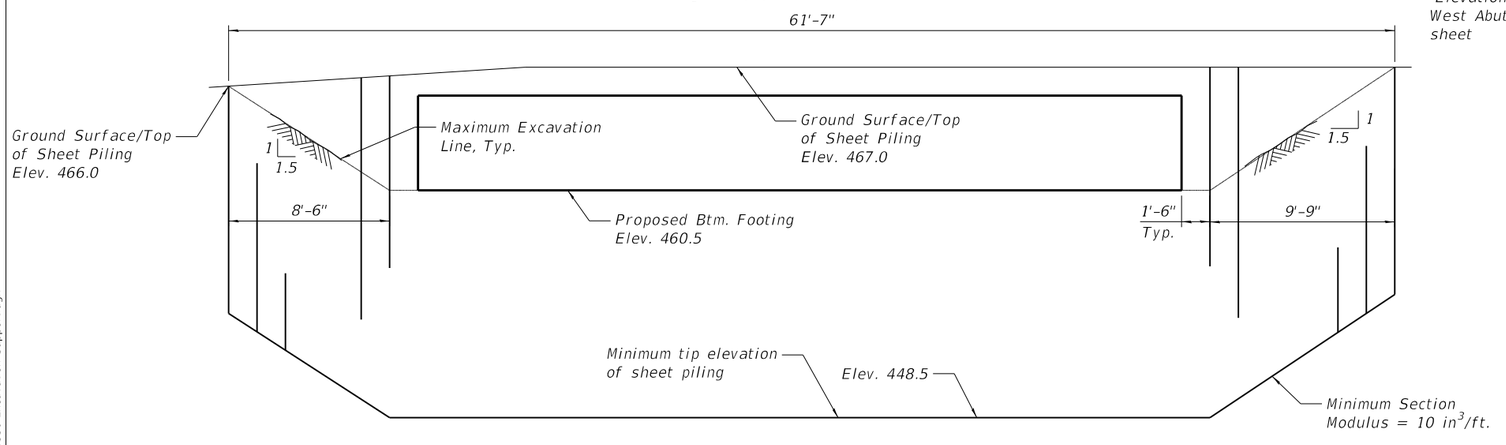


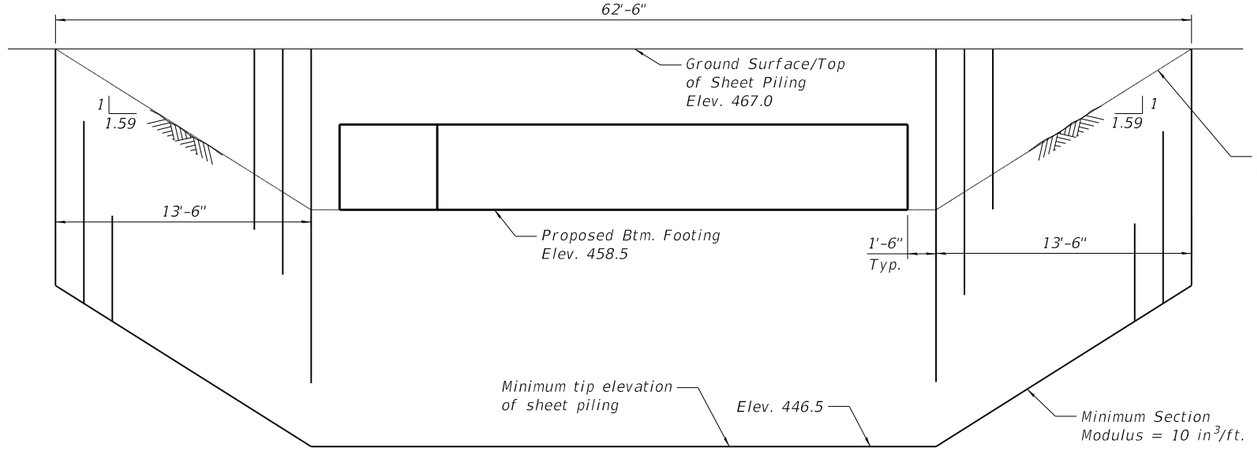
TEMPORARY SOIL RETENTION SYSTEM-WEST ABUTMENT

(Looking West) (See Note 2)



TEMPORARY SHEET PILING-PIER 1 (US 150)

(Looking East) (See Note 1)

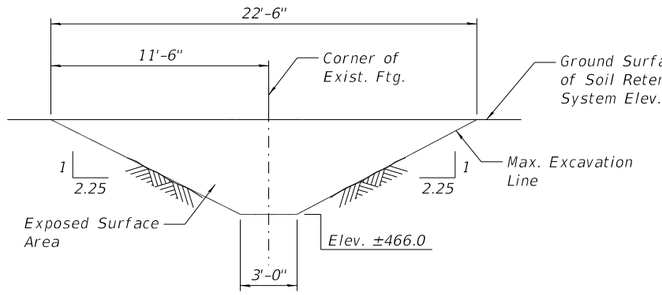


TEMPORARY SHEET PILING-PIER E2

(Looking East) (See Note 1)

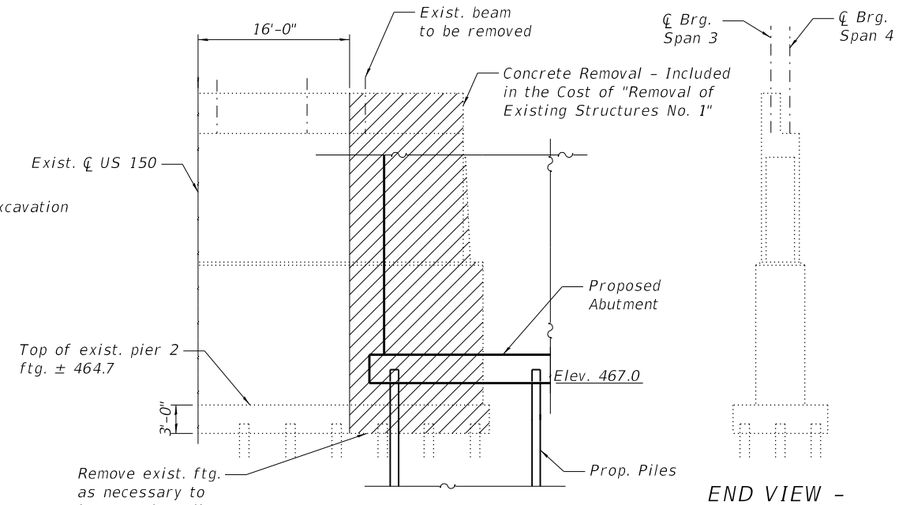
NOTES:

1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
2. 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.



TEMPORARY SOIL RETENTION SYSTEM-PIER E1

(Looking South)
(See Note 2)



ELEVATION PROPOSED WEST ABUTMENT

(Looking East)

END VIEW - EXISTING PIER 2

(Looking North)

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200 S. WACKER DR.
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PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXCAVATION SUPPORT DETAILS
STRUCTURE NO. 090-0180

SHEET S-13 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	917
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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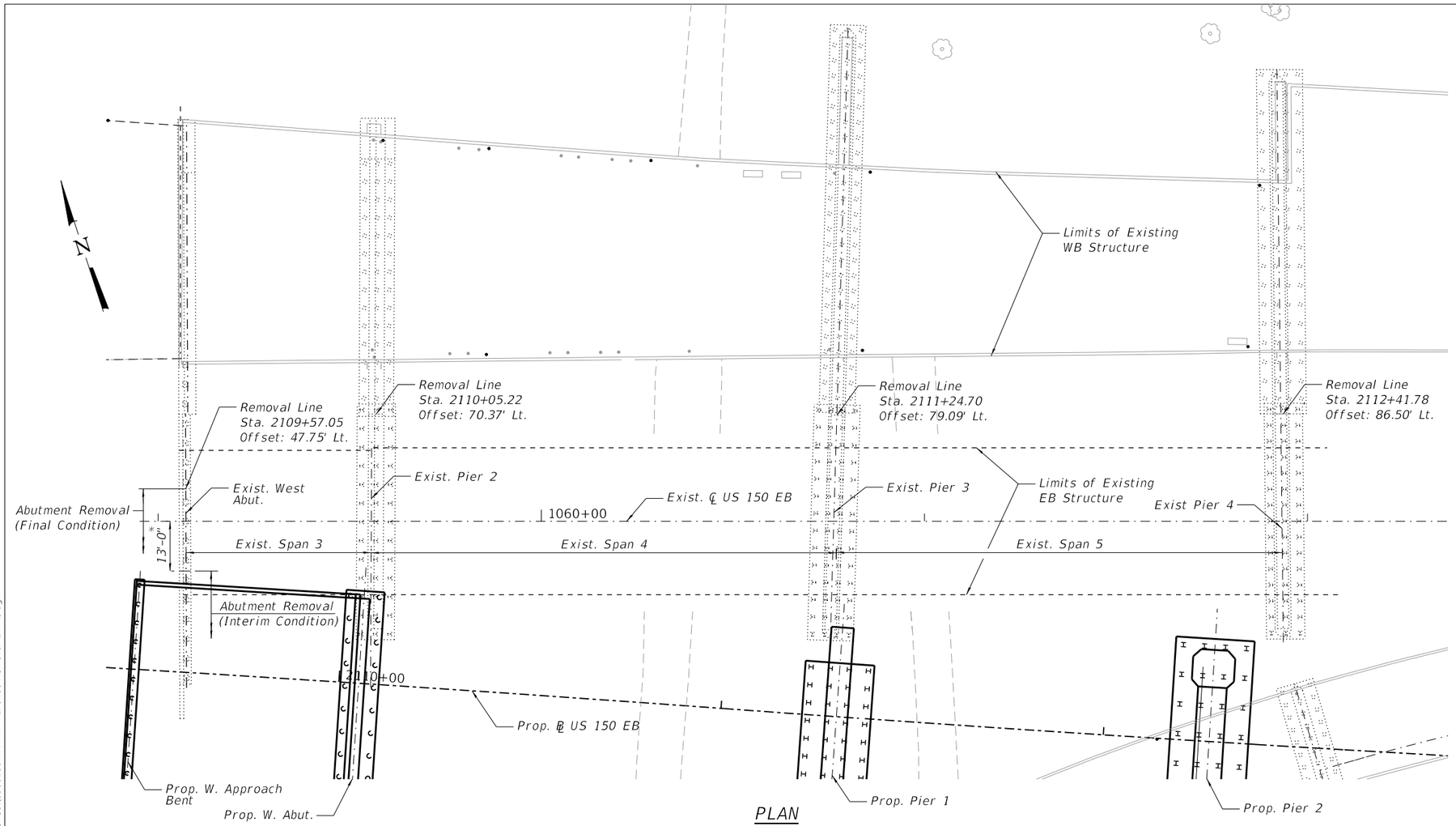
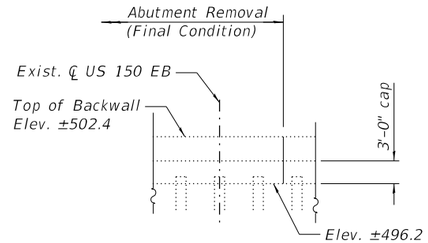


PLAN

* Adjust dimension as needed to provide 9" from edge of masonry plate to removal line.

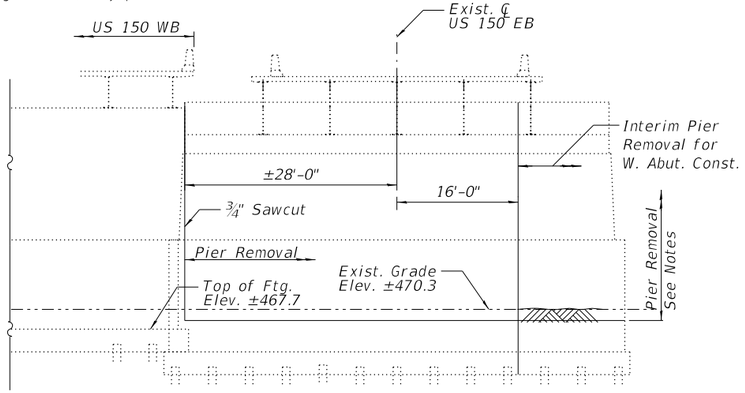


ELEVATION WEST ABUTMENT

(Looking West)

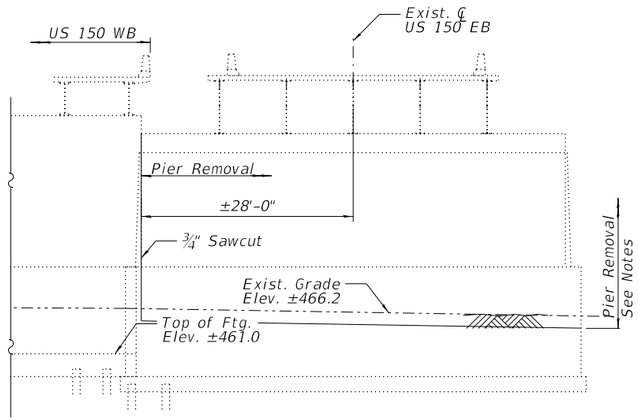
Notes:
Depth of removal shall be in accordance with Article 501 of the Standard Specifications.

Stations and Offsets are measured from the Proposed ℄ US 150 EB.



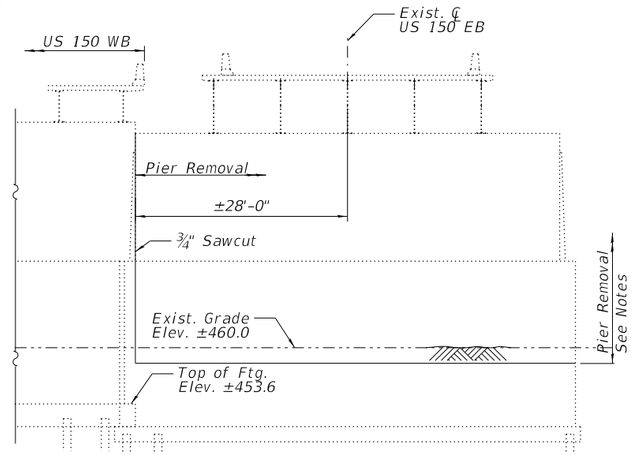
ELEVATION – PIER 2

(Looking East)



ELEVATION – PIER 3

(Looking East)



ELEVATION – PIER 4

(Looking East)

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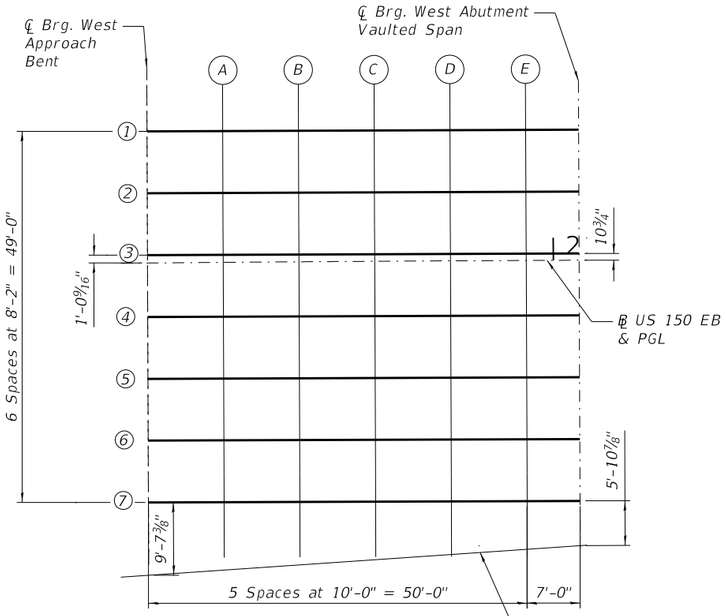
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

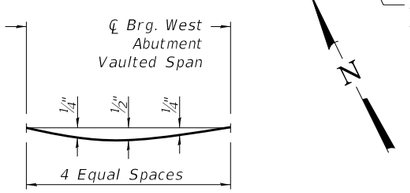
REMOVAL LIMITS
STRUCTURE NO. 090-0180

SHEET S-14 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	918
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



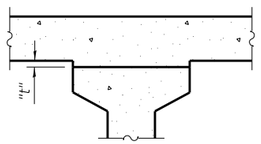
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below, minus slab thickness, equals the fillet heights "t" above top flanges 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 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.51	-17.38	506.96	506.98
A	2019+56.49	-17.34	506.77	506.81
B	2109+66.48	-17.30	506.57	506.63
C	2109+76.46	-17.27	506.38	506.44
D	2109+86.45	-17.25	506.19	506.24
E	2109+96.43	-17.24	505.99	506.03
℄Brg. W. Abut.	2110+03.42	-17.23	508.85	505.88

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.46	-9.22	507.16	507.15
A	2109+56.46	-9.17	506.93	506.97
B	2109+66.45	-9.13	506.74	506.79
C	2109+76.44	-9.10	506.54	506.60
D	2109+86.43	-9.08	506.35	506.40
E	2109+96.42	-9.07	506.15	506.19
℄Brg. W. Abut.	2110+03.42	-9.07	506.02	506.04

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.42	-1.05	507.29	507.31
A	2109+56.42	-1.00	507.10	507.14
B	2109+66.42	-0.96	506.90	506.96
C	2109+76.42	-0.93	506.71	506.77
D	2109+86.42	-0.91	506.51	506.57
E	2109+96.42	-0.90	506.32	506.36
℄Brg. W. Abut.	2110+03.42	-0.90	506.18	506.20

P.G.L. & ℄ US 150 EB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.42	0.00	507.31	507.33
A	2109+56.42	0.00	507.12	507.16
B	2109+66.42	0.00	506.92	506.98
C	2109+76.42	0.00	506.73	506.78
D	2109+86.42	0.00	506.53	506.58
E	2109+96.42	0.00	506.34	506.37
℄Brg. W. Abut.	2110+03.42	0.00	506.20	506.22

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.48	7.12	507.42	507.44
A	2109+56.39	7.17	507.22	507.27
B	2109+66.39	7.20	507.03	507.08
C	2109+76.40	7.23	506.83	506.89
D	2109+86.41	7.25	506.64	506.69
E	2109+96.41	7.27	506.45	506.48
℄Brg. W. Abut.	2110+03.42	7.27	506.31	506.33

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.34	15.29	507.44	507.46
A	2109+56.35	15.33	507.25	507.29
B	2109+66.37	15.37	507.05	507.11
C	2109+76.38	15.40	506.86	506.91
D	2109+86.39	15.42	506.66	506.71
E	2109+96.41	15.43	506.46	506.50
℄Brg. W. Abut.	2110+03.41	15.44	506.33	506.35

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.30	23.45	507.32	507.34
A	2109+56.32	23.50	507.13	507.17
B	2109+66.34	23.54	506.93	506.98
C	2109+76.36	23.57	506.73	506.79
D	2109+86.38	23.59	506.54	506.59
E	2109+96.40	23.60	506.34	506.38
℄Brg. W. Abut.	2110+03.41	23.60	506.21	506.23

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. Appr. Bent	2109+46.25	31.62	507.18	507.20
A	2109+56.28	31.67	506.98	507.02
B	2109+66.31	31.70	506.78	506.84
C	2109+76.34	31.73	506.59	506.64
D	2109+86.36	31.75	506.39	506.44
E	2109+96.49	31.77	506.19	506.23
℄Brg. W. Abut.	2110+03.41	31.77	506.05	506.08

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200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS-VAULTED SPAN
STRUCTURE NO. 090-0180

SHEET S-15 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	919
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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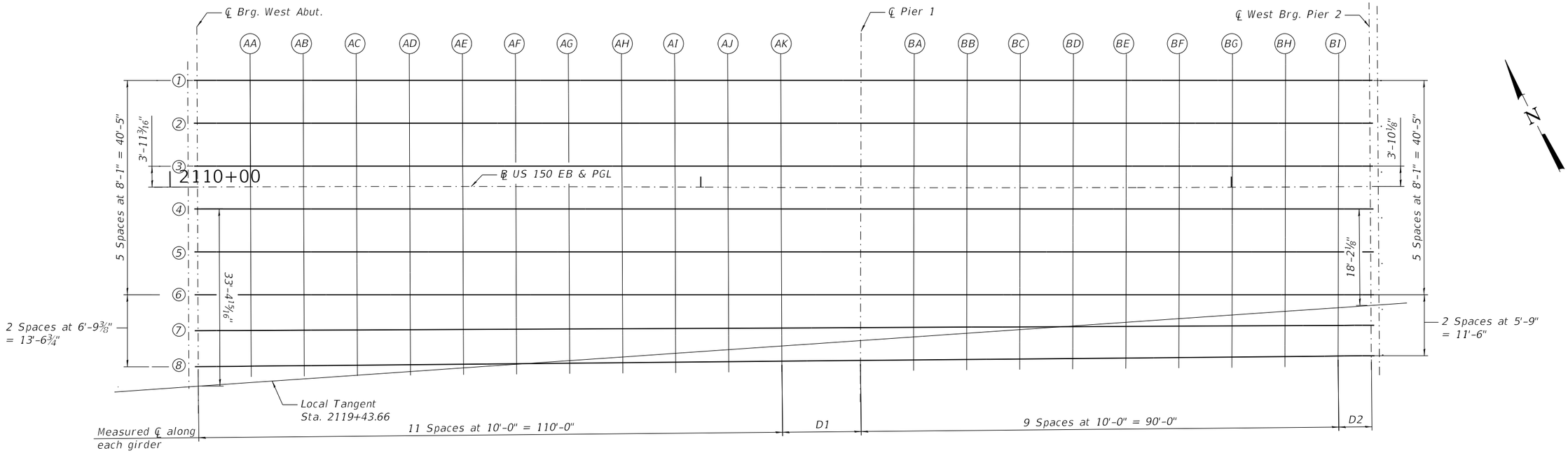

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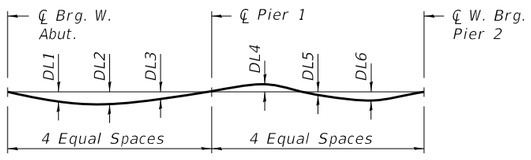


DEAD LOAD DEFLECTION DIAGRAM

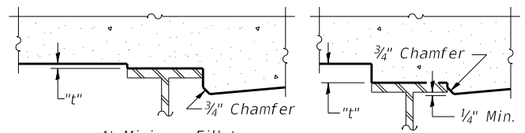
(Includes weight of concrete only.)

Girder	DL1	DL2	DL3	DL4	DL5	DL6
1-6	2 1/2"	3 1/8"	1 5/8"	1/8"	1/4"	1/4"
7	2 1/8"	2 5/8"	1 3/8"	1/8"	1/8"	1/8"
8	2 3/8"	2 1/8"	1 1/2"	1/8"	1/8"	1/4"

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on shts. S-17 & S-18 of 445.

END OF SPAN DIMENSIONS

Girder	D1	D2
1	15'-1 7/16"	5'-9 15/16"
2	15'-0 7/8"	5'-10 3/4"
3	15'-0 5/16"	5'-11 9/16"
4	14'-11 3/4"	6'-0 3/8"
5	14'-11 3/16"	6'-1 1/4"
6	14'-10 5/8"	6'-2 1/16"
7	14'-10 3/16"	6'-2 5/8"
8	14'-9 3/4"	6'-3 1/4"



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on shts. S-17 & S-18 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on shts. S-17 & S-18 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

TYLIN INTERNATIONAL
200 S. WACKER DR.
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CHICAGO, IL 60606
TEL: 312-777-2900

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 1
STRUCTURE NO. 090-0180

SHEET S-16 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	920
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	-20.068	505.76	505.78
AA	2110+15.15	-20.042	505.57	505.67
AB	2110+25.13	-20.026	505.37	505.54
AC	2110+35.12	-20.026	505.18	505.40
AD	2110+45.10	-20.016	504.98	505.25
AE	2110+55.08	-20.016	504.79	505.08
AF	2110+65.06	-20.026	504.59	504.88
AG	2110+75.05	-20.047	504.40	504.66
AH	2110+85.03	-20.073	504.20	504.43
AI	2110+95.01	-20.104	504.01	504.19
AJ	2111+05.01	-20.151	503.81	503.94
AK	2111+15.03	-20.188	503.62	503.69
℄ Pier 1	2111+30.17	-20.224	503.32	503.34
BA	2111+40.19	-20.240	503.13	503.13
BB	2111+50.21	-20.245	502.93	502.94
BC	2111+60.22	-20.245	502.73	502.75
BD	2111+70.24	-20.234	502.54	502.57
BE	2111+80.26	-20.214	502.34	502.38
BF	2111+90.28	-20.182	502.15	502.20
BG	2112+00.30	-20.146	501.96	502.00
BH	2112+10.31	-20.099	501.76	501.80
BI	2112+20.33	-20.047	501.57	501.60
℄ W. Brg. Pier 2	2112+26.17	-20.010	501.45	501.47

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	-12.017	505.92	505.94
AA	2110+15.16	-11.983	505.73	505.83
AB	2110+25.15	-11.958	505.53	505.70
AC	2110+35.14	-11.943	505.34	505.57
AD	2110+45.13	-11.932	505.14	505.41
AE	2110+55.12	-11.932	504.95	505.24
AF	2110+65.11	-11.943	504.76	505.04
AG	2110+75.10	-11.964	504.56	504.82
AH	2110+85.09	-11.990	504.36	504.59
AI	2110+95.08	-12.021	504.17	504.35
AJ	2111+05.07	-12.068	503.97	504.10
AK	2111+15.08	-12.104	503.78	503.85
℄ Pier 1	2111+30.17	-12.141	503.48	503.50
BA	2111+40.18	-12.156	503.29	503.29
BB	2111+50.19	-12.161	503.09	503.10
BC	2111+60.20	-12.161	502.90	502.91
BD	2111+70.21	-12.151	502.70	502.73
BE	2111+80.23	-12.130	502.51	502.55
BF	2111+90.24	-12.099	502.31	502.36
BG	2112+00.25	-12.063	502.12	502.16
BH	2112+10.26	-12.016	501.92	501.96
BI	2112+20.27	-11.964	501.73	501.76
℄ W. Brg. Pier 2	2112+26.17	-11.927	501.61	501.64

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	-3.901	506.08	506.11
AA	2110+15.16	-3.875	505.89	505.99
AB	2110+25.16	-3.859	505.70	505.87
AC	2110+35.16	-3.859	505.50	505.73
AD	2110+45.15	-3.849	505.31	505.57
AE	2110+55.15	-3.849	505.11	505.40
AF	2110+65.15	-3.859	504.92	505.20
AG	2110+75.15	-3.880	504.72	504.98
AH	2110+85.14	-3.906	504.53	504.75
AI	2110+95.14	-3.938	504.33	504.51
AJ	2111+05.14	-3.984	504.13	504.26
AK	2111+15.14	-4.021	503.94	504.01
℄ Pier 1	2111+30.17	-4.057	503.64	503.66
BA	2111+40.17	-4.073	503.45	503.46
BB	2111+50.17	-4.078	503.25	503.26
BC	2111+60.17	-4.078	503.06	503.07
BD	2111+70.17	-4.068	502.86	502.89
BE	2111+80.17	-4.047	502.67	502.71
BF	2111+90.17	-4.016	502.48	502.52
BG	2112+00.17	-3.979	502.28	502.33
BH	2112+10.17	-3.932	502.09	502.13
BI	2112+20.17	-3.880	501.89	501.92
℄ W. Brg. Pier 2	2112+26.17	-3.844	501.78	501.80

℄ US 150 EB & P.G.L

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	0.000	506.16	506.18
AA	2110+15.17	0.000	505.97	506.07
AB	2110+25.17	0.000	505.77	505.94
AC	2110+35.17	0.000	505.58	505.80
AD	2110+45.17	0.000	505.38	505.65
AE	2110+55.17	0.000	505.19	505.48
AF	2110+65.17	0.000	504.99	505.28
AG	2110+75.17	0.000	504.80	505.06
AH	2110+85.17	0.000	504.60	504.83
AI	2110+95.17	0.000	504.41	504.58
AJ	2111+05.17	0.000	504.21	504.34
AK	2111+15.17	0.000	504.02	504.09
℄ Pier 1	2111+30.17	0.000	503.73	503.75
BA	2111+40.17	0.000	503.53	503.54
BB	2111+50.17	0.000	503.34	503.34
BC	2111+60.17	0.000	503.14	503.16
BD	2111+70.17	0.000	502.95	502.97
BE	2111+80.17	0.000	502.75	502.79
BF	2111+90.17	0.000	502.56	502.60
BG	2112+00.17	0.000	502.36	502.41
BH	2112+10.17	0.000	502.17	502.21
BI	2112+20.17	0.000	501.97	502.00
℄ W. Brg. Pier 2	2112+26.17	0.000	501.85	501.87

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	4.182	506.23	506.25
AA	2110+15.17	4.208	506.03	506.13
AB	2110+25.17	4.224	505.84	506.01
AC	2110+35.17	4.224	505.64	505.87
AD	2110+45.17	4.234	505.45	505.71
AE	2110+55.17	4.234	505.25	505.54
AF	2110+65.17	4.224	505.06	505.34
AG	2110+75.17	4.203	504.86	505.12
AH	2110+85.17	4.177	504.67	504.89
AI	2110+95.17	4.146	504.47	504.65
AJ	2111+05.20	4.099	504.27	504.40
AK	2111+15.20	4.063	504.08	504.15
℄ Pier 1	2111+30.17	4.026	503.79	503.81
BA	2111+40.17	4.010	503.59	503.60
BB	2111+50.17	4.005	503.40	503.40
BC	2111+60.17	4.005	503.20	503.22
BD	2111+70.17	4.016	503.01	503.03
BE	2111+80.17	4.036	502.81	502.85
BF	2111+90.17	4.068	502.62	502.66
BG	2112+00.17	4.104	502.42	502.47
BH	2112+10.17	4.151	502.23	502.27
BI	2112+20.17	4.203	502.03	502.06
℄ W. Brg. Pier 2	2112+26.17	4.240	501.92	501.94

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	12.266	506.34	506.36
AA	2110+15.18	12.292	506.14	506.24
AB	2110+25.19	12.307	505.95	506.12
AC	2110+35.20	12.307	505.75	505.98
AD	2110+45.21	12.318	505.56	505.82
AE	2110+55.22	12.318	505.36	505.65
AF	2110+65.23	12.307	505.17	505.45
AG	2110+75.24	12.286	504.97	505.23
AH	2110+85.25	12.260	504.78	505.00
AI	2110+95.27	12.229	504.58	504.76
AJ	2111+05.25	12.182	504.39	504.51
AK	2111+15.25	12.146	504.19	504.27
℄ Pier 1	2111+30.17	12.109	503.90	503.92
BA	2111+40.17	12.094	503.71	503.72
BB	2111+50.17	12.089	503.51	503.52
BC	2111+60.17	12.089	503.32	503.33
BD	2111+70.17	12.099	503.12	503.15
BE	2111+80.17	12.120	502.93	502.97
BF	2111+90.17	12.151	502.73	502.78
BG	2112+00.17	12.188	502.54	502.58
BH	2112+10.17	12.234	502.34	502.38
BI	2112+20.17	12.286	502.15	502.18
℄ W. Brg. Pier 2	2112+26.17	12.323	502.03	502.05

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	20.349	506.22	506.24
AA	2110+15.18	20.375	506.02	506.12
AB	2110+25.20	20.391	505.83	506.00
AC	2110+35.22	20.391	505.63	505.86
AD	2110+45.24	20.401	505.44	505.70
AE	2110+55.26	20.401	505.24	505.53
AF	2110+65.27	20.391	505.04	505.33
AG	2110+75.29	20.370	504.85	505.11
AH	2110+85.31	20.344	504.65	504.88
AI	2110+95.33	20.313	504.46	504.64
AJ	2111+05.20	20.266	504.27	504.39
AK	2111+15.31	20.229	504.07	504.15
℄ Pier 1	2111+30.17	20.193	503.78	503.80
BA	2111+40.15	20.177	503.59	503.59
BB	2111+50.13	20.172	503.39	503.40
BC	2111+60.12	20.172	503.20	503.21
BD	2111+70.10	20.182	503.00	503.03
BE	2111+80.08	20.203	502.81	502.85
BF	2111+90.06	20.234	502.61	502.66
BG	2112+00.04	20.271	502.42	502.47
BH	2112+10.03	20.318	502.22	502.26
BI	2112+20.01	20.370	502.03	502.06
℄ W. Brg. Pier 2	2112+26.17	20.406	501.91	501.93

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	27.098	506.11	506.13
AA	2110+15.19	27.085	505.91	506.00
AB	2110+25.21	27.064	505.72	505.86
AC	2110+35.23	27.034	505.52	505.72
AD	2110+45.25	26.995	505.33	505.56
AE	2110+55.27	26.947	505.13	505.38
AF	2110+65.29	26.891	504.94	505.18
AG	2110+75.31	26.826	504.74	504.97
AH	2110+85.33	26.752	504.55	504.74
AI	2110+95.35	26.670	504.35	504.51
AJ	2111+05.38	26.581	504.16	504.27
AK	2111+15.36	26.497	503.97	504.03
℄ Pier 1	2111+30.17	26.390	503.68	503.70
BA	2111+40.15	26.328	503.48	503.49
BB	2111+50.12	26.275	503.29	503.30
BC	2111+60.10	26.231	503.10	503.11
BD	2111+70.08	26.195	502.90	502.92
BE	2111+80.06	26.169	502.71	502.74
BF	2111+90.03	26.150	502.52	502.55
BG	2112+00.01	26.141	502.32	502.36
BH	2112+09.99	26.140	502.13	502.16
BI	2112+19.96	26.148	501.93	501.96
℄ W. Brg. Pier 2	2112+26.17	26.157	501.81	501.83

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. W. Brg.	2110+05.17	33.879	505.97	506.00
AA	2110+15.20	33.820	505.78	505.87
AB	2110+25.23	33.752	505.58	505.74
AC	2110+35.25	33.675	505.39	505.60
AD	2110+45.28	33.589	505.20	505.44
AE	2110+55.31	33.495	505.00	505.27
AF	2110+65.34	33.392	504.81	505.07
AG	2110+75.37	33.280	504.61	504.86
AH	2110+85.40	33.160	504.42	504.63
AI	2110+95.43	33.031	504.23	504.39
AJ	2111+05.43	32.895	504.03	504.15
AK	2111+15.40	32.765	503.84	503.91
℄ Pier 1	2111+30.17	32.588	503.55	503.57
BA	2111+40.14	32.480	503.36	503.37
BB	2111+50.11	32.381	503.17	503.17
BC	2111+60.09	32.290	502.98	502.99
BD	2111+70.06	32.207	502.78	502.81
BE	2111+80.03	32.134	502.59	502.62
BF	2111+90.00	32.069	502.40	502.44
BG	2111+99.97	32.012	502.20	502.25
BH	2112+09.95	31.965	502.01	502.05
BI	2112+19.92	31.926	501.82	501.84
℄ W. Brg. Pier 2	2112+26.17	31.906	501.70	501.72

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TYLIN INTERNATIONAL
200 S. WACKER DR.
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USER NAME = RHoyos	DESIGNED - RH	REVISED -	
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PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - RH	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 1, 2 OF 2
STRUCTURE NO. 090-0180

SHEET S-18 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	922
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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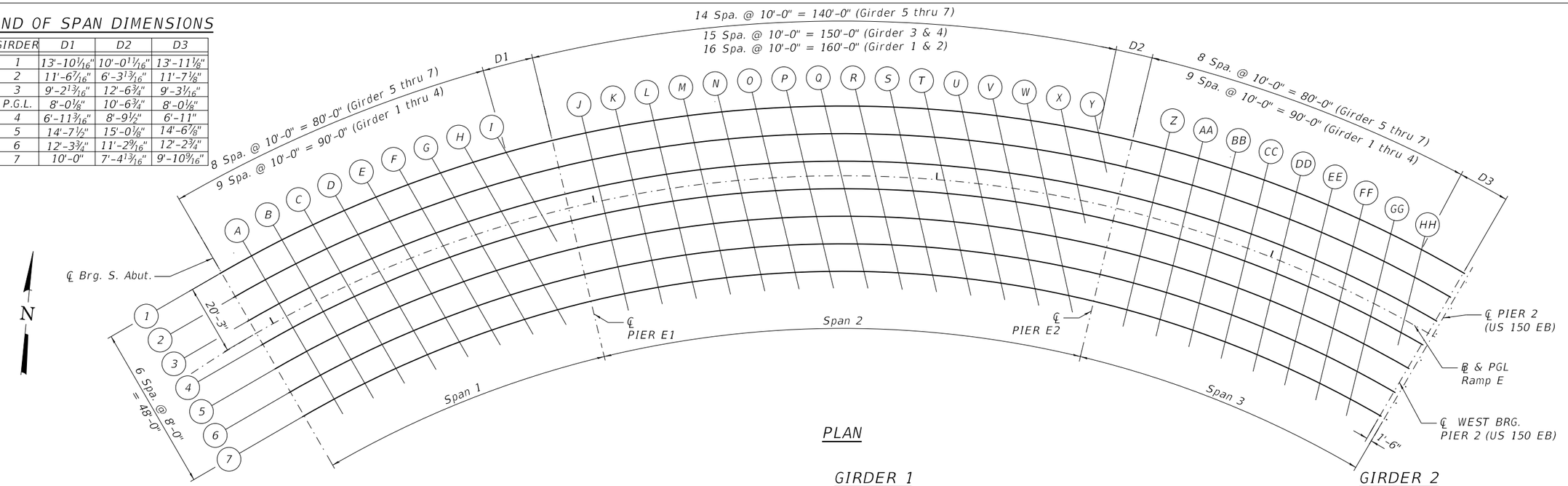
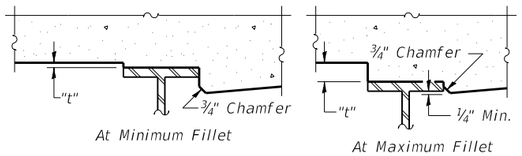
END OF SPAN DIMENSIONS

GIRDER	D1	D2	D3
1	13'-10 1/16"	10'-0 1/16"	13'-11 1/8"
2	11'-6 7/16"	6'-3 13/16"	11'-7 1/8"
3	9'-2 13/16"	12'-6 3/4"	9'-3 1/16"
P.G.L.	8'-0 1/8"	10'-6 3/4"	8'-0 1/8"
4	6'-11 3/16"	8'-9 1/2"	6'-11"
5	14'-7 1/2"	15'-0 1/8"	14'-6 7/8"
6	12'-3 3/4"	11'-2 9/16"	12'-2 3/4"
7	10'-0"	7'-4 13/16"	9'-10 9/16"



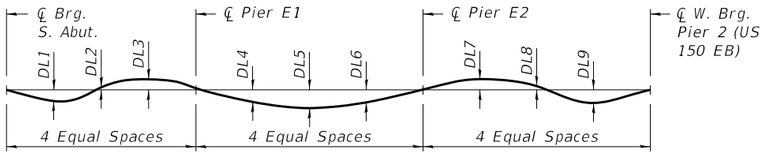
PLAN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on shts. S-20 & S-21 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on shts. S-20 & S-21 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Girder	DL1	DL2	DL3	DL4	DL5	DL6	DL7	DL8	DL9
1	-1/8"	3/8"	3/8"	2"	3 3/8"	2"	3/8"	3/8"	-1/8"
2	0"	1/4"	3/8"	1 3/4"	3"	1 7/8"	3/8"	1/4"	0"
3	1/8"	1/8"	1/4"	1 5/8"	2 5/8"	1 5/8"	1/4"	1/8"	0"
4	1/8"	0"	1/4"	1 3/8"	2 3/8"	1 3/4"	1/8"	0"	1/8"
5	1/4"	-1/8"	1/8"	1 1/4"	2 1/8"	1 1/4"	1/8"	-1/8"	1/8"
6	1/4"	-1/8"	0"	1 1/8"	1 7/8"	1 1/8"	0"	-1/8"	1/4"
7	1/4"	-1/4"	0"	7/8"	1 1/2"	7/8"	0"	-1/4"	1/4"

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on shts. S-20 & S-21 of 445.

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	-20.250	501.26	501.28
A	1506+03.79	-20.250	501.63	501.65
B	1506+13.23	-20.250	501.98	502.00
C	1506+22.66	-20.250	502.30	502.31
D	1506+32.10	-20.250	502.60	502.60
E	1506+41.54	-20.250	502.86	502.86
F	1506+50.98	-20.250	503.11	503.09
G	1506+60.42	-20.250	503.32	503.31
H	1506+69.85	-20.250	503.51	503.50
I	1506+79.29	-20.250	503.67	503.67
℄ Pier E1	1506+92.35	-20.250	503.85	503.87
J	1507+01.79	-20.250	503.95	504.00
K	1507+11.23	-20.250	504.02	504.11
L	1507+20.66	-20.250	504.07	504.20
M	1507+30.10	-20.250	504.09	504.26
N	1507+39.54	-20.250	504.08	504.30
O	1507+48.98	-20.250	504.04	504.30
P	1507+58.42	-20.250	503.98	504.27
Q	1507+67.85	-20.250	503.90	504.19
R	1507+77.29	-20.250	503.79	504.09
S	1507+86.73	-20.250	503.69	503.98
T	1507+96.17	-20.250	503.59	503.85
U	1508+05.61	-20.250	503.49	503.71
V	1508+15.04	-20.250	503.39	503.57
W	1508+24.48	-20.250	503.29	503.43
X	1508+33.92	-20.250	503.19	503.28
Y	1508+43.36	-20.250	503.09	503.14
℄ Pier E2	1508+52.85	-20.250	502.98	503.01
Z	1508+62.29	-20.250	502.88	502.88
AA	1508+71.73	-20.250	502.78	502.77
BB	1508+81.16	-20.250	502.68	502.67
CC	1508+90.60	-20.250	502.58	502.57
DD	1509+00.04	-20.250	502.44	502.43
EE	1509+09.48	-20.250	502.27	502.27
FF	1509+18.92	-20.250	502.10	502.11
GG	1509+28.35	-20.250	501.93	501.95
HH	1509+37.79	-20.250	501.76	501.78
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.93	-20.250	501.52	501.54

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	-12.250	500.78	500.80
A	1506+04.00	-12.250	501.16	501.18
B	1506+13.65	-12.250	501.51	501.54
C	1506+23.31	-12.250	501.84	501.86
D	1506+32.96	-12.250	502.14	502.15
E	1506+42.61	-12.250	502.41	502.42
F	1506+52.26	-12.250	502.66	502.65
G	1506+61.91	-12.250	502.87	502.87
H	1506+71.56	-12.250	503.06	503.06
I	1506+81.21	-12.250	503.22	503.22
℄ Pier E1	1506+92.35	-12.250	503.37	503.39
J	1507+02.00	-12.250	503.47	503.52
K	1507+11.65	-12.250	503.54	503.63
L	1507+21.31	-12.250	503.59	503.71
M	1507+30.96	-12.250	503.61	503.77
N	1507+40.61	-12.250	503.60	503.80
O	1507+50.26	-12.250	503.56	503.79
P	1507+59.91	-12.250	503.49	503.75
Q	1507+69.56	-12.250	503.40	503.66
R	1507+79.21	-12.250	503.29	503.56
S	1507+88.86	-12.250	503.19	503.44
T	1507+98.51	-12.250	503.09	503.31
U	1508+08.16	-12.250	502.98	503.17
V	1508+17.80	-12.250	502.88	503.03
W	1508+27.45	-12.250	502.78	502.89
X	1508+37.10	-12.250	502.67	502.74
Y	1508+46.75	-12.250	502.57	502.61
℄ Pier E2	1508+52.85	-12.250	502.50	502.53
Z	1508+62.50	-12.250	502.40	502.40
AA	1508+72.15	-12.250	502.30	502.29
BB	1508+81.81	-12.250	502.19	502.19
CC	1508+91.46	-12.250	502.09	502.09
DD	1509+01.11	-12.250	501.96	501.96
EE	1509+10.76	-12.250	501.81	501.82
FF	1509+20.41	-12.250	501.67	501.69
GG	1509+30.06	-12.250	501.52	501.54
HH	1509+39.71	-12.250	501.38	501.40
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.90	-12.250	501.21	501.23

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TEL: 312-777-2900

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT RAMP E
STRUCTURE NO. 090-0180

SHEET S-19 OF 445 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	923
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	-4.250	500.30	500.32
A	1506+04.23	-4.250	500.69	500.71
B	1506+14.10	-4.250	501.05	501.08
C	1506+23.98	-4.250	501.38	501.41
D	1506+33.85	-4.250	501.69	501.71
E	1506+43.73	-4.250	501.96	501.98
F	1506+53.60	-4.250	502.21	502.21
G	1506+63.48	-4.250	502.42	502.43
H	1506+73.35	-4.250	502.61	502.61
I	1506+83.23	-4.250	502.77	502.78
℄ Pier E1	1506+92.35	-4.250	502.89	502.91
J	1507+02.23	-4.250	502.99	503.04
K	1507+12.10	-4.250	503.07	503.15
L	1507+21.98	-4.250	503.11	503.23
M	1507+31.85	-4.250	503.13	503.28
N	1507+41.73	-4.250	503.11	503.30
O	1507+51.60	-4.250	503.07	503.28
P	1507+61.48	-4.250	503.00	503.23
Q	1507+71.35	-4.250	502.90	503.14
R	1507+81.22	-4.250	502.79	503.03
S	1507+91.09	-4.250	502.69	502.91
T	1508+00.96	-4.250	502.58	502.78
U	1508+10.83	-4.250	502.48	502.64
V	1508+20.70	-4.250	502.37	502.49
W	1508+30.57	-4.250	502.26	502.35
X	1508+40.44	-4.250	502.16	502.21
℄ Pier E2	1508+52.85	-4.250	502.02	502.05
Z	1508+62.96	-4.250	501.92	501.93
AA	1508+73.07	-4.250	501.81	501.81
BB	1508+83.18	-4.250	501.71	501.71
CC	1508+93.29	-4.250	501.60	501.61
DD	1509+03.40	-4.250	501.48	501.50
EE	1509+13.51	-4.250	501.36	501.38
FF	1509+23.62	-4.250	501.24	501.27
GG	1509+33.73	-4.250	501.12	501.15
HH	1509+43.84	-4.250	501.00	501.03
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.87	-4.250	500.89	500.91

℄ & P.G.L. RAMP E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	0.000	500.04	500.06
A	1506+04.46	0.000	500.44	500.47
B	1506+14.57	0.000	500.80	500.84
C	1506+24.68	0.000	501.14	501.17
D	1506+34.79	0.000	501.45	501.48
E	1506+44.90	0.000	501.72	501.75
F	1506+55.01	0.000	501.97	501.99
G	1506+65.12	0.000	502.19	502.20
H	1506+75.48	0.000	502.37	502.38
I	1506+85.59	0.000	502.53	502.54
℄ Pier E1	1506+92.35	0.000	502.64	502.66
J	1507+02.46	0.000	502.74	502.79
K	1507+12.57	0.000	502.81	502.89
L	1507+22.68	0.000	502.86	502.96
M	1507+32.79	0.000	502.87	503.01
N	1507+42.90	0.000	502.86	503.03
O	1507+53.01	0.000	502.81	503.01
P	1507+63.12	0.000	502.73	502.94
Q	1507+73.23	0.000	502.63	502.85
R	1507+83.34	0.000	502.53	502.73
S	1507+93.44	0.000	502.42	502.61
T	1508+03.55	0.000	502.31	502.48
U	1508+13.65	0.000	502.20	502.34
V	1508+23.75	0.000	502.10	502.20
W	1508+33.85	0.000	501.99	502.06
X	1508+43.96	0.000	501.88	501.93
℄ Pier E2	1508+52.85	0.000	501.77	501.79
Z	1508+62.96	0.000	501.66	501.67
AA	1508+73.07	0.000	501.56	501.56
BB	1508+83.18	0.000	501.45	501.46
CC	1508+93.29	0.000	501.34	501.36
DD	1509+03.40	0.000	501.23	501.26
EE	1509+13.51	0.000	501.13	501.16
FF	1509+23.62	0.000	501.02	501.05
GG	1509+33.73	0.000	500.91	500.95
HH	1509+43.84	0.000	500.81	500.83
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.85	0.000	500.72	500.74

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	3.750	499.82	499.84
A	1506+04.46	3.750	500.22	500.25
B	1506+14.57	3.750	500.59	500.62
C	1506+24.68	3.750	500.93	500.96
D	1506+34.79	3.750	501.23	501.26
E	1506+44.90	3.750	501.51	501.54
F	1506+55.01	3.750	501.76	501.78
G	1506+65.12	3.750	501.98	501.99
H	1506+75.23	3.750	502.16	502.17
I	1506+85.34	3.750	502.32	502.33
℄ Pier E1	1506+92.35	3.750	502.41	502.43
J	1507+02.46	3.750	502.52	502.56
K	1507+12.57	3.750	502.59	502.66
L	1507+22.68	3.750	502.63	502.74
M	1507+32.79	3.750	502.65	502.79
N	1507+42.90	3.750	502.63	502.80
O	1507+53.01	3.750	502.58	502.78
P	1507+63.12	3.750	502.50	502.71
Q	1507+73.23	3.750	502.40	502.62
R	1507+83.34	3.750	502.29	502.50
S	1507+93.44	3.750	502.18	502.37
T	1508+03.55	3.750	502.07	502.24
U	1508+13.65	3.750	501.96	502.10
V	1508+23.75	3.750	501.86	501.96
W	1508+33.85	3.750	501.75	501.82
X	1508+43.96	3.750	501.64	501.68
℄ Pier E2	1508+52.85	3.750	501.54	501.57
Z	1508+62.96	3.750	501.44	501.45
AA	1508+73.07	3.750	501.33	501.33
BB	1508+83.18	3.750	501.22	501.23
CC	1508+93.29	3.750	501.11	501.13
DD	1509+03.40	3.750	501.01	501.04
EE	1509+13.51	3.750	500.92	500.95
FF	1509+23.62	3.750	500.83	500.86
GG	1509+33.73	3.750	500.73	500.76
HH	1509+43.84	3.750	500.64	500.66
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.83	3.750	500.57	500.59

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - RAMP E, 1 OF 2
STRUCTURE NO. 090-0180
SHEET S-20 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	924
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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GIRDER 5

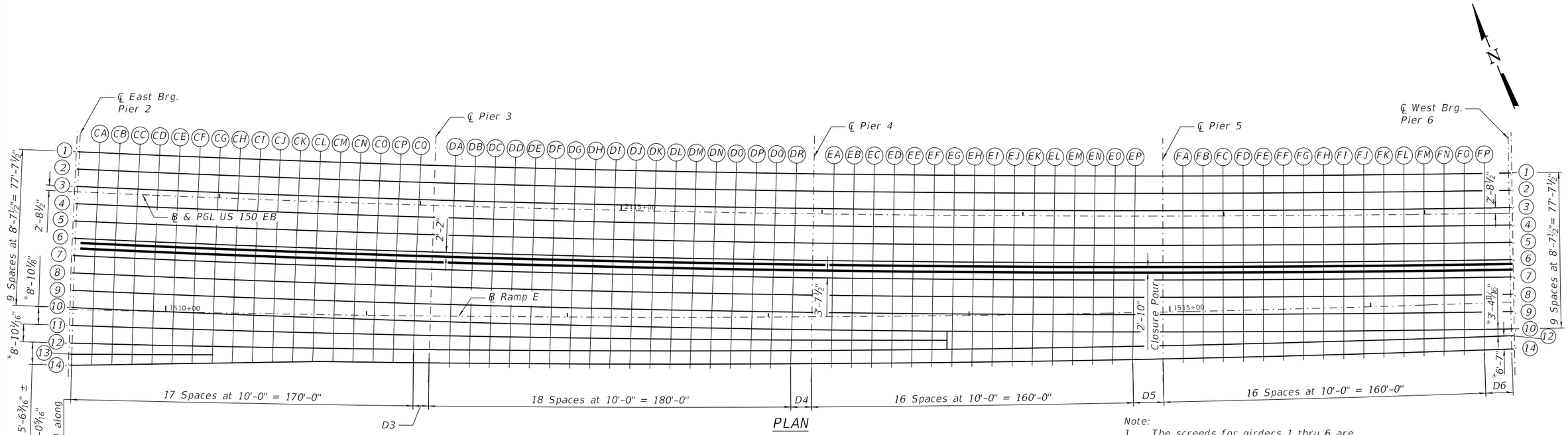
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	11.750	499.34	499.36
A	1506+04.71	11.750	499.75	499.78
B	1506+15.07	11.750	500.12	500.16
C	1506+25.43	11.750	500.47	500.51
D	1506+35.78	11.750	500.78	500.82
E	1506+46.14	11.750	501.06	501.09
F	1506+56.50	11.750	501.31	501.33
G	1506+66.85	11.750	501.53	501.54
H	1506+77.21	11.750	501.72	501.73
℄ Pier E1	1506+92.35	11.750	501.93	501.95
J	1507+02.71	11.750	502.04	502.08
K	1507+13.07	11.750	502.11	502.18
L	1507+23.42	11.750	502.16	502.26
M	1507+33.78	11.750	502.17	502.30
N	1507+44.14	11.750	502.14	502.30
O	1507+54.49	11.750	502.09	502.27
P	1507+64.85	11.750	502.01	502.20
Q	1507+75.20	11.750	501.90	502.09
R	1507+85.56	11.750	501.79	501.97
S	1507+95.91	11.750	501.68	501.84
T	1508+06.26	11.750	501.56	501.71
U	1508+16.61	11.750	501.45	501.57
V	1508+26.96	11.750	501.34	501.43
W	1508+37.31	11.750	501.23	501.29
℄ Pier E2	1508+52.85	11.750	501.06	501.09
Z	1508+63.21	11.750	500.95	500.96
AA	1508+73.57	11.750	500.84	500.85
BB	1508+83.93	11.750	500.73	500.75
CC	1508+94.28	11.750	500.62	500.64
DD	1509+04.64	11.750	500.55	500.58
EE	1509+15.00	11.750	500.48	500.52
FF	1509+25.35	11.750	500.42	500.46
GG	1509+35.71	11.750	500.35	500.39
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.80	11.750	500.25	500.27

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	19.750	499.07	499.09
A	1506+04.97	19.750	499.49	499.52
B	1506+15.58	19.750	499.87	499.91
C	1506+26.20	19.750	500.22	500.27
D	1506+36.81	19.750	500.54	500.58
E	1506+47.43	19.750	500.83	500.86
F	1506+58.05	19.750	501.08	501.10
G	1506+68.66	19.750	501.30	501.31
H	1506+79.28	19.750	501.48	501.49
℄ Pier E1	1506+92.35	19.750	501.66	501.68
J	1507+02.97	19.750	501.77	501.81
K	1507+13.58	19.750	501.85	501.91
L	1507+24.20	19.750	501.89	501.98
M	1507+34.82	19.750	501.90	502.01
N	1507+45.43	19.750	501.87	502.01
O	1507+56.05	19.750	501.81	501.97
P	1507+66.66	19.750	501.72	501.89
Q	1507+77.28	19.750	501.60	501.77
R	1507+87.89	19.750	501.49	501.65
S	1507+98.50	19.750	501.38	501.52
T	1508+09.12	19.750	501.26	501.39
U	1508+19.73	19.750	501.15	501.24
V	1508+30.34	19.750	501.04	501.10
W	1508+40.95	19.750	500.92	500.97
℄ Pier E2	1508+52.85	19.750	500.79	500.82
Z	1508+63.47	19.750	500.68	500.69
AA	1508+74.08	19.750	500.57	500.58
BB	1508+84.70	19.750	500.45	500.47
CC	1508+95.32	19.750	500.34	500.37
DD	1509+05.93	19.750	500.28	500.32
EE	1509+16.55	19.750	500.22	500.27
FF	1509+27.16	19.750	500.17	500.21
GG	1509+37.78	19.750	500.11	500.14
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.76	19.750	500.04	500.06

GIRDER 7

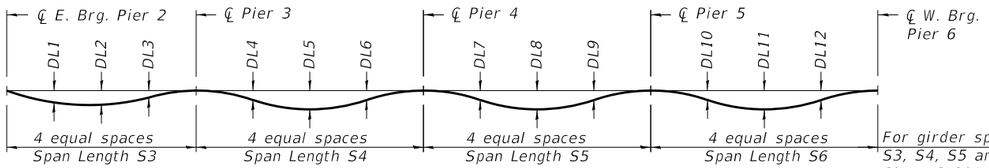
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ Brg. S. Abut.	1505+94.35	27.750	498.91	498.93
A	1506+05.24	27.750	499.34	499.37
B	1506+16.13	27.750	499.73	499.77
C	1506+27.02	27.750	500.09	500.13
D	1506+37.91	27.750	500.41	500.46
E	1506+48.80	27.750	500.70	500.74
F	1506+59.68	27.750	500.95	500.98
G	1506+70.57	27.750	501.17	501.19
H	1506+81.46	27.750	501.35	501.37
℄ Pier E1	1506+92.35	27.750	501.50	501.52
J	1507+03.24	27.750	501.61	501.65
K	1507+14.13	27.750	501.69	501.75
L	1507+25.02	27.750	501.73	501.81
M	1507+35.91	27.750	501.73	501.84
N	1507+46.80	27.750	501.70	501.83
O	1507+57.68	27.750	501.64	501.78
P	1507+68.57	27.750	501.54	501.68
Q	1507+79.46	27.750	501.42	501.57
R	1507+90.35	27.750	501.30	501.44
S	1508+01.24	27.750	501.19	501.31
T	1508+12.13	27.750	501.07	501.17
U	1508+23.02	27.750	500.95	501.03
V	1508+33.91	27.750	500.84	500.89
W	1508+44.80	27.750	500.72	500.75
℄ Pier E2	1508+52.85	27.750	500.63	500.66
Z	1508+63.74	27.750	500.52	500.53
AA	1508+74.63	27.750	500.40	500.42
BB	1508+85.52	27.750	500.28	500.31
CC	1508+96.41	27.750	500.17	500.21
DD	1509+07.30	27.750	500.12	500.16
EE	1509+18.18	27.750	500.06	500.10
FF	1509+29.07	27.750	500.00	500.04
GG	1509+39.96	27.750	499.94	499.97
℄ W. Brg. Pier 2 (US 150 EB)	1509+50.72	27.750	499.88	499.90



PLAN

Note:
1. The screeds for girders 1 thru 6 are based on the PGL of US 150 EB. The screeds for girders 7 thru 14 are based on the PGL of Ramp E.

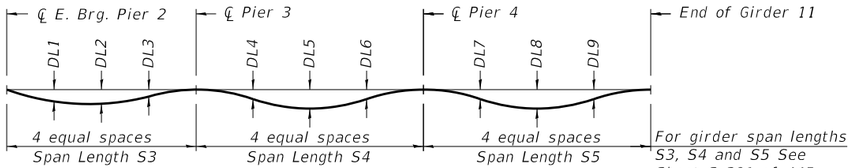
* Measured along ℄ Brg.



DEAD LOAD DEFLECTION DIAGRAM (GIRDERS 1-10, 12 & 14)

(Includes weight of concrete only.)

For girder span lengths S3, S4, S5 and S6 See Sheet S-201 of 445. For Girder 13, span length is from ℄ E. Brg. Pier 2 to transfer girder.



DEAD LOAD DEFLECTION DIAGRAM (GIRDER 11)

(Includes weight of concrete only.)

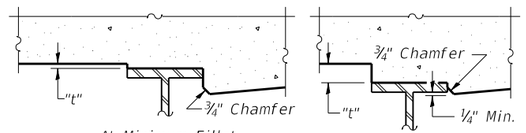
For girder span lengths S3, S4 and S5 See Sheet S-201 of 445. S5 is from ℄ Pier 4 to transfer girder

Note:
The dead load deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on shts. S-23 thru S-28 of 445.

Girder	DL1	DL2	DL3	DL4	DL5	DL6	DL7	DL8	DL9	DL10	DL11	DL12
1	4"	4⅞"	2⅜"	¼"	1½"	1"	¼"	⅜"	-¼"	2⅜"	4⅜"	3¼"
2-5	4⅛"	5⅛"	2½"	¼"	1½"	1⅛"	¼"	¼"	-¼"	2½"	4¾"	3⅞"
6	3⅜"	4⅛"	2"	¼"	1¼"	⅞"	¼"	¼"	-¼"	2"	3⅞"	3⅛"
7	3⅝"	4½"	2⅛"	¼"	1¼"	⅞"	¼"	¼"	-¼"	2⅛"	4⅛"	3⅜"
8	4"	4¾"	2⅜"	¼"	1⅜"	1"	¼"	¼"	-¼"	2⅜"	4½"	3⅝"
9	4¼"	5⅛"	2½"	⅜"	1½"	1⅛"	¼"	⅜"	-¼"	2½"	4¾"	3⅞"
10	4¼"	5⅛"	2⅝"	-⅛"	¾"	½"	¾"	1"	¼"	1¾"	3⅝"	3"
11	4¼"	5⅛"	2⅝"	0"	1"	⅞"	¼"	½"	¾"	N/A	N/A	N/A
12	3¾"	4⅞"	2⅜"	-⅛"	¾"	½"	⅝"	1"	¼"	1½"	3⅛"	2⅝"
13	1"	2"	2⅞"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14	3¼"	3⅞"	1⅞"	⅜"	1⅜"	1"	⅛"	¼"	-¼"	2"	4"	3¼"

END OF SPAN DIMENSIONS

Girder	D3	D4	D5	D6
1	7'-2¼"	8'-8¹⁄16"	13'-8⅜"	12'-2⅞"
2	7'-3⅛"	8'-9¹³⁄16"	13'-10"	12'-3¹⁵⁄16"
3	7'-5½"	8'-11⁹⁄16"	13'-11⁹⁄16"	12'-5⁹⁄16"
4	7'-7⅛"	9'-1¼"	14'-1³⁄16"	12'-7³⁄16"
5	7'-8¹¹⁄16"	9'-3"	14'-2¾"	12'-8¾"
6	7'-10⁵⁄16"	9'-4¾"	14'-4⅜"	12'-10⅜"
7	7'-11¹³⁄16"	9'-6½"	14'-5¹³⁄16"	12'-11¹³⁄16"
8	7'-11³⁄16"	9'-8⅛"	14'-7½"	13'-1⅞"
9	7'-11¾"	9'-9¾"	14'-9"	13'-2¹⁵⁄16"
10	7'-11⅝"	9 -11⅜"	14'-10½"	13'-4⅞"
11	7'-11¼"	10'-0¹¹⁄16"	N/A	N/A
12	7'-10⅞"	10'-1⁵⁄16"	15'-0³⁄16"	13'-5⅜"
13	N/A	N/A	N/A	N/A
14	7'-10½"	10'-3⁹⁄16"	15'-1¹¹⁄16"	13'-7"



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on shts. S-23 thru S-28 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on shts. S-23 thru S-28 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = spantazis	DESIGNED - SP	REVISED -	
	CHECKED - SP	REVISED -	
PLOT SCALE = 0:2.0000 '=' / in.	DRAWN -	REVISED -	
PLOT DATE = 2/3/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 2
STRUCTURE NO. 090-0180

SHEET S-22 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	926
		CONTRACT NO. 68B46		
		ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	-19.958	501.40	501.42
CA	2112+39.19	-19.958	501.20	501.31
CB	2112+49.21	-19.958	501.01	501.20
CC	2112+59.22	-19.958	500.81	501.08
CD	2112+69.24	-19.958	500.61	500.95
CE	2112+79.26	-19.958	500.42	500.81
CF	2112+89.28	-19.958	500.22	500.63
CG	2112+99.29	-19.958	500.03	500.45
CH	2113+09.31	-19.958	499.83	500.27
CI	2113+19.33	-19.958	499.64	500.08
CJ	2113+29.34	-19.958	499.44	499.88
CK	2113+39.36	-19.958	499.25	499.68
CL	2113+49.38	-19.958	499.05	499.48
CM	2113+59.40	-19.958	498.86	499.28
CN	2113+69.41	-19.958	498.66	499.07
CO	2113+79.43	-19.958	498.47	498.91
CP	2113+89.45	-19.958	498.27	498.71
CQ	2113+99.47	-19.958	498.08	498.51
℄ Pier 3	2114+06.67	-19.958	497.93	497.96
DA	2114+16.69	-19.958	497.74	497.75
DB	2114+26.70	-19.958	497.54	497.55
DC	2114+36.72	-19.958	497.35	497.37
DD	2114+46.74	-19.958	497.15	497.18
DE	2114+56.76	-19.958	496.96	497.01
DF	2114+66.77	-19.958	496.76	496.84
DG	2114+76.79	-19.958	496.57	496.67
DH	2114+86.81	-19.958	496.37	496.49
DI	2114+96.82	-19.958	496.18	496.31
DJ	2115+06.84	-19.958	495.98	496.13
DK	2115+16.86	-19.958	495.79	495.94
DL	2115+26.88	-19.958	495.59	495.73
DM	2115+36.89	-19.958	495.40	495.53
DN	2115+46.91	-19.958	495.20	495.31
DO	2115+56.93	-19.958	495.01	495.09
DP	2115+66.95	-19.958	494.81	494.88
DQ	2115+76.96	-19.958	494.61	494.66
DR	2115+86.98	-19.958	494.42	494.45
℄ Pier 4	2115+95.67	-19.958	494.25	494.27
EA	2116+05.68	-19.958	494.05	494.07
EB	2116+15.70	-19.958	493.86	493.88
EC	2116+25.72	-19.958	493.66	493.69
ED	2116+35.74	-19.958	493.48	493.51
EE	2116+45.75	-19.958	493.30	493.34
EF	2116+55.77	-19.958	493.12	493.17
EG	2116+65.79	-19.958	492.95	493.01
EH	2116+75.81	-19.958	492.79	492.85
EI	2116+85.82	-19.958	492.64	492.69
EJ	2116+95.84	-19.958	492.49	492.53
EK	2117+05.86	-19.958	492.35	492.38
EL	2117+15.88	-19.958	492.22	492.23
EM	2117+25.89	-19.958	492.10	492.10
EN	2117+35.91	-19.958	491.98	491.97
EO	2117+45.93	-19.958	491.87	491.86
EP	2117+55.95	-19.958	491.76	491.76
℄ Pier 5	2117+69.67	-19.958	491.63	491.65
FA	2117+79.68	-19.958	491.54	491.60
FB	2117+89.70	-19.958	491.46	491.55
FC	2117+99.72	-19.958	491.38	491.53
FD	2118+09.74	-19.958	491.31	491.52
FE	2118+19.75	-19.958	491.25	491.51
FF	2118+29.77	-19.958	491.20	491.51
FG	2118+39.79	-19.958	491.15	491.51
FH	2118+49.81	-19.958	491.11	491.50
FI	2118+59.82	-19.958	491.08	491.48
FJ	2118+69.84	-19.958	491.05	491.46
FK	2118+79.86	-19.958	491.03	491.43
FL	2118+89.88	-19.958	491.02	491.39
FM	2118+99.89	-19.958	491.01	491.34
FN	2119+09.91	-19.958	491.01	491.29
FO	2119+19.93	-19.958	491.02	491.22
FP	2119+29.95	-19.958	491.04	491.16
W. ℄ Brg Pier 6	2119+42.16	-19.958	491.06	491.08

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	-11.333	501.57	501.59
CA	2112+39.18	-11.333	501.37	501.49
CB	2112+49.19	-11.333	501.18	501.38
CC	2112+59.20	-11.333	500.98	501.26
CD	2112+69.21	-11.333	500.79	501.13
CE	2112+79.22	-11.333	500.59	500.99
CF	2112+89.23	-11.333	500.40	500.82
CG	2112+99.24	-11.333	500.20	500.64
CH	2113+09.25	-11.333	500.01	500.46
CI	2113+19.26	-11.333	499.81	500.27
CJ	2113+29.27	-11.333	499.62	500.07
CK	2113+39.28	-11.333	499.42	499.87
CL	2113+49.29	-11.333	499.23	499.67
CM	2113+59.30	-11.333	499.03	499.47
CN	2113+69.31	-11.333	498.84	499.26
CO	2113+79.32	-11.333	498.64	499.10
CP	2113+89.33	-11.333	498.45	498.90
CQ	2113+99.34	-11.333	498.25	498.70
℄ Pier 3	2114+06.67	-11.333	498.11	498.13
DA	2114+16.68	-11.333	497.91	497.92
DB	2114+26.69	-11.333	497.72	497.72
DC	2114+36.70	-11.333	497.52	497.54
DD	2114+46.71	-11.333	497.33	497.36
DE	2114+56.72	-11.333	497.13	497.18
DF	2114+66.73	-11.333	496.94	497.01
DG	2114+76.74	-11.333	496.74	496.84
DH	2114+86.75	-11.333	496.55	496.67
DI	2114+96.76	-11.333	496.35	496.49
DJ	2115+06.77	-11.333	496.16	496.30
DK	2115+16.77	-11.333	495.96	496.11
DL	2115+26.78	-11.333	495.77	495.91
DM	2115+36.79	-11.333	495.57	495.70
DN	2115+46.80	-11.333	495.38	495.49
DO	2115+56.81	-11.333	495.18	495.27
DP	2115+66.82	-11.333	494.98	495.05
DQ	2115+76.83	-11.333	494.79	494.84
DR	2115+86.84	-11.333	494.59	494.63
℄ Pier 4	2115+95.67	-11.333	494.42	494.44
EA	2116+05.68	-11.333	494.23	494.25
EB	2116+15.69	-11.333	494.03	494.05
EC	2116+25.70	-11.333	493.84	493.87
ED	2116+35.71	-11.333	493.65	493.69
EE	2116+45.72	-11.333	493.47	493.52
EF	2116+55.73	-11.333	493.30	493.35
EG	2116+65.74	-11.333	493.13	493.18
EH	2116+75.75	-11.333	492.97	493.02
EI	2116+85.75	-11.333	492.81	492.86
EJ	2116+95.76	-11.333	492.67	492.70
EK	2117+05.77	-11.333	492.53	492.55
EL	2117+15.78	-11.333	492.40	492.40
EM	2117+25.79	-11.333	492.27	492.27
EN	2117+35.80	-11.333	492.15	492.14
EO	2117+45.81	-11.333	492.04	492.03
EP	2117+55.82	-11.333	491.93	491.93
℄ Pier 5	2117+69.67	-11.333	491.80	491.82
FA	2117+79.68	-11.333	491.71	491.77
FB	2117+89.69	-11.333	491.63	491.73
FC	2117+99.70	-11.333	491.55	491.71
FD	2118+09.71	-11.333	491.49	491.69
FE	2118+19.72	-11.333	491.43	491.69
FF	2118+29.73	-11.333	491.37	491.69
FG	2118+39.74	-11.333	491.32	491.69
FH	2118+49.75	-11.333	491.28	491.68
FI	2118+59.75	-11.333	491.25	491.67
FJ	2118+69.76	-11.333	491.22	491.65
FK	2118+79.77	-11.333	491.20	491.62
FL	2118+89.78	-11.333	491.19	491.58
FM	2118+99.79	-11.333	491.19	491.52
FN	2119+09.80	-11.333	491.19	491.47
FO	2119+19.81	-11.333	491.19	491.40
FP	2119+29.82	-11.333	491.21	491.34
W. ℄ Brg Pier 6	2119+42.17	-11.333	491.24	491.26

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	-2.708	501.74	501.76
CA	2112+39.17	-2.708	501.55	501.66
CB	2112+49.17	-2.708	501.35	501.55
CC	2112+59.18	-2.708	501.16	501.44
CD	2112+69.18	-2.708	500.96	501.31
CE	2112+79.18	-2.708	500.77	501.17
CF	2112+89.18	-2.708	500.57	501.00
CG	2112+99.19	-2.708	500.38	500.81
CH	2113+09.19	-2.708	500.18	500.63
CI	2113+19.19	-2.708	499.99	500.44
CJ	2113+29.19	-2.708	499.79	500.24
CK	2113+39.19	-2.708	499.60	500.04
CL	2113+49.20	-2.708	499.40	499.85
CM	2113+59.20	-2.708	499.21	499.65
CN	2113+69.20	-2.708	499.01	499.44
CO	2113+79.20	-2.708	498.82	499.27
CP	2113+89.21	-2.708	498.62	499.07
CQ	2113+99.21	-2.708	498.43	498.88
℄ Pier 3	2114+06.67	-2.708	498.28	498.30
DA	2114+16.67	-2.708	498.08	498.10
DB	2114+26.67	-2.708	497.89	497.89
DC	2114+36.67	-2.708	497.69	497.71
DD	2114+46.68	-2.708	497.50	497.53
DE	2114+56.68	-2.708	497.30	497.36
DF	2114+66.68	-2.708	497.11	497.19
DG	2114+76.68	-2.708	496.91	497.01
DH	2114+86.68	-2.708	496.72	496.84
DI	2114+96.69	-2.708	496.52	496.66
DJ	2115+06.69	-2.708	496.33	496.48
DK	2115+16.69	-2.708	496.13	496.29
DL	2115+26.69	-2.708	495.94	496.09
DM	2115+36.69	-2.708	495.74	495.88
DN	2115+46.70	-2.708	495.55	495.66
DO	2115+56.70	-2.708	495.35	495.45
DP	2115+66.70	-2.708	495.16	495.23
DQ	2115+76.70	-2.708	494.96	495.01
DR	2115+86.70	-2.708	494.77	494.80
℄ Pier 4	2115+95.67	-2.708	494.59	494.62
EA	2116+05.67	-2.708	494.40	494.42
EB	2116+15.67	-2.708	494.20	494.23
EC	2116+25.67	-2.708	494.01	494.04
ED	2116+35.68	-2.708	493.82	493.86
EE	2116+45.68	-2.708	493.64	493.69
EF	2116+55.68	-2.708	493.47	493.52
EG	2116+65.68	-2.708	493.30	493.36
EH	2116+75.68	-2.708	493.14	493.19
EI	2116+85.69	-2.708	492.99	493.03
EJ	2116+95.69	-2.708	492.84	492.88
EK	2117+05.69	-2.708	492.70	492.72
EL	2117+15.69	-2.708	492.57	492.58
EM	2117+25.69	-2.708	492.44	492.44
EN	2117+35.70	-2.708	492.32	492.31
EO	2117+45.70	-2.708	492.21	492.20
EP	2117+55.70	-2.708	492.11	492.10
℄ Pier 5	2117+69.67	-2.708	491.97	491.99
FA	2117+79.67	-2.708	491.88	491.94
FB	2117+89.67	-2.708	491.80	491.90
FC	2117+99.67	-2.708	491.73	491.88
FD	2118+09.68	-2.708	491.66	491.87
FE	2118+19.68	-2.708	491.60	491.86
FF	2118+29.68	-2.708	491.54	491.86
FG	2118+39.68	-2.708	491.50	491.86
FH	2118+49.68	-2.708	491.46	491.85
FI	2118+59.69	-2.708	491.42	491.84
FJ	2118+69.69	-2.708	491.40	491.82
FK	2118+79.69	-2.708	491.38	491.79
FL	2118+89.69	-2.708	491.36	491.75
FM	2118+99.69	-2.708	491.36	491.70
FN	2119+09.70	-2.708	491.36	491.64
FO	2119+19.70	-2.708	491.37	491.58
FP	2119+29.70	-2.708	491.38	491.51
W. ℄ Brg Pier 6	2119+42.17	-2.708	491.41	491.43

