

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	1
		ILLINOIS	CONTRACT NO. 64W42	

INDEX OF SHEETS

- 1 COVER SHEET
2 SUMMARY OF QUANTITIES
3-25 BRIDGE FABRICATION PLANS FOR SN081-0174

D-92-271-26



MUSTAPHA A IBRAHIM
LICENSE EXPIRES 11/30/2026 DATE

PROPOSED HIGHWAY PLANS

**F.A.P ROUTE 595 (IL 5)
SECTION 142HF
PROJECT
BRIDGE FABRICATION: IL 5 OVER 27TH ST
ROCK ISLAND COUNTY**

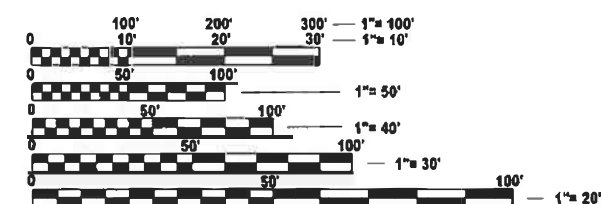
DESIGN DESIGNATION

IL 5: 5790(45) ARTERIAL 8.54 (PCC-20)
DESIGN SPEED: 45 MPH POSTED SPEED: 45 MPH
PV: 94.7% MU: 2.9% SU: 2.4%

STRUCTURE

IL 5 OVER 27TH STREET
EXISTING SN 081-0095 / 0096 (WB/EB)
PROPOSED SN 081-0174

PROJECT LOCATED IN THE CITY OF MOLINE



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

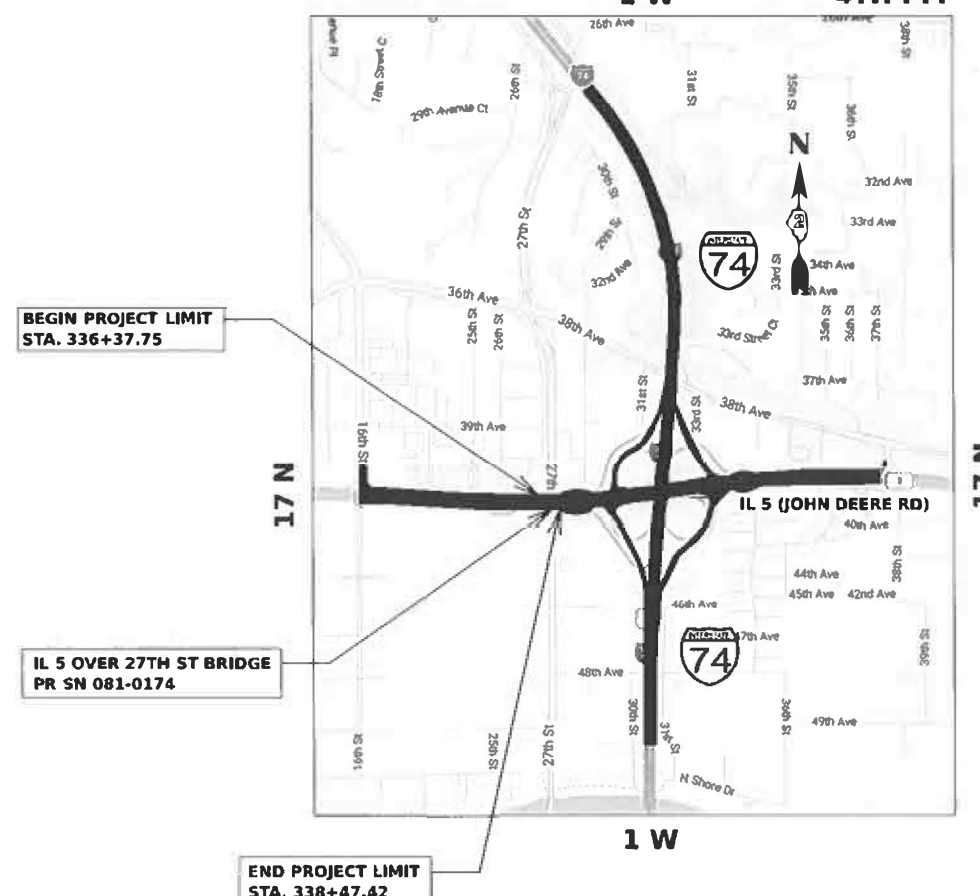
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: ANDREW LEE, PE, (815) 284-5343
PROJECT MANAGER: JOEL VIYEGBE, PE, (815) 284-5506

CONTRACT NO. 64W42

C-92-188-26

1 W 4TH PM



GROSS LENGTH = 209.67 FT. = 0.04 MILE
NET LENGTH = 209.67 FT. = 0.04 MILE



GFT

Stanley Consultants INC.

1475 EAST WOODFIELD ROAD, SUITE 600
SCHAMBURG, IL 60173
PHONE: (847) 605-9600
FAX: (847) 463-0565

8501 WEST HIGGINS ROAD #730
CHICAGO, IL 60631
PHONE: (773) 693-9624
FAX: (773) 693-7690

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED July 8 20 26
Justin May REGIONAL ENGINEER
August 14 2026
Scott A. Etkin ENGINEER OF DESIGN AND ENVIRONMENT
August 14 2026
Chadley 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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MODEL: SQO-01
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USER NAME = 10757	DESIGNED - MAI	REVISED -
	DRAWN - MAI	REVISED -
	CHECKED - ZDP	REVISED -
PLOT DATE = 7/15/2026	DATE - 7/15/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

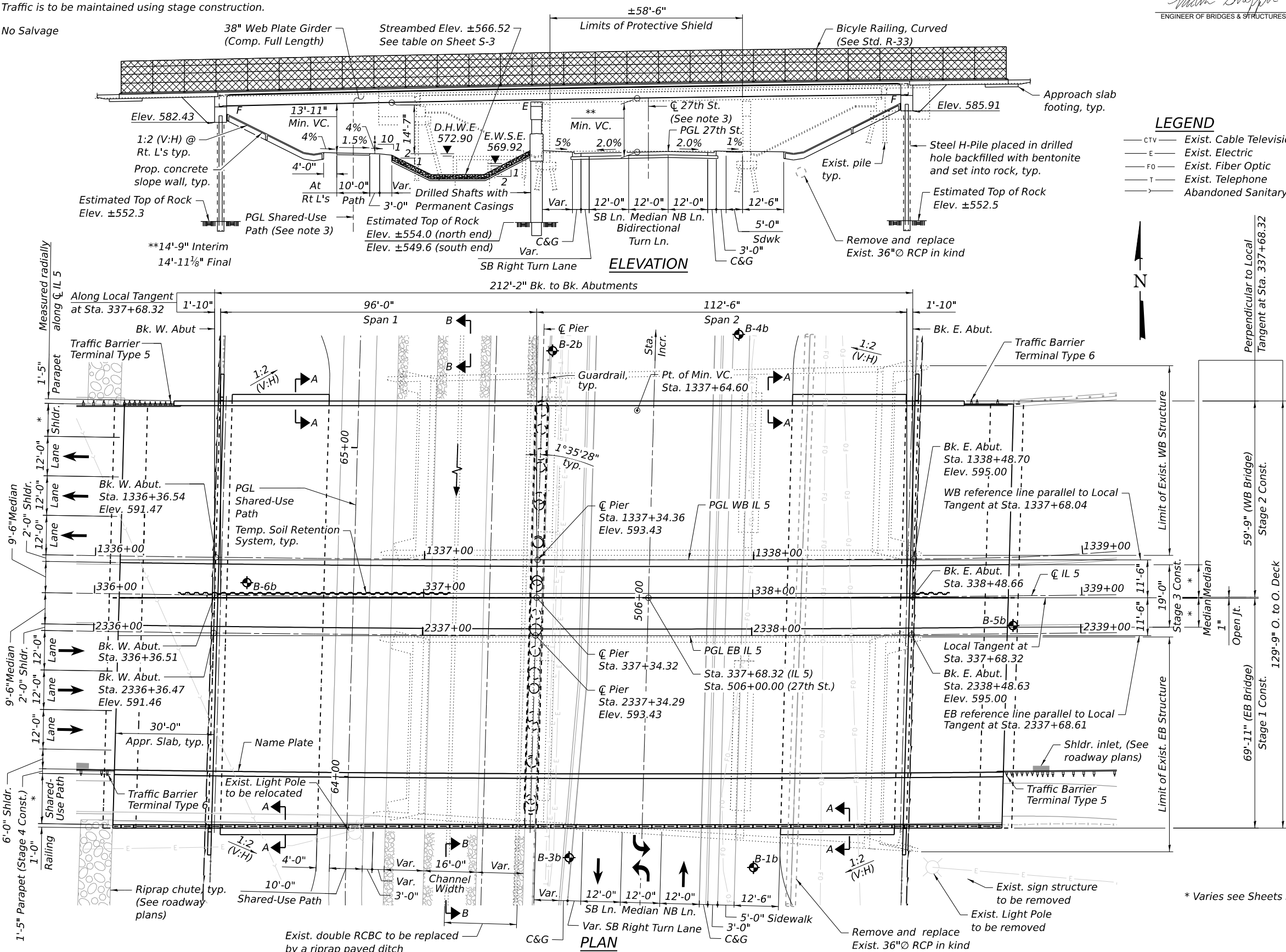
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	2
CONTRACT NO. 64W42				
		ILLINOIS	FED. AID PROJECT	

Benchmark: Iron pin 350± east of existing east abutment, 7± Lt of C of median, Sta 341+91.07, Elev. 596.13.

Existing Structures: SN 081-0095 (WB) and SN 081-0096 (EB) were built in 1966 as FAS 205 Section 3HB at Sta. 73+61.32. Both structures consist of 3 continous span composite steel rolled beams on H-pile supported multi-column piers and open abutments, skewed at 1°37'37" left hand forward. In 1987, both decks were replaced and raised as part of FA 595 Section 3HBR, and the EB bridge was widened. Both structures are 142'-5" bk. to bk. abutments. The WB Bridge is ±54'-6" to ±57'-5" o. to o. wide, the EB Bridge is ±55'-3" to ±64'-5" o. to o. wide. There is a double 11'x4.5' reinforced concrete box culvert (RCBC) (SN 081-2040) that is 210 ft long carrying ditch flow through the west embankment. Both existing structures are to be removed and replaced. The double RCBC is to be removed and replaced with riprap paved ditch.

Traffic is to be maintained using stage construction.

No Salvage



APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Mark Shaffer
ENGINEER OF BRIDGES & STRUCTURES

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

2023 AASHTO Guide Specifications for LRFD Seismic Bridge Design, 3rd Edition to the Design Specifications

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
(All structural steel shall be painted)

LOADING HL-93

Allow 50 lb./sq. ft. for future wearing surface.
Live Load Deflection: L/1,000 (EB unit)
L/800 (WB unit)

SEISMIC DATA

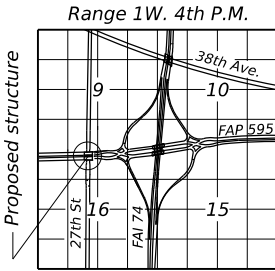
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.101g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.133g
Soil Site Class = E

NOTES:

- Elevations shown in Plan represent elevations after grinding.
- For Sections A-A and B-B see Sheet S-3.
- Proposed 27th Street and shared use path will be constructed under a future contract by others.



Signed MUSTAPHA A IBRAHIM, S.E. IL Lic. No. 081-008550
Expires 11-30-2026
Date 04-27-2026



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
ILLINOIS ROUTE 5 OVER 27TH STREET
F.A.P. ROUTE 595 SECTION 142HF
ROCK ISLAND COUNTY
STATION 337+68.32
STRUCTURE NO. 081-0174

* Varies see Sheets S-5 and S-6

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 081-0174

SHEET S-1 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	3
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

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PLOT DATE = 7/15/2026	DRAWN - RTT	REVISED -
	CHECKED - MAI	REVISED -

GENERAL NOTES

1.

These plans are for fabrication of the structural steel and bearings. All work shown related to the Beam and Bearing Erection Contract (64H87) is for information only. It is not included in the contract, and is identified as "For Information Only".
2.

Calculated weight of structural steel (Grade 50) = 1,168,410 lbs.
Calculated weight of structural steel (Grade 36) = 44,060 lbs.
3.

No field welding is permitted except as specified in the contract documents.
4.

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts ⁷/₈ in. diameter, holes ¹⁵/₁₆ in diameter, unless otherwise noted.
5.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6.
6.

The structural steel and bearings shall be delivered as noted below to the satisfaction of the Engineer or the scheduled shipping date provided by the erection Contractor per Article 505.09(b) of the IDOT Standard Specifications:

June 1, 2027 - Girders 11 thru 21 (Stage 1 bridge construction)
June 1, 2028 - Girders 1 thru 10 (Stage 2 bridge construction)
7.

Refer to Article 505.09 of the Standard Specifications for requirements of steel work occurring under a separate contract.

INDEX OF SHEETS

- S-1

General Plan & Elevation
- S-2

General Data I
- * S-3

General Data II
- * S-4

Substructure Layout
- * S-5

Stage Construction Details
- * S-6

Stage Construction Details
- * S-7

Top of Deck Elevation Layout
- * S-8

Top of Deck Elevations Tables I
- * S-9

Top of Deck Elevations Tables II
- * S-10

Top of Deck Elevations Tables III
- * S-11

Top of Deck Elevations Tables IV
- * S-12

Top of Deck Elevations Tables V
- * S-13

Deck Cross Section
- S-14

Steel Girder And Framing Plan
- S-15

Steel Girder Details I
- S-16

Steel Girder Details II
- S-17

Bearing Details
- * S-18

West Abutment Plan & Elevation I
- * S-19

West Abutment Plan & Elevation II
- * S-20

East Abutment Plan & Elevation I
- * S-21

East Abutment Plan & Elevation II
- * S-22

Pier Plan & Elevation I
- * S-23

Pier Plan & Elevation II
- *

For Information Only

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Furnishing Structural Steel	L Sum	1	-	1
Furnishing Elastomeric Bearing Assembly, Type I	Each	21	-	21
Storage of Structural Steel and Bearings - Stage 1	CAL DA	365	-	365
Storage of Structural Steel and Bearings - Stage 2	CAL DA	365	-	365

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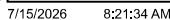
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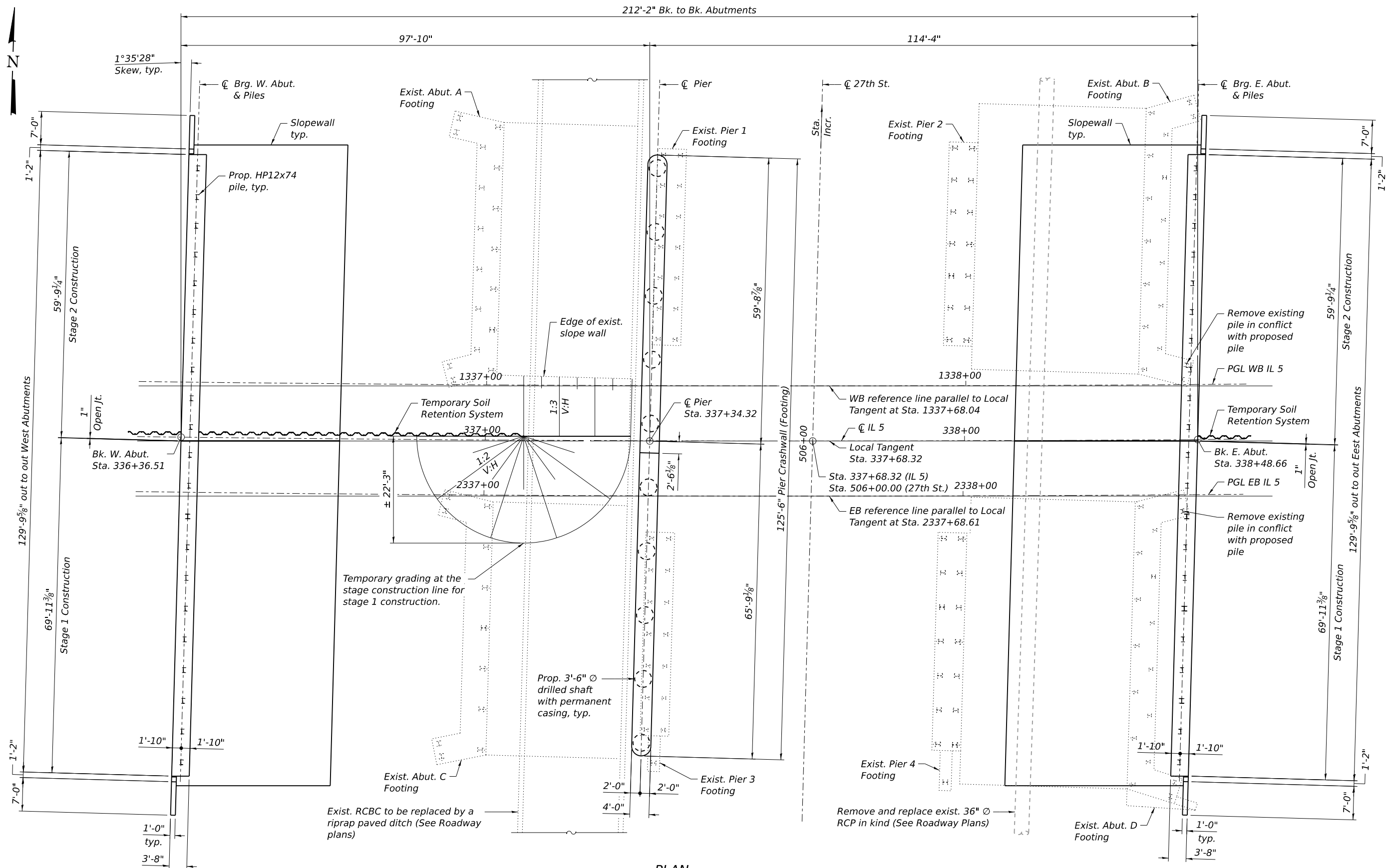
GENERAL DATA I
STRUCTURE NO. 081-0174

