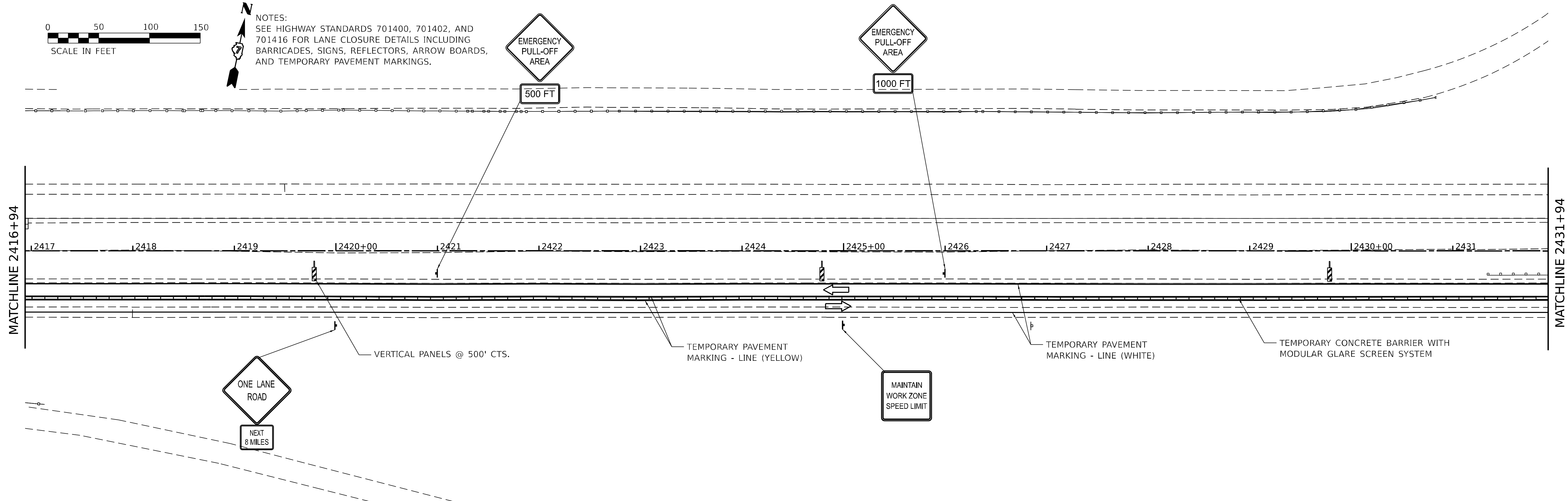
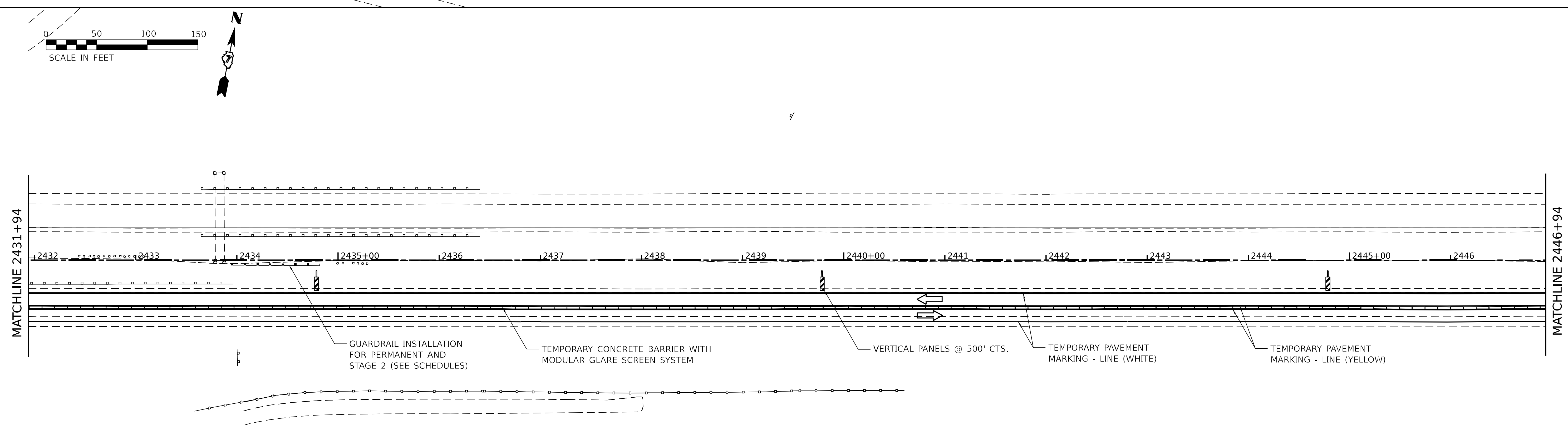
NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.





MODEL: I70 - Plan 5 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI CIVIL DESIGN, INC. WBE | DBE EFFINGHAM, IL LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -
	DRAWN - LCS	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
PLOT DATE = 3/16/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

SCALE: | SHEET 3 OF 17 SHEETS | STA. 2416+94 TO STA. 2446+94

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	201

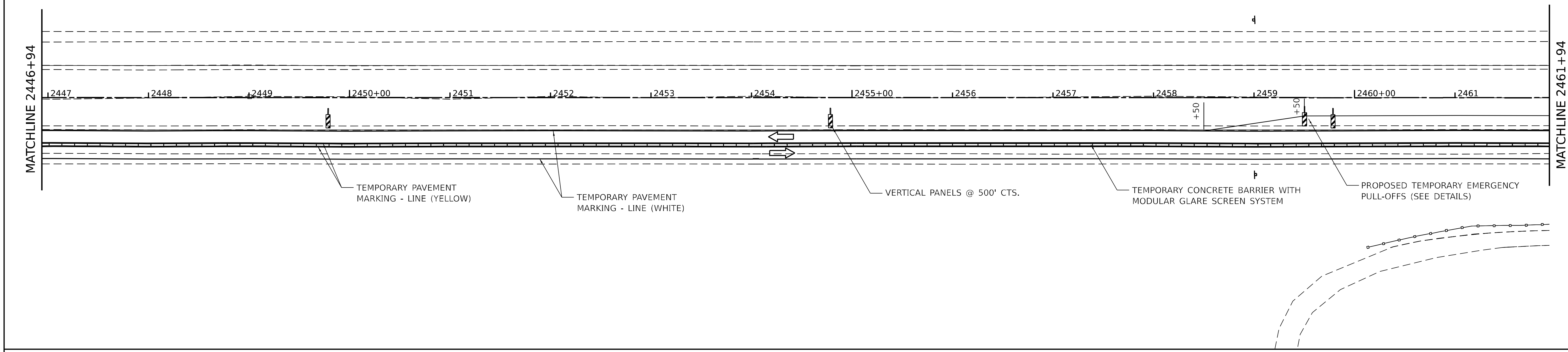
CONTRACT NO. 74599

ILLINOIS | FED. AID PROJECT

0 50 100 150
SCALE IN FEET

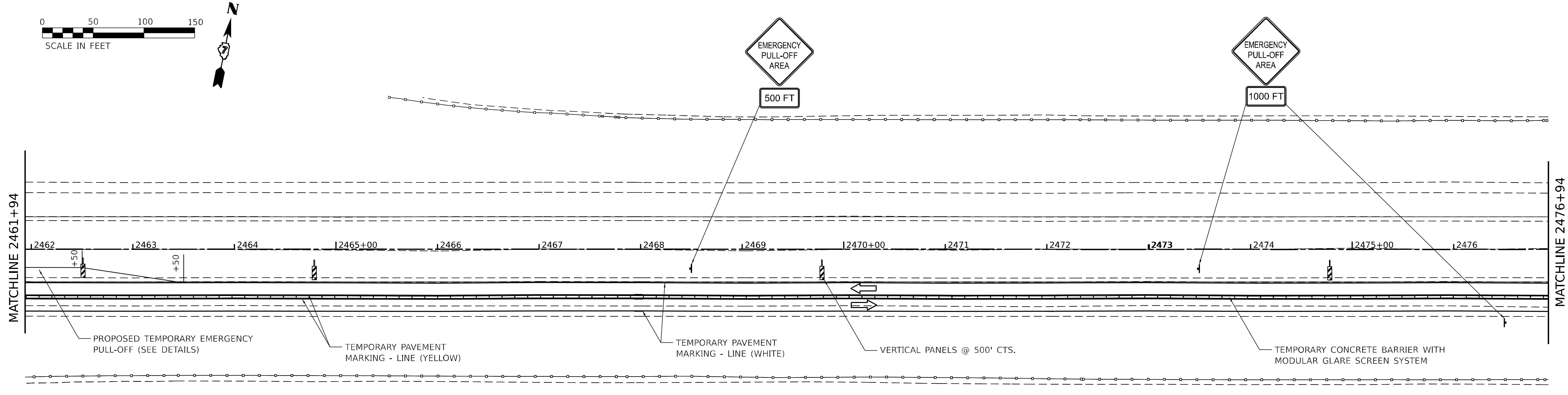
N

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



0 50 100 150
SCALE IN FEET

N



MODEL: I70 - Plan 7 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

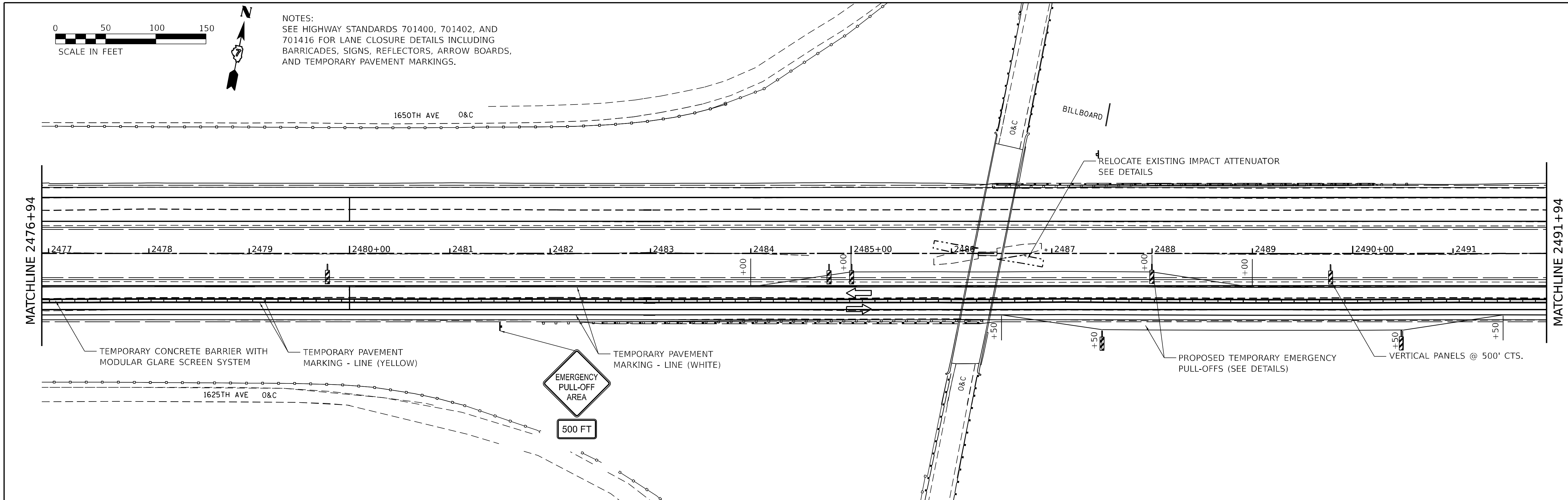
CDI CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LIC. #184.003222	USER NAME = lsmith	DESIGNED - LCS	REVISED -
		DRAWN - LCS	REVISED -
	PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
	PLOT DATE = 3/16/2022	DATE -	REVISED -

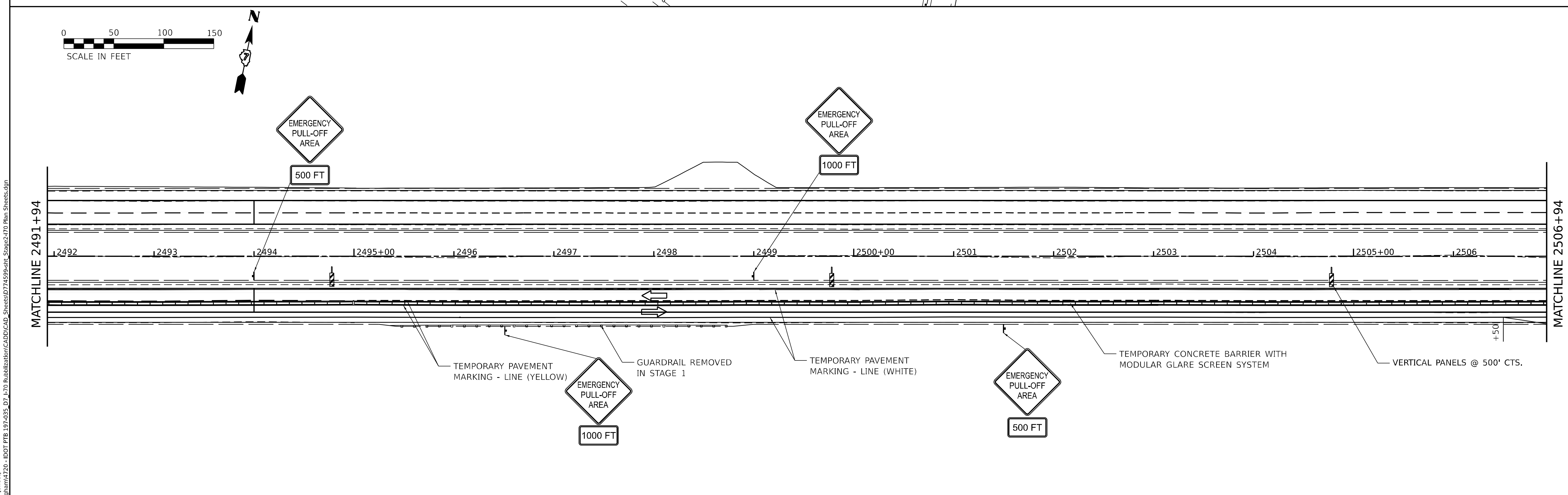
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

SCALE: | SHEET 4 OF 17 SHEETS | STA. 2446+94 TO STA. 2476+94

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	202
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	





MODEL: I70 - Plan 9 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

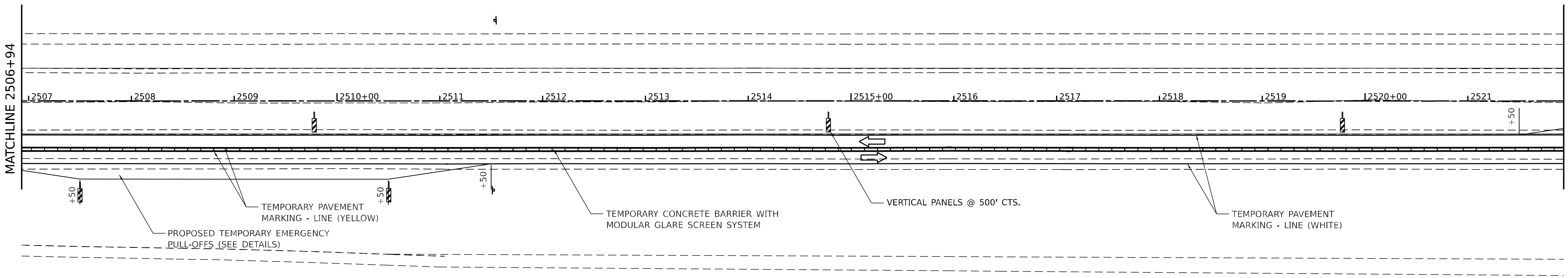
SCALE: | SHEET 5 OF 17 SHEETS | STA. 2476+94 TO STA. 2506+94

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	203
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

0 50 100 150
SCALE IN FEET

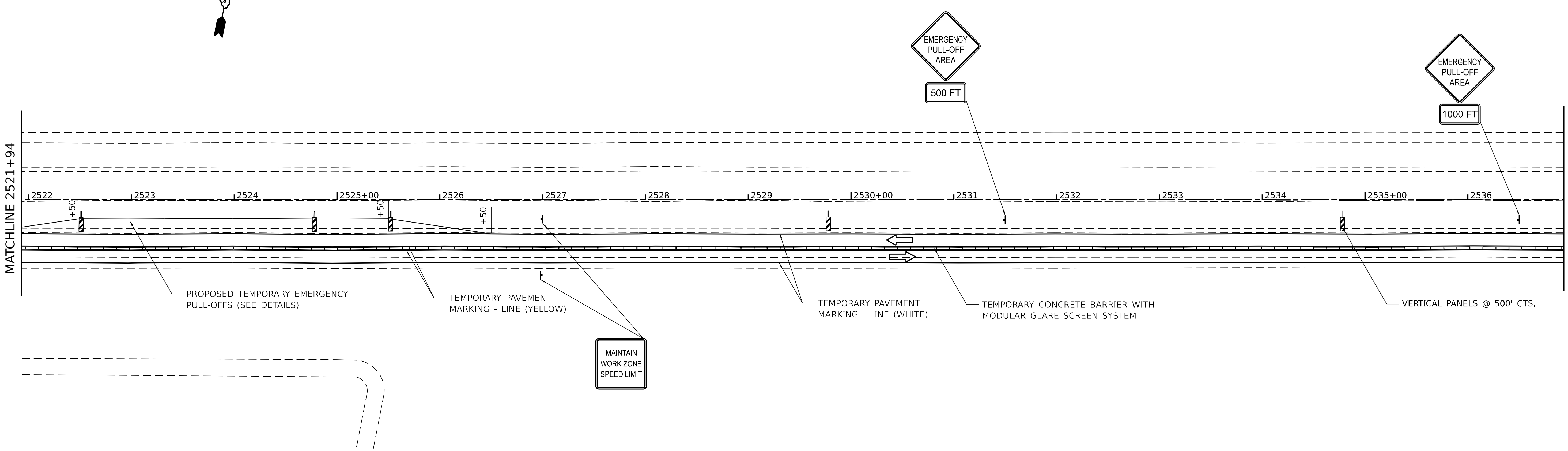
N

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



0 50 100 150
SCALE IN FEET

N



MODEL: I70 - Plan 11 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

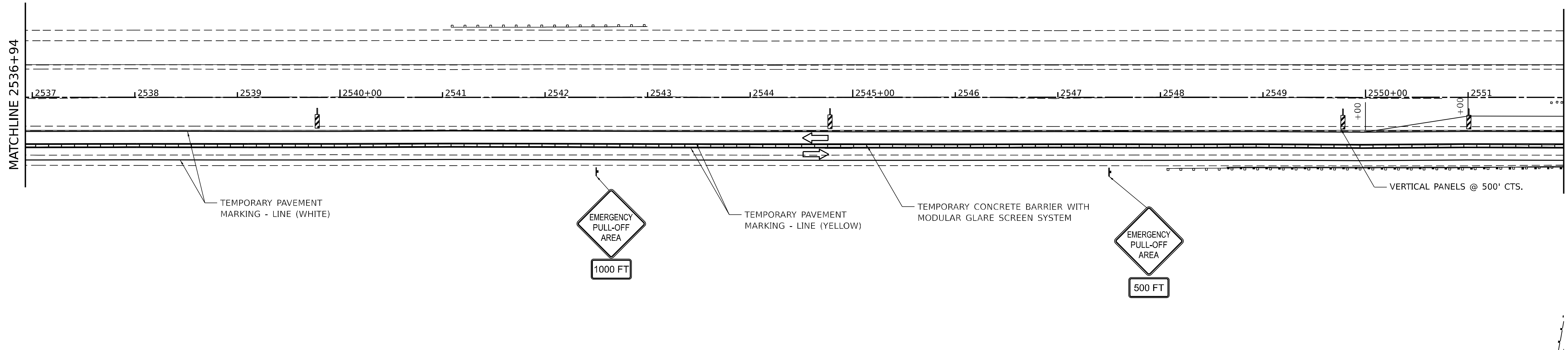
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

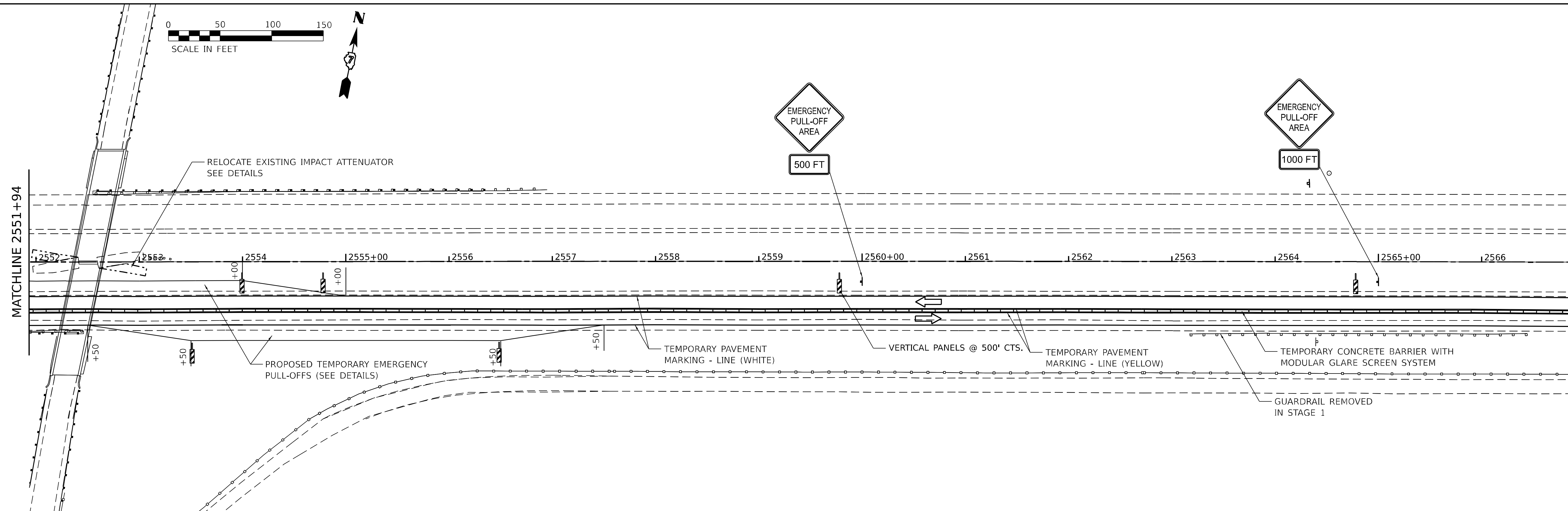
STAGING PLAN
STAGE 2

SCALE: | SHEET 6 OF 17 SHEETS | STA. 2506+94 TO STA. 2536+94

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	204
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.





MODEL: I70 - Plan 13 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI CIVIL DESIGN, INC. WBE | DBE EFFINGHAM, IL LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

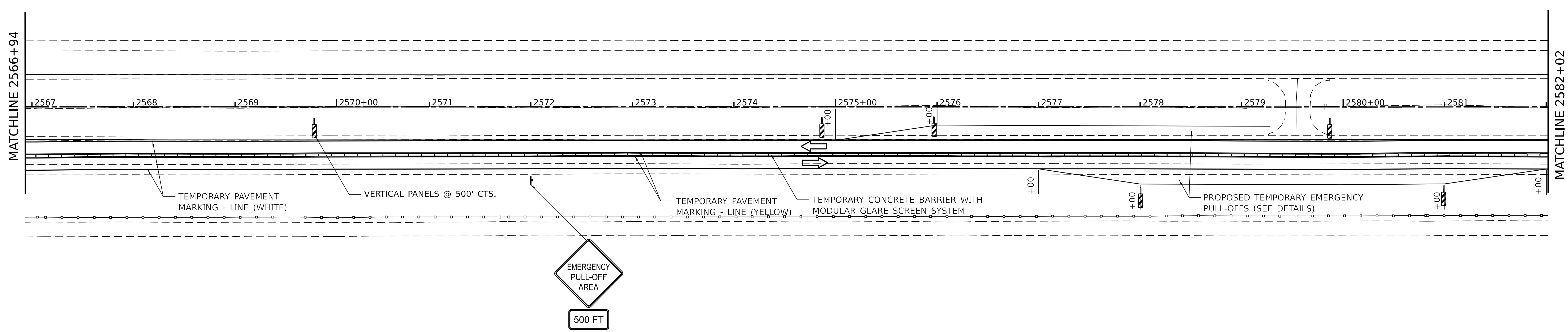
SCALE: | SHEET 7 OF 17 SHEETS | STA. 2536+94 TO STA. 2566+94

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	205
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

0 50 100 150
SCALE IN FEET

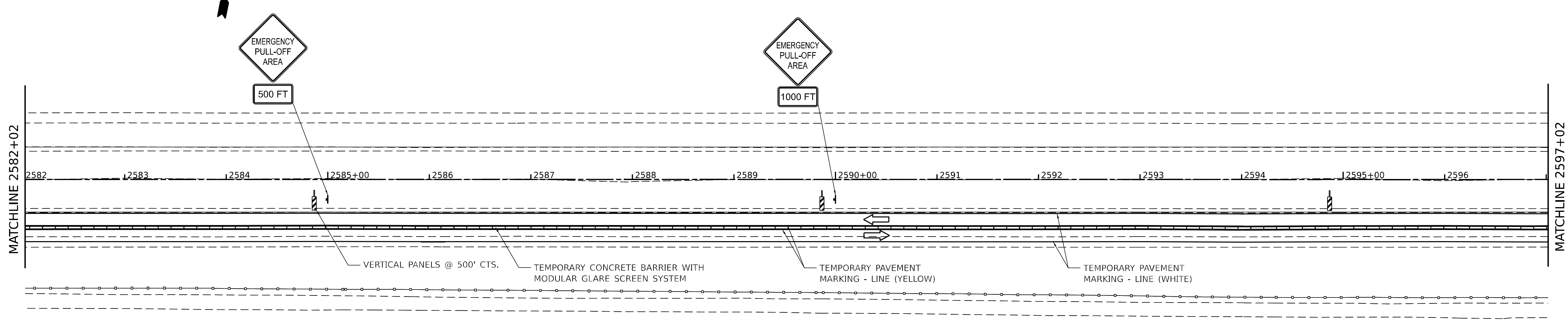
N

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



0 50 100 150
SCALE IN FEET

N



MODEL: I70 - Plan 15 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI
CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

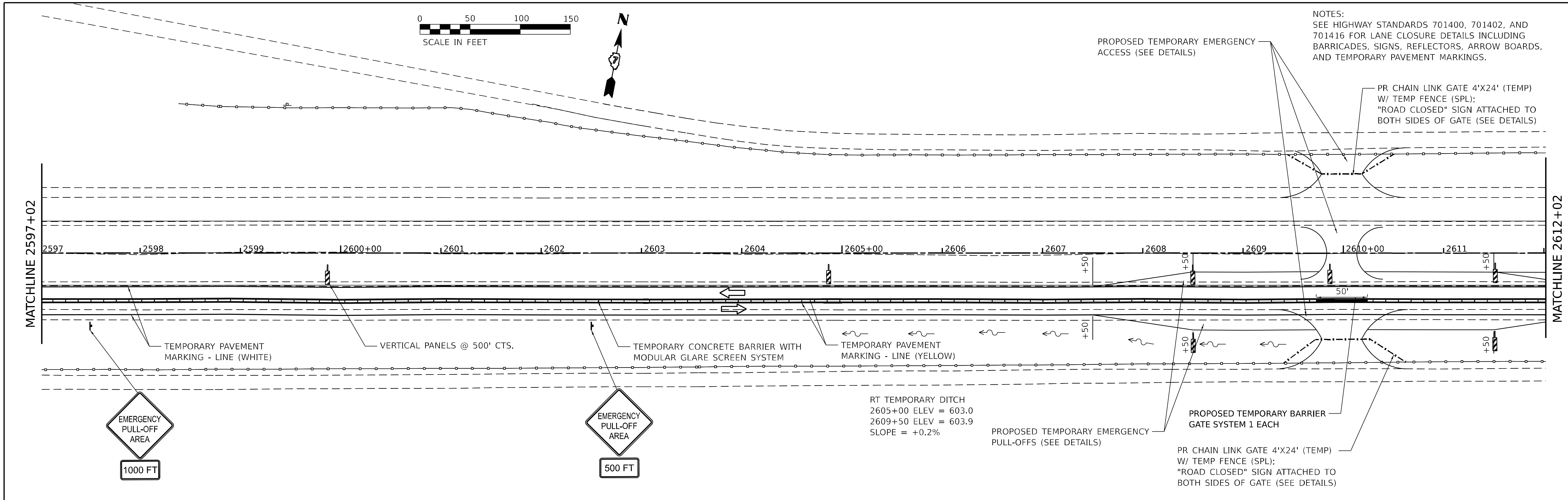
USER NAME = lsmith	DESIGNED - LCS	REVISED -
	DRAWN - LCS	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
PLOT DATE = 3/16/2022	DATE -	REVISED -

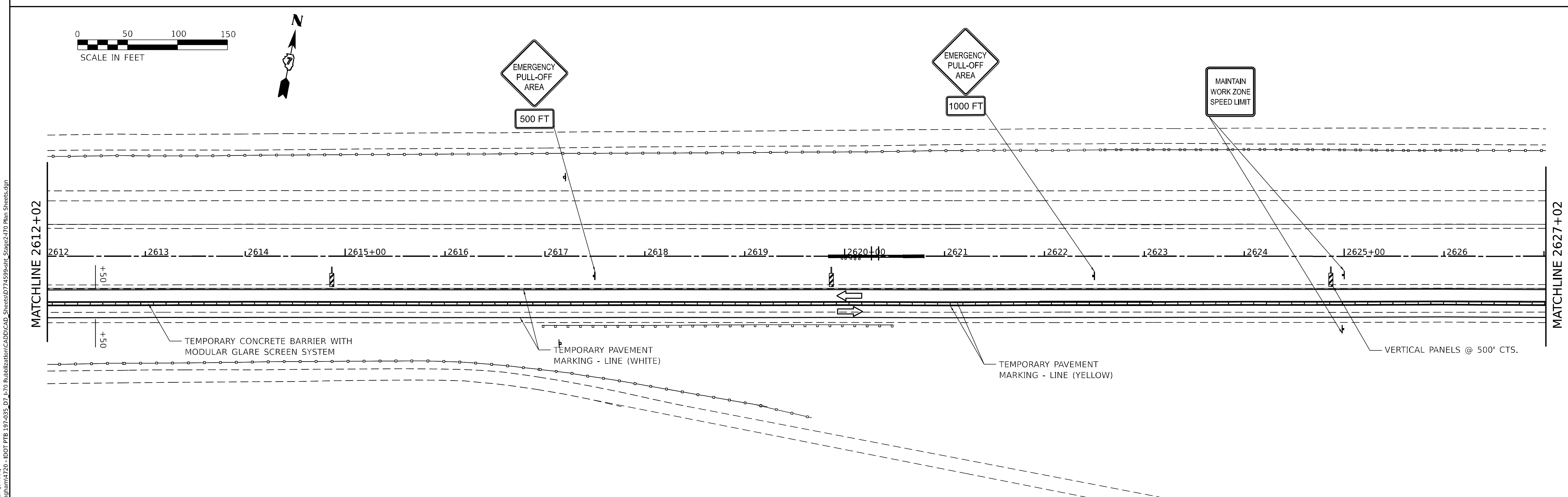
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

SCALE: | SHEET 8 OF 17 SHEETS | STA. 2566+94 TO STA. 2597+02

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	206
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		





MODEL: I70 - Plan 17 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LIC. #184.003222

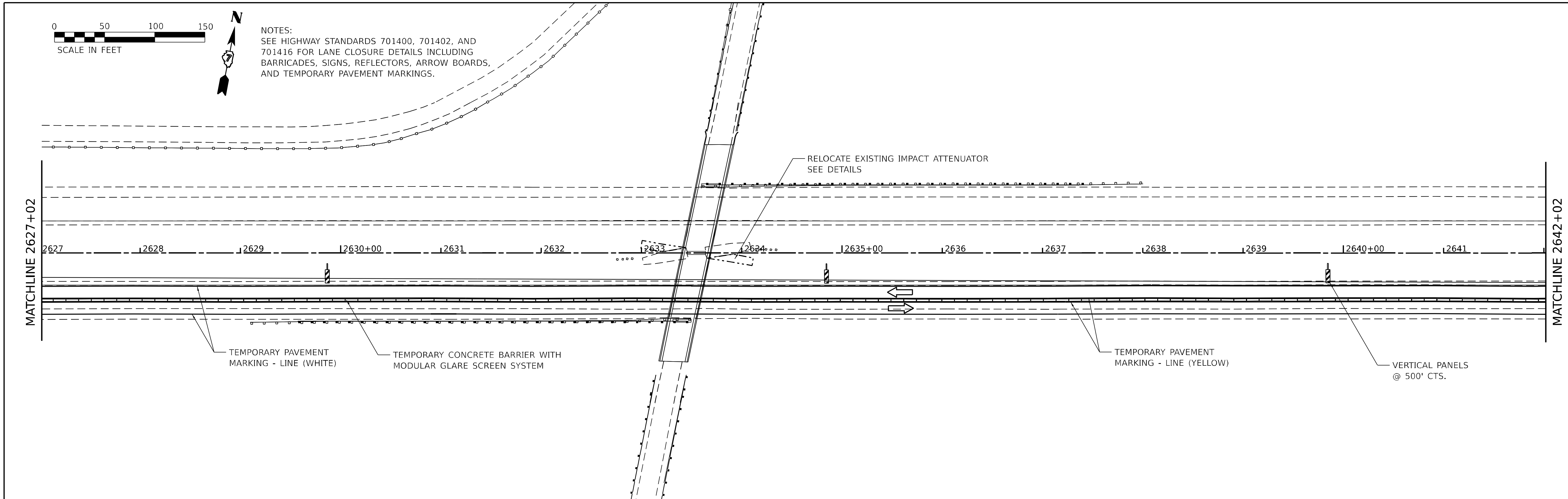
USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

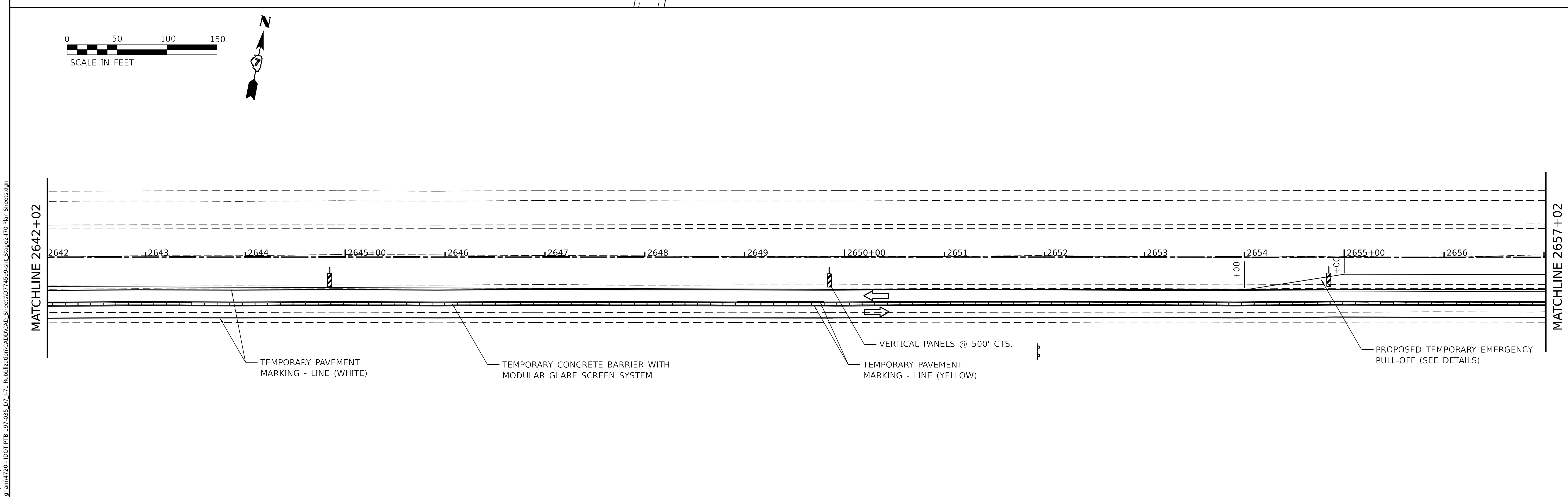
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

SCALE: | SHEET 9 OF 17 SHEETS | STA. 2597+02 TO STA. 2627+02

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	207
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	





MODEL: I70 - Plan 19 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI CIVIL DESIGN, INC. WBE | DBE EFFINGHAM, IL LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

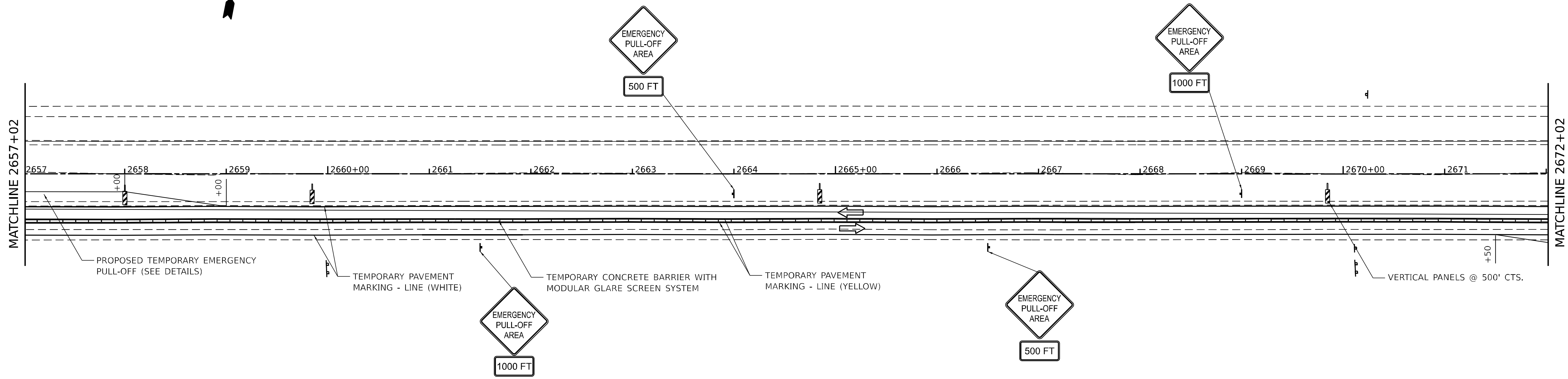
SCALE: | SHEET 10 OF 17 SHEETS | STA. 2627+02 TO STA. 2657+02

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	208
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

0 50 100 150
SCALE IN FEET

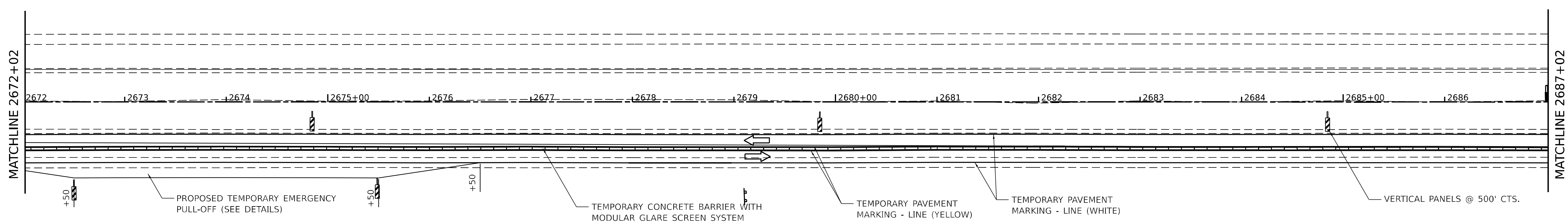
N

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



0 50 100 150
SCALE IN FEET

N



MODEL: I70 - Plan 21 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI CIVIL DESIGN, INC. WBE | DBE EFFINGHAM, IL LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -
	DRAWN - LCS	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
PLOT DATE = 3/16/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

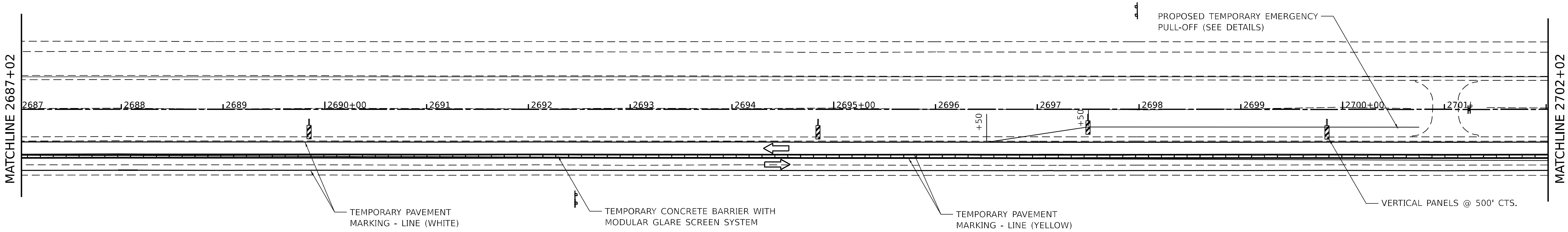
SCALE: | SHEET 11 OF 17 SHEETS | STA. 2657+02 TO STA. 2687+02

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	209
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

0 50 100 150
SCALE IN FEET

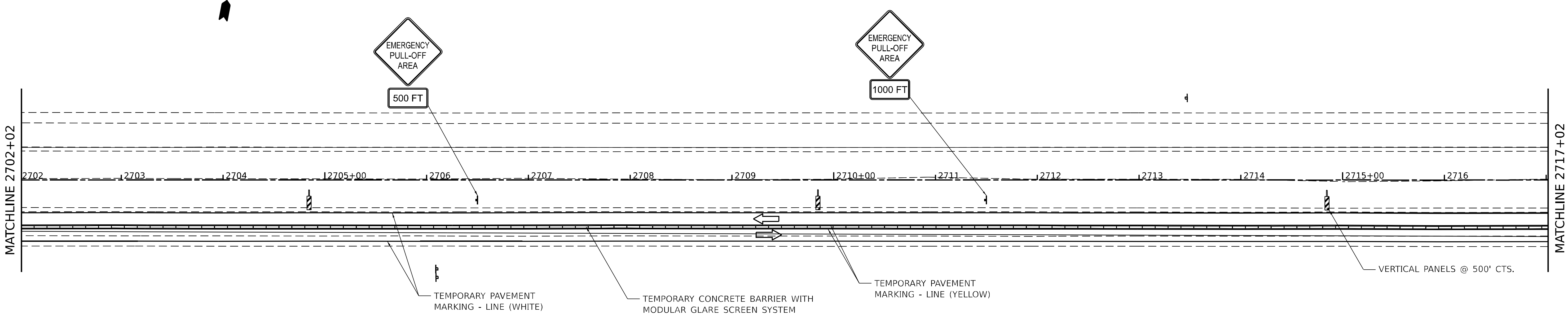
N

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



0 50 100 150
SCALE IN FEET

N



MODEL: I70 - Plan 23 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2-I70 Plan Sheets.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

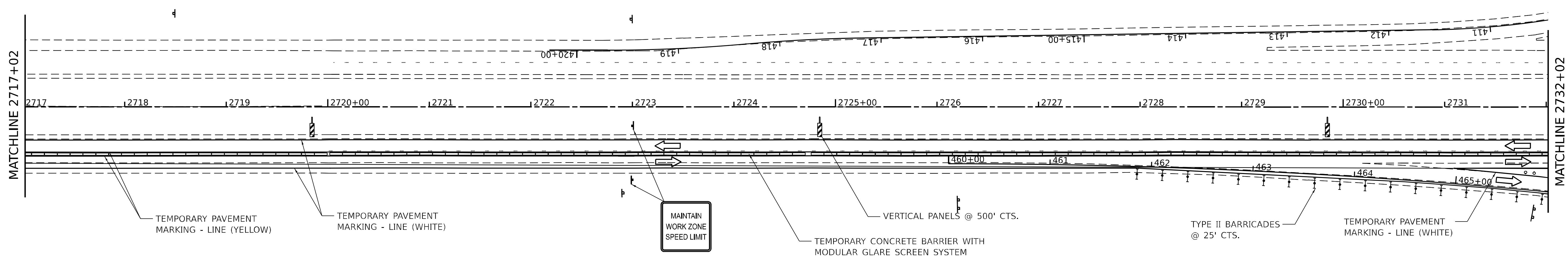
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

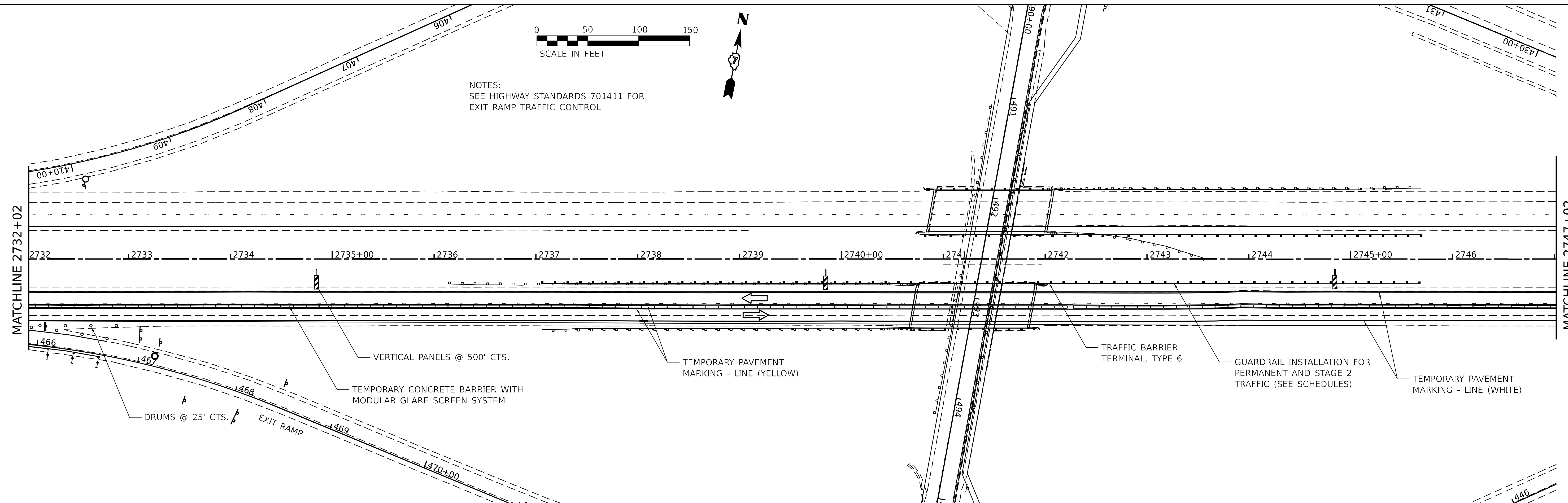
SCALE:	SHEET 12 OF 17 SHEETS	STA. 2687+02	TO STA. 2717+02

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	210
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



NOTES:
SEE HIGHWAY STANDARDS 701411 FOR EXIT RAMP TRAFFIC CONTROL



MODEL: I70 - Plan 25 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

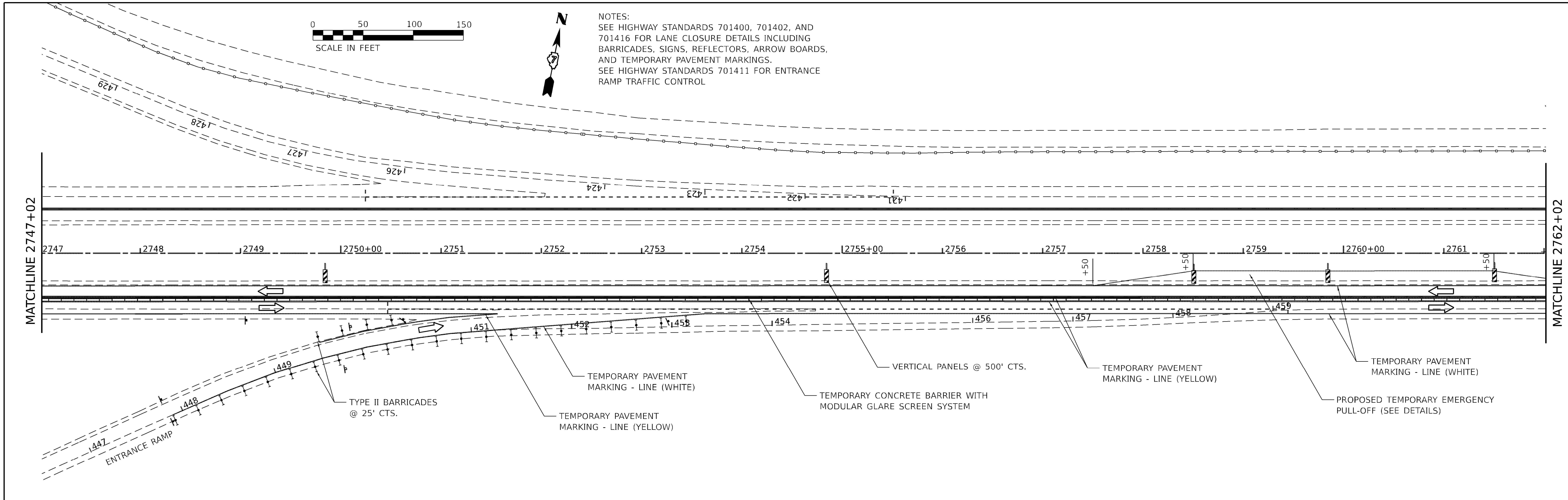
CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LIC. #184.003222	USER NAME = lsmith	DESIGNED - LCS	REVISED -
		DRAWN - LCS	REVISED -
	PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
	PLOT DATE = 3/16/2022	DATE -	REVISED -

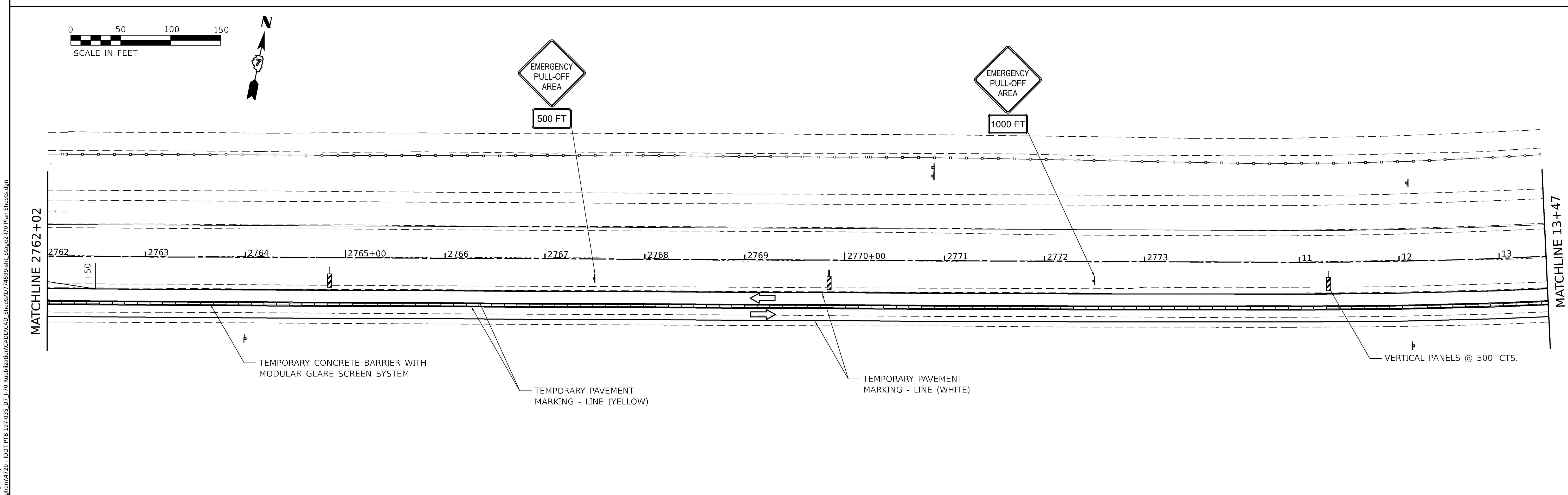
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

SCALE: | SHEET 13 OF 17 SHEETS | STA. 2717+02 TO STA. 2747+02

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	211
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		





MODEL: I70 - Plan 27 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CIVIL DESIGN, INC.
WBE / DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = lsmith	DESIGNED - LCS	REVISED -
	DRAWN - LCS	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
PLOT DATE = 3/16/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

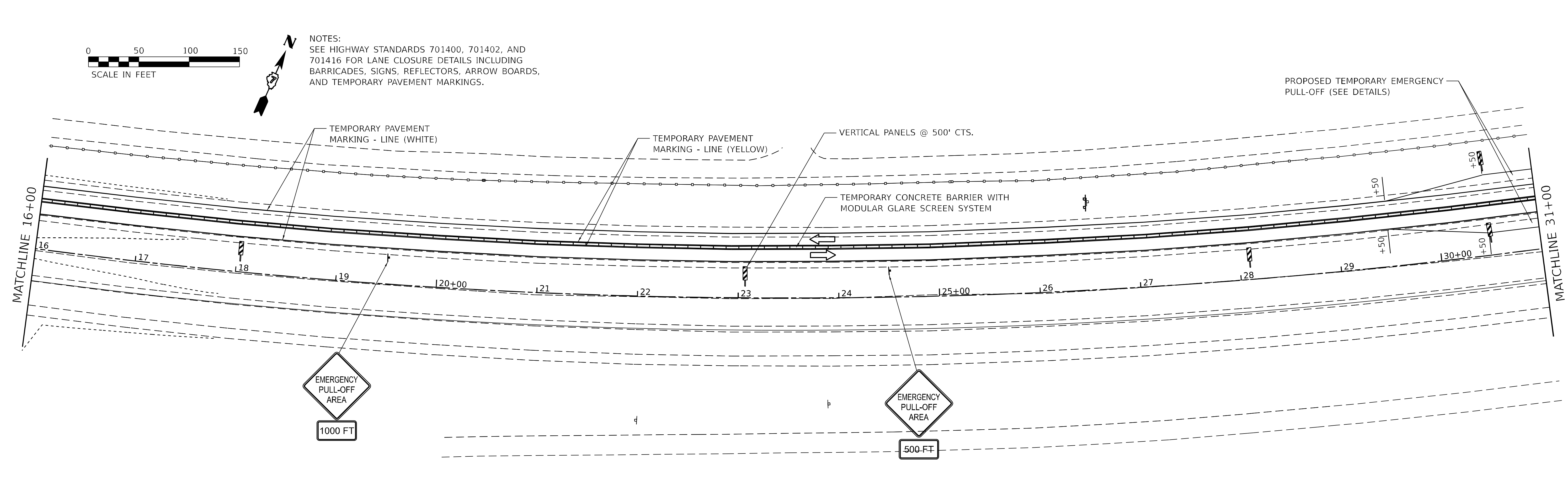
STAGING PLAN
STAGE 2

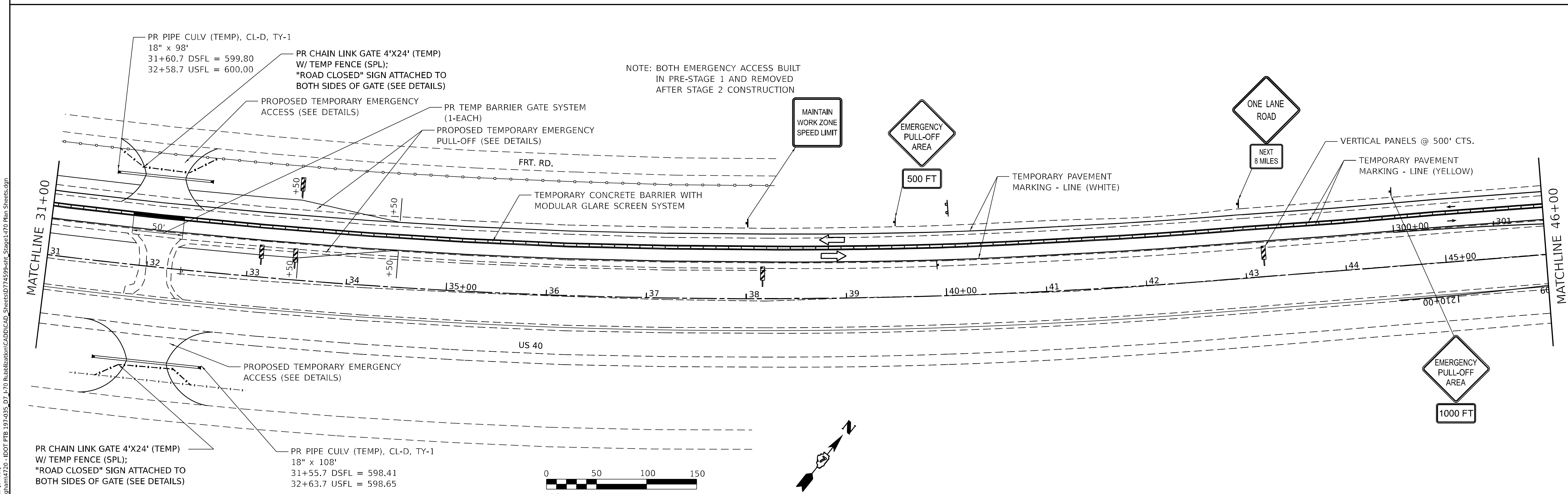
SCALE: SHEET 14 OF 17 SHEETS STA. 2747+02 TO STA. 13+47

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	212

CONTRACT NO. 74599

ILLINOIS FED. AID PROJECT





MODEL: I70 - Plan 29 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubilization\CADD\CAD_Sheets\D774599-sht_Stage1-I70 Plan Sheets.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = rhanfland	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

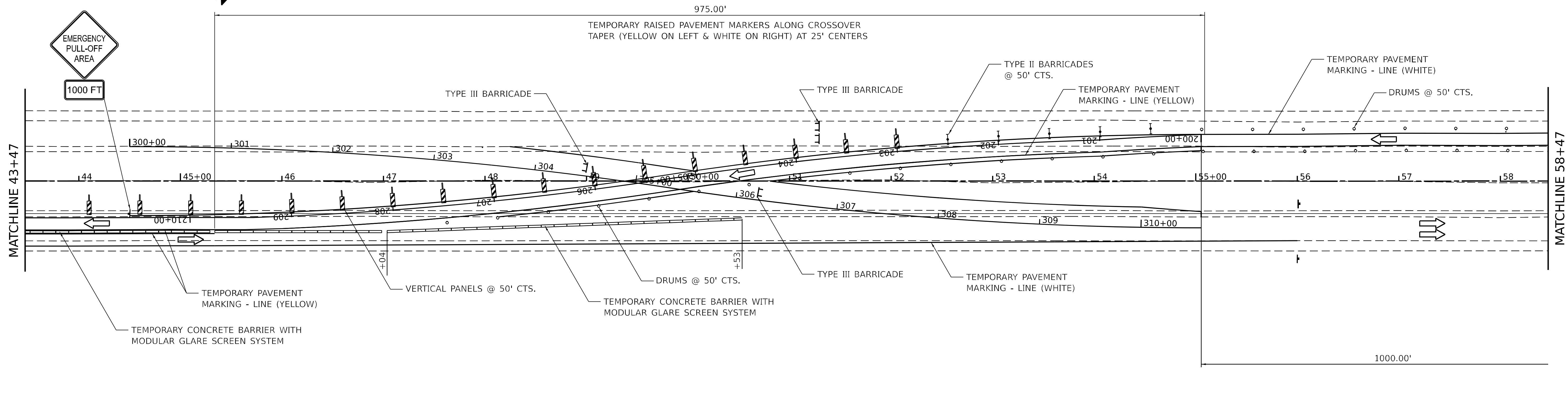
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

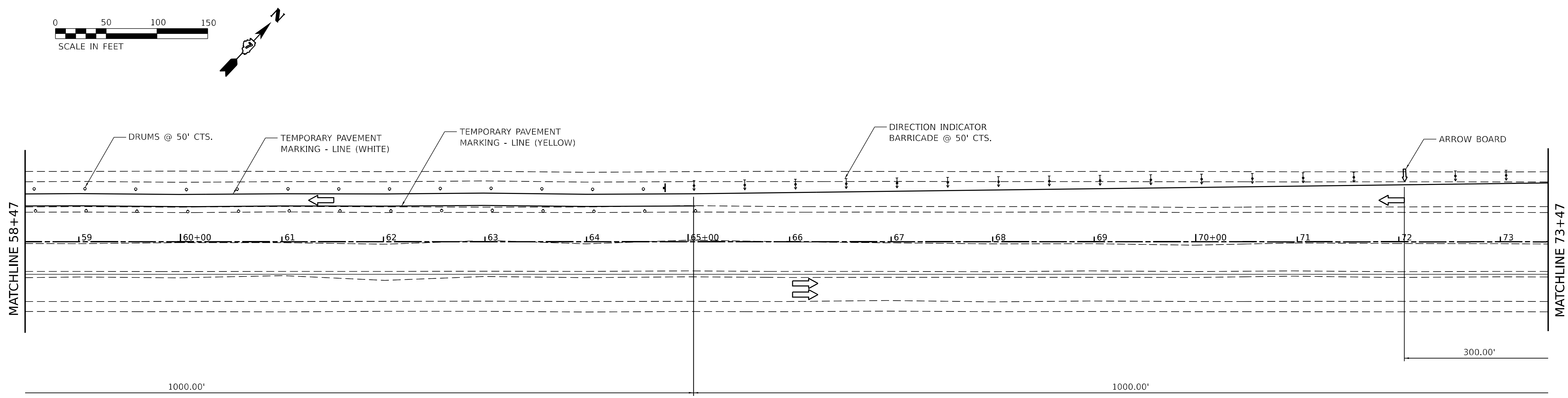
STAGING PLAN
STAGE 1

SCALE: | SHEET 15 OF 16 SHEETS | STA. 16+00 TO STA. 46+00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	194
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.





MODEL: I70 - Plan 31 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

CDI — CIVIL DESIGN, INC. WBE | DBE EFFINGHAM, IL LIC. #184.003222

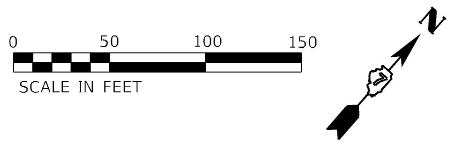
USER NAME = lsmith	DESIGNED - LCS	REVISED -	
	DRAWN - LCS	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

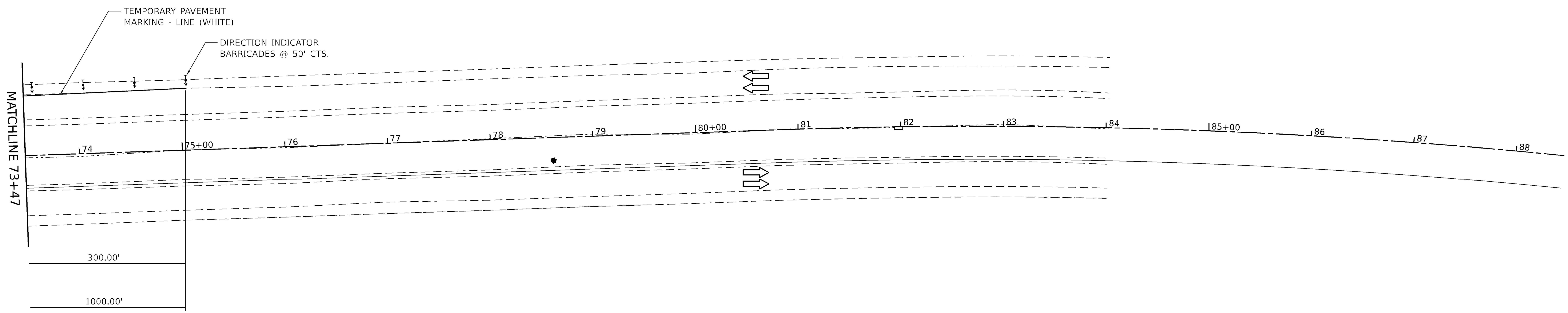
STAGING PLAN
STAGE 2

SCALE: | SHEET 16 OF 17 SHEETS | STA. 43+47 TO STA. 73+47

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	214
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



NOTES:
SEE HIGHWAY STANDARDS 701400, 701402, AND 701416 FOR LANE CLOSURE DETAILS INCLUDING BARRICADES, SIGNS, REFLECTORS, ARROW BOARDS, AND TEMPORARY PAVEMENT MARKINGS.



