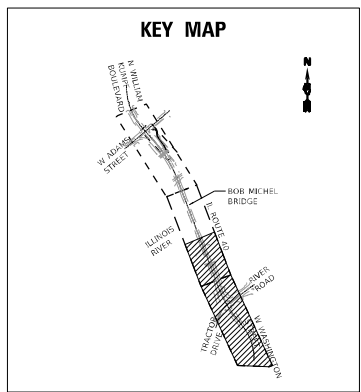


**NOTES:**

1. EXISTING FIBER OPTIC CONDUIT AND CABLE SHALL REMAIN IN OPERATION WHILE THE PROPOSED CONDUIT AND HANDHOLES ARE INSTALLED.
2. EXISTING CONDUIT SHALL BE INTERCEPTED AND MAINLINE FIBER OPTIC CABLE PULLED BACK FROM THE CONDUIT TO BE ABANDONED. MAINLINE FIBER OPTIC CABLE SHALL BE REINSTALLED IN NEW CONDUIT AND A MINIMUM OF 150FT OF CABLE COILED IN THE PROPOSED DOUBLE HANDHOLES. EXISTING MAINLINE FIBER OPTIC CABLE SHALL BE SPLICED TO NEW IN PROPOSED DOUBLE CONCRETE HANDHOLES ONLY. THIS WORK SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE "FIBER OPTIC SPLICE."
3. MINIMUM SPACING BETWEEN PROPOSED HANDHOLES SHALL BE 300 FT.
4. PROPOSED CCTV FIBER OPTIC AND POWER CABLES SHALL RUN CONTINUOUS BETWEEN THE EXISTING CCTV EQUIPMENT CABINET MOUNTED TO PIER 10 AND THE EXISTING TRAFFIC SIGNAL CONTROLLER (SEE SHEET 94 ).
5. THE CONTRACTOR SHALL SCHEDULE A TIME FOR FIBER SPLICING THE EXISTING FIBER TO THE PROPOSED FIBER WITH THE DEPARTMENT A MINIMUM OF 72 HOURS PRIOR TO COMMENCING WORK. CONTRACTOR SHALL COORDINATE WORK WITH THE ENGINEER AND MR. ERIC HOWALD, OF THE DISTRICT, AT (309) 671-4481.
6. FIBER SPLICING SHALL BE COMPLETED WITHIN 24 HOURS TO MINIMIZE DOWNTIME TO IDOT FACILITIES.
7. REFER TO SPECIAL PROVISION FOR "FIBER OPTIC SPLICE" FOR ADDITIONAL INFORMATION.
8. CONDUIT SPLICE SHALL BE WATERPROOF AND UL LISTED FOR SPLICING TOGETHER PVC CONDUIT. CONTRACTOR SHALL RECORD SPLICE LOCATION ON THE RECORD DRAWINGS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "FIBER OPTIC SPLICE."
9. THE CONTRACTOR SHALL PROVIDE PROTECTION FOR THE EXISTING FIBER OPTIC CABLE AND ELECTRIC CABLES DURING THE RECONSTRUCTION OF THE ISLAND AND REMOVAL AND REPLACEMENT OF THE CONCRETE HANDHOLE. THE CABLES SHALL BE TEMPORARILY ENCASED IN A SECTION OF SPLIT PVC CONDUIT OR OTHER SOLID MATERIAL TO PREVENT DAMAGE FROM CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED HANDHOLE (SEE TRAFFIC SIGNAL PLANS FOR PROPOSED HANDHOLE LOCATION AND DETAILS).

FIBER OPTIC CABLE AND CONDUIT SCHEDULE	
①	PROPOSED FIBER OPTIC CABLE, 48 STRAND, SINGLE MODE (MAINLINE), FIBER OPTIC CABLE, 48 STRAND, SINGLE MODE (CCTV) AND 3-1/C #6 XLP-TYPE USE CABLES (CCTV POWER) IN 2" PVC CONDUIT
②	PROPOSED FIBER OPTIC CABLE, 48 STRAND, SINGLE MODE (CCTV CAMERA) INSTALLED IN EXISTING 2" PVC CONDUIT
③	EXISTING FIBER OPTIC CABLE, 48 STRAND, SINGLE MODE FOR MAINLINE
④	EXISTING FIBER OPTIC CABLE, 48 STRAND, SINGLE MODE FOR MAINLINE IN 2" PVC CONDUIT



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

**BOB MICHEL BRIDGE REHABILITATION**  
**PROPOSED FIBER OPTIC PLAN**

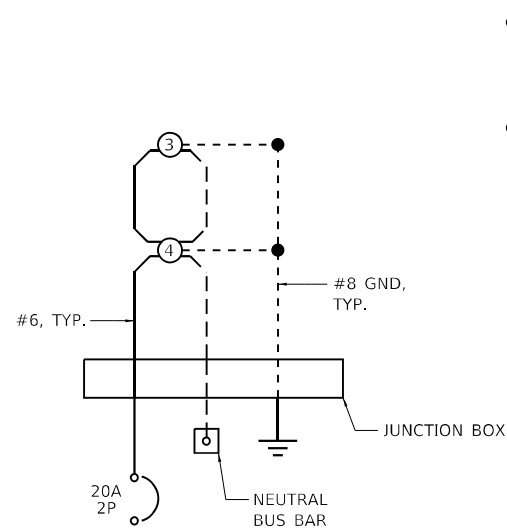
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F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 101
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

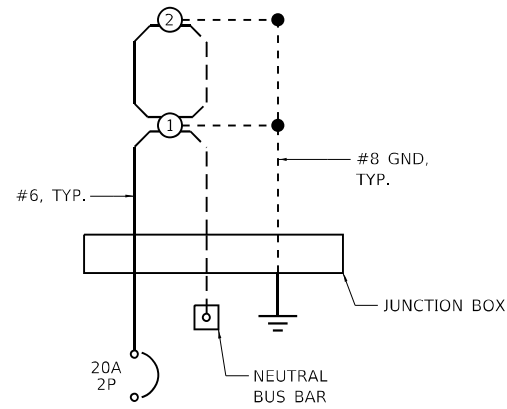
PROPOSED LIGHTING CONTROLLER LOAD TABLE												
CIRCUIT ID (INSULATION COLOR)	CIRCUIT BREAKER/ POLES	150W (MAX) LED ROADWAY LUMINAIRE		250W (MAX) LED INTERSECTION LUMINAIRE		WATERWAY OBSTRUCTION WARNING LUMINAIRE		EX 150W HPS UNDERPASS LUMINAIRE		TOTAL CIRCUIT LOAD		
		QTY.	LOAD/FIXT. (WATTS)	QTY.	LOAD/FIXT. (WATTS)	QTY.	LOAD/FIXT. (WATTS)	QTY.	LOAD/FIXT. (WATTS)	WATTS	AMPS	VOLTS
<b>ROADWAY LIGHTING</b>												
A - RED	20A-1P	0	150	2	250	0	10	0	185	500	1.8	277
B - BLACK	20A-1P	0	150	2	250	0	10	0	185	500	1.8	277
C - RED	20A-1P	12	150	4	250	0	10	0	185	2800	10.1	277
D - BLACK	20A-1P	12	150	4	250	0	10	0	185	2800	10.1	277
SPARE	20A-1P	0	150	0	250	0	10	0	185	0	0.0	277
SPARE	20A-1P	0	150	0	250	0	10	0	185	0	0.0	277
<b>NAVIGATION LIGHTING</b>												
E - RED	15A-1P	0	150	0	250	3	10	0	185	30	0.3	120
F - BLACK	15A-1P	0	150	0	250	3	10	0	185	30	0.3	120
SPARE	15A-1P	0	150	0	250	0	10	0	185	0	0.0	120
<b>UNDERPASS LIGHTING</b>												
G - RED	20A-2P	0	150	0	250	0	10	2	185	370	0.8	480
H - BLACK	20A-2P	0	150	0	250	0	10	2	185	370	0.8	480
<b>TOTAL</b>		<b>24</b>	<b>-</b>	<b>12</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>7400W</b>	<b>15.42A</b>	<b>480V</b>

**LEGEND**

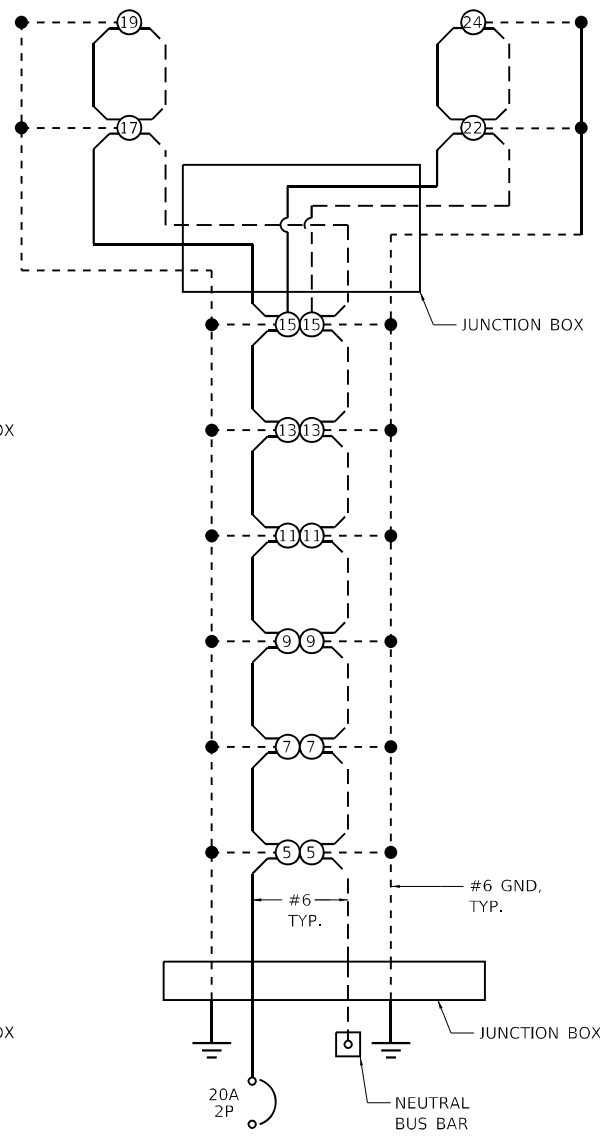
- ① PROPOSED ROADWAY LIGHTING UNIT WITH POLE NUMBER IDENTIFIER INDICATED
- ⑤⑤ PROPOSED TWIN HEADED ROADWAY LIGHTING UNIT WITH POLE NUMBER IDENTIFIER INDICATED
- ④ PROPOSED WATERWAY OBSTRUCTION WARNING LIGHT
- ⬡ EXISTING UNDERPASS LUMINAIRE
- PHASE CONDUCTOR
- - - - - GROUND CONDUCTOR
- ⊥ GROUND BUS IN LIGHTING CONTROLLER



**CIRCUIT B - 277V**

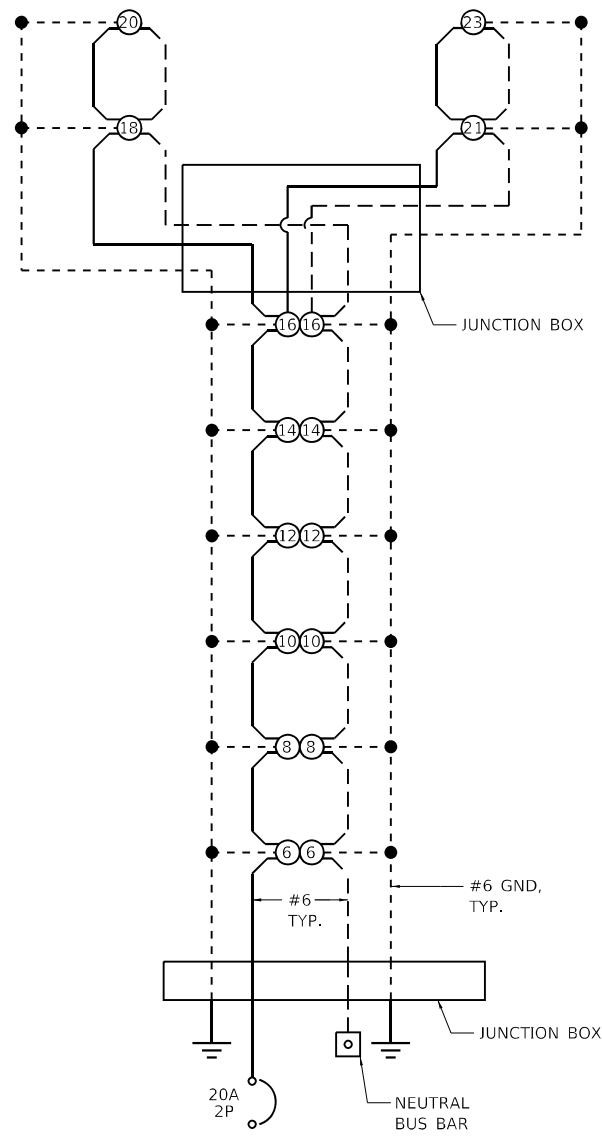


**CIRCUIT A - 277V**

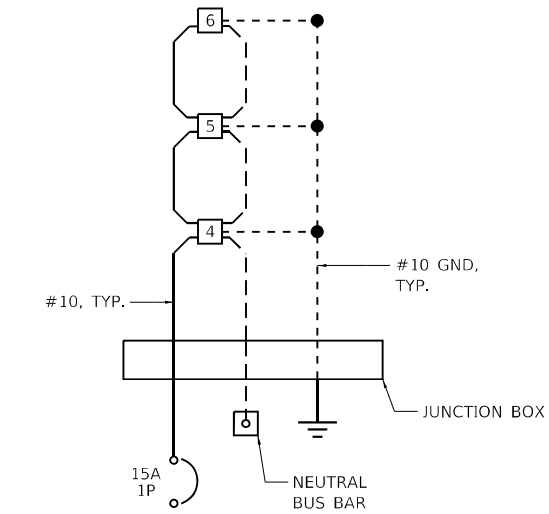


**CIRCUIT C - 277V**

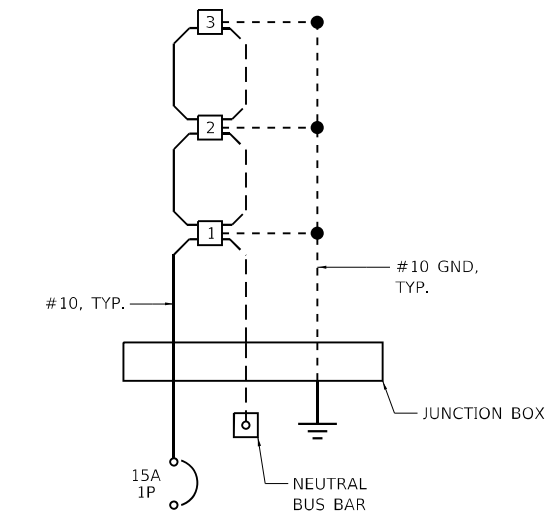
**ROADWAY LIGHTING**



**CIRCUIT D - 277V**

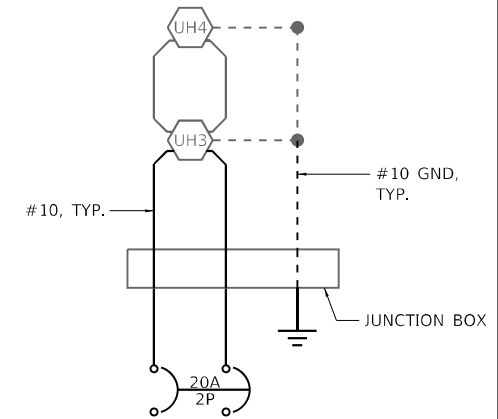


**CIRCUIT F - 120V**

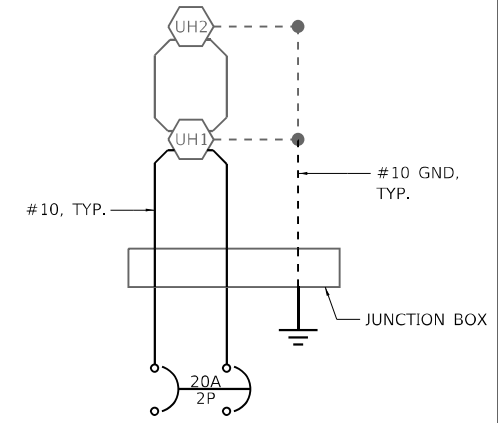


**CIRCUIT E - 120V**

**OBSTRUCTION WARNING LIGHTING**



**CIRCUIT H - 480V**



**CIRCUIT G - 480V**

**UNDERPASS**

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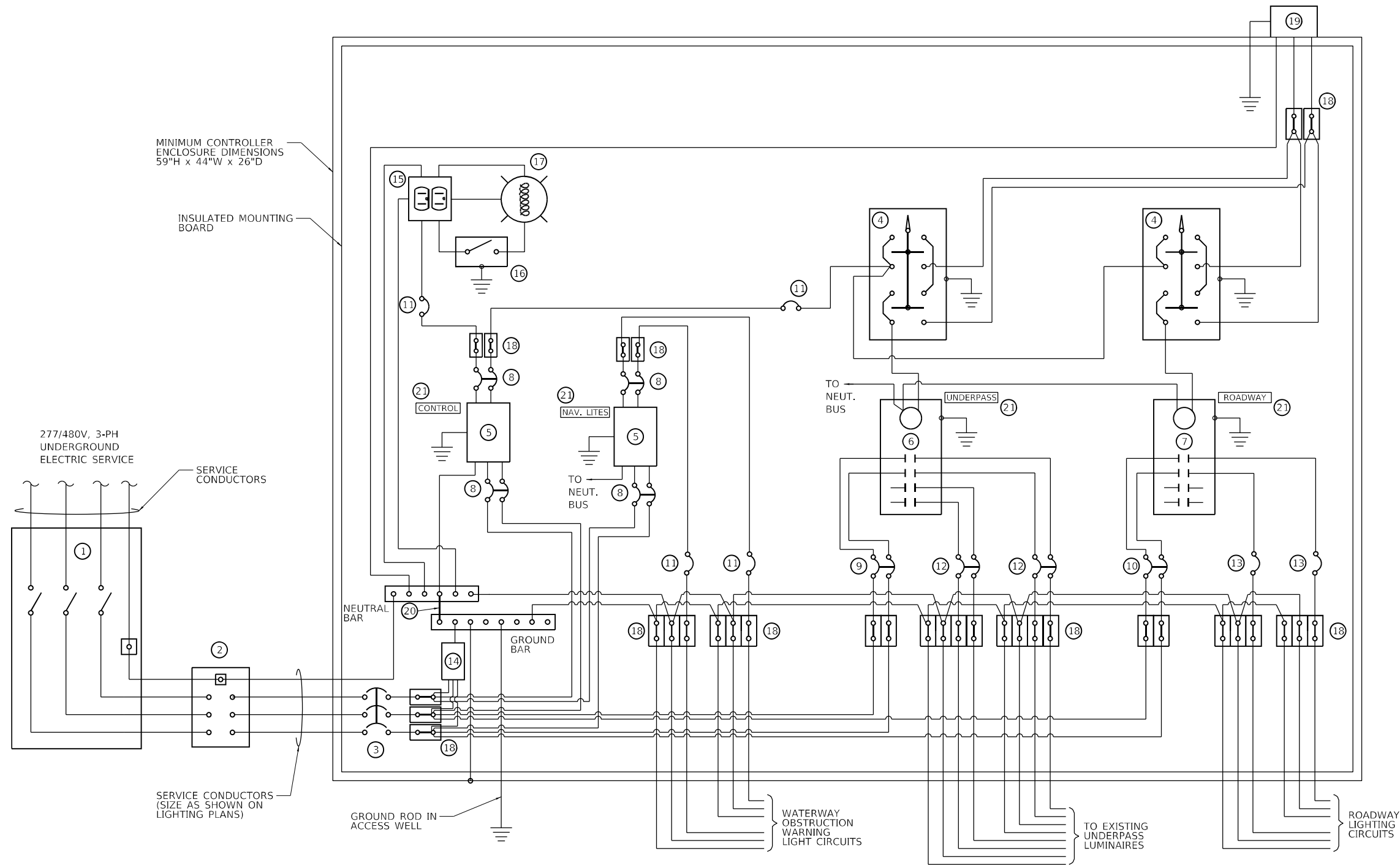
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
ONE-LINE DIAGRAM**

SCALE: N.T.S. SHEET 01 OF 02 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	102
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL				





- ① SERVICE DISCONNECT SWITCH, 3-POLE, 4-WIRE, 100A RATED, NON-FUSED, SOLID NEUTRAL IN A NEMA 4X STAINLESS STEEL ENCLOSURE HAVING LOCKABLE EXTERNAL HANDLE
- ② 200A, 600V, 3PH, 4 WIRE UTILITY METER FOR AN UNDERGROUND SERVICE CONDUIT (MILBANK MODEL NO. U9701-RXL-QG-AMS OR AMEREN APPROVED EQUAL)
- ③ 60A, 3-POLE, MAIN CIRCUIT BREAKER, 65KAIC RATING
- ④ HAND-OFF-AUTO SELECTOR SWITCH
- ⑤ TRANSFORMER, 1kVA, 480V PRIMARY x 120/240V SECONDARY, SINGLE PHASE, 60 HZ
- ⑥ 30A, 4-POLE ELECTRICALLY HELD CONTACTOR (UNDERPASS LIGHTING)
- ⑦ 60, 6-POLE ELECTRICALLY HELD CONTACTOR (ROADWAY LIGHTING)
- ⑧ 15A, 2-POLE CIRCUIT BREAKER, 65KAIC RATING
- ⑨ 30A, 2-POLE CIRCUIT BREAKER, 65KAIC RATING
- ⑩ 60A, 1-POLE CIRCUIT BREAKER, 65KAIC RATING
- ⑪ 15A, 1-POLE CIRCUIT BREAKER
- ⑫ 20A, 2-POLE CIRCUIT BREAKER
- ⑬ 20A, 1-POLE CIRCUIT BREAKER
- ⑭ SURGE ARRESTER
- ⑮ GFCI DUPLEX RECEPTACLE
- ⑯ SINGLE-POLE, SINGLE-THROW SWITCH
- ⑰ CABINET LUMINAIRE, ENCLOSED AND GASKETED WITH 800 LUMEN LED LAMP
- ⑱ TERMINAL BLOCK SIZED FOR CONDUCTORS AS SHOWN ON PLANS
- ⑲ PHOTOCCELL WITH INTEGRAL SURGE ARRESTER MOUNTED IN CABINET OVERHANG
- ⑳ 1/C #8 COPPER BONDING JUMPER CABLE
- ㉑ TWO COLOR ENGRAVED NAMEPLATE

**NOTES:**

1. THE ELECTRIC SERVICE DISCONNECT AND UTILITY METER SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "ELECTRIC SERVICE INSTALLATION."
2. THE CABINET INCLUDING INTERIOR COMPONENTS, GROUND ROD, GROUNDING CONDUCTOR AND ACCESS WELL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 60AMP."
3. EQUIPMENT SHORT CIRCUIT RATING SHALL BE COORDINATED WITH THE ELECTRIC UTILITY COMPANY. MINIMUM RATINGS ARE LISTED ABOVE.

**LIGHTING CONTROLLER CONTROL SCHEMATIC**

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**CiorbaGroup**  
 8725 W. Higgins Rd., Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

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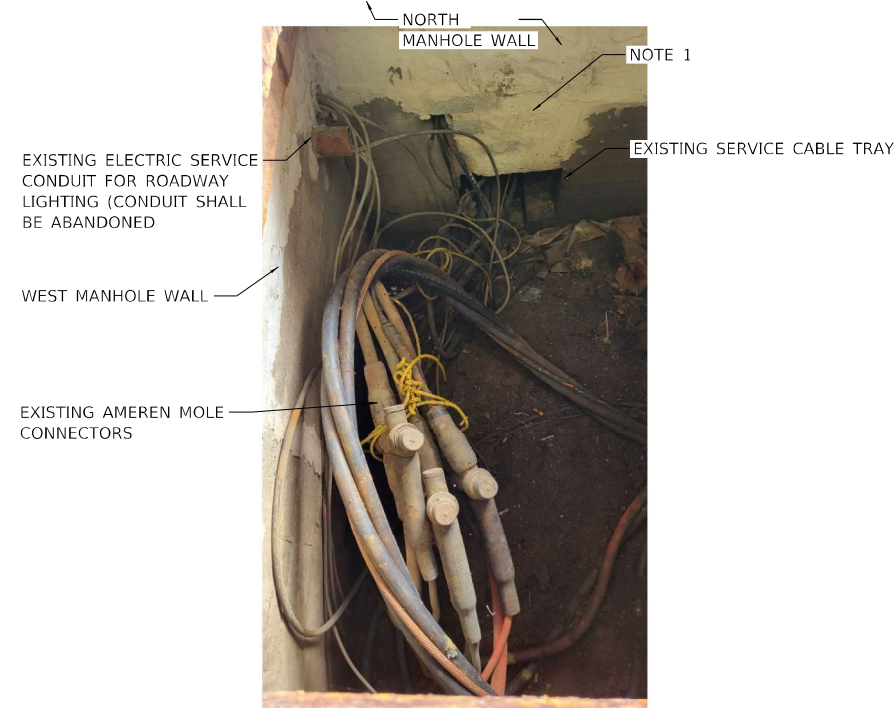
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
 LIGHTING DETAILS**

SCALE: N.T.S. SHEET 01 OF 08 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68F38				

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL

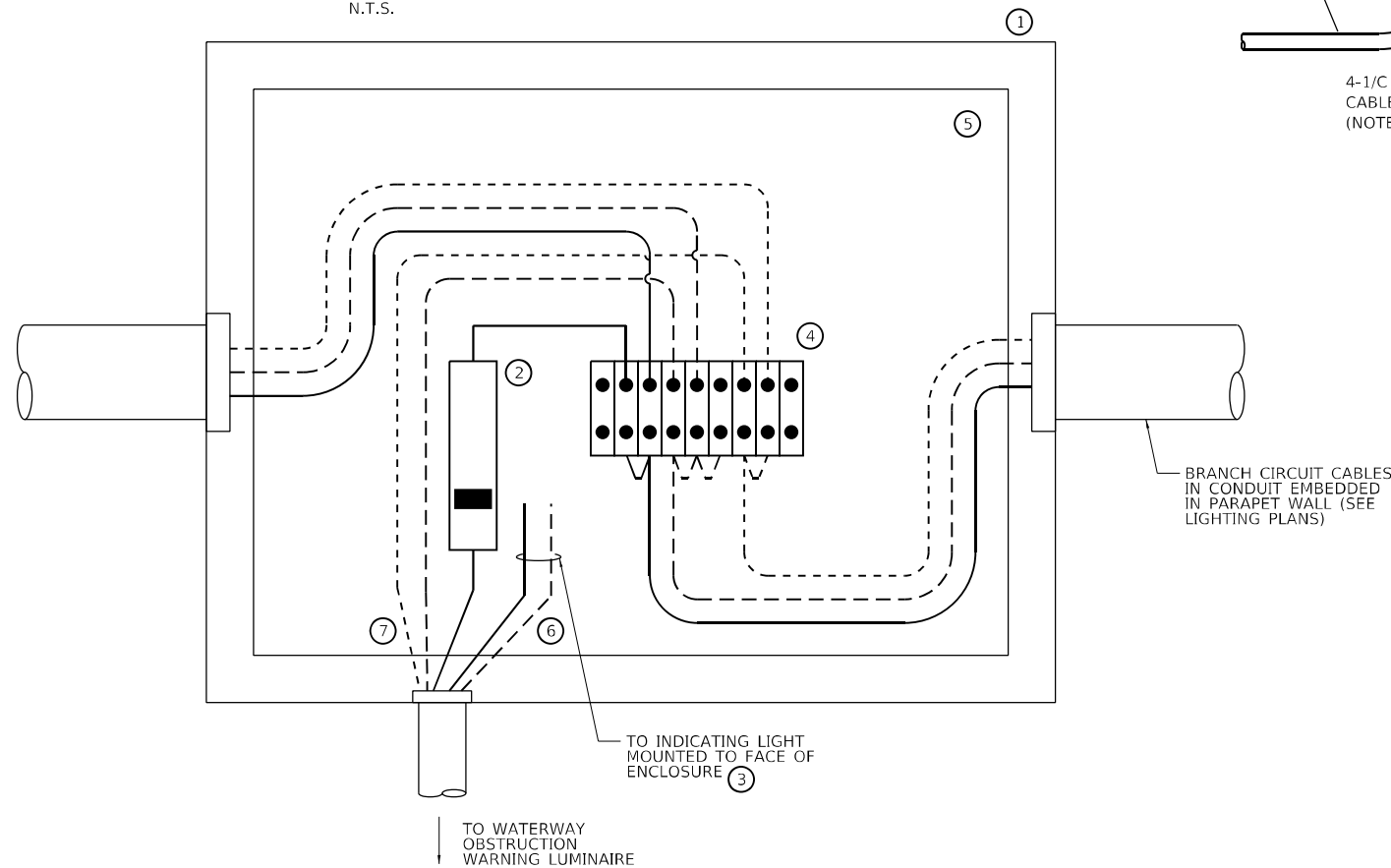


**NOTES:**

1. CONTRACTOR SHALL INSTALL CONDUIT TO WITHIN 18" OF THE EXISTING AMEREN MANHOLE. AMEREN WILL EXTEND THE CONDUIT AND PULL IN NEW ELECTRIC SERVICE CABLE BETWEEN THE MANHOLE AND SERVICE DISCONNECT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK WITH AMEREN.

**ELECTRIC SERVICE MANHOLE**

N.T.S.

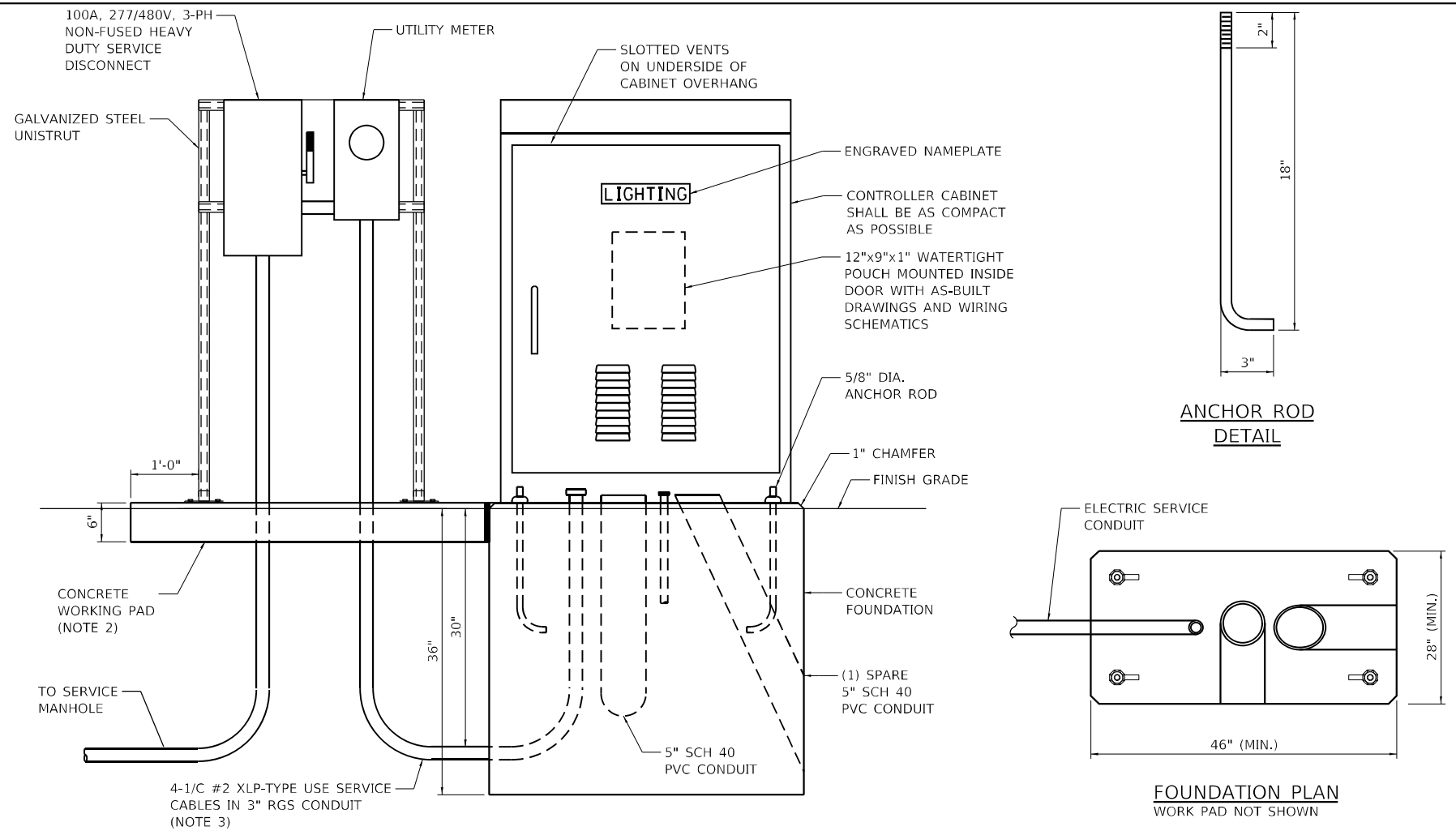


**NOTES:**

1. THE JUNCTION BOX INCLUDING CIRCUIT BREAKER, TERMINAL BLOCKS AND WIRING WITHIN THE JUNCTION BOX (AS SHOWN ABOVE) SHALL BE INCLUDED IN THE COST OF THE "JUNCTION BOX" PAY ITEM.

**WATERWAY OBSTRUCTION WARNING LUMINAIRE JUNCTION BOX**

N.T.S.



**NOTES:**

1. THE ELECTRIC SERVICE DISCONNECT, UTILITY METER, CONDUIT BETWEEN THE DISCONNECT AND METER, CONCRETE WORKING PAD AND MOUNTING ACCESSORIES SHALL BE PAID INCLUDED IN THE CONTRACT UNIT PRICE FOR "ELECTRIC SERVICE INSTALLATION."
2. THE CONCRETE WORKING PAD SHALL EXTEND 1'-0" AROUND THE SIDES/BACK OF THE UNISTRUT, AND 3'-0" IN FRONT OF THE EQUIPMENT FOR MAINTENANCE PERSONNEL.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING SERVICE CABLES BETWEEN THE SERVICE DISCONNECT AND THE LIGHTING CONTROLLER. AMEREN WILL INSTALL SERVICE CABLES BETWEEN THE SERVICE MANHOLE AND THE SERVICE DISCONNECT.

**LIGHTING CONTROLLER, BASE MOUNTED,**

**480VOLT, 100AMP**

N.T.S.

ITFM	SPECIFICATION
① JUNCTION BOX	18"x12"x8" STAINLESS STEEL, NEMA 4X RATED, JUNCTION BOX WITH HINGE COVER
② CIRCUIT BREAKER	5A, 1P, 120V RATING, 10KAIC, MINATURE
③ LED INDICATOR LIGHT	120V, LED CORROSION RESISTANT, WATERTIGHT, IP65 RATED MIN, INDICATING LIGHT (WITH PUSH-TO-TEST FEATURE) INSTALLED THROUGH THE JUNCTION BOX COVER
④ TERMINAL BLOCK	SCREW TYPE, WALL MOUNT, DOUBLE ROW TERMINAL BLOCK, #18-#14 AWG WIRE RANGE (SIZED AS REQUIRED)
⑤ BACKBOARD	1/2" THICK, SOLID PANEL
⑥ INDICATOR LIGHT CONTROL WIRE	2 NO. 18 AWG
⑦ CORD CABLE	MANUFACTURERER CORD CABLE, LENGTH AS REQUIRED

**NOTES:**

1. THE JUNCTION BOX TOGETHER WITH ALL OF ITS COMPONENTS SHALL BE UL LISTED AS AN "ENCLOSED INDUSTRIAL CONTROL PANEL" UNDER UL508A.
2. THE JUNCTION BOX SHALL BE AS COMPACT AS POSSIBLE.
3. THE JUNCTION BOX SHALL BE PROVIDED WITH AN ENGRAVED NAMEPLATE READING "NAVIGATION LIGHTING."
4. ALL CONTROLS SHALL BE IDENTIFIED USING TWO COLOR ENGRAVED NAME PLATE.
5. ALL EQUIPMENT SHALL BE INSULATED.
6. ALL WIRING SHALL BE COPPER.

**WATERWAY OBSTRUCTION WARNING LUMINAIRE**

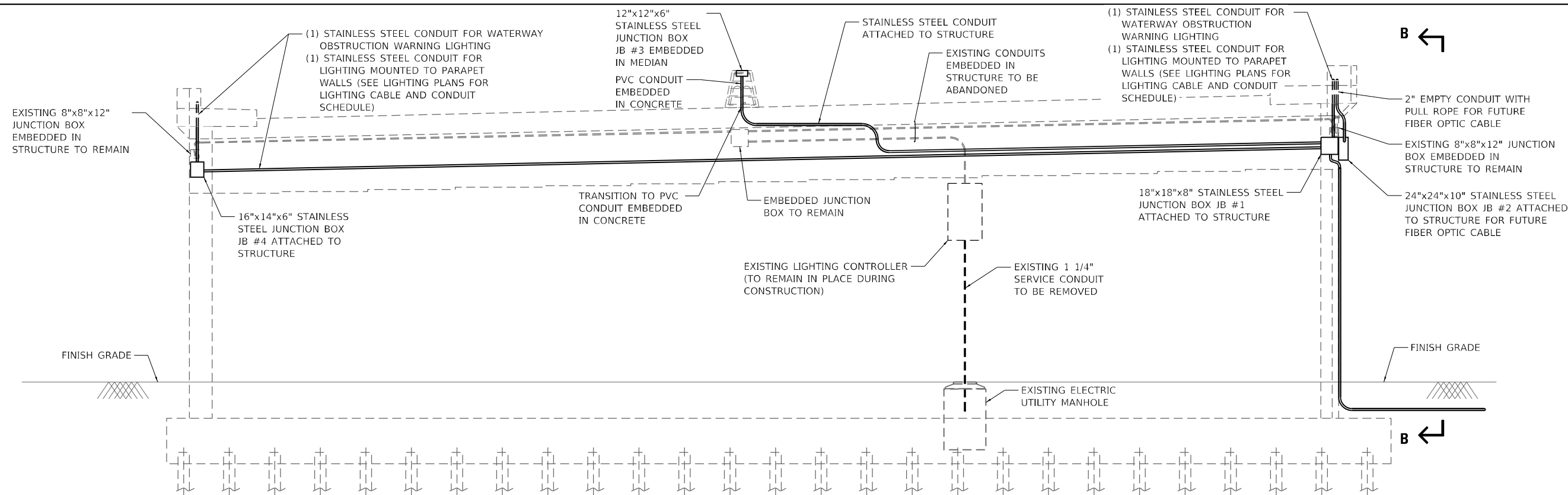
**JUNCTION BOX COMPONENT SCHEDULE**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	105
CONTRACT NO. 68F38				



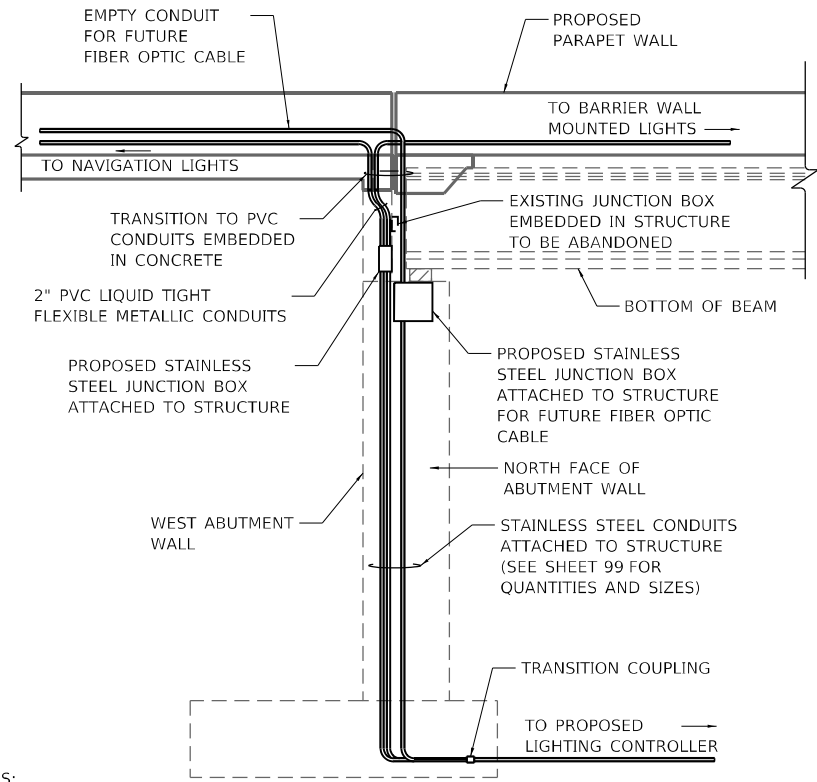
**SECTION A-A**

**LIGHTING EQUIPMENT MOUNTING TO WEST ABUTMENT**

N.T.S.

**NOTES:**

1. CONTRACTOR SHALL NOT DRILL THROUGH EXISTING REINFORCEMENT. CONTRACTOR SHALL LOCATE REINFORCEMENT PRIOR TO DRILLING FOR PROPOSED CONDUITS USING NON-DESTRUCTIVE METHODS. IF EXISTING REINFORCEMENT IS ENCOUNTERED DURING DRILLING OPERATION, THE CONTRACTOR SHALL RELOCATE HOLE AND FILL INCOMPLETE HOLE WITH A CHEMICAL ADHESIVE RESIN SYSTEM. CORING THE DECK FOR CONDUITS TO BE EMBEDDED IN PROPOSED PARAPET AND MEDIAN BARRIER WALLS SHALL INCLUDED IN THE CONTRACT UNIT PRICE FOR "CONDUIT, EMBEDDED IN STRUCTURE."
2. CONDUIT SHALL BE SUPPORTED AT A MAXIMUM OF 5 FT INTERVALS.
3. ALL MOUNTING HARDWARE SHALL BE STAINLESS STEEL.
4. ELECTRICAL CONTRACTOR SHALL COORDINATE ALL WORK WITH BRIDGE CONTRACTOR.

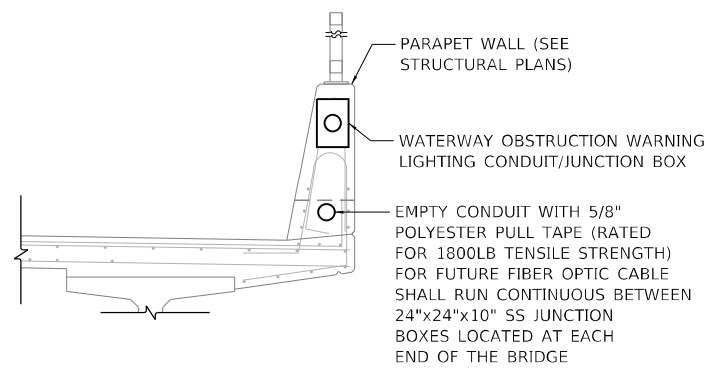


**SECTION B-B**

N.T.S.

**NOTES:**

1. CORING OF DECK FOR CONDUITS TO BE EMBEDDED IN PROPOSED PARAPET WALLS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "CONDUIT, EMBEDDED IN STRUCTURE."

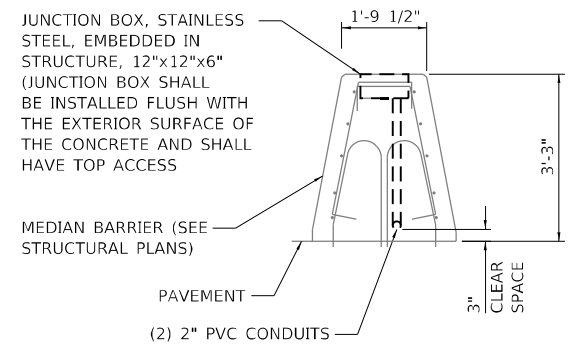


**FIBER OPTIC CONDUIT INSTALLATION**

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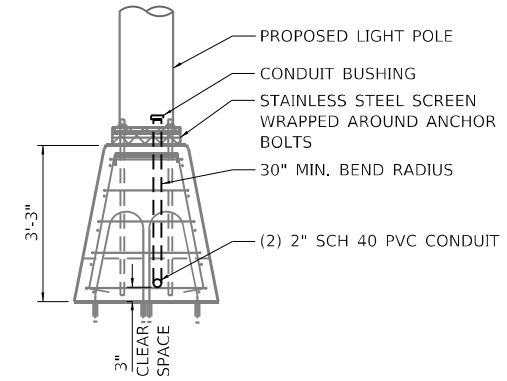
**NOTES:**

1. SEE STRUCTURAL PLANS FOR LIGHT POLE FOUNDATION DETAILS.
2. RECONNECTION TO EXISTING UNDERPASS LUMINAIRES IS NOT SHOWN FOR CLARITY.



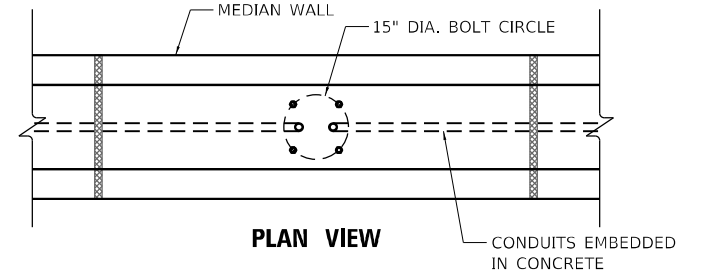
**JUNCTION BOX IN MEDIAN BARRIER**

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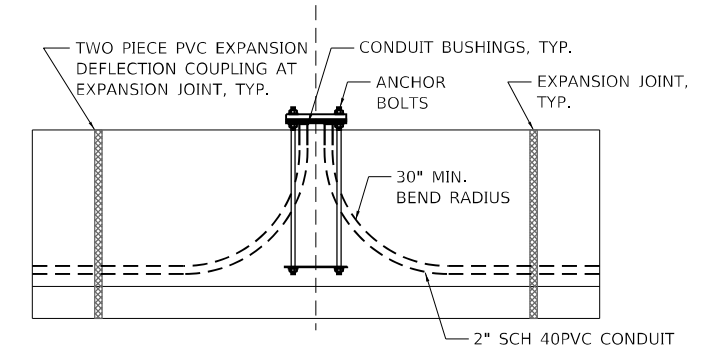


**CONDUIT INSTALLATION IN MEDIAN**

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**PLAN VIEW**



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

**BOB MICHEL BRIDGE REHABILITATION**  
**LIGHTING DETAILS**

SCALE: N.T.S. SHEET 03 OF 08 SHEETS STA. TO STA.

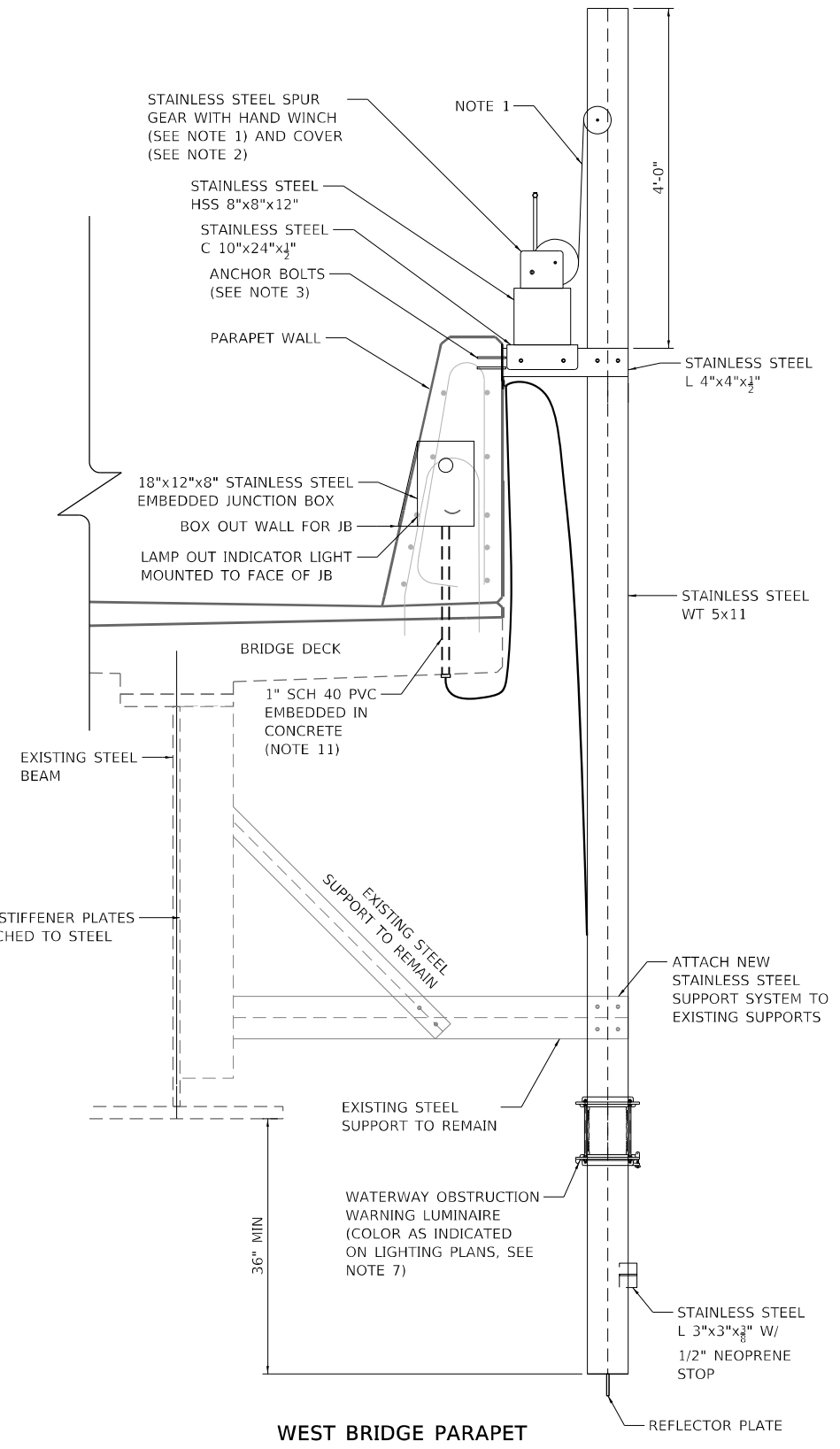
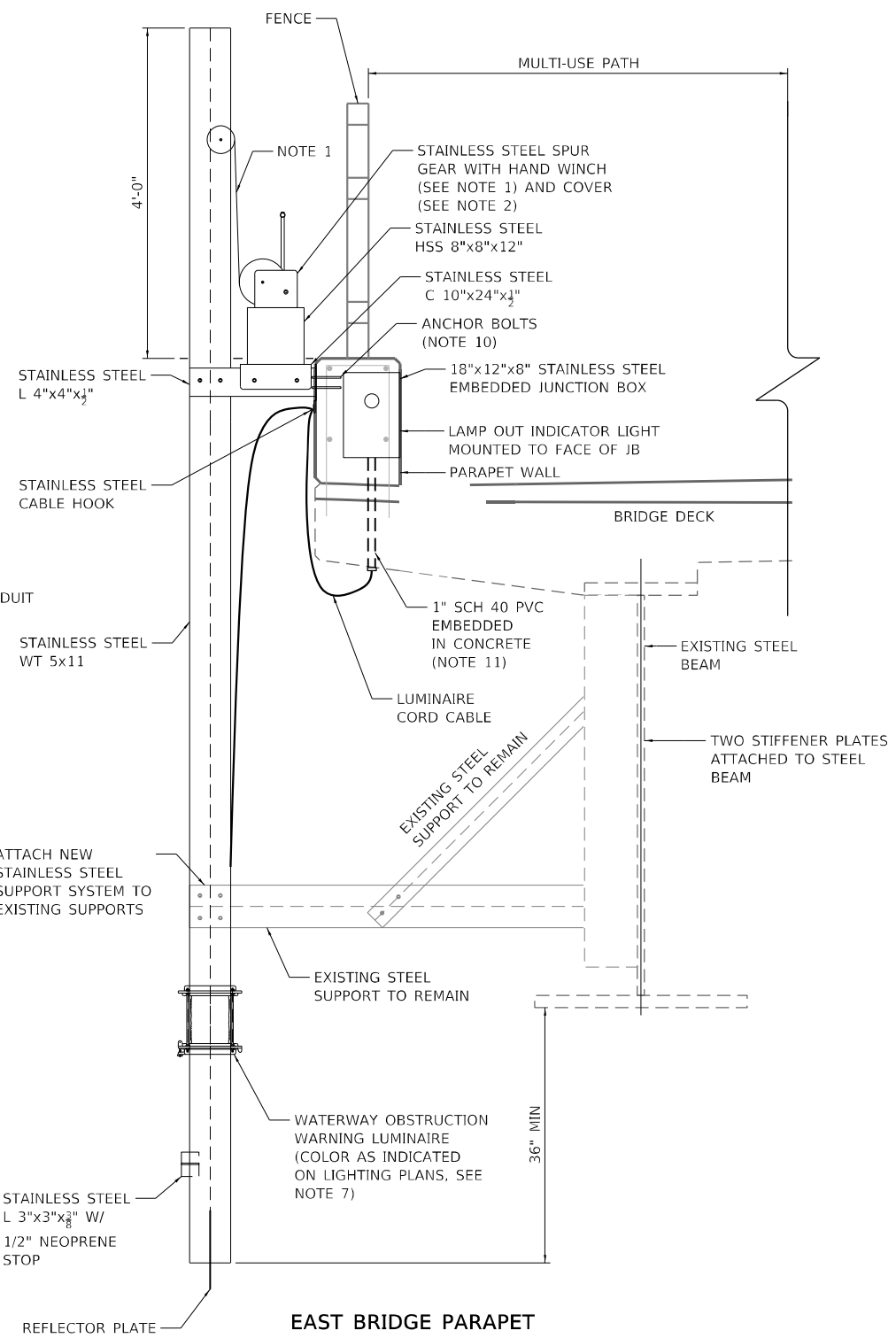
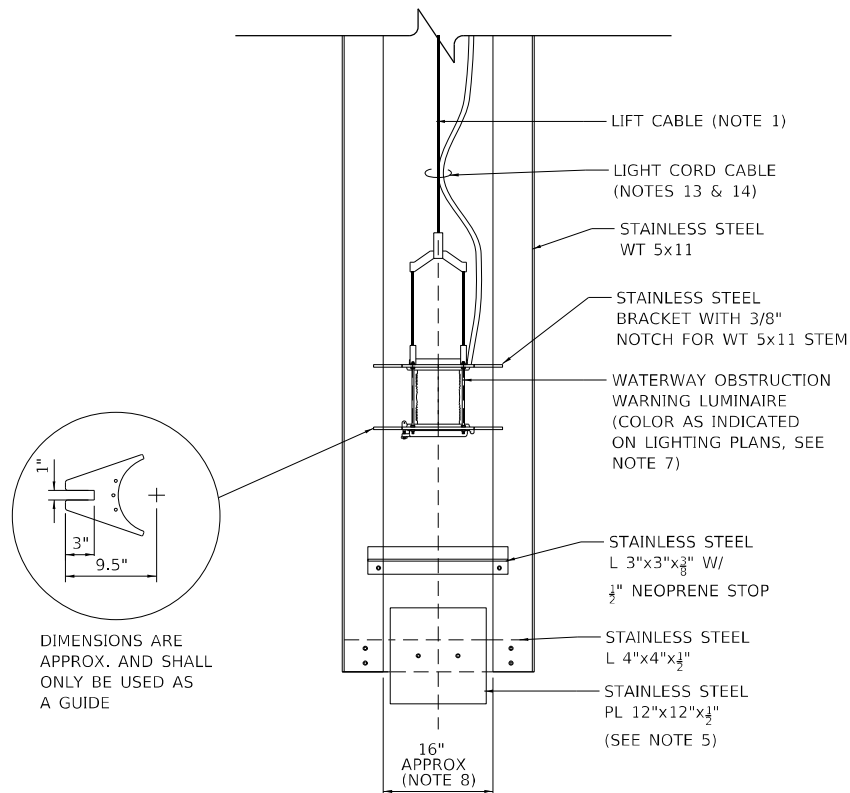
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CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

**NOTES:**

1. THE LIFT CABLE SHALL BE 3/16" STAINLESS STEEL.
2. THE WINCH SHALL BE STAINLESS STEEL WITH STAINLESS STEEL SPRINGS AND AUTOMATIC HAND BRAKE. THE WINCH SHALL BE EQUIPPED WITH A STAINLESS STEEL WEATHERPROOF COVER WHICH SHALL BE CAPABLE OF BEING PADLOCKED. A WINCH HANDLE SHALL BE REMOVABLE AND SHALL BE PROVIDED TO THE DISTRICT FOR EACH WINCH.
3. ALL HARDWARE SHALL BE STAINLESS STEEL IN ACCORDANCE WITH AASHTO M232. ALL BOLTS SHALL BE 5/8" STAINLESS STEEL WITH STAINLESS STEEL LOCKNUTS AND WASHERS, UNLESS OTHERWISE NOTED. ALL HOLES SHALL BE SIZED 1/8" LARGER THAN THE SPECIFIED BOLT DIAMETER.
4. ALL SUPPORT STRUCTURE DESIGN IS BASED ON 10"x11"H WATERWAY OBSTRUCTION WARNING LUMINAIRE. THE CONTRACTOR SHALL SUBMITTING SHOP DRAWINGS STAMPED BY A LICENSED STRUCTURAL ENGINEER FOR THE SUPPORT SYSTEM.
5. 12"x12"x1/8" STAINLESS STEEL PLATE SHALL BE PROVIDED WITH HIGH INTENSITY REFLECTIVE SHEETING.
6. ALL STRUCTURAL SUPPORT STEEL, PLATES, SPUR GEAR, WINCH, LUMINAIRE, CORD CABLE AND ASSOCIATED HARDWARE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE "WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED" OF THE COLOR AS INDICATED ON THE LIGHTING PLANS. CONDUIT AND WIRE EMBEDDED IN CONCRETE PARAPET WALLS, AND JUNCTION BOX SHALL BE PAID FOR SEPARATELY.
7. RED WATERWAY OBSTRUCTION WARNING LUMINAIRES SHALL HAVE 180 DEG LENS, AND GREEN WATERWAY OBSTRUCTION WARNING LUMINAIRES SHALL HAVE A 360 DEG LENS. LUMINAIRES SHALL BE PROVIDED WITH INDICATING LIGHTS TO PROVIDE LAMP FAILURE STATUS. INDICATING LIGHTS SHALL BE REMOTE MOUNTED TO THE FACE OF THE JUNCTION BOX.
8. DIMENSION IS BASED ON REUSING EXISTING STEEL SUPPORTS MOUNTED TO STEEL BEAMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXACT DIMENSIONS.
9. LUMINAIRE CORD CABLE SHALL BE ACCESSIBLE FROM BRIDGE. A STAINLESS STEEL CABLE HOOK SHALL BE MOUNTED TO THE FACE OF THE PARAPET.
10. ANCHOR BOLTS SHALL BE IN ACCORDANCE WITH ARTICLE 509.03 OF THE STANDARD SPECIFICATIONS.
11. CONTRACTOR SHALL NOT DRILL THROUGH EXISTING REINFORCEMENT. CONTRACTOR SHALL LOCATE REINFORCEMENT PRIOR TO DRILLING FOR PROPOSED CONDUITS USING NON-DESTRUCTIVE METHODS. IF EXISTING REINFORCEMENT IS ENCOUNTERED DURING DRILLING OPERATION, THE CONTRACTOR SHALL RELOCATE HOLE AND FILL INCOMPLETE HOLE WITH A CHEMICAL ADHESIVE RESIN SYSTEM. CORING THE DECK FOR CONDUITS TO BE EMBEDDED IN PROPOSED PARAPET AND MEDIAN BARRIER WALLS SHALL INCLUDED IN THE CONTRACT UNIT PRICE FOR "CONDUIT, EMBEDDED IN STRUCTURE."
12. THE WATERWAY OBSTRUCTION WARNING LUMINAIRE INCLUDING STAINLESS STEEL SUPPORT SYSTEM, 1" CONDUIT EMBEDDED IN PARAPET WALL, WINCH, WINCH HANDLE, WINCH COVER, STAINLESS STEEL CABLE, LUMINAIRE CORD CABLE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "WATERWAY OBSTRUCTION WARNING LUMINAIRE." THE JUNCTION BOX SHALL BE PAID FOR SEPARATELY.

**NOTES (CONTINUED):**

13. FLEXIBLE LIGHT CORD CABLE SHALL BE ROUTED FROM THE WATERWAY OBSTRUCTION WARNING LUMINAIRE TO THE STAINLESS STEEL JUNCTION BOX EMBEDDED IN PARAPET WALL. LIGHT CORD CABLE SHALL BE ATTACHED TO SS LIFT CABLE WITH SLIP RINGS OR CORD GRIPS.
14. LUMINAIRE LIGHT CORD CABLE SHALL BE FLEXIBLE CABLE WITH SOOW INSULATION, 600V RATED, FOR EXTERIOR LOCATIONS, WEATHER RESISTANT, AND SUN LIGHT RESISTANT. CONTRACTOR SHALL COORDINATE LIGHT CORD LENGTH WITH MANUFACTURER TO PROVIDE NECESSARY SLACK.



**WATERWAY OBSTRUCTION WARNING LUMINAIRE DETAILS**

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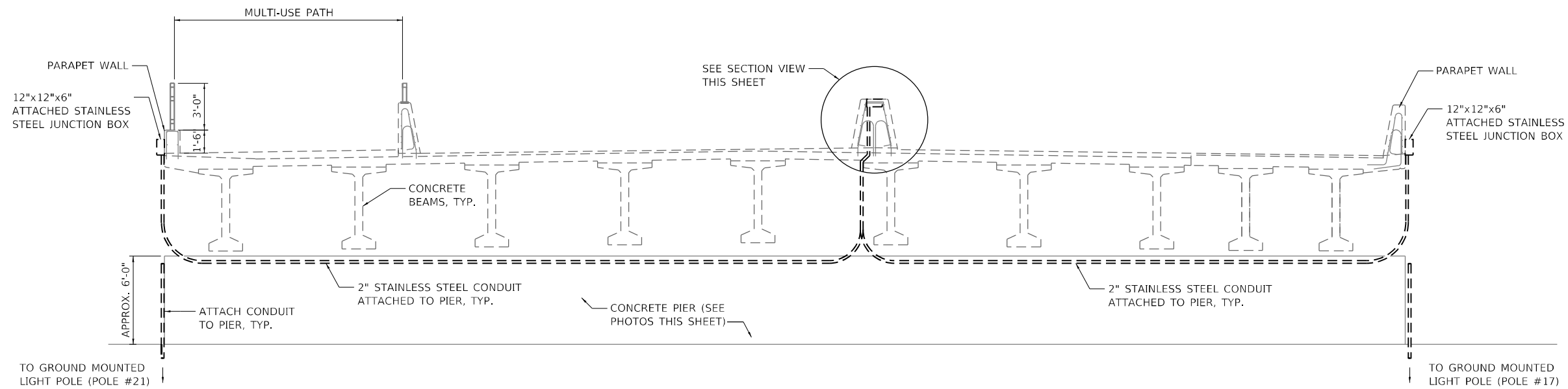
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
 LIGHTING DETAILS**

SCALE: N.T.S. SHEET 04 OF 08 SHEETS STA. TO STA.

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 107
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

PEORIA / TAZEWELL



**CONDUIT ATTACHMENT AT PIER 16**  
N.T.S.

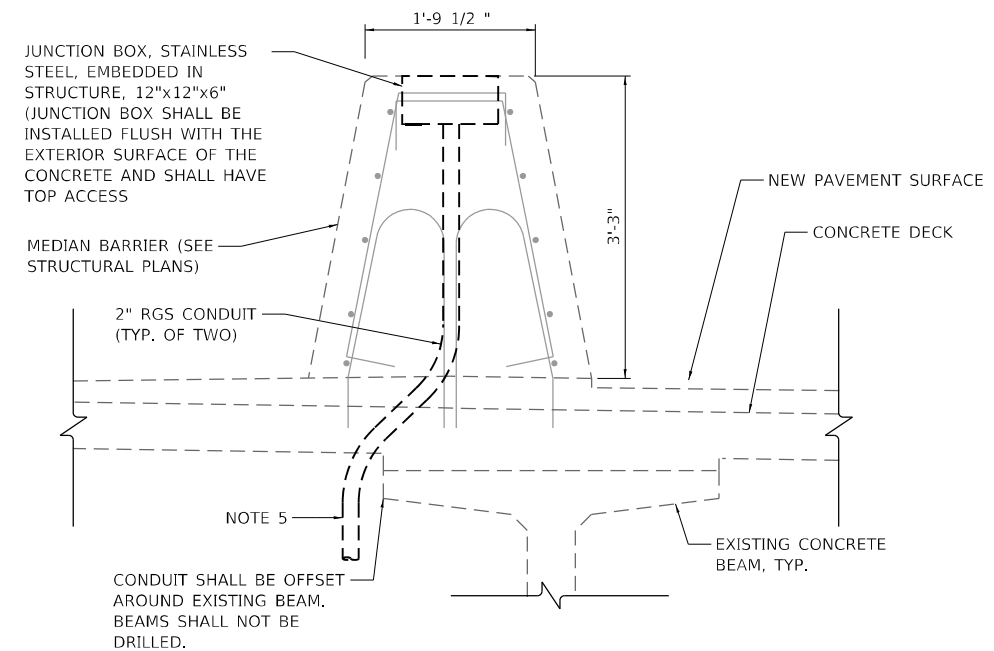
**NOTES:**

1. CONTRACTOR SHALL NOT DRILL THROUGH EXISTING REINFORCEMENT. CONTRACTOR SHALL LOCATE REINFORCEMENT PRIOR TO DRILLING FOR PROPOSED CONDUITS USING NON-DESTRUCTIVE METHODS. IF EXISTING REINFORCEMENT IS ENCOUNTERED DURING DRILLING OPERATION, THE CONTRACTOR SHALL RELOCATE HOLE AND FILL INCOMPLETE HOLE WITH A CHEMICAL ADHESIVE RESIN SYSTEM. CORING THE DECK FOR CONDUITS TO BE EMBEDDED IN PROPOSED PARAPET AND MEDIAN BARRIER WALLS SHALL INCLUDED IN THE CONTRACT UNIT PRICE FOR "CONDUIT, EMBEDDED IN STRUCTURE."
2. CONDUIT SHALL BE SUPPORTED AT A MAXIMUM OF 5 FT INTERVALS.
3. ALL MOUNTING HARDWARE SHALL BE STAINLESS STEEL.
4. ELECTRICAL CONTRACTOR SHALL COORDINATE ALL WORK WITH BRIDGE CONTRACTOR.



OFFSET ELECTRICAL CONDUIT FROM THE PIER WALL TO AVOID EXISTING DRAINAGE PIPING TO REMAIN

**PHOTO OF WEST FACE OF PIER 16**  
N.T.S.



**SECTION THROUGH MEDIAN BARRIER**  
N.T.S.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
LIGHTING DETAILS**

SCALE: N.T.S. SHEET 05 OF 08 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	108
CONTRACT NO. 68F38				

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL



Illinois Department of Transportation Luminaire Performance Table									
Project									
Date	Contract Number	Section Number	County						
06/07/22	68F38	50 (BDR, BJR, BRR, L)	Peoria						
Marked Route Number									
IL Route 40		Peoria/East Peoria							
Roadway									
Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value					
76 ft	4	3 ft	R3	0.07					
Structure									
Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)						
51 ft	6 ft	0 ft	Twin						
Luminaire									
Description		I.E.S. Lateral Distribution			I.E.S. Vertical Distribution				
LED, Output Designation G		Medium			Type II				
Total Light Loss Factor (LLF)		B-U-G Rating		Shields		Dimming Protocol			
0.70		U = 0		N/A		0-10V			
Layout									
Spacing (to Nearest 5 ft)		Configuration (Opposite, Staggered, 1 Sided, or Median)							
200 ft		Median							
Performance									
Average Illuminance, E <sub>ave</sub> (fc)		Uniformity Ratio, E <sub>min</sub> /E <sub>max</sub>							
0.5 (Sidewalk Only)		4.0 (Sidewalk Only)							
Average Luminance, L <sub>ave</sub> (cd/m <sup>2</sup> )		Uniformity Ratio, L <sub>min</sub> /L <sub>max</sub>		Uniformity Ratio, L <sub>max</sub> /L <sub>min</sub>		Veiling Luminance Ratio, L <sub>v</sub> /L <sub>ave</sub>			
0.9		3.0		5.0		0.3			
Light Trespass									
Distance to ROW (behind pole)		Max. Horizontal Illuminance at ROW, E <sub>h</sub>			Max. Vertical Illuminance at ROW, E <sub>v</sub>				
N/A		N/A			N/A				
Notes									
<ol style="list-style-type: none"> <li>Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.</li> <li>Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.</li> <li>Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.</li> <li>Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.</li> <li>Photometric calculations shall be performed in one direction only.</li> <li>Compliance with performance criteria shall be held to one significant digit.</li> <li>Initial lumens of the proposed luminaire may vary from the values specified in the table given in Article 1067.06 of the BDE Special Provision for Luminaire, LED.</li> </ol>									

Printed 07/25/22 BDE 5630 (04/10/19)

**BRIDGE ROADWAY LIGHTING  
LUMINAIRE PERFORMANCE TABLE (FOR  
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G)**

Illinois Department of Transportation Luminaire Performance Table									
Project									
Date	Contract Number	Section Number	County						
06/16/22	68F38	50 (BDR, BJR, BRR, L)	Peoria						
Marked Route Number									
IL Route 40/River Rd/Tractor Drive		Peoria/East Peoria							
Roadway									
Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value					
100 ft	6	0 ft	R3	0.07					
Structure									
Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)						
47.5 ft	15 ft	3 ft	0						
Luminaire									
Description		I.E.S. Lateral Distribution			I.E.S. Vertical Distribution				
LED, Output Designation H		Medium			Type III				
Total Light Loss Factor (LLF)		B-U-G Rating		Shields		Dimming Protocol			
0.70		U = 0		N/A		0-10V			
Layout									
Spacing (to Nearest 5 ft)		Configuration (Opposite, Staggered, 1 Sided, or Median)							
150 ft		Opposite							
Performance									
Average Illuminance, E <sub>ave</sub> (fc)		Uniformity Ratio, E <sub>min</sub> /E <sub>max</sub>							
1.9		3.0							
Average Luminance, L <sub>ave</sub> (cd/m <sup>2</sup> )		Uniformity Ratio, L <sub>min</sub> /L <sub>max</sub>		Uniformity Ratio, L <sub>max</sub> /L <sub>min</sub>		Veiling Luminance Ratio, L <sub>v</sub> /L <sub>ave</sub>			
N/A		N/A		N/A		N/A			
Light Trespass									
Distance to ROW (behind pole)		Max. Horizontal Illuminance at ROW, E <sub>h</sub>			Max. Vertical Illuminance at ROW, E <sub>v</sub>				
N/A		N/A			N/A				
Notes									
<ol style="list-style-type: none"> <li>Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.</li> <li>Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.</li> <li>Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.</li> <li>Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.</li> <li>Photometric calculations shall be performed in one direction only.</li> <li>Compliance with performance criteria shall be held to one significant digit.</li> <li>Initial lumens of the proposed luminaire may vary from the values specified in the table given in Article 1067.06 of the BDE Special Provision for Luminaire, LED.</li> </ol>									

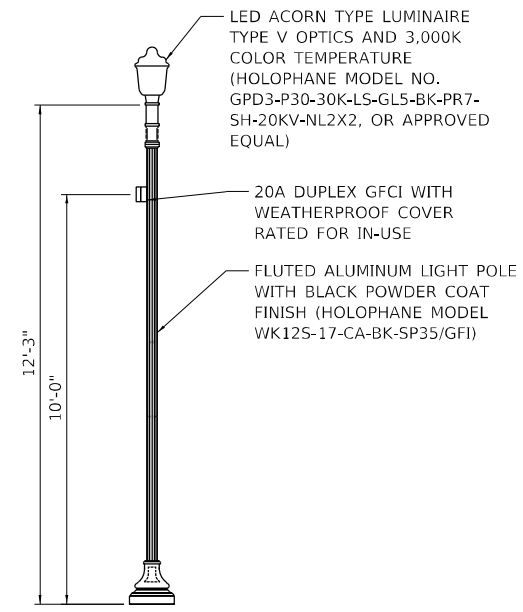
Printed 07/25/22 BDE 5630 (04/10/19)

**INTERSECTION LIGHTING  
LUMINAIRE PERFORMANCE TABLE (FOR  
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H)**

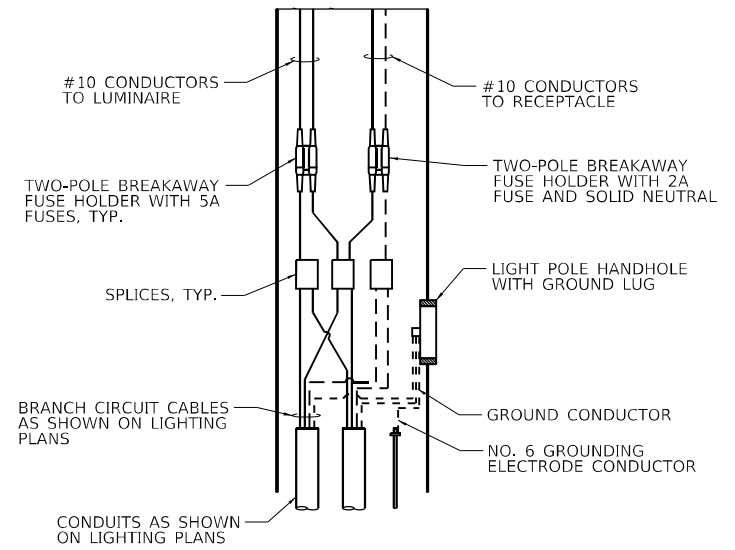
Illinois Department of Transportation Luminaire Performance Table									
Project									
Date	Contract Number	Section Number	County						
06/07/22	68F38	50 (BDR, BJR, BRR, L)	Peoria						
Marked Route Number									
IL Route 40		Peoria/East Peoria							
Roadway									
Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value					
10 ft	1	0 ft	R3	0.07					
Structure									
Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)						
15 ft	0 ft	0 ft	N/A						
Luminaire									
Description		I.E.S. Lateral Distribution			I.E.S. Vertical Distribution				
LED, Output Designation G		Medium			Type II				
Total Light Loss Factor (LLF)		B-U-G Rating		Shields		Dimming Protocol			
0.7		U = 0		N/A		0-10V			
Layout									
Spacing (to Nearest 5 ft)		Configuration (Opposite, Staggered, 1 Sided, or Median)							
75 ft		1 Sided							
Performance									
Average Illuminance, E <sub>ave</sub> (fc)		Uniformity Ratio, E <sub>min</sub> /E <sub>max</sub>							
0.5		4.0							
Average Luminance, L <sub>ave</sub> (cd/m <sup>2</sup> )		Uniformity Ratio, L <sub>min</sub> /L <sub>max</sub>		Uniformity Ratio, L <sub>max</sub> /L <sub>min</sub>		Veiling Luminance Ratio, L <sub>v</sub> /L <sub>ave</sub>			
N/A		N/A		N/A		N/A			
Light Trespass									
Distance to ROW (behind pole)		Max. Horizontal Illuminance at ROW, E <sub>h</sub>			Max. Vertical Illuminance at ROW, E <sub>v</sub>				
N/A		N/A			N/A				
Notes									
<ol style="list-style-type: none"> <li>Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.</li> <li>Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.</li> <li>Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.</li> <li>Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.</li> <li>Photometric calculations shall be performed in one direction only.</li> <li>Compliance with performance criteria shall be held to one significant digit.</li> <li>Initial lumens of the proposed luminaire may vary from the values specified in the table given in Article 1067.06 of the BDE Special Provision for Luminaire, LED.</li> </ol>									

Printed 07/25/22 BDE 5630 (04/10/19)

**PATH LIGHTING  
LUMINAIRE PERFORMANCE TABLE (FOR  
ORNAMENTAL LIGHT UNIT, COMPLETE)**



- NOTES:**
- ABOVE LIGHT POLE, LUMINAIRE, AND GFCI RECEPTACLE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE "ORNAMENTAL LIGHT UNIT, COMPLETE."
  - CONTRACTOR SHALL VERIFY EXISTING BRANCH CIRCUIT VOLTAGE PRIOR TO ORDERING EQUIPMENT.
- ORNAMENTAL LIGHT UNIT, COMPLETE**  
N.T.S.



- NOTES:**
- CONTRACTOR SHALL VERIFY EXISTING BRANCH CIRCUIT VOLTAGE PRIOR TO ORDERING EQUIPMENT.

**ORNAMENTAL LIGHT UNIT  
HANDHOLE WIRING DIAGRAM**  
N.T.S.

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	DRAWN - KL	REVISED -
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PLOT DATE = 9/13/2022	DATE - 8/24/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
LIGHTING DETAILS**

SCALE: N.T.S. SHEET 06 OF 08 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	109
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT # PEORIA / TAZEVELL				



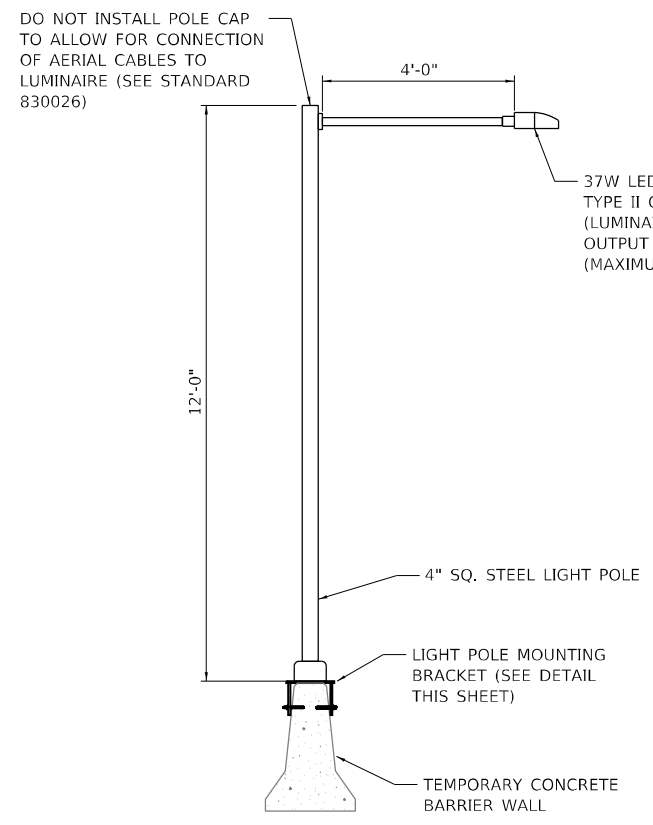
**Luminaire Performance Table**

<b>Project</b>					
Date	Contract Number	Section Number	County		
06/07/22	68F38	50 (BDR, BJR, BRR, L)	Peoria		
<b>Marked Route Number</b>					
IL Route 40	Peoria/East Peoria				
<b>Roadway</b>					
Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value	
17 ft	2	0 ft	R3	C.07	
<b>Structure</b>					
Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)		
15 ft	4 ft	0 ft	N/A		
<b>Luminaire</b>					
Description	I.E.S. Lateral Distribution		I.E.S. Vertical Distribution		
LED, Output Designation C	Medium		Type II		
<b>Total Light Loss Factor (LLF)</b>					
0.70	B-U-G Rating	Shields	Dimming Protocol		
	U = 0	N/A	0-10V		
<b>Layout</b>					
Spacing (to Nearest 5 ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)				
100 ft	1 Sided				
<b>Performance</b>					
Average Illuminance, $E_{avg}$ (fc)	Uniformity Ratio, $E_{min}/E_{max}$				
0.5	4.0				
Average Luminance, $L_{avg}$ (cd/m <sup>2</sup> )	Uniformity Ratio, $L_{min}/L_{max}$	Uniformity Ratio, $L_{max}/L_{min}$	Veiling Luminance Ratio, $L_{v}/L_{ave}$		
N/A	N/A	N/A	N/A		
<b>Light Trespass</b>					
Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, $E_{h}$	Max. Vertical Illuminance at ROW, $E_{v}$			
N/A	N/A	N/A			

- Notes:**
- Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
  - Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
  - Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
  - Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
  - Photometric calculations shall be performed in one direction only.
  - Compliance with performance criteria shall be held to one significant digit.
  - Initial lumens of the proposed luminaire may vary from the values specified in the table given in Article 1067.06 of the BDE Special Provision for Luminaire, LED.