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 '=' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2, 1 OF 6
STRUCTURE NO. 090-0180
SHEET S-23 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR,BR	PEO/TAZ	1361	927
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	0.000	501.79	501.82
CA	2112+39.17	0.000	501.60	501.71
CB	2112+49.17	0.000	501.41	501.61
CC	2112+59.17	0.000	501.21	501.49
CD	2112+69.17	0.000	501.02	501.36
CE	2112+79.17	0.000	500.82	501.22
CF	2112+89.17	0.000	500.63	501.05
CG	2112+99.17	0.000	500.43	500.87
CH	2113+09.17	0.000	500.24	500.69
CI	2113+19.17	0.000	500.04	500.50
CJ	2113+29.17	0.000	499.85	500.30
CK	2113+39.17	0.000	499.65	500.10
CL	2113+49.17	0.000	499.46	499.90
CM	2113+59.17	0.000	499.26	499.70
CN	2113+69.17	0.000	499.07	499.49
CO	2113+79.17	0.000	498.87	499.33
CP	2113+89.17	0.000	498.68	499.13
CQ	2113+99.17	0.000	498.48	498.93
℄ Pier 3	2114+06.67	0.000	498.33	498.35
DA	2114+16.67	0.000	498.14	498.15
DB	2114+26.67	0.000	497.94	497.95
DC	2114+36.67	0.000	497.75	497.77
DD	2114+46.67	0.000	497.55	497.58
DE	2114+56.67	0.000	497.36	497.41
DF	2114+66.67	0.000	497.16	497.24
DG	2114+76.67	0.000	496.97	497.07
DH	2114+86.67	0.000	496.77	496.89
DI	2114+96.67	0.000	496.58	496.72
DJ	2115+06.67	0.000	496.38	496.53
DK	2115+16.67	0.000	496.19	496.34
DL	2115+26.67	0.000	495.99	496.14
DM	2115+36.67	0.000	495.80	495.93
DN	2115+46.67	0.000	495.60	495.72
DO	2115+56.67	0.000	495.41	495.50
DP	2115+66.67	0.000	495.21	495.28
DQ	2115+76.67	0.000	495.02	495.07
DR	2115+86.67	0.000	494.82	494.86
℄ Pier 4	2115+95.67	0.000	494.65	494.67
EA	2116+05.67	0.000	494.45	494.47
EB	2116+15.67	0.000	494.26	494.28
EC	2116+25.67	0.000	494.07	494.09
ED	2116+35.67	0.000	493.88	493.92
EE	2116+45.67	0.000	493.70	493.74
EF	2116+55.67	0.000	493.52	493.58
EG	2116+65.67	0.000	493.36	493.41
EH	2116+75.67	0.000	493.20	493.25
EI	2116+85.67	0.000	493.04	493.09
EJ	2116+95.67	0.000	492.90	492.93
EK	2117+05.67	0.000	492.76	492.78
EL	2117+15.67	0.000	492.62	492.63
EM	2117+25.67	0.000	492.50	492.50
EN	2117+35.67	0.000	492.38	492.37
EO	2117+45.67	0.000	492.27	492.26
EP	2117+55.67	0.000	492.16	492.16
℄ Pier 5	2117+69.67	0.000	492.03	492.05
FA	2117+79.67	0.000	491.94	492.00
FB	2117+89.67	0.000	491.86	491.96
FC	2117+99.67	0.000	491.78	491.93
FD	2118+09.67	0.000	491.71	491.92
FE	2118+19.67	0.000	491.65	491.92
FF	2118+29.67	0.000	491.60	491.92
FG	2118+39.67	0.000	491.55	491.92
FH	2118+49.67	0.000	491.51	491.91
FI	2118+59.67	0.000	491.48	491.90
FJ	2118+69.67	0.000	491.45	491.88
FK	2118+79.67	0.000	491.43	491.84
FL	2118+89.67	0.000	491.42	491.81
FM	2118+99.67	0.000	491.41	491.75
FN	2119+09.67	0.000	491.41	491.70
FO	2119+19.67	0.000	491.42	491.63
FP	2119+29.67	0.000	491.43	491.57
W. ℄ Brg Pier 6	2119+42.17	0.000	491.46	491.48

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	5.917	501.88	501.90
CA	2112+39.16	5.917	501.69	501.80
CB	2112+49.16	5.917	501.49	501.70
CC	2112+59.15	5.917	501.30	501.58
CD	2112+69.15	5.917	501.10	501.45
CE	2112+79.14	5.917	500.91	501.31
CF	2112+89.14	5.917	500.71	501.14
CG	2112+99.13	5.917	500.52	500.96
CH	2113+09.13	5.917	500.32	500.78
CI	2113+19.12	5.917	500.13	500.59
CJ	2113+29.12	5.917	499.93	500.39
CK	2113+39.11	5.917	499.74	500.19
CL	2113+49.11	5.917	499.55	499.99
CM	2113+59.10	5.917	499.35	499.79
CN	2113+69.10	5.917	499.16	499.58
CO	2113+79.09	5.917	498.96	499.42
CP	2113+89.09	5.917	498.77	499.22
CQ	2113+99.08	5.917	498.57	499.02
℄ Pier 3	2114+06.67	5.917	498.42	498.44
DA	2114+16.66	5.917	498.23	498.24
DB	2114+26.66	5.917	498.03	498.04
DC	2114+36.65	5.917	497.84	497.85
DD	2114+46.65	5.917	497.64	497.67
DE	2114+56.64	5.917	497.45	497.50
DF	2114+66.63	5.917	497.25	497.33
DG	2114+76.63	5.917	497.06	497.16
DH	2114+86.62	5.917	496.86	496.98
DI	2114+96.62	5.917	496.67	496.81
DJ	2115+06.61	5.917	496.47	496.62
DK	2115+16.61	5.917	496.28	496.43
DL	2115+26.60	5.917	496.08	496.23
DM	2115+36.59	5.917	495.89	496.02
DN	2115+46.59	5.917	495.69	495.81
DO	2115+56.58	5.917	495.50	495.59
DP	2115+66.58	5.917	495.30	495.37
DQ	2115+76.57	5.917	495.11	495.16
DR	2115+86.57	5.917	494.92	494.95
℄ Pier 4	2115+95.67	5.917	494.74	494.76
EA	2116+05.66	5.917	494.54	494.56
EB	2116+15.66	5.917	494.35	494.37
EC	2116+25.65	5.917	494.15	494.18
ED	2116+35.64	5.917	493.97	494.00
EE	2116+45.64	5.917	493.79	493.83
EF	2116+55.63	5.917	493.61	493.66
EG	2116+65.63	5.917	493.45	493.50
EH	2116+75.62	5.917	493.29	493.34
EI	2116+85.62	5.917	493.13	493.18
EJ	2116+95.61	5.917	492.99	493.02
EK	2117+05.61	5.917	492.85	492.87
EL	2117+15.60	5.917	492.71	492.72
EM	2117+25.59	5.917	492.59	492.59
EN	2117+35.59	5.917	492.47	492.46
EO	2117+45.58	5.917	492.36	492.35
EP	2117+55.58	5.917	492.25	492.25
℄ Pier 5	2117+69.67	5.917	492.12	492.14
FA	2117+79.66	5.917	492.03	492.09
FB	2117+89.66	5.917	491.95	492.05
FC	2117+99.65	5.917	491.87	492.02
FD	2118+09.64	5.917	491.80	492.01
FE	2118+19.64	5.917	491.74	492.01
FF	2118+29.63	5.917	491.69	492.00
FG	2118+39.63	5.917	491.64	492.01
FH	2118+49.62	5.917	491.60	492.00
FI	2118+59.62	5.917	491.57	491.99
FJ	2118+69.61	5.917	491.54	491.97
FK	2118+79.61	5.917	491.52	491.93
FL	2118+89.60	5.917	491.51	491.90
FM	2118+99.59	5.917	491.50	491.84
FN	2119+09.59	5.917	491.50	491.79
FO	2119+19.58	5.917	491.51	491.72
FP	2119+29.58	5.917	491.52	491.65
W. ℄ Brg Pier 6	2119+42.17	5.917	491.55	491.57

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	14.542	501.94	501.96
CA	2112+39.15	14.542	501.74	501.86
CB	2112+49.14	14.542	501.55	501.75
CC	2112+59.13	14.542	501.35	501.63
CD	2112+69.12	14.542	501.16	501.50
CE	2112+79.10	14.542	500.96	501.36
CF	2112+89.09	14.542	500.77	501.19
CG	2112+99.08	14.542	500.57	501.01
CH	2113+09.07	14.542	500.38	500.83
CI	2113+19.05	14.542	500.18	500.64
CJ	2113+29.04	14.542	499.99	500.44
CK	2113+39.03	14.542	499.79	500.24
CL	2113+49.02	14.542	499.60	500.05
CM	2113+59.00	14.542	499.41	499.85
CN	2113+68.99	14.542	499.21	499.64
CO	2113+78.98	14.542	499.02	499.47
CP	2113+88.96	14.542	498.82	499.28
CQ	2113+98.95	14.542	498.63	499.08
℄ Pier 3	2114+06.67	14.542	498.48	498.50
DA	2114+16.66	14.542	498.28	498.29
DB	2114+26.64	14.542	498.09	498.09
DC	2114+36.63	14.542	497.89	497.91
DD	2114+46.62	14.542	497.70	497.73
DE	2114+56.60	14.542	497.50	497.55
DF	2114+66.59	14.542	497.31	497.38
DG	2114+76.58	14.542	497.11	497.21
DH	2114+86.56	14.542	496.92	497.04
DI	2114+96.55	14.542	496.72	496.86
DJ	2115+06.54	14.542	496.53	496.68
DK	2115+16.52	14.542	496.33	496.49
DL	2115+26.51	14.542	496.14	496.29
DM	2115+36.50	14.542	495.94	496.08
DN	2115+46.48	14.542	495.75	495.86
DO	2115+56.47	14.542	495.56	495.65
DP	2115+66.46	14.542	495.36	495.43
DQ	2115+76.44	14.542	495.17	495.21
DR	2115+86.43	14.542	494.97	495.00
℄ Pier 4	2115+95.67	14.542	494.79	494.81
EA	2116+05.65	14.542	494.60	494.62
EB	2116+15.64	14.542	494.40	494.42
EC	2116+25.63	14.542	494.21	494.24
ED	2116+35.61	14.542	494.02	494.06
EE	2116+45.60	14.542	493.84	493.89
EF	2116+55.59	14.542	493.67	493.72
EG	2116+65.57	14.542	493.50	493.56
EH	2116+75.56	14.542	493.34	493.39
EI	2116+85.55	14.542	493.19	493.23
EJ	2116+95.53	14.542	493.04	493.07
EK	2117+05.52	14.542	492.90	492.92
EL	2117+15.51	14.542	492.77	492.78
EM	2117+25.49	14.542	492.64	492.64
EN	2117+35.48	14.542	492.52	492.51
EO	2117+45.47	14.542	492.41	492.40
EP	2117+55.45	14.542	492.31	492.30
℄ Pier 5	2117+69.67	14.542	492.17	492.19
FA	2117+79.65	14.542	492.08	492.14
FB	2117+89.64	14.542	492.00	492.10
FC	2117+99.63	14.542	491.92	492.08
FD	2118+09.61	14.542	491.86	492.06
FE	2118+19.60	14.542	491.79	492.06
FF	2118+29.59	14.542	491.74	492.06
FG	2118+39.57	14.542	491.69	492.06
FH	2118+49.56	14.542	491.65	492.05
FI	2118+59.55	14.542	491.62	492.04
FJ	2118+69.53	14.542	491.59	492.02
FK	2118+79.52	14.542	491.57	491.99
FL	2118+89.51	14.542	491.56	491.95
FM	2118+99.49	14.542	491.55	491.89
FN	2119+09.48	14.542	491.55	491.84
FO	2119+19.47	14.542	491.56	491.77
FP	2119+29.45	14.542	491.58	491.71
W. ℄ Brg Pier 6	2119+42.17	14.542	491.60	491.63

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2, 2 OF 6
STRUCTURE NO. 090-0180
SHEET S-24 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR,BR	PEO/TAZ	1361	928
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	23.167	501.81	501.83
CA	2112+39.15	23.167	501.61	501.71
CB	2112+49.13	23.167	501.42	501.59
CC	2112+59.11	23.167	501.22	501.46
CD	2112+69.09	23.167	501.03	501.32
CE	2112+79.06	23.167	500.83	501.16
CF	2112+89.04	23.167	500.64	500.99
CG	2112+99.02	23.167	500.45	500.81
CH	2113+09.00	23.167	500.25	500.62
CI	2113+18.98	23.167	500.06	500.43
CJ	2113+28.96	23.167	499.86	500.23
CK	2113+38.94	23.167	499.67	500.04
CL	2113+48.92	23.167	499.47	499.84
CM	2113+58.90	23.167	499.28	499.64
CN	2113+68.88	23.167	499.08	499.44
CO	2113+78.86	23.167	498.89	499.27
CP	2113+88.84	23.167	498.69	499.07
CQ	2113+98.82	23.167	498.50	498.87
℄ Pier 3	2114+06.67	23.167	498.35	498.37
DA	2114+16.65	23.167	498.15	498.17
DB	2114+26.63	23.167	497.96	497.97
DC	2114+36.61	23.167	497.76	497.78
DD	2114+46.58	23.167	497.57	497.60
DE	2114+56.56	23.167	497.37	497.42
DF	2114+66.54	23.167	497.18	497.25
DG	2114+76.52	23.167	496.98	497.07
DH	2114+86.50	23.167	496.79	496.90
DI	2114+96.48	23.167	496.60	496.72
DJ	2115+06.46	23.167	496.40	496.53
DK	2115+16.44	23.167	496.21	496.34
DL	2115+26.42	23.167	496.01	496.14
DM	2115+36.40	23.167	495.82	495.94
DN	2115+46.37	23.167	495.62	495.72
DO	2115+56.35	23.167	495.43	495.51
DP	2115+66.33	23.167	495.23	495.30
DQ	2115+76.31	23.167	495.04	495.08
DR	2115+86.29	23.167	494.84	494.88
℄ Pier 4	2115+95.67	23.167	494.66	494.68
EA	2116+05.65	23.167	494.47	494.49
EB	2116+15.63	23.167	494.27	494.29
EC	2116+25.60	23.167	494.08	494.11
ED	2116+35.58	23.167	493.89	493.93
EE	2116+45.56	23.167	493.71	493.75
EF	2116+55.54	23.167	493.54	493.59
EG	2116+65.52	23.167	493.37	493.42
EH	2116+75.50	23.167	493.21	493.26
EI	2116+85.48	23.167	493.06	493.10
EJ	2116+95.46	23.167	492.91	492.94
EK	2117+05.44	23.167	492.77	492.80
EL	2117+15.42	23.167	492.64	492.65
EM	2117+25.40	23.167	492.51	492.52
EN	2117+35.37	23.167	492.40	492.39
EO	2117+45.35	23.167	492.28	492.28
EP	2117+55.33	23.167	492.18	492.18
℄ Pier 5	2117+69.67	23.167	492.04	492.06
FA	2117+79.65	23.167	491.95	492.00
FB	2117+89.63	23.167	491.87	491.96
FC	2117+99.60	23.167	491.79	491.92
FD	2118+09.58	23.167	491.73	491.90
FE	2118+19.56	23.167	491.67	491.89
FF	2118+29.54	23.167	491.61	491.87
FG	2118+39.52	23.167	491.56	491.87
FH	2118+49.50	23.167	491.52	491.85
FI	2118+59.48	23.167	491.49	491.84
FJ	2118+69.46	23.167	491.46	491.82
FK	2118+79.44	23.167	491.44	491.79
FL	2118+89.42	23.167	491.43	491.75
FM	2118+99.40	23.167	491.42	491.71
FN	2119+09.37	23.167	491.42	491.66
FO	2119+19.35	23.167	491.43	491.61
FP	2119+29.33	23.167	491.45	491.56
W. ℄ Brg Pier 6	2119+42.17	23.167	491.48	491.50

CLOSURE POUR (NORTH SIDE)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	25.333	501.77	501.79
CA	2112+39.14	25.333	501.57	501.67
CB	2112+49.12	25.333	501.38	501.55
CC	2112+59.10	25.333	501.18	501.42
CD	2112+69.08	25.333	500.99	501.28
CE	2112+79.06	25.333	500.80	501.13
CF	2112+89.04	25.333	500.60	500.95
CG	2112+99.02	25.333	500.41	500.77
CH	2113+09.00	25.333	500.21	500.58
CI	2113+18.98	25.333	500.02	500.39
CJ	2113+28.96	25.333	499.82	500.20
CK	2113+38.94	25.333	499.63	500.00
CL	2113+48.92	25.333	499.43	499.80
CM	2113+58.89	25.333	499.24	499.60
CN	2113+68.87	25.333	499.04	499.40
CO	2113+78.85	25.333	498.85	499.23
CP	2113+88.83	25.333	498.66	499.03
CQ	2113+98.81	25.333	498.46	498.83
℄ Pier 3	2114+06.67	25.333	498.31	498.33
DA	2114+16.65	25.333	498.11	498.13
DB	2114+26.62	25.333	497.92	497.93
DC	2114+36.60	25.333	497.72	497.74
DD	2114+46.58	25.333	497.53	497.56
DE	2114+56.56	25.333	497.33	497.38
DF	2114+66.54	25.333	497.14	497.21
DG	2114+76.52	25.333	496.95	497.03
DH	2114+86.49	25.333	496.75	496.86
DI	2114+96.47	25.333	496.56	496.68
DJ	2115+06.45	25.333	496.36	496.49
DK	2115+16.43	25.333	496.17	496.30
DL	2115+26.41	25.333	495.97	496.10
DM	2115+36.39	25.333	495.78	495.90
DN	2115+46.36	25.333	495.58	495.68
DO	2115+56.34	25.333	495.39	495.47
DP	2115+66.32	25.333	495.19	495.26
DQ	2115+76.30	25.333	495.00	495.04
DR	2115+86.28	25.333	494.81	494.84
℄ Pier 4	2115+95.67	25.333	494.62	494.64
EA	2116+05.65	25.333	494.43	494.45
EB	2116+15.62	25.333	494.23	494.26
EC	2116+25.60	25.333	494.04	494.07
ED	2116+35.58	25.333	493.85	493.89
EE	2116+45.56	25.333	493.67	493.72
EF	2116+55.54	25.333	493.50	493.55
EG	2116+65.52	25.333	493.33	493.38
EH	2116+75.49	25.333	493.17	493.22
EI	2116+85.47	25.333	493.02	493.06
EJ	2116+95.45	25.333	492.87	492.91
EK	2117+05.43	25.333	492.73	492.76
EL	2117+15.41	25.333	492.60	492.61
EM	2117+25.39	25.333	492.47	492.48
EN	2117+35.36	25.333	492.36	492.35
EO	2117+45.34	25.333	492.24	492.24
EP	2117+55.32	25.333	492.14	492.14
℄ Pier 5	2117+69.67	25.333	492.00	492.02
FA	2117+79.65	25.333	491.91	491.96
FB	2117+89.62	25.333	491.83	491.92
FC	2117+99.60	25.333	491.76	491.88
FD	2118+09.58	25.333	491.69	491.86
FE	2118+19.56	25.333	491.63	491.85
FF	2118+29.54	25.333	491.57	491.84
FG	2118+39.52	25.333	491.53	491.83
FH	2118+49.49	25.333	491.48	491.81
FI	2118+59.47	25.333	491.45	491.80
FJ	2118+69.45	25.333	491.42	491.78
FK	2118+79.43	25.333	491.40	491.75
FL	2118+89.41	25.333	491.39	491.71
FM	2118+99.39	25.333	491.39	491.67
FN	2119+09.36	25.333	491.39	491.62
FO	2119+19.34	25.333	491.39	491.57
FP	2119+29.32	25.333	491.41	491.52
W. ℄ Brg Pier 6	2119+42.17	25.333	491.44	491.46

CLOSURE POUR (SOUTH SIDE)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	2112+29.17	28.167	501.71	501.73
CA	2112+39.14	28.167	501.52	501.62
CB	2112+49.12	28.167	501.32	501.50
CC	2112+59.10	28.167	501.13	501.38
CD	2112+69.08	28.167	500.93	501.24
CE	2112+79.06	28.167	500.74	501.09
CF	2112+89.04	28.167	500.54	500.92
CG	2112+99.02	28.167	500.35	500.74
CH	2113+09.00	28.167	500.16	500.55
CI	2113+18.98	28.167	499.96	500.36
CJ	2113+28.96	28.167	499.77	500.16
CK	2113+38.94	28.167	499.57	499.97
CL	2113+48.92	28.167	499.38	499.77
CM	2113+58.89	28.167	499.18	499.57
CN	2113+68.87	28.167	498.99	499.37
CO	2113+78.85	28.167	498.79	499.20
CP	2113+88.83	28.167	498.60	499.00
CQ	2113+98.81	28.167	498.40	498.80
℄ Pier 3	2114+06.67	28.167	498.25	498.27
DA	2114+16.65	28.167	498.06	498.07
DB	2114+26.62	28.167	497.86	497.87
DC	2114+36.60	28.167	497.67	497.68
DD	2114+46.58	28.167	497.47	497.50
DE	2114+56.56	28.167	497.28	497.32
DF	2114+66.54	28.167	497.08	497.15
DG	2114+76.52	28.167	496.89	496.97
DH	2114+86.49	28.167	496.69	496.80
DI	2114+96.47	28.167	496.50	496.62
DJ	2115+06.45	28.167	496.31	496.43
DK	2115+16.43	28.167	496.11	496.24
DL	2115+26.41	28.167	495.92	496.04
DM	2115+36.39	28.167	495.72	495.84
DN	2115+46.36	28.167	495.53	495.63
DO	2115+56.34	28.167	495.33	495.41
DP	2115+66.32	28.167	495.14	495.20
DQ	2115+76.30	28.167	494.94	494.99
DR	2115+86.28	28.167	494.75	494.78
℄ Pier 4	2115+95.67	28.167	494.57	494.59
EA	2116+05.65	28.167	494.37	494.39
EB	2116+15.62	28.167	494.18	494.20
EC	2116+25.60	28.167	493.98	494.01
ED	2116+35.58	28.167	493.80	493.83
EE	2116+45.56	28.167	493.62	493.66
EF	2116+55.54	28.167	493.44	493.49
EG	2116+65.52	28.167	493.27	493.33
EH	2116+75.49	28.167	493.12	493.16
EI	2116+85.47	28.167	492.96	493.00
EJ	2116+95.45	28.167	492.82	492.85
EK	2117+05.43	28.167	492.68	492.70
EL	2117+15.41	28.167	492.54	492.55
EM	2117+25.39	28.167	492.42	492.42
EN	2117+35.36	28.167	492.30	492.29
EO	2117+45.34	28.167	492.19	492.18
EP	2117+55.32	28.167	492.08	492.08
℄ Pier 5	2117+69.67	28.167	491.94	491.96
FA	2117+79.65	28.167	491.85	491.91
FB	2117+89.62	28.167	491.77	491.86
FC	2117+99.60	28.167	491.70	491.83
FD	2118+09.58	28.167	491.63	491.81
FE	2118+19.56	28.167	491.57	491.80
FF	2118+29.54	28.167	491.52	491.79
FG	2118+39.52	28.167	491.47	491.79
FH	2118+49.49	28.167	491.43	491.78
FI	2118+59.47	28.167	491.39	491.76
FJ	2118+69.45	28.167	491.37	491.74
FK	2118+79.43	28.167	491.35	491.71
FL	2118+89.41	28.167	491.33	491.68
FM	2118+99.39	28.167	491.33	491.63
FN	2119+09.36	28.167	491.33	491.58
FO	2119+19.34	28.167	491.34	491.53
FP	2119+29.32	28.167	491.35	491.47
W. ℄ Brg Pier 6	2119+42.17	28.167	491.38	491.40

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 '' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2, 3 OF 6
STRUCTURE NO. 090-0180

SHEET S-25 OF 445 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	929
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

MODEL: Default
FILE NAME: pw:\\spl-svr306.hanson.dom:Hanson Projects\Documents\13Jobs\13H0106\Phase-II\CAD\Struct\Sheet\090180-XXXXX-TYLI-1222-Unit 2 TSE-3.dgn

12/12/2018 10:19:10 AM

GIRDER 7

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.94	-26.81	501.64	501.66
CA	1509+63.97	-26.61	501.34	501.44
CB	1509+73.99	-26.41	501.17	501.35
CC	1509+84.01	-26.21	501.01	501.26
CD	1509+94.03	-26.01	500.85	501.16
CE	1510+04.05	-25.81	500.69	501.05
CF	1510+14.07	-25.61	500.49	500.88
CG	1510+24.09	-25.41	500.29	500.69
CH	1510+34.11	-25.21	500.09	500.49
CI	1510+44.13	-25.01	499.89	500.28
CJ	1510+54.15	-24.81	499.69	500.05
CK	1510+64.17	-24.61	499.50	499.82
CL	1510+74.19	-24.41	499.31	499.58
CM	1510+84.21	-24.21	499.11	499.33
CN	1510+94.22	-24.01	498.92	499.09
CO	1511+04.24	-23.81	498.72	498.84
CP	1511+14.26	-23.61	498.53	498.60
CQ	1511+24.28	-23.41	498.33	498.38
℄ Pier 3	1511+32.29	-23.25	498.18	498.20
DA	1511+42.31	-23.05	497.98	498.00
DB	1511+52.32	-22.85	497.79	497.80
DC	1511+62.34	-22.65	497.60	497.61
DD	1511+72.36	-22.45	497.40	497.43
DE	1511+82.37	-22.25	497.21	497.25
DF	1511+92.39	-22.05	497.01	497.08
DG	1512+02.41	-21.85	496.82	496.90
DH	1512+12.42	-21.65	496.62	496.73
DI	1512+22.44	-21.45	496.43	496.55
DJ	1512+32.45	-21.25	496.24	496.36
DK	1512+42.47	-21.05	496.04	496.17
DL	1512+52.48	-20.85	495.85	495.98
DM	1512+62.50	-20.65	495.65	495.77
DN	1512+72.51	-20.45	495.46	495.56
DO	1512+82.53	-20.25	495.27	495.35
DP	1512+92.54	-20.05	495.07	495.13
DQ	1513+02.56	-19.85	494.88	494.92
DR	1513+12.08	-19.65	494.68	494.72
℄ Pier 4	1513+22.12	-19.46	494.50	494.52
EA	1513+32.14	-19.26	494.30	494.32
EB	1513+42.15	-19.06	494.11	494.13
EC	1513+52.17	-18.86	493.92	493.94
ED	1513+62.18	-18.66	493.73	493.76
EE	1513+72.19	-18.46	493.55	493.59
EF	1513+82.20	-18.26	493.37	493.42
EG	1513+92.22	-18.06	493.21	493.26
EH	1514+02.23	-17.86	493.05	493.09
EI	1514+12.24	-17.66	492.89	492.93
EJ	1514+22.25	-17.46	492.75	492.78
EK	1514+32.27	-17.26	492.61	492.63
EL	1514+42.28	-17.06	492.47	492.48
EM	1514+52.29	-16.85	492.35	492.35
EN	1514+62.30	-16.66	492.23	492.22
EO	1514+72.31	-16.46	492.12	492.11
EP	1514+82.32	-16.26	492.01	492.01
℄ Pier 5	1514+96.84	-15.97	491.87	491.89
FA	1515+06.85	-15.77	491.78	491.84
FB	1515+16.86	-15.57	491.70	491.79
FC	1515+26.87	-15.37	491.63	491.76
FD	1515+36.88	-15.17	491.56	491.74
FE	1515+46.89	-14.97	491.50	491.73
FF	1515+56.90	-14.77	491.44	491.72
FG	1515+66.91	-14.57	491.40	491.72
FH	1515+76.92	-14.37	491.36	491.70
FI	1515+86.93	-14.17	491.32	491.69
FJ	1515+96.94	-13.98	491.30	491.67
FK	1516+06.95	-13.78	491.28	491.64
FL	1516+16.96	-13.58	491.26	491.61
FM	1516+26.97	-13.38	491.26	491.56
FN	1516+36.97	-13.18	491.26	491.51
FO	1516+46.98	-12.98	491.26	491.45
FP	1516+56.99	-12.78	491.28	491.40
W. ℄ Brg Pier 6	1516+70.00	-12.51	491.31	491.33

GIRDER 8

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.87	-18.18	501.41	501.43
CA	1509+63.93	-17.98	501.23	501.33
CB	1509+73.94	-17.78	501.03	501.22
CC	1509+83.95	-17.58	500.82	501.09
CD	1509+93.97	-17.38	500.61	500.94
CE	1510+03.98	-17.18	500.39	500.77
CF	1510+13.99	-16.98	500.23	500.64
CG	1510+24.01	-16.78	500.06	500.50
CH	1510+34.02	-16.58	499.89	500.32
CI	1510+44.03	-16.38	499.71	500.13
CJ	1510+54.04	-16.18	499.52	499.91
CK	1510+64.05	-15.98	499.33	499.67
CL	1510+74.07	-15.78	499.14	499.43
CM	1510+84.08	-15.58	498.94	499.18
CN	1510+94.09	-15.38	498.75	498.93
CO	1511+04.10	-15.18	498.55	498.68
CP	1511+14.11	-14.98	498.36	498.44
CQ	1511+24.12	-14.78	498.16	498.21
℄ Pier 3	1511+32.12	-14.62	498.01	498.03
DA	1511+42.13	-14.42	497.82	497.83
DB	1511+52.14	-14.22	497.62	497.63
DC	1511+62.15	-14.02	497.43	497.44
DD	1511+72.16	-13.82	497.23	497.26
DE	1511+82.16	-13.62	497.04	497.09
DF	1511+92.17	-13.42	496.84	496.91
DG	1512+02.18	-13.22	496.65	496.74
DH	1512+12.19	-13.02	496.46	496.57
DI	1512+22.20	-12.82	496.26	496.39
DJ	1512+32.21	-12.62	496.07	496.20
DK	1512+42.22	-12.42	495.87	496.02
DL	1512+52.22	-12.22	495.68	495.82
DM	1512+62.23	-12.02	495.49	495.61
DN	1512+72.24	-11.82	495.29	495.40
DO	1512+82.25	-11.62	495.10	495.19
DP	1512+92.25	-11.42	494.90	494.97
DQ	1513+02.26	-11.22	494.71	494.76
DR	1513+11.96	-11.02	494.52	494.55
℄ Pier 4	1513+21.95	-10.83	494.33	494.35
EA	1513+31.96	-10.63	494.13	494.15
EB	1513+41.96	-10.43	493.94	493.96
EC	1513+51.97	-10.23	493.75	493.78
ED	1513+61.98	-10.03	493.56	493.60
EE	1513+71.98	-9.83	493.38	493.42
EF	1513+81.99	-9.63	493.20	493.25
EG	1513+91.99	-9.43	493.04	493.09
EH	1514+02.00	-9.23	492.88	492.92
EI	1514+12.00	-9.03	492.72	492.76
EJ	1514+22.01	-8.83	492.58	492.61
EK	1514+32.01	-8.63	492.44	492.46
EL	1514+42.02	-8.43	492.30	492.31
EM	1514+52.02	-8.23	492.18	492.18
EN	1514+62.03	-8.03	492.06	492.05
EO	1514+72.03	-7.83	491.95	491.94
EP	1514+82.04	-7.63	491.84	491.84
℄ Pier 5	1514+96.67	-7.34	491.70	491.72
FA	1515+06.67	-7.15	491.61	491.67
FB	1515+16.67	-6.95	491.53	491.62
FC	1515+26.68	-6.75	491.45	491.60
FD	1515+36.68	-6.55	491.39	491.58
FE	1515+46.68	-6.35	491.33	491.58
FF	1515+56.68	-6.15	491.27	491.57
FG	1515+66.69	-5.95	491.22	491.57
FH	1515+76.69	-5.75	491.18	491.56
FI	1515+86.69	-5.55	491.15	491.55
FJ	1515+96.69	-5.35	491.12	491.52
FK	1516+06.70	-5.15	491.10	491.49
FL	1516+16.70	-4.95	491.09	491.46
FM	1516+26.70	-4.75	491.08	491.41
FN	1516+36.70	-4.55	491.08	491.36
FO	1516+46.70	-4.35	491.09	491.29
FP	1516+56.70	-4.15	491.11	491.23
W. ℄ Brg Pier 6	1516+69.75	-3.89	491.13	491.16

GIRDER 9

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.86	-9.56	501.07	501.09
CA	1509+63.86	-9.36	500.91	501.02
CB	1509+73.86	-9.16	500.75	500.94
CC	1509+83.86	-8.96	500.58	500.84
CD	1509+93.86	-8.76	500.40	500.73
CE	1510+03.86	-8.56	500.22	500.60
CF	1510+13.86	-8.36	500.06	500.47
CG	1510+23.86	-8.16	499.89	500.32
CH	1510+33.86	-7.96	499.72	500.15
CI	1510+43.86	-7.76	499.54	499.96
CJ	1510+53.86	-7.56	499.35	499.74
CK	1510+63.86	-7.36	499.16	499.50
CL	1510+73.86	-7.16	498.96	499.26
CM	1510+83.86	-6.96	498.77	499.01
CN	1510+93.86	-6.76	498.58	498.76
CO	1511+03.86	-6.56	498.38	498.51
CP	1511+13.86	-6.36	498.19	498.27
CQ	1511+23.86	-6.16	498.00	498.04
℄ Pier 3	1511+31.94	-6.00	497.84	497.86
DA	1511+41.94	-5.80	497.65	497.66
DB	1511+51.94	-5.60	497.45	497.46
DC	1511+61.94	-5.40	497.26	497.27
DD	1511+71.94	-5.20	497.06	497.09
DE	1511+81.94	-5.00	496.87	496.92
DF	1511+91.94	-4.80	496.68	496.74
DG	1512+01.94	-4.60	496.48	496.57
DH	1512+11.94	-4.40	496.29	496.40
DI	1512+21.94	-4.20	496.09	496.22
DJ	1512+31.94	-4.00	495.90	496.04
DK	1512+41.94	-3.80	495.71	495.85
DL	1512+51.94	-3.60	495.51	495.65
DM	1512+61.94	-3.40	495.32	495.44
DN	1512+71.94	-3.20	495.13	495.23
DO	1512+81.94	-3.00	494.93	495.02
DP	1512+91.94	-2.80	494.74	494.80
DQ	1513+01.94	-2.60	494.54	494.59
DR	1513+11.94	-2.40	494.35	494.38
℄ Pier 4	1513+21.78	-2.20	494.16	494.18
EA	1513+31.78	-2.00	493.97	493.99
EB	1513+41.78	-1.80	493.77	493.79
EC	1513+51.78	-1.60	493.58	493.61
ED	1513+61.78	-1.40	493.39	493.43
EE	1513+71.78	-1.20	493.21	493.25
EF	1513+81.78	-1.00	493.04	493.08
EG	1513+91.78	-0.80	492.87	492.92
EH	1514+01.78	-0.60	492.71	492.76
EI	1514+11.78	-0.40	492.55	492.60
EJ	1514+21.78	-0.20	492.41	492.44
EK	1514+31.78	0.00	492.27	492.29
EL	1514+41.78	0.20	492.13	492.14
EM	1514+51.78	0.40	492.01	492.01
EN	1514+61.78	0.60	491.89	491.88
EO	1514+71.78	0.79	491.78	491.77
EP	1514+81.78	1.00	491.67	491.67
℄ Pier 5	1514+96.49	1.28	491.53	491.55
FA	1515+06.49	1.48	491.44	491.50
FB	1515+16.49	1.68	491.36	491.45
FC	1515+26.49	1.88	491.28	491.43
FD	1515+36.49	2.08	491.21	491.41
FE	1515+46.49	2.28	491.15	491.40
FF	1515+56.49	2.48	491.10	491.40
FG	1515+66.49	2.68	491.05	491.40
FH	1515+76.49	2.88	491.01	491.39
FI	1515+86.49	3.08	490.98	491.37
FJ	1515+96.49	3.28	490.95	491.35
FK	1516+06.49	3.48	490.93	491.32
FL	1516+16.49	3.68	490.92	491.29
FM	1516+26.49	3.88	490.91	491.24
FN	1516+36.49	4.08	490.91	491.19
FO	1516+46.49	4.27	490.92	491.12
FP	1516+56.49	4.47	490.93	491.06
W. ℄ Brg Pier 6	1516+69.66	4.74	490.96	490.98

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USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2, 4 OF 6
STRUCTURE NO. 090-0180
SHEET S-26 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	930
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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GIRDER 10

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.85	-0.93	500.72	500.75
CA	1509+63.85	-0.73	500.60	500.72
CB	1509+73.85	-0.53	500.47	500.67
CC	1509+83.85	-0.33	500.33	500.62
CD	1509+93.85	-0.13	500.19	500.54
CE	1510+03.85	0.07	500.04	500.45
CF	1510+13.85	0.27	499.89	500.32
CG	1510+23.85	0.47	499.72	500.18
CH	1510+33.85	0.67	499.55	500.01
CI	1510+43.85	0.87	499.37	499.82
CJ	1510+53.85	1.07	499.18	499.60
CK	1510+63.85	1.27	498.99	499.36
CL	1510+73.85	1.47	498.79	499.11
CM	1510+83.85	1.67	498.60	498.86
CN	1510+93.85	1.87	498.41	498.60
CO	1511+03.85	2.07	498.21	498.35
CP	1511+13.85	2.27	498.02	498.11
CQ	1511+23.85	2.47	497.83	497.88
℄ Pier 3	1511+31.77	2.63	497.67	497.69
DA	1511+41.77	2.83	497.48	497.48
DB	1511+51.77	3.03	497.28	497.28
DC	1511+61.77	3.23	497.09	497.09
DD	1511+71.77	3.43	496.90	496.90
DE	1511+81.77	3.63	496.89	496.91
DF	1511+91.77	3.83	496.70	496.73
DG	1512+01.77	4.03	496.50	496.55
DH	1512+11.77	4.23	496.31	496.38
DI	1512+21.77	4.43	496.12	496.20
DJ	1512+31.77	4.63	495.92	496.01
DK	1512+41.77	4.83	495.73	495.82
DL	1512+51.77	5.03	495.54	495.63
DM	1512+61.77	5.23	495.34	495.42
DN	1512+71.77	5.43	495.15	495.22
DO	1512+81.77	5.63	494.95	495.01
DP	1512+91.77	5.83	494.76	494.80
DQ	1513+01.77	6.03	494.57	494.60
DR	1513+11.77	6.23	494.37	494.40
℄ Pier 4	1513+21.61	6.42	493.99	494.01
EA	1513+31.61	6.62	493.80	493.83
EB	1513+41.61	6.82	493.60	493.64
EC	1513+51.61	7.02	493.41	493.47
ED	1513+61.61	7.22	493.22	493.29
EE	1513+71.61	7.42	493.04	493.13
EF	1513+81.61	7.62	492.87	492.97
EG	1513+91.61	7.82	492.70	492.81
EH	1514+01.61	8.02	492.54	492.65
EI	1514+11.61	8.22	492.38	492.49
EJ	1514+21.61	8.42	492.24	492.33
EK	1514+31.61	8.62	492.10	492.17
EL	1514+41.61	8.82	491.97	492.02
EM	1514+51.61	9.02	491.84	491.88
EN	1514+61.61	9.22	491.72	491.74
EO	1514+71.61	9.42	491.61	491.62
EP	1514+81.61	9.62	491.50	491.51
℄ Pier 5	1514+96.31	9.91	491.36	491.38
FA	1515+06.31	10.11	491.27	491.31
FB	1515+16.31	10.31	491.19	491.26
FC	1515+26.31	10.51	491.11	491.22
FD	1515+36.31	10.71	491.04	491.20
FE	1515+46.31	10.91	490.98	491.18
FF	1515+56.31	11.11	490.93	491.17
FG	1515+66.31	11.31	490.88	491.16
FH	1515+76.31	11.50	490.84	491.14
FI	1515+86.31	11.70	490.81	491.13
FJ	1515+96.31	11.90	490.78	491.11
FK	1516+06.31	12.10	490.76	491.08
FL	1516+16.31	12.30	490.75	491.05
FM	1516+26.31	12.50	490.74	491.01
FN	1516+36.31	12.70	490.74	490.97
FO	1516+46.31	12.90	490.75	490.92
FP	1516+56.31	13.10	490.76	490.87
W. ℄ Brg Pier 6	1516+69.48	13.36	490.79	490.81

GIRDER 11

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.85	7.91	500.39	500.41
CA	1509+63.85	8.01	500.30	500.41
CB	1509+73.85	8.11	500.20	500.41
CC	1509+83.85	8.21	500.10	500.38
CD	1509+93.85	8.31	499.99	500.34
CE	1510+03.85	8.41	499.87	500.28
CF	1510+13.85	8.51	499.72	500.16
CG	1510+23.85	8.61	499.56	500.02
CH	1510+33.85	8.71	499.39	499.85
CI	1510+43.85	8.81	499.21	499.66
CJ	1510+53.85	8.91	499.03	499.44
CK	1510+63.85	9.01	498.83	499.21
CL	1510+73.85	9.11	498.64	498.96
CM	1510+83.85	9.21	498.45	498.71
CN	1510+93.85	9.31	498.26	498.46
CO	1511+03.85	9.41	498.07	498.21
CP	1511+13.85	9.51	497.88	497.96
CQ	1511+23.85	9.61	497.68	497.73
℄ Pier 3	1511+31.63	9.69	497.53	497.55
DA	1511+41.63	9.79	497.34	497.35
DB	1511+51.63	9.89	497.15	497.14
DC	1511+61.63	9.99	496.96	496.96
DD	1511+71.63	10.08	496.77	496.77
DE	1511+81.63	10.18	496.57	496.60
DF	1511+91.63	10.28	496.38	496.42
DG	1512+01.63	10.38	496.19	496.25
DH	1512+11.63	10.48	496.00	496.08
DI	1512+21.63	10.58	495.81	495.90
DJ	1512+31.63	10.68	495.62	495.72
DK	1512+41.63	10.78	495.42	495.54
DL	1512+51.63	10.88	495.23	495.35
DM	1512+61.63	10.98	495.04	495.15
DN	1512+71.63	11.08	494.85	494.95
DO	1512+81.63	11.18	494.66	494.74
DP	1512+91.63	11.28	494.46	494.53
DQ	1513+01.63	11.38	494.27	494.32
DR	1513+11.63	11.48	494.08	494.12
℄ Pier 4	1513+21.50	11.58	493.89	493.91
EA	1513+31.49	11.68	493.70	493.73
EB	1513+41.48	11.78	493.51	493.55
EC	1513+51.47	11.88	493.31	493.37
ED	1513+61.46	11.98	493.13	493.19
EE	1513+71.45	12.08	492.95	493.02
EF	1513+81.44	12.18	492.78	492.86
End of Girder	1513+88.80	12.25	492.65	492.75

GIRDER 12

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.84	16.75	500.09	500.11
CA	1509+63.83	16.75	500.04	500.14
CB	1509+73.82	16.75	499.97	500.15
CC	1509+83.80	16.75	499.89	500.14
CD	1509+93.79	16.75	499.80	500.12
CE	1510+03.77	16.75	499.70	500.07
CF	1510+13.75	16.75	499.56	499.95
CG	1510+23.74	16.75	499.40	499.81
CH	1510+33.73	16.75	499.23	499.64
CI	1510+43.71	16.75	499.05	499.46
CJ	1510+53.69	16.75	498.87	499.24
CK	1510+63.69	16.75	498.68	499.02
CL	1510+73.67	16.75	498.49	498.78
CM	1510+83.66	16.75	498.30	498.54
CN	1510+93.64	16.75	498.11	498.29
CO	1511+03.63	16.75	497.92	498.05
CP	1511+13.62	16.75	497.73	497.81
CQ	1511+23.60	16.75	497.54	497.59
℄ Pier 3	1511+31.49	16.75	497.39	497.41
DA	1511+41.48	16.75	497.20	497.21
DB	1511+51.46	16.75	497.01	497.01
DC	1511+61.45	16.75	496.82	496.82
DD	1511+71.44	16.75	496.64	496.64
DE	1511+81.43	16.75	496.45	496.46
DF	1511+91.41	16.75	496.26	496.29
DG	1512+01.40	16.75	496.07	496.11
DH	1512+11.39	16.75	495.88	495.94
DI	1512+21.37	16.75	495.69	495.76
DJ	1512+31.36	16.75	495.50	495.58
DK	1512+41.35	16.75	495.31	495.39
DL	1512+51.33	16.75	495.12	495.20
DM	1512+61.32	16.75	494.93	495.00
DN	1512+71.31	16.75	494.74	494.80
DO	1512+81.30	16.75	494.55	494.60
DP	1512+91.28	16.75	494.36	494.40
DQ	1513+01.27	16.75	494.17	494.20
DR	1513+11.26	16.75	493.98	494.00
℄ Pier 4	1513+21.40	16.75	493.79	493.81
EA	1513+31.39	16.75	493.60	493.63
EB	1513+41.38	16.75	493.41	493.45
EC	1513+51.36	16.75	493.22	493.27
ED	1513+61.35	16.75	493.03	493.10
EE	1513+71.34	16.75	492.86	492.94
EF	1513+81.32	16.75	492.69	492.78
EG	1513+91.31	16.75	492.52	492.63
EH	1514+01.30	16.75	492.37	492.47
EI	1514+11.28	16.75	492.22	492.31
EJ	1514+21.27	16.75	492.07	492.16
EK	1514+31.26	16.75	491.94	492.01
EL	1514+41.25	16.75	491.81	491.86
EM	1514+51.23	16.75	491.69	491.73
EN	1514+61.22	16.75	491.57	491.60
EO	1514+71.21	16.75	491.46	491.48
EP	1514+81.19	16.75	491.36	491.37
℄ Pier 5	1514+96.19	16.75	491.22	491.24
FA	1515+06.17	16.75	491.14	491.18
FB	1515+16.16	16.75	491.06	491.13
FC	1515+26.15	16.75	490.99	491.09
FD	1515+36.14	16.75	490.92	491.06
FE	1515+46.13	16.75	490.87	491.04
FF	1515+56.11	16.75	490.82	491.03
FG	1515+66.10	16.75	490.77	491.02
FH	1515+76.09	16.75	490.74	491.01
FI	1515+86.08	16.75	490.71	490.99
FJ	1515+96.07	16.75	490.68	490.98
FK	1516+06.05	16.75	490.67	490.95
FL	1516+16.04	16.75	490.66	490.93
FM	1516+26.03	16.75	490.65	490.89
FN	1516+36.02	16.75	490.66	490.86
FO	1516+46.01	16.75	490.67	490.82
FP	1516+55.99	16.75	490.69	490.79
W. ℄ Brg Pier 6	1516+69.42	16.75	490.72	490.74

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USER NAME = spantazis	DESIGNED -	REVISED -	
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PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 2/4/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 2, 5 OF 6
STRUCTURE NO. 090-0180

SHEET S-27 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	931
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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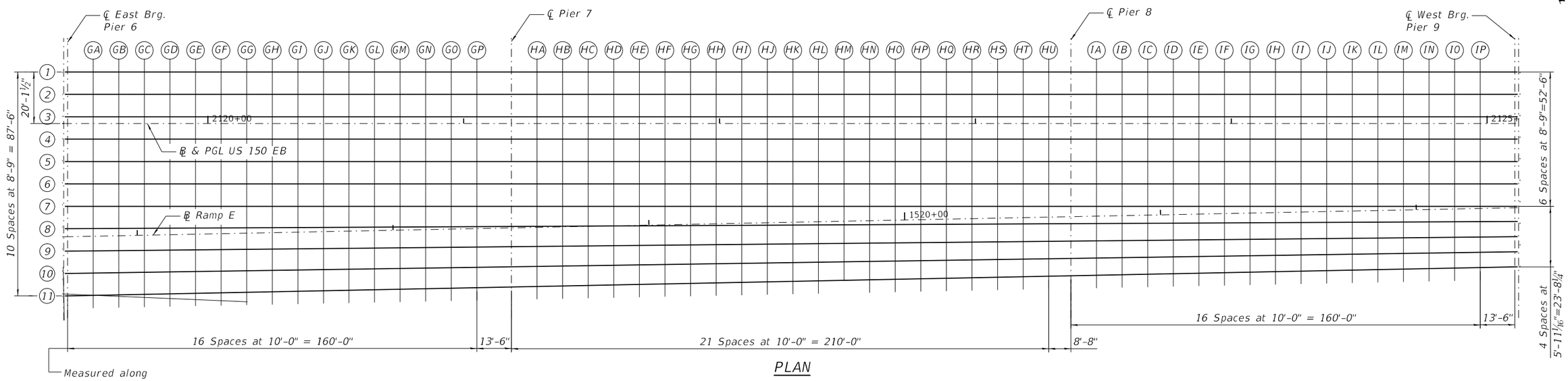
GIRDER 13

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.84	22.26	499.98	500.00
CA	1509+63.82	22.05	499.93	499.99
CB	1509+73.82	21.84	499.87	499.97
CC	1509+83.79	21.63	499.79	499.94
CD	1509+93.77	21.44	499.71	499.89
CE	1510+03.75	21.26	499.61	499.84
CF	1510+13.73	21.08	499.47	499.73
CG	1510+23.72	20.92	499.31	499.62
End Of Girder	1510+24.03	20.91	499.31	499.65

GIRDER 14

Location	Station (Ramp E ℄)	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
E. ℄ Brg Pier 2	1509+53.84	27.78	499.87	499.89
CA	1509+63.80	27.37	499.82	499.92
CB	1509+73.77	26.97	499.76	499.92
CC	1509+83.74	26.58	499.69	499.91
CD	1509+93.71	26.20	499.61	499.88
CE	1510+03.68	25.82	499.52	499.83
CF	1510+13.65	25.46	499.39	499.72
CG	1510+23.63	25.10	499.23	499.59
CH	1510+33.60	24.75	499.07	499.42
CI	1510+43.57	24.42	498.90	499.25
CJ	1510+53.55	24.09	498.73	499.04
CK	1510+63.52	23.76	498.54	498.83
CL	1510+73.49	23.45	498.36	498.60
CM	1510+83.58	23.33	498.17	498.36
CN	1510+93.56	23.33	497.98	498.13
CO	1511+03.54	23.33	497.79	497.90
CP	1511+13.52	23.33	497.60	497.67
CQ	1511+23.50	23.33	497.41	497.45
℄ Pier 3	1511+31.36	23.33	497.26	497.29
DA	1511+41.16	23.33	497.08	497.09
DB	1511+50.96	23.33	496.89	496.90
DC	1511+60.76	23.33	496.70	496.72
DD	1511+70.56	23.33	496.51	496.54
DE	1511+80.36	23.33	496.32	496.37
DF	1511+90.16	23.33	496.13	496.21
DG	1511+99.96	23.33	495.94	496.04
DH	1512+09.76	23.33	495.75	495.86
DI	1512+19.56	23.33	495.56	495.69
DJ	1512+29.36	23.33	495.37	495.51
DK	1512+39.16	23.33	495.18	495.32
DL	1512+48.96	23.33	494.99	495.13
DM	1512+58.76	23.33	494.80	494.93
DN	1512+68.56	23.33	494.61	494.72
DO	1512+78.36	23.33	494.42	494.51
DP	1512+88.16	23.33	494.23	494.30
DQ	1512+97.96	23.33	494.04	494.09
DR	1513+07.76	23.33	493.85	493.89
℄ Pier 4	1513+21.27	23.33	493.66	493.68
EA	1513+31.25	23.33	493.47	493.49
EB	1513+41.23	23.33	493.28	493.30
EC	1513+51.21	23.33	493.09	493.12
ED	1513+61.19	23.33	492.91	492.94
EE	1513+71.17	23.33	492.73	492.77
EF	1513+81.15	23.33	492.56	492.60
EG	1513+91.13	23.33	492.40	492.44
EH	1514+01.11	23.33	492.24	492.28
EI	1514+11.09	23.33	492.09	492.13
EJ	1514+21.07	23.33	491.95	491.98
EK	1514+31.05	23.33	491.81	491.83
EL	1514+41.03	23.33	491.68	491.69
EM	1514+51.01	23.33	491.56	491.56
EN	1514+60.99	23.33	491.44	491.44
EO	1514+70.97	23.33	491.33	491.33
EP	1514+80.95	23.33	491.23	491.23
℄ Pier 5	1514+96.05	23.33	491.09	491.11
FA	1515+06.03	23.33	491.01	491.06
FB	1515+16.01	23.33	490.93	491.01
FC	1515+25.99	23.33	490.86	490.99
FD	1515+35.97	23.33	490.79	490.97
FE	1515+45.95	23.33	490.74	490.96
FF	1515+55.93	23.33	490.68	490.95
FG	1515+65.91	23.33	490.64	490.95
FH	1515+75.89	23.33	490.60	490.94
FI	1515+85.87	23.33	490.57	490.92
FJ	1515+95.85	23.33	490.55	490.91
FK	1516+05.83	23.33	490.53	490.88
FL	1516+15.81	23.33	490.52	490.85
FM	1516+25.79	23.33	490.52	490.81
FN	1516+35.77	23.33	490.53	490.77
FO	1516+45.75	23.33	490.54	490.72
FP	1516+55.73	23.33	490.55	490.67
W. ℄ Brg Pier 6	1516+69.29	23.33	490.59	490.61



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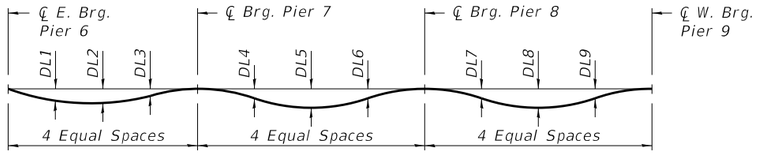


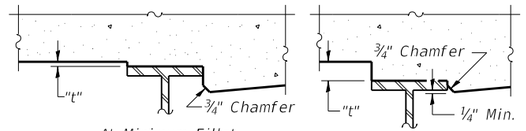
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Girder	DL1	DL2	DL3	DL4	DL5	DL6	DL7	DL8	DL9
1	3⅛"	3¾"	1¾"	⅝"	1⅞"	⅝"	1⅞"	3⅞"	3⅛"
2-7	3¼"	4"	1⅞"	⅝"	1⅞"	⅝"	2"	4"	3¼"
8-10	3⅛"	3¾"	1⅞"	½"	1¾"	¾"	1⅜"	3"	2½"
11	3"	3¾"	1¾"	⅝"	1⅞"	¾"	1⅝"	3⅜"	2¾"

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on shts. S-30 thru S-33 of 445.

Note:
1. Screes elevations are based on profile of US 150 EB.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on shts. S-30 thru S-33 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on shts. S-30 thru S-33 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED - SP	REVISED -	
	CHECKED - SP	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 3
STRUCTURE NO. 090-0180

SHEET S-29 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	933
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	-20.125	491.07	491.09
GA	2119+55.17	-20.125	491.10	491.19
GB	2119+65.17	-20.125	491.14	491.30
GC	2119+75.17	-20.125	491.19	491.40
GD	2119+85.17	-20.125	491.24	491.50
GE	2119+95.17	-20.125	491.30	491.60
GF	2120+05.17	-20.125	491.36	491.69
GG	2120+15.17	-20.125	491.44	491.78
GH	2120+25.17	-20.125	491.52	491.86
GI	2120+35.17	-20.125	491.61	491.93
GJ	2120+45.17	-20.125	491.70	492.00
GK	2120+55.17	-20.125	491.80	492.06
GL	2120+65.17	-20.125	491.91	492.13
GM	2120+75.17	-20.125	492.02	492.20
GN	2120+85.17	-20.125	492.14	492.27
GO	2120+95.17	-20.125	492.27	492.36
GO	2121+05.17	-20.125	492.41	492.46
℄ Pier 7	2121+18.67	-20.125	492.60	492.62
HA	2121+28.67	-20.125	492.75	492.77
HB	2121+38.67	-20.125	492.91	492.93
HC	2121+48.67	-20.125	493.08	493.10
HD	2121+58.67	-20.125	493.25	493.29
HE	2121+68.67	-20.125	493.43	493.49
HF	2121+78.67	-20.125	493.61	493.70
HG	2121+88.67	-20.125	493.81	493.92
HH	2121+98.67	-20.125	494.01	494.14
HI	2122+08.67	-20.125	494.21	494.37
HJ	2122+18.67	-20.125	494.41	494.58
HK	2122+28.67	-20.125	494.62	494.79
HL	2122+38.67	-20.125	494.82	494.99
HM	2122+48.67	-20.125	495.03	495.18
HN	2122+58.67	-20.125	495.23	495.36
HO	2122+68.67	-20.125	495.43	495.55
HP	2122+78.67	-20.125	495.64	495.72
HQ	2122+88.67	-20.125	495.84	495.90
HR	2122+98.67	-20.125	496.05	496.09
HS	2123+08.67	-20.125	496.25	496.27
HT	2123+18.67	-20.125	496.45	496.47
HU	2123+28.67	-20.125	496.66	496.68
℄ Pier 8	2123+37.33	-20.125	496.84	496.86
IA	2123+47.33	-20.125	497.04	497.09
IB	2123+57.33	-20.125	497.24	497.32
IC	2123+67.33	-20.125	497.45	497.56
ID	2123+77.33	-20.125	497.65	497.81
IE	2123+87.33	-20.125	497.86	498.07
IF	2123+97.33	-20.125	498.06	498.31
IG	2124+07.33	-20.125	498.26	498.56
IH	2124+17.33	-20.125	498.47	498.79
II	2124+27.33	-20.125	498.67	499.02
IJ	2124+37.33	-20.125	498.88	499.22
IK	2124+47.33	-20.125	499.08	499.42
IL	2124+57.33	-20.125	499.28	499.61
IM	2124+67.33	-20.125	499.49	499.77
IN	2124+77.33	-20.125	499.69	499.93
IO	2124+87.33	-20.125	499.90	500.08
IP	2124+97.33	-20.125	500.10	500.22
℄ W. Brg. Pier 9	2125+10.83	-20.125	500.38	500.40

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	-11.375	491.24	491.26
GA	2119+55.17	-11.375	491.28	491.37
GB	2119+65.17	-11.375	491.31	491.48
GC	2119+75.17	-11.375	491.36	491.59
GD	2119+85.17	-11.375	491.41	491.69
GE	2119+95.17	-11.375	491.47	491.79
GF	2120+05.17	-11.375	491.54	491.88
GG	2120+15.17	-11.375	491.61	491.97
GH	2120+25.17	-11.375	491.69	492.05
GI	2120+35.17	-11.375	491.78	492.12
GJ	2120+45.17	-11.375	491.87	492.19
GK	2120+55.17	-11.375	491.98	492.25
GL	2120+65.17	-11.375	492.08	492.31
GM	2120+75.17	-11.375	492.20	492.38
GN	2120+85.17	-11.375	492.32	492.45
GO	2120+95.17	-11.375	492.45	492.54
GO	2121+05.17	-11.375	492.58	492.64
℄ Pier 7	2121+18.67	-11.375	492.78	492.80
HA	2121+28.67	-11.375	492.93	492.95
HB	2121+38.67	-11.375	493.09	493.10
HC	2121+48.67	-11.375	493.25	493.28
HD	2121+58.67	-11.375	493.42	493.47
HE	2121+68.67	-11.375	493.60	493.67
HF	2121+78.67	-11.375	493.79	493.88
HG	2121+88.67	-11.375	493.98	494.10
HH	2121+98.67	-11.375	494.18	494.32
HI	2122+08.67	-11.375	494.39	494.54
HJ	2122+18.67	-11.375	494.59	494.76
HK	2122+28.67	-11.375	494.79	494.97
HL	2122+38.67	-11.375	495.00	495.16
HM	2122+48.67	-11.375	495.20	495.36
HN	2122+58.67	-11.375	495.41	495.54
HO	2122+68.67	-11.375	495.61	495.72
HP	2122+78.67	-11.375	495.81	495.90
HQ	2122+88.67	-11.375	496.02	496.08
HR	2122+98.67	-11.375	496.22	496.26
HS	2123+08.67	-11.375	496.43	496.45
HT	2123+18.67	-11.375	496.63	496.64
HU	2123+28.67	-11.375	496.83	496.85
℄ Pier 8	2123+37.33	-11.375	497.01	497.03
IA	2123+47.33	-11.375	497.21	497.26
IB	2123+57.33	-11.375	497.42	497.50
IC	2123+67.33	-11.375	497.62	497.74
ID	2123+77.33	-11.375	497.83	498.00
IE	2123+87.33	-11.375	498.03	498.25
IF	2123+97.33	-11.375	498.23	498.50
IG	2124+07.33	-11.375	498.44	498.75
IH	2124+17.33	-11.375	498.64	498.98
II	2124+27.33	-11.375	498.85	499.21
IJ	2124+37.33	-11.375	499.05	499.42
IK	2124+47.33	-11.375	499.25	499.61
IL	2124+57.33	-11.375	499.46	499.79
IM	2124+67.33	-11.375	499.66	499.96
IN	2124+77.33	-11.375	499.87	500.12
IO	2124+87.33	-11.375	500.07	500.26
IP	2124+97.33	-11.375	500.27	500.40
℄ W. Brg. Pier 9	2125+10.83	-11.375	500.55	500.57

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	-2.625	491.42	491.44
GA	2119+55.17	-2.625	491.45	491.54
GB	2119+65.17	-2.625	491.49	491.65
GC	2119+75.17	-2.625	491.54	491.76
GD	2119+85.17	-2.625	491.59	491.87
GE	2119+95.17	-2.625	491.65	491.97
GF	2120+05.17	-2.625	491.71	492.06
GG	2120+15.17	-2.625	491.79	492.15
GH	2120+25.17	-2.625	491.87	492.22
GI	2120+35.17	-2.625	491.96	492.30
GJ	2120+45.17	-2.625	492.05	492.36
GK	2120+55.17	-2.625	492.15	492.43
GL	2120+65.17	-2.625	492.26	492.49
GM	2120+75.17	-2.625	492.37	492.55
GN	2120+85.17	-2.625	492.49	492.63
GO	2120+95.17	-2.625	492.62	492.71
GO	2121+05.17	-2.625	492.76	492.81
℄ Pier 7	2121+18.67	-2.625	492.95	492.97
HA	2121+28.67	-2.625	493.10	493.12
HB	2121+38.67	-2.625	493.26	493.27
HC	2121+48.67	-2.625	493.43	493.45
HD	2121+58.67	-2.625	493.60	493.64
HE	2121+68.67	-2.625	493.78	493.84
HF	2121+78.67	-2.625	493.96	494.05
HG	2121+88.67	-2.625	494.16	494.27
HH	2121+98.67	-2.625	494.36	494.49
HI	2122+08.67	-2.625	494.56	494.72
HJ	2122+18.67	-2.625	494.76	494.93
HK	2122+28.67	-2.625	494.97	495.14
HL	2122+38.67	-2.625	495.17	495.34
HM	2122+48.67	-2.625	495.38	495.53
HN	2122+58.67	-2.625	495.58	495.71
HO	2122+68.67	-2.625	495.78	495.89
HP	2122+78.67	-2.625	495.99	496.07
HQ	2122+88.67	-2.625	496.19	496.25
HR	2122+98.67	-2.625	496.40	496.43
HS	2123+08.67	-2.625	496.60	496.62
HT	2123+18.67	-2.625	496.80	496.82
HU	2123+28.67	-2.625	497.01	497.02
℄ Pier 8	2123+37.33	-2.625	497.19	497.21
IA	2123+47.33	-2.625	497.39	497.44
IB	2123+57.33	-2.625	497.59	497.67
IC	2123+67.33	-2.625	497.80	497.92
ID	2123+77.33	-2.625	498.00	498.17
IE	2123+87.33	-2.625	498.21	498.43
IF	2123+97.33	-2.625	498.41	498.68
IG	2124+07.33	-2.625	498.61	498.92
IH	2124+17.33	-2.625	498.82	499.16
II	2124+27.33	-2.625	499.02	499.38
IJ	2124+37.33	-2.625	499.23	499.59
IK	2124+47.33	-2.625	499.43	499.78
IL	2124+57.33	-2.625	499.63	499.97
IM	2124+67.33	-2.625	499.84	500.13
IN	2124+77.33	-2.625	500.04	500.29
IO	2124+87.33	-2.625	500.25	500.43
IP	2124+97.33	-2.625	500.45	500.57
℄ W. Brg. Pier 9	2125+10.83	-2.625	500.73	500.75

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3, 1 OF 4
STRUCTURE NO. 090-0180
SHEET S-30 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	934
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	0.000	491.47	491.49
GA	2119+55.17	0.000	491.50	491.60
GB	2119+65.17	0.000	491.54	491.71
GC	2119+75.17	0.000	491.59	491.81
GD	2119+85.17	0.000	491.64	491.92
GE	2119+95.17	0.000	491.70	492.02
GF	2120+05.17	0.000	491.77	492.11
GG	2120+15.17	0.000	491.84	492.20
GH	2120+25.17	0.000	491.92	492.28
GI	2120+35.17	0.000	492.01	492.35
GJ	2120+45.17	0.000	492.10	492.41
GK	2120+55.17	0.000	492.20	492.48
GL	2120+65.17	0.000	492.31	492.54
GM	2120+75.17	0.000	492.43	492.61
GN	2120+85.17	0.000	492.55	492.68
GO	2120+95.17	0.000	492.68	492.77
GO	2121+05.17	0.000	492.81	492.87
℄ Pier 7	2121+18.67	0.000	493.00	493.03
HA	2121+28.67	0.000	493.16	493.17
HB	2121+38.67	0.000	493.31	493.33
HC	2121+48.67	0.000	493.48	493.50
HD	2121+58.67	0.000	493.65	493.69
HE	2121+68.67	0.000	493.83	493.89
HF	2121+78.67	0.000	494.02	494.11
HG	2121+88.67	0.000	494.21	494.32
HH	2121+98.67	0.000	494.41	494.55
HI	2122+08.67	0.000	494.61	494.77
HJ	2122+18.67	0.000	494.82	494.98
HK	2122+28.67	0.000	495.02	495.20
HL	2122+38.67	0.000	495.23	495.39
HM	2122+48.67	0.000	495.43	495.59
HN	2122+58.67	0.000	495.63	495.77
HO	2122+68.67	0.000	495.84	495.95
HP	2122+78.67	0.000	496.04	496.13
HQ	2122+88.67	0.000	496.25	496.30
HR	2122+98.67	0.000	496.45	496.49
HS	2123+08.67	0.000	496.65	496.67
HT	2123+18.67	0.000	496.86	496.87
HU	2123+28.67	0.000	497.06	497.08
℄ Pier 8	2123+37.33	0.000	497.24	497.26
IA	2123+47.33	0.000	497.44	497.49
IB	2123+57.33	0.000	497.65	497.73
IC	2123+67.33	0.000	497.85	497.97
ID	2123+77.33	0.000	498.05	498.22
IE	2123+87.33	0.000	498.26	498.48
IF	2123+97.33	0.000	498.46	498.73
IG	2124+07.33	0.000	498.67	498.98
IH	2124+17.33	0.000	498.87	499.21
II	2124+27.33	0.000	499.07	499.43
IJ	2124+37.33	0.000	499.28	499.64
IK	2124+47.33	0.000	499.48	499.84
IL	2124+57.33	0.000	499.69	500.02
IM	2124+67.33	0.000	499.89	500.19
IN	2124+77.33	0.000	500.09	500.34
IO	2124+87.33	0.000	500.30	500.49
IP	2124+97.33	0.000	500.50	500.62
℄ W. Brg. Pier 9	2125+10.83	0.000	500.78	500.80

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	6.125	491.56	491.58
GA	2119+55.17	6.125	491.60	491.69
GB	2119+65.17	6.125	491.63	491.80
GC	2119+75.17	6.125	491.68	491.91
GD	2119+85.17	6.125	491.73	492.01
GE	2119+95.17	6.125	491.79	492.11
GF	2120+05.17	6.125	491.86	492.20
GG	2120+15.17	6.125	491.93	492.29
GH	2120+25.17	6.125	492.01	492.37
GI	2120+35.17	6.125	492.10	492.44
GJ	2120+45.17	6.125	492.19	492.51
GK	2120+55.17	6.125	492.29	492.57
GL	2120+65.17	6.125	492.40	492.63
GM	2120+75.17	6.125	492.52	492.70
GN	2120+85.17	6.125	492.64	492.77
GO	2120+95.17	6.125	492.77	492.86
GO	2121+05.17	6.125	492.90	492.96
℄ Pier 7	2121+18.67	6.125	493.10	493.12
HA	2121+28.67	6.125	493.25	493.26
HB	2121+38.67	6.125	493.41	493.42
HC	2121+48.67	6.125	493.57	493.60
HD	2121+58.67	6.125	493.74	493.78
HE	2121+68.67	6.125	493.92	493.99
HF	2121+78.67	6.125	494.11	494.20
HG	2121+88.67	6.125	494.30	494.42
HH	2121+98.67	6.125	494.50	494.64
HI	2122+08.67	6.125	494.71	494.86
HJ	2122+18.67	6.125	494.91	495.08
HK	2122+28.67	6.125	495.11	495.29
HL	2122+38.67	6.125	495.32	495.48
HM	2122+48.67	6.125	495.52	495.68
HN	2122+58.67	6.125	495.73	495.86
HO	2122+68.67	6.125	495.93	496.04
HP	2122+78.67	6.125	496.13	496.22
HQ	2122+88.67	6.125	496.34	496.40
HR	2122+98.67	6.125	496.54	496.58
HS	2123+08.67	6.125	496.75	496.77
HT	2123+18.67	6.125	496.95	496.96
HU	2123+28.67	6.125	497.15	497.17
℄ Pier 8	2123+37.33	6.125	497.33	497.35
IA	2123+47.33	6.125	497.53	497.58
IB	2123+57.33	6.125	497.74	497.82
IC	2123+67.33	6.125	497.94	498.06
ID	2123+77.33	6.125	498.15	498.31
IE	2123+87.33	6.125	498.35	498.57
IF	2123+97.33	6.125	498.55	498.82
IG	2124+07.33	6.125	498.76	499.07
IH	2124+17.33	6.125	498.96	499.30
II	2124+27.33	6.125	499.17	499.53
IJ	2124+37.33	6.125	499.37	499.73
IK	2124+47.33	6.125	499.57	499.93
IL	2124+57.33	6.125	499.78	500.11
IM	2124+67.33	6.125	499.98	500.28
IN	2124+77.33	6.125	500.19	500.44
IO	2124+87.33	6.125	500.39	500.58
IP	2124+97.33	6.125	500.59	500.71
℄ W. Brg. Pier 9	2125+10.83	6.125	500.87	500.89

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	14.875	491.61	491.63
GA	2119+55.17	14.875	491.64	491.73
GB	2119+65.17	14.875	491.68	491.84
GC	2119+75.17	14.875	491.73	491.95
GD	2119+85.17	14.875	491.78	492.05
GE	2119+95.17	14.875	491.84	492.16
GF	2120+05.17	14.875	491.90	492.25
GG	2120+15.17	14.875	491.98	492.34
GH	2120+25.17	14.875	492.06	492.41
GI	2120+35.17	14.875	492.14	492.49
GJ	2120+45.17	14.875	492.24	492.55
GK	2120+55.17	14.875	492.34	492.61
GL	2120+65.17	14.875	492.45	492.68
GM	2120+75.17	14.875	492.56	492.74
GN	2120+85.17	14.875	492.68	492.82
GO	2120+95.17	14.875	492.81	492.90
GO	2121+05.17	14.875	492.95	493.00
℄ Pier 7	2121+18.67	14.875	493.14	493.16
HA	2121+28.67	14.875	493.29	493.31
HB	2121+38.67	14.875	493.45	493.46
HC	2121+48.67	14.875	493.62	493.64
HD	2121+58.67	14.875	493.79	493.83
HE	2121+68.67	14.875	493.97	494.03
HF	2121+78.67	14.875	494.15	494.24
HG	2121+88.67	14.875	494.35	494.46
HH	2121+98.67	14.875	494.55	494.68
HI	2122+08.67	14.875	494.75	494.91
HJ	2122+18.67	14.875	494.95	495.12
HK	2122+28.67	14.875	495.16	495.33
HL	2122+38.67	14.875	495.36	495.53
HM	2122+48.67	14.875	495.57	495.72
HN	2122+58.67	14.875	495.77	495.90
HO	2122+68.67	14.875	495.97	496.08
HP	2122+78.67	14.875	496.18	496.26
HQ	2122+88.67	14.875	496.38	496.44
HR	2122+98.67	14.875	496.59	496.62
HS	2123+08.67	14.875	496.79	496.81
HT	2123+18.67	14.875	496.99	497.00
HU	2123+28.67	14.875	497.20	497.21
℄ Pier 8	2123+37.33	14.875	497.37	497.40
IA	2123+47.33	14.875	497.58	497.63
IB	2123+57.33	14.875	497.78	497.86
IC	2123+67.33	14.875	497.99	498.11
ID	2123+77.33	14.875	498.19	498.36
IE	2123+87.33	14.875	498.39	498.62
IF	2123+97.33	14.875	498.60	498.87
IG	2124+07.33	14.875	498.80	499.11
IH	2124+17.33	14.875	499.01	499.35
II	2124+27.33	14.875	499.21	499.57
IJ	2124+37.33	14.875	499.41	499.78
IK	2124+47.33	14.875	499.62	499.97
IL	2124+57.33	14.875	499.82	500.16
IM	2124+67.33	14.875	500.03	500.32
IN	2124+77.33	14.875	500.23	500.48
IO	2124+87.33	14.875	500.44	500.62
IP	2124+97.33	14.875	500.64	500.76
℄ W. Brg. Pier 9	2125+10.83	14.875	500.91	500.94