SHEET S-2 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	4
CONTRACT NO. 64W42				
		ILLINOIS	FED. AID PROJECT	



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PLAN

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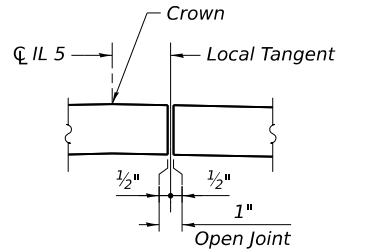
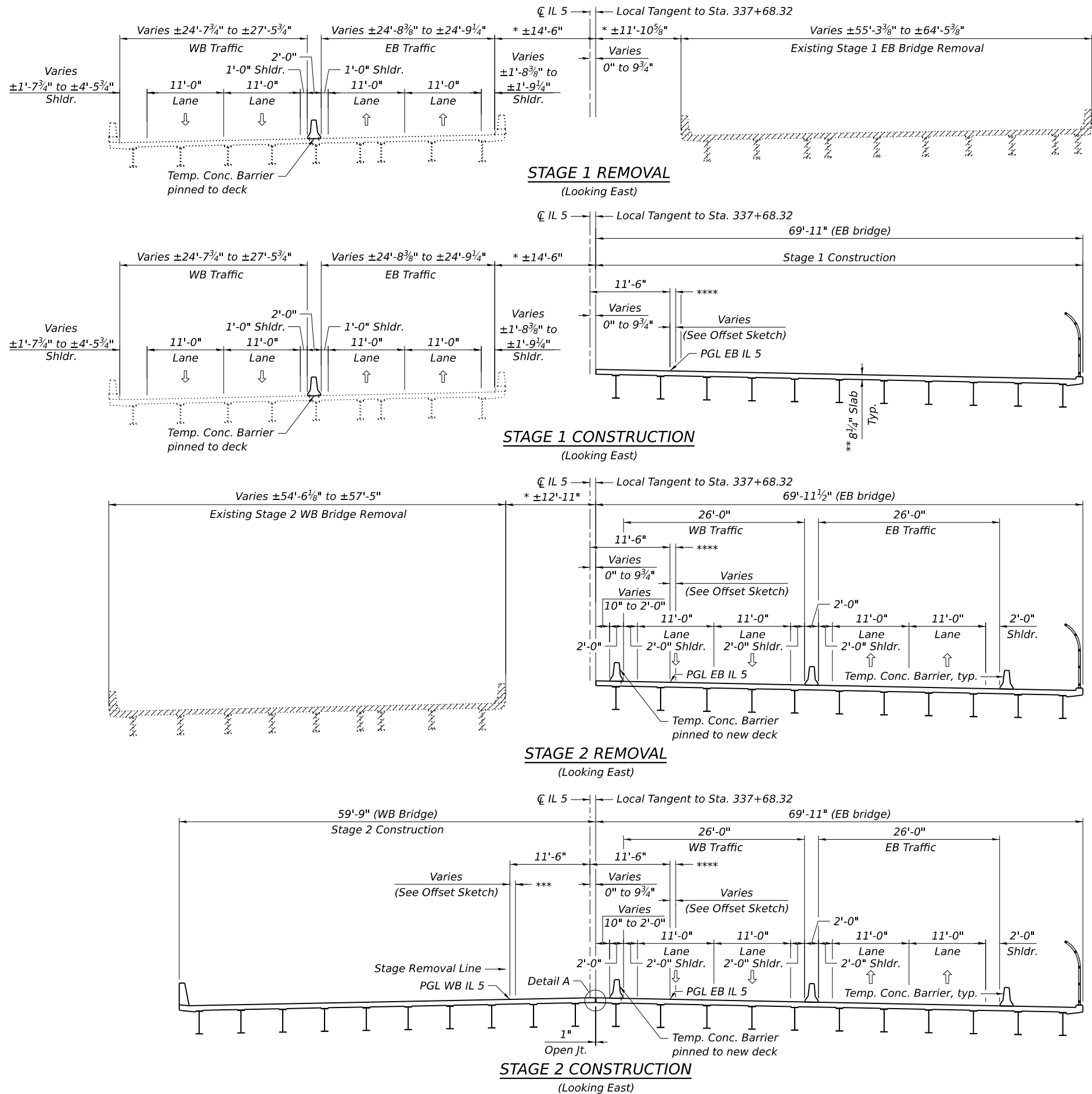
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DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT
STRUCTURE NO. 081-0174

SHEET S-4 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	6
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

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DETAIL A

LEGEND

Removal

NOTES:

1. Stage construction of the bridge is part of an overall project maintenance of traffic staging program. Stages and sub-stages shown are the earliest stage in which construction activities can start for the designated work.
2. Note for Construction Stages:
Bridge Stage 1 Removal and Construction correlates to Stage 1 Roadway work.
Bridge Stage 2 Removal and Construction correlates to Stage 2 Roadway work.
Bridge Stage 3 Construction correlates to Stage 3 Roadway work.
Bridge Stage 4 Construction correlates to Stage 3A Roadway work.
3. All dimensions are radial to CL IL 5 , WB PGL IL 5, or EB PGL IL 5, unless noted otherwise.

* Perpendicular to Local Tangent

** Prior to grinding

*** WB reference line parallel to local tangent at Sta. 337+68.04

**** EB reference line parallel to local tangent at Sta. 337+68.61

FOR INFORMATION ONLY



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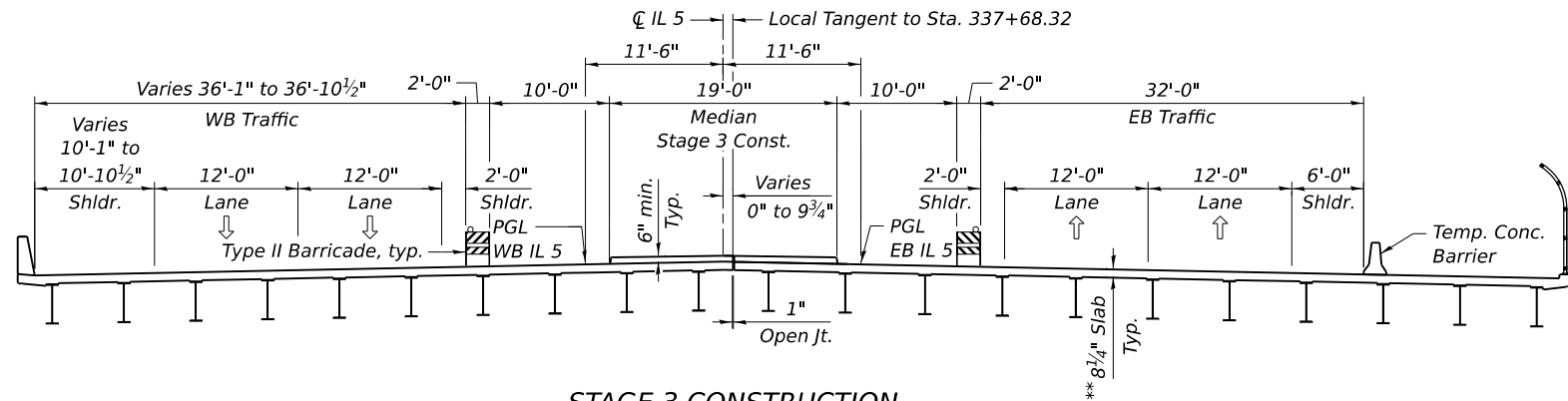
STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 081-0174

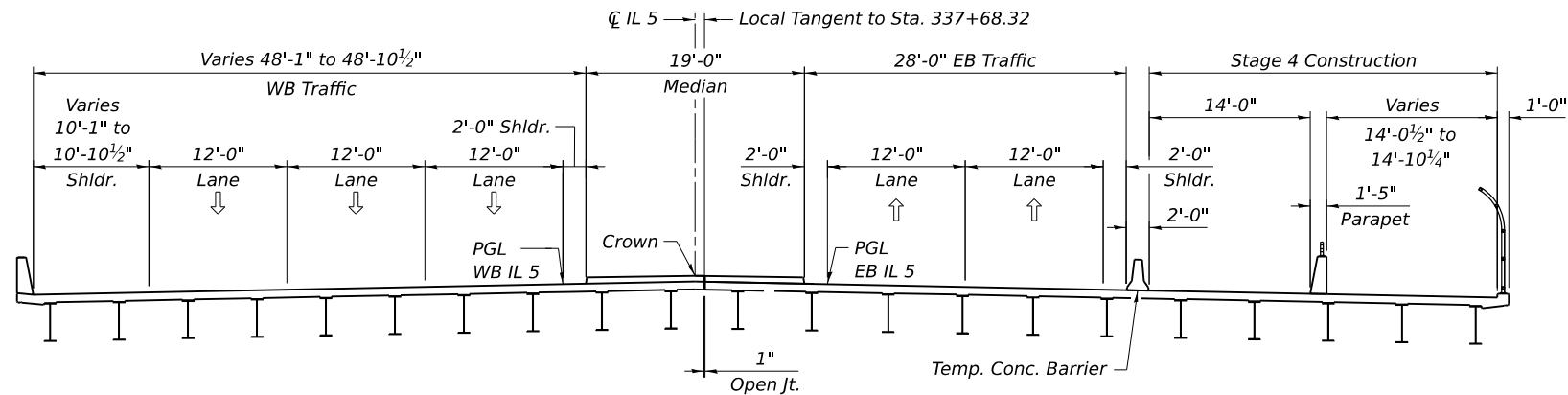
SHEET S-5 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	7
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

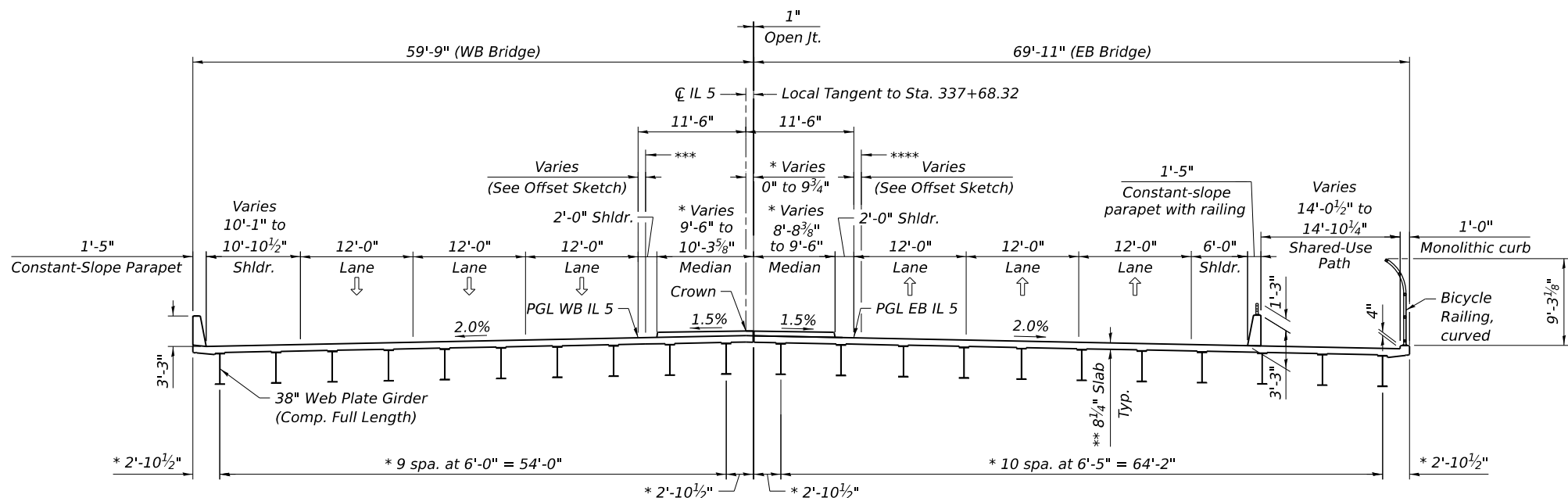
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STAGE 3 CONSTRUCTION
(Looking East)



STAGE 4 CONSTRUCTION
(Looking East)



TYPICAL SECTION
(Looking East)

NOTES:

1. Stage construction of the bridge is part of an overall project maintenance of traffic staging program. Stages and sub-stages shown are the earliest stage in which construction activities can start for the designated work.
2. Note for Construction Stages:
Bridge Stage 1 Removal and Construction correlates to Stage 1 Roadway work.
Bridge Stage 2 Removal and Construction correlates to Stage 2 Roadway work.
Bridge Stage 3 Construction correlates to Stage 3 Roadway work.
Bridge Stage 4 Construction correlates to Stage 3A Roadway work.
3. All dimensions are radial to CL IL 5 , WB PGL IL 5, or EB PGL IL 5, unless noted otherwise.