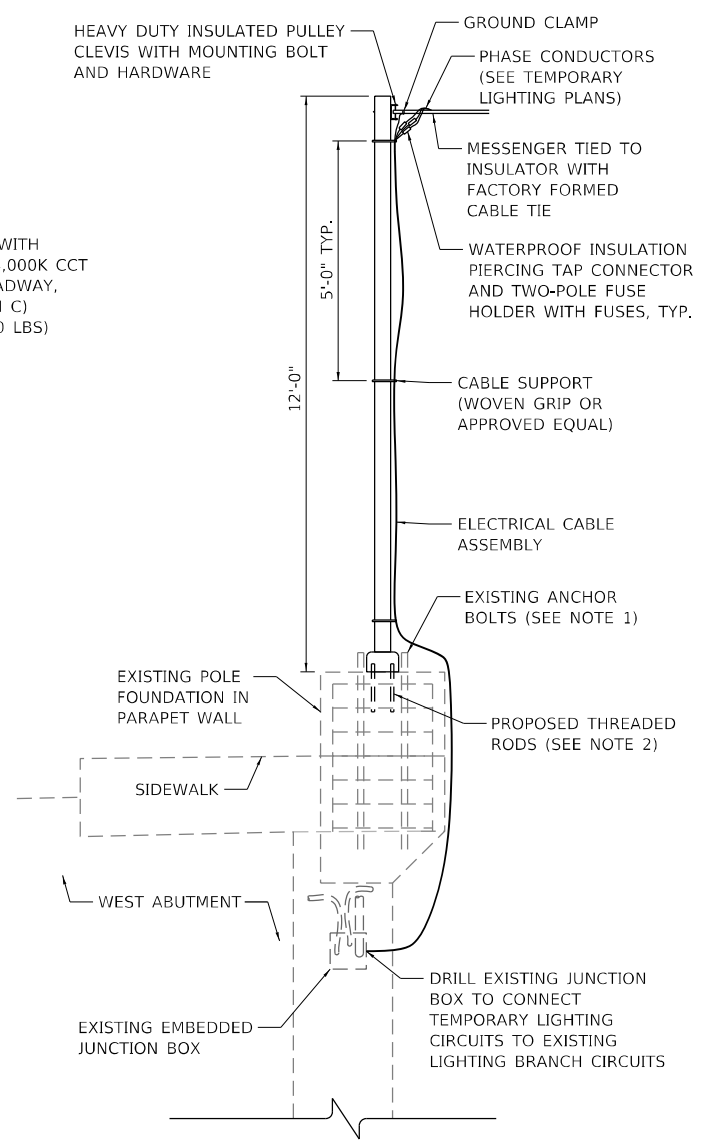
Printed 09/12/22 BDE 5630 (04/10/19)

**TEMPORARY LIGHTING  
LUMINAIRE PERFORMANCE TABLE (FOR  
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION C)**



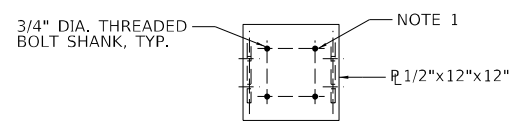
- NOTES:**
- LUMINAIRE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE "LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION C."
  - LIGHT POLE AND MOUNTING BRACKET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE "LIGHT POLE, SPECIAL, 12'."
  - DETAIL IS CONCEPTUAL IN NATURE. CONTRACTOR SHALL MAKE ALL TEMPORARY LIGHTING CONNECTIONS IN ACCORDANCE WITH STANDARD DRAWING NO. 8360026-01.

**WITH LED LUMINAIRE**

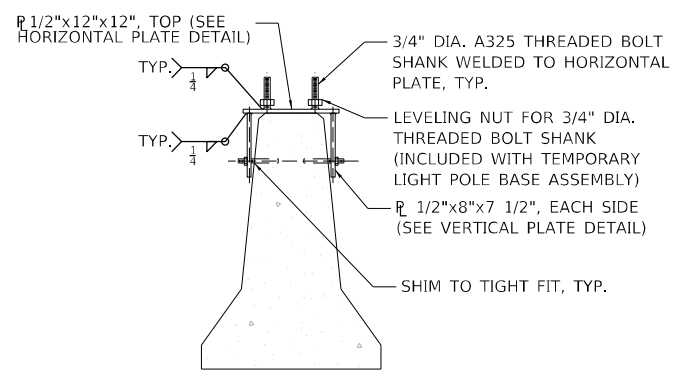


**WITHOUT LED LUMINAIRE**

**LIGHT POLE, SPECIAL, 12'**  
N.T.S.

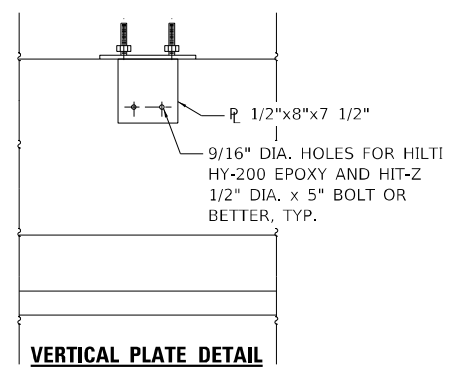


**HORIZONTAL PLATE DETAIL**



**TEMPORARY LIGHT POLE BRACKET DETAIL**

- NOTES:**
- ANCHOR BOLT SHALL BE POSITIONED BASED ON LIGHT POLE BOLT CIRCLE (CONTRACTOR TO COORDINATE).



**VERTICAL PLATE DETAIL**

**TEMPORARY LIGHT POLE BRACKET DETAIL**  
N.T.S.

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PLOT DATE = 9/13/2022	DATE - 8/24/2022	REVISED -

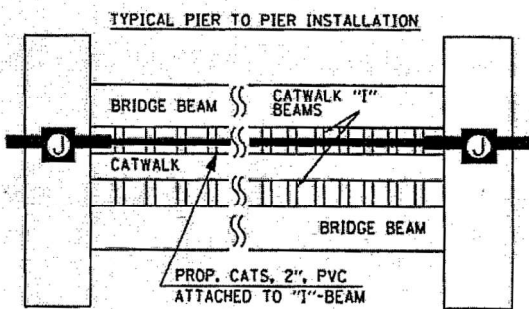
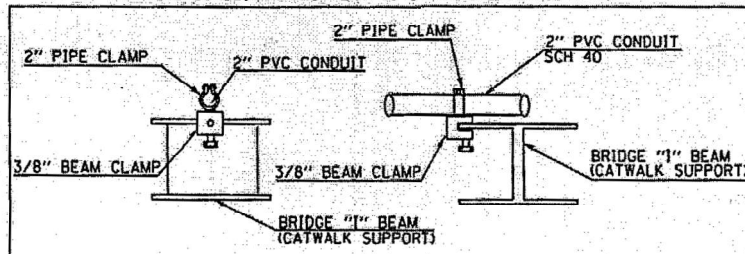
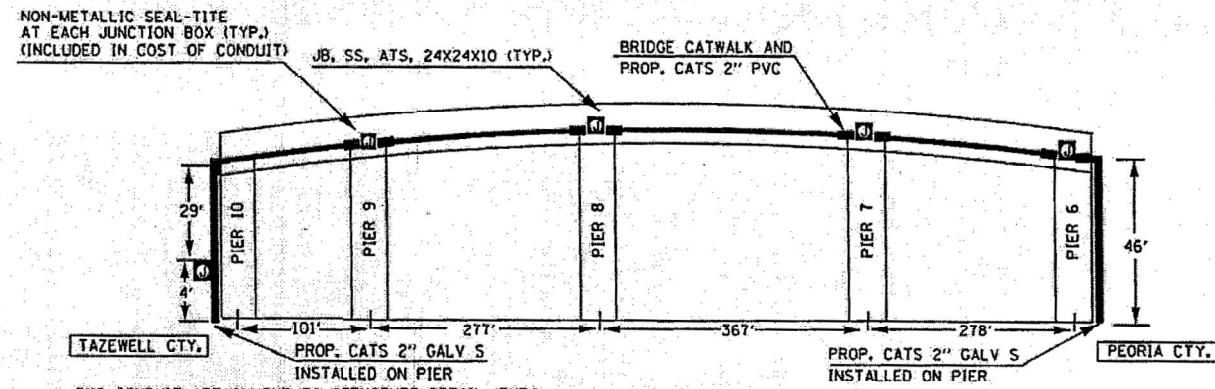
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
LIGHTING DETAILS**

SCALE: N.T.S. SHEET 07 OF 08 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	110
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

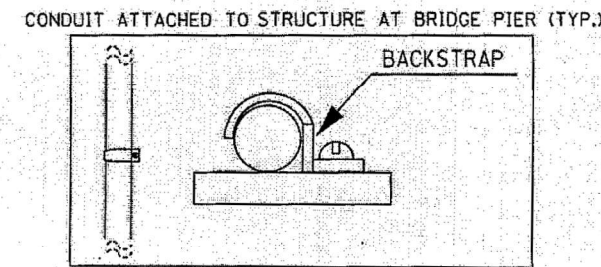
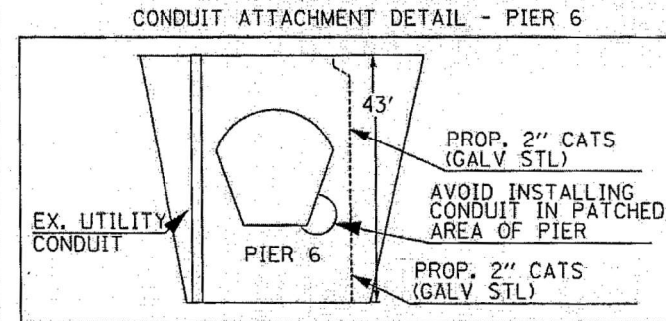
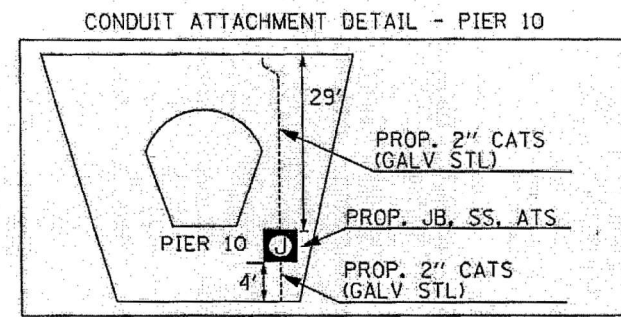
ROUTE		SECTION	COUNTY	SHEET	
MKD.	DESIG.	D4 I-74 ITS SYSTEM-4	PEORIA TAZEWELL	TOTAL	NO.
VAR.	VAR.			20	6



ITEM DESCRIPTION	UNIT	QUANTITY
CONDUIT, ATTACHED TO STRUCTURE, 2" PVC	FOOT	1023
CONDUIT, ATTACHED TO STRUCTURE, 2" GALV STL	FOOT	79
FIBER OPTIC CABLE IN CONDUIT, 48 FIBER, SINGLE MODE	FOOT	1134.5
JUNCTION BOX, SS, ATTACHED TO STRUCTURE, 24X24X10	EACH	5

NOT TO SCALE  
CONDUIT DETAILS  
BOB MICHEL BRIDGE

ROUTE		SECTION	COUNTY	SHEET	
MKD.	DESIG.	D4 I-74 ITS SYSTEM-4	PEORIA TAZEWELL	TOTAL	NO.
VAR.	VAR.			20	7



**BRIDGE CONDUIT INSTALLATION NOTES**

FLEXIBLE CONDUIT SHALL BE INSTALLED AT EACH JUNCTION BOX TO ALLOW FOR EXPANSION. THE COST OF THE FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE BID PRICE FOR THE PVC CONDUIT.

CONDUIT EXPANSION JOINTS AT PIERS 6 AND 9 SHALL MATCH THE MODULAR EXPANSION JOINTS AT THOSE PIERS (13").

CONDUIT CLAMPS USED FOR ATTACHING GALVANIZED STEEL CONDUIT TO BRIDGE PIERS SHALL BE SPACED NO MORE THAT 8 FT. APART.

NO CLAMPS OR ATTACHMENTS OF ANY KIND SHALL BE INSTALLED IN THE PATCHED AREA ON PIER 6.

A SUITABLE COUPLING SHALL BE PROVIDED TO CONNECT THE GALVANIZED STEEL CONDUIT TO THE PVC CONDUIT.

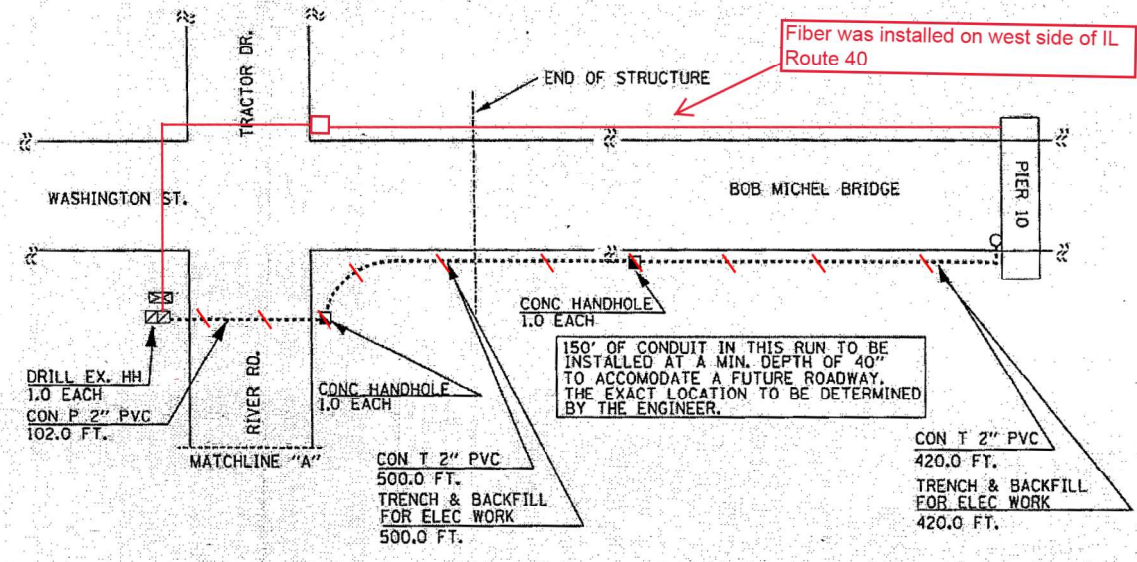
"I"-BEAMS FOR CATWALK SUPPORT ARE LOCATED APPROXIMATELY 4 TO 6 FT. APART. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXACT QUANTITY OF CLAMPS REQUIRED TO ATTACH THE 2" PVC CONDUIT TO EACH "I"-BEAM.

JUNCTION BOXES SHALL BE SECURELY ATTACHED TO BRIDGE STRUCTURE. METHOD OF ATTACHMENT TO BE APPROVED BY THE ENGINEER.

NOT TO SCALE  
CONDUIT DETAILS  
BOB MICHEL BRIDGE

DRAWINGS AND DETAILS FOR THE EXISTING FIBER OPTIC INSTALLATION ARE PROVIDED FOR REFERENCE ONLY.

ROUTE		SECTION	COUNTY	SHEET	
MKD.	DESIG.	D4 I-74 ITS SYSTEM-4	PEORIA TAZEWELL	TOTAL	NO.
VAR.	VAR.			20	8



ITEM DESCRIPTION	UNIT	QUANTITY
CONCRETE HANDHOLE	EACH	2
DRILL EXISTING HANDHOLE	EACH	1
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	920
CONDUIT PUSHED, 2" DIA., PVC	FOOT	102
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	920
FIBER OPTIC CABLE IN CONDUIT, 48 FIBER, SINGLE MODE	FOOT	1048

NOT TO SCALE  
CONDUIT DETAILS  
IL 40 & CAMP ST.  
EAST PEORIA  
TAZEWELL COUNTY

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BOB MICHEL BRIDGE REHABILITATION  
LIGHTING DETAILS

SCALE: N.T.S. SHEET 08 OF 08 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	111
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

PEORIA / TAZEWELL

**CONSTRUCTION NOTES**

- THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
- ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
- THE LOCATIONS FOR HANDHOLES AND CONCRETE FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
- ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" SINGLE LED LENSES AND VISORS.
- THE RED SECTIONS OF THE SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 16 FT. MINIMUM CLEARANCE FROM THE HIGHEST POINT OF THE ROADWAY TO BOTTOM OF THE SIGNAL BACKPLATE.
- ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE GALVANIZED STEEL WITH A NATURAL FINISH FOR MAST ARMS WITH A GALVANIZED FINISH.
- ALL TRAFFIC SIGNAL STRUCTURES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES).
- THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
- ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 873.04.
- THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
- PROPOSED HANDHOLES SHALL BE CAST-IN-PLACE CONCRETE HANDHOLES.
- THE HANDHOLES SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE SHOULDER OR GROUND LINE.
- ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
- SDR 13.5 HDPE COILABLE DUCT MAY BE USED IN PLACE OF SCHEDULE 40 PVC CONDUIT.
- NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.
- THE DEPARTMENT WILL PROGRAM THE VIDEO DETECTION SYSTEM AFTER INSTALLATION.
- THE PROPOSED ELECTRICAL SERVICE INSTALLATION SHALL BE LOCATED WITHIN 10 FT. OF THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH UTILITY COMPANY REQUIREMENTS.
- VIDEO DETECTION CAMERAS SHALL BE INSTALLED AT A MINIMUM MOUNTING HEIGHT OF 45 FT AND A MAXIMUM MOUNTING HEIGHT OF 47 FT.
- THE CONTRACTOR SHALL FURNISH AND INSTALL NEW CAT 5 ETHERNET CABLE TO THE PROPOSED VIDEO DETECTION CAMERAS. THE COST OF THIS WORK SHALL BE PAID FOR SEPARATELY AS "CAT 5 ETHERNET CABLE".
- THE CONTRACTOR SHALL INSTALL THE PROPOSED VIDEO DETECTION CAMERA BRACKET ON THE STRAIN POLE OF THE MAST ARM AS SPECIFIED ON THE PLAN SHEETS. THE CAMERA BRACKET SHALL BE SECURED TO THE STRAIN POLE AT TWO LOCATIONS USING TWO SEPARATE ALUMINUM BRACKETS WITH STAINLESS STEEL BANDING. THE CONTRACTOR SHALL INSTALL SET SCREWS AND ADDITIONAL HARDWARE AS NEEDED TO ENSURE THAT THE CAMERA AND CAMERA BRACKET DOES NOT LOOSEN. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED VIDEO DETECTION SYSTEM.
- TRAFFIC SIGNAL BACKPLATES SHALL HAVE A 3" RETROREFLECTIVE BORDER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE."
- TRAFFIC SIGNAL HEAD BRACKETS INSTALLED ON PAINTED MAST ARMS SHALL BE POWDER COATED TO MATCH THE FINISH OF THE MAST ARM. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE PROPOSED MAST ARM.
- PEDESTRIAN PUSH BUTTON POSTS SHALL BE CONSTRUCTED WITH A THREADED PIPE FLANGE WITH 6" BOLT CIRCLE IN ACCORDANCE WITH THE PLAN DETAIL SHEET.

**SUMMARY OF QUANTITIES**

DESCRIPTION	UNIT	IL 40 AT ADAMS ST	IL 40 AT RIVER RD / TRACTOR DR
		TOTAL	TOTAL
SIGN PANEL - TYPE 1	SQ FT	24	7
ELECTRIC SERVICE INSTALLATION	EACH	1	
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT		14
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	56	119
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	361	263
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH		2
HEAVY-DUTY HANDHOLE, PORTLAND CEMENT CONCRETE	EACH		2
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	2,147	530
PAINT NEW TRAFFIC SIGNAL POST	EACH	1	
PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FOOT	EACH	1	
PAINT NEW COMBINATION MAST ARM AND POLE, 40 FOOT AND OVER	EACH	1	
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	875	1,363
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,913	1,447
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	871	648
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	895	
TRAFFIC SIGNAL POST, 10 FT.	EACH	1	3
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE I	EACH	3	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	1	
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1	
CONCRETE FOUNDATION, TYPE A	FOOT	3	12
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28	
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT		27
DRILL EXISTING HANDHOLE	EACH	2	2
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5	
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2	
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	1	
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1	
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6	4
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	9	
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1
RELOCATE EXISTING SIGNAL HEAD	EACH		6
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH		3
RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH		1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH		1
MODIFY EXISTING CONTROLLER CABINET	EACH	1	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1
REBUILD EXISTING HANDHOLE	EACH	2	
REMOVE EXISTING HANDHOLE	EACH	1	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3	5
WIDE AREA VIDEO DETECTION SYSTEM COMPLETE	EACH	1	
VIDEO VEHICLE DETECTION, 1 CAMERA	EACH		1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT		260
PAINT NEW PEDESTRIAN PUSH-BUTTON POST	EACH	3	
CAT 5 ETHERNET CABLE	FOOT	276	378
RELOCATE EXISTING PTZ CAMERA	EACH	1	
INTERCEPT EXISTING CONDUIT	EACH	1	
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10	10
REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH		1

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
TRAFFIC SIGNALS SUMMARY OF QUANTITIES**

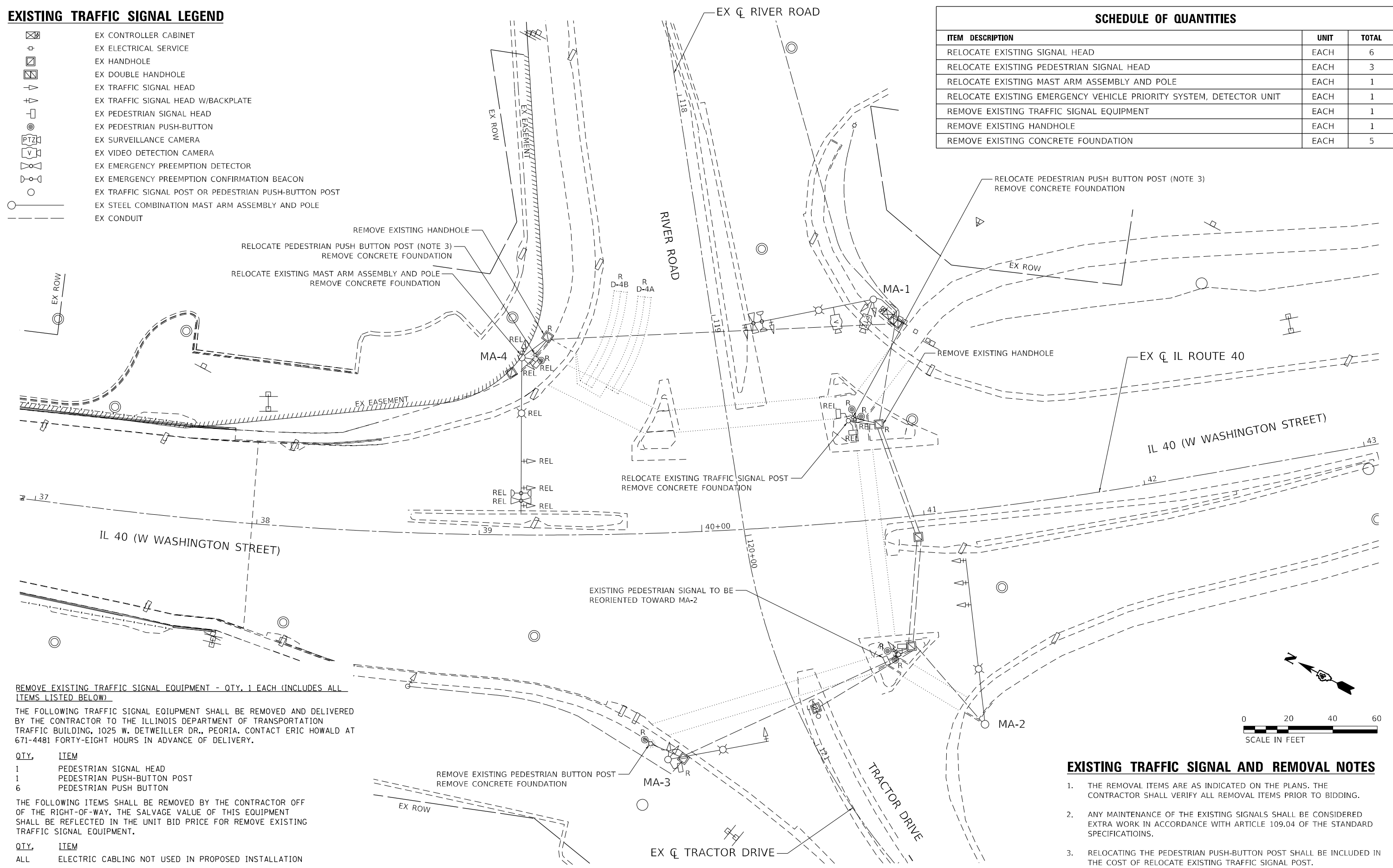
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	112
CONTRACT NO. 68F38				
ILLINOIS		FED. AID PROJECT		

**EXISTING TRAFFIC SIGNAL LEGEND**

	EX CONTROLLER CABINET
	EX ELECTRICAL SERVICE
	EX HANDHOLE
	EX DOUBLE HANDHOLE
	EX TRAFFIC SIGNAL HEAD
	EX TRAFFIC SIGNAL HEAD W/BACKPLATE
	EX PEDESTRIAN SIGNAL HEAD
	EX PEDESTRIAN PUSH-BUTTON
	EX SURVEILLANCE CAMERA
	EX VIDEO DETECTION CAMERA
	EX EMERGENCY PREEMPTION DETECTOR
	EX EMERGENCY PREEMPTION CONFIRMATION BEACON
	EX TRAFFIC SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
	EX STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
	EX CONDUIT

SCHEDULE OF QUANTITIES		
ITEM DESCRIPTION	UNIT	TOTAL
RELOCATE EXISTING SIGNAL HEAD	EACH	6
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	3
RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	5



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - QTY. 1 EACH (INCLUDES ALL ITEMS LISTED BELOW)

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC BUILDING, 1025 W. DETWEILLER DR., PEORIA. CONTACT ERIC HOWALD AT 671-4481 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

QTY.	ITEM
1	PEDESTRIAN SIGNAL HEAD
1	PEDESTRIAN PUSH-BUTTON POST
6	PEDESTRIAN PUSH BUTTON

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

QTY.	ITEM
ALL	ELECTRIC CABLING NOT USED IN PROPOSED INSTALLATION

**EXISTING TRAFFIC SIGNAL AND REMOVAL NOTES**

1. THE REMOVAL ITEMS ARE AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL REMOVAL ITEMS PRIOR TO BIDDING.
2. ANY MAINTENANCE OF THE EXISTING SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
3. RELOCATING THE PEDESTRIAN PUSH-BUTTON POST SHALL BE INCLUDED IN THE COST OF RELOCATE EXISTING TRAFFIC SIGNAL POST.



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
TRAFFIC SIGNAL REMOVAL PLAN  
IL 40 AT TRACTOR DRIVE / RIVER ROAD**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	113
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

### EXISTING CABLE DIAGRAM

### EXISTING PHASE DIAGRAM

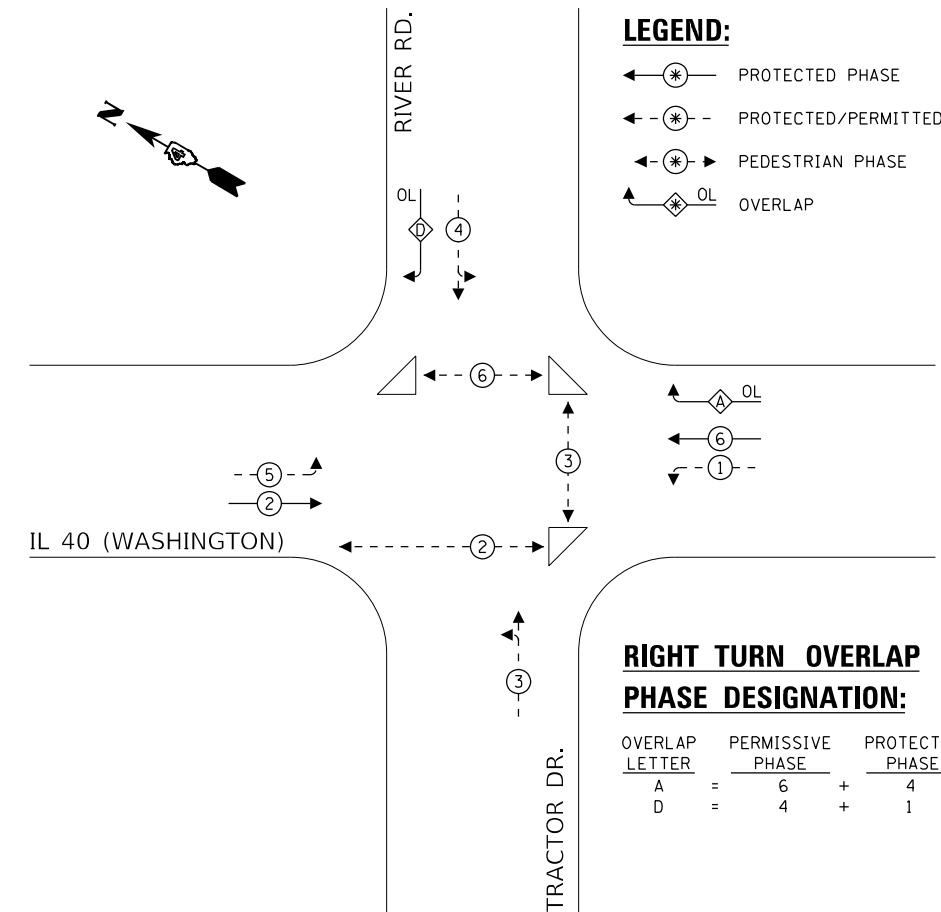
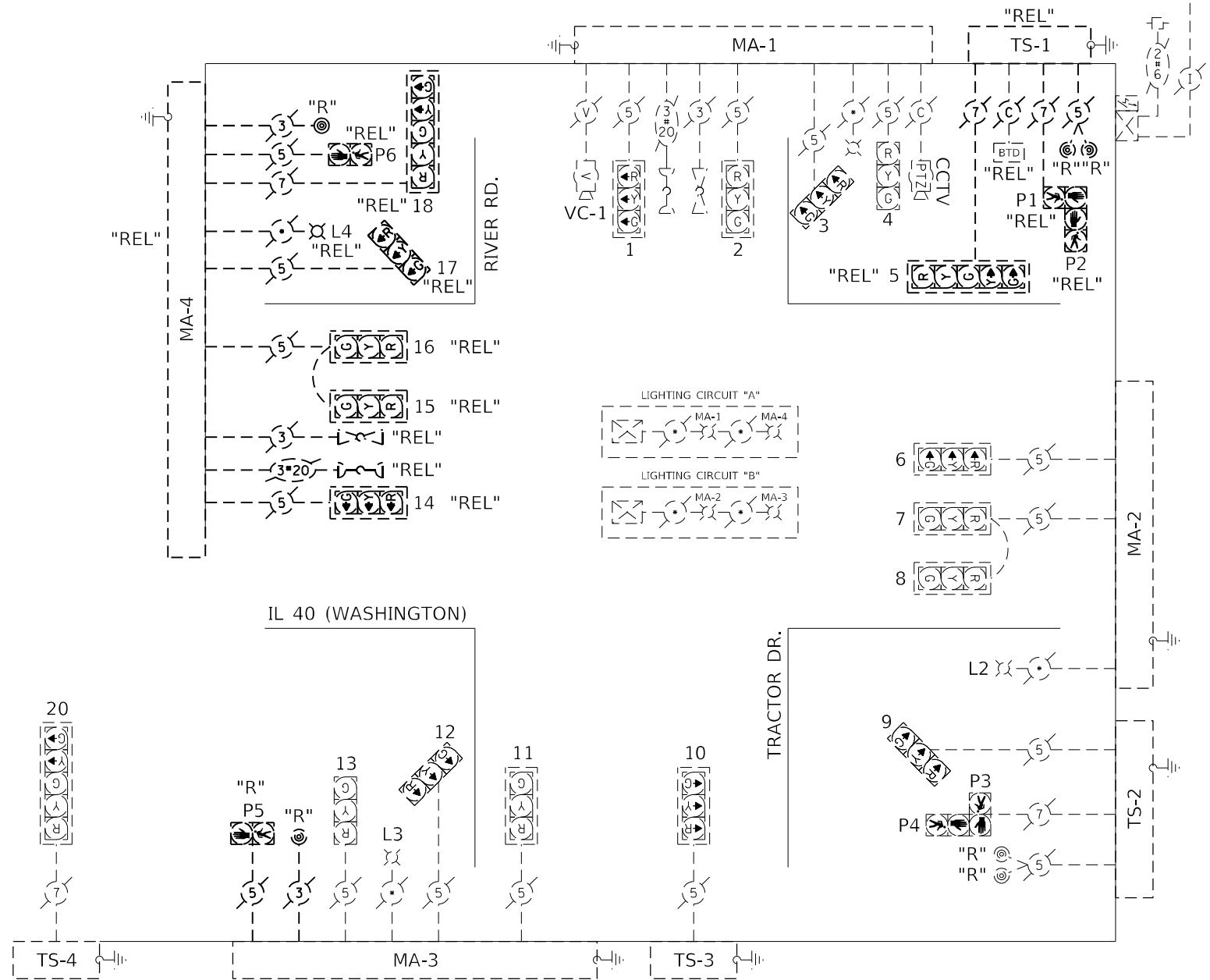
INTERSECTION: IL 40 (WASHINGTON) & RIVER RD./TRACTOR DR.  
 EXISTING CONTROLLER: ECONOLITE ASC/25 IN TYPE IV CABINET  
 TS-2 BACKPLATE

#### LEGEND:

- ← ⊛ → PROTECTED PHASE
- ← ⊛ - - PROTECTED/PERMITTED PHASE
- ← ⊛ ⊛ → PEDESTRIAN PHASE
- ← ⊛ OL → OVERLAP

#### RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 6	+ 4
D	= 4	+ 1



### TRAFFIC SIGNALS LEGEND

- |  |                                |  |   |       |  |
|--|--------------------------------|--|---|-------|--|
|  | EX. SIGNAL CONTROLLER WITH UPS |  | EX. 3/C NO. 14 SIGNAL CABLE               |       | EX. VIDEO DETECTION CAMERA             |
|  | EX. SERVICE INSTALLATION       |  | EX. 5/C NO. 14 SIGNAL CABLE               | MA-3  | EX. COMBINATION MAST ARM POLE ASSEMBLY |
|  | EX. SIGNAL HEAD WITH BACKPLATE |  | EX. 7/C NO. 14 SIGNAL CABLE               | TS-3  | EX. TRAFFIC SIGNAL POST                |
|  | EX. PEDESTRIAN SIGNAL HEAD     |  | EX. EMERGENCY VEHICLE LIGHT DETECTOR      | "REL" | EQUIPMENT TO BE RELOCATED              |
|  | EX. PEDESTRIAN PUSH-BUTTON     |  | EX. EMERGENCY VEHICLE CONFIRMATION BEACON | "R"   | EQUIPMENT TO BE REMOVED                |

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DESIGNED - DTJ  
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 CHECKED - JMV  
 DATE - 8/24/2022

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BOB MICHEL BRIDGE REHABILITATION  
 EXISTING TRAFFIC SIGNAL CABLE PLAN AND PHASE DIAGRAM  
 IL 40 AT TRACTOR DRIVE / RIVER ROAD

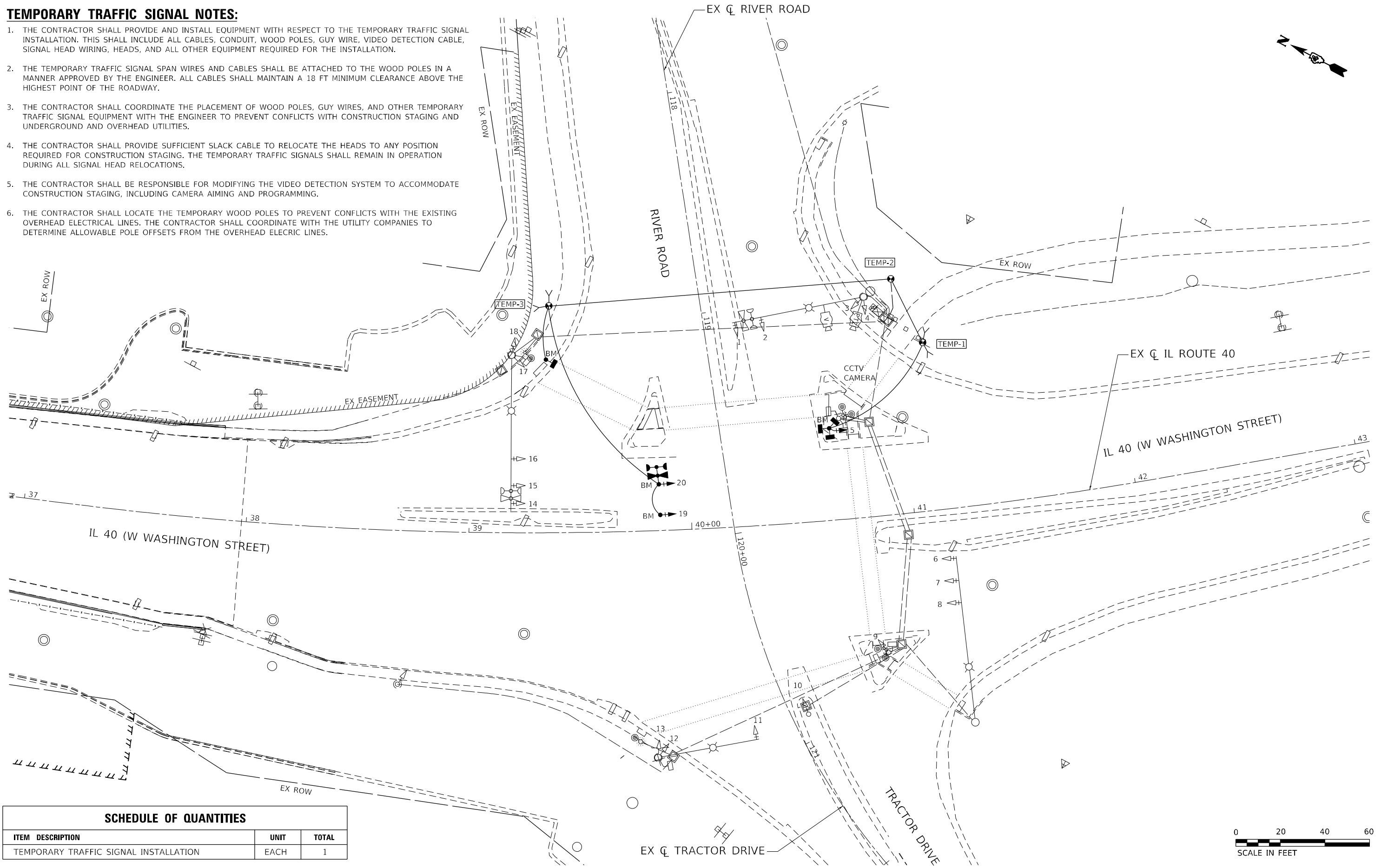
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	114
CONTRACT NO. 68F38				

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL

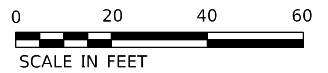
**TEMPORARY TRAFFIC SIGNAL NOTES:**

1. THE CONTRACTOR SHALL PROVIDE AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, CONDUIT, WOOD POLES, GUY WIRE, VIDEO DETECTION CABLE, SIGNAL HEAD WIRING, HEADS, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
2. THE TEMPORARY TRAFFIC SIGNAL SPAN WIRES AND CABLES SHALL BE ATTACHED TO THE WOOD POLES IN A MANNER APPROVED BY THE ENGINEER. ALL CABLES SHALL MAINTAIN A 18 FT MINIMUM CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.
3. THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF WOOD POLES, GUY WIRES, AND OTHER TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH THE ENGINEER TO PREVENT CONFLICTS WITH CONSTRUCTION STAGING AND UNDERGROUND AND OVERHEAD UTILITIES.
4. THE CONTRACTOR SHALL PROVIDE SUFFICIENT SLACK CABLE TO RELOCATE THE HEADS TO ANY POSITION REQUIRED FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMMODATE CONSTRUCTION STAGING, INCLUDING CAMERA AIMING AND PROGRAMMING.
6. THE CONTRACTOR SHALL LOCATE THE TEMPORARY WOOD POLES TO PREVENT CONFLICTS WITH THE EXISTING OVERHEAD ELECTRICAL LINES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES TO DETERMINE ALLOWABLE POLE OFFSETS FROM THE OVERHEAD ELECTRIC LINES.



**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNIT	TOTAL
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
TEMPORARY TRAFFIC SIGNAL PLAN - PRE-STAGE  
IL 40 AT TRACTOR DRIVE / RIVER ROAD**

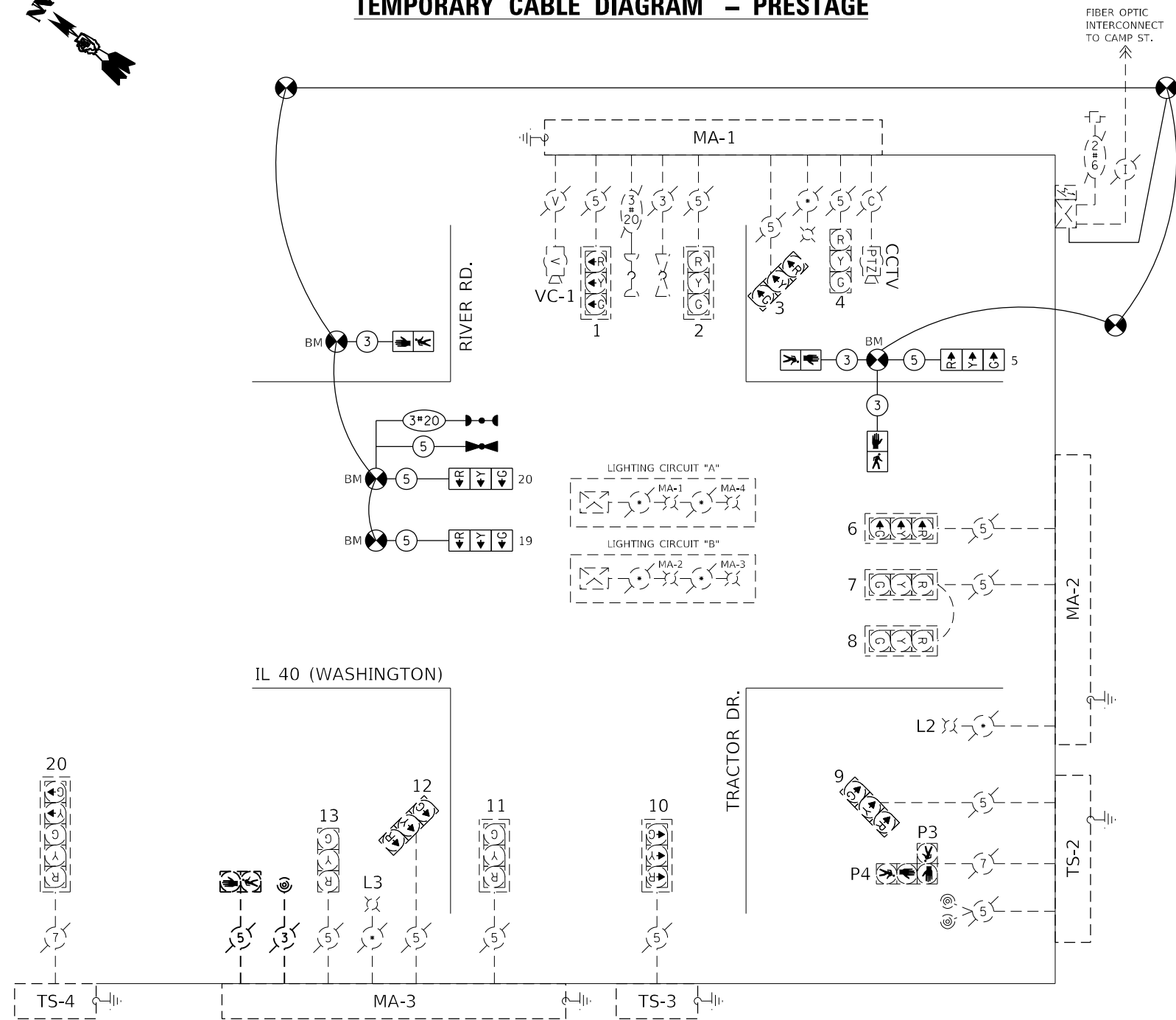
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				



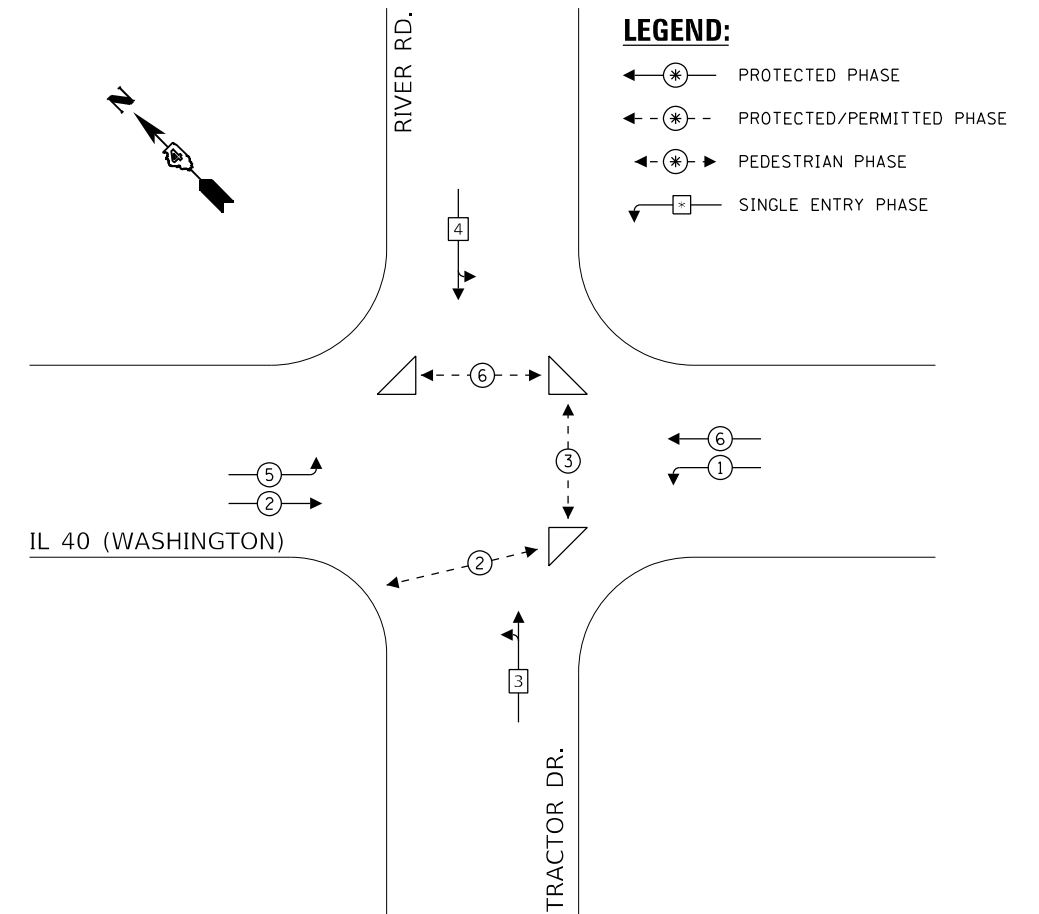


## TEMPORARY CABLE DIAGRAM – PRESTAGE



## TEMPORARY PHASE DIAGRAM – PRESTAGE

INTERSECTION: IL 40 (WASHINGTON) & RIVER RD./TRACTOR DR.



## TRAFFIC SIGNALS LEGEND

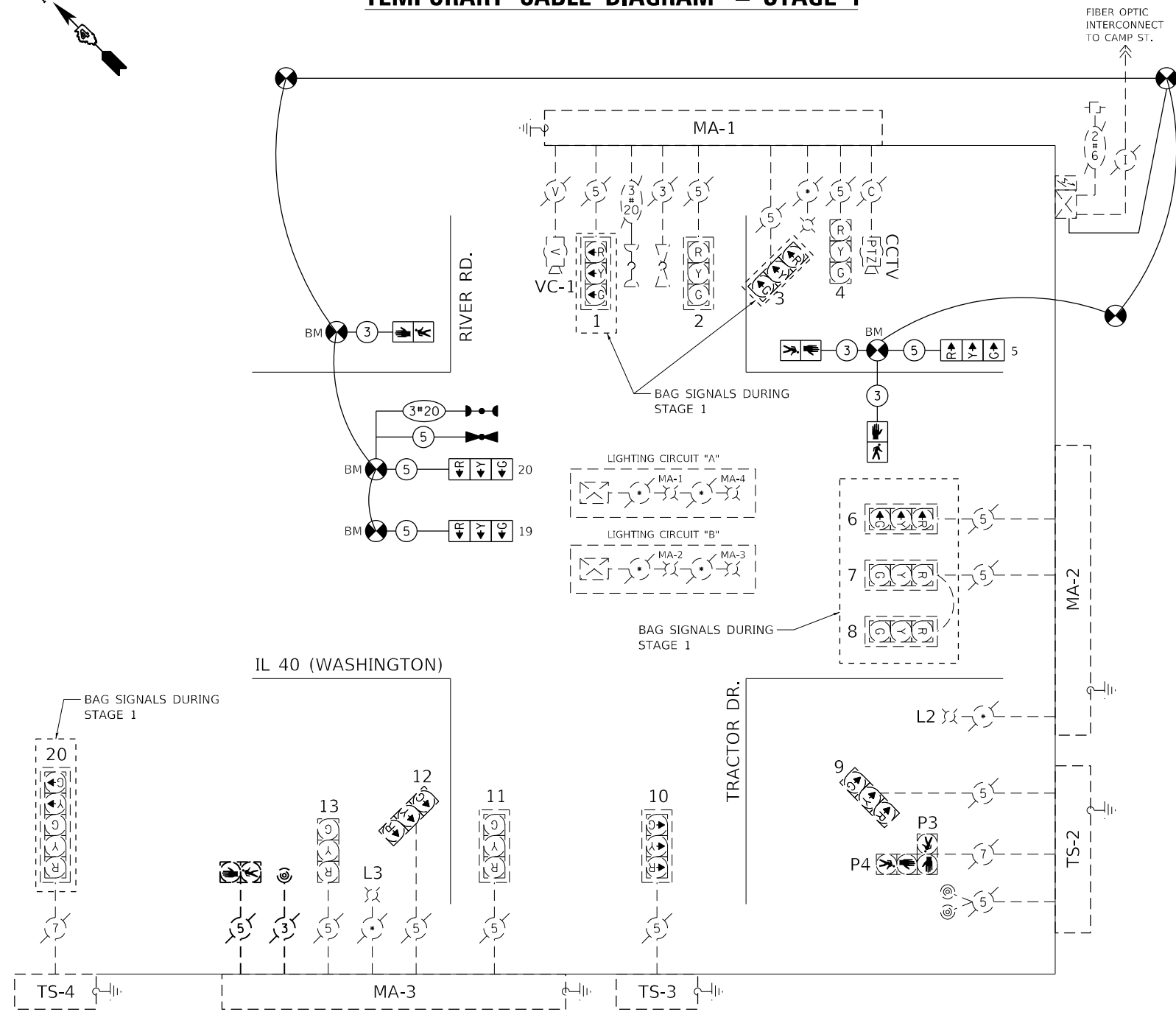
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|--|---------------------------------|--|--|--|-----------------------------|
|  | TEMP SIGNAL CONTROLLER WITH UPS |  | TEMP 3/C NO. 14 SIGNAL CABLE               |  | TEMP VIDEO DETECTION CAMERA |
|  | EX. SERVICE INSTALLATION        |  | TEMP 5/C NO. 14 SIGNAL CABLE               |  | TEMP LUMINAIRE              |
|  | TEMP SIGNAL HEAD WITH BACKPLATE |  | TEMP 7/C NO. 14 SIGNAL CABLE               |  | TEMP WOOD POLE              |
|  | TEMP PEDESTRIAN SIGNAL HEAD     |  | TEMP EMERGENCY VEHICLE LIGHT DETECTOR      |  |                             |
|  |                                 |  | TEMP EMERGENCY VEHICLE CONFIRMATION BEACON |  |                             |

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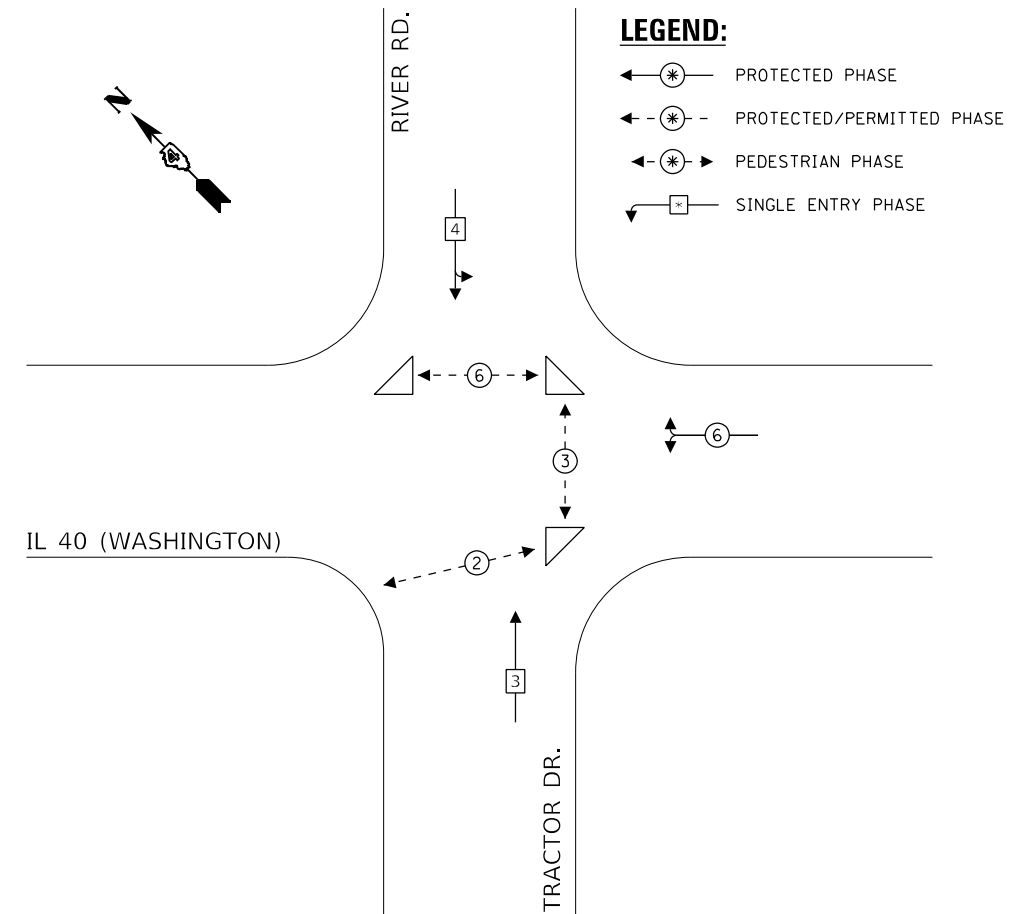
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404	50 (BDR, BJR, BRR, L)	*	286	117
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	

### TEMPORARY CABLE DIAGRAM – STAGE 1



### TEMPORARY PHASE DIAGRAM – STAGE 1

INTERSECTION: IL 40 (WASHINGTON) & RIVER RD./TRACTOR DR.



### TRAFFIC SIGNALS LEGEND

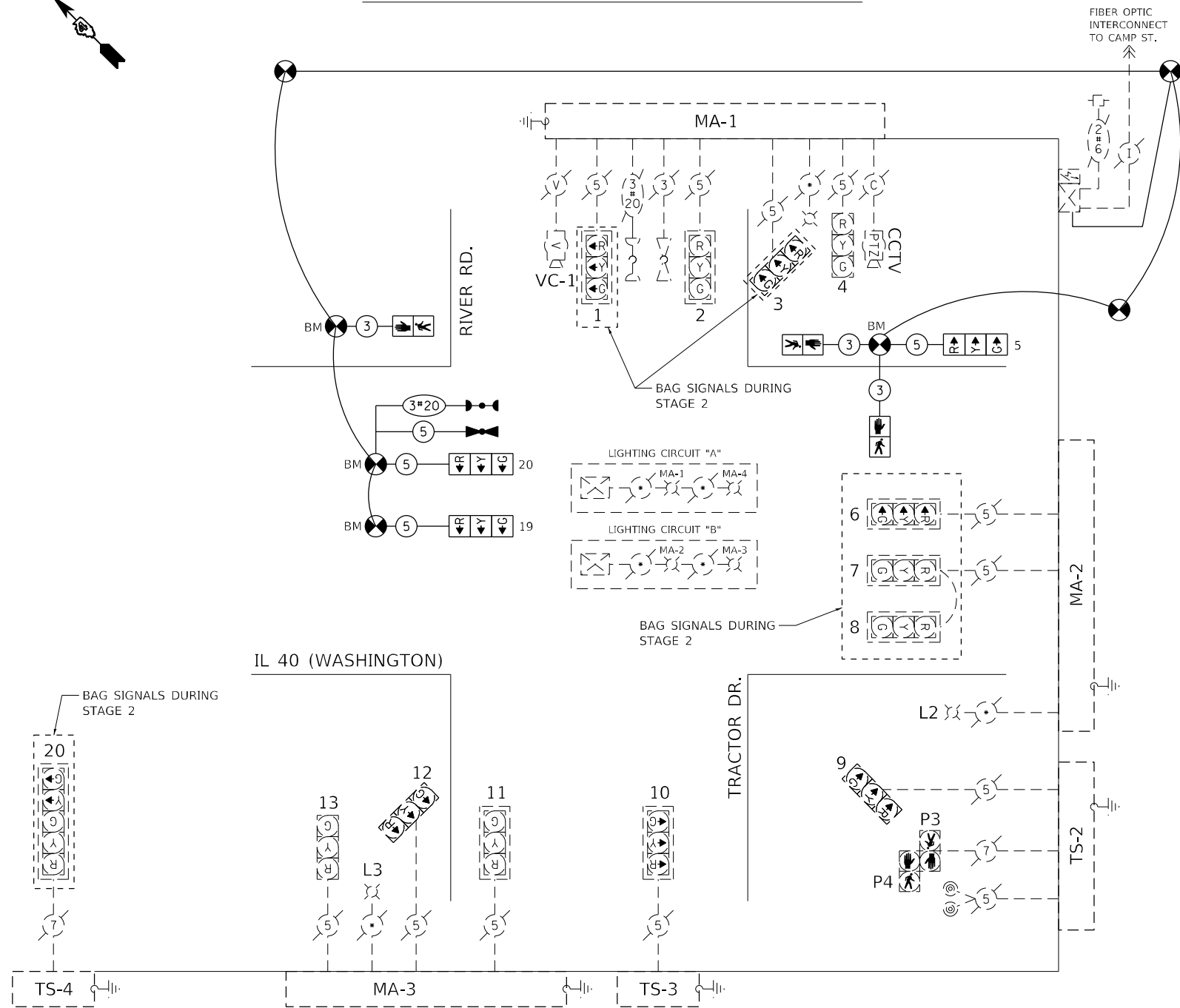
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|--|--|--|---------------------------------------|--|-----------------------------|
|  | TEMP SIGNAL CONTROLLER WITH UPS            |  | TEMP 3/C NO. 14 SIGNAL CABLE          |  | TEMP VIDEO DETECTION CAMERA |
|  | EX. SERVICE INSTALLATION                   |  | TEMP 5/C NO. 14 SIGNAL CABLE          |  | TEMP LUMINAIRE              |
|  | TEMP SIGNAL HEAD WITH BACKPLATE            |  | TEMP 7/C NO. 14 SIGNAL CABLE          |  | TEMP WOOD POLE              |
|  | TEMP PEDESTRIAN SIGNAL HEAD                |  | TEMP EMERGENCY VEHICLE LIGHT DETECTOR |  |                             |
|  | TEMP EMERGENCY VEHICLE CONFIRMATION BEACON |  |                                       |  |                             |

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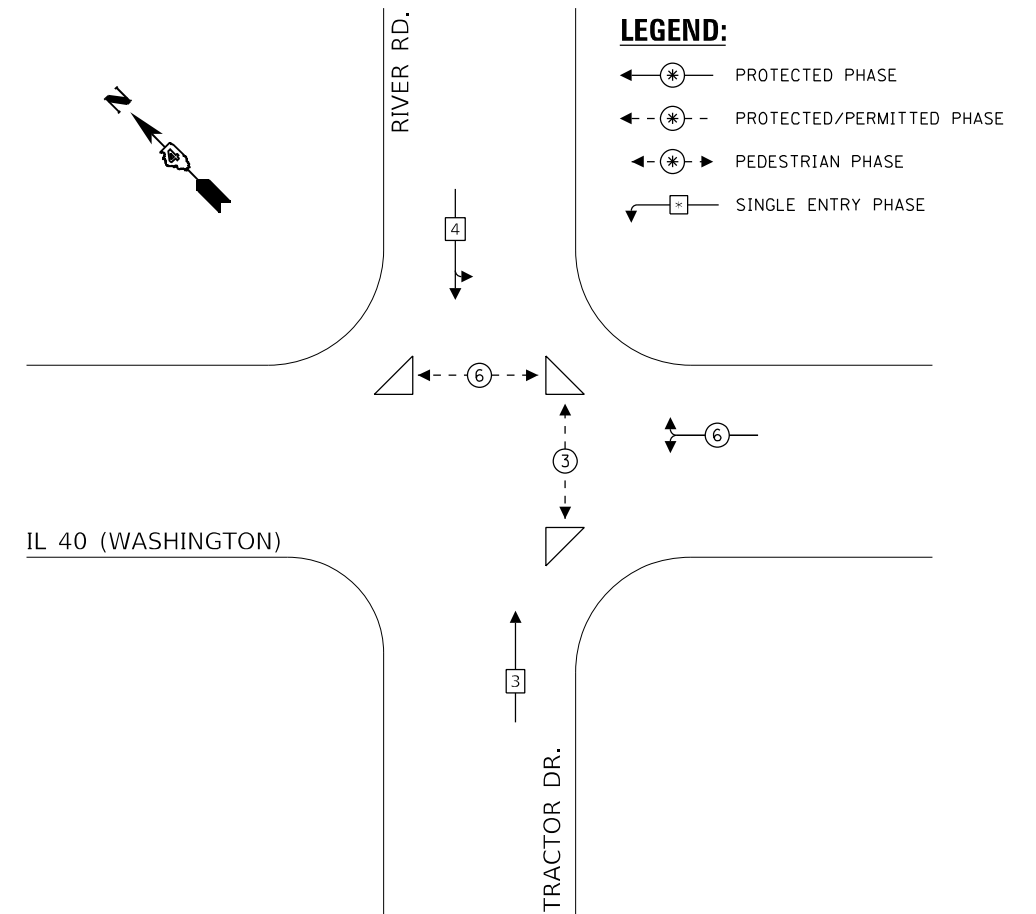
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404	50 (BDR, BJR, BRR, L)	*	286	118
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	

### TEMPORARY CABLE DIAGRAM – STAGE 2



### TEMPORARY PHASE DIAGRAM – STAGE 2

INTERSECTION: IL 40 (WASHINGTON) & RIVER RD./TRACTOR DR.



#### LEGEND:

- ← ⊛ → PROTECTED PHASE
- ← ⊛ ⊛ → PROTECTED/PERMITTED PHASE
- ← ⊛ ⊛ ⊛ → PEDESTRIAN PHASE
- ← ⊛ → SINGLE ENTRY PHASE

#### TRAFFIC SIGNALS LEGEND

- |  |                                 |  |  |  |                             |
|--|---------------------------------|--|--|--|-----------------------------|
|  | TEMP SIGNAL CONTROLLER WITH UPS |  | TEMP 3/C NO. 14 SIGNAL CABLE               |  | TEMP VIDEO DETECTION CAMERA |
|  | EX. SERVICE INSTALLATION        |  | TEMP 5/C NO. 14 SIGNAL CABLE               |  | TEMP LUMINAIRE              |
|  | TEMP SIGNAL HEAD WITH BACKPLATE |  | TEMP 7/C NO. 14 SIGNAL CABLE               |  | TEMP WOOD POLE              |
|  | TEMP PEDESTRIAN SIGNAL HEAD     |  | TEMP EMERGENCY VEHICLE LIGHT DETECTOR      |  |                             |
|  |                                 |  | TEMP EMERGENCY VEHICLE CONFIRMATION BEACON |  |                             |

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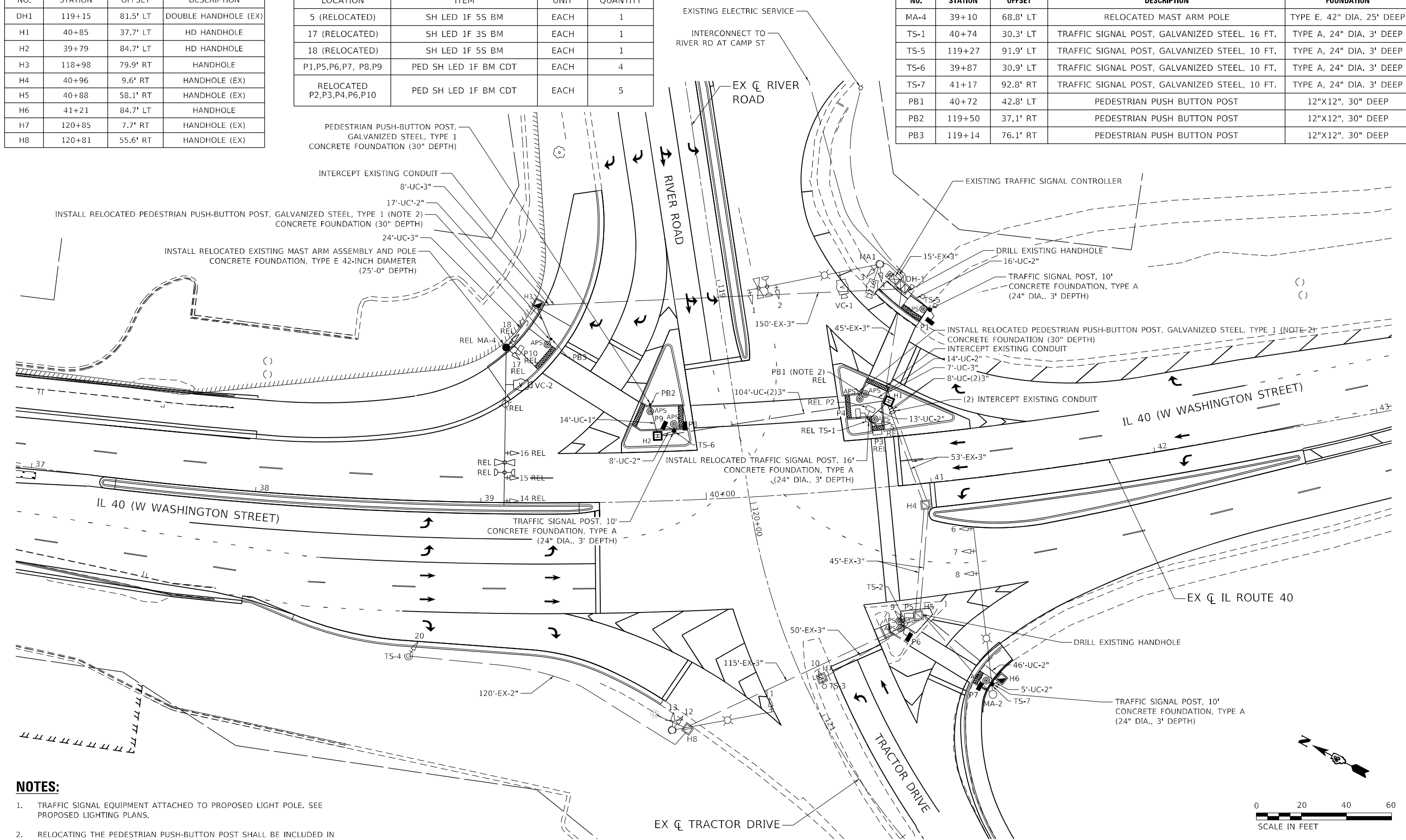
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DRAWN - DTJ	CHECKED - JMV	REVISED -
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PLOT DATE = 8/24/2022		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	119
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	

HANDHOLE DATA			
NO.	STATION	OFFSET	DESCRIPTION
DH1	119+15	81.5' LT	DOUBLE HANDHOLE (EX)
H1	40+85	37.7' LT	HD HANDHOLE
H2	39+79	84.7' LT	HD HANDHOLE
H3	118+98	79.9' RT	HANDHOLE
H4	40+96	9.6' RT	HANDHOLE (EX)
H5	40+88	58.1' RT	HANDHOLE (EX)
H6	41+21	84.7' LT	HANDHOLE
H7	120+85	7.7' RT	HANDHOLE (EX)
H8	120+81	55.6' RT	HANDHOLE (EX)

SCHEDULE OF SIGNAL HEAD QUANTITIES				
LOCATION	ITEM	UNIT	QUANTITY	
5 (RELOCATED)	SH LED 1F 5S BM	EACH	1	
17 (RELOCATED)	SH LED 1F 3S BM	EACH	1	
18 (RELOCATED)	SH LED 1F 5S BM	EACH	1	
P1,P5,P6,P7, P8,P9	PED SH LED 1F BM CDT	EACH	4	
RELOCATED P2,P3,P4,P6,P10	PED SH LED 1F BM CDT	EACH	5	

POST AND MAST ARM DATA				
NO.	STATION	OFFSET	DESCRIPTION	FOUNDATION
MA-4	39+10	68.8' LT	RELOCATED MAST ARM POLE	TYPE E, 42" DIA. 25' DEEP
TS-1	40+74	30.3' LT	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	TYPE A, 24" DIA. 3' DEEP
TS-5	119+27	91.9' LT	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	TYPE A, 24" DIA. 3' DEEP
TS-6	39+87	30.9' LT	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	TYPE A, 24" DIA. 3' DEEP
TS-7	41+17	92.8' RT	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	TYPE A, 24" DIA. 3' DEEP
PB1	40+72	42.8' LT	PEDESTRIAN PUSH BUTTON POST	12"X12", 30" DEEP
PB2	119+50	37.1' RT	PEDESTRIAN PUSH BUTTON POST	12"X12", 30" DEEP
PB3	119+14	76.1' RT	PEDESTRIAN PUSH BUTTON POST	12"X12", 30" DEEP



**NOTES:**

- TRAFFIC SIGNAL EQUIPMENT ATTACHED TO PROPOSED LIGHT POLE. SEE PROPOSED LIGHTING PLANS.
- RELOCATING THE PEDESTRIAN PUSH-BUTTON POST SHALL BE INCLUDED IN THE COST OF RELOCATE EXISTING TRAFFIC SIGNAL POST.



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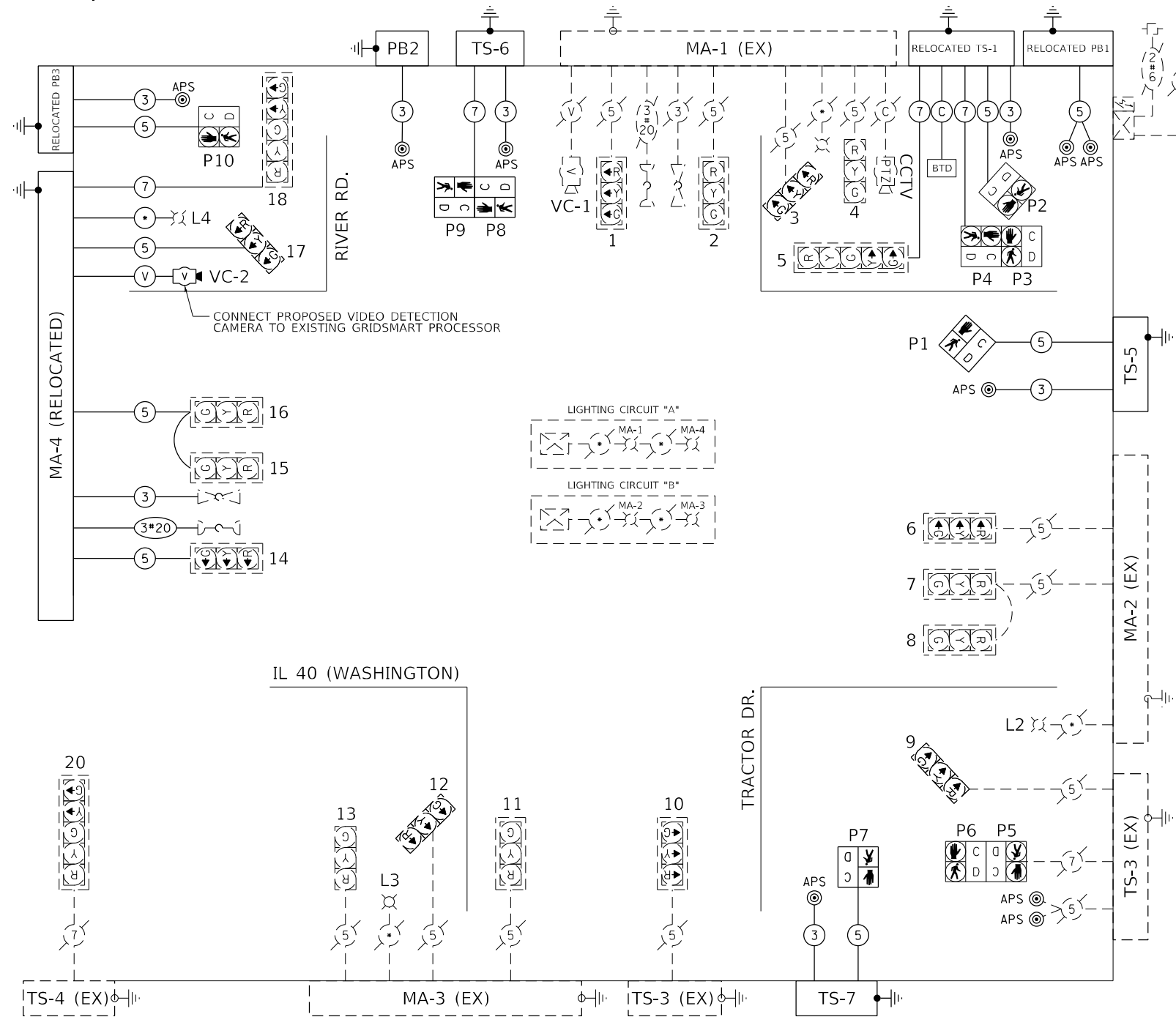
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
PROPOSED TRAFFIC SIGNAL PLAN  
IL 40 AT TRACTOR DRIVE / RIVER ROAD**

SCALE: 1" = 20'    SHEET    OF    SHEETS    STA.    TO    STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	120
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

# PROPOSED CABLE DIAGRAM



FIBER OPTIC INTERCONNECT TO CAMP ST.

