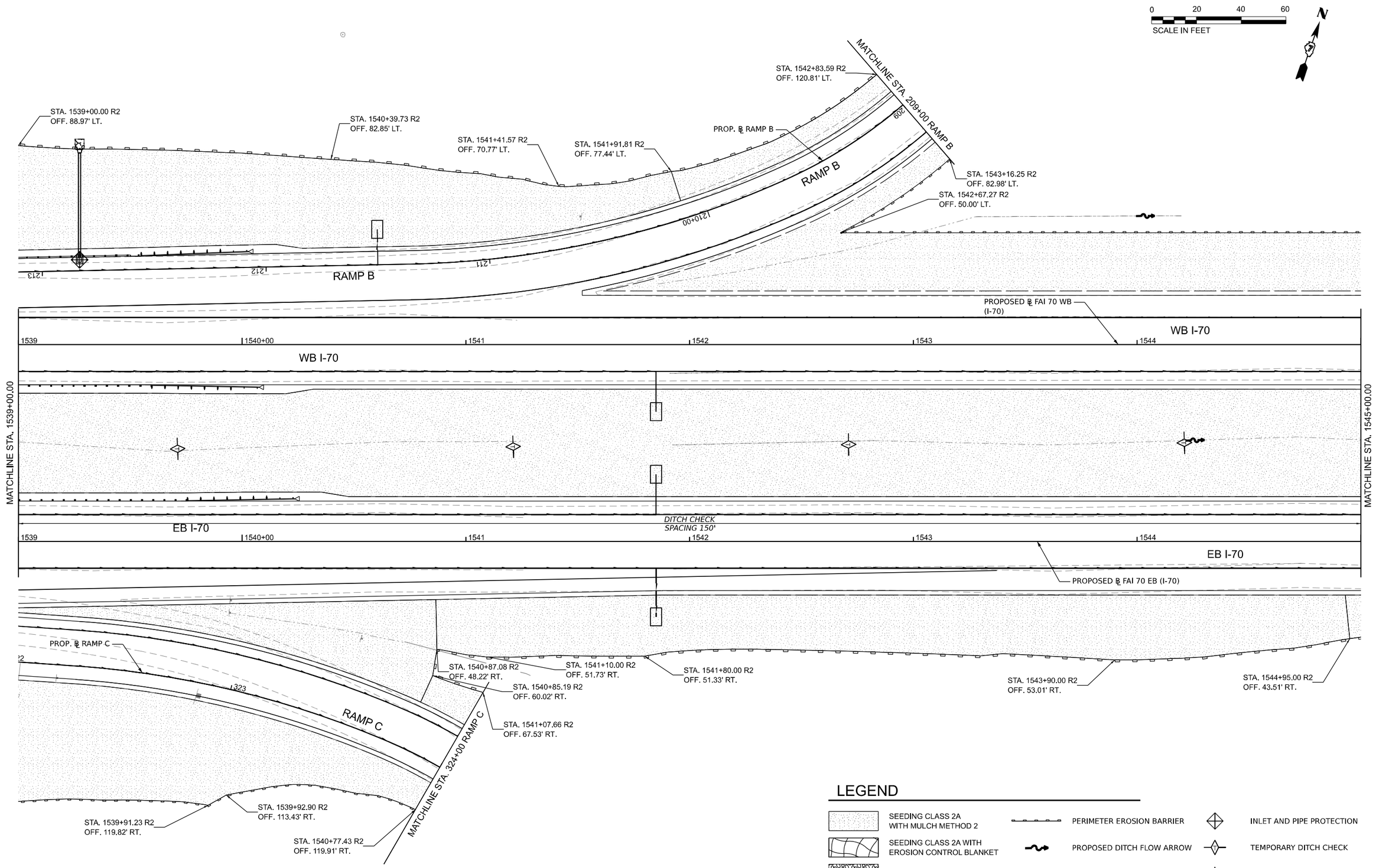

LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: Ex-Cl_FAI70 + 74983-sht07 Erosion [Sheet]
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Kaskaskia Engineering Group, LLC
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USER NAME = moverbey	DESIGNED - SS	REVISED -	
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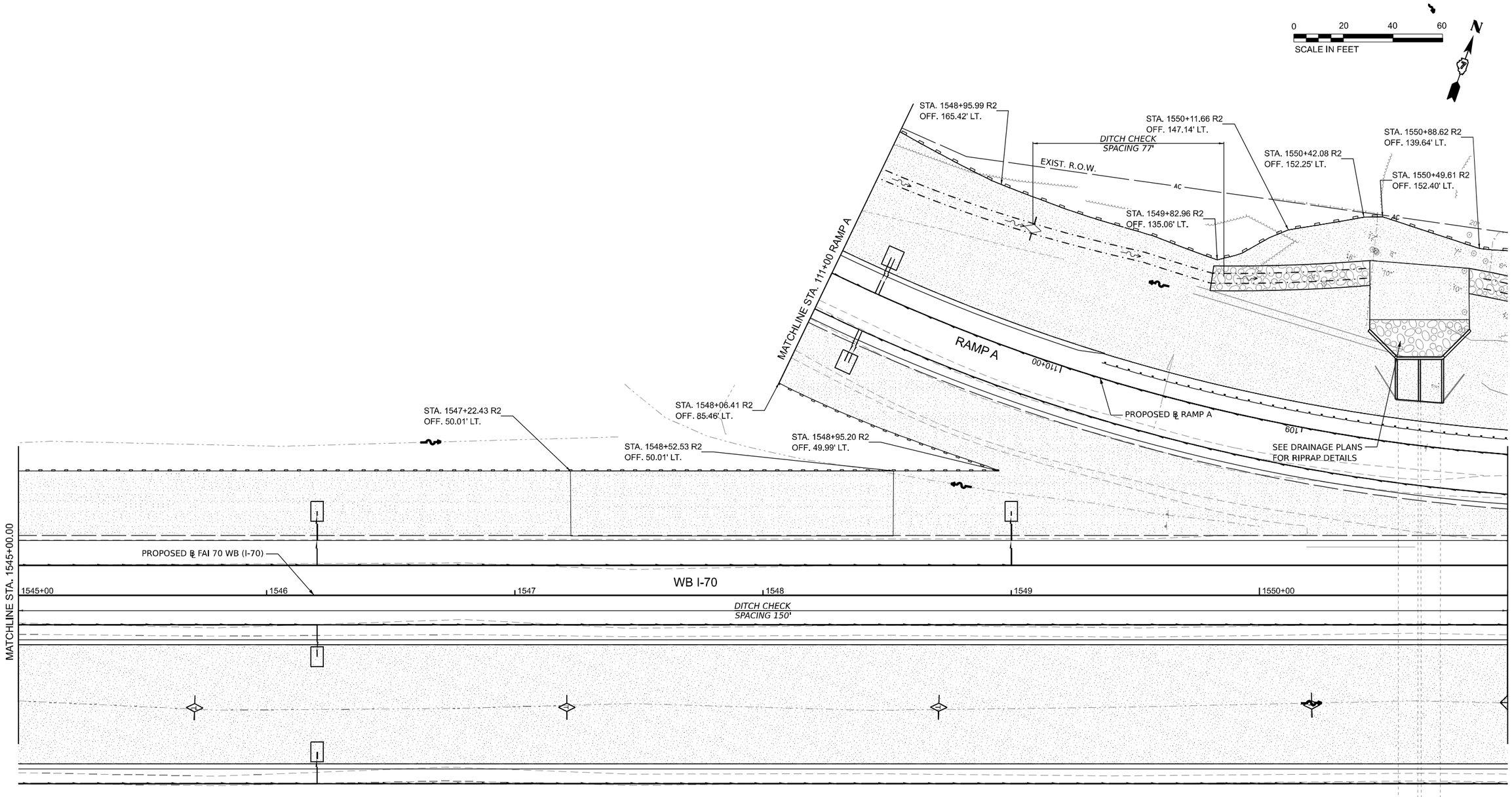
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 301 OF 747 SHEETS | STA. 1539+00 TO STA. 1545+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	301
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: Ex-Cl_FAI70 + 74983-sht08 Erosion [Sheet]
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Illinois Professional Design Firm Professional Engineering Group 28-5000166

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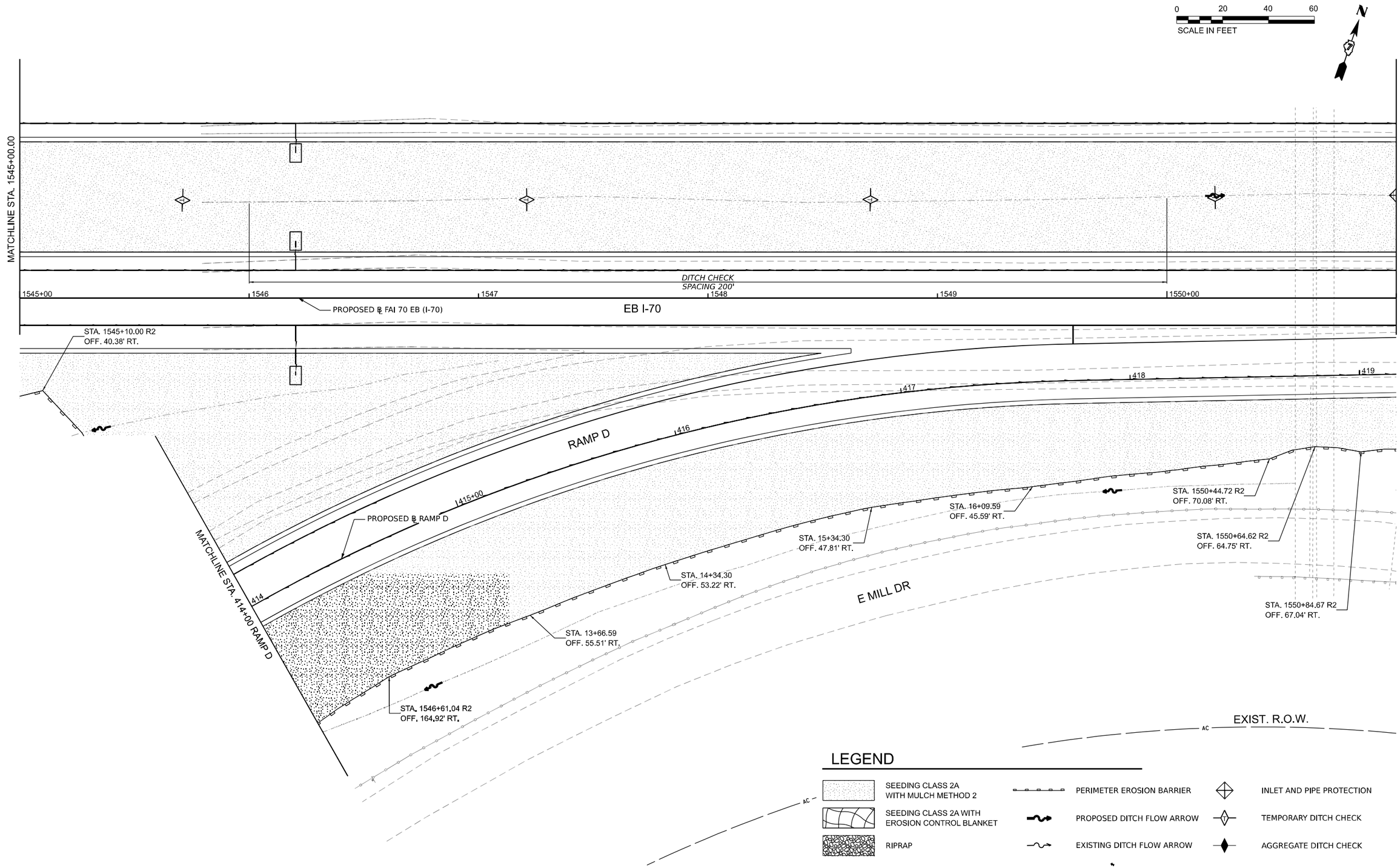
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 302 OF 747 SHEETS | STA. 1545+00 TO STA. 1551+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	302
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



MODEL: EsGLFAI70 - 74983-sb08B [Sheet] - RampD
FILE NAME: pw://contengpw.bentley.com:pw-connect-eu-projects/DOT/220041197-A0/74893/CADD Data/Sheets/0774893-sht-Eros_170.dgn

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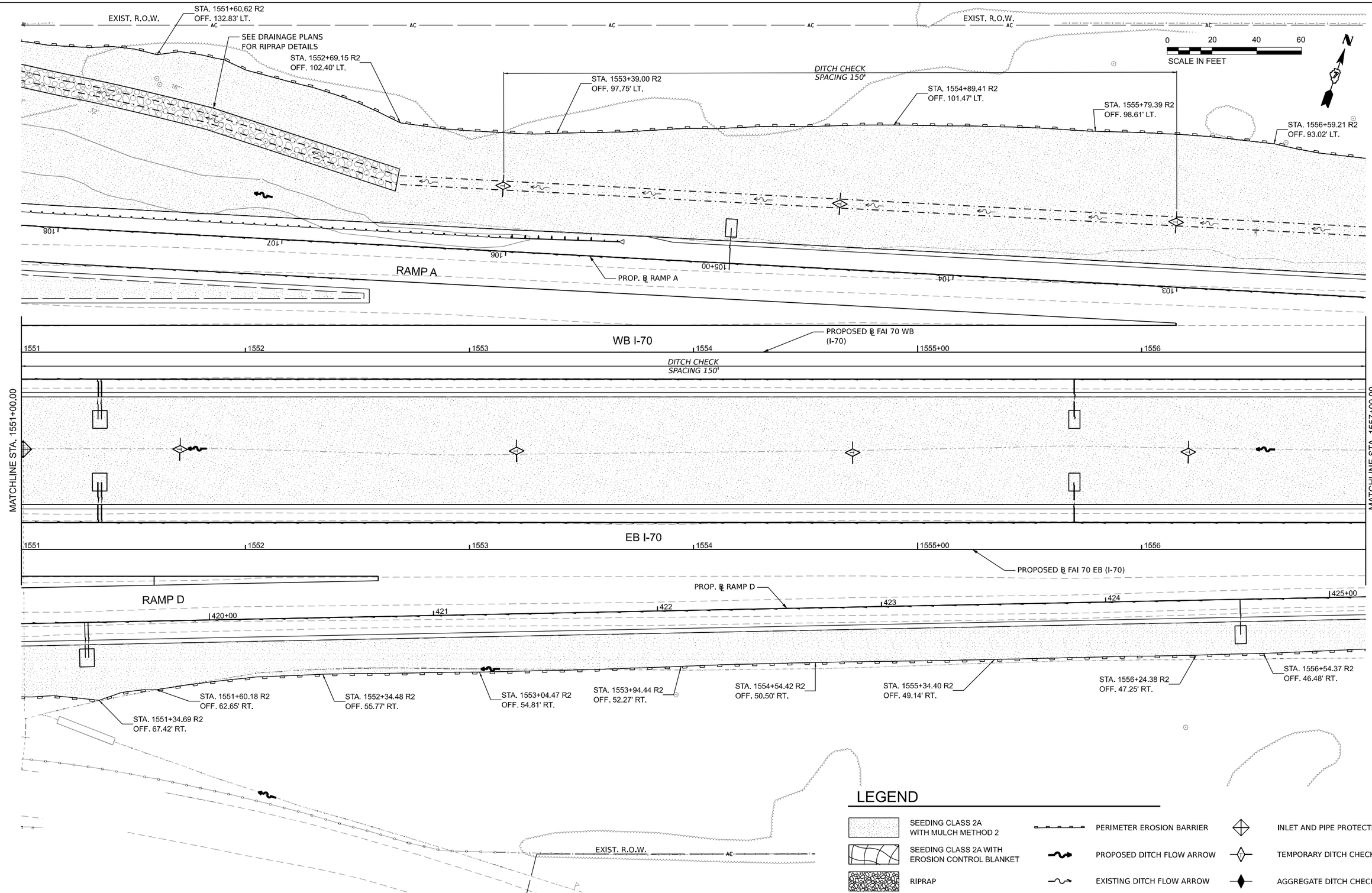
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 303 OF 747 SHEETS | STA. 1545+00 TO STA. 1551+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	303
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



MODEL: ExcLFA70 - 74585-sht09 Erosion [Sheet]
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	DRAWN - RJO	REVISED -	
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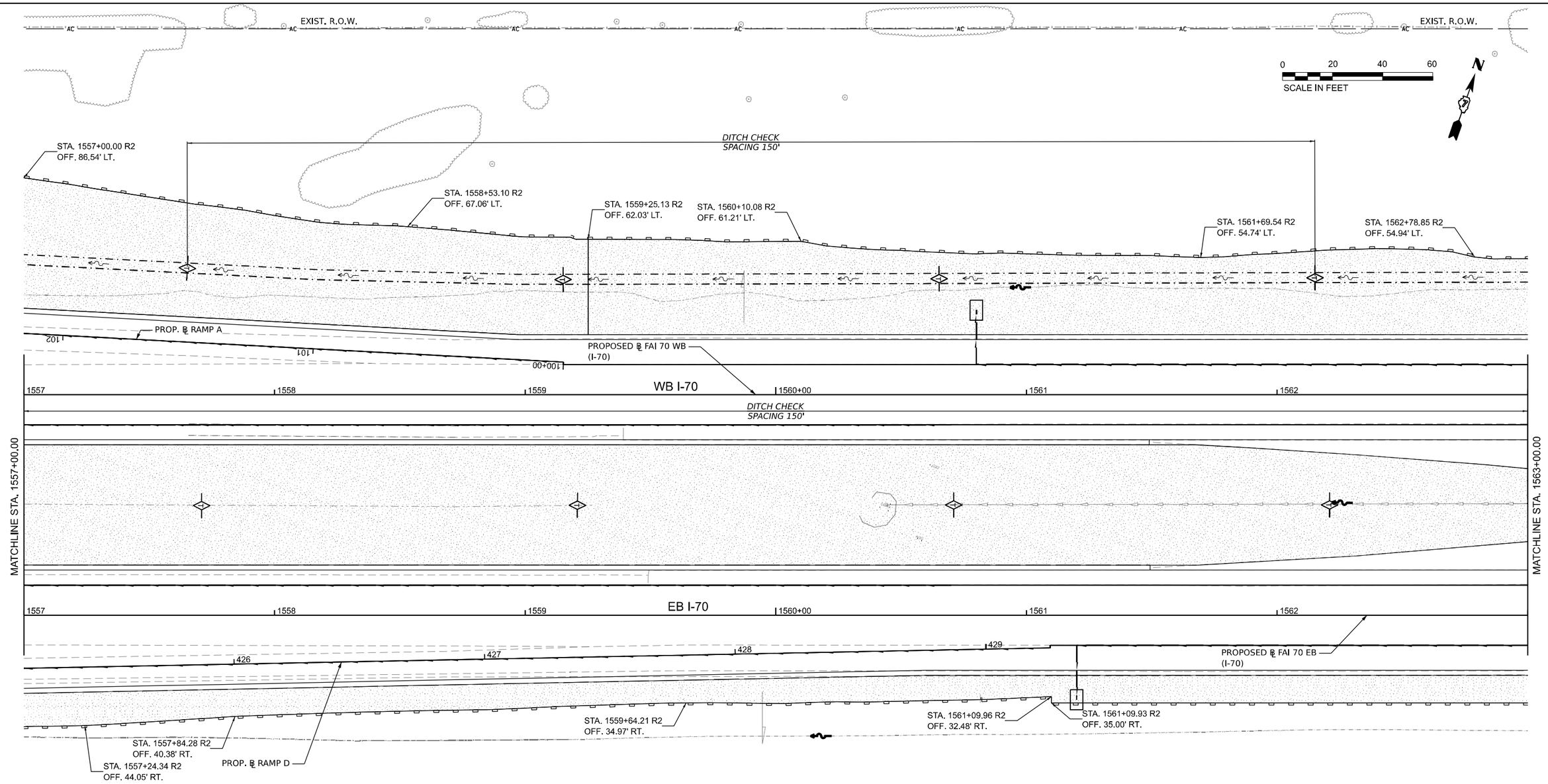
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 304 OF 747 SHEETS | STA. 1551+00 TO STA. 1557+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	304
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: Ex.Cl.FAI70 - 74983-sh10 Erosion [Sheet]
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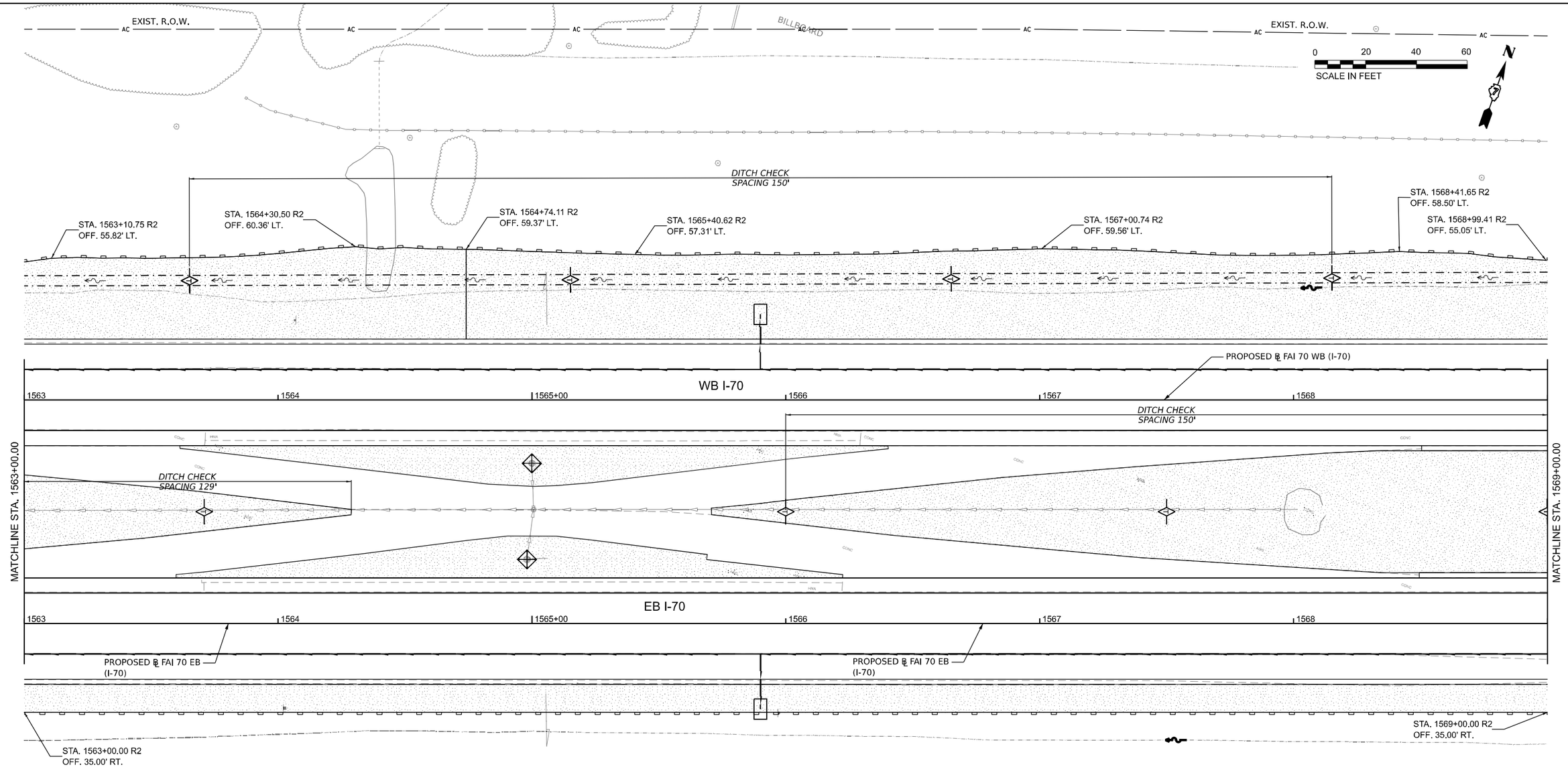
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 305 OF $TOTLSHEETS | STA. 1557+00 TO STA. 1563+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	305
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

	SEEDING CLASS 2A WITH MULCH METHOD 2		PERIMETER EROSION BARRIER		INLET AND PIPE PROTECTION
	SEEDING CLASS 2A WITH EROSION CONTROL BLANKET		PROPOSED DITCH FLOW ARROW		TEMPORARY DITCH CHECK
	RIPRAP		EXISTING DITCH FLOW ARROW		AGGREGATE DITCH CHECK

MODEL: Ex-Cl-FAI70 - 74983-sht11 Erosion [Sheet]
FILE NAME: pw://contengpw.bentley.com:pw-connect-projects/Documents/IDOT/220041974/0074893/CADD Data/Sheets/0774893-sht-ero-Eros_I70.dgn

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Professional Engineering Group 20-5001101

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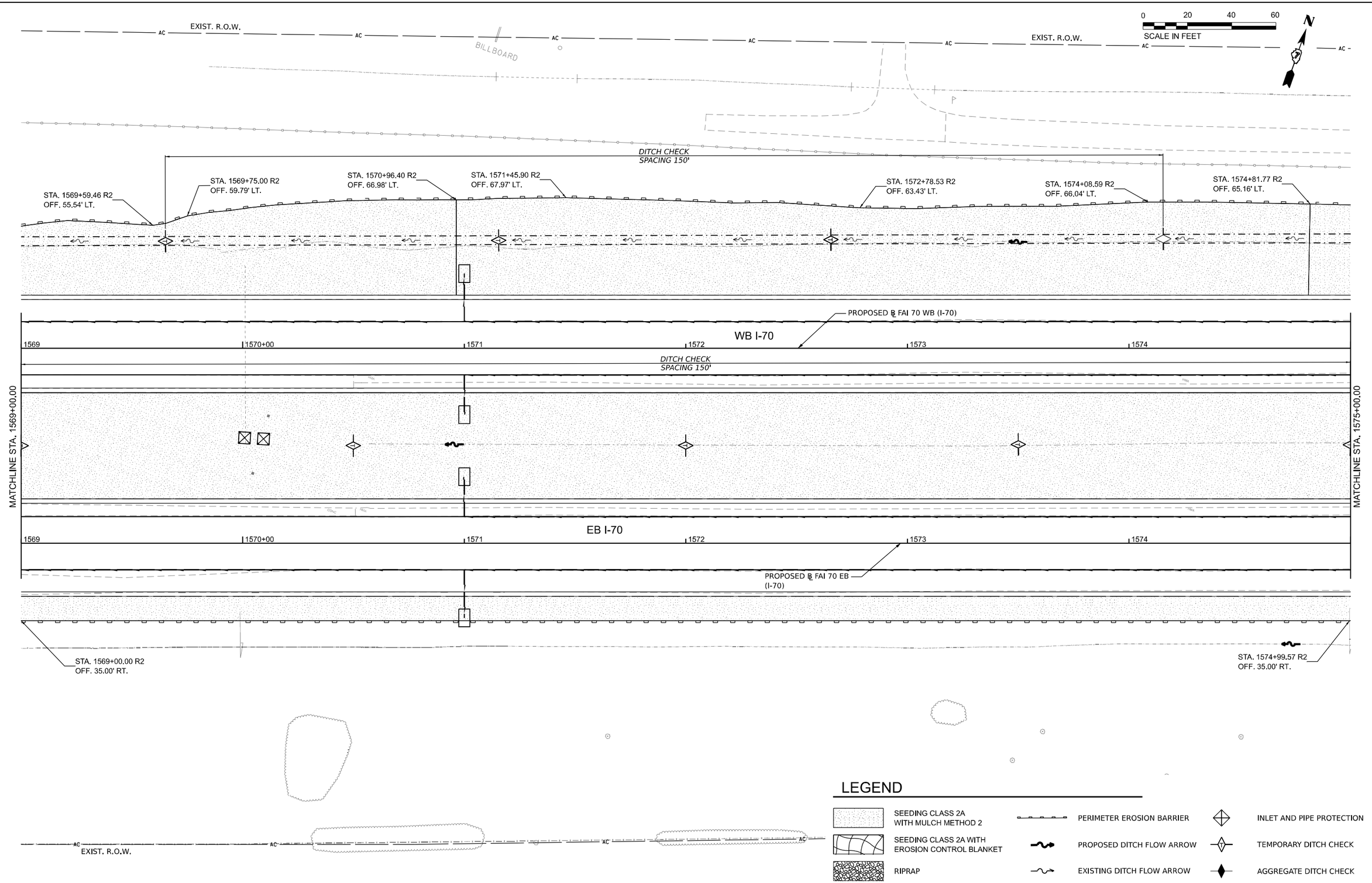
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 306 OF 747 SHEETS | STA. 1563+00 TO STA. 1569+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	306
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



MODEL: ExCLFA70 - 74893-sh12 Erosion [Sheet]
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Professional Engineering Group 20-0000566

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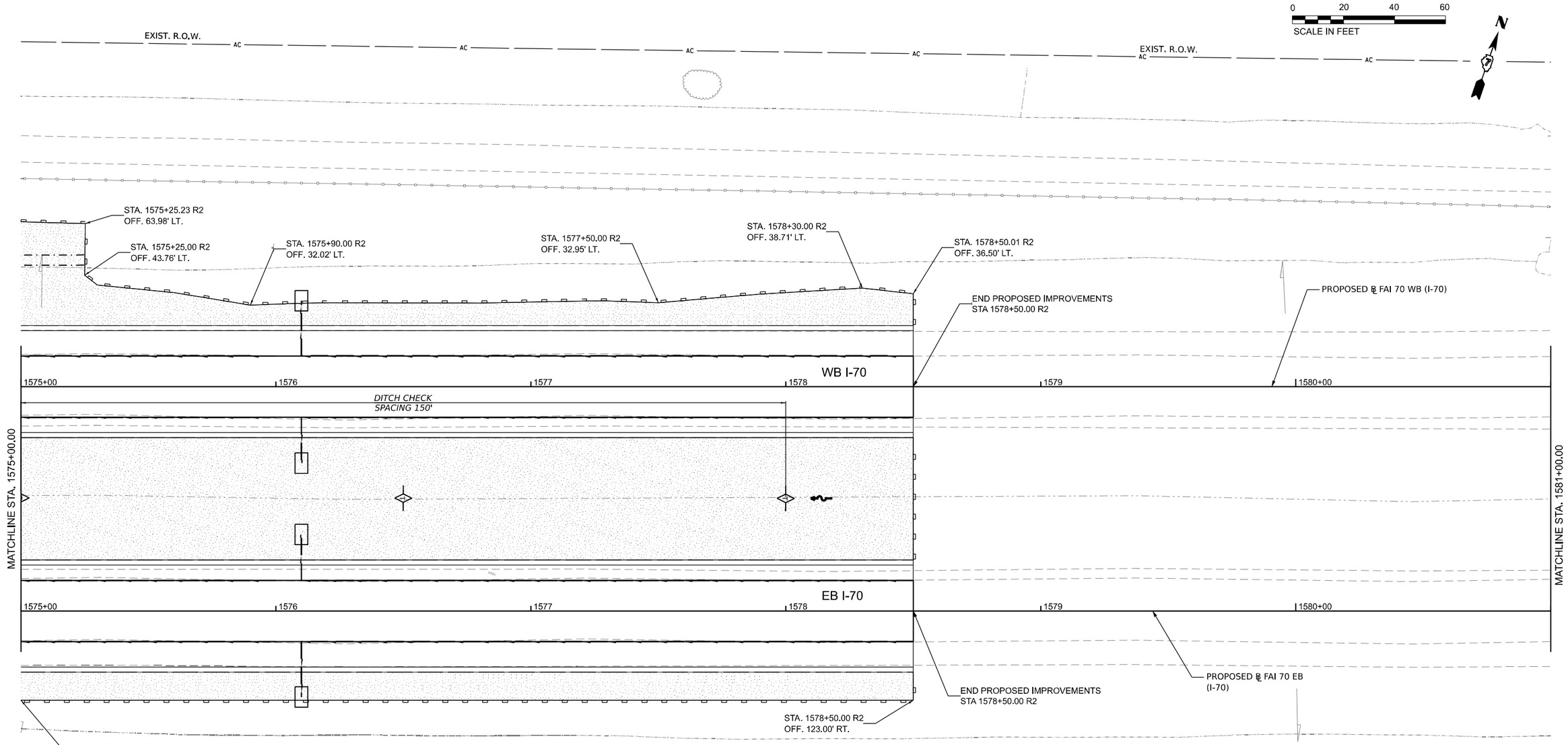
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 307 OF 747 SHEETS | STA. 1569+00 TO STA. 1575+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	307
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: ExCLFA70 - 74893-sh13 Erosion [Sheet]
FILE NAME: pw://centerpoint-sw.bentley.com:centerpoint-sw-projects/Documents/IDOT/220041/74893/CADD Data/Sheets/0774893-sh1-Eros_170.dgn

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PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm 184.001113
Professional Engineering Group 20-0000566

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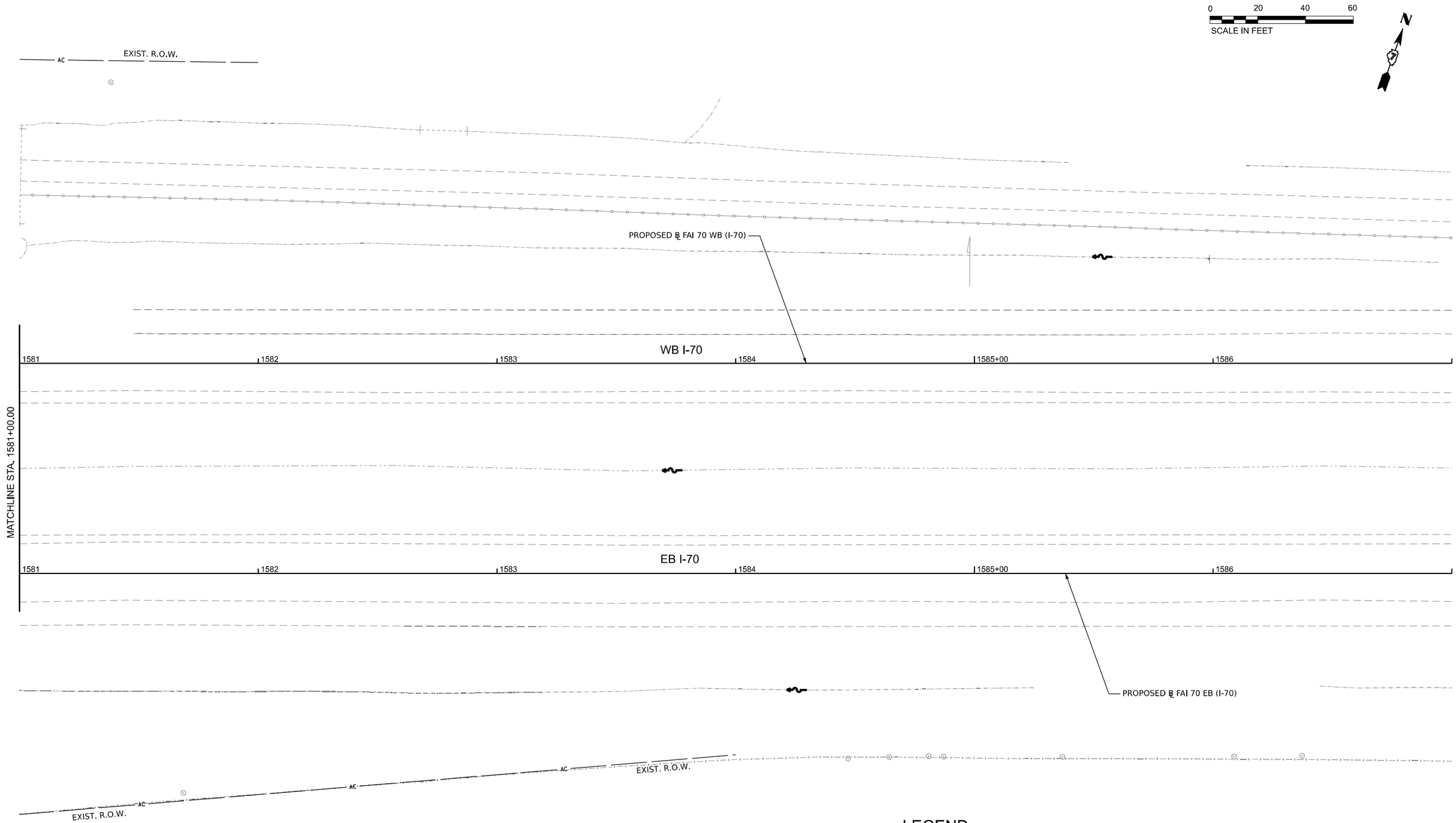
PLOT SCALE = 0.16666667 ' / In.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 308 OF 747 SHEETS | STA. 1575+00 TO STA. 1581+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	308
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: ExCLFA70 - 74983-sht14 Erosion [Sheet]
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184.006775
29-580166

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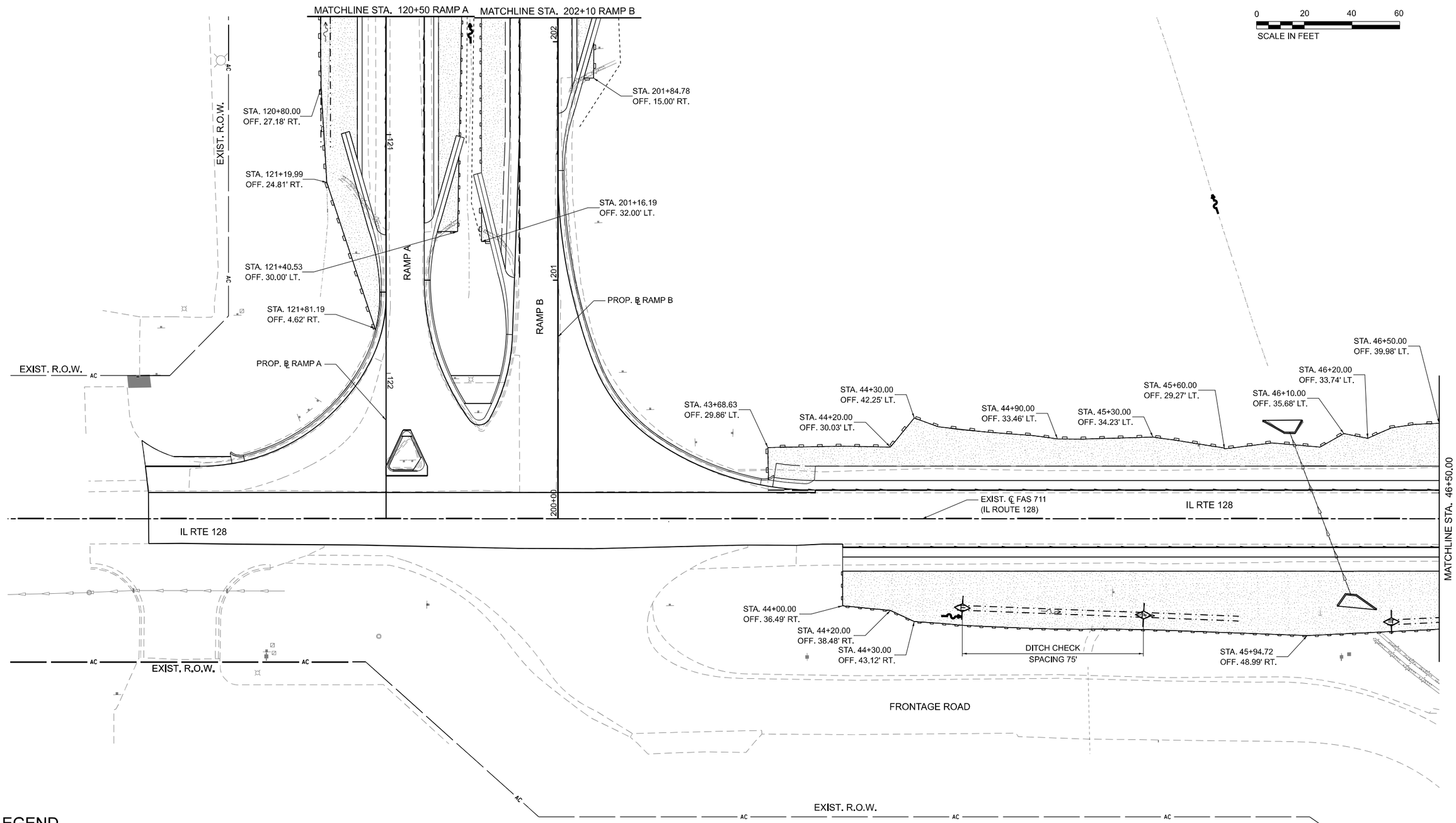
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - FAI ROUTE 70

SCALE: 1" = 20' | SHEET 309 OF 747 SHEETS | STA. 1581+00 TO STA. 1587+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	309
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: ExCL - IL 128-ErosPlan15 [Sheet]
FILE NAME: pw://mlangs-pw.bentley.com:pw-connect-projects/Documents/IDOT/20094197-00744893/CADD Data/Sheets/0774893-sht-Eros_Sidewalk-Ramps.dgn

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EXPIRATION DATE
184-006175
20-0000166

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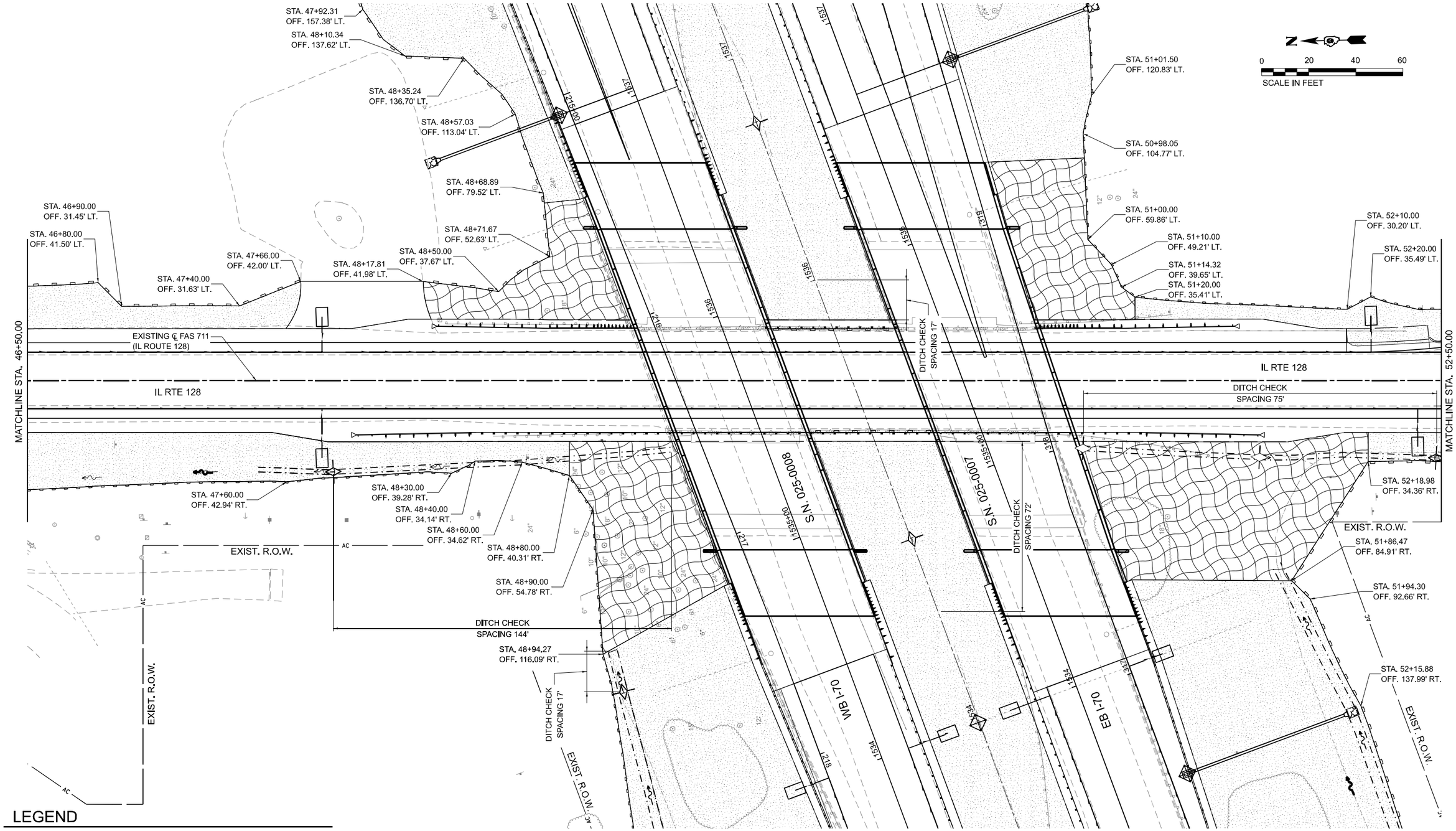
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - IL ROUTE 128