* Perpendicular to Local Tangent

** Prior to grinding

*** WB reference line parallel to local tangent at Sta. 337+68.04

**** EB reference line parallel to local tangent at Sta. 337+68.61

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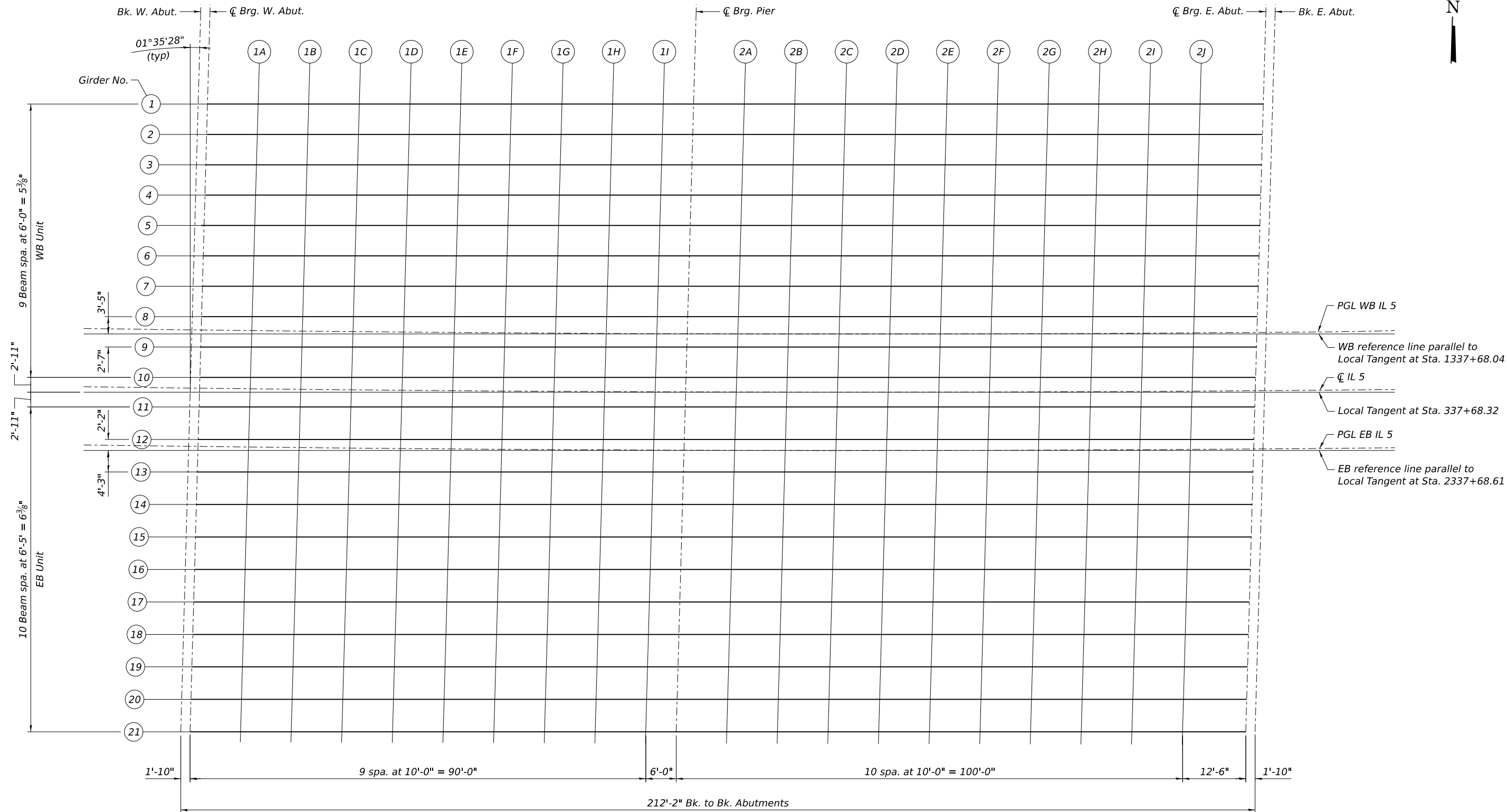
STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 081-0174

SHEET S-6 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	8
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

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PLAN

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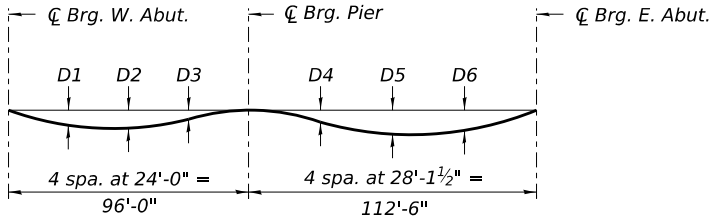
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TOP OF DECK ELEVATION LAYOUT
STRUCTURE NO. 081-0174

SHEET S-7 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	9
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

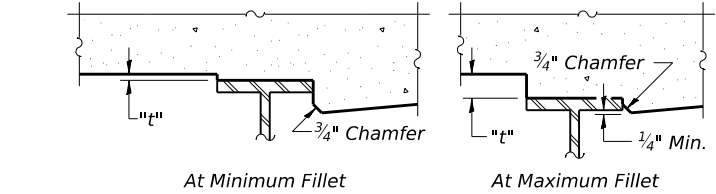
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DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below and on sheets S-9 thru S-12.

Girder No.	D1	D2	D3	D4	D5	D6
1 & 2 & 9 to 12	5/8"	5/8"	1/4"	1 1/8"	2 1/4"	1 7/8"
3 to 8 & 13 to 21	1/2"	1/2"	1/8"	1"	1 1/8"	1 5/8"



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet S-7. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below and on sheets S-9 thru S-12, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on sheets S-9 thru S-12. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

GIRDER NO. 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+37.23	-44.62	590.59	590.61
⌀ Brg. W. Abut.	1336+39.08	-44.64	590.63	590.65
1A	1336+49.12	-44.76	590.85	590.89
1B	1336+59.16	-44.87	591.06	591.13
1C	1336+69.20	-44.96	591.27	591.35
1D	1336+79.24	-45.05	591.48	591.56
1E	1336+89.28	-45.13	591.69	591.76
1F	1336+99.33	-45.20	591.88	591.94
1G	1337+09.37	-45.26	592.07	592.11
1H	1337+19.41	-45.31	592.26	592.28
1I	1337+29.45	-45.35	592.44	592.46
⌀ Brg. Pier	1337+35.48	-45.37	592.54	592.56
2A	1337+45.52	-45.39	592.71	592.75
2B	1337+55.56	-45.41	592.87	592.96
2C	1337+65.60	-45.42	593.03	593.15
2D	1337+75.65	-45.41	593.18	593.34
2E	1337+85.69	-45.40	593.33	593.52
2F	1337+95.73	-45.38	593.46	593.68
2G	1338+05.77	-45.35	593.60	593.81
2H	1338+15.82	-45.31	593.72	593.92
2I	1338+25.86	-45.26	593.84	594.00
2J	1338+35.90	-45.20	593.96	594.06
⌀ Brg. E. Abut.	1338+48.45	-45.12	594.09	594.11
Bk of E. Abut.	1338+50.30	-45.10	594.11	594.13

GIRDER NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+37.14	-38.62	590.71	590.73
⌀ Brg. W. Abut.	1336+38.98	-38.64	590.75	590.77
1A	1336+49.02	-38.76	590.96	591.01
1B	1336+59.05	-38.87	591.18	591.24
1C	1336+69.09	-38.96	591.39	591.47
1D	1336+79.12	-39.05	591.60	591.68
1E	1336+89.16	-39.13	591.80	591.87
1F	1336+99.20	-39.20	592.00	592.06
1G	1337+09.23	-39.26	592.19	592.23
1H	1337+19.27	-39.31	592.38	592.40
1I	1337+29.31	-39.35	592.55	592.57
⌀ Brg. Pier	1337+35.33	-39.37	592.66	592.68
2A	1337+45.37	-39.39	592.83	592.87
2B	1337+55.40	-39.41	592.99	593.07
2C	1337+65.44	-39.42	593.15	593.26
2D	1337+75.48	-39.41	593.30	593.45
2E	1337+85.51	-39.40	593.44	593.63
2F	1337+95.55	-39.38	593.58	593.78
2G	1338+05.59	-39.35	593.71	593.92
2H	1338+15.62	-39.31	593.84	594.03
2I	1338+25.66	-39.26	593.96	594.11
2J	1338+35.70	-39.20	594.08	594.18
⌀ Brg. E. Abut.	1338+48.24	-39.12	594.21	594.23
Bk of E. Abut.	1338+50.08	-39.10	594.23	594.25

GIRDER NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+37.05	-32.62	590.83	590.85
⌀ Brg. W. Abut.	1336+38.89	-32.64	590.87	590.89
1A	1336+48.92	-32.76	591.08	591.12
1B	1336+58.95	-32.86	591.30	591.36
1C	1336+68.98	-32.96	591.51	591.58
1D	1336+79.01	-33.05	591.72	591.79
1E	1336+89.04	-33.13	591.92	591.99
1F	1336+99.07	-33.20	592.12	592.17
1G	1337+09.10	-33.26	592.31	592.35
1H	1337+19.13	-33.31	592.49	592.52
1I	1337+29.16	-33.35	592.67	592.69
⌀ Brg. Pier	1337+35.18	-33.37	592.78	592.80
2A	1337+45.21	-33.39	592.95	592.99
2B	1337+55.24	-33.41	593.11	593.18
2C	1337+65.27	-33.42	593.27	593.38
2D	1337+75.30	-33.41	593.42	593.56
2E	1337+85.34	-33.40	593.56	593.74
2F	1337+95.37	-33.38	593.70	593.89
2G	1338+05.40	-33.35	593.83	594.03
2H	1338+15.43	-33.31	593.96	594.13
2I	1338+25.46	-33.26	594.08	594.22
2J	1338+35.49	-33.21	594.19	594.29
⌀ Brg. E. Abut.	1338+48.03	-33.12	594.33	594.35
Bk of E. Abut.	1338+49.87	-33.11	594.35	594.37

FOR INFORMATION ONLY



USER NAME = 10757	DESIGNED - MAI	REVISED -
	CHECKED - ZDP	REVISED -
PLOT SCALE =	DRAWN - RTT	REVISED -
PLOT DATE = 7/15/2026	CHECKED - ZDP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS TABLES I
STRUCTURE NO. 081-0174

SHEET S-8 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	10
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
FILE NAME: pwc/hq-pwint01.a-e:transyscorp.com:transyscorp-pw:1/Documents/Projects_2022/CH401401220113/Structural/Standard Sheets/SN_081-0174/64W42_Steel_Fab_Plans/0810174-D264W42-009-TDE.dgn

GIRDER NO. 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.95	-26.62	590.95	590.97
⌒ Brg. W. Abut.	1336+38.79	-26.64	590.98	591.01
1A	1336+48.82	-26.76	591.20	591.24
1B	1336+58.84	-26.86	591.41	591.47
1C	1336+68.86	-26.96	591.63	591.70
1D	1336+78.89	-27.05	591.84	591.91
1E	1336+88.91	-27.13	592.04	592.10
1F	1336+98.94	-27.19	592.24	592.29
1G	1337+08.96	-27.25	592.43	592.46
1H	1337+18.99	-27.30	592.61	592.63
1I	1337+29.02	-27.35	592.79	592.81
⌒ Brg. Pier	1337+35.03	-27.37	592.89	592.91
2A	1337+45.06	-27.39	593.06	593.10
2B	1337+55.08	-27.41	593.23	593.30
2C	1337+65.11	-27.42	593.38	593.49
2D	1337+75.13	-27.41	593.53	593.68
2E	1337+85.16	-27.40	593.68	593.85
2F	1337+95.18	-27.38	593.82	594.00
2G	1338+05.21	-27.35	593.95	594.14
2H	1338+15.24	-27.31	594.08	594.24
2I	1338+25.26	-27.26	594.20	594.33
2J	1338+35.29	-27.21	594.31	594.40
⌒ Brg. E. Abut.	1338+47.82	-27.12	594.45	594.47
Bk of E. Abut.	1338+49.66	-27.11	594.47	594.49

GIRDER NO. 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.67	-8.61	591.30	591.32
⌒ Brg. W. Abut.	1336+38.51	-8.64	591.34	591.36
1A	1336+48.52	-8.75	591.55	591.59
1B	1336+58.52	-8.86	591.77	591.82
1C	1336+68.53	-8.96	591.98	592.05
1D	1336+78.54	-9.04	592.19	592.26
1E	1336+88.55	-9.12	592.39	592.45
1F	1336+98.56	-9.19	592.59	592.64
1G	1337+08.56	-9.25	592.78	592.81
1H	1337+18.57	-9.30	592.96	592.99
1I	1337+28.58	-9.34	593.14	593.16
⌒ Brg. Pier	1337+34.59	-9.36	593.25	593.27
2A	1337+44.59	-9.39	593.42	593.45
2B	1337+54.60	-9.41	593.58	593.65
2C	1337+64.61	-9.42	593.74	593.84
2D	1337+74.62	-9.41	593.89	594.03
2E	1337+84.63	-9.40	594.03	594.20
2F	1337+94.64	-9.38	594.17	594.35
2G	1338+04.65	-9.35	594.30	594.49
2H	1338+14.66	-9.32	594.43	594.60
2I	1338+24.66	-9.27	594.55	594.68
2J	1338+34.67	-9.21	594.67	594.76
⌒ Brg. E. Abut.	1338+47.18	-9.13	594.80	594.82
Bk of E. Abut.	1338+49.02	-9.11	594.82	594.84

GIRDER NO. 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.86	-20.62	591.06	591.08
⌒ Brg. W. Abut.	1336+38.70	-20.64	591.10	591.12
1A	1336+48.72	-20.75	591.32	591.36
1B	1336+58.73	-20.86	591.53	591.59
1C	1336+68.75	-20.96	591.74	591.81
1D	1336+78.77	-21.05	591.95	592.02
1E	1336+88.79	-21.12	592.16	592.22
1F	1336+98.81	-21.19	592.35	592.40
1G	1337+08.83	-21.25	592.54	592.58
1H	1337+18.85	-21.30	592.73	592.75
1I	1337+28.87	-21.35	592.91	592.93
⌒ Brg. Pier	1337+34.88	-21.37	593.01	593.03
2A	1337+44.90	-21.39	593.18	593.22
2B	1337+54.92	-21.41	593.34	593.41
2C	1337+64.94	-21.42	593.50	593.60
2D	1337+74.96	-21.41	593.65	593.79
2E	1337+84.98	-21.40	593.80	593.96
2F	1337+95.00	-21.38	593.93	594.11
2G	1338+05.02	-21.35	594.07	594.25
2H	1338+15.04	-21.31	594.19	594.36
2I	1338+25.06	-21.27	594.31	594.45
2J	1338+35.08	-21.21	594.43	594.52
⌒ Brg. E. Abut.	1338+47.61	-21.12	594.56	594.59
Bk of E. Abut.	1338+49.44	-21.11	594.58	594.60

GIRDER NO. 8				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.58	-2.61	591.42	591.44
⌒ Brg. W. Abut.	1336+38.41	-2.63	591.46	591.48
1A	1336+48.42	-2.75	591.67	591.71
1B	1336+58.42	-2.86	591.88	591.95
1C	1336+68.42	-2.95	592.10	592.17
1D	1336+78.42	-3.04	592.31	592.38
1E	1336+88.42	-3.12	592.51	592.57
1F	1336+98.43	-3.19	592.71	592.76
1G	1337+08.43	-3.25	592.90	592.93
1H	1337+18.43	-3.30	593.08	593.10
1I	1337+28.44	-3.34	593.26	593.28
⌒ Brg. Pier	1337+34.44	-3.36	593.36	593.38
2A	1337+44.44	-3.39	593.53	593.57
2B	1337+54.44	-3.41	593.70	593.77
2C	1337+64.45	-3.42	593.85	593.96
2D	1337+74.45	-3.41	594.00	594.15
2E	1337+84.45	-3.40	594.15	594.33
2F	1337+94.46	-3.38	594.29	594.48
2G	1338+04.46	-3.35	594.42	594.61
2H	1338+14.46	-3.32	594.55	594.72
2I	1338+24.47	-3.27	594.67	594.81
2J	1338+34.47	-3.21	594.78	594.88
⌒ Brg. E. Abut.	1338+46.97	-3.13	594.92	594.94
Bk of E. Abut.	1338+48.81	-3.11	594.94	594.96

GIRDER NO. 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.77	-14.61	591.18	591.20
⌒ Brg. W. Abut.	1336+38.60	-14.64	591.22	591.24
1A	1336+48.62	-14.75	591.43	591.48
1B	1336+58.63	-14.86	591.65	591.71
1C	1336+68.64	-14.96	591.86	591.93
1D	1336+78.66	-15.04	592.07	592.14
1E	1336+88.67	-15.12	592.27	592.33
1F	1336+98.68	-15.19	592.47	592.52
1G	1337+08.70	-15.25	592.66	592.70
1H	1337+18.71	-15.30	592.85	592.87
1I	1337+28.73	-15.34	593.02	593.04
⌒ Brg. Pier	1337+34.73	-15.36	593.13	593.15
2A	1337+44.75	-15.39	593.30	593.34
2B	1337+54.76	-15.41	593.46	593.53
2C	1337+64.78	-15.42	593.62	593.72
2D	1337+74.79	-15.41	593.77	593.91
2E	1337+84.81	-15.40	593.91	594.08
2F	1337+94.82	-15.38	594.05	594.23
2G	1338+04.83	-15.35	594.19	594.36
2H	1338+14.85	-15.31	594.31	594.47
2I	1338+24.86	-15.27	594.43	594.56
2J	1338+34.88	-15.21	594.55	594.64
⌒ Brg. E. Abut.	1338+47.39	-15.12	594.68	594.70
Bk of E. Abut.	1338+49.23	-15.11	594.70	594.72