CONNECT PROPOSED VIDEO DETECTION CAMERA TO EXISTING GRIDSMART PROCESSOR

LIGHTING CIRCUIT "A"

LIGHTING CIRCUIT "B"

## LEGEND:

- ← (⊙) ← PROTECTED PHASE
- ← (⊙) - - PROTECTED/PERMITTED PHASE
- ← (⊙) → PEDESTRIAN PHASE
- ← (⊙) OL OVERLAP

## PROPOSED PHASE DIAGRAM

INTERSECTION: IL 40 (WASHINGTON) & RIVER RD./TRACTOR DR.  
EXISTING CONTROLLER: ECONOLITE ASC/2S IN TYPE IV CABINET TS-2 BACKPANEL

## RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 6	+ 4
D	= 4	+ 1

## SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	TOTAL
SIGN PANEL - TYPE 1	SQ FT	7
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	14
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	119
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	263
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2
HEAVY-DUTY HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	530
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,363
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,447
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	648
TRAFFIC SIGNAL POST, 10 FT.	EACH	3
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE I	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	27
DRILL EXISTING HANDHOLE	EACH	2

## SCHEDULE OF QUANTITIES

PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RELOCATE EXISTING SIGNAL HEAD	EACH	6
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	3
RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	5
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	260
VIDEO VEHICLE DETECTION, 1 CAMERA	EACH	1
CAT 5 ETHERNET CABLE	FOOT	378
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10
REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	1

## TRAFFIC SIGNALS LEGEND

- ⊞ EX. SIGNAL CONTROLLER WITH UPS
- ⊞ EX. SERVICE INSTALLATION
- ⊞ EX. SIGNAL HEAD WITH BACKPLATE
- ⊞ EX. PEDESTRIAN SIGNAL HEAD
- ⊞ EX. PEDESTRIAN PUSH-BUTTON
- ⊞ EX. 3/C NO. 14 SIGNAL CABLE
- ⊞ EX. 5/C NO. 14 SIGNAL CABLE
- ⊞ EX. 7/C NO. 14 SIGNAL CABLE
- ⊞ EX. EMERGENCY VEHICLE LIGHT DETECTOR
- ⊞ EX. EMERGENCY VEHICLE CONFIRMATION BEACON
- ⊞ EX. FISHEYE VIDEO DETECTION CAMERA
- MA-3 EX. COMBINATION MAST ARM POLE ASSEMBLY
- TS-3 EX. TRAFFIC SIGNAL POST
- "R" EQUIPMENT TO BE RELOCATED
- ⊞ PROPOSED GROUND ROD
- ⊞ PROP. CAT 5 CABLE
- ⊞ PROP. 3/C NO. 14 SIGNAL CABLE
- ⊞ PROP. 5/C NO. 14 SIGNAL CABLE
- ⊞ PROP. 7/C NO. 14 SIGNAL CABLE
- ⊞ PROP. VIDEO DETECTION CAMERA CABLE (CAT 5)
- ⊞ PROP. ACCESSIBLE PEDESTRIAN PUSH BUTTON
- ⊞ APS PROP. PEDESTRIAN PUSH-BUTTON
- ⊞ PROP. PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER
- BTD EXISTING BLUE TOAD VEHICLE DETECTOR

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DATE - 8/24/2022

REVISED -  
REVISED -  
REVISED -  
REVISED -

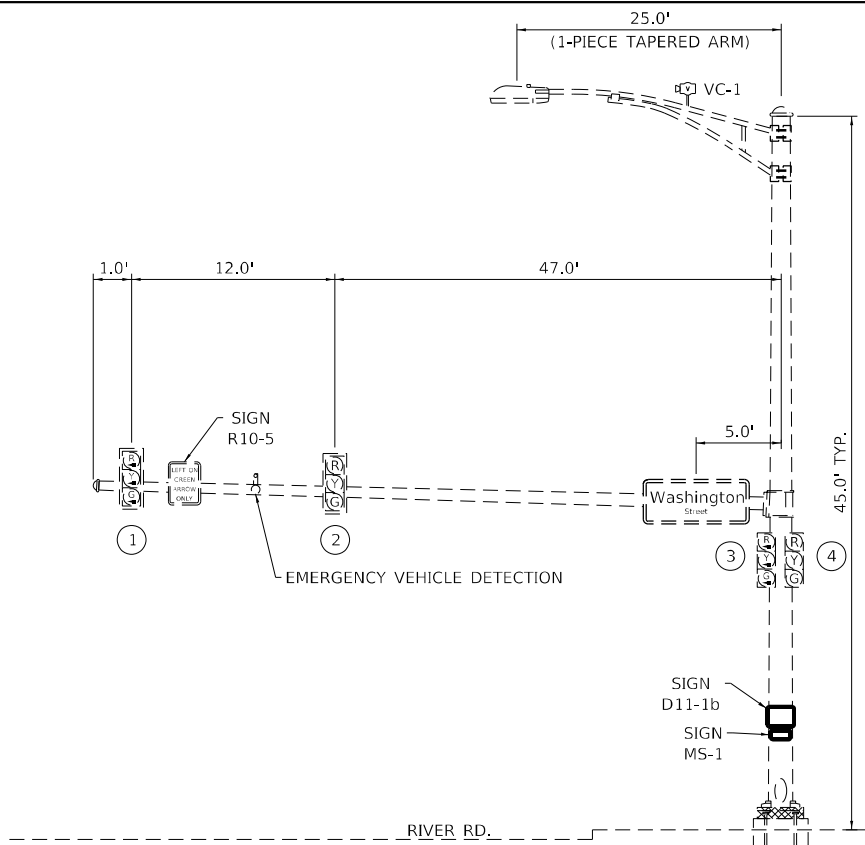
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BOB MICHEL BRIDGE REHABILITATION  
PROPOSED TRAFFIC SIGNAL CABLE PLAN  
IL 40 AT TRACTOR DRIVE / RIVER ROAD

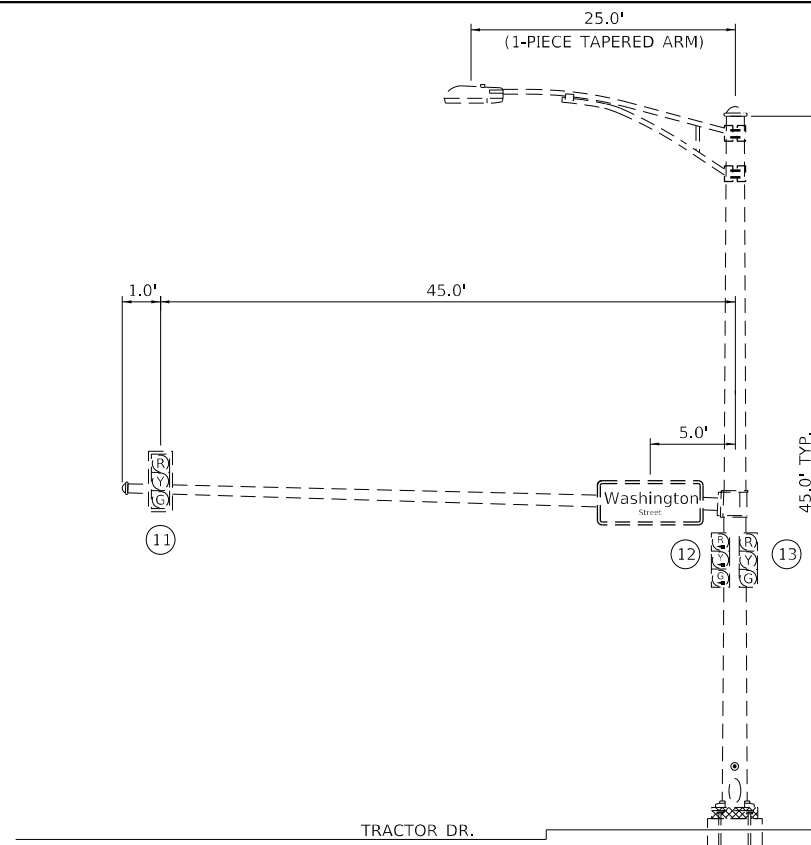
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	121

CONTRACT NO. 68F38

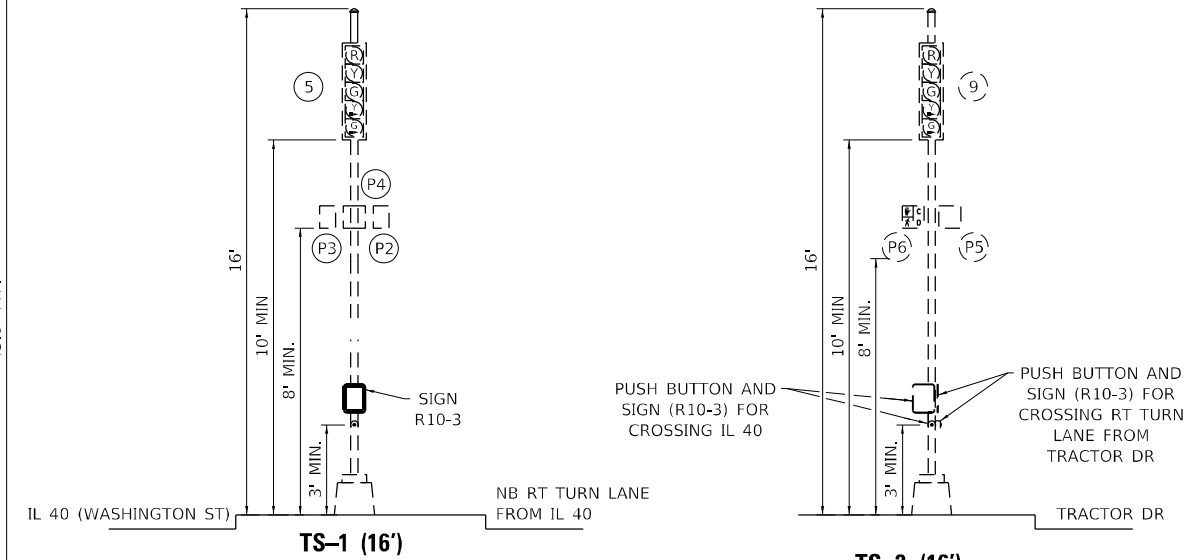
ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL



**NORTHBOUND TRAFFIC SIGNAL MA-1 (60' EX.)**  
**SOUTHEAST CORNER OF IL 40 & RIVER RD/TRACTOR DR.**

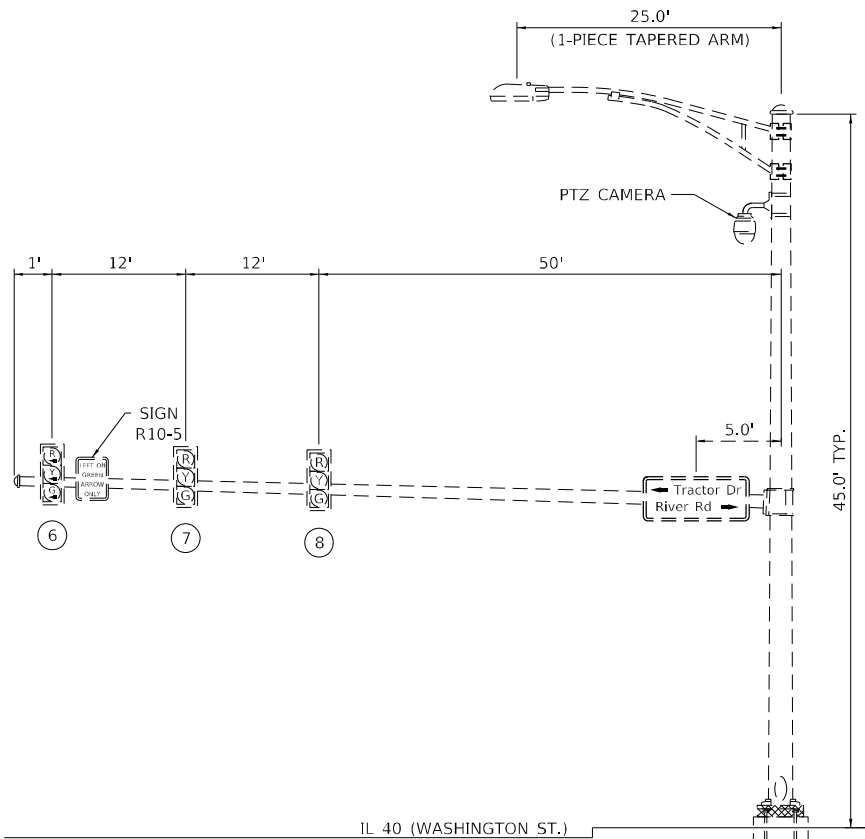


**SOUTHBOUND TRAFFIC SIGNAL MA-3 (46' EX.)**  
**NORTHEAST CORNER OF IL 40 & RIVER RD/TRACTOR DR.**

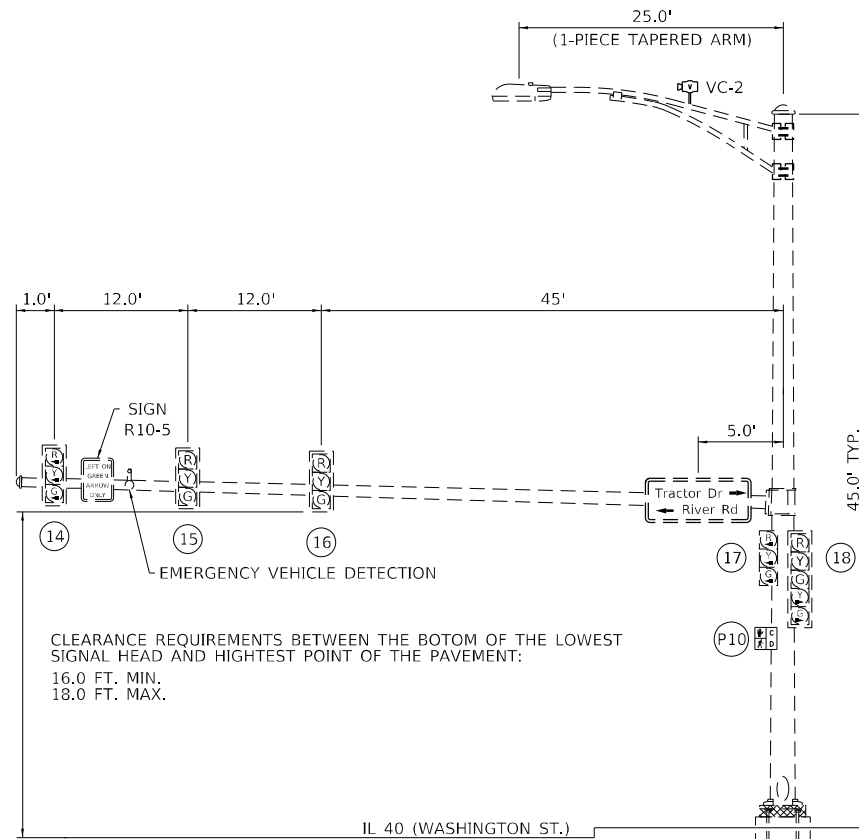


**TS-1 (16')**  
**TRAFFIC SIGNAL POST**  
**NORTHEAST ISLAND OF**  
**IL 40 & RIVER/TRACTOR**

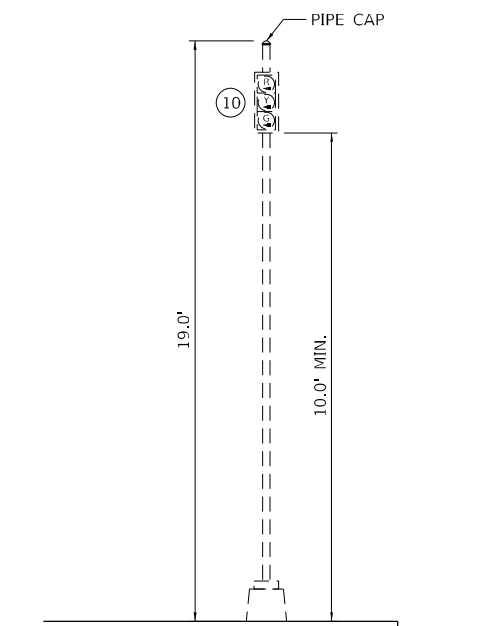
**TS-2 (16')**  
**TRAFFIC SIGNAL POST**  
**SOUTHWEST ISLAND OF**  
**IL 40 & RIVER RD/TRACTOR DR.**



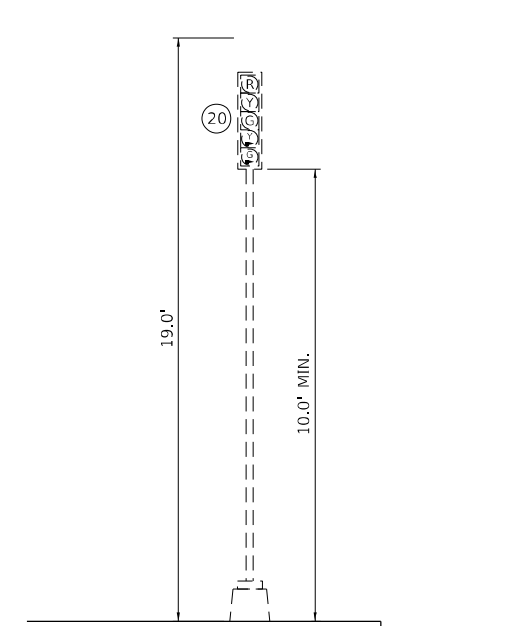
**EASTBOUND TRAFFIC SIGNAL MA-2 (75' EX.)**  
**SOUTHWEST CORNER OF IL 40 & RIVER RD/TRACTOR DR.**



**RELOCATED SOUTHBOUND TRAFFIC SIGNAL MA-4 (70' EX.)**  
**NORTHEAST CORNER OF IL 40 & RIVER RD/TRACTOR DR.**



**TS-3 (EX. 19')**  
**TRAFFIC SIGNAL POST**  
**WEST MEDIAN OF IL 40 & RIVER/TRACTOR**



**TS-4 (EX. 19')**  
**TRAFFIC SIGNAL POST**  
**NORTHWEST CORNER OF IL 40 & RIVER/TRACTOR**

CLEARANCE REQUIREMENTS BETWEEN THE BOTTOM OF THE LOWEST SIGNAL HEAD AND HIGHEST POINT OF THE PAVEMENT:  
 16.0 FT. MIN.  
 18.0 FT. MAX.

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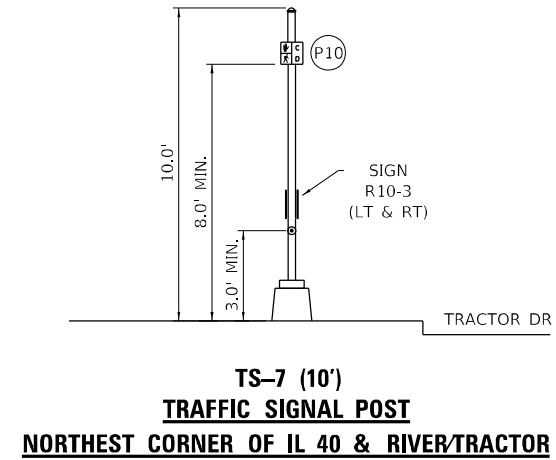
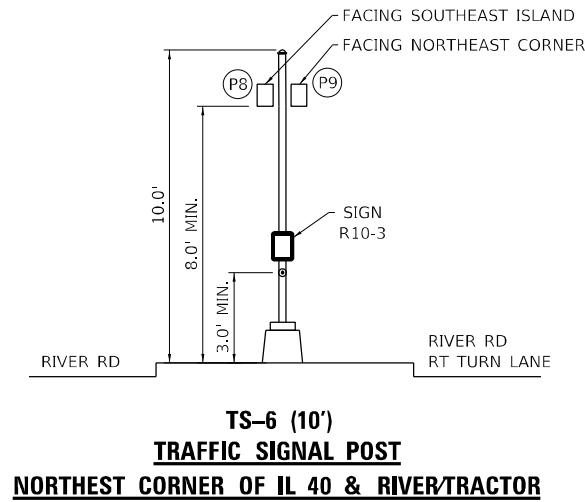
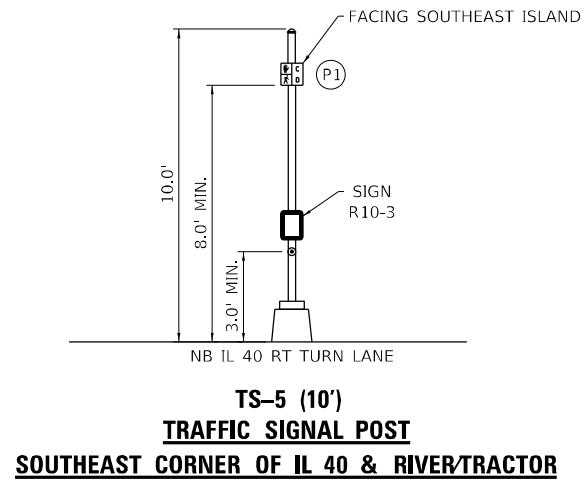


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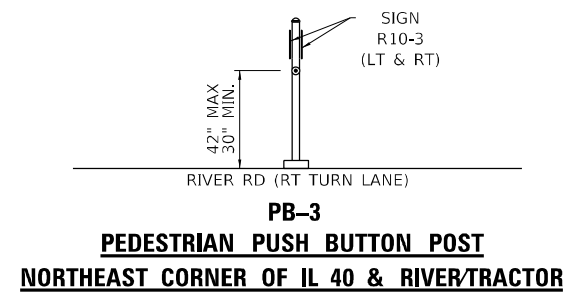
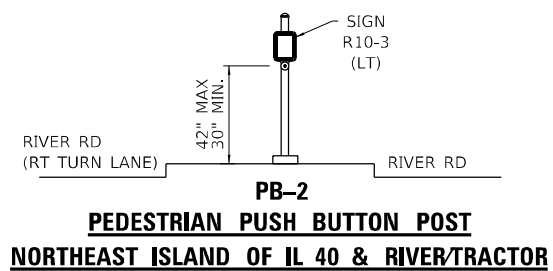
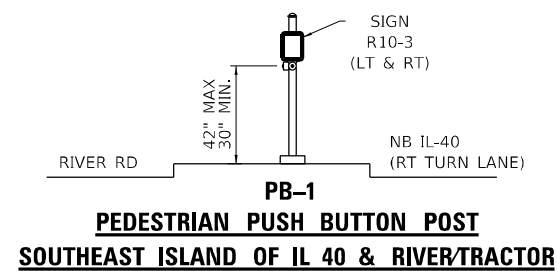
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BOB MICHEL BRIDGE REHABILITATION			
TRAFFIC SIGNAL MAST ARM LOADING DIAGRAM			
IL 40 AT TRACTOR DRIVE / RIVER ROAD			
SCALE: N.T.S.	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	122
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				



4 REQUIRED  
PEDESTRIAN PUSH BUTTON SIGN  
MUTCD R10-3 (LEFT)  
9" X 12" = 0.75 SQ FT  
DIAMOND GRADE SHEETING



4 REQUIRED  
PEDESTRIAN PUSH BUTTON SIGN  
MUTCD R10-3 (RIGHT)  
9" X 12" = 0.75 SQ FT  
DIAMOND GRADE SHEETING

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











STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

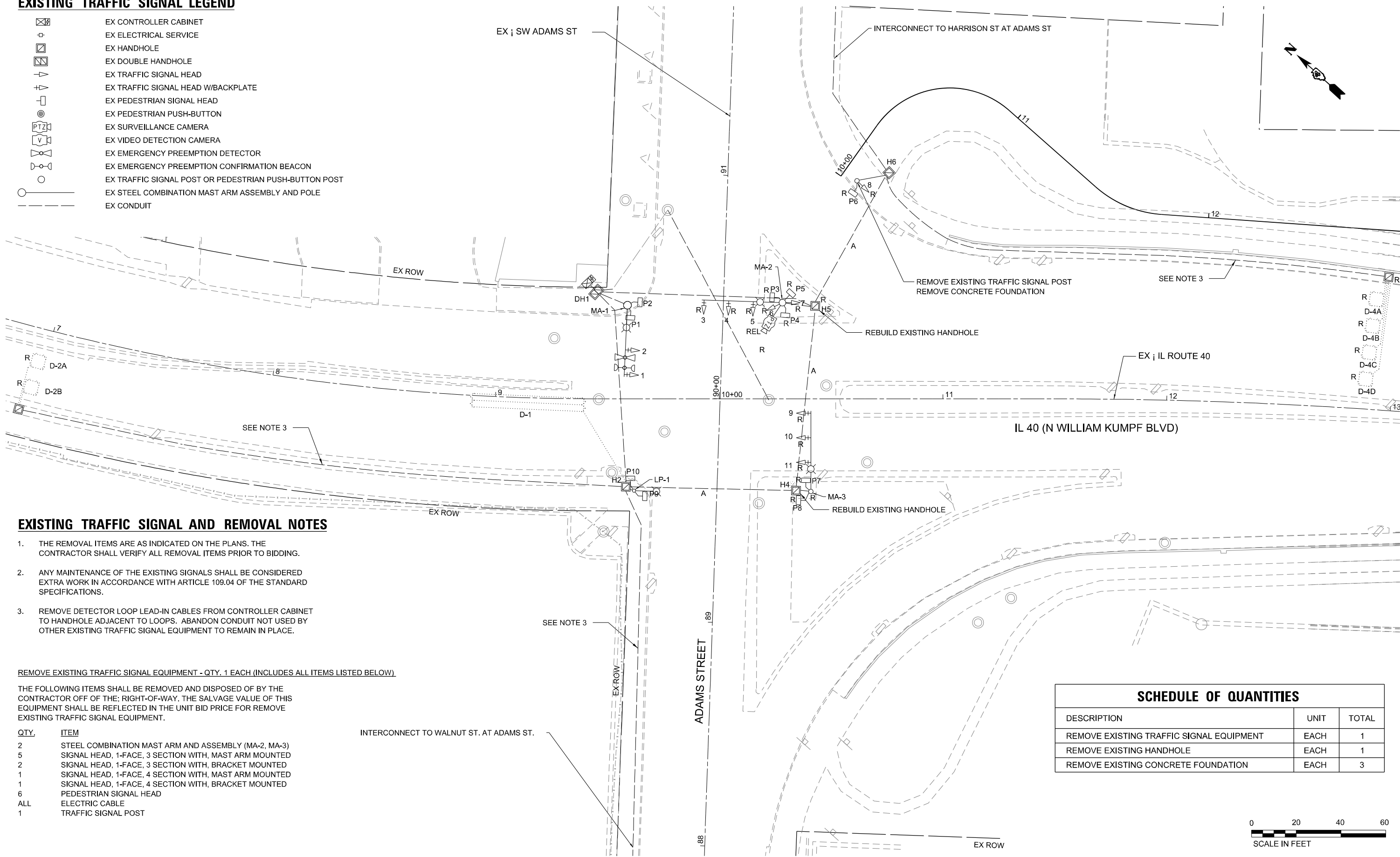
BOB MICHEL BRIDGE REHABILITATION  
TRAFFIC SIGNAL MAST ARM LOADING DIAGRAM  
IL 40 AT TRACTOR DRIVE / RIVER ROAD

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	123
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	

**EXISTING TRAFFIC SIGNAL LEGEND**

-  EX CONTROLLER CABINET
-  EX ELECTRICAL SERVICE
-  EX HANDHOLE
-  EX DOUBLE HANDHOLE
-  EX TRAFFIC SIGNAL HEAD
-  EX TRAFFIC SIGNAL HEAD W/BACKPLATE
-  EX PEDESTRIAN SIGNAL HEAD
-  EX PEDESTRIAN PUSH-BUTTON
-  EX SURVEILLANCE CAMERA
-  EX VIDEO DETECTION CAMERA
-  EX EMERGENCY PREEMPTION DETECTOR
-  EX EMERGENCY PREEMPTION CONFIRMATION BEACON
-  EX TRAFFIC SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
-  EX STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
-  EX CONDUIT



**EXISTING TRAFFIC SIGNAL AND REMOVAL NOTES**

1. THE REMOVAL ITEMS ARE AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL REMOVAL ITEMS PRIOR TO BIDDING.
2. ANY MAINTENANCE OF THE EXISTING SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
3. REMOVE DETECTOR LOOP LEAD-IN CABLES FROM CONTROLLER CABINET TO HANDHOLE ADJACENT TO LOOPS. ABANDON CONDUIT NOT USED BY OTHER EXISTING TRAFFIC SIGNAL EQUIPMENT TO REMAIN IN PLACE.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - QTY. 1 EACH (INCLUDES ALL ITEMS LISTED BELOW)

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

QTY.	ITEM
2	STEEL COMBINATION MAST ARM AND ASSEMBLY (MA-2, MA-3)
5	SIGNAL HEAD, 1-FACE, 3 SECTION WITH, MAST ARM MOUNTED
2	SIGNAL HEAD, 1-FACE, 3 SECTION WITH, BRACKET MOUNTED
1	SIGNAL HEAD, 1-FACE, 4 SECTION WITH, MAST ARM MOUNTED
1	SIGNAL HEAD, 1-FACE, 4 SECTION WITH, BRACKET MOUNTED
6	PEDESTRIAN SIGNAL HEAD
ALL	ELECTRIC CABLE
1	TRAFFIC SIGNAL POST

SCHEDULE OF QUANTITIES		
DESCRIPTION	UNIT	TOTAL
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3



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PLOT DATE = 10/3/2022	CHECKED - JMV	REVISED -
	DATE - 8/24/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BOB MICHEL BRIDGE REHABILITATION  
TRAFFIC SIGNAL REMOVAL PLAN  
IL 40 AT ADAMS STREET**

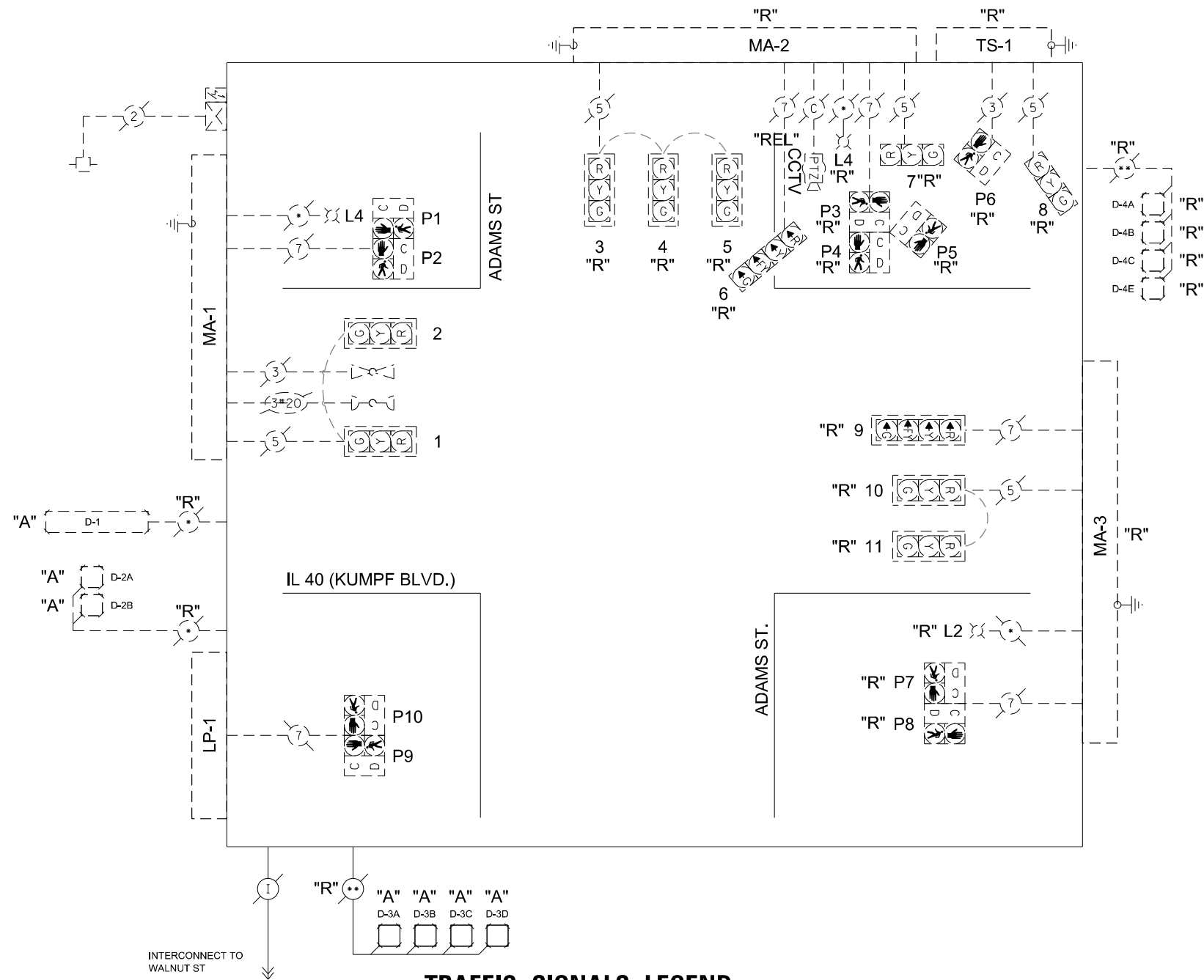
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)		286	124
CONTRACT NO. 68F38				

ILLINOIS FED. AID PROJECT \* PEORIA / TAZEVELL

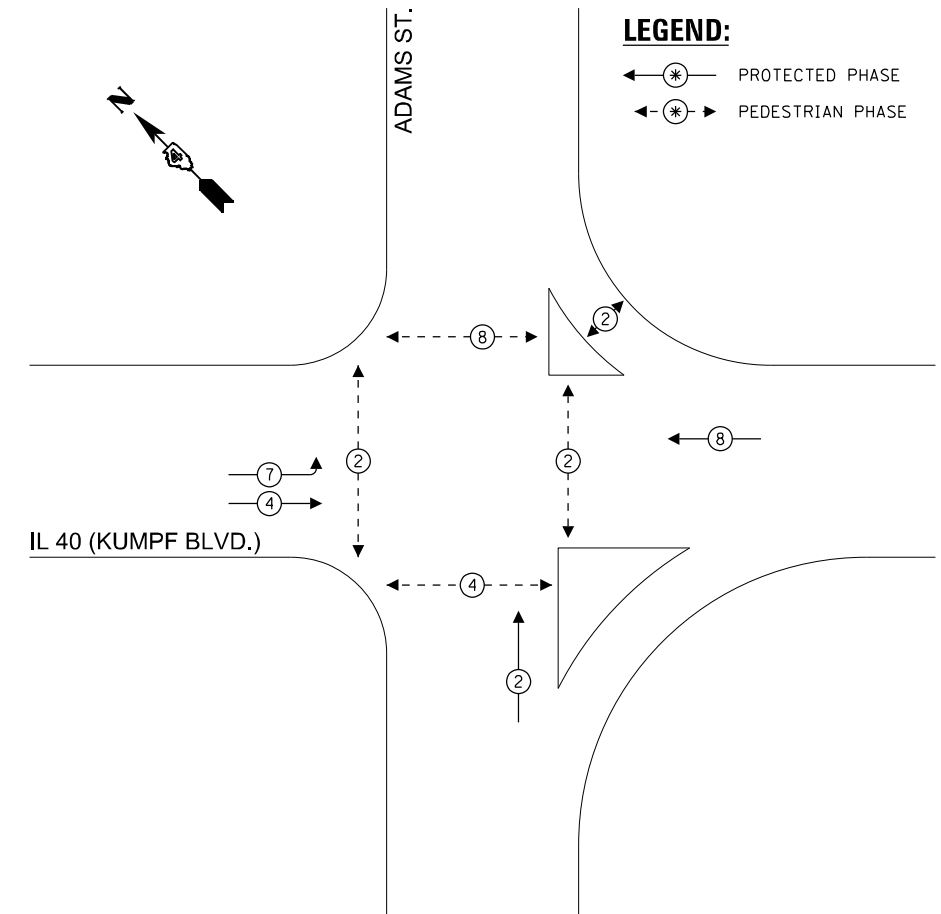


### EXISTING CABLE DIAGRAM



### EXISTING PHASE DIAGRAM

INTERSECTION: IL 40 (KUMPF BOULEVARD) & ADAMS STREET  
 EXISTING CONTROLLER: ECONOLITE ASC/2S IN TYPE IV CABINET



**LEGEND:**  
 ◀(★) PROTECTED PHASE  
 ◀(★)▶ PEDESTRIAN PHASE

### TRAFFIC SIGNALS LEGEND

- |  |                                |  |   |             |  |              |                                |
|--|--------------------------------|--|---|-------------|--|--------------|--------------------------------|
|  | EX. SIGNAL CONTROLLER WITH UPS |  | EX. 3/C NO. 14 SIGNAL CABLE               |             | EX. VIDEO DETECTION CAMERA             | <b>"REL"</b> | EQUIPMENT TO BE RELOCATED      |
|  | EX. SERVICE INSTALLATION       |  | EX. 5/C NO. 14 SIGNAL CABLE               | <b>MA-3</b> | EX. COMBINATION MAST ARM POLE ASSEMBLY | <b>D-2A</b>  | DETECTOR DESIGNATION           |
|  | EX. SIGNAL HEAD WITH BACKPLATE |  | EX. 7/C NO. 14 SIGNAL CABLE               | <b>TS-3</b> | EX. TRAFFIC SIGNAL POST                |              | EX. 3/PR #18 TWISTED, SHIELDED |
|  | EX. PEDESTRIAN SIGNAL HEAD     |  | EX. EMERGENCY VEHICLE LIGHT DETECTOR      | <b>"R"</b>  | EQUIPMENT TO BE REMOVED                |              | EX. 6/PR #18 TWISTED, SHIELDED |
|  | EX. PEDESTRIAN PUSH-BUTTON     |  | EX. EMERGENCY VEHICLE CONFIRMATION BEACON | <b>"A"</b>  | EQUIPMENT TO BE ABANDONED              |              | EX. IMSA 40-2 25/PR            |

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PLOT DATE = 10/3/2022	CHECKED - JMV	REVISED -
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

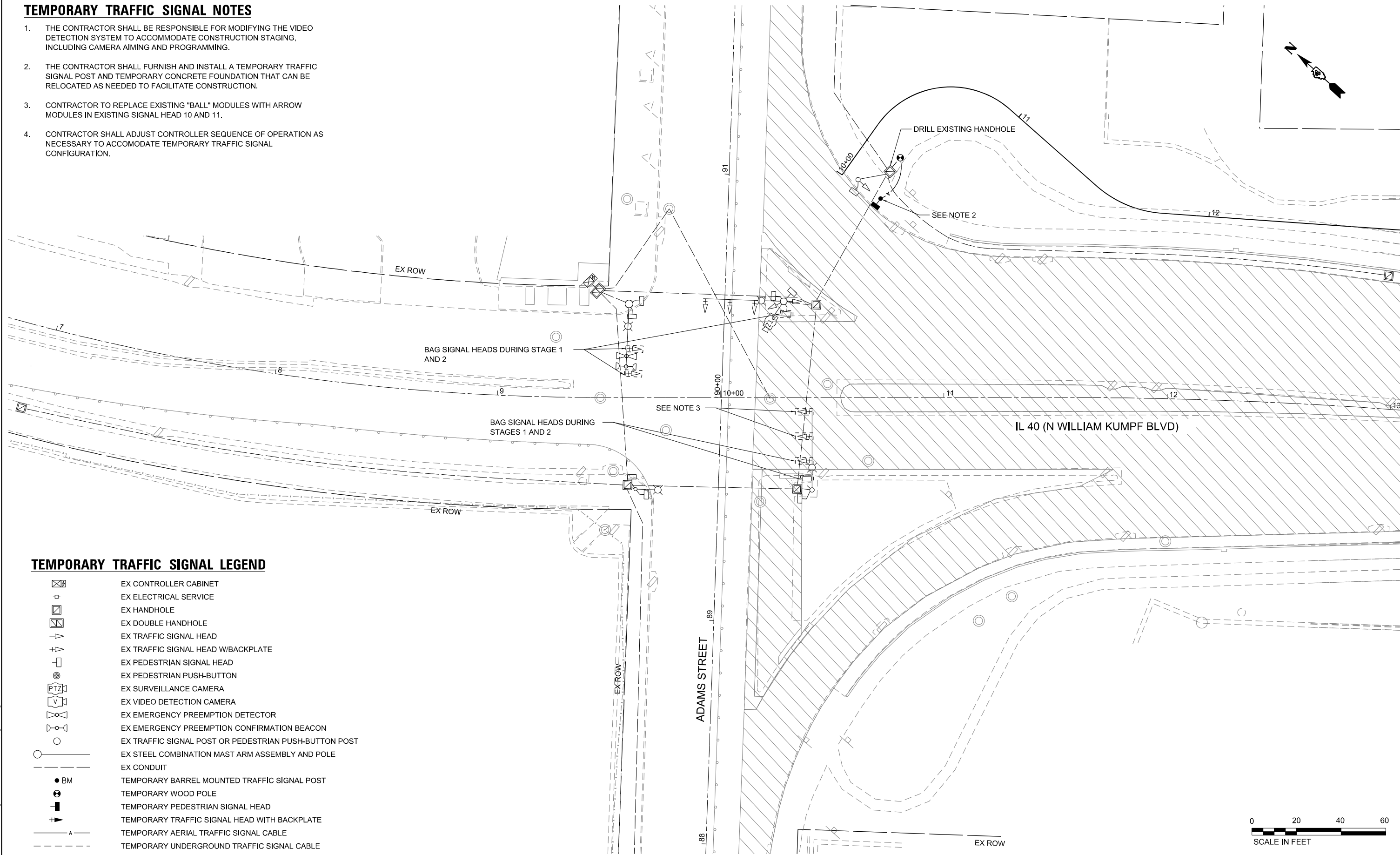
**BOB MICHEL BRIDGE REHABILITATION**  
 EXISTING TRAFFIC SIGNAL CABLE PLAN AND PHASE DIAGRAM  
 IL 40 AT ADAMS STREET

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	125
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

### TEMPORARY TRAFFIC SIGNAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMMODATE CONSTRUCTION STAGING, INCLUDING CAMERA AIMING AND PROGRAMMING.
2. THE CONTRACTOR SHALL FURNISH AND INSTALL A TEMPORARY TRAFFIC SIGNAL POST AND TEMPORARY CONCRETE FOUNDATION THAT CAN BE RELOCATED AS NEEDED TO FACILITATE CONSTRUCTION.
3. CONTRACTOR TO REPLACE EXISTING "BALL" MODULES WITH ARROW MODULES IN EXISTING SIGNAL HEAD 10 AND 11.
4. CONTRACTOR SHALL ADJUST CONTROLLER SEQUENCE OF OPERATION AS NECESSARY TO ACCOMMODATE TEMPORARY TRAFFIC SIGNAL CONFIGURATION.



### TEMPORARY TRAFFIC SIGNAL LEGEND

- EX CONTROLLER CABINET
- EX ELECTRICAL SERVICE
- EX HANDHOLE
- EX DOUBLE HANDHOLE
- EX TRAFFIC SIGNAL HEAD
- EX TRAFFIC SIGNAL HEAD W/BACKPLATE
- EX PEDESTRIAN SIGNAL HEAD
- EX PEDESTRIAN PUSH-BUTTON
- EX SURVEILLANCE CAMERA
- EX VIDEO DETECTION CAMERA
- EX EMERGENCY PREEMPTION DETECTOR
- EX EMERGENCY PREEMPTION CONFIRMATION BEACON
- EX TRAFFIC SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
- EX STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- EX CONDUIT
- TEMPORARY BARREL MOUNTED TRAFFIC SIGNAL POST
- TEMPORARY WOOD POLE
- TEMPORARY PEDESTRIAN SIGNAL HEAD
- TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- TEMPORARY AERIAL TRAFFIC SIGNAL CABLE
- TEMPORARY UNDERGROUND TRAFFIC SIGNAL CABLE



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PLOT DATE = 10/3/2022	CHECKED - JMV	REVISED -
	DATE - 8/24/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

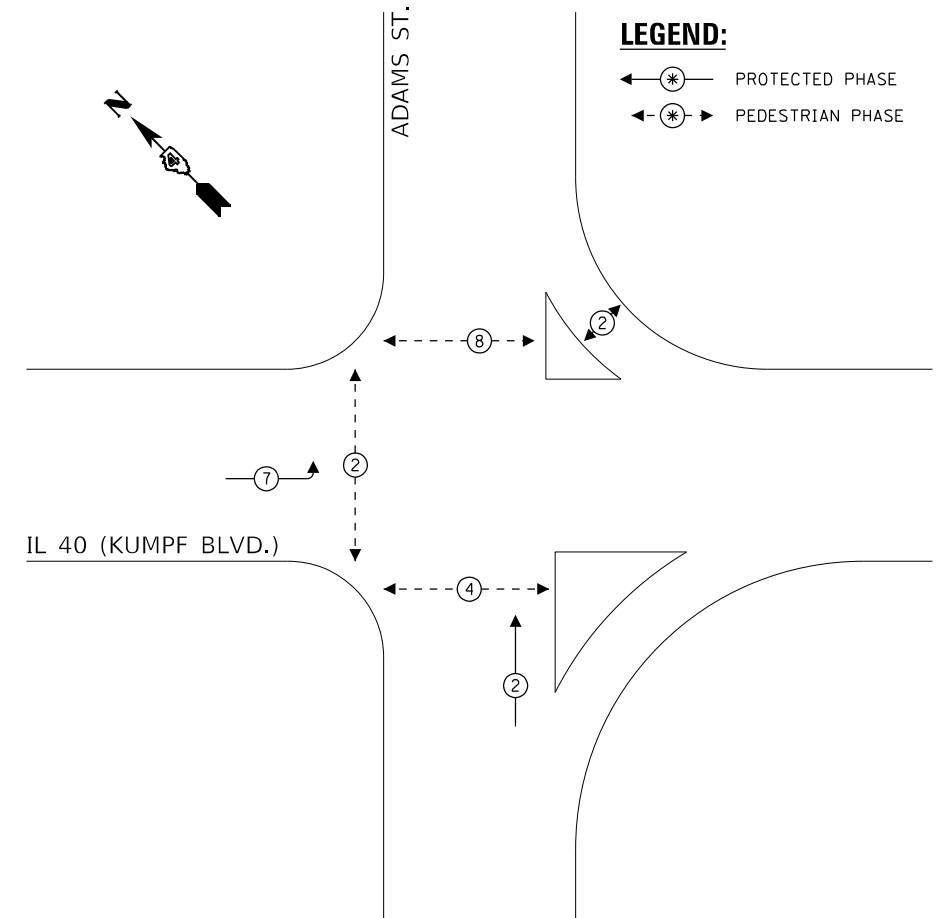
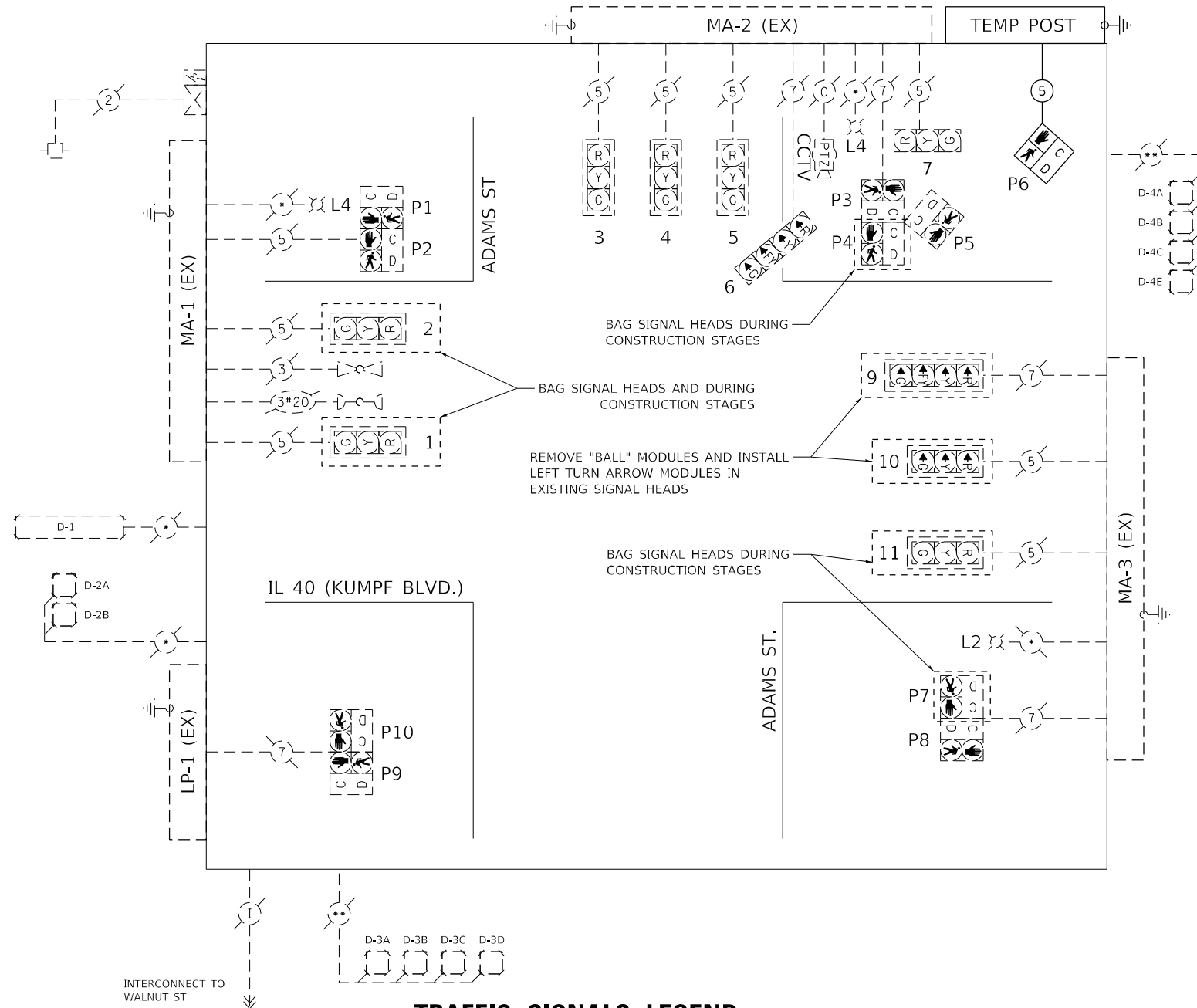
<b>BOB MICHEL BRIDGE REHABILITATION TEMPORARY TRAFFIC SIGNAL PLAN IL 40 AT ADAMS STREET</b>			
SCALE: 1" = 20'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 126
			CONTRACT NO. 68F38	
ILLINOIS		FED. AID PROJECT		

### TEMPORARY CABLE DIAGRAM

### TEMPORARY PHASE DIAGRAM

INTERSECTION: IL 40 (KUMPF BOULEVARD) & ADAMS STREET  
 EXISTING CONTROLLER: ECONOLITE ASC/25 IN TYPE IV CABINET



### TRAFFIC SIGNALS LEGEND

- |  |                                |  |   |  |  |  |                                |
|--|--------------------------------|--|---|--|--|--|--------------------------------|
|  | EX. SIGNAL CONTROLLER WITH UPS |  | EX. 3/C NO. 14 SIGNAL CABLE               |  | EX. VIDEO DETECTION CAMERA             |  | D-2A DETECTOR DESIGNATION      |
|  | EX. SERVICE INSTALLATION       |  | EX. 5/C NO. 14 SIGNAL CABLE               |  | EX. COMBINATION MAST ARM POLE ASSEMBLY |  | EX. 3/PR #18 TWISTED, SHIELDED |
|  | EX. SIGNAL HEAD WITH BACKPLATE |  | EX. 7/C NO. 14 SIGNAL CABLE               |  | EX. TRAFFIC SIGNAL POST                |  | EX. 6/PR #18 TWISTED, SHIELDED |
|  | EX. PEDESTRIAN SIGNAL HEAD     |  | EX. EMERGENCY VEHICLE LIGHT DETECTOR      |  | EQUIPMENT TO BE RELOCATED              |  | EX. IMSA 40-2 25/PR            |
|  | EX. PEDESTRIAN PUSH-BUTTON     |  | EX. EMERGENCY VEHICLE CONFIRMATION BEACON |  |  |  |                                |

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	DATE - 8/24/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

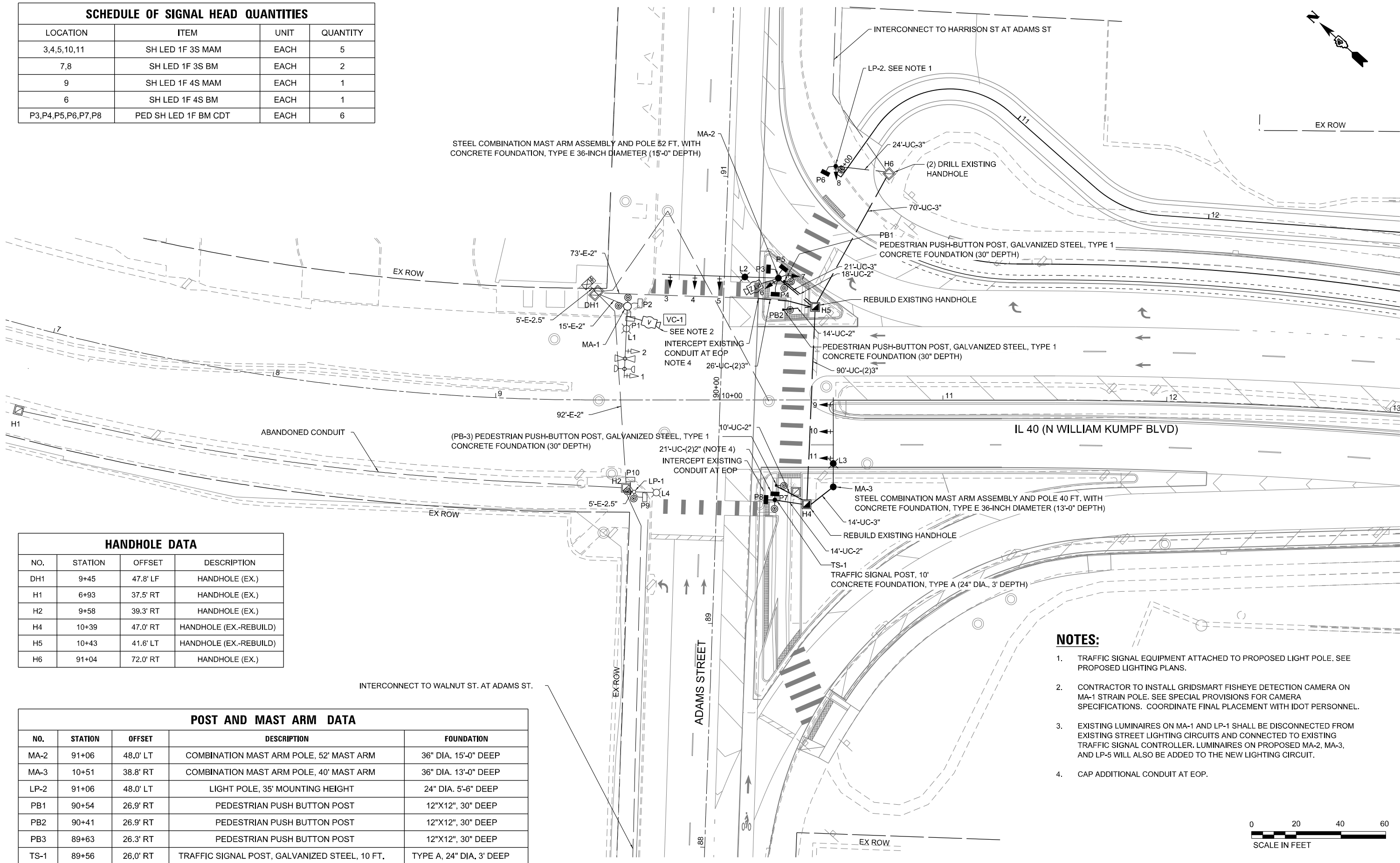
**BOB MICHEL BRIDGE REHABILITATION  
 TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DIAGRAM  
 IL 40 AT ADAMS STREET**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	127
CONTRACT NO. 68F38				

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL

SCHEDULE OF SIGNAL HEAD QUANTITIES			
LOCATION	ITEM	UNIT	QUANTITY
3,4,5,10,11	SH LED 1F 3S MAM	EACH	5
7,8	SH LED 1F 3S BM	EACH	2
9	SH LED 1F 4S MAM	EACH	1
6	SH LED 1F 4S BM	EACH	1
P3,P4,P5,P6,P7,P8	PED SH LED 1F BM CDT	EACH	6



HANDHOLE DATA			
NO.	STATION	OFFSET	DESCRIPTION
DH1	9+45	47.8' LF	HANDHOLE (EX.)
H1	6+93	37.5' RT	HANDHOLE (EX.)
H2	9+58	39.3' RT	HANDHOLE (EX.)
H4	10+39	47.0' RT	HANDHOLE (EX.-REBUILD)
H5	10+43	41.6' LT	HANDHOLE (EX.-REBUILD)
H6	91+04	72.0' RT	HANDHOLE (EX.)

POST AND MAST ARM DATA				
NO.	STATION	OFFSET	DESCRIPTION	FOUNDATION
MA-2	91+06	48.0' LT	COMBINATION MAST ARM POLE, 52' MAST ARM	36" DIA. 15'-0" DEEP
MA-3	10+51	38.8' RT	COMBINATION MAST ARM POLE, 40' MAST ARM	36" DIA. 13'-0" DEEP
LP-2	91+06	48.0' LT	LIGHT POLE, 35' MOUNTING HEIGHT	24" DIA. 5'-6" DEEP
PB1	90+54	26.9' RT	PEDESTRIAN PUSH BUTTON POST	12"X12", 30" DEEP
PB2	90+41	26.9' RT	PEDESTRIAN PUSH BUTTON POST	12"X12", 30" DEEP
PB3	89+63	26.3' RT	PEDESTRIAN PUSH BUTTON POST	12"X12", 30" DEEP
TS-1	89+56	26.0' RT	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	TYPE A, 24" DIA, 3' DEEP

**NOTES:**

- TRAFFIC SIGNAL EQUIPMENT ATTACHED TO PROPOSED LIGHT POLE. SEE PROPOSED LIGHTING PLANS.
- CONTRACTOR TO INSTALL GRIDSMART FISHEYE DETECTION CAMERA ON MA-1 STRAIN POLE. SEE SPECIAL PROVISIONS FOR CAMERA SPECIFICATIONS. COORDINATE FINAL PLACEMENT WITH IDOT PERSONNEL.
- EXISTING LUMINAIRES ON MA-1 AND LP-1 SHALL BE DISCONNECTED FROM EXISTING STREET LIGHTING CIRCUITS AND CONNECTED TO EXISTING TRAFFIC SIGNAL CONTROLLER. LUMINAIRES ON PROPOSED MA-2, MA-3, AND LP-5 WILL ALSO BE ADDED TO THE NEW LIGHTING CIRCUIT.
- CAP ADDITIONAL CONDUIT AT EOP.

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DRAWN - DTJ	CHECKED - JMV	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

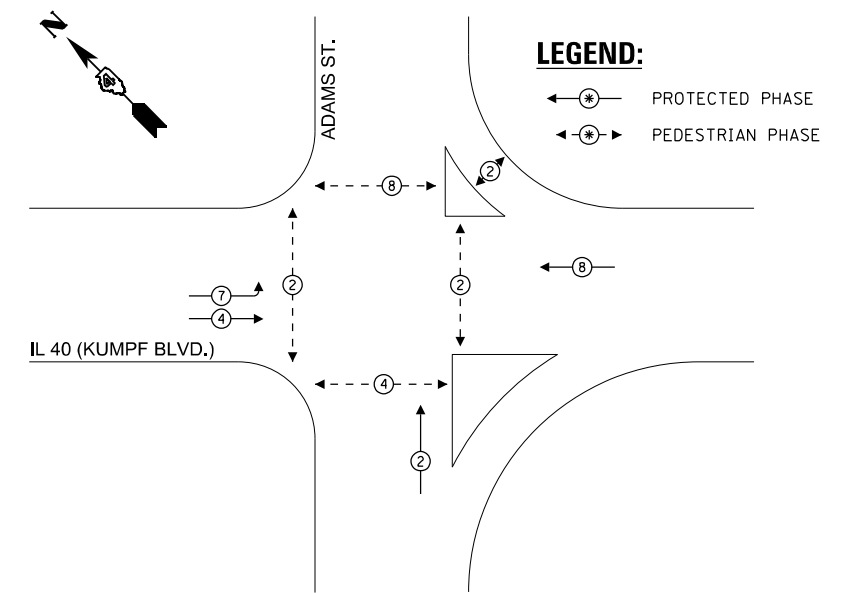
BOB MICHEL BRIDGE REHABILITATION  
PROPOSED TRAFFIC SIGNAL PLAN  
IL 40 AT ADAMS STREET

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)		286	128
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

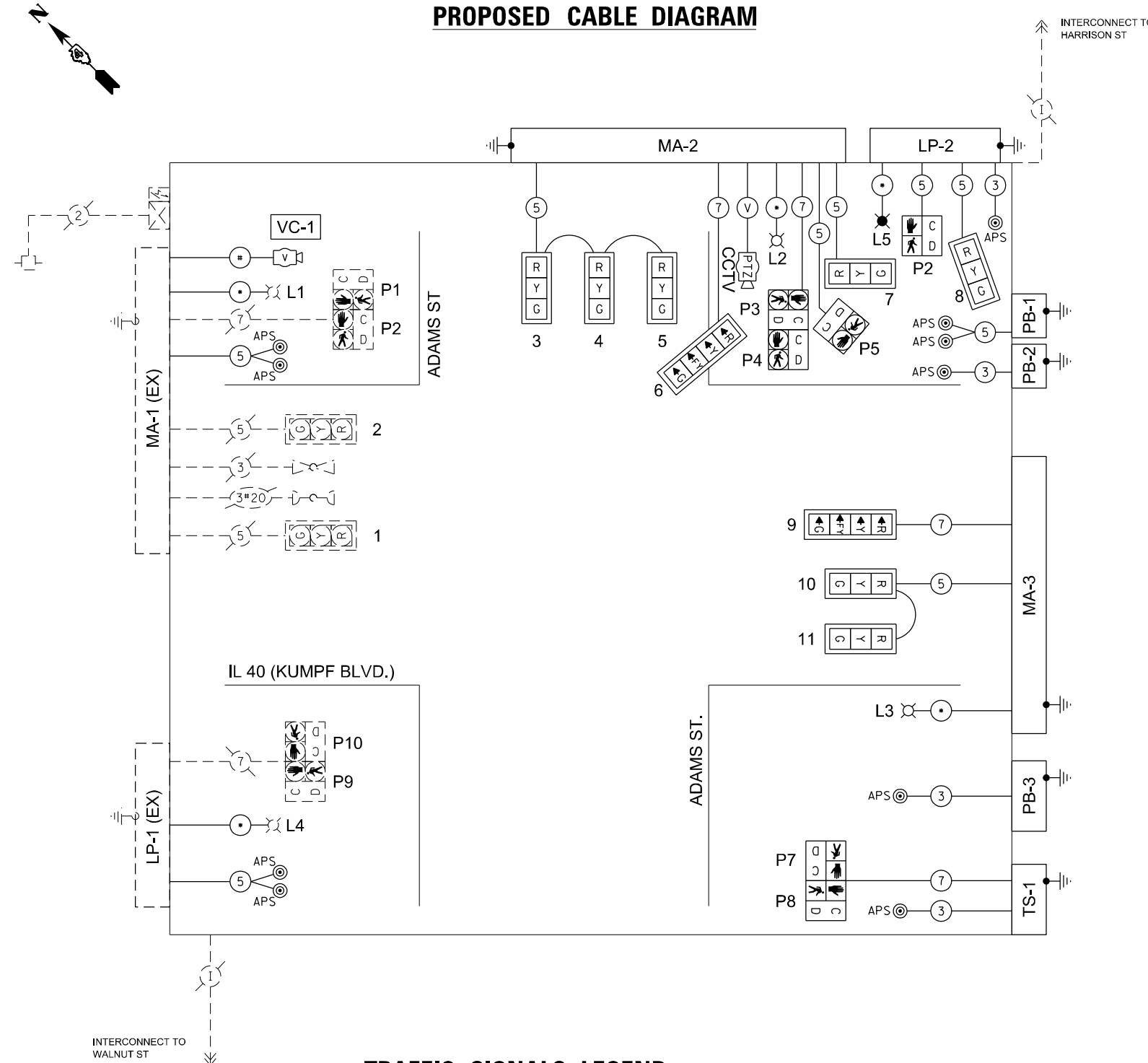
# PROPOSED PHASE DIAGRAM

INTERSECTION: IL 40 (KUMPF BOULEVARD) & ADAMS STREET  
 EXISTING CONTROLLER: ECONOLITE ASC/2S IN TYPE IV CABINET



**LEGEND:**  
 ◉ PROTECTED PHASE  
 ◉↔ PEDESTRIAN PHASE

# PROPOSED CABLE DIAGRAM



# TRAFFIC SIGNALS LEGEND

- |  |                                |  |   |             |  |  |                                |  |  |  |   |
|--|--------------------------------|--|---|-------------|--|--|--------------------------------|--|--|--|---|
|  | EX. SIGNAL CONTROLLER WITH UPS |  | EX. 3/C NO. 14 SIGNAL CABLE               |             | EX. VIDEO DETECTION CAMERA             |  | EX. 6/PR #18 TWISTED, SHIELDED |  | PROP. 2/C NO. 14 SIGNAL CABLE              |  | ELECTRIC CABLE IN CONDUIT, 2-1/C NO. 6 WIRE       |
|  | EX. SERVICE INSTALLATION       |  | EX. 5/C NO. 14 SIGNAL CABLE               | <b>MA-3</b> | EX. COMBINATION MAST ARM POLE ASSEMBLY |  | EX. IMSA 40-2 25/PR            |  | PROP. 3/C NO. 14 SIGNAL CABLE              |  | CABLES PER CAMERA MANUFACTURER RECOMMENDATIONS    |
|  | EX. SIGNAL HEAD WITH BACKPLATE |  | EX. 7/C NO. 14 SIGNAL CABLE               | <b>TS-3</b> | EX. TRAFFIC SIGNAL POST                |  | PROP. 2/C NO. 14 SIGNAL CABLE  |  | PROP. 5/C NO. 14 SIGNAL CABLE              |  | PROP. PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER |
|  | EX. PEDESTRIAN SIGNAL HEAD     |  | EX. EMERGENCY VEHICLE LIGHT DETECTOR      | <b>D-2A</b> | DETECTOR DESIGNATION                   |  | PROP. 3/C NO. 14 SIGNAL CABLE  |  | PROP. 7/C NO. 14 SIGNAL CABLE              |  | PROP. PEDESTRIAN PUSH-BUTTON                      |
|  | EX. PEDESTRIAN PUSH-BUTTON     |  | EX. EMERGENCY VEHICLE CONFIRMATION BEACON |             | EX. 3/PR #18 TWISTED, SHIELDED         |  | PROP. 5/C NO. 14 SIGNAL CABLE  |  | PROP. VIDEO DETECTION CAMERA CABLE (CAT 5) |  |   |

# SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	TOTAL
SIGN PANEL - TYPE 1	SQ FT	24
ELECTRIC SERVICE INSTALLATION	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	56
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	361
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	2,147
PAINT NEW TRAFFIC SIGNAL POST	EACH	1
PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FOOT	EACH	1
PAINT NEW COMBINATION MAST ARM AND POLE, 40 FOOT AND OVER	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	875
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,913
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	871
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	895
TRAFFIC SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE I	EACH	3
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	3
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28
DRILL EXISTING HANDHOLE	EACH	2
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	9
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
REMOVE EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3
WIDE AREA VIDEO DETECTION SYSTEM COMPLETE	EACH	1
PAINT NEW PEDESTRIAN PUSH-BUTTON POST	EACH	3
CAT 5 ETHERNET CABLE	FOOT	276
RELOCATE EXISTING PTZ CAMERA	EACH	1
INTERCEPT EXISTING CONDUIT	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10

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**CiorbaGroup**  
 8725 W. Higgins Rd., Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

USER NAME = Eledrical	DESIGNED - DTJ	REVISED - 9/30/2022 DTJ
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

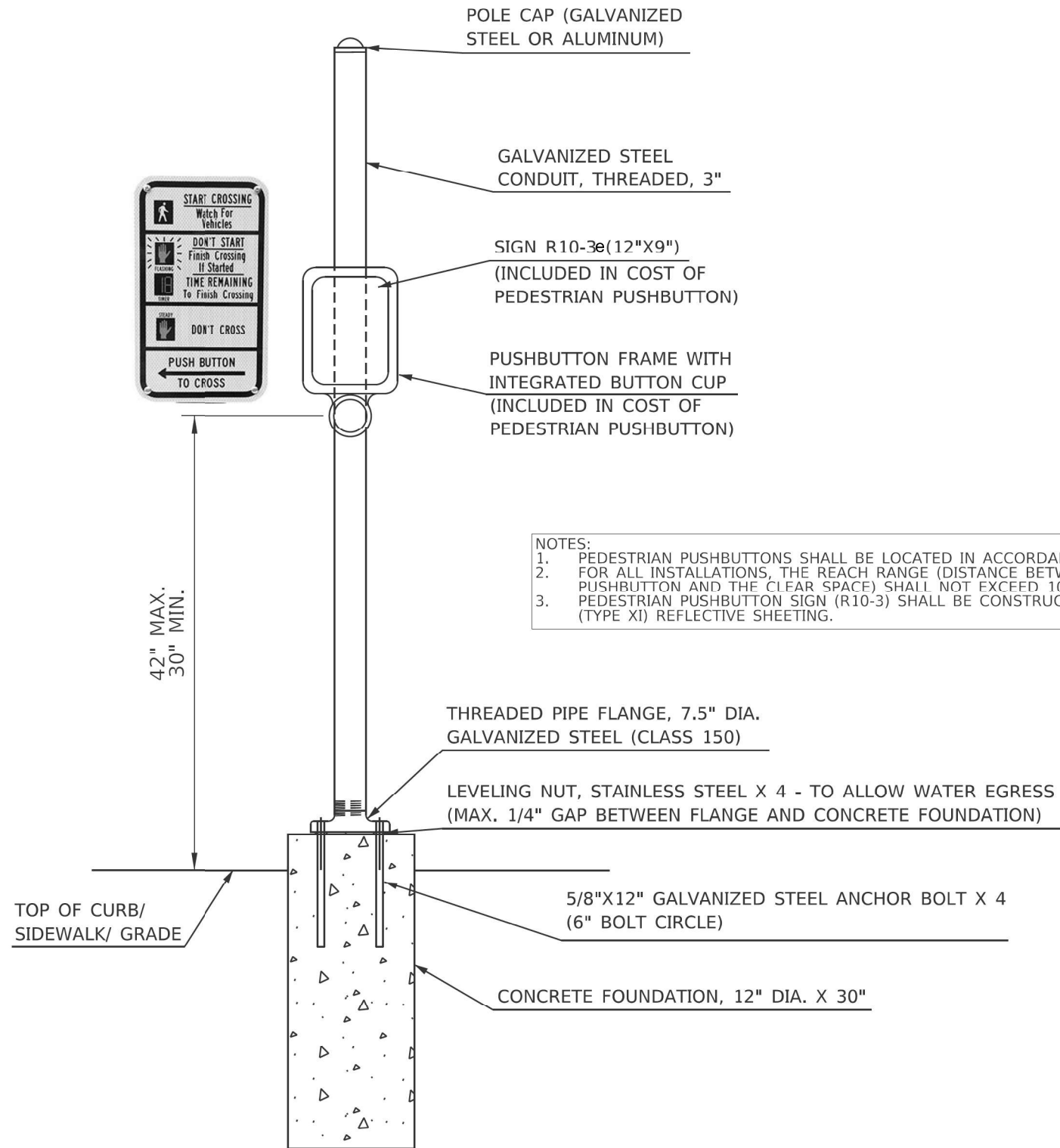
**BOB MICHEL BRIDGE REHABILITATION**  
**PROPOSED TRAFFIC SIGNAL CABLE PLAN AND PHASE DIAGRAM**  
**IL 40 AT ADAMS STREET**

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	129
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

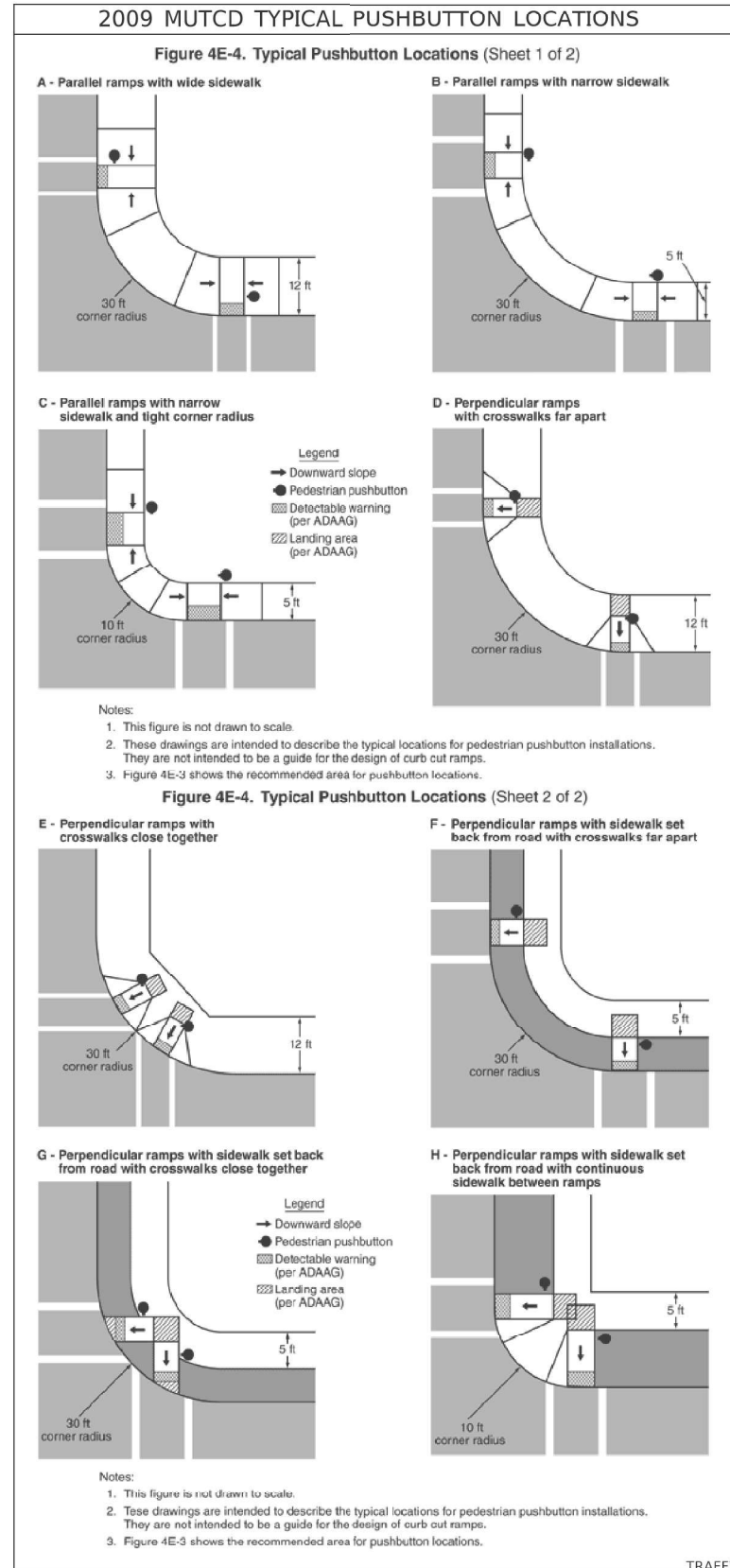
\* PEORIA / TAZEWEILL





**NOTES:**  
 1. PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED IN ACCORDANCE WITH THE 2009 MUTCD  
 2. FOR ALL INSTALLATIONS, THE REACH RANGE (DISTANCE BETWEEN THE FACE OF PEDESTRIAN PUSHBUTTON AND THE CLEAR SPACE) SHALL NOT EXCEED 10 INCHES.  
 3. PEDESTRIAN PUSHBUTTON SIGN (R10-3) SHALL BE CONSTRUCTED USING DIAMOND GRADE (TYPE XI) REFLECTIVE SHEETING.

**PEDESTRIAN PUSHBUTTON POST**



TRAFFIC SIGNALS  
 SHEET 8 OF 8  
 NOT TO SCALE

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CHECKED - JMV	REVISIONS -	
DATE - 8/24/2022	REVISIONS -	
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PLOT DATE = 10/3/2022		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>BOB MICHEL BRIDGE REHABILITATION    PEDESTRIAN PUSHBUTTON POST DETAIL</b>	
SCALE: N.T.S.	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	131
CONTRACT NO. 68F38				
ILLINOIS		FED. AID PROJECT		

\* PEORIA / TAZEVELL

**BENCHMARK:**

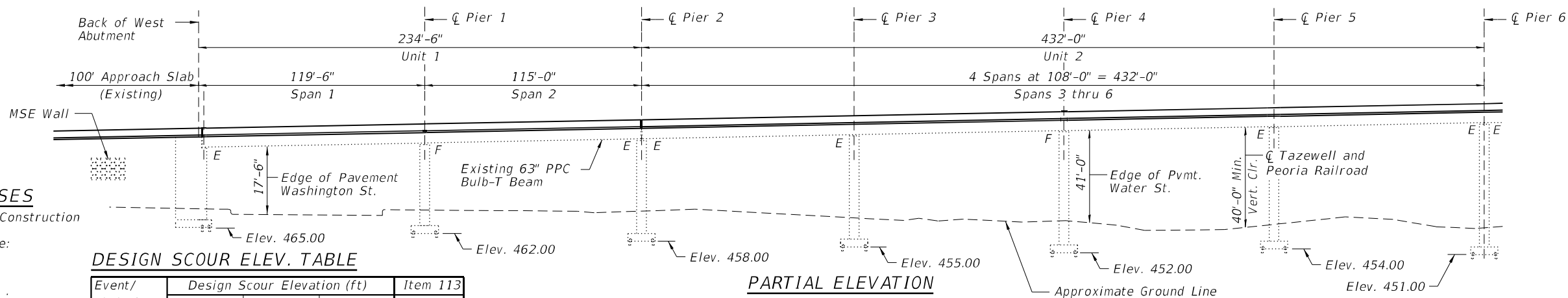
BM # 904 - Chiseled square cut on southern most point of the westerly parapet wall of the Bob Michel Bridge.  
Sta. 37+85.7, Offset 49.7' Rt., El = 470.877.

**EXISTING STRUCTURE:**

S.N. 090-0122 (Bob Michel Bridge) carrying IL 40 over the Illinois River was originally constructed in 1993 under contract 88221 as Section 50. The structure consists of a 8" (8 1/2" for the river spans) reinforced concrete deck on continuous precast prestressed concrete (PPC) Bulb-T beams in the east (8 spans) and west (6 spans) approach spans and continuous composite steel plate girders in the river spans (3 spans). The total length of the structure is approximately 2,365'-0" from the back of the West Abutment to back of the East Abutment and the out-to-out width varies from 100'-11 1/4" to 76'-3" at the west approach, from 76'-3" to 91'-8 3/8" at the east and is constant at 76'-3" in the river bridge.

The existing substructure consists of two reinforced concrete abutments on HP-piles, 3 reinforced concrete dual-column piers (river piers) on concrete shafts, 12 reinforced concrete multicolumn piers on HP-piles and one solid wall pier. The Bridge will be closed to traffic during the rehabilitation, but pedestrian access will be maintained.

No Salvage



**DESIGN STRESSES**

Field Units- Existing Construction

Cast in Place Concrete:  
f'c = 3,500 psi  
fy = 60,000 psi

Prestressed Concrete:  
f'c = 6,000 psi  
f'ci = 4,800 psi  
f's = 270,000 psi  
f'si = 201,960 psi

Field Units- New Construction

Cast in Place Concrete:  
f'c = 3,500 psi (concrete structures)  
f'c = 4,000 psi (concrete superstructures)  
fy = 60,000 psi (reinforcement)

Prestressed Concrete:  
f'c = 7,000 psi  
f'ci = 6,000 psi  
f'pu = 270,000 psi  
f'pbt = 202,500 psi

**DESIGN SCOUR ELEV. TABLE**

Event/ Limit State	Design Scour Elevation (ft)			Item 113
	Pier 7	Pier 8	Pier 9	
Q100	410.11	410.11	410.11	5
Q200	409.49	409.49	409.49	
Design	409.75	409.75	411.75	
Check	409.49	409.49	409.49	

**LOADING HS20-44**

No Allowance for Future Wearing Surface

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications - 17th Edition (Bridge Deck Widening)  
2020 AASHTO LRFD Bridge Design Specifications - 9th Edition (Moment Slab, Approach Slab)

**SEISMIC DATA**

Seismic Performance Category: A

Horizontal Bedrock Acceleration (A) = .045  
Site Coefficient (S) = 2.0

**SCOPE OF WORK**

1. Remove sidewalk, median barrier and parapets on both sides of the bridge, scarify deck and construct microsilica overlay. Construct new traffic barriers, median and Multi-use path. The cross slope will be revised to accommodate the new traffic lanes configuration and the multi-use path. The new traffic and median barriers will be constant slope, 39" TL-4 barriers.
2. Widen superstructure at Spans 14, 15, 16 and 17, extend Piers 15 & 16
3. Remove and replace expansion joints.
4. Perform substructure repairs.
5. Replace drainage scuppers.
6. Replace North and South moment slab along MSE walls at West Abutment.
7. Replace Approach Slabs.

**EXIST. C IL 40**

**CURVE #1**

P.C. Sta. 11+50.101  
P.T. Sta. 19+37.206  
P.I. Sta. 15+48.326  
Δ = 21° 28' 30"  
R = 2100.00'  
L = 787.105'  
D = 2° 43' 42"  
T = 398.225'  
E = 37.425'  
S.E. = 0.25'/FT  
Super Runoff  
Sta. 10+94.00 to 12+17.00  
Tangent Runout  
Sta. 10+17.00 to 10+94.00



DATE: 10/12/22  
SEAL EXPIRES: 11/30/2022

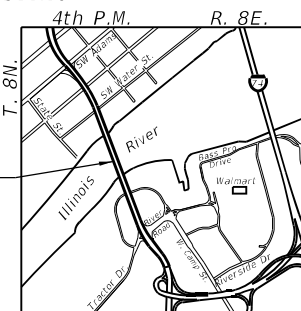
*BWS*

Applies to Sheets S-1 to S-79 and S-86 to S-122



**COLLINS ENGINEERS, INC.**  
**EWA MROCZEK, S.E., P.E.**  
NO. 081-006067  
EXP.: 11/30/2022

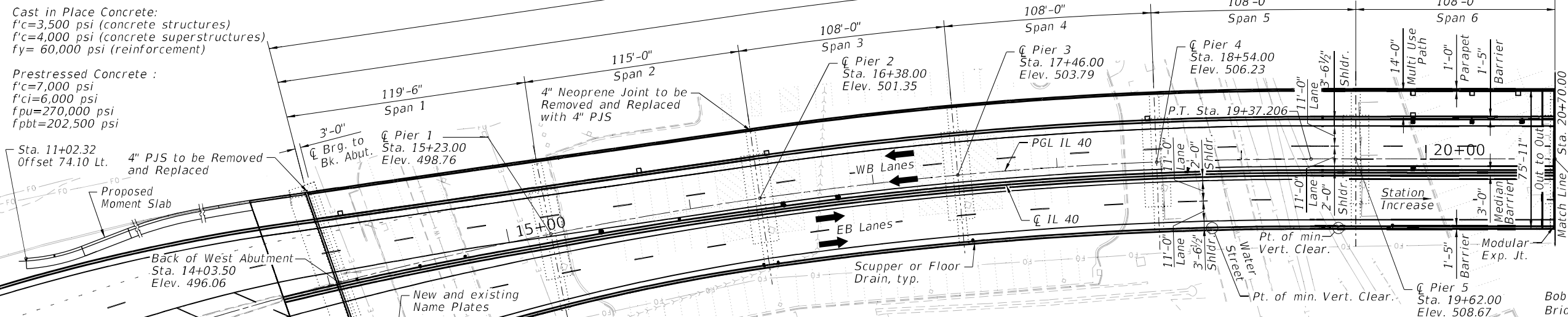
Applies to Sheets S-80 to S-85  
Pier 6, Sta. 20+70.00  
Elev. 511.10



**LOCATION MAP**

**GENERAL PLAN (1 OF 3)**  
**IL 40 OVER ILLINOIS RIVER**  
**(PUBLIC WATERS)**

FAP 404 SEC. 50 (BDR, BJR, BRR, L)  
PEORIA AND TAZEWELL COUNTIES  
STATION 25+20  
STRUCTURE NO. 090-0122



**WATERWAY INFORMATION TABLE**

Drainage Area = 14,225 Sq. Miles      Low Grade Elevation = 465.52 at Sta. 41+15.00

Flood	Freq. Yr.	Q. C.F.S.	Opening - Sq. Ft.		NAT H.W.E.	Head - Ft.		Headwater Elev.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	88,700	22,250	22,250	457.88	0.08	0.08	457.96	457.96
Base	100	98,000	22,650	22,650	459.64	0.08	0.08	459.72	459.72
Overtopping									
Max. Calc.	500	120,000			462.99	0.10	0.10	463.09	463.09

**LEGEND**

- Existing Underground Water Line
- Existing Fiber Optic Line
- Existing Gas Line
- Existing Underground Electric
- Existing Underground Sanitary Sewer
- Existing Underground Storm Sewer
- ⊙ Exist Manhole

**NOTES:**

1. Dimensions of existing elements to remain are taken from existing plans.
2. Stations and Offsets are referenced to Existing C IL 40.
3. For Proposed CL Information, see Sheet S-2.

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

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

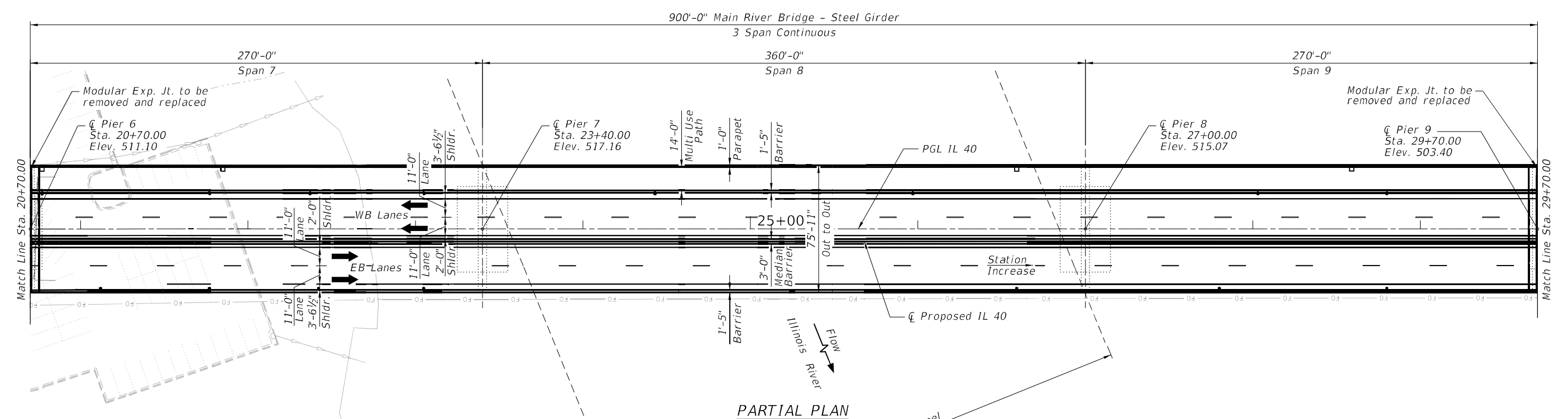
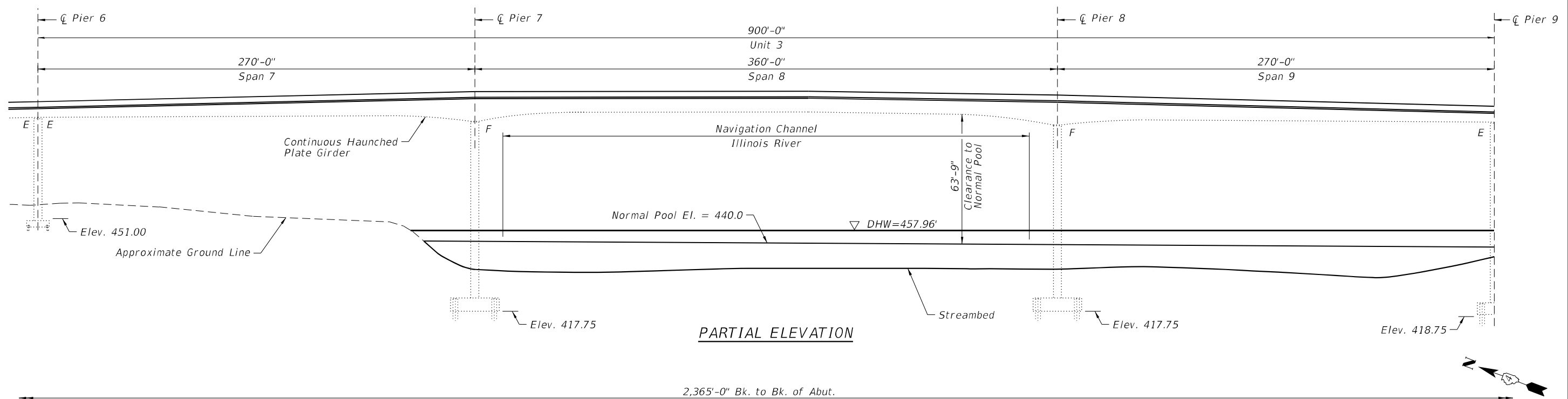
**GENERAL PLAN AND ELEVATION I**  
**STRUCTURE NO. 090-0122**

SHEET S-1 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)		286	132
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT \* PEORIA / TAZEWELL





**PROPOSED CL BARRIER WALL**

Location	Station	Offset
Start Transition	16+38.25	7.54' Rt.
Kink	15+20.21	8.05' Rt.
End Deck	14+05.48	2.41' Rt.
End Approach	13+74.02	1.51' Rt.