TY·LIN INTERNATIONAL
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USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3, 2 OF 4
STRUCTURE NO. 090-0180
SHEET S-31 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	935
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	23.625	491.48	491.50
GA	2119+55.17	23.625	491.51	491.60
GB	2119+65.17	23.625	491.55	491.71
GC	2119+75.17	23.625	491.59	491.82
GD	2119+85.17	23.625	491.65	491.92
GE	2119+95.17	23.625	491.71	492.03
GF	2120+05.17	23.625	491.77	492.12
GG	2120+15.17	23.625	491.85	492.21
GH	2120+25.17	23.625	491.93	492.28
GI	2120+35.17	23.625	492.01	492.35
GJ	2120+45.17	23.625	492.11	492.42
GK	2120+55.17	23.625	492.21	492.48
GL	2120+65.17	23.625	492.32	492.55
GM	2120+75.17	23.625	492.43	492.61
GN	2120+85.17	23.625	492.55	492.68
GO	2120+95.17	23.625	492.68	492.77
GO	2121+05.17	23.625	492.82	492.87
℄ Pier 7	2121+18.67	23.625	493.01	493.03
HA	2121+28.67	23.625	493.16	493.18
HB	2121+38.67	23.625	493.32	493.33
HC	2121+48.67	23.625	493.49	493.51
HD	2121+58.67	23.625	493.66	493.70
HE	2121+68.67	23.625	493.84	493.90
HF	2121+78.67	23.625	494.02	494.11
HG	2121+88.67	23.625	494.22	494.33
HH	2121+98.67	23.625	494.41	494.55
HI	2122+08.67	23.625	494.62	494.78
HJ	2122+18.67	23.625	494.82	494.99
HK	2122+28.67	23.625	495.03	495.20
HL	2122+38.67	23.625	495.23	495.40
HM	2122+48.67	23.625	495.43	495.59
HN	2122+58.67	23.625	495.64	495.77
HO	2122+68.67	23.625	495.84	495.95
HP	2122+78.67	23.625	496.05	496.13
HQ	2122+88.67	23.625	496.25	496.31
HR	2122+98.67	23.625	496.45	496.49
HS	2123+08.67	23.625	496.66	496.68
HT	2123+18.67	23.625	496.86	496.87
HU	2123+28.67	23.625	497.07	497.08
℄ Pier 8	2123+37.33	23.625	497.24	497.26
IA	2123+47.33	23.625	497.45	497.50
IB	2123+57.33	23.625	497.65	497.73
IC	2123+67.33	23.625	497.86	497.98
ID	2123+77.33	23.625	498.06	498.23
IE	2123+87.33	23.625	498.26	498.48
IF	2123+97.33	23.625	498.47	498.73
IG	2124+07.33	23.625	498.67	498.98
IH	2124+17.33	23.625	498.88	499.21
II	2124+27.33	23.625	499.08	499.44
IJ	2124+37.33	23.625	499.28	499.65
IK	2124+47.33	23.625	499.49	499.84
IL	2124+57.33	23.625	499.69	500.03
IM	2124+67.33	23.625	499.90	500.19
IN	2124+77.33	23.625	500.10	500.35
IO	2124+87.33	23.625	500.30	500.49
IP	2124+97.33	23.625	500.51	500.63
℄ W. Brg. Pier 9	2125+10.83	23.625	500.78	500.80

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	32.375	491.30	491.32
GA	2119+55.17	32.375	491.34	491.43
GB	2119+65.17	32.375	491.37	491.54
GC	2119+75.17	32.375	491.42	491.65
GD	2119+85.17	32.375	491.47	491.75
GE	2119+95.17	32.375	491.53	491.85
GF	2120+05.17	32.375	491.60	491.94
GG	2120+15.17	32.375	491.67	492.03
GH	2120+25.17	32.375	491.75	492.11
GI	2120+35.17	32.375	491.84	492.18
GJ	2120+45.17	32.375	491.93	492.25
GK	2120+55.17	32.375	492.04	492.31
GL	2120+65.17	32.375	492.14	492.37
GM	2120+75.17	32.375	492.26	492.44
GN	2120+85.17	32.375	492.38	492.51
GO	2120+95.17	32.375	492.51	492.60
GO	2121+05.17	32.375	492.64	492.70
℄ Pier 7	2121+18.67	32.375	492.84	492.86
HA	2121+28.67	32.375	492.99	493.01
HB	2121+38.67	32.375	493.15	493.16
HC	2121+48.67	32.375	493.31	493.34
HD	2121+58.67	32.375	493.48	493.53
HE	2121+68.67	32.375	493.66	493.73
HF	2121+78.67	32.375	493.85	493.94
HG	2121+88.67	32.375	494.04	494.16
HH	2121+98.67	32.375	494.24	494.38
HI	2122+08.67	32.375	494.45	494.60
HJ	2122+18.67	32.375	494.65	494.82
HK	2122+28.67	32.375	494.85	495.03
HL	2122+38.67	32.375	495.06	495.22
HM	2122+48.67	32.375	495.26	495.42
HN	2122+58.67	32.375	495.47	495.60
HO	2122+68.67	32.375	495.67	495.78
HP	2122+78.67	32.375	495.87	495.96
HQ	2122+88.67	32.375	496.08	496.14
HR	2122+98.67	32.375	496.28	496.32
HS	2123+08.67	32.375	496.49	496.51
HT	2123+18.67	32.375	496.69	496.70
HU	2123+28.67	32.375	496.89	496.91
℄ Pier 8	2123+37.33	32.375	497.07	497.09
IA	2123+47.33	32.375	497.27	497.32
IB	2123+57.33	32.375	497.48	497.56
IC	2123+67.33	32.375	497.68	497.80
ID	2123+77.33	32.375	497.89	498.06
IE	2123+87.33	32.375	498.09	498.31
IF	2123+97.33	32.375	498.29	498.56
IG	2124+07.33	32.375	498.50	498.81
IH	2124+17.33	32.375	498.70	499.04
II	2124+27.33	32.375	498.91	499.27
IJ	2124+37.33	32.375	499.11	499.48
IK	2124+47.33	32.375	499.31	499.67
IL	2124+57.33	32.375	499.52	499.85
IM	2124+67.33	32.375	499.72	500.02
IN	2124+77.33	32.375	499.93	500.18
IO	2124+87.33	32.375	500.13	500.32
IP	2124+97.33	32.375	500.33	500.46
℄ W. Brg. Pier 9	2125+10.83	32.375	500.61	500.63

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	41.125	491.13	491.15
GA	2119+55.17	41.075	491.16	491.25
GB	2119+65.17	41.025	491.20	491.36
GC	2119+75.17	40.975	491.25	491.47
GD	2119+85.17	40.925	491.30	491.57
GE	2119+95.17	40.875	491.36	491.67
GF	2120+05.17	40.825	491.43	491.76
GG	2120+15.17	40.775	491.51	491.85
GH	2120+25.17	40.725	491.59	491.93
GI	2120+35.17	40.675	491.67	492.00
GJ	2120+45.17	40.625	491.77	492.07
GK	2120+55.17	40.575	491.87	492.14
GL	2120+65.17	40.525	491.98	492.20
GM	2120+75.17	40.475	492.10	492.27
GN	2120+85.17	40.425	492.22	492.35
GO	2120+95.17	40.375	492.35	492.44
GO	2121+05.17	40.325	492.48	492.54
℄ Pier 7	2121+18.67	40.258	492.68	492.70
HA	2121+28.67	40.208	492.83	492.85
HB	2121+38.67	40.158	492.99	493.00
HC	2121+48.67	40.108	493.16	493.18
HD	2121+58.67	40.058	493.33	493.37
HE	2121+68.67	40.008	493.51	493.57
HF	2121+78.67	39.958	493.70	493.78
HG	2121+88.67	39.908	493.89	493.99
HH	2121+98.67	39.858	494.09	494.22
HI	2122+08.67	39.808	494.30	494.44
HJ	2122+18.67	39.458	494.51	494.66
HK	2122+28.67	39.708	494.71	494.87
HL	2122+38.67	39.658	494.91	495.07
HM	2122+48.67	39.608	495.12	495.27
HN	2122+58.67	39.558	495.32	495.46
HO	2122+68.67	39.508	495.53	495.64
HP	2122+78.67	39.458	495.73	495.82
HQ	2122+88.67	39.418	495.94	496.01
HR	2122+98.67	39.358	496.14	496.19
HS	2123+08.67	39.308	496.35	496.38
HT	2123+18.67	39.258	496.55	496.57
HU	2123+28.67	39.208	496.76	496.78
℄ Pier 8	2123+37.33	39.164	496.93	496.96
IA	2123+47.33	39.114	497.14	497.18
IB	2123+57.33	39.064	497.34	497.41
IC	2123+67.33	39.014	497.55	497.64
ID	2123+77.33	38.964	497.75	497.88
IE	2123+87.33	38.914	497.96	498.12
IF	2123+97.33	38.864	498.16	498.36
IG	2124+07.33	38.814	498.37	498.60
IH	2124+17.33	38.764	498.57	498.83
II	2124+27.33	38.714	498.78	499.05
IJ	2124+37.33	38.664	498.98	499.26
IK	2124+47.33	36.617	499.23	499.50
IL	2124+57.33	38.567	499.39	499.65
IM	2124+67.33	38.140	499.61	499.83
IN	2124+77.33	38.346	499.81	500.00
IO	2124+87.33	38.414	500.01	500.16
IP	2124+97.33	38.364	500.21	500.31
℄ W. Brg. Pier 9	2125+10.83	38.297	500.49	500.51

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TY·LIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3, 3 OF 4
STRUCTURE NO. 090-0180
SHEET S-32 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	936
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	49.875	490.95	490.97
GA	2119+55.17	49.775	490.99	491.08
GB	2119+65.17	49.675	491.03	491.19
GC	2119+75.17	49.575	491.08	491.29
GD	2119+85.17	49.475	491.13	491.40
GE	2119+95.17	49.375	491.19	491.50
GF	2120+05.17	49.275	491.26	491.59
GG	2120+15.17	49.175	491.34	491.68
GH	2120+25.17	49.075	491.42	491.76
GI	2120+35.17	48.975	491.51	491.84
GJ	2120+45.17	48.875	491.60	491.90
GK	2120+55.17	48.775	491.71	491.97
GL	2120+65.17	48.675	491.82	492.04
GM	2120+75.17	48.575	491.93	492.11
GN	2120+85.17	48.475	492.06	492.19
GO	2120+95.17	48.375	492.19	492.28
GO	2121+05.17	48.275	492.33	492.38
℄ Pier 7	2121+18.67	48.140	492.52	492.54
HA	2121+28.67	48.040	492.68	492.69
HB	2121+38.67	47.940	492.84	492.85
HC	2121+48.67	47.840	493.00	493.02
HD	2121+58.67	47.740	493.18	493.21
HE	2121+68.67	47.640	493.36	493.41
HF	2121+78.67	47.540	493.55	493.62
HG	2121+88.67	47.440	493.74	493.84
HH	2121+98.67	47.340	493.94	494.07
HI	2122+08.67	47.240	494.15	494.29
HJ	2122+18.67	47.240	494.35	494.51
HK	2122+28.67	47.140	494.56	494.72
HL	2122+38.67	46.940	494.77	494.92
HM	2122+48.67	46.840	494.97	495.12
HN	2122+58.67	46.740	495.18	495.31
HO	2122+68.67	46.640	495.38	495.50
HP	2122+78.67	46.540	495.59	495.68
HQ	2122+88.67	46.440	495.80	495.87
HR	2122+98.67	46.640	496.00	496.05
HS	2123+08.67	46.240	496.21	496.24
HT	2123+18.67	46.140	496.41	496.43
HU	2123+28.67	46.040	496.62	496.64
℄ Pier 8	2123+37.33	45.954	496.80	496.82
IA	2123+47.33	45.854	497.00	497.04
IB	2123+57.33	45.754	497.21	497.27
IC	2123+67.33	45.654	497.42	497.51
ID	2123+77.33	45.554	497.62	497.75
IE	2123+87.33	45.454	497.83	497.99
IF	2123+97.33	45.354	498.03	498.23
IG	2124+07.33	45.254	498.24	498.47
IH	2124+17.33	45.154	498.45	498.70
II	2124+27.33	45.054	498.65	498.93
IJ	2124+37.33	44.954	498.86	499.14
IK	2124+47.33	44.854	499.07	499.34
IL	2124+57.33	44.754	499.27	499.53
IM	2124+67.33	44.654	499.48	499.70
IN	2124+77.33	44.554	499.68	499.88
IO	2124+87.33	44.454	499.89	500.04
IP	2124+97.33	44.354	500.10	500.19
℄ W. Brg. Pier 9	2125+10.83	44.219	500.37	500.39

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	58.625	490.78	490.80
GA	2119+55.17	58.475	490.81	490.90
GB	2119+65.17	58.325	490.86	491.01
GC	2119+75.17	58.175	490.90	491.12
GD	2119+85.17	58.025	490.96	491.23
GE	2119+95.17	57.875	491.02	491.33
GF	2120+05.17	57.725	491.09	491.42
GG	2120+15.17	57.575	491.17	491.51
GH	2120+25.17	57.425	491.25	491.59
GI	2120+35.17	57.275	491.34	491.67
GJ	2120+45.17	57.125	491.44	491.74
GK	2120+55.17	56.975	491.54	491.81
GL	2120+65.17	56.825	491.65	491.88
GM	2120+75.17	56.675	491.77	491.95
GN	2120+85.17	56.525	491.90	492.02
GO	2120+95.17	56.375	492.03	492.12
GO	2121+05.17	56.225	492.17	492.22
℄ Pier 7	2121+18.67	56.023	492.36	492.38
HA	2121+28.67	55.873	492.52	492.53
HB	2121+38.67	55.723	492.68	492.69
HC	2121+48.67	55.573	492.85	492.87
HD	2121+58.67	55.423	493.02	493.06
HE	2121+68.67	55.273	493.21	493.26
HF	2121+78.67	55.123	493.39	493.47
HG	2121+88.67	54.973	493.59	493.69
HH	2121+98.67	54.823	493.79	493.92
HI	2122+08.67	54.673	494.00	494.14
HJ	2122+18.67	54.523	494.21	494.36
HK	2122+28.67	54.373	494.41	494.58
HL	2122+38.67	54.223	494.62	494.78
HM	2122+48.67	54.073	494.83	494.98
HN	2122+58.67	53.923	495.03	495.17
HO	2122+68.67	53.773	495.24	495.36
HP	2122+78.67	53.623	495.45	495.54
HQ	2122+88.67	53.473	495.66	495.72
HR	2122+98.67	53.323	495.86	495.91
HS	2123+08.67	53.173	496.07	496.10
HT	2123+18.67	53.023	496.28	496.30
HU	2123+28.67	52.873	496.48	496.50
℄ Pier 8	2123+37.33	52.743	496.66	496.68
IA	2123+47.33	52.593	496.87	496.91
IB	2123+57.33	52.443	497.08	497.14
IC	2123+67.33	52.293	497.28	497.38
ID	2123+77.33	52.143	497.49	497.62
IE	2123+87.33	51.993	497.70	497.86
IF	2123+97.33	51.843	497.91	498.11
IG	2124+07.33	51.693	498.11	498.35
IH	2124+17.33	51.543	498.32	498.57
II	2124+27.33	51.393	498.53	498.80
IJ	2124+37.33	51.243	498.73	499.01
IK	2124+47.33	51.093	498.94	499.21
IL	2124+57.33	50.943	499.15	499.40
IM	2124+67.33	50.793	499.35	499.58
IN	2124+77.33	50.643	499.56	499.75
IO	2124+87.33	50.493	499.77	499.91
IP	2124+97.33	50.343	499.98	500.07
℄ W. Brg. Pier 9	2125+10.83	50.140	500.25	500.28

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ E. Brg. Pier 6	2119+45.17	67.376	490.60	490.62
GA	2119+55.17	67.176	490.64	490.73
GB	2119+65.17	66.976	490.68	490.84
GC	2119+75.17	66.776	490.73	490.95
GD	2119+85.17	66.576	490.79	491.05
GE	2119+95.17	66.376	490.85	491.15
GF	2120+05.17	66.176	490.92	491.25
GG	2120+15.17	65.976	491.00	491.34
GH	2120+25.17	65.776	491.09	491.42
GI	2120+35.17	65.576	491.18	491.50
GJ	2120+45.17	65.376	491.27	491.57
GK	2120+55.17	65.176	491.38	491.64
GL	2120+65.17	64.976	491.49	491.71
GM	2120+75.17	64.776	491.61	491.78
GN	2120+85.17	64.576	491.74	491.86
GO	2120+95.17	64.376	491.87	491.95
GO	2121+05.17	64.176	492.01	492.06
℄ Pier 7	2121+18.67	63.906	492.21	492.23
HA	2121+28.67	63.706	492.36	492.38
HB	2121+38.67	63.506	492.52	492.54
HC	2121+48.67	63.306	492.69	492.72
HD	2121+58.67	63.106	492.87	492.91
HE	2121+68.67	62.906	493.05	493.11
HF	2121+78.67	62.706	493.24	493.33
HG	2121+88.67	62.506	493.44	493.55
HH	2121+98.67	62.306	493.64	493.78
HI	2122+08.67	62.106	493.85	494.00
HJ	2122+18.67	61.906	494.06	494.22
HK	2122+28.67	61.706	494.27	494.44
HL	2122+38.67	61.506	494.48	494.64
HM	2122+48.67	61.306	494.68	494.84
HN	2122+58.67	61.106	494.89	495.03
HO	2122+68.67	60.906	495.10	495.21
HP	2122+78.67	60.706	495.31	495.40
HQ	2122+88.67	60.506	495.52	495.58
HR	2122+98.67	60.306	495.72	495.77
HS	2123+08.67	60.106	495.93	495.96
HT	2123+18.67	59.906	496.14	496.16
HU	2123+28.67	59.706	496.35	496.37
℄ Pier 8	2123+37.33	59.532	496.53	496.55
IA	2123+47.33	59.332	496.74	496.78
IB	2123+57.33	59.132	496.94	497.01
IC	2123+67.33	58.932	497.15	497.25
ID	2123+77.33	58.732	497.36	497.50
IE	2123+87.33	58.532	497.57	497.75
IF	2123+97.33	58.332	497.78	498.00
IG	2124+07.33	58.132	497.98	498.24
IH	2124+17.33	57.932	498.19	498.47
II	2124+27.33	57.732	498.40	498.70
IJ	2124+37.33	57.532	498.61	498.91
IK	2124+47.33	57.332	498.82	499.11
IL	2124+57.33	57.132	499.02	499.31
IM	2124+67.33	56.932	499.23	499.48
IN	2124+77.33	56.732	499.44	499.65
IO	2124+87.33	56.532	499.65	499.81
IP	2124+97.33	56.332	499.86	499.96
℄ W. Brg. Pier 9	2125+10.83	56.062	500.14	500.16

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
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PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 3, 4 OF 4
STRUCTURE NO. 090-0180

SHEET S-33 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	937
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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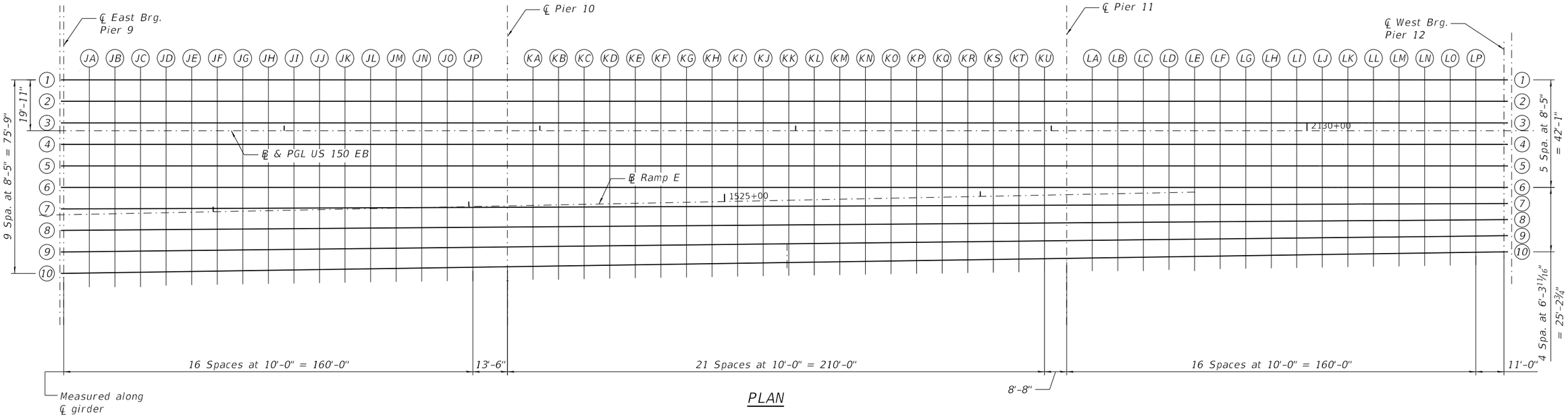
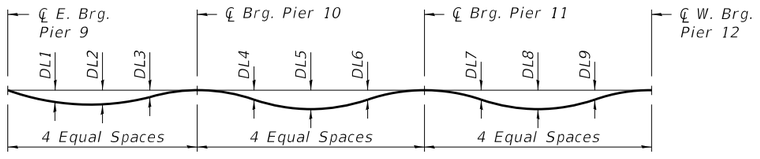


PLAN

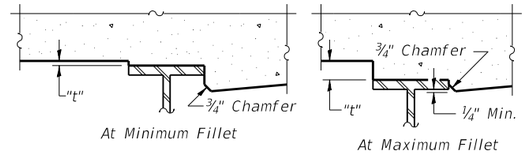


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Girder	DL1	DL2	DL3	DL4	DL5	DL6	DL7	DL8	DL9
1-6	2 7/8"	3 3/8"	1 3/8"	1 1/8"	2 5/8"	1 1/8"	1 3/8"	3 1/4"	2 3/4"
7-9	2 7/8"	3 1/4"	1 3/8"	1 1/8"	2 3/8"	1 1/8"	1"	2 1/2"	2 1/4"
10	2 3/4"	3 1/4"	1 1/2"	1"	2"	7/8"	1"	2 1/2"	2 1/8"

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 shts. S-35 thru S-38 of 445.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on shts. S-35 thru S-38 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on shts. S-35 thru S-38 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 4
STRUCTURE NO. 090-0180

SHEET S-34 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(15B;(102-1),(14HB))BR)BR	PEO/TAZ	1361	938
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	-19.917	500.44	500.46
JA	2125+23.83	-19.917	500.64	500.73
JB	2125+33.83	-19.917	500.85	501.00
JC	2125+43.83	-19.917	501.05	501.25
JD	2125+53.83	-19.917	501.26	501.50
JE	2125+63.83	-19.917	501.46	501.74
JF	2125+73.83	-19.917	501.66	501.97
JG	2125+83.83	-19.917	501.87	502.18
JH	2125+93.83	-19.917	502.07	502.38
JI	2126+03.83	-19.917	502.28	502.57
JJ	2126+13.83	-19.917	502.48	502.74
JK	2126+23.83	-19.917	502.68	502.91
JL	2126+33.83	-19.917	502.89	503.07
JM	2126+43.83	-19.917	503.09	503.23
JN	2126+53.83	-19.917	503.30	503.40
JO	2126+63.83	-19.917	503.50	503.57
JP	2126+73.83	-19.917	503.70	503.75
℄ Pier 10	2126+87.33	-19.917	503.98	504.00
KA	2126+97.33	-19.917	504.18	504.21
KB	2127+07.33	-19.917	504.39	504.42
KC	2127+17.33	-19.917	504.59	504.64
KD	2127+27.33	-19.917	504.80	504.87
KE	2127+37.33	-19.917	505.00	505.10
KF	2127+47.33	-19.917	505.20	505.34
KG	2127+57.33	-19.917	505.41	505.57
KH	2127+67.33	-19.917	505.61	505.80
KI	2127+77.33	-19.917	505.82	506.03
KJ	2127+87.33	-19.917	506.02	506.24
KK	2127+97.33	-19.917	506.22	506.46
KL	2128+07.33	-19.917	506.43	506.65
KM	2128+17.33	-19.917	506.63	506.84
KN	2128+27.33	-19.917	506.84	507.02
KO	2128+37.33	-19.917	507.04	507.20
KP	2128+47.33	-19.917	507.24	507.37
KQ	2128+57.33	-19.917	507.45	507.55
KR	2128+67.33	-19.917	507.65	507.72
KS	2128+77.33	-19.917	507.86	507.90
KT	2128+87.33	-19.917	508.06	508.09
KU	2128+97.33	-19.917	508.26	508.29
℄ Pier 11	2129+06.00	-19.917	508.44	508.46
LA	2129+16.00	-19.917	508.65	508.68
LB	2129+26.00	-19.917	508.85	508.91
LC	2129+36.00	-19.917	509.05	509.14
LD	2129+46.00	-19.917	509.26	509.38
LE	2129+56.00	-19.917	509.46	509.62
LF	2129+66.00	-19.917	509.67	509.87
LG	2129+76.00	-19.917	509.87	510.11
LH	2129+86.00	-19.917	510.07	510.35
LI	2129+96.00	-19.917	510.28	510.57
LJ	2130+06.00	-19.917	510.48	510.78
LK	2130+16.00	-19.917	510.69	510.98
LL	2130+26.00	-19.917	510.89	511.17
LM	2130+36.00	-19.917	511.09	511.33
LN	2130+46.00	-19.917	511.30	511.50
LO	2130+56.00	-19.917	511.50	511.65
LP	2130+66.00	-19.917	511.71	511.80
℄ E. Brg. Pier 12	2130+77.00	-19.917	511.93	511.95

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	-11.500	500.61	500.63
JA	2125+23.83	-11.500	500.81	500.90
JB	2125+33.83	-11.500	501.02	501.16
JC	2125+43.83	-11.500	501.22	501.42
JD	2125+53.83	-11.500	501.42	501.67
JE	2125+63.83	-11.500	501.63	501.91
JF	2125+73.83	-11.500	501.83	502.13
JG	2125+83.83	-11.500	502.04	502.35
JH	2125+93.83	-11.500	502.24	502.55
JI	2126+03.83	-11.500	502.44	502.73
JJ	2126+13.83	-11.500	502.65	502.91
JK	2126+23.83	-11.500	502.85	503.08
JL	2126+33.83	-11.500	503.06	503.24
JM	2126+43.83	-11.500	503.26	503.40
JN	2126+53.83	-11.500	503.46	503.56
JO	2126+63.83	-11.500	503.67	503.74
JP	2126+73.83	-11.500	503.87	503.92
℄ Pier 10	2126+87.33	-11.500	504.15	504.17
KA	2126+97.33	-11.500	504.35	504.38
KB	2127+07.33	-11.500	504.56	504.59
KC	2127+17.33	-11.500	504.76	504.81
KD	2127+27.33	-11.500	504.96	505.04
KE	2127+37.33	-11.500	505.17	505.27
KF	2127+47.33	-11.500	505.37	505.50
KG	2127+57.33	-11.500	505.58	505.74
KH	2127+67.33	-11.500	505.78	505.97
KI	2127+77.33	-11.500	505.98	506.20
KJ	2127+87.33	-11.500	506.19	506.41
KK	2127+97.33	-11.500	506.39	506.62
KL	2128+07.33	-11.500	506.60	506.82
KM	2128+17.33	-11.500	506.80	507.01
KN	2128+27.33	-11.500	507.00	507.19
KO	2128+37.33	-11.500	507.21	507.37
KP	2128+47.33	-11.500	507.41	507.54
KQ	2128+57.33	-11.500	507.62	507.71
KR	2128+67.33	-11.500	507.82	507.89
KS	2128+77.33	-11.500	508.02	508.07
KT	2128+87.33	-11.500	508.23	508.26
KU	2128+97.33	-11.500	508.43	508.46
℄ Pier 11	2129+06.00	-11.500	508.61	508.63
LA	2129+16.00	-11.500	508.81	508.85
LB	2129+26.00	-11.500	509.02	509.08
LC	2129+36.00	-11.500	509.22	509.31
LD	2129+46.00	-11.500	509.43	509.55
LE	2129+56.00	-11.500	509.63	509.79
LF	2129+66.00	-11.500	509.83	510.04
LG	2129+76.00	-11.500	510.04	510.28
LH	2129+86.00	-11.500	510.24	510.51
LI	2129+96.00	-11.500	510.45	510.74
LJ	2130+06.00	-11.500	510.65	510.95
LK	2130+16.00	-11.500	510.85	511.14
LL	2130+26.00	-11.500	511.06	511.33
LM	2130+36.00	-11.500	511.26	511.50
LN	2130+46.00	-11.500	511.47	511.67
LO	2130+56.00	-11.500	511.67	511.82
LP	2130+66.00	-11.500	511.87	511.96
℄ E. Brg. Pier 12	2130+77.00	-11.500	512.09	512.12

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	-3.083	500.78	500.80
JA	2125+23.83	-3.083	500.98	501.07
JB	2125+33.83	-3.083	501.19	501.33
JC	2125+43.83	-3.083	501.39	501.59
JD	2125+53.83	-3.083	501.59	501.84
JE	2125+63.83	-3.083	501.80	502.08
JF	2125+73.83	-3.083	502.00	502.30
JG	2125+83.83	-3.083	502.21	502.52
JH	2125+93.83	-3.083	502.41	502.71
JI	2126+03.83	-3.083	502.61	502.90
JJ	2126+13.83	-3.083	502.82	503.08
JK	2126+23.83	-3.083	503.02	503.24
JL	2126+33.83	-3.083	503.23	503.41
JM	2126+43.83	-3.083	503.43	503.57
JN	2126+53.83	-3.083	503.63	503.73
JO	2126+63.83	-3.083	503.84	503.91
JP	2126+73.83	-3.083	504.04	504.08
℄ Pier 10	2126+87.33	-3.083	504.32	504.34
KA	2126+97.33	-3.083	504.52	504.55
KB	2127+07.33	-3.083	504.72	504.75
KC	2127+17.33	-3.083	504.93	504.98
KD	2127+27.33	-3.083	505.13	505.20
KE	2127+37.33	-3.083	505.34	505.44
KF	2127+47.33	-3.083	505.54	505.67
KG	2127+57.33	-3.083	505.74	505.91
KH	2127+67.33	-3.083	505.95	506.14
KI	2127+77.33	-3.083	506.15	506.36
KJ	2127+87.33	-3.083	506.36	506.58
KK	2127+97.33	-3.083	506.56	506.79
KL	2128+07.33	-3.083	506.76	506.99
KM	2128+17.33	-3.083	506.97	507.18
KN	2128+27.33	-3.083	507.17	507.36
KO	2128+37.33	-3.083	507.38	507.54
KP	2128+47.33	-3.083	507.58	507.71
KQ	2128+57.33	-3.083	507.78	507.88
KR	2128+67.33	-3.083	507.99	508.06
KS	2128+77.33	-3.083	508.19	508.24
KT	2128+87.33	-3.083	508.40	508.42
KU	2128+97.33	-3.083	508.60	508.63
℄ Pier 11	2129+06.00	-3.083	508.78	508.80
LA	2129+16.00	-3.083	508.98	509.02
LB	2129+26.00	-3.083	509.19	509.24
LC	2129+36.00	-3.083	509.39	509.48
LD	2129+46.00	-3.083	509.59	509.72
LE	2129+56.00	-3.083	509.80	509.96
LF	2129+66.00	-3.083	510.00	510.21
LG	2129+76.00	-3.083	510.21	510.45
LH	2129+86.00	-3.083	510.41	510.68
LI	2129+96.00	-3.083	510.61	510.90
LJ	2130+06.00	-3.083	510.82	511.12
LK	2130+16.00	-3.083	511.02	511.31
LL	2130+26.00	-3.083	511.23	511.50
LM	2130+36.00	-3.083	511.43	511.67
LN	2130+46.00	-3.083	511.63	511.83
LO	2130+56.00	-3.083	511.84	511.99
LP	2130+66.00	-3.083	512.04	512.13
℄ E. Brg. Pier 12	2130+77.00	-3.083	512.26	512.28

PGL & ℄ US 150 EB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	0.000	500.84	500.86
JA	2125+23.83	0.000	501.04	501.13
JB	2125+33.83	0.000	501.25	501.39
JC	2125+43.83	0.000	501.45	501.65
JD	2125+53.83	0.000	501.65	501.90
JE	2125+63.83	0.000	501.86	502.14
JF	2125+73.83	0.000	502.06	502.36
JG	2125+83.83	0.000	502.27	502.58
JH	2125+93.83	0.000	502.47	502.78
JI	2126+03.83	0.000	502.67	502.96
JJ	2126+13.83	0.000	502.88	503.14
JK	2126+23.83	0.000	503.08	503.31
JL	2126+33.83	0.000	503.29	503.47
JM	2126+43.83	0.000	503.49	503.63
JN	2126+53.83	0.000	503.69	503.79
JO	2126+63.83	0.000	503.90	503.97
JP	2126+73.83	0.000	504.10	504.15
℄ Pier 10	2126+87.33	0.000	504.38	504.40
KA	2126+97.33	0.000	504.58	504.61
KB	2127+07.33	0.000	504.79	504.82
KC	2127+17.33	0.000	504.99	505.04
KD	2127+27.33	0.000	505.19	505.27
KE	2127+37.33	0.000	505.40	505.50
KF	2127+47.33	0.000	505.60	505.73
KG	2127+57.33	0.000	505.81	505.97
KH	2127+67.33	0.000	506.01	506.20
KI	2127+77.33	0.000	506.21	506.43
KJ	2127+87.33	0.000	506.42	506.64
KK	2127+97.33	0.000	506.62	506.85
KL	2128+07.33	0.000	506.83	507.05
KM	2128+17.33	0.000	507.03	507.24
KN	2128+27.33	0.000	507.23	507.42
KO	2128+37.33	0.000	507.44	507.60
KP	2128+47.33	0.000	507.64	507.77
KQ	2128+57.33	0.000	507.85	507.94
KR	2128+67.33	0.000	508.05	508.12
KS	2128+77.33	0.000	508.25	508.30
KT	2128+87.33	0.000	508.46	508.49
KU	2128+97.33	0.000	508.66	508.69
℄ Pier 11	2129+06.00	0.000	508.84	508.86
LA	2129+16.00	0.000	509.04	509.08
LB	2129+26.00	0.000	509.25	509.31
LC	2129+36.00	0.000	509.45	509.54
LD	2129+46.00	0.000	509.66	509.78
LE	2129+56.00	0.000	509.86	510.02
LF	2129+66.00	0.000	510.06	510.27
LG	2129+76.00	0.000	510.27	510.51
LH	2129+86.00	0.000	510.47	510.74
LI	2129+96.00	0.000	510.68	510.97
LJ	2130+06.00	0.000	510.88	511.18
LK	2130+16.00	0.000	511.08	511.37
LL	2130+26.00	0.000	511.29	511.56
LM	2130+36.00	0.000	511.49	511.73
LN	2130+46.00	0.000	511.70	511.90
LO	2130+56.00	0.000	511.90	512.05
LP	2130+66.00	0.000	512.10	512.19
℄ E. Brg. Pier 12	2130+77.00	0.000	512.32	512.35

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	5.334	500.92	500.94
JA	2125+23.83	5.334	501.12	501.21
JB	2125+33.83	5.334	501.33	501.47
JC	2125+43.83	5.334	501.53	501.73
JD	2125+53.83	5.334	501.73	501.98
JE	2125+63.83	5.334	501.94	502.22
JF	2125+73.83	5.334	502.14	502.44
JG	2125+83.83	5.334	502.35	502.66
JH	2125+93.83	5.334	502.55	502.86
JI	2126+03.83	5.334	502.75	503.04
JJ	2126+13.83	5.334	502.96	503.22
JK	2126+23.83	5.334	503.16	503.39
JL	2126+33.83	5.334	503.37	503.55
JM	2126+43.83	5.334	503.57	503.71
JN	2126+53.83	5.334	503.77	503.87
JO	2126+63.83	5.334	503.98	504.05
JP	2126+73.83	5.334	504.18	504.23
℄ Pier 10	2126+87.33	5.334	504.46	504.48
KA	2126+97.33	5.334	504.66	504.69
KB	2127+07.33	5.334	504.87	504.90
KC	2127+17.33	5.334	505.07	505.12
KD	2127+27.33	5.334	505.27	505.35
KE	2127+37.33	5.334	505.48	505.58
KF	2127+47.33	5.334	505.68	505.81
KG	2127+57.33	5.334	505.89	506.05
KH	2127+67.33	5.334	506.09	506.28
KI	2127+77.33	5.334	506.29	506.51
KJ	2127+87.33	5.334	506.50	506.72
KK	2127+97.33	5.334	506.70	506.93
KL	2128+07.33	5.334	506.91	507.13
KM	2128+17.33	5.334	507.11	507.32
KN	2128+27.33	5.334	507.31	507.50
KO	2128+37.33	5.334	507.52	507.68
KP	2128+47.33	5.334	507.72	507.85
KQ	2128+57.33	5.334	507.93	508.02
KR	2128+67.33	5.334	508.13	508.20
KS	2128+77.33	5.334	508.33	508.38
KT	2128+87.33	5.334	508.54	508.57
KU	2128+97.33	5.334	508.74	508.77
℄ Pier 11	2129+06.00	5.334	508.92	508.94
LA	2129+16.00	5.334	509.12	509.16
LB	2129+26.00	5.334	509.33	509.39
LC	2129+36.00	5.334	509.53	509.62
LD	2129+46.00	5.334	509.74	509.86
LE	2129+56.00	5.334	509.94	510.10
LF	2129+66.00	5.334	510.14	510.35
LG	2129+76.00	5.334	510.35	510.59
LH	2129+86.00	5.334	510.55	510.82
LI	2129+96.00	5.334	510.76	511.05
LJ	2130+06.00	5.334	510.96	511.26
LK	2130+16.00	5.334	511.16	511.45
LL	2130+26.00	5.334	511.37	511.64
LM	2130+36.00	5.334	511.57	511.81
LN	2130+46.00	5.334	511.78	511.98
LO	2130+56.00	5.334	511.98	512.13
LP	2130+66.00	5.334	512.18	512.27
℄ E. Brg. Pier 12	2130+77.00	5.334	512.40	512.43

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	13.750	500.99	501.01
JA	2125+23.83	13.750	501.20	501.28
JB	2125+33.83	13.750	501.40	501.55
JC	2125+43.83	13.750	501.60	501.81
JD	2125+53.83	13.750	501.81	502.05
JE	2125+63.83	13.750	502.01	502.29
JF	2125+73.83	13.750	502.22	502.52
JG	2125+83.83	13.750	502.42	502.73
JH	2125+93.83	13.750	502.62	502.93
JI	2126+03.83	13.750	502.83	503.12
JJ	2126+13.83	13.750	503.03	503.29
JK	2126+23.83	13.750	503.24	503.46
JL	2126+33.83	13.750	503.44	503.62
JM	2126+43.83	13.750	503.64	503.78
JN	2126+53.83	13.750	503.85	503.95
JO	2126+63.83	13.750	504.05	504.12
JP	2126+73.83	13.750	504.26	504.30
℄ Pier 10	2126+87.33	13.750	504.53	504.55
KA	2126+97.33	13.750	504.74	504.76
KB	2127+07.33	13.750	504.94	504.97
KC	2127+17.33	13.750	505.14	505.19
KD	2127+27.33	13.750	505.35	505.42
KE	2127+37.33	13.750	505.55	505.65
KF	2127+47.33	13.750	505.76	505.89
KG	2127+57.33	13.750	505.96	506.12
KH	2127+67.33	13.750	506.16	506.35
KI	2127+77.33	13.750	506.37	506.58
KJ	2127+87.33	13.750	506.57	506.79
KK	2127+97.33	13.750	506.78	507.01
KL	2128+07.33	13.750	506.98	507.20
KM	2128+17.33	13.750	507.18	507.40
KN	2128+27.33	13.750	507.39	507.58
KO	2128+37.33	13.750	507.59	507.75
KP	2128+47.33	13.750	507.80	507.93
KQ	2128+57.33	13.750	508.00	508.10
KR	2128+67.33	13.750	508.20	508.27
KS	2128+77.33	13.750	508.41	508.45
KT	2128+87.33	13.750	508.61	508.64
KU	2128+97.33	13.750	508.82	508.84
℄ Pier 11	2129+06.00	13.750	508.99	509.01
LA	2129+16.00	13.750	509.20	509.23
LB	2129+26.00	13.750	509.40	509.46
LC	2129+36.00	13.750	509.61	509.69
LD	2129+46.00	13.750	509.81	509.93
LE	2129+56.00	13.750	510.01	510.18
LF	2129+66.00	13.750	510.22	510.42
LG	2129+76.00	13.750	510.42	510.67
LH	2129+86.00	13.750	510.63	510.90
LI	2129+96.00	13.750	510.83	511.12
LJ	2130+06.00	13.750	511.03	511.33
LK	2130+16.00	13.750	511.24	511.53
LL	2130+26.00	13.750	511.44	511.72
LM	2130+36.00	13.750	511.65	511.89
LN	2130+46.00	13.750	511.85	512.05
LO	2130+56.00	13.750	512.05	512.20
LP	2130+66.00	13.750	512.26	512.35
℄ E. Brg. Pier 12	2130+77.00	13.750	512.48	512.50

TY·LIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4, 2 OF 4
STRUCTURE NO. 090-0180
SHEET S-36 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	940
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	22.168	500.87	500.89
JA	2125+23.83	22.168	501.07	501.16
JB	2125+33.83	22.168	501.27	501.42
JC	2125+43.83	22.168	501.48	501.68
JD	2125+53.83	22.168	501.68	501.93
JE	2125+63.83	22.168	501.89	502.17
JF	2125+73.83	22.168	502.09	502.39
JG	2125+83.83	22.168	502.29	502.61
JH	2125+93.83	22.168	502.50	502.80
JI	2126+03.83	22.168	502.70	502.99
JJ	2126+13.83	22.168	502.91	503.17
JK	2126+23.83	22.168	503.11	503.33
JL	2126+33.83	22.168	503.31	503.49
JM	2126+43.83	22.168	503.52	503.66
JN	2126+53.83	22.168	503.72	503.82
JO	2126+63.83	22.168	503.93	504.00
JP	2126+73.83	22.168	504.13	504.17
℄ Pier 10	2126+87.33	22.168	504.41	504.43
KA	2126+97.33	22.168	504.61	504.63
KB	2127+07.33	22.168	504.81	504.84
KC	2127+17.33	22.168	505.02	505.07
KD	2127+27.33	22.168	505.22	505.29
KE	2127+37.33	22.168	505.43	505.53
KF	2127+47.33	22.168	505.63	505.76
KG	2127+57.33	22.168	505.83	505.99
KH	2127+67.33	22.168	506.04	506.23
KI	2127+77.33	22.168	506.24	506.45
KJ	2127+87.33	22.168	506.45	506.67
KK	2127+97.33	22.168	506.65	506.88
KL	2128+07.33	22.168	506.85	507.08
KM	2128+17.33	22.168	507.06	507.27
KN	2128+27.33	22.168	507.26	507.45
KO	2128+37.33	22.168	507.47	507.63
KP	2128+47.33	22.168	507.67	507.80
KQ	2128+57.33	22.168	507.87	507.97
KR	2128+67.33	22.168	508.08	508.15
KS	2128+77.33	22.168	508.28	508.33
KT	2128+87.33	22.168	508.49	508.51
KU	2128+97.33	22.168	508.69	508.71
℄ Pier 11	2129+06.00	22.168	508.87	508.89
LA	2129+16.00	22.168	509.07	509.11
LB	2129+26.00	22.168	509.27	509.33
LC	2129+36.00	22.168	509.48	509.57
LD	2129+46.00	22.168	509.68	509.81
LE	2129+56.00	22.168	509.89	510.05
LF	2129+66.00	22.168	510.09	510.30
LG	2129+76.00	22.168	510.30	510.54
LH	2129+86.00	22.168	510.50	510.77
LI	2129+96.00	22.168	510.70	510.99
LJ	2130+06.00	22.168	510.91	511.21
LK	2130+16.00	22.168	511.11	511.40
LL	2130+26.00	22.168	511.32	511.59
LM	2130+36.00	22.168	511.52	511.76
LN	2130+46.00	22.168	511.72	511.92
LO	2130+56.00	22.168	511.93	512.08
LP	2130+66.00	22.168	512.13	512.22
℄ E. Brg. Pier 12	2130+77.00	22.168	512.35	512.37

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	30.583	500.71	500.73
JA	2125+23.83	30.546	500.91	501.00
JB	2125+33.83	30.508	501.12	501.26
JC	2125+43.83	30.471	501.32	501.52
JD	2125+53.83	30.434	501.53	501.77
JE	2125+63.83	30.396	501.73	502.01
JF	2125+73.83	30.359	501.94	502.23
JG	2125+83.83	30.321	502.14	502.45
JH	2125+93.83	30.284	502.35	502.65
JI	2126+03.83	30.246	502.55	502.84
JJ	2126+13.83	30.209	502.75	503.01
JK	2126+23.83	30.171	502.96	503.18
JL	2126+33.83	30.134	503.16	503.35
JM	2126+43.83	30.096	503.37	503.51
JN	2126+53.83	30.059	503.57	503.68
JO	2126+63.83	30.022	503.78	503.85
JP	2126+73.83	29.984	503.98	504.03
℄ Pier 10	2126+87.33	29.933	504.26	504.28
KA	2126+97.33	29.896	504.46	504.49
KB	2127+07.33	29.859	504.67	504.69
KC	2127+17.33	29.821	504.87	504.92
KD	2127+27.33	29.784	505.08	505.14
KE	2127+37.33	29.746	505.28	505.37
KF	2127+47.33	29.709	505.49	505.61
KG	2127+57.33	29.671	505.69	505.84
KH	2127+67.33	29.634	505.90	506.07
KI	2127+77.33	29.569	506.10	506.30
KJ	2127+87.33	29.559	506.31	506.52
KK	2127+97.33	29.521	506.51	506.73
KL	2128+07.33	29.484	506.72	506.93
KM	2128+17.33	29.447	506.92	507.13
KN	2128+27.33	29.409	507.13	507.31
KO	2128+37.33	29.375	507.33	507.49
KP	2128+47.33	29.334	507.54	507.67
KQ	2128+57.33	29.297	507.74	507.84
KR	2128+67.33	29.259	507.95	508.02
KS	2128+77.33	29.222	508.15	508.20
KT	2128+87.33	29.184	508.35	508.39
KU	2128+97.33	29.147	508.56	508.59
℄ Pier 11	2129+06.00	29.114	508.74	508.76
LA	2129+16.00	29.077	508.94	508.97
LB	2129+26.00	29.039	509.15	509.19
LC	2129+36.00	29.002	509.35	509.42
LD	2129+46.00	28.965	509.56	509.66
LE	2129+56.00	28.927	509.76	509.89
LF	2129+66.00	28.290	509.98	510.14
LG	2129+76.00	28.852	510.17	510.37
LH	2129+86.00	28.815	510.38	510.60
LI	2129+96.00	28.777	510.58	510.82
LJ	2130+06.00	28.740	510.78	511.03
LK	2130+16.00	28.702	510.99	511.23
LL	2130+26.00	28.665	511.19	511.42
LM	2130+36.00	28.627	511.40	511.60
LN	2130+46.00	28.590	511.60	511.77
LO	2130+56.00	28.553	511.81	511.93
LP	2130+66.00	28.515	512.01	512.09
℄ E. Brg. Pier 12	2130+77.00	28.474	512.23	512.26

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	39.000	500.54	500.56
JA	2125+23.83	38.925	500.74	500.83
JB	2125+33.83	38.850	500.95	501.10
JC	2125+43.83	38.775	501.16	501.35
JD	2125+53.83	38.700	501.36	501.60
JE	2125+63.83	38.625	501.57	501.85
JF	2125+73.83	38.551	501.77	502.07
JG	2125+83.83	38.476	501.98	502.29
JH	2125+93.83	38.401	502.18	502.48
JI	2126+03.83	38.326	502.39	502.68
JJ	2126+13.83	38.251	502.59	502.85
JK	2126+23.83	38.176	502.80	503.02
JL	2126+33.83	38.101	503.00	503.19
JM	2126+43.83	38.026	503.21	503.35
JN	2126+53.83	37.951	503.42	503.52
JO	2126+63.83	37.876	503.62	503.69
JP	2126+73.83	37.801	503.83	503.87
℄ Pier 10	2126+87.33	37.700	504.10	504.13
KA	2126+97.33	37.625	504.31	504.33
KB	2127+07.33	37.550	504.52	504.54
KC	2127+17.33	37.476	504.72	504.76
KD	2127+27.33	37.401	504.93	504.99
KE	2127+37.33	37.326	505.13	505.22
KF	2127+47.33	37.251	505.34	505.46
KG	2127+57.33	37.176	505.54	505.69
KH	2127+67.33	37.101	505.75	505.92
KI	2127+77.33	37.026	505.95	506.15
KJ	2127+87.33	36.951	506.16	506.37
KK	2127+97.33	36.876	506.37	506.58
KL	2128+07.33	36.801	506.57	506.78
KM	2128+17.33	36.726	506.78	506.98
KN	2128+27.33	36.651	506.98	507.16
KO	2128+37.33	36.577	507.19	507.34
KP	2128+47.33	36.502	507.39	507.52
KQ	2128+57.33	36.427	507.60	507.70
KR	2128+67.33	36.352	507.80	507.88
KS	2128+77.33	36.277	508.01	508.06
KT	2128+87.33	36.202	508.21	508.25
KU	2128+97.33	36.127	508.42	508.45
℄ Pier 11	2129+06.00	36.062	508.60	508.62
LA	2129+16.00	35.987	508.80	508.84
LB	2129+26.00	35.912	509.01	509.06
LC	2129+36.00	35.837	509.21	509.29
LD	2129+46.00	35.762	509.42	509.52
LE	2129+56.00	35.688	509.63	509.76
LF	2129+66.00	35.613	509.83	510.00
LG	2129+76.00	35.538	510.04	510.23
LH	2129+86.00	35.463	510.24	510.46
LI	2129+96.00	35.388	510.45	510.68
LJ	2130+06.00	35.313	510.65	510.90
LK	2130+16.00	35.238	510.86	511.10
LL	2130+26.00	35.163	511.06	511.29
LM	2130+36.00	35.088	511.27	511.47
LN	2130+46.00	35.013	511.48	511.64
LO	2130+56.00	34.938	511.68	511.80
LP	2130+66.00	34.564	511.89	511.97
℄ E. Brg. Pier 12	2130+77.00	34.781	512.11	512.13

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4, 3 OF 4
STRUCTURE NO. 090-0180
SHEET S-37 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	941
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	47.417	500.37	500.39
JA	2125+23.83	47.304	500.58	500.66
JB	2125+33.83	47.192	500.78	500.93
JC	2125+43.83	47.080	500.99	501.19
JD	2125+53.83	46.967	501.20	501.44
JE	2125+63.83	46.855	501.40	501.68
JF	2125+73.83	46.742	501.61	501.91
JG	2125+83.83	46.630	501.81	502.12
JH	2125+93.83	46.518	502.02	502.32
JI	2126+03.83	46.405	502.23	502.51
JJ	2126+13.83	46.293	502.43	502.69
JK	2126+23.83	46.181	502.64	502.86
JL	2126+33.83	46.068	502.85	503.03
JM	2126+43.83	45.956	503.05	503.19
JN	2126+53.83	45.844	503.26	503.36
JO	2126+63.83	45.731	503.46	503.53
JP	2126+73.83	45.619	503.67	503.72
℄ Pier 10	2126+87.33	45.467	503.95	503.97
KA	2126+97.33	45.355	504.16	504.18
KB	2127+07.33	45.242	504.36	504.39
KC	2127+17.33	45.130	504.57	504.61
KD	2127+27.33	44.018	504.79	504.86
KE	2127+37.33	44.905	504.98	505.07
KF	2127+47.33	44.793	505.19	505.31
KG	2127+57.33	44.680	505.39	505.54
KH	2127+67.33	44.568	505.60	505.77
KI	2127+77.33	44.456	505.81	506.00
KJ	2127+87.33	44.343	506.01	506.22
KK	2127+97.33	44.231	506.22	506.44
KL	2128+07.33	44.119	506.42	506.63
KM	2128+17.33	44.006	506.63	506.83
KN	2128+27.33	43.894	506.84	507.02
KO	2128+37.33	43.782	507.04	507.20
KP	2128+47.33	43.669	507.25	507.38
KQ	2128+57.33	43.557	507.46	507.56
KR	2128+67.33	43.444	507.66	507.74
KS	2128+77.33	43.332	507.87	507.92
KT	2128+87.33	43.220	508.07	508.11
KU	2128+97.33	43.107	508.28	508.31
℄ Pier 11	2129+06.00	43.010	508.46	508.48
LA	2129+16.00	42.898	508.67	508.70
LB	2129+26.00	42.785	508.87	508.92
LC	2129+36.00	42.673	509.08	509.15
LD	2129+46.00	42.560	509.28	509.38
LE	2129+56.00	42.448	509.49	509.62
LF	2129+66.00	42.336	509.70	509.86
LG	2129+76.00	42.223	509.90	510.10
LH	2129+86.00	42.111	510.11	510.33
LI	2129+96.00	41.999	510.32	510.55
LJ	2130+06.00	41.886	510.52	510.77
LK	2130+16.00	41.774	510.73	510.97
LL	2130+26.00	41.661	510.93	511.16
LM	2130+36.00	41.549	511.14	511.34
LN	2130+46.00	41.437	511.35	511.51
LO	2130+56.00	41.324	511.55	511.68
LP	2130+66.00	41.212	511.76	511.84
℄ E. Brg. Pier 12	2130+77.00	41.088	511.98	512.00

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection And Grinding
℄ w. Brg. Pier 9	2125+13.83	55.833	500.20	500.22
JA	2125+23.83	55.684	500.41	500.49
JB	2125+33.83	55.534	500.62	500.76
JC	2125+43.83	55.384	500.82	501.02
JD	2125+53.83	55.234	501.03	501.27
JE	2125+63.83	55.084	501.24	501.51
JF	2125+73.83	54.934	501.44	501.74
JG	2125+83.83	54.785	501.65	501.96
JH	2125+93.83	54.635	501.86	502.16
JI	2126+03.83	54.485	502.07	502.35
JJ	2126+13.83	54.335	502.27	502.53
JK	2126+23.83	54.185	502.48	502.70
JL	2126+33.83	54.035	502.69	502.87
JM	2126+43.83	53.886	502.89	503.04
JN	2126+53.83	53.736	503.10	503.20
JO	2126+63.83	53.583	503.31	503.38
JP	2126+73.83	53.436	503.51	503.56
℄ Pier 10	2126+87.33	53.234	503.79	503.81
KA	2126+97.33	52.084	504.02	504.04
KB	2127+07.33	52.934	504.21	504.23
KC	2127+17.33	52.784	504.41	504.45
KD	2127+27.33	52.635	504.62	504.67
KE	2127+37.33	52.485	504.83	504.90
KF	2127+47.33	52.335	505.04	505.13
KG	2127+57.33	52.185	505.24	505.36
KH	2127+67.33	52.035	505.45	505.59
KI	2127+77.33	51.885	505.66	505.82
KJ	2127+87.33	21.436	506.46	506.63
KK	2127+97.33	51.586	506.07	506.25
KL	2128+07.33	51.436	506.28	506.46
KM	2128+17.33	51.256	506.49	506.66
KN	2128+27.33	51.136	506.69	506.84
KO	2128+37.33	50.986	506.90	507.03
KP	2128+47.33	50.837	507.11	507.21
KQ	2128+57.33	50.687	507.31	507.40
KR	2128+67.33	50.537	507.52	507.58
KS	2128+77.33	50.387	507.73	507.77
KT	2128+87.33	50.237	507.93	507.96
KU	2128+97.33	50.087	508.14	508.16
℄ Pier 11	2129+06.00	49.958	508.32	508.34
LA	2129+16.00	49.808	508.53	508.56
LB	2129+26.00	49.658	508.73	508.78
LC	2129+36.00	49.508	508.94	509.01
LD	2129+46.00	49.358	509.15	509.25
LE	2129+56.00	49.208	509.36	509.49
LF	2129+66.00	49.059	509.56	509.72
LG	2129+76.00	48.909	509.77	509.96
LH	2129+86.00	48.759	509.98	510.19
LI	2129+96.00	48.609	510.18	510.41
LJ	2130+06.00	48.459	510.39	510.63
LK	2130+16.00	48.310	510.60	510.83
LL	2130+26.00	48.160	510.80	511.02
LM	2130+36.00	48.010	511.01	511.20
LN	2130+46.00	47.560	511.22	511.38
LO	2130+56.00	47.710	511.43	511.54
LP	2130+66.00	47.560	511.63	511.71
℄ E. Brg. Pier 12	2130+77.00	47.396	511.86	511.88

TY·LIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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PLOT DATE = 12/12/2018	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 4, 4 OF 4
STRUCTURE NO. 090-0180

SHEET S-38 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	942
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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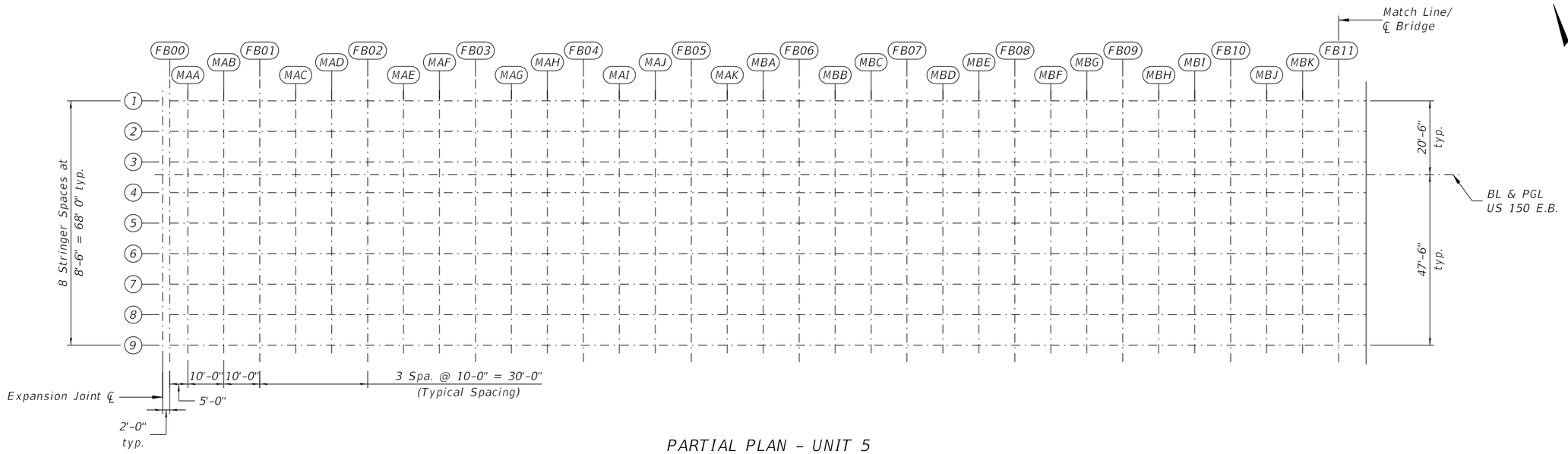
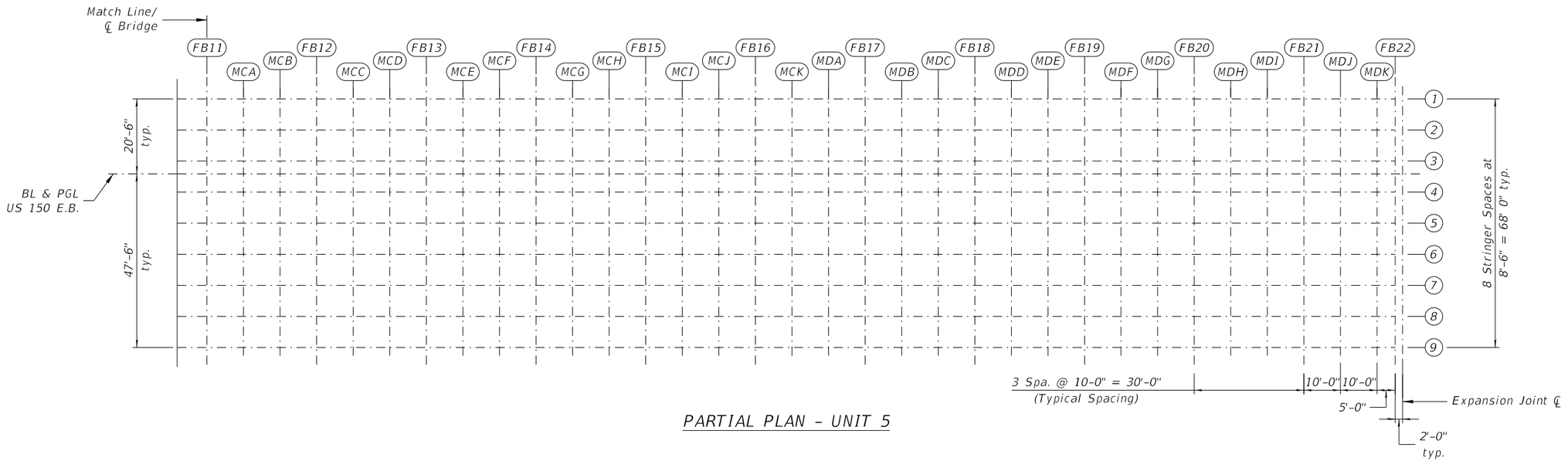
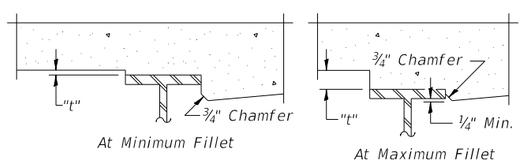


PARTIAL PLAN – UNIT 5



PARTIAL PLAN – UNIT 5



FILLET HEIGHTS

Legend:

(1) Stringer ℄

(FB00) Floor Beam ℄

(MXX) Intermediate Deck Slab Elevation Point

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 this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Shts. S-40 to S-42 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Shts. S-40 to S-42 of 445. For grinding the deck, see Special Provisions.

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USER NAME = jryding	DESIGNED - KA	REVISED -
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PLOT DATE = 12/12/2018	CHECKED - NS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 5
STRUCTURE NO. 090-0180

SHEET S-39 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	943
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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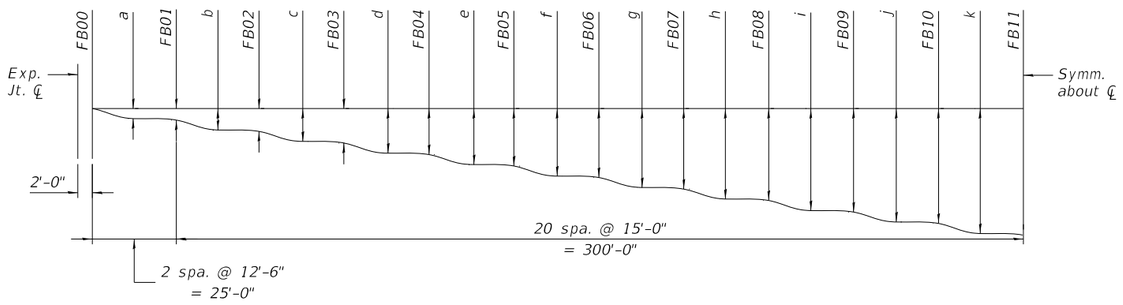

DEAD LOAD DEFLECTION DIAGRAM

(includes weight of concrete deck, parapets and railings, and utilities only)

Note:
The tabulated deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" as shown on Shts. S-40 to S-42 of 445.