WB IL 5 PROFILE GRADE LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.54	0.00	591.47	591.49
⌒ Brg. W. Abut.	1336+38.37	0.00	591.51	591.53
1A	1336+48.37	0.00	591.72	591.77
1B	1336+58.37	0.00	591.94	592.00
1C	1336+68.36	0.00	592.16	592.23
1D	1336+78.36	0.00	592.37	592.44
1E	1336+88.36	0.00	592.57	592.64
1F	1336+98.36	0.00	592.77	592.82
1G	1337+08.36	0.00	592.96	593.00
1H	1337+18.36	0.00	593.15	593.17
1I	1337+28.36	0.00	593.33	593.34
⌒ Brg. Pier	1337+34.35	0.00	593.43	593.45
2A	1337+44.35	0.00	593.60	593.64
2B	1337+54.35	0.00	593.76	593.84
2C	1337+64.35	0.00	593.92	594.03
2D	1337+74.35	0.00	594.07	594.22
2E	1337+84.35	0.00	594.22	594.40
2F	1337+94.35	0.00	594.35	594.55
2G	1338+04.36	0.00	594.49	594.69
2H	1338+14.36	0.00	594.61	594.79
2I	1338+24.36	0.00	594.73	594.88
2J	1338+34.36	0.00	594.85	594.94
⌒ Brg. E. Abut.	1338+46.86	0.00	594.98	595.00
Bk of E. Abut.	1338+48.70	0.00	595.00	595.02

FOR INFORMATION ONLY

 Stanley Consultants INC.	USER NAME = 10757	DESIGNED - MAI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS TABLES II STRUCTURE NO. 081-0174	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - ZDP	REVISED -			595	142HF	ROCK ISLAND	25	11
	PLOT SCALE =	DRAWN - RTT	REVISED -			CONTRACT NO. 64W42				
	PLOT DATE = 7/15/2026	CHECKED - ZDP	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET S-9 OF S-23 SHEETS										

MODEL: Sheet
FILE NAME: pwc/hq-pwint01.a-e:transyscorp.com:transyscorp-pw:1/Documents/Projects_2022/CH401401220113/Structural/Standard Sheets/SN_081-0174/64W42_Steel_Fab_Plans/0810174-D264W42-010-TDE.dgn

WB IL 5 PGL LOCAL TANGENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.53	0.81	591.48	591.51
⌒ Brg. W. Abut.	1336+38.36	0.78	591.52	591.54
1A	1336+48.36	0.67	591.74	591.78
1B	1336+58.36	0.56	591.95	592.01
1C	1336+68.36	0.46	592.16	592.24
1D	1336+78.36	0.37	592.37	592.45
1E	1336+88.36	0.30	592.58	592.64
1F	1336+98.35	0.23	592.77	592.83
1G	1337+08.35	0.17	592.96	593.00
1H	1337+18.35	0.12	593.15	593.17
1I	1337+28.35	0.07	593.33	593.35
⌒ Brg. Pier	1337+34.35	0.05	593.43	593.45
2A	1337+44.35	0.03	593.60	593.64
2B	1337+54.35	0.01	593.76	593.84
2C	1337+64.35	0.00	593.92	594.03
2D	1337+74.35	0.00	594.07	594.22
2E	1337+84.35	0.01	594.22	594.40
2F	1337+94.35	0.03	594.35	594.55
2G	1338+04.35	0.06	594.49	594.69
2H	1338+14.35	0.10	594.61	594.80
2I	1338+24.35	0.15	594.74	594.88
2J	1338+34.35	0.20	594.85	594.95
⌒ Brg. E. Abut.	1338+46.85	0.29	594.98	595.01
Bk of E. Abut.	1338+48.69	0.30	595.00	595.02

GIRDER NO. 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.49	3.39	591.54	591.56
⌒ Brg. W. Abut.	1336+38.32	3.37	591.57	591.60
1A	1336+48.32	3.25	591.79	591.83
1B	1336+58.31	3.14	592.00	592.07
1C	1336+68.31	3.05	592.22	592.29
1D	1336+78.31	2.96	592.42	592.50
1E	1336+88.30	2.88	592.63	592.70
1F	1336+98.30	2.81	592.82	592.88
1G	1337+08.30	2.75	593.01	593.05
1H	1337+18.29	2.70	593.20	593.22
1I	1337+28.29	2.66	593.38	593.40
⌒ Brg. Pier	1337+34.29	2.64	593.48	593.50
2A	1337+44.29	2.61	593.65	593.69
2B	1337+54.29	2.59	593.81	593.89
2C	1337+64.28	2.58	593.97	594.09
2D	1337+74.28	2.59	594.12	594.28
2E	1337+84.28	2.60	594.27	594.46
2F	1337+94.28	2.62	594.41	594.61
2G	1338+04.27	2.64	594.54	594.75
2H	1338+14.27	2.68	594.66	594.85
2I	1338+24.27	2.73	594.79	594.94
2J	1338+34.26	2.79	594.90	595.00
⌒ Brg. E. Abut.	1338+46.76	2.87	595.04	595.06
Bk of E. Abut.	1338+48.59	2.89	595.05	595.08

GIRDER NO. 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.39	9.39	591.65	591.67
⌒ Brg. W. Abut.	1336+38.23	9.37	591.69	591.71
1A	1336+48.22	9.25	591.91	591.95
1B	1336+58.21	9.15	592.12	592.19
1C	1336+68.20	9.05	592.33	592.42
1D	1336+78.19	8.96	592.54	592.63
1E	1336+88.18	8.88	592.74	592.82
1F	1336+98.17	8.81	592.94	593.00
1G	1337+08.16	8.75	593.13	593.17
1H	1337+18.16	8.70	593.32	593.34
1I	1337+28.15	8.66	593.49	593.51
⌒ Brg. Pier	1337+34.14	8.64	593.60	593.62
2A	1337+44.13	8.61	593.77	593.81
2B	1337+54.13	8.59	593.93	594.02
2C	1337+64.12	8.58	594.09	594.21
2D	1337+74.11	8.59	594.24	594.41
2E	1337+84.10	8.60	594.38	594.59
2F	1337+94.09	8.62	594.52	594.74
2G	1338+04.09	8.64	594.66	594.88
2H	1338+14.08	8.68	594.78	594.98
2I	1338+24.07	8.73	594.90	595.07
2J	1338+34.06	8.79	595.02	595.13
⌒ Brg. E. Abut.	1338+46.55	8.87	595.15	595.17
Bk of E. Abut.	1338+48.38	8.88	595.17	595.19

⌒ IL 5 & CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	1336+36.36	11.50	591.69	591.72
⌒ Brg. W. Abut.	1336+38.19	11.50	591.73	591.76
1A	1336+48.18	11.50	591.95	592.00
1B	1336+58.17	11.50	592.17	592.24
1C	1336+68.15	11.50	592.38	592.47
1D	1336+78.14	11.50	592.59	592.68
1E	1336+88.13	11.50	592.80	592.87
1F	1336+98.11	11.50	592.99	593.06
1G	1337+08.10	11.50	593.19	593.23
1H	1337+18.09	11.50	593.37	593.40
1I	1337+28.08	11.50	593.55	593.57
⌒ Brg. Pier	1337+34.07	11.50	593.65	593.68
2A	1337+44.06	11.50	593.82	593.87
2B	1337+54.05	11.50	593.99	594.07
2C	1337+64.04	11.50	594.14	594.27
2D	1337+74.03	11.50	594.30	594.47
2E	1337+84.02	11.50	594.44	594.65
2F	1337+94.01	11.50	594.58	594.80
2G	1338+04.00	11.50	594.71	594.94
2H	1338+13.99	11.50	594.84	595.04
2I	1338+23.98	11.50	594.96	595.12
2J	1338+33.97	11.50	595.07	595.18
⌒ Brg. E. Abut.	1338+46.46	11.50	595.21	595.23
Bk of E. Abut.	1338+48.29	11.50	595.22	595.24

GIRDER NO. 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.59	-7.77	591.62	591.64
⌒ Brg. W. Abut.	2336+38.43	-7.80	591.66	591.68
1A	2336+48.44	-7.91	591.88	591.93
1B	2336+58.44	-8.02	592.10	592.17
1C	2336+68.45	-8.12	592.32	592.40
1D	2336+78.46	-8.21	592.53	592.61
1E	2336+88.47	-8.28	592.74	592.81
1F	2336+98.47	-8.35	592.94	592.99
1G	2337+08.48	-8.42	593.13	593.17
1H	2337+18.49	-8.47	593.32	593.34
1I	2337+28.50	-8.51	593.50	593.52
⌒ Brg. Pier	2337+34.50	-8.53	593.60	593.62
2A	2337+44.51	-8.56	593.77	593.81
2B	2337+54.52	-8.57	593.94	594.02
2C	2337+64.52	-8.58	594.09	594.21
2D	2337+74.53	-8.58	594.24	594.41
2E	2337+84.54	-8.57	594.39	594.59
2F	2337+94.55	-8.55	594.53	594.74
2G	2338+04.56	-8.52	594.66	594.87
2H	2338+14.56	-8.49	594.78	594.98
2I	2338+24.57	-8.44	594.90	595.06
2J	2338+34.58	-8.38	595.02	595.12
⌒ Brg. E. Abut.	2338+47.09	-8.30	595.15	595.17
Bk of E. Abut.	2338+48.92	-8.28	595.17	595.19

GIRDER NO. 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.50	-1.36	591.49	591.51
⌒ Brg. W. Abut.	2336+38.33	-1.38	591.53	591.55
1A	2336+48.33	-1.49	591.75	591.80
1B	2336+58.33	-1.60	591.97	592.03
1C	2336+68.33	-1.70	592.19	592.26
1D	2336+78.33	-1.79	592.40	592.47
1E	2336+88.33	-1.87	592.60	592.67
1F	2336+98.34	-1.94	592.80	592.86
1G	2337+08.34	-2.00	593.00	593.04
1H	2337+18.34	-2.05	593.18	593.21
1I	2337+28.34	-2.09	593.37	593.38
⌒ Brg. Pier	2337+34.34	-2.11	593.47	593.49
2A	2337+44.34	-2.14	593.64	593.68
2B	2337+54.35	-2.16	593.80	593.88
2C	2337+64.35	-2.17	593.96	594.08
2D	2337+74.35	-2.17	594.11	594.27
2E	2337+84.35	-2.16	594.26	594.44
2F	2337+94.35	-2.14	594.40	594.60
2G	2338+04.36	-2.11	594.53	594.73
2H	2338+14.36	-2.07	594.65	594.84
2I	2338+24.36	-2.02	594.77	594.92
2J	2338+34.36	-1.97	594.88	594.98
⌒ Brg. E. Abut.	2338+46.86	-1.88	595.02	595.04
Bk of E. Abut.	2338+48.70	-1.87	595.04	595.06

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USER NAME = 10757	DESIGNED - MAI	REVISED -
	CHECKED - ZDP	REVISED -
PLOT SCALE =	DRAWN - RTT	REVISED -
PLOT DATE = 7/15/2026	CHECKED - ZDP	REVISED -

STATE OF ILLINOIS
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TOP OF DECK ELEVATIONS TABLES III
STRUCTURE NO. 081-0174

SHEET S-10 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	12
		CONTRACT NO. 64W42		
		ILLINOIS	FED. AID PROJECT	

MODEL: Sheet
FILE NAME: pwc/hq-pwint01_a-e:\transyscorp.com\transyscorp-pw\Documents\Projects_2022\CH401401220113\Structural\Standard Sheets\SN 081-0174\64W42_Sleed_Fab_Plans\0810174-D264W42-011-TDE.dgn
7/15/2026 8:22:12 AM

EB IL 5 PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.47	0.00	591.46	591.48
⌒ Brg. W. Abut.	2336+38.31	0.00	591.50	591.52
1A	2336+48.31	0.00	591.72	591.76
1B	2336+58.30	0.00	591.94	592.00
1C	2336+68.30	0.00	592.15	592.23
1D	2336+78.30	0.00	592.36	592.44
1E	2336+88.30	0.00	592.57	592.63
1F	2336+98.29	0.00	592.76	592.82
1G	2337+08.29	0.00	592.96	592.99
1H	2337+18.29	0.00	593.14	593.17
1I	2337+28.29	0.00	593.32	593.34
⌒ Brg. Pier	2337+34.29	0.00	593.43	593.45
2A	2337+44.29	0.00	593.60	593.64
2B	2337+54.29	0.00	593.76	593.84
2C	2337+64.29	0.00	593.92	594.03
2D	2337+74.29	0.00	594.07	594.22
2E	2337+84.29	0.00	594.21	594.39
2F	2337+94.29	0.00	594.35	594.55
2G	2338+04.29	0.00	594.48	594.68
2H	2338+14.29	0.00	594.61	594.79
2I	2338+24.29	0.00	594.73	594.88
2J	2338+34.30	0.00	594.84	594.94
⌒ Brg. E. Abut.	2338+46.80	0.00	594.98	595.00
Bk of E. Abut.	2338+48.63	0.00	595.00	595.02

EB IL 5 PGL LOCAL TANGENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.46	0.81	591.45	591.47
⌒ Brg. W. Abut.	2336+38.30	0.79	591.49	591.51
1A	2336+48.29	0.67	591.71	591.75
1B	2336+58.29	0.57	591.92	591.99
1C	2336+68.29	0.47	592.14	592.22
1D	2336+78.29	0.38	592.35	592.43
1E	2336+88.29	0.30	592.56	592.63
1F	2336+98.29	0.23	592.76	592.81
1G	2337+08.29	0.17	592.95	592.99
1H	2337+18.29	0.12	593.14	593.16
1I	2337+28.29	0.08	593.32	593.34
⌒ Brg. Pier	2337+34.29	0.05	593.43	593.45
2A	2337+44.29	0.03	593.60	593.64
2B	2337+54.29	0.01	593.76	593.84
2C	2337+64.29	0.00	593.92	594.03
2D	2337+74.29	0.00	594.07	594.22
2E	2337+84.29	0.01	594.21	594.39
2F	2337+94.29	0.03	594.35	594.55
2G	2338+04.29	0.06	594.48	594.68
2H	2338+14.29	0.10	594.61	594.79
2I	2338+24.29	0.14	594.73	594.87
2J	2338+34.29	0.20	594.84	594.94
⌒ Brg. E. Abut.	2338+46.79	0.28	594.97	594.99
Bk of E. Abut.	2338+48.62	0.30	594.99	595.01

GIRDER NO. 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.40	5.06	591.36	591.38
⌒ Brg. W. Abut.	2336+38.23	5.04	591.40	591.42
1A	2336+48.22	4.92	591.62	591.66
1B	2336+58.22	4.82	591.84	591.90
1C	2336+68.21	4.72	592.05	592.13
1D	2336+78.21	4.63	592.27	592.34
1E	2336+88.20	4.55	592.47	592.54
1F	2336+98.20	4.48	592.67	592.72
1G	2337+08.20	4.42	592.87	592.90
1H	2337+18.19	4.37	593.05	593.08
1I	2337+28.19	4.33	593.23	593.25
⌒ Brg. Pier	2337+34.18	4.31	593.34	593.36
2A	2337+44.18	4.28	593.51	593.55
2B	2337+54.18	4.26	593.67	593.75
2C	2337+64.17	4.25	593.83	593.94
2D	2337+74.17	4.25	593.98	594.13
2E	2337+84.16	4.26	594.13	594.30
2F	2337+94.16	4.28	594.27	594.45
2G	2338+04.16	4.31	594.40	594.59
2H	2338+14.15	4.35	594.52	594.69
2I	2338+24.15	4.39	594.64	594.78
2J	2338+34.14	4.45	594.75	594.85
⌒ Brg. E. Abut.	2338+46.64	4.53	594.89	594.91
Bk of E. Abut.	2338+48.47	4.55	594.90	594.93

