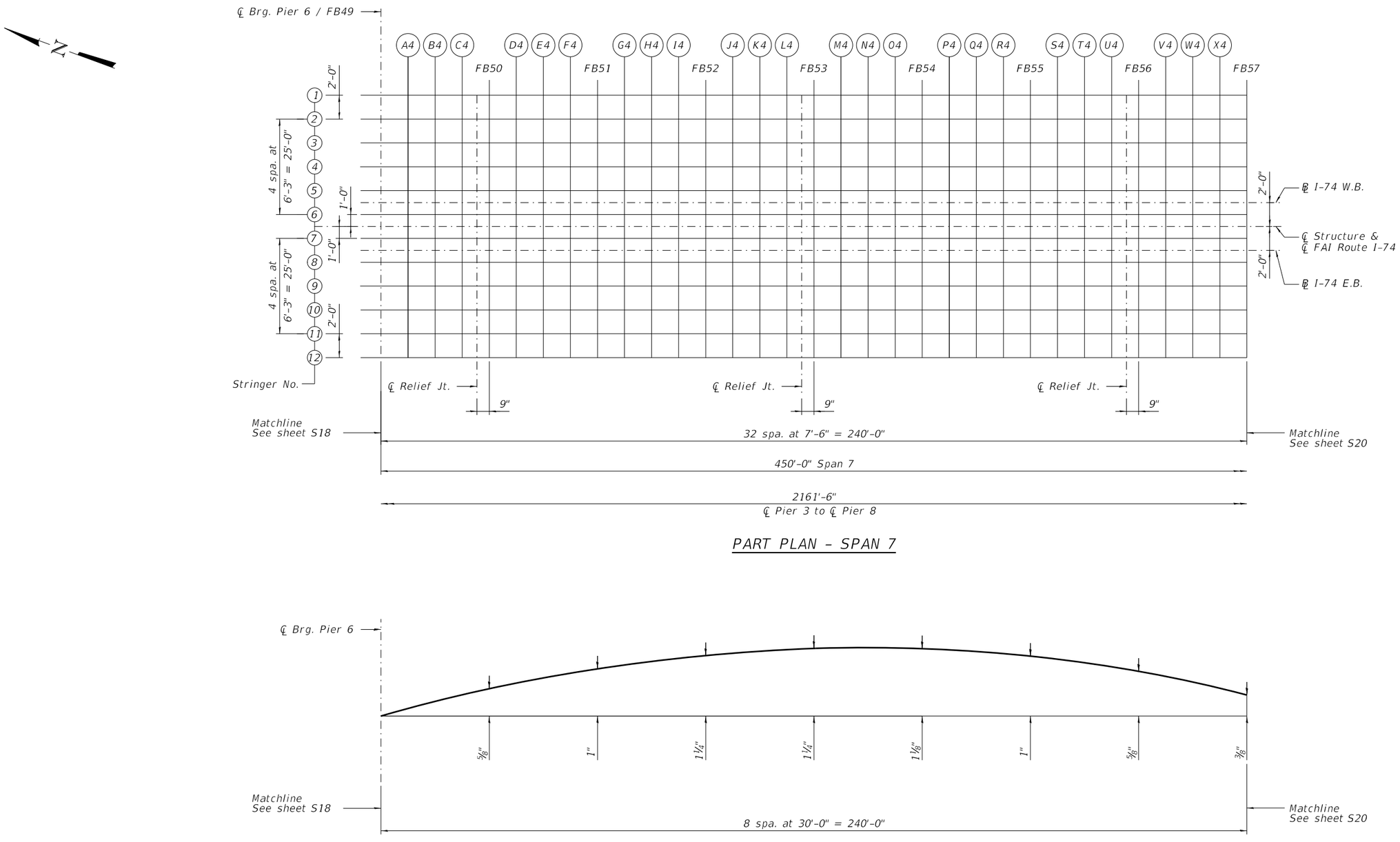

PART PLAN - SPAN 7

DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

Includes weight of concrete only

Notes:

The dead load deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S23 thru S36.

The contractor is alerted that truss dead load deflection values shown were developed based on the concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown on sheet S42.

FB indicates ℄ floorbeam.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - ELK	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 5
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S19 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	201

CONTRACT NO. 68C89

ILLINOIS | FED. AID PROJECT

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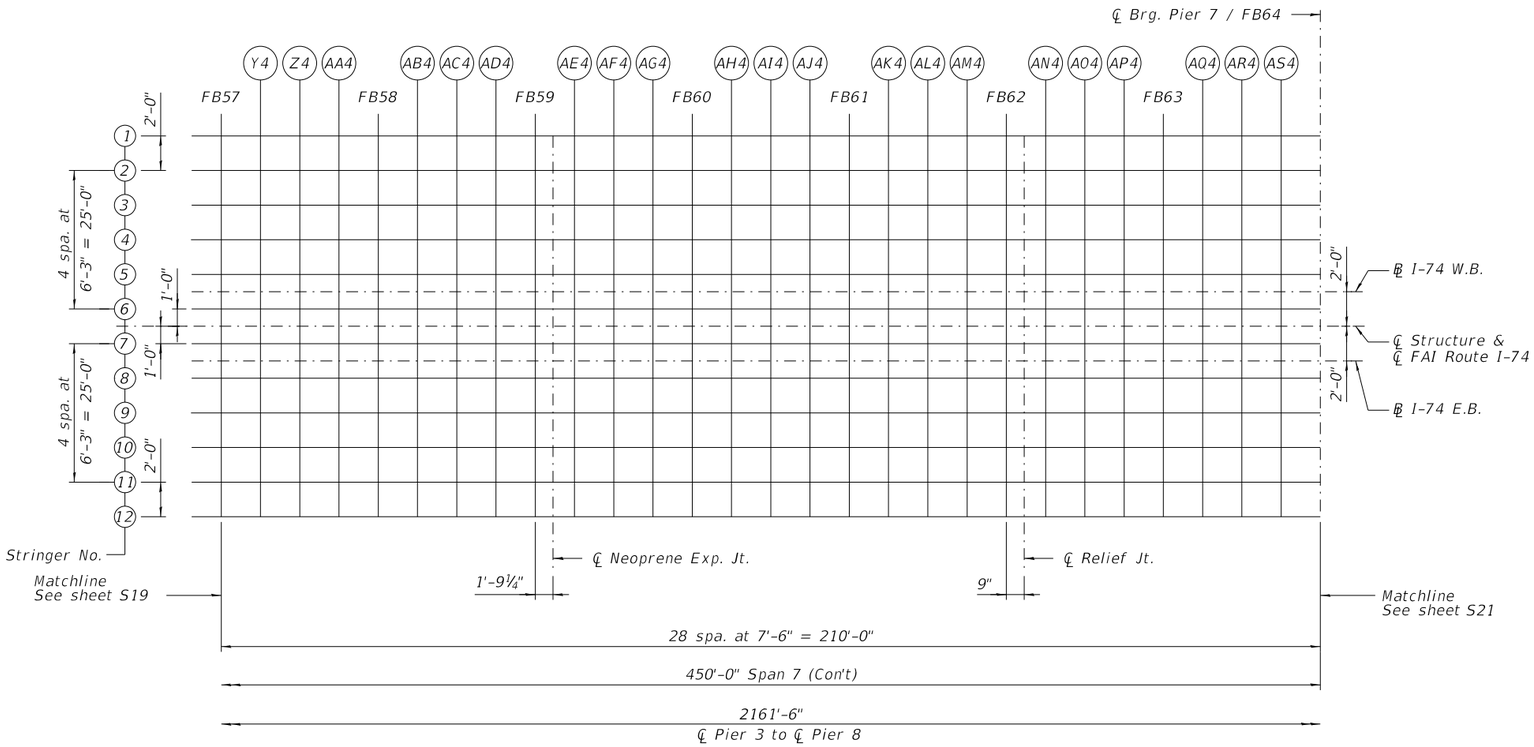
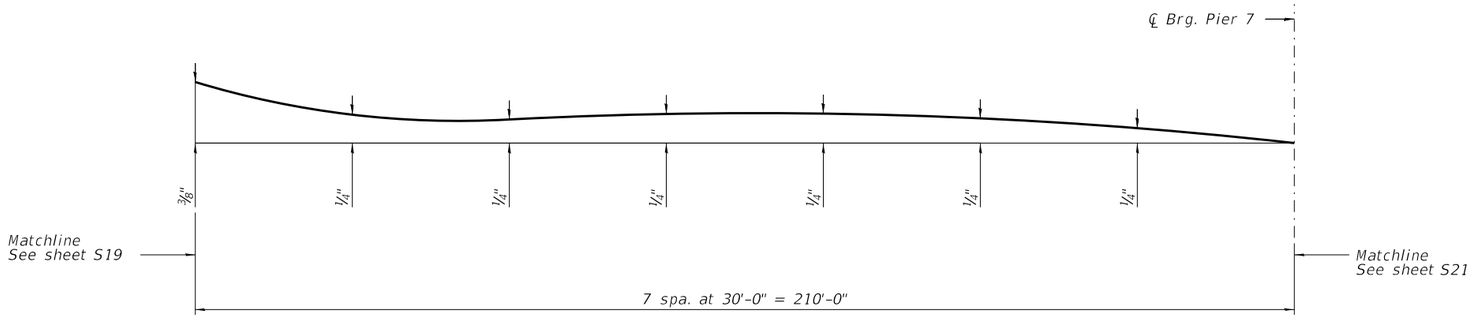


PART PLAN - SPAN 7 (CON'T)



DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

Includes weight of concrete only

Notes:

The dead load deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S23 thru S36.

The contractor is alerted that truss dead load deflection values shown were developed based on the concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown on sheet S42.

FB indicates ℄ floorbeam.

MODJESKI and MASTERS Experience great bridges.

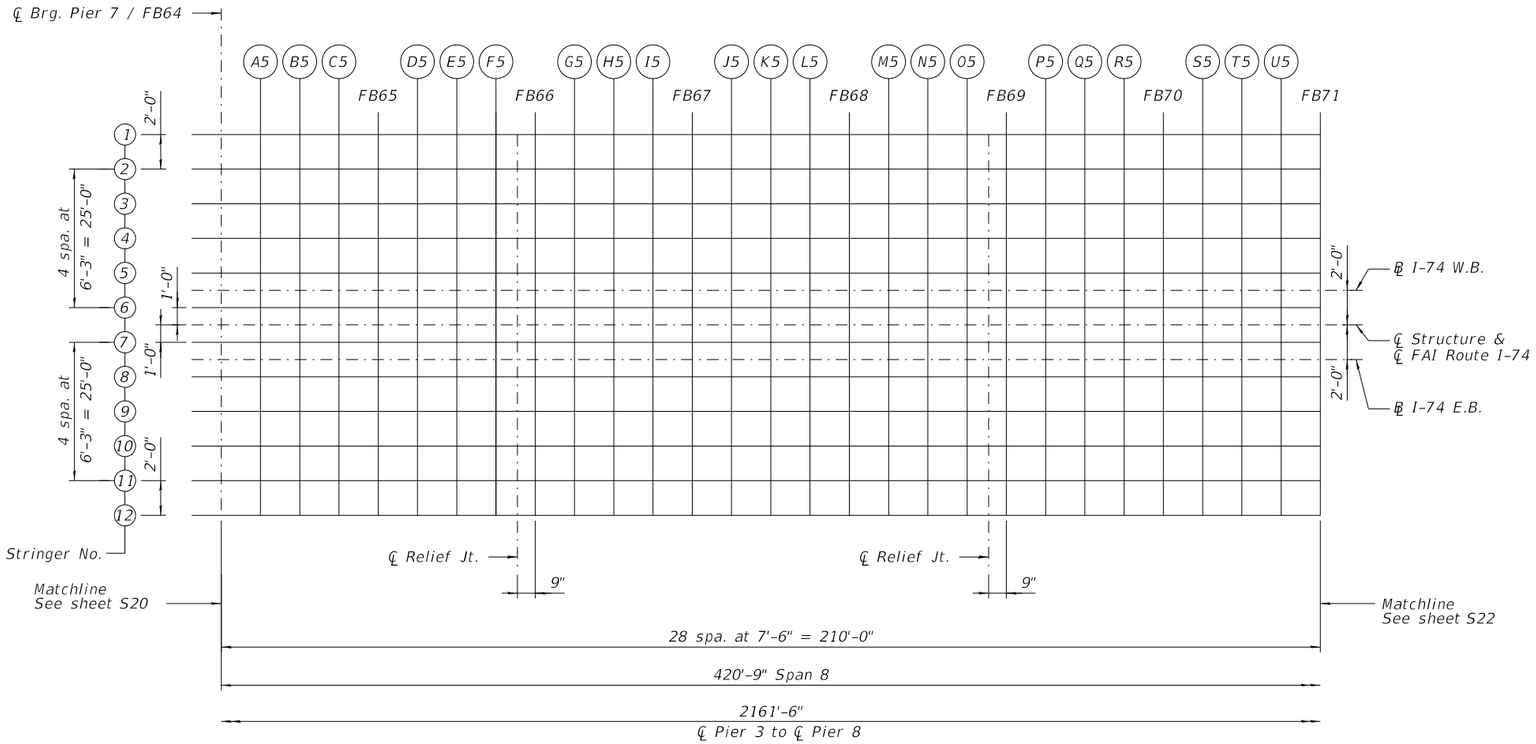
USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

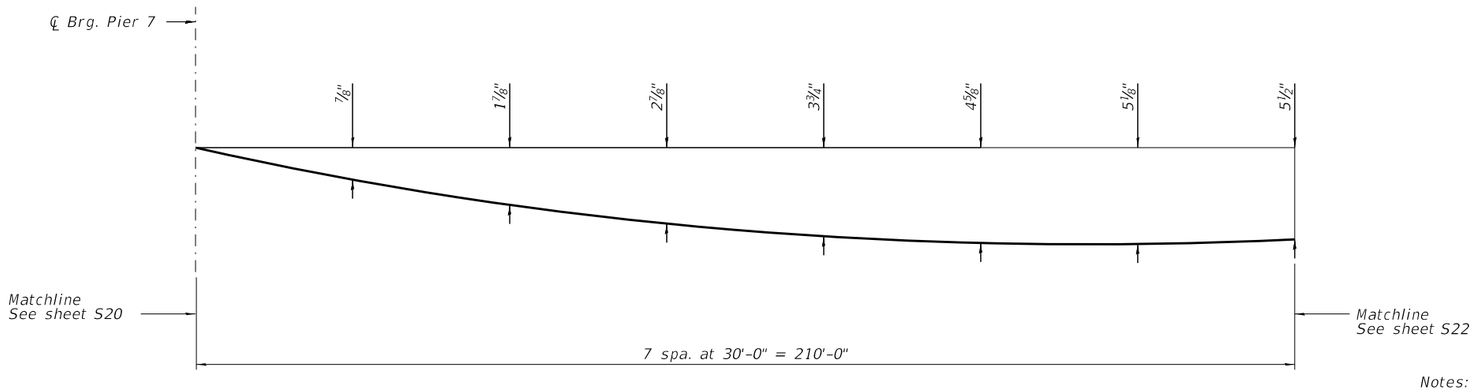
TOP OF SLAB ELEVATIONS - TRUSS SPANS - 6
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S20 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	202
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	



PART PLAN - SPAN 8



DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

Includes weight of concrete only

Notes:

The dead load deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S23 thru S36.

The contractor is alerted that truss dead load deflection values shown were developed based on the concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown on sheet S42.

FB indicates ℄ floorbeam.

*PEORIA/TAZEWELL

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MODJESKI and MASTERS
Experience great bridges.

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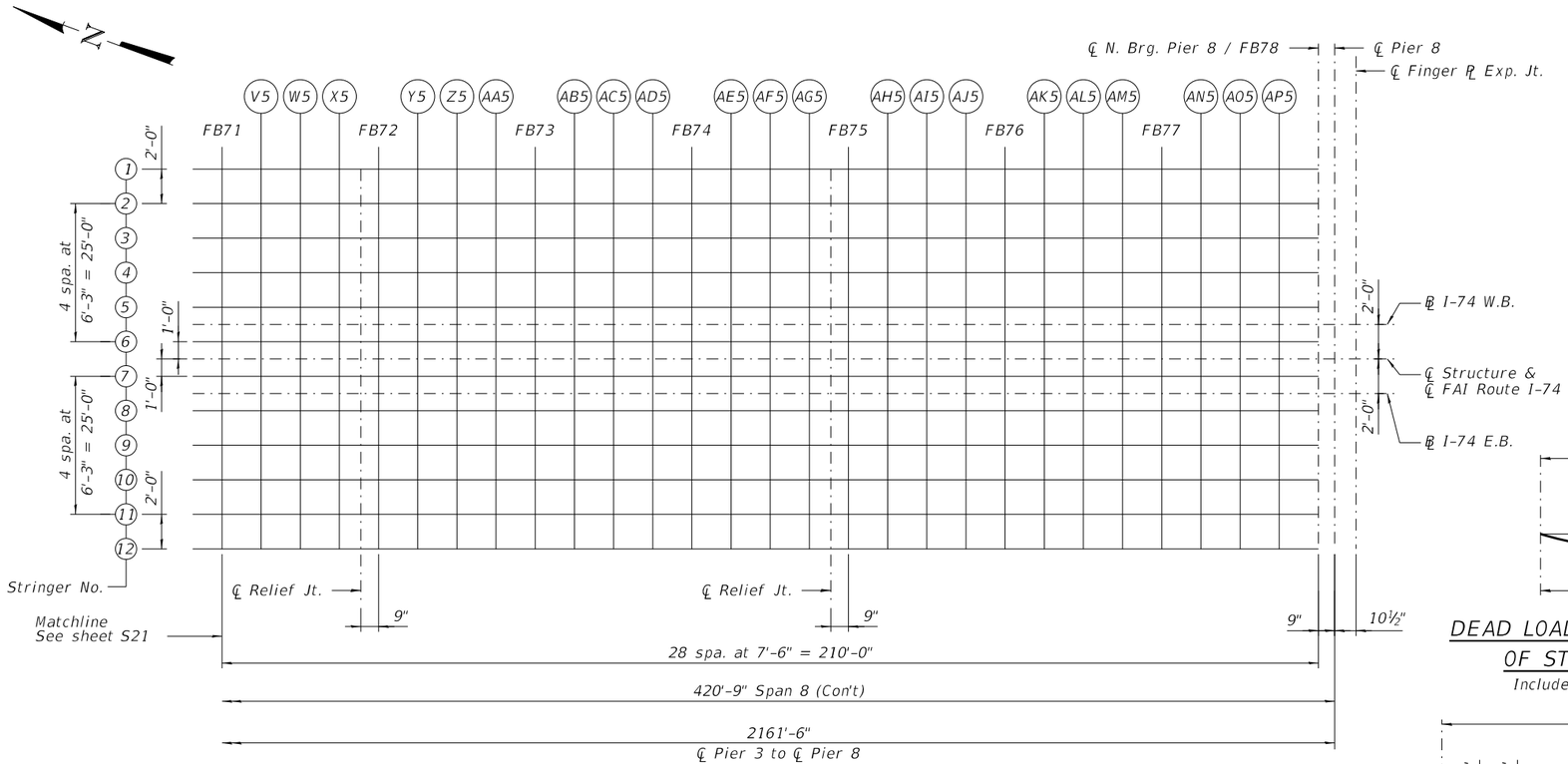
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

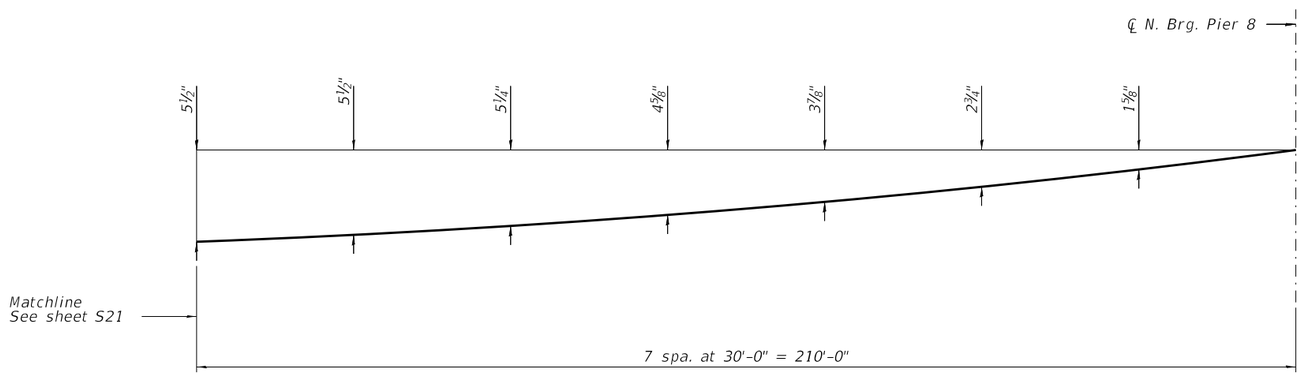
TOP OF SLAB ELEVATIONS - TRUSS SPANS - 7
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S21 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	203
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

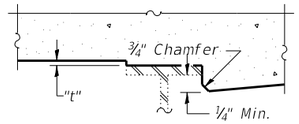


PART PLAN - SPAN 8 (CON'T)

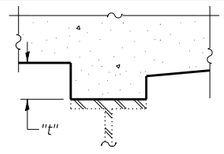


DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

Includes weight of concrete only



At Standard Fillet



At Deep Fillet

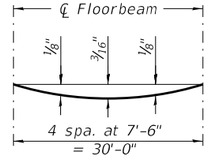
To determine "t": After all the existing concrete deck has been removed, elevations of the top flanges of the beams shall be taken at intervals shown on sheets S15 thru S22. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S23 thru S36, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

Fillet heights "t" shall not be less than ½". Adjust cross slope in field as required.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S23 thru S36. For grinding the deck, see Special Provisions.

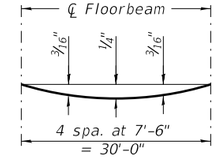
The contractor is alerted that grade elevation adjusted for dead load deflection and grinding values shown on sheets S23 thru S36 were developed based on concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown on sheet S42.

FILLET HEIGHTS



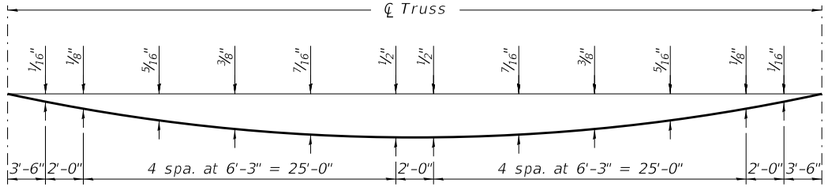
DEAD LOAD DEFLECTION DIAGRAM OF STRINGER 2 THRU 11

Includes weight of concrete only



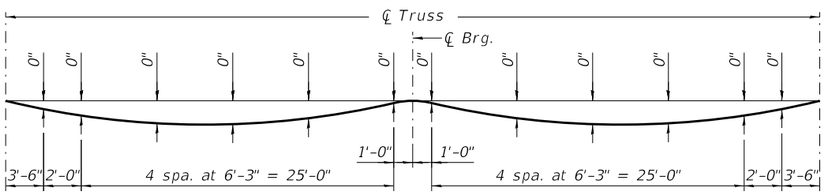
DEAD LOAD DEFLECTION DIAGRAM OF STRINGER 1 AND 12

Includes weight of concrete only



DEAD LOAD DEFLECTION DIAGRAM OF INTERIOR FLOORBEAM

Includes weight of concrete only



DEAD LOAD DEFLECTION DIAGRAM OF END FLOORBEAM

Includes weight of concrete only

Notes:

The dead load deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S23 thru S36.

The contractor is alerted that truss dead load deflection values shown were developed based on the concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown on sheet S42.

FB indicates ℄ floorbeam.

*PEORIA/TAZEWELL

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MODJESKI and MASTERS Experience great bridges.

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	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 8
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S22 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	204
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

STRINGER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	-28.00	496.11	496.16
FB7	141+10.00	-28.00	496.41	496.46
A1	141+17.50	-28.00	496.63	496.69
B1	141+25.00	-28.00	496.84	496.91
C1	141+32.50	-28.00	497.06	497.11
FB8	141+40.00	-28.00	497.27	497.31
D1	141+47.50	-28.00	497.49	497.54
E1	141+55.00	-28.00	497.70	497.76
F1	141+62.50	-28.00	497.92	497.97
FB9	141+70.00	-28.00	498.13	498.17
℄ Relief Jt.	141+70.75	-28.00	498.15	498.20
G1	141+77.50	-28.00	498.35	498.40
H1	141+85.00	-28.00	498.56	498.62
I1	141+92.50	-28.00	498.78	498.82
FB10	142+00.00	-28.00	498.99	499.02
J1	142+07.50	-28.00	499.18	499.22
K1	142+15.00	-28.00	499.37	499.42
L1	142+22.50	-28.00	499.56	499.60
FB11	142+30.00	-28.00	499.75	499.77
M1	142+37.50	-28.00	499.94	499.97
N1	142+45.00	-28.00	500.12	500.16
O1	142+52.50	-28.00	500.31	500.34
FB12	142+60.00	-28.00	500.49	500.51
℄ Relief Jt.	142+60.75	-28.00	500.51	500.53
P1	142+67.50	-28.00	500.67	500.70
Q1	142+75.00	-28.00	500.85	500.89
R1	142+82.50	-28.00	501.03	501.06
FB13	142+90.00	-28.00	501.21	501.23
S1	142+97.50	-28.00	501.39	501.42
T1	143+05.00	-28.00	501.57	501.61
U1	143+12.50	-28.00	501.74	501.78
℄ Brg. Pier 4 / FB14	143+20.00	-28.00	501.92	501.95
A2	143+27.50	-28.00	502.09	502.15
B2	143+35.00	-28.00	502.26	502.34
C2	143+42.50	-28.00	502.43	502.52
FB15	143+50.00	-28.00	502.60	502.69
D2	143+57.50	-28.00	502.77	502.89
E2	143+65.00	-28.00	502.93	503.08
F2	143+72.50	-28.00	503.09	503.25
℄ Relief Jt.	143+79.25	-28.00	503.24	503.40
FB16	143+80.00	-28.00	503.26	503.42
G2	143+87.50	-28.00	503.42	503.62
H2	143+95.00	-28.00	503.58	503.81
I2	144+02.50	-28.00	503.75	503.99
FB17	144+10.00	-28.00	503.91	504.15
J2	144+17.50	-28.00	504.07	504.35
K2	144+25.00	-28.00	504.24	504.54
L2	144+32.50	-28.00	504.40	504.72
FB18	144+40.00	-28.00	504.56	504.89
M2	144+47.50	-28.00	504.73	505.09
N2	144+55.00	-28.00	504.89	505.28
O2	144+62.50	-28.00	505.05	505.45
℄ Neoprene Exp. Jt.	144+68.23	-28.00	505.18	505.58
FB19	144+70.00	-28.00	505.22	505.62
P2	144+77.50	-28.00	505.38	505.79
Q2	144+85.00	-28.00	505.54	505.95
R2	144+92.50	-28.00	505.71	506.10
FB20	145+00.00	-28.00	505.87	506.24
S2	145+07.50	-28.00	506.03	506.40
T2	145+15.00	-28.00	506.20	506.56
U2	145+22.50	-28.00	506.36	506.70

STRINGER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	28.00	496.15	496.21
FB7	141+10.00	28.00	496.46	496.50
A1	141+17.50	28.00	496.67	496.73
B1	141+25.00	28.00	496.89	496.95
C1	141+32.50	28.00	497.10	497.15
FB8	141+40.00	28.00	497.31	497.35
D1	141+47.50	28.00	497.52	497.58
E1	141+55.00	28.00	497.74	497.80
F1	141+62.50	28.00	497.95	498.01
FB9	141+70.00	28.00	498.16	498.20
℄ Relief Jt.	141+70.75	28.00	498.18	498.23
G1	141+77.50	28.00	498.37	498.43
H1	141+85.00	28.00	498.59	498.64
I1	141+92.50	28.00	498.80	498.84
FB10	142+00.00	28.00	499.01	499.04
J1	142+07.50	28.00	499.19	499.24
K1	142+15.00	28.00	499.38	499.43
L1	142+22.50	28.00	499.57	499.61
FB11	142+30.00	28.00	499.76	499.78
M1	142+37.50	28.00	499.94	499.98
N1	142+45.00	28.00	500.13	500.17
O1	142+52.50	28.00	500.31	500.35
FB12	142+60.00	28.00	500.50	500.51
℄ Relief Jt.	142+60.75	28.00	500.51	500.53
P1	142+67.50	28.00	500.68	500.71
Q1	142+75.00	28.00	500.85	500.89
R1	142+82.50	28.00	501.03	501.07
FB13	142+90.00	28.00	501.21	501.23
S1	142+97.50	28.00	501.39	501.42
T1	143+05.00	28.00	501.57	501.61
U1	143+12.50	28.00	501.74	501.78
℄ Brg. Pier 4 / FB14	143+20.00	28.00	501.92	501.95
A2	143+27.50	28.00	502.09	502.15
B2	143+35.00	28.00	502.26	502.34
C2	143+42.50	28.00	502.43	502.52
FB15	143+50.00	28.00	502.60	502.69
D2	143+57.50	28.00	502.77	502.89
E2	143+65.00	28.00	502.93	503.08
F2	143+72.50	28.00	503.09	503.25
℄ Relief Jt.	143+79.25	28.00	503.24	503.40
FB16	143+80.00	28.00	503.26	503.42
G2	143+87.50	28.00	503.42	503.62
H2	143+95.00	28.00	503.58	503.81
I2	144+02.50	28.00	503.75	503.99
FB17	144+10.00	28.00	503.91	504.15
J2	144+17.50	28.00	504.07	504.35
K2	144+25.00	28.00	504.24	504.54
L2	144+32.50	28.00	504.40	504.72
FB18	144+40.00	28.00	504.56	504.89
M2	144+47.50	28.00	504.73	505.09
N2	144+55.00	28.00	504.89	505.28
O2	144+62.50	28.00	505.05	505.45
℄ Neoprene Exp. Jt.	144+68.23	28.00	505.18	505.58
FB19	144+70.00	28.00	505.22	505.62
P2	144+77.50	28.00	505.38	505.79
Q2	144+85.00	28.00	505.54	505.95
R2	144+92.50	28.00	505.71	506.10
FB20	145+00.00	28.00	505.87	506.24
S2	145+07.50	28.00	506.03	506.40
T2	145+15.00	28.00	506.20	506.56
U2	145+22.50	28.00	506.36	506.70

*STRINGERS 1 AND 12 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	28.00	506.52	506.84
V2	145+37.50	28.00	506.69	507.00
W2	145+45.00	28.00	506.85	507.16
X2	145+52.50	28.00	507.01	507.30
FB22	145+60.00	28.00	507.18	507.44
℄ Relief Jt.	145+60.75	28.00	507.19	507.45
Y2	145+67.50	28.00	507.34	507.60
Z2	145+75.00	28.00	507.51	507.75
AA2	145+82.50	28.00	507.67	507.89
FB23	145+90.00	28.00	507.83	508.02
AB2	145+97.50	28.00	508.00	508.18
AC2	146+05.00	28.00	508.16	508.34
AD2	146+12.50	28.00	508.32	508.48
FB24	146+20.00	28.00	508.48	508.61
AE2	146+27.50	28.00	508.63	508.77
AF2	146+35.00	28.00	508.79	508.91
AG2	146+42.50	28.00	508.94	509.04
FB25	146+50.00	28.00	509.08	509.16
℄ Relief Jt.	146+50.75	28.00	509.10	509.18
AH2	146+57.50	28.00	509.23	509.32
AI2	146+65.00	28.00	509.37	509.46
AJ2	146+72.50	28.00	509.51	509.58
FB26	146+80.00	28.00	509.65	509.69
AK2	146+87.50	28.00	509.78	509.84
AL2	146+95.00	28.00	509.91	509.97
AM2	147+02.50	28.00	510.04	510.08
FB27	147+10.00	28.00	510.16	510.19
AN2	147+17.50	28.00	510.28	510.32
AO2	147+25.00	28.00	510.40	510.44
AP2	147+32.50	28.00	510.52	510.55
FB28	147+40.00	28.00	510.63	510.65
℄ Relief Jt.	147+40.75	28.00	510.64	510.66
AQ2	147+47.50	28.00	510.74	510.78
AR2	147+55.00	28.00	510.85	510.89
AS2	147+62.50	28.00	510.95	510.99
℄ Brg. Pier 5 / FB29	147+70.00	28.00	511.05	511.08
A3	147+77.50	28.00	511.15	511.21
B3	147+85.00	28.00	511.25	511.33
C3	147+92.50	28.00	511.34	511.43
FB30	148+00.00	28.00	511.43	511.53
D3	148+07.50	28.00	511.52	511.65
E3	148+15.00	28.00	511.60	511.76
F3	148+22.50	28.00	511.68	511.85
℄ Relief Jt.	148+29.25	28.00	511.75	511.93
FB31	148+30.00	28.00	511.76	511.94
G3	148+37.50	28.00	511.84	512.05
H3	148+45.00	28.00	511.91	512.15
I3	148+52.50	28.00	511.98	512.24
FB32	148+60.00	28.00	512.05	512.32
J3	148+67.50	28.00	512.12	512.42
K3	148+75.00	28.00	512.18	512.52
L3	148+82.50	28.00	512.24	512.60
FB33	148+90.00	28.00	512.30	512.67
M3	148+97.50	28.00	512.35	512.77
N3	149+05.00	28.00	512.40	512.86
O3	149+12.50	28.00	512.45	512.93
℄ Strip Seal Exp. Jt.	149+18.29	28.00	512.49	512.98
FB34	149+20.00	28.00	512.50	513.00
P3	149+27.50	28.00	512.54	513.08
Q3	149+35.00	28.00	512.58	513.16
R3	149+42.50	28.00	512.61	513.22
FB35	149+50.00	28.00	512.65	513.27

* Stringer 12 offset shown.
For Stringer 1, offset = -28.00'

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 9
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S23 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	205
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: I:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-023-TOS-09.dgn

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*STRINGERS 1 AND 12 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	28.00	512.68	513.34
T3	149+65.00	28.00	512.71	513.40
U3	149+72.50	28.00	512.73	513.45
FB36	149+80.00	28.00	512.75	513.48
V3	149+87.50	28.00	512.77	513.54
W3	149+95.00	28.00	512.79	513.58
X3	150+02.50	28.00	512.80	513.61
FB37	150+10.00	28.00	512.81	513.63
℄ Relief Jt.	150+10.75	28.00	512.81	513.64
Y3	150+17.50	28.00	512.82	513.67
Z3	150+25.00	28.00	512.82	513.69
AA3	150+32.50	28.00	512.82	513.70
FB38	150+40.00	28.00	512.82	513.70
AB3	150+47.50	28.00	512.82	513.72
AC3	150+55.00	28.00	512.81	513.73
AD3	150+62.50	28.00	512.80	513.72
FB39	150+70.00	28.00	512.79	513.71
AE3	150+77.50	28.00	512.77	513.71
AF3	150+85.00	28.00	512.75	513.69
AG3	150+92.50	28.00	512.73	513.67
FB40	151+00.00	28.00	512.71	513.63
AH3	151+07.50	28.00	512.68	513.61
AI3	151+15.00	28.00	512.66	513.59
AJ3	151+22.50	28.00	512.63	513.55
℄ Relief Jt.	151+29.25	28.00	512.61	513.51
FB41	151+30.00	28.00	512.61	513.51
AK3	151+37.50	28.00	512.58	513.48
AL3	151+45.00	28.00	512.55	513.44
AM3	151+52.50	28.00	512.52	513.39
FB42	151+60.00	28.00	512.49	513.34
AN3	151+67.50	28.00	512.46	513.30
AO3	151+75.00	28.00	512.42	513.26
AP3	151+82.50	28.00	512.39	513.20
FB43	151+90.00	28.00	512.35	513.14
AQ3	151+97.50	28.00	512.32	513.10
AR3	152+05.00	28.00	512.28	513.04
AS3	152+12.50	28.00	512.24	512.98
FB44	152+20.00	28.00	512.20	512.90
℄ Strip Seal Exp. Jt.	152+21.71	28.00	512.20	512.89
AT3	152+27.50	28.00	512.16	512.83
AU3	152+35.00	28.00	512.13	512.76
AV3	152+42.50	28.00	512.09	512.67
FB45	152+50.00	28.00	512.05	512.57
AW3	152+57.50	28.00	512.01	512.51
AX3	152+65.00	28.00	511.96	512.44
AY3	152+72.50	28.00	511.92	512.35
FB46	152+80.00	28.00	511.87	512.26
AZ3	152+87.50	28.00	511.82	512.19
BA3	152+95.00	28.00	511.77	512.11
BB3	153+02.50	28.00	511.71	512.01
FB47	153+10.00	28.00	511.65	511.90
℄ Relief Jt.	153+10.75	28.00	511.64	511.90
BC3	153+17.50	28.00	511.59	511.83
BD3	153+25.00	28.00	511.52	511.74
BE3	153+32.50	28.00	511.45	511.63
FB48	153+40.00	28.00	511.38	511.52
BF3	153+47.50	28.00	511.31	511.43
BG3	153+55.00	28.00	511.23	511.33
BH3	153+62.50	28.00	511.15	511.22
℄ Brg. Pier 6 / FB49	153+70.00	28.00	511.07	511.10
A4	153+77.50	28.00	510.98	511.01
B4	153+85.00	28.00	510.89	510.92

*STRINGERS 1 AND 12 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	28.00	510.80	510.81
℄ Relief Jt.	153+99.25	28.00	510.72	510.70
FB50	154+00.00	28.00	510.71	510.68
D4	154+07.50	28.00	510.61	510.59
E4	154+15.00	28.00	510.51	510.49
F4	154+22.50	28.00	510.41	510.37
FB51	154+30.00	28.00	510.30	510.25
G4	154+37.50	28.00	510.19	510.15
H4	154+45.00	28.00	510.08	510.04
I4	154+52.50	28.00	509.96	509.91
FB52	154+60.00	28.00	509.84	509.77
J4	154+67.50	28.00	509.72	509.66
K4	154+75.00	28.00	509.60	509.54
L4	154+82.50	28.00	509.48	509.41
℄ Relief Jt.	154+89.25	28.00	509.36	509.29
FB53	154+90.00	28.00	509.35	509.27
M4	154+97.50	28.00	509.22	509.16
N4	155+05.00	28.00	509.10	509.04
O4	155+12.50	28.00	508.96	508.90
FB54	155+20.00	28.00	508.83	508.76
P4	155+27.50	28.00	508.70	508.65
Q4	155+35.00	28.00	508.56	508.52
R4	155+42.50	28.00	508.42	508.38
FB55	155+50.00	28.00	508.28	508.23
S4	155+57.50	28.00	508.14	508.11
T4	155+65.00	28.00	508.00	507.98
U4	155+72.50	28.00	507.85	507.83
℄ Relief Jt.	155+79.25	28.00	507.71	507.69
FB56	155+80.00	28.00	507.70	507.68
V4	155+87.50	28.00	507.54	507.54
W4	155+95.00	28.00	507.39	507.40
X4	156+02.50	28.00	507.23	507.24
FB57	156+10.00	28.00	507.07	507.06
Y4	156+17.50	28.00	506.91	506.92
Z4	156+25.00	28.00	506.74	506.77
AA4	156+32.50	28.00	506.57	506.60
FB58	156+40.00	28.00	506.40	506.42
AB4	156+47.50	28.00	506.23	506.26
AC4	156+55.00	28.00	506.06	506.09
AD4	156+62.50	28.00	505.88	505.90
FB59	156+70.00	28.00	505.70	505.71
℄ Neoprene Exp. Jt.	156+71.77	28.00	505.65	505.67
AE4	156+77.50	28.00	505.51	505.54
AF4	156+85.00	28.00	505.33	505.35
AG4	156+92.50	28.00	505.14	505.16
FB60	157+00.00	28.00	504.95	504.95
AH4	157+07.50	28.00	504.76	504.77
AI4	157+15.00	28.00	504.56	504.59
AJ4	157+22.50	28.00	504.36	504.38
FB61	157+30.00	28.00	504.16	504.17
AK4	157+37.50	28.00	503.96	503.98
AL4	157+45.00	28.00	503.75	503.78
AM4	157+52.50	28.00	503.54	503.56
FB62	157+60.00	28.00	503.33	503.34
℄ Relief Jt.	157+60.75	28.00	503.31	503.32
AN4	157+67.50	28.00	503.12	503.14
AO4	157+75.00	28.00	502.90	502.93
AP4	157+82.50	28.00	502.68	502.71
FB63	157+90.00	28.00	502.46	502.48
AQ4	157+97.50	28.00	502.24	502.27
AR4	158+05.00	28.00	502.01	502.06
AS4	158+12.50	28.00	501.79	501.83
℄ Brg. Pier 7 / FB64	158+20.00	28.00	501.56	501.59

*STRINGERS 1 AND 12 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	28.00	501.33	501.39
B5	158+35.00	28.00	501.10	501.19
C5	158+42.50	28.00	500.87	500.97
FB65	158+50.00	28.00	500.64	500.75
D5	158+57.50	28.00	500.41	500.55
E5	158+65.00	28.00	500.18	500.35
F5	158+72.50	28.00	499.95	500.13
℄ Relief Jt.	158+79.25	28.00	499.75	499.93
FB66	158+80.00	28.00	499.72	499.91
G5	158+87.50	28.00	499.49	499.72
H5	158+95.00	28.00	499.26	499.52
I5	159+02.50	28.00	499.04	499.30
FB67	159+10.00	28.00	498.81	499.08
J5	159+17.50	28.00	498.58	498.88
K5	159+25.00	28.00	498.35	498.68
L5	159+32.50	28.00	498.12	498.46
FB68	159+40.00	28.00	497.89	498.23
M5	159+47.50	28.00	497.66	498.03
N5	159+55.00	28.00	497.43	497.83
O5	159+62.50	28.00	497.20	497.61
℄ Relief Jt.	159+69.25	28.00	496.99	497.40
FB69	159+70.00	28.00	496.97	497.38
P5	159+77.50	28.00	496.74	497.18
Q5	159+85.00	28.00	496.51	496.96
R5	159+92.50	28.00	496.28	496.74
FB70	160+00.00	28.00	496.05	496.51
S5	160+07.50	28.00	495.82	496.30
T5	160+15.00	28.00	495.60	496.09
U5	160+22.50	28.00	495.37	495.86
FB71	160+30.00	28.00	495.14	495.63
V5	160+37.50	28.00	494.91	495.41
W5	160+45.00	28.00	494.69	495.19
X5	160+52.50	28.00	494.46	494.96
℄ Relief Jt.	160+59.25	28.00	494.26	494.75
FB72	160+60.00	28.00	494.24	494.72
Y5	160+67.50	28.00	494.02	494.51
Z5	160+75.00	28.00	493.79	494.29
AA5	160+82.50	28.00	493.57	494.06
FB73	160+90.00	28.00	493.35	493.82
AB5	160+97.50	28.00	493.13	493.60
AC5	161+05.00	28.00	492.91	493.37
AD5	161+12.50	28.00	492.69	493.13
FB74	161+20.00	28.00	492.47	492.89
AE5	161+27.50	28.00	492.25	492.67
AF5	161+35.00	28.00	492.03	492.44
AG5	161+42.50	28.00	491.81	492.20
℄ Relief Jt.	161+49.25	28.00	491.62	491.98
FB75	161+50.00	28.00	491.60	491.95
AH5	161+57.50	28.00	491.38	491.73
AI5	161+65.00	28.00	491.17	491.49
AJ5	161+72.50	28.00	490.95	491.25
FB76	161+80.00	28.00	490.73	491.00
AK5	161+87.50	28.00	490.52	490.77
AL5	161+95.00	28.00	490.30	490.53
AM5	162+02.50	28.00	490.09	490.29
FB77	162+10.00	28.00	489.87	490.03
AN5	162+17.50	28.00	489.65	489.79
AO5	162+25.00	28.00	489.44	489.55
AP5	162+32.50	28.00	489.22	489.29
℄ N. Brg. Pier 8 / FB78	162+40.00	28.00	489.00	489.02
℄ Finger PL Exp. Jt.	162+41.63	28.00	488.95	488.98

* Stringer 12 offset shown.
For Stringer 1, offset = -28.00'

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT.IN 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-024-TOS-10.dgn

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 10
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S24 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	206
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

STRINGER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	-26.00	496.12	496.17
FB7	141+10.00	-26.00	496.43	496.48
A1	141+17.50	-26.00	496.65	496.70
B1	141+25.00	-26.00	496.87	496.92
C1	141+32.50	-26.00	497.08	497.14
FB8	141+40.00	-26.00	497.30	497.34
D1	141+47.50	-26.00	497.51	497.57
E1	141+55.00	-26.00	497.73	497.79
F1	141+62.50	-26.00	497.94	498.00
FB9	141+70.00	-26.00	498.16	498.21
℄ Relief Jt.	141+70.75	-26.00	498.18	498.23
G1	141+77.50	-26.00	498.37	498.43
H1	141+85.00	-26.00	498.59	498.64
I1	141+92.50	-26.00	498.80	498.85
FB10	142+00.00	-26.00	499.02	499.05
J1	142+07.50	-26.00	499.21	499.25
K1	142+15.00	-26.00	499.40	499.44
L1	142+22.50	-26.00	499.59	499.63
FB11	142+30.00	-26.00	499.78	499.81
M1	142+37.50	-26.00	499.97	500.01
N1	142+45.00	-26.00	500.16	500.19
O1	142+52.50	-26.00	500.34	500.37
FB12	142+60.00	-26.00	500.53	500.55
℄ Relief Jt.	142+60.75	-26.00	500.55	500.57
P1	142+67.50	-26.00	500.71	500.74
Q1	142+75.00	-26.00	500.89	500.93
R1	142+82.50	-26.00	501.07	501.10
FB13	142+90.00	-26.00	501.25	501.27
S1	142+97.50	-26.00	501.43	501.46
T1	143+05.00	-26.00	501.61	501.65
U1	143+12.50	-26.00	501.78	501.82
℄ Brg. Pier 4 / FB14	143+20.00	-26.00	501.96	501.99
A2	143+27.50	-26.00	502.13	502.19
B2	143+35.00	-26.00	502.30	502.38
C2	143+42.50	-26.00	502.47	502.56
FB15	143+50.00	-26.00	502.64	502.74
D2	143+57.50	-26.00	502.81	502.93
E2	143+65.00	-26.00	502.97	503.11
F2	143+72.50	-26.00	503.13	503.29
℄ Relief Jt.	143+79.25	-26.00	503.28	503.45
FB16	143+80.00	-26.00	503.30	503.46
G2	143+87.50	-26.00	503.46	503.66
H2	143+95.00	-26.00	503.62	503.84
I2	144+02.50	-26.00	503.79	504.02
FB17	144+10.00	-26.00	503.95	504.20
J2	144+17.50	-26.00	504.11	504.39
K2	144+25.00	-26.00	504.28	504.58
L2	144+32.50	-26.00	504.44	504.76
FB18	144+40.00	-26.00	504.60	504.93
M2	144+47.50	-26.00	504.77	505.12
N2	144+55.00	-26.00	504.93	505.31
O2	144+62.50	-26.00	505.09	505.49
℄ Neoprene Exp. Jt.	144+68.23	-26.00	505.22	505.63
FB19	144+70.00	-26.00	505.26	505.67
P2	144+77.50	-26.00	505.42	505.83
Q2	144+85.00	-26.00	505.58	505.99
R2	144+92.50	-26.00	505.75	506.14
FB20	145+00.00	-26.00	505.91	506.29
S2	145+07.50	-26.00	506.07	506.44
T2	145+15.00	-26.00	506.24	506.60
U2	145+22.50	-26.00	506.40	506.74

STRINGER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	26.00	496.17	496.22
FB7	141+10.00	26.00	496.48	496.52
A1	141+17.50	26.00	496.69	496.75
B1	141+25.00	26.00	496.90	496.96
C1	141+32.50	26.00	497.12	497.17
FB8	141+40.00	26.00	497.33	497.38
D1	141+47.50	26.00	497.54	497.60
E1	141+55.00	26.00	497.76	497.82
F1	141+62.50	26.00	497.97	498.03
FB9	141+70.00	26.00	498.19	498.23
℄ Relief Jt.	141+70.75	26.00	498.21	498.25
G1	141+77.50	26.00	498.40	498.45
H1	141+85.00	26.00	498.61	498.66
I1	141+92.50	26.00	498.83	498.87
FB10	142+00.00	26.00	499.04	499.07
J1	142+07.50	26.00	499.22	499.26
K1	142+15.00	26.00	499.41	499.45
L1	142+22.50	26.00	499.60	499.64
FB11	142+30.00	26.00	499.79	499.82
M1	142+37.50	26.00	499.98	500.01
N1	142+45.00	26.00	500.16	500.20
O1	142+52.50	26.00	500.35	500.38
FB12	142+60.00	26.00	500.53	500.55
℄ Relief Jt.	142+60.75	26.00	500.55	500.57
P1	142+67.50	26.00	500.71	500.74
Q1	142+75.00	26.00	500.89	500.93
R1	142+82.50	26.00	501.07	501.10
FB13	142+90.00	26.00	501.25	501.27
S1	142+97.50	26.00	501.43	501.46
T1	143+05.00	26.00	501.61	501.65
U1	143+12.50	26.00	501.78	501.82
℄ Brg. Pier 4 / FB14	143+20.00	26.00	501.96	501.99
A2	143+27.50	26.00	502.13	502.19
B2	143+35.00	26.00	502.30	502.38
C2	143+42.50	26.00	502.47	502.56
FB15	143+50.00	26.00	502.64	502.74
D2	143+57.50	26.00	502.81	502.93
E2	143+65.00	26.00	502.97	503.11
F2	143+72.50	26.00	503.13	503.29
℄ Relief Jt.	143+79.25	26.00	503.28	503.45
FB16	143+80.00	26.00	503.30	503.46
G2	143+87.50	26.00	503.46	503.66
H2	143+95.00	26.00	503.62	503.84
I2	144+02.50	26.00	503.79	504.02
FB17	144+10.00	26.00	503.95	504.20
J2	144+17.50	26.00	504.11	504.39
K2	144+25.00	26.00	504.28	504.58
L2	144+32.50	26.00	504.44	504.76
FB18	144+40.00	26.00	504.60	504.93
M2	144+47.50	26.00	504.77	505.12
N2	144+55.00	26.00	504.93	505.31
O2	144+62.50	26.00	505.09	505.49
℄ Neoprene Exp. Jt.	144+68.23	26.00	505.22	505.63
FB19	144+70.00	26.00	505.26	505.67
P2	144+77.50	26.00	505.42	505.83
Q2	144+85.00	26.00	505.58	505.99
R2	144+92.50	26.00	505.75	506.14
FB20	145+00.00	26.00	505.91	506.29
S2	145+07.50	26.00	506.07	506.44
T2	145+15.00	26.00	506.24	506.60
U2	145+22.50	26.00	506.40	506.74

*STRINGERS 2 AND 11 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	26.00	506.56	506.88
V2	145+37.50	26.00	506.73	507.04
W2	145+45.00	26.00	506.89	507.19
X2	145+52.50	26.00	507.05	507.34
FB22	145+60.00	26.00	507.22	507.48
℄ Relief Jt.	145+60.75	26.00	507.23	507.50
Y2	145+67.50	26.00	507.38	507.63
Z2	145+75.00	26.00	507.55	507.78
AA2	145+82.50	26.00	507.71	507.93
FB23	145+90.00	26.00	507.87	508.06
AB2	145+97.50	26.00	508.04	508.22
AC2	146+05.00	26.00	508.20	508.37
AD2	146+12.50	26.00	508.36	508.52
FB24	146+20.00	26.00	508.52	508.65
AE2	146+27.50	26.00	508.67	508.81
AF2	146+35.00	26.00	508.83	508.95
AG2	146+42.50	26.00	508.98	509.08
FB25	146+50.00	26.00	509.12	509.21
℄ Relief Jt.	146+50.75	26.00	509.14	509.22
AH2	146+57.50	26.00	509.27	509.35
AI2	146+65.00	26.00	509.41	509.49
AJ2	146+72.50	26.00	509.55	509.62
FB26	146+80.00	26.00	509.69	509.74
AK2	146+87.50	26.00	509.82	509.87
AL2	146+95.00	26.00	509.95	510.00
AM2	147+02.50	26.00	510.08	510.12
FB27	147+10.00	26.00	510.20	510.23
AN2	147+17.50	26.00	510.32	510.36
AO2	147+25.00	26.00	510.44	510.48
AP2	147+32.50	26.00	510.56	510.59
FB28	147+40.00	26.00	510.67	510.69
℄ Relief Jt.	147+40.75	26.00	510.68	510.70
AQ2	147+47.50	26.00	510.78	510.81
AR2	147+55.00	26.00	510.89	510.93
AS2	147+62.50	26.00	510.99	511.03
℄ Brg. Pier 5 / FB29	147+70.00	26.00	511.09	511.13
A3	147+77.50	26.00	511.19	511.25
B3	147+85.00	26.00	511.29	511.37
C3	147+92.50	26.00	511.38	511.47
FB30	148+00.00	26.00	511.47	511.57
D3	148+07.50	26.00	511.56	511.69
E3	148+15.00	26.00	511.64	511.79
F3	148+22.50	26.00	511.72	511.89
℄ Relief Jt.	148+29.25	26.00	511.79	511.97
FB31	148+30.00	26.00	511.80	511.98
G3	148+37.50	26.00	511.88	512.09
H3	148+45.00	26.00	511.95	512.19
I3	148+52.50	26.00	512.02	512.28
FB32	148+60.00	26.00	512.09	512.36
J3	148+67.50	26.00	512.16	512.46
K3	148+75.00	26.00	512.22	512.55
L3	148+82.50	26.00	512.28	512.64
FB33	148+90.00	26.00	512.34	512.71
M3	148+97.50	26.00	512.39	512.81
N3	149+05.00	26.00	512.44	512.89
O3	149+12.50	26.00	512.49	512.97
℄ Strip Seal Exp. Jt.	149+18.29	26.00	512.53	513.03
FB34	149+20.00	26.00	512.54	513.04
P3	149+27.50	26.00	512.58	513.12
Q3	149+35.00	26.00	512.62	513.20
R3	149+42.50	26.00	512.65	513.26
FB35	149+50.00	26.00	512.69	513.32

* Stringer 11 offset shown.
For Stringer 2, offset = -26.00'

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 11
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S25 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	207
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

*STRINGERS 2 AND 11 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	26.00	512.72	513.38
T3	149+65.00	26.00	512.75	513.44
U3	149+72.50	26.00	512.77	513.49
FB36	149+80.00	26.00	512.79	513.53
V3	149+87.50	26.00	512.81	513.58
W3	149+95.00	26.00	512.83	513.62
X3	150+02.50	26.00	512.84	513.65
FB37	150+10.00	26.00	512.85	513.68
℄ Relief Jt.	150+10.75	26.00	512.85	513.68
Y3	150+17.50	26.00	512.86	513.71
Z3	150+25.00	26.00	512.86	513.73
AA3	150+32.50	26.00	512.86	513.74
FB38	150+40.00	26.00	512.86	513.75
AB3	150+47.50	26.00	512.86	513.76
AC3	150+55.00	26.00	512.85	513.77
AD3	150+62.50	26.00	512.84	513.76
FB39	150+70.00	26.00	512.83	513.75
AE3	150+77.50	26.00	512.81	513.74
AF3	150+85.00	26.00	512.79	513.73
AG3	150+92.50	26.00	512.77	513.70
FB40	151+00.00	26.00	512.75	513.67
AH3	151+07.50	26.00	512.72	513.65
AI3	151+15.00	26.00	512.70	513.63
AJ3	151+22.50	26.00	512.67	513.59
℄ Relief Jt.	151+29.25	26.00	512.65	513.56
FB41	151+30.00	26.00	512.65	513.55
AK3	151+37.50	26.00	512.62	513.52
AL3	151+45.00	26.00	512.59	513.48
AM3	151+52.50	26.00	512.56	513.43
FB42	151+60.00	26.00	512.53	513.38
AN3	151+67.50	26.00	512.50	513.34
AO3	151+75.00	26.00	512.46	513.30
AP3	151+82.50	26.00	512.43	513.24
FB43	151+90.00	26.00	512.39	513.18
AQ3	151+97.50	26.00	512.36	513.13
AR3	152+05.00	26.00	512.32	513.08
AS3	152+12.50	26.00	512.28	513.02
FB44	152+20.00	26.00	512.24	512.95
℄ Strip Seal Exp. Jt.	152+21.71	26.00	512.24	512.93
AT3	152+27.50	26.00	512.20	512.87
AU3	152+35.00	26.00	512.17	512.80
AV3	152+42.50	26.00	512.13	512.71
FB45	152+50.00	26.00	512.09	512.62
AW3	152+57.50	26.00	512.05	512.55
AX3	152+65.00	26.00	512.00	512.48
AY3	152+72.50	26.00	511.96	512.39
FB46	152+80.00	26.00	511.91	512.30
AZ3	152+87.50	26.00	511.86	512.22
BA3	152+95.00	26.00	511.81	512.14
BB3	153+02.50	26.00	511.75	512.05
FB47	153+10.00	26.00	511.69	511.95
℄ Relief Jt.	153+10.75	26.00	511.68	511.94
BC3	153+17.50	26.00	511.63	511.86
BD3	153+25.00	26.00	511.56	511.77
BE3	153+32.50	26.00	511.49	511.67
FB48	153+40.00	26.00	511.42	511.56
BF3	153+47.50	26.00	511.35	511.47
BG3	153+55.00	26.00	511.27	511.37
BH3	153+62.50	26.00	511.19	511.26
℄ Brg. Pier 6 / FB49	153+70.00	26.00	511.11	511.14
A4	153+77.50	26.00	511.02	511.05
B4	153+85.00	26.00	510.93	510.95

*STRINGERS 2 AND 11 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	26.00	510.84	510.85
℄ Relief Jt.	153+99.25	26.00	510.76	510.74
FB50	154+00.00	26.00	510.75	510.73
D4	154+07.50	26.00	510.65	510.63
E4	154+15.00	26.00	510.55	510.53
F4	154+22.50	26.00	510.45	510.41
FB51	154+30.00	26.00	510.34	510.29
G4	154+37.50	26.00	510.23	510.19
H4	154+45.00	26.00	510.12	510.07
I4	154+52.50	26.00	510.00	509.95
FB52	154+60.00	26.00	509.88	509.82
J4	154+67.50	26.00	509.76	509.70
K4	154+75.00	26.00	509.64	509.58
L4	154+82.50	26.00	509.52	509.45
℄ Relief Jt.	154+89.25	26.00	509.40	509.33
FB53	154+90.00	26.00	509.39	509.31
M4	154+97.50	26.00	509.26	509.20
N4	155+05.00	26.00	509.14	509.08
O4	155+12.50	26.00	509.00	508.94
FB54	155+20.00	26.00	508.87	508.81
P4	155+27.50	26.00	508.74	508.69
Q4	155+35.00	26.00	508.60	508.56
R4	155+42.50	26.00	508.46	508.42
FB55	155+50.00	26.00	508.32	508.28
S4	155+57.50	26.00	508.18	508.15
T4	155+65.00	26.00	508.04	508.02
U4	155+72.50	26.00	507.89	507.87
℄ Relief Jt.	155+79.25	26.00	507.75	507.74
FB56	155+80.00	26.00	507.74	507.72
V4	155+87.50	26.00	507.58	507.58
W4	155+95.00	26.00	507.43	507.43
X4	156+02.50	26.00	507.27	507.27
FB57	156+10.00	26.00	507.11	507.11
Y4	156+17.50	26.00	506.95	506.96
Z4	156+25.00	26.00	506.78	506.80
AA4	156+32.50	26.00	506.61	506.63
FB58	156+40.00	26.00	506.44	506.46
AB4	156+47.50	26.00	506.27	506.30
AC4	156+55.00	26.00	506.10	506.12
AD4	156+62.50	26.00	505.92	505.94
FB59	156+70.00	26.00	505.74	505.75
℄ Neoprene Exp. Jt.	156+71.77	26.00	505.69	505.71
AE4	156+77.50	26.00	505.55	505.57
AF4	156+85.00	26.00	505.37	505.39
AG4	156+92.50	26.00	505.18	505.20
FB60	157+00.00	26.00	504.99	505.00
AH4	157+07.50	26.00	504.80	504.81
AI4	157+15.00	26.00	504.60	504.62
AJ4	157+22.50	26.00	504.40	504.42
FB61	157+30.00	26.00	504.20	504.21
AK4	157+37.50	26.00	504.00	504.02
AL4	157+45.00	26.00	503.79	503.81
AM4	157+52.50	26.00	503.58	503.60
FB62	157+60.00	26.00	503.37	503.38
℄ Relief Jt.	157+60.75	26.00	503.35	503.36
AN4	157+67.50	26.00	503.16	503.18
AO4	157+75.00	26.00	502.94	502.97
AP4	157+82.50	26.00	502.72	502.75
FB63	157+90.00	26.00	502.50	502.52
AQ4	157+97.50	26.00	502.28	502.31
AR4	158+05.00	26.00	502.05	502.09
AS4	158+12.50	26.00	501.83	501.87
℄ Brg. Pier 7 / FB64	158+20.00	26.00	501.60	501.63

*STRINGERS 2 AND 11 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	26.00	501.37	501.43
B5	158+35.00	26.00	501.14	501.22
C5	158+42.50	26.00	500.91	501.01
FB65	158+50.00	26.00	500.68	500.79
D5	158+57.50	26.00	500.45	500.59
E5	158+65.00	26.00	500.22	500.39
F5	158+72.50	26.00	499.99	500.17
℄ Relief Jt.	158+79.25	26.00	499.79	499.98
FB66	158+80.00	26.00	499.76	499.96
G5	158+87.50	26.00	499.53	499.76
H5	158+95.00	26.00	499.30	499.55
I5	159+02.50	26.00	499.08	499.34
FB67	159+10.00	26.00	498.85	499.12
J5	159+17.50	26.00	498.62	498.92
K5	159+25.00	26.00	498.39	498.71
L5	159+32.50	26.00	498.16	498.50
FB68	159+40.00	26.00	497.93	498.28
M5	159+47.50	26.00	497.70	498.07
N5	159+55.00	26.00	497.47	497.86
O5	159+62.50	26.00	497.24	497.65
℄ Relief Jt.	159+69.25	26.00	497.03	497.45
FB69	159+70.00	26.00	497.01	497.42
P5	159+77.50	26.00	496.78	497.21
Q5	159+85.00	26.00	496.55	497.00
R5	159+92.50	26.00	496.32	496.78
FB70	160+00.00	26.00	496.09	496.55
S5	160+07.50	26.00	495.86	496.34
T5	160+15.00	26.00	495.64	496.12
U5	160+22.50	26.00	495.41	495.90
FB71	160+30.00	26.00	495.18	495.67
V5	160+37.50	26.00	494.95	495.45
W5	160+45.00	26.00	494.73	495.23
X5	160+52.50	26.00	494.50	495.00
℄ Relief Jt.	160+59.25	26.00	494.30	494.79
FB72	160+60.00	26.00	494.28	494.77
Y5	160+67.50	26.00	494.06	494.55
Z5	160+75.00	26.00	493.83	494.33
AA5	160+82.50	26.00	493.61	494.10
FB73	160+90.00	26.00	493.39	493.86
AB5	160+97.50	26.00	493.17	493.64
AC5	161+05.00	26.00	492.95	493.41
AD5	161+12.50	26.00	492.73	493.17
FB74	161+20.00	26.00	492.51	492.93
AE5	161+27.50	26.00	492.29	492.70
AF5	161+35.00	26.00	492.07	492.47
AG5	161+42.50	26.00	491.85	492.24
℄ Relief Jt.	161+49.25	26.00	491.66	492.02
FB75	161+50.00	26.00	491.64	492.00
AH5	161+57.50	26.00	491.42	491.76
AI5	161+65.00	26.00	491.21	491.53
AJ5	161+72.50	26.00	490.99	491.29
FB76	161+80.00	26.00	490.77	491.04
AK5	161+87.50	26.00	490.56	490.81
AL5	161+95.00	26.00	490.34	490.57
AM5	162+02.50	26.00	490.13	490.33
FB77	162+10.00	26.00	489.91	490.08
AN5	162+17.50	26.00	489.69	489.83
AO5	162+25.00	26.00	489.48	489.58
AP5	162+32.50	26.00	489.26	489.33
℄ N. Brg. Pier 8 / FB78	162+40.00	26.00	489.04	489.06
℄ Finger PL Exp. Jt.	162+41.63	26.00	488.99	489.02

* Stringer 11 offset shown.
For Stringer 2, offset = -26.00'

*PEORIA/TAZEWELL

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 12
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S26 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	208
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

STRINGER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	-19.75	496.18	496.24
FB7	141+10.00	-19.75	496.50	496.56
A1	141+17.50	-19.75	496.71	496.78
B1	141+25.00	-19.75	496.93	497.01
C1	141+32.50	-19.75	497.15	497.22
FB8	141+40.00	-19.75	497.37	497.43
D1	141+47.50	-19.75	497.59	497.66
E1	141+55.00	-19.75	497.80	497.88
F1	141+62.50	-19.75	498.02	498.09
FB9	141+70.00	-19.75	498.24	498.30
℄ Relief Jt.	141+70.75	-19.75	498.26	498.32
G1	141+77.50	-19.75	498.46	498.52
H1	141+85.00	-19.75	498.68	498.74
I1	141+92.50	-19.75	498.89	498.95
FB10	142+00.00	-19.75	499.11	499.16
J1	142+07.50	-19.75	499.30	499.36
K1	142+15.00	-19.75	499.50	499.56
L1	142+22.50	-19.75	499.69	499.74
FB11	142+30.00	-19.75	499.89	499.93
M1	142+37.50	-19.75	500.08	500.13
N1	142+45.00	-19.75	500.27	500.32
O1	142+52.50	-19.75	500.46	500.50
FB12	142+60.00	-19.75	500.64	500.67
℄ Relief Jt.	142+60.75	-19.75	500.66	500.69
P1	142+67.50	-19.75	500.83	500.87
Q1	142+75.00	-19.75	501.01	501.06
R1	142+82.50	-19.75	501.19	501.24
FB13	142+90.00	-19.75	501.37	501.41
S1	142+97.50	-19.75	501.55	501.60
T1	143+05.00	-19.75	501.73	501.79
U1	143+12.50	-19.75	501.91	501.96
℄ Brg. Pier 4 / FB14	143+20.00	-19.75	502.08	502.13
A2	143+27.50	-19.75	502.26	502.33
B2	143+35.00	-19.75	502.43	502.52
C2	143+42.50	-19.75	502.60	502.70
FB15	143+50.00	-19.75	502.76	502.87
D2	143+57.50	-19.75	502.93	503.07
E2	143+65.00	-19.75	503.09	503.25
F2	143+72.50	-19.75	503.26	503.43
℄ Relief Jt.	143+79.25	-19.75	503.40	503.58
FB16	143+80.00	-19.75	503.42	503.60
G2	143+87.50	-19.75	503.58	503.80
H2	143+95.00	-19.75	503.75	503.98
I2	144+02.50	-19.75	503.91	504.16
FB17	144+10.00	-19.75	504.07	504.34
J2	144+17.50	-19.75	504.24	504.53
K2	144+25.00	-19.75	504.40	504.72
L2	144+32.50	-19.75	504.57	504.90
FB18	144+40.00	-19.75	504.73	505.07
M2	144+47.50	-19.75	504.89	505.26
N2	144+55.00	-19.75	505.06	505.45
O2	144+62.50	-19.75	505.22	505.63
℄ Neoprene Exp. Jt.	144+68.23	-19.75	505.34	505.76
FB19	144+70.00	-19.75	505.38	505.81
P2	144+77.50	-19.75	505.55	505.97
Q2	144+85.00	-19.75	505.71	506.13
R2	144+92.50	-19.75	505.87	506.28
FB20	145+00.00	-19.75	506.04	506.42
S2	145+07.50	-19.75	506.20	506.58
T2	145+15.00	-19.75	506.36	506.74
U2	145+22.50	-19.75	506.53	506.88

STRINGER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	19.75	496.22	496.28
FB7	141+10.00	19.75	496.53	496.59
A1	141+17.50	19.75	496.75	496.81
B1	141+25.00	19.75	496.96	497.03
C1	141+32.50	19.75	497.18	497.25
FB8	141+40.00	19.75	497.39	497.45
D1	141+47.50	19.75	497.61	497.68
E1	141+55.00	19.75	497.83	497.90
F1	141+62.50	19.75	498.04	498.11
FB9	141+70.00	19.75	498.26	498.32
℄ Relief Jt.	141+70.75	19.75	498.28	498.34
G1	141+77.50	19.75	498.48	498.54
H1	141+85.00	19.75	498.69	498.76
I1	141+92.50	19.75	498.91	498.97
FB10	142+00.00	19.75	499.13	499.17
J1	142+07.50	19.75	499.31	499.37
K1	142+15.00	19.75	499.50	499.56
L1	142+22.50	19.75	499.70	499.75
FB11	142+30.00	19.75	499.89	499.93
M1	142+37.50	19.75	500.08	500.13
N1	142+45.00	19.75	500.27	500.32
O1	142+52.50	19.75	500.46	500.50
FB12	142+60.00	19.75	500.64	500.68
℄ Relief Jt.	142+60.75	19.75	500.66	500.69
P1	142+67.50	19.75	500.83	500.87
Q1	142+75.00	19.75	501.01	501.06
R1	142+82.50	19.75	501.19	501.24
FB13	142+90.00	19.75	501.37	501.41
S1	142+97.50	19.75	501.55	501.60
T1	143+05.00	19.75	501.73	501.79
U1	143+12.50	19.75	501.91	501.96
℄ Brg. Pier 4 / FB14	143+20.00	19.75	502.08	502.13
A2	143+27.50	19.75	502.26	502.33
B2	143+35.00	19.75	502.43	502.52
C2	143+42.50	19.75	502.60	502.70
FB15	143+50.00	19.75	502.76	502.87
D2	143+57.50	19.75	502.93	503.07
E2	143+65.00	19.75	503.09	503.25
F2	143+72.50	19.75	503.26	503.43
℄ Relief Jt.	143+79.25	19.75	503.40	503.58
FB16	143+80.00	19.75	503.42	503.60
G2	143+87.50	19.75	503.58	503.80
H2	143+95.00	19.75	503.75	503.98
I2	144+02.50	19.75	503.91	504.16
FB17	144+10.00	19.75	504.07	504.34
J2	144+17.50	19.75	504.24	504.53
K2	144+25.00	19.75	504.40	504.72
L2	144+32.50	19.75	504.57	504.90
FB18	144+40.00	19.75	504.73	505.07
M2	144+47.50	19.75	504.89	505.26
N2	144+55.00	19.75	505.06	505.45
O2	144+62.50	19.75	505.22	505.63
℄ Neoprene Exp. Jt.	144+68.23	19.75	505.34	505.76
FB19	144+70.00	19.75	505.38	505.81
P2	144+77.50	19.75	505.55	505.97
Q2	144+85.00	19.75	505.71	506.13
R2	144+92.50	19.75	505.87	506.28
FB20	145+00.00	19.75	506.04	506.42
S2	145+07.50	19.75	506.20	506.58
T2	145+15.00	19.75	506.36	506.74
U2	145+22.50	19.75	506.53	506.88

*STRINGERS 3 AND 10 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	19.75	506.69	507.02
V2	145+37.50	19.75	506.85	507.18
W2	145+45.00	19.75	507.02	507.33
X2	145+52.50	19.75	507.18	507.48
FB22	145+60.00	19.75	507.34	507.62
℄ Relief Jt.	145+60.75	19.75	507.36	507.63
Y2	145+67.50	19.75	507.51	507.77
Z2	145+75.00	19.75	507.67	507.92
AA2	145+82.50	19.75	507.83	508.07
FB23	145+90.00	19.75	508.00	508.20
AB2	145+97.50	19.75	508.16	508.36
AC2	146+05.00	19.75	508.32	508.51
AD2	146+12.50	19.75	508.48	508.66
FB24	146+20.00	19.75	508.64	508.79
AE2	146+27.50	19.75	508.80	508.94
AF2	146+35.00	19.75	508.95	509.09
AG2	146+42.50	19.75	509.10	509.22
FB25	146+50.00	19.75	509.25	509.35
℄ Relief Jt.	146+50.75	19.75	509.26	509.36
AH2	146+57.50	19.75	509.39	509.49
AI2	146+65.00	19.75	509.54	509.63
AJ2	146+72.50	19.75	509.68	509.76
FB26	146+80.00	19.75	509.81	509.88
AK2	146+87.50	19.75	509.94	510.01
AL2	146+95.00	19.75	510.08	510.14
AM2	147+02.50	19.75	510.20	510.26
FB27	147+10.00	19.75	510.33	510.37
AN2	147+17.50	19.75	510.45	510.50
AO2	147+25.00	19.75	510.57	510.62
AP2	147+32.50	19.75	510.68	510.73
FB28	147+40.00	19.75	510.80	510.83
℄ Relief Jt.	147+40.75	19.75	510.81	510.84
AQ2	147+47.50	19.75	510.91	510.95
AR2	147+55.00	19.75	511.01	511.07
AS2	147+62.50	19.75	511.12	511.17
℄ Brg. Pier 5 / FB29	147+70.00	19.75	511.22	511.26
A3	147+77.50	19.75	511.32	511.39
B3	147+85.00	19.75	511.41	511.51
C3	147+92.50	19.75	511.51	511.61
FB30	148+00.00	19.75	511.60	511.71
D3	148+07.50	19.75	511.68	511.82
E3	148+15.00	19.75	511.77	511.93
F3	148+22.50	19.75	511.85	512.03
℄ Relief Jt.	148+29.25	19.75	511.92	512.11
FB31	148+30.00	19.75	511.93	512.12
G3	148+37.50	19.75	512.00	512.22
H3	148+45.00	19.75	512.08	512.33
I3	148+52.50	19.75	512.15	512.42
FB32	148+60.00	19.75	512.22	512.50
J3	148+67.50	19.75	512.28	512.60
K3	148+75.00	19.75	512.35	512.69
L3	148+82.50	19.75	512.41	512.78
FB33	148+90.00	19.75	512.46	512.85
M3	148+97.50	19.75	512.52	512.94
N3	149+05.00	19.75	512.57	513.03
O3	149+12.50	19.75	512.62	513.11
℄ Strip Seal Exp. Jt.	149+18.29	19.75	512.65	513.16
FB34	149+20.00	19.75	512.66	513.18
P3	149+27.50	19.75	512.70	513.26
Q3	149+35.00	19.75	512.74	513.34
R3	149+42.50	19.75	512.78	513.40
FB35	149+50.00	19.75	512.81	513.45

* Stringer 10 offset shown.
For Stringer 3, offset = -19.75'

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: ?:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-027-TOS-13.dgn

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MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 13
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S27 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	209
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

*STRINGERS 3 AND 10 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	19.75	512.84	513.52
T3	149+65.00	19.75	512.87	513.58
U3	149+72.50	19.75	512.90	513.63
FB36	149+80.00	19.75	512.92	513.66
V3	149+87.50	19.75	512.94	513.72
W3	149+95.00	19.75	512.95	513.76
X3	150+02.50	19.75	512.97	513.79
FB37	150+10.00	19.75	512.98	513.82
℄ Relief Jt.	150+10.75	19.75	512.98	513.82
Y3	150+17.50	19.75	512.98	513.85
Z3	150+25.00	19.75	512.99	513.87
AA3	150+32.50	19.75	512.99	513.88
FB38	150+40.00	19.75	512.99	513.88
AB3	150+47.50	19.75	512.98	513.90
AC3	150+55.00	19.75	512.98	513.91
AD3	150+62.50	19.75	512.97	513.90
FB39	150+70.00	19.75	512.95	513.89
AE3	150+77.50	19.75	512.94	513.88
AF3	150+85.00	19.75	512.92	513.87
AG3	150+92.50	19.75	512.90	513.84
FB40	151+00.00	19.75	512.87	513.81
AH3	151+07.50	19.75	512.85	513.79
AI3	151+15.00	19.75	512.82	513.77
AJ3	151+22.50	19.75	512.80	513.73
℄ Relief Jt.	151+29.25	19.75	512.77	513.69
FB41	151+30.00	19.75	512.77	513.69
AK3	151+37.50	19.75	512.74	513.66
AL3	151+45.00	19.75	512.71	513.62
AM3	151+52.50	19.75	512.68	513.57
FB42	151+60.00	19.75	512.65	513.52
AN3	151+67.50	19.75	512.62	513.48
AO3	151+75.00	19.75	512.59	513.44
AP3	151+82.50	19.75	512.55	513.38
FB43	151+90.00	19.75	512.52	513.32
AQ3	151+97.50	19.75	512.48	513.27
AR3	152+05.00	19.75	512.45	513.22
AS3	152+12.50	19.75	512.41	513.15
FB44	152+20.00	19.75	512.37	513.08
℄ Strip Seal Exp. Jt.	152+21.71	19.75	512.36	513.07
AT3	152+27.50	19.75	512.33	513.01
AU3	152+35.00	19.75	512.30	512.94
AV3	152+42.50	19.75	512.25	512.85
FB45	152+50.00	19.75	512.21	512.76
AW3	152+57.50	19.75	512.17	512.69
AX3	152+65.00	19.75	512.13	512.61
AY3	152+72.50	19.75	512.08	512.53
FB46	152+80.00	19.75	512.03	512.44
AZ3	152+87.50	19.75	511.98	512.36
BA3	152+95.00	19.75	511.93	512.28
BB3	153+02.50	19.75	511.87	512.19
FB47	153+10.00	19.75	511.81	512.08
℄ Relief Jt.	153+10.75	19.75	511.81	512.08
BC3	153+17.50	19.75	511.75	512.00
BD3	153+25.00	19.75	511.69	511.91
BE3	153+32.50	19.75	511.62	511.81
FB48	153+40.00	19.75	511.55	511.70
BF3	153+47.50	19.75	511.47	511.61
BG3	153+55.00	19.75	511.40	511.51
BH3	153+62.50	19.75	511.32	511.40
℄ Brg. Pier 6 / FB49	153+70.00	19.75	511.23	511.28
A4	153+77.50	19.75	511.15	511.19
B4	153+85.00	19.75	511.06	511.09

*STRINGERS 3 AND 10 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	19.75	510.97	510.98
℄ Relief Jt.	153+99.25	19.75	510.88	510.88
FB50	154+00.00	19.75	510.87	510.87
D4	154+07.50	19.75	510.78	510.77
E4	154+15.00	19.75	510.67	510.67
F4	154+22.50	19.75	510.57	510.55
FB51	154+30.00	19.75	510.46	510.43
G4	154+37.50	19.75	510.36	510.32
H4	154+45.00	19.75	510.24	510.21
I4	154+52.50	19.75	510.13	510.09
FB52	154+60.00	19.75	510.01	509.95
J4	154+67.50	19.75	509.89	509.84
K4	154+75.00	19.75	509.76	509.72
L4	154+82.50	19.75	509.64	509.59
℄ Relief Jt.	154+89.25	19.75	509.53	509.47
FB53	154+90.00	19.75	509.52	509.45
M4	154+97.50	19.75	509.39	509.34
N4	155+05.00	19.75	509.26	509.22
O4	155+12.50	19.75	509.12	509.08
FB54	155+20.00	19.75	508.99	508.94
P4	155+27.50	19.75	508.86	508.83
Q4	155+35.00	19.75	508.73	508.70
R4	155+42.50	19.75	508.59	508.56
FB55	155+50.00	19.75	508.45	508.41
S4	155+57.50	19.75	508.31	508.29
T4	155+65.00	19.75	508.16	508.16
U4	155+72.50	19.75	508.01	508.01
℄ Relief Jt.	155+79.25	19.75	507.88	507.87
FB56	155+80.00	19.75	507.86	507.86
V4	155+87.50	19.75	507.71	507.72
W4	155+95.00	19.75	507.55	507.57
X4	156+02.50	19.75	507.40	507.41
FB57	156+10.00	19.75	507.24	507.25
Y4	156+17.50	19.75	507.07	507.10
Z4	156+25.00	19.75	506.91	506.94
AA4	156+32.50	19.75	506.74	506.77
FB58	156+40.00	19.75	506.57	506.60
AB4	156+47.50	19.75	506.40	506.43
AC4	156+55.00	19.75	506.22	506.26
AD4	156+62.50	19.75	506.04	506.08
FB59	156+70.00	19.75	505.86	505.89
℄ Neoprene Exp. Jt.	156+71.77	19.75	505.82	505.85
AE4	156+77.50	19.75	505.68	505.71
AF4	156+85.00	19.75	505.49	505.53
AG4	156+92.50	19.75	505.30	505.34
FB60	157+00.00	19.75	505.11	505.13
AH4	157+07.50	19.75	504.92	504.95
AI4	157+15.00	19.75	504.72	504.76
AJ4	157+22.50	19.75	504.53	504.56
FB61	157+30.00	19.75	504.33	504.35
AK4	157+37.50	19.75	504.12	504.15
AL4	157+45.00	19.75	503.92	503.95
AM4	157+52.50	19.75	503.71	503.74
FB62	157+60.00	19.75	503.50	503.52
℄ Relief Jt.	157+60.75	19.75	503.48	503.50
AN4	157+67.50	19.75	503.28	503.32
AO4	157+75.00	19.75	503.07	503.11
AP4	157+82.50	19.75	502.85	502.89
FB63	157+90.00	19.75	502.63	502.66
AQ4	157+97.50	19.75	502.41	502.45
AR4	158+05.00	19.75	502.18	502.23
AS4	158+12.50	19.75	501.95	502.01
℄ Brg. Pier 7 / FB64	158+20.00	19.75	501.72	501.77

*STRINGERS 3 AND 10 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	19.75	501.50	501.57
B5	158+35.00	19.75	501.27	501.36
C5	158+42.50	19.75	501.04	501.15
FB65	158+50.00	19.75	500.81	500.93
D5	158+57.50	19.75	500.58	500.73
E5	158+65.00	19.75	500.35	500.53
F5	158+72.50	19.75	500.12	500.31
℄ Relief Jt.	158+79.25	19.75	499.91	500.11
FB66	158+80.00	19.75	499.89	500.09
G5	158+87.50	19.75	499.66	499.89
H5	158+95.00	19.75	499.43	499.69
I5	159+02.50	19.75	499.20	499.48
FB67	159+10.00	19.75	498.97	499.26
J5	159+17.50	19.75	498.74	499.06
K5	159+25.00	19.75	498.51	498.85
L5	159+32.50	19.75	498.28	498.63
FB68	159+40.00	19.75	498.05	498.41
M5	159+47.50	19.75	497.82	498.21
N5	159+55.00	19.75	497.59	498.00
O5	159+62.50	19.75	497.36	497.78
℄ Relief Jt.	159+69.25	19.75	497.16	497.58
FB69	159+70.00	19.75	497.13	497.56
P5	159+77.50	19.75	496.91	497.35
Q5	159+85.00	19.75	496.68	497.14
R5	159+92.50	19.75	496.45	496.91
FB70	160+00.00	19.75	496.22	496.69
S5	160+07.50	19.75	495.99	496.48
T5	160+15.00	19.75	495.76	496.26
U5	160+22.50	19.75	495.53	496.04
FB71	160+30.00	19.75	495.31	495.81
V5	160+37.50	19.75	495.08	495.59
W5	160+45.00	19.75	494.85	495.37
X5	160+52.50	19.75	494.63	495.14
℄ Relief Jt.	160+59.25	19.75	494.43	494.93
FB72	160+60.00	19.75	494.40	494.90
Y5	160+67.50	19.75	494.18	494.69
Z5	160+75.00	19.75	493.96	494.46
AA5	160+82.50	19.75	493.73	494.23
FB73	160+90.00	19.75	493.51	494.00
AB5	160+97.50	19.75	493.29	493.78
AC5	161+05.00	19.75	493.07	493.55
AD5	161+12.50	19.75	492.85	493.31
FB74	161+20.00	19.75	492.63	493.07
AE5	161+27.50	19.75	492.41	492.84
AF5	161+35.00	19.75	492.20	492.61
AG5	161+42.50	19.75	491.98	492.38
℄ Relief Jt.	161+49.25	19.75	491.78	492.16
FB75	161+50.00	19.75	491.76	492.13
AH5	161+57.50	19.75	491.55	491.90
AI5	161+65.00	19.75	491.33	491.67
AJ5	161+72.50	19.75	491.11	491.42
FB76	161+80.00	19.75	490.90	491.18
AK5	161+87.50	19.75	490.68	490.95
AL5	161+95.00	19.75	490.47	490.71
AM5	162+02.50	19.75	490.25	490.46
FB77	162+10.00	19.75	490.04	490.21
AN5	162+17.50	19.75	489.82	489.97
AO5	162+25.00	19.75	489.60	489.72
AP5	162+32.50	19.75	489.38	489.46
℄ N. Brg. Pier 8 / FB78	162+40.00	19.75	489.17	489.19
℄ Finger PL Exp. Jt.	162+41.63	19.75	489.12	489.14

* Stringer 10 offset shown.
For Stringer 3, offset = -19.75'

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - ELK	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 14
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S28 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	210
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

STRINGER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	-13.50	496.24	496.31
FB7	141+10.00	-13.50	496.56	496.63
A1	141+17.50	-13.50	496.78	496.86
B1	141+25.00	-13.50	497.00	497.08
C1	141+32.50	-13.50	497.22	497.30
FB8	141+40.00	-13.50	497.44	497.51
D1	141+47.50	-13.50	497.66	497.74
E1	141+55.00	-13.50	497.88	497.96
F1	141+62.50	-13.50	498.10	498.18
FB9	141+70.00	-13.50	498.32	498.39
℄ Relief Jt.	141+70.75	-13.50	498.35	498.41
G1	141+77.50	-13.50	498.54	498.62
H1	141+85.00	-13.50	498.76	498.84
I1	141+92.50	-13.50	498.98	499.05
FB10	142+00.00	-13.50	499.21	499.26
J1	142+07.50	-13.50	499.40	499.46
K1	142+15.00	-13.50	499.60	499.66
L1	142+22.50	-13.50	499.79	499.85
FB11	142+30.00	-13.50	499.99	500.04
M1	142+37.50	-13.50	500.18	500.24
N1	142+45.00	-13.50	500.38	500.43
O1	142+52.50	-13.50	500.57	500.62
FB12	142+60.00	-13.50	500.76	500.79
℄ Relief Jt.	142+60.75	-13.50	500.77	500.82
P1	142+67.50	-13.50	500.94	500.99
Q1	142+75.00	-13.50	501.13	501.19
R1	142+82.50	-13.50	501.31	501.37
FB13	142+90.00	-13.50	501.49	501.54
S1	142+97.50	-13.50	501.67	501.73
T1	143+05.00	-13.50	501.85	501.92
U1	143+12.50	-13.50	502.03	502.09
℄ Brg. Pier 4 / FB14	143+20.00	-13.50	502.20	502.26
A2	143+27.50	-13.50	502.38	502.46
B2	143+35.00	-13.50	502.55	502.65
C2	143+42.50	-13.50	502.72	502.83
FB15	143+50.00	-13.50	502.89	503.00
D2	143+57.50	-13.50	503.05	503.20
E2	143+65.00	-13.50	503.22	503.38
F2	143+72.50	-13.50	503.38	503.56
℄ Relief Jt.	143+79.25	-13.50	503.53	503.72
FB16	143+80.00	-13.50	503.54	503.73
G2	143+87.50	-13.50	503.71	503.93
H2	143+95.00	-13.50	503.87	504.12
I2	144+02.50	-13.50	504.03	504.29
FB17	144+10.00	-13.50	504.20	504.47
J2	144+17.50	-13.50	504.36	504.66
K2	144+25.00	-13.50	504.52	504.85
L2	144+32.50	-13.50	504.69	505.03
FB18	144+40.00	-13.50	504.85	505.20
M2	144+47.50	-13.50	505.01	505.39
N2	144+55.00	-13.50	505.18	505.58
O2	144+62.50	-13.50	505.34	505.76
℄ Neoprene Exp. Jt.	144+68.23	-13.50	505.47	505.90
FB19	144+70.00	-13.50	505.50	505.94
P2	144+77.50	-13.50	505.67	506.10
Q2	144+85.00	-13.50	505.83	506.26
R2	144+92.50	-13.50	505.99	506.41
FB20	145+00.00	-13.50	506.16	506.55
S2	145+07.50	-13.50	506.32	506.71
T2	145+15.00	-13.50	506.49	506.87
U2	145+22.50	-13.50	506.65	507.01

STRINGER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	13.50	496.26	496.33
FB7	141+10.00	13.50	496.58	496.65
A1	141+17.50	13.50	496.80	496.88
B1	141+25.00	13.50	497.02	497.10
C1	141+32.50	13.50	497.24	497.32
FB8	141+40.00	13.50	497.46	497.52
D1	141+47.50	13.50	497.68	497.75
E1	141+55.00	13.50	497.90	497.98
F1	141+62.50	13.50	498.12	498.19
FB9	141+70.00	13.50	498.34	498.40
℄ Relief Jt.	141+70.75	13.50	498.36	498.43
G1	141+77.50	13.50	498.56	498.63
H1	141+85.00	13.50	498.78	498.85
I1	141+92.50	13.50	498.99	499.06
FB10	142+00.00	13.50	499.21	499.27
J1	142+07.50	13.50	499.41	499.47
K1	142+15.00	13.50	499.60	499.66
L1	142+22.50	13.50	499.79	499.85
FB11	142+30.00	13.50	499.99	500.04
M1	142+37.50	13.50	500.18	500.24
N1	142+45.00	13.50	500.38	500.43
O1	142+52.50	13.50	500.57	500.62
FB12	142+60.00	13.50	500.76	500.79
℄ Relief Jt.	142+60.75	13.50	500.77	500.82
P1	142+67.50	13.50	500.94	500.99
Q1	142+75.00	13.50	501.13	501.19
R1	142+82.50	13.50	501.31	501.37
FB13	142+90.00	13.50	501.49	501.54
S1	142+97.50	13.50	501.67	501.73
T1	143+05.00	13.50	501.85	501.92
U1	143+12.50	13.50	502.03	502.09
℄ Brg. Pier 4 / FB14	143+20.00	13.50	502.20	502.26
A2	143+27.50	13.50	502.38	502.46
B2	143+35.00	13.50	502.55	502.65
C2	143+42.50	13.50	502.72	502.83
FB15	143+50.00	13.50	502.89	503.00
D2	143+57.50	13.50	503.05	503.20
E2	143+65.00	13.50	503.22	503.38
F2	143+72.50	13.50	503.38	503.56
℄ Relief Jt.	143+79.25	13.50	503.53	503.72
FB16	143+80.00	13.50	503.54	503.73
G2	143+87.50	13.50	503.71	503.93
H2	143+95.00	13.50	503.87	504.12
I2	144+02.50	13.50	504.03	504.29
FB17	144+10.00	13.50	504.20	504.47
J2	144+17.50	13.50	504.36	504.66
K2	144+25.00	13.50	504.52	504.85
L2	144+32.50	13.50	504.69	505.03
FB18	144+40.00	13.50	504.85	505.20
M2	144+47.50	13.50	505.01	505.39
N2	144+55.00	13.50	505.18	505.58
O2	144+62.50	13.50	505.34	505.76
℄ Neoprene Exp. Jt.	144+68.23	13.50	505.47	505.90
FB19	144+70.00	13.50	505.50	505.94
P2	144+77.50	13.50	505.67	506.10
Q2	144+85.00	13.50	505.83	506.26
R2	144+92.50	13.50	505.99	506.41
FB20	145+00.00	13.50	506.16	506.55
S2	145+07.50	13.50	506.32	506.71
T2	145+15.00	13.50	506.49	506.87
U2	145+22.50	13.50	506.65	507.01

*STRINGERS 4 AND 9 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	13.50	506.81	507.15
V2	145+37.50	13.50	506.98	507.31
W2	145+45.00	13.50	507.14	507.46
X2	145+52.50	13.50	507.30	507.61
FB22	145+60.00	13.50	507.47	507.75
℄ Relief Jt.	145+60.75	13.50	507.48	507.76
Y2	145+67.50	13.50	507.63	507.90
Z2	145+75.00	13.50	507.79	508.06
AA2	145+82.50	13.50	507.96	508.20
FB23	145+90.00	13.50	508.12	508.33
AB2	145+97.50	13.50	508.28	508.49
AC2	146+05.00	13.50	508.44	508.64
AD2	146+12.50	13.50	508.61	508.79
FB24	146+20.00	13.50	508.76	508.92
AE2	146+27.50	13.50	508.92	509.08
AF2	146+35.00	13.50	509.07	509.22
AG2	146+42.50	13.50	509.22	509.35
FB25	146+50.00	13.50	509.37	509.48
℄ Relief Jt.	146+50.75	13.50	509.39	509.49
AH2	146+57.50	13.50	509.52	509.62
AI2	146+65.00	13.50	509.66	509.76
AJ2	146+72.50	13.50	509.80	509.89
FB26	146+80.00	13.50	509.93	510.01
AK2	146+87.50	13.50	510.07	510.14
AL2	146+95.00	13.50	510.20	510.27
AM2	147+02.50	13.50	510.33	510.39
FB27	147+10.00	13.50	510.45	510.50
AN2	147+17.50	13.50	510.57	510.63
AO2	147+25.00	13.50	510.69	510.75
AP2	147+32.50	13.50	510.81	510.86
FB28	147+40.00	13.50	510.92	510.96
℄ Relief Jt.	147+40.75	13.50	510.93	510.97
AQ2	147+47.50	13.50	511.03	511.08
AR2	147+55.00	13.50	511.14	511.20
AS2	147+62.50	13.50	511.24	511.30
℄ Brg. Pier 5 / FB29	147+70.00	13.50	511.34	511.40
A3	147+77.50	13.50	511.44	511.52
B3	147+85.00	13.50	511.54	511.64
C3	147+92.50	13.50	511.63	511.74
FB30	148+00.00	13.50	511.72	511.84
D3	148+07.50	13.50	511.81	511.96
E3	148+15.00	13.50	511.89	512.06
F3	148+22.50	13.50	511.97	512.16
℄ Relief Jt.	148+29.25	13.50	512.04	512.24
FB31	148+30.00	13.50	512.05	512.25
G3	148+37.50	13.50	512.12	512.36
H3	148+45.00	13.50	512.20	512.46
I3	148+52.50	13.50	512.27	512.55
FB32	148+60.00	13.50	512.34	512.63
J3	148+67.50	13.50	512.40	512.73
K3	148+75.00	13.50	512.47	512.83
L3	148+82.50	13.50	512.53	512.91
FB33	148+90.00	13.50	512.58	512.98
M3	148+97.50	13.50	512.64	513.08
N3	149+05.00	13.50	512.69	513.16
O3	149+12.50	13.50	512.74	513.24
℄ Strip Seal Exp. Jt.	149+18.29	13.50	512.77	513.29
FB34	149+20.00	13.50	512.78	513.31
P3	149+27.50	13.50	512.83	513.39
Q3	149+35.00	13.50	512.87	513.47
R3	149+42.50	13.50	512.90	513.53
FB35	149+50.00	13.50	512.94	513.59

* Stringer 9 offset shown.
For Stringer 4, offset = -13.50'

*PEORIA/TAZEWELL

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MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 15
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S29 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	211
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

*STRINGERS 4 AND 9 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	13.50	512.97	513.65
T3	149+65.00	13.50	512.99	513.71
U3	149+72.50	13.50	513.02	513.76
FB36	149+80.00	13.50	513.04	513.79
V3	149+87.50	13.50	513.06	513.85
W3	149+95.00	13.50	513.08	513.89
X3	150+02.50	13.50	513.09	513.92
FB37	150+10.00	13.50	513.10	513.95
℄ Relief Jt.	150+10.75	13.50	513.10	513.95
Y3	150+17.50	13.50	513.11	513.98
Z3	150+25.00	13.50	513.11	514.00
AA3	150+32.50	13.50	513.11	514.01
FB38	150+40.00	13.50	513.11	514.01
AB3	150+47.50	13.50	513.11	514.03
AC3	150+55.00	13.50	513.10	514.04
AD3	150+62.50	13.50	513.09	514.03
FB39	150+70.00	13.50	513.07	514.02
AE3	150+77.50	13.50	513.06	514.01
AF3	150+85.00	13.50	513.04	514.00
AG3	150+92.50	13.50	513.02	513.97
FB40	151+00.00	13.50	513.00	513.94
AH3	151+07.50	13.50	512.97	513.92
AI3	151+15.00	13.50	512.95	513.90
AJ3	151+22.50	13.50	512.92	513.86
℄ Relief Jt.	151+29.25	13.50	512.90	513.83
FB41	151+30.00	13.50	512.89	513.82
AK3	151+37.50	13.50	512.87	513.79
AL3	151+45.00	13.50	512.84	513.75
AM3	151+52.50	13.50	512.81	513.70
FB42	151+60.00	13.50	512.78	513.65
AN3	151+67.50	13.50	512.74	513.61
AO3	151+75.00	13.50	512.71	513.57
AP3	151+82.50	13.50	512.68	513.51
FB43	151+90.00	13.50	512.64	513.45
AQ3	151+97.50	13.50	512.61	513.40
AR3	152+05.00	13.50	512.57	513.35
AS3	152+12.50	13.50	512.53	513.29
FB44	152+20.00	13.50	512.49	513.22
℄ Strip Seal Exp. Jt.	152+21.71	13.50	512.48	513.20
AT3	152+27.50	13.50	512.45	513.14
AU3	152+35.00	13.50	512.42	513.07
AV3	152+42.50	13.50	512.38	512.98
FB45	152+50.00	13.50	512.34	512.89
AW3	152+57.50	13.50	512.29	512.82
AX3	152+65.00	13.50	512.25	512.75
AY3	152+72.50	13.50	512.20	512.66
FB46	152+80.00	13.50	512.16	512.57
AZ3	152+87.50	13.50	512.11	512.50
BA3	152+95.00	13.50	512.05	512.41
BB3	153+02.50	13.50	512.00	512.32
FB47	153+10.00	13.50	511.94	512.22
℄ Relief Jt.	153+10.75	13.50	511.93	512.21
BC3	153+17.50	13.50	511.87	512.13
BD3	153+25.00	13.50	511.81	512.04
BE3	153+32.50	13.50	511.74	511.94
FB48	153+40.00	13.50	511.67	511.83
BF3	153+47.50	13.50	511.60	511.74
BG3	153+55.00	13.50	511.52	511.64
BH3	153+62.50	13.50	511.44	511.53
℄ Brg. Pier 6 / FB49	153+70.00	13.50	511.36	511.41
A4	153+77.50	13.50	511.27	511.32
B4	153+85.00	13.50	511.18	511.22

*STRINGERS 4 AND 9 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	13.50	511.09	511.12
℄ Relief Jt.	153+99.25	13.50	511.00	511.01
FB50	154+00.00	13.50	511.00	511.00
D4	154+07.50	13.50	510.90	510.90
E4	154+15.00	13.50	510.80	510.80
F4	154+22.50	13.50	510.69	510.68
FB51	154+30.00	13.50	510.59	510.56
G4	154+37.50	13.50	510.48	510.46
H4	154+45.00	13.50	510.37	510.34
I4	154+52.50	13.50	510.25	510.22
FB52	154+60.00	13.50	510.13	510.09
J4	154+67.50	13.50	510.01	509.97
K4	154+75.00	13.50	509.89	509.85
L4	154+82.50	13.50	509.77	509.72
℄ Relief Jt.	154+89.25	13.50	509.65	509.60
FB53	154+90.00	13.50	509.64	509.58
M4	154+97.50	13.50	509.51	509.47
N4	155+05.00	13.50	509.38	509.35
O4	155+12.50	13.50	509.25	509.21
FB54	155+20.00	13.50	509.12	509.08
P4	155+27.50	13.50	508.98	508.96
Q4	155+35.00	13.50	508.85	508.83
R4	155+42.50	13.50	508.71	508.69
FB55	155+50.00	13.50	508.57	508.55
S4	155+57.50	13.50	508.43	508.42
T4	155+65.00	13.50	508.28	508.29
U4	155+72.50	13.50	508.14	508.14
℄ Relief Jt.	155+79.25	13.50	508.00	508.00
FB56	155+80.00	13.50	507.98	507.99
V4	155+87.50	13.50	507.83	507.85
W4	155+95.00	13.50	507.68	507.70
X4	156+02.50	13.50	507.52	507.54
FB57	156+10.00	13.50	507.36	507.38
Y4	156+17.50	13.50	507.20	507.23
Z4	156+25.00	13.50	507.03	507.07
AA4	156+32.50	13.50	506.86	506.91
FB58	156+40.00	13.50	506.69	506.73
AB4	156+47.50	13.50	506.52	506.57
AC4	156+55.00	13.50	506.34	506.39
AD4	156+62.50	13.50	506.16	506.21
FB59	156+70.00	13.50	505.98	506.02
℄ Neoprene Exp. Jt.	156+71.77	13.50	505.94	505.98
AE4	156+77.50	13.50	505.80	505.84
AF4	156+85.00	13.50	505.62	505.66
AG4	156+92.50	13.50	505.43	505.47
FB60	157+00.00	13.50	505.24	505.27
AH4	157+07.50	13.50	505.04	505.08
AI4	157+15.00	13.50	504.85	504.89
AJ4	157+22.50	13.50	504.65	504.69
FB61	157+30.00	13.50	504.45	504.48
AK4	157+37.50	13.50	504.25	504.29
AL4	157+45.00	13.50	504.04	504.08
AM4	157+52.50	13.50	503.83	503.87
FB62	157+60.00	13.50	503.62	503.65
℄ Relief Jt.	157+60.75	13.50	503.60	503.63
AN4	157+67.50	13.50	503.41	503.45
AO4	157+75.00	13.50	503.19	503.24
AP4	157+82.50	13.50	502.97	503.02
FB63	157+90.00	13.50	502.75	502.79
AQ4	157+97.50	13.50	502.53	502.58
AR4	158+05.00	13.50	502.30	502.36
AS4	158+12.50	13.50	502.08	502.14
℄ Brg. Pier 7 / FB64	158+20.00	13.50	501.85	501.90

*STRINGERS 4 AND 9 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	13.50	501.62	501.70
B5	158+35.00	13.50	501.39	501.50
C5	158+42.50	13.50	501.16	501.28
FB65	158+50.00	13.50	500.93	501.06
D5	158+57.50	13.50	500.70	500.86
E5	158+65.00	13.50	500.47	500.66
F5	158+72.50	13.50	500.24	500.44
℄ Relief Jt.	158+79.25	13.50	500.03	500.25
FB66	158+80.00	13.50	500.01	500.22
G5	158+87.50	13.50	499.78	500.03
H5	158+95.00	13.50	499.55	499.82
I5	159+02.50	13.50	499.32	499.61
FB67	159+10.00	13.50	499.09	499.39
J5	159+17.50	13.50	498.86	499.19
K5	159+25.00	13.50	498.63	498.98
L5	159+32.50	13.50	498.40	498.77
FB68	159+40.00	13.50	498.18	498.54
M5	159+47.50	13.50	497.95	498.34
N5	159+55.00	13.50	497.72	498.13
O5	159+62.50	13.50	497.49	497.92
℄ Relief Jt.	159+69.25	13.50	497.28	497.72
FB69	159+70.00	13.50	497.26	497.69
P5	159+77.50	13.50	497.03	497.48
Q5	159+85.00	13.50	496.80	497.27
R5	159+92.50	13.50	496.57	497.05
FB70	160+00.00	13.50	496.34	496.82
S5	160+07.50	13.50	496.11	496.61
T5	160+15.00	13.50	495.88	496.39
U5	160+22.50	13.50	495.66	496.17
FB71	160+30.00	13.50	495.43	495.94
V5	160+37.50	13.50	495.20	495.72
W5	160+45.00	13.50	494.98	495.50
X5	160+52.50	13.50	494.75	495.27
℄ Relief Jt.	160+59.25	13.50	494.55	495.06
FB72	160+60.00	13.50	494.53	495.03
Y5	160+67.50	13.50	494.30	494.82
Z5	160+75.00	13.50	494.08	494.60
AA5	160+82.50	13.50	493.86	494.37
FB73	160+90.00	13.50	493.64	494.13
AB5	160+97.50	13.50	493.41	493.91
AC5	161+05.00	13.50	493.19	493.68
AD5	161+12.50	13.50	492.97	493.44
FB74	161+20.00	13.50	492.75	493.20
AE5	161+27.50	13.50	492.54	492.97
AF5	161+35.00	13.50	492.32	492.74
AG5	161+42.50	13.50	492.10	492.51
℄ Relief Jt.	161+49.25	13.50	491.91	492.29
FB75	161+50.00	13.50	491.88	492.26
AH5	161+57.50	13.50	491.67	492.03
AI5	161+65.00	13.50	491.45	491.80
AJ5	161+72.50	13.50	491.24	491.56
FB76	161+80.00	13.50	491.02	491.31
AK5	161+87.50	13.50	490.81	491.08
AL5	161+95.00	13.50	490.59	490.84
AM5	162+02.50	13.50	490.38	490.60
FB77	162+10.00	13.50	490.16	490.34
AN5	162+17.50	13.50	489.94	490.10
AO5	162+25.00	13.50	489.73	489.84
AP5	162+32.50	13.50	489.51	489.58
℄ N. Brg. Pier 8 / FB78	162+40.00	13.50	489.29	489.31
℄ Finger PL Exp. Jt.	162+41.63	13.50	489.24	489.26