MODEL: I70 - Plan 33 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Stage2470 Plan Sheets.dgn

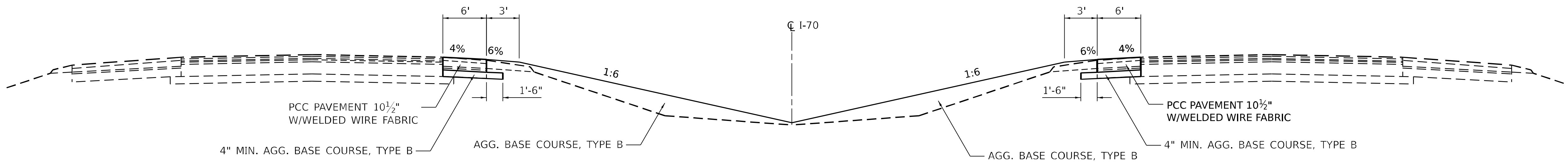
CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LIC. #184.003222	USER NAME = lsmith	DESIGNED - LCS	REVISED -
		DRAWN - LCS	REVISED -
	PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
	PLOT DATE = 3/16/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STAGE 2

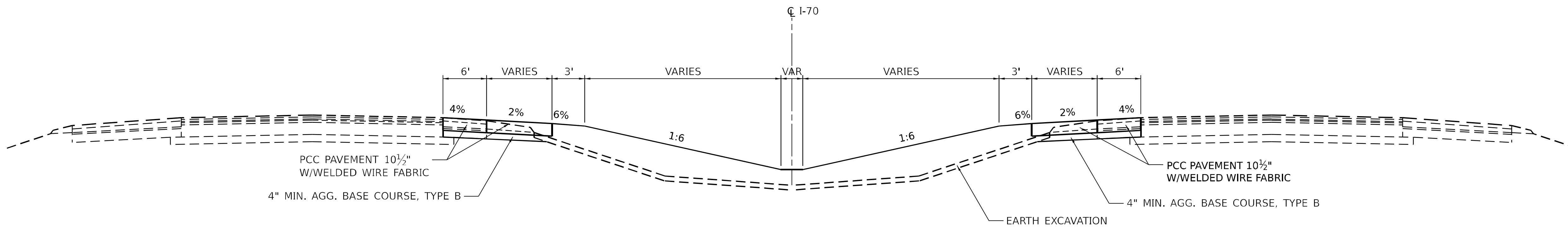
SCALE: | SHEET 17 OF 17 SHEETS | STA. 73+47 TO STA. 88+47

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	215
		CONTRACT NO. 74599		
	ILLINOIS	FED. AID PROJECT		



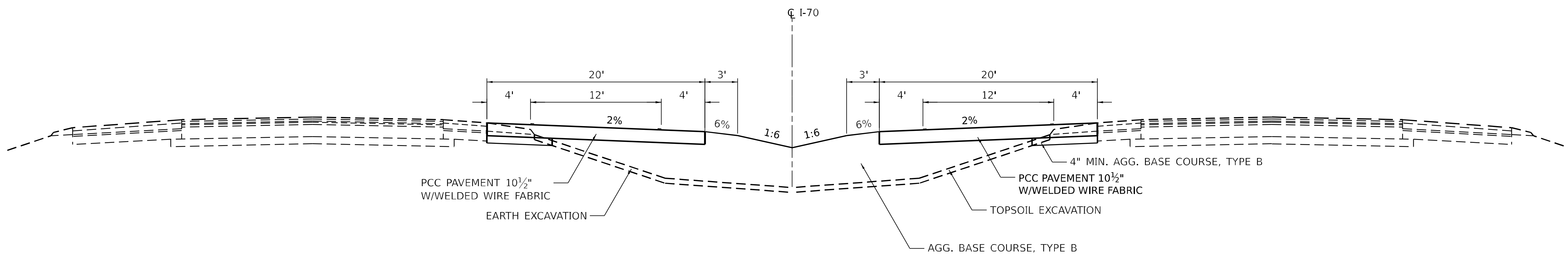
MEDIAN CROSSOVER TYPICAL SECTION

OMIT SHOULDER REMOVAL AND REPLACEMENT AT WEST CROSSOVER

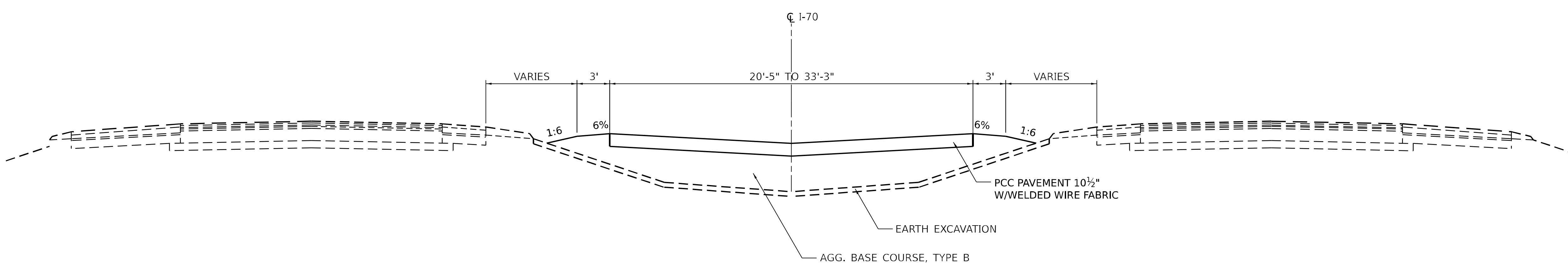


MEDIAN CROSSOVER TYPICAL SECTION

OMIT SHOULDER REMOVAL AND REPLACEMENT AT WEST CROSSOVER



MEDIAN CROSSOVER TYPICAL SECTION



MEDIAN CROSSOVER TYPICAL SECTION

*NOTE: 8' SHOULDER 2395+89.78 RT TO 2400+44.58 RT

MODEL: Staging Typicals [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_Crossover-Typicals.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

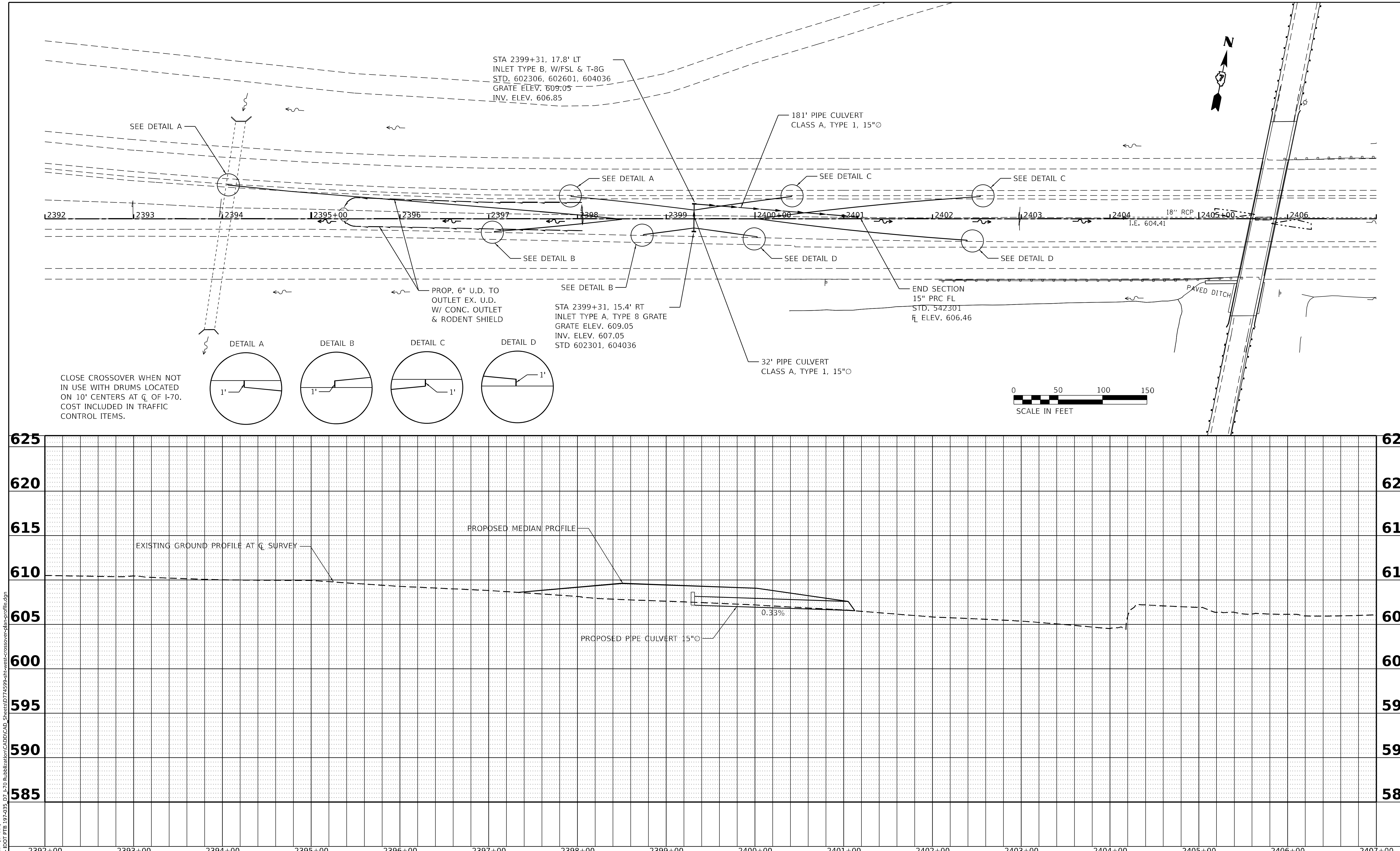
USER NAME = rhanfland	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.0833 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN CROSSOVER
PROPOSED TYPICAL SECTIONS

SCALE: | SHEET | OF | SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	216
CONTRACT NO. 74599				
ILLINOIS	FED. AID PROJECT			



MODEL: I-70 - West Crossover Plan [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-plan-profile.dgn

CDI CIVIL DESIGN, INC.
WBE / DBE
EFFINGHAM, IL
LICENSE #184.003222

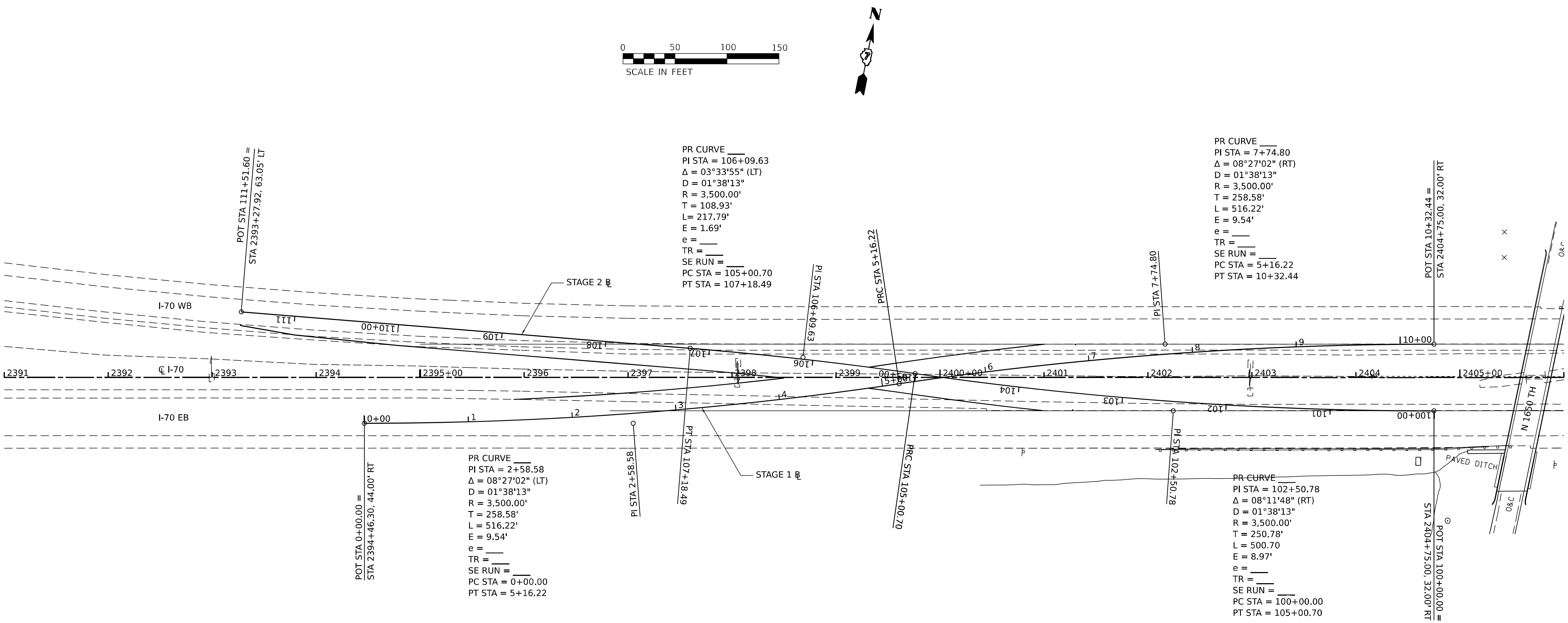
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WEST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA. 2392+00 TO STA. 2407+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	217
		CONTRACT NO. 74664		
		ILLINOIS	FED. AID PROJECT	



MODEL: I72 - W Crossover
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubbilization\CADD\CAD_Sheets\D774599-sht_W Crossover-Geom.dgn

CDI
CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = rhanfland	DESIGNED - RHANFLAND	REVISED -			
	DRAWN -	REVISED -			
PLOT SCALE = 0.08333317 ' / in.	CHECKED -	REVISED -			
PLOT DATE = 3/11/2022	DATE 7/6/2016 9:46:49 AM	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN
WEST MEDIAN CROSSOVER

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	218
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

CROSS OVER ELEVATION AND OFFSET DATA

C.L. STATION I-70	SHLDR NEAR LEFT OF C.L.		SHLDR FAR LEFT OF C.L.		EOP NEAR LEFT OF C.L.		EOP FAR LEFT OF C.L.		BREAK POINT LEFT		SHLDR NEAR RIGHT OF C.L.		SHLDR FAR RIGHT OF C.L.		EOP NEAR RIGHT OF C.L.		EOP FAR RIGHT OF C.L.		BREAK POINT RIGHT	
	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV
2394+25	-26.70	610.00	-33.16	611.07	-36.17	611.26			-43.97	611.53										
2394+50	-22.14	609.59	-30.63	611.00	-33.64	611.18			-42.48	611.47										
2394+75	-15.44	608.81	-28.10	610.92	-31.12	611.10			-40.98	611.42										
2395+00	-14.11	608.86	-26.04	610.85	-29.04	611.03			-39.53	611.36										
2395+25	-12.14	608.76	-23.95	610.73	-27.02	610.92			-38.47	611.27										
2395+50	-9.96	608.63	-21.99	610.63	-24.99	610.81			-37.40	611.18										
2395+75	-8.35	608.59	-19.96	610.52	-22.97	610.70			-36.34	611.09										
2396+00	-7.03	608.61	-17.94	610.42	-20.94	610.60			-35.33	611.01	7.82	610.19	10.19	610.58						
2396+25	-5.56	608.62	-15.91	610.34	-18.92	610.52			-34.70	610.96	8.43	610.12	10.67	610.50						
2396+50	-4.15	608.64	-13.89	610.26	-16.89	610.45			-34.07	610.91	8.98	610.05	11.15	610.41						
2396+75	-2.70	608.66	-11.86	610.19	-14.87	610.37			-33.44	610.86	9.51	609.97	11.70	610.33						
2397+00	-1.26	608.68	-9.84	10.11	-12.84	610.29			-32.82	610.81	10.04	609.90	12.11	610.24					23.12	610.74
2397+25	0.23	608.67	-7.59	609.98	-10.82	610.19			-32.65	610.75	2.95	608.96	9.80	610.10	12.82	610.29			23.63	610.66
2397+50			-5.79	609.92	-8.79	610.10			-32.48	610.69	0.74	608.80	7.73	609.98	10.72	610.16			24.15	610.59
2397+75			-3.72	609.82	-6.72	610.00			-32.30	610.63	0.69	609.00	5.45	609.85	8.44	610.03			24.67	610.51
2398+00			-1.49	609.69	-4.49	609.87	-24.57	610.30	-32.13	610.57	0.63	609.20	2.98	609.71	5.98	609.89			25.18	610.44
2398+25					-2.06	609.69	-22.16	610.09	-32.12	610.49	0.93	609.51	1.42	609.64	3.33	609.75			25.70	610.36
2398+50							-19.58	610.03	-32.10	610.40									26.22	610.28
2398+75			-19.43	609.54			-16.81	609.70	-32.08	610.31			18.06	609.82			17.65	609.84	26.74	610.21
2399+00	-16.85	609.32	-17.75	609.16			-13.85	609.50	-32.07	610.22			16.49	609.50			14.47	609.62	27.25	610.13
2399+25	-13.73	609.08	-15.81	608.73			-10.72	609.26	-32.04	610.11	14.13	609.20	14.44	609.15			11.11	609.39	27.71	610.05
2399+50	-15.69	609.05	-17.13	608.81			-12.69	609.23	-32.01	610.00			15.61	609.19			12.79	609.36	28.16	609.97
2399+75	-19.34	609.08	-19.68	609.03			-16.33	609.27	-31.99	609.89			17.69	609.31			16.31	609.40	28.61	609.89
2400+00			-21.72	609.18			-19.80	609.30	-31.96	609.78			20.13	609.41			19.80	609.43	29.07	609.80
2400+25					-2.95	608.97	-23.11	609.31	-31.97	609.67					2.95	609.02			29.63	609.71
2400+50	-3.43	608.74			-6.10	608.92			-31.98	609.55	3.23	608.78			6.10	608.95			31.68	609.63
2400+75					-9.07	608.86			-31.99	609.44					9.07	608.87			31.74	609.50
2401+00	1.74	607.99	-8.85	608.62	-11.85	608.80			-32.00	609.32	3.88	607.50	8.85	608.62	11.85	608.80			31.80	609.37
2401+25	0.00	606.42	-11.40	608.53	-14.46	608.72			-32.04	609.19			11.51	608.55	14.46	608.72			31.79	609.23
2401+50	-0.35	606.19	-13.88	608.45	-16.88	608.63			-32.09	609.05	0.97	606.31	13.88	608.46	16.88	608.64			31.79	609.09
2401+75	-1.74	605.96	-16.18	608.36	-19.12	608.54			-32.13	608.92	5.31	606.58	16.12	608.38	19.12	608.56			31.78	608.95
2402+00	-3.39	605.79	-18.18	608.26	-21.18	608.44			-32.18	608.78	12.00	607.26	18.18	608.29	21.18	608.47			31.77	608.80
2402+25	-7.98	606.12	-20.06	608.13	-23.06	608.31			-32.09	608.61	15.11	607.33	20.13	608.16	23.06	608.34			31.80	608.63
2402+50	-18.71	607.49	-21.76	607.99	-24.76	608.18			-32.00	608.44	20.24	607.61	22.83	608.04						

MODEL: E Crossover Table [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_W Crossover-Table.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

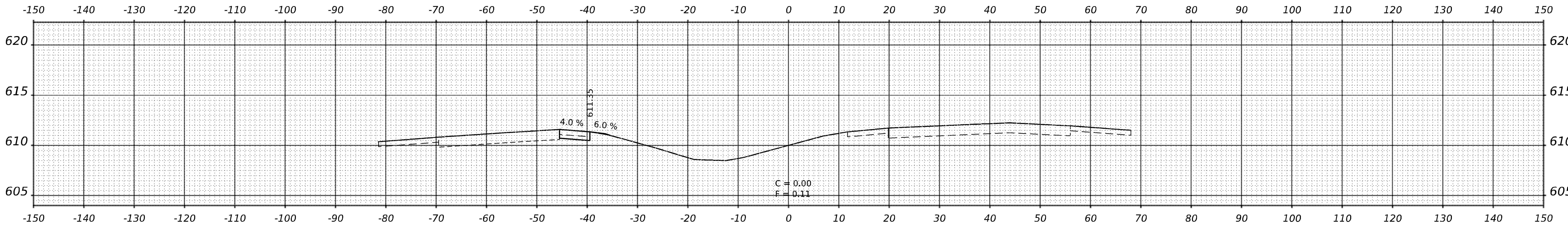
USER NAME = rhanfland	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

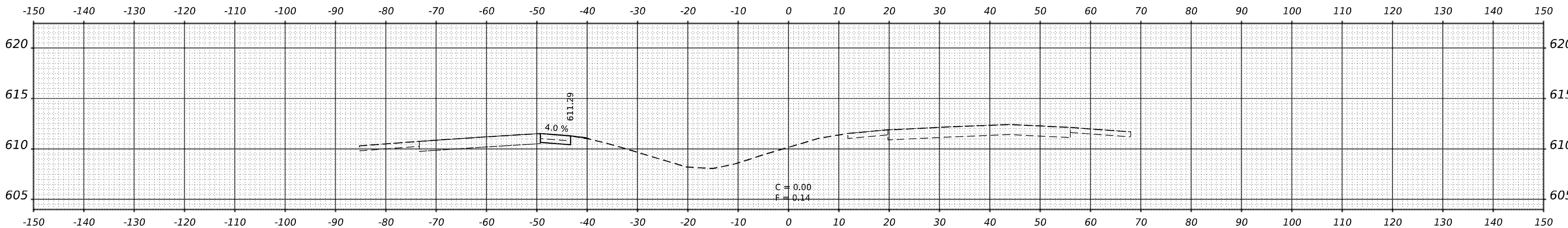
WEST CROSSOVER
GEOMETRY TABLE

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

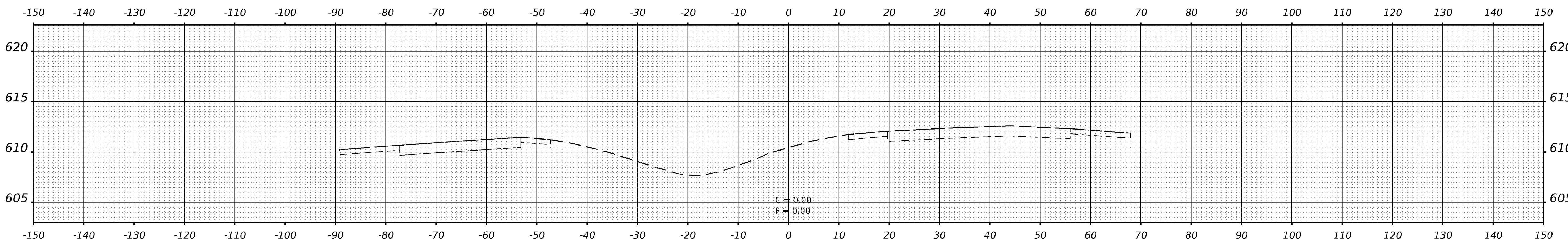
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	219
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



STA 2394+00.00



STA 2393+50.00



STA 2393+00.00

FINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

MODEL: Crossover West - 2393+00.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn

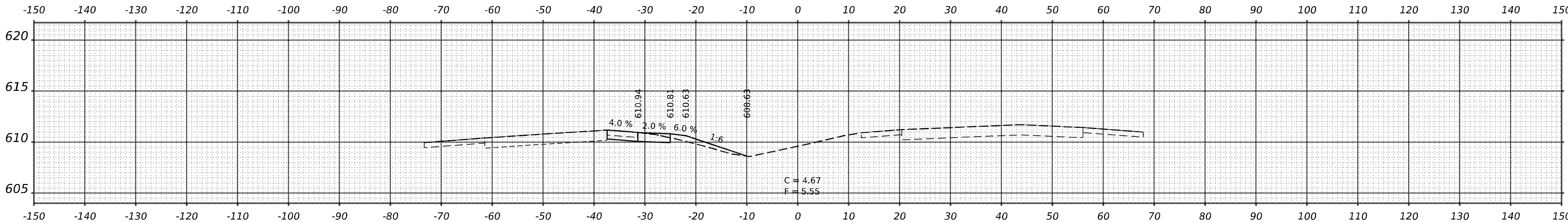
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

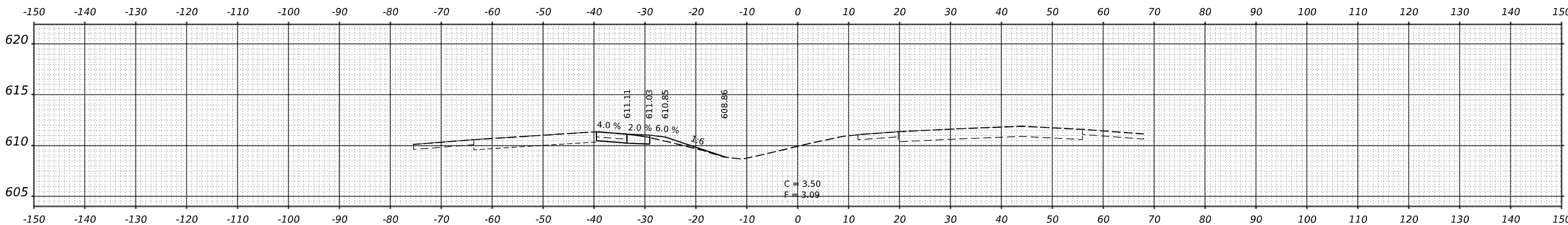
CROSS SECTIONS I-70
WEST MEDIAN CROSSOVER

SCALE: | SHEET OF SHEETS | STA.

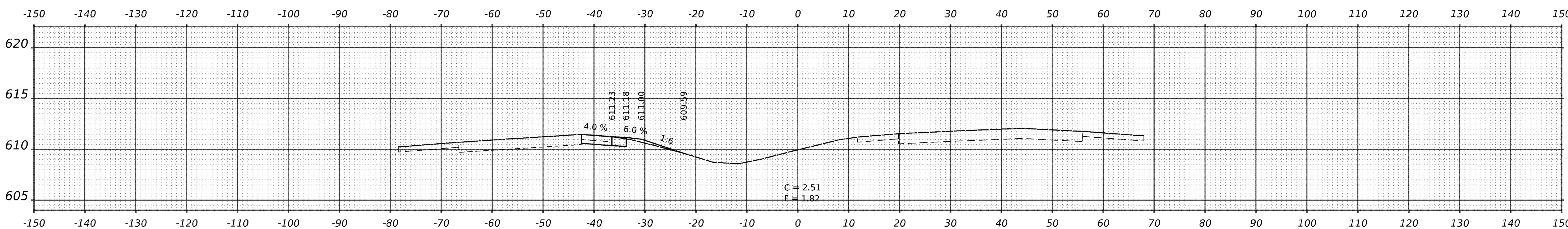
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	220
		CONTRACT NO. 74599		
	ILLINOIS	FED. AID PROJECT		



STA 2395+50.00



STA 2395+00.00



STA 2394+50.00

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: Crossover West - 2394+50.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 192-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn

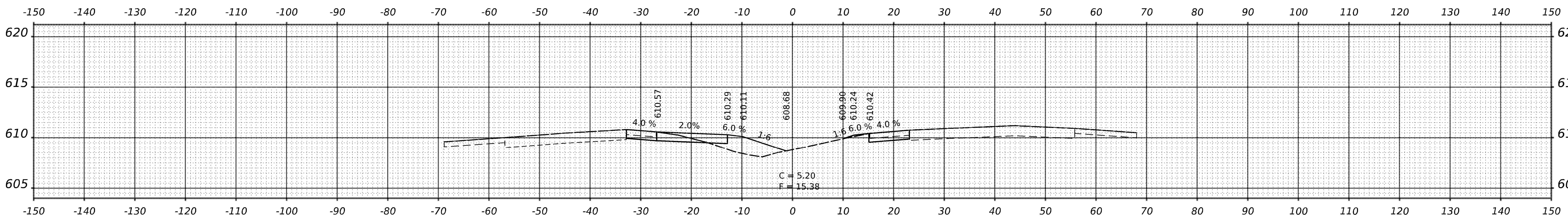
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

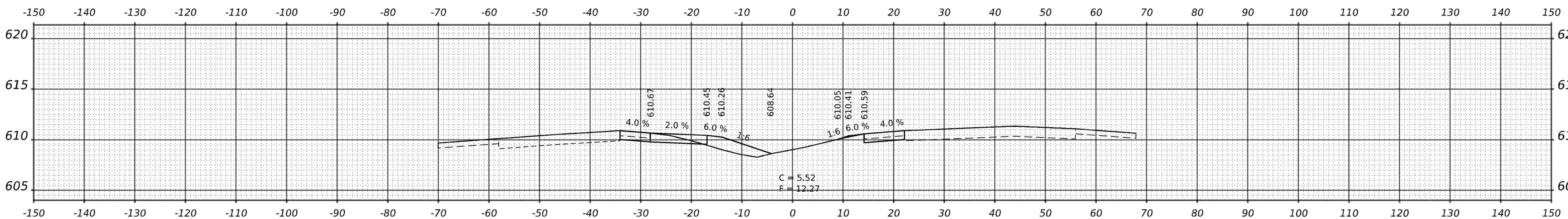
CROSS SECTIONS I-70
WEST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

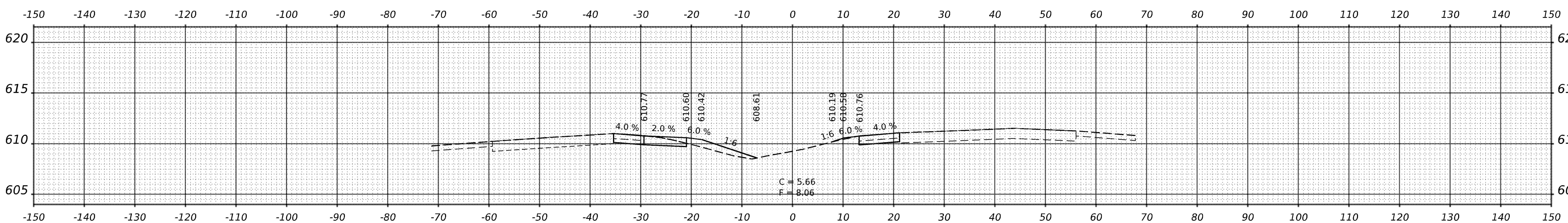
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	221
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



STA 2397+00.00



STA 2396+50.00



STA 2396+00.00

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: Crossover West - 2396+00.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 192-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn

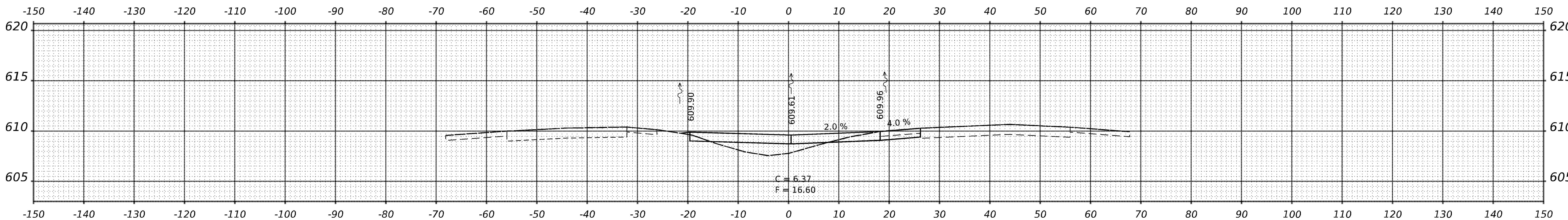
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

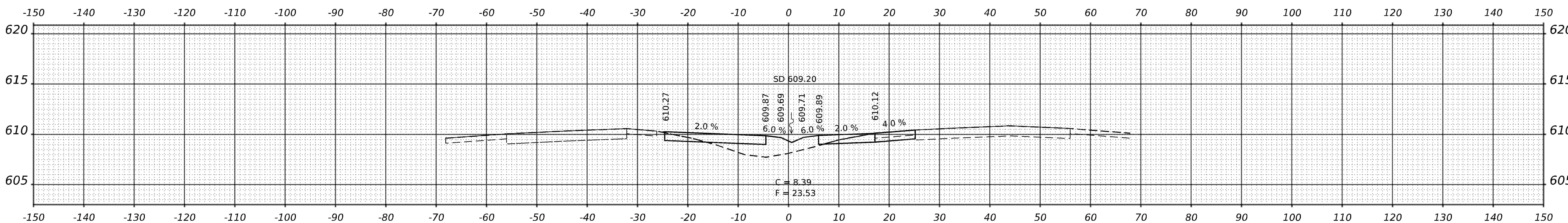
CROSS SECTIONS I-70
WEST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

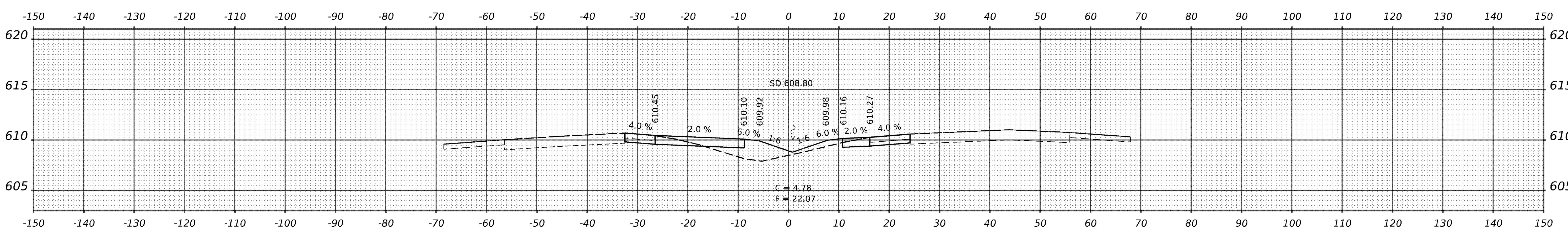
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	222
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



STA 2398+50.00



STA 2398+00.00



STA 2397+50.00

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

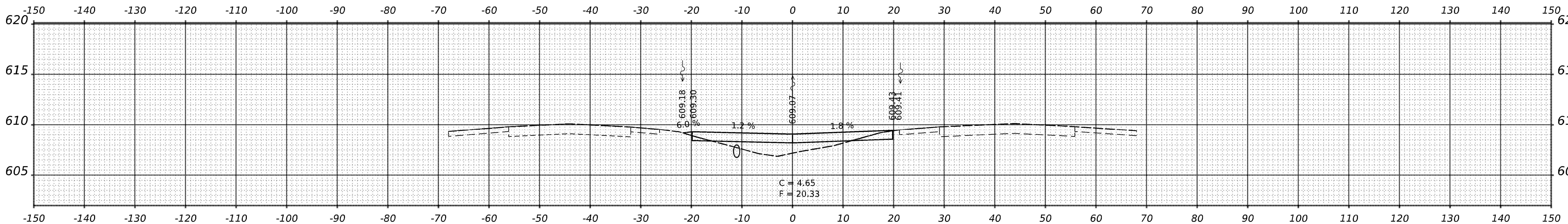
MODEL: Crossover West -2397+50.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 192-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D74599-sht-west-crossover-xs.dgn

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

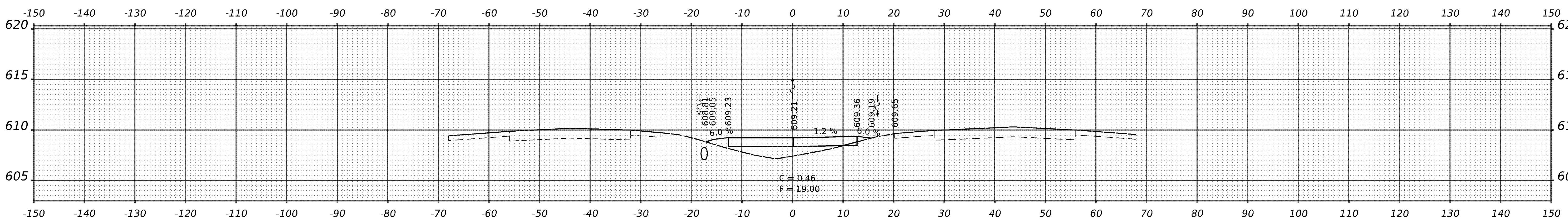
CROSS SECTIONS I-70
WEST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

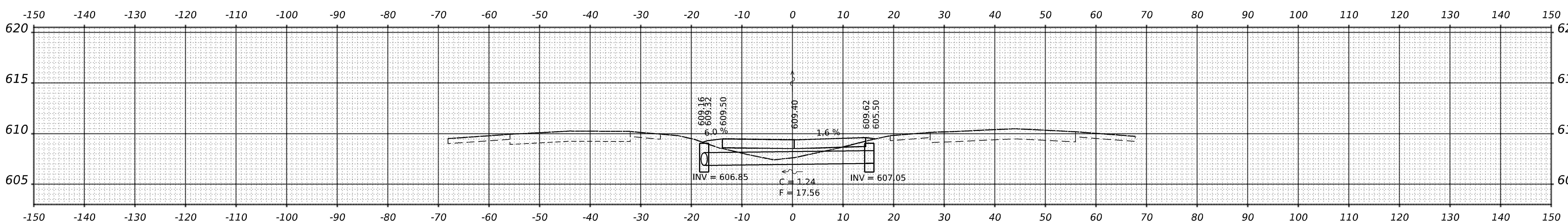
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	223
CONTRACT NO. 74599				
ILLINOIS	FED. AID PROJECT			



STA 2400+00.00



STA 2399+50.00



STA 2399+00.00

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

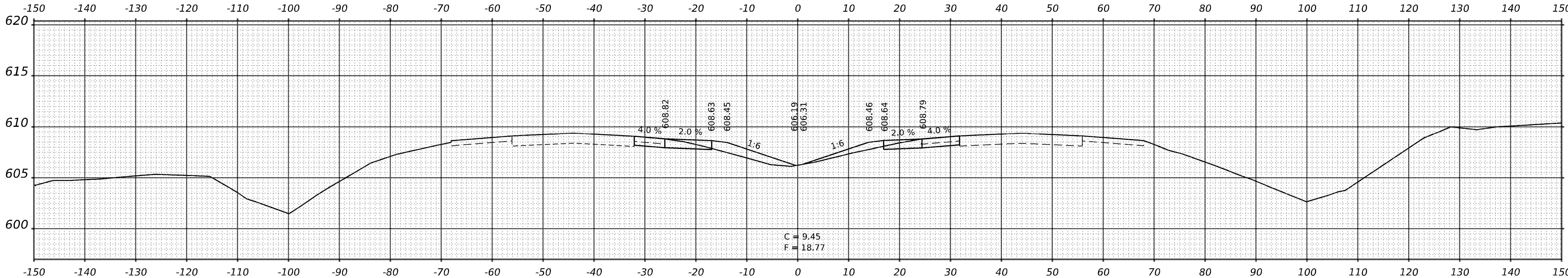
CROSS SECTIONS I–70
WEST MEDIAN CROSSOVER

SCALE: | SHEET | OF | SHEETS | STA.

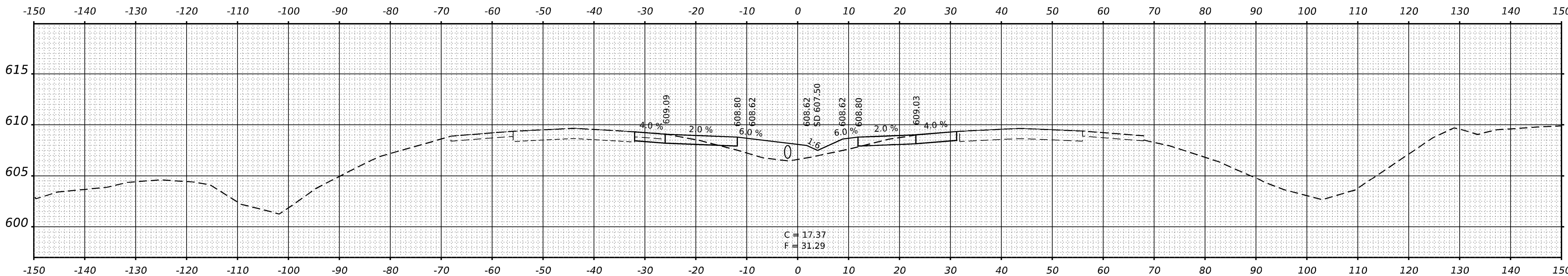
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	224

CONTRACT NO. 74599

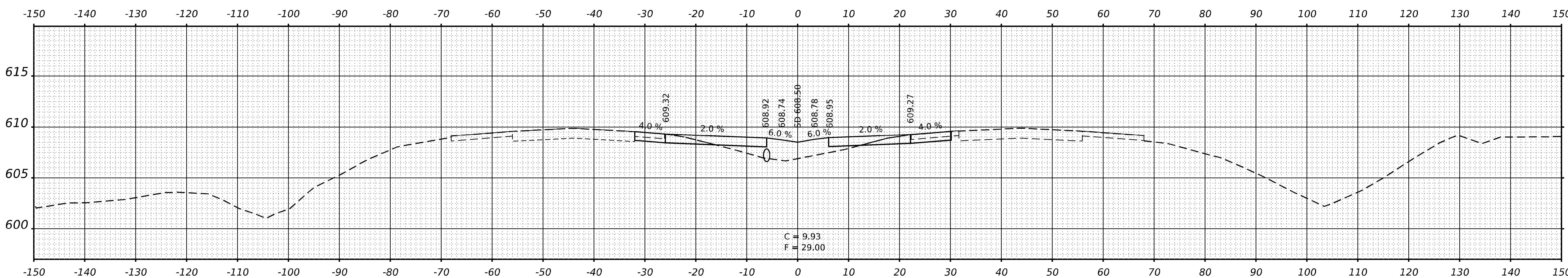
ILLINOIS | FED. AID PROJECT



STA 2401+50.00



STA 2401+00.00



STA 2400+50.00

FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

MODEL: Crossover West - 2400+50.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 192-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn

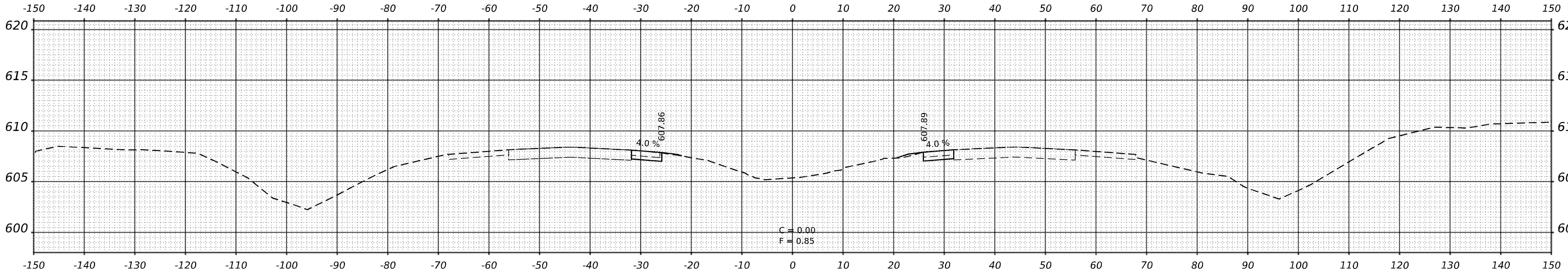
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

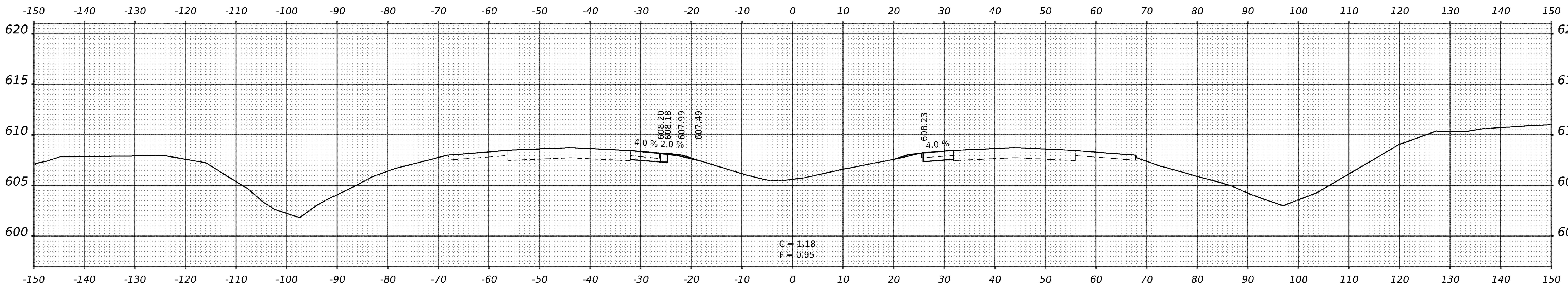
CROSS SECTIONS I-70
WEST MEDIAN CROSSOVER

SCALE: | SHEET | OF | SHEETS | STA.

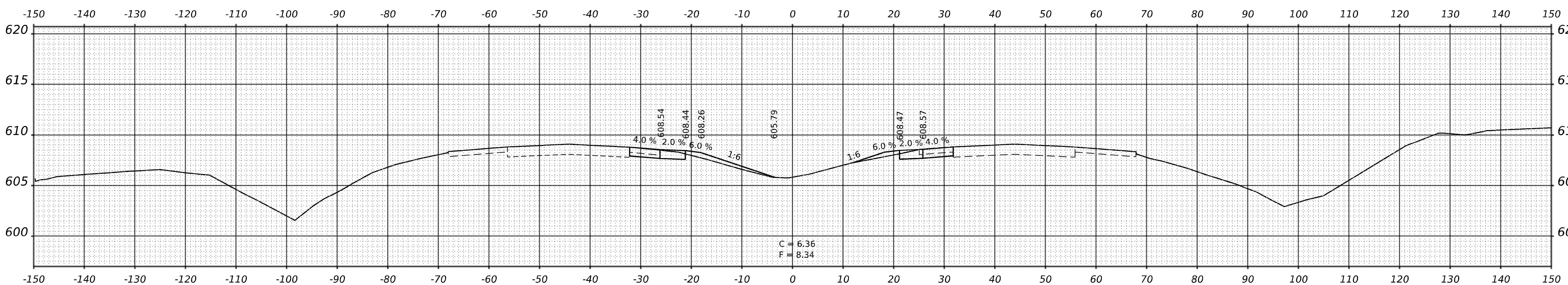
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	225
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



STA 2403+00.00



STA 2402+50.00



STA 2402+00.00

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

CROSS SECTIONS I–70
WEST MEDIAN CROSSOVER

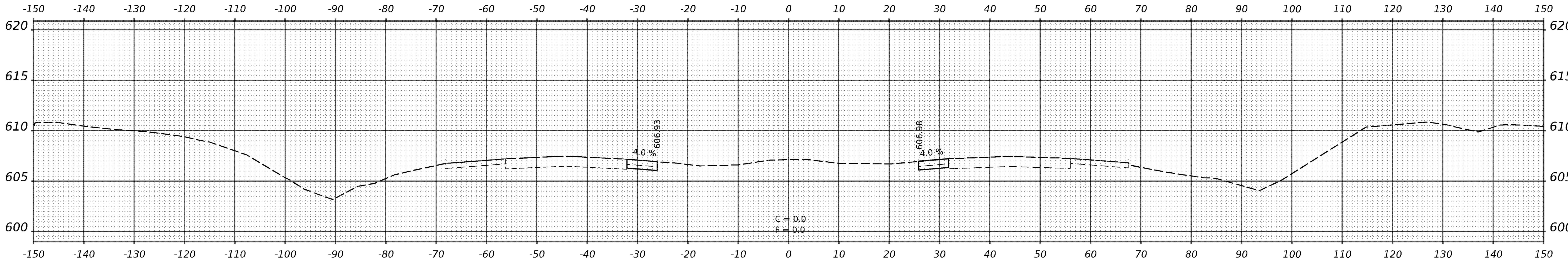
SCALE: SHEET OF SHEETS STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	226
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

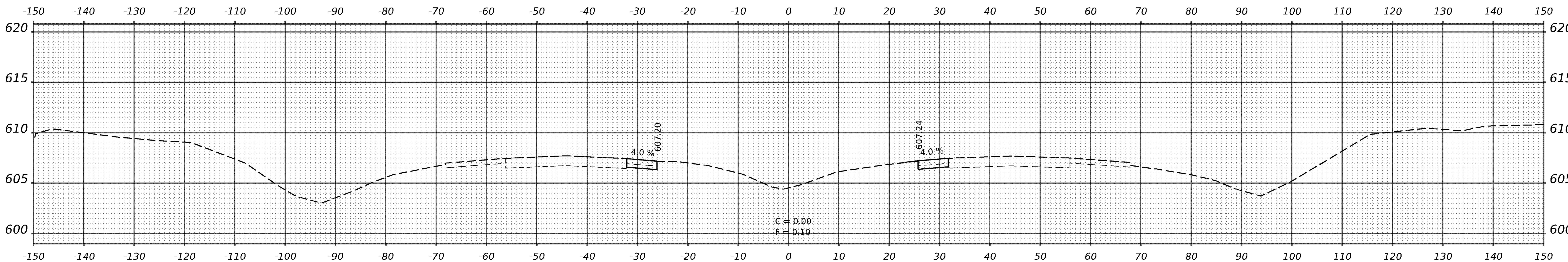
FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

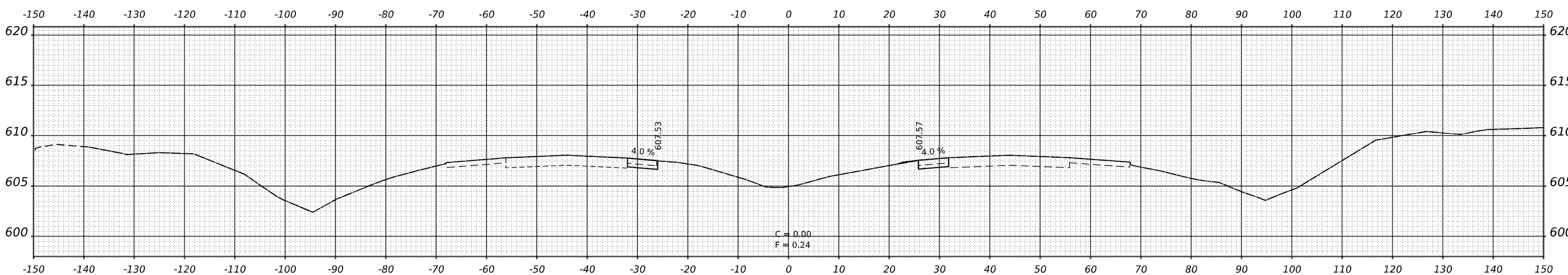
MODEL: Crossover West - 2402+00.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn



STA 2404+50.00



STA 2404+00.00



STA 2403+50.00

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: Crossover West - 2403+50.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 192-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

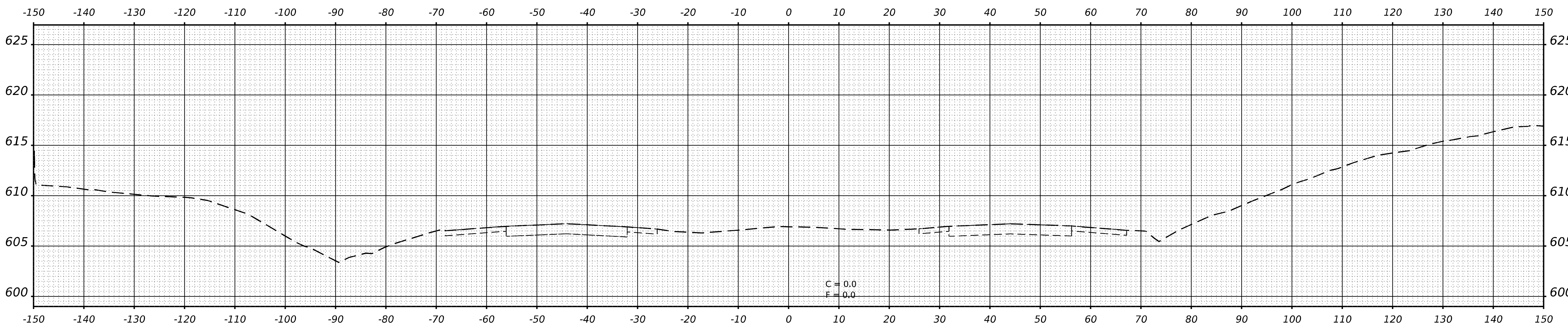
CROSS SECTIONS I-70
WEST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	227
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY		
NOTE BOOK		
NO.		
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY		
NOTE BOOK		
NO.		
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

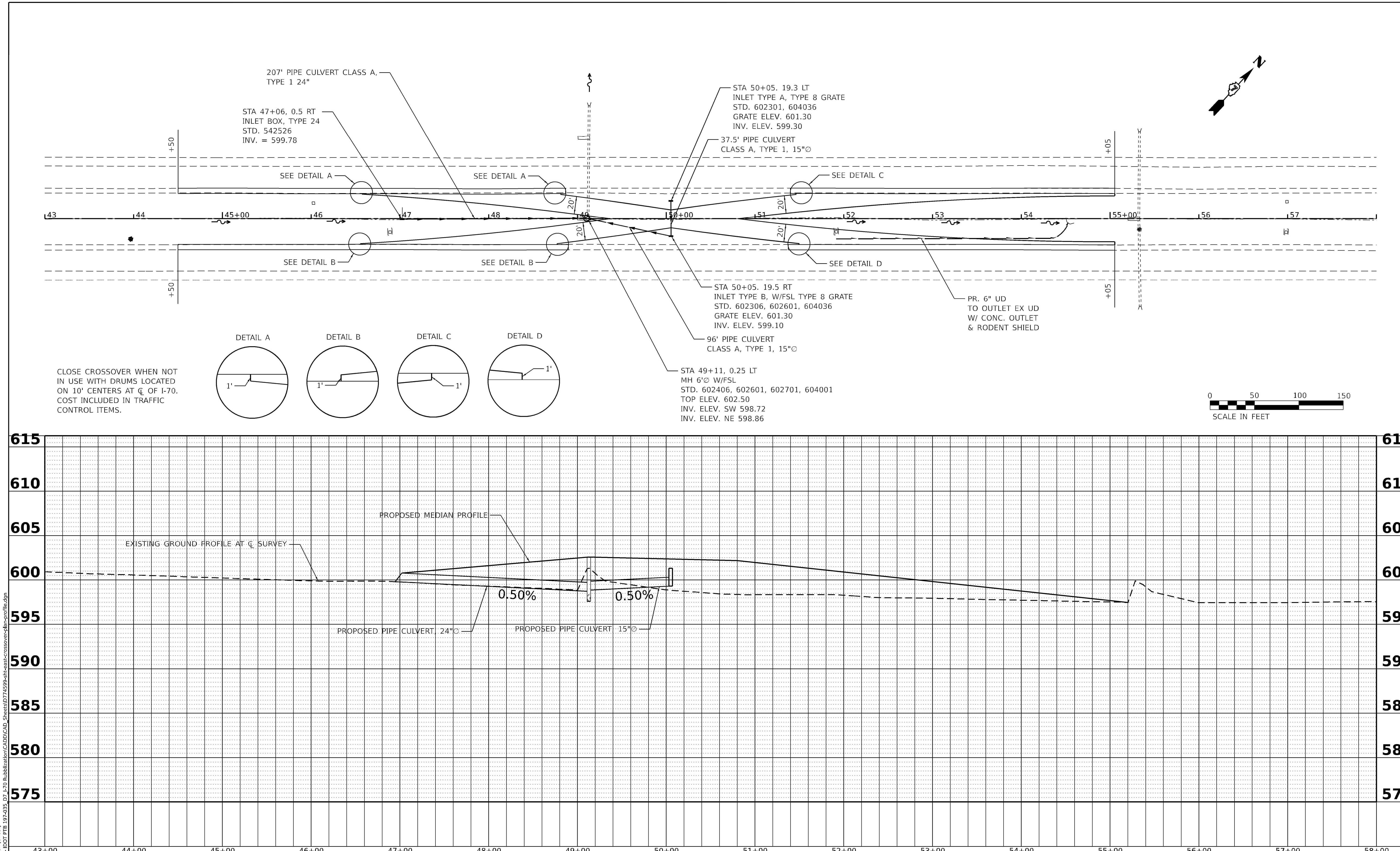


STA 2405+00.00

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-70 WEST MEDIAN CROSSOVER
	DRAWN - AGF	REVISED -		
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -		
PLOT DATE = 3/11/2022	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	228
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

MODEL: Crossover West - 2405+00.00 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-west-crossover-xs.dgn



CIVIL DESIGN, INC. WBE / DBE EFFINGHAM, IL LICENSE #184.003222	USER NAME = rhanfland	DESIGNED - AGF	REVISED -
		DRAWN - AGF	REVISED -
	PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
	PLOT DATE = 3/11/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

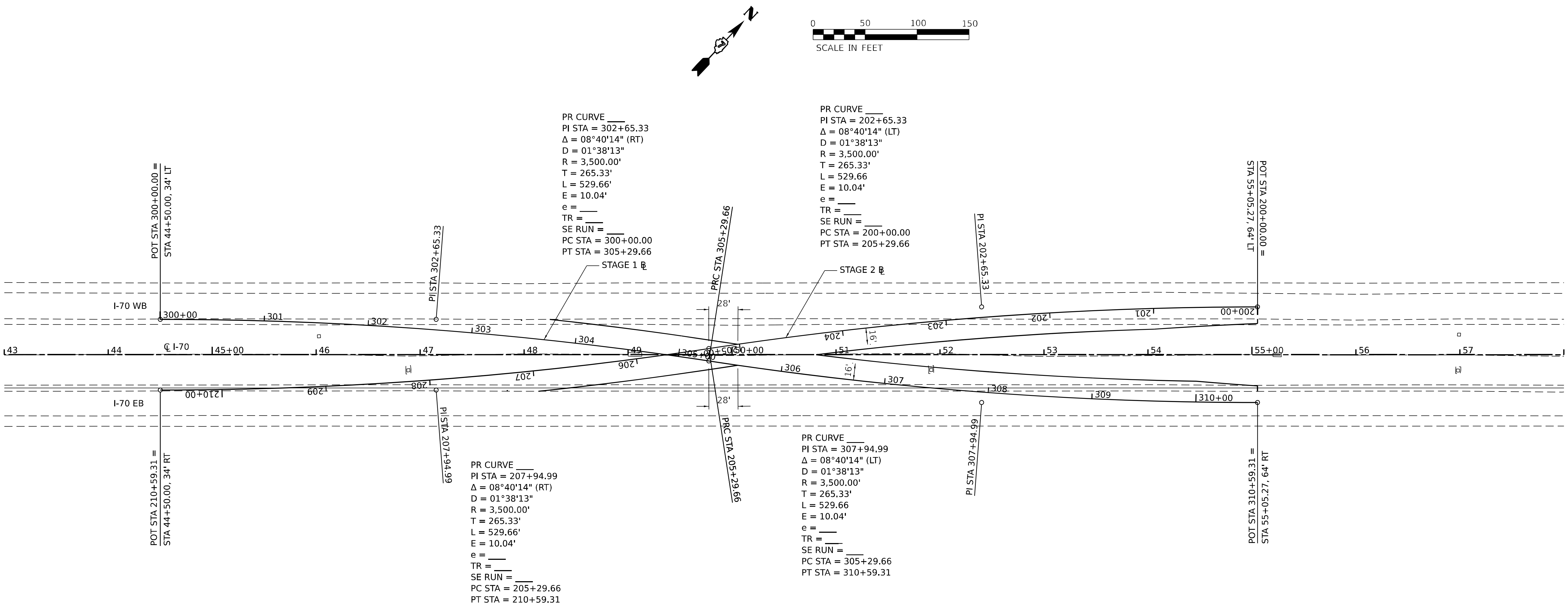
PLAN AND PROFILE
EAST MEDIAN CROSSOVER

SCALE: | SHEET OF SHEETS | STA. 43+00 TO STA. 58+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	229

CONTRACT NO. 74664

ILLINOIS | FED. AID PROJECT



MODEL: I71 - E Crossover
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_E Crossover-Geom.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = rhanfland	DESIGNED - RHANFLAND	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/11/2022	DATE 7/6/2016 9:46:49 AM	REVISED -	

PLAN
EAST MEDIAN CROSSOVER

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	230
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

CROSS OVER ELEVATION AND OFFSET DATA

C.L. STATION I-70	SHLDR NEAR LEFT OF C.L.		SHLDR FAR LEFT OF C.L.		EOP NEAR LEFT OF C.L.		EOP FAR LEFT OF C.L.		BREAK POINT LEFT		SHLDR NEAR RIGHT OF C.L.		SHLDR FAR RIGHT OF C.L.		EOP NEAR RIGHT OF C.L.		EOP FAR RIGHT OF C.L.		BREAK POINT RIGHT	
	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV	OFFSET (FT)	ELEV
44+50											7.47	601.09	23.91	603.83						
44+75	-8.88	601.26	-25.58	604.04							6.70	600.93	23.80	603.78						
45+00	-8.56	601.12	-25.69	603.98							5.89	600.74	23.76	603.74						
45+25	-45.25	600.96	-25.59	603.93							4.80	600.54	23.80	603.71						
45+50	-6.92	600.78	-25.49	603.87							3.63	600.31	23.85	603.68						
45+75	-5.98	600.58	-25.38	603.82							2.80	600.14	23.90	603.65						
46+00	-4.96	600.38	-25.29	603.77							2.26	600.01	23.92	603.62						
46+25	-4.55	600.25	-25.34	603.72							2.27	599.98	23.84	603.58						
46+50	-4.18	600.13	-25.39	603.66							2.21	599.94	23.76	603.53						
46+75	1.88	599.93	-23.76	603.58	-26.76	603.76			-34.44	604.03	2.12	599.88	23.76	603.49	26.76	603.67			34.69	603.99
47+00			-22.06	603.49	-25.06	603.67			-34.40	603.98			22.06	603.41	25.06	603.59			34.70	603.94
47+25			-20.18	603.39	-23.18	603.57			-34.24	603.91			20.18	603.32	23.18	603.50			34.83	603.90
47+50			-18.12	603.28	-21.12	603.47			-34.09	603.84			18.12	603.24	21.12	603.42			34.96	603.85
47+75			-15.87	603.17	-18.88	603.36			-33.93	603.78			15.88	603.14	18.88	603.32			35.08	603.81
48+00			-13.46	603.07	-16.46	603.25			-33.82	603.72			13.45	603.04	16.46	603.22			35.18	603.76
48+25			-10.85	602.99	-13.85	603.17			-34.03	603.69			10.85	602.93	13.85	603.11			35.11	603.69
48+50			-8.07	602.91	-11.07	603.09			-34.24	603.67			8.06	602.81	11.07	602.99			35.05	603.63
48+75			-5.01	602.82	-8.10	603.00			-34.45	603.65			5.10	602.71	8.10	602.89	27.83	603.29	34.98	603.56
49+00					-4.95	602.85	-25.12	603.25	-34.66	603.62					4.95	602.73	25.12	603.11	34.92	603.49
49+25			-25.01	602.89	-1.62	602.79	-21.80	603.07	-34.66	603.57			24.79	602.75	1.62	602.53	21.80	602.93	34.94	603.46
49+50	-21.52	602.69	-23.69	602.33			-18.31	602.88	-34.64	603.52	21.31	602.57	23.28	602.24			18.31	602.76	34.96	603.42
49+75			-17.84	602.49			-14.63	602.67	-34.63	603.47			17.70	602.39			14.70	602.58	34.99	603.38
50+00	-14.09	602.29	-19.41	601.40			-10.90	602.47	-34.62	603.41	13.95	602.20	19.31	601.30			10.96	602.39	35.01	603.35
50+25	-20.47	601.53	-15.89	602.30			-12.89	602.48	-34.60	603.34	20.69	601.44	15.89	602.24			12.89	602.42	35.00	603.30
50+50	-19.26	602.36	-22.37	601.84			-16.26	602.54	-34.58	603.27	19.26	602.33	22.77	601.75			16.26	602.52	34.99	603.26
50+75	-24.16	602.13	-22.45	602.42			-19.45	602.60	-34.56	603.20	24.63	602.06	22.45	602.42			19.45	602.60	34.98	603.22
51+00	-25.46	602.48	-25.99	602.39	-2.32	602.66	-22.46	602.66	-34.55	603.14	25.45	602.49	26.32	602.35	2.32	602.36	22.46	602.67	34.99	603.17
51+25			-2.16	602.14	-5.16	602.32	-25.28	602.73	-34.54	603.10	0.00	601.78	2.16	602.15	5.16	602.36	25.28	602.73	35.02	603.12
51+50			-4.82	602.20	-7.82	602.38			-34.53	603.05	0.02	601.39	4.81	602.19	7.82	602.36	27.63	602.78	35.04	603.06
51+75			-7.29	602.22	-10.29	602.40			-34.52	603.00	0.14	600.98	7.29	602.17	10.29	602.35			35.07	603.00
52+00			-9.58	602.21	-12.58	602.40			-34.49	602.95	0.16	600.59	9.58	602.16	12.58	602.34			35.07	602.95
52+25			-11.69	602.21	-14.70	602.39			-34.43	602.90	0.17	600.23	11.70	602.15	14.70	602.33			35.05	602.90
52+50			-13.62	602.20	-16.62	602.38			-34.37	602.85	0.18	599.90	13.62	602.14	16.62	602.32			35.03	602.84
52+75			-15.37	602.18	-18.37	602.36			-34.31	602.80	0.19	599.60	15.38	602.12	18.37	602.30			35.00	602.79
53+00			-16.94	602.16	-19.94	602.35			-34.25	602.75	0.19	599.31	16.94	602.10	19.94	602.28			34.98	602.74
53+25			-18.33	602.14	-21.33	602.32			-34.32	602.70	0.20	599.06	18.33	602.08	21.33	602.26			34.95	602.69
53+50			-19.53	602.12	-22.53	602.30			-34.39	602.66	0.20	598.83	19.53	602.05	22.53	602.23			34.92	602.64
53+75			-20.56	602.09	-23.56	602.27			-34.46	602.61	0.21	598.63	20.56	602.02	23.56	602.20			34.89	602.59
54+00			-21.41	602.06	-24.41	602.24			-34.54	602.56	0.21	598.46	21.41	601.99	24.41	602.17			34.86	602.54
54+25			-22.07	602.01	-25.07	602.19			-34.54	602.50	0.17	598.31	22.07	601.96	25.07	602.14			34.98	602.50
54+50			-22.56	601.96	-25.56	602.15			-34.53	602.44	0.12	598.18	22.56	601.92	25.56	602.11			35.11	602.45
54+75					-25.87	602.09			-34.52	602.38					25.87	602.07			35.24	602.41
55+00			-23.00	601.86	-26.00	602.04			-34.49	602.33	0.04	598.02	22.99	601.84	26.00	602.02			35.33	602.37

MODEL: E Crossover Table [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht_E Crossover-Table.dgn

CIVIL DESIGN, INC.
WBE | DBE
EFFINGHAM, IL
LIC. #184.003222

USER NAME = rhanfland	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/11/2022	DATE -	REVISED -

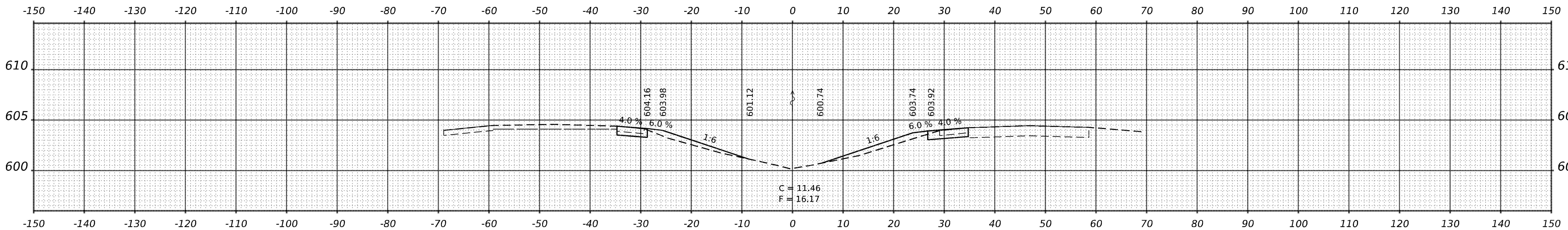
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST CROSSOVER
GEOMETRY TABLE

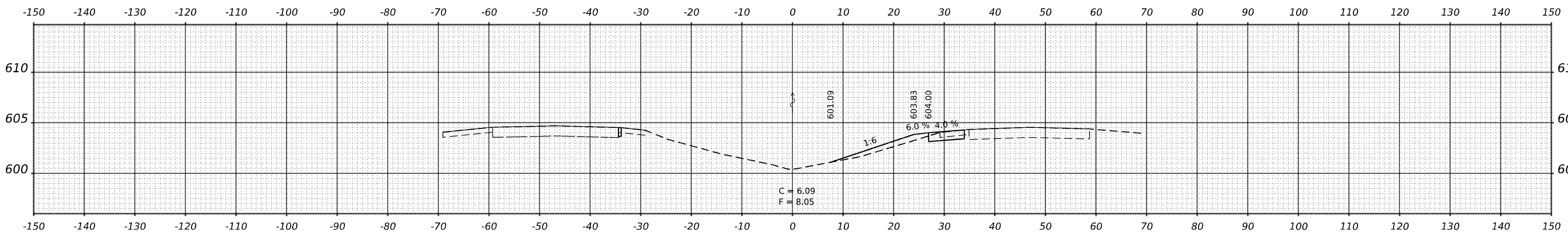
SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	231

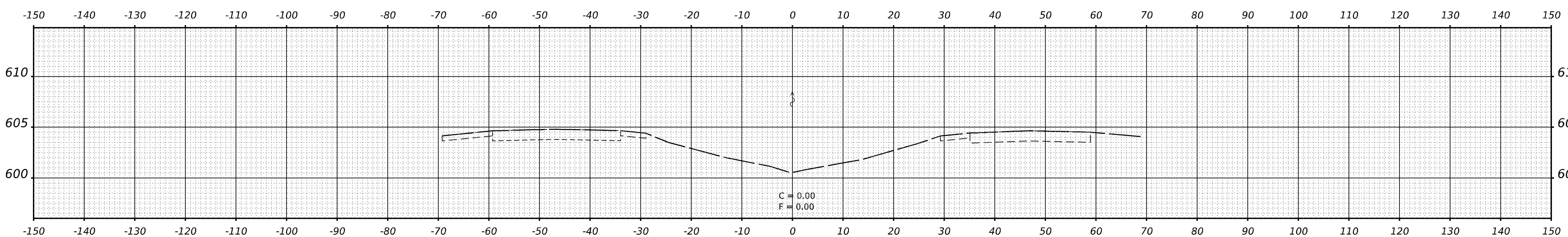
CONTRACT NO. 74599
ILLINOIS | FED. AID PROJECT



STA 45+00.00



STA 44+50.00



STA 44+00.00

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
	BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
	BY	DATE

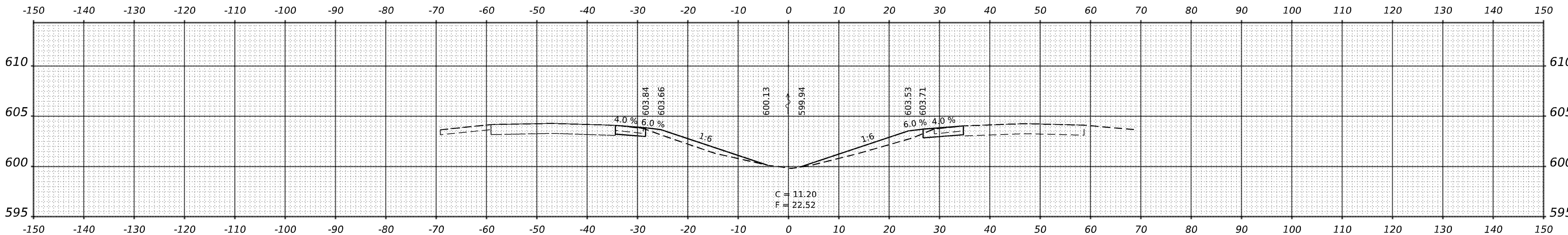
MODEL: I-70 Crossover East - 44+00.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

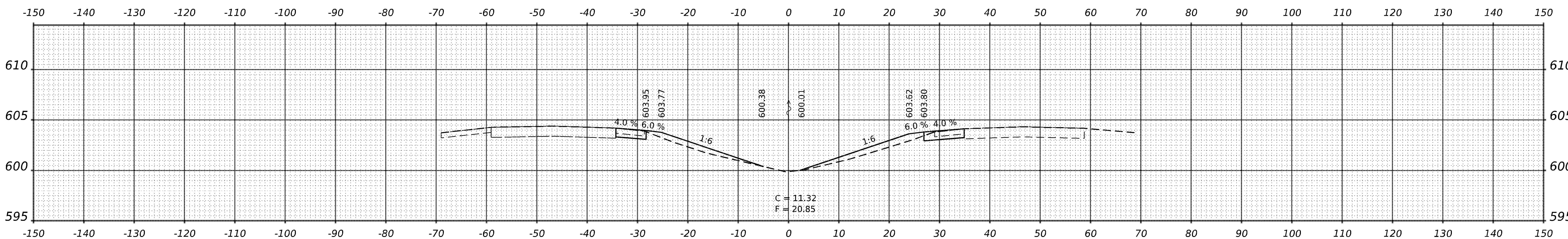
CROSS SECTIONS I-70
EAST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

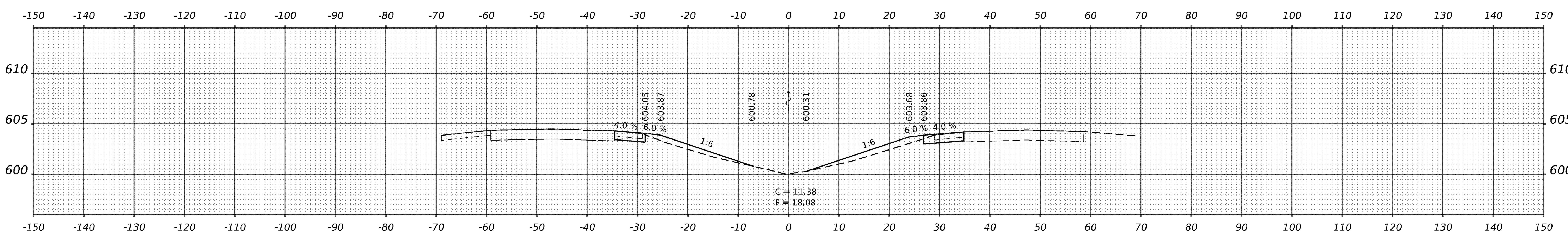
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	232
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



STA 46+50.00



STA 46+00.00



STA 45+50.00

FINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

MODEL: I-70 Crossover East - 45+50.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

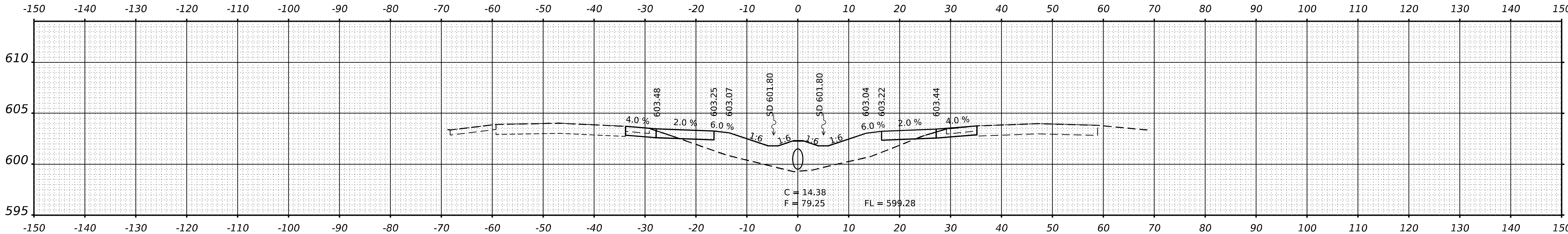
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

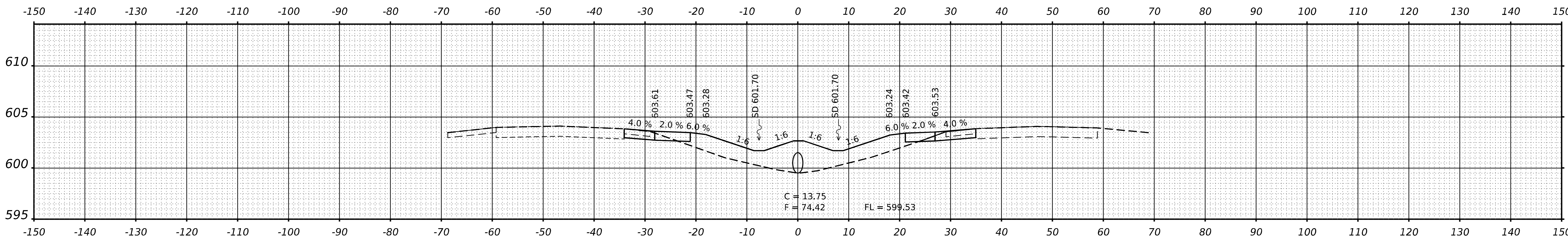
CROSS SECTIONS I–70
EAST MEDIAN CROSSOVER

SCALE: | SHEET | OF | SHEETS | STA.