**PROPOSED CL BARRIER WALL**

Location	Station	Offset
Start Transition	35+75.76	7.50' Rt.
End Wall	36+75.81	4.16" Rt.

**NOTE:**  
1. Dimensions of existing elements to remain are taken from existing plans.

**GENERAL PLAN (2 OF 3)**  
**IL 40 OVER ILLINOIS RIVER**  
**(PUBLIC WATERS)**  
**FAP 404 SEC. 50 (BDR, BJR, BRR, L)**  
**PEORIA AND TAZEWELL COUNTIES**  
**STATION 25+20**  
**STRUCTURE NO. 090-0122**

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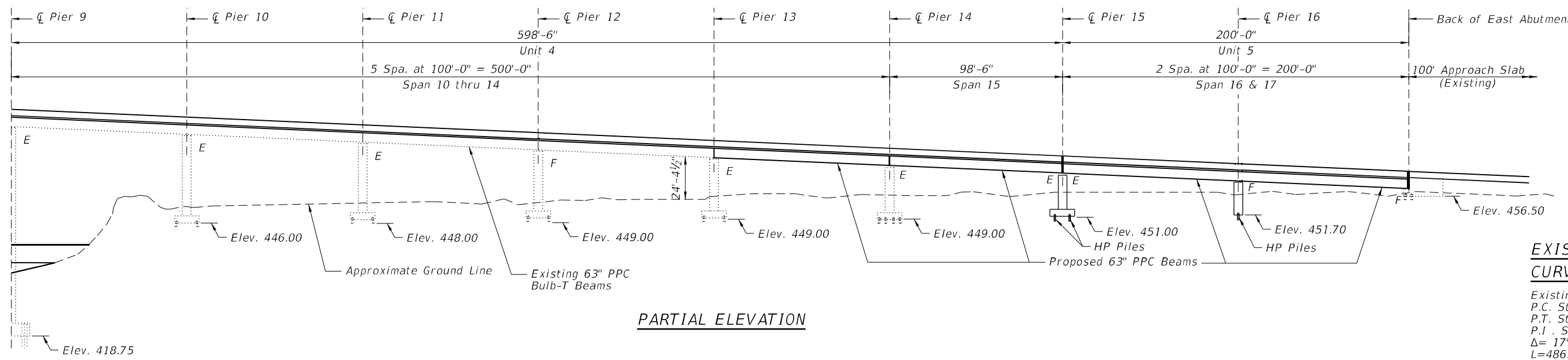
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**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION II**  
**STRUCTURE NO. 090-0122**

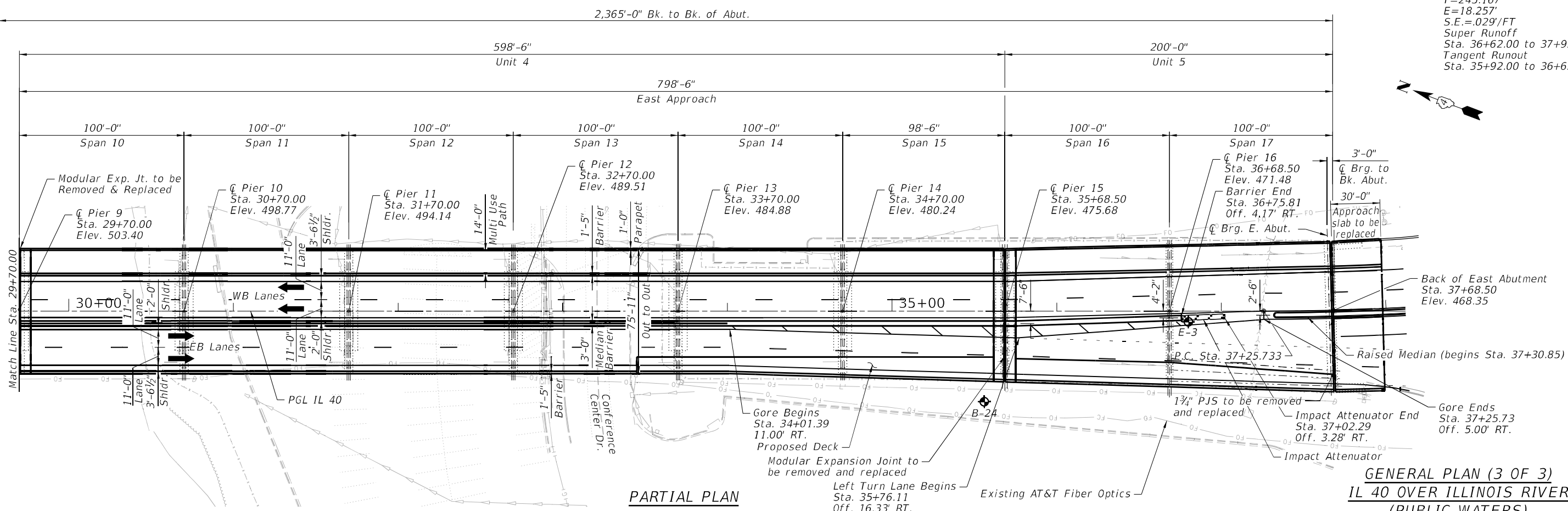
SHEET 5-2 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	133
CONTRACT NO. 68F38				

ILLINOIS FED. AID PROJECT PEORIA / TAZEWELL



PARTIAL ELEVATION



PARTIAL PLAN

- NOTES:**
1. Dimensions of existing elements to remain are taken from existing plans.
  2. For Proposed CL Information, see Sheet S-2.

**GENERAL PLAN (3 OF 3)**  
**IL 40 OVER ILLINOIS RIVER**  
 (PUBLIC WATERS)  
 FAP 404 SEC. 50 (BDR, BJR, BRR, L)  
 PEORIA AND TAZEWELL COUNTIES  
 STATION 25+20  
 STRUCTURE NO. 090-0122

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

**GENERAL PLAN AND ELEVATION III**  
**STRUCTURE NO. 090-0122**

SHEET 5-3 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	134
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT PEORIA / TAZEWELL

**INDEX OF SHEETS**

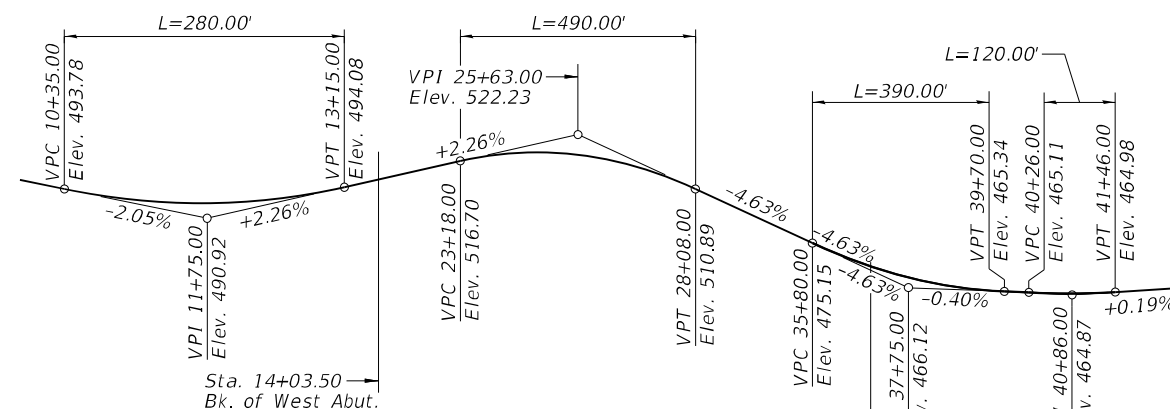
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- S-2 General Plan and Elevation II
- S-3 General Plan and Elevation III
- S-4 Index of Sheet and Bill of Material
- S-5 General Notes
- S-6 Concrete Removal Superstructure I
- S-7 Concrete Removal Superstructure II
- S-8 Concrete Removal Superstructure III
- S-9 Concrete Removal Superstructure IV
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- S-121 Bar Splicers Assembly Details
- S-122 Concrete Parapet Slip Forming Option

**TOTAL BILL OF MATERIAL**

DESCRIPTION	UNIT	SUB	SUPER	TOTAL
Concrete Barrier Removal	Foot		2,265	2,265
Concrete Removal	Cu Yd		499.2	499.2
Protective Shield	Sq Yd		4,780	4,780
Structure Excavation	Cu Yd	68		68
Floor Drains	Each		3	3
Concrete Structures	Cu Yd	103.9		103.9
Concrete Superstructure	Cu Yd		1,972.4	1,972.4
Bridge Deck Grooving	Sq Yd		14,440	14,440
Protective Coat	Sq Yd		30,140	30,140
Concrete Superstructure (Approach Slab)	Cu Yd		278.2	278.2
Furnishing And Erecting Precast Prestressed Concrete Bulb T-Beams 63"	Foot		690	690
Reinforcement Bars, Epoxy Coated	Pound	6,500	501,690	508,190
Bar Splicers	Each	68	1,380	1,448
Parapet Railing	Foot		2,422	2,422
Furnishing Steel Piles HP12X53	Foot	135		135
Furnishing Steel Piles HP14X117	Foot	55		55
Driving Piles	Foot	190		190
Test Pile Steel HP12X53	Each	1		1
Pile Shoes	Each	5		5
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot		275	275
Elastomeric Bearing Assembly, Type I	Each		1	1
Elastomeric Bearing Assembly, Type II	Each		7	7
Anchor Bolts, 3/4"	Each		2	2
Anchor Bolts, 1 1/4"	Each		26	26
Drainage System For Structures	L Sum		1	1
Concrete Sealer	Sq Ft	2,252		2,252
Removal Of Existing Concrete I-Beam	Each		4	4
Bridge Deck Scarification 2 1/4"	Sq Yd		19,861	19,861
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq Yd		20,436	20,436
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	44		44
Drainage Scuppers (Special)	Each		21	21
Drainage Scuppers, DS-11	Each		35	35
Drainage Scuppers, DS-12	Each		2	2
Drainage Scuppers, DS-12M10	Each		16	16
Modular Expansion Joint 9"	Foot		78	78
Modular Expansion Joint 12"	Foot		154	154
Remove, Store, & Re-Erect Mse Panels	Sq Ft	75		75
Sidewalk Removal (Special) With Parapet Wall	Cu Yd		1,016.8	1,016.8
Moment Slab Removal	Cu Yd		241.6	241.6
Bridge Fence Railing (Special)	Foot		2,701	2,702



**PROFILE GRADE**  
(Along Exist. Roadway)

STATION 25+20.00  
RE-BUILT 202\_ BY  
STATE OF ILLINOIS  
F.A.P. RT. 404 SEC. 50 (BDR, BJR, BRR, L)  
LOADING HS20-44  
STRUCTURE NO. 099-0122

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

**NAME PLATE**  
See Std. 515001

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

**INDEX OF SHEET AND BILL OF MATERIAL**  
**STRUCTURE NO. 099-0122**

SHEET 5-4 OF S-122 SHEETS

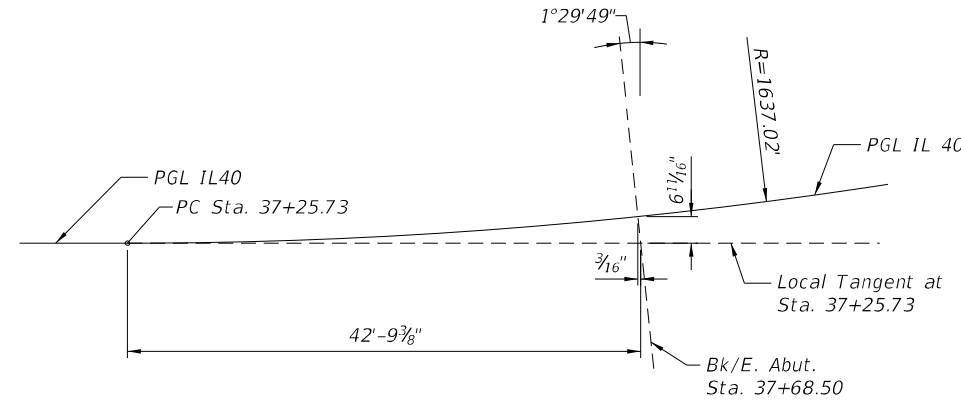
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404	50 (BDR, BJR, BRR, L)	-	286	135
CONTRACT NO.			68F38	

**GENERAL NOTES**

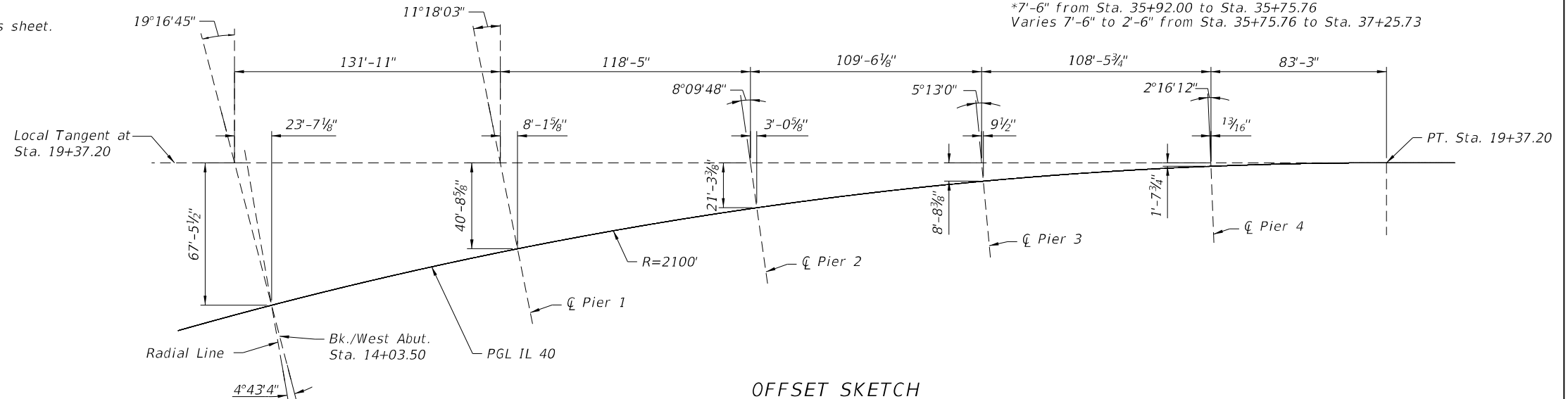
1. Reinforcement bars designated (E) shall be epoxy coated.
2. All structural steel shall be AASHTO M270 Grade 50.
3. Concrete Sealer shall be applied to the abutment bearing seats and backwalls (including the abutment hatch block on backwalls) and top of pier caps above expansion joints.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall 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.
5. Demolition and construction activities shall be conducted in such a way that no debris fall into the River. Activities shall also be coordinated with the United States Coast Guard (USCG) and the Tazewell and Peoria Railroad (TPRR). No additional compensation or time will be allowed for USCG or TPRR coordination.
6. Parapets, Median and sidewalk removal debris shall not be left on the bridge deck but shall be removed as they are produced.
7. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
8. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Cost included with "Concrete Removal".
9. 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.
10. 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.
11. No field welding is permitted except as specified in the contract documents.
12. Parapet slipforming allowed where indicated in the table on this sheet.

**SLIPFORM ALLOWANCE**

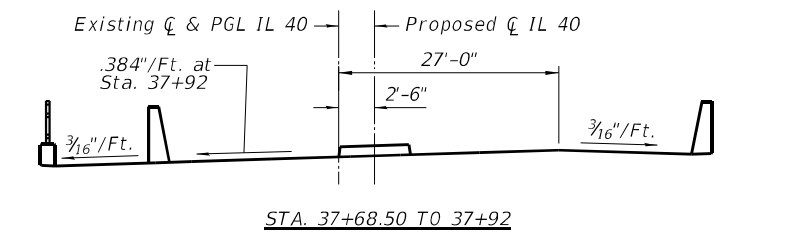
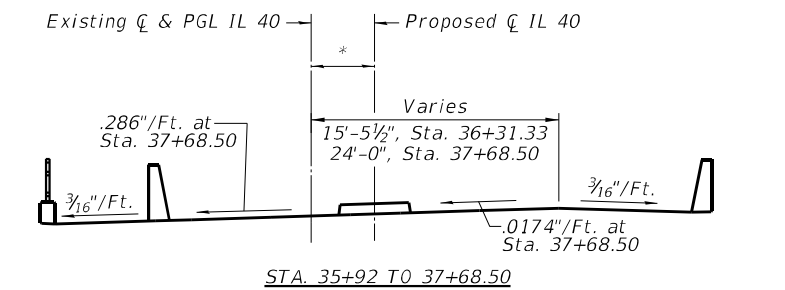
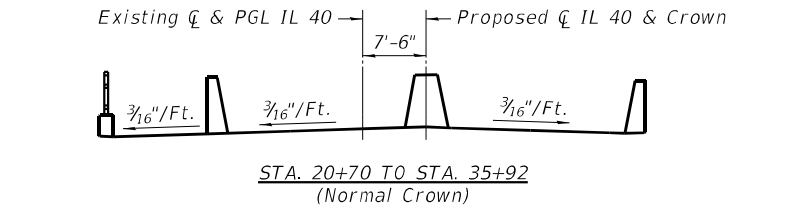
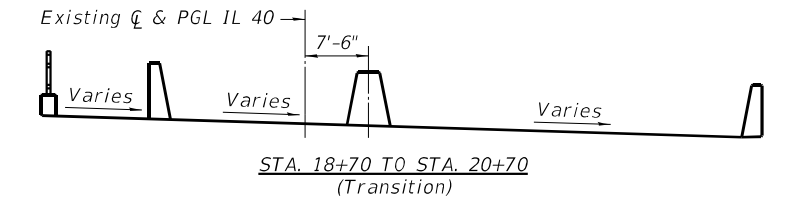
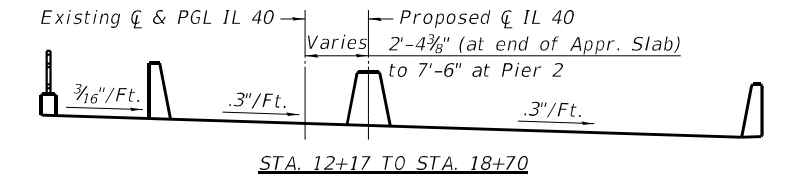
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14+03.50 - 16+38.00	Allowed	Not Allowed
16+38.00 - 30+70.00	Allowed	Allowed
30+70.00 - 35+68.50	Allowed	Not Allowed
35+68.50 - 37+68.50	Allowed	Allowed



**OFFSET SKETCH**  
(East Abut.)



**OFFSET SKETCH**  
(West Abut.)



**CROSS SLOPE AND SUPERELEVATION TRANSITION**  
(Looking Upstation)

\*7'-6" from Sta. 35+92.00 to Sta. 35+75.76  
Varies 7'-6" to 2'-6" from Sta. 35+75.76 to Sta. 37+25.73

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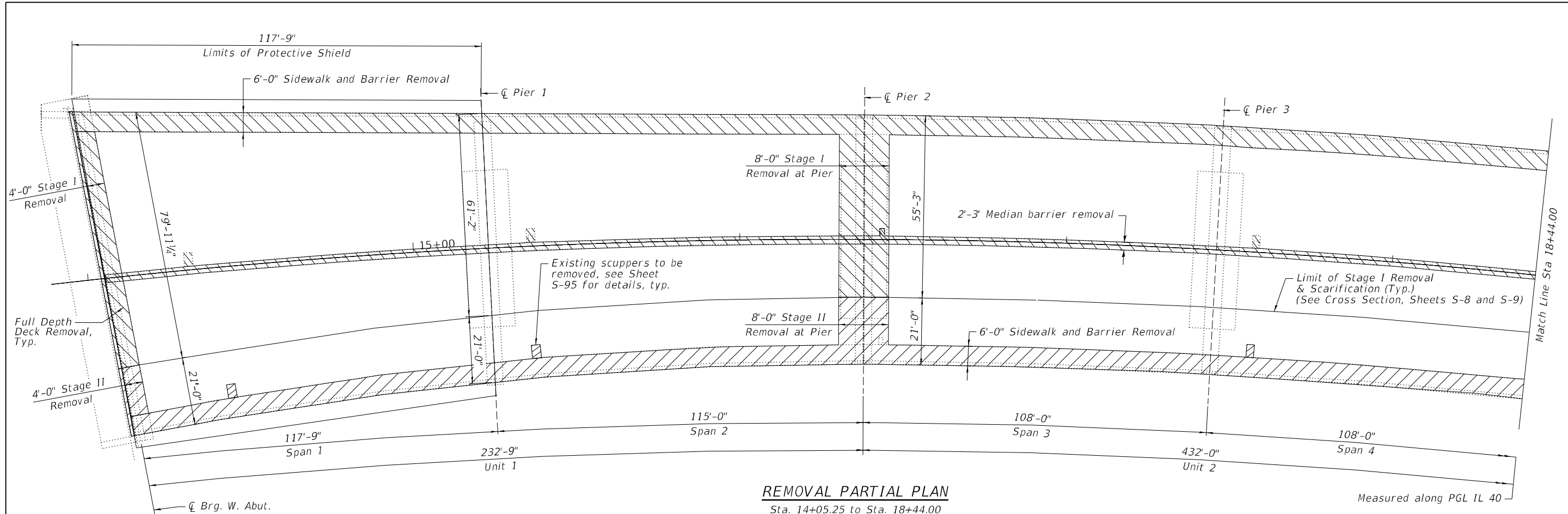
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES**  
**STRUCTURE NO. 090-0122**

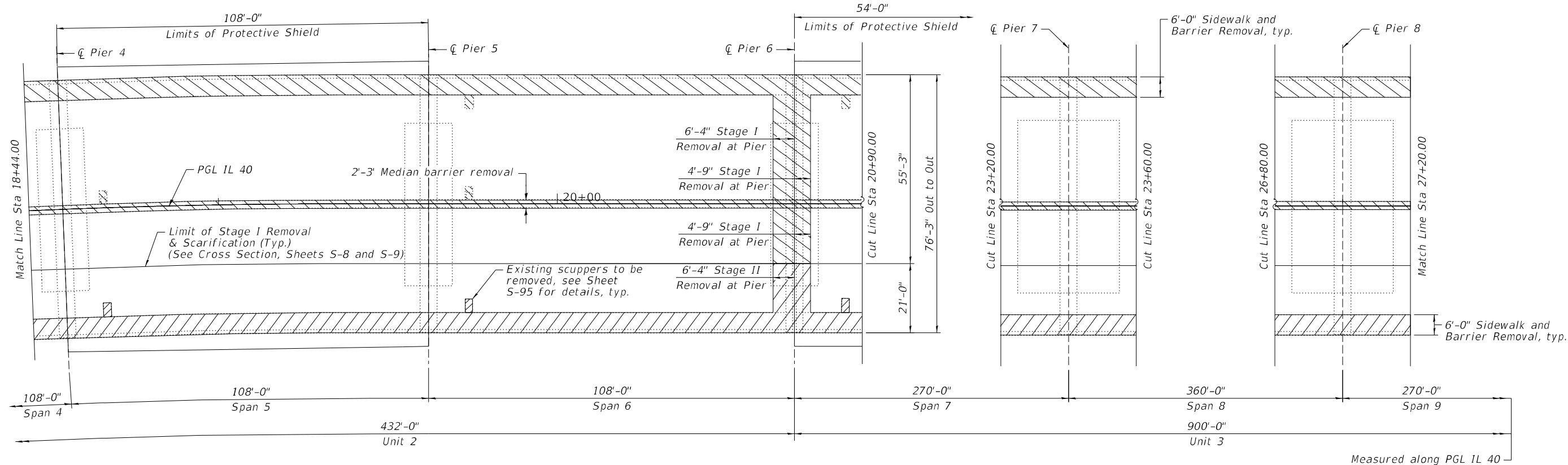
SHEET 5-5 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 136
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	



**REMOVAL PARTIAL PLAN**

Sta. 14+05.25 to Sta. 18+44.00



**REMOVAL PARTIAL PLAN**

Sta. 18+44.00 to Sta. 27+20.00

**LEGEND**

	Stage I Removal
	Stage II Removal

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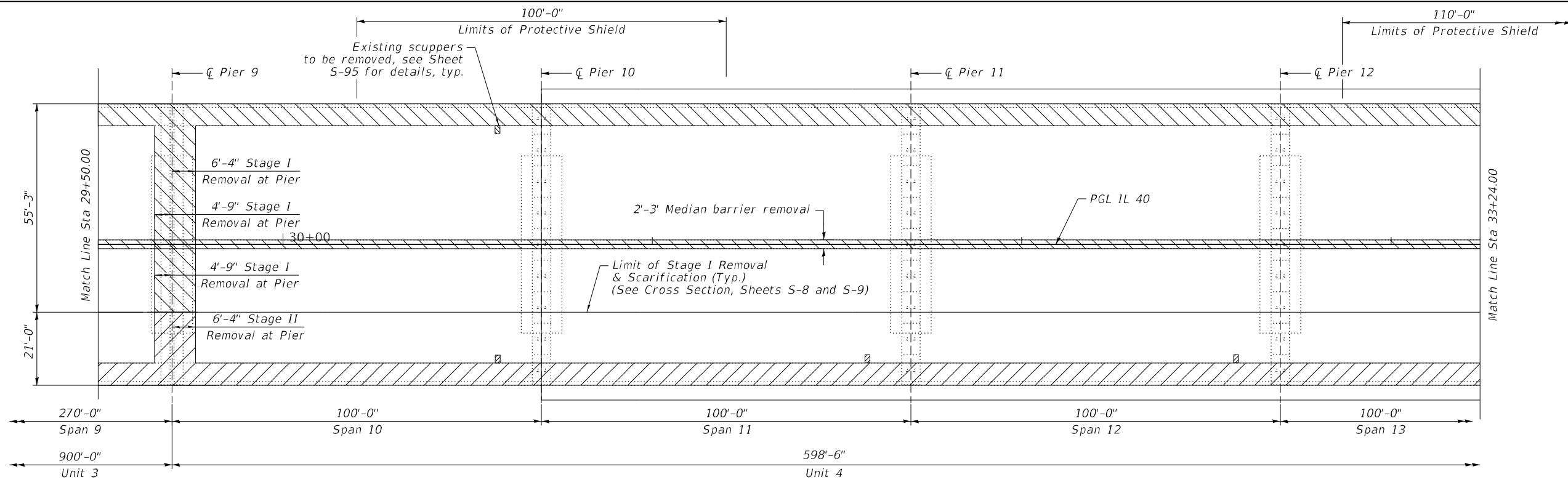
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE REMOVAL SUPERSTRUCTURE I  
 STRUCTURE NO. 090-0122**

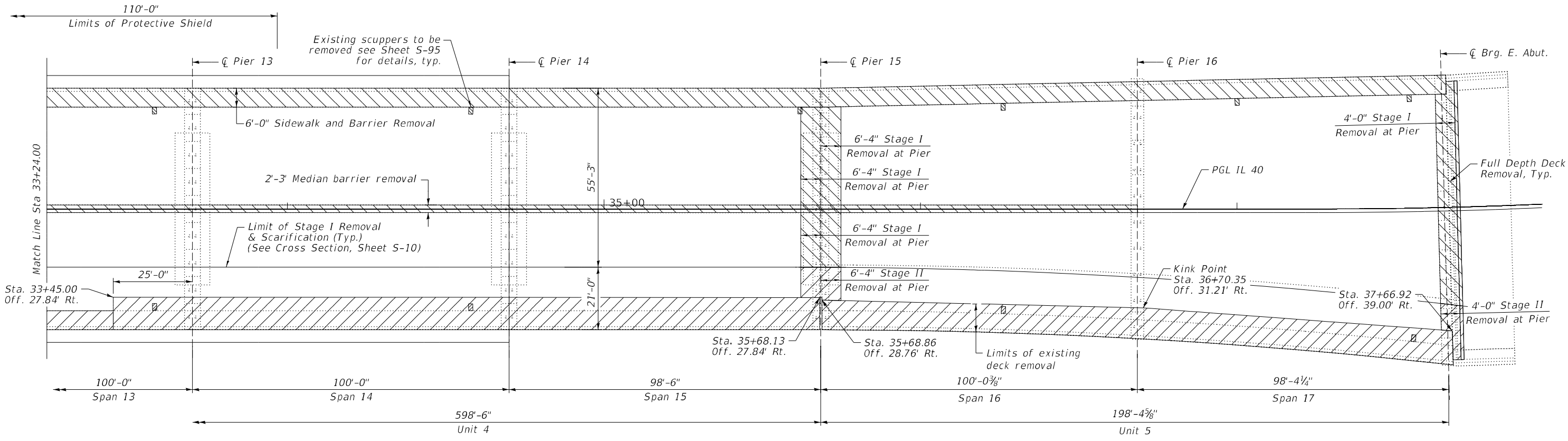
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404	50 (BDR, BJR, BRR, L)	-	286	137
CONTRACT NO. 68F38				

SHEET 5-6 OF S-122 SHEETS

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**REMOVAL PARTIAL PLAN**  
Sta. 29+50.00 to Sta. 33+24.00



**REMOVAL PARTIAL PLAN**  
Sta. 33+24.00 to Sta. 37+65.50

**LEGEND**  
 Stage I Removal  
 Stage II Removal

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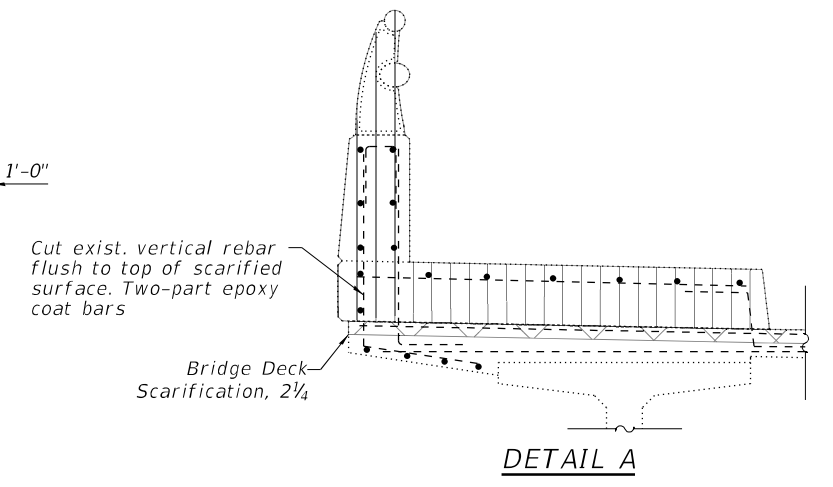
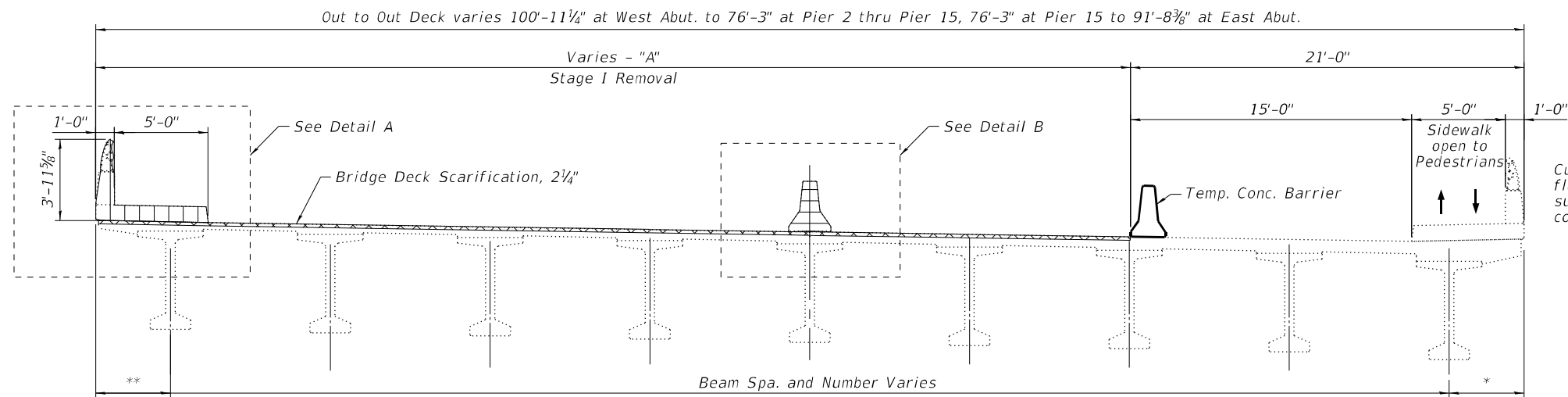
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DRAWN - SBA	REVISIONS -	
CHECKED - BWS	REVISIONS -	
DATE - 10/12/22	REVISIONS -	

**STATE OF ILLINOIS**  
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**CONCRETE REMOVAL SUPERSTRUCTURE II**  
**STRUCTURE NO. 090-0122**

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CONTRACT NO. 68F38				

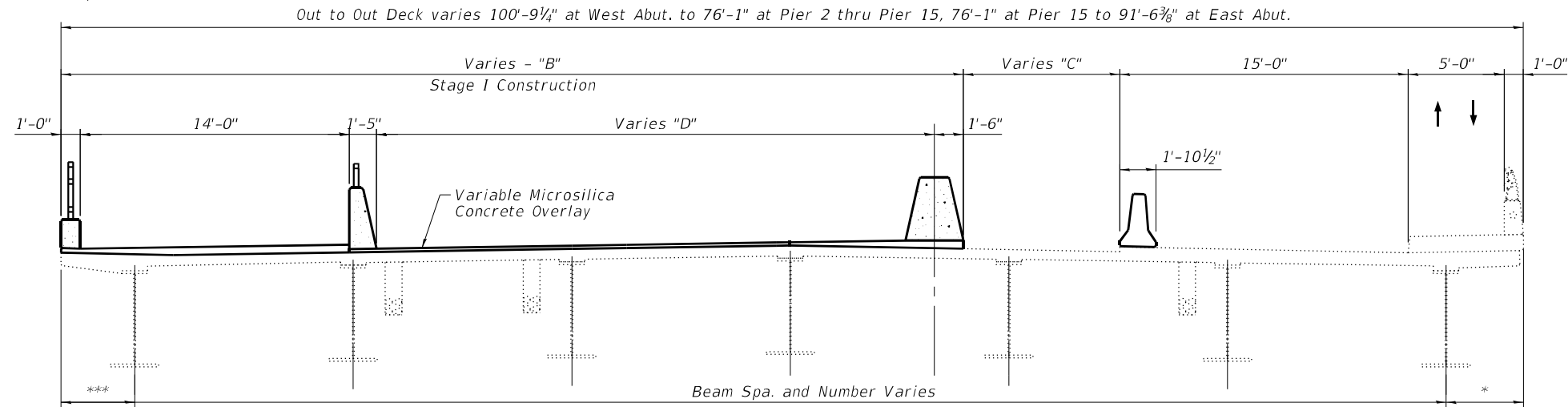
SHEET 5-7 OF S-122 SHEETS



\*\*Varies 4'-1" at W. Abut. to 4'-0" at Pier 2, 4'-0" at Pier 2 to Pier 15, varies 3'-9 1/2" to 4'-0" at Span 16, and varies 3'-6 1/16" to 4'-0" at Span 17.

**STAGE I REMOVAL SPANS 1-17**  
(Looking East - Showing Spans 1-6)

\*Varies 4'-1" at W. Abut. to 4'-0" at Pier 2, 4'-0" at Pier 2 to Pier 16, varies 4'-0" at Pier 16 to 3'-11 3/16" at E. Abut.



\*\*\*Varies 3'-11" at W. Abut. to 3'-10" at Pier 2, 3'-10" at Pier 2 to Pier 15, varies 3'-7 1/2" to 3'-10" at Span 16, and varies 3'-4 1/16" to 3'-10" at Span 17.

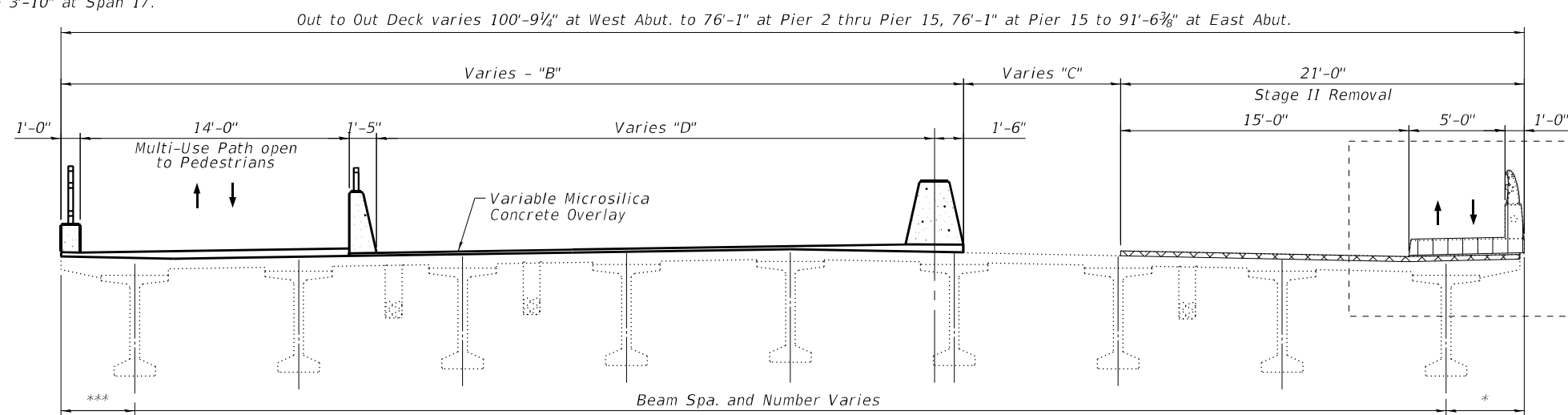
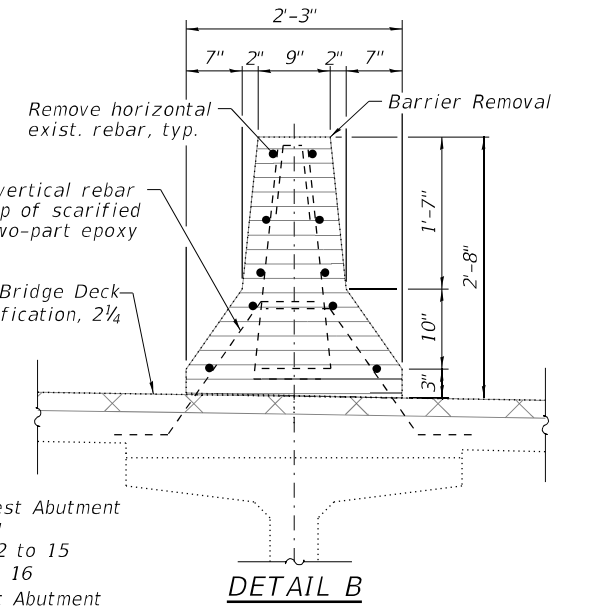
**STAGE I CONSTRUCTION SPANS 1-17**  
(Looking East - Showing Spans 7-9)

"A" = 79'-11 1/4" at West Abutment  
61'-2" at Pier 1  
55'-3" at Pier 2 to 15  
56'-3 1/4" at Pier 16  
70'-8 3/8" at East Abutment

"B" = 55'-9" at West Abutment  
48'-9" at Pier 1  
46'-11 1/2" at Piers 2 to 15  
46'-1" at Pier 16; 45'-9" at East Abutment

"C" = 24'-0 1/4" at West Abutment  
12'-3" at Pier 1  
8'-1 1/2" at Pier 2 to 15  
10'-0 1/4" at Pier 16  
24'-9 3/8" at East Abutment

"D" = 37'-10" at West Abutment  
30'-10" at Pier 1  
29'-0 1/2" at Pier 2 to 16  
28'-2" at Pier 16  
27'-10" at East Abutment



**NOTE:**  
Cost of rail removal is included in Sidewalk Removal (Special) with Parapet Wall

**STAGE II REMOVAL SPANS 1-13 (UP TO STA 33+45.00)**  
(Looking East - Showing Spans 10-12)

**LEGEND**

- Concrete Removal
- Bridge Deck Scarification, 2 1/4"
- Removal of Existing Concrete I-Beam
- Concrete Barrier Removal
- Sidewalk Removal (Special) with Parapet Wall

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USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
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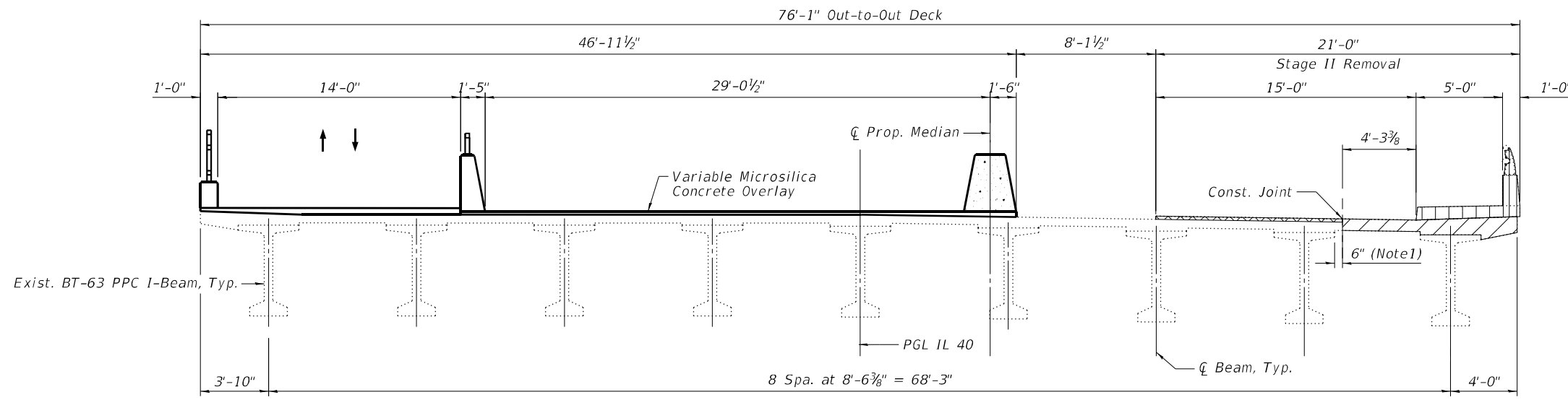
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CONCRETE REMOVAL SUPERSTRUCTURE III**  
**STRUCTURE NO. 090-0122**

SHEET 5-8 OF S-122 SHEETS

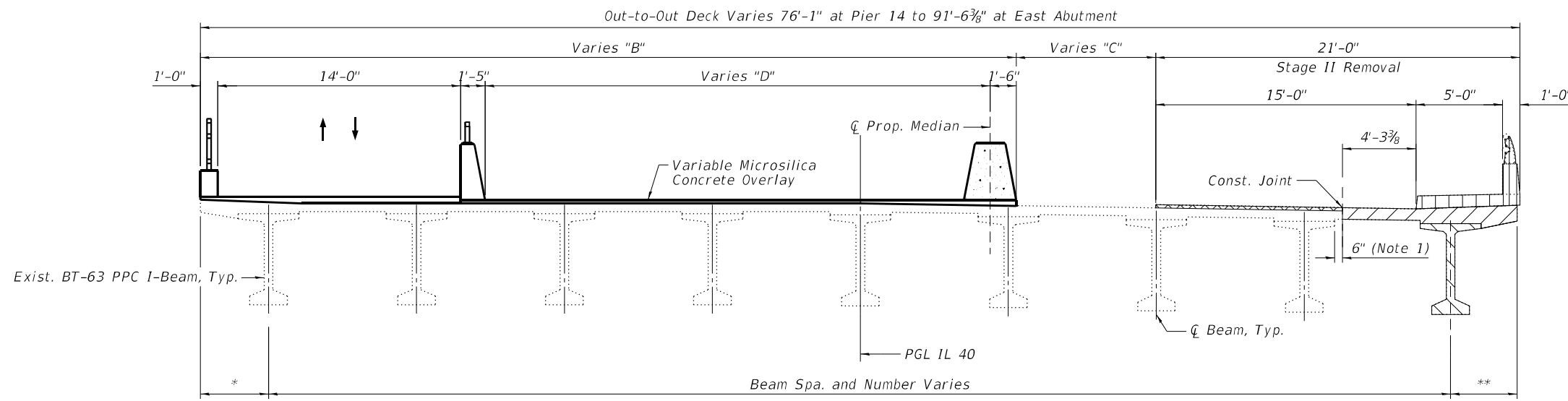
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68F38				

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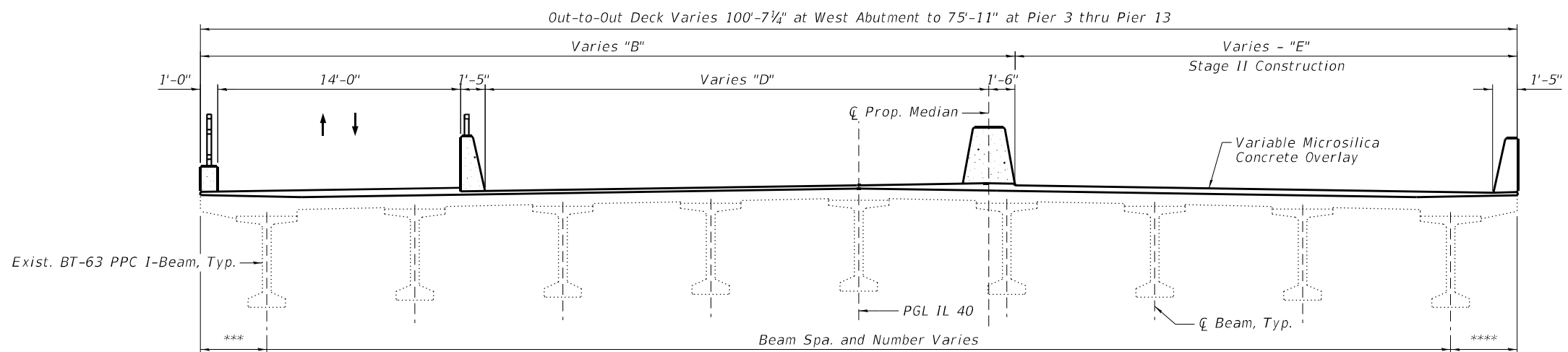
**STAGE II REMOVAL STA 33+45.00 TO PIER 13**

(Looking East)



**STAGE II REMOVAL SPANS 14 - 17**

(Looking East - Showing Span 14)



**STAGE II CONSTRUCTION SPANS 1-13 (UP TO STA 33+45.00)**

(Looking East - Showing Spans 10-13)

**SUGGESTED CONSTRUCTION SEQUENCE**

1. Remove North sidewalk, parapet wall and median. South sidewalk will be open to pedestrian traffic.
2. Scarify deck 2 1/4" and remove deck at expansion joints locations to the limits indicated in Stage I Removal.
3. Reconstruct deck at expansion joint locations and install overlay to the limits indicated in Stage I Construction; install concrete curb with fence, parapet with handrail and median.
4. Shift pedestrian traffic to completed North Multi Use Path:
5. a. For Spans 1 to Span 13, up to Sta 33+45: Remove South sidewalk and parapet wall.  
b. For Spans 13, from Sta 33+45, to Pier 13 and Spans 14-17: remove South side of the deck to the limits indicated in Stage II removal. Remove exterior beam at span 14 thru 17.
6. a. For Spans 1 to Span 13, up to Sta 33+45: Scarify deck 2 1/4" and remove deck at expansion joint to the limits indicated in Stage II Removal.  
b. For Spans 13, from Sta 33+45, to Pier 13 and Spans 14-17: Scarify deck 2 1/4" and remove deck at expansion joint to the limits indicated in Stage II Removal.
7. a. For Spans 1 to Span 13, up to Sta 33+45: Reconstruct deck at expansion joint locations and install overlay to the limits indicated in Stage II construction; install south parapet.  
b. For Spans 13, from Sta 33+45, to Pier 13 and Spans 14-17: construct new deck with parapet; install overlay to the limits indicated in Stage II construction.

**NOTES:**

1. The Contractor shall field locate the first interior beam and translate its location to the top of the existing bridge deck. The removal limits for the existing bridge deck are offset 6" from the edge of the existing beam flange as detailed in this sheet. Stations and offsets have been provided for this removal line but shall be verified by the Contractor prior to removal operations.
2. A 3/4" saw cut shall be made along the limits of deck to be removed prior to removal of any concrete.
3. Existing transverse bars in the bridge deck shall be cleaned and incorporated into the new construction, minimum extension 3'-6". Cost included with "Concrete Removal".
4. For proposed cross sections see Sheet S-10.
5. The cost of rail removal is included with "Sidewalk Removal Special with Parapet wall." No Salvage.

"B" = 55'-9" at West Abutment  
48'-9" at Pier 1  
46'-11 1/2" at Pier 2 to 16  
46'-1" at Pier 16  
45'-9" at East Abutment

"C" = 24'-0 1/4" at West Abutment  
12'-3" at Pier 1  
8'-1 1/2" at Pier 2 to 16  
10'-0 1/4" at Pier 16  
24'-9 3/8" at East Abutment

"D" = 37'-10" at West Abutment  
30'-10" at Pier 1  
29'-0 1/2" at Pier 2 to 16  
28'-2" at Pier 16  
27'-10" at East Abutment

"E" = 44'-10" at West Abutment  
33'-1" at Pier 1  
28'-11 1/2" at Pier 2 to 13

**LEGEND**

- Concrete Removal
- Bridge Deck Scarification, 2 1/4"
- Removal of Existing Concrete I-Beam
- Concrete Barrier Removal
- Sidewalk Removal (Special) with Parapet Wall

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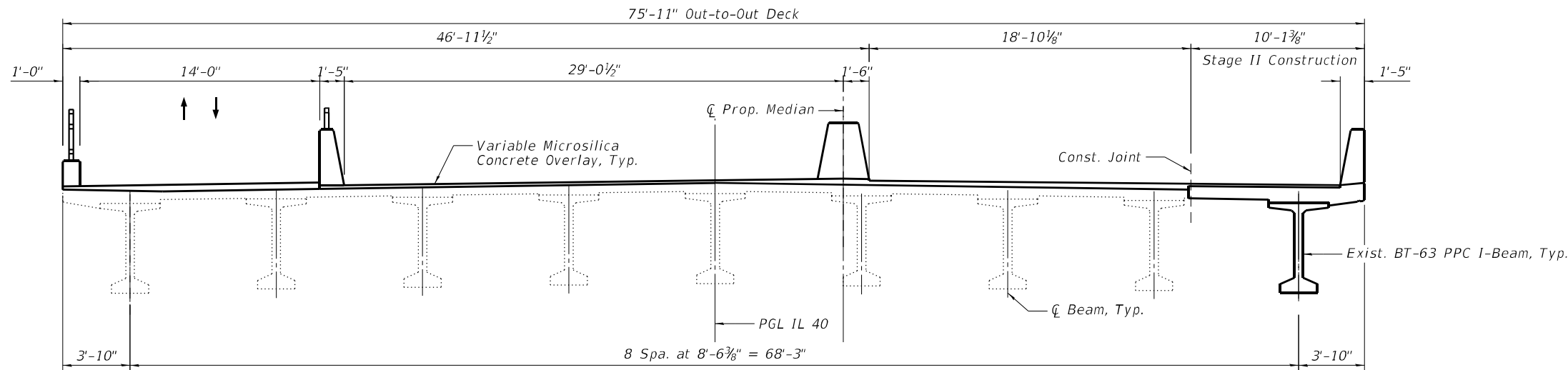
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONCRETE REMOVAL SUPERSTRUCTURE IV  
STRUCTURE NO. 090-0122**

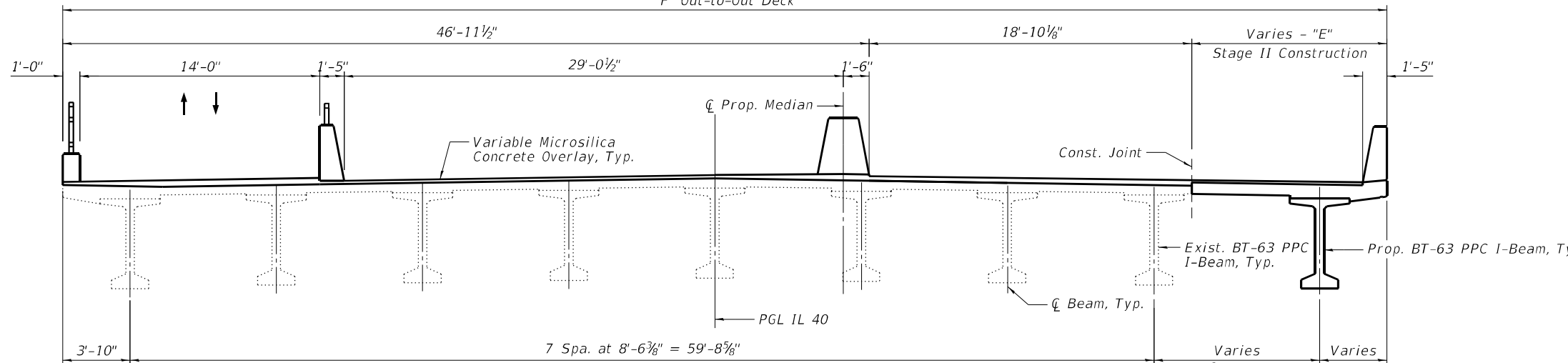
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	





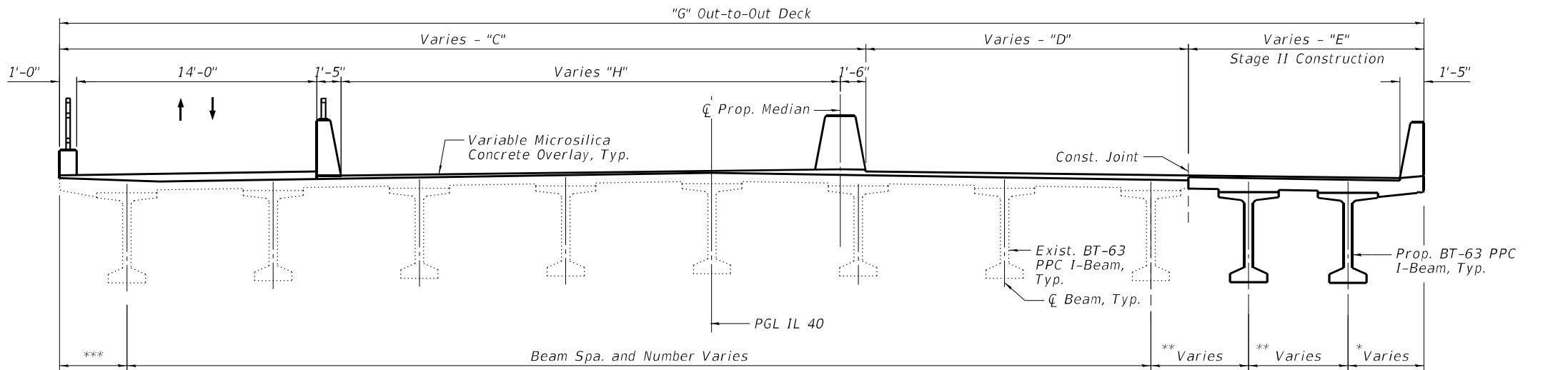
**STAGE II CONSTRUCTION SPAN 13**

(Looking East - Showing Sta. 33+45.00 to Pier 13)  
"F" Out-to-Out Deck



**STAGE II CONSTRUCTION SPAN 14**

(Looking East)



**STAGE II CONSTRUCTION SPANS 15-17**

(Looking East - Showing Span 15)  
(Spans 16 and 17 have 9 existing beams, see Sheet S-70)

"C" = 46'-11½" at Pier 14  
46'-11½" at Pier 15  
46'-1" at Pier 16  
45'-9" at East Abutment

"D" = 18'-10⅛" at Pier 14  
19'-8½" at Pier 15  
25'-2½" at Pier 16  
34'-11⅞" at East Abutment

"E" = 10'-1⅜" at Pier 13  
12'-2⅜" at Pier 14  
14'-11⅞" at Span 14, Pier 15 Expansion Joint  
14'-4" at Span 15, Pier 15 Expansion Joint  
14'-10½" at Pier 16  
10'-11¼" at East Abutment Expansion Joint

"F" = 75'-11" at Pier 13  
78'-0" at Pier 14

"G" = 81'-0" at Pier 15  
91'-4⅜" at East Abutment

"H" = 29'-0½" at Pier 15  
28'-2" at Pier 16  
27'-10" at East Abutment

\* 4'-3" at Span 15  
3'-10" Spans 16 and 17

\*\* 5'-1⅜" to 6'-6¾" (Span 15)  
6'-6⅞" to 6'-9⅞" (Span 16)  
6'-10" to 4'-8½" (Span 17)

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	321.1
Concrete Barrier Removal	Foot	2,265
Sidewalk Removal (Special) with Parapet Wall	Cu. Yd.	1,016.8
Protective Shield	Sq. Yd.	4,780
Bridge Deck Scarification 2¼"	Sq. Yd.	19,861
Bridge Deck Grooving	Sq. Yd.	13,934
Bridge Deck Microsilica Concrete Overlay, 2¼"	Sq. Yd.	20,436
Removal of Existing Concrete I-Beam	Each	4

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**STATE OF ILLINOIS  
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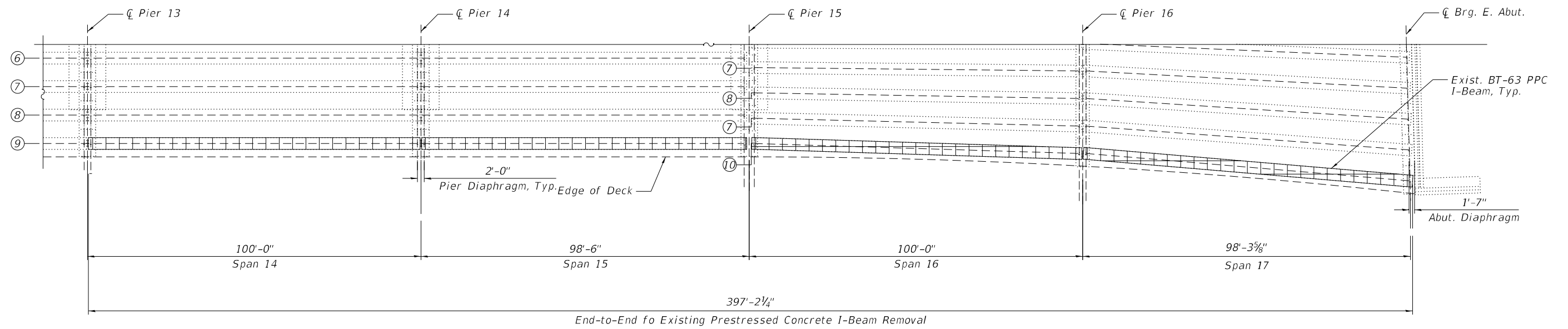
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STRUCTURE NO. 090-0122**

SHEET 5-10 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			68F38	

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FRAMING PARTIAL REMOVAL PLAN

**NOTES:**

1. For deck cross sections see Sheets, S-6 thru S-10 .
2. For Bill of Material, see Sheet S-10.

**LEGEND**

Remove Existing Prestressed Concrete I-Beams

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**STATE OF ILLINOIS  
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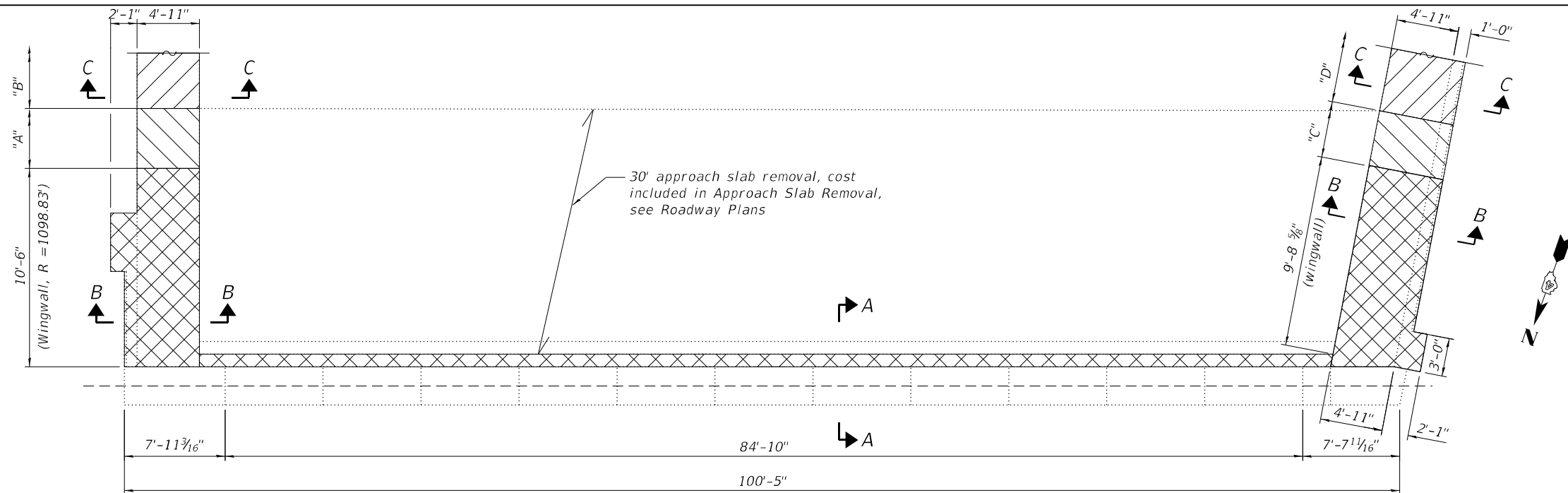
**CONCRETE FRAMING REMOVAL PLAN  
STRUCTURE NO. 090-0122**

SHEET S-11 OF S-122 SHEETS

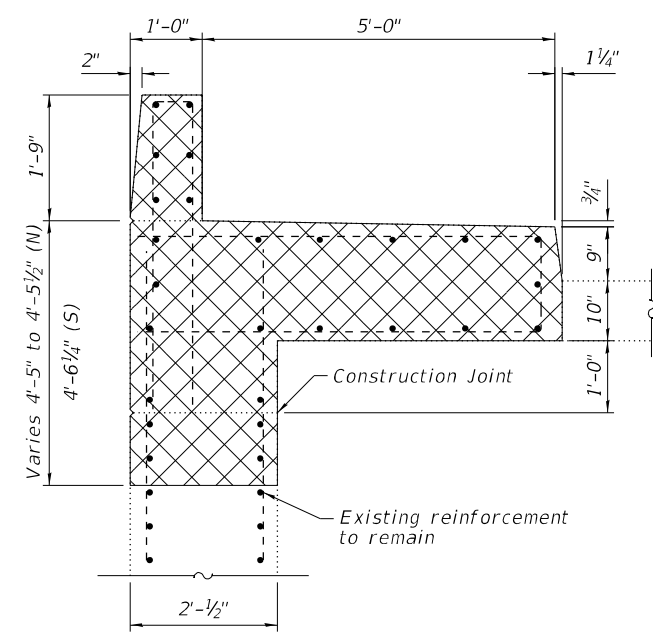
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CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

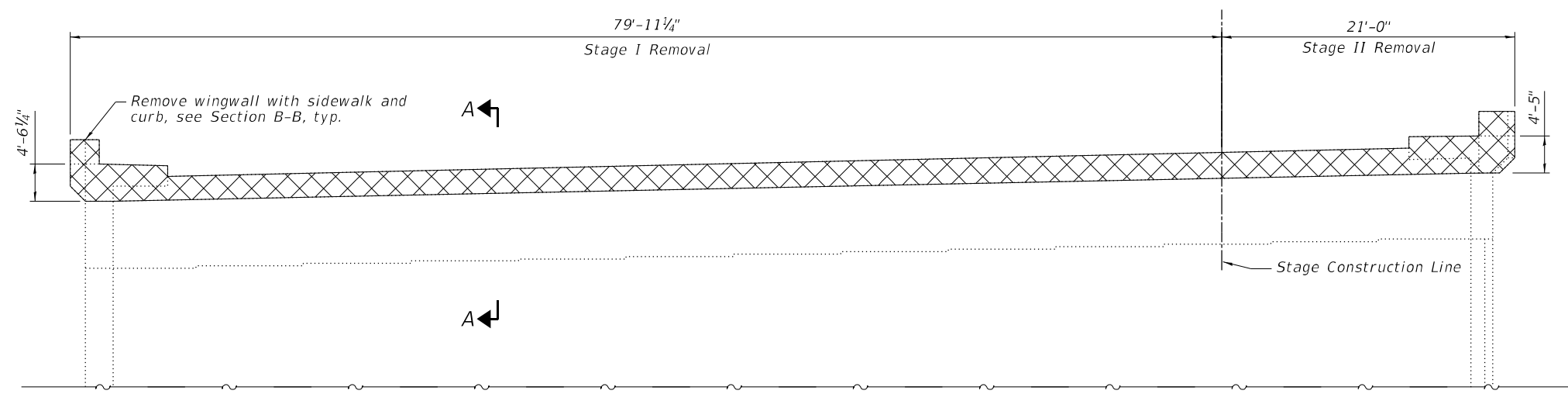
PEORIA / TAZEWELL



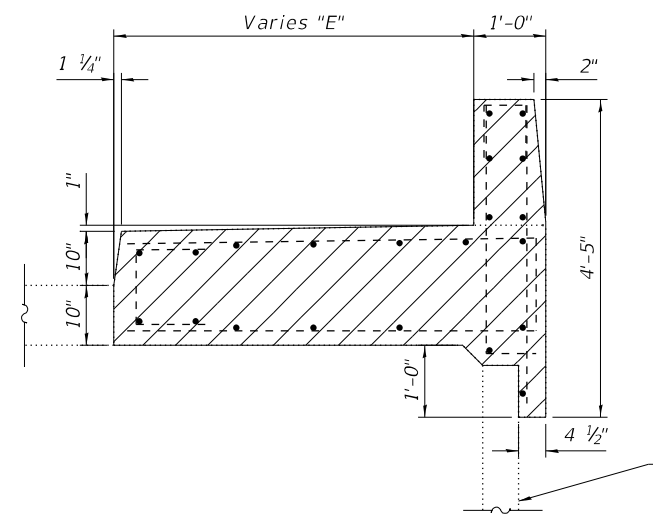
WEST ABUTMENT PLAN



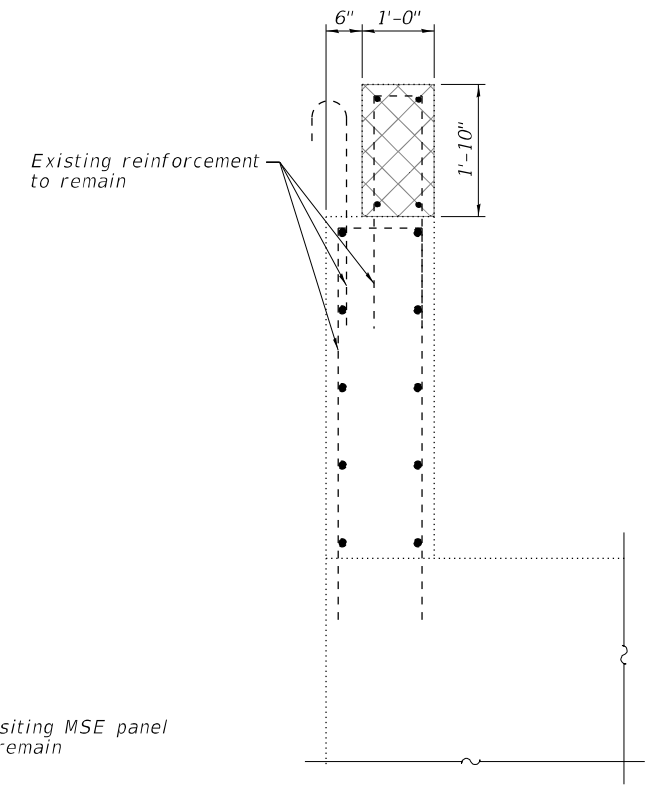
SECTION B-B



WEST ABUTMENT ELEVATION  
(Looking West)



SECTION C-C (MOMENT SLAB SECTION)



SECTION A-A

**NOTES:**

- "A" : Remove existing moment slab from end of wingwall to sta 13+77.22 cost included in Approach Slab Removal
  - "B" : Remove existing moment slab from sta 13+77.22 to sta 10+57.05 cost included in Moment Slab Removal
  - "C" : Remove existing moment slab from end of wingwall to sta 13+70.70 cost included in Approach Slab Removal
  - "D" : Remove existing moment slab from sta 13+70.70 to sta 11+02.39 cost included in Moment Slab Removal
  - "E" : 5'-0" to 7'-5 1/8" south sidewalk, 5'-0" to 6'-2 1/8" north sidewalk
- Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

**LEGEND:**

- Concrete Removal
- Moment Slab Removal
- Approach Slab Removal

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	52.2
Moment Slab Removal	Cu. Yd.	241.6

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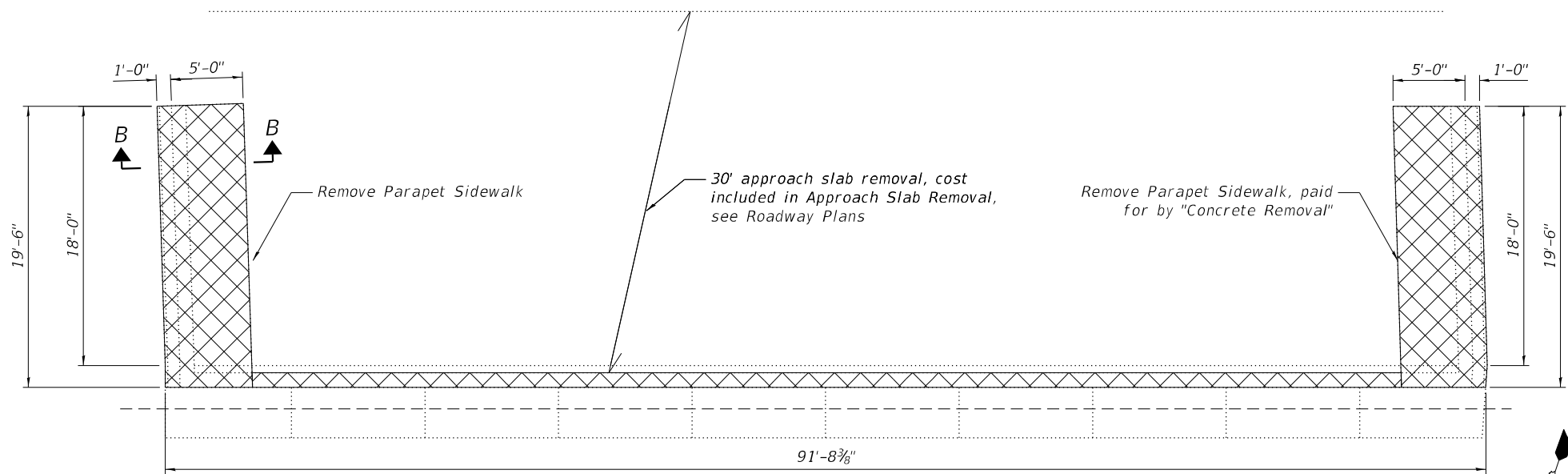
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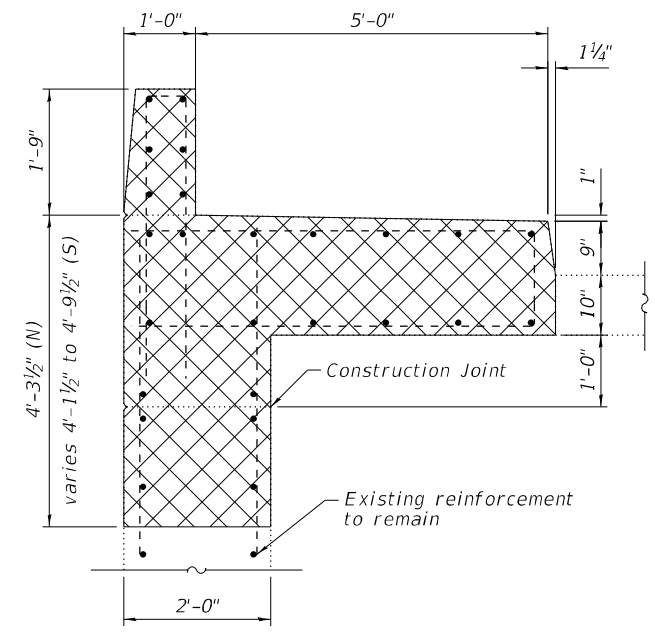
CONCRETE REMOVAL WEST ABUTMENT  
STRUCTURE NO. 090-0122

SHEET 5-12 OF S-122 SHEETS

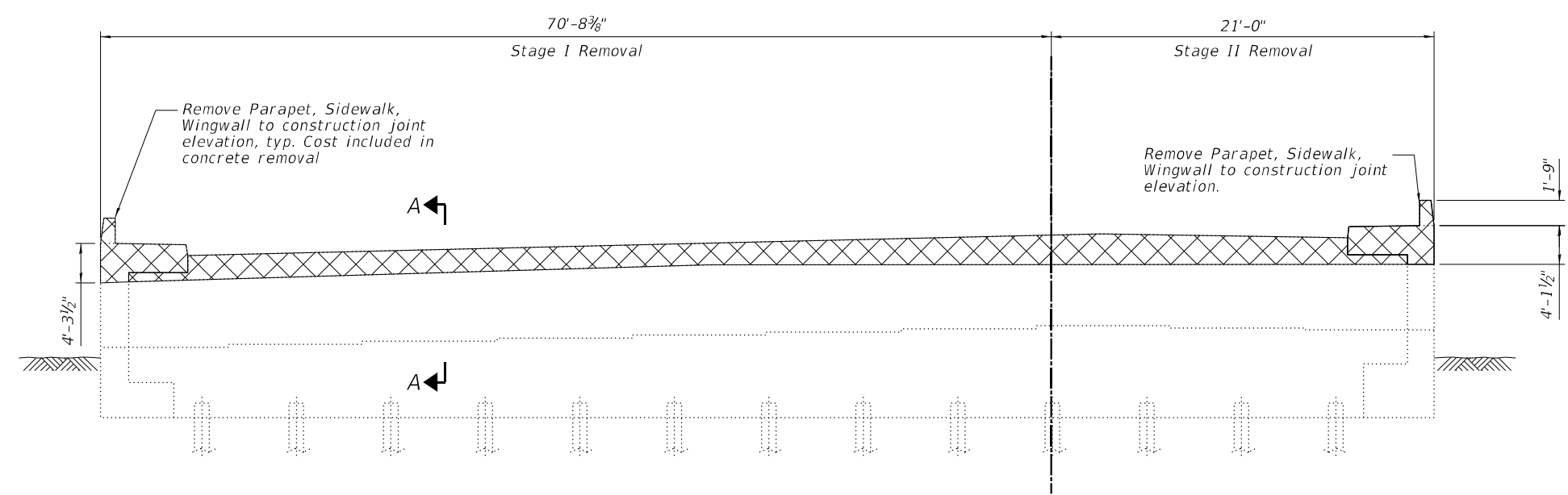
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



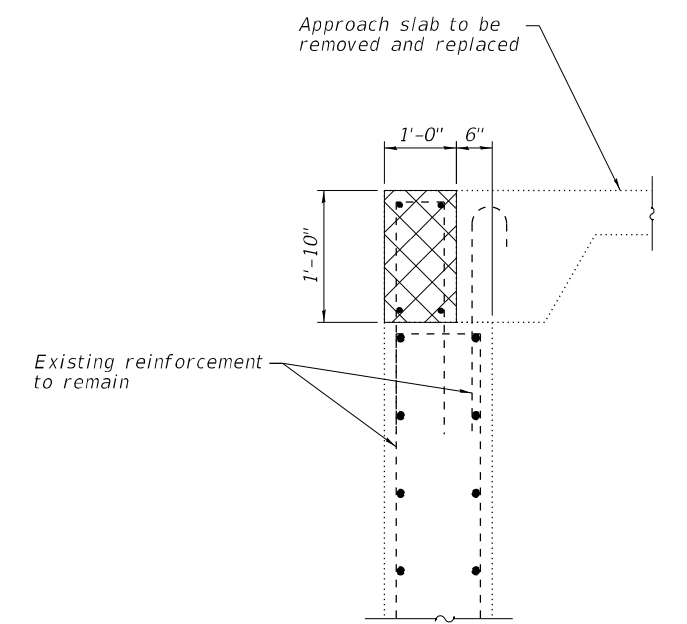
**EAST ABUTMENT PLAN**



**SECTION B-B**



**EAST ABUTMENT ELEVATION**  
(Looking East)



**SECTION A-A**

**NOTES:**

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	65.7

**LEGEND:**



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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

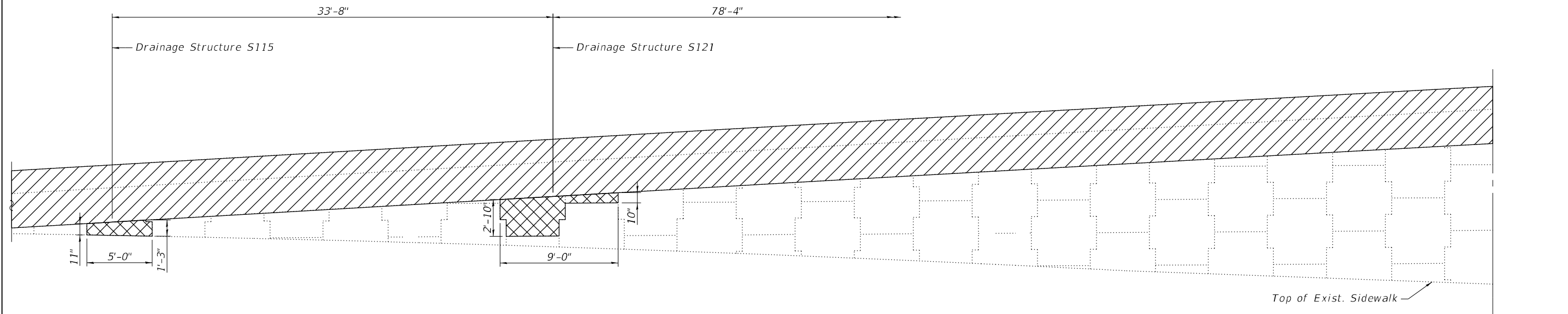
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SHEET S-13 OF S-122 SHEETS

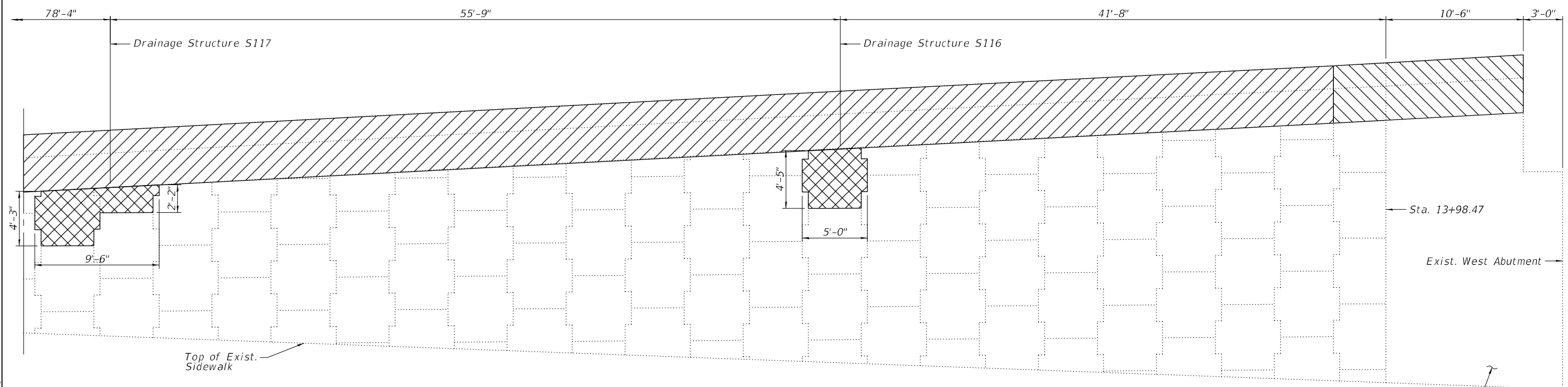
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404	50 (BDR, BJR, BRR, L)	-	286	144
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

PEORIA / TAZEVELL



**SOUTHWEST MSE WALL**  
(South Face Looking North)



**SOUTHWEST MSE WALL**  
(South Face Looking North)

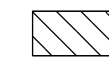
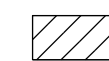

**BILL OF MATERIAL**

Item	Unit	Quantity
Remove, Store & Re-Erect MSE Panels	Sq. Ft.	75

**NOTES:**

- MSE panels to be removed at locations of proposed drainage structures. CONTRACTOR to verify locations prior to panel removal. See drainage plans for Drainage Structure locations.
- For moment slab removal, see sheets S-12 and S-13.