Location	Stringer 1	Stringer 2	Stringer 3	Stringer 4	Stringer 5	Stringer 6	Stringer 7	Stringer 8	Stringer 9
FB00 & FB22	1/8"	1/8"	1/4"	1/4"	1/4"	1/4"	1/4"	1/8"	1/8"
a	5/8"	3/4"	7/8"	7/8"	7/8"	7/8"	3/4"	5/8"	3/8"
FB01 & FB21	3/4"	1"	1 1/8"	1 1/4"	1 1/4"	1 1/8"	7/8"	5/8"	3/8"
b	1 1/2"	1 3/4"	2"	2 1/8"	2 1/8"	2"	1 3/4"	1 3/8"	7/8"
FB02 & FB20	1 3/4"	2 1/8"	2 3/8"	2 1/2"	2 1/2"	2 3/8"	2"	1 1/2"	1"
c	2 1/4"	2 5/8"	2 7/8"	2 7/8"	2 7/8"	2 3/4"	2 1/2"	2"	1 3/8"
FB03 & FB19	2 3/8"	2 5/8"	2 3/4"	2 7/8"	2 7/8"	2 3/4"	2 1/2"	2"	1 3/8"
d	2 7/8"	3 1/4"	3 1/2"	3 5/8"	3 5/8"	3 3/8"	3"	2 5/8"	2"
FB04 & FB18	3 1/8"	3 1/2"	3 3/4"	3 7/8"	3 7/8"	3 5/8"	3 1/4"	2 3/4"	2 1/4"
e	3 1/2"	3 7/8"	4 1/8"	4 1/4"	4 1/4"	4 1/8"	3 3/4"	3 3/8"	2 3/4"
FB05 & FB17	3 5/8"	3 7/8"	4 1/8"	4 1/4"	4 1/4"	4"	3 3/4"	3 3/8"	2 7/8"
f	4 1/8"	4 1/2"	4 7/8"	5"	5"	4 7/8"	4 5/8"	4 1/4"	3 5/8"
FB06 & FB16	4 1/4"	4 5/8"	5"	5 1/4"	5 3/8"	5 1/4"	5"	4 1/2"	4"
g	4 5/8"	5 1/8"	5 3/8"	5 5/8"	5 3/4"	5 3/4"	5 1/2"	5 1/8"	4 3/4"
FB07 & FB15	4 5/8"	5 1/8"	5 3/8"	5 5/8"	5 3/4"	5 3/4"	5 1/2"	5 3/8"	5"
h	5"	5 5/8"	6"	6 3/8"	6 5/8"	6 5/8"	6 1/2"	6 1/4"	5 7/8"
FB08 & FB14	5"	5 3/4"	6 1/4"	6 5/8"	6 7/8"	7"	6 7/8"	6 5/8"	6 1/4"
i	5 1/4"	6"	6 3/8"	6 7/8"	7 1/4"	7 1/4"	7 3/8"	7 1/4"	6 7/8"
FB09 & FB13	5 1/4"	6"	6 3/8"	6 7/8"	7 1/4"	7 1/4"	7 1/4"	7 1/4"	7 1/8"
j	5 1/2"	6 1/8"	6 3/4"	7 1/4"	7 5/8"	7 7/8"	7 7/8"	7 7/8"	7 3/4"
FB10 & FB12	5 1/2"	6 1/8"	6 3/4"	7 1/4"	7 5/8"	7 7/8"	8"	8"	8"
k	5 1/2"	6 1/8"	6 3/4"	7 1/4"	7 5/8"	8"	8 1/8"	8 1/8"	8 1/8"
FB11	5 1/2"	6 1/8"	6 3/4"	7 1/4"	7 5/8"	8"	8 1/8"	8 1/8"	8 1/8"

STRINGER 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	-20.500	511.95	511.99
℄ FB00	2130+81.00	-20.500	511.99	512.02
MAA	2130+86.00	-20.500	512.09	512.14
MAB	2130+96.00	-20.500	512.28	512.35
℄ FB01	2131+06.00	-20.500	512.46	512.55
MAC	2131+16.00	-20.500	512.64	512.76
MAD	2131+26.00	-20.500	512.81	512.96
℄ FB02	2131+36.00	-20.500	512.98	513.14
MAE	2131+46.00	-20.500	513.13	513.33
MAF	2131+56.00	-20.500	513.29	513.50
℄ FB03	2131+66.00	-20.500	513.43	513.65
MAG	2131+76.00	-20.500	513.58	513.82
MAH	2131+86.00	-20.500	513.71	513.98
℄ FB04	2131+96.00	-20.500	513.84	514.12
MAI	2132+06.00	-20.500	513.96	514.26
MAJ	2132+16.00	-20.500	514.08	514.40
℄ FB05	2132+26.00	-20.500	514.19	514.51
MAK	2132+36.00	-20.500	514.30	514.65
MBA	2132+46.00	-20.500	514.39	514.76
℄ FB06	2132+56.00	-20.500	514.49	514.86
MBB	2132+66.00	-20.500	514.57	514.97
MBC	2132+76.00	-20.500	514.66	515.06
℄ FB07	2132+86.00	-20.500	514.73	515.14
MBD	2132+96.00	-20.500	514.80	515.23
MBE	2133+06.00	-20.500	514.86	515.30
℄ FB08	2133+16.00	-20.500	514.92	515.36
MBF	2133+26.00	-20.500	514.97	515.42
MBG	2133+36.00	-20.500	515.02	515.47
℄ FB09	2133+46.00	-20.500	515.05	515.51
MBH	2133+56.00	-20.500	515.09	515.56
MBI	2133+66.00	-20.500	515.11	515.59
℄ FB10	2133+76.00	-20.500	515.14	515.61
MBJ	2133+86.00	-20.500	515.15	515.63
MBK	2133+96.00	-20.500	515.16	515.64
℄ FB11	2134+06.00	-20.500	515.16	515.64
MCA	2134+16.00	-20.500	515.16	515.64
MCB	2134+26.00	-20.500	515.15	515.63
℄ FB12	2134+36.00	-20.500	515.14	515.61
MCC	2134+46.00	-20.500	515.11	515.59
MCD	2134+56.00	-20.500	515.09	515.56
℄ FB13	2134+66.00	-20.500	515.05	515.51
MCE	2134+76.00	-20.500	515.02	515.47
MCF	2134+86.00	-20.500	514.97	515.42
℄ FB14	2134+96.00	-20.500	514.92	515.36
MCG	2135+06.00	-20.500	514.86	515.30
MCH	2135+16.00	-20.500	514.80	515.23
℄ FB15	2135+26.00	-20.500	514.73	515.14
MCI	2135+36.00	-20.500	514.66	515.06
MCJ	2135+46.00	-20.500	514.57	514.97
℄ FB16	2135+56.00	-20.500	514.49	514.86
MCK	2135+66.00	-20.500	514.39	514.76
MDA	2135+76.00	-20.500	514.30	514.65
℄ FB17	2135+86.00	-20.500	514.19	514.51
MDB	2135+96.00	-20.500	514.08	514.40
MDC	2136+06.00	-20.500	513.96	514.26
℄ FB18	2136+16.00	-20.500	513.84	514.12
MDD	2136+26.00	-20.500	513.71	513.98
MDE	2136+36.00	-20.500	513.58	513.82
℄ FB19	2136+46.00	-20.500	513.43	513.65
MDF	2136+56.00	-20.500	513.29	513.50
MDG	2136+66.00	-20.500	513.13	513.33
℄ FB20	2136+76.00	-20.500	512.98	513.14
MDH	2136+86.00	-20.500	512.81	512.96
MDI	2136+96.00	-20.500	512.64	512.76
℄ FB21	2137+06.00	-20.500	512.46	512.55
MDJ	2137+16.00	-20.500	512.28	512.35
MDK	2137+26.00	-20.500	512.09	512.14
℄ FB22	2137+31.00	-20.500	511.99	512.02
℄ Exp. Jt.	2137+33.00	-20.500	511.95	511.99

STRINGER 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	-12.000	512.12	512.16
℄ FB00	2130+81.00	-12.000	512.16	512.19
MAA	2130+86.00	-12.000	512.26	512.31
MAB	2130+96.00	-12.000	512.45	512.54
℄ FB01	2131+06.00	-12.000	512.63	512.74
MAC	2131+16.00	-12.000	512.81	512.95
MAD	2131+26.00	-12.000	512.98	513.16
℄ FB02	2131+36.00	-12.000	513.15	513.34
MAE	2131+46.00	-12.000	513.30	513.53
MAF	2131+56.00	-12.000	513.46	513.70
℄ FB03	2131+66.00	-12.000	513.60	513.84
MAG	2131+76.00	-12.000	513.75	514.02
MAH	2131+86.00	-12.000	513.88	514.18
℄ FB04	2131+96.00	-12.000	514.01	514.32
MAI	2132+06.00	-12.000	514.13	514.47
MAJ	2132+16.00	-12.000	514.25	514.59
℄ FB05	2132+26.00	-12.000	514.36	514.70
MAK	2132+36.00	-12.000	514.47	514.84
MBA	2132+46.00	-12.000	514.56	514.96
℄ FB06	2132+56.00	-12.000	514.66	515.06
MBB	2132+66.00	-12.000	514.74	515.18
MBC	2132+76.00	-12.000	514.83	515.27
℄ FB07	2132+86.00	-12.000	514.90	515.35
MBD	2132+96.00	-12.000	514.97	515.44
MBE	2133+06.00	-12.000	515.03	515.53
℄ FB08	2133+16.00	-12.000	515.09	515.59
MBF	2133+26.00	-12.000	515.14	515.65
MBG	2133+36.00	-12.000	515.19	515.71
℄ FB09	2133+46.00	-12.000	515.22	515.74
MBH	2133+56.00	-12.000	515.26	515.78
MBI	2133+66.00	-12.000	515.28	515.82
℄ FB10	2133+76.00	-12.000	515.31	515.84
MBJ	2133+86.00	-12.000	515.32	515.85
MBK	2133+96.00	-12.000	515.33	515.86
℄ FB11	2134+06.00	-12.000	515.33	515.86
MCA	2134+16.00	-12.000	515.33	515.86
MCB	2134+26.00	-12.000	515.32	515.85
℄ FB12	2134+36.00	-12.000	515.31	515.84
MCC	2134+46.00	-12.000	515.28	515.82
MCD	2134+56.00	-12.000	515.26	515.78
℄ FB13	2134+66.00	-12.000	515.22	515.74
MCE	2134+76.00	-12.000	515.19	515.71
MCF	2134+86.00	-12.000	515.14	515.65
℄ FB14	2134+96.00	-12.000	515.09	515.59
MCG	2135+06.00	-12.000	515.03	515.53
MCH	2135+16.00	-12.000	514.97	515.44
℄ FB15	2135+26.00	-12.000	514.90	515.35
MCI	2135+36.00	-12.000	514.83	515.27
MCJ	2135+46.00	-12.000	514.74	515.18
℄ FB16	2135+56.00	-12.000	514.66	515.06
MCK	2135+66.00	-12.000	514.56	514.96
MDA	2135+76.00	-12.000	514.47	514.84
℄ FB17	2135+86.00	-12.000	514.36	514.70
MDB	2135+96.00	-12.000	514.25	514.59
MDC	2136+06.00	-12.000	514.13	514.47
℄ FB18	2136+16.00	-12.000	514.01	514.32
MDD	2136+26.00	-12.000	513.88	514.18
MDE	2136+36.00	-12.000	513.75	514.02
℄ FB19	2136+46.00	-12.000	513.60	513.84
MDF	2136+56.00	-12.000	513.46	513.70
MDG	2136+66.00	-12.000	513.30	513.53
℄ FB20	2136+76.00	-12.000	513.15	513.34
MDH	2136+86.00	-12.000	512.98	513.16
MDI	2136+96.00	-12.000	512.81	512.95
℄ FB21	2137+06.00	-12.000	512.63	512.74
MDJ	2137+16.00	-12.000	512.45	512.54
MDK	2137+26.00	-12.000	512.26	512.31
℄ FB22	2137+31.00	-12.000	512.16	512.19
℄ Exp. Jt.	2137+33.00	-12.000	512.12	512.16

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = jryding	DESIGNED - KA	REVISED -	
	CHECKED - MM	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - JR	REVISED -	
PLOT DATE = 12/12/2018	CHECKED - NS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 5, 1 OF 3
STRUCTURE NO. 090-0180
SHEET S-40 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	944
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

MODEL: Default
FILE NAME: C:\Users\jryding\Desktop\PW\2018-12-12\0900180-XXXXX-TYLI-1520-Unit5-TopDeck€Rev1.dgn
12/12/2018 8:47:04 AM

STRINGER 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	-3.500	512.29	512.34
℄ FB00	2130+81.00	-3.500	512.33	512.38
MAA	2130+86.00	-3.500	512.43	512.49
MAB	2130+96.00	-3.500	512.62	512.72
℄ FB01	2131+06.00	-3.500	512.80	512.92
MAC	2131+16.00	-3.500	512.98	513.14
MAD	2131+26.00	-3.500	513.15	513.35
℄ FB02	2131+36.00	-3.500	513.32	513.53
MAE	2131+46.00	-3.500	513.47	513.72
MAF	2131+56.00	-3.500	513.63	513.88
℄ FB03	2131+66.00	-3.500	513.77	514.02
MAG	2131+76.00	-3.500	513.92	514.21
MAH	2131+86.00	-3.500	514.05	514.37
℄ FB04	2131+96.00	-3.500	514.18	514.51
MAI	2132+06.00	-3.500	514.30	514.66
MAJ	2132+16.00	-3.500	514.42	514.78
℄ FB05	2132+26.00	-3.500	514.53	514.89
MAK	2132+36.00	-3.500	514.64	515.04
MBA	2132+46.00	-3.500	514.73	515.16
℄ FB06	2132+56.00	-3.500	514.83	515.26
MBB	2132+66.00	-3.500	514.91	515.37
MBC	2132+76.00	-3.500	515.00	515.46
℄ FB07	2132+86.00	-3.500	515.07	515.54
MBD	2132+96.00	-3.500	515.14	515.64
MBE	2133+06.00	-3.500	515.20	515.73
℄ FB08	2133+16.00	-3.500	515.26	515.80
MBF	2133+26.00	-3.500	515.31	515.86
MBG	2133+36.00	-3.500	515.36	515.91
℄ FB09	2133+46.00	-3.500	515.39	515.95
MBH	2133+56.00	-3.500	515.43	516.00
MBI	2133+66.00	-3.500	515.45	516.04
℄ FB10	2133+76.00	-3.500	515.48	516.06
MBJ	2133+86.00	-3.500	515.49	516.07
MBK	2133+96.00	-3.500	515.50	516.08
℄ FB11	2134+06.00	-3.500	515.50	516.09
MCA	2134+16.00	-3.500	515.50	516.08
MCB	2134+26.00	-3.500	515.49	516.07
℄ FB12	2134+36.00	-3.500	515.48	516.06
MCC	2134+46.00	-3.500	515.45	516.04
MCD	2134+56.00	-3.500	515.43	516.00
℄ FB13	2134+66.00	-3.500	515.39	515.95
MCE	2134+76.00	-3.500	515.36	515.91
MCF	2134+86.00	-3.500	515.31	515.86
℄ FB14	2134+96.00	-3.500	515.26	515.80
MCG	2135+06.00	-3.500	515.20	515.73
MCH	2135+16.00	-3.500	515.14	515.64
℄ FB15	2135+26.00	-3.500	515.07	515.54
MCI	2135+36.00	-3.500	515.00	515.46
MCJ	2135+46.00	-3.500	514.91	515.37
℄ FB16	2135+56.00	-3.500	514.83	515.26
MCK	2135+66.00	-3.500	514.73	515.16
MDA	2135+76.00	-3.500	514.64	515.04
℄ FB17	2135+86.00	-3.500	514.53	514.89
MDB	2135+96.00	-3.500	514.42	514.78
MDC	2136+06.00	-3.500	514.30	514.66
℄ FB18	2136+16.00	-3.500	514.18	514.51
MDD	2136+26.00	-3.500	514.05	514.37
MDE	2136+36.00	-3.500	513.92	514.21
℄ FB19	2136+46.00	-3.500	513.77	514.02
MDF	2136+56.00	-3.500	513.63	513.88
MDG	2136+66.00	-3.500	513.47	513.72
℄ FB20	2136+76.00	-3.500	513.32	513.53
MDH	2136+86.00	-3.500	513.15	513.35
MDI	2136+96.00	-3.500	512.98	513.14
℄ FB21	2137+06.00	-3.500	512.80	512.92
MDJ	2137+16.00	-3.500	512.62	512.72
MDK	2137+26.00	-3.500	512.43	512.49
℄ FB22	2137+31.00	-3.500	512.33	512.38
℄ Exp. Jt.	2137+33.00	-3.500	512.29	512.34

℄ AND PGL US 150 EB				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	0.000	512.36	512.41
℄ FB00	2130+81.00	0.000	512.40	512.45
MAA	2130+86.00	0.000	512.50	512.56
MAB	2130+96.00	0.000	512.69	512.79
℄ FB01	2131+06.00	0.000	512.87	512.99
MAC	2131+16.00	0.000	513.05	513.22
MAD	2131+26.00	0.000	513.22	513.42
℄ FB02	2131+36.00	0.000	513.39	513.61
MAE	2131+46.00	0.000	513.54	513.79
MAF	2131+56.00	0.000	513.70	513.96
℄ FB03	2131+66.00	0.000	513.84	514.10
MAG	2131+76.00	0.000	513.99	514.28
MAH	2131+86.00	0.000	514.12	514.44
℄ FB04	2131+96.00	0.000	514.25	514.59
MAI	2132+06.00	0.000	514.37	514.73
MAJ	2132+16.00	0.000	514.49	514.86
℄ FB05	2132+26.00	0.000	514.60	514.97
MAK	2132+36.00	0.000	514.71	515.12
MBA	2132+46.00	0.000	514.80	515.24
℄ FB06	2132+56.00	0.000	514.90	515.34
MBB	2132+66.00	0.000	514.98	515.45
MBC	2132+76.00	0.000	515.07	515.54
℄ FB07	2132+86.00	0.000	515.14	515.62
MBD	2132+96.00	0.000	515.21	515.72
MBE	2133+06.00	0.000	515.27	515.81
℄ FB08	2133+16.00	0.000	515.33	515.88
MBF	2133+26.00	0.000	515.38	515.94
MBG	2133+36.00	0.000	515.43	515.99
℄ FB09	2133+46.00	0.000	515.46	516.03
MBH	2133+56.00	0.000	515.50	516.09
MBI	2133+66.00	0.000	515.52	516.12
℄ FB10	2133+76.00	0.000	515.55	516.15
MBJ	2133+86.00	0.000	515.56	516.16
MBK	2133+96.00	0.000	515.57	516.17
℄ FB11	2134+06.00	0.000	515.57	516.17
MCA	2134+16.00	0.000	515.57	516.17
MCB	2134+26.00	0.000	515.56	516.16
℄ FB12	2134+36.00	0.000	515.55	516.15
MCC	2134+46.00	0.000	515.52	516.12
MCD	2134+56.00	0.000	515.50	516.09
℄ FB13	2134+66.00	0.000	515.46	516.03
MCE	2134+76.00	0.000	515.43	515.99
MCF	2134+86.00	0.000	515.38	515.94
℄ FB14	2134+96.00	0.000	515.33	515.88
MCG	2135+06.00	0.000	515.27	515.81
MCH	2135+16.00	0.000	515.21	515.72
℄ FB15	2135+26.00	0.000	515.14	515.62
MCI	2135+36.00	0.000	515.07	515.54
MCJ	2135+46.00	0.000	514.98	515.45
℄ FB16	2135+56.00	0.000	514.90	515.34
MCK	2135+66.00	0.000	514.80	515.24
MDA	2135+76.00	0.000	514.71	515.12
℄ FB17	2135+86.00	0.000	514.60	514.97
MDB	2135+96.00	0.000	514.49	514.86
MDC	2136+06.00	0.000	514.37	514.73
℄ FB18	2136+16.00	0.000	514.25	514.59
MDD	2136+26.00	0.000	514.12	514.44
MDE	2136+36.00	0.000	513.99	514.28
℄ FB19	2136+46.00	0.000	513.84	514.10
MDF	2136+56.00	0.000	513.70	513.96
MDG	2136+66.00	0.000	513.54	513.79
℄ FB20	2136+76.00	0.000	513.39	513.61
MDH	2136+86.00	0.000	513.22	513.42
MDI	2136+96.00	0.000	513.05	513.22
℄ FB21	2137+06.00	0.000	512.87	512.99
MDJ	2137+16.00	0.000	512.69	512.79
MDK	2137+26.00	0.000	512.50	512.56
℄ FB22	2137+31.00	0.000	512.40	512.45
℄ Exp. Jt.	2137+33.00	0.000	512.36	512.41

STRINGER 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	5.000	512.44	512.48
℄ FB00	2130+81.00	5.000	512.48	512.52
MAA	2130+86.00	5.000	512.58	512.64
MAB	2130+96.00	5.000	512.76	512.86
℄ FB01	2131+06.00	5.000	512.95	513.07
MAC	2131+16.00	5.000	513.12	513.30
MAD	2131+26.00	5.000	513.30	513.50
℄ FB02	2131+36.00	5.000	513.46	513.69
MAE	2131+46.00	5.000	513.62	513.87
MAF	2131+56.00	5.000	513.77	514.03
℄ FB03	2131+66.00	5.000	513.92	514.18
MAG	2131+76.00	5.000	514.06	514.36
MAH	2131+86.00	5.000	514.20	514.52
℄ FB04	2131+96.00	5.000	514.32	514.67
MAI	2132+06.00	5.000	514.45	514.81
MAJ	2132+16.00	5.000	514.56	514.94
℄ FB05	2132+26.00	5.000	514.68	515.05
MAK	2132+36.00	5.000	514.78	515.20
MBA	2132+46.00	5.000	514.88	515.32
℄ FB06	2132+56.00	5.000	514.97	515.43
MBB	2132+66.00	5.000	515.06	515.54
MBC	2132+76.00	5.000	515.14	515.63
℄ FB07	2132+86.00	5.000	515.22	515.70
MBD	2132+96.00	5.000	515.28	515.82
MBE	2133+06.00	5.000	515.35	515.91
℄ FB08	2133+16.00	5.000	515.40	515.98
MBF	2133+26.00	5.000	515.46	516.04
MBG	2133+36.00	5.000	515.50	516.09
℄ FB09	2133+46.00	5.000	515.54	516.13
MBH	2133+56.00	5.000	515.57	516.19
MBI	2133+66.00	5.000	515.60	516.22
℄ FB10	2133+76.00	5.000	515.62	516.25
MBJ	2133+86.00	5.000	515.64	516.26
MBK	2133+96.00	5.000	515.64	516.27
℄ FB11	2134+06.00	5.000	515.65	516.27
MCA	2134+16.00	5.000	515.64	516.27
MCB	2134+26.00	5.000	515.64	516.26
℄ FB12	2134+36.00	5.000	515.62	516.25
MCC	2134+46.00	5.000	515.60	516.22
MCD	2134+56.00	5.000	515.57	516.19
℄ FB13	2134+66.00	5.000	515.54	516.13
MCE	2134+76.00	5.000	515.50	516.09
MCF	2134+86.00	5.000	515.46	516.04
℄ FB14	2134+96.00	5.000	515.40	515.98
MCG	2135+06.00	5.000	515.35	515.91
MCH	2135+16.00	5.000	515.28	515.82
℄ FB15	2135+26.00	5.000	515.22	515.70
MCI	2135+36.00	5.000	515.14	515.63
MCJ	2135+46.00	5.000	515.06	515.54
℄ FB16	2135+56.00	5.000	514.97	515.43
MCK	2135+66.00	5.000	514.88	515.32
MDA	2135+76.00	5.000	514.78	515.20
℄ FB17	2135+86.00	5.000	514.68	515.05
MDB	2135+96.00	5.000	514.56	514.94
MDC	2136+06.00	5.000	514.45	514.81
℄ FB18	2136+16.00	5.000	514.32	514.67
MDD	2136+26.00	5.000	514.20	514.52
MDE	2136+36.00	5.000	514.06	514.36
℄ FB19	2136+46.00	5.000	513.92	514.18
MDF	2136+56.00	5.000	513.77	514.03
MDG	2136+66.00	5.000	513.62	513.87
℄ FB20	2136+76.00	5.000	513.46	513.69
MDH	2136+86.00	5.000	513.30	513.50
MDI	2136+96.00	5.000	513.12	513.30
℄ FB21	2137+06.00	5.000	512.95	513.07
MDJ	2137+16.00	5.000	512.76	512.86
MDK	2137+26.00	5.000	512.58	512.64
℄ FB22	2137+31.00	5.000	512.48	512.52
℄ Exp. Jt.	2137+33.00	5.000	512.44	512.48

STRINGER 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	13.500	512.52	512.56
℄ FB00	2130+81.00	13.500	512.56	512.60
MAA	2130+86.00	13.500	512.66	512.72
MAB	2130+96.00	13.500	512.85	512.95
℄ FB01	2131+06.00	13.500	513.03	513.15
MAC	2131+16.00	13.500	513.21	513.38
MAD	2131+26.00	13.500	513.38	513.59
℄ FB02	2131+36.00	13.500	513.54	513.77
MAE	2131+46.00	13.500	513.70	513.95
MAF	2131+56.00	13.500	513.85	514.11
℄ FB03	2131+66.00	13.500	514.00	514.26
MAG	2131+76.00	13.500	514.14	514.44
MAH	2131+86.00	13.500	514.28	514.61
℄ FB04	2131+96.00	13.500	514.41	514.75
MAI	2132+06.00	13.500	514.53	514.89
MAJ	2132+16.00	13.500	514.65	515.02
℄ FB05	2132+26.00	13.500	514.76	515.13
MAK	2132+36.00	13.500	514.86	515.28
MBA	2132+46.00	13.500	514.96	515.41
℄ FB06	2132+56.00	13.500	515.05	515.52
MBB	2132+66.00	13.500	515.14	515.63
MBC	2132+76.00	13.500	515.22	515.72
℄ FB07	2132+86.00	13.500	515.30	515.80
MBD	2132+96.00	13.500	515.37	515.92
MBE	2133+06.00	13.500	515.43	516.01
℄ FB08	2133+16.00	13.500	515.49	516.08
MBF	2133+26.00	13.500	515.54	516.15
MBG	2133+36.00	13.500	515.58	516.21
℄ FB09	2133+46.00	13.500	515.62	516.25
MBH	2133+56.00	13.500	515.65	516.30
MBI	2133+66.00	13.500	515.68	516.34
℄ FB10	2133+76.00	13.500	515.70	516.36
MBJ	2133+86.00	13.500	515.72	516.37
MBK	2133+96.00	13.500	515.73	516.38
℄ FB11	2134+06.00	13.500	515.73	516.39
MCA	2134+16.00	13.500	515.73	516.38
MCB	2134+26.00	13.500	515.72	516.37
℄ FB12	2134+36.00	13.500	515.70	516.36
MCC	2134+46.00	13.500	515.68	516.34
MCD	2134+56.00	13.500	515.65	516.30
℄ FB13	2134+66.00	13.500	515.62	516.25
MCE	2134+76.00	13.500	515.58	516.21
MCF	2134+86.00	13.500	515.54	516.15
℄ FB14	2134+96.00	13.500	515.49	516.08
MCG	2135+06.00	13.500	515.43	516.01
MCH	2135+16.00	13.500	515.37	515.92
℄ FB15	2135+26.00	13.500	515.30	515.80
MCI	2135+36.00	13.500	515.22	515.72
MCJ	2135+46.00	13.500	515.14	515.63
℄ FB16	2135+56.00	13.500	515.05	515.52
MCK	2135+66.00	13.500	514.96	515.41
MDA	2135+76.00	13.500	514.86	515.28
℄ FB17	2135+86.00	13.500	514.76	515.13
MDB	2135+96.00	13.500	514.65	515.02
MDC	2136+06.00	13.500	514.53	514.89
℄ FB18	2136+16.00	13.500	514.41	514.75
MDD	2136+26.00	13.500	514.28	514.61
MDE	2136+36.00	13.500	514.14	514.44
℄ FB19	2136+46.00	13.500	514.00	514.26
MDF	2136+56.00	13.500	513.85	514.11
MDG	2136+66.00	13.500	513.70	513.95
℄ FB20	2136+76.00	13.500	513.54	513.77
MDH	2136+86.00	13.500	513.38	513.59
MDI	2136+96.00	13.500	513.21	513.38
℄ FB21	2137+06.00	13.500	513.03	513.15
MDJ	2137+16.00	13.500	512.85	512.95
MDK	2137+26.00	13.500	512.66	512.72
℄ FB22	2137+31.00	13.500	512.56	512.60
℄ Exp. Jt.	2137+33.00	13.500	512.52	512.56

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = jryding	DESIGNED - KA	REVISED -	
	CHECKED - MM	REVISED -	
PLOT SCALE = 0.2.0000 '=' / in.	DRAWN - JR	REVISED -	
PLOT DATE = 12/12/2018	CHECKED - NS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 5, 2 OF 3
STRUCTURE NO. 090-0180

SHEET S-41 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	945
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

MODEL: Default
FILE NAME: C:\Users\jryding\Desktop\PW\2018-12-12\0900180-XXXXX-TYLI-1521-Unit5-TopDeckElev2.dgn

12/12/2018 8:47:03 AM

STRINGER 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	22.000	512.39	512.44
℄ FB00	2130+81.00	22.000	512.43	512.48
MAA	2130+86.00	22.000	512.53	512.59
MAB	2130+96.00	22.000	512.72	512.82
℄ FB01	2131+06.00	22.000	512.90	513.02
MAC	2131+16.00	22.000	513.08	513.24
MAD	2131+26.00	22.000	513.25	513.45
℄ FB02	2131+36.00	22.000	513.42	513.63
MAE	2131+46.00	22.000	513.57	513.81
MAF	2131+56.00	22.000	513.73	513.98
℄ FB03	2131+66.00	22.000	513.87	514.12
MAG	2131+76.00	22.000	514.02	514.30
MAH	2131+86.00	22.000	514.15	514.46
℄ FB04	2131+96.00	22.000	514.28	514.60
MAI	2132+06.00	22.000	514.40	514.75
MAJ	2132+16.00	22.000	514.52	514.88
℄ FB05	2132+26.00	22.000	514.63	514.98
MAK	2132+36.00	22.000	514.74	515.14
MBA	2132+46.00	22.000	514.83	515.27
℄ FB06	2132+56.00	22.000	514.93	515.39
MBB	2132+66.00	22.000	515.01	515.50
MBC	2132+76.00	22.000	515.10	515.60
℄ FB07	2132+86.00	22.000	515.17	515.67
MBD	2132+96.00	22.000	515.24	515.79
MBE	2133+06.00	22.000	515.30	515.89
℄ FB08	2133+16.00	22.000	515.36	515.96
MBF	2133+26.00	22.000	515.41	516.03
MBG	2133+36.00	22.000	515.46	516.08
℄ FB09	2133+46.00	22.000	515.49	516.12
MBH	2133+56.00	22.000	515.53	516.19
MBI	2133+66.00	22.000	515.55	516.23
℄ FB10	2133+76.00	22.000	515.58	516.25
MBJ	2133+86.00	22.000	515.59	516.27
MBK	2133+96.00	22.000	515.60	516.29
℄ FB11	2134+06.00	22.000	515.60	516.29
MCA	2134+16.00	22.000	515.60	516.29
MCB	2134+26.00	22.000	515.59	516.27
℄ FB12	2134+36.00	22.000	515.58	516.25
MCC	2134+46.00	22.000	515.55	516.23
MCD	2134+56.00	22.000	515.53	516.19
℄ FB13	2134+66.00	22.000	515.49	516.12
MCE	2134+76.00	22.000	515.46	516.08
MCF	2134+86.00	22.000	515.41	516.03
℄ FB14	2134+96.00	22.000	515.36	515.96
MCG	2135+06.00	22.000	515.30	515.89
MCH	2135+16.00	22.000	515.24	515.79
℄ FB15	2135+26.00	22.000	515.17	515.67
MCI	2135+36.00	22.000	515.10	515.60
MCJ	2135+46.00	22.000	515.01	515.50
℄ FB16	2135+56.00	22.000	514.93	515.39
MCK	2135+66.00	22.000	514.83	515.27
MDA	2135+76.00	22.000	514.74	515.14
℄ FB17	2135+86.00	22.000	514.63	514.98
MDB	2135+96.00	22.000	514.52	514.88
MDC	2136+06.00	22.000	514.40	514.75
℄ FB18	2136+16.00	22.000	514.28	514.60
MDD	2136+26.00	22.000	514.15	514.46
MDE	2136+36.00	22.000	514.02	514.30
℄ FB19	2136+46.00	22.000	513.87	514.12
MDF	2136+56.00	22.000	513.73	513.98
MDG	2136+66.00	22.000	513.57	513.81
℄ FB20	2136+76.00	22.000	513.42	513.63
MDH	2136+86.00	22.000	513.25	513.45
MDI	2136+96.00	22.000	513.08	513.24
℄ FB21	2137+06.00	22.000	512.90	513.02
MDJ	2137+16.00	22.000	512.72	512.82
MDK	2137+26.00	22.000	512.53	512.59
℄ FB22	2137+31.00	22.000	512.43	512.48
℄ Exp. Jt.	2137+33.00	22.000	512.39	512.44

STRINGER 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	30.500	512.23	512.28
℄ FB00	2130+81.00	30.500	512.27	512.32
MAA	2130+86.00	30.500	512.37	512.43
MAB	2130+96.00	30.500	512.56	512.64
℄ FB01	2131+06.00	30.500	512.74	512.84
MAC	2131+16.00	30.500	512.92	513.06
MAD	2131+26.00	30.500	513.09	513.26
℄ FB02	2131+36.00	30.500	513.26	513.44
MAE	2131+46.00	30.500	513.41	513.63
MAF	2131+56.00	30.500	513.57	513.80
℄ FB03	2131+66.00	30.500	513.71	513.94
MAG	2131+76.00	30.500	513.86	514.11
MAH	2131+86.00	30.500	513.99	514.27
℄ FB04	2131+96.00	30.500	514.12	514.41
MAI	2132+06.00	30.500	514.24	514.56
MAJ	2132+16.00	30.500	514.36	514.69
℄ FB05	2132+26.00	30.500	514.47	514.80
MAK	2132+36.00	30.500	514.58	514.96
MBA	2132+46.00	30.500	514.67	515.09
℄ FB06	2132+56.00	30.500	514.77	515.20
MBB	2132+66.00	30.500	514.85	515.32
MBC	2132+76.00	30.500	514.94	515.41
℄ FB07	2132+86.00	30.500	515.01	515.49
MBD	2132+96.00	30.500	515.08	515.61
MBE	2133+06.00	30.500	515.14	515.71
℄ FB08	2133+16.00	30.500	515.20	515.79
MBF	2133+26.00	30.500	515.25	515.87
MBG	2133+36.00	30.500	515.30	515.93
℄ FB09	2133+46.00	30.500	515.33	515.96
MBH	2133+56.00	30.500	515.37	516.03
MBI	2133+66.00	30.500	515.39	516.07
℄ FB10	2133+76.00	30.500	515.42	516.10
MBJ	2133+86.00	30.500	515.43	516.12
MBK	2133+96.00	30.500	515.44	516.14
℄ FB11	2134+06.00	30.500	515.44	516.14
MCA	2134+16.00	30.500	515.44	516.14
MCB	2134+26.00	30.500	515.43	516.12
℄ FB12	2134+36.00	30.500	515.42	516.10
MCC	2134+46.00	30.500	515.39	516.07
MCD	2134+56.00	30.500	515.37	516.03
℄ FB13	2134+66.00	30.500	515.33	515.96
MCE	2134+76.00	30.500	515.30	515.93
MCF	2134+86.00	30.500	515.25	515.87
℄ FB14	2134+96.00	30.500	515.20	515.79
MCG	2135+06.00	30.500	515.14	515.71
MCH	2135+16.00	30.500	515.08	515.61
℄ FB15	2135+26.00	30.500	515.01	515.49
MCI	2135+36.00	30.500	514.94	515.41
MCJ	2135+46.00	30.500	514.85	515.32
℄ FB16	2135+56.00	30.500	514.77	515.20
MCK	2135+66.00	30.500	514.67	515.09
MDA	2135+76.00	30.500	514.58	514.96
℄ FB17	2135+86.00	30.500	514.47	514.80
MDB	2135+96.00	30.500	514.36	514.69
MDC	2136+06.00	30.500	514.24	514.56
℄ FB18	2136+16.00	30.500	514.12	514.41
MDD	2136+26.00	30.500	513.99	514.27
MDE	2136+36.00	30.500	513.86	514.11
℄ FB19	2136+46.00	30.500	513.71	513.94
MDF	2136+56.00	30.500	513.57	513.80
MDG	2136+66.00	30.500	513.41	513.63
℄ FB20	2136+76.00	30.500	513.26	513.44
MDH	2136+86.00	30.500	513.09	513.26
MDI	2136+96.00	30.500	512.92	513.06
℄ FB21	2137+06.00	30.500	512.74	512.84
MDJ	2137+16.00	30.500	512.56	512.64
MDK	2137+26.00	30.500	512.37	512.43
℄ FB22	2137+31.00	30.500	512.27	512.32
℄ Exp. Jt.	2137+33.00	30.500	512.23	512.28

STRINGER 8				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	39.000	512.06	512.10
℄ FB00	2130+81.00	39.000	512.10	512.13
MAA	2130+86.00	39.000	512.20	512.25
MAB	2130+96.00	39.000	512.39	512.46
℄ FB01	2131+06.00	39.000	512.57	512.64
MAC	2131+16.00	39.000	512.75	512.86
MAD	2131+26.00	39.000	512.92	513.06
℄ FB02	2131+36.00	39.000	513.09	513.23
MAE	2131+46.00	39.000	513.24	513.42
MAF	2131+56.00	39.000	513.40	513.58
℄ FB03	2131+66.00	39.000	513.54	513.73
MAG	2131+76.00	39.000	513.69	513.91
MAH	2131+86.00	39.000	513.82	514.06
℄ FB04	2131+96.00	39.000	513.95	514.20
MAI	2132+06.00	39.000	514.07	514.36
MAJ	2132+16.00	39.000	514.19	514.49
℄ FB05	2132+26.00	39.000	514.30	514.60
MAK	2132+36.00	39.000	514.41	514.76
MBA	2132+46.00	39.000	514.50	514.89
℄ FB06	2132+56.00	39.000	514.60	514.99
MBB	2132+66.00	39.000	514.68	515.11
MBC	2132+76.00	39.000	514.77	515.22
℄ FB07	2132+86.00	39.000	514.84	515.31
MBD	2132+96.00	39.000	514.91	515.43
MBE	2133+06.00	39.000	514.97	515.52
℄ FB08	2133+16.00	39.000	515.03	515.60
MBF	2133+26.00	39.000	515.08	515.69
MBG	2133+36.00	39.000	515.13	515.75
℄ FB09	2133+46.00	39.000	515.16	515.79
MBH	2133+56.00	39.000	515.20	515.86
MBI	2133+66.00	39.000	515.22	515.90
℄ FB10	2133+76.00	39.000	515.25	515.93
MBJ	2133+86.00	39.000	515.26	515.95
MBK	2133+96.00	39.000	515.27	515.97
℄ FB11	2134+06.00	39.000	515.27	515.97
MCA	2134+16.00	39.000	515.27	515.97
MCB	2134+26.00	39.000	515.26	515.95
℄ FB12	2134+36.00	39.000	515.25	515.93
MCC	2134+46.00	39.000	515.22	515.90
MCD	2134+56.00	39.000	515.20	515.86
℄ FB13	2134+66.00	39.000	515.16	515.79
MCE	2134+76.00	39.000	515.13	515.75
MCF	2134+86.00	39.000	515.08	515.69
℄ FB14	2134+96.00	39.000	515.03	515.60
MCG	2135+06.00	39.000	514.97	515.52
MCH	2135+16.00	39.000	514.91	515.43
℄ FB15	2135+26.00	39.000	514.84	515.31
MCI	2135+36.00	39.000	514.77	515.22
MCJ	2135+46.00	39.000	514.68	515.11
℄ FB16	2135+56.00	39.000	514.60	514.99
MCK	2135+66.00	39.000	514.50	514.89
MDA	2135+76.00	39.000	514.41	514.76
℄ FB17	2135+86.00	39.000	514.30	514.60
MDB	2135+96.00	39.000	514.19	514.49
MDC	2136+06.00	39.000	514.07	514.36
℄ FB18	2136+16.00	39.000	513.95	514.20
MDD	2136+26.00	39.000	513.82	514.06
MDE	2136+36.00	39.000	513.69	513.91
℄ FB19	2136+46.00	39.000	513.54	513.73
MDF	2136+56.00	39.000	513.40	513.58
MDG	2136+66.00	39.000	513.24	513.42
℄ FB20	2136+76.00	39.000	513.09	513.23
MDH	2136+86.00	39.000	512.92	513.06
MDI	2136+96.00	39.000	512.75	512.86
℄ FB21	2137+06.00	39.000	512.57	512.64
MDJ	2137+16.00	39.000	512.39	512.46
MDK	2137+26.00	39.000	512.20	512.25
℄ FB22	2137+31.00	39.000	512.10	512.13
℄ Exp. Jt.	2137+33.00	39.000	512.06	512.10

STRINGER 9				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
℄ Exp. Jt.	2130+79.00	47.500	511.89	511.93
℄ FB00	2130+81.00	47.500	511.93	511.96
MAA	2130+86.00	47.500	512.03	512.07
MAB	2130+96.00	47.500	512.22	512.27
℄ FB01	2131+06.00	47.500	512.40	512.45
MAC	2131+16.00	47.500	512.58	512.66
MAD	2131+26.00	47.500	512.75	512.85
℄ FB02	2131+36.00	47.500	512.92	513.02
MAE	2131+46.00	47.500	513.07	513.20
MAF	2131+56.00	47.500	513.23	513.36
℄ FB03	2131+66.00	47.500	513.37	513.51
MAG	2131+76.00	47.500	513.52	513.69
MAH	2131+86.00	47.500	513.65	513.84
℄ FB04	2131+96.00	47.500	513.78	513.99
MAI	2132+06.00	47.500	513.90	514.14
MAJ	2132+16.00	47.500	514.02	514.27
℄ FB05	2132+26.00	47.500	514.13	514.39
MAK	2132+36.00	47.500	514.24	514.54
MBA	2132+46.00	47.500	514.33	514.67
℄ FB06	2132+56.00	47.500	514.43	514.78
MBB	2132+66.00	47.500	514.51	514.91
MBC	2132+76.00	47.500	514.60	515.02
℄ FB07	2132+86.00	47.500	514.67	515.11
MBD	2132+96.00	47.500	514.74	515.23
MBE	2133+06.00	47.500	514.80	515.32
℄ FB08	2133+16.00	47.500	514.86	515.40
MBF	2133+26.00	47.500	514.91	515.49
MBG	2133+36.00	47.500	514.96	515.56
℄ FB09	2133+46.00	47.500	514.99	515.61
MBH	2133+56.00	47.500	515.03	515.68
MBI	2133+66.00	47.500	515.05	515.73
℄ FB10	2133+76.00	47.500	515.08	515.76
MBJ	2133+86.00	47.500	515.09	515.78
MBK	2133+96.00	47.500	515.10	515.80
℄ FB11	2134+06.00	47.500	515.10	515.80
MCA	2134+16.00	47.500	515.10	515.80
MCB	2134+26.00	47.500	515.09	515.78
℄ FB12	2134+36.00	47.500	515.08	515.76
MCC	2134+46.00	47.500	515.05	515.73
MCD	2134+56.00	47.500	515.03	515.68
℄ FB13	2134+66.00	47.500	514.99	515.61
MCE	2134+76.00	47.500	514.96	515.56
MCF	2134+86.00	47.500	514.91	515.49
℄ FB14	2134+96.00	47.500	514.86	515.40
MCG	2135+06.00	47.500	514.80	515.32
MCH	2135+16.00	47.500	514.74	515.23
℄ FB15	2135+26.00	47.500	514.67	515.11
MCI	2135+36.00	47.500	514.60	515.02
MCJ	2135+46.00	47.500	514.51	514.91
℄ FB16	2135+56.00	47.500	514.43	514.78
MCK	2135+66.00	47.500	514.33	514.67
MDA	2135+76.00	47.500	514.24	514.54
℄ FB17	2135+86.00	47.500	514.13	514.39
MDB	2135+96.00	47.500	514.02	514.27
MDC	2136+06.00	47.500	513.90	514.14
℄ FB18	2136+16.00	47.500	513.78	513.99
MDD	2136+26.00	47.500	513.65	513.84
MDE	2136+36.00	47.500	513.52	513.69
℄ FB19	2136+46.00	47.500	513.37	513.51
MDF	2136+56.00	47.500	513.23	513.36
MDG	2136+66.00	47.500	513.07	513.20
℄ FB20	2136+76.00	47.500	512.92	513.02
MDH	2136+86.00	47.500	512.75	512.85
MDI	2136+96.00	47.500	512.58	512.66
℄ FB21	2137+06.00	47.500	512.40	512.45
MDJ	2137+16.00	47.500	512.22	512.27
MDK	2137+26.00	47.500	512.03	512.07
℄ FB22	2137+31.00	47.500	511.93	511.96
℄ Exp. Jt.	2137+33.00	47.500	511.89	511.93

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

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	CHECKED - MM	REVISED -	
PLOT SCALE = 0:2.0000 '' / in.	DRAWN - JR	REVISED -	
PLOT DATE = 12/12/2018	CHECKED - NS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 5, 3 OF 3
STRUCTURE NO. 090-0180

SHEET S-42 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	946
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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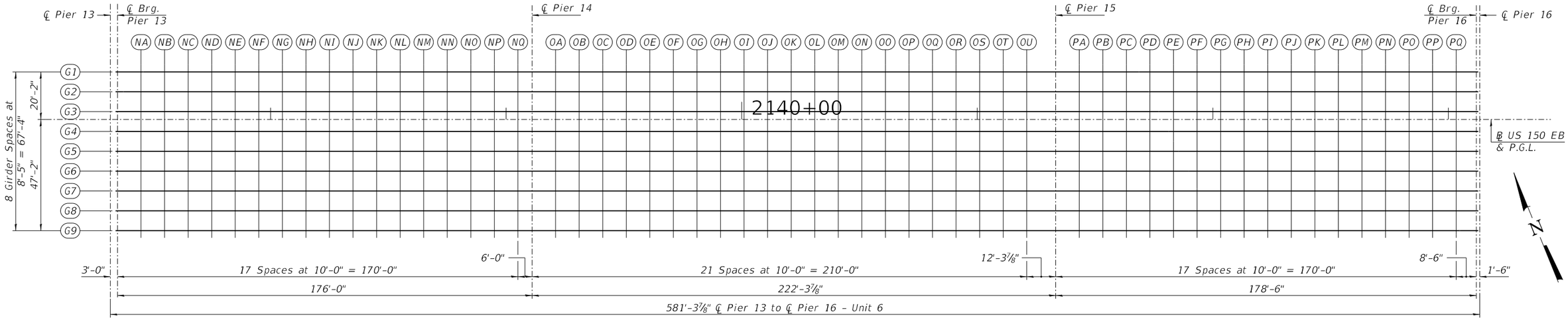
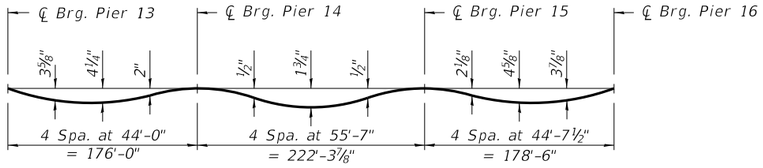


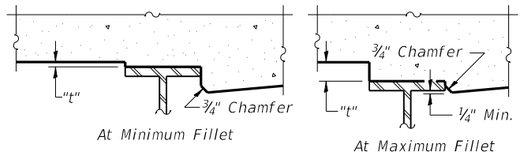
UNIT 6 - DIAGRAMMATIC PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheets S-44 to S-47 of 445.



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 this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets S-44 to S-47 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets S-44 to S-47 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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12/11/2018 3:51:46 PM

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USER NAME = johns00944	DESIGNED - MNM	REVISED -	
	CHECKED - SEG	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN - DAP	REVISED -	
PLOT DATE = 12/11/2018	CHECKED - MNM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 6
STRUCTURE NO. 090-0180

SHEET S-43 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	947
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT	NHPP-YRP3(905)		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	-20.17	511.98	512.00
℄ Brg. Pier 13	2137+35.00	-20.17	511.92	511.94
NA	2137+45.00	-20.17	511.72	511.81
NB	2137+55.00	-20.17	511.52	511.68
NC	2137+65.00	-20.17	511.31	511.54
ND	2137+75.00	-20.17	511.11	511.41
NE	2137+85.00	-20.17	510.90	511.24
NF	2137+95.00	-20.17	510.70	511.05
NG	2138+05.00	-20.17	510.50	510.85
NH	2138+15.00	-20.17	510.29	510.66
NI	2138+25.00	-20.17	510.09	510.46
NJ	2138+35.00	-20.17	509.88	510.21
NK	2138+45.00	-20.17	509.68	509.96
NL	2138+55.00	-20.17	509.48	509.71
NM	2138+65.00	-20.17	509.27	509.47
NN	2138+75.00	-20.17	509.07	509.22
NO	2138+85.00	-20.17	508.86	508.98
NP	2138+95.00	-20.17	508.66	508.74
NQ	2139+05.00	-20.17	508.46	508.50
℄ Pier 14	2139+11.00	-20.17	508.33	508.35
OA	2139+21.00	-20.17	508.13	508.16
OB	2139+31.00	-20.17	507.93	507.96
OC	2139+41.00	-20.17	507.72	507.77
OD	2139+51.00	-20.17	507.52	507.57
OE	2139+61.00	-20.17	507.31	507.37
OF	2139+71.00	-20.17	507.11	507.18
OG	2139+81.00	-20.17	506.91	507.00
OH	2139+91.00	-20.17	506.70	506.81
OI	2140+01.00	-20.17	506.50	506.62
OJ	2140+11.00	-20.17	506.29	506.44
OK	2140+21.00	-20.17	506.09	506.25
OL	2140+31.00	-20.17	505.89	506.03
OM	2140+41.00	-20.17	505.68	505.81
ON	2140+51.00	-20.17	505.48	505.59
OO	2140+61.00	-20.17	505.27	505.37
OP	2140+71.00	-20.17	505.07	505.14
OQ	2140+81.00	-20.17	504.87	504.93
OR	2140+91.00	-20.17	504.66	504.71
OS	2141+01.00	-20.17	504.46	504.50
OT	2141+11.00	-20.17	504.25	504.29
OU	2141+21.00	-20.17	504.05	504.08
℄ Pier 15	2141+33.32	-20.17	503.80	503.82
PA	2141+43.32	-20.17	503.59	503.65
PB	2141+53.32	-20.17	503.39	503.49
PC	2141+63.32	-20.17	503.19	503.32
PD	2141+73.32	-20.17	502.98	503.16
PE	2141+83.32	-20.17	502.78	503.00
PF	2141+93.32	-20.17	502.57	502.84
PG	2142+03.32	-20.17	502.37	502.68
PH	2142+13.32	-20.17	502.17	502.52
PI	2142+23.32	-20.17	501.96	502.36
PJ	2142+33.32	-20.17	501.76	502.15
PK	2142+43.32	-20.17	501.55	501.93
PL	2142+53.32	-20.17	501.35	501.71
PM	2142+63.32	-20.17	501.15	501.50
PN	2142+73.32	-20.17	500.94	501.24
PO	2142+83.32	-20.17	500.74	500.97
PP	2142+93.32	-20.17	500.53	500.69
PQ	2143+03.32	-20.17	500.33	500.41
℄ Brg. Pier 16	2143+11.82	-20.17	500.16	500.18
℄ Pier 16	2143+13.32	-20.17	500.13	500.15

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	-11.75	512.15	512.17
℄ Brg. Pier 13	2137+35.00	-11.75	512.09	512.11
NA	2137+45.00	-11.75	511.89	511.98
NB	2137+55.00	-11.75	511.68	511.84
NC	2137+65.00	-11.75	511.48	511.71
ND	2137+75.00	-11.75	511.28	511.58
NE	2137+85.00	-11.75	511.07	511.41
NF	2137+95.00	-11.75	510.87	511.21
NG	2138+05.00	-11.75	510.66	511.02
NH	2138+15.00	-11.75	510.46	510.83
NI	2138+25.00	-11.75	510.26	510.63
NJ	2138+35.00	-11.75	510.05	510.38
NK	2138+45.00	-11.75	509.85	510.13
NL	2138+55.00	-11.75	509.64	509.88
NM	2138+65.00	-11.75	509.44	509.63
NN	2138+75.00	-11.75	509.24	509.39
NO	2138+85.00	-11.75	509.03	509.15
NP	2138+95.00	-11.75	508.83	508.91
NQ	2139+05.00	-11.75	508.62	508.67
℄ Pier 14	2139+11.00	-11.75	508.50	508.52
OA	2139+21.00	-11.75	508.30	508.33
OB	2139+31.00	-11.75	508.09	508.13
OC	2139+41.00	-11.75	507.89	507.93
OD	2139+51.00	-11.75	507.69	507.74
OE	2139+61.00	-11.75	507.48	507.54
OF	2139+71.00	-11.75	507.28	507.35
OG	2139+81.00	-11.75	507.07	507.16
OH	2139+91.00	-11.75	506.87	506.98
OI	2140+01.00	-11.75	506.67	506.79
OJ	2140+11.00	-11.75	506.46	506.60
OK	2140+21.00	-11.75	506.26	506.42
OL	2140+31.00	-11.75	506.05	506.20
OM	2140+41.00	-11.75	505.85	505.98
ON	2140+51.00	-11.75	505.65	505.76
OO	2140+61.00	-11.75	505.44	505.53
OP	2140+71.00	-11.75	505.24	505.31
OQ	2140+81.00	-11.75	505.03	505.09
OR	2140+91.00	-11.75	504.83	504.88
OS	2141+01.00	-11.75	504.63	504.67
OT	2141+11.00	-11.75	504.42	504.46
OU	2141+21.00	-11.75	504.22	504.25
℄ Pier 15	2141+33.32	-11.75	503.97	503.99
PA	2141+43.32	-11.75	503.76	503.82
PB	2141+53.32	-11.75	503.56	503.66
PC	2141+63.32	-11.75	503.35	503.49
PD	2141+73.32	-11.75	503.15	503.33
PE	2141+83.32	-11.75	502.95	503.17
PF	2141+93.32	-11.75	502.74	503.01
PG	2142+03.32	-11.75	502.54	502.85
PH	2142+13.32	-11.75	502.33	502.69
PI	2142+23.32	-11.75	502.13	502.53
PJ	2142+33.32	-11.75	501.93	502.31
PK	2142+43.32	-11.75	501.72	502.10
PL	2142+53.32	-11.75	501.52	501.88
PM	2142+63.32	-11.75	501.31	501.66
PN	2142+73.32	-11.75	501.11	501.41
PO	2142+83.32	-11.75	500.91	501.13
PP	2142+93.32	-11.75	500.70	500.86
PQ	2143+03.32	-11.75	500.50	500.58
℄ Brg. Pier 16	2143+11.82	-11.75	500.32	500.34
℄ Pier 16	2143+13.32	-11.75	500.29	500.31

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	-3.33	512.32	512.34
℄ Brg. Pier 13	2137+35.00	-3.33	512.26	512.28
NA	2137+45.00	-3.33	512.06	512.15
NB	2137+55.00	-3.33	511.85	512.01
NC	2137+65.00	-3.33	511.65	511.88
ND	2137+75.00	-3.33	511.45	511.74
NE	2137+85.00	-3.33	511.24	511.57
NF	2137+95.00	-3.33	511.04	511.38
NG	2138+05.00	-3.33	510.83	511.19
NH	2138+15.00	-3.33	510.63	511.00
NI	2138+25.00	-3.33	510.43	510.80
NJ	2138+35.00	-3.33	510.22	510.55
NK	2138+45.00	-3.33	510.02	510.30
NL	2138+55.00	-3.33	509.81	510.05
NM	2138+65.00	-3.33	509.61	509.80
NN	2138+75.00	-3.33	509.41	509.56
NO	2138+85.00	-3.33	509.20	509.32
NP	2138+95.00	-3.33	509.00	509.08
NQ	2139+05.00	-3.33	508.79	508.84
℄ Pier 14	2139+11.00	-3.33	508.67	508.69
OA	2139+21.00	-3.33	508.47	508.49
OB	2139+31.00	-3.33	508.26	508.30
OC	2139+41.00	-3.33	508.06	508.10
OD	2139+51.00	-3.33	507.85	507.91
OE	2139+61.00	-3.33	507.65	507.71
OF	2139+71.00	-3.33	507.45	507.52
OG	2139+81.00	-3.33	507.24	507.33
OH	2139+91.00	-3.33	507.04	507.15
OI	2140+01.00	-3.33	506.83	506.96
OJ	2140+11.00	-3.33	506.63	506.77
OK	2140+21.00	-3.33	506.43	506.59
OL	2140+31.00	-3.33	506.22	506.37
OM	2140+41.00	-3.33	506.02	506.15
ON	2140+51.00	-3.33	505.81	505.92
OO	2140+61.00	-3.33	505.61	505.70
OP	2140+71.00	-3.33	505.41	505.48
OQ	2140+81.00	-3.33	505.20	505.26
OR	2140+91.00	-3.33	505.00	505.05
OS	2141+01.00	-3.33	504.79	504.84
OT	2141+11.00	-3.33	504.59	504.63
OU	2141+21.00	-3.33	504.39	504.42
℄ Pier 15	2141+33.32	-3.33	504.13	504.15
PA	2141+43.32	-3.33	503.93	503.99
PB	2141+53.32	-3.33	503.73	503.83
PC	2141+63.32	-3.33	503.52	503.66
PD	2141+73.32	-3.33	503.32	503.50
PE	2141+83.32	-3.33	503.11	503.34
PF	2141+93.32	-3.33	502.91	503.18
PG	2142+03.32	-3.33	502.71	503.02
PH	2142+13.32	-3.33	502.50	502.86
PI	2142+23.32	-3.33	502.30	502.70
PJ	2142+33.32	-3.33	502.09	502.48
PK	2142+43.32	-3.33	501.89	502.27
PL	2142+53.32	-3.33	501.69	502.05
PM	2142+63.32	-3.33	501.48	501.83
PN	2142+73.32	-3.33	501.28	501.58
PO	2142+83.32	-3.33	501.07	501.30
PP	2142+93.32	-3.33	500.87	501.03
PQ	2143+03.32	-3.33	500.67	500.75
℄ Brg. Pier 16	2143+11.82	-3.33	500.49	500.51
℄ Pier 16	2143+13.32	-3.33	500.46	500.48

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 6, 1 OF 4
STRUCTURE NO. 090-0180
SHEET S-44 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	948
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

℄ US 150 EB & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	0.00	512.38	512.40
℄ Brg. Pier 13	2137+35.00	0.00	512.32	512.34
NA	2137+45.00	0.00	512.12	512.21
NB	2137+55.00	0.00	511.92	512.08
NC	2137+65.00	0.00	511.72	511.94
ND	2137+75.00	0.00	511.51	511.81
NE	2137+85.00	0.00	511.31	511.64
NF	2137+95.00	0.00	511.10	511.45
NG	2138+05.00	0.00	510.90	511.26
NH	2138+15.00	0.00	510.70	511.07
NI	2138+25.00	0.00	510.49	510.86
NJ	2138+35.00	0.00	510.29	510.61
NK	2138+45.00	0.00	510.08	510.37
NL	2138+55.00	0.00	509.88	510.12
NM	2138+65.00	0.00	509.68	509.87
NN	2138+75.00	0.00	509.47	509.63
NO	2138+85.00	0.00	509.27	509.39
NP	2138+95.00	0.00	509.06	509.14
NQ	2139+05.00	0.00	508.86	508.90
℄ Pier 14	2139+11.00	0.00	508.74	508.76
OA	2139+21.00	0.00	508.53	508.56
OB	2139+31.00	0.00	508.33	508.37
OC	2139+41.00	0.00	508.13	508.17
OD	2139+51.00	0.00	507.92	507.97
OE	2139+61.00	0.00	507.72	507.78
OF	2139+71.00	0.00	507.51	507.59
OG	2139+81.00	0.00	507.31	507.40
OH	2139+91.00	0.00	507.11	507.21
OI	2140+01.00	0.00	506.90	507.03
OJ	2140+11.00	0.00	506.70	506.84
OK	2140+21.00	0.00	506.49	506.65
OL	2140+31.00	0.00	506.29	506.43
OM	2140+41.00	0.00	506.08	506.21
ON	2140+51.00	0.00	505.88	505.99
OO	2140+61.00	0.00	505.68	505.77
OP	2140+71.00	0.00	505.47	505.55
OQ	2140+81.00	0.00	505.27	505.33
OR	2140+91.00	0.00	505.06	505.12
OS	2141+01.00	0.00	504.86	504.91
OT	2141+11.00	0.00	504.66	504.69
OU	2141+21.00	0.00	504.45	504.48
℄ Pier 15	2141+33.32	0.00	504.20	504.22
PA	2141+43.32	0.00	504.00	504.06
PB	2141+53.32	0.00	503.79	503.89
PC	2141+63.32	0.00	503.59	503.73
PD	2141+73.32	0.00	503.39	503.56
PE	2141+83.32	0.00	503.18	503.40
PF	2141+93.32	0.00	502.98	503.24
PG	2142+03.32	0.00	502.77	503.09
PH	2142+13.32	0.00	502.57	502.93
PI	2142+23.32	0.00	502.37	502.77
PJ	2142+33.32	0.00	502.16	502.55
PK	2142+43.32	0.00	501.96	502.33
PL	2142+53.32	0.00	501.75	502.12
PM	2142+63.32	0.00	501.55	501.90
PN	2142+73.32	0.00	501.35	501.65
PO	2142+83.32	0.00	501.14	501.37
PP	2142+93.32	0.00	500.94	501.09
PQ	2143+03.32	0.00	500.73	500.81
℄ Brg. Pier 16	2143+11.82	0.00	500.56	500.58
℄ Pier 16	2143+13.32	0.00	500.53	500.55

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	5.08	512.46	512.48
℄ Brg. Pier 13	2137+35.00	5.08	512.40	512.42
NA	2137+45.00	5.08	512.20	512.29
NB	2137+55.00	5.08	512.00	512.16
NC	2137+65.00	5.08	511.79	512.02
ND	2137+75.00	5.08	511.59	511.89
NE	2137+85.00	5.08	511.38	511.72
NF	2137+95.00	5.08	511.18	511.53
NG	2138+05.00	5.08	510.98	511.33
NH	2138+15.00	5.08	510.77	511.14
NI	2138+25.00	5.08	510.57	510.94
NJ	2138+35.00	5.08	510.36	510.69
NK	2138+45.00	5.08	510.16	510.44
NL	2138+55.00	5.08	509.96	510.19
NM	2138+65.00	5.08	509.75	509.95
NN	2138+75.00	5.08	509.55	509.70
NO	2138+85.00	5.08	509.34	509.46
NP	2138+95.00	5.08	509.14	509.22
NQ	2139+05.00	5.08	508.94	508.98
℄ Pier 14	2139+11.00	5.08	508.81	508.83
OA	2139+21.00	5.08	508.61	508.64
OB	2139+31.00	5.08	508.41	508.44
OC	2139+41.00	5.08	508.20	508.25
OD	2139+51.00	5.08	508.00	508.05
OE	2139+61.00	5.08	507.79	507.85
OF	2139+71.00	5.08	507.59	507.66
OG	2139+81.00	5.08	507.39	507.48
OH	2139+91.00	5.08	507.18	507.29
OI	2140+01.00	5.08	506.98	507.10
OJ	2140+11.00	5.08	506.77	506.92
OK	2140+21.00	5.08	506.57	506.73
OL	2140+31.00	5.08	506.37	506.51
OM	2140+41.00	5.08	506.16	506.29
ON	2140+51.00	5.08	505.96	506.07
OO	2140+61.00	5.08	505.75	505.85
OP	2140+71.00	5.08	505.55	505.62
OQ	2140+81.00	5.08	505.35	505.41
OR	2140+91.00	5.08	505.14	505.19
OS	2141+01.00	5.08	504.94	504.98
OT	2141+11.00	5.08	504.73	504.77
OU	2141+21.00	5.08	504.53	504.56
℄ Pier 15	2141+33.32	5.08	504.28	504.30
PA	2141+43.32	5.08	504.07	504.13
PB	2141+53.32	5.08	503.87	503.97
PC	2141+63.32	5.08	503.67	503.80
PD	2141+73.32	5.08	503.46	503.64
PE	2141+83.32	5.08	503.26	503.48
PF	2141+93.32	5.08	503.05	503.32
PG	2142+03.32	5.08	502.85	503.16
PH	2142+13.32	5.08	502.65	503.00
PI	2142+23.32	5.08	502.44	502.84
PJ	2142+33.32	5.08	502.24	502.62
PK	2142+43.32	5.08	502.03	502.41
PL	2142+53.32	5.08	501.83	502.19
PM	2142+63.32	5.08	501.63	501.98
PN	2142+73.32	5.08	501.42	501.72
PO	2142+83.32	5.08	501.22	501.44
PP	2142+93.32	5.08	501.01	501.17
PQ	2143+03.32	5.08	500.81	500.89
℄ Brg. Pier 16	2143+11.82	5.08	500.64	500.66
℄ Pier 16	2143+13.32	5.08	500.61	500.63

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 6, 2 OF 4
STRUCTURE NO. 090-0180

SHEET S-45 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	949
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	13.50	512.54	512.56
℄ Brg. Pier 13	2137+35.00	13.50	512.48	512.50
NA	2137+45.00	13.50	512.28	512.37
NB	2137+55.00	13.50	512.08	512.24
NC	2137+65.00	13.50	511.87	512.10
ND	2137+75.00	13.50	511.67	511.97
NE	2137+85.00	13.50	511.47	511.80
NF	2137+95.00	13.50	511.26	511.61
NG	2138+05.00	13.50	511.06	511.41
NH	2138+15.00	13.50	510.85	511.22
NI	2138+25.00	13.50	510.65	511.02
NJ	2138+35.00	13.50	510.45	510.77
NK	2138+45.00	13.50	510.24	510.52
NL	2138+55.00	13.50	510.04	510.28
NM	2138+65.00	13.50	509.83	510.03
NN	2138+75.00	13.50	509.63	509.78
NO	2138+85.00	13.50	509.43	509.54
NP	2138+95.00	13.50	509.22	509.30
NQ	2139+05.00	13.50	509.02	509.06
℄ Pier 14	2139+11.00	13.50	508.89	508.91
OA	2139+21.00	13.50	508.69	508.72
OB	2139+31.00	13.50	508.49	508.52
OC	2139+41.00	13.50	508.28	508.33
OD	2139+51.00	13.50	508.08	508.13
OE	2139+61.00	13.50	507.87	507.94
OF	2139+71.00	13.50	507.67	507.74
OG	2139+81.00	13.50	507.47	507.56
OH	2139+91.00	13.50	507.26	507.37
OI	2140+01.00	13.50	507.06	507.18
OJ	2140+11.00	13.50	506.85	507.00
OK	2140+21.00	13.50	506.65	506.81
OL	2140+31.00	13.50	506.45	506.59
OM	2140+41.00	13.50	506.24	506.37
ON	2140+51.00	13.50	506.04	506.15
OO	2140+61.00	13.50	505.83	505.93
OP	2140+71.00	13.50	505.63	505.70
OQ	2140+81.00	13.50	505.43	505.49
OR	2140+91.00	13.50	505.22	505.27
OS	2141+01.00	13.50	505.02	505.06
OT	2141+11.00	13.50	504.81	504.85
OU	2141+21.00	13.50	504.61	504.64
℄ Pier 15	2141+33.32	13.50	504.36	504.38
PA	2141+43.32	13.50	504.15	504.21
PB	2141+53.32	13.50	503.95	504.05
PC	2141+63.32	13.50	503.75	503.89
PD	2141+73.32	13.50	503.54	503.72
PE	2141+83.32	13.50	503.34	503.56
PF	2141+93.32	13.50	503.13	503.40
PG	2142+03.32	13.50	502.93	503.24
PH	2142+13.32	13.50	502.73	503.09
PI	2142+23.32	13.50	502.52	502.92
PJ	2142+33.32	13.50	502.32	502.71
PK	2142+43.32	13.50	502.11	502.49
PL	2142+53.32	13.50	501.91	502.27
PM	2142+63.32	13.50	501.71	502.06
PN	2142+73.32	13.50	501.50	501.80
PO	2142+83.32	13.50	501.30	501.53
PP	2142+93.32	13.50	501.09	501.25
PQ	2143+03.32	13.50	500.89	500.97
℄ Brg. Pier 16	2143+11.82	13.50	500.72	500.74
℄ Pier 16	2143+13.32	13.50	500.69	500.71

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	21.92	512.42	512.44
℄ Brg. Pier 13	2137+35.00	21.92	512.36	512.38
NA	2137+45.00	21.92	512.16	512.25
NB	2137+55.00	21.92	511.95	512.11
NC	2137+65.00	21.92	511.75	511.98
ND	2137+75.00	21.92	511.54	511.84
NE	2137+85.00	21.92	511.34	511.67
NF	2137+95.00	21.92	511.14	511.48
NG	2138+05.00	21.92	510.93	511.29
NH	2138+15.00	21.92	510.73	511.10
NI	2138+25.00	21.92	510.52	510.89
NJ	2138+35.00	21.92	510.32	510.65
NK	2138+45.00	21.92	510.11	510.40
NL	2138+55.00	21.92	509.91	510.15
NM	2138+65.00	21.92	509.71	509.90
NN	2138+75.00	21.92	509.50	509.66
NO	2138+85.00	21.92	509.30	509.42
NP	2138+95.00	21.92	509.09	509.17
NQ	2139+05.00	21.92	508.89	508.93
℄ Pier 14	2139+11.00	21.92	508.77	508.79
OA	2139+21.00	21.92	508.56	508.59
OB	2139+31.00	21.92	508.36	508.40
OC	2139+41.00	21.92	508.16	508.20
OD	2139+51.00	21.92	507.95	508.01
OE	2139+61.00	21.92	507.75	507.81
OF	2139+71.00	21.92	507.54	507.62
OG	2139+81.00	21.92	507.34	507.43
OH	2139+91.00	21.92	507.14	507.24
OI	2140+01.00	21.92	506.93	507.06
OJ	2140+11.00	21.92	506.73	506.87
OK	2140+21.00	21.92	506.52	506.68
OL	2140+31.00	21.92	506.32	506.47
OM	2140+41.00	21.92	506.12	506.24
ON	2140+51.00	21.92	505.91	506.02
OO	2140+61.00	21.92	505.71	505.80
OP	2140+71.00	21.92	505.50	505.58
OQ	2140+81.00	21.92	505.30	505.36
OR	2140+91.00	21.92	505.10	505.15
OS	2141+01.00	21.92	504.89	504.94
OT	2141+11.00	21.92	504.69	504.73
OU	2141+21.00	21.92	504.48	504.51
℄ Pier 15	2141+33.32	21.92	504.23	504.25
PA	2141+43.32	21.92	504.03	504.09
PB	2141+53.32	21.92	503.82	503.92
PC	2141+63.32	21.92	503.62	503.76
PD	2141+73.32	21.92	503.42	503.59
PE	2141+83.32	21.92	503.21	503.43
PF	2141+93.32	21.92	503.01	503.28
PG	2142+03.32	21.92	502.80	503.12
PH	2142+13.32	21.92	502.60	502.96
PI	2142+23.32	21.92	502.40	502.80
PJ	2142+33.32	21.92	502.19	502.58
PK	2142+43.32	21.92	501.99	502.36
PL	2142+53.32	21.92	501.78	502.15
PM	2142+63.32	21.92	501.58	501.93
PN	2142+73.32	21.92	501.38	501.68
PO	2142+83.32	21.92	501.17	501.40
PP	2142+93.32	21.92	500.97	501.12
PQ	2143+03.32	21.92	500.76	500.85
℄ Brg. Pier 16	2143+11.82	21.92	500.59	500.61
℄ Pier 16	2143+13.32	21.92	500.56	500.58

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	30.33	512.26	512.28
℄ Brg. Pier 13	2137+35.00	30.33	512.20	512.22
NA	2137+45.00	30.33	512.00	512.09
NB	2137+55.00	30.33	511.79	511.95
NC	2137+65.00	30.33	511.59	511.82
ND	2137+75.00	30.33	511.39	511.68
NE	2137+85.00	30.33	511.18	511.51
NF	2137+95.00	30.33	510.98	511.32
NG	2138+05.00	30.33	510.77	511.13
NH	2138+15.00	30.33	510.57	510.94
NI	2138+25.00	30.33	510.37	510.74
NJ	2138+35.00	30.33	510.16	510.49
NK	2138+45.00	30.33	509.96	510.24
NL	2138+55.00	30.33	509.75	509.99
NM	2138+65.00	30.33	509.55	509.74
NN	2138+75.00	30.33	509.34	509.50
NO	2138+85.00	30.33	509.14	509.26
NP	2138+95.00	30.33	508.94	509.02
NQ	2139+05.00	30.33	508.73	508.78
℄ Pier 14	2139+11.00	30.33	508.61	508.63
OA	2139+21.00	30.33	508.41	508.43
OB	2139+31.00	30.33	508.20	508.24
OC	2139+41.00	30.33	508.00	508.04
OD	2139+51.00	30.33	507.79	507.85
OE	2139+61.00	30.33	507.59	507.65
OF	2139+71.00	30.33	507.39	507.46
OG	2139+81.00	30.33	507.18	507.27
OH	2139+91.00	30.33	506.98	507.09
OI	2140+01.00	30.33	506.77	506.90
OJ	2140+11.00	30.33	506.57	506.71
OK	2140+21.00	30.33	506.37	506.53
OL	2140+31.00	30.33	506.16	506.31
OM	2140+41.00	30.33	505.96	506.09
ON	2140+51.00	30.33	505.75	505.86
OO	2140+61.00	30.33	505.55	505.64
OP	2140+71.00	30.33	505.35	505.42
OQ	2140+81.00	30.33	505.14	505.20
OR	2140+91.00	30.33	504.94	504.99
OS	2141+01.00	30.33	504.73	504.78
OT	2141+11.00	30.33	504.53	504.57
OU	2141+21.00	30.33	504.33	504.36
℄ Pier 15	2141+33.32	30.33	504.07	504.09
PA	2141+43.32	30.33	503.87	503.93
PB	2141+53.32	30.33	503.67	503.77
PC	2141+63.32	30.33	503.46	503.60
PD	2141+73.32	30.33	503.26	503.44
PE	2141+83.32	30.33	503.05	503.28
PF	2141+93.32	30.33	502.85	503.12
PG	2142+03.32	30.33	502.65	502.96
PH	2142+13.32	30.33	502.44	502.80
PI	2142+23.32	30.33	502.24	502.64
PJ	2142+33.32	30.33	502.03	502.42
PK	2142+43.32	30.33	501.83	502.21
PL	2142+53.32	30.33	501.63	501.99
PM	2142+63.32	30.33	501.42	501.77
PN	2142+73.32	30.33	501.22	501.52
PO	2142+83.32	30.33	501.01	501.24
PP	2142+93.32	30.33	500.81	500.97
PQ	2143+03.32	30.33	500.61	500.69
℄ Brg. Pier 16	2143+11.82	30.33	500.43	500.45
℄ Pier 16	2143+13.32	30.33	500.40	500.42

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 6, 3 OF 4
STRUCTURE NO. 090-0180

SHEET S-46 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	950
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	38.75	512.09	512.11
℄ Brg. Pier 13	2137+35.00	38.75	512.03	512.05
NA	2137+45.00	38.75	511.83	511.92
NB	2137+55.00	38.75	511.62	511.78
NC	2137+65.00	38.75	511.42	511.65
ND	2137+75.00	38.75	511.22	511.52
NE	2137+85.00	38.75	511.01	511.35
NF	2137+95.00	38.75	510.81	511.15
NG	2138+05.00	38.75	510.60	510.96
NH	2138+15.00	38.75	510.40	510.77
NI	2138+25.00	38.75	510.20	510.57
NJ	2138+35.00	38.75	509.99	510.32
NK	2138+45.00	38.75	509.79	510.07
NL	2138+55.00	38.75	509.58	509.82
NM	2138+65.00	38.75	509.38	509.57
NN	2138+75.00	38.75	509.18	509.33
NO	2138+85.00	38.75	508.97	509.09
NP	2138+95.00	38.75	508.77	508.85
NQ	2139+05.00	38.75	508.56	508.61
℄ Pier 14	2139+11.00	38.75	508.44	508.46
OA	2139+21.00	38.75	508.24	508.27
OB	2139+31.00	38.75	508.03	508.07
OC	2139+41.00	38.75	507.83	507.87
OD	2139+51.00	38.75	507.63	507.68
OE	2139+61.00	38.75	507.42	507.48
OF	2139+71.00	38.75	507.22	507.29
OG	2139+81.00	38.75	507.01	507.10
OH	2139+91.00	38.75	506.81	506.92
OI	2140+01.00	38.75	506.61	506.73
OJ	2140+11.00	38.75	506.40	506.54
OK	2140+21.00	38.75	506.20	506.36
OL	2140+31.00	38.75	505.99	506.14
OM	2140+41.00	38.75	505.79	505.92
ON	2140+51.00	38.75	505.59	505.70
OO	2140+61.00	38.75	505.38	505.47
OP	2140+71.00	38.75	505.18	505.25
OQ	2140+81.00	38.75	504.97	505.03
OR	2140+91.00	38.75	504.77	504.82
OS	2141+01.00	38.75	504.57	504.61
OT	2141+11.00	38.75	504.36	504.40
OU	2141+21.00	38.75	504.16	504.19
℄ Pier 15	2141+33.32	38.75	503.91	503.93
PA	2141+43.32	38.75	503.70	503.76
PB	2141+53.32	38.75	503.50	503.60
PC	2141+63.32	38.75	503.29	503.43
PD	2141+73.32	38.75	503.09	503.27
PE	2141+83.32	38.75	502.89	503.11
PF	2141+93.32	38.75	502.68	502.95
PG	2142+03.32	38.75	502.48	502.79
PH	2142+13.32	38.75	502.27	502.63
PI	2142+23.32	38.75	502.07	502.47
PJ	2142+33.32	38.75	501.87	502.25
PK	2142+43.32	38.75	501.66	502.04
PL	2142+53.32	38.75	501.46	501.82
PM	2142+63.32	38.75	501.25	501.60
PN	2142+73.32	38.75	501.05	501.35
PO	2142+83.32	38.75	500.85	501.07
PP	2142+93.32	38.75	500.64	500.80
PQ	2143+03.32	38.75	500.44	500.52
℄ Brg. Pier 16	2143+11.82	38.75	500.26	500.28
℄ Pier 16	2143+13.32	38.75	500.23	500.25

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 13	2137+32.00	47.17	511.92	511.94
℄ Brg. Pier 13	2137+35.00	47.17	511.86	511.88
NA	2137+45.00	47.17	511.66	511.75
NB	2137+55.00	47.17	511.46	511.62
NC	2137+65.00	47.17	511.25	511.48
ND	2137+75.00	47.17	511.05	511.35
NE	2137+85.00	47.17	510.84	511.18
NF	2137+95.00	47.17	510.64	510.99
NG	2138+05.00	47.17	510.44	510.79
NH	2138+15.00	47.17	510.23	510.60
NI	2138+25.00	47.17	510.03	510.40
NJ	2138+35.00	47.17	509.82	510.15
NK	2138+45.00	47.17	509.62	509.90
NL	2138+55.00	47.17	509.42	509.65
NM	2138+65.00	47.17	509.21	509.41
NN	2138+75.00	47.17	509.01	509.16
NO	2138+85.00	47.17	508.80	508.92
NP	2138+95.00	47.17	508.60	508.68
NQ	2139+05.00	47.17	508.40	508.44
℄ Pier 14	2139+11.00	47.17	508.27	508.29
OA	2139+21.00	47.17	508.07	508.10
OB	2139+31.00	47.17	507.87	507.90
OC	2139+41.00	47.17	507.66	507.71
OD	2139+51.00	47.17	507.46	507.51
OE	2139+61.00	47.17	507.25	507.31
OF	2139+71.00	47.17	507.05	507.12
OG	2139+81.00	47.17	506.85	506.94
OH	2139+91.00	47.17	506.64	506.75
OI	2140+01.00	47.17	506.44	506.56
OJ	2140+11.00	47.17	506.23	506.38
OK	2140+21.00	47.17	506.03	506.19
OL	2140+31.00	47.17	505.83	505.97
OM	2140+41.00	47.17	505.62	505.75
ON	2140+51.00	47.17	505.42	505.53
OO	2140+61.00	47.17	505.21	505.31
OP	2140+71.00	47.17	505.01	505.08
OQ	2140+81.00	47.17	504.81	504.87
OR	2140+91.00	47.17	504.60	504.65
OS	2141+01.00	47.17	504.40	504.44
OT	2141+11.00	47.17	504.19	504.23
OU	2141+21.00	47.17	503.99	504.02
℄ Pier 15	2141+33.32	47.17	503.74	503.76
PA	2141+43.32	47.17	503.53	503.59
PB	2141+53.32	47.17	503.33	503.43
PC	2141+63.32	47.17	503.13	503.26
PD	2141+73.32	47.17	502.92	503.10
PE	2141+83.32	47.17	502.72	502.94
PF	2141+93.32	47.17	502.51	502.78
PG	2142+03.32	47.17	502.31	502.62
PH	2142+13.32	47.17	502.11	502.46
PI	2142+23.32	47.17	501.90	502.30
PJ	2142+33.32	47.17	501.70	502.09
PK	2142+43.32	47.17	501.49	501.87
PL	2142+53.32	47.17	501.29	501.65
PM	2142+63.32	47.17	501.09	501.44
PN	2142+73.32	47.17	500.88	501.18
PO	2142+83.32	47.17	500.68	500.91
PP	2142+93.32	47.17	500.47	500.63
PQ	2143+03.32	47.17	500.27	500.35
℄ Brg. Pier 16	2143+11.82	47.17	500.10	500.12
℄ Pier 16	2143+13.32	47.17	500.07	500.09

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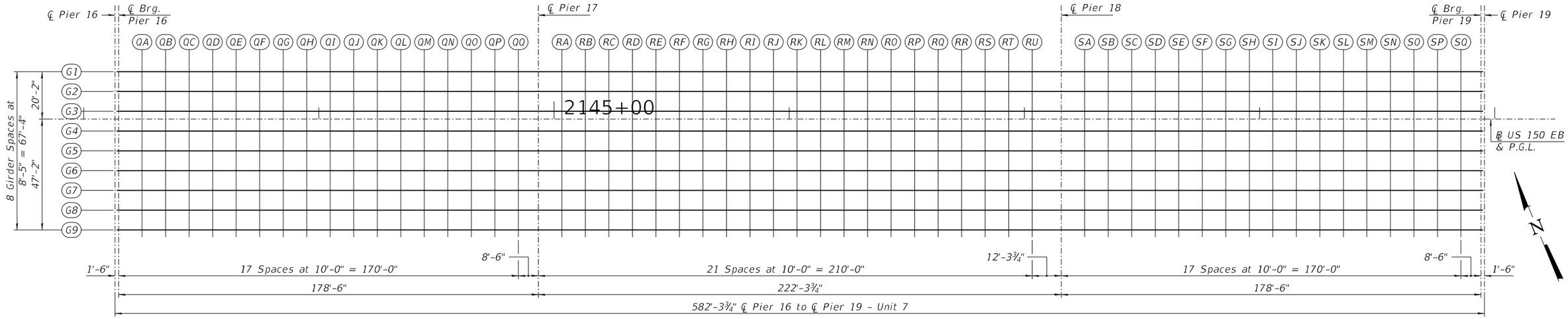
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

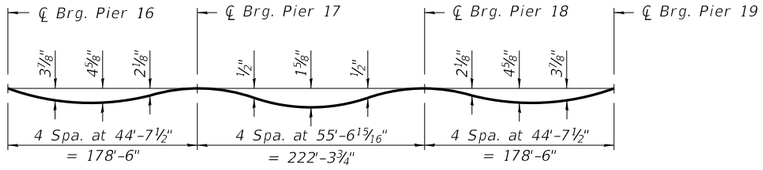
TOP OF SLAB ELEVATIONS - UNIT 6, 4 OF 4
STRUCTURE NO. 090-0180

SHEET S-47 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	951
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		



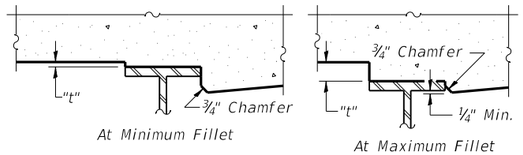
UNIT 7 - DIAGRAMMATIC PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheets S-49 to S-52 of 445.