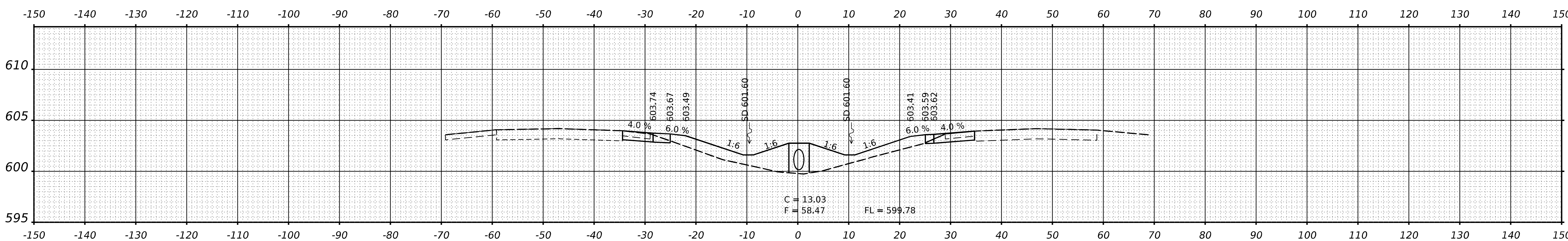
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	233
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



STA 48+00.00



STA 47+50.00



STA 47+00.00

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: I-70 Crossover East - 47+00.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

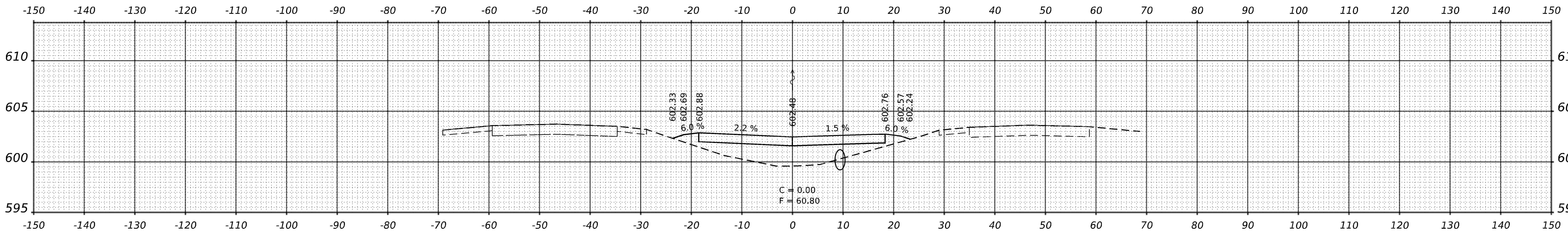
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

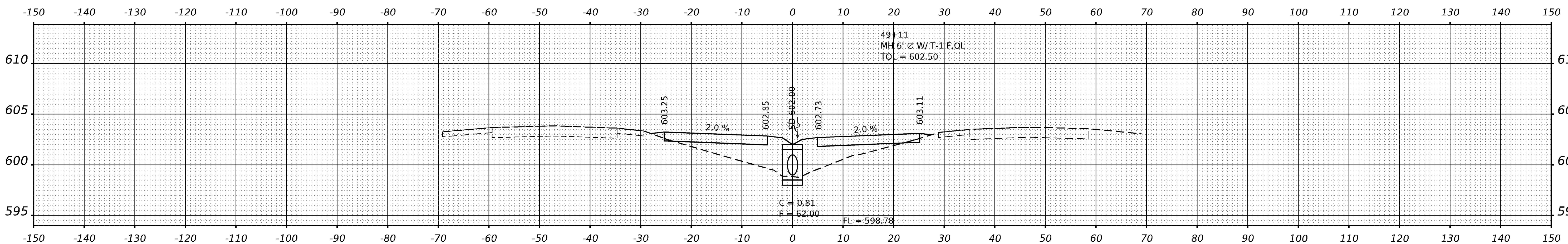
CROSS SECTIONS I–70
EAST MEDIAN CROSSOVER

SCALE: | SHEET | OF | SHEETS | STA.

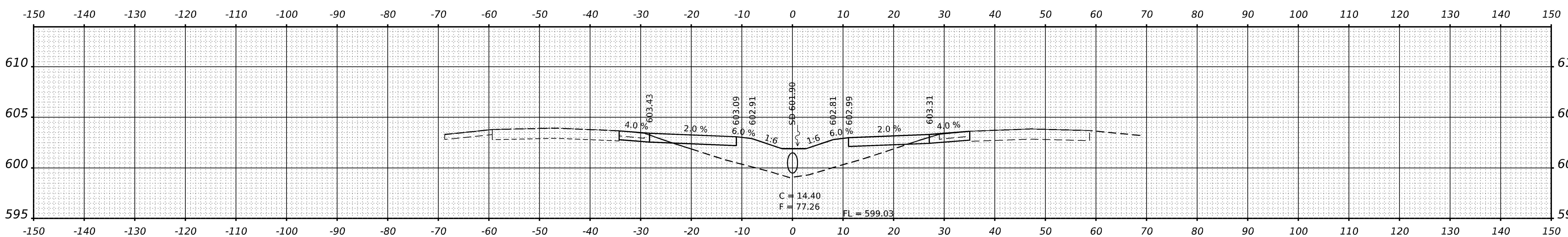
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	234
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



STA 49+50.00



STA 49+00.00



STA 48+50.00

FINAL SURVEY	NOTE BOOK NO.	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE
ORIGINAL SURVEY	NOTE BOOK NO.	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

MODEL: I-70 Crossover East - 48+50.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

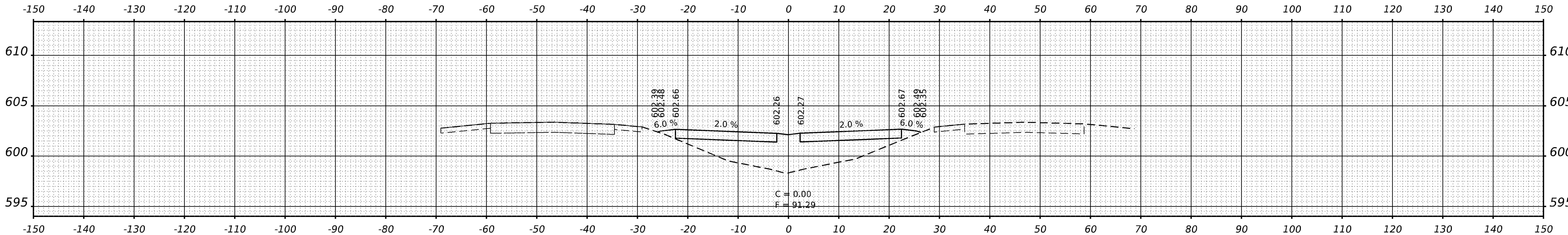
USER NAME = rhanfland	DESIGNED - AGF	REVISED -
	DRAWN - AGF	REVISED -
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -
PLOT DATE = 3/11/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

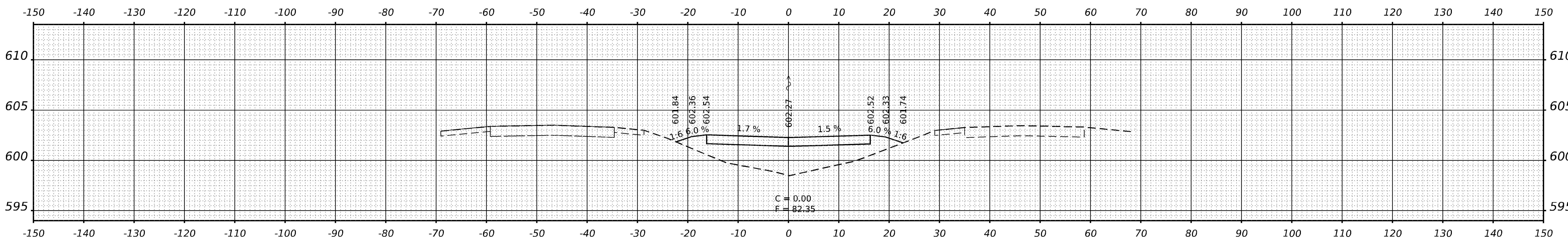
CROSS SECTIONS I-70
EAST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

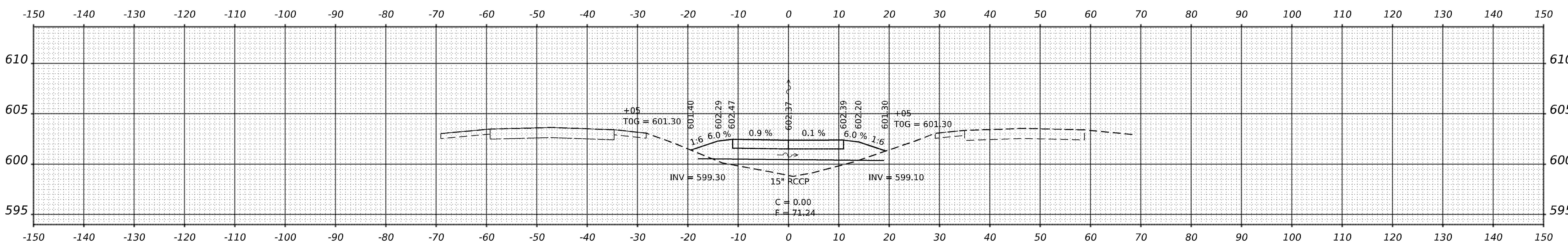
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	235
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



STA 51+00.00



STA 50+50.00



STA 50+00.00

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: I-70 Crossover East - 50+00.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 192-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

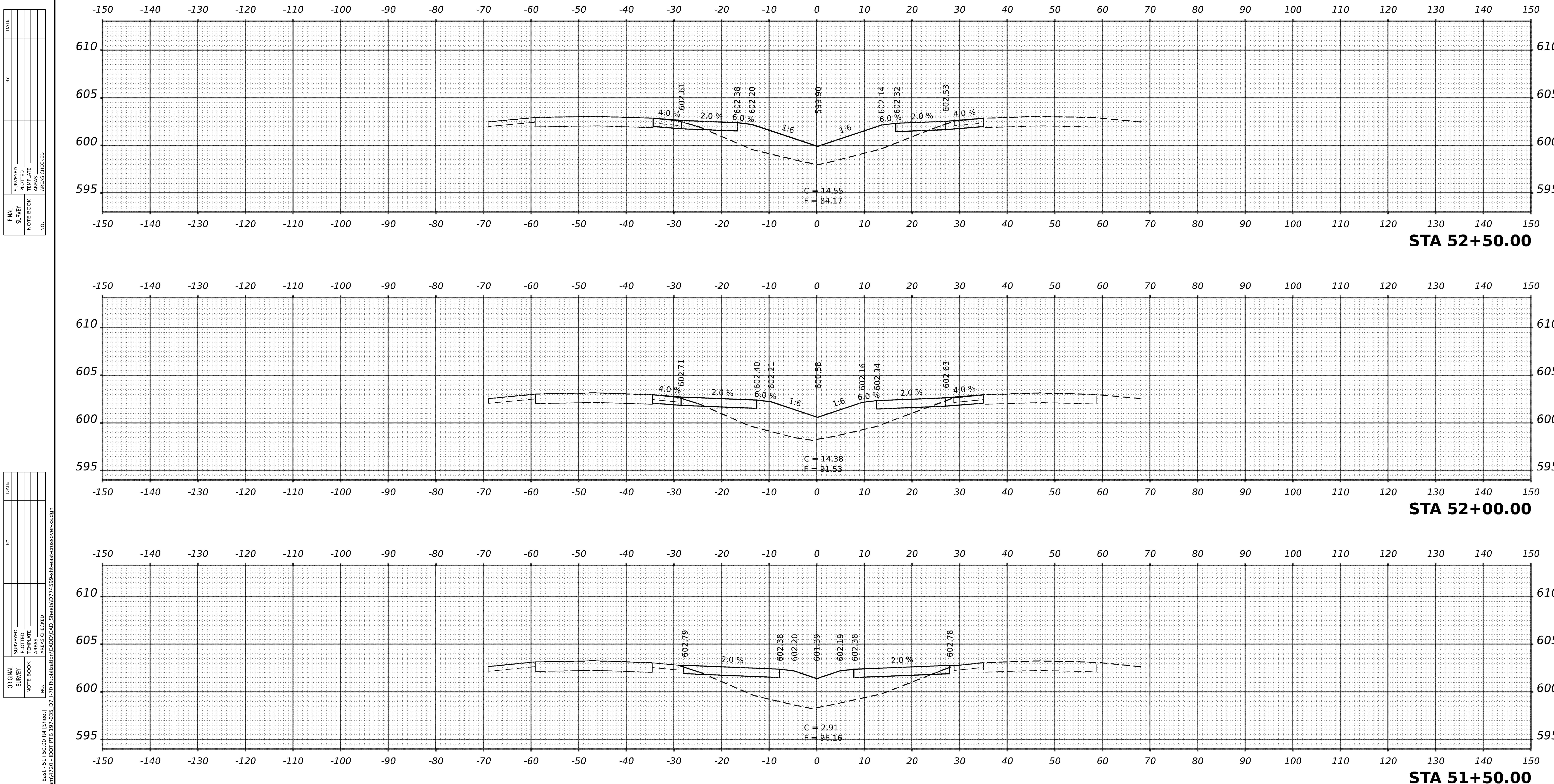
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I–70
EAST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	236
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



MODEL: I-70 Crossover East - 51+50.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7 I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

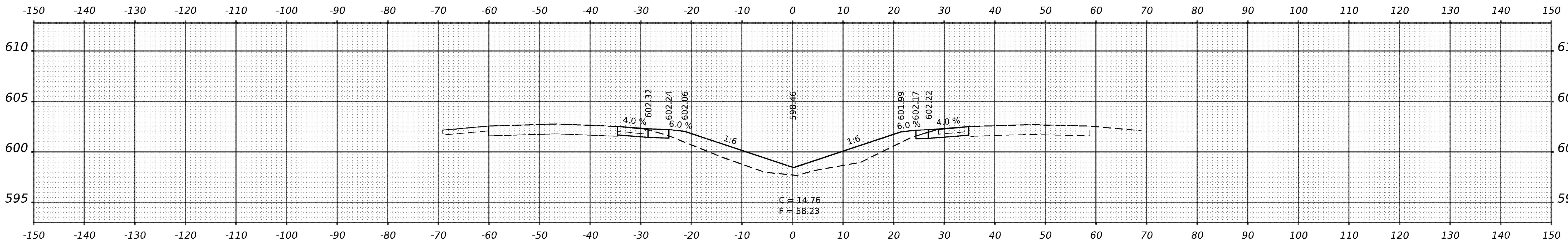
CROSS SECTIONS I-70
EAST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

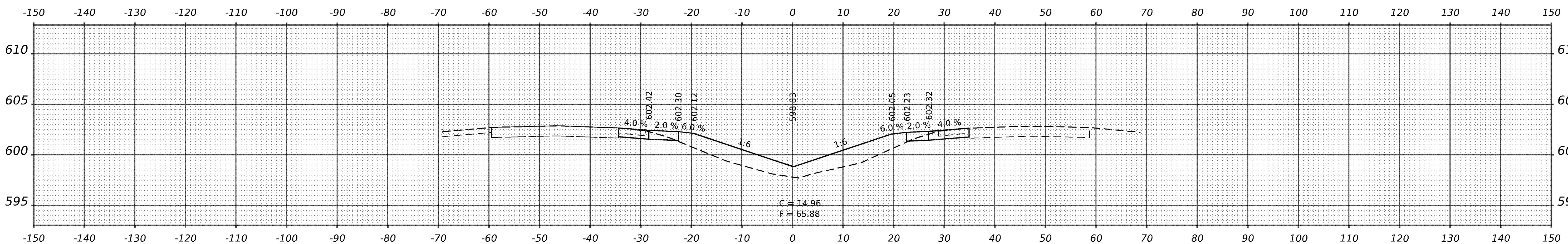
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	237

CONTRACT NO. 74599

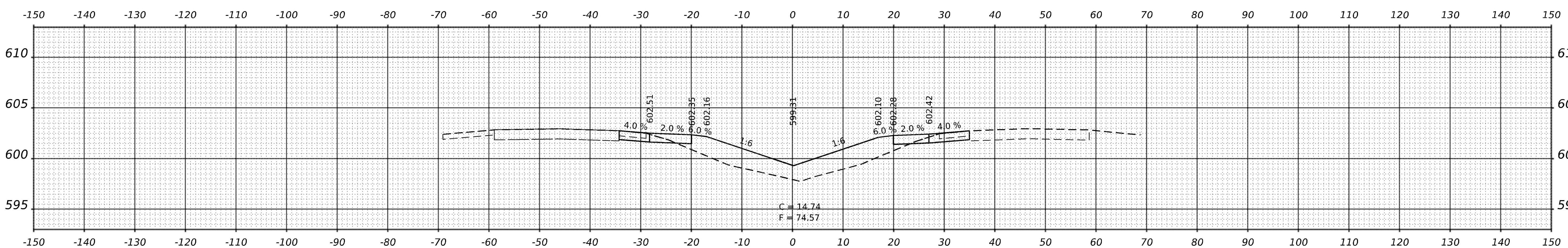
ILLINOIS FED. AID PROJECT



STA 54+00.00



STA 53+50.00



STA 53+00.00

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

MODEL: I-70 Crossover East - 53+00.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

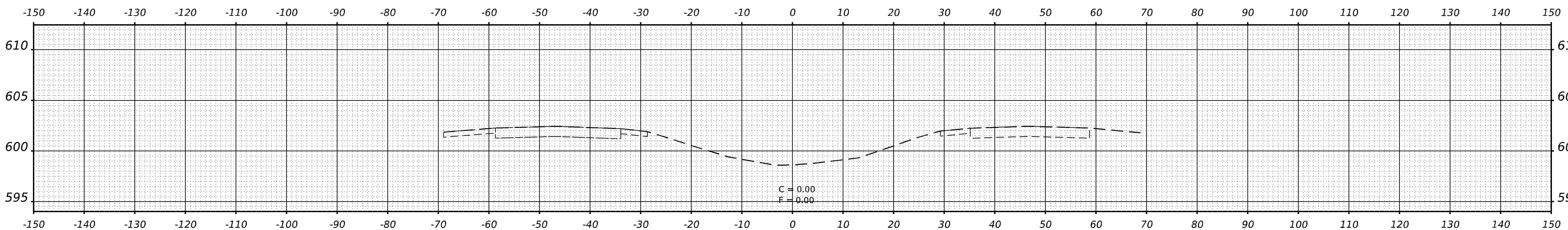
USER NAME = rhanfland	DESIGNED - AGF	REVISED -	
	DRAWN - AGF	REVISED -	
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -	
PLOT DATE = 3/11/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

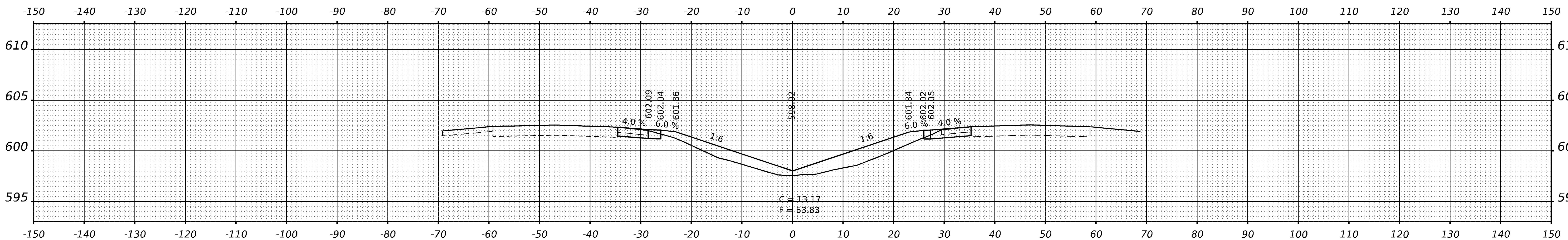
CROSS SECTIONS I–70
EAST MEDIAN CROSSOVER

SCALE: SHEET OF SHEETS STA.

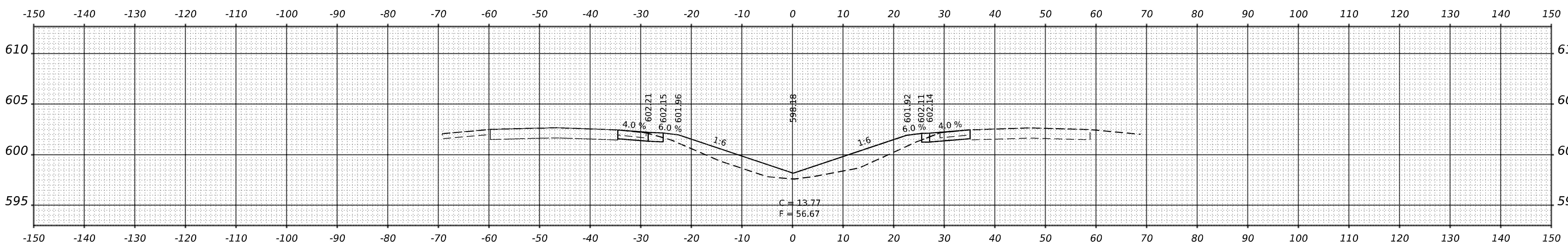
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	238
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



STA 55+50.00



STA 55+00.00



STA 54+50.00

USER NAME = rhanfland	DESIGNED - AGF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-70 EAST MEDIAN CROSSOVER	
	DRAWN - AGF	REVISED -			
PLOT SCALE = 0.08333317 ' / in.	CHECKED - RLH	REVISED -			
PLOT DATE = 3/11/2022	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA.	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	239
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

ORIGINAL SURVEY / FINAL SURVEY: NOTE BOOK, NO., SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, BY, DATE

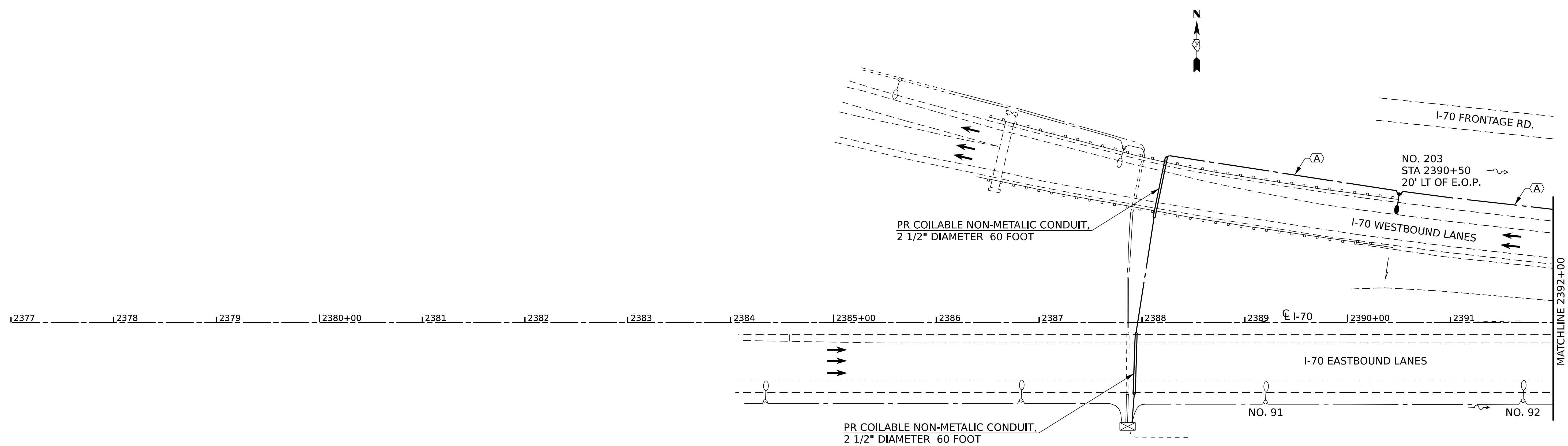
MODEL: I-70 Crossover East - 54+50.00 R4 [Sheet]
FILE NAME: P:\Effingham\4720 - IDOT PTB 197-035_D7_I-70 Rubblization\CADD\CAD_Sheets\D774599-sht-east-crossover-xs.dgn

GENERAL NOTES:

1) LIGHTING UNITS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO STAGE 1 TC&P SET-UP (PRIOR TO USE OF THE WEST MEDIAN CROSSOVER).
2) ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING, LIGHTING UNIT NUMBERING SHALL BE DIRECTED BY THE ENGINEER.
3) CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
4) CONTRACTOR SHALL INSTALL LIGHT POLES AT LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL CONFLICTS BETWEEN PROPOSED LIGHT POLE LOCATIONS AND UTILITY LINES. THE LOCATION OF BURRIED AND ABOVE GROUND UTILITIES SHOWN ARE APPOXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION, ETC... OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
5) THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING AND HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH APLLICABLE UNDERGROUND CONDUIT OR UNIT DUCT PAY ITEM.
6) PROPOSED LIGHT POLES ALONG THE RAMPS AND MAINLINE ARE TO BE INSTALLED AT A 20 FOOT SETBACK FROM EDGE OF TRAVELED PAVEMENT OR 5 FEET BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE ON THE PLANS. NO POLES SHALL BE INSTALLED IN THE FLOWLINE OF DITCHES. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
7) NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
8) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
9) UNDERGROUND CONDUIT, COILABLE NONMETALIC CONDUIT SHALL BE SCHEDULE 80.
10) WASHERS SHALL BE LARGE ENOUGH TO FILL SLOTTED HOLES IN THE POLE BASEPLATE. STAINLESS STEEL SCREEN SHALL COMPLETELY AND PERMANENTLY COVER HOLES ON THE UNDERSIDE OF POLE BASEPLATE.

PAY CODE NUMBER	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
81028760	UNDERGROUND CONDUIT,COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA.	FOOT	120
81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	2520
83004600	LIGHT POLE, ALUMINUM, 50 FT. M.H., 15 FT. DAVIT ARM	EACH	9
83600357	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8" X 8'	EACH	9
83800650	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	36
82110008	LUMINARE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	9
X8950130	MODIFY EXISTING LIGHTING CONTROLLER	EACH	1

LIGHTING DETAIL SHEETS

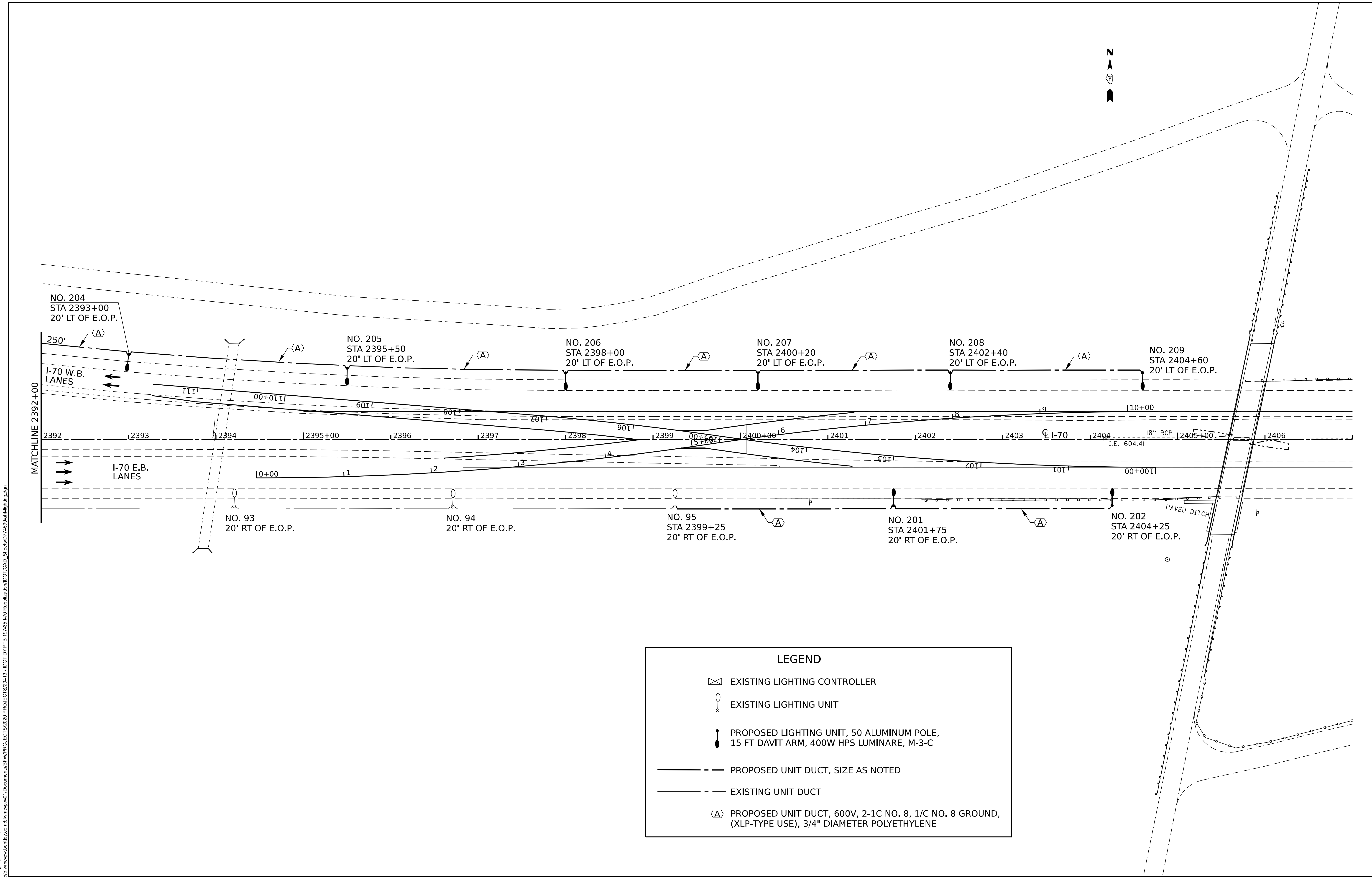


LEGEND

- EXISTING LIGHTING CONTROLLER
- EXISTING LIGHTING UNIT
- PROPOSED LIGHTING UNIT, 50 ALUMINUM POLE, 15 FT DAVIT ARM, 400W HPS LUMINARE, M-3-C
- PROPOSED UNIT DUCT, SIZE AS NOTED
- EXISTING UNIT DUCT
- (A) PROPOSED UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIAMETER POLYETHYLENE

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS I-70
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 3/14/2022	DATE -	REVISED -		SCALE: 1" = 100' SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	241
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



LEGEND

- EXISTING LIGHTING CONTROLLER
- EXISTING LIGHTING UNIT
- PROPOSED LIGHTING UNIT, 50 ALUMINUM POLE, 15 FT DAVIT ARM, 400W HPS LUMINARE, M-3-C
- PROPOSED UNIT DUCT, SIZE AS NOTED
- EXISTING UNIT DUCT
- (A) PROPOSED UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIAMETER POLYETHYLENE

MODEL: I70 - lighting 2 [plan sheet 2]
FILE NAME: pw://bfwme-pw.bentley.com:bfwme-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-35 I-70 Rubblization/IDOT/CAD_Sheets/D774599-sht-lighting.dgn

BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

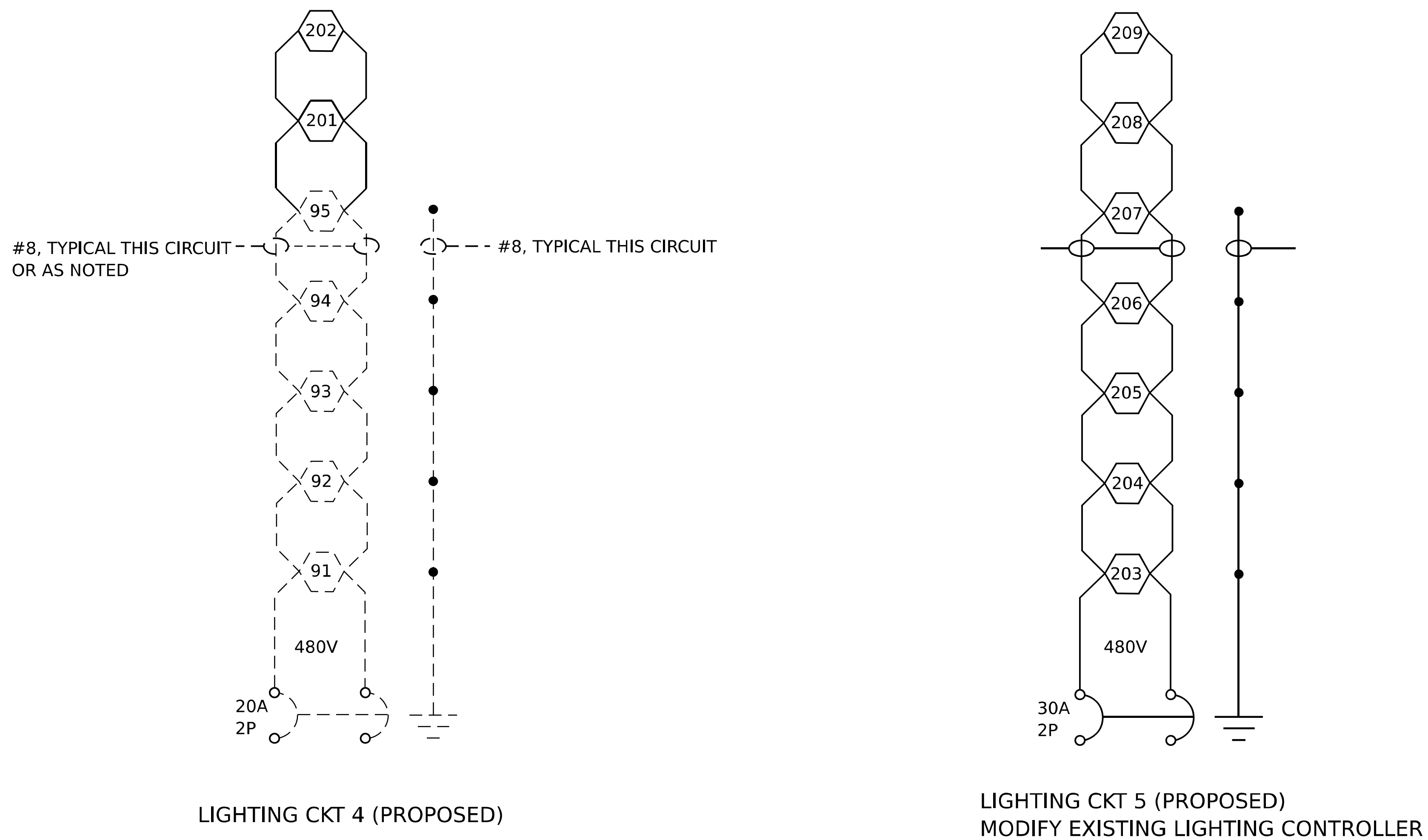
USER NAME = scraven	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
I-70

SCALE: 1" = 100' | SHEET 3 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	242
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



NOTE:
ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

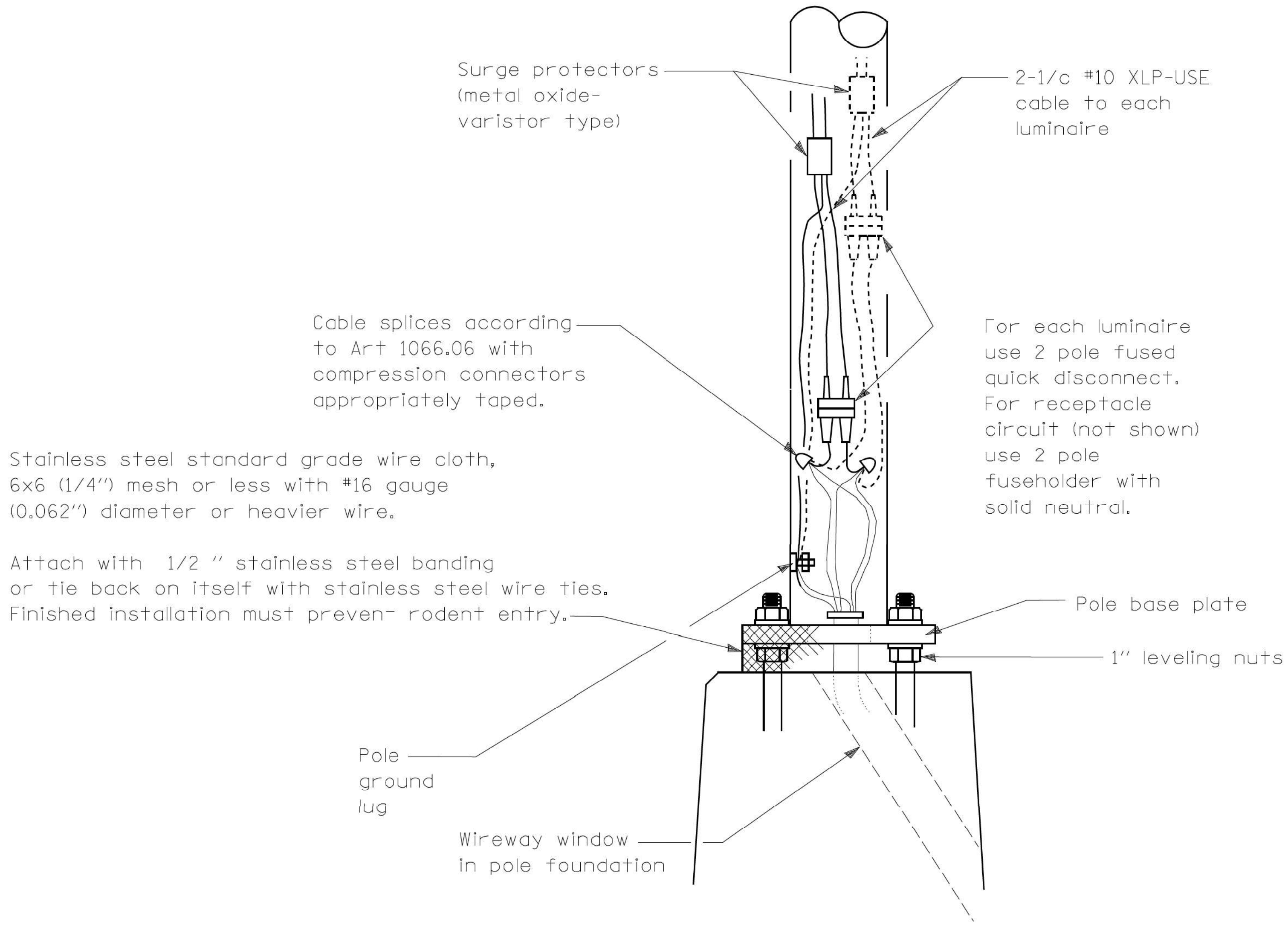
400W PROPOSED LUMINARE

400W EXISTING LUMINARE

WIRING DIAGRAM

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED - SCRAVEN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS I–70
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 3/14/2022	DATE - 5/4/2021 7:25:48 AM	REVISED -		SCALE: 1" = 100' SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	243
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



WIRING DETAIL

NO SCALE

GENERAL NOTES

All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.

All cable splices shall be taped unless another method has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

POLE HANDHOLE WIRING, FAI 70

MODEL: I70 - [light pole wiring sheet]
FILE NAME: pw://bfwme-pw.bentley.com:bfwme-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-35 I-70 Rehabilitation/IDOT/CAD_Sheets/D774599-sht-lighting.dgn

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

USER NAME = scraven	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
I-70

SCALE: 1" = 100' | SHEET 5 OF 6 SHEETS | STA. | TO STA.

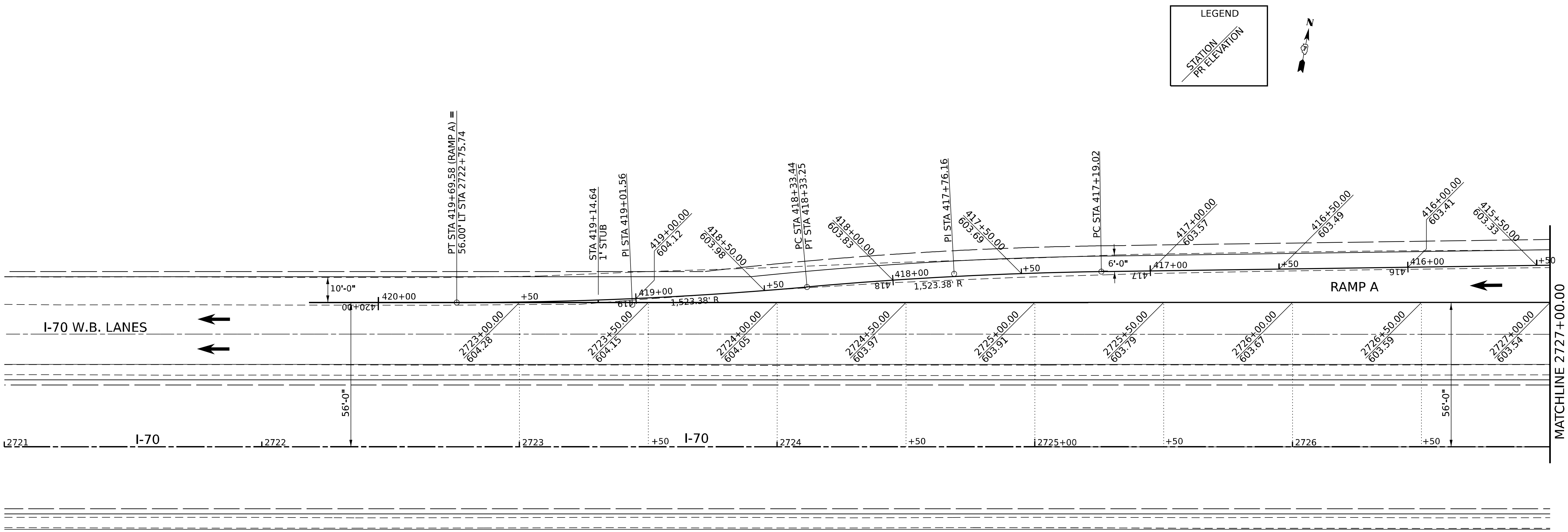
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	244
		CONTRACT NO. 74599		
	ILLINOIS	FED. AID PROJECT		

THIS SHEET INTENTIONALLY LEFT BLANK

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS I-70
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 3/14/2022	DATE -	REVISED -		SCALE: 1" = 100' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	245
		CONTRACT NO. 74599		
	ILLINOIS	FED. AID PROJECT		

MODEL: I70 - [blank sheet 1]
FILE NAME: pw://bfwmo-pw.bentley.com:bfwmo-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-35 I-70 Rubblization/IDOT/CAD_Sheets/D774599-sht-lighting.dgn



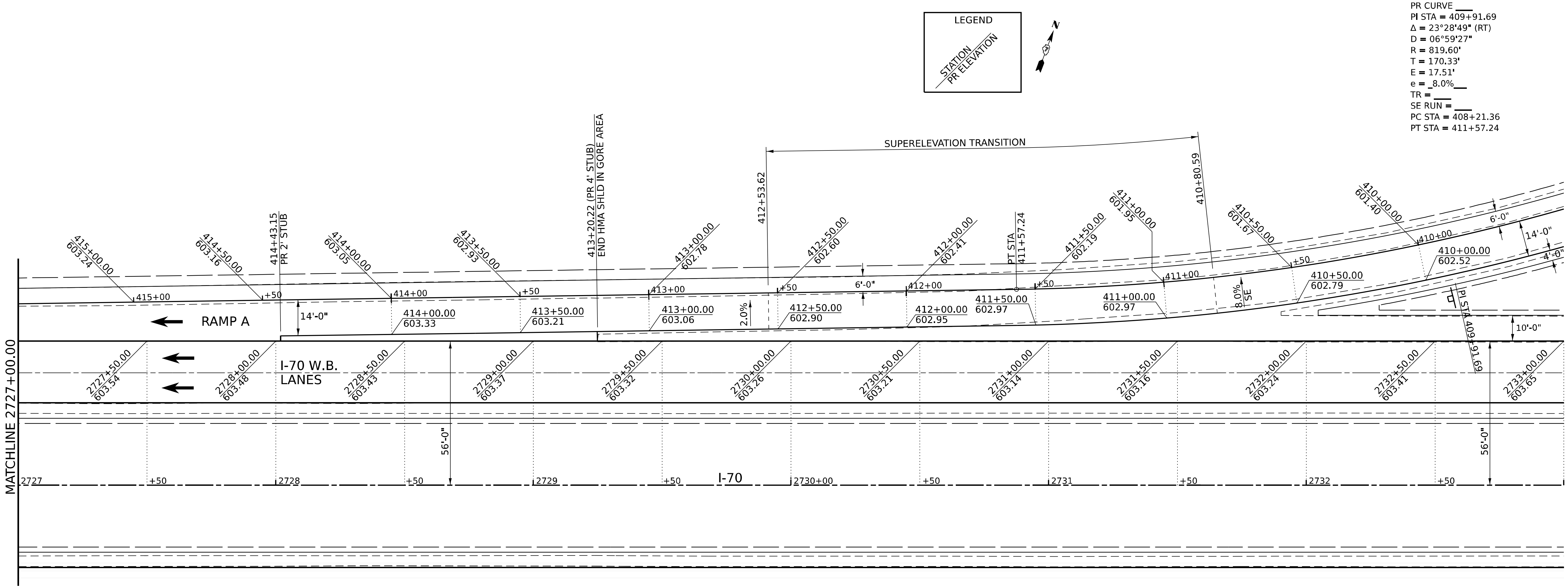
RAMP A

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 3/15/2022	DATE -	REVISED -	

Interchange Ramp Terminal Layout & Elevation Details
I-70

SCALE: 1" = 100' | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	246
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



RAMP A

MODEL: Terminal Ramp A-1 [Sheet]

BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

USER NAME = scraven	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/15/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Interchange Ramp Terminal Layout & Elevation Details
I-70

SCALE: 1" = 100' SHEET 2 OF 8 SHEETS STA. TO STA.

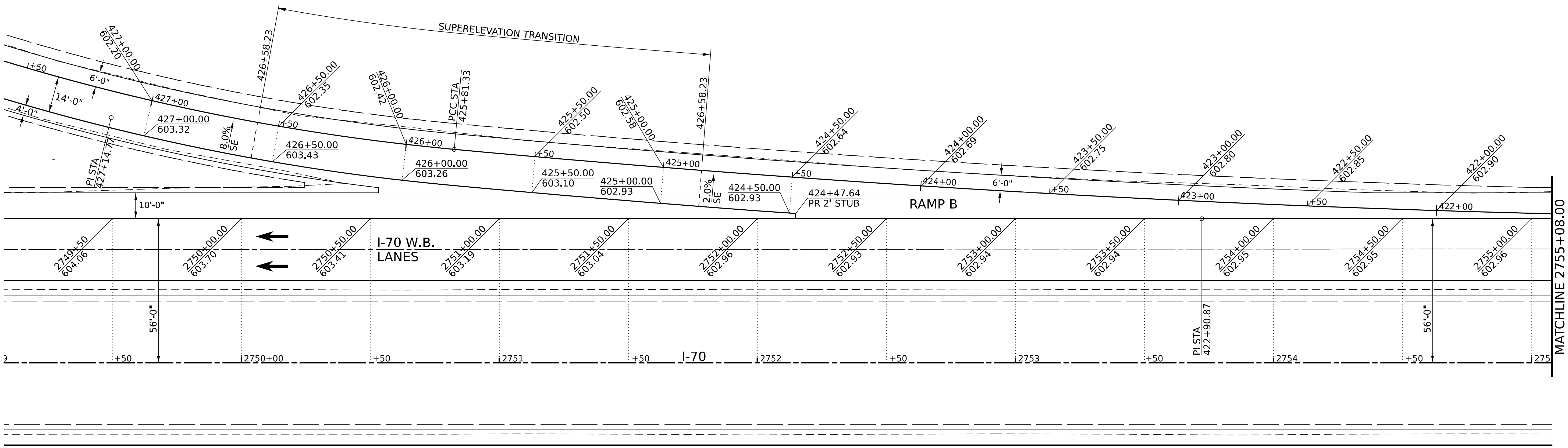
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	247
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

PR CURVE B2
STA = 427+14.77
Δ = 17°14'12" (RT)
D = 06°30'28"
R = 880.42'
T = 133.44'
E = 10.05'
e =
TR =
SE RUN =
PC STA = 425+81.33
PT STA = 428+46.19

LEGEND

STATION
PR ELEVATION

PR CURVE B1
PI STA = 422+90.87
Δ = 05°18'36" (RT)
D = 00°54'48"
R = 6,272.65'
T = 290.87'
E = 6.74'
e =
TR =
SE RUN =
PC STA = 420+00.00
PT STA = 425+81.33



RAMP B

BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/15/2022	DATE -	REVISED -

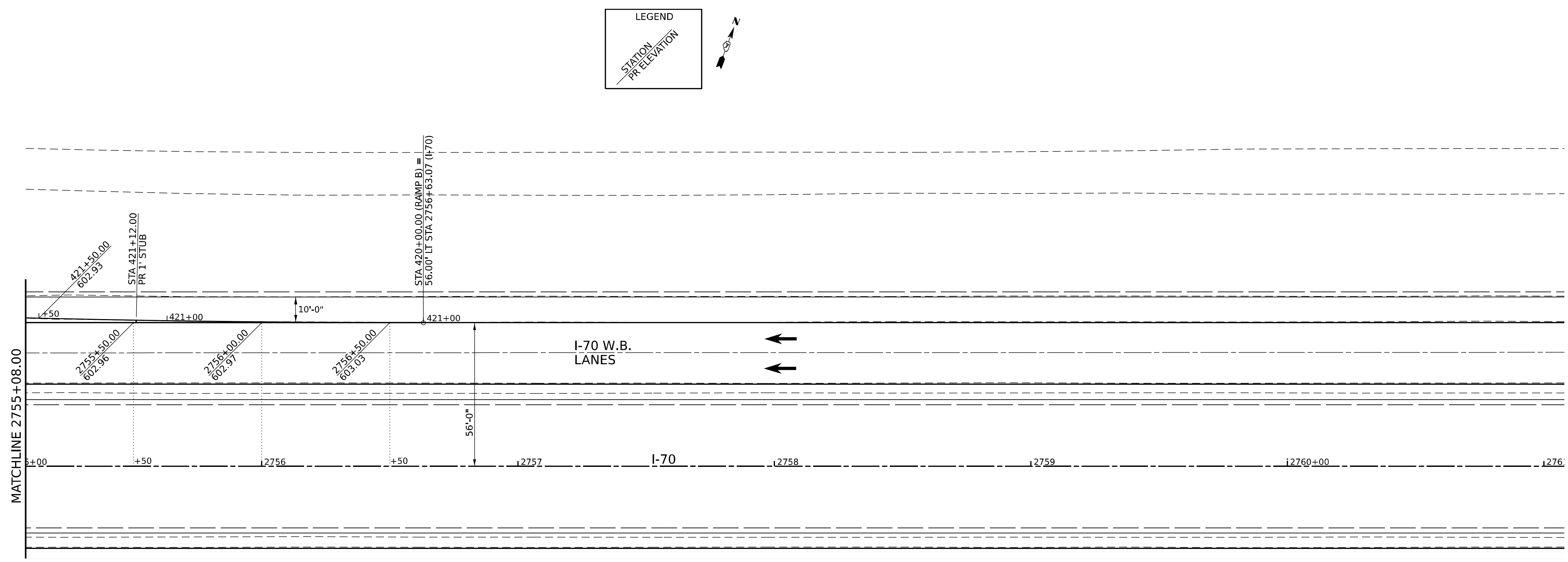
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Interchange Ramp Terminal Layout & Elevation Details
I-70

SCALE: 1" = 100' | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	248
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: Terminal Ramp B [Sheet]
FILE NAME: pw://bfwmo-pw.bentley.com:bfwmo-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-35 I-70 Rubblization/IDOT/CAD_Sheets/D774599-sht-elev.dgn



RAMP B

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

USER NAME = scraven	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/15/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

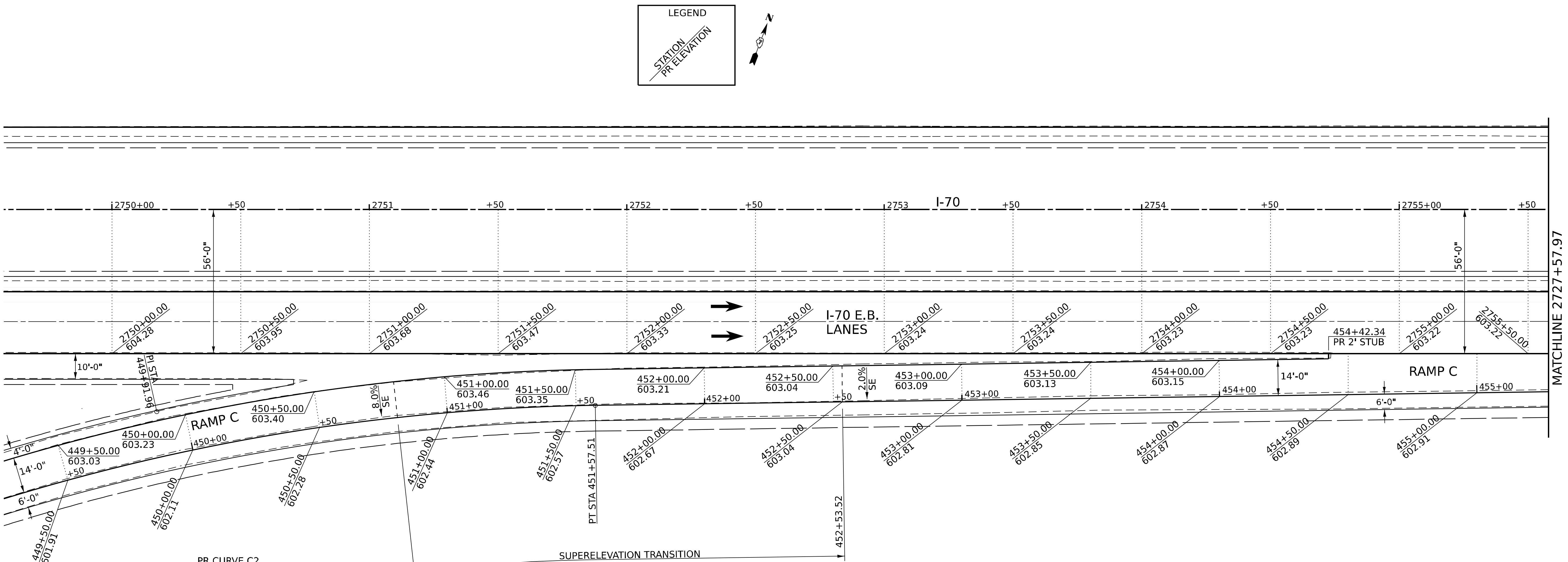
Interchange Ramp Terminal Layout & Elevation Details
I-70

SCALE: 1" = 100' | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	249

CONTRACT NO. 74599

ILLINOIS | FED. AID PROJECT



PR CURVE C2
PI STA = 449+91.96
Δ = 23°28'49" (RT)
D = 06°59'27"
R = 819.60'
T = 170.33'
E = 17.51'
e = 8.0%
TR =
SE RUN =
PC STA = 448+21.63
PT STA = 451+57.51
L = 335.87'

RAMP C

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/15/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Interchange Ramp Terminal Layout & Elevation Details
I-70

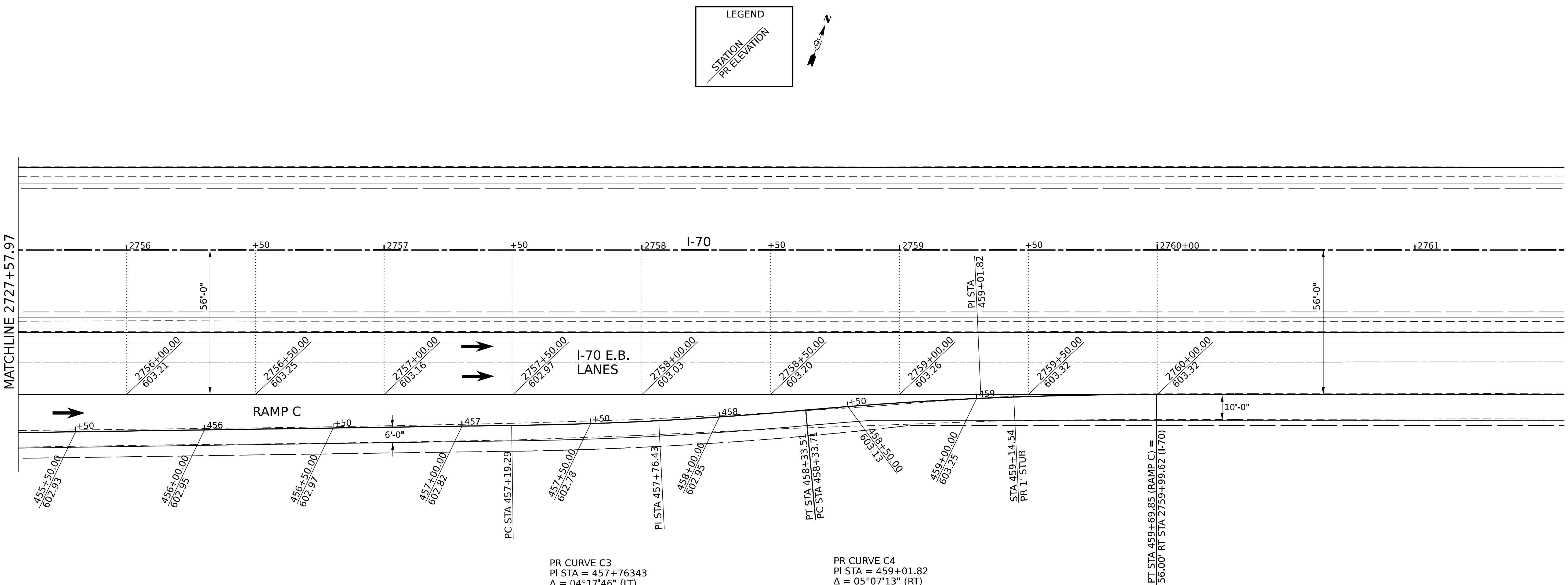
SCALE: 1" = 100' | SHEET 5 5 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	250