SCALE: 1" = 20' | SHEET 310 OF 747 SHEETS | STA. 40+50 TO STA. 46+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	310
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: ExCL - IL128-ErosPlan16 [Sheet]
FILE NAME: pw://oneengineer.bentley.com:ceh-connect-projects/Documents/IDOT/22004197-20174893-CAD0 Data/Sheets/0774893-sht-Eros_Sitteroute-Ramps.dgn

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LICENSE NO. 184-001718 20-0000566

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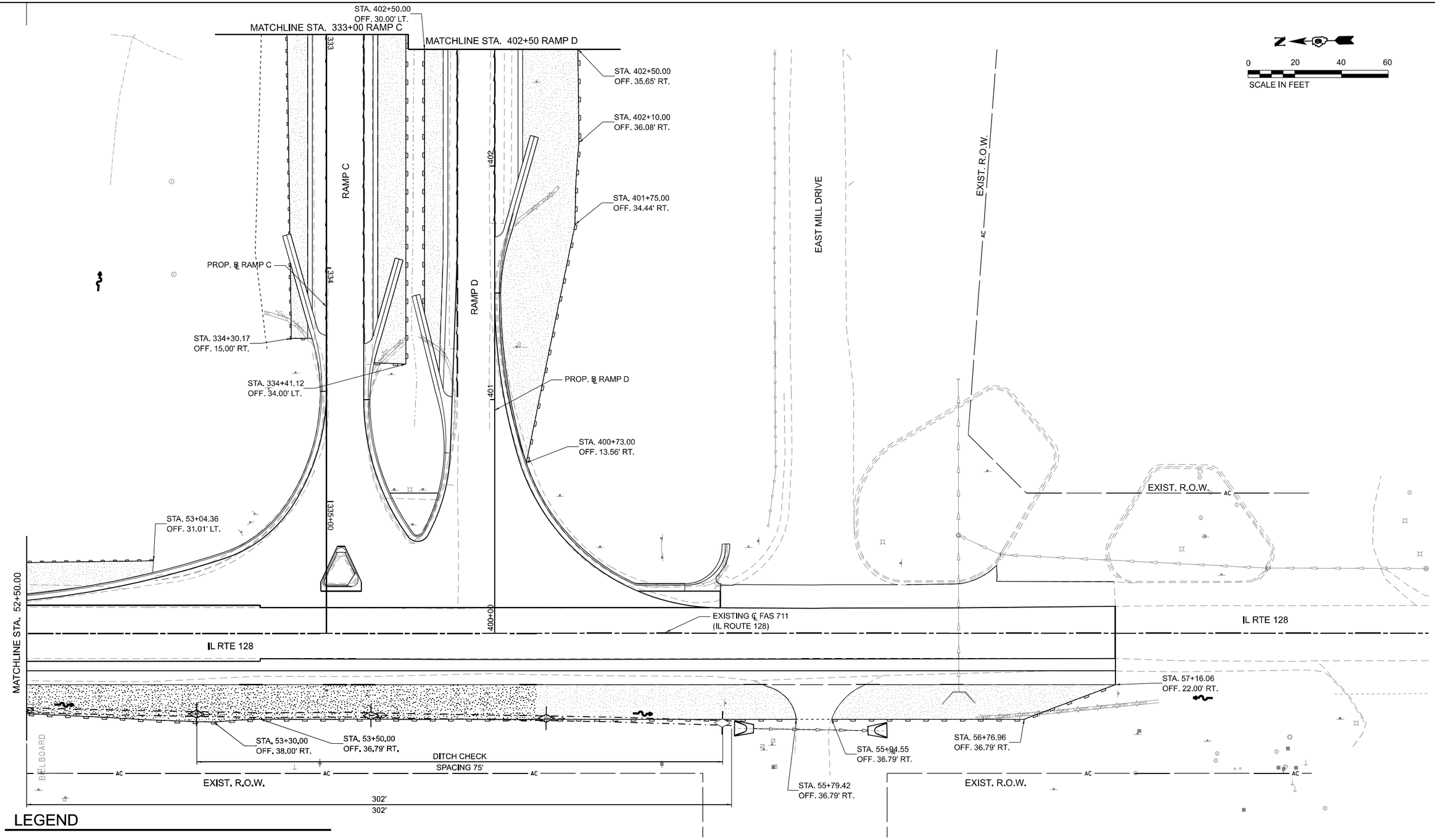
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - IL ROUTE 128

SCALE: 1" = 20' | SHEET 311 OF 747 SHEETS | STA. 46+50 TO STA. 52+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	311
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: ExCL - IL128-FinalPlan17 [Sheet]
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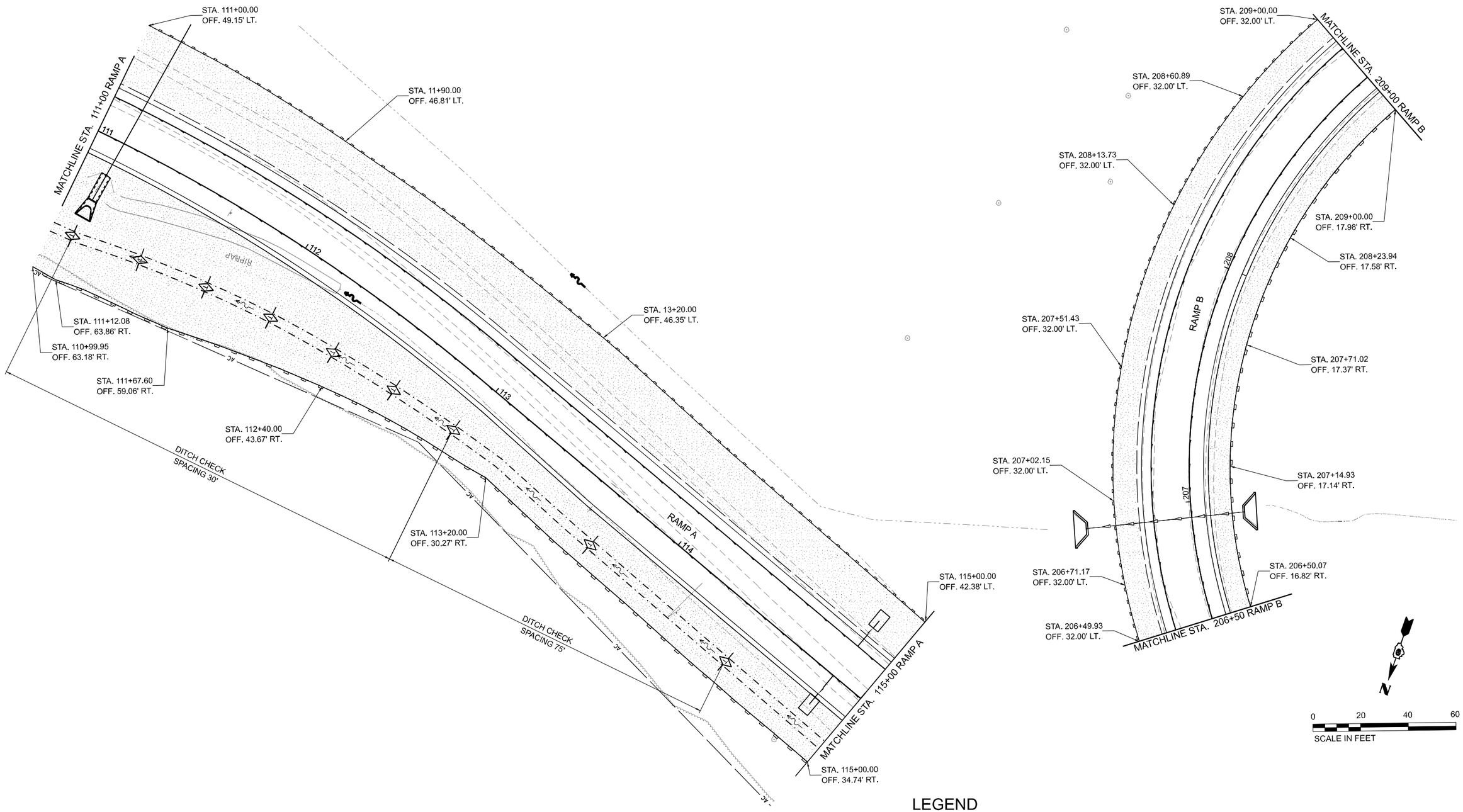
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - IL ROUTE 128

SCALE: 1" = 20' | SHEET 312 OF 747 SHEETS | STA. 52+50 TO STA. 58+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	312
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: RAMPAWBOFF - ErosRampA-Plan18 [Sheet]
FILE NAME: pw://cmeng-pw.bentley.com:cmec-projects/Documents/IDOT/20047197-00/74893/CADD Data/Sheets/0774893-sht-Eros_Sidecrop-Ramps.dgn

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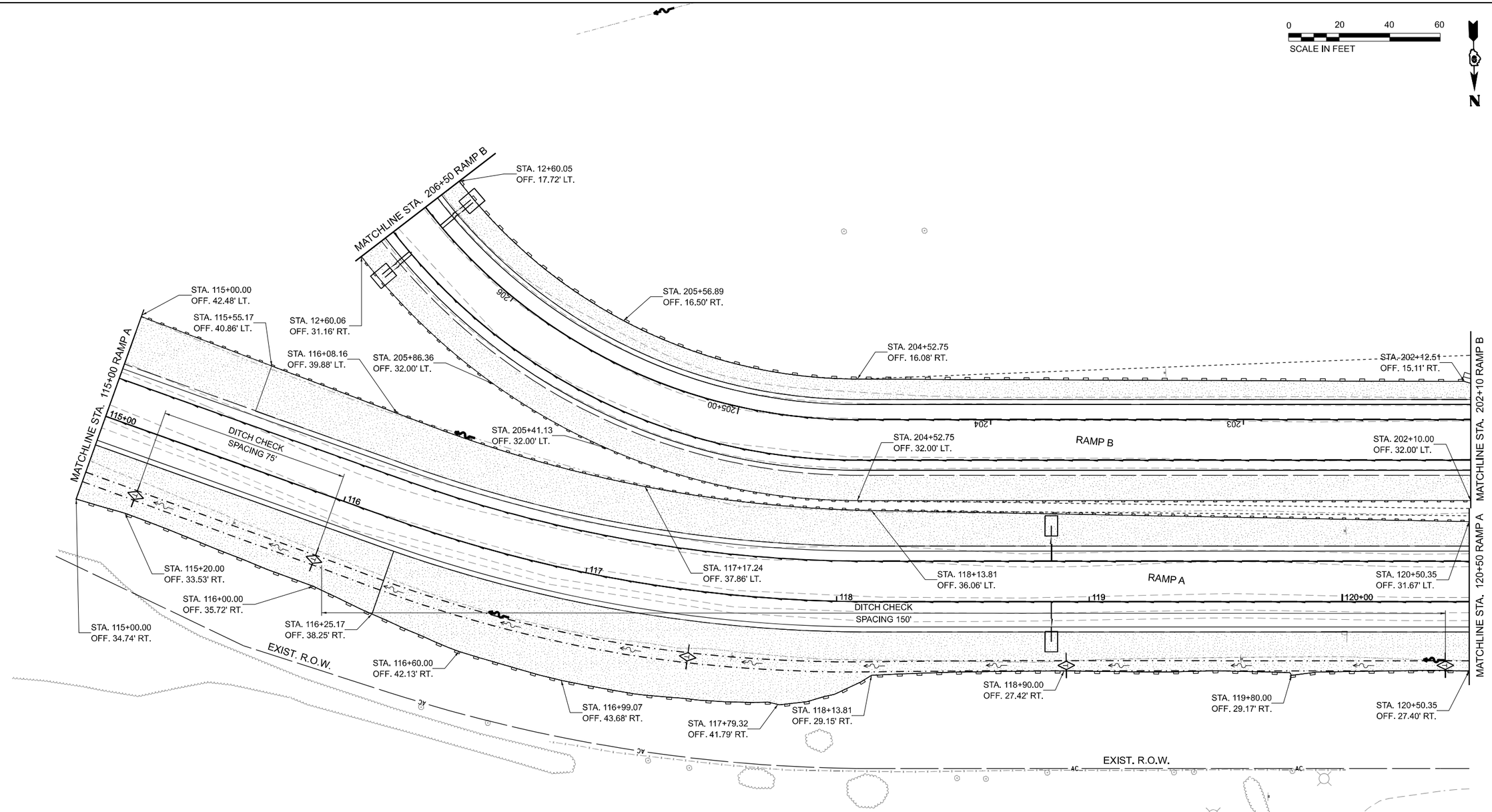
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - RAMP A & B

SCALE: 1" = 20' | SHEET 313 OF 747 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	313
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: RAMPAWBOFF - ErosRampAPlan19 [Sheet]
FILE NAME: pw://cmaengpw.bentley.com:cmaecproj@eto/Documents/EDOT/72204119740/74893/CADD Data/Sheets/0774893-sht-Eros_Sidewalk-Ramps.dgn

Kaskaskia Engineering Group, LLC
PROFESSIONAL REGISTRATIONS: Illinois Professional Design Firm 184-001718; Professional Engineering Group 20-5006168

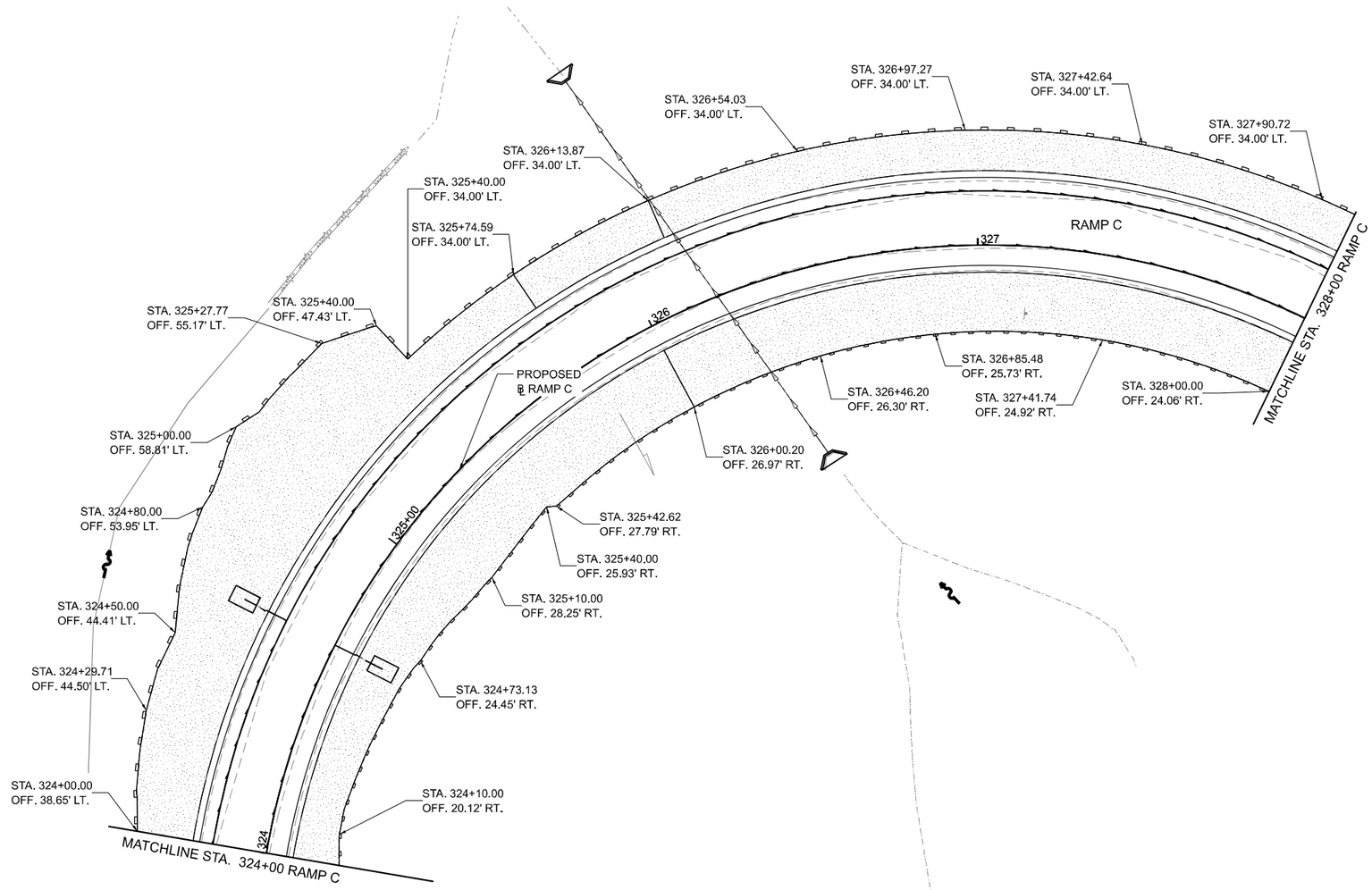
USER NAME = moverbey	DESIGNED - SS	REVISED -	
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - RAMP A & B

SCALE: 1" = 20' | SHEET 314 OF 747 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	314
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

	SEEDING CLASS 2A WITH MULCH METHOD 2		PERIMETER EROSION BARRIER		INLET AND PIPE PROTECTION
	SEEDING CLASS 2A WITH EROSION CONTROL BLANKET		PROPOSED DITCH FLOW ARROW		TEMPORARY DITCH CHECK
	RIPRAP		EXISTING DITCH FLOW ARROW		AGGREGATE DITCH CHECK

MODEL: RAMPCEBOFF - ErosRampC-Plan20 [Sheet]
FILE NAME: pw:\\corelangpw.bentley.com:corelangprojects\Documents\EDOT\22004119740\74893\CADD Data\Sheets\0774893-sht-Eros_Sidewalk-Ramps.dgn

Kaskaskia Engineering Group, LLC
PROFESSIONAL DESIGN FIRM: Illinois Professional Design Firm Professional Engineering Group
LICENSE NO. 184.001710
EXPIRATION DATE 30-500101

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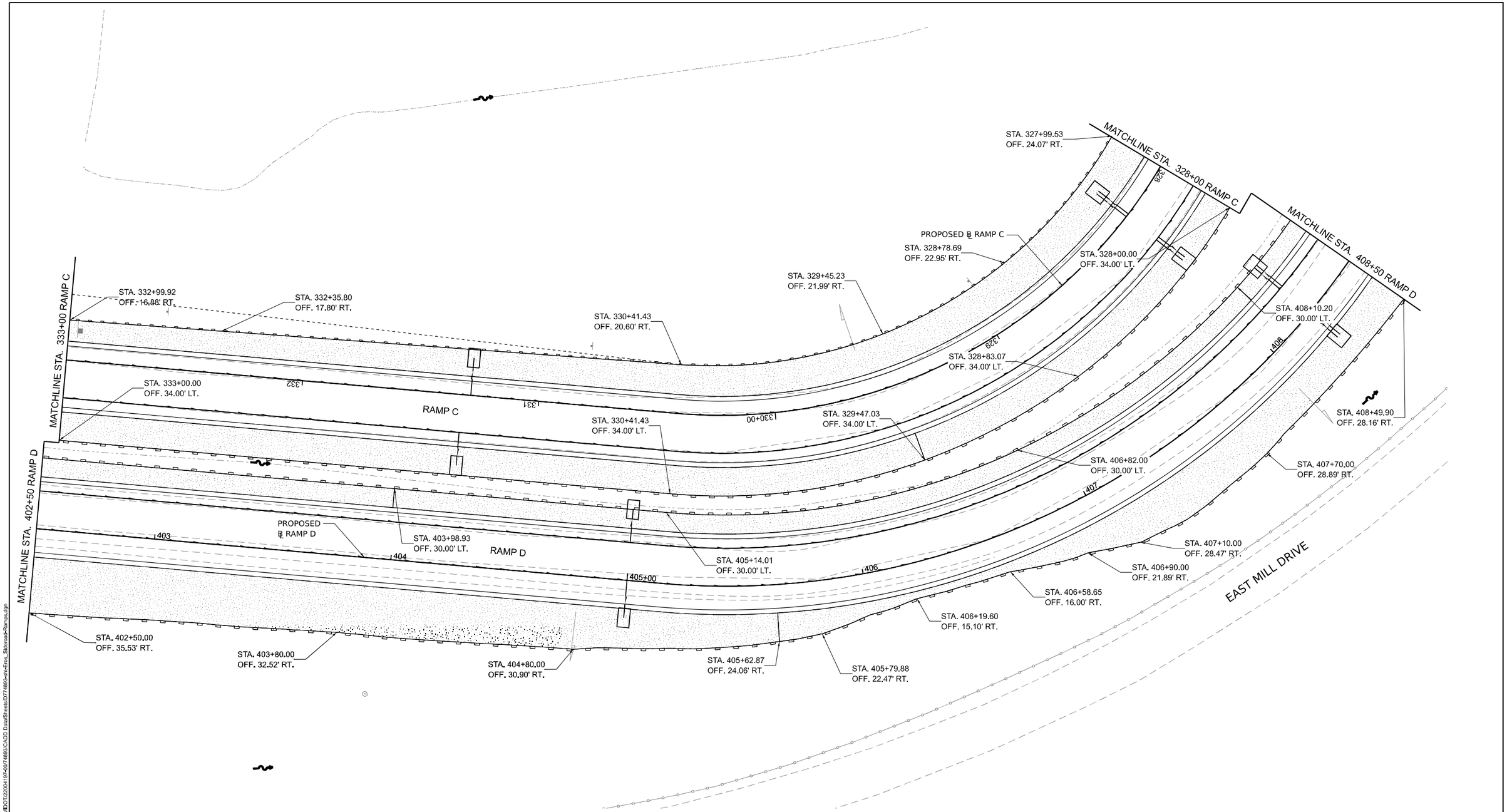
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - RAMP C

SCALE: 1" = 20' | SHEET 315 OF 747 SHEETS | STA. 324+00 TO STA. 328+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	315
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

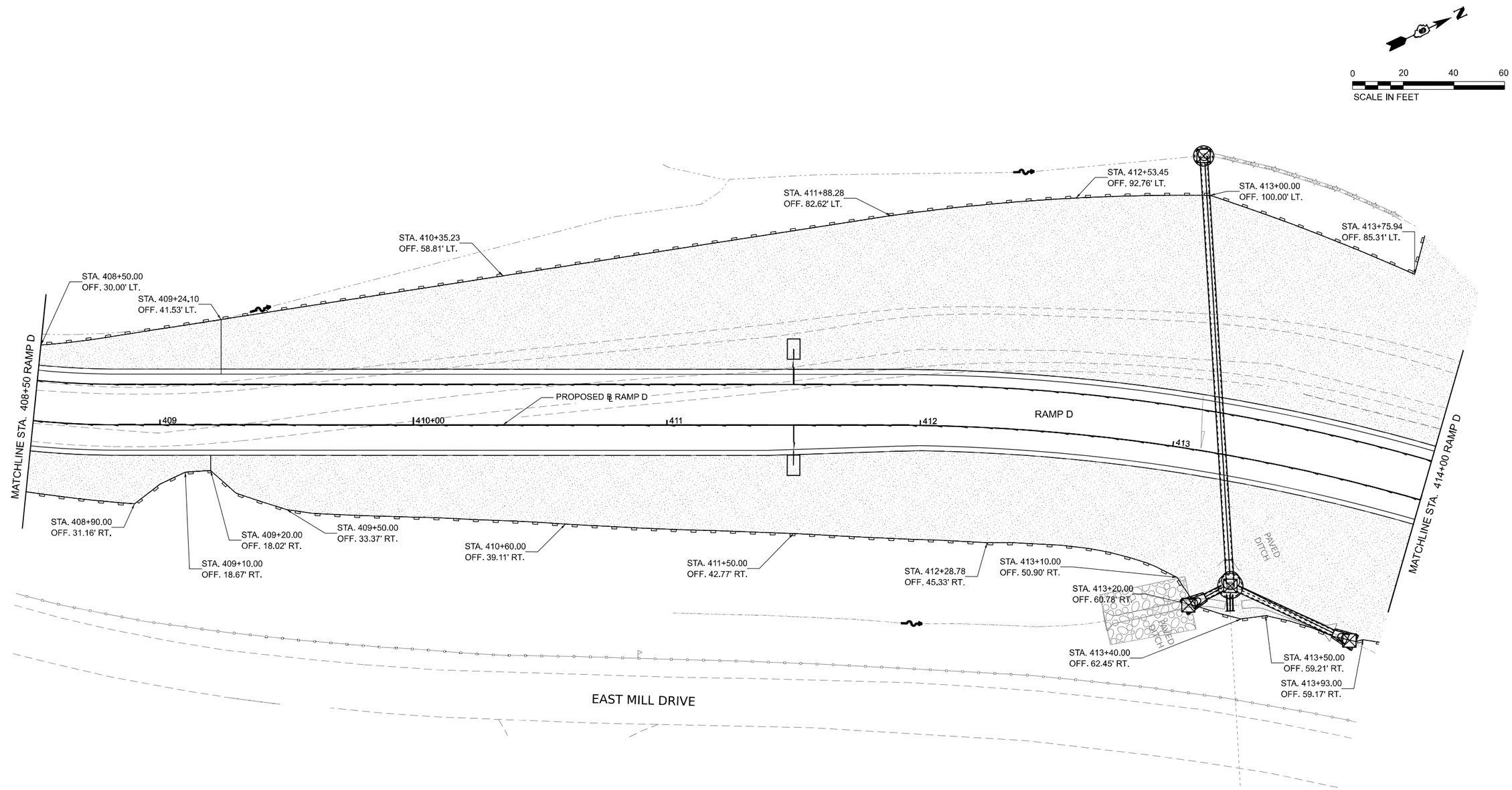
- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: RAMPDERON - ErosRampD-Plan21 [Sheet]
FILE NAME: pw://mwengineering.bentley.com:pw-connect-eu-projects/Documents/IDOT/22004197-2017-74893-CA70 Data/Sheets/0774893-sht-Eros_Siltersock-Ramps.dgn

Kaskaskia Engineering Group, LLC
PROFESSIONAL DESIGN FIRMS
Illinois Professional Design Firm: 184-001112
Professional Engineering Group: 20-0001666
LICENSE NO.
209 E. Main St., Suite 100
Belleville, Illinois 62220
ph.618.233.8977 phone
618.233.8977 fax
www.kaskaskiaeng.com

USER NAME = moverbey	DESIGNED - SS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 70 - INTERSTATE 70 EROSION CONTROL PLANS - RAMP C & D	
	DRAWN - RJO	REVISED -			
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -			
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1" = 20'	SHEET 316 OF 747 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	316
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 2
- SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
- RIPRAP
- PERIMETER EROSION BARRIER
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK

MODEL: RAMPDEBON • ErosRamp04Plan22 [Sheet]
FILE NAME: pw://centerpoint-connect.bentley.com:pw-connect-projects/Documents/IDOT/220041974/07/74893/CADD Data/Sheets/0774893-sht-ErosRamp04.dgn

Kaskaskia Engineering Group, LLC
Professional Design Firm 184-001960
Professional Engineering Group

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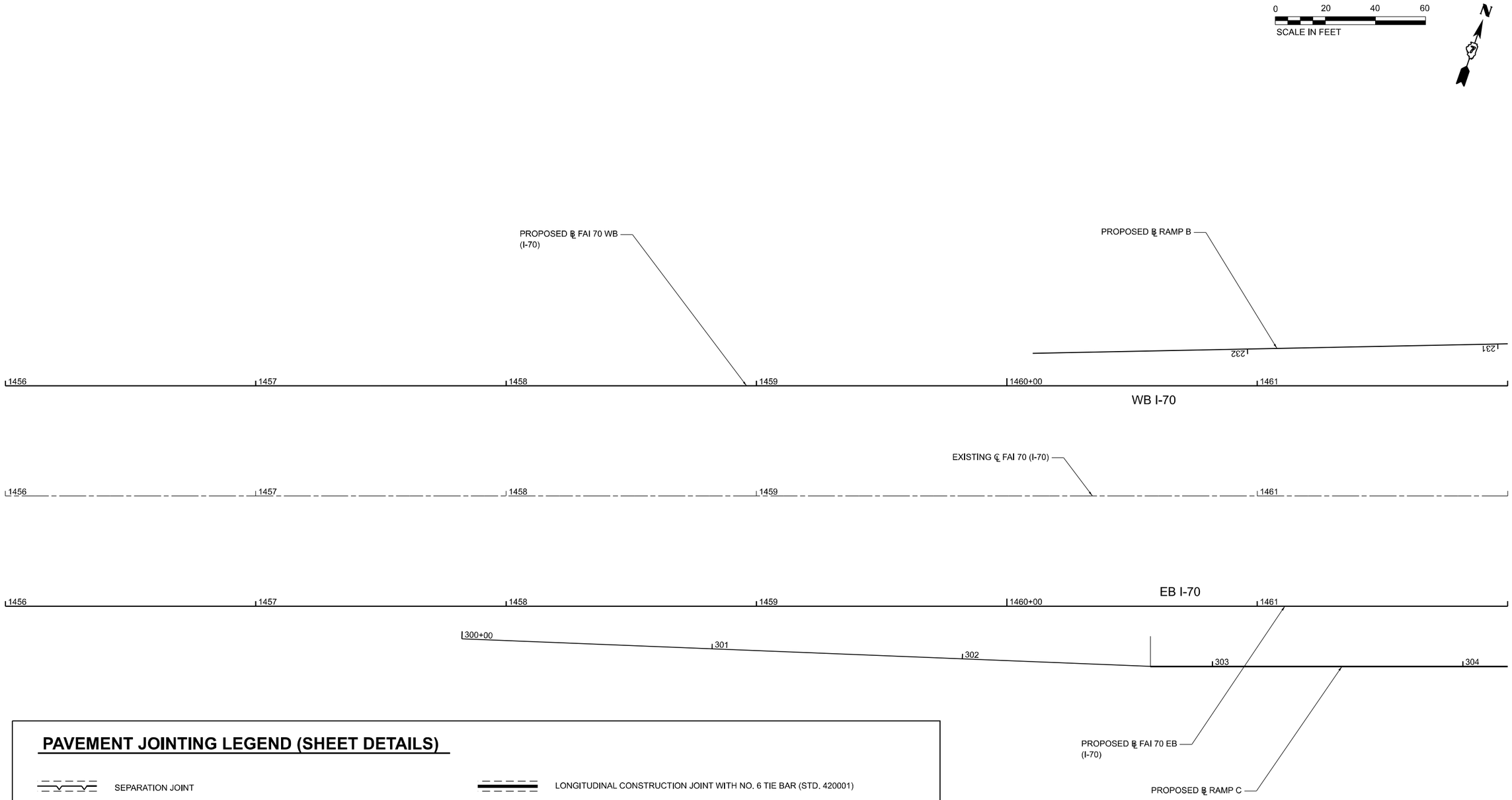
	DRAWN - RJO	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - NEED	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
EROSION CONTROL PLANS - RAMP D

SCALE: 1" = 20' | SHEET 317 OF 747 SHEETS | STA. 408+50 TO STA. 414+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	317
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SHT_2Pulnt - I-70 - 001
FILE NAME: pw://cmtengrpw.bentley.com:cmt-connect-eng-projects/Documents/IDOT/22004197-0074893/CADD Data/Sheets/0774893-sht-layout-plan_I-70

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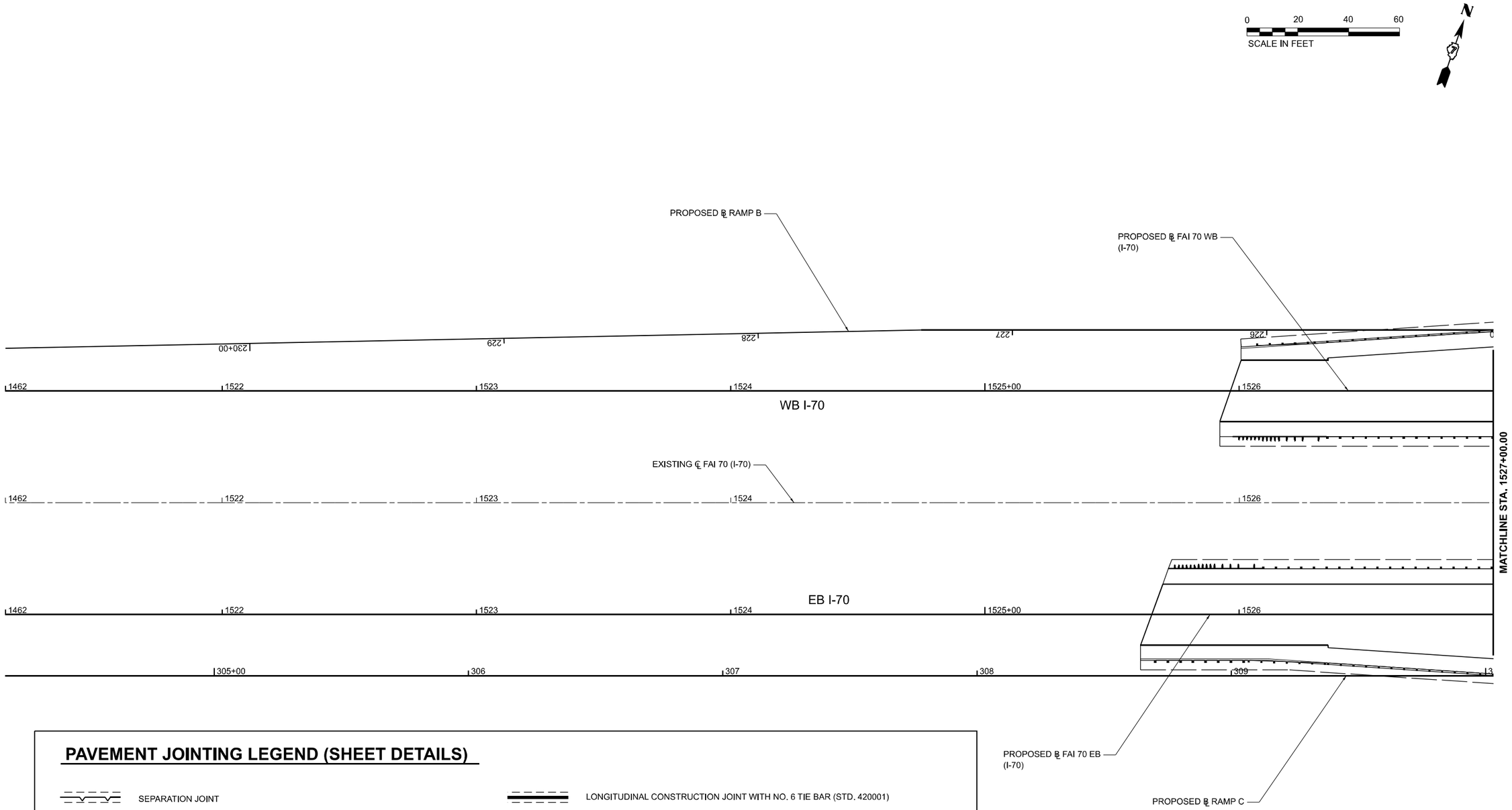
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 1 OF 11 SHEETS | STA. 1456+00 TO STA. 1462+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	318
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

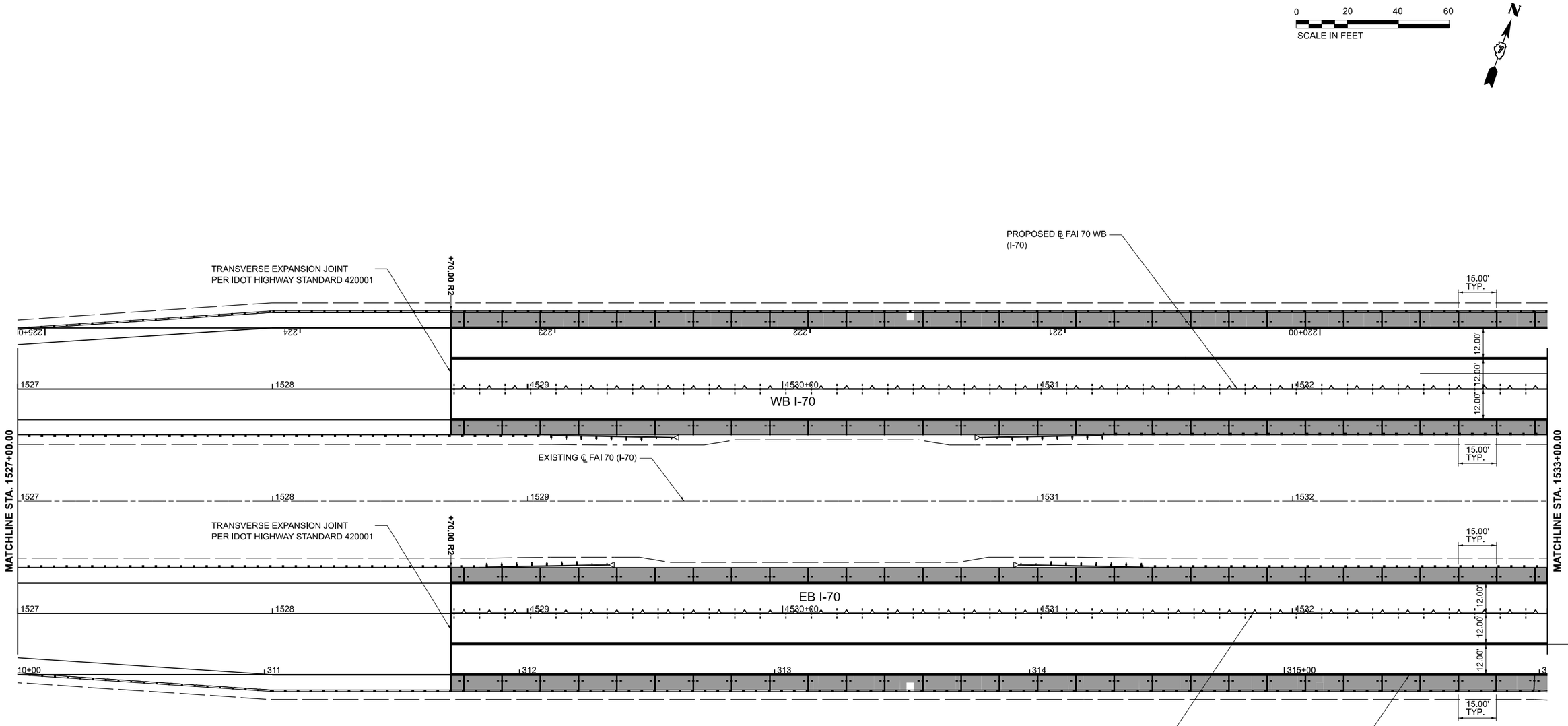


PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SHT_PvJnt - I-70 - 003
FILE NAME: pw://centerpoint-pw.bentley.com:centerpoint-projects/Documents/IDOT/22004197-00/74893/CADD Data/Sheets/D774893-sht-pvjnt_I-70

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PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 3 OF 11 SHEETS | STA. 1527+00 TO STA. 1533+00

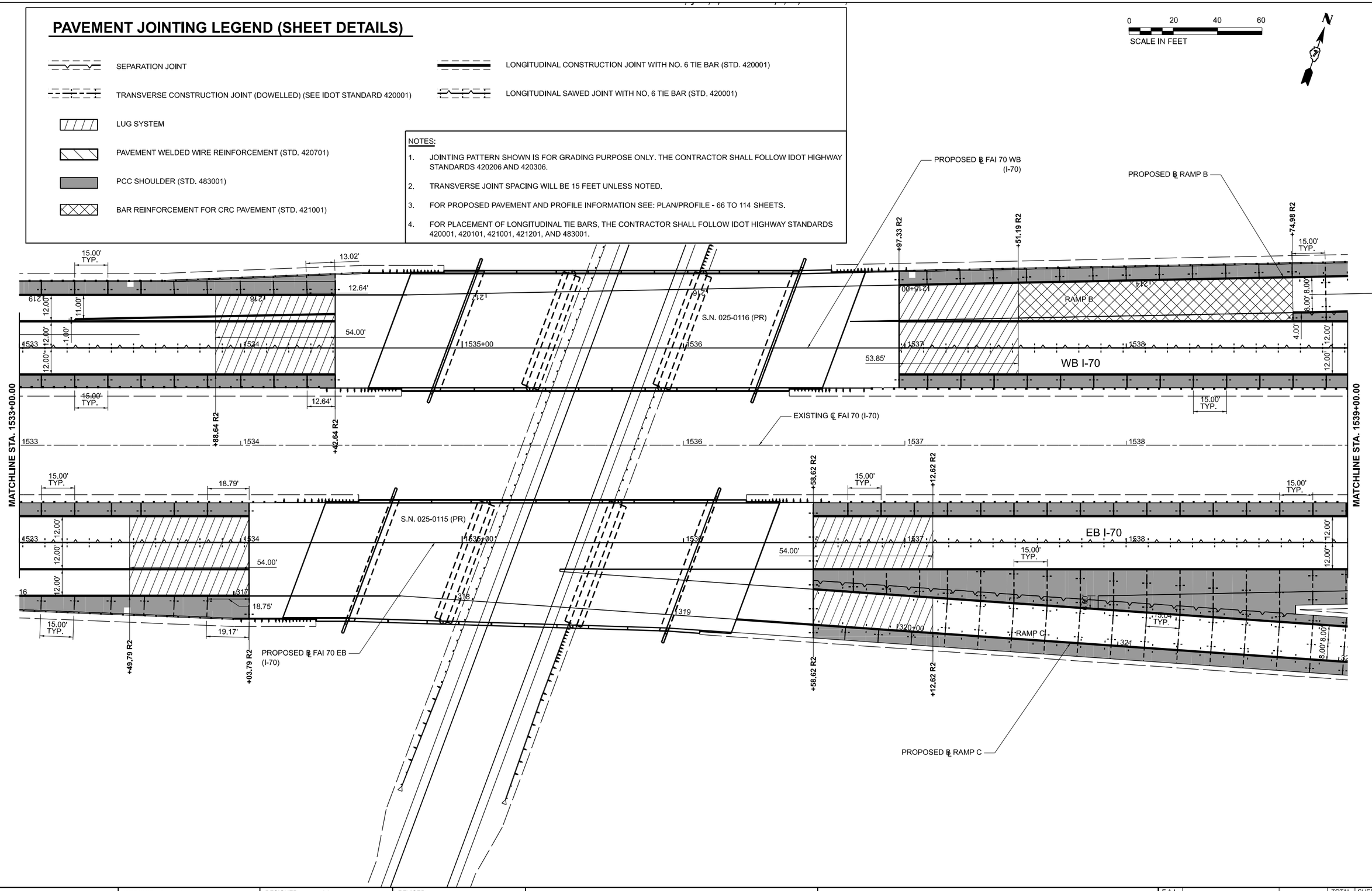
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	320
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.