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 this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets S-49 to S-52 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets S-49 to S-52 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 7
STRUCTURE NO. 090-0180

SHEET S-48 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	952
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT	NHPP-YRP3(905)		

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	-20.17	500.13	500.15
℄ Brg. Pier 16	2143+14.82	-20.17	500.10	500.12
QA	2143+24.82	-20.17	499.89	499.98
QB	2143+34.82	-20.17	499.69	499.85
QC	2143+44.82	-20.17	499.48	499.72
QD	2143+54.82	-20.17	499.28	499.59
QE	2143+64.82	-20.17	499.08	499.43
QF	2143+74.82	-20.17	498.87	499.24
QG	2143+84.82	-20.17	498.67	499.05
QH	2143+94.82	-20.17	498.46	498.86
QI	2144+04.82	-20.17	498.26	498.66
QJ	2144+14.82	-20.17	498.06	498.41
QK	2144+24.82	-20.17	497.85	498.16
QL	2144+34.82	-20.17	497.65	497.91
QM	2144+44.82	-20.17	497.44	497.66
QN	2144+54.82	-20.17	497.24	497.41
QO	2144+64.82	-20.17	497.04	497.17
QP	2144+74.82	-20.17	496.83	496.92
QQ	2144+84.82	-20.17	496.63	496.68
℄ Pier 17	2144+93.32	-20.17	496.45	496.47
RA	2145+03.32	-20.17	496.25	496.28
RB	2145+13.32	-20.17	496.05	496.08
RC	2145+23.32	-20.17	495.84	495.88
RD	2145+33.32	-20.17	495.64	495.68
RE	2145+43.32	-20.17	495.43	495.49
RF	2145+53.32	-20.17	495.23	495.30
RG	2145+63.32	-20.17	495.03	495.11
RH	2145+73.32	-20.17	494.82	494.92
RI	2145+83.32	-20.17	494.62	494.73
RJ	2145+93.32	-20.17	494.41	494.55
RK	2146+03.32	-20.17	494.21	494.36
RL	2146+13.32	-20.17	494.01	494.14
RM	2146+23.32	-20.17	493.80	493.92
RN	2146+33.32	-20.17	493.60	493.70
RO	2146+43.32	-20.17	493.39	493.48
RP	2146+53.32	-20.17	493.19	493.26
RQ	2146+63.32	-20.17	492.99	493.04
RR	2146+73.32	-20.17	492.78	492.83
RS	2146+83.32	-20.17	492.58	492.62
RT	2146+93.32	-20.17	492.37	492.41
RU	2147+03.32	-20.17	492.17	492.20
℄ Pier 18	2147+15.63	-20.17	491.92	491.94
SA	2147+25.63	-20.17	491.71	491.77
SB	2147+35.63	-20.17	491.51	491.61
SC	2147+45.63	-20.17	491.31	491.45
SD	2147+55.63	-20.17	491.10	491.28
SE	2147+65.63	-20.17	490.90	491.12
SF	2147+75.63	-20.17	490.69	490.96
SG	2147+85.63	-20.17	490.49	490.81
SH	2147+95.63	-20.17	490.29	490.65
SI	2148+05.63	-20.17	490.08	490.48
SJ	2148+15.63	-20.17	489.88	490.27
SK	2148+25.63	-20.17	489.67	490.05
SL	2148+35.63	-20.17	489.47	489.83
SM	2148+45.63	-20.17	489.27	489.62
SN	2148+55.63	-20.17	489.06	489.36
SO	2148+65.63	-20.17	488.86	489.09
SP	2148+75.63	-20.17	488.65	488.81
SQ	2148+85.63	-20.17	488.45	488.53
℄ Brg. Pier 19	2148+94.13	-20.17	488.28	488.30
℄ Pier 19	2148+95.63	-20.17	488.25	488.27

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	-11.75	500.29	500.31
℄ Brg. Pier 16	2143+14.82	-11.75	500.26	500.28
QA	2143+24.82	-11.75	500.06	500.15
QB	2143+34.82	-11.75	499.86	500.02
QC	2143+44.82	-11.75	499.65	499.89
QD	2143+54.82	-11.75	499.45	499.76
QE	2143+64.82	-11.75	499.24	499.60
QF	2143+74.82	-11.75	499.04	499.41
QG	2143+84.82	-11.75	498.84	499.21
QH	2143+94.82	-11.75	498.63	499.02
QI	2144+04.82	-11.75	498.43	498.83
QJ	2144+14.82	-11.75	498.22	498.58
QK	2144+24.82	-11.75	498.02	498.33
QL	2144+34.82	-11.75	497.82	498.08
QM	2144+44.82	-11.75	497.61	497.83
QN	2144+54.82	-11.75	497.41	497.58
QO	2144+64.82	-11.75	497.20	497.34
QP	2144+74.82	-11.75	497.00	497.09
QQ	2144+84.82	-11.75	496.80	496.85
℄ Pier 17	2144+93.32	-11.75	496.62	496.64
RA	2145+03.32	-11.75	496.42	496.44
RB	2145+13.32	-11.75	496.21	496.25
RC	2145+23.32	-11.75	496.01	496.05
RD	2145+33.32	-11.75	495.81	495.85
RE	2145+43.32	-11.75	495.60	495.66
RF	2145+53.32	-11.75	495.40	495.46
RG	2145+63.32	-11.75	495.19	495.28
RH	2145+73.32	-11.75	494.99	495.09
RI	2145+83.32	-11.75	494.79	494.90
RJ	2145+93.32	-11.75	494.58	494.72
RK	2146+03.32	-11.75	494.38	494.53
RL	2146+13.32	-11.75	494.17	494.31
RM	2146+23.32	-11.75	493.97	494.09
RN	2146+33.32	-11.75	493.77	493.87
RO	2146+43.32	-11.75	493.56	493.65
RP	2146+53.32	-11.75	493.36	493.43
RQ	2146+63.32	-11.75	493.15	493.21
RR	2146+73.32	-11.75	492.95	493.00
RS	2146+83.32	-11.75	492.75	492.79
RT	2146+93.32	-11.75	492.54	492.58
RU	2147+03.32	-11.75	492.34	492.37
℄ Pier 18	2147+15.63	-11.75	492.09	492.11
SA	2147+25.63	-11.75	491.88	491.94
SB	2147+35.63	-11.75	491.68	491.78
SC	2147+45.63	-11.75	491.47	491.61
SD	2147+55.63	-11.75	491.27	491.45
SE	2147+65.63	-11.75	491.07	491.29
SF	2147+75.63	-11.75	490.86	491.13
SG	2147+85.63	-11.75	490.66	490.97
SH	2147+95.63	-11.75	490.45	490.82
SI	2148+05.63	-11.75	490.25	490.65
SJ	2148+15.63	-11.75	490.05	490.44
SK	2148+25.63	-11.75	489.84	490.22
SL	2148+35.63	-11.75	489.64	490.00
SM	2148+45.63	-11.75	489.43	489.79
SN	2148+55.63	-11.75	489.23	489.53
SO	2148+65.63	-11.75	489.03	489.25
SP	2148+75.63	-11.75	488.82	488.98
SQ	2148+85.63	-11.75	488.62	488.70
℄ Brg. Pier 19	2148+94.13	-11.75	488.44	488.46
℄ Pier 19	2148+95.63	-11.75	488.41	488.43

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	-3.33	500.46	500.48
℄ Brg. Pier 16	2143+14.82	-3.33	500.43	500.45
QA	2143+24.82	-3.33	500.23	500.32
QB	2143+34.82	-3.33	500.02	500.19
QC	2143+44.82	-3.33	499.82	500.06
QD	2143+54.82	-3.33	499.62	499.93
QE	2143+64.82	-3.33	499.41	499.77
QF	2143+74.82	-3.33	499.21	499.57
QG	2143+84.82	-3.33	499.00	499.38
QH	2143+94.82	-3.33	498.80	499.19
QI	2144+04.82	-3.33	498.60	499.00
QJ	2144+14.82	-3.33	498.39	498.75
QK	2144+24.82	-3.33	498.19	498.50
QL	2144+34.82	-3.33	497.98	498.25
QM	2144+44.82	-3.33	497.78	498.00
QN	2144+54.82	-3.33	497.58	497.75
QO	2144+64.82	-3.33	497.37	497.51
QP	2144+74.82	-3.33	497.17	497.26
QQ	2144+84.82	-3.33	496.96	497.02
℄ Pier 17	2144+93.32	-3.33	496.79	496.81
RA	2145+03.32	-3.33	496.59	496.61
RB	2145+13.32	-3.33	496.38	496.42
RC	2145+23.32	-3.33	496.18	496.22
RD	2145+33.32	-3.33	495.97	496.02
RE	2145+43.32	-3.33	495.77	495.82
RF	2145+53.32	-3.33	495.57	495.63
RG	2145+63.32	-3.33	495.36	495.44
RH	2145+73.32	-3.33	495.16	495.26
RI	2145+83.32	-3.33	494.95	495.07
RJ	2145+93.32	-3.33	494.75	494.88
RK	2146+03.32	-3.33	494.55	494.70
RL	2146+13.32	-3.33	494.34	494.48
RM	2146+23.32	-3.33	494.14	494.26
RN	2146+33.32	-3.33	493.93	494.04
RO	2146+43.32	-3.33	493.73	493.82
RP	2146+53.32	-3.33	493.53	493.60
RQ	2146+63.32	-3.33	493.32	493.38
RR	2146+73.32	-3.33	493.12	493.17
RS	2146+83.32	-3.33	492.91	492.96
RT	2146+93.32	-3.33	492.71	492.75
RU	2147+03.32	-3.33	492.51	492.53
℄ Pier 18	2147+15.63	-3.33	492.25	492.27
SA	2147+25.63	-3.33	492.05	492.11
SB	2147+35.63	-3.33	491.85	491.95
SC	2147+45.63	-3.33	491.64	491.78
SD	2147+55.63	-3.33	491.44	491.62
SE	2147+65.63	-3.33	491.23	491.46
SF	2147+75.63	-3.33	491.03	491.30
SG	2147+85.63	-3.33	490.83	491.14
SH	2147+95.63	-3.33	490.62	490.98
SI	2148+05.63	-3.33	490.42	490.82
SJ	2148+15.63	-3.33	490.21	490.60
SK	2148+25.63	-3.33	490.01	490.39
SL	2148+35.63	-3.33	489.81	490.17
SM	2148+45.63	-3.33	489.60	489.95
SN	2148+55.63	-3.33	489.40	489.70
SO	2148+65.63	-3.33	489.19	489.42
SP	2148+75.63	-3.33	488.99	489.15
SQ	2148+85.63	-3.33	488.79	488.87
℄ Brg. Pier 19	2148+94.13	-3.33	488.61	488.63
℄ Pier 19	2148+95.63	-3.33	488.58	488.60

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 7, 1 OF 4
STRUCTURE NO. 090-0180

SHEET S-49 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	953
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

℄ US 150 EB & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	0.00	500.53	500.55
℄ Brg. Pier 16	2143+14.82	0.00	500.50	500.52
QA	2143+24.82	0.00	500.29	500.39
QB	2143+34.82	0.00	500.09	500.26
QC	2143+44.82	0.00	499.89	500.13
QD	2143+54.82	0.00	499.68	500.00
QE	2143+64.82	0.00	499.48	499.83
QF	2143+74.82	0.00	499.27	499.64
QG	2143+84.82	0.00	499.07	499.45
QH	2143+94.82	0.00	498.87	499.26
QI	2144+04.82	0.00	498.66	499.06
QJ	2144+14.82	0.00	498.46	498.81
QK	2144+24.82	0.00	498.25	498.56
QL	2144+34.82	0.00	498.05	498.31
QM	2144+44.82	0.00	497.85	498.06
QN	2144+54.82	0.00	497.64	497.82
QO	2144+64.82	0.00	497.44	497.57
QP	2144+74.82	0.00	497.23	497.33
QQ	2144+84.82	0.00	497.03	497.08
℄ Pier 17	2144+93.32	0.00	496.86	496.88
RA	2145+03.32	0.00	496.65	496.68
RB	2145+13.32	0.00	496.45	496.48
RC	2145+23.32	0.00	496.24	496.29
RD	2145+33.32	0.00	496.04	496.09
RE	2145+43.32	0.00	495.84	495.89
RF	2145+53.32	0.00	495.63	495.70
RG	2145+63.32	0.00	495.43	495.51
RH	2145+73.32	0.00	495.22	495.32
RI	2145+83.32	0.00	495.02	495.14
RJ	2145+93.32	0.00	494.82	494.95
RK	2146+03.32	0.00	494.61	494.76
RL	2146+13.32	0.00	494.41	494.55
RM	2146+23.32	0.00	494.20	494.33
RN	2146+33.32	0.00	494.00	494.10
RO	2146+43.32	0.00	493.80	493.88
RP	2146+53.32	0.00	493.59	493.66
RQ	2146+63.32	0.00	493.39	493.44
RR	2146+73.32	0.00	493.18	493.23
RS	2146+83.32	0.00	492.98	493.02
RT	2146+93.32	0.00	492.78	492.81
RU	2147+03.32	0.00	492.57	492.60
℄ Pier 18	2147+15.63	0.00	492.32	492.34
SA	2147+25.63	0.00	492.12	492.18
SB	2147+35.63	0.00	491.91	492.01
SC	2147+45.63	0.00	491.71	491.85
SD	2147+55.63	0.00	491.51	491.69
SE	2147+65.63	0.00	491.30	491.52
SF	2147+75.63	0.00	491.10	491.37
SG	2147+85.63	0.00	490.89	491.21
SH	2147+95.63	0.00	490.69	491.05
SI	2148+05.63	0.00	490.49	490.89
SJ	2148+15.63	0.00	490.28	490.67
SK	2148+25.63	0.00	490.08	490.45
SL	2148+35.63	0.00	489.87	490.24
SM	2148+45.63	0.00	489.67	490.02
SN	2148+55.63	0.00	489.47	489.77
SO	2148+65.63	0.00	489.26	489.49
SP	2148+75.63	0.00	489.06	489.21
SQ	2148+85.63	0.00	488.85	488.94
℄ Brg. Pier 19	2148+94.13	0.00	488.68	488.70
℄ Pier 19	2148+95.63	0.00	488.65	488.67

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	5.08	500.61	500.63
℄ Brg. Pier 16	2143+14.82	5.08	500.57	500.59
QA	2143+24.82	5.08	500.37	500.46
QB	2143+34.82	5.08	500.17	500.33
QC	2143+44.82	5.08	499.96	500.20
QD	2143+54.82	5.08	499.76	500.07
QE	2143+64.82	5.08	499.55	499.91
QF	2143+74.82	5.08	499.35	499.72
QG	2143+84.82	5.08	499.15	499.53
QH	2143+94.82	5.08	498.94	499.33
QI	2144+04.82	5.08	498.74	499.14
QJ	2144+14.82	5.08	498.53	498.89
QK	2144+24.82	5.08	498.33	498.64
QL	2144+34.82	5.08	498.13	498.39
QM	2144+44.82	5.08	497.92	498.14
QN	2144+54.82	5.08	497.72	497.89
QO	2144+64.82	5.08	497.51	497.65
QP	2144+74.82	5.08	497.31	497.40
QQ	2144+84.82	5.08	497.11	497.16
℄ Pier 17	2144+93.32	5.08	496.93	496.95
RA	2145+03.32	5.08	496.73	496.76
RB	2145+13.32	5.08	496.53	496.56
RC	2145+23.32	5.08	496.32	496.36
RD	2145+33.32	5.08	496.12	496.16
RE	2145+43.32	5.08	495.91	495.97
RF	2145+53.32	5.08	495.71	495.77
RG	2145+63.32	5.08	495.51	495.59
RH	2145+73.32	5.08	495.30	495.40
RI	2145+83.32	5.08	495.10	495.21
RJ	2145+93.32	5.08	494.89	495.03
RK	2146+03.32	5.08	494.69	494.84
RL	2146+13.32	5.08	494.48	494.62
RM	2146+23.32	5.08	494.28	494.40
RN	2146+33.32	5.08	494.08	494.18
RO	2146+43.32	5.08	493.87	493.96
RP	2146+53.32	5.08	493.67	493.74
RQ	2146+63.32	5.08	493.46	493.52
RR	2146+73.32	5.08	493.26	493.31
RS	2146+83.32	5.08	493.06	493.10
RT	2146+93.32	5.08	492.85	492.89
RU	2147+03.32	5.08	492.65	492.68
℄ Pier 18	2147+15.63	5.08	492.40	492.42
SA	2147+25.63	5.08	492.19	492.25
SB	2147+35.63	5.08	491.99	492.09
SC	2147+45.63	5.08	491.79	491.93
SD	2147+55.63	5.08	491.58	491.76
SE	2147+65.63	5.08	491.38	491.60
SF	2147+75.63	5.08	491.17	491.44
SG	2147+85.63	5.08	490.97	491.28
SH	2147+95.63	5.08	490.77	491.13
SI	2148+05.63	5.08	490.56	490.96
SJ	2148+15.63	5.08	490.36	490.75
SK	2148+25.63	5.08	490.15	490.53
SL	2148+35.63	5.08	489.95	490.31
SM	2148+45.63	5.08	489.75	490.10
SN	2148+55.63	5.08	489.54	489.84
SO	2148+65.63	5.08	489.34	489.57
SP	2148+75.63	5.08	489.13	489.29
SQ	2148+85.63	5.08	488.93	489.01
℄ Brg. Pier 19	2148+94.13	5.08	488.76	488.78
℄ Pier 19	2148+95.63	5.08	488.73	488.75

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 7, 2 OF 4
STRUCTURE NO. 090-0180

SHEET S-50 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	954
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	13.50	500.69	500.71
℄ Brg. Pier 16	2143+14.82	13.50	500.66	500.68
QA	2143+24.82	13.50	500.45	500.55
QB	2143+34.82	13.50	500.25	500.41
QC	2143+44.82	13.50	500.04	500.28
QD	2143+54.82	13.50	499.84	500.15
QE	2143+64.82	13.50	499.64	499.99
QF	2143+74.82	13.50	499.43	499.80
QG	2143+84.82	13.50	499.23	499.61
QH	2143+94.82	13.50	499.02	499.42
QI	2144+04.82	13.50	498.82	499.22
QJ	2144+14.82	13.50	498.62	498.97
QK	2144+24.82	13.50	498.41	498.72
QL	2144+34.82	13.50	498.21	498.47
QM	2144+44.82	13.50	498.00	498.22
QN	2144+54.82	13.50	497.80	497.97
QO	2144+64.82	13.50	497.60	497.73
QP	2144+74.82	13.50	497.39	497.49
QQ	2144+84.82	13.50	497.19	497.24
℄ Pier 17	2144+93.32	13.50	497.01	497.03
RA	2145+03.32	13.50	496.81	496.84
RB	2145+13.32	13.50	496.61	496.64
RC	2145+23.32	13.50	496.40	496.44
RD	2145+33.32	13.50	496.20	496.25
RE	2145+43.32	13.50	495.99	496.05
RF	2145+53.32	13.50	495.79	495.86
RG	2145+63.32	13.50	495.59	495.67
RH	2145+73.32	13.50	495.38	495.48
RI	2145+83.32	13.50	495.18	495.29
RJ	2145+93.32	13.50	494.97	495.11
RK	2146+03.32	13.50	494.77	494.92
RL	2146+13.32	13.50	494.57	494.70
RM	2146+23.32	13.50	494.36	494.48
RN	2146+33.32	13.50	494.16	494.26
RO	2146+43.32	13.50	493.95	494.04
RP	2146+53.32	13.50	493.75	493.82
RQ	2146+63.32	13.50	493.55	493.60
RR	2146+73.32	13.50	493.34	493.39
RS	2146+83.32	13.50	493.14	493.18
RT	2146+93.32	13.50	492.93	492.97
RU	2147+03.32	13.50	492.73	492.76
℄ Pier 18	2147+15.63	13.50	492.48	492.50
SA	2147+25.63	13.50	492.27	492.33
SB	2147+35.63	13.50	492.07	492.17
SC	2147+45.63	13.50	491.87	492.01
SD	2147+55.63	13.50	491.66	491.84
SE	2147+65.63	13.50	491.46	491.68
SF	2147+75.63	13.50	491.25	491.52
SG	2147+85.63	13.50	491.05	491.37
SH	2147+95.63	13.50	490.85	491.21
SI	2148+05.63	13.50	490.64	491.05
SJ	2148+15.63	13.50	490.44	490.83
SK	2148+25.63	13.50	490.23	490.61
SL	2148+35.63	13.50	490.03	490.40
SM	2148+45.63	13.50	489.83	490.18
SN	2148+55.63	13.50	489.62	489.92
SO	2148+65.63	13.50	489.42	489.65
SP	2148+75.63	13.50	489.21	489.37
SQ	2148+85.63	13.50	489.01	489.09
℄ Brg. Pier 19	2148+94.13	13.50	488.84	488.86
℄ Pier 19	2148+95.63	13.50	488.81	488.83

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	21.92	500.56	500.58
℄ Brg. Pier 16	2143+14.82	21.92	500.53	500.55
QA	2143+24.82	21.92	500.33	500.42
QB	2143+34.82	21.92	500.12	500.29
QC	2143+44.82	21.92	499.92	500.16
QD	2143+54.82	21.92	499.71	500.03
QE	2143+64.82	21.92	499.51	499.86
QF	2143+74.82	21.92	499.31	499.67
QG	2143+84.82	21.92	499.10	499.48
QH	2143+94.82	21.92	498.90	499.29
QI	2144+04.82	21.92	498.69	499.09
QJ	2144+14.82	21.92	498.49	498.84
QK	2144+24.82	21.92	498.29	498.59
QL	2144+34.82	21.92	498.08	498.34
QM	2144+44.82	21.92	497.88	498.09
QN	2144+54.82	21.92	497.67	497.85
QO	2144+64.82	21.92	497.47	497.60
QP	2144+74.82	21.92	497.27	497.36
QQ	2144+84.82	21.92	497.06	497.12
℄ Pier 17	2144+93.32	21.92	496.89	496.91
RA	2145+03.32	21.92	496.68	496.71
RB	2145+13.32	21.92	496.48	496.51
RC	2145+23.32	21.92	496.28	496.32
RD	2145+33.32	21.92	496.07	496.12
RE	2145+43.32	21.92	495.87	495.92
RF	2145+53.32	21.92	495.66	495.73
RG	2145+63.32	21.92	495.46	495.54
RH	2145+73.32	21.92	495.26	495.36
RI	2145+83.32	21.92	495.05	495.17
RJ	2145+93.32	21.92	494.85	494.98
RK	2146+03.32	21.92	494.64	494.79
RL	2146+13.32	21.92	494.44	494.58
RM	2146+23.32	21.92	494.24	494.36
RN	2146+33.32	21.92	494.03	494.14
RO	2146+43.32	21.92	493.83	493.91
RP	2146+53.32	21.92	493.62	493.69
RQ	2146+63.32	21.92	493.42	493.48
RR	2146+73.32	21.92	493.22	493.26
RS	2146+83.32	21.92	493.01	493.05
RT	2146+93.32	21.92	492.81	492.84
RU	2147+03.32	21.92	492.60	492.63
℄ Pier 18	2147+15.63	21.92	492.35	492.37
SA	2147+25.63	21.92	492.15	492.21
SB	2147+35.63	21.92	491.94	492.04
SC	2147+45.63	21.92	491.74	491.88
SD	2147+55.63	21.92	491.54	491.72
SE	2147+65.63	21.92	491.33	491.56
SF	2147+75.63	21.92	491.13	491.40
SG	2147+85.63	21.92	490.92	491.24
SH	2147+95.63	21.92	490.72	491.08
SI	2148+05.63	21.92	490.52	490.92
SJ	2148+15.63	21.92	490.31	490.70
SK	2148+25.63	21.92	490.11	490.49
SL	2148+35.63	21.92	489.90	490.27
SM	2148+45.63	21.92	489.70	490.05
SN	2148+55.63	21.92	489.50	489.80
SO	2148+65.63	21.92	489.29	489.52
SP	2148+75.63	21.92	489.09	489.24
SQ	2148+85.63	21.92	488.88	488.97
℄ Brg. Pier 19	2148+94.13	21.92	488.71	488.73
℄ Pier 19	2148+95.63	21.92	488.68	488.70

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	30.33	500.40	500.42
℄ Brg. Pier 16	2143+14.82	30.33	500.37	500.39
QA	2143+24.82	30.33	500.17	500.26
QB	2143+34.82	30.33	499.96	500.13
QC	2143+44.82	30.33	499.76	500.00
QD	2143+54.82	30.33	499.56	499.87
QE	2143+64.82	30.33	499.35	499.71
QF	2143+74.82	30.33	499.15	499.51
QG	2143+84.82	30.33	498.94	499.32
QH	2143+94.82	30.33	498.74	499.13
QI	2144+04.82	30.33	498.54	498.94
QJ	2144+14.82	30.33	498.33	498.69
QK	2144+24.82	30.33	498.13	498.44
QL	2144+34.82	30.33	497.92	498.19
QM	2144+44.82	30.33	497.72	497.94
QN	2144+54.82	30.33	497.52	497.69
QO	2144+64.82	30.33	497.31	497.45
QP	2144+74.82	30.33	497.11	497.20
QQ	2144+84.82	30.33	496.90	496.96
℄ Pier 17	2144+93.32	30.33	496.73	496.75
RA	2145+03.32	30.33	496.53	496.55
RB	2145+13.32	30.33	496.32	496.36
RC	2145+23.32	30.33	496.12	496.16
RD	2145+33.32	30.33	495.91	495.96
RE	2145+43.32	30.33	495.71	495.76
RF	2145+53.32	30.33	495.51	495.57
RG	2145+63.32	30.33	495.30	495.38
RH	2145+73.32	30.33	495.10	495.20
RI	2145+83.32	30.33	494.89	495.01
RJ	2145+93.32	30.33	494.69	494.82
RK	2146+03.32	30.33	494.49	494.64
RL	2146+13.32	30.33	494.28	494.42
RM	2146+23.32	30.33	494.08	494.20
RN	2146+33.32	30.33	493.87	493.98
RO	2146+43.32	30.33	493.67	493.76
RP	2146+53.32	30.33	493.47	493.54
RQ	2146+63.32	30.33	493.26	493.32
RR	2146+73.32	30.33	493.06	493.11
RS	2146+83.32	30.33	492.85	492.90
RT	2146+93.32	30.33	492.65	492.69
RU	2147+03.32	30.33	492.45	492.47
℄ Pier 18	2147+15.63	30.33	492.19	492.21
SA	2147+25.63	30.33	491.99	492.05
SB	2147+35.63	30.33	491.79	491.89
SC	2147+45.63	30.33	491.58	491.72
SD	2147+55.63	30.33	491.38	491.56
SE	2147+65.63	30.33	491.17	491.40
SF	2147+75.63	30.33	490.97	491.24
SG	2147+85.63	30.33	490.77	491.08
SH	2147+95.63	30.33	490.56	490.92
SI	2148+05.63	30.33	490.36	490.76
SJ	2148+15.63	30.33	490.15	490.54
SK	2148+25.63	30.33	489.95	490.33
SL	2148+35.63	30.33	489.75	490.11
SM	2148+45.63	30.33	489.54	489.89
SN	2148+55.63	30.33	489.34	489.64
SO	2148+65.63	30.33	489.13	489.36
SP	2148+75.63	30.33	488.93	489.09
SQ	2148+85.63	30.33	488.73	488.81
℄ Brg. Pier 19	2148+94.13	30.33	488.55	488.57
℄ Pier 19	2148+95.63	30.33	488.52	488.54

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 7, 3 OF 4
STRUCTURE NO. 090-0180

SHEET S-51 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	955
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	38.75	500.23	500.25
℄ Brg. Pier 16	2143+14.82	38.75	500.20	500.22
QA	2143+24.82	38.75	500.00	500.09
QB	2143+34.82	38.75	499.80	499.96
QC	2143+44.82	38.75	499.59	499.83
QD	2143+54.82	38.75	499.39	499.70
QE	2143+64.82	38.75	499.18	499.54
QF	2143+74.82	38.75	498.98	499.35
QG	2143+84.82	38.75	498.78	499.15
QH	2143+94.82	38.75	498.57	498.96
QI	2144+04.82	38.75	498.37	498.77
QJ	2144+14.82	38.75	498.16	498.52
QK	2144+24.82	38.75	497.96	498.27
QL	2144+34.82	38.75	497.76	498.02
QM	2144+44.82	38.75	497.55	497.77
QN	2144+54.82	38.75	497.35	497.52
QO	2144+64.82	38.75	497.14	497.28
QP	2144+74.82	38.75	496.94	497.03
QQ	2144+84.82	38.75	496.74	496.79
℄ Pier 17	2144+93.32	38.75	496.56	496.58
RA	2145+03.32	38.75	496.36	496.38
RB	2145+13.32	38.75	496.15	496.19
RC	2145+23.32	38.75	495.95	495.99
RD	2145+33.32	38.75	495.75	495.79
RE	2145+43.32	38.75	495.54	495.60
RF	2145+53.32	38.75	495.34	495.40
RG	2145+63.32	38.75	495.13	495.22
RH	2145+73.32	38.75	494.93	495.03
RI	2145+83.32	38.75	494.73	494.84
RJ	2145+93.32	38.75	494.52	494.66
RK	2146+03.32	38.75	494.32	494.47
RL	2146+13.32	38.75	494.11	494.25
RM	2146+23.32	38.75	493.91	494.03
RN	2146+33.32	38.75	493.71	493.81
RO	2146+43.32	38.75	493.50	493.59
RP	2146+53.32	38.75	493.30	493.37
RQ	2146+63.32	38.75	493.09	493.15
RR	2146+73.32	38.75	492.89	492.94
RS	2146+83.32	38.75	492.69	492.73
RT	2146+93.32	38.75	492.48	492.52
RU	2147+03.32	38.75	492.28	492.31
℄ Pier 18	2147+15.63	38.75	492.03	492.05
SA	2147+25.63	38.75	491.82	491.88
SB	2147+35.63	38.75	491.62	491.72
SC	2147+45.63	38.75	491.41	491.55
SD	2147+55.63	38.75	491.21	491.39
SE	2147+65.63	38.75	491.01	491.23
SF	2147+75.63	38.75	490.80	491.07
SG	2147+85.63	38.75	490.60	490.91
SH	2147+95.63	38.75	490.39	490.76
SI	2148+05.63	38.75	490.19	490.59
SJ	2148+15.63	38.75	489.99	490.38
SK	2148+25.63	38.75	489.78	490.16
SL	2148+35.63	38.75	489.58	489.94
SM	2148+45.63	38.75	489.37	489.73
SN	2148+55.63	38.75	489.17	489.47
SO	2148+65.63	38.75	488.97	489.19
SP	2148+75.63	38.75	488.76	488.92
SQ	2148+85.63	38.75	488.56	488.64
℄ Brg. Pier 19	2148+94.13	38.75	488.38	488.40
℄ Pier 19	2148+95.63	38.75	488.35	488.37

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 16	2143+13.32	47.17	500.07	500.09
℄ Brg. Pier 16	2143+14.82	47.17	500.04	500.06
QA	2143+24.82	47.17	499.83	499.92
QB	2143+34.82	47.17	499.63	499.79
QC	2143+44.82	47.17	499.42	499.66
QD	2143+54.82	47.17	499.22	499.53
QE	2143+64.82	47.17	499.02	499.37
QF	2143+74.82	47.17	498.81	499.18
QG	2143+84.82	47.17	498.61	498.99
QH	2143+94.82	47.17	498.40	498.80
QI	2144+04.82	47.17	498.20	498.60
QJ	2144+14.82	47.17	498.00	498.35
QK	2144+24.82	47.17	497.79	498.10
QL	2144+34.82	47.17	497.59	497.85
QM	2144+44.82	47.17	497.38	497.60
QN	2144+54.82	47.17	497.18	497.35
QO	2144+64.82	47.17	496.98	497.11
QP	2144+74.82	47.17	496.77	496.86
QQ	2144+84.82	47.17	496.57	496.62
℄ Pier 17	2144+93.32	47.17	496.39	496.41
RA	2145+03.32	47.17	496.19	496.22
RB	2145+13.32	47.17	495.99	496.02
RC	2145+23.32	47.17	495.78	495.82
RD	2145+33.32	47.17	495.58	495.62
RE	2145+43.32	47.17	495.37	495.43
RF	2145+53.32	47.17	495.17	495.24
RG	2145+63.32	47.17	494.97	495.05
RH	2145+73.32	47.17	494.76	494.86
RI	2145+83.32	47.17	494.56	494.67
RJ	2145+93.32	47.17	494.35	494.49
RK	2146+03.32	47.17	494.15	494.30
RL	2146+13.32	47.17	493.95	494.08
RM	2146+23.32	47.17	493.74	493.86
RN	2146+33.32	47.17	493.54	493.64
RO	2146+43.32	47.17	493.33	493.42
RP	2146+53.32	47.17	493.13	493.20
RQ	2146+63.32	47.17	492.93	492.98
RR	2146+73.32	47.17	492.72	492.77
RS	2146+83.32	47.17	492.52	492.56
RT	2146+93.32	47.17	492.31	492.35
RU	2147+03.32	47.17	492.11	492.14
℄ Pier 18	2147+15.63	47.17	491.86	491.88
SA	2147+25.63	47.17	491.65	491.71
SB	2147+35.63	47.17	491.45	491.55
SC	2147+45.63	47.17	491.25	491.39
SD	2147+55.63	47.17	491.04	491.22
SE	2147+65.63	47.17	490.84	491.06
SF	2147+75.63	47.17	490.63	490.90
SG	2147+85.63	47.17	490.43	490.75
SH	2147+95.63	47.17	490.23	490.59
SI	2148+05.63	47.17	490.02	490.42
SJ	2148+15.63	47.17	489.82	490.21
SK	2148+25.63	47.17	489.61	489.99
SL	2148+35.63	47.17	489.41	489.77
SM	2148+45.63	47.17	489.21	489.56
SN	2148+55.63	47.17	489.00	489.30
SO	2148+65.63	47.17	488.80	489.03
SP	2148+75.63	47.17	488.59	488.75
SQ	2148+85.63	47.17	488.39	488.47
℄ Brg. Pier 19	2148+94.13	47.17	488.22	488.24
℄ Pier 19	2148+95.63	47.17	488.19	488.21

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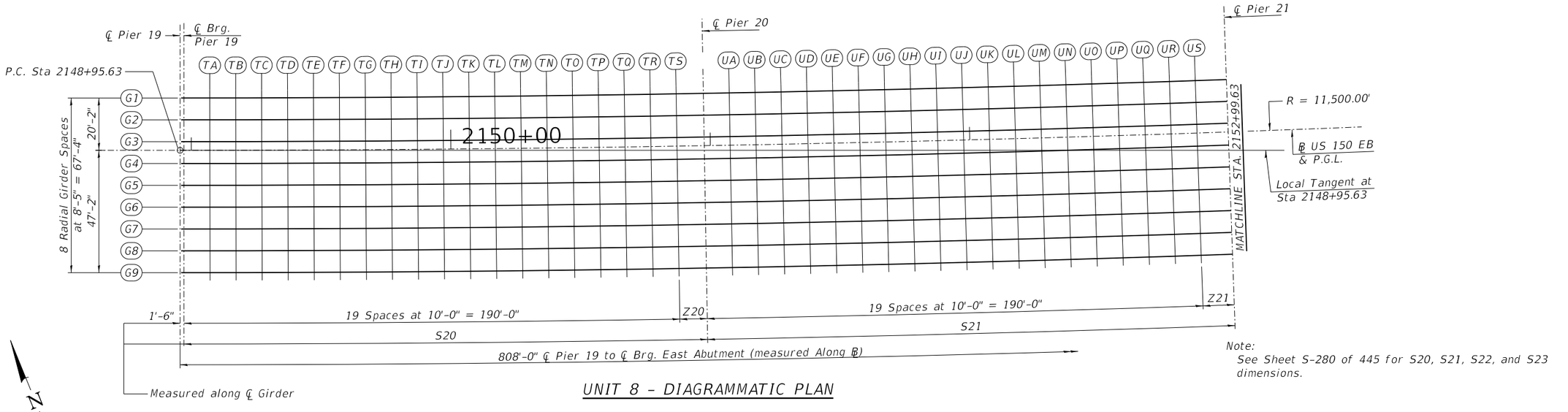
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 7, 4 OF 4
STRUCTURE NO. 090-0180

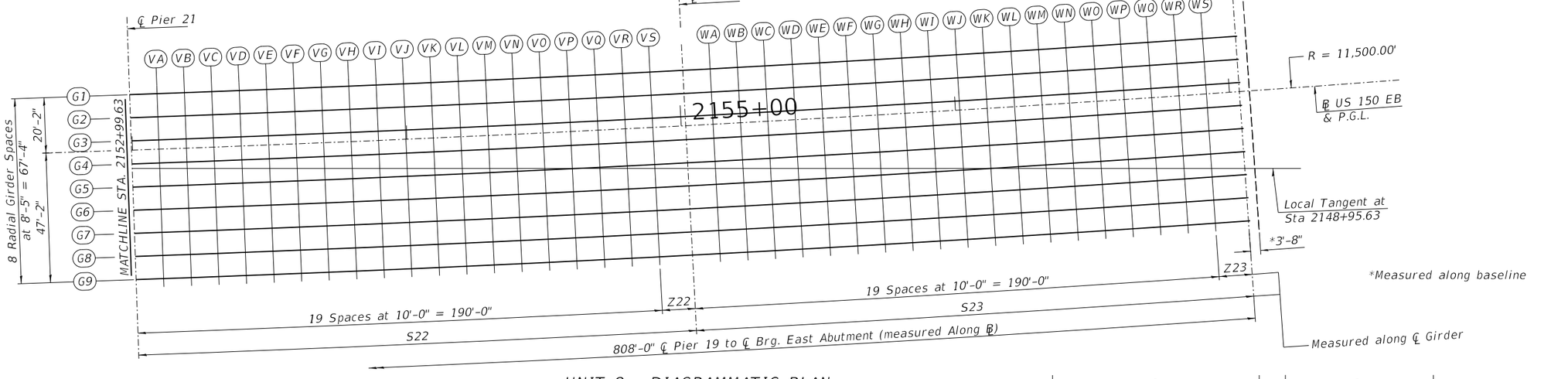
SHEET S-52 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	956
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	



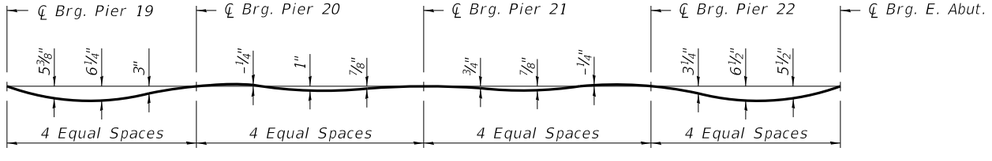
Note:
See Sheet S-280 of 445 for S20, S21, S22, and S23 dimensions.

UNIT 8 - DIAGRAMMATIC PLAN



*Measured along baseline

UNIT 8 - DIAGRAMMATIC PLAN



DEAD LOAD DEFLECTION DIAGRAM

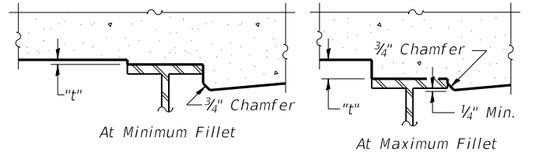
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheets S-54 to S-59 of 445.

T.O.S. ELEVATION DIMENSION

(Measured along ℄ of Beam)

Girder	Pier 20 Z20	Pier 21 Z21	Pier 22 Z22	E. Abut. Z23
1	10'-1 13/16"	11'-7 3/4"	11'-7 3/4"	11'-7 3/4"
2	10'-3 9/16"	11'-9 1/2"	11'-9 1/2"	11'-9 1/2"
3	10'-5 5/16"	11'-11 5/16"	11'-11 5/16"	11'-11 5/16"
4	10'-7 1/16"	12'-1 1/16"	12'-1 1/16"	12'-1 1/16"
5	10'-8 13/16"	12'-2 13/16"	12'-2 13/16"	12'-2 13/16"
6	10'-10 9/16"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"
7	11'-0 3/8"	12'-6 3/8"	12'-6 3/8"	12'-6 3/8"
8	11'-2 1/8"	12'-8 3/16"	12'-8 3/16"	12'-8 3/16"
9	11'-3 7/8"	12'-9 15/16"	12'-9 15/16"	12'-9 15/16"



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 this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets S-54 to S-59 of 445, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets S-54 to S-59 of 445. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

MODEL: Default
FILE NAME: pw:\\spi-svr306.hanson.dom:Hanson Projects\Documents\13jobs\13h0106\Phase-II\CAD\Struct\Sheet\0900180-XXXXX-HAN-1800-Unit 8 Top Deck Elev Plan.dgn

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PLOT DATE = 12/11/2018	CHECKED - MNM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LAYOUT UNIT 8
STRUCTURE NO. 090-0180
SHEET S-53 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	957
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	-20.17	488.25	488.27
℄ Brg. Pier 19	2148+97.13	-20.17	488.21	488.24
TA	2149+07.16	-20.17	488.01	488.12
TB	2149+17.19	-20.17	487.81	488.00
TC	2149+27.22	-20.17	487.60	487.89
TD	2149+37.24	-20.17	487.40	487.77
TE	2149+47.27	-20.17	487.19	487.66
TF	2149+57.30	-20.17	486.99	487.47
TG	2149+67.33	-20.17	486.78	487.28
TH	2149+77.36	-20.17	486.58	487.09
TI	2149+87.39	-20.17	486.37	486.90
TJ	2149+97.41	-20.17	486.17	486.71
TK	2150+07.44	-20.17	485.96	486.46
TL	2150+17.47	-20.17	485.76	486.20
TM	2150+27.50	-20.17	485.55	485.94
TN	2150+37.53	-20.17	485.35	485.68
TO	2150+47.56	-20.17	485.15	485.42
TP	2150+57.58	-20.17	484.94	485.17
TQ	2150+67.61	-20.17	484.74	484.91
TR	2150+77.64	-20.17	484.53	484.66
TS	2150+87.67	-20.17	484.33	484.40
℄ Pier 20	2150+97.63	-20.17	484.12	484.14
UA	2151+07.66	-20.17	483.92	483.94
UB	2151+17.69	-20.17	483.71	483.73
UC	2151+27.72	-20.17	483.51	483.52
UD	2151+37.74	-20.17	483.31	483.31
UE	2151+47.77	-20.17	483.10	483.10
UF	2151+57.80	-20.17	482.90	482.92
UG	2151+67.83	-20.17	482.69	482.73
UH	2151+77.86	-20.17	482.49	482.55
UI	2151+87.89	-20.17	482.28	482.37
UJ	2151+97.91	-20.17	482.08	482.18
UK	2152+07.94	-20.17	481.87	481.98
UL	2152+17.97	-20.17	481.67	481.77
UM	2152+28.00	-20.17	481.46	481.56
UN	2152+38.03	-20.17	481.26	481.35
UO	2152+48.06	-20.17	481.05	481.15
UP	2152+58.08	-20.17	480.85	480.93
UQ	2152+68.11	-20.17	480.65	480.71
UR	2152+78.14	-20.17	480.44	480.49
US	2152+88.17	-20.17	480.24	480.27
℄ Pier 21	2152+99.63	-20.17	480.00	480.02
VA	2153+09.66	-20.17	479.80	479.83
VB	2153+19.69	-20.17	479.59	479.64
VC	2153+29.72	-20.17	479.39	479.45
VD	2153+39.74	-20.17	479.18	479.26
VE	2153+49.77	-20.17	478.98	479.06
VF	2153+59.80	-20.17	478.78	478.86
VG	2153+69.83	-20.17	478.57	478.66
VH	2153+79.86	-20.17	478.37	478.46
VI	2153+89.89	-20.17	478.16	478.26
VJ	2153+99.91	-20.17	477.96	478.05
VK	2154+09.94	-20.17	477.75	477.83
VL	2154+19.97	-20.17	477.55	477.61
VM	2154+30.00	-20.17	477.34	477.38
VN	2154+40.03	-20.17	477.14	477.16
VO	2154+50.06	-20.17	476.93	476.93
VP	2154+60.08	-20.17	476.73	476.73
VQ	2154+70.11	-20.17	476.52	476.53
VR	2154+80.14	-20.17	476.32	476.33
VS	2154+90.17	-20.17	476.12	476.13

GIRDER 1 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	-20.17	475.88	475.90
WA	2155+11.66	-20.17	475.68	475.75
WB	2155+21.69	-20.17	475.47	475.60
WC	2155+31.72	-20.17	475.27	475.45
WD	2155+41.74	-20.17	475.06	475.29
WE	2155+51.77	-20.17	474.86	475.14
WF	2155+61.80	-20.17	474.65	474.99
WG	2155+71.83	-20.17	474.45	474.84
WH	2155+81.86	-20.17	474.24	474.70
WI	2155+91.89	-20.17	474.04	474.55
WJ	2156+01.91	-20.17	473.84	474.40
WK	2156+11.94	-20.17	473.63	474.18
WL	2156+21.97	-20.17	473.43	473.96
WM	2156+32.00	-20.17	473.22	473.74
WN	2156+42.03	-20.17	473.02	473.52
WO	2156+52.06	-20.17	472.81	473.30
WP	2156+62.08	-20.17	472.61	473.01
WQ	2156+72.11	-20.17	472.40	472.72
WR	2156+82.14	-20.17	472.20	472.42
WS	2156+92.17	-20.17	471.99	472.13
℄ Brg. E. Abut.	2157+03.63	-20.17	471.76	471.78
Bk. of E. Abut.	2157+07.30	-20.17	471.69	471.71

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	-11.75	488.41	488.43
℄ Brg. Pier 19	2148+97.13	-11.75	488.38	488.40
TA	2149+07.15	-11.75	488.18	488.29
TB	2149+17.17	-11.75	487.97	488.17
TC	2149+27.19	-11.75	487.77	488.06
TD	2149+37.21	-11.75	487.57	487.94
TE	2149+47.23	-11.75	487.36	487.83
TF	2149+57.25	-11.75	487.16	487.64
TG	2149+67.27	-11.75	486.95	487.45
TH	2149+77.29	-11.75	486.75	487.26
TI	2149+87.31	-11.75	486.54	487.07
TJ	2149+97.34	-11.75	486.34	486.88
TK	2150+07.36	-11.75	486.13	486.63
TL	2150+17.38	-11.75	485.93	486.37
TM	2150+27.40	-11.75	485.73	486.11
TN	2150+37.42	-11.75	485.52	485.85
TO	2150+47.44	-11.75	485.32	485.59
TP	2150+57.46	-11.75	485.11	485.34
TQ	2150+67.48	-11.75	484.91	485.08
TR	2150+77.50	-11.75	484.70	484.83
TS	2150+87.52	-11.75	484.50	484.57
℄ Pier 20	2150+97.63	-11.75	484.29	484.31
UA	2151+07.65	-11.75	484.09	484.10
UB	2151+17.67	-11.75	483.88	483.90
UC	2151+27.69	-11.75	483.68	483.69
UD	2151+37.71	-11.75	483.48	483.48
UE	2151+47.73	-11.75	483.27	483.27
UF	2151+57.75	-11.75	483.07	483.09
UG	2151+67.77	-11.75	482.86	482.90
UH	2151+77.79	-11.75	482.66	482.72
UI	2151+87.81	-11.75	482.45	482.54
UJ	2151+97.84	-11.75	482.25	482.35
UK	2152+07.86	-11.75	482.04	482.15
UL	2152+17.88	-11.75	481.84	481.94
UM	2152+27.90	-11.75	481.64	481.73
UN	2152+37.92	-11.75	481.43	481.52
UO	2152+47.94	-11.75	481.23	481.32
UP	2152+57.96	-11.75	481.02	481.10
UQ	2152+67.98	-11.75	480.82	480.88
UR	2152+78.00	-11.75	480.61	480.66
US	2152+88.02	-11.75	480.41	480.45
℄ Pier 21	2152+99.63	-11.75	480.17	480.19
VA	2153+09.65	-11.75	479.97	480.00
VB	2153+19.67	-11.75	479.76	479.81
VC	2153+29.69	-11.75	479.56	479.62
VD	2153+39.71	-11.75	479.35	479.42
VE	2153+49.73	-11.75	479.15	479.23
VF	2153+59.75	-11.75	478.95	479.03
VG	2153+69.77	-11.75	478.74	478.83
VH	2153+79.79	-11.75	478.54	478.63
VI	2153+89.81	-11.75	478.33	478.43
VJ	2153+99.84	-11.75	478.13	478.22
VK	2154+09.86	-11.75	477.92	478.00
VL	2154+19.88	-11.75	477.72	477.78
VM	2154+29.90	-11.75	477.51	477.55
VN	2154+39.92	-11.75	477.31	477.33
VO	2154+49.94	-11.75	477.11	477.10
VP	2154+59.96	-11.75	476.90	476.90
VQ	2154+69.98	-11.75	476.70	476.70
VR	2154+80.00	-11.75	476.49	476.50
VS	2154+90.02	-11.75	476.29	476.30

GIRDER 2 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ Pier 22	2155+01.63	-11.75	476.05	476.07
WA	2155+11.65	-11.75	475.85	475.92
WB	2155+21.67	-11.75	475.64	475.77
WC	2155+31.69	-11.75	475.44	475.62
WD	2155+41.71	-11.75	475.23	475.46
WE	2155+51.73	-11.75	475.03	475.31
WF	2155+61.75	-11.75	474.82	475.16
WG	2155+71.77	-11.75	474.62	475.01
WH	2155+81.79	-11.75	474.41	474.86
WI	2155+91.81	-11.75	474.21	474.72
WJ	2156+01.84	-11.75	474.01	474.57
WK	2156+11.86	-11.75	473.80	474.35
WL	2156+21.88	-11.75	473.60	474.13
WM	2156+31.90	-11.75	473.39	473.91
WN	2156+41.92	-11.75	473.19	473.69
WO	2156+51.94	-11.75	472.98	473.47
WP	2156+61.96	-11.75	472.78	473.18
WQ	2156+71.98	-11.75	472.57	472.89
WR	2156+82.00	-11.75	472.37	472.59
WS	2156+92.02	-11.75	472.17	472.30
℄ Brg. E. Abut.	2157+03.63	-11.75	471.93	471.95
Bk. of E. Abut.	2157+07.30	-11.75	471.85	471.87

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 8, 1 OF 6
STRUCTURE NO. 090-0180

SHEET S-54 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	958
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	-3.33	488.58	488.60
℄ Brg. Pier 19	2148+97.13	-3.33	488.55	488.57
TA	2149+07.14	-3.33	488.35	488.46
TB	2149+17.16	-3.33	488.14	488.34
TC	2149+27.17	-3.33	487.94	488.23
TD	2149+37.19	-3.33	487.73	488.11
TE	2149+47.20	-3.33	487.53	488.00
TF	2149+57.21	-3.33	487.33	487.81
TG	2149+67.23	-3.33	487.12	487.62
TH	2149+77.24	-3.33	486.92	487.43
TI	2149+87.25	-3.33	486.71	487.24
TJ	2149+97.27	-3.33	486.51	487.05
TK	2150+07.28	-3.33	486.30	486.80
TL	2150+17.29	-3.33	486.10	486.54
TM	2150+27.31	-3.33	485.90	486.28
TN	2150+37.32	-3.33	485.69	486.02
TO	2150+47.34	-3.33	485.49	485.76
TP	2150+57.35	-3.33	485.28	485.51
TQ	2150+67.36	-3.33	485.08	485.25
TR	2150+77.38	-3.33	484.87	485.00
TS	2150+87.39	-3.33	484.67	484.74
℄ Pier 20	2150+97.63	-3.33	484.46	484.48
UA	2151+07.64	-3.33	484.26	484.27
UB	2151+17.66	-3.33	484.05	484.07
UC	2151+27.67	-3.33	483.85	483.86
UD	2151+37.69	-3.33	483.64	483.65
UE	2151+47.70	-3.33	483.44	483.44
UF	2151+57.71	-3.33	483.24	483.26
UG	2151+67.73	-3.33	483.03	483.07
UH	2151+77.74	-3.33	482.83	482.89
UI	2151+87.75	-3.33	482.62	482.71
UJ	2151+97.77	-3.33	482.42	482.52
UK	2152+07.78	-3.33	482.21	482.32
UL	2152+17.79	-3.33	482.01	482.11
UM	2152+27.81	-3.33	481.80	481.90
UN	2152+37.82	-3.33	481.60	481.69
UO	2152+47.84	-3.33	481.40	481.49
UP	2152+57.85	-3.33	481.19	481.27
UQ	2152+67.86	-3.33	480.99	481.05
UR	2152+77.88	-3.33	480.78	480.83
US	2152+87.89	-3.33	480.58	480.62
℄ Pier 21	2152+99.63	-3.33	480.34	480.36
VA	2153+09.64	-3.33	480.14	480.17
VB	2153+19.66	-3.33	479.93	479.98
VC	2153+29.67	-3.33	479.73	479.79
VD	2153+39.69	-3.33	479.52	479.59
VE	2153+49.70	-3.33	479.32	479.40
VF	2153+59.71	-3.33	479.11	479.20
VG	2153+69.73	-3.33	478.91	479.00
VH	2153+79.74	-3.33	478.71	478.80
VI	2153+89.75	-3.33	478.50	478.60
VJ	2153+99.77	-3.33	478.30	478.39
VK	2154+09.78	-3.33	478.09	478.17
VL	2154+19.79	-3.33	477.89	477.95
VM	2154+29.81	-3.33	477.68	477.72
VN	2154+39.82	-3.33	477.48	477.50
VO	2154+49.84	-3.33	477.28	477.28
VP	2154+59.85	-3.33	477.07	477.07
VQ	2154+69.86	-3.33	476.87	476.87
VR	2154+79.88	-3.33	476.66	476.67
VS	2154+89.89	-3.33	476.46	476.47

GIRDER 3 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection @ Grinding
℄ Pier 22	2155+01.63	-3.33	476.22	476.24
WA	2155+11.64	-3.33	476.01	476.09
WB	2155+21.66	-3.33	475.81	475.94
WC	2155+31.67	-3.33	475.61	475.78
WD	2155+41.69	-3.33	475.40	475.63
WE	2155+51.70	-3.33	475.20	475.48
WF	2155+61.71	-3.33	474.99	475.33
WG	2155+71.73	-3.33	474.79	475.18
WH	2155+81.74	-3.33	474.58	475.03
WI	2155+91.75	-3.33	474.38	474.89
WJ	2156+01.77	-3.33	474.18	474.74
WK	2156+11.78	-3.33	473.97	474.52
WL	2156+21.79	-3.33	473.77	474.30
WM	2156+31.81	-3.33	473.56	474.08
WN	2156+41.82	-3.33	473.36	473.86
WO	2156+51.84	-3.33	473.15	473.64
WP	2156+61.85	-3.33	472.95	473.36
WQ	2156+71.86	-3.33	472.75	473.06
WR	2156+81.88	-3.33	472.54	472.76
WS	2156+91.89	-3.33	472.34	472.47
℄ Brg. E. Abut.	2157+03.63	-3.33	472.10	472.12
Bk. of E. Abut.	2157+07.30	-3.33	472.02	472.04

℄ US 150 EB & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	0.00	488.65	488.67
℄ Brg. Pier 19	2148+97.13	0.00	488.62	488.64
TA	2149+07.14	0.00	488.41	488.52
TB	2149+17.15	0.00	488.21	488.41
TC	2149+27.16	0.00	488.01	488.29
TD	2149+37.17	0.00	487.80	488.18
TE	2149+47.18	0.00	487.60	488.06
TF	2149+57.19	0.00	487.39	487.88
TG	2149+67.21	0.00	487.19	487.69
TH	2149+77.22	0.00	486.98	487.50
TI	2149+87.23	0.00	486.78	487.31
TJ	2149+97.24	0.00	486.58	487.12
TK	2150+07.25	0.00	486.37	486.86
TL	2150+17.26	0.00	486.17	486.61
TM	2150+27.27	0.00	485.96	486.35
TN	2150+37.28	0.00	485.76	486.09
TO	2150+47.29	0.00	485.55	485.83
TP	2150+57.30	0.00	485.35	485.58
TQ	2150+67.31	0.00	485.15	485.32
TR	2150+77.32	0.00	484.94	485.07
TS	2150+87.33	0.00	484.74	484.81
℄ Pier 20	2150+97.63	0.00	484.53	484.55
UA	2151+07.64	0.00	484.32	484.34
UB	2151+17.65	0.00	484.12	484.13
UC	2151+27.66	0.00	483.92	483.92
UD	2151+37.67	0.00	483.71	483.72
UE	2151+47.68	0.00	483.51	483.51
UF	2151+57.69	0.00	483.30	483.32
UG	2151+67.71	0.00	483.10	483.14
UH	2151+77.72	0.00	482.89	482.96
UI	2151+87.73	0.00	482.69	482.77
UJ	2151+97.74	0.00	482.49	482.59
UK	2152+07.75	0.00	482.28	482.38
UL	2152+17.76	0.00	482.08	482.18
UM	2152+27.77	0.00	481.87	481.97
UN	2152+37.78	0.00	481.67	481.76
UO	2152+47.79	0.00	481.46	481.55
UP	2152+57.80	0.00	481.26	481.34
UQ	2152+67.81	0.00	481.06	481.12
UR	2152+77.82	0.00	480.85	480.90
US	2152+87.83	0.00	480.65	480.68
℄ Pier 21	2152+99.63	0.00	480.41	480.43
VA	2153+09.64	0.00	480.20	480.24
VB	2153+19.65	0.00	480.00	480.04
VC	2153+29.66	0.00	479.79	479.85
VD	2153+39.67	0.00	479.59	479.66
VE	2153+49.68	0.00	479.39	479.47
VF	2153+59.69	0.00	479.18	479.27
VG	2153+69.71	0.00	478.98	479.07
VH	2153+79.72	0.00	478.77	478.86
VI	2153+89.73	0.00	478.57	478.66
VJ	2153+99.74	0.00	478.36	478.46
VK	2154+09.75	0.00	478.16	478.24
VL	2154+19.76	0.00	477.96	478.01
VM	2154+29.77	0.00	477.75	477.79
VN	2154+39.78	0.00	477.55	477.57
VO	2154+49.79	0.00	477.34	477.34
VP	2154+59.80	0.00	477.14	477.14
VQ	2154+69.81	0.00	476.93	476.94
VR	2154+79.82	0.00	476.73	476.74
VS	2154+89.83	0.00	476.53	476.54

℄ US 150 EB & P.G.L. (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	0.00	476.29	476.31
WA	2155+11.64	0.00	476.08	476.15
WB	2155+21.65	0.00	475.88	476.00
WC	2155+31.66	0.00	475.67	475.85
WD	2155+41.67	0.00	475.47	475.70
WE	2155+51.68	0.00	475.26	475.55
WF	2155+61.69	0.00	475.06	475.40
WG	2155+71.71	0.00	474.86	475.25
WH	2155+81.72	0.00	474.65	475.10
WI	2155+91.73	0.00	474.45	474.95
WJ	2156+01.74	0.00	474.24	474.80
WK	2156+11.75	0.00	474.04	474.59
WL	2156+21.76	0.00	473.83	474.37
WM	2156+31.77	0.00	473.63	474.15
WN	2156+41.78	0.00	473.43	473.93
WO	2156+51.79	0.00	473.22	473.71
WP	2156+61.80	0.00	473.02	473.42
WQ	2156+71.81	0.00	472.81	473.13
WR	2156+81.82	0.00	472.61	472.83
WS	2156+91.83	0.00	472.40	472.53
℄ Brg. E. Abut.	2157+03.63	0.00	472.16	472.18
Bk. of E. Abut.	2157+07.30	0.00	472.09	472.11

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 8, 2 OF 6
STRUCTURE NO. 090-0180

SHEET S-55 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	959
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	5.08	488.73	488.75
℄ Brg. Pier 19	2148+97.13	5.08	488.69	488.72
TA	2149+07.14	5.08	488.49	488.60
TB	2149+17.14	5.08	488.29	488.49
TC	2149+27.15	5.08	488.08	488.37
TD	2149+37.15	5.08	487.88	488.26
TE	2149+47.16	5.08	487.67	488.14
TF	2149+57.17	5.08	487.47	487.95
TG	2149+67.17	5.08	487.27	487.76
TH	2149+77.18	5.08	487.06	487.58
TI	2149+87.18	5.08	486.86	487.39
TJ	2149+97.19	5.08	486.65	487.20
TK	2150+07.19	5.08	486.45	486.94
TL	2150+17.20	5.08	486.24	486.68
TM	2150+27.21	5.08	486.04	486.43
TN	2150+37.21	5.08	485.84	486.17
TO	2150+47.22	5.08	485.63	485.91
TP	2150+57.22	5.08	485.43	485.65
TQ	2150+67.23	5.08	485.22	485.40
TR	2150+77.24	5.08	485.02	485.15
TS	2150+87.24	5.08	484.82	484.89
℄ Pier 20	2150+97.63	5.08	484.60	484.62
UA	2151+07.64	5.08	484.40	484.42
UB	2151+17.64	5.08	484.20	484.21
UC	2151+27.65	5.08	483.99	484.00
UD	2151+37.65	5.08	483.79	483.79
UE	2151+47.66	5.08	483.58	483.59
UF	2151+57.67	5.08	483.38	483.40
UG	2151+67.67	5.08	483.17	483.22
UH	2151+77.68	5.08	482.97	483.03
UI	2151+87.68	5.08	482.77	482.85
UJ	2151+97.69	5.08	482.56	482.67
UK	2152+07.69	5.08	482.36	482.46
UL	2152+17.70	5.08	482.15	482.25
UM	2152+27.71	5.08	481.95	482.05
UN	2152+37.71	5.08	481.75	481.84
UO	2152+47.72	5.08	481.54	481.63
UP	2152+57.72	5.08	481.34	481.42
UQ	2152+67.73	5.08	481.13	481.20
UR	2152+77.74	5.08	480.93	480.98
US	2152+87.74	5.08	480.73	480.76
℄ Pier 21	2152+99.63	5.08	480.48	480.50
VA	2153+09.64	5.08	480.28	480.31
VB	2153+19.64	5.08	480.07	480.12
VC	2153+29.65	5.08	479.87	479.93
VD	2153+39.65	5.08	479.67	479.74
VE	2153+49.66	5.08	479.46	479.55
VF	2153+59.67	5.08	479.26	479.35
VG	2153+69.67	5.08	479.05	479.14
VH	2153+79.68	5.08	478.85	478.94
VI	2153+89.68	5.08	478.65	478.74
VJ	2153+99.69	5.08	478.44	478.54
VK	2154+09.69	5.08	478.24	478.32
VL	2154+19.70	5.08	478.03	478.09
VM	2154+29.71	5.08	477.83	477.87
VN	2154+39.71	5.08	477.62	477.64
VO	2154+49.72	5.08	477.42	477.42
VP	2154+59.72	5.08	477.22	477.22
VQ	2154+69.73	5.08	477.01	477.02
VR	2154+79.74	5.08	476.81	476.82
VS	2154+89.74	5.08	476.60	476.62

GIRDER 4 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	5.08	476.36	476.38
WA	2155+11.64	5.08	476.16	476.23
WB	2155+21.64	5.08	475.95	476.08
WC	2155+31.65	5.08	475.75	475.93
WD	2155+41.65	5.08	475.54	475.78
WE	2155+51.66	5.08	475.34	475.63
WF	2155+61.67	5.08	475.14	475.48
WG	2155+71.67	5.08	474.93	475.33
WH	2155+81.68	5.08	474.73	475.18
WI	2155+91.68	5.08	474.52	475.03
WJ	2156+01.69	5.08	474.32	474.88
WK	2156+11.69	5.08	474.12	474.67
WL	2156+21.70	5.08	473.91	474.45
WM	2156+31.71	5.08	473.71	474.23
WN	2156+41.71	5.08	473.50	474.01
WO	2156+51.72	5.08	473.30	473.79
WP	2156+61.72	5.08	473.10	473.50
WQ	2156+71.73	5.08	472.89	473.21
WR	2156+81.74	5.08	472.69	472.91
WS	2156+91.74	5.08	472.48	472.61
℄ Brg. E. Abut.	2157+03.63	5.08	472.24	472.26
Bk. of E. Abut.	2157+07.30	5.08	472.17	472.19

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 8, 3 OF 6
STRUCTURE NO. 090-0180

SHEET S-56 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	960
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	13.50	488.81	488.83
℄ Brg. Pier 19	2148+97.13	13.50	488.78	488.80
TA	2149+07.13	13.50	488.57	488.68
TB	2149+17.13	13.50	488.37	488.57
TC	2149+27.13	13.50	488.16	488.45
TD	2149+37.13	13.50	487.96	488.34
TE	2149+47.13	13.50	487.76	488.22
TF	2149+57.12	13.50	487.55	488.03
TG	2149+67.12	13.50	487.35	487.85
TH	2149+77.12	13.50	487.14	487.66
TI	2149+87.12	13.50	486.94	487.47
TJ	2149+97.12	13.50	486.74	487.28
TK	2150+07.12	13.50	486.53	487.03
TL	2150+17.12	13.50	486.33	486.77
TM	2150+27.12	13.50	486.12	486.51
TN	2150+37.12	13.50	485.92	486.25
TO	2150+47.12	13.50	485.72	485.99
TP	2150+57.11	13.50	485.51	485.74
TQ	2150+67.11	13.50	485.31	485.48
TR	2150+77.11	13.50	485.10	485.23
TS	2150+87.11	13.50	484.90	484.97
℄ Pier 20	2150+97.63	13.50	484.68	484.71
UA	2151+07.63	13.50	484.48	484.50
UB	2151+17.63	13.50	484.28	484.29
UC	2151+27.63	13.50	484.07	484.08
UD	2151+37.63	13.50	483.87	483.88
UE	2151+47.63	13.50	483.66	483.67
UF	2151+57.62	13.50	483.46	483.48
UG	2151+67.62	13.50	483.26	483.30
UH	2151+77.62	13.50	483.05	483.12
UI	2151+87.62	13.50	482.85	482.93
UJ	2151+97.62	13.50	482.64	482.75
UK	2152+07.62	13.50	482.44	482.54
UL	2152+17.62	13.50	482.24	482.34
UM	2152+27.62	13.50	482.03	482.13
UN	2152+37.62	13.50	481.83	481.92
UO	2152+47.62	13.50	481.62	481.72
UP	2152+57.61	13.50	481.42	481.50
UQ	2152+67.61	13.50	481.22	481.28
UR	2152+77.61	13.50	481.01	481.06
US	2152+87.61	13.50	480.81	480.85
℄ Pier 21	2152+99.63	13.50	480.56	480.58
VA	2153+09.63	13.50	480.36	480.39
VB	2153+19.63	13.50	480.16	480.20
VC	2153+29.63	13.50	479.95	480.01
VD	2153+39.63	13.50	479.75	479.82
VE	2153+49.63	13.50	479.54	479.63
VF	2153+59.62	13.50	479.34	479.43
VG	2153+69.62	13.50	479.14	479.23
VH	2153+79.62	13.50	478.93	479.02
VI	2153+89.62	13.50	478.73	478.82
VJ	2153+99.62	13.50	478.52	478.62
VK	2154+09.62	13.50	478.32	478.40
VL	2154+19.62	13.50	478.12	478.18
VM	2154+29.62	13.50	477.91	477.95
VN	2154+39.62	13.50	477.71	477.73
VO	2154+49.62	13.50	477.50	477.50
VP	2154+59.61	13.50	477.30	477.30
VQ	2154+69.61	13.50	477.10	477.10
VR	2154+79.61	13.50	476.89	476.90
VS	2154+89.61	13.50	476.69	476.70

GIRDER 5 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	13.50	476.44	476.46
WA	2155+11.63	13.50	476.24	476.31
WB	2155+21.63	13.50	476.03	476.16
WC	2155+31.63	13.50	475.83	476.01
WD	2155+41.63	13.50	475.63	475.86
WE	2155+51.63	13.50	475.42	475.71
WF	2155+61.62	13.50	475.22	475.56
WG	2155+71.62	13.50	475.01	475.41
WH	2155+81.62	13.50	474.81	475.26
WI	2155+91.62	13.50	474.61	475.11
WJ	2156+01.62	13.50	474.40	474.96
WK	2156+11.62	13.50	474.20	474.75
WL	2156+21.62	13.50	473.99	474.53
WM	2156+31.62	13.50	473.79	474.31
WN	2156+41.62	13.50	473.59	474.09
WO	2156+51.62	13.50	473.38	473.87
WP	2156+61.61	13.50	473.18	473.58
WQ	2156+71.61	13.50	472.97	473.29
WR	2156+81.61	13.50	472.77	472.99
WS	2156+91.61	13.50	472.57	472.70
℄ Brg. E. Abut.	2157+03.63	13.50	472.32	472.34
Bk. of E. Abut.	2157+07.30	13.50	472.25	472.27

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	21.92	488.68	488.70
℄ Brg. Pier 19	2148+97.13	21.92	488.65	488.67
TA	2149+07.12	21.92	488.44	488.55
TB	2149+17.11	21.92	488.24	488.44
TC	2149+27.10	21.92	488.04	488.33
TD	2149+37.10	21.92	487.83	488.21
TE	2149+47.09	21.92	487.63	488.10
TF	2149+57.08	21.92	487.43	487.91
TG	2149+67.07	21.92	487.22	487.72
TH	2149+77.06	21.92	487.02	487.53
TI	2149+87.05	21.92	486.81	487.34
TJ	2149+97.04	21.92	486.61	487.16
TK	2150+07.03	21.92	486.41	486.90
TL	2150+17.02	21.92	486.20	486.64
TM	2150+27.02	21.92	486.00	486.38
TN	2150+37.01	21.92	485.79	486.13
TO	2150+47.00	21.92	485.59	485.87
TP	2150+56.99	21.92	485.39	485.61
TQ	2150+66.98	21.92	485.18	485.36
TR	2150+76.97	21.92	484.98	485.10
TS	2150+86.96	21.92	484.78	484.85
℄ Pier 20	2150+97.63	21.92	484.56	484.58
UA	2151+07.62	21.92	484.35	484.37
UB	2151+17.61	21.92	484.15	484.16
UC	2151+27.60	21.92	483.95	483.96
UD	2151+37.60	21.92	483.74	483.75
UE	2151+47.59	21.92	483.54	483.54
UF	2151+57.58	21.92	483.33	483.36
UG	2151+67.57	21.92	483.13	483.17
UH	2151+77.56	21.92	482.93	482.99
UI	2151+87.55	21.92	482.72	482.81
UJ	2151+97.54	21.92	482.52	482.62
UK	2152+07.53	21.92	482.32	482.42
UL	2152+17.52	21.92	482.11	482.21
UM	2152+27.52	21.92	481.91	482.01
UN	2152+37.51	21.92	481.70	481.80
UO	2152+47.50	21.92	481.50	481.59
UP	2152+57.49	21.92	481.30	481.38
UQ	2152+67.48	21.92	481.09	481.16
UR	2152+77.47	21.92	480.89	480.94
US	2152+87.46	21.92	480.68	480.72
℄ Pier 21	2152+99.63	21.92	480.44	480.46
VA	2153+09.62	21.92	480.23	480.27
VB	2153+19.61	21.92	480.03	480.08
VC	2153+29.60	21.92	479.83	479.88
VD	2153+39.60	21.92	479.62	479.69
VE	2153+49.59	21.92	479.42	479.50
VF	2153+59.58	21.92	479.21	479.30
VG	2153+69.57	21.92	479.01	479.10
VH	2153+79.56	21.92	478.81	478.90
VI	2153+89.55	21.92	478.60	478.70
VJ	2153+99.54	21.92	478.40	478.50
VK	2154+09.53	21.92	478.19	478.27
VL	2154+19.52	21.92	477.99	478.05
VM	2154+29.52	21.92	477.79	477.83
VN	2154+39.51	21.92	477.58	477.60
VO	2154+49.50	21.92	477.38	477.38
VP	2154+59.49	21.92	477.18	477.18
VQ	2154+69.48	21.92	476.97	476.98
VR	2154+79.47	21.92	476.77	476.78
VS	2154+89.46	21.92	476.56	476.58