* Stringer 9 offset shown.
For Stringer 4, offset = -13.50'

*PEORIA/TAZEWELL

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 16
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S30 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	212
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

STRINGER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	-7.25	496.30	496.37
FB7	141+10.00	-7.25	496.62	496.69
A1	141+17.50	-7.25	496.84	496.93
B1	141+25.00	-7.25	497.07	497.16
C1	141+32.50	-7.25	497.29	497.37
FB8	141+40.00	-7.25	497.51	497.59
D1	141+47.50	-7.25	497.74	497.82
E1	141+55.00	-7.25	497.96	498.05
F1	141+62.50	-7.25	498.18	498.27
FB9	141+70.00	-7.25	498.41	498.48
℄ Relief Jt.	141+70.75	-7.25	498.43	498.50
G1	141+77.50	-7.25	498.63	498.71
H1	141+85.00	-7.25	498.85	498.93
I1	141+92.50	-7.25	499.07	499.15
FB10	142+00.00	-7.25	499.30	499.36
J1	142+07.50	-7.25	499.49	499.56
K1	142+15.00	-7.25	499.69	499.76
L1	142+22.50	-7.25	499.89	499.95
FB11	142+30.00	-7.25	500.08	500.14
M1	142+37.50	-7.25	500.28	500.34
N1	142+45.00	-7.25	500.47	500.53
O1	142+52.50	-7.25	500.66	500.72
FB12	142+60.00	-7.25	500.85	500.89
℄ Relief Jt.	142+60.75	-7.25	500.87	500.91
P1	142+67.50	-7.25	501.04	501.09
Q1	142+75.00	-7.25	501.22	501.29
R1	142+82.50	-7.25	501.41	501.47
FB13	142+90.00	-7.25	501.59	501.64
S1	142+97.50	-7.25	501.77	501.83
T1	143+05.00	-7.25	501.95	502.02
U1	143+12.50	-7.25	502.12	502.19
℄ Brg. Pier 4 / FB14	143+20.00	-7.25	502.30	502.36
A2	143+27.50	-7.25	502.47	502.56
B2	143+35.00	-7.25	502.64	502.75
C2	143+42.50	-7.25	502.81	502.93
FB15	143+50.00	-7.25	502.98	503.10
D2	143+57.50	-7.25	503.15	503.30
E2	143+65.00	-7.25	503.31	503.48
F2	143+72.50	-7.25	503.47	503.66
℄ Relief Jt.	143+79.25	-7.25	503.62	503.82
FB16	143+80.00	-7.25	503.64	503.83
G2	143+87.50	-7.25	503.80	504.03
H2	143+95.00	-7.25	503.96	504.21
I2	144+02.50	-7.25	504.13	504.39
FB17	144+10.00	-7.25	504.29	504.57
J2	144+17.50	-7.25	504.45	504.76
K2	144+25.00	-7.25	504.62	504.95
L2	144+32.50	-7.25	504.78	505.13
FB18	144+40.00	-7.25	504.94	505.30
M2	144+47.50	-7.25	505.11	505.49
N2	144+55.00	-7.25	505.27	505.68
O2	144+62.50	-7.25	505.43	505.86
℄ Neoprene Exp. Jt.	144+68.23	-7.25	505.56	506.00
FB19	144+70.00	-7.25	505.60	506.04
P2	144+77.50	-7.25	505.76	506.20
Q2	144+85.00	-7.25	505.93	506.36
R2	144+92.50	-7.25	506.09	506.51
FB20	145+00.00	-7.25	506.25	506.65
S2	145+07.50	-7.25	506.42	506.81
T2	145+15.00	-7.25	506.58	506.97
U2	145+22.50	-7.25	506.74	507.11

STRINGER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	7.25	496.31	496.38
FB7	141+10.00	7.25	496.63	496.70
A1	141+17.50	7.25	496.85	496.94
B1	141+25.00	7.25	497.08	497.16
C1	141+32.50	7.25	497.30	497.38
FB8	141+40.00	7.25	497.52	497.59
D1	141+47.50	7.25	497.74	497.83
E1	141+55.00	7.25	497.97	498.05
F1	141+62.50	7.25	498.19	498.27
FB9	141+70.00	7.25	498.41	498.49
℄ Relief Jt.	141+70.75	7.25	498.43	498.51
G1	141+77.50	7.25	498.63	498.72
H1	141+85.00	7.25	498.86	498.94
I1	141+92.50	7.25	499.08	499.15
FB10	142+00.00	7.25	499.30	499.36
J1	142+07.50	7.25	499.50	499.57
K1	142+15.00	7.25	499.69	499.76
L1	142+22.50	7.25	499.89	499.95
FB11	142+30.00	7.25	500.08	500.14
M1	142+37.50	7.25	500.28	500.34
N1	142+45.00	7.25	500.47	500.53
O1	142+52.50	7.25	500.66	500.72
FB12	142+60.00	7.25	500.85	500.89
℄ Relief Jt.	142+60.75	7.25	500.87	500.91
P1	142+67.50	7.25	501.04	501.09
Q1	142+75.00	7.25	501.22	501.29
R1	142+82.50	7.25	501.41	501.47
FB13	142+90.00	7.25	501.59	501.64
S1	142+97.50	7.25	501.77	501.83
T1	143+05.00	7.25	501.95	502.02
U1	143+12.50	7.25	502.12	502.19
℄ Brg. Pier 4 / FB14	143+20.00	7.25	502.30	502.36
A2	143+27.50	7.25	502.47	502.56
B2	143+35.00	7.25	502.64	502.75
C2	143+42.50	7.25	502.81	502.93
FB15	143+50.00	7.25	502.98	503.10
D2	143+57.50	7.25	503.15	503.30
E2	143+65.00	7.25	503.31	503.48
F2	143+72.50	7.25	503.47	503.66
℄ Relief Jt.	143+79.25	7.25	503.62	503.82
FB16	143+80.00	7.25	503.64	503.83
G2	143+87.50	7.25	503.80	504.03
H2	143+95.00	7.25	503.96	504.21
I2	144+02.50	7.25	504.13	504.39
FB17	144+10.00	7.25	504.29	504.57
J2	144+17.50	7.25	504.45	504.76
K2	144+25.00	7.25	504.62	504.95
L2	144+32.50	7.25	504.78	505.13
FB18	144+40.00	7.25	504.94	505.30
M2	144+47.50	7.25	505.11	505.49
N2	144+55.00	7.25	505.27	505.68
O2	144+62.50	7.25	505.43	505.86
℄ Neoprene Exp. Jt.	144+68.23	7.25	505.56	506.00
FB19	144+70.00	7.25	505.60	506.04
P2	144+77.50	7.25	505.76	506.20
Q2	144+85.00	7.25	505.93	506.36
R2	144+92.50	7.25	506.09	506.51
FB20	145+00.00	7.25	506.25	506.65
S2	145+07.50	7.25	506.42	506.81
T2	145+15.00	7.25	506.58	506.97
U2	145+22.50	7.25	506.74	507.11

*STRINGERS 5 AND 8 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	7.25	506.91	507.25
V2	145+37.50	7.25	507.07	507.41
W2	145+45.00	7.25	507.23	507.56
X2	145+52.50	7.25	507.40	507.71
FB22	145+60.00	7.25	507.56	507.85
℄ Relief Jt.	145+60.75	7.25	507.58	507.86
Y2	145+67.50	7.25	507.72	508.00
Z2	145+75.00	7.25	507.89	508.15
AA2	145+82.50	7.25	508.05	508.30
FB23	145+90.00	7.25	508.21	508.43
AB2	145+97.50	7.25	508.38	508.59
AC2	146+05.00	7.25	508.54	508.74
AD2	146+12.50	7.25	508.70	508.89
FB24	146+20.00	7.25	508.86	509.02
AE2	146+27.50	7.25	509.01	509.18
AF2	146+35.00	7.25	509.17	509.32
AG2	146+42.50	7.25	509.32	509.45
FB25	146+50.00	7.25	509.47	509.58
℄ Relief Jt.	146+50.75	7.25	509.48	509.59
AH2	146+57.50	7.25	509.61	509.72
AI2	146+65.00	7.25	509.75	509.86
AJ2	146+72.50	7.25	509.89	509.99
FB26	146+80.00	7.25	510.03	510.11
AK2	146+87.50	7.25	510.16	510.24
AL2	146+95.00	7.25	510.29	510.37
AM2	147+02.50	7.25	510.42	510.49
FB27	147+10.00	7.25	510.54	510.60
AN2	147+17.50	7.25	510.67	510.73
AO2	147+25.00	7.25	510.78	510.85
AP2	147+32.50	7.25	510.90	510.96
FB28	147+40.00	7.25	511.01	511.06
℄ Relief Jt.	147+40.75	7.25	511.02	511.07
AQ2	147+47.50	7.25	511.12	511.18
AR2	147+55.00	7.25	511.23	511.30
AS2	147+62.50	7.25	511.33	511.40
℄ Brg. Pier 5 / FB29	147+70.00	7.25	511.44	511.50
A3	147+77.50	7.25	511.53	511.62
B3	147+85.00	7.25	511.63	511.74
C3	147+92.50	7.25	511.72	511.84
FB30	148+00.00	7.25	511.81	511.94
D3	148+07.50	7.25	511.90	512.06
E3	148+15.00	7.25	511.98	512.16
F3	148+22.50	7.25	512.07	512.26
℄ Relief Jt.	148+29.25	7.25	512.14	512.34
FB31	148+30.00	7.25	512.14	512.35
G3	148+37.50	7.25	512.22	512.46
H3	148+45.00	7.25	512.29	512.56
I3	148+52.50	7.25	512.36	512.65
FB32	148+60.00	7.25	512.43	512.73
J3	148+67.50	7.25	512.50	512.83
K3	148+75.00	7.25	512.56	512.93
L3	148+82.50	7.25	512.62	513.01
FB33	148+90.00	7.25	512.68	513.08
M3	148+97.50	7.25	512.73	513.18
N3	149+05.00	7.25	512.78	513.26
O3	149+12.50	7.25	512.83	513.34
℄ Strip Seal Exp. Jt.	149+18.29	7.25	512.87	513.39
FB34	149+20.00	7.25	512.88	513.41
P3	149+27.50	7.25	512.92	513.49
Q3	149+35.00	7.25	512.96	513.57
R3	149+42.50	7.25	513.00	513.63
FB35	149+50.00	7.25	513.03	513.69

* Stringer 8 offset shown.
For Stringer 5 offset = -7.25'

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 17
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S31 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	213
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-031-TOS-17.dgn

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*STRINGERS 5 AND 8 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	7.25	513.06	513.75
T3	149+65.00	7.25	513.09	513.81
U3	149+72.50	7.25	513.11	513.86
FB36	149+80.00	7.25	513.13	513.89
V3	149+87.50	7.25	513.15	513.95
W3	149+95.00	7.25	513.17	513.99
X3	150+02.50	7.25	513.18	514.02
FB37	150+10.00	7.25	513.19	514.05
℄ Relief Jt.	150+10.75	7.25	513.19	514.05
Y3	150+17.50	7.25	513.20	514.08
Z3	150+25.00	7.25	513.20	514.10
AA3	150+32.50	7.25	513.21	514.11
FB38	150+40.00	7.25	513.20	514.11
AB3	150+47.50	7.25	513.20	514.13
AC3	150+55.00	7.25	513.19	514.14
AD3	150+62.50	7.25	513.18	514.13
FB39	150+70.00	7.25	513.17	514.12
AE3	150+77.50	7.25	513.15	514.11
AF3	150+85.00	7.25	513.13	514.10
AG3	150+92.50	7.25	513.11	514.07
FB40	151+00.00	7.25	513.09	514.04
AH3	151+07.50	7.25	513.07	514.02
AI3	151+15.00	7.25	513.04	514.00
AJ3	151+22.50	7.25	513.01	513.96
℄ Relief Jt.	151+29.25	7.25	512.99	513.92
FB41	151+30.00	7.25	512.99	513.92
AK3	151+37.50	7.25	512.96	513.89
AL3	151+45.00	7.25	512.93	513.85
AM3	151+52.50	7.25	512.90	513.80
FB42	151+60.00	7.25	512.87	513.75
AN3	151+67.50	7.25	512.84	513.71
AO3	151+75.00	7.25	512.80	513.67
AP3	151+82.50	7.25	512.77	513.61
FB43	151+90.00	7.25	512.74	513.55
AQ3	151+97.50	7.25	512.70	513.50
AR3	152+05.00	7.25	512.66	513.45
AS3	152+12.50	7.25	512.63	513.39
FB44	152+20.00	7.25	512.59	513.31
℄ Strip Seal Exp. Jt.	152+21.71	7.25	512.58	513.30
AT3	152+27.50	7.25	512.55	513.24
AU3	152+35.00	7.25	512.51	513.17
AV3	152+42.50	7.25	512.47	513.08
FB45	152+50.00	7.25	512.43	512.99
AW3	152+57.50	7.25	512.39	512.92
AX3	152+65.00	7.25	512.34	512.85
AY3	152+72.50	7.25	512.30	512.76
FB46	152+80.00	7.25	512.25	512.67
AZ3	152+87.50	7.25	512.20	512.59
BA3	152+95.00	7.25	512.15	512.51
BB3	153+02.50	7.25	512.09	512.42
FB47	153+10.00	7.25	512.03	512.32
℄ Relief Jt.	153+10.75	7.25	512.02	512.31
BC3	153+17.50	7.25	511.97	512.23
BD3	153+25.00	7.25	511.90	512.14
BE3	153+32.50	7.25	511.84	512.04
FB48	153+40.00	7.25	511.76	511.93
BF3	153+47.50	7.25	511.69	511.84
BG3	153+55.00	7.25	511.61	511.74
BH3	153+62.50	7.25	511.53	511.63
℄ Brg. Pier 6 / FB49	153+70.00	7.25	511.45	511.51
A4	153+77.50	7.25	511.36	511.42
B4	153+85.00	7.25	511.28	511.32

*STRINGERS 5 AND 8 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	7.25	511.18	511.21
℄ Relief Jt.	153+99.25	7.25	511.10	511.11
FB50	154+00.00	7.25	511.09	511.10
D4	154+07.50	7.25	510.99	511.00
E4	154+15.00	7.25	510.89	510.90
F4	154+22.50	7.25	510.79	510.78
FB51	154+30.00	7.25	510.68	510.66
G4	154+37.50	7.25	510.57	510.55
H4	154+45.00	7.25	510.46	510.44
I4	154+52.50	7.25	510.34	510.32
FB52	154+60.00	7.25	510.23	510.18
J4	154+67.50	7.25	510.10	510.07
K4	154+75.00	7.25	509.98	509.95
L4	154+82.50	7.25	509.86	509.82
℄ Relief Jt.	154+89.25	7.25	509.74	509.70
FB53	154+90.00	7.25	509.73	509.68
M4	154+97.50	7.25	509.60	509.57
N4	155+05.00	7.25	509.48	509.45
O4	155+12.50	7.25	509.34	509.31
FB54	155+20.00	7.25	509.21	509.18
P4	155+27.50	7.25	509.08	509.06
Q4	155+35.00	7.25	508.94	508.93
R4	155+42.50	7.25	508.81	508.79
FB55	155+50.00	7.25	508.66	508.65
S4	155+57.50	7.25	508.52	508.52
T4	155+65.00	7.25	508.38	508.39
U4	155+72.50	7.25	508.23	508.24
℄ Relief Jt.	155+79.25	7.25	508.09	508.10
FB56	155+80.00	7.25	508.08	508.09
V4	155+87.50	7.25	507.93	507.95
W4	155+95.00	7.25	507.77	507.80
X4	156+02.50	7.25	507.61	507.64
FB57	156+10.00	7.25	507.45	507.48
Y4	156+17.50	7.25	507.29	507.33
Z4	156+25.00	7.25	507.12	507.17
AA4	156+32.50	7.25	506.96	507.00
FB58	156+40.00	7.25	506.79	506.83
AB4	156+47.50	7.25	506.61	506.66
AC4	156+55.00	7.25	506.44	506.49
AD4	156+62.50	7.25	506.26	506.31
FB59	156+70.00	7.25	506.08	506.12
℄ Neoprene Exp. Jt.	156+71.77	7.25	506.03	506.08
AE4	156+77.50	7.25	505.89	505.94
AF4	156+85.00	7.25	505.71	505.76
AG4	156+92.50	7.25	505.52	505.57
FB60	157+00.00	7.25	505.33	505.37
AH4	157+07.50	7.25	505.14	505.18
AI4	157+15.00	7.25	504.94	504.99
AJ4	157+22.50	7.25	504.74	504.79
FB61	157+30.00	7.25	504.54	504.58
AK4	157+37.50	7.25	504.34	504.39
AL4	157+45.00	7.25	504.13	504.18
AM4	157+52.50	7.25	503.92	503.97
FB62	157+60.00	7.25	503.71	503.75
℄ Relief Jt.	157+60.75	7.25	503.69	503.73
AN4	157+67.50	7.25	503.50	503.55
AO4	157+75.00	7.25	503.28	503.34
AP4	157+82.50	7.25	503.07	503.12
FB63	157+90.00	7.25	502.85	502.89
AQ4	157+97.50	7.25	502.62	502.68
AR4	158+05.00	7.25	502.40	502.46
AS4	158+12.50	7.25	502.17	502.24
℄ Brg. Pier 7 / FB64	158+20.00	7.25	501.94	502.00

*STRINGERS 5 AND 8 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	7.25	501.71	501.80
B5	158+35.00	7.25	501.48	501.60
C5	158+42.50	7.25	501.25	501.38
FB65	158+50.00	7.25	501.02	501.16
D5	158+57.50	7.25	500.79	500.96
E5	158+65.00	7.25	500.56	500.76
F5	158+72.50	7.25	500.33	500.54
℄ Relief Jt.	158+79.25	7.25	500.13	500.35
FB66	158+80.00	7.25	500.10	500.32
G5	158+87.50	7.25	499.88	500.13
H5	158+95.00	7.25	499.65	499.92
I5	159+02.50	7.25	499.42	499.71
FB67	159+10.00	7.25	499.19	499.49
J5	159+17.50	7.25	498.96	499.29
K5	159+25.00	7.25	498.73	499.08
L5	159+32.50	7.25	498.50	498.87
FB68	159+40.00	7.25	498.27	498.64
M5	159+47.50	7.25	498.04	498.44
N5	159+55.00	7.25	497.81	498.23
O5	159+62.50	7.25	497.58	498.02
℄ Relief Jt.	159+69.25	7.25	497.37	497.81
FB69	159+70.00	7.25	497.35	497.79
P5	159+77.50	7.25	497.12	497.58
Q5	159+85.00	7.25	496.89	497.37
R5	159+92.50	7.25	496.66	497.15
FB70	160+00.00	7.25	496.44	496.92
S5	160+07.50	7.25	496.21	496.71
T5	160+15.00	7.25	495.98	496.49
U5	160+22.50	7.25	495.75	496.27
FB71	160+30.00	7.25	495.52	496.04
V5	160+37.50	7.25	495.30	495.82
W5	160+45.00	7.25	495.07	495.60
X5	160+52.50	7.25	494.84	495.37
℄ Relief Jt.	160+59.25	7.25	494.64	495.16
FB72	160+60.00	7.25	494.62	495.13
Y5	160+67.50	7.25	494.40	494.92
Z5	160+75.00	7.25	494.17	494.70
AA5	160+82.50	7.25	493.95	494.47
FB73	160+90.00	7.25	493.73	494.23
AB5	160+97.50	7.25	493.51	494.01
AC5	161+05.00	7.25	493.29	493.78
AD5	161+12.50	7.25	493.07	493.54
FB74	161+20.00	7.25	492.85	493.30
AE5	161+27.50	7.25	492.63	493.07
AF5	161+35.00	7.25	492.41	492.84
AG5	161+42.50	7.25	492.19	492.61
℄ Relief Jt.	161+49.25	7.25	492.00	492.39
FB75	161+50.00	7.25	491.98	492.36
AH5	161+57.50	7.25	491.76	492.13
AI5	161+65.00	7.25	491.55	491.90
AJ5	161+72.50	7.25	491.33	491.66
FB76	161+80.00	7.25	491.12	491.41
AK5	161+87.50	7.25	490.90	491.18
AL5	161+95.00	7.25	490.68	490.94
AM5	162+02.50	7.25	490.47	490.70
FB77	162+10.00	7.25	490.25	490.44
AN5	162+17.50	7.25	490.04	490.19
AO5	162+25.00	7.25	489.82	489.94
AP5	162+32.50	7.25	489.60	489.68
℄ N. Brg. Pier 8 / FB78	162+40.00	7.25	489.38	489.40
℄ Finger PL Exp. Jt.	162+41.63	7.25	489.34	489.36

* Stringer 8 offset shown.
For Stringer 5 offset = -7.25'

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\090000l-68C89-032-TOS-18.dgn

8/9/2019 11:29:07 AM

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 18
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S32 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	214
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

*STRINGERS 6 AND 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	1.00	496.35	496.42
FB7	141+10.00	1.00	496.67	496.75
A1	141+17.50	1.00	496.90	496.98
B1	141+25.00	1.00	497.12	497.21
C1	141+32.50	1.00	497.35	497.43
FB8	141+40.00	1.00	497.57	497.65
D1	141+47.50	1.00	497.80	497.88
E1	141+55.00	1.00	498.02	498.11
F1	141+62.50	1.00	498.25	498.33
FB9	141+70.00	1.00	498.48	498.55
℄ Relief Jt.	141+70.75	1.00	498.50	498.57
G1	141+77.50	1.00	498.70	498.78
H1	141+85.00	1.00	498.93	499.01
I1	141+92.50	1.00	499.15	499.22
FB10	142+00.00	1.00	499.38	499.44
J1	142+07.50	1.00	499.57	499.64
K1	142+15.00	1.00	499.77	499.84
L1	142+22.50	1.00	499.97	500.03
FB11	142+30.00	1.00	500.16	500.22
M1	142+37.50	1.00	500.35	500.42
N1	142+45.00	1.00	500.55	500.61
O1	142+52.50	1.00	500.74	500.80
FB12	142+60.00	1.00	500.93	500.98
℄ Relief Jt.	142+60.75	1.00	500.95	501.00
P1	142+67.50	1.00	501.11	501.17
Q1	142+75.00	1.00	501.30	501.36
R1	142+82.50	1.00	501.48	501.55
FB13	142+90.00	1.00	501.67	501.72
S1	142+97.50	1.00	501.85	501.91
T1	143+05.00	1.00	502.03	502.10
U1	143+12.50	1.00	502.20	502.27
℄ Brg. Pier 4 / FB14	143+20.00	1.00	502.38	502.44
A2	143+27.50	1.00	502.55	502.64
B2	143+35.00	1.00	502.72	502.83
C2	143+42.50	1.00	502.89	503.01
FB15	143+50.00	1.00	503.06	503.18
D2	143+57.50	1.00	503.23	503.38
E2	143+65.00	1.00	503.39	503.56
F2	143+72.50	1.00	503.55	503.74
℄ Relief Jt.	143+79.25	1.00	503.70	503.90
FB16	143+80.00	1.00	503.72	503.91
G2	143+87.50	1.00	503.88	504.11
H2	143+95.00	1.00	504.04	504.29
I2	144+02.50	1.00	504.21	504.47
FB17	144+10.00	1.00	504.37	504.65
J2	144+17.50	1.00	504.53	504.84
K2	144+25.00	1.00	504.70	505.03
L2	144+32.50	1.00	504.86	505.21
FB18	144+40.00	1.00	505.02	505.38
M2	144+47.50	1.00	505.19	505.57
N2	144+55.00	1.00	505.35	505.76
O2	144+62.50	1.00	505.51	505.94
℄ Neoprene Exp. Jt.	144+68.23	1.00	505.64	506.08
FB19	144+70.00	1.00	505.68	506.12
P2	144+77.50	1.00	505.84	506.28
Q2	144+85.00	1.00	506.00	506.44
R2	144+92.50	1.00	506.17	506.59
FB20	145+00.00	1.00	506.33	506.73
S2	145+07.50	1.00	506.49	506.89
T2	145+15.00	1.00	506.66	507.05
U2	145+22.50	1.00	506.82	507.19

*STRINGERS 6 AND 7 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	1.00	506.98	507.33
V2	145+37.50	1.00	507.15	507.49
W2	145+45.00	1.00	507.31	507.64
X2	145+52.50	1.00	507.47	507.79
FB22	145+60.00	1.00	507.64	507.93
℄ Relief Jt.	145+60.75	1.00	507.65	507.94
Y2	145+67.50	1.00	507.80	508.08
Z2	145+75.00	1.00	507.97	508.23
AA2	145+82.50	1.00	508.13	508.38
FB23	145+90.00	1.00	508.29	508.51
AB2	145+97.50	1.00	508.46	508.67
AC2	146+05.00	1.00	508.62	508.82
AD2	146+12.50	1.00	508.78	508.97
FB24	146+20.00	1.00	508.94	509.10
AE2	146+27.50	1.00	509.09	509.25
AF2	146+35.00	1.00	509.25	509.40
AG2	146+42.50	1.00	509.40	509.53
FB25	146+50.00	1.00	509.54	509.66
℄ Relief Jt.	146+50.75	1.00	509.56	509.67
AH2	146+57.50	1.00	509.69	509.80
AI2	146+65.00	1.00	509.83	509.94
AJ2	146+72.50	1.00	509.97	510.07
FB26	146+80.00	1.00	510.11	510.19
AK2	146+87.50	1.00	510.24	510.32
AL2	146+95.00	1.00	510.37	510.45
AM2	147+02.50	1.00	510.50	510.57
FB27	147+10.00	1.00	510.62	510.68
AN2	147+17.50	1.00	510.74	510.81
AO2	147+25.00	1.00	510.86	510.93
AP2	147+32.50	1.00	510.98	511.04
FB28	147+40.00	1.00	511.09	511.14
℄ Relief Jt.	147+40.75	1.00	511.10	511.15
AQ2	147+47.50	1.00	511.20	511.26
AR2	147+55.00	1.00	511.31	511.38
AS2	147+62.50	1.00	511.41	511.48
℄ Brg. Pier 5 / FB29	147+70.00	1.00	511.51	511.58
A3	147+77.50	1.00	511.61	511.70
B3	147+85.00	1.00	511.71	511.82
C3	147+92.50	1.00	511.80	511.92
FB30	148+00.00	1.00	511.89	512.02
D3	148+07.50	1.00	511.98	512.13
E3	148+15.00	1.00	512.06	512.24
F3	148+22.50	1.00	512.14	512.34
℄ Relief Jt.	148+29.25	1.00	512.21	512.42
FB31	148+30.00	1.00	512.22	512.43
G3	148+37.50	1.00	512.30	512.53
H3	148+45.00	1.00	512.37	512.64
I3	148+52.50	1.00	512.44	512.73
FB32	148+60.00	1.00	512.51	512.81
J3	148+67.50	1.00	512.58	512.91
K3	148+75.00	1.00	512.64	513.00
L3	148+82.50	1.00	512.70	513.09
FB33	148+90.00	1.00	512.76	513.16
M3	148+97.50	1.00	512.81	513.26
N3	149+05.00	1.00	512.86	513.34
O3	149+12.50	1.00	512.91	513.42
℄ Strip Seal Exp. Jt.	149+18.29	1.00	512.95	513.47
FB34	149+20.00	1.00	512.96	513.49
P3	149+27.50	1.00	513.00	513.57
Q3	149+35.00	1.00	513.04	513.65
R3	149+42.50	1.00	513.07	513.71
FB35	149+50.00	1.00	513.11	513.77

*STRINGERS 6 AND 7 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	1.00	513.14	513.83
T3	149+65.00	1.00	513.17	513.89
U3	149+72.50	1.00	513.19	513.94
FB36	149+80.00	1.00	513.21	513.98
V3	149+87.50	1.00	513.23	514.03
W3	149+95.00	1.00	513.25	514.07
X3	150+02.50	1.00	513.26	514.10
FB37	150+10.00	1.00	513.27	514.13
℄ Relief Jt.	150+10.75	1.00	513.27	514.13
Y3	150+17.50	1.00	513.28	514.16
Z3	150+25.00	1.00	513.28	514.18
AA3	150+32.50	1.00	513.28	514.19
FB38	150+40.00	1.00	513.28	514.19
AB3	150+47.50	1.00	513.28	514.21
AC3	150+55.00	1.00	513.27	514.22
AD3	150+62.50	1.00	513.26	514.21
FB39	150+70.00	1.00	513.25	514.20
AE3	150+77.50	1.00	513.23	514.19
AF3	150+85.00	1.00	513.21	514.18
AG3	150+92.50	1.00	513.19	514.15
FB40	151+00.00	1.00	513.17	514.12
AH3	151+07.50	1.00	513.14	514.10
AI3	151+15.00	1.00	513.12	514.08
AJ3	151+22.50	1.00	513.09	514.04
℄ Relief Jt.	151+29.25	1.00	513.07	514.01
FB41	151+30.00	1.00	513.07	514.00
AK3	151+37.50	1.00	513.04	513.97
AL3	151+45.00	1.00	513.01	513.93
AM3	151+52.50	1.00	512.98	513.88
FB42	151+60.00	1.00	512.95	513.83
AN3	151+67.50	1.00	512.92	513.79
AO3	151+75.00	1.00	512.88	513.74
AP3	151+82.50	1.00	512.85	513.69
FB43	151+90.00	1.00	512.81	513.63
AQ3	151+97.50	1.00	512.78	513.58
AR3	152+05.00	1.00	512.74	513.53
AS3	152+12.50	1.00	512.70	513.47
FB44	152+20.00	1.00	512.66	513.40
℄ Strip Seal Exp. Jt.	152+21.71	1.00	512.66	513.38
AT3	152+27.50	1.00	512.62	513.32
AU3	152+35.00	1.00	512.59	513.25
AV3	152+42.50	1.00	512.55	513.16
FB45	152+50.00	1.00	512.51	513.07
AW3	152+57.50	1.00	512.47	513.00
AX3	152+65.00	1.00	512.42	512.92
AY3	152+72.50	1.00	512.38	512.84
FB46	152+80.00	1.00	512.33	512.75
AZ3	152+87.50	1.00	512.28	512.67
BA3	152+95.00	1.00	512.23	512.59
BB3	153+02.50	1.00	512.17	512.50
FB47	153+10.00	1.00	512.11	512.40
℄ Relief Jt.	153+10.75	1.00	512.10	512.39
BC3	153+17.50	1.00	512.05	512.31
BD3	153+25.00	1.00	511.98	512.22
BE3	153+32.50	1.00	511.91	512.12
FB48	153+40.00	1.00	511.84	512.01
BF3	153+47.50	1.00	511.77	511.92
BG3	153+55.00	1.00	511.69	511.82
BH3	153+62.50	1.00	511.61	511.71
℄ Brg. Pier 6 / FB49	153+70.00	1.00	511.53	511.59
A4	153+77.50	1.00	511.44	511.50
B4	153+85.00	1.00	511.35	511.40

* Stringer 7 offset shown.
For Stringer 6, offset = -1.00'

*PEORIA/TAZEWELL

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 19
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S33 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	215
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

*STRINGERS 6 AND 7 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	1.00	511.26	511.29
℄ Relief Jt.	153+99.25	1.00	511.18	511.19
FB50	154+00.00	1.00	511.17	511.18
D4	154+07.50	1.00	511.07	511.08
E4	154+15.00	1.00	510.97	510.98
F4	154+22.50	1.00	510.87	510.86
FB51	154+30.00	1.00	510.76	510.74
G4	154+37.50	1.00	510.65	510.63
H4	154+45.00	1.00	510.54	510.52
I4	154+52.50	1.00	510.42	510.40
FB52	154+60.00	1.00	510.30	510.27
J4	154+67.50	1.00	510.18	510.15
K4	154+75.00	1.00	510.06	510.03
L4	154+82.50	1.00	509.94	509.90
℄ Relief Jt.	154+89.25	1.00	509.82	509.78
FB53	154+90.00	1.00	509.81	509.76
M4	154+97.50	1.00	509.68	509.65
N4	155+05.00	1.00	509.56	509.53
O4	155+12.50	1.00	509.42	509.39
FB54	155+20.00	1.00	509.29	509.26
P4	155+27.50	1.00	509.16	509.14
Q4	155+35.00	1.00	509.02	509.01
R4	155+42.50	1.00	508.88	508.87
FB55	155+50.00	1.00	508.74	508.73
S4	155+57.50	1.00	508.60	508.60
T4	155+65.00	1.00	508.46	508.47
U4	155+72.50	1.00	508.31	508.32
℄ Relief Jt.	155+79.25	1.00	508.17	508.19
FB56	155+80.00	1.00	508.16	508.17
V4	155+87.50	1.00	508.00	508.03
W4	155+95.00	1.00	507.85	507.88
X4	156+02.50	1.00	507.69	507.72
FB57	156+10.00	1.00	507.53	507.56
Y4	156+17.50	1.00	507.37	507.41
Z4	156+25.00	1.00	507.20	507.25
AA4	156+32.50	1.00	507.03	507.08
FB58	156+40.00	1.00	506.86	506.91
AB4	156+47.50	1.00	506.69	506.74
AC4	156+55.00	1.00	506.52	506.57
AD4	156+62.50	1.00	506.34	506.39
FB59	156+70.00	1.00	506.16	506.20
℄ Neoprene Exp. Jt.	156+71.77	1.00	506.11	506.16
AE4	156+77.50	1.00	505.97	506.02
AF4	156+85.00	1.00	505.79	505.84
AG4	156+92.50	1.00	505.60	505.65
FB60	157+00.00	1.00	505.41	505.45
AH4	157+07.50	1.00	505.22	505.26
AI4	157+15.00	1.00	505.02	505.07
AJ4	157+22.50	1.00	504.82	504.87
FB61	157+30.00	1.00	504.62	504.66
AK4	157+37.50	1.00	504.42	504.47
AL4	157+45.00	1.00	504.21	504.26
AM4	157+52.50	1.00	504.00	504.05
FB62	157+60.00	1.00	503.79	503.83
℄ Relief Jt.	157+60.75	1.00	503.77	503.81
AN4	157+67.50	1.00	503.58	503.63
AO4	157+75.00	1.00	503.36	503.42
AP4	157+82.50	1.00	503.14	503.20
FB63	157+90.00	1.00	502.92	502.97
AQ4	157+97.50	1.00	502.70	502.76
AR4	158+05.00	1.00	502.47	502.54
AS4	158+12.50	1.00	502.25	502.32
℄ Brg. Pier 7 / FB64	158+20.00	1.00	502.02	502.08

*STRINGERS 6 AND 7 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	1.00	501.79	501.88
B5	158+35.00	1.00	501.56	501.67
C5	158+42.50	1.00	501.33	501.46
FB65	158+50.00	1.00	501.10	501.24
D5	158+57.50	1.00	500.87	501.04
E5	158+65.00	1.00	500.64	500.84
F5	158+72.50	1.00	500.41	500.62
℄ Relief Jt.	158+79.25	1.00	500.21	500.43
FB66	158+80.00	1.00	500.18	500.40
G5	158+87.50	1.00	499.95	500.21
H5	158+95.00	1.00	499.72	500.00
I5	159+02.50	1.00	499.50	499.79
FB67	159+10.00	1.00	499.27	499.57
J5	159+17.50	1.00	499.04	499.37
K5	159+25.00	1.00	498.81	499.16
L5	159+32.50	1.00	498.58	498.95
FB68	159+40.00	1.00	498.35	498.72
M5	159+47.50	1.00	498.12	498.52
N5	159+55.00	1.00	497.89	498.31
O5	159+62.50	1.00	497.66	498.10
℄ Relief Jt.	159+69.25	1.00	497.45	497.90
FB69	159+70.00	1.00	497.43	497.87
P5	159+77.50	1.00	497.20	497.66
Q5	159+85.00	1.00	496.97	497.45
R5	159+92.50	1.00	496.74	497.23
FB70	160+00.00	1.00	496.51	497.00
S5	160+07.50	1.00	496.28	496.79
T5	160+15.00	1.00	496.06	496.57
U5	160+22.50	1.00	495.83	496.35
FB71	160+30.00	1.00	495.60	496.12
V5	160+37.50	1.00	495.37	495.90
W5	160+45.00	1.00	495.15	495.68
X5	160+52.50	1.00	494.92	495.45
℄ Relief Jt.	160+59.25	1.00	494.72	495.24
FB72	160+60.00	1.00	494.70	495.22
Y5	160+67.50	1.00	494.48	495.00
Z5	160+75.00	1.00	494.25	494.77
AA5	160+82.50	1.00	494.03	494.54
FB73	160+90.00	1.00	493.81	494.31
AB5	160+97.50	1.00	493.59	494.09
AC5	161+05.00	1.00	493.37	493.86
AD5	161+12.50	1.00	493.15	493.62
FB74	161+20.00	1.00	492.93	493.38
AE5	161+27.50	1.00	492.71	493.15
AF5	161+35.00	1.00	492.49	492.92
AG5	161+42.50	1.00	492.27	492.69
℄ Relief Jt.	161+49.25	1.00	492.08	492.47
FB75	161+50.00	1.00	492.06	492.44
AH5	161+57.50	1.00	491.84	492.21
AI5	161+65.00	1.00	491.63	491.98
AJ5	161+72.50	1.00	491.41	491.74
FB76	161+80.00	1.00	491.19	491.49
AK5	161+87.50	1.00	490.98	491.26
AL5	161+95.00	1.00	490.76	491.02
AM5	162+02.50	1.00	490.55	490.77
FB77	162+10.00	1.00	490.33	490.52
AN5	162+17.50	1.00	490.11	490.27
AO5	162+25.00	1.00	489.90	490.02
AP5	162+32.50	1.00	489.68	489.75
℄ N. Brg. Pier 8 / FB78	162+40.00	1.00	489.46	489.48
℄ Finger PL Exp. Jt.	162+41.63	1.00	489.41	489.44

* Stringer 7 offset shown.
For Stringer 6, offset = -1.00'

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 20
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S34 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	216
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: I:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\090001-68C89-034-TOS-20.dgn

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*℄ FAI ROUTE 74, W.B. AND E.B. BASELINES

Location	Station	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Begin Deck Replc.	140+99.20	496.35	496.42
FB7	141+10.00	496.67	496.75
A1	141+17.50	496.90	496.98
B1	141+25.00	497.12	497.21
C1	141+32.50	497.35	497.43
FB8	141+40.00	497.57	497.65
D1	141+47.50	497.80	497.88
E1	141+55.00	498.02	498.11
F1	141+62.50	498.25	498.33
FB9	141+70.00	498.48	498.55
℄ Relief Jt.	141+70.75	498.50	498.57
G1	141+77.50	498.70	498.78
H1	141+85.00	498.93	499.01
I1	141+92.50	499.15	499.22
FB10	142+00.00	499.38	499.44
J1	142+07.50	499.57	499.64
K1	142+15.00	499.77	499.84
L1	142+22.50	499.97	500.03
FB11	142+30.00	500.16	500.22
M1	142+37.50	500.35	500.42
N1	142+45.00	500.55	500.61
O1	142+52.50	500.74	500.80
FB12	142+60.00	500.93	500.98
℄ Relief Jt.	142+60.75	500.95	501.00
P1	142+67.50	501.11	501.17
Q1	142+75.00	501.30	501.36
R1	142+82.50	501.48	501.55
FB13	142+90.00	501.67	501.72
S1	142+97.50	501.85	501.91
T1	143+05.00	502.03	502.10
U1	143+12.50	502.20	502.27
℄ Brg. Pier 4 / FB14	143+20.00	502.38	502.44
A2	143+27.50	502.55	502.64
B2	143+35.00	502.72	502.83
C2	143+42.50	502.89	503.01
FB15	143+50.00	503.06	503.18
D2	143+57.50	503.23	503.38
E2	143+65.00	503.39	503.56
F2	143+72.50	503.55	503.74
℄ Relief Jt.	143+79.25	503.70	503.90
FB16	143+80.00	503.72	503.91
G2	143+87.50	503.88	504.11
H2	143+95.00	504.04	504.29
I2	144+02.50	504.21	504.47
FB17	144+10.00	504.37	504.65
J2	144+17.50	504.53	504.84
K2	144+25.00	504.70	505.03
L2	144+32.50	504.86	505.21
FB18	144+40.00	505.02	505.38
M2	144+47.50	505.19	505.57
N2	144+55.00	505.35	505.76
O2	144+62.50	505.51	505.94
℄ Neoprene Exp. Jt.	144+68.23	505.64	506.08
FB19	144+70.00	505.68	506.12
P2	144+77.50	505.84	506.28
Q2	144+85.00	506.00	506.44
R2	144+92.50	506.17	506.59
FB20	145+00.00	506.33	506.73
S2	145+07.50	506.49	506.89
T2	145+15.00	506.66	507.05
U2	145+22.50	506.82	507.19

*℄ FAI ROUTE 74, W.B. AND E.B. BASELINES (CONT.)

Location	Station	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
FB21	145+30.00	506.98	507.33
V2	145+37.50	507.15	507.49
W2	145+45.00	507.31	507.64
X2	145+52.50	507.47	507.79
FB22	145+60.00	507.64	507.93
℄ Relief Jt.	145+60.75	507.65	507.94
Y2	145+67.50	507.80	508.08
Z2	145+75.00	507.97	508.23
AA2	145+82.50	508.13	508.38
FB23	145+90.00	508.29	508.51
AB2	145+97.50	508.46	508.67
AC2	146+05.00	508.62	508.82
AD2	146+12.50	508.78	508.97
FB24	146+20.00	508.94	509.10
AE2	146+27.50	509.09	509.25
AF2	146+35.00	509.25	509.40
AG2	146+42.50	509.40	509.53
FB25	146+50.00	509.54	509.66
℄ Relief Jt.	146+50.75	509.56	509.67
AH2	146+57.50	509.69	509.80
AI2	146+65.00	509.83	509.94
AJ2	146+72.50	509.97	510.07
FB26	146+80.00	510.11	510.19
AK2	146+87.50	510.24	510.32
AL2	146+95.00	510.37	510.45
AM2	147+02.50	510.50	510.57
FB27	147+10.00	510.62	510.68
AN2	147+17.50	510.74	510.81
AO2	147+25.00	510.86	510.93
AP2	147+32.50	510.98	511.04
FB28	147+40.00	511.09	511.14
℄ Relief Jt.	147+40.75	511.10	511.15
AQ2	147+47.50	511.20	511.26
AR2	147+55.00	511.31	511.38
AS2	147+62.50	511.41	511.48
℄ Brg. Pier 5 / FB29	147+70.00	511.51	511.58
A3	147+77.50	511.61	511.70
B3	147+85.00	511.71	511.82
C3	147+92.50	511.80	511.92
FB30	148+00.00	511.89	512.02
D3	148+07.50	511.98	512.13
E3	148+15.00	512.06	512.24
F3	148+22.50	512.14	512.34
℄ Relief Jt.	148+29.25	512.21	512.42
FB31	148+30.00	512.22	512.43
G3	148+37.50	512.30	512.53
H3	148+45.00	512.37	512.64
I3	148+52.50	512.44	512.73
FB32	148+60.00	512.51	512.81
J3	148+67.50	512.58	512.91
K3	148+75.00	512.64	513.00
L3	148+82.50	512.70	513.09
FB33	148+90.00	512.76	513.16
M3	148+97.50	512.81	513.26
N3	149+05.00	512.86	513.34
O3	149+12.50	512.91	513.42
℄ Strip Seal Exp. Jt.	149+18.29	512.95	513.47
FB34	149+20.00	512.96	513.49
P3	149+27.50	513.00	513.57
Q3	149+35.00	513.04	513.65
R3	149+42.50	513.07	513.71
FB35	149+50.00	513.11	513.77

*℄ FAI ROUTE 74, W.B. AND E.B. BASELINES (CONT.)

Location	Station	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
S3	149+57.50	513.14	513.83
T3	149+65.00	513.17	513.89
U3	149+72.50	513.19	513.94
FB36	149+80.00	513.21	513.98
V3	149+87.50	513.23	514.03
W3	149+95.00	513.25	514.07
X3	150+02.50	513.26	514.10
FB37	150+10.00	513.27	514.13
℄ Relief Jt.	150+10.75	513.27	514.13
Y3	150+17.50	513.28	514.16
Z3	150+25.00	513.28	514.18
AA3	150+32.50	513.28	514.19
FB38	150+40.00	513.28	514.19
AB3	150+47.50	513.28	514.21
AC3	150+55.00	513.27	514.22
AD3	150+62.50	513.26	514.21
FB39	150+70.00	513.25	514.20
AE3	150+77.50	513.23	514.19
AF3	150+85.00	513.21	514.18
AG3	150+92.50	513.19	514.15
FB40	151+00.00	513.17	514.12
AH3	151+07.50	513.14	514.10
AI3	151+15.00	513.12	514.08
AJ3	151+22.50	513.09	514.04
℄ Relief Jt.	151+29.25	513.07	514.01
FB41	151+30.00	513.07	514.00
AK3	151+37.50	513.04	513.97
AL3	151+45.00	513.01	513.93
AM3	151+52.50	512.98	513.88
FB42	151+60.00	512.95	513.83
AN3	151+67.50	512.92	513.79
AO3	151+75.00	512.88	513.74
AP3	151+82.50	512.85	513.69
FB43	151+90.00	512.81	513.63
AQ3	151+97.50	512.78	513.58
AR3	152+05.00	512.74	513.53
AS3	152+12.50	512.70	513.47
FB44	152+20.00	512.66	513.40
℄ Strip Seal Exp. Jt.	152+21.71	512.66	513.38
AT3	152+27.50	512.62	513.32
AU3	152+35.00	512.59	513.25
AV3	152+42.50	512.55	513.16
FB45	152+50.00	512.51	513.07
AW3	152+57.50	512.47	513.00
AX3	152+65.00	512.42	512.92
AY3	152+72.50	512.38	512.84
FB46	152+80.00	512.33	512.75
AZ3	152+87.50	512.28	512.67
BA3	152+95.00	512.23	512.59
BB3	153+02.50	512.17	512.50
FB47	153+10.00	512.11	512.40
℄ Relief Jt.	153+10.75	512.10	512.39
BC3	153+17.50	512.05	512.31
BD3	153+25.00	511.98	512.22
BE3	153+32.50	511.91	512.12
FB48	153+40.00	511.84	512.01
BF3	153+47.50	511.77	511.92
BG3	153+55.00	511.69	511.82
BH3	153+62.50	511.61	511.71
℄ Brg. Pier 6 / FB49	153+70.00	511.53	511.59
A4	153+77.50	511.44	511.50
B4	153+85.00	511.35	511.40

* For ℄ FAI ROUTE 74, offset = 0.00'
For W.B. and E.B. BASELINES, offset = 2.00'

*PEORIA/TAZEWELL

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - TRUSS SPANS - 21
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S35 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	217
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

*℄ FAI ROUTE 74, W.B. AND E.B. BASELINES (CONT.)

Location	Station	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
C4	153+92.50	511.26	511.29
℄ Relief Jt.	153+99.25	511.18	511.19
FB50	154+00.00	511.17	511.18
D4	154+07.50	511.07	511.08
E4	154+15.00	510.97	510.98
F4	154+22.50	510.87	510.86
FB51	154+30.00	510.76	510.74
G4	154+37.50	510.65	510.63
H4	154+45.00	510.54	510.52
I4	154+52.50	510.42	510.40
FB52	154+60.00	510.30	510.27
J4	154+67.50	510.18	510.15
K4	154+75.00	510.06	510.03
L4	154+82.50	509.94	509.90
℄ Relief Jt.	154+89.25	509.82	509.78
FB53	154+90.00	509.81	509.76
M4	154+97.50	509.68	509.65
N4	155+05.00	509.56	509.53
O4	155+12.50	509.42	509.39
FB54	155+20.00	509.29	509.26
P4	155+27.50	509.16	509.14
Q4	155+35.00	509.02	509.01
R4	155+42.50	508.88	508.87
FB55	155+50.00	508.74	508.73
S4	155+57.50	508.60	508.60
T4	155+65.00	508.46	508.47
U4	155+72.50	508.31	508.32
℄ Relief Jt.	155+79.25	508.17	508.19
FB56	155+80.00	508.16	508.17
V4	155+87.50	508.00	508.03
W4	155+95.00	507.85	507.88
X4	156+02.50	507.69	507.72
FB57	156+10.00	507.53	507.56
Y4	156+17.50	507.37	507.41
Z4	156+25.00	507.20	507.25
AA4	156+32.50	507.03	507.08
FB58	156+40.00	506.86	506.91
AB4	156+47.50	506.69	506.74
AC4	156+55.00	506.52	506.57
AD4	156+62.50	506.34	506.39
FB59	156+70.00	506.16	506.20
℄ Neoprene Exp. Jt.	156+71.77	506.11	506.16
AE4	156+77.50	505.97	506.02
AF4	156+85.00	505.79	505.84
AG4	156+92.50	505.60	505.65
FB60	157+00.00	505.41	505.45
AH4	157+07.50	505.22	505.26
AI4	157+15.00	505.02	505.07
AJ4	157+22.50	504.82	504.87
FB61	157+30.00	504.62	504.66
AK4	157+37.50	504.42	504.47
AL4	157+45.00	504.21	504.26
AM4	157+52.50	504.00	504.05
FB62	157+60.00	503.79	503.83
℄ Relief Jt.	157+60.75	503.77	503.81
AN4	157+67.50	503.58	503.63
AO4	157+75.00	503.36	503.42
AP4	157+82.50	503.14	503.20
FB63	157+90.00	502.92	502.97
AQ4	157+97.50	502.70	502.76
AR4	158+05.00	502.47	502.54
AS4	158+12.50	502.25	502.32
℄ Brg. Pier 7 / FB64	158+20.00	502.02	502.08

*℄ FAI ROUTE 74, W.B. AND E.B. BASELINES (CONT.)

Location	Station	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
A5	158+27.50	501.79	501.88
B5	158+35.00	501.56	501.67
C5	158+42.50	501.33	501.46
FB65	158+50.00	501.10	501.24
D5	158+57.50	500.87	501.04
E5	158+65.00	500.64	500.84
F5	158+72.50	500.41	500.62
℄ Relief Jt.	158+79.25	500.21	500.43
FB66	158+80.00	500.18	500.40
G5	158+87.50	499.95	500.21
H5	158+95.00	499.72	500.00
I5	159+02.50	499.50	499.79
FB67	159+10.00	499.27	499.57
J5	159+17.50	499.04	499.37
K5	159+25.00	498.81	499.16
L5	159+32.50	498.58	498.95
FB68	159+40.00	498.35	498.72
M5	159+47.50	498.12	498.52
N5	159+55.00	497.89	498.31
O5	159+62.50	497.66	498.10
℄ Relief Jt.	159+69.25	497.45	497.90
FB69	159+70.00	497.43	497.87
P5	159+77.50	497.20	497.66
Q5	159+85.00	496.97	497.45
R5	159+92.50	496.74	497.23
FB70	160+00.00	496.51	497.00
S5	160+07.50	496.28	496.79
T5	160+15.00	496.06	496.57
U5	160+22.50	495.83	496.35
FB71	160+30.00	495.60	496.12
V5	160+37.50	495.37	495.90
W5	160+45.00	495.15	495.68
X5	160+52.50	494.92	495.45
℄ Relief Jt.	160+59.25	494.72	495.24
FB72	160+60.00	494.70	495.22
Y5	160+67.50	494.48	495.00
Z5	160+75.00	494.25	494.77
AA5	160+82.50	494.03	494.54
FB73	160+90.00	493.81	494.31
AB5	160+97.50	493.59	494.09
AC5	161+05.00	493.37	493.86
AD5	161+12.50	493.15	493.62
FB74	161+20.00	492.93	493.38
AE5	161+27.50	492.71	493.15
AF5	161+35.00	492.49	492.92
AG5	161+42.50	492.27	492.69
℄ Relief Jt.	161+49.25	492.08	492.47
FB75	161+50.00	492.06	492.44
AH5	161+57.50	491.84	492.21
AI5	161+65.00	491.63	491.98
AJ5	161+72.50	491.41	491.74
FB76	161+80.00	491.19	491.49
AK5	161+87.50	490.98	491.26
AL5	161+95.00	490.76	491.02
AM5	162+02.50	490.55	490.77
FB77	162+10.00	490.33	490.52
AN5	162+17.50	490.11	490.27
AO5	162+25.00	489.90	490.02
AP5	162+32.50	489.68	489.75
℄ N. Brg. Pier 8 / FB78	162+40.00	489.46	489.48
℄ Finger PL Exp. Jt.	162+41.63	489.41	489.44

* For ℄ FAI ROUTE 74, offset = 0.00'
For W.B. and E.B. BASELINES, offset = 2.00'

Note:
The contractor is alerted that grade elevation adjusted for dead load deflection and grinding values shown on sheets S23 thru S36 were developed based on the concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown on sheet S42.

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MODJESKI and MASTERS
Experience great bridges.

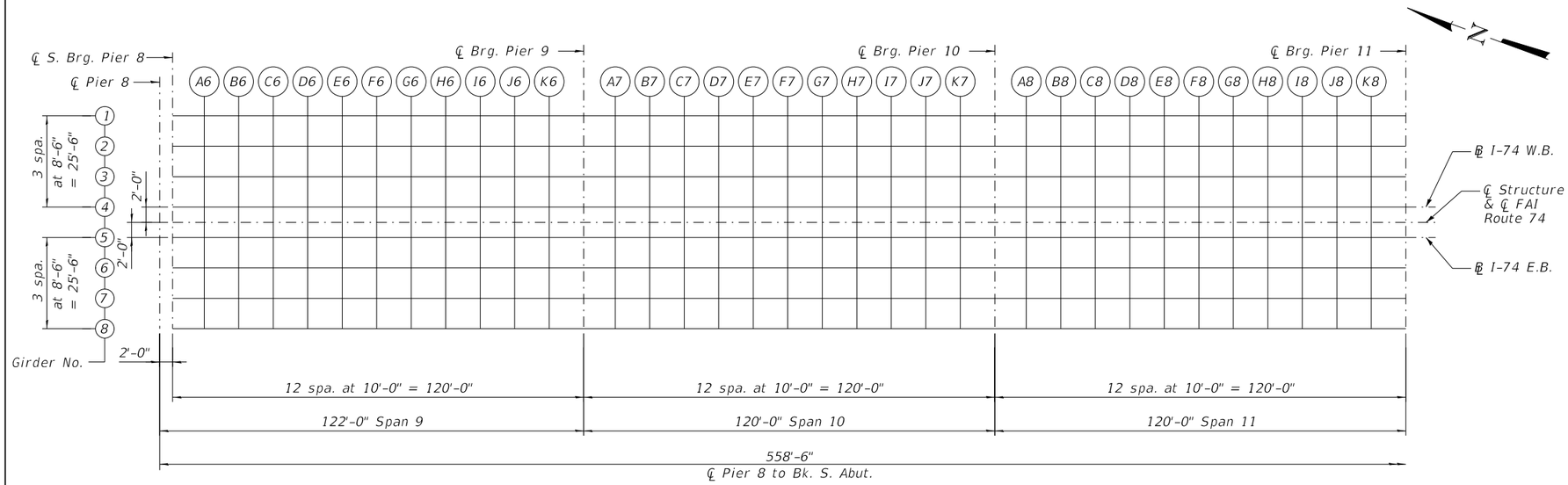
USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

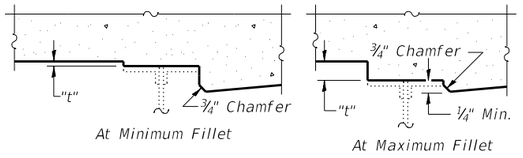
TOP OF SLAB ELEVATIONS - TRUSS SPANS - 22
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S36 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	218
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



PART PLAN - SPANS 9, 10, AND 11

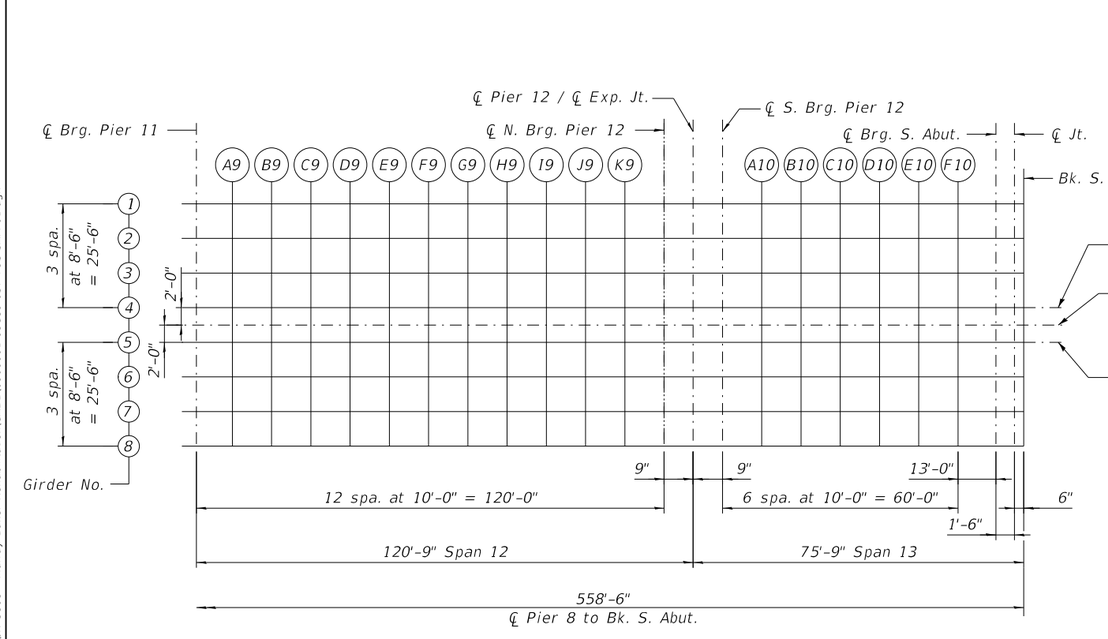


To determine "t": After all the existing concrete deck has been removed, elevations of the top flanges of the beams shall be taken at intervals shown on sheets S38 thru S40. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S38 and S40, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

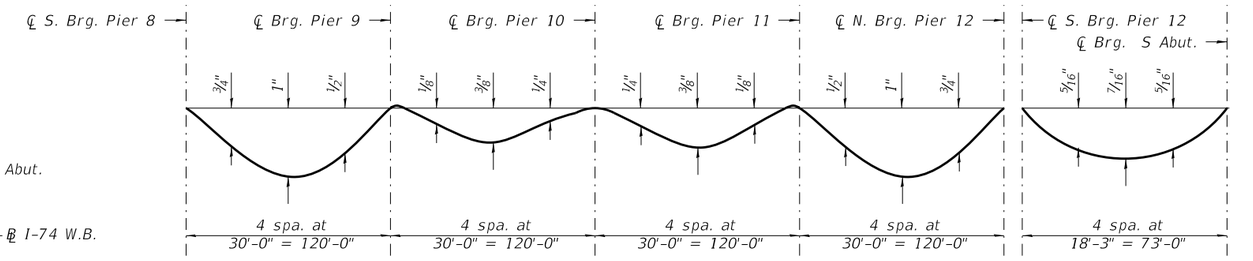
Fillet heights "t" shall not be less than ½". Adjust cross slope in field as required.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S38 and S40. For grinding the deck, see Special Provisions.

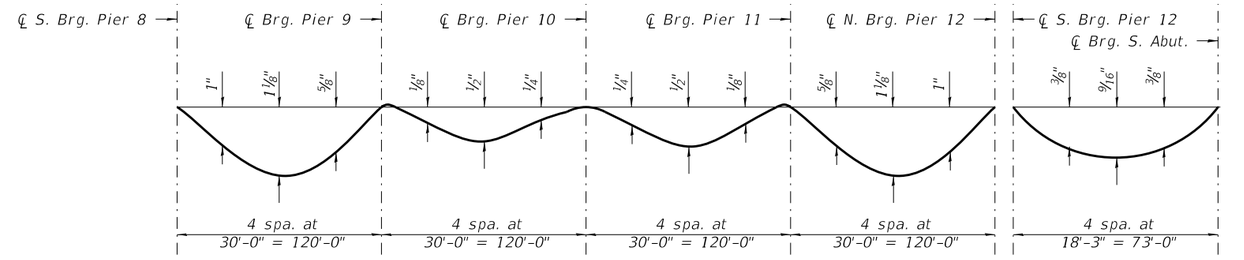
FILLET HEIGHTS



PART PLAN - SPANS 12 AND 13



DEAD LOAD DEFLECTION DIAGRAM OF GIRDERS 1, 4, 5, AND 8



DEAD LOAD DEFLECTION DIAGRAM OF GIRDERS 2, 3, 6, AND 7

Notes:
The dead load deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets S38 thru S40.

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-037-TOS-SAPP01.dgn

8/9/2019 11:29:10 AM

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SOUTH APPROACH - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S37 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	219
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	-27.50	488.93	488.95
A6	162+52.75	-27.50	488.64	488.69
B6	162+62.75	-27.50	488.35	488.42
C6	162+72.75	-27.50	488.05	488.14
D6	162+82.75	-27.50	487.76	487.86
E6	162+92.75	-27.50	487.46	487.57
F6	163+02.75	-27.50	487.17	487.27
G6	163+12.75	-27.50	486.87	486.96
H6	163+22.75	-27.50	486.57	486.65
I6	163+32.75	-27.50	486.28	486.34
J6	163+42.75	-27.50	485.98	486.02
K6	163+52.75	-27.50	485.67	485.70
℄ Brg. Pier 9	163+62.75	-27.50	485.37	485.39
A7	163+72.75	-27.50	485.07	485.09
B7	163+82.75	-27.50	484.77	484.80
C7	163+92.75	-27.50	484.47	484.50
D7	164+02.75	-27.50	484.17	484.21
E7	164+12.75	-27.50	483.87	483.92
F7	164+22.75	-27.50	483.57	483.63
G7	164+32.75	-27.50	483.27	483.33
H7	164+42.75	-27.50	482.97	483.02
I7	164+52.75	-27.50	482.67	482.71
J7	164+62.75	-27.50	482.37	482.40
K7	164+72.75	-27.50	482.07	482.09
℄ Brg. Pier 10	164+82.75	-27.50	481.77	481.79
A8	164+92.75	-27.50	481.47	481.49
B8	165+02.75	-27.50	481.17	481.20
C8	165+12.75	-27.50	480.87	480.91
D8	165+22.75	-27.50	480.57	480.62
E8	165+32.75	-27.50	480.27	480.33
F8	165+42.75	-27.50	479.97	480.03
G8	165+52.75	-27.50	479.67	479.72
H8	165+62.75	-27.50	479.37	479.41
I8	165+72.75	-27.50	479.07	479.10
J8	165+82.75	-27.50	478.77	478.79
K8	165+92.75	-27.50	478.47	478.49
℄ Brg. Pier 11	166+02.75	-27.50	478.17	478.19
A9	166+12.75	-27.50	477.87	477.90
B9	166+22.75	-27.50	477.57	477.61
C9	166+32.75	-27.50	477.27	477.33
D9	166+42.75	-27.50	476.97	477.05
E9	166+52.75	-27.50	476.67	476.76
F9	166+62.75	-27.50	476.37	476.47
G9	166+72.75	-27.50	476.07	476.17
H9	166+82.75	-27.50	475.79	475.88
I9	166+92.75	-27.50	475.50	475.59
J9	167+02.75	-27.50	475.22	475.29
K9	167+12.75	-27.50	474.95	474.99
℄ N. Brg. Pier 12	167+22.75	-27.50	474.68	474.71
℄ Exp. Jt.	167+23.50	-27.50	474.67	474.69
℄ S. Brg. Pier 12	167+24.25	-27.50	474.65	474.67
A10	167+34.25	-27.50	474.40	474.44
B10	167+44.25	-27.50	474.17	474.22
C10	167+54.25	-27.50	473.94	474.00
D10	167+64.25	-27.50	473.72	473.78
E10	167+74.25	-27.50	473.51	473.57
F10	167+84.25	-27.50	473.31	473.36
℄ Brg. S. Abut.	167+97.25	-27.50	473.07	473.09
℄ Jt.	167+98.75	-27.50	473.04	473.06
Bk. S. Abut.	167+99.25	-27.50	473.03	473.05

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	-19.00	489.10	489.12
A6	162+52.75	-19.00	488.81	488.86
B6	162+62.75	-19.00	488.52	488.60
C6	162+72.75	-19.00	488.22	488.32
D6	162+82.75	-19.00	487.93	488.04
E6	162+92.75	-19.00	487.63	487.75
F6	163+02.75	-19.00	487.34	487.46
G6	163+12.75	-19.00	487.04	487.15
H6	163+22.75	-19.00	486.74	486.84
I6	163+32.75	-19.00	486.45	486.52
J6	163+42.75	-19.00	486.15	486.20
K6	163+52.75	-19.00	485.84	485.87
℄ Brg. Pier 9	163+62.75	-19.00	485.54	485.56
A7	163+72.75	-19.00	485.24	485.26
B7	163+82.75	-19.00	484.94	484.97
C7	163+92.75	-19.00	484.64	484.68
D7	164+02.75	-19.00	484.34	484.39
E7	164+12.75	-19.00	484.04	484.10
F7	164+22.75	-19.00	483.74	483.81
G7	164+32.75	-19.00	483.44	483.50
H7	164+42.75	-19.00	483.14	483.20
I7	164+52.75	-19.00	482.84	482.89
J7	164+62.75	-19.00	482.54	482.58
K7	164+72.75	-19.00	482.24	482.27
℄ Brg. Pier 10	164+82.75	-19.00	481.94	481.96
A8	164+92.75	-19.00	481.64	481.67
B8	165+02.75	-19.00	481.34	481.37
C8	165+12.75	-19.00	481.04	481.09
D8	165+22.75	-19.00	480.74	480.80
E8	165+32.75	-19.00	480.44	480.50
F8	165+42.75	-19.00	480.14	480.20
G8	165+52.75	-19.00	479.84	479.90
H8	165+62.75	-19.00	479.54	479.59
I8	165+72.75	-19.00	479.24	479.27
J8	165+82.75	-19.00	478.94	478.96
K8	165+92.75	-19.00	478.64	478.66
℄ Brg. Pier 11	166+02.75	-19.00	478.34	478.36
A9	166+12.75	-19.00	478.04	478.07
B9	166+22.75	-19.00	477.74	477.79
C9	166+32.75	-19.00	477.44	477.51
D9	166+42.75	-19.00	477.14	477.23
E9	166+52.75	-19.00	476.84	476.95
F9	166+62.75	-19.00	476.54	476.66
G9	166+72.75	-19.00	476.24	476.36
H9	166+82.75	-19.00	475.94	476.06
I9	166+92.75	-19.00	475.65	475.75
J9	167+02.75	-19.00	475.36	475.44
K9	167+12.75	-19.00	475.08	475.13
℄ N. Brg. Pier 12	167+22.75	-19.00	474.81	474.83
℄ Exp. Jt.	167+23.50	-19.00	474.79	474.81
℄ S. Brg. Pier 12	167+24.25	-19.00	474.77	474.79
A10	167+34.25	-19.00	474.52	474.56
B10	167+44.25	-19.00	474.27	474.33
C10	167+54.25	-19.00	474.04	474.10
D10	167+64.25	-19.00	473.81	473.88
E10	167+74.25	-19.00	473.59	473.65
F10	167+84.25	-19.00	473.39	473.43
℄ Brg. S. Abut.	167+97.25	-19.00	473.13	473.15
℄ Jt.	167+98.75	-19.00	473.10	473.12
Bk. S. Abut.	167+99.25	-19.00	473.09	473.11

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	-10.50	489.25	489.28
A6	162+52.75	-10.50	488.96	489.02
B6	162+62.75	-10.50	488.67	488.75
C6	162+72.75	-10.50	488.38	488.48
D6	162+82.75	-10.50	488.08	488.20
E6	162+92.75	-10.50	487.79	487.91
F6	163+02.75	-10.50	487.49	487.61
G6	163+12.75	-10.50	487.19	487.30
H6	163+22.75	-10.50	486.90	486.99
I6	163+32.75	-10.50	486.60	486.67
J6	163+42.75	-10.50	486.30	486.35
K6	163+52.75	-10.50	485.99	486.03
℄ Brg. Pier 9	163+62.75	-10.50	485.69	485.72
A7	163+72.75	-10.50	485.39	485.41
B7	163+82.75	-10.50	485.09	485.12
C7	163+92.75	-10.50	484.79	484.83
D7	164+02.75	-10.50	484.49	484.54
E7	164+12.75	-10.50	484.19	484.25
F7	164+22.75	-10.50	483.89	483.96
G7	164+32.75	-10.50	483.59	483.66
H7	164+42.75	-10.50	483.29	483.35
I7	164+52.75	-10.50	482.99	483.04
J7	164+62.75	-10.50	482.69	482.73
K7	164+72.75	-10.50	482.39	482.42
℄ Brg. Pier 10	164+82.75	-10.50	482.09	482.11
A8	164+92.75	-10.50	481.79	481.82
B8	165+02.75	-10.50	481.49	481.53
C8	165+12.75	-10.50	481.19	481.24
D8	165+22.75	-10.50	480.89	480.95
E8	165+32.75	-10.50	480.59	480.66
F8	165+42.75	-10.50	480.29	480.36
G8	165+52.75	-10.50	479.99	480.05
H8	165+62.75	-10.50	479.69	479.74
I8	165+72.75	-10.50	479.39	479.43
J8	165+82.75	-10.50	479.09	479.12
K8	165+92.75	-10.50	478.79	478.81
℄ Brg. Pier 11	166+02.75	-10.50	478.49	478.51
A9	166+12.75	-10.50	478.19	478.22
B9	166+22.75	-10.50	477.89	477.94
C9	166+32.75	-10.50	477.59	477.66
D9	166+42.75	-10.50	477.29	477.38
E9	166+52.75	-10.50	476.99	477.10
F9	166+62.75	-10.50	476.69	476.81
G9	166+72.75	-10.50	476.39	476.51
H9	166+82.75	-10.50	476.09	476.20
I9	166+92.75	-10.50	475.79	475.89
J9	167+02.75	-10.50	475.50	475.58
K9	167+12.75	-10.50	475.21	475.26
℄ N. Brg. Pier 12	167+22.75	-10.50	474.93	474.95
℄ Exp. Jt.	167+23.50	-10.50	474.91	474.93
℄ S. Brg. Pier 12	167+24.25	-10.50	474.89	474.91
A10	167+34.25	-10.50	474.63	474.67
B10	167+44.25	-10.50	474.38	474.43
C10	167+54.25	-10.50	474.14	474.20
D10	167+64.25	-10.50	473.90	473.97
E10	167+74.25	-10.50	473.67	473.73
F10	167+84.25	-10.50	473.46	473.50
℄ Brg. S. Abut.	167+97.25	-10.50	473.19	473.21
℄ Jt.	167+98.75	-10.50	473.16	473.18
Bk. S. Abut.	167+99.25	-10.50	473.15	473.17

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MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - ELK	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SOUTH APPROACH - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S38 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	220
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

*GIRDERS 4, 5, W.B. AND E.B. BASELINES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	2.00	489.38	489.40
A6	162+52.75	2.00	489.09	489.14
B6	162+62.75	2.00	488.80	488.87
C6	162+72.75	2.00	488.50	488.59
D6	162+82.75	2.00	488.21	488.31
E6	162+92.75	2.00	487.91	488.02
F6	163+02.75	2.00	487.62	487.72
G6	163+12.75	2.00	487.32	487.41
H6	163+22.75	2.00	487.02	487.10
I6	163+32.75	2.00	486.73	486.79
J6	163+42.75	2.00	486.43	486.47
K6	163+52.75	2.00	486.12	486.15
℄ Brg. Pier 9	163+62.75	2.00	485.82	485.84
A7	163+72.75	2.00	485.52	485.54
B7	163+82.75	2.00	485.22	485.25
C7	163+92.75	2.00	484.92	484.95
D7	164+02.75	2.00	484.62	484.66
E7	164+12.75	2.00	484.32	484.37
F7	164+22.75	2.00	484.02	484.08
G7	164+32.75	2.00	483.72	483.78
H7	164+42.75	2.00	483.42	483.47
I7	164+52.75	2.00	483.12	483.16
J7	164+62.75	2.00	482.82	482.85
K7	164+72.75	2.00	482.52	482.54
℄ Brg. Pier 10	164+82.75	2.00	482.22	482.24
A8	164+92.75	2.00	481.92	481.94
B8	165+02.75	2.00	481.62	481.65
C8	165+12.75	2.00	481.32	481.36
D8	165+22.75	2.00	481.02	481.07
E8	165+32.75	2.00	480.72	480.78
F8	165+42.75	2.00	480.42	480.48
G8	165+52.75	2.00	480.12	480.17
H8	165+62.75	2.00	479.82	479.86
I8	165+72.75	2.00	479.52	479.55
J8	165+82.75	2.00	479.22	479.24
K8	165+92.75	2.00	478.92	478.94
℄ Brg. Pier 11	166+02.75	2.00	478.62	478.64
A9	166+12.75	2.00	478.32	478.35
B9	166+22.75	2.00	478.02	478.06
C9	166+32.75	2.00	477.72	477.78
D9	166+42.75	2.00	477.42	477.50
E9	166+52.75	2.00	477.12	477.21
F9	166+62.75	2.00	476.82	476.92
G9	166+72.75	2.00	476.52	476.62
H9	166+82.75	2.00	476.22	476.31
I9	166+92.75	2.00	475.92	476.00
J9	167+02.75	2.00	475.63	475.70
K9	167+12.75	2.00	475.34	475.38
℄ N. Brg. Pier 12	167+22.75	2.00	475.06	475.08
℄ Exp. Jt.	167+23.50	2.00	475.04	475.06
℄ S. Brg. Pier 12	167+24.25	2.00	475.02	475.04
A10	167+34.25	2.00	474.75	474.78
B10	167+44.25	2.00	474.48	474.53
C10	167+54.25	2.00	474.23	474.29
D10	167+64.25	2.00	473.99	474.04
E10	167+74.25	2.00	473.75	473.80
F10	167+84.25	2.00	473.53	473.57
℄ Brg. S. Abut.	167+97.25	2.00	473.25	473.27
℄ Jt.	167+98.75	2.00	473.21	473.23
Bk. S. Abut.	167+99.25	2.00	473.20	473.22

*Girder 5 and E.B. Baseline offset shown. For Girder 4 and W.B. Baseline, offset=-2.00'

℄ FAI ROUTE 74

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	0.00	489.38	489.40
A6	162+52.75	0.00	489.09	489.14
B6	162+62.75	0.00	488.80	488.87
C6	162+72.75	0.00	488.50	488.59
D6	162+82.75	0.00	488.21	488.31
E6	162+92.75	0.00	487.91	488.02
F6	163+02.75	0.00	487.62	487.72
G6	163+12.75	0.00	487.32	487.41
H6	163+22.75	0.00	487.02	487.10
I6	163+32.75	0.00	486.73	486.79
J6	163+42.75	0.00	486.43	486.47
K6	163+52.75	0.00	486.12	486.15
℄ Brg. Pier 9	163+62.75	0.00	485.82	485.84
A7	163+72.75	0.00	485.52	485.54
B7	163+82.75	0.00	485.22	485.25
C7	163+92.75	0.00	484.92	484.95
D7	164+02.75	0.00	484.62	484.66
E7	164+12.75	0.00	484.32	484.37
F7	164+22.75	0.00	484.02	484.08
G7	164+32.75	0.00	483.72	483.78
H7	164+42.75	0.00	483.42	483.47
I7	164+52.75	0.00	483.12	483.16
J7	164+62.75	0.00	482.82	482.85
K7	164+72.75	0.00	482.52	482.54
℄ Brg. Pier 10	164+82.75	0.00	482.22	482.24
A8	164+92.75	0.00	481.92	481.94
B8	165+02.75	0.00	481.62	481.65
C8	165+12.75	0.00	481.32	481.36
D8	165+22.75	0.00	481.02	481.07
E8	165+32.75	0.00	480.72	480.78
F8	165+42.75	0.00	480.42	480.48
G8	165+52.75	0.00	480.12	480.17
H8	165+62.75	0.00	479.82	479.86
I8	165+72.75	0.00	479.52	479.55
J8	165+82.75	0.00	479.22	479.24
K8	165+92.75	0.00	478.92	478.94
℄ Brg. Pier 11	166+02.75	0.00	478.62	478.64
A9	166+12.75	0.00	478.32	478.35
B9	166+22.75	0.00	478.02	478.06
C9	166+32.75	0.00	477.72	477.78
D9	166+42.75	0.00	477.42	477.50
E9	166+52.75	0.00	477.12	477.21
F9	166+62.75	0.00	476.82	476.92
G9	166+72.75	0.00	476.52	476.62
H9	166+82.75	0.00	476.22	476.31
I9	166+92.75	0.00	475.92	476.00
J9	167+02.75	0.00	475.63	475.70
K9	167+12.75	0.00	475.34	475.38
℄ N. Brg. Pier 12	167+22.75	0.00	475.06	475.08
℄ Exp. Jt.	167+23.50	0.00	475.04	475.06
℄ S. Brg. Pier 12	167+24.25	0.00	475.02	475.04
A10	167+34.25	0.00	474.75	474.78
B10	167+44.25	0.00	474.48	474.53
C10	167+54.25	0.00	474.23	474.29
D10	167+64.25	0.00	473.99	474.04
E10	167+74.25	0.00	473.75	473.80
F10	167+84.25	0.00	473.53	473.57
℄ Brg. S. Abut.	167+97.25	0.00	473.25	473.27
℄ Jt.	167+98.75	0.00	473.21	473.23
Bk. S. Abut.	167+99.25	0.00	473.20	473.22

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	10.50	489.25	489.28
A6	162+52.75	10.50	488.96	489.02
B6	162+62.75	10.50	488.67	488.75
C6	162+72.75	10.50	488.38	488.48
D6	162+82.75	10.50	488.08	488.20
E6	162+92.75	10.50	487.79	487.91
F6	163+02.75	10.50	487.49	487.61
G6	163+12.75	10.50	487.19	487.30
H6	163+22.75	10.50	486.90	486.99
I6	163+32.75	10.50	486.60	486.67
J6	163+42.75	10.50	486.30	486.35
K6	163+52.75	10.50	485.99	486.03
℄ Brg. Pier 9	163+62.75	10.50	485.69	485.72
A7	163+72.75	10.50	485.39	485.41
B7	163+82.75	10.50	485.09	485.12
C7	163+92.75	10.50	484.79	484.83
D7	164+02.75	10.50	484.49	484.54
E7	164+12.75	10.50	484.19	484.25
F7	164+22.75	10.50	483.89	483.96
G7	164+32.75	10.50	483.59	483.66
H7	164+42.75	10.50	483.29	483.35
I7	164+52.75	10.50	482.99	483.04
J7	164+62.75	10.50	482.69	482.73
K7	164+72.75	10.50	482.39	482.42
℄ Brg. Pier 10	164+82.75	10.50	482.09	482.11
A8	164+92.75	10.50	481.79	481.82
B8	165+02.75	10.50	481.49	481.53
C8	165+12.75	10.50	481.19	481.24
D8	165+22.75	10.50	480.89	480.95
E8	165+32.75	10.50	480.59	480.66
F8	165+42.75	10.50	480.29	480.36
G8	165+52.75	10.50	479.99	480.05
H8	165+62.75	10.50	479.69	479.74
I8	165+72.75	10.50	479.39	479.43
J8	165+82.75	10.50	479.09	479.12
K8	165+92.75	10.50	478.79	478.81
℄ Brg. Pier 11	166+02.75	10.50	478.49	478.51
A9	166+12.75	10.50	478.19	478.22
B9	166+22.75	10.50	477.89	477.94
C9	166+32.75	10.50	477.59	477.66
D9	166+42.75	10.50	477.29	477.38
E9	166+52.75	10.50	476.99	477.10
F9	166+62.75	10.50	476.69	476.81
G9	166+72.75	10.50	476.39	476.51
H9	166+82.75	10.50	476.09	476.20
I9	166+92.75	10.50	475.79	475.89
J9	167+02.75	10.50	475.50	475.58
K9	167+12.75	10.50	475.21	475.26
℄ N. Brg. Pier 12	167+22.75	10.50	474.93	474.95
℄ Exp. Jt.	167+23.50	10.50	474.91	474.93
℄ S. Brg. Pier 12	167+24.25	10.50	474.89	474.91
A10	167+34.25	10.50	474.62	474.66
B10	167+44.25	10.50	474.36	474.41
C10	167+54.25	10.50	474.11	474.18
D10	167+64.25	10.50	473.87	473.94
E10	167+74.25	10.50	473.65	473.70
F10	167+84.25	10.50	473.42	473.47
℄ Brg. S. Abut.	167+97.25	10.50	473.15	473.17
℄ Jt.	167+98.75	10.50	473.12	473.14
Bk. S. Abut.	167+99.25	10.50	473.11	473.13

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SOUTH APPROACH - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S39 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	221
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	19.00	489.10	489.12
A6	162+52.75	19.00	488.81	488.86
B6	162+62.75	19.00	488.52	488.60
C6	162+72.75	19.00	488.22	488.32
D6	162+82.75	19.00	487.93	488.04
E6	162+92.75	19.00	487.63	487.75
F6	163+02.75	19.00	487.34	487.46
G6	163+12.75	19.00	487.04	487.15
H6	163+22.75	19.00	486.74	486.84
I6	163+32.75	19.00	486.45	486.52
J6	163+42.75	19.00	486.15	486.20
K6	163+52.75	19.00	485.84	485.87
℄ Brg. Pier 9	163+62.75	19.00	485.54	485.56
A7	163+72.75	19.00	485.24	485.26
B7	163+82.75	19.00	484.94	484.97
C7	163+92.75	19.00	484.64	484.68
D7	164+02.75	19.00	484.34	484.39
E7	164+12.75	19.00	484.04	484.10
F7	164+22.75	19.00	483.74	483.81
G7	164+32.75	19.00	483.44	483.50
H7	164+42.75	19.00	483.14	483.20
I7	164+52.75	19.00	482.84	482.89
J7	164+62.75	19.00	482.54	482.58
K7	164+72.75	19.00	482.24	482.27
℄ Brg. Pier 10	164+82.75	19.00	481.94	481.96
A8	164+92.75	19.00	481.64	481.67
B8	165+02.75	19.00	481.34	481.37
C8	165+12.75	19.00	481.04	481.09
D8	165+22.75	19.00	480.74	480.80
E8	165+32.75	19.00	480.44	480.50
F8	165+42.75	19.00	480.14	480.20
G8	165+52.75	19.00	479.84	479.90
H8	165+62.75	19.00	479.54	479.59
I8	165+72.75	19.00	479.24	479.27
J8	165+82.75	19.00	478.94	478.96
K8	165+92.75	19.00	478.64	478.66
℄ Brg. Pier 11	166+02.75	19.00	478.34	478.36
A9	166+12.75	19.00	478.04	478.07
B9	166+22.75	19.00	477.74	477.79
C9	166+32.75	19.00	477.44	477.51
D9	166+42.75	19.00	477.14	477.23
E9	166+52.75	19.00	476.84	476.95
F9	166+62.75	19.00	476.54	476.66
G9	166+72.75	19.00	476.24	476.36
H9	166+82.75	19.00	475.94	476.06
I9	166+92.75	19.00	475.65	475.75
J9	167+02.75	19.00	475.36	475.44
K9	167+12.75	19.00	475.07	475.12
℄ N. Brg. Pier 12	167+22.75	19.00	474.80	474.82
℄ Exp. Jt.	167+23.50	19.00	474.78	474.80
℄ S. Brg. Pier 12	167+24.25	19.00	474.75	474.78
A10	167+34.25	19.00	474.49	474.53
B10	167+44.25	19.00	474.23	474.29
C10	167+54.25	19.00	473.99	474.06
D10	167+64.25	19.00	473.76	473.83
E10	167+74.25	19.00	473.54	473.60
F10	167+84.25	19.00	473.32	473.37
℄ Brg. S. Abut.	167+97.25	19.00	473.06	473.08
℄ Jt.	167+98.75	19.00	473.03	473.05
Bk. S. Abut.	167+99.25	19.00	473.02	473.04

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
℄ S. Brg. Pier 8	162+42.75	27.50	488.93	488.95
A6	162+52.75	27.50	488.64	488.69
B6	162+62.75	27.50	488.35	488.42
C6	162+72.75	27.50	488.05	488.14
D6	162+82.75	27.50	487.76	487.86
E6	162+92.75	27.50	487.46	487.57
F6	163+02.75	27.50	487.17	487.27
G6	163+12.75	27.50	486.87	486.96
H6	163+22.75	27.50	486.57	486.65
I6	163+32.75	27.50	486.28	486.34
J6	163+42.75	27.50	485.98	486.02
K6	163+52.75	27.50	485.67	485.70
℄ Brg. Pier 9	163+62.75	27.50	485.37	485.39
A7	163+72.75	27.50	485.07	485.09
B7	163+82.75	27.50	484.77	484.80
C7	163+92.75	27.50	484.47	484.50
D7	164+02.75	27.50	484.17	484.21
E7	164+12.75	27.50	483.87	483.92
F7	164+22.75	27.50	483.57	483.63
G7	164+32.75	27.50	483.27	483.33
H7	164+42.75	27.50	482.97	483.02
I7	164+52.75	27.50	482.67	482.71
J7	164+62.75	27.50	482.37	482.40
K7	164+72.75	27.50	482.07	482.09
℄ Brg. Pier 10	164+82.75	27.50	481.77	481.79
A8	164+92.75	27.50	481.47	481.49
B8	165+02.75	27.50	481.17	481.20
C8	165+12.75	27.50	480.87	480.91
D8	165+22.75	27.50	480.57	480.62
E8	165+32.75	27.50	480.27	480.33
F8	165+42.75	27.50	479.97	480.03
G8	165+52.75	27.50	479.67	479.72
H8	165+62.75	27.50	479.37	479.41
I8	165+72.75	27.50	479.07	479.10
J8	165+82.75	27.50	478.77	478.79
K8	165+92.75	27.50	478.47	478.49
℄ Brg. Pier 11	166+02.75	27.50	478.17	478.19
A9	166+12.75	27.50	477.87	477.90
B9	166+22.75	27.50	477.57	477.61
C9	166+32.75	27.50	477.27	477.33
D9	166+42.75	27.50	476.97	477.05
E9	166+52.75	27.50	476.67	476.76
F9	166+62.75	27.50	476.37	476.47
G9	166+72.75	27.50	476.07	476.17
H9	166+82.75	27.50	475.78	475.88
I9	166+92.75	27.50	475.49	475.58
J9	167+02.75	27.50	475.21	475.28
K9	167+12.75	27.50	474.93	474.97
℄ N. Brg. Pier 12	167+22.75	27.50	474.66	474.68
℄ Exp. Jt.	167+23.50	27.50	474.64	474.66
℄ S. Brg. Pier 12	167+24.25	27.50	474.62	474.64
A10	167+34.25	27.50	474.36	474.39
B10	167+44.25	27.50	474.11	474.16
C10	167+54.25	27.50	473.87	473.93
D10	167+64.25	27.50	473.65	473.70
E10	167+74.25	27.50	473.43	473.48
F10	167+84.25	27.50	473.22	473.26
℄ Brg. S. Abut.	167+97.25	27.50	472.96	472.98
℄ Jt.	167+98.75	27.50	472.93	472.95
Bk. S. Abut.	167+99.25	27.50	472.92	472.94

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SOUTH APPROACH - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S40 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	222
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Pav't.	167+98.75	-28.73	473.03	473.05
A	168+03.88	-28.73	472.94	472.96
S. End South Appr. Pav't.	168+03.90	-28.73	472.85	472.87

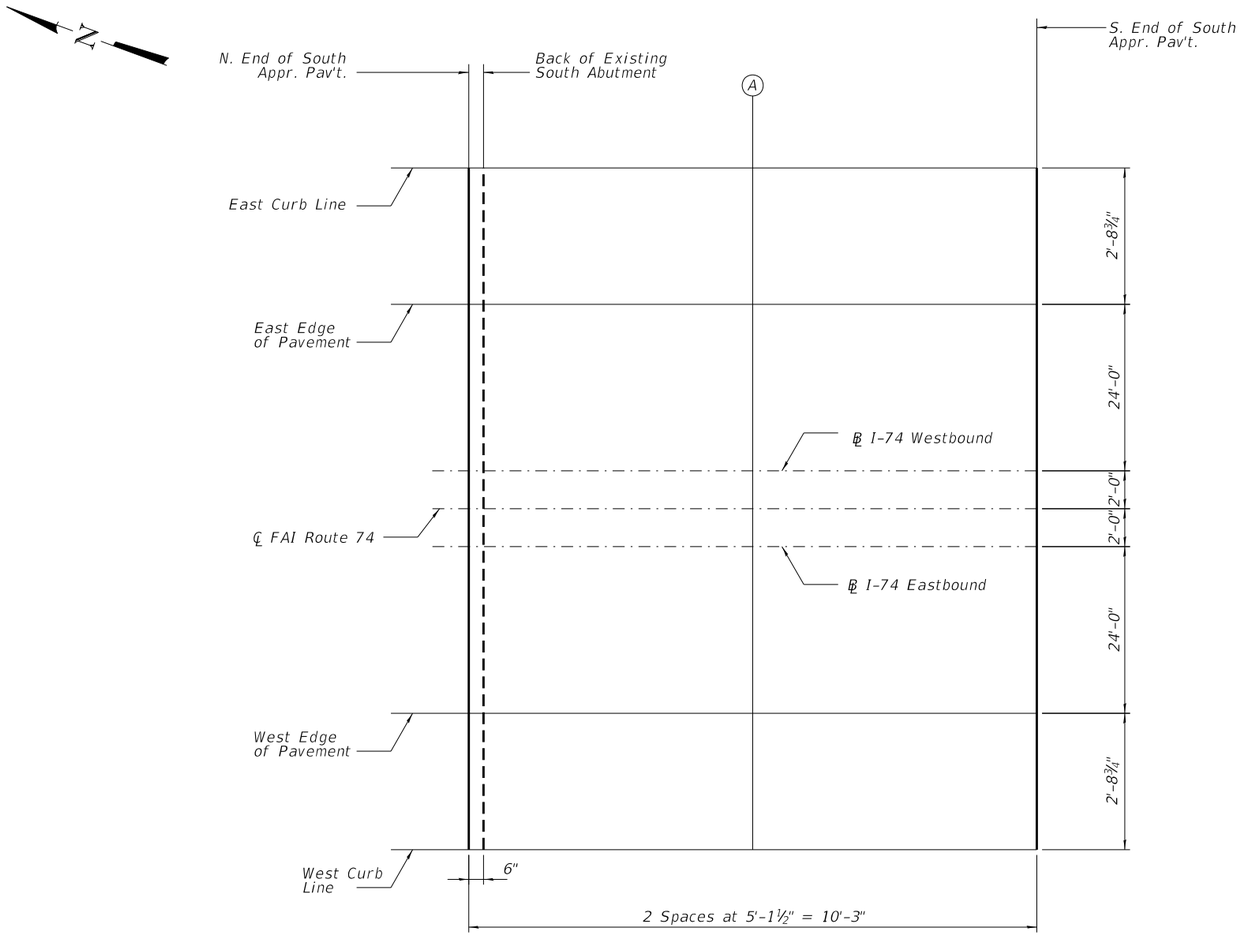
EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Pav't.	167+98.75	-26.00	473.05	473.07
A	168+03.88	-26.00	472.96	472.98
S. End South Appr. Pav't.	168+03.90	-26.00	472.86	472.89

WESTBOUND BASELINE, ℄ FAI ROUTE 74 AND EASTBOUND BASELINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Pav't.	167+98.75	*	473.21	473.23
A	168+03.88	*	473.11	473.13
S. End South Appr. Pav't.	168+03.90	*	473.00	473.02

* For W.B. Baseline, offset = -2.00'
For CL FAI Route 74, offset = 0.00'
For E.B. Baseline, offset = 2.00'



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Pav't.	167+98.75	26.00	472.95	472.97
A	168+03.88	26.00	472.85	472.87
S. End South Appr. Pav't.	168+03.90	26.00	472.76	472.78

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr. Pav't.	167+98.75	28.73	472.92	472.94
A	168+03.88	28.73	472.82	472.84
S. End South Appr. Pav't.	168+03.90	28.73	472.73	472.75

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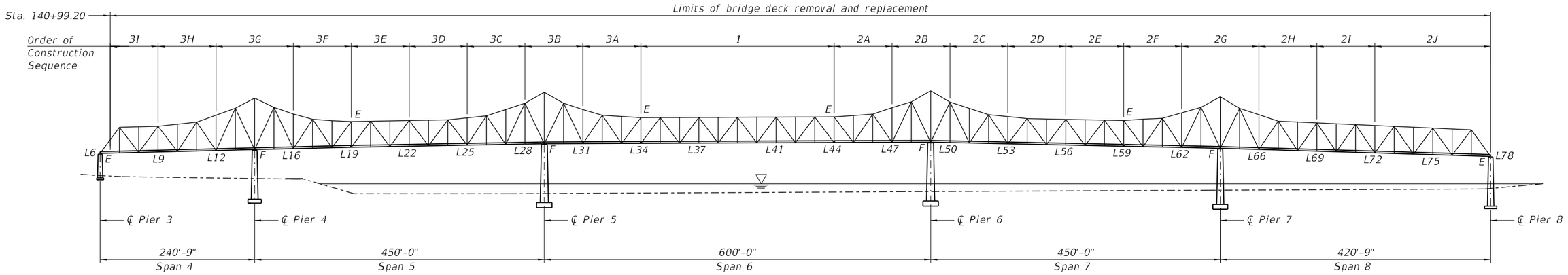
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - SOUTH BRIDGE APPROACH SLAB
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S41 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	223
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



TRUSS DECK REMOVAL AND REPLACEMENT SEQUENCE

1. Remove and replace bridge deck between L34 and L44.
2. Remove and replace bridge deck segments from L44 to L78 in alphabetical order shown.
3. Remove and replace bridge deck segments from L34 to L6 in alphabetical order shown. Sequences 2 and 3 can be completed simultaneously and independently.

DECK REPLACEMENT LOAD RESTRICTIONS

1. Construction loading assumed for design consisted of a uniform load of 20 psf. The construction load was positioned or applied to maximize the load for each individual truss member.
2. The Contractor shall ensure that the combined weight of construction vehicles, equipment, work platforms, stockpiled materials and all other construction dead and live loads comply with the noted design assumptions at all times during deck replacement.
3. If parapets and median barrier construction follow a few stages behind the removal and replacement of the deck, the appurtenances shall be completed using the same sequence as the deck.

Notes:

The sequence shown is for information only. The actual sequence and schedule to be used by the Contractor for removal of existing deck and placement of new deck shall be submitted to the Engineer for approval.

After a bridge deck pour has been completed, the Contractor shall not begin removal operations (except for saw cutting) on the adjacent bridge deck segment for a minimum of 36 hours. If the Contractor damages the recently poured bridge deck during removal operations of the adjacent bridge deck segment, the damaged bridge deck shall be repaired in a manner satisfactory to the Engineer at the expense of the Contractor.

The concrete mix for concrete superstructure shall be in accordance with Section 1020 of the Standard Specifications and the special provisions. No accelerating concrete admixtures will be allowed in concrete superstructure mixes.

The Contractor is alerted that truss dead load deflection and grade elevation adjusted for dead load deflection and grinding values shown on sheets S15 thru S36 were developed based on the concrete weight for the final in-service condition and are independent from the removal and replacement sequence shown.

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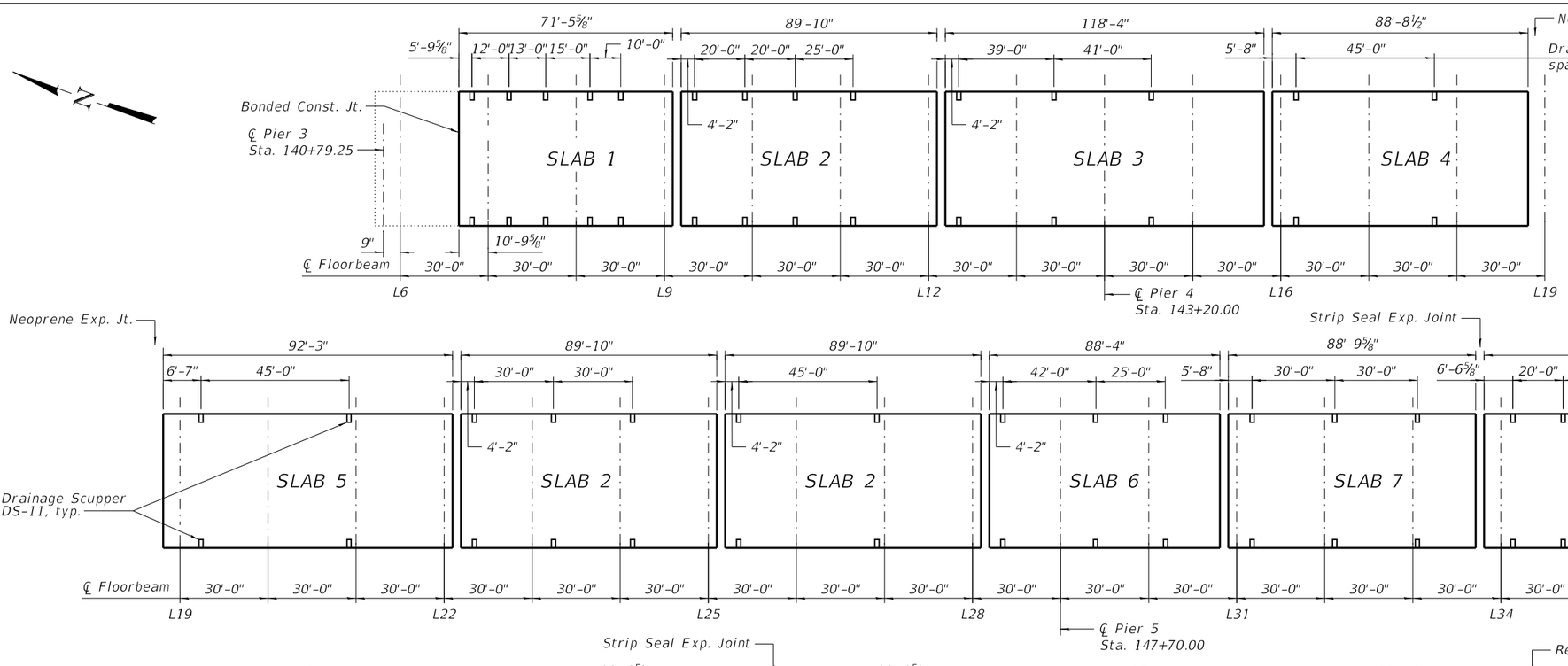
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUSS DECK REMOVAL AND REPLACEMENT SEQUENCE
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S42 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	224
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		



PLAN VIEW

* Except for Deck Drainage; reverse slab, parapet, median barrier and truss pin blockout details to opposite hand

*PEORIA/TAZEWELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB LAYOUT
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S43 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	225
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

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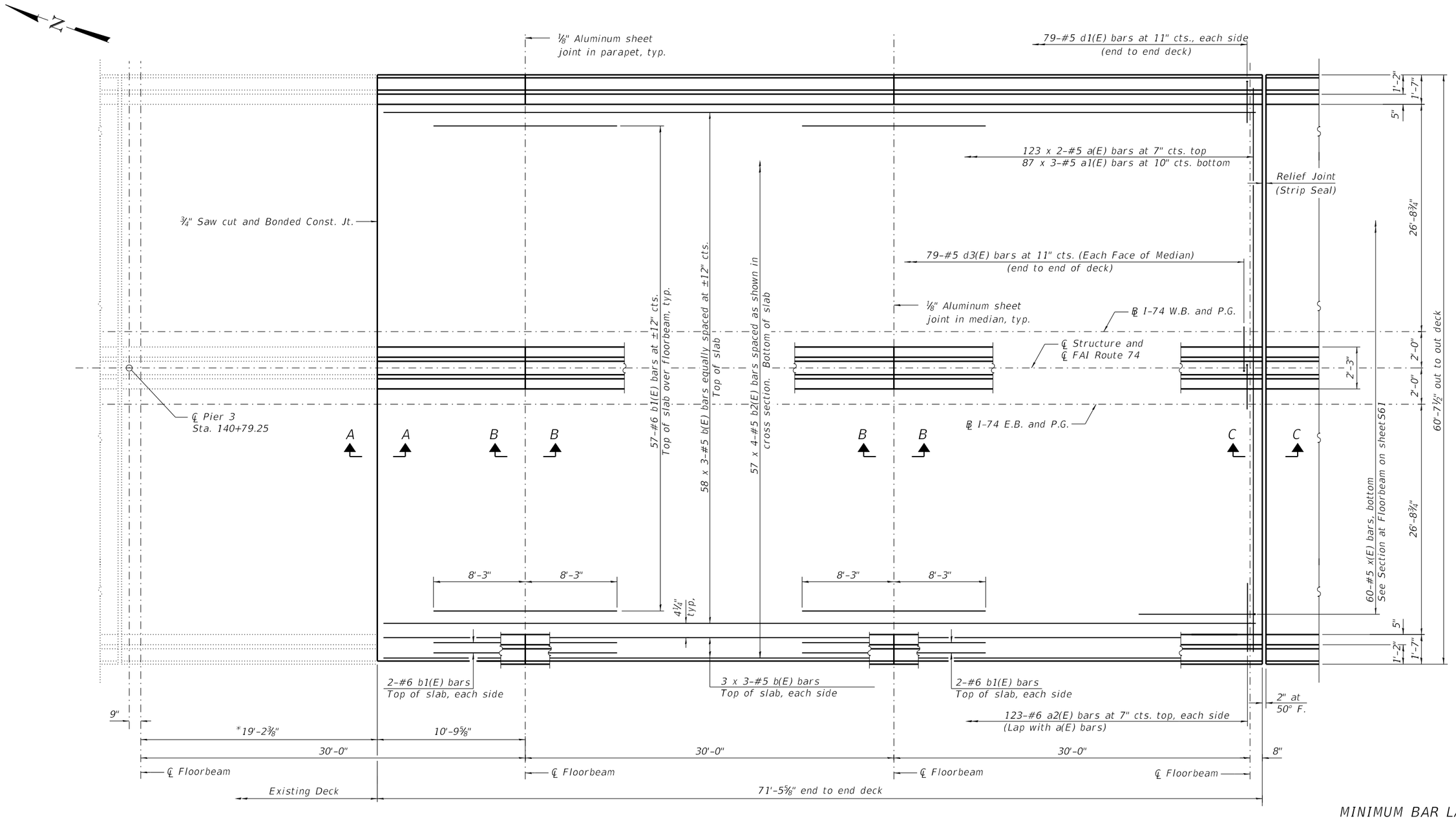

PLAN OF SLAB 1

* Existing longitudinal slab reinforcement shall extend 3'-6" minimum into the new deck. Existing reinforcement to be incorporated into new construction shall be cleaned. Cost included with Removal of Existing Concrete Deck. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

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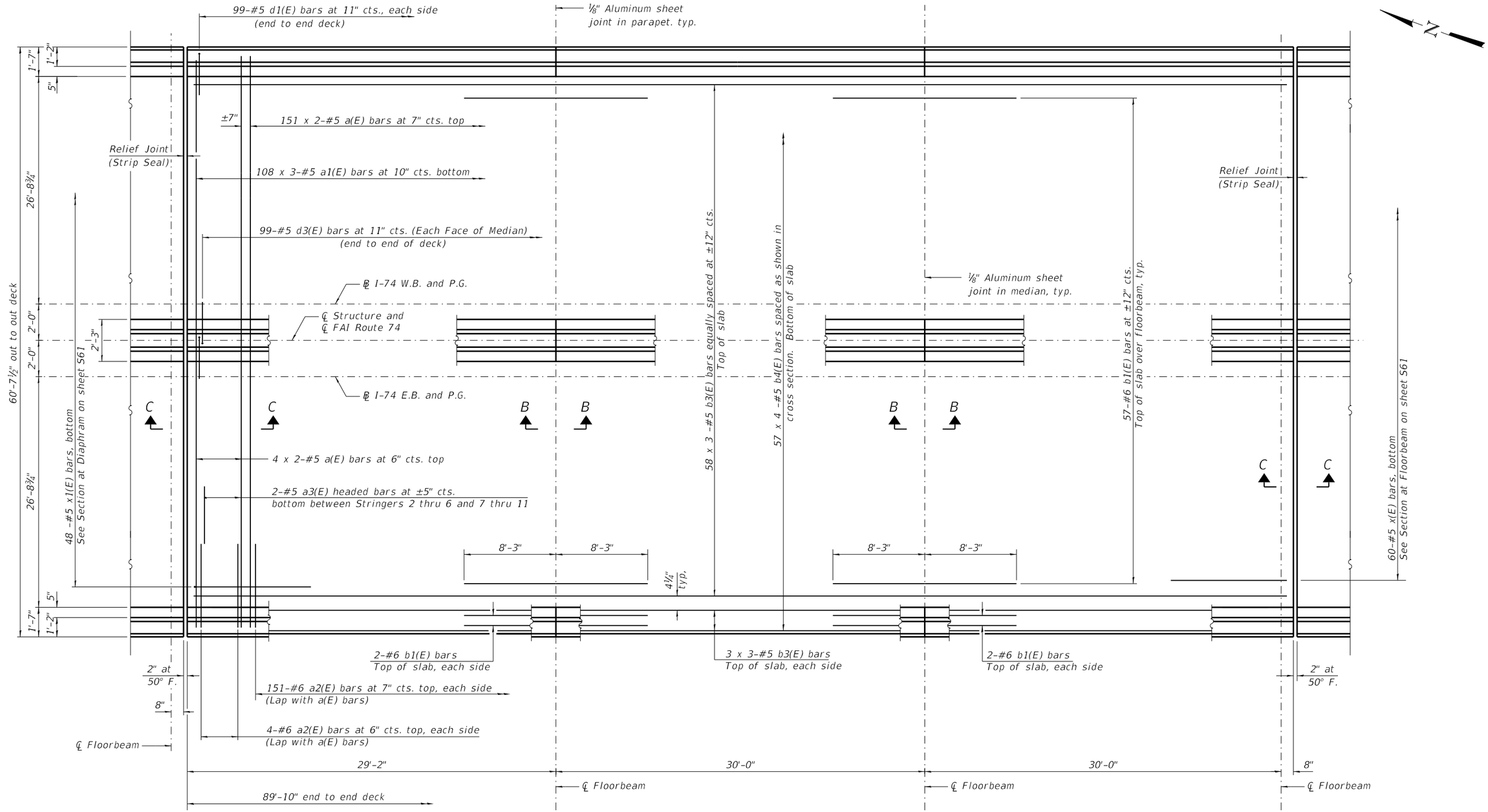
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S44 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	226
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		



PLAN OF SLAB 2

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S45 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	227
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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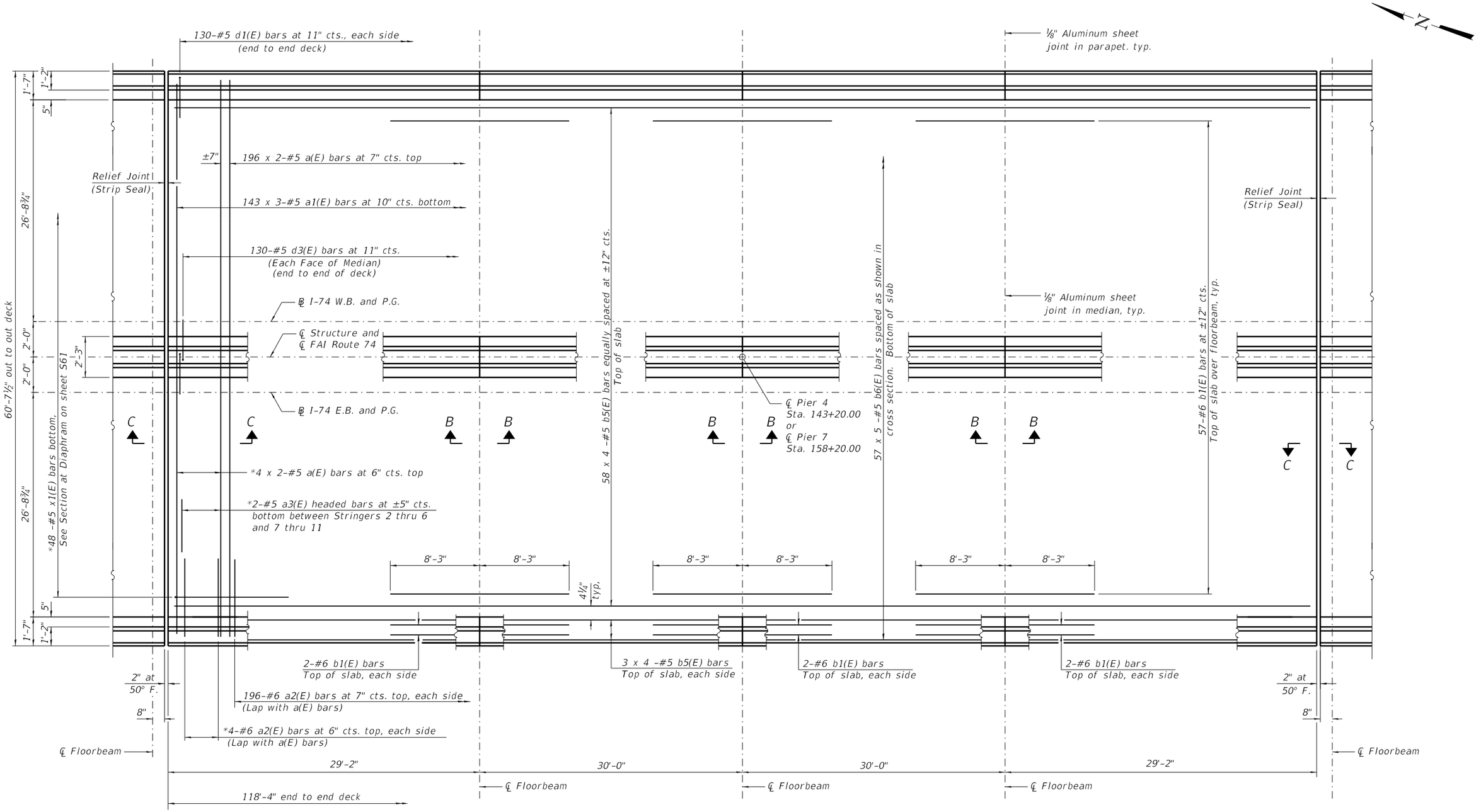

PLAN OF SLAB 3

* Provide at each end.