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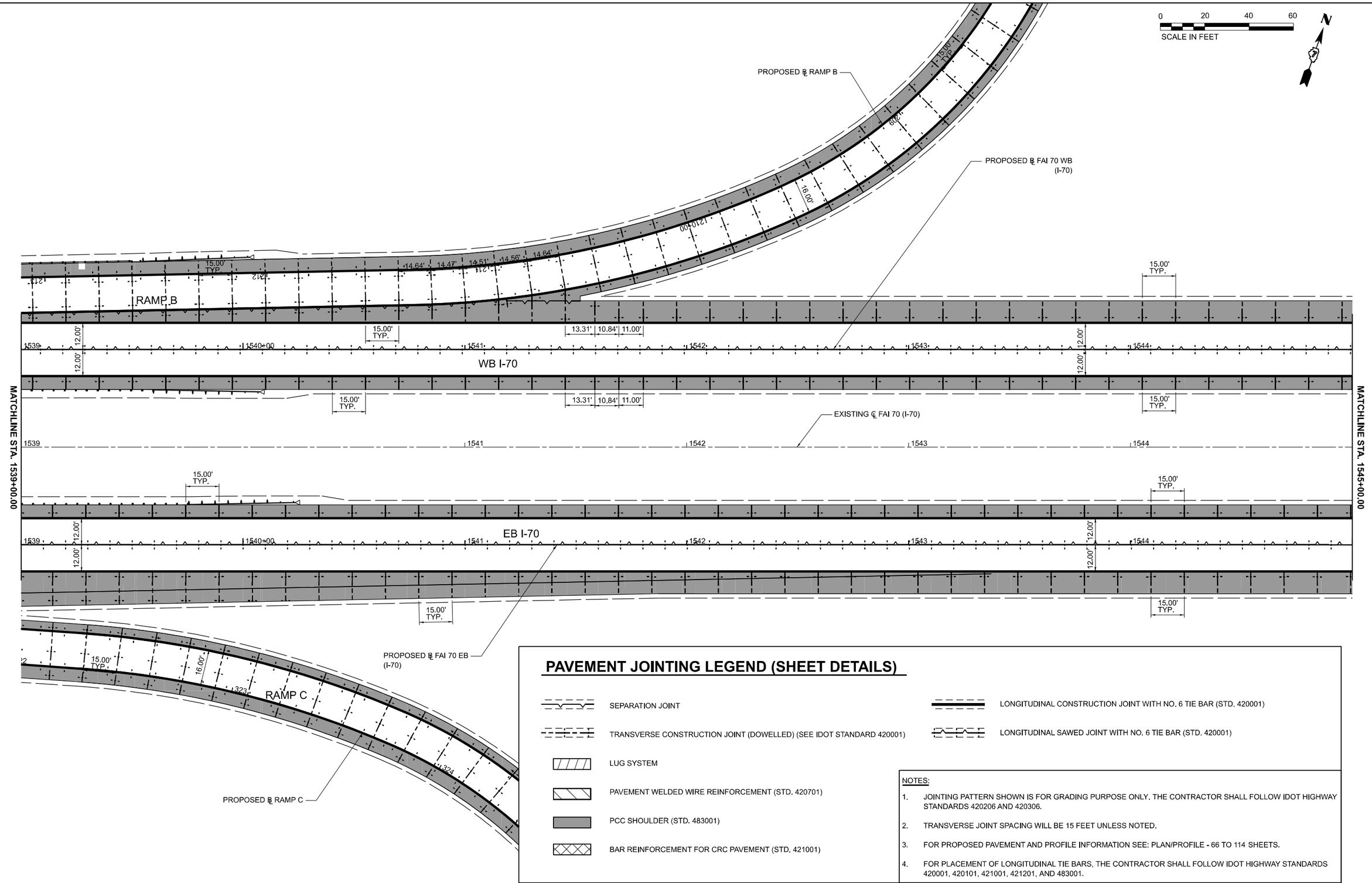
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 4 OF 11 SHEETS | STA. 1533+00 TO STA. 1539+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-8R	EFFINGHAM	747	321
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SHT-4-Vuht - I-70 - 005
FILE NAME: pw://cmtengrpw.bentley.com:cmt-connect-projects/Documents/IDOT/22004197-0074893/CADD Data/Sheets/0774893-sht-pvuht_I-70

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PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 5 OF 11 SHEETS | STA. 1539+00 TO STA. 1545+00

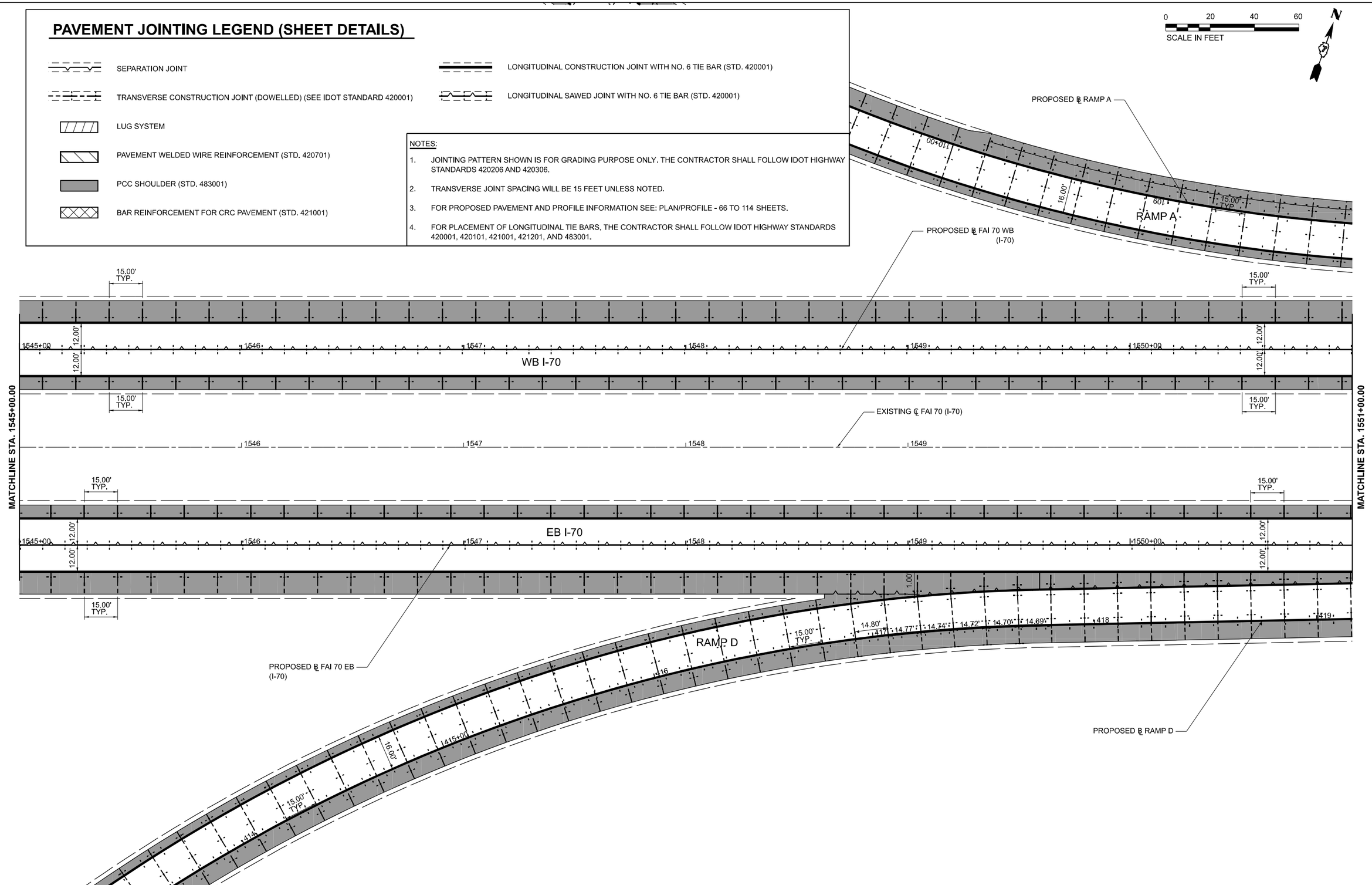
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	322
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.



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	PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 6 OF 11 SHEETS | STA. 1545+00 TO STA. 1551+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	323

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT

MODEL: SHT_2PJint_I-70-006
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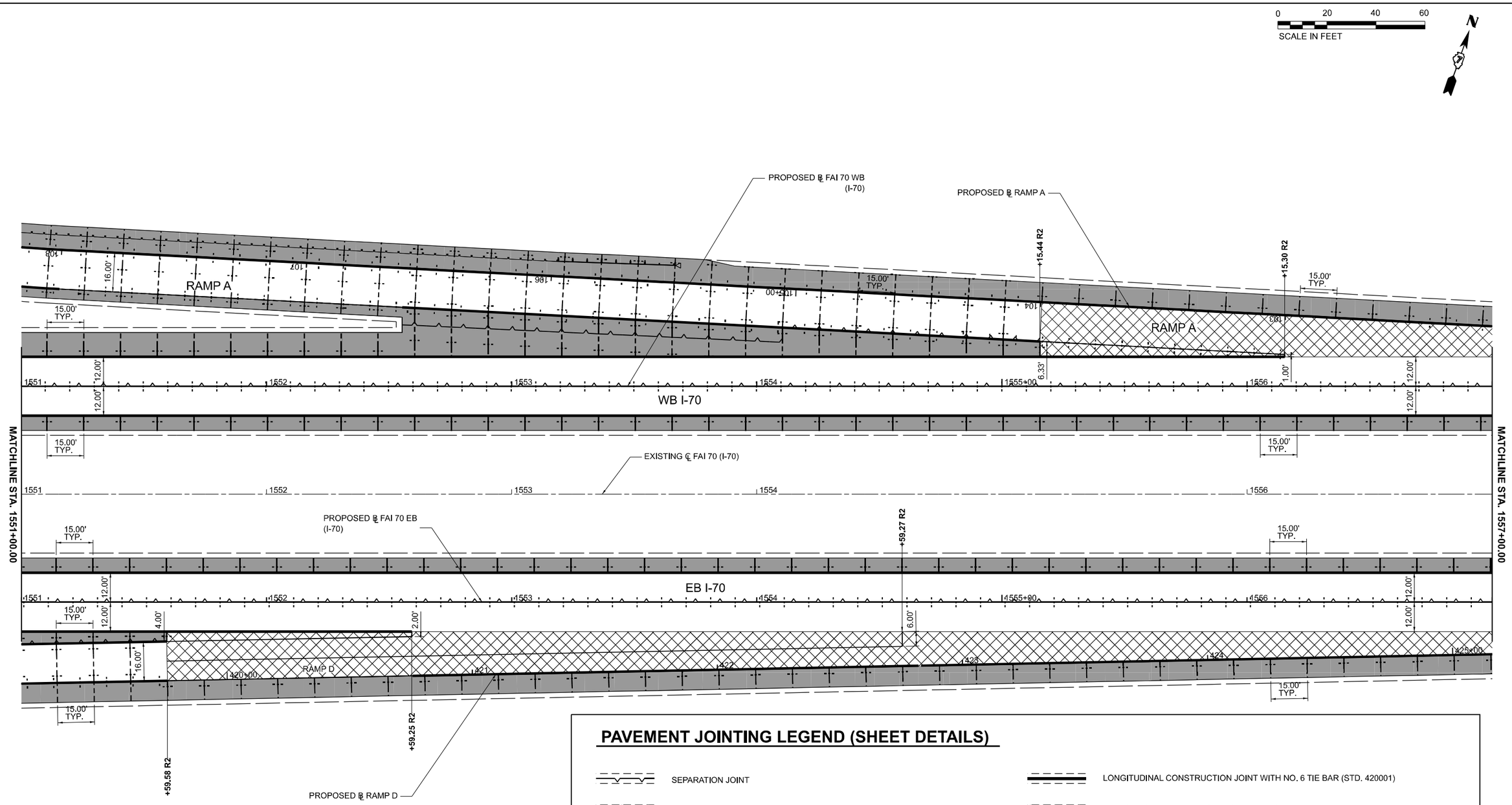

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SHT -PvJnt - I-70 - 007
FILE NAME: pw://cmtengrgroup.bentley.com:cmt-connect-projects/Documents/IDOT/20034197-00/74893/CADD Data/Sheets/0774893-sht-pvjnt-I70.dgn

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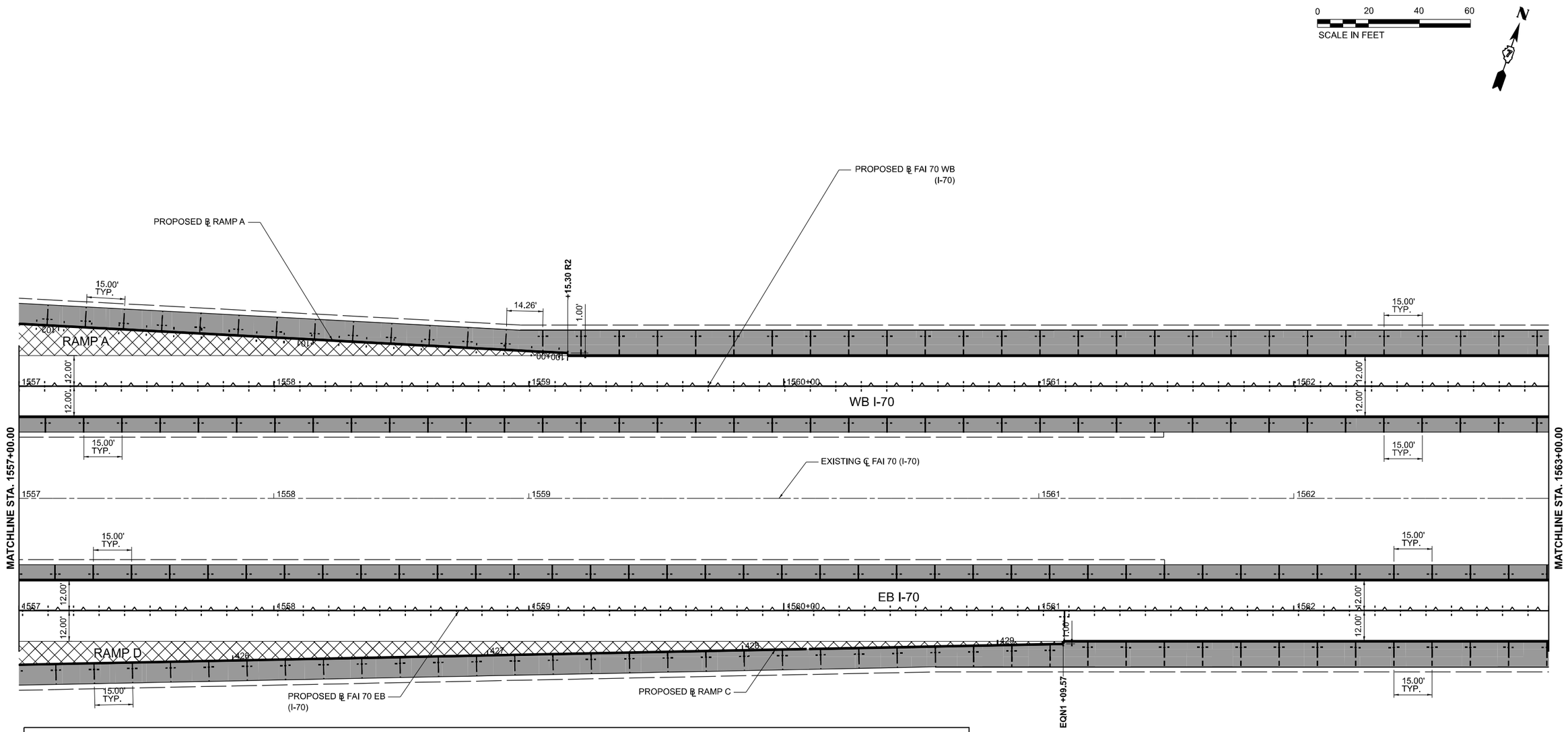
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 7 OF 11 SHEETS | STA. 1551+00 TO STA. 1557+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	324
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SHT_2-Pulnt - I-70 - 008
FILE NAME: pw://cmeng-pw.bentley.com:cmeb-connect-eng/projects/Documents/IDOT/22004197-0074893/CADD Data/Sheets/0774893-sht-layout-plan - I-70

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License No. 184-000613

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PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

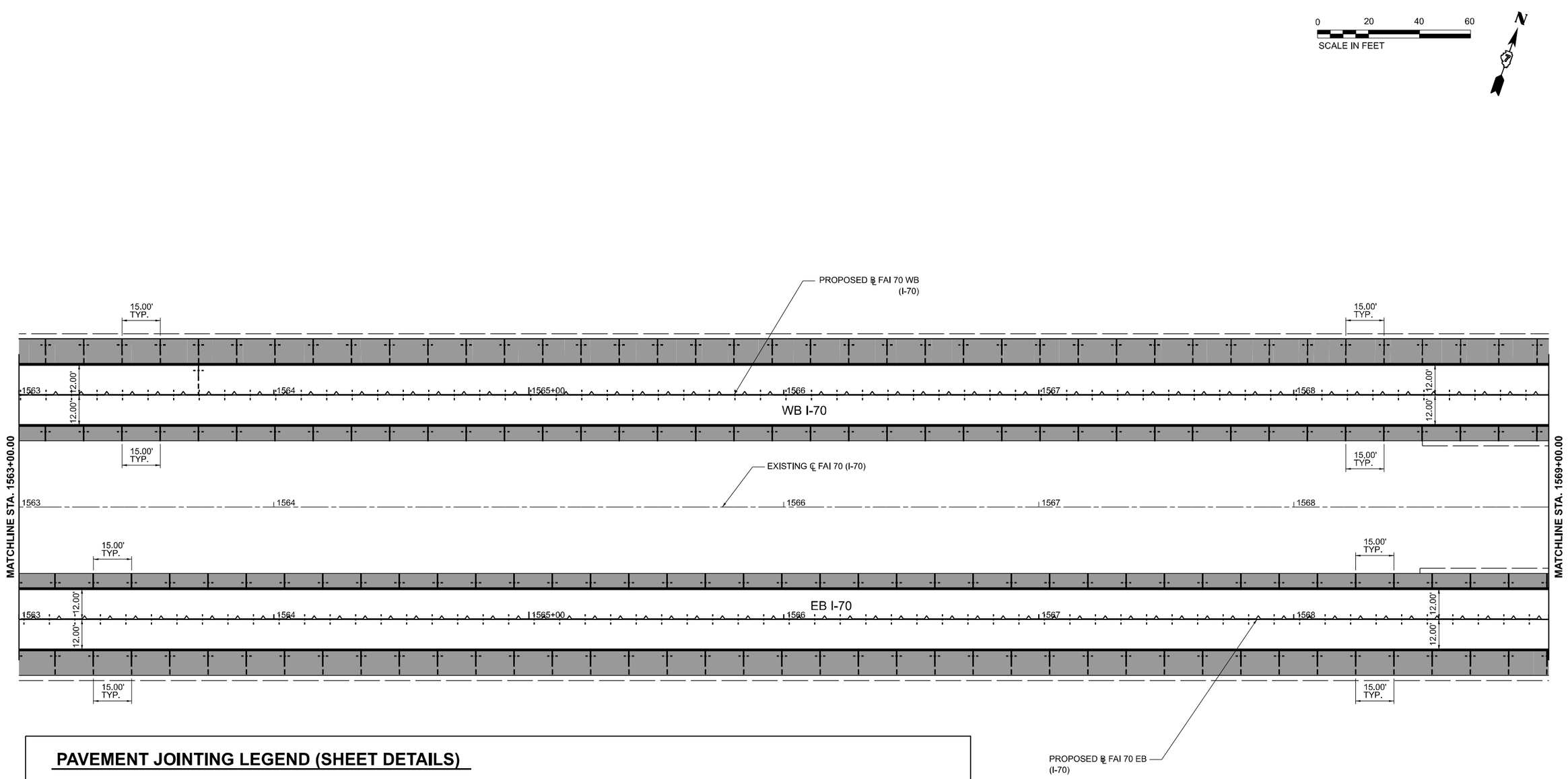
FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - I-70

SCALE: 1"=20' | SHEET 8 OF 11 SHEETS | STA. 1557+00 TO STA. 1563+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	325

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT

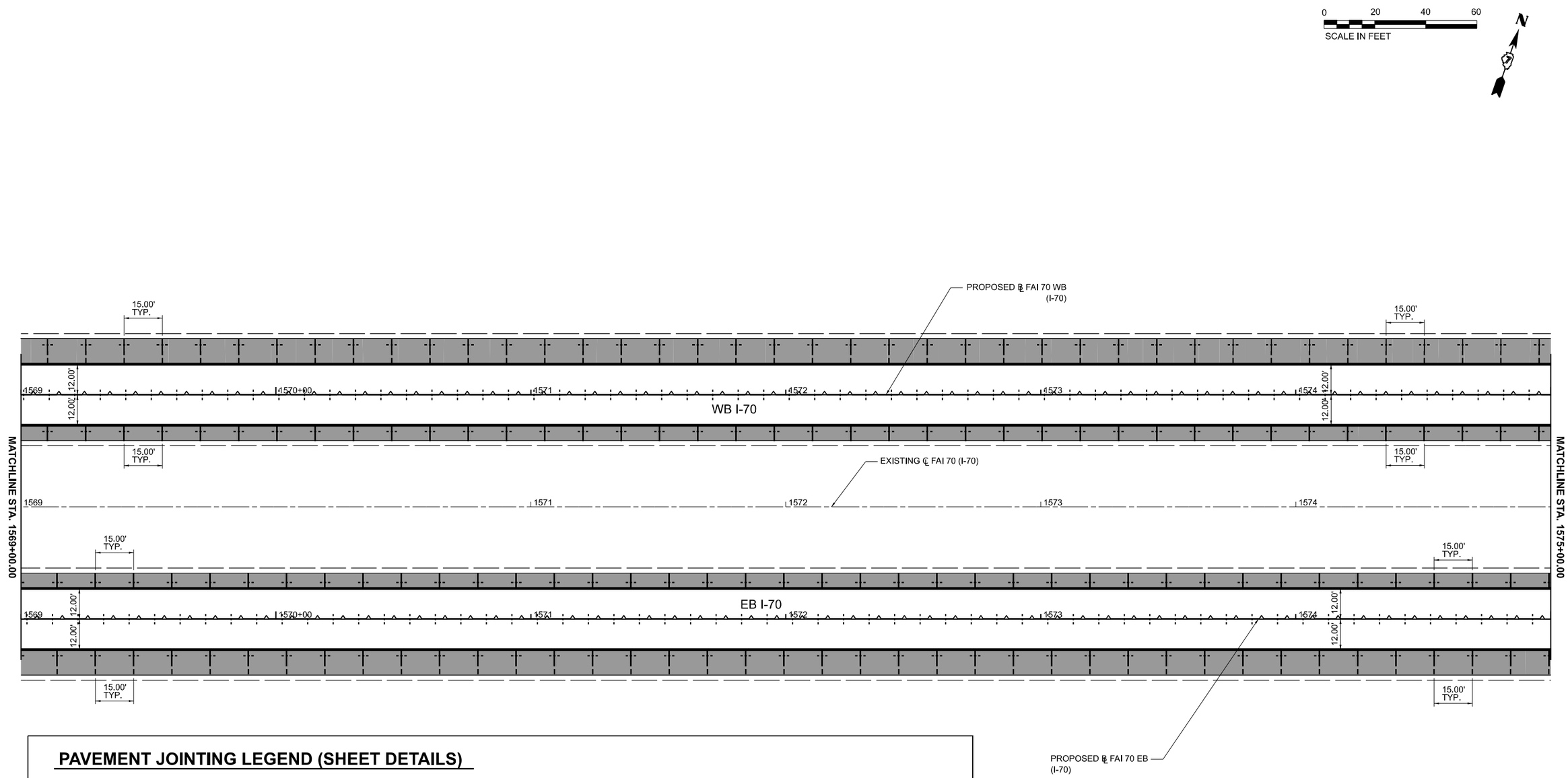


PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

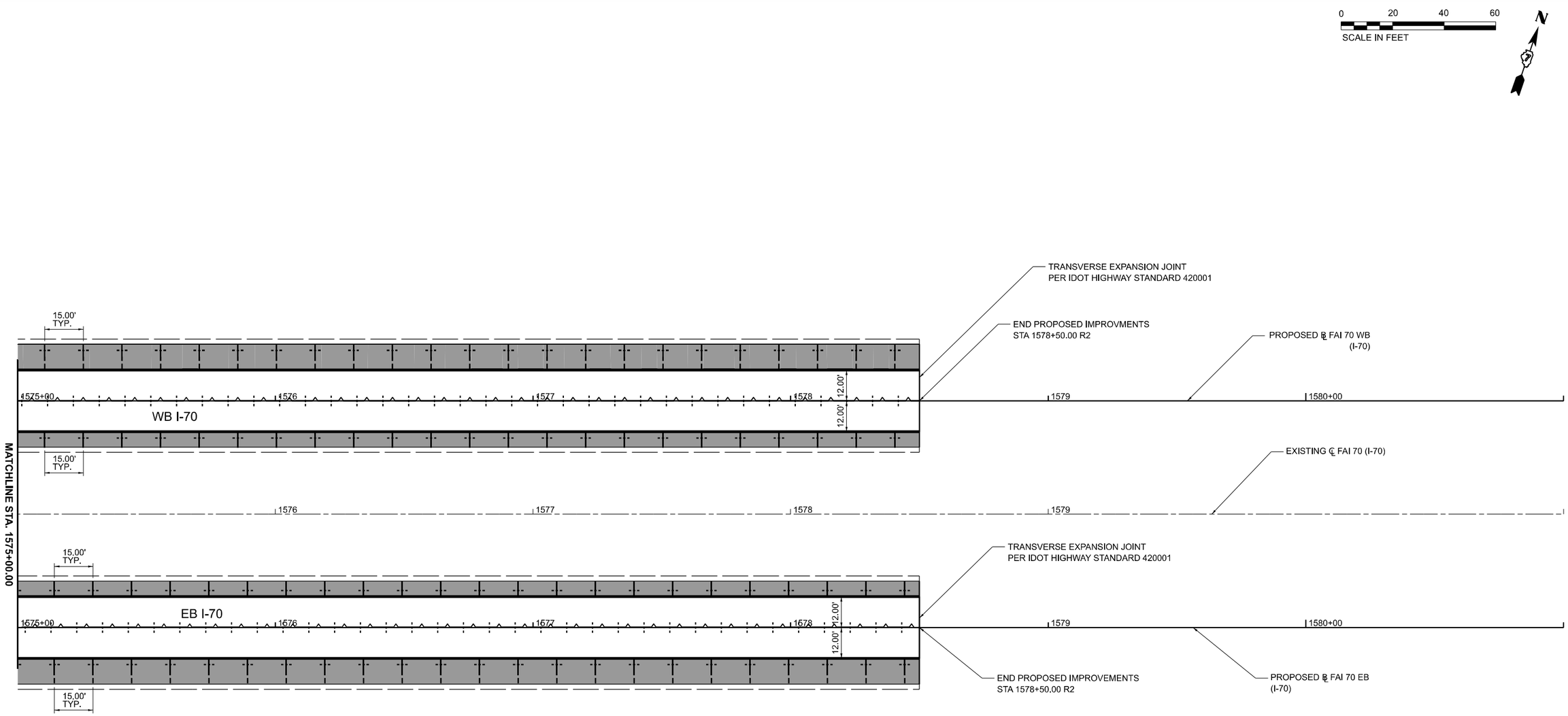


PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

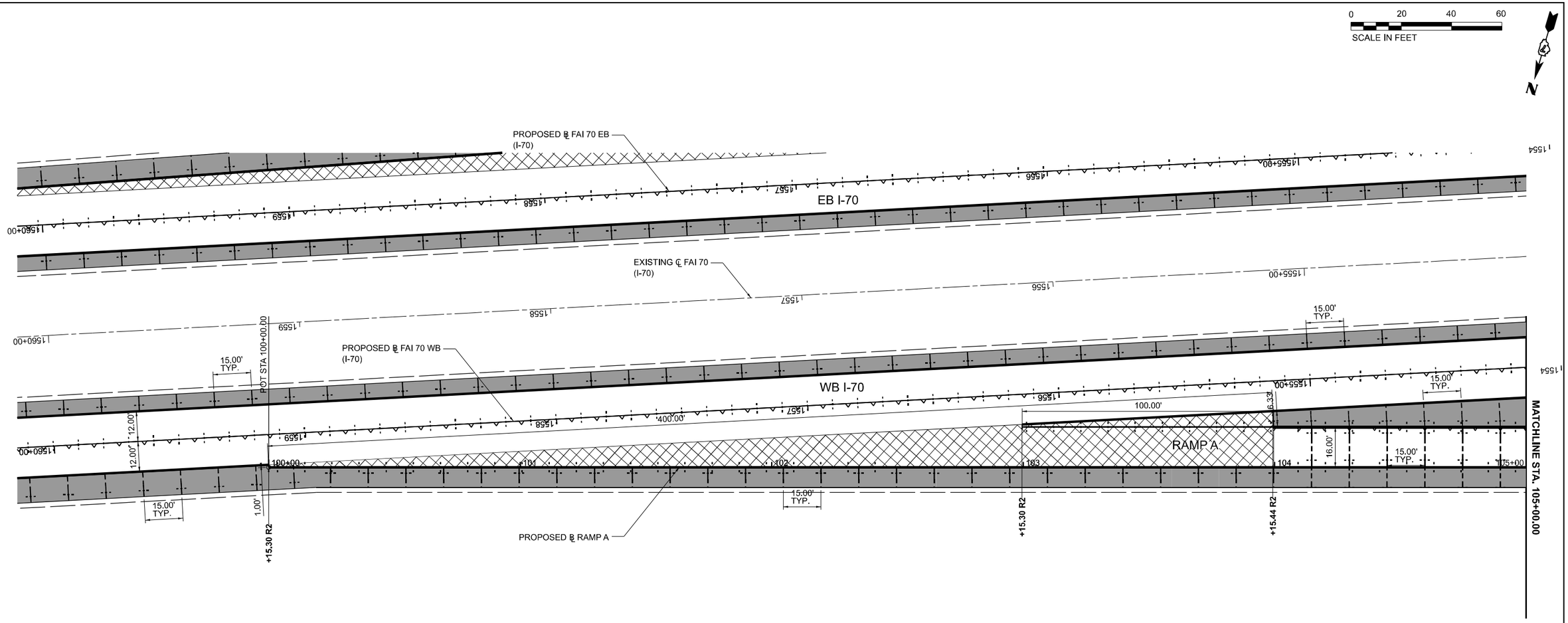


PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjint - Ramp A - 01
FILE NAME: pw://cmtengr-pw.bentley.com:cmtec-projects/Documents/IDOT/20041970/74893/CADD Data/Sheets/D774893-sht-pvjint_RampA.dgn

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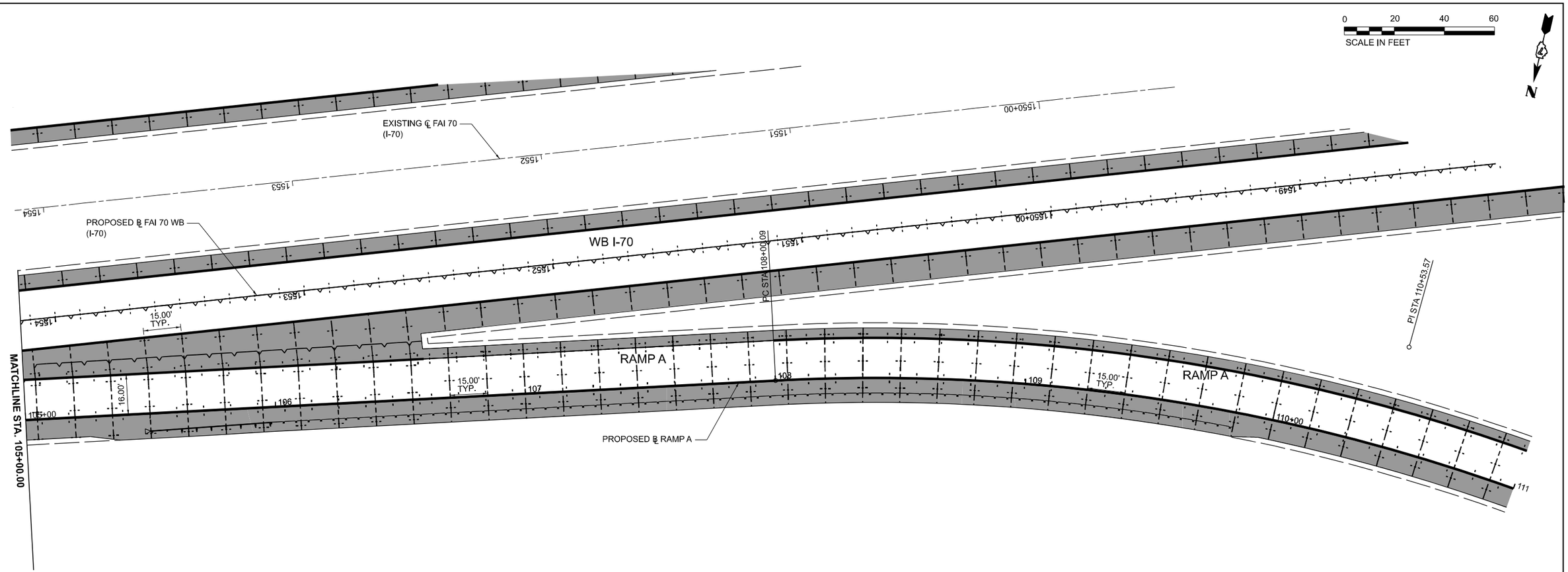
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP A

SCALE: 1"=20' | SHEET 1 OF 4 SHEETS | STA. 100+00 TO STA. 105+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	329
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PR CURVE
PI STA = 110+53.57
Δ = 36°58'54" (RT)
D = 07°33'32"
R = 758.00'
T = 253.49'
L = 489.25
E = 41.26'
e = ____
TR = ____
SE RUN = ____
PC STA = 108+00.09
PT STA = 112+89.34

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvtjnt - Ramp A - 02
FILE NAME: pw://centerpoint.bentley.com:centerpoint-projects/Documents/IDOT/22004197-007/74893/CADD Data/Sheets/0774893-sht-pvtjnt_Ramp A.dgn

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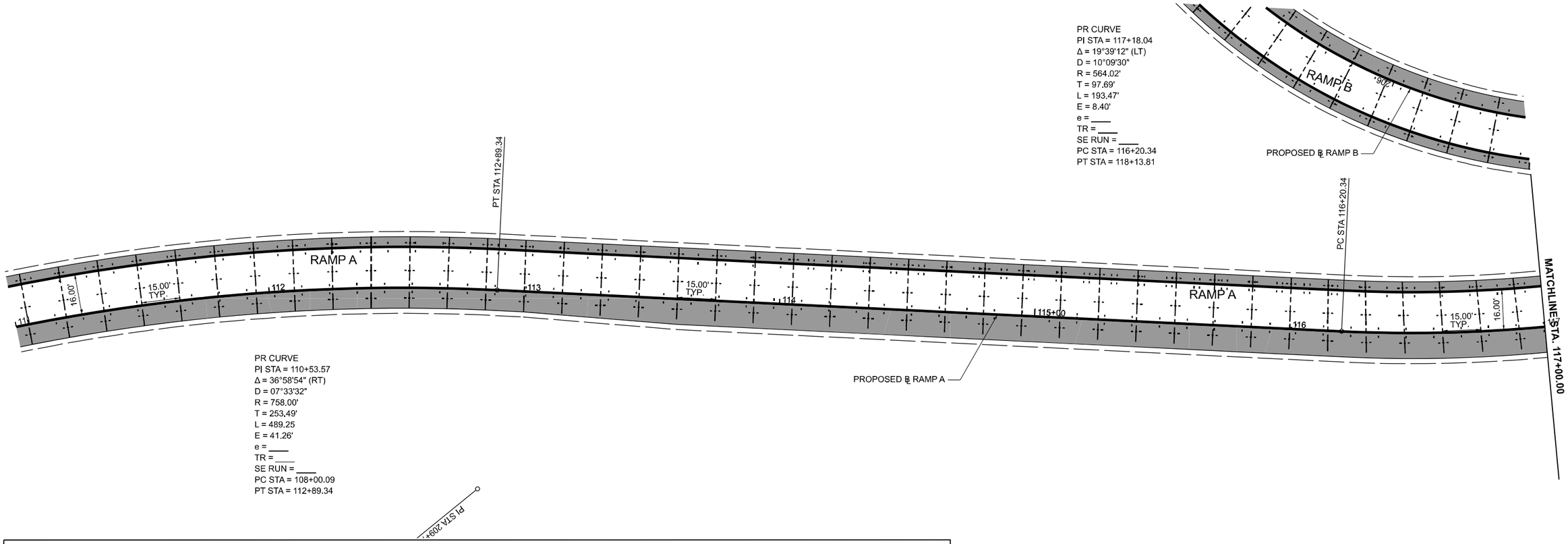
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP A

SCALE: 1"=20' | SHEET 2 OF 4 SHEETS | STA. 105+00 TO STA. 111+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	330
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvtjnt - Ramp A - 03
FILE NAME: pw://centerpoint-connect-pw.bentley.com:centerpoint-connect-pw/dms/IDOT/220041974/0/74893/CADD Data/Sheets/D774893-sht-pvtjnt_RampA.dgn

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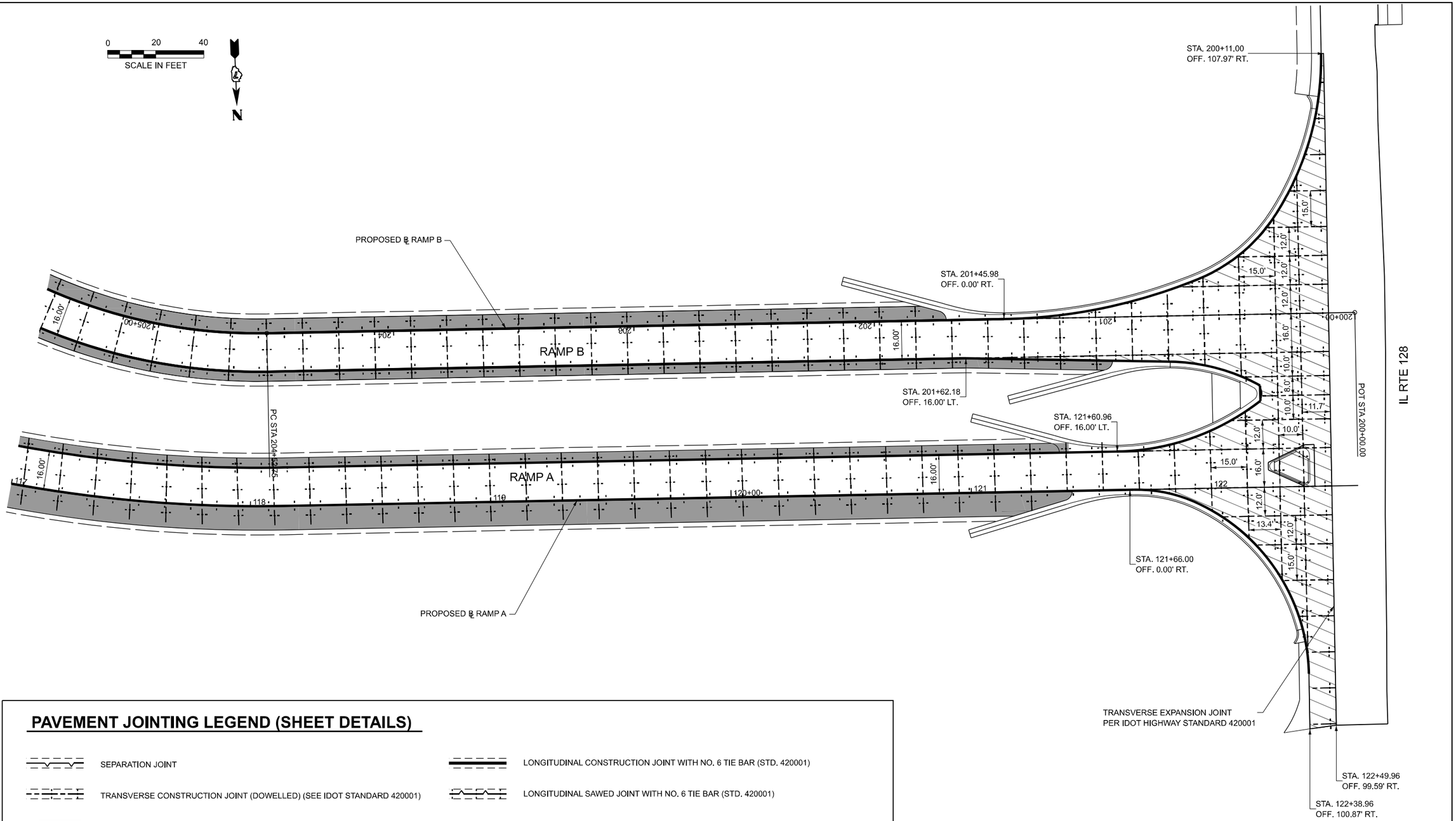
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP A

SCALE: 1"=20' | SHEET 3 OF 4 SHEETS | STA. 111+00 TO STA. 117+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	331
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pdjrt - Ramp A - 04
FILE NAME: pw://cmtengrpw.bentley.com:cmt-connect-projects/Documents/IDOT/20094197-40/74893/CADD Data/Sheets/0774893-sht-pvjrt_RampA.dgn

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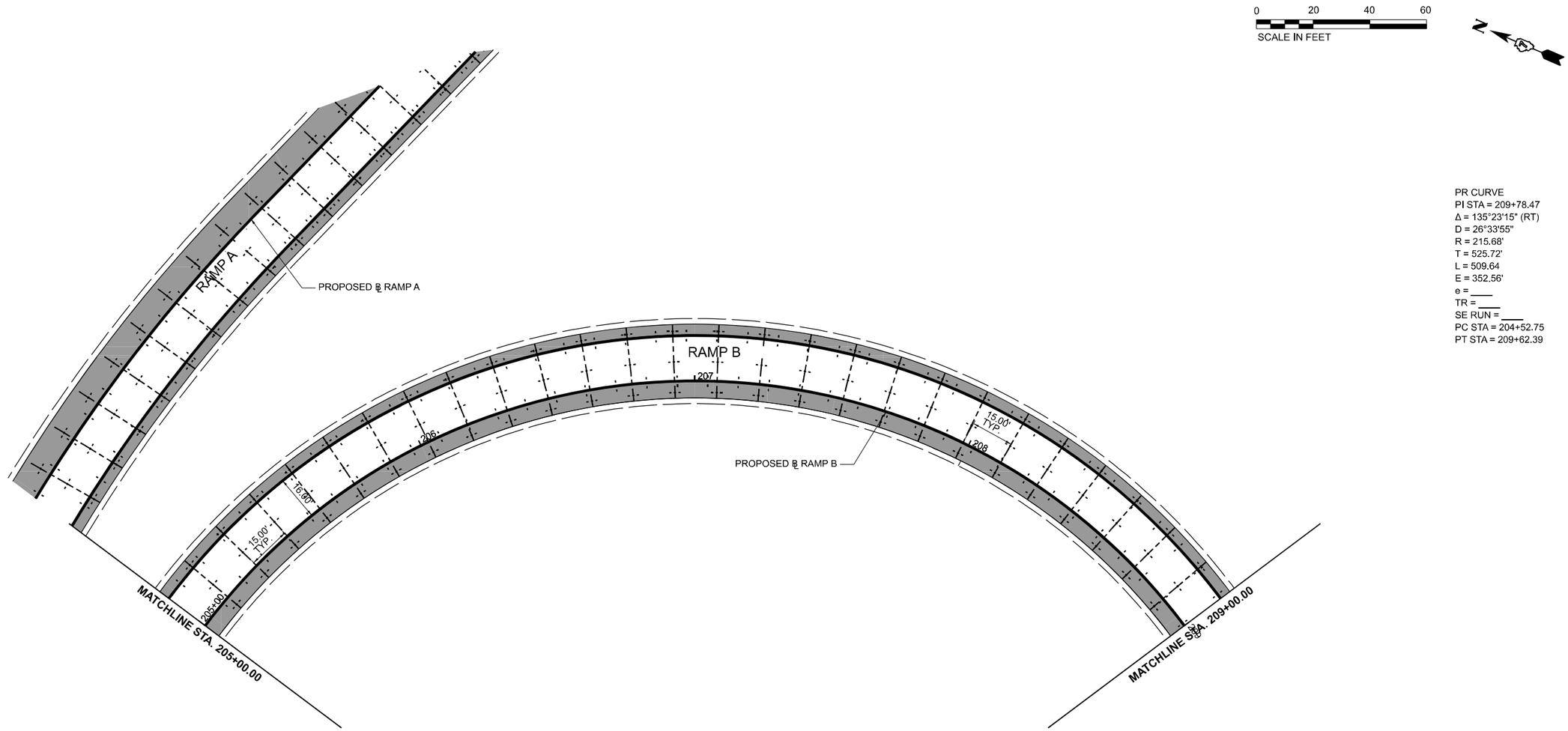
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP A

SCALE: 1"=20' | SHEET 4 OF 4 SHEETS | STA. 117+00 TO STA. 122+60.96

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	332
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PR CURVE
PI STA = 209+78.47
Δ = 135°23'15" (RT)
D = 26°33'55"
R = 215.68'
T = 525.72'
L = 509.64
E = 352.56'
e = ____
TR = ____
SE RUN = ____
PC STA = 204+52.75
PT STA = 209+62.39