GIRDER 6 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	21.92	476.32	476.34
WA	2155+11.62	21.92	476.11	476.19
WB	2155+21.61	21.92	475.91	476.03
WC	2155+31.60	21.92	475.70	475.88
WD	2155+41.60	21.92	475.50	475.73
WE	2155+51.59	21.92	475.30	475.58
WF	2155+61.58	21.92	475.09	475.43
WG	2155+71.57	21.92	474.89	475.28
WH	2155+81.56	21.92	474.68	475.14
WI	2155+91.55	21.92	474.48	474.99
WJ	2156+01.54	21.92	474.28	474.84
WK	2156+11.53	21.92	474.07	474.63
WL	2156+21.52	21.92	473.87	474.40
WM	2156+31.52	21.92	473.67	474.18
WN	2156+41.51	21.92	473.46	473.96
WO	2156+51.50	21.92	473.26	473.74
WP	2156+61.49	21.92	473.05	473.46
WQ	2156+71.48	21.92	472.85	473.16
WR	2156+81.47	21.92	472.65	472.87
WS	2156+91.46	21.92	472.44	472.57
℄ Brg. E. Abut.	2157+03.63	21.92	472.19	472.22
Bk. of E. Abut.	2157+07.30	21.92	472.12	472.14

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 8, 4 OF 6
STRUCTURE NO. 090-0180

SHEET S-57 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	961
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	30.33	488.52	488.54
℄ Brg. Pier 19	2148+97.13	30.33	488.49	488.51
TA	2149+07.11	30.33	488.29	488.40
TB	2149+17.10	30.33	488.08	488.28
TC	2149+27.08	30.33	487.88	488.17
TD	2149+37.06	30.33	487.68	488.05
TE	2149+47.05	30.33	487.47	487.94
TF	2149+57.03	30.33	487.27	487.75
TG	2149+67.01	30.33	487.07	487.56
TH	2149+77.00	30.33	486.86	487.38
TI	2149+86.98	30.33	486.66	487.19
TJ	2149+96.96	30.33	486.45	487.00
TK	2150+06.95	30.33	486.25	486.74
TL	2150+16.93	30.33	486.05	486.49
TM	2150+26.91	30.33	485.84	486.23
TN	2150+36.90	30.33	485.64	485.97
TO	2150+46.88	30.33	485.44	485.71
TP	2150+56.86	30.33	485.23	485.46
TQ	2150+66.85	30.33	485.03	485.20
TR	2150+76.83	30.33	484.83	484.95
TS	2150+86.81	30.33	484.62	484.70
℄ Pier 20	2150+97.63	30.33	484.40	484.42
UA	2151+07.61	30.33	484.20	484.21
UB	2151+17.60	30.33	483.99	484.01
UC	2151+27.58	30.33	483.79	483.80
UD	2151+37.56	30.33	483.59	483.59
UE	2151+47.55	30.33	483.38	483.39
UF	2151+57.53	30.33	483.18	483.20
UG	2151+67.51	30.33	482.98	483.02
UH	2151+77.50	30.33	482.77	482.83
UI	2151+87.48	30.33	482.57	482.65
UJ	2151+97.46	30.33	482.36	482.47
UK	2152+07.45	30.33	482.16	482.26
UL	2152+17.43	30.33	481.96	482.06
UM	2152+27.41	30.33	481.75	481.85
UN	2152+37.40	30.33	481.55	481.64
UO	2152+47.38	30.33	481.35	481.44
UP	2152+57.36	30.33	481.14	481.22
UQ	2152+67.35	30.33	480.94	481.00
UR	2152+77.33	30.33	480.73	480.79
US	2152+87.31	30.33	480.53	480.57
℄ Pier 21	2152+99.63	30.33	480.28	480.30
VA	2153+09.61	30.33	480.08	480.11
VB	2153+19.60	30.33	479.87	479.92
VC	2153+29.58	30.33	479.67	479.73
VD	2153+39.56	30.33	479.46	479.54
VE	2153+49.55	30.33	479.26	479.35
VF	2153+59.53	30.33	479.06	479.15
VG	2153+69.51	30.33	478.85	478.94
VH	2153+79.50	30.33	478.65	478.74
VI	2153+89.48	30.33	478.45	478.54
VJ	2153+99.46	30.33	478.24	478.34
VK	2154+09.45	30.33	478.04	478.12
VL	2154+19.43	30.33	477.84	477.90
VM	2154+29.41	30.33	477.63	477.67
VN	2154+39.40	30.33	477.43	477.45
VO	2154+49.38	30.33	477.22	477.22
VP	2154+59.36	30.33	477.02	477.02
VQ	2154+69.35	30.33	476.82	476.82
VR	2154+79.33	30.33	476.61	476.62
VS	2154+89.31	30.33	476.41	476.43

GIRDER 7 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	30.33	476.16	476.18
WA	2155+11.61	30.33	475.95	476.03
WB	2155+21.60	30.33	475.75	475.88
WC	2155+31.58	30.33	475.55	475.73
WD	2155+41.56	30.33	475.34	475.58
WE	2155+51.55	30.33	475.14	475.42
WF	2155+61.53	30.33	474.94	475.28
WG	2155+71.51	30.33	474.73	475.13
WH	2155+81.50	30.33	474.53	474.98
WI	2155+91.48	30.33	474.33	474.83
WJ	2156+01.46	30.33	474.12	474.68
WK	2156+11.45	30.33	473.92	474.47
WL	2156+21.43	30.33	473.71	474.25
WM	2156+31.41	30.33	473.51	474.03
WN	2156+41.40	30.33	473.31	473.81
WO	2156+51.38	30.33	473.10	473.59
WP	2156+61.36	30.33	472.90	473.31
WQ	2156+71.35	30.33	472.70	473.01
WR	2156+81.33	30.33	472.49	472.72
WS	2156+91.31	30.33	472.29	472.42
℄ Brg. E. Abut.	2157+03.63	30.33	472.04	472.06
Bk. of E. Abut.	2157+07.30	30.33	471.96	471.98

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	38.75	488.35	488.37
℄ Brg. Pier 19	2148+97.13	38.75	488.32	488.34
TA	2149+07.11	38.75	488.12	488.23
TB	2149+17.08	38.75	487.92	488.11
TC	2149+27.06	38.75	487.71	488.00
TD	2149+37.04	38.75	487.51	487.89
TE	2149+47.01	38.75	487.31	487.77
TF	2149+56.99	38.75	487.10	487.58
TG	2149+66.97	38.75	486.90	487.40
TH	2149+76.94	38.75	486.70	487.21
TI	2149+86.92	38.75	486.49	487.02
TJ	2149+96.90	38.75	486.29	486.83
TK	2150+06.87	38.75	486.08	486.58
TL	2150+16.85	38.75	485.88	486.32
TM	2150+26.83	38.75	485.68	486.06
TN	2150+36.80	38.75	485.47	485.80
TO	2150+46.78	38.75	485.27	485.55
TP	2150+56.76	38.75	485.07	485.29
TQ	2150+66.73	38.75	484.86	485.04
TR	2150+76.71	38.75	484.66	484.78
TS	2150+86.69	38.75	484.46	484.53
℄ Pier 20	2150+97.63	38.75	484.23	484.25
UA	2151+07.61	38.75	484.03	484.05
UB	2151+17.58	38.75	483.83	483.84
UC	2151+27.56	38.75	483.62	483.63
UD	2151+37.54	38.75	483.42	483.42
UE	2151+47.51	38.75	483.22	483.22
UF	2151+57.49	38.75	483.01	483.03
UG	2151+67.47	38.75	482.81	482.85
UH	2151+77.44	38.75	482.60	482.67
UI	2151+87.42	38.75	482.40	482.48
UJ	2151+97.40	38.75	482.20	482.30
UK	2152+07.37	38.75	481.99	482.10
UL	2152+17.35	38.75	481.79	481.89
UM	2152+27.33	38.75	481.59	481.68
UN	2152+37.30	38.75	481.38	481.48
UO	2152+47.28	38.75	481.18	481.27
UP	2152+57.26	38.75	480.98	481.05
UQ	2152+67.23	38.75	480.77	480.84
UR	2152+77.21	38.75	480.57	480.62
US	2152+87.19	38.75	480.37	480.40
℄ Pier 21	2152+99.63	38.75	480.11	480.13
VA	2153+09.61	38.75	479.91	479.94
VB	2153+19.58	38.75	479.70	479.75
VC	2153+29.56	38.75	479.50	479.56
VD	2153+39.54	38.75	479.30	479.37
VE	2153+49.51	38.75	479.09	479.18
VF	2153+59.49	38.75	478.89	478.98
VG	2153+69.47	38.75	478.69	478.78
VH	2153+79.44	38.75	478.48	478.57
VI	2153+89.42	38.75	478.28	478.37
VJ	2153+99.40	38.75	478.08	478.17
VK	2154+09.37	38.75	477.87	477.95
VL	2154+19.35	38.75	477.67	477.73
VM	2154+29.33	38.75	477.47	477.50
VN	2154+39.30	38.75	477.26	477.28
VO	2154+49.28	38.75	477.06	477.06
VP	2154+59.26	38.75	476.85	476.86
VQ	2154+69.23	38.75	476.65	476.66
VR	2154+79.21	38.75	476.45	476.46
VS	2154+89.19	38.75	476.24	476.26

GIRDER 8 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	38.75	475.99	476.01
WA	2155+11.61	38.75	475.79	475.86
WB	2155+21.58	38.75	475.58	475.71
WC	2155+31.56	38.75	475.38	475.56
WD	2155+41.54	38.75	475.18	475.41
WE	2155+51.51	38.75	474.97	475.26
WF	2155+61.49	38.75	474.77	475.11
WG	2155+71.47	38.75	474.57	474.96
WH	2155+81.44	38.75	474.36	474.81
WI	2155+91.42	38.75	474.16	474.66
WJ	2156+01.40	38.75	473.96	474.52
WK	2156+11.37	38.75	473.75	474.30
WL	2156+21.35	38.75	473.55	474.08
WM	2156+31.33	38.75	473.34	473.86
WN	2156+41.30	38.75	473.14	473.64
WO	2156+51.28	38.75	472.94	473.42
WP	2156+61.26	38.75	472.73	473.14
WQ	2156+71.23	38.75	472.53	472.84
WR	2156+81.21	38.75	472.33	472.55
WS	2156+91.19	38.75	472.12	472.25
℄ Brg. E. Abut.	2157+03.63	38.75	471.87	471.89
Bk. of E. Abut.	2157+07.30	38.75	471.79	471.81

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 8, 5 OF 6
STRUCTURE NO. 090-0180

SHEET S-58 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	962
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 19	2148+95.63	47.17	488.19	488.21
℄ Brg. Pier 19	2148+97.13	47.17	488.15	488.18
TA	2149+07.10	47.17	487.95	488.06
TB	2149+17.07	47.17	487.75	487.95
TC	2149+27.04	47.17	487.54	487.83
TD	2149+37.01	47.17	487.34	487.72
TE	2149+46.98	47.17	487.14	487.60
TF	2149+56.95	47.17	486.93	487.42
TG	2149+66.92	47.17	486.73	487.23
TH	2149+76.89	47.17	486.53	487.04
TI	2149+86.86	47.17	486.32	486.85
TJ	2149+96.83	47.17	486.12	486.67
TK	2150+06.80	47.17	485.92	486.41
TL	2150+16.77	47.17	485.71	486.15
TM	2150+26.74	47.17	485.51	485.90
TN	2150+36.71	47.17	485.31	485.64
TO	2150+46.68	47.17	485.10	485.38
TP	2150+56.65	47.17	484.90	485.13
TQ	2150+66.62	47.17	484.70	484.87
TR	2150+76.59	47.17	484.49	484.62
TS	2150+86.56	47.17	484.29	484.36
℄ Pier 20	2150+97.63	47.17	484.06	484.08
UA	2151+07.60	47.17	483.86	483.88
UB	2151+17.57	47.17	483.66	483.67
UC	2151+27.54	47.17	483.45	483.46
UD	2151+37.51	47.17	483.25	483.26
UE	2151+47.48	47.17	483.05	483.05
UF	2151+57.45	47.17	482.84	482.87
UG	2151+67.42	47.17	482.64	482.68
UH	2151+77.39	47.17	482.44	482.50
UI	2151+87.36	47.17	482.23	482.32
UJ	2151+97.33	47.17	482.03	482.13
UK	2152+07.30	47.17	481.83	481.93
UL	2152+17.27	47.17	481.62	481.72
UM	2152+27.24	47.17	481.42	481.52
UN	2152+37.21	47.17	481.22	481.31
UO	2152+47.18	47.17	481.01	481.10
UP	2152+57.15	47.17	480.81	480.89
UQ	2152+67.12	47.17	480.61	480.67
UR	2152+77.09	47.17	480.40	480.45
US	2152+87.06	47.17	480.20	480.24
℄ Pier 21	2152+99.63	47.17	479.94	479.96
VA	2153+09.60	47.17	479.74	479.77
VB	2153+19.57	47.17	479.54	479.58
VC	2153+29.54	47.17	479.33	479.39
VD	2153+39.51	47.17	479.13	479.20
VE	2153+49.48	47.17	478.93	479.01
VF	2153+59.45	47.17	478.72	478.81
VG	2153+69.42	47.17	478.52	478.61
VH	2153+79.39	47.17	478.32	478.41
VI	2153+89.36	47.17	478.11	478.21
VJ	2153+99.33	47.17	477.91	478.01
VK	2154+09.30	47.17	477.71	477.79
VL	2154+19.27	47.17	477.50	477.56
VM	2154+29.24	47.17	477.30	477.34
VN	2154+39.21	47.17	477.10	477.11
VO	2154+49.18	47.17	476.89	476.89
VP	2154+59.15	47.17	476.69	476.69
VQ	2154+69.12	47.17	476.48	476.49
VR	2154+79.09	47.17	476.28	476.29
VS	2154+89.06	47.17	476.08	476.09

GIRDER 9 (Cont'd.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
℄ Pier 22	2155+01.63	47.17	475.82	475.84
WA	2155+11.60	47.17	475.62	475.69
WB	2155+21.57	47.17	475.41	475.54
WC	2155+31.54	47.17	475.21	475.39
WD	2155+41.51	47.17	475.01	475.24
WE	2155+51.48	47.17	474.80	475.09
WF	2155+61.45	47.17	474.60	474.94
WG	2155+71.42	47.17	474.40	474.79
WH	2155+81.39	47.17	474.19	474.64
WI	2155+91.36	47.17	473.99	474.50
WJ	2156+01.33	47.17	473.79	474.35
WK	2156+11.30	47.17	473.58	474.14
WL	2156+21.27	47.17	473.38	473.92
WM	2156+31.24	47.17	473.18	473.70
WN	2156+41.21	47.17	472.97	473.48
WO	2156+51.18	47.17	472.77	473.26
WP	2156+61.15	47.17	472.57	472.97
WQ	2156+71.12	47.17	472.36	472.68
WR	2156+81.09	47.17	472.16	472.38
WS	2156+91.06	47.17	471.96	472.09
℄ Brg. E. Abut.	2157+03.63	47.17	471.70	471.72
Bk. of E. Abut.	2157+07.30	47.17	471.63	471.65

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - UNIT 8, 6 OF 6
STRUCTURE NO. 090-0180
SHEET S-59 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	963
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	-22.13	507.46	507.49
A1	2109+25.67	-22.09	507.27	507.29
A2	2109+35.67	-22.07	507.08	507.10
East End of W. Appr. Slab	2109+45.78	-22.05	506.88	506.90

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	-12.00	507.67	507.69
A1	2109+25.67	-12.00	507.47	507.49
A2	2109+35.67	-12.00	507.28	507.30
East End of W. Appr. Slab	2109+45.73	-12.00	507.08	507.10

℄ US 150 EB & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	0.00	507.91	507.93
A1	2109+25.67	0.00	507.71	507.73
A2	2109+35.67	0.00	507.52	507.54
East End of W. Appr. Slab	2109+45.67	0.00	507.32	507.34

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	1.00	507.92	507.94
A1	2109+25.67	0.90	507.73	507.75
A2	2109+35.67	0.79	507.53	507.55
East End of W. Appr. Slab	2109+45.66	0.68	507.33	507.35

CROWN

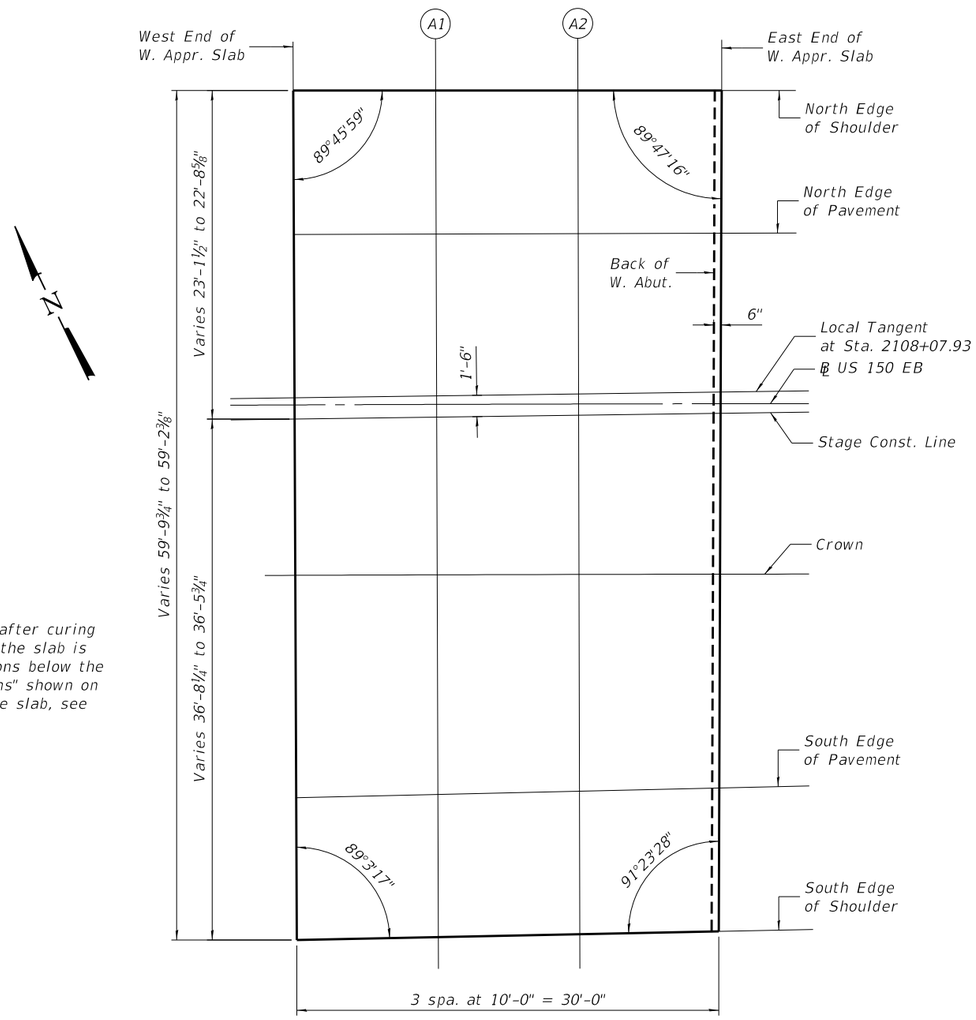
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	12.00	508.09	508.11
A1	2109+25.67	12.00	507.89	507.91
A2	2109+35.67	12.00	507.70	507.72
East End of W. Appr. Slab	2109+45.60	12.00	507.50	507.52

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	27.66	507.85	507.87
A1	2109+25.67	27.47	507.66	507.68
A2	2109+35.67	27.27	507.47	507.49
East End of W. Appr. Slab	2109+45.53	27.06	507.28	507.30

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of W. Appr. Slab	2109+15.67	37.68	507.65	507.67
A1	2109+25.67	37.52	507.46	507.48
A2	2109+35.67	37.34	507.27	507.29
East End of W. Appr. Slab	2109+45.48	37.15	507.08	507.10



PLAN

Note:
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet. For grinding the slab, see Special Provisions.

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	-22.00	471.67	471.69
XA	2157+16.30	-22.00	471.47	471.49
XB	2157+26.30	-22.00	471.26	471.28
East End of E. Appr. Slab	2157+36.30	-22.00	471.06	471.08

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	-12.00	471.87	471.89
XA	2157+16.30	-12.00	471.67	471.69
XB	2157+26.30	-12.00	471.46	471.48
East End of E. Appr. Slab	2157+36.30	-12.00	471.26	471.28

℄ US 150 EB & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	0.00	472.11	472.13
XA	2157+16.30	0.00	471.91	471.93
XB	2157+26.30	0.00	471.70	471.72
East End of E. Appr. Slab	2157+36.30	0.00	471.50	471.52

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	12.00	472.29	472.31
XA	2157+16.30	12.00	472.09	472.11
XB	2157+26.30	12.00	471.88	471.90
East End of E. Appr. Slab	2157+36.30	12.00	471.68	471.70

SOUTH EDGE OF PAVEMENT

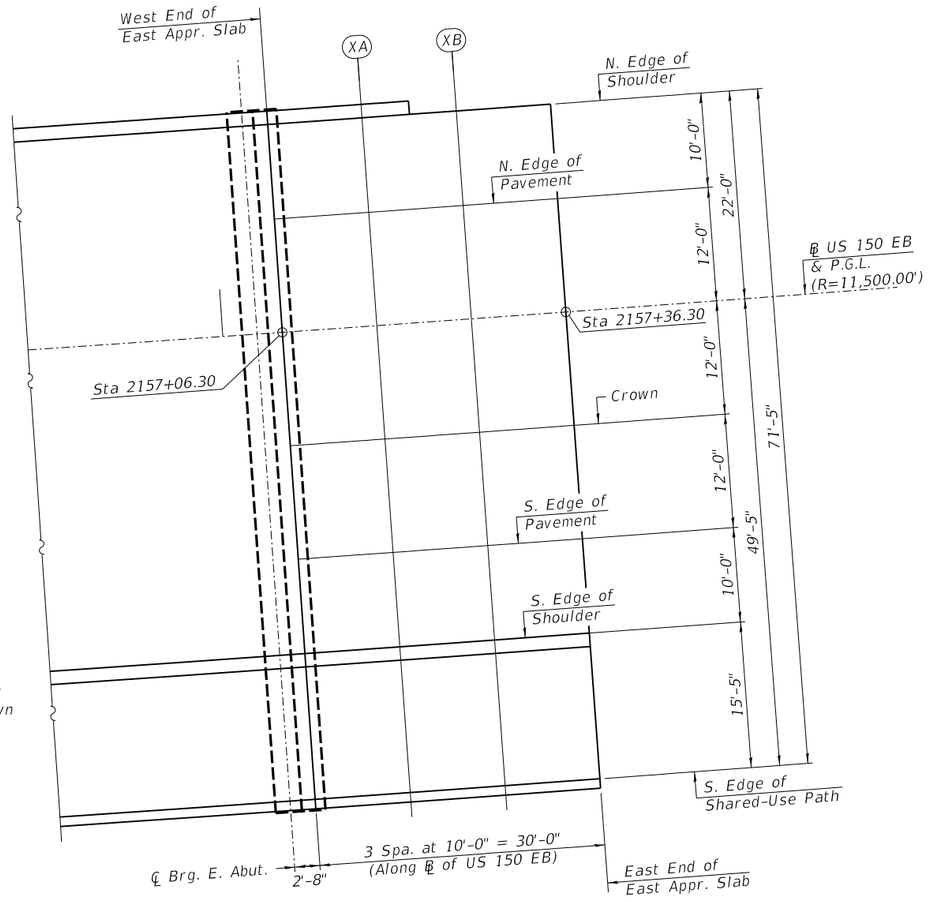
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	24.00	472.11	472.13
XA	2157+16.30	24.00	471.91	471.93
XB	2157+26.30	24.00	471.70	471.72
East End of E. Appr. Slab	2157+36.30	24.00	471.50	471.52

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	34.00	471.91	471.93
XA	2157+16.30	34.00	471.71	471.73
XB	2157+26.30	34.00	471.50	471.52
East End of E. Appr. Slab	2157+36.30	34.00	471.30	471.32

SOUTH EDGE OF SHARED-USE PATH

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
West End of E. Appr. Slab	2157+06.30	49.42	471.60	471.62
XA	2157+16.30	49.42	471.40	471.42
XB	2157+26.30	49.42	471.19	471.21
East End of E. Appr. Slab	2157+36.30	49.42	470.99	471.01



PLAN

(Dimensions are Radial along ℄ US 150 EB & PGL unless otherwise noted)

Note:
The slab is to be ground after curing to achieve smoothness, but the slab is is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet. For grinding the slab, see Special Provisions.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS - EAST END
STRUCTURE NO. 090-0180

SHEET S-61 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	965
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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WEST EDGE OF SHOULDER

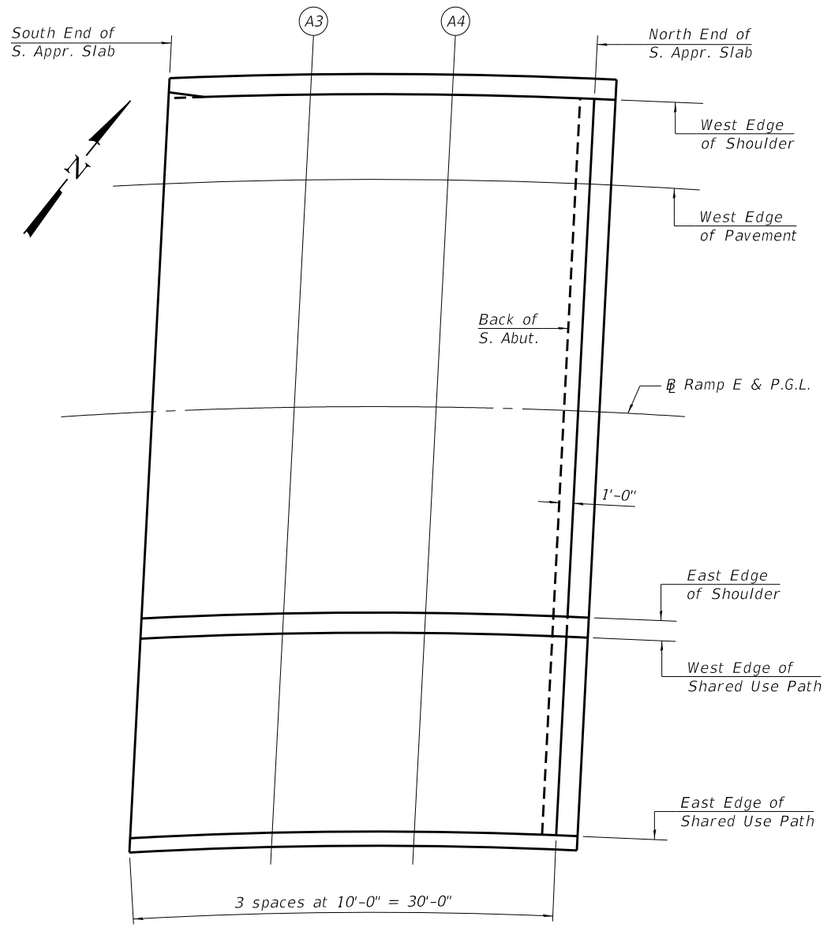
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr.	1505+63.15	-22.00	500.12	500.14
A3	1505+72.54	-22.00	500.49	500.51
A4	1505+81.93	-22.00	500.87	500.89
N. End of S. Appr.	1505+91.32	-22.00	501.24	501.26

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr.	1506+62.62	-16.00	499.73	499.76
A3	1505+72.17	-16.00	500.12	500.14
A4	1505+81.72	-16.00	500.50	500.52
N. End of S. Appr.	1505+91.27	-16.00	500.88	500.90

℄ RAMP E & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr.	1505+61.12	0.00	498.71	498.74
A3	1505+71.12	0.00	499.11	499.14
A4	1505+81.12	0.00	499.51	499.54
N. End of S. Appr.	1505+91.12	0.00	499.91	499.94



PLAN

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr.	1505+59.64	14.50	497.79	497.81
A3	1505+70.09	14.50	498.20	498.22
A4	1505+80.53	14.50	498.62	498.64
N. End of S. Appr.	1505+90.98	14.50	499.04	499.06

WEST EDGE OF SHARED USE PATH

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr.	1505+59.49	15.92	497.75	497.77
A3	1505+69.98	15.92	498.17	498.19
A4	1505+80.47	15.92	498.59	498.61
N. End of S. Appr.	1505+90.97	15.92	499.01	499.03

EAST EDGE OF SHARED USE PATH

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of S. Appr.	1505+57.91	29.92	497.41	497.43
A3	1505+68.88	29.92	497.85	497.87
A4	1505+79.85	29.92	498.29	498.31
N. End of S. Appr.	1505+90.81	29.92	498.72	498.74

Note:
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet. For grinding the slab, see Special Provisions.

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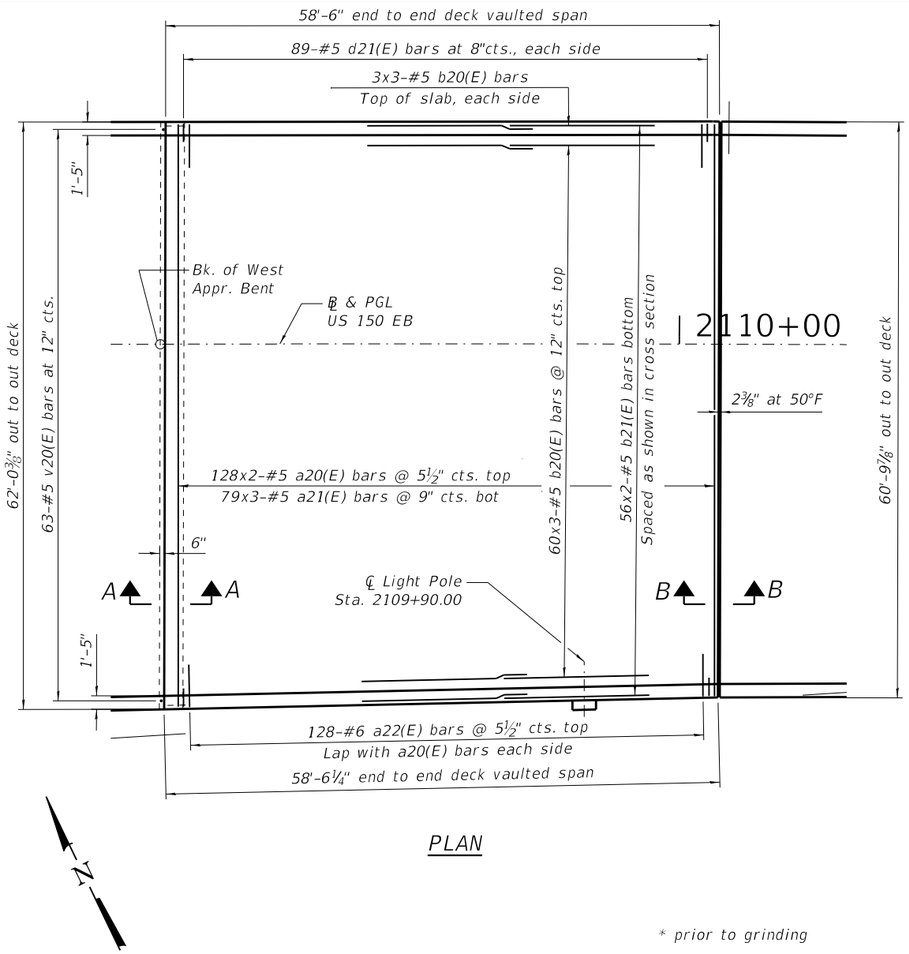
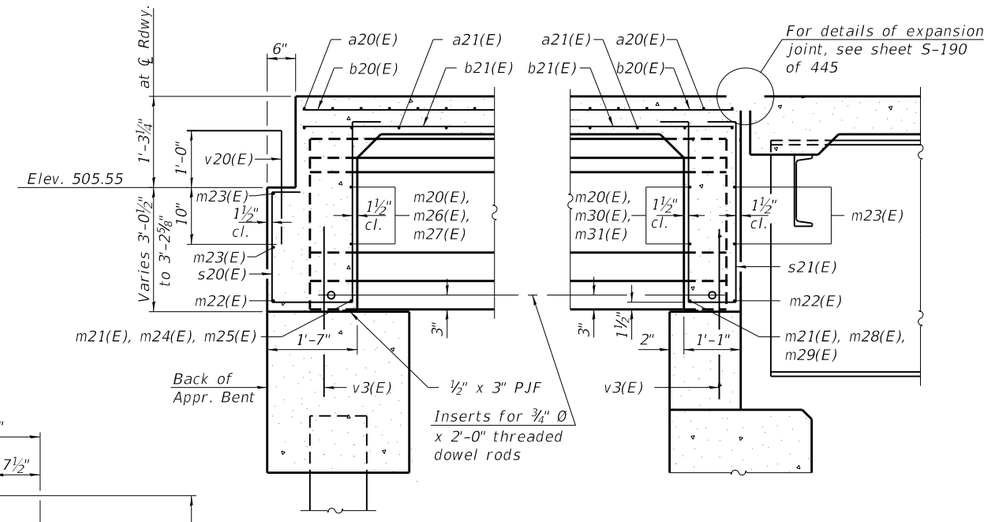


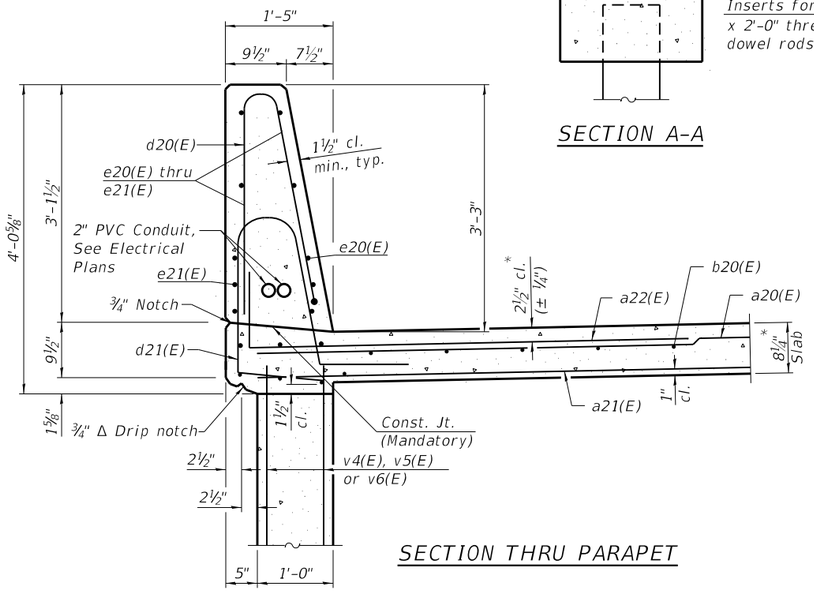
PLAN

* prior to grading



SECTION A-A

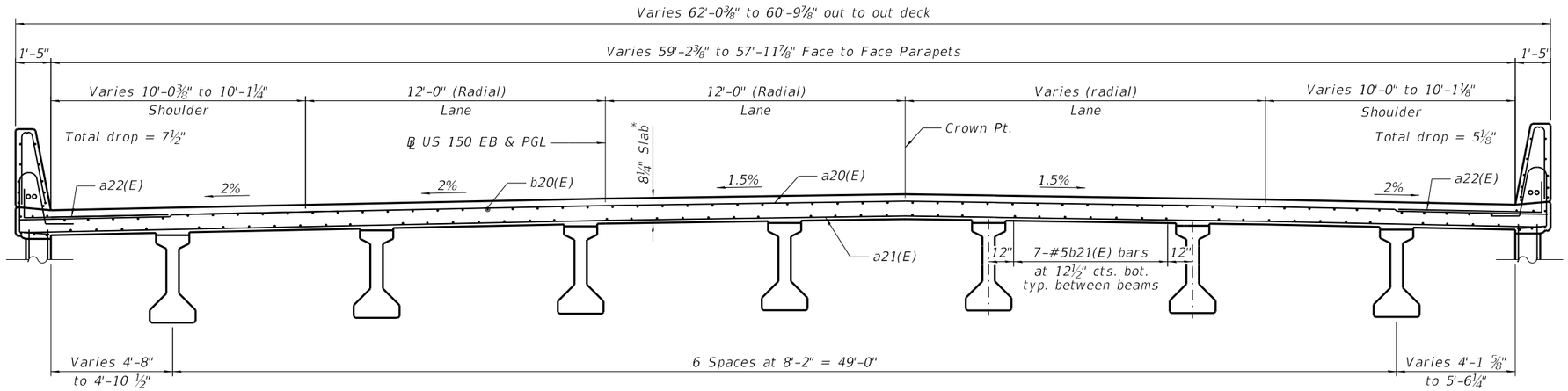
SECTION B-B



SECTION THRU PARAPET

* prior to grinding

MIN. BAR LAP
#5 Bar = 3'-6"
#6 Bar = 4'-4"



Note:
1. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED ABUTMENT APPROACH SPAN
STRUCTURE NO. 090-0180
SHEET S-63 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	967
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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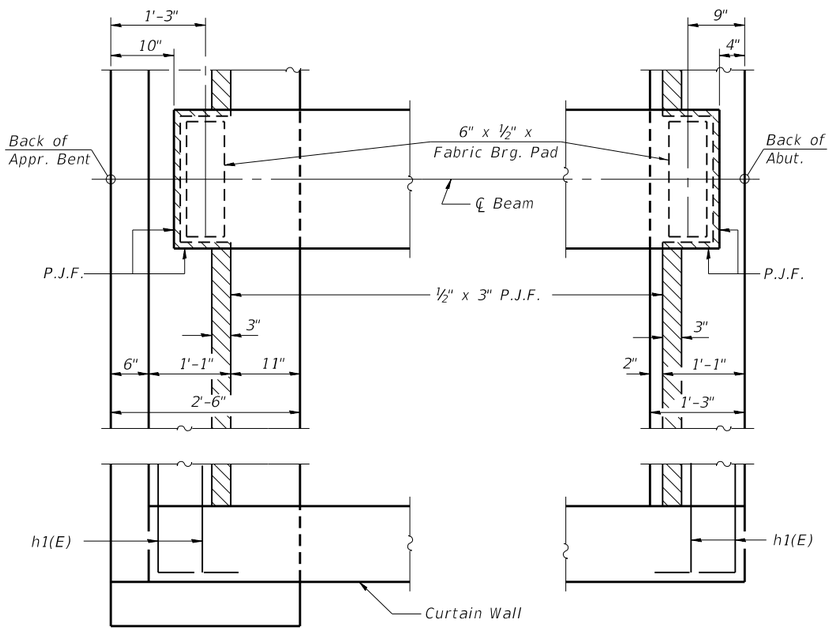
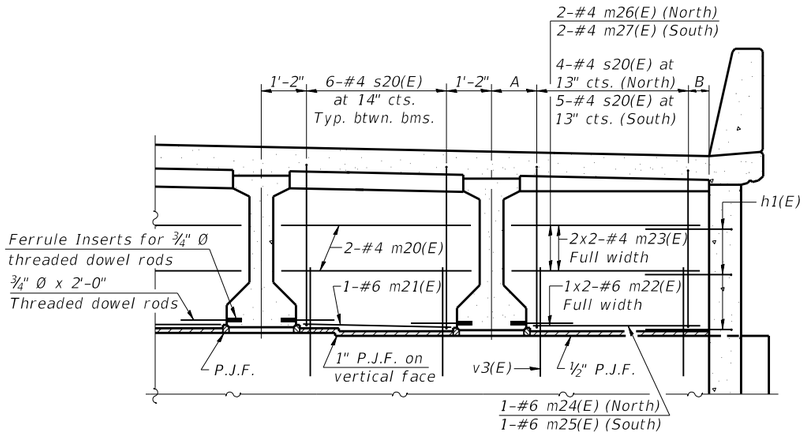
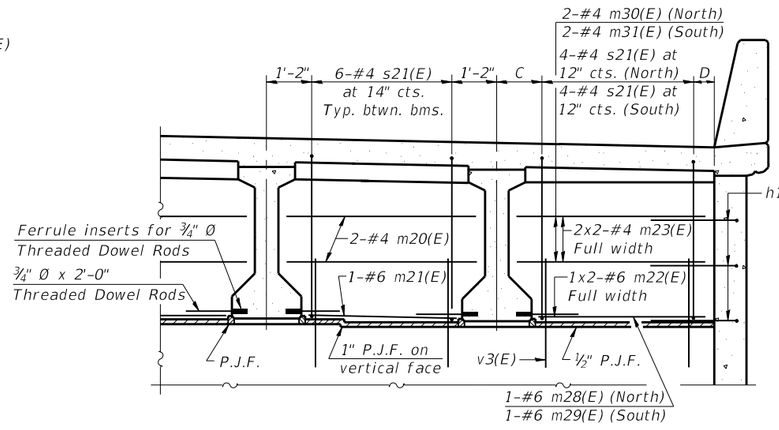


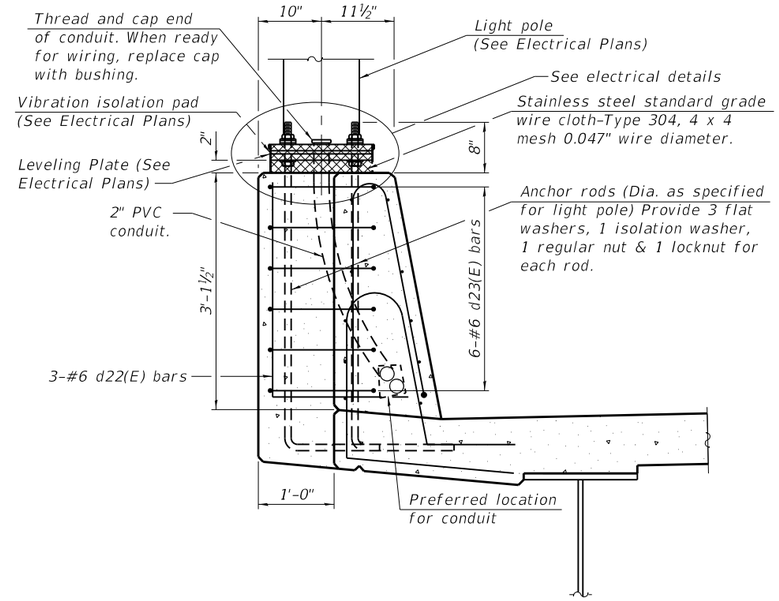
PARTIAL PLAN



DIAPHRAGM AT APPROACH BENT

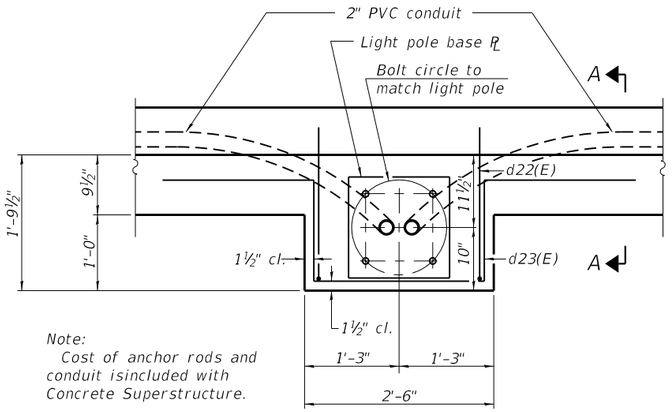


DIAPHRAGM AT ABUTMENT



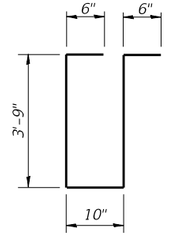
SECTION A-A

Notes:
1. See sheet S-288 to S-290 of 445 for h1(E) and v3(E) bars.
2. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

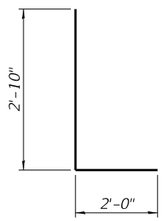


Note:
Cost of anchor rods and conduit isincluded with Concrete Superstructure.

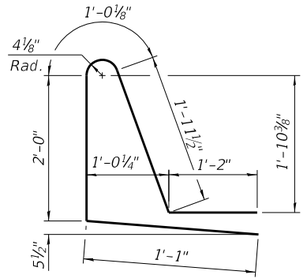
PLAN



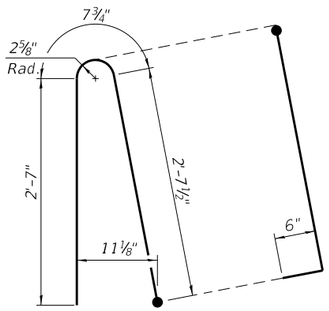
BAR s21(E)



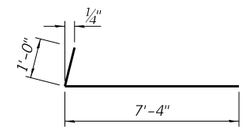
BAR d22(E)



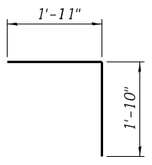
BAR d21(E)



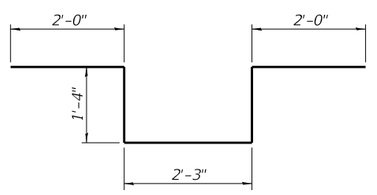
BAR d20(E)



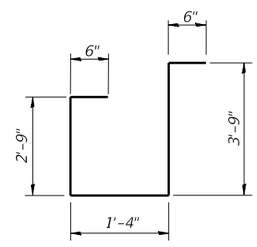
BAR a22(E)



BAR v20(E)



BAR d23(E)



BAR s20(E)

VAULTED SPAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	256	#5	32'-8"	
a21(E)	237	#5	23'-0"	
a22(E)	256	#6	8'-4"	
b20(E)	198	#5	21'-9"	
b21(E)	112	#5	30'-10"	
d20(E)	178	#5	6'-5"	
d21(E)	178	#5	7'-3"	
d22(E)	3	#6	4'-10"	
d23(E)	6	#6	8'-11"	
e20(E)	36	#4	19'-2"	
e21(E)	16	#4	30'-6"	
m20(E)	24	#4	7'-5"	
m21(E)	12	#6	6'-0"	
m22(E)	4	#6	31'-10"	
m23(E)	8	#4	31'-5"	
m24(E)	1	#6	3'-6"	
m25(E)	1	#6	4'-4"	
m26(E)	2	#4	4'-2"	
m27(E)	2	#6	5'-0"	
m28(E)	1	#6	3'-5"	
m29(E)	1	#6	2'-11"	
m30(E)	2	#4	4'-1"	
m31(E)	2	#4	3'-7"	
s20(E)	45	#4	8'-10"	
s21(E)	44	#4	9'-4"	
v20(E)	63	#5	3'-9"	

Concrete Superstructure	Cu. Yd.	132.1
Reinforcement Bars, Epoxy Coated	Pound	30,560
Protective Coat	Sq. Yd.	423
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	251
Diamond Grinding (Bridge Section)	Sq. Yd.	355

DIMENSIONAL NOTES

A	1'-2" (North), 1'-0½" (South)
B	3" (North), 1½" (South)
C	1'-4¾" (North), 1'-0¼" (South)
D	5¾" (North), 1¼" (South)

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STATE OF ILLINOIS
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VAULTED ABUTMENT APPROACH SPAN DETAILS
STRUCTURE NO. 090-0180
SHEET S-64 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	968
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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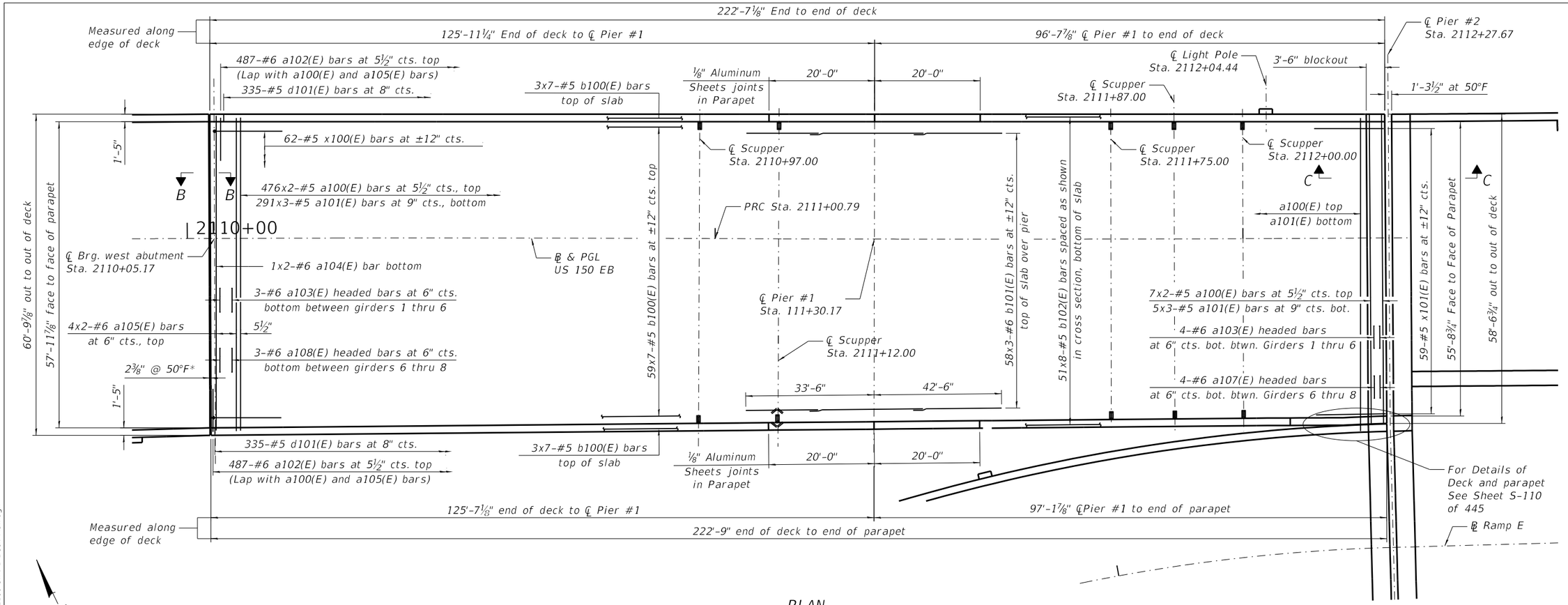
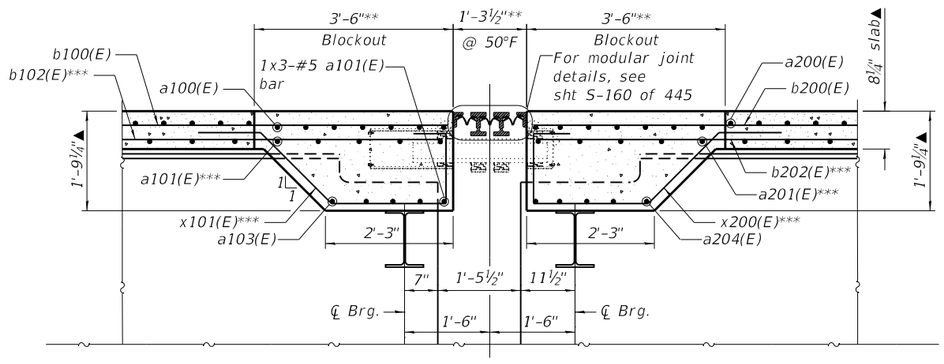


PLAN

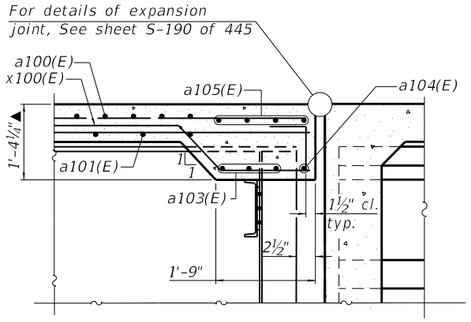
*Dimensions showing concrete opening, for joint opening see sheet S-190 of 445.



SECTION C-C

*** Bars to be adjusted and/or cut in field to miss support boxes and beam webs

** Contractor to verify number of rails, blockout dimensions and joint opening with joint manufacturer



SECTION B-B

▲ Prior to grinding

MINIMUM BAR LAP

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

Notes:
1. See sheet s-101 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For reinforcement around scuppers, see Sheet S-101 of 445.
4. Dimensions are based on a rolled rail strip seal joint. If the contractor elects to use the welded rail strip seal joint, deck dimensions may require adjustments to satisfy the details on sheet S-190 of 445.

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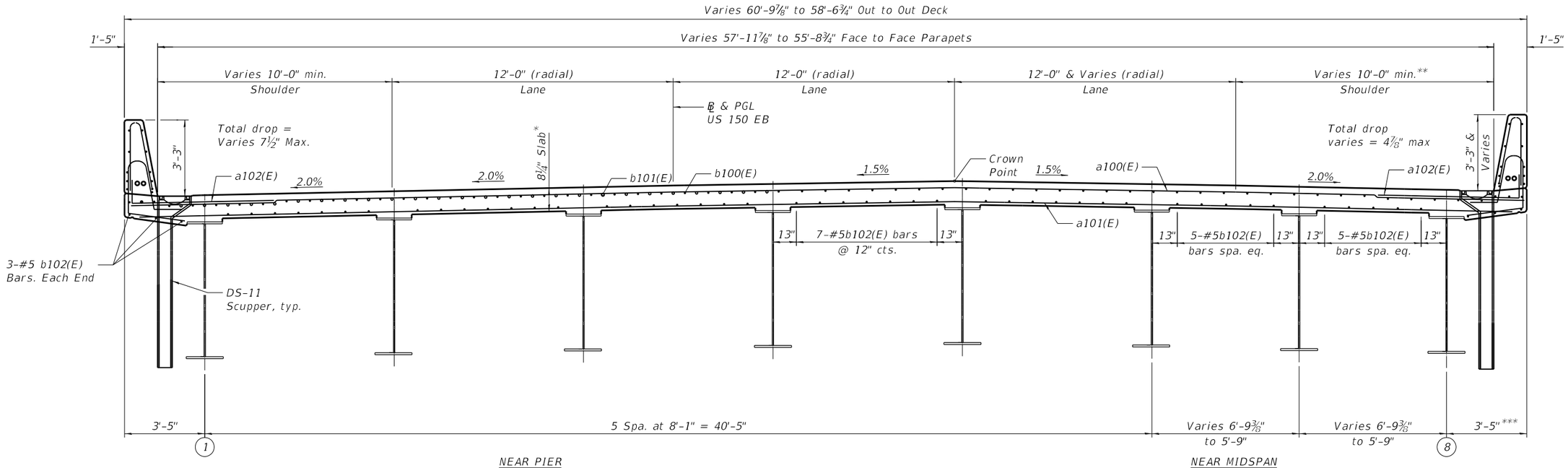
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 1
STRUCTURE NO. 090-0180
SHEET S-65 OF 445 SHEETS

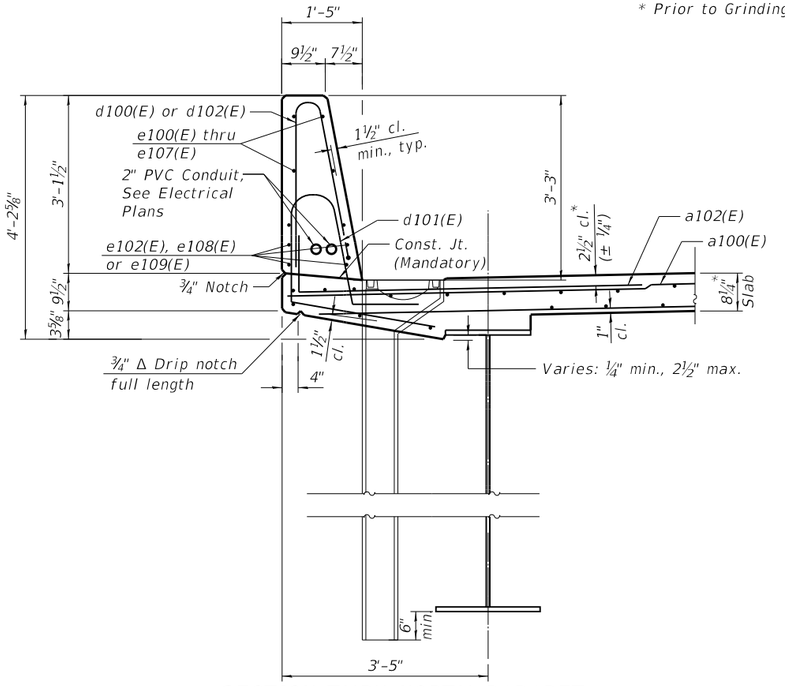
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	969
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT	NHPP-YRP3(905)	



TYPICAL CROSS SECTION

(Looking Upstation)

* Prior to Grinding



SECTION THRU NORTH PARAPET

(South Parapet similar, except as noted in cross section)

** Exception on minimum width is at the end of Unit 1. From Sta. 2112+18.77 to Sta. 2112+27.02, width reduces to a minimum of 9'-8¾".

*** Between Sta. 2112+02.42 to Sta. 2112+27.02, overhang varies to a minimum of 3'-2⅞".

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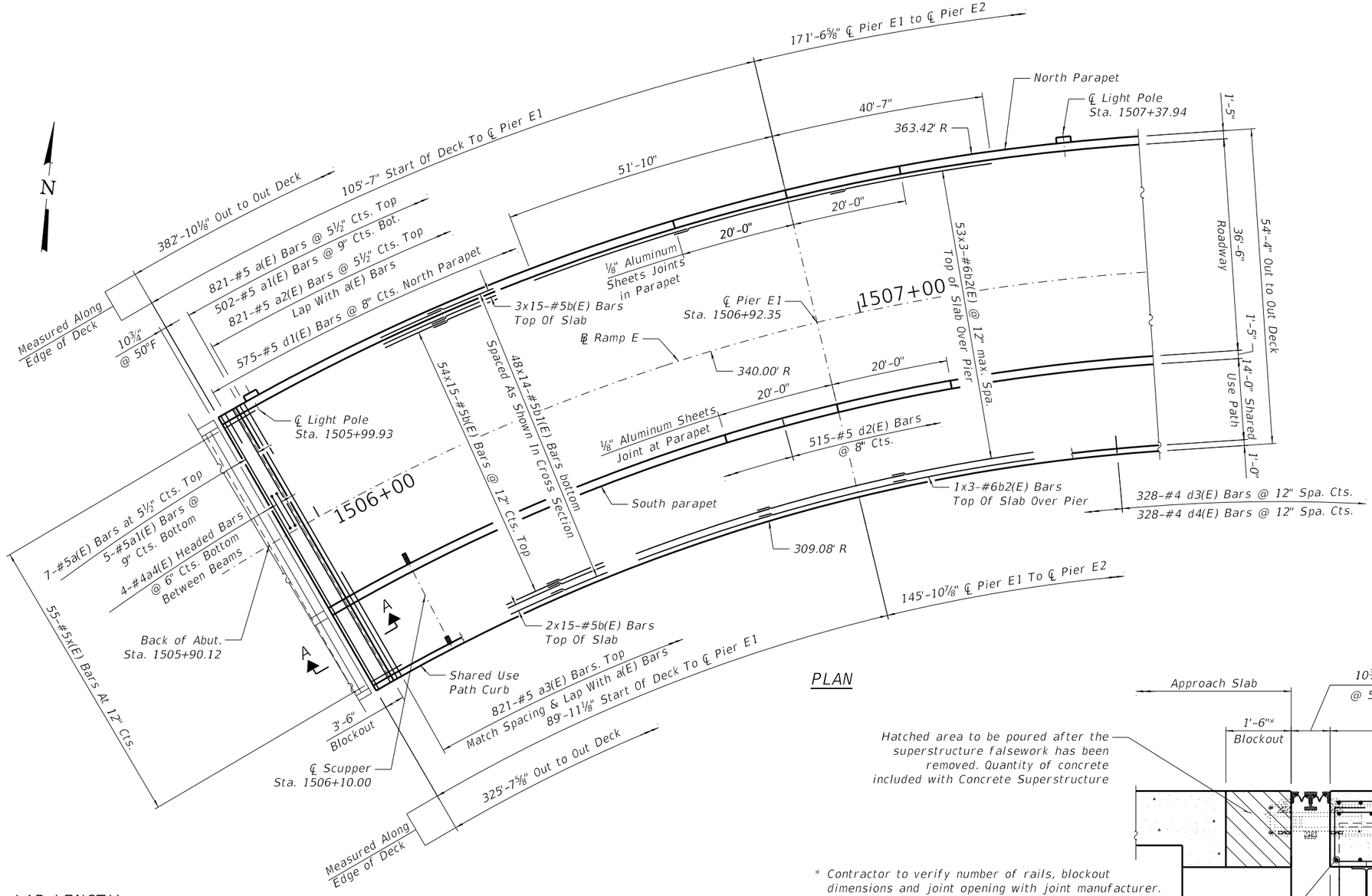
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, UNIT 1
STRUCTURE NO. 090-0180
SHEET S-66 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	970
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



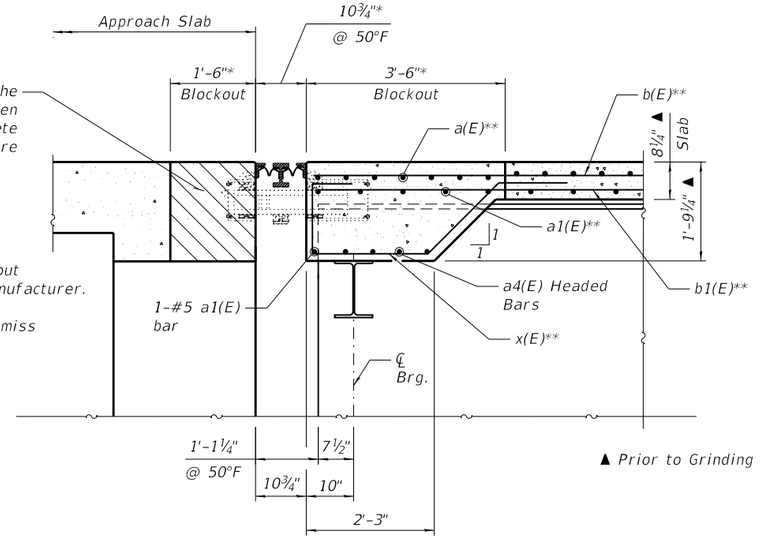
PLAN

MIN. LAP LENGTH

#5 = 3'-6"
#6 = 3'-7"

Notes:

1. Bars indicated thus 20x3-#5, etc indicates 20 lines of bars with 3 lengths per line.
2. Longitudinal bars shall be sprung into place to be concentric at the spacing noted.
3. Transverse bars shall be placed radially at the spacing noted. The spacing is measured along the left edge of deck when looking upstation.
4. See sheet S-106 of 445 for superstructure details and Bill of Materials.



Hatched area to be poured after the superstructure falsework has been removed. Quantity of concrete included with Concrete Superstructure

* Contractor to verify number of rails, blockout dimensions and joint opening with joint manufacturer.

** Bars to be adjusted and/or cut in field to miss support boxes and beam webs.

▲ Prior to Grinding

SECTION A-A

TY LIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED - RH	REVISED -	
	CHECKED - SP	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - RH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - RAMP E, 1 OF 2
STRUCTURE NO. 090-0180
SHEET S-67 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	971
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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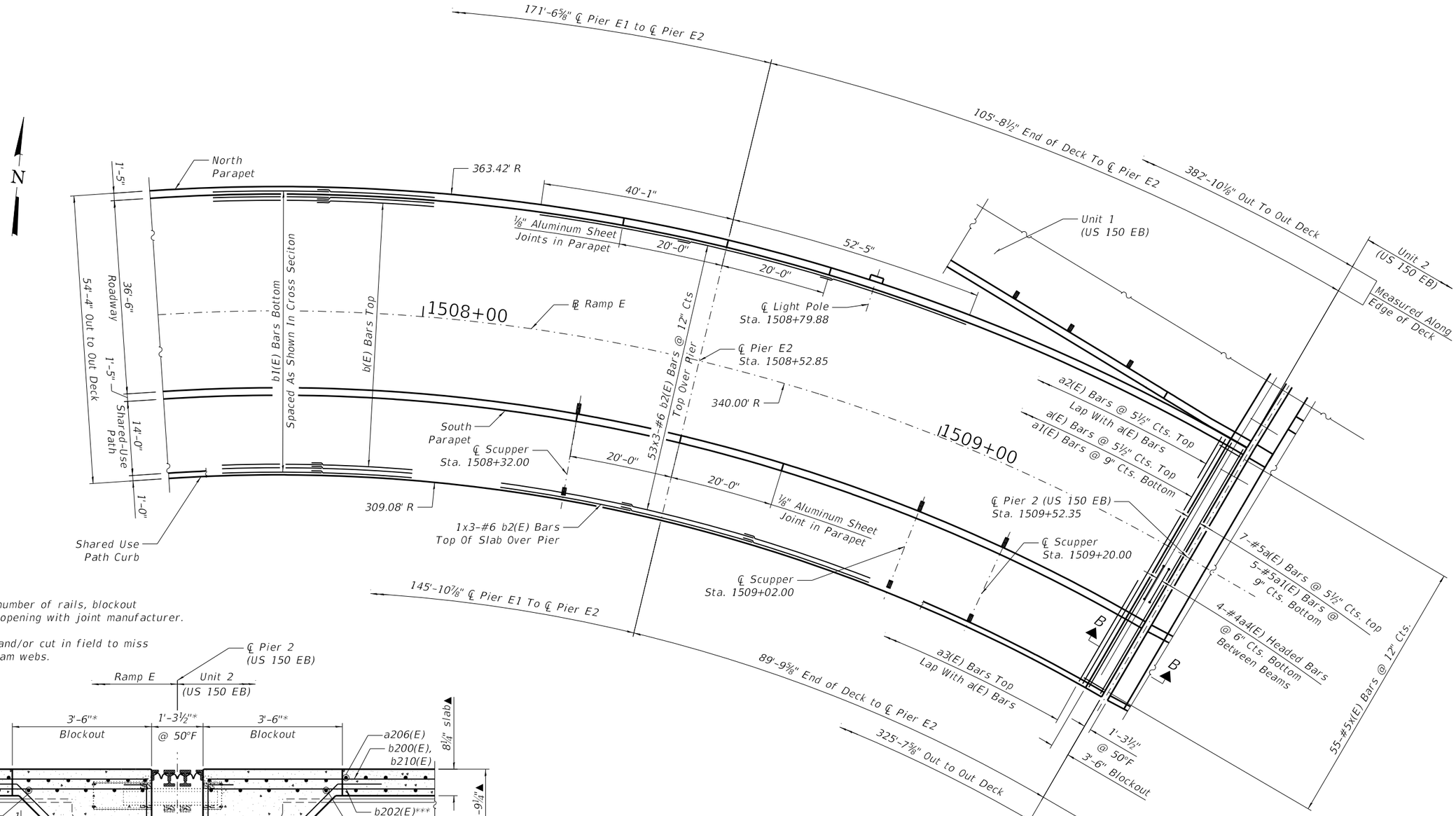
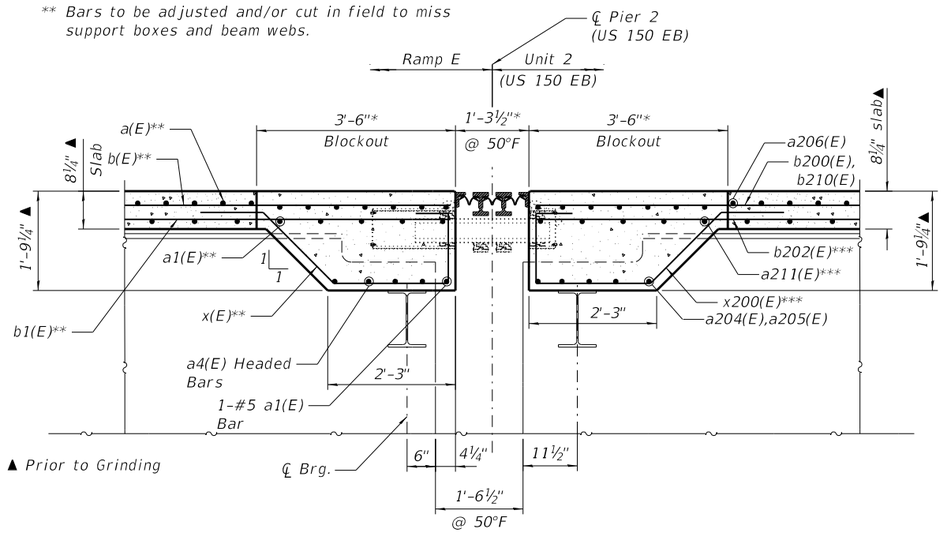


* Contractor to verify number of rails, blockout dimensions and joint opening with joint manufacturer.

** Bars to be adjusted and/or cut in field to miss support boxes and beam webs.



SECTION B-B

MIN. LAP LENGTH

#5 = 3'-6"
#6 = 3'-7"

Note:
1. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED - RH	REVISED -
	CHECKED - SP	REVISED -
PLOT SCALE = 0:2.0000 ':' / in.	DRAWN - RH	REVISED -
PLOT DATE = 1/25/2019	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - RAMP E, 2 OF 2
STRUCTURE NO. 090-0180
SHEET 5-68 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	972
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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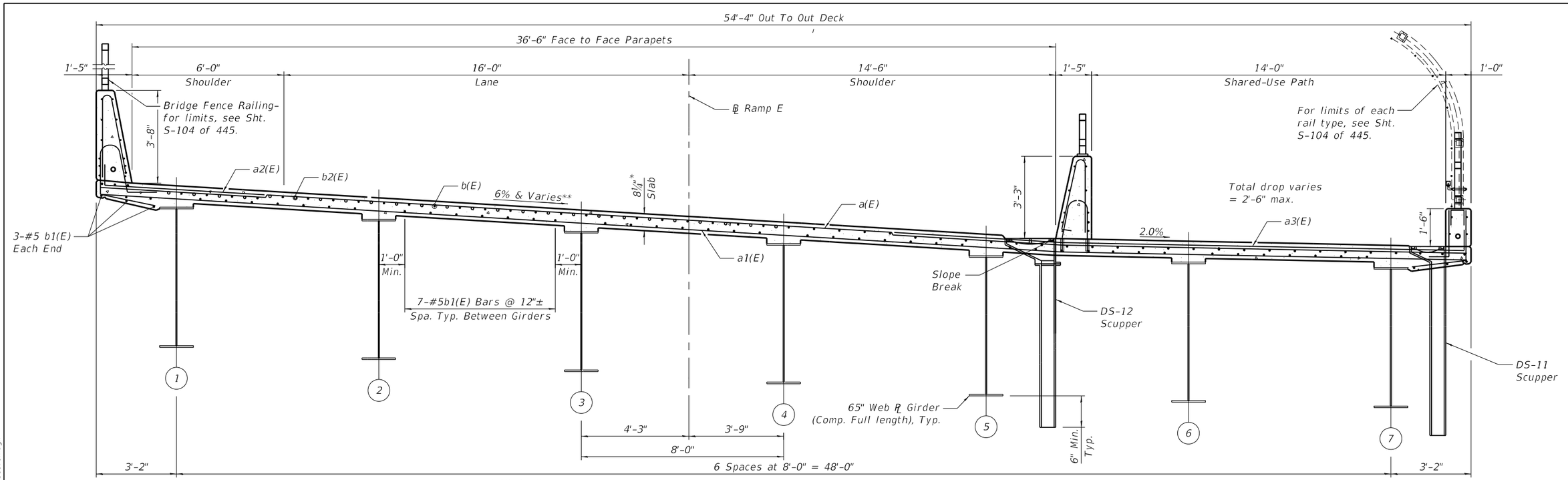


NEAR PIER

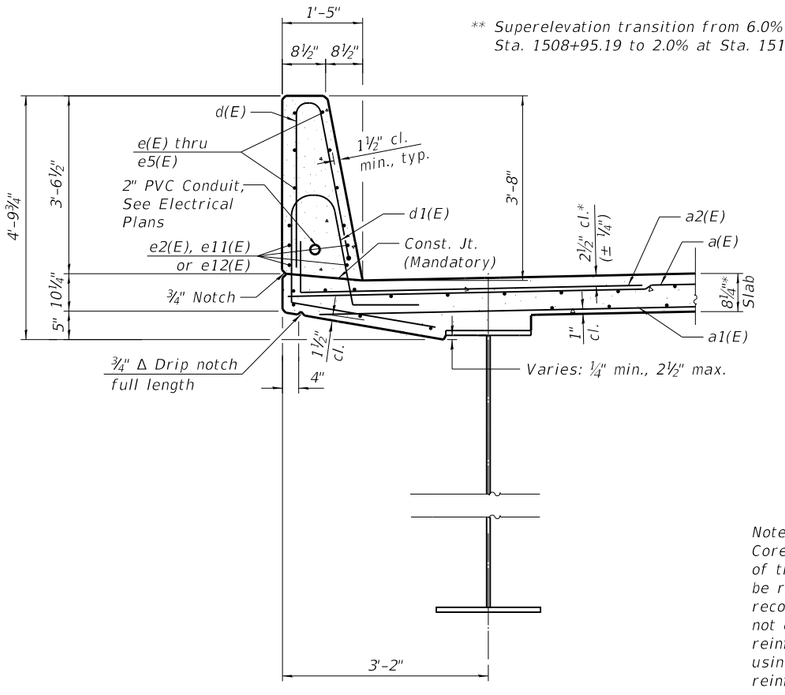
NEAR MIDSPAN

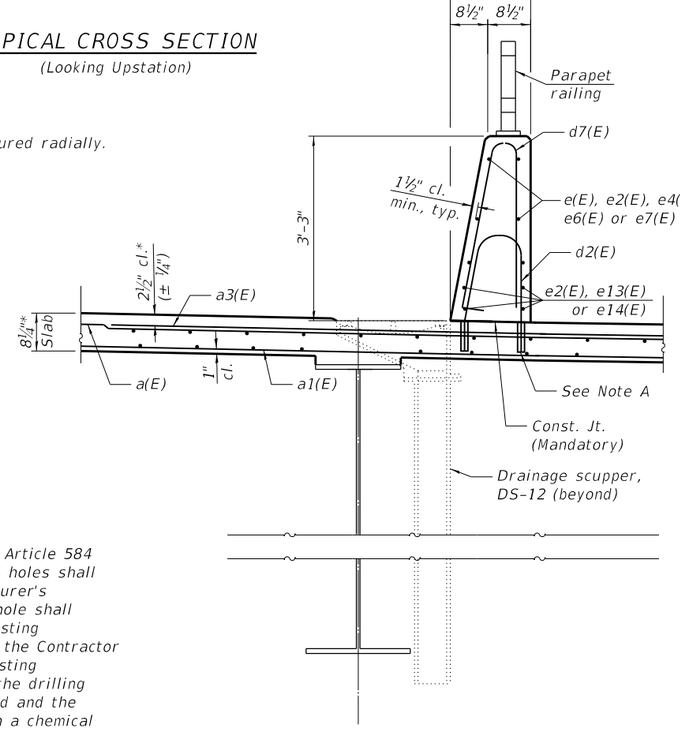
* Prior to grinding.