CONTRACT NO. 74599

ILLINOIS | FED. AID PROJECT

MODEL: Terminal Ramp C [Sheet]



PR CURVE C3
PI STA = 457+76343
Δ = 04°17'46" (LT)
D = 03°45'40"
R = 1,523.38'
T = 57.14'
E = 1.07'
e = -2.0%
TR = *
SE RUN = *
PC STA = 457+19.29
PT STA = 458+33.51
L = 114.22'

PR CURVE C4
PI STA = 459+01.82
Δ = 05°07'13" (RT)
D = 03°45'40"
R = 1,523.38'
T = 68.11'
E = 1.52'
e = 2.0%
TR = *
SE RUN = *
PC STA = 458+33.71
PT STA = 459+69.85
L = 136.14'

* SEE SUPERELEVATION
TRANSITION DETAILS

RAMP C

MODEL: Terminal Ramp C-1 [Sheet]
FILE NAME: pw://bfwmi-pw.bentley.com:bfwmi-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-05 I-70 Rubblization/IDOT/CAD_Sheets/D774599-sht-elev.dgn

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

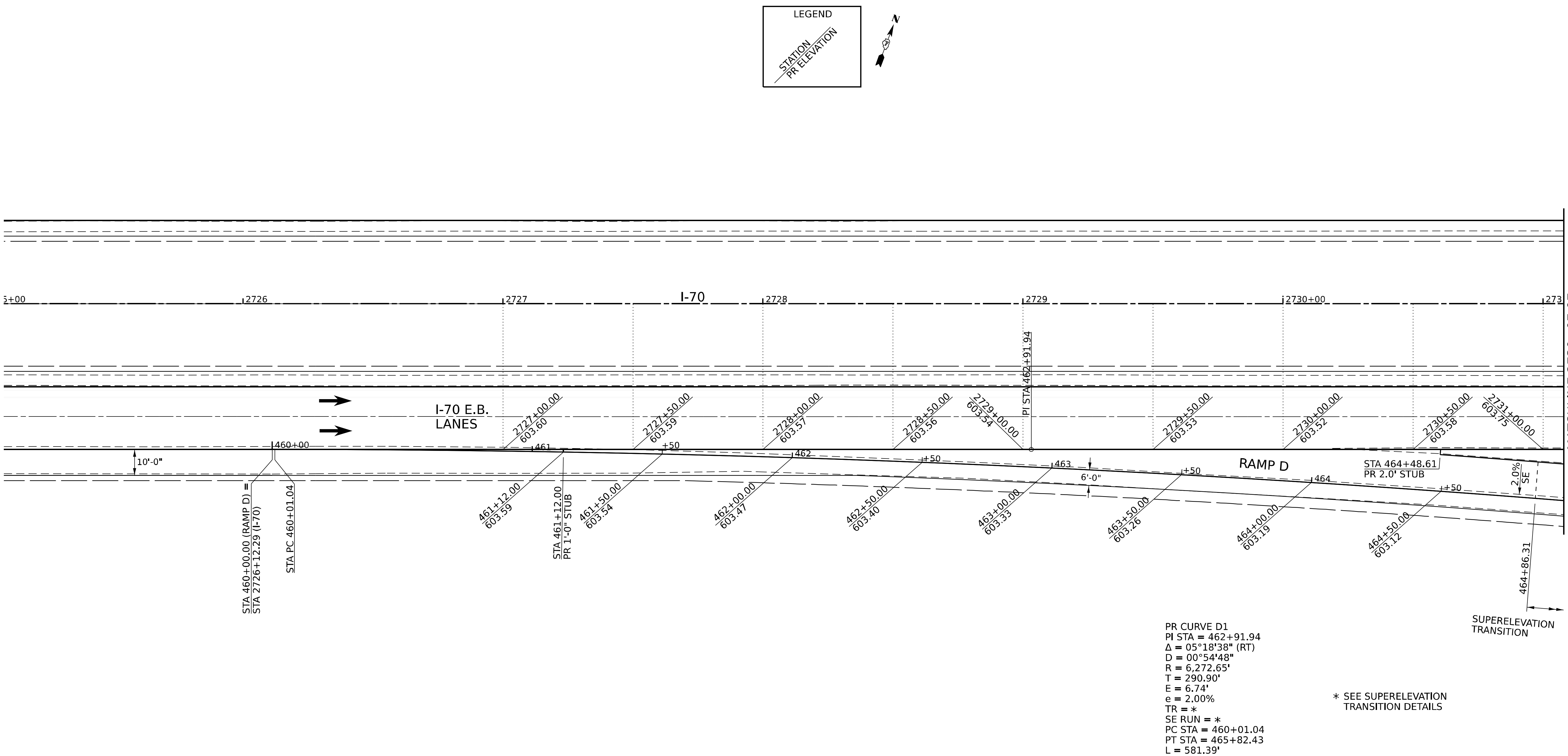
USER NAME = scraven	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/15/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Interchange Ramp Terminal Layout & Elevation Details
I-70

SCALE: 1" = 100' | SHEET 6 OF 8 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	251
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

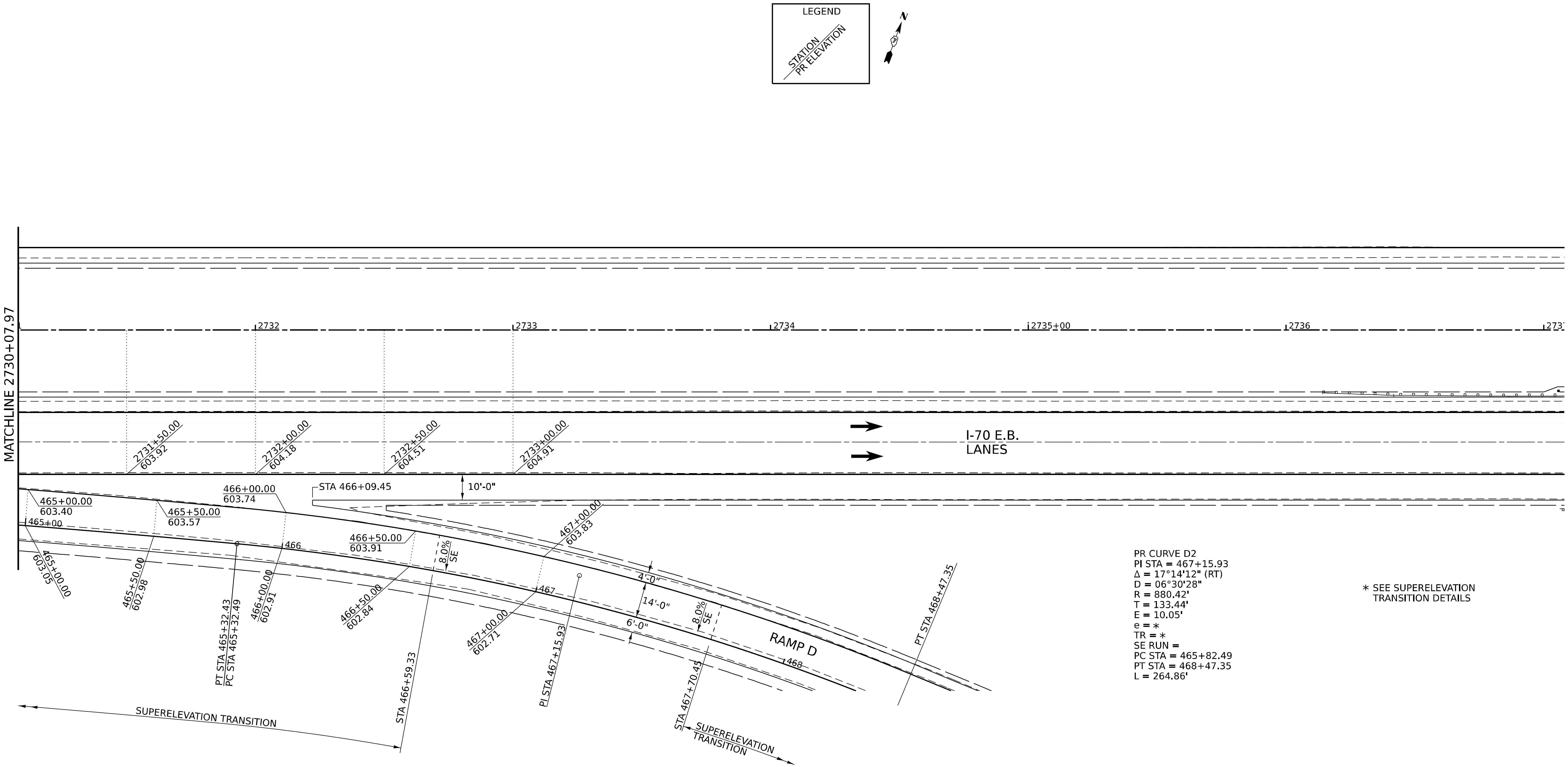


RAMP D

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Interchange Ramp Terminal Layout & Elevation Details I-70
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 3/15/2022	DATE -	REVISED -		SCALE: 1" = 100' SHEET 7 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	252
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: Terminal Ramp D [Sheet]
FILE NAME: pw://bfwm-pw.bentley.com:bfwm-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-35 I-70 Rubblization/IDOT/CAD_Sheets/D774599-sht-elev.dgn



RAMP D

MODEL: Terminal Ramp D-1 [Sheet]
FILE NAME: pw:\\bfwmo-pw.bentley.com:bfwmo-pw-01\Documents\BFW\PROJECTS\2020 PROJECTS\20413 - IDOT D7 PTB 197-35 I-70 Rubblization\IDOT\CAD_Sheets\D774599-sht-elev.dgn

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

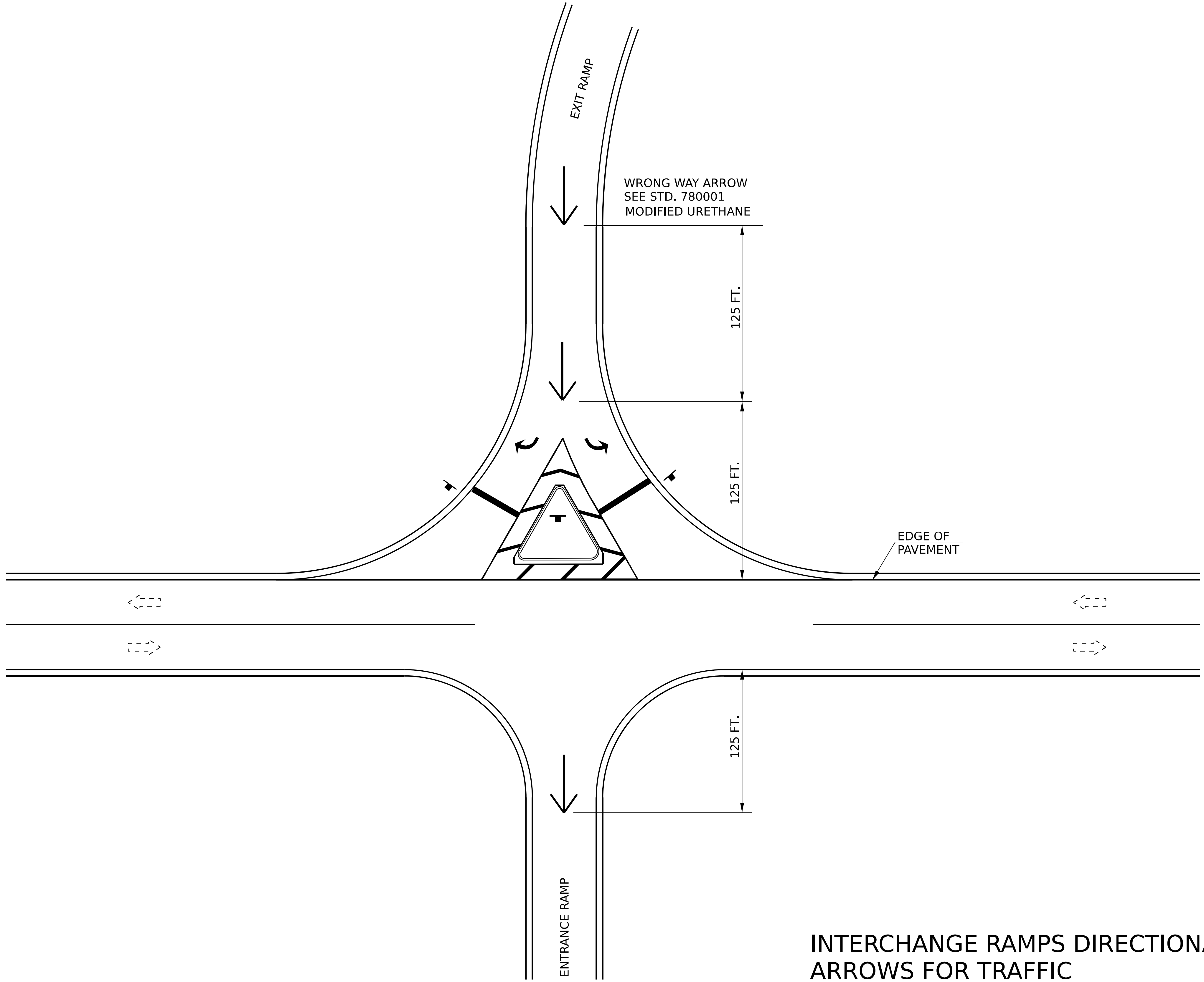
USER NAME = scraven	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/15/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Interchange Ramp Terminal Layout & Elevation Details
I–70

SCALE: 1" = 100' | SHEET 8 8 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5) R	EFFINGHAM	790	753
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



INTERCHANGE RAMPS DIRECTIONAL ARROWS FOR TRAFFIC

MODEL: Sheet 015
FILE NAME: pw://bfwme-pw.bentley.com:bfwme-pw-01/Documents/BFW/PROJECTS/2020 PROJECTS/20413 - IDOT D7 PTB 197-35 I-70 Rubblization/IDOT/CAD_Sheets/D774599-sht-details.dgn

BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

USER NAME = scraven	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.8000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/16/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

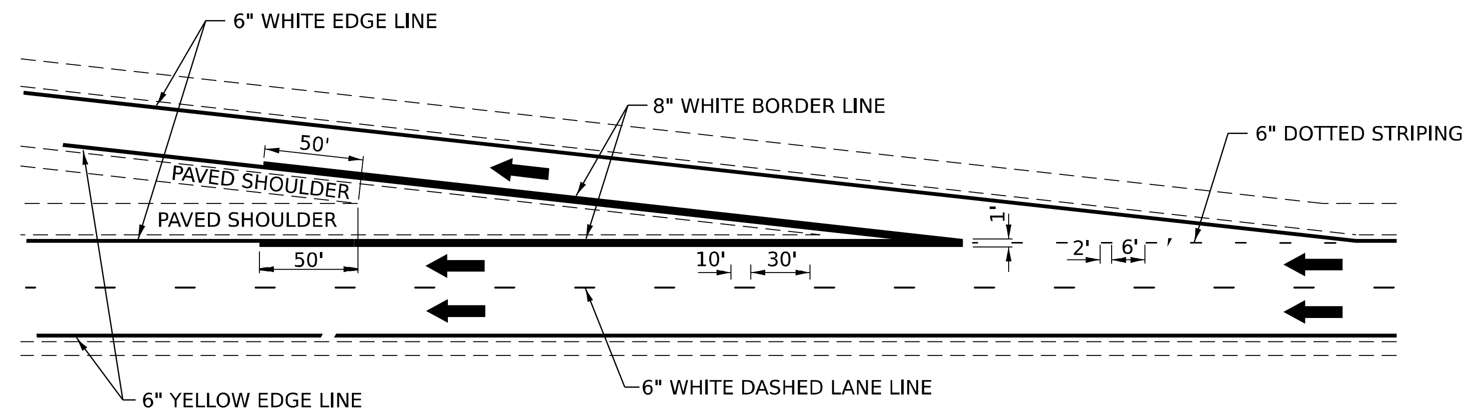
INTERCHANGE RAMP
DIRRECTIONAL ARROWS

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. TO STA.

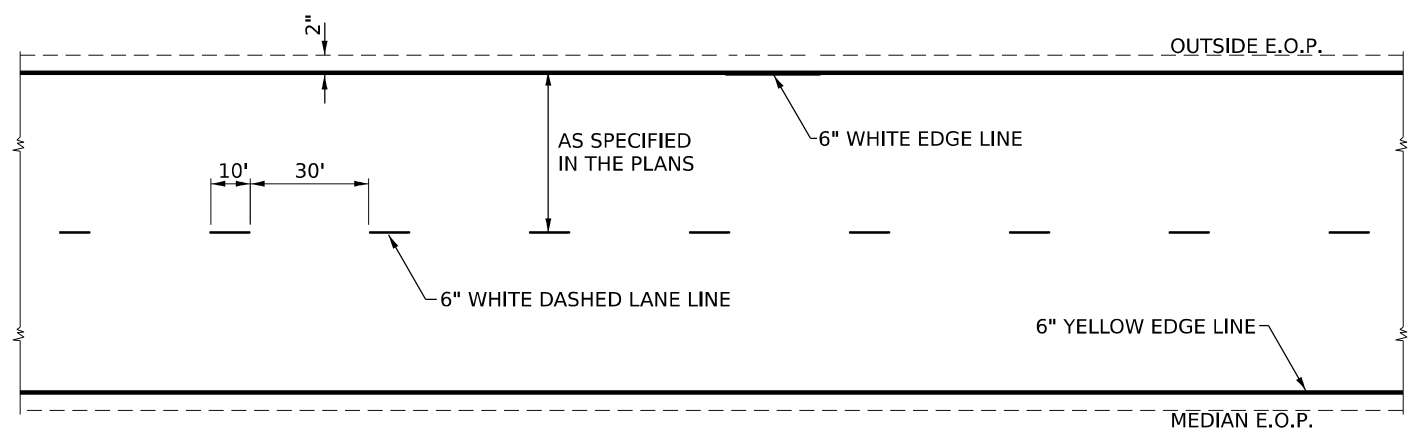
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1,25-5)R	EFFINGHAM	790	254

CONTRACT NO. 74599

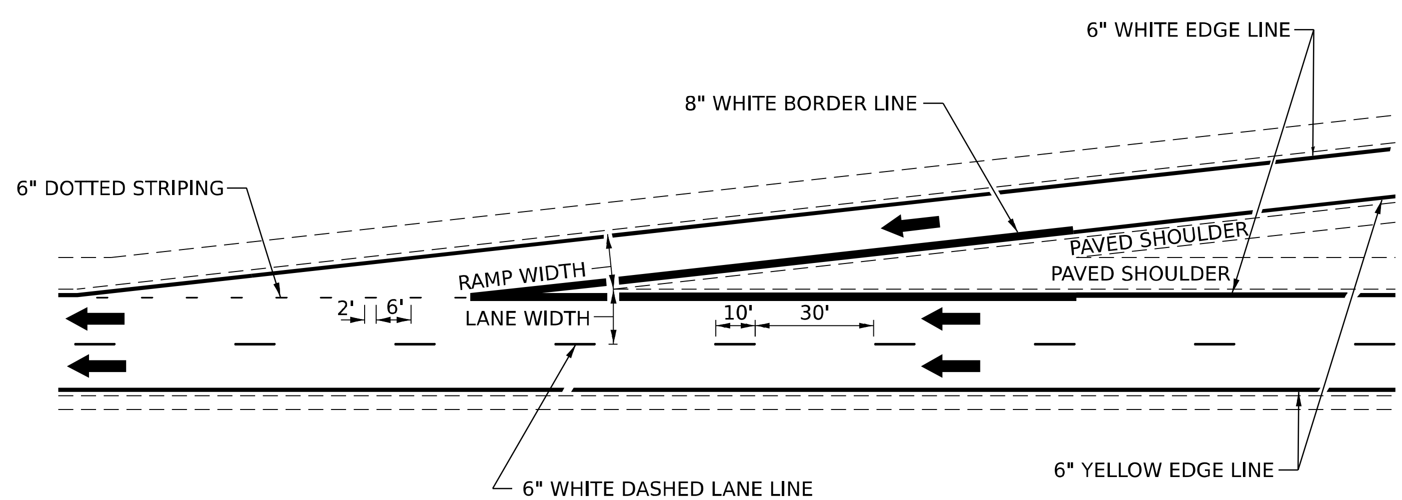
ILLINOIS | FED. AID PROJECT



TYPICAL EXIT RAMP MARKING



TYPICAL CENTERLINE & EDGELINE MARKINGS

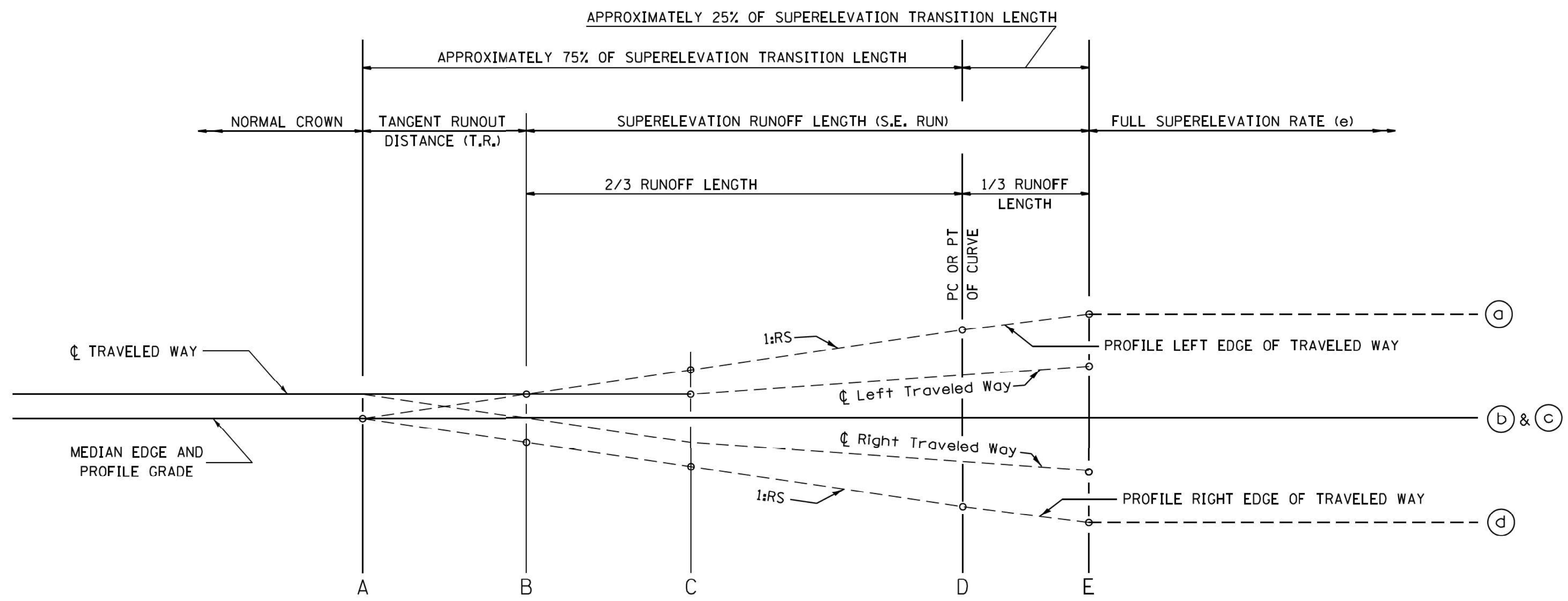


TYPICAL ENTRANCE RAMP MARKING

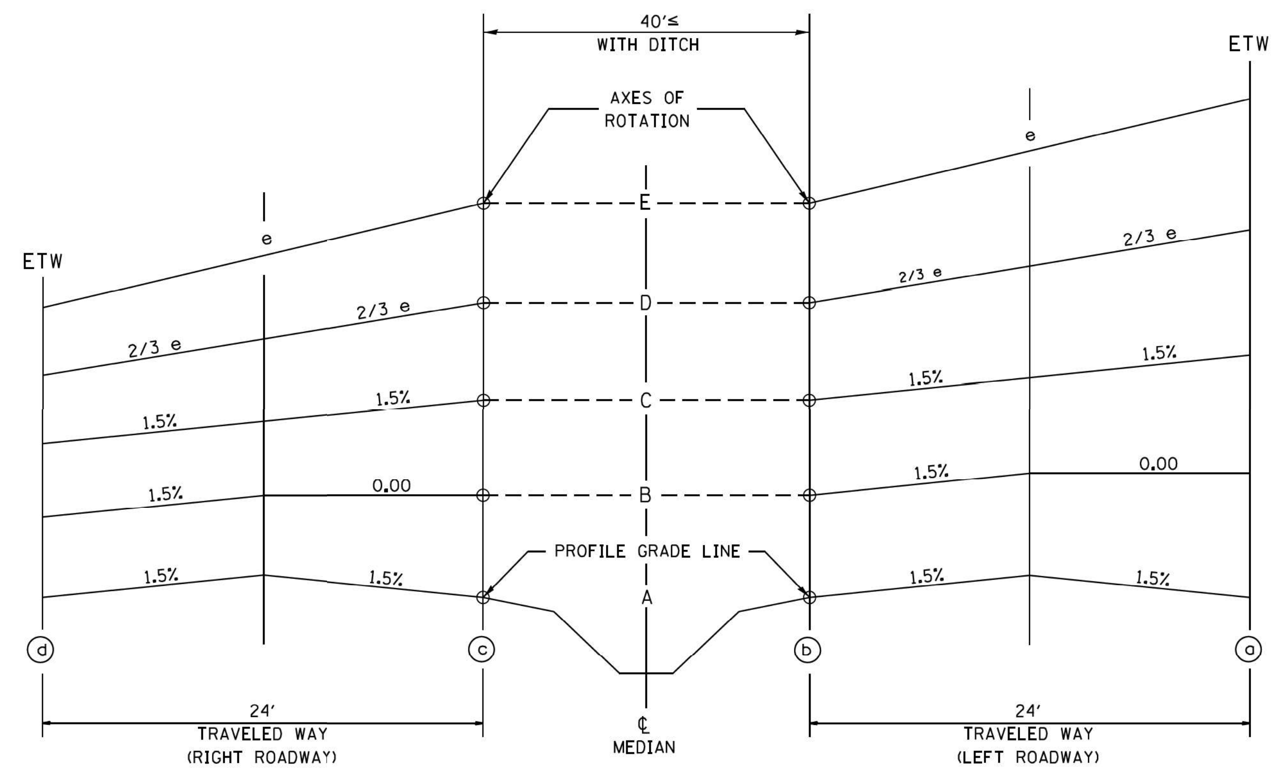
BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.	USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING DETAILS
		DRAWN -	REVISED -		
	PLOT SCALE = 0.8000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 3/16/2022	DATE -	REVISED -		SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1,25-5)R	EFFINGHAM	790	255
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: Sheet 014



TYPICAL PROFILE - S.E. TRANSITION



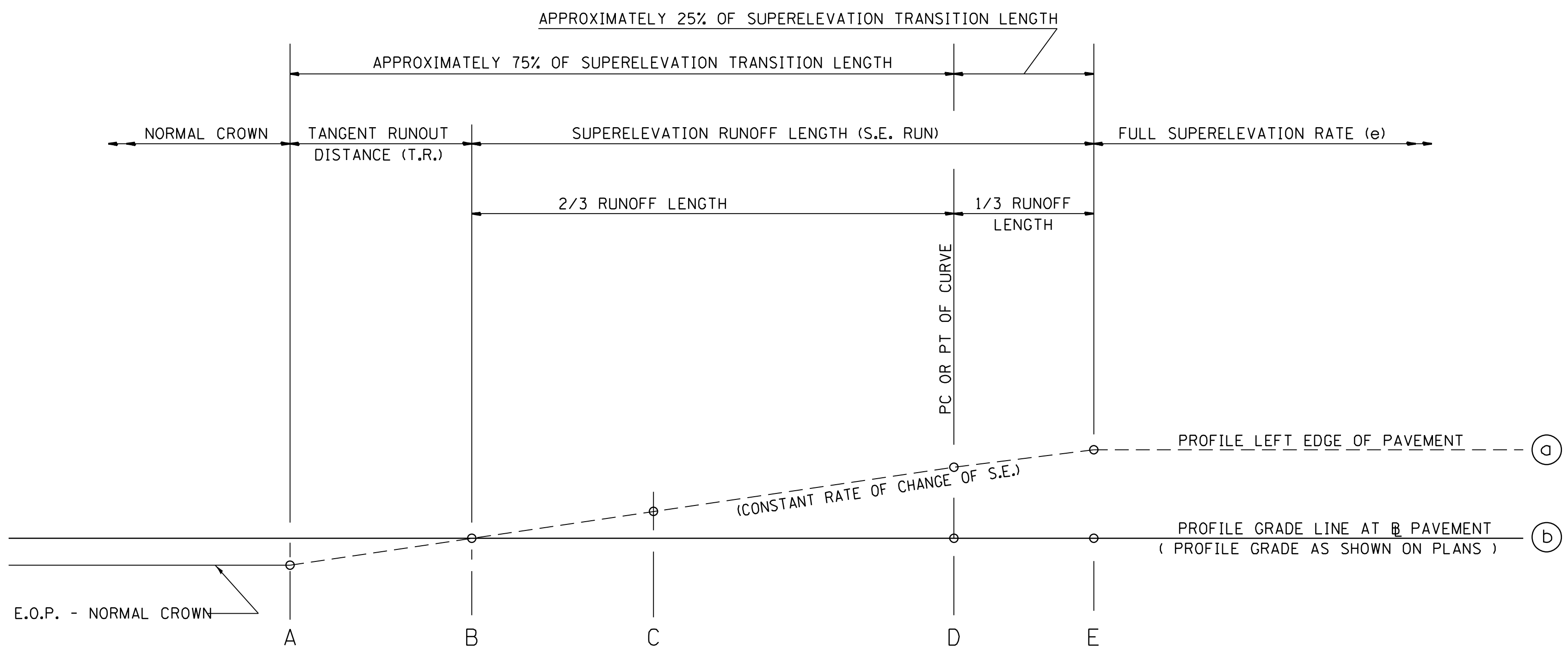
MAINLINE - FOUR-LANE DIVIDED HIGHWAY
TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e	DESIGN SPEED	L (FOOT)	TR (FOOT)	A	B	C	D (PC/PT)	E	TRANSITION
I-70 (PI 27+00)	3.70%	75 MPH	175	44.5	2772+47.85	2772+92.35	2773+36.85	10+54.18	11+12.51	TRANS IN (NC TO 3.70%)
										TRANS OUT (OUSIDE JOB LIMITS)

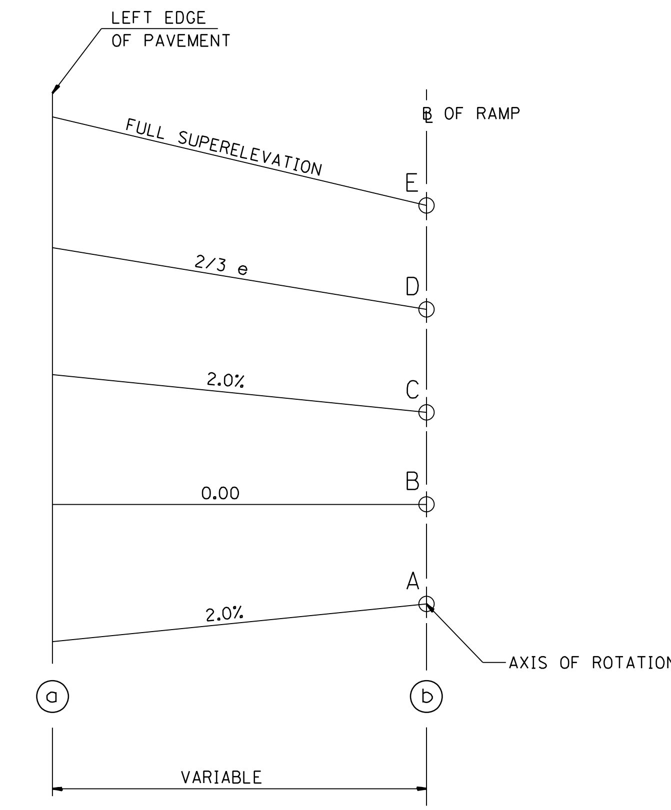
BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

USER NAME = scraven	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERELEVATION TRANSITION FOR FOR I-70 MAINLINE DETAIL
	DRAWN -	REVISED -		
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -		
PLOT DATE = 3/16/2022	DATE -	REVISED -		SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1,25-5)R	EFFINGHAM	790	256
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



TYPICAL PROFILE - S.E. TRANSITION



TYPICAL CROSS SECTION - S.E. TRANSITION

SEE PLANS FOR CURVE DATA INFORMATION

CURVE DATA
P.I. STA=
Δ=
R=
T=
L=
E=
e= SUPERELEVATION RATE IN PERCENT
T.R.= TANGENT RUNOUT DISTANCE
S.E. RUN= SUPERELEVATION RUNOFF LENGTH
P.C. STA=
P.T. STA=

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e		L (FOOT)	TR (FOOT)	A	B	C	D (APPR PC/PT)	E	TRANSITION
RAMP "A" - NO. 1	-6.50%	40 MPH	156.5	48.15			401+31.69	401+87.87	402+40.04	TRANS IN (NC to -2.0% TO -6.5%)
							405+97.79	405+41.61	404+89.44	TRANS OUT (-6.5% TO -2.0%)
RAMP "A" - NO. 2	8.00%	52 MPH	230.7	57.68	406+10.15	406+67.82	407+25.50	408+21.62	408+98.52	TRANS IN (-2.0% TO +8.0%)
							412+53.62	411+57.49	410+80.59	
RAMP "B" - NO. 2	8.00%	53 MPH	230.7	57.68			424+85.21	425+81.33	426+58.23	TRANS IN (+2.0% TO +8.0%)
					430+57.67	429+99.99	429+42.32	428+46.19	427+69.29	TRANS OUT (+8.0% TO -2.0%)
RAMP "B" - NO. 3	-6.00%	40 MPH	144.5	48.17			430+57.68	431+05.85	431+54.02	TRANS IN (-2.0% TO -6.0%)
							433+54.60	433+06.43	432+58.26	TRANS OUT (-6.0% TO -2.0%)
RAMP "C" - NO. 1	-6.50%	40 MPH	156.5	48.15			441+31.59	441+87.77	442+39.94	TRANS IN (NC to -2.0% TO -6.5%)
							445+97.68	445+41.50	444+89.33	TRANS OUT (-6.5% TO -2.0%)
RAMP "C" - NO. 2	8.00%	52 MPH	230.7	57.68	446+10.04	446+67.71	447+25.39	448+21.51	448+98.41	TRANS IN (-2.0% TO +8.0%)
							452+53.52	451+57.39	450+80.49	TRANS OUT (+8.0% TO +2.0%)
RAMP "D" - NO. 2	8.00%	53 MPH	230.7	57.68			464+86.31	465+82.43	466+59.33	TRANS IN (+2.0% TO +8.0%)
					470+58.83	470+01.15	469+43.48	468+47.35	467+70.45	TRANS OUT (+8.0% TO -2.0%)
RAMP "D" - NO. 3	-6.00%	40 MPH	144.5	48.17			470+58.83	471+07.00	471+55.16	TRANS IN (-2.0% TO -6.0%)
							473+55.76	473+07.59	472+59.42	TRANS OUT (-6.0% TO -2.0%)

BFW BACON | FARMER | WORKMAN ENGINEERING & TESTING, INC.

USER NAME = scraven	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/16/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION TRANSITION FOR
I-70 INTERCHANGE RAMPS DETAIL

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

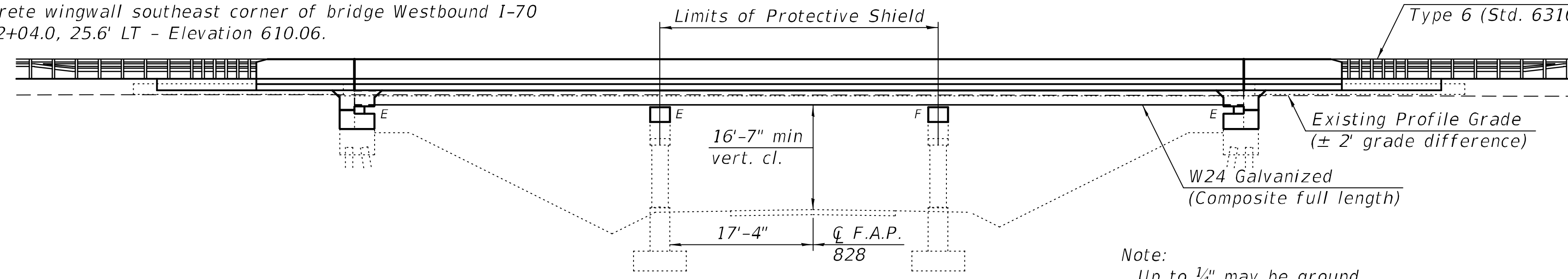
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1,25-5)R	EFFINGHAM	790	257

CONTRACT NO. 74599

ILLINOIS | FED. AID PROJECT

Benchmark: Chiseled square on top of concrete wingwall southwest corner of bridge Eastbound I-70 over Spring Creek Road Sta. 2740+63.4, 67.7' RT - Elevation 610.81.

Chiseled square on top of a concrete wingwall southeast corner of bridge Westbound I-70 over Spring Creek Road Sta. 2742+04.0, 25.6' LT - Elevation 610.06.

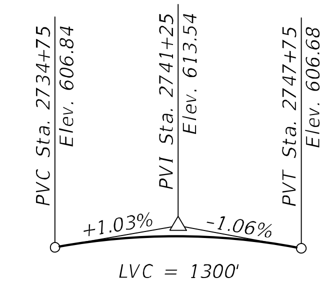


ELEVATION

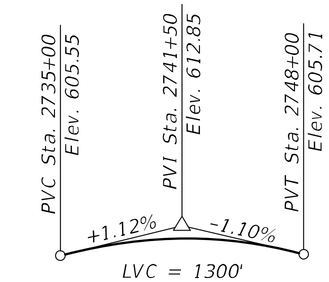
Note:
Up to ¼" may be ground off the bridge deck and the bridge approach slabs.

S.N. 025-0016 E.B. and S.N. 025-0017 W.B. Built in 1960 as F.A.I. Rte. 70, Section 25-5HB-5 at Sta. 2741+37.68. The existing structure is a dual 3 span (2 @ 41'-5½" & 1 @ 37'-9") steel continuous multi-beam structure on stub abutments and three column piers with footings on rock. The length is 120'-8" Bk. to Bk. of abutments and 43'-3" O. to O. of deck with a skew angle of 10°20'57". Existing superstructure is to be removed and replaced.
Traffic to be maintained utilizing cross overs.

No salvage.

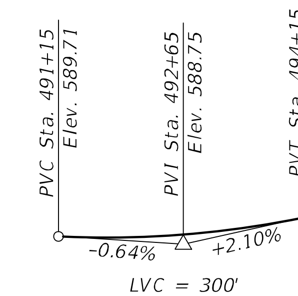


PROFILE GRADE
Along ℄ I-70 (EB)

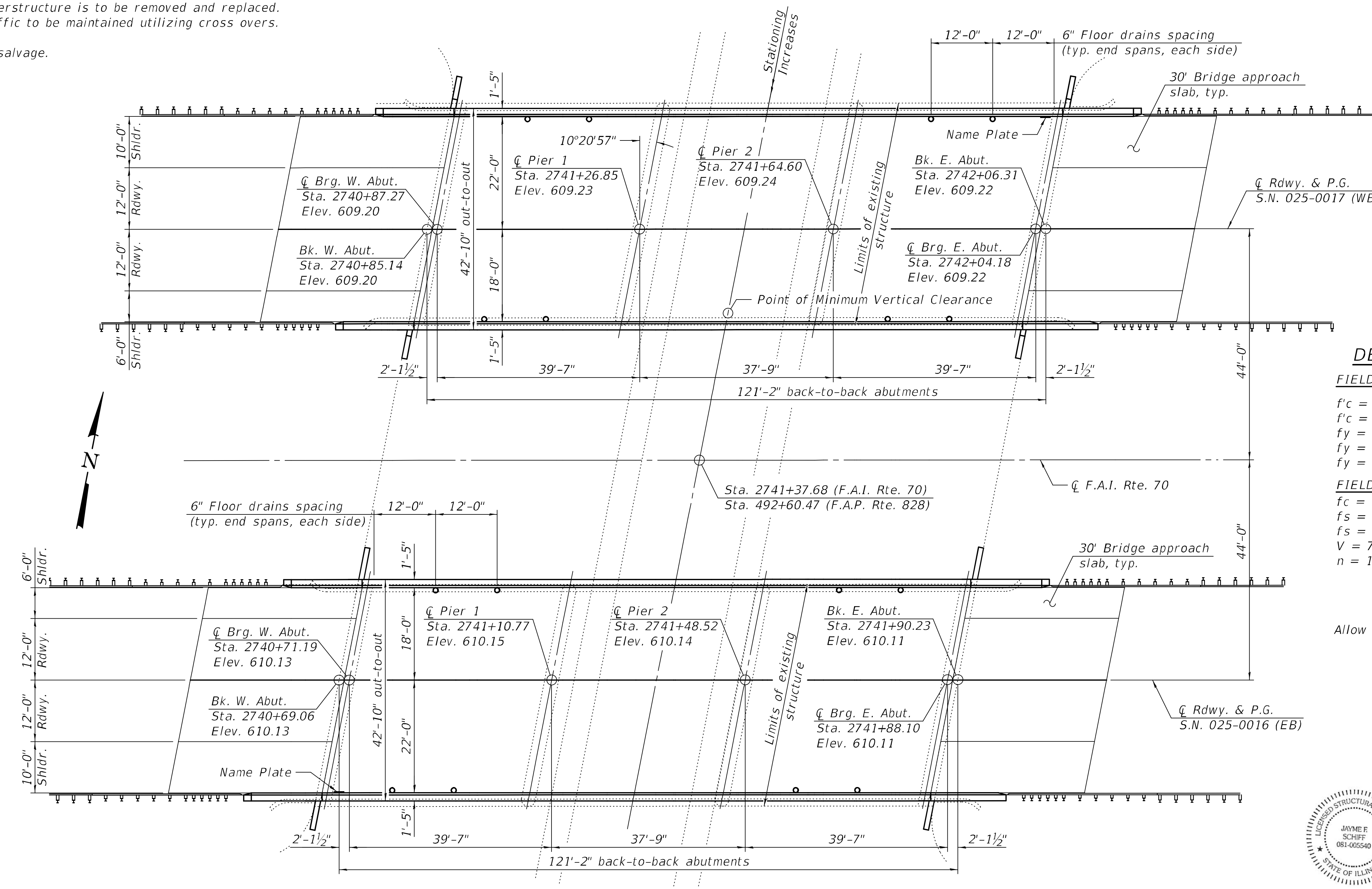


PROFILE GRADE
Along ℄ I-70 (WB)

The profile grade shows the final elevations after grinding.



PROFILE GRADE
Along ℄ F.A.P. 828 (Spring Creek Rd.)



PLAN

DESIGN SPECIFICATIONS
2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 and 2016 Interims
2006 Seismic Retrofitting Manual for Highway Structures

DESIGN STRESSES
FIELD UNITS (New Construction)

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 80,000 psi (A1035 CS GR 100 Reinf. - EB Superstructure)
fy = 50,000 psi (M270 Grade 50)

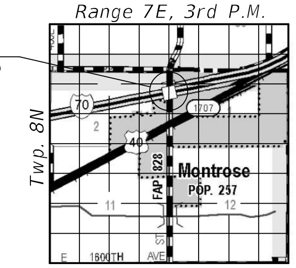
FIELD UNITS (Existing Construction)

fc = 1,400 psi
fs = 20,000 psi (Reinforcement)
fs = 18,000 psi (Structures)
V = 75 psi (Footings)
n = 10

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

SEISMIC DATA
Seismic Retrofit Category A

Range 7E, 3rd P.M.



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
JAYME F. SCHIFF
081-005540
STATE OF ILLINOIS

EXPIRES 11-30-2022

GENERAL PLAN & ELEVATION
I-70 OVER F.A.P. 828 (SPRING CREEK ROAD)
F.A.I. RTE. 70 - SEC (25-4-1, 25-5)R
EFFINGHAM COUNTY
STATION 2741+37.68
STRUCTURE NO. 025-0016 (EB)
STRUCTURE NO. 025-0017 (WB)

DESIGNED -	JOSHUA M. ODORIZZI
CHECKED -	JASON A. KERN
DRAWN -	IAN J. ANDREWS
CHECKED -	J.M.O. / J.A.K. / D.H.C.

EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ENGINEER OF BRIDGES AND STRUCTURES

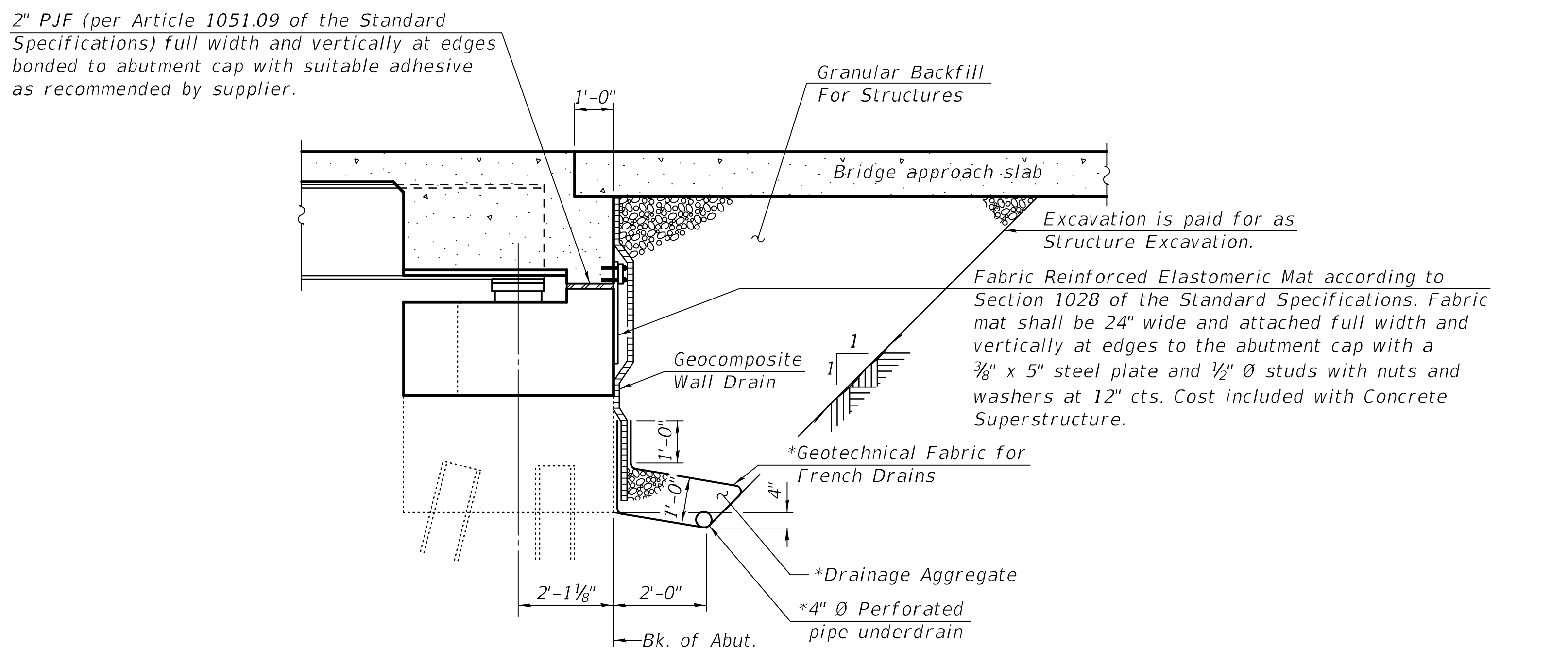
DATE - 5-13-2022
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 38 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	258

CONTRACT NO. 74599
ILLINOIS | FED. AID PROJECT



* Included in the cost of Pipe Underdrains for Structures.

SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

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

GENERAL NOTES

All new structural steel shall be galvanized, See Special Provisions for "Hot Dip Galvanizing for Structural Steel".

Fasteners shall be ASTM F3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel". Bolts ⅞ in. ø, holes $^{15}/_{16}$ in. ø, unless otherwise noted.

Calculated weight of Structural Steel = Gr. 50 = 152,000
Gr. 36 = 16,080

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

Reinforcement bars designated (E) shall be epoxy coated.

Reinforcement bars designated (C) shall be low carbon, chromium bars. See Special Provisions.

Field bending of (C) bars shall not be allowed.

Concrete Sealer shall be applied to all exposed surfaces of piers.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

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

INDEX OF SHEETS

STATION 2741+37.68
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RTE. 70 SEC. (25-4-1, 25-5)R
LOADING HL-93
STRUCTURE NO. 025-0016

STATION 2741+37.68
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RTE. 70 SEC. (25-4-1, 25-5)R
LOADING HL-93
STRUCTURE NO. 025-0017

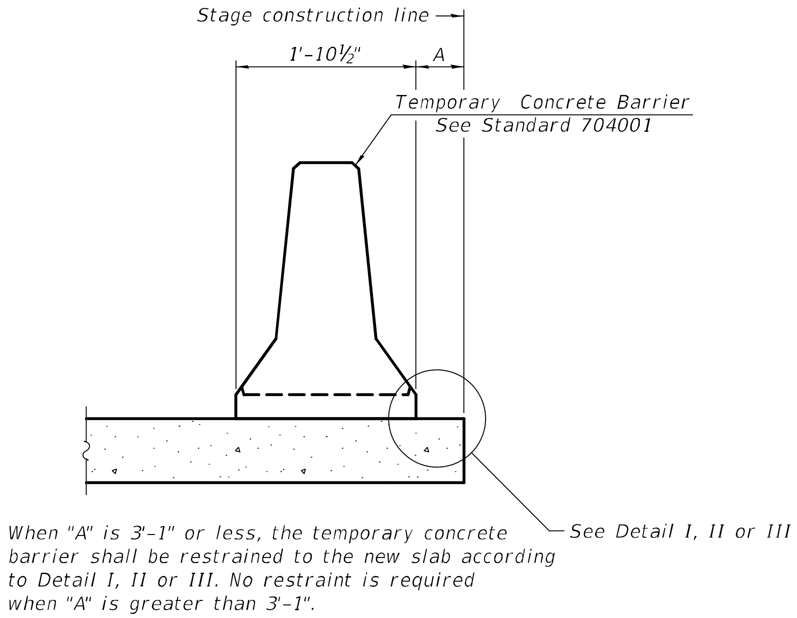
NAME PLATES

See Std. 515001

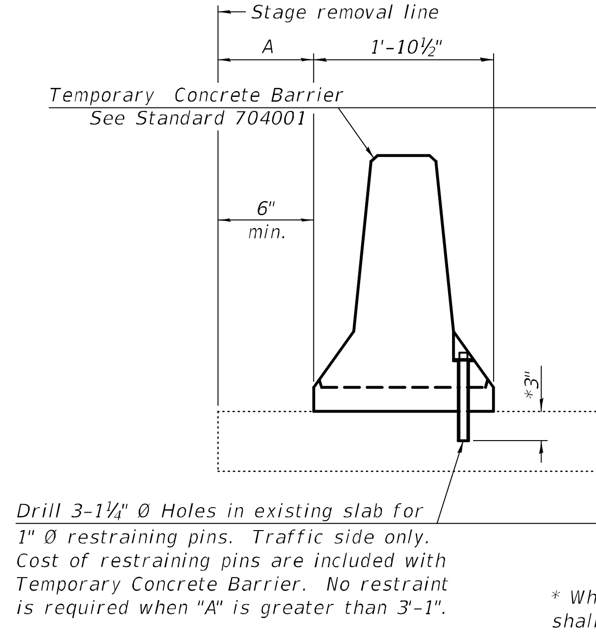
Existing Name Plate shall be cleaned and relocated next to the new Name Plate. Cost included with Name Plates.

TOTAL BILL OF MATERIAL

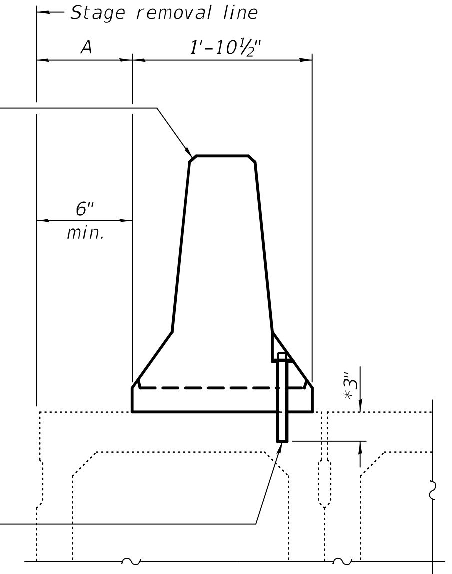
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	2		2
Concrete Removal	Cu. Yd.		73.6	73.6
Protective Shield	Sq. Yd.	364		364
Structure Excavation	Cu. Yd.		632	632
Floor Drains	Each	16		16
Concrete Structures	Cu. Yd.		273.7	273.7
Concrete Superstructure	Cu. Yd.	392.6		392.6
Protective Coat	Sq. Yd.	1,899		1,899
Concrete Superstructure (Approach Slab)	Cu. Yd.	240.1		240.1
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	8,946		8,946
Reinforcement Bars, Epoxy Coated	Pound	90,980	35,500	126,480
Name Plates	Each	2		2
Elastomeric Bearing Assembly, Type I	Each		42	42
Anchor Bolts, 1"	Each		112	112
Granular Backfill For Structures	Cu. Yd.		555	555
Concrete Sealer	Sq. Ft.		5,940	5,940
Geocomposite Wall Drain	Sq. Yd.		240	240
Diamond Grinding (Bridge Section)	Sq. Yd.	3,033		3,033
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	956		956
Reinforcement Bars, Low Carbon Chromium	Pound	62,170	4,540	66,710
Pipe Underdrains For Structure 4"	Foot		356	356



NEW SLAB OR NEW DECK BEAM



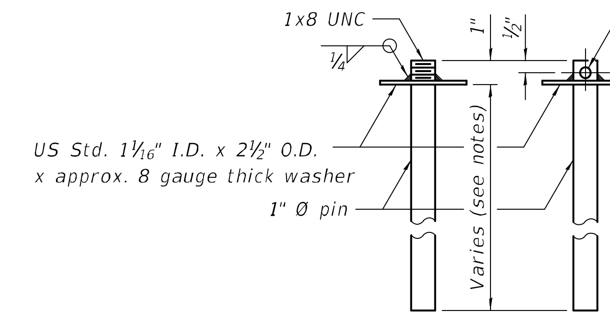
EXISTING SLAB



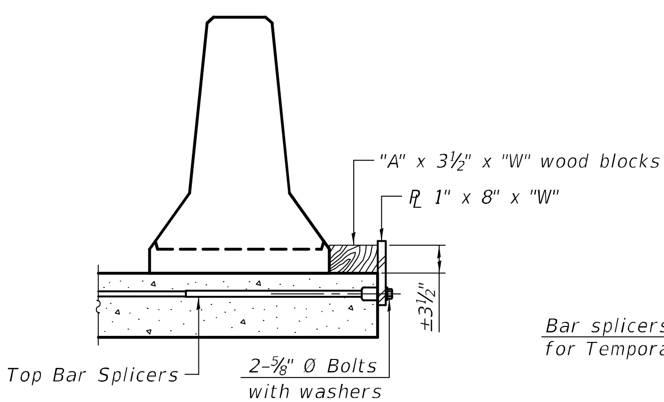
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

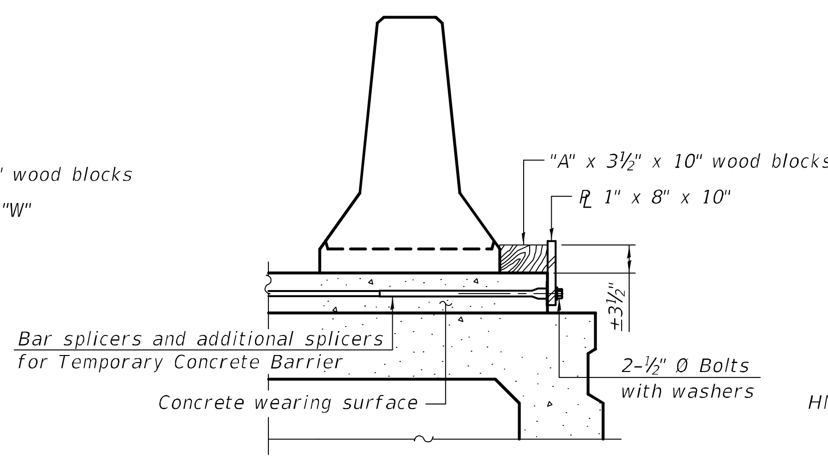
SECTIONS THRU SLAB OR DECK BEAM



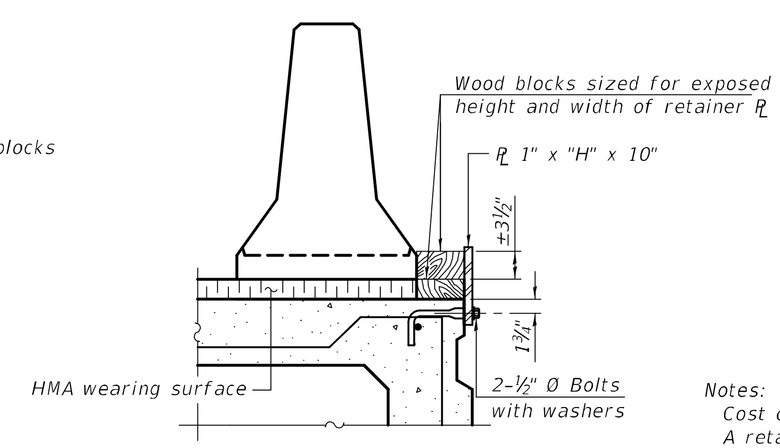
RESTRAINING PIN



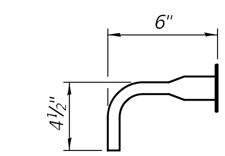
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

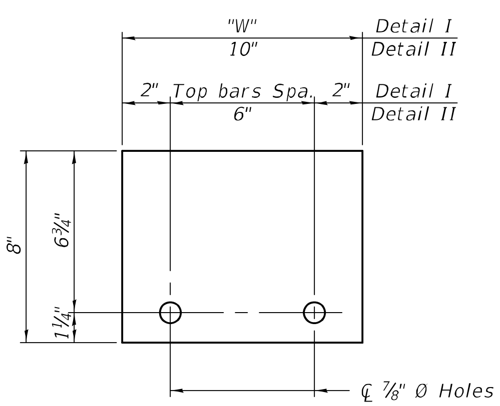
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

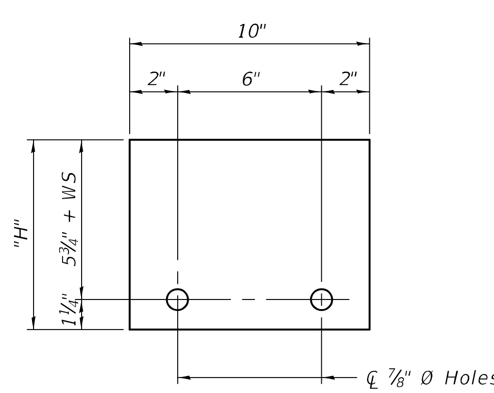
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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



STEEL RETAINER PL 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER PL 1" x "H" x 10"

(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

DESIGNED -	JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN
CHECKED -	JASON A. KERN		
DRAWN -	DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED -	J.M.O. / J.A.K. / D.H.C.		