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjint Ramp B - 02
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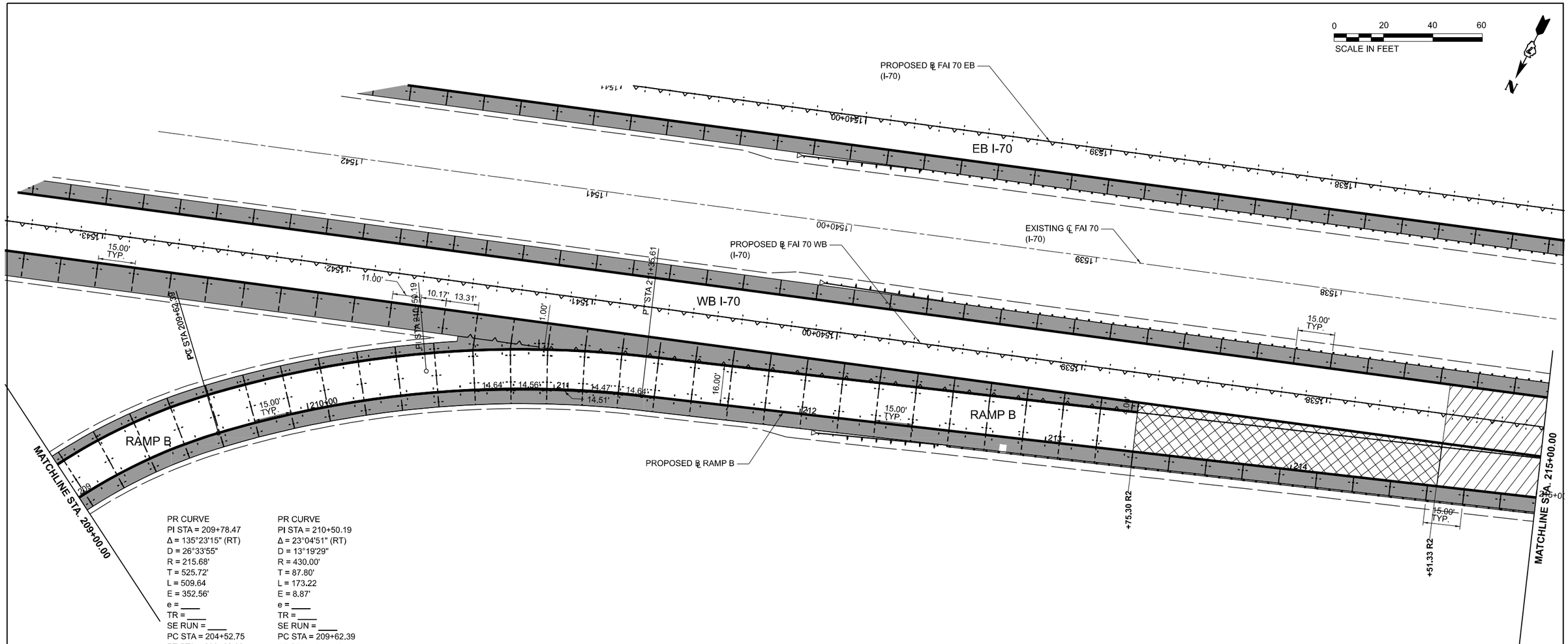
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP B

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 205+00 TO STA. 209+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	333
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PR CURVE
PI STA = 209+78.47
Δ = 135°23'15" (RT)
D = 26°33'55"
R = 215.68'
T = 525.72'
L = 509.64
E = 352.56'
e = ____
TR = ____
SE RUN = ____
PC STA = 204+52.75
PT STA = 209+62.39

PR CURVE
PI STA = 210+50.19
Δ = 23°04'51" (RT)
D = 13°19'29"
R = 430.00'
T = 87.80'
L = 173.22
E = 8.87'
e = ____
TR = ____
SE RUN = ____
PC STA = 209+62.39
PT STA = 211+35.61

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjnt Ramp B - 03
FILE NAME: pw://cmtengr.pw.bentley.com:cmt-connect-projects/Documents/IDOT/20034197-00/74893/CADD Data/Sheets/0774893-sht-pvjnt_Ramp B.dgn

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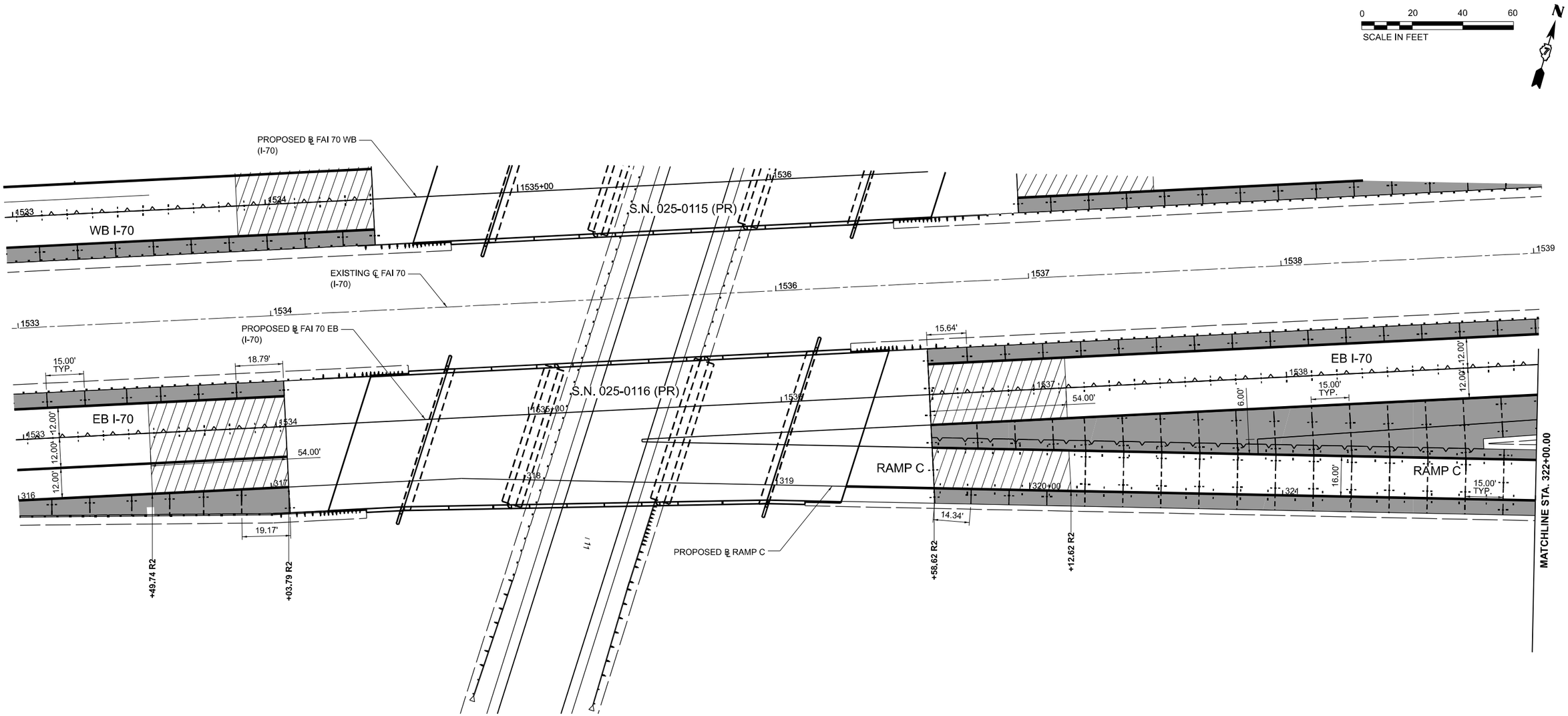
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP B

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 209+00 TO STA. 215+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	334
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjnt Ramp C - 04
FILE NAME: pw://cmtengrpw.bentley.com:cmt-connect-projects/Documents/IDOT/22004197-0074893/CADD Data/Sheets/0774893-sh-pvjnt_RampC.dgn

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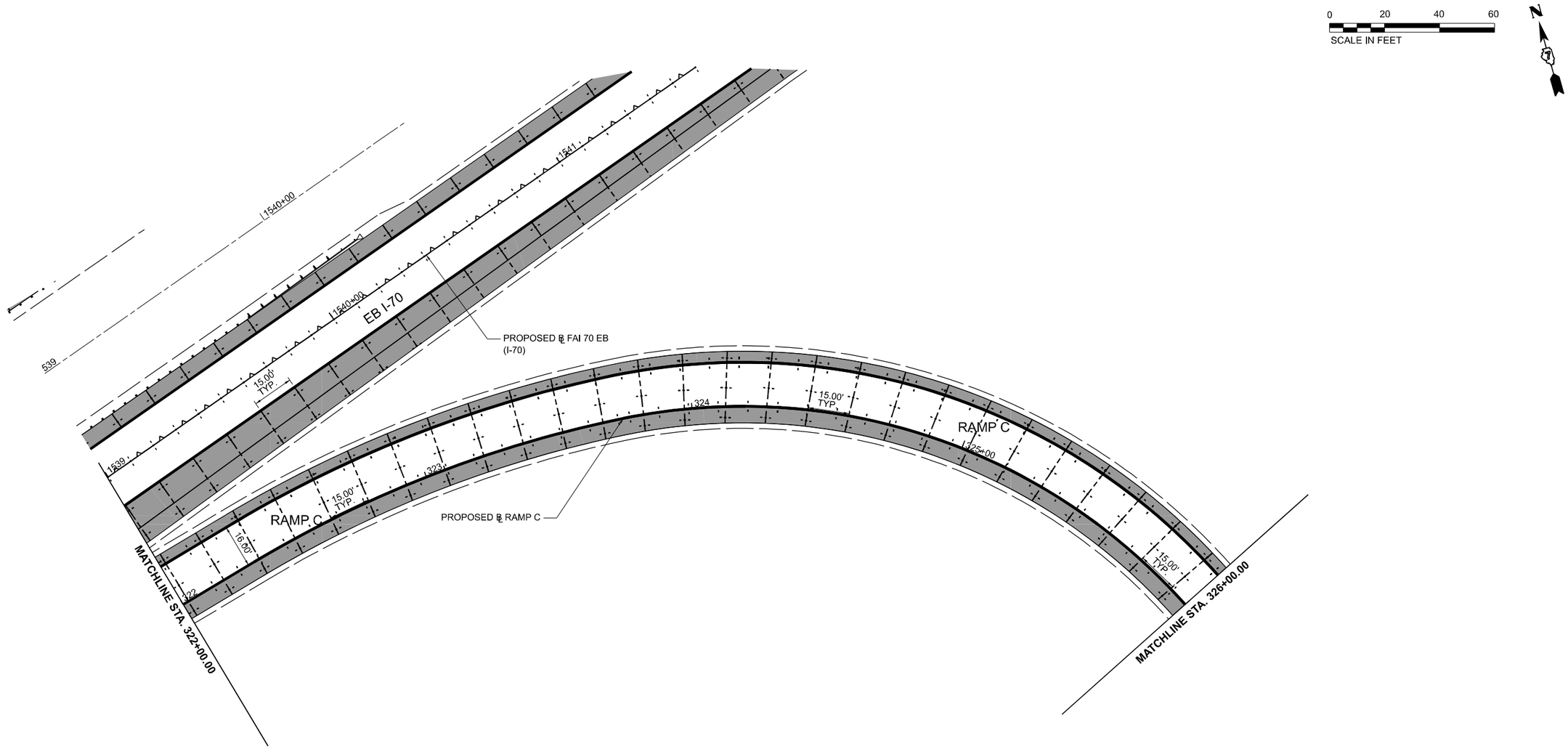
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP C

SCALE: 1"=20' | SHEET 1 OF 3 SHEETS | STA. 316+00 TO STA. 322+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	335
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjnt Ramp C - 05
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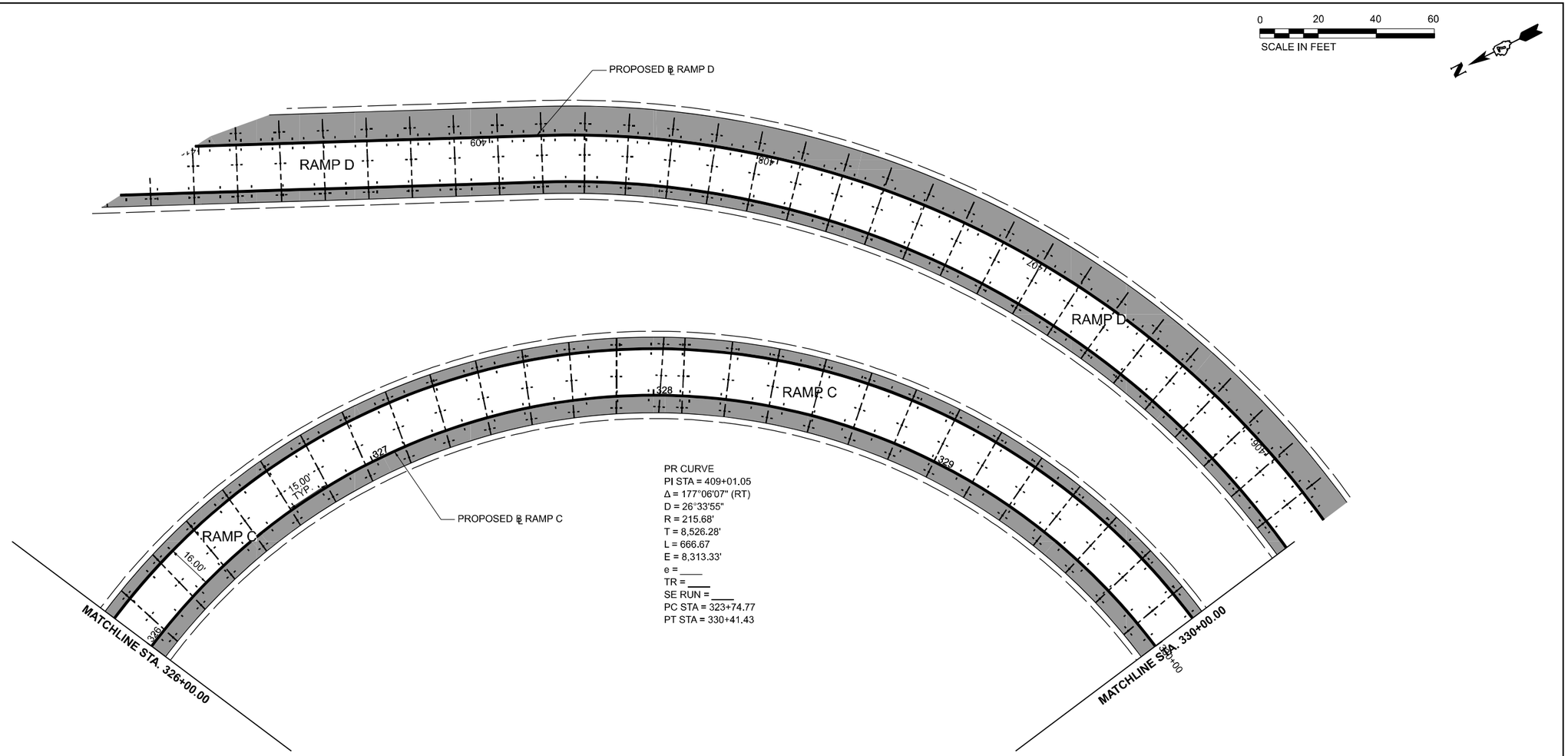
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP C

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 322+00 TO STA. 326+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	336
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PR CURVE
PI STA = 409+01.05
Δ = 177°06'07" (RT)
D = 26°33'55"
R = 215.68'
T = 8,526.28'
L = 666.67
E = 8,313.33'
e = ____
TR = ____
SE RUN = ____
PC STA = 323+74.77
PT STA = 330+41.43

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjnt Ramp C - 08
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PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP C

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 326+00 TO STA. 330+00

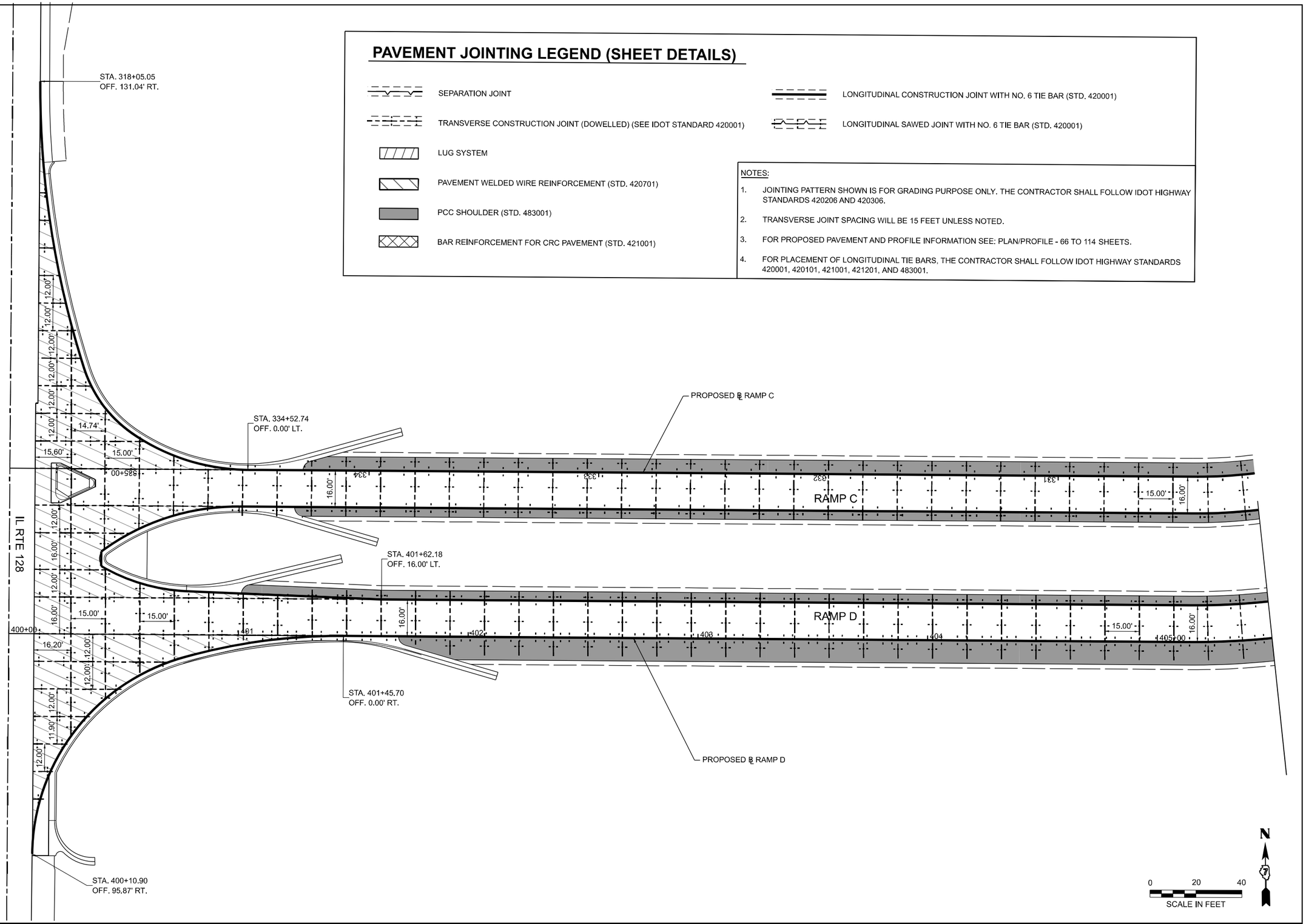
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	337
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.



CMT License No. 184-000613 © Copyright CMT, Inc.	USER NAME = moverbey	DESIGNED - AJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAI ROUTE 70 - INTERSTATE 70 PAVEMENT JOINTING PLAN - RAMP D	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - AJ	REVISED -			70	(25-1)R-BR	EFFINGHAM	747 / 338
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -					CONTRACT NO. 74893	
	PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -		SCALE: 1"=20' SHEET 1 OF 5 SHEETS STA. 400+00 TO STA. 405+50		ILLINOIS	FED. AID PROJECT	

MODEL: SH - Pvjnt - Ramp D - 01
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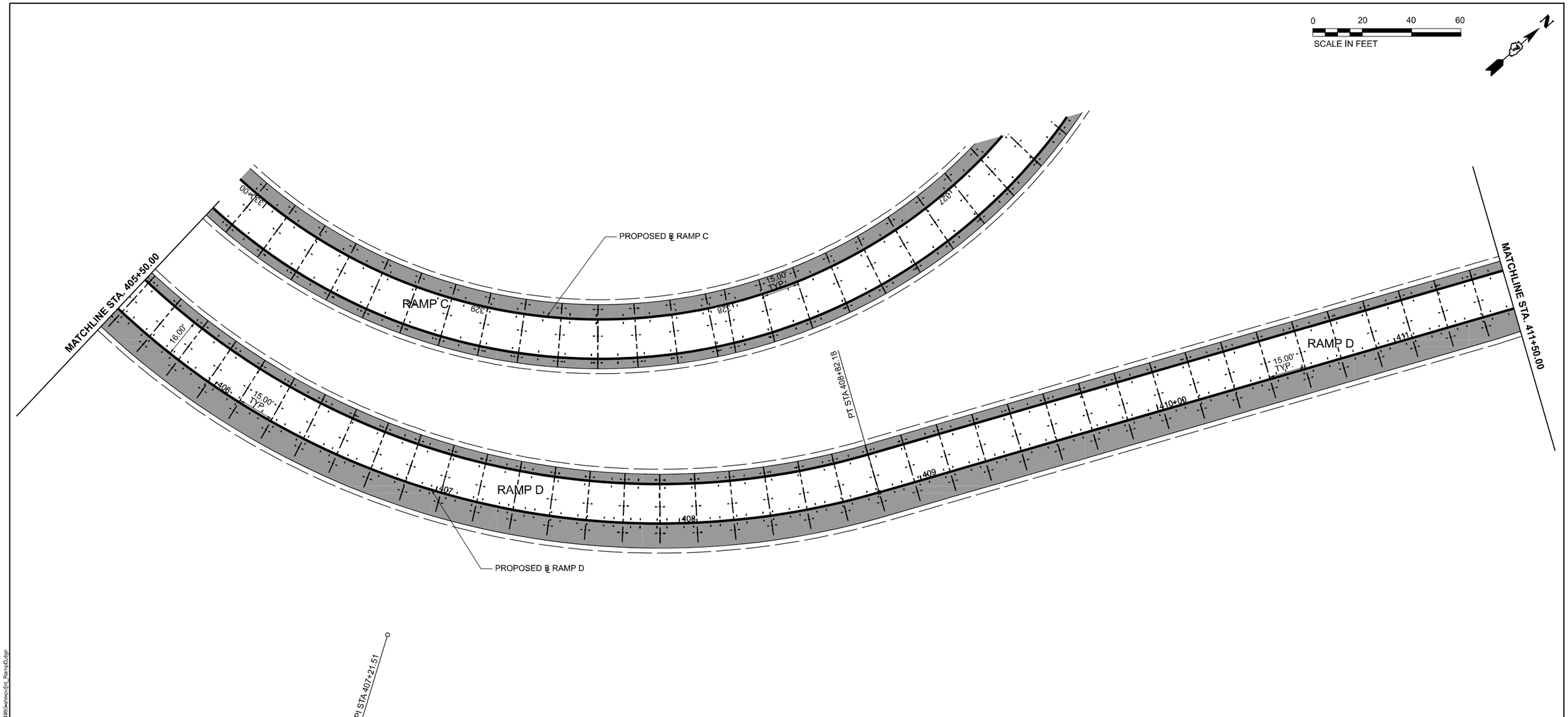

PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjlnt - Ramp D - 02
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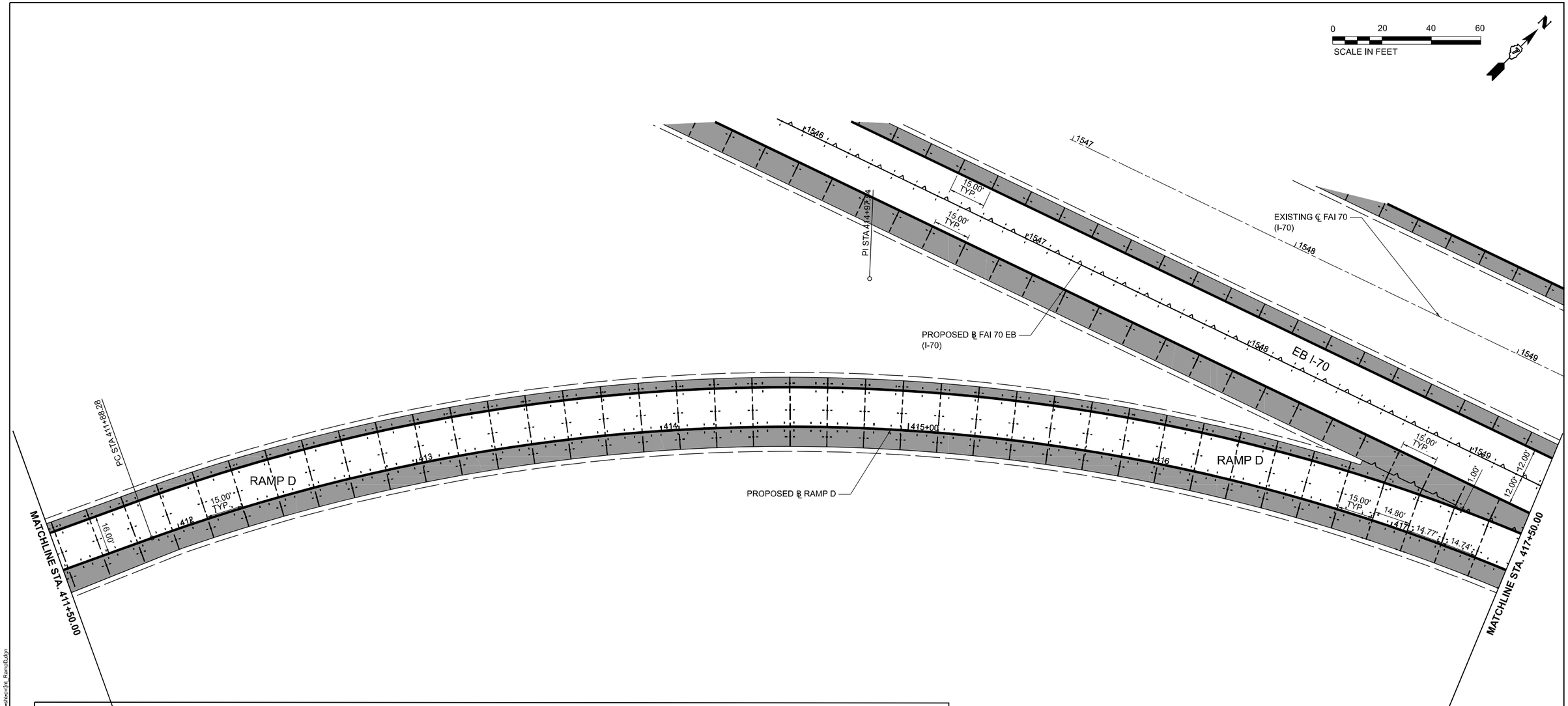
PLOT DATE = 10/15/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP D

SCALE: 1"=20' | SHEET 2 OF 5 SHEETS | STA. 405+50 TO STA. 411+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	339
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pr@rt - Ramp D - 03
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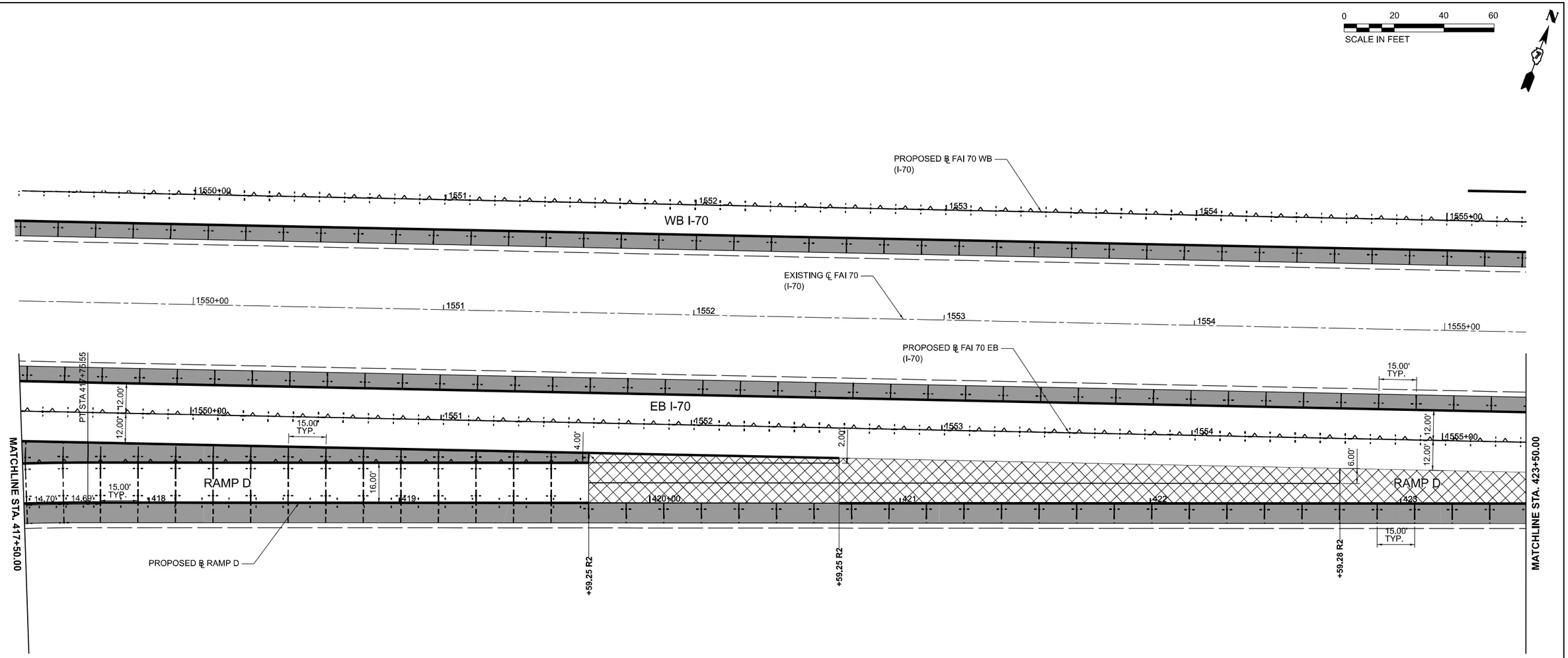
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP D

SCALE: 1"=20' | SHEET 3 OF 5 SHEETS | STA. 411+50 TO STA. 417+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	340
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - PvJnt - Ramp D - 04
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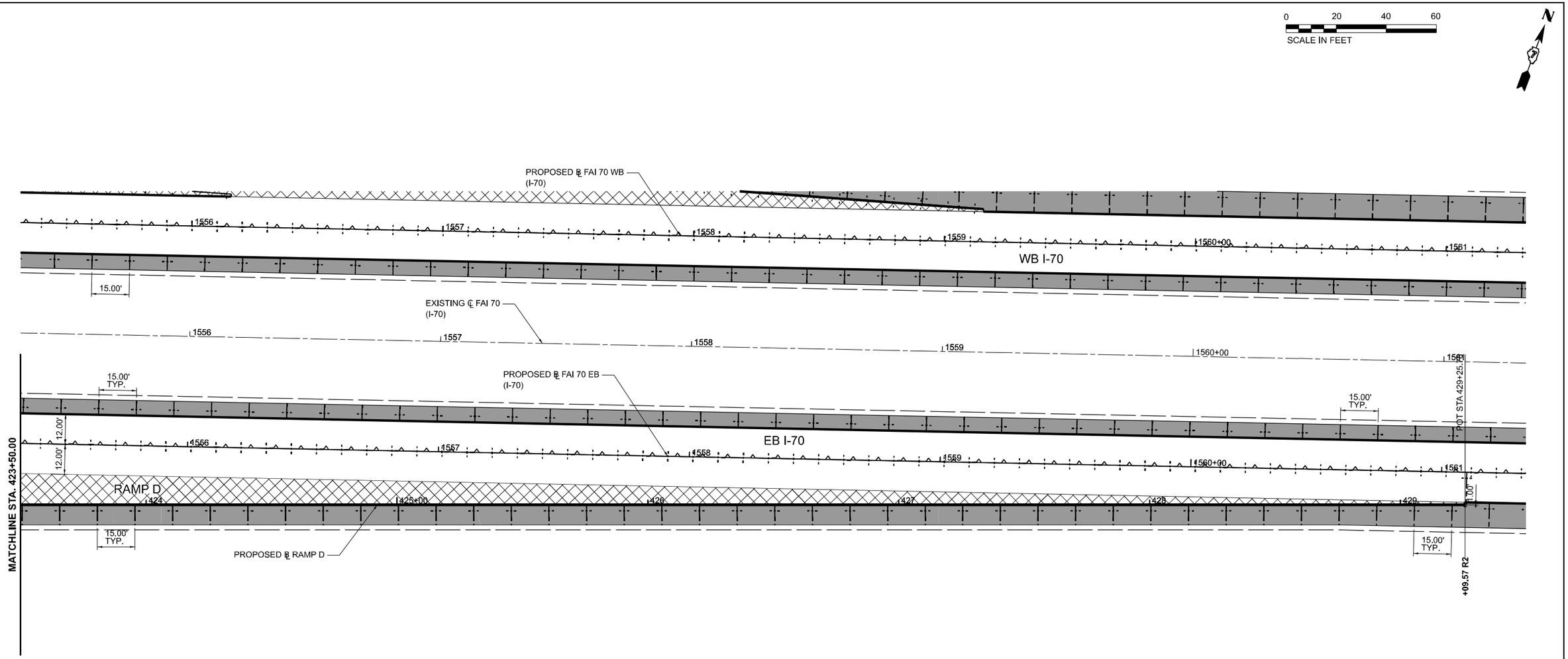
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP D

SCALE: 1"=20' | SHEET 4 OF 5 SHEETS | STA. 417+50 TO STA. 423+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	341
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT JOINTING LEGEND (SHEET DETAILS)

- SEPARATION JOINT
- TRANSVERSE CONSTRUCTION JOINT (DOWELLED) (SEE IDOT STANDARD 420001)
- LUG SYSTEM
- PAVEMENT WELDED WIRE REINFORCEMENT (STD. 420701)
- PCC SHOULDER (STD. 483001)
- BAR REINFORCEMENT FOR CRC PAVEMENT (STD. 421001)
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BAR (STD. 420001)
- LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BAR (STD. 420001)

NOTES:

1. JOINTING PATTERN SHOWN IS FOR GRADING PURPOSE ONLY. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420206 AND 420306.
2. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED.
3. FOR PROPOSED PAVEMENT AND PROFILE INFORMATION SEE: PLAN/PROFILE - 66 TO 114 SHEETS.
4. FOR PLACEMENT OF LONGITUDINAL TIE BARS, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 420001, 420101, 421001, 421201, AND 483001.

MODEL: SH - Pvjint - Ramp D - 05
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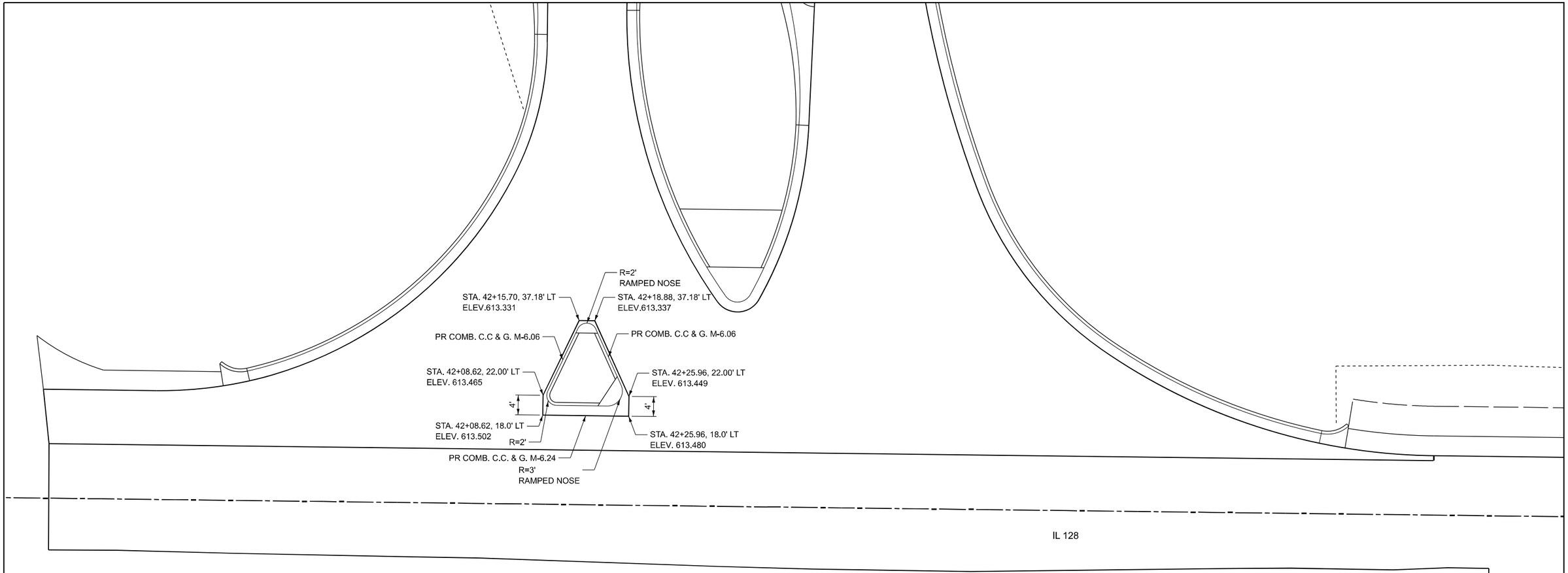
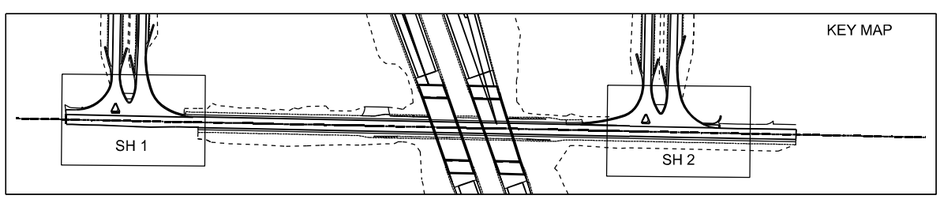
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
PAVEMENT JOINTING PLAN - RAMP D

SCALE: 1"=20' | SHEET 5 OF 5 SHEETS | STA. 423+50 TO STA. 429+25.78

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	342
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		





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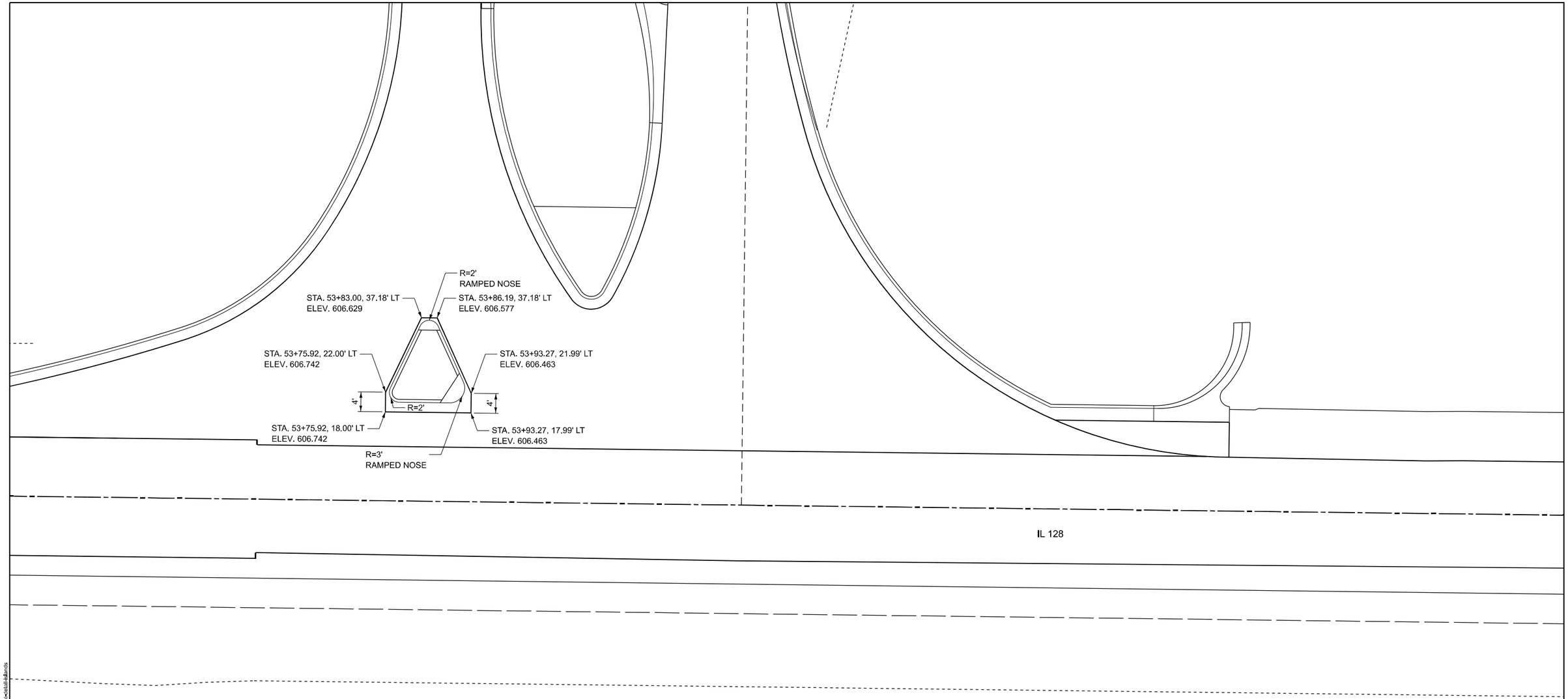
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

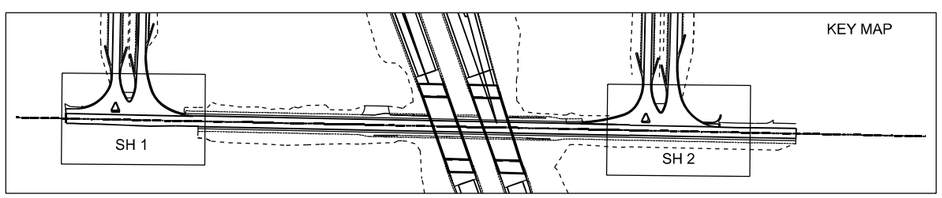
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
ISLAND DETAILS

SCALE: 1"=10' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	343
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		





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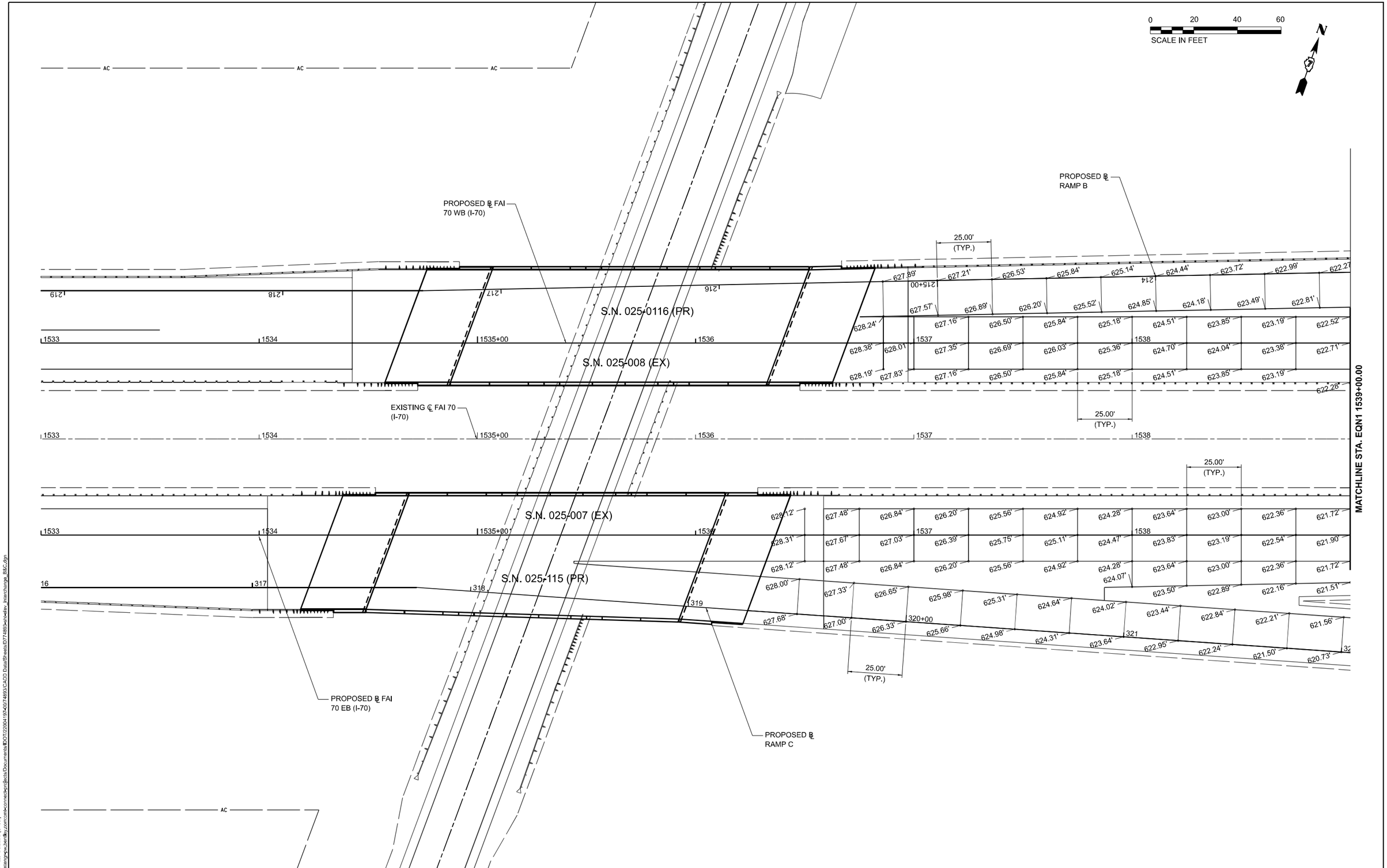
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
ISLAND DETAILS