**LEGEND**

-  Approach Slab Removal
-  Moment Slab Removal
-  Remove & Re-Erect MSE Panels

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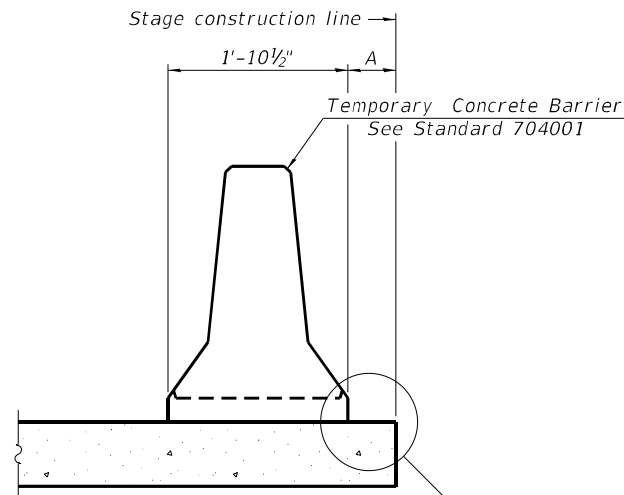
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SOUTHWEST MSE WALL REMOVAL**  
**STRUCTURE NO. 090-0122**

SHEET 5-14 OF S-122 SHEETS

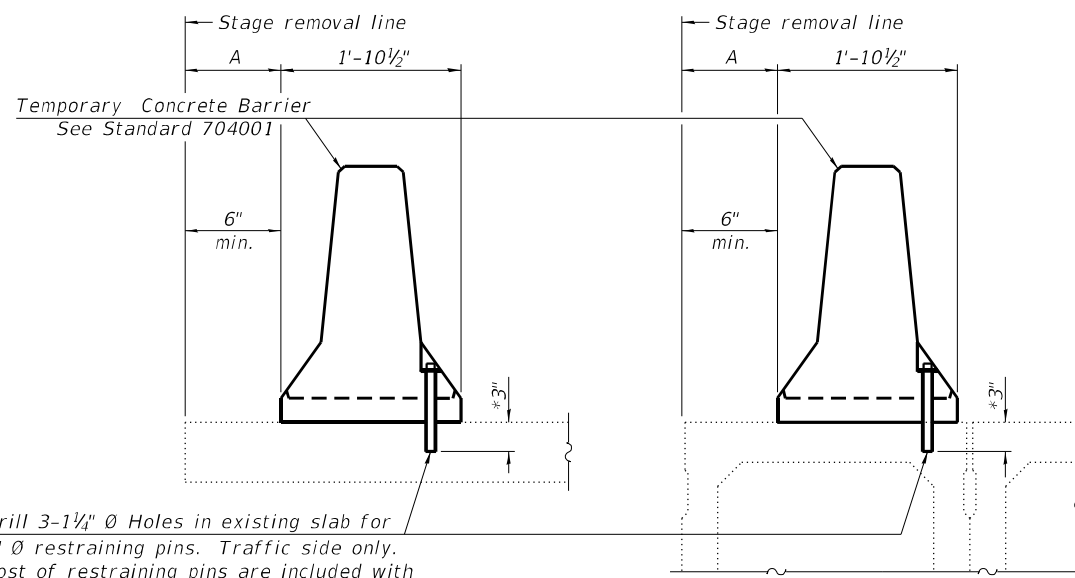
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	145
			CONTRACT NO. 68F38	

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

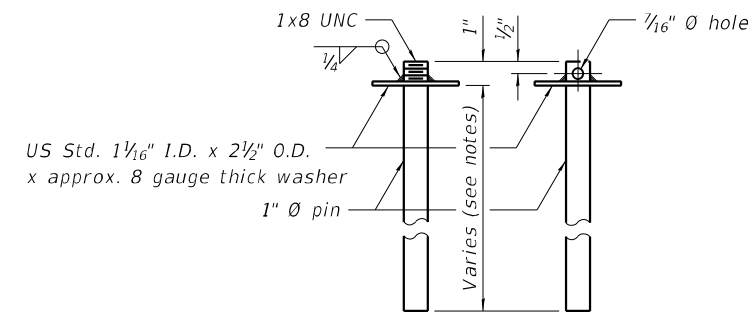


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

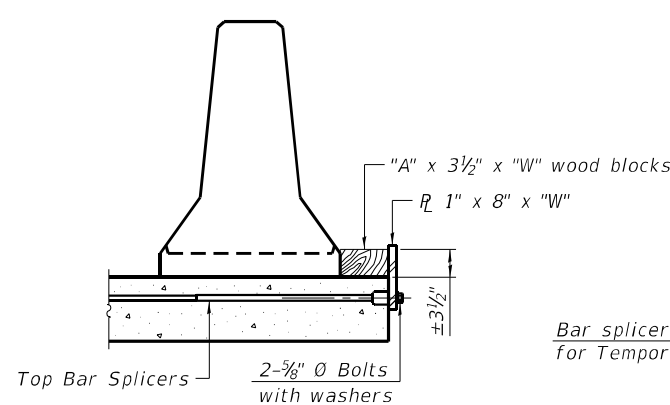
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

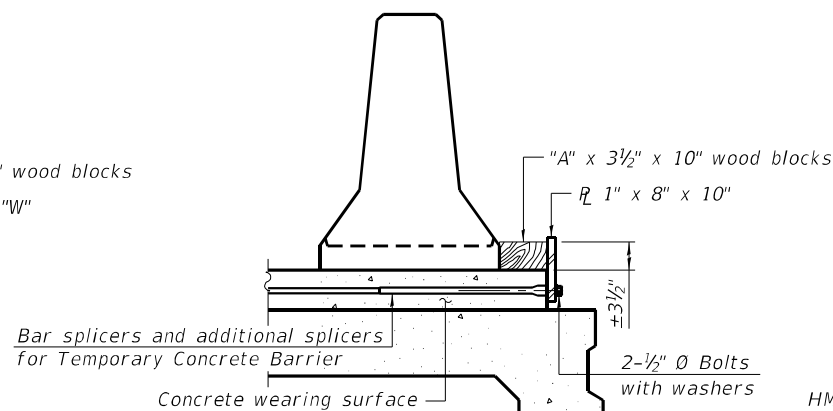


RESTRAINING PIN

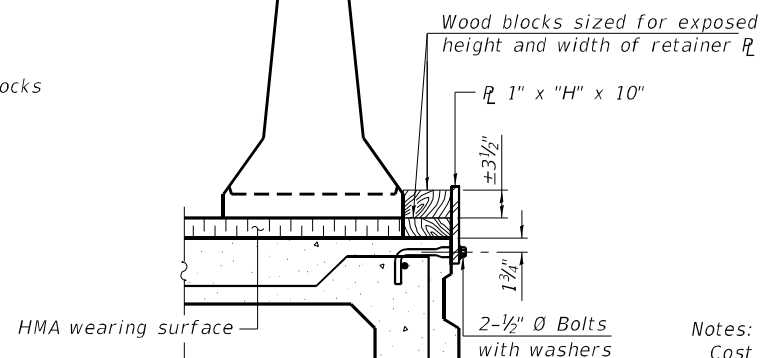
SECTIONS THRU SLAB OR DECK BEAM



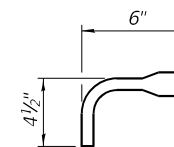
DETAIL I



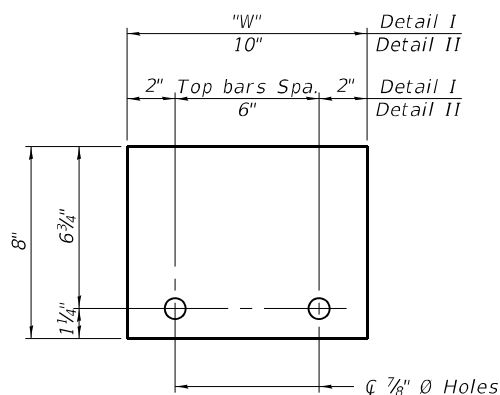
DETAIL II



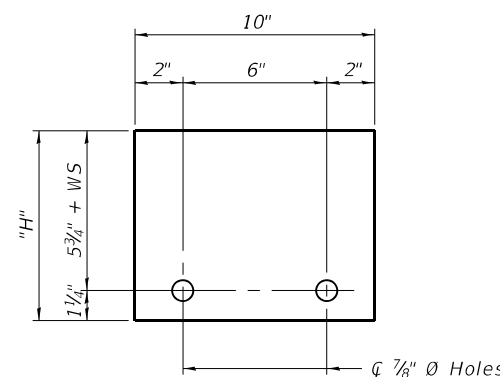
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W" (Detail I and II)



STEEL RETAINER R 1" x "H" x 10" (Detail III)

Notes:  
 Cost of retainer assembly is included with Temporary Concrete Barrier.  
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.  
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.  
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021



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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

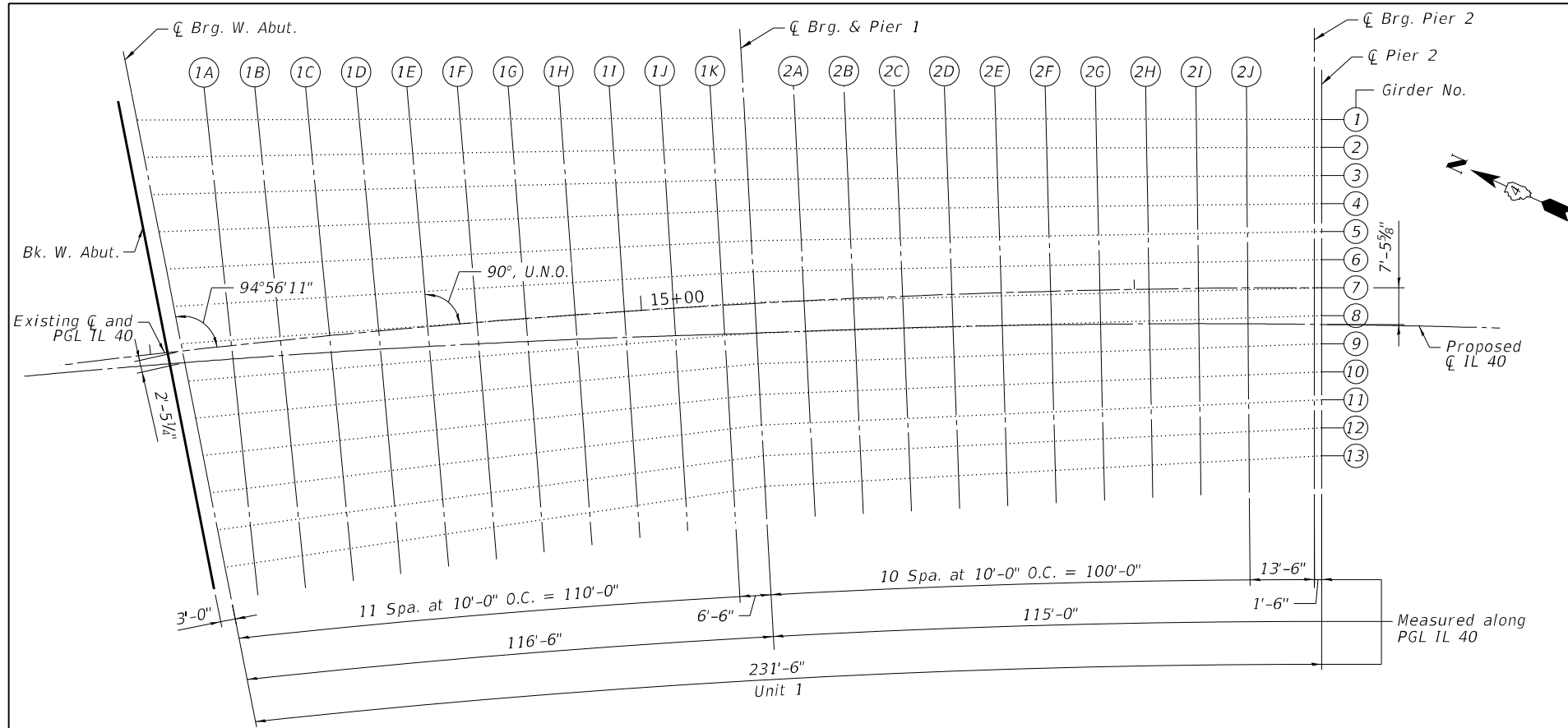
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 090-0122

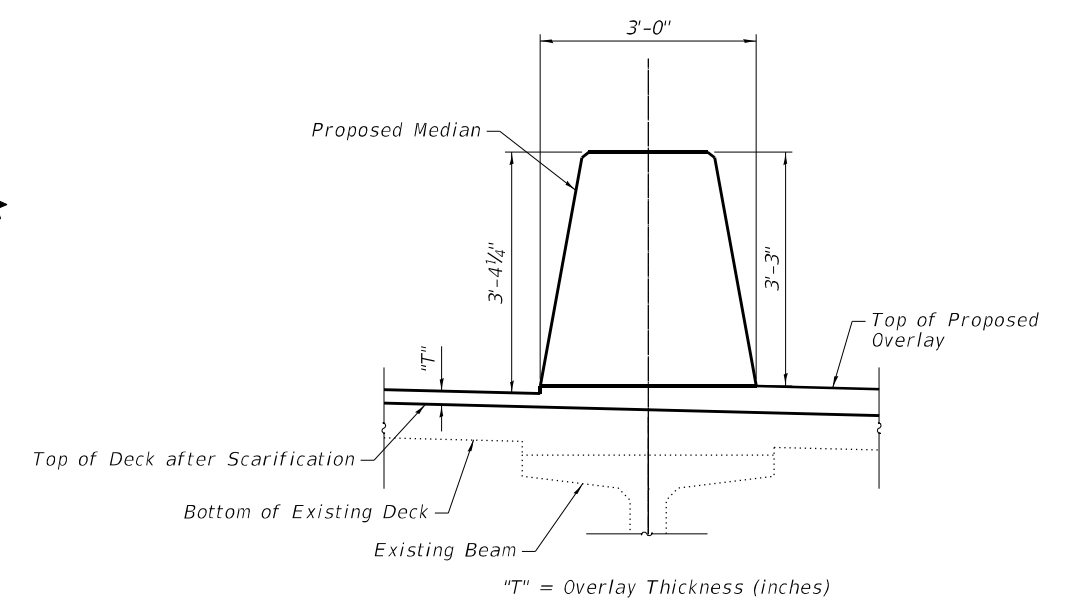
SHEET 5-15 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	146
CONTRACT NO.			68F38	

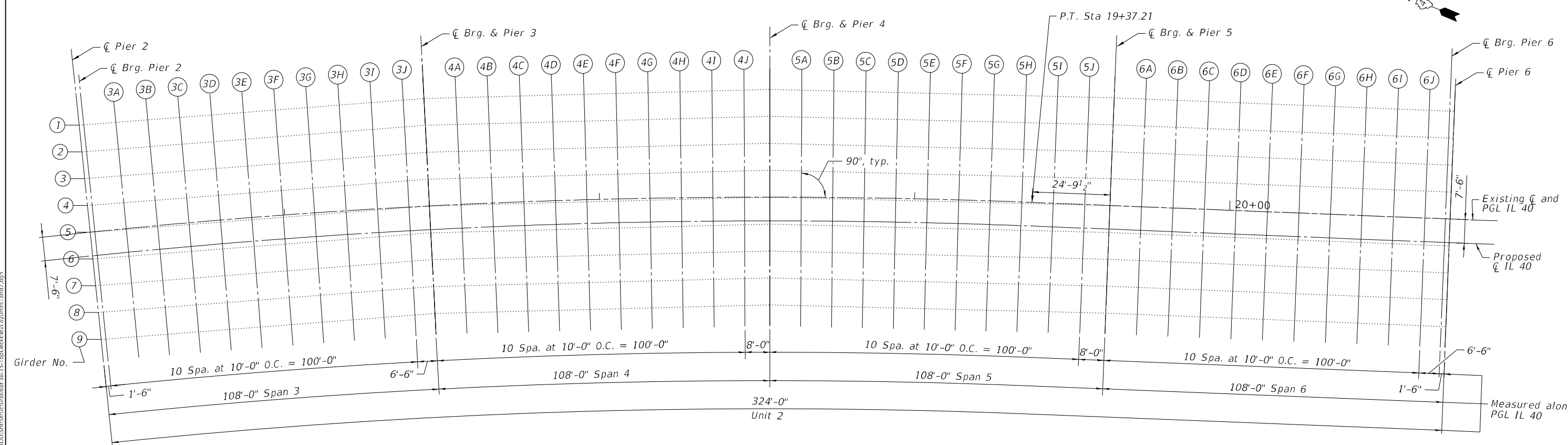
ILLINOIS FED. AID PROJECT



PLAN - UNIT 1



MEDIAN DETAIL AT UNIT 1  
(The Overlay is in Transition in Unit 2)



PLAN - UNIT 2

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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

**TOP OF DECK SLAB ELEVATION LAYOUT - UNITS 1 AND 2**  
**STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 147
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	

**BEAM 1**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+02.61	-47.91	497.02	497.27	2.92"
CL. Brg. W. Abut.	14+02.61	-47.57	497.08	497.32	2.92"
1A	14+16.50	-47.06	497.39	497.61	2.67"
1B	14+26.50	-46.03	497.59	497.81	2.66"
1C	14+36.50	-45.05	497.79	498.01	2.66"
1D	14+46.50	-43.12	497.96	498.20	2.88"
1E	14+56.50	-42.24	498.16	498.40	2.87"
1F	14+66.50	-41.41	498.37	498.61	2.86"
1G	14+76.50	-40.63	498.58	498.81	2.86"
1H	14+86.50	-39.90	498.78	499.02	2.85"
1I	14+96.50	-39.21	498.99	499.23	2.84"
1J	15+06.50	-38.57	499.20	499.44	2.84"
1K	15+16.50	-37.99	499.41	499.65	2.83"
CL. Brg. & CL Pier 1	15+23.00	-37.63	499.55	499.79	2.82"
2A	15+33.00	-37.07	499.76	500.00	2.83"
2B	15+43.00	-36.56	499.97	500.21	2.83"
2C	15+53.00	-36.10	500.19	500.42	2.84"
2D	15+63.00	-35.69	500.40	500.64	2.85"
2E	15+73.00	-35.32	500.62	500.86	2.85"
2F	15+83.00	-35.00	500.84	501.07	2.86"
2G	15+93.00	-34.73	501.05	501.29	2.86"
2H	16+03.00	-34.51	501.27	501.51	2.87"
2I	16+13.00	-34.34	501.49	501.73	2.87"
2J	16+23.00	-34.22	501.72	501.96	2.88"
CL. Brg. Pier 2	16+36.50	-34.13	502.02	502.26	2.89"
CL. Pier 2	16+38.00	-34.13	502.05	502.29	2.89"

**BEAM 2**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+00.24	-40.19	496.82	497.16	4.02"
CL. Brg. W. Abut.	14+03.21	-39.89	496.88	497.22	4.02"
1A	14+16.50	-38.60	497.15	497.48	3.98"
1B	14+26.50	-37.69	497.35	497.68	3.96"
1C	14+36.50	-36.83	497.56	497.89	3.94"
1D	14+46.50	-36.01	497.76	498.09	3.93"
1E	14+56.50	-35.25	497.97	498.29	3.91"
1F	14+66.50	-34.53	498.18	498.50	3.89"
1G	14+76.50	-33.86	498.38	498.71	3.88"
1H	14+86.50	-33.25	498.59	498.92	3.86"
1I	14+96.50	-32.68	498.81	499.13	3.84"
1J	15+06.50	-32.15	499.02	499.34	3.82"
1K	15+16.50	-31.68	499.23	499.55	3.81"
CL. Brg. & CL Pier 1	15+23.00	-31.40	499.37	499.69	3.80"
2A	15+33.00	-30.89	499.58	499.90	3.79"
2B	15+43.00	-30.42	499.80	500.11	3.79"
2C	15+53.00	-30.01	500.01	500.33	3.79"
2D	15+63.00	-29.64	500.23	500.55	3.78"
2E	15+73.00	-30.01	500.46	500.77	3.70"
2F	15+83.00	-30.01	500.69	501.00	3.67"
2G	15+93.00	-28.84	500.89	501.20	3.78"
2H	16+03.00	-28.66	501.11	501.42	3.77"
2I	16+13.00	-28.54	501.33	501.64	3.77"
2J	16+23.00	-28.46	501.55	501.87	3.76"
CL. Brg. Pier 2	16+36.50	-28.44	501.86	502.17	3.76"
CL. Pier 2	16+38.00	-28.44	501.89	502.20	3.76"

**BEAM 3**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+00.85	-32.48	496.64	496.83	2.25"
CL. Brg. W. Abut.	14+03.84	-32.21	496.71	496.89	2.25"
1A	14+16.50	-31.13	496.96	497.15	2.25"
1B	14+26.50	-30.34	497.17	497.36	2.25"
1C	14+36.50	-29.59	497.38	497.56	2.25"
1D	14+46.50	-28.89	497.58	497.77	2.25"
1E	14+56.50	-28.25	497.79	497.98	2.25"
1F	14+66.50	-27.65	498.00	498.19	2.25"
1G	14+76.50	-27.09	498.22	498.40	2.25"
1H	14+86.50	-26.59	498.43	498.62	2.25"
1I	14+96.50	-26.14	498.64	498.83	2.25"
1J	15+06.50	-25.73	498.86	499.05	2.25"
1K	15+16.50	-23.37	499.02	499.21	2.25"
CL. Brg. & CL Pier 1	15+23.00	-25.16	499.22	499.40	2.25"
2A	15+33.00	-24.70	499.43	499.62	2.25"
2B	15+43.00	-24.29	499.65	499.83	2.25"
2C	15+53.00	-23.92	499.86	500.05	2.25"
2D	15+63.00	-23.60	500.08	500.27	2.25"
2E	15+73.00	-23.33	500.30	500.49	2.25"
2F	15+83.00	-23.11	500.52	500.71	2.25"
2G	15+93.00	-22.94	500.74	500.93	2.25"
2H	16+03.00	-22.81	500.96	501.15	2.25"
2I	16+13.00	-22.73	501.18	501.37	2.25"
2J	16+23.00	-22.70	501.41	501.60	2.25"
CL. Brg. Pier 2	16+36.50	-22.74	501.71	501.90	2.25"
CL. Pier 2	16+38.00	-22.75	501.75	501.94	2.25"

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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS I - UNIT 1  
STRUCTURE NO. 090-0122**

SHEET 5-17 OF 5-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	148
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

\* PEORIA / TAZEVELL



**BEAM 4**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+01.47	-24.76	496.47	496.65	2.25"
				0.00	
CL. Brg. W. Abut.	14+04.46	-24.53	496.53	496.71	2.25"
1A	14+16.50	-23.65	496.78	496.96	2.25"
1B	14+26.50	-22.97	496.99	497.17	2.25"
1C	14+36.50	-22.35	497.19	497.38	2.25"
1D	14+46.50	-21.77	497.41	497.59	2.25"
1E	14+56.50	-21.23	497.62	497.81	2.25"
1F	14+66.50	-20.75	497.83	498.02	2.25"
1G	14+76.50	-20.32	498.05	498.23	2.25"
1H	14+86.50	-19.93	498.26	498.45	2.25"
1I	14+96.50	-19.59	498.48	498.67	2.25"
1J	15+06.50	-19.30	498.70	498.88	2.25"
1K	15+16.50	-19.06	498.92	499.10	2.25"
CL. Brg. & CL Pier 1	15+23.00	-18.93	499.06	499.25	2.25"
2A	15+33.00	-18.52	499.28	499.46	2.25"
2B	15+43.00	-18.15	499.49	499.68	2.25"
2C	15+53.00	-17.83	499.71	499.90	2.25"
2D	15+63.00	-17.56	499.93	500.12	2.25"
2E	15+73.00	-17.34	500.15	500.34	2.25"
2F	15+83.00	-17.16	500.37	500.56	2.25"
2G	15+93.00	-17.04	500.59	500.78	2.25"
2H	16+03.00	-16.96	500.81	501.00	2.25"
2I	16+13.00	-16.93	501.04	501.23	2.25"
2J	16+23.00	-16.95	501.27	501.45	2.25"
CL. Brg. Pier 2	16+36.50	-17.05	501.57	501.76	2.25"
CL. Pier 2	16+38.00	-17.06	501.61	501.79	2.25"

**BEAM 5**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+02.09	-17.04	496.29	496.47	2.25"
CL. Brg. W. Abut.	14+05.10	-16.85	496.35	496.54	2.25"
1A	14+16.50	-16.15	496.59	496.78	2.25"
1B	14+26.50	-15.60	496.80	496.99	2.25"
1C	14+36.50	-15.09	497.01	497.20	2.25"
1D	14+46.50	-14.63	497.23	497.42	2.25"
1E	14+56.50	-14.22	497.44	497.63	2.25"
1F	14+66.50	-13.85	497.66	497.85	2.25"
1G	14+76.50	-13.54	497.88	498.06	2.25"
1H	14+86.50	-13.27	498.10	498.28	2.25"
1I	14+96.50	-13.05	498.32	498.50	2.25"
1J	15+06.50	-12.87	498.54	498.72	2.25"
1K	15+16.50	-12.75	498.76	498.95	2.25"
CL. Brg. & CL Pier 1	15+23.00	-12.70	498.90	499.09	2.25"
2A	15+33.00	-12.33	499.12	499.31	2.25"
2B	15+43.00	-12.01	499.34	499.53	2.25"
2C	15+53.00	-11.74	499.56	499.74	2.25"
2D	15+63.00	-11.52	499.78	499.96	2.25"
2E	15+73.00	-11.34	500.00	500.19	2.25"
2F	15+83.00	-11.22	500.22	500.41	2.25"
2G	15+93.00	-11.14	500.44	500.63	2.25"
2H	16+03.00	-11.11	500.67	500.86	2.25"
2I	16+13.00	-11.12	500.89	501.08	2.25"
2J	16+23.00	-11.19	501.12	501.31	2.25"
CL. Brg. Pier 2	16+36.50	-11.35	501.43	501.62	2.25"
CL. Pier 2	16+38.00	-11.37	501.46	501.65	2.25"

**BEAM 6**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+02.72	-9.32	496.11	496.30	2.25"
CL. Brg. W. Abut.	14+05.73	-9.17	496.17	496.36	2.25"
1A	14+16.50	-8.64	496.40	496.59	2.25"
1B	14+26.50	-8.21	496.62	496.80	2.25"
1C	14+36.50	-7.82	496.83	497.02	2.25"
1D	14+46.50	-7.48	497.05	497.24	2.25"
1E	14+56.50	-7.19	497.27	497.45	2.25"
1F	14+66.50	-6.94	497.49	497.67	2.25"
1G	14+76.50	-6.75	497.71	497.89	2.25"
1H	14+86.50	-6.60	497.93	498.12	2.25"
1I	14+96.50	-6.50	498.15	498.34	2.25"
1J	15+06.50	-6.44	498.38	498.56	2.25"
1K	15+16.50	-6.44	498.60	498.79	2.25"
CL. Brg. & CL Pier 1	15+23.00	-6.46	498.75	498.94	2.25"
2A	15+33.00	-6.14	498.97	499.15	2.25"
2B	15+43.00	-5.87	499.18	499.37	2.25"
2C	15+53.00	-5.65	499.40	499.59	2.25"
2D	15+63.00	-5.48	499.63	499.81	2.25"
2E	15+73.00	-5.35	499.85	500.04	2.25"
2F	15+83.00	-5.27	500.07	500.26	2.25"
2G	15+93.00	-5.24	500.30	500.48	2.25"
2H	16+03.00	-5.25	500.52	500.71	2.25"
2I	16+13.00	-5.32	500.75	500.94	2.25"
2J	16+23.00	-5.43	500.98	501.17	2.25"
CL. Brg. Pier 2	16+36.50	-5.66	501.29	501.48	2.25"
CL. Pier 2	16+38.00	-5.69	501.32	501.51	2.25"

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

**TOP OF DECK SLAB ELEVATIONS II - UNIT 1**  
**STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	149
CONTRACT NO.			68F38	
SHEET 5-18 OF 5-122 SHEETS		ILLINOIS FED. AID PROJECT		

EXISTING Ç & PGL IL 40

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+03.49	0.00	495.89	496.08	2.25"
CL. Brg. W. Abut.	14+06.50	0.00	495.96	496.15	2.25"
1A	14+16.50	0.00	496.19	496.37	2.25"
1B	14+26.50	0.00	496.41	496.60	2.25"
1C	14+36.50	0.00	496.64	496.82	2.25"
1D	14+46.50	0.00	496.86	497.05	2.25"
1E	14+56.50	0.00	497.09	497.27	2.25"
1F	14+66.50	0.00	497.31	497.50	2.25"
1G	14+76.50	0.00	497.54	497.73	2.25"
1H	14+86.50	0.00	497.76	497.95	2.25"
1I	14+96.50	0.00	497.99	498.18	2.25"
1J	15+06.50	0.00	498.21	498.40	2.25"
1K	15+16.50	0.00	498.44	498.63	2.25"
CL. Brg. & CL Pier 1	15+23.00	0.00	498.59	498.77	2.25"
2A	15+33.00	0.00	498.81	499.00	2.25"
2B	15+43.00	0.00	499.04	499.23	2.25"
2C	15+53.00	0.00	499.26	499.45	2.25"
2D	15+63.00	0.00	499.49	499.68	2.25"
2E	15+73.00	0.00	499.71	499.90	2.25"
2F	15+83.00	0.00	499.94	500.13	2.25"
2G	15+93.00	0.00	500.17	500.35	2.25"
2H	16+03.00	0.00	500.39	500.58	2.25"
2I	16+13.00	0.00	500.62	500.80	2.25"
2J	16+23.00	0.00	500.84	501.03	2.25"
CL. Brg. Pier 2	16+36.50	0.00	501.15	501.33	2.25"
CL. Pier 2	16+38.00	0.00	501.18	501.37	2.25"

BEAM 7

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+03.36	-1.60	495.93	496.12	2.25"
CL. Brg. W. Abut.	14+06.38	-1.48	495.99	496.18	2.25"
1A	14+16.50	-1.12	496.21	496.40	2.25"
1B	14+26.50	-0.81	496.43	496.62	2.25"
1C	14+36.50	-0.54	496.65	496.84	2.25"
1D	14+46.50	-0.33	496.87	497.06	2.25"
1E	14+56.50	-0.16	497.09	497.28	2.25"
1F	14+66.50	-0.04	497.31	497.50	2.25"
1G	14+76.50	0.03	497.54	497.72	2.25"
1H	14+86.50	0.06	497.76	497.95	2.25"
1I	14+96.50	0.04	497.99	498.18	2.25"
1J	15+06.50	-0.03	498.22	498.40	2.25"
1K	15+16.50	-0.15	498.44	498.63	2.25"
CL. Brg. & CL Pier 1	15+23.00	-0.25	498.59	498.78	2.25"
2A	15+33.00	0.02	498.81	499.00	2.25"
2B	15+43.00	0.25	499.03	499.22	2.25"
2C	15+53.00	0.42	499.25	499.44	2.25"
2D	15+63.00	0.55	499.48	499.66	2.25"
2E	15+73.00	0.63	499.70	499.89	2.25"
2F	15+83.00	0.67	499.92	500.11	2.25"
2G	15+93.00	0.65	500.15	500.34	2.25"
2H	16+03.00	0.59	500.38	500.56	2.25"
2I	16+13.00	0.48	500.60	500.79	2.25"
2J	16+23.00	0.32	500.83	501.02	2.25"
CL. Brg. Pier 2	16+36.50	0.04	501.15	501.33	2.25"
CL. Pier 2	16+38.00	0.00	501.18	501.37	2.25"

BEAM 8

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+04.00	6.12	495.75	496.12	4.40"
CL. Brg. W. Abut.	14+07.02	6.20	495.82	496.18	4.40"
1A	14+16.50	6.42	496.02	496.39	4.40"
1B	14+26.50	6.61	496.25	496.61	4.40"
1C	14+36.50	6.76	496.47	496.83	4.40"
1D	14+46.50	6.85	496.69	497.06	4.40"
1E	14+56.50	6.90	496.91	497.28	4.40"
1F	14+66.50	6.90	497.14	497.51	4.40"
1G	14+76.50	6.85	497.37	497.73	4.40"
1H	14+86.50	6.76	497.59	497.96	4.40"
1I	14+96.50	6.61	497.82	498.12	3.58"
1J	15+06.50	6.42	498.05	498.35	3.56"
1K	15+16.50	6.19	498.29	498.58	3.54"
CL. Brg. & CL Pier 1	15+23.00	6.01	498.44	498.73	3.54"
2A	15+33.00	6.23	498.66	498.95	3.54"
2B	15+43.00	6.40	498.88	499.17	3.54"
2C	15+53.00	6.53	499.10	499.40	3.54"
2D	15+63.00	6.61	499.32	499.62	3.54"
2E	15+73.00	6.64	499.55	499.84	3.54"
2F	15+83.00	6.62	499.77	500.07	3.53"
2G	15+93.00	6.56	500.00	500.30	3.53"
2H	16+03.00	6.45	500.23	500.52	3.52"
2I	16+13.00	6.29	500.46	500.75	3.51"
2J	16+23.00	6.09	500.69	500.98	3.51"
CL. Brg. Pier 2	16+36.50	5.73	501.00	501.19	2.25"
CL. Pier 2	16+38.00	5.69	501.04	501.23	2.25"

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	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS III - UNIT 1  
 STRUCTURE NO. 090-0122

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	150
CONTRACT NO.			68F38	

**BEAM 9**

**BEAM 10**

**BEAM 11**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+04.64	13.84	495.57	495.94	4.40"
CL. Brg. W. Abut.	14+07.67	13.88	495.64	496.01	4.40"
1A	14+16.50	13.98	495.84	496.20	4.40"
1B	14+26.50	14.04	496.06	496.43	4.40"
1C	14+36.50	14.06	496.28	496.65	4.40"
1D	14+46.50	14.03	496.51	496.88	4.40"
1E	14+56.50	13.95	496.74	497.11	4.40"
1F	14+66.50	13.83	496.97	497.33	4.40"
1G	14+76.50	13.66	497.20	497.56	4.40"
1H	14+86.50	13.44	497.43	497.79	4.40"
1I	14+96.50	13.18	497.66	498.03	4.40"
1J	15+06.50	12.86	497.89	498.26	4.40"
1K	15+16.50	12.50	498.13	498.49	4.40"
CL. Brg. & CL Pier 1	15+23.00	12.24	498.28	498.65	4.40"
2A	15+33.00	12.41	498.50	498.87	4.40"
2B	15+43.00	12.54	498.72	499.09	4.40"
2C	15+53.00	12.62	498.95	499.31	4.40"
2D	15+63.00	12.65	499.17	499.54	4.40"
2E	15+73.00	12.63	499.40	499.77	4.40"
2F	15+83.00	12.57	499.63	499.99	4.40"
2G	15+93.00	12.46	499.85	500.22	4.40"
2H	16+03.00	12.30	500.08	500.45	4.40"
2I	16+13.00	12.10	500.31	500.68	4.40"
2J	16+23.00	11.84	500.55	500.91	4.40"
CL. Brg. Pier 2	16+36.50	11.43	500.86	501.23	4.40"
CL. Pier 2	16+38.00	11.38	500.90	501.26	4.40"

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+05.29	21.56	495.39	495.76	4.40"
CL. Brg. W. Abut.	14+08.33	21.56	495.46	495.83	4.40"
1A	14+16.50	21.55	495.65	496.01	4.40"
1B	14+26.50	21.49	495.87	496.24	4.40"
1C	14+36.50	21.38	496.10	496.47	4.40"
1D	14+46.50	21.22	496.33	496.70	4.40"
1E	14+56.50	21.02	496.56	496.93	4.40"
1F	14+66.50	20.77	496.79	497.16	4.40"
1G	14+76.50	20.48	497.03	497.39	4.40"
1H	14+86.50	20.13	497.26	497.63	4.40"
1I	14+96.50	19.74	497.50	497.86	4.40"
1J	15+06.50	19.30	497.73	498.10	4.40"
1K	15+16.50	18.82	497.97	498.34	4.40"
CL. Brg. & CL Pier 1	15+23.00	18.48	498.12	498.49	4.40"
2A	15+33.00	18.60	498.35	498.71	4.40"
2B	15+43.00	18.68	498.57	498.94	4.40"
2C	15+53.00	18.71	498.80	499.16	4.40"
2D	15+63.00	18.69	499.02	499.39	4.40"
2E	15+73.00	18.63	499.25	499.62	4.40"
2F	15+83.00	18.52	499.48	499.84	4.40"
2G	15+93.00	18.36	499.71	500.07	4.40"
2H	16+03.00	18.15	499.94	500.30	4.40"
2I	16+13.00	17.90	500.17	500.54	4.40"
2J	16+23.00	17.60	500.40	500.77	4.40"
CL. Brg. Pier 2	16+36.50	17.12	500.72	501.08	4.40"
CL. Pier 2	16+38.00	17.06	500.75	501.12	4.40"

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+06.94	29.28	495.24	495.60	4.40"
CL. Brg. W. Abut.	14+08.99	29.24	495.28	495.65	4.40"
1A	14+16.50	29.13	495.46	495.82	4.40"
1B	14+26.50	28.94	495.69	496.05	4.40"
1C	14+36.50	28.71	495.92	496.29	4.40"
1D	14+46.50	28.43	496.15	496.52	4.40"
1E	14+56.50	28.10	496.38	496.75	4.40"
1F	14+66.50	27.72	496.62	496.99	4.40"
1G	14+76.50	27.30	496.86	497.22	4.40"
1H	14+86.50	26.83	497.09	497.46	4.40"
1I	14+96.50	26.31	497.33	497.70	4.40"
1J	15+06.50	25.75	497.57	497.94	4.40"
1K	15+16.50	25.13	497.81	498.18	4.40"
CL. Brg. & CL Pier 1	15+23.00	24.71	497.97	498.34	4.40"
2A	15+33.00	24.79	498.19	498.56	4.40"
2B	15+43.00	24.82	498.42	498.78	4.40"
2C	15+53.00	24.80	498.64	499.01	4.40"
2D	15+63.00	24.74	498.87	499.24	4.40"
2E	15+73.00	24.62	499.10	499.47	4.40"
2F	15+83.00	24.47	499.33	499.69	4.40"
2G	15+93.00	24.26	499.56	499.93	4.40"
2H	16+03.00	24.01	499.79	500.16	4.40"
2I	16+13.00	23.71	500.02	500.39	4.40"
2J	16+23.00	23.36	500.26	500.62	4.40"
CL. Brg. Pier 2	16+36.50	22.82	500.58	500.94	4.40"
CL. Pier 2	16+38.00	22.75	500.61	500.98	4.40"

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DRAWN - SBA	CHECKED - BWS	REVISED -
PLOT SCALE = 0.1667' / in.	DATE - 10/12/22	REVISED -
PLOT DATE = 10/12/22		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS IV - UNIT 1  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	151
CONTRACT NO.			68F38	

**BEAM 12**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+06.60	37.00	495.04	495.40	4.40"
CL. Brg. W. Abut.	14+09.66	36.92	495.11	495.47	4.40"
1A	14+16.50	36.73	495.27	495.63	4.40"
1B	14+26.50	36.42	495.50	495.87	4.40"
1C	14+36.50	36.05	495.74	496.10	4.40"
1D	14+46.50	35.64	495.97	496.34	4.40"
1E	14+56.50	35.19	496.21	496.57	4.40"
1F	14+66.50	34.68	496.45	496.81	4.40"
1G	14+76.50	34.13	496.69	497.05	4.40"
1H	14+86.50	33.53	496.93	497.29	4.40"
1I	14+96.50	32.89	497.17	497.53	4.40"
1J	15+06.50	32.19	497.41	497.78	4.40"
1K	15+16.50	31.45	497.65	498.02	4.40"
CL. Brg. & CL Pier 1	15+23.00	30.95	497.81	498.18	4.40"
2A	15+33.00	30.97	498.04	498.40	4.40"
2B	15+43.00	30.96	498.26	498.63	4.40"
2C	15+53.00	30.89	498.49	498.86	4.40"
2D	15+63.00	30.78	498.72	499.09	4.40"
2E	15+73.00	30.62	498.95	499.32	4.40"
2F	15+83.00	30.41	499.18	499.55	4.40"
2G	15+93.00	30.16	499.41	499.78	4.40"
2H	16+03.00	29.86	499.64	500.01	4.40"
2I	16+13.00	29.51	499.88	500.25	4.40"
2J	16+23.00	29.12	500.11	500.48	4.40"
CL. Brg. Pier 2	16+36.50	28.51	500.43	500.80	4.40"
CL. Pier 2	16+38.00	28.44	500.47	500.84	4.40"

**BEAM 13**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
Bk. W. Abut.	14+07.26	44.72	494.96	495.23	3.17"
CL. Brg. W. Abut.	14+10.33	44.60	495.04	495.30	3.07"
1A	14+16.50	44.35	495.20	495.44	2.88"
1B	14+26.50	43.90	495.47	495.68	2.57"
1C	14+36.50	43.41	495.73	495.92	2.28"
1D	14+46.50	42.87	495.97	496.16	2.22"
1E	14+56.50	42.28	496.22	496.40	2.16"
1F	14+66.50	41.65	496.46	496.64	2.10"
1G	14+76.50	40.97	496.71	496.88	2.04"
1H	14+86.50	40.24	496.96	497.12	1.97"
1I	14+96.50	39.46	497.19	497.37	2.21"
1J	15+06.50	38.64	497.41	497.62	2.48"
1K	15+16.50	37.77	497.63	497.86	2.74"
CL. Brg. & CL Pier 1	15+23.00	37.18	497.78	498.02	2.91"
2A	15+33.00	37.16	498.04	498.25	2.51"
2B	15+43.00	37.09	498.29	498.48	2.26"
2C	15+53.00	36.98	498.52	498.71	2.18"
2D	15+63.00	36.82	498.76	498.94	2.09"
2E	15+73.00	36.61	499.00	499.17	2.00"
2F	15+83.00	36.36	499.24	499.40	1.92"
2G	15+93.00	36.06	499.47	499.63	1.93"
2H	16+03.00	35.71	499.68	499.86	2.17"
2I	16+13.00	35.32	499.90	500.10	2.40"
2J	16+23.00	34.88	500.12	500.34	2.63"
CL. Brg. Pier 2	16+36.50	34.21	500.41	500.66	2.94"
CL. Pier 2	16+38.00	34.13	500.45	500.69	2.97"

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	DRAWN - SBA	REVISED -
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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS V - UNIT 1  
 STRUCTURE NO. 090-0122**

SHEET 5-21 OF 5-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	152
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

PEORIA / TAZEVELL

BEAM 1

Table with 6 columns: Location, Station, Offset, Top of Deck After Scarification, Theoretical Grade Elevations, Overlay Thickness (inches). Rows include CL. Pier 2, CL. Brg Pier 2, CL. Pier 3, CL. Pier 4, CL. Pier 5, CL. Brg. Pier 6, and CL. Pier 6.

BEAM 2

Table with 6 columns: Location, Station, Offset, Top of Deck After Scarification, Theoretical Grade Elevations, Overlay Thickness (inches). Rows include CL. Pier 2, CL. Brg Pier 2, CL. Pier 3, CL. Pier 4, CL. Pier 5, CL. Brg. Pier 6, and CL. Pier 6.

BEAM 3

Table with 6 columns: Location, Station, Offset, Top of Deck After Scarification, Theoretical Grade Elevations, Overlay Thickness (inches). Rows include CL. Pier 2, CL. Brg Pier 2, CL. Pier 3, CL. Pier 4, CL. Pier 5, CL. Brg. Pier 6, and CL. Pier 6.

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT DATE. Values include Structural, LM, SBA, BWS, and 10/12/22.

Table with 4 columns: REVISED. Values include -.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS I - UNIT 2 STRUCTURE NO. 090-0122

SHEET 5-22 OF 5-122 SHEETS

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 404, 50 (BDR, BJR, BRR, L), -, 286, 153.

CONTRACT NO. 68F38

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL

BEAM 4

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	-8.53	501.39	501.58	2.25"
CL. Brg Pier 2	16+39.50	-8.49	501.43	501.61	2.25"
3A	16+49.50	-8.27	501.65	501.83	2.25"
3B	16+59.50	-8.09	501.87	502.05	2.25"
3C	16+69.50	-7.96	502.09	502.28	2.25"
3D	16+79.50	-7.87	502.31	502.50	2.25"
3E	16+89.50	-7.84	502.54	502.72	2.25"
3F	16+99.50	-7.85	502.76	502.95	2.25"
3G	17+09.50	-7.91	502.99	503.18	2.25"
3H	17+19.50	-8.01	503.22	503.41	2.25"
3I	17+29.50	-8.17	503.45	503.64	2.25"
3J	17+39.50	-8.37	503.68	503.87	2.25"
CL. Pier 3	17+46.00	-8.53	503.83	504.02	2.25"
4A	17+56.00	-8.30	504.05	504.24	2.25"
4B	17+66.00	-8.11	504.27	504.46	2.25"
4C	17+76.00	-7.97	504.49	504.68	2.25"
4D	17+86.00	-7.88	504.71	504.90	2.25"
4E	17+96.00	-7.84	504.94	505.13	2.25"
4F	18+06.00	-7.84	505.16	505.35	2.25"
4G	18+16.00	-7.90	505.39	505.58	2.25"
4H	18+26.00	-8.00	505.62	505.81	2.25"
4I	18+36.00	-8.14	505.85	506.04	2.25"
4J	18+46.00	-8.34	506.08	506.27	2.25"
CL. Pier 4	18+54.00	-8.53	506.26	506.45	2.25"
5A	18+64.00	-8.31	506.48	506.67	2.25"
5B	18+74.00	-8.14	506.70	506.89	2.25"
5C	18+84.00	-8.01	506.90	507.09	2.25"
5D	18+94.00	-7.94	507.11	507.30	2.25"
5E	19+04.00	-7.91	507.32	507.51	2.25"
5F	19+14.00	-7.93	507.53	507.72	2.25"
5G	19+24.00	-7.99	507.74	507.93	2.25"
5H	19+34.00	-8.11	507.95	508.14	2.25"
5I	19+44.00	-8.26	508.16	508.35	2.25"
5J	19+54.00	-8.41	508.37	508.56	2.25"
CL. Pier 5	19+62.00	-8.53	508.54	508.73	2.25"
6A	19+72.00	-8.53	508.75	508.94	2.25"
6B	19+82.00	-8.53	508.96	509.14	2.25"
6C	19+92.00	-8.53	509.16	509.35	2.25"
6D	20+02.00	-8.53	509.37	509.56	2.25"
6E	20+12.00	-8.53	509.58	509.77	2.25"
6F	20+22.00	-8.53	509.79	509.98	2.25"
6G	20+32.00	-8.53	510.00	510.18	2.25"
6G	20+42.00	-8.53	510.21	510.39	2.25"
6I	20+52.00	-8.53	510.41	510.60	2.25"
6J	20+62.00	-8.53	510.62	510.81	2.25"
CL. Brg. Pier 6	20+68.50	-8.53	510.76	510.94	2.25"
CL. Pier 6	20+70.00	-8.53	510.79	510.98	2.25"

EXISTING C & PGL IL 40

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	0.00	501.18	501.37	2.25"
CL. Brg Pier 2	16+39.50	0.00	501.21	501.40	2.25"
3A	16+49.50	0.00	501.44	501.63	2.25"
3B	16+59.50	0.00	501.66	501.85	2.25"
3C	16+69.50	0.00	501.89	502.08	2.25"
3D	16+79.50	0.00	502.12	502.30	2.25"
3E	16+89.50	0.00	502.34	502.53	2.25"
3F	16+99.50	0.00	502.57	502.75	2.25"
3G	17+09.50	0.00	502.79	502.98	2.25"
3H	17+19.50	0.00	503.02	503.21	2.25"
3I	17+29.50	0.00	503.24	503.43	2.25"
3J	17+39.50	0.00	503.47	503.66	2.25"
CL. Pier 3	17+46.00	0.00	503.62	503.80	2.25"
4A	17+56.00	0.00	503.84	504.03	2.25"
4B	17+66.00	0.00	504.07	504.25	2.25"
4C	17+76.00	0.00	504.29	504.48	2.25"
4D	17+86.00	0.00	504.52	504.71	2.25"
4E	17+96.00	0.00	504.74	504.93	2.25"
4F	18+06.00	0.00	504.97	505.16	2.25"
4G	18+16.00	0.00	505.19	505.38	2.25"
4H	18+26.00	0.00	505.42	505.61	2.25"
4I	18+36.00	0.00	505.65	505.83	2.25"
4J	18+46.00	0.00	505.87	506.06	2.25"
CL. Pier 4	18+54.00	0.00	506.05	506.24	2.25"
5A	18+64.00	0.00	506.28	506.46	2.25"
5B	18+74.00	0.00	506.50	506.69	2.25"
5C	18+84.00	0.00	506.73	506.91	2.25"
5D	18+94.00	0.00	506.95	507.14	2.25"
5E	19+04.00	0.00	507.18	507.37	2.25"
5F	19+14.00	0.00	507.40	507.59	2.25"
5G	19+24.00	0.00	507.63	507.82	2.25"
5H	19+34.00	0.00	507.85	508.04	2.25"
5I	19+44.00	0.00	508.08	508.27	2.25"
5J	19+54.00	0.00	508.31	508.49	2.25"
CL. Pier 5	19+62.00	0.00	508.49	508.67	2.25"
6A	19+72.00	0.00	508.71	508.90	2.25"
6B	19+82.00	0.00	508.94	509.12	2.25"
6C	19+92.00	0.00	509.16	509.35	2.25"
6D	20+02.00	0.00	509.39	509.58	2.25"
6E	20+12.00	0.00	509.61	509.80	2.25"
6F	20+22.00	0.00	509.84	510.03	2.25"
6G	20+32.00	0.00	510.06	510.25	2.25"
6G	20+42.00	0.00	510.29	510.48	2.25"
6I	20+52.00	0.00	510.52	510.70	2.25"
6J	20+62.00	0.00	510.74	510.93	2.25"
CL. Brg. Pier 6	20+68.50	0.00	510.89	511.08	2.25"
CL. Pier 6	20+70.00	0.00	510.92	511.11	2.25"

BEAM 5

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	0.00	501.18	501.37	2.25"
CL. Brg Pier 2	16+39.50	0.04	501.21	501.40	2.25"
3A	16+49.50	0.26	501.43	501.62	2.25"
3B	16+59.50	0.57	501.65	501.84	2.25"
3C	16+69.50	0.66	501.87	502.06	2.25"
3D	16+79.50	0.69	502.10	502.29	2.25"
3E	16+89.50	0.68	502.32	502.51	2.25"
3F	16+99.50	0.62	502.55	502.74	2.25"
3G	17+09.50	0.51	502.78	502.97	2.25"
3H	17+19.50	0.51	503.01	503.19	2.25"
3I	17+29.50	0.36	503.23	503.42	2.25"
3J	17+39.50	0.16	503.47	503.65	2.25"
CL. Pier 3	17+46.00	0.00	503.62	503.80	2.25"
4A	17+56.00	0.23	503.84	504.02	2.25"
4B	17+66.00	0.42	504.06	504.24	2.25"
4C	17+76.00	0.56	504.28	504.47	2.25"
4D	17+86.00	0.65	504.50	504.69	2.25"
4E	17+96.00	0.69	504.73	504.91	2.25"
4F	18+06.00	0.69	504.95	505.14	2.25"
4G	18+16.00	0.63	505.18	505.37	2.25"
4H	18+26.00	0.53	505.41	505.59	2.25"
4I	18+36.00	0.39	505.64	505.82	2.25"
4J	18+46.00	0.19	505.87	506.05	2.25"
CL. Pier 4	18+54.00	0.00	506.05	506.24	2.25"
5A	18+64.00	0.22	506.27	506.46	2.25"
5B	18+74.00	0.39	506.49	506.68	2.25"
5C	18+84.00	0.52	506.71	506.90	2.25"
5D	18+94.00	0.59	506.94	507.13	2.25"
5E	19+04.00	0.62	507.16	507.35	2.25"
5F	19+14.00	0.60	507.39	507.58	2.25"
5G	19+24.00	0.54	507.62	507.80	2.25"
5H	19+34.00	0.43	507.85	508.03	2.25"
5I	19+44.00	0.27	508.07	508.26	2.25"
5J	19+54.00	0.12	508.30	508.49	2.25"
CL. Pier 5	19+62.00	0.00	508.49	508.67	2.25"
6A	19+72.00	0.00	508.71	508.90	2.25"
6B	19+82.00	0.00	508.94	509.12	2.25"
6C	19+92.00	0.00	509.16	509.35	2.25"
6D	20+02.00	0.00	509.39	509.58	2.25"
6E	20+12.00	0.00	509.61	509.80	2.25"
6F	20+22.00	0.00	509.84	510.03	2.25"
6G	20+32.00	0.00	510.06	510.25	2.25"
6G	20+42.00	0.00	510.29	510.48	2.25"
6I	20+52.00	0.00	510.52	510.70	2.25"
6J	20+62.00	0.00	510.74	510.93	2.25"
CL. Brg. Pier 6	20+68.50	0.00	510.89	511.08	2.25"
CL. Pier 6	20+70.00	0.00	510.92	511.11	2.25"

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USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS II - UNIT 2  
 STRUCTURE NO. 090-0122

SHEET 5-23 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	154
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	

**BEAM 6**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	8.53	500.97	501.32	4.25"
CL. Brg Pier 2	16+39.51	8.57	501.00	501.35	4.26"
3A	16+49.50	8.79	501.22	501.58	4.33"
3B	16+59.50	8.97	501.44	501.81	4.38"
3C	16+69.50	9.10	501.66	502.03	4.40"
3D	16+79.50	9.19	501.89	502.25	4.40"
3E	16+89.50	9.22	502.11	502.48	4.40"
3F	16+99.50	9.21	502.34	502.70	4.40"
3G	17+09.50	9.15	502.56	502.93	4.40"
3H	17+19.50	9.04	502.79	503.16	4.40"
3I	17+29.50	8.89	503.02	503.38	4.36"
3J	17+39.50	8.69	503.25	503.61	4.30"
CL. Pier 3	17+46.00	8.53	503.40	503.76	4.25"
4A	17+56.00	8.76	503.62	503.98	4.32"
4B	17+66.00	8.95	503.84	504.21	4.38"
4C	17+76.00	9.02	504.07	504.43	4.40"
4D	17+86.00	9.18	504.29	504.65	4.40"
4E	17+96.00	9.22	504.51	504.88	4.40"
4F	18+06.00	9.21	504.74	505.10	4.40"
4G	18+16.00	9.16	504.97	505.33	4.40"
4H	18+26.00	9.06	505.19	505.56	4.40"
4I	18+36.00	8.92	505.42	505.79	4.37"
4J	18+46.00	8.72	505.65	506.01	4.31"
CL. Pier 4	18+54.00	8.53	505.84	506.19	4.26"
5A	18+64.00	8.75	506.06	506.42	4.32"
5B	18+74.00	8.92	506.28	506.64	4.36"
5C	18+84.00	9.01	506.51	506.87	4.37"
5D	18+94.00	9.12	506.74	507.10	4.34"
5E	19+04.00	9.15	506.96	507.32	4.32"
5F	19+14.00	9.13	507.19	507.55	4.29"
5G	19+24.00	9.07	507.43	507.78	4.27"
5H	19+34.00	8.96	507.66	508.01	4.23"
5I	19+44.00	8.81	507.89	508.24	4.15"
5J	19+54.00	8.65	508.12	508.46	4.06"
CL. Pier 5	19+62.00	8.53	508.31	508.64	3.98"
6A	19+72.00	8.53	508.54	508.87	3.95"
6B	19+82.00	8.53	508.77	509.10	3.92"
6C	19+92.00	8.53	509.00	509.32	3.89"
6D	20+02.00	8.53	509.23	509.55	3.86"
6E	20+12.00	8.53	509.46	509.78	3.83"
6F	20+22.00	8.53	509.69	510.00	3.80"
6G	20+32.00	8.53	509.92	510.23	3.77"
6G	20+42.00	8.53	510.15	510.46	3.74"
6I	20+52.00	8.53	510.38	510.68	3.71"
6J	20+62.00	8.53	510.60	510.91	3.68"
CL. Brg. Pier 6	20+68.50	8.53	510.75	511.06	3.66"
CL. Pier 6	20+70.00	8.53	510.79	511.09	3.66"

**BEAM 7**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	17.06	500.75	501.12	4.40"
CL. Brg Pier 2	16+39.51	17.10	500.79	501.15	4.40"
3A	16+49.50	17.32	501.01	501.37	4.40"
3B	16+59.50	17.50	501.23	501.59	4.40"
3C	16+69.50	17.63	501.45	501.82	4.40"
3D	16+79.50	17.71	501.67	502.04	4.40"
3E	16+89.50	17.75	501.90	502.26	4.40"
3F	16+99.50	17.74	502.12	502.49	4.40"
3G	17+09.50	17.69	502.35	502.72	4.40"
3H	17+19.50	17.57	502.58	502.95	4.40"
3I	17+29.50	17.42	502.81	503.17	4.40"
3J	17+39.50	17.22	503.04	503.41	4.40"
CL. Pier 3	17+46.00	17.06	503.19	503.56	4.40"
4A	17+56.00	17.29	503.41	503.78	4.40"
4B	17+66.00	17.48	503.63	504.00	4.40"
4C	17+76.00	17.61	503.85	504.22	4.40"
4D	17+86.00	17.70	504.07	504.44	4.40"
4E	17+96.00	17.75	504.30	504.67	4.40"
4F	18+06.00	17.74	504.52	504.89	4.40"
4G	18+16.00	17.69	504.75	505.12	4.40"
4H	18+26.00	17.59	504.98	505.35	4.40"
4I	18+36.00	17.45	505.21	505.58	4.40"
4J	18+46.00	17.25	505.44	505.81	4.40"
CL. Pier 4	18+54.00	17.06	505.62	505.99	4.40"
5A	18+64.00	17.28	505.84	506.21	4.40"
5B	18+74.00	17.45	506.07	506.43	4.39"
5C	18+84.00	17.58	506.30	506.66	4.37"
5D	18+94.00	17.65	506.53	506.89	4.34"
5E	19+04.00	17.68	506.76	507.12	4.32"
5F	19+14.00	17.66	507.00	507.36	4.29"
5G	19+24.00	17.60	507.23	507.59	4.27"
5H	19+34.00	17.49	507.47	507.82	4.25"
5I	19+44.00	17.34	507.71	508.06	4.22"
5J	19+54.00	17.18	507.94	508.29	4.20"
CL. Pier 5	19+62.00	17.06	508.13	508.48	4.18"
6A	19+72.00	17.06	508.37	508.71	4.16"
6B	19+82.00	17.06	508.60	508.94	4.13"
6C	19+92.00	17.06	508.83	509.18	4.11"
6D	20+02.00	17.06	509.07	509.41	4.08"
6E	20+12.00	17.06	509.30	509.64	4.06"
6F	20+22.00	17.06	509.53	509.87	4.04"
6G	20+32.00	17.06	509.77	510.10	4.01"
6G	20+42.00	17.06	510.00	510.33	3.99"
6I	20+52.00	17.06	510.23	510.57	3.96"
6J	20+62.00	17.06	510.47	510.80	3.94"
CL. Brg. Pier 6	20+68.50	17.06	510.62	510.95	3.92"
CL. Pier 6	20+70.00	17.06	510.66	510.98	3.92"

**BEAM 8**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	25.59	500.54	500.91	4.40"
CL. Brg Pier 2	16+39.52	25.85	500.57	500.93	4.40"
3A	16+49.50	26.03	500.79	501.16	4.40"
3B	16+59.50	26.16	501.01	501.38	4.40"
3C	16+69.50	26.24	501.23	501.60	4.40"
3D	16+79.50	26.28	501.46	501.83	4.40"
3E	16+89.50	26.27	501.68	502.05	4.40"
3F	16+99.50	26.21	501.91	502.28	4.40"
3G	17+09.50	26.10	502.14	502.51	4.40"
3H	17+19.50	26.10	502.37	502.73	4.40"
3I	17+29.50	26.95	502.57	502.94	4.40"
3J	17+39.50	25.75	502.83	503.19	4.40"
CL. Pier 3	17+46.00	25.59	502.95	503.34	4.70"
4A	17+56.00	25.82	503.20	503.56	4.40"
4B	17+66.00	26.01	503.42	503.78	4.40"
4C	17+76.00	26.14	503.64	504.01	4.40"
4D	17+86.00	26.23	503.86	504.23	4.40"
4E	17+96.00	26.28	504.09	504.45	4.40"
4F	18+06.00	26.27	504.31	504.68	4.40"
4G	18+16.00	26.22	504.54	504.91	4.40"
4H	18+26.00	26.12	504.77	505.13	4.40"
4I	18+36.00	26.97	504.97	505.34	4.40"
4J	18+46.00	25.78	505.23	505.59	4.40"
CL. Pier 4	18+54.00	25.59	505.41	505.78	4.40"
5A	18+64.00	25.81	505.63	506.00	4.40"
5B	18+74.00	25.98	505.86	506.22	4.39"
5C	18+84.00	26.11	506.09	506.46	4.37"
5D	18+94.00	26.18	506.33	506.69	4.34"
5E	19+04.00	26.21	506.56	506.92	4.32"
5F	19+14.00	26.19	506.80	507.16	4.29"
5G	19+24.00	26.13	507.04	507.40	4.27"
5H	19+34.00	26.02	507.28	507.64	4.25"
5I	19+44.00	26.87	507.50	507.85	4.22"
5J	19+54.00	25.72	507.76	508.11	4.20"
CL. Pier 5	19+62.00	25.59	507.96	508.31	4.18"
6A	19+72.00	25.59	508.19	508.54	4.16"
6B	19+82.00	25.59	508.43	508.78	4.13"
6C	19+92.00	25.59	508.67	509.01	4.11"
6D	20+02.00	25.59	508.91	509.25	4.08"
6E	20+12.00	25.59	509.14	509.48	4.06"
6F	20+22.00	25.59	509.38	509.72	4.04"
6G	20+32.00	25.59	509.62	509.95	4.01"
6G	20+42.00	25.59	509.86	510.19	3.99"
6I	20+52.00	25.59	510.09	510.42	3.96"
6J	20+62.00	25.59	510.33	510.66	3.94"
CL. Brg. Pier 6	20+68.50	25.59	510.49	510.81	3.92"
CL. Pier 6	20+70.00	25.59	510.52	510.85	3.92"

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PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS III - UNIT 2  
 STRUCTURE NO. 090-0122**

SHEET 5-24 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 155
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	

**BEAM 9**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 2	16+38.00	34.13	500.33	500.69	4.40"
CL. Brg Pier 2	16+39.53	34.16	500.36	500.73	4.40"
3A	16+49.50	34.38	500.58	500.95	4.40"
3B	16+59.50	34.56	500.80	501.17	4.40"
3C	16+69.50	34.69	501.02	501.39	4.40"
3D	16+79.50	34.77	501.25	501.61	4.40"
3E	16+89.50	34.81	501.47	501.84	4.40"
3F	16+99.50	34.79	501.70	502.06	4.40"
3G	17+09.50	34.74	501.92	502.29	4.40"
3H	17+19.50	34.63	502.15	502.52	4.40"
3I	17+29.50	34.48	502.38	502.75	4.40"
3J	17+39.50	34.28	502.61	502.98	4.40"
CL. Pier 3	17+46.00	34.13	502.76	503.13	4.40"
4A	17+56.00	34.35	502.98	503.35	4.40"
4B	17+66.00	34.54	503.20	503.57	4.40"
4C	17+76.00	34.67	503.43	503.79	4.40"
4D	17+86.00	34.76	503.65	504.02	4.40"
4E	17+96.00	34.80	503.87	504.24	4.40"
4F	18+06.00	34.80	504.10	504.47	4.40"
4G	18+16.00	34.75	504.33	504.69	4.40"
4H	18+26.00	34.65	504.55	504.92	4.40"
4I	18+36.00	34.50	504.78	505.15	4.40"
4J	18+46.00	34.31	505.01	505.38	4.40"
CL. Pier 4	18+54.00	34.13	505.20	505.56	4.40"
5A	18+64.00	34.34	505.42	505.78	4.40"
5B	18+74.00	34.51	505.65	506.01	4.39"
5C	18+84.00	34.64	505.88	506.25	4.37"
5D	18+94.00	34.71	506.12	506.49	4.34"
5E	19+04.00	34.74	506.37	506.73	4.32"
5F	19+14.00	34.72	506.61	506.97	4.29"
5G	19+24.00	34.66	506.85	507.21	4.27"
5H	19+34.00	34.55	507.09	507.45	4.25"
5I	19+44.00	34.40	507.34	507.69	4.22"
5J	19+54.00	34.25	507.58	507.93	4.20"
CL. Pier 5	19+62.00	34.13	507.78	508.13	4.18"
6A	19+72.00	34.13	508.02	508.37	4.16"
6B	19+82.00	34.13	508.26	508.61	4.13"
6C	19+92.00	34.13	508.50	508.85	4.11"
6D	20+02.00	34.13	508.75	509.09	4.08"
6E	20+12.00	34.13	508.99	509.33	4.06"
6F	20+22.00	34.13	509.23	509.57	4.04"
6G	20+32.00	34.13	509.47	509.81	4.01"
6G	20+42.00	34.13	509.71	510.04	3.99"
6I	20+52.00	34.13	509.95	510.28	3.96"
6J	20+62.00	34.13	510.20	510.52	3.94"
CL. Brg. Pier 6	20+68.50	34.13	510.35	510.68	3.92"
CL. Pier 6	20+70.00	34.13	510.39	510.72	3.92"

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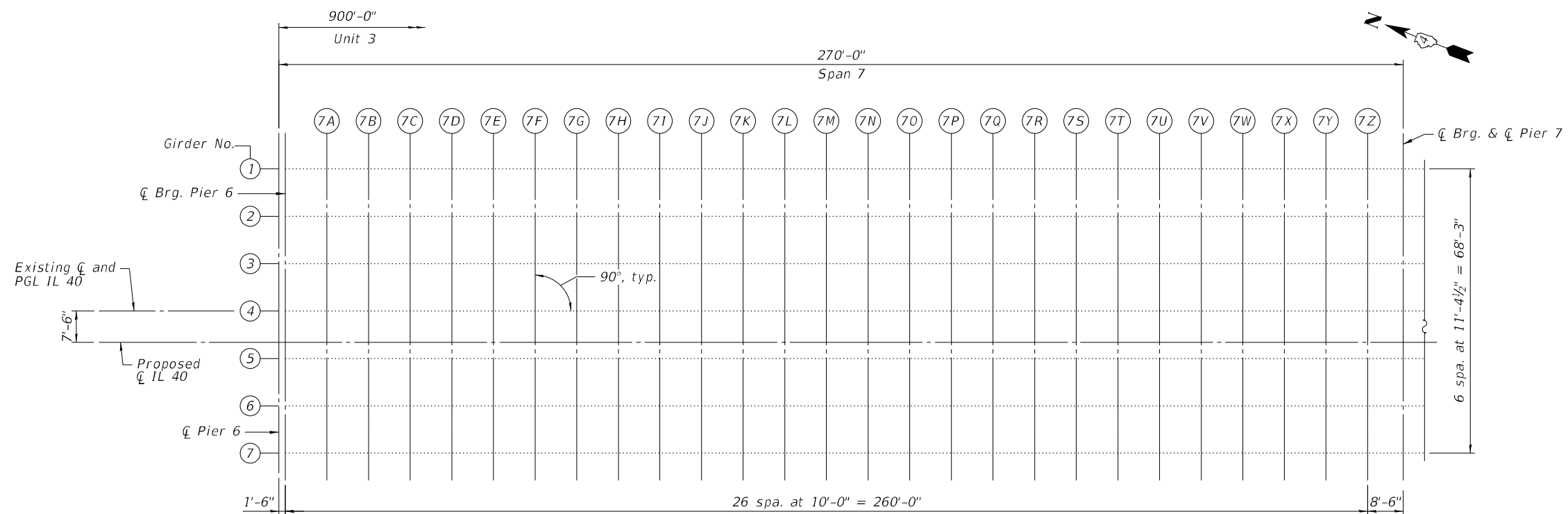
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	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

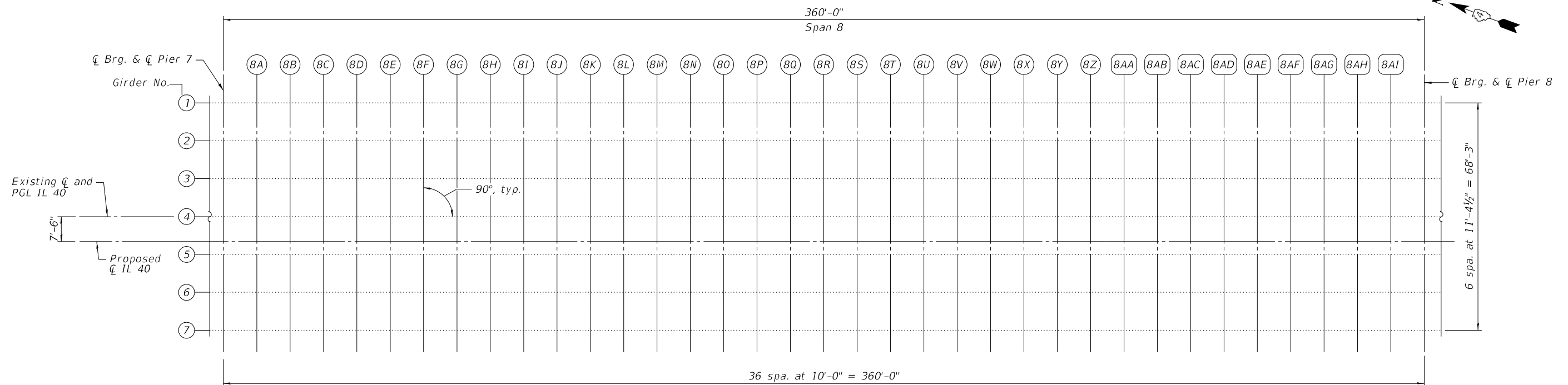
**TOP OF DECK SLAB ELEVATIONS IV - UNIT 2  
STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	156
CONTRACT NO.			68F38	





**PARTIAL PLAN - UNIT 3**



**PARTIAL PLAN - UNIT 3**

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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

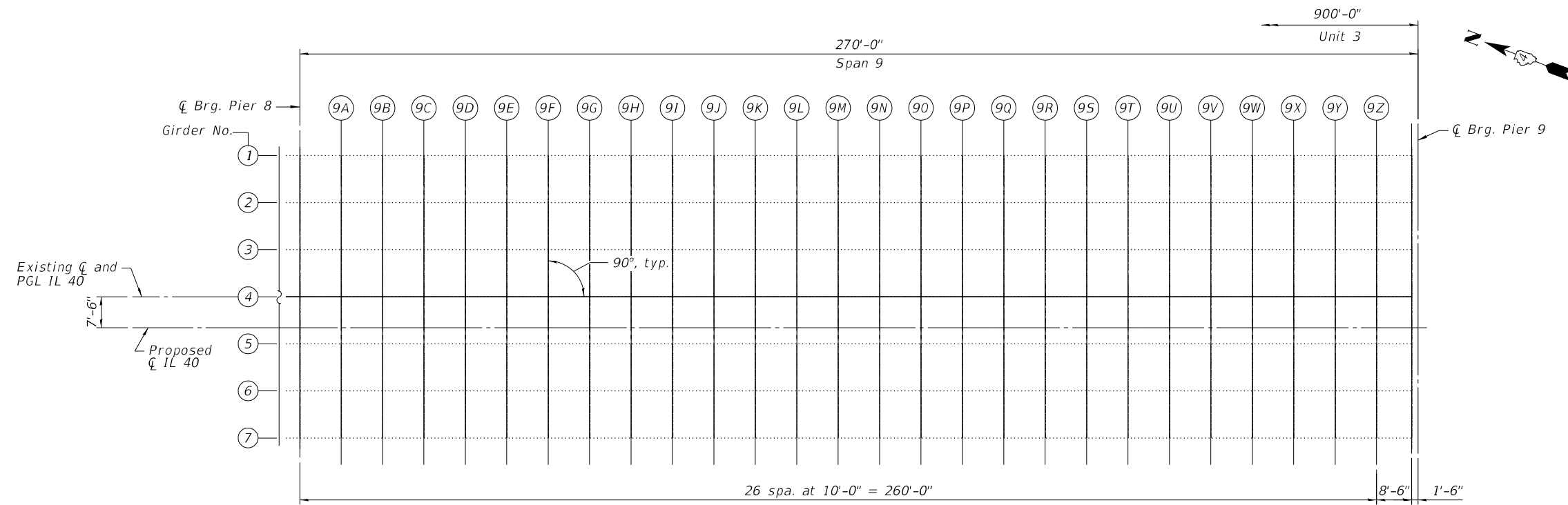
**TOP OF DECK SLAB ELEVATION LAYOUT I - UNIT 3  
 STRUCTURE NO. 090-0122**

SHEET 5-26 OF 5-122 SHEETS

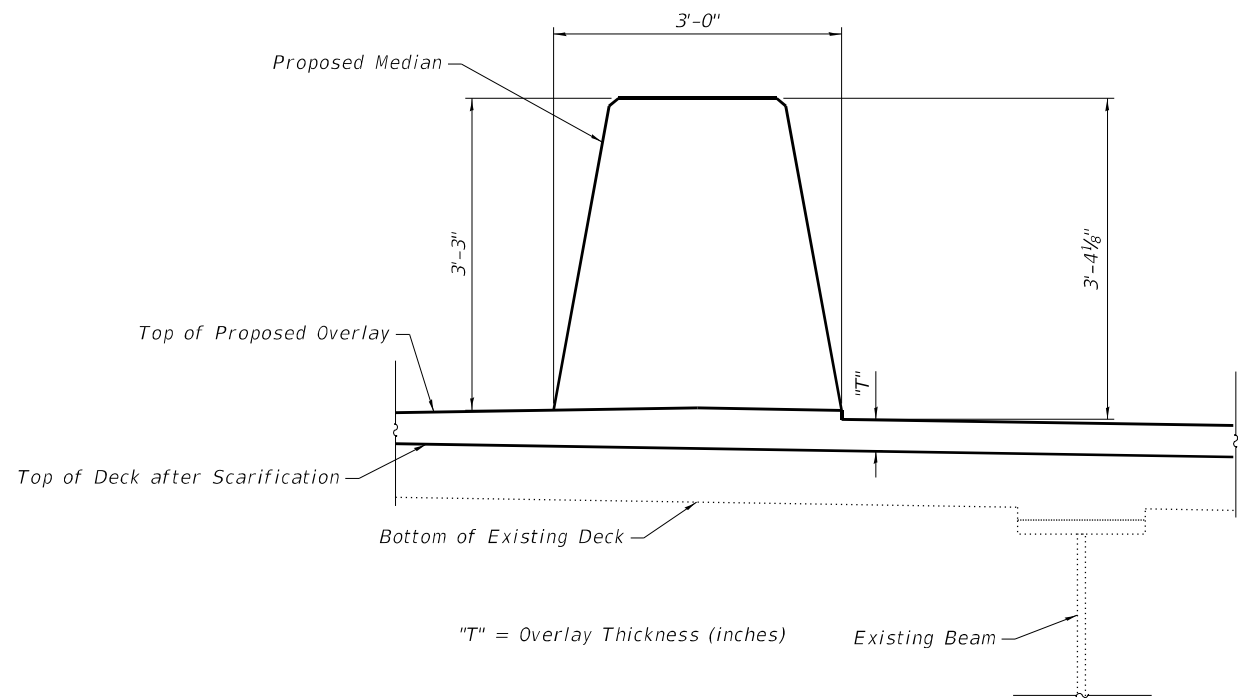
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	157
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

PEORIA / TAZEVELL



**PARTIAL PLAN - UNIT 3**



**MEDIAN DETAIL AT UNITS 2 THROUGH 5**  
(Showing Median at Span 9)

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PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

**TOP OF DECK SLAB ELEVATION LAYOUT II - UNIT 3**  
**STRUCTURE NO. 090-0122**

SHEET 5-27 OF 5-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 158
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	

**BEAM 1**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	-34.13	510.49	510.82	3.95"
CL. Brg. Pier 6	20+71.50	-34.13	510.52	510.85	3.95"
7A	20+81.50	-34.13	510.75	511.08	3.95"
7B	20+91.50	-34.13	510.97	511.30	3.95"
7C	21+01.50	-34.13	511.20	511.53	3.95"
7D	21+11.50	-34.13	511.42	511.75	3.95"
7E	21+21.50	-34.13	511.65	511.98	3.95"
7F	21+31.50	-34.13	511.87	512.20	3.95"
7G	21+41.50	-34.13	512.10	512.43	3.95"
7H	21+51.50	-34.13	512.33	512.65	3.95"
7I	21+61.50	-34.13	512.55	512.88	3.95"
7J	21+71.50	-34.13	512.78	513.11	3.95"
7K	21+81.50	-34.13	513.00	513.33	3.95"
7L	21+91.50	-34.13	513.23	513.56	3.95"
7M	22+01.50	-34.13	513.45	513.78	3.95"
7N	22+11.50	-34.13	513.68	514.01	3.95"
7O	22+21.50	-34.13	513.90	514.23	3.95"
7P	22+31.50	-34.13	514.13	514.46	3.95"
7Q	22+41.50	-34.13	514.35	514.68	3.95"
7R	22+51.50	-34.13	514.58	514.91	3.95"
7S	22+61.50	-34.13	514.81	515.14	3.95"
7T	22+71.50	-34.13	515.03	515.36	3.95"
7U	22+81.50	-34.13	515.26	515.59	3.95"
7V	22+91.50	-34.13	515.48	515.81	3.95"
7W	23+01.50	-34.13	515.71	516.04	3.95"
7X	23+11.50	-34.13	515.93	516.26	3.95"
7Y	23+21.50	-34.13	516.16	516.49	3.95"
7Z	23+31.50	-34.13	516.37	516.70	3.95"
CL. Brg. & CL. Pier 7	23+40.00	-34.13	516.54	516.87	3.95"

**BEAM 1 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	-34.13	516.73	517.06	3.95"
8B	23+60.00	-34.13	516.90	517.23	3.95"
8C	23+70.00	-34.13	517.06	517.39	3.95"
8D	23+80.00	-34.13	517.21	517.54	3.95"
8E	23+90.00	-34.13	517.34	517.67	3.95"
8F	24+00.00	-34.13	517.46	517.79	3.95"
8G	24+10.00	-34.13	517.56	517.89	3.95"
8H	24+20.00	-34.13	517.65	517.98	3.95"
8I	24+30.00	-34.13	517.72	518.05	3.95"
8J	24+40.00	-34.13	517.79	518.11	3.95"
8K	24+50.00	-34.13	517.83	518.16	3.95"
8L	24+60.00	-34.13	517.87	518.19	3.95"
8M	24+70.00	-34.13	517.88	518.21	3.95"
8N	24+80.00	-34.13	517.89	518.22	3.95"
8O	24+90.00	-34.13	517.88	518.21	3.95"
8P	25+00.00	-34.13	517.86	518.19	3.95"
8Q	25+10.00	-34.13	517.82	518.15	3.95"
8R	25+20.00	-34.13	517.77	518.10	3.95"
8S	25+30.00	-34.13	517.70	518.03	3.95"
8T	25+40.00	-34.13	517.62	517.95	3.95"
8U	25+50.00	-34.13	517.53	517.86	3.95"
8V	25+60.00	-34.13	517.42	517.75	3.95"
8W	25+70.00	-34.13	517.30	517.63	3.95"
8X	25+80.00	-34.13	517.17	517.49	3.95"
8Y	25+90.00	-34.13	517.02	517.35	3.95"
8Z	26+00.00	-34.13	516.85	517.18	3.95"
8AA	26+10.00	-34.13	516.67	517.00	3.95"
8AB	26+20.00	-34.13	516.48	516.81	3.95"
8AC	26+30.00	-34.13	516.28	516.61	3.95"
8AD	26+40.00	-34.13	516.06	516.39	3.95"
8AE	26+50.00	-34.13	515.82	516.15	3.95"
8AF	26+60.00	-34.13	515.57	515.90	3.95"
8AG	26+70.00	-34.13	515.31	515.64	3.95"
8AH	26+80.00	-34.13	515.04	515.37	3.95"
8AI	26+90.00	-34.13	514.75	515.08	3.95"
CL. Brg. & CL. Pier 8	27+00.00	-34.13	514.44	514.77	3.95"