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 4-#5 etc. indicates 58 lines of bars with 4 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

MODJESKI and MASTERS
Experience great bridges.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S46 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	228
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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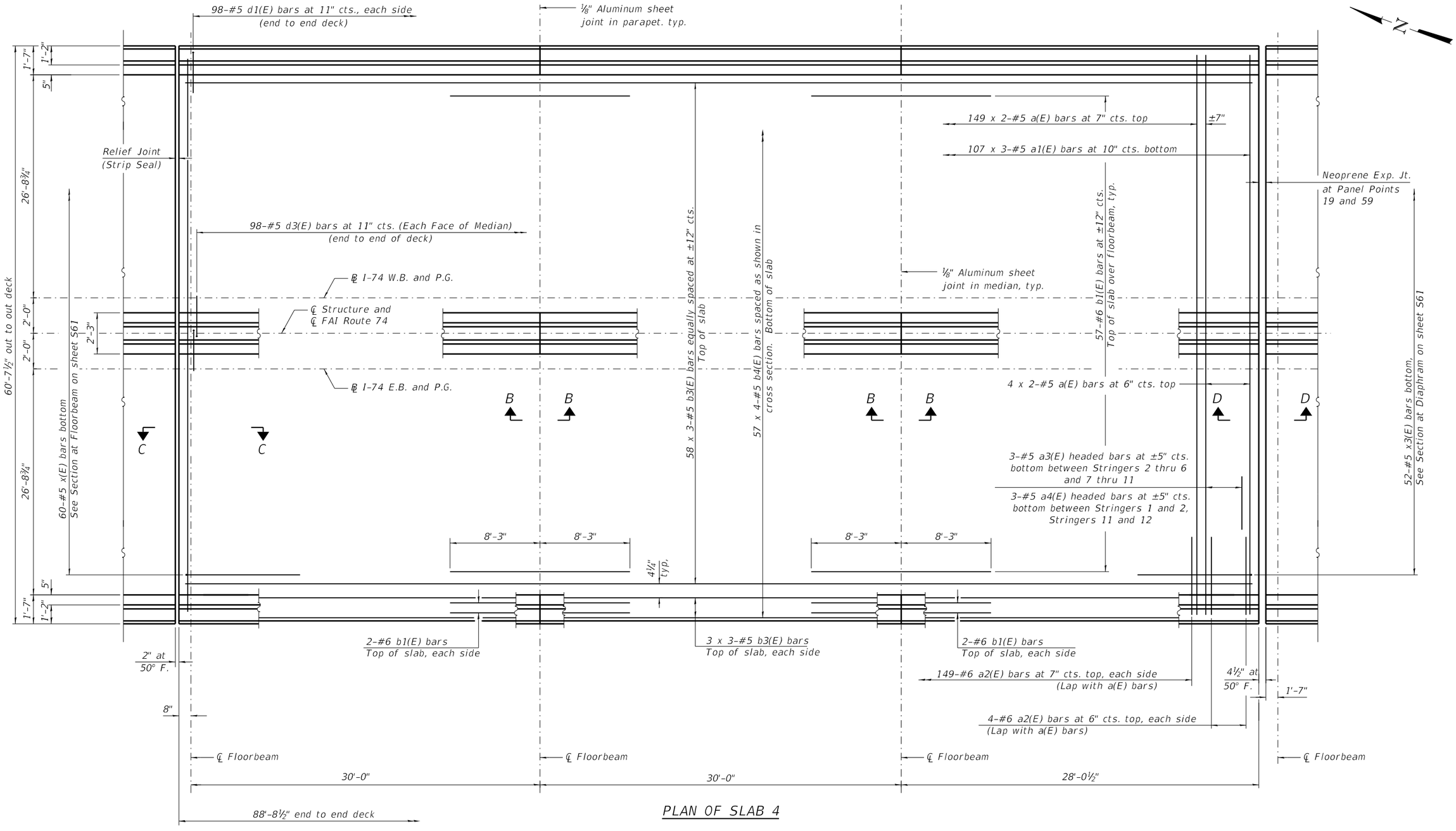

PLAN OF SLAB 4

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:

See sheet S53 for cross section thru slab.

Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.

See sheet S43 for drainage scupper locations.

See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

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USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S47 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	229
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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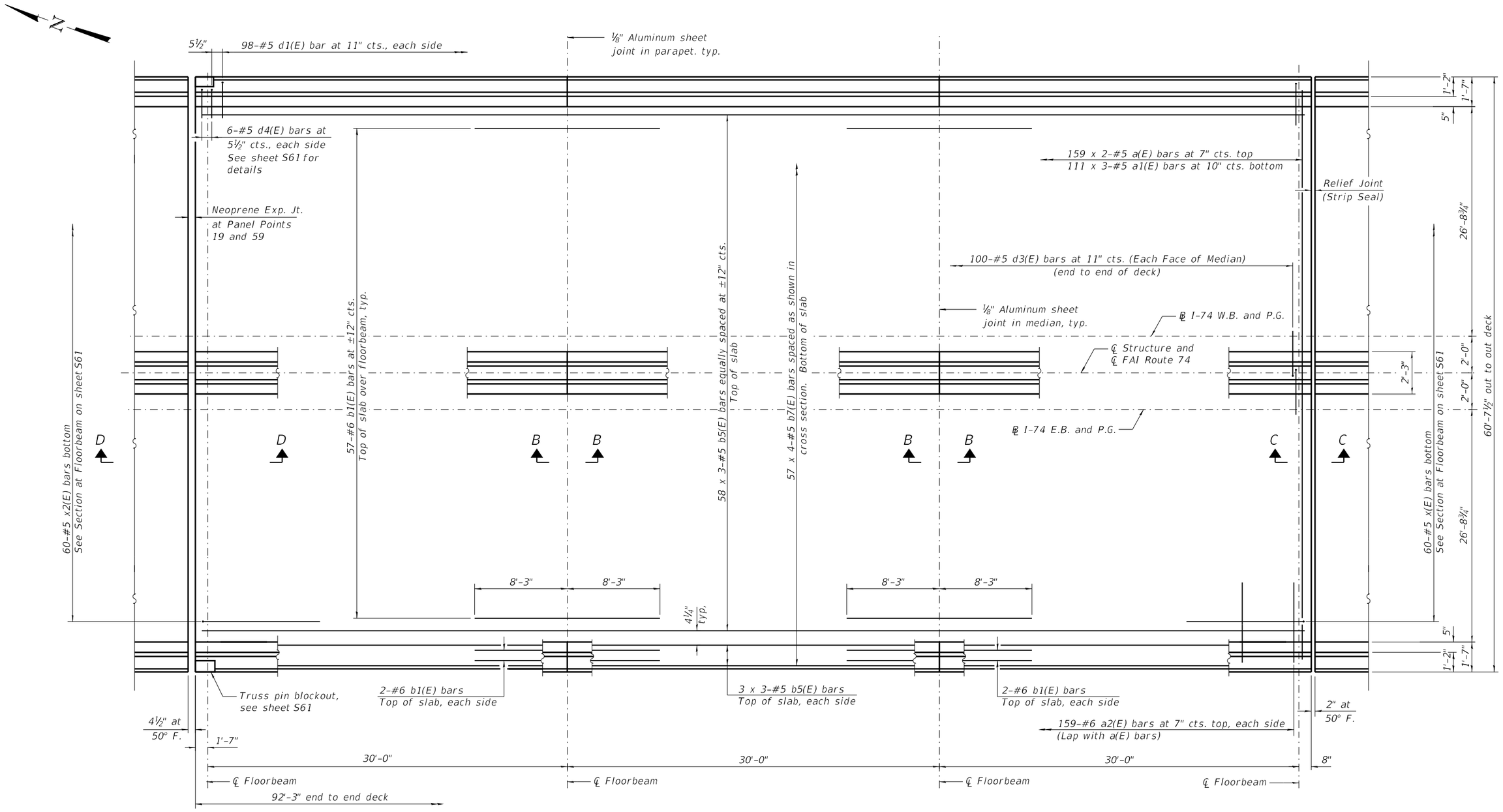

PLAN OF SLAB 5

MINIMUM BAR LAP

#5 bar = 3'–6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3–#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 5
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S48 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	230
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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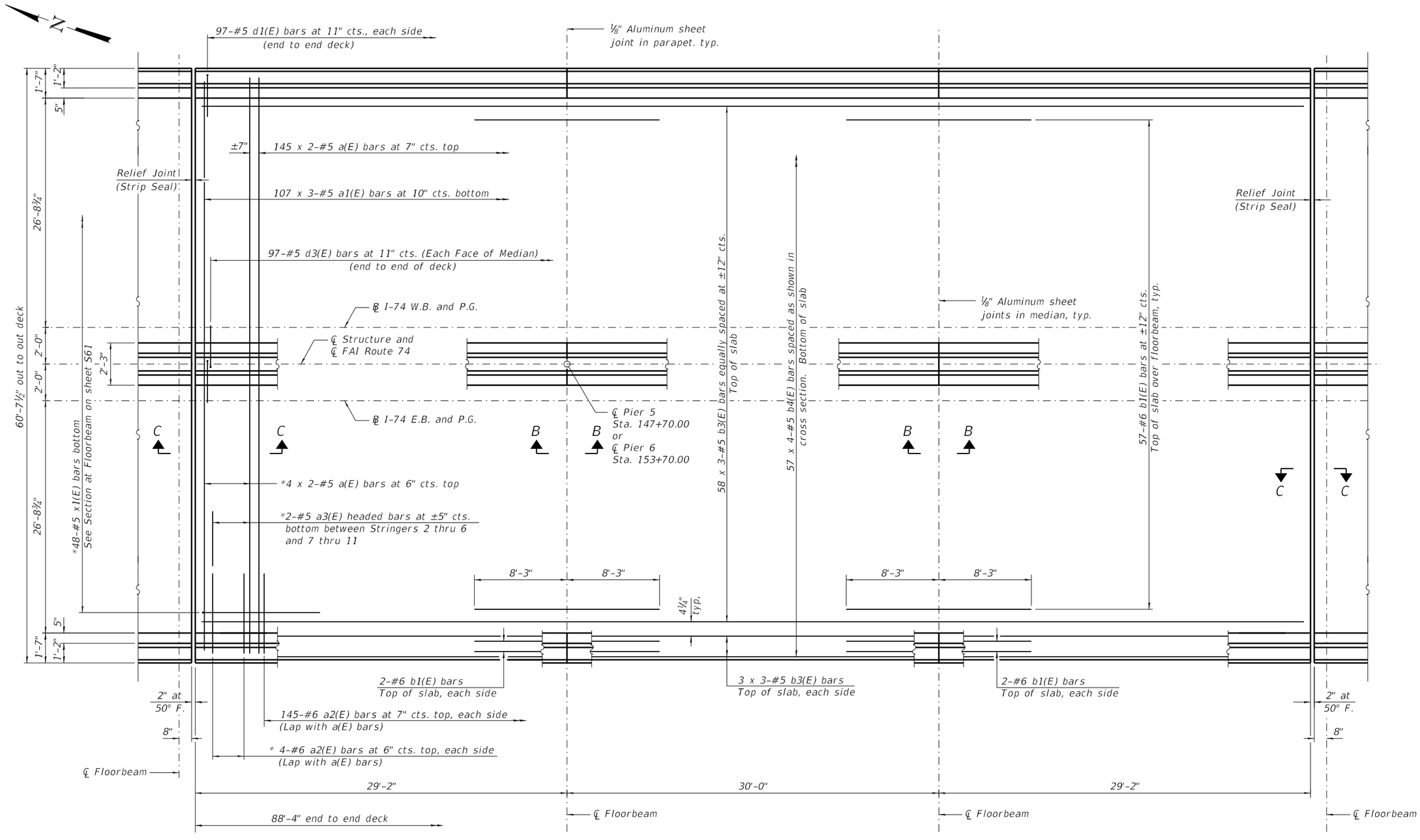

PLAN OF SLAB 6

* Provide at each end.

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

MODJESKI and MASTERS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 6
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S49 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	231
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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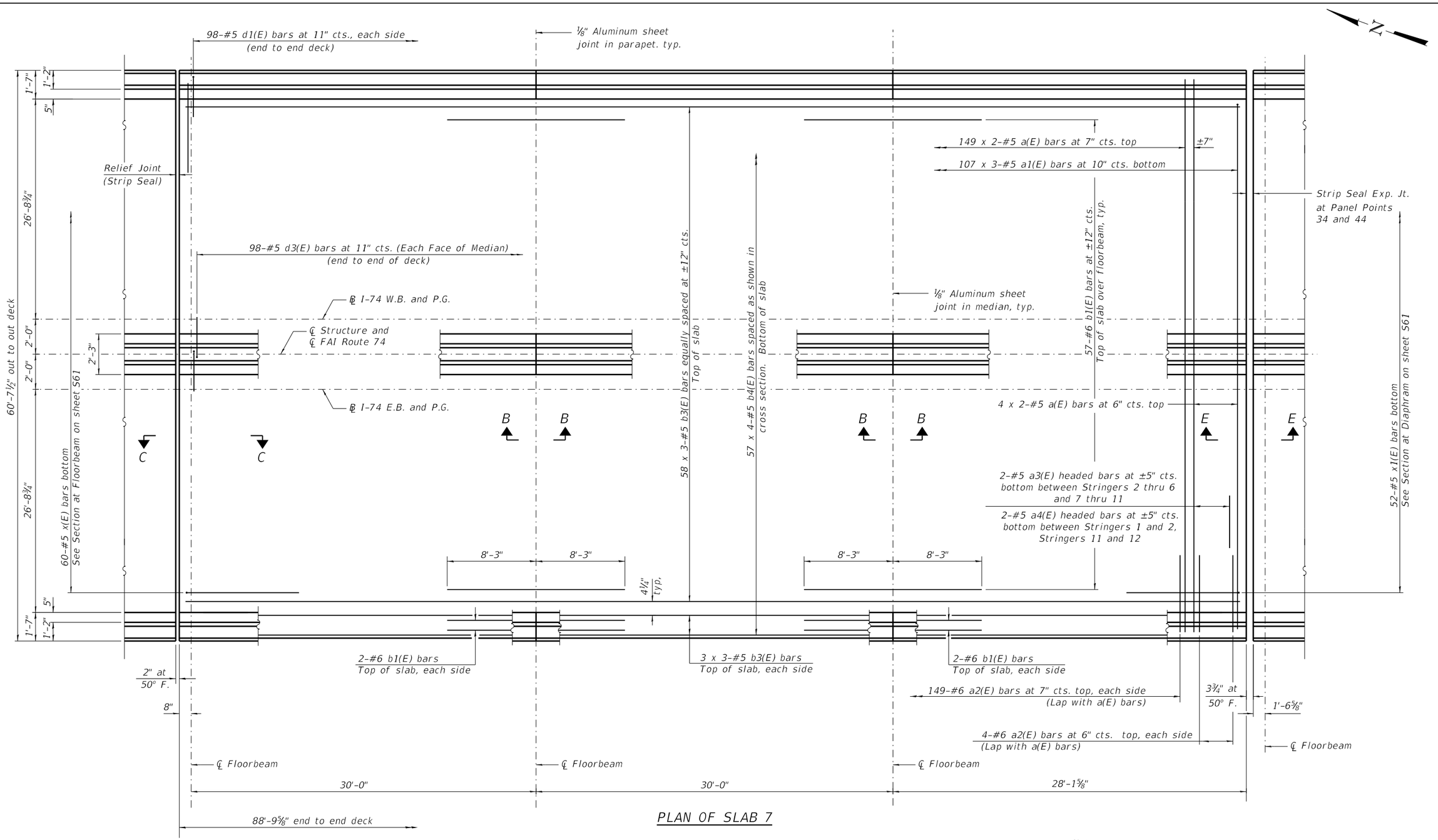

PLAN OF SLAB 7

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3–#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

MODJESKI and MASTERS Experience great bridges.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 7
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S50 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	232
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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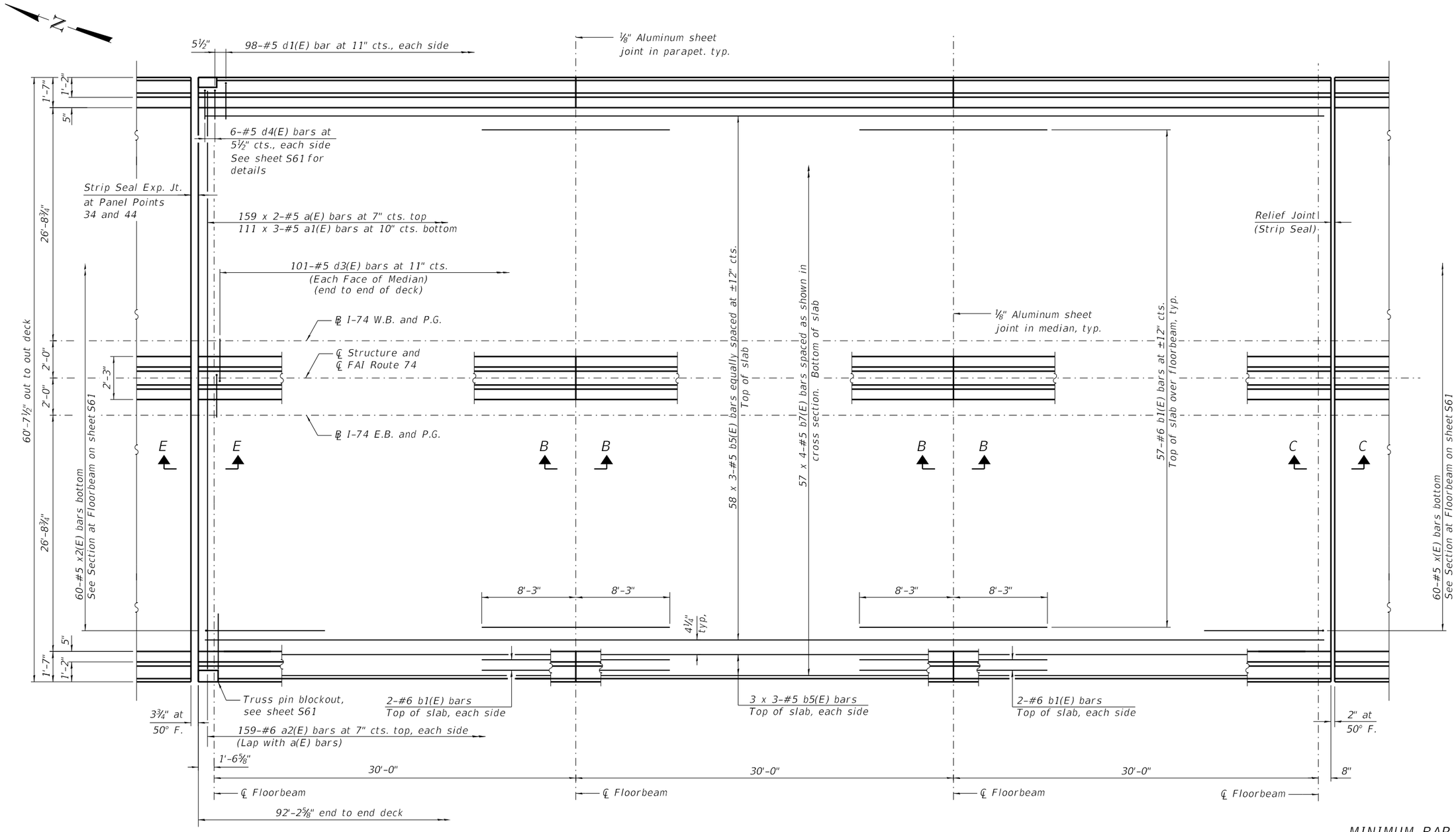

PLAN OF SLAB 8

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

MODJESKI and MASTERS Experience great bridges.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 8
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S51 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	233
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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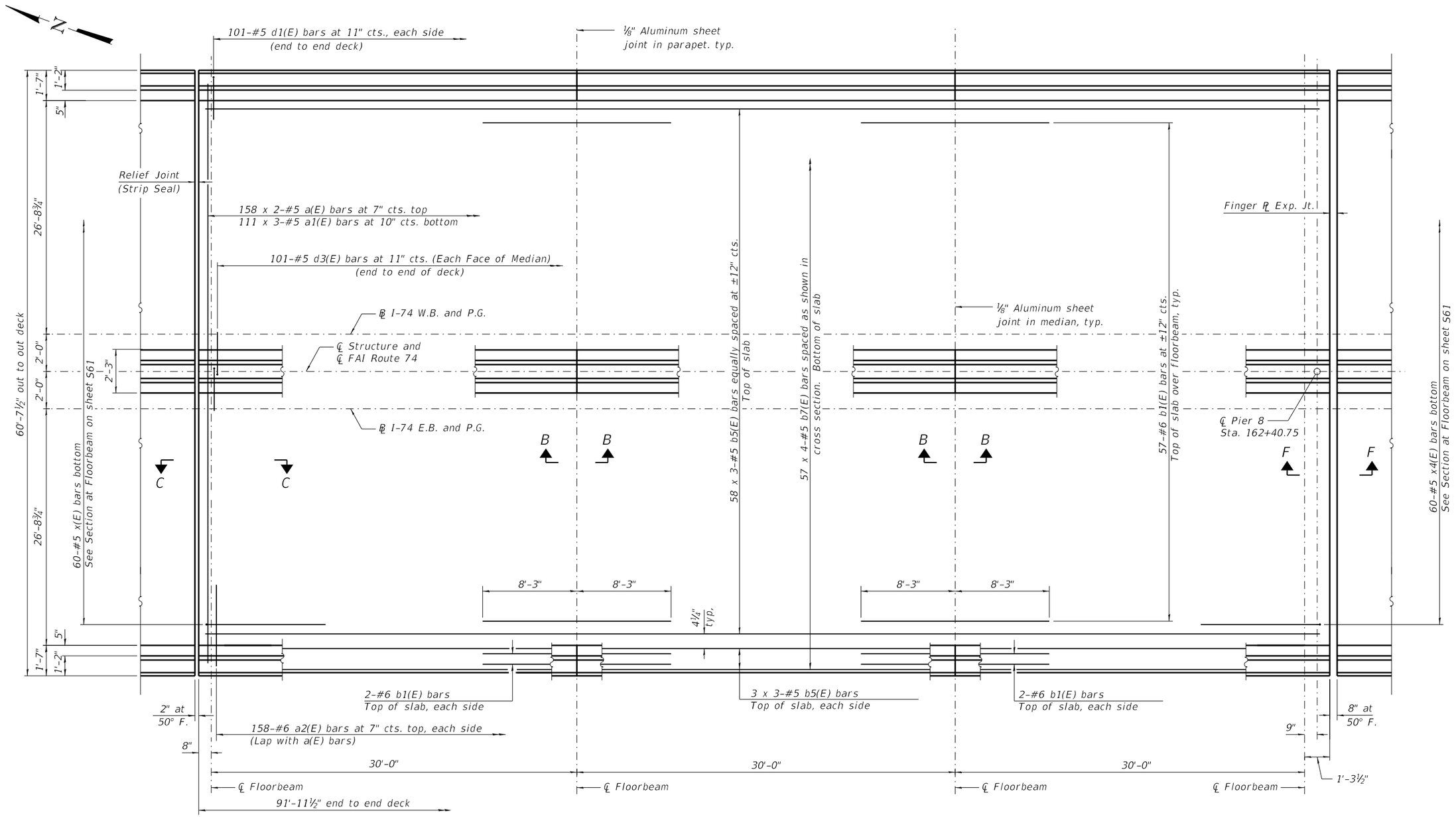

PLAN OF SLAB 9

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S53 for cross section thru slab.
Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.
See sheet S43 for drainage scupper locations.
See sheets S60 thru S64 for superstructure details and Bill of Material.

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

MODJESKI and MASTERS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - SLAB 9
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S52 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	234
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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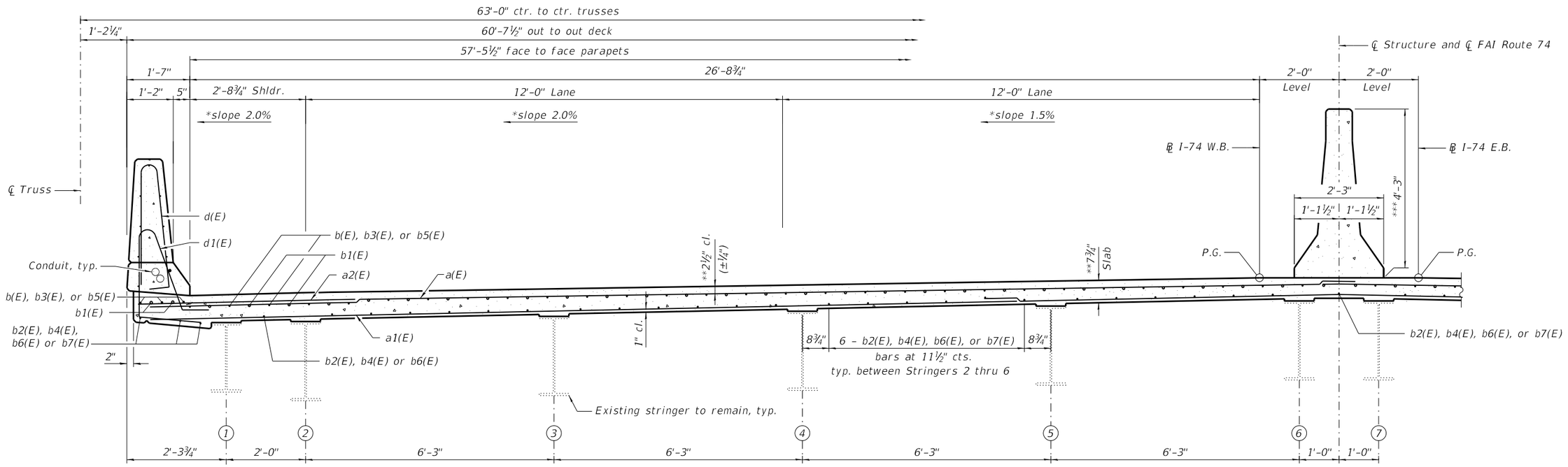
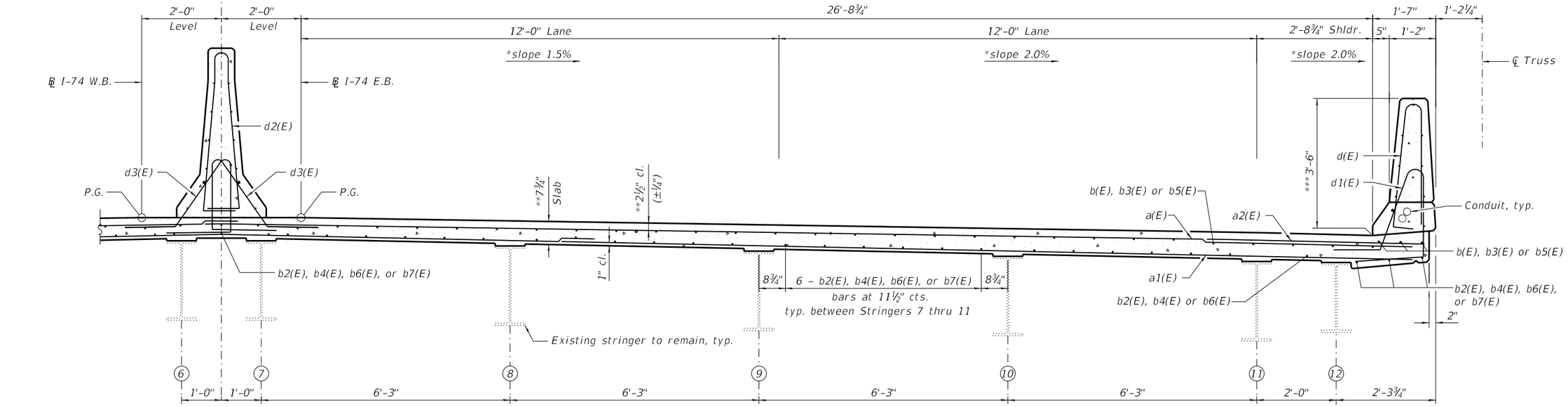


OVER FLOORBEAMS



NEAR MIDSPAN OF STRINGERS

CROSS SECTION

Looking South

* Cross slope as shown from Sta. 142+90.00 to Sta. 162+41.29
Cross slope transition from Sta. 140+99.20 to Sta. 142+90.00.
See Roadway Plans for transition details.
** Prior to grinding
*** After Grinding

Notes:
See sheet S60 thru S64 for superstructure details and Bill of Material.
See sheets S44 thru S52 for Plan View.
See sheets S54 thru S59 for parapet and median barrier reinforcement.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - CROSS SECTION
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S53 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	235
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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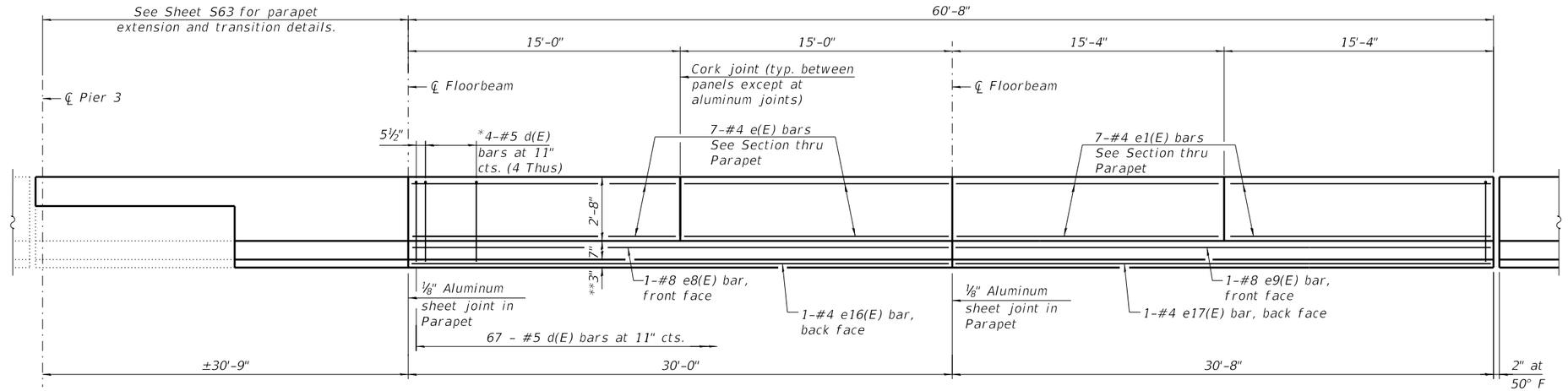
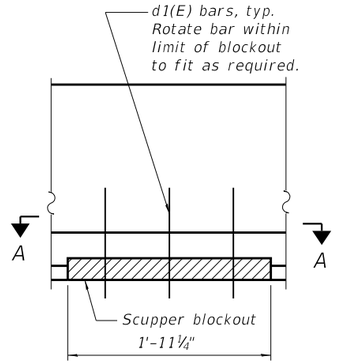


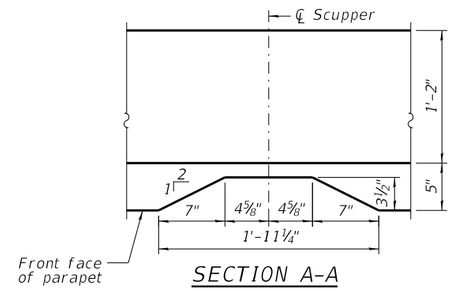
* Typical at parapet ends and each side of aluminum sheeted joints.

INSIDE ELEVATION OF PARAPET - SLAB 1

Westbound shown, Eastbound opposite hand

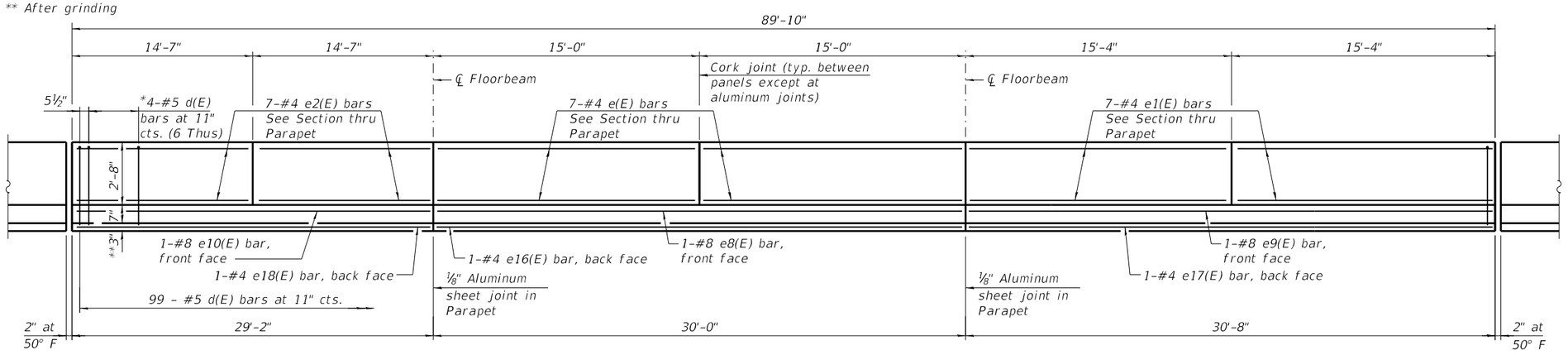


SCUPPER BLOCKOUT DETAIL



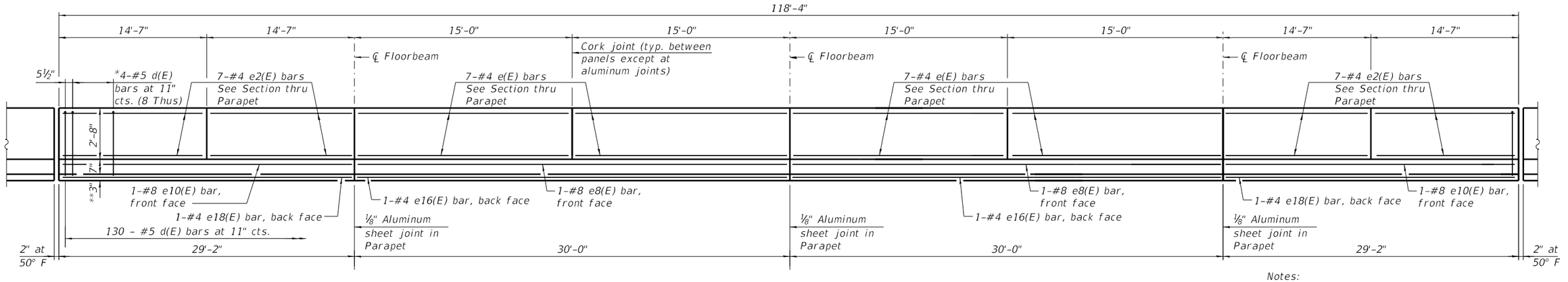
SECTION A-A

** After grinding



INSIDE ELEVATION OF PARAPET - SLAB 2

Westbound shown, Eastbound opposite hand



INSIDE ELEVATION OF PARAPET - SLAB 3

Westbound shown, Eastbound opposite hand

Notes:
See sheet S62 for Section Thru Parapet.
See sheet S64 for Bill of Material.
For drainage scupper locations, see sheet S43.
Work sheets S54 thru S56 jointly.

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - AEC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - PARAPET - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S54 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	236
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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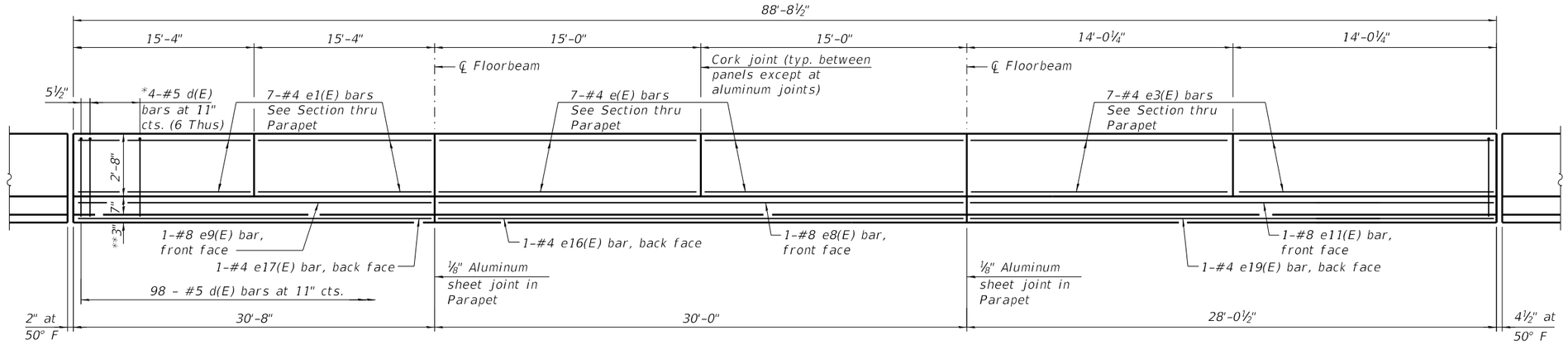
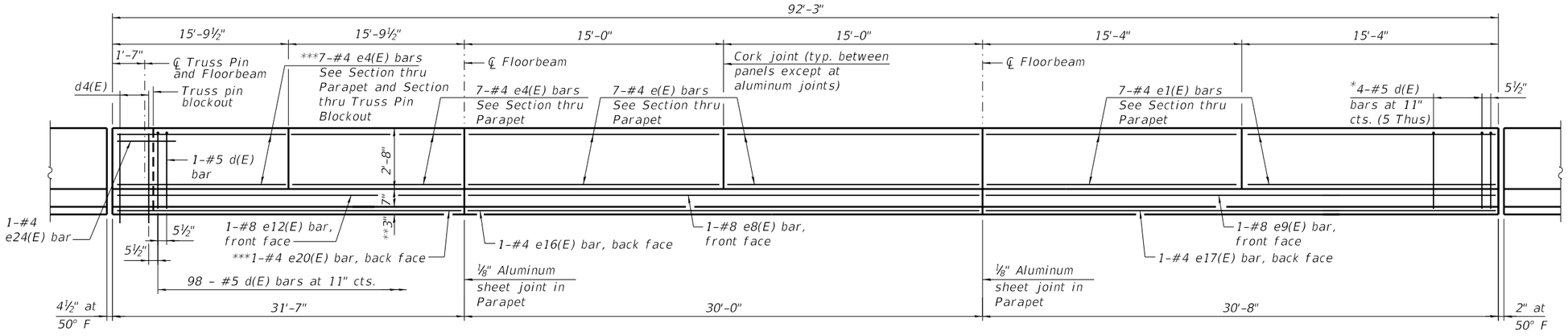


INSIDE ELEVATION OF PARAPET - SLAB 4

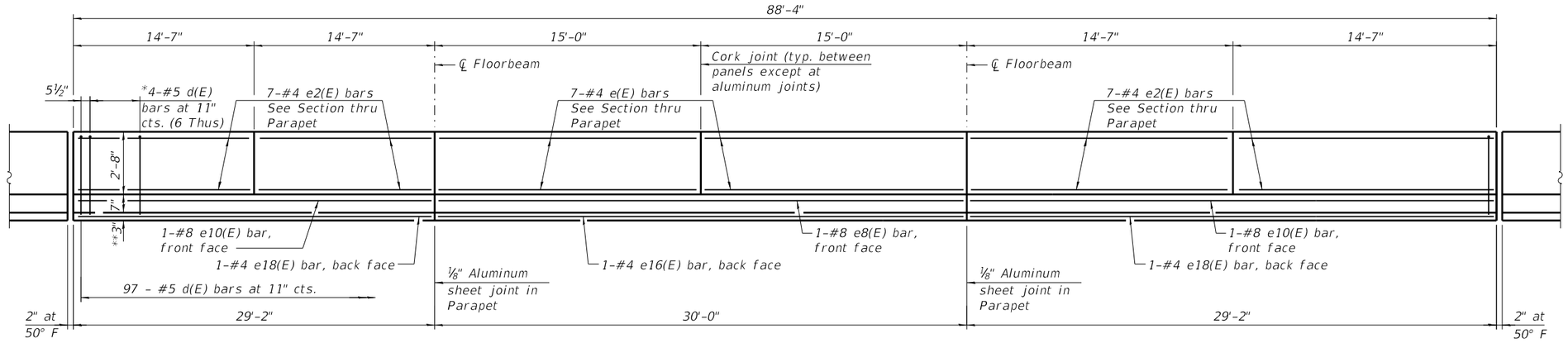
Westbound shown, Eastbound opposite hand

** After grinding



INSIDE ELEVATION OF PARAPET - SLAB 5

Westbound shown, Eastbound opposite hand



INSIDE ELEVATION OF PARAPET - SLAB 6

Westbound shown, Eastbound opposite hand

Notes:
See sheet S62 for Section Thru Parapet.
See sheet S64 for Bill of Material.
See sheet S54 for scupper blockout details.
See sheet S43 for drainage scupper locations.
See sheet S61 for Truss Pin Blockout Details.
Work sheets S54 thru S56 jointly.

* Typical at each side of aluminum sheeted joints and parapet ends except at the truss pin blockouts.
*** Trim bars in top and back face of parapet to fit at truss pin blockout.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - PARAPET - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S55 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	237
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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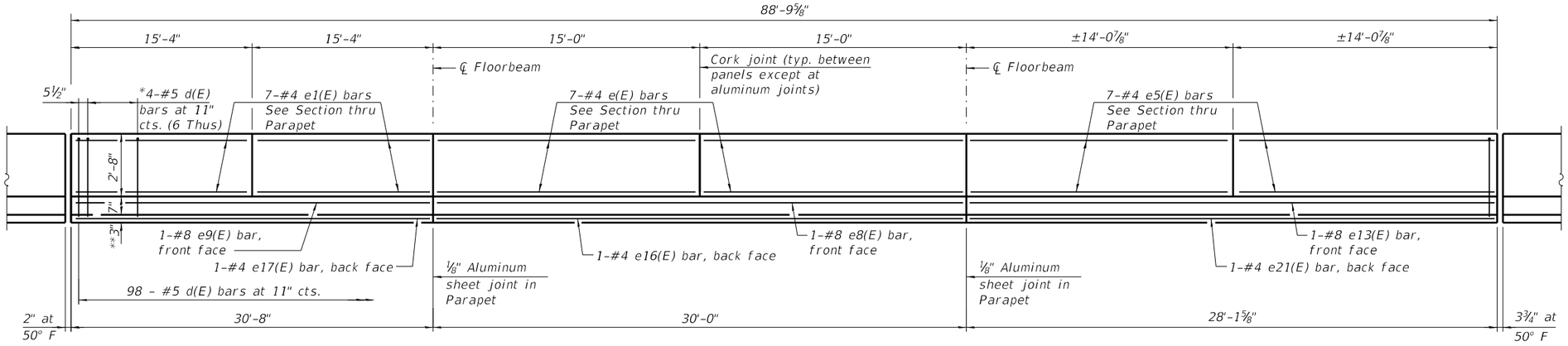
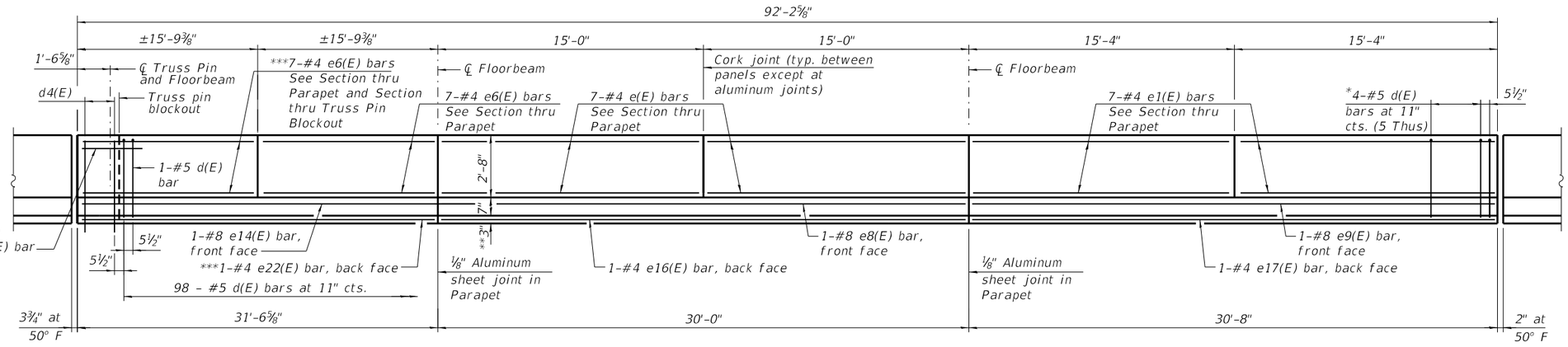


INSIDE ELEVATION OF PARAPET - SLAB 7

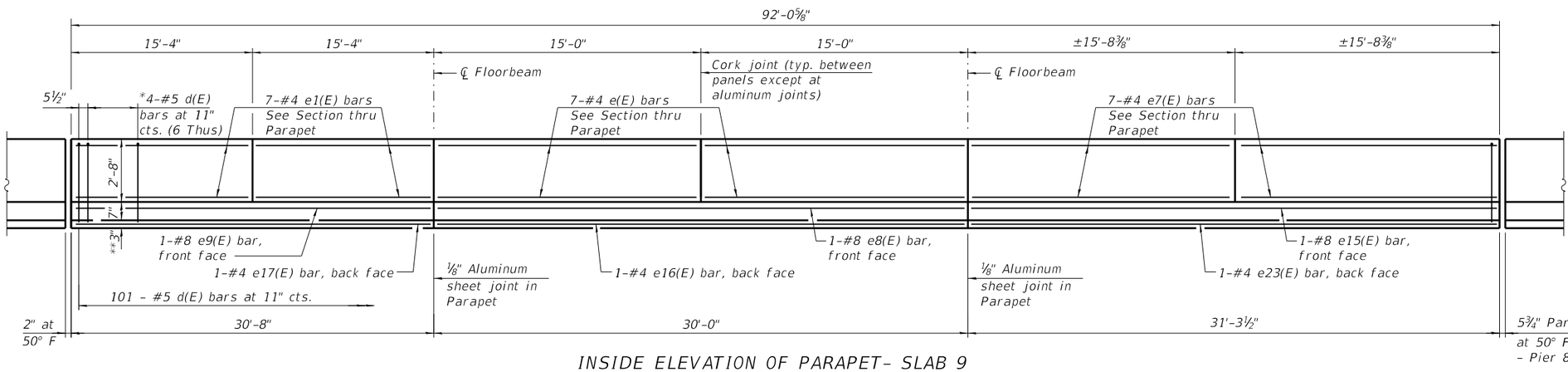
Westbound shown, Eastbound opposite hand

** After grinding



INSIDE ELEVATION OF PARAPET - SLAB 8

Westbound shown, Eastbound opposite hand



INSIDE ELEVATION OF PARAPET- SLAB 9

Westbound shown, Eastbound opposite hand

Notes:
See sheet S62 for Section Thru Parapet.
See sheet S64 for Bill of Material.
See sheet S54 for scupper blockout details.
See sheet S43 for drainage scupper locations.
See sheet S61 for Truss Pin Blockout Details.
Work sheets S54 thru S56 jointly.

* Typical at each side of aluminum sheeted joints and parapet ends except at the truss pin blockouts.
*** Trim bars in top and back face of parapet to fit at truss pin blockout.

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-056-TrussSpansParapet3.dgn

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - PARAPET - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S56 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	238
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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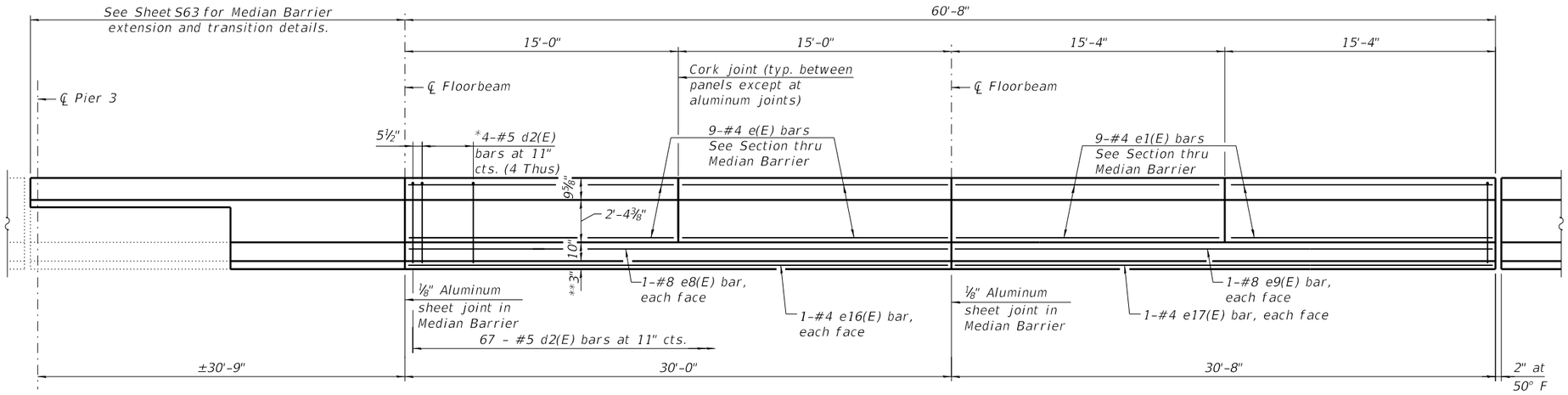
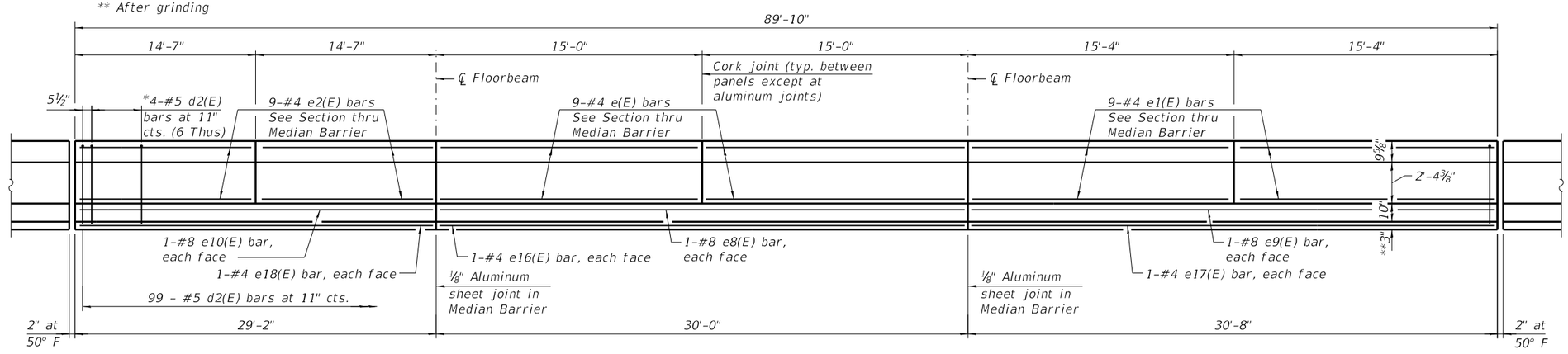


* Typical at median barrier ends and each side of aluminum sheeted joints.

** After grinding

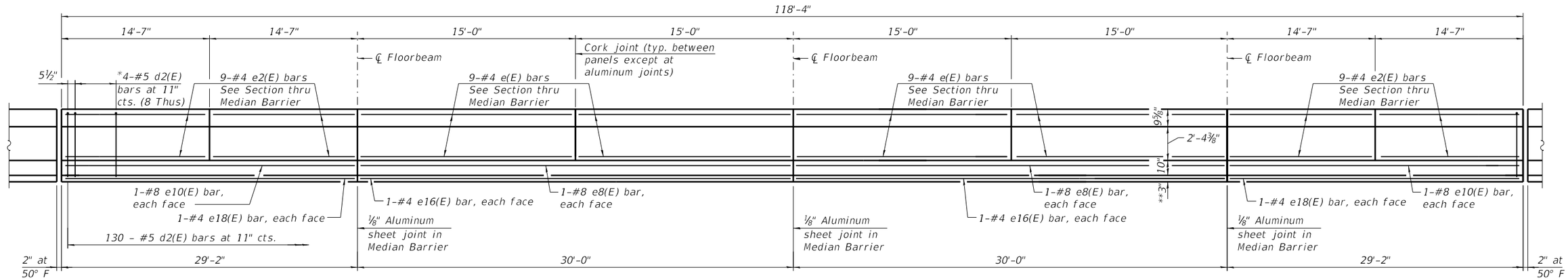
ELEVATION OF MEDIAN BARRIER - SLAB 1

Eastbound face shown, Westbound face opposite hand



ELEVATION OF MEDIAN BARRIER - SLAB 2

Eastbound face shown, Westbound face opposite hand



ELEVATION OF MEDIAN BARRIER - SLAB 3

Eastbound face shown, Westbound face opposite hand

Notes:
See sheet S62 for Section Thru Median Barrier.
See sheet S64 for Bill of Material.
Work sheets S57 thru S59 jointly.

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-057-TrussSpansMedianBr1.dgn

8/9/2019 11:29:21 AM

MODJESKI and MASTERS
Experience great bridges.

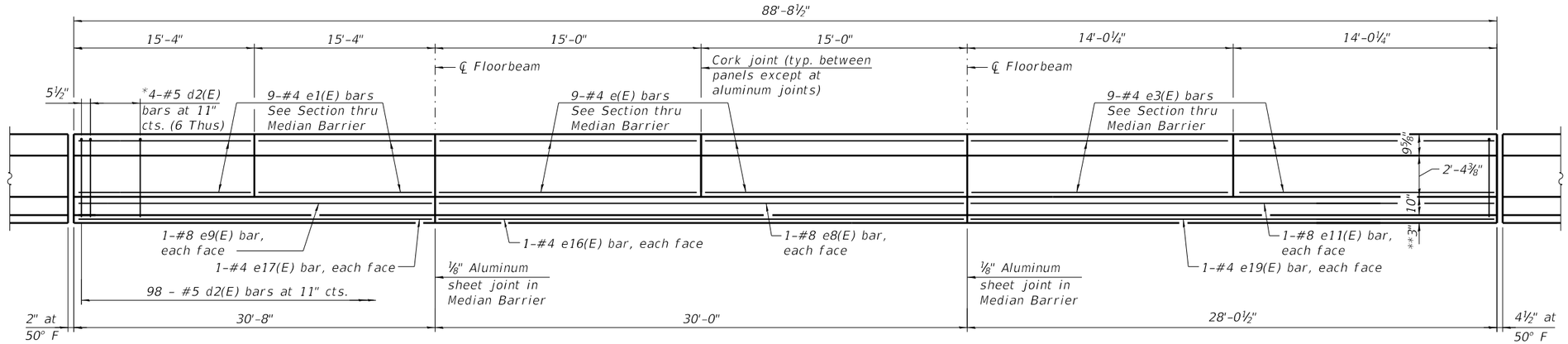
USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - MEDIAN BARRIER - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S57 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	239
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

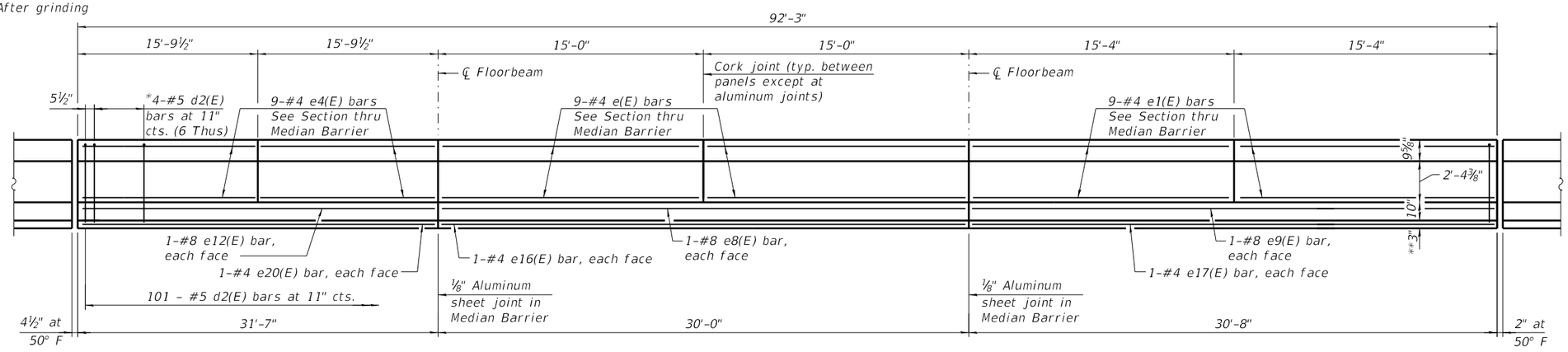


* Typical at median barrier ends and each side of aluminum sheeted joints.

ELEVATION - MEDIAN BARRIER - SLAB 4

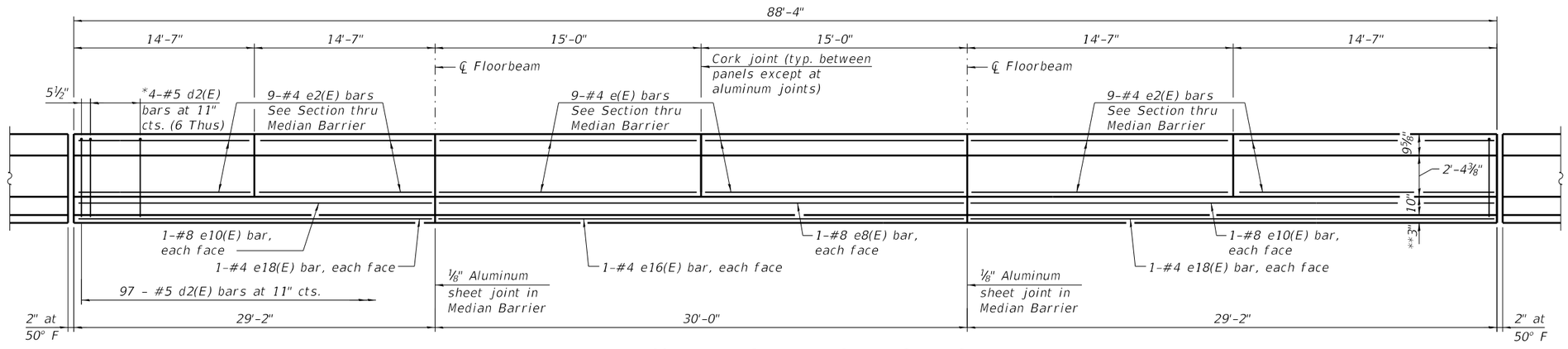
Eastbound face shown, Westbound face opposite hand

** After grinding



ELEVATION - MEDIAN BARRIER - SLAB 5

Eastbound face shown, Westbound face opposite hand



ELEVATION - MEDIAN BARRIER - SLAB 6

Eastbound face shown, Westbound face opposite hand

Notes:
See sheet S62 for Section Thru Median Barrier.
See sheet S64 for Bill of Material.
Work sheets S57 thru S59 jointly.

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-058-TrussSpansMedianBr2.dgn

8/9/2019 11:29:21 AM

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

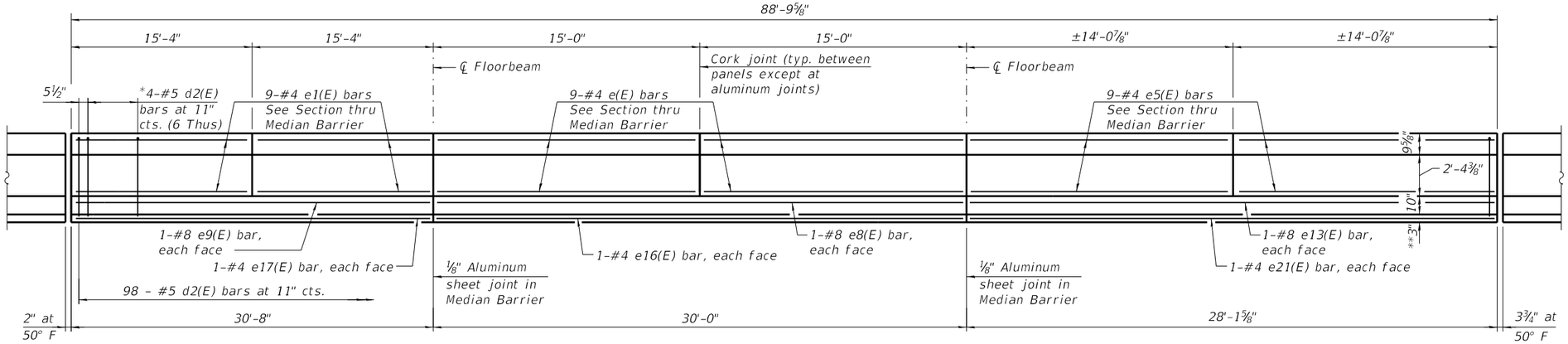
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - MEDIAN BARRIER - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S58 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	240
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

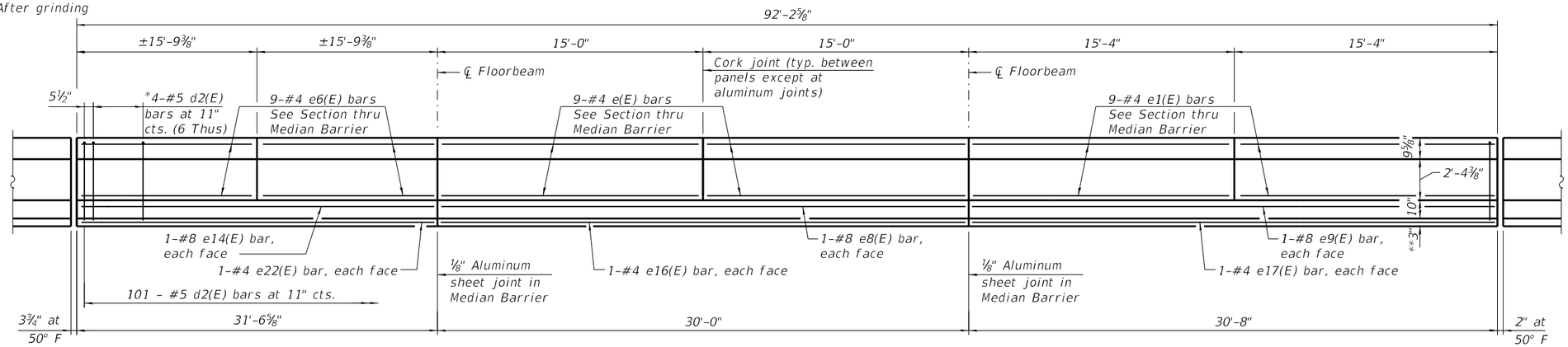


* Typical at median barrier ends and each side of aluminum sheeted joints.

ELEVATION - MEDIAN BARRIER - SLAB 7

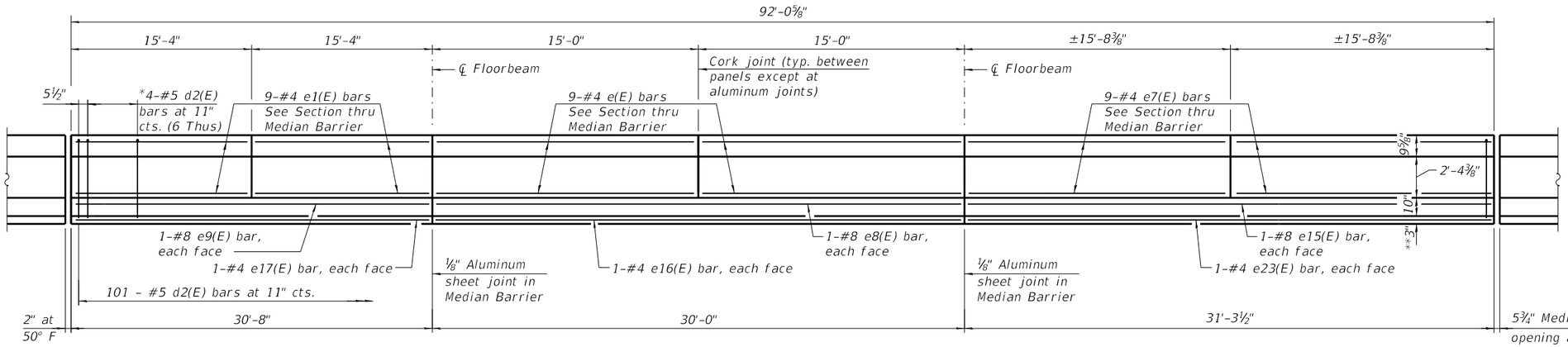
Eastbound face shown, Westbound face opposite hand

** After grinding



ELEVATION - MEDIAN BARRIER - SLAB 8

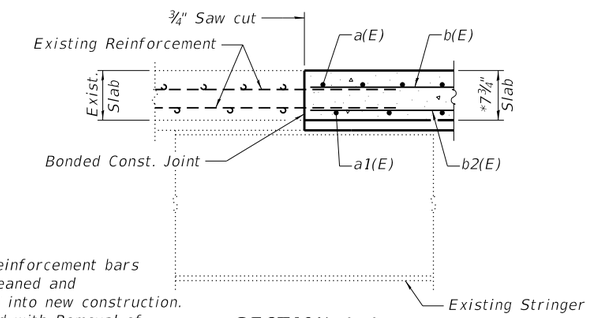
Eastbound face shown, Westbound face opposite hand



ELEVATION - MEDIAN BARRIER - SLAB 9

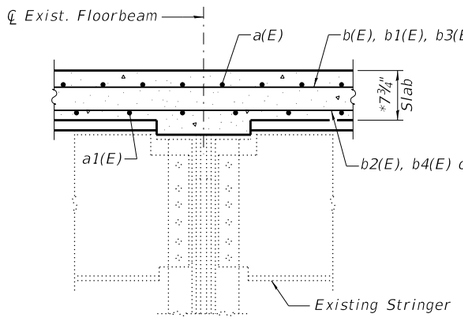
Eastbound face shown, Westbound face opposite hand

Notes:
See sheet S62 for Section Thru Median Barrier.
See sheet S64 for Bill of Material.
Work sheets S57 thru S59 jointly.



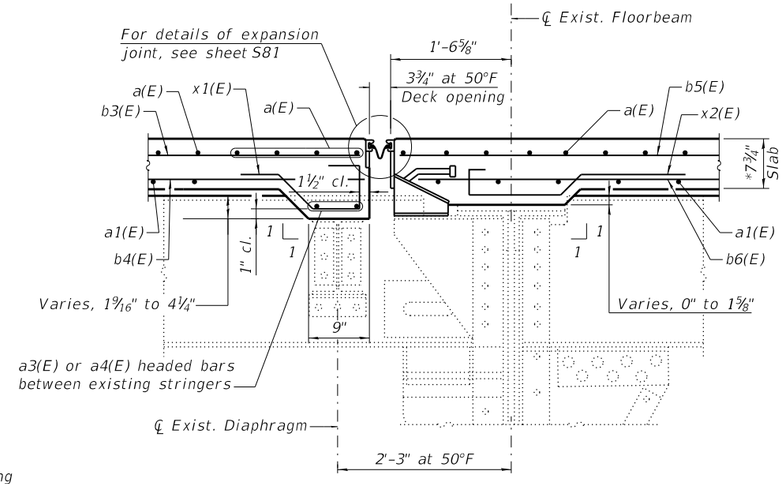
SECTION A-A

Note:
Existing reinforcement bars are to be cleaned and incorporated into new construction. Cost included with Removal of Existing Concrete Deck.
Any reinformement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.



SECTION B-B

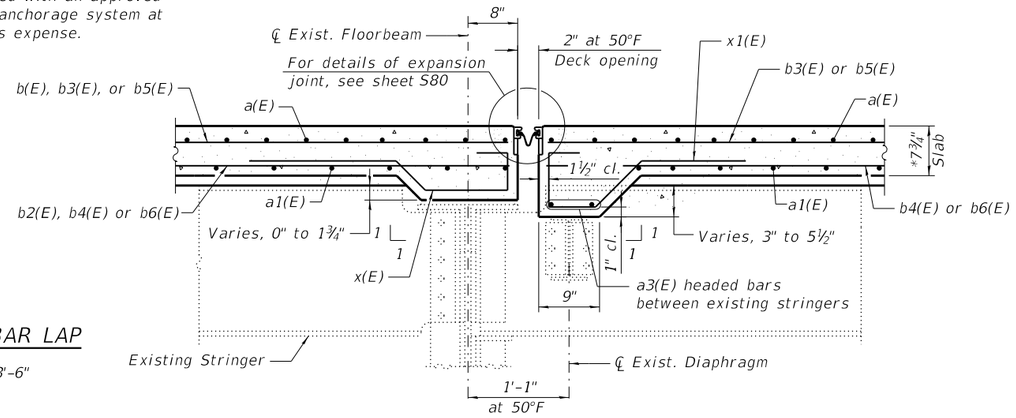
See Deep Fillet Section on sheet S61 for additional reinforcement at floorbeam.



SECTION E-E

Strip Seal Expansion Joint

* Prior to grinding

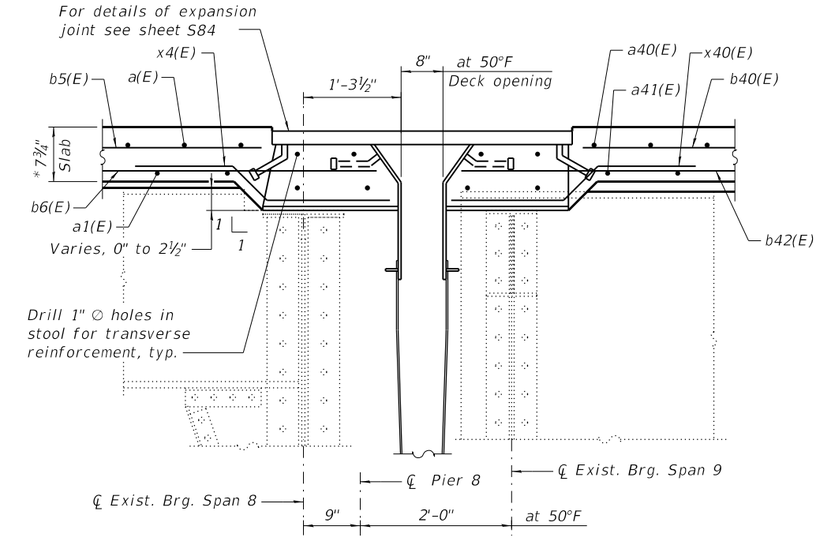


SECTION C-C

Relief Joint (Strip Seal)

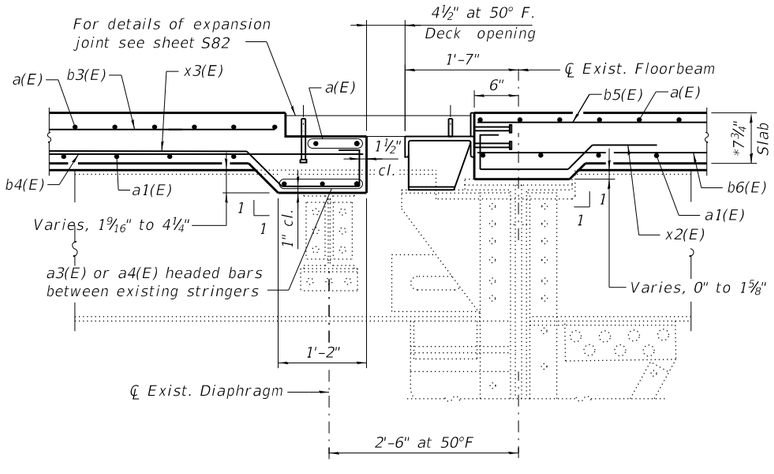
MINIMUM BAR LAP

#5 bar = 3'-6"



SECTION F-F

Finger ℄ Expansion Joint



SECTION D-D

Neoprene Expansion Joint

Note:
See sheets S44 thru S52 for slab plans and section locations.

MODJESKI and MASTERS Experience great bridges.

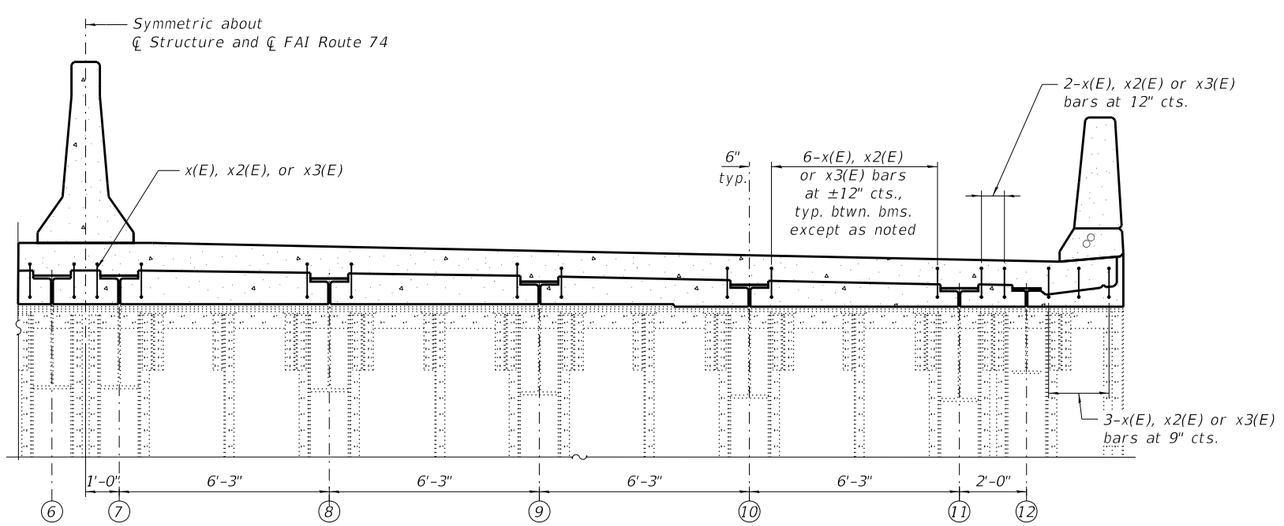
USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

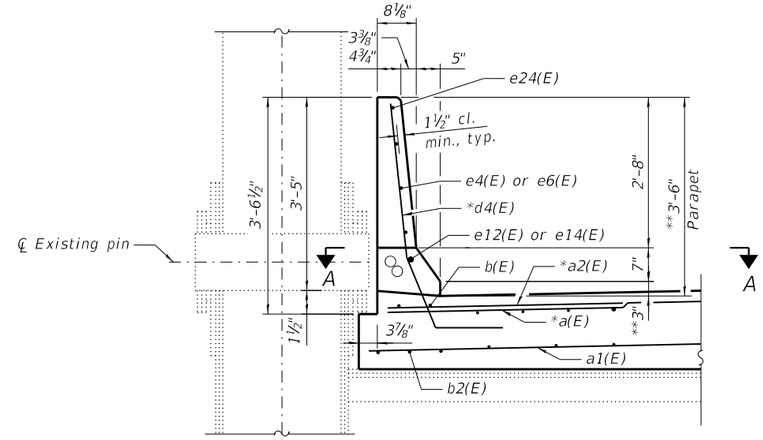
SUPERSTRUCTURE - TRUSS SPANS - DETAILS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S60 OF S145 SHEETS

*PEORIA/TAZEWELL

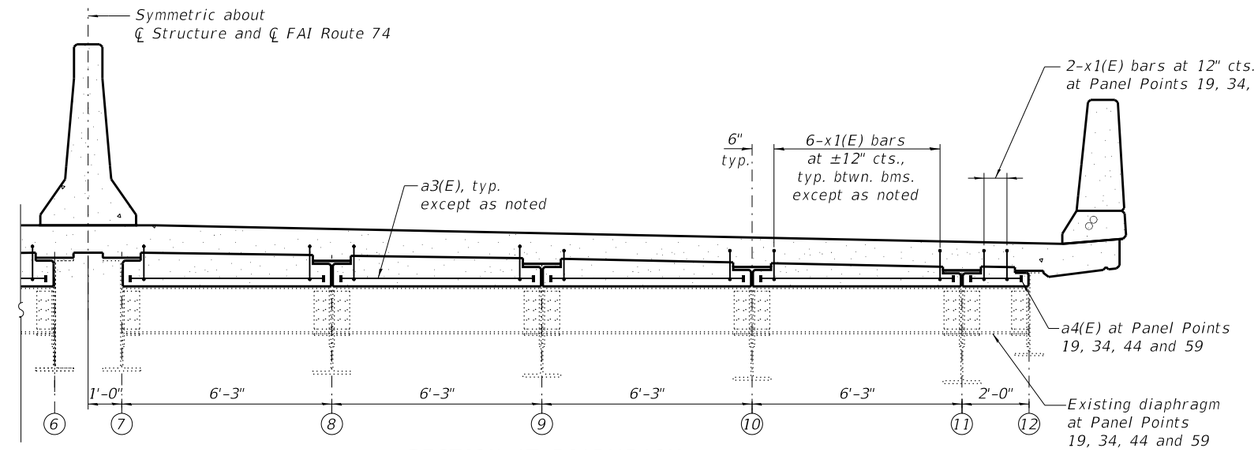
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	242
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		



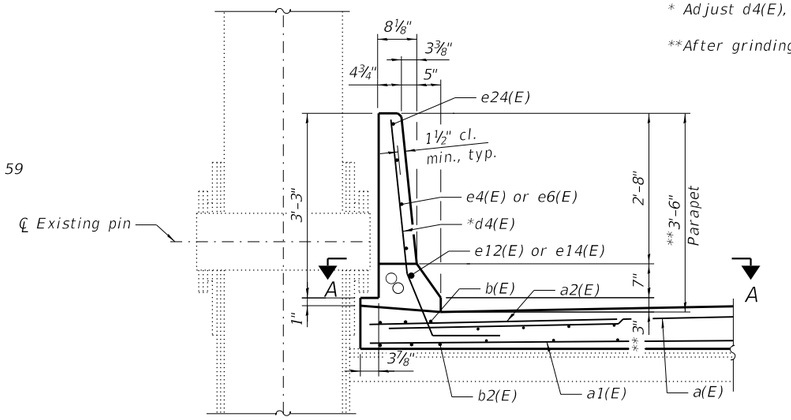
SECTION AT FLOORBEAM



SECTION AT FLOORBEAM 19



SECTION AT DIAPHRAGM

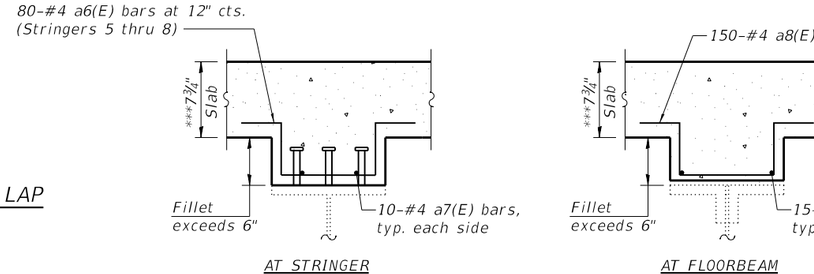


SECTION AT FLOORBEAMS 34, 44 AND 59

* Adjust d4(E), a(E) and a2(E) to fit

**After grinding

TRUSS PIN BLOCKOUT DETAILS



AT STRINGER

AT FLOORBEAM

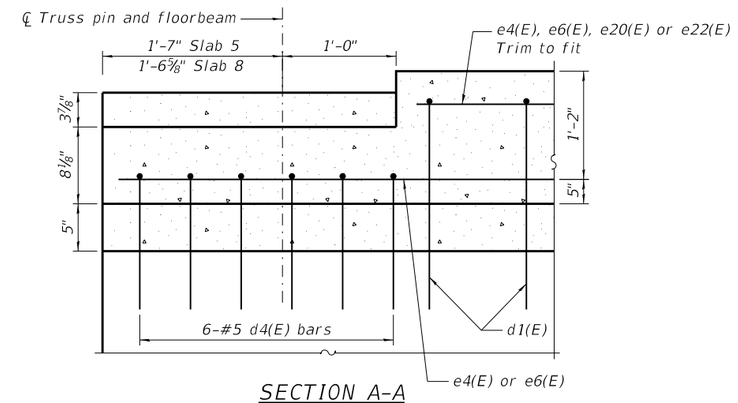
***Prior to grinding

DEEP FILLET SECTION

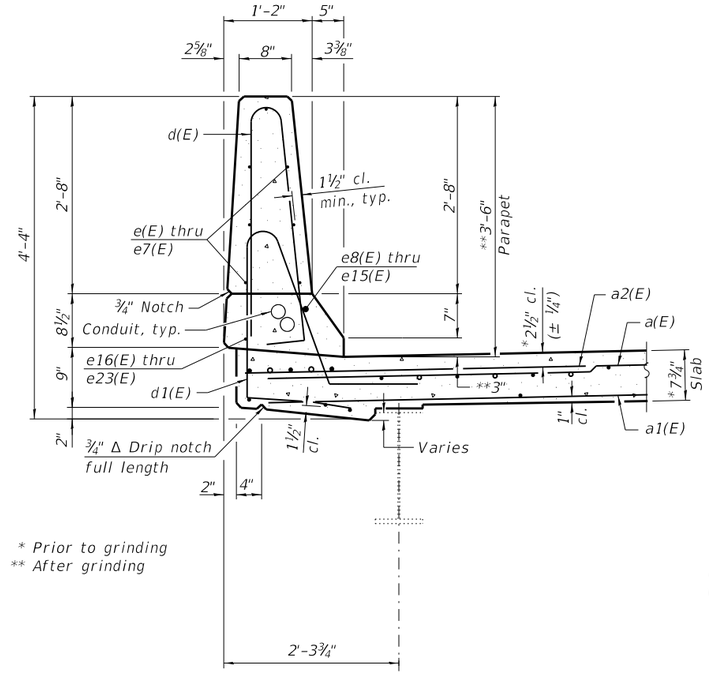
Note: Estimated number of bars shown, verify in field.

MINIMUM BAR LAP

#4 bar = 2'-5"

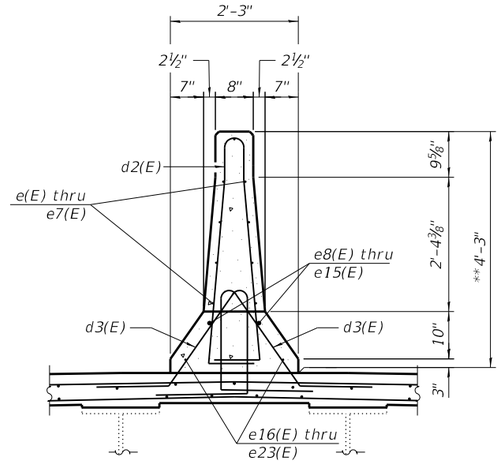


SECTION A-A

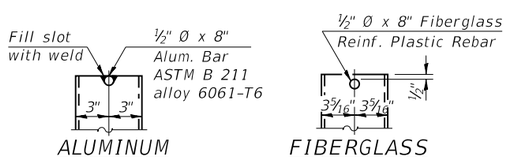


* Prior to grinding
** After grinding

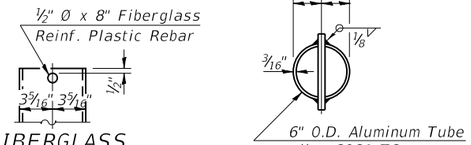
SECTION THRU PARAPET



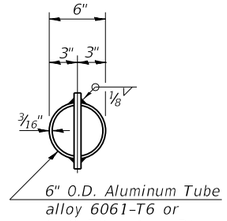
SECTION THRU MEDIAN BARRIER



ALUMINUM TUBE

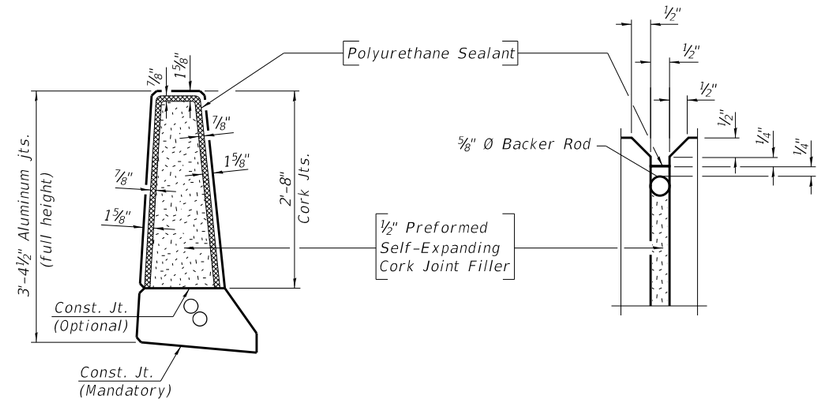


FIBERGLASS PIPE

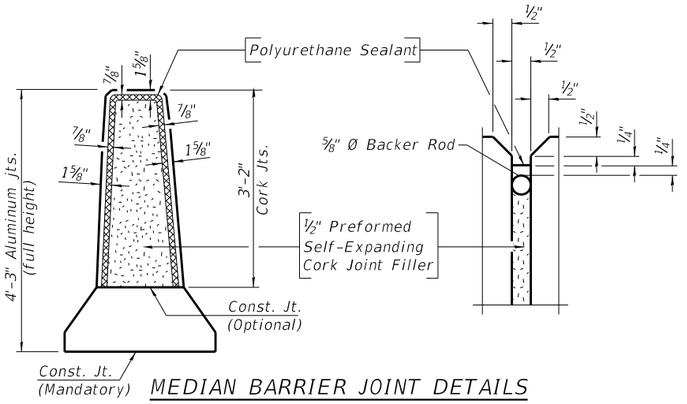


TOP PLAN

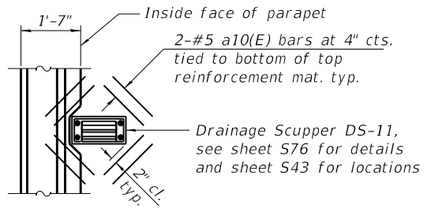
(Showing Aluminum Tube)



PARAPET JOINT DETAILS



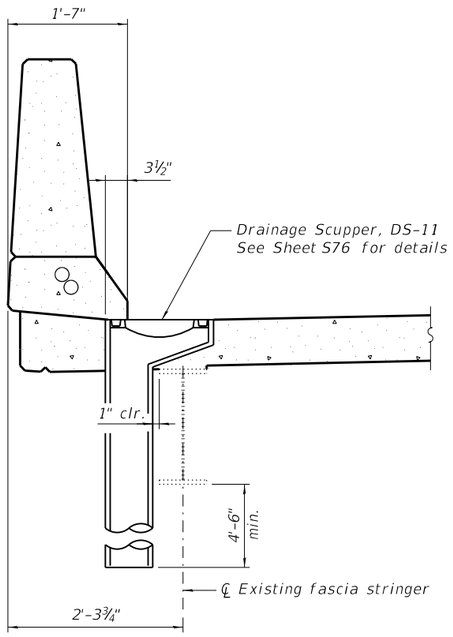
MEDIAN BARRIER JOINT DETAILS



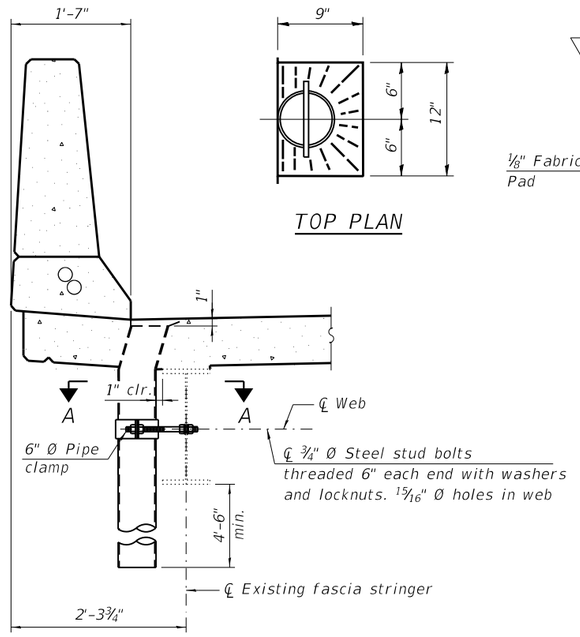
PLAN

DRAINAGE SCUPPER REINFORCEMENT

134 locations required
Note: Cut longitudinal reinforcement to clear drainage scuppers.

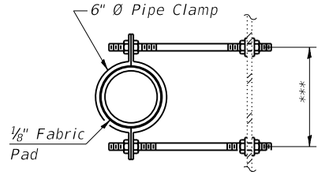


SECTION AT DRAINAGE SCUPPER



SECTION AT FLOOR DRAIN

TOP PLAN



SECTION A-A

*** Dimension as required
by Pipe Clamp

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

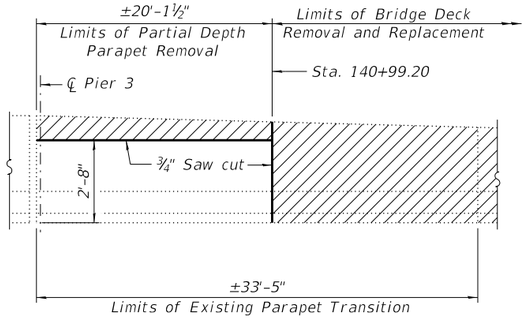
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

Stud bolts shall conform to the requirements of ASTM A307 and shall be galvanized according to AASHTO M232. Cost of stud bolts included with Floor Drains.

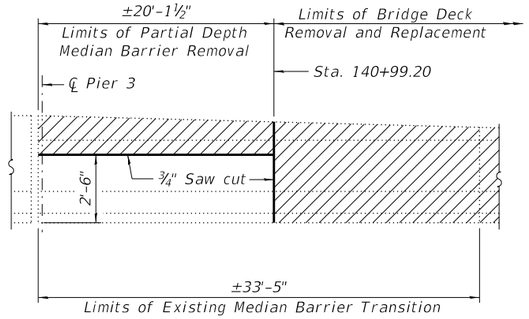
The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



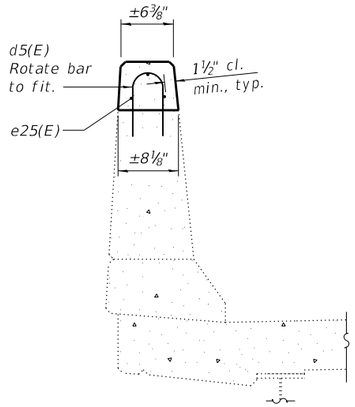
PARTIAL DEPTH PARAPET REMOVAL

Westbound shown, Eastbound opposite hand



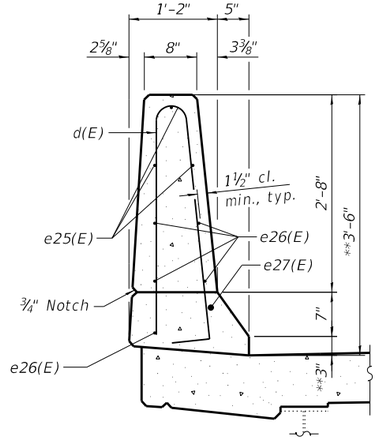
PARTIAL DEPTH MEDIAN BARRIER REMOVAL

Eastbound face shown, Westbound face opposite hand



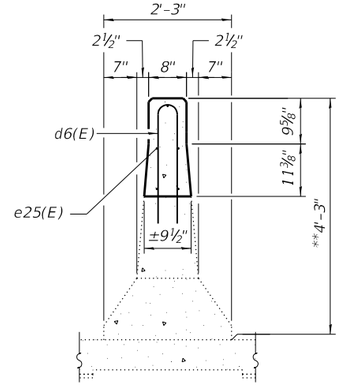
SECTION A-A

Existing reinforcement to remain not shown for clarity.



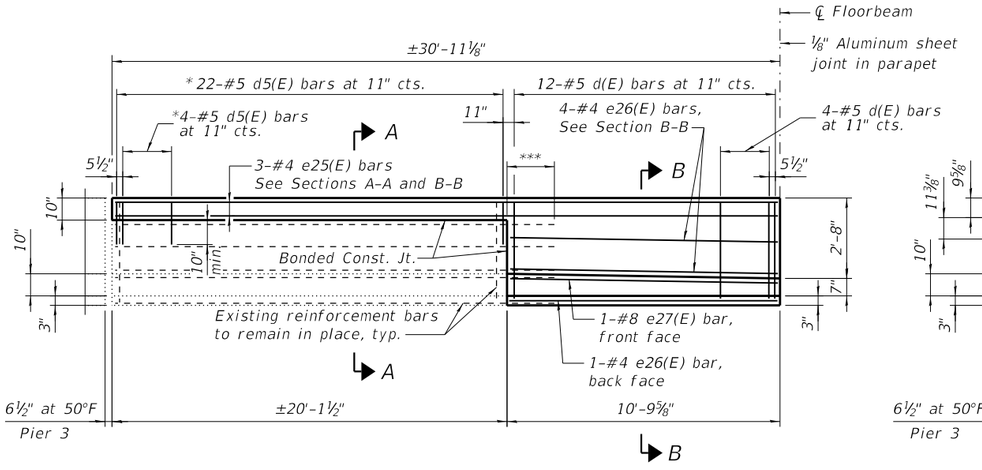
SECTION B-B

Reinforcement in slab not shown for clarity.



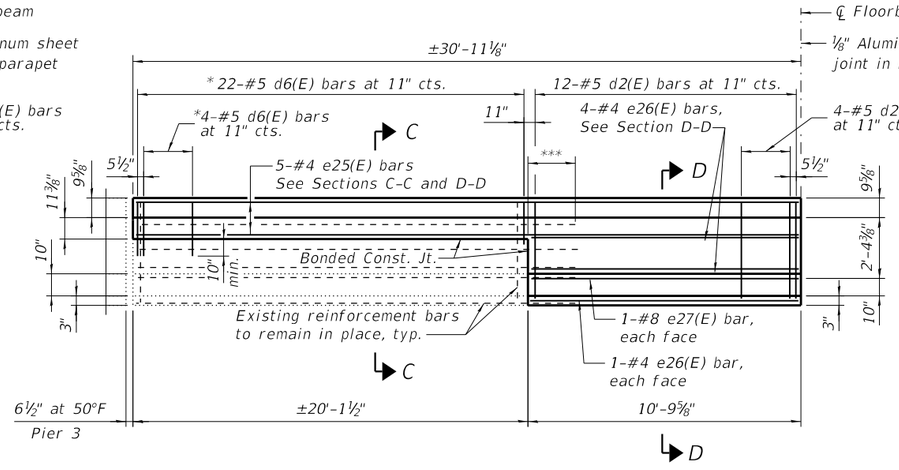
SECTION C-C

Existing reinforcement to remain not shown for clarity.



INSIDE ELEVATION – PARAPET EXTENSION AND TRANSITION

Westbound shown, Eastbound opposite hand

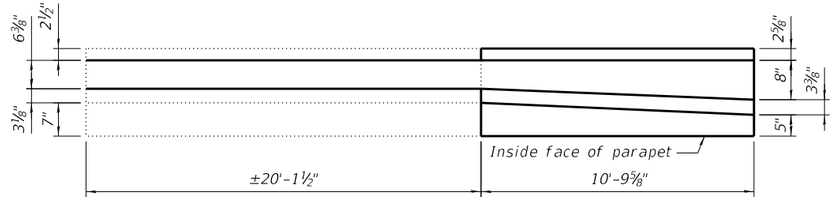


ELEVATION – MEDIAN BARRIER EXTENSION AND TRANSITION

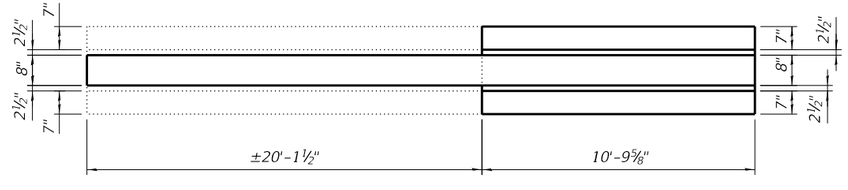
Eastbound face shown, Westbound face opposite hand

* Drill and epoxy grout

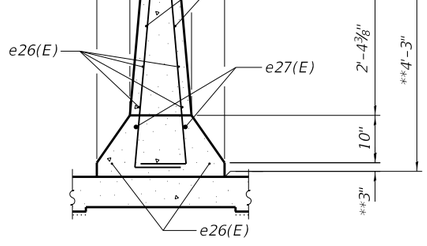
***Minimum embedment equals minimum lap for respective bar size, typ.



PLAN – PARAPET EXTENSION AND TRANSITION



PLAN – MEDIAN BARRIER EXTENSION AND TRANSITION



SECTION D-D

Reinforcement in slab not shown for clarity.

** After grinding

MINIMUM BAR LAP

Parapet and Median Barrier

#4 bar = 2'-5"
#8 bar = 5'-11"

Notes:

Existing reinforcement shall be cleaned and incorporated into new construction. Cost included with Removal of Existing Concrete Deck. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at Contractor's expense.

Surface preparation at the construction joints shall be performed using high-pressured water spray, using equipment capable of producing a minimum water pressure of 5000 psi.

Drill and grout d5(E) and d6(E) bars in concrete in accordance with Article 584 of the Standard Specifications. Cost is included with Reinforcement Bars, Epoxy Coated.

See sheet S64 for Bill of Material.