SCALE: 1"=10' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	344
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



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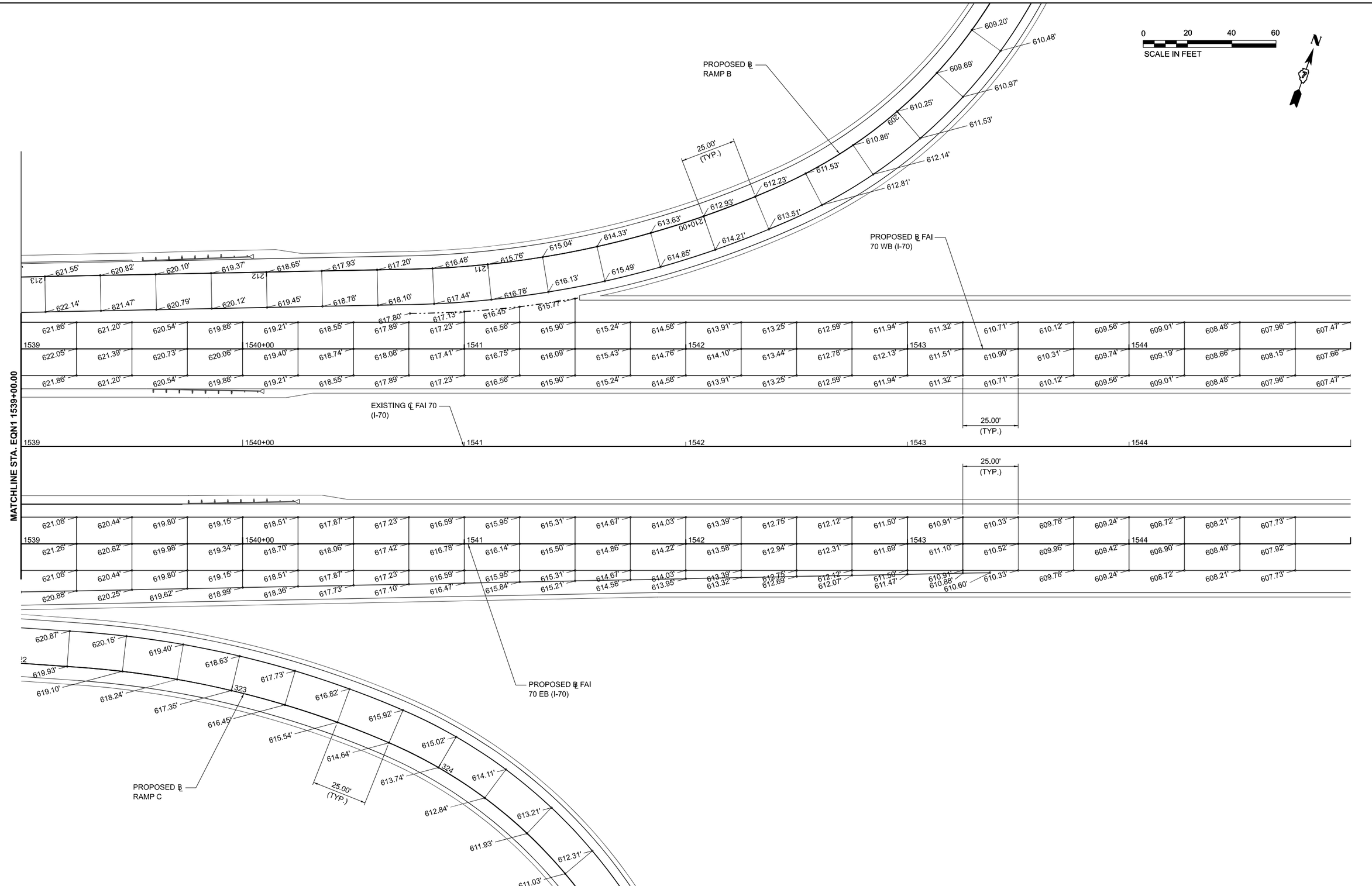
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
RAMP TERMINAL PAVEMENT ELEVATION DETAIL

SCALE: 1"=20' | SHEET 1 OF 5 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	345
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



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		DRAWN - AJ	REVISED -			70	(25-1)R-BR	EFFINGHAM	747 / 346
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -					CONTRACT NO. 74893	
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1"=20' / SHEET 2 OF 5 SHEETS / STA. TO STA.		ILLINOIS	FED. AID PROJECT	

MODEL: Ex-Gl-FAI70 - Elev-Detail[BD-1 [Sheet]
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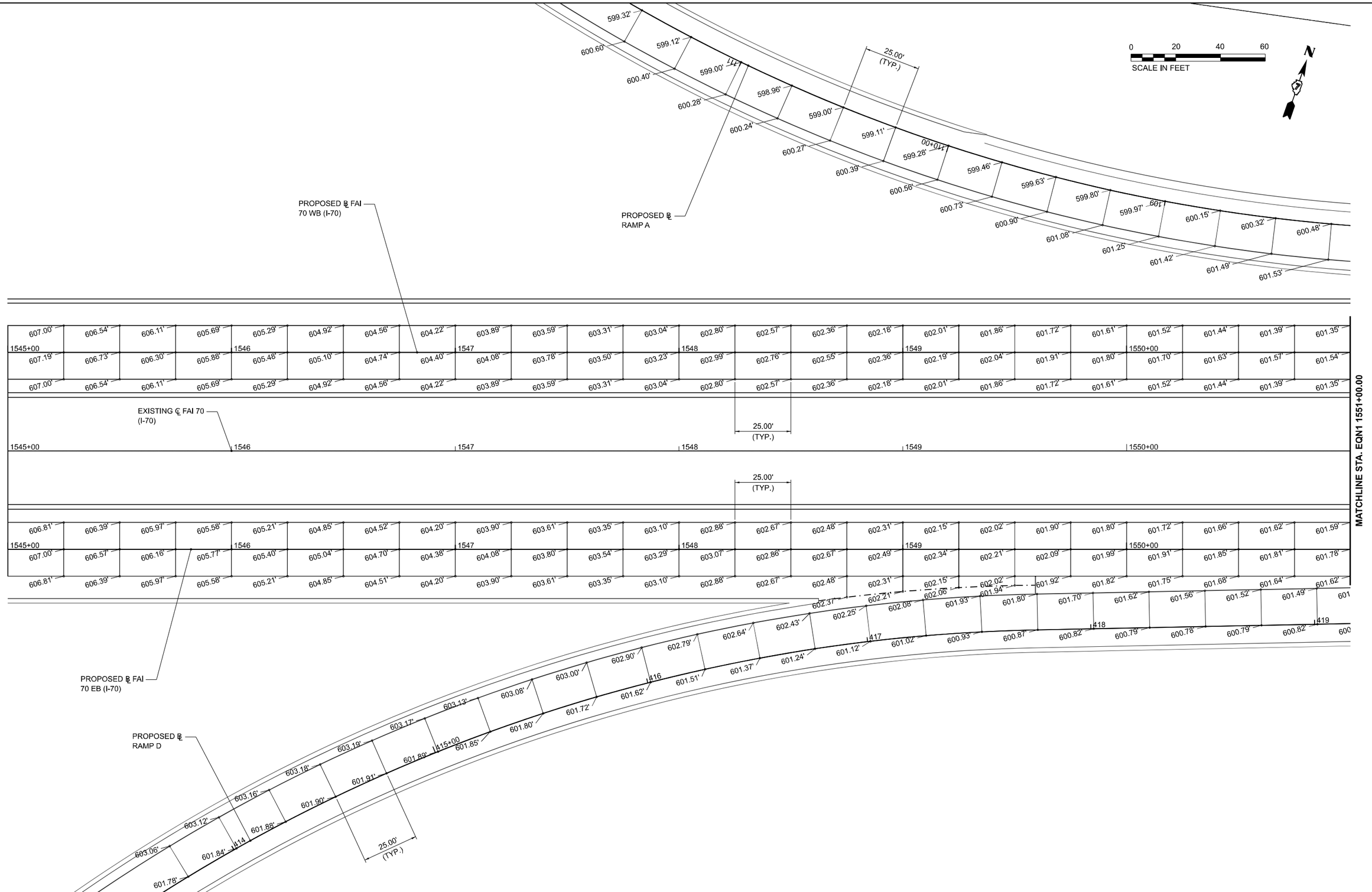

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PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

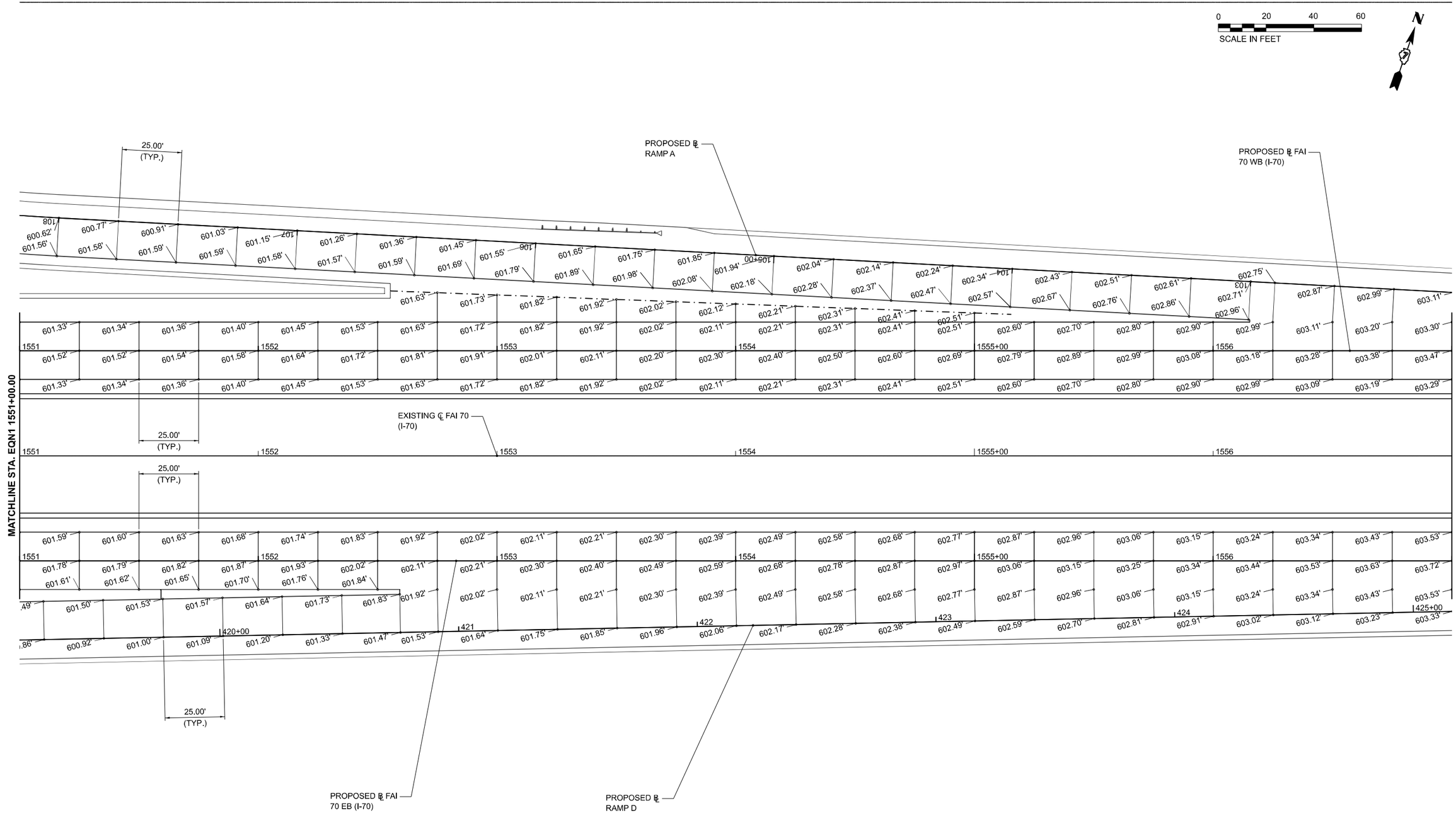
FAI ROUTE 70 - INTERSTATE 70
RAMP TERMINAL PAVEMENT ELEVATION DETAIL

SCALE: 1"=20' | SHEET 3 OF 5 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	347

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT



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PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
RAMP TERMINAL PAVEMENT ELEVATION DETAIL

SCALE: 1"=20' | SHEET 4 OF 5 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	348

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT

MODEL: ExhLFA70 - Ellis Detail[AD-1 [Sheet]
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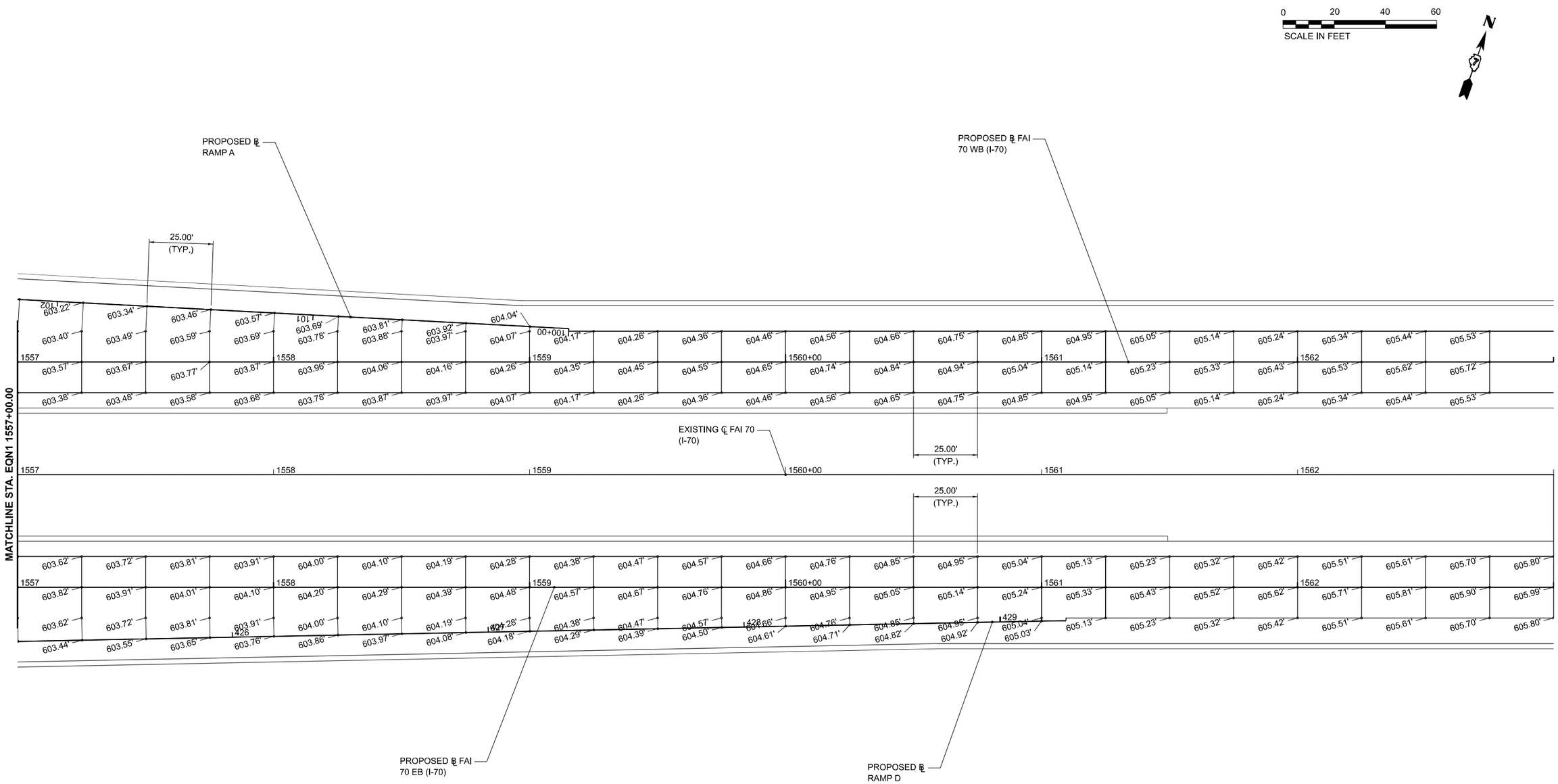

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PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

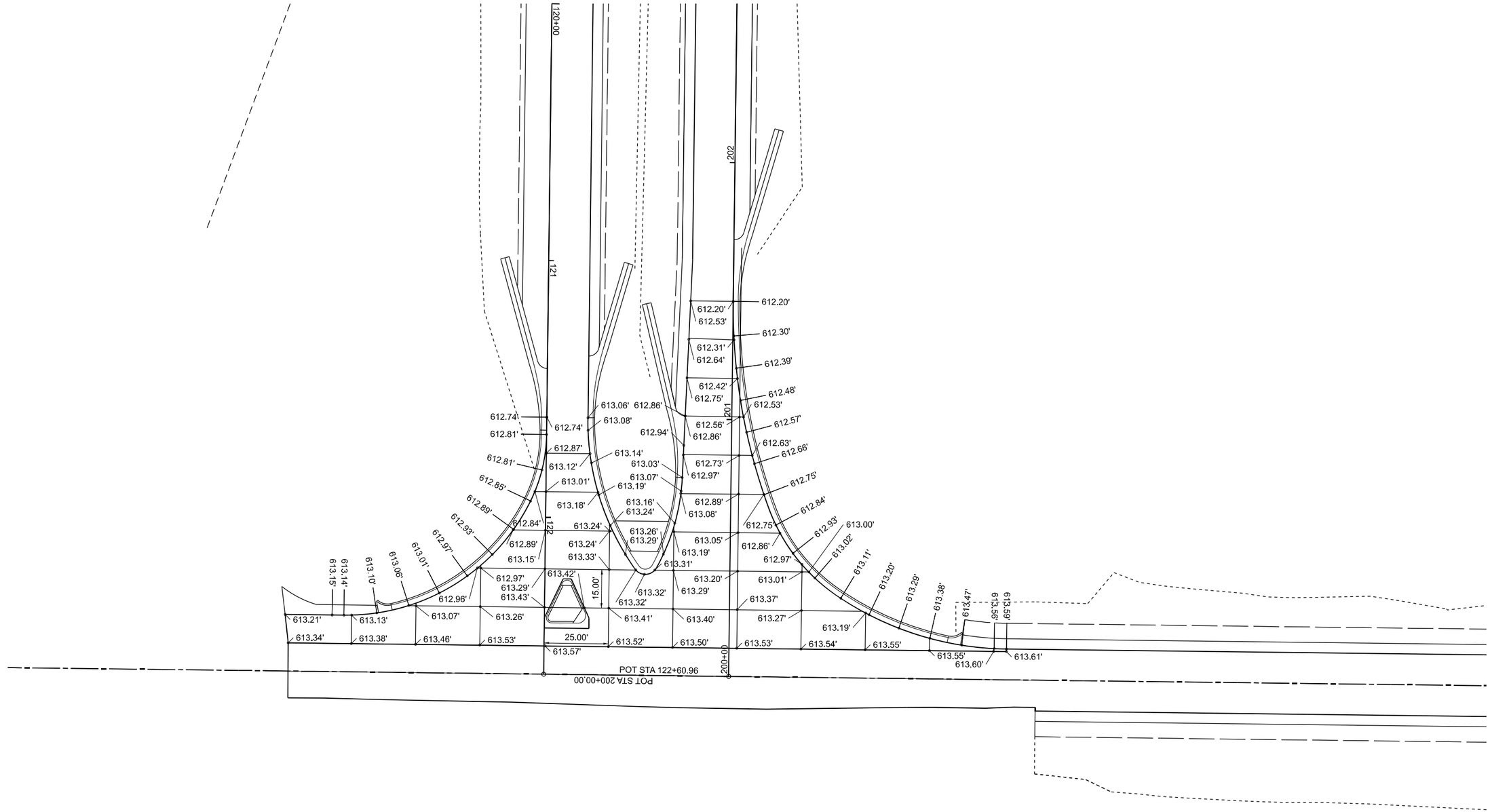
FAI ROUTE 70 - INTERSTATE 70
RAMP TERMINAL PAVEMENT ELEVATION DETAIL

SCALE: 1"=20' | SHEET 5 OF 5 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	349

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT



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		DRAWN - MLC	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -		
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	350
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

MODEL: Intersection 1 [Sheet]
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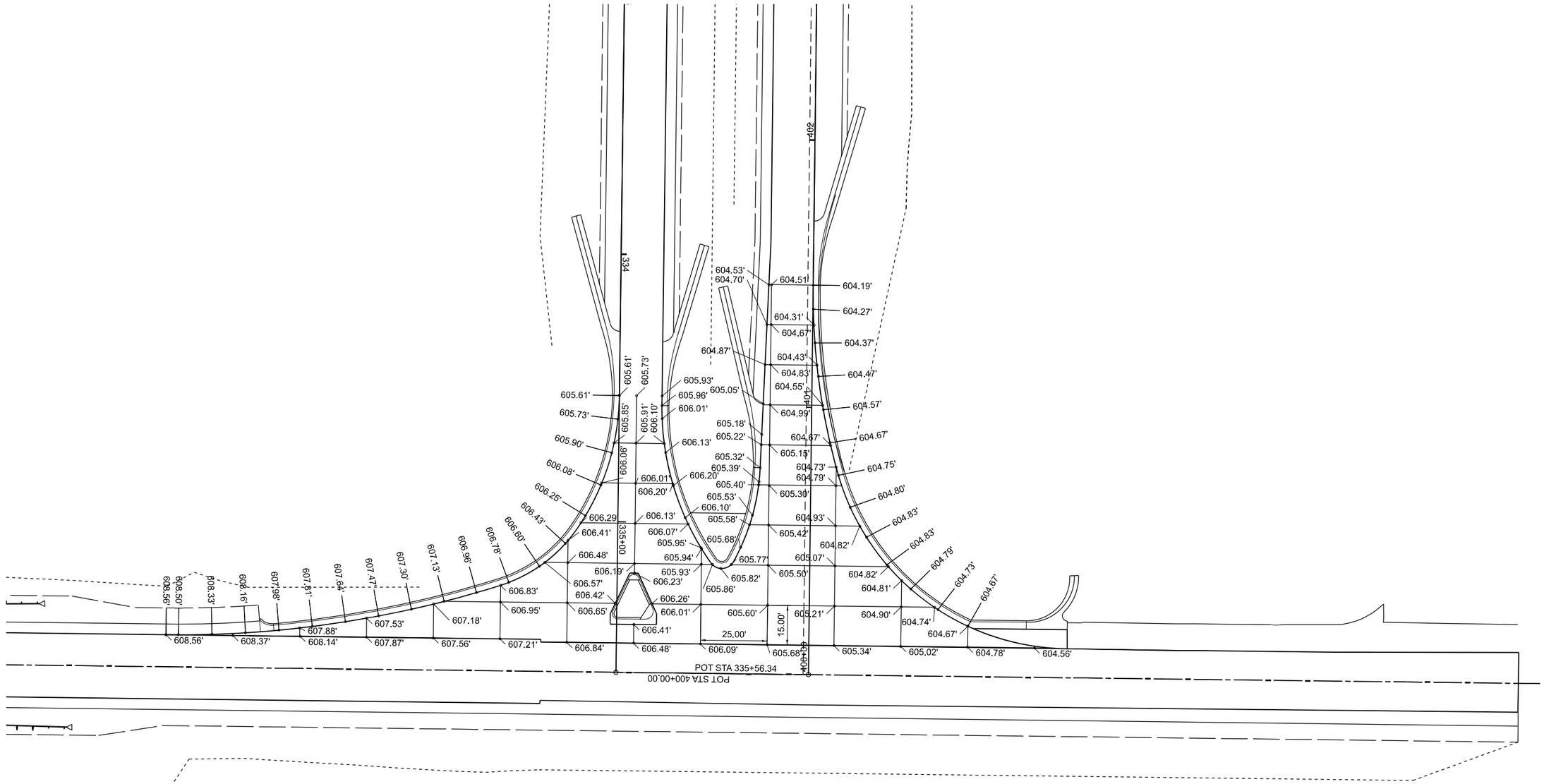

MODEL: Intersection 2 [Sheet]
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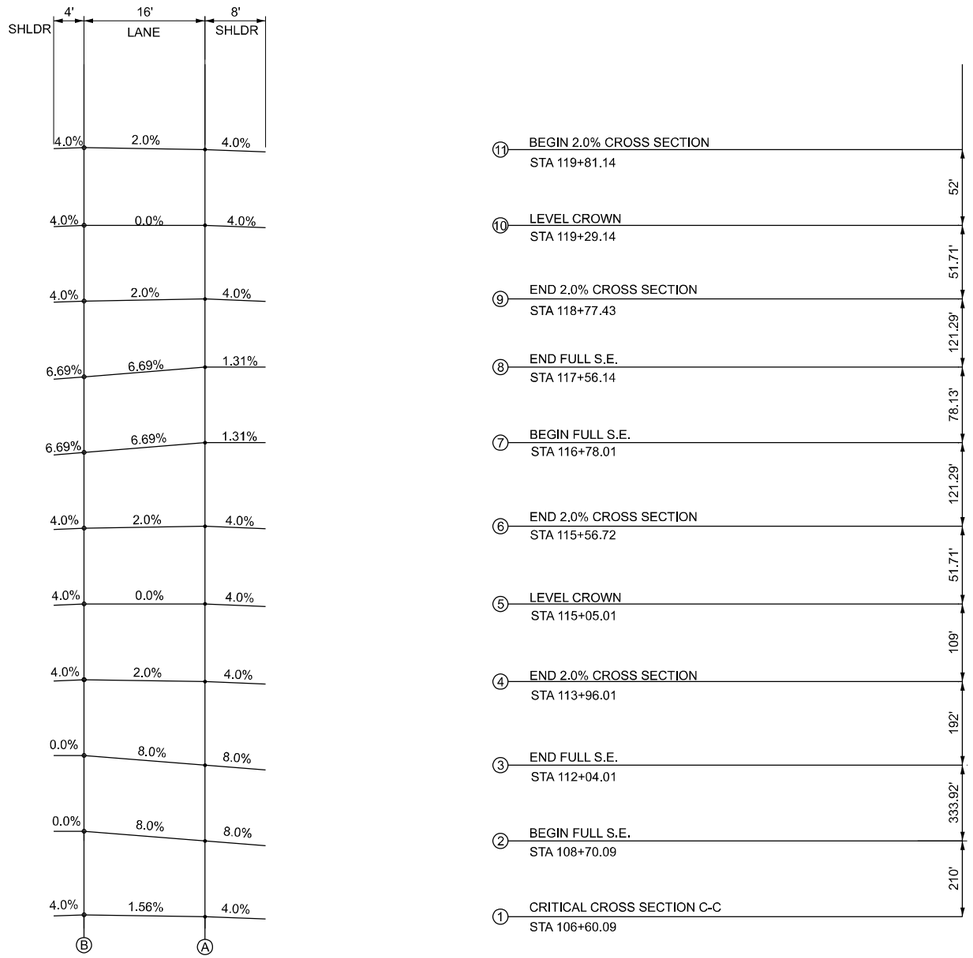
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
INTERSECTION DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	351
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PROFILE GRADE ELEVATIONS			
STATION	SECTION	A	B
106+60.09	1	601.30	601.55
108+70.09	2	600.17	601.45
112+04.01	3	600.03	601.31
113+96.01	4	603.79	604.11
115+05.01	5	605.92	605.92
116+78.01	7	608.29	607.22
117+56.14	8	609.01	607.94
118+77.43	9	610.13	609.81
119+29.14	10	610.60	610.60
119+81.14	11	611.08	611.40

MODEL: SE_RampA [Sheet]
FILE NAME: pw://cmtengrpw.bentley.com:cmtc-projects/Documents/IDOT/20041970-0074893/CADD Data/Sheets/0774893-sht-SE_Transition_Details.dgn

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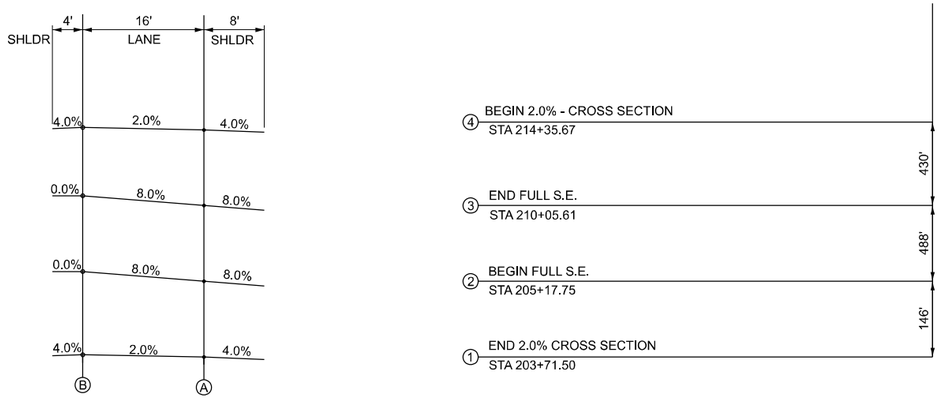
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
SUPER ELEVATION DETAIL - RAMP A

SCALE: 1"=10' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	352
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PROFILE GRADE ELEVATIONS			
STATION	SECTION	A	B
203+71.50	1	609.82	610.14
205+17.75	2	607.96	609.24
210+05.61	3	613.09	614.37
214+35.67	4	625.44	625.76

MODEL: SE_RampB [Sheet]
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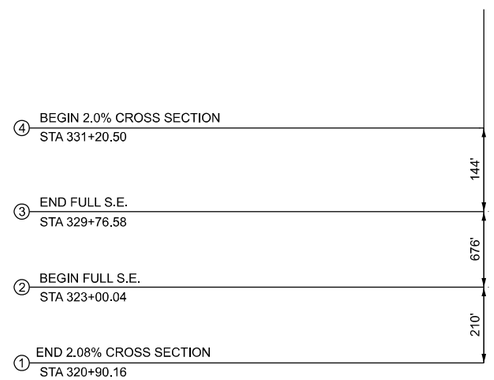
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
SUPER ELEVATION DETAIL - RAMP B

SCALE: 1"=10' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	353
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



PROFILE GRADE ELEVATIONS			
STATION	SECTION	A	B
320+90.16	1	623.90	624.23
323+00.04	2	617.35	618.63
329+76.58	3	600.98	602.26
331+20.50	4	602.15	602.47

MODEL: SE_RampC [Sheet]
FILE NAME: pw://mineingnw.bentley.com:ims-connect-projects/Documents/IDOT/220041/74893/CA02 Data/Sheets/074893-sht-SE_Transition_Details.dgn

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PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

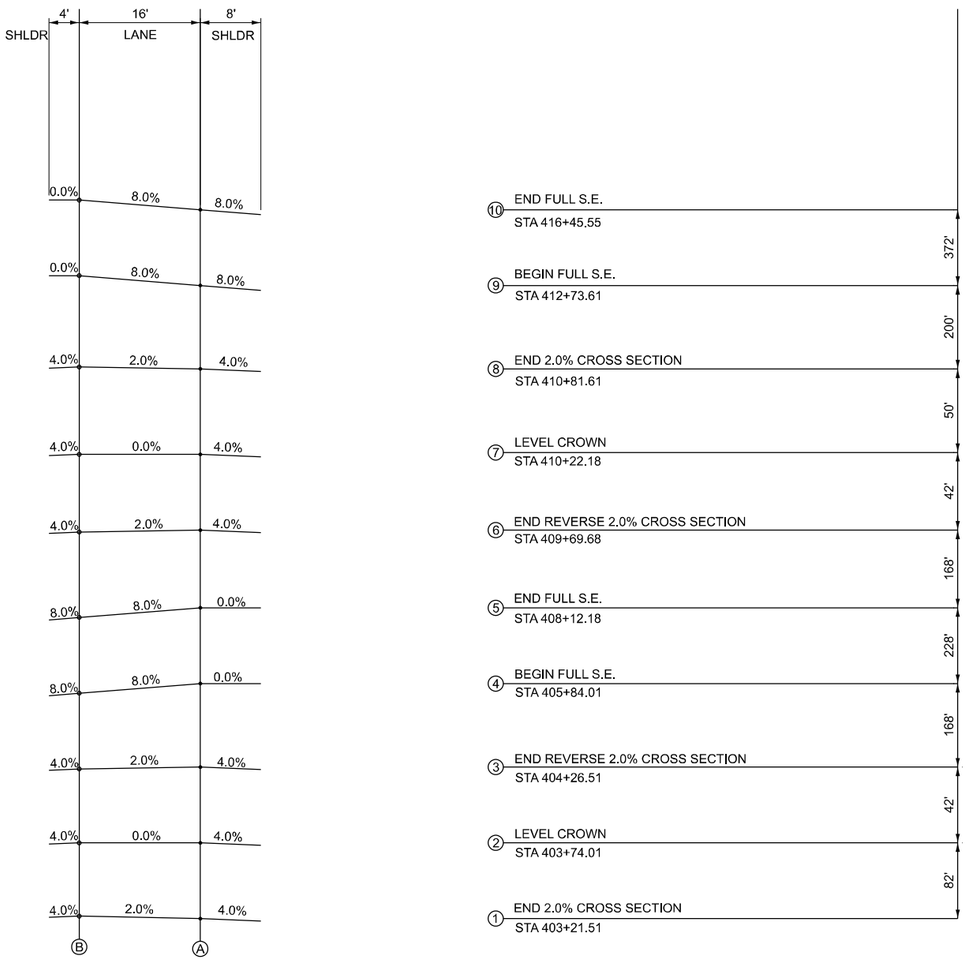
FAI ROUTE 70 - INTERSTATE 70
SUPER ELEVATION DETAIL - RAMP C

SCALE: 1"=10' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	354

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT



PROFILE GRADE ELEVATIONS			
STATION	SECTION	A	B
403+21.51	1	602.54	602.86
403+74.01	2	602.04	602.04
404+26.51	3	601.55	601.23
405+84.01	4	600.17	598.89
408+12.18	5	599.36	598.08
409+69.68	6	599.70	599.38
410+22.18	7	599.97	599.97
410+81.61	8	600.29	600.61
412+73.61	9	601.33	602.61
416+45.55	10	601.40	602.68

MODEL: SE_Ramp D [Sheet]
FILE NAME: pw://cmeng-pw.bentley.com:cmeng-connect-projects/Documents/DOT 22004197-2007 74893/CAD D Data/Sheets/0774893-sht-SE_Transition_Details.dgn

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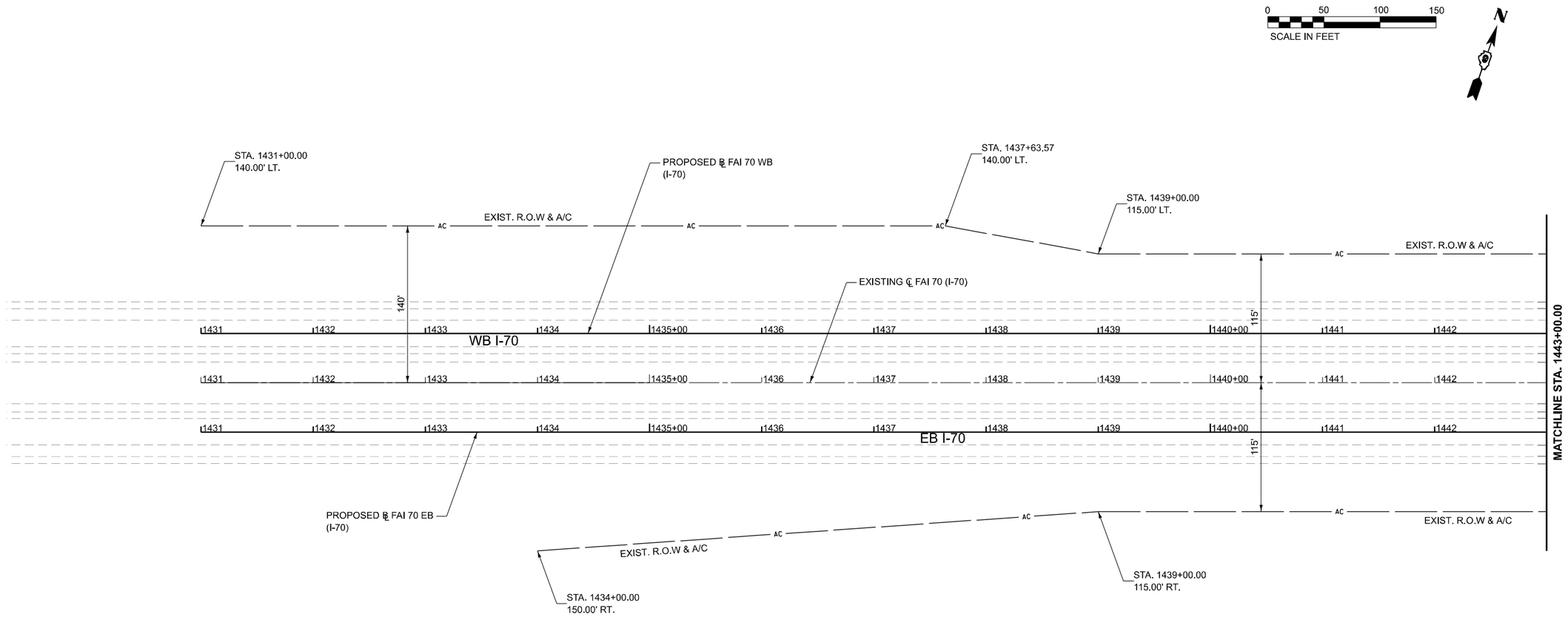
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
SUPER ELEVATION DETAIL - RAMP D

SCALE: 1"=10' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	355
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



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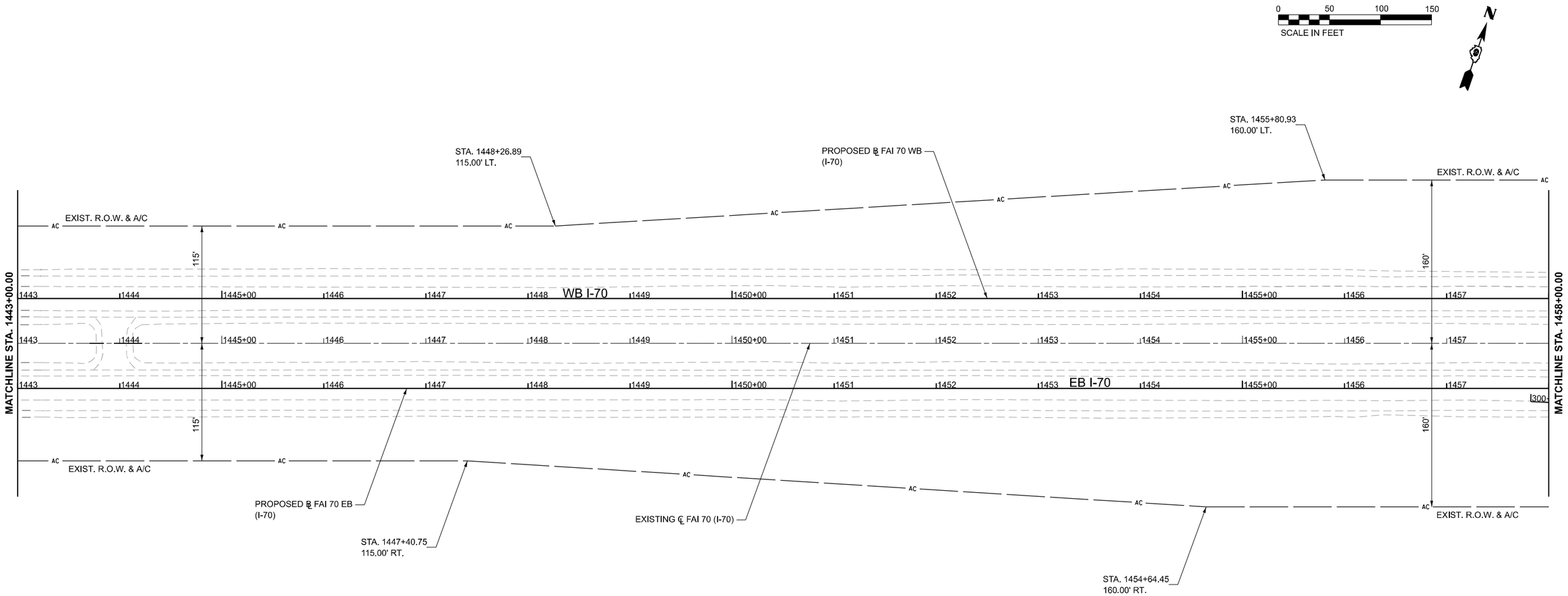
		DRAWN - RAH	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -		
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1" = 50' SHEET 1 OF 10 SHEETS STA. 1431+00 TO STA. 1443+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	356
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

MODEL: ExCLFA70 - Plan01 [Sheet]
FILE NAME: pw://contengpw.bentley.com:contengpw-dms01/projects/Documents/IDOT/22004197-00/74893/CADD Data/Sheets/0774893-sht-ROW Plans-I70.dgn



MODEL: ExCLFA70 - Plan02 [Sheet]
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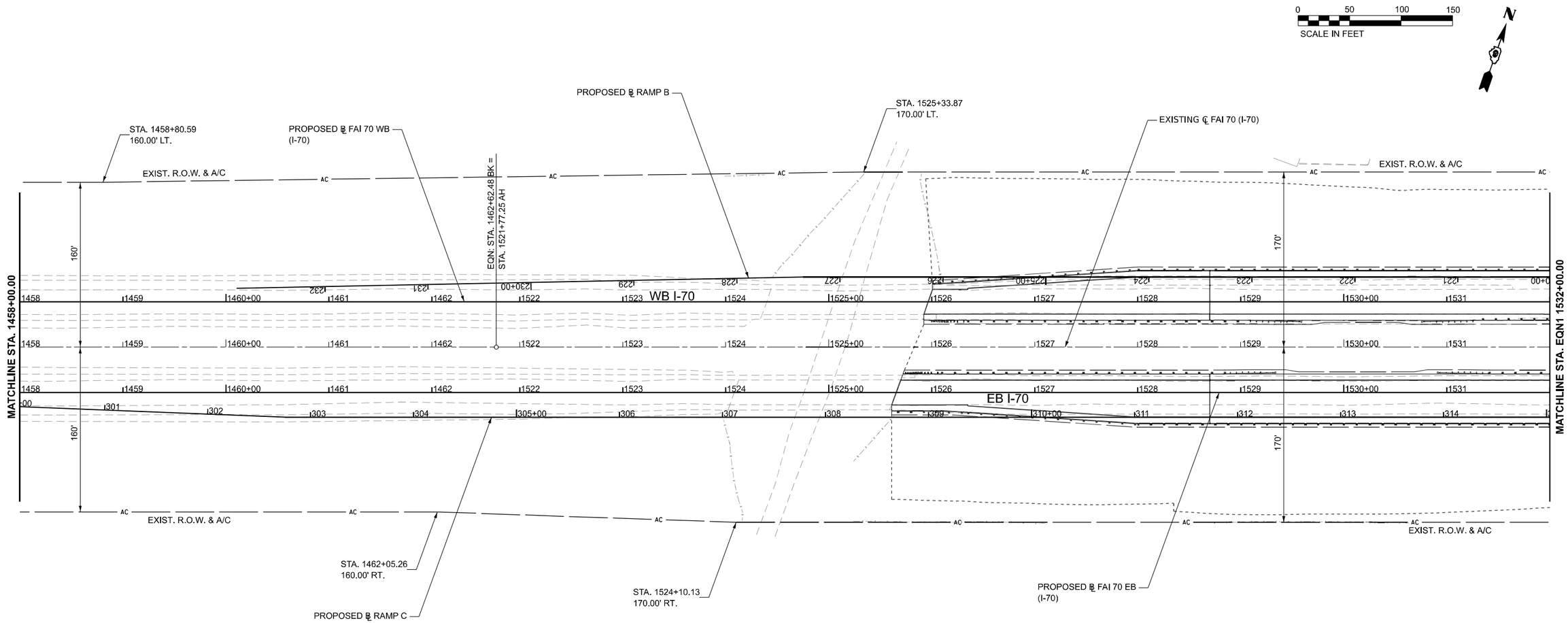
		DRAWN - RAH	REVISED -			70	(25-1)R-BR	EFFINGHAM	747 / 357
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -					CONTRACT NO. 74893	
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1" = 50' SHEET 2 OF 10 SHEETS STA. 1443+00 TO STA. 1458+00			ILLINOIS FED. AID PROJECT	