DATE - MAY 13, 2022
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 025 - 0016 (EB) & 025 - 0017 (WB)

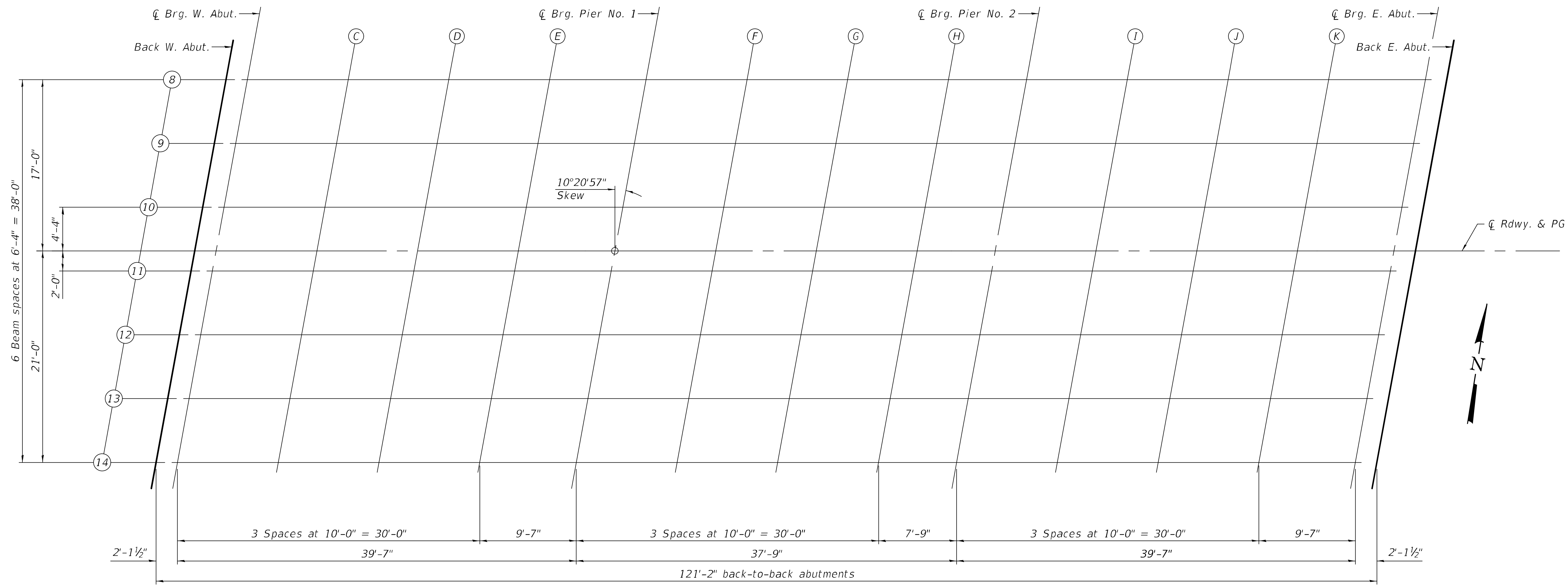
SHEET 3 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	260

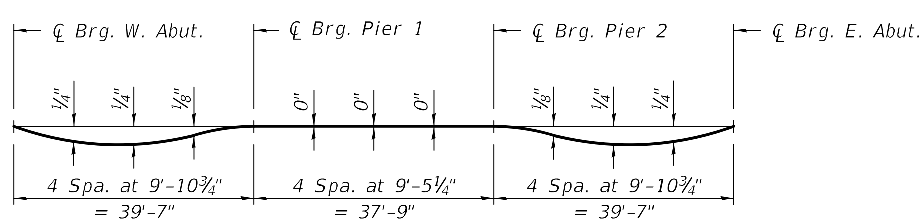
CONTRACT NO. 74599

ILLINOIS FED. AID PROJECT

MODEL: 0250016-74599-003
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:00 AM



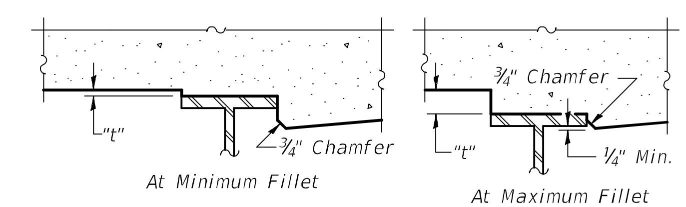
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 5 and 6 of 38.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 5 and 6 of 38. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 5 and 6 of 38, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 5 and 6 of 38. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

MODEL: 0250016-74599-004
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JASON A. KERN				
DRAWN - DENNIS A. POP	PASSED		REVISED -	
CHECKED - J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 025 - 0016 (EB)
SHEET 4 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	261

CONTRACT NO. 74599
ILLINOIS FED. AID PROJECT

5/13/2022 9:25:00 AM

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+72.35	-18.00	609.83	609.85
℄ Brg. W. Abut.	2740+74.48	-18.00	609.84	609.86
C	2740+84.48	-18.00	609.84	609.88
D	2740+94.48	-18.00	609.85	609.89
E	2741+04.48	-18.00	609.85	609.88
℄ Pier No. 1	2741+14.06	-18.00	609.85	609.87
F	2741+24.06	-18.00	609.85	609.87
G	2741+34.06	-18.00	609.85	609.87
H	2741+44.06	-18.00	609.84	609.86
℄ Pier No. 2	2741+51.81	-18.00	609.84	609.86
I	2741+61.81	-18.00	609.83	609.87
J	2741+71.81	-18.00	609.83	609.87
K	2741+81.81	-18.00	609.82	609.86
℄ Brg. E. Abut.	2741+91.39	-18.00	609.81	609.83
Back E. Abut.	2741+93.52	-18.00	609.80	609.82

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+72.16	-17.00	609.85	609.87
℄ Brg. W. Abut.	2740+74.29	-17.00	609.86	609.88
C	2740+84.29	-17.00	609.86	609.90
D	2740+94.29	-17.00	609.87	609.91
E	2741+04.29	-17.00	609.87	609.90
℄ Pier No. 1	2741+13.88	-17.00	609.87	609.89
F	2741+23.88	-17.00	609.87	609.89
G	2741+33.88	-17.00	609.87	609.89
H	2741+43.88	-17.00	609.86	609.88
℄ Pier No. 2	2741+51.63	-17.00	609.86	609.88
I	2741+61.63	-17.00	609.85	609.89
J	2741+71.63	-17.00	609.85	609.89
K	2741+81.63	-17.00	609.84	609.88
℄ Brg. E. Abut.	2741+91.21	-17.00	609.83	609.85
Back E. Abut.	2741+93.34	-17.00	609.82	609.84

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+71.25	-12.00	609.95	609.97
℄ Brg. W. Abut.	2740+73.38	-12.00	609.95	609.97
C	2740+83.38	-12.00	609.96	610.00
D	2740+93.38	-12.00	609.97	610.01
E	2741+03.38	-12.00	609.97	610.00
℄ Pier No. 1	2741+12.96	-12.00	609.97	609.99
F	2741+22.96	-12.00	609.97	609.99
G	2741+32.96	-12.00	609.97	609.99
H	2741+42.96	-12.00	609.97	609.98
℄ Pier No. 2	2741+50.71	-12.00	609.96	609.98
I	2741+60.71	-12.00	609.96	609.99
J	2741+70.71	-12.00	609.95	609.99
K	2741+80.71	-12.00	609.94	609.98
℄ Brg. E. Abut.	2741+90.30	-12.00	609.93	609.95
Back E. Abut.	2741+92.42	-12.00	609.93	609.95

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+71.01	-10.67	609.97	609.99
℄ Brg. W. Abut.	2740+73.14	-10.67	609.97	609.99
C	2740+83.14	-10.67	609.98	610.02
D	2740+93.14	-10.67	609.99	610.03
E	2741+03.14	-10.67	609.99	610.02
℄ Pier No. 1	2741+12.72	-10.67	609.99	610.01
F	2741+22.72	-10.67	609.99	610.01
G	2741+32.72	-10.67	609.99	610.01
H	2741+42.72	-10.67	609.99	610.00
℄ Pier No. 2	2741+50.47	-10.67	609.98	610.00
I	2741+60.47	-10.67	609.98	610.01
J	2741+70.47	-10.67	609.97	610.01
K	2741+80.47	-10.67	609.96	610.00
℄ Brg. E. Abut.	2741+90.05	-10.67	609.95	609.97
Back E. Abut.	2741+92.18	-10.67	609.95	609.97

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+69.85	-4.33	610.07	610.09
℄ Brg. W. Abut.	2740+71.98	-4.33	610.07	610.09
C	2740+81.98	-4.33	610.08	610.12
D	2740+91.98	-4.33	610.08	610.13
E	2741+01.98	-4.33	610.08	610.12
℄ Pier No. 1	2741+11.56	-4.33	610.09	610.11
F	2741+21.56	-4.33	610.09	610.10
G	2741+31.56	-4.33	610.08	610.10
H	2741+41.56	-4.33	610.08	610.10
℄ Pier No. 2	2741+49.31	-4.33	610.08	610.10
I	2741+59.31	-4.33	610.07	610.11
J	2741+69.31	-4.33	610.06	610.11
K	2741+79.31	-4.33	610.05	610.09
℄ Brg. E. Abut.	2741+88.90	-4.33	610.04	610.06
Back E. Abut.	2741+91.02	-4.33	610.04	610.06

℄ Roadway & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+69.06	0.00	610.13	610.15
℄ Brg. W. Abut.	2740+71.19	0.00	610.13	610.15
C	2740+81.19	0.00	610.14	610.18
D	2740+91.19	0.00	610.14	610.19
E	2741+01.19	0.00	610.15	610.18
℄ Pier No. 1	2741+10.77	0.00	610.15	610.17
F	2741+20.77	0.00	610.15	610.17
G	2741+30.77	0.00	610.15	610.17
H	2741+40.77	0.00	610.15	610.16
℄ Pier No. 2	2741+48.52	0.00	610.14	610.16
I	2741+58.52	0.00	610.14	610.17
J	2741+68.52	0.00	610.13	610.18
K	2741+78.52	0.00	610.12	610.16
℄ Brg. E. Abut.	2741+88.11	0.00	610.11	610.13
Back E. Abut.	2741+90.23	0.00	610.11	610.13

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+69.69	2.00	610.10	610.12
℄ Brg. W. Abut.	2740+70.82	2.00	610.10	610.12
C	2740+80.82	2.00	610.11	610.15
D	2740+90.82	2.00	610.11	610.16
E	2741+00.82	2.00	610.12	610.15
℄ Pier No. 1	2741+10.41	2.00	610.12	610.13
F	2741+20.41	2.00	610.12	610.14
G	2741+30.41	2.00	610.12	610.14
H	2741+40.41	2.00	610.12	610.13
℄ Pier No. 2	2741+48.16	2.00	610.11	610.13
I	2741+58.16	2.00	610.11	610.14
J	2741+68.16	2.00	610.10	610.15
K	2741+78.16	2.00	610.09	610.13
℄ Brg. E. Abut.	2741+87.74	2.00	610.08	610.10
Back E. Abut.	2741+89.87	2.00	610.08	610.10

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+67.54	8.33	610.01	610.03
℄ Brg. W. Abut.	2740+69.67	8.33	610.01	610.03
C	2740+79.67	8.33	610.01	610.05
D	2740+89.67	8.33	610.02	610.06
E	2740+99.67	8.33	610.02	610.06
℄ Pier No. 1	2741+09.25	8.33	610.02	610.04
F	2741+19.25	8.33	610.03	610.04
G	2741+29.25	8.33	610.02	610.04
H	2741+39.25	8.33	610.02	610.04
℄ Pier No. 2	2741+47.00	8.33	610.02	610.04
I	2741+57.00	8.33	610.01	610.05
J	2741+67.00	8.33	610.01	610.05
K	2741+77.00	8.33	610.00	610.04
℄ Brg. E. Abut.	2741+86.58	8.33	609.99	610.01
Back E. Abut.	2741+88.71	8.33	609.98	610.01

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+66.87	12.00	609.95	609.97
℄ Brg. W. Abut.	2740+69.00	12.00	609.95	609.97
C	2740+79.00	12.00	609.96	610.00
D	2740+89.00	12.00	609.96	610.01
E	2740+99.00	12.00	609.97	610.00
℄ Pier No. 1	2741+08.58	12.00	609.97	609.99
F	0027+18.58	12.00	609.97	609.99
G	2741+28.58	12.00	609.97	609.99
H	2741+38.58	12.00	609.97	609.99
℄ Pier No. 2	2741+46.33	12.00	609.96	609.98
I	2741+56.33	12.00	609.96	609.99
J	2741+66.33	12.00	609.95	610.00
K	2741+76.33	12.00	609.94	609.98
℄ Brg. E. Abut.	2741+90.30	12.00	609.93	609.95
Back E. Abut.	2741+85.91	12.00	609.93	609.95

BEAM 13

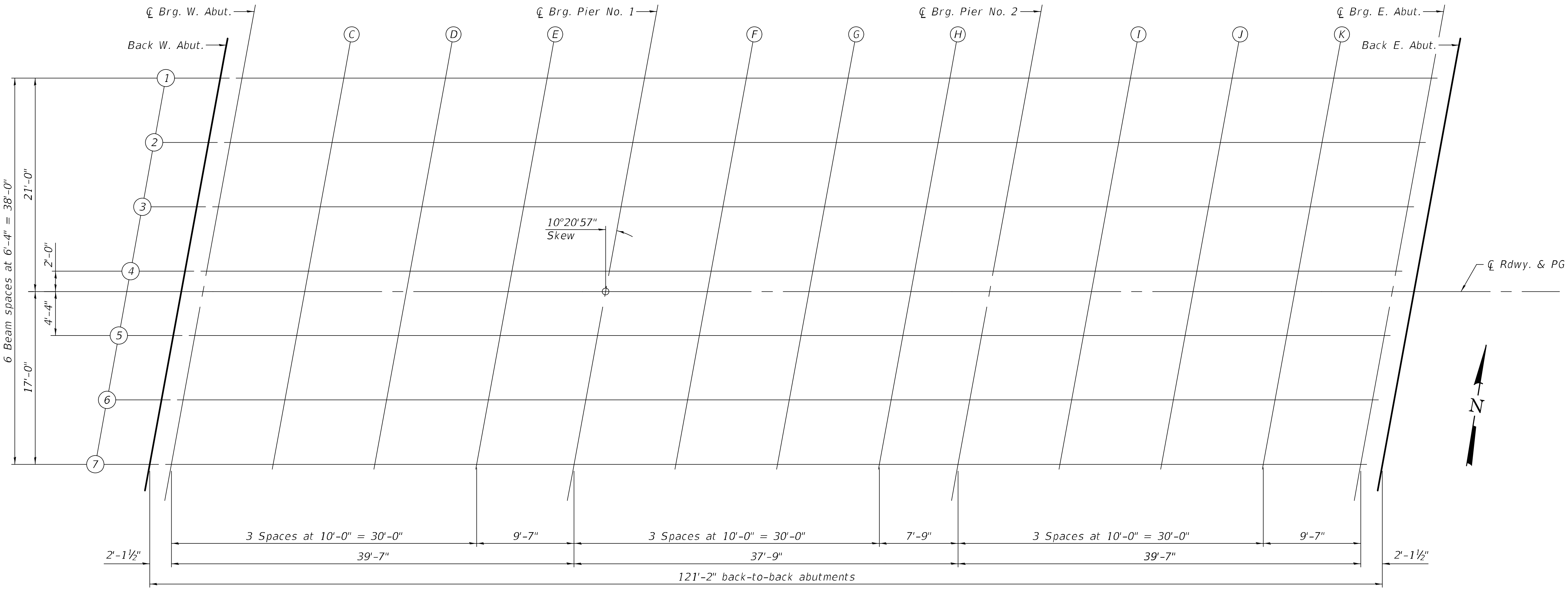
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+66.38	14.67	609.90	609.92
℄ Brg. W. Abut.	2740+68.51	14.67	609.90	609.92
C	2740+78.51	14.67	609.91	609.95
D	2740+88.51	14.67	609.91	609.96
E	2740+98.51	14.67	609.91	609.95
℄ Pier No. 1	2741+08.09	14.67	609.92	609.94
F	2741+18.09	14.67	609.92	609.94
G	2741+28.09	14.67	609.92	609.94
H	2741+38.09	14.67	609.91	609.93
℄ Pier No. 2	2741+45.84	14.67	609.91	609.93
I	2741+55.84	14.67	609.91	609.94
J	2741+65.84	14.67	609.90	609.94
K	2741+75.84	14.67	609.89	609.93
℄ Brg. E. Abut.	2741+85.43	14.67	609.88	609.90
Back E. Abut.	2741+87.56	14.67	609.88	609.90

BEAM 14

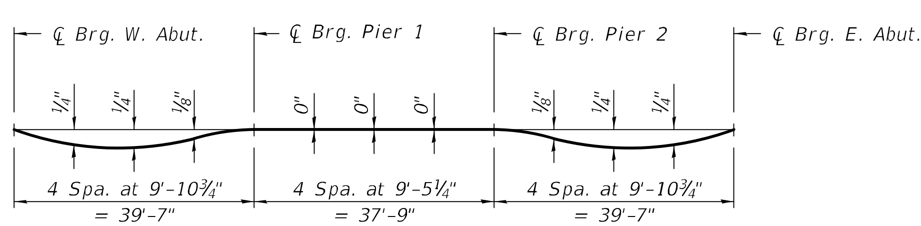
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+65.23	21.00	609.77	609.79
℄ Brg. W. Abut.	2740+67.35	21.00	609.77	609.79
C	2740+77.35	21.00	609.78	609.82
D	2740+87.35	21.00	609.78	609.83
E	2740+97.35	21.00	609.79	609.82
℄ Pier No. 1	2741+06.94	21.00	609.79	609.81
F	2741+16.94	21.00	609.79	609.81
G	2741+26.94	21.00	609.79	609.81
H	2741+36.94	21.00	609.79	609.81
℄ Pier No. 2	2741+44.69	21.00	609.78	609.80
I	2741+54.69	21.00	609.78	609.81
J	2741+64.69	21.00	609.77	609.82
K	2741+74.69	21.00	609.76	609.80
℄ Brg. E. Abut.	2741+84.27	21.00	609.75	609.77
Back E. Abut.	2741+86.40	21.00	609.75	609.77

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+65.04	22.00	609.75	609.77
℄ Brg. W. Abut.	2740+67.17	22.00	609.75	609.77
C	2740+77.17	22.00	609.76	609.80
D	2740+87.17	22.00	609.76	609.81
E	2740+97.17	22.00	609.77	609.80
℄ Pier No. 1	2741+06.75	22.00	609.77	609.79
F	2741+16.75	22.00	609.77	609.79
G	2741+26.75	22.00	609.77	609.79
H	2741+36.75	22.00	609.77	609.79
℄ Pier No. 2	2741+44.50	22.00	609.76	609.78
I	2741+54.50	22.00	609.76	609.79
J	2741+64.50	22.00	609.75	609.80
K	2741+74.50	22.00	609.74	609.78
℄ Brg. E. Abut.	2741+84.09	22.00	609.73	609.75
Back E. Abut.	2741+86.22	22.00	609.73	609.75



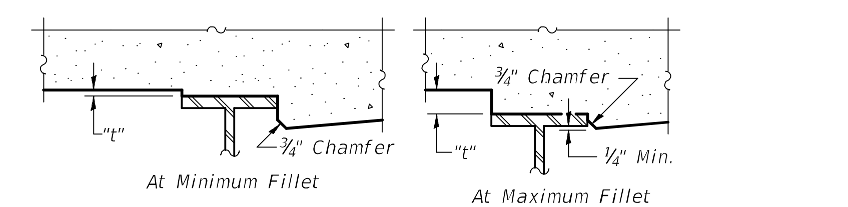
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 8 and 9 of 38.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 8 and 9 of 38. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 8 and 9 of 38, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 8 and 9 of 38. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

MODEL: 0250016-74599-007
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 025 - 0017 (WB)

SHEET 7 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	264
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

5/13/2022 9:25:01 AM

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+89.16	-22.00	608.82	608.84
℄ Brg. W. Abut.	2740+91.29	-22.00	608.82	608.84
C	2741+01.29	-22.00	608.83	608.87
D	2741+11.29	-22.00	608.84	608.89
E	2741+21.29	-22.00	608.85	608.88
℄ Pier No. 1	2741+30.87	-22.00	608.85	608.87
F	2741+40.87	-22.00	608.86	608.88
G	2741+50.87	-22.00	608.86	608.88
H	2741+60.87	-22.00	608.86	608.88
℄ Pier No. 2	2741+68.62	-22.00	608.86	608.88
I	2741+78.62	-22.00	608.86	608.89
J	2741+88.62	-22.00	608.85	608.90
K	2741+98.62	-22.00	608.85	608.89
℄ Brg. E. Abut.	2742+08.20	-22.00	608.84	608.86
Back E. Abut.	2742+10.33	-22.00	608.84	608.86

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+88.97	-21.00	608.84	608.86
℄ Brg. W. Abut.	2740+91.10	-21.00	608.84	608.86
C	2741+01.10	-21.00	608.85	608.89
D	2741+11.10	-21.00	608.86	608.91
E	2741+21.10	-21.00	608.87	608.90
℄ Pier No. 1	2741+30.69	-21.00	608.87	608.89
F	2741+40.69	-21.00	608.88	608.90
G	2741+50.69	-21.00	608.88	608.90
H	2741+60.69	-21.00	608.88	608.90
℄ Pier No. 2	2741+68.44	-21.00	608.88	608.90
I	2741+78.44	-21.00	608.88	608.91
J	2741+88.44	-21.00	608.87	608.92
K	2741+98.44	-21.00	608.87	608.91
℄ Brg. E. Abut.	2742+08.02	-21.00	608.86	608.88
Back E. Abut.	2742+10.15	-21.00	608.86	608.88

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+87.82	-14.67	608.97	608.99
℄ Brg. W. Abut.	2740+89.95	-14.67	608.97	608.99
C	2740+99.95	-14.67	608.98	609.02
D	2741+09.95	-14.67	608.99	609.03
E	2741+19.95	-14.67	609.00	609.03
℄ Pier No. 1	2741+29.53	-14.67	609.00	609.02
F	2741+39.53	-14.67	609.00	609.02
G	2741+49.53	-14.67	609.01	609.03
H	2741+59.53	-14.67	609.01	609.03
℄ Pier No. 2	2741+67.28	-14.67	609.01	609.03
I	2741+77.28	-14.67	609.00	609.04
J	2741+87.28	-14.67	609.00	609.04
K	2741+97.28	-14.67	608.99	609.03
℄ Brg. E. Abut.	2742+06.86	-14.67	608.99	609.01
Back E. Abut.	2742+08.99	-14.67	608.98	609.00

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+87.33	-12.00	609.02	609.04
℄ Brg. W. Abut.	2740+89.46	-12.00	609.02	609.04
C	2740+99.46	-12.00	609.03	609.07
D	2741+09.46	-12.00	609.04	609.09
E	2741+19.46	-12.00	609.05	609.08
℄ Pier No. 1	2741+29.04	-12.00	609.05	609.07
F	2741+39.04	-12.00	609.06	609.08
G	2741+49.04	-12.00	609.06	609.08
H	2741+59.04	-12.00	609.06	609.08
℄ Pier No. 2	2741+66.79	-12.00	609.06	609.08
I	2741+76.79	-12.00	609.06	609.09
J	2741+86.79	-12.00	609.05	609.10
K	2741+96.79	-12.00	609.05	609.09
℄ Brg. E. Abut.	2742+06.38	-12.00	609.04	609.06
Back E. Abut.	2742+08.50	-12.00	609.04	609.06

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+86.66	-8.33	609.07	609.09
℄ Brg. W. Abut.	2740+88.79	-8.33	609.08	609.10
C	2740+98.79	-8.33	609.09	609.13
D	2741+08.79	-8.33	609.10	609.14
E	2741+18.79	-8.33	609.10	609.14
℄ Pier No. 1	2741+28.37	-8.33	609.11	609.13
F	2741+38.37	-8.33	609.11	609.13
G	2741+48.37	-8.33	609.11	609.13
H	2741+58.37	-8.33	609.12	609.13
℄ Pier No. 2	2741+66.12	-8.33	609.11	609.13
I	2741+76.12	-8.33	609.11	609.15
J	2741+86.12	-8.33	609.11	609.15
K	2741+96.12	-8.33	609.10	609.14
℄ Brg. E. Abut.	2742+05.71	-8.33	609.10	609.12
Back E. Abut.	2742+07.84	-8.33	609.09	609.11

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+85.51	-2.00	609.17	609.19
℄ Brg. W. Abut.	2740+87.63	-2.00	609.17	609.19
C	2740+97.63	-2.00	609.18	609.22
D	2741+07.63	-2.00	609.19	609.23
E	2741+17.63	-2.00	609.20	609.23
℄ Pier No. 1	2741+27.22	-2.00	609.20	609.22
F	2741+37.22	-2.00	609.21	609.23
G	2741+47.22	-2.00	609.21	609.23
H	2741+57.22	-2.00	609.21	609.23
℄ Pier No. 2	2741+64.97	-2.00	609.21	609.23
I	2741+74.97	-2.00	609.21	609.24
J	2741+84.97	-2.00	609.20	609.25
K	2741+94.97	-2.00	609.20	609.24
℄ Brg. E. Abut.	2742+04.55	-2.00	609.19	609.21
Back E. Abut.	2742+06.68	-2.00	609.19	609.21

℄ Roadway & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+85.14	0.00	609.20	609.22
℄ Brg. W. Abut.	2740+87.27	0.00	609.20	609.22
C	2740+97.27	0.00	609.21	609.25
D	2741+07.27	0.00	609.22	609.26
E	2741+17.27	0.00	609.23	609.26
℄ Pier No. 1	2741+26.85	0.00	609.23	609.25
F	2741+36.85	0.00	609.24	609.26
G	2741+46.85	0.00	609.24	609.26
H	2741+56.85	0.00	609.24	609.26
℄ Pier No. 2	2741+64.60	0.00	609.24	609.26
I	2741+74.60	0.00	609.24	609.27
J	2741+84.60	0.00	609.23	609.28
K	2741+94.60	0.00	609.23	609.27
℄ Brg. E. Abut.	2742+04.18	0.00	609.22	609.24
Back E. Abut.	2742+06.31	0.00	609.22	609.24

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+84.35	4.33	609.13	609.15
℄ Brg. W. Abut.	2740+86.48	4.33	609.13	609.15
C	2740+96.48	4.33	609.14	609.18
D	2741+06.18	4.33	609.15	609.20
E	2741+16.18	4.33	609.16	609.20
℄ Pier No. 1	2741+26.06	4.33	609.17	609.19
F	2741+36.06	4.33	609.17	609.19
G	2741+46.06	4.33	609.17	609.19
H	2741+56.06	4.33	609.18	609.19
℄ Pier No. 2	2741+63.81	4.33	609.18	609.20
I	2741+73.81	4.33	609.17	609.21
J	2741+83.81	4.33	609.17	609.21
K	2741+93.81	4.33	609.16	609.20
℄ Brg. E. Abut.	2742+03.39	4.33	609.16	609.18
Back E. Abut.	2742+05.52	4.33	609.16	609.18

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+83.19	10.67	609.03	609.05
℄ Brg. W. Abut.	2740+85.32	10.67	609.04	609.06
C	2740+95.32	10.67	609.05	609.09
D	2741+05.32	10.67	609.06	609.10
E	2741+15.32	10.67	609.07	609.10
℄ Pier No. 1	2741+24.90	10.67	609.07	609.09
F	2741+34.90	10.67	609.08	609.09
G	2741+44.90	10.67	609.08	609.10
H	2741+54.90	10.67	609.08	609.10
℄ Pier No. 2	2741+62.65	10.67	609.08	609.10
I	2741+72.65	10.67	609.08	609.11
J	2741+82.65	10.67	609.07	609.12
K	2741+92.65	10.67	609.07	609.11
℄ Brg. E. Abut.	2742+02.24	10.67	609.06	609.08
Back E. Abut.	2742+04.37	10.67	609.06	609.08

SOUTH EDGE OF SHOULDER

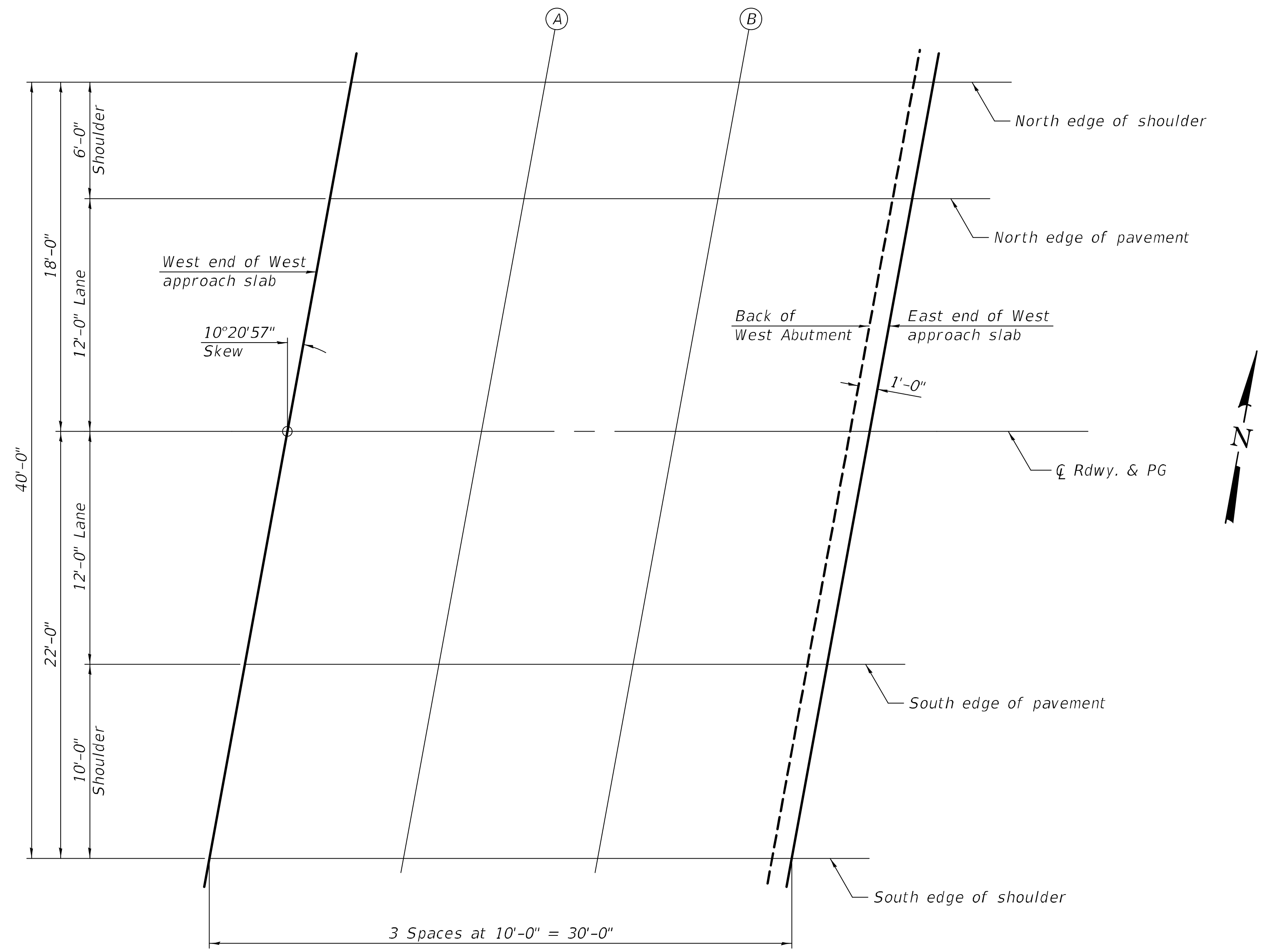
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+82.95	12.00	609.01	609.03
℄ Brg. W. Abut.	2740+85.08	12.00	609.02	609.04
C	2740+95.08	12.00	609.03	609.07
D	2741+05.08	12.00	609.04	609.08
E	2741+15.08	12.00	609.05	609.08
℄ Pier No. 1	2741+24.66	12.00	609.05	609.07
F	2741+34.66	12.00	609.06	609.07
G	2741+44.66	12.00	609.06	609.08
H	2741+54.66	12.00	609.06	609.08
℄ Pier No. 2	2741+62.41	12.00	609.06	609.08
I	2741+72.41	12.00	609.06	609.09
J	2741+82.41	12.00	609.06	609.10
K	2741+92.41	12.00	609.05	609.09
℄ Brg. E. Abut.	2742+01.99	12.00	609.04	609.06
Back E. Abut.	2742+04.12	12.00	609.04	609.06

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+82.04	17.00	608.91	608.93
℄ Brg. W. Abut.	2740+84.16	17.00	608.91	608.93
C	2740+94.16	17.00	608.93	608.97
D	2741+04.16	17.00	608.94	608.98
E	2741+14.16	17.00	608.94	608.98
℄ Pier No. 1	2741+23.75	17.00	608.95	608.97
F	2741+33.75	17.00	608.96	608.97
G	2741+43.75	17.00	608.96	608.98
H	2741+53.75	17.00	608.96	608.98
℄ Pier No. 2	2741+61.50	17.00	608.96	608.98
I	2741+71.50	17.00	608.96	608.99
J	2741+81.50	17.00	608.96	609.00
K	2741+91.50	17.00	608.95	608.99
℄ Brg. E. Abut.	2742+01.08	17.00	608.94	608.96
Back E. Abut.	2742+03.21	17.00	608.94	608.96

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	2740+81.85	18.00	608.89	608.91
℄ Brg. W. Abut.	2740+83.98	18.00	608.89	608.91
C	2740+93.98	18.00	608.91	608.95
D	2741+03.98	18.00	608.92	608.96
E	2741+13.98	18.00	608.92	608.96
℄ Pier No. 1	2741+23.56	18.00	608.93	608.95
F	2741+33.56	18.00	608.94	608.95
G	2741+43.56	18.00	608.94	608.96
H	2741+53.56	18.00	608.94	608.96
℄ Pier No. 2	2741+61.31	18.00	608.94	608.96
I	2741+71.31	18.00	608.94	608.97
J	2741+81.31	18.00	608.94	608.98
K	2741+91.31	18.00	608.93	608.97
℄ Brg. E. Abut.	2742+00.90	18.00	608.92	608.94
Back E. Abut.	2742+03.03	18.00	608.92	608.94



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+43.36	-18.00	609.81	609.83
A	2740+53.36	-18.00	609.82	609.84
B	2740+63.36	-18.00	609.83	609.85
E. End of W. Appr. Slab	2740+73.36	-18.00	609.83	609.85

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+42.27	-12.00	609.93	609.95
A	2740+52.27	-12.00	609.94	609.96
B	2740+62.27	-12.00	609.95	609.97
E. End of W. Appr. Slab	2740+72.27	-12.00	609.95	609.97

℄ ROADWAY & PG (E.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+40.08	0.00	610.10	610.12
A	2740+50.08	0.00	610.11	610.13
B	2740+60.08	0.00	610.12	610.14
E. End of W. Appr. Slab	2740+70.08	0.00	610.13	610.15

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+37.88	12.00	609.92	609.94
A	2740+47.88	12.00	609.93	609.95
B	2740+57.88	12.00	609.94	609.96
E. End of W. Appr. Slab	2740+67.88	12.00	609.95	609.97

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+36.06	22.00	609.72	609.74
A	2740+46.06	22.00	609.73	609.75
B	2740+56.06	22.00	609.74	609.76
E. End of W. Appr. Slab	2740+66.06	22.00	609.75	609.77

MODEL: 0250016-74599-010
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

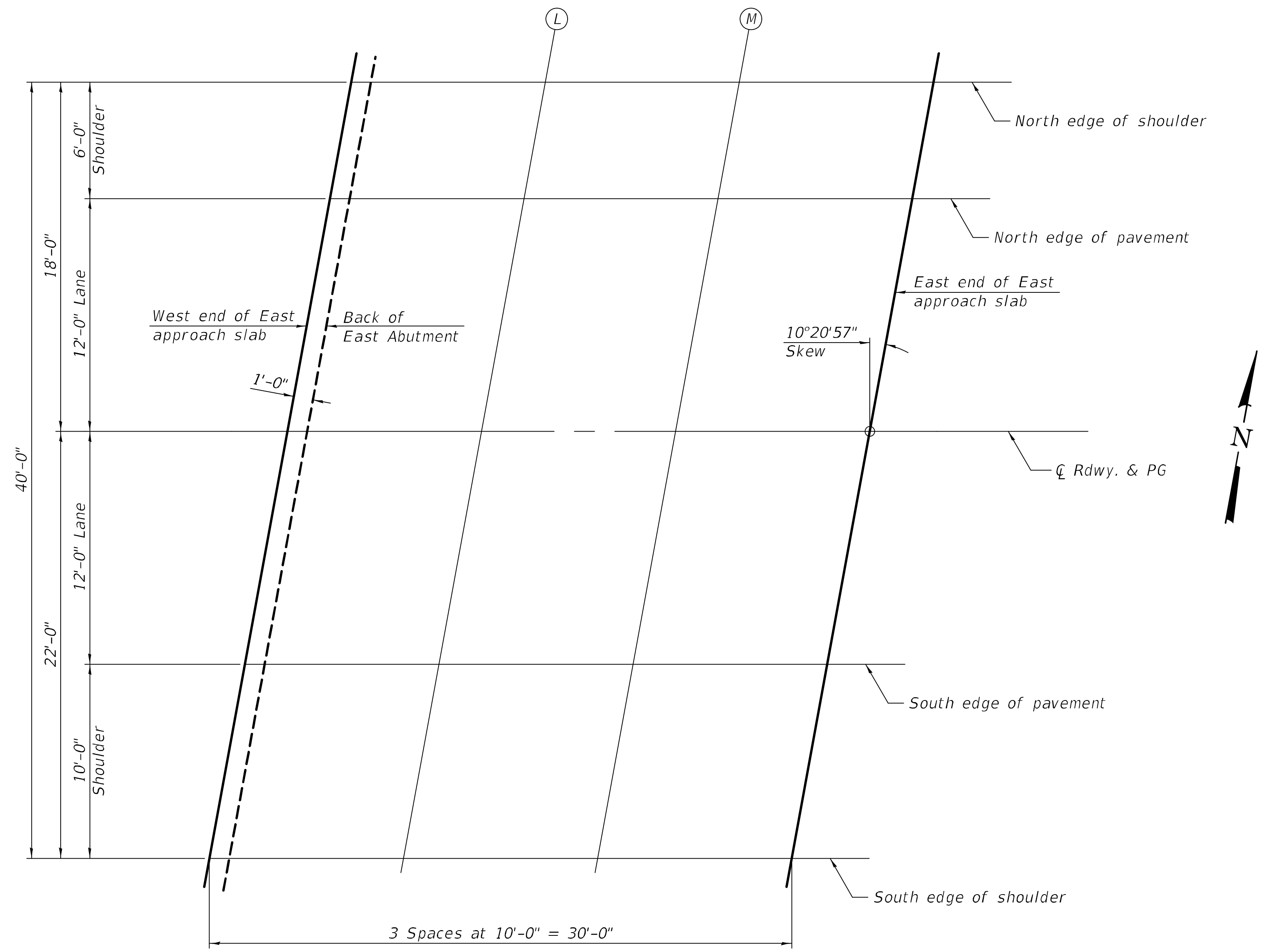
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 025 - 0016 (EB)

SHEET 10 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	267
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

5/13/2022 9:25:02 AM



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2741+92.50	-18.00	609.81	609.83
L	2742+02.50	-18.00	609.79	609.81
M	2742+12.50	-18.00	609.78	609.80
E. End of E. Appr. Slab	2742+22.50	-18.00	609.76	609.78

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2741+91.40	-12.00	609.93	609.95
L	2742+01.40	-12.00	609.91	609.93
M	2742+11.40	-12.00	609.90	609.92
E. End of E. Appr. Slab	2742+21.40	-12.00	609.88	609.90

℄ ROADWAY & PG (E.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2741+89.21	0.00	610.11	610.13
L	2741+99.21	0.00	610.10	610.12
M	2742+09.21	0.00	610.08	610.10
E. End of E. Appr. Slab	2742+19.21	0.00	610.07	610.09

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2741+87.02	12.00	609.93	609.95
L	2741+97.02	12.00	609.92	609.94
M	2742+07.02	12.00	609.91	609.93
E. End of E. Appr. Slab	2742+17.02	12.00	609.89	609.91

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2741+85.19	22.00	609.73	609.75
L	2741+95.19	22.00	609.72	609.74
M	2742+05.19	22.00	609.71	609.73
E. End of E. Appr. Slab	2742+15.19	22.00	609.69	609.71

MODEL: 0250016-74599-011
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

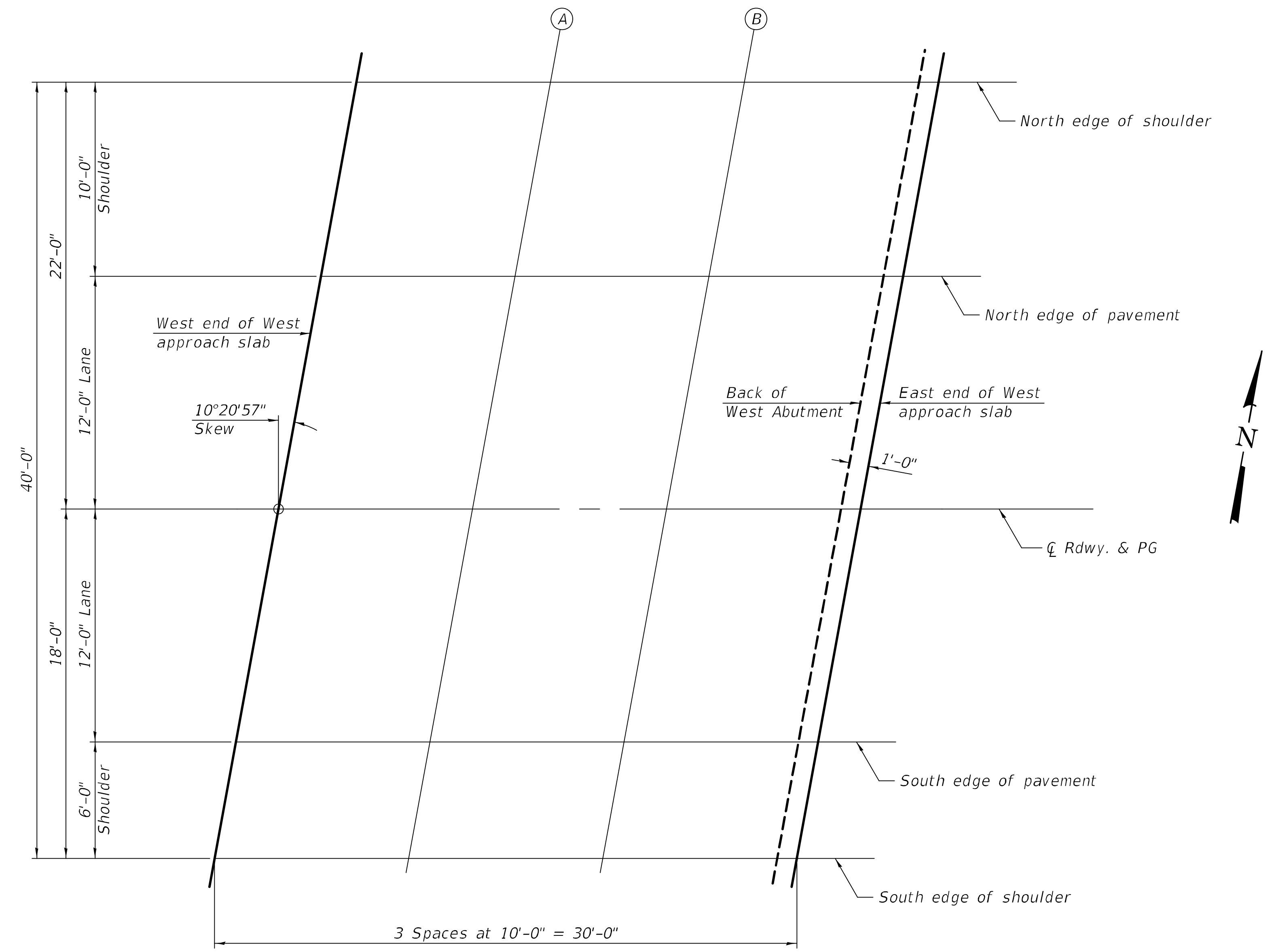
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 025 - 0016 (EB)

SHEET 11 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	268
CONTRACT NO. 74599				
ILLINOIS FED. AID PROJECT				

5/13/2022 9:25:03 AM



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+60.17	-22.00	608.78	608.80
A	2740+70.17	-22.00	608.80	608.82
B	2740+80.17	-22.00	608.81	608.83
E. End of W. Appr. Slab	2740+90.17	-22.00	608.82	608.84

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+58.35	-12.00	608.98	609.00
A	2740+68.35	-12.00	608.99	609.01
B	2740+78.35	-12.00	609.01	609.03
E. End of W. Appr. Slab	2740+88.35	-12.00	609.02	609.04

℄ ROADWAY & PG (E.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+56.16	0.00	609.15	609.17
A	2740+66.16	0.00	609.17	609.19
B	2740+76.16	0.00	609.18	609.20
E. End of W. Appr. Slab	2740+86.16	0.00	609.20	609.22

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+53.97	12.00	608.97	609.99
A	2740+63.97	12.00	608.99	609.01
B	2740+73.97	12.00	609.00	609.02
E. End of W. Appr. Slab	2740+83.97	12.00	609.01	609.03

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	2740+52.87	18.00	608.85	608.87
A	2740+62.87	18.00	608.86	608.88
B	2740+72.87	18.00	608.88	608.90
E. End of W. Appr. Slab	2740+82.87	18.00	608.89	608.91

MODEL: 0250016-74599-012
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED		REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 025 - 0017 (WB)

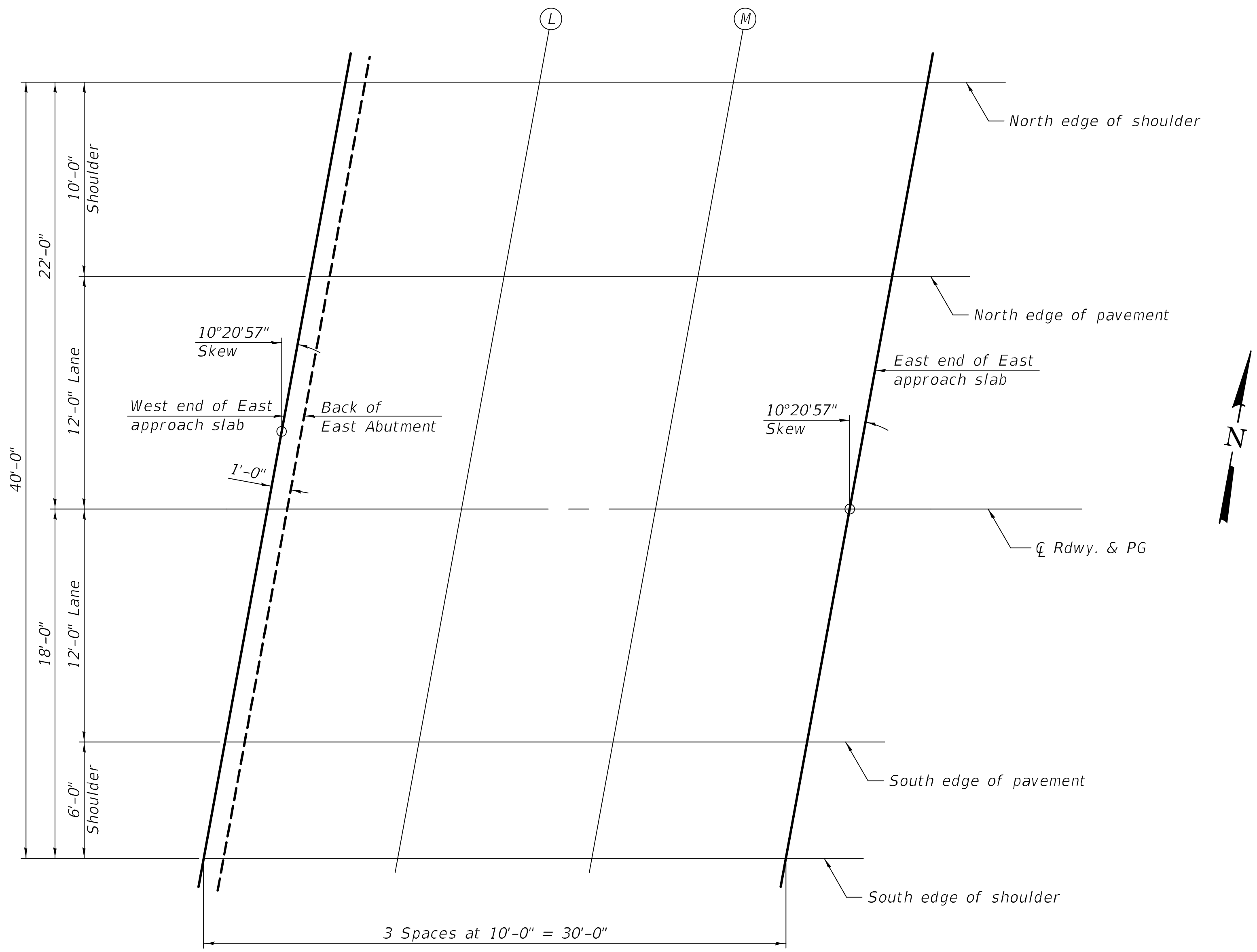
SHEET 12 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	269

CONTRACT NO. 74599

ILLINOIS FED. AID PROJECT

5/13/2022 9:25:03 AM



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2742+09.31	-22.00	608.84	608.86
L	2742+19.31	-22.00	608.83	608.85
M	2742+29.31	-22.00	608.82	608.84
E. End of E. Appr. Slab	2742+39.31	-22.00	608.80	608.82

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2742+07.48	-12.00	609.04	609.06
L	2742+17.48	-12.00	609.03	609.05
M	2742+27.48	-12.00	608.02	609.04
E. End of E. Appr. Slab	2742+37.48	-12.00	608.01	608.03

℄ ROADWAY & PG (E.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2742+05.29	0.00	609.22	609.24
L	2742+15.29	0.00	609.21	609.23
M	2742+25.29	0.00	609.20	609.22
E. End of E. Appr. Slab	2742+35.29	0.00	609.19	609.21

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2742+03.10	12.00	609.04	609.06
L	2742+13.10	12.00	609.03	609.05
M	2742+23.10	12.00	609.02	609.04
E. End of E. Appr. Slab	2742+33.10	12.00	609.01	609.03

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	2742+02.01	18.00	608.92	608.94
L	2742+12.01	18.00	608.91	608.93
M	2742+22.01	18.00	608.90	608.92
E. End of E. Appr. Slab	2742+32.01	18.00	608.89	608.91

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED		REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

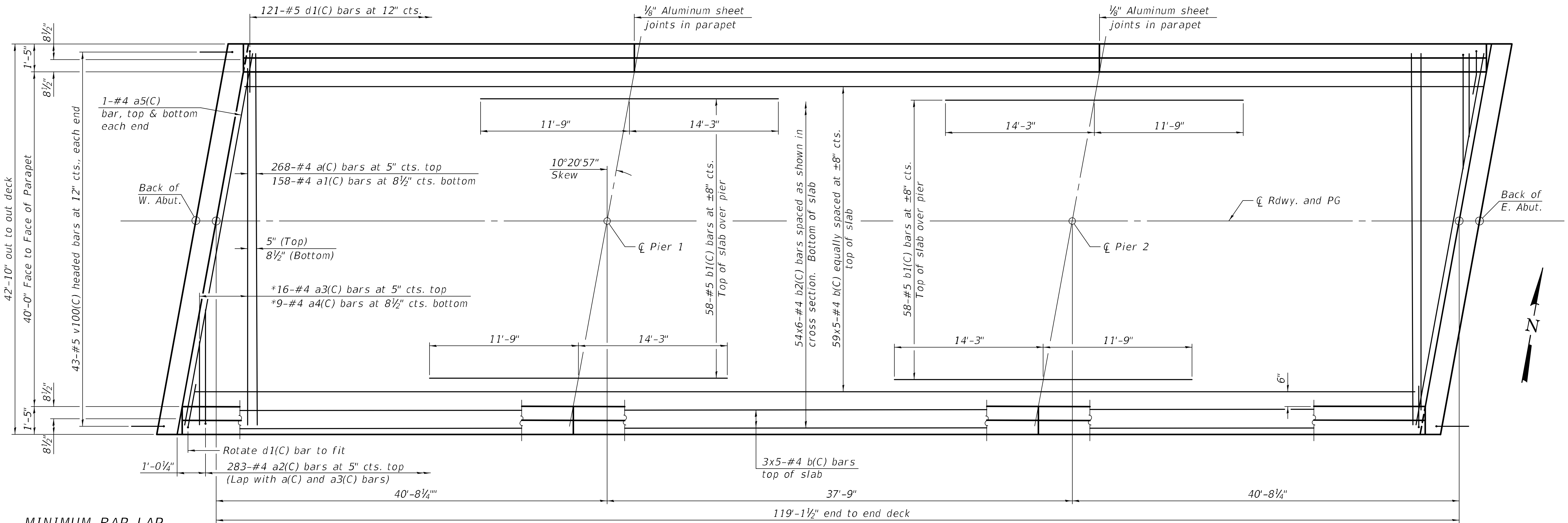
TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 025 - 0017 (WB)

SHEET 13 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	270

CONTRACT NO. 74599

ILLINOIS | FED. AID PROJECT



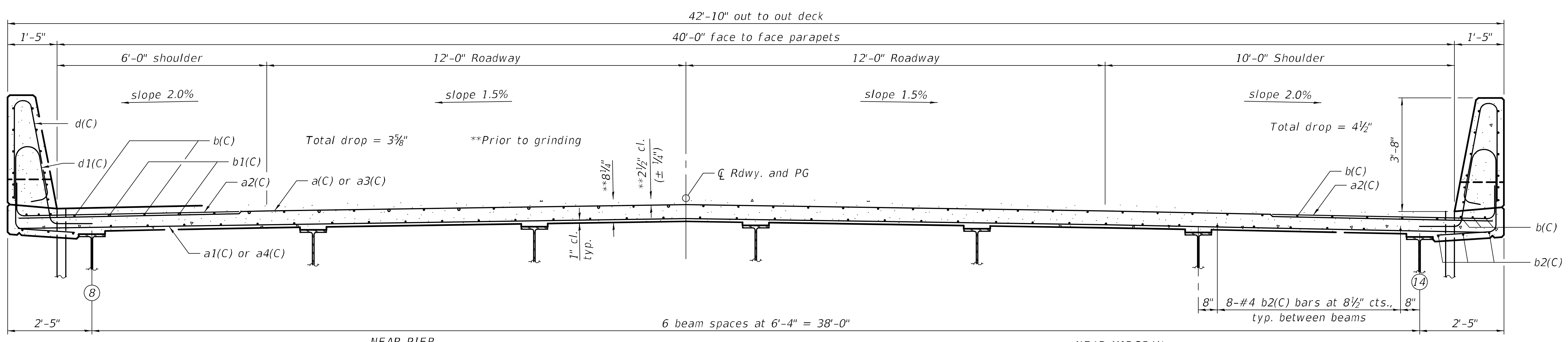
PLAN

MINIMUM BAR LAP

#4 bar = 2'-1"
#5 bar = 2'-8"

Notes:
See sheet 15 of 38 for superstructure details and Bill of Material.
Reinforcement bars designated (C) shall be A1035, low-carbon chromium bars. See special provisions.

* See Field Cutting Diagram on sheet 15 of 38.



CROSS SECTION
(Looking East)

MODEL: 0250016-74599-014
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:04 AM

DESIGNED -	JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN
CHECKED -	JASON A. KERN		
DRAWN -	DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED -	J.M.O. / J.A.K. / D.H.C.		

DATE - MAY 13, 2022
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

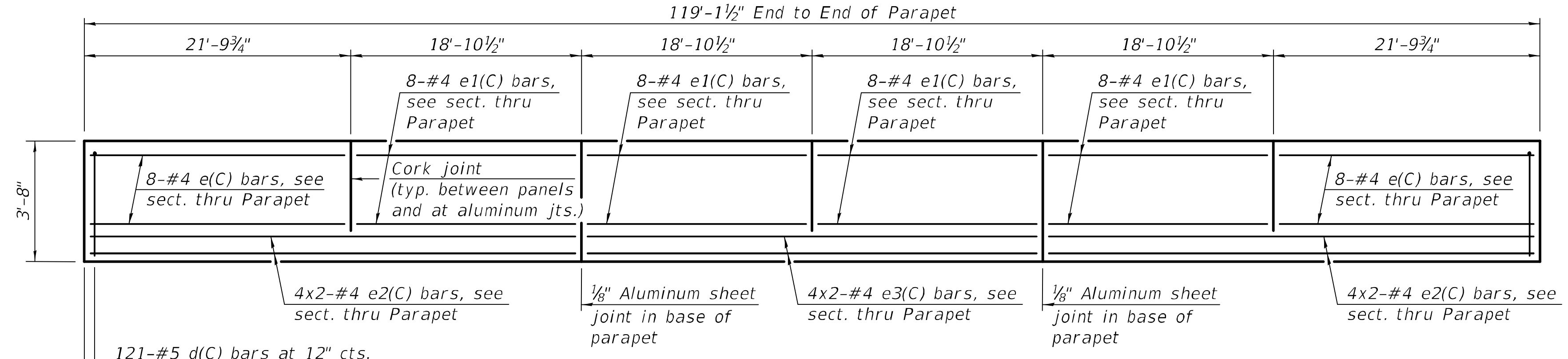
SUPERSTRUCTURE
STRUCTURE NO. 025 - 0016 (EB)

SHEET 14 OF 38 SHEETS

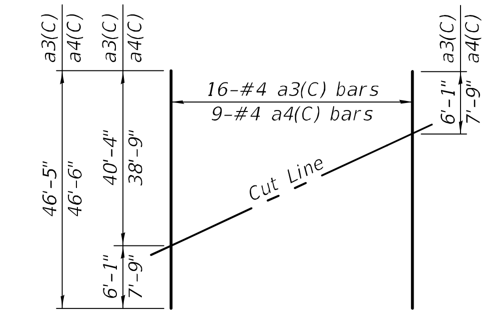
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	271
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MINIMUM BAR LAP

#4 bar = 2'-1"

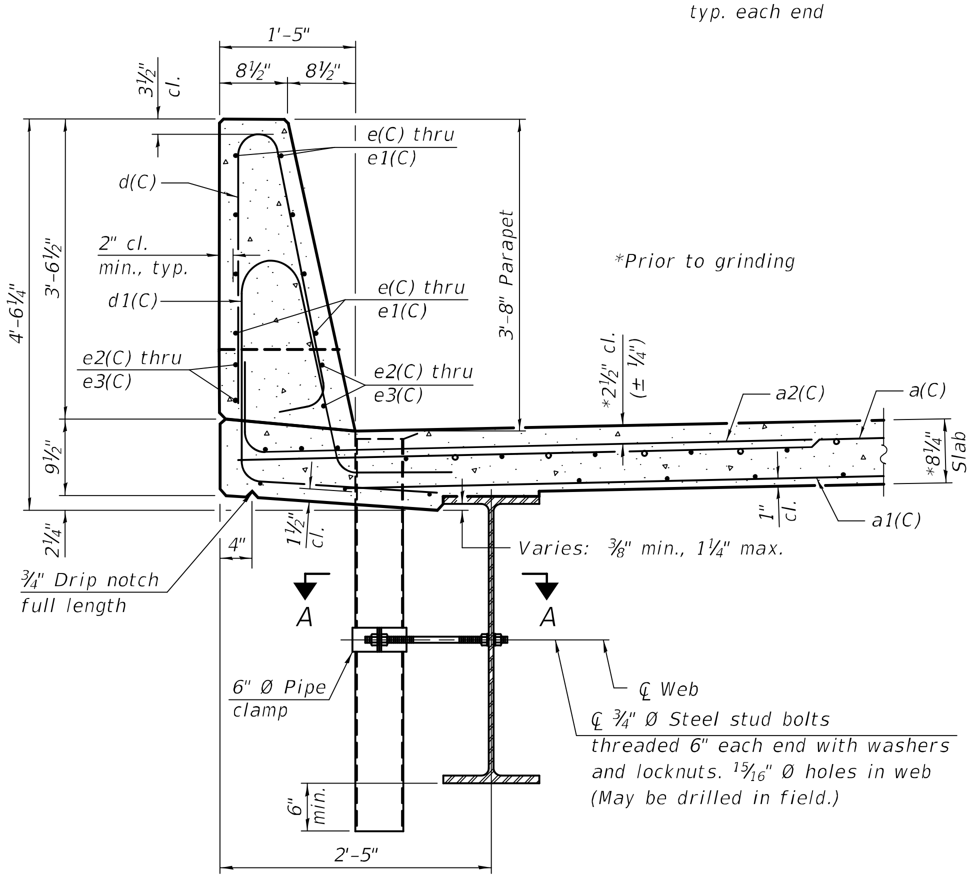


INSIDE ELEVATION OF PARAPET

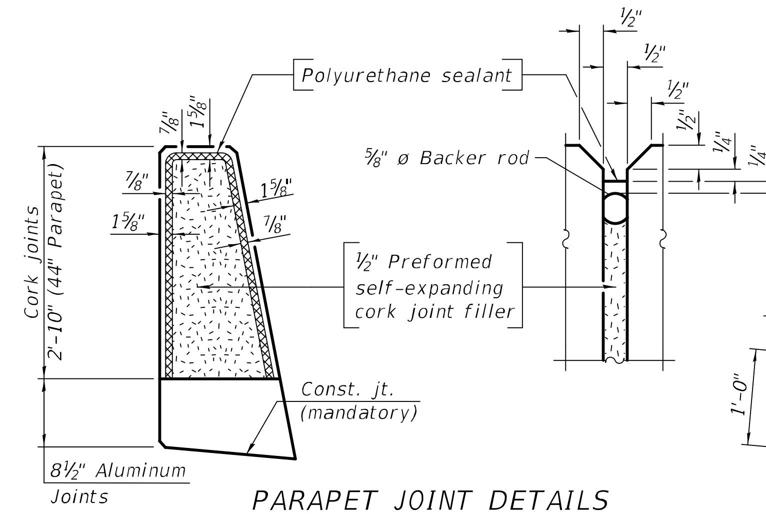


FIELD CUTTING DIAGRAM

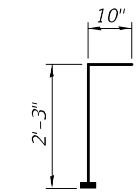
Order a3(C) and a4(C) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



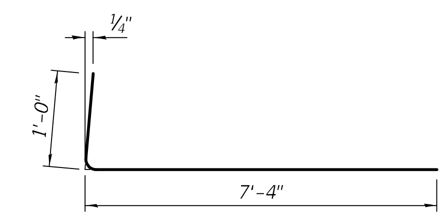
SECTION THRU PARAPET



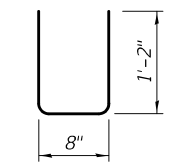
PARAPET JOINT DETAILS



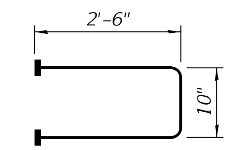
BAR v100(C)
(Headed)



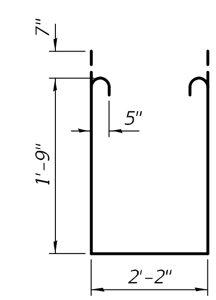
BAR a2(C)



BAR u(C)



BAR s1(C)
(Headed)



BAR s(C)

Notes:

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

Exterior surfaces of the floor drains shall be pigmented or painted to match the color of the adjacent beam.

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.

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.

Headed bars shall conform to ASTM A970 with threaded attachment: Class HA, epoxy coated; and reinforcement bars conforming to ASTM A1035, Type CS, Grade 100. Cost included with Reinforcement Bars, Low Carbon Chromium.

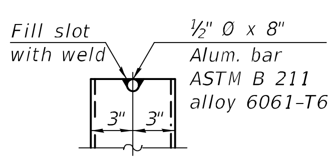
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(C)	268	#4	42'-6"	
a1(C)	158	#4	40'-6"	
a2(C)	566	#4	8'-4"	
a3(C)	16	#4	46'-5"	
a4(C)	9	#4	46'-6"	
a5(C)	4	#4	43'-2"	
b(C)	325	#4	25'-6"	
b1(C)	116	#5	26'-0"	
b2(C)	324	#4	21'-7"	
d(C)	242	#5	7'-0"	
d1(C)	242	#5	7'-10"	
e(C)	32	#4	21'-5"	
e1(C)	64	#4	18'-6"	
e2(C)	32	#4	21'-3"	
e3(C)	16	#4	19'-11"	
m(C)	10	#6	43'-2"	
m1(C)	24	#6	6'-1"	
m2(C)	24	#6	6'-1"	
m3(C)	8	#4	22'-8"	
m4(C)	8	#6	2'-1"	
m5(C)	8	#6	2'-1"	
s(C)	84	#5	6'-10"	
s1(C)	84	#5	5'-10"	
u(C)	88	#4	3'-0"	
v100(C)	86	#5	3'-1"	
Reinforcement Bars, Low Carbon Chromium			Lbs.	37,760
Concrete Superstructure			Cu. Yds.	187.9

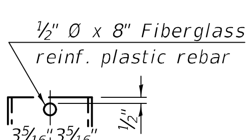
Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.

Reinforcement bars designated (C) shall be low-carbon chromium, see Special Provisions.

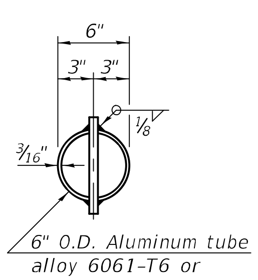
Field bending of (C) bars shall not be allowed.



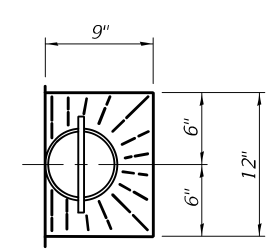
ALUMINUM TUBE



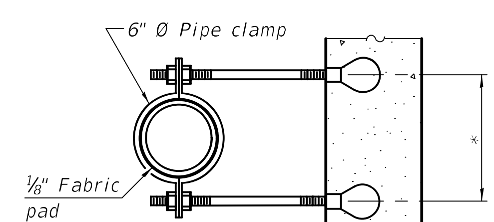
FIBERGLASS PIPE



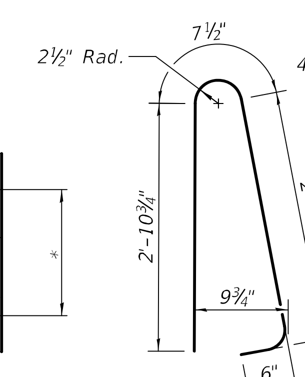
TOP PLAN
(Showing aluminum tube)



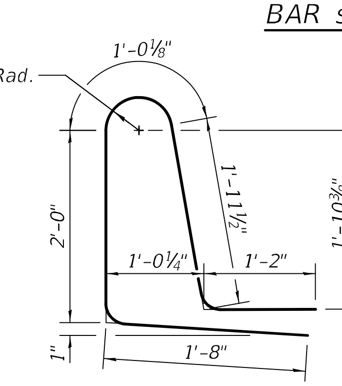
TOP PLAN



SECTION A-A
*Dimension as required by pipe clamp



BAR d(C)



BAR d1(C)

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JASON A. KERN	ENGINEER OF BRIDGE DESIGN		
DRAWN - DENNIS A. POP	PASSED	REVISED -	
CHECKED - J.M.O. / J.A.K. / D.H.C.	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

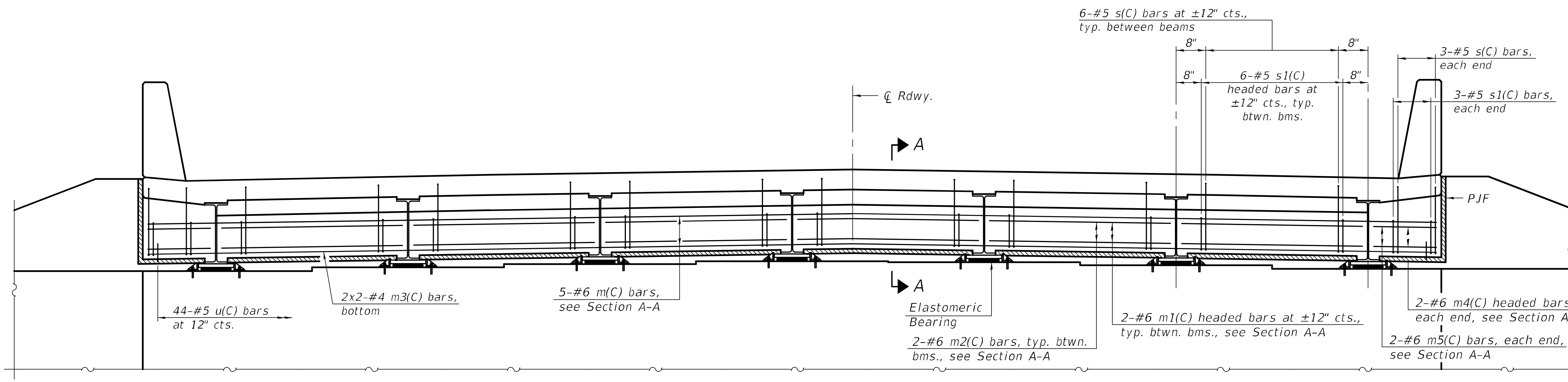
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 025 - 0016 (EB)

SHEET 15 OF 38 SHEETS

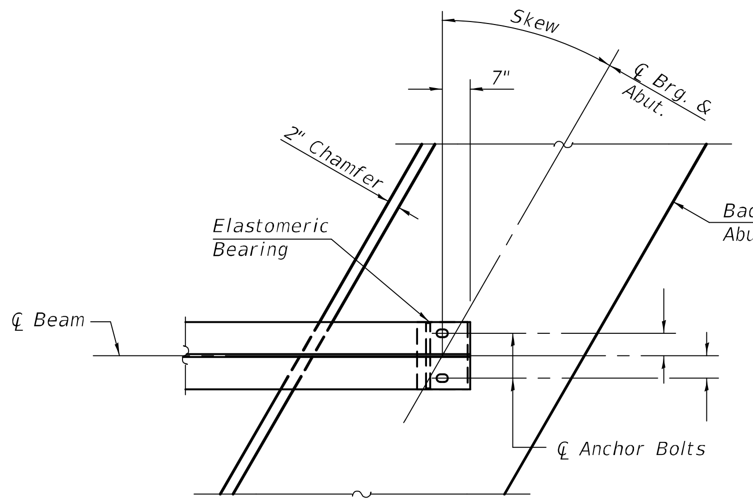
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	272

CONTRACT NO. 74599

ILLINOIS FED. AID PROJECT

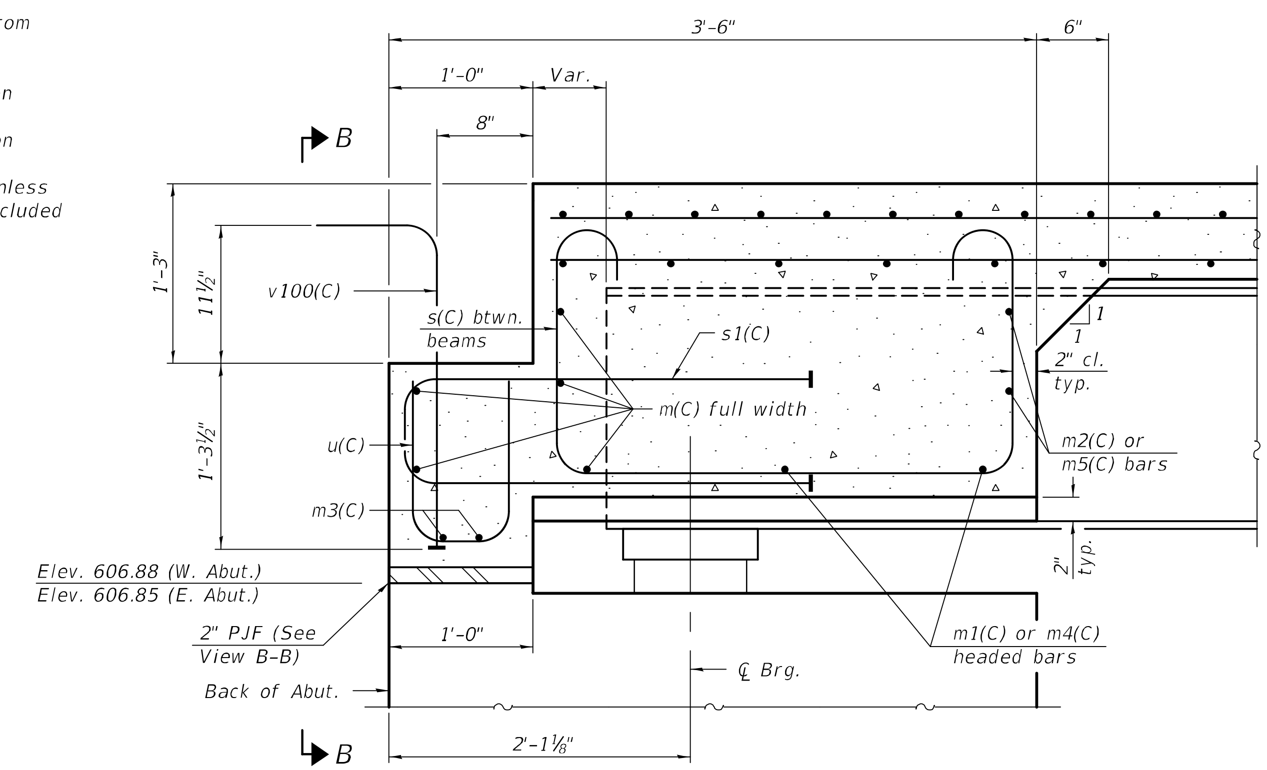


DIAPHRAGM AT ABUTMENT
(Horizontal dimensions are at right angles)

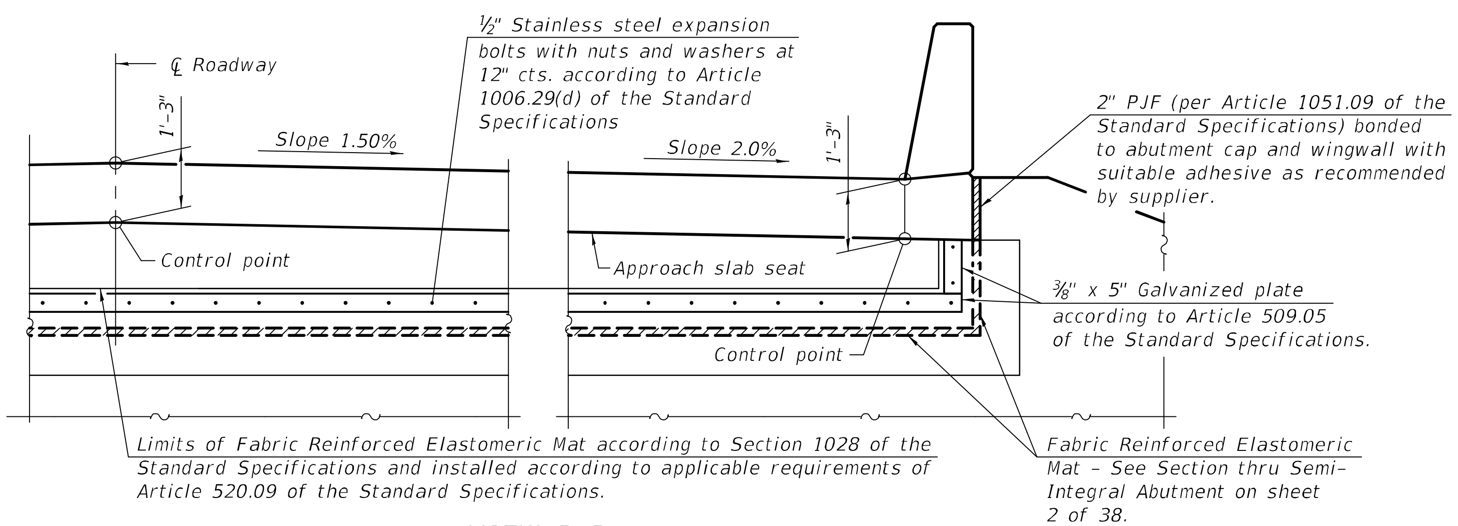


PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet 15 of 38 for superstructure details and Bill of Material.
The s(C), s1(C) and u(C) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Reinforcement bars designated (C) shall be low-carbon chromium.
Reinforcement bars in diaphragm are billed with superstructure on sheet 15 of 38.
Concrete in diaphragm is included with Concrete Superstructure on sheet 15 of 38.
Cost of Fabric Reinforced Elastomeric Mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.