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-063-SuperstrTrussDet4.dgn

8/9/2019 11:29:24 AM

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - DETAILS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S63 OF S145 SHEETS

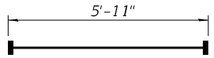
*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	245
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

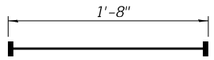
SUPERSTRUCTURE TRUSS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	7374	#5	31'-10"	
a1(E)	7731	#5	22'-6"	
a2(E)	7374	#6	6'-6"	
a3(E)	368	#5	5'-11"	
a4(E)	20	#5	1'-8"	
a6(E)	80	#4	3'-2"	
a7(E)	20	#4	25'-0"	
a8(E)	150	#4	3'-9"	
a9(E)	30	#4	30'-0"	
a10(E)	1072	#5	1'-6"	
b(E)	192	#5	26'-2"	
b1(E)	2989	#6	16'-6"	
b2(E)	228	#5	20'-6"	
b3(E)	2688	#5	32'-3"	
b4(E)	3192	#5	25'-1"	
b5(E)	1728	#5	33'-1"	
b6(E)	855	#5	26'-6"	
b7(E)	1140	#5	25'-9"	
d(E)	5800	#5	6'-10"	
d1(E)	4680	#5	7'-3"	
d2(E)	2924	#5	9'-0"	
d3(E)	4700	#5	7'-2"	
d4(E)	48	#5	5'-1"	
d5(E)	52	#5	3'-4"	
d6(E)	26	#5	5'-2"	
e(E)	1196	#4	14'-8"	
e1(E)	828	#4	15'-0"	
e2(E)	828	#4	14'-3"	
e3(E)	92	#4	13'-8"	
e4(E)	92	#4	15'-6"	
e5(E)	92	#4	13'-9"	
e6(E)	92	#4	15'-6"	
e7(E)	46	#4	15'-5"	
e8(E)	104	#8	29'-8"	
e9(E)	72	#8	30'-4"	
e10(E)	72	#8	28'-10"	
e11(E)	8	#8	27'-9"	
e12(E)	8	#8	31'-3"	
e13(E)	8	#8	27'-10"	
e14(E)	8	#8	31'-3"	
e15(E)	4	#8	31'-0"	
e16(E)	104	#4	29'-8"	
e17(E)	72	#4	30'-4"	
e18(E)	72	#4	28'-10"	
e19(E)	8	#4	27'-9"	
e20(E)	8	#4	31'-3"	
e21(E)	8	#4	27'-10"	
e22(E)	8	#4	31'-3"	
e23(E)	4	#4	31'-0"	
e24(E)	8	#4	4'-0"	
e25(E)	11	#4	30'-8"	
e26(E)	16	#4	10'-6"	
e27(E)	4	#8	10'-6"	
x(E)	1080	#5	5'-8"	
x1(E)	968	#5	6'-1"	
x2(E)	240	#5	5'-6"	
x3(E)	104	#5	5'-9"	
x4(E)	60	#5	5'-0"	

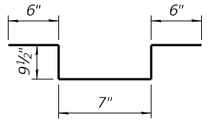
Concrete Superstructure	Cu. Yd.	4,237.7
Protective Coat	Sq. Yd.	17,486
Reinforcement Bars, Epoxy Coated	Pound	1,090,950
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	11,427
Diamond Grinding (Bridge Section)	Sq. Yd.	11,774



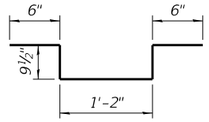
BAR a3(E)
(Headed)



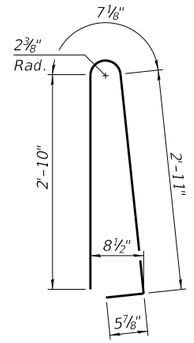
BAR a4(E)
(Headed)



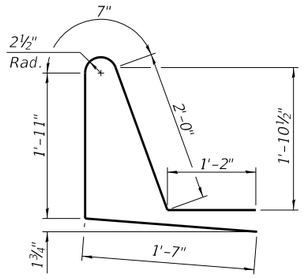
BAR a6(E)



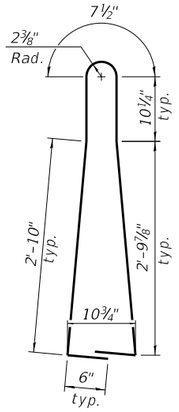
BAR a8(E)



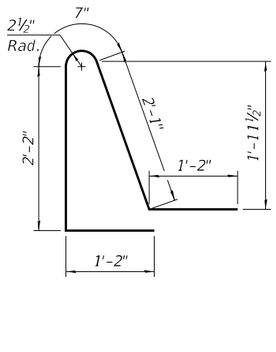
BAR d(E)



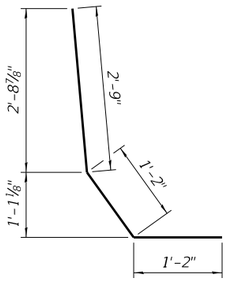
BAR d1(E)



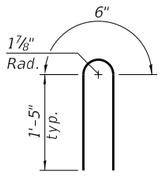
BAR d2(E)



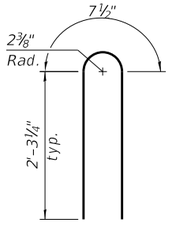
BAR d3(E)



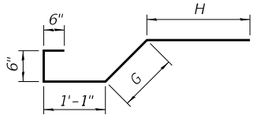
BAR d4(E)



BAR d5(E)

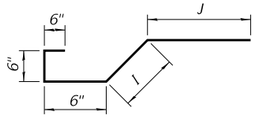


BAR d6(E)



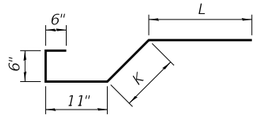
G	H	*No. of bars
1'-1"	2'-6"	24
10"	2'-9"	364
7"	3'-0"	442
4"	3'-3"	250

BAR x(E)



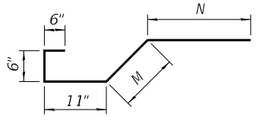
I	J	*No. of bars
1'-4"	2'-6"	248
1'-1"	2'-9"	402
10"	3'-0"	294
7"	3'-3"	24

BAR x1(E)



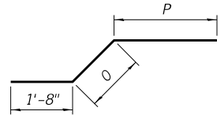
K	L	*No. of bars
1'-1"	2'-6"	22
10"	2'-9"	84
7"	3'-0"	92
4"	3'-3"	42

BAR x2(E)



M	N	*No. of bars
1'-4"	2'-6"	26
1'-1"	2'-9"	38
10"	3'-0"	28
7"	3'-3"	12

BAR x3(E)



O	P	*No. of bars
10"	2'-6"	16
7"	2'-9"	20
4"	3'-0"	24

BAR x4(E)

Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

* Concrete depth over steel member varies. Placed bars in field to fit.

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - TRUSS SPANS - DETAILS - 5
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S64 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	246
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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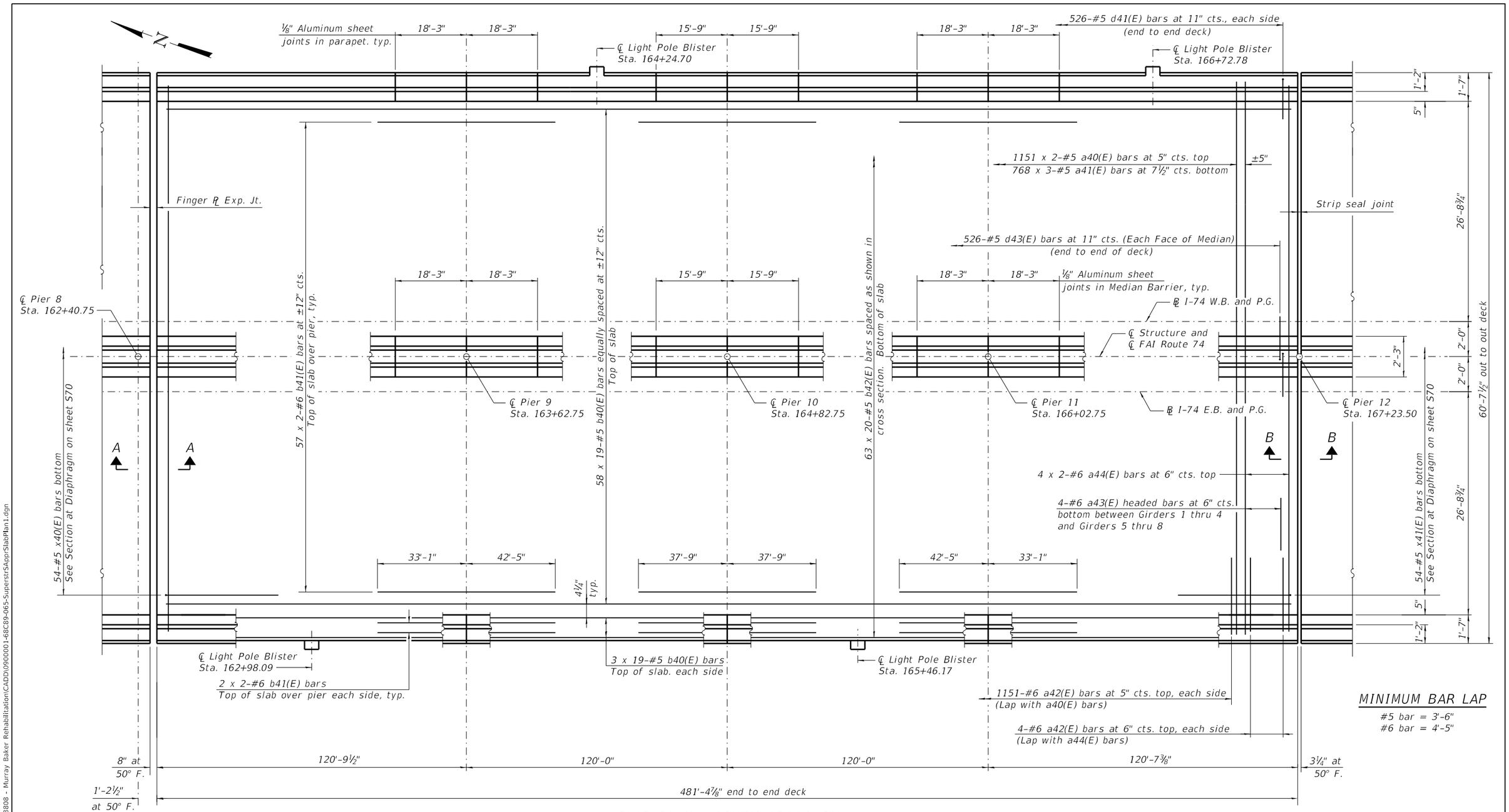

SLAB PLAN - SOUTH APPROACH

Spans 9 thru 12

MINIMUM BAR LAP

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

Notes:

Bars indicated thus 58 x 19-#5 etc. indicates 58 lines of bars with 19 lengths per line.

See sheet S67 for cross section thru slab.

See sheet S68 for drainage scupper locations.

See sheet S70 thru S72 for superstructure details, light pole blister details and Bill of Material.

The Contractor has the option to stage construct the South Approach Spans with a construction joint beneath the median barrier. If the Contractor chooses to stage construct the South Approach Spans, the Contractor shall be responsible for the cost of developing stage construction details to be reviewed and approved by the Department, as well as any additional costs related to stage construction. The stage construction design and details shall be sealed by an Illinois Licensed Structural Engineer.

*PEORIA/TAZEWELL

MODSKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 9/13/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - SLAB PLAN - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S65 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	247
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

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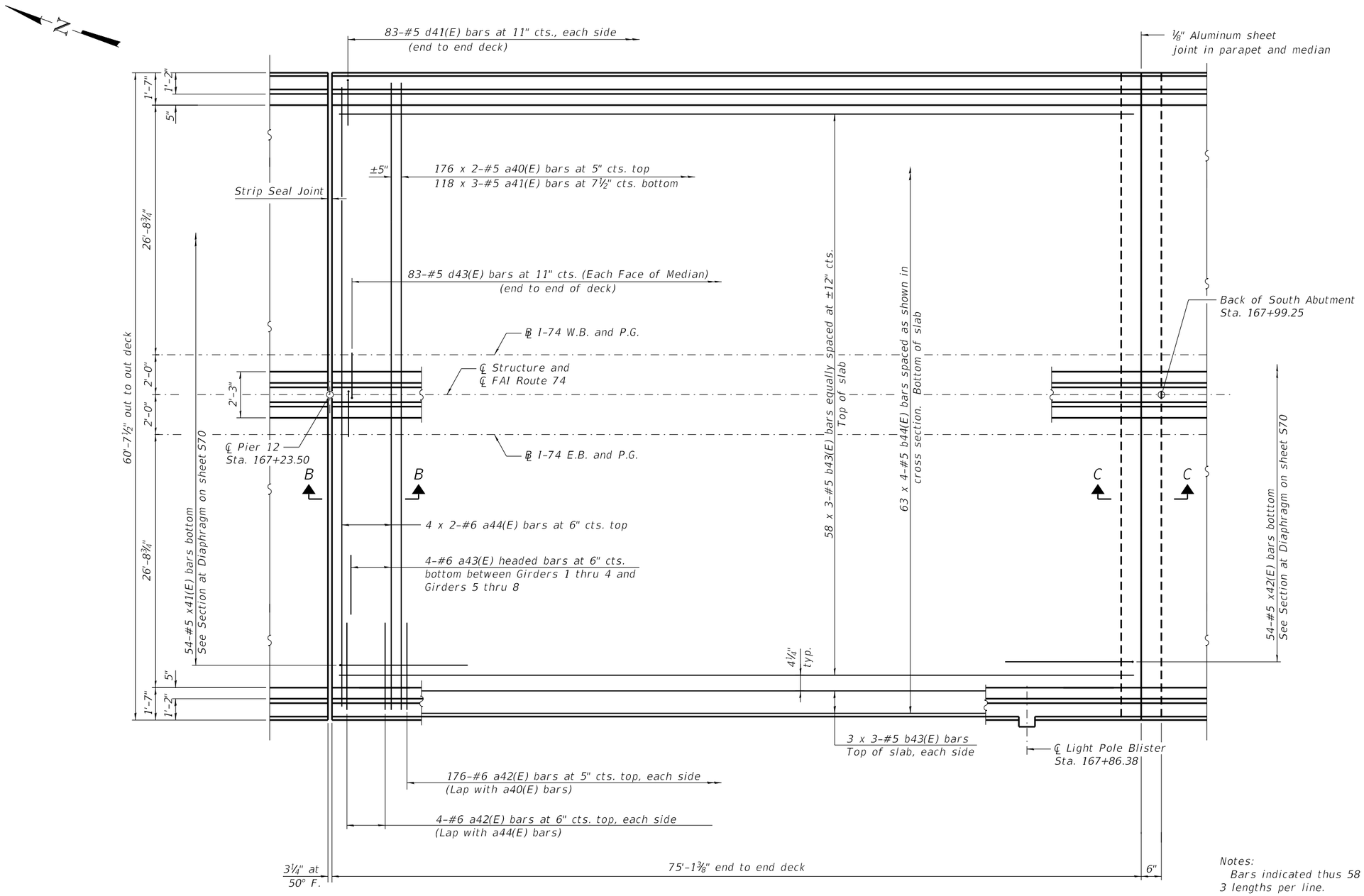

SLAB PLAN – SOUTH APPROACH

Span 13

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:

Bars indicated thus 58 x 3-#5 etc. indicates 58 lines of bars with 3 lengths per line.

See sheet S67 for cross section thru slab.

See sheet S68 for drainage scupper locations.

See sheet S70 thru S72 for superstructure details, light pole blister details and Bill of Material.

The Contractor has the option to stage construct the South Approach Spans with a construction joint beneath the median barrier. If the Contractor chooses to stage construct the South Approach Spans, the Contractor shall be responsible for the cost of developing stage construction details to be reviewed and approved by the Department, as well as any additional costs related to stage construction. The stage construction design and details shall be sealed by an Illinois Licensed Structural Engineer.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 9/13/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - SLAB PLAN - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S66 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	248
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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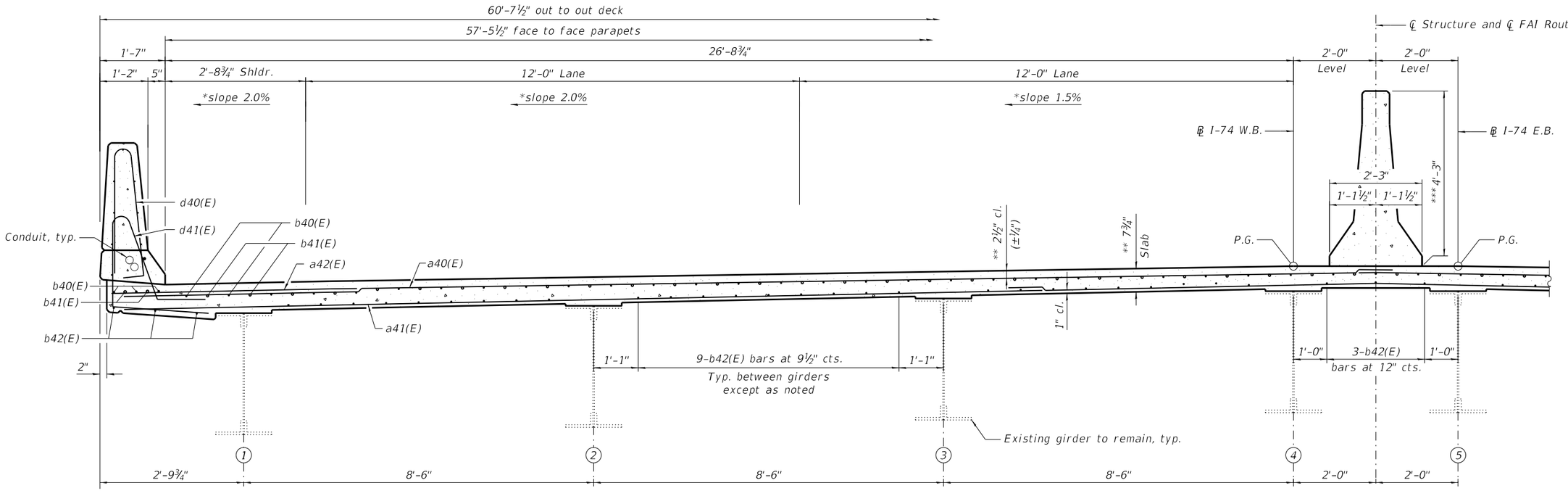
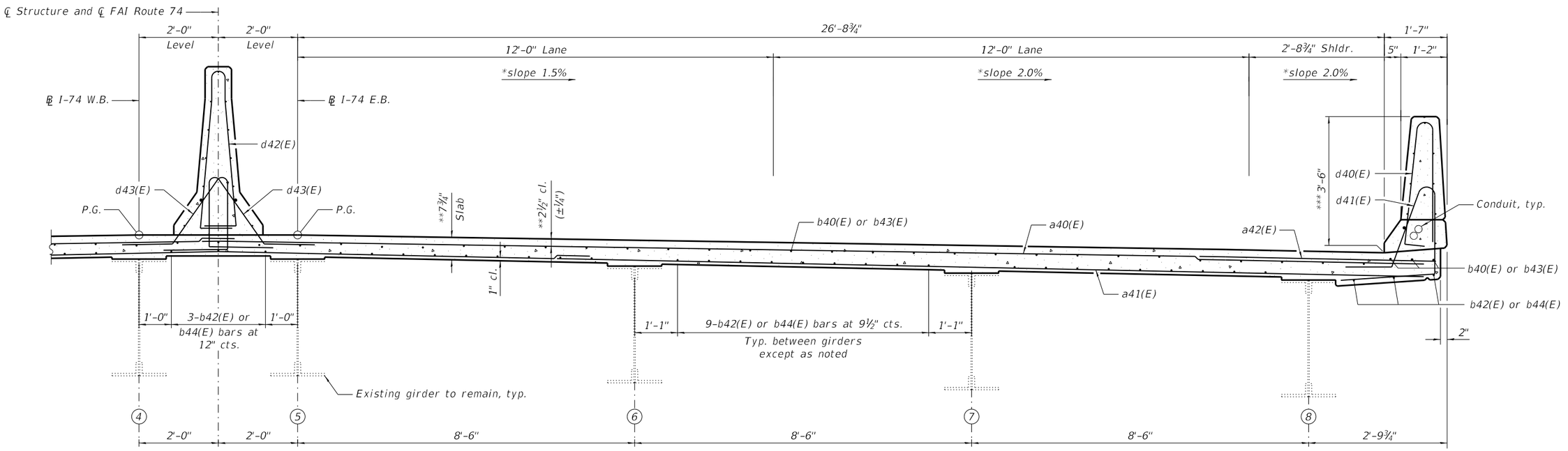


NEAR PIERS 9 THRU 11



NEAR MIDSPAN

* Cross slope as shown from Sta. 162+41.96 to Sta. 166+70.00
Cross slope transition from Sta. 166+70.00 to Sta. 168+09.00.
See Roadway Plans for transition details.
** Prior to grinding
*** After Grinding

CROSS SECTION

Looking South

Notes:
See sheet S70 thru S72 for superstructure details and Bill of Material.
See sheets S68 and S69 for parapet and median barrier reinforcement.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - CROSS SECTION
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S67 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	249
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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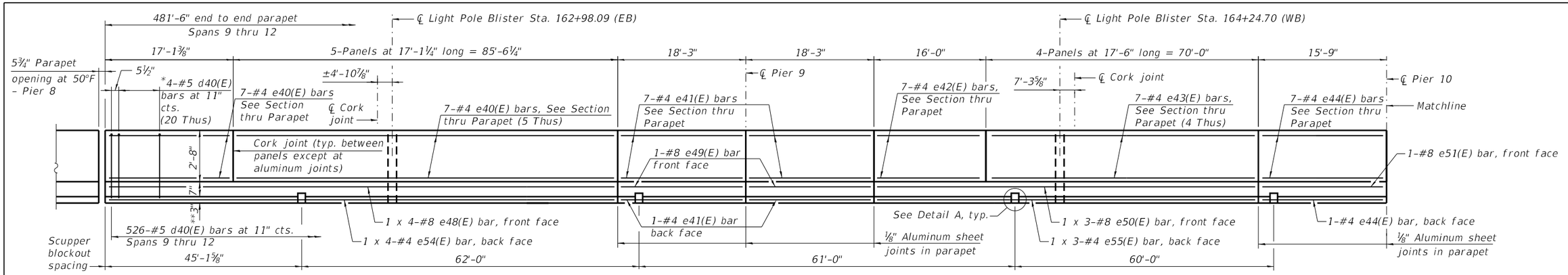
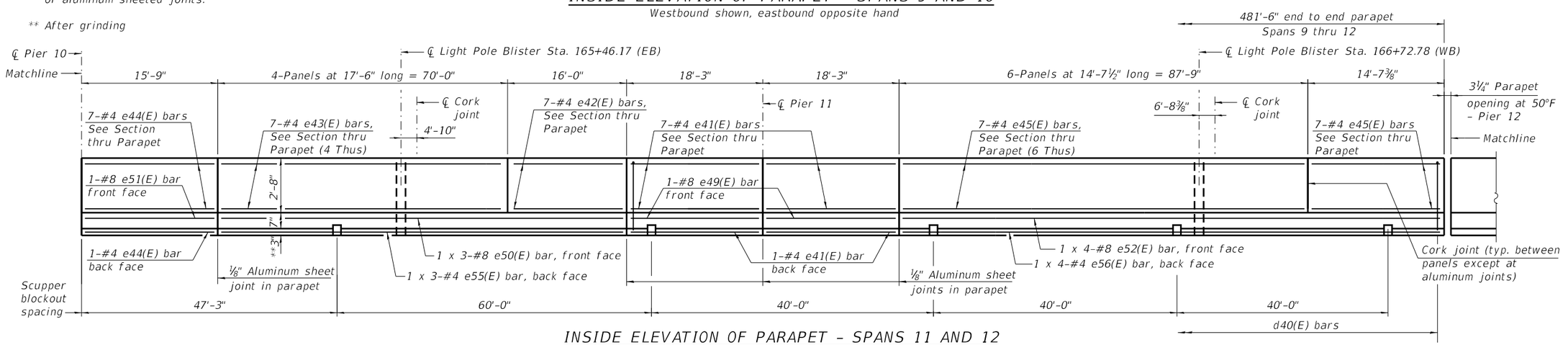


* Typical at parapet ends and each side of aluminum sheeted joints.

** After grinding

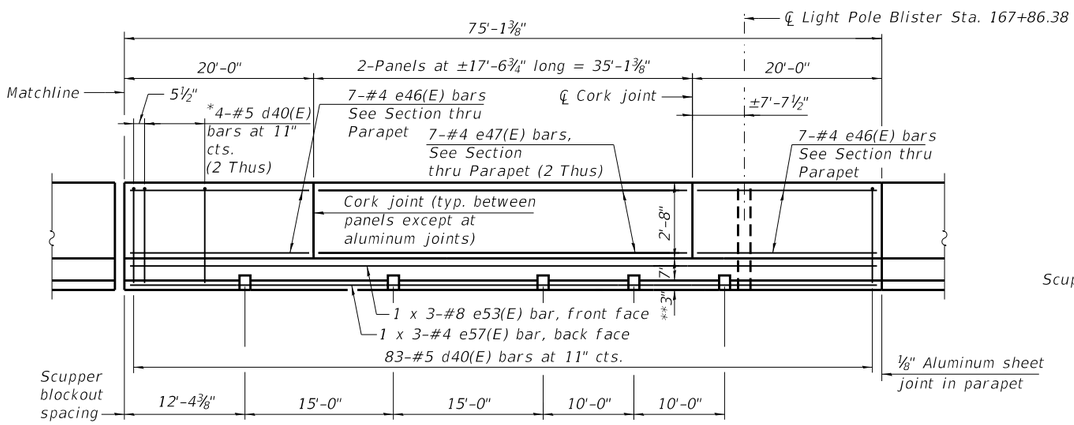
INSIDE ELEVATION OF PARAPET - SPANS 9 AND 10

Westbound shown, eastbound opposite hand



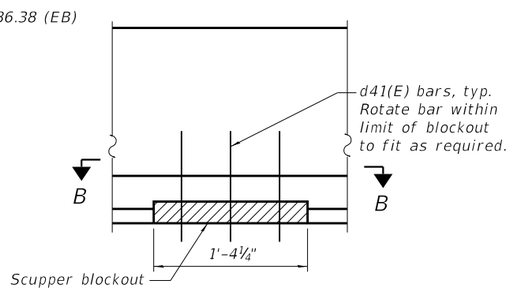
INSIDE ELEVATION OF PARAPET - SPANS 11 AND 12

Westbound shown, eastbound opposite hand

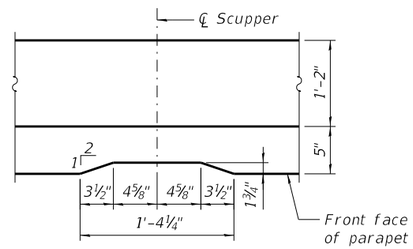


INSIDE ELEVATION OF PARAPET - SPAN 13

Westbound shown, eastbound opposite hand



DETAIL A



SECTION B-B

MINIMUM BAR LAP

Parapet

#4 bar = 2'-5"

#8 bar = 5'-11"

Notes:

Bar indicated thus 1x4-#8 etc. indicates 1 line of bars with 4 lengths per line.

See sheet S71 for Section Thru Parapet.

See sheet S72 for light pole blister details and Bill of Material.

MODEL: Default
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MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -	
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - AEC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

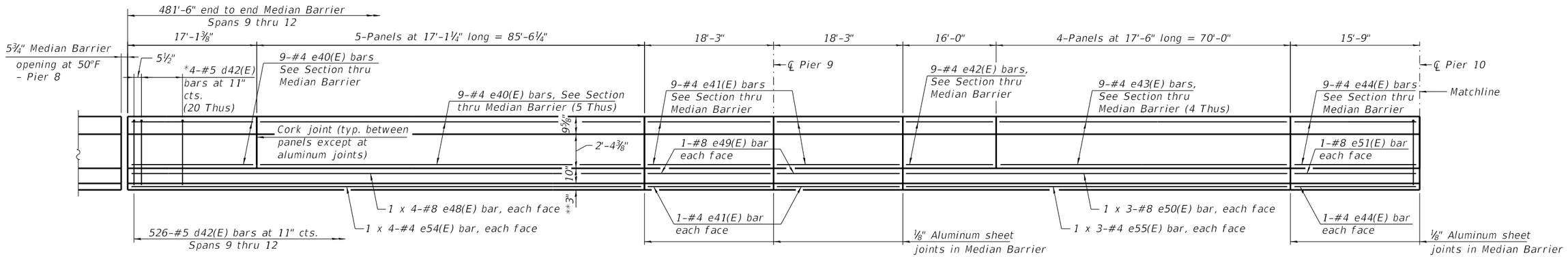
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - PARAPET
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S68 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	250
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

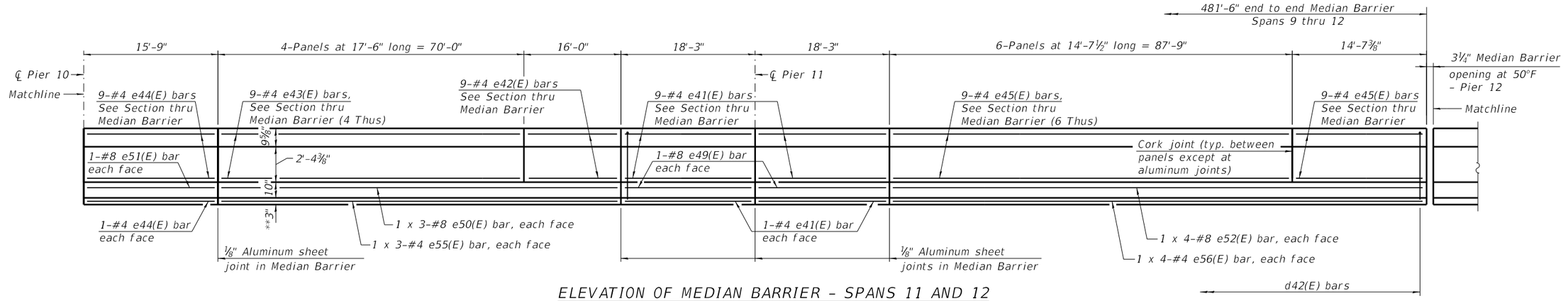


* Typical at parapet ends and each side of aluminum sheeted joints.

** After grinding

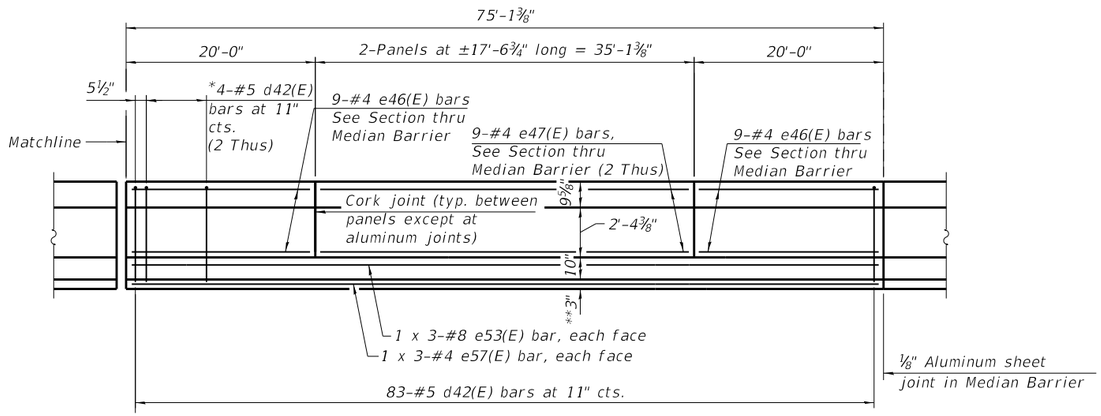
ELEVATION OF MEDIAN BARRIER - SPANS 9 AND 10

Eastbound face shown, westbound face opposite hand



ELEVATION OF MEDIAN BARRIER - SPANS 11 AND 12

Eastbound face shown, westbound face opposite hand



ELEVATION OF MEDIAN BARRIER - SPAN 13

Eastbound face shown, westbound face opposite hand

MINIMUM BAR LAP

Median Barrier

#4 bar = 2'-5"
#8 bar = 5'-11"

Notes:
Bar indicated thus 1x4-#8 etc. indicates 1 line of bars with 4 lengths per line.
See sheet S71 for Section Thru Median Barrier.
See sheet S72 for Bill of Material.

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

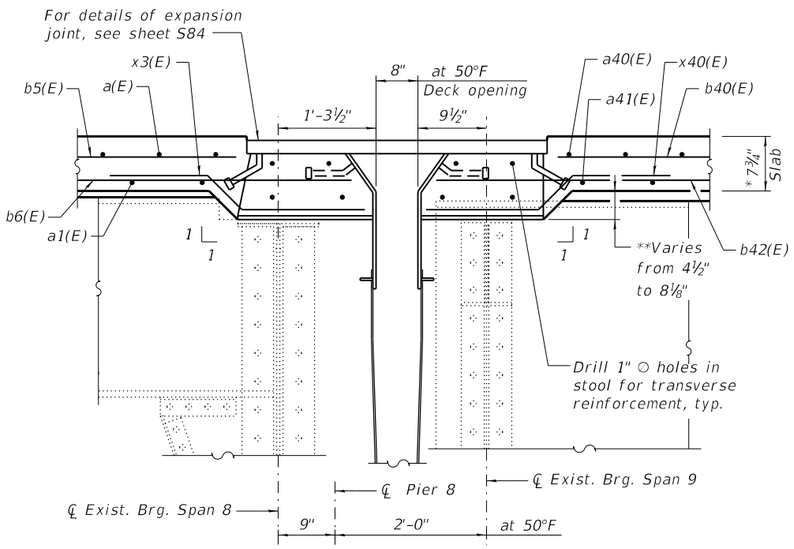
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - MEDIAN BARRIER
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S69 OF S145 SHEETS

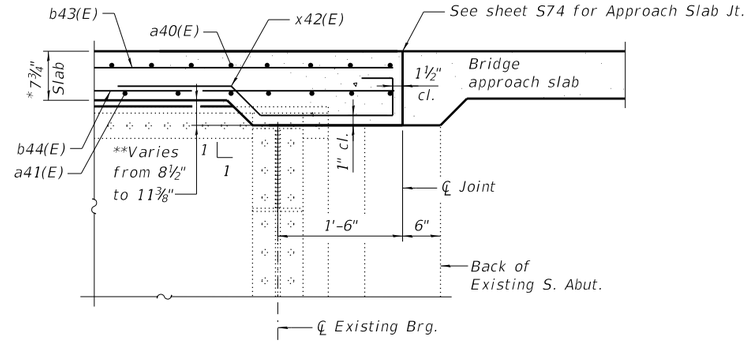
*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	251
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



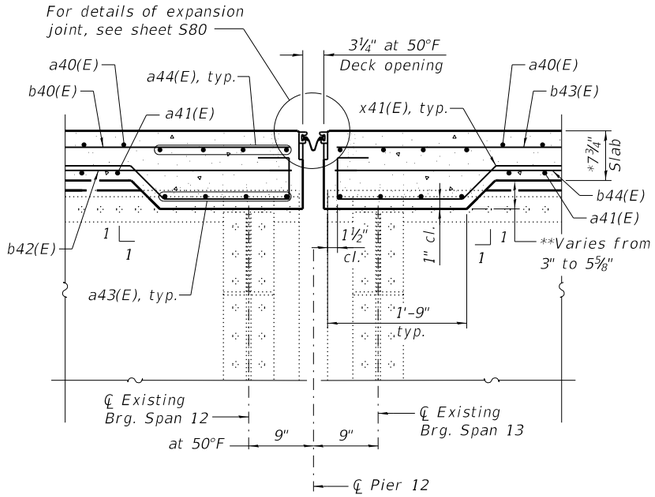
SECTION A-A

Finger ℄ Expansion Joint



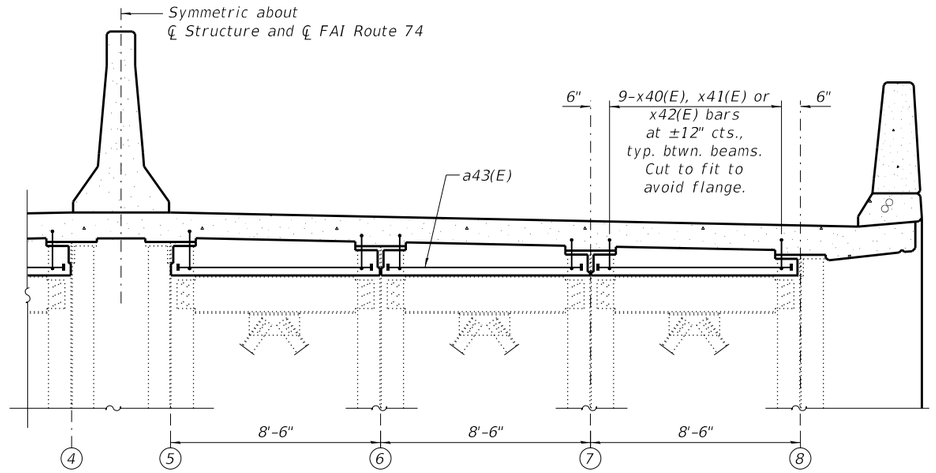
SECTION C-C

* Prior to grinding
**Verify in field. Dimension may vary.



SECTION B-B

Strip Seal Expansion Joint



SECTION AT DIAPHRAGM

Diaphragm at South Abutment shown,
Diaphragm at Pier 8 and Pier 12 similar.

Note:
See sheets S65 thru S66 for slab plans and section locations.

MODJESKI and MASTERS Experience great bridges.

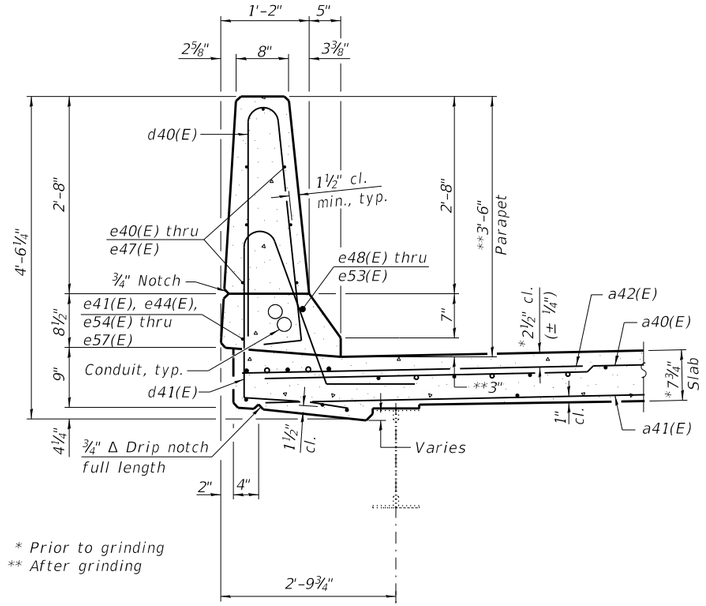
USER NAME =	DESIGNED - YSS	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - DETAILS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S70 OF S145 SHEETS

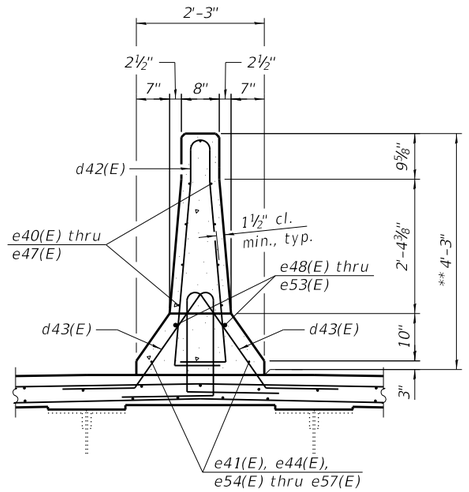
*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	252
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

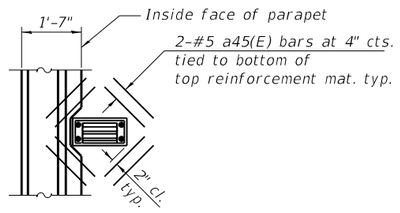


* Prior to grinding
** After grinding

SECTION THRU PARAPET



SECTION THRU MEDIAN BARRIER

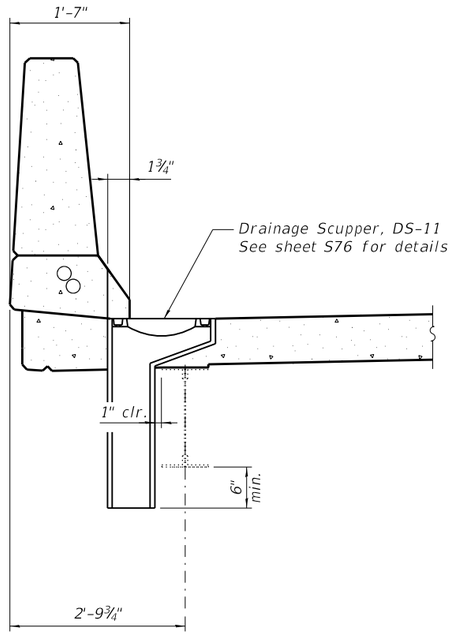


PLAN

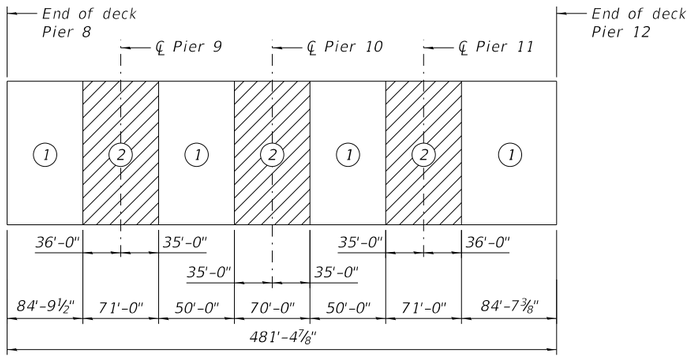
PLAN AT DRAINAGE SCUPPER, DS-11

28 Locations required

Note: Cut longitudinal reinforcement to clear drainage scuppers.



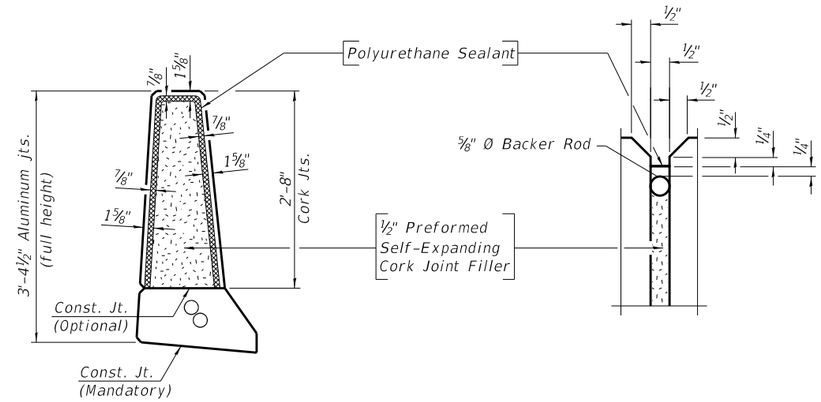
SECTION AT DRAINAGE SCUPPER



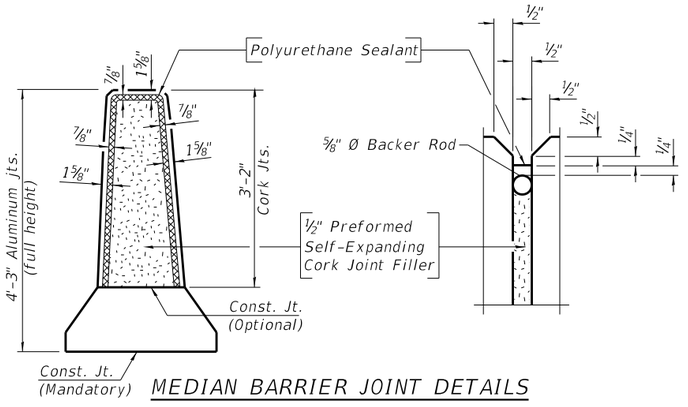
DECK POUR SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.



PARAPET JOINT DETAILS



MEDIAN BARRIER JOINT DETAILS

Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\JN 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-071-Superstr SApprDet2.dgn

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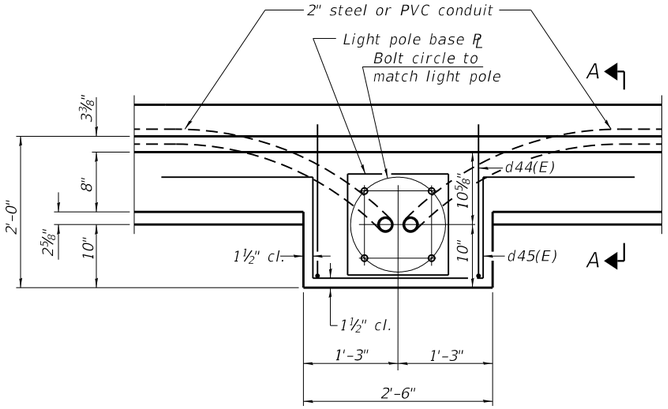
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - DETAILS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S71 OF S145 SHEETS

*PEORIA/TAZEWELL

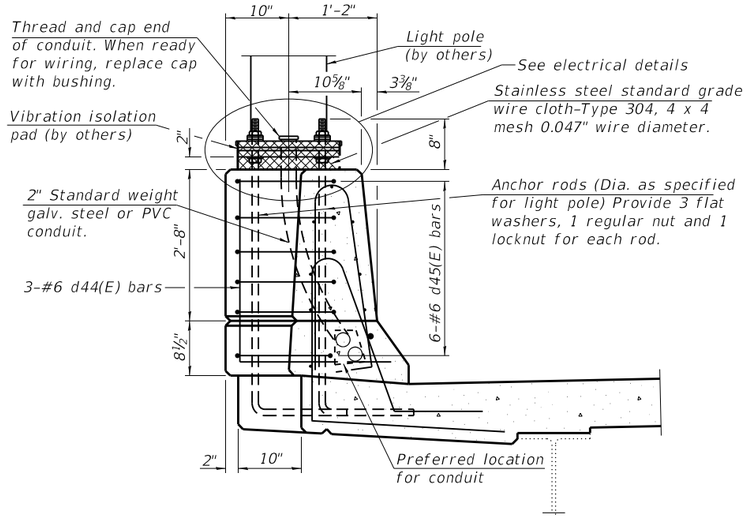
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	253
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	



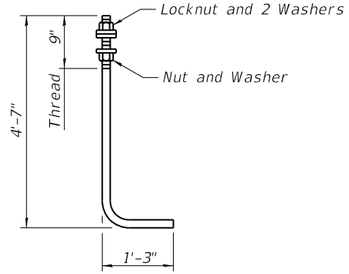
LIGHT POLE BLISTER PLAN

5 Locations required

Notes:
Cost of anchor rods and conduit is included with Concrete Superstructure.
Apply protective coat to the top surface of the light pole blister according to Article 503.19 of the Standard Specifications.



SECTION A-A

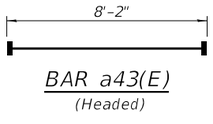


ANCHOR ROD

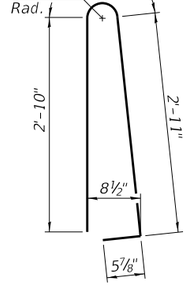
Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

SUPERSTRUCTURE SOUTH APPROACH
BILL OF MATERIAL

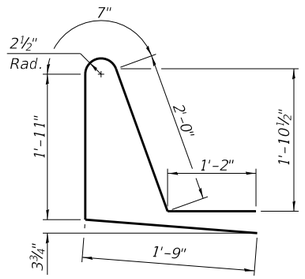
Bar	No.	Size	Length	Shape
a40(E)	2654	#5	31'-10"	
a41(E)	2658	#5	22'-6"	
a42(E)	2670	#6	6'-6"	
a43(E)	48	#6	8'-2"	
a44(E)	16	#6	32'-4"	
a45(E)	224	#5	1'-6"	
b40(E)	1216	#5	28'-8"	
b41(E)	366	#6	40'-0"	
b42(E)	1260	#5	27'-6"	
b43(E)	192	#5	27'-4"	
b44(E)	252	#5	21'-6"	
d40(E)	1394	#5	6'-10"	
d41(E)	1218	#5	7'-5"	
d42(E)	697	#5	9'-0"	
d43(E)	1218	#5	7'-2"	
d44(E)	15	#6	5'-1"	
d45(E)	30	#6	8'-11"	
e40(E)	138	#4	16'-10"	
e41(E)	108	#4	18'-0"	
e42(E)	46	#4	15'-9"	
e43(E)	184	#4	17'-3"	
e44(E)	54	#4	15'-6"	
e45(E)	161	#4	14'-4"	
e46(E)	46	#4	19'-9"	
e47(E)	46	#4	17'-3"	
e48(E)	16	#8	30'-1"	
e49(E)	16	#8	18'-0"	
e50(E)	24	#8	32'-8"	
e51(E)	8	#8	15'-6"	
e52(E)	16	#8	30'-0"	
e53(E)	12	#8	29'-0"	
e54(E)	16	#4	27'-6"	
e55(E)	24	#4	30'-4"	
e56(E)	16	#4	27'-5"	
e57(E)	12	#4	26'-8"	
x40(E)	54	#5	4'-11"	
x41(E)	108	#5	5'-10"	
x42(E)	54	#5	7'-2"	
Concrete Superstructure		Cu. Yd.	1,142.2	
Protective Coat		Sq. Yd.	4,545	
Reinforcement Bars, Epoxy Coated		Pound	337,420	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	2,972	
Diamond Grinding (Bridge Section)		Sq. Yd.	3,062	



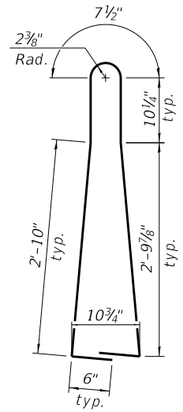
BAR a43(E)
(Headed)



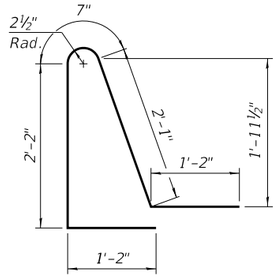
BAR d40(E)



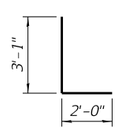
BAR d41(E)



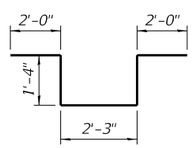
BAR d42(E)



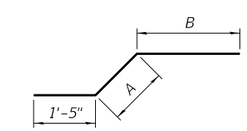
BAR d43(E)



BAR d44(E)

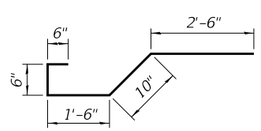


BAR d45(E)

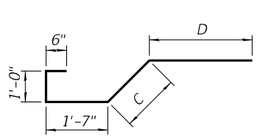


A	B	*No. of bars
1'-0"	2'-6"	28
9"	2'-9"	26

BAR x40(E)



BAR x41(E)



C	D	*No. of bars
1'-6½"	2'-6½"	28
1'-3½"	2'-9½"	26

BAR x42(E)

* Concrete depth over diaphragm varies. Place bars in field to fit.

Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
For light pole blister locations, see sheet S68.

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USER NAME =	DESIGNED - YSS	REVISED -	
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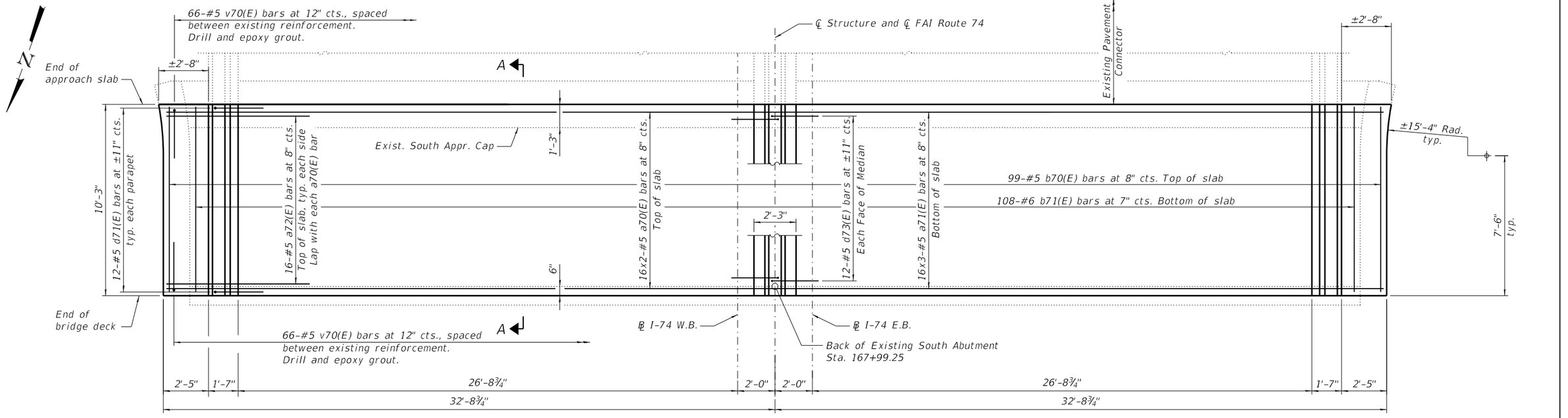
PLOT SCALE =	DRAWN - AEC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - SOUTH APPROACH - DETAILS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S72 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	254
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



PLAN – BRIDGE APPROACH SLAB

MINIMUM BAR LAP

#5 bar = 3'-6"

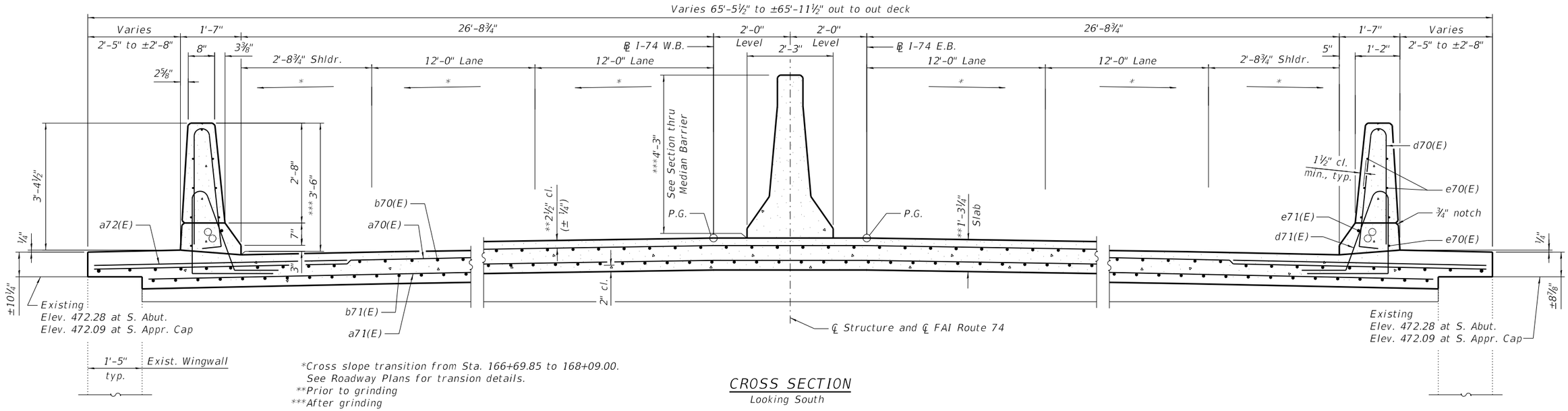
Notes:

Bars indicated thus 16x2-#5 etc. indicates 16 lines of bars with 2 lengths per line

See sheet S74 for Section A-A, Section Thru Median Barrier and Bill of Material.

Drill and grout v70(E) bars in concrete in accordance with Article 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

The Contractor has the option to stage construct the Bridge Approach Slab with a construction joint beneath the median barrier. If the Contractor chooses to stage construct the Bridge Approach Slab, the Contractor shall be responsible for the cost of developing stage construction details to be reviewed and approved by the Department, as well as any additional costs related to stage construction. The stage construction design and details shall be sealed by an Illinois Licensed Structural Engineer.



*Cross slope transition from Sta. 166+69.85 to 168+09.00. See Roadway Plans for transion details.

**Prior to grinding

***After grinding

CROSS SECTION

Looking South

*PEORIA/TAZEWELL

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		CHECKED - JAD	REVISED -
	PLOT SCALE =	DRAWN - PRC	REVISED -
	PLOT DATE = 9/13/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB AT SOUTH ABUTMENT - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S73 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	255

CONTRACT NO. 68C89

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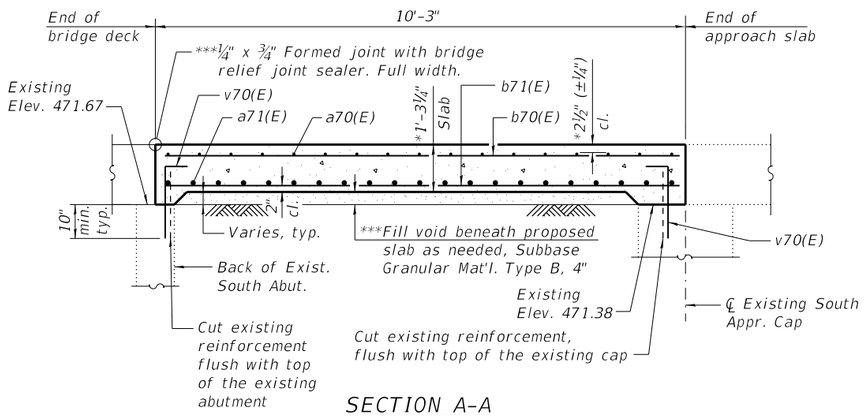
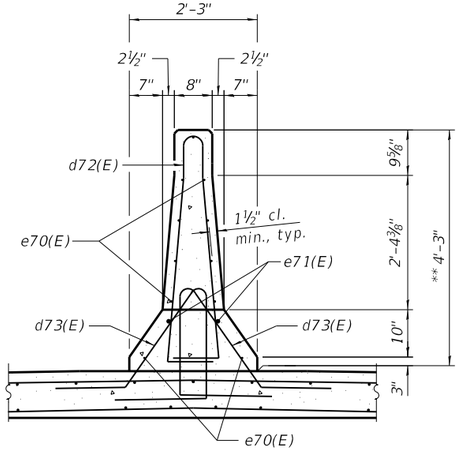


SECTION A-A

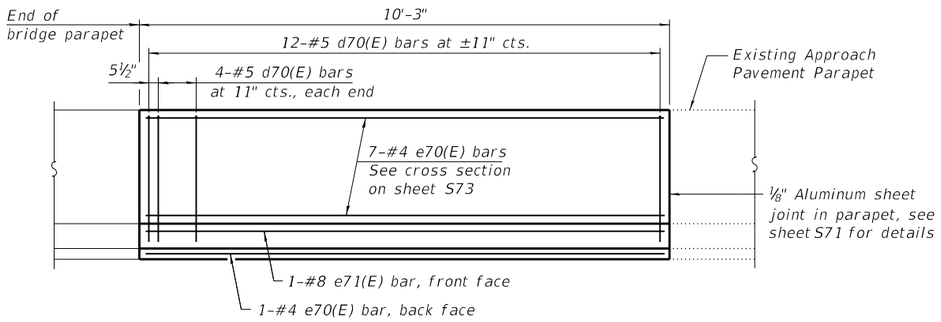


SECTION THRU MEDIAN BARRIER

*Prior to grinding

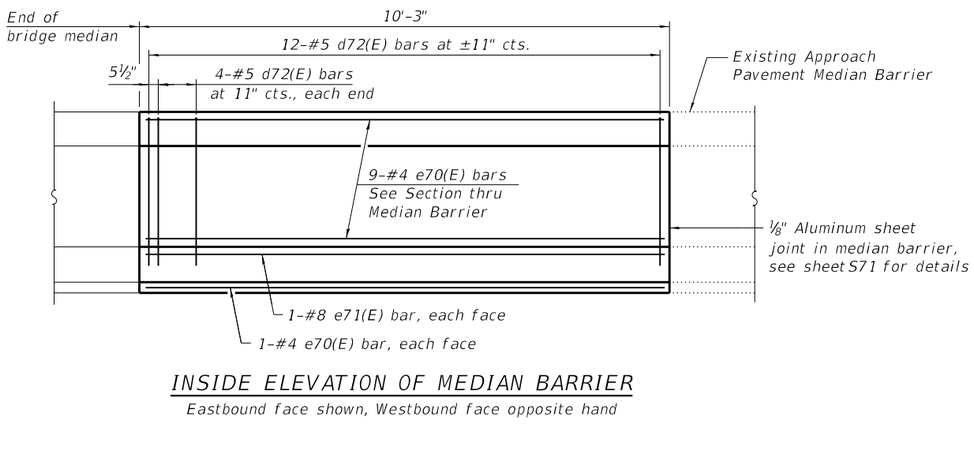
**After grinding

***Cost included with Concrete Superstructure (Approach Slab).



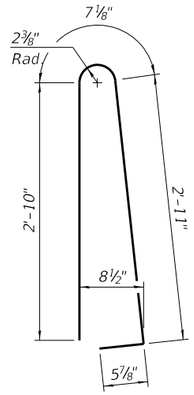
INSIDE ELEVATION OF PARAPET

Westbound shown, Eastbound opposite hand

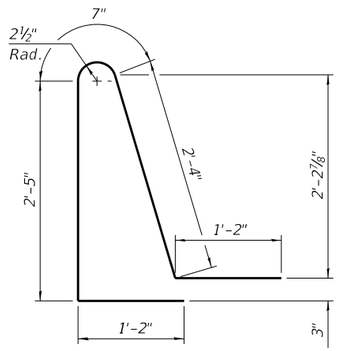


INSIDE ELEVATION OF MEDIAN BARRIER

Eastbound face shown, Westbound face opposite hand



BAR d70(E)



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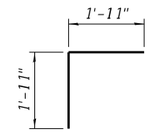
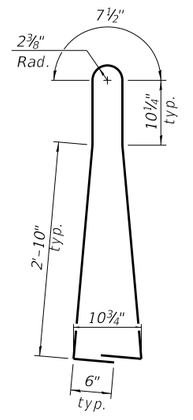
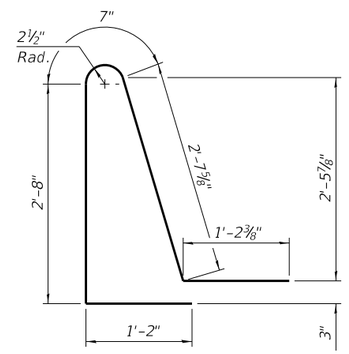


BAR v70(E)



BAR d72(E)



BAR d73(E)

BRIDGE APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a70(E)	32	#5	34'-9"	——
a71(E)	48	#5	24'-3"	——
a72(E)	32	#5	9'-2"	——
b70(E)	99	#5	9'-10"	——
b71(E)	108	#6	9'-10"	——
d70(E)	40	#5	6'-10"	▯
d71(E)	24	#5	7'-8"	⌊
d72(E)	20	#5	9'-0"	▯
d73(E)	24	#5	8'-3"	⌊
e70(E)	27	#4	9'-10"	——
e71(E)	4	#8	9'-10"	——
v70(E)	132	#5	3'-10"	⌐

Concrete Superstructure	Cu. Yd.	4.4
Concrete Superstructure (Approach Slab)	Cu. Yd.	32.4
Protective Coat	Sq. Yd.	84
Reinforcement Bars, Epoxy Coated	Pound	6,980
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	55
Diamond Grinding (Bridge Section)	Sq. Yd.	57

Notes:

Parapet and median concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

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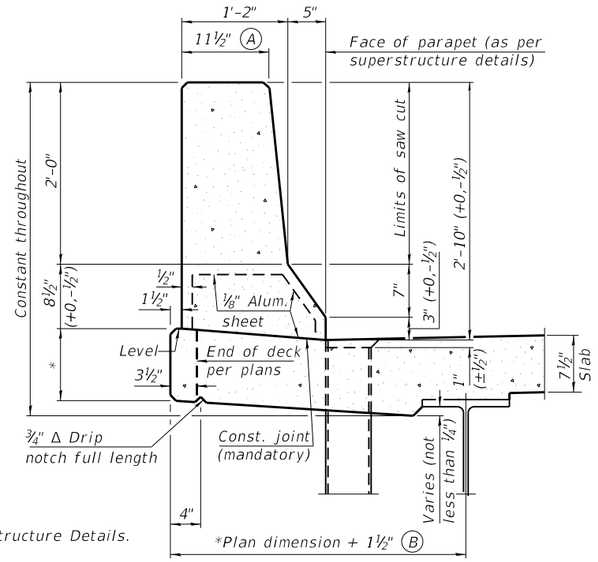
	CHECKED - JAD	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB AT SOUTH ABUTMENT - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S74 OF S145 SHEETS

*PEORIA/TAZEWELL

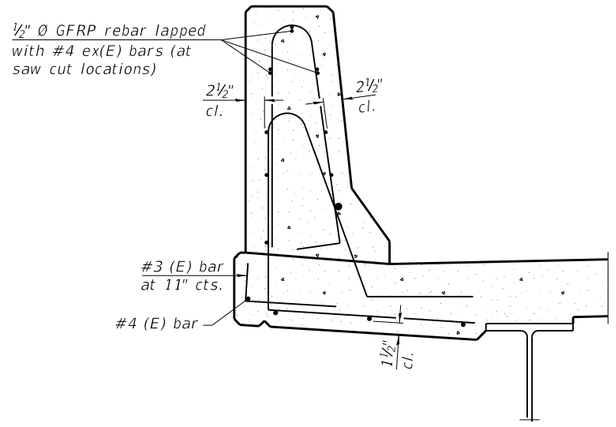
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	256
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



*See Superstructure Details.

34" F SHAPE PARAPET SECTION

(Showing dimensions)



SECTION

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

GENERAL NOTES

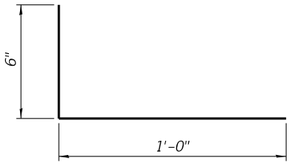
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.

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

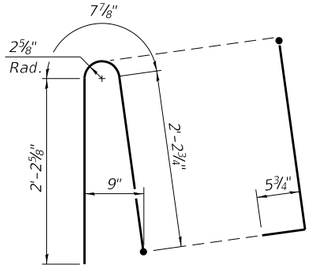
Slipforming is allowed for parapets on the south approach spans and bridge approach slab.

Slipforming is not allowed for parapets on the truss spans.

Slipforming is not allowed for median barrier.

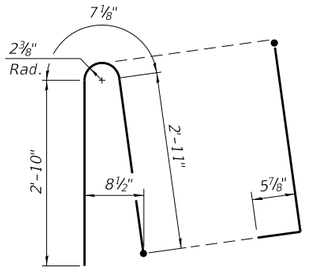


#3 (E) BAR



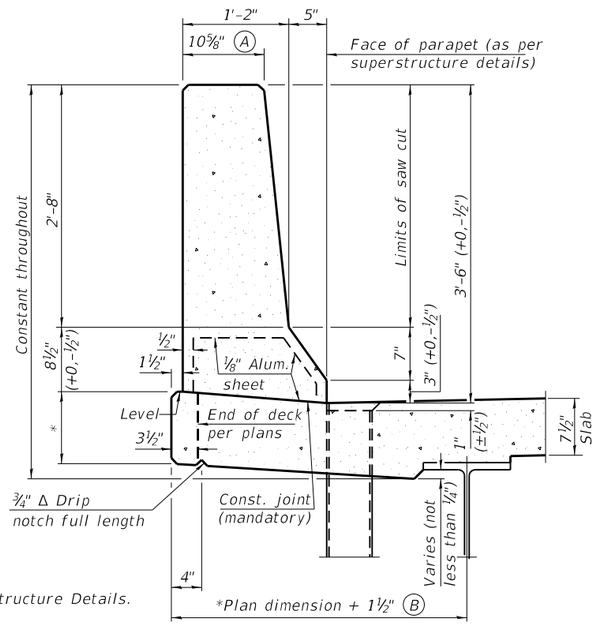
ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)

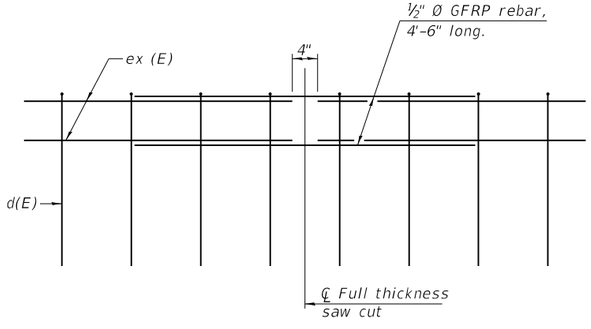
(For 42" parapet when conduit is present)



*See Superstructure Details.

42" F SHAPE PARAPET SECTION

(Showing dimensions)



GFRP REBAR STIFFENING DETAIL

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

SFP 34-42 2-17-2017

*PEORIA/TAZEWELL

USER NAME =	DESIGNED - JAD	REVISED -	
	CHECKED - YSS	REVISED -	
PLOT SCALE =	DRAWN - ELK	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S75 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	257
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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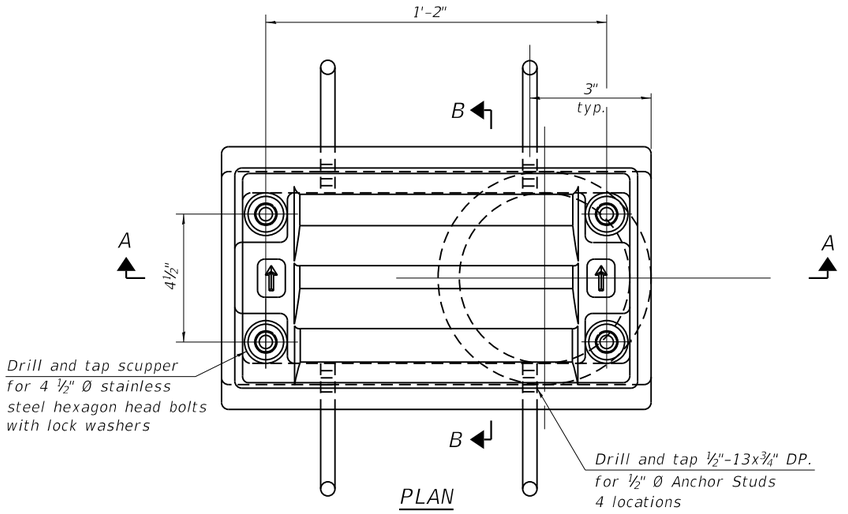
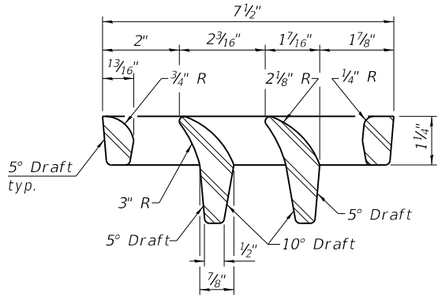
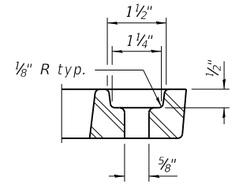


PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

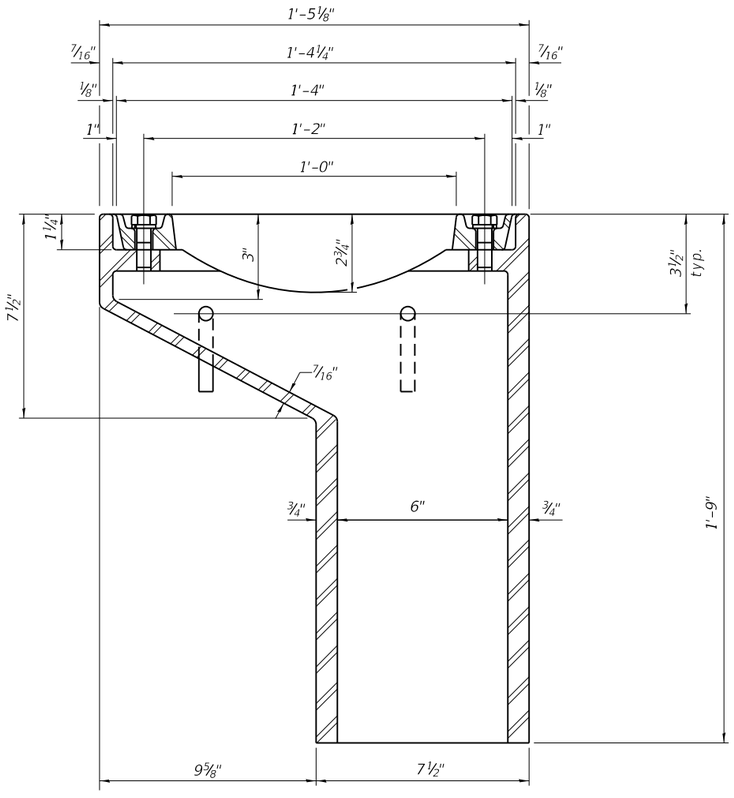
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

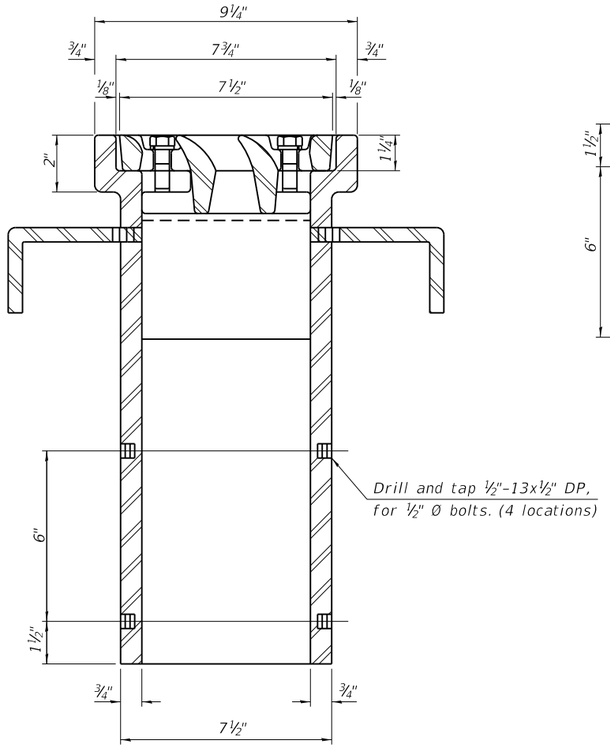
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

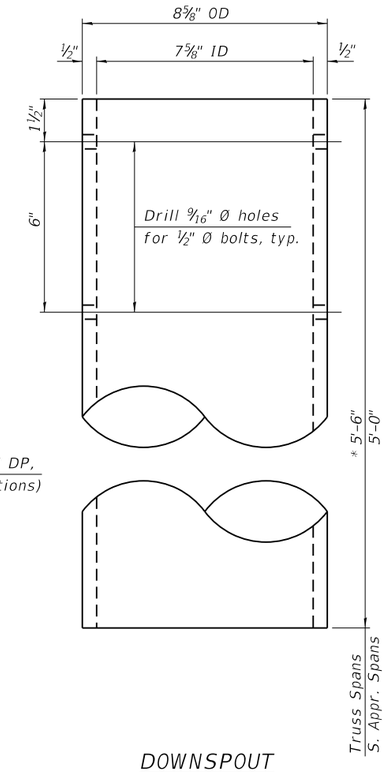


SECTION A-A

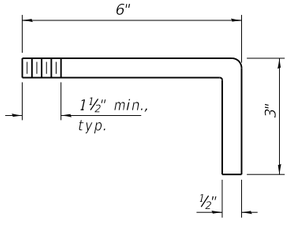
See sheets S62 and S71 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

* Length varies for downspouts connected into closed drainage systems between Station 141+05.00 and Station 143+85.00. See sheet S78 for more details.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scupper, DS-11	Each	162

DS-11 2-17-2017

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USER NAME =	DESIGNED - CSG	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S76 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	258
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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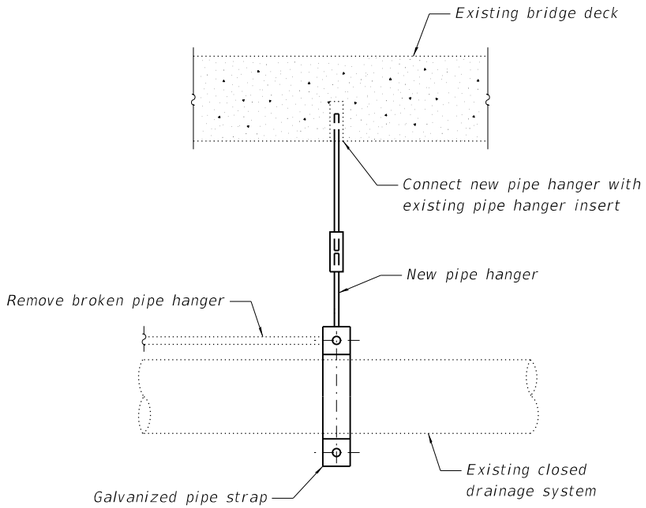
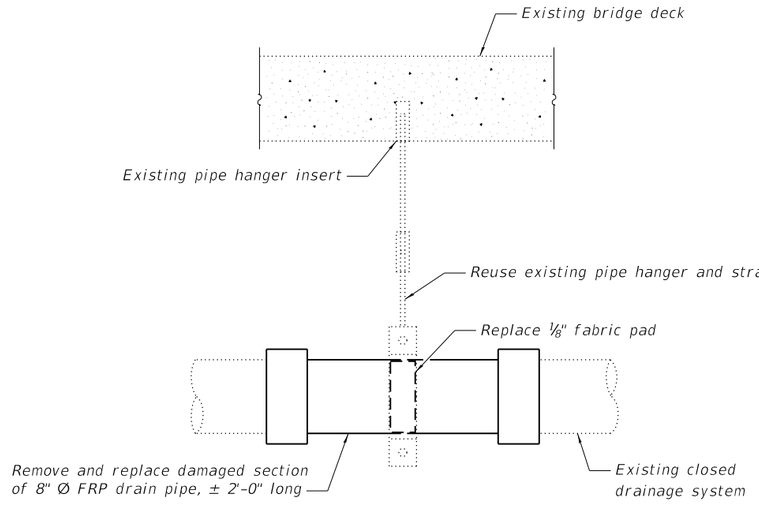
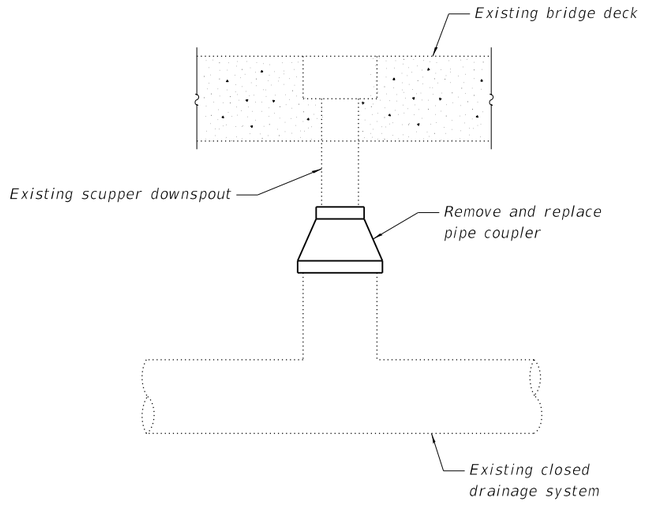


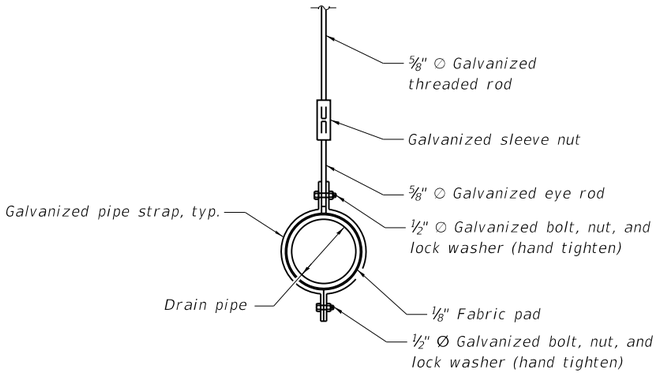
PIPE HANGER REPLACEMENT



DRAIN PIPE REPAIR



PIPE COUPLER REPLACEMENT



PIPE HANGER DETAIL

Notes:

In reference to the cross frame numbering, the end cross frame located at the abutment or pier shall be considered the first cross frame in that span.

All work required to repair localized damage to the existing closed drainage system as shown on this sheet will be paid for at the contract unit price per each repair location for Bridge Drainage System Repair.

The Contractor shall repair all broken or damaged components of the existing closed drainage system within the limits that are to remain in place. This includes but is not limited to the repair locations shown. Additional drainage system repair locations will be approved by the Engineer prior to repair and will be paid for at the contract unit price for Bridge Drainage System Repair in accordance with Article 104.02 of the Standard Specifications.

In addition to the repairs shown on this sheet, the existing drainage system that will remain in place including scuppers, floor drains, drain pipes, and downspouts, will be cleaned. All work required to clean the existing drainage system will be paid for at the lump sum contract price for Cleaning Drainage System.

The Contractor shall also clean the existing trough of the finger plate expansion joint at Pier 3.

TABLE OF REPAIRS

NBIS Item No.	Span	Location	Deficiency	Repair
79	1	Btwn. Beams 6 and 7, 3rd Cross Frame from N. Abut	Broken Pipe Hanger	Replace Pipe Hanger
79	1	Btwn. Beams 6 and 7, 6th Cross Frame from N. Abut	Broken Drain Pipe	Repair Drain Pipe
435	2	Btwn. Beams 6 and 7, 7th Cross Frame from Pier 1	Leaking Pipe Coupler	Replace Pipe Coupler
435	2	Btwn. Beams 6 and 7, 9th Cross Frame from Pier 1	Leaking Pipe Coupler	Replace Pipe Coupler
353	3	Btwn. Beams 1 and 2, 7th Cross Frame from Pier 2	Broken Pipe Hanger	Replace Pipe Hanger
436	3 and 4	Btwn. Beams 1 and 2 at Pier 3	Clogged, Full of Debris	*Unclog Drain

** Cost included with Cleaning Drainage System*

BILL OF MATERIAL

Item	Unit	Total
Bridge Drainage System Repair	Each	5
Cleaning Drainage System	L. Sum	1
Clean Trough	Each	1

*PEORIA/TAZEWELL

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USER NAME =	DESIGNED - JAD	REVISED -	
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSED DRAINAGE SYSTEM - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S77 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	259
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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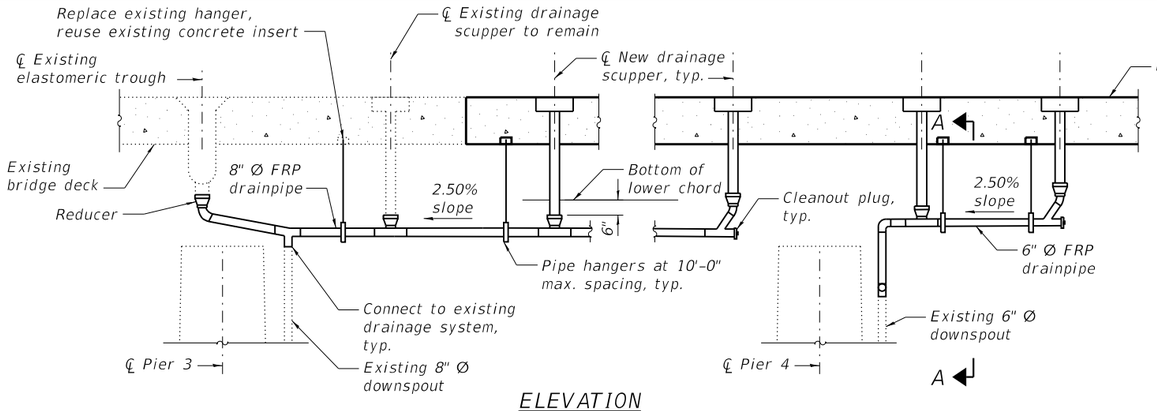
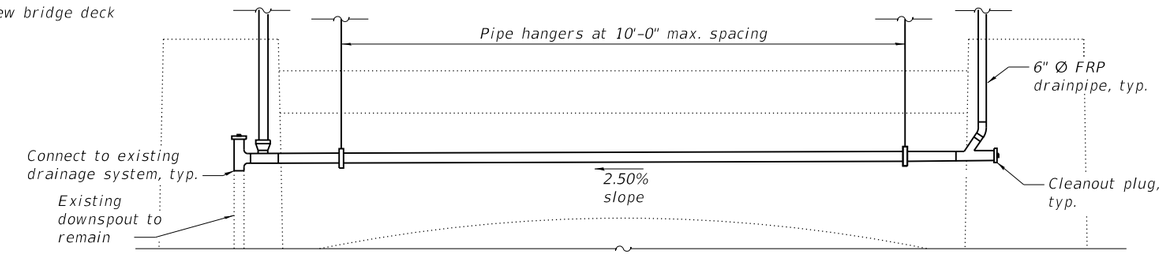
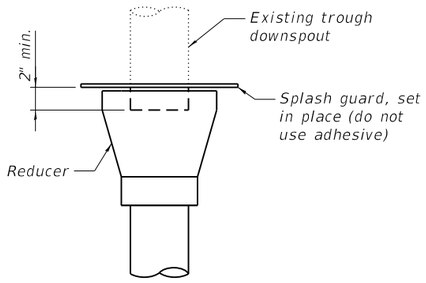


ELEVATION

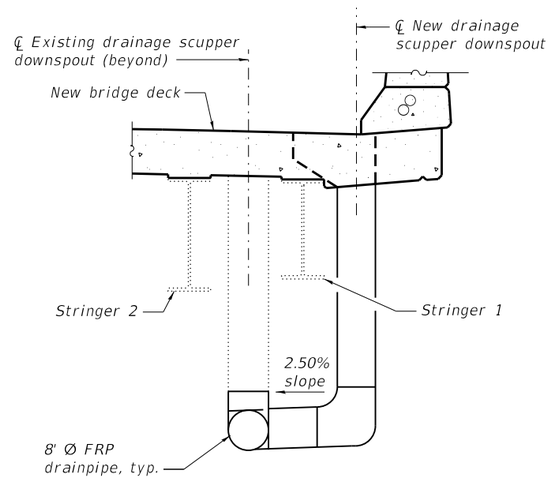
West side shown. East side similar.



VIEW A-A

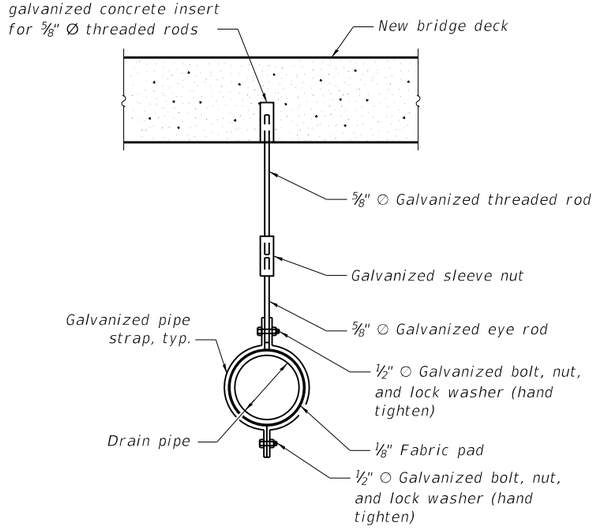


FRP REDUCER DETAIL



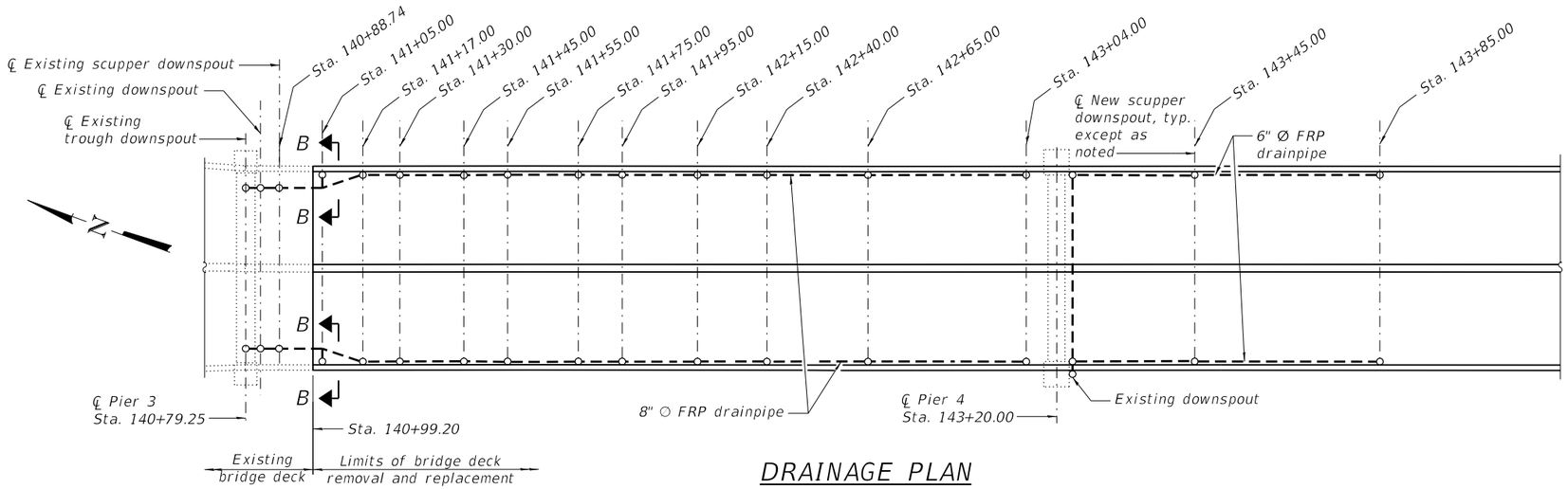
SECTION B-B

East side shown. West side similar.



PIPE HANGER DETAIL

Detail for new hanger to new concrete deck connection.
See sheet S77 for hanger replacement using existing concrete insert.



DRAINAGE PLAN

Notes:

Threaded rods shall conform to the requirements of ASTM F1554 Grade 36.

Bolts, washers and nuts shall conform to the requirements of ASTM A307 and shall be galvanized according to AASHTO M232.

The cost for all work required to furnish, fabricate and install the closed drainage systems for Spans 4 and 5 including the pipes, reducers, cleanouts, fittings, and hardware, shall be paid for at the lump sum contract price for Drainage System.

The existing closed drainage system shall be removed between Pier 3 and panel point 18. Cost of existing closed drainage system removal shall be included in Drainage System.

See sheet S76 for drainage scupper details.

BILL OF MATERIAL

Item	Unit	Total
Drainage System	L. Sum	1

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USER NAME =
PLOT SCALE =
PLOT DATE = 8/9/2019

DESIGNED - JAD | REVISED -
CHECKED - RLM | REVISED -
DRAWN - ELK | REVISED -
CHECKED - RLM | REVISED -

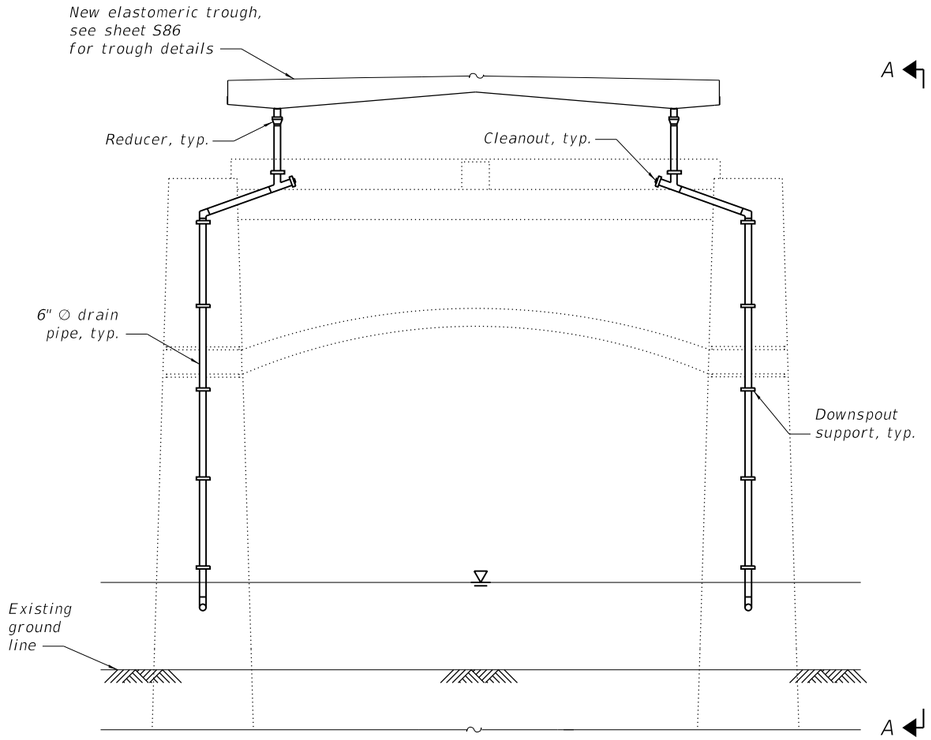
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSED DRAINAGE SYSTEM - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S78 OF S145 SHEETS

*PEORIA/TAZEWELL

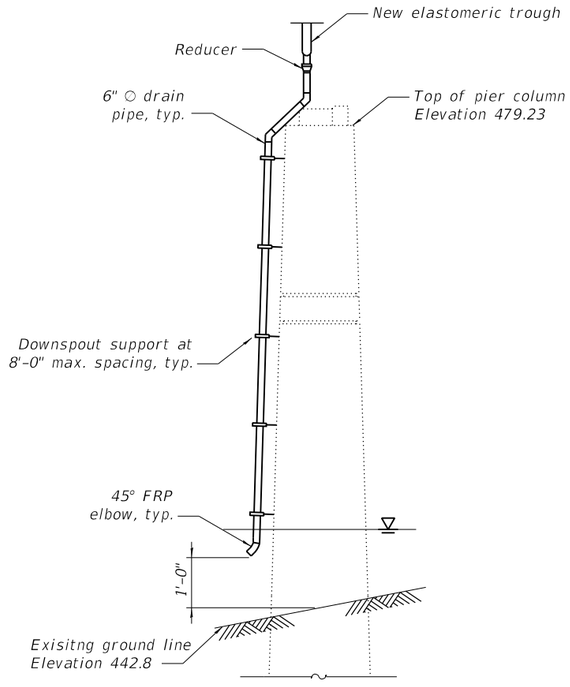
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	260

CONTRACT NO. 68C89
ILLINOIS | FED. AID PROJECT



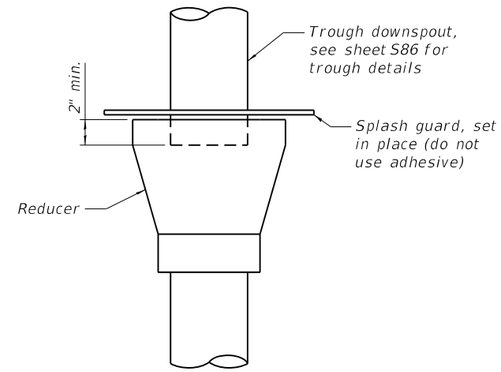
PIER 8 ELEVATION

North Face

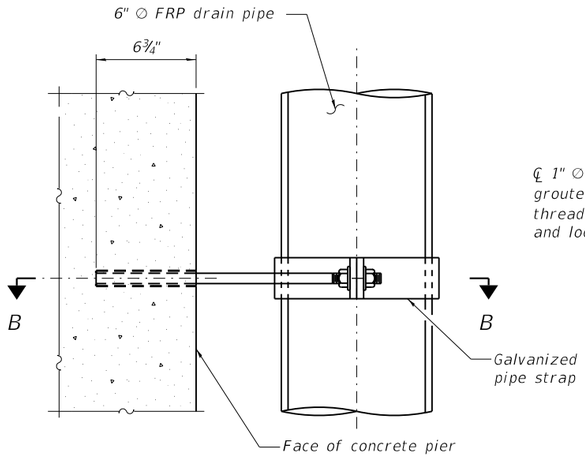


VIEW A-A

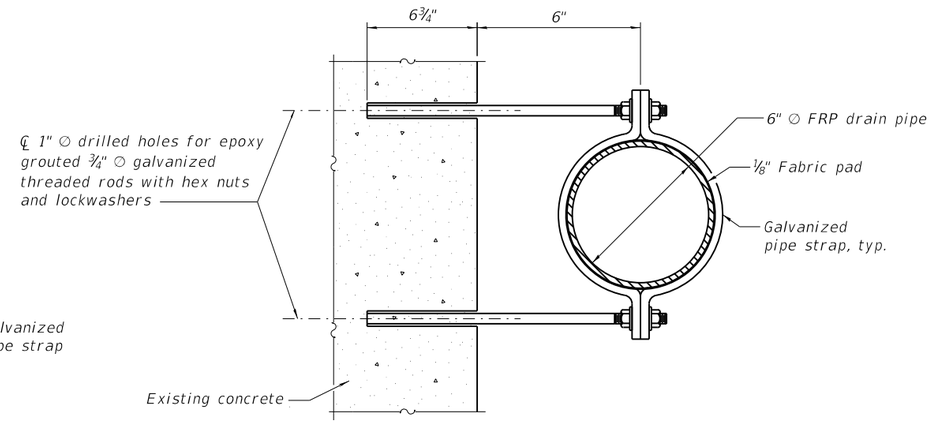
West side downspout shown.
East side similar.



FRP REDUCER DETAIL



DOWNSPOUT SUPPORT



SECTION B-B

Notes:

Threaded rods shall be ASTM F1554 Grade 36.

The cost for all work required to furnish, fabricate and install the closed drainage system at Pier 8, including the pipes, reducers, cleanouts, fittings, and hardware, shall be paid for at the lump sum contract price for Drainage System. See sheet S78 for the Bill of Material.

Drill holes and grout threaded rods in accordance with Section 584 of the Standard Specifications. Cost to be included with Drainage System.

*PEORIA/TAZEWELL

MODEL: Default
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USER NAME =	DESIGNED - JAD	REVISED -	
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - ELK	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSED DRAINAGE SYSTEM - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S79 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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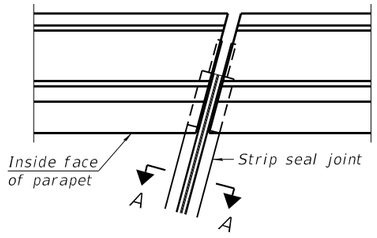
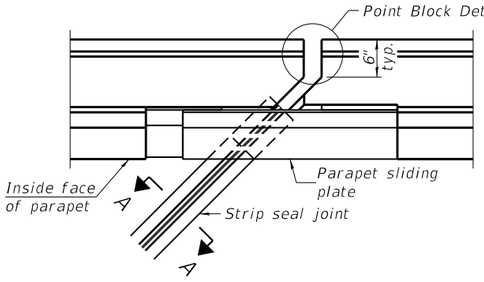
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

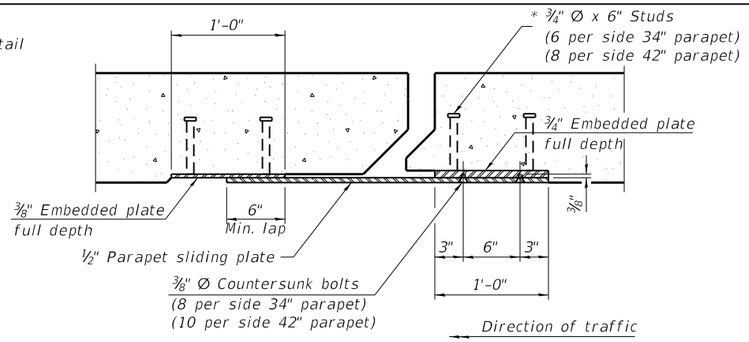


FOR SKEWS ≤ 30°



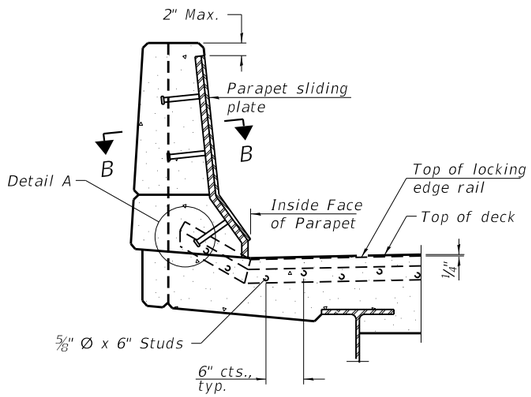
FOR SKEWS > 30°

PLAN AT PARAPET



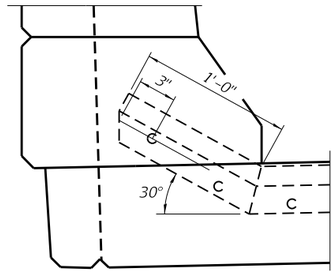
SECTION B-B

Install sliding plate assemblies at each face of median barrier similar to 42" parapet.

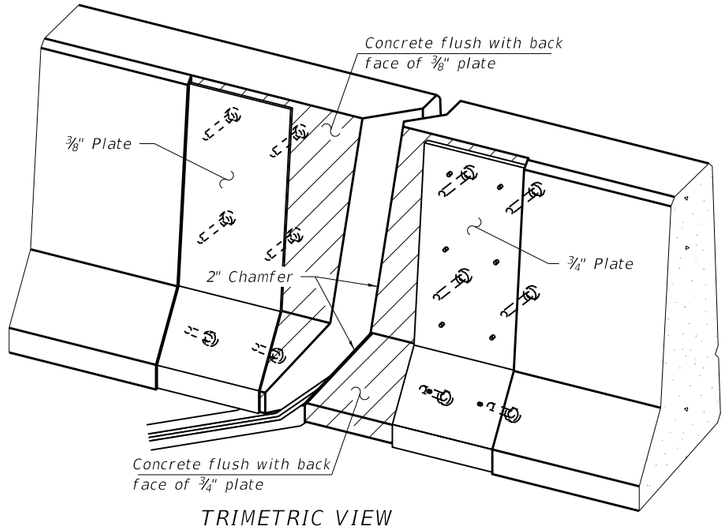


ELEVATION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A

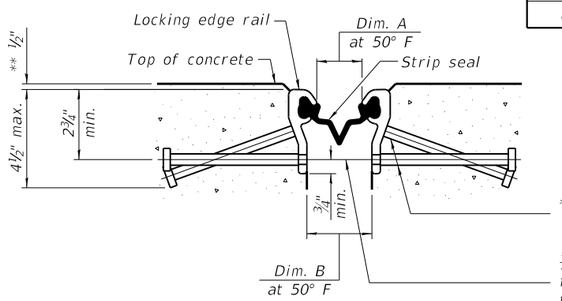


TRIMETRIC VIEW

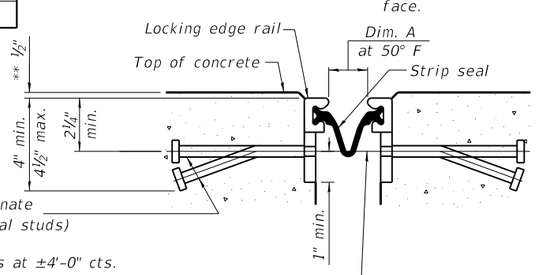
(Showing embedded plates only)
Adjust vertical dimension of stud spacing for median barriers to avoid interference on opposite face.

Location	Dim. A	Dim. B
Truss Relief Joints	1⅛"	2"
Pier 12 Joint	2⅜"	3¼"

Note: For expansion joint details at Truss Panel Points 34 and 44, see sheet S81.



SHOWING ROLLED RAIL JOINT



SHOWING WELDED RAIL JOINT

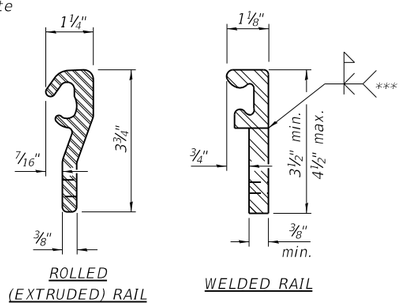
* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅞" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

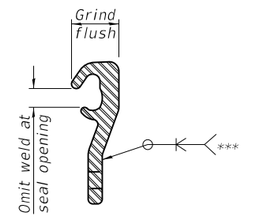
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** Prior to grinding



LOCKING EDGE RAILS

*** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

For truss relief joints and Pier 12 only.