GIRDER NO. 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.30	11.48	591.23	591.25
⌒ Brg. W. Abut.	2336+38.13	11.46	591.27	591.29
1A	2336+48.12	11.34	591.49	591.53
1B	2336+58.11	11.23	591.71	591.76
1C	2336+68.10	11.14	591.92	591.99
1D	2336+78.08	11.05	592.14	592.20
1E	2336+88.07	10.97	592.34	592.40
1F	2336+98.06	10.90	592.54	592.59
1G	2337+08.05	10.84	592.74	592.77
1H	2337+18.04	10.79	592.92	592.94
1I	2337+28.03	10.74	593.10	593.12
⌒ Brg. Pier	2337+34.03	10.72	593.21	593.23
2A	2337+44.02	10.69	593.38	593.42
2B	2337+54.01	10.68	593.54	593.61
2C	2337+64.00	10.67	593.70	593.80
2D	2337+73.99	10.67	593.85	593.99
2E	2337+83.98	10.68	594.00	594.16
2F	2337+93.97	10.70	594.13	594.31
2G	2338+03.96	10.72	594.27	594.45
2H	2338+13.95	10.76	594.39	594.55
2I	2338+23.94	10.81	594.51	594.64
2J	2338+33.93	10.87	594.62	594.71
⌒ Brg. E. Abut.	2338+46.41	10.95	594.76	594.78
Bk of E. Abut.	2338+48.25	10.96	594.77	594.79

GIRDER NO. 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.20	17.90	591.10	591.12
⌒ Brg. W. Abut.	2336+38.03	17.88	591.14	591.16
1A	2336+48.01	17.76	591.36	591.40
1B	2336+57.99	17.65	591.58	591.63
1C	2336+67.98	17.55	591.79	591.86
1D	2336+77.96	17.47	592.01	592.07
1E	2336+87.94	17.39	592.21	592.27
1F	2336+97.93	17.32	592.41	592.46
1G	2337+07.91	17.25	592.60	592.64
1H	2337+17.90	17.20	592.79	592.81
1I	2337+27.88	17.16	592.97	592.99
⌒ Brg. Pier	2337+33.87	17.14	593.08	593.10
2A	2337+43.85	17.11	593.25	593.29
2B	2337+53.84	17.09	593.41	593.48
2C	2337+63.82	17.08	593.57	593.67
2D	2337+73.81	17.08	593.72	593.85
2E	2337+83.79	17.09	593.86	594.03
2F	2337+93.77	17.11	594.00	594.18
2G	2338+03.76	17.14	594.14	594.31
2H	2338+13.74	17.18	594.26	594.42
2I	2338+23.73	17.22	594.38	594.51
2J	2338+33.71	17.28	594.49	594.58
⌒ Brg. E. Abut.	2338+46.19	17.36	594.62	594.65
Bk of E. Abut.	2338+48.02	17.38	594.64	594.66

GIRDER NO. 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.10	24.32	590.97	590.99
⌒ Brg. W. Abut.	2336+37.93	24.30	591.01	591.03
1A	2336+47.91	24.18	591.23	591.27
1B	2336+57.88	24.07	591.44	591.50
1C	2336+67.86	23.97	591.66	591.73
1D	2336+77.84	23.88	591.87	591.94
1E	2336+87.81	23.80	592.08	592.14
1F	2336+97.79	23.73	592.28	592.33
1G	2337+07.77	23.67	592.47	592.51
1H	2337+17.75	23.62	592.66	592.68
1I	2337+27.73	23.58	592.84	592.86
⌒ Brg. Pier	2337+33.71	23.56	592.95	592.97
2A	2337+43.69	23.53	593.12	593.15
2B	2337+53.67	23.51	593.28	593.35
2C	2337+63.65	23.50	593.44	593.54
2D	2337+73.63	23.50	593.59	593.72
2E	2337+83.60	23.51	593.73	593.90
2F	2337+93.58	23.53	593.87	594.05
2G	2338+03.56	23.56	594.00	594.18
2H	2338+13.54	23.59	594.13	594.29
2I	2338+23.52	23.64	594.25	594.38
2J	2338+33.49	23.70	594.36	594.45
⌒ Brg. E. Abut.	2338+45.97	23.78	594.49	594.52
Bk of E. Abut.	2338+47.80	23.79	594.51	594.53

FOR INFORMATION ONLY



USER NAME = 10757	DESIGNED - MAI	REVISED -
	CHECKED - ZDP	REVISED -
PLOT SCALE =	DRAWN - RTT	REVISED -
PLOT DATE = 7/15/2026	CHECKED - ZDP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS TABLES IV
STRUCTURE NO. 081-0174

SHEET S-11 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	13
		CONTRACT NO. 64W42		
		ILLINOIS	FED. AID PROJECT	

MODEL: Sheet
FILE NAME: pwc/hq-pwint01_a-e:transyscorp.com:transyscorp-pw/1/Documents/Projects_2022/CH401401220113/Structural/Standard Sheets/SN 081-0174/64W42_Sleed_Fab_Plans/0810174-D264W42-012-TDE.dgn

GIRDER NO. 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+36.00	30.74	590.84	590.86
Ç Brg. W. Abut.	2336+37.83	30.71	590.88	590.90
1A	2336+47.80	30.60	591.10	591.14
1B	2336+57.77	30.49	591.31	591.37
1C	2336+67.74	30.39	591.53	591.60
1D	2336+77.71	30.30	591.74	591.81
1E	2336+87.68	30.22	591.95	592.01
1F	2336+97.66	30.15	592.15	592.20
1G	2337+07.63	30.09	592.34	592.38
1H	2337+17.60	30.04	592.53	592.55
1I	2337+27.57	30.00	592.71	592.73
Ç Brg. Pier	2337+33.56	29.97	592.82	592.84
2A	2337+43.53	29.95	592.99	593.02
2B	2337+53.50	29.93	593.15	593.22
2C	2337+63.47	29.92	593.31	593.41
2D	2337+73.44	29.92	593.46	593.60
2E	2337+83.42	29.93	593.60	593.77
2F	2337+93.39	29.95	593.74	593.92
2G	2338+03.36	29.97	593.87	594.06
2H	2338+13.33	30.01	594.00	594.16
2I	2338+23.31	30.06	594.12	594.25
2J	2338+33.28	30.11	594.23	594.32
Ç Brg. E. Abut.	2338+45.74	30.19	594.36	594.38
Bk of E. Abut.	2338+47.57	30.21	594.38	594.40

GIRDER NO. 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+35.90	37.15	590.71	590.73
Ç Brg. W. Abut.	2336+37.73	37.13	590.75	590.77
1A	2336+47.69	37.02	590.97	591.01
1B	2336+57.66	36.91	591.18	591.24
1C	2336+67.62	36.81	591.40	591.47
1D	2336+77.59	36.72	591.61	591.69
1E	2336+87.56	36.64	591.82	591.88
1F	2336+97.52	36.57	592.02	592.07
1G	2337+07.49	36.51	592.21	592.25
1H	2337+17.45	36.46	592.40	592.42
1I	2337+27.42	36.41	592.58	592.60
Ç Brg. Pier	2337+33.40	36.39	592.68	592.70
2A	2337+43.37	36.36	592.85	592.89
2B	2337+53.33	36.34	593.02	593.09
2C	2337+63.30	36.33	593.18	593.28
2D	2337+73.26	36.33	593.33	593.47
2E	2337+83.23	36.34	593.47	593.65
2F	2337+93.20	36.36	593.61	593.80
2G	2338+03.16	36.39	593.74	593.93
2H	2338+13.13	36.43	593.87	594.04
2I	2338+23.10	36.47	593.99	594.13
2J	2338+33.06	36.53	594.10	594.19
Ç Brg. E. Abut.	2338+45.52	36.61	594.23	594.25
Bk of E. Abut.	2338+47.35	36.62	594.25	594.27

GIRDER NO. 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+35.80	43.57	590.58	590.60
Ç Brg. W. Abut.	2336+37.63	43.55	590.62	590.64
1A	2336+47.59	43.43	590.84	590.88
1B	2336+57.55	43.33	591.05	591.12
1C	2336+67.51	43.23	591.27	591.34
1D	2336+77.47	43.14	591.48	591.56
1E	2336+87.43	43.06	591.69	591.75
1F	2336+97.39	42.99	591.89	591.94
1G	2337+07.35	42.93	592.08	592.12
1H	2337+17.31	42.87	592.27	592.29
1I	2337+27.27	42.83	592.45	592.47
Ç Brg. Pier	2337+33.24	42.81	592.55	592.57
2A	2337+43.20	42.78	592.72	592.76
2B	2337+53.16	42.76	592.89	592.96
2C	2337+63.12	42.75	593.04	593.16
2D	2337+73.08	42.75	593.20	593.35
2E	2337+83.04	42.76	593.34	593.52
2F	2337+93.00	42.78	593.48	593.67
2G	2338+02.96	42.81	593.61	593.81
2H	2338+12.93	42.84	593.74	593.92
2I	2338+22.89	42.89	593.86	594.00
2J	2338+32.85	42.94	593.97	594.07
Ç Brg. E. Abut.	2338+45.30	43.02	594.10	594.12
Bk of E. Abut.	2338+47.12	43.04	594.12	594.14

GIRDER NO. 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+35.70	49.99	590.45	590.47
Ç Brg. W. Abut.	2336+37.53	49.97	590.49	590.51
1A	2336+47.48	49.85	590.70	590.75
1B	2336+57.44	49.74	590.92	590.99
1C	2336+67.39	49.65	591.14	591.21
1D	2336+77.34	49.56	591.35	591.43
1E	2336+87.30	49.48	591.56	591.62
1F	2336+97.25	49.40	591.76	591.81
1G	2337+07.20	49.34	591.95	591.99
1H	2337+17.16	49.29	592.14	592.16
1I	2337+27.11	49.25	592.32	592.34
Ç Brg. Pier	2337+33.09	49.23	592.42	592.44
2A	2337+43.04	49.20	592.59	592.63
2B	2337+52.99	49.18	592.76	592.83
2C	2337+62.95	49.17	592.91	593.03
2D	2337+72.90	49.17	593.06	593.22
2E	2337+82.86	49.18	593.21	593.39
2F	2337+92.81	49.19	593.35	593.55
2G	2338+02.77	49.22	593.48	593.68
2H	2338+12.72	49.26	593.61	593.79
2I	2338+22.68	49.30	593.73	593.87
2J	2338+32.63	49.36	593.84	593.94
Ç Brg. E. Abut.	2338+45.07	49.44	593.97	593.99
Bk of E. Abut.	2338+46.90	49.45	593.99	594.01

GIRDER NO. 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev Adjusted for Dead Load Deflection & Grinding
Bk. of W. Abut.	2336+35.61	56.41	590.32	590.34
Ç Brg. W. Abut.	2336+37.43	56.39	590.36	590.38
1A	2336+47.38	56.27	590.57	590.62
1B	2336+57.32	56.16	590.79	590.85
1C	2336+67.27	56.06	591.01	591.08
1D	2336+77.22	55.97	591.22	591.29
1E	2336+87.17	55.89	591.43	591.49
1F	2336+97.12	55.82	591.63	591.68
1G	2337+07.06	55.76	591.82	591.85
1H	2337+17.01	55.71	592.01	592.03
1I	2337+26.96	55.66	592.19	592.21
Ç Brg. Pier	2337+32.93	55.64	592.29	592.31
2A	2337+42.88	55.61	592.46	592.50
2B	2337+52.83	55.59	592.63	592.70
2C	2337+62.78	55.58	592.78	592.90
2D	2337+72.72	55.58	592.93	593.09
2E	2337+82.67	55.59	593.08	593.26
2F	2337+92.62	55.61	593.22	593.42
2G	2338+02.57	55.64	593.35	593.55
2H	2338+12.52	55.67	593.48	593.66
2I	2338+22.47	55.72	593.60	593.74
2J	2338+32.41	55.77	593.71	593.81
Ç Brg. E. Abut.	2338+44.85	55.85	593.84	593.86
Bk of E. Abut.	2338+46.67	55.87	593.86	593.88



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

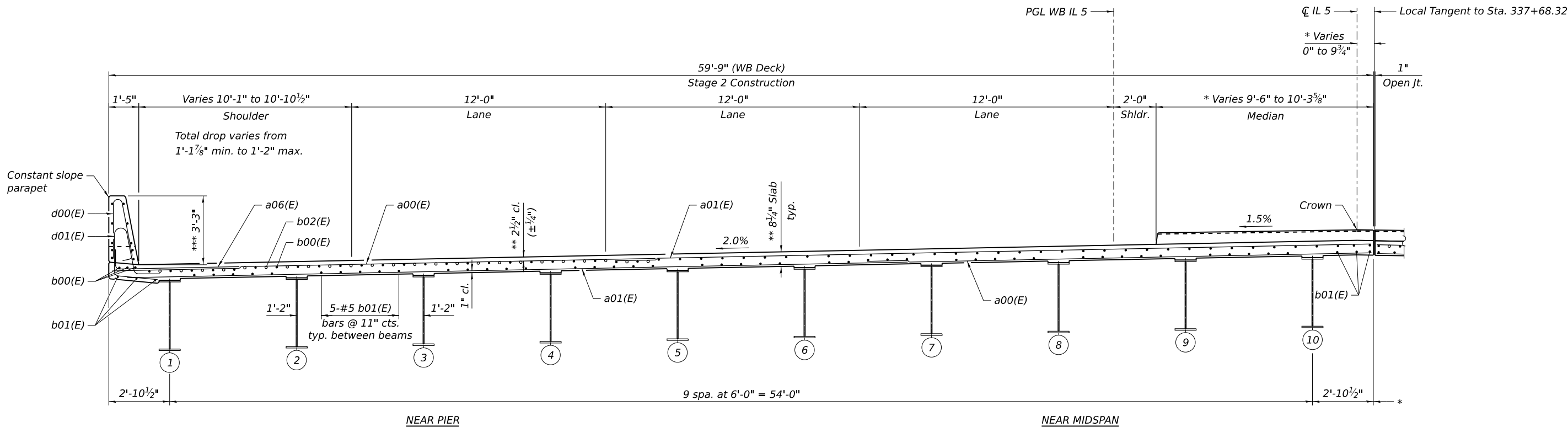
TOP OF DECK ELEVATIONS TABLES V
STRUCTURE NO. 081-0174

SHEET S-12 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	14
		CONTRACT NO. 64W42		
		ILLINOIS	FED. AID PROJECT	

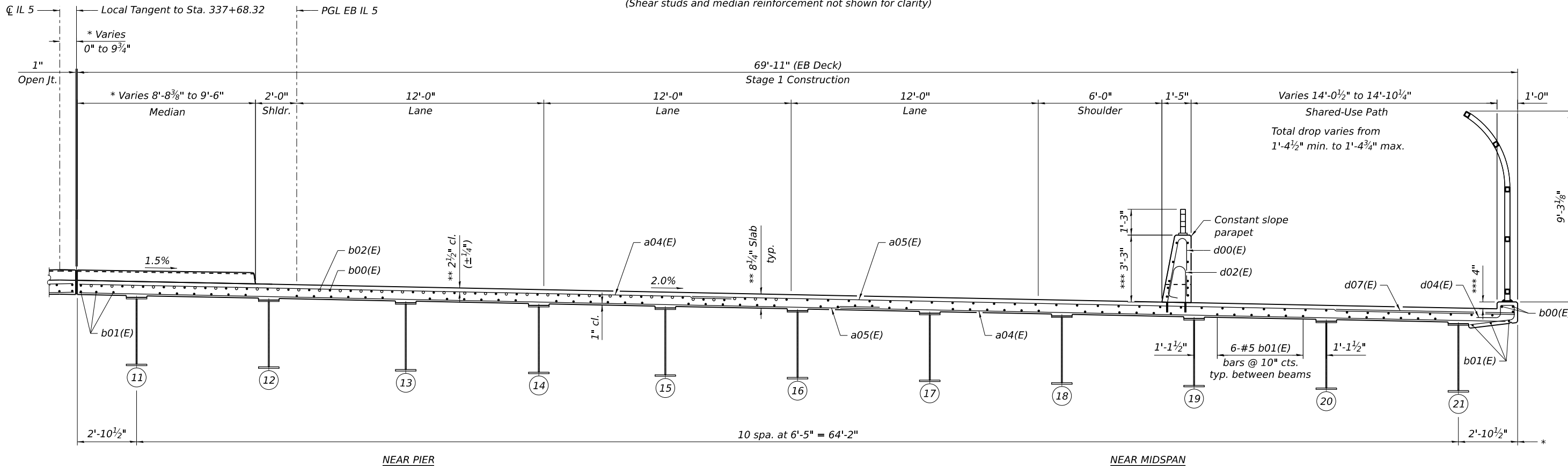
FOR INFORMATION ONLY

MODEL: Sheet
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CROSS SECTION - WB UNIT

(Looking east)
(Shear studs and median reinforcement not shown for clarity)