SECTION A-A
(Horizontal dimensions are at right angles)

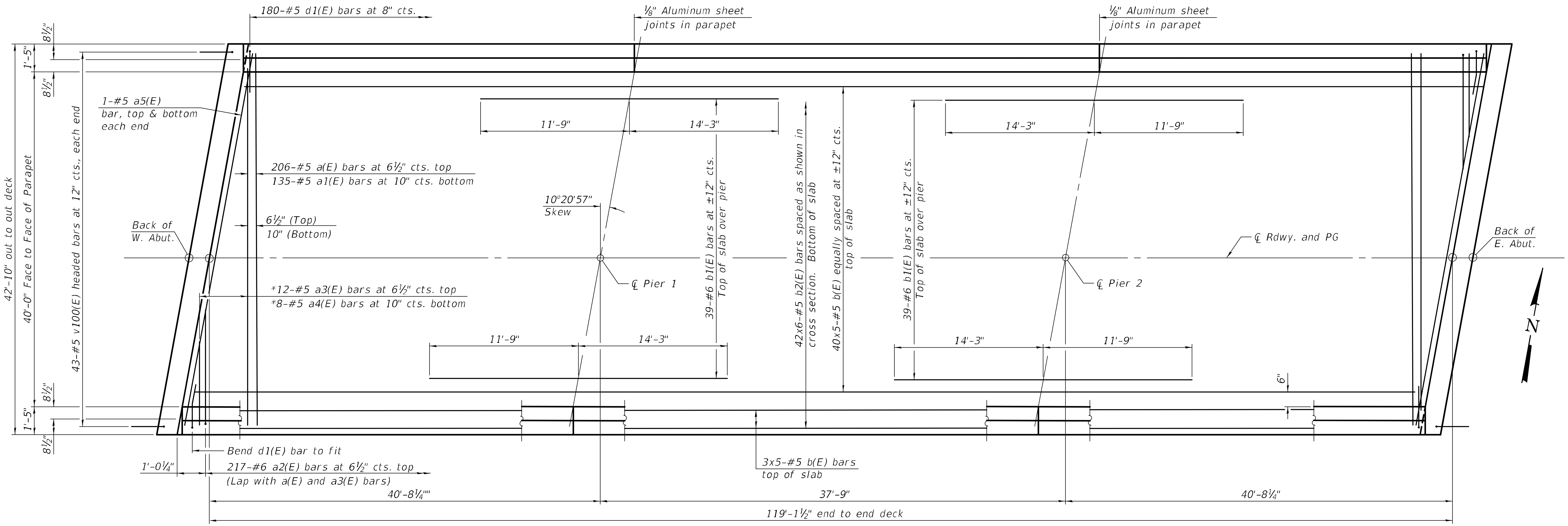


VIEW B-B
(Showing 2" PJF and limits of Fabric Reinforced Elastomeric Mat).

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 025 - 0016 (EB)
CHECKED - JASON A. KERN					
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -		SHEET 16 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	273
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: 0250016-74599-016
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:04 AM



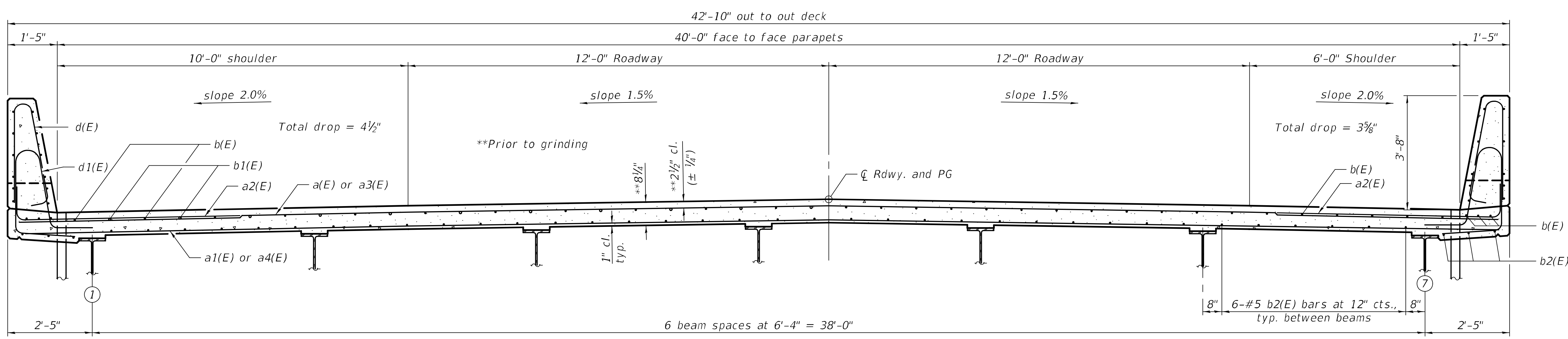
MINIMUM BAR LAP

#5 bar = 3'-6"

PLAN

Notes:
See sheet 18 of 38 for superstructure details and Bill of Material.

* See Field Cutting Diagram on sheet 18 of 38.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking East)

MODEL: 0250016-74599-017
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:05 AM

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JASON A. KERN				
DRAWN - DENNIS A. POP	PASSED		REVISED -	
CHECKED - J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

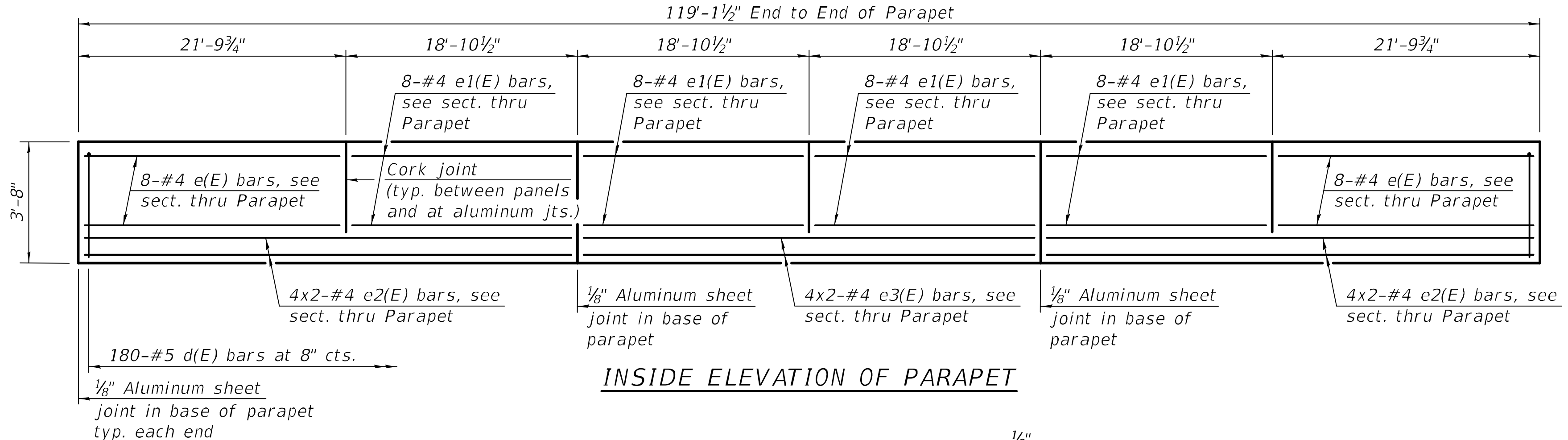
SUPERSTRUCTURE
STRUCTURE NO. 025 - 0017 (WB)

SHEET 17 OF 38 SHEETS

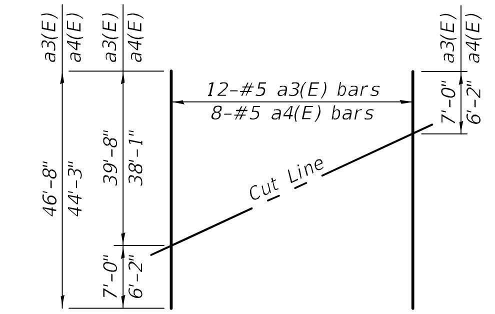
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	274
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MINIMUM BAR LAP

#4 bar = 2'-5"

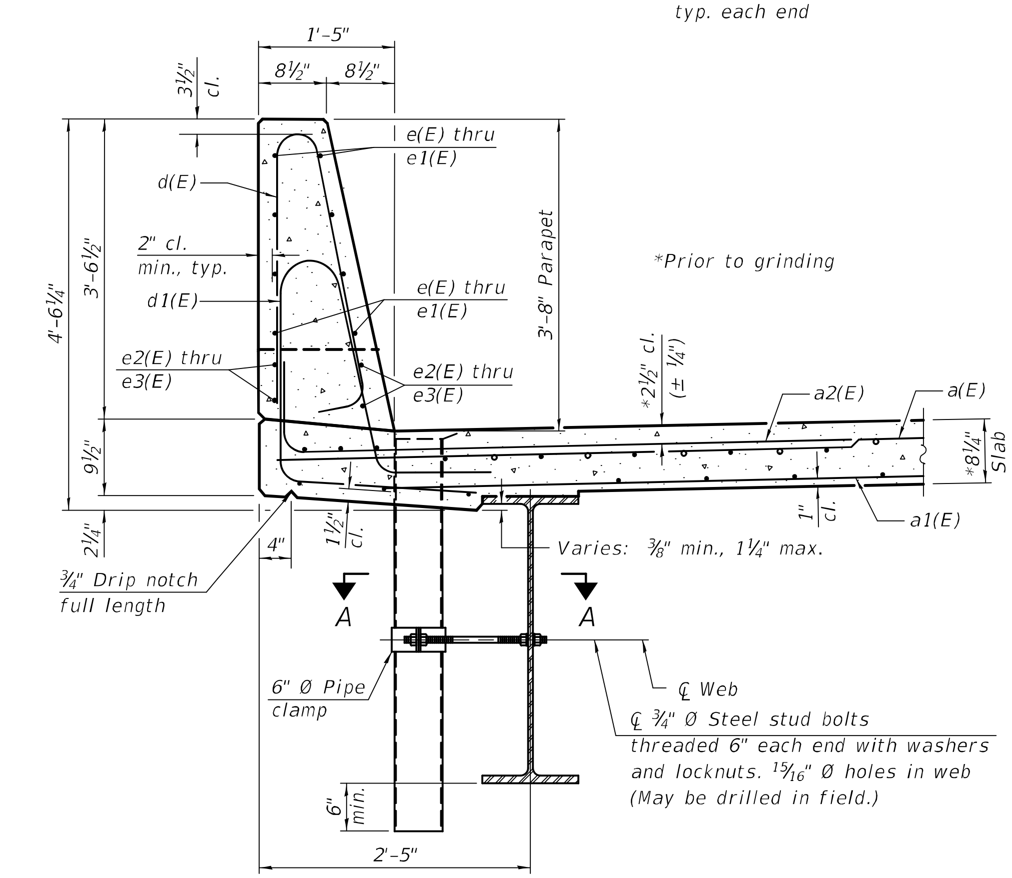


INSIDE ELEVATION OF PARAPET

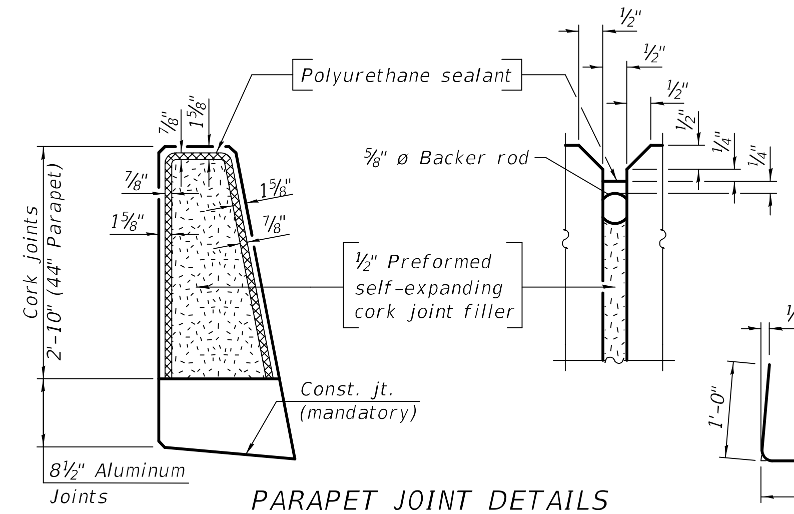


FIELD CUTTING DIAGRAM

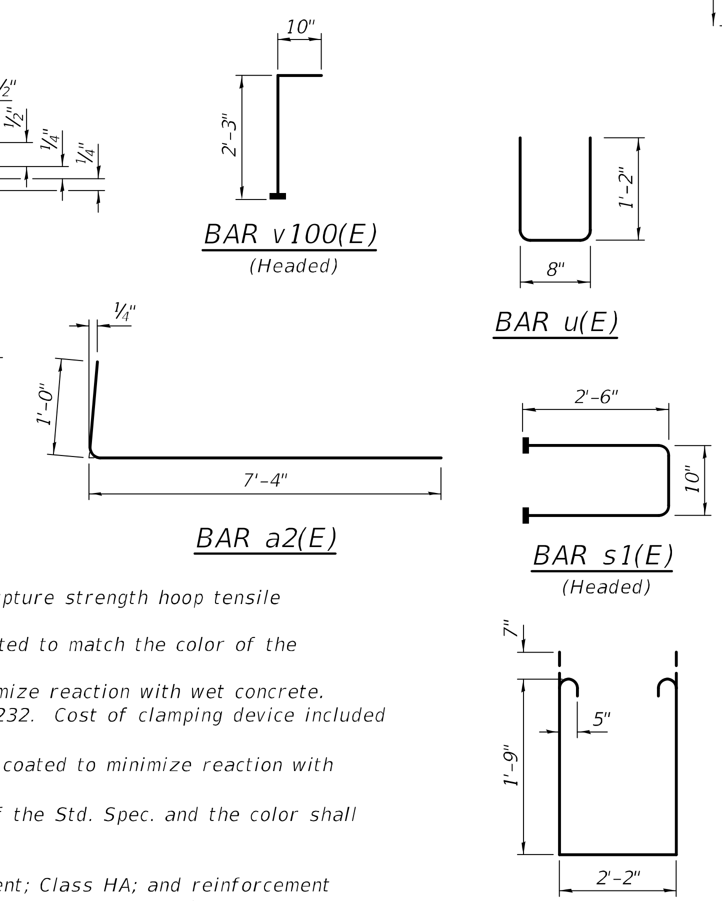
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



SECTION THRU PARAPET



PARAPET JOINT DETAILS



Notes:

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

Exterior surfaces of the floor drains shall be pigmented or painted to match the color of the adjacent beam.

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.

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.

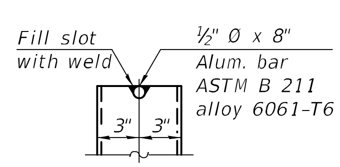
Reinforcement bars designated (E) shall be epoxy coated.

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.

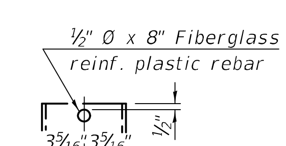
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	206	#5	42'-6"	
a1(E)	135	#5	40'-6"	
a2(E)	434	#6	8'-4"	
a3(E)	12	#5	46'-8"	
a4(E)	8	#5	44'-3"	
a5(E)	4	#5	43'-2"	
b(E)	230	#5	26'-7"	
b1(E)	78	#6	26'-0"	
b2(E)	252	#5	22'-10"	
d(E)	360	#5	7'-0"	
d1(E)	360	#5	7'-10"	
e(E)	32	#4	21'-5"	
e1(E)	64	#4	18'-6"	
e2(E)	32	#4	21'-7"	
e3(E)	16	#4	19'-11"	
m(E)	10	#6	43'-2"	
m1(E)	24	#6	6'-1"	
m2(E)	24	#6	6'-1"	
m3(E)	8	#4	22'-9"	
m4(E)	8	#6	2'-1"	
m5(E)	8	#6	2'-1"	
s(E)	84	#5	6'-10"	
s1(E)	84	#5	5'-10"	
u(E)	88	#4	3'-0"	
v100(E)	86	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	47,140
Concrete Superstructure			Cu. Yds.	187.7

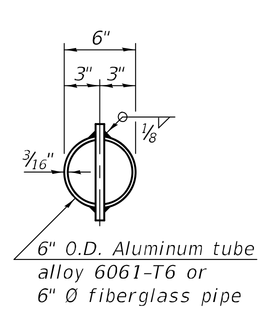
Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.



ALUMINUM TUBE

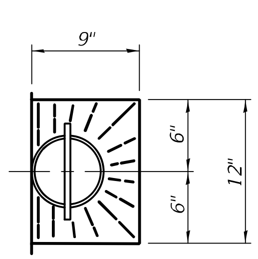


FIBERGLASS PIPE

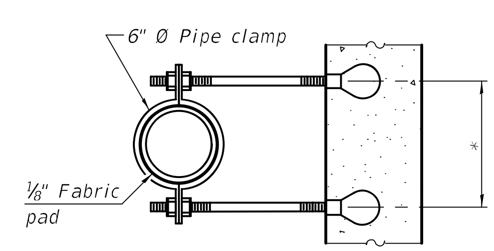


TOP PLAN

(Showing aluminum tube)

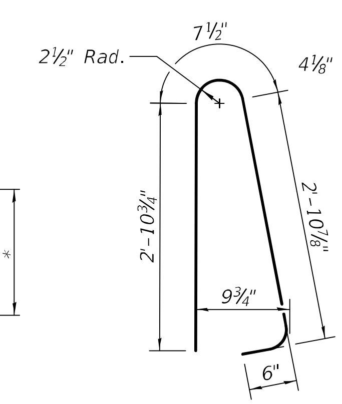


TOP PLAN

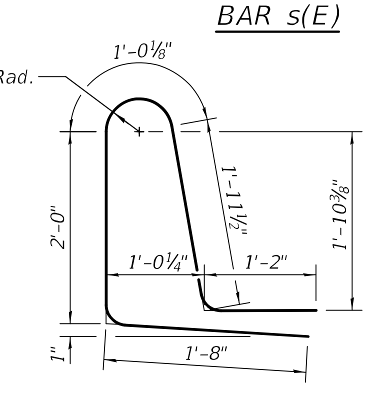


SECTION A-A

*Dimension as required by pipe clamp



BAR d(E)



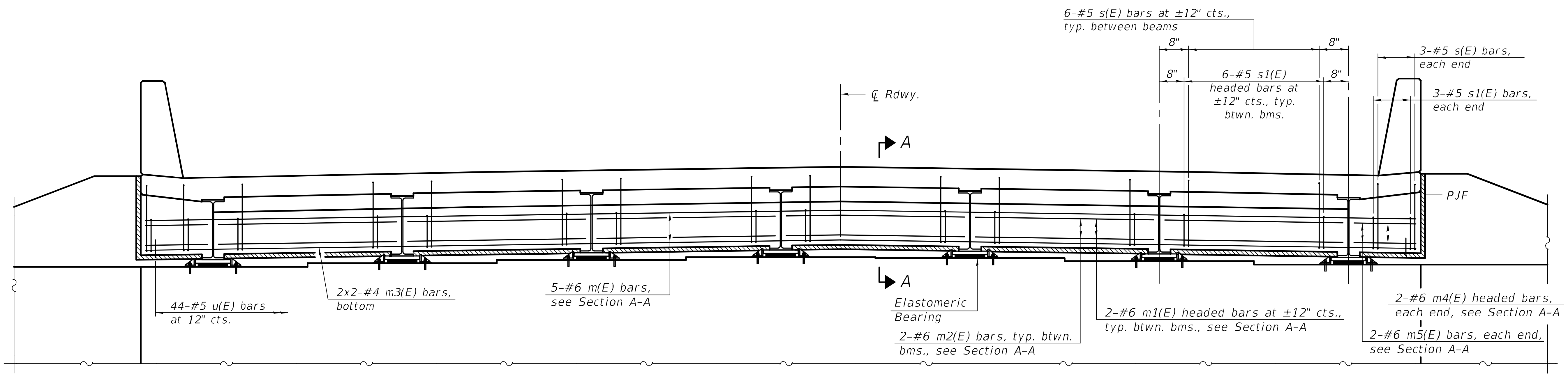
BAR d1(E)

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JASON A. KERN	ENGINEER OF BRIDGE DESIGN		
DRAWN - DENNIS A. POP	PASSED	REVISED -	
CHECKED - J.M.O. / J.A.K. / D.H.C.	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 025 - 0017 (WB)
SHEET 18 OF 38 SHEETS

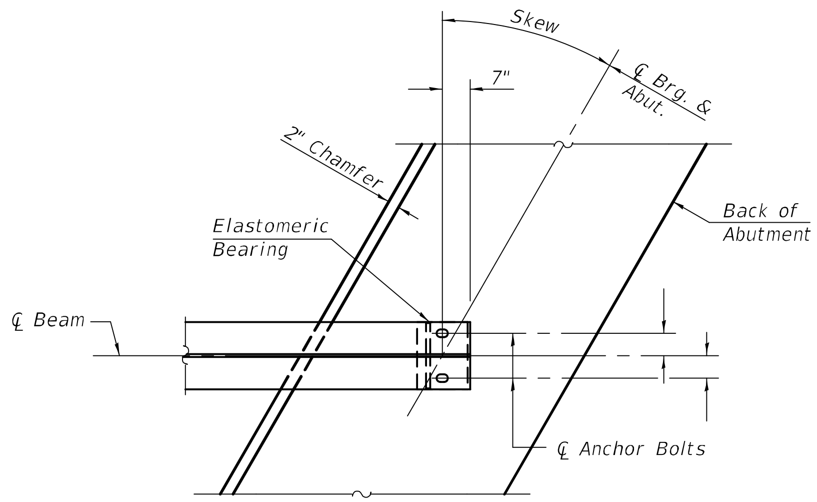
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	275

CONTRACT NO. 74599
ILLINOIS FED. AID PROJECT



DIAPHRAGM AT ABUTMENT

(Horizontal dimensions are at right angles)



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

See sheet 18 of 38 for superstructure details and Bill of Material.

The s(E), s1(E) and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

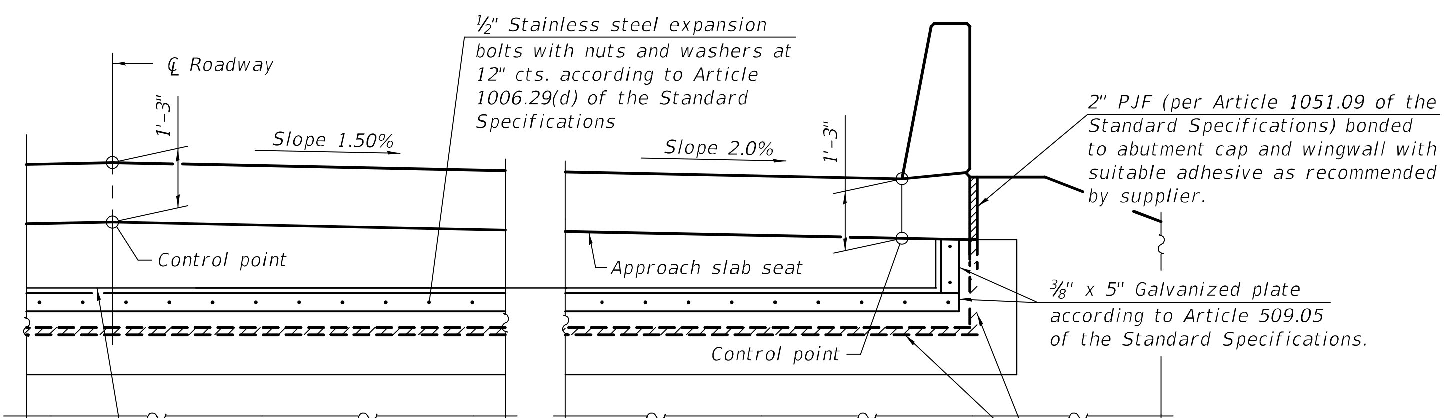
The approach slab seat shall have a constant slope determined from the control points shown.

Reinforcement bars designated (E) shall be epoxy coated.

Reinforcement bars in diaphragm are billed with superstructure on sheet 18 of 38.

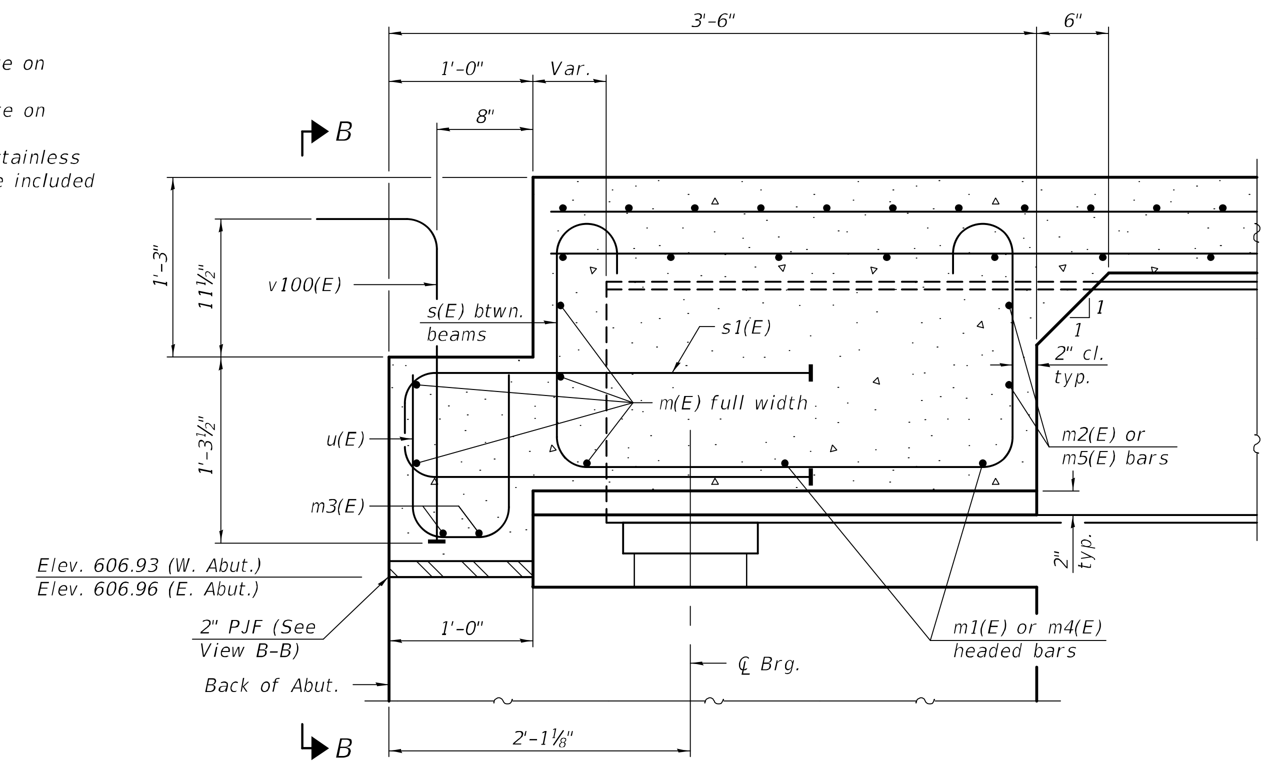
Concrete in diaphragm is included with Concrete Superstructure on sheet 18 of 38.

Cost of Fabric Reinforced Elastomeric Mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.



VIEW B-B

(Showing 2" PJF and limits of Fabric Reinforced Elastomeric Mat).

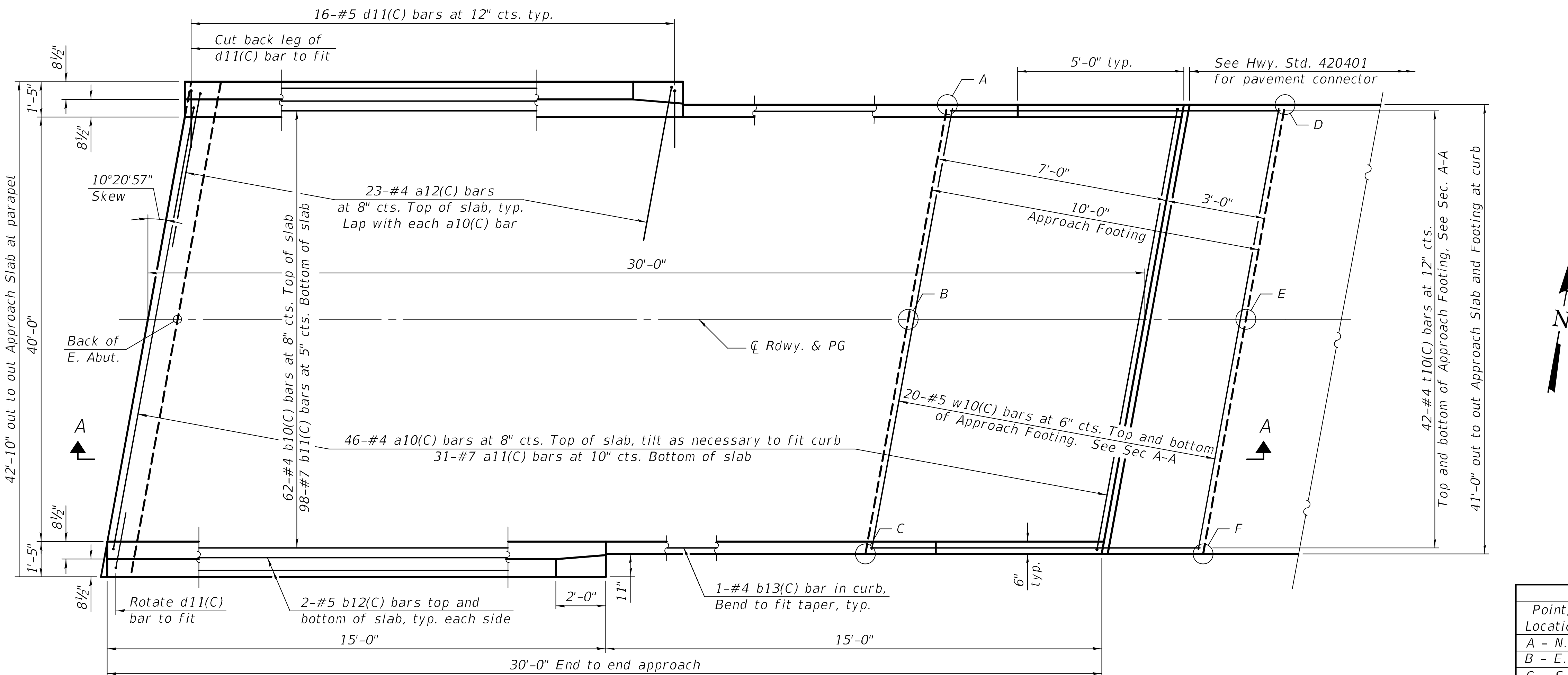


SECTION A-A

(Horizontal dimensions are at right angles)

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 025 - 0017 (WB)
CHECKED - JASON A. KERN					
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -		SHEET 19 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	276
		CONTRACT NO. 74599		
	ILLINOIS	FED. AID PROJECT		



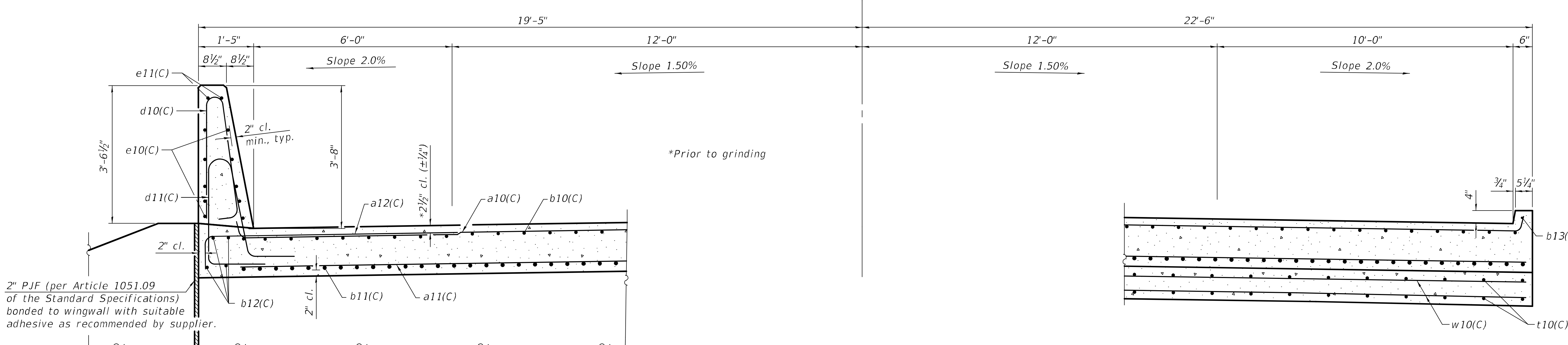
PLAN

(East Approach shown, West Approach similar)

Note:
Reinforcement bars designated (C) shall be low-carbon chromium. See Special Provisions.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - N.E.	608.55	607.72	A - N.W.	608.51	607.68
B - E. ℄	608.86	608.03	B - W. ℄	608.83	607.99
C - S.E.	608.47	607.63	C - S.W.	608.44	607.61
D - N.W.	608.54	607.71	D - N.E.	608.50	607.66
E - W. ℄	608.85	608.02	E - E. ℄	608.81	607.98
F - S.W.	608.45	607.62	F - S.E.	608.43	607.60



CROSS SECTION

(Looking East)

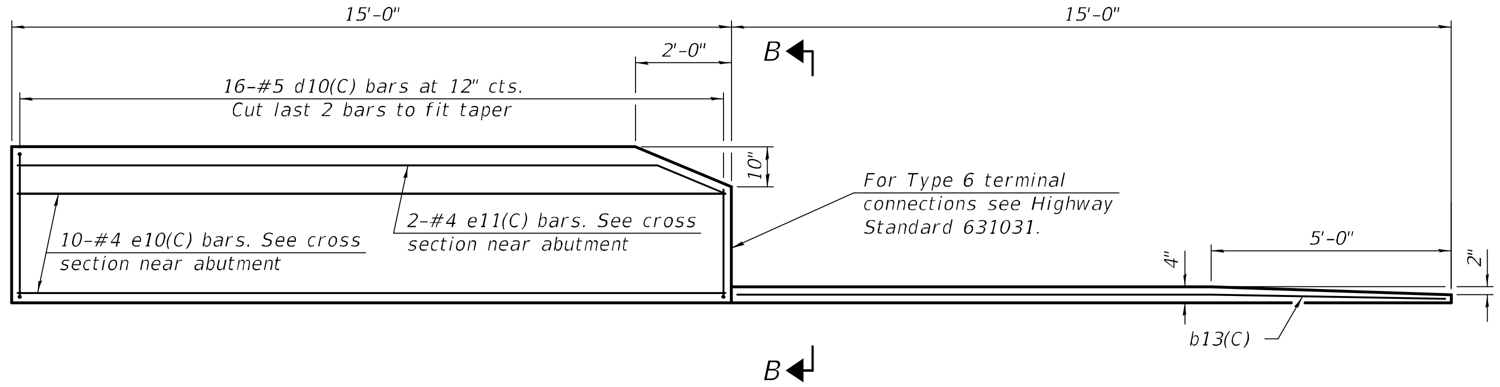
NEAR ABUTMENT

AT APPROACH FOOTING

MODEL: 0250016-74599-020
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:06 AM

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 025 - 0016 (EB)
CHECKED - JASON A. KERN					
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET 20 OF 38 SHEETS
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	277
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF PARAPET AND CURB

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

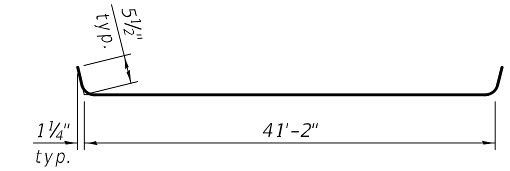
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

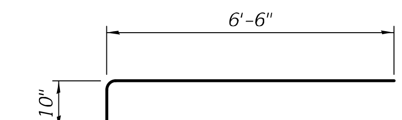
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

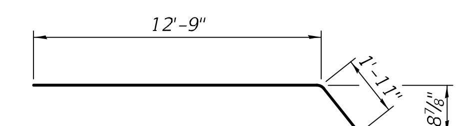
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 38.



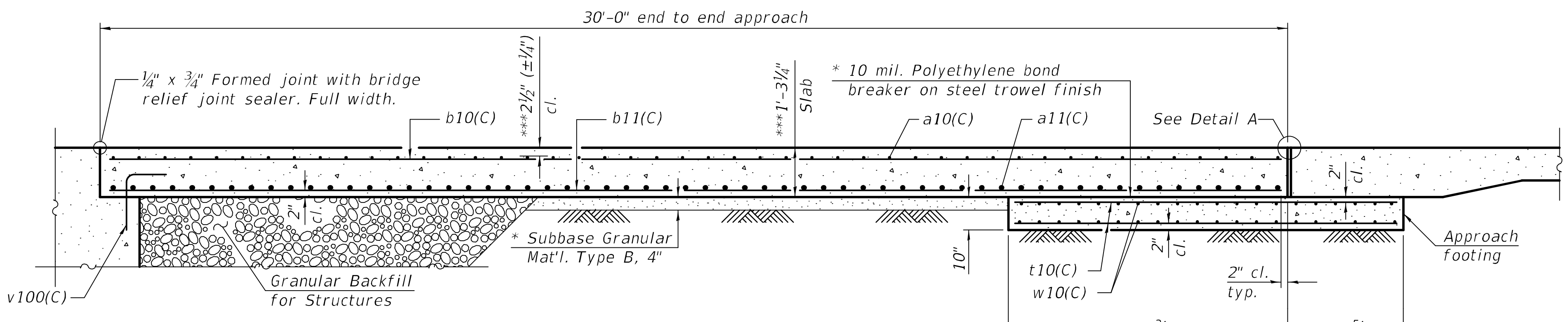
BAR a10(C)



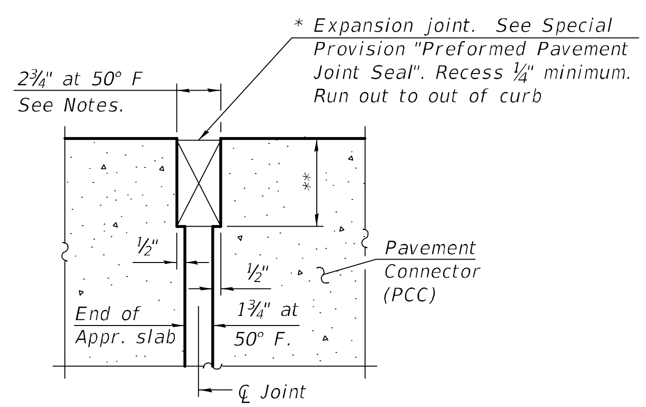
BAR a12(C)



BAR e11(C)

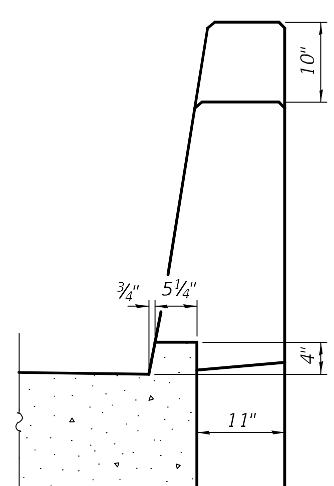


SECTION A-A

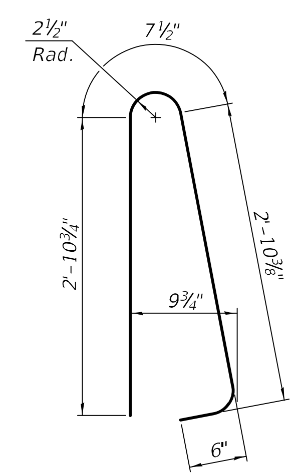


DETAIL A

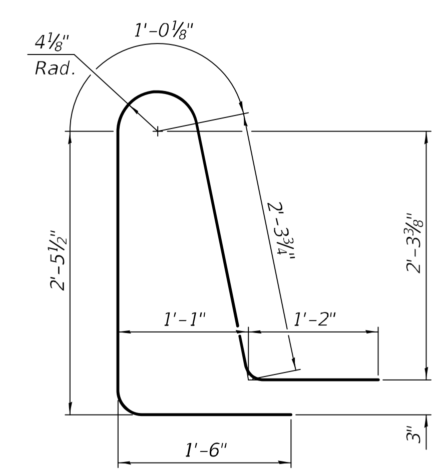
(@ Rt. ∠'s)



VIEW B-B



BAR d10(C)



BAR d11(C)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding

TWO APPROACHES
BILL OF MATERIAL
STRUCTURE NO. 025-0016

Bar	No.	Size	Length	Shape
a10(C)	92	#4	42'-1"	
a11(C)	62	#7	41'-4"	
a12(C)	92	#4	7'-4"	
b10(C)	124	#4	29'-8"	
b11(C)	196	#7	29'-8"	
b12(C)	16	#5	14'-8"	
b13(C)	4	#4	14'-8"	
d10(C)	64	#5	7'-0"	
d11(C)	64	#5	8'-6"	
e10(C)	40	#4	14'-8"	
e11(C)	8	#4	14'-8"	
t10(C)	168	#4	9'-9"	
w10(C)	80	#5	41'-4"	
Concrete Superstructure			Cu. Yd.	8.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	120.1
Concrete Structures			Cu. Yd.	25.4
Reinforcement Bars, Low Carbon Chromium			Pound	28,950

Reinforcement bars designated (C) shall be low-carbon chromium, see Special Provisions.

Field bending of (C) bars shall not be allowed.

DESIGNED -	JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN
CHECKED -	JASON A. KERN		
DRAWN -	DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED -	J.M.O. / J.A.K. / D.H.C.		

DATE - MAY 13, 2022
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 025 - 0016 (EB)

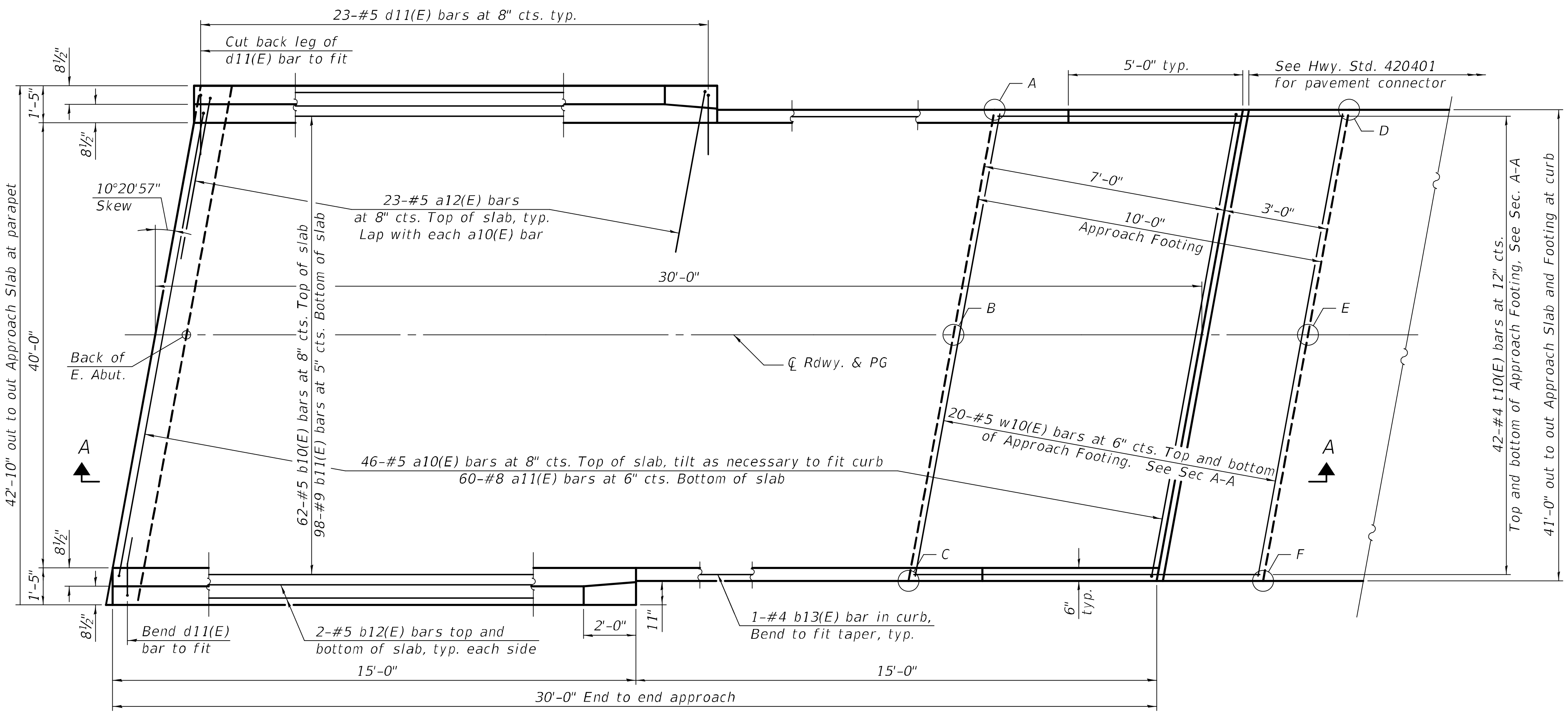
SHEET 21 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	278

CONTRACT NO. 74599

ILLINOIS FED. AID PROJECT

Note:
Reinforcement bars designated (E) shall be epoxy coated.

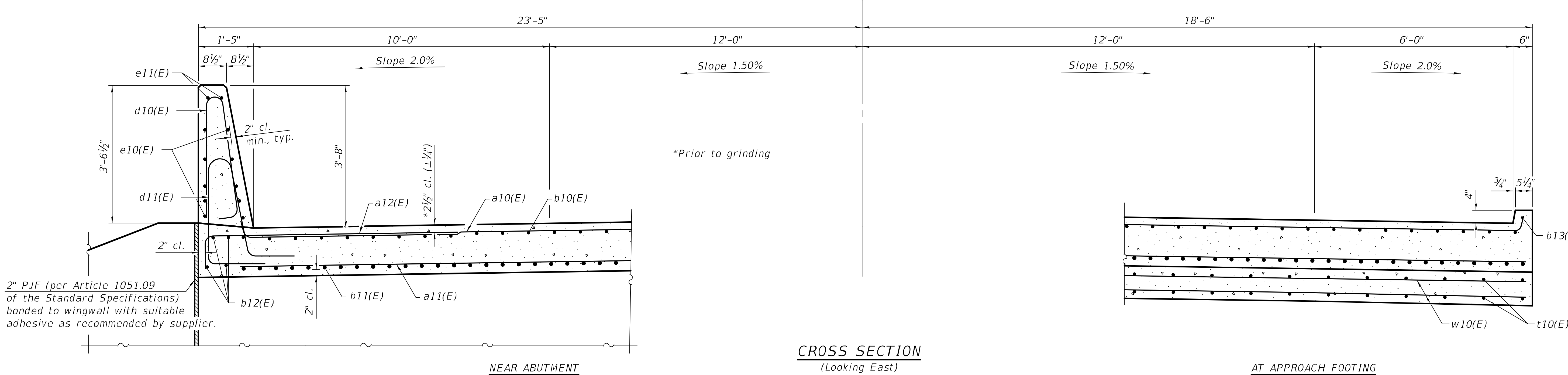


PLAN

(East Approach shown, West Approach similar)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - N.E.	607.53	606.70	A - N.W.	607.55	606.72
B - E. ℄	607.92	607.08	B - W. ℄	607.95	607.11
C - S.E.	607.60	606.77	C - S.W.	607.64	606.81
D - N.W.	607.52	606.68	D - N.E.	607.54	606.71
E - W. ℄	607.90	607.06	E - E. ℄	607.93	607.10
F - S.W.	607.58	606.75	F - S.E.	607.63	606.80



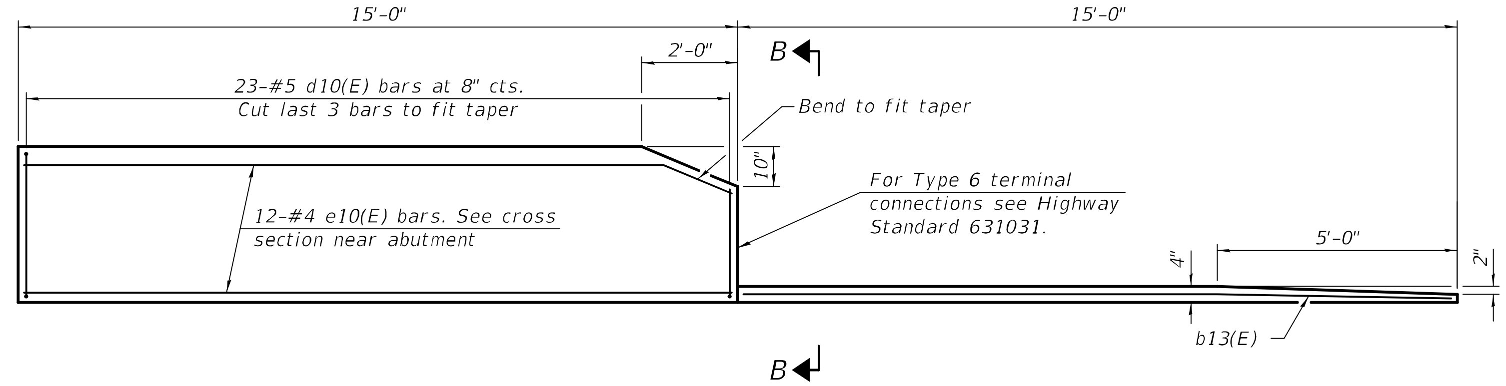
CROSS SECTION

(Looking East)

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 025 - 0017 (WB)
CHECKED - JASON A. KERN					
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -		SHEET 22 OF 38 SHEETS

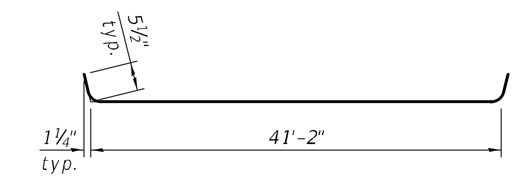
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	279
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: 0250016-74599-022
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:06 AM

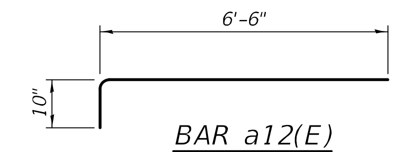


INSIDE ELEVATION OF PARAPET AND CURB

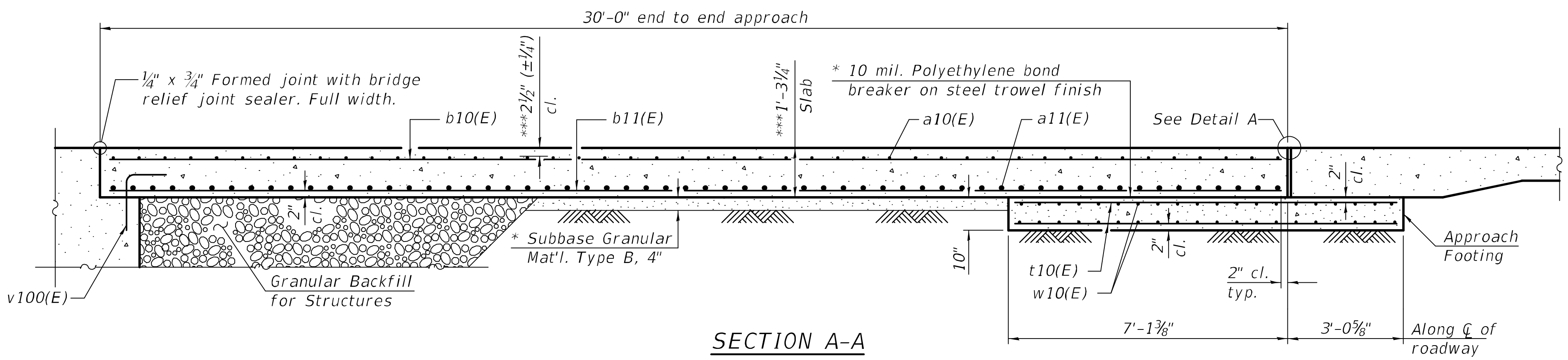
Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 38.



BAR a10(E)



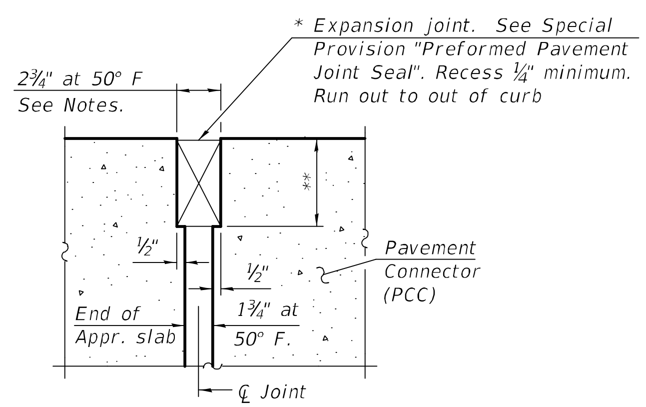
BAR a12(E)



SECTION A-A

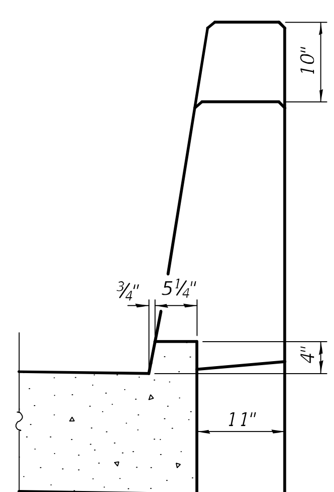
TWO APPROACHES BILL OF MATERIAL STRUCTURE NO. 025-0017

Bar	No.	Size	Length	Shape
a10(E)	92	#5	42'-1"	
a11(E)	120	#8	41'-4"	
a12(E)	92	#5	7'-4"	
b10(E)	124	#5	29'-8"	
b11(E)	196	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	7'-0"	
d11(E)	92	#5	8'-6"	
e10(E)	48	#4	14'-8"	
t10(E)	168	#4	9'-9"	
w10(E)	80	#5	41'-4"	
Concrete Superstructure			Cu. Yd.	8.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	120.0
Concrete Structures			Cu. Yd.	25.4
Reinforcement Bars, Epoxy Coated			Pound	48,380

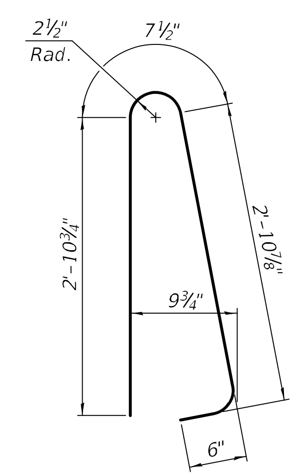


DETAIL A

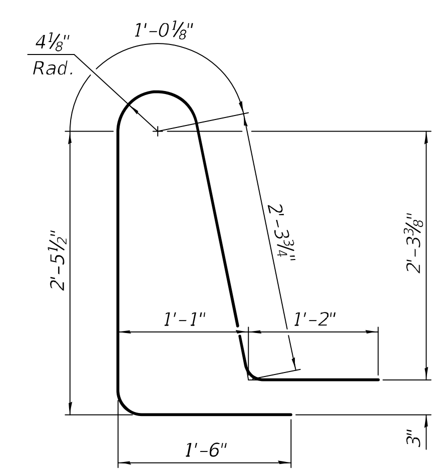
(@ Rt. ∡'s)



VIEW B-B



BAR d10(E)



BAR d11(E)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding

MODEL: 0250016-74599-023
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:06 AM

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED		REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

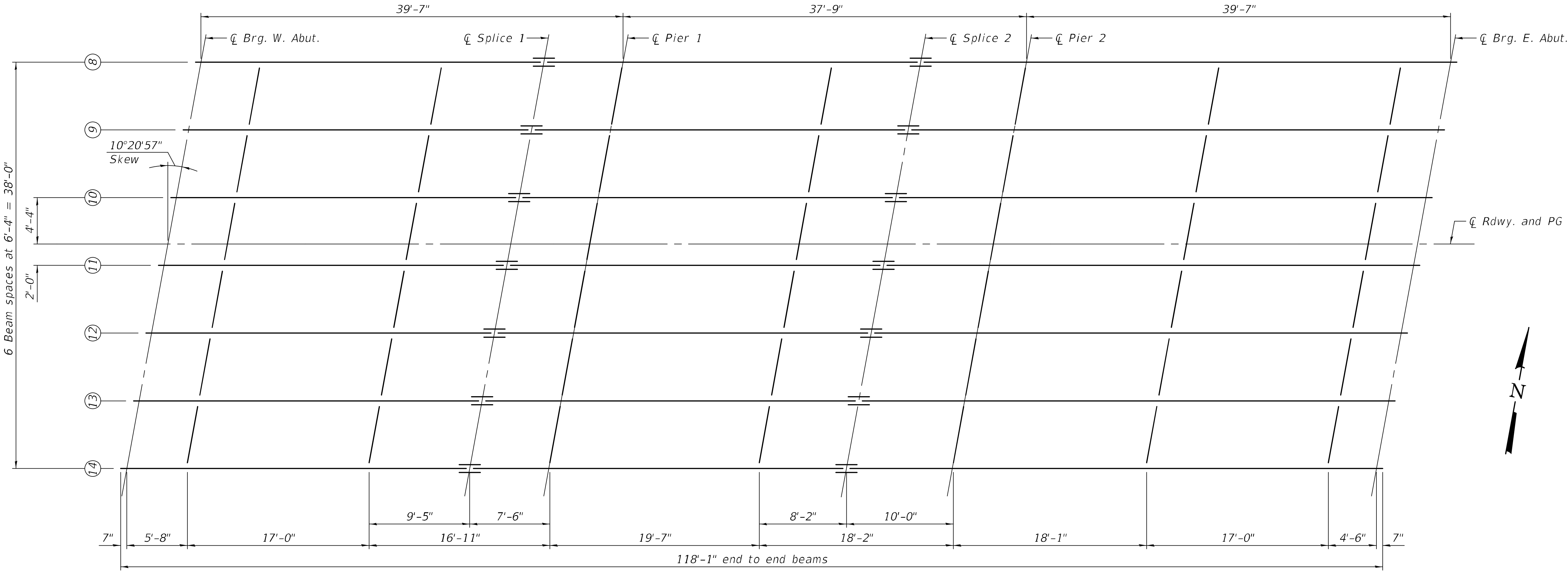
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 025 - 0017 (WB)

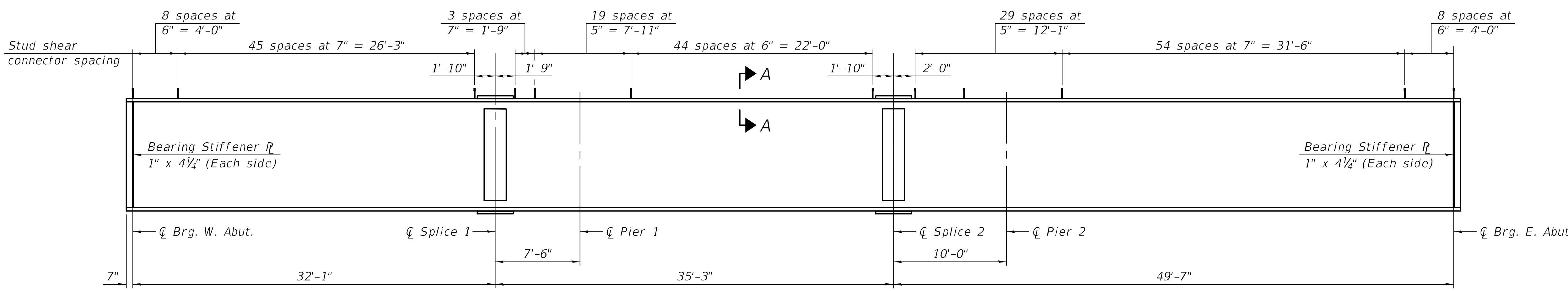
SHEET 23 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	280

CONTRACT NO. 74599
ILLINOIS FED. AID PROJECT

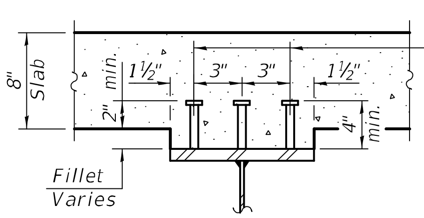


PLAN



BEAM ELEVATION

(All beams are W24x84, AASHTO M270, Grade 50, CVN)



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange. (4,473 Required)

SECTION A-A

*TOP OF BEAM ELEVATIONS

Location	℄ Bearing W. Abut.	℄ Splice 1	℄ Bearing Pier 1	℄ Splice 2	℄ Bearing Pier 2	℄ Bearing E. Abut.
Beam 8	609.15	609.10	609.09	609.08	609.09	609.12
Beam 9	609.25	609.22	609.20	609.20	609.20	609.23
Beam 10	609.36	609.31	609.30	609.30	609.30	609.33
Beam 11	609.39	609.35	609.34	609.33	609.34	609.37
Beam 12	609.30	609.25	609.24	609.24	609.24	609.28
Beam 13	609.19	609.14	609.13	609.13	609.14	609.17
Beam 14	609.06	609.02	609.01	609.01	609.01	609.04

* For fabrication use only.