**BEAM 1 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	-34.13	514.12	514.45	3.95"
9B	27+20.00	-34.13	513.79	514.12	3.95"
9C	27+30.00	-34.13	513.45	513.77	3.95"
9D	27+40.00	-34.13	513.08	513.41	3.95"
9E	27+50.00	-34.13	512.71	513.04	3.95"
9F	27+60.00	-34.13	512.32	512.65	3.95"
9G	27+70.00	-34.13	511.92	512.25	3.95"
9H	27+80.00	-34.13	511.50	511.83	3.95"
9I	27+90.00	-34.13	511.07	511.40	3.95"
9J	28+00.00	-34.13	510.63	510.96	3.95"
9K	28+10.00	-34.13	510.17	510.50	3.95"
9L	28+20.00	-34.13	509.71	510.04	3.95"
9M	28+30.00	-34.13	509.25	509.58	3.95"
9N	28+40.00	-34.13	508.78	509.11	3.95"
9O	28+50.00	-34.13	508.32	508.65	3.95"
9P	28+60.00	-34.13	507.86	508.19	3.95"
9Q	28+70.00	-34.13	507.40	507.73	3.95"
9R	28+80.00	-34.13	506.93	507.26	3.95"
9S	28+90.00	-34.13	506.47	506.80	3.95"
9T	29+00.00	-34.13	506.01	506.34	3.95"
9U	29+10.00	-34.13	505.54	505.87	3.95"
9V	29+20.00	-34.13	505.08	505.41	3.95"
9W	29+30.00	-34.13	504.62	504.95	3.95"
9X	29+40.00	-34.13	504.15	504.48	3.95"
9Y	29+50.00	-34.13	503.69	504.02	3.95"
9Z	29+60.00	-34.13	503.23	503.56	3.95"
CL. Brg. Pier 9	29+68.50	-34.13	502.84	503.16	3.95"
CL. Pier 9	29+70.00	-34.13	502.77	503.10	3.95"

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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS I - UNIT 3  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	159
CONTRACT NO.			68F38	

**BEAM 2**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	-22.75	510.56	510.75	2.25"
CL. Brg. Pier 6	20+71.50	-22.75	510.60	510.79	2.25"
7A	20+81.50	-22.75	510.82	511.01	2.25"
7B	20+91.50	-22.75	511.05	511.24	2.25"
7C	21+01.50	-22.75	511.27	511.46	2.25"
7D	21+11.50	-22.75	511.50	511.69	2.25"
7E	21+21.50	-22.75	511.73	511.91	2.25"
7F	21+31.50	-22.75	511.95	512.14	2.25"
7G	21+41.50	-22.75	512.18	512.36	2.25"
7H	21+51.50	-22.75	512.40	512.59	2.25"
7I	21+61.50	-22.75	512.63	512.82	2.25"
7J	21+71.50	-22.75	512.85	513.04	2.25"
7K	21+81.50	-22.75	513.08	513.27	2.25"
7L	21+91.50	-22.75	513.30	513.49	2.25"
7M	22+01.50	-22.75	513.53	513.72	2.25"
7N	22+11.50	-22.75	513.76	513.94	2.25"
7O	22+21.50	-22.75	513.98	514.17	2.25"
7P	22+31.50	-22.75	514.21	514.39	2.25"
7Q	22+41.50	-22.75	514.43	514.62	2.25"
7R	22+51.50	-22.75	514.66	514.84	2.25"
7S	22+61.50	-22.75	514.88	515.07	2.25"
7T	22+71.50	-22.75	515.11	515.30	2.25"
7U	22+81.50	-22.75	515.33	515.52	2.25"
7V	22+91.50	-22.75	515.56	515.75	2.25"
7W	23+01.50	-22.75	515.78	515.97	2.25"
7X	23+11.50	-22.75	516.01	516.20	2.25"
7Y	23+21.50	-22.75	516.24	516.42	2.25"
7Z	23+31.50	-22.75	516.45	516.64	2.25"
CL. Brg. & CL. Pier 7	23+40.00	-22.75	516.62	516.81	2.25"

**BEAM 2 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	-22.75	516.81	516.99	2.25"
8B	23+60.00	-22.75	516.98	517.17	2.25"
8C	23+70.00	-22.75	517.14	517.33	2.25"
8D	23+80.00	-22.75	517.29	517.47	2.25"
8E	23+90.00	-22.75	517.42	517.60	2.25"
8F	24+00.00	-22.75	517.53	517.72	2.25"
8G	24+10.00	-22.75	517.64	517.82	2.25"
8H	24+20.00	-22.75	517.73	517.91	2.25"
8I	24+30.00	-22.75	517.80	517.99	2.25"
8J	24+40.00	-22.75	517.86	518.05	2.25"
8K	24+50.00	-22.75	517.91	518.10	2.25"
8L	24+60.00	-22.75	517.94	518.13	2.25"
8M	24+70.00	-22.75	517.96	518.15	2.25"
8N	24+80.00	-22.75	517.97	518.15	2.25"
8O	24+90.00	-22.75	517.96	518.14	2.25"
8P	25+00.00	-22.75	517.93	518.12	2.25"
8Q	25+10.00	-22.75	517.90	518.08	2.25"
8R	25+20.00	-22.75	517.85	518.03	2.25"
8S	25+30.00	-22.75	517.78	517.97	2.25"
8T	25+40.00	-22.75	517.70	517.89	2.25"
8U	25+50.00	-22.75	517.61	517.79	2.25"
8V	25+60.00	-22.75	517.50	517.69	2.25"
8W	25+70.00	-22.75	517.38	517.57	2.25"
8X	25+80.00	-22.75	517.24	517.43	2.25"
8Y	25+90.00	-22.75	517.09	517.28	2.25"
8Z	26+00.00	-22.75	516.93	517.12	2.25"
8AA	26+10.00	-22.75	516.75	516.94	2.25"
8AB	26+20.00	-22.75	516.56	516.75	2.25"
8AC	26+30.00	-22.75	516.35	516.54	2.25"
8AD	26+40.00	-22.75	516.13	516.32	2.25"
8AE	26+50.00	-22.75	515.90	516.09	2.25"
8AF	26+60.00	-22.75	515.65	515.84	2.25"
8AG	26+70.00	-22.75	515.39	515.58	2.25"
8AH	26+80.00	-22.75	515.11	515.30	2.25"
8AI	26+90.00	-22.75	514.82	515.01	2.25"
CL. Brg. & CL. Pier 8	27+00.00	-22.75	514.52	514.71	2.25"

**BEAM 2 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	-22.75	514.20	514.39	2.25"
9B	27+20.00	-22.75	513.87	514.06	2.25"
9C	27+30.00	-22.75	513.52	513.71	2.25"
9D	27+40.00	-22.75	513.16	513.35	2.25"
9E	27+50.00	-22.75	512.79	512.97	2.25"
9F	27+60.00	-22.75	512.40	512.59	2.25"
9G	27+70.00	-22.75	512.00	512.18	2.25"
9H	27+80.00	-22.75	511.58	511.77	2.25"
9I	27+90.00	-22.75	511.15	511.34	2.25"
9J	28+00.00	-22.75	510.70	510.89	2.25"
9K	28+10.00	-22.75	510.25	510.44	2.25"
9L	28+20.00	-22.75	509.79	509.98	2.25"
9M	28+30.00	-22.75	509.32	509.51	2.25"
9N	28+40.00	-22.75	508.86	509.05	2.25"
9O	28+50.00	-22.75	508.40	508.59	2.25"
9P	28+60.00	-22.75	507.94	508.12	2.25"
9Q	28+70.00	-22.75	507.47	507.66	2.25"
9R	28+80.00	-22.75	507.01	507.20	2.25"
9S	28+90.00	-22.75	506.55	506.73	2.25"
9T	29+00.00	-22.75	506.08	506.27	2.25"
9U	29+10.00	-22.75	505.62	505.81	2.25"
9V	29+20.00	-22.75	505.16	505.35	2.25"
9W	29+30.00	-22.75	504.69	504.88	2.25"
9X	29+40.00	-22.75	504.23	504.42	2.25"
9Y	29+50.00	-22.75	503.77	503.96	2.25"
9Z	29+60.00	-22.75	503.31	503.49	2.25"
CL. Brg. Pier 9	29+68.50	-22.75	502.91	503.10	2.25"
CL. Pier 9	29+70.00	-22.75	502.84	503.03	2.25"

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USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS II - UNIT 3  
 STRUCTURE NO. 090-0122**

SHEET 5-29 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	160
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	

**BEAM 3**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	-11.38	510.74	510.93	2.25"
CL. Brg. Pier 6	20+71.50	-11.38	510.78	510.96	2.25"
7A	20+81.50	-11.38	511.00	511.19	2.25"
7B	20+91.50	-11.38	511.23	511.41	2.25"
7C	21+01.50	-11.38	511.45	511.64	2.25"
7D	21+11.50	-11.38	511.68	511.87	2.25"
7E	21+21.50	-11.38	511.90	512.09	2.25"
7F	21+31.50	-11.38	512.13	512.32	2.25"
7G	21+41.50	-11.38	512.35	512.54	2.25"
7H	21+51.50	-11.38	512.58	512.77	2.25"
7I	21+61.50	-11.38	512.81	512.99	2.25"
7J	21+71.50	-11.38	513.03	513.22	2.25"
7K	21+81.50	-11.38	513.26	513.44	2.25"
7L	21+91.50	-11.38	513.48	513.67	2.25"
7M	22+01.50	-11.38	513.71	513.90	2.25"
7N	22+11.50	-11.38	513.93	514.12	2.25"
7O	22+21.50	-11.38	514.16	514.35	2.25"
7P	22+31.50	-11.38	514.38	514.57	2.25"
7Q	22+41.50	-11.38	514.61	514.80	2.25"
7R	22+51.50	-11.38	514.84	515.02	2.25"
7S	22+61.50	-11.38	515.06	515.25	2.25"
7T	22+71.50	-11.38	515.29	515.47	2.25"
7U	22+81.50	-11.38	515.51	515.70	2.25"
7V	22+91.50	-11.38	515.74	515.92	2.25"
7W	23+01.50	-11.38	515.96	516.15	2.25"
7X	23+11.50	-11.38	516.19	516.38	2.25"
7Y	23+21.50	-11.38	516.41	516.60	2.25"
7Z	23+31.50	-11.38	516.63	516.81	2.25"
CL. Brg. & CL. Pier 7	23+40.00	-11.38	516.80	516.98	2.25"

**BEAM 3 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	-11.38	516.98	517.17	2.25"
8B	23+60.00	-11.38	517.16	517.35	2.25"
8C	23+70.00	-11.38	517.32	517.50	2.25"
8D	23+80.00	-11.38	517.46	517.65	2.25"
8E	23+90.00	-11.38	517.59	517.78	2.25"
8F	24+00.00	-11.38	517.71	517.90	2.25"
8G	24+10.00	-11.38	517.81	518.00	2.25"
8H	24+20.00	-11.38	517.90	518.09	2.25"
8I	24+30.00	-11.38	517.98	518.17	2.25"
8J	24+40.00	-11.38	518.04	518.23	2.25"
8K	24+50.00	-11.38	518.09	518.27	2.25"
8L	24+60.00	-11.38	518.12	518.31	2.25"
8M	24+70.00	-11.38	518.14	518.33	2.25"
8N	24+80.00	-11.38	518.14	518.33	2.25"
8O	24+90.00	-11.38	518.13	518.32	2.25"
8P	25+00.00	-11.38	518.11	518.30	2.25"
8Q	25+10.00	-11.38	518.07	518.26	2.25"
8R	25+20.00	-11.38	518.02	518.21	2.25"
8S	25+30.00	-11.38	517.96	518.15	2.25"
8T	25+40.00	-11.38	517.88	518.07	2.25"
8U	25+50.00	-11.38	517.78	517.97	2.25"
8V	25+60.00	-11.38	517.68	517.86	2.25"
8W	25+70.00	-11.38	517.56	517.74	2.25"
8X	25+80.00	-11.38	517.42	517.61	2.25"
8Y	25+90.00	-11.38	517.27	517.46	2.25"
8Z	26+00.00	-11.38	517.11	517.29	2.25"
8AA	26+10.00	-11.38	516.93	517.12	2.25"
8AB	26+20.00	-11.38	516.74	516.92	2.25"
8AC	26+30.00	-11.38	516.53	516.72	2.25"
8AD	26+40.00	-11.38	516.31	516.50	2.25"
8AE	26+50.00	-11.38	516.08	516.27	2.25"
8AF	26+60.00	-11.38	515.83	516.02	2.25"
8AG	26+70.00	-11.38	515.57	515.75	2.25"
8AH	26+80.00	-11.38	515.29	515.48	2.25"
8AI	26+90.00	-11.38	515.00	515.19	2.25"
CL. Brg. & CL. Pier 8	27+00.00	-11.38	514.70	514.88	2.25"

**BEAM 3 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	-11.38	514.38	514.57	2.25"
9B	27+20.00	-11.38	514.05	514.23	2.25"
9C	27+30.00	-11.38	513.70	513.89	2.25"
9D	27+40.00	-11.38	513.34	513.53	2.25"
9E	27+50.00	-11.38	512.97	513.15	2.25"
9F	27+60.00	-11.38	512.58	512.76	2.25"
9G	27+70.00	-11.38	512.17	512.36	2.25"
9H	27+80.00	-11.38	511.76	511.94	2.25"
9I	27+90.00	-11.38	511.33	511.51	2.25"
9J	28+00.00	-11.38	510.88	511.07	2.25"
9K	28+10.00	-11.38	510.43	510.62	2.25"
9L	28+20.00	-11.38	509.97	510.15	2.25"
9M	28+30.00	-11.38	509.50	509.69	2.25"
9N	28+40.00	-11.38	509.04	509.23	2.25"
9O	28+50.00	-11.38	508.58	508.76	2.25"
9P	28+60.00	-11.38	508.11	508.30	2.25"
9Q	28+70.00	-11.38	507.65	507.84	2.25"
9R	28+80.00	-11.38	507.19	507.38	2.25"
9S	28+90.00	-11.38	506.72	506.91	2.25"
9T	29+00.00	-11.38	506.26	506.45	2.25"
9U	29+10.00	-11.38	505.80	505.99	2.25"
9V	29+20.00	-11.38	505.34	505.52	2.25"
9W	29+30.00	-11.38	504.87	505.06	2.25"
9X	29+40.00	-11.38	504.41	504.60	2.25"
9Y	29+50.00	-11.38	503.95	504.13	2.25"
9Z	29+60.00	-11.38	503.48	503.67	2.25"
CL. Brg. Pier 9	29+68.50	-11.38	503.09	503.28	2.25"
CL. Pier 9	29+70.00	-11.38	503.21	503.21	0.00"

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USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS III - UNIT 3  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	161
CONTRACT NO.			68F38	

BEAM 4, EXISTING  $\bar{c}$ , & PGL IL 40

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	0.00	510.92	511.11	2.25"
CL. Brg. Pier 6	20+71.50	0.00	510.95	511.14	2.25"
7A	20+81.50	0.00	511.18	511.37	2.25"
7B	20+91.50	0.00	511.40	511.59	2.25"
7C	21+01.50	0.00	511.63	511.82	2.25"
7D	21+11.50	0.00	511.86	512.04	2.25"
7E	21+21.50	0.00	512.08	512.27	2.25"
7F	21+31.50	0.00	512.31	512.49	2.25"
7G	21+41.50	0.00	512.53	512.72	2.25"
7H	21+51.50	0.00	512.76	512.95	2.25"
7I	21+61.50	0.00	512.98	513.17	2.25"
7J	21+71.50	0.00	513.21	513.40	2.25"
7K	21+81.50	0.00	513.43	513.62	2.25"
7L	21+91.50	0.00	513.66	513.85	2.25"
7M	22+01.50	0.00	513.89	514.07	2.25"
7N	22+11.50	0.00	514.11	514.30	2.25"
7O	22+21.50	0.00	514.34	514.52	2.25"
7P	22+31.50	0.00	514.56	514.75	2.25"
7Q	22+41.50	0.00	514.79	514.97	2.25"
7R	22+51.50	0.00	515.01	515.20	2.25"
7S	22+61.50	0.00	515.24	515.43	2.25"
7T	22+71.50	0.00	515.46	515.65	2.25"
7U	22+81.50	0.00	515.69	515.88	2.25"
7V	22+91.50	0.00	515.91	516.10	2.25"
7W	23+01.50	0.00	516.14	516.33	2.25"
7X	23+11.50	0.00	516.37	516.55	2.25"
7Y	23+21.50	0.00	516.59	516.78	2.25"
7Z	23+31.50	0.00	516.80	516.99	2.25"
CL. Brg. & CL. Pier 7	23+40.00	0.00	516.97	517.16	2.25"

BEAM 4, EXISTING  $\bar{c}$ , & PGL IL 40 (CONTINUED)

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	0.00	517.16	517.35	2.25"
8B	23+60.00	0.00	517.34	517.52	2.25"
8C	23+70.00	0.00	517.50	517.68	2.25"
8D	23+80.00	0.00	517.64	517.83	2.25"
8E	23+90.00	0.00	517.77	517.96	2.25"
8F	24+00.00	0.00	517.89	518.08	2.25"
8G	24+10.00	0.00	517.99	518.18	2.25"
8H	24+20.00	0.00	518.08	518.27	2.25"
8I	24+30.00	0.00	518.16	518.34	2.25"
8J	24+40.00	0.00	518.22	518.41	2.25"
8K	24+50.00	0.00	518.26	518.45	2.25"
8L	24+60.00	0.00	518.30	518.49	2.25"
8M	24+70.00	0.00	518.32	518.50	2.25"
8N	24+80.00	0.00	518.32	518.51	2.25"
8O	24+90.00	0.00	518.31	518.50	2.25"
8P	25+00.00	0.00	518.29	518.48	2.25"
8Q	25+10.00	0.00	518.25	518.44	2.25"
8R	25+20.00	0.00	518.20	518.39	2.25"
8S	25+30.00	0.00	518.14	518.32	2.25"
8T	25+40.00	0.00	518.06	518.24	2.25"
8U	25+50.00	0.00	517.96	518.15	2.25"
8V	25+60.00	0.00	517.86	518.04	2.25"
8W	25+70.00	0.00	517.73	517.92	2.25"
8X	25+80.00	0.00	517.60	517.79	2.25"
8Y	25+90.00	0.00	517.45	517.64	2.25"
8Z	26+00.00	0.00	517.28	517.47	2.25"
8AA	26+10.00	0.00	517.11	517.29	2.25"
8AB	26+20.00	0.00	516.92	517.10	2.25"
8AC	26+30.00	0.00	516.71	516.90	2.25"
8AD	26+40.00	0.00	516.49	516.68	2.25"
8AE	26+50.00	0.00	516.26	516.44	2.25"
8AF	26+60.00	0.00	516.01	516.19	2.25"
8AG	26+70.00	0.00	515.75	515.93	2.25"
8AH	26+80.00	0.00	515.47	515.66	2.25"
8AI	26+90.00	0.00	515.18	515.37	2.25"
CL. Brg. & CL. Pier 8	27+00.00	0.00	514.87	515.06	2.25"

BEAM 4, EXISTING  $\bar{c}$ , & PGL IL 40 (CONTINUED)

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	0.00	514.56	514.74	2.25"
9B	27+20.00	0.00	514.22	514.41	2.25"
9C	27+30.00	0.00	513.88	514.07	2.25"
9D	27+40.00	0.00	513.52	513.70	2.25"
9E	27+50.00	0.00	513.14	513.33	2.25"
9F	27+60.00	0.00	512.75	512.94	2.25"
9G	27+70.00	0.00	512.35	512.54	2.25"
9H	27+80.00	0.00	511.94	512.12	2.25"
9I	27+90.00	0.00	511.50	511.69	2.25"
9J	28+00.00	0.00	511.06	511.25	2.25"
9K	28+10.00	0.00	510.61	510.79	2.25"
9L	28+20.00	0.00	510.14	510.33	2.25"
9M	28+30.00	0.00	509.68	509.87	2.25"
9N	28+40.00	0.00	509.22	509.40	2.25"
9O	28+50.00	0.00	508.75	508.94	2.25"
9P	28+60.00	0.00	508.29	508.48	2.25"
9Q	28+70.00	0.00	507.83	508.02	2.25"
9R	28+80.00	0.00	507.37	507.55	2.25"
9S	28+90.00	0.00	506.90	507.09	2.25"
9T	29+00.00	0.00	506.44	506.63	2.25"
9U	29+10.00	0.00	505.98	506.16	2.25"
9V	29+20.00	0.00	505.51	505.70	2.25"
9W	29+30.00	0.00	505.05	505.24	2.25"
9X	29+40.00	0.00	504.59	504.77	2.25"
9Y	29+50.00	0.00	504.12	504.31	2.25"
9Z	29+60.00	0.00	503.66	503.85	2.25"
CL. Brg. Pier 9	29+68.50	0.00	503.27	503.46	2.25"
CL. Pier 9	29+70.00	0.00	503.20	503.39	2.25"

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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS IV - UNIT 3  
 STRUCTURE NO. 090-0122

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	162
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	

**BEAM 5**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	11.38	510.74	511.07	3.94"
CL. Brg. Pier 6	20+71.50	11.38	510.78	511.10	3.94"
7A	20+81.50	11.38	511.00	511.33	3.94"
7B	20+91.50	11.38	511.23	511.56	3.94"
7C	21+01.50	11.38	511.45	511.78	3.94"
7D	21+11.50	11.38	511.68	512.01	3.94"
7E	21+21.50	11.38	511.90	512.23	3.94"
7F	21+31.50	11.38	512.13	512.46	3.94"
7G	21+41.50	11.38	512.35	512.68	3.94"
7H	21+51.50	11.38	512.58	512.91	3.94"
7I	21+61.50	11.38	512.81	513.13	3.94"
7J	21+71.50	11.38	513.03	513.36	3.94"
7K	21+81.50	11.38	513.26	513.58	3.94"
7L	21+91.50	11.38	513.48	513.81	3.94"
7M	22+01.50	11.38	513.71	514.04	3.94"
7N	22+11.50	11.38	513.93	514.26	3.94"
7O	22+21.50	11.38	514.16	514.49	3.94"
7P	22+31.50	11.38	514.38	514.71	3.94"
7Q	22+41.50	11.38	514.61	514.94	3.94"
7R	22+51.50	11.38	514.84	515.16	3.94"
7S	22+61.50	11.38	515.06	515.39	3.94"
7T	22+71.50	11.38	515.29	515.61	3.94"
7U	22+81.50	11.38	515.51	515.84	3.94"
7V	22+91.50	11.38	515.74	516.07	3.94"
7W	23+01.50	11.38	515.96	516.29	3.94"
7X	23+11.50	11.38	516.19	516.52	3.94"
7Y	23+21.50	11.38	516.41	516.74	3.94"
7Z	23+31.50	11.38	516.63	516.95	3.94"
CL. Brg. & CL. Pier 7	23+40.00	11.38	516.80	517.12	3.94"

**BEAM 5 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	11.38	516.98	517.31	3.94"
8B	23+60.00	11.38	517.16	517.49	3.94"
8C	23+70.00	11.38	517.32	517.65	3.94"
8D	23+80.00	11.38	517.46	517.79	3.94"
8E	23+90.00	11.38	517.59	517.92	3.94"
8F	24+00.00	11.38	517.71	518.04	3.94"
8G	24+10.00	11.38	517.81	518.14	3.94"
8H	24+20.00	11.38	517.90	518.23	3.94"
8I	24+30.00	11.38	517.98	518.31	3.94"
8J	24+40.00	11.38	518.04	518.37	3.94"
8K	24+50.00	11.38	518.09	518.42	3.94"
8L	24+60.00	11.38	518.12	518.45	3.94"
8M	24+70.00	11.38	518.14	518.47	3.94"
8N	24+80.00	11.38	518.14	518.47	3.94"
8O	24+90.00	11.38	518.13	518.46	3.94"
8P	25+00.00	11.38	518.11	518.44	3.94"
8Q	25+10.00	11.38	518.07	518.40	3.94"
8R	25+20.00	11.38	518.02	518.35	3.94"
8S	25+30.00	11.38	517.96	518.29	3.94"
8T	25+40.00	11.38	517.88	518.21	3.94"
8U	25+50.00	11.38	517.78	518.11	3.94"
8V	25+60.00	11.38	517.68	518.01	3.94"
8W	25+70.00	11.38	517.56	517.88	3.94"
8X	25+80.00	11.38	517.42	517.75	3.94"
8Y	25+90.00	11.38	517.27	517.60	3.94"
8Z	26+00.00	11.38	517.11	517.44	3.94"
8AA	26+10.00	11.38	516.93	517.26	3.94"
8AB	26+20.00	11.38	516.74	517.07	3.94"
8AC	26+30.00	11.38	516.53	516.86	3.94"
8AD	26+40.00	11.38	516.31	516.64	3.94"
8AE	26+50.00	11.38	516.08	516.41	3.94"
8AF	26+60.00	11.38	515.83	516.16	3.94"
8AG	26+70.00	11.38	515.57	515.90	3.94"
8AH	26+80.00	11.38	515.29	515.62	3.94"
8AI	26+90.00	11.38	515.00	515.33	3.94"
CL. Brg. & CL. Pier 8	27+00.00	11.38	514.70	515.03	3.94"

**BEAM 5 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	11.38	514.38	514.71	3.94"
9B	27+20.00	11.38	514.05	514.37	3.94"
9C	27+30.00	11.38	513.70	514.03	3.94"
9D	27+40.00	11.38	513.34	513.67	3.94"
9E	27+50.00	11.38	512.97	513.29	3.94"
9F	27+60.00	11.38	512.58	512.90	3.94"
9G	27+70.00	11.38	512.17	512.50	3.94"
9H	27+80.00	11.38	511.76	512.09	3.94"
9I	27+90.00	11.38	511.33	511.65	3.94"
9J	28+00.00	11.38	510.88	511.21	3.94"
9K	28+10.00	11.38	510.43	510.76	3.94"
9L	28+20.00	11.38	509.97	510.29	3.94"
9M	28+30.00	11.38	509.50	509.83	3.94"
9N	28+40.00	11.38	509.04	509.37	3.94"
9O	28+50.00	11.38	508.58	508.90	3.94"
9P	28+60.00	11.38	508.11	508.44	3.94"
9Q	28+70.00	11.38	507.65	507.98	3.94"
9R	28+80.00	11.38	507.19	507.52	3.94"
9S	28+90.00	11.38	506.72	507.05	3.94"
9T	29+00.00	11.38	506.26	506.59	3.94"
9U	29+10.00	11.38	505.80	506.13	3.94"
9V	29+20.00	11.38	505.34	505.66	3.94"
9W	29+30.00	11.38	504.87	505.20	3.94"
9X	29+40.00	11.38	504.41	504.74	3.94"
9Y	29+50.00	11.38	503.95	504.27	3.94"
9Z	29+60.00	11.38	503.48	503.81	3.94"
CL. Brg. Pier 9	29+68.50	11.38	503.09	503.42	3.94"
CL. Pier 9	29+70.00	11.38	503.02	503.35	3.94"

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	DRAWN - SBA	REVISED -
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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

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

**TOP OF DECK SLAB ELEVATIONS V - UNIT 3**  
**STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	163
CONTRACT NO.			68F38	

**BEAM 6**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	22.75	510.56	510.89	3.94"
CL. Brg. Pier 6	20+71.50	22.75	510.60	510.93	3.94"
7A	20+81.50	22.75	510.82	511.15	3.94"
7B	20+91.50	22.75	511.05	511.38	3.94"
7C	21+01.50	22.75	511.27	511.60	3.94"
7D	21+11.50	22.75	511.50	511.83	3.94"
7E	21+21.50	22.75	511.73	512.05	3.94"
7F	21+31.50	22.75	511.95	512.28	3.94"
7G	21+41.50	22.75	512.18	512.51	3.94"
7H	21+51.50	22.75	512.40	512.73	3.94"
7I	21+61.50	22.75	512.63	512.96	3.94"
7J	21+71.50	22.75	512.85	513.18	3.94"
7K	21+81.50	22.75	513.08	513.41	3.94"
7L	21+91.50	22.75	513.30	513.63	3.94"
7M	22+01.50	22.75	513.53	513.86	3.94"
7N	22+11.50	22.75	513.76	514.08	3.94"
7O	22+21.50	22.75	513.98	514.31	3.94"
7P	22+31.50	22.75	514.21	514.53	3.94"
7Q	22+41.50	22.75	514.43	514.76	3.94"
7R	22+51.50	22.75	514.66	514.99	3.94"
7S	22+61.50	22.75	514.88	515.21	3.94"
7T	22+71.50	22.75	515.11	515.44	3.94"
7U	22+81.50	22.75	515.33	515.66	3.94"
7V	22+91.50	22.75	515.56	515.89	3.94"
7W	23+01.50	22.75	515.78	516.11	3.94"
7X	23+11.50	22.75	516.01	516.34	3.94"
7Y	23+21.50	22.75	516.24	516.56	3.94"
7Z	23+31.50	22.75	516.45	516.78	3.94"
CL. Brg. & CL. Pier 7	23+40.00	22.75	516.62	516.95	3.94"

**BEAM 6 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	22.75	516.81	517.13	3.94"
8B	23+60.00	22.75	516.98	517.31	3.94"
8C	23+70.00	22.75	517.14	517.47	3.94"
8D	23+80.00	22.75	517.29	517.61	3.94"
8E	23+90.00	22.75	517.42	517.74	3.94"
8F	24+00.00	22.75	517.53	517.86	3.94"
8G	24+10.00	22.75	517.64	517.97	3.94"
8H	24+20.00	22.75	517.73	518.05	3.94"
8I	24+30.00	22.75	517.80	518.13	3.94"
8J	24+40.00	22.75	517.86	518.19	3.94"
8K	24+50.00	22.75	517.91	518.24	3.94"
8L	24+60.00	22.75	517.94	518.27	3.94"
8M	24+70.00	22.75	517.96	518.29	3.94"
8N	24+80.00	22.75	517.97	518.29	3.94"
8O	24+90.00	22.75	517.96	518.29	3.94"
8P	25+00.00	22.75	517.93	518.26	3.94"
8Q	25+10.00	22.75	517.90	518.22	3.94"
8R	25+20.00	22.75	517.85	518.17	3.94"
8S	25+30.00	22.75	517.78	518.11	3.94"
8T	25+40.00	22.75	517.70	518.03	3.94"
8U	25+50.00	22.75	517.61	517.94	3.94"
8V	25+60.00	22.75	517.50	517.83	3.94"
8W	25+70.00	22.75	517.38	517.71	3.94"
8X	25+80.00	22.75	517.24	517.57	3.94"
8Y	25+90.00	22.75	517.09	517.42	3.94"
8Z	26+00.00	22.75	516.93	517.26	3.94"
8AA	26+10.00	22.75	516.75	517.08	3.94"
8AB	26+20.00	22.75	516.56	516.89	3.94"
8AC	26+30.00	22.75	516.35	516.68	3.94"
8AD	26+40.00	22.75	516.13	516.46	3.94"
8AE	26+50.00	22.75	515.90	516.23	3.94"
8AF	26+60.00	22.75	515.65	515.98	3.94"
8AG	26+70.00	22.75	515.39	515.72	3.94"
8AH	26+80.00	22.75	515.11	515.44	3.94"
8AI	26+90.00	22.75	514.82	515.15	3.94"
CL. Brg. & CL. Pier 8	27+00.00	22.75	514.52	514.85	3.94"

**BEAM 6 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	22.75	514.20	514.53	3.94"
9B	27+20.00	22.75	513.87	514.20	3.94"
9C	27+30.00	22.75	513.52	513.85	3.94"
9D	27+40.00	22.75	513.16	513.49	3.94"
9E	27+50.00	22.75	512.79	513.12	3.94"
9F	27+60.00	22.75	512.40	512.73	3.94"
9G	27+70.00	22.75	512.00	512.32	3.94"
9H	27+80.00	22.75	511.58	511.91	3.94"
9I	27+90.00	22.75	511.15	511.48	3.94"
9J	28+00.00	22.75	510.70	511.03	3.94"
9K	28+10.00	22.75	510.25	510.58	3.94"
9L	28+20.00	22.75	509.79	510.12	3.94"
9M	28+30.00	22.75	509.32	509.65	3.94"
9N	28+40.00	22.75	508.86	509.19	3.94"
9O	28+50.00	22.75	508.40	508.73	3.94"
9P	28+60.00	22.75	507.94	508.26	3.94"
9Q	28+70.00	22.75	507.47	507.80	3.94"
9R	28+80.00	22.75	507.01	507.34	3.94"
9S	28+90.00	22.75	506.55	506.88	3.94"
9T	29+00.00	22.75	506.08	506.41	3.94"
9U	29+10.00	22.75	505.62	505.95	3.94"
9V	29+20.00	22.75	505.16	505.49	3.94"
9W	29+30.00	22.75	504.69	505.02	3.94"
9X	29+40.00	22.75	504.23	504.56	3.94"
9Y	29+50.00	22.75	503.77	504.10	3.94"
9Z	29+60.00	22.75	503.31	503.63	3.94"
CL. Brg. Pier 9	29+68.50	22.75	502.91	503.24	3.94"
CL. Pier 9	29+70.00	22.75	502.84	503.17	3.94"

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DRAWN - SBA	REVISIONS -	
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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS VI - UNIT 3  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	164
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



**BEAM 7**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 6	20+70.00	34.13	510.49	510.72	2.73"
CL. Brg. Pier 6	20+71.50	34.13	510.52	510.75	2.73"
7A	20+81.50	34.13	510.75	510.97	2.73"
7B	20+91.50	34.13	510.97	511.20	2.73"
7C	21+01.50	34.13	511.20	511.43	2.73"
7D	21+11.50	34.13	511.42	511.65	2.73"
7E	21+21.50	34.13	511.65	511.88	2.73"
7F	21+31.50	34.13	511.87	512.10	2.73"
7G	21+41.50	34.13	512.10	512.33	2.73"
7H	21+51.50	34.13	512.33	512.55	2.73"
7I	21+61.50	34.13	512.55	512.78	2.73"
7J	21+71.50	34.13	512.78	513.00	2.73"
7K	21+81.50	34.13	513.00	513.23	2.73"
7L	21+91.50	34.13	513.23	513.45	2.73"
7M	22+01.50	34.13	513.45	513.68	2.73"
7N	22+11.50	34.13	513.68	513.91	2.73"
7O	22+21.50	34.13	513.90	514.13	2.73"
7P	22+31.50	34.13	514.13	514.36	2.73"
7Q	22+41.50	34.13	514.35	514.58	2.73"
7R	22+51.50	34.13	514.58	514.81	2.73"
7S	22+61.50	34.13	514.81	515.03	2.73"
7T	22+71.50	34.13	515.03	515.26	2.73"
7U	22+81.50	34.13	515.26	515.48	2.73"
7V	22+91.50	34.13	515.48	515.71	2.73"
7W	23+01.50	34.13	515.71	515.94	2.73"
7X	23+11.50	34.13	515.93	516.16	2.73"
7Y	23+21.50	34.13	516.16	516.39	2.73"
7Z	23+31.50	34.13	516.37	516.60	2.73"
CL. Brg. & CL. Pier 7	23+40.00	34.13	516.54	516.77	2.73"

**BEAM 7 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
8A	23+50.00	34.13	516.73	516.96	2.73"
8B	23+60.00	34.13	516.90	517.13	2.73"
8C	23+70.00	34.13	517.06	517.29	2.73"
8D	23+80.00	34.13	517.21	517.44	2.73"
8E	23+90.00	34.13	517.34	517.57	2.73"
8F	24+00.00	34.13	517.46	517.68	2.73"
8G	24+10.00	34.13	517.56	517.79	2.73"
8H	24+20.00	34.13	517.65	517.88	2.73"
8I	24+30.00	34.13	517.72	517.95	2.73"
8J	24+40.00	34.13	517.79	518.01	2.73"
8K	24+50.00	34.13	517.83	518.06	2.73"
8L	24+60.00	34.13	517.87	518.09	2.73"
8M	24+70.00	34.13	517.88	518.11	2.73"
8N	24+80.00	34.13	517.89	518.12	2.73"
8O	24+90.00	34.13	517.88	518.11	2.73"
8P	25+00.00	34.13	517.86	518.08	2.73"
8Q	25+10.00	34.13	517.82	518.05	2.73"
8R	25+20.00	34.13	517.77	518.00	2.73"
8S	25+30.00	34.13	517.70	517.93	2.73"
8T	25+40.00	34.13	517.62	517.85	2.73"
8U	25+50.00	34.13	517.53	517.76	2.73"
8V	25+60.00	34.13	517.42	517.65	2.73"
8W	25+70.00	34.13	517.30	517.53	2.73"
8X	25+80.00	34.13	517.17	517.39	2.73"
8Y	25+90.00	34.13	517.02	517.24	2.73"
8Z	26+00.00	34.13	516.85	517.08	2.73"
8AA	26+10.00	34.13	516.67	516.90	2.73"
8AB	26+20.00	34.13	516.48	516.71	2.73"
8AC	26+30.00	34.13	516.28	516.50	2.73"
8AD	26+40.00	34.13	516.06	516.28	2.73"
8AE	26+50.00	34.13	515.82	516.05	2.73"
8AF	26+60.00	34.13	515.57	515.80	2.73"
8AG	26+70.00	34.13	515.31	515.54	2.73"
8AH	26+80.00	34.13	515.04	515.26	2.73"
8AI	26+90.00	34.13	514.75	514.97	2.73"
CL. Brg. & CL. Pier 8	27+00.00	34.13	514.44	514.67	2.73"

**BEAM 7 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
9A	27+10.00	34.13	514.12	514.35	2.73"
9B	27+20.00	34.13	513.79	514.02	2.73"
9C	27+30.00	34.13	513.45	513.67	2.73"
9D	27+40.00	34.13	513.08	513.31	2.73"
9E	27+50.00	34.13	512.71	512.94	2.73"
9F	27+60.00	34.13	512.32	512.55	2.73"
9G	27+70.00	34.13	511.92	512.15	2.73"
9H	27+80.00	34.13	511.50	511.73	2.73"
9I	27+90.00	34.13	511.07	511.30	2.73"
9J	28+00.00	34.13	510.63	510.85	2.73"
9K	28+10.00	34.13	510.17	510.40	2.73"
9L	28+20.00	34.13	509.71	509.94	2.73"
9M	28+30.00	34.13	509.25	509.48	2.73"
9N	28+40.00	34.13	508.78	509.01	2.73"
9O	28+50.00	34.13	508.32	508.55	2.73"
9P	28+60.00	34.13	507.86	508.09	2.73"
9Q	28+70.00	34.13	507.40	507.62	2.73"
9R	28+80.00	34.13	506.93	507.16	2.73"
9S	28+90.00	34.13	506.47	506.70	2.73"
9T	29+00.00	34.13	506.01	506.23	2.73"
9U	29+10.00	34.13	505.54	505.77	2.73"
9V	29+20.00	34.13	505.08	505.31	2.73"
9W	29+30.00	34.13	504.62	504.85	2.73"
9X	29+40.00	34.13	504.15	504.38	2.73"
9Y	29+50.00	34.13	503.69	503.92	2.73"
9Z	29+60.00	34.13	503.23	503.46	2.73"
CL. Brg. Pier 9	29+68.50	34.13	502.84	503.06	2.73"
CL. Pier 9	29+70.00	34.13	502.77	502.99	2.73"

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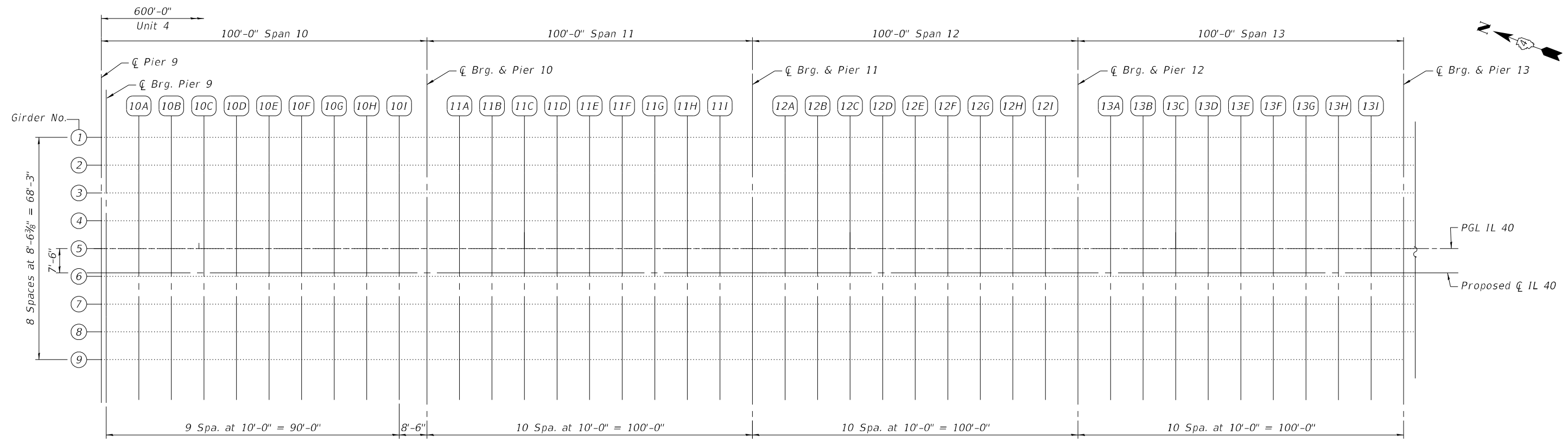


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	DRAWN - SBA	REVISED -
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PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

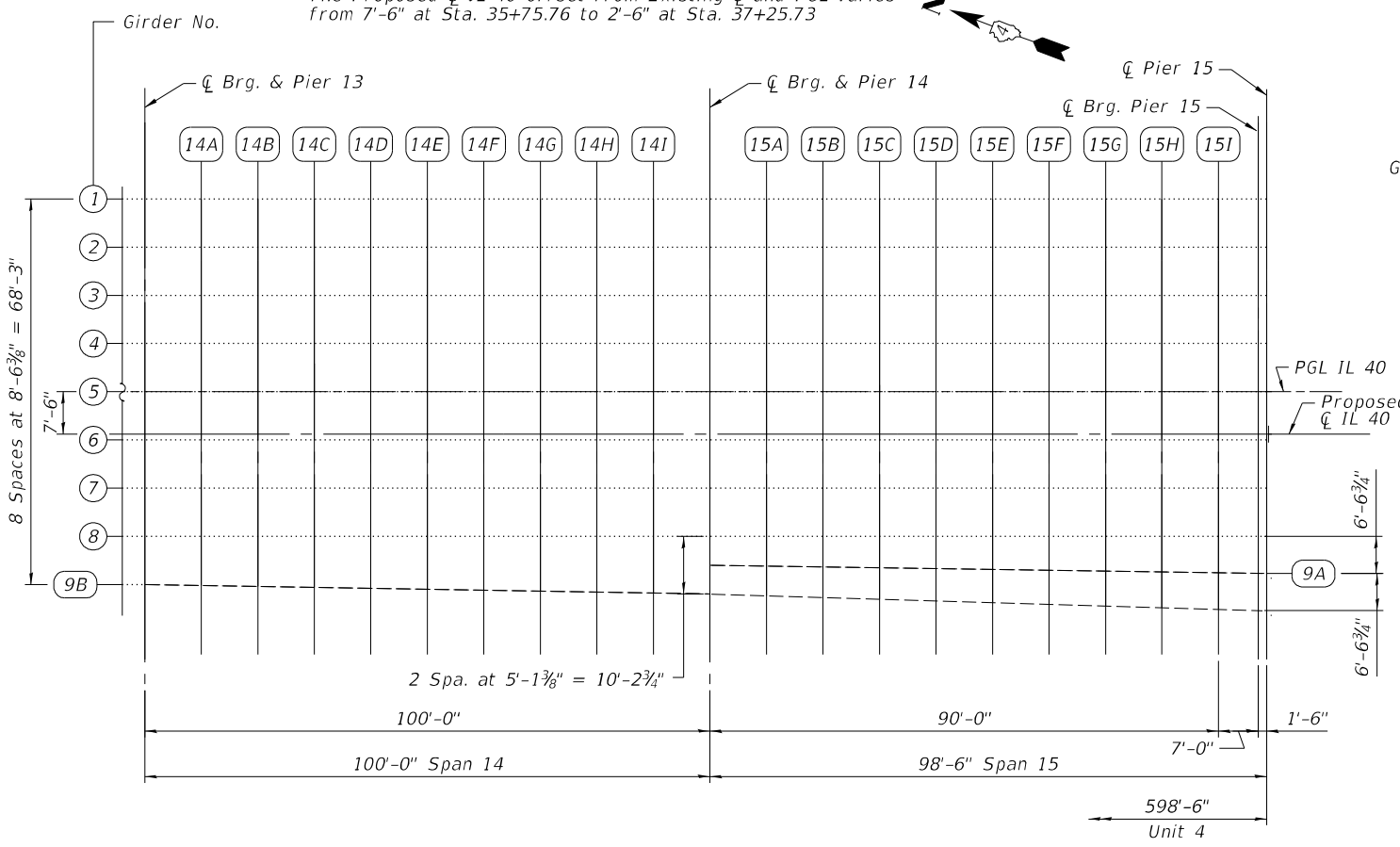
**TOP OF DECK SLAB ELEVATIONS VII - UNIT 3  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	165
CONTRACT NO.			68F38	

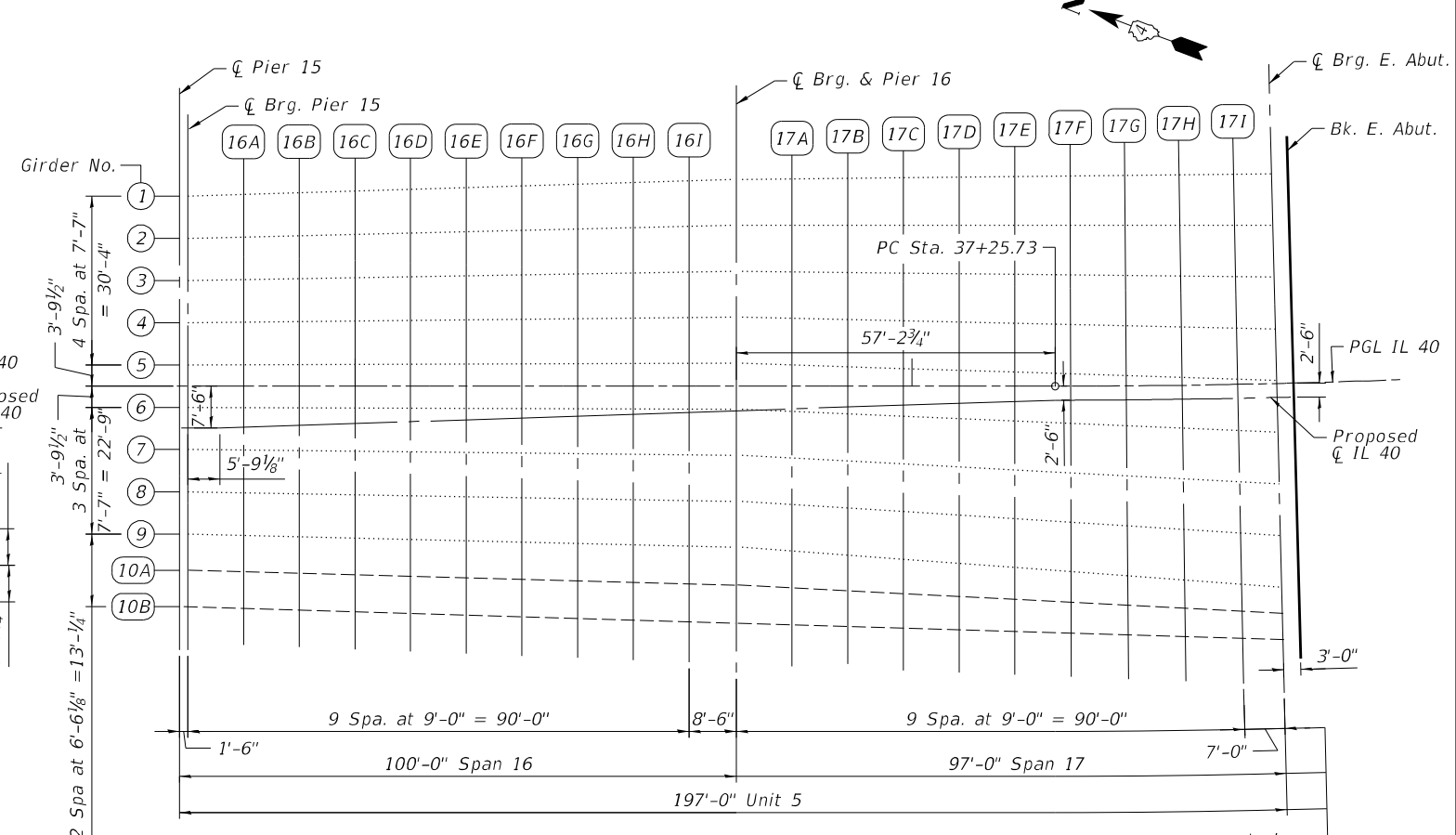


**NOTE:**  
See Sheet S-27 for overlay detail at the median.  
The Proposed CL IL 40 offset from Existing CL and PGL varies from 7'-6" at Sta. 35+75.76 to 2'-6" at Sta. 37+25.73

**PARTIAL PLAN - UNIT 4**



**PARTIAL PLAN - UNIT 4**



**PLAN - UNIT 5**

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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS LAYOUT - UNITS 4 AND 5  
STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 166
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

SHEET S-35 OF S-122 SHEETS

**BEAM 1**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	-34.13	502.77	503.10	3.95"
CL. Brg Pier 9	29+71.50	-34.13	502.70	503.03	3.95"
10A	29+81.50	-34.13	502.23	502.56	3.95"
10B	29+91.50	-34.13	501.77	502.10	3.95"
10C	30+01.50	-34.13	501.31	501.64	3.95"
10D	30+11.50	-34.13	500.84	501.17	3.95"
10E	30+21.50	-34.13	500.38	500.71	3.95"
10F	30+31.50	-34.13	499.92	500.25	3.95"
10G	30+41.50	-34.13	499.46	499.78	3.95"
10H	30+51.50	-34.13	498.99	499.32	3.95"
10I	30+61.50	-34.13	498.53	498.86	3.95"
CL. Pier 10	30+70.00	-34.13	498.14	498.47	3.95"
11A	30+80.00	-34.13	497.67	498.00	3.95"
11B	30+90.00	-34.13	497.21	497.54	3.95"
11C	31+00.00	-34.13	496.75	497.08	3.95"
11D	31+10.00	-34.13	496.28	496.61	3.95"
11E	31+20.00	-34.13	495.82	496.15	3.95"
11F	31+30.00	-34.13	495.36	495.69	3.95"
11G	31+40.00	-34.13	494.89	495.22	3.95"
11H	31+50.00	-34.13	494.43	494.76	3.95"
11I	31+60.00	-34.13	493.97	494.30	3.95"
CL. Pier 11	31+70.00	-34.13	493.51	493.84	3.95"
12A	31+80.00	-34.13	493.04	493.37	3.95"
12B	31+90.00	-34.13	492.58	492.91	3.95"
12C	32+00.00	-34.13	492.12	492.45	3.95"
12D	32+10.00	-34.13	491.65	491.98	3.95"
12E	32+20.00	-34.13	491.19	491.52	3.95"
12F	32+30.00	-34.13	490.73	491.06	3.95"
12G	32+40.00	-34.13	490.26	490.59	3.95"
12H	32+50.00	-34.13	489.80	490.13	3.95"
12I	32+60.00	-34.13	489.34	489.67	3.95"
CL. Pier 12	32+70.00	-34.13	488.88	489.21	3.95"

**BEAM 1 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	-34.13	488.41	488.74	3.95"
13B	32+90.00	-34.13	487.95	488.28	3.95"
13C	33+00.00	-34.13	487.49	487.82	3.95"
13D	33+10.00	-34.13	487.02	487.35	3.95"
13E	33+20.00	-34.13	486.56	486.89	3.95"
13F	33+30.00	-34.13	486.10	486.43	3.95"
13G	33+40.00	-34.13	485.63	485.96	3.95"
13H	33+50.00	-34.13	485.17	485.50	3.95"
13I	33+60.00	-34.13	484.71	485.04	3.95"
CL. Pier 13	33+70.00	-34.13	484.25	484.58	3.95"
14A	33+80.00	-34.13	483.78	484.11	3.95"
14B	33+90.00	-34.13	483.32	483.65	3.95"
14C	34+00.00	-34.13	482.86	483.19	3.95"
14D	34+10.00	-34.13	482.39	482.72	3.95"
14E	34+20.00	-34.13	481.93	482.26	3.95"
14F	34+30.00	-34.13	481.47	481.80	3.95"
14G	34+40.00	-34.13	481.00	481.33	3.95"
14H	34+50.00	-34.13	480.54	480.87	3.95"
14I	34+60.00	-34.13	480.08	480.41	3.95"
CL. Pier 14	34+70.00	-34.13	479.62	479.95	3.95"
15A	34+80.00	-34.13	479.15	479.48	3.95"
15B	34+90.00	-34.13	478.69	479.02	3.95"
15C	35+00.00	-34.13	478.23	478.56	3.95"
15D	35+10.00	-34.13	477.76	478.09	3.95"
15E	35+20.00	-34.13	477.30	477.63	3.95"
15F	35+30.00	-34.13	476.84	477.17	3.95"
15G	35+40.00	-34.13	476.37	476.70	3.95"
15H	35+50.00	-34.13	475.91	476.24	3.95"
15I	35+60.00	-34.13	475.45	475.78	3.95"
CL. Brg. Pier 15	35+67.00	-34.13	475.12	475.45	3.95"
CL. Pier 15	35+68.50	-34.13	475.06	475.38	3.95"

**BEAM 2**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	-25.59	502.80	503.23	5.16"
CL. Brg Pier 9	29+71.50	-25.59	502.73	503.16	5.16"
10A	29+81.50	-25.59	502.27	502.70	5.16"
10B	29+91.50	-25.59	501.80	502.23	5.16"
10C	30+01.50	-25.59	501.34	501.77	5.16"
10D	30+11.50	-25.59	500.88	501.31	5.16"
10E	30+21.50	-25.59	500.41	500.84	5.16"
10F	30+31.50	-25.59	499.95	500.38	5.16"
10G	30+41.50	-25.59	499.49	499.92	5.16"
10H	30+51.50	-25.59	499.03	499.46	5.16"
10I	30+61.50	-25.59	498.56	498.99	5.16"
CL. Pier 10	30+70.00	-25.59	498.17	498.60	5.16"
11A	30+80.00	-25.59	497.71	498.14	5.16"
11B	30+90.00	-25.59	497.24	497.67	5.16"
11C	31+00.00	-25.59	496.78	497.21	5.16"
11D	31+10.00	-25.59	496.32	496.75	5.16"
11E	31+20.00	-25.59	495.85	496.28	5.16"
11F	31+30.00	-25.59	495.39	495.82	5.16"
11G	31+40.00	-25.59	494.93	495.36	5.16"
11H	31+50.00	-25.59	494.46	494.89	5.16"
11I	31+60.00	-25.59	494.00	494.43	5.16"
CL. Pier 11	31+70.00	-25.59	493.54	493.97	5.16"
12A	31+80.00	-25.59	493.08	493.51	5.16"
12B	31+90.00	-25.59	492.61	493.04	5.16"
12C	32+00.00	-25.59	492.15	492.58	5.16"
12D	32+10.00	-25.59	491.69	492.12	5.16"
12E	32+20.00	-25.59	491.22	491.65	5.16"
12F	32+30.00	-25.59	490.76	491.19	5.16"
12G	32+40.00	-25.59	490.30	490.73	5.16"
12H	32+50.00	-25.59	489.83	490.26	5.16"
12I	32+60.00	-25.59	489.37	489.80	5.16"
CL. Pier 12	32+70.00	-25.59	488.91	489.34	5.16"

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USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS I - UNIT 4  
 STRUCTURE NO. 090-0122**

SHEET 5-36 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	167
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

\* PEORIA / TAZEVELL

**BEAM 2 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	-25.59	488.45	488.88	5.16"
13B	32+90.00	-25.59	487.98	488.41	5.16"
13C	33+00.00	-25.59	487.52	487.95	5.16"
13D	33+10.00	-25.59	487.06	487.49	5.16"
13E	33+20.00	-25.59	486.59	487.02	5.16"
13F	33+30.00	-25.59	486.13	486.56	5.16"
13G	33+40.00	-25.59	485.67	486.10	5.16"
13H	33+50.00	-25.59	485.20	485.63	5.16"
13I	33+60.00	-25.59	484.74	485.17	5.16"
CL. Pier 13	33+70.00	-25.59	484.28	484.71	5.16"
14A	33+80.00	-25.59	483.82	484.25	5.16"
14B	33+90.00	-25.59	483.35	483.78	5.16"
14C	34+00.00	-25.59	482.89	483.32	5.16"
14D	34+10.00	-25.59	482.43	482.86	5.16"
14E	34+20.00	-25.59	481.96	482.39	5.16"
14F	34+30.00	-25.59	481.50	481.93	5.16"
14G	34+40.00	-25.59	481.04	481.47	5.16"
14H	34+50.00	-25.59	480.57	481.00	5.16"
14I	34+60.00	-25.59	480.11	480.54	5.16"
CL. Pier 14	34+70.00	-25.59	479.65	480.08	5.16"
15A	34+80.00	-25.59	479.19	479.62	5.16"
15B	34+90.00	-25.59	478.72	479.15	5.16"
15C	35+00.00	-25.59	478.26	478.69	5.16"
15D	35+10.00	-25.59	477.80	478.23	5.16"
15E	35+20.00	-25.59	477.33	477.76	5.16"
15F	35+30.00	-25.59	476.87	477.30	5.16"
15G	35+40.00	-25.59	476.41	476.84	5.16"
15H	35+50.00	-25.59	475.94	476.37	5.16"
15I	35+60.00	-25.59	475.48	475.91	5.16"
CL. Brg. Pier 15	35+67.00	-25.59	475.16	475.59	5.16"
CL. Pier 15	35+68.50	-25.59	475.09	475.52	5.16"

**BEAM 3**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	-17.06	502.93	503.12	2.25"
CL. Brg Pier 9	29+71.50	-17.06	502.86	503.05	2.25"
10A	29+81.50	-17.06	502.40	502.59	2.25"
10B	29+91.50	-17.06	501.94	502.12	2.25"
10C	30+01.50	-17.06	501.47	501.66	2.25"
10D	30+11.50	-17.06	501.01	501.20	2.25"
10E	30+21.50	-17.06	500.55	500.73	2.25"
10F	30+31.50	-17.06	500.08	500.27	2.25"
10G	30+41.50	-17.06	499.62	499.81	2.25"
10H	30+51.50	-17.06	499.16	499.35	2.25"
10I	30+61.50	-17.06	498.70	498.88	2.25"
CL. Pier 10	30+70.00	-17.06	498.30	498.49	2.25"
11A	30+80.00	-17.06	497.84	498.03	2.25"
11B	30+90.00	-17.06	497.38	497.56	2.25"
11C	31+00.00	-17.06	496.91	497.10	2.25"
11D	31+10.00	-17.06	496.45	496.64	2.25"
11E	31+20.00	-17.06	495.99	496.17	2.25"
11F	31+30.00	-17.06	495.52	495.71	2.25"
11G	31+40.00	-17.06	495.06	495.25	2.25"
11H	31+50.00	-17.06	494.60	494.79	2.25"
11I	31+60.00	-17.06	494.13	494.32	2.25"
CL. Pier 11	31+70.00	-17.06	493.67	493.86	2.25"
12A	31+80.00	-17.06	493.21	493.40	2.25"
12B	31+90.00	-17.06	492.75	492.93	2.25"
12C	32+00.00	-17.06	492.28	492.47	2.25"
12D	32+10.00	-17.06	491.82	492.01	2.25"
12E	32+20.00	-17.06	491.36	491.54	2.25"
12F	32+30.00	-17.06	490.89	491.08	2.25"
12G	32+40.00	-17.06	490.43	490.62	2.25"
12H	32+50.00	-17.06	489.97	490.16	2.25"
12I	32+60.00	-17.06	489.50	489.69	2.25"
CL. Pier 12	32+70.00	-17.06	489.04	489.23	2.25"

**BEAM 3 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	-17.06	488.58	488.77	2.25"
13B	32+90.00	-17.06	488.12	488.30	2.25"
13C	33+00.00	-17.06	487.65	487.84	2.25"
13D	33+10.00	-17.06	487.19	487.38	2.25"
13E	33+20.00	-17.06	486.73	486.91	2.25"
13F	33+30.00	-17.06	486.26	486.45	2.25"
13G	33+40.00	-17.06	485.80	485.99	2.25"
13H	33+50.00	-17.06	485.34	485.53	2.25"
13I	33+60.00	-17.06	484.87	485.06	2.25"
CL. Pier 13	33+70.00	-17.06	484.41	484.60	2.25"
14A	33+80.00	-17.06	483.95	484.14	2.25"
14B	33+90.00	-17.06	483.49	483.67	2.25"
14C	34+00.00	-17.06	483.02	483.21	2.25"
14D	34+10.00	-17.06	482.56	482.75	2.25"
14E	34+20.00	-17.06	482.10	482.28	2.25"
14F	34+30.00	-17.06	481.63	481.82	2.25"
14G	34+40.00	-17.06	481.17	481.36	2.25"
14H	34+50.00	-17.06	480.71	480.90	2.25"
14I	34+60.00	-17.06	480.24	480.43	2.25"
CL. Pier 14	34+70.00	-17.06	479.78	479.97	2.25"
15A	34+80.00	-17.06	479.32	479.51	2.25"
15B	34+90.00	-17.06	478.86	479.04	2.25"
15C	35+00.00	-17.06	478.39	478.58	2.25"
15D	35+10.00	-17.06	477.93	478.12	2.25"
15E	35+20.00	-17.06	477.47	477.65	2.25"
15F	35+30.00	-17.06	477.00	477.19	2.25"
15G	35+40.00	-17.06	476.54	476.73	2.25"
15H	35+50.00	-17.06	476.08	476.27	2.25"
15I	35+60.00	-17.06	475.61	475.80	2.25"
CL. Brg. Pier 15	35+67.00	-17.06	475.29	475.48	2.25"
CL. Pier 15	35+68.50	-17.06	475.22	475.41	2.25"

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	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS II - UNIT 4  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	168
CONTRACT NO.			68F38	

**BEAM 4**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	-8.53	503.07	503.25	2.25"
CL. Brg Pier 9	29+71.50	-8.53	503.00	503.18	2.25"
10A	29+81.50	-8.53	502.53	502.72	2.25"
10B	29+91.50	-8.53	502.07	502.26	2.25"
10C	30+01.50	-8.53	501.61	501.79	2.25"
10D	30+11.50	-8.53	501.14	501.33	2.25"
10E	30+21.50	-8.53	500.68	500.87	2.25"
10F	30+31.50	-8.53	500.22	500.41	2.25"
10G	30+41.50	-8.53	499.75	499.94	2.25"
10H	30+51.50	-8.53	499.29	499.48	2.25"
10I	30+61.50	-8.53	498.83	499.02	2.25"
CL. Pier 10	30+70.00	-8.53	498.44	498.62	2.25"
11A	30+80.00	-8.53	497.97	498.16	2.25"
11B	30+90.00	-8.53	497.51	497.70	2.25"
11C	31+00.00	-8.53	497.05	497.23	2.25"
11D	31+10.00	-8.53	496.58	496.77	2.25"
11E	31+20.00	-8.53	496.12	496.31	2.25"
11F	31+30.00	-8.53	495.66	495.84	2.25"
11G	31+40.00	-8.53	495.19	495.38	2.25"
11H	31+50.00	-8.53	494.73	494.92	2.25"
11I	31+60.00	-8.53	494.27	494.46	2.25"
CL. Pier 11	31+70.00	-8.53	493.81	493.99	2.25"
12A	31+80.00	-8.53	493.34	493.53	2.25"
12B	31+90.00	-8.53	492.88	493.07	2.25"
12C	32+00.00	-8.53	492.42	492.60	2.25"
12D	32+10.00	-8.53	491.95	492.14	2.25"
12E	32+20.00	-8.53	491.49	491.68	2.25"
12F	32+30.00	-8.53	491.03	491.21	2.25"
12G	32+40.00	-8.53	490.56	490.75	2.25"
12H	32+50.00	-8.53	490.10	490.29	2.25"
12I	32+60.00	-8.53	489.64	489.83	2.25"
CL. Pier 12	32+70.00	-8.53	489.18	489.36	2.25"

**BEAM 4 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	-8.53	488.71	488.90	2.25"
13B	32+90.00	-8.53	488.25	488.44	2.25"
13C	33+00.00	-8.53	487.79	487.97	2.25"
13D	33+10.00	-8.53	487.32	487.51	2.25"
13E	33+20.00	-8.53	486.86	487.05	2.25"
13F	33+30.00	-8.53	486.40	486.58	2.25"
13G	33+40.00	-8.53	485.93	486.12	2.25"
13H	33+50.00	-8.53	485.47	485.66	2.25"
13I	33+60.00	-8.53	485.01	485.20	2.25"
CL. Pier 13	33+70.00	-8.53	484.55	484.73	2.25"
14A	33+80.00	-8.53	484.08	484.27	2.25"
14B	33+90.00	-8.53	483.62	483.81	2.25"
14C	34+00.00	-8.53	483.16	483.34	2.25"
14D	34+10.00	-8.53	482.69	482.88	2.25"
14E	34+20.00	-8.53	482.23	482.42	2.25"
14F	34+30.00	-8.53	481.77	481.95	2.25"
14G	34+40.00	-8.53	481.30	481.49	2.25"
14H	34+50.00	-8.53	480.84	481.03	2.25"
14I	34+60.00	-8.53	480.38	480.57	2.25"
CL. Pier 14	34+70.00	-8.53	479.92	480.10	2.25"
15A	34+80.00	-8.53	479.45	479.64	2.25"
15B	34+90.00	-8.53	478.99	479.18	2.25"
15C	35+00.00	-8.53	478.53	478.71	2.25"
15D	35+10.00	-8.53	478.06	478.25	2.25"
15E	35+20.00	-8.53	477.60	477.79	2.25"
15F	35+30.00	-8.53	477.14	477.32	2.25"
15G	35+40.00	-8.53	476.67	476.86	2.25"
15H	35+50.00	-8.53	476.21	476.40	2.25"
15I	35+60.00	-8.53	475.75	475.94	2.25"
CL. Brg. Pier 15	35+67.00	-8.53	475.42	475.61	2.25"
CL. Pier 15	35+68.50	-8.53	475.35	475.54	2.25"

**BEAM 5, EXISTING Ç IL 40, AND PGL**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	0.00	503.20	503.39	2.25"
CL. Brg Pier 9	29+71.50	0.00	503.13	503.32	2.25"
10A	29+81.50	0.00	502.67	502.85	2.25"
10B	29+91.50	0.00	502.20	502.39	2.25"
10C	30+01.50	0.00	501.74	501.93	2.25"
10D	30+11.50	0.00	501.28	501.46	2.25"
10E	30+21.50	0.00	500.81	501.00	2.25"
10F	30+31.50	0.00	500.35	500.54	2.25"
10G	30+41.50	0.00	499.89	500.08	2.25"
10H	30+51.50	0.00	499.42	499.61	2.25"
10I	30+61.50	0.00	498.96	499.15	2.25"
CL. Pier 10	30+70.00	0.00	498.57	498.76	2.25"
11A	30+80.00	0.00	498.11	498.29	2.25"
11B	30+90.00	0.00	497.64	497.83	2.25"
11C	31+00.00	0.00	497.18	497.37	2.25"
11D	31+10.00	0.00	496.72	496.90	2.25"
11E	31+20.00	0.00	496.25	496.44	2.25"
11F	31+30.00	0.00	495.79	495.98	2.25"
11G	31+40.00	0.00	495.33	495.51	2.25"
11H	31+50.00	0.00	494.86	495.05	2.25"
11I	31+60.00	0.00	494.40	494.59	2.25"
CL. Pier 11	31+70.00	0.00	493.94	494.13	2.25"
12A	31+80.00	0.00	493.48	493.66	2.25"
12B	31+90.00	0.00	493.01	493.20	2.25"
12C	32+00.00	0.00	492.55	492.74	2.25"
12D	32+10.00	0.00	492.09	492.27	2.25"
12E	32+20.00	0.00	491.62	491.81	2.25"
12F	32+30.00	0.00	491.16	491.35	2.25"
12G	32+40.00	0.00	490.70	490.88	2.25"
12H	32+50.00	0.00	490.23	490.42	2.25"
12I	32+60.00	0.00	489.77	489.96	2.25"
CL. Pier 12	32+70.00	0.00	489.31	489.50	2.25"

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	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS III - UNIT 4  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	169
CONTRACT NO.			68F38	

BEAM 5, EXISTING Ç IL 40, AND PGL

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	0.00	488.85	489.03	2.25"
13B	32+90.00	0.00	488.38	488.57	2.25"
13C	33+00.00	0.00	487.92	488.11	2.25"
13D	33+10.00	0.00	487.46	487.64	2.25"
13E	33+20.00	0.00	486.99	487.18	2.25"
13F	33+30.00	0.00	486.53	486.72	2.25"
13G	33+40.00	0.00	486.07	486.25	2.25"
13H	33+50.00	0.00	485.60	485.79	2.25"
13I	33+60.00	0.00	485.14	485.33	2.25"
CL. Pier 13	33+70.00	0.00	484.68	484.87	2.25"
14A	33+80.00	0.00	484.22	484.40	2.25"
14B	33+90.00	0.00	483.75	483.94	2.25"
14C	34+00.00	0.00	483.29	483.48	2.25"
14D	34+10.00	0.00	482.83	483.01	2.25"
14E	34+20.00	0.00	482.36	482.55	2.25"
14F	34+30.00	0.00	481.90	482.09	2.25"
14G	34+40.00	0.00	481.44	481.62	2.25"
14H	34+50.00	0.00	480.97	481.16	2.25"
14I	34+60.00	0.00	480.51	480.70	2.25"
CL. Pier 14	34+70.00	0.00	480.05	480.24	2.25"
15A	34+80.00	0.00	479.59	479.77	2.25"
15B	34+90.00	0.00	479.12	479.31	2.25"
15C	35+00.00	0.00	478.66	478.85	2.25"
15D	35+10.00	0.00	478.20	478.38	2.25"
15E	35+20.00	0.00	477.73	477.92	2.25"
15F	35+30.00	0.00	477.27	477.46	2.25"
15G	35+40.00	0.00	476.81	476.99	2.25"
15H	35+50.00	0.00	476.34	476.53	2.25"
15I	35+60.00	0.00	475.88	476.07	2.25"
CL. Brg. Pier 15	35+67.00	0.00	475.56	475.74	2.25"
CL. Pier 15	35+68.50	0.00	475.49	475.68	2.25"

BEAM 6

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	8.53	503.07	503.49	5.06"
CL. Brg Pier 9	29+71.50	8.53	503.00	503.42	5.06"
10A	29+81.50	8.53	502.53	502.95	5.06"
10B	29+91.50	8.53	502.07	502.49	5.06"
10C	30+01.50	8.53	501.61	502.03	5.06"
10D	30+11.50	8.53	501.14	501.57	5.06"
10E	30+21.50	8.53	500.68	501.10	5.06"
10F	30+31.50	8.53	500.22	500.64	5.06"
10G	30+41.50	8.53	499.75	500.18	5.06"
10H	30+51.50	8.53	499.29	499.71	5.06"
10I	30+61.50	8.53	498.83	499.25	5.06"
CL. Pier 10	30+70.00	8.53	498.44	498.86	5.06"
11A	30+80.00	8.53	497.97	498.39	5.06"
11B	30+90.00	8.53	497.51	497.93	5.06"
11C	31+00.00	8.53	497.05	497.47	5.06"
11D	31+10.00	8.53	496.58	497.00	5.06"
11E	31+20.00	8.53	496.12	496.54	5.06"
11F	31+30.00	8.53	495.66	496.08	5.06"
11G	31+40.00	8.53	495.19	495.62	5.06"
11H	31+50.00	8.53	494.73	495.15	5.06"
11I	31+60.00	8.53	494.27	494.69	5.06"
CL. Pier 11	31+70.00	8.53	493.81	494.23	5.06"
12A	31+80.00	8.53	493.34	493.76	5.06"
12B	31+90.00	8.53	492.88	493.30	5.06"
12C	32+00.00	8.53	492.42	492.84	5.06"
12D	32+10.00	8.53	491.95	492.37	5.06"
12E	32+20.00	8.53	491.49	491.91	5.06"
12F	32+30.00	8.53	491.03	491.45	5.06"
12G	32+40.00	8.53	490.56	490.99	5.06"
12H	32+50.00	8.53	490.10	490.52	5.06"
12I	32+60.00	8.53	489.64	490.06	5.06"
CL. Pier 12	32+70.00	8.53	489.18	489.60	5.06"

BEAM 6 (CONTINUED)

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	8.53	488.71	489.13	5.06"
13B	32+90.00	8.53	488.25	488.67	5.06"
13C	33+00.00	8.53	487.79	488.21	5.06"
13D	33+10.00	8.53	487.32	487.74	5.06"
13E	33+20.00	8.53	486.86	487.28	5.06"
13F	33+30.00	8.53	486.40	486.82	5.06"
13G	33+40.00	8.53	485.93	486.36	5.06"
13H	33+50.00	8.53	485.47	485.89	5.06"
13I	33+60.00	8.53	485.01	485.43	5.06"
CL. Pier 13	33+70.00	8.53	484.55	484.97	5.06"
14A	33+80.00	8.53	484.08	484.50	5.06"
14B	33+90.00	8.53	483.62	484.04	5.06"
14C	34+00.00	8.53	483.16	483.58	5.06"
14D	34+10.00	8.53	482.69	483.11	5.06"
14E	34+20.00	8.53	482.23	482.65	5.06"
14F	34+30.00	8.53	481.77	482.19	5.06"
14G	34+40.00	8.53	481.30	481.73	5.06"
14H	34+50.00	8.53	480.84	481.26	5.06"
14I	34+60.00	8.53	480.38	480.80	5.06"
CL. Pier 14	34+70.00	8.53	479.92	480.34	5.06"
15A	34+80.00	8.53	479.45	479.87	5.06"
15B	34+90.00	8.53	478.99	479.41	5.06"
15C	35+00.00	8.53	478.53	478.95	5.06"
15D	35+10.00	8.53	478.06	478.48	5.06"
15E	35+20.00	8.53	477.60	478.02	5.06"
15F	35+30.00	8.53	477.14	477.56	5.06"
15G	35+40.00	8.53	476.67	477.10	5.06"
15H	35+50.00	8.53	476.21	476.63	5.06"
15I	35+60.00	8.53	475.75	476.17	5.06"
CL. Brg. Pier 15	35+67.00	8.53	475.42	475.85	5.06"
CL. Pier 15	35+68.50	8.53	475.35	475.78	5.06"

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DRAWN - SBA	REVISIONS -	
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS IV - UNIT 4  
 STRUCTURE NO. 090-0122

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	170
CONTRACT NO.			68F38	

**BEAM 7**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	17.06	502.93	503.26	3.94"
CL. Brg Pier 9	29+71.50	17.06	502.86	503.19	3.94"
10A	29+81.50	17.06	502.40	502.73	3.94"
10B	29+91.50	17.06	501.94	502.26	3.94"
10C	30+01.50	17.06	501.47	501.80	3.94"
10D	30+11.50	17.06	501.01	501.34	3.94"
10E	30+21.50	17.06	500.55	500.88	3.94"
10F	30+31.50	17.06	500.08	500.41	3.94"
10G	30+41.50	17.06	499.62	499.95	3.94"
10H	30+51.50	17.06	499.16	499.49	3.94"
10I	30+61.50	17.06	498.70	499.02	3.94"
CL. Pier 10	30+70.00	17.06	498.30	498.63	3.94"
11A	30+80.00	17.06	497.84	498.17	3.94"
11B	30+90.00	17.06	497.38	497.70	3.94"
11C	31+00.00	17.06	496.91	497.24	3.94"
11D	31+10.00	17.06	496.45	496.78	3.94"
11E	31+20.00	17.06	495.99	496.31	3.94"
11F	31+30.00	17.06	495.52	495.85	3.94"
11G	31+40.00	17.06	495.06	495.39	3.94"
11H	31+50.00	17.06	494.60	494.93	3.94"
11I	31+60.00	17.06	494.13	494.46	3.94"
CL. Pier 11	31+70.00	17.06	493.67	494.00	3.94"
12A	31+80.00	17.06	493.21	493.54	3.94"
12B	31+90.00	17.06	492.75	493.07	3.94"
12C	32+00.00	17.06	492.28	492.61	3.94"
12D	32+10.00	17.06	491.82	492.15	3.94"
12E	32+20.00	17.06	491.36	491.68	3.94"
12F	32+30.00	17.06	490.89	491.22	3.94"
12G	32+40.00	17.06	490.43	490.76	3.94"
12H	32+50.00	17.06	489.97	490.30	3.94"
12I	32+60.00	17.06	489.50	489.83	3.94"
CL. Pier 12	32+70.00	17.06	489.04	489.37	3.94"

**BEAM 7 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	17.06	488.58	488.91	3.94"
13B	32+90.00	17.06	488.12	488.44	3.94"
13C	33+00.00	17.06	487.65	487.98	3.94"
13D	33+10.00	17.06	487.19	487.52	3.94"
13E	33+20.00	17.06	486.73	487.05	3.94"
13F	33+30.00	17.06	486.26	486.59	3.94"
13G	33+40.00	17.06	485.80	486.13	3.94"
13H	33+50.00	17.06	485.34	485.67	3.94"
13I	33+60.00	17.06	484.87	485.20	3.94"
CL. Pier 13	33+70.00	17.06	484.41	484.74	3.94"
14A	33+80.00	17.06	483.95	484.28	3.94"
14B	33+90.00	17.06	483.49	483.81	3.94"
14C	34+00.00	17.06	483.02	483.35	3.94"
14D	34+10.00	17.06	482.56	482.89	3.94"
14E	34+20.00	17.06	482.10	482.42	3.94"
14F	34+30.00	17.06	481.63	481.96	3.94"
14G	34+40.00	17.06	481.17	481.50	3.94"
14H	34+50.00	17.06	480.71	481.04	3.94"
14I	34+60.00	17.06	480.24	480.57	3.94"
CL. Pier 14	34+70.00	17.06	479.78	480.11	3.94"
15A	34+80.00	17.06	479.32	479.65	3.94"
15B	34+90.00	17.06	478.86	479.18	3.94"
15C	35+00.00	17.06	478.39	478.72	3.94"
15D	35+10.00	17.06	477.93	478.26	3.94"
15E	35+20.00	17.06	477.47	477.79	3.94"
15F	35+30.00	17.06	477.00	477.33	3.94"
15G	35+40.00	17.06	476.54	476.87	3.94"
15H	35+50.00	17.06	476.08	476.41	3.94"
15I	35+60.00	17.06	475.61	475.94	3.94"
CL. Brg. Pier 15	35+67.00	17.06	475.29	475.62	3.94"
CL. Pier 15	35+68.50	17.06	475.22	475.55	3.94"

**BEAM 8**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	25.59	502.80	503.13	3.94"
CL. Brg Pier 9	29+71.50	25.59	502.73	503.06	3.94"
10A	29+81.50	25.59	502.27	502.59	3.94"
10B	29+91.50	25.59	501.80	502.13	3.94"
10C	30+01.50	25.59	501.34	501.67	3.94"
10D	30+11.50	25.59	500.88	501.21	3.94"
10E	30+21.50	25.59	500.41	500.74	3.94"
10F	30+31.50	25.59	499.95	500.28	3.94"
10G	30+41.50	25.59	499.49	499.82	3.94"
10H	30+51.50	25.59	499.03	499.35	3.94"
10I	30+61.50	25.59	498.56	498.89	3.94"
CL. Pier 10	30+70.00	25.59	498.17	498.50	3.94"
11A	30+80.00	25.59	497.71	498.03	3.94"
11B	30+90.00	25.59	497.24	497.57	3.94"
11C	31+00.00	25.59	496.78	497.11	3.94"
11D	31+10.00	25.59	496.32	496.64	3.94"
11E	31+20.00	25.59	495.85	496.18	3.94"
11F	31+30.00	25.59	495.39	495.72	3.94"
11G	31+40.00	25.59	494.93	495.26	3.94"
11H	31+50.00	25.59	494.46	494.79	3.94"
11I	31+60.00	25.59	494.00	494.33	3.94"
CL. Pier 11	31+70.00	25.59	493.54	493.87	3.94"
12A	31+80.00	25.59	493.08	493.40	3.94"
12B	31+90.00	25.59	492.61	492.94	3.94"
12C	32+00.00	25.59	492.15	492.48	3.94"
12D	32+10.00	25.59	491.69	492.01	3.94"
12E	32+20.00	25.59	491.22	491.55	3.94"
12F	32+30.00	25.59	490.76	491.09	3.94"
12G	32+40.00	25.59	490.30	490.63	3.94"
12H	32+50.00	25.59	489.83	490.16	3.94"
12I	32+60.00	25.59	489.37	489.70	3.94"
CL. Pier 12	32+70.00	25.59	488.91	489.24	3.94"

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PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS V - UNIT 4  
 STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 171
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	