Item	Unit	Total
Preformed Joint Strip Seal	Foot	1130

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape and median barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail except at Panel Points 34 and 44. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

Modified-EJ-SS 8-11-17

*PEORIA/TAZEWELL

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PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S80 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	262
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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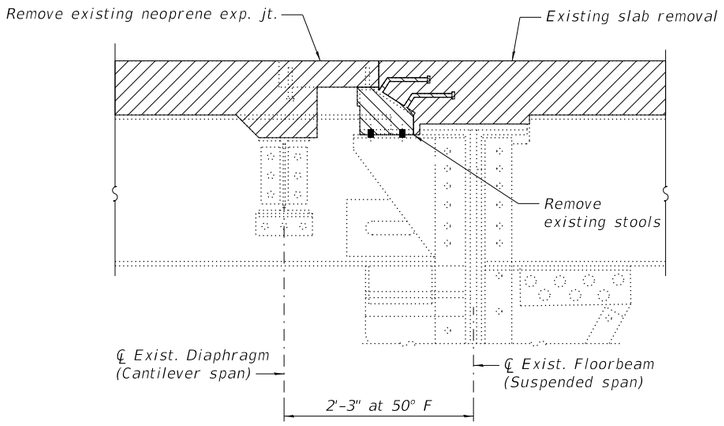
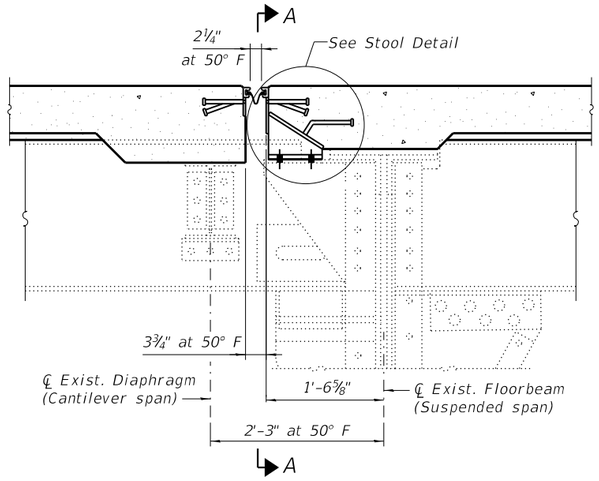
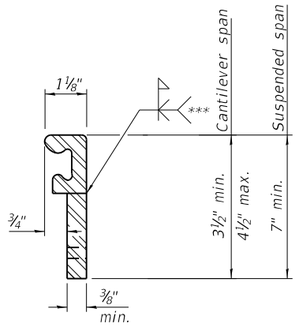


EXPANSION JOINT REMOVAL AT TRUSS PANEL POINTS 34 AND 44



EXPANSION JOINT REPLACEMENT AT TRUSS PANEL POINTS 34 AND 44

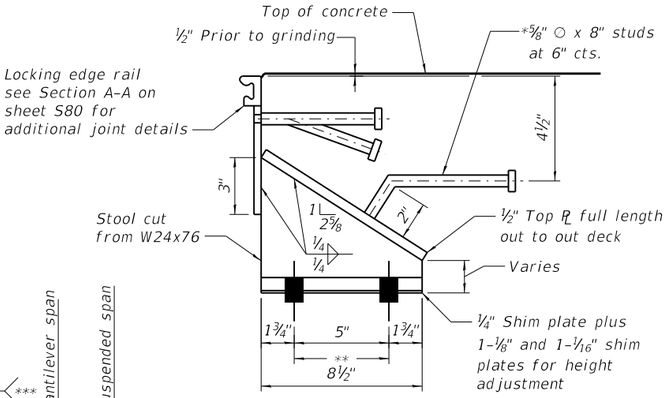
Welded locking edge rail is required at these locations.



WELDED RAIL

LOCKING EDGE RAIL

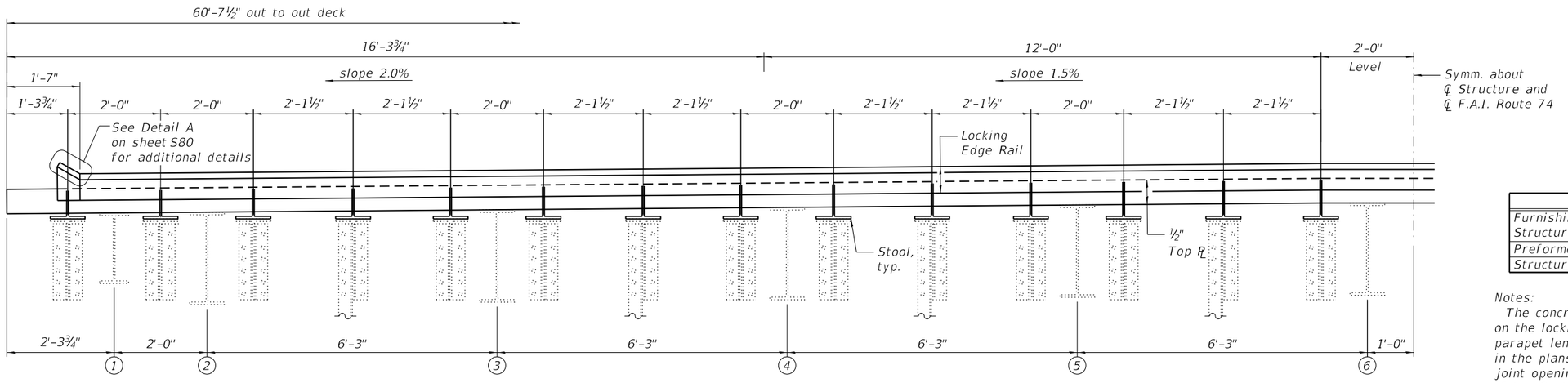
*** Back gouge not required if complete joint penetration is verified by mock-up.



STOOL DETAIL

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** Replace existing fasteners with new ¾" ○ H.S. bolts in existing holes (holes in new material may be field drilled using existing member as a template)



SECTION A-A

Truss panel point 34 shown.
Truss panel point 44 similar.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	3,880
Preformed Joint Strip Seal	Foot	119
Structural Steel Removal	Pound	5,400

Notes:

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths at panel points 34 and 44 shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the welded locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments will be required.

Cost of existing expansion joint removal shall be included with Removal of Existing Concrete Deck.

Removal and disposal of the existing stools identified on the plan shall be in accordance with the special provision Structural Steel Removal.

Cost of new stools, top plate and shim plates shall be included in Furnishing and Erecting Structural Steel.

See sheet S80 for additional strip seal joint details.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S81 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	263
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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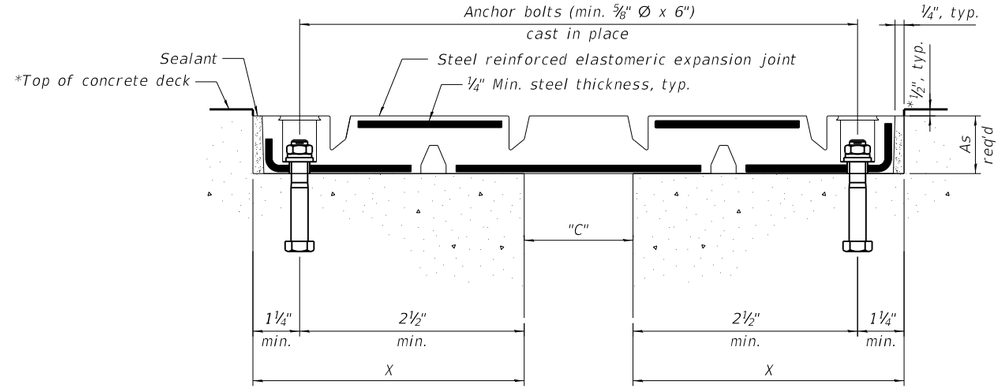
Joint Location	Joint Size	"C" at 50°F
Truss Panel Point 19	6½"	4½"
Truss Panel Point 59	6½"	4½"

INSTALLATION NOTES

(1) Install steel reinforced elastomeric molded panels in roadway, parapet, and median barrier.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.



CROSS SECTION

*Prior to grinding

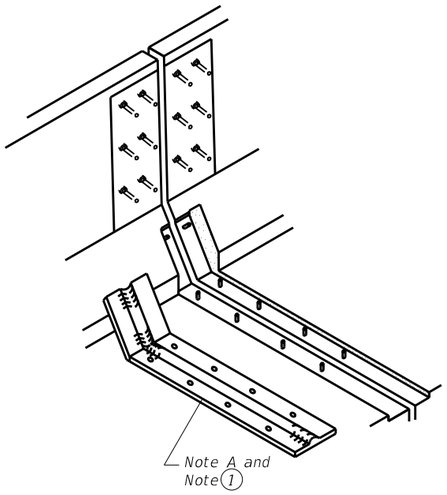
GENERAL NOTES

Neoprene Expansion Joint shall consist of a steel reinforced elastomeric molded neoprene expansion joint system with tongue and groove end connections to provide a water tight fit between panels.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

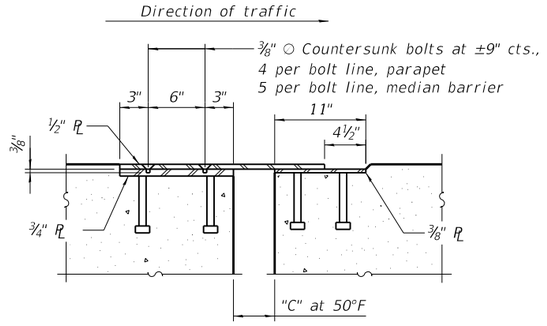
The neoprene expansion joint manufacturer shall have a minimum of ten years experience specializing in the design and manufacture of expansion control systems.

The Contractor will have a manufacturer's technical representative on site during all stages of joint installation to provide technical support and instruction to ensure proper installation of the watertight expansion system. The manufacturer's representative will inspect and approve the joint substrate preparation, installation of the steel reinforced molded panels, and installation of all sealant.

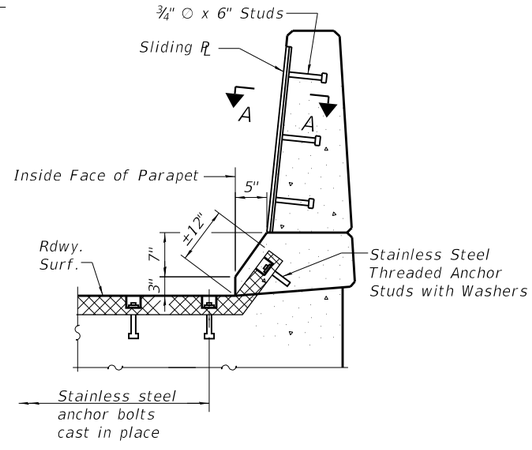


AT PARAPET

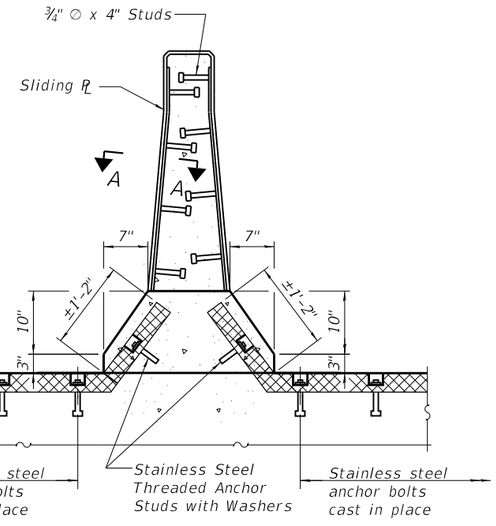
Median barrier similar.



SECTION A-A



TYPICAL END TREATMENT AT PARAPET



TYPICAL AT MEDIAN BARRIER

BILL OF MATERIAL

Item	Unit	Total
Neoprene Expansion Joint 6½"	Foot	119

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S82 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	264
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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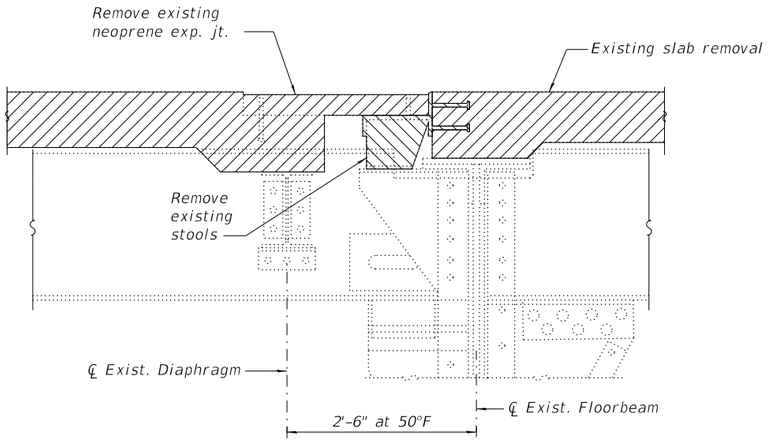
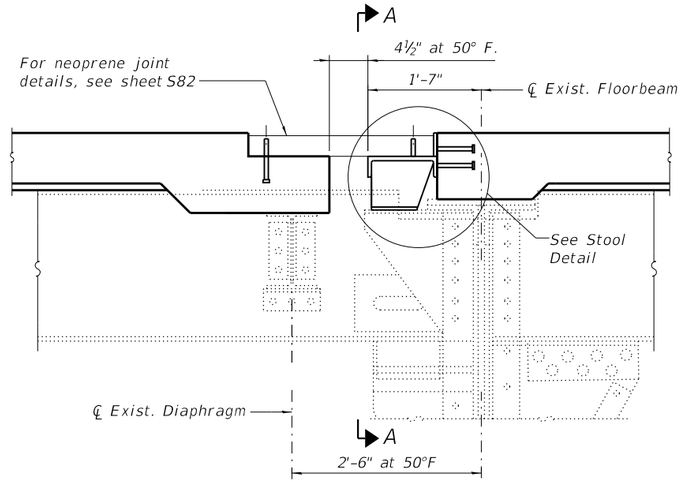
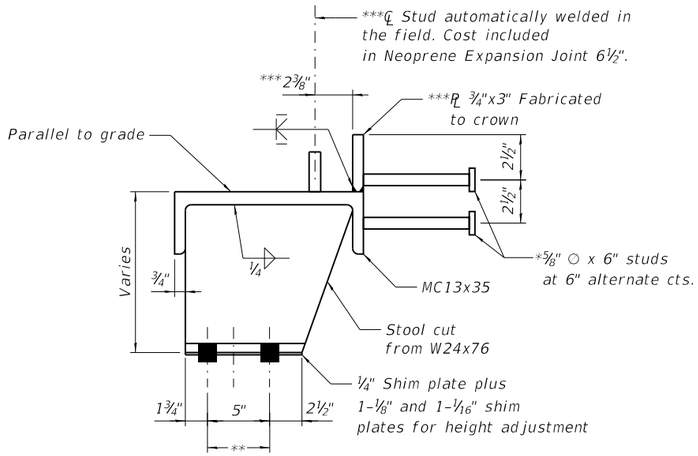


EXPANSION JOINT REMOVAL AT TRUSS PANEL POINTS 19 AND 59



EXPANSION JOINT REPLACEMENT AT TRUSS PANEL POINTS 19 AND 59

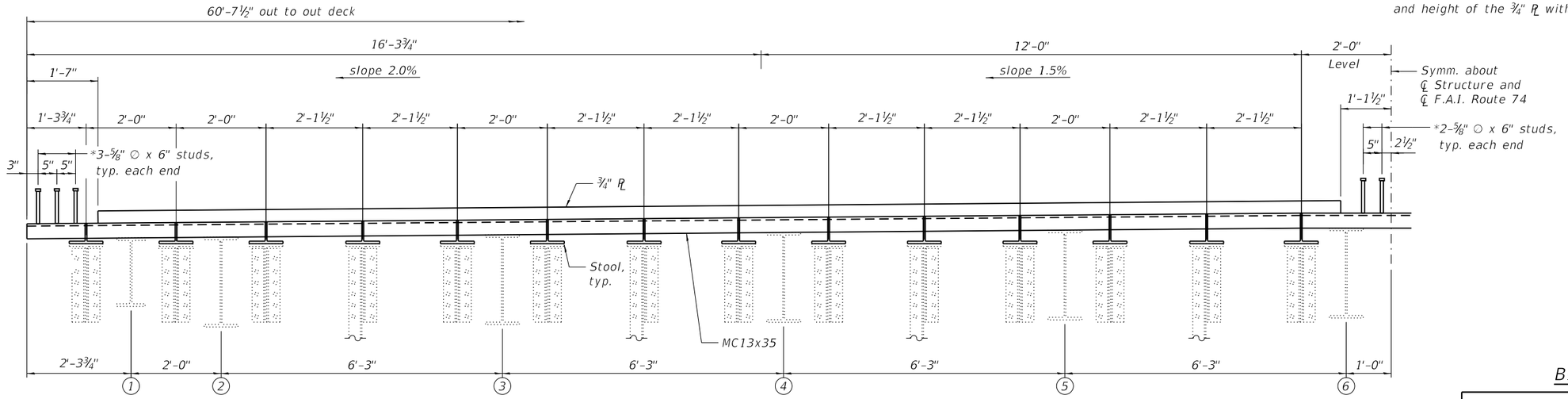


STOOL DETAIL

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** Replace existing fasteners with new ¾" ○ H.S. bolts in existing holes (holes in new material may be field drilled using existing member as a template)

***Diameter of stud per manufacturer of neoprene joint. Verify stud edge distance and height of the ¾" PL with the manufacturer.



SECTION A-A

Truss panel point 19 shown.
Truss panel point 59 similar.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	7,480
Structural Steel Removal	Pound	6,820

Notes:

Cost of existing expansion joint removal shall be included with Removal of Existing Concrete Deck.

Removal and disposal of the existing stools identified on the plan shall be in accordance with the special provision Structural Steel Removal.

Cost of new stool system and shim plates shall be included in Furnishing and Erecting Structural Steel.

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S83 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	265
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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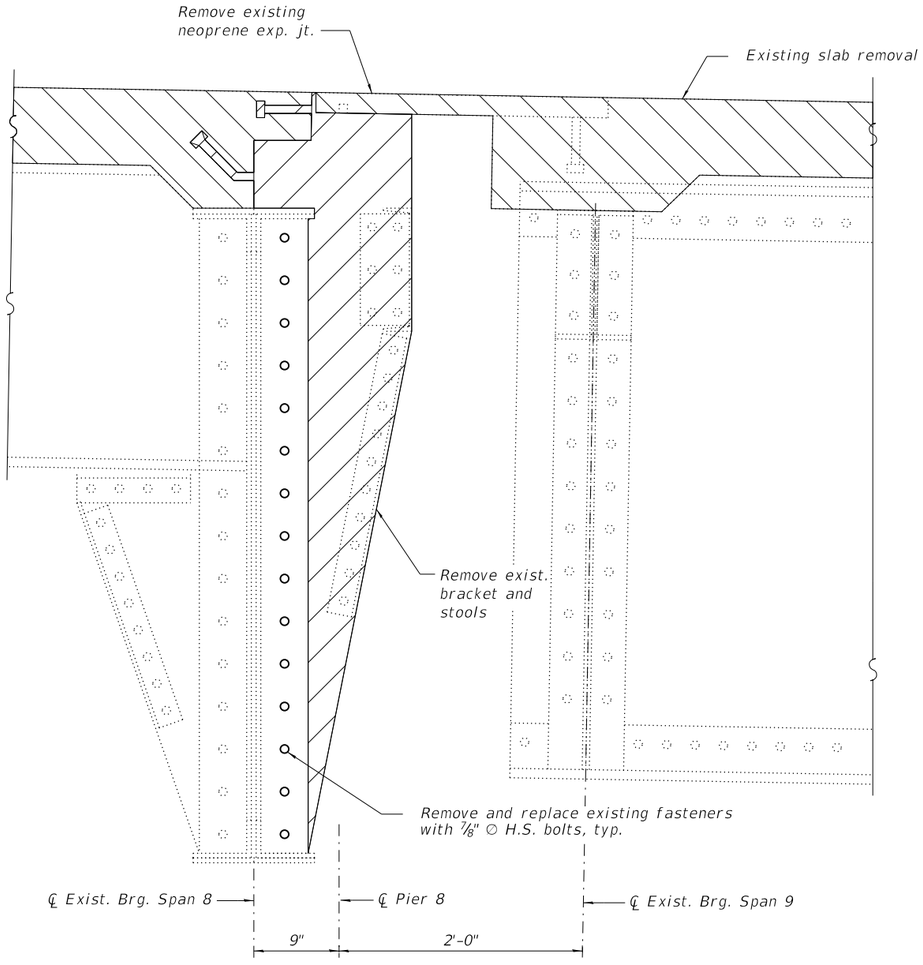
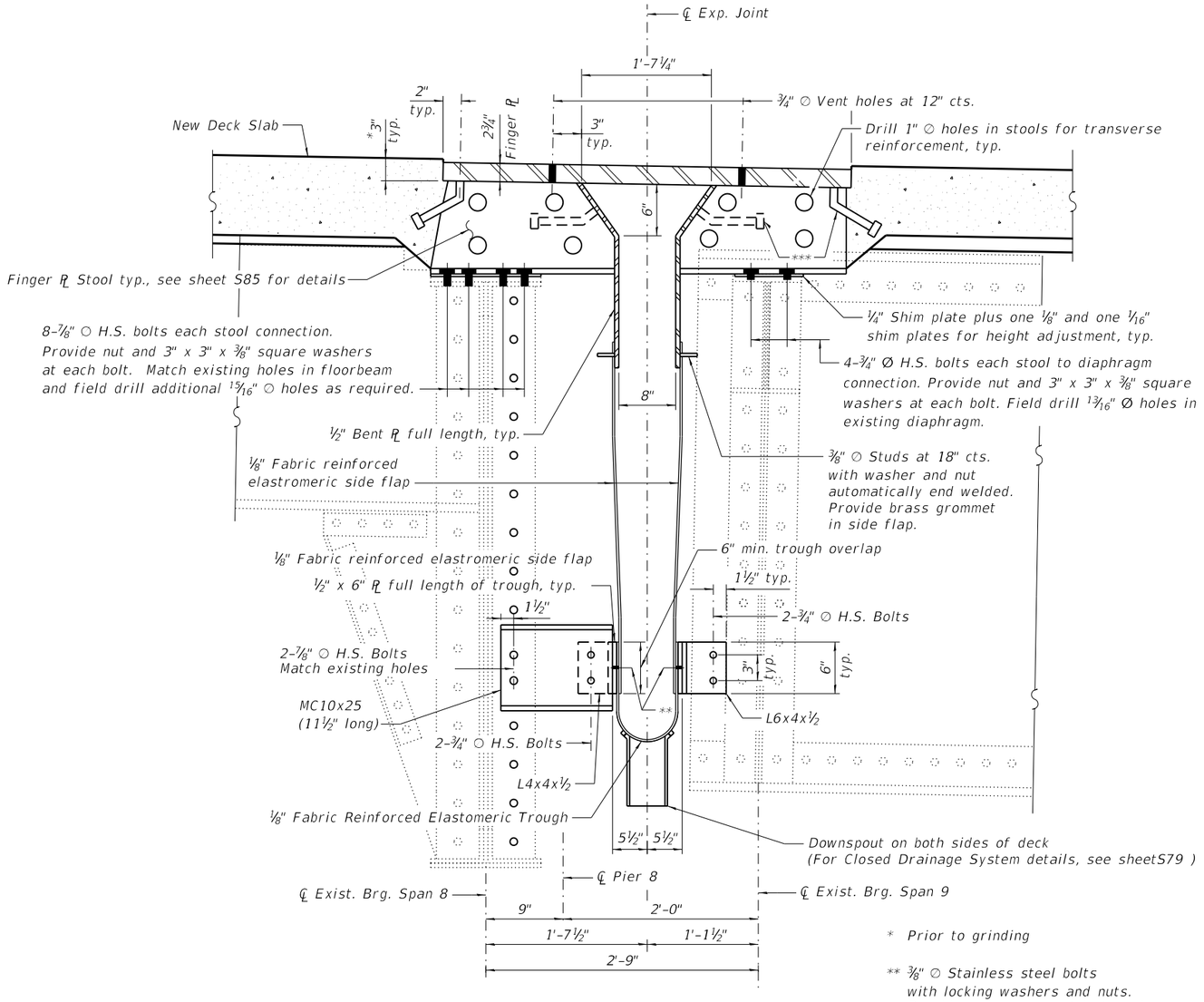


EXPANSION JOINT REMOVAL
AT PIER 8



EXPANSION JOINT REPLACEMENT
AT PIER 8

Horizontal dimensions are at 50°F

* Prior to grinding

** ⅜" ∅ Stainless steel bolts
with locking washers and nuts.
Provide brass grommet in trough.

*** ¾" ∅ x 8" Granular or solid
flux filled headed studs
conforming to Art. 1006.32
of the Std Specifications.

Notes:
Removal and disposal of the existing bracket and stools identified on the plans shall be in accordance with the special provision Structural Steel Removal.
See sheet S85 for additional details and Bill of Material.

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PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - 5
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S84 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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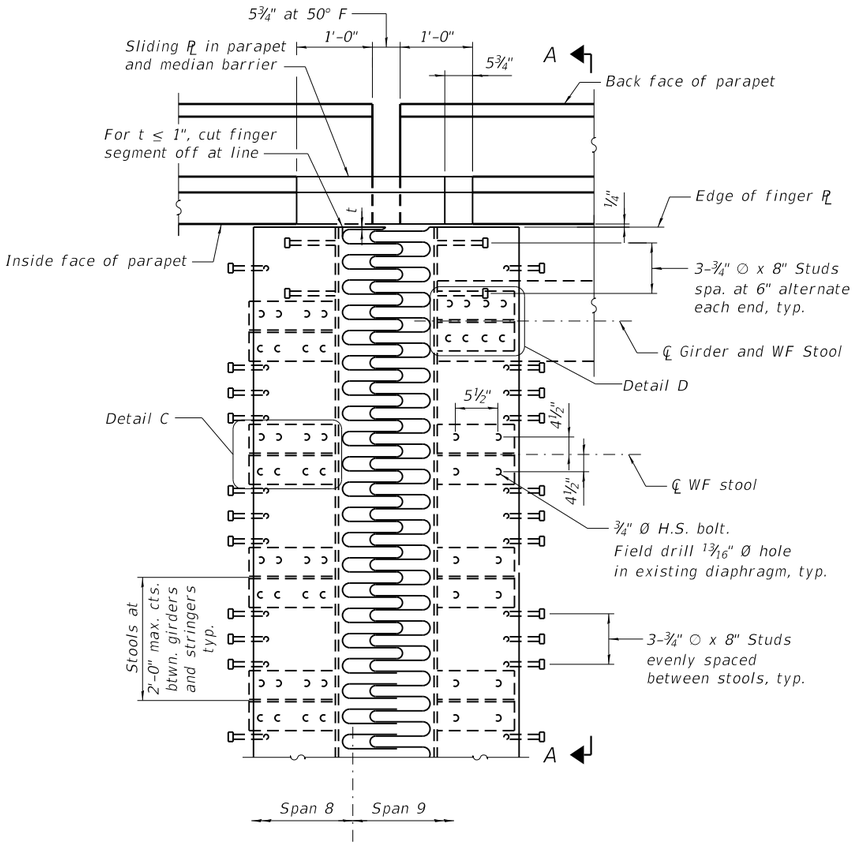
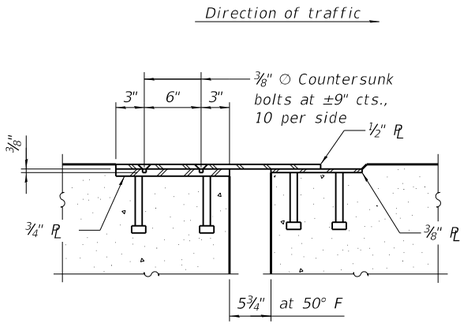
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

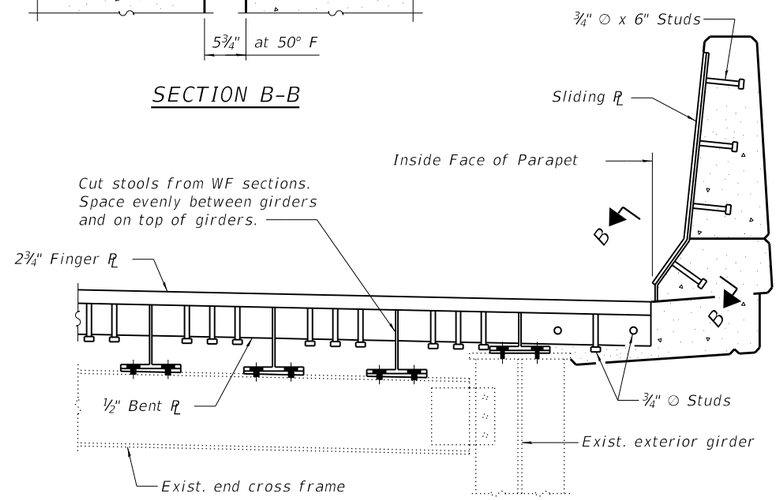


PLAN AT PIER 8

Floorbeam and diaphragm not shown for clarity.

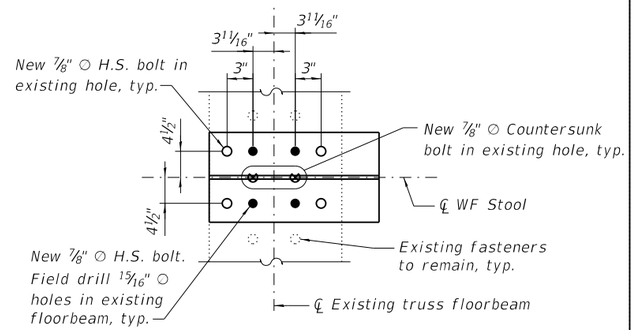


SECTION B-B

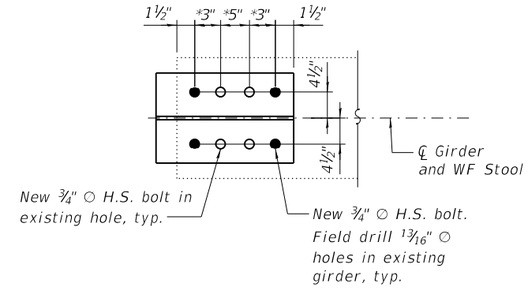


SECTION A-A

(View at Span 9 shown. View at Span 8 similar.)
Section thru parapet shown. Median barrier similar except it shall be cast on top of the finger plate. Sliding plates will be installed on each side of median barrier. Adjust vertical spacing of studs to avoid interference with opposite side.

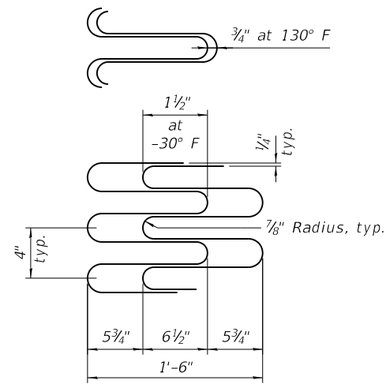


DETAIL C

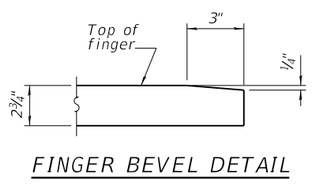


DETAIL D

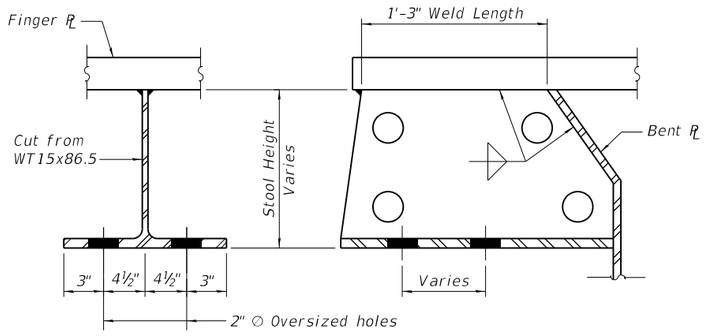
* Verify in field



FINGER PLATE DETAIL



FINGER BEVEL DETAIL



FINGER PLATE STOOL DETAIL

BILL OF MATERIAL

Item	Unit	Total
Finger Plate Expansion Joint, 5"	Foot	58
Fabric Reinforced Elastomeric Trough	Foot	60
Structural Steel Removal	Pound	9,830

Notes:
Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
All steel components including hardware for the trough system and sliding plates shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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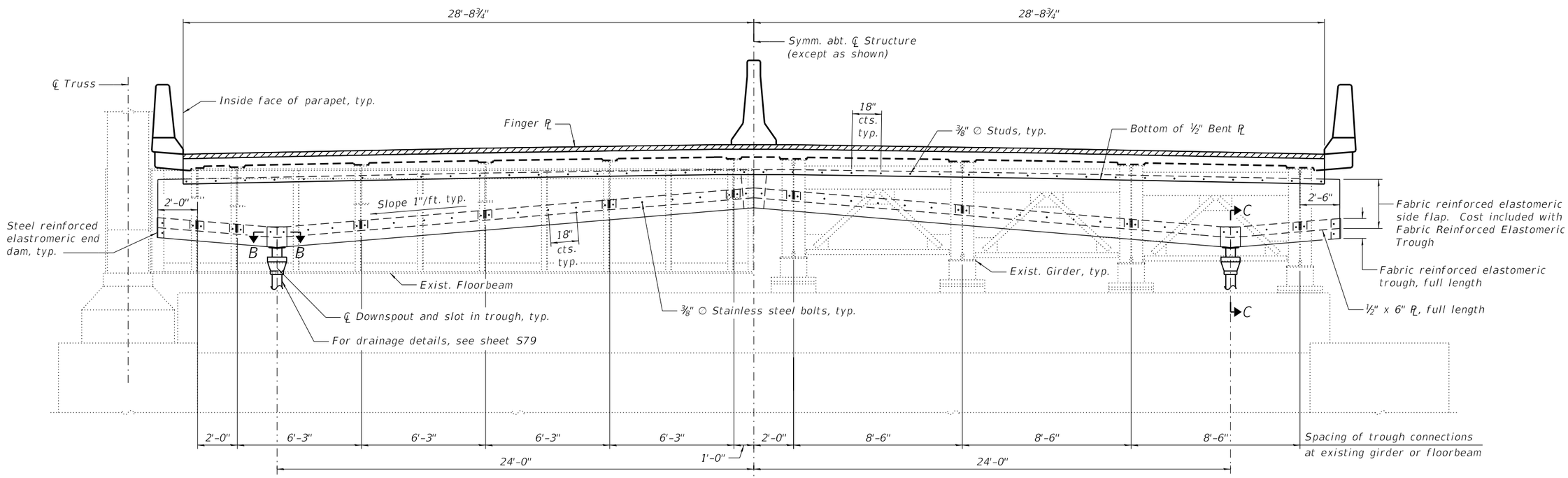
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS - 6
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S85 OF S145 SHEETS

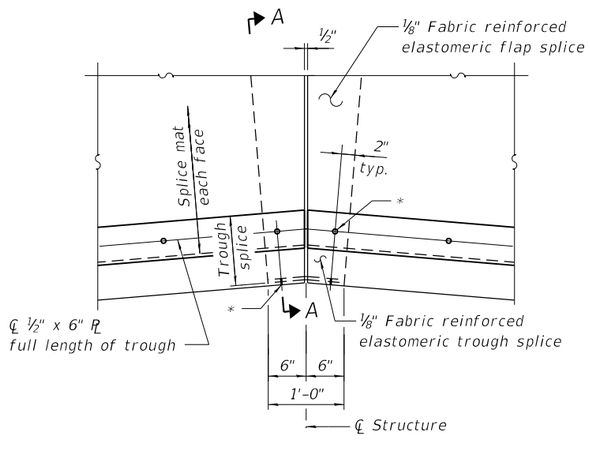
*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	267
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

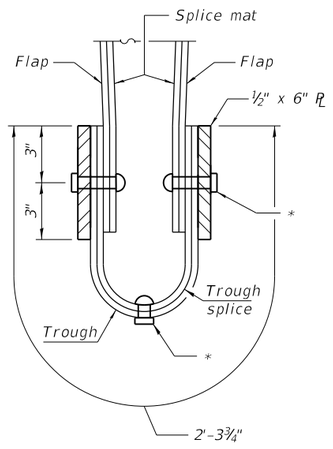


HALF SECTION
SPAN 8 AT PIER 8

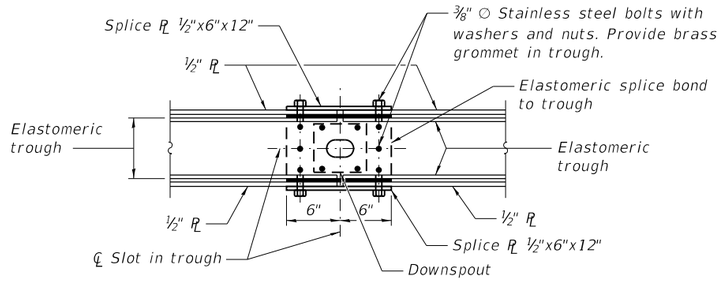
HALF SECTION
SPAN 9 AT PIER 8



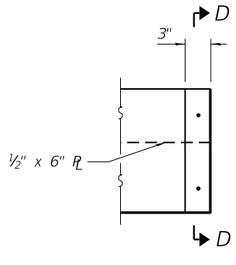
TROUGH SPLICE DETAIL



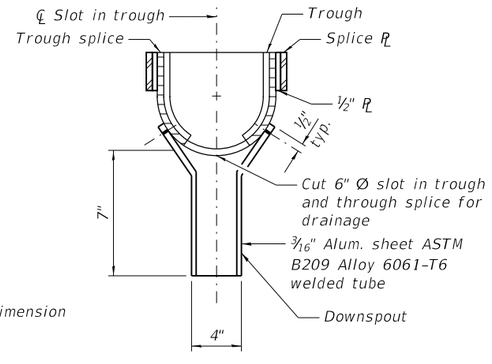
SECTION A-A



SECTION B-B

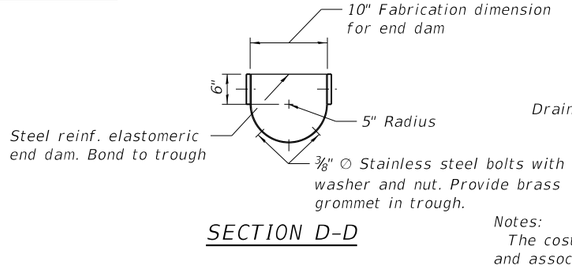


SECTION AT
END OF TROUGH



SECTION C-C

Drainage components not shown for clarity.



SECTION D-D

* ⅜" ∅ Stainless steel bolts with washers and nuts. Provide brass grommet in trough.

Notes:
The cost to furnish and install the end dam, dounspouts, and associated hardware shall be included with finger plate expansion joint, 5".
See sheet S85 for additional details and Bill of Material.

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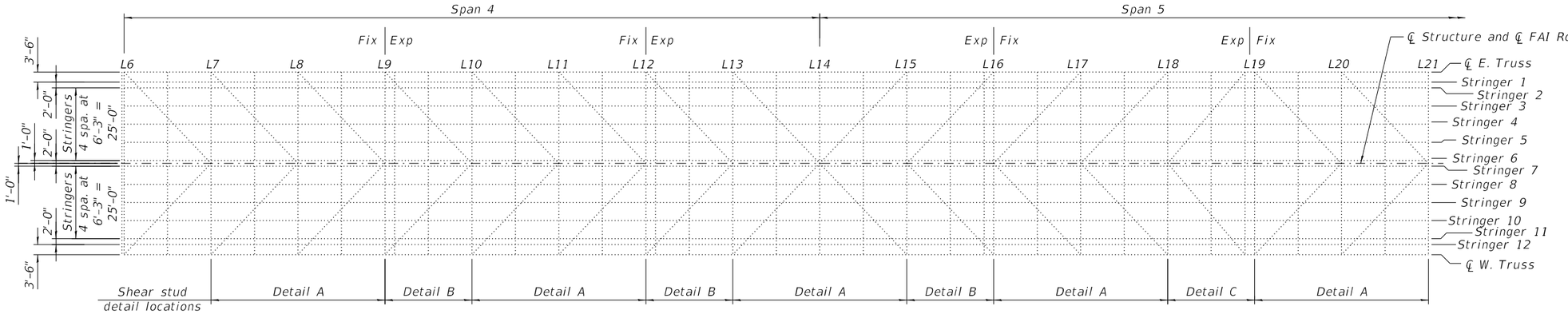
PLOT DATE = 8/9/2019	CHECKED - YSS	REVISED -

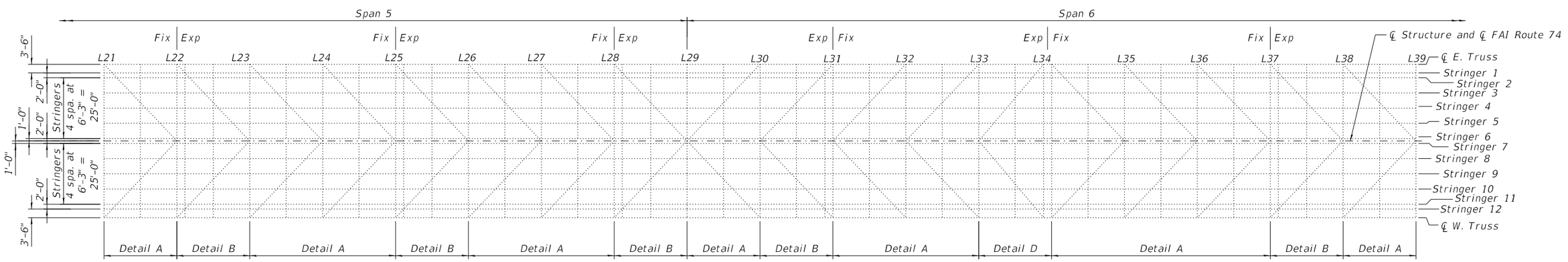
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

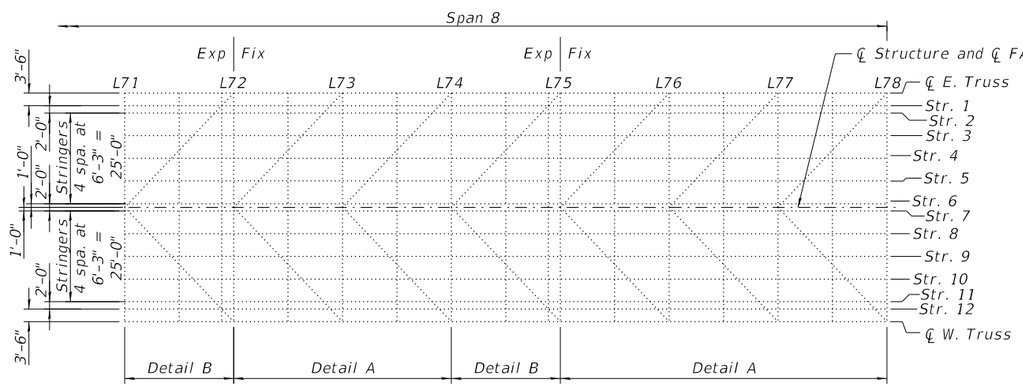
EXPANSION JOINT REPLACEMENT DETAILS - 7
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S86 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	268
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		







FRAMING PLAN

DETAIL E LOCATIONS

Span 5, Panel 19, Stringer 7
Span 6, Panel 45, Stringer 7
Span 7, Panel 60, Stringer 1
Span 7, Panel 60, Stringer 12

Notes:

Truss joint and panel numbering coincide with original truss geometry prior to truss modifications made in 2005. Floorbeam numbering aligns with truss joint numbering shown in framing plan. Panel numbering starts with Panel 7 at the north end of Span 4.

The shear stud detail locations are symmetrical about Panel Point 39 from Panels 8 thru 71, unless noted as a Detail E location. Shear studs are not being added to stringers in Panel 7.

See sheet S88 for Details A and B.

See sheet S89 for Details C, D and E.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLANS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S87 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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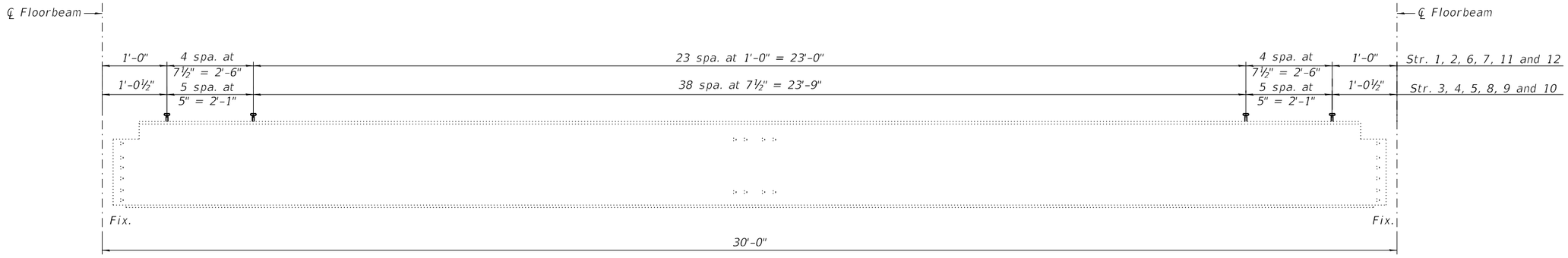
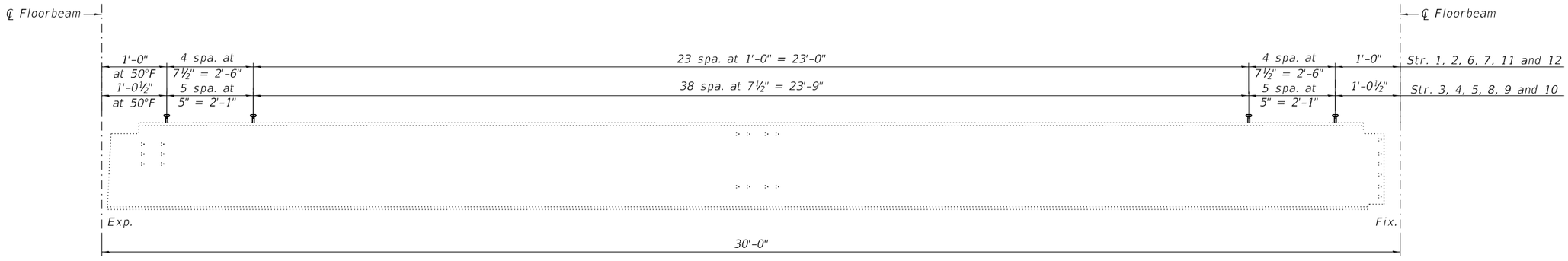
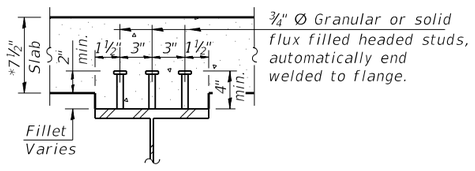
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



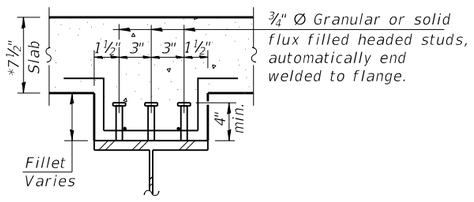
STRINGER DETAIL A



STRINGER DETAIL B

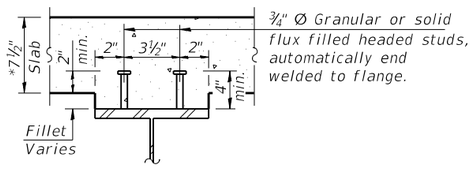


STRINGERS 2 THRU 11



STRINGERS 5 THRU 8

Locations where fillet exceeds 6"



STRINGERS 1 AND 12

* After Grinding

WELD PROCEDURE:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.

Notes:

See sheet S87 for truss span framing plan and detail locations.

Work Detail A with sheets S112 and S113. Install shear studs after the flange repairs are complete. Adjust shear stud spacing as required to avoid new bolts in stringer top flange.

See sheet S61 for deep fillet reinforcement details.

The cost of all work to install shear studs, including material testing and identification, shall be included in the cost for Stud Shear Connectors.

TRUSS SPANS BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	99,011

*PEORIA/TAZEWELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLANS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S88 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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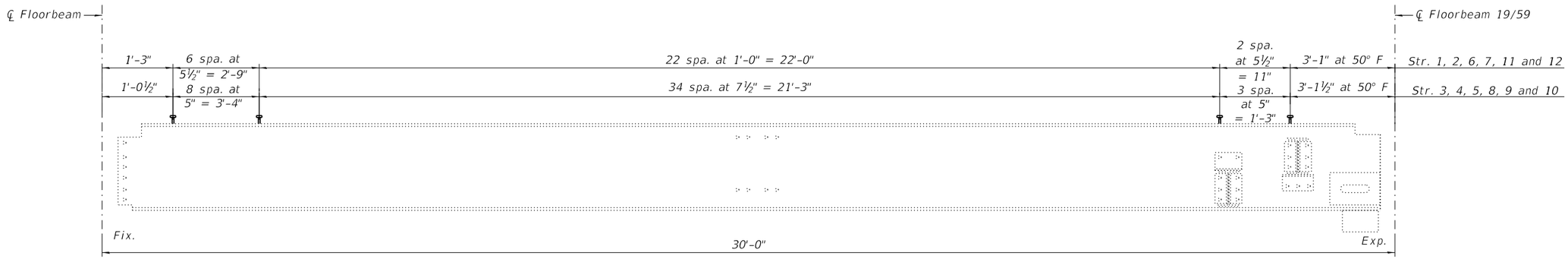
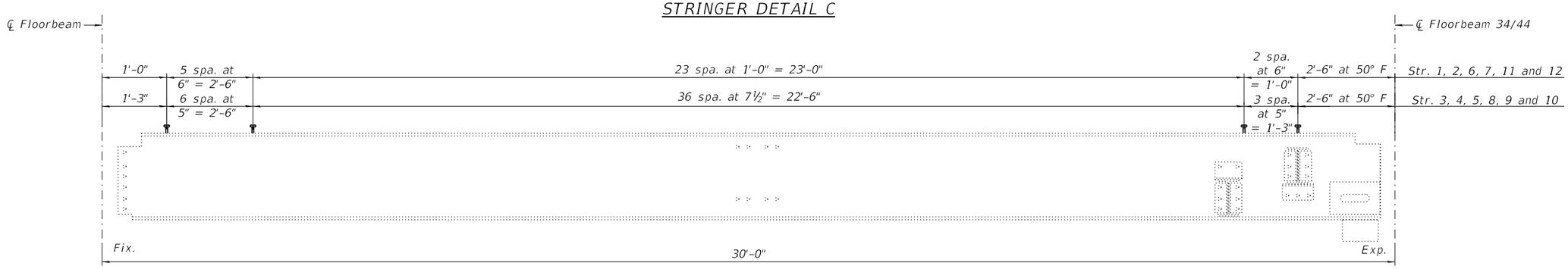
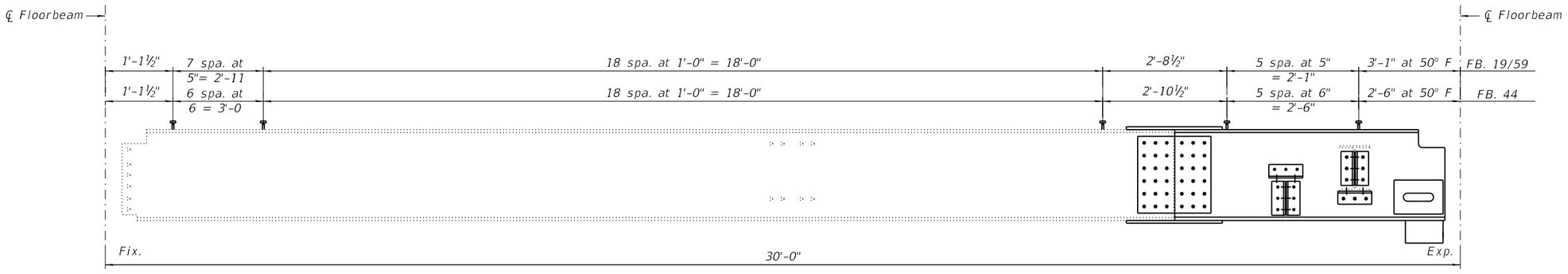
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



STRINGER DETAIL C



STRINGER DETAIL D



STRINGER DETAIL E

Notes:

See sheet S87 for truss span framing plan and detail locations.

Work Detail E with sheets S118 and S119. Install shear studs after the stringer repairs are complete. Welding shear studs to top of flange splice plates is not permitted.

See sheet S88 for Weld Procedure and Bill of Material.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLANS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S89 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	271
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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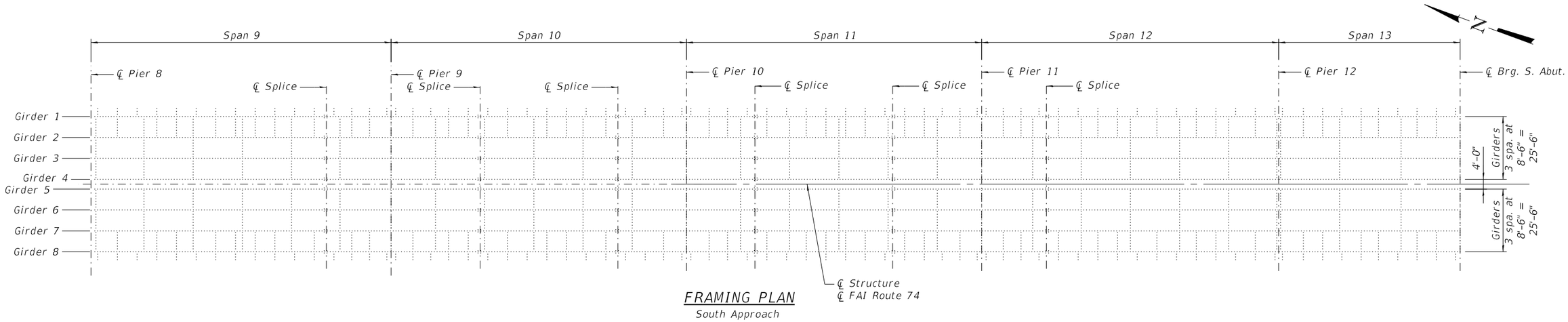
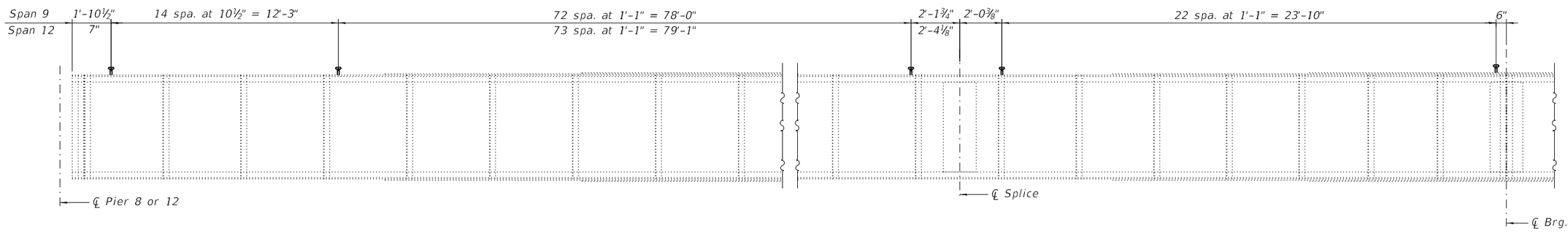


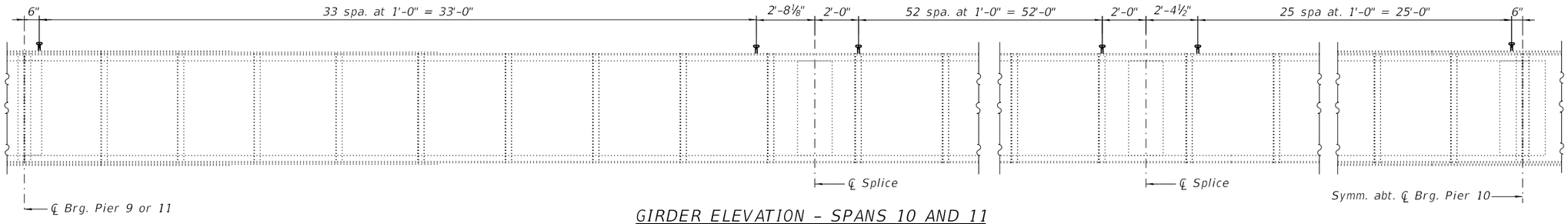
FRAMING PLAN

South Approach



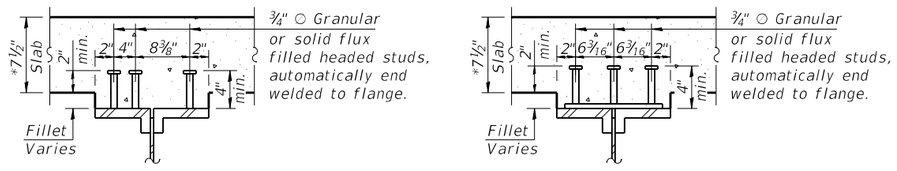
GIRDER ELEVATION – SPANS 9 AND 12

Shear stud spacing applies to all girders.



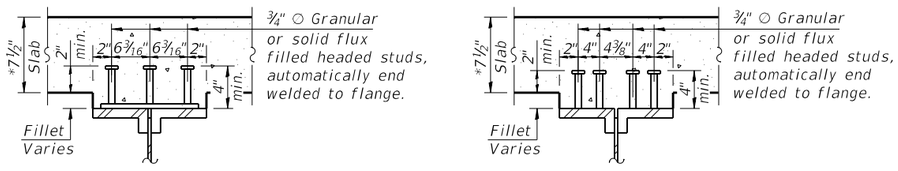
GIRDER ELEVATION – SPANS 10 AND 11

Shear stud spacing applies to all girders.



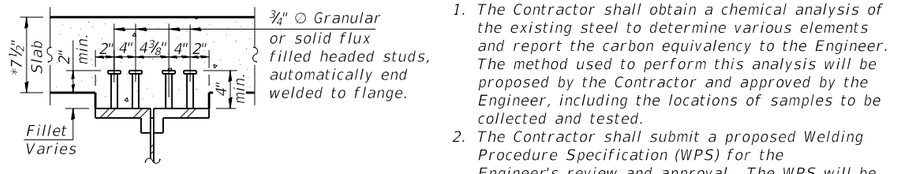
GIRDERS 1, 4, 5 AND 8

Sections without a Cover PL



GIRDERS 1, 4, 5 AND 8

Sections with one or more Cover PL's



GIRDERS 2, 3, 6 AND 7

* After Grinding

WELD PROCEDURE:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.

Notes:

Adjust shear stud spacing as required to avoid existing rivets in girder top flange.

Welding shear studs to top flange splice plates will not be permitted.

The cost of all work to install shear studs, including material testing and identification, shall be included in the cost for Stud Shear Connectors.

SOUTH APPROACH SPANS BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	14,448

*PEORIA/TAZEWELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLANS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S90 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	272
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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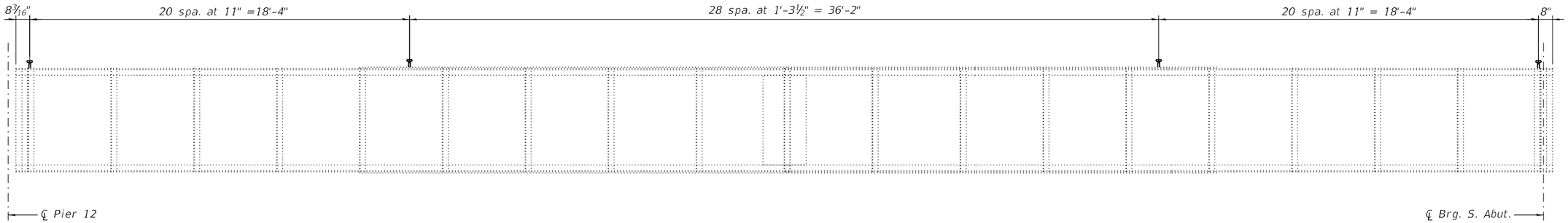
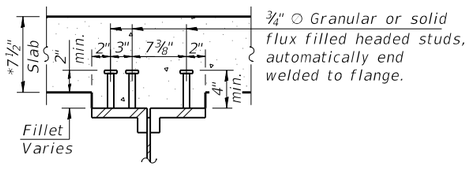


GIRDER ELEVATION – SPAN 13

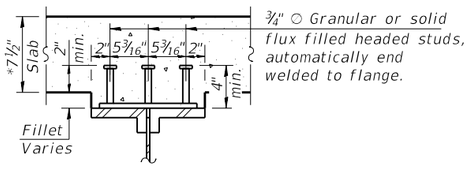
Shear stud spacing applies to all girders.



¾" ○ Granular or solid flux filled headed studs, automatically end welded to flange.

GIRDERS 1, 4, 5 AND 8

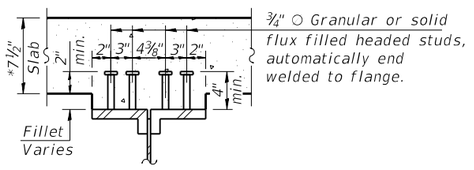
Sections without a Cover ℄



¾" ○ Granular or solid flux filled headed studs, automatically end welded to flange.

GIRDERS 1, 4, 5 AND 8

Sections with Cover ℄



¾" ○ Granular or solid flux filled headed studs, automatically end welded to flange.

GIRDERS 2, 3, 6 AND 7

*After Grinding

Notes:

Adjust shear stud spacing as required to avoid existing rivets in girder top flange.

See sheet S90 for South Approach framing plan.

See sheet S90 for Weld Procedure and Bill of Material.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLANS - 5
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S91 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	273
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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STRUCTURAL STEEL REPAIR GENERAL NOTES

The Contractor shall field verify all proposed plate and angle dimensions and spacing of holes prior to ordering steel.

Repair plates, fill plates and repair angles may require field adjustment to fit actual as-built conditions. Cost included in Structural Steel Repair.

Repair plates, fill plates and repair angles have been sized per available existing plan information. Bolt layout for replacement of existing fasteners with new bolts in existing holes are also based on existing plan information. Dimensions shall be field verified to confirm.

Unless noted otherwise, the as-designed repair details do not require temporary support for structural members. If additional fasteners need to be removed beyond those shown, the Contractor shall submit a procedure for review and approval by the Engineer. If necessary, the Contractor shall provide temporary support for members due to the additional fastener removal.

Trimming of repair plates, fill plates, and angles to accommodate existing fasteners not used in the repair shall occur by saw cutting or grinding. Minimum radius of 1" shall be maintained. Flame-cutting is not permitted. All cut edges shall be ground smooth to an ANSI 500 finish.

Sealant shall be compatible with the proposed paint system and shall be submitted to the Engineer for approval prior to use (see General Notes, Sheet S3). All costs associated with the installation of the sealant shall be included in Structural Steel Repair.

Coordinate steel repairs with cleaning and painting splash zone and structural steel under expansion joints. See Sheets S131 through S137.

STRUCTURAL STEEL REPAIR PROCEDURES

Provided the Contractor complies with the load restrictions assumed during design (see Structural Steel Repair Load Restrictions section this sheet), there is no limit to the number of steel repair locations that can be simultaneously repaired.

The Contractor will be allowed to remove rivets and replace with temporary high-strength bolts in advance of repair plate and/or angle installation. Flame cutting for rivet removal is not permitted.

Contractor shall install repair plates, fill plates, and angles one at a time at each steel repair location.

For each individual repair plate or angle, the Contractor may remove all rivets to be replaced at the same time to facilitate fit-up and match-marking of holes.

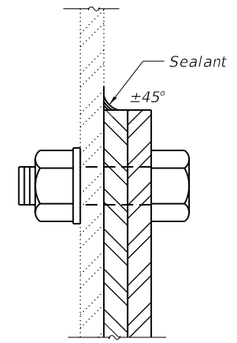
Bolt holes will not be left open overnight. The Contractor shall complete the installation of individual plates or angles at the end of each day. The completion of the installation of all plates and angles at a repair location at the end of each day is not required.

Upon completion of repairs and coating touch-up, joint sealant shall be installed all around perimeter of plys between existing steel and the new steel angles and/or plates per Detail 1 and as directed by the Engineer. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish shall be applied over the sealant.

STRUCTURAL STEEL REPAIR LOAD RESTRICTIONS

Construction loading assumed for design consisted of a construction load of 20 psf over the full width of the deck in addition to the existing dead load of the structure including weight of concrete deck, parapets and median barrier. The 20 psf construction load was positioned or applied in order to maximize the load for each individual member.

The Contractor shall confirm that the combined weight of construction vehicles, equipment, work platforms and stockpiled materials comply with the noted design assumptions at all times during structural steel repairs. The Contractor shall submit construction weights and sequencing to the Engineer for approval.



DETAIL 1 - SEALANT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL REPAIRS - GENERAL NOTES & PROCEDURES
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S92 OF S145 SHEETS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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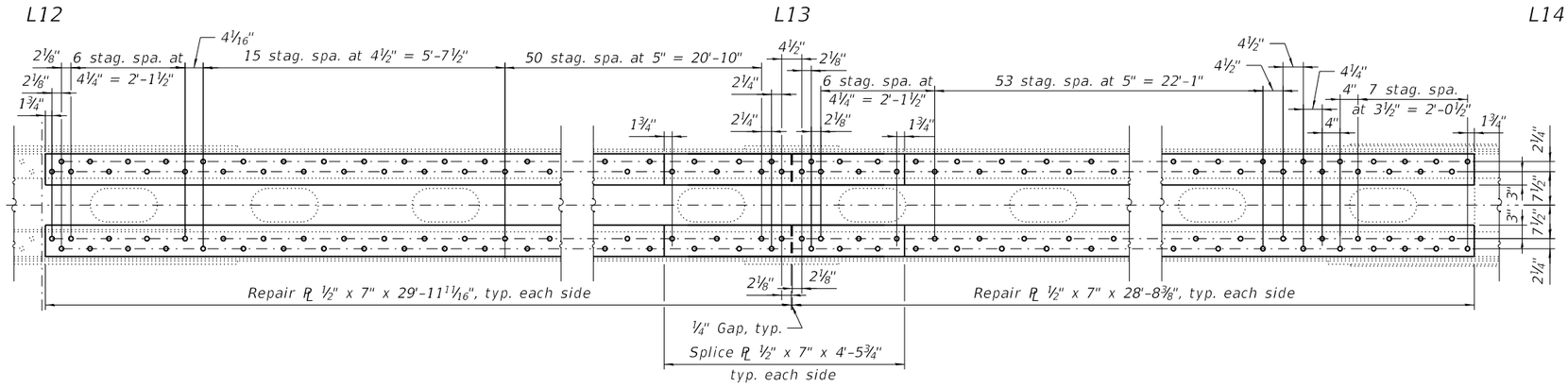
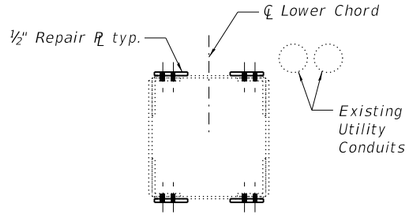
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

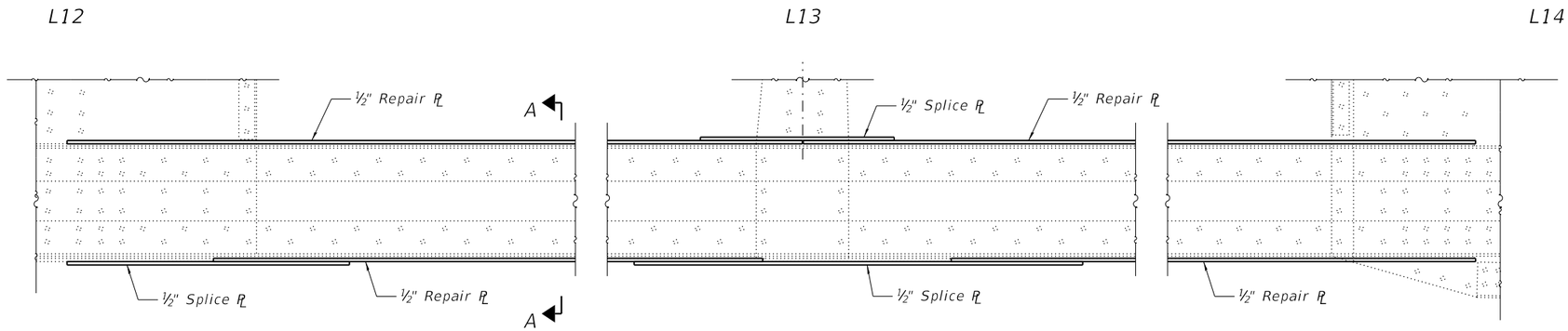


TOP VIEW



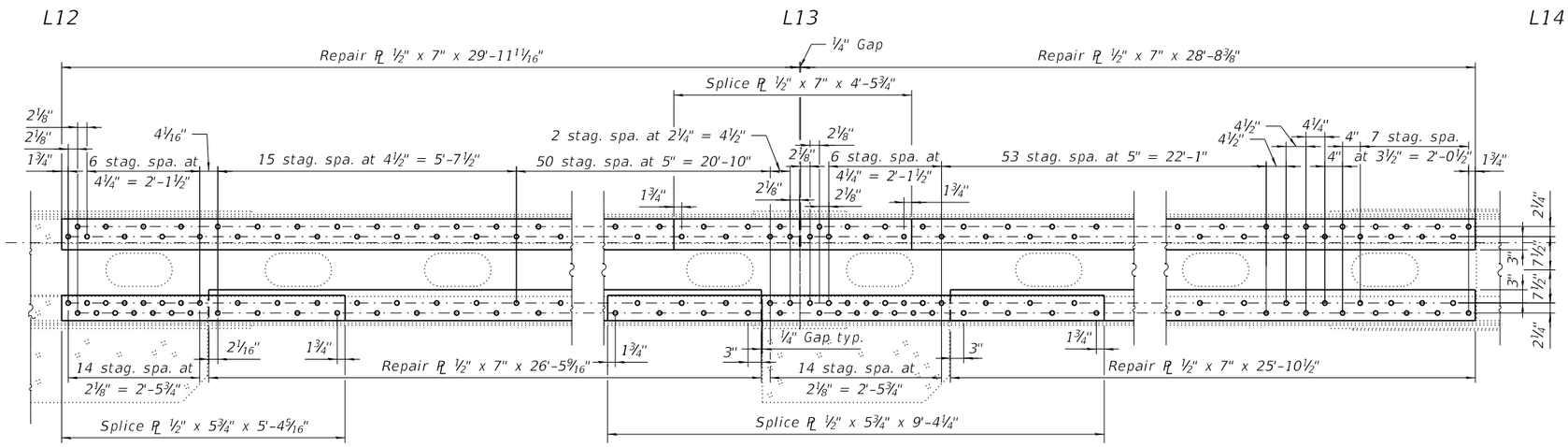
SECTION A-A

Existing utility conduit attachments not shown for clarity.



ELEVATION

Existing utility conduits attached to lower chord not shown for clarity.



BOTTOM VIEW

SPAN 4, L12-L14

East and West Truss

Notes:

Existing fasteners in truss lower chord are 1" Ø rivets in 1 1/16" Ø holes. New bolts for lower chord strengthening shall be 1" Ø ASTM F3125 Grade A325 Type 1, mechanically galvanized. Holes in new material shall be 1 1/16" Ø.

Existing utility conduits attached to the lower chord shall be temporarily detached, temporarily supported, modified as needed to fit the repaired condition, and reattached after the lower chord strengthening has been completed. Modifications shall be approved by the Engineer. Utilities are to remain in service during truss member strengthening. Cost to detach, support, modify, and reattach existing conduit necessary to complete the work as shown in the plans shall be included in Structural Steel Repair.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	7,890

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PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S93 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	275
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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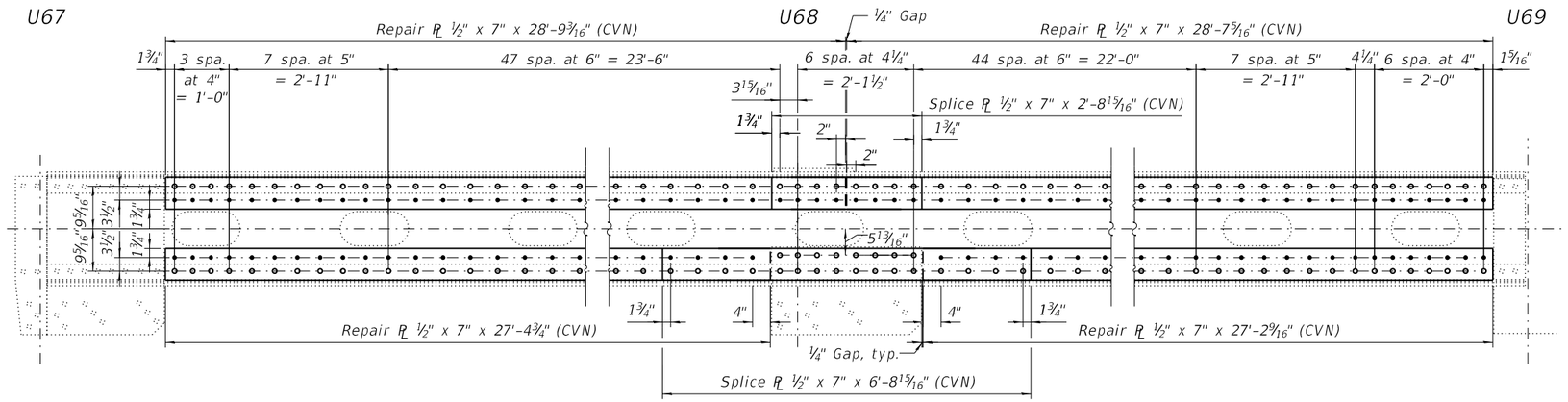
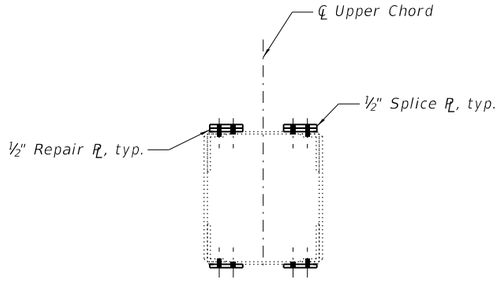
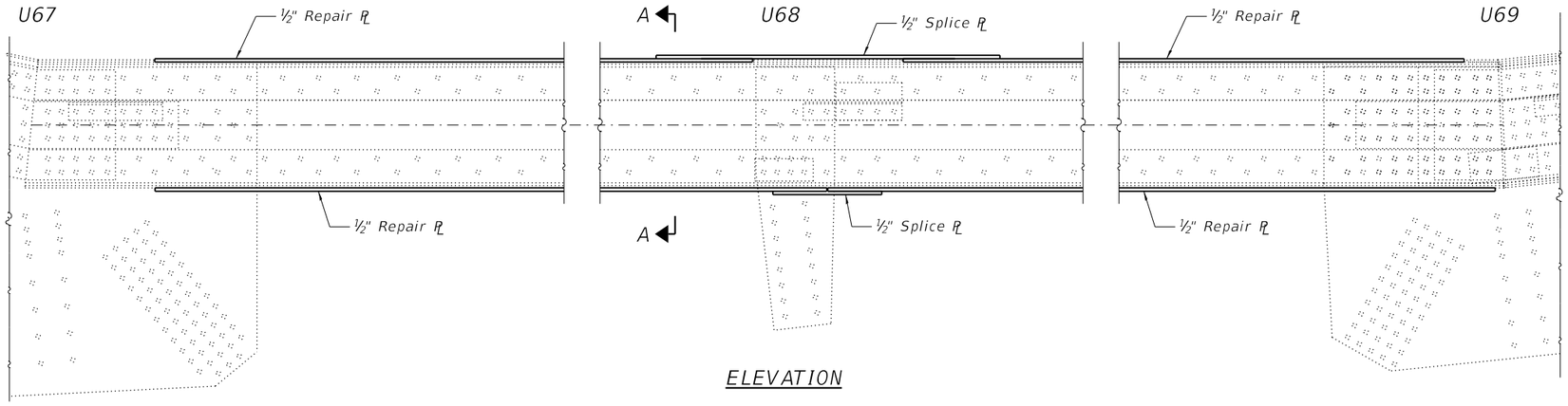


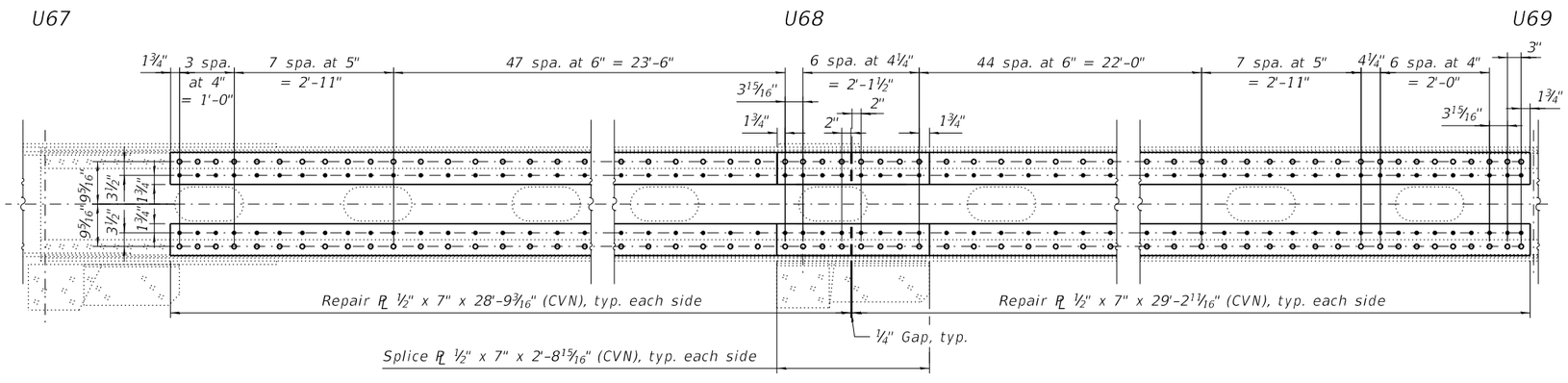
TOP VIEW



SECTION A-A



ELEVATION



BOTTOM VIEW

SPAN 8, U67-U69

East and West Truss

Notes:

Existing fasteners in truss upper chord are 1" ∅ rivets in 1 1/16" ∅ holes. New bolts for upper chord strengthening shall be 1" ○ ASTM F3125 Grade A325 Type 1, mechanically galvanized. Holes in new material shall be 1 1/16" ∅.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

LEGEND

- ◌ *Existing fastener to remain*
- ● *New bolt in new hole (shop or field drilled)*
- ○ *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	8,580

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S94 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	276
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: ?:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-094-TrussMemStr2.dgn
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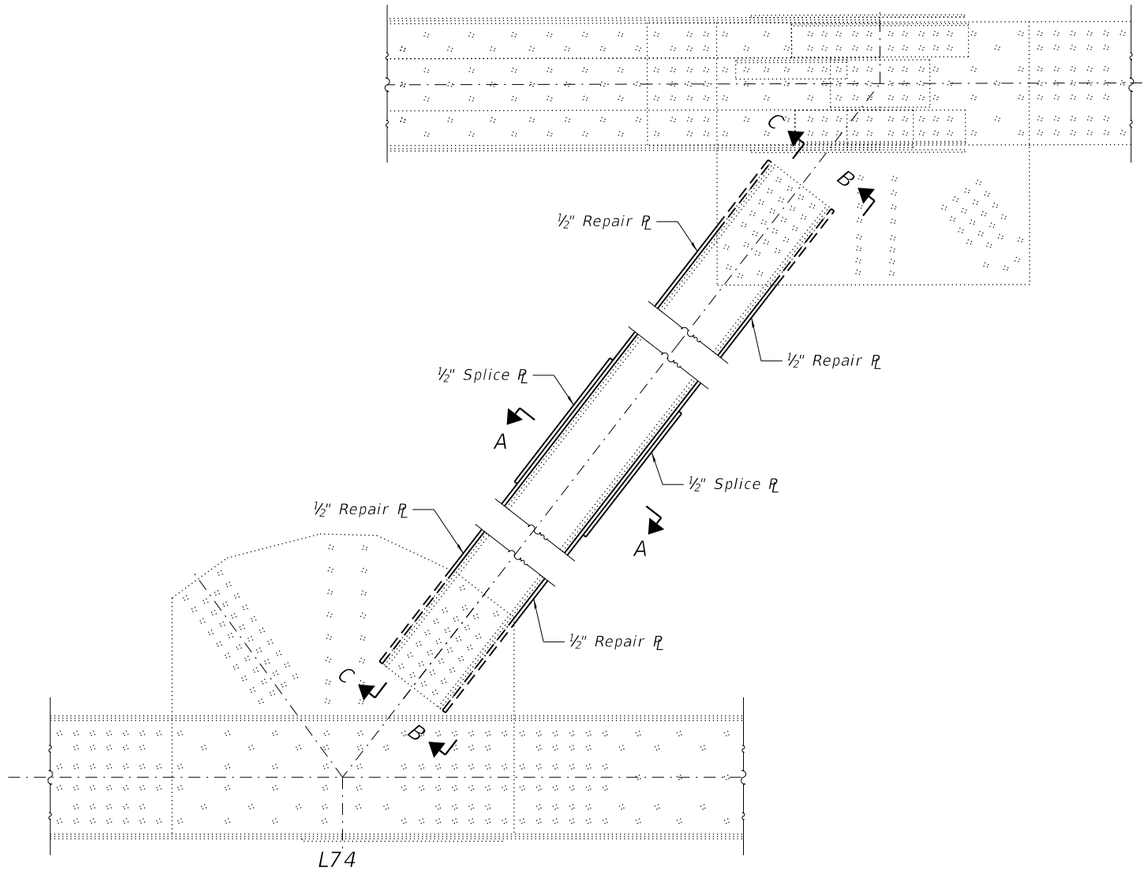
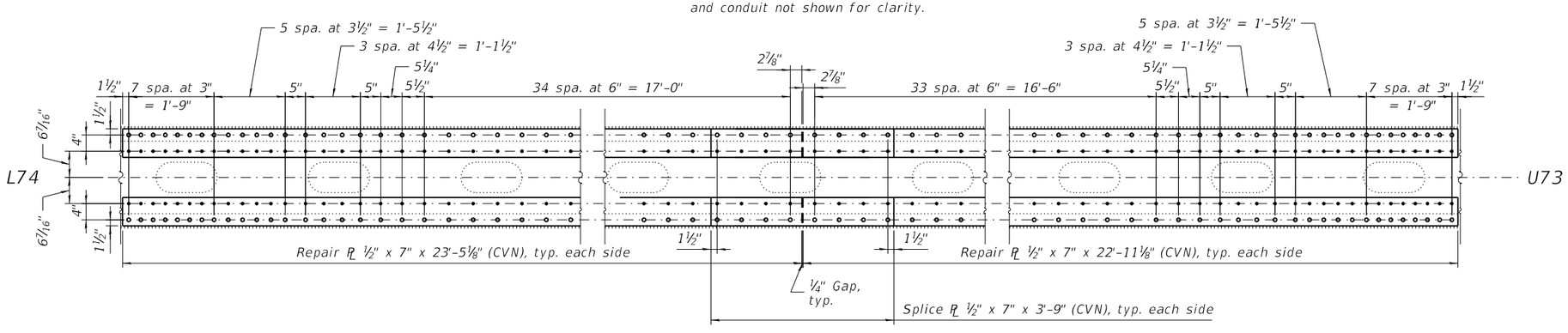
U73



ELEVATION

Decorative bridge lighting attachments and conduit not shown for clarity.

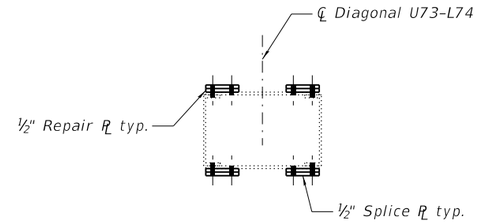


VIEW B-B

SECTION C-C SIMILAR

SPAN 8, U73-L74

East and West Truss



SECTION A-A

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	6,510

*PEORIA/TAZEWELL

MODEL: Default
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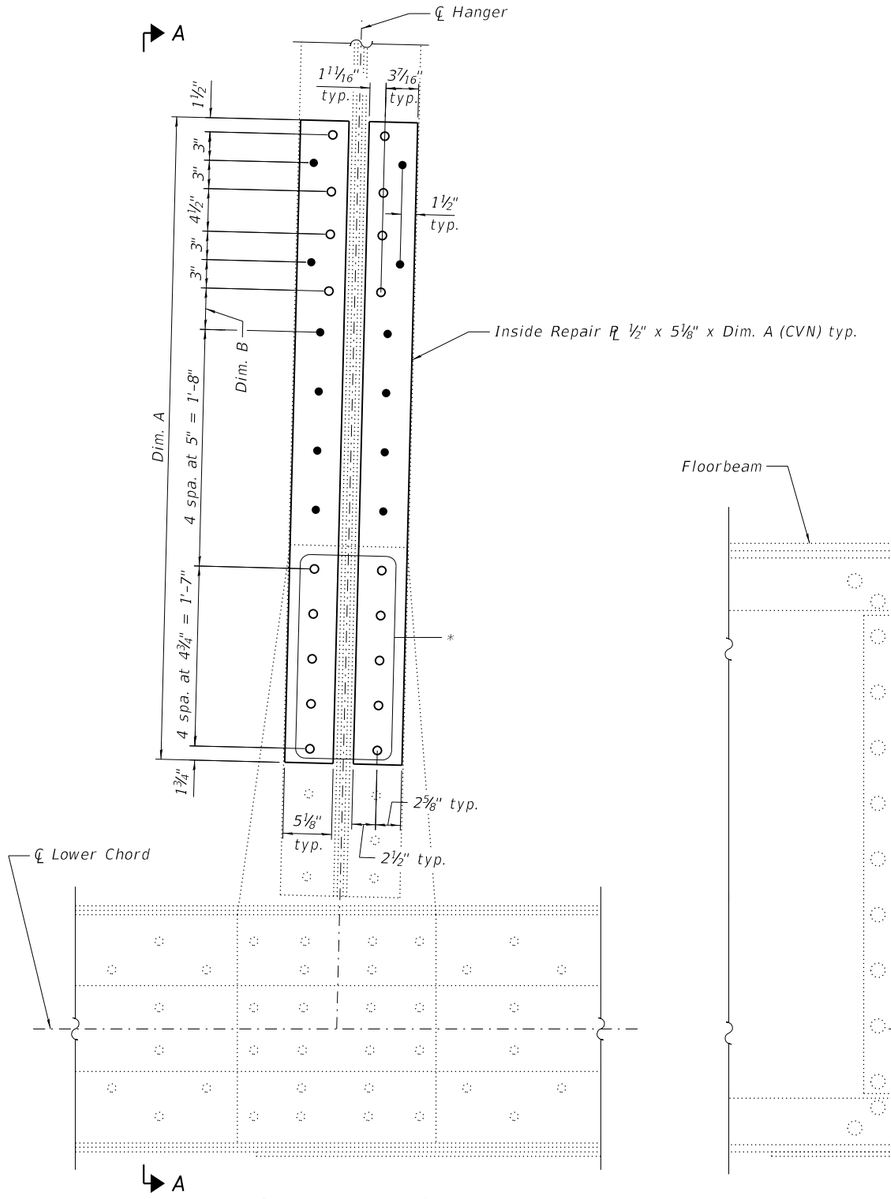
MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S95 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	277
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



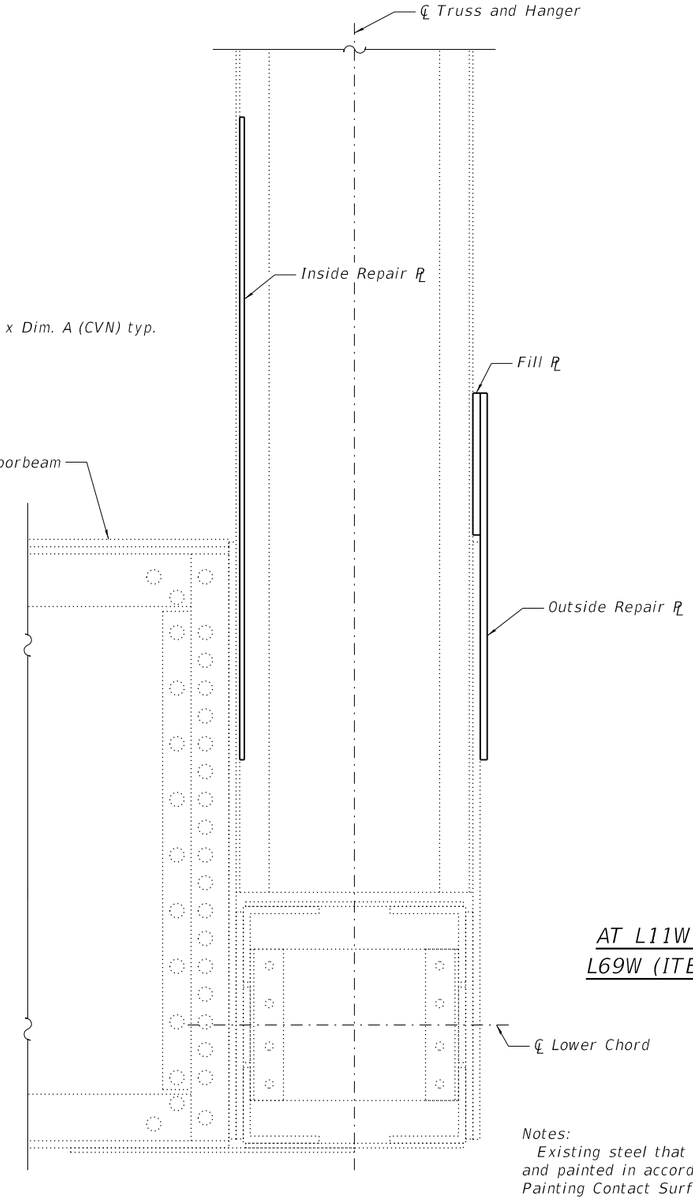
INSIDE ELEVATION

AT L11W (ITEM 94), L17E (ITEM 368), L17W (ITEM 224), L61W (ITEM 253), L69W (ITEM 182), L71W (ITEM 185), L73W (ITEM 383) AND L75E (ITEM 191)

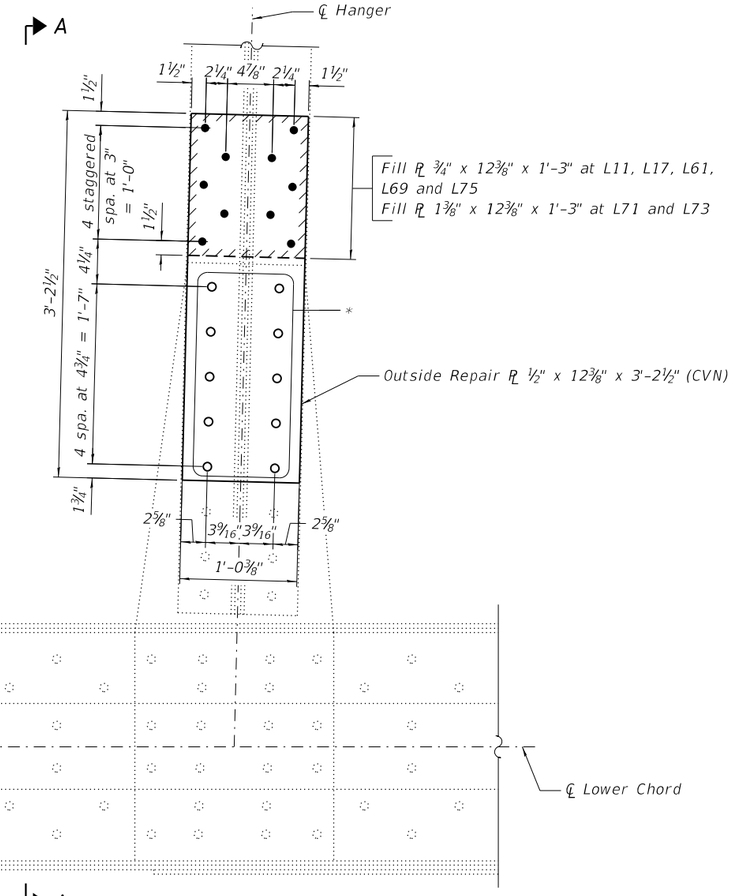
Decorative bridge lighting attachments and conduit not shown for clarity.

TABLE OF DIMENSIONS

Hanger Location	Dim. A	Dim. B
L11W, L17E, L17W, L69W, L71W, L73W and L75E	5'-3⅝"	4⅞"
L61W	5'-3⅜"	4⅝"



SECTION A-A



OUTSIDE ELEVATION

AT L11W (ITEM 94), L17E (ITEM 368), L17W (ITEM 224), L61W (ITEM 253), L69W (ITEM 182), L71W (ITEM 185), L73W (ITEM 383) AND L75E (ITEM 191)

Decorative bridge lighting attachments and conduit not shown for clarity.

LEGEND

- ⁘ Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

Coordinate removal and replacement of decorative bridge lighting with hanger repairs. See Lighting Plans.

* Existing fasteners in hanger to gusset plate connection are 1" ∅ rivets in 1 1/16" ∅ holes. Replace existing rivets at these locations with 1" ○ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material shall be 1 1/16" ∅.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	2,150

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

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PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HANGER REPAIRS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S96 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	278
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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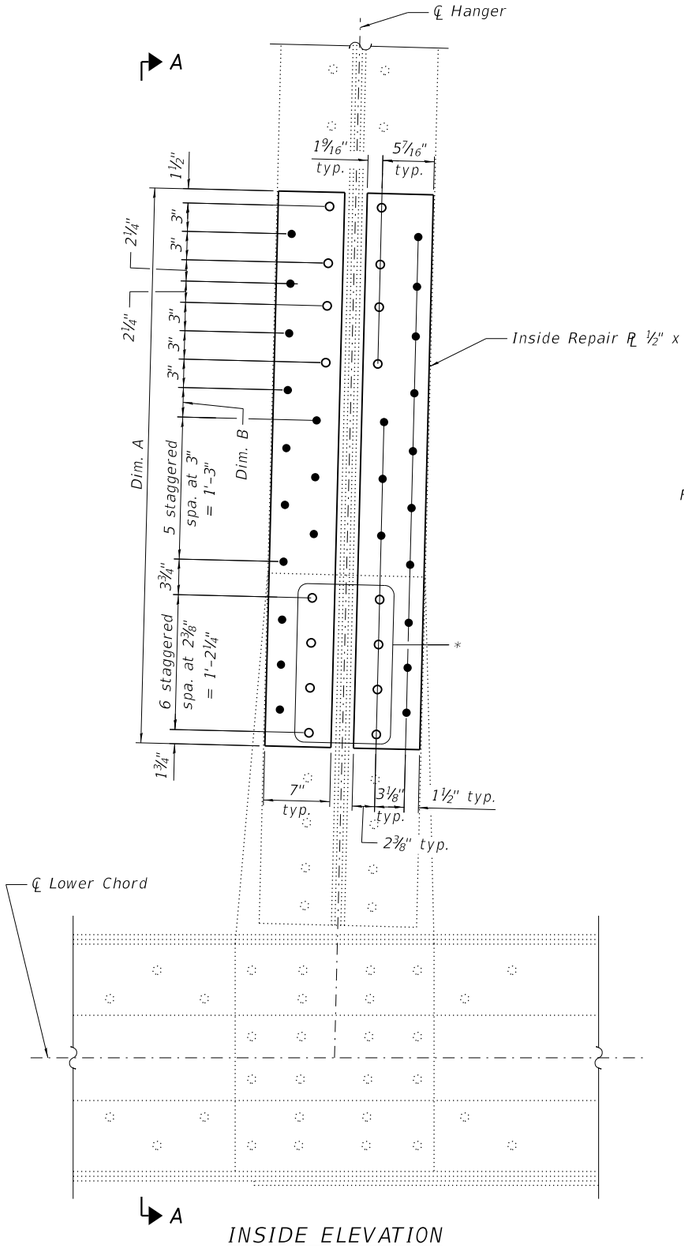
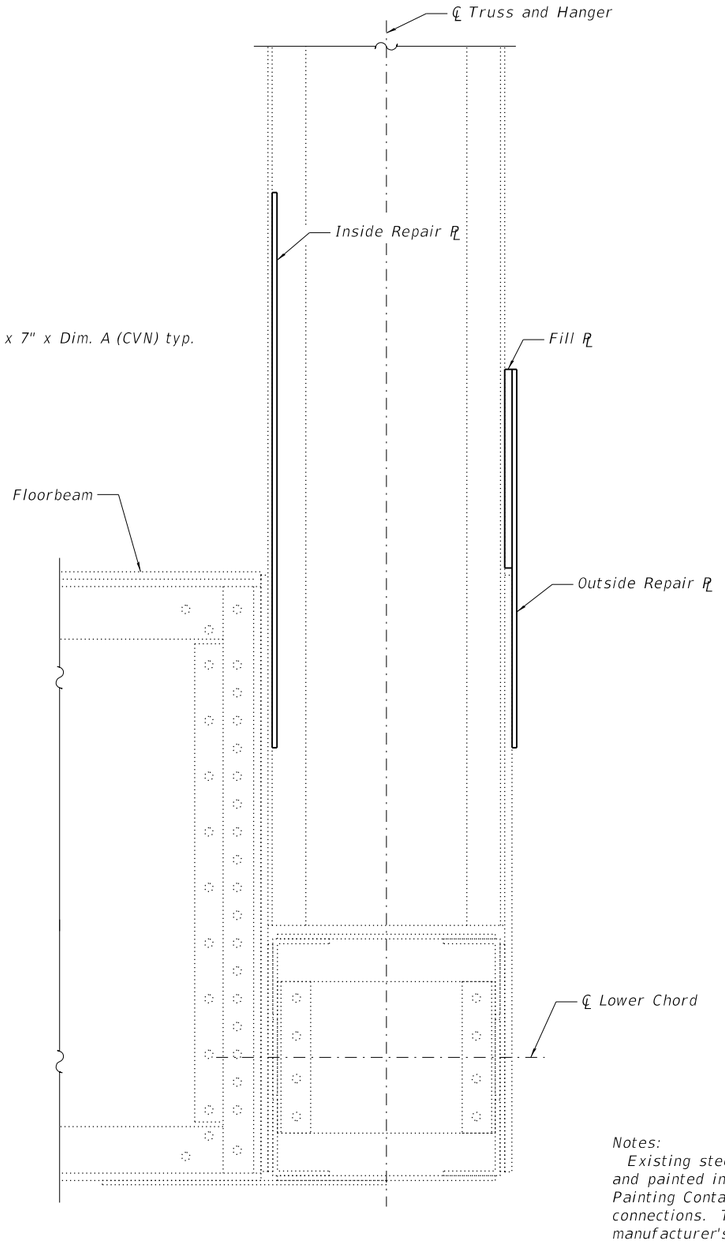


INSIDE ELEVATION

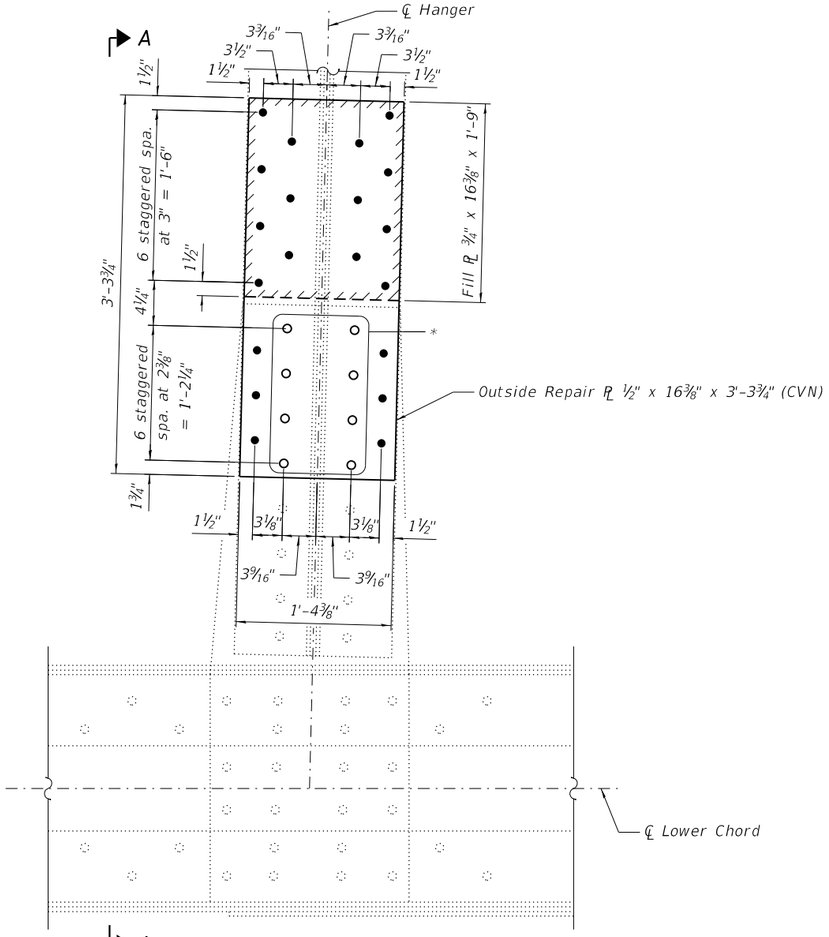
AT L13E (ITEM 97), L15E (ITEM 438), L15W (ITEM 100), L63E (ITEM 174), L65E (ITEM 331) AND L65W (ITEM 178)

Decorative bridge lighting attachments and conduit not shown for clarity.

Hanger Location	Dim. A	Dim. B
L13E, L15E, L15W, L65E AND L65W	4'-10⅞"	3⅛"
L63E	4'-11"	3¼"



SECTION A-A



OUTSIDE ELEVATION

AT L13E (ITEM 97), L15E (ITEM 438), L15W (ITEM 100), L63E (ITEM 174), L65E (ITEM 331) AND L65W (ITEM 178)

Decorative bridge lighting attachments and conduit not shown for clarity.

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

Coordinate removal and replacement of decorative bridge lighting with hanger repairs. See Lighting Plans.

* Existing fasteners in hanger to gusset plate connection are 1" ∅ rivets in 1⅛16" ○ holes. Replace existing rivets at these locations with 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material shall be 1⅛16" ○.