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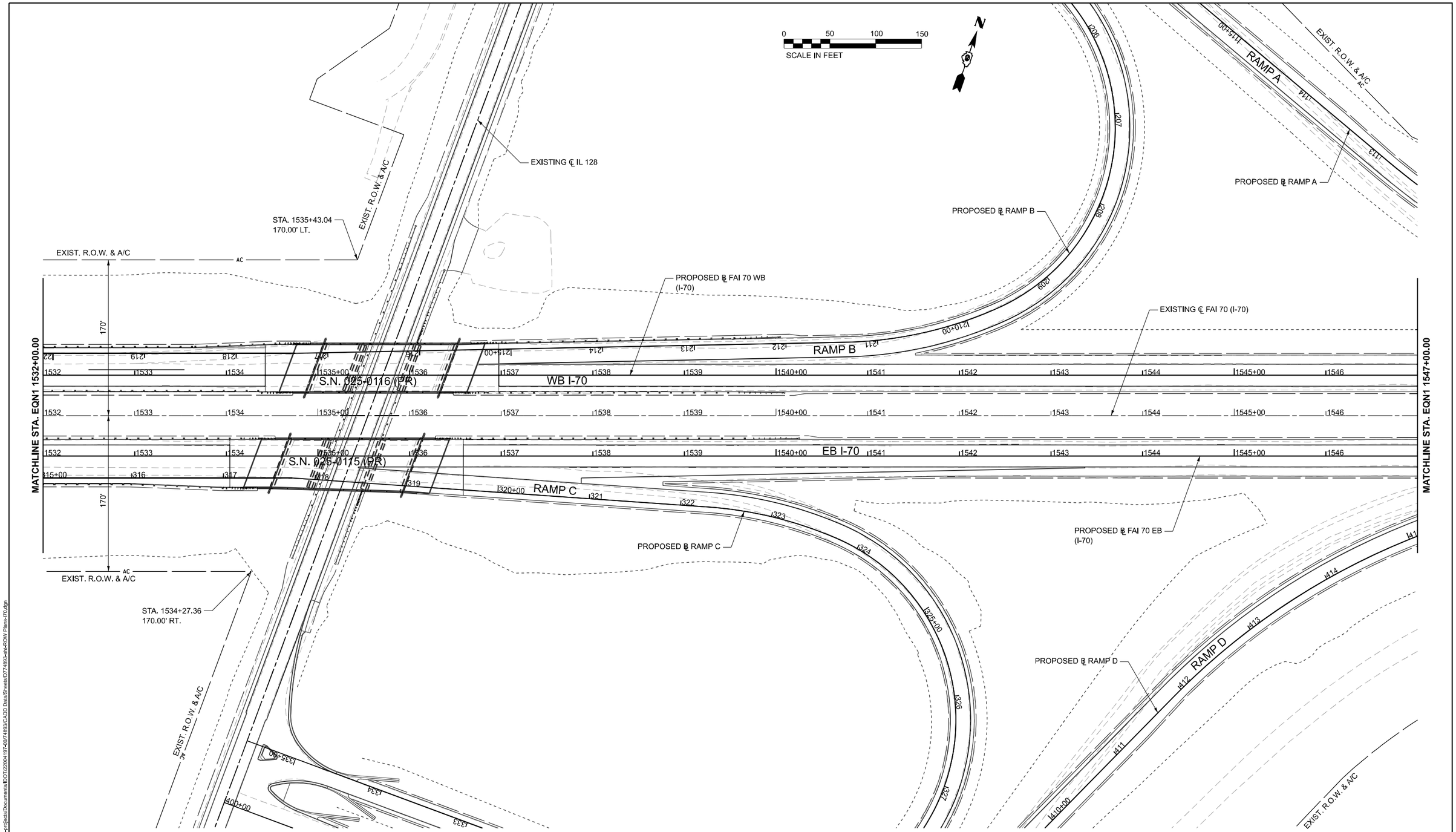
		DRAWN - RAH	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -		
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		

SCALE: 1" = 50' | SHEET 3 OF 10 SHEETS | STA. 1458+00 TO STA. 1532+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	358
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



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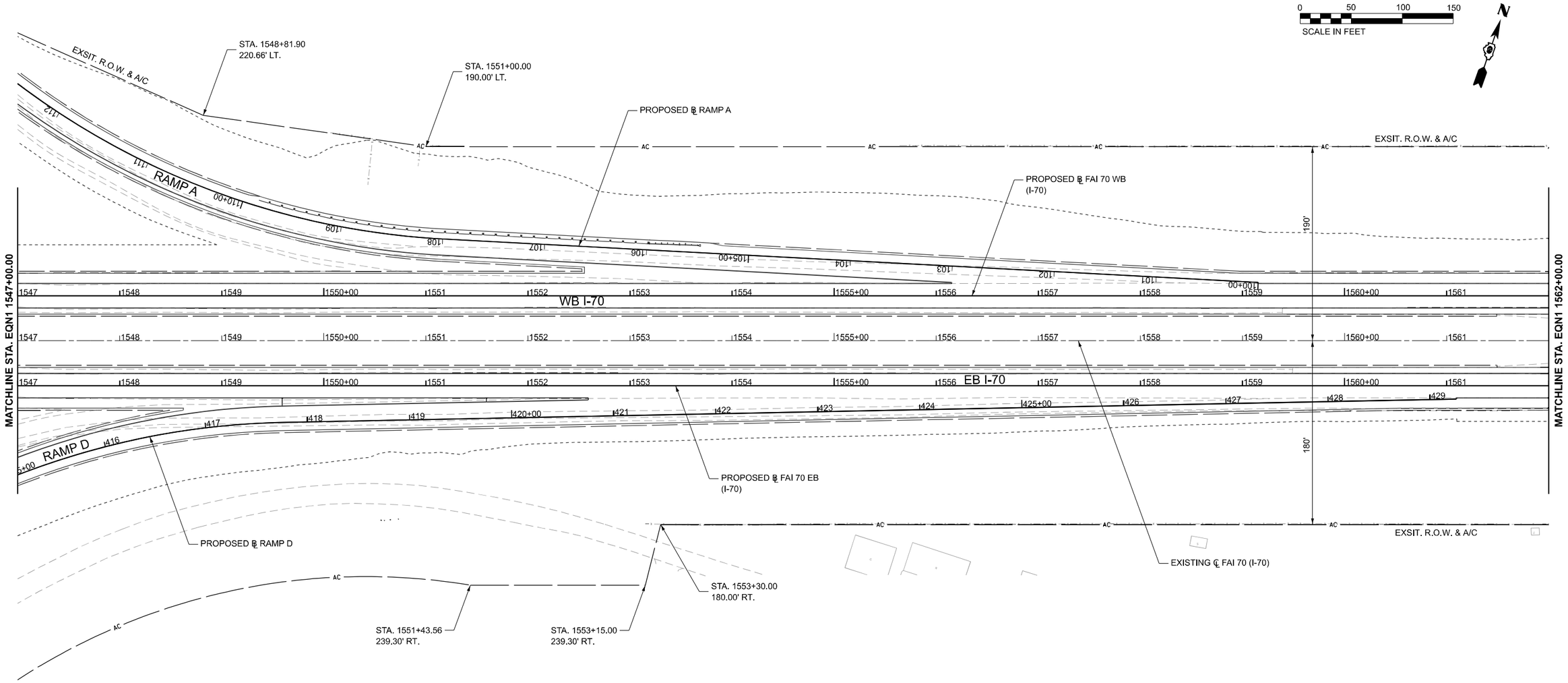
		DRAWN - RAH	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -		
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1" = 50' SHEET 4 OF 10 SHEETS STA. 1532+00 TO STA. 1547+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	359
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



MODEL: ExCLFAI70 - Plan05 [Sheet]
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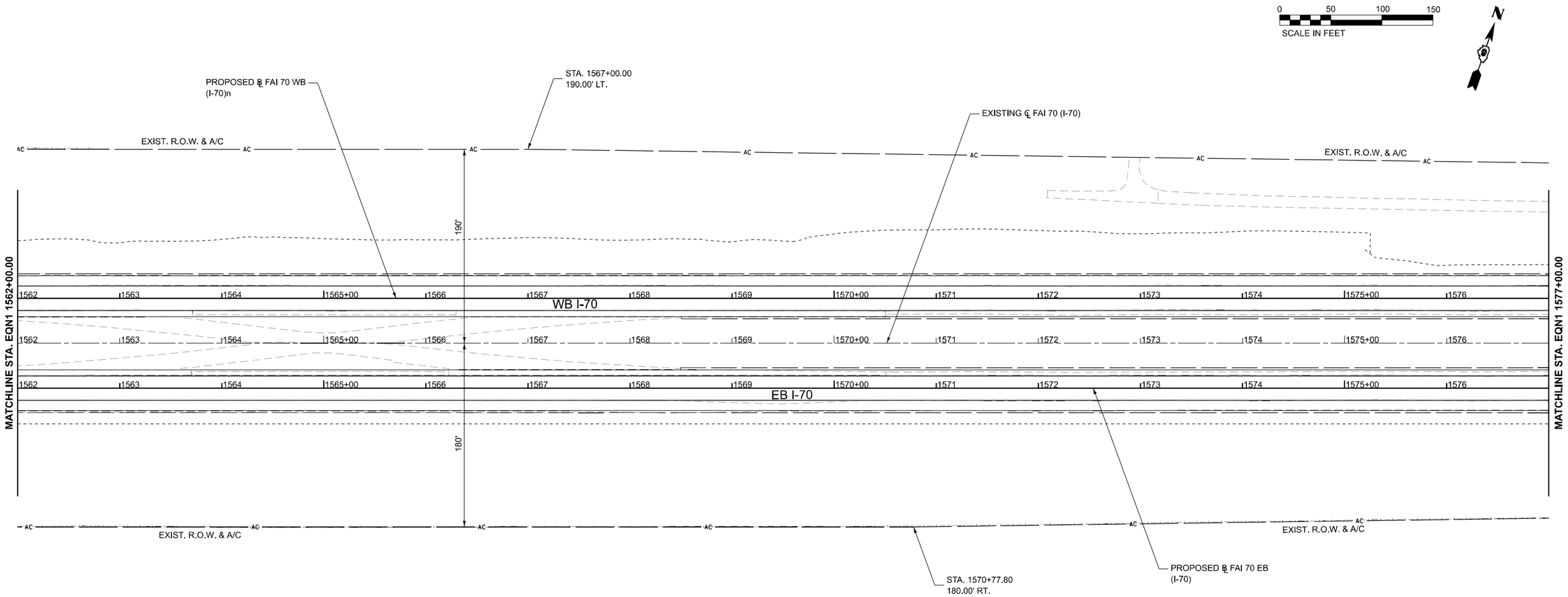
		DRAWN - RAH	REVISED -					70	(25-1)R-BR	EFFINGHAM	747 / 360
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -							CONTRACT NO. 74893	
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1" = 50'	SHEET 5 OF 10 SHEETS	STA. 1547+00 TO STA. 1562+00			ILLINOIS FED. AID PROJECT	



MODEL: ExCLFAI70 - Plan06 [Sheet]
FILE NAME: pw://cmengnw.bentley.com:cmn-connect-eng/projects/Documents/IDOT/22004197/0074893/CA70 Data/Streets/D774893-sht-ROW Plans-I70.dgn

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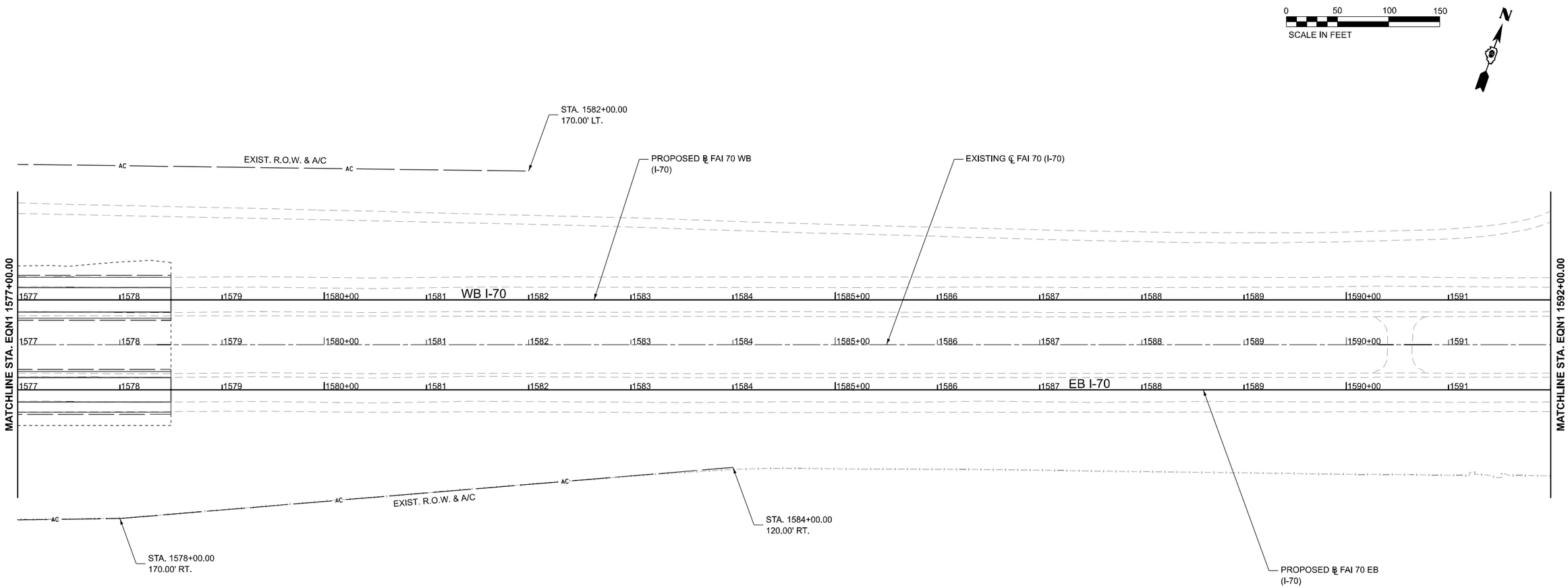
		DRAWN - RAH	REVISED -					70	(25-1)R-BR	EFFINGHAM	747 / 361
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -							CONTRACT NO. 74893	
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.		ILLINOIS	FED. AID PROJECT	



MODEL: ExCLFAI70 - Plan07 [Sheet]
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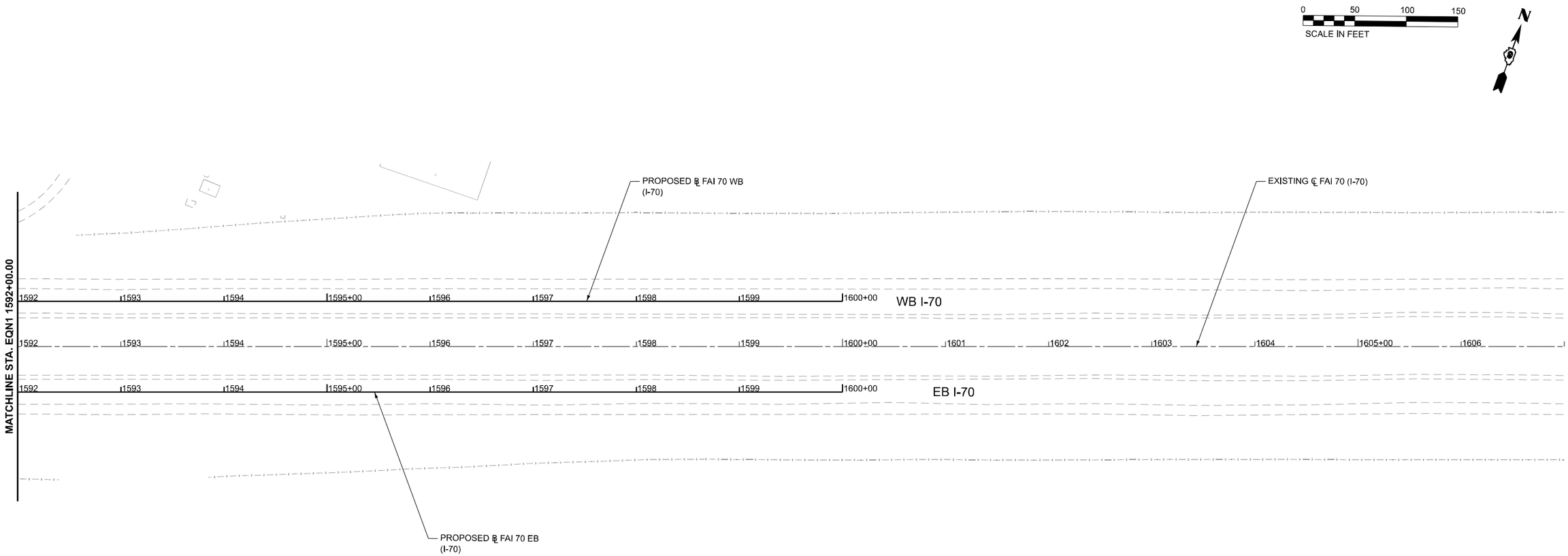
		DRAWN - RAH	REVISED -			70	(25-1)R-BR	EFFINGHAM	747 / 362
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -					CONTRACT NO. 74893	
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: 1" = 50' / SHEET 7 OF 10 SHEETS / STA. 1577+00 TO STA. 1592+00			ILLINOIS	FED. AID PROJECT



MODEL: ExcLFA70 - Plan08 [Sheet]
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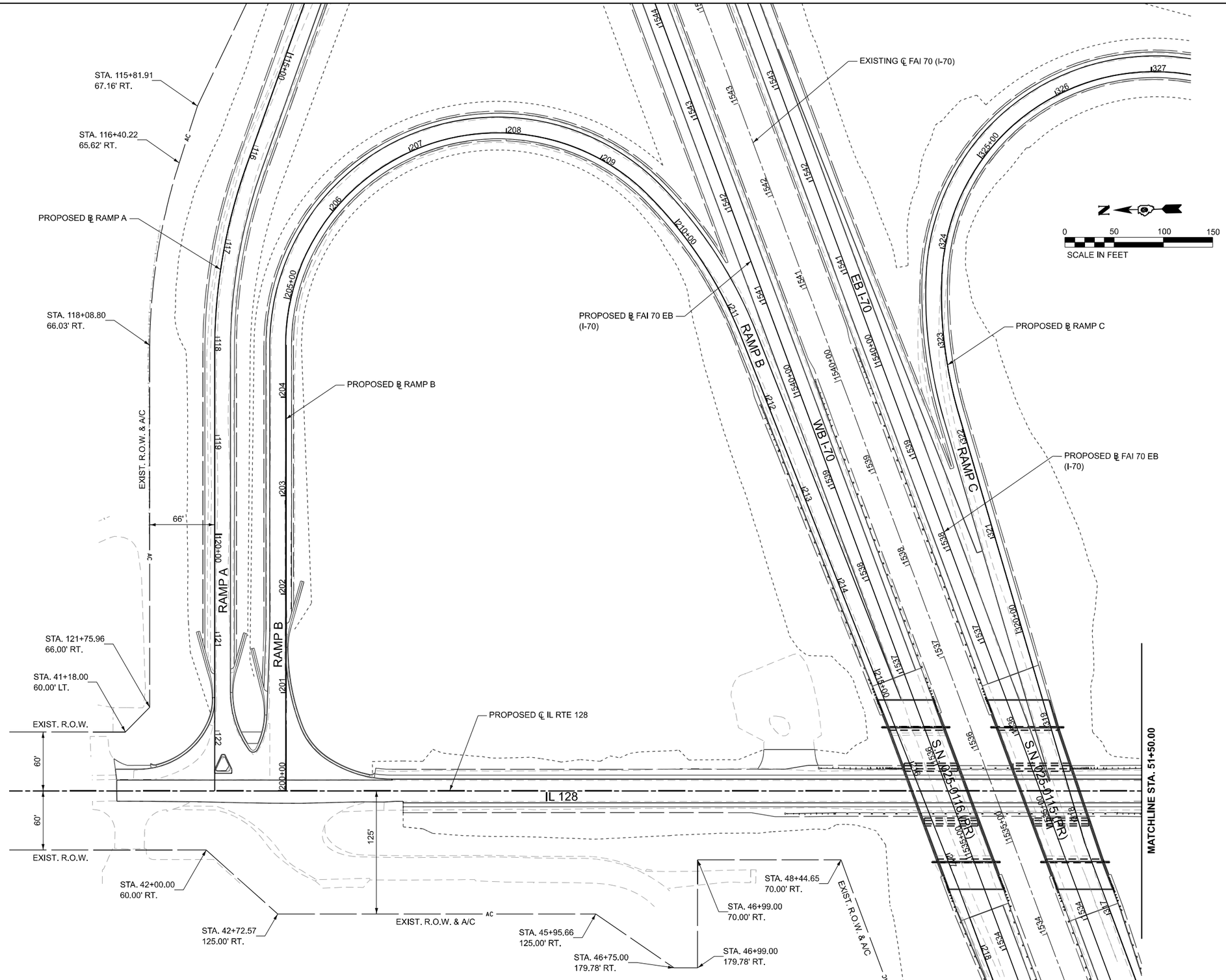
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
RIGHT-OF-WAY PLANS - I 70

SCALE: 1" = 50' | SHEET 8 OF 10 SHEETS | STA. 1592+00 TO STA. 1607+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	363
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



MODEL: ExCL - Plan09 [Sheet]
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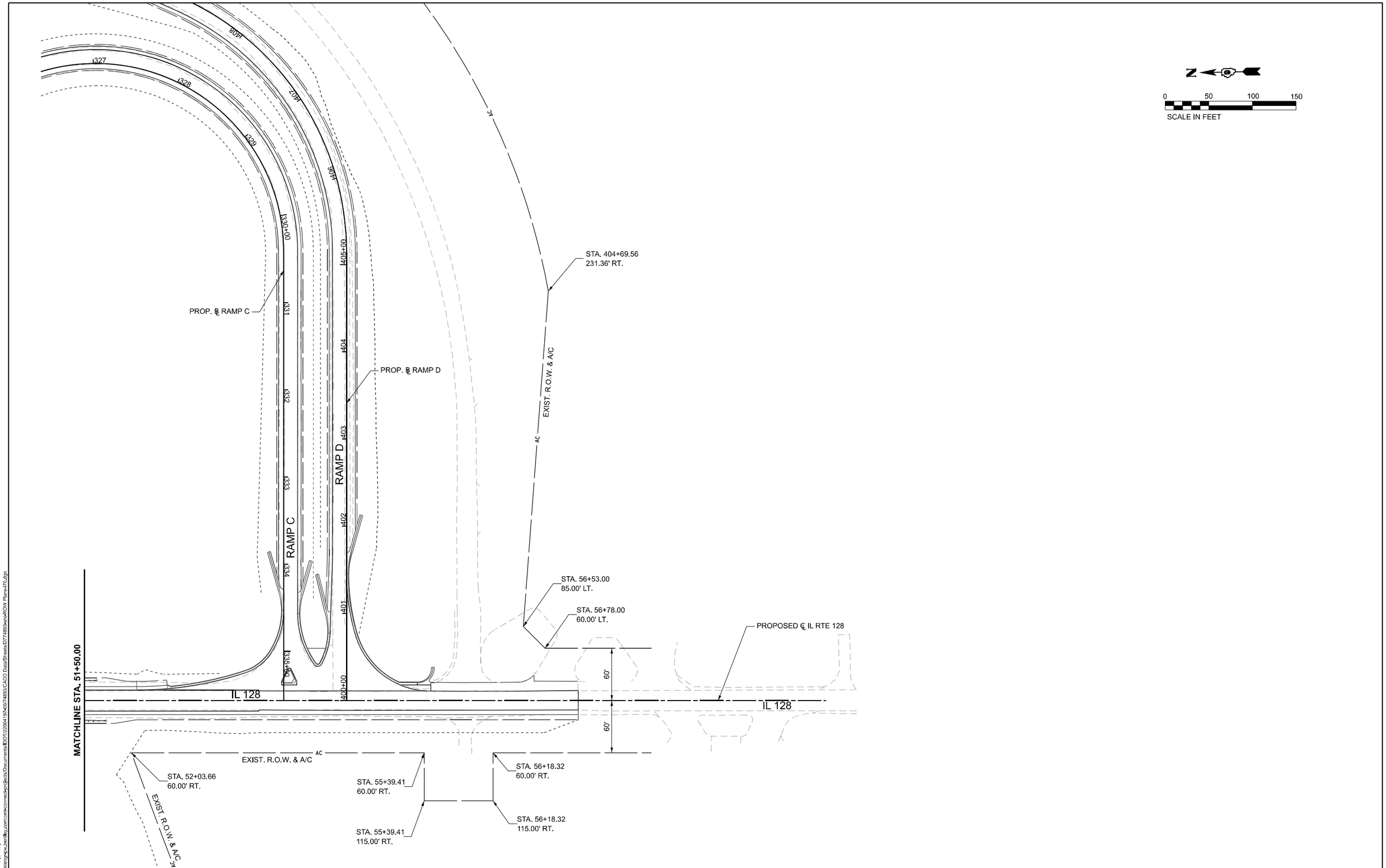
	DRAWN - RAH	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 70 - INTERSTATE 70
RIGHT-OF-WAY PLANS - IL RTE 128

SCALE: 1" = 50' | SHEET 9 OF 10 SHEETS | STA. 40+00 TO STA. 51+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	364
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



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USER NAME = moverbey	DESIGNED - MJO	REVISED -	
	DRAWN - RAH	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - MJO	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

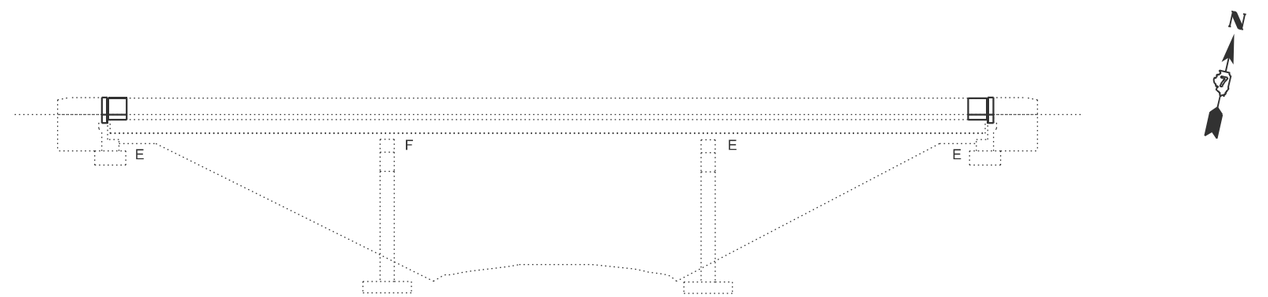
FAI ROUTE 70 - INTERSTATE 70
RIGHT-OF-WAY PLANS - IL RTE 128

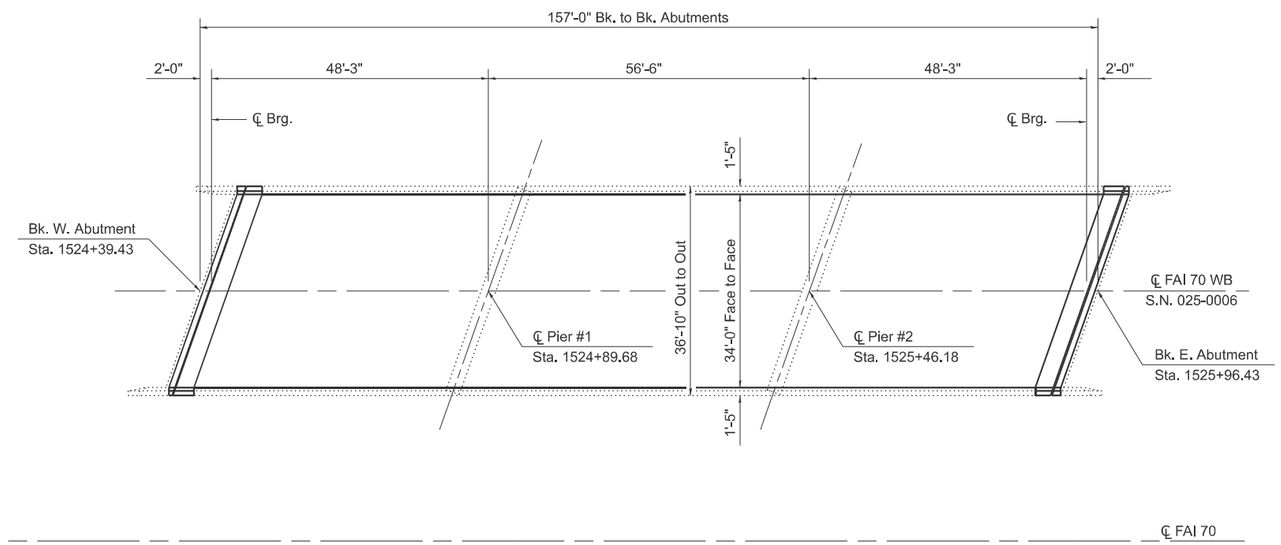
SCALE: 1" = 50' | SHEET 10 OF 10 SHEETS | STA. 51+50 TO STA. 60+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	365
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

The existing three span continuous steel multi-beam structure was constructed in 1962 as FAI 70 section 25-1VB-1 at Sta. 1525+02.39. SN. 025-0005 carries FAI 70 Eastbound over an abandoned railroad. SN. 025-0006 carries FAI 70 Westbound over an abandoned railroad. The proposed project consists of replacement of expansion joints with new strip seals, bearing replacement, structural steel repair, full depth deck patching, scarification, concrete overlay, structural repair of concrete, and new approach pavements.

Roadway crossovers will be utilized to maintain traffic.





DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

New Construction

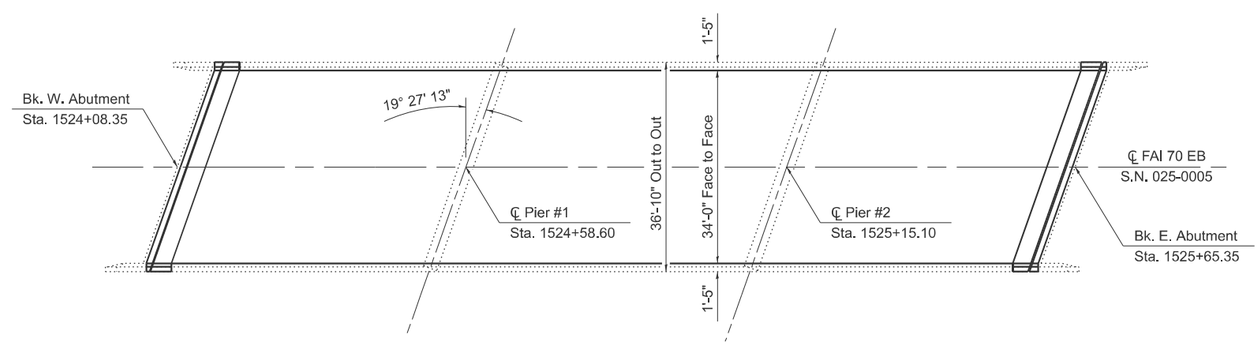
f_c = 3,500 psi (Concrete Structure)
f_c = 4,000 psi (Superstructure Concrete)
f_y = 60,000 psi (Reinforcement)

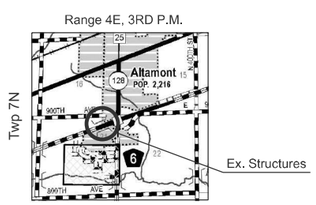
Existing Construction

f_c = 1,400 psi
f_s = 24,000 psi (Reinforcement)

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

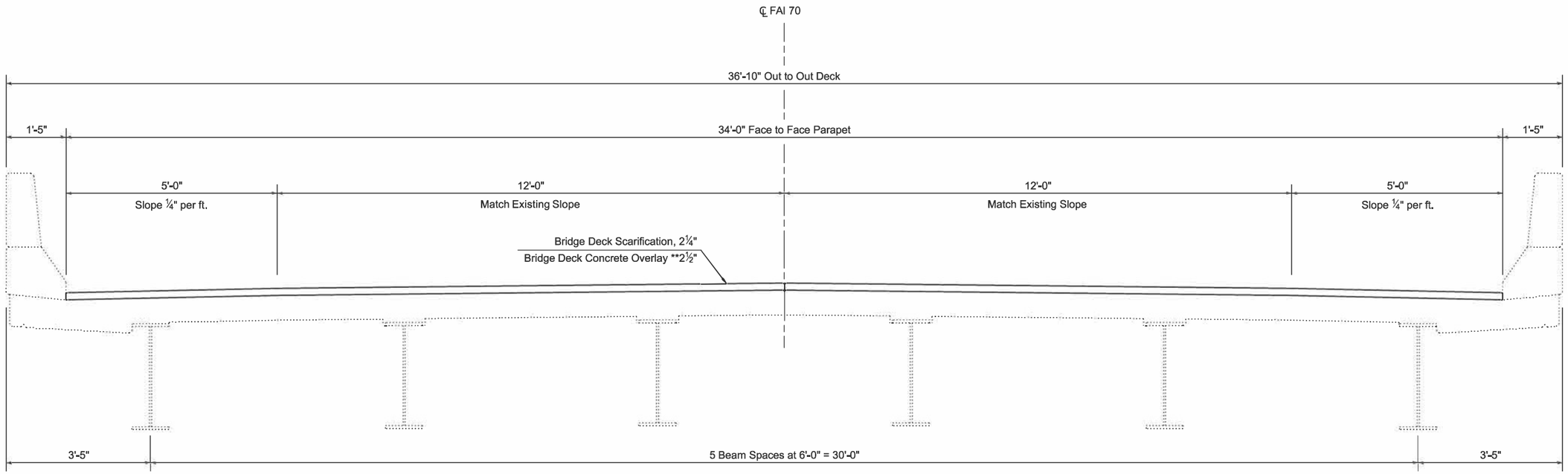
EXPIRES 11-30-2026





LOCATION SKETCH

FILE NAME =	USER NAME = dalton.lane	DESIGNED - KLB	REVISED - D. Lane	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION AND GENERAL NOTES SN. 025-0005 (EB) & SN. 025-0006 (WB)	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KLB	REVISED - D. Lane			70	(25-1)R-BR	EFFINGHAM		
	PLOT SCALE = $SCALE$	CHECKED - MEA	REVISED -					CONTRACT NO. 74893		
Default	PLOT DATE = 11/25/2025	DATE - 12/24/2013	REVISED - May 2025		SCALE: SHEET 1 OF 8 SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		



** Thickness Prior to ¼" grinding (Typ.)

CROSS SECTION

EB Shown (Looking East)
WB Similar (Looking East)

GENERAL NOTES

Plan dimensions and details relative to the existing structures have been taken from existing plans and 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 work, however; the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement Bars designated (E) shall be epoxy coated.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced using an approved bar splicer or anchorage system. Cost included in CONCRETE REMOVAL.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.

Prior to pouring the new concrete deck, all heavy and loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

Full depth deck slab repairs performed in the exterior bays of the bridge deck (between the parapet walls and the first interior beams) shall be limited to individual lengths no greater than 10'. In these portions of the deck, repair areas longer than 10' shall be divided into segments not greater than 10' in length, and the segments shall be poured in alternating sequence. Subsequent segments repaired in sequence shall not be removed until 72 hours have elapsed from the end of the previous adjacent pour, and the adjacent pour shall have attained a minimum modulus of rupture of 650psi.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted pior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures" and the Standard Specifications. Cleaning & painting of contact surfaces shall meet the requirements for Secondary Connections as specified in the special provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All structural steel shall conform to AASHTO Classification M-270 GR. 36, unless otherwise specified.

Fasteners shall be ASTM F 3125 A325 Type 1, hot-dip galvanized bolts. Bolts ¾" diameter, holes 13⁄16" diameter unless otherwise noted.

Diaphragm connection holes shall be 15⁄16" diameter for ¾" bolts. Two hardened washers shall be required at diaphragm connections.

No field welding is permitted except as specified by contract documents.

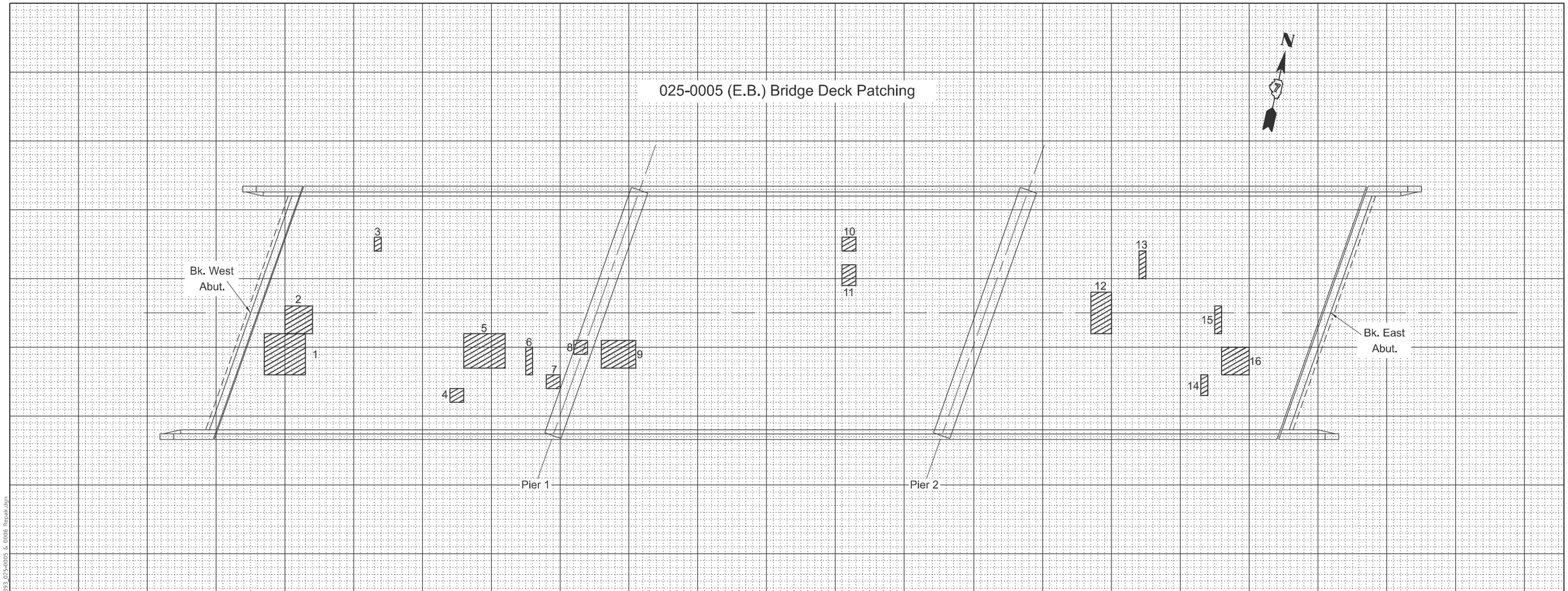
All structural steel shall be hot dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel"

TOTAL BILL OF MATERIALS

S.N. 025-0005 (EB) & S.N. 025-0006 (WB)

	ITEM	UNIT	QUANTITY
	Concrete Removal	Cu. Yd.	25.6
	Concrete Superstructure	Cu. Yd.	26.0
	Concrete Superstructure (Approach Slab)	Cu. Yd.	198.6
	Concrete Structures	Cu. Yd.	48.0
	Reinforcement Bars, Epoxy Coated	Pound	86,190
	Preformed Joint Strip Seal	Foot	154
	Bridge Deck Scarification, 2¼"	Sq. Yd.	1,120
	Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2½"	Sq. Yd.	1,120
*	Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,144
*	Diamond Grinding (Bridge Section)	Sq. Yd.	1,446
	Protective Coat	Sq. Yd.	1,680
	Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.	58
	Structural Repair of Concrete (Depth > 5")	Sq. Ft.	8
	Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	9
	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	27
	Elastomeric Bearing Assembly, Type I	Each	24
	Jack and Remove Existing Bearings	Each	24
	Furnishing and Erecting Structural Steel	Pound	3,820
	Anchor Bolts, 1"	Each	48
	Structural Steel Removal	Pound	1,040

* Area includes bridge deck and both approaches.



PATCH	SIZE		DECK SLAB REPAIR (FD TYPE I)	DECK SLAB REPAIR (FD TYPE II)
NO.	LENGTH	WIDTH	SQ YD	SQ YD
1	6.0	6.0		4.0
2	4.0	4.0		1.8
3	1.0	2.0	0.2	
4	2.0	2.0	0.4	
5	6.0	5.0		3.3
6	1.0	4.0	0.4	
7	2.0	2.0	0.4	
8	2.0	2.0	0.4	
9	5.0	4.0		2.2
10	2.0	2.0	0.4	
11	2.0	3.0		0.7
12	3.0	6.0		2.0
13	1.0	4.0	0.4	
14	1.0	3.0	0.3	
15	1.0	4.0	0.4	
16	4.0	4.0		1.8
TOTAL ROUNDS TO			4.0	16.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.

L
W
DECK REPAIR
FULL DEPTH
TY 1 & TY 2

DATE OF SURVEY: 05-14-25
SURVEY BY: LMH
METHOD OF SURVEY: VISUAL

ESTIMATED
PAY QUANTITIES:

DECK SLAB REPAIR
(FULL DEPTH TYPE I)
4.0 SQ YD

DECK SLAB REPAIR
(FULL DEPTH TYPE II)
16.0 SQ YD

MODEL: Default
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	DRAWN - D. Lane	REVISED -	
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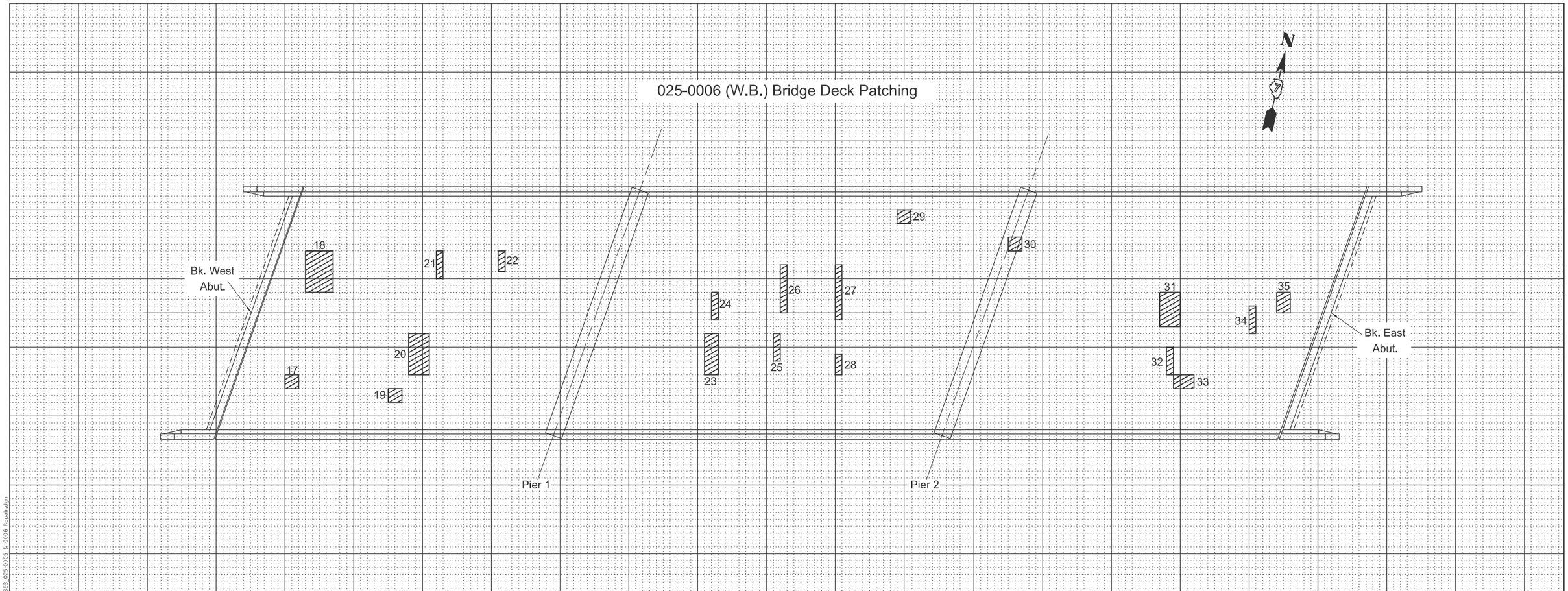
PLOT DATE = 10/15/2025	DATE - May 2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK PATCHING
SN. 025-0005 (EB)

SCALE: | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	368
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



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18	4.0	6.0		2.7
19	2.0	2.0	0.4	
20	3.0	6.0		2.0
21	1.0	4.0	0.4	
22	1.0	3.0	0.3	
23	2.0	6.0		1.3
24	1.0	4.0	0.4	
25	1.0	4.0	0.4	

PATCH	SIZE		DECK SLAB REPAIR (FD TYPE I)	DECK SLAB REPAIR (FD TYPE II)
NO.	LENGTH	WIDTH	SQ YD	SQ YD
26	1.0	7.0		0.8
27	1.0	8.0		0.9
28	1.0	3.0	0.3	
29	2.0	2.0	0.4	
30	2.0	2.0	0.4	
31	3.0	5.0		1.7
32	1.0	4.0	0.4	
33	3.0	2.0		0.7
34	1.0	4.0	0.4	
35	2.0	3.0		0.7
TOTAL ROUNDS TO			5.0	11.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.