Notes:
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
See sheet 26 of 38 for additional structural steel details.

MODEL: 0250016-74599-024
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	
CHECKED - JASON A. KERN				
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN
STRUCTURE NO. 025 - 0016 (EB)

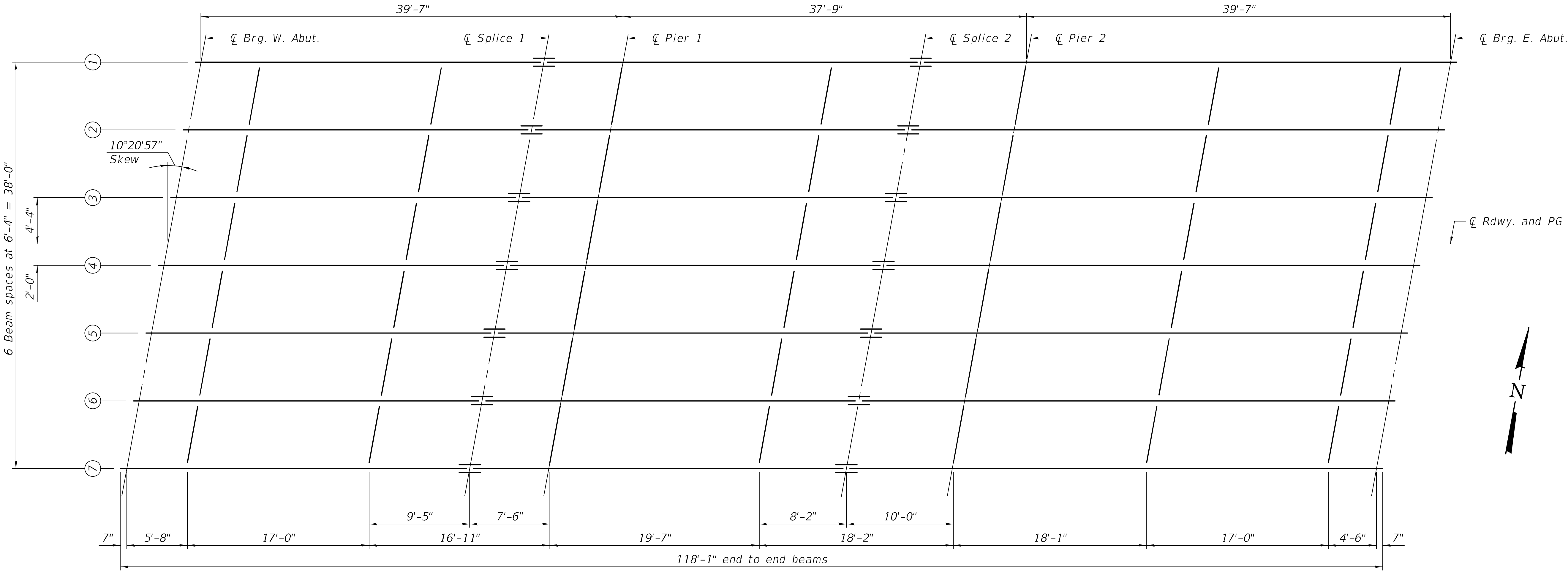
SHEET 24 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	281

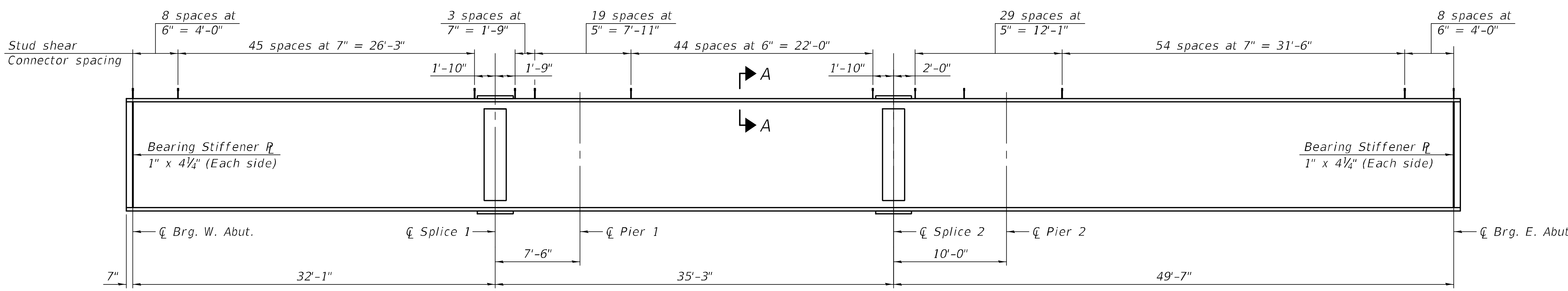
CONTRACT NO. 74599

ILLINOIS | FED. AID PROJECT

5/13/2022 9:25:07 AM

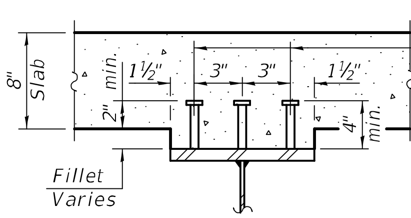


PLAN



BEAM ELEVATION

(All beams are W24x84, AASHTO M270, Grade 50, CVN)



¾" ø Granular or solid flux filled headed studs, automatically end welded to flange. (4,473 Required)

SECTION A-A

*TOP OF BEAM ELEVATIONS

Location	℄ Bearing W. Abut.	℄ Splice 1	℄ Bearing Pier 1	℄ Splice 2	℄ Bearing Pier 2	℄ Bearing E. Abut.
Beam 1	608.13	608.10	608.09	608.10	608.11	608.15
Beam 2	608.26	608.22	608.22	608.22	608.24	608.28
Beam 3	608.37	608.33	608.33	608.33	608.35	608.39
Beam 4	608.46	608.43	608.42	308.43	608.44	608.48
Beam 5	608.42	608.39	608.38	608.39	608.41	608.45
Beam 6	608.33	608.30	608.28	608.30	608.31	608.34
Beam 7	608.20	608.10	608.17	608.18	608.19	608.23

* For fabrication use only.

Notes:
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
See sheet 26 of 38 for additional structural steel details.

MODEL: 0250016-74599-025
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

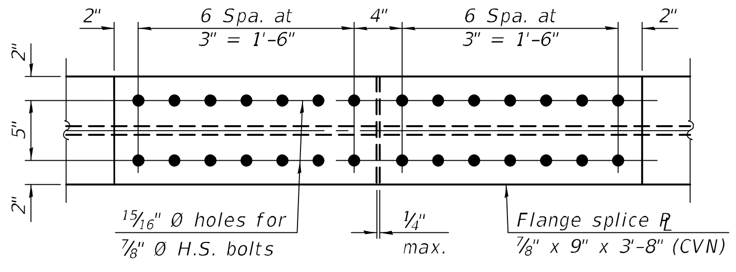
DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

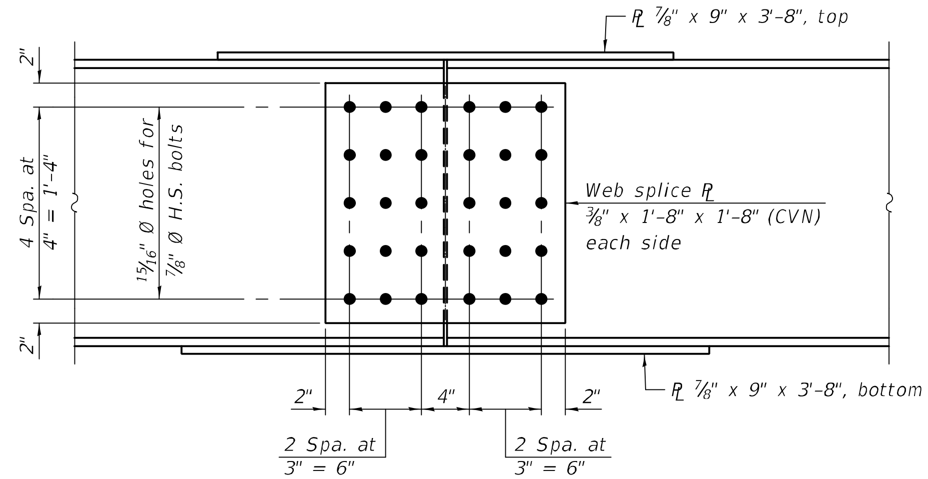
STEEL FRAMING PLAN
STRUCTURE NO. 025 - 0017 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	282
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

5/13/2022 9:25:07 AM



TOP and BOTTOM PLAN



ELEVATION

SPLICE DETAILS

INTERIOR BEAM MOMENT TABLE		0.4 Span 1 or Span 3	Pier 1 or Pier 2	0.5 Span 2
I_s	(in4)	2370	2370	2370
$I_c(n)$	(in4)	8053	8053	8053
$I_c(3n)$	(in4)	6180	6180	6180
$I_c(cr)$	(in4)	-	3560	-
S_s	(in³)	196	196	196
$S_c(n)$	(in³)	324	324	324
$S_c(3n)$	(in³)	294	294	294
$S_c(cr)$	(in³)	-	240	-
DC1	(k/')	0.759	0.759	0.759
M_{DC1}	('k)	95.0	110.0	21.0
DC2	(k/')	0.190	0.190	0.190
M_{DC2}	('k)	24.0	29.0	5.0
DW	(k/')	0.317	0.317	0.317
M_{DW}	('k)	41.0	48.0	9.0
LLDF		0.5523	0.5557	0.5591
M_{LL+IM}	('k)	318.0	244.0	252.0
M_u (Strength I)	('k)	767	673	487
$\phi_f M_n$	('k)	1641.7	985.9/1092.0	1728.7
f_s DC1	(ksi)	5.82	6.73	1.29
f_s DC2	(ksi)	0.98	1.18	0.20
f_s DW	(ksi)	1.67	1.96	0.37
f_s (LL+IM)	(ksi)	11.78	12.21	9.34
f_s (Service II)	(ksi)	23.79	25.75	14.00
$0.95R_hF_{yf}$	(ksi)	47.50	47.50	47.50
f_s (Total)(Strength I)	(ksi)	-	34.20	-
V_f	(k)	38.10	-	39.40

BEAM REACTION TABLE		Interior Abut.	Interior Piers	Exterior Abut.	Exterior Piers
LLDF		12.10	32.20	10.9	28.9
OCF		3.0	8.10	3.0	8.1
* R_{DC1}	(k)	5.10	13.50	4.6	12.1
R_{DC2}	(k)	46.1	66.8	33.5	48.5
R_{DW}	(k)	12.5	15.2	9.0	11.1
R_{LL}	(k)	0.695	0.695	0.505	0.505
R_{IM}	(k)	1.054	-	1.054	-
R_{TOTAL}	(k)	78.8	135.8	61.0	108.7

* Un-factored reaction due to non-composite deck, concrete end diaphragm, and approach slab with approach parapet dead loads.

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads (in.4 and in.³).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.4 and in.³).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.4 and in.³).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.4 and in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

M_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{LL+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (LL + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{LL+IM} / S_c(n)$ or $M_{LL+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s(LL+IM)$

$0.95R_hF_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s(LL+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor applied to non-continuous exterior beam ends and computed according to Article 4.6.2.2.3c-1 or as further simplified by IDOT provisions.

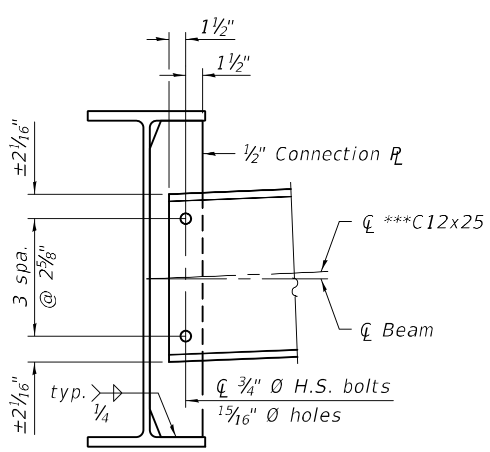
R_{DC1} : Un-factored reaction due to non-composite dead load (kip).

R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

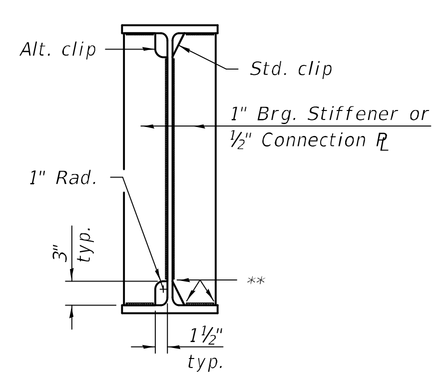
R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_{LL} : Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

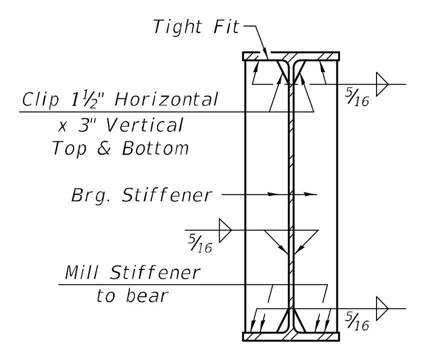


INTERIOR DIAPHRAGM
(42 Required)

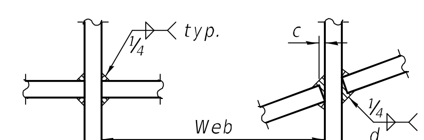


WELD LIMITS AND CLIP DETAILS

** Stop welds ¼" (±⅛") from edges as shown. Typical.



BEARING STIFFENER AT ABUTMENT



WEB WELD DETAIL
d = ¼ + c

*** Alternate channels of equal depth or larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

Note:
Two hardened washers required for each set of oversized holes.
All diaphragms between beams shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

MODEL: 0250016-74599-026
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED -	JOSHUA M. ODORIZZI	EXAMINED	DATE - MAY 13, 2022
CHECKED -	JASON A. KERN	ENGINEER OF BRIDGE DESIGN	
DRAWN -	DENNIS A. POP	PASSED	REVISED -
CHECKED -	J.M.O. / J.A.K. / D.H.C.	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

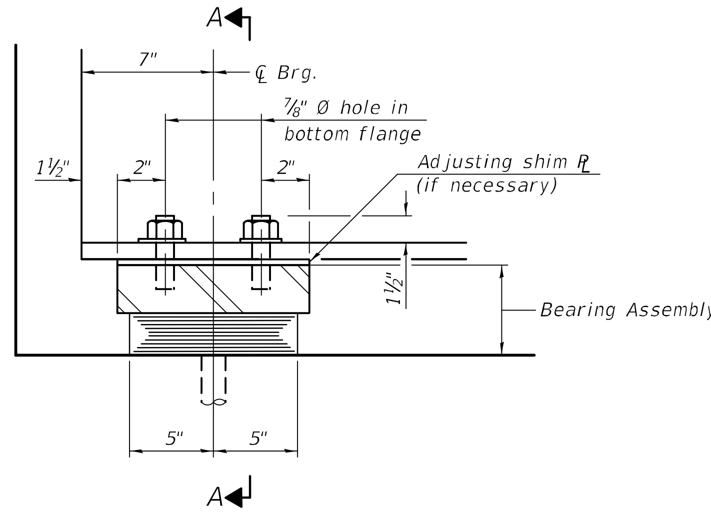
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING DETAILS
STRUCTURE NO. 025 - 0016 (EB) & 025 - 0017 (WB)
SHEET 26 OF 38 SHEETS

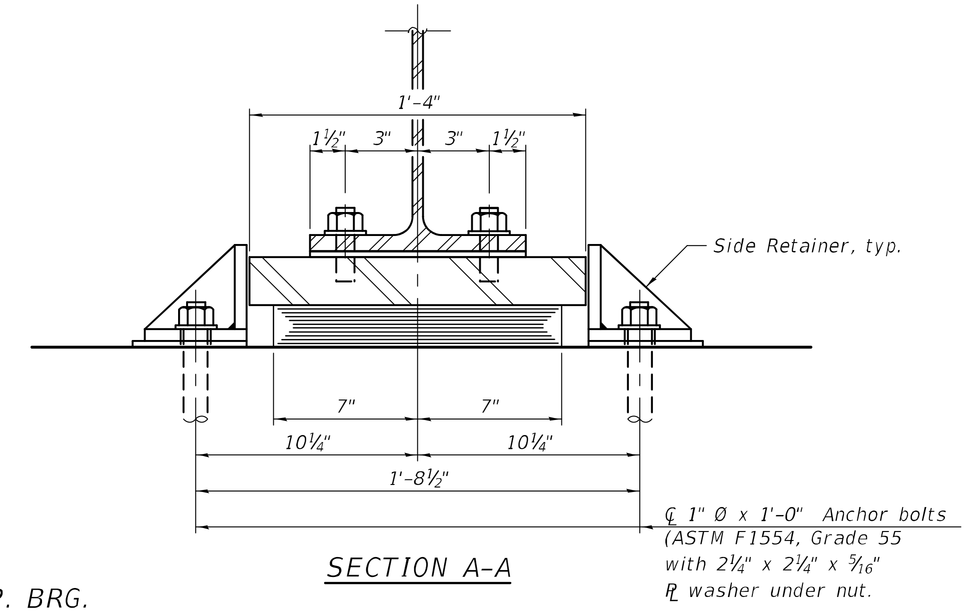
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	283

CONTRACT NO. 74599
ILLINOIS FED. AID PROJECT

5/13/2022 9:25:07 AM



BEARING ASSEMBLY



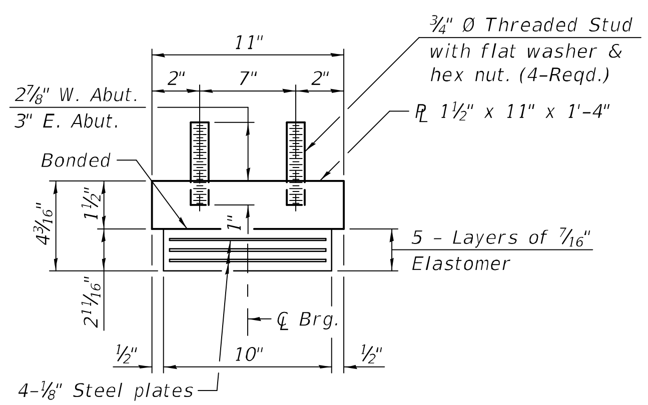
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

Notes:
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.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
All bearing plates and pintles shall conform to the requirements of AASHTO M270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

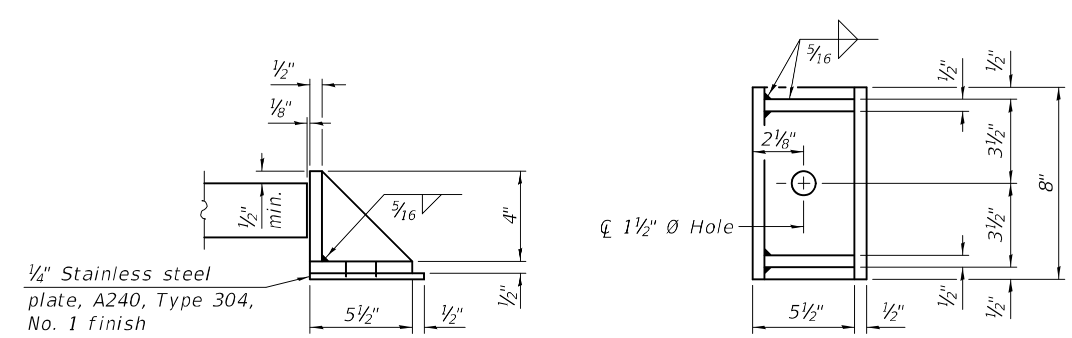
Structure No. 025-0016		
Location	Beam No.	Thickness of Req'd. Shim
West Abutment	11	1/4"
East Abutment	11	3/8"

Structure No. 025-0017		
Location	Beam No.	Thickness of Req'd. Shim
West Abutment	4	3/8"
East Abutment	4	1/4"



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	28
Anchor Bolts, 1"	Each	56

MODEL: 0250016-74599-027
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

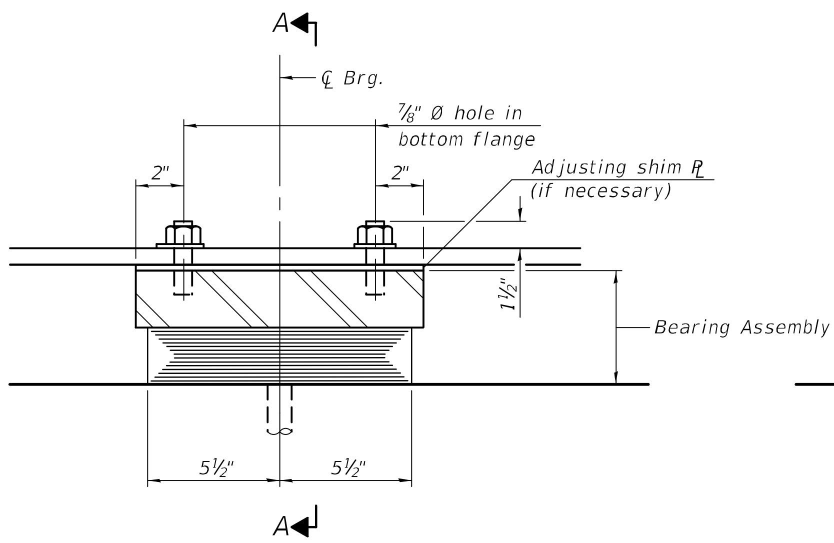
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARING DETAILS
STRUCTURE NO. 025 - 0016 (EB) & 025 - 0017 (WB)

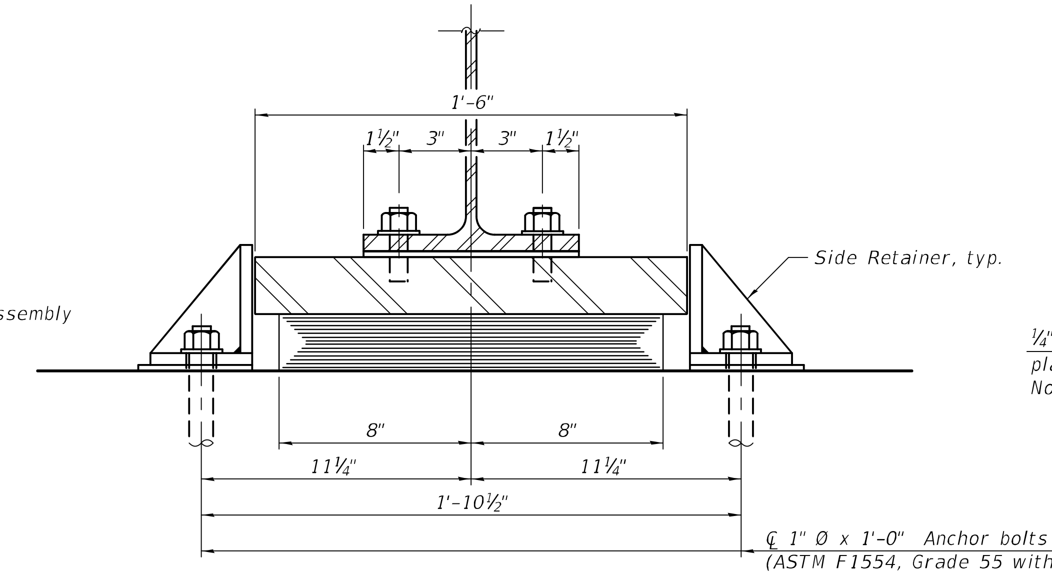
SHEET 27 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	284
CONTRACT NO. 74599				
ILLINOIS	FED. AID PROJECT			

5/13/2022 9:25:08 AM

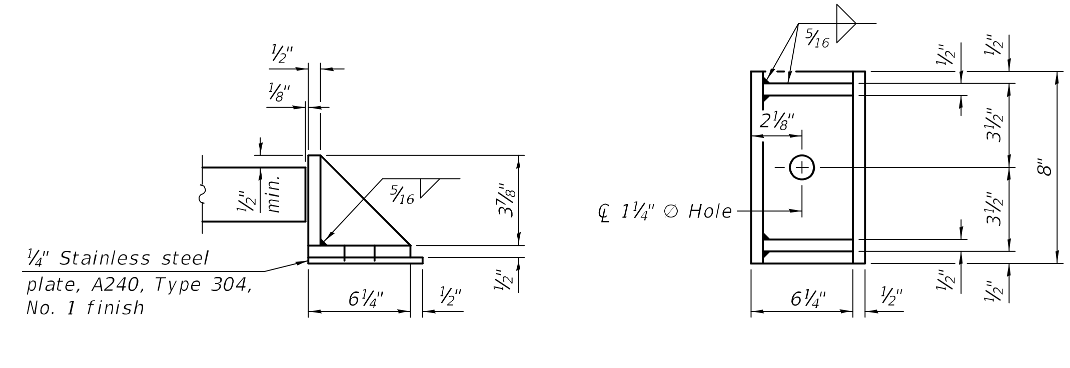


ELEVATION AT PIER 1



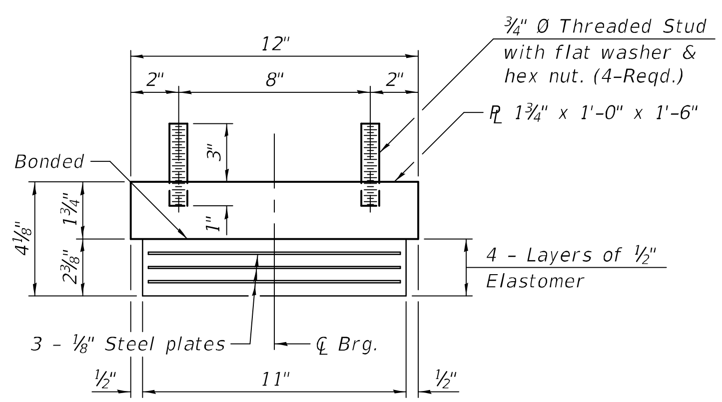
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



SIDE RETAINER

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



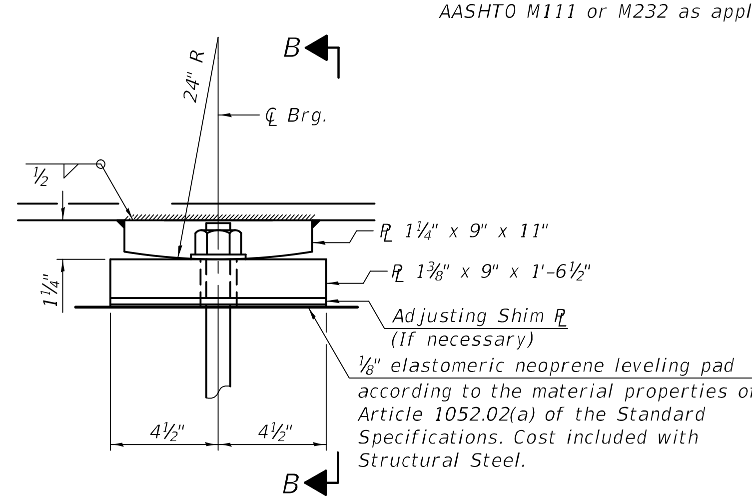
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

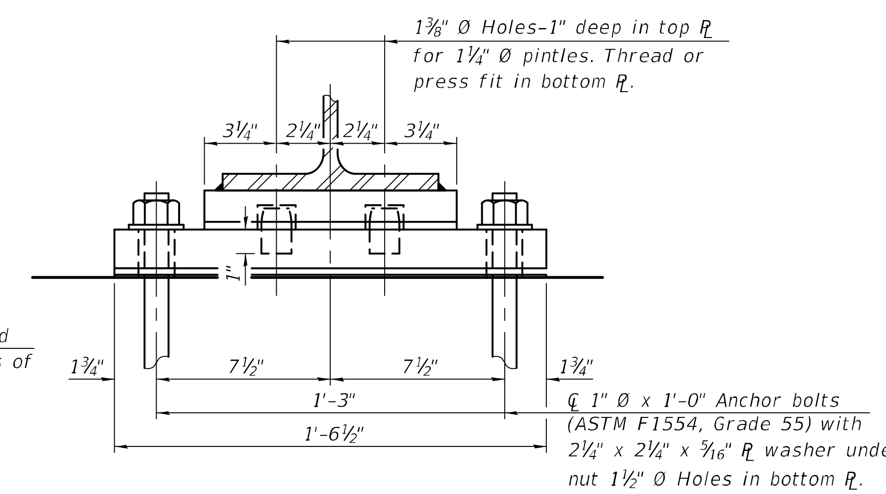
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
All bearing plates and pintles shall conform to the requirements of AASHTO M270 Grade 50.
Two 1/8" in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

Structure No. 025-0016		
Location	Beam No.	Thickness of Req'd. Shim
Pier 1	10	1/8"
Pier 2	10	1/8"

Structure No. 025-0017		
Location	Beam No.	Thickness of Req'd. Shim
Pier 1	5	1/8"
Pier 2	5	1/8"

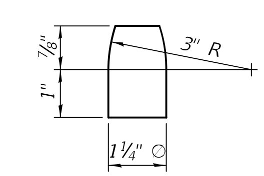


ELEVATION AT PIER 2



SECTION B-B

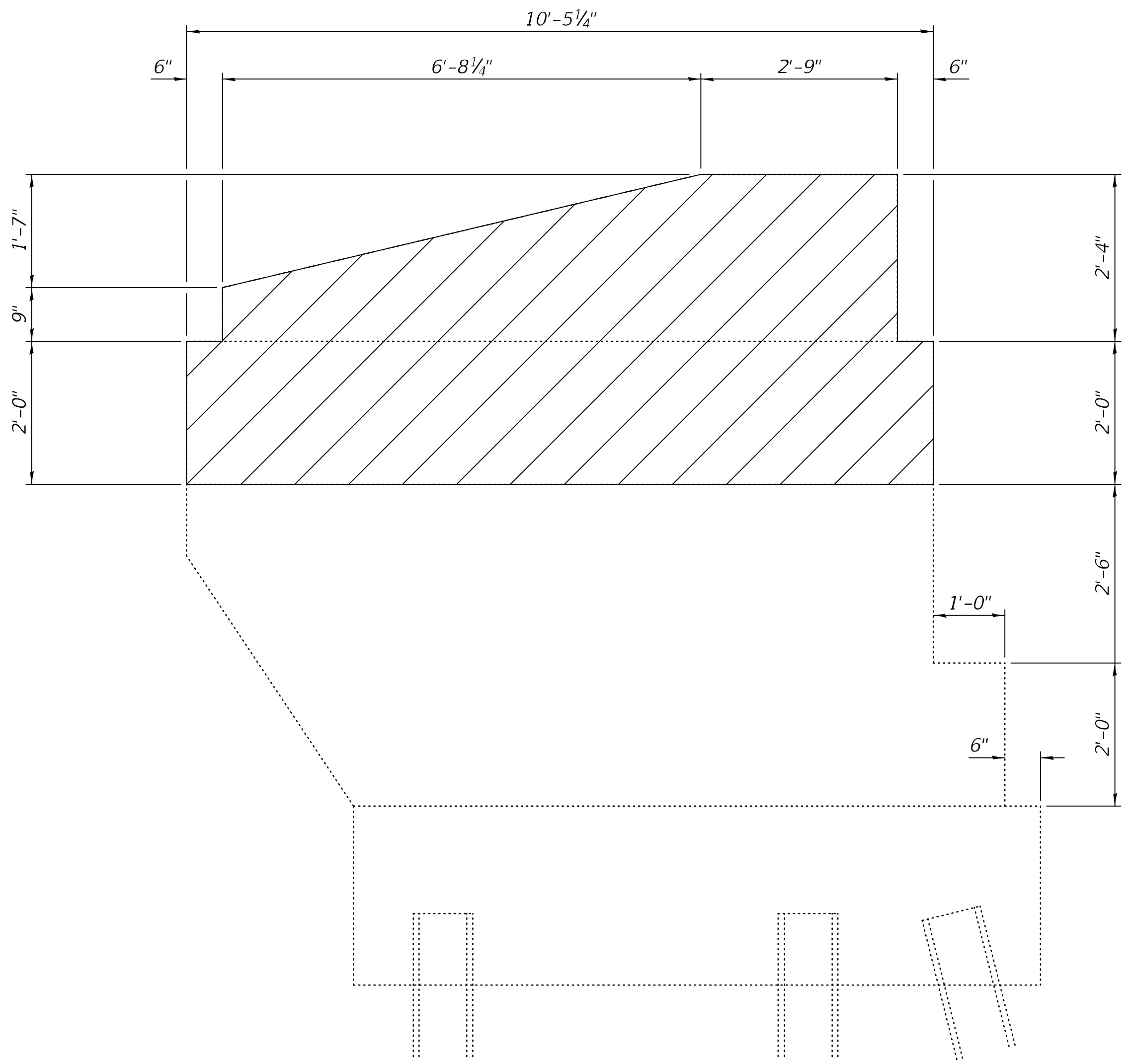
FIXED BEARING



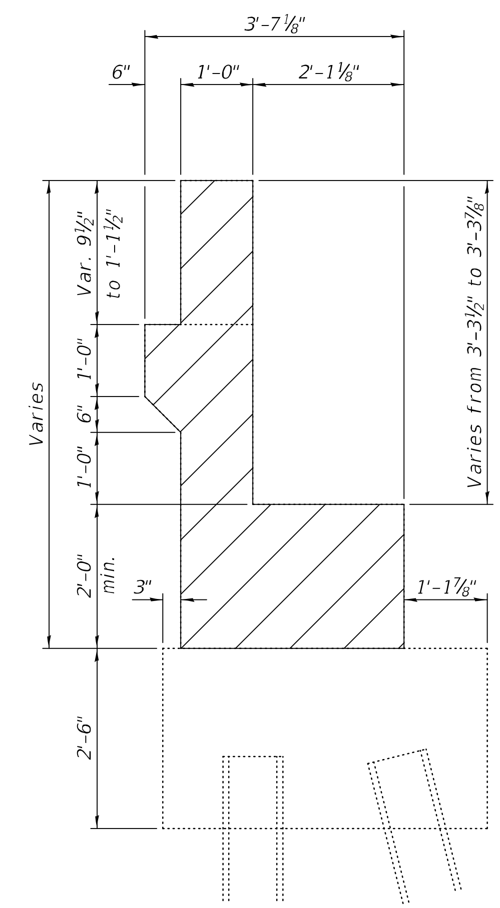
PINTLE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	14
Anchor Bolts, 1"	Each	56



AT WINGWALLS



AT ABUTMENTS

CONCRETE REMOVAL

STRUCTURE NO. 025-0016
BILL OF MATERIAL - 2 ABUTMENTS

Item	Unit	Total
Concrete Removal	Cu. Yd.	36.8

STRUCTURE NO. 025-0017
BILL OF MATERIAL - 2 ABUTMENTS

Item	Unit	Total
Concrete Removal	Cu. Yd.	36.8

Notes:
Existing Reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
Hatched areas indicate Concrete Removal.

MODEL: 0250016-74599-029
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

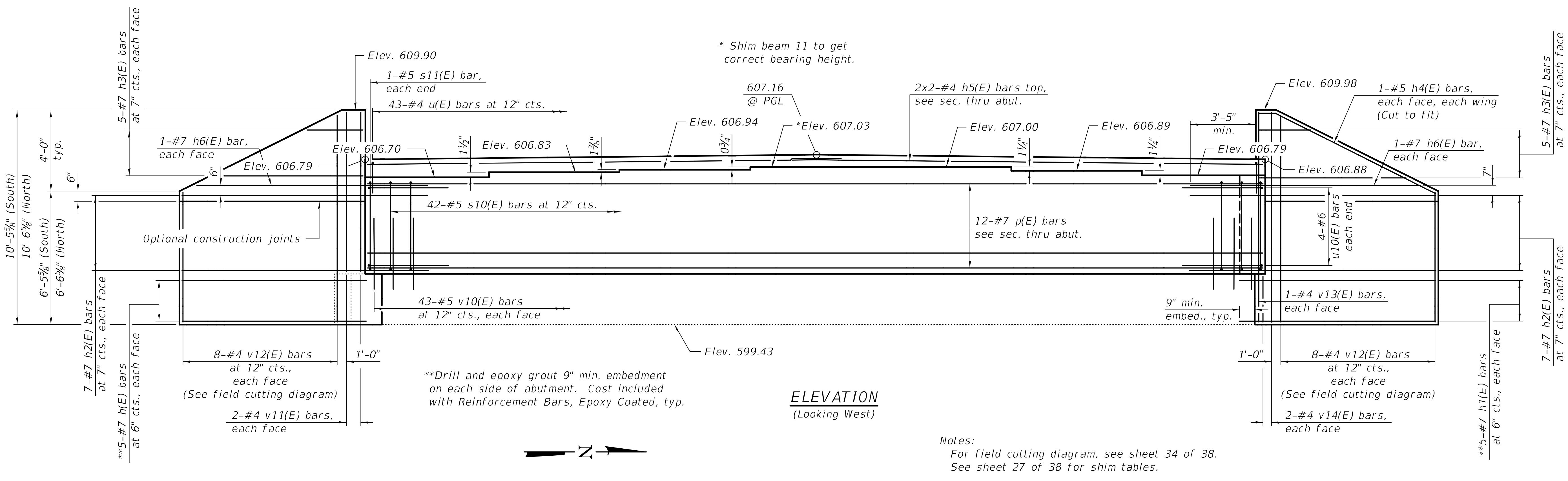
ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 025 - 0016 (EB) & 025 - 0017 (WB)

SHEET 29 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	286

CONTRACT NO. 74599
ILLINOIS | FED. AID PROJECT

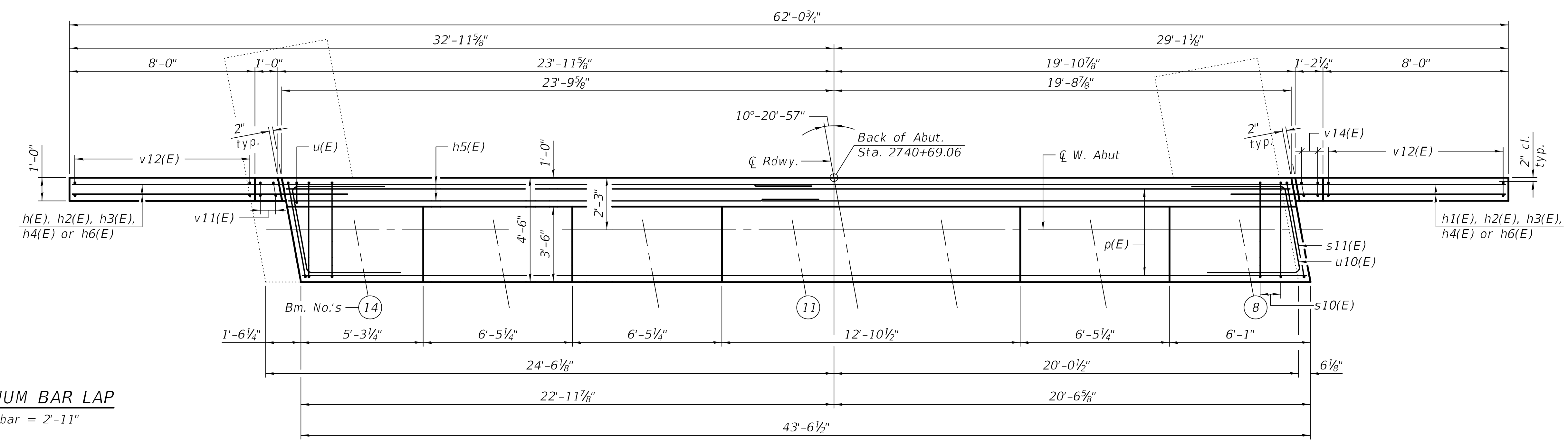
5/13/2022 9:25:08 AM



ELEVATION

(Looking West)

Notes:
For field cutting diagram, see sheet 34 of 38.
See sheet 27 of 38 for shim tables.



PLAN

MINIMUM BAR LAP

#4 bar = 2'-11"

MODEL: 0250016-74599-030
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:09 AM

DESIGNED -	JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN
CHECKED -	JASON A. KERN		
DRAWN -	DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED -	J.M.O. / J.A.K. / D.H.C.		

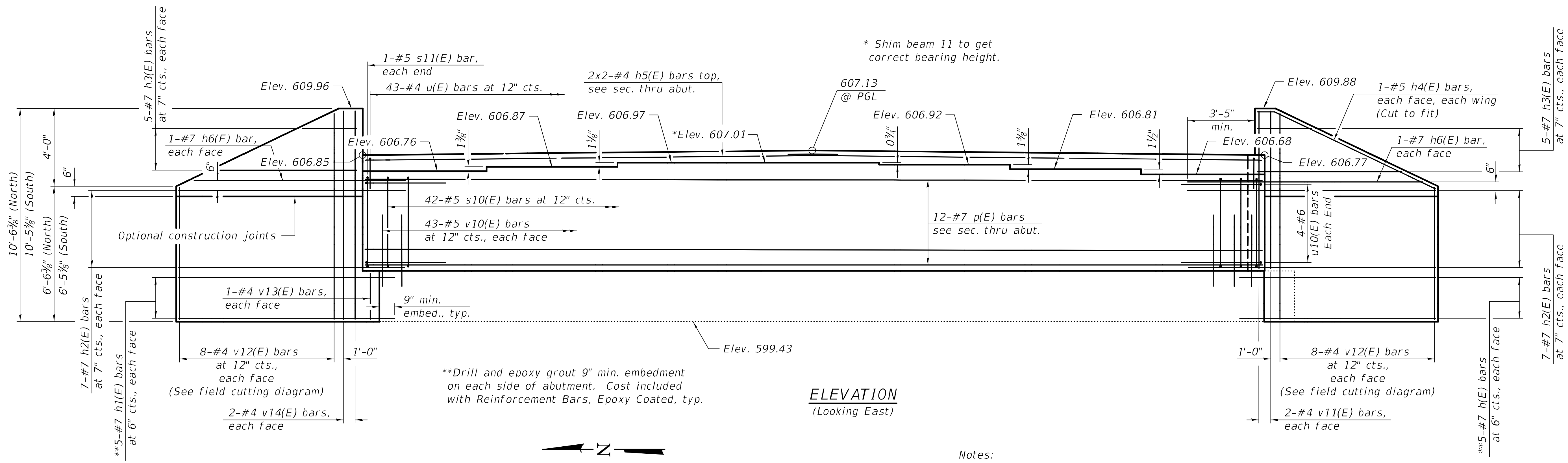
DATE - MAY 13, 2022
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 025 - 0016 (EB)

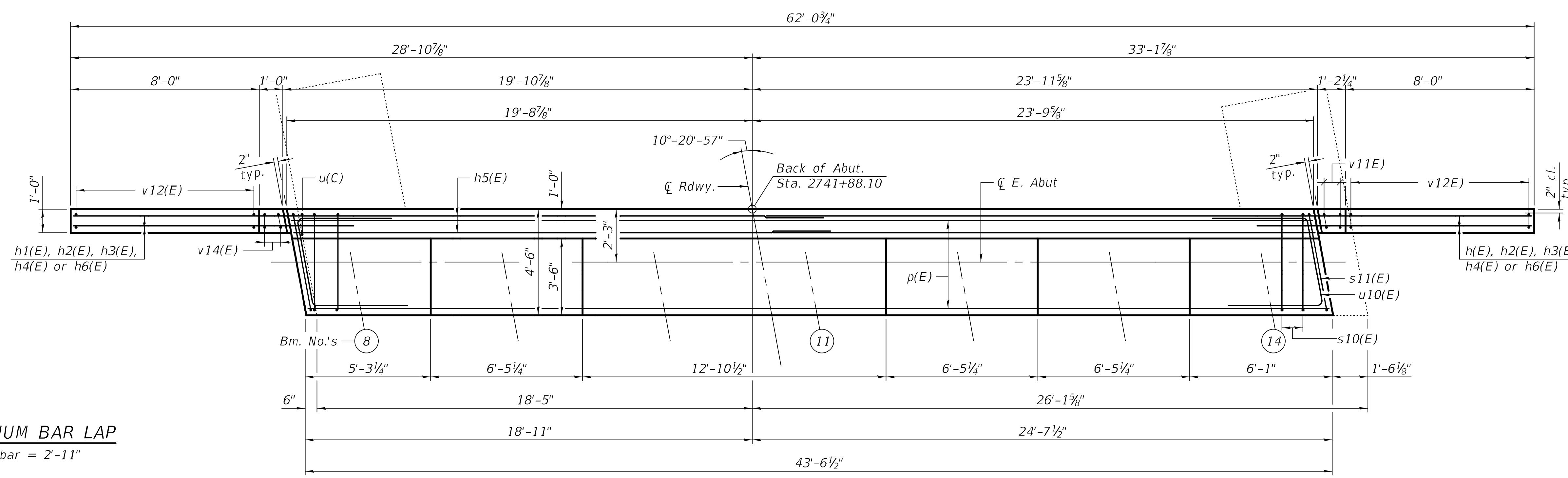
SHEET 30 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	287
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



ELEVATION
(Looking East)

Notes:
For field cutting diagram, see sheet 34 of 38.
See sheet 27 of 38 for shim tables.



PLAN

MINIMUM BAR LAP
#4 bar = 2'-11"

MODEL: 0250016-74599-031
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:09 AM

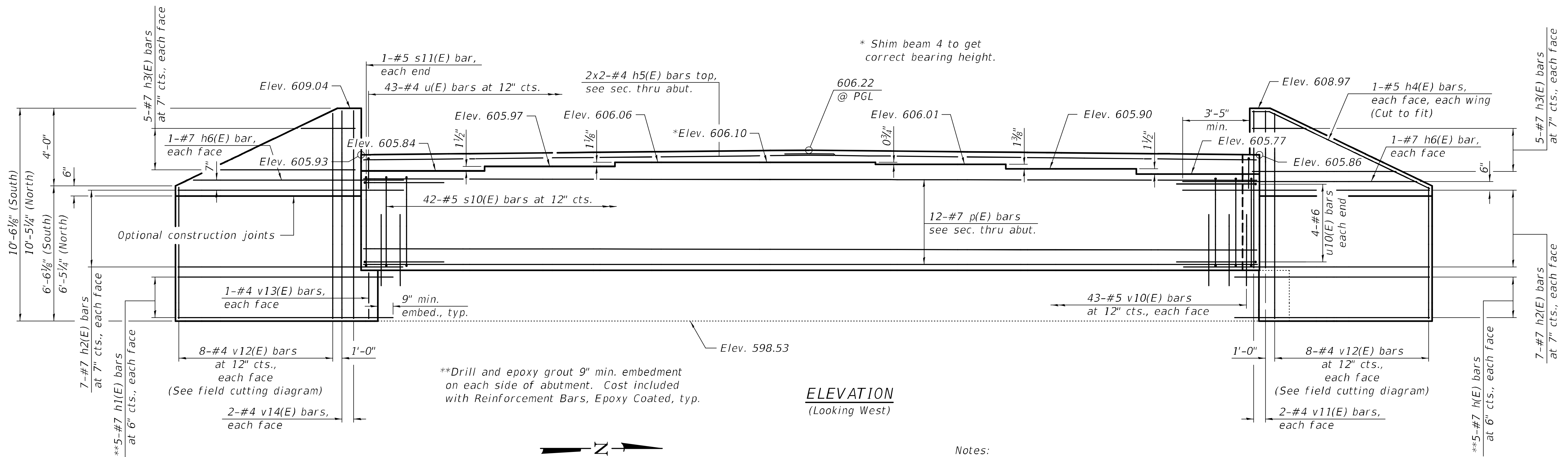
DESIGNED -	JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE -	MAY 13, 2022
CHECKED -	JASON A. KERN				
DRAWN -	DENNIS A. POP	PASSED		REVISED -	
CHECKED -	J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 025 - 0016 (EB)

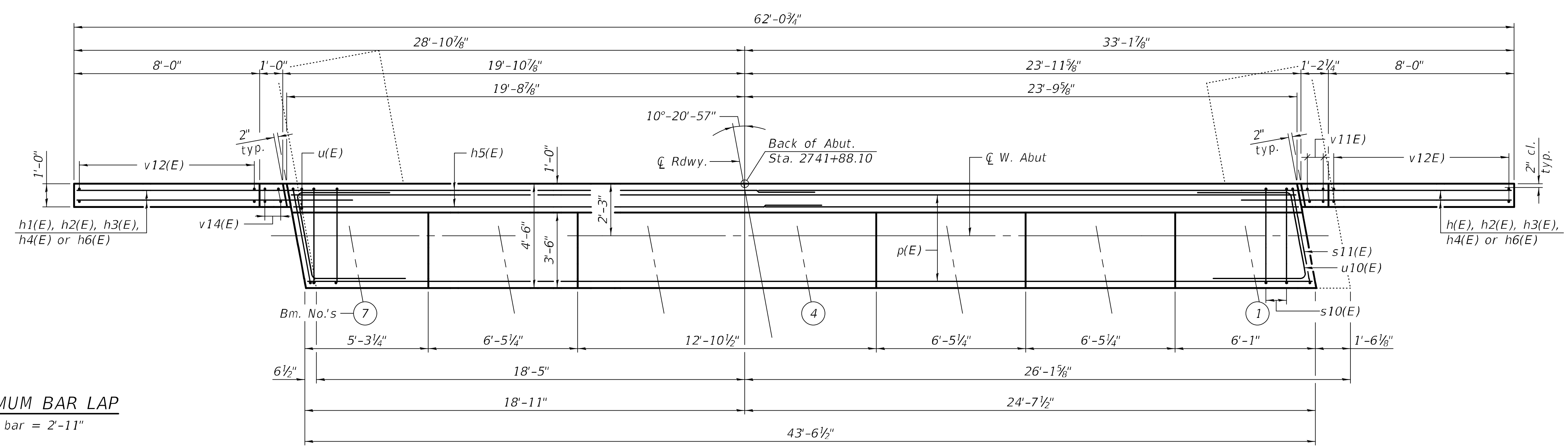
SHEET 31 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	288
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		



ELEVATION
(Looking West)

Notes:
For field cutting diagram, see sheet 34 of 38.
See sheet 27 of 38 for shim tables.



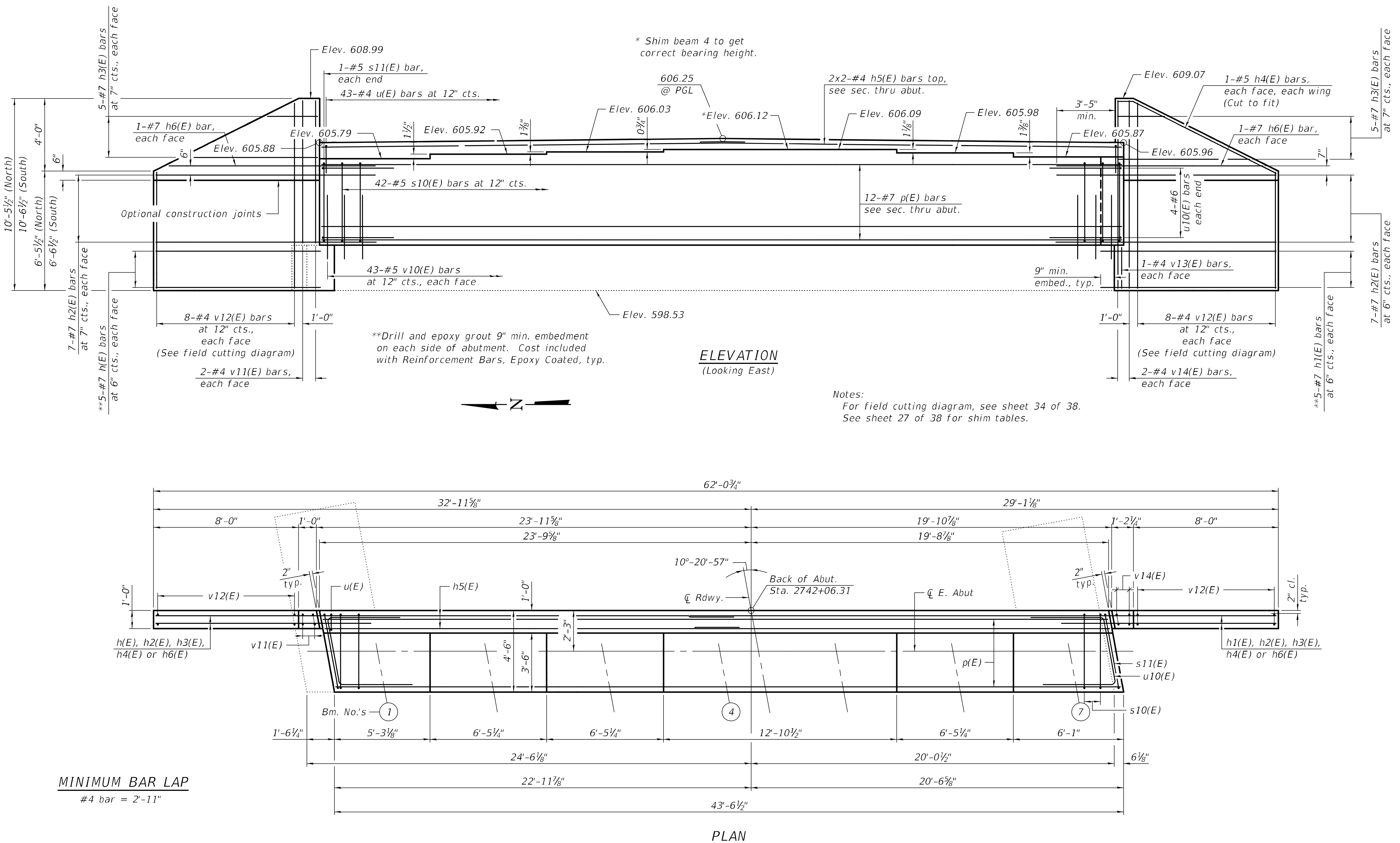
PLAN

MINIMUM BAR LAP
#4 bar = 2'-11"

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - JASON A. KERN	ENGINEER OF BRIDGE DESIGN	REVISED -	WEST ABUTMENT STRUCTURE NO. 025 - 0017 (WB)
DRAWN - DENNIS A. POP	PASSED	REVISED -	SHEET 32 OF 38 SHEETS
CHECKED - J.M.O. / J.A.K. / D.H.C.	ENGINEER OF BRIDGES AND STRUCTURES		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	289
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: 0250016-74599-032
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:10 AM



MINIMUM BAR LAP

#4 bar = 2'-11"

MODEL: 0250016-74599-033
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022	
CHECKED - JASON A. KERN				
DRAWN - DENNIS A. POP	PASSED		REVISED -	
CHECKED - J.M.O. / J.A.K. / D.H.C.		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

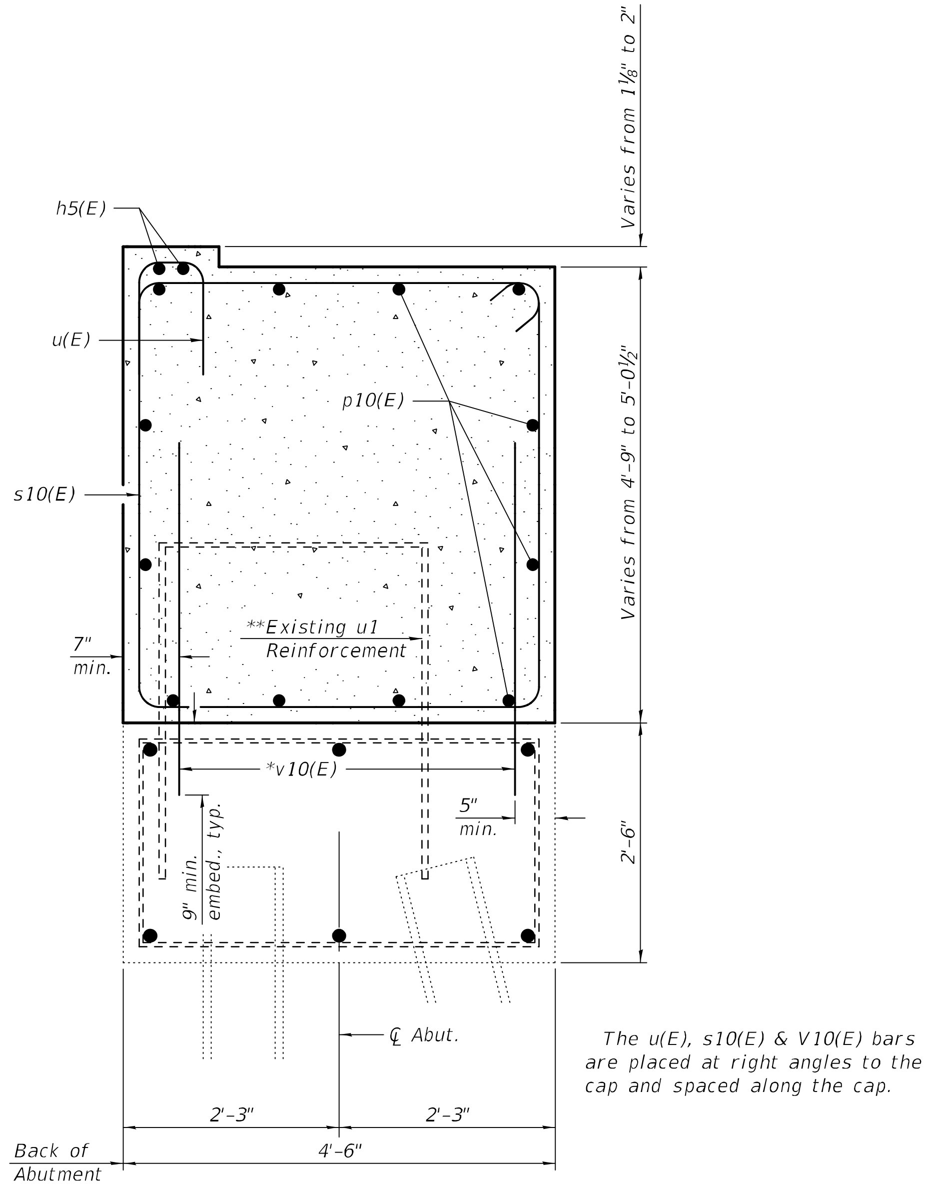
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 025 - 0017 (WB)

SHEET 33 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	290
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

5/13/2022 9:25:10 AM



SEC. THRU ABUT. - (025-0016 & 025-0017)

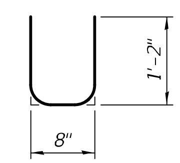
Dimensions at right angles to abutment.

The u(E), s10(E) & V10(E) bars are placed at right angles to the cap and spaced along the cap.

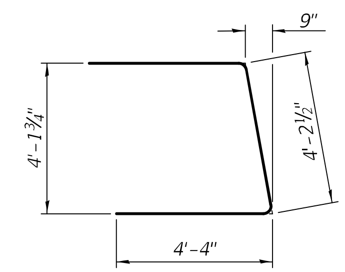
*v10E) drilled and grouted to miss existing reinforcement. Cost included with Reinforcement Bars, Epoxy Coated.

**The top leg of the existing u1 bars may be cut to form 2 'L' bars to facilitate placement of new reinforcement bars.

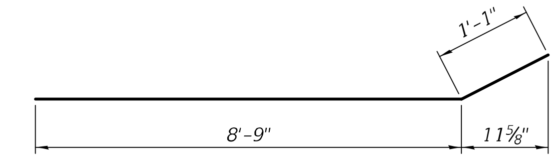
Notes:
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
v10(E) bars at the back of abutment shall be spaced and drilled in between the existing u1 reinforcement.



BAR u(E)

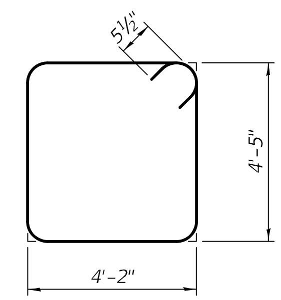


BAR u10(E)

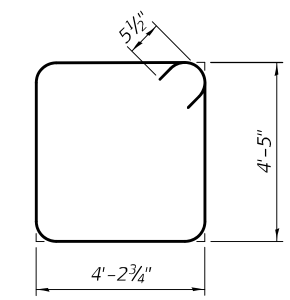


BAR h4(E)

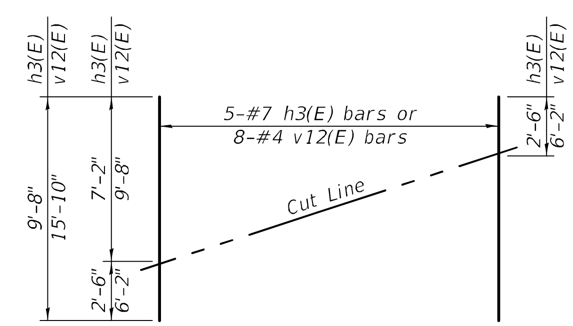
Notes:
Pour steps monolithically with cap.



BAR s10(E)



BAR s11(E)



FIELD CUTTING DIAGRAM

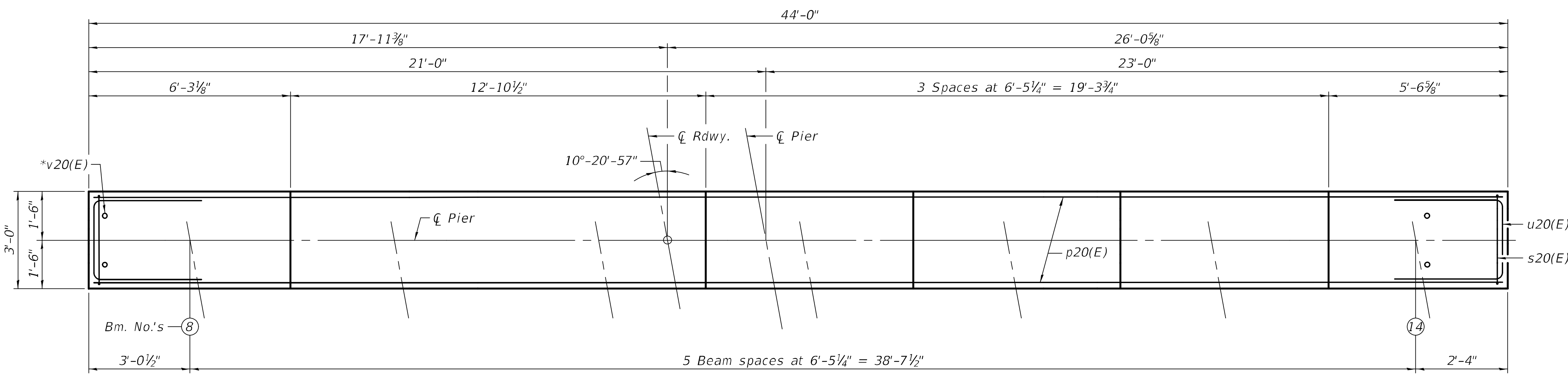
Order h3(E) and v12(E) full length. Cut as shown and use remainder of bars in opposite wing.

STRUCTURE NO. 025-0016
BILL OF MATERIAL - 2 ABUTMENTS

Bar	No.	Size	Length	Shape
h(E)	20	#7	8'-4"	———
h1(E)	20	#7	10'-5"	———
h2(E)	56	#7	12'-8"	———
h3(E)	20	#7	9'-8"	———
h4(E)	8	#5	9'-5"	——/
h5(E)	8	#4	23'-1"	———
h6(E)	8	#7	12'-0"	———
p(E)	24	#7	43'-2"	———
s10(E)	84	#5	18'-1"	□
s11(E)	4	#5	18'-3"	□
u(E)	86	#4	3'-0"	⊐
u10(E)	16	#6	12'-11"	⊐
v10(E)	172	#5	3'-6"	———
v11(E)	8	#4	7'-7"	———
v12(E)	32	#4	15'-10"	———
v13(E)	4	#4	2'-1"	———
v14(E)	8	#4	10'-2"	———
Structure Excavation			Cu. Yd.	316
Concrete Structures			Cu. Yd.	84.5
Reinforcement Bars, Epoxy Coated			Pound	8,340

STRUCTURE NO. 025-0017
BILL OF MATERIAL - 2 ABUTMENTS

Bar	No.	Size	Length	Shape
h(E)	20	#7	8'-4"	———
h1(E)	20	#7	10'-5"	———
h2(E)	56	#7	12'-8"	———
h3(E)	20	#7	9'-8"	———
h4(E)	8	#5	9'-5"	——/
h5(E)	8	#4	23'-1"	———
h6(E)	8	#7	12'-0"	———
p(E)	24	#7	43'-2"	———
s10(E)	84	#5	18'-1"	□
s11(E)	4	#5	18'-3"	□
u(E)	86	#4	3'-0"	⊐
u10(E)	16	#6	12'-11"	⊐
v10(E)	172	#5	3'-6"	———
v11(E)	8	#4	7'-7"	———
v12(E)	32	#4	15'-10"	———
v13(E)	4	#4	2'-1"	———
v14(E)	8	#4	10'-2"	———
Structure Excavation			Cu. Yd.	316
Concrete Structures			Cu. Yd.	84.2
Reinforcement Bars, Epoxy Coated			Pound	8,340

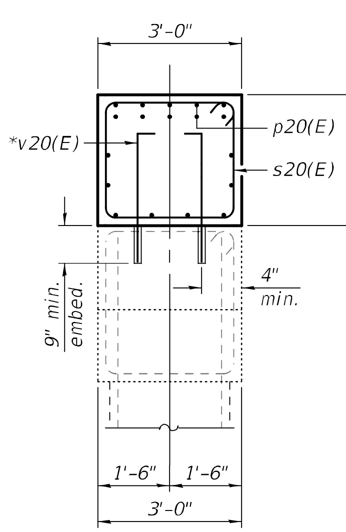


PLAN

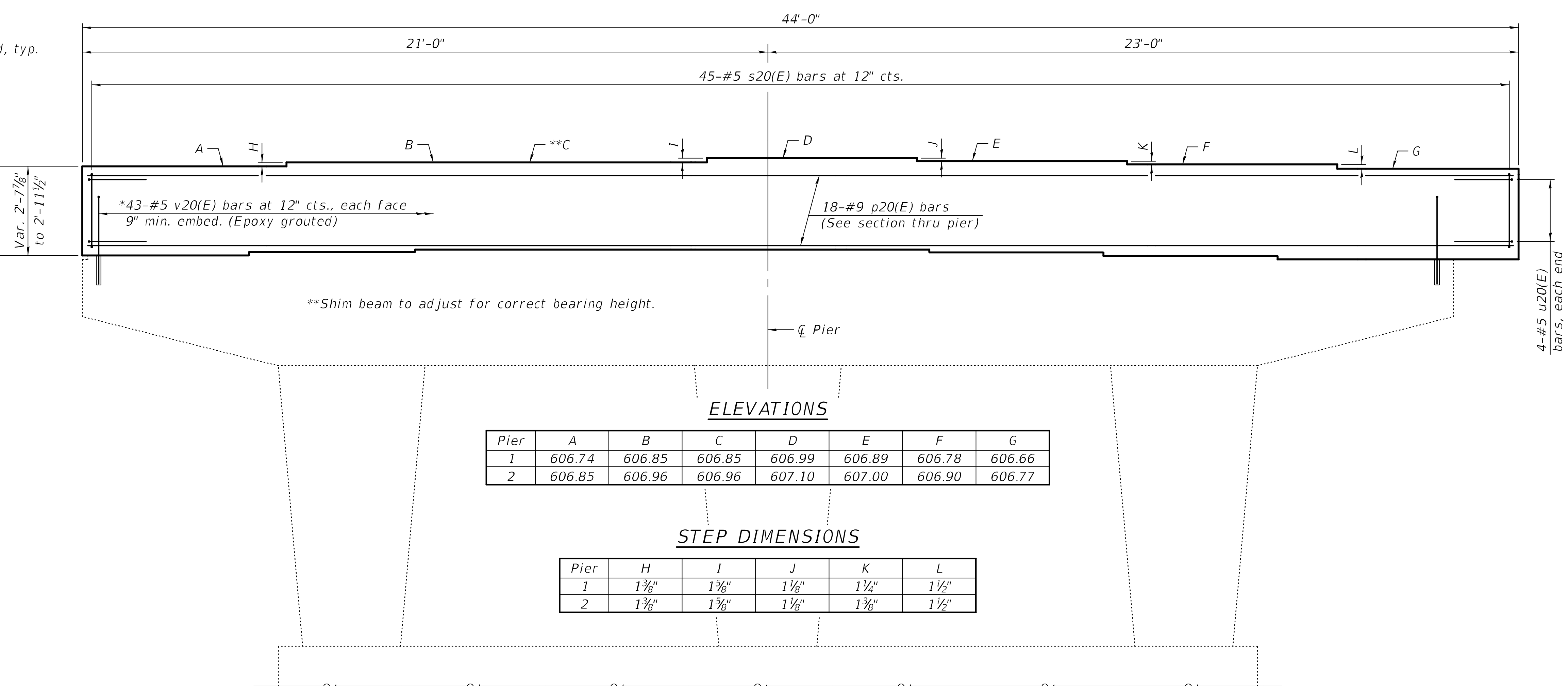
N

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
See sheet 28 of 38 for shim tables.