LEGEND

- ⁘ Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	2,180

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HANGER REPAIRS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S97 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	279
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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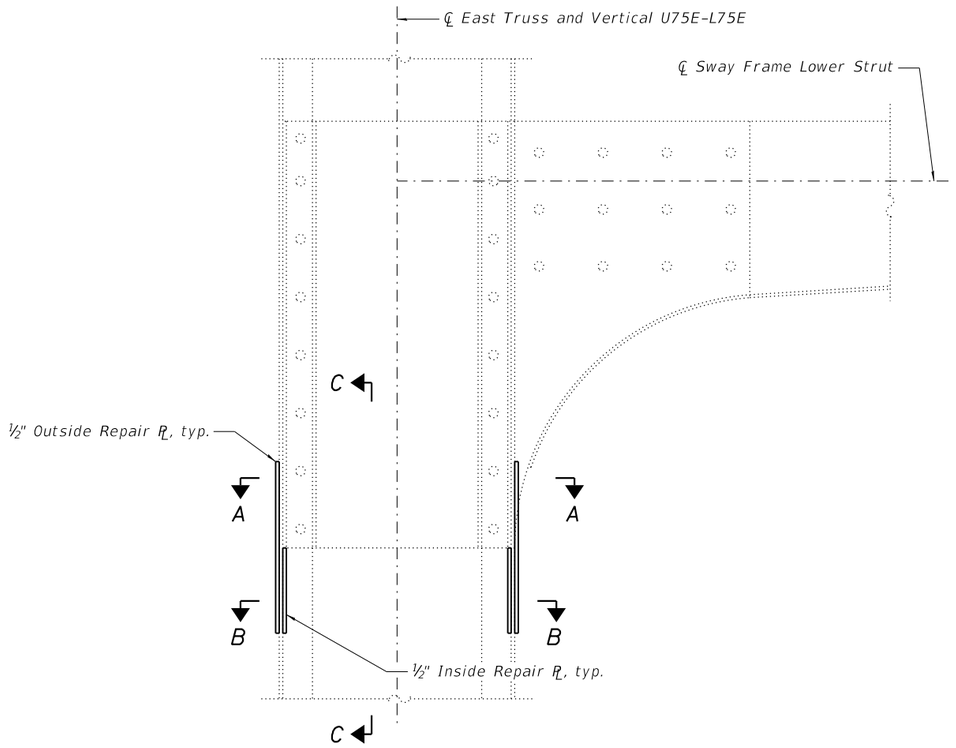
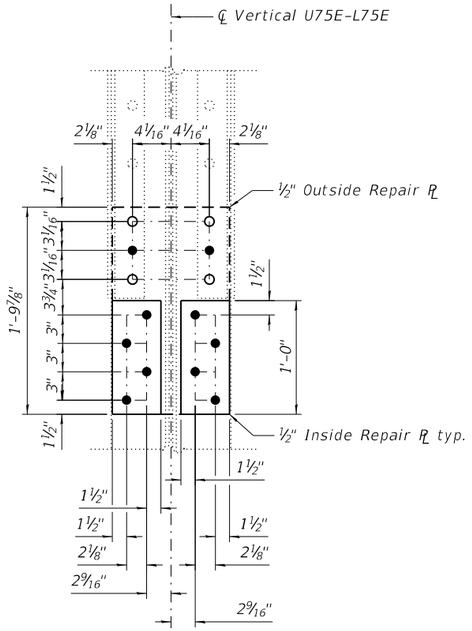
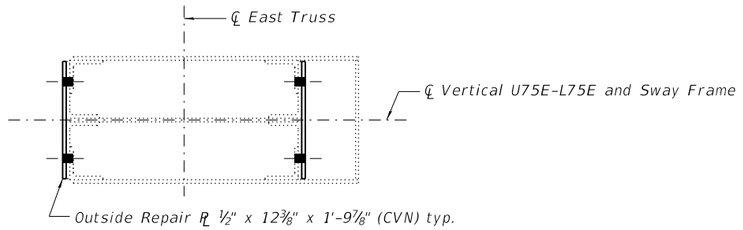


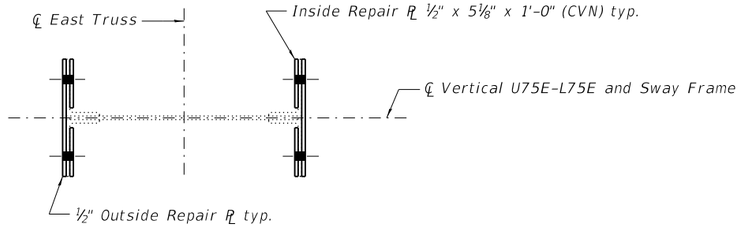
ELEVATION OF VERTICAL U75E-L75E (ITEM 191)



SECTION C-C



SECTION A-A



SECTION B-B

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

LEGEND

- ◌ *Existing fastener to remain*
- ● *New bolt in new hole (shop or field drilled)*
- ○ *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	140

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HANGER REPAIRS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S98 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	280
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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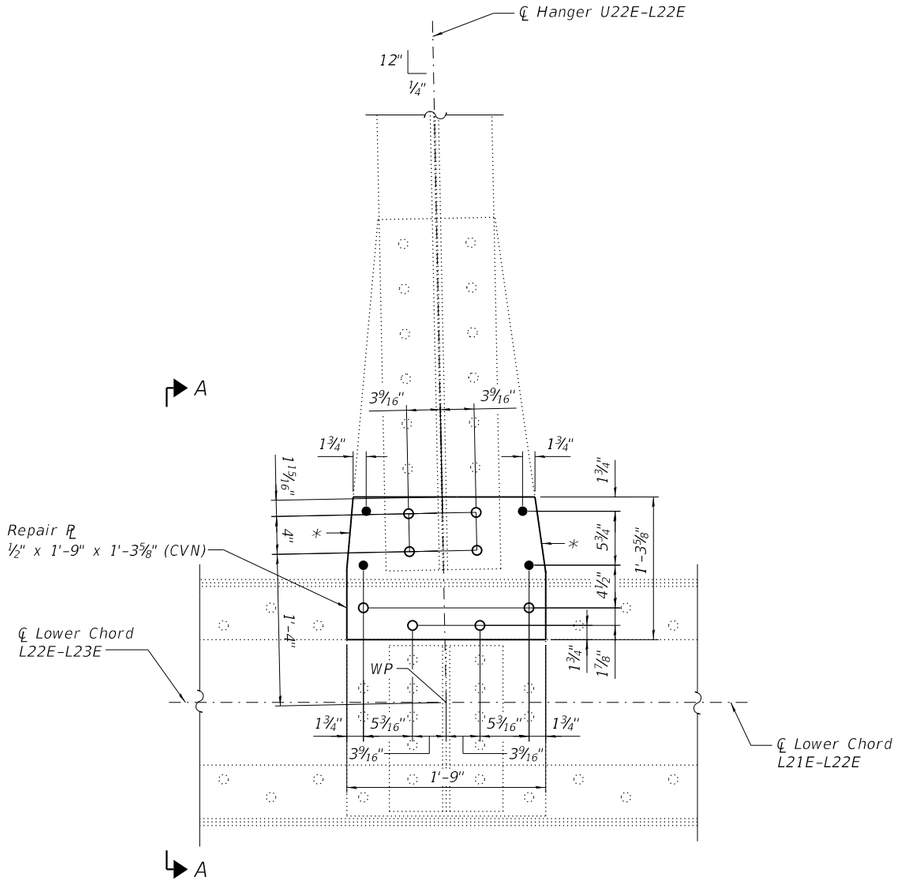
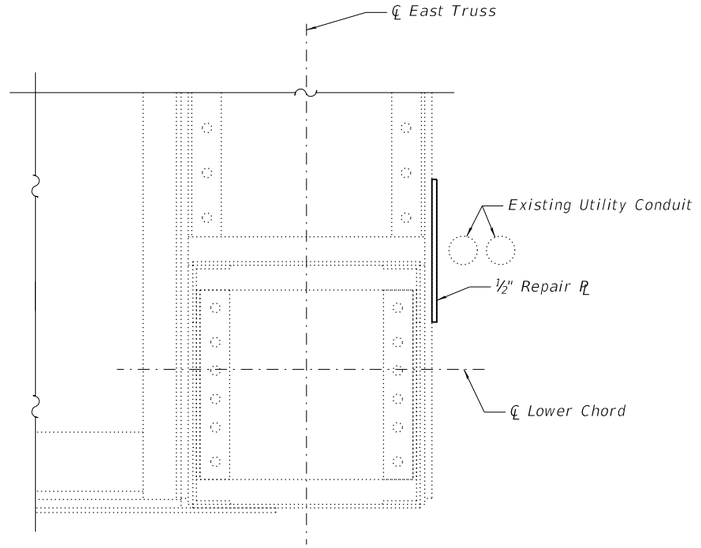


OUTSIDE ELEVATION AT L22E (ITEM 113)

Looking West
Decorative bridge lighting attachments and conduit not shown for clarity.

** Trim repair ℄ to match gusset plate.*



SECTION A-A

Notes:

Existing fasteners in gusset plate connection are 1" ○ rivets in 1⅛" ∅ holes. All fasteners in gusset plate repair shall be 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material and new holes in existing material shall be 1⅛" ∅.

Existing utility conduits attached to the lower chord and located near the gusset plate repair shall be temporarily detached, temporarily supported, modified as needed to fit the repaired condition, and reattached after the gusset plate repair has been completed. Modifications shall be approved by the Engineer. Utilities are to remain in service during gusset plate repair. Cost to detach, support, modify, and reattach existing conduit necessary to complete the work as shown in the plans shall be included in Structural Steel Repair.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

Coordinate removal and replacement of decorative bridge lighting with gusset plate repairs. See Lighting Plans.

LEGEND

- ◌ *Existing fastener to remain*
- ● *New bolt in new hole (shop or field drilled)*
- ○ *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	70

*PEORIA/TAZEWELL

MODEL: Default
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MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -	
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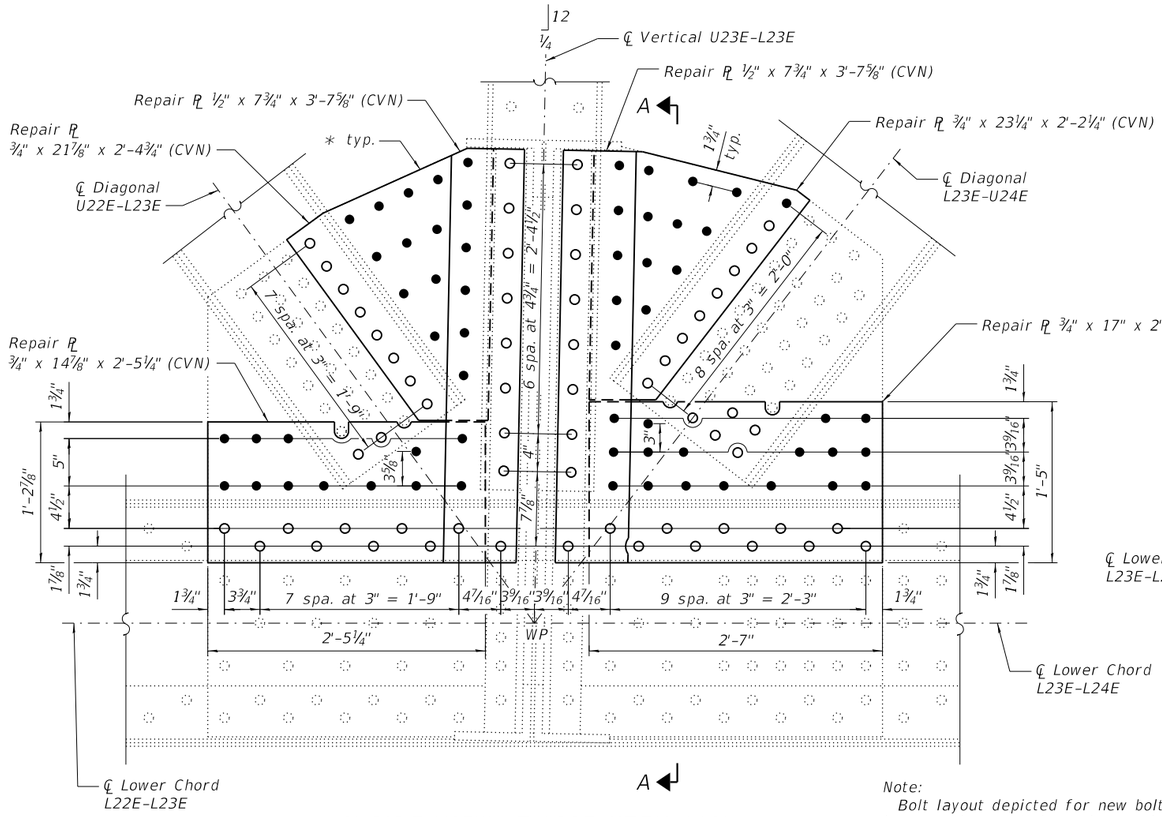
PLOT SCALE =	DRAWN - AEC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUSSET PLATE REPAIRS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S99 OF S145 SHEETS

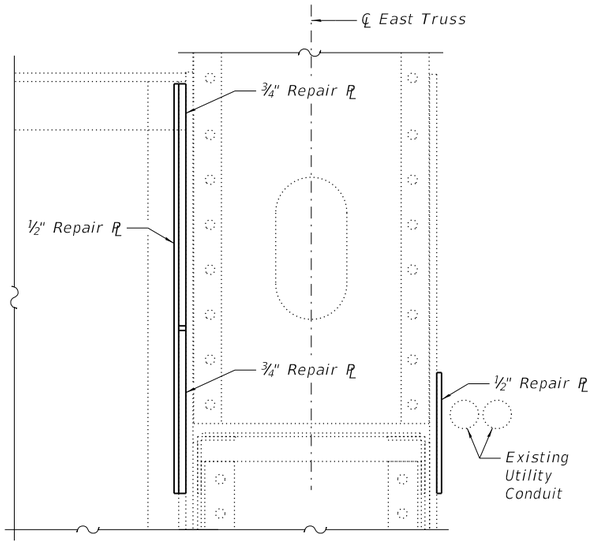
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	281
			CONTRACT NO. 68C89	
	ILLINOIS	FED. AID PROJECT		



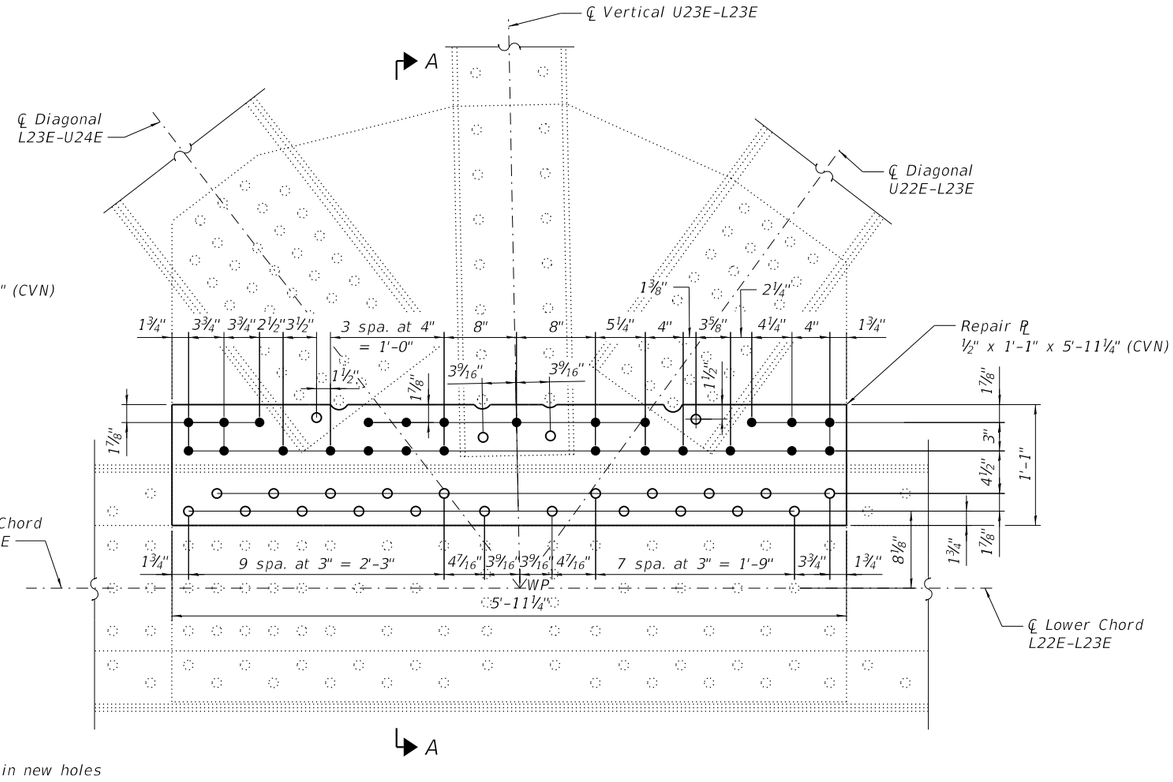
INSIDE VIEW AT L23E (ITEM 118)

Looking East

∗ Trim repair PL to match gusset PL



SECTION A–A



OUTSIDE VIEW AT L23E (ITEM 119)

Looking West

Decorative bridge lighting attachments and conduit not shown for clarity.

Note:

Bolt layout depicted for new bolts in new holes is approximate. Unless shown otherwise, bolts shall be spaced with a minimum edge distance of 1¾" and a maximum edge distance of 4". Along the edges of the repair plates, the bolts shall be at 3" minimum to 6" maximum centers. If the number of fasteners provided is different than the number depicted, the layout shall be submitted to the Engineer for approval.

Notes:

Existing fasteners in gusset plate connection are 1" ∅ rivets in 1⅛16" ∅ holes. All fasteners in gusset plate repairs shall be 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material and new holes in existing material shall be 1⅛16" ∅.

Existing utility conduits attached to the lower chord and located near the gusset plate repair shall be temporarily detached, temporarily supported, modified as needed to fit the repaired condition, and reattached after the gusset plate repair has been completed. Modifications shall be approved by the Engineer. Utilities are to remain in service during gusset plate repair. Cost to detach, support, modify, and reattach existing conduit necessary to complete the work as shown in the plans shall be included in Structural Steel Repair.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy–V–Notch impact energy requirements, Zone 2.

Coordinate removal and replacement of decorative bridge lighting with gusset plate repairs. See Lighting Plans.

LEGEND

- ⁘ *Existing fastener to remain*
- ● *New bolt in new hole (shop or field drilled)*
- ○ *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	280

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUSSET PLATE REPAIRS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S100 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	282
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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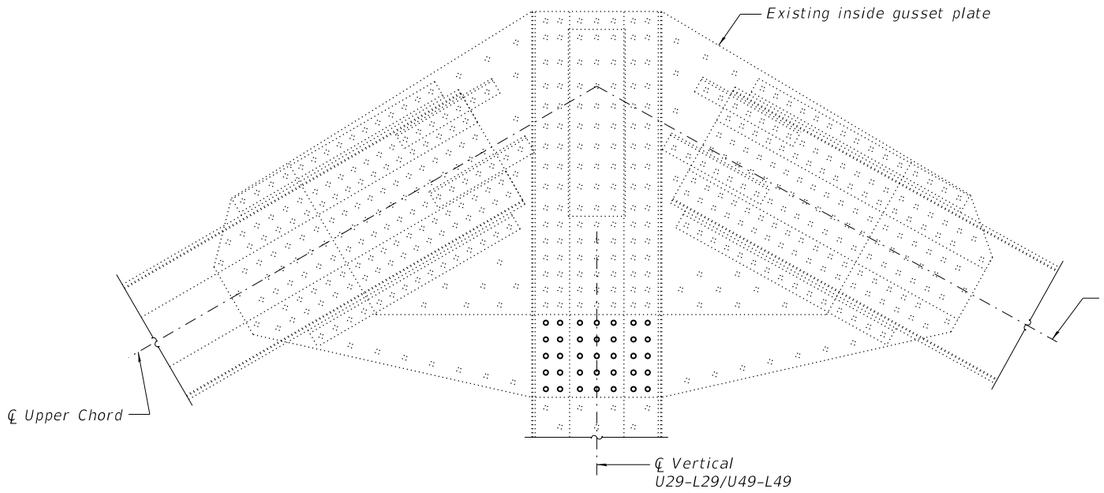
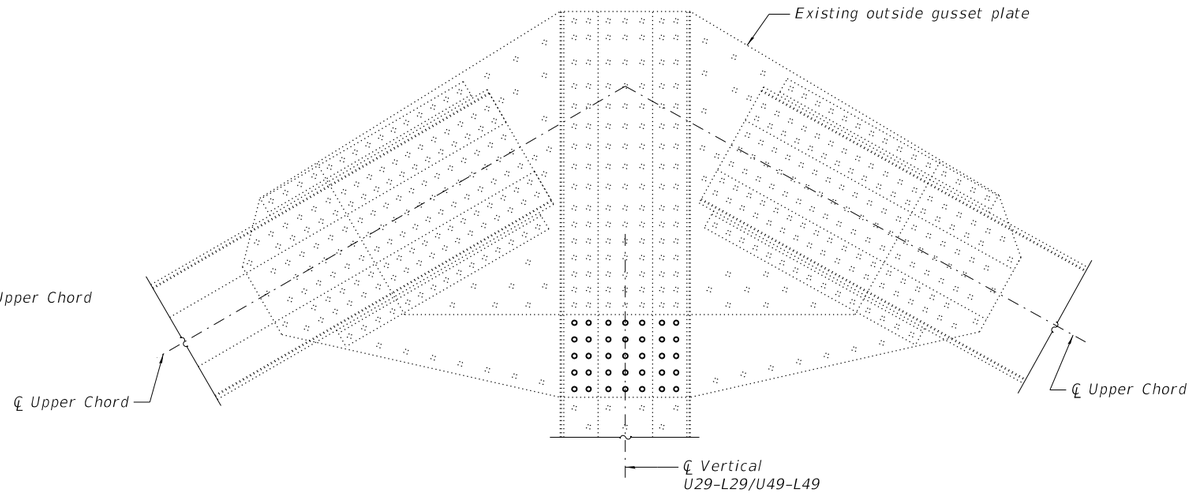


INSIDE ELEVATION AT U29 AND U49

Looking East, U29E and U49E
Looking West, U29W and U49W



OUTSIDE ELEVATION AT U29 AND U49

Looking West, U29E and U49E
Looking East, U29W and U49W

LEGEND

☼ *Existing fastener to remain*

O *Replace existing fastener with new bolt in existing hole*

Notes:

Repairs shall be completed to one gusset plate at a time each location.

Existing fasteners in gusset plate connections are 1" ○ rivets in 1 1/16" ∅ holes. Replace existing rivets identified for replacement with 1" ○ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	540

*PEORIA/TAZEWELL

MODEL: Default
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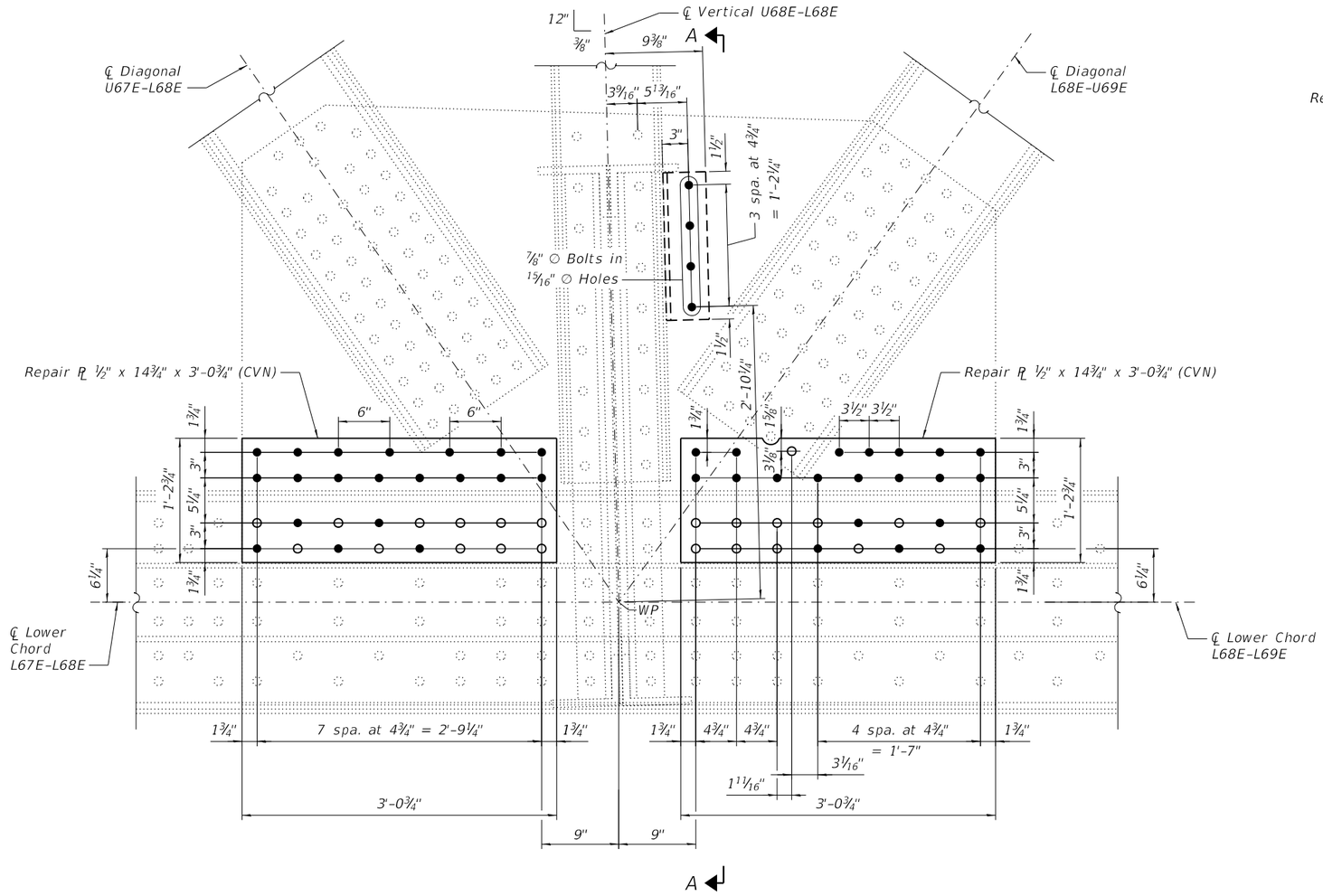
MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - CSG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

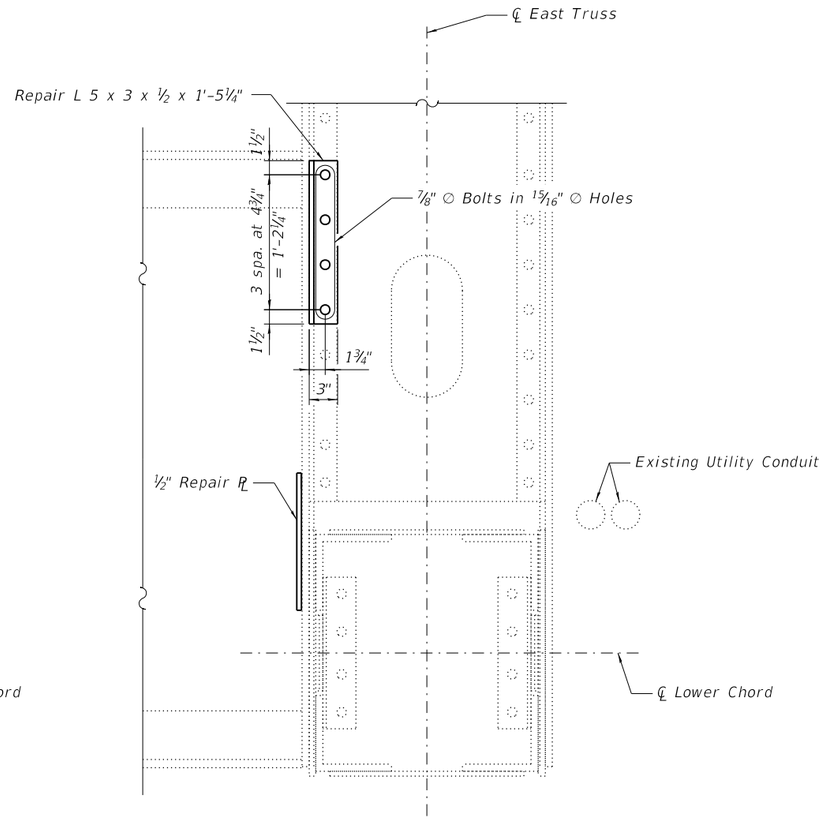
GUSSET PLATE REPAIRS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S101 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	283
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION AT L68E (ITEM 296)

Looking East
Decorative bridge lighting attachments and conduit not shown for clarity.



SECTION A-A

Notes:

Existing fasteners in gusset plate connection are 1" ∅ rivets in 1⁹⁄₁₆" ∅ holes. All fasteners in gusset plate repairs shall be 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts, except as noted. Holes in new material and new holes in existing material shall be 1⁹⁄₁₆" ∅, except as noted.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. Primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

Coordinate removal and replacement of decorative bridge lighting with gusset plate repairs. See Lighting Plans.

LEGEND

- ◌ *Existing fastener to remain*
- ● *New bolt in new hole (shop or field drilled)*
- ○ *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	280

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - AEC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUSSET PLATE REPAIRS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S102 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	284
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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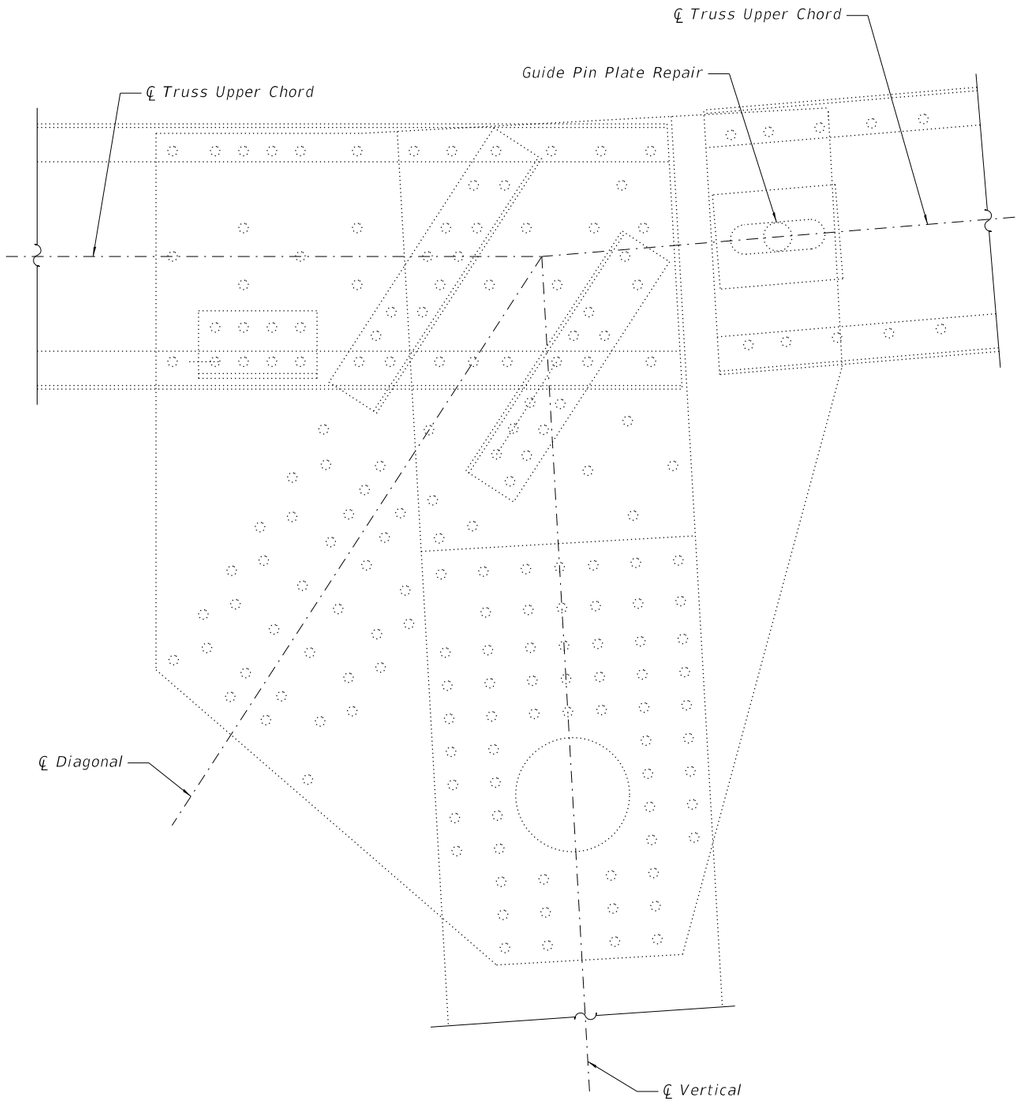
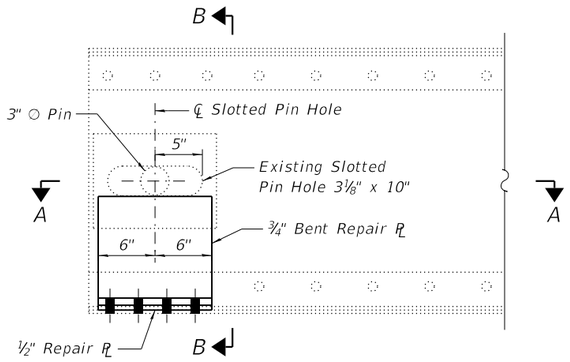
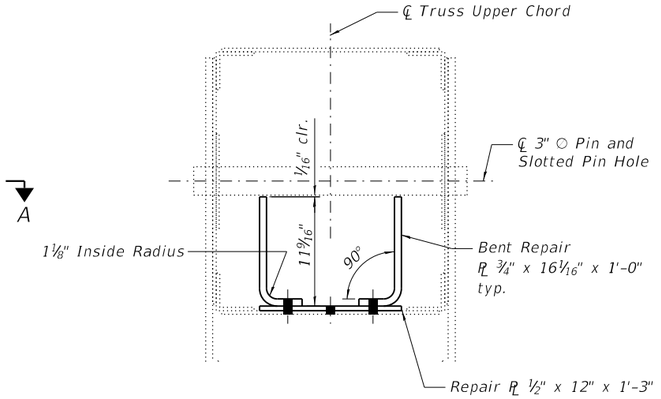


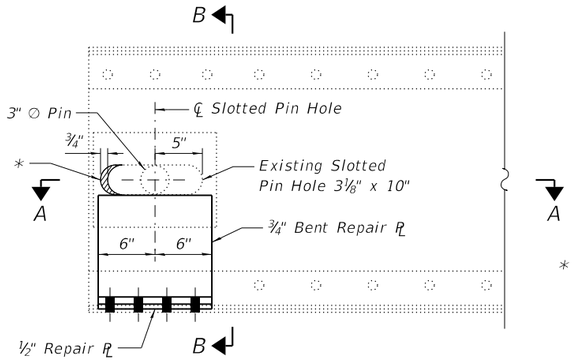
GUIDE PIN PLATE REPAIR
AT U19E (ITEM 105), U19W (ITEM 106), U34E (ITEM 315), U34W (ITEM 137), U44E (ITEM 320), U44W (ITEM 153), U59E (ITEM 251) AND U59W (ITEM 168)



PART ELEVATION AT GUIDE PIN REPAIR
AT U19E, U19W, U44E, U44W, U59E AND U59W

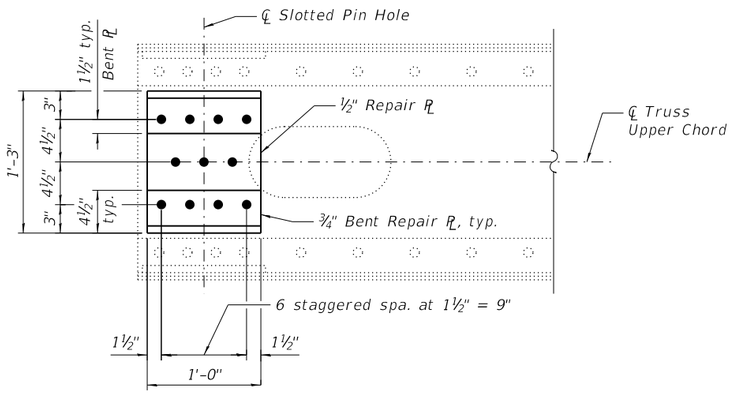


SECTION B-B



PART ELEVATION AT GUIDE PIN REPAIR
AT U34E AND U34W

* Grind pin plates and upper chord as shown to enlarge slotted hole. Grind smooth to ANSI 250. After grinding, clean and paint affected area in accordance with the special provision for Cleaning and Painting Existing Steel Structures. Cost for grinding and painting included with Structural Steel Repair.



SECTION A-A

LEGEND

- Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)

Note:
Existing steel that will be in contact with new steel from the guide pin repair will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	960

*PEORIA/TAZEWELL

MODEL: Default
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8/9/2019 11:29:55 AM

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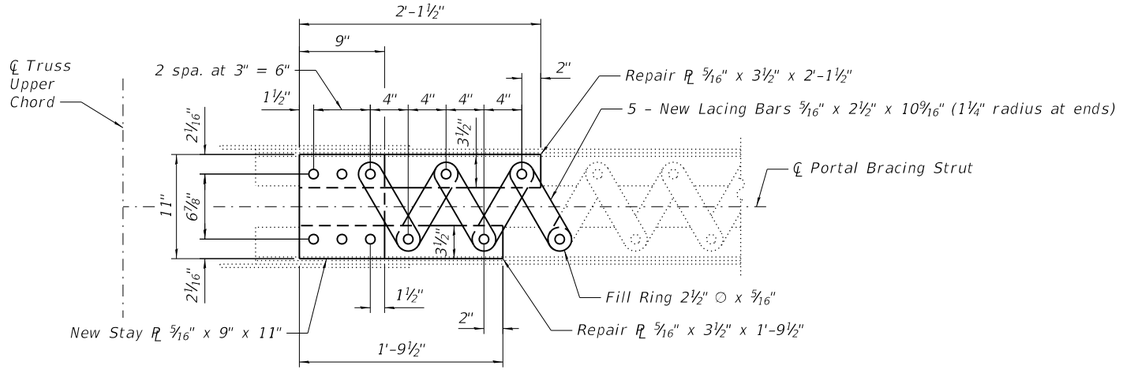
	CHECKED - CSG	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

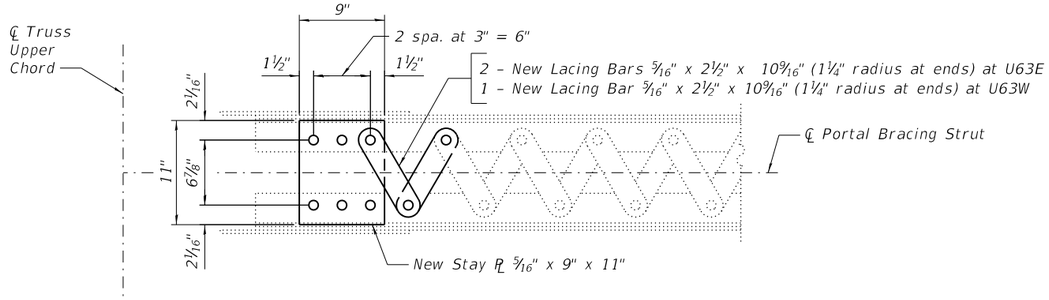
GUIDE PIN REPAIR DETAILS
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S103 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	285
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



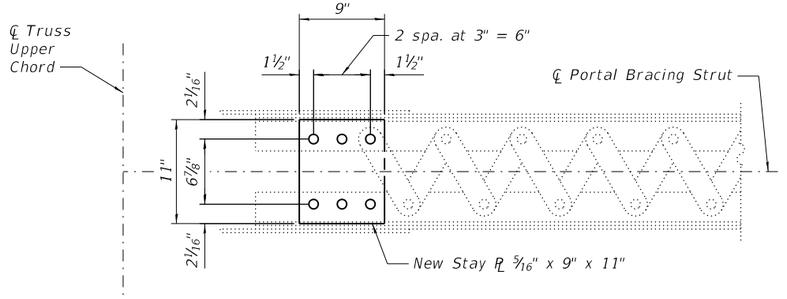
PORTAL BRACING STRUT U13E-U13W AT U13E (ITEM 219) (Shown)
PORTAL BRACING STRUT U15E-U15W AT U15E (ITEM 99) (Shown)
PORTAL BRACING STRUT U28E-U28W AT U28E (ITEM 130) (Shown)
PORTAL BRACING STRUT U13E-U13W AT U13W (ITEM 96) (Similar)
PORTAL BRACING STRUT U15E-U15W AT U15W (ITEM 99) (Similar)

Bottom View



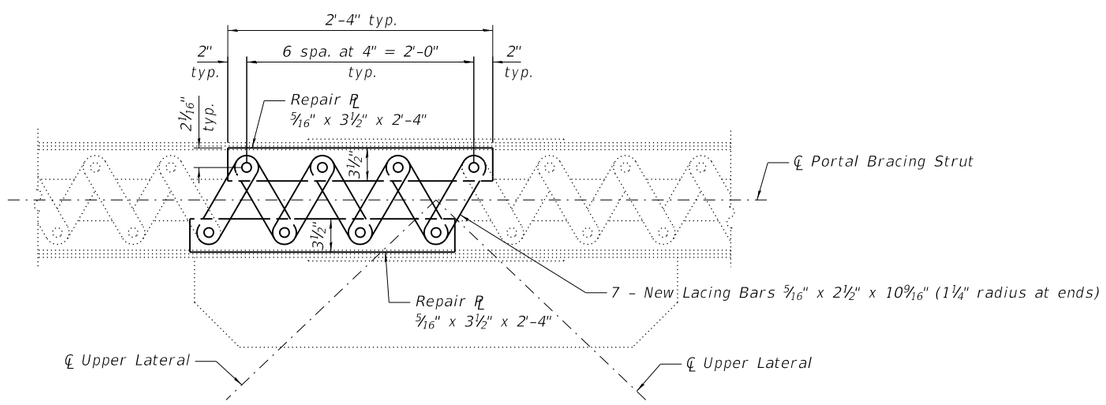
PORTAL BRACING STRUT U63E-U63W AT U63E (ITEM 255) (Shown)
PORTAL BRACING STRUT U63E-U63W AT U63W (ITEM 255) (Similar)

Bottom View



PORTAL BRACING STRUT U28E-U28W AT U28W (ITEM 130)
PORTAL BRACING STRUT U30E-U30W AT U30W (ITEM 133)

Bottom View



PORTAL BRACING STRUT U28E-U28W AT MIDPOINT (ITEM 129) (Shown)
PORTAL BRACING STRUT U15E-U15W AT MIDPOINT (ITEM 99) (Similar)

Bottom View

LEGEND

◌ Existing fastener to remain

○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:
Remove existing stay plates and lacing bars identified for replacement. Install repair plates, new stay plates and new lacing bars as shown.
Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	390

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

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	CHECKED - CSG	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SWAY FRAME AND PORTAL BRACING REPAIRS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S104 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	286
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

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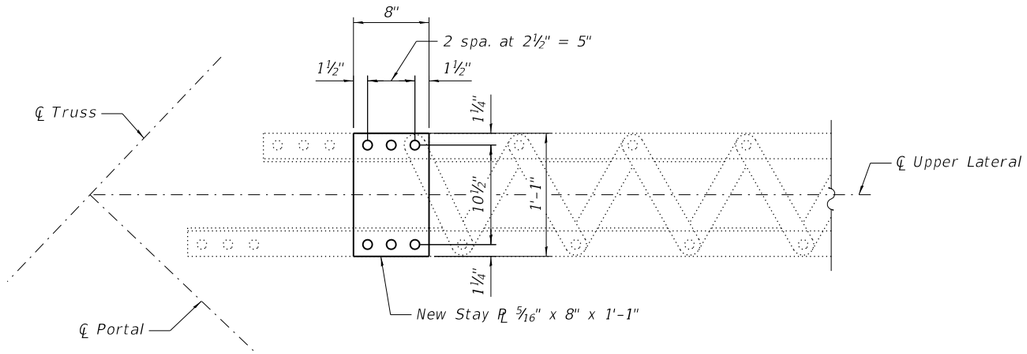
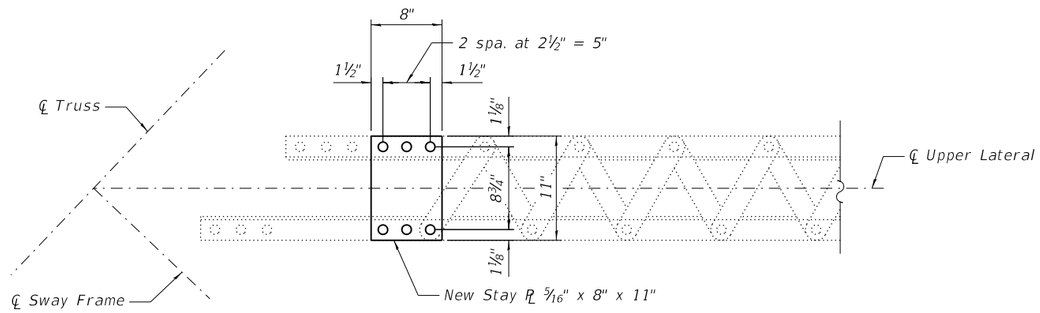


UPPER LATERAL U12-U13 AT U13E (ITEM 221)
UPPER LATERAL U27-U28 AT U28E (ITEM 128)

Bottom View



UPPER LATERAL U20-U21 AT U21E (ITEM 112)
UPPER LATERAL U21-U22 AT U22E (ITEM 226)
UPPER LATERAL U21-U22 AT U22W (ITEM 227)

Bottom View

LEGEND

⁘ Existing fastener to remain

o Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:
Remove and replace existing stay plates with new stay plates.
Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	70

*PEORIA/TAZEWELL

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PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SWAY FRAME AND PORTAL BRACING REPAIRS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S105 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	287
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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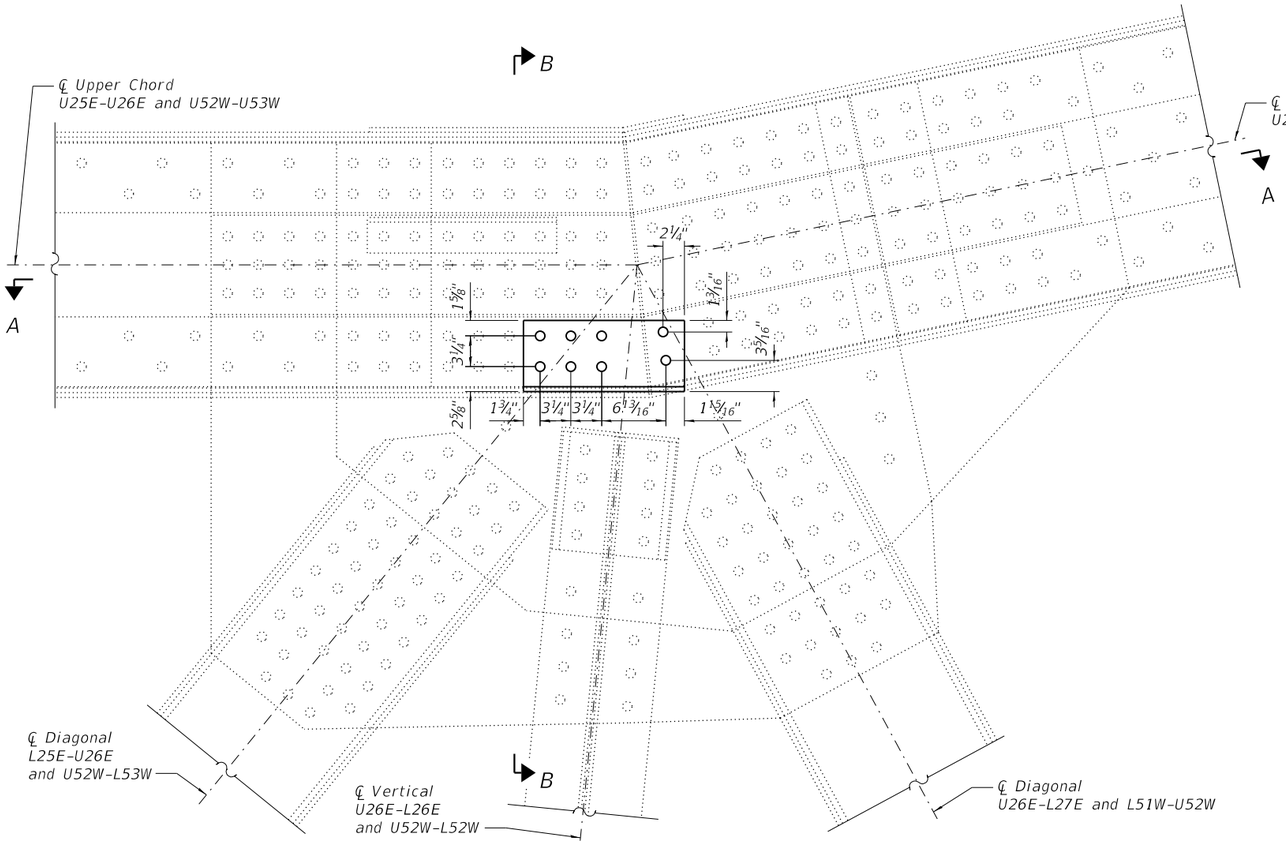
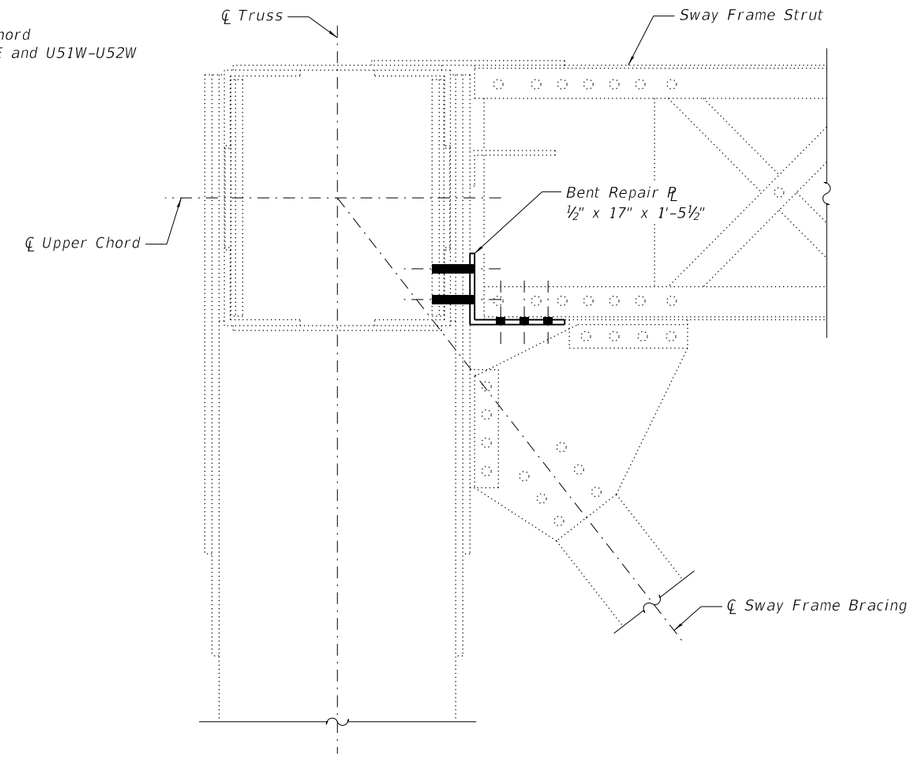
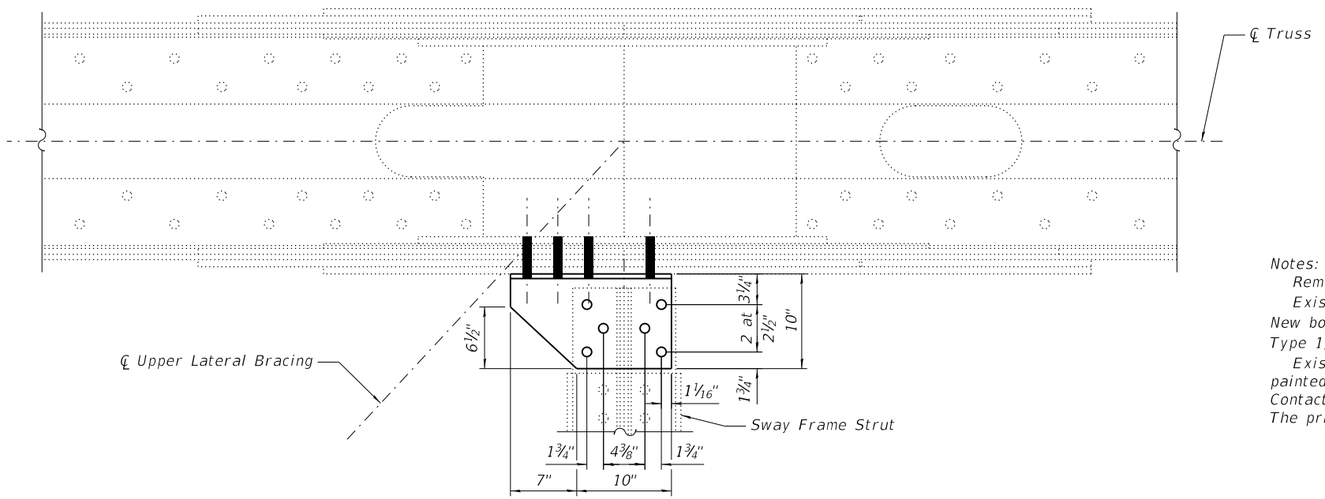


INSIDE ELEVATION AT U26E (ITEM 307) (Shown)

INSIDE ELEVATION AT U52W (ITEM 324) (Similar)



SECTION B-B



SECTION A-A

LEGEND

- Existing fastener to remain
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Remove and replace existing bent plate with new bent plate.

Existing fasteners in existing bent plate are 1" ∅ rivets in 1¹⁄16" ∅ holes. New bolts for bent repair plate shall be 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized. Holes in new material shall be 1¹⁄16" ∅.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	130

*PEORIA/TAZEWELL

MODEL: Default
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PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

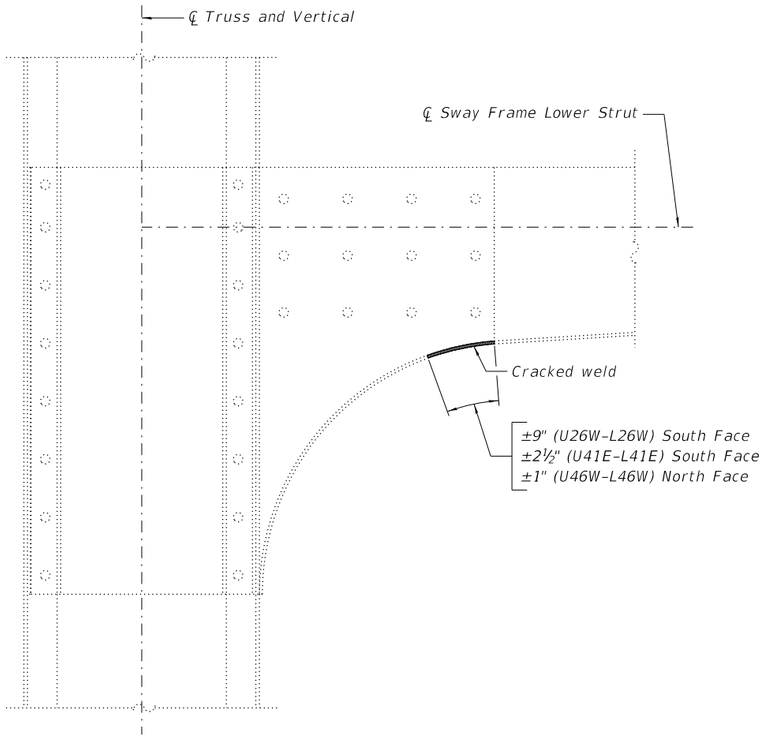
SWAY FRAME AND PORTAL BRACING REPAIRS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S106 OF S145 SHEETS

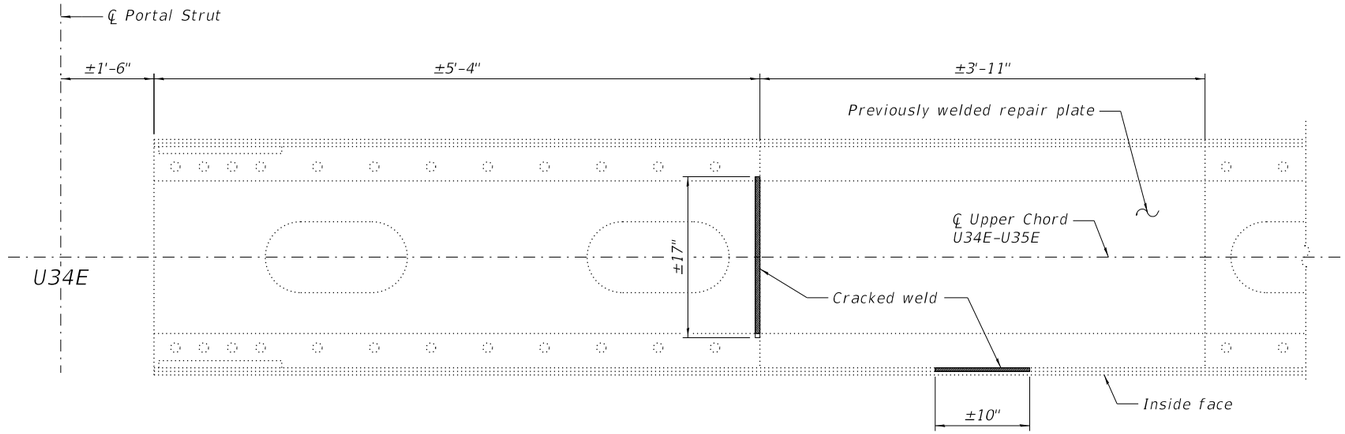
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	288

CONTRACT NO. 68C89

ILLINOIS | FED. AID PROJECT



SWAY FRAME LOWER STRUT AT VERTICAL U26W-L26W (ITEM 230)
SWAY FRAME LOWER STRUT AT VERTICAL U41E-L41E (ITEM 242)
SWAY FRAME LOWER STRUT AT VERTICAL U46W-L46W (ITEM 402)



TOP VIEW
UPPER CHORD U34E-U35E NEAR U34E (ITEM 316)

Cracked Weld Repair Procedure:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.
3. The Contractor shall provide a welder that is certified in the overhead position according to AWS D1.5 Clause 5, Part B, to perform the weld repairs to the sway frame lower struts.
4. Clean the steel surface as necessary to facilitate visual inspection and magnetic particle testing (MPT) of the crack. MPT shall be utilized to locate the ends of the crack.
5. Remove the crack plus an additional 2 inches beyond each end of the crack by grinding or other approved method. Bevel the sides and ends of the excavation. The finished excavation shall be smooth and provide a bright shiny surface.
6. Perform MPT of the excavation to verify that the entire crack has been removed.
7. Preheat steel to a minimum temperature of 250°F. The minimum interpass temperature shall be limited to 250°F.
8. Welding shall be performed in accordance with the approved WPS.
9. Grind the weld repair to blend with the contour of the adjoining weld.
10. The full length of the weld repair shall be inspected by MPT.

Note:
The cost of all work required to repair the cracked welds, including material testing and identification, shall be included in the contract unit price for Structural Steel Repair and will not be measured separately for payment.

MODJESKI and MASTERS Experience great bridges.

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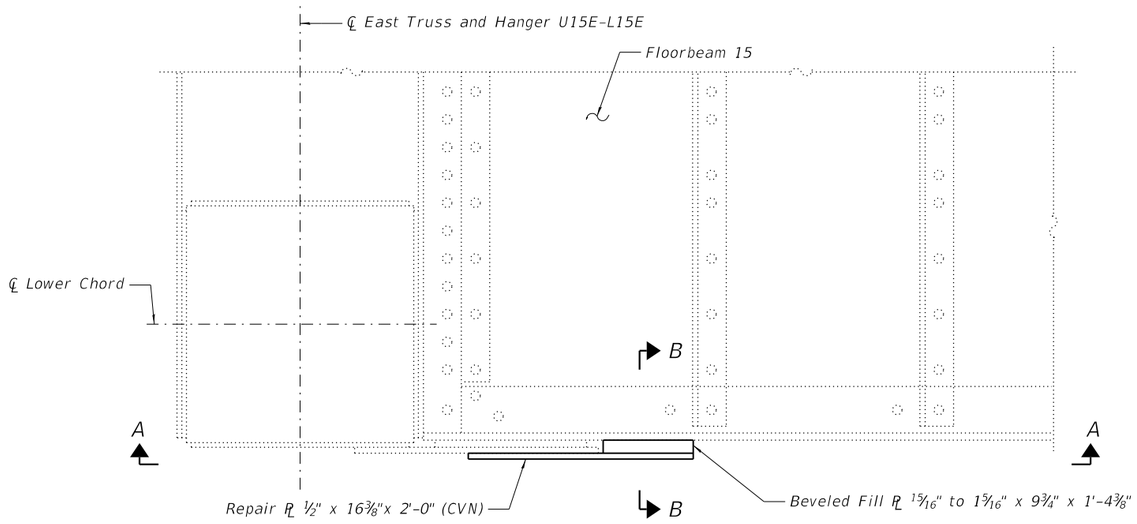
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER WELD REPAIRS
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S107 OF S145 SHEETS

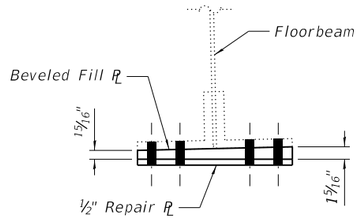
*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	289
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

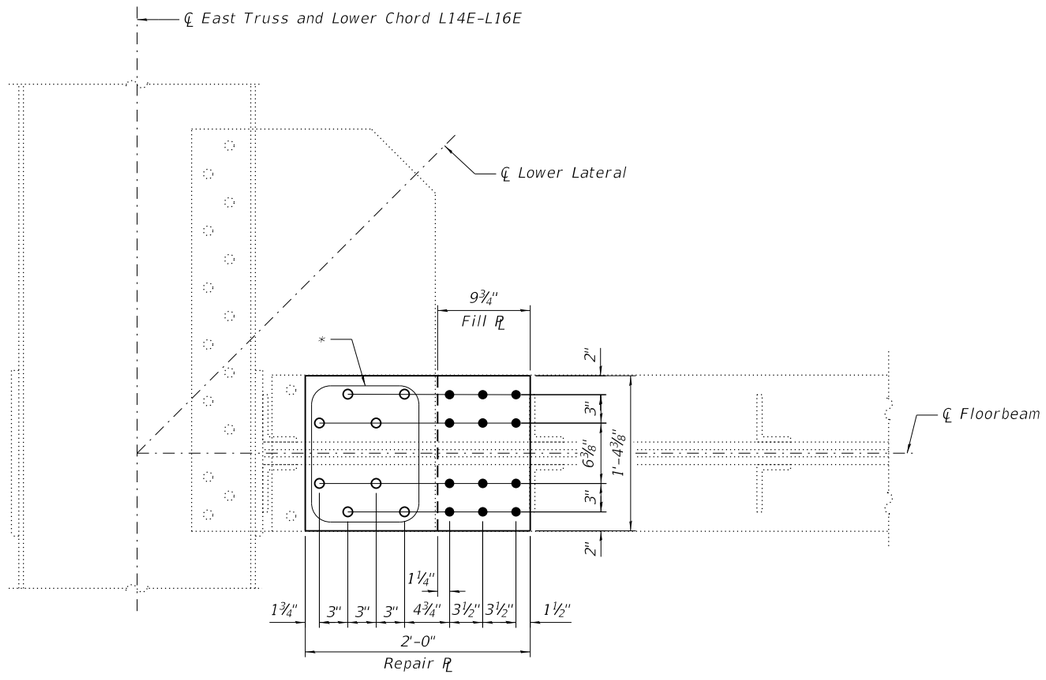


SPAN 5, FLOORBEAM 15 EAST END (ITEM 367)

Looking South



SECTION B–B



VIEW A–A

**Existing fasteners in floorbeam to lower lateral connection plate are 1" ∅ rivets in 1 1⁄16" ∅ holes. Replace existing rivets at these locations with 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material shall be 1 1⁄16" ∅.*

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy–V–Notch impact energy requirements, Zone 2.

LEGEND

- *Existing fastener to remain*
- *New bolt in new hole (shop or field drilled)*
- *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	140

*PEORIA/TAZEWELL

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	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLOORBEAM REPAIRS
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S108 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	290
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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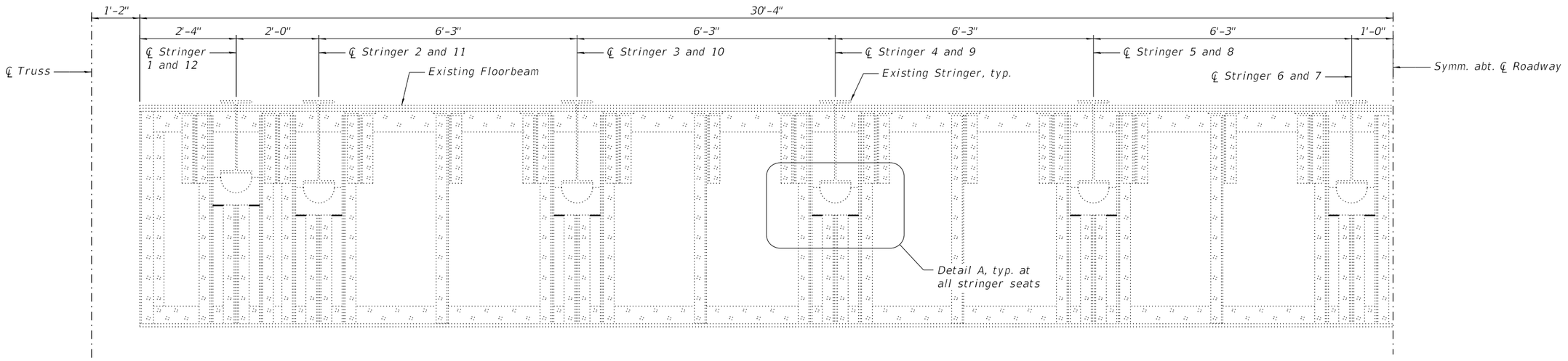
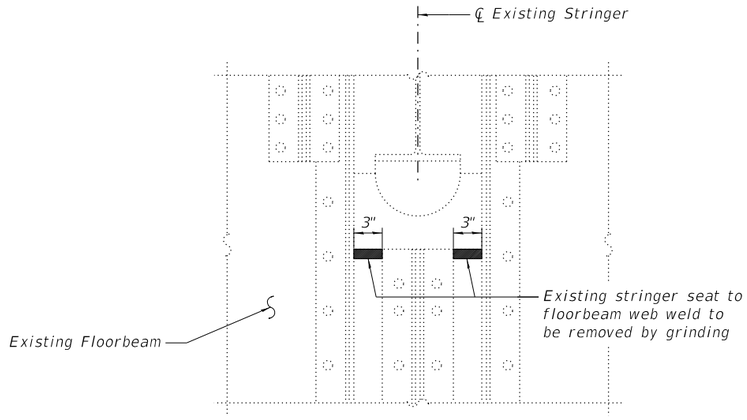


SPAN 5, FLOORBEAM 19 (ITEM 7) (NORTH FACE)
SPAN 6, FLOORBEAM 34 (ITEMS 20, 21, 22, 23, 24 AND 314) (NORTH FACE)
SPAN 6, FLOORBEAM 44 (ITEMS 26, 27, 28, 29, 30, 31, 32, 33, 34 AND 155) (SOUTH FACE)
SPAN 7, FLOORBEAM 59 (ITEMS 45, 46, 47, 48, 49, 50, 51, 52, AND 167) (SOUTH FACE)



DETAIL A

Weld Removal Procedure:

1. Remove existing fillet weld by grinding. Grinding shall be done parallel to the longitudinal axis of the member. The surface of the affected members at the location of weld removal shall be ground smooth. Ground surfaces shall be inspected for cracks using dye penetrant or
2. magnetic particle testing. Cracks located in the base material of the removed weld shall be reported to the Bureau of Bridges and Structures for further disposition.

Notes:
Existing fillet welds shown shall be removed at all stringer seats. The cost of all work required to remove the existing welds by grinding, including inspection of base material, shall be included in the contract unit price for Structural Steel Repair and will not be measured separately for payment.

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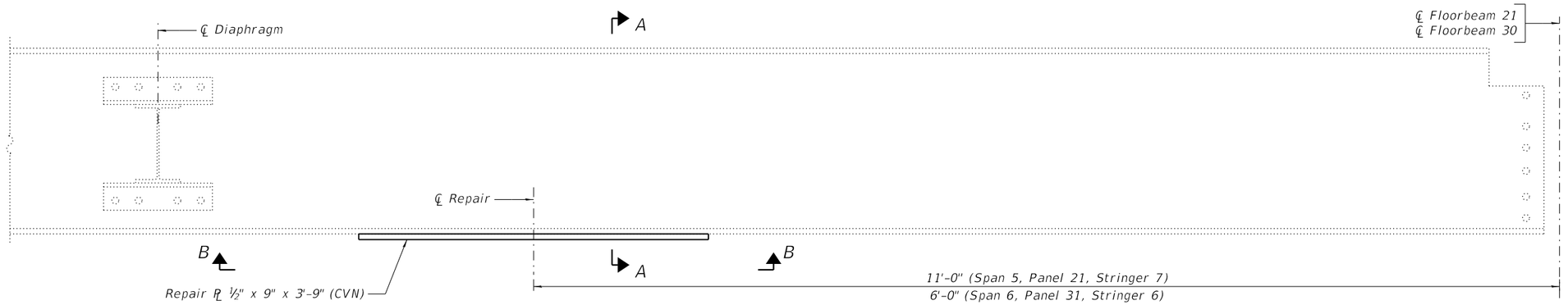
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

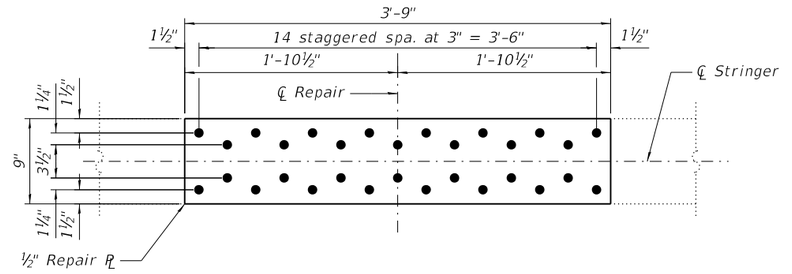
STRINGER SEAT WELD REMOVAL
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S109 OF S145 SHEETS

*PEORIA/TAZEWELL

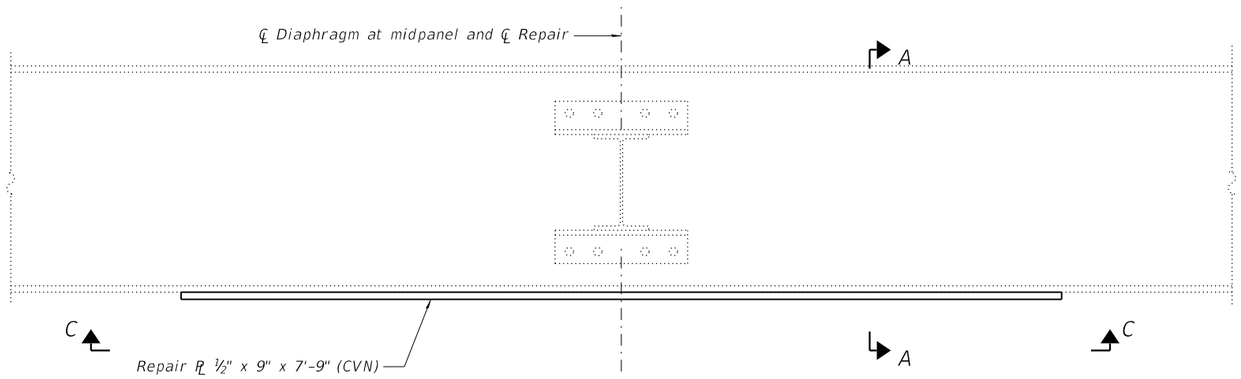
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	291
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



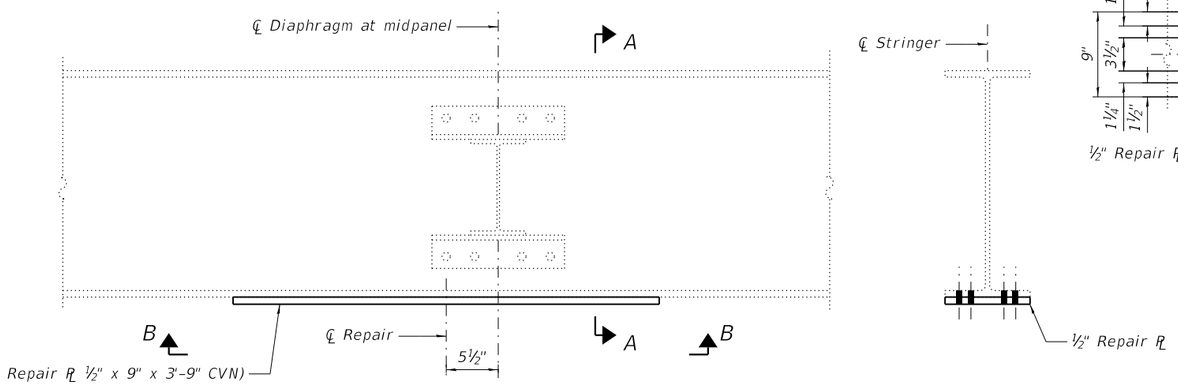
SPAN 5, PANEL 21, STRINGER 7 (ITEM 267) (LOOKING EAST)
SPAN 6, PANEL 31, STRINGER 6 (ITEM 427) (LOOKING WEST)



VIEW B-B



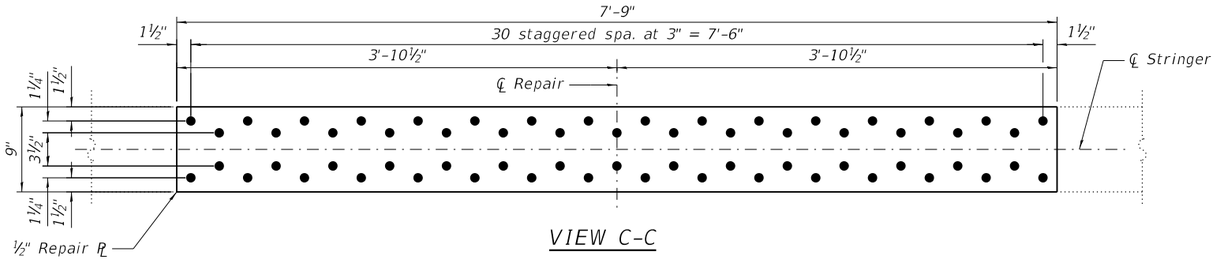
SPAN 6, PANEL 47, STRINGER 6 (ITEM 157)



SPAN 8, PANEL 68, STRINGER 7 (ITEM 181)

Looking East

SECTION A-A



VIEW C-C

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	440

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - CSG	REVISED -	
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S110 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	292
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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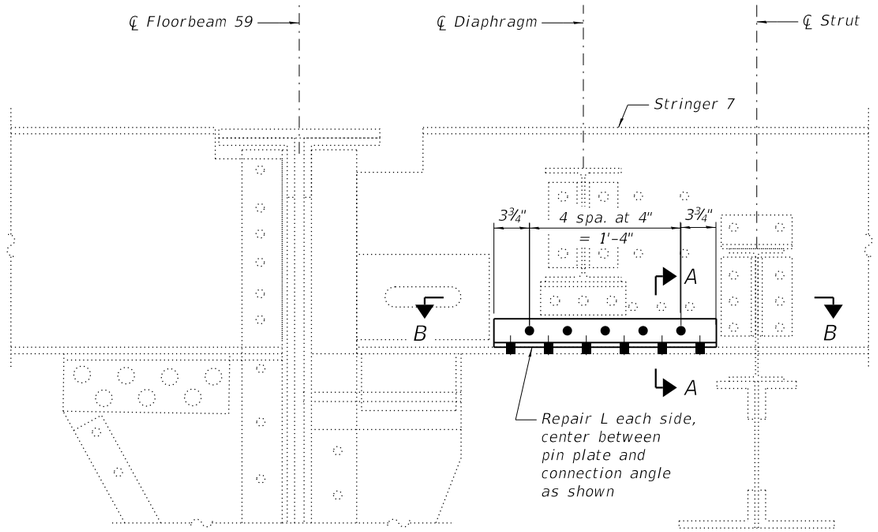
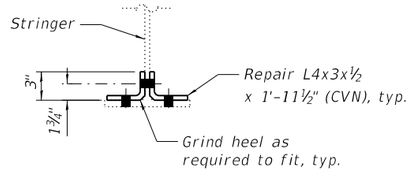
8/9/2019 11:29:59 AM

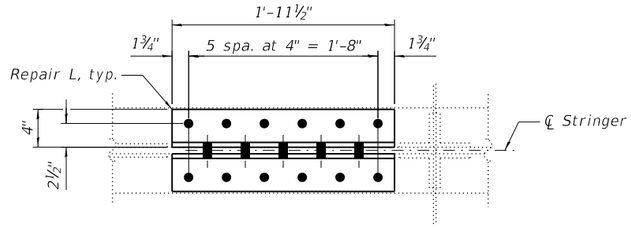


SPAN 7, PANEL 60, STRINGER 7 (ITEM 289)

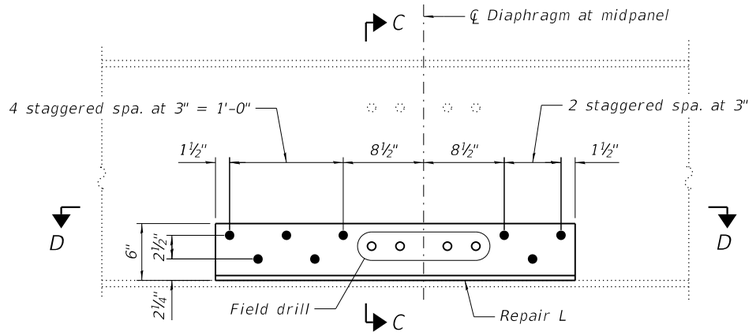
Looking East



SECTION A-A

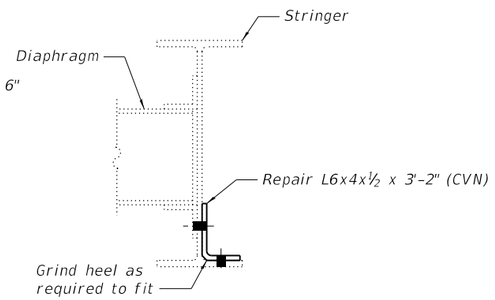


SECTION B-B

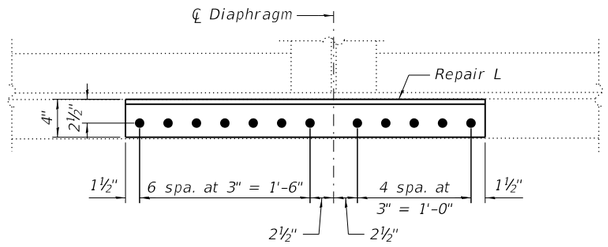


SPAN 8, PANEL 72, STRINGER 7 (ITEM 186)

Looking West



SECTION C-C



SECTION D-D

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

LEGEND

- *Existing fastener to remain*
- *New bolt in new hole (shop or field drilled)*
- *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	140

*PEORIA/TAZEWELL

MODEL: Default
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8/9/2019 11:30:00 AM

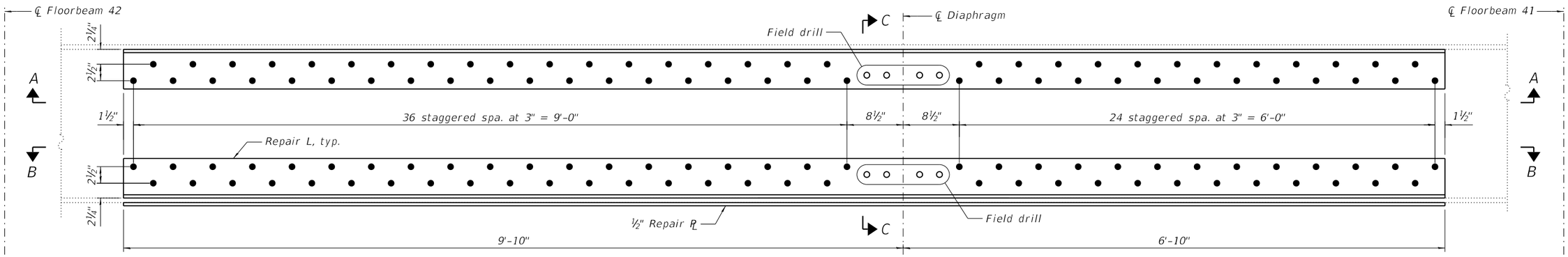
MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - CSG	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

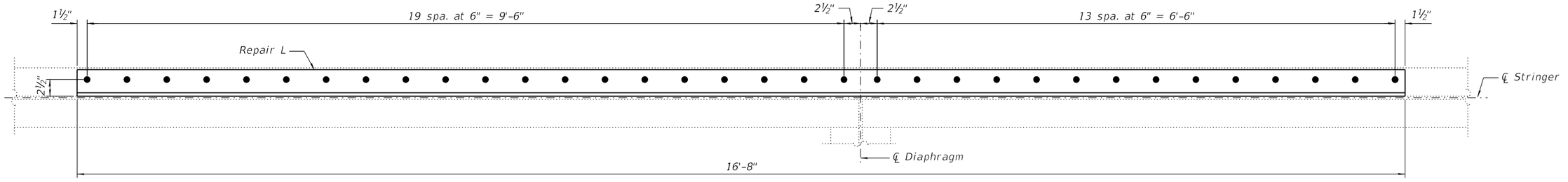
STRINGER REPAIRS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S111 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	293
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

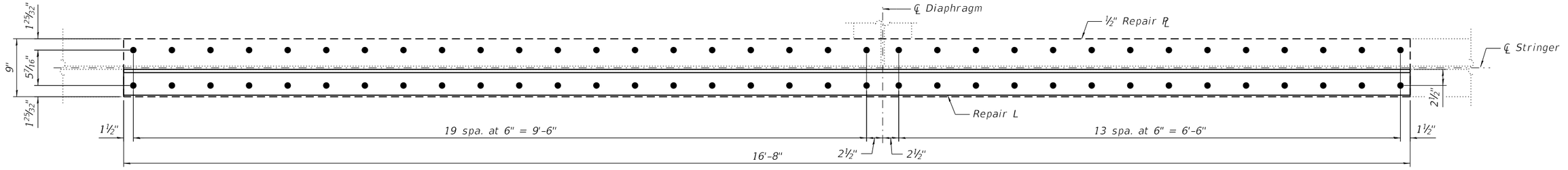


SPAN 6, PANEL 42, STRINGER 7 (ITEM 273)

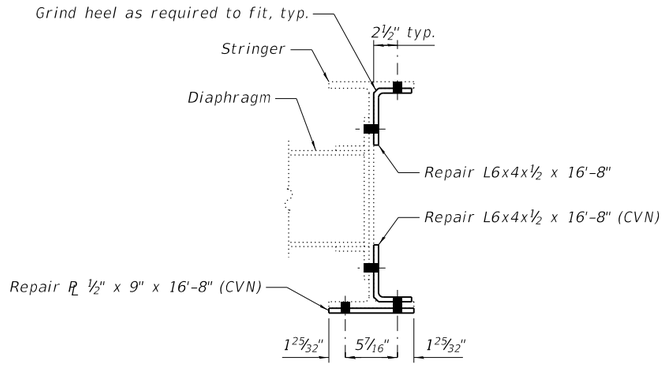
Looking West



SECTION A-A



SECTION B-B



SECTION C-C

Notes:

The top flange repair angle shall be installed while the deck is removed within this panel.

Work this sheet with sheet S87. Install shear studs after the flange repair is complete. Adjust shear stud spacing as required to avoid new bolts in stringer top flange.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

LEGEND

- ● *New bolt in new hole (shop or field drilled)*
- ○ *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,020

*PEORIA/TAZEWELL

MODEL: Default
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8/9/2019 11:30:01 AM

MODJESKI and MASTERS
Experience great bridges.

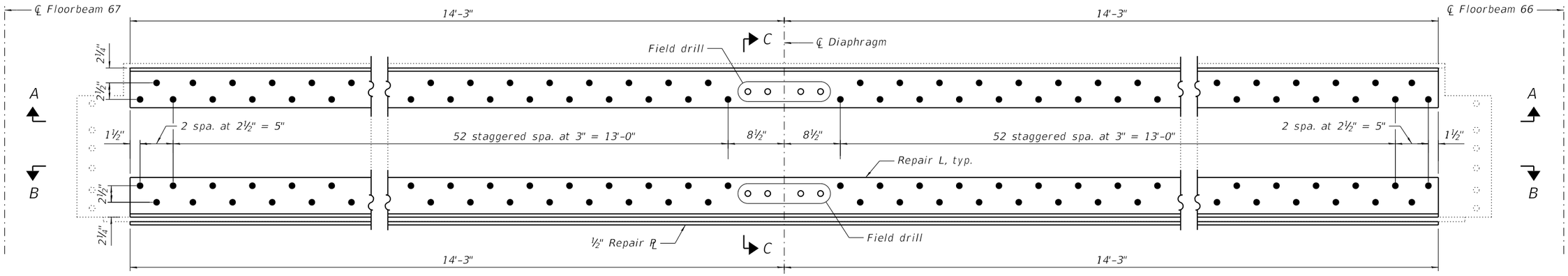
USER NAME =	DESIGNED - CSG	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

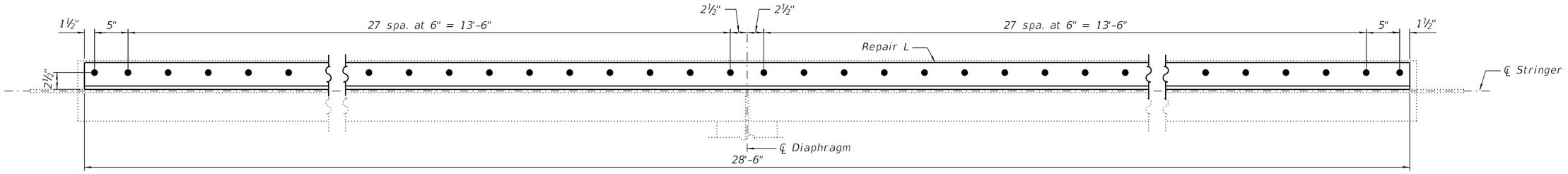
SHEET S112 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	294
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

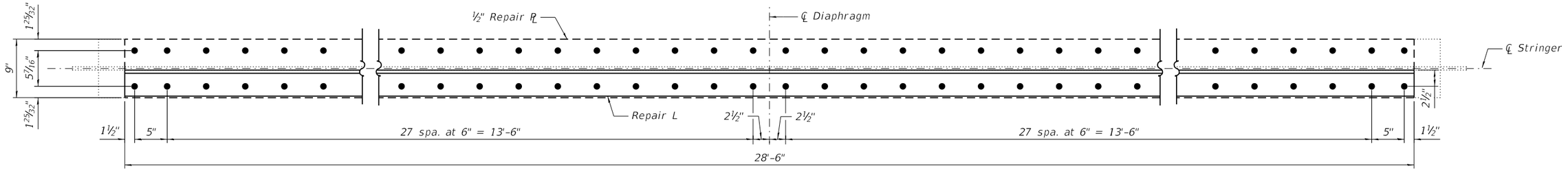


SPAN 8, PANEL 67, STRINGER 7 (ITEM 179)

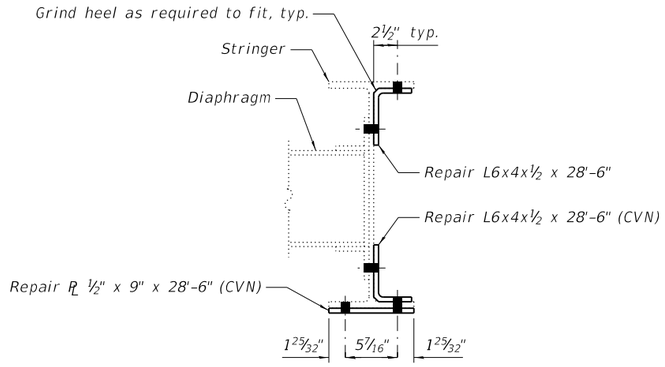
Looking West



SECTION A-A



SECTION B-B



SECTION C-C

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

The top flange repair angle shall be installed while the deck is removed within this panel.

Work this sheet with sheet S87. Install shear studs after the flange repair is complete. Adjust shear stud spacing as required to avoid new bolts in stringer top flange.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,730

*PEORIA/TAZEWELL

MODEL: Default
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8/9/2019 11:30:01 AM

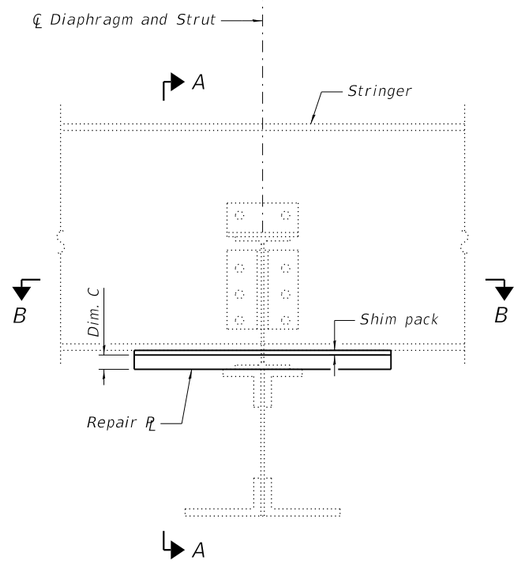
MODJESKI and MASTERS
Experience great bridges.

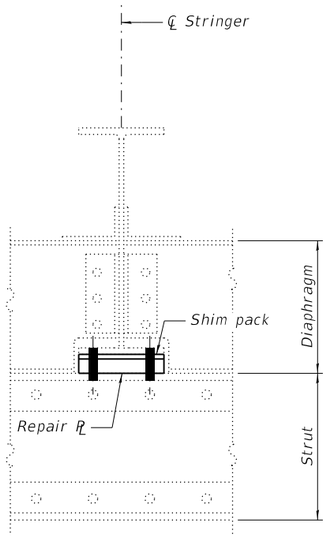
USER NAME =	DESIGNED - CSG	REVISED -	
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S113 OF S145 SHEETS

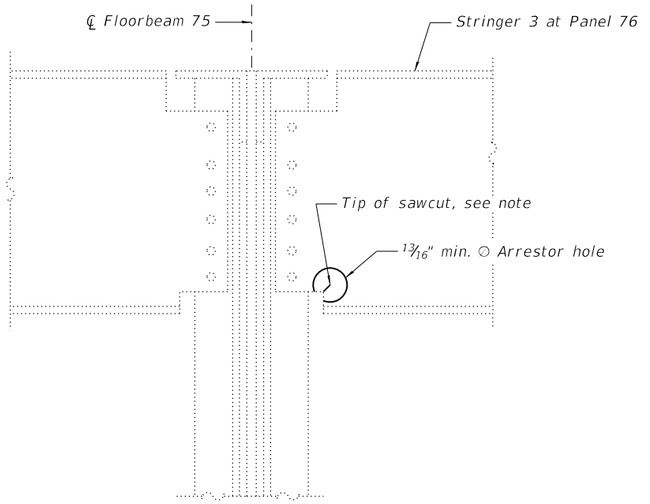
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	295
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			





SPAN 6, PANEL 34, STRINGER 8 (ITEM 345)
SPAN 7, PANEL 60, STRINGER 9 (ITEM 291)
SPAN 7, PANEL 60, STRINGER 10 (ITEM 292)

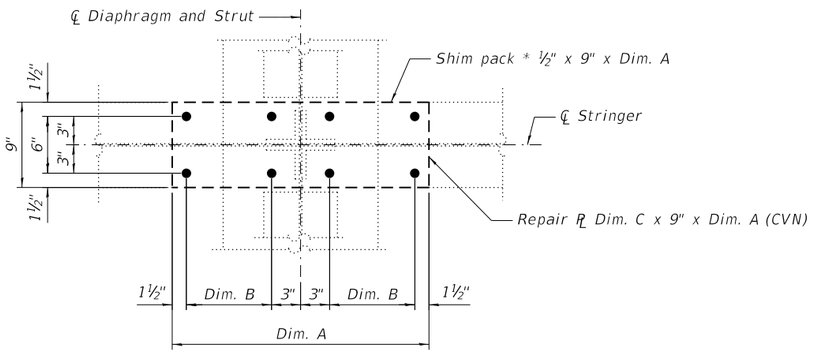
SECTION A-A



SPAN 8, PANEL 76, STRINGER 3 (ITEM 384)

Looking East

Note: Locate tip of sawcut using liquid dye penetrant or magnetic particle testing. Drill 13/16" min. ∅ arrestor hole at the sawcut tip. After arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the tip. The cost of all work required to remove the sawcut shall be included in the contract unit price of Structural Steel Repair and will not be measured separately for payment.



SECTION B-B

* Shim pack = 1 - ¼" PL, 1 - ⅛" PL and 2 - 1/16" PL's

Repair Location	Dim. A	Dim. B	Dim. C
Span 6, Panel 34, Stringer 8	3'-9"	6 spa. at 3" = 1'-6"	1⅞"
Span 7, Panel 60, Stringer 9	2'-3"	3 spa. at 3" = 9"	1¼"
Span 7, Panel 60, Stringer 10	2'-3"	3 spa. at 3" = 9"	⅝"

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

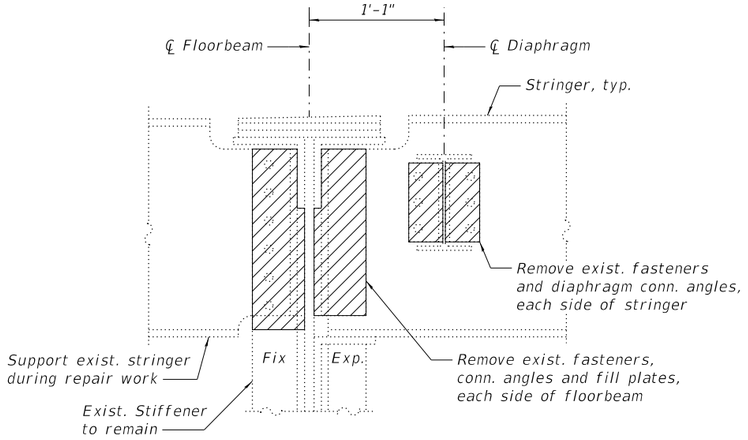
Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

LEGEND

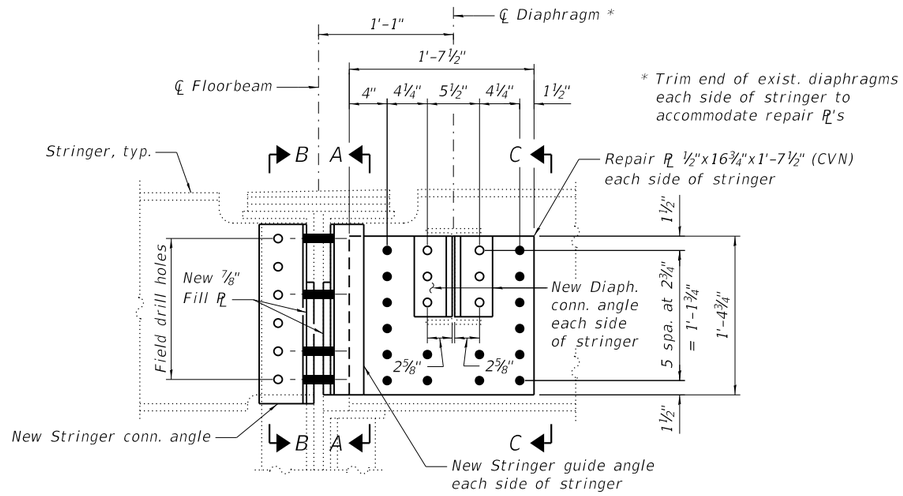
- ◌ Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)

BILL OF MATERIAL

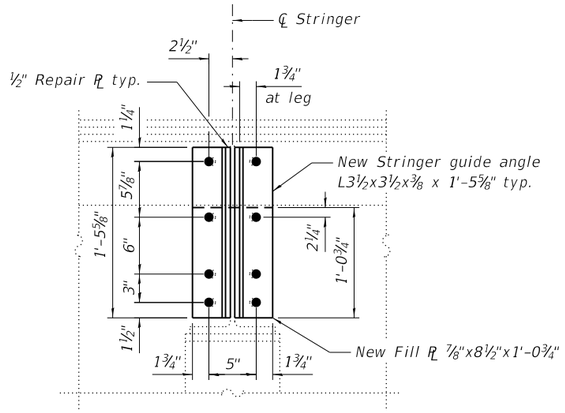
Item	Unit	Total
Structural Steel Repair	Pound	540



ELEVATION – REMOVAL



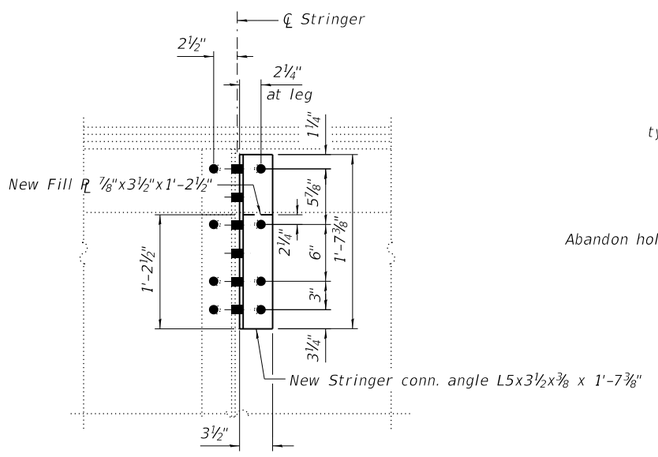
ELEVATION – REPAIR



SECTION A-A

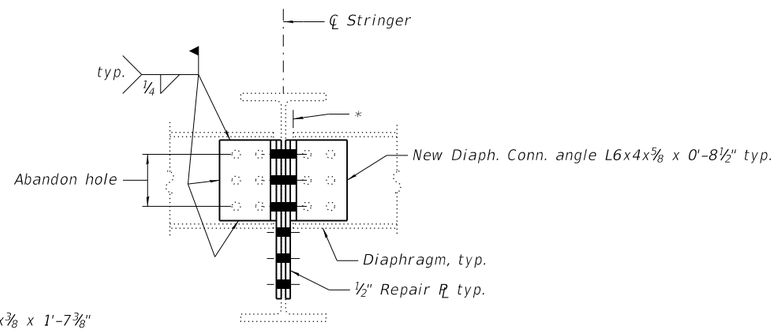
Note: Existing holes to be reamed and slotted,
as required, to accommodate bolts for new angles.

SPAN 4, PANEL 10, STRINGER 9 AT FLOORBEAM 9 (ITEM 89)
SPAN 6, PANEL 41, STRINGER 5 AT FLOORBEAM 41 (ITEM 272)



SECTION B-B

Note: Existing holes to be reamed and slotted,
as required, to accommodate bolts for new angles.



SECTION C-C

WELD PROCEDURE:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

The cost of all work required to repair the stringer, including steel removal, stringer support, reaming and slotting existing holes, trimming diaphragms, and material testing and identification, shall be included in the cost for Structural Steel Repair.

LEGEND

- ◌ Existing fastener to remain unless noted otherwise
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	540

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -	
	CHECKED - CSG	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 6
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S115 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	297
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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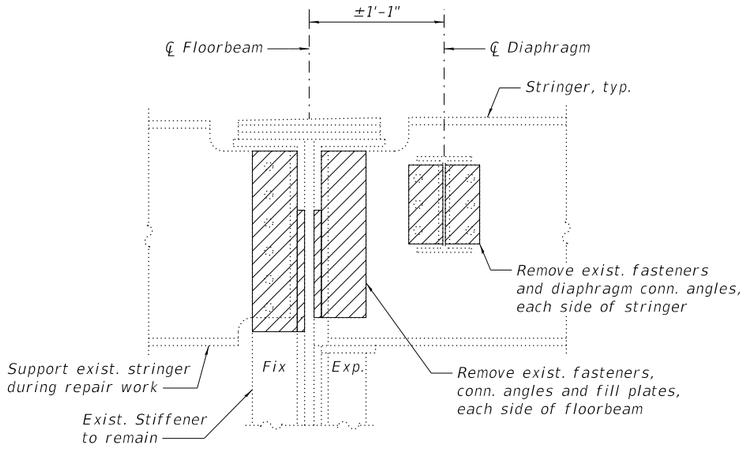
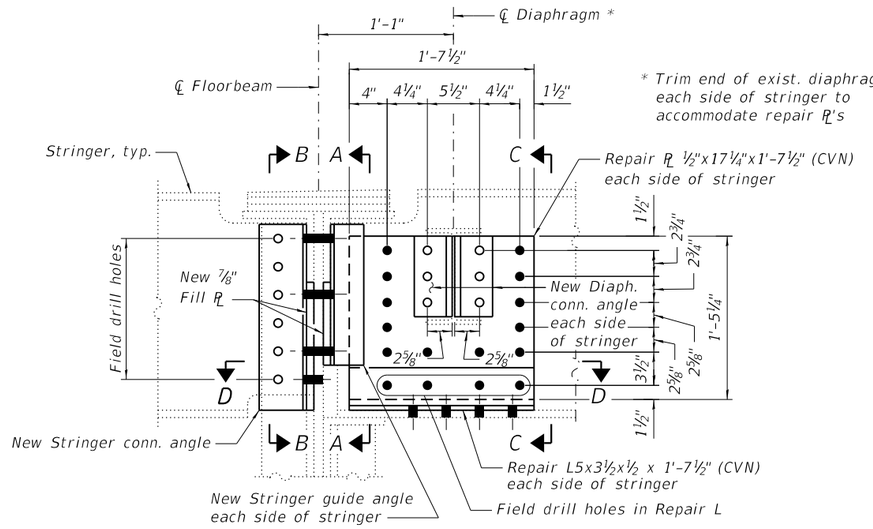
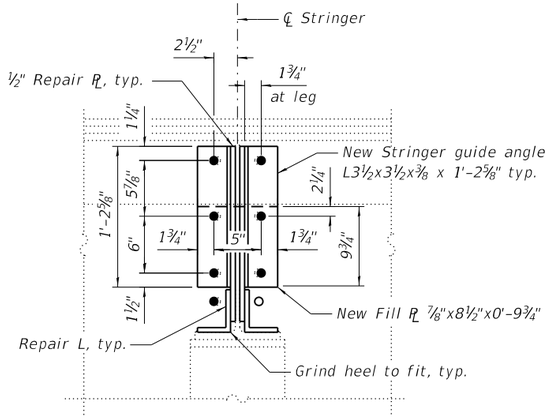


ELEVATION – REMOVAL



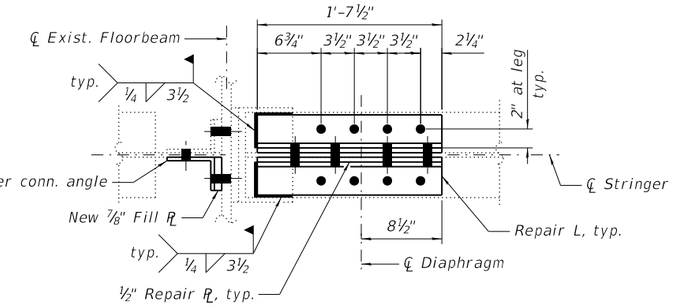
ELEVATION – REPAIR



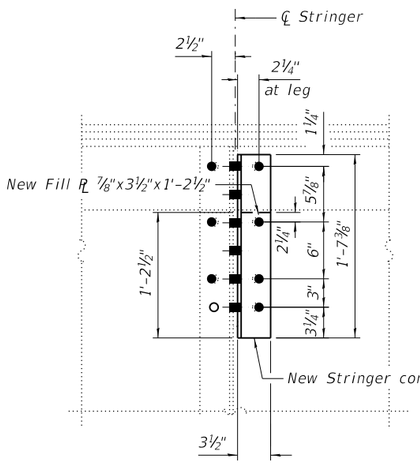
SECTION A–A

Note: Existing holes to be reamed and slotted,
as required, to accommodate bolts for new angles.

SPAN 4, PANEL 10, STRINGER 4 AT FLOORBEAM 9 (ITEM 88)
SPAN 6, PANEL 38, STRINGER 9 AT FLOORBEAM 37 (ITEM 144)
SPAN 6, PANEL 41, STRINGER 9 AT FLOORBEAM 41 (ITEM 148)
SPAN 6, PANEL 41, STRINGER 10 AT FLOORBEAM 41 (ITEM 149)
SPAN 8, PANEL 69, STRINGER 3 AT FLOORBEAM 69 (ITEM 297)
SPAN 8, PANEL 72, STRINGER 3 AT FLOORBEAM 72 (ITEM 188)
SPAN 8, PANEL 75, STRINGER 3 AT FLOORBEAM 75 (ITEM 190)

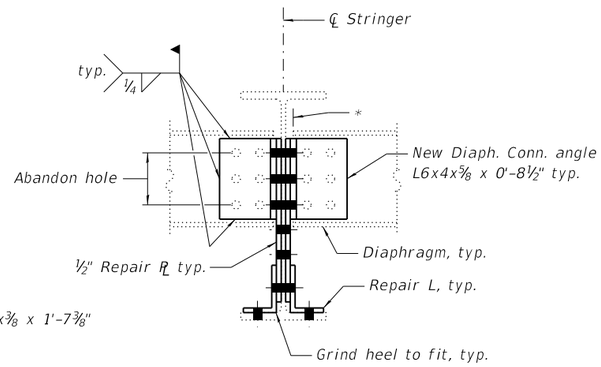


SECTION D–D



SECTION B–B

Note: Existing holes to be reamed and slotted,
as required, to accommodate bolts for new angles.



SECTION C–C

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

The cost of all work required to repair the stringer, including steel removal, stringer support, reaming and slotting existing holes, trimming diaphragms, and material testing and identification, shall be included in the cost for Structural Steel Repair.

WELD PROCEDURE:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.