CROSS SECTION - EB UNIT

(Looking east)
(Shear studs and median reinforcement not shown for clarity)

* Perpendicular to Local Tangent
** Prior to grinding
*** After grinding

FOR INFORMATION ONLY



USER NAME =	10757	DESIGNED -	ZDP	REVISED -	
		CHECKED -	MAI	REVISED -	
PLOT SCALE =		DRAWN -	RTT	REVISED -	
PLOT DATE =	7/15/2026	CHECKED -	MAI	REVISED -	

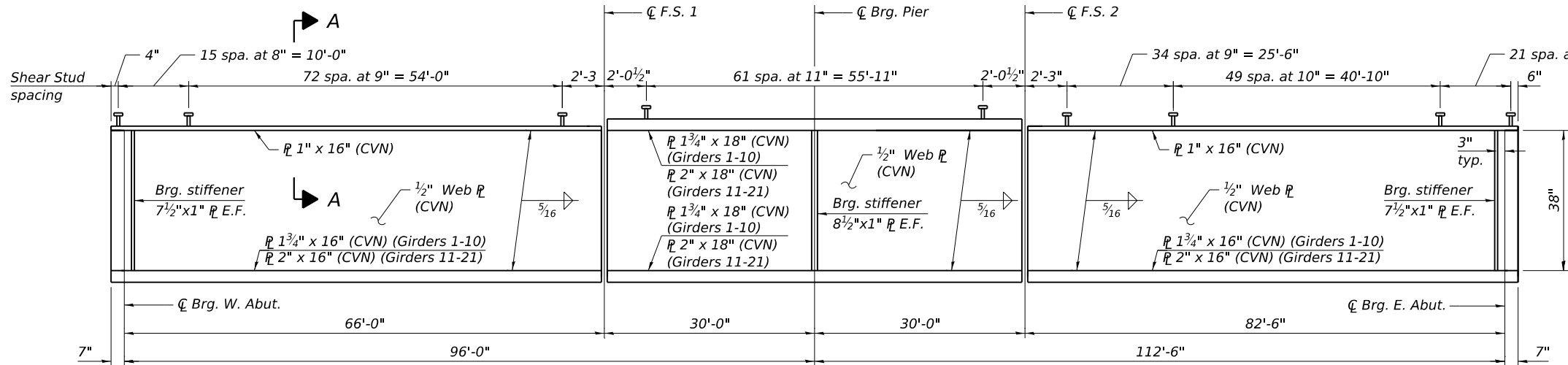
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK CROSS SECTION
STRUCTURE NO. 081-0174**

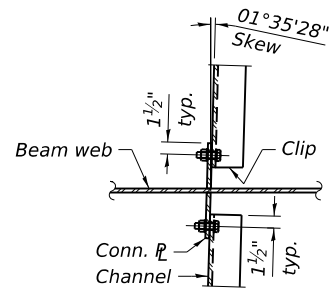
SHEET S-13 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	15
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

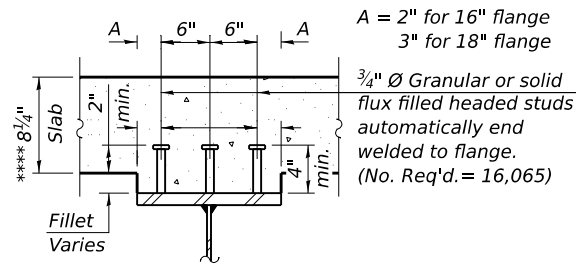
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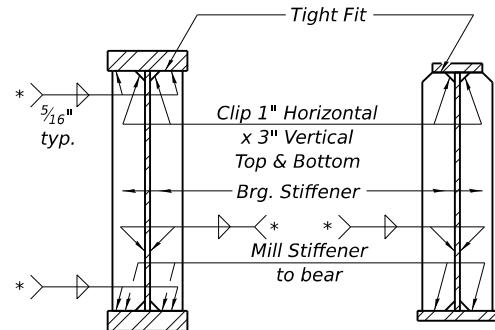
GIRDER ELEVATION



DETAIL A



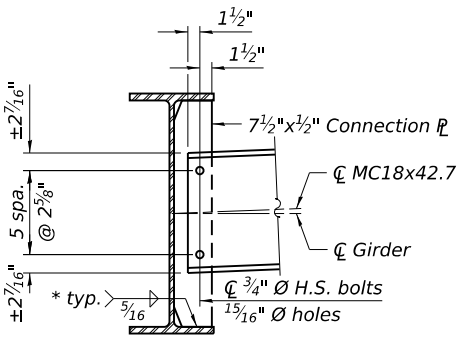
SECTION A-A
**** Prior to Grinding



SECTION
AT PIER

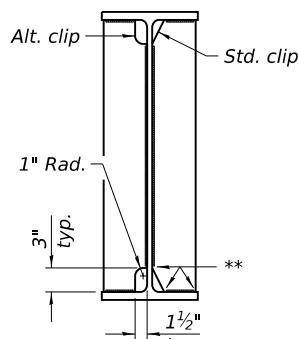
SECTION
AT ABUTMENT

* Terminate 1/4" ($\pm 1/8$ ") from the end of plate intersects.



INTERIOR DIAPHRAGM
(D1 Diaphragm)

* 3 sides of each stiffener and/or Connection Pl



WELD LIMITS AND CLIP DETAILS
** Stop welds 1/4" ($\pm 1/8$ ") from edges as shown. Typical.

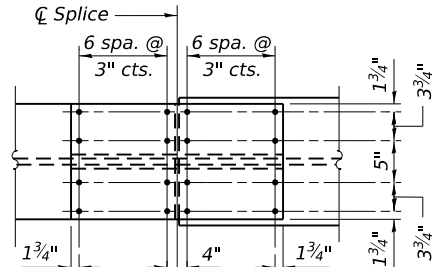
No. of D1 Diaphragm Req'd = 190

TOP OF WEB ELEVATIONS

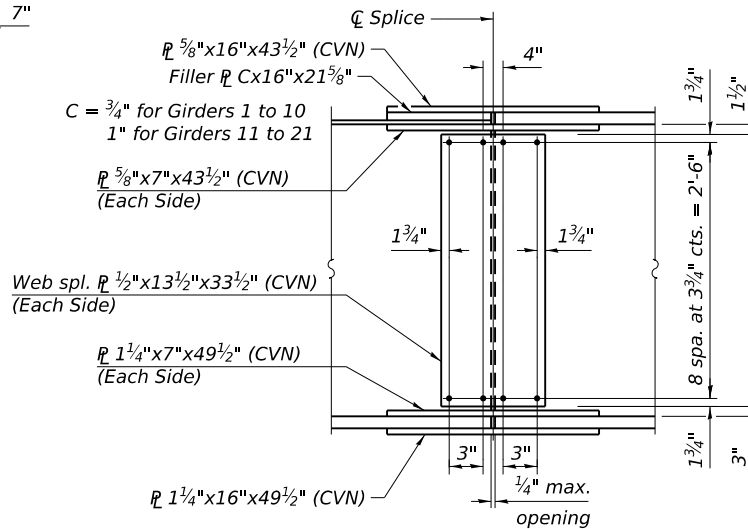
WESTBOUND UNIT GIRDERS					
Girder	Cl Brg. W. Abut.	Cl Field Splice 1	Cl Brg. Pier	Cl Brg. W. Abut.	Cl Field Splice 1
1	589.71	591.05	591.60	592.16	593.17
2	589.83	591.17	591.72	592.28	593.29
3	589.95	591.28	591.84	592.39	593.41
4	590.07	591.40	591.95	592.51	593.52
5	590.19	591.52	592.07	592.63	593.64
6	590.30	591.63	592.19	592.75	593.76
7	590.42	591.75	592.31	592.86	593.88
8	590.54	591.87	592.42	592.98	593.99
9	590.66	591.99	592.54	593.10	594.11
10	590.78	592.10	592.66	593.21	594.23

TOP OF WEB ELEVATIONS

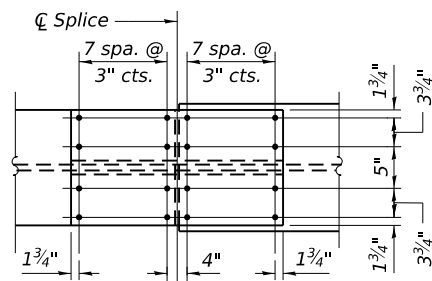
EASTBOUND UNIT GIRDERS					
Girder	Cl Brg. W. Abut.	Cl Field Splice 1	Cl Brg. Pier	Cl Brg. W. Abut.	Cl Field Splice 1
1	590.75	592.08	592.64	593.20	594.23
2	590.61	591.95	592.51	593.07	594.10
3	590.48	591.82	592.38	592.94	593.97
4	590.35	591.69	592.25	592.80	593.84
5	590.22	591.55	592.12	592.67	593.71
6	590.09	591.42	591.99	592.54	593.57
7	589.96	591.29	591.86	592.41	593.44
8	589.83	591.16	591.72	592.28	593.31
9	589.70	591.03	591.59	592.15	593.18
10	589.57	590.90	591.46	592.02	593.05
11	589.44	590.77	591.33	591.89	592.92



TOP FLANGE SPLICE



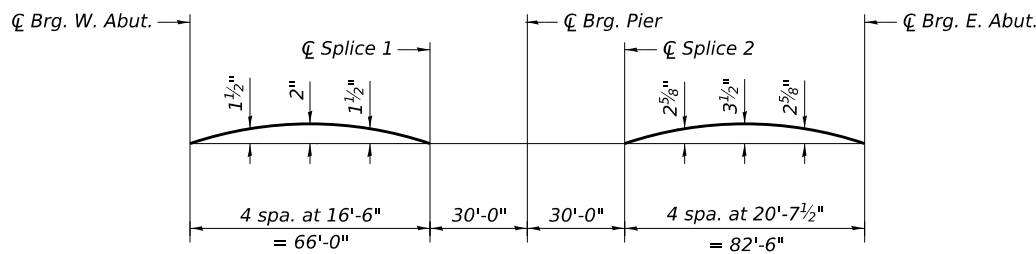
WEB PLATES



BOTTOM FLANGE SPLICE

INTERIOR DIAPHRAGM CONNECTION DETAILS

Two hardened washers required for each set of oversized holes. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department. See Detail A for connection plate orientation.



CAMBER DIAGRAM

NOTES:

- All structural steel for girders, bearing stiffeners plates, and splice plates except fill plates shall be AASHTO M270 Grade 50.
- Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
- Shear Stud Connectors to be furnished and installed by the Erection Contract (64H87)



USER NAME =	10757	DESIGNED -	ZDP	REVISED -	
		CHECKED -	MAI	REVISED -	
PLOT SCALE =		DRAWN -	RTT	REVISED -	
PLOT DATE =	7/15/2026	CHECKED -	MAI	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL GIRDER DETAILS I
STRUCTURE NO. 081-0174

SHEET S-15 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	17
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
FILE NAME: pwc/hq-pwint01,=e:transyscorp-pw/1/Documents/Projects_2022/CH401/401220113/Structural/Standard Sheets/SN_081-0174/e4W42_Steel_Fab_Plans/0810714-D264W42-016-STL.dgn

GIRDERS 1-10 MOMENT TABLE (WB UNIT)							
		0.4 SPAN 1		PIER		0.6 SPAN 2	
		Interior	Exterior	Interior	Exterior	Interior	Exterior
I_s	(in ⁴)	18,490	18,490	27,188	27,188	18,490	18,490
$I_c(n)$	(in ⁴)	45,698	45,434	-	-	45,698	45,434
$I_c(3n)$	(in ⁴)	32,691	32,478	-	-	32,691	32,478
$I_c(cr)$	(in ⁴)	-	-	30,620	30,553	-	-
S_s	(in ³)	1,096	1,096	1,310	1,310	1,096	1,096
$S_c(n)$	(in ³)	1,422	1,421	-	-	1,422	1,421
$S_c(3n)$	(in ³)	1,314	1,312	-	-	1,314	1,312
$S_c(cr)$	(in ³)	-	-	1,369	1,363	-	-
S_x	(in ³)	1,422	1,421	-	-	1,422	1,421
$DC1$	(k')	0.87	0.87	0.94	0.94	0.87	0.87
M_{DC1}	('k)	395	388	1,385	1,354	801	780
$DC2$	(k')	0.18	0.15	0.18	0.15	0.18	0.15
M_{DC2}	('k)	59	89	163	237	94	150
DW	(k')	0.30	0.29	0.30	0.29	0.30	0.29
M_{DW}	('k)	157	155	437	430	280	277
$LLDF$		*	*	*	*	*	*
$M_{\ell} + IM$	('k)	1,046	1,158	1,284	1,448	1,151	1,356
f_{ℓ} (Strength I)	(ksi)	0	0	0	0	0	0
$M_u + \frac{1}{3} f_{\ell} S_x$	('k)	2,634	2,855	4,838	5,168	3,553	3,951
$\Phi_f M_n$	('k)	6,536	6,518	5,694	5,690	6,536	6,518
$f_s DC1$	(ksi)	4.32	4.25	12.68	12.40	8.77	8.54
$f_s DC2$	(ksi)	0.54	0.81	1.43	2.09	0.86	1.37
$f_s DW$	(ksi)	1.43	1.42	3.83	3.78	2.56	2.53
$f_s (\ell + IM)$	(ksi)	8.83	9.78	11.26	12.74	9.71	11.45
f_{ℓ} (Service II)	(ksi)	0	0	0	0	0	0
$f_s + f_{\ell/2}$ (Service II)	(ksi)	17.77	19.20	32.58	34.84	24.81	27.34
Service II Resistance	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50
$f_s + f_{\ell/3}$ (Strength I)	(ksi)	23.67	25.57	43.09	46.09	32.87	36.23
$\Phi_f F_n$	(ksi)	-	-	-	-	-	-
V_f	(k)	21.20	21.20	26.70	26.70	18.60	18.60

GIRDERS 11-21 MOMENT TABLE (EB UNIT)							
		0.4 SPAN 1		PIER		0.6 SPAN 2	
		Interior	Exterior	Interior	Exterior	Interior	Exterior
I_s	(in ⁴)	19,577	19,577	31,110	31,110	19,577	19,577
$I_c(n)$	(in ⁴)	50,703	49,940	-	-	50,703	49,940
$I_c(3n)$	(in ⁴)	35,852	35,240	-	-	35,852	35,240
$I_c(cr)$	(in ⁴)	-	-	34,862	34,679	-	-
S_s	(in ³)	1,216	1,216	1,481	1,481	1,216	1,216
$S_c(n)$	(in ³)	1,586	1,581	-	-	1,586	1,581
$S_c(3n)$	(in ³)	1,467	1,461	-	-	1,467	1,461
$S_c(cr)$	(in ³)	-	-	1,541	1,539	-	-
S_x	(in ³)	1,586	1,581	-	-	1,586	1,581
$DC1$	(k')	0.92	1.01	0.94	1.03	0.92	1.01
M_{DC1}	('k)	409	431	1,513	1,589	844	874
$DC2$	(k')	0.21	0.03	0.21	0.03	0.21	0.03
M_{DC2}	('k)	97	39	249	130	136	104
DW	(k')	0.32	0.30	0.32	0.30	0.32	0.30
M_{DW}	('k)	166	159	470	452	298	287
$LLDF$		*	*	*	*	*	*
$M_{\ell} + IM$	('k)	1,115	1,260	1,385	1,581	1,227	1,467
f_{ℓ} (Strength I)	(ksi)	0	0	0	0	0	0
$M_u + \frac{1}{3} f_{\ell} S_x$	('k)	2,833	3,031	5,331	5,594	3,819	4,220
$\Phi_f M_n$	('k)	7,222	7,174	6,423	6,411	7,222	7,174
$f_s DC1$	(ksi)	4.04	4.25	12.26	12.87	8.33	8.63
$f_s DC2$	(ksi)	0.79	0.32	1.94	1.01	1.11	0.85
$f_s DW$	(ksi)	1.36	1.31	3.66	3.53	2.44	2.36
$f_s (\ell + IM)$	(ksi)	8.43	9.56	10.78	12.33	9.28	11.13
f_{ℓ} (Service II)	(ksi)	0	0	0	0	0	0
$f_s + f_{\ell/2}$ (Service II)	(ksi)	17.15	18.31	31.87	33.44	23.94	26.31
Service II Resistance	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50
$f_s + f_{\ell/3}$ (Strength I)	(ksi)	22.83	24.41	42.10	44.22	31.70	34.87
$\Phi_f F_n$	(ksi)	-	-	-	-	-	-
V_f	(k)	23.40	23.40	29.50	29.50	20.30	20.30