**BEAM 8 (CONTINUED)**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
13A	32+80.00	25.59	488.45	488.77	3.94"
13B	32+90.00	25.59	487.98	488.31	3.94"
13C	33+00.00	25.59	487.52	487.85	3.94"
13D	33+10.00	25.59	487.06	487.38	3.94"
13E	33+20.00	25.59	486.59	486.92	3.94"
13F	33+30.00	25.59	486.13	486.46	3.94"
13G	33+40.00	25.59	485.67	486.00	3.94"
13H	33+50.00	25.59	485.20	485.53	3.94"
13I	33+60.00	25.59	484.74	485.07	3.94"
CL. Pier 13	33+70.00	25.59	484.28	484.61	3.94"
14A	33+80.00	25.59	483.82	484.14	3.94"
14B	33+90.00	25.59	483.35	483.68	3.94"
14C	34+00.00	25.59	482.89	483.22	3.94"
14D	34+10.00	25.59	482.43	482.75	3.94"
14E	34+20.00	25.59	481.96	482.29	3.94"
14F	34+30.00	25.59	481.50	481.83	3.94"
14G	34+40.00	25.59	481.04	481.37	3.94"
14H	34+50.00	25.59	480.57	480.90	3.94"
14I	34+60.00	25.59	480.11	480.44	3.94"
CL. Pier 14	34+70.00	25.59	479.65	479.98	3.94"
15A	34+80.00	25.59	479.19	479.51	3.94"
15B	34+90.00	25.59	478.72	479.05	3.94"
15C	35+00.00	25.59	478.26	478.59	3.94"
15D	35+10.00	25.59	477.80	478.12	3.94"
15E	35+20.00	25.59	477.33	477.66	3.94"
15F	35+30.00	25.59	476.87	477.20	3.94"
15G	35+40.00	25.59	476.41	476.74	3.94"
15H	35+50.00	25.59	475.94	476.27	3.94"
15I	35+60.00	25.59	475.48	475.81	3.94"
CL. Brg. Pier 15	35+67.00	25.59	475.16	475.49	3.94"
CL. Pier 15	35+68.50	25.59	475.09	475.42	3.94"

**BEAM 9**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 9	29+70.00	34.13	502.77	502.99	2.73"
CL. Brg Pier 9	29+71.50	34.13	502.70	502.92	2.73"
10A	29+81.50	34.13	502.23	502.46	2.73"
10B	29+91.50	34.13	501.77	502.00	2.73"
10C	30+01.50	34.13	501.31	501.53	2.73"
10D	30+11.50	34.13	500.84	501.07	2.73"
10E	30+21.50	34.13	500.38	500.61	2.73"
10F	30+31.50	34.13	499.92	500.15	2.73"
10G	30+41.50	34.13	499.46	499.68	2.73"
10H	30+51.50	34.13	498.99	499.22	2.73"
10I	30+61.50	34.13	498.53	498.76	2.73"
CL. Pier 10	30+70.00	34.13	498.14	498.36	2.73"
11A	30+80.00	34.13	497.67	497.90	2.73"
11B	30+90.00	34.13	497.21	497.44	2.73"
11C	31+00.00	34.13	496.75	496.97	2.73"
11D	31+10.00	34.13	496.28	496.51	2.73"
11E	31+20.00	34.13	495.82	496.05	2.73"
11F	31+30.00	34.13	495.36	495.59	2.73"
11G	31+40.00	34.13	494.89	495.12	2.73"
11H	31+50.00	34.13	494.43	494.66	2.73"
11I	31+60.00	34.13	493.97	494.20	2.73"
CL. Pier 11	31+70.00	34.13	493.51	493.73	2.73"
12A	31+80.00	34.13	493.04	493.27	2.73"
12B	31+90.00	34.13	492.58	492.81	2.73"
12C	32+00.00	34.13	492.12	492.34	2.73"
12D	32+10.00	34.13	491.65	491.88	2.73"
12E	32+20.00	34.13	491.19	491.42	2.73"
12F	32+30.00	34.13	490.73	490.96	2.73"
12G	32+40.00	34.13	490.26	490.49	2.73"
12H	32+50.00	34.13	489.80	490.03	2.73"
12I	32+60.00	34.13	489.34	489.57	2.73"
CL. Pier 12	32+70.00	34.13	488.88	489.10	2.73"
13A	32+80.00	34.13	488.41	488.64	2.73"
13B	32+90.00	34.13	487.95	488.18	2.73"
13C	33+00.00	34.13	487.49	487.71	2.73"
13D	33+10.00	34.13	487.02	487.25	2.73"
13E	33+20.00	34.13	486.56	486.79	2.73"
13F	33+30.00	34.13	486.10	486.33	2.73"
13G	33+40.00	34.13	485.63	485.86	2.73"
13H	33+50.00	34.13	485.17	485.40	2.73"
13I	33+60.00	34.13	484.71	484.94	2.73"
CL. Pier 13	33+70.00	34.13	484.25	484.47	2.73"

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DRAWN - SBA	REVISIONS -	
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS VI - UNIT 4  
 STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	172
CONTRACT NO.			68F38	

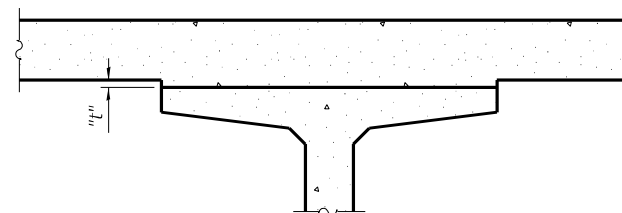


**BEAM 9A**

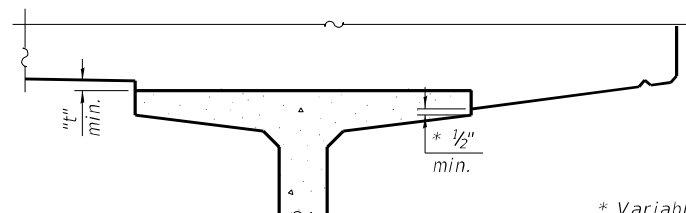
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection (Slab)	Theoretical Grade Elevations Adjusted For Dead Load Deflection (Overlay)	Overlay Thickness (inches)
CL. Pier 14	34+70.00	30.69	479.76	479.76	479.90	1.67"
CL. E. Brg. Pier 14	34+71.00	30.71	479.72	479.72	479.85	1.67"
15A	34+80.00	30.84	479.30	479.31	479.45	1.67"
15B	34+90.00	30.99	478.83	478.86	479.00	1.67"
15C	35+00.00	31.14	478.37	478.41	478.55	1.67"
15D	35+10.00	31.30	477.90	477.95	478.09	1.67"
15E	35+20.00	31.45	477.44	477.49	477.63	1.67"
15F	35+30.00	31.60	476.97	477.02	477.16	1.67"
15G	35+40.00	31.75	476.51	476.55	476.69	1.67"
15H	35+50.00	31.90	476.04	476.07	476.21	1.67"
15I	35+60.00	32.05	475.57	475.59	475.73	1.67"
CL. E Brg. Pier 15	35+67.00	32.16	475.25	475.25	475.39	1.67"
CL. Pier 15	35+68.50	32.18	475.18	475.18	475.32	1.67"

**BEAM 9B**

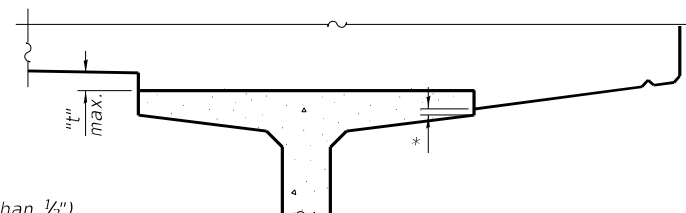
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection (Slab)	Theoretical Grade Elevations Adjusted For Dead Load Deflection (Overlay)	Overlay Thickness (inches)
CL. Pier 13	33+70.00	34.11	484.34	484.34	484.48	1.67"
CL. E. Brg. Pier 13	33+71.00	34.12	484.29	484.29	484.43	1.67"
14A	33+80.00	34.28	483.87	483.89	484.03	1.67"
14B	33+90.00	34.44	483.41	483.45	483.59	1.67"
14C	34+00.00	34.61	482.94	483.00	483.14	1.67"
14D	34+10.00	34.78	482.48	482.55	482.69	1.67"
14E	34+20.00	34.94	482.01	482.08	482.22	1.67"
14F	34+30.00	35.11	481.54	481.62	481.75	1.67"
14G	34+40.00	35.28	481.08	481.14	481.28	1.67"
14H	34+50.00	35.44	480.61	480.66	480.80	1.67"
14I	34+60.00	35.61	480.15	480.17	480.31	1.67"
CL. W. Brg. Pier 14	34+69.00	35.76	479.73	479.73	479.87	1.67"
CL. Pier 14	34+70.00	35.82	479.68	479.68	479.82	1.67"
CL. E. Brg. Pier 14	34+71.00	35.85	479.64	479.64	479.77	1.67"
15A	34+80.00	36.12	479.21	479.23	479.37	1.67"
15B	34+90.00	36.42	478.75	478.78	478.92	1.67"
15C	35+00.00	36.72	478.28	478.33	478.47	1.67"
15D	35+10.00	37.01	477.81	477.87	478.01	1.67"
15E	35+20.00	37.31	477.34	477.40	477.54	1.67"
15F	35+30.00	37.61	476.88	476.93	477.07	1.67"
15G	35+40.00	37.91	476.41	476.46	476.60	1.67"
15H	35+50.00	38.21	475.94	475.97	476.11	1.67"
15I	35+60.00	38.51	475.47	475.49	475.63	1.67"
CL. E Brg. Pier 15	35+67.00	38.72	475.15	475.15	475.29	1.67"
CL. Pier 15	35+68.50	38.76	475.08	475.08	475.22	1.67"



**INTERIOR BEAMS**



**EXTERIOR BEAMS AT MINIMUM FILLET**



**EXTERIOR BEAMS AT MAXIMUM FILLET**

\* Variable (not less than 1/2")

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 on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on this sheet, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**METHOD OF DETERMINING FILLET HEIGHTS "t"**

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**CiorbaGroup**  
 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS VII - UNIT 4  
 STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 172A
CONTRACT NO. 68F38				

SHEET S-41A OF S-122 SHEETS

ILLINOIS FED. AID PROJECT

\* PEORIA / TAZEVELL

BEAM 1

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	-34.12	475.06	475.39	3.95"
CL. Brg. Pier 15	35+70.00	-34.43	474.99	475.32	3.95"
16A	35+80.00	-34.74	474.52	474.85	3.95"
16B	35+90.00	-35.04	474.07	474.40	3.95"
16C	36+00.00	-35.35	473.62	473.95	3.95"
16D	36+10.00	-35.65	473.18	473.51	3.95"
16E	36+20.00	-35.96	472.76	473.09	3.95"
16F	36+30.00	-36.26	472.35	472.67	3.95"
16G	36+40.00	-36.57	471.94	472.27	3.95"
16H	36+50.00	-36.87	471.55	471.88	3.95"
16I	36+60.00	#REF!	471.17	471.50	3.95"
CL Pier 16	36+68.50	-37.10	470.85	471.18	3.95"
17A	36+78.50	-37.20	470.48	470.81	3.95"
17B	36+88.50	-37.31	470.12	470.45	3.95"
17C	36+98.50	-37.42	469.77	470.10	3.95"
17D	37+08.50	-37.53	469.43	469.76	3.95"
17E	37+18.50	-37.63	469.11	469.44	3.95"
17F	37+28.50	-37.74	468.79	469.12	3.95"
17G	37+38.50	-37.80	468.48	468.81	3.95"
17H	37+48.50	-37.80	468.18	468.51	3.95"
17I	37+58.50	-37.74	467.89	468.22	3.95"
CL. Brg. E. Abut.	37+65.50	-37.66	467.70	468.02	3.95"
Bk. E. Abut.	37+68.50	-37.62	467.61	467.94	3.95"

BEAM 2

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	-26.51	475.08	475.51	5.16"
CL. Brg. Pier 15	35+70.00	-26.54	475.01	475.44	5.16"
16A	35+80.00	-26.78	474.54	474.97	5.16"
16B	35+90.00	-27.02	474.08	474.51	5.16"
16C	36+00.00	-27.25	473.63	474.06	5.16"
16D	36+10.00	-27.49	473.19	473.62	5.16"
16E	36+20.00	-27.73	472.76	473.19	5.16"
16F	36+30.00	-27.96	472.34	472.77	5.16"
16G	36+40.00	-28.20	471.94	472.37	5.16"
16H	36+50.00	-28.44	471.54	471.97	5.16"
16I	36+60.00	-28.68	471.15	471.58	5.16"
CL Pier 16	36+68.50	-28.85	470.84	471.27	5.16"
17A	36+78.50	-28.85	470.47	470.90	5.16"
17B	36+88.50	-28.85	470.12	470.55	5.16"
17C	36+98.50	-28.85	469.78	470.21	5.16"
17D	37+08.50	-28.85	469.45	469.88	5.16"
17E	37+18.50	-28.85	469.14	469.57	5.16"
17F	37+28.50	-28.85	468.83	469.26	5.16"
17G	37+38.50	-28.80	468.53	468.96	5.16"
17H	37+48.50	28.70	469.08	469.51	5.16"
17I	37+58.50	-28.53	467.98	468.41	5.16"
CL. Brg. E. Abut.	37+65.50	-28.38	467.79	468.22	5.16"
Bk. E. Abut.	37+68.50	-28.30	467.72	468.15	5.16"

BEAM 3

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	-18.93	475.20	475.39	2.25"
CL. Brg. Pier 15	35+70.00	-18.96	474.66	474.85	2.25"
16A	35+80.00	-19.13	474.20	474.39	2.25"
16B	35+90.00	-19.30	473.75	473.94	2.25"
16C	36+00.00	-19.46	473.31	473.50	2.25"
16D	36+10.00	-19.63	472.88	473.07	2.25"
16E	36+20.00	-19.80	472.47	472.65	2.25"
16F	36+30.00	-19.97	472.06	472.25	2.25"
16G	36+40.00	-20.14	471.67	471.85	2.25"
16H	36+50.00	-20.31	471.28	471.47	2.25"
16I	36+60.00	-20.48	471.02	471.21	2.25"
CL Pier 16	36+68.50	-20.60	470.91	471.10	2.25"
17A	36+78.50	-20.51	470.26	470.44	2.25"
17B	36+88.50	-20.40	469.92	470.11	2.25"
17C	36+98.50	-20.29	469.59	469.78	2.25"
17D	37+08.50	-20.18	469.27	469.46	2.25"
17E	37+18.50	-20.08	468.97	469.16	2.25"
17F	37+28.50	-19.97	468.67	468.86	2.25"
17G	37+38.50	-19.81	468.39	468.58	2.25"
17H	37+48.50	-19.60	468.12	468.31	2.25"
17I	37+58.50	-19.32	467.94	468.13	2.25"
CL. Brg. E. Abut.	37+65.50	-19.10	467.86	468.05	2.25"
Bk. E. Abut.	37+68.50	-18.99	467.86	468.05	2.25"

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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

**TOP OF DECK SLAB ELEVATIONS I - UNIT 5**  
**STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	173
CONTRACT NO.			68F38	

**BEAM 4**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	-11.36	475.32	475.50	2.25"
CL. Brg. Pier 15	35+70.00	-11.38	475.25	475.44	2.25"
16A	35+80.00	-11.48	474.78	474.97	2.25"
16B	35+90.00	-11.58	474.32	474.51	2.25"
16C	36+00.00	-11.68	473.87	474.06	2.25"
16D	36+10.00	-11.78	473.43	473.62	2.25"
16E	36+20.00	-11.88	473.01	473.20	2.25"
16F	36+30.00	-11.98	472.59	472.78	2.25"
16G	36+40.00	-12.08	472.19	472.37	2.25"
16H	36+50.00	-12.18	471.79	471.98	2.25"
16I	36+60.00	-12.28	471.41	471.60	2.25"
CL Pier 16	36+68.50	-12.35	471.09	471.28	2.25"
17A	36+78.50	-12.16	470.74	470.92	2.25"
17B	36+88.50	-11.95	470.39	470.58	2.25"
17C	36+98.50	-11.73	470.05	470.24	2.25"
17D	37+08.50	-11.52	469.73	469.91	2.25"
17E	37+18.50	-11.30	469.41	469.60	2.25"
17F	37+28.50	-11.08	469.11	469.29	2.25"
17G	37+38.50	-10.82	468.81	469.00	2.25"
17H	37+48.50	-10.50	468.53	468.72	2.25"
17I	37+58.50	-10.12	468.27	468.45	2.25"
CL. Brg. E. Abut.	37+65.50	-9.82	468.08	468.27	2.25"
Bk. E. Abut.	37+68.50	-9.68	468.01	468.20	2.25"

**BEAM 5**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	-3.79	475.44	475.62	2.25"
CL. Brg. Pier 15	35+70.00	-3.79	475.37	475.55	2.25"
16A	35+80.00	-3.82	474.90	475.09	2.25"
16B	35+90.00	-3.86	474.44	474.63	2.25"
16C	36+00.00	-3.89	473.99	474.18	2.25"
16D	36+10.00	-3.92	473.56	473.74	2.25"
16E	36+20.00	-3.95	473.13	473.32	2.25"
16F	36+30.00	-3.98	472.72	472.90	2.25"
16G	36+40.00	-4.02	472.31	472.50	2.25"
16H	36+50.00	-4.05	471.92	472.11	2.25"
16I	36+60.00	-4.08	471.54	471.73	2.25"
CL Pier 16	36+68.50	-4.10	471.22	471.41	2.25"
17A	36+78.50	-3.81	470.87	471.05	2.25"
17B	36+88.50	-3.49	470.52	470.71	2.25"
17C	36+98.50	-3.17	470.19	470.37	2.25"
17D	37+08.50	-2.85	469.86	470.05	2.25"
17E	37+18.50	-2.53	469.55	469.74	2.25"
17F	37+28.50	-2.20	469.25	469.43	2.25"
17G	37+38.50	-1.84	468.96	469.14	2.25"
17H	37+48.50	-1.41	468.68	468.86	2.25"
17I	37+58.50	-0.92	468.41	468.60	2.25"
CL. Brg. E. Abut.	37+65.50	-0.54	468.23	468.42	2.25"
Bk. E. Abut.	37+68.50	-0.36	468.15	468.34	2.25"

**EXISTING Q AND PGL IL 40**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	0.00	475.49	475.68	2.25"
CL. Brg. Pier 15	35+70.00	0.00	475.43	475.61	2.25"
16A	35+80.00	0.00	474.96	475.15	2.25"
16B	35+90.00	0.00	474.50	474.69	2.25"
16C	36+00.00	0.00	474.05	474.24	2.25"
16D	36+10.00	0.00	473.62	473.81	2.25"
16E	36+20.00	0.00	473.19	473.38	2.25"
16F	36+31.33	0.00	472.78	472.97	2.25"
16G	36+41.33	0.00	472.38	472.56	2.25"
16H	36+51.33	0.00	471.98	472.17	2.25"
16I	36+62.00	0.00	471.60	471.79	2.25"
CL Pier 16	36+70.50	0.00	471.29	471.47	2.25"
17A	36+80.50	0.00	470.93	471.11	2.25"
17B	36+90.50	0.00	470.57	470.76	2.25"
17C	37+00.50	0.00	470.23	470.42	2.25"
17D	37+10.50	0.00	469.91	470.09	2.25"
17E	37+20.50	0.00	469.59	469.78	2.25"
17F	37+30.50	0.00	469.28	469.47	2.25"
17G	37+40.50	0.00	468.98	469.17	2.25"
17H	37+50.50	0.00	468.70	468.89	2.25"
17I	37+60.50	0.00	468.42	468.61	2.25"
CL. Brg. E. Abut.	37+67.50	0.00	468.24	468.43	2.25"
Bk. E. Abut.	37+70.50	0.00	468.16	468.35	2.25"

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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS II - UNIT 5  
 STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 174
CONTRACT NO. 68F38				

**BEAM 6**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	3.79	475.44	475.74	3.67"
CL. Brg. Pier 15	35+70.00	3.79	475.37	475.67	3.67"
16A	35+80.00	3.83	474.90	475.20	3.67"
16B	35+90.00	3.86	474.44	474.75	3.67"
16C	36+00.00	3.90	474.00	474.31	3.67"
16D	36+10.00	3.94	473.57	473.88	3.67"
16E	36+20.00	3.97	473.16	473.46	3.67"
16F	36+30.00	4.01	472.75	473.06	3.67"
16G	36+40.00	4.05	472.36	472.66	3.67"
16H	36+50.00	4.08	471.97	472.28	3.67"
16I	36+60.00	4.12	471.60	471.91	3.67"
CL Pier 16	36+68.50	4.15	471.29	471.60	3.67"
17A	36+78.50	4.53	470.94	471.25	3.67"
17B	36+88.50	4.96	470.60	470.91	3.67"
17C	36+98.50	5.91	470.28	470.59	3.67"
17D	37+08.50	5.81	469.97	470.27	3.67"
17E	37+18.50	6.24	469.67	469.97	3.67"
17F	37+28.50	6.67	469.38	469.69	3.67"
17G	37+38.50	7.15	469.11	469.41	3.67"
17H	37+48.50	7.69	468.85	469.15	3.67"
17I	37+58.50	8.29	468.60	468.91	3.67"
CL. Brg. E. Abut.	37+65.50	8.75	468.44	468.75	3.67"
Bk. E. Abut.	37+68.50	8.95	468.37	468.68	3.67"

**BEAM 7**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	11.36	475.32	475.65	3.94"
CL. Brg. Pier 15	35+70.00	11.37	475.25	475.58	3.94"
16A	35+80.00	11.48	474.78	475.11	3.94"
16B	35+90.00	11.58	474.32	474.65	3.94"
16C	36+00.00	11.69	473.89	474.22	3.94"
16D	36+10.00	11.79	473.48	473.81	3.94"
16E	36+20.00	11.90	473.08	473.41	3.94"
16F	36+30.00	12.00	472.69	473.02	3.94"
16G	36+40.00	12.11	472.32	472.65	3.94"
16H	36+50.00	12.21	471.95	472.28	3.94"
16I	36+60.00	12.32	471.60	471.93	3.94"
CL Pier 16	36+68.50	12.40	471.30	471.63	3.94"
17A	36+78.50	12.88	470.97	471.30	3.94"
17B	36+88.50	13.41	470.65	470.98	3.94"
17C	36+98.50	13.94	470.35	470.68	3.94"
17D	37+08.50	14.48	470.06	470.38	3.94"
17E	37+18.50	15.01	469.78	470.11	3.94"
17F	37+28.50	15.54	469.51	469.84	3.94"
17G	37+38.50	16.13	469.26	469.59	3.94"
17H	37+48.50	16.78	469.02	469.35	3.94"
17I	37+58.50	17.49	468.80	469.13	3.94"
CL. Brg. E. Abut.	37+65.50	18.03	468.65	468.98	3.94"
Bk. E. Abut.	37+68.50	18.02	468.59	468.92	3.94"

**BEAM 8**

Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL. Pier 15	35+68.50	18.93	475.20	475.53	3.94"
CL. Brg. Pier 15	35+70.00	18.96	475.13	475.46	3.94"
16A	35+80.00	19.13	474.66	474.99	3.94"
16B	35+90.00	19.30	474.20	474.53	3.94"
16C	36+00.00	19.48	473.78	474.11	3.94"
16D	36+10.00	19.65	473.39	473.72	3.94"
16E	36+20.00	19.82	473.01	473.34	3.94"
16F	36+30.00	20.00	472.64	472.96	3.94"
16G	36+40.00	20.17	472.26	472.59	3.94"
16H	36+50.00	20.34	471.90	472.23	3.94"
16I	36+60.00	20.52	471.55	471.88	3.94"
CL Pier 16	36+68.50	20.65	471.27	471.60	3.94"
17A	36+78.50	21.22	470.95	471.28	3.94"
17B	36+88.50	21.86	470.65	470.98	3.94"
17C	36+98.50	22.50	470.36	470.69	3.94"
17D	37+08.50	23.13	470.08	470.41	3.94"
17E	37+18.50	23.77	469.82	470.15	3.94"
17F	37+28.50	24.42	469.58	469.90	3.94"
17G	37+38.50	25.11	469.34	469.67	3.94"
17H	37+48.50	25.87	469.12	469.45	3.94"
17I	37+58.50	26.69	468.92	469.24	3.94"
CL. Brg. E. Abut.	37+65.50	27.31	468.78	469.11	3.94"
Bk. E. Abut.	37+68.50	27.58	468.72	469.05	3.94"

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	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK SLAB ELEVATIONS III - UNIT 5  
 STRUCTURE NO. 090-0122**

SHEET 5-44 OF 5-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	175
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

PEORIA / TAZEVELL

**BEAM 9**

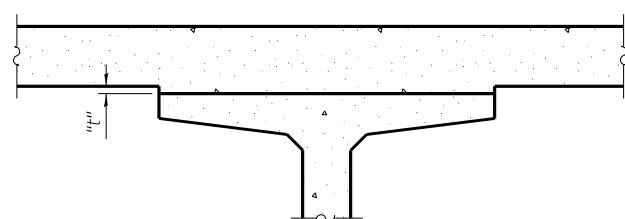
Location	Station	Offset	Top of Deck After Scarification	Theoretical Grade Elevations	Overlay Thickness (inches)
CL Pier 15	35+68.50	26.51	475.08	475.41	3.94"
CL Brg. Pier 15	35+70.00	26.54	475.01	475.34	3.94"
16A	35+80.00	26.78	474.54	474.87	3.94"
16B	35+90.00	27.02	474.08	474.41	3.94"
16C	36+00.00	27.27	473.68	474.01	3.94"
16D	36+10.00	27.51	473.30	473.63	3.94"
16E	36+20.00	27.75	472.93	473.26	3.94"
16F	36+30.00	27.99	472.58	472.91	3.94"
16G	36+40.00	28.23	472.19	472.52	3.94"
16H	36+50.00	28.47	471.81	472.14	3.94"
16I	36+60.00	28.72	471.44	471.77	3.94"
CL Pier 16	36+68.50	28.90	471.14	471.47	3.94"
17A	36+78.50	29.56	470.82	471.15	3.94"
17B	36+88.50	30.31	470.52	470.84	3.94"
17C	36+98.50	31.05	470.23	470.55	3.94"
17D	37+08.50	31.79	469.95	470.28	3.94"
17E	37+18.50	32.53	469.69	470.01	3.94"
17F	37+28.50	33.28	469.44	469.77	3.94"
17G	37+38.50	34.09	469.20	469.53	3.94"
17H	37+48.50	34.96	468.98	469.31	3.94"
17I	37+58.50	35.89	468.77	469.10	3.94"
CL Brg. E. Abut.	37+65.50	36.58	468.63	468.96	3.94"
Bk. E. Abut.	37+68.50	36.59	468.58	468.91	3.94"

**BEAM 10A**

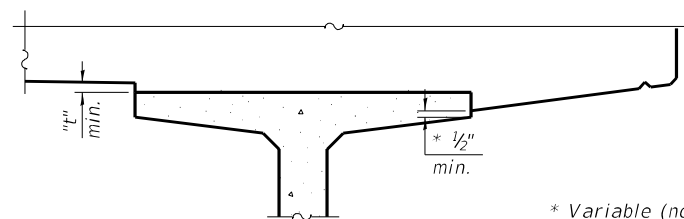
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Overlay Thickness Above Prop. Deck (in.)
CL Pier 15	35+68.50	33.01	475.17	475.17	1.67"
CL E. Brg. Pier 15	35+70.00	33.05	475.10	475.10	1.67"
16A	35+80.00	33.32	474.63	474.65	1.67"
16B	35+90.00	33.59	474.16	474.20	1.67"
16C	36+00.00	33.87	473.77	473.82	1.67"
16D	36+10.00	34.14	473.41	473.47	1.67"
16E	36+20.00	34.41	473.06	473.12	1.67"
16F	36+30.00	34.68	472.72	472.78	1.67"
16G	36+40.00	34.95	472.32	472.37	1.67"
16H	36+50.00	35.22	471.92	471.96	1.67"
16I	36+60.00	35.50	471.54	471.56	1.67"
CL W. Brg. Pier 16	36+67.50	35.70	471.26	471.26	1.67"
CL Pier 16	36+68.50	35.73	471.23	471.23	1.67"
CL E. Brg. Pier 16	36+69.50	35.73	471.19	471.19	1.67"
17A	36+79.50	36.65	470.87	470.88	1.67"
17B	36+89.50	36.77	470.57	470.60	1.67"
17C	36+99.50	37.30	470.28	470.33	1.67"
17D	37+09.50	38.82	469.99	470.04	1.67"
17E	37+19.50	38.34	469.74	469.80	1.67"
17F	37+29.50	38.87	469.49	469.55	1.67"
17G	37+39.50	39.44	469.26	469.31	1.67"
17H	37+49.50	40.07	469.05	469.08	1.67"
17I	37+59.50	40.77	468.85	468.86	1.67"
CL Brg. E. Abut	37+65.50	41.29	468.74	468.74	1.67"
Bk. E. Abut.	37+69.50	41.60	468.66	468.66	1.67"

**BEAM 10B**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Overlay Thickness Above Prop. Deck (in.)
CL Pier 15	35+68.50	39.51	475.06	475.06	1.67"
CL E. Brg. Pier 15	35+70.00	39.56	474.99	474.99	1.67"
16A	35+80.00	39.86	474.52	474.54	1.67"
16B	35+90.00	40.16	474.06	474.10	1.67"
16C	36+00.00	40.46	473.68	473.74	1.67"
16D	36+10.00	40.77	473.33	473.39	1.67"
16E	36+20.00	41.07	473.00	473.06	1.67"
16F	36+30.00	41.37	472.67	472.73	1.67"
16G	36+40.00	41.67	472.26	472.31	1.67"
16H	36+50.00	41.97	471.85	471.88	1.67"
16I	36+60.00	42.28	471.45	471.47	1.67"
CL W. Brg. Pier 16	36+67.50	42.50	471.16	471.16	1.67"
CL Pier 16	36+68.50	42.53	471.13	471.13	1.67"
CL E. Brg. Pier 16	36+69.50	42.56	471.09	471.09	1.67"
17A	36+79.50	42.87	470.77	470.79	1.67"
17B	36+89.50	43.17	470.47	470.51	1.67"
17C	36+99.50	43.47	470.18	470.23	1.67"
17D	37+09.50	43.77	469.91	469.97	1.67"
17E	37+19.50	44.07	469.65	469.71	1.67"
17F	37+29.50	44.38	469.41	469.47	1.67"
17G	37+39.50	44.73	469.18	469.23	1.67"
17H	37+49.50	45.15	468.97	469.00	1.67"
17I	37+59.50	45.62	468.78	468.79	1.67"
CL Brg. E. Abut	37+65.50	46.00	468.66	468.66	1.67"
Bk. E. Abut.	37+69.50	46.22	468.59	468.59	1.67"

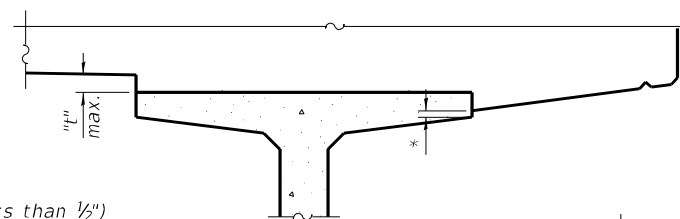


INTERIOR BEAMS

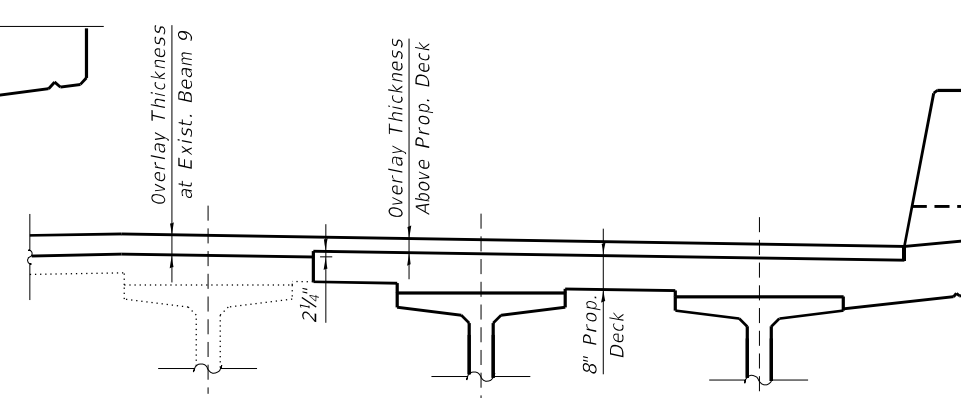


EXTERIOR BEAMS AT MINIMUM FILLET

\* Variable (not less than 1/2")



EXTERIOR BEAMS AT MAXIMUM FILLET



OVERLAY DETAILS AT PROPOSED DECK  
(Reinforcement not shown for clarity)

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 on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on this sheet, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**METHOD OF DETERMINING FILLET HEIGHTS "t"**

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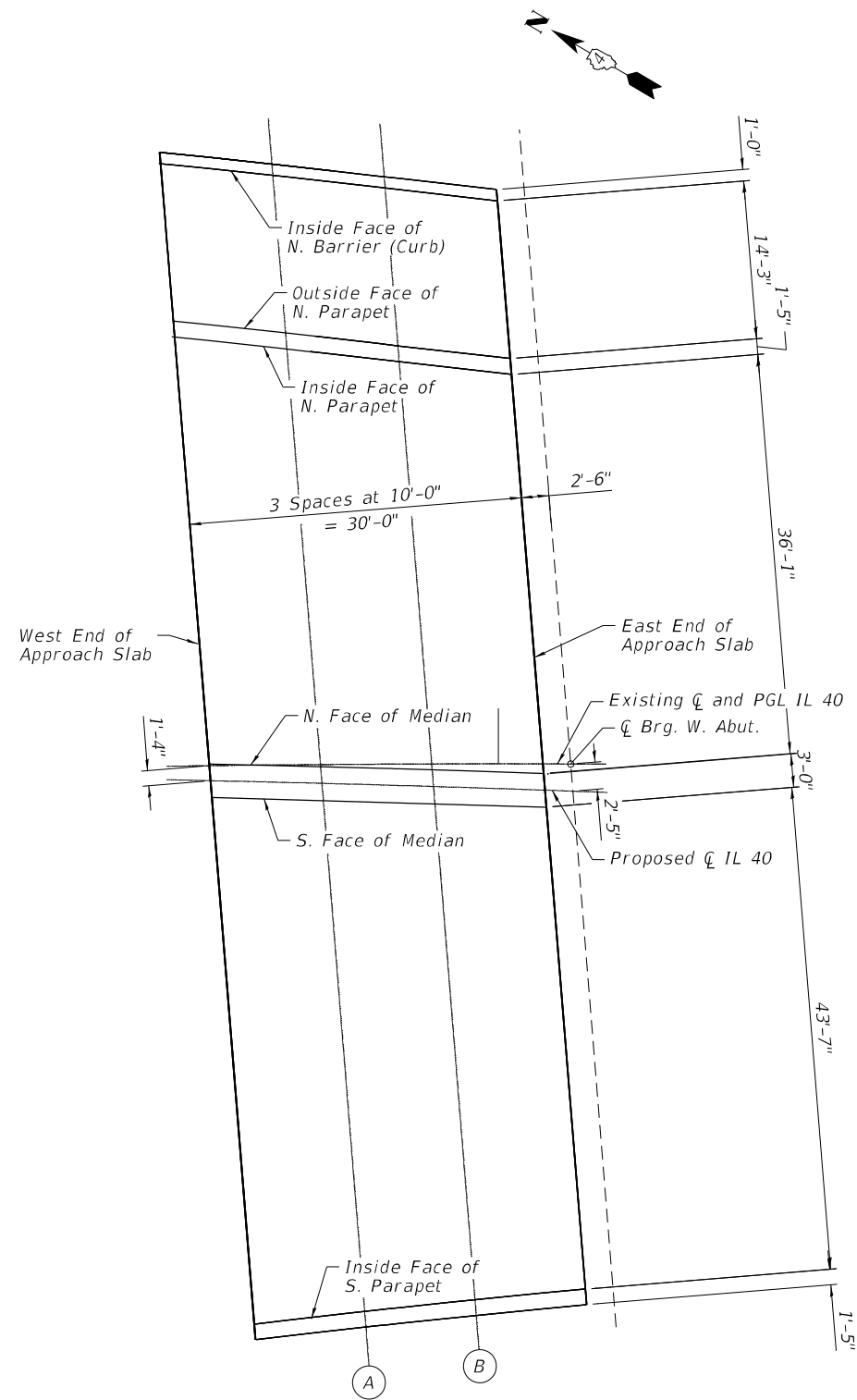
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	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK SLAB ELEVATIONS IV - UNIT 5  
STRUCTURE NO. 090-0122

SHEET 5-45 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 176
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



**INSIDE FACE OF N. BARRIER (CURB)**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+70.30	-54.32	496.73
A	13+80.16	-53.15	496.92
B	13+90.03	-51.94	497.12
E. End of W. App. Slab	13+99.91	-50.76	497.31

**N. FACE OF MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+73.91	-0.15	495.41
A	13+83.96	0.19	495.63
B	13+94.02	0.53	495.85
E. End of W. App. Slab	14+04.08	0.86	496.07

**OUTSIDE FACE OF N. PARAPET**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+71.23	-40.39	496.54
A	13+81.15	-38.93	496.72
B	13+91.09	-37.71	496.92
E. End of W. App. Slab	14+01.04	-36.54	497.11

**PROPOSED Centerline IL 40**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+74.02	1.44	495.47
A	13+84.07	1.69	495.69
B	13+94.14	2.03	495.91
E. End of W. App. Slab	14+04.21	2.37	496.12

**INSIDE FACE OF N. PARAPET**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+71.03	-38.72	496.31
A	13+81.25	-37.49	496.51
B	13+91.20	-36.27	496.71
E. End of W. App. Slab	14+01.15	-35.10	496.90

**S. FACE OF MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+74.12	2.88	495.52
A	13+84.19	3.25	495.74
B	13+94.25	3.54	495.96
E. End of W. App. Slab	14+04.33	3.90	496.18

**EXISTING Centerline AND PGL IL 40**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+73.92	0.00	495.41
A	13+83.95	0.00	495.64
B	13+93.98	0.00	495.86
E. End of W. App. Slab	14+04.01	0.00	496.09

**INSIDE FACE OF S. PARAPET**

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. App. Slab	13+77.45	50.38	494.41
A	13+87.64	49.32	494.67
B	13+97.83	48.30	494.92
E. End of W. App. Slab	14+08.02	47.32	495.18

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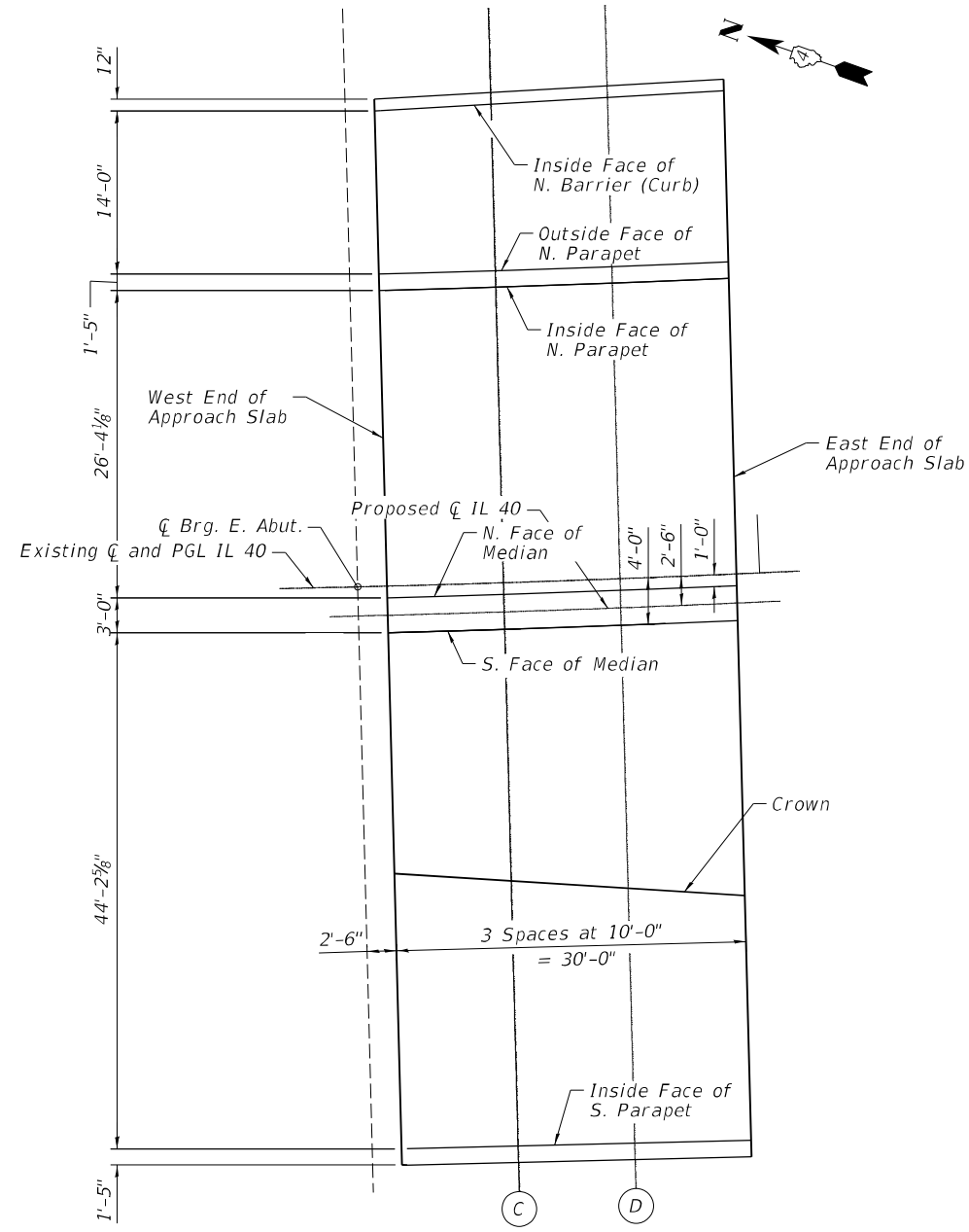


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	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS I  
 STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 177
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



**INSIDE FACE OF N. BARRIER (CURB)**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+67.99	-40.75	467.68
C	37+78.84	-41.03	467.32
D	37+88.50	-41.26	467.01
E. End of E. App. Slab	37+98.77	-41.42	466.74

**PROPOSED CL IL 40**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+68.00	2.50	468.49
C	37+77.95	2.50	468.24
D	37+87.90	2.50	468.01
E. End of E. App. Slab	37+97.84	2.50	467.78

**OUTSIDE FACE OF N. PARAPET**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+67.99	-26.76	467.90
C	37+78.16	-26.76	467.56
D	37+88.32	-26.76	467.23
E. End of E. App. Slab	37+98.49	-26.76	466.97

**S. FACE OF MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+67.99	4.00	468.59
C	37+77.98	4.00	468.35
D	37+87.95	4.00	468.12
E. End of E. App. Slab	37+97.93	4.00	467.89

**INSIDE FACE OF N. PARAPET**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+67.99	-25.34	467.76
C	37+78.15	-25.34	467.45
D	37+88.31	-25.34	467.14
E. End of E. App. Slab	37+98.47	-25.34	466.89

**CROWN (CROSS SLOPE BREAK)**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+68.01	24.65	469.08
C	37+77.85	25.57	468.91
D	37+87.69	26.55	468.75
E. End of E. App. Slab	37+97.51	27.59	468.58

**EXISTING CL AND PGL IL 40**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+68.00	0.00	468.36
C	37+78.00	0.00	468.11
D	37+88.00	0.00	467.86
E. End of E. App. Slab	37+98.00	0.00	467.63

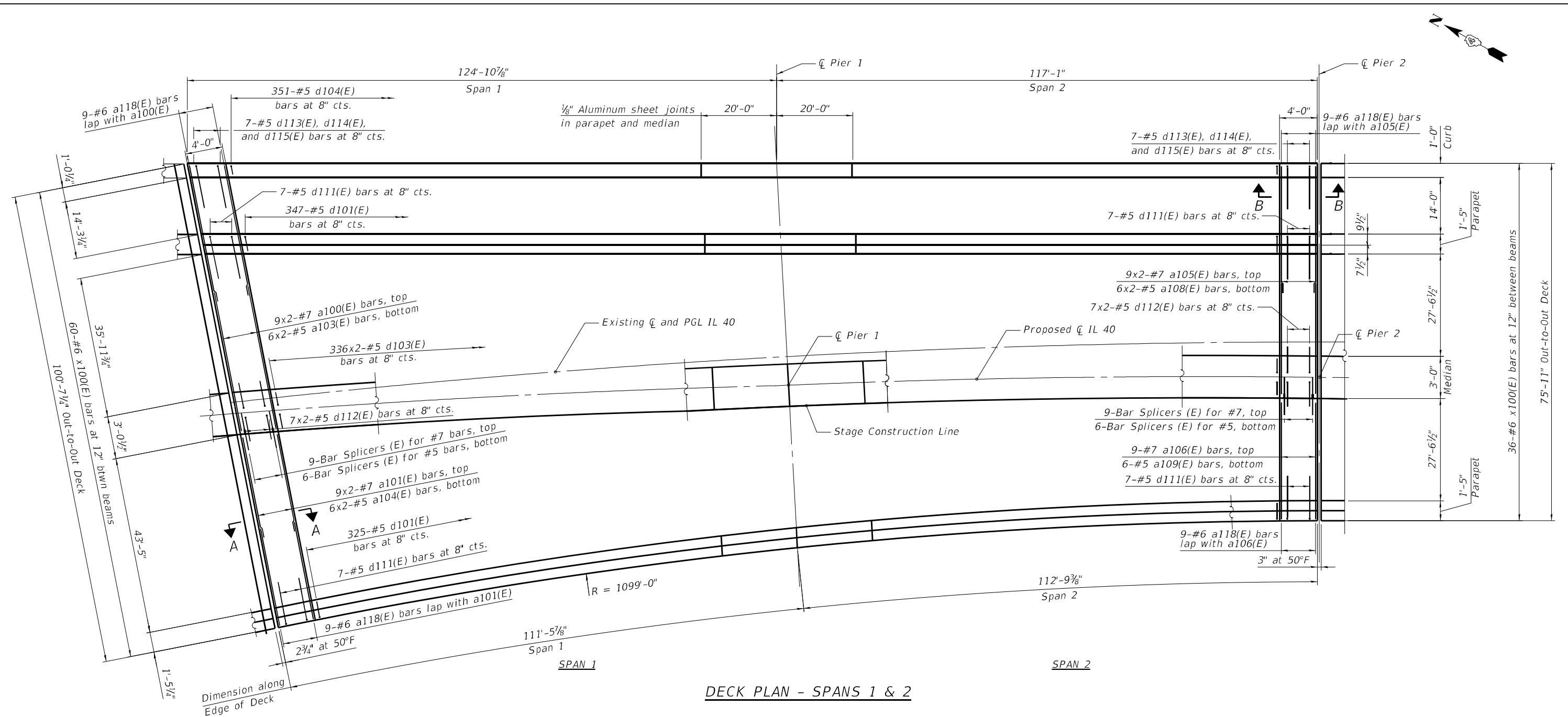
**INSIDE FACE OF S. PARAPET**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+68.01	48.13	468.72
C	37+77.73	48.30	468.56
D	37+87.44	48.40	468.42
E. End of E. App. Slab	37+97.15	48.57	468.26

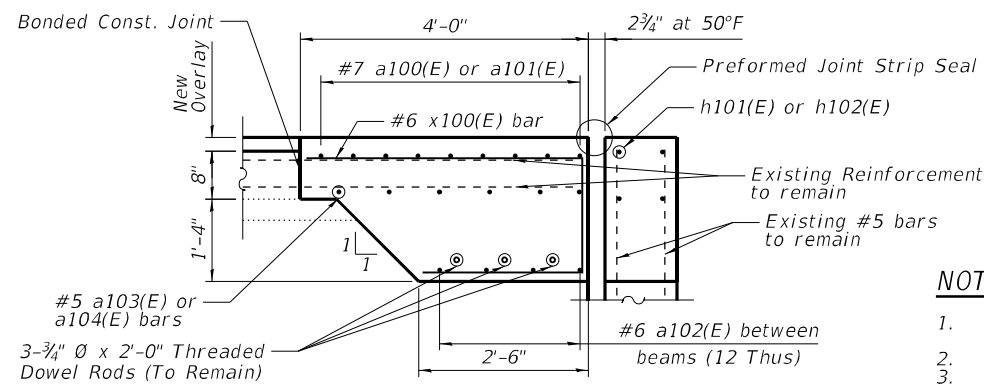
**N. FACE OF MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. App. Slab	37+68.00	1.00	468.34
C	37+77.99	1.00	468.08
D	37+87.99	1.00	467.84
E. End of E. App. Slab	37+97.98	1.00	467.61

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DECK PLAN - SPANS 1 & 2



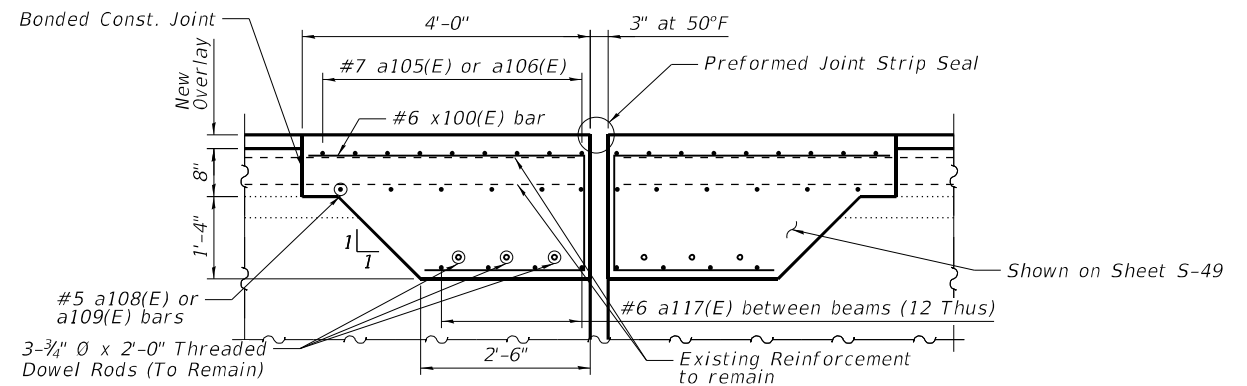
SECTION A-A

**MIN LAP:**

- #5 Bar = 2'-5"
- #6 Bar = 2'-11"
- #7 Bar = 3'-8"

**NOTES:**

1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
2. For expansion joint details see Sheet S-111.
3. Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
4. For Bill of Material and Bar bend details, see Sheets S-73 through S-75.
5. For scupper details and related reinforcement, see Sheets S-95 through S-104.



SECTION B-B

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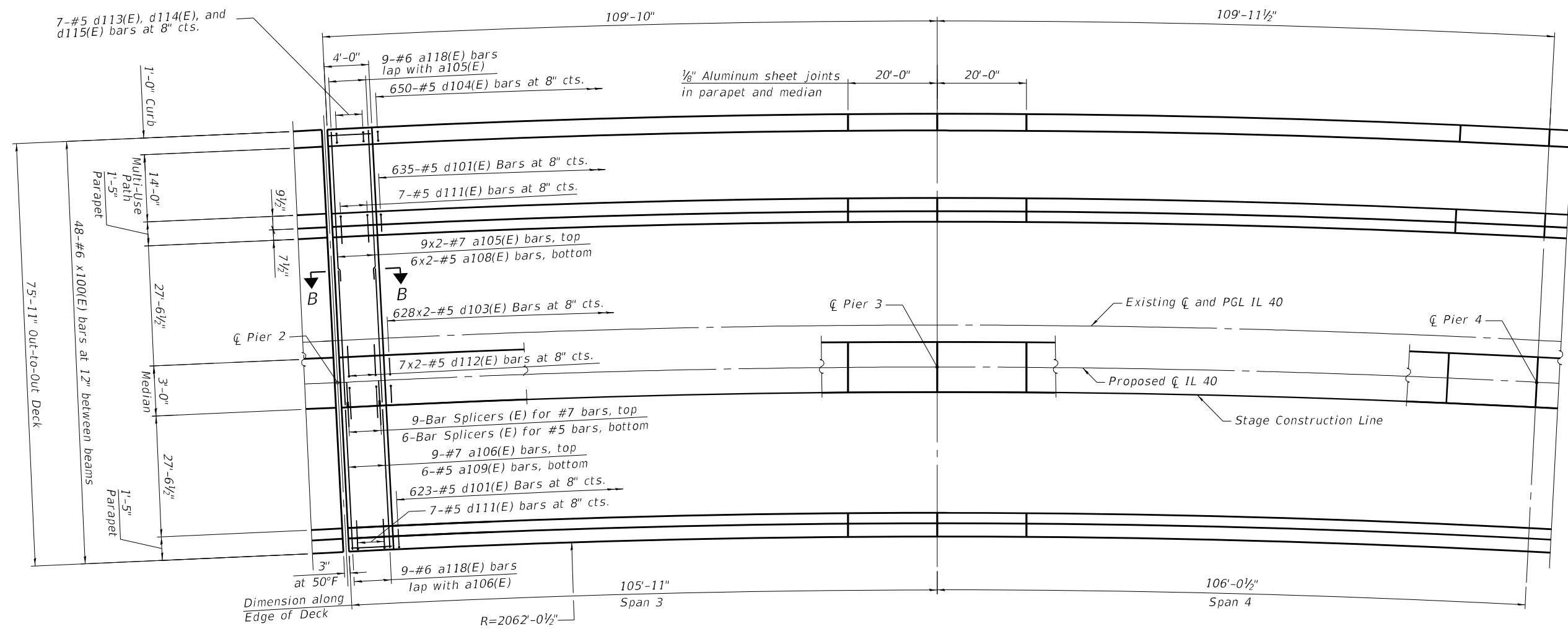
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DECK PLAN - SPANS 1 AND 2  
STRUCTURE NO. 090-0122

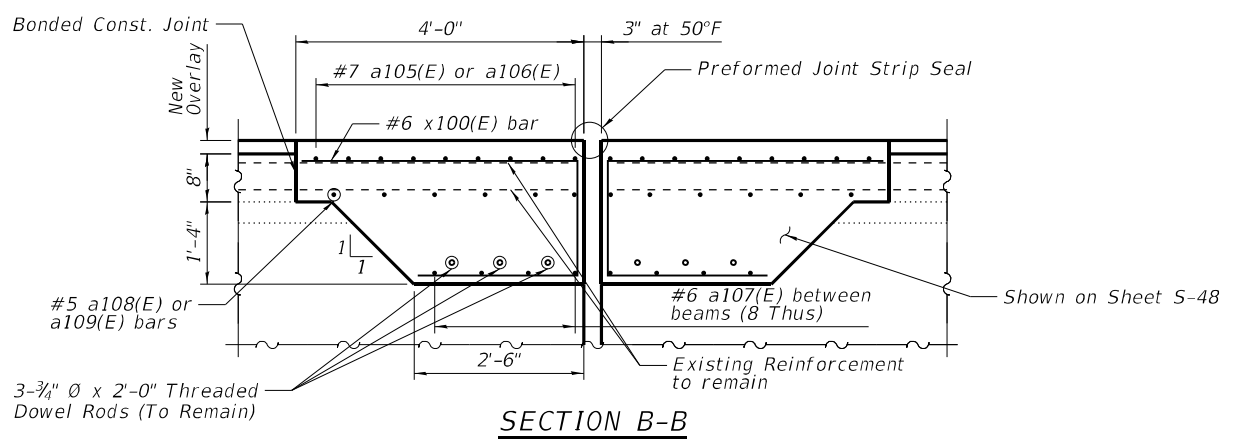
SHEET S-48 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 179
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	





PLAN - SPANS 3 & 4



SECTION B-B

**MIN LAP:**  
 #5 Bar = 2'-5"  
 #6 Bar = 2'-11"  
 #7 Bar = 3'-8"

**NOTES:**

1. Bars indicated thus 9x2-#7 etc. indicates 9 lines of bars with 2 lengths per line.
2. For Expansion Joint Detail, see Sheet S-111.
3. Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
4. For Bill of Material and Bar bend details, see Sheets S-73 through S-75.
5. For scupper details and related reinforcement, see Sheets S-95 through S-104.

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 FILE NAME = N:\Proj\002117602\CADD\Structural\888\8-Deck\BldgSpans3and4.dgn



USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

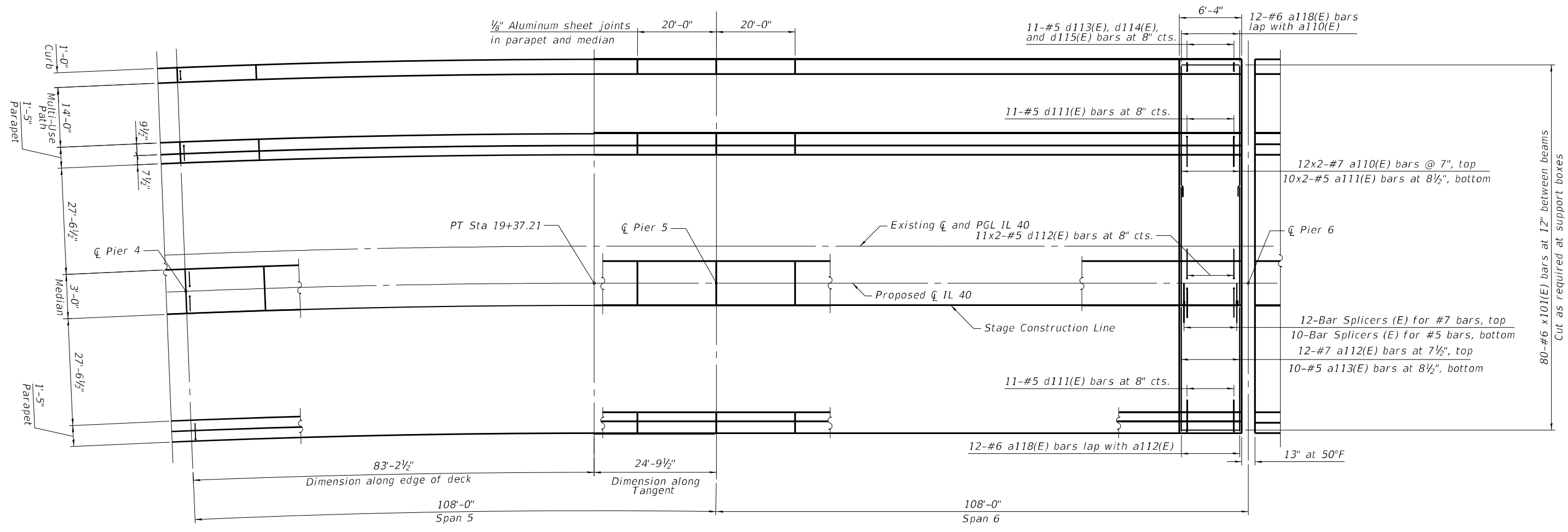
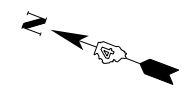
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN - SPANS 3 AND 4  
 STRUCTURE NO. 090-0122

SHEET S-49 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	180
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT PEORIA / TAZEVELL



PLAN - SPANS 5 & 6

**MIN LAP:**  
 #5 Bar = 2'-5"  
 #6 Bar = 2'-11"  
 #7 Bar = 3'-8"

- NOTES:**
- Bars indicated thus 12x2-#7 etc. indicates 12 lines of bars with 2 lengths per line.
  - For Modular Expansion Joint Detail and Cross Sections, see Sheets S-105 through S-110.
  - Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
  - For Bill of Material and Bar bend details, see Sheets S-73 through S-75.
  - For scupper details and related reinforcement, see Sheets S-95 through S-104.

DATE PLOTTED = 10/12/22 1:45:45 PM  
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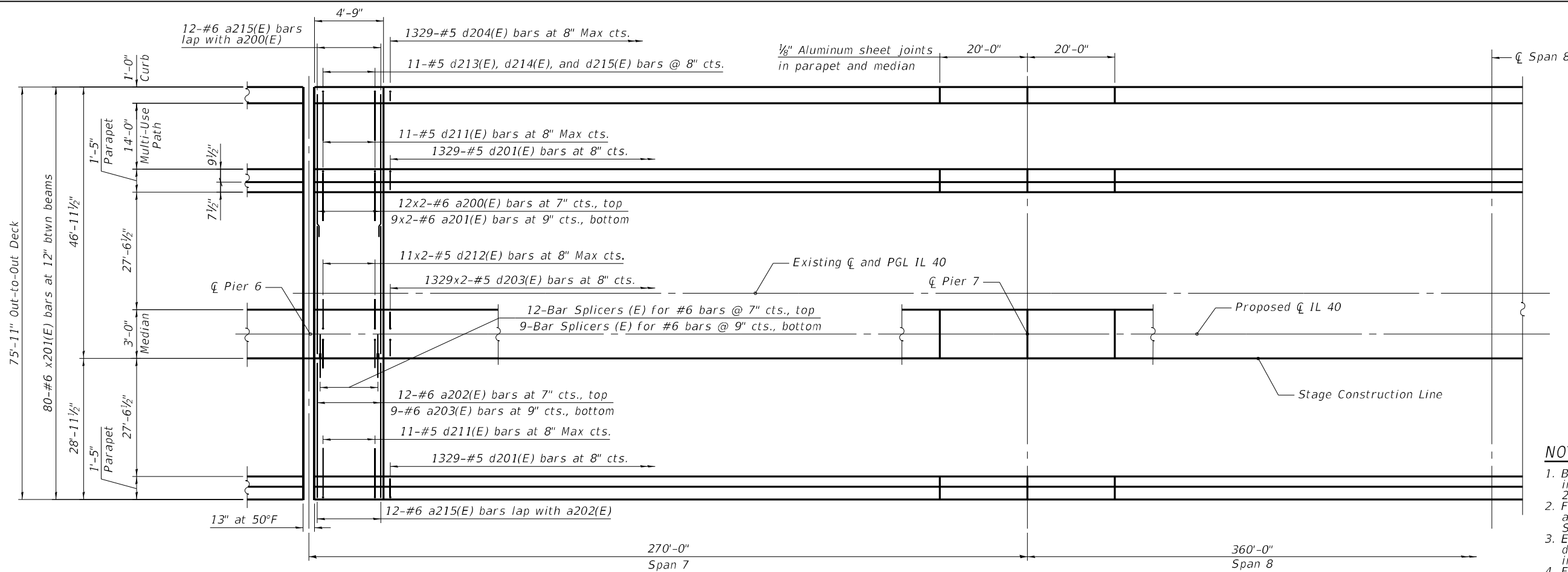
USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN - SPANS 5 AND 6  
 STRUCTURE NO. 090-0122**

SHEET S-50 OF S-122 SHEETS

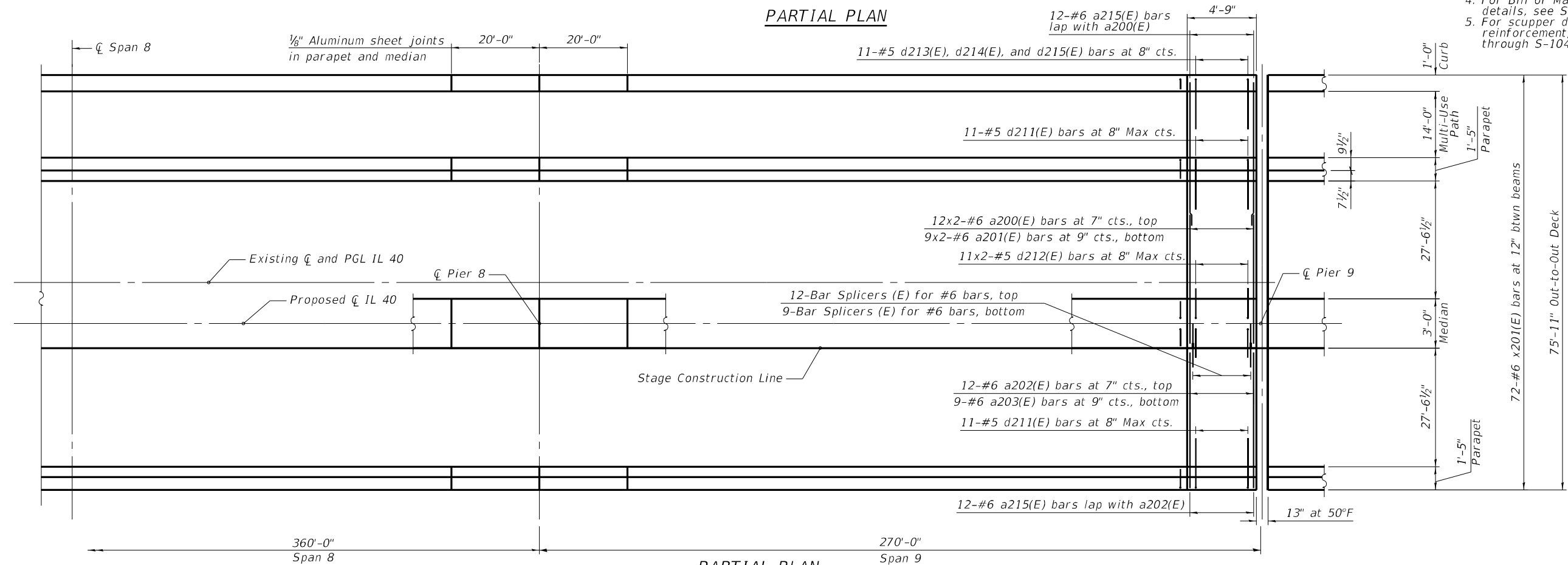
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	181
CONTRACT NO.			68F38	
ILLINOIS FED. AID PROJECT				



**MIN LAP:**  
 #5 Bar = 2'-5"  
 #6 Bar = 2'-11"  
 #7 Bar = 3'-8"

- NOTES:**
1. Bars indicated thus 12x2-#4 etc. indicates 12 lines of bars with 2 lengths per line.
  2. For Modular Expansion Joint Detail and Cross Sections, see Sheets S-105 through S-110.
  3. Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
  4. For Bill of Materials and Bar bend details, see Sheets S-73 through S-75.
  5. For scupper details and related reinforcement, see Sheets S-95 through S-104.

**PARTIAL PLAN**



**PARTIAL PLAN**

DATE PLOTTED = 10/12/22 1:45:46 PM  
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 PLOT CONFIG = CG-PDF.plt  
 FILE NAME = N:\Peg\002117&02\CADD\Struct\088F8B50\Deck\Bridges\Span7Thru9.dgn



USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

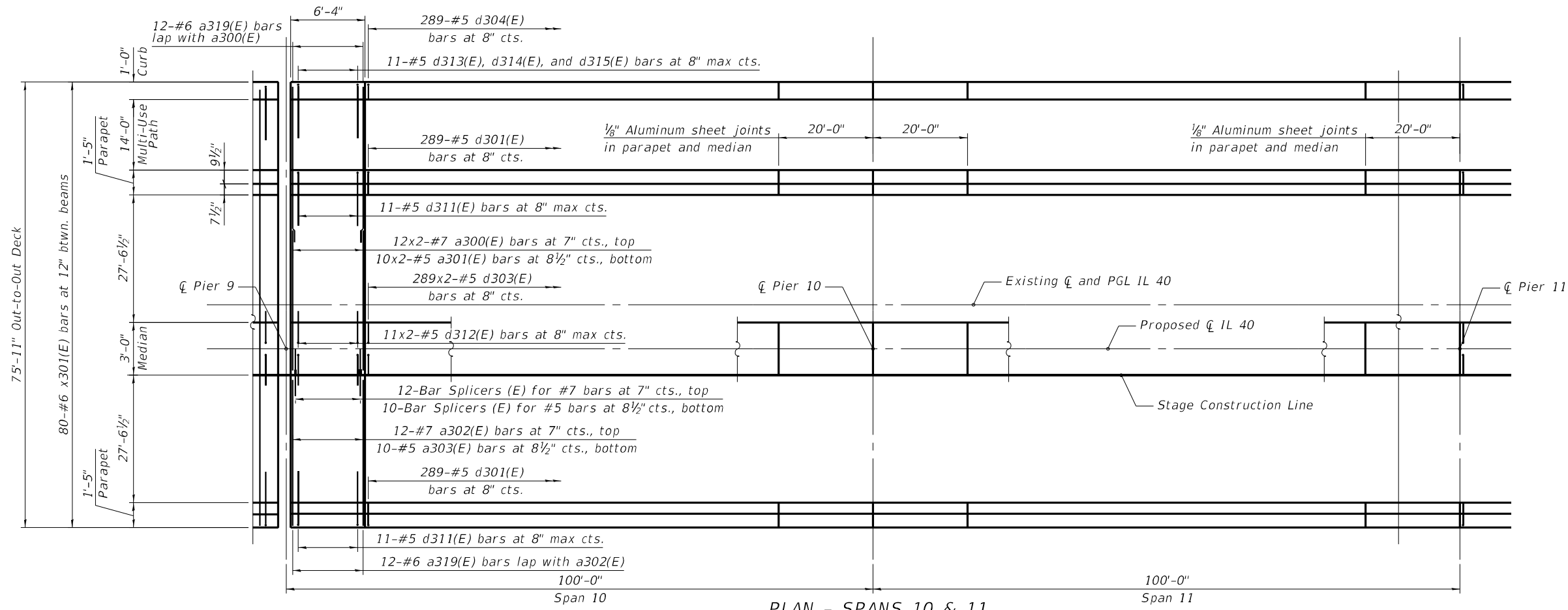
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK PLAN - SPANS 7 THROUGH 9  
 STRUCTURE NO. 090-0122**

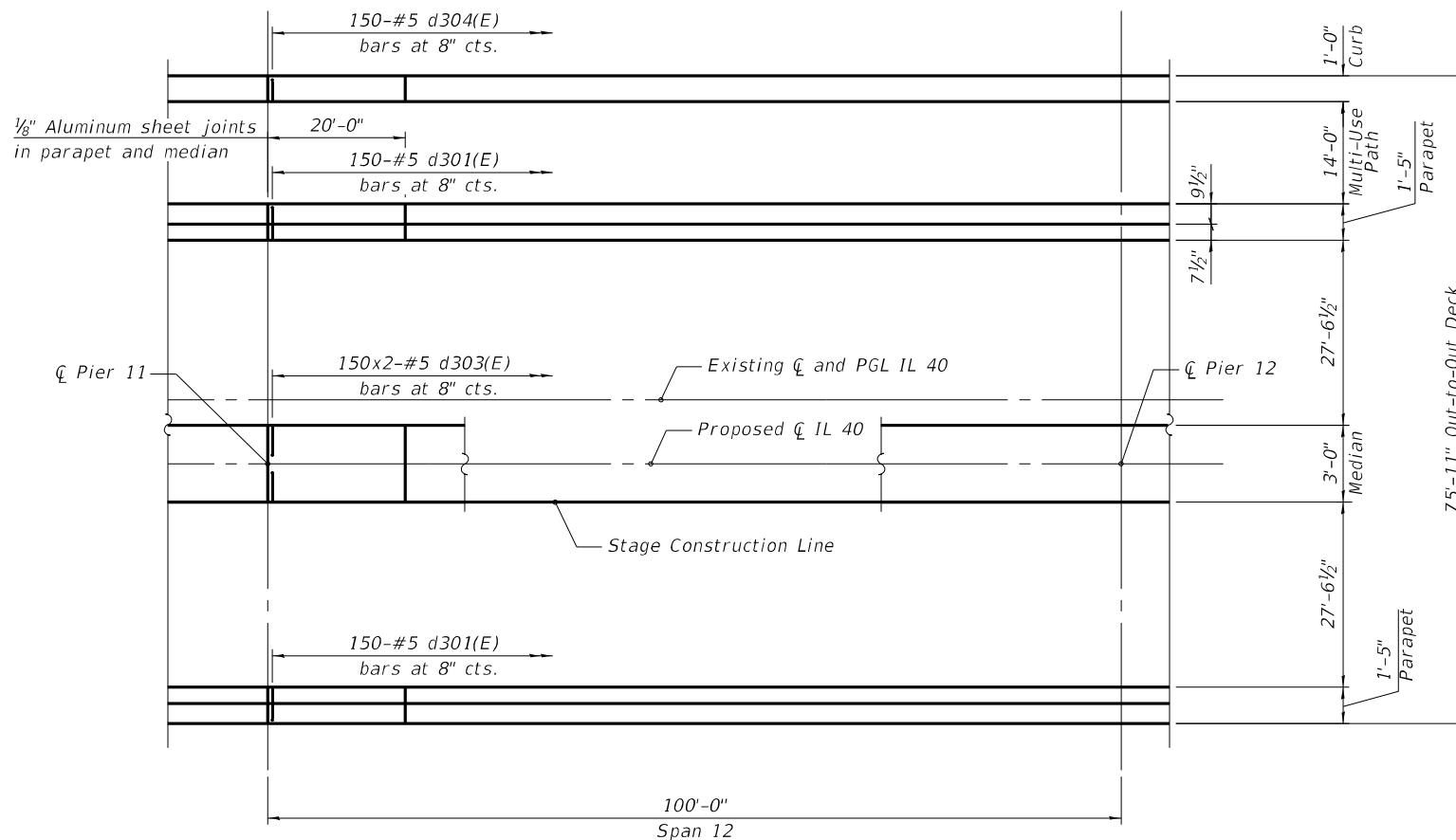
SHEET 5-51 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 102
CONTRACT NO. 68F38				

ILLINOIS FED. AID PROJECT \* PEORIA / TAZEVELL



PLAN - SPANS 10 & 11



PLAN - SPAN 12

**MIN LAP:**  
 #5 Bar = 2'-5"  
 #6 Bar = 2'-11"  
 #7 Bar = 3'-8"

**NOTES:**

1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
2. For Modular Expansion Joint Detail and Cross Sections, see Sheets S-105 through S-110.
3. Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
4. For Bill of Material and Bar bend details, see Sheets S-73 through S-75.
5. For scupper details and related reinforcement, see Sheets S-95 through S-104.

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USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

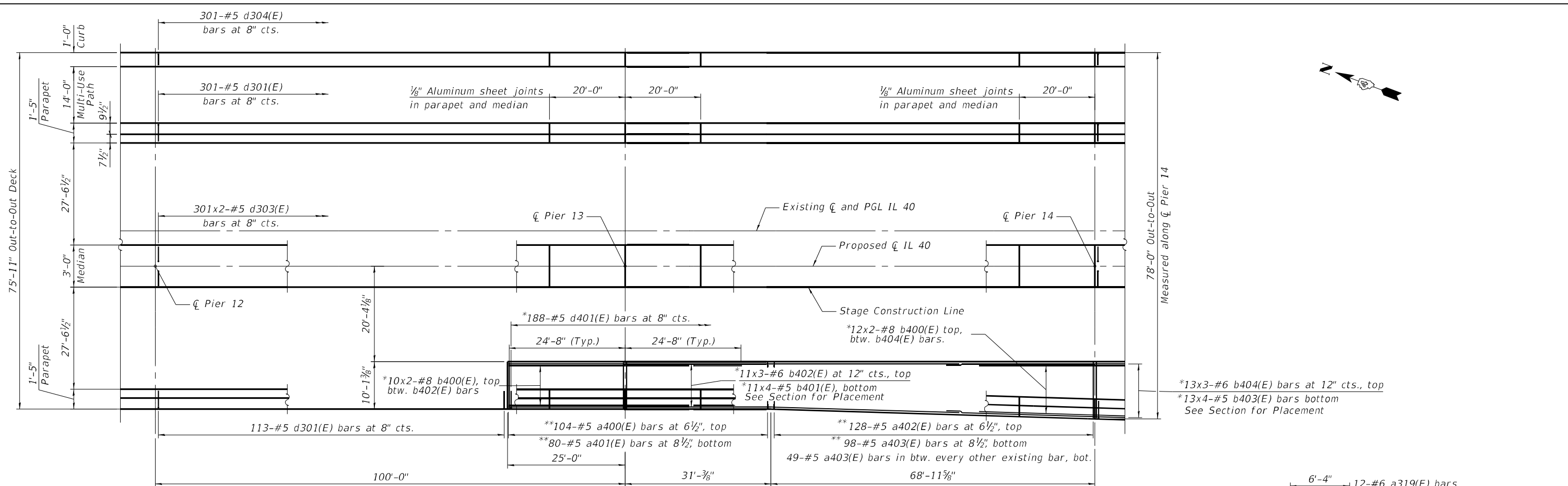
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN - SPANS 10 THROUGH 12  
 STRUCTURE NO. 090-0122

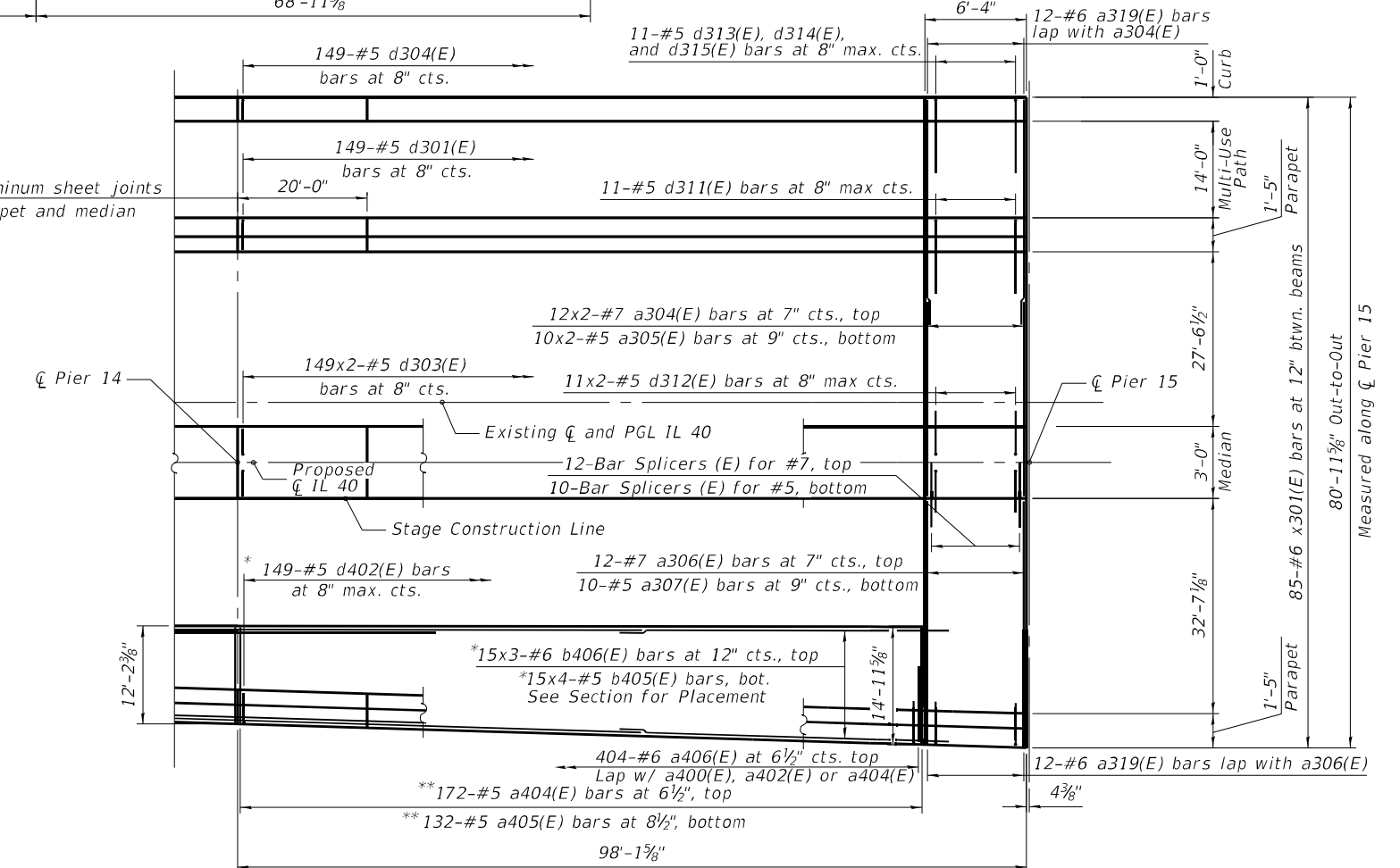
SHEET 5-52 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	183
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT



PLAN - SPANS 13 & 14



PLAN - SPAN 15

**MIN LAP:**  
 #5 Bar = 2'-5"  
 #6 Bar = 2'-11"  
 #7 Bar = 3'-8"  
 #8 Bar = 4'-11"

**NOTES:**

- Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
  - For Modular Expansion Joint Detail and Cross Sections, see Sheets S-105 through S-110.
  - Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
  - For Bill of Material and Bar bend details, see Sheets S-73 through S-75.
  - For scupper details and related reinforcement, see Sheets S-95 through S-104.
- \* Billed with the deck widening, see sheet S-71.  
 \*\* Lap with existing; billed with deck widening, see sheet S-71.