LEGEND

- Existing fastener to remain unless noted otherwise
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	2,180

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: ?:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\090001-68C89-116-StringerRepairs7.dgn

8/9/2019 11:30:03 AM

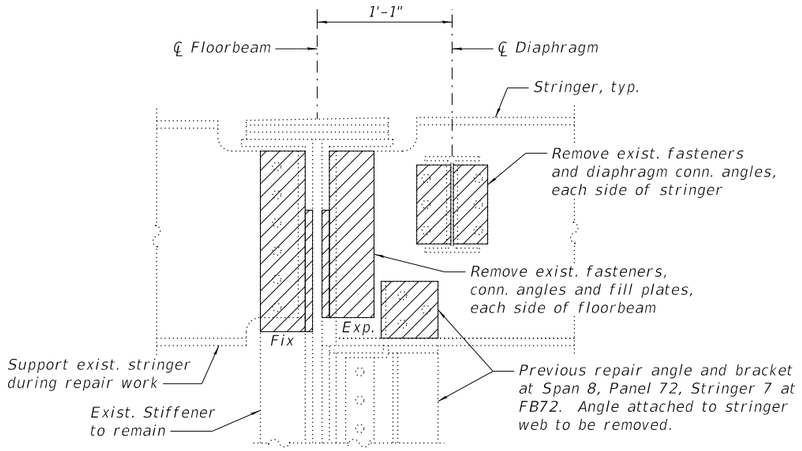
MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -	
	CHECKED - CSG	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

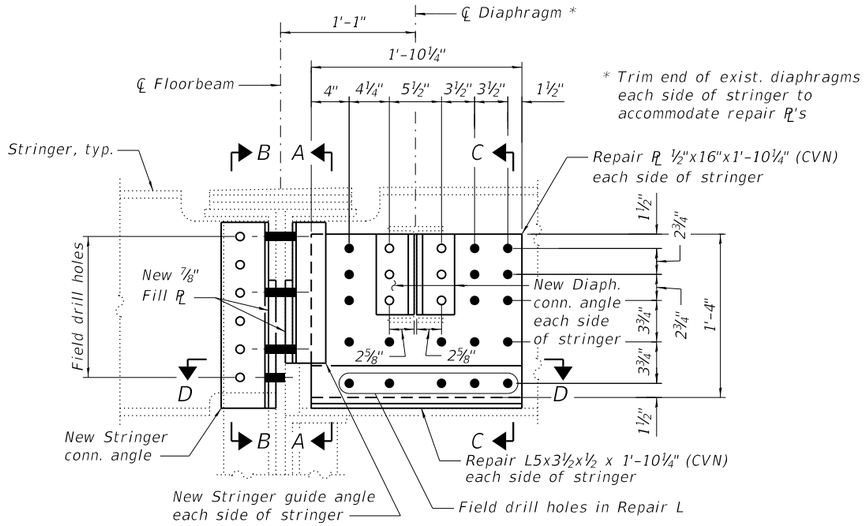
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 7
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S116 OF S145 SHEETS

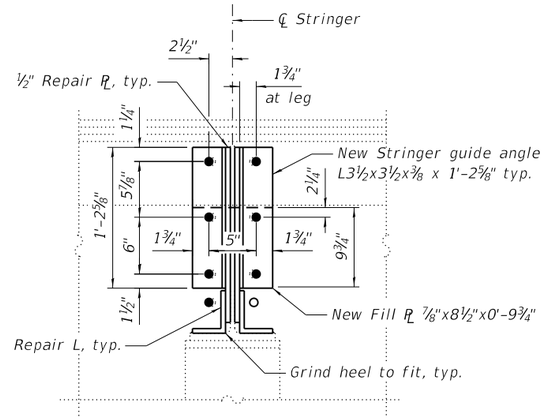
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	298
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



ELEVATION – REMOVAL



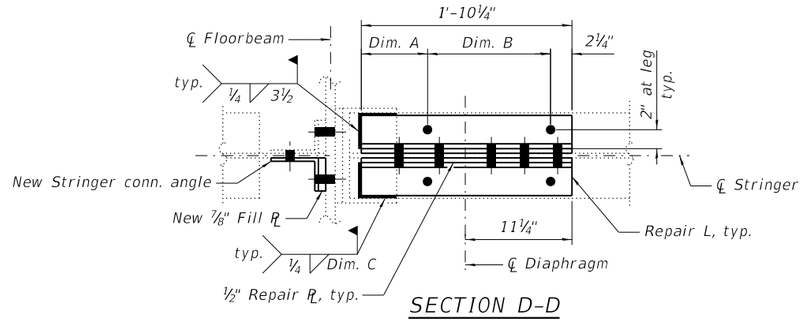
ELEVATION – REPAIR



SECTION A–A

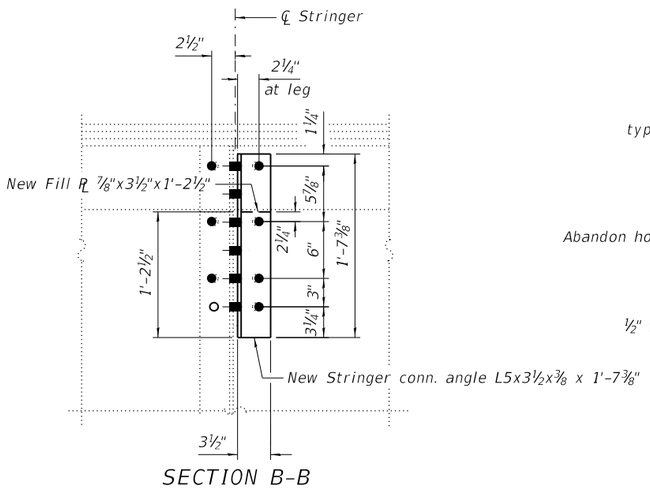
Note: Existing holes to be reamed and slotted, as required, to accommodate bolts for new angles.

SPAN 5, PANEL 23, STRINGER 7 AT FLOORBEAM 22 (ITEM 117)
SPAN 5, PANEL 26, STRINGER 6 AT FLOORBEAM 25 (ITEM 122)
SPAN 6, PANEL 31, STRINGER 6 AT FLOORBEAM 31 (ITEM 371)
SPAN 6, PANEL 41, STRINGER 7 AT FLOORBEAM 41 (ITEM 354)
SPAN 6, PANEL 48, STRINGER 6 AT FLOORBEAM 47 (ITEM 456)
SPAN 6, PANEL 48, STRINGER 7 AT FLOORBEAM 47 (ITEM 277)
SPAN 7, PANEL 63, STRINGER 6 AT FLOORBEAM 62 (ITEM 173)
SPAN 8, PANEL 66, STRINGER 6 AT FLOORBEAM 66 (ITEM 462)
SPAN 8, PANEL 66, STRINGER 7 AT FLOORBEAM 66 (ITEM 294)
SPAN 8, PANEL 72, STRINGER 7 AT FLOORBEAM 72 (ITEM 186)



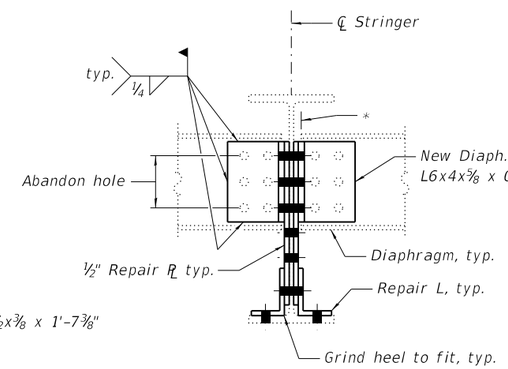
SECTION D–D

Location	Dim. A	Dim. B	Dim. C
Span 8, Panel 72, Stringer 7 at FB72	1'-1"	2 spa. at 3½" = 7"	9½"
All other locations identified for repair	7"	4 spa. at 3¼" = 1'-1"	3½"



SECTION B–B

Note: Existing holes to be reamed and slotted, as required, to accommodate bolts for new angles.



SECTION C–C

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

The cost of all work required to repair the stringer, including steel removal, stringer support, reaming and slotting existing holes, trimming diaphragms, and material testing and identification, shall be included in the cost for Structural Steel Repair.

WELD PROCEDURE:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.

LEGEND

- Existing fastener to remain unless noted otherwise
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	3,270

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\090001-68C89-117-StringerRepairs8.dgn

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -	
	CHECKED - CSG	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 8
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S117 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	299
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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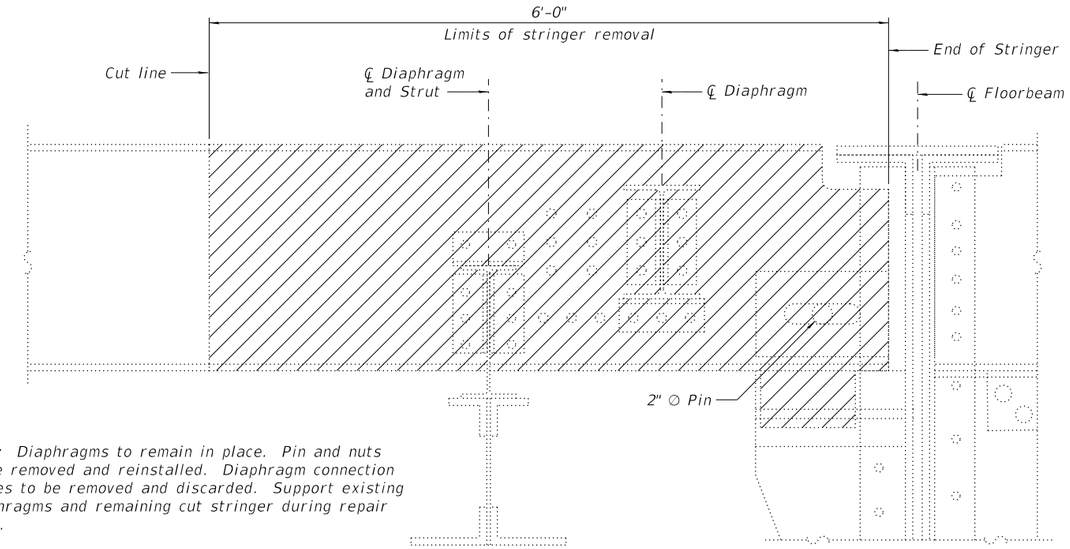
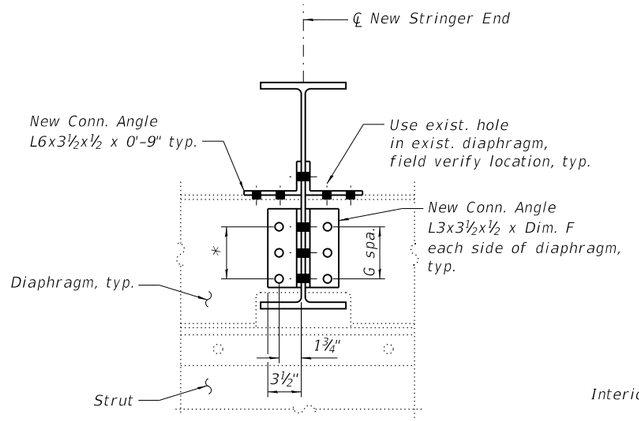


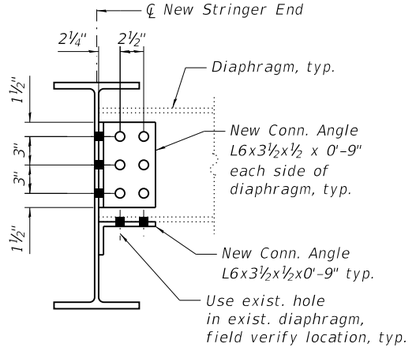
Note: Diaphragms to remain in place. Pin and nuts to be removed and reinstalled. Diaphragm connection angles to be removed and discarded. Support existing diaphragms and remaining cut stringer during repair work.

ELEVATION - REMOVAL



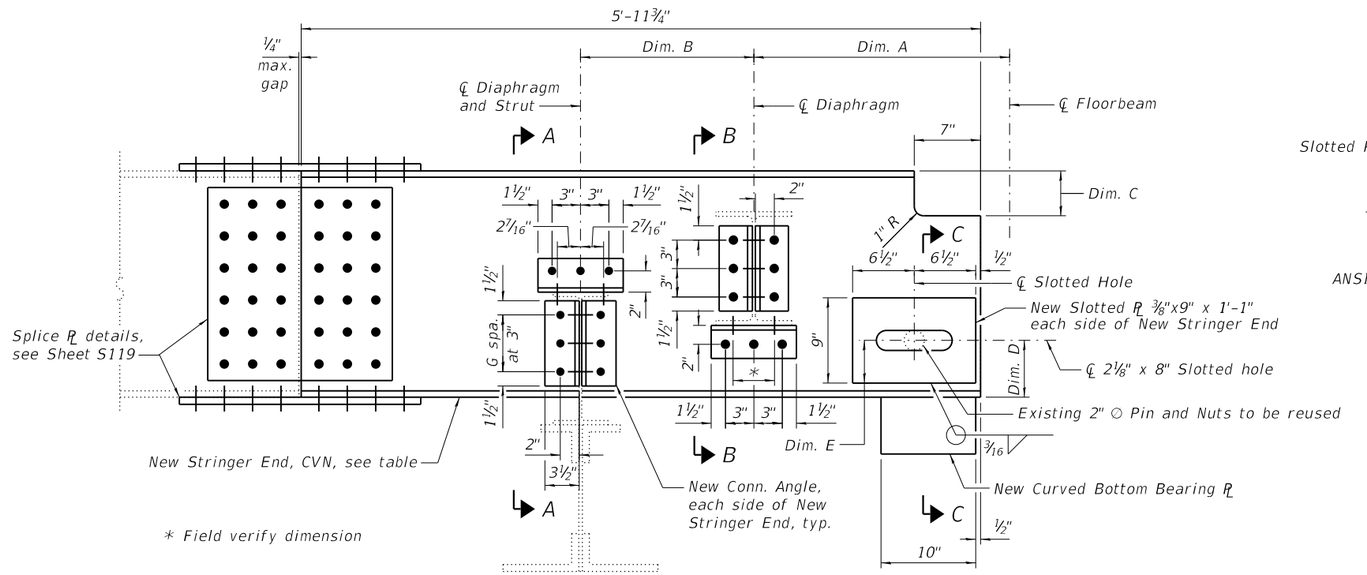
SECTION A-A

Interior Stringer shown. Fascia Stringer similar.



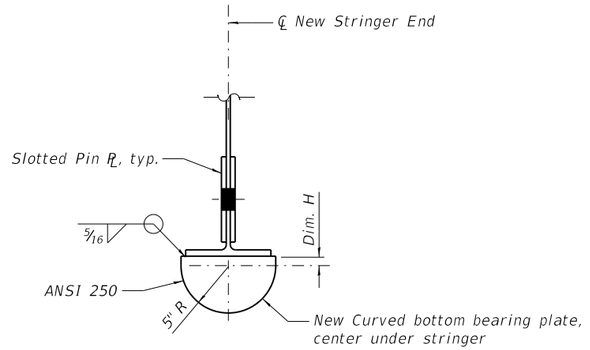
SECTION B-B

Interior Stringer shown. Fascia Stringer similar.



ELEVATION - REPAIR

Interior Stringer shown. Fascia Stringer similar.



SECTION C-C

STRINGER REPAIR TABLE

Location	Item	New Str. End	Dim. A	Dim. B	Dim. C	Dim. D	Dim. E	Dim. F	G spa.	Dim. H
Span 5, Panel 19, Stringer 7 at FB19	369	W24x76	±2'-6"	±1'-6"	4⅞"	6"	4½"	9"	2	1"
Span 6, Panel 45, Stringer 7 at FB44	275	W24x76	±2'-3"	±1'-9"	4⅞"	6"	4½"	9"	2	1"
Span 7, Panel 60, Stringer 1 at FB59	459	W18x60	±2'-6"	±1'-6"	3¾"	4¾"	3¼"	6"	1	2¼"
Span 7, Panel 60, Stringer 12 at FB59	408	W18x60	±2'-6"	±1'-6"	3¾"	4¾"	3¼"	6"	1	2¼"

LEGEND

- ◌ Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

Load carrying components designated "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

Coordinate work with shear stud installation. See sheets S87 and S89.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	3,600

MODEL: Default
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8/9/2019 11:30:04 AM

MODJESKI and MASTERS Experience great bridges.

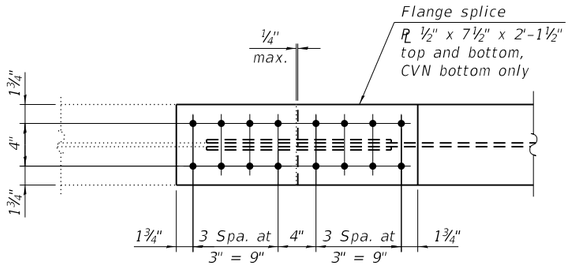
USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - JAD	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

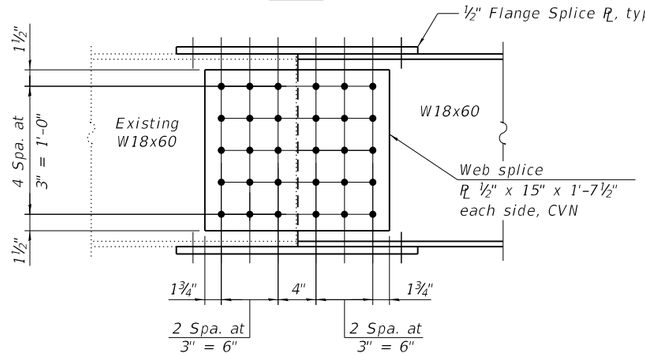
STRINGER REPAIRS - 9
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S118 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	300
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

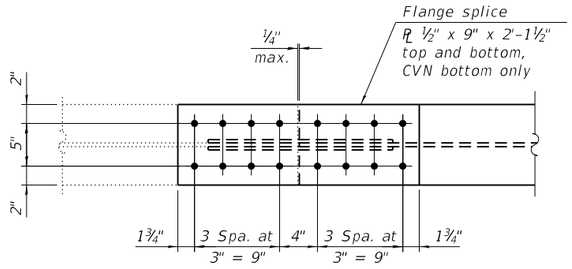


PLAN

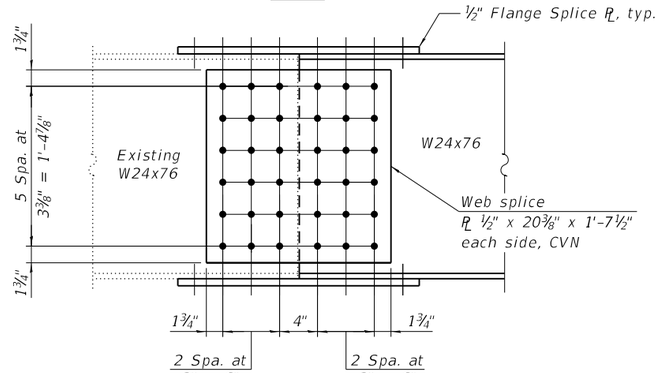


ELEVATION

SPLICE DETAIL
FOR SPAN 7, PANEL 60, STRINGERS 1 AND 12
AT FLOORBEAM 59



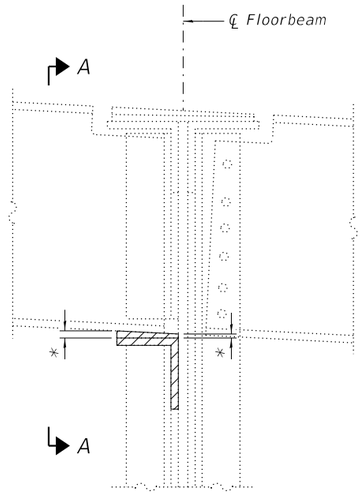
PLAN



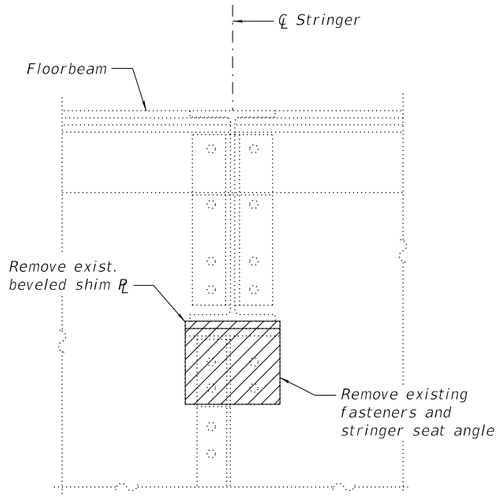
ELEVATION

SPLICE DETAIL
FOR SPAN 5, PANEL 19, STRINGER 7 AT FLOORBEAM 19
AND SPAN 6, PANEL 45, STRINGER 7 AT FLOORBEAM 44

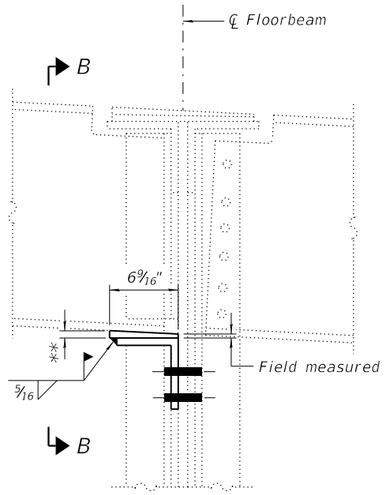
Note:
Work this sheet with Sheet S118.



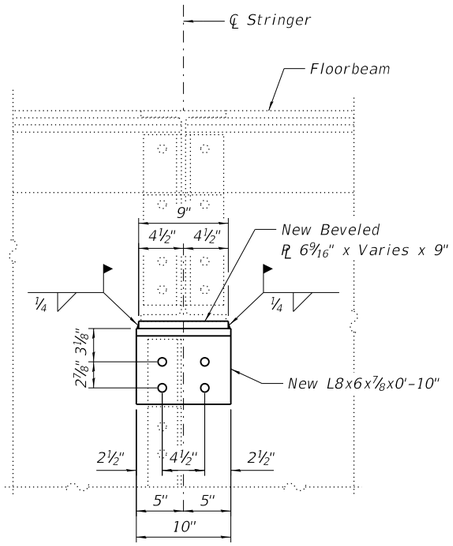
SECTION THRU FLOORBEAM
AT EXPANSION RELIEF JOINT



SECTION A-A



SECTION THRU FLOORBEAM
AT EXPANSION RELIEF JOINT



SECTION B-B

REMOVAL DETAILS

* Prior to removal, field measure distance from bottom of existing stringer to top of existing stringer seat angle at each repair location. Note that at some repair locations there is a gap between the bottom of stringer and top of existing beveled plate. At these locations, the field measurement would include the gap plus the thickness of the existing beveled plate. Field measurements must be taken with care to ensure that the stringer will properly bear on the new beveled plate.

REPAIR DETAILS

** Because the new beveled plate is wider than the original, determine new required thickness based off of field measurements and existing and new beveled plate widths.

STRINGER REPAIR LOCATION

Location	Item
Span 5, Panel 16, Stringer 3 at Floorbeam 16	439
Span 5, Panel 26, Stringer 5 at Floorbeam 25	440
Span 5, Panel 26, Stringer 6 at Floorbeam 25	122
Span 5, Panel 26, Stringer 8 at Floorbeam 25	441
Span 5, Panel 26, Stringer 9 at Floorbeam 25	442
Span 5, Panel 26, Stringer 10 at Floorbeam 25	16
Span 5, Panel 26, Stringer 11 at Floorbeam 25	443
Span 5, Panel 26, Stringer 12 at Floorbeam 25	69
Span 5, Panel 29, Stringer 7 at Floorbeam 28	444
Span 5, Panel 29, Stringer 9 at Floorbeam 28	445
Span 6, Panel 31, Stringer 2 at Floorbeam 31	310
Span 6, Panel 31, Stringer 3 at Floorbeam 31	311
Span 6, Panel 31, Stringer 10 at Floorbeam 31	446
Span 6, Panel 38, Stringer 8 at Floorbeam 37	449
Span 6, Panel 38, Stringer 9 at Floorbeam 37	144
Span 6, Panel 38, Stringer 11 at Floorbeam 37	450
Span 6, Panel 41, Stringer 8 at Floorbeam 41	453
Span 6, Panel 41, Stringer 9 at Floorbeam 41	148
Span 6, Panel 41, Stringer 10 at Floorbeam 41	149
Span 8, Panel 72, Stringer 3 at Floorbeam 72	188
Span 8, Panel 75, Stringer 5 at Floorbeam 75	299

Note:
Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

LEGEND

◌ Existing fastener to remain

○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	900

*PEORIA/TAZEWELL

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - CSG	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER REPAIRS - 11
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S120 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	302
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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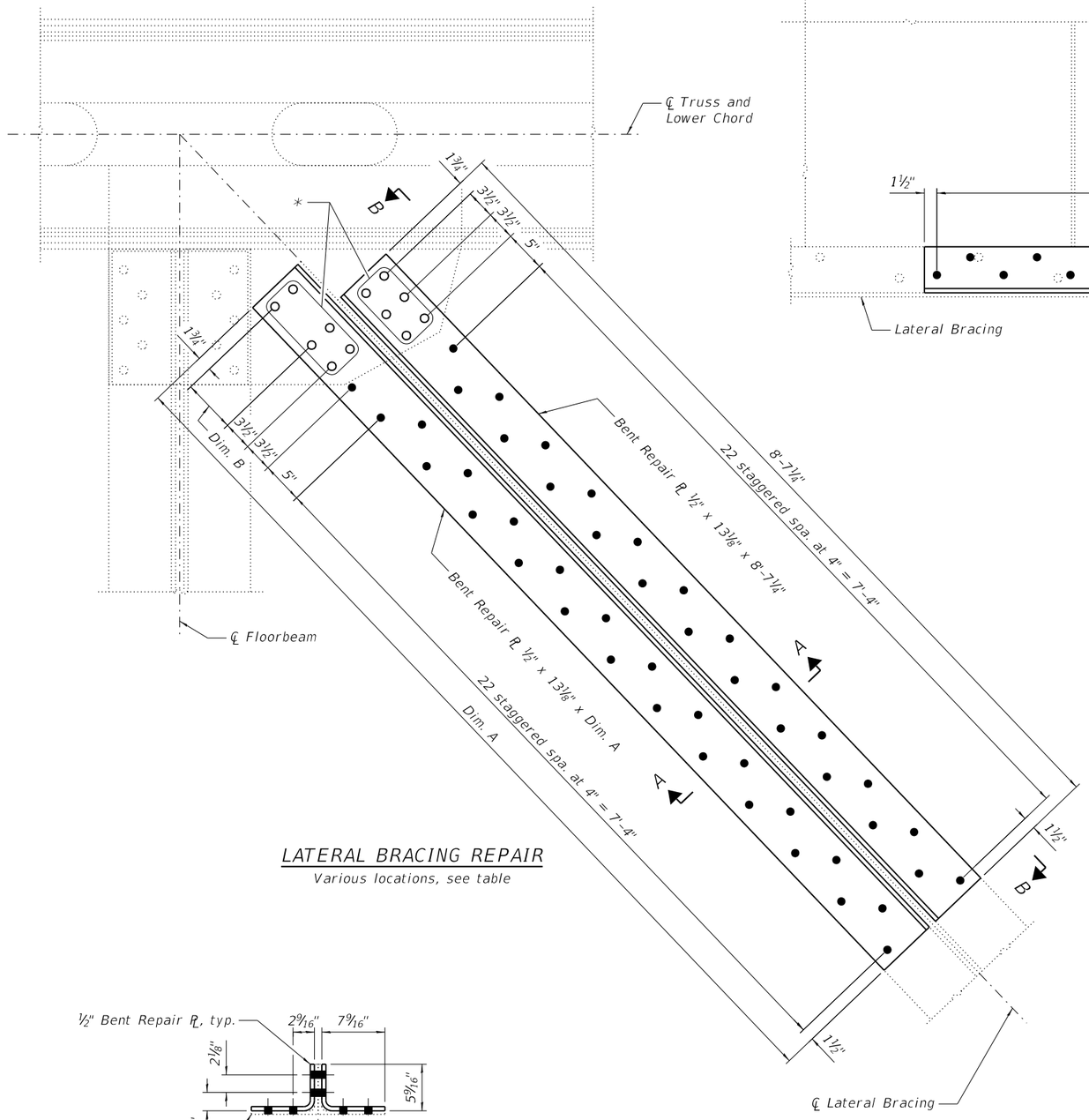
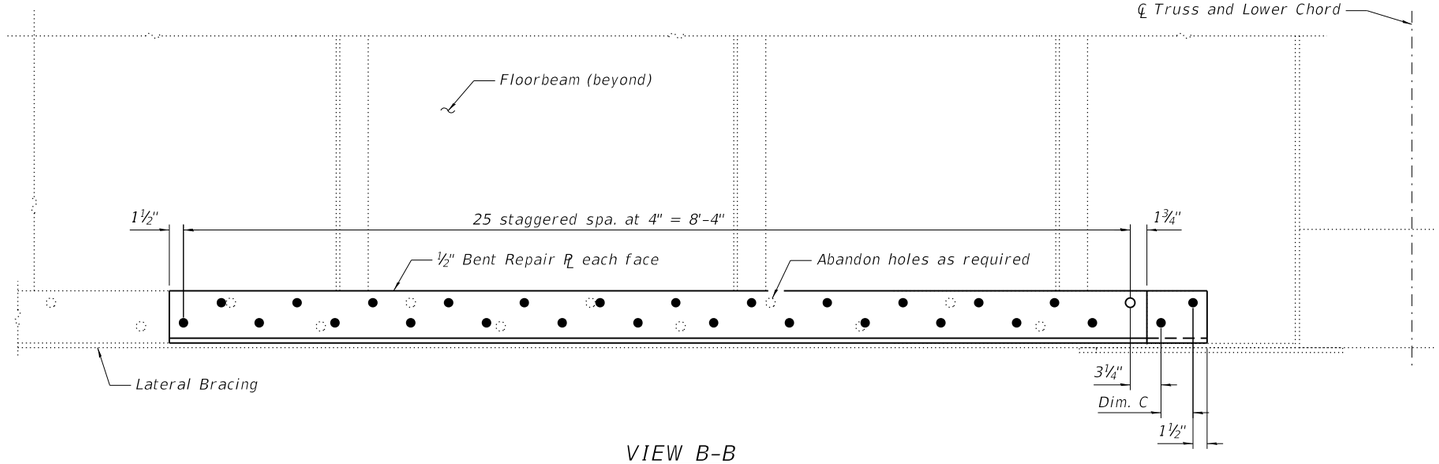


LATERAL BRACING REPAIR

Various locations, see table

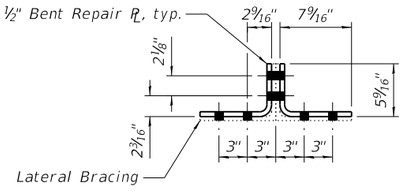


VIEW B-B

LATERAL BRACING REPAIR TABLE

Location	Item	Dim. A	Dim. B	Dim. C
Span 4, L9E-FB10 at L9E	342	9'-0¾"	5½"	2½"
Span 4, L10E-FB11 at L10E	264	9'-0¾"	5½"	2½"
Span 5, L20E-FB21 at L20E	109	9'-0¾"	5½"	2½"
Span 5, L23E-FB24 at L23E	120	9'-0¾"	5½"	2½"
Span 6, L34W-FB35 at L34W	373	9'-0¾"	5½"	2½"
Span 6, L37E-FB38 at L37E	451	9'-0¾"	5½"	2½"
Span 7, FB52-L53W at L53W	284	9'-0¾"	5½"	2½"
Span 7, FB53-L54W at L54W	326	9'-0¾"	5½"	2½"
Span 7, FB55-L56W at L56W	406	9'-0¾"	5½"	2½"
Span 7, FB56-L57W at L57W	287	9'-0¾"	5½"	2½"
Span 8, FB69-L70W at L70W	410	9'-0¾"	5½"	2½"
Span 8, FB71-L72W at L72W	298	9'-1⅝"	6⅜"	3⅜"

* *Existing fasteners in lower lateral bracing to connection plate are 1" ∅ rivets in 1 1/16" ∅ holes. Replace existing rivets at these locations with 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material shall be 1 1/16" ∅.*



SECTION A-A

Note:
Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

LEGEND

- *Existing fastener to remain unless noted otherwise*
- *New bolt in new hole (shop or field drilled)*
- *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	5,850

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - CSG	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOWER LATERAL BRACING REPAIRS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S121 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	303
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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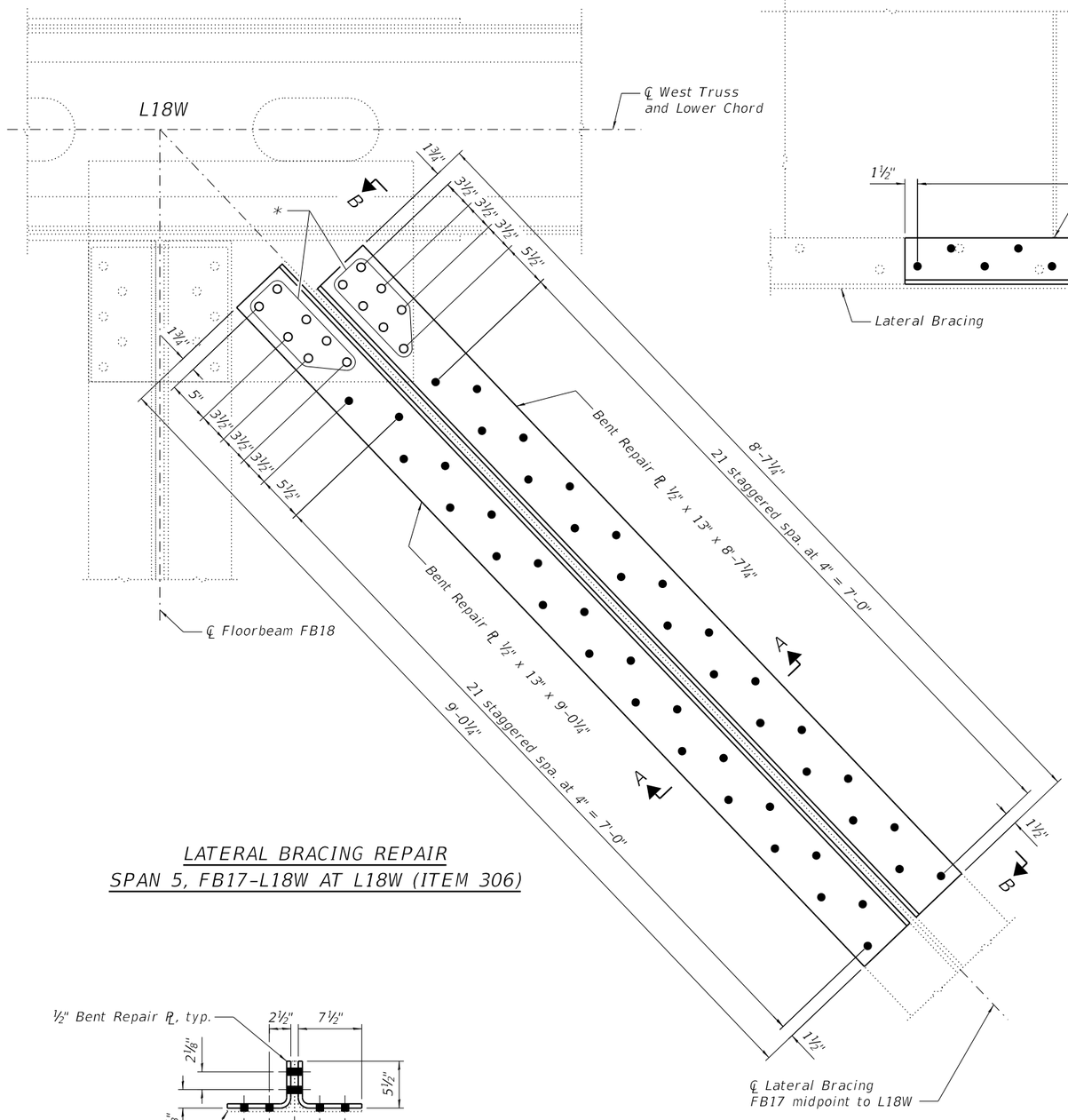
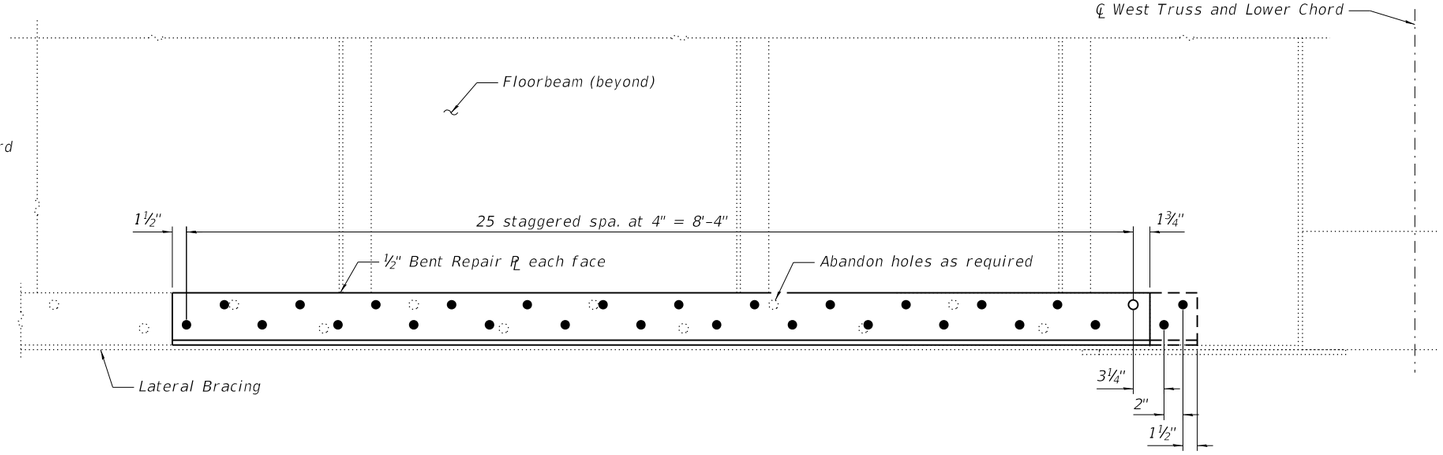
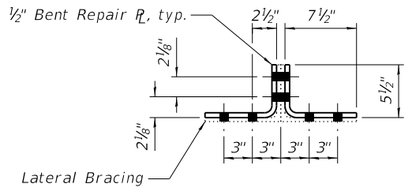
8/9/2019 11:30:06 AM



LATERAL BRACING REPAIR
SPAN 5, FB17-L18W AT L18W (ITEM 306)



VIEW B-B



SECTION A-A

* *Existing fasteners in lower lateral bracing to connection plate are 1" ∅ rivets in 1 1/16" ∅ holes. Replace existing rivets at these locations with 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material shall be 1 1/16" ∅.*

Note:
Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

LEGEND

- *Existing fastener to remain unless noted otherwise*
- *New bolt in new hole (shop or field drilled)*
- *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	490

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - RLM	REVISED -
	CHECKED - CSG	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOWER LATERAL BRACING REPAIRS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S122 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	304
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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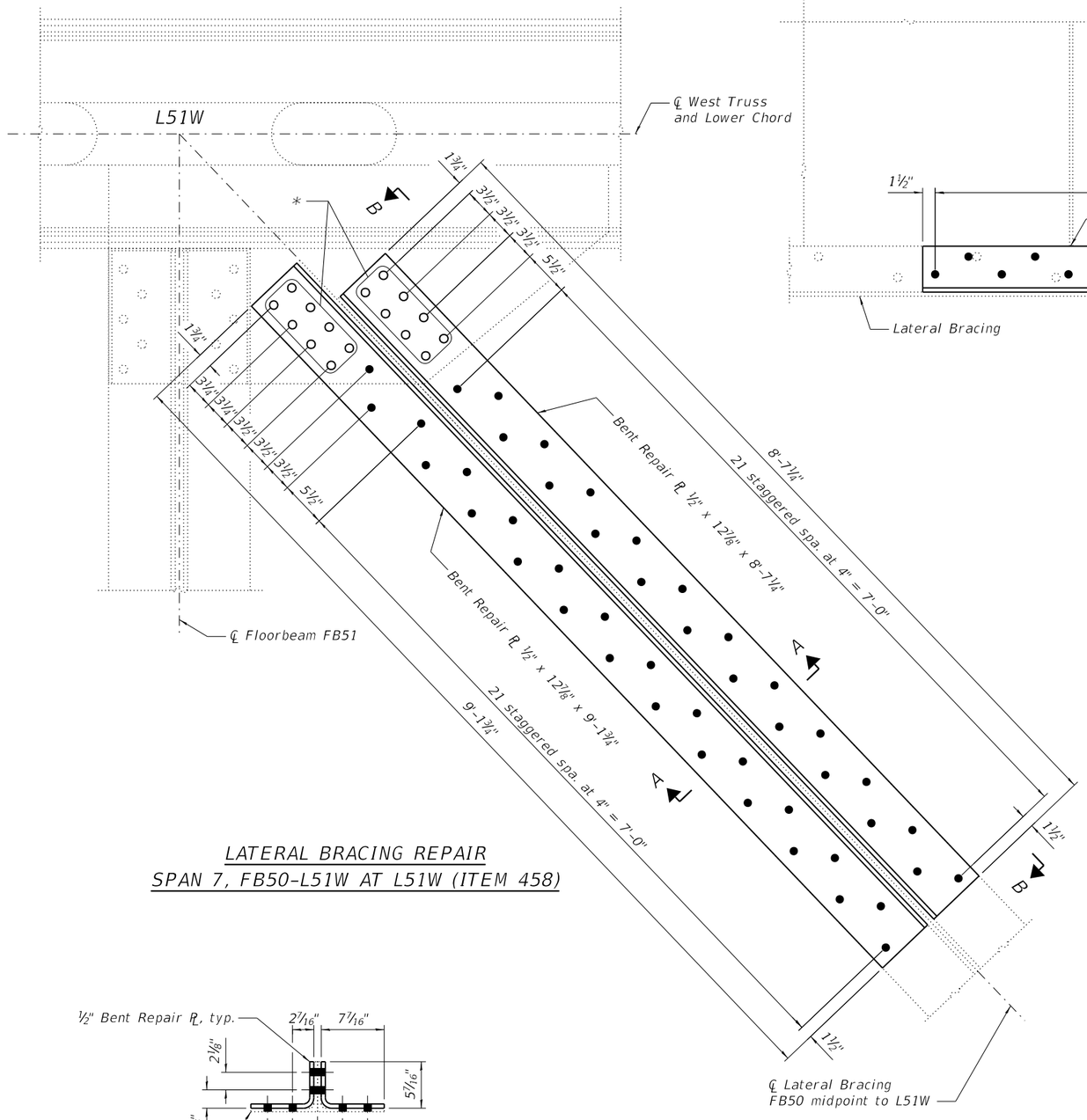
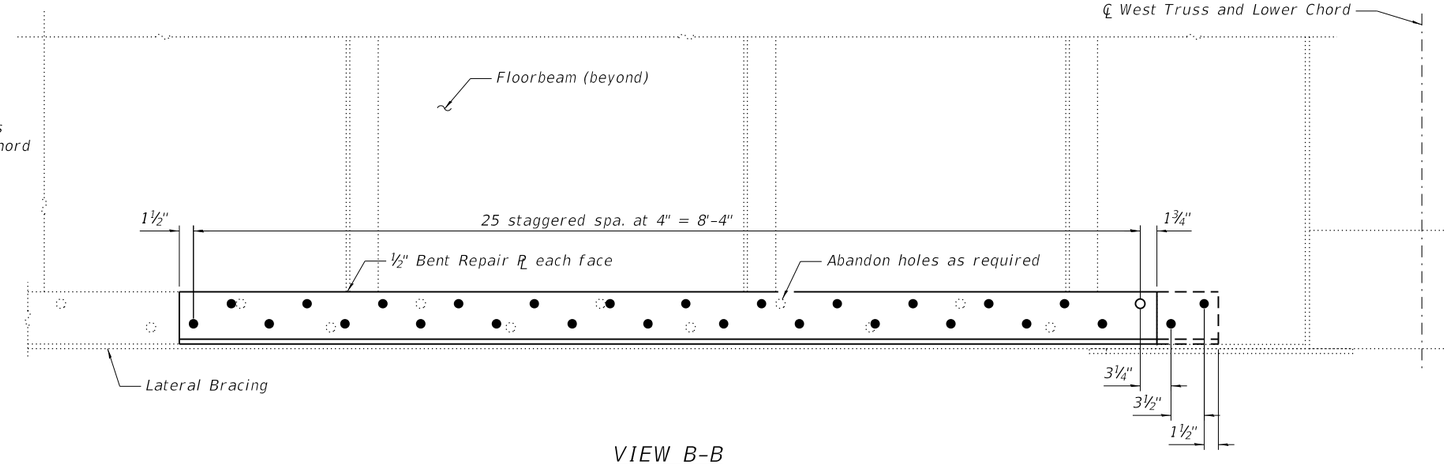
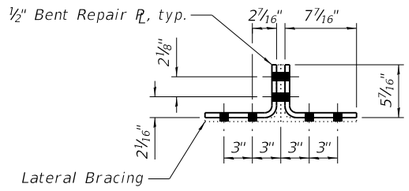


LATERAL BRACING REPAIR
SPAN 7, FB50–L51W AT L51W (ITEM 458)



VIEW B-B



SECTION A–A

* Existing fasteners in lower lateral bracing to connection plate are 1" ∅ rivets in 1¹⁄₁₆" ∅ holes. Replace existing rivets at these locations with 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Holes in new material shall be 1¹⁄₁₆" ∅.

Note:
Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

LEGEND

- Existing fastener to remain unless noted otherwise
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	490

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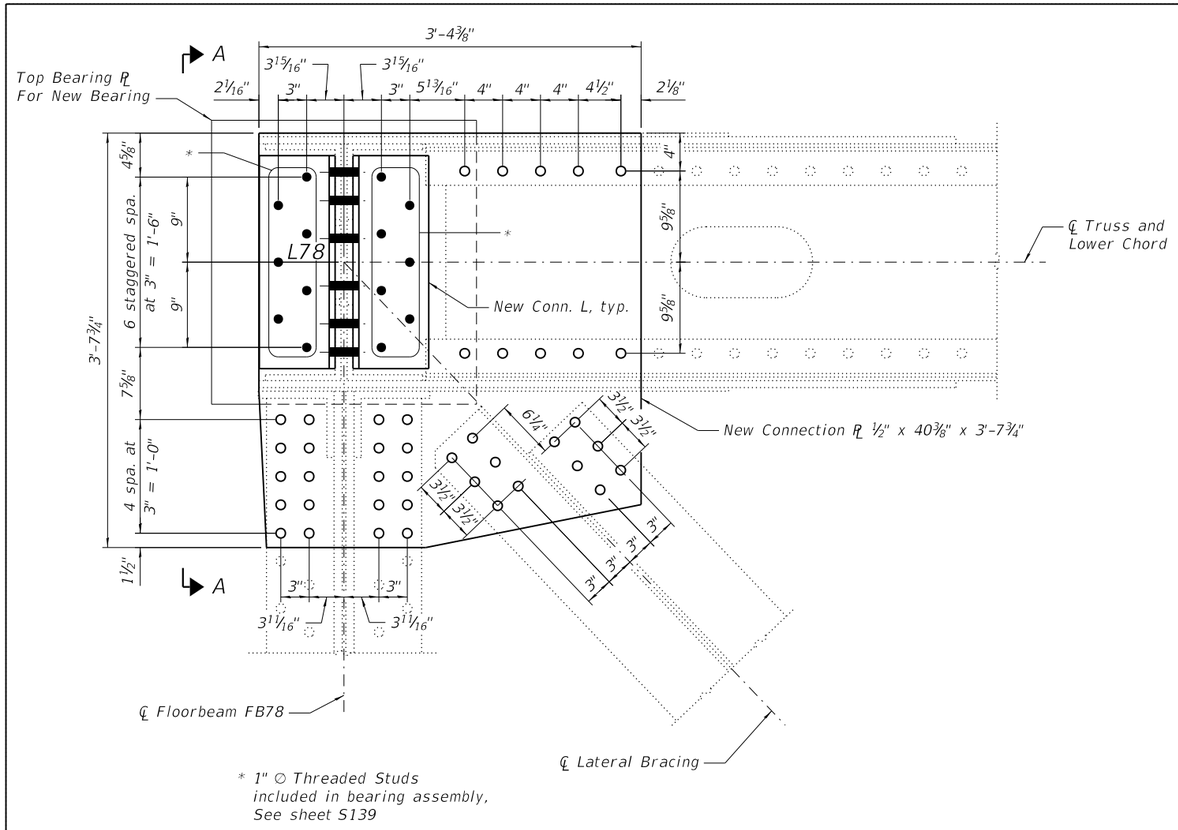
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

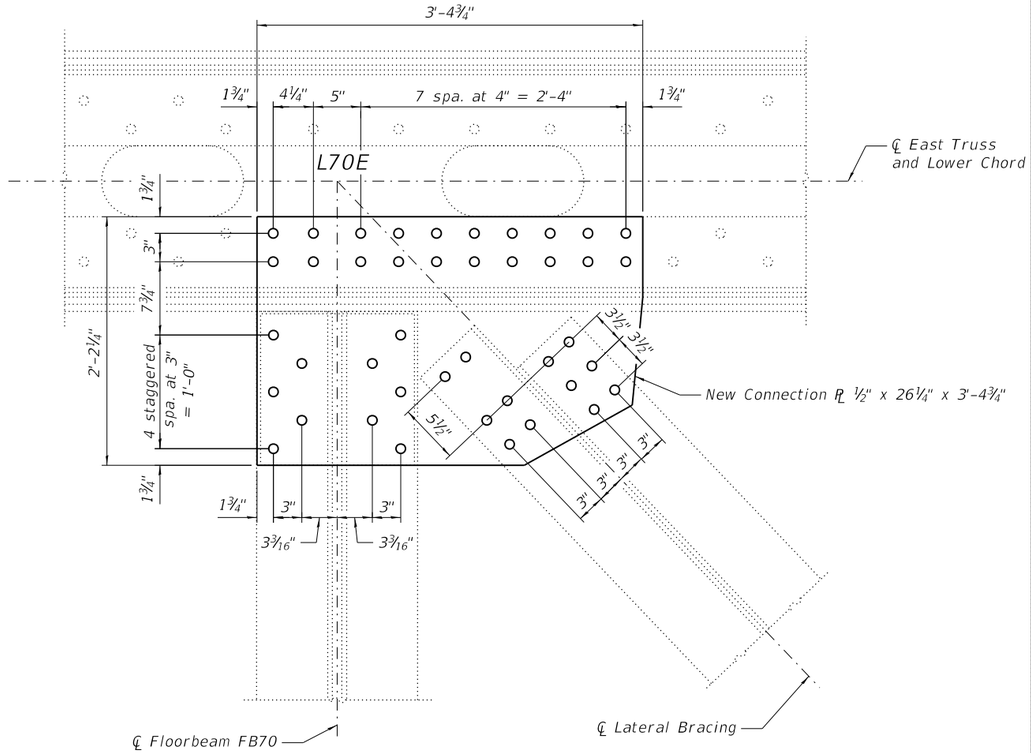
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOWER LATERAL BRACING REPAIRS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S123 OF S145 SHEETS

*PEORIA/TAZEWELL

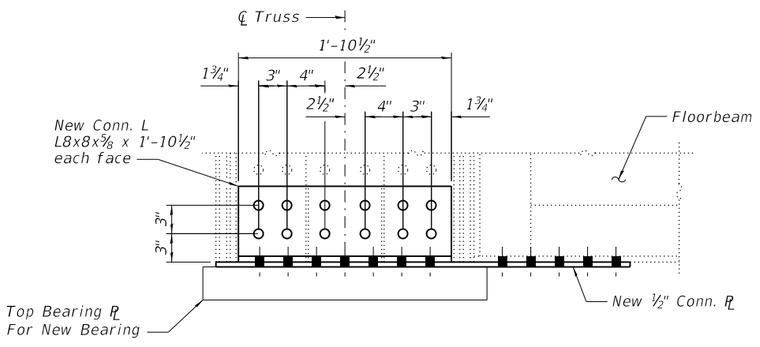
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	305
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			





LATERAL CONNECTION PLATE REPLACEMENT
SPAN 8, FB78 AT L78W AND L78E

Top view



VIEW A-A

LATERAL CONNECTION PLATE REPLACEMENT
SPAN 8, FB70 AT L70E (ITEM 183)

Bottom view

LEGEND

- ⊙ Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Coordinate steel repairs at Span 8, L78W and L78E with bearing replacements at these locations. See sheets S138 and S139 for bearing replacement details.

Remove existing lower lateral connection plates and connection angles identified for replacement.

Existing fasteners in connection plate are 1" ∅ rivets in 1 1/16" ∅ holes. New bolts for connection plate replacement shall be 1" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized. Holes in new material shall be 1 1/16" ∅.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	1,110

*PEORIA/TAZEWELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOWER LATERAL BRACING REPAIRS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S124 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	306
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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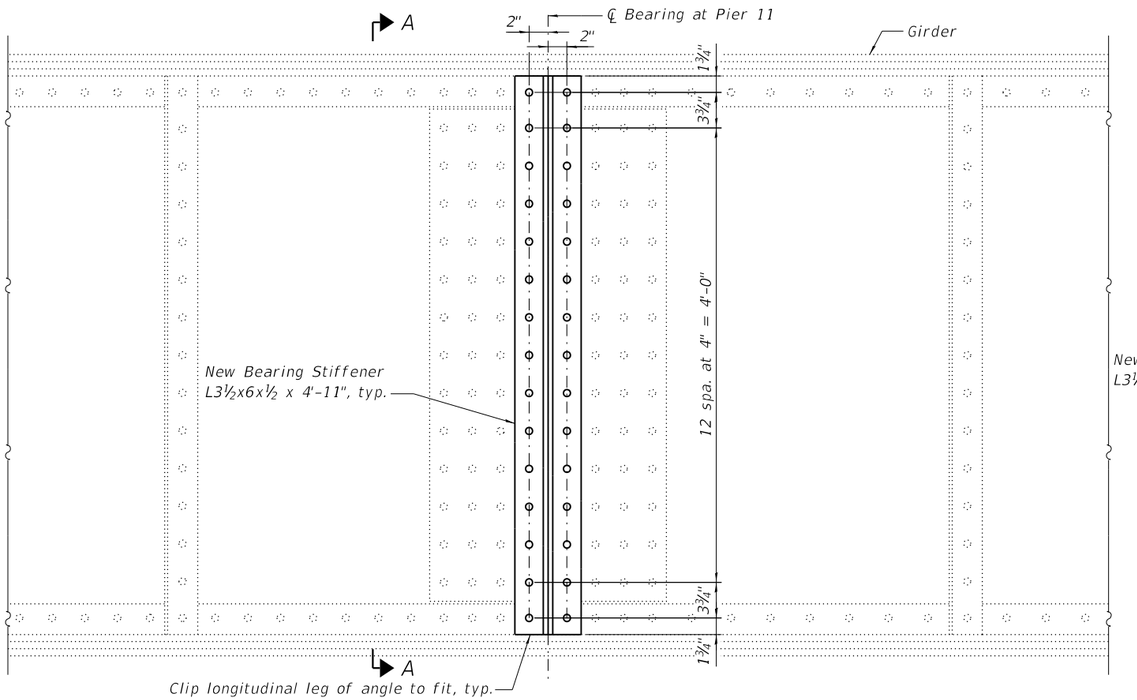
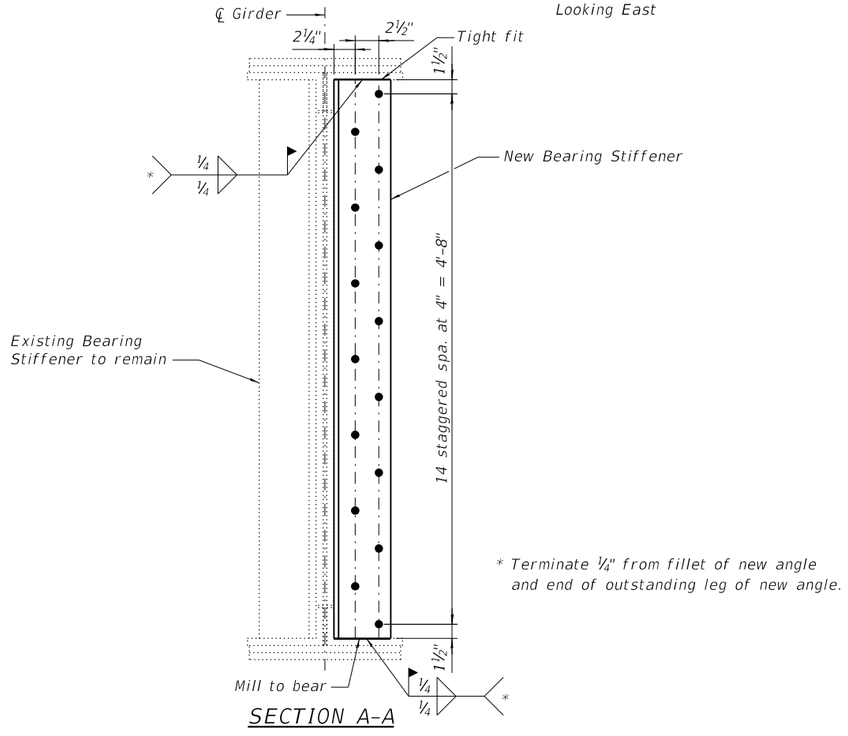


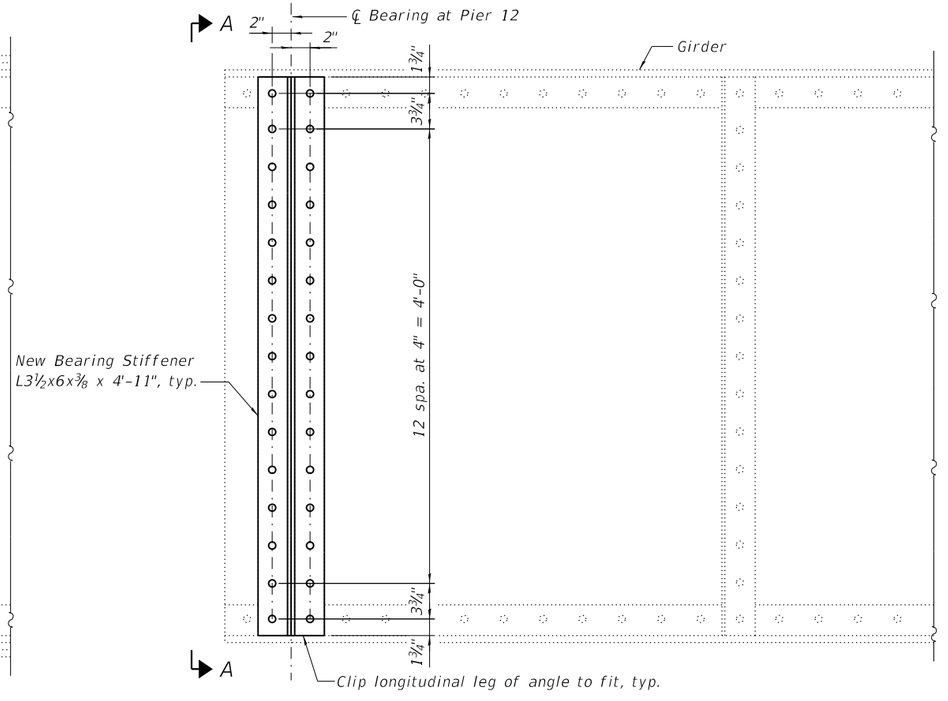
SPANS 11 AND 12, GIRDER 1 AT PIER 11 (ITEM 261)
SPANS 11 AND 12, GIRDER 8 AT PIER 11 (ITEM 389)

Looking East



SECTION A-A

* Terminate ¼" from fillet of new angle and end of outstanding leg of new angle.



SPAN 12, GIRDER 5 AT PIER 12 (ITEM 418)

Looking West

Notes:

Remove existing bearing stiffener angles identified for replacement. Install new bearing stiffener angles as shown.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for primary connections. The primer shall be fully cured in accordance with the manufacturer's instructions prior to connecting new steel to existing steel.

The cost of all work to repair the girder, including steel removal, and material testing and identification, shall be included in the cost for structural steel repair.

WELD PROCEDURE:

1. The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.
2. The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	560

*PEORIA/TAZEWELL

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PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REPAIRS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S125 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	307
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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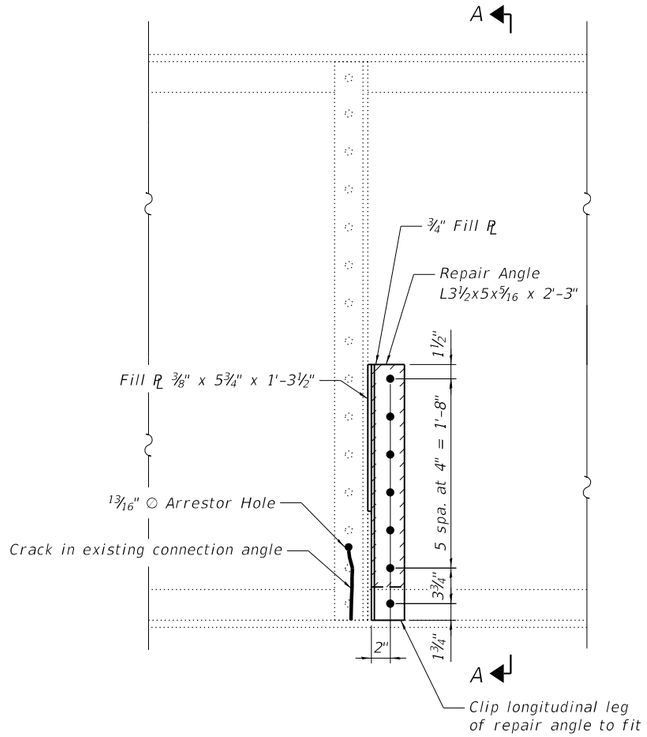
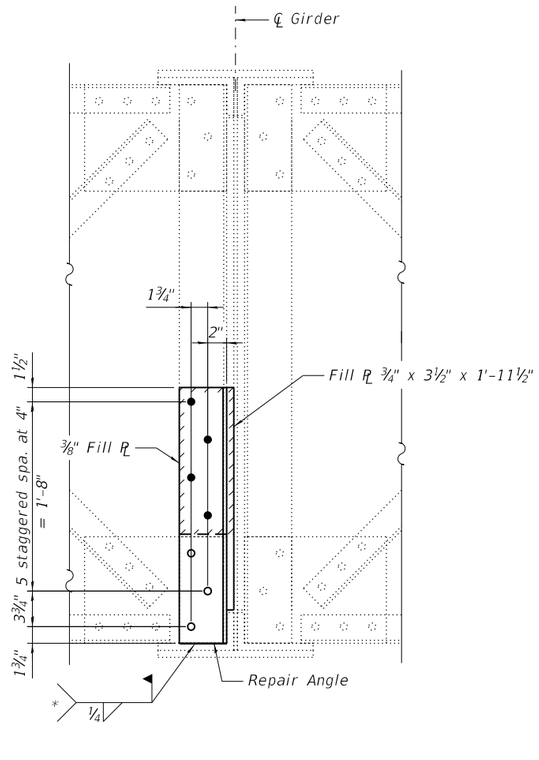


GIRDER ELEVATION

Cross frame strut and diagonals not shown for clarity.



SECTION A-A

Notes:

Locate tip of crack using liquid dye penetrant or magnetic particle testing. Drill 13⁄16" min. Ø arrestor hole at the crack tip in the existing connection angle. Care shall be taken to not drill into the underlying fill plate or girder web. After arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the tip.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

The cost of all work to repair the girder, including steel removal, and material testing and identification, shall be included in the cost for structural steel repair.

In reference to the cross fame numbering, the cross frame located at the pier shall be considered the first cross frame in that span.

WELD PROCEDURE:

1. *The Contractor shall obtain a chemical analysis of the existing steel to determine various elements and report the carbon equivalency to the Engineer. The method used to perform this analysis will be proposed by the Contractor and approved by the Engineer, including the locations of samples to be collected and tested.*
2. *The Contractor shall submit a proposed Welding Procedure Specification (WPS) for the Engineer's review and approval. The WPS will be suitable for welding to base materials identified during Step 1. The WPS shall be approved by the Engineer prior to proceeding with this work.*

GIRDER REPAIR LOCATIONS

Item #	Span	Girder	Location
464	9	2	4th Cross Frame from Centerline of Pier 8, East Face
465	9	3	4th Cross Frame from Centerline of Pier 8, East Face
196	9	6	4th Cross Frame from Centerline of Pier 8, West Face
197	9	7	4th Cross Frame from Centerline of Pier 8, East Face
338	9	7	5th Cross Frame from Centerline of Pier 8, East Face
198	9	7	5th Cross Frame from Centerline of Pier 8, West Face
339	9	7	6th Cross Frame from Centerline of Pier 8, East Face
202	10	7	3rd Cross Frame from Centerline of Pier 9, East Face
204	10	7	4th Cross Frame from Centerline of Pier 9, East Face
205	10	6	5th Cross Frame from Centerline of Pier 9, East Face
466	10	7	5th Cross Frame from Centerline of Pier 9, East Face
206	11	2	3rd Cross Frame from Centerline of Pier 10, West Face
207	11	2	4th Cross Frame from Centerline of Pier 10, East Face
208	11	3	4th Cross Frame from Centerline of Pier 10, West Face
468	12	3	3rd Cross Frame from Centerline of Pier 11, West Face
467	12	6	3rd Cross Frame from Centerline of Pier 11, West Face
469	12	2	4th Cross Frame from Centerline of Pier 11, East Face
470	12	2	4th Cross Frame from Centerline of Pier 11, West Face
210	12	3	4th Cross Frame from Centerline of Pier 11, West Face
471	12	6	4th Cross Frame from Centerline of Pier 11, East Face
472	12	7	4th Cross Frame from Centerline of Pier 11, West Face
473	12	2	5th Cross Frame from Centerline of Pier 11, East Face
474	12	2	5th Cross Frame from Centerline of Pier 11, West Face
475	12	3	5th Cross Frame from Centerline of Pier 11, East Face
476	12	7	5th Cross Frame from Centerline of Pier 11, East Face
477	12	7	5th Cross Frame from Centerline of Pier 11, West Face
478	12	2	6th Cross Frame from Centerline of Pier 11, East Face
479	12	2	6th Cross Frame from Centerline of Pier 11, West Face
480	12	7	6th Cross Frame from Centerline of Pier 11, East Face
214	13	2	2nd Cross Frame from Centerline of Pier 12, West Face
215	13	3	2nd Cross Frame from Centerline of Pier 12, East Face
216	13	7	2nd Cross Frame from Centerline of Pier 12, East Face
262	13	3	3rd Cross Frame from Centerline of Pier 12, East Face
481	13	7	3rd Cross Frame from Centerline of Pier 12, East Face

** Terminate ¼" from fillet of new angle and end of outstanding leg of new angle.*

LEGEND

- *Existing fastener to remain*
- *New bolt in new hole (shop or field drilled)*
- *Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)*

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	2,030

*PEORIA/TAZEWELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REPAIRS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S126 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	308
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

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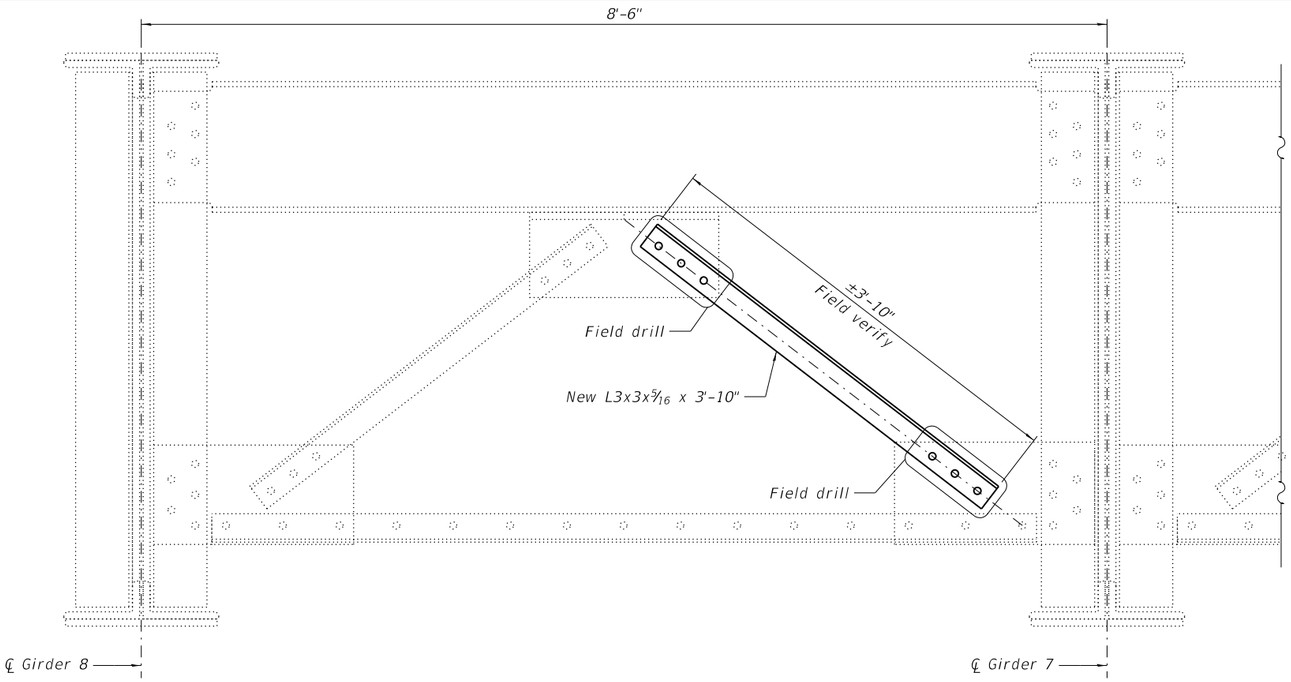
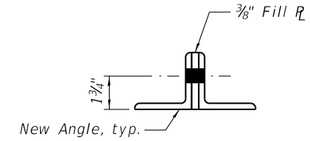
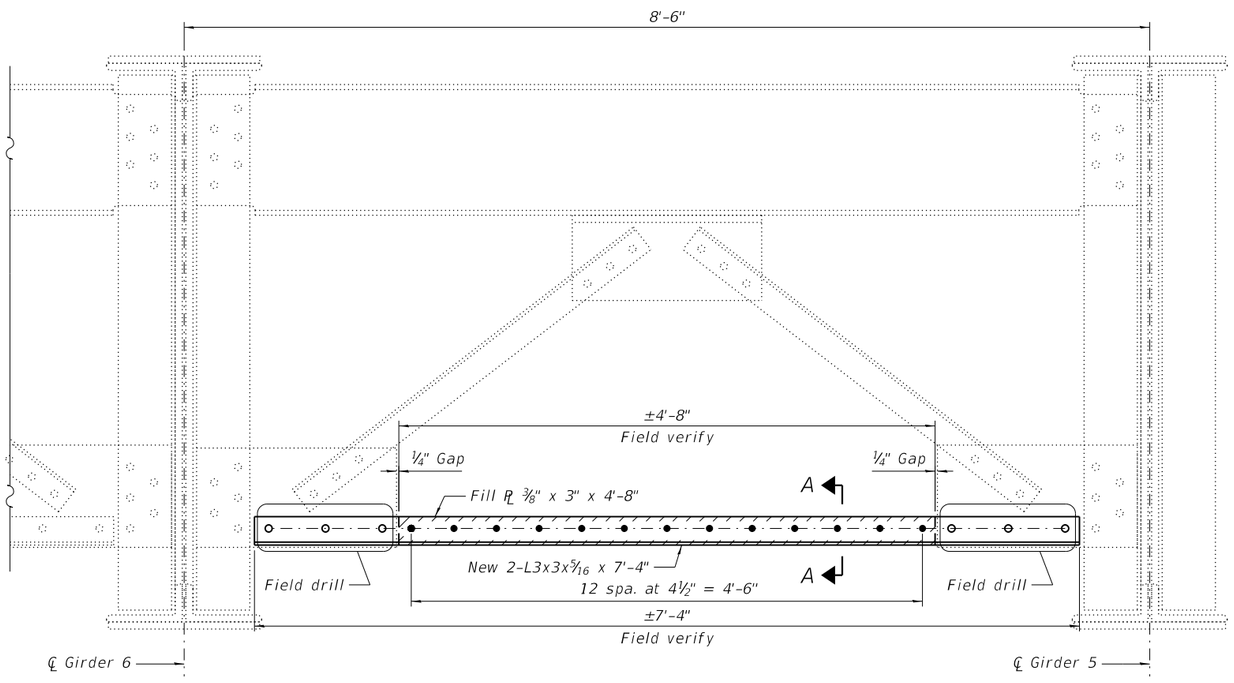


SPAN 9, CROSS FRAME AT PIER 8 (ITEM 58)

Looking North



SECTION A-A



SPAN 9, CROSS FRAME AT PIER 8 (ITEM 350)

Looking North

Notes:

Remove existing cross frame members identified for replacement. Install new members as shown.

Existing steel that will be in contact with new steel will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections. The primer shall be dry to touch prior to connecting new steel to existing steel.

LEGEND

- Existing fastener to remain
- New bolt in new hole (shop or field drilled)
- Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	160

*PEORIA/TAZEWELL

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PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS FRAME REPAIRS
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S127 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	309

CONTRACT NO. 68C89

ILLINOIS | FED. AID PROJECT

REPLACE DEFECTIVE OR MISSING FASTENERS

2018 NBIS INSPECTION DEFICIENCY ITEM NO.	LOCATION	QTY.
81	Pier 3, Trough between Girders 4, 5 and 6	5
218	Span 4, L6E–L7E and L6W–L7W, 1' from L6E and L6W	5
392	Span 4, Floorbeam 7 at Stringer 6, Panel 7	1
363	Span 4, Lower Lateral at Stringers 3, 5 and 8, Panel 7	6
263	Span 4, Stringer 1 at Floorbeam 9, Panel 10	4
90	Span 4, Upper Lateral at U11E	1
92	Span 4, Sway Brace, Lower strut near L11E–U11E	1
95	Span 4, Upper Lateral at U12E	1
265	Span 4, Stringer 7 at Floorbeam 12, Panel 13	1
222	Span 4, Diaphragm at Stringer 9, Panel 13	1
305	Span 4, Stringer 11 at Floorbeam 13, Panel 14	1
365	Spans 4/5, Pier 4, East Bearing	3
393	Spans 4/5, Pier 4, West Bearing	1
223	Span 5, Upper Lateral at Midpoint of U17E–U17W	2
395	Span 5, Stringer 4 at Floorbeam 18, Panel 18	1
102	Span 5, L18E–U19E, 20' above Deck	2
8	Span 5, Floorbeam 19 at Stringers 1, 2 and 4, Panel 20	3
225	Span 5, Floorbeam 19 at Stringer 10, Panel 20	1
107	Span 5, Lower Lateral at Stringer 3, Panel 20	2
110	Span 5, Floorbeam 21 at Stringer 6	1
111	Span 5, Floorbeam 21 at Stringer 8	1
423	Span 5, Diaphragm at Stringer 3, Panel 22	1
344	Span 5, Sway Brace, Diagonal at Panel Point 22 over Eastbound lanes	2
370	Span 5, Lower Lateral at Stringer 9, Panel 23	1
121	Span 5, Diaphragm at Stringer 3, Panel 25	2
123	Span 5, L26E–U26E, 12' above Deck	2
125	Span 5, Stringer 6, 6' from Floorbeam 27, Panel 27	2
425	Span 5, Stringer 10 at Floorbeam 27, Panel 27	1
17	Span 5, Floorbeam 27 between Stringers 6 and 7	2
126	Span 5, Stringer 5, 6' from Floorbeam 27, Panel 28	2
127	Span 5, Stringer 8, 6' from Floorbeam 27, Panel 28	2
18	Spans 5/6, Floorbeam 29 between Stringers 6 and 7	2
270	Span 6, Diaphragm at Stringer 5, Panel 31	1
309	Span 6, Diaphragm at Stringer 10, Panel 31	2
233	Span 6, Diaphragm at Stringer 3, Panel 33	2
19	Span 6, Floorbeam 33 between Stringers 6 and 7	2
372	Span 6, Stringer 3 at Floorbeam 34, Panel 35	2
138	Span 6, U34E–U35E, 5' from U34E	4
317	Span 6, L34W–L35W, 4' from L34W	3
25	Span 6, Floorbeam 35 between Stringers 6 and 7	2
234	Span 6, L36E–U36E, 9' above Deck	1
235	Span 6, L36E–L37E, 7' from L36E	2
236	Span 6, Stringer 3 at Diaphragm, Panel 37	1
237	Span 6, Gusset Plate at U37W, Outside plate	1
271	Span 6, Stringer 2 at Floorbeam 37, Panel 38	1
319	Span 6, Diaphragm at Stringer 8, Panel 38	1
146	Span 6, Stringer 3 at Floorbeam 38, Panel 39	1
374	Span 6, Stringer 12, 3' from Floorbeam 38, Panel 39	2
238	Span 6, Gusset Plate at U39W, Outside plate	1
147	Span 6, Floorbeam 39 at Stringers 6 and 7	2
452	Span 6, Stringer 4 at Floorbeam 40, Panel 41	1
241	Span 6, Diaphragm at Stringer 8, Panel 41	1

REPLACE DEFECTIVE OR MISSING FASTENERS (CON'T)

2018 NBIS INSPECTION DEFICIENCY ITEM NO.	LOCATION	QTY.
375	Span 6, Diaphragm at Stringer 10, Panel 41	1
400	Span 6, L41E–L42E, 6' from L41E	2
355	Span 6, L42E–L43E at L42E	5
356	Span 6, L42W–L43W at L42W	5
243	Span 6, Diaphragm at Stringer 3, Panel 43	1
454	Span 6, Diaphragm at Stringer 8, Panel 43	1
152	Span 6, Floorbeam 43 at Stringer 6	1
72	Span 6, U43E–U44E at U44E and 8' from U44E	4
321	Span 6, Floorbeam 44 at Stringer 2	1
377	Span 6, Diaphragm at Stringer 3, Panel 45	1
35	Span 6, Floorbeam 45 at Stringers 6 and 7	2
401	Span 6, Diaphragm at Stringer 3, Panel 46	1
278	Span 6, Stringer 7, 6' from Floorbeam 48, Panel 48	2
378	Span 6, Lower Lateral at Stringer 10, Panel 48	2
246	Span 6, Gusset Plate at U48E, Outside plate	1
457	Span 6, Lower Lateral at Stringer 8, Panel 49	2
279	Spans 6/7, Gusset Plate at L49E, Inside plate	1
37	Spans 6/7, Floorbeam 49 at Stringer 7	1
161	Spans 6/7, Pier 6, East Bearing	**2
323	Spans 6/7, Pier 6, West Bearing	**1
357	Span 7, U50E–U50W at U50E	1
282	Span 7, Lower Lateral at Stringer 5, Panel 51	2
38	Span 7, Floorbeam 51 at Stringers 6 and 7	2
404	Span 7, Diaphragm at Stringer 3, Panel 53	1
285	Span 7, Lower Lateral at Stringer 5, Panel 55	2
164	Span 7, Gusset Plate at L55E, Inside plate	1
286	Span 7, Lower Lateral at Stringer 8, Panel 57	3
249	Span 7, Lower Lateral at L58W, Panel 58	1
250	Span 7, Lower Lateral, 6' from L58E, Panel 58	1
347	Span 7, Lower Lateral at Stringer 3, Panel 59	1
288	Span 7, L58W–L59W, 5' from L59W	2
327	Span 7, Portal Brace at U59W	1
407	Span 7, Stringer 8 at Floorbeam 59, Panel 60	*1
252	Span 7, Floorbeam 59 at Stringers 8 and 9, Panel 60	3
172	Span 7, Stringer 10, 4' from Midpanel, Panel 62	2
348	Span 7, Floorbeam 62 between Stringers 5 and 6	1
329	Span 7, Lower Lateral at Stringer 8, Panel 63	1
176	Span 7, Lower Lateral, 5' from L63W, Panel 64	1
379	Span 7, Diaphragm at Stringer 3, Panel 64	1
177	Spans 7/8, Pier 7, West Bearing	6
256	Spans 7/8, Pier 7, East Bearing	12
461	Span 8, Lower Lateral at Stringer 3, Panel 65	1
380	Span 8, Diaphragm at Stringer 4, Panel 66	1
409	Span 8, Diaphragm at Stringer 10, Panel 66	1
189	Span 8, Lower Lateral at L74E, Panel 74	1
411	Span 8, Diaphragm at Stringer 10, Panel 75	1
412	Span 8, Floorbeam 75 at Stringer 11, Panel 75	1
195	Span 9, Girder 8, 1' from 2nd Cross Frame from Pier 8, East side	6
76	Span 9, Girder 2, 3rd Cross Frame from Pier 8, West side	1
199	Spans 9/10, Pier 9, Bearing at Girder 1	1
417	Spans 10/11, Pier 10, Bearing at Girder 8	**1
340	Span 12, Girder 1, 3rd Cross Frame from Pier 12	3

REMOVE CRACKED TACK WELDS

2018 NBIS INSPECTION DEFICIENCY ITEM NO.	LOCATION	NO. OF WELDS
303	Span 4, Gusset Plate at U13W, Inside plate	2
308	Span 6, Gusset Plate at U30E, Inside plate	2
399	Span 6, L33W–L34W, 6' from L34W	1
318	Span 6, Gusset Plate at U37E, Inside plate	1
322	Span 6, U47E–U48E, 8' from U47E	1
280	Span 7, Gusset Plate at U51W, Inside plate	1
325	Span 7, U52E–U53E at U53E	2
39	Span 7, Floorbeam 53 below Stringer 10, Panel 53	1
163	Span 7, U54E–L55E, 10' above Deck	1
330	Span 7, U63E–L64E at 2nd Portal Brace connection from L64E	1
332	Span 8, Gusset Plate at U65W, Inside plate	1
333	Span 8, Gusset Plate at U65E, Inside plate	1
187	Span 8, L72E–U72E at U72E	1
336	Span 8, L77W–L78W at L78W	1
415	Span 9, Girder 7 at 3rd Cross Frame from Pier 8 and between 3rd and 4th Cross Frames from Pier 8	2
260	Span 9, Girder 8, between 2nd and 3rd Cross Frames from Pier 8 and 8' S. from 3rd Cross Frame from Pier 8	2
421	Span 13, Girder 3 at 3rd stiffener from Pier 12	***

*** Remove miscellaneous welded attachments on top and bottom flanges.

REMOVE PLUG WELDS

2018 NBIS INSPECTION DEFICIENCY ITEM NO.	LOCATION	NO. OF WELDS
83	Span 4, L6W–L7W at L6W	2
426	Spans 5/6, Gusset Plate at L29W, Inside plate	4
313	Span 6, Gusset Plate at U32E, Inside and Outside plates	4
295	Span 8, L66W–L67W, 3' from L67W	3
259	Span 8, L74E–U75E at L74E	1

Notes:

The Contractor shall replace all loose, broken, severely corroded or missing fasteners with H.S. bolts. The Engineer shall approve all additional locations not shown in the plans prior to replacement. The number of additional bolts not detailed for replacement in the plans shall be in addition to the quantity shown for Bolt Replacement and in accordance with Article 104.02 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Total
Bolt Replacement	Each	211

Bolt Replacement Procedure:

1. Remove existing defective fasteners as required. Flame cutting for rivet removal is not permitted.
2. Install new bolts in open holes. New bolts shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized, with a diameter 1/16" less than the diameter of the hole.
3. The work to replace defective or missing fasteners will be paid for at the contract unit price per each for Bolt Replacement.

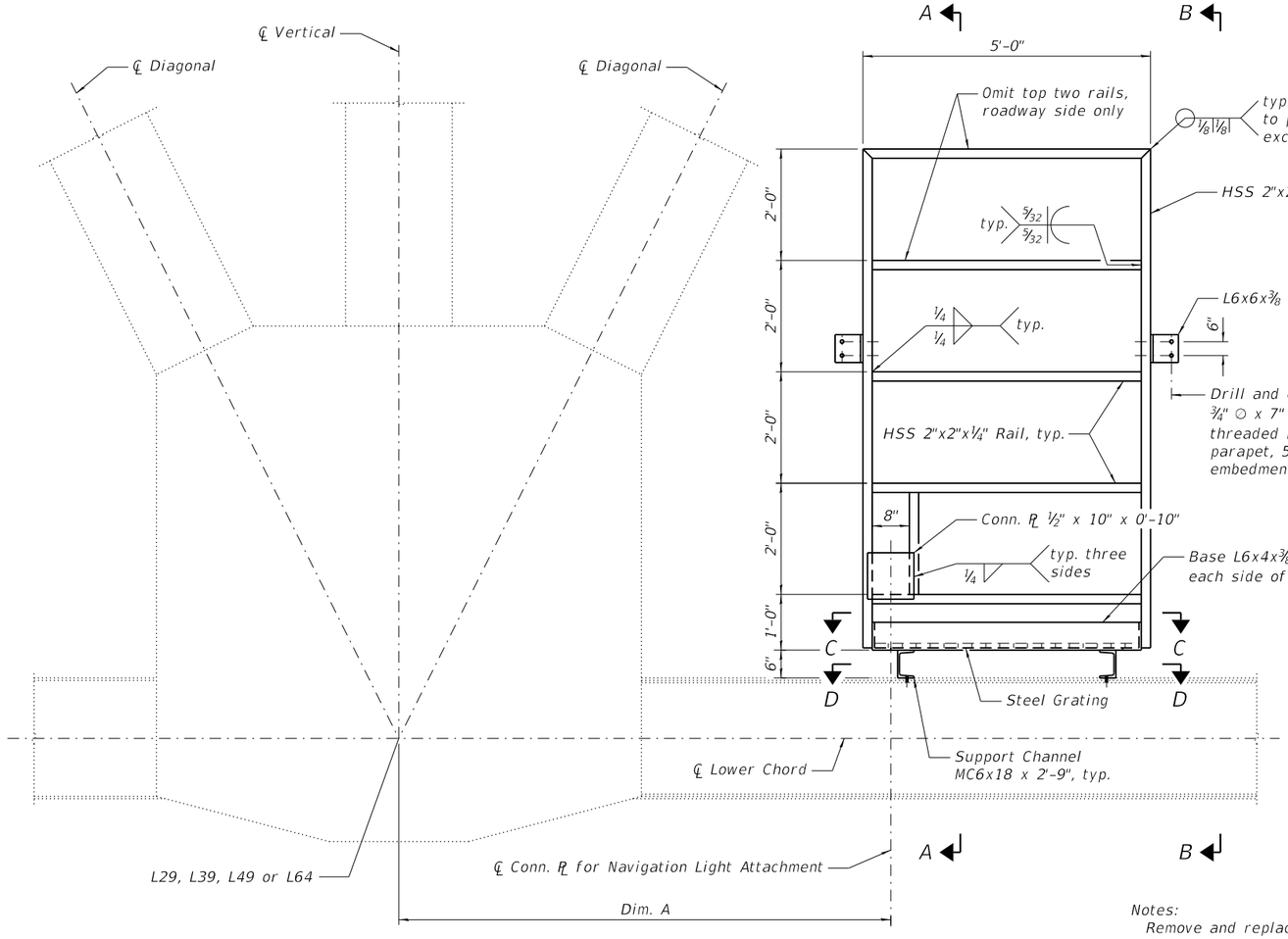
* Tighten nut on Stringer Guide Pin
**Tighten nut on Anchor Bolt

Tack Weld Removal Procedure:

1. Remove cracked tack welds by grinding. The surface of the affected members at the location of weld removal shall be ground smooth.
2. Ground surfaces shall be inspected for cracks using dye penetrant or magnetic particle testing. Cracks located in the base material of the removed tack weld shall be reported to the Engineer for further disposition.
3. The cost of all work required to remove cracked tack welds shall be included in the contract unit price for Structural Steel Repair and will not be measured separately for payment.

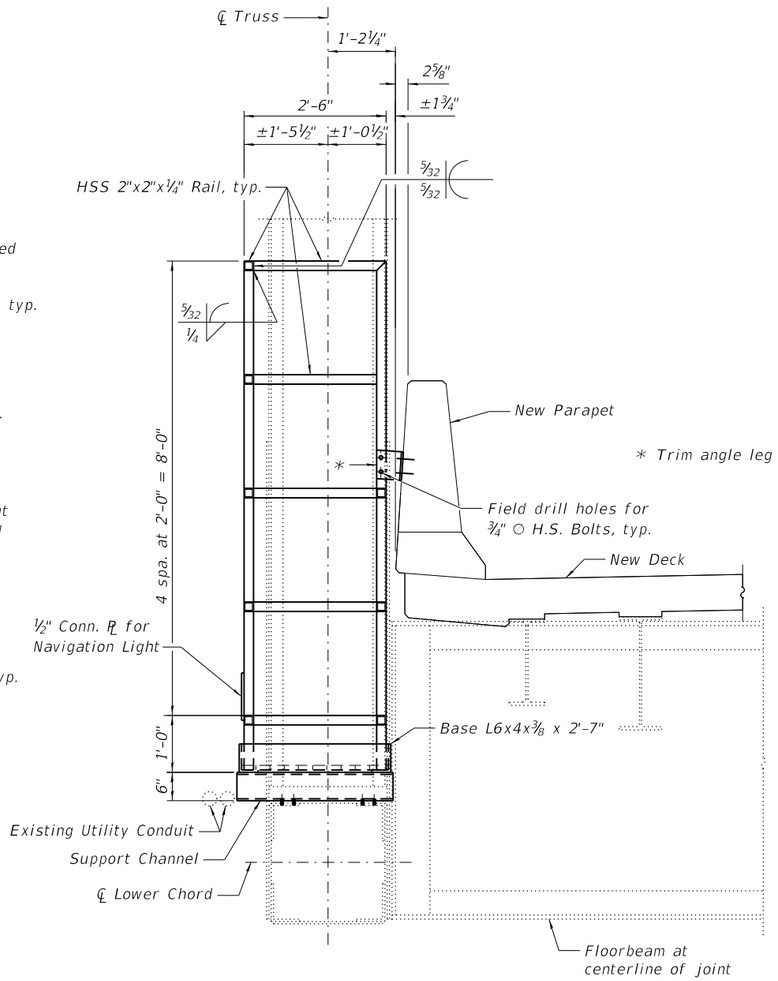
Plug Weld Removal Procedure:

1. Remove existing plug welds by drilling a hole through the center of the plug large enough to remove all weld material.
2. Install new bolts in drilled holes. New bolts shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized, with a diameter 1/16" less than the diameter of the hole.
3. All work to remove plug welds and install high-strength bolts in drilled holes will be paid for at the contract unit price per each for Bolt Replacement.



PART ELEVATION AT ACCESS PLATFORM

L64E shown looking west, other locations similar
Parapet not shown for clarity.



SECTION A-A

ACCESS PLATFORM TABLE

Location	Dim. A
L29E-L30E near L29E	8'-0"
L29W-L30W near L29W	8'-0"
L38E-L39E near L39E	11'-6"
L39W-L40W near L39W	11'-6"
L48E-L49E near L49E	8'-0"
L48W-L49W near L49W	8'-0"
L63E-L64E near L64E	8'-0"
L63W-L64W near L64W	8'-0"

Notes:

Remove and replace access platforms and railing at the locations indicated.

Bolts for angle to post connections shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized. Threaded rods shall be ASTM F1554 Grade 36.

Welds, platforms and railing shall meet OSHA Requirements.

See sheet S130 for View B-B and Sections C-C and D-D.

Drill holes and grout threaded rods in accordance with Section 584 of the Standard Specifications.

Existing utility conduits attached to select lower chord members shall be temporarily detached, temporarily supported, modified as needed to fit around the new access platforms, and reattached after the access platform replacement has been completed.

All work required to remove and replace access platforms and railing, including the cost to detach, support, modify, and reattach existing conduit and drill and grout threaded rods, will be paid for at the contract unit price per each location for Access Ladder.

Steel grating shall be galvanized per ASTM A123 and ASTM A384. All other steel components of the new access platforms, including platforms, railing, support channels, and associated attachments and hardware, shall be galvanized after fabrication according to AASHTO M111 or M232 as applicable.

Existing steel that will be in contact with new steel from the access platform replacement will be cleaned and painted in accordance with the special provision for Cleaning and Painting Contact Surface Areas of Existing Steel Structures for secondary connections.

BILL OF MATERIAL

Item	Unit	Total
Access Ladder	Each	8

*PEORIA/TAZEWELL

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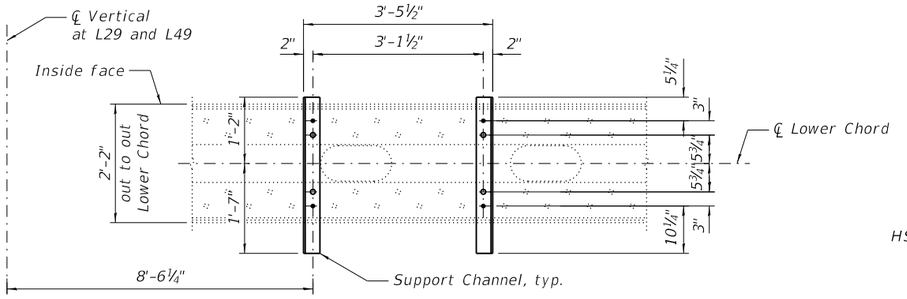
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

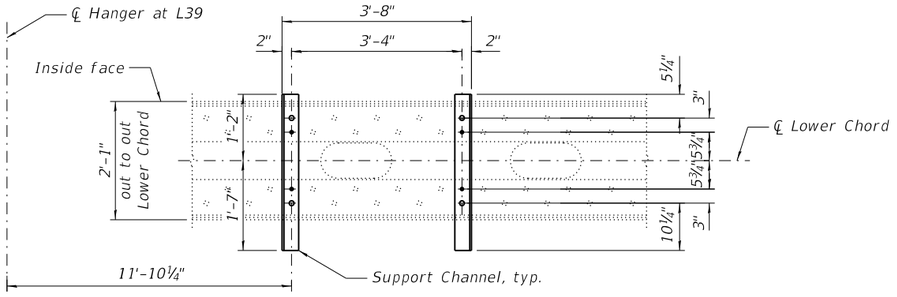
ACCESS PLATFORM REPLACEMENT DETAILS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S129 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	311

CONTRACT NO. 68C89
ILLINOIS | FED. AID PROJECT

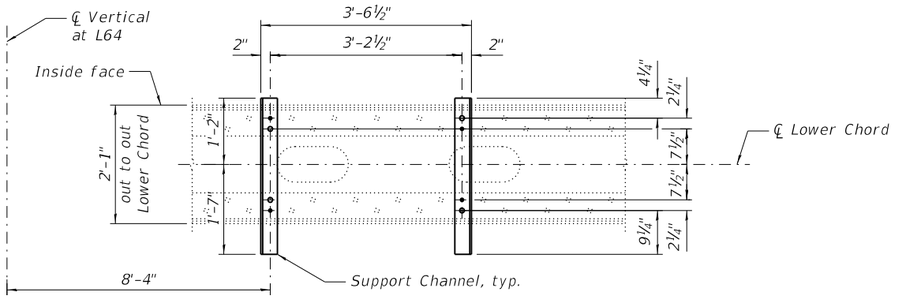


SECTION D-D NEAR L29E, L29W, L49E AND L49W



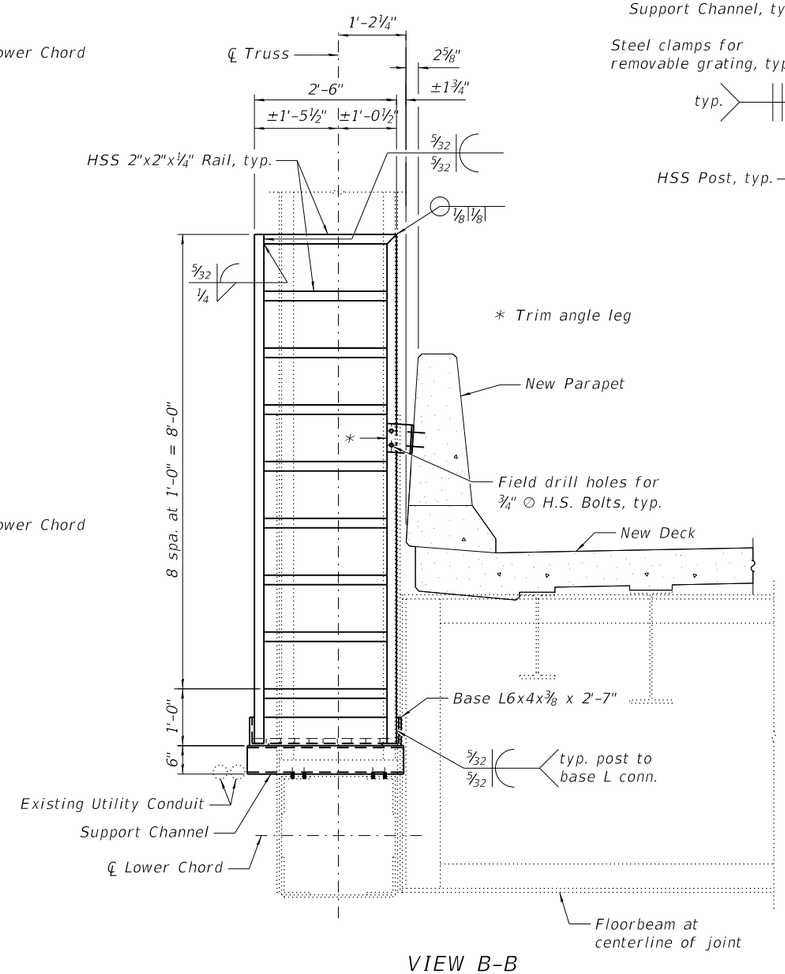
SECTION D-D NEAR L39E AND L39W

Channel supports near L39E shown.
L39W similar.

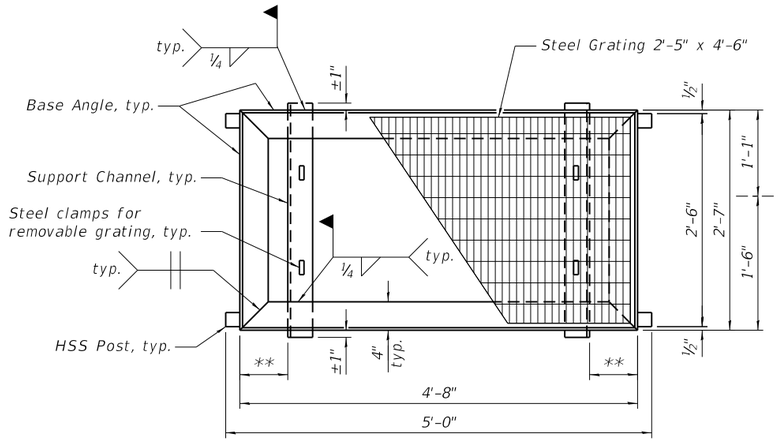


SECTION D-D NEAR L64E AND L64W

Channel supports near L64E shown.
L64W similar.



VIEW B-B



SECTION C-C

Lower chord not shown for clarity.

**Varies

LEGEND

- Existing fastener to remain
- ● New bolt in new hole (shop or field drilled)
- ○ Replace existing fastener with new bolt in existing hole (holes in new material may be field drilled using existing member as a template)

Notes:

Access platforms will not necessarily be centered over the support channels. Support channels have been positioned to correspond to the existing fastener spacing of the lower chords. Access platforms are positioned with respect to the center of joint and the navigation light attachment.

Flame cutting for rivet removal is not permitted.

Bolts for support channel to lower chord connection shall be ¾" ∅ ASTM F3125 Grade A325 Type 1, mechanically galvanized. Holes in new material and new holes in existing material shall be $^{13}/_{16}$" ∅.

Existing fasteners in lower chord are 1" ∅ rivets in 1$^{1}/_{16}$" ∅ holes. Replace existing rivets identified for replacement with ¾" ∅ H.S. bolts and oversized washers.

Grating shall provide 100 psf min. Live Load capacity, and shall not exceed ¼" deflection under such load.

Work this sheet with S129.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ACCESS PLATFORM REPLACEMENT DETAILS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S130 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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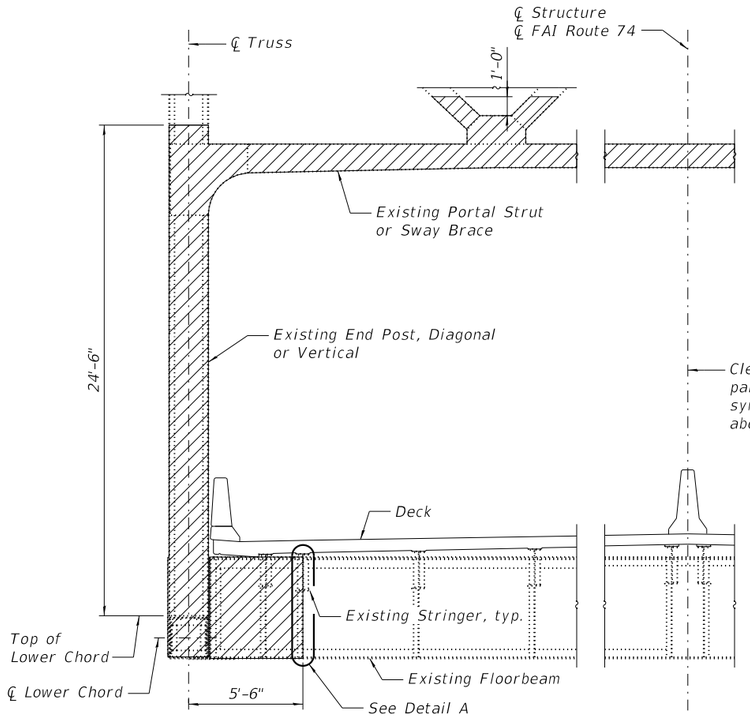
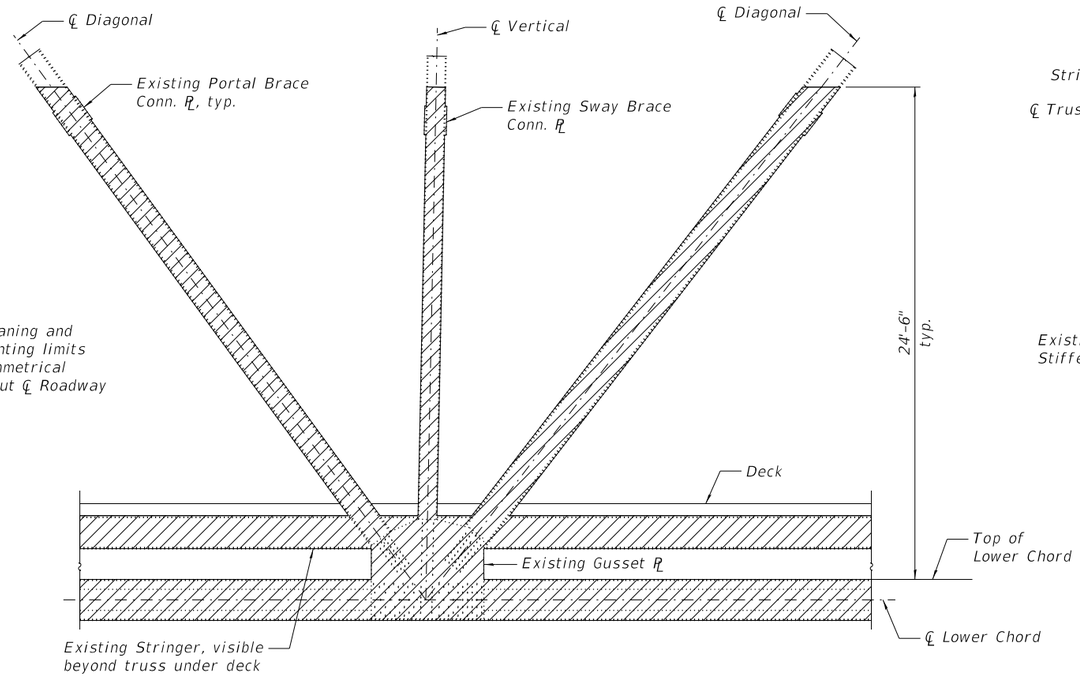
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		



PART SECTION AT TRUSS SPANS CLEANING AND PAINTING DETAIL

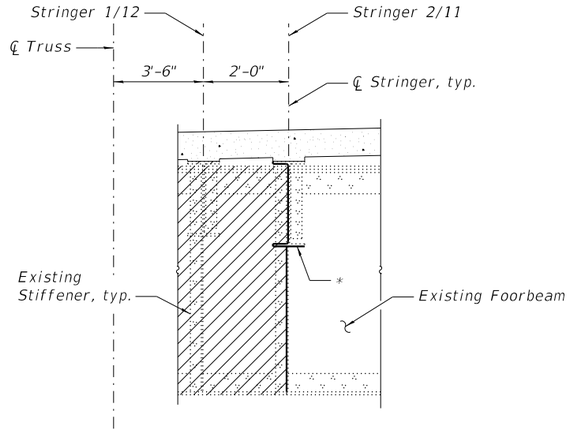
Lower lateral bracing not shown for clarity. Lower lateral bracing and connection plates to be painted within the limits shown for members beneath the deck. Truss bearings at Piers 3, 4, 5, 6, 7 and 8 shall be included with cleaning and painting shown on this sheet.