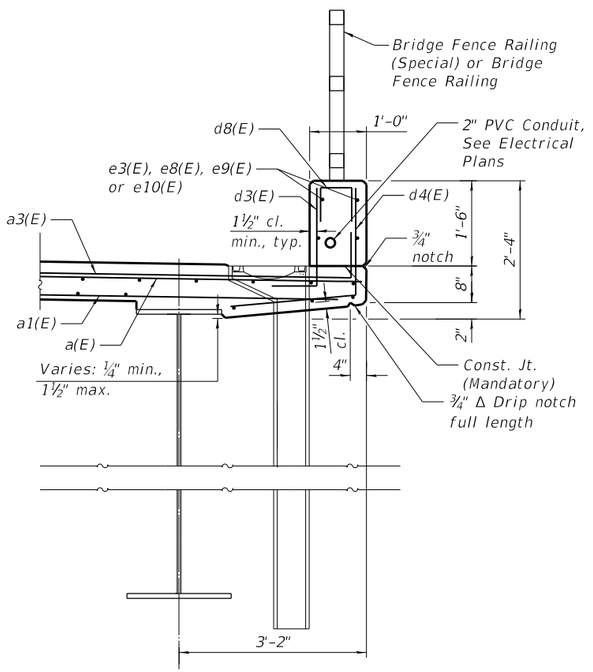
** Superelevation transition from 6.0% at Sta. 1508+95.19 to 2.0% at Sta. 1510+05.19

TYPICAL CROSS SECTION

(Looking Upstation)







Notes:
1. All dimensions are measured radially.

Note A:
Core and Set d2(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = spantazis	DESIGNED - RH	REVISED -	
	CHECKED - RH	REVISED -	
PLOT SCALE = 0:2.0000 '=' / in.	DRAWN -	REVISED -	
PLOT DATE = 1/27/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, RAMP E
STRUCTURE NO. 090-0180
SHEET S-69 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	973
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

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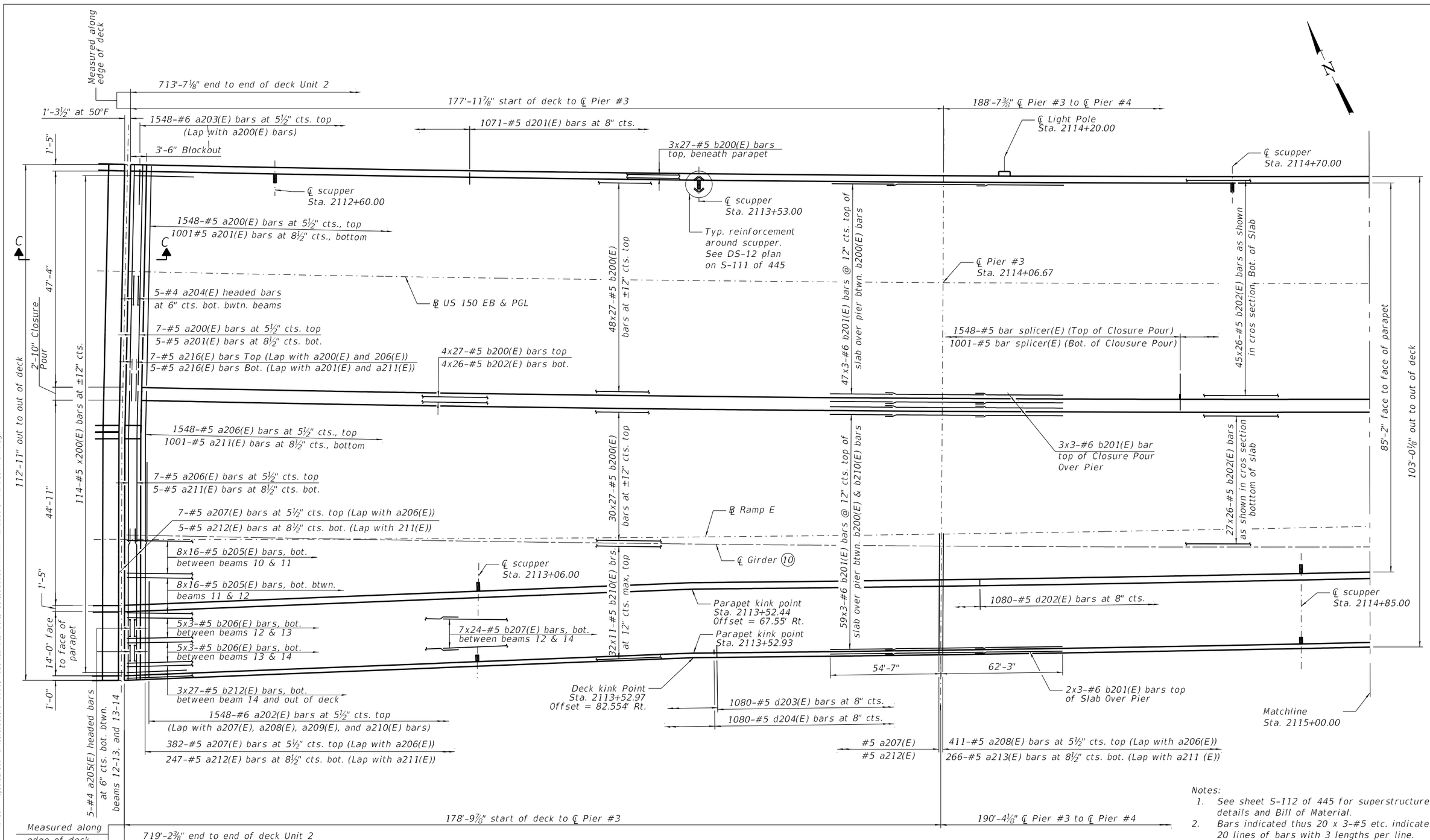

PLAN

MINIMUM BAR LAP

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

Notes:

1. See sheet S-112 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For Section C-C, see sheet S-65 of 445.

TYLIN INTERNATIONAL
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SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 20:0 ':' / in.	DRAWN - CTH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 2, 1 OF 3
STRUCTURE NO. 090-0180
SHEET S-70 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	974
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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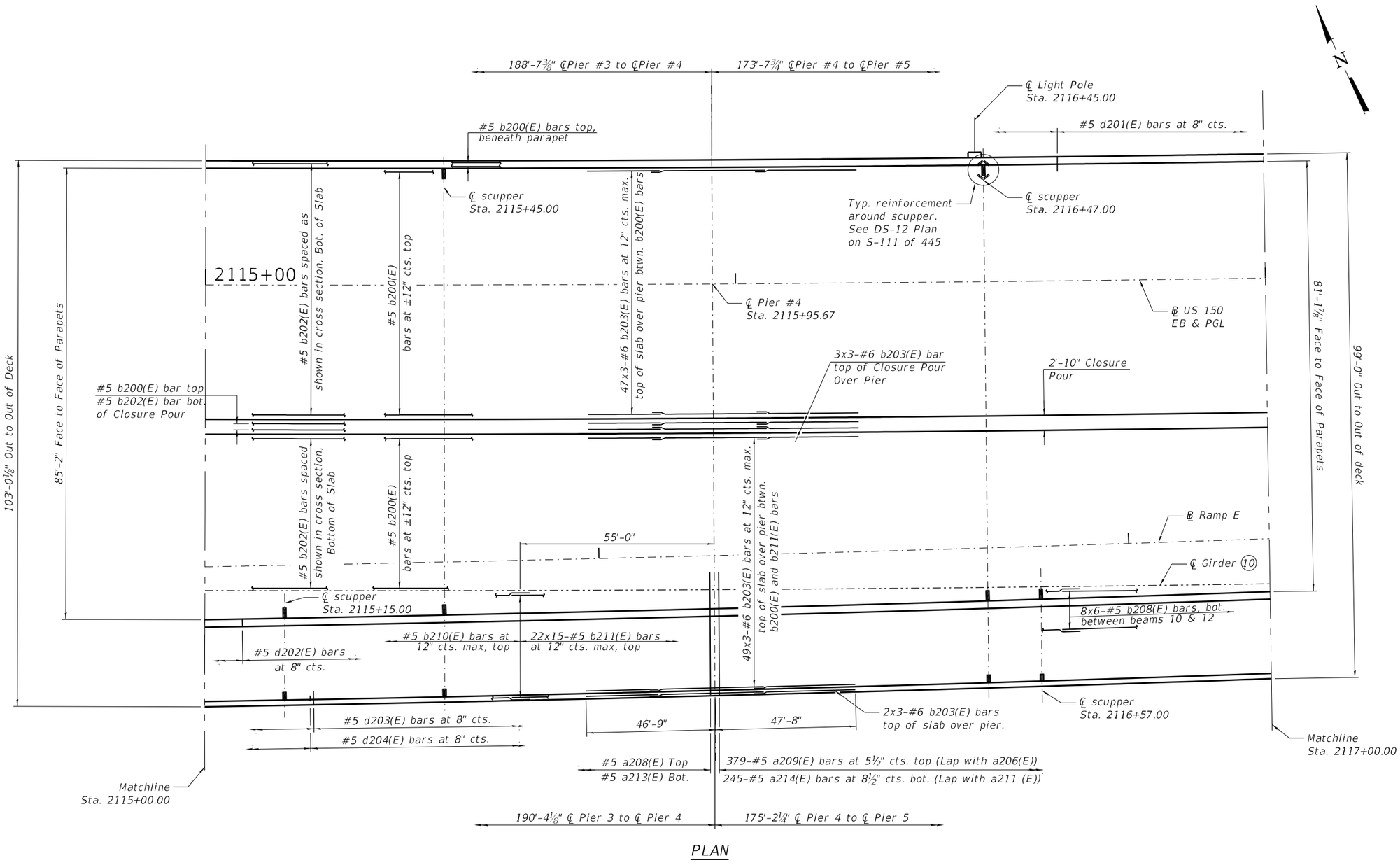

PLAN

MINIMUM BAR LAP

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

Notes:
1. See sheet S-112 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 20:0.0000 ':' / in.	DRAWN - CTH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 2, 2 OF 3
STRUCTURE NO. 090-0180
SHEET S-71 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	975
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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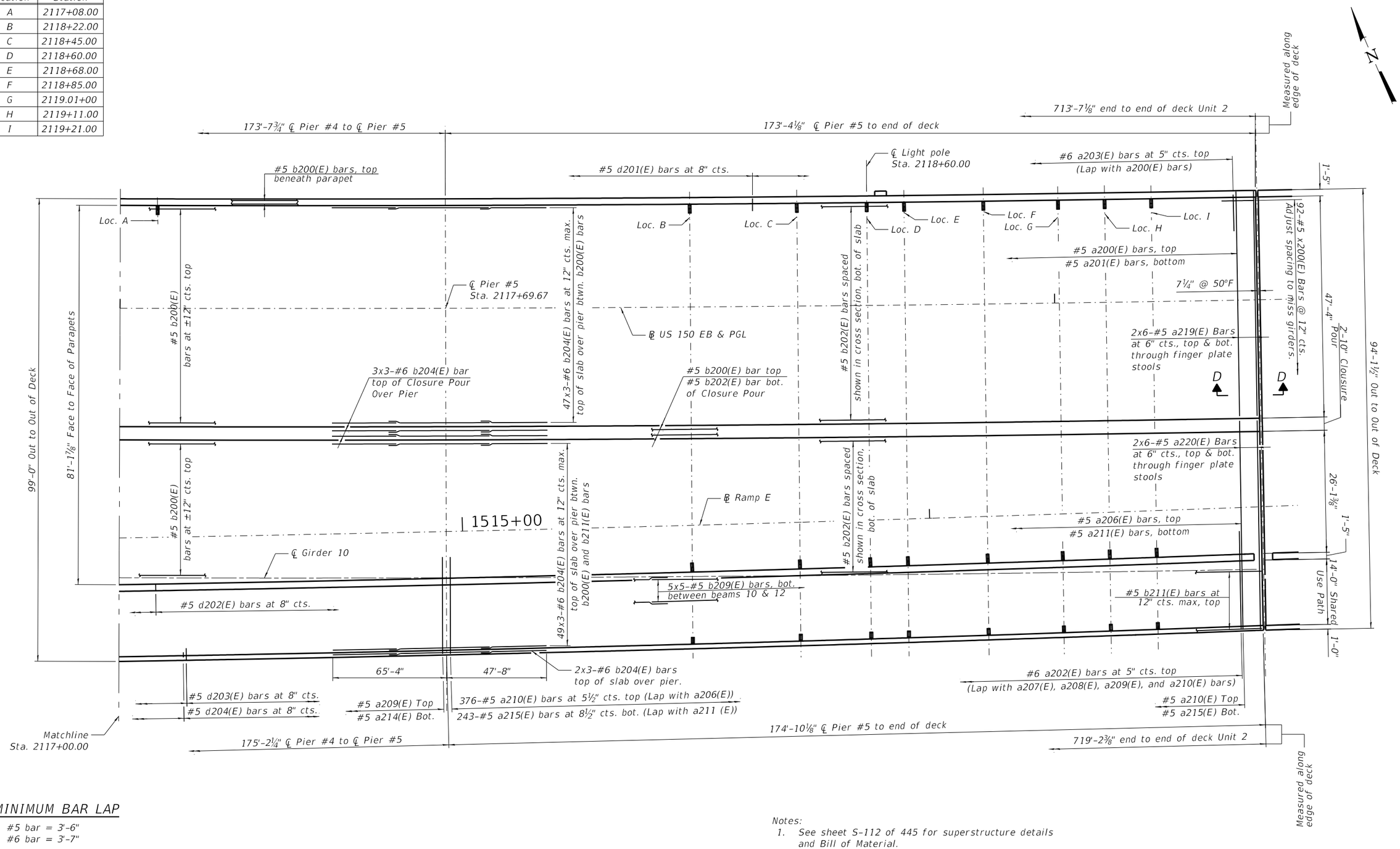
SCUPPER LOCATIONS

Location	Station
A	2117+08.00
B	2118+22.00
C	2118+45.00
D	2118+60.00
E	2118+68.00
F	2118+85.00
G	2119.01+00
H	2119+11.00
I	2119+21.00



MINIMUM BAR LAP

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

Notes:
1. See sheet S-112 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For section D-D, see sheet S-117 of 445.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
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PLOT SCALE = 20.0000 '=' / in.	DRAWN - CTH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 2, 3 OF 3
STRUCTURE NO. 090-0180
SHEET S-72 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	976
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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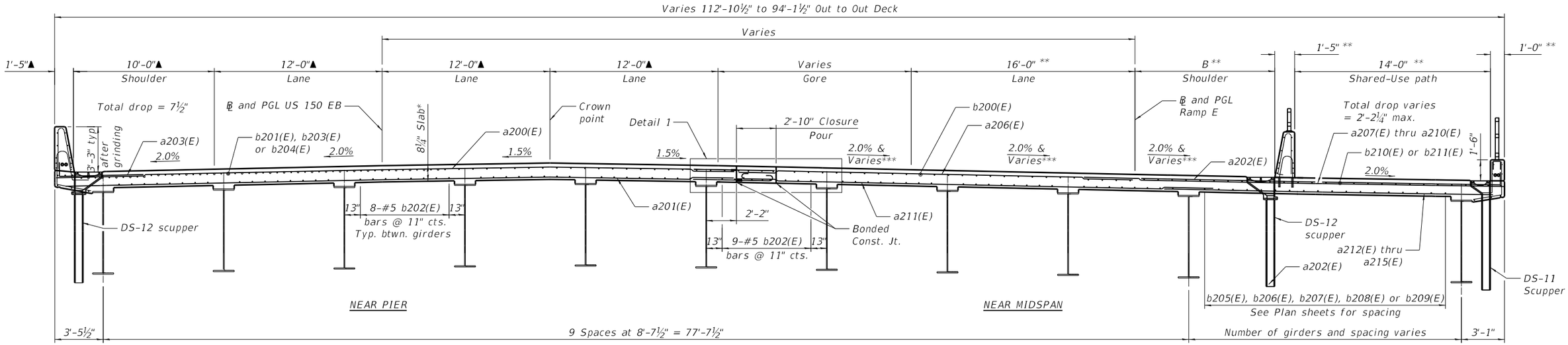


▲ Radial to US 150 EB

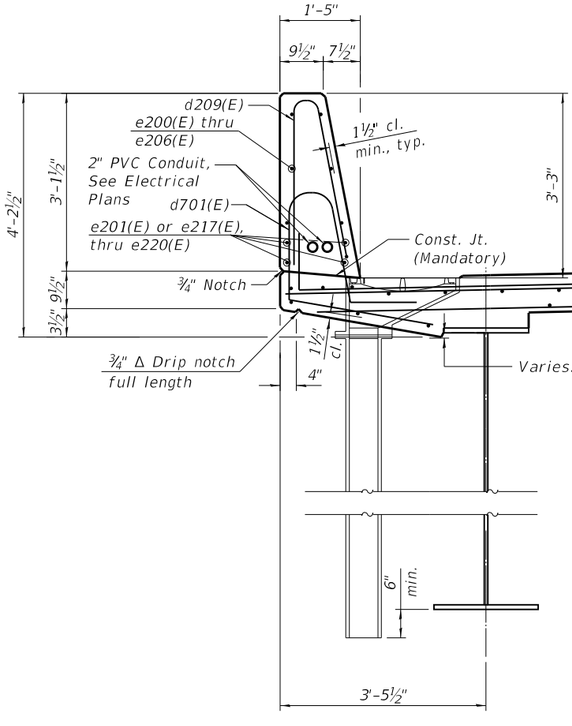
* Prior to grinding

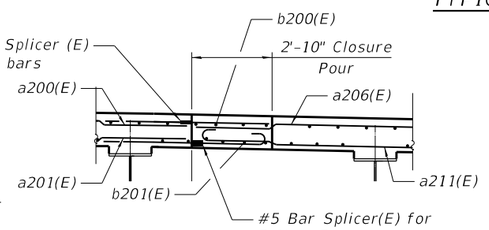
*** See Deck Cross Slope Detail on sht. S-112 of 445.

** Radial to ℄ Ramp E
B: varies from 14'-5⅛" (start of Unit) to 10'-0" (Sta. 1510+77.07

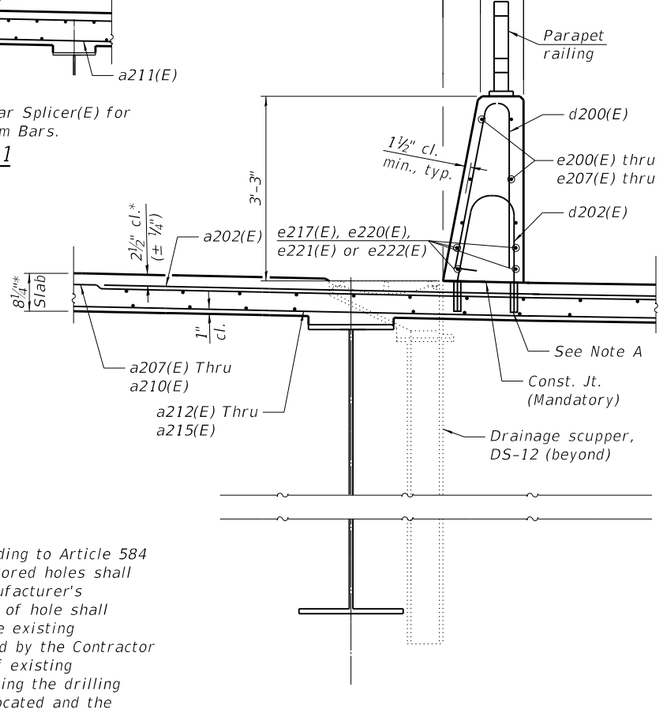
TYPICAL CROSS SECTION

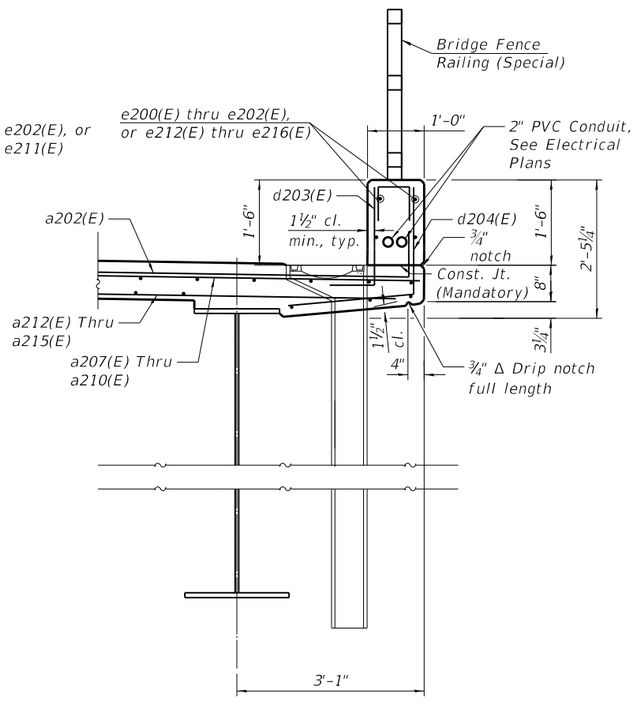
(Looking Upstation)





Detail 1





Note A:
Core and Set d202(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.

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USER NAME = RHoyos	DESIGNED - CTH	REVISED -	
	CHECKED - RH	REVISED -	
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PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, UNIT 2
STRUCTURE NO. 090-0180
SHEET S-73 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	977
		CONTRACT NO. 68B46		
		ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)

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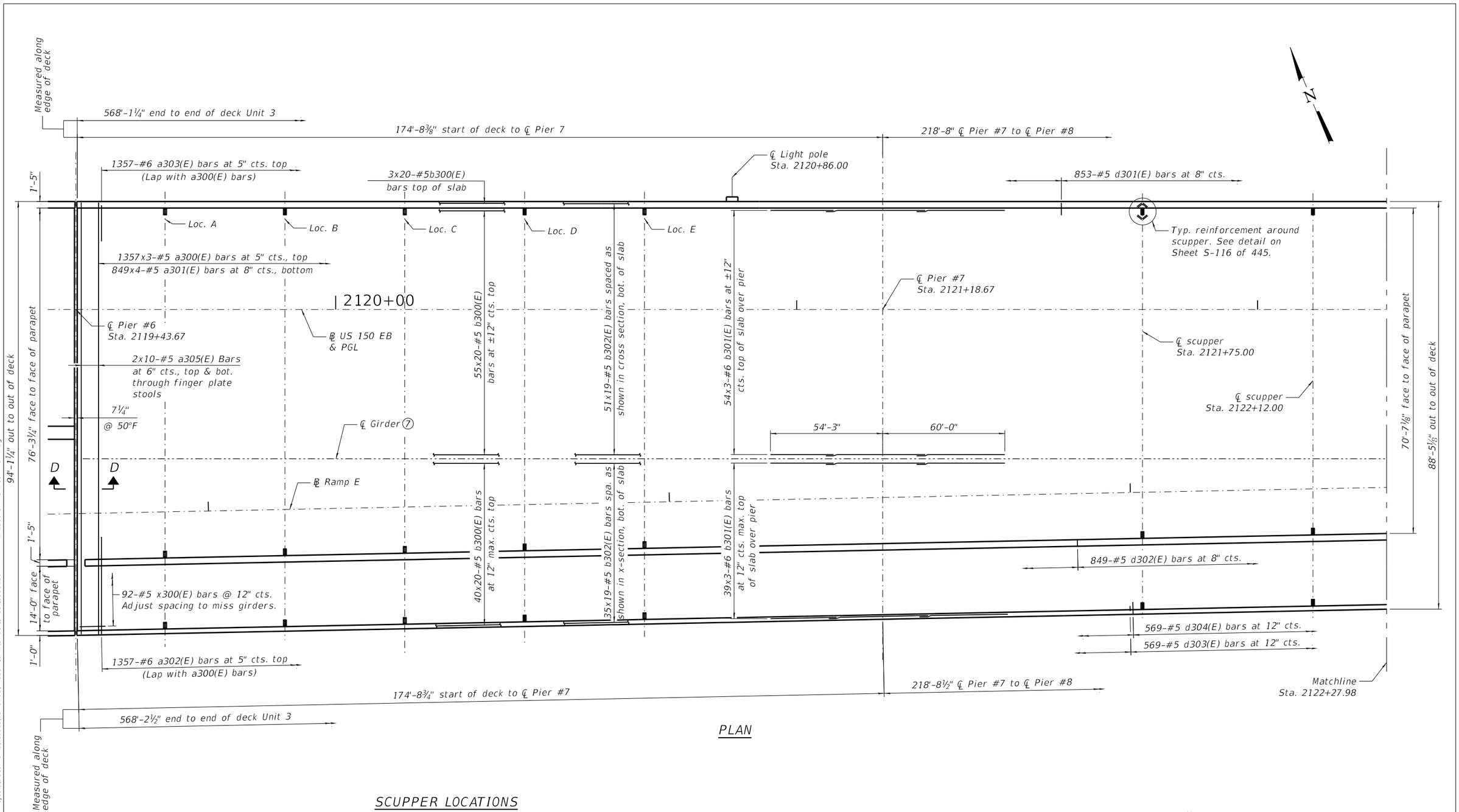

PLAN

SCUPPER LOCATIONS

Location	Station
A	2119+63.00
B	2119+89.00
C	2120+15.00
D	2120+45.00
E	2120+67.00

MINIMUM BAR LAP

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

Notes:
1. See sheet S-117 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For section D-D see sheet S-117 of 445.
4. All scupper to be DS-11.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 20.0 ':" / in.	DRAWN - CTH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 3, 1 OF 2
STRUCTURE NO. 090-0180
SHEET S-74 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	978
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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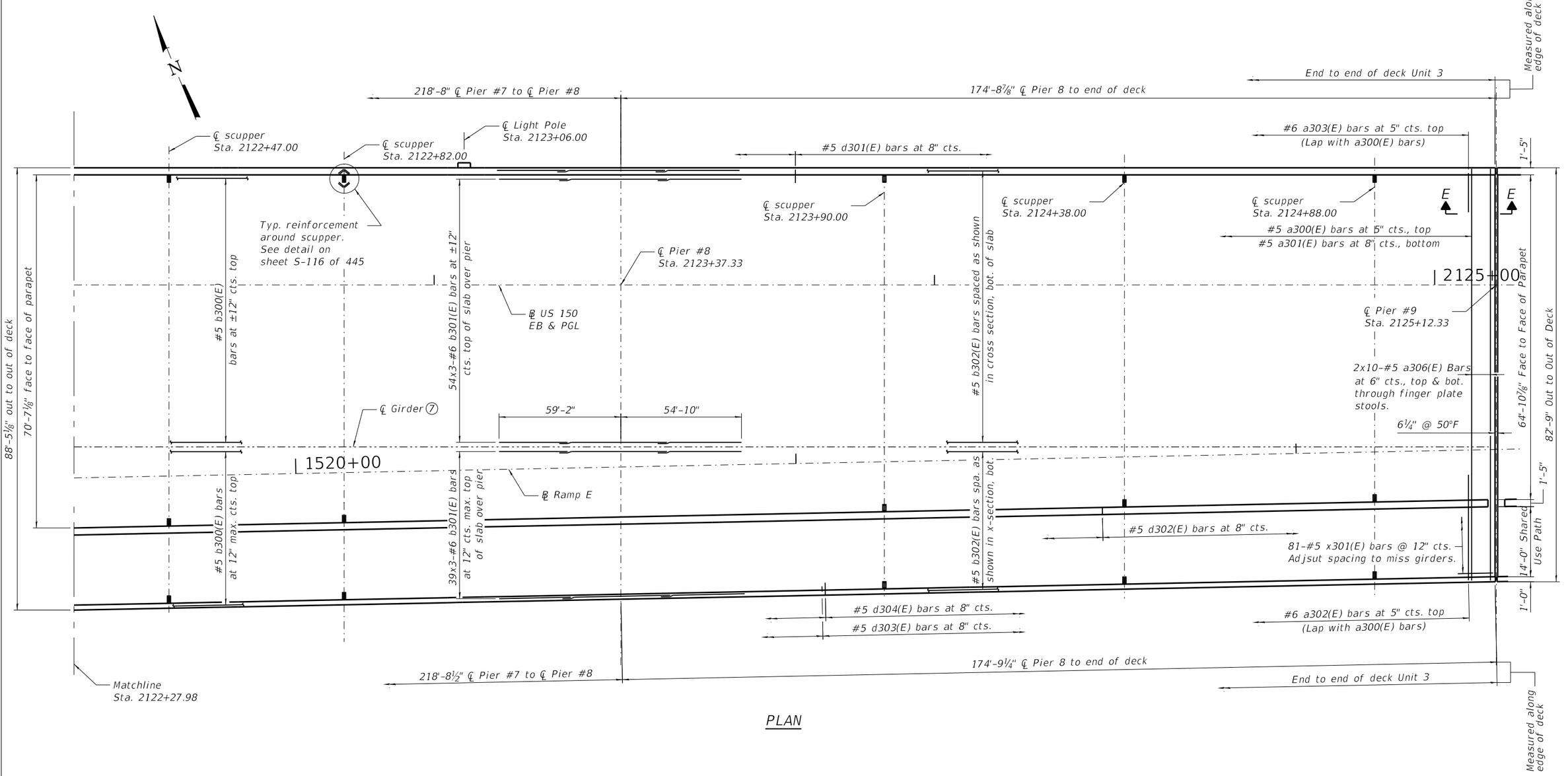

PLAN

MINIMUM BAR LAP

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

Notes:
1. See sheet S-117 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For section E-E, see sheet S-122 of 445.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 20:0.0000 ':' / in.	DRAWN - CTH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 3, 2 OF 2
STRUCTURE NO. 090-0180
SHEET S-75 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	979
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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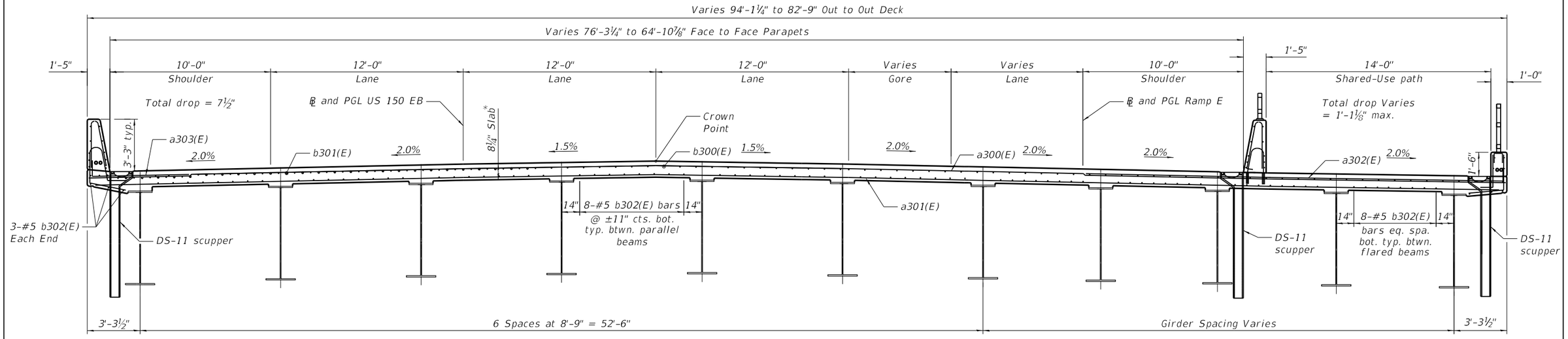
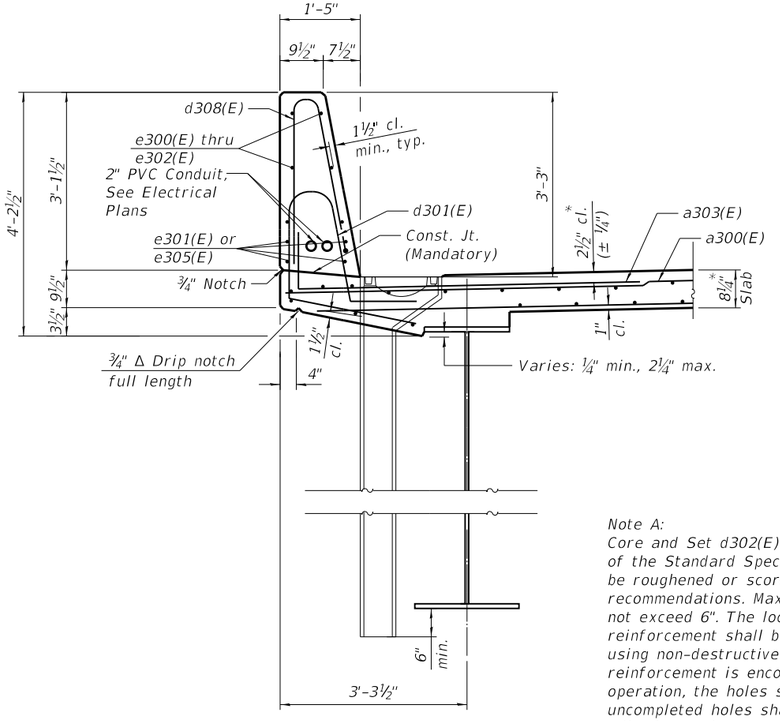
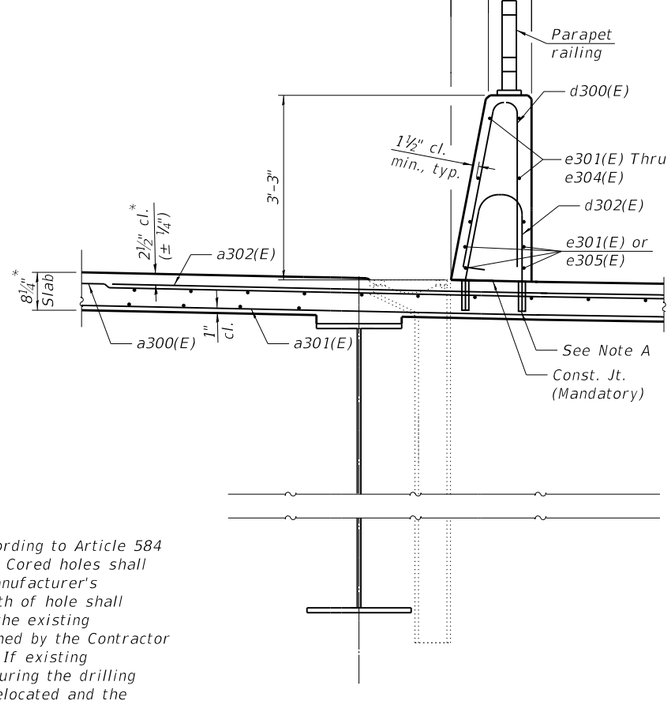


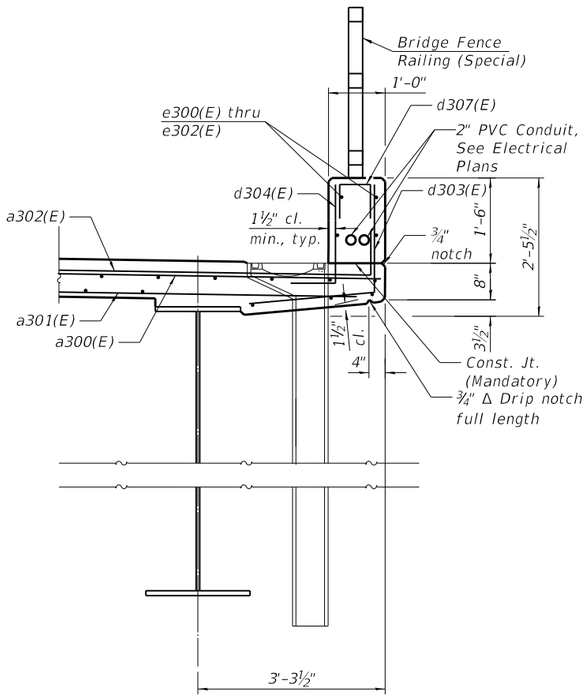
TYPICAL CROSS SECTION

(Looking Upstation)

* Prior to grinding







Note A:
Core and Set d302(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.

TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 4:8.0000 ':' / in.	DRAWN - CTH	REVISED -
PLOT DATE = 1/25/2019	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, UNIT 3
STRUCTURE NO. 090-0180
SHEET S-76 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	980
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	

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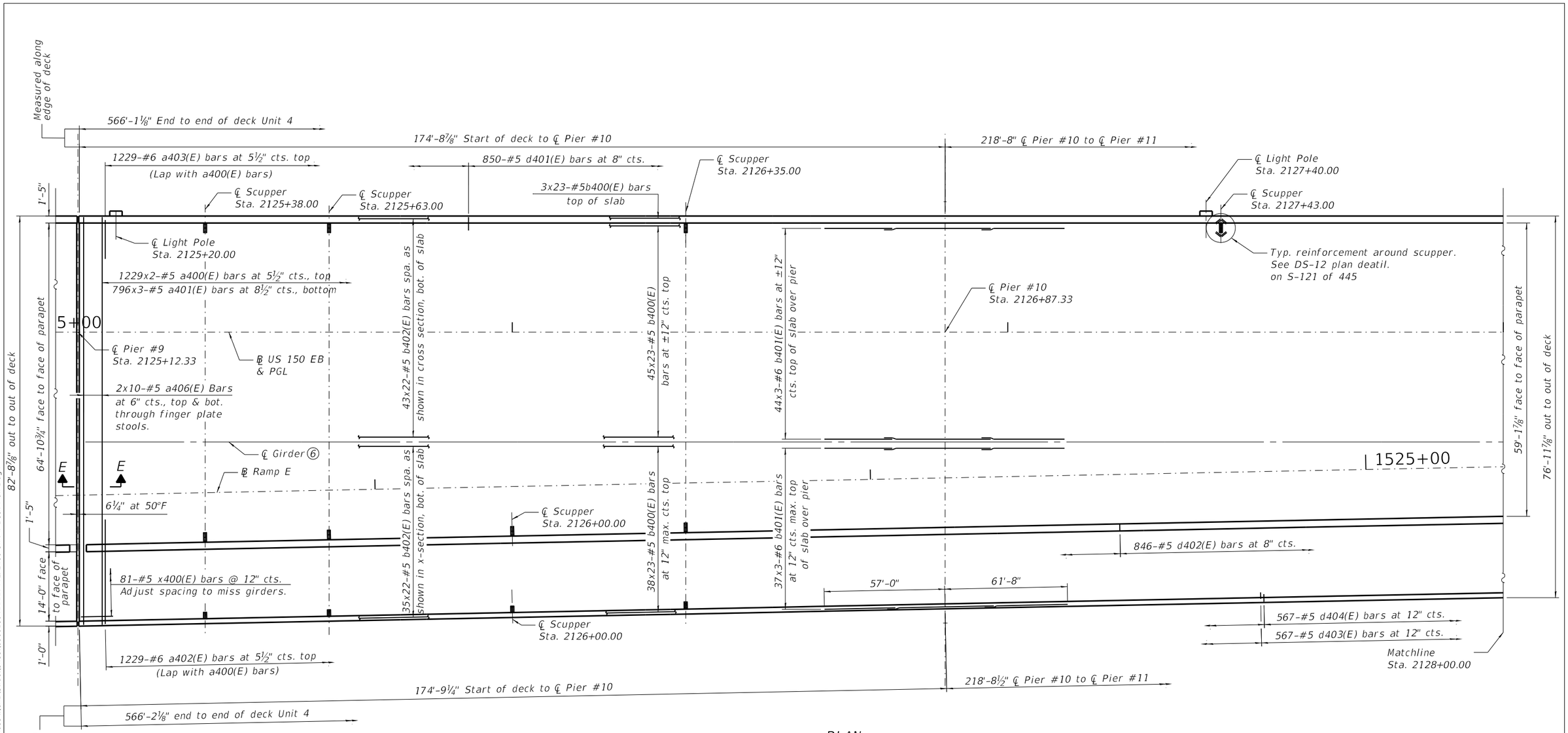

PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-10"

N

Notes:
1. See sheet S-122 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For section E-E see sheet S-122 of 445.
4. All scupper in the roadway are DS-12. All scuppers on the shared-use path are DS-11.

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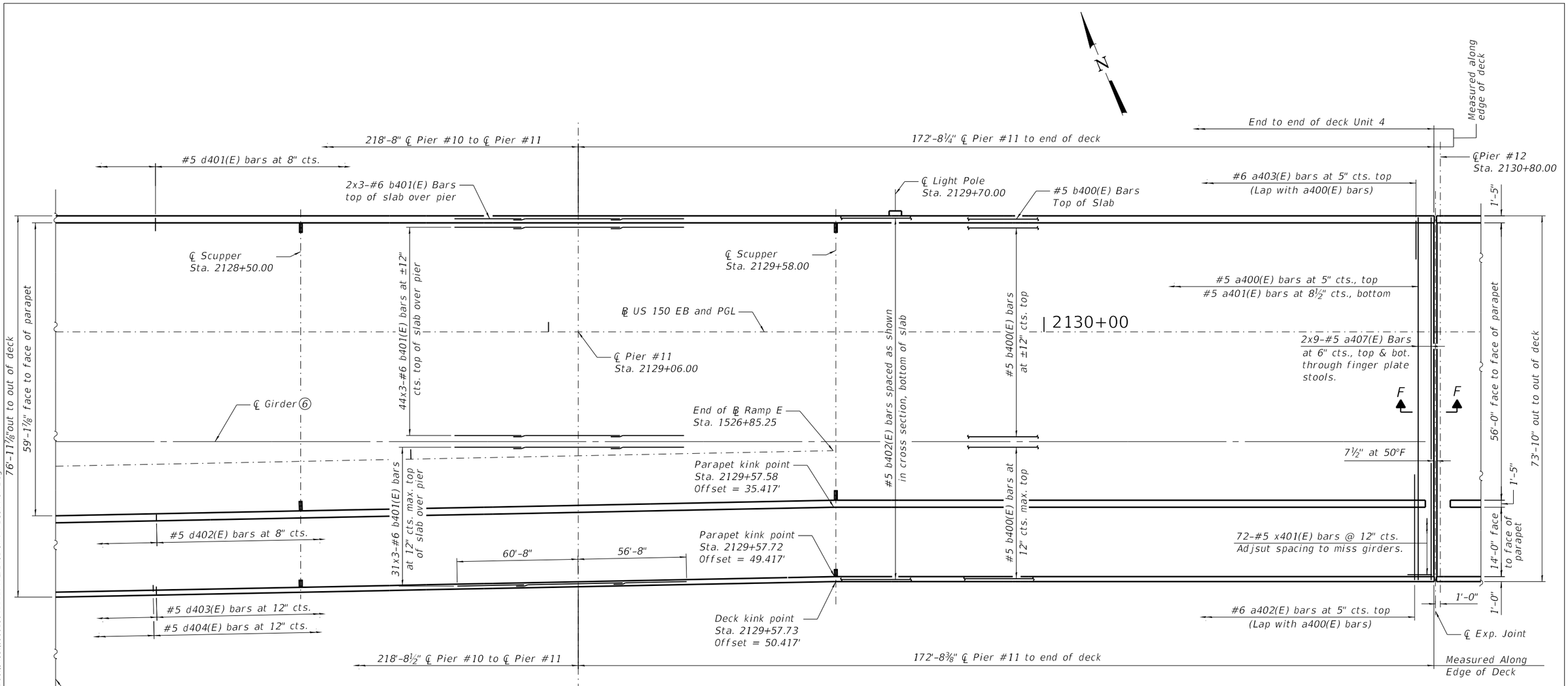
TYLIN INTERNATIONAL
200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

USER NAME = RHoyos	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 20.0 '-" / in.	DRAWN - CTH	REVISED -	
PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

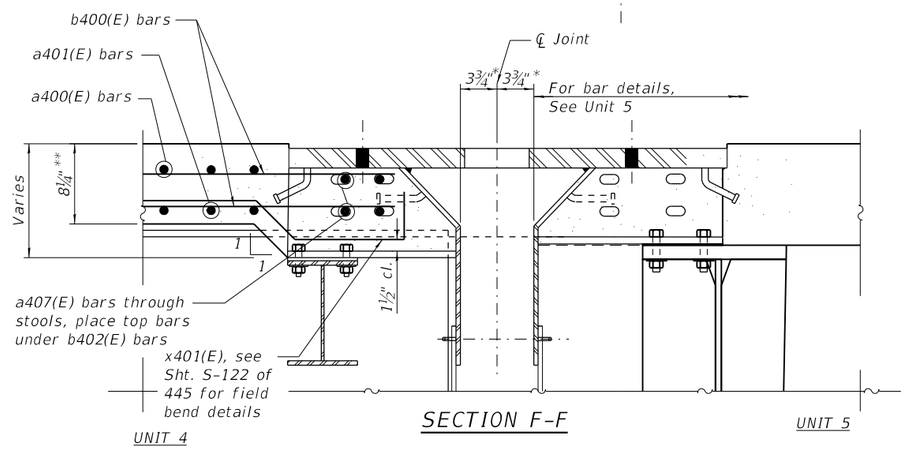
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 4, 1 OF 2
STRUCTURE NO. 090-0180
SHEET S-77 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	981
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



PLAN



SECTION F-F

* At 50° F
** Prior to grinding

MINIMUM BAR LAP

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

Notes:
1. See sheet S-122 of 445 for superstructure details and Bill of Material.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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USER NAME = RHoyos	DESIGNED -	REVISED -	
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PLOT DATE = 1/25/2019	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 4, 2 OF 2
STRUCTURE NO. 090-0180
SHEET S-78 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	982
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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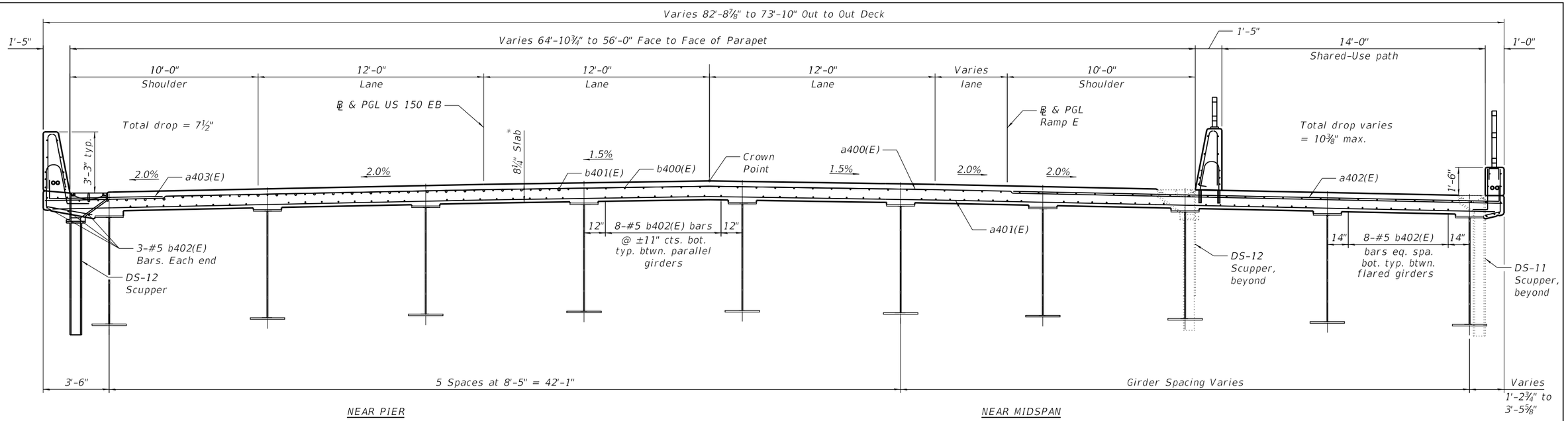
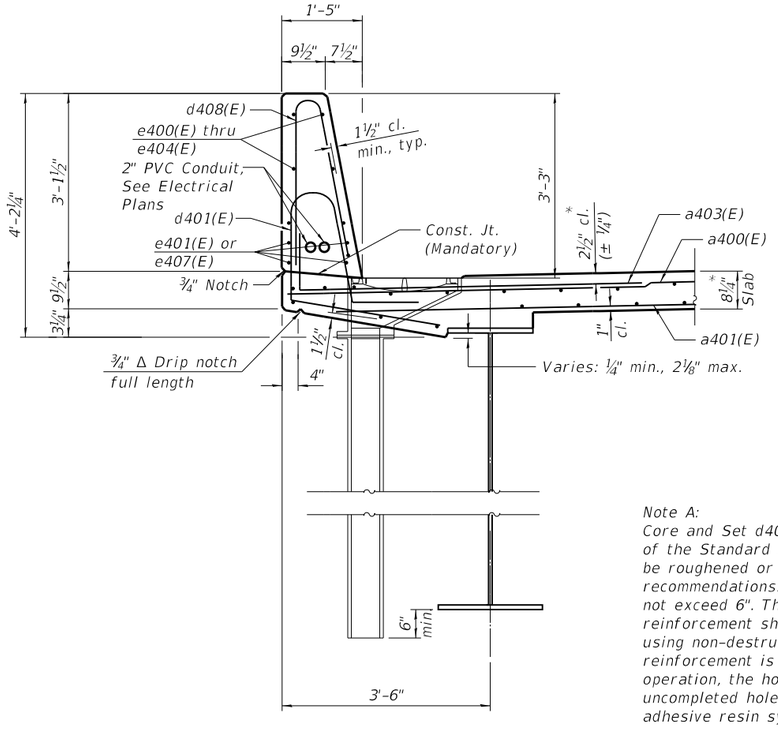
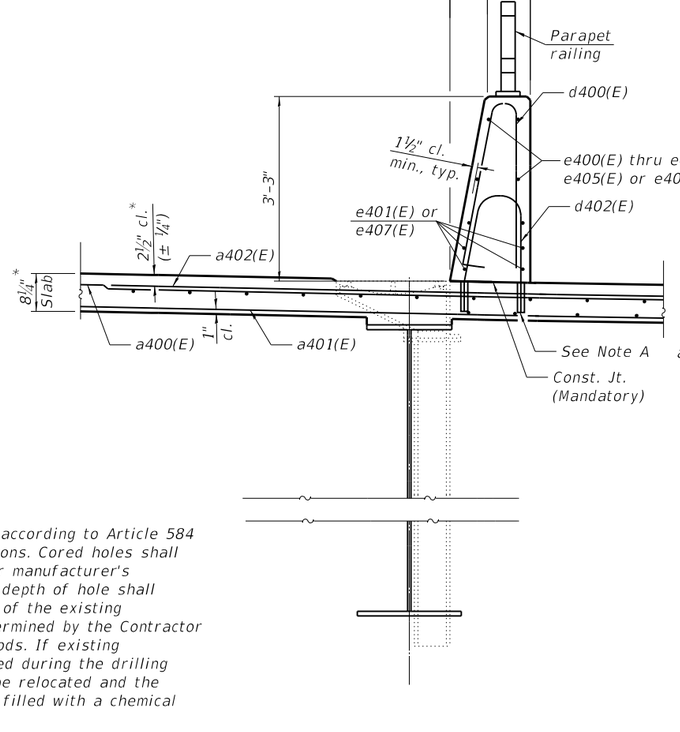


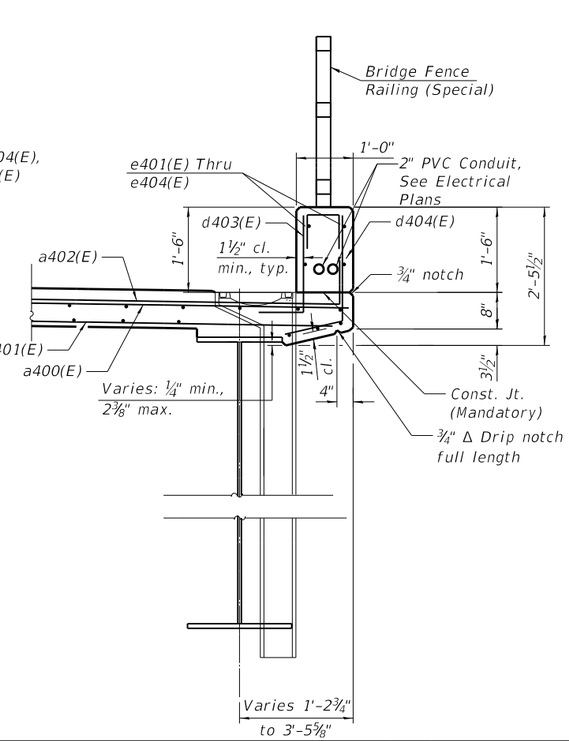
TYPICAL CROSS SECTION

(Looking Upstation)

* Prior to grinding







Note A:
Core and Set d402(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.

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PLOT DATE = 1/27/2019	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, UNIT 4
STRUCTURE NO. 090-0180
SHEET S-79 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	983
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)		

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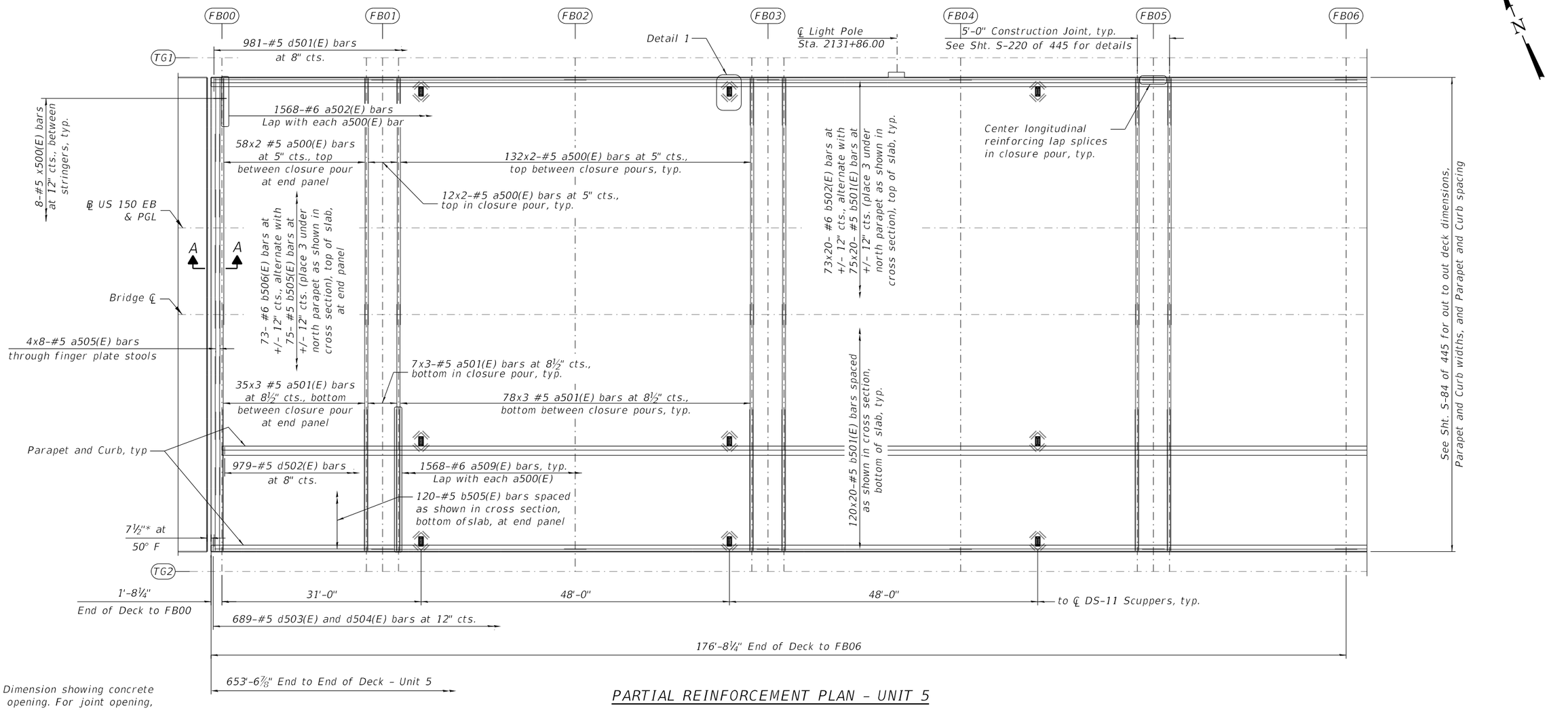
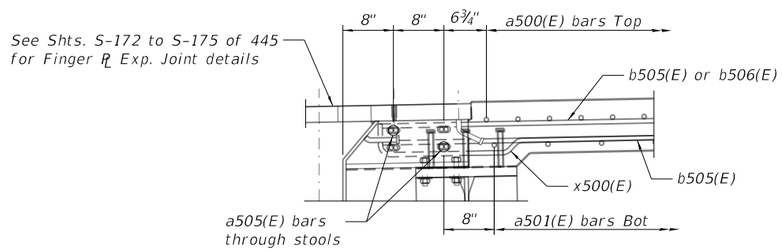
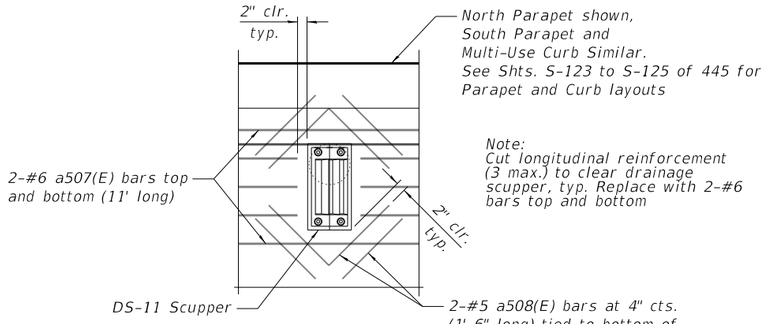


* Dimension showing concrete opening. For joint opening, see Sht. S–175 of 445.

PARTIAL REINFORCEMENT PLAN – UNIT 5



SECTION A–A



DETAIL 1

MINIMUM BAR LAP

#5 bar = 3'–6"
#6 bar = 3'–7"

Key:

(TG1) Tie Girder

(FB01) Floor Beam

Notes:
1. See Sht. S–126 of 445 for bill of materials.
2. Bars indicated as 78x3–#5 etc. indicates 78 lines of bars with 3 lengths per line.
3. End of Deck dimensions are based on a Rolled Rail Strip Steel Joint. If the contractor elects to used the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details of Sht. S–190 of 445.
4. See Sht. S–220 of 445 for proposed Deck Pour Sequence.

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PLOT SCALE = 0:2.0000 '\' / in.	DRAWN - JR	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 5, 1 OF 4
STRUCTURE NO. 090-0180
SHEET S-80 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	984
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

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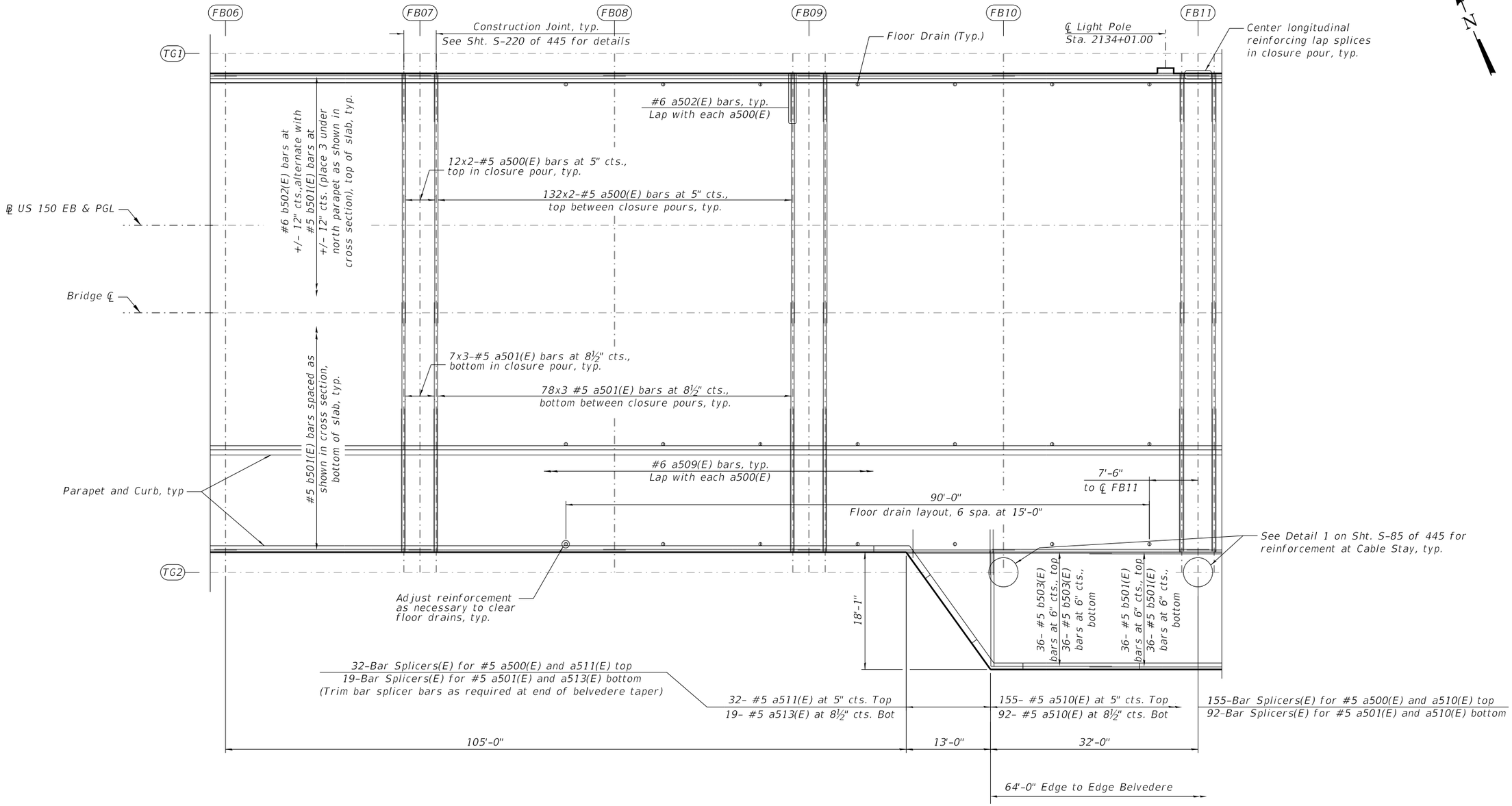

PARTIAL REINFORCEMENT PLAN - UNIT 5

Key:

(TG1) Tie Girder

(FB01) Floor Beam

Notes:
1. See Sht. S-126 of 445 for bill of materials.
2. Bars indicated as 78x3-#5 etc. indicates 78 lines of bars with 3 lengths per line.

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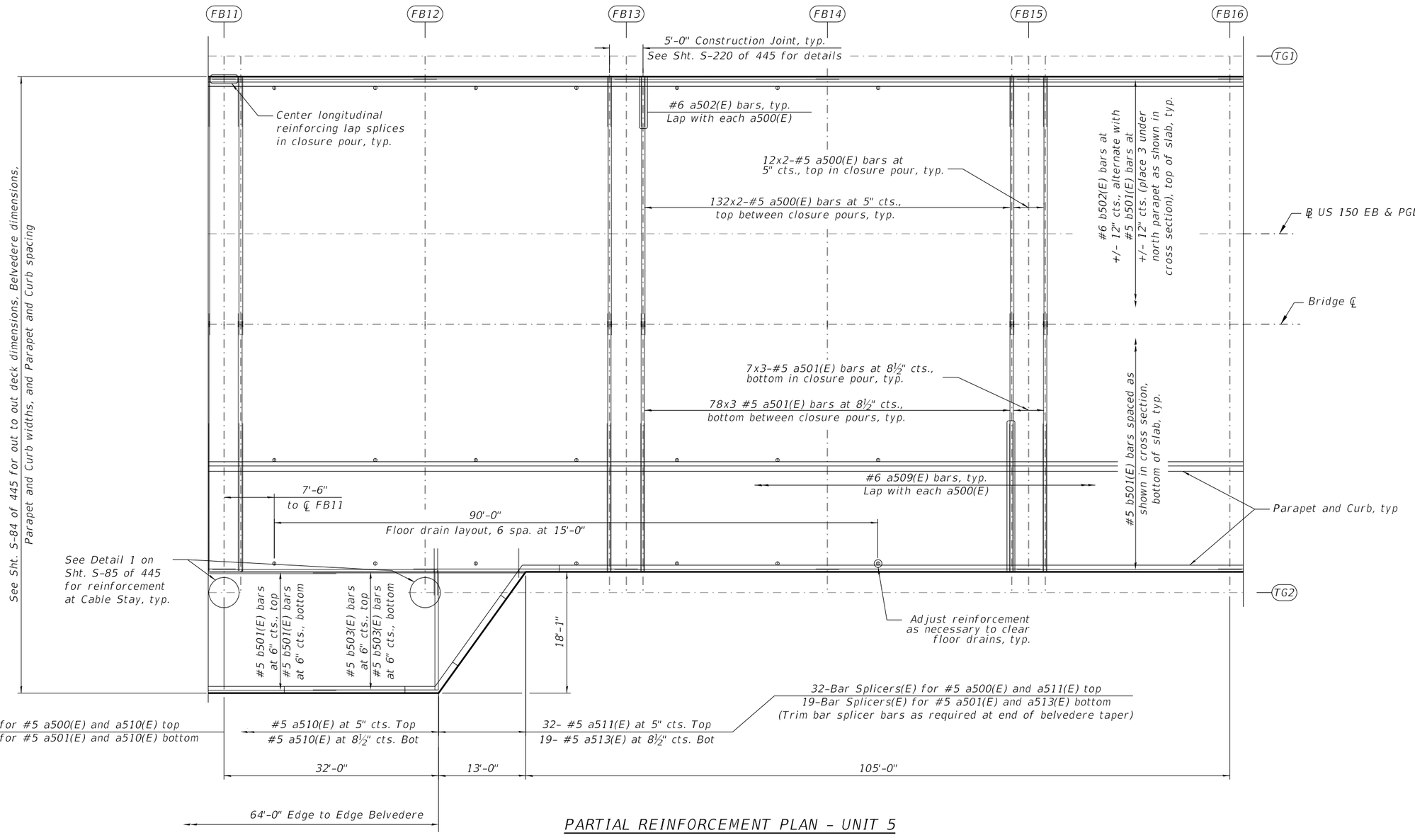
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 5, 2 OF 4
STRUCTURE NO. 090-0180
SHEET S-81 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR/BR	PEO/TAZ	1361	985
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



PARTIAL REINFORCEMENT PLAN – UNIT 5

Key:

(TG1) Tie Girder

(FB01) Floor Beam

Notes:
1. See Sht. S-126 of 445 for bill of materials.
2. Bars indicated as 78x3-#5 etc. indicates 78 lines of bars with 3 lengths per line.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 5, 3 OF 4
STRUCTURE NO. 090-0180
SHEET S-82 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR\BR	PEO/TAZ	1361	986
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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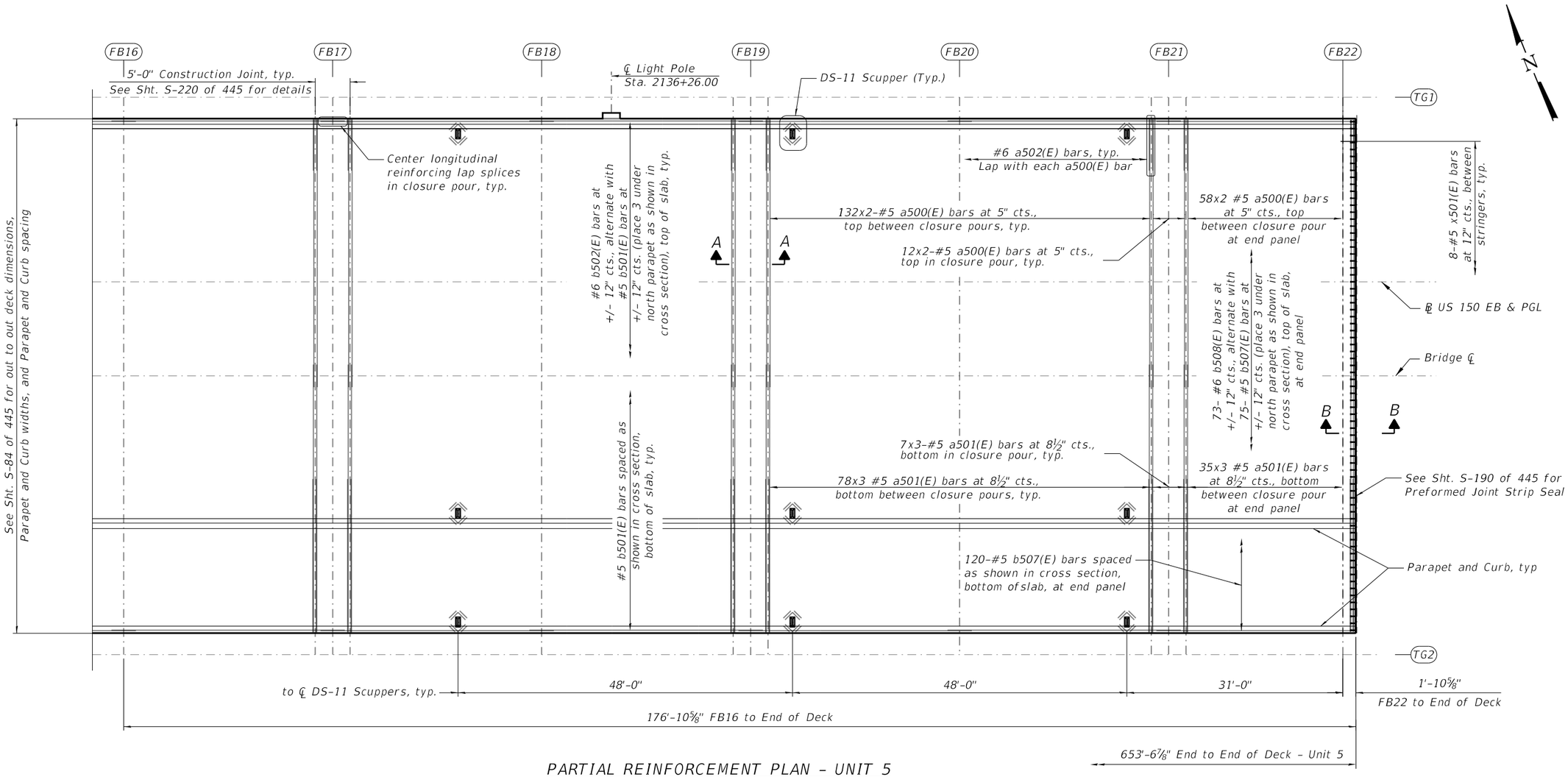
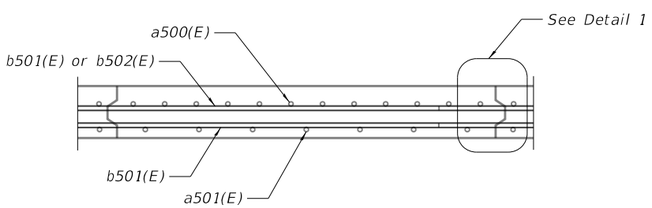


PARTIAL REINFORCEMENT PLAN - UNIT 5

Notes:
1. See Sht. S-126 of 445 for bill of materials.
2. Bars indicated as 78x3-#5 etc. indicates 78 lines of bars with 3 lengths per line.