L
W
DECK REPAIR
FULL DEPTH
TY 1 & TY 2

DATE OF SURVEY: 05-14-25
SURVEY BY: LMH
METHOD OF SURVEY: VISUAL

ESTIMATED
PAY QUANTITIES:

DECK SLAB REPAIR
(FULL DEPTH TYPE I)
5.0 SQ YD

DECK SLAB REPAIR
(FULL DEPTH TYPE II)
11.0 SQ YD

MODEL: Default
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PLOT DATE = 10/15/2025	DATE - May 2025	REVISED -	

BRIDGE DECK PATCHING
SN. 025–0006 (WB)

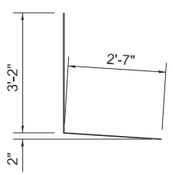
SCALE: SHEET 4 OF 8 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	369
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

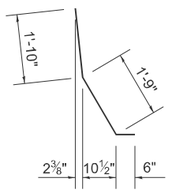
BILL OF MATERIAL

FOUR ABUTMENTS

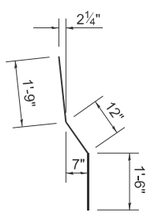
BAR	NUMBER	SIZE	LENGTH	SHAPE
a(E)	48	#5	37'-4"	
a1(E)	32	#6	6'-0"	
d(E)	32	#4	5'-9"	
d1(E)	32	#5	4'-1"	
h(E)	16	#6	38'-8"	
u(E)	148	#6	2'-3"	
v(E)	16	#6	4'-3"	
x(E)	148	#5	3'-2"	
Reinforcement Bars, Epoxy Coated			Pound	4,440
Concrete Removal			Cu. Yd.	25.6
Concrete Superstructure			Cu. Yd.	26.0



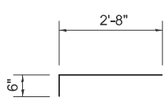
Bar d(E)



Bar d1(E)

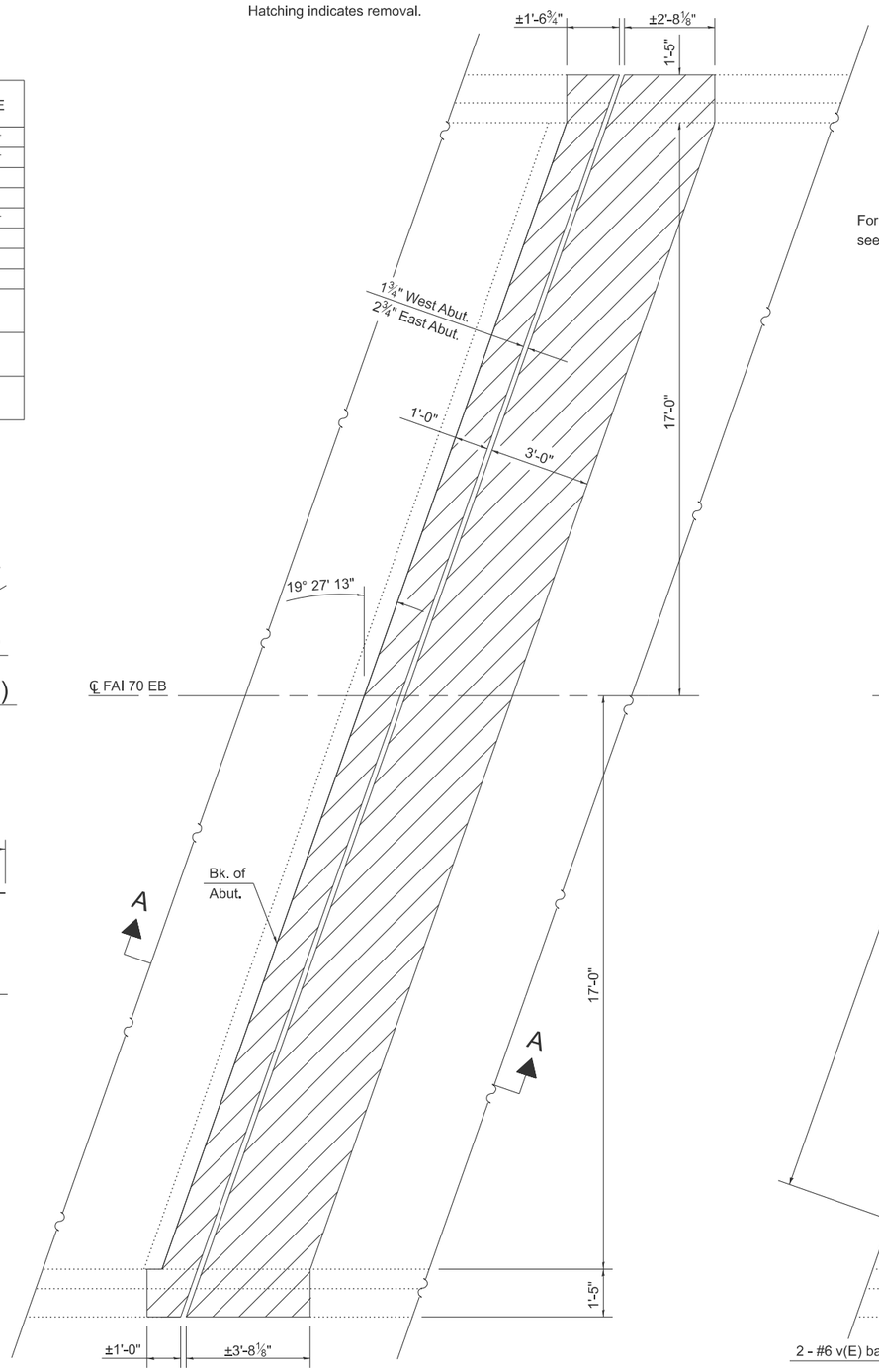


Bar v(E)



Bar x(E)

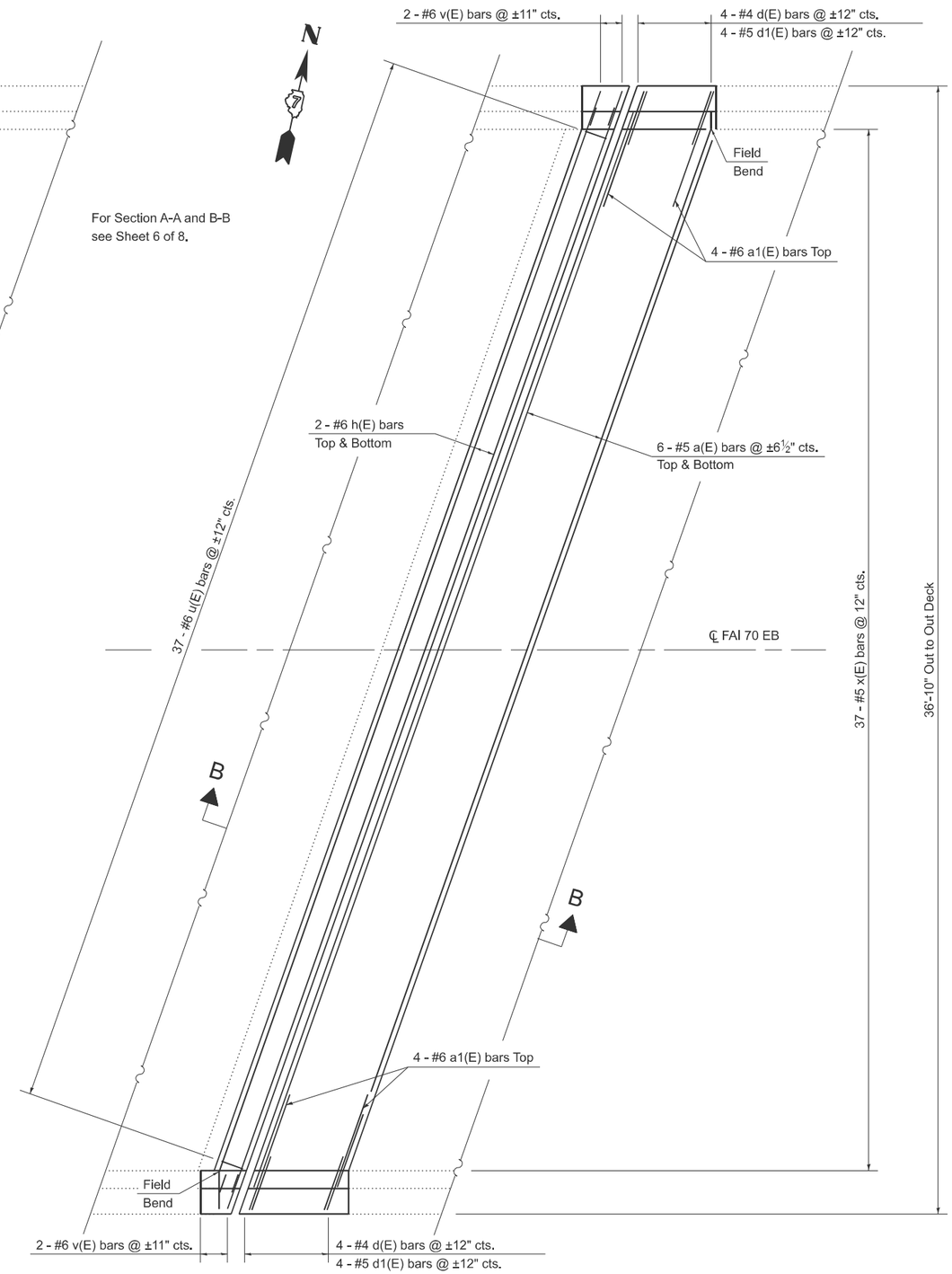
Bar u(E)



EXISTING PARTIAL PLAN

Eastbound and Westbound West Abutments Shown
(Eastbound and Westbound East Abutments Similar)

For Section A-A and B-B see Sheet 6 of 8.



PROPOSED PARTIAL PLAN

Eastbound and Westbound West Abutments Shown
(Eastbound and Westbound East Abutments Similar)

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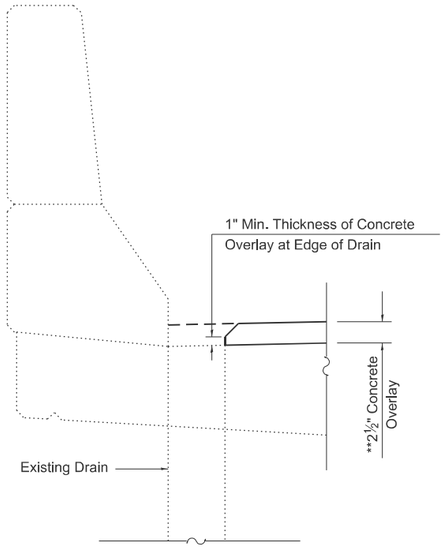
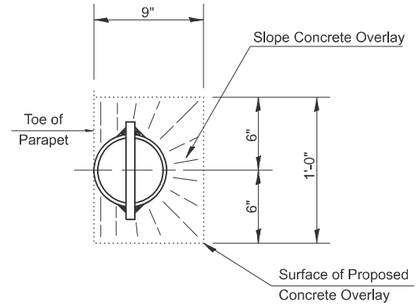
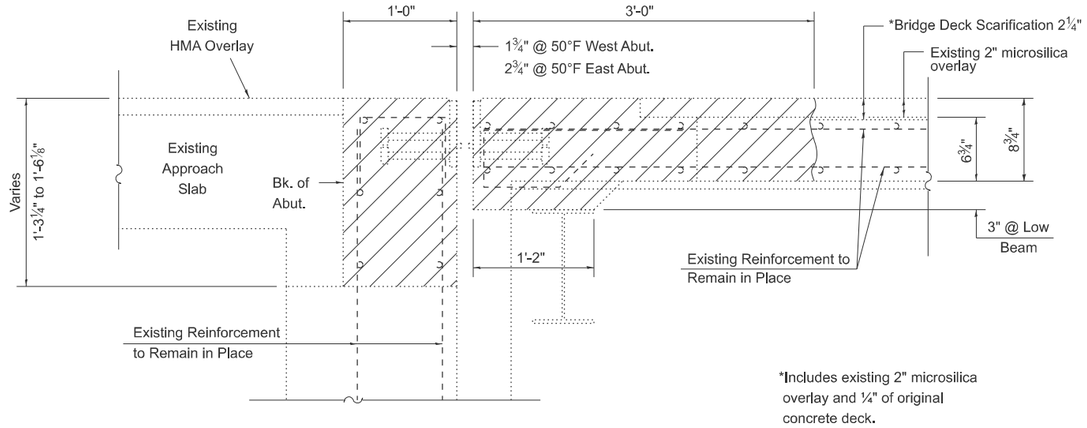
		DRAWN - KLB	REVISED - D. Lane			70	(25-1)R-BR	EFFINGHAM		
	PLOT SCALE = $SCALE$	CHECKED - MEA	REVISED - -					CONTRACT NO. 74893		
Default	PLOT DATE = 11/25/2025	DATE - 12/24/2013	REVISED - May 2025		SCALE: SHEET 5 OF 8 SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		



FLOOR DRAIN DETAIL

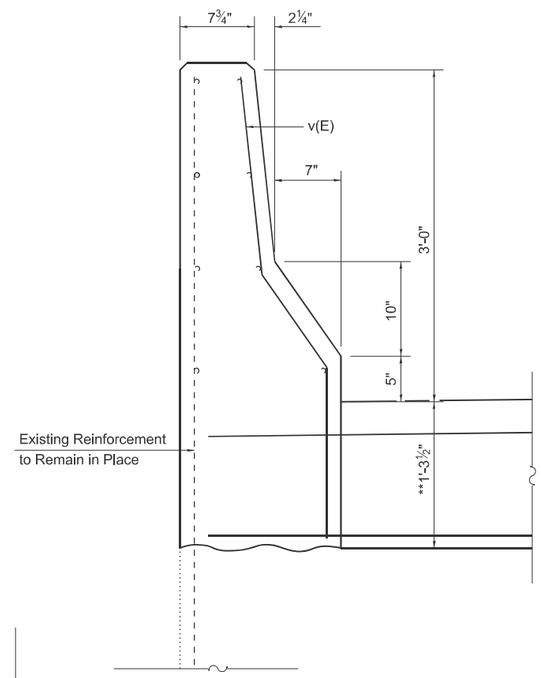


DRAIN DETAIL
TOP PLAN

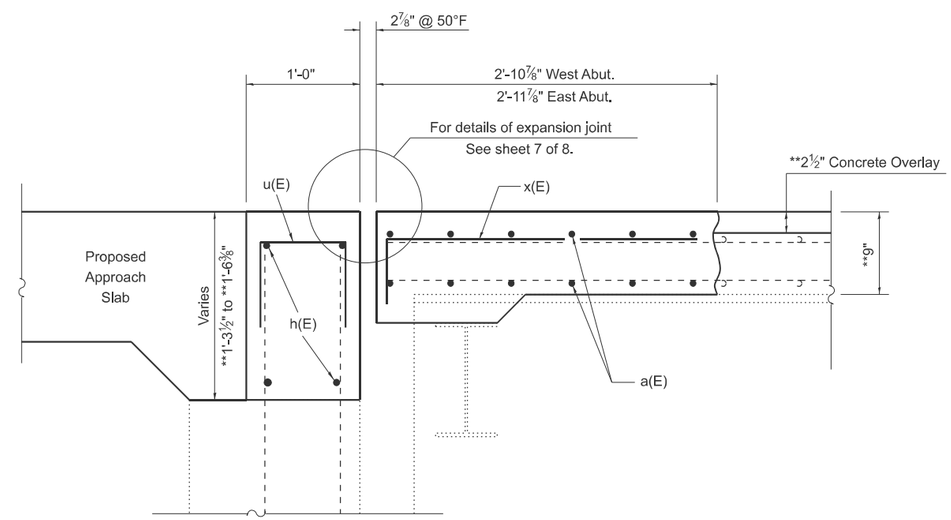


*Includes existing 2" microsilica overlay and ¼" of original concrete deck.

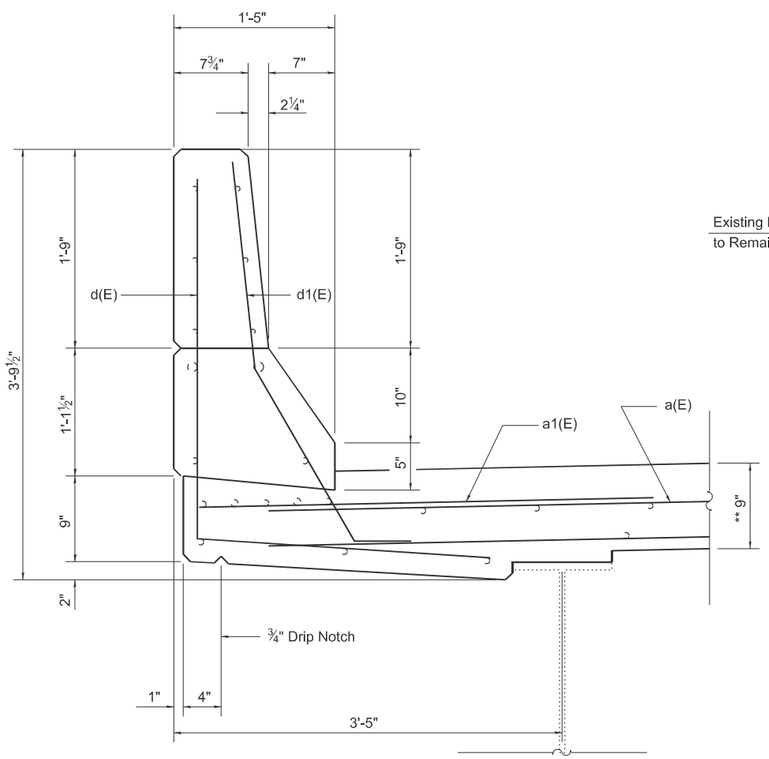
SECTION A-A



WINGWALL DETAILS



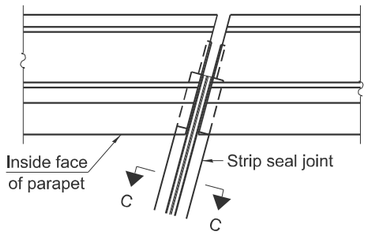
SECTION B-B



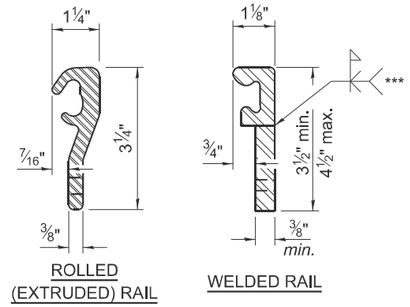
SECTION THRU PARAPET

** Thickness Prior to ¼" grinding (Typ.)

FILE NAME =	USER NAME = dalton.lane	DESIGNED - KLB	REVISED - D. Lane	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT REPLACEMENT DETAILS SN. 025-0005 (EB) & SN. 025-0006 (WB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KLB	REVISED - D. Lane			70	(25-1)R-BR	EFFINGHAM		
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 74893		
Default	PLOT DATE = 11/25/2025	DATE -	REVISED - May 2025		SCALE: SHEET 6 OF 8 SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		

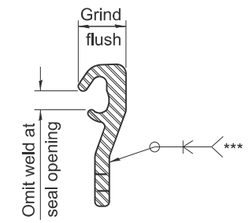


PLAN AT PARAPET



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

GENERAL NOTES

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

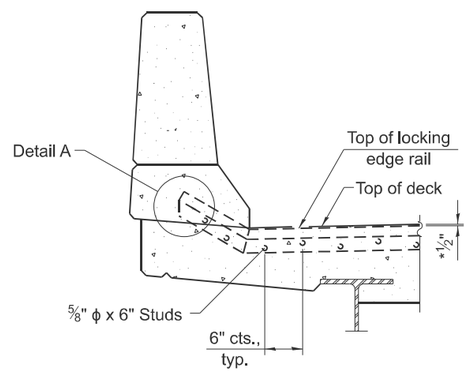
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails,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

The manufacturer's recommended installation methods shall be followed.

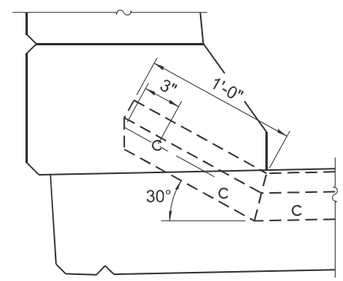
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

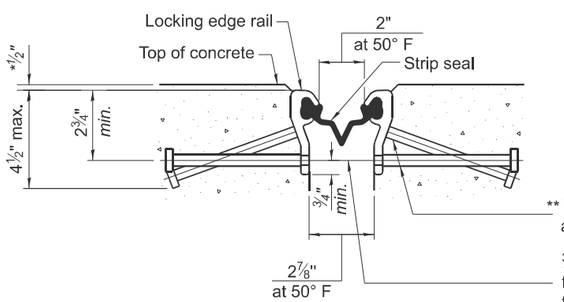
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to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



ELEVATION AT PARAPET



DETAIL A

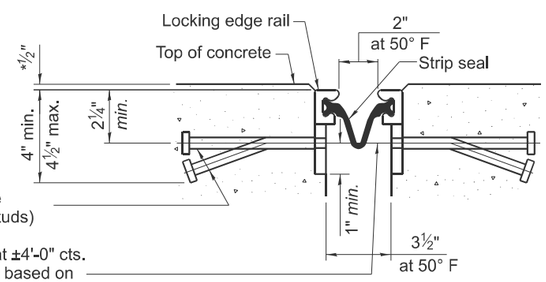


SHOWING ROLLED RAIL JOINT

* Thickness prior to ¼" grinding (Typ.)

** 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



SHOWING WELDED RAIL JOINT

SECTION C-C

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	154

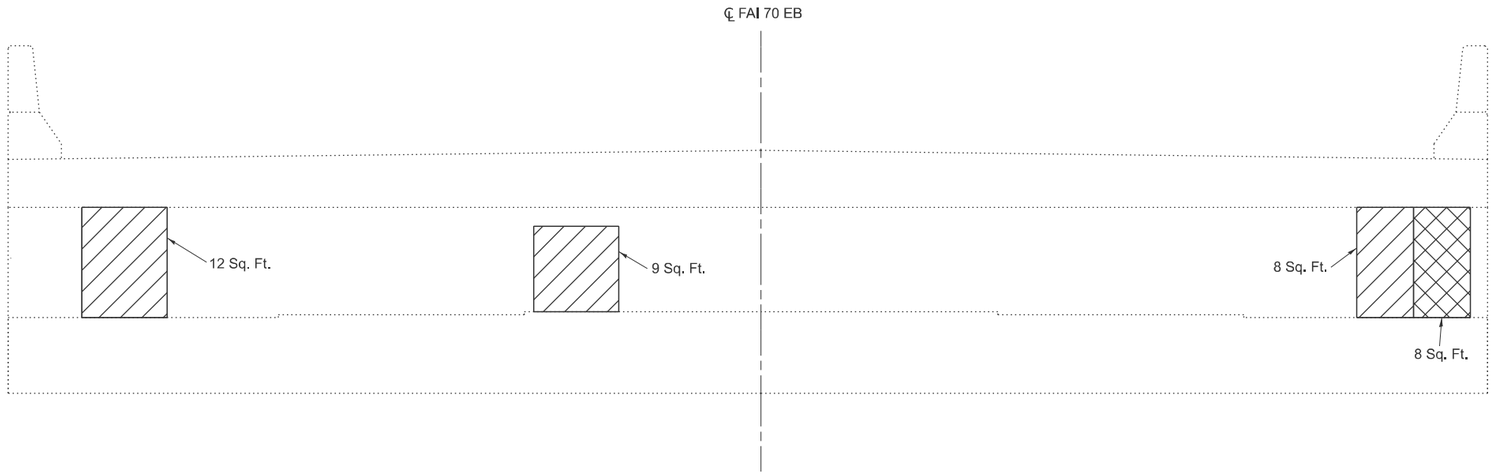
USER NAME = dalton.lane	DESIGNED - D. Lane	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - D. Lane	REVISED -	
PLOT SCALE = $SCALES	CHECKED - L. Hille	REVISED -	
PLOT DATE = 10/15/2025	DATE - May 2025	REVISED -	

PREFORMED JOINT STRIP SEAL DETAIL
S.N. 025–0005 (EB) & 025–0006 (WB)

SCALE: SHEET 7 OF 8 SHEETS STA. TO STA.

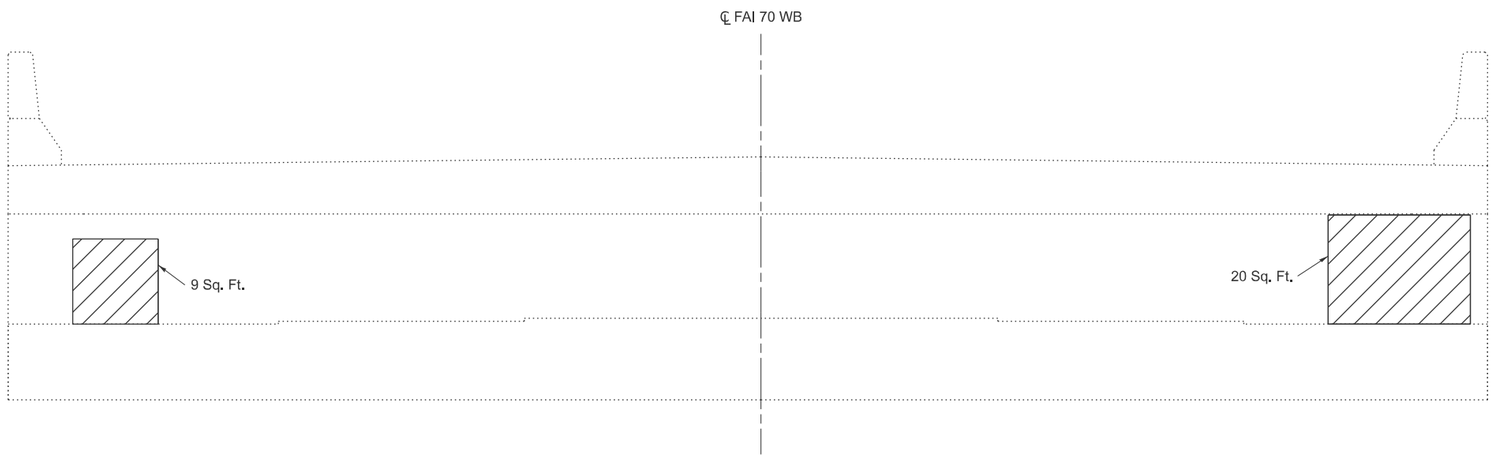
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	372
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw://ildot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/District 7/ORD Projects/D774893/CAD/Data/Bridge/D774893_025-0005 & 0006 Repair.dgn



025-0005 - EAST ABUTMENT

(Looking East)



025-0006 - EAST ABUTMENT

(Looking East)

Note: The area and location of Structural Repair of Concrete has been estimated. The actual size and location shall be determined by the Engineer at time of construction.

- STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5")

- STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5")

BILL OF MATERIAL - 025-0005

Item	Unit	Total
Structural Repair of Concrete ≤ 5 inches	Sq. Ft.	29
Structural Repair of Concrete > 5 inches	Sq. Ft.	8

BILL OF MATERIAL - 025-0006

Item	Unit	Total
Structural Repair of Concrete ≤ 5 inches	Sq. Ft.	29

FILE NAME =	USER NAME = dalton.lane	DESIGNED - D. Lane	REVISED -
		DRAWN - D. Lane	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - L. Hille	REVISED -
Default	PLOT DATE = 11/25/2025	DATE - May 2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

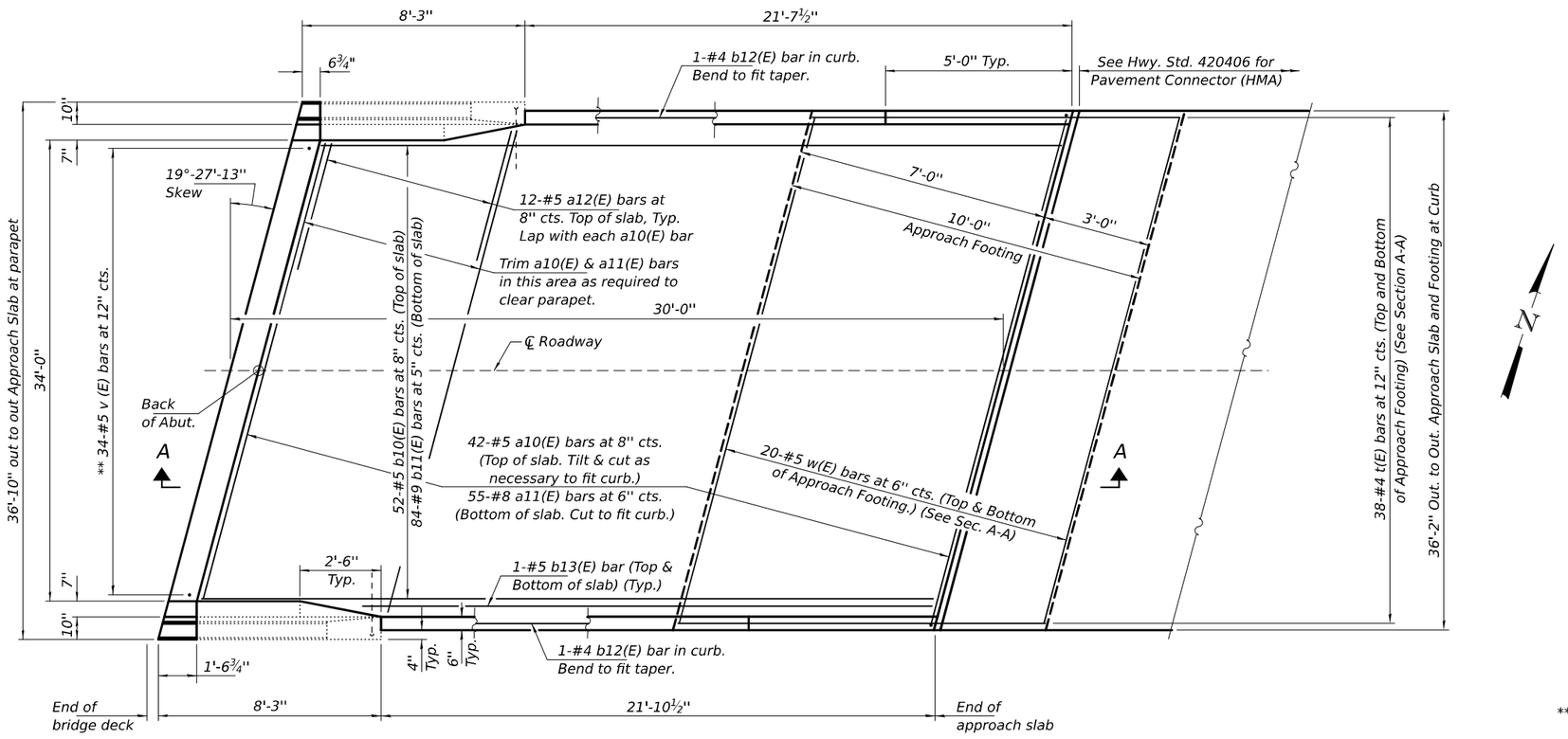
ABUTMENT REPAIR
SN. 025–0005 (EB) & 025–0006 (WB)

SCALE: | SHEET 8 OF 8 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM		

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT



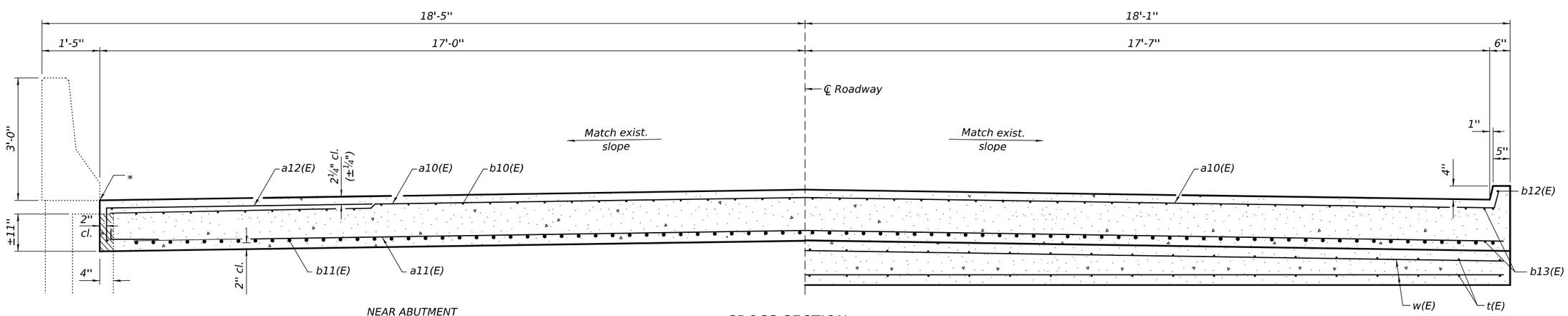
PLAN

East Approach shown
West similar by rotation except for removal line.

MINIMUM BAR LAP

#5 Bars = 2'-0"
#8 Bars = 5'-2"

** Epoxy grout v(E) bars in 9'' min. holes according to Article 584 of the Standard Specifications.



NEAR ABUTMENT

CROSS SECTION

(Looking East)

AT APPROACH FOOTING

Hatched area indicates Concrete Removal.

* Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.

For Section A-A, see sheet 3 of 6.

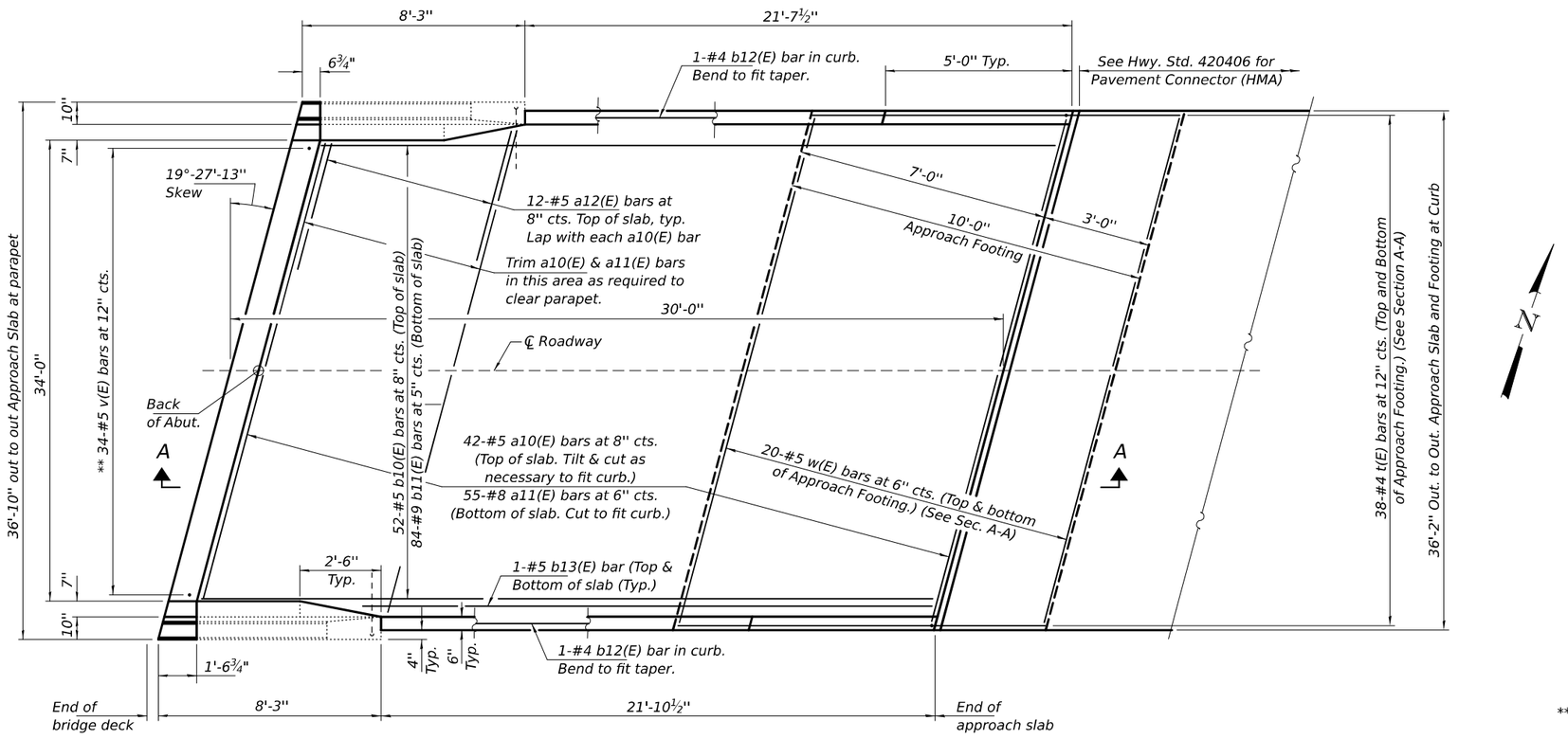
DESIGNED - Stephen M. Ryan	EXAMINED	DATE - DECEMBER 3, 2025	
CHECKED - Chris A. Loeh	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
SN 025-0005 (E.B.)

SHEET 1 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	374
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	



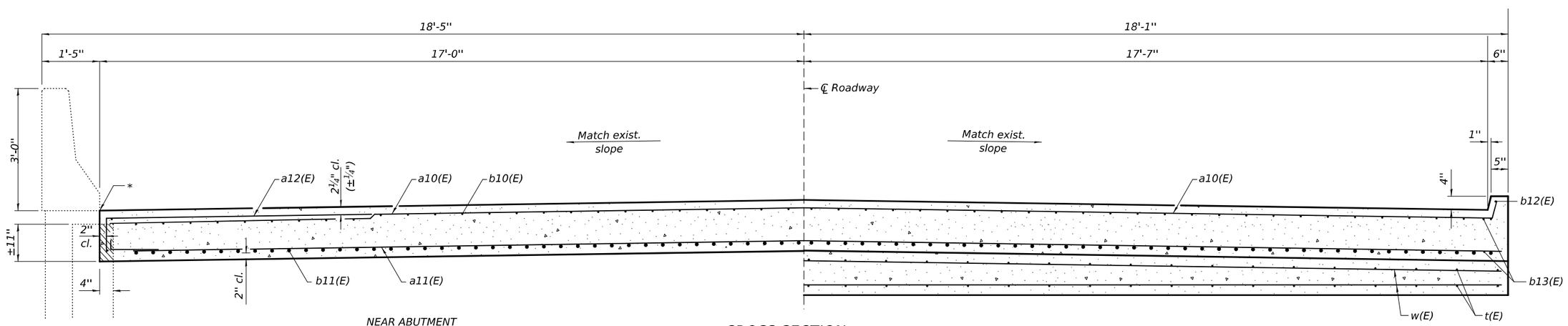
PLAN

East Approach shown
West similar by rotation except for removal line.

MINIMUM BAR LAP

#5 Bars = 2'-0"
#8 Bars = 5'-2"

** Epoxy grout v (E) bars in 9'' min. holes according to Article 584 of the Standard Specifications.



NEAR ABUTMENT

CROSS SECTION

(Looking West)

AT APPROACH FOOTING

Hatched area indicates
Concrete Removal.

* Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typ. each parapet.

For Section A-A, see sheet 3 of 6.

DESIGNED - SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES	DATE - DECEMBER 3, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS SN 025-0006 (W.B.)
CHECKED - CAL					
DRAWN - STEFFEN	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		
CHECKED - SMR CAL			REVISED -		SHEET 2 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	375
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

MODEL: 74893-375
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12/3/2025 9:20:11 AM

Notes:

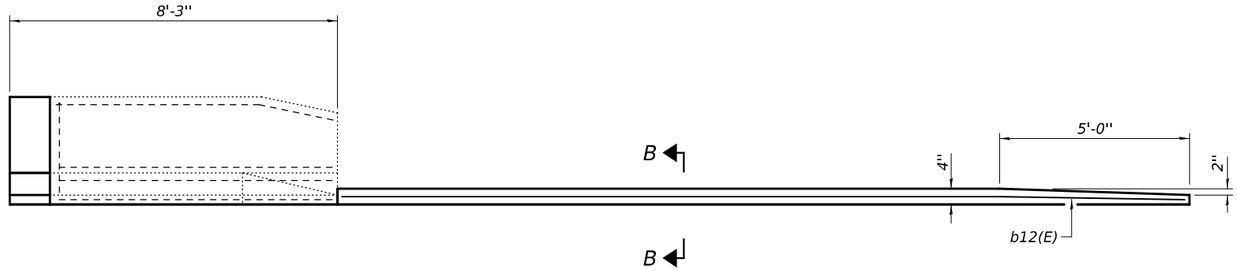
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

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

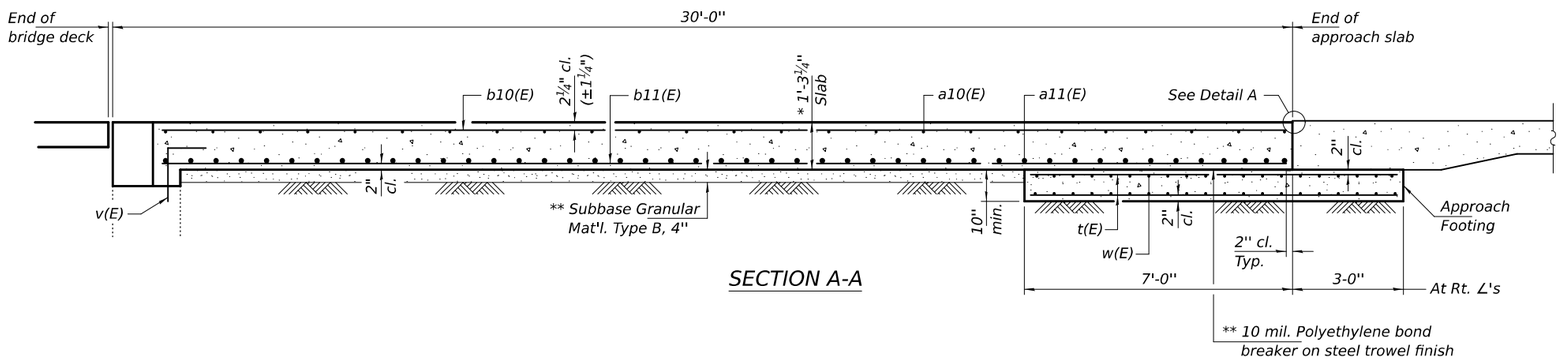
Approach footing concrete shall be paid for as Concrete Structures.

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

Cost of excavation for approach footing included with Concrete Structures.