PART ELEVATION AT TRUSS SPANS CLEANING AND PAINTING DETAIL

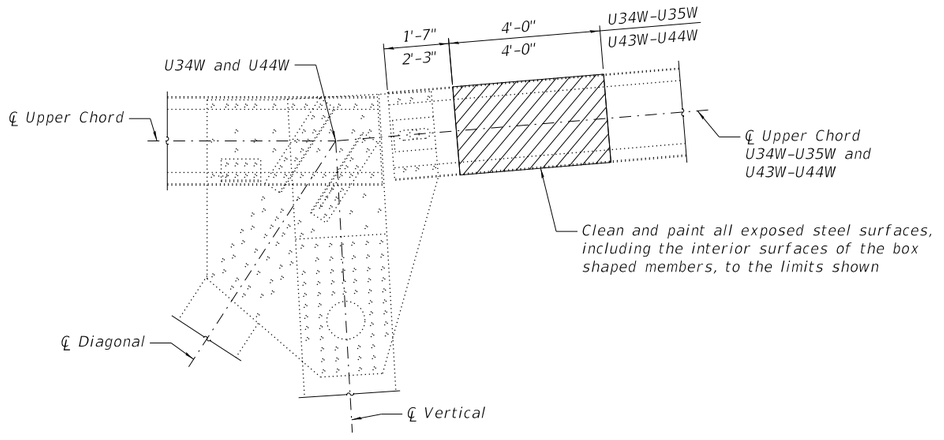
Parapet not shown for clarity.

Clean and paint all exposed steel surfaces, including the interior surfaces of box shaped members, to the limits shown



DETAIL A

* Bold faces to be cleaned and painted



UPPER CHORD CLEANING AND PAINTING DETAIL AT U34W-U35W (ITEM 448) AND U43W-U44W (ITEM 455)

Notes:

Coordinate cleaning and painting activities with structural steel repairs. See sheets S92 thru S128.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures, except at the locations of structural repairs or new structural installations. The designated areas for cleaning and painting existing structural steel at Spans 4 thru 8, as shown on this sheet, shall be cleaned per Power Tool Cleaning – Modified SSPC-SP3, except as noted, and painted according to the requirements of Paint System 2 – PS/EM/U, except for steel under expansion joints.

See sheets S132 thru S137 for cleaning and painting requirements in those areas. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 2 – PS/EM/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

LEGEND

Limits of cleaning and painting steel members

BILL OF MATERIAL

Item	Unit	Total
Cleaning and Painting Steel Bridge No. 1	L Sum	1
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L Sum	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLEANING AND PAINTING DETAILS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S131 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	313
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

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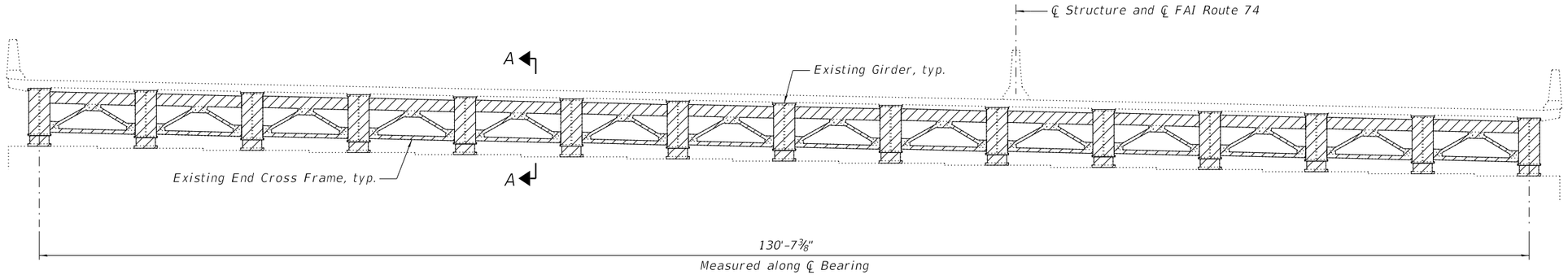
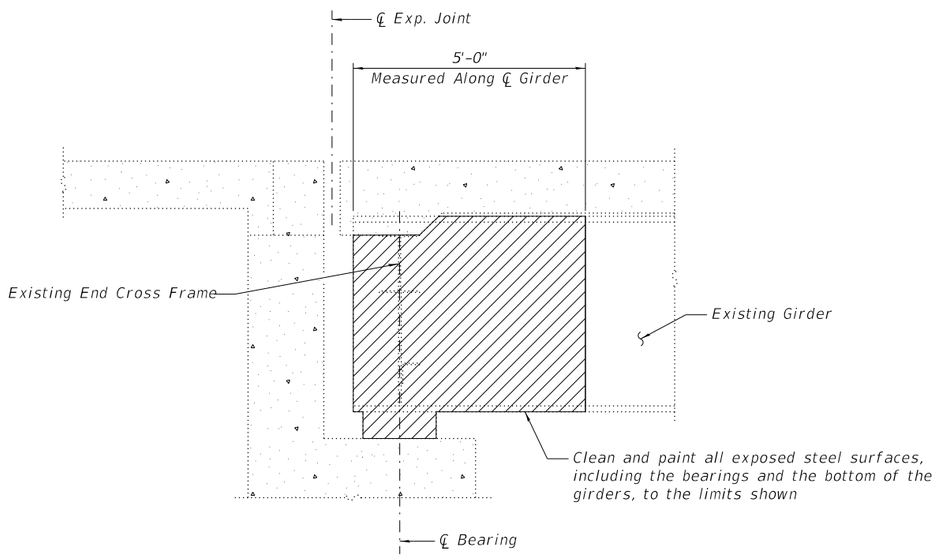


CROSS SECTION – NORTH ABUTMENT

Looking South



SECTION A-A

Interior cross frame not shown for clarity. Clean and paint interior cross frame when located within limits of cleaning and painting.

LEGEND

Limits of cleaning and painting steel members

Notes:

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures. The designated areas for cleaning and painting existing structural steel at expansion joints, as shown on this sheet, shall be cleaned per Near White Blast Cleaning SSPC – SP10, except as noted, and painted according to the requirements of Paint System 1 – OZ/E/U. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 1 – OZ/E/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

See sheet S131 for the Bill of Material.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLEANING AND PAINTING DETAILS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S132 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	314
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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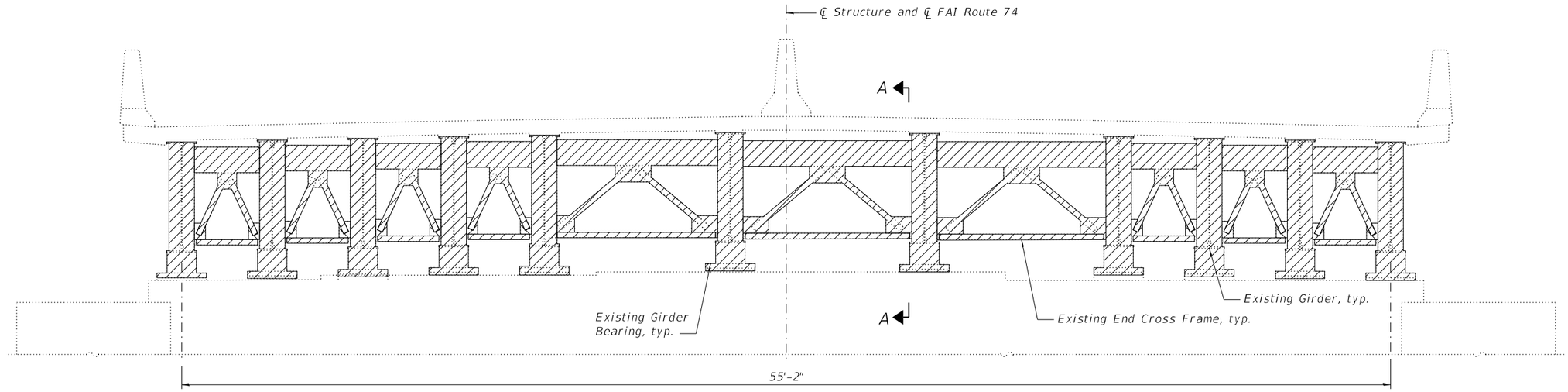
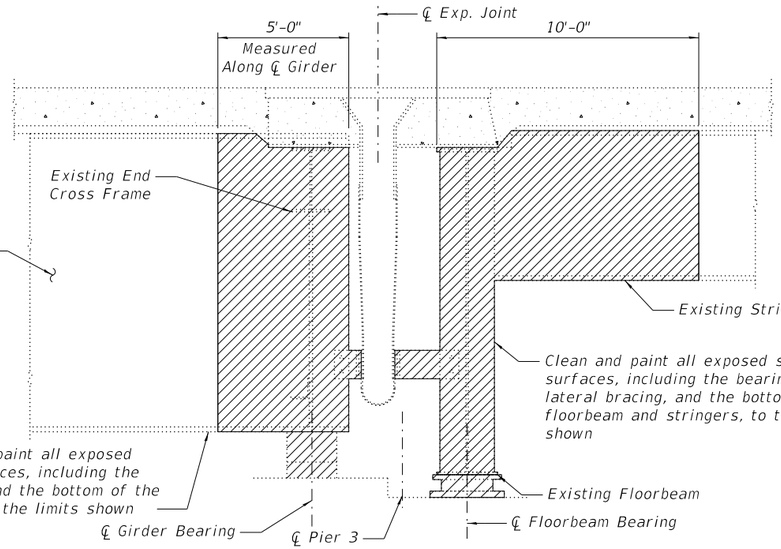
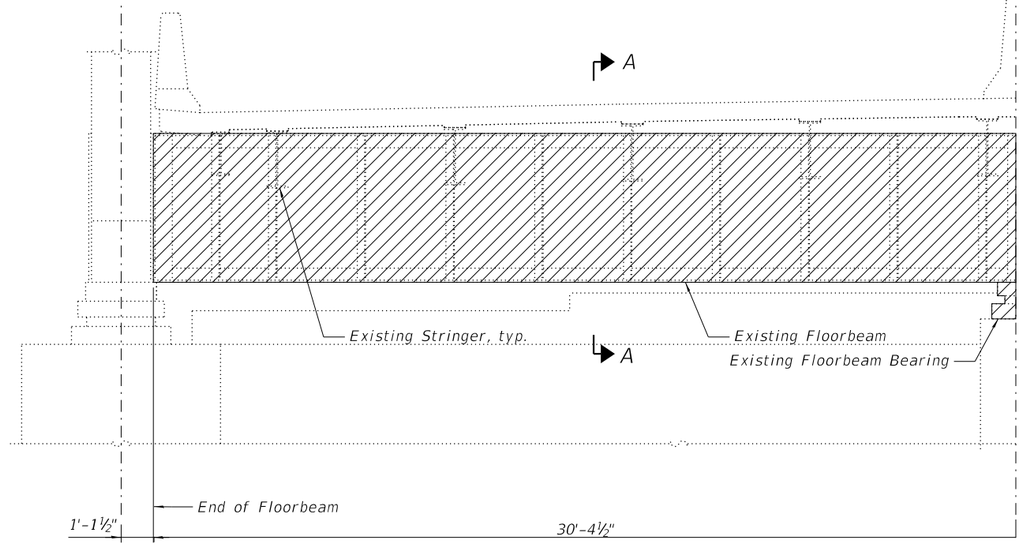


CROSS SECTION - GIRDER SPAN AT PIER 3

Looking South



SECTION A-A



HALF CROSS SECTION - TRUSS SPAN AT PIER 3

Looking North

LEGEND

Limits of cleaning and painting steel members

Notes:

Coordinate cleaning and painting activities with structural steel repairs. See sheets S92 thru S128.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures, except at the locations of structural repairs or new structural installations. The designated areas for cleaning and painting existing structural steel at expansion joints, as shown on this sheet, shall be cleaned per Near White Blast Cleaning SSPC - SP10, except as noted, and painted according to the requirements of Paint System 1 - OZ/E/U. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

See sheet S131 for truss member and truss bearing cleaning and painting details. Areas designated for cleaning and painting as shown on this sheet that overlap cleaning and painting limits shown on sheet S131 shall be cleaned and painted per the requirements shown on this sheet.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 1 - OZ/E/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

See sheet S131 for the Bill of Material.

*PEORIA/TAZEWELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLEANING AND PAINTING DETAILS - 3
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S133 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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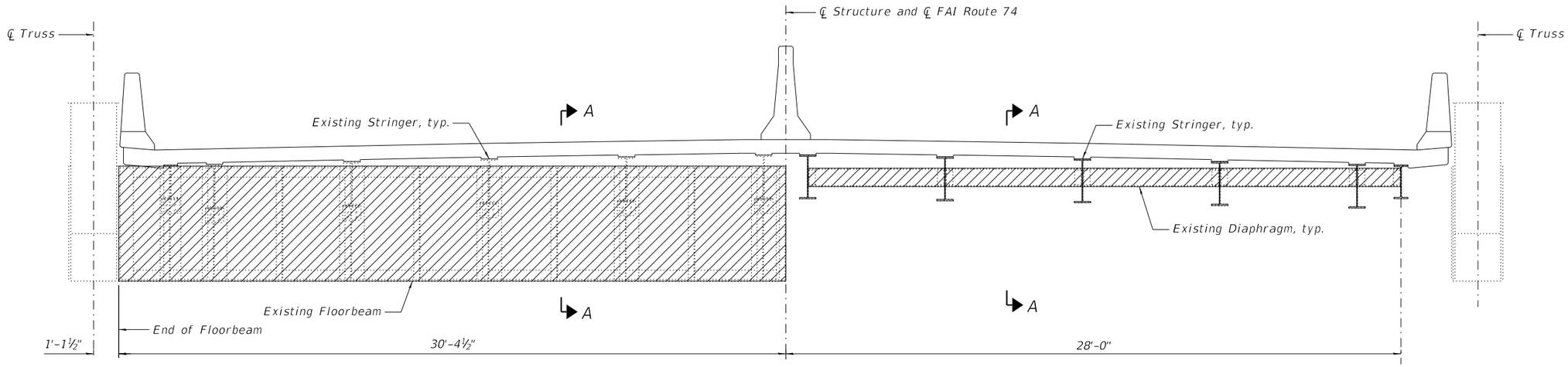
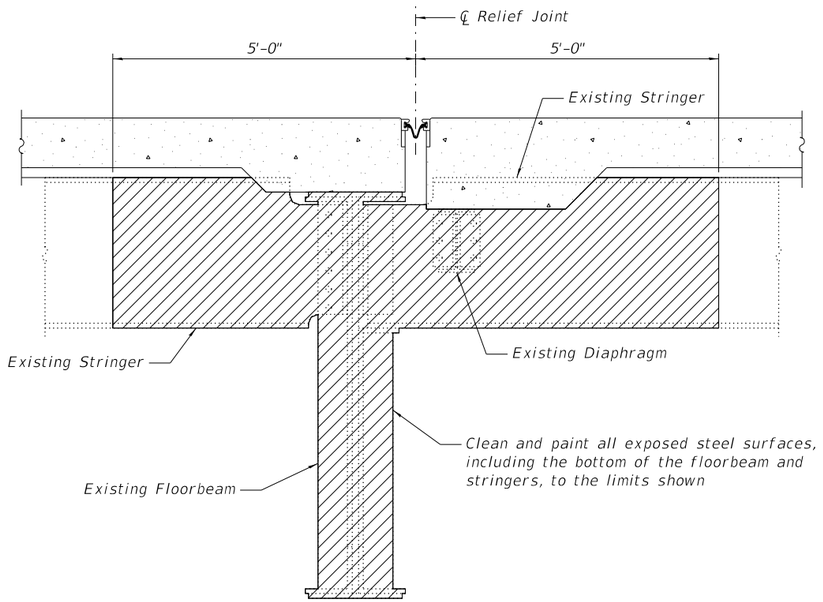
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	



HALF CROSS SECTION – TRUSS SPANS AT RELIEF JOINTS SHOWING FLOORBEAM

HALF CROSS SECTION – TRUSS SPANS AT RELIEF JOINTS SHOWING DIAPHRAGM

Floorbeam not shown for clarity.



SECTION A-A

RELIEF JOINT LOCATIONS

PP9, PP12, PP16, PP22, PP25, PP28, PP31, PP37, PP41, PP47, PP50, PP53, PP56, PP62, PP66, PP69, PP72 and PP75

LEGEND

Limits of cleaning and painting steel members

Notes:

Coordinate cleaning and painting activities with Structural Steel Repairs. See sheet S92 thru S128.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures. The designated areas for cleaning and painting existing structural steel at expansion joints, as shown on this sheet, shall be cleaned per Near White Blast Cleaning SSPC – SP10, except as noted, and painted according to the requirements of Paint System 1 – OZ/E/U. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

See sheet S131 for truss member cleaning and painting details. Areas designated for cleaning and painting as shown on this sheet that overlap cleaning and painting limits shown on sheet S131 shall be cleaned and painted per the requirements shown on this sheet.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 1 – OZ/E/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

See sheet S131 for the Bill of Material.

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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

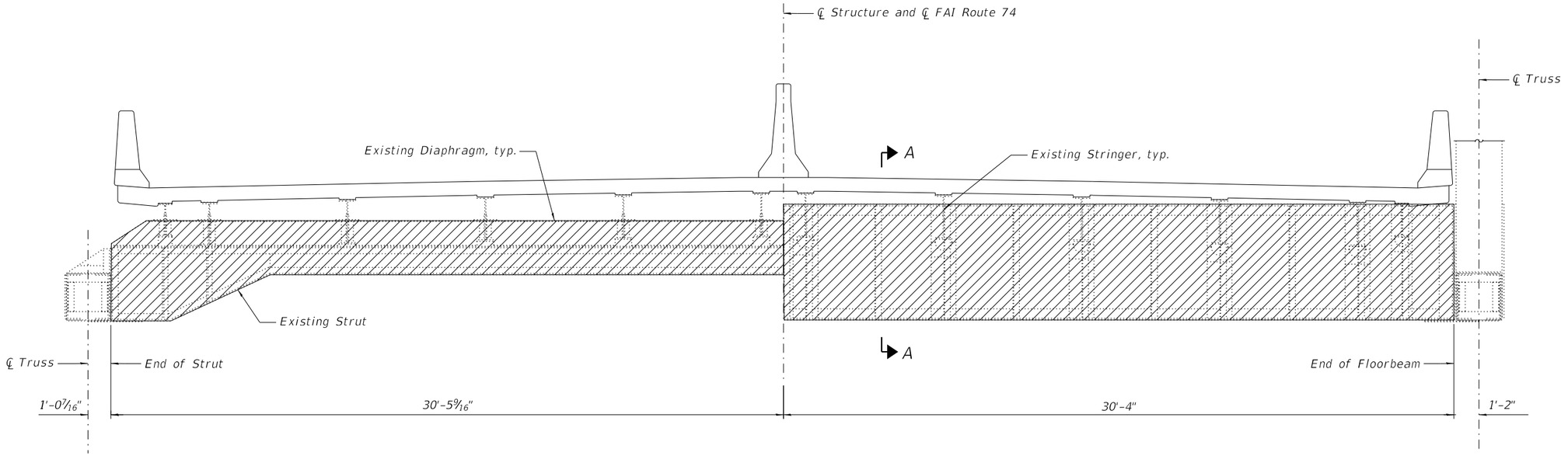
CLEANING AND PAINTING DETAILS - 4
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S134 OF S145 SHEETS

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	316

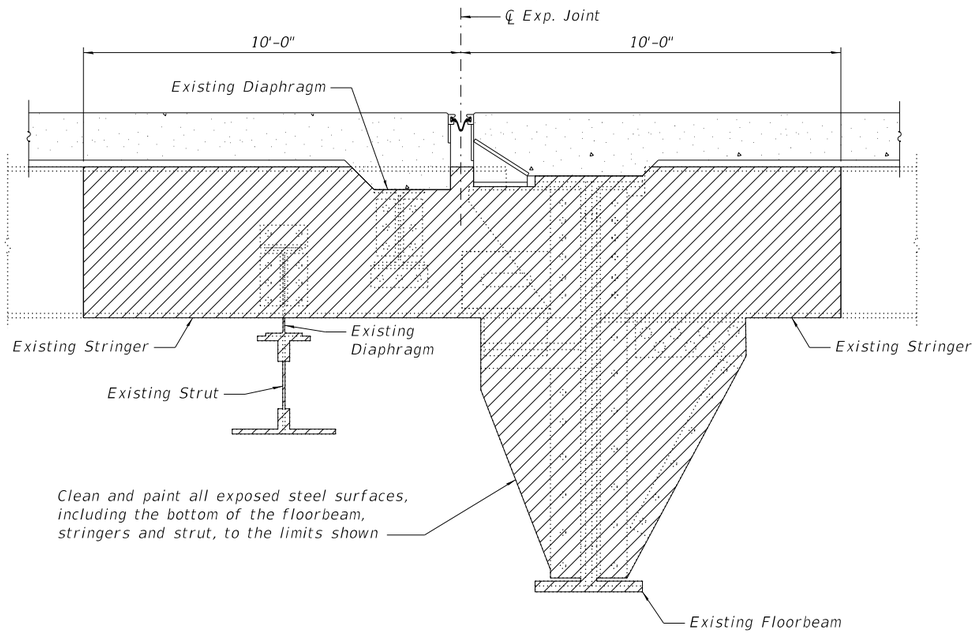
CONTRACT NO. 68C89

ILLINOIS | FED. AID PROJECT



HALF CROSS SECTION - TRUSS SPANS AT PP19, PP34, PP44 AND PP59

Floorbeam not shown for clarity.



SECTION A-A

New Strip Seal Joints at Truss Panel Points 34 and 44 - shown
New Neoprene Joints at Truss Panel Points 19 and 59 - similar

HALF CROSS SECTION - TRUSS SPANS AT PP19, PP34, PP44 AND PP59

LEGEND

Limits of cleaning and painting steel members

Notes:

Coordinate cleaning and painting activities with Structural Steel Repairs. See sheet S92 thru S128.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures. The designated areas for cleaning and painting existing structural steel at expansion joints, as shown on this sheet, shall be cleaned per Near White Blast Cleaning SSPC - SP10, except as noted, and painted according to the requirements of Paint System 1 - OZ/E/U. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

See sheet S131 for truss member cleaning and painting details. Areas designated for cleaning and painting as shown on this sheet that overlap cleaning and painting limits shown on sheet S131 shall be cleaned and painted per the requirements shown on this sheet.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 1 - OZ/E/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

See sheet S131 for the Bill of Material.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - CSG	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - CSG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLEANING AND PAINTING DETAILS - 5
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S135 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	317
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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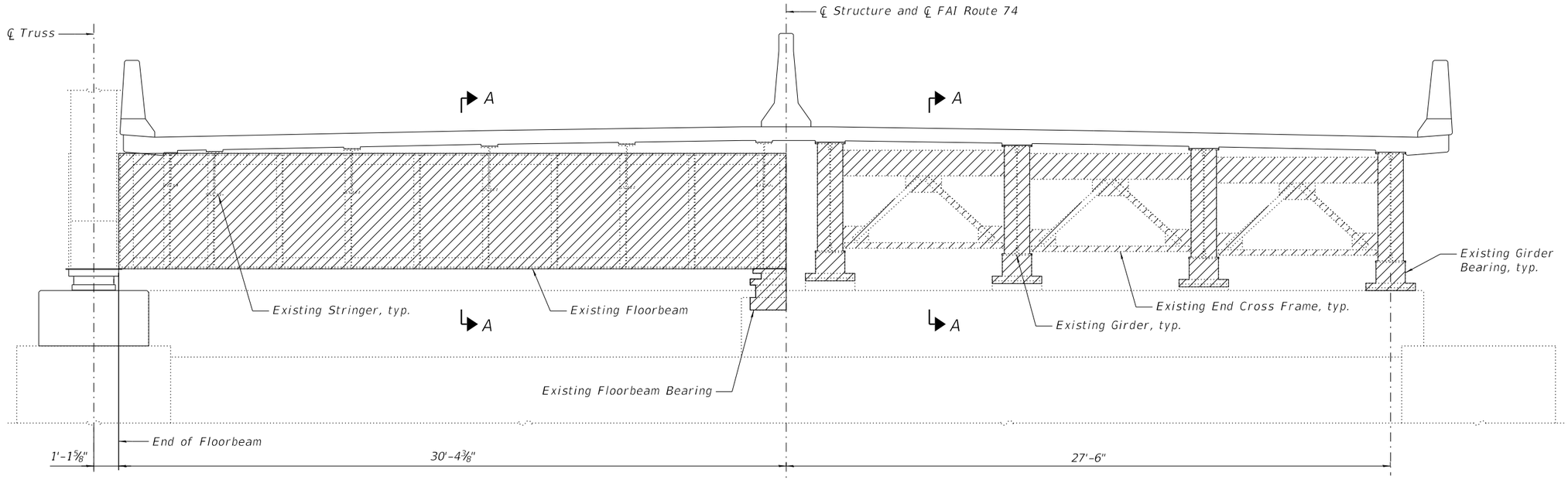
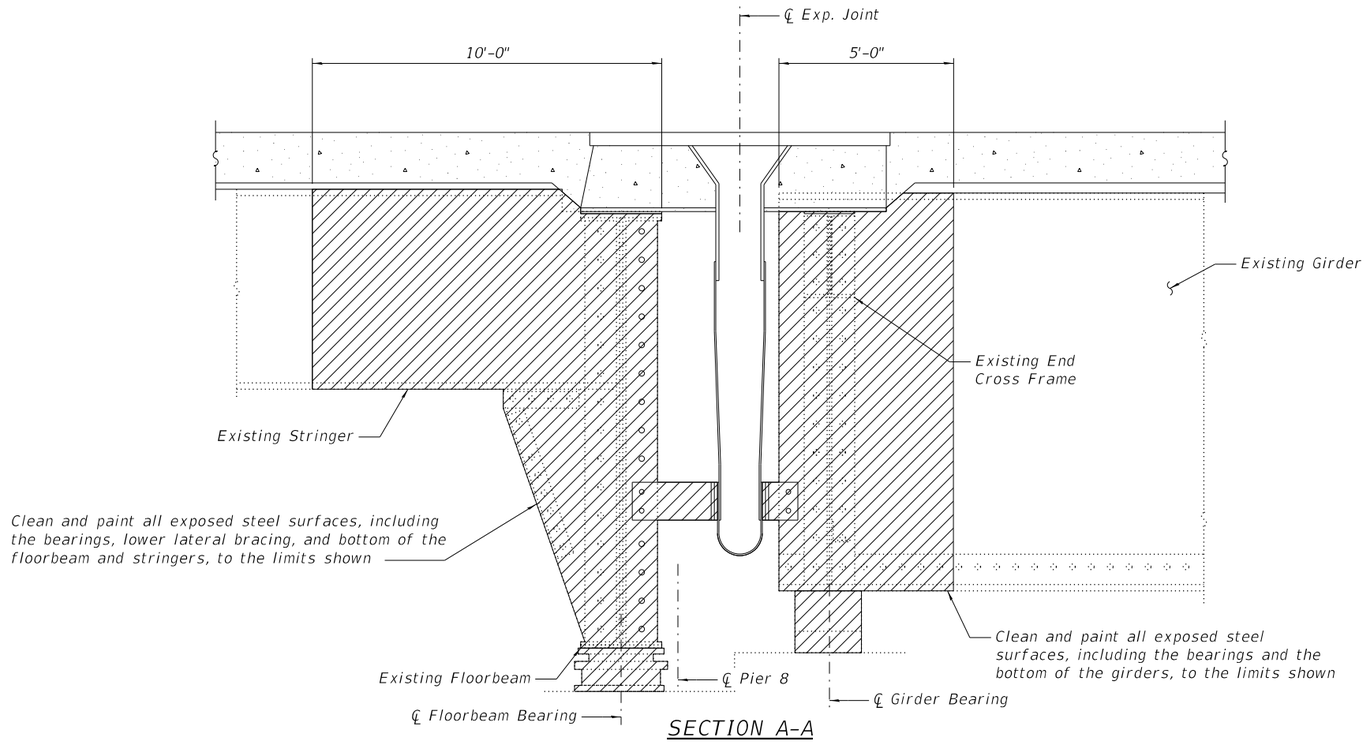


HALF CROSS SECTION – TRUSS SPAN AT PIER 8

HALF CROSS SECTION – GIRDER SPAN AT PIER 8



SECTION A-A

LEGEND

Limits of cleaning and painting steel members

Notes:

Coordinate cleaning and painting activities with Structural Steel Repairs. See sheet S92 thru S128.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures. The designated areas for cleaning and painting existing structural steel at expansion joints, as shown on this sheet, shall be cleaned per Near White Blast Cleaning SSPC – SP10, except as noted, and painted according to the requirements of Paint System 1 – OZ/E/U. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

See sheet S131 for truss member cleaning and painting details. Areas designated for cleaning and painting as shown on this sheet that overlap cleaning and painting limits shown on sheet S131 shall be cleaned and painted per the requirements shown on this sheet.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 1 – OZ/E/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

See sheet S131 for the Bill of Material.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

USER NAME =	DESIGNED - CSG	REVISED -	
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - CSG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLEANING AND PAINTING DETAILS - 6
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S136 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	318

CONTRACT NO. 68C89

ILLINOIS | FED. AID PROJECT

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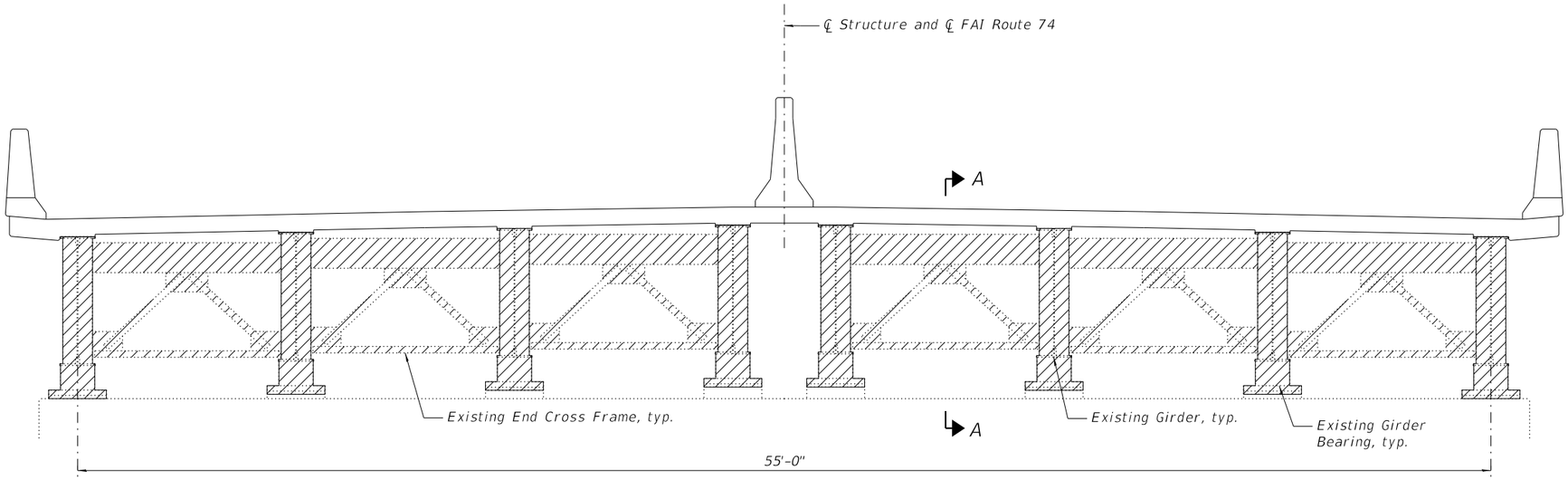
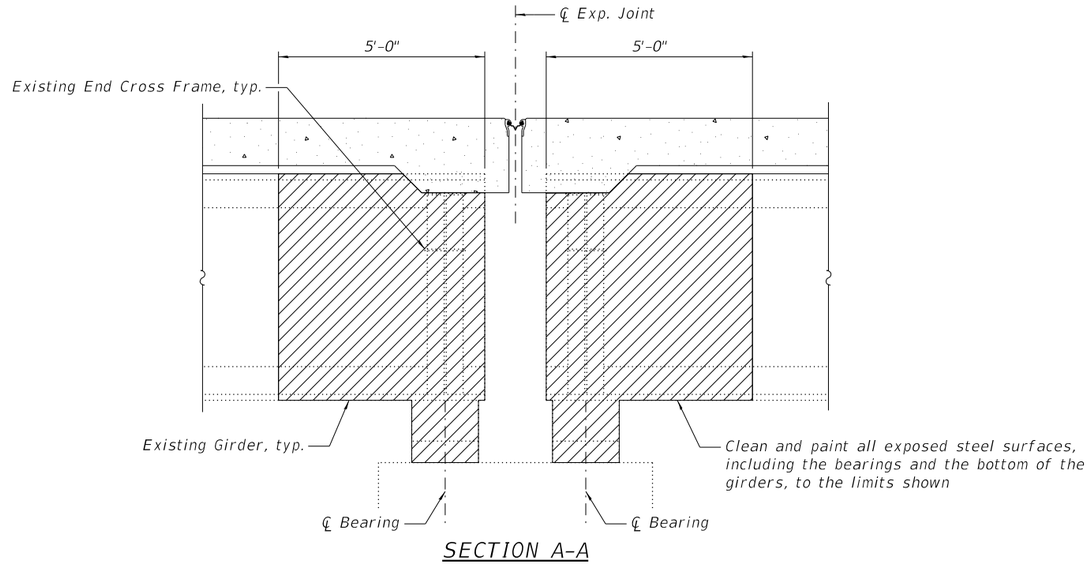


CROSS SECTION - SOUTH APPROACH AT PIER 12



SECTION A-A

LEGEND

Limits of cleaning and painting steel members

Notes:

Coordinate cleaning and painting activities with Structural Steel Repairs. See sheets S92 thru S128.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures, except at the locations of structural repairs or new structural installations. The designated areas for cleaning and painting existing structural steel at expansion joints, as shown on this sheet, shall be cleaned per Near White Blast Cleaning SSPC - SP10, except as noted, and painted according to the requirements of Paint System 1 - OZ/E/U. The cost for cleaning and painting the existing structural steel as shown on this sheet shall be included with the pay item Cleaning and Painting Steel Bridge No. 1.

Existing caulking within the limits for cleaning and painting shall be removed, and new joint sealant shall be installed. Also, within the limits for cleaning and painting, joint sealant shall be installed around all other connection plates and at areas of pack rust between built-up plate members. The sealant shall be an approved polyurethane sealant, compatible with the proposed paint system, and shall be submitted to the Engineer for approval prior to use. The surfaces of the crevices to receive joint sealant shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15 and painted according to the requirements of Paint System 1 - OZ/E/U. Once the paint system is dry to touch, the sealant shall be installed over the final finish coat. After the sealant has cured in accordance with the manufacturer's written product data sheet, a stripe finish coat shall be applied over the sealant. This work shall be included in the cost of Cleaning and Painting Steel Bridge No. 1.

See the existing structural plans for more information about the size and geometry of members to be cleaned and painted.

See sheet S131 for the Bill of Material.

MODJESKI and MASTERS Experience great bridges.

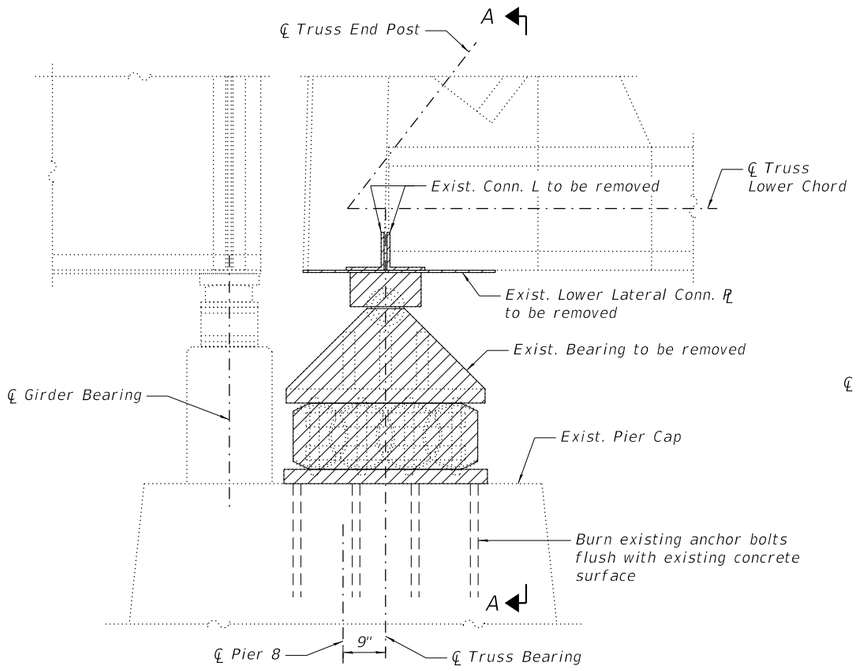
USER NAME =	DESIGNED - CSG	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 8/9/2019	CHECKED - CSG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLEANING AND PAINTING DETAILS - 7
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S137 OF S145 SHEETS

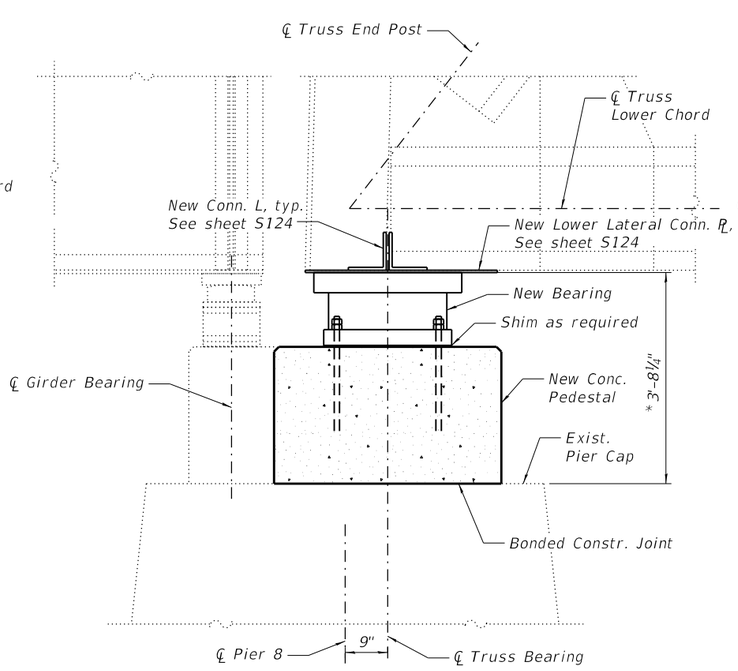
*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	319
		CONTRACT NO. 68C89		
	ILLINOIS	FED. AID PROJECT		

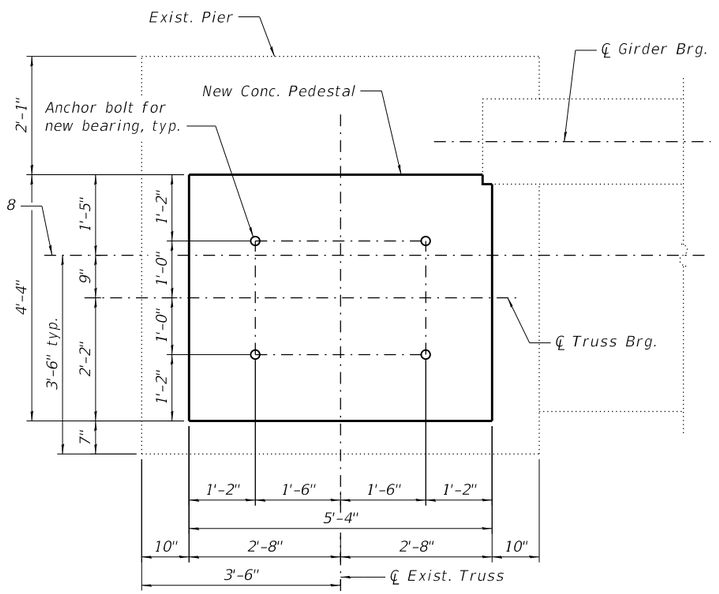


ELEVATION

BEARING REMOVAL AT PIER 8 (ITEMS 193 AND 413)

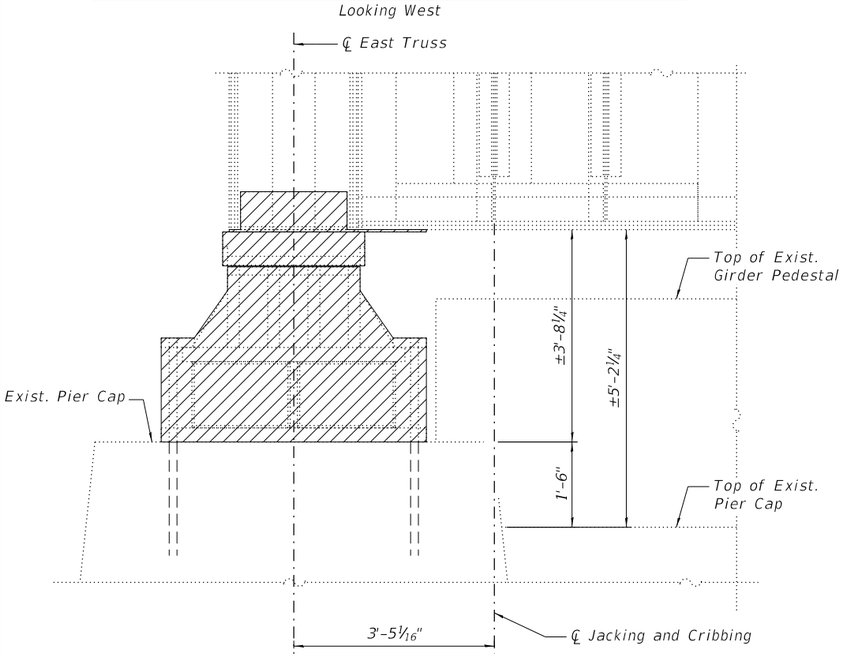


ELEVATION



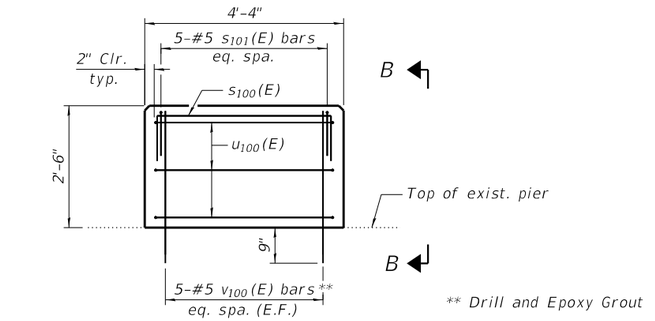
PEDESTAL PLAN

* *Dimension obtained from existing plans at ℄ bearing. It is the Contractor's responsibility to carefully verify dimensions of the existing bearings to ensure proper fit prior to ordering any material. Particular attention should be paid to any difference in height in the longitudinal direction. Adjustment may be made by using tapered shims as necessary.*



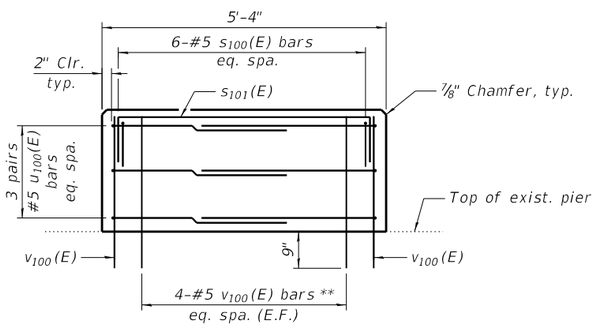
SECTION A-A

East Bearing shown. West Bearing similar.

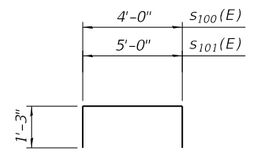


** *Drill and Epoxy Grout*

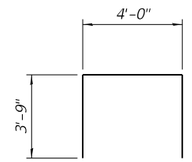
PEDESTAL ELEVATION



VIEW B-B



BAR $s_{100}(E)$
BAR $s_{101}(E)$



BAR $u_{100}(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$s_{100}(E)$	12	#5	6'-6"	⌐¬
$s_{101}(E)$	10	#5	7'-6"	⌐¬
$u_{100}(E)$	12	#5	11'-6"	⌐¬
$v_{100}(E)$	36	#5	3'-1"	—
Concrete Structures		Cu. Yd.		4.3
Reinforcement Bars, Epoxy Coated		Pound		420
Jack and Remove Existing Bearings		Each		2

Notes:

Coordinate bearing replacement with Structural Steel Repairs and Substructure Repairs. See sheets S124 and S141 for details.

Epoxy grout vertical bars in concrete pedestal in accordance with Article 584 of the Standard Specifications. Cost is included with Reinforcement Bars, Epoxy Coated.

Space reinforcement in pedestal to miss new anchor bolts for bearings.

Maximum jacking load per jack = 840 kips.

Work on the bearing and concrete pedestal shall be completed while the deck is removed from L72 to L78.

*PEORIA/TAZEWELL

MODEL: Default
FILE NAME: ?:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\090001-68C89-138-BrgRep1.dgn

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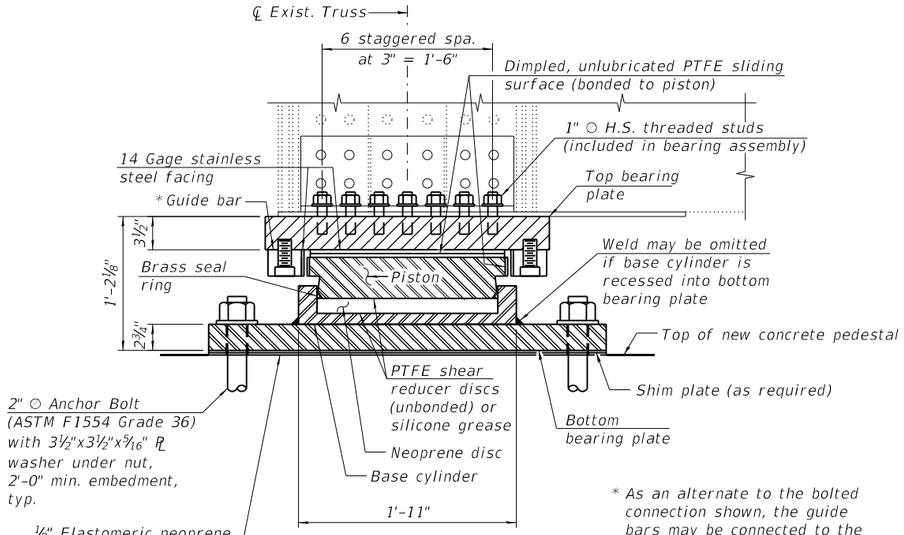
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - PRC	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

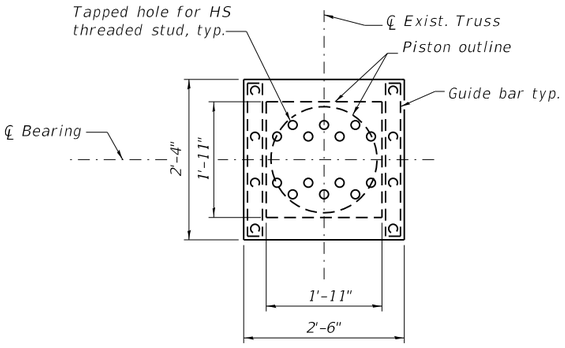
BEARING REPLACEMENT - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S138 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	320
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

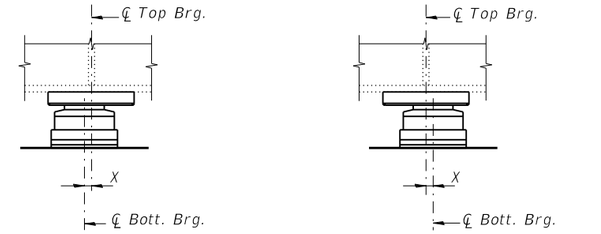


SECTION A-A

* As an alternate to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.

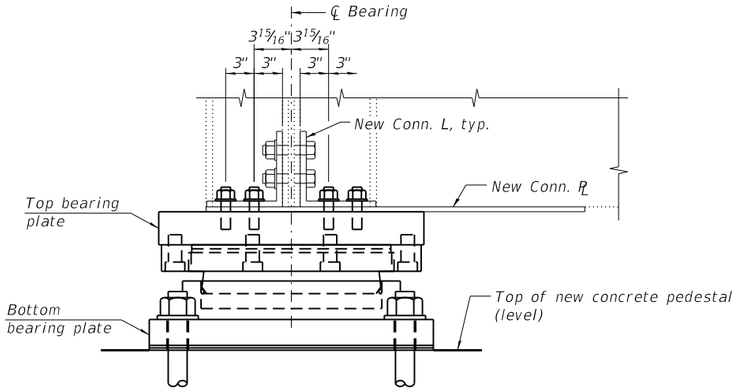


TOP BEARING PLATE AND PISTON PLAN

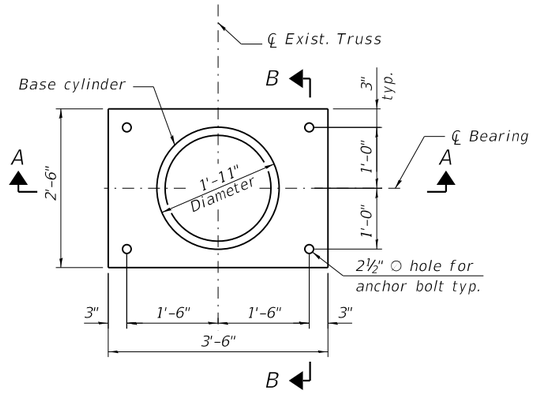


SETTING ANCHOR BOLTS AT HLMR EXP. BRG.

X=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



SECTION B-B



BOTTOM BEARING PLATE AND BASE CYLINDER PLAN

Notes:

All steel for bearings shall conform to the requirements of AASHTO M270 Grade 50, unless otherwise noted.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Anchor bolts may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pedestal concrete. Total bearing height is taken at the ℄ of bearing for bevelled top plates.

Bearing assemblies shall be designed and assembled to allow for replacement by jacking the superstructure.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing detail.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

All bearing plates, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

BEARING DESIGN DATA

Location	Vertical Design Load ** (kips)	Horizontal Design Load ** (kips)	Required Rotation Range *** (radians)	Maximum Theoretical Thermal Movement**** from 50°F
Pier 8	1445	289	0.010	2⅜"

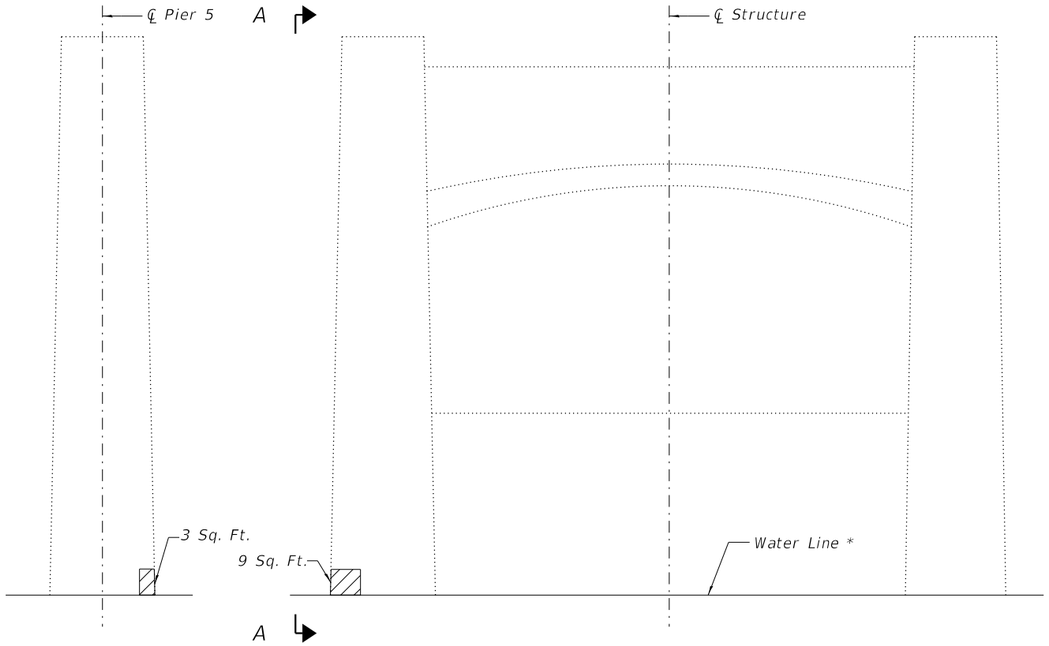
** Design Loads are the governing service loads with no dynamic load allowance.

*** Rotation allowances for fabrication tolerances (0.005 radians), installation uncertainties (0.005 radians) are excluded.

**** Total required movement is based on one way expansion (or contraction) of the superstructure along the centerline of girder when bearings are set at 50°F. Bearing movement tolerances are excluded.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 2"	Each	8
High Load Multi-Rotational Bearings, Guided Expansion, 1500K	Each	2

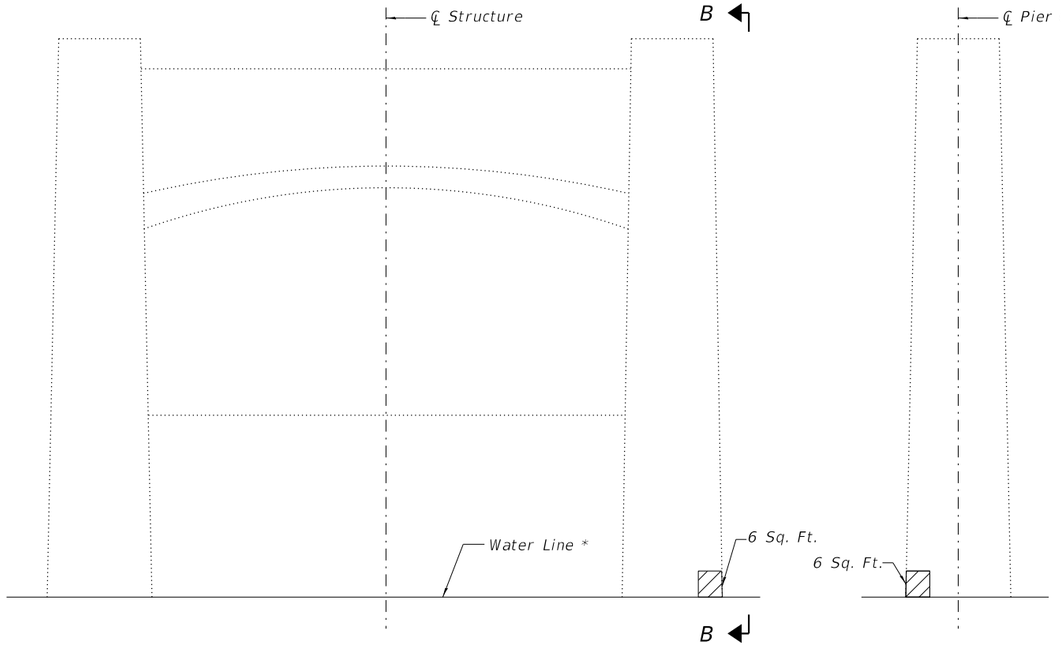


VIEW A-A

East End

PIER 5 ELEVATION

North Face

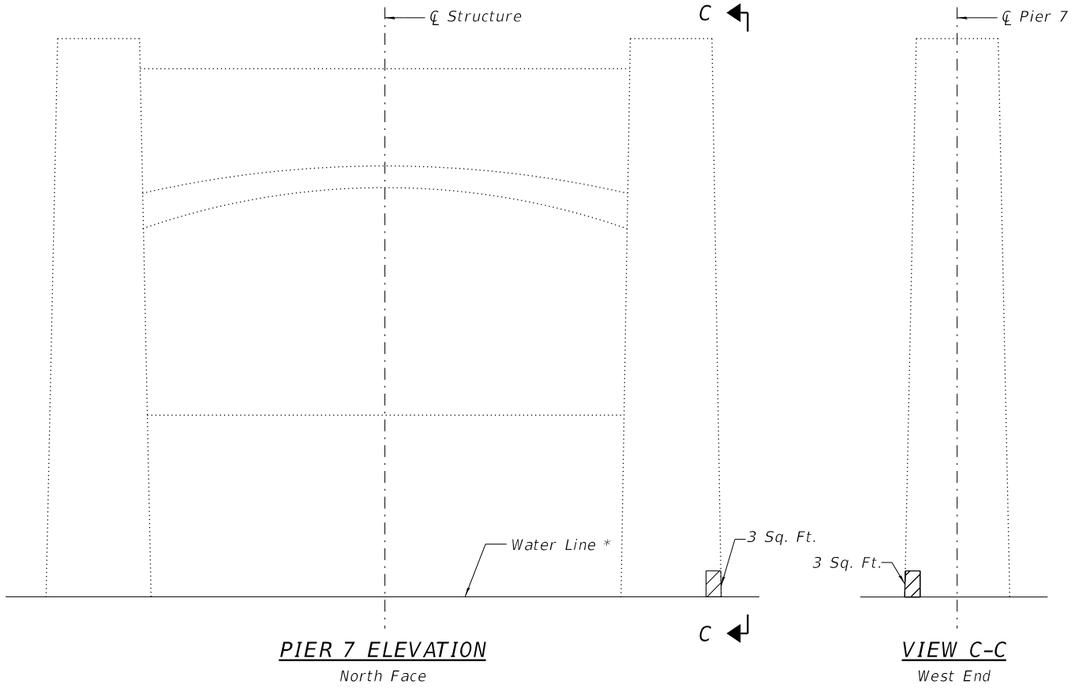


PIER 6 ELEVATION

North Face

VIEW B-B

West End



PIER 7 ELEVATION

North Face

VIEW C-C

West End

* 2018 NBIS Inspection Elev. 440.50

Note:
Concrete repair areas shown are estimated. The limits of repair will be determined in the field by the Engineer.

LEGEND:

Structural Repair of Concrete (Depth Equal to or Less Than 5")

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	30

*PEORIA/TAZEWELL

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USER NAME =	DESIGNED - CSG	REVISED -
	CHECKED - RLM	REVISED -
PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIR DETAILS - 1
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S140 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	322
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

MODEL: Sheet
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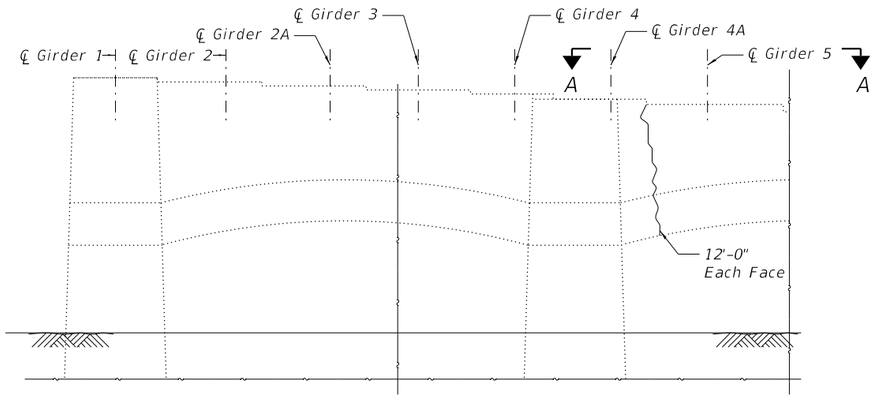
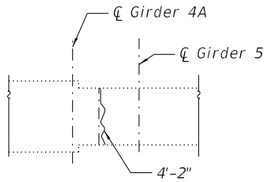
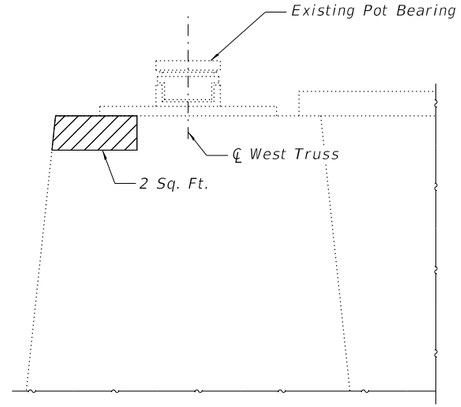


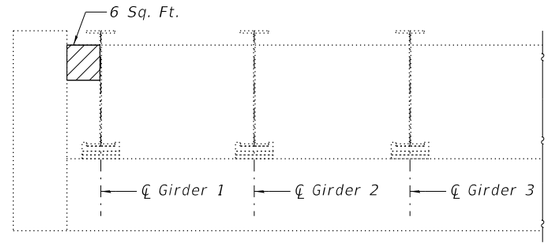
PIER 1 PARTIAL ELEVATION
North Face



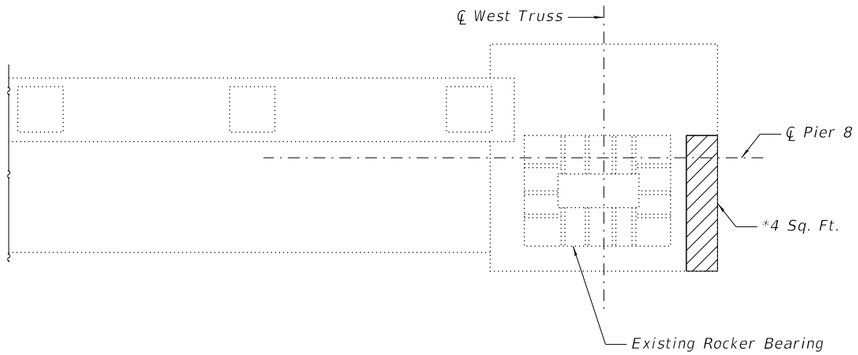
VIEW A-A



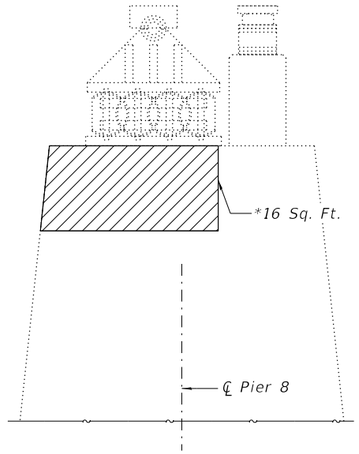
PIER 3 PARTIAL ELEVATION (ITEM 390)
South Face



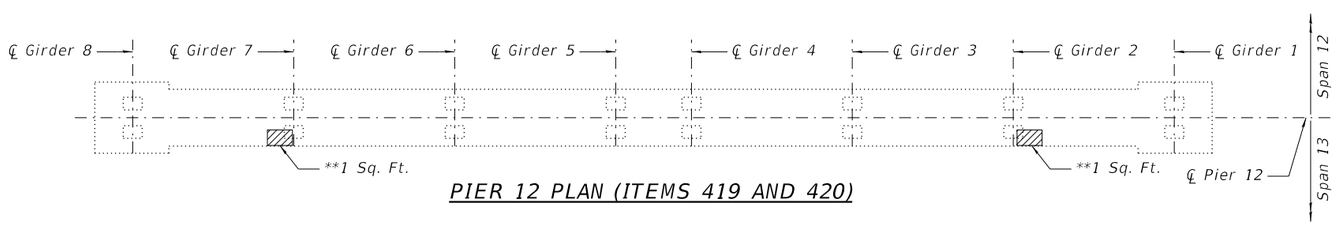
SOUTH ABUTMENT PARTIAL ELEVATION (ITEM 434)
North Face



PIER 8 PARTIAL PLAN (ITEM 414)
West End



PIER 8 ELEVATION (ITEM 414)
West End



PIER 12 PLAN (ITEMS 419 AND 420)

** Deterioration extends beneath bearing.

* Coordinate concrete repairs with rocker bearing replacement. See sheet S138 for details.

Notes:

Concrete repair areas shown are estimated. The limits of repair will be determined in the field by the Engineer.

The Contractor shall temporarily support Girders 2 and 7 in Span 13 at Pier 12 while the pier cap is being repaired. The estimated load to be supported at each location during the repair is 36 tons. This load is based on concrete deck, parapets and median dead load; steel dead load; and an assumed construction live load of 20 psf. The Contractor shall determine the actual live load to be supported during construction and design the Temporary Shoring and Cribbing accordingly. This analysis shall be included in the Contractor's Structural Assessment Report.

LEGEND:

Structural Repair of Concrete (Depth Equal to or Less Than 5")

Crack Length — Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	29
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	30
Temporary Shoring and Cribbing	L Sum	1

MODEL: Sheet
FILE NAME: T:\CADD Projects (Drawing Files)\IDOT\N 3808 - Murray Baker Rehabilitation\CADD\0900001-68C89-141-SubstrRepDtls2.dgn

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MODJESKI and MASTERS
Experience great bridges.

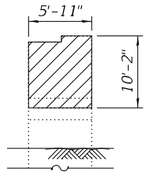
USER NAME =	DESIGNED - CSG	REVISED -	
	CHECKED - RLM	REVISED -	
PLOT SCALE =	DRAWN - ELK	REVISED -	
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

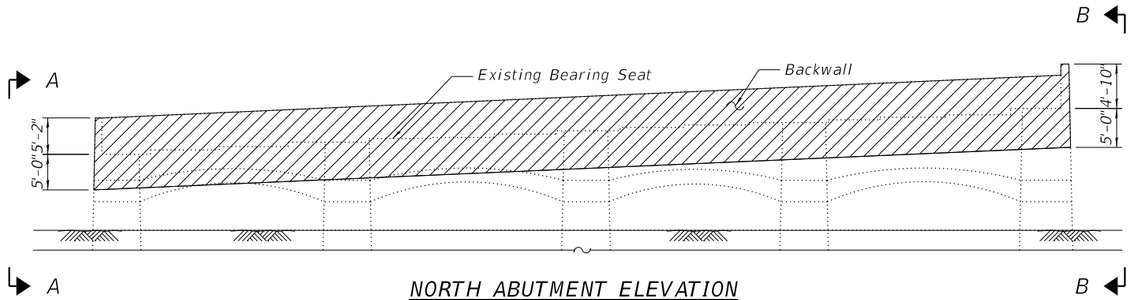
SUBSTRUCTURE REPAIR DETAILS - 2
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S141 OF S145 SHEETS

*PEORIA/TAZEWELL

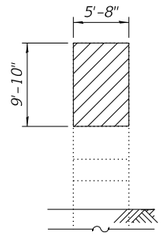
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	323
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			



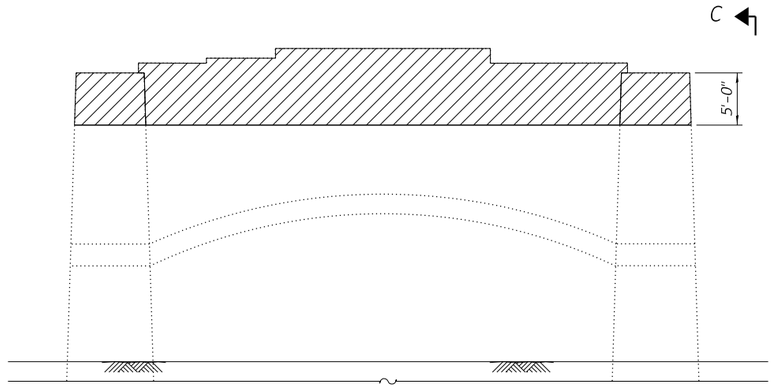
VIEW A-A
West Wingwall



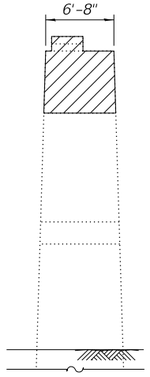
NORTH ABUTMENT ELEVATION
South Face



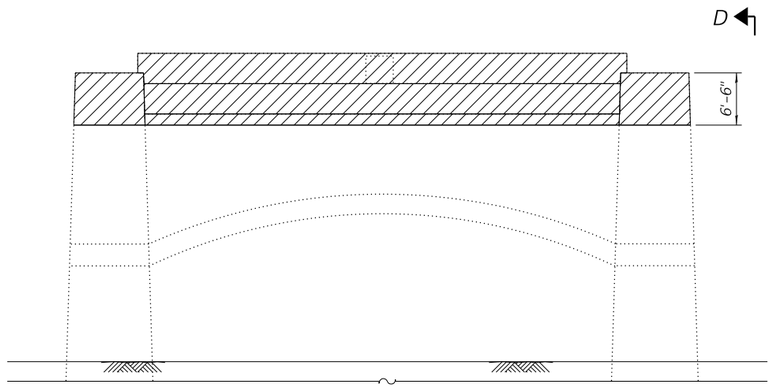
VIEW B-B
East Wingwall



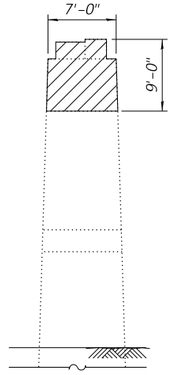
PIER 3 ELEVATION
North Face Shown.
South Face Similar.



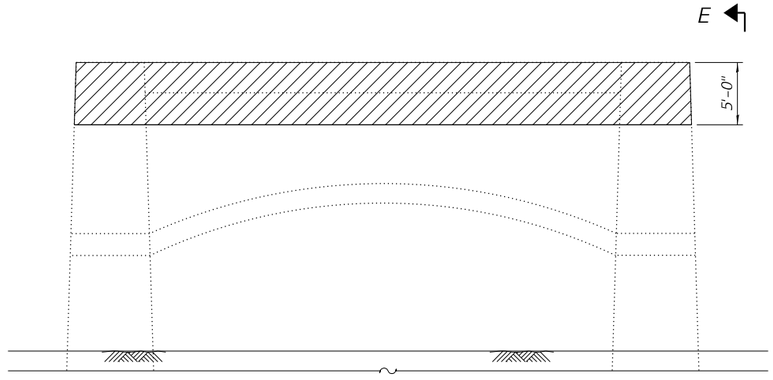
VIEW C-C
West End Shown.
East End Similar.



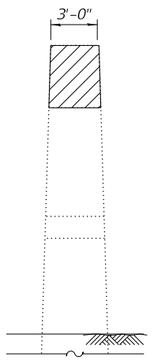
PIER 8 ELEVATION
North Face Shown.
South Face Similar.



VIEW D-D
West End Shown.
East End Similar.



PIER 12 ELEVATION
North Face Shown.
South Face Similar.



VIEW E-E
West End Shown.
East End Similar.

Notes:

Concrete sealer shall be applied to all vertical and horizontal surfaces of substructure units within the limits shown.

Concrete sealer shall not be applied prior to substructure repairs and after concrete has cured for at least the recommended number of days stated in the manufacturer's instructions.

See sheets S140 and S141 for substructure repair locations.

LEGEND:

Limits of concrete sealer

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealer	Sq. Ft.	5841

*PEORIA/TAZEWELL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	324
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	

MODJESKI and MASTERS
Experience great bridges.

USER NAME =	DESIGNED - CSG	REVISED -
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PLOT SCALE =	DRAWN - ELK	REVISED -
PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE SEALER - SUBSTRUCTURE
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER

SHEET S142 OF S145 SHEETS

MODEL: Sheet
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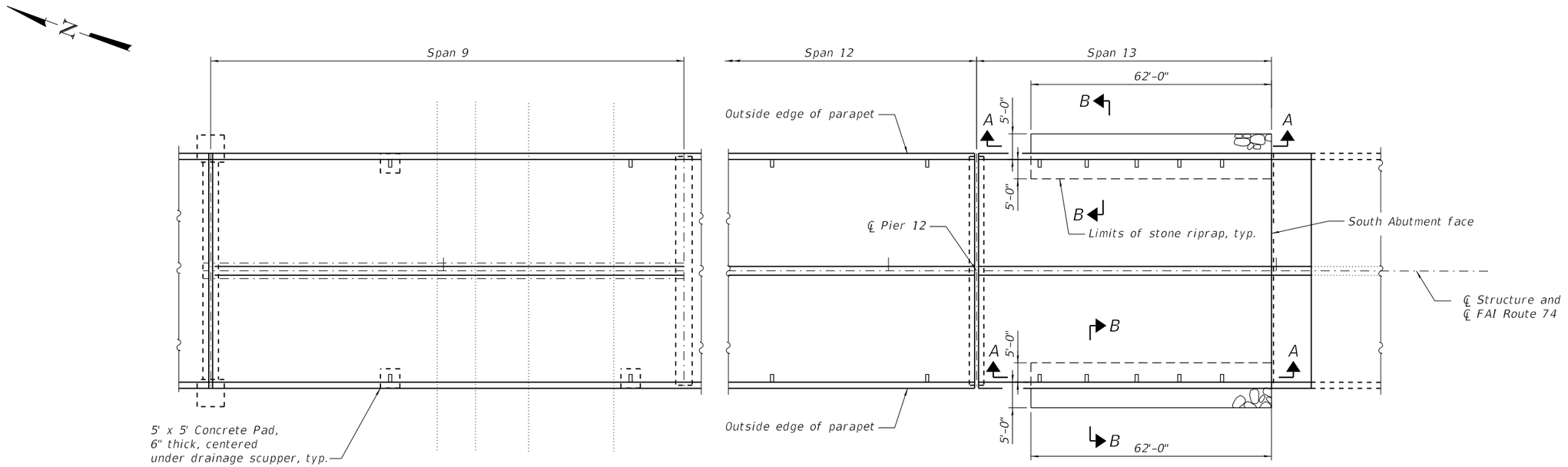
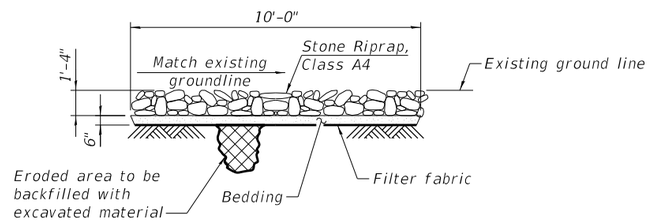
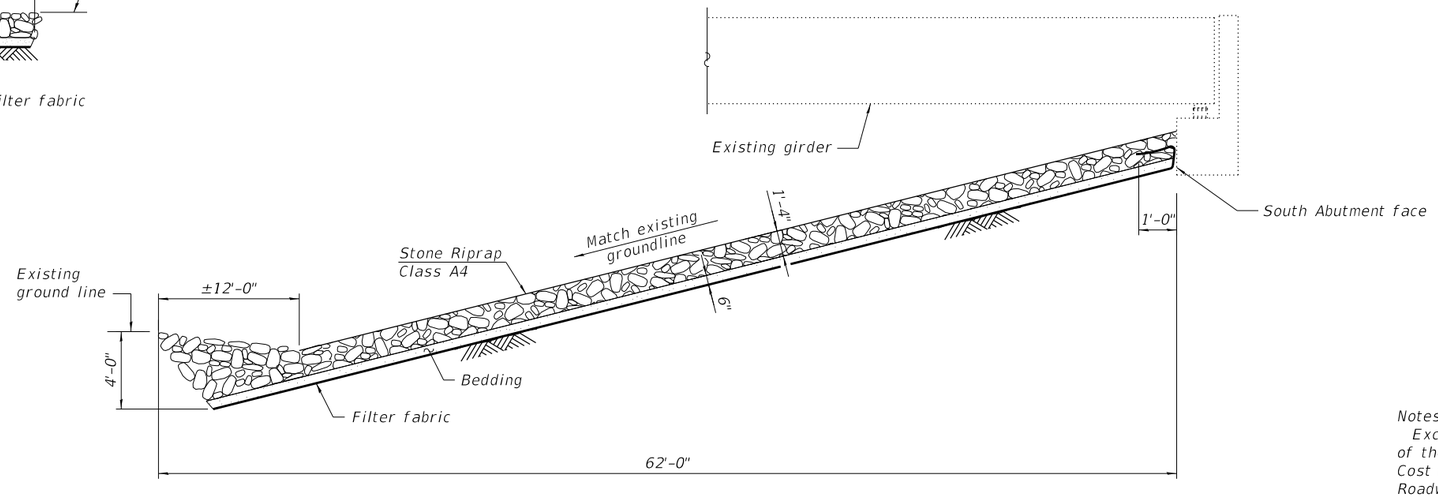


SOUTH APPROACH PARTIAL PLAN (ITEM 63)



SECTION B-B



SECTION A-A

BILL OF MATERIAL

Item	Unit	Total
Stone Riprap, Class A4	Sq. Yd.	139
Filter Fabric	Sq. Yd.	134
Concrete Pad	Sq. Yd.	8.4

Notes:

Excavated material will be used to backfill eroded areas of the existing slope beneath the limits of riprap placement. Cost to backfill included with Channel Excavation. See Roadway plans for quantity.

The limits for stone riprap and filter fabric are estimates. The actual limits required will be determined by the Engineer at the time of construction.

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

Top of concrete pad to match existing ground line. See the special provision for Concrete Pad for more information.

*PEORIA/TAZEWELL

MODJESKI and MASTERS Experience great bridges.

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PLOT DATE = 8/9/2019	CHECKED - RLM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
MURRAY BAKER BRIDGE OVER ILLINOIS RIVER
SHEET S143 OF S145 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	325
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

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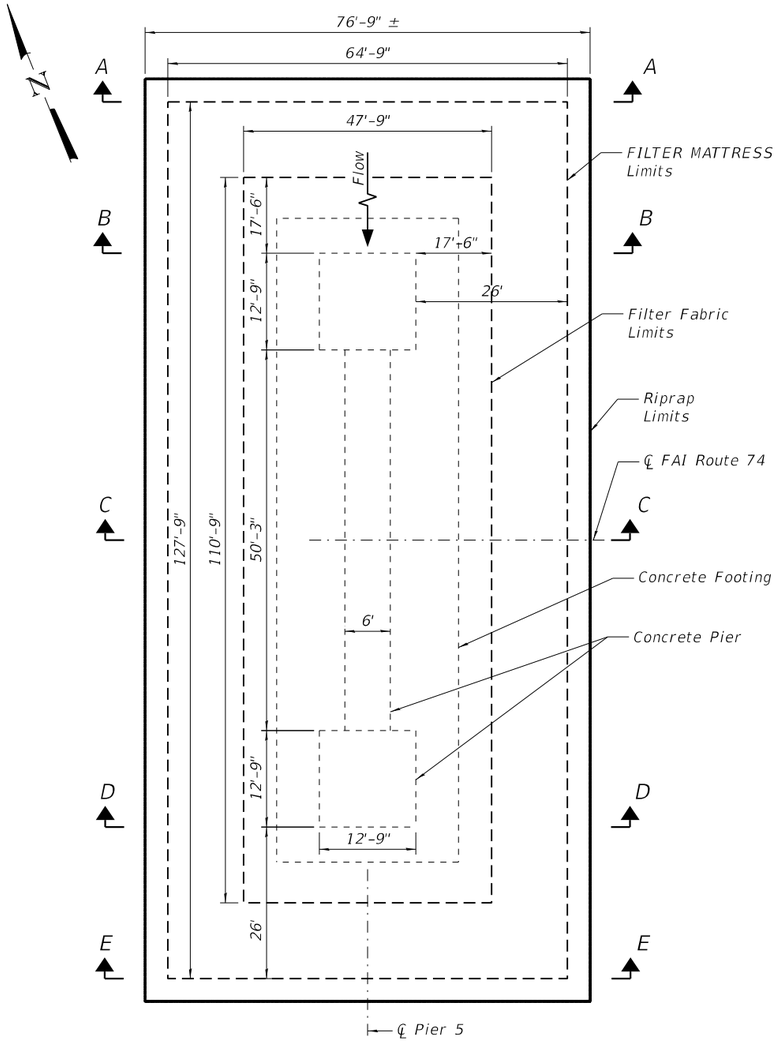
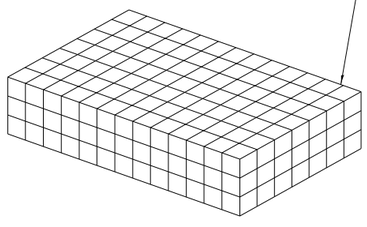
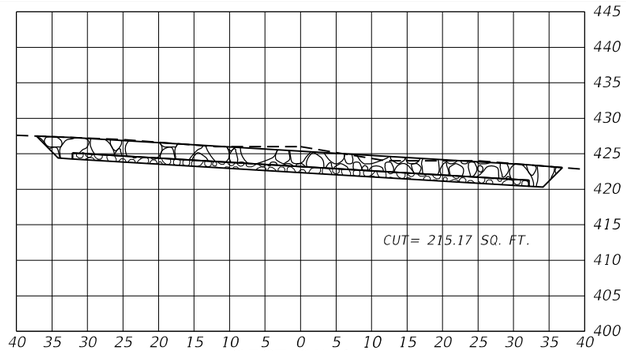


PLAN VIEW

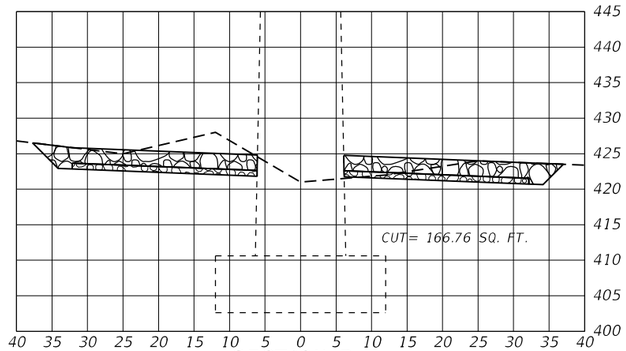
Basket for FILTER MATTRESS. To be sized and designed by supplier to ensure accurate placement and stability. Shop drawings to be submitted prior to fabrication for IDOT approval. See special provisions for additional information.



BASKET FOR FILTER MATTRESS



SECTION A-A



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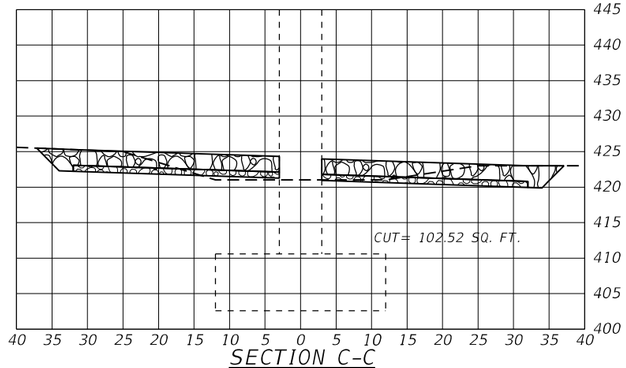
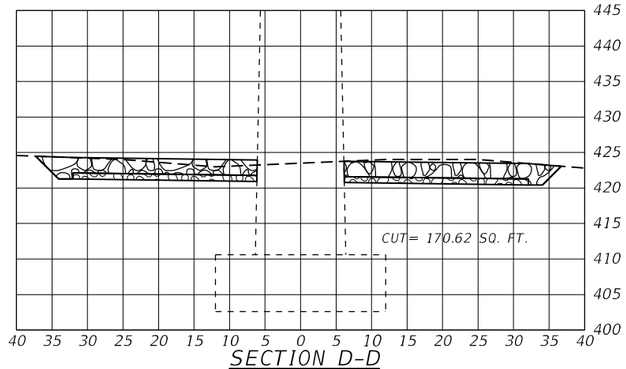


SECTION C-C



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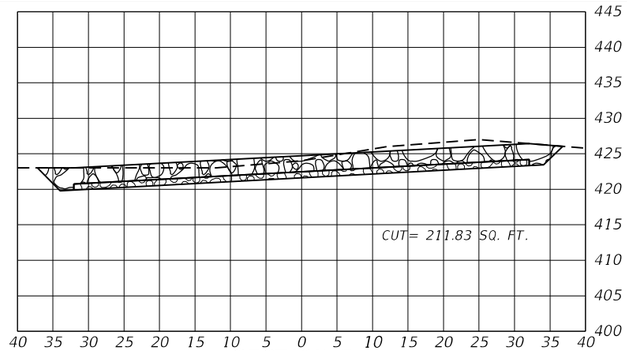
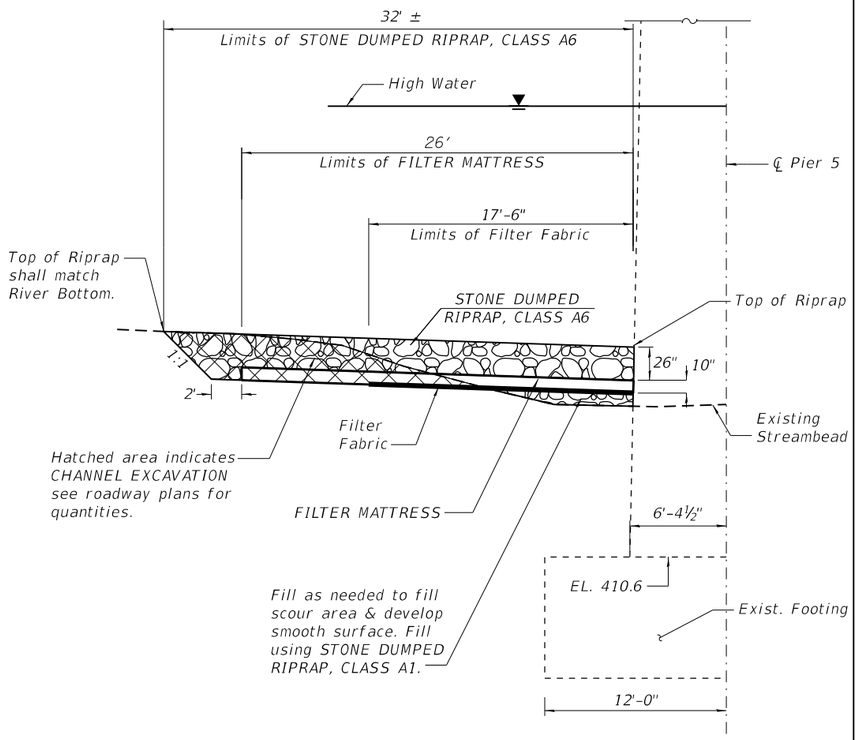


SECTION E-E



TYPICAL SECTION-PIER 5

Note: No CHANNEL EXCAVATION beyond the limits of proposed STONE DUMPED RIRAP, CLASS A6 or FILTER MATTRESS will be measured for payment.

PIER 5

BILL OF MATERIAL

Item	Unit	Quantity
STONE DUMPED RIPRAP, CLASS A6	Ton	1024.9
FILTER MATTRESS	Sq. Yd.	849.5
STONE DUMPED RIPRAP, CLASS A1	Ton	9.6

*PEORIA/TAZEWELL

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PLOT DATE =	CHECKED -	REVISED -	

SCOUR COUNTERMEASURE DETAILS

SHEET 1 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	326
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

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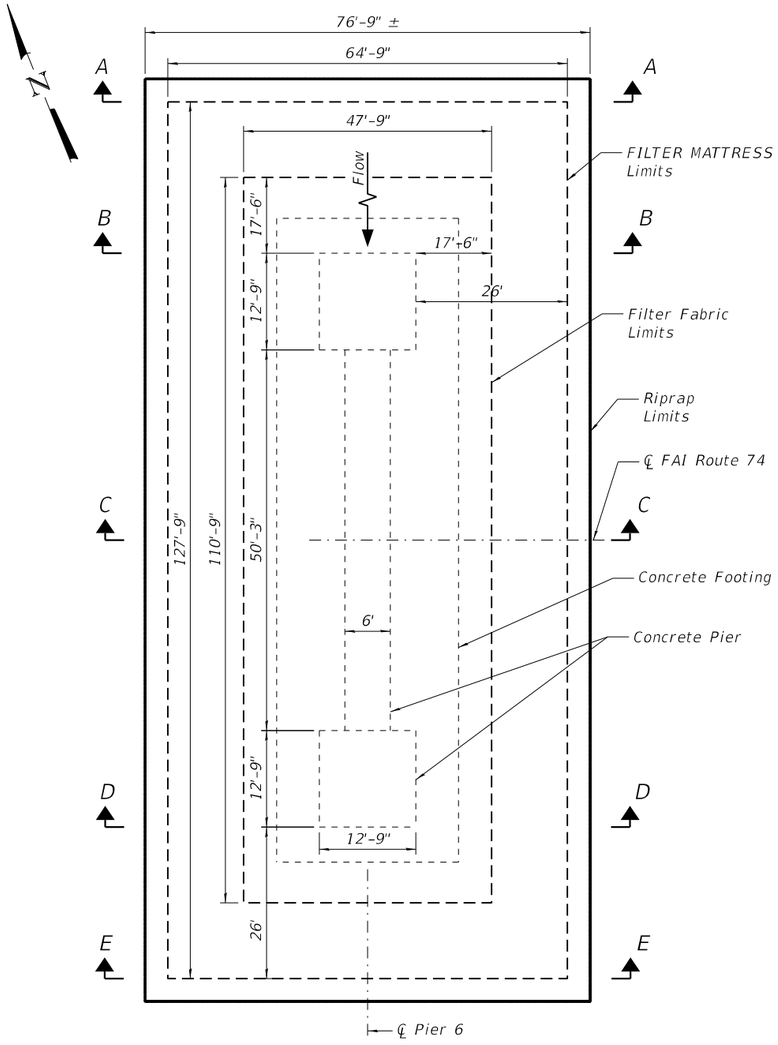
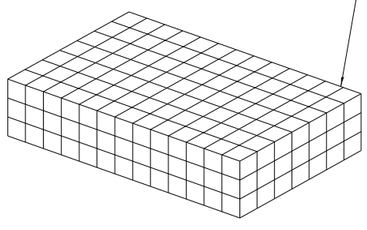
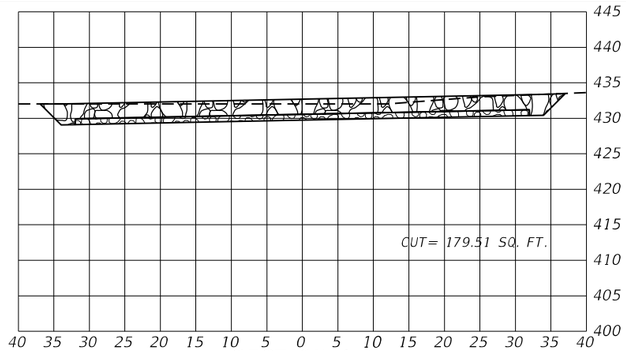


PLAN VIEW

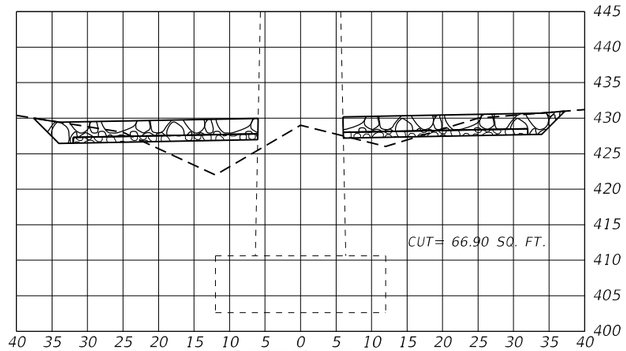
Basket for FILTER MATTRESS. To be sized and designed by supplier to ensure accurate placement and stability. Shop drawings to be submitted prior to fabrication for IDOT approval. See special provisions for additional information.



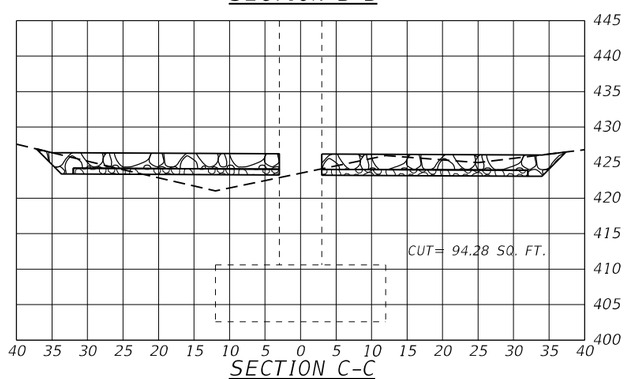
BASKET FOR FILTER MATTRESS



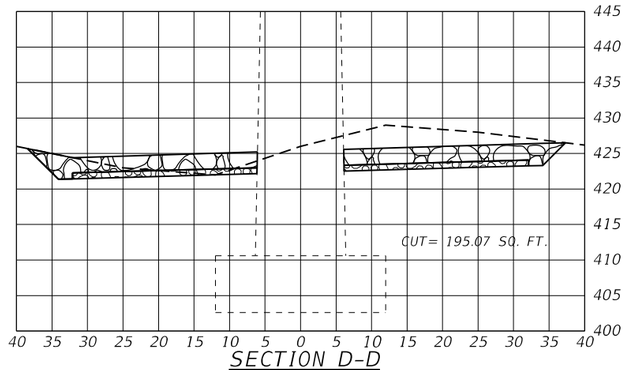
SECTION A-A



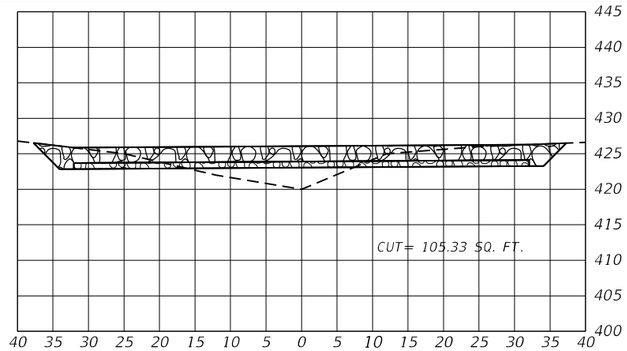
SECTION B-B



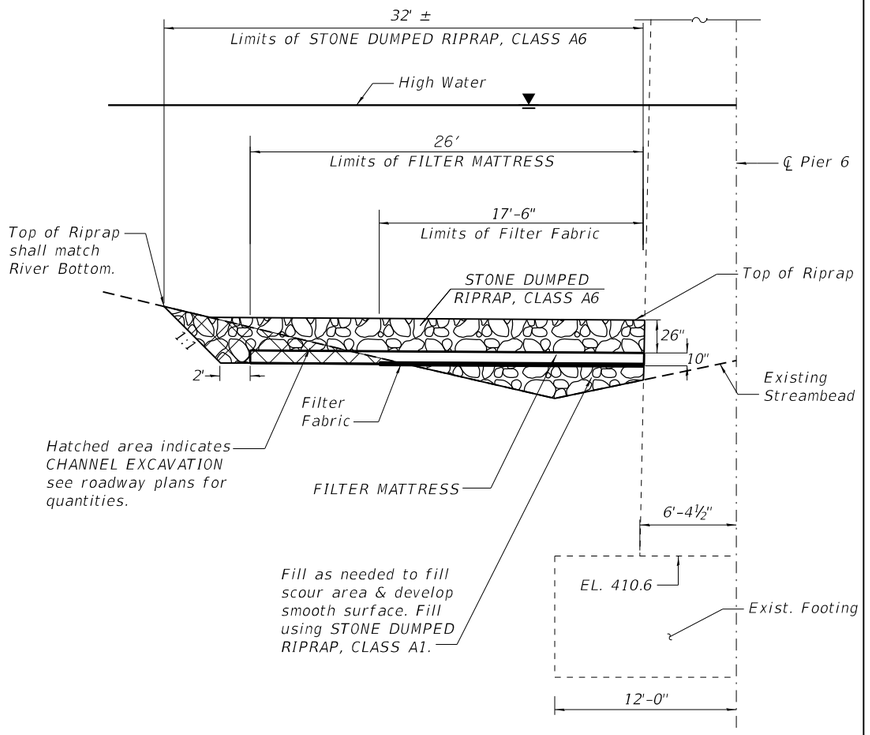
SECTION C-C



SECTION D-D



SECTION E-E



TYPICAL SECTION-PIER 6

Note: No CHANNEL EXCAVATION beyond the limits of proposed STONE DUMPED RIRAP, CLASS A6 or FILTER MATTRESS will be measured for payment.

PIER 6
BILL OF MATERIAL

Item	Unit	Quantity
STONE DUMPED RIPRAP, CLASS A6	Ton	1028.1
FILTER MATTRESS	Sq. Yd.	849.5
STONE DUMPED RIPRAP, CLASS A1	Ton	165.0

*PEORIA/TAZEWELL

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PLOT SCALE =	DRAWN -	REVISED -	
PLOT DATE =	CHECKED -	REVISED -	

SCOUR COUNTERMEASURE DETAILS

SHEET 2 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	*	329	327
			CONTRACT NO. 68C89	
		ILLINOIS	FED. AID PROJECT	

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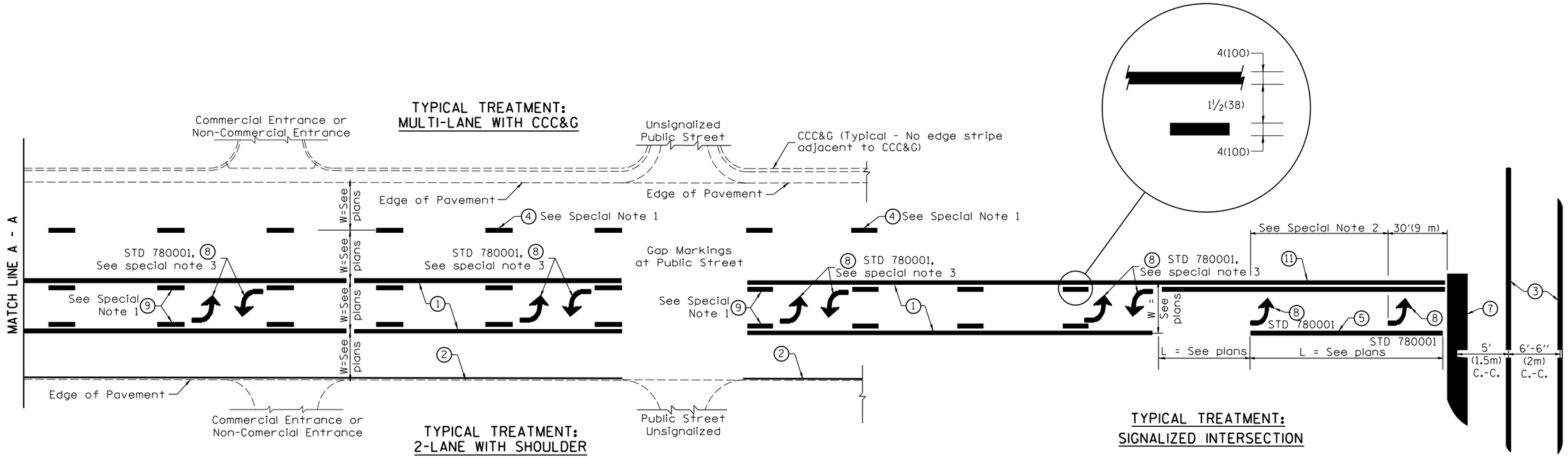

FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend.
Some elements may not apply to specific project.)

1. 4(100) Solid (Yellow)
2. 4(100) Solid (White)
3. 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
   2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
4. 6(150) Skip-Dash (White) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
5. 8(200) Solid (White)
6. 12(300) Diagonal (White) (Item 6 is shown on Std. 780001)
7. 24(600) Stop Bar (White)
8. Letters & Arrows — 33' (10m) (See Std. 780001 and Special Notes 2 & 3)
9. 4(100) Skip-Dash (Yellow) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
10. 12(300) Diagonal (Yellow) (See Table A)
11. 4(100) Double Solid (Yellow) — 11(280) C.-C., 45°, See Table A

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversly across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
   A. A minimum of two (2) arrows is required.
   B. The maximum spacing between arrows is 80' (24 m).
   C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
   A. A minimum of two (2) arrow pairs is required.
   B. The maximum spacing between arrow pairs is 200' (61 m).
   C. Arrow pairs shall be evenly spaced if three (3) or more are required.
   D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
4. Areas are grooved 1" beyond each edge for the following symbols:
   Through Arrow= 14.8 sq. ft.
   Large Left or Right Arrow= 21.9 sq. ft.
   2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
   Wrong Way Arrow= 29.5 sq. ft.
   Railroad Crossing Symbol= 69.8 sq. ft.
   (For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

USER NAME = Ander00846	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.00 ' / In.	CHECKED -	REVISED -
PLOT DATE = 8/8/2019	DATE - 8/8/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS
CADD STD. 780001-D4

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	PEORIA TAZEWELL	329	328
		CONTRACT NO. 68C89		
	ILLINOIS FED. AID PROJECT			

DESIGNED
DRAWN
REVIEWED

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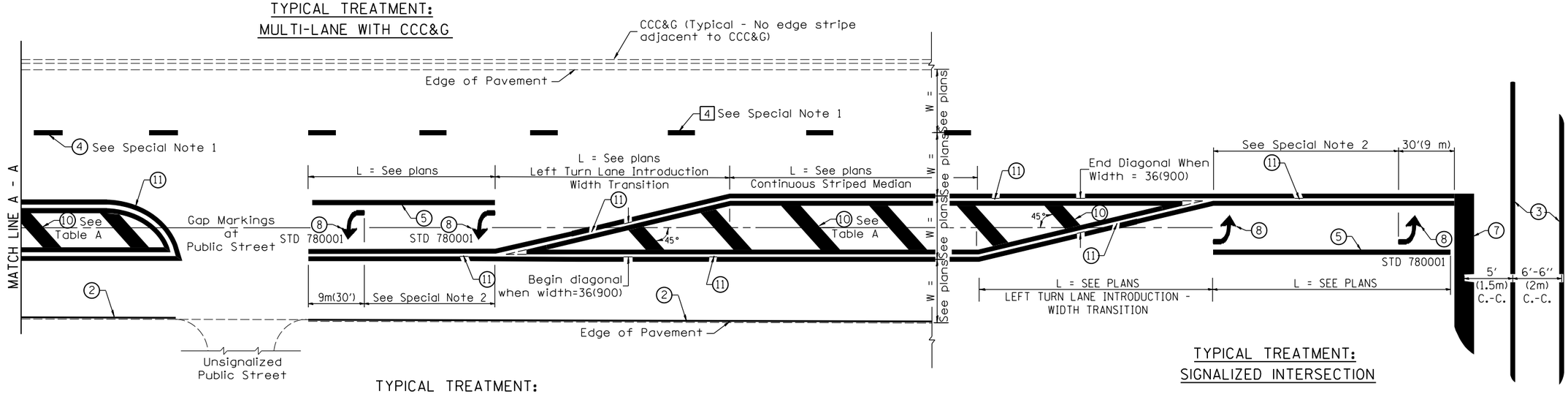


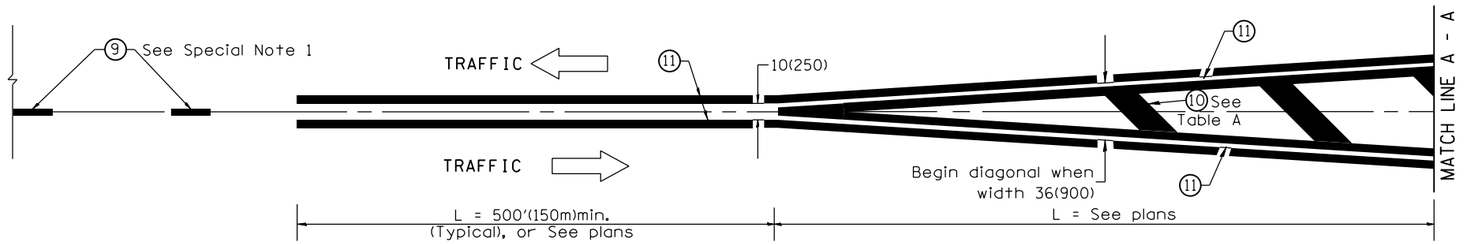
TYPICAL MEDIAN TRANSITIONS

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

All dimensions are in inches (millimeters) unless otherwise noted.

DESIGNED
DRAWN
REVISED

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	DRAWN -	REVISED -
PLOT SCALE = 100.00 ' / In.	CHECKED -	REVISED -
PLOT DATE = 8/8/2019	DATE - 8/8/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS
CADD STD. 780001-D4

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	90(10D-1)BRR	PEORIA TAZEWELL	329	329
		CONTRACT NO. 68C89		
		ILLINOIS	FED. AID PROJECT	