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).
- $DC1$: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- $DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $LLDF$: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- $M_{\ell} + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u : Strength I load combination of factored design moments (kip-ft.).
- $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell} + IM$
- f_{ℓ} : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- $\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

* Live Load Distribution Factor is determined by refined grid analysis

GIRDERS 1-10 REACTION TABLE (WB UNIT)						
	W ABUT		PIER		E ABUT	
	Interior	Exterior	Interior	Exterior	Interior	Exterior
$LLDF$	*	*	*	*	*	*
OCF	-	-	-	-	-	-
R_{DC1}	(k)	29.42	28.60	121.86	119.11	38.17
R_{DC2}	(k)	4.09	5.46	16.46	21.43	4.99
R_{DW}	(k)	9.89	9.65	39.69	38.99	12.89
R_{ℓ}	(k)	54.15	52.44	98.49	107.53	55.40
R_{Im}	(k)	13.08	11.89	18.90	20.85	13.00
R_{Total} (Strength I) (Impact)	(k)	174.38	169.63	437.87	458.83	192.99
R_{Total} (Strength I) (No Impact)	(k)	151.49	148.82	404.79	422.34	170.24

GIRDERS 11-21 REACTION TABLE (EB UNIT)						
	W ABUT		PIER		E ABUT	
	Interior	Exterior	Interior	Exterior	Interior	Exterior
$LLDF$	*	*	*	*	*	*
OCF	-	-	-	-	-	-
R_{DC1}	(k)	31.03	32.73	131.26	138.76	40.54
R_{DC2}	(k)	6.36	1.92	24.05	9.43	7.25
R_{DW}	(k)	10.53	10.00	42.49	40.63	13.73
R_{ℓ}	(k)	56.92	57.87	105.64	117.34	57.49
R_{Im}	(k)	13.68	13.22	20.27	22.70	13.47
R_{Total} (Strength I) (Impact)	(k)	186.08	182.72	478.22	491.25	204.51
R_{Total} (Strength I) (No Impact)	(k)	162.14	159.59	442.74	451.53	180.94

- $f_s DC1$: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
- M_{DC1} / S_s
- $f_s DC2$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
- $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- $f_s DW$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
- $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- $f_s (\ell + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
- $M_{\ell} + IM / S_c(n)$ or $M_{\ell} + IM / S_c(cr)$ as applicable.
- $f_s + f_{\ell} / 2$ (Service II): Sum of stresses as computed below (ksi).
- Service II Resistance: $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\ell + IM) + f_{\ell} / 2$ Composite (0.95R_nF_{yI}) or noncomposite (0.80R_nF_{yI}) stress capacity according to Article 6.10.4.2 (ksi).
- $f_s + f_{\ell} / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
- $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\ell + IM) + f_{\ell} / 3$
- $\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- V_f : Maximum factored shear range in span computed according to Article 6.10.10.
- OCF : Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- R_{DC1} : Un-factored reaction due to non-composite dead load (kip).
- R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- R_{ℓ} : Un-factored live load reaction (kip).
- R_{IM} : Un-factored dynamic load allowance (impact) (kip).
- R_{Total} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).
- $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell} + R_{IM})$
- R_{Total} (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
- $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell})$

NOTE:

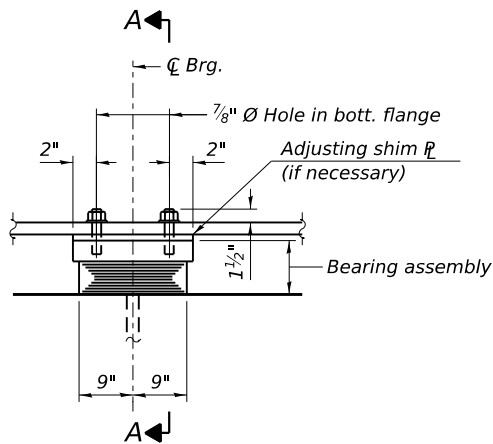
M_{ℓ} and R_{ℓ} include the effects of centrifugal force and superelevation.

GIRDERS 1 - 10 (WB UNIT)		
	Δ_{Allow}	$\Delta_{LL+IM}^{(**)}$
Service I live load plus impact deflection (inches) per AASHTO LRFD Bridge Design Specification 9.5.2	1.69	1.24

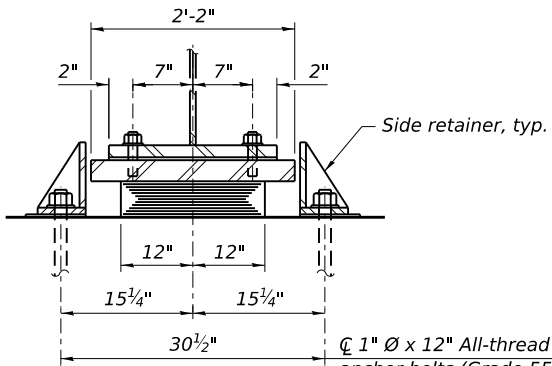
(**) Calculated maximum deflection occurs in span 2.

GIRDERS 11 - 21 (EB UNIT)		
	Δ_{Allow}	$\Delta_{LL+IM}^{(**)}$
Service I live load plus impact deflection (inches) per AASHTO LRFD Bridge Design Specification 9.5.2	1.35	1.01

(**) Calculated maximum deflection occurs in span 2.



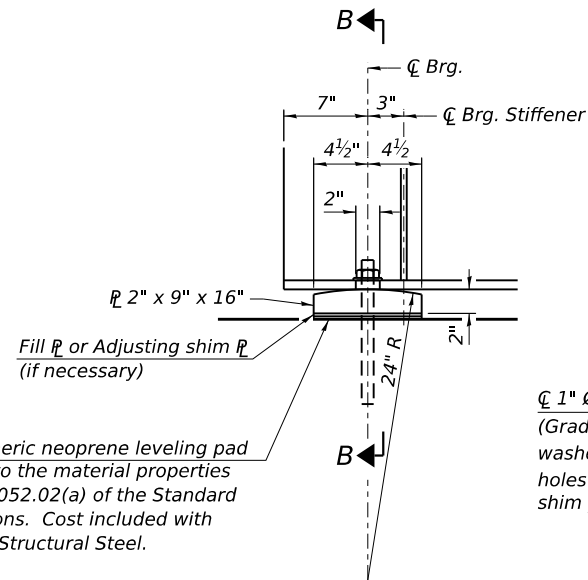
ELEVATION AT PIER



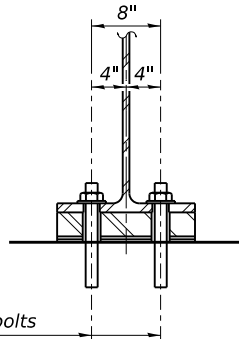
SECTION A-A

1" $\varnothing$ x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 3/4" x 5/16" plate washer under nut.

TYPE I ELASTOMERIC EXP. BRG.



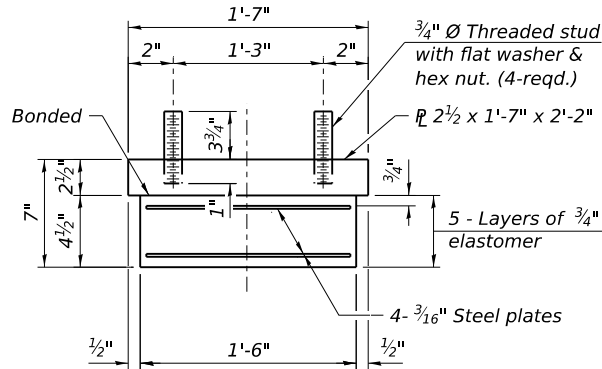
ELEVATION AT ABUTMENT



SECTION B-B

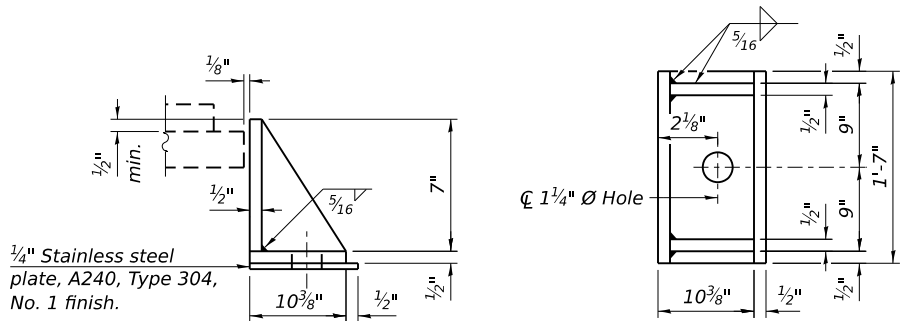
1" $\varnothing$ x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 3/4" x 5/16" plate washers under nuts. 1 1/2" $\varnothing$ holes in flange. 1 1/2" $\varnothing$ Holes in bearing plate, shim plate, and leveling pad.

FIXED BEARING



BEARING ASSEMBLY
(Pier)

Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

NOTES:

- Side retainers and stainless steel plates shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type I.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Anchor Bolts to be furnished and installed by the Erection Contract (64H87).

BILL OF MATERIAL

Item	Unit	Total
Furnishing Elastomeric Bearing Assembly, Type I	Each	21

MODEL: Sheet
FILE NAME: pwc/hq-pwint01.a-e:transyscorp-pw/1/401220113/Structural/Standard Sheets/SN 081-0174/64W42_Steel_Fab_Plans/0810174-D264W42-017-BRG.dgn



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PLOT SCALE =	CHECKED - MAI	REVISED -
PLOT DATE = 7/15/2026	DRAWN - MM	REVISED -
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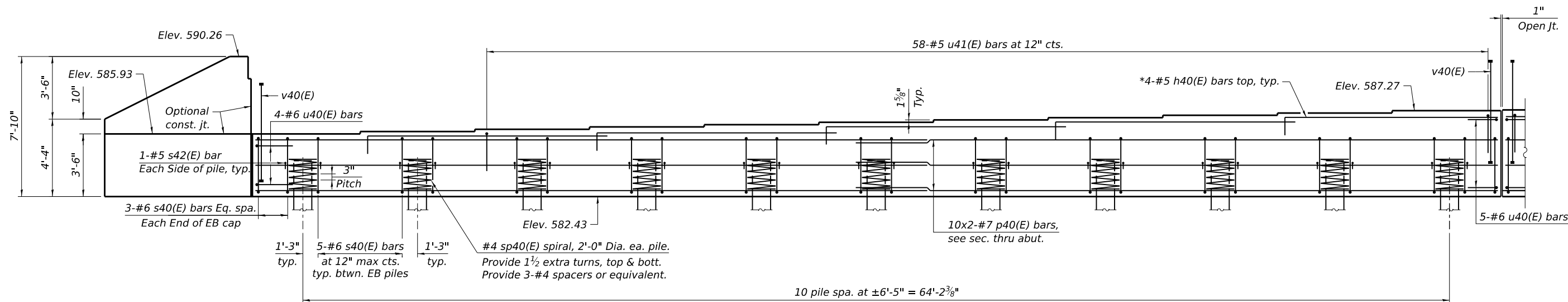
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 081-0174

SHEET S-17 OF S-23 SHEETS

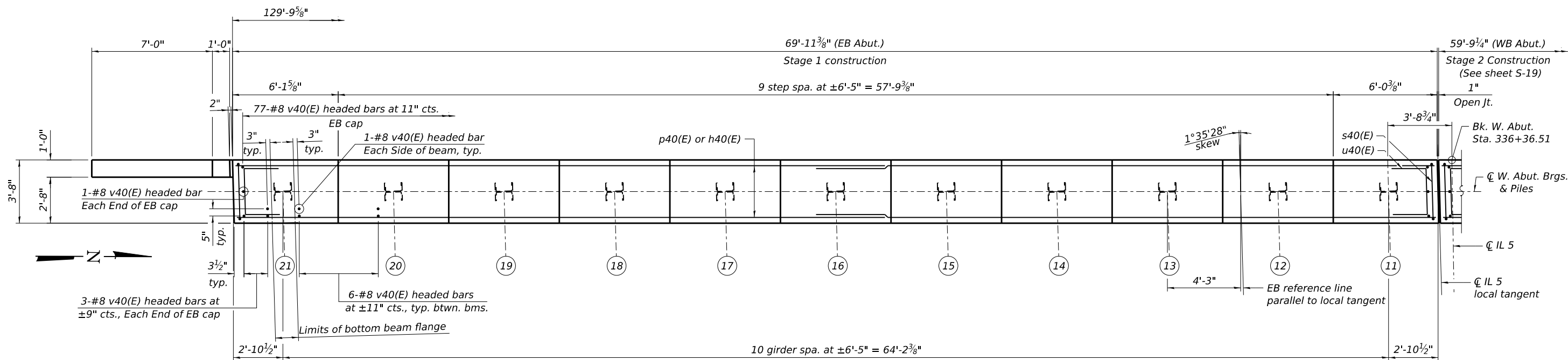
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595	142HF	ROCK ISLAND	25	19
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

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ELEVATION
(Looking west)

* Cut to fit



TOP PLAN

BEARING SEATS

Girder No.	Elevations
11	587.23
12	587.10
13	586.97
14	586.84
15	586.71
16	586.58
17	586.45
18	586.32
19	586.19
20	586.06
21	585.93

MINIMUM BAR LAP
#7 bar = 4'-11"

NOTES:

- Bars indicated thus: 5x2-#5 etc. indicates 5 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY



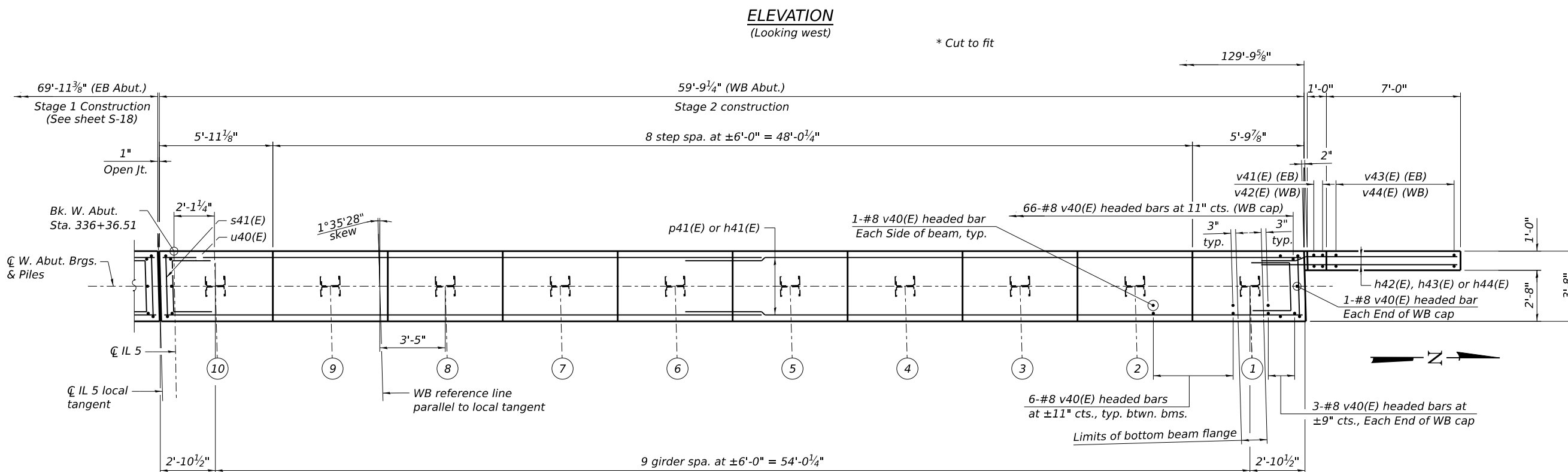
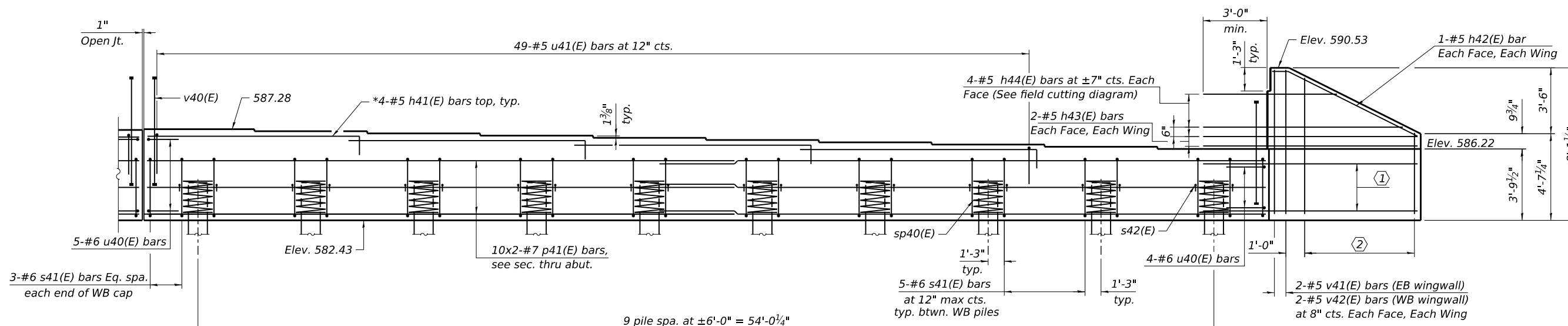
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PLOT DATE =	7/15/2026	CHECKED -	ZDP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT PLAN & ELEVATION I
STRUCTURE NO. 081-0174