*v20(E) drilled and grouted to miss existing reinforcement. Cost included with Reinforcement Bars, Epoxy Coated, typ.



SECTION THRU PIER



ELEVATIONS

Pier	A	B	C	D	E	F	G
1	606.74	606.85	606.85	606.99	606.89	606.78	606.66
2	606.85	606.96	606.96	607.10	607.00	606.90	606.77

STEP DIMENSIONS

Pier	H	I	J	K	L
1	1⅜"	1⅝"	1⅛"	1¼"	1½"
2	1⅜"	1⅝"	1⅛"	1⅜"	1½"

ELEVATION
(Looking East)

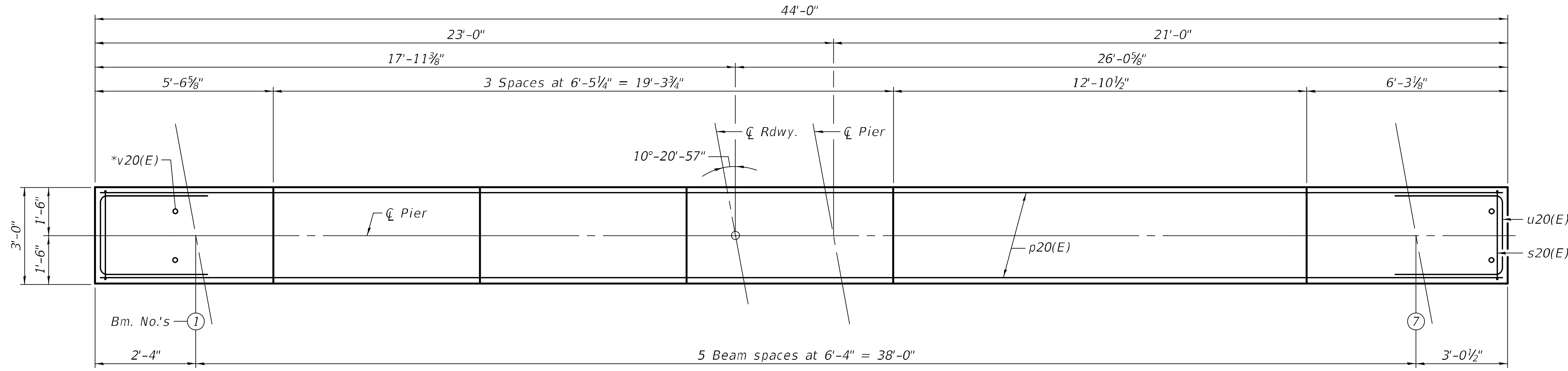
MODEL: 0250016-74599-035
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:11 AM

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 13, 2022
CHECKED - JASON A. KERN			
DRAWN - DENNIS A. POP	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - J.M.O. / J.A.K. / D.H.C.			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS 1 & 2
STRUCTURE NO. 025 - 0016 (EB)
SHEET 35 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	292
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

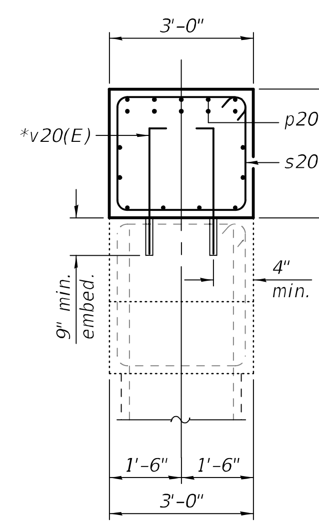


PLAN

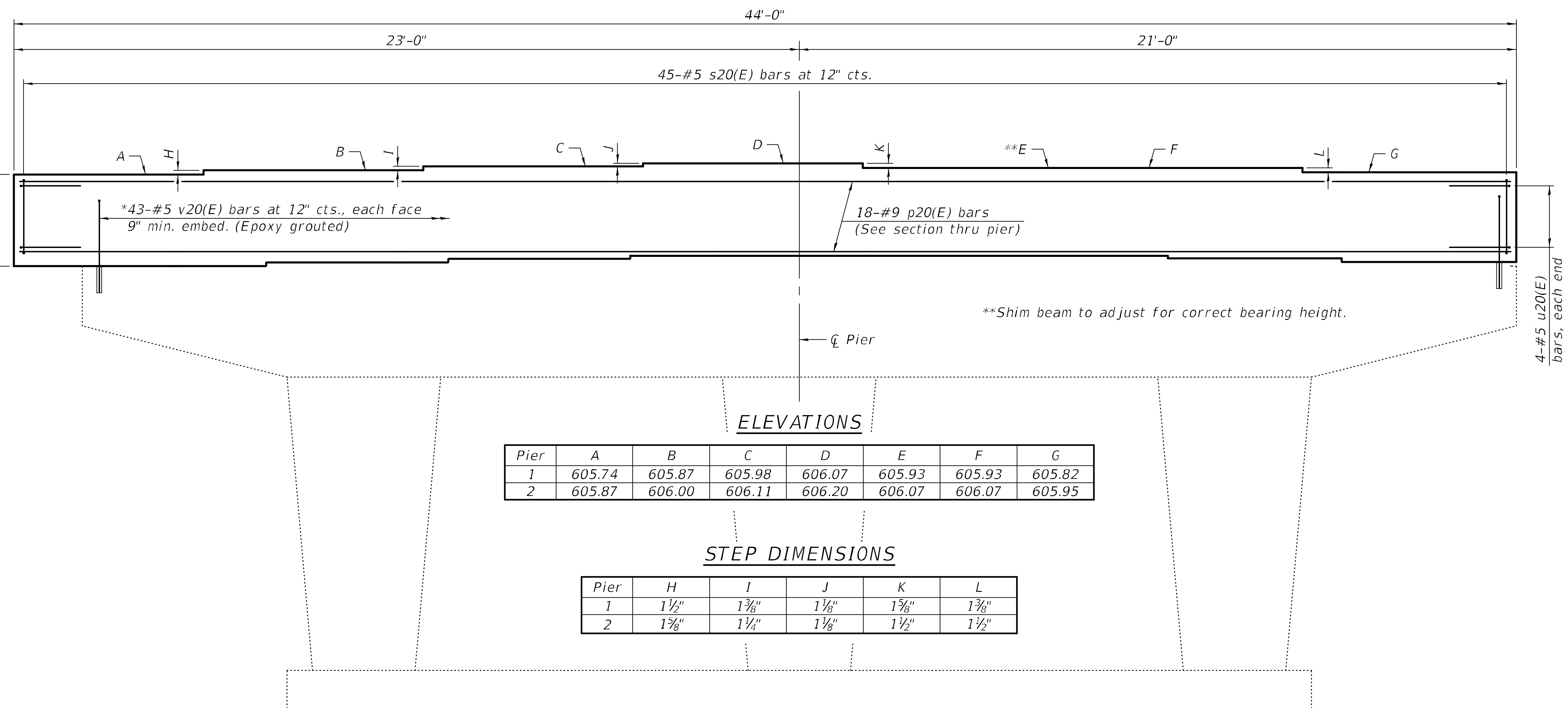
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
See sheet 28 of 38 for shim tables.

*v20(E) drilled and grouted to miss existing reinforcement. Cost included with Reinforcement Bars, Epoxy Coated, typ.

N



SECTION THRU PIER



ELEVATIONS

Pier	A	B	C	D	E	F	G
1	605.74	605.87	605.98	606.07	605.93	605.93	605.82
2	605.87	606.00	606.11	606.20	606.07	606.07	605.95

STEP DIMENSIONS

Pier	H	I	J	K	L
1	1 1/2"	1 3/8"	1 1/8"	1 5/8"	1 3/8"
2	1 3/8"	1 1/4"	1 1/8"	1 1/2"	1 1/2"

ELEVATION
(Looking East)

MODEL: 0250016-74599-036
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn

DESIGNED	-	JOSHUA M. ODORIZZI
CHECKED	-	JASON A. KERN
DRAWN	-	DENNIS A. POP
CHECKED	-	J.M.O. / J.A.K. / D.H.C.

EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 13, 2022
REVISED -
REVISED -

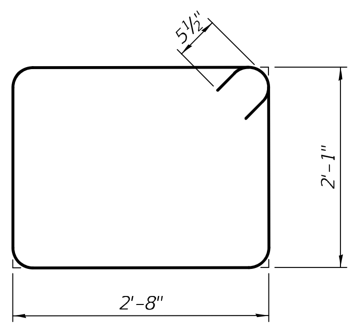
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS 1 & 2
STRUCTURE NO. 025 - 0017 (WB)
SHEET 36 OF 38 SHEETS

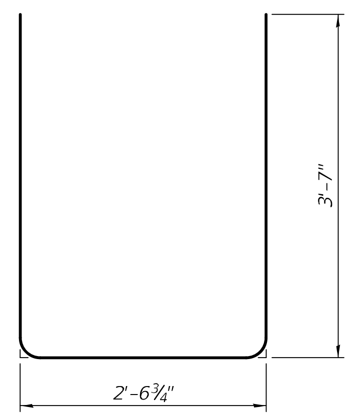
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	293

CONTRACT NO. 74599
ILLINOIS FED. AID PROJECT

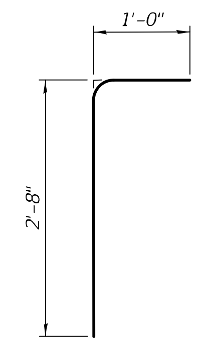
5/13/2022 9:25:12 AM



BAR s20(E)



BAR u20(E)



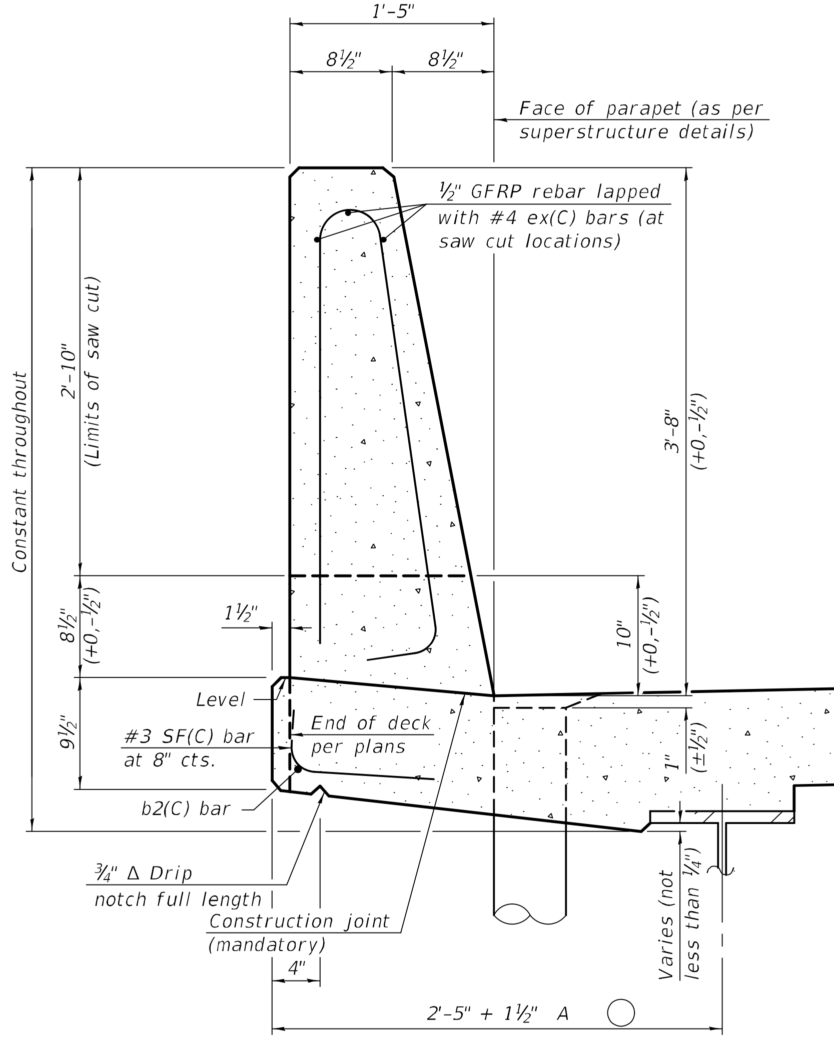
BAR v20(E)

STRUCTURE NO. 025-0016
BILL OF MATERIAL - 2 PIERS

Bar	No.	Size	Length	Shape
p20(E)	36	#9	43'-8"	
s20(E)	90	#5	10'-5"	
u20(E)	16	#5	9'-9"	
v20(E)	172	#5	3'-8"	
Concrete Structures			Cu. Yd.	27.2
Reinforcement Bars, Epoxy Coated			Pound	7,140
Concrete Sealer			Sq. Ft.	2,990

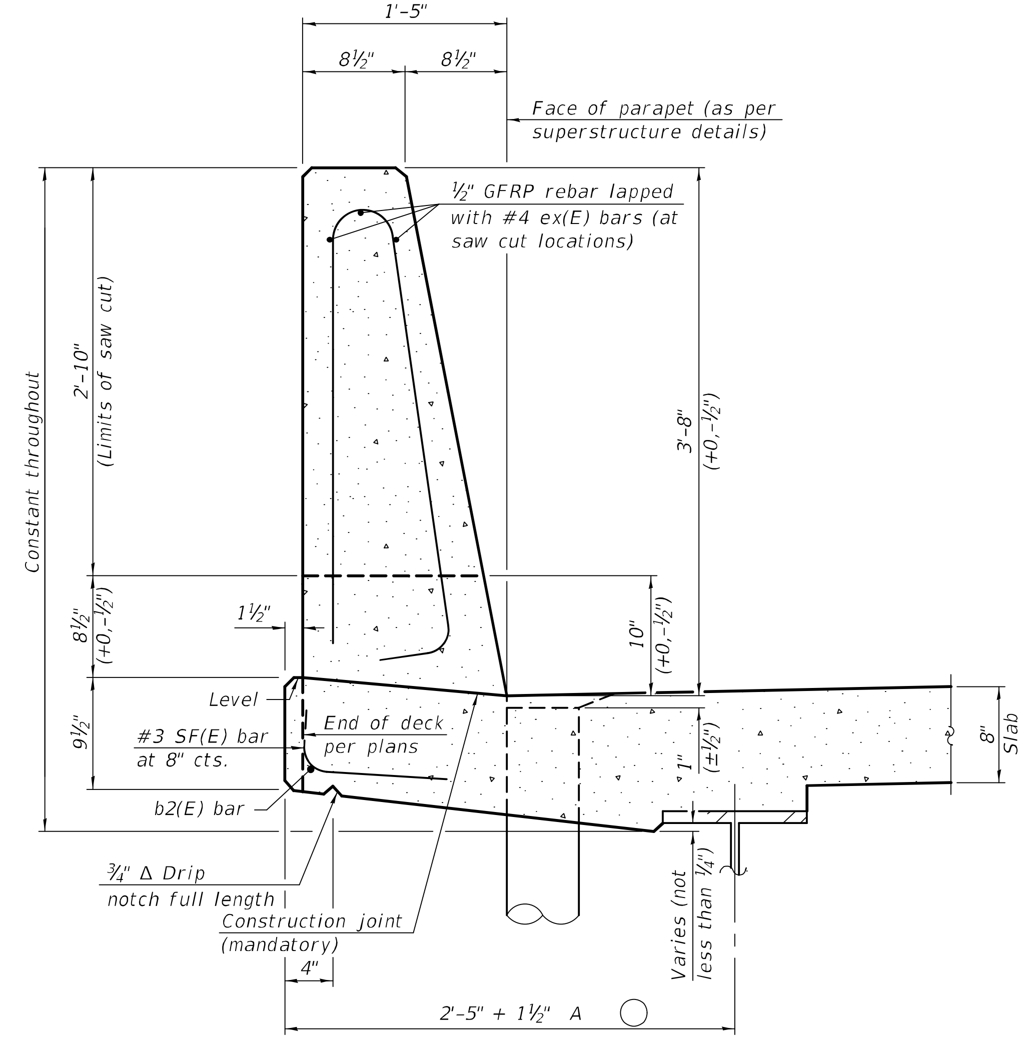
STRUCTURE NO. 025-0017
BILL OF MATERIAL - 2 PIERS

Bar	No.	Size	Length	Shape
p20(E)	36	#9	43'-8"	
s20(E)	90	#5	10'-5"	
u20(E)	16	#5	9'-9"	
v20(E)	172	#5	3'-8"	
Concrete Structures			Cu. Yd.	27.0
Reinforcement Bars, Epoxy Coated			Pound	7,140
Concrete Sealer			Sq. Ft.	2,950

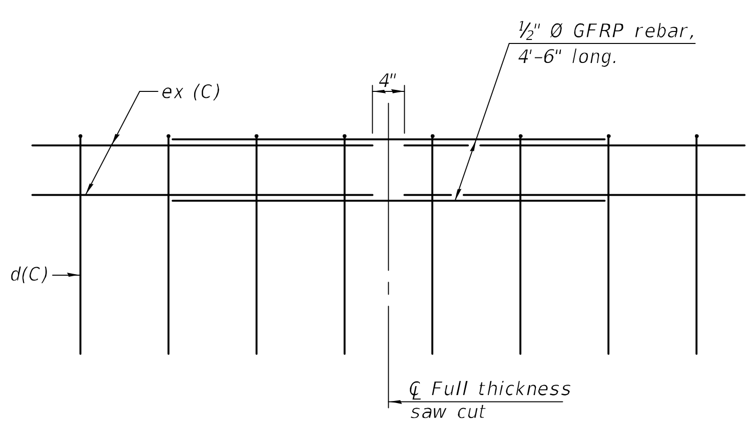


Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 44" parapets.
Place aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel superstructure shown. Other superstructure types similar.
Reinforcement bars designated (E) shall be epoxy coated.
Reinforcement bars designated (C) shall be low-carbon chromium, see Special Provisions.
Field bending of (C) bars shall not be allowed.

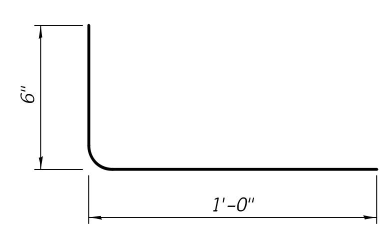
44" CONSTANT-SLOPE PARAPET SECTION – (025-0016)
(Showing dimensions, d(C), and ½" Ø GFRP rebar)



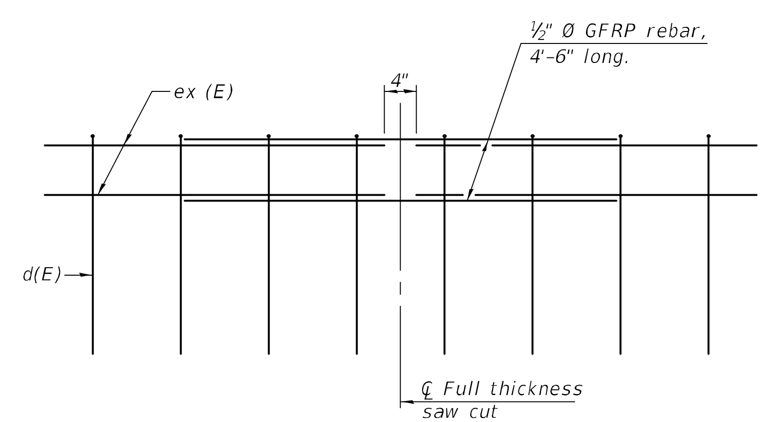
44" CONSTANT-SLOPE PARAPET SECTION – (025-0017)
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



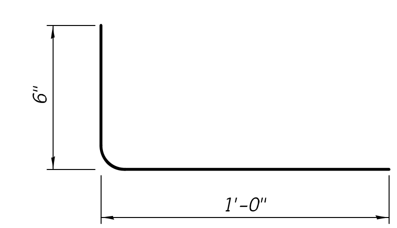
GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)



#3 (C) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)



#3 (E) BAR

DESIGNED - JOSHUA M. ODORIZZI	EXAMINED	DATE - MAY 13, 2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 025 - 0016 (EB) & 025 - 0017 (WB)
CHECKED - JASON A. KERN	ENGINEER OF BRIDGE DESIGN			
DRAWN - DENNIS A. POP	PASSED	REVISED -		
CHECKED - J.M.O. / J.A.K. / D.H.C.	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET 38 OF 38 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	295
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

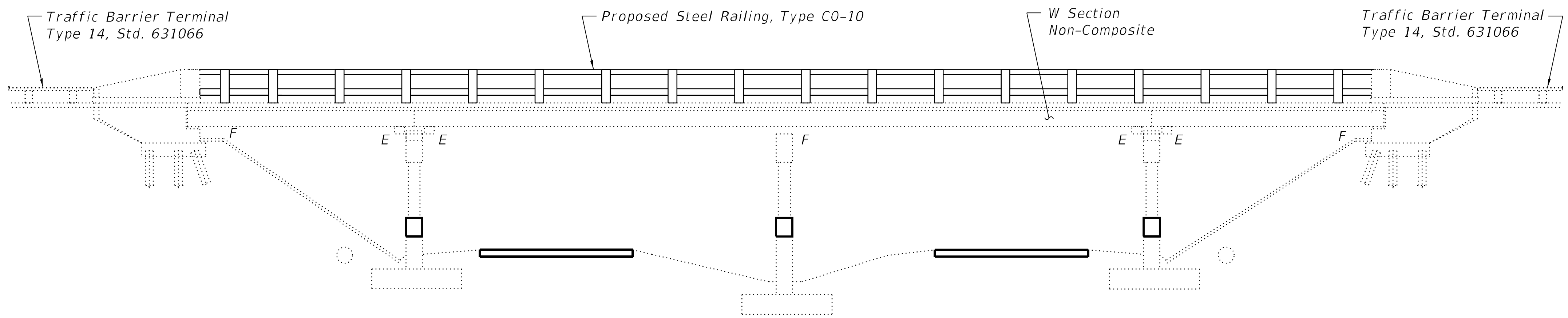
MODEL: 0250016-74599-038
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0250016\CADD Plans\0250016-74599.dgn
5/13/2022 9:25:12 AM

Bench Mark:

Existing Structure: #025-0064 Built in 1960 223'-10" Bk. to Bk. of abutments and 29'-8" Out to Out Width. The structure consists of a R.C. deck on WF beams with 2 spans continuous and 2 simple spans. Traffic to be maintained with daytime closure with flaggers.

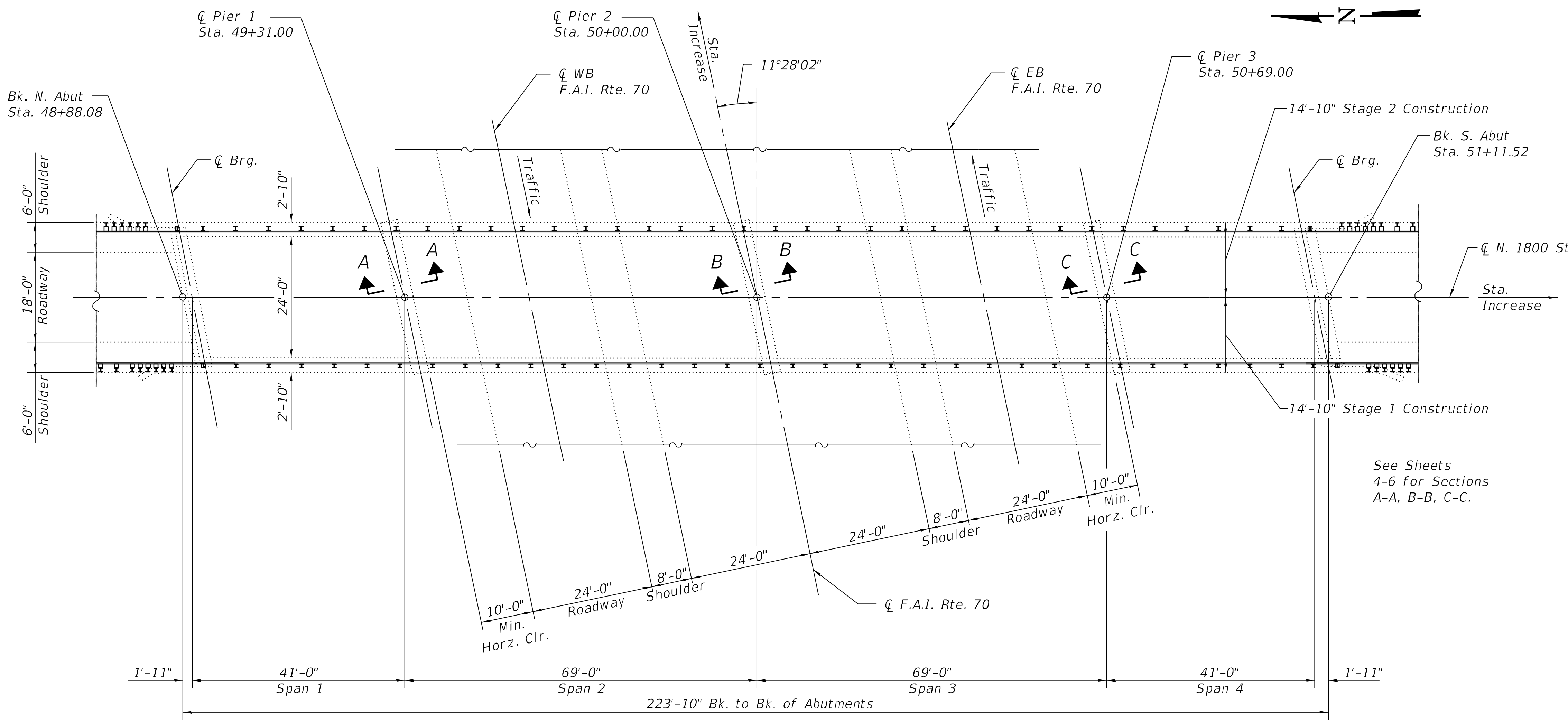
No salvage.

INDEX OF SHEETS



ELEVATION

LOADING HS-15



PLAN

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

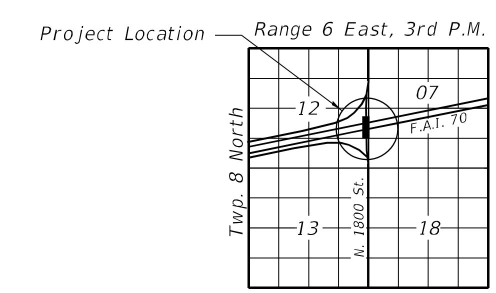
NEW CONSTRUCTION

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)

EXISTING CONSTRUCTION

f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)
fy = 33,000 psi (Structural Steel)

See Sheets 4-6 for Sections A-A, B-B, C-C.



LOCATION SKETCH

RONALD E. BREVILLE
081-005711
LICENSED
STRUCTURAL
ENGINEER
ST. LOUIS MO
STATE OF ILLINOIS
04/06/2022
Exp. 11/30/2022

GENERAL PLAN AND ELEVATION
N. 1800 ST. OVER FAI 70
STATION 2486+35.00
STRUCTURE NO. 025-0064
EFFINGHAM COUNTY

LOCHMUELLER GROUP 1928 Sr.A Bradley R. Smith Drive Troy, IL 62294 PHONE: 618.667.1800	USER NAME = PEberhart	DESIGNED - YSE	REVISED -
		CHECKED - JMH	REVISED -
	PLOT SCALE=	DRAWN - PRE	REVISED -
	PLOT DATE = 4/6/2022	CHECKED - REB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 025-0064
SHEET 1 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	296
		CONTRACT NO. 74599		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: X:\Production\Files\2020\420-0053\CAD\CADD Drawings\025-0064\SS10 Files_025-0064\SS10 Sheet Files\025-0064-74599-001-GPE.dgn

4/6/2022 11:21:43 AM

GENERAL NOTES

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

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

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

4. Concrete Sealer shall be applied to the designated areas of the piers.

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

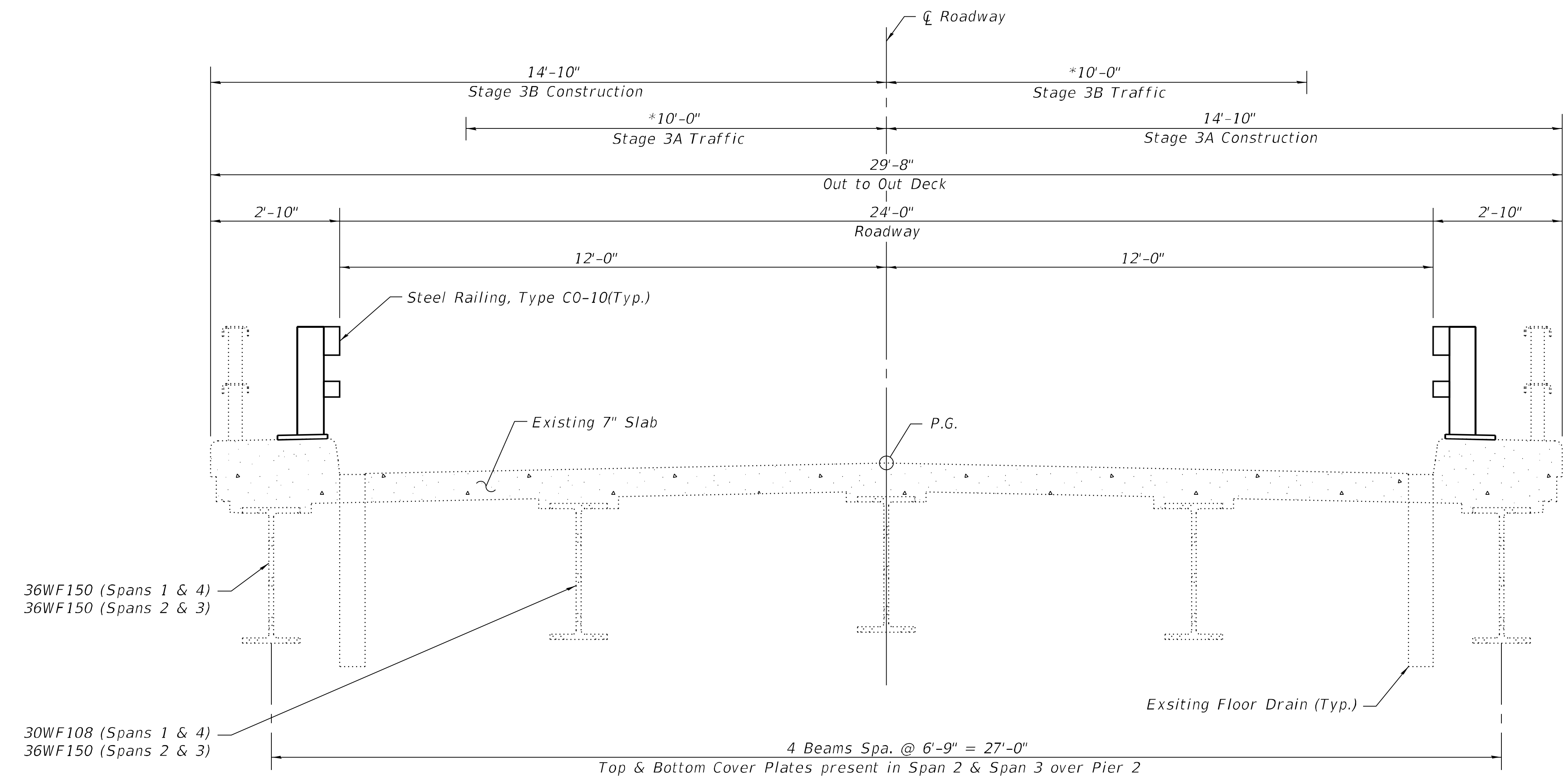
6. All elevations shown on plans are based on 1960 plans and therefore NGVD 29 Datum. Elevations shall be confirmed with survey.

SCOPE OF WORK

1. Install Steel Railing Type CO-10.
2. Construct crashwalls at piers.
3. Patch concrete at piers.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.	-	9.9	9.9
Concrete Sealer	Sq. Ft.	-	282	282
Reinforcement Bars, Epoxy Coated	Pounds	-	1080	1080
Steel Railing, Type CO-10	Foot	433	-	433
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	3	3



CROSS SECTION

(Looking South)

*Lane Closure, 2L 2W, Day only for speeds ≥ 45 mph.
Std. 701201-05

LOCHMUELLER GROUP, 1928 S.R. Bradley R. Smith Drive, Troy, IL 62294, PHONE: 618.667.1400	USER NAME = PEberhart	DESIGNED - YSE	REVISED -
		CHECKED - JMH	REVISED -
	PLOT SCALE=	DRAWN - PRE	REVISED -
	PLOT DATE = 4/6/2022	CHECKED - REB	REVISED -

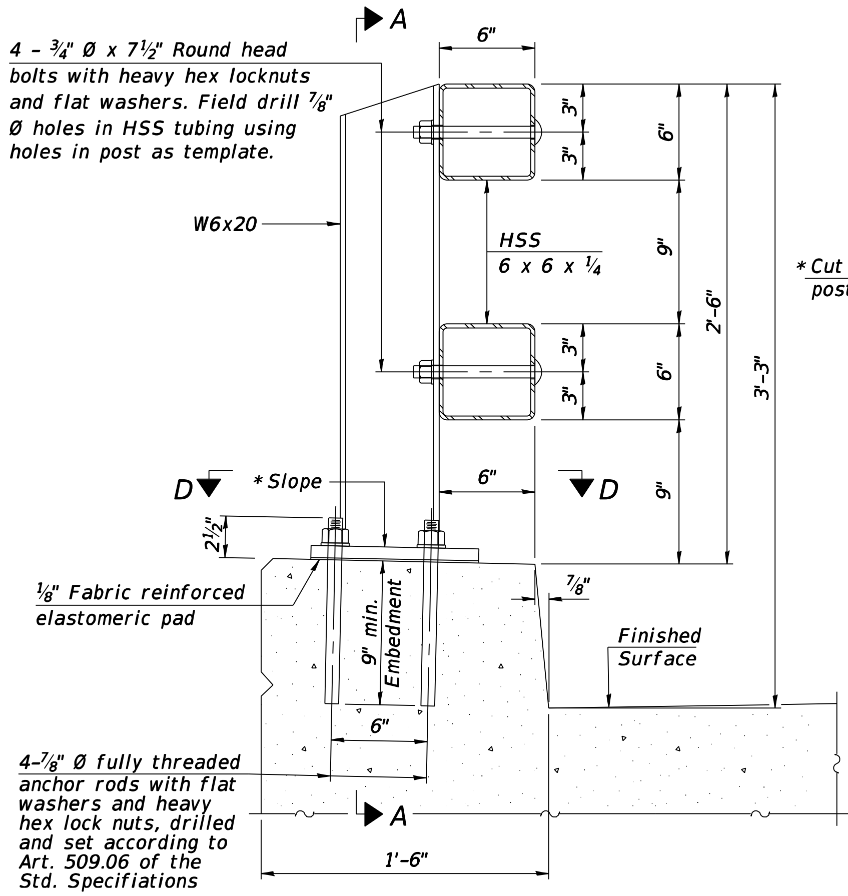
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 025-0064

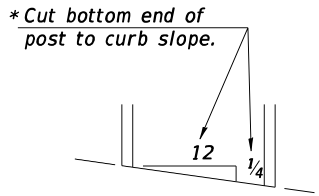
SHEET 2 OF 6 SHEETS

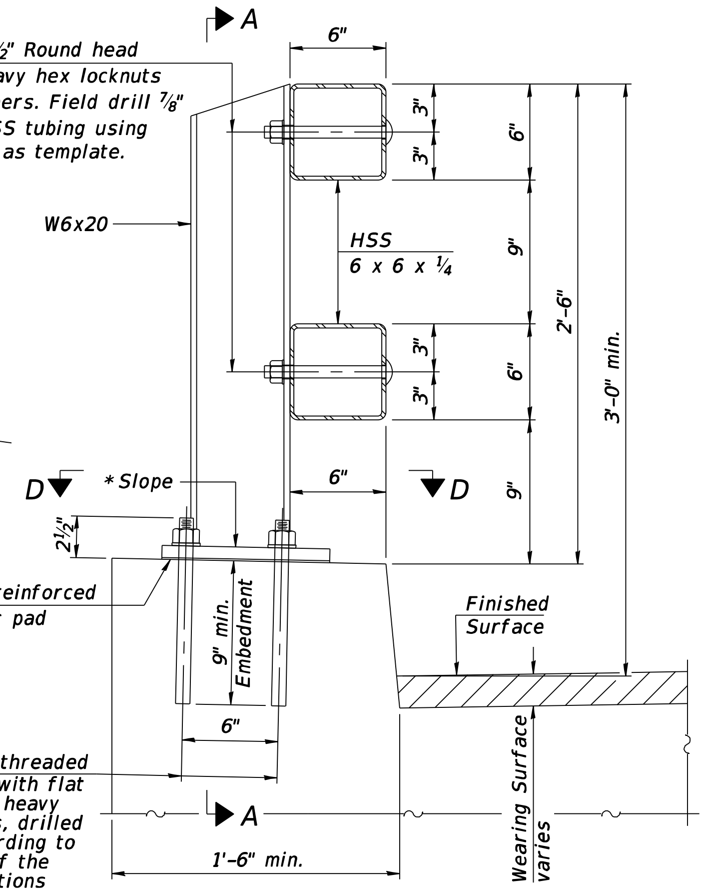
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-4-1, 25-5)R	EFFINGHAM	790	297
		CONTRACT NO. 74599		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: X:\ProductionFiles\2020\420-0053\CAD\CADD Drawings\025-0064\SS10 Files_025-0064\SS10 Sheet Files\025-0064-74599-002-General Data.dgn
4/6/2022 11:21:45 AM

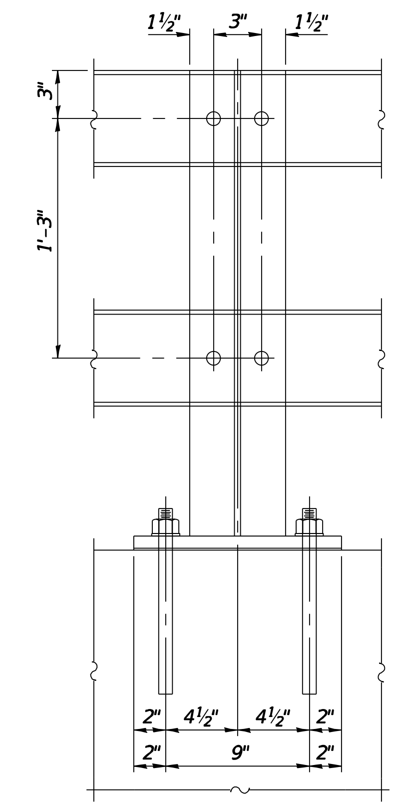


SECTION AT RAIL POST
(New construction)



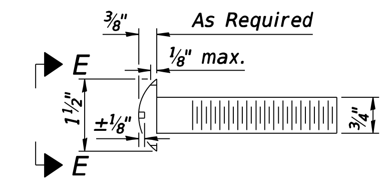


SECTION AT RAIL POST
(Retrofit construction)

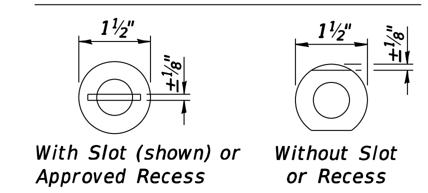


SECTION A-A

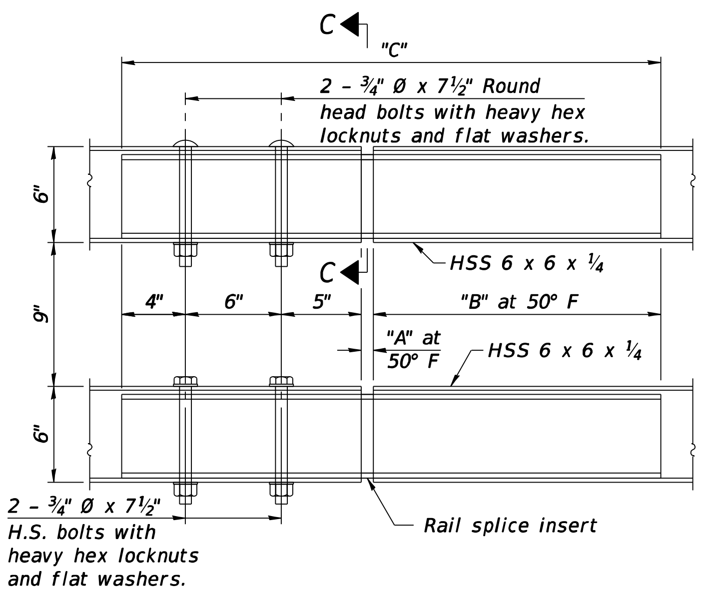
Notes:
All HSS tubing shall be ASTM A500 grade C.
All plates shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Posts shall not be located closer than 2'-6" to a bridge expansion joint.
Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
All HSS tubing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
Rail splice inserts may be built out of 2 -3/8" bent plates in lieu of the 4 plate rail splice inserts shown, provided the outside dimensions are matched.
All round head bolts shall be ASTM A449.
The centerline of rail splices shall be placed between 1'-8" to 2'-6" from the centerline of the posts. The free end of the splice tube shall be oriented away from the closest post.



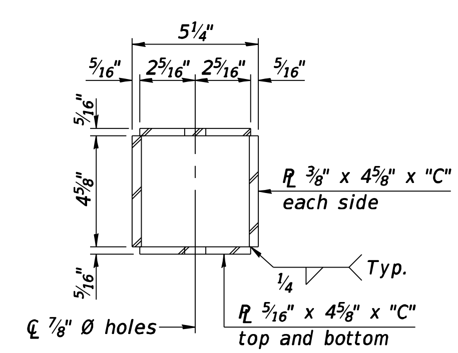
ROUND HEAD BOLT DETAIL



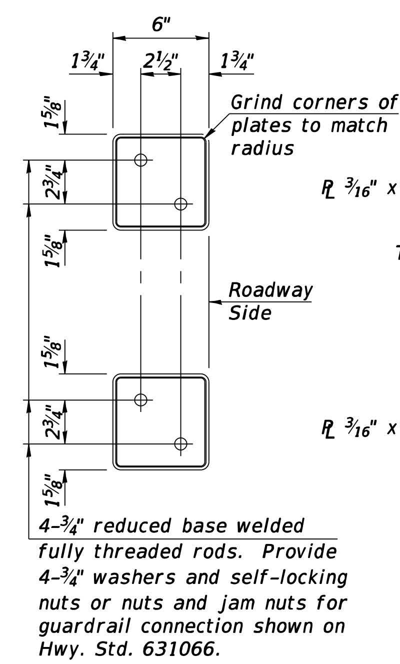
VIEW E-E



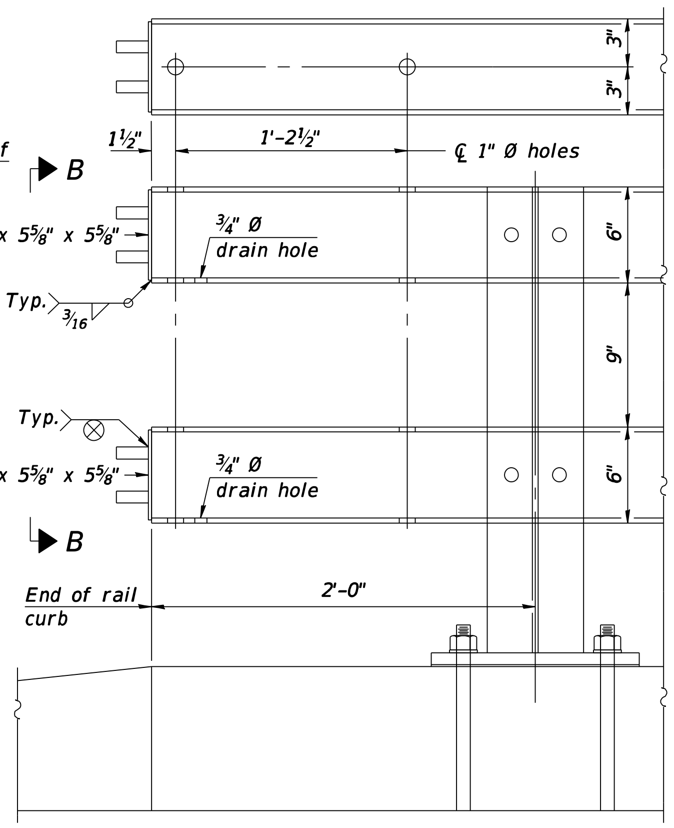
TOP AND BOTTOM RAIL SPLICE ELEVATION



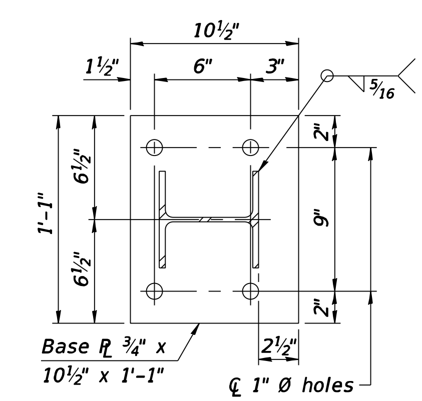
SECTION C-C



VIEW B-B



END OF RAIL DETAILS



SECTION D-D

RAILING CRITERIA

MASH 2016 Test Level	4
Railing Weight (plf)	75
Min f'c (psi)	4,500
Post Spacing Range	6'-8" - 10'-0'

SPLICE DIMENSIONS

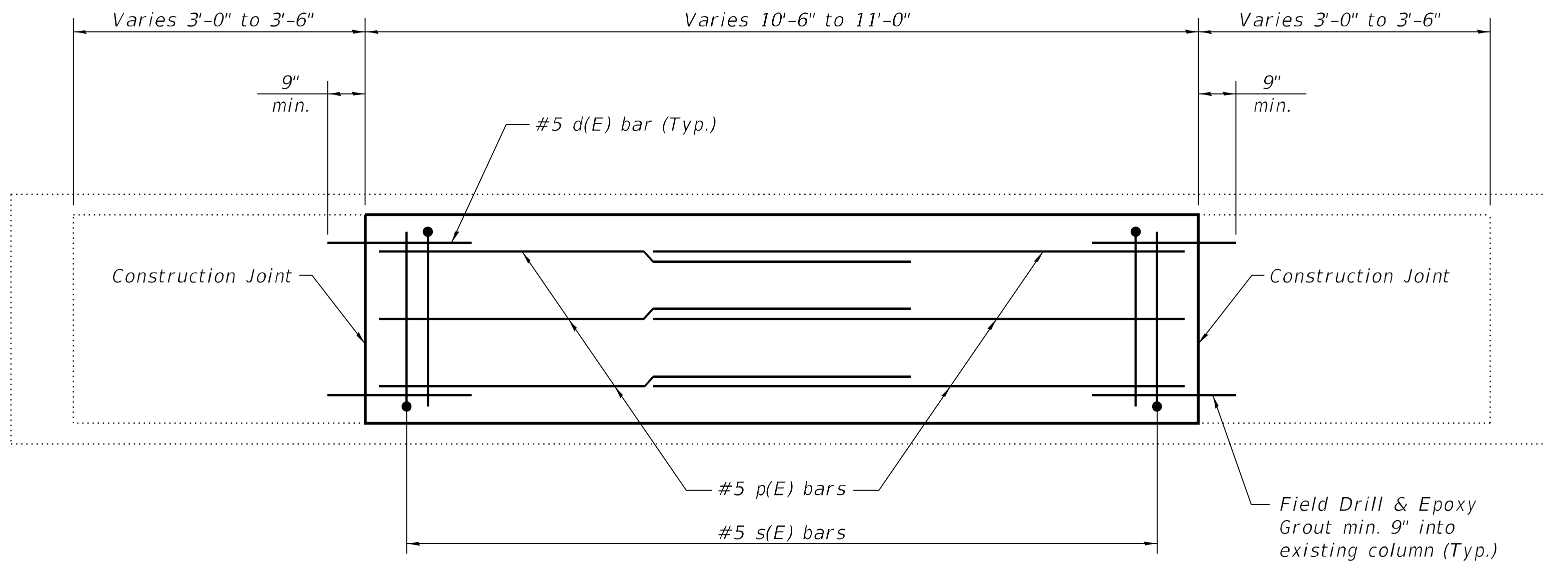
Location	T	A	B	C
All locs. not over exp. jts.	0	½"	1'-6"	2'-9½"
Over Strip Seal Jt.	≤4"	2½"	1'-8"	3'-1½"
Over Finger or Modular Jt.	≤9½"	5½"	1'-10¾"	3'-7¼"
Over Finger or Modular Jt.	≤15"	8¼"	2'-1½"	4'-0¾"

T = 3/4"; total movement along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type CO-10	Foot	433

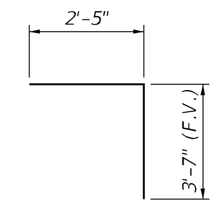
R-42 10-12-2021



CRASHWALL PLAN
VIEW D-D

NOTES

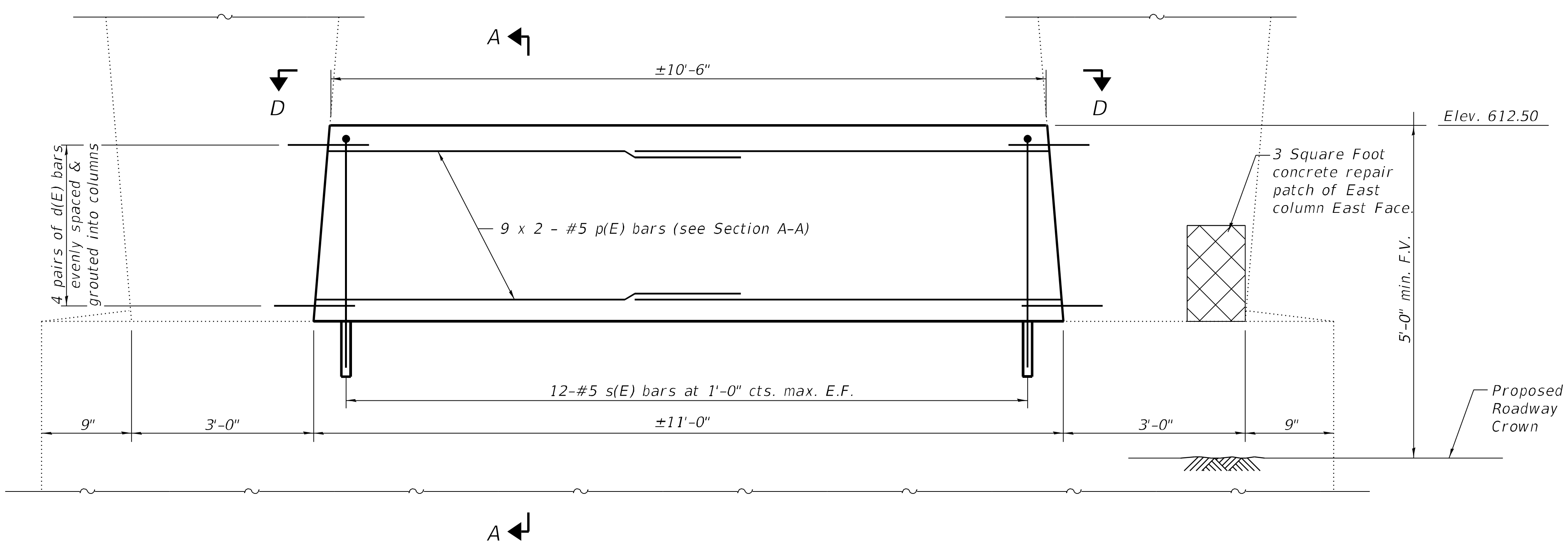
1. Bars shall be drilled and grouted according to Section 584 of the Standard Specifications.
2. Concrete Sealer shall be applied only to exposed surface of the new concrete on Pier 1.
3. Bars indicated thus, 9 x 2-#5 bars indicates 9 lines of bars with 2 lengths per line.
4. Field verify that proposed crashwall extension extends a minimum of 5'-0" above the proposed profile grade.



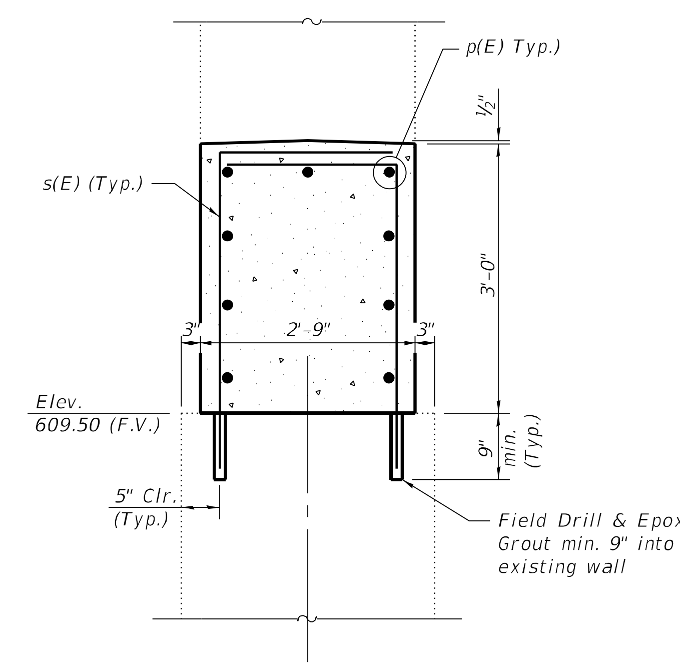
s Bar

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	16	#5	3'-9"	
p(E)	18	#5	7'-9"	
s(E)	24	#5	6'-0"	
Concrete Structures			Cu. Yd.	3.3
Concrete Sealer			Sq. Ft.	94
Reinforcement Bars, Epoxy Coated			Pound	360
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)			Sq. Ft.	3



ELEVATION



SECTION A-A

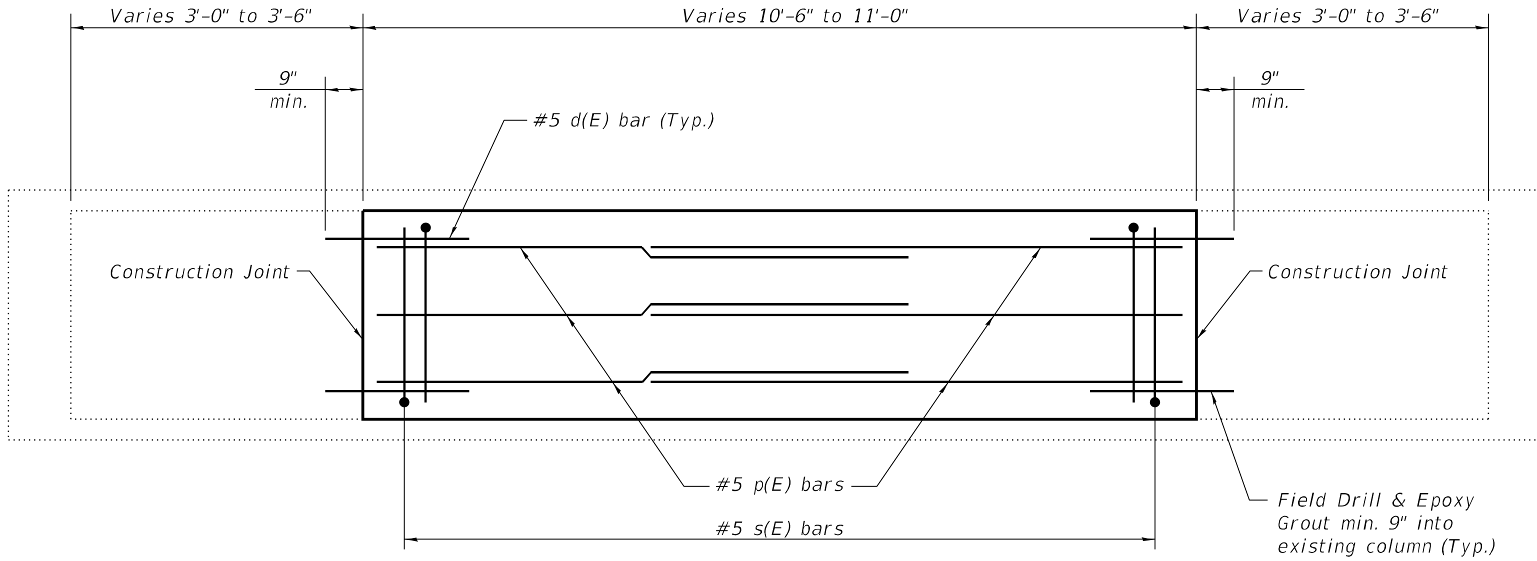
MODEL: Default
FILE NAME: X:\Production\Files\2020\420-0053\CAD\CADD Drawings\025-0064\SS10 Files_025-0064\SS10 Sheet Files\025-0064-74599-004-Pier 1.dgn

LOCHMUELLER GROUP 1928 SrA Bradley R. Smith Drive Troy, IL 62294 PHONE: 618 667 3400	USER NAME = PEberhart	DESIGNED - YSE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 DETAILS STRUCTURE NO. 025-0064	F.A.I. RTE. 70	SECTION (25-4-1, 25-5)R	COUNTY EFFINGHAM	TOTAL SHEETS 790, SHEET NO. 299
		CHECKED - JMH	REVISED -					CONTRACT NO. 74599	
	PLOT SCALE =	DRAWN - PRE	REVISED -						
	PLOT DATE = 4/6/2022	CHECKED - REB	REVISED -		SHEET 4 OF 6 SHEETS		ILLINOIS	FED. AID PROJECT	

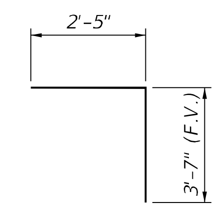
4/6/2022 11:21:51 AM

NOTES

1. Bars shall be drilled and grouted according to Section 584 of the Standard Specifications.
2. Concrete Sealer shall be applied only to exposed surface of the new concrete on Pier 2.
3. Bars indicated thus, 9 x 2-#5 bars indicates 9 lines of bars with 2 lengths per line.
4. Field verify that proposed crashwall extension extends a minimum of 5'-0" above the proposed profile grade.



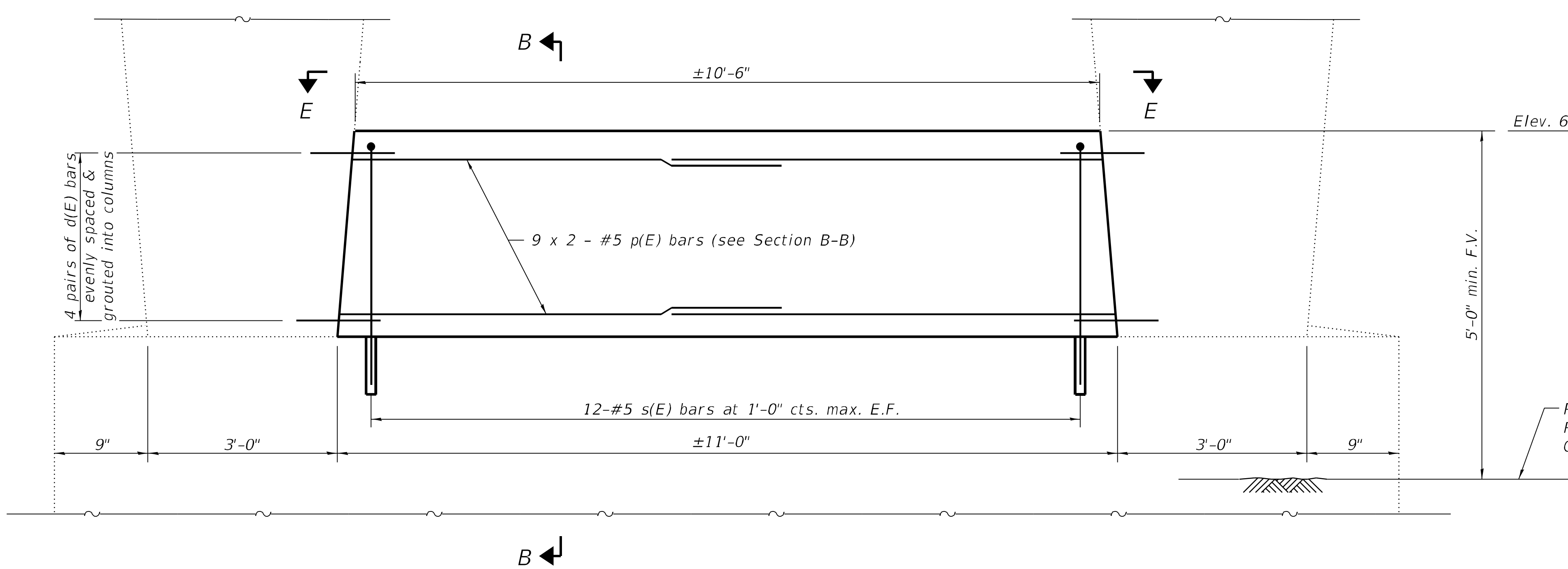
CRASHWALL PLAN
VIEW E-E



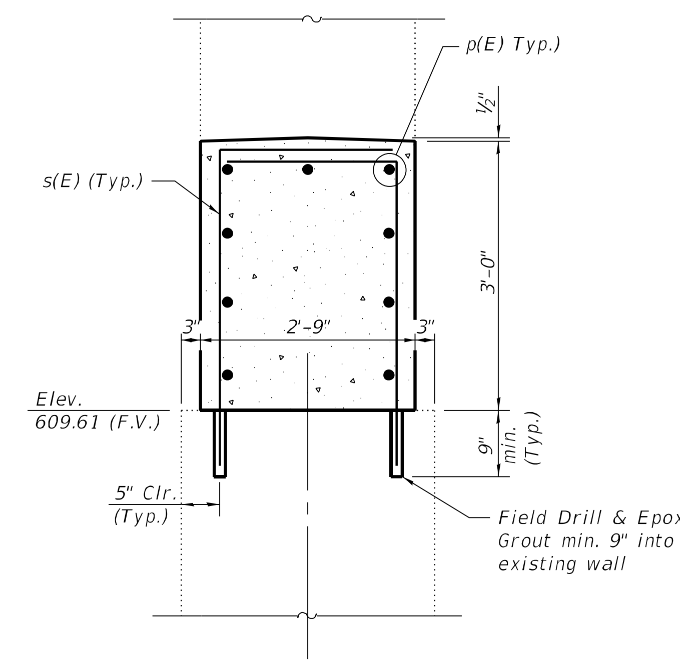
s Bar

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	16	#5	3'-9"	———
p(E)	18	#5	7'-9"	———
s(E)	24	#5	6'-0"	⌐
Concrete Structures		Cu. Yd.	3.3	
Concrete Sealer		Sq. Ft.	94	
Reinforcement Bars, Epoxy Coated		Pound	360	



ELEVATION



SECTION B-B

LOCHMUELLER GROUP 1928 SrA Bradley R. Smith Drive Troy, IL 62294 PHONE: 618.667.3400	USER NAME = PEberhart	DESIGNED - YSE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 DETAILS STRUCTURE NO. 025-0064	F.A.I. RTE. 70	SECTION (25-4-1, 25-5)R	COUNTY EFFINGHAM	TOTAL SHEETS 790 / SHEET NO. 300
		CHECKED - JMH	REVISED -					CONTRACT NO. 74599	
	PLOT SCALE =	DRAWN - PRE	REVISED -					ILLINOIS FED. AID PROJECT	
	PLOT DATE = 4/6/2022	CHECKED - REB	REVISED -		SHEET 5 OF 6 SHEETS				