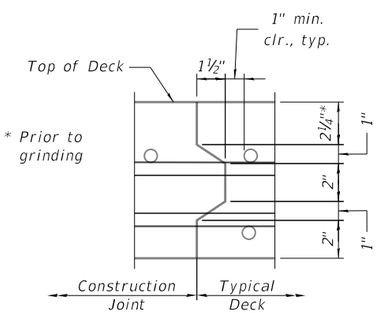
SECTION A-A

Typ. Const. Joint

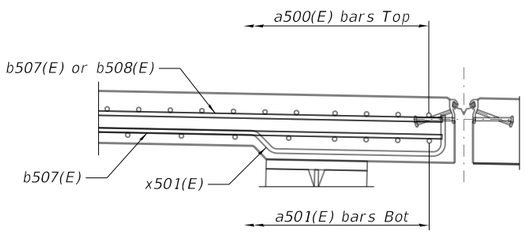
Key:

(TG1) Tie Girder

(FB01) Floor Beam



DETAIL 1



SECTION B-B

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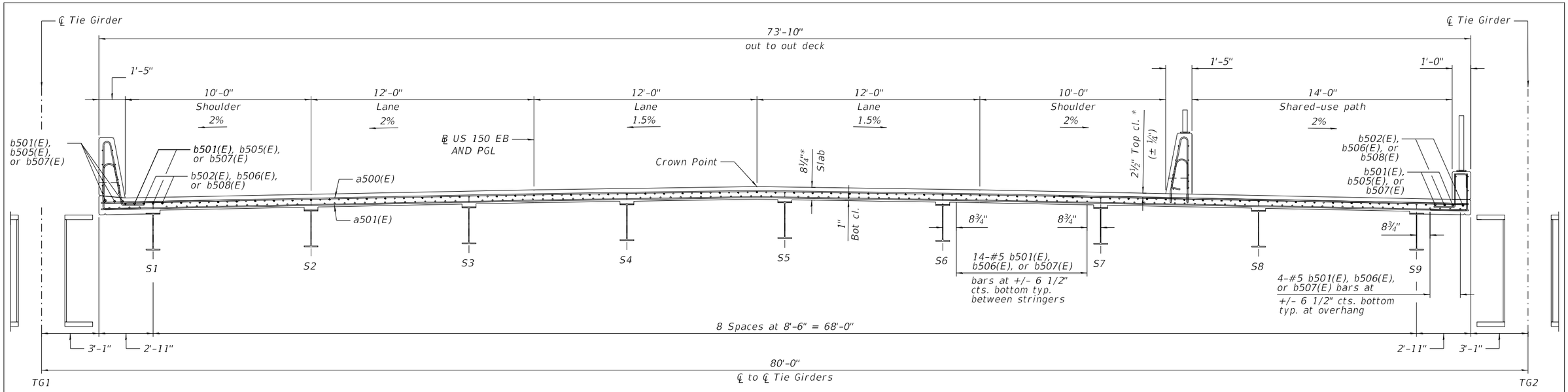
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 5, 4 OF 4
STRUCTURE NO. 090-0180
SHEET S-83 OF 445 SHEETS

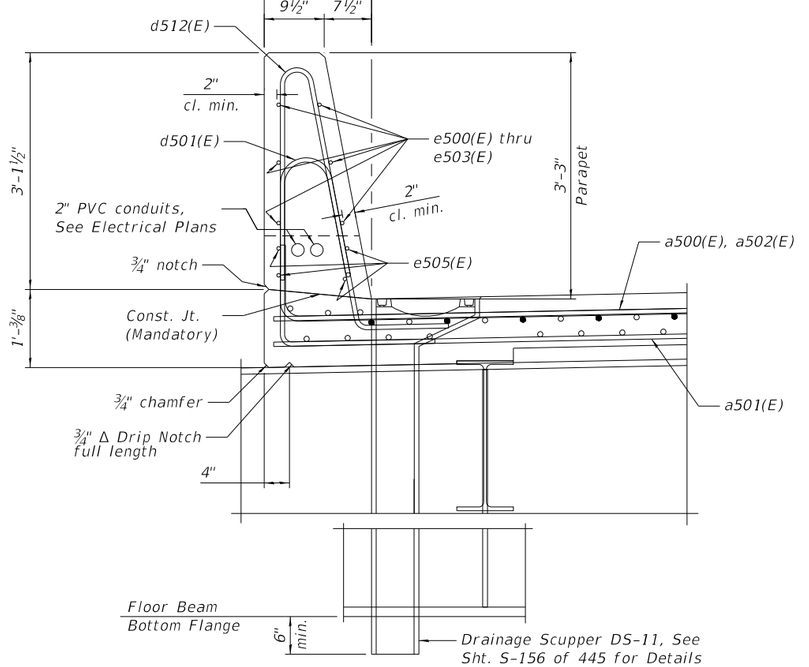
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	987
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



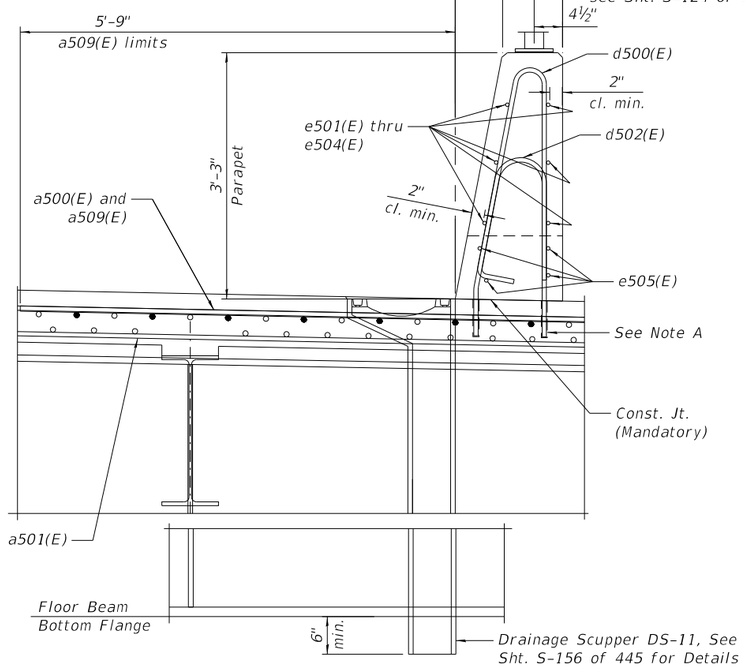
TYPICAL DECK SECTION - UNIT 5

* Prior to grinding

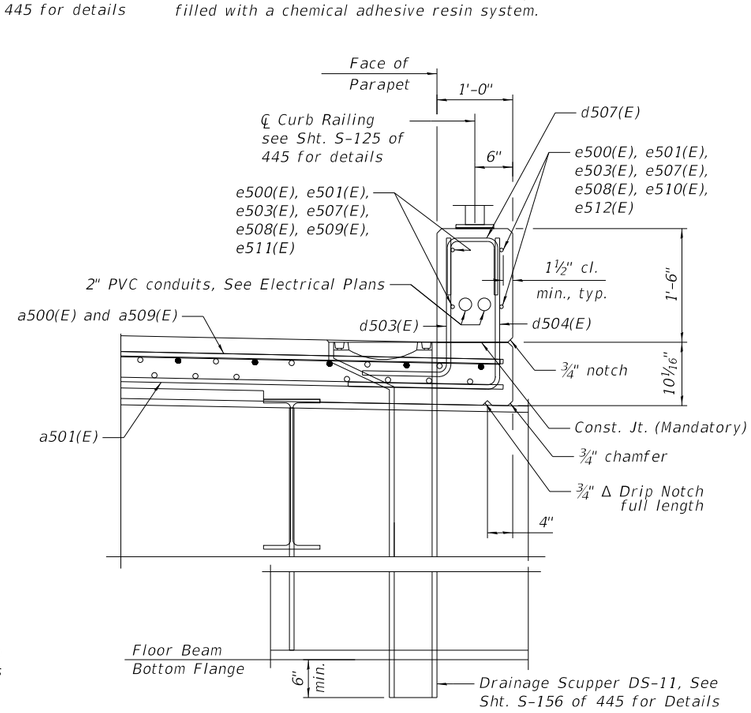
Note A:
Core and Set d502(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.



SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET



SECTION THRU SOUTH MULTI-USE CURB

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, UNIT 5, 1 OF 2
STRUCTURE NO. 090-0180

SHEET S-84 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	988
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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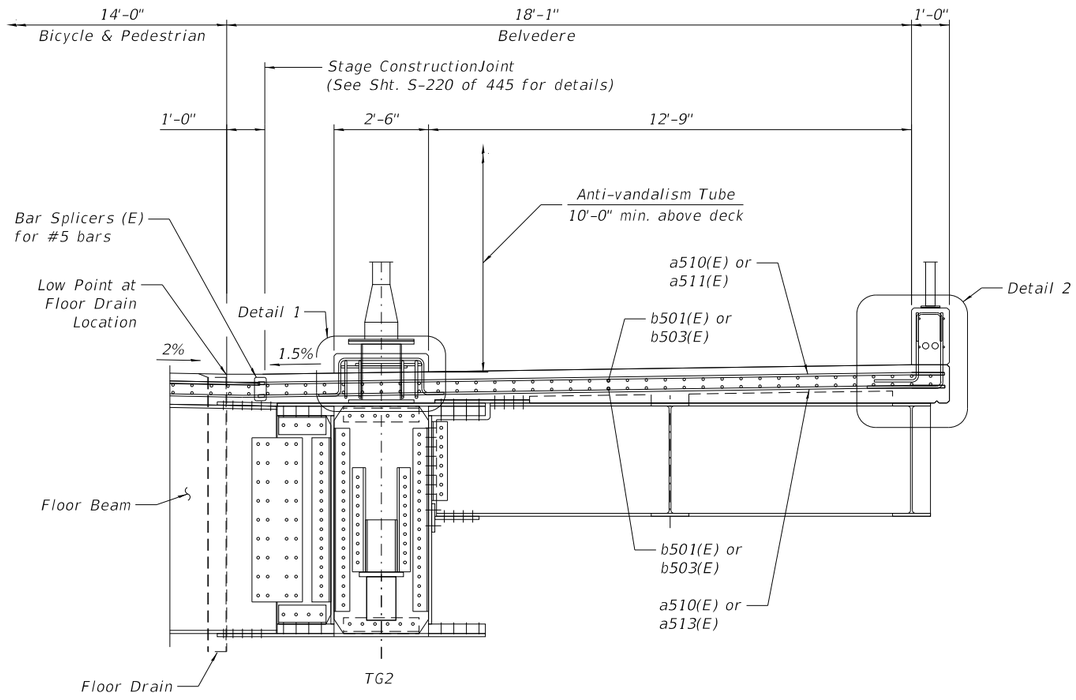
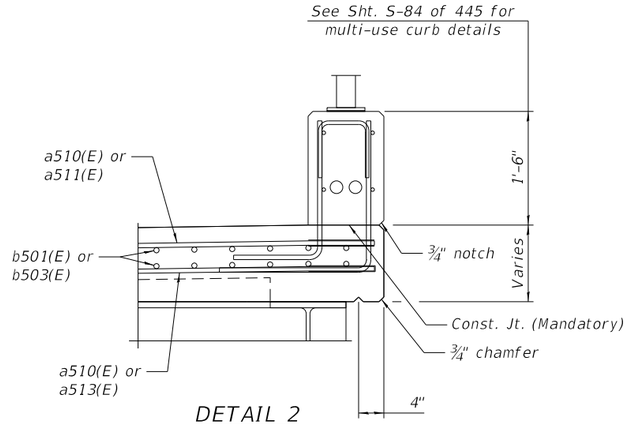
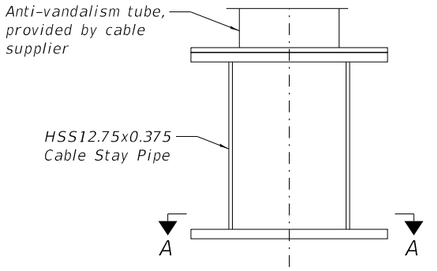


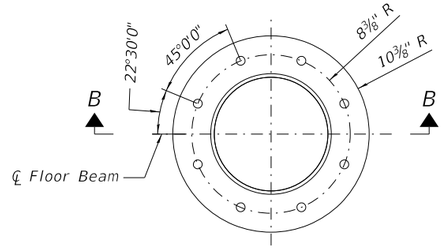
PARTIAL DECK SECTION AT BELVEDERE - UNIT 5



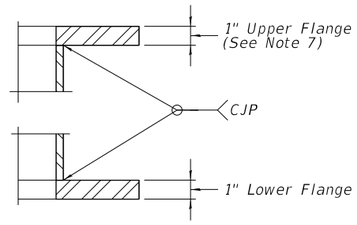
DETAIL 2



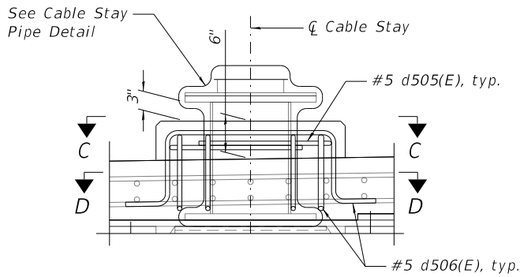
CABLE STAY PIPE DETAIL



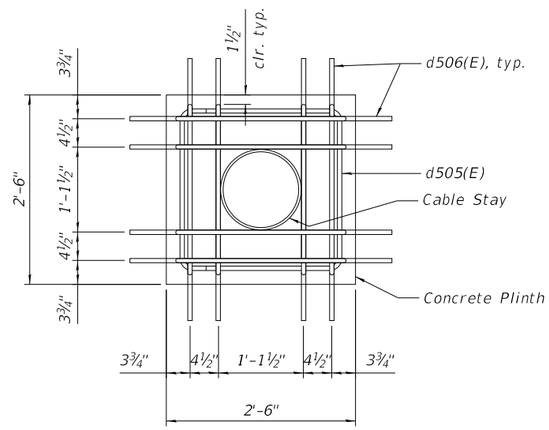
VIEW A-A
(Lower Flange)



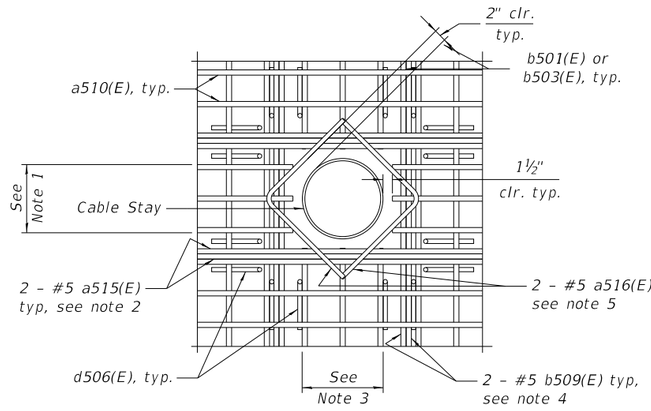
SECTION B-B



DETAIL 1



VIEW C-C



VIEW D-D
Top Mat shown, Bottom Mat similar

Notes:

1. *Field trim up to 3 - # 5 a510(E) top bars and up to 3 - #5 a512(E) bottom bars at each Cable Stay.*
2. *Provide 2 - # 5 a515(E) bars each side of cable stay both top and bottom. Place symmetrically about ℄ of Cable Stay.*
3. *Field trim up to 3 - #5 b503(E) top bars and up to 3 - #5 b504 bottom bars at each Cable Stay.*
4. *Provide 2 - # 5 b509(E) bars each side of cable stay both top and bottom mat. Place symmetrically about ℄ of Cable Stay.*
5. *Provide 2- #5 a516(E) bars tied to bottom of top reinforcement mat.*
6. *The Cable Stay Pipe assembly shall be galvanized and painted per Special Provision Hanger Assemblies for Tied Arch Span.*
7. *The upper flange bolt pattern and thickness of the Cable Stay Pipe assembly shall be coordinated with the cable supplier.*

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USER NAME = jryding	DESIGNED - KA	REVISED -	
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STATE OF ILLINOIS
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DECK CROSS SECTION, UNIT 5, 2 OF 2
STRUCTURE NO. 090-0180
SHEET S-85 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(15B;(102-1),(14HB))BR)BR	PEO/TAZ	1361	989
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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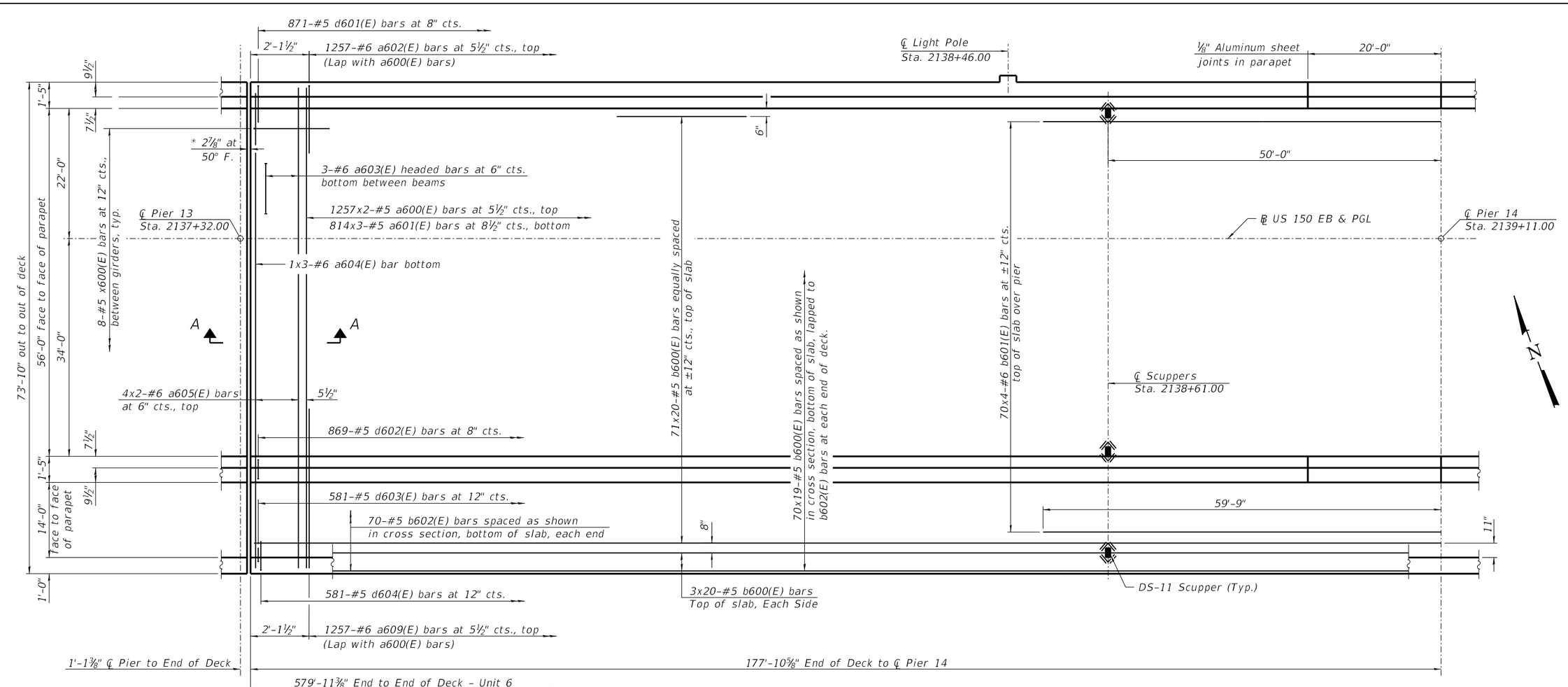
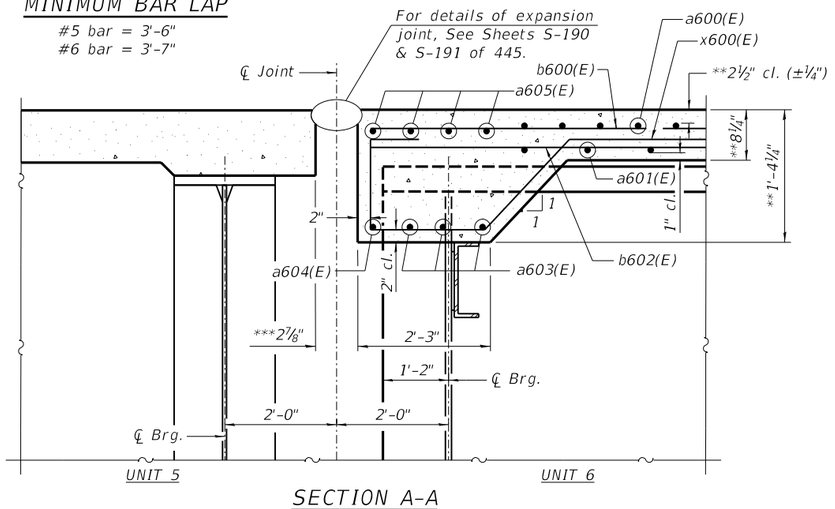


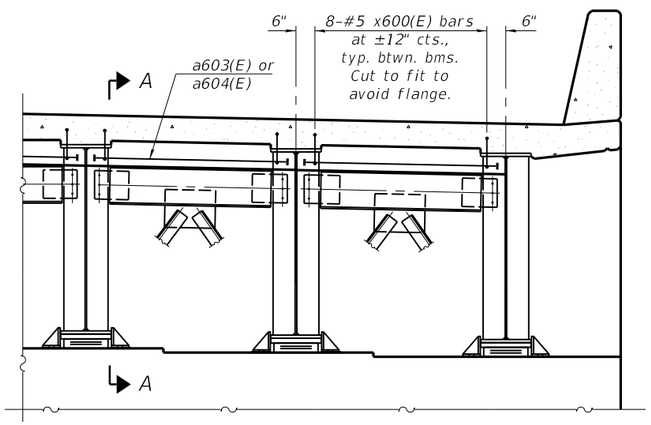
MINIMUM BAR LAP

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



SECTION A-A

PARTIAL PLAN (SPAN 14)



DIAPHRAGM AT PIER 13

(Full cross frame not shown for clarity)

*Dimension showing concrete opening. For joint opening see Sheet S-190 of 445.
**Prior to grinding
***At 50° F

Notes:
See Sheets S-133 & S-134 of 445 for superstructure details, deck pouring sequence and Bill of Material.
Bars indicated thus 72x20-#5 etc. indicates 72 lines of bars with 20 lengths per line.
Dimensions are based on a Rolled Rail Strip Steel Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Sheet S-190 of 445.
For reinforcement around scuppers, See Sheet S-134 of 445.

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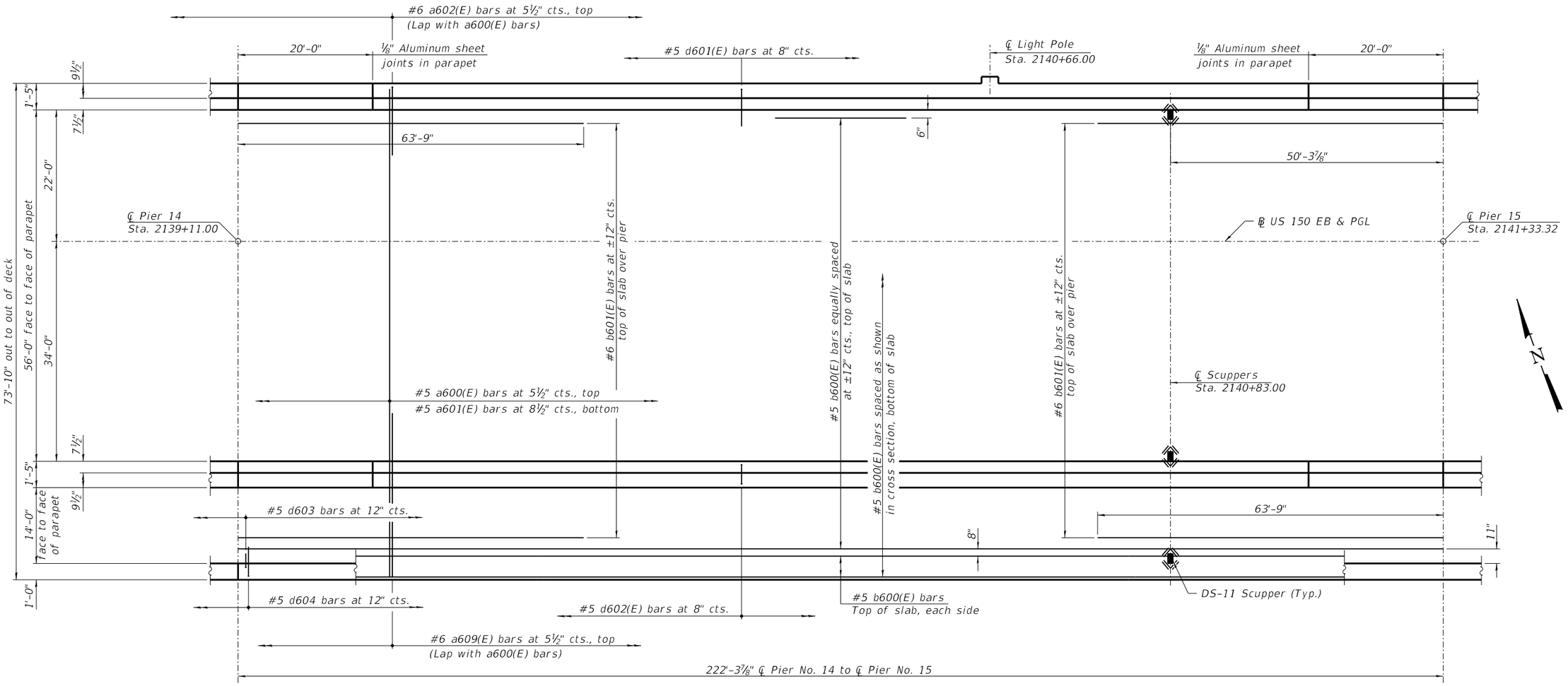
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 6, 1 OF 3
STRUCTURE NO. 090-0180

SHEET S-86 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	990
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	



MINIMUM BAR LAP

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

PARTIAL PLAN (SPAN 15)

Notes:
See Sheets S-133 & S-134 of 445 for superstructure details and Bill of Material.
Bars indicated thus 72x20-#5 etc. indicates 72 lines of bars with 20 lengths per line.
For reinforcement around scuppers, See Sheet S-134 of 445.

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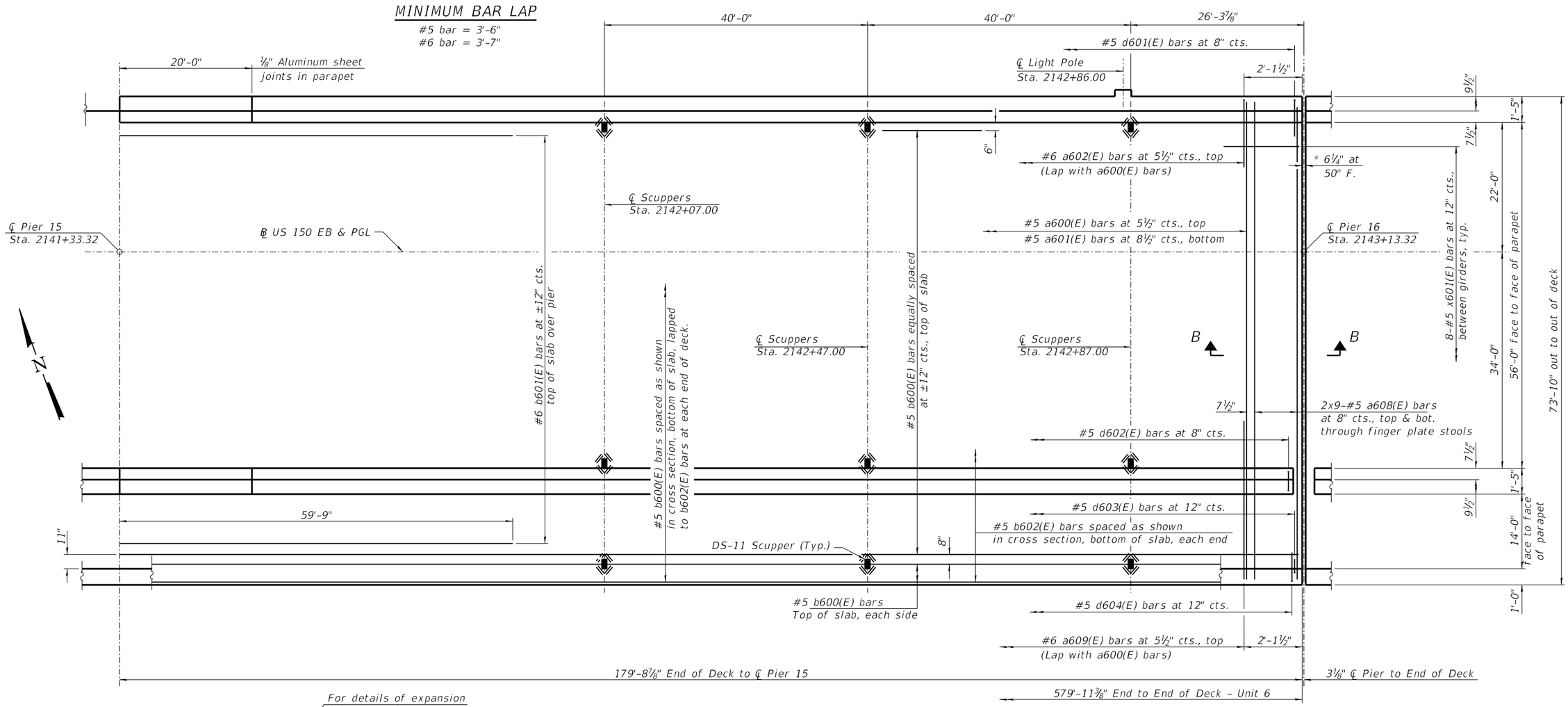
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 6, 2 OF 3
STRUCTURE NO. 090-0180
SHEET S-87 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	991
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

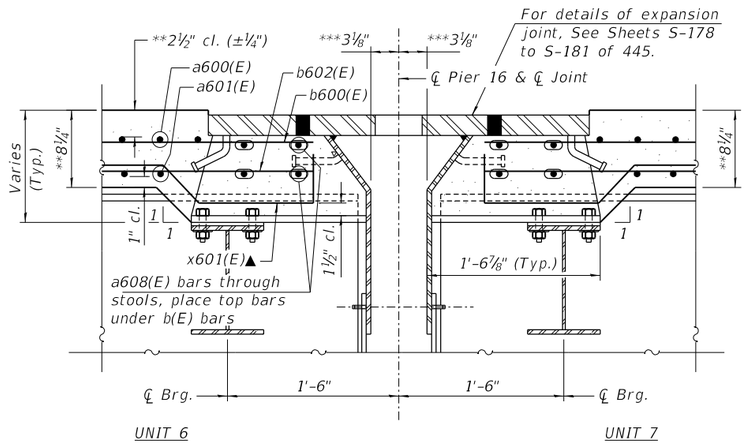
MINIMUM BAR LAP

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



*Dimension showing concrete opening. For joint opening see Sheet S-180 of 445.
**Prior to grinding
***At 50° F

PARTIAL PLAN (SPAN 16)



SECTION B-B

▲ See Sheet S-133 of 445 for field bend details.

Notes:
See Sheets S-133 & S-134 of 445 for superstructure details and Bill of Material.
Bars indicated thus 72x20-#5 etc. indicates 72 lines of bars with 20 lengths per line.
For reinforcement around scuppers, See Sheet S-134 of 445.

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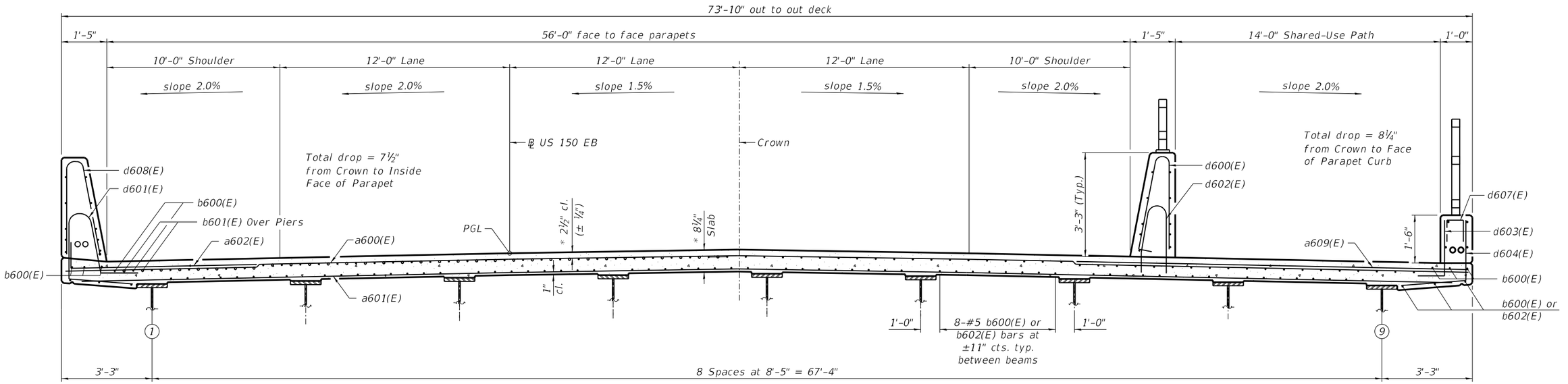
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 6, 3 OF 3
STRUCTURE NO. 090-0180
SHEET S-88 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	992
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



MINIMUM BAR LAP

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

NEAR PIER

Note A:
Core and Set d602(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacture's recommendations. Maximum depth of hole shall not exceed 6".
The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.

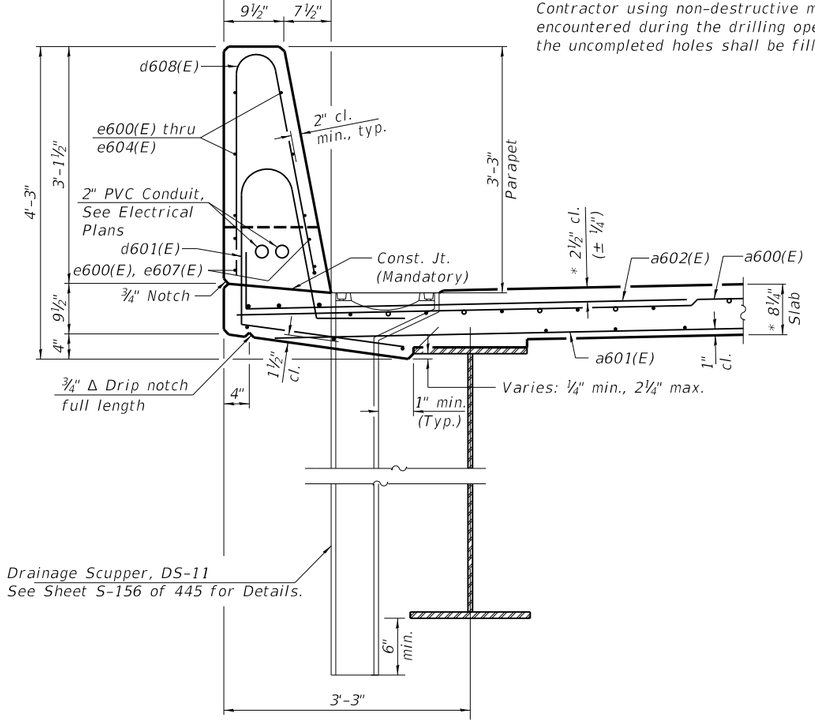
TYPICAL CROSS SECTION

(Looking Upstation)

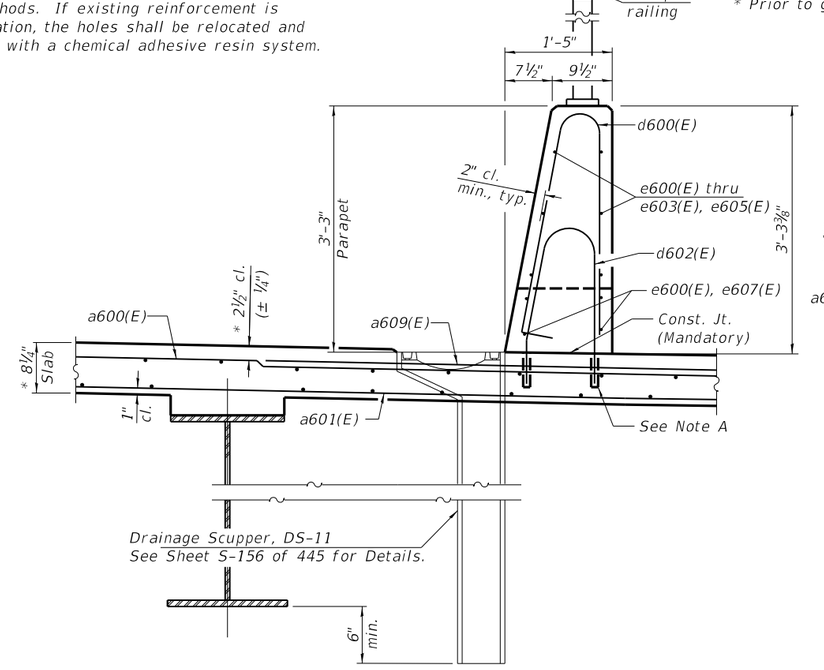
NEAR MIDSPAN

Notes:
See Sheets S-133 & S-134 of 445 for superstructure details and Bill of Material.
Drains shall be located clear of all cross frames.

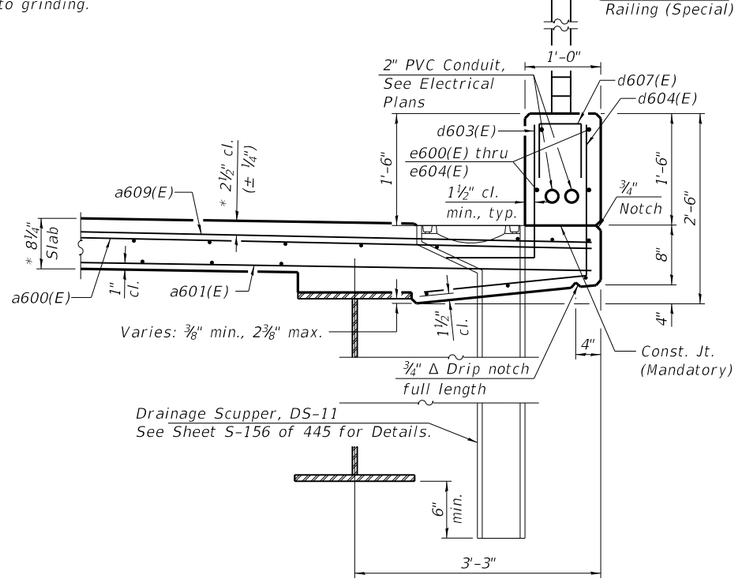
* Prior to grinding.



SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET



SECTION THRU SOUTH CURB

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION, UNIT 6
STRUCTURE NO. 090-0180
SHEETS-89 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	993
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT NHPP-YRP3(905)		

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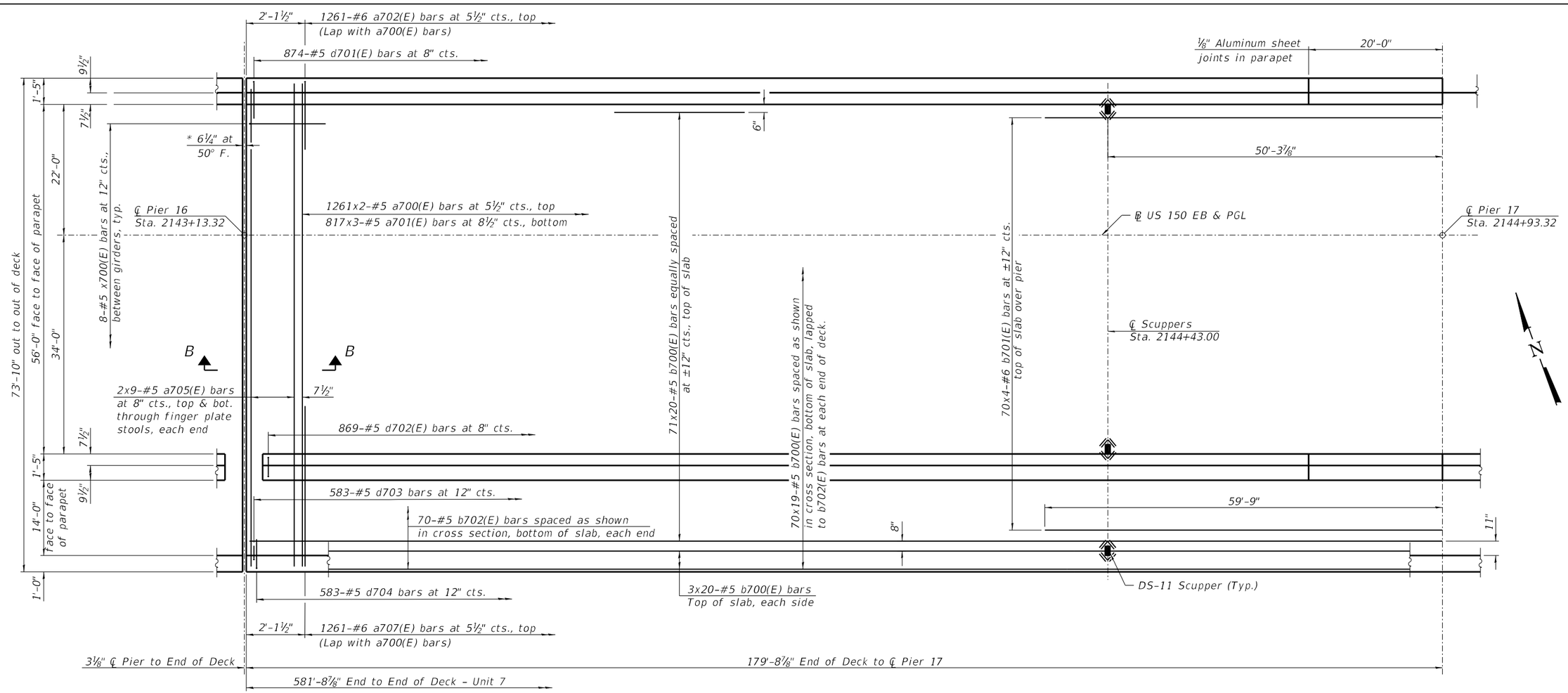
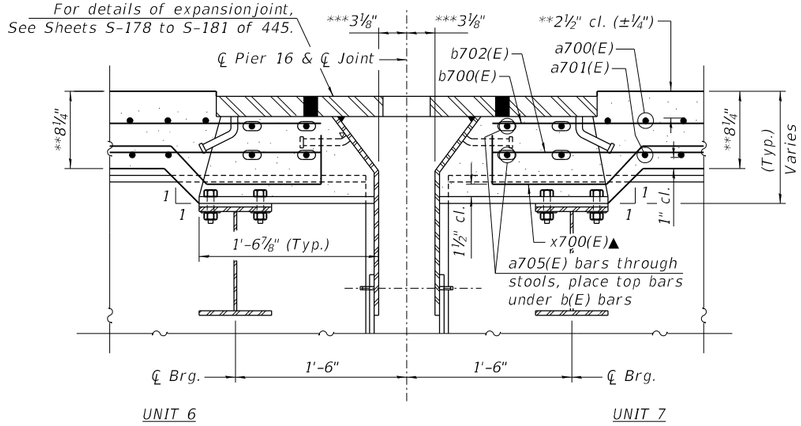


*Dimension showing joint opening. For joint opening see Sheet S-180 of 445.
**Prior to grinding
***At 50°F

PARTIAL PLAN (SPAN 17)



SECTION B-B

MINIMUM BAR LAP

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

Notes:
See Sheets S-138 & S-139 of 445 for superstructure details, deck pouring sequence and Bill of Material.
Bars indicated thus 72x20-#5 etc. indicates 72 lines of bars with 20 lengths per line.
For reinforcement around scuppers, See Sheet S-139 of 445.

▲ See Sheet S-138 of 445 for field bend details.

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STATE OF ILLINOIS
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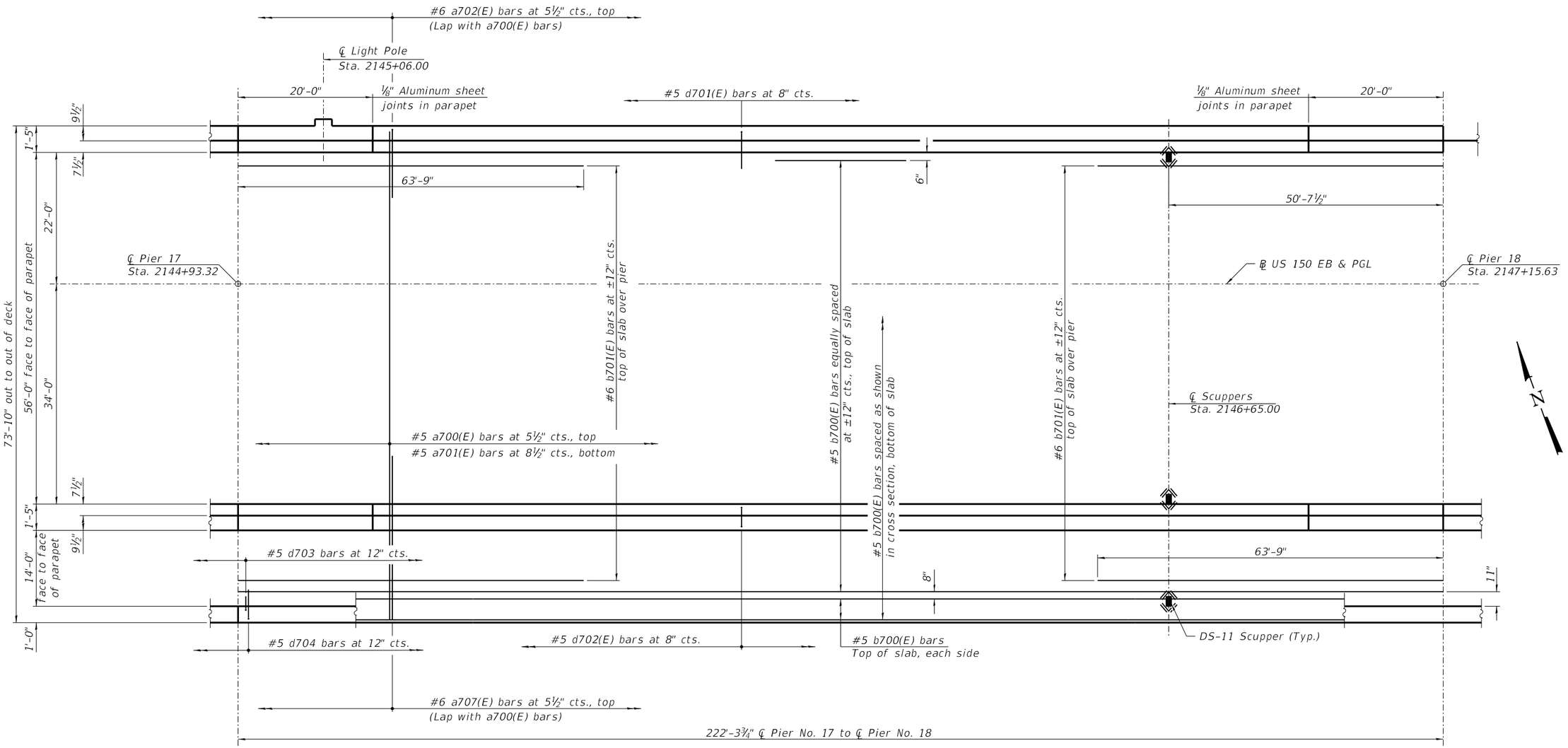
DECK PLAN - UNIT 7, 1 OF 3
STRUCTURE NO. 090-0180
SHEET S-90 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	994
		CONTRACT NO. 68B46		
	ILLINOIS	FED. AID PROJECT	NHPP-YRP3(905)	



MINIMUM BAR LAP

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

PARTIAL PLAN (SPAN 18)

Notes:
See Sheets S-138 & S-139 of 445 for superstructure details and Bill of Material.
Bars indicated thus 72x20-#5 etc. indicates 72 lines of bars with 20 lengths per line.
For reinforcement around scuppers, See Sheet S-139 of 445.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 7, 2 OF 3
STRUCTURE NO. 090-0180
SHEET S-91 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR/BR	PEO/TAZ	1361	995
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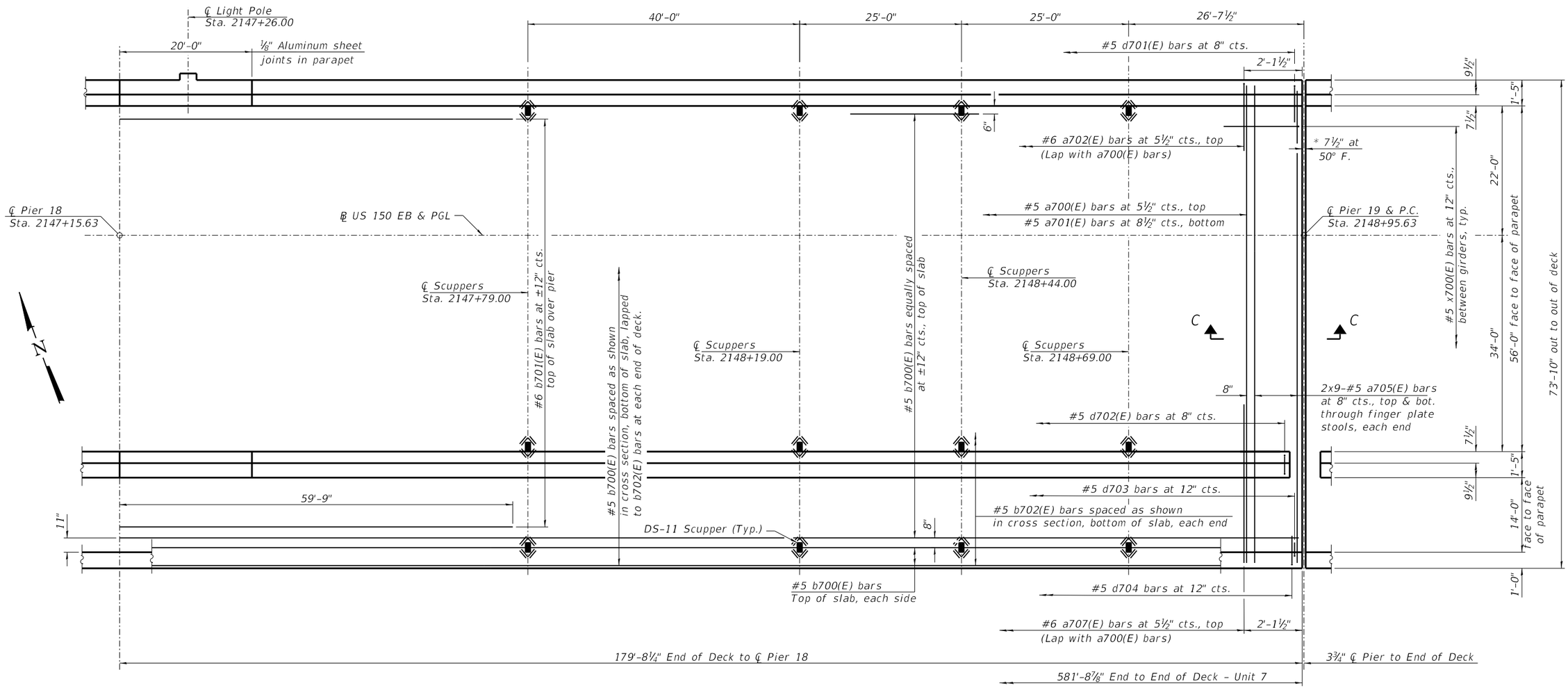

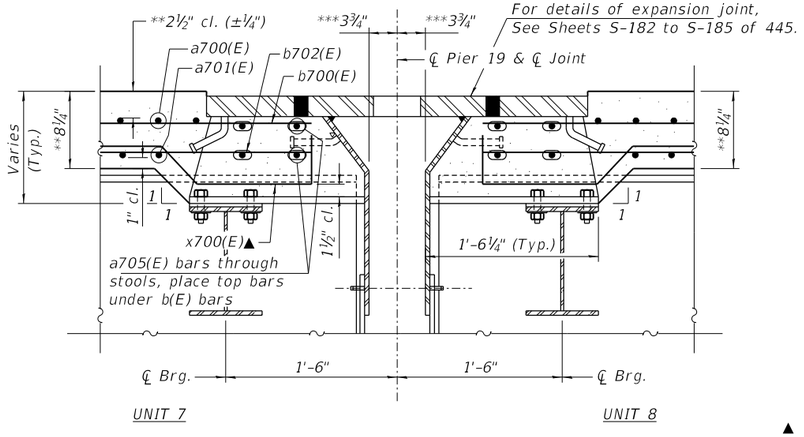

SECTION C-C

PARTIAL PLAN (SPAN 19)

▲ See Sheet S-138 of 445 for field bend details.

*Dimension showing joint opening. For joint opening see Sheet S-184 of 445.
**Prior to grinding
***At 50°F

MINIMUM BAR LAP

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

Notes:
See Sheets S-138 & S-139 of 445 for superstructure details and Bill of Material.
Bars indicated thus 72x20-#5 etc. indicates 72 lines of bars with 20 lengths per line.
For reinforcement around scuppers, See Sheet S-139 of 445.

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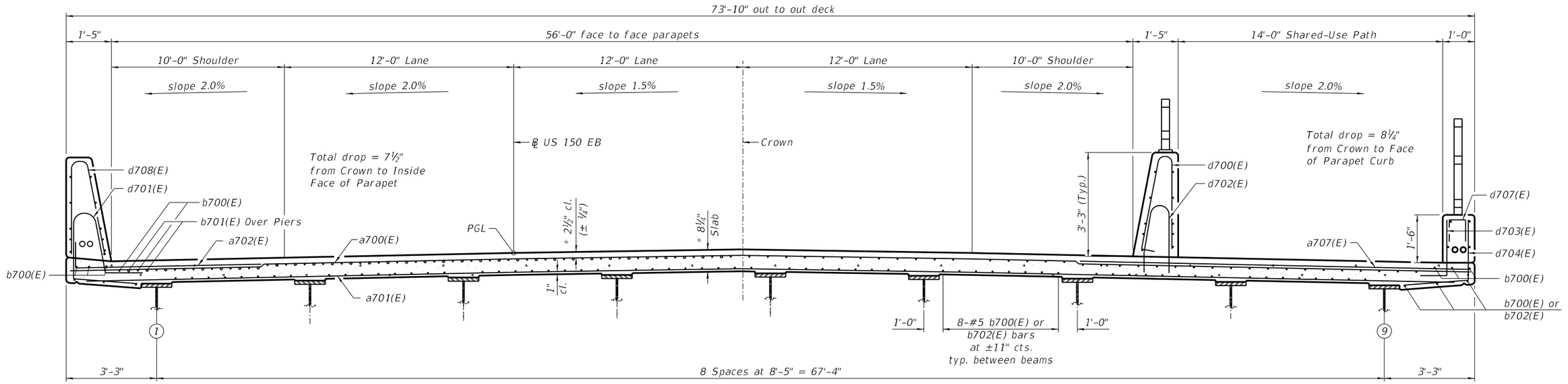
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 7, 3 OF 3
STRUCTURE NO. 090-0180
SHEET S-92 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR	PEO/TAZ	1361	996
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



MINIMUM BAR LAP

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

TYPICAL CROSS SECTION

(Looking Upstation)

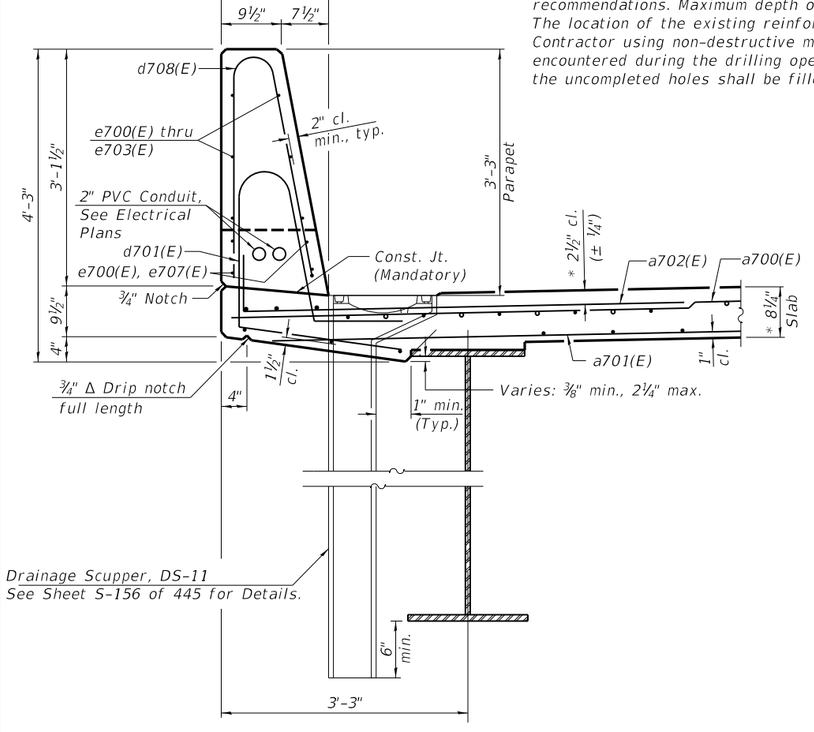
NEAR PIER

Note A:
Core and Set d702(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufacture's recommendations. Maximum depth of hole shall not exceed 6".
The location of the existing reinforcement shall be determined by the Contractor using non-destructive methods. If existing reinforcement is encountered during the drilling operation, the holes shall be relocated and the uncompleted holes shall be filled with a chemical adhesive resin system.

NEAR MIDSPAN

Notes:
See Sheets S-138 & S-139 of 445 for superstructure details and Bill of Material.
Drains shall be located clear of all cross frames.

* Prior to grinding.



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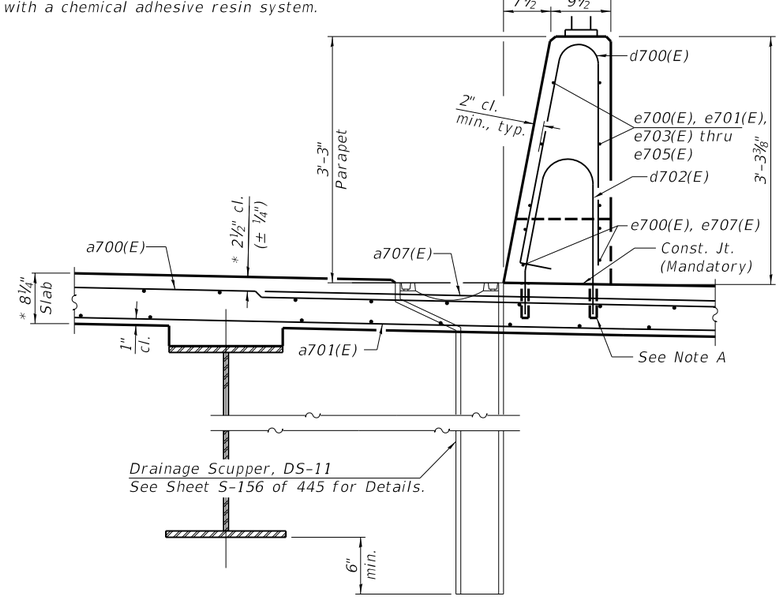
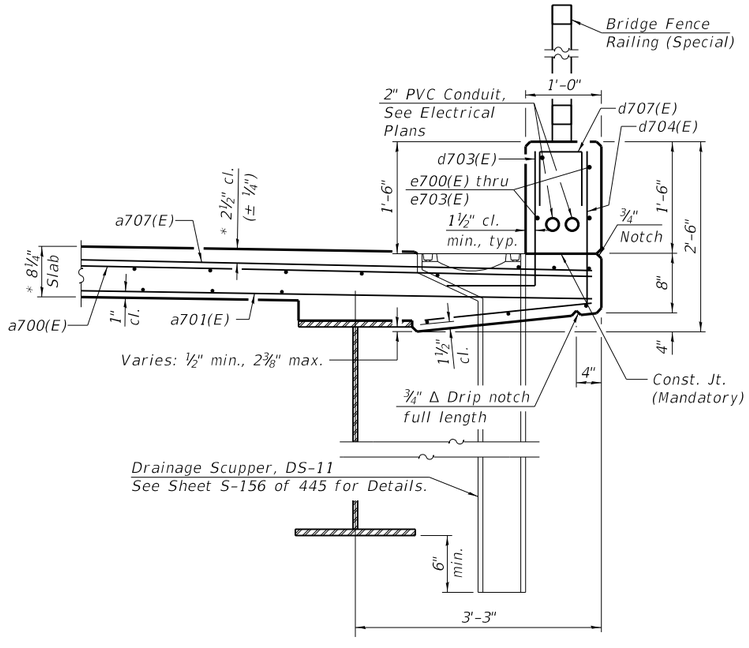


SECTION THRU SOUTH PARAPET



SECTION THRU SOUTH CURB

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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	997
		CONTRACT NO. 68B46		
		ILLINOIS FED. AID PROJECT	NHPP-YRP3(905)	

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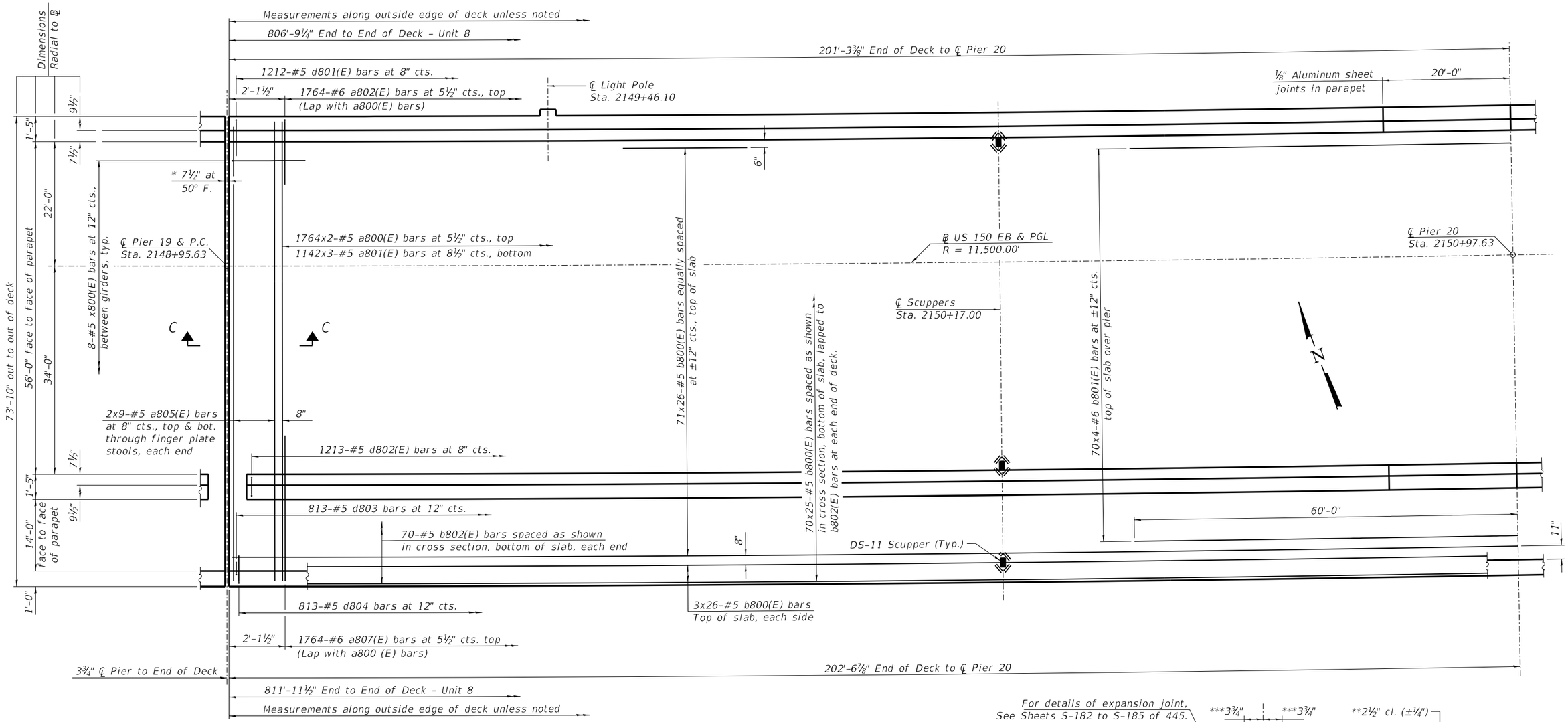


PARTIAL PLAN (SPAN 20)

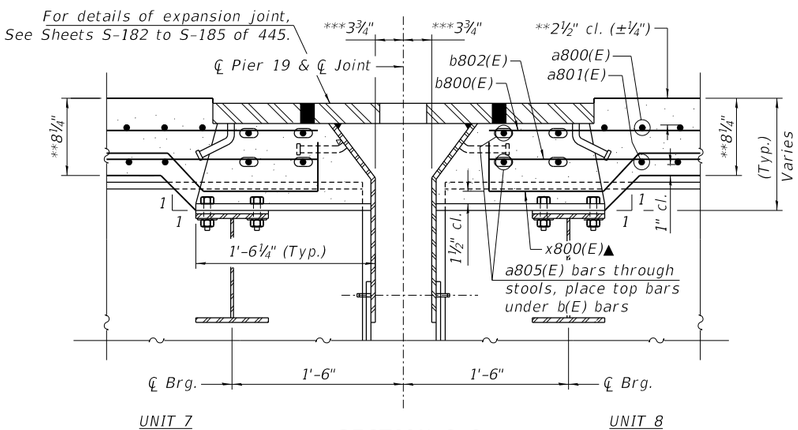
MINIMUM BAR LAP

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

*Dimension showing joint opening. For joint opening see Sheet S-184 of 445.
**Prior to grinding
***At 50°F

Notes:
See Sheets S-143 & S-144 of 445 for superstructure details, deck pouring sequence and Bill of Material.
Bars indicated thus 72x26-#5 etc. indicates 72 lines of bars with 26 lengths per line.
Longitudinal reinforcing bars are placed along the curve. Transverse bars are placed radially in the deck with the plan specified spacing along the south side of the deck.
For reinforcement bars around scuppers, See Sheet S-144 of 445.

▲ See Sheet S-143 of 445 for field bend details.



SECTION C-C

HANSON	USER NAME = johns00944	DESIGNED - MNM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN - UNIT 8, 1 OF 4 STRUCTURE NO. 090-0180
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B:(102-1),(14HB)]BR	PEO/TAZ	1361	998
		CONTRACT NO. 68846		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			

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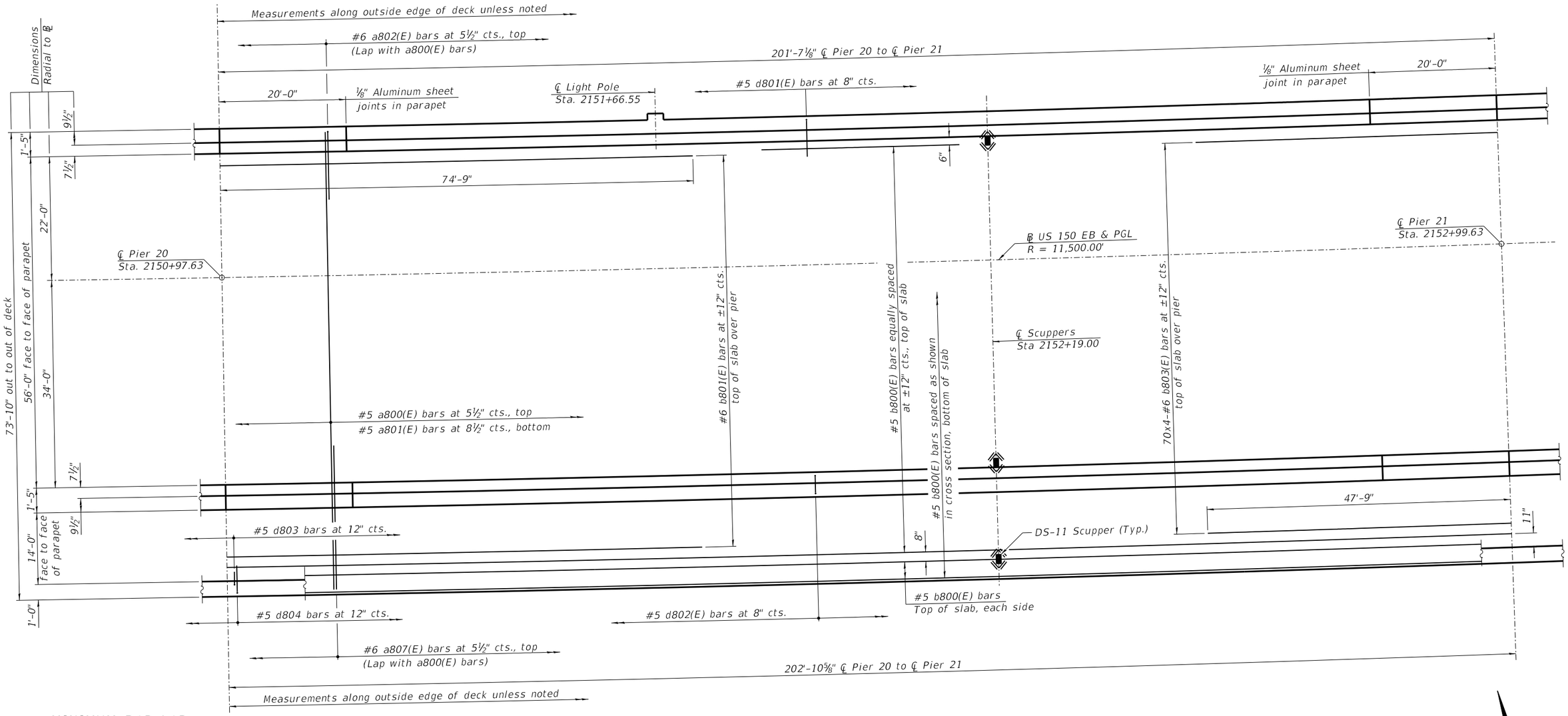

MINIMUM BAR LAP

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

PARTIAL PLAN (SPAN 21)

Notes:
See Sheets S-143 & S-144 of 445 for superstructure details and Bill of Material.
Bars indicated thus 72x26-#5 etc. indicates 72 lines of bars with 26 lengths per line.
Longitudinal reinforcing bars are placed along the curve. Transverse bars are placed radially in the deck with the plan specified spacing along the south side of the deck.
For reinforcement around scuppers, See Sheet S-144 of 445.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 8, 2 OF 4
STRUCTURE NO. 090-0180
SHEET S-95 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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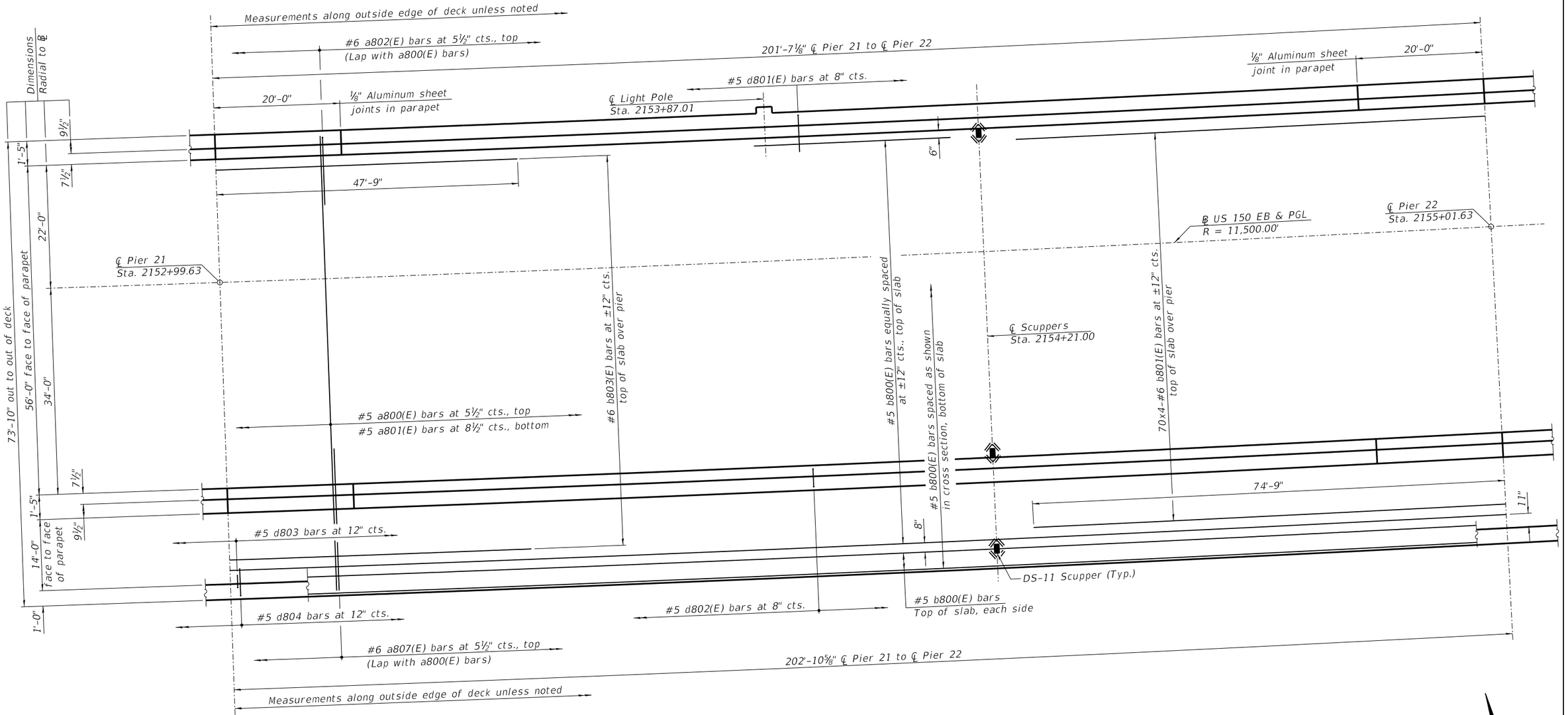
		CONTRACT NO. 68B46		
	ILLINOIS FED. AID PROJECT NHPP-YRP3(905)			



MINIMUM BAR LAP

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

PARTIAL PLAN (SPAN 22)

N

Notes:
See Sheets S-143 & S-144 of 445 for superstructure details and Bill of Material.
Bars indicated thus 72x26-#5 etc. indicates 72 lines of bars with 26 lengths per line.
Longitudinal reinforcing bars are placed along the curve. Transverse bars are placed radially in the deck with the plan specified spacing along the south side of the deck.
For reinforcement around scuppers, See Sheet S-144 of 445.

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PLOT DATE = 1/25/2019	CHECKED - MNM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN - UNIT 8, 3 OF 4
STRUCTURE NO. 090-0180
SHEET S-96 OF 445 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	[15B;(102-1),(14HB)]BR)BR	PEO/TAZ	1361	1000
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ILLINOIS	FED. AID PROJECT NHPP-YRP3(905)			