SHEET S-18 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	20
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

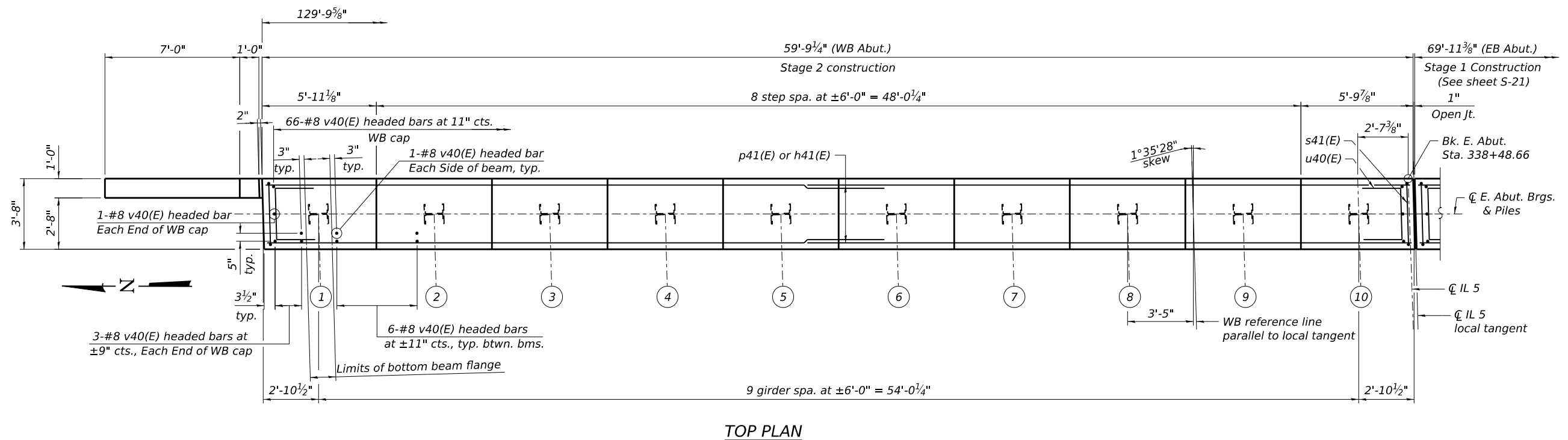
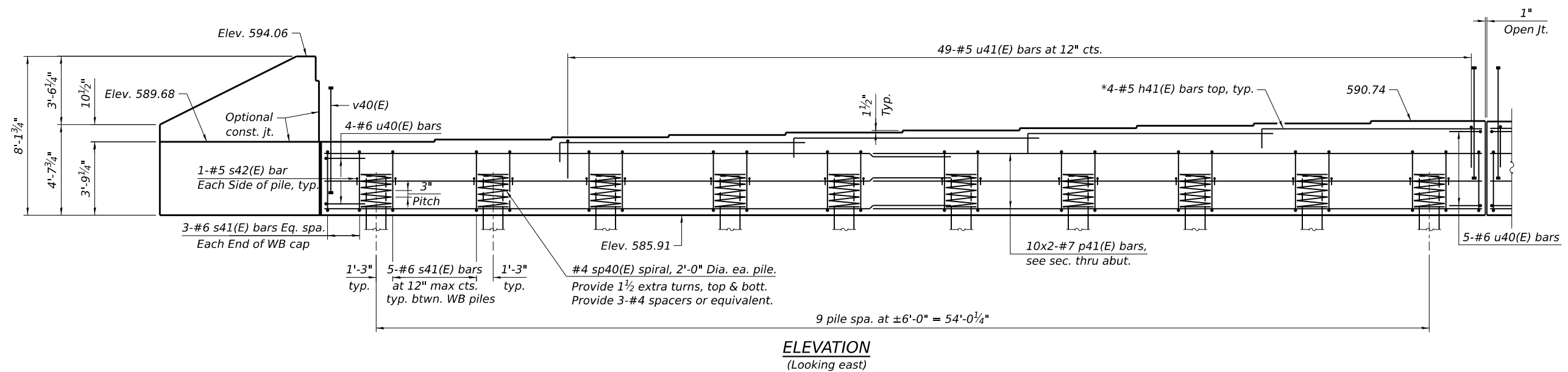


BEARING SEATS

Girder No.	Elevations
1	586.22
2	586.34
3	586.46
4	586.58
5	586.69
6	586.81
7	586.93
8	587.05
9	587.17
10	587.28

- ① 8-#5 h43(E) bars at $\pm 6"$ cts. Each Face, Each Wing
- ② 7-#5 v43(E) bars (EB wingwall)
7-#5 v44(E) bars (WB wingwall)
at 12" cts. Each Face
(See field cutting diagram)

FOR INFORMATION ONLY



BEARING SEATS

Girder No.	Elevations
1	589.68
2	589.80
3	589.92
4	590.04
5	590.16
6	590.27
7	590.39
8	590.51
9	590.63
10	590.74

MINIMUM BAR LAP
#7 bar = 4'-11"

NOTES:

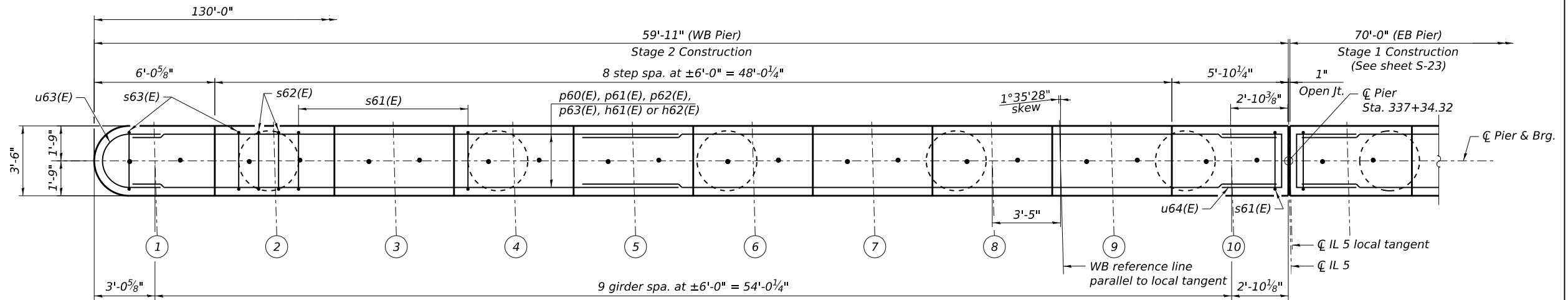
1. Bars indicated thus: 5x2-#5 etc. indicates 5 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY

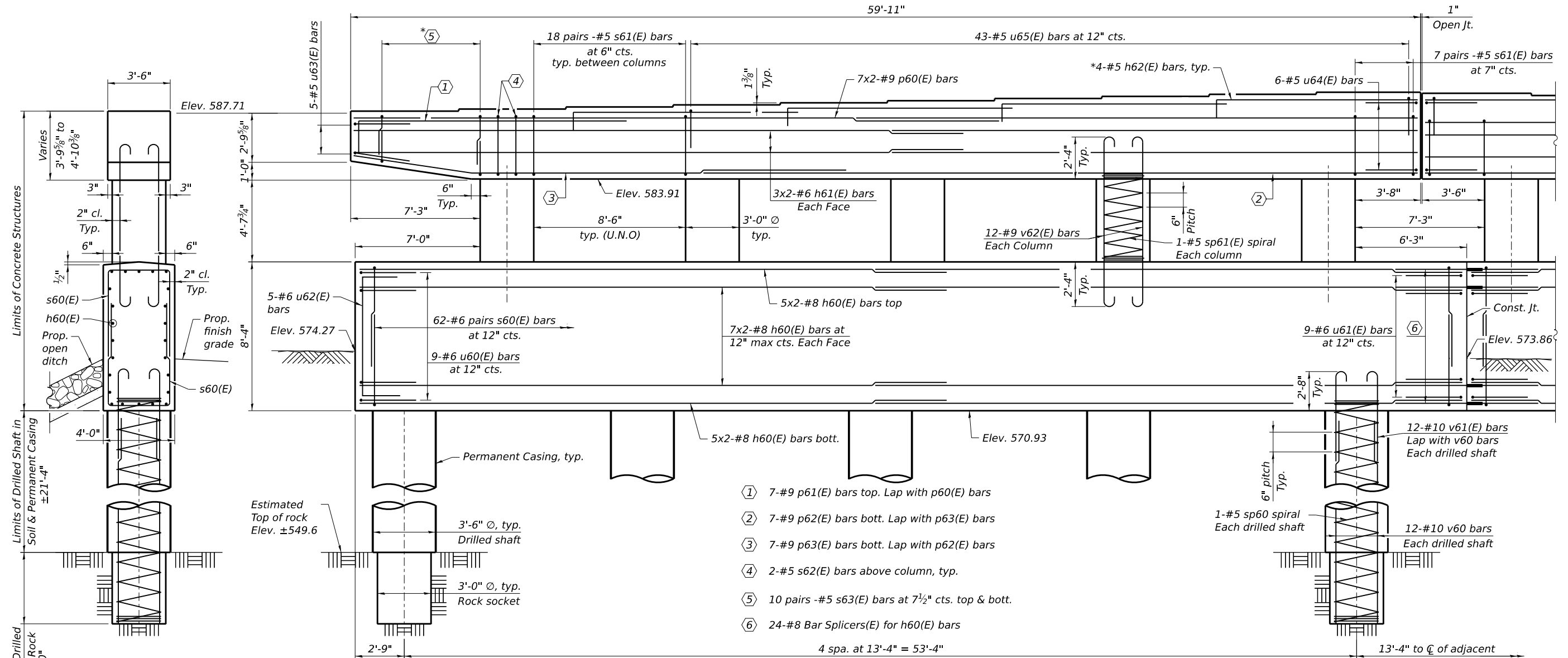


BEARING SEATS

Girder No.	Elevations
1	587.71
2	587.83
3	587.95
4	588.06
5	588.18
6	588.30
7	588.42
8	588.53
9	588.65
10	588.77



TOP PLAN



END VIEW

MINIMUM BAR LAP

- #5 bar = 2'-1"
- #6 bar = 3'-9"
- #8 bar = 6'-3"
- #9 bar = 11'-4" (Pier Cap)
- #10 bar = 7'-5" (Drilled Shaft)

ELEVATION
(Looking east)

* Cut to fit

NOTES:

- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- Bars indicated thus: 5x2-#5 etc. indicates 5 lines of bars with 2 lengths per line.

FOR INFORMATION ONLY

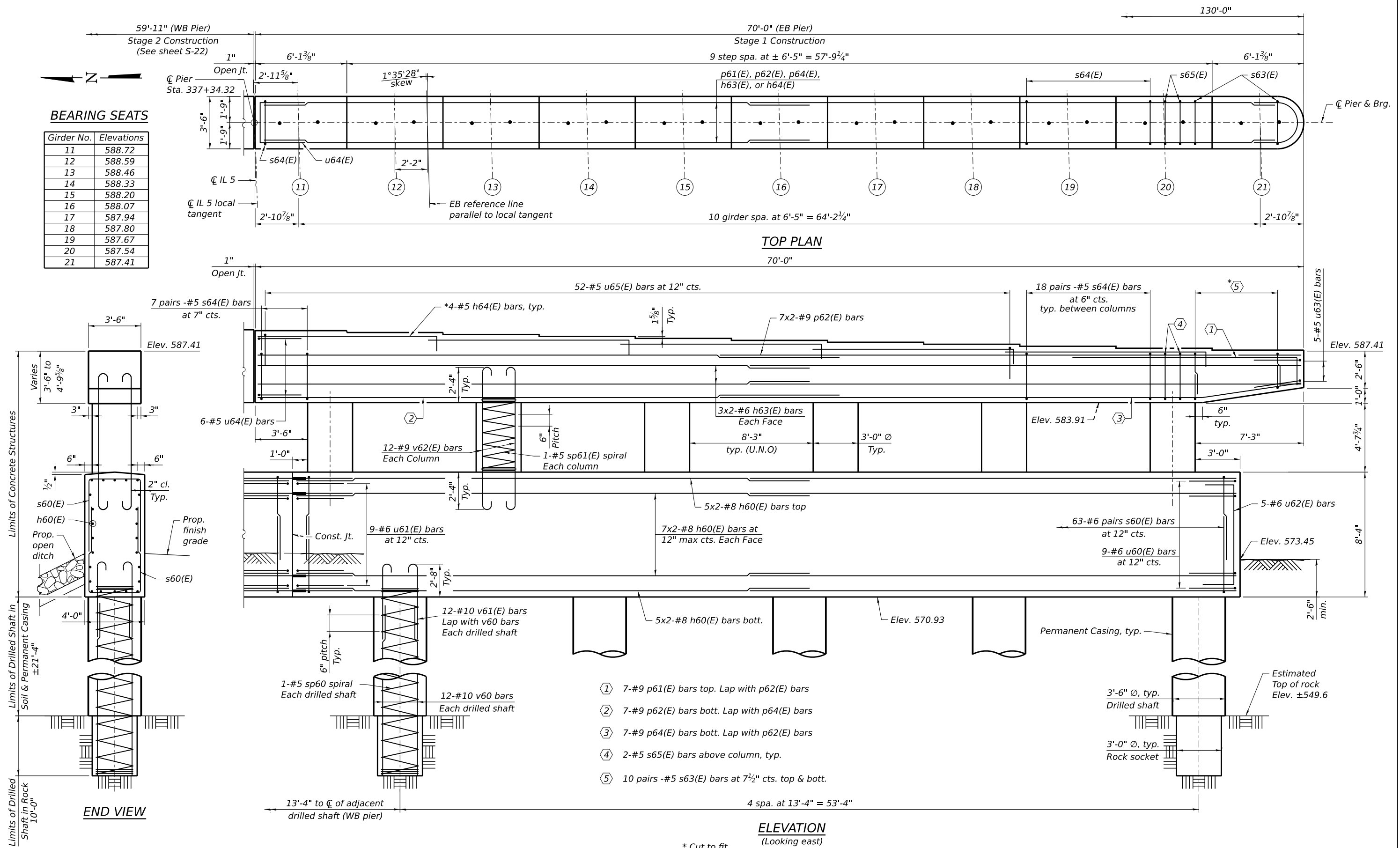
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PLAN & ELEVATION I
STRUCTURE NO. 081-0174

SHEET S-22 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	24
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				

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PLOT SCALE =		DRAWN -	MAI	REVISED -	
PLOT DATE =	7/15/2026	CHECKED -	ZDP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PLAN & ELEVATION II
STRUCTURE NO. 081-0174

SHEET S-23 OF S-23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	142HF	ROCK ISLAND	25	25
CONTRACT NO. 64W42				
ILLINOIS FED. AID PROJECT				