DATE PLOTTED = 10/12/22 1:45:48 PM  
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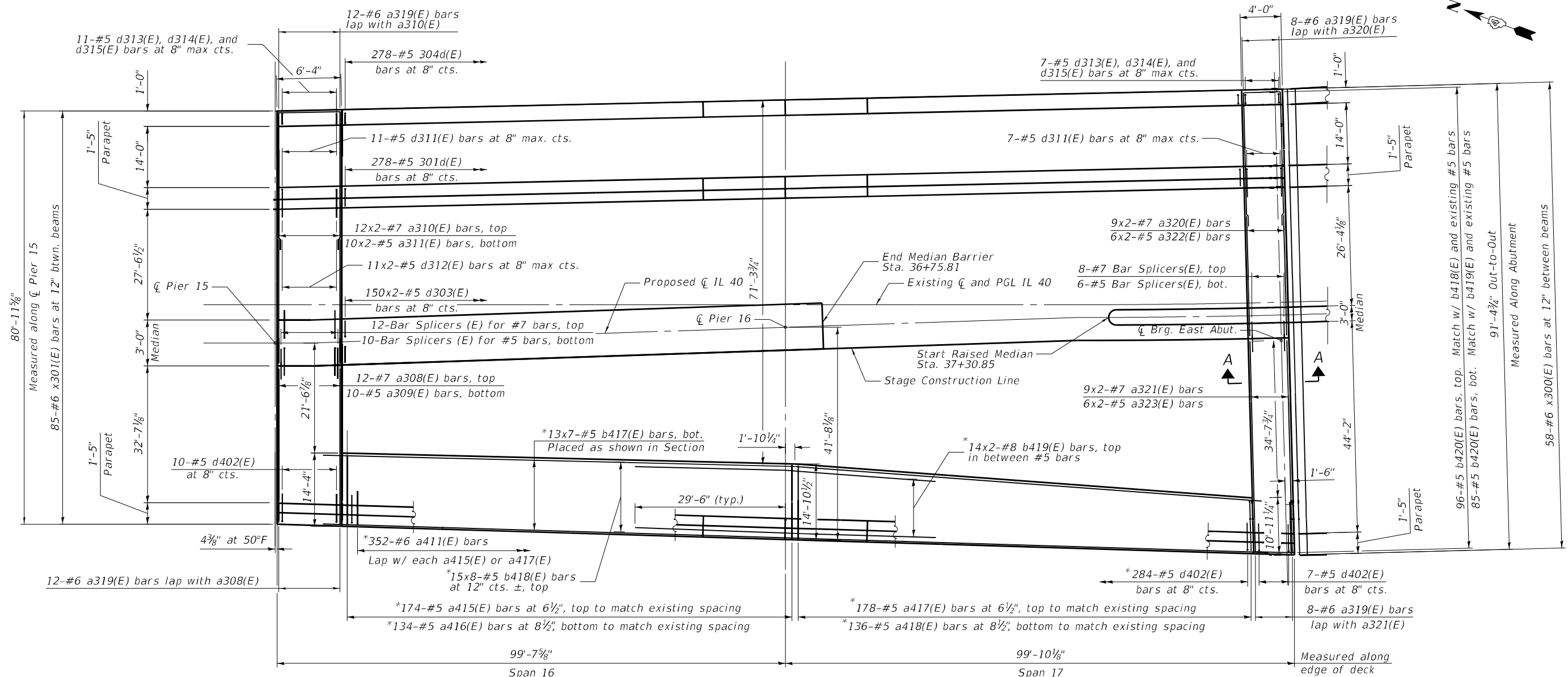
USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

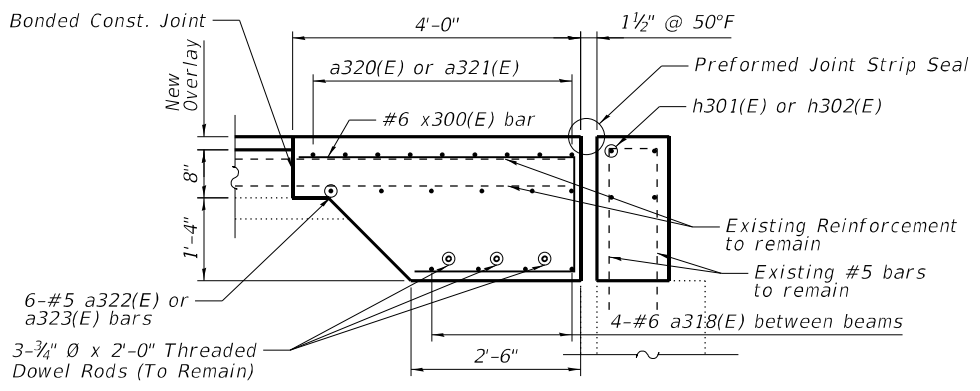
**DECK PLAN - SPANS 13 THROUGH 15  
STRUCTURE NO. 090-0122**

SHEET 5-53 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 184
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	



PLAN - SPANS 16 & 17



SECTION A-A

- MIN LAP:**
- #5 Bar = 2'-5"
  - #6 Bar = 2'-11"
  - #7 Bar = 3'-8"
  - #8 Bar = 4'-11"

- NOTES:**
1. Bar indicated thus 4 x 6 - #4 etc. indicates 4 lines of bars with 6 lengths per line.
  2. For Modular Expansion Joint Detail and sections through the joints, see Sheets S-105 through S-110.
  3. For expansion joint details see Sheet S-111.
  4. Existing reinforcement bars and dowel rods are to be cleaned and incorporated into new construction.
  5. For Bill of Materials and Bar bend details, see Sheets S-73 through S-75.
  6. For scupper details and related reinforcement, see Sheets S-95 through S-104.

\* Billed with the deck widening, see sheet S-71.

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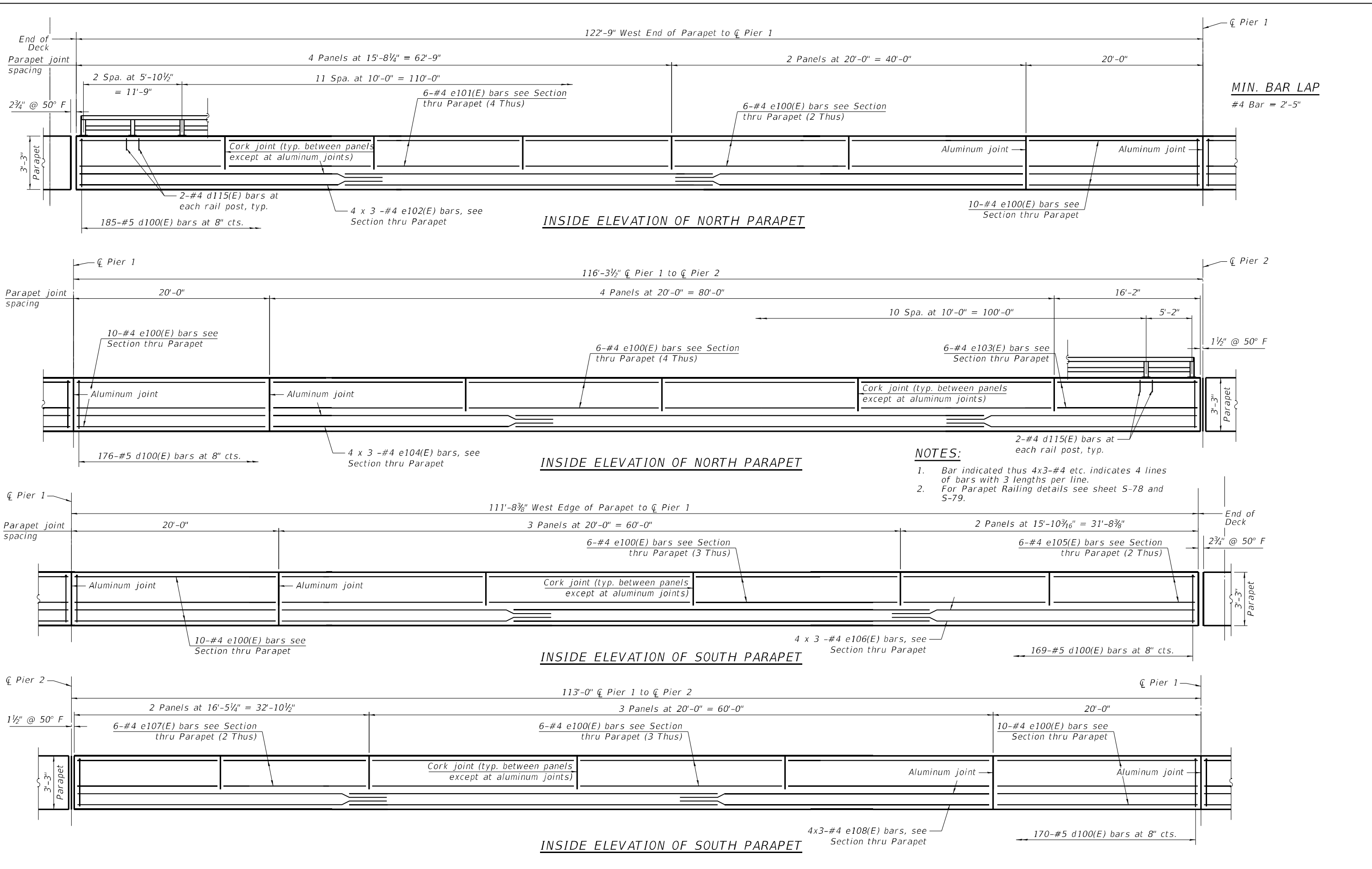
USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

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

**DECK PLAN - SPANS 16 AND 17**  
**STRUCTURE NO. 090-0122**

SHEET 5-54 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 185
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



- NOTES:**
1. Bar indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.
  2. For Parapet Railing details see sheet S-78 and S-79.

DATE PLOTTED = 10/12/22 1:45:50 PM  
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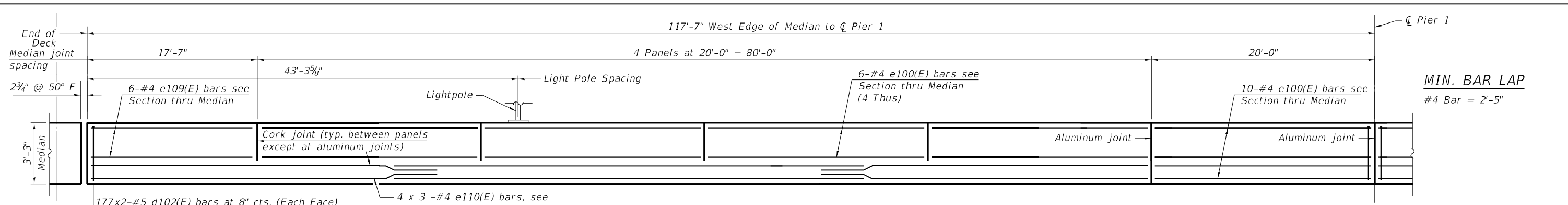
USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

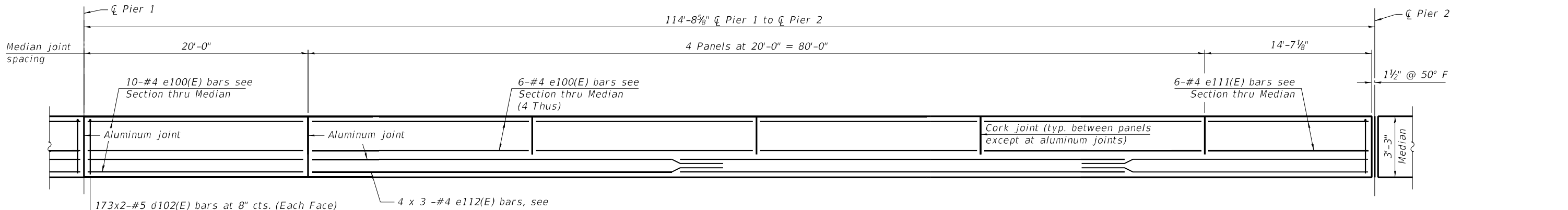
**PARAPET AND MEDIAN REINFORCEMENT I - SPANS 1 and 2**  
**STRUCTURE NO. 090-0122**

SHEET S-55 OF S-122 SHEETS

F.A.P. RTE. = 404	SECTION = 50 (BDR, BJR, BRR, L)	COUNTY =	TOTAL SHEETS = 286	SHEET NO. = 186
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



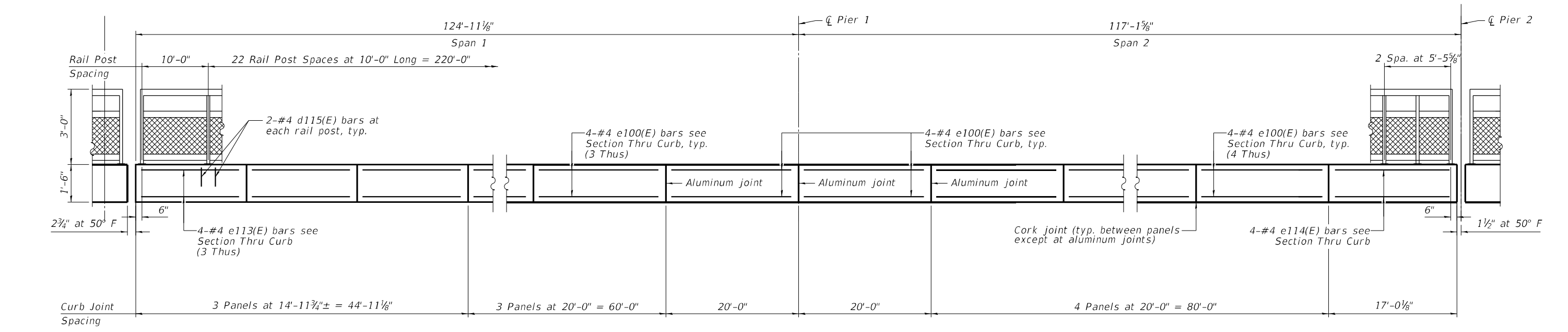
ELEVATION OF MEDIAN



ELEVATION OF MEDIAN

NOTES:

1. Bar indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.
2. For Bridge Fence details see sheet S-78 and S-79.



INSIDE ELEVATION OF MULTI-USE PATH CURB

DATE PLOTTED = 10/12/22 1:45:51 PM  
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 PLOT CONFIG = CG-PPF.plt  
 FILE NAME = N:\Proj\002117602\CADD\Struct\090-0122-Parapet\MedRspans\Span2.dgn

**CiorbaGroup**  
 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631  
 P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

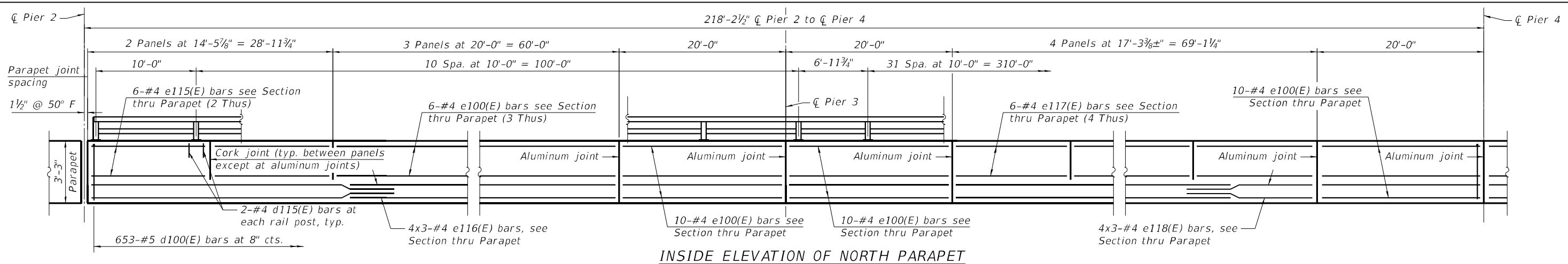
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PARAPET AND MEDIAN REINFORCEMENT II - SPANS 1 and 2  
 STRUCTURE NO. 090-0122**

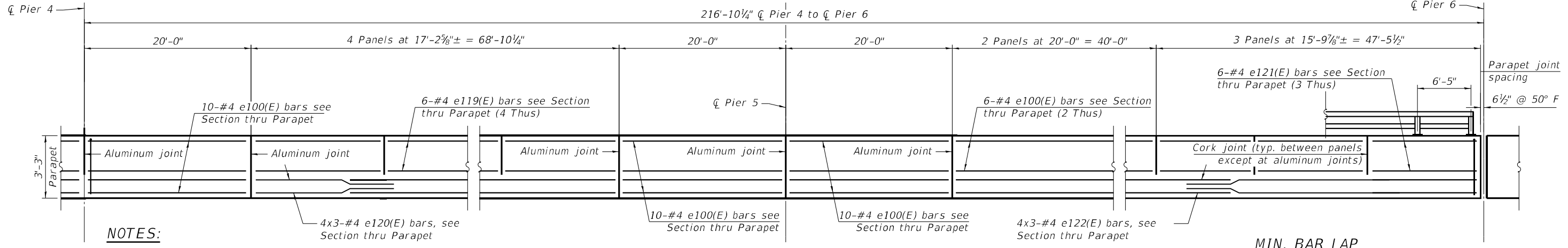
SHEET 5-56 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY *	TOTAL SHEETS 286	SHEET NO. 187
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	





INSIDE ELEVATION OF NORTH PARAPET

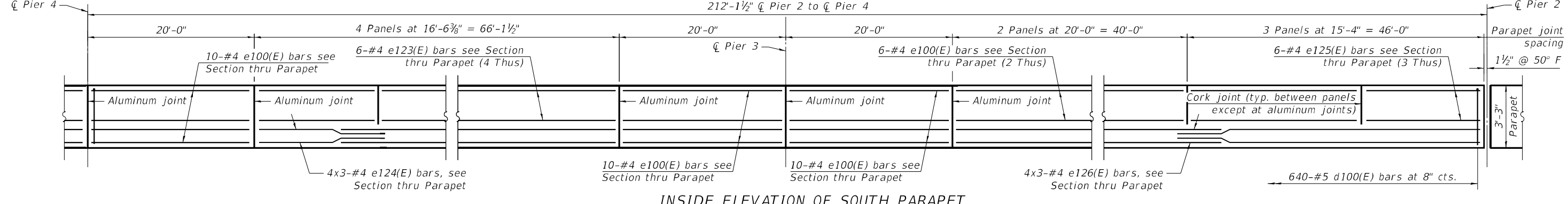


INSIDE ELEVATION OF NORTH PARAPET

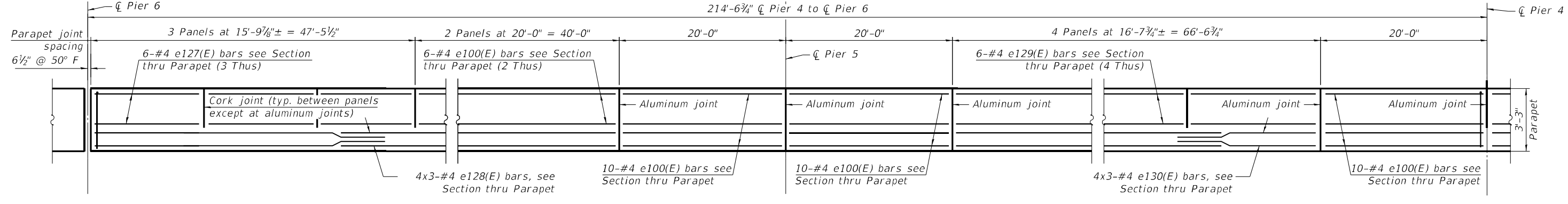
MIN. BAR LAP  
#4 Bar = 2'-5"

NOTES:

1. Bar indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.
2. For Parapet Railing details see sheet S-78 and S-79.



INSIDE ELEVATION OF SOUTH PARAPET



INSIDE ELEVATION OF SOUTH PARAPET

DATE PLOTTED = 10/12/22 1:45:52 PM  
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 PLOT CONFIG = CG-PPR.plt  
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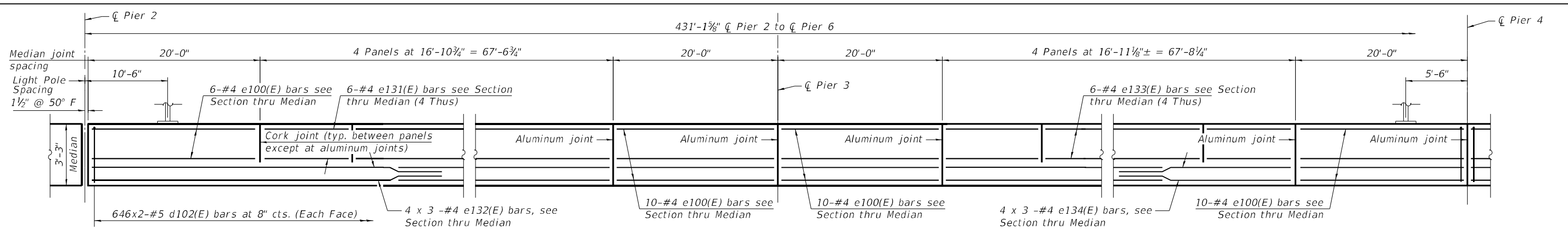
USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

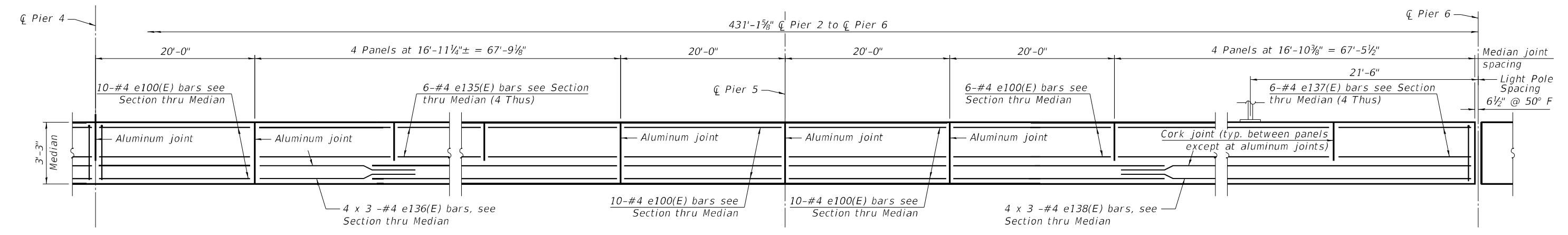
PARAPET AND MEDIAN REINFORCEMENT I - SPANS 3-6  
STRUCTURE NO. 090-0122

SHEET 5-57 OF 5-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 188
CONTRACT NO. 68F38			ILLINOIS FED. AID PROJECT	



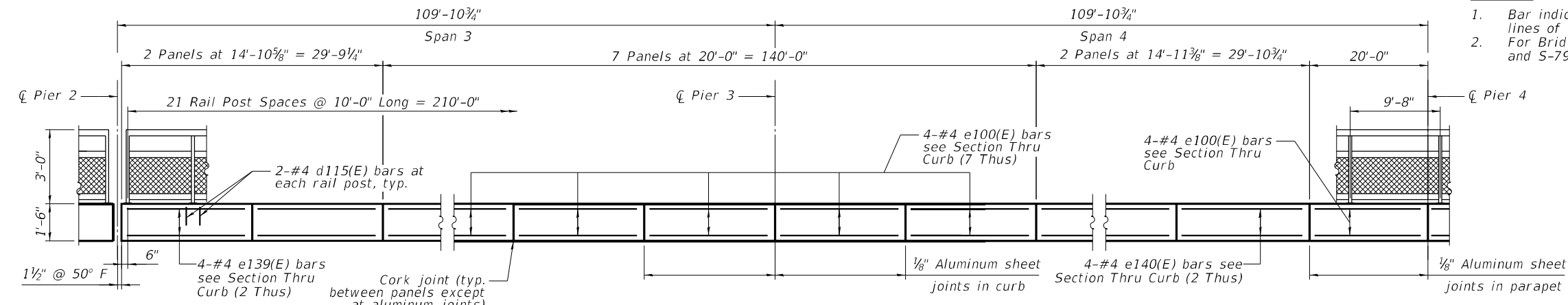
ELEVATION OF MEDIAN



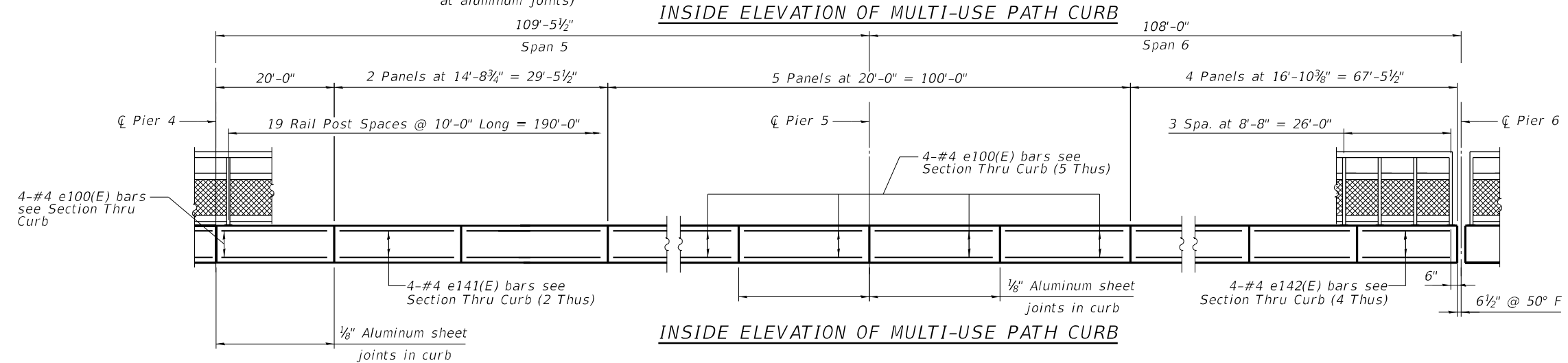
ELEVATION OF MEDIAN

MIN. BAR LAP  
#4 Bar = 2'-5"

- NOTES
1. Bar indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.
  2. For Bridge Fence details see sheet S-78 and S-79.



INSIDE ELEVATION OF MULTI-USE PATH CURB



INSIDE ELEVATION OF MULTI-USE PATH CURB

DATE PLOTTED = 10/12/22 1:45:54 PM  
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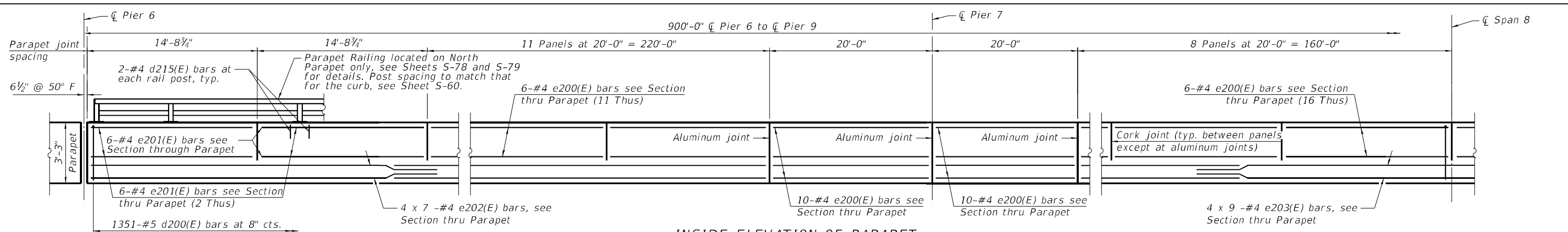


USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

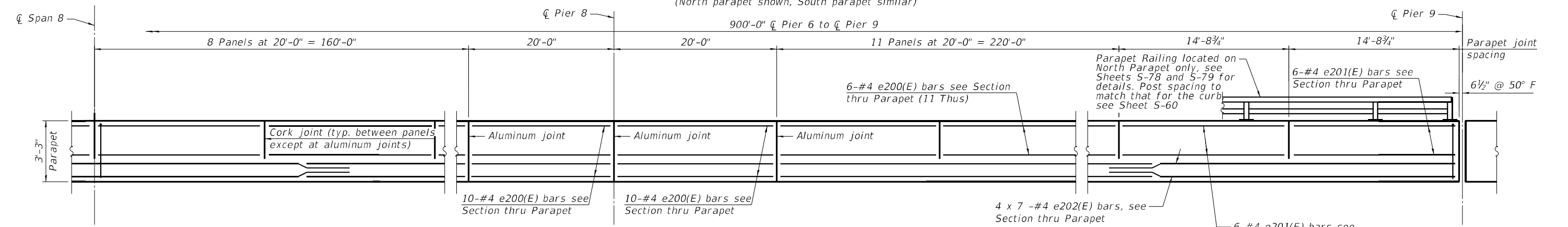
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PARAPET AND MEDIAN REINFORCEMENT II - SPANS 3-6  
STRUCTURE NO. 090-0122

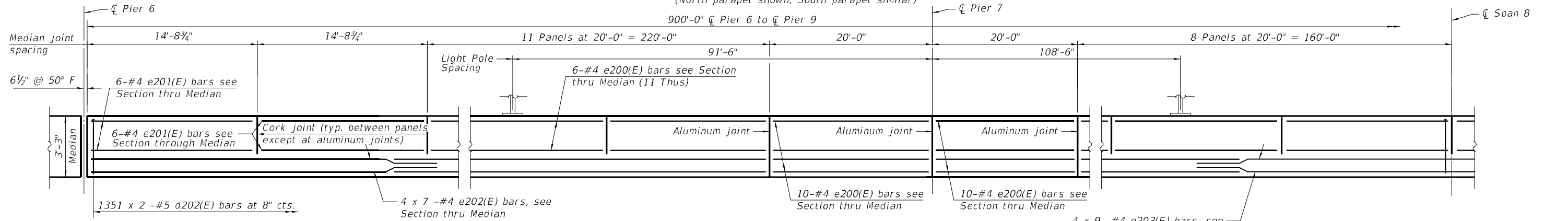
F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 189
CONTRACT NO. 68F38				



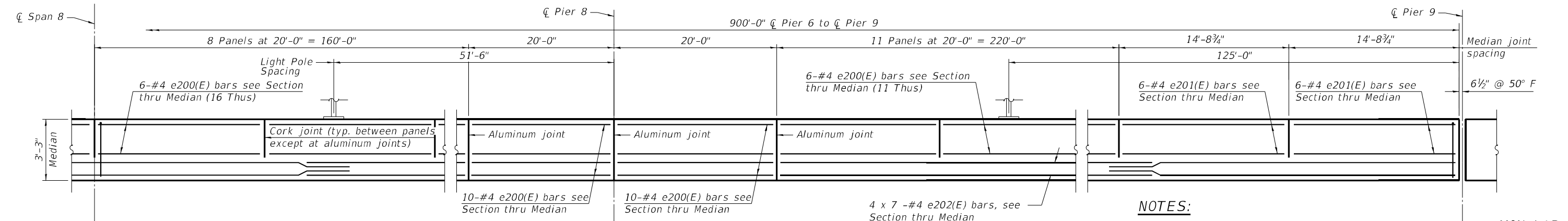
**INSIDE ELEVATION OF PARAPET**  
(North parapet shown, South parapet similar)



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



**ELEVATION OF MEDIAN**



**ELEVATION OF MEDIAN**

- NOTES:**
1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
  2. For Parapet Railing details see Sheet S-78 and S-79.
- MIN LAP:**  
#4 Bar = 2'-5"

DATE PLOTTED = 10/12/22 1:45:55 PM  
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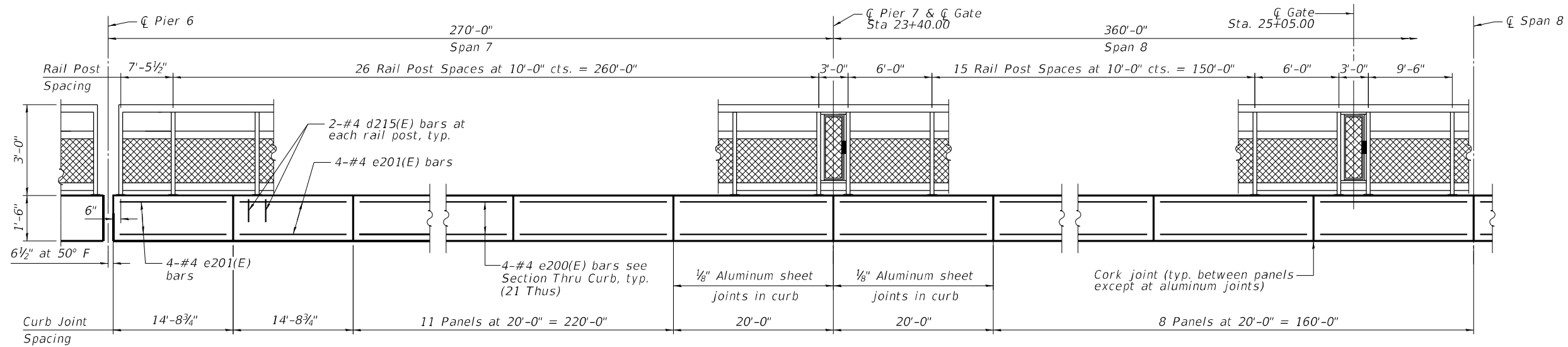
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	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

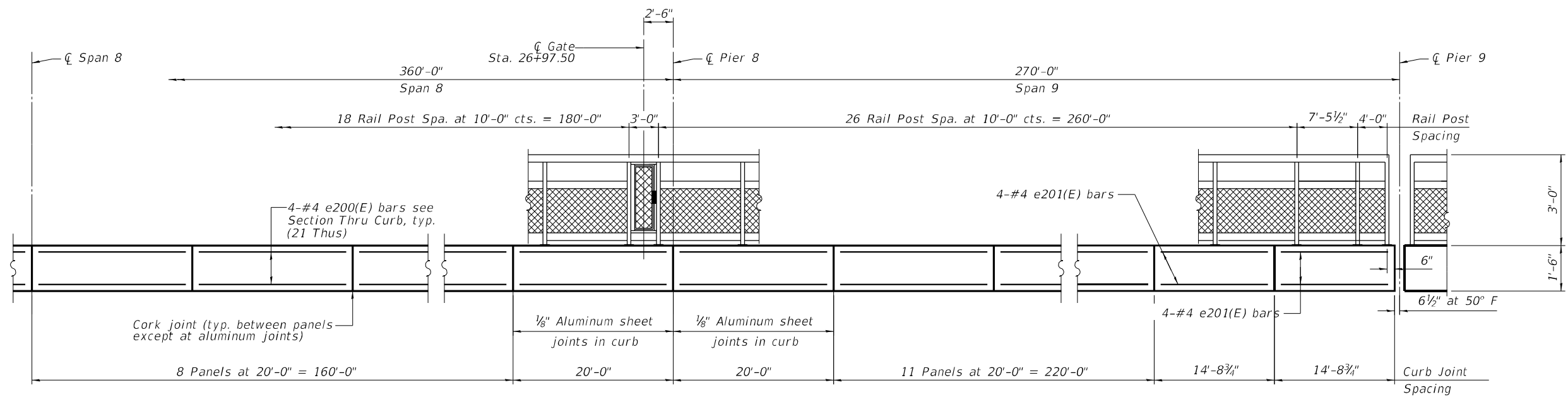
**PARAPET AND MEDIAN REINFORCEMENT | SPANS 7-9  
STRUCTURE NO. 090-0122**

SHEET S-59 OF S-122 SHEETS

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 190
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



INSIDE ELEVATION OF MULTI-USE PATH CURB



INSIDE ELEVATION OF MULTI-USE PATH CURB

**NOTES:**

1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
2. For Bridge Fence details see Sheet S-78 and S-79.
3. See Sheet S-78 for Gate Details.

**MIN LAP:**  
#4 Bar = 2'-5"

DATE PLOTTED = 10/12/22 1:45:56 PM  
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USER NAME = Structural	DESIGNED - LM	REVISED -
DRAWN - SBA	REVISED -	
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

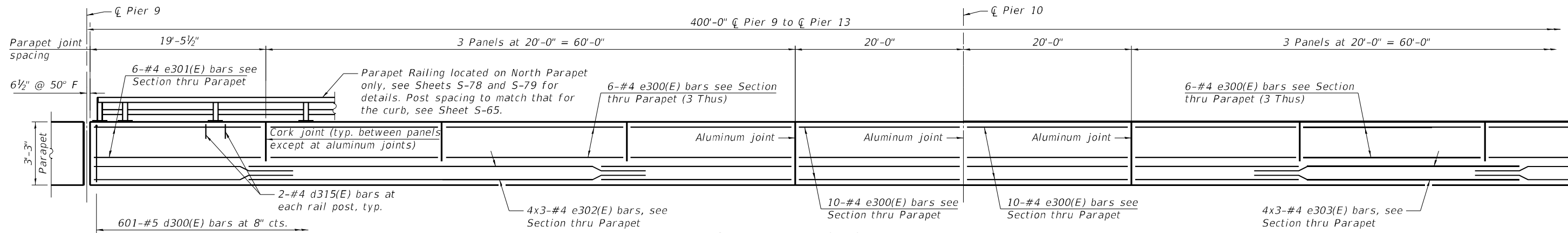
PARAPET AND MEDIAN REINFORCEMENT II - SPANS 7-9  
STRUCTURE NO. 090-0122

SHEET S-60 OF S-122 SHEETS

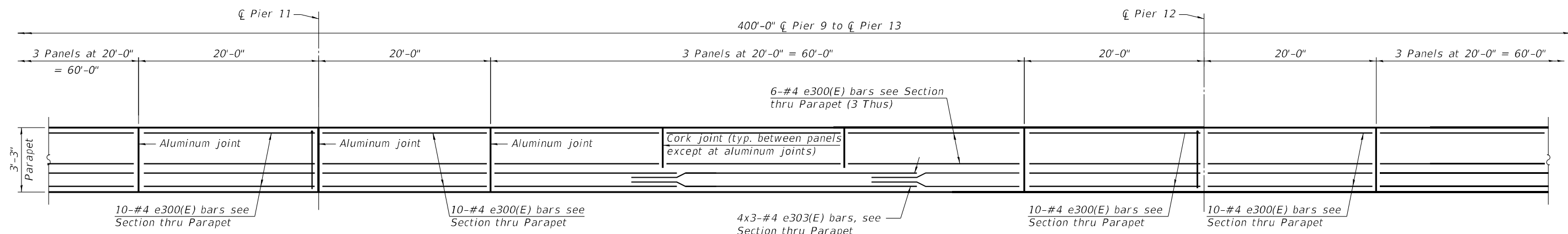
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	191
CONTRACT NO.			68F38	

ILLINOIS FED. AID PROJECT

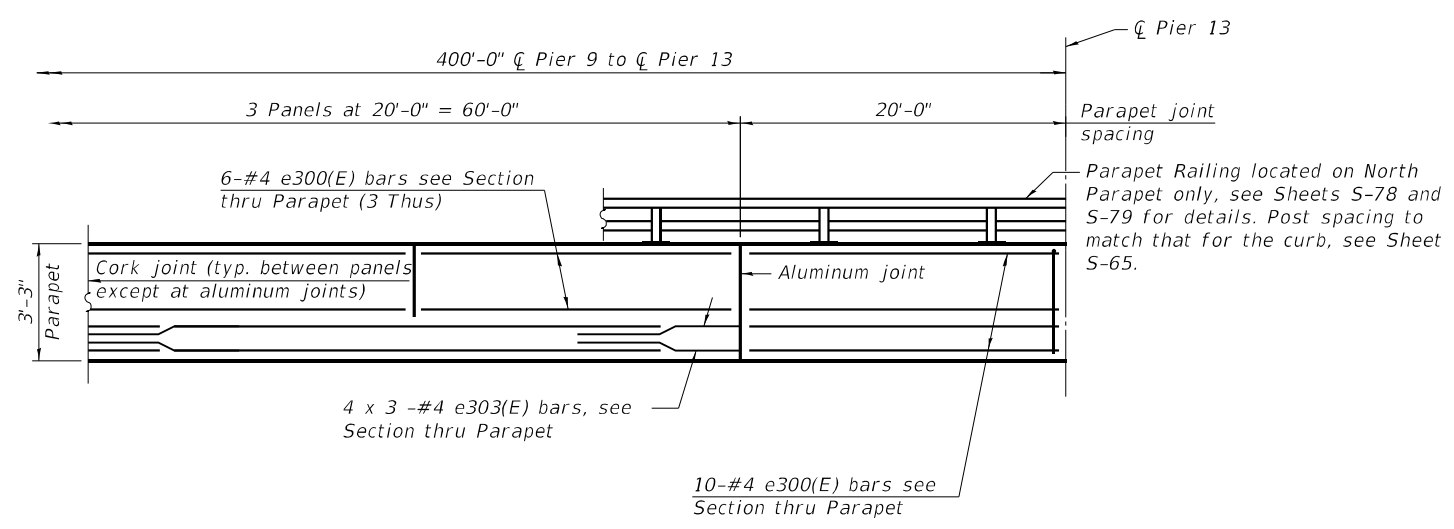
PEORIA / TAZEVELL



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



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



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

**MIN LAP:**  
#4 Bar = 2'-5"

- NOTES:**
1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
  2. For Parapet Rail details see Sheet S-78 and S-79.

DATE PLOTTED = 10/12/22 1:45:56 PM  
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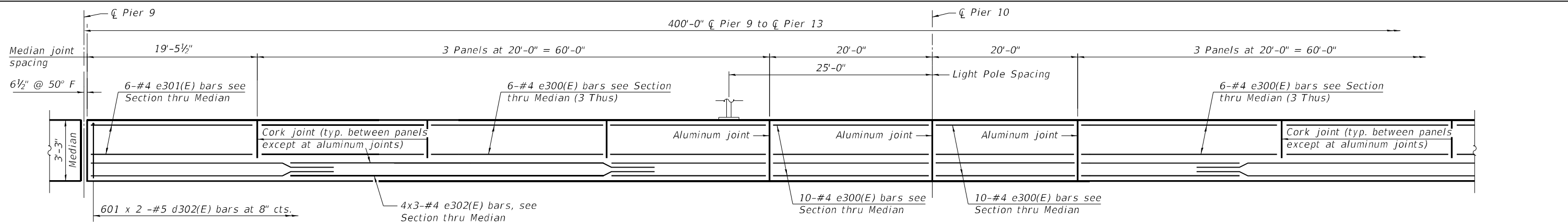


USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

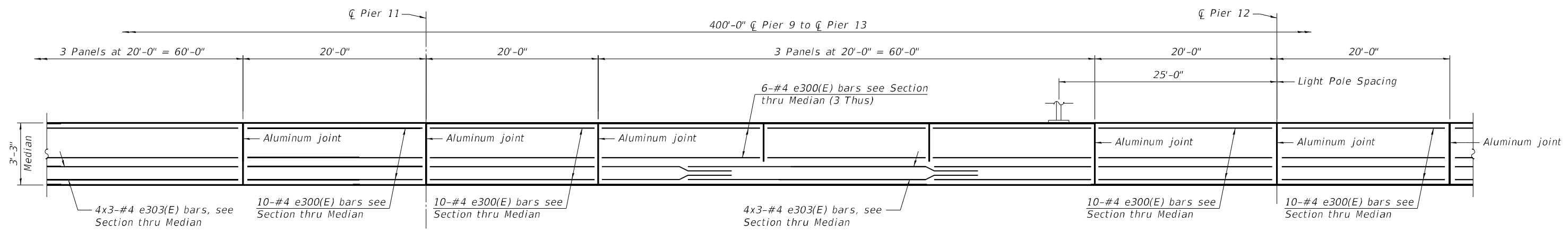
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PARAPET AND MEDIAN REINFORCEMENT I - SPANS 10-13**  
**STRUCTURE NO. 090-0122**

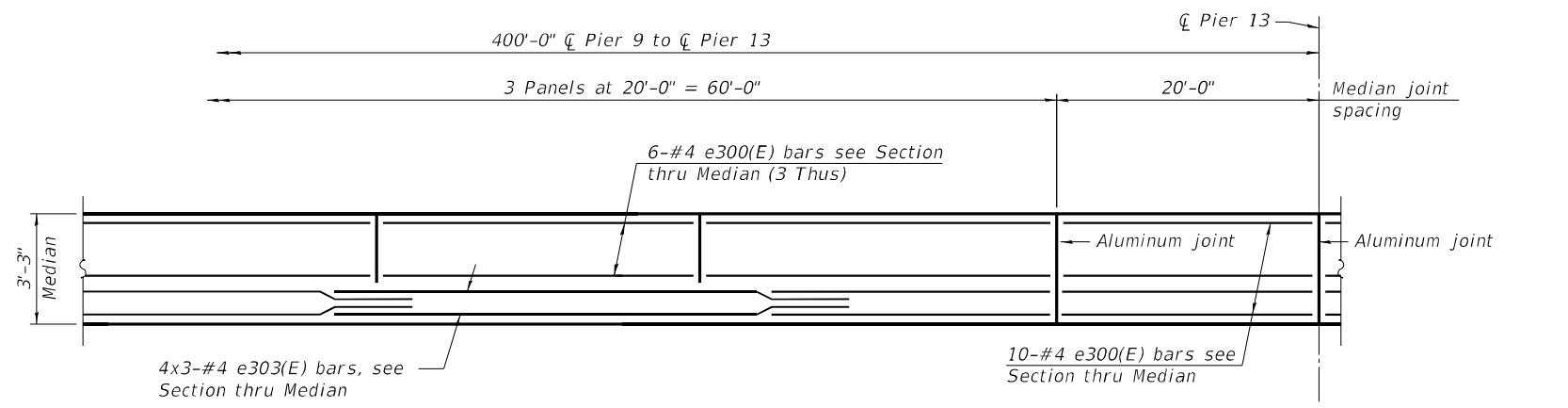
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	192
CONTRACT NO.			68F38	



ELEVATION OF MEDIAN



ELEVATION OF MEDIAN



ELEVATION OF MEDIAN

MIN LAP:  
#4 Bar = 2'-5"

- NOTES:
- Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.

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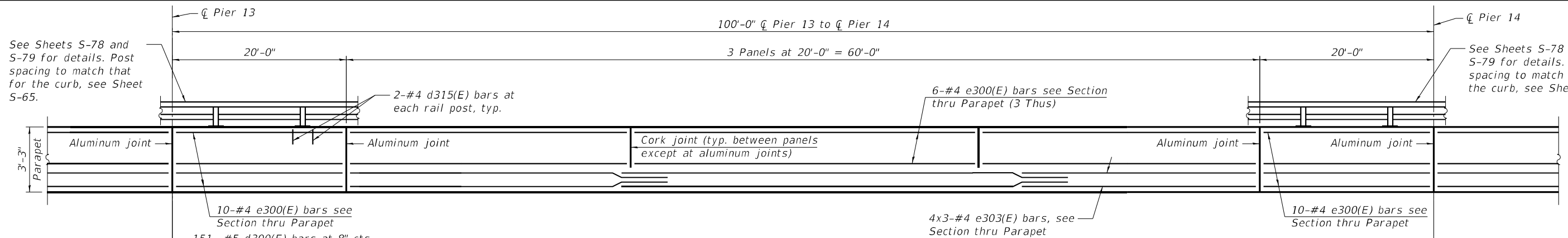


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PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

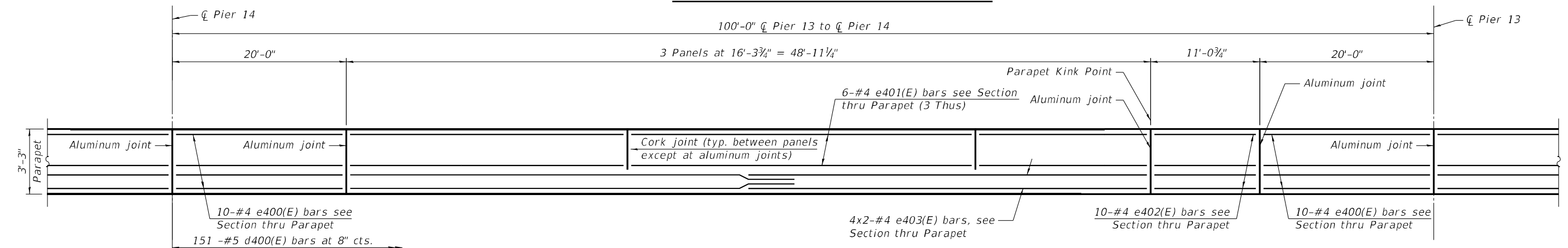
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PARAPET AND MEDIAN REINFORCEMENT II - SPANS 10-13  
STRUCTURE NO. 090-0122

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	193
CONTRACT NO.			68F38	

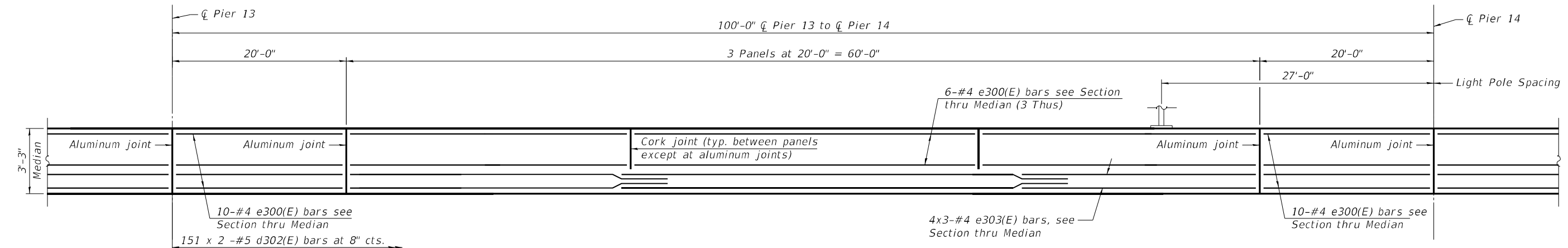


**INSIDE ELEVATION OF NORTH PARAPET**



**\*INSIDE ELEVATION OF SOUTH PARAPET**

\*Bars for South Parapet to be billed in the Widened Deck BOM, see Sheet S-71.



**ELEVATION OF MEDIAN**

**MIN LAP:**  
#4 Bar = 2'-5"

1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
2. For Parapet Railing details see Sheet S-78 and S-79.

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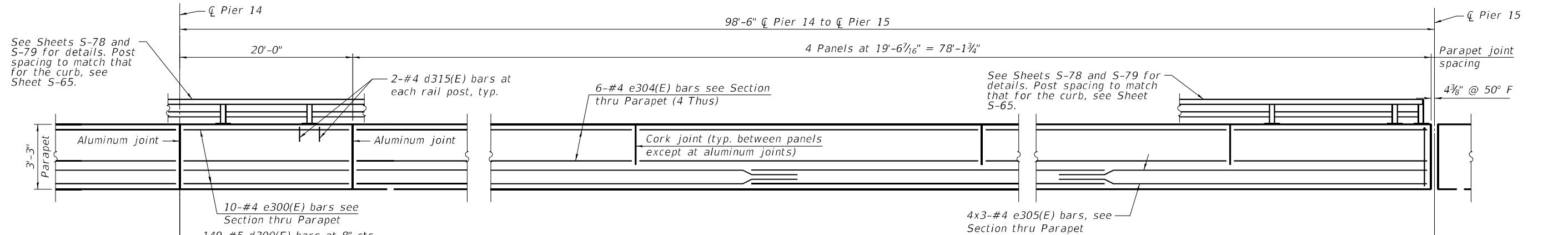


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DRAWN - SBA	REVISED -	
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

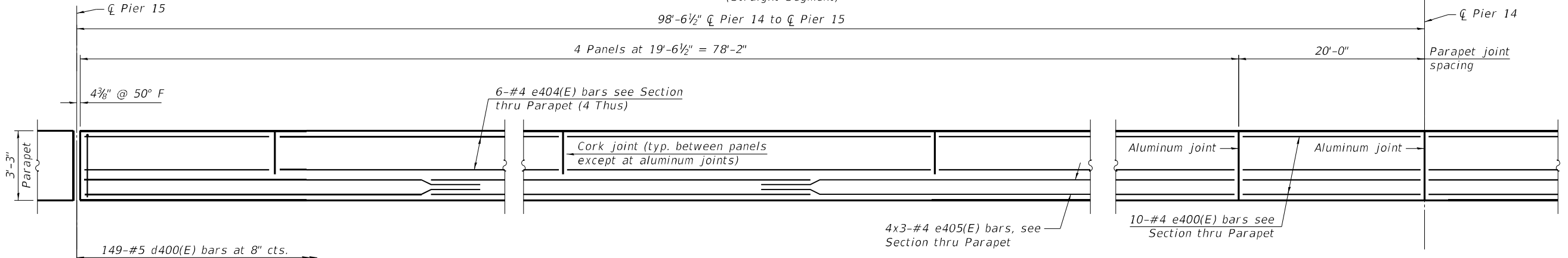
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PARAPET AND MEDIAN REINFORCEMENT - SPAN 14  
STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	194
CONTRACT NO.			68F38	
ILLINOIS FED. AID PROJECT				

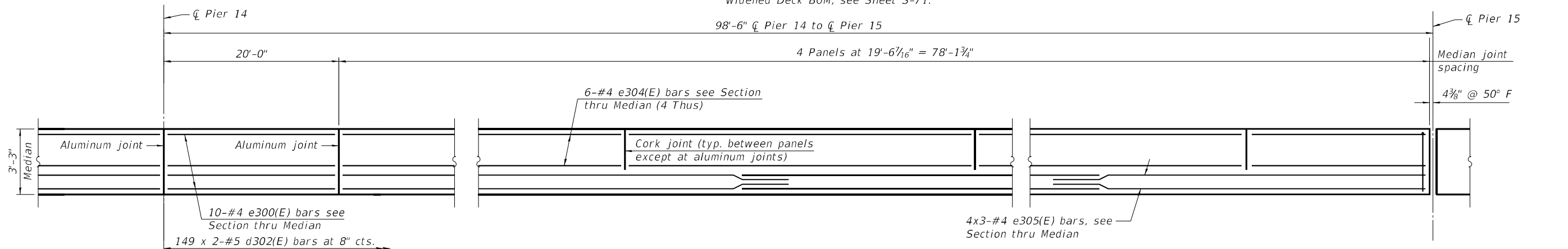


**INSIDE ELEVATION OF NORTH PARAPET**  
(Straight Segment)



**\*INSIDE ELEVATION OF SOUTH PARAPET**  
(Flared Segment)

\*Bars for South Parapet to be billed in the Widened Deck BOM, see Sheet S-71.



**INSIDE ELEVATION OF MEDIAN**  
(Straight Segment)

**MIN LAP:**  
#4 Bar = 2'-5"

- NOTES:**
- Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
  - For Parapet Railing details see Sheet S-78 and S-79.

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USER NAME = Structural	DESIGNED - LM	REVISED -
	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

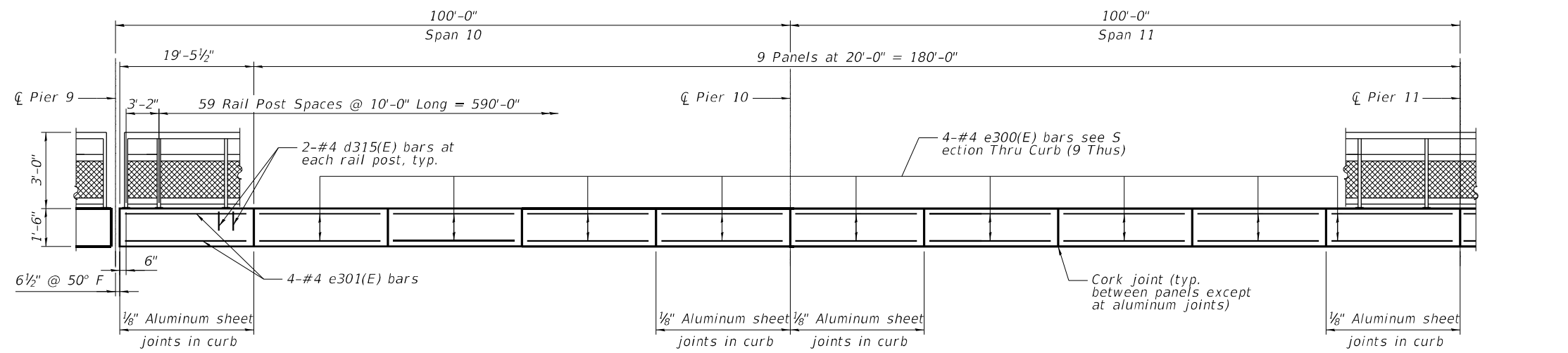
**PARAPET AND MEDIAN REINFORCEMENT - SPAN 15  
STRUCTURE NO. 090-0122**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	*	286	195
			CONTRACT NO. 68F38	

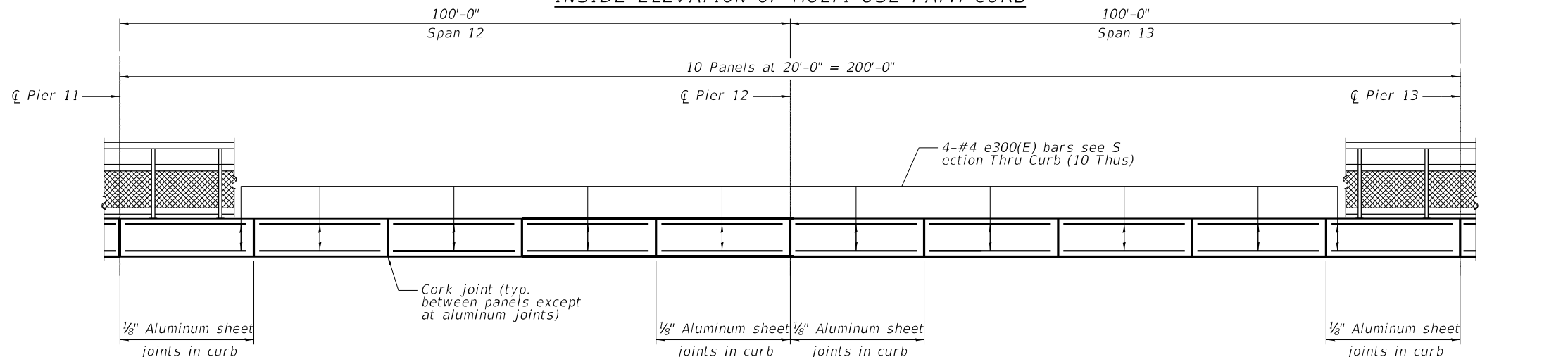
SHEET 5-64 OF 5-122 SHEETS

ILLINOIS FED. AID PROJECT \* PEORIA / TAZEVELL

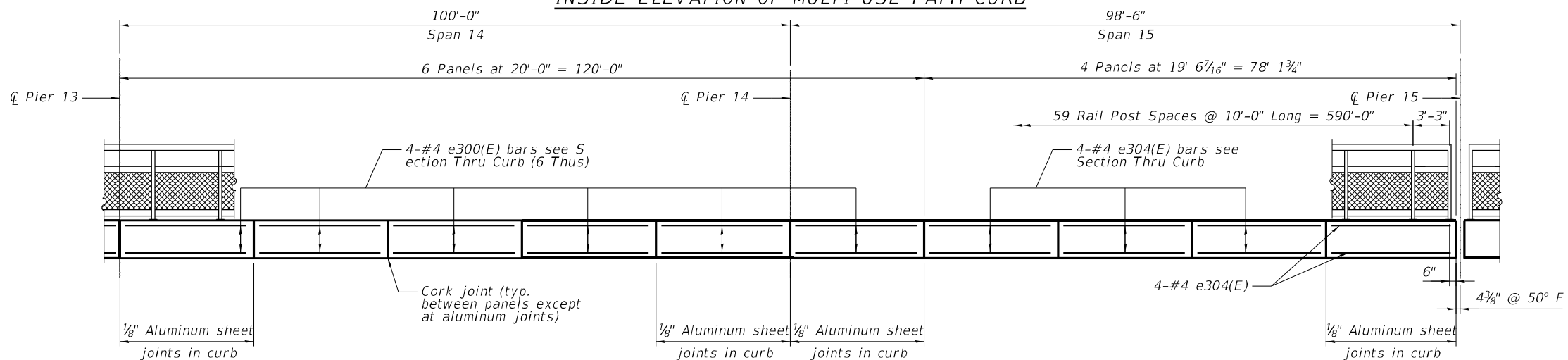




INSIDE ELEVATION OF MULTI-USE PATH CURB



INSIDE ELEVATION OF MULTI-USE PATH CURB



INSIDE ELEVATION OF MULTI-USE PATH CURB

MIN LAP:  
#4 Bar = 2'-5"

DATE PLOTTED = 10/12/22 1:46:00 PM  
 PEN TABLE = N:\Proj\002117602\002117602.dwg  
 PLOT CONFIG = CG-PPR.plt  
 FILE NAME = N:\Proj\002117602\CADD\Struct\090-0122-CurbDetailSpans10to15.dwg



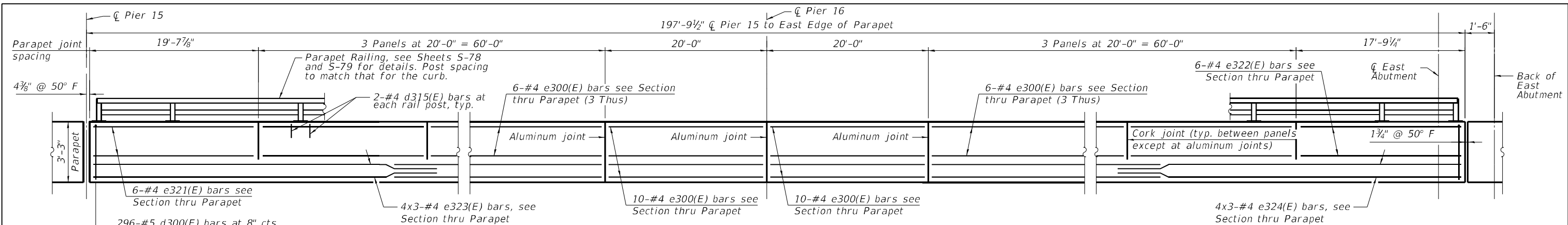
USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

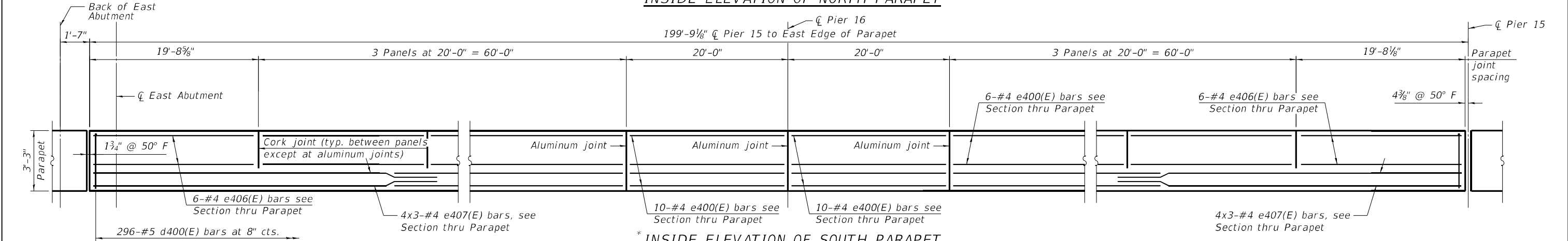
**CURB DETAILS SPANS 10-15**  
**STRUCTURE NO. 090-0122**

SHEET 5-65 OF S-122 SHEETS

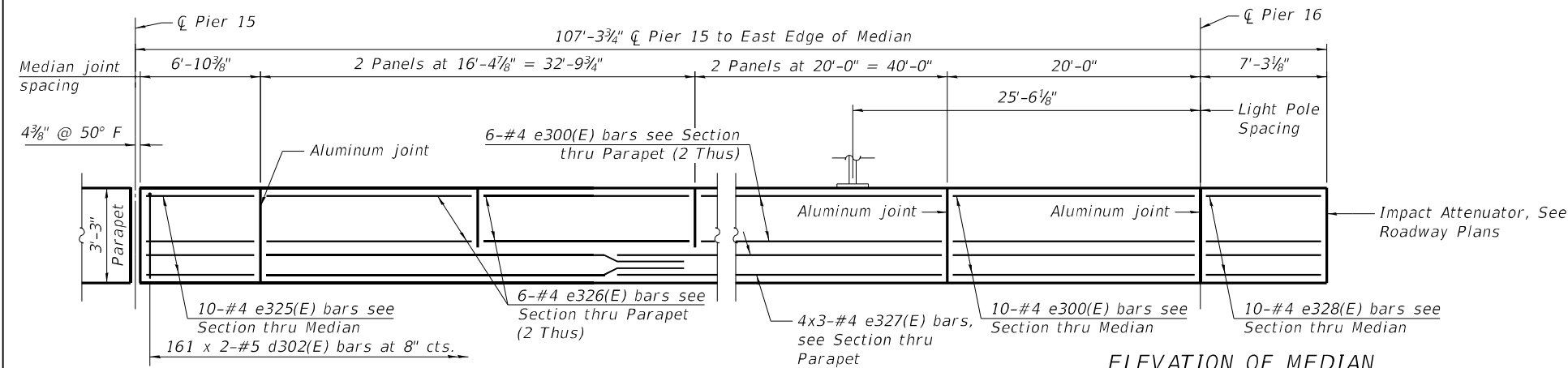
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	196
CONTRACT NO. 68F38				



**INSIDE ELEVATION OF NORTH PARAPET**



**INSIDE ELEVATION OF SOUTH PARAPET**



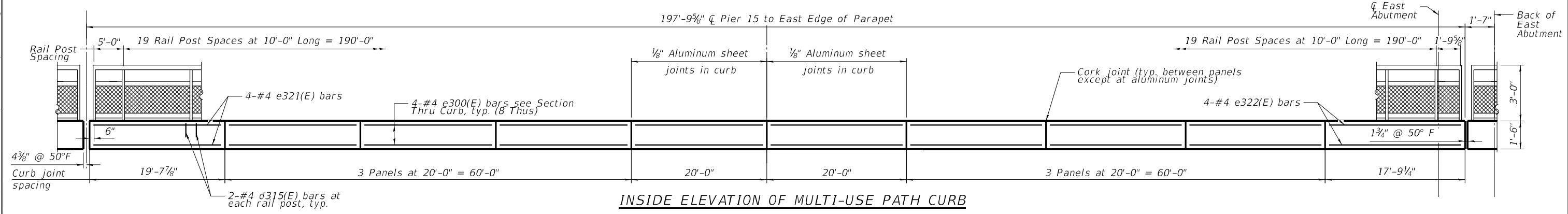
**ELEVATION OF MEDIAN**

\* Spans 16 and 17 South Parapet is billed with the deck widening BOM, see Sheet S-71

**MIN LAP:**  
#4 Bar = 2'-5"

**NOTES:**

1. Bar indicated thus 4 x 6 -#4 etc. indicates 4 lines of bars with 6 lengths per line.
2. For Parapet Railing details see Sheets S-78 and S-79.



**INSIDE ELEVATION OF MULTI-USE PATH CURB**

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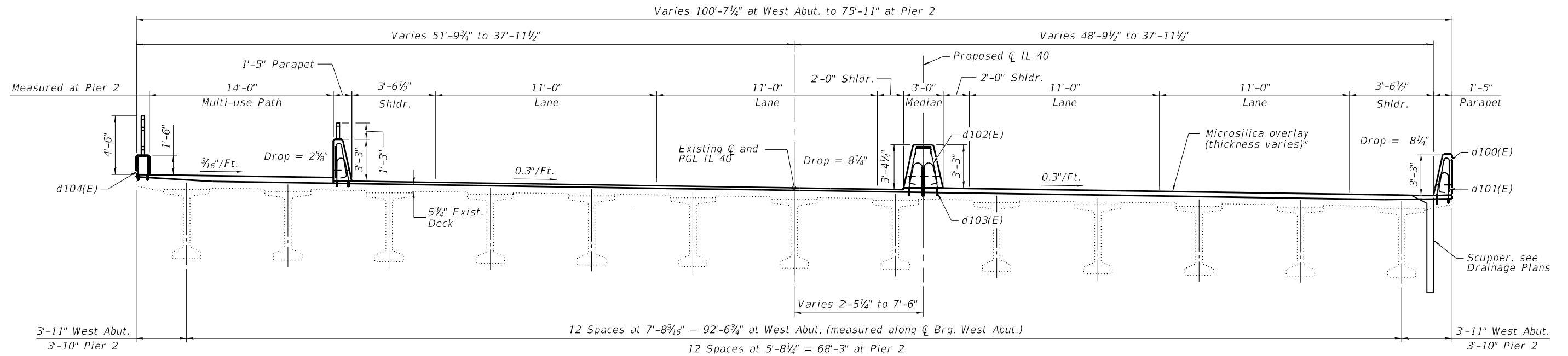


USER NAME = Structural	DESIGNED - LM	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

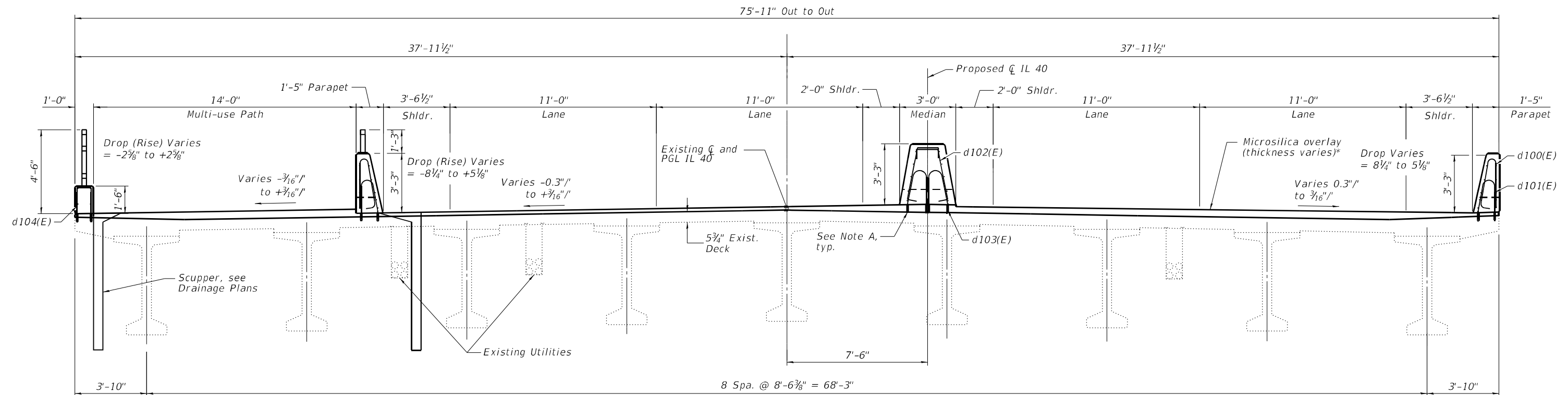
**PARAPET AND MEDIAN REINFORCEMENT - SPANS 16-17**  
**STRUCTURE NO. 090-0122**

F.A.P. RTE. 404	SECTION 50 (BDR, BJR, BRR, L)	COUNTY -	TOTAL SHEETS 286	SHEET NO. 197
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68F38	



**CROSS SECTION - SPANS 1-2**  
(Looking East)

**Note A:**  
Core and Set d101(E), d103(E), and d104(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufactures 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.



**CROSS SECTION - SPANS 3-6**  
(Looking East)

\*See screed sheets for overlay thicknesses.

**NOTES:**  
1. See Sheets S-55 through S-66 for Elevation of Parapet and Median Barriers.

DATE PLOTTED = 10/12/22 1:46:02 PM  
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FILE NAME: N:\Proj\002117602\CADD\Structural\68F38.66.Super\Sections L.dwg



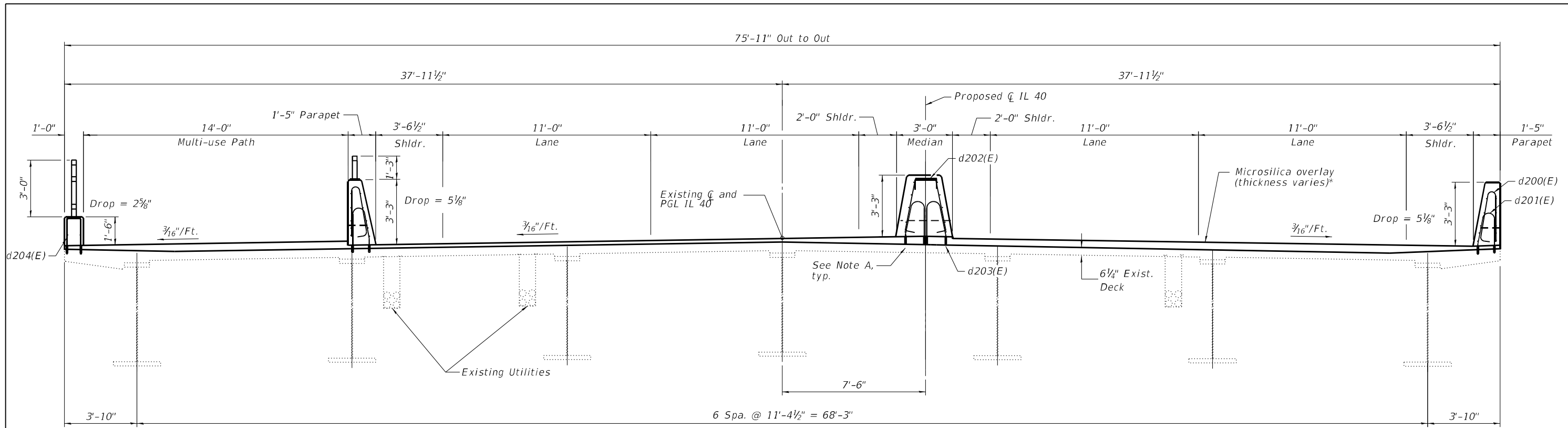
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PLOT SCALE = 0.1667' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 10/12/22	CHECKED - BWS	REVISED -
	DATE - 10/12/22	REVISED -

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

**SUPERSTRUCTURE CROSS SECTIONS I**  
**STRUCTURE NO. 090-0122**

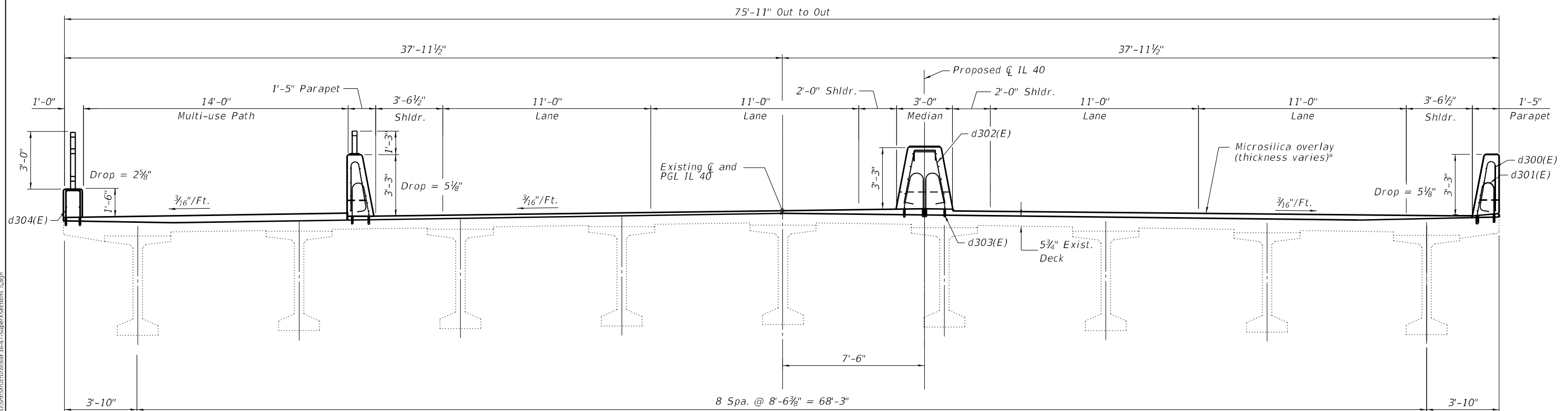
SHEET 5-67 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	198
CONTRACT NO.			68F38	
ILLINOIS FED. AID PROJECT				



**Note A:**  
 Core and Set d301(E), d303(E), and d304(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufactures 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.

**CROSS SECTION - SPANS 7-9**  
 (Looking East)



\*See screed sheets for overlay thicknesses.

**CROSS SECTION - SPANS 10-13 (TO STA. 33+45)**  
 (Looking East)

**NOTES:**  
 1. See Sheets S-55 through S-66 for Elevation of Parapet and Median Barriers.

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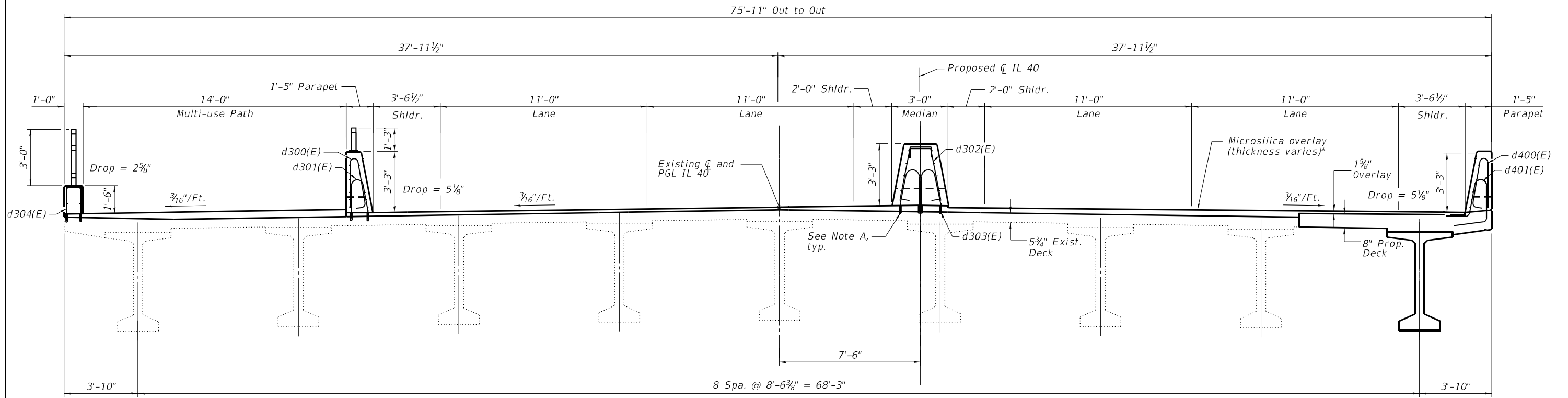
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	DRAWN - SBA	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

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

**SUPERSTRUCTURE CROSS SECTIONS II**  
**STRUCTURE NO. 090-0122**

SHEET 5-68 OF S-122 SHEETS

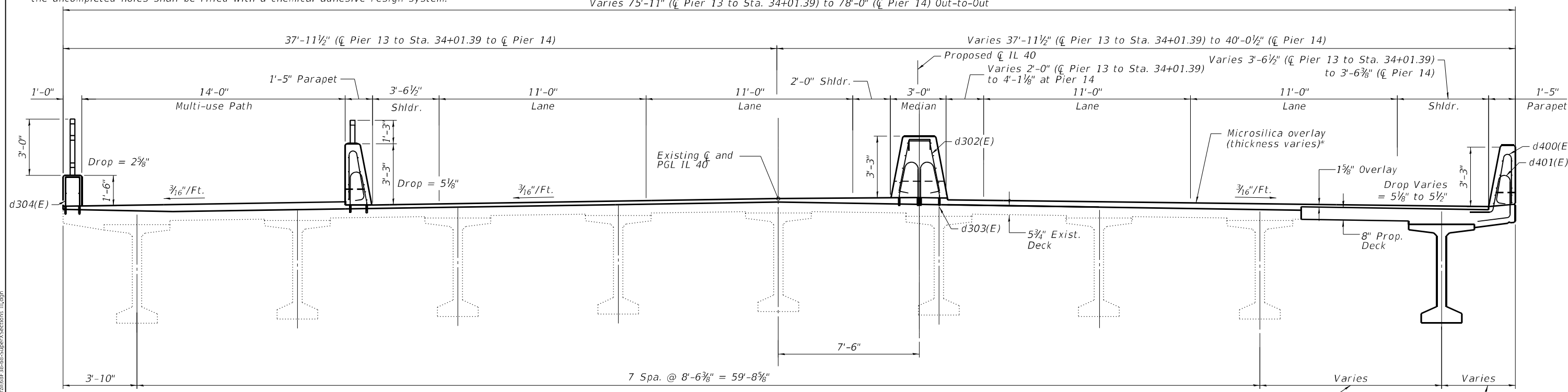
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	199
CONTRACT NO.			68F38	
ILLINOIS FED. AID PROJECT				



**CROSS SECTION - SPAN 13 AT STA. 33+45 TO PIER 13**  
(Looking East)

**Note A:**  
Core and Set d301(E), d303(E), and d304(E) bars according to Article 584 of the Standard Specifications. Cored holes shall be roughened or scored per manufactures 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.

Varies 75'-11" (CL Pier 13 to Sta. 34+01.39) to 78'-0" (CL Pier 14) Out-to-Out



**CROSS SECTION - SPAN 14**  
(Looking East)

\*See screed sheets for overlay thicknesses.

8'-6 3/8" (CL Brg. Pier 13) to 10'-2" (CL Brg. Pier 14)  
3'-10" (CL Pier 13) to 3'-4" (Sta. 34+01.39) to 4'-3" (CL Pier 14)

**NOTES:**  
1. See Sheets S-55 through S-66 for Elevation of Parapet and Median Barriers.

DATE PLOTTED = 10/12/22 2:27:24 PM  
PEN TABLE = 0021178-02.tbl  
PLOT CONFIG = CG-PDF.plt  
FILE NAME = I:\090\02\1178.02\CADD\Struct\1178-02-Sub-68-Super\Sections III.dgn



USER NAME = Structural	DESIGNED - LM	REVISED -
DRAWN - SBA	REVISIONS -	
PLOT SCALE = 0.1667' / in.	CHECKED - BWS	REVISED -
PLOT DATE = 10/12/22	DATE - 10/12/22	REVISED -

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

**SUPERSTRUCTURE CROSS SECTIONS III**  
**STRUCTURE NO. 090-0122**

SHEET 5-69 OF S-122 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	50 (BDR, BJR, BRR, L)	-	286	200
CONTRACT NO. 68F38				
ILLINOIS FED. AID PROJECT				

PEORIA / TAZEWELL