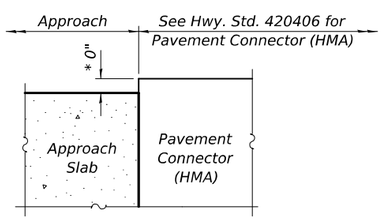
INSIDE ELEVATION OF PARAPET AND CURB



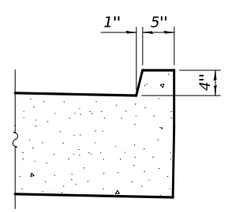
SECTION A-A

* Prior to ¼" Diamond Grinding.

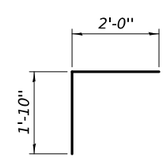
** Cost included with Concrete Superstructure (Approach Slab).



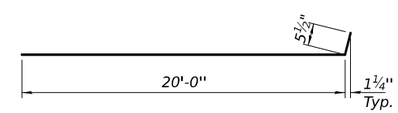
DETAIL A



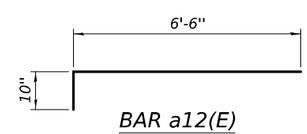
VIEW B-B



BAR v (E)



BAR a10(E)



BAR a12(E)

MINIMUM BAR LAP

#5 Bars = 2'-0"

#8 Bars = 5'-2"

FOUR APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	336	#5	20'-5"	
a11(E)	440	#8	21'-7"	
a12(E)	96	#5	7'-4"	
b10(E)	208	#5	28'-7"	
b11(E)	336	#9	28'-7"	
b12(E)	8	#4	21'-6"	
b13(E)	16	#5	21'-6"	
t(E)	304	#4	9'-8"	
v(E)	136	#5	3'-10"	
w(E)	320	#5	20'-5"	
Concrete Superstructure (Approach Slab)		Cu. Yd.	198.6	
Concrete Structures		Cu. Yd.	48.0	
Reinforcement Bars, Epoxy Coated		Pound	81900	

MODEL: 74893-376
FILE NAME: pw://ildot-pw.bentley.com:PWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0250005/CADData/Structures/0250005.dgn

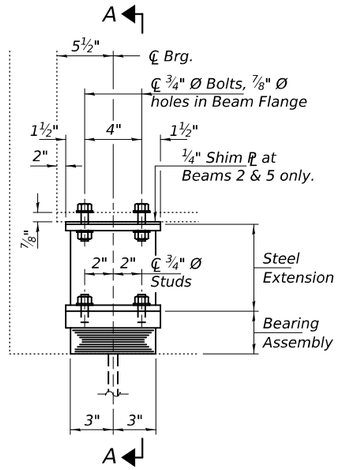
12/3/2025 9:20:12 AM

DESIGNED - SMR	EXAMINED	DATE - DECEMBER 3, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

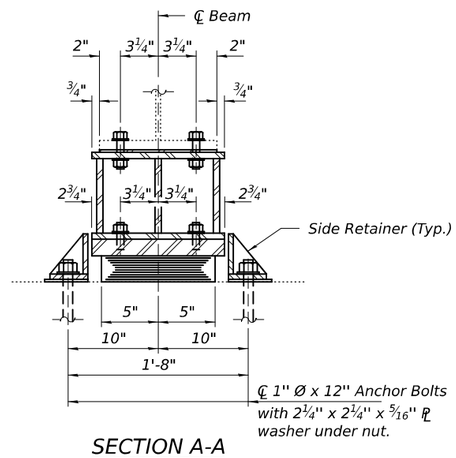
BRIDGE APPROACH SLAB DETAILS
SN 025-0005 (E.B.) & -0006 (W.B.)

SHEET 3 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	376
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		



ELEVATION AT WEST ABUTMENT



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

BEAM REACTIONS

R ℙ	(K)	17.6
R ⅊	(K)	30.4
Imp.	(K)	8.7
R (Total)	(K)	56.7

Notes:

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.

New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.

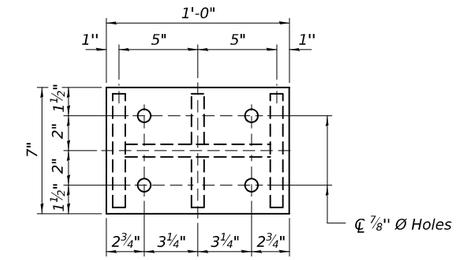
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).

Min. jack capacity = 35 Tons.

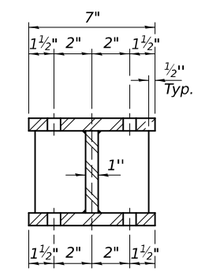
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

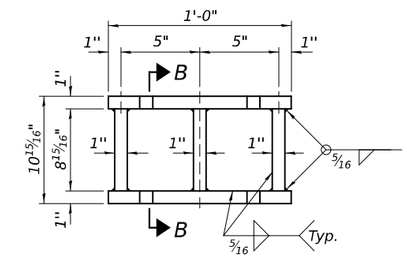
Cost of Side retainers and Stainless Steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.



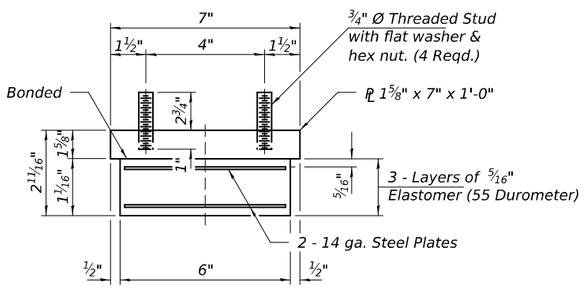
PLAN TOP AND BOTTOM PLATE



SECTION B-B



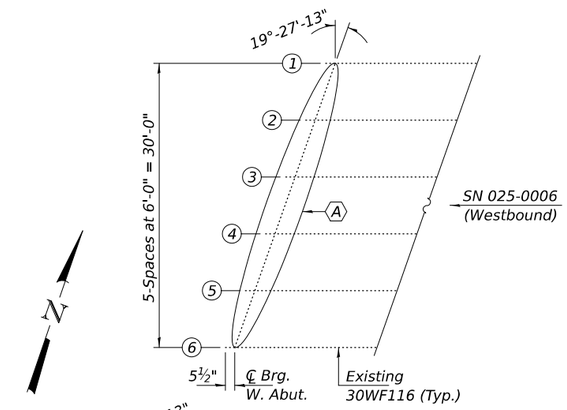
STEEL EXTENSION DETAIL

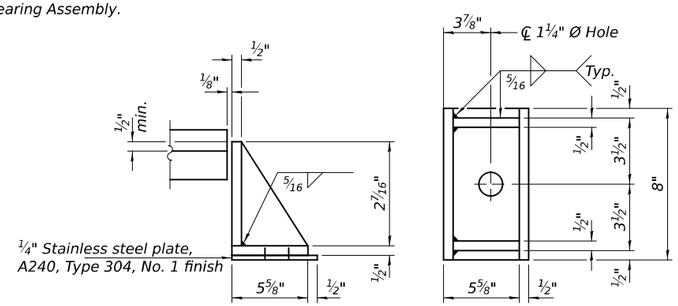


BEARING ASSEMBLY

Note:

Shim plates shall not be placed under Bearing Assembly.

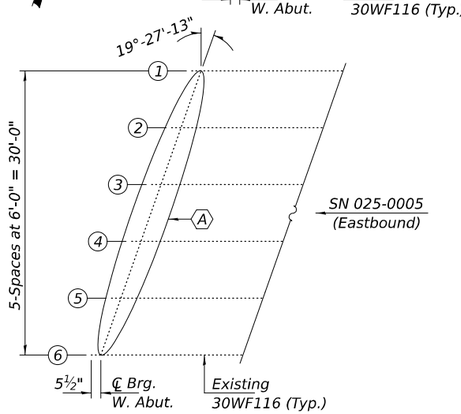




SIDE RETAINER

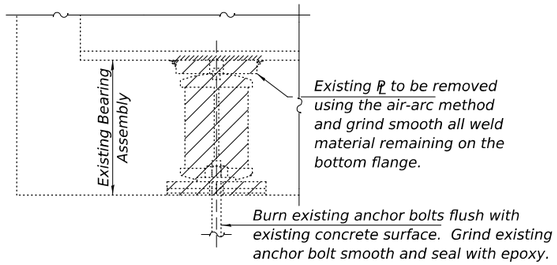
(24-Required)

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



PARTIAL FRAMING PLAN

(A) - Remove & Replace Existing Rocker Bearings with Type I Elastomeric Bearings (See Details this sheet.)



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	Pound	1440
Anchor Bolts, 1"Ø	Each	24

TY I-REPS 6/4/2025

DESIGNED - SMR	EXAMINED	DATE - DECEMBER 3, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

WEST ABUTMENT BEARING REPLACEMENT DETAILS
SN 025-0005 (E.B.) & -0006 (W.B.)

SHEET 4 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	377

CONTRACT NO. 74893

ILLINOIS FED. AID PROJECT

MODEL: 74893-377
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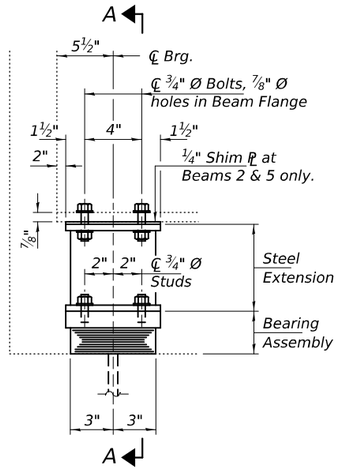
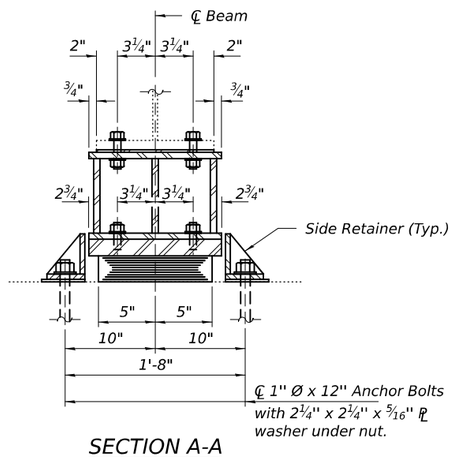
12/3/2025 9:20:13 AM



ELEVATION AT EAST ABUTMENT



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

BEAM REACTIONS

R ℙ	(K)	17.6
R ⅊	(K)	30.4
Imp.	(K)	8.7
R (Total)	(K)	56.7

Notes:

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.

New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.

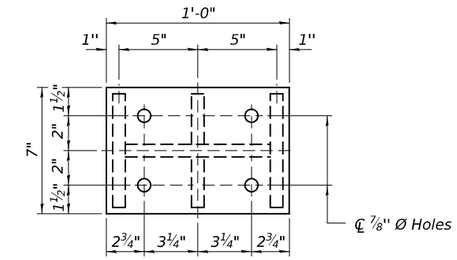
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).

Min. jack capacity = 35 Tons.

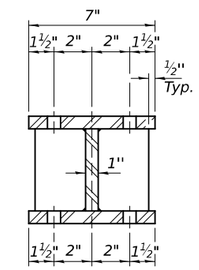
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

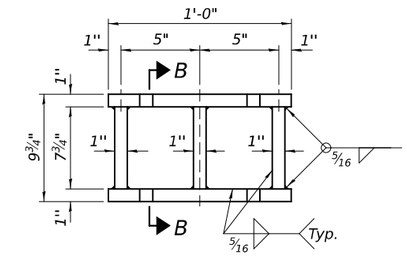
Cost of Side retainers and Stainless Steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.



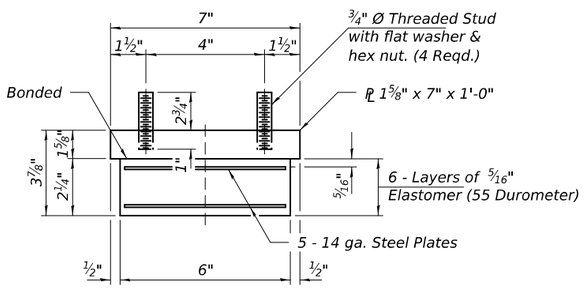
PLAN TOP AND BOTTOM PLATE



SECTION B-B



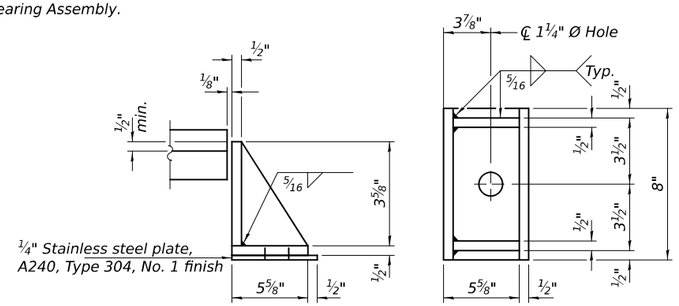
STEEL EXTENSION DETAIL



BEARING ASSEMBLY

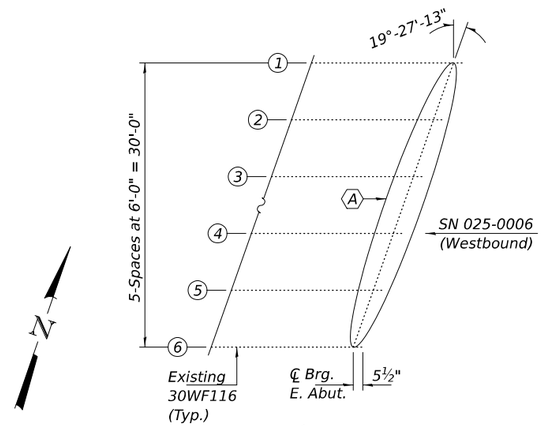
Note:

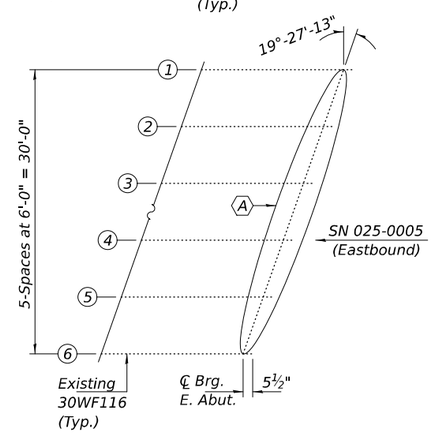
Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

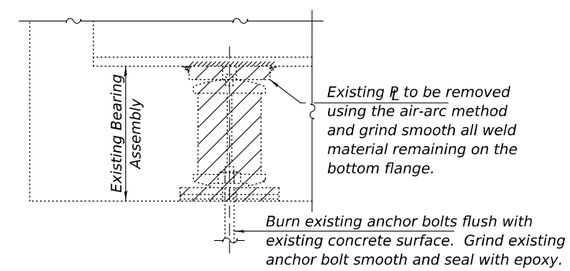
(24-Required)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.





PARTIAL FRAMING PLAN

(A) - Remove & Replace Existing Rocker Bearings with Type I Elastomeric Bearings (See Details this sheet.)



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	Pound	1340
Anchor Bolts, 1"Ø	Each	24

TY I-REPS 6/4/2025

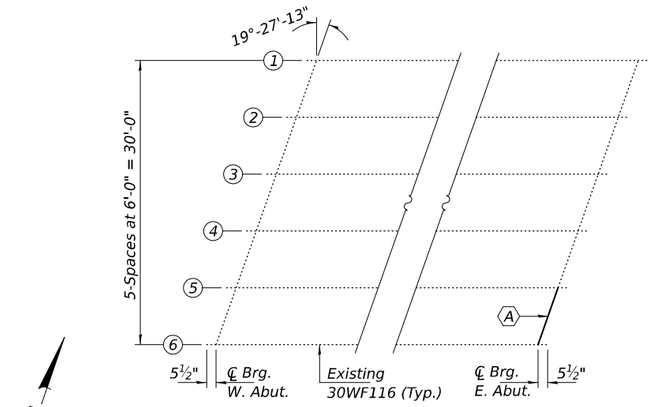
DESIGNED - SMR	EXAMINED	DATE - DECEMBER 3, 2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - CAL	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - STEFFEN	PASSED	REVISED -	
CHECKED - SMR CAL	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

EAST ABUTMENT BEARING REPLACEMENT DETAILS
SN 025-0005 (E.B.) & -0006 (W.B.)
SHEET 5 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	378

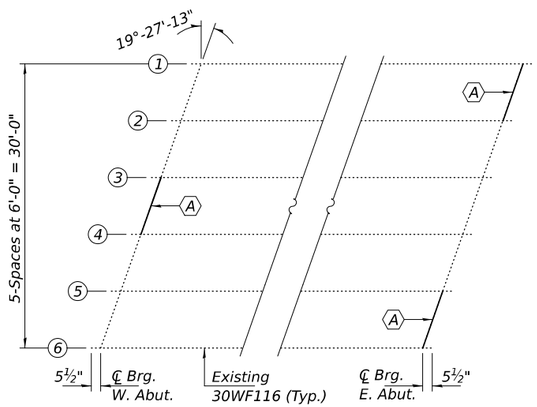
CONTRACT NO. 74893
ILLINOIS FED. AID PROJECT

MODEL: 74893-378
FILE NAME: pw://ildot-pw.bentley.com:PWIDOT/Documents/IDOT Offices/Bureau of Bridges and Structures/OBM Projects/0250005/CADData/Structures/0250005.dgn
12/3/2025 9:20:15 AM



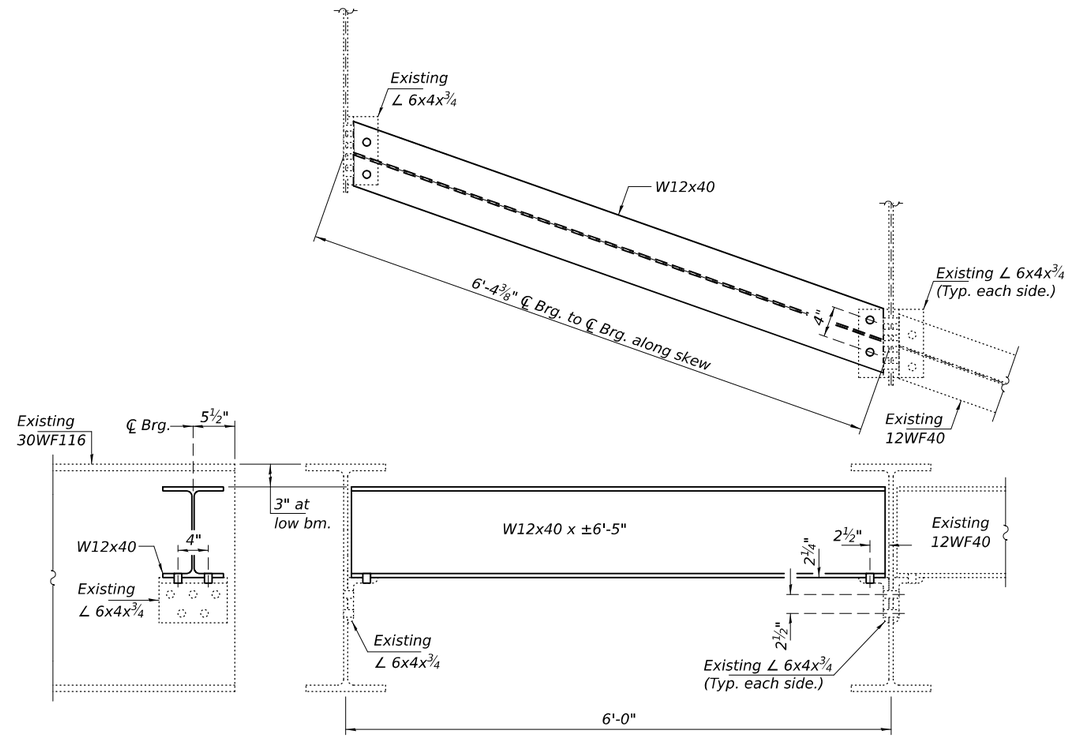
PARTIAL FRAMING PLAN - SN 025-0006 (W.B.)

(A) - Existing 12WF40 End Diaphragm to be Removed & Replaced.



PARTIAL FRAMING PLAN - SN 025-0005 (E.B.)

(A) - Existing 12WF40 End Diaphragm to be Removed & Replaced.



DIAPHRAGM REPLACEMENT DETAILS

W12x40 x ±6'-5" (4-Required)

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Removal	Pound	1040
Furnishing & Erecting Structural Steel	Pound	1040

DESIGNED - SMR	EXAMINED	ENGINEER OF STRUCTURAL SERVICES	DATE - DECEMBER 3, 2025
CHECKED - CAL			
DRAWN - STEFFEN	PASSED	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - SMR CAL			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM REPLACEMENT DETAILS
SN 025-0005 (E.B.) & -0006 (W.B.)

SHEET 6 OF 6 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(25-1)R-BR	EFFINGHAM	747	379

CONTRACT NO. 74893

ILLINOIS | FED. AID PROJECT

MODEL: 74893-379
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12/3/2025 9:20:38 AM

B.M. 200' Lt. Sta. 1576+00 Spike in T.P. (E.R.O.W. of R.R.)
Elev. 617.84
No Existing Structure

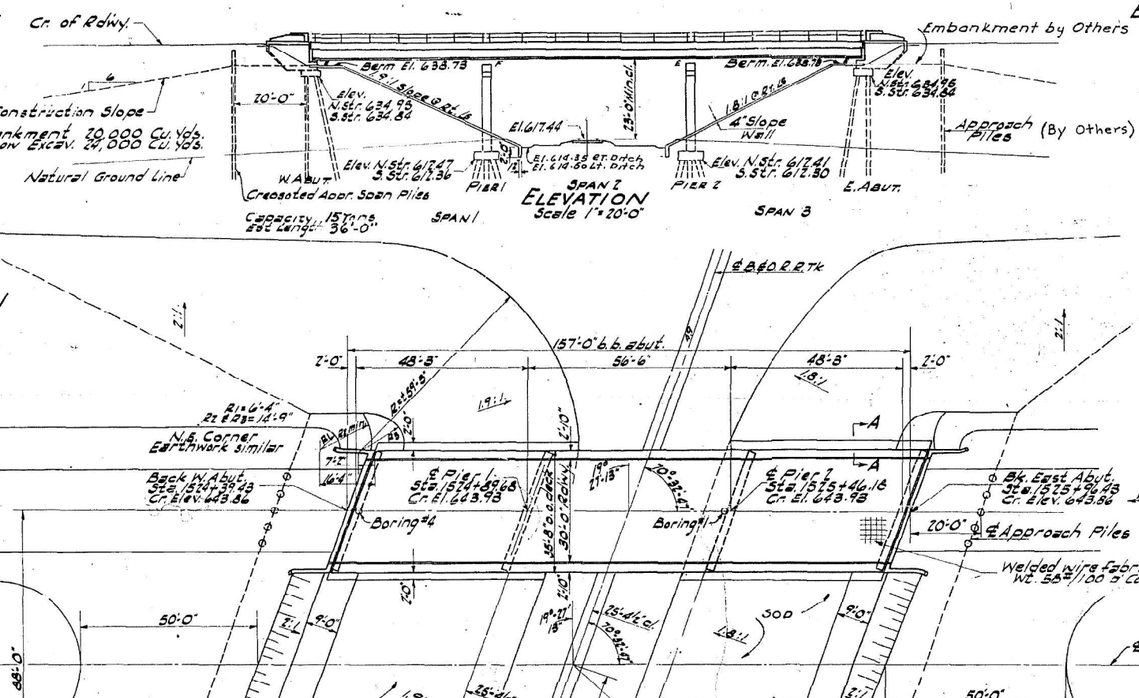
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

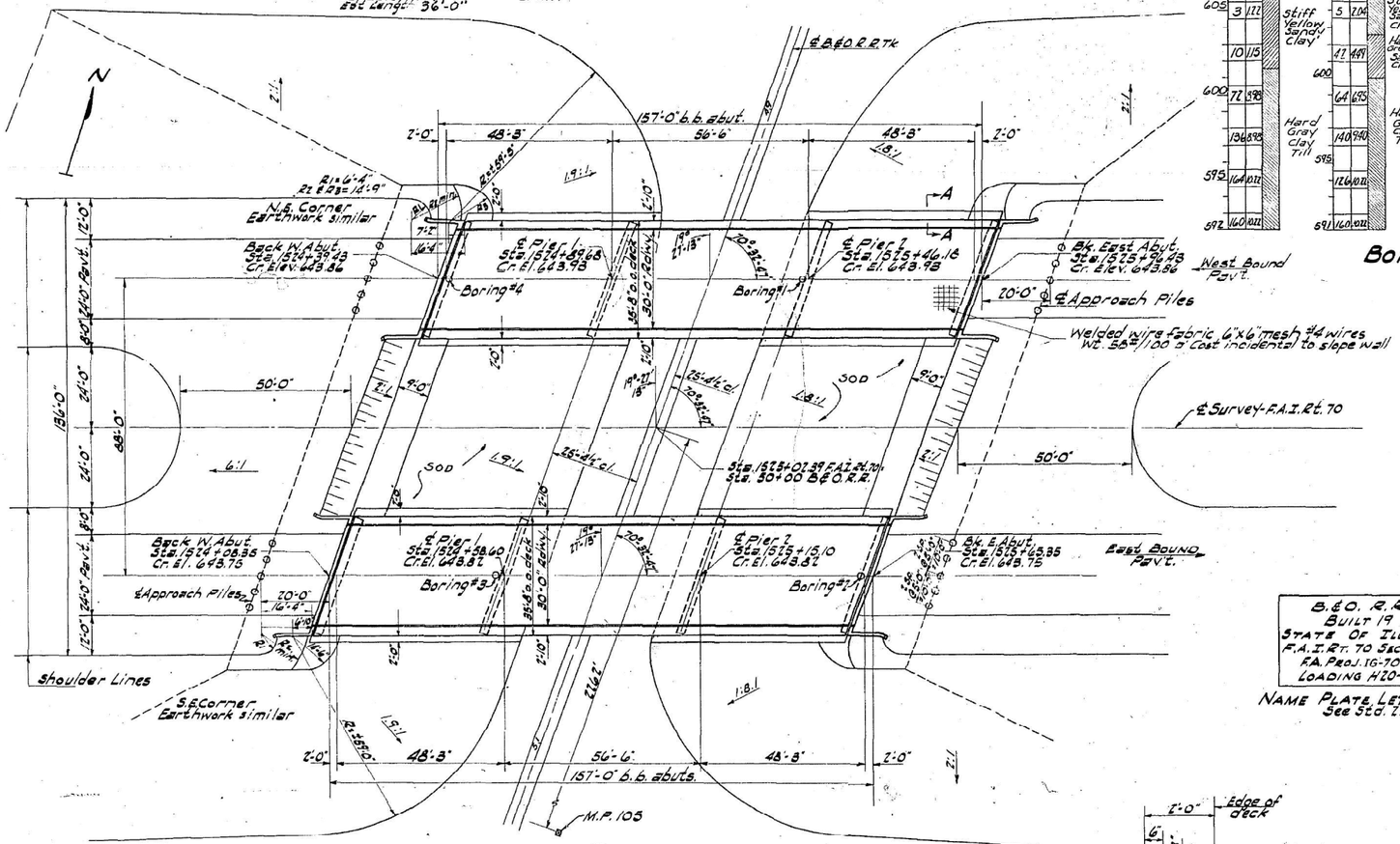
N = Blows per foot of penetration of Sampling Spoon
Hammer Weight = 350 lbs, Drop = 12"
Qu = Unconfined compressive strength in tons per sq.ft.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 70	25-1VB-1	Effingham	13	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

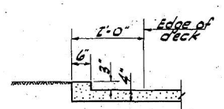
SHEET NO. 1
7 SHEETS



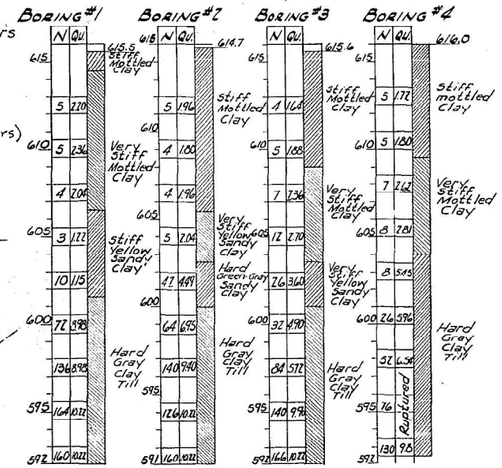
ELEVATION
Scale 1" = 20'-0"



PLAN
Scale 1" = 20'-0"



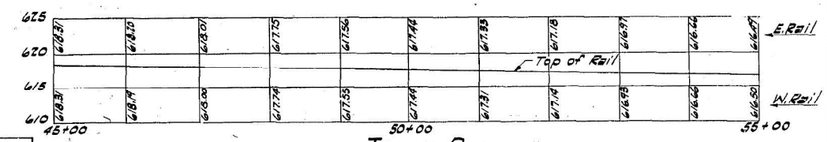
SEC. A-A



BORING DATA

GENERAL NOTES

Class X Concrete shall be used throughout except in endposts.
Handrail Concrete shall be used in end posts.
The concrete floor slab shall be finished in accordance with Article 51.19 of the Standard Specifications.
Slope walls shall be reinforced with welded wire fabric 6" x 6" mesh, #4 wires, weighing 58# per 100 sq.ft.
Rivets 3/4", open holes, 13/16", unless noted.
All rollers, rockers, bearing plates, lead plates, pintles, and anchor bolts shall be fabricated and set in accordance with Article 51.15 of the Standard Specifications and included in quantity of Structural Steel.
Anchor bolts shall be set before riveting diaphragms over supports.
Expansion guards shall be fabricated and erected in accordance with Article 51.13(d) of the Standard Specifications.
Expansion guards are included in quantity of Structural Steel.
* Except as otherwise provided all Structural Steel shall recieve one shop coat of red lead paint and two field coats of aluminum paint. See Articles 56.1 to 56.5 inclusive of the Standard Specifications. All paint shall be furnished and applied by the Contractor.
The Contractor shall drive 2 concrete and 2 timber test piles: one concrete test pile in the North East abutment and one in the South West abutment, one timber test pile near pier 1 and one near pier 2, as directed by the Engineer, before ordering remainder of piles.
Holes shall be precored for piles under abut. See Article 60.9(c) of the Standard Specifications.



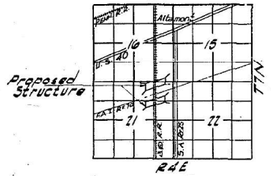
TRACK PROFILE
Scales: 1" = 100' Horiz.
1" = 10' Vert.

B.&O. R.R.
BUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 70 SEC. 25-1VB-1
F.A. PROJ. IG-70-3 (32)
LOADING H20-S16-44 & ALT.

NAME PLATE LETTERING
See Std. 2113

TOTAL BILL OF MATERIAL

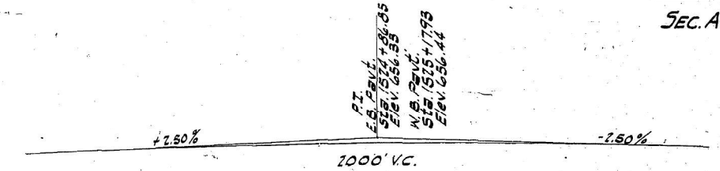
ITEM		SUPER.	SUB.	SEC. 25-1VB-1
Class X Concrete	Cu.Yds.	308.0	428.3	736.3
Handrail Concrete	Cu.Yds.	5.8		5.8
Reinforcement Bars	Lbs.	53,600	31,980	85,580
Structural Steel	Lbs.	268,090		268,090
Metal Handrail	Lin.Ft.	620		620
Sodding	Sq. Yds.			604
Name Plates	Ea.			2
Concrete Piles	Lin.Ft.		2480	2480
Test Piles (Concrete)	Ea.		2	2
Creosoted Piles	Lin.Ft.		1344	1344
Test Piles (Timber)	Ea.		2	2
Slope Wall (4")	Sq. Yds.			1100
Class A Excav. for Struct.	Cu.Yds.			250
Borrow Excavation	Cu.Yds.			24,000
Supplemental Watering	Units			2
Furnishing Creosoted Piles (Zone 1 to 387)	Lin.Ft.			360



LOCATION SKETCH

DESIGN STRESSES
fc = 1400 psi. Super.
Vc = 75 psi. Pier Ftgs.
fs = 20,000 psi. Reinf.
fs = 18,000 psi. Struct.
n = 10

LOADING H20-S16-44 & ALTERNATE



2000' V.C.
PROFILE - F.A.I. Rt. 70

DESIGNED W. R. Sonti
CHECKED G. B. Nolan
DRAWN V.K.S. J. Sandoval
CHECKED J.B.N.

June 15 1959
EXAMINED M. Bonne — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED E. Blunt — ENGINEER OF DESIGN
APPROVED R. R. Bartelsmeyer — CHIEF HIGHWAY ENGINEER

GENERAL PLAN & ELEVATION
B.&O. R.R. OVHD. NEAR ALTAMONT
F.A.I. RT. 70 SEC. 25-1VB-1
EFFINGHAM COUNTY
STA. 1575+07.39

9-8-59: Quantities Changed
Revised 7-8-60 Quantities (Cl. X Conc.) R.B.M. Rev. Added Furnishing Creo. Piles 7-27-60 EEE

MODEL: SN025-0005 [Sheet]
FILE NAME: pw:\\cmtengpw.bentley.com:cmtconnect-projects\Documents\FOT\220041\74893\CADD Data\Sheets\0774893-sht-Structure_existing.dgn

CMT
License No. 184-000613 © Copyright CMT, Inc.

USER NAME = moverbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS - I
STRUCTURE NO. 025-0005 (EB) & 025-0006 (WB)

SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

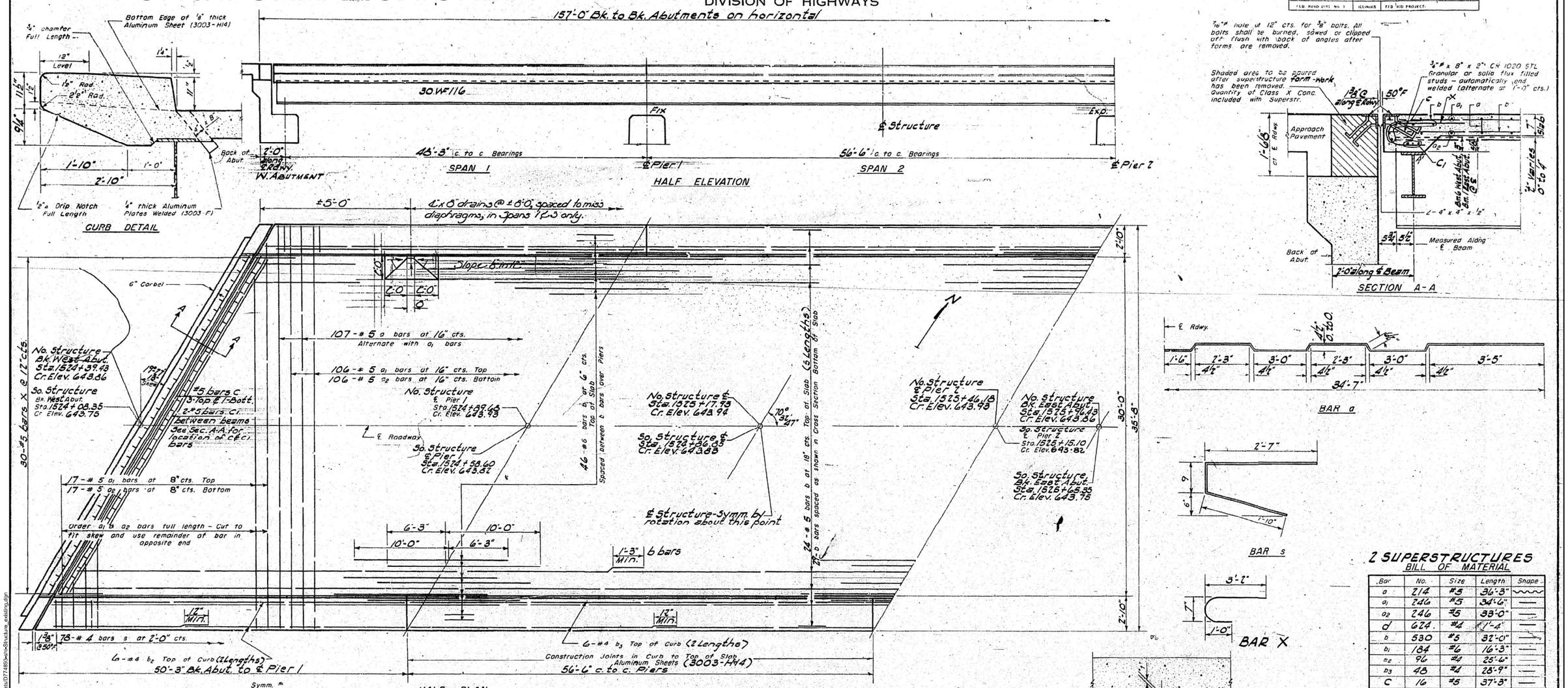
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	380
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 70	25-1VB-1	Effingham	13	6
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
7 SHEETS



2 SUPERSTRUCTURES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	214	#5	36'-3"	
a_1	246	#5	34'-6"	
a_2	246	#5	33'-0"	
d	624	#4	1'-4"	
b	530	#5	32'-0"	
b_1	184	#6	16'-3"	
b_2	96	#4	25'-6"	
b_3	48	#4	28'-9"	
C	16	#5	37'-3"	
C1	40	#5	6'-0"	
s	312	#4	5'-2"	
X	120	#5	4'-6"	
Class X Concrete			Cu. Yd.	308.0
Reinforcement Bars			Lb.	53,120
* Structural Steel			Lb.	268,090

* Weight of Rollers, Rockers, Bearing Plates, Lead Plates and Anchor Bolts included as Structural Steel. Est. Weight = 12,130.

DESIGNED V. R. Santi
CHECKED J. B. Kahn
DRAWN V.R.S. W. A. Sausoman
CHECKED J. B. K.

JUNE 15, 1959
EXAMINED M. Kennine
PASSED E. L. Krenitz
APPROVED R. R. Bartelsmeyer
DIRECTOR OF HIGHWAYS

1-1-L Drawn 4-14-58 REV. 9-10-58 9-22-58 9-26-58 10-11-58

SUPERSTRUCTURE
F.A.I. RT. 70 SEC. 25-1VB-1
EFFINGHAM COUNTY
STA. 1525 + 02.39

CMT
License No. 184-000613

USER NAME = moverbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS - II
STRUCTURE NO. 025-0005 (EB) & 025-0006 (WB)
SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	381
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

MODEL: SN025-5 [Sheet]
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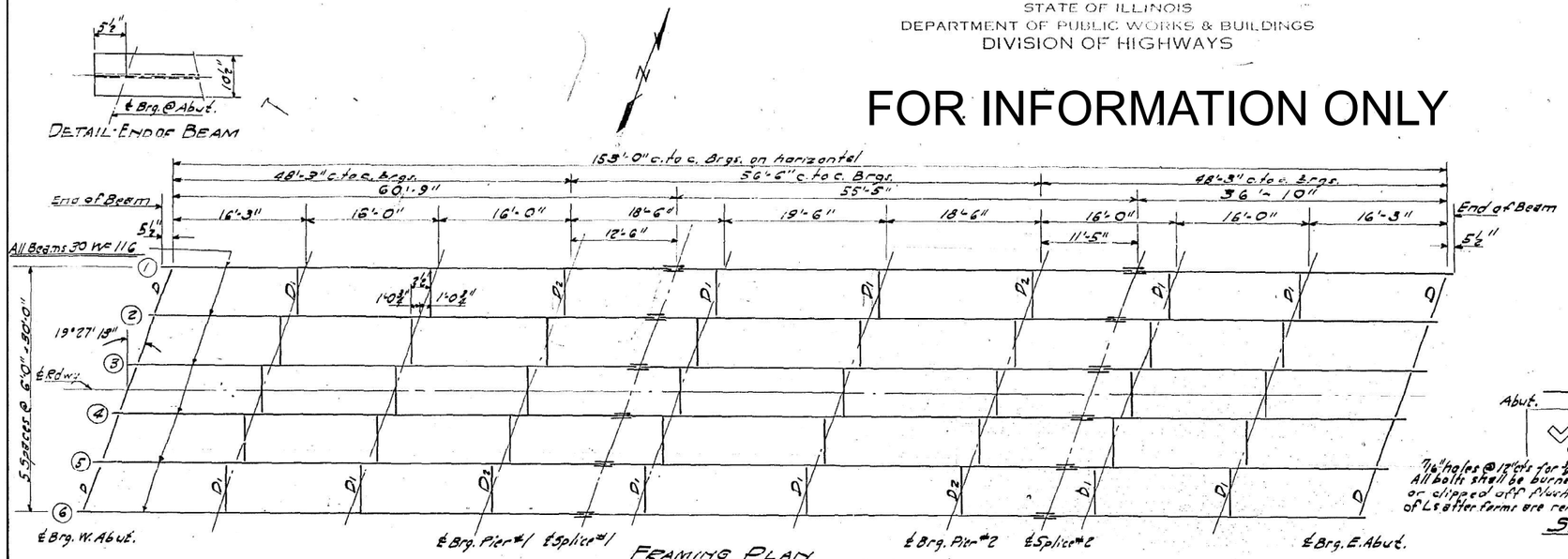
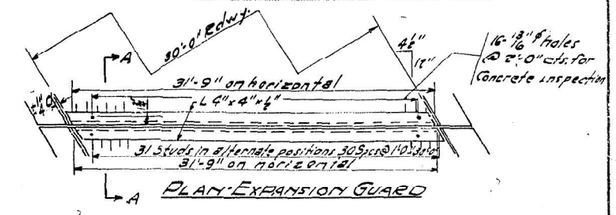
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

1-1-70	25-1VB-1	Effingham	13	7	SHEET NO. 3 OF 7 SHEETS

FOR INFORMATION ONLY

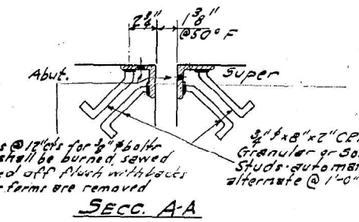


FRAMING PLAN
North & South Structures identical

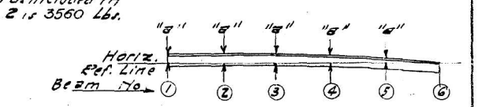


PLAN-EXPANSION GUARD

Est. Weight of Exp. Guards included in Bill of Material on sheet 2 is 3560 Lbs.

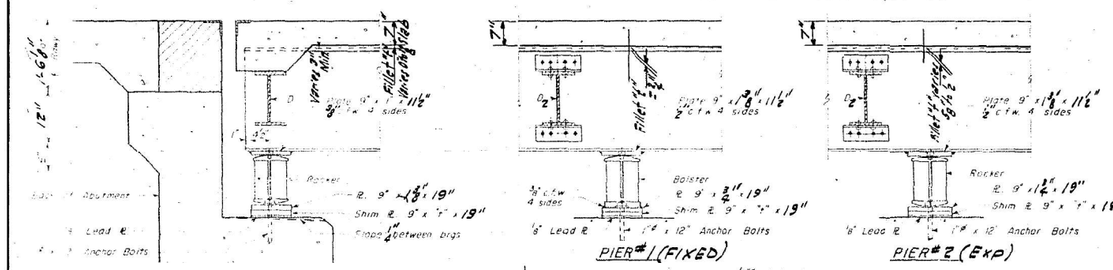


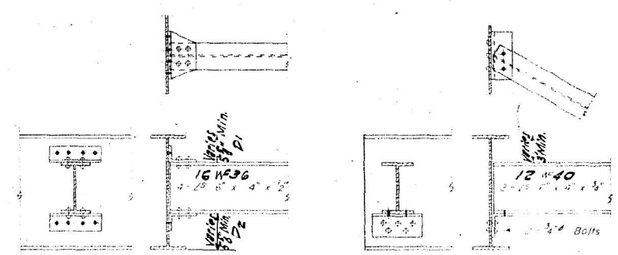
SECC. A-A

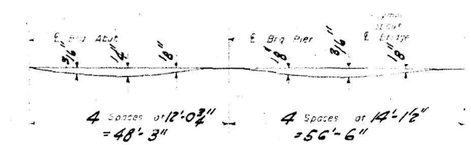


DIMENSIONS "a" No. of Sp. STRUCT. SIMILAR

Guard Area	1	2	3	4	5	6
West End	4"	1⅞"	2¼"	2¼"	1⅞"	0
East End	0	1⅞"	2¼"	2¼"	1⅞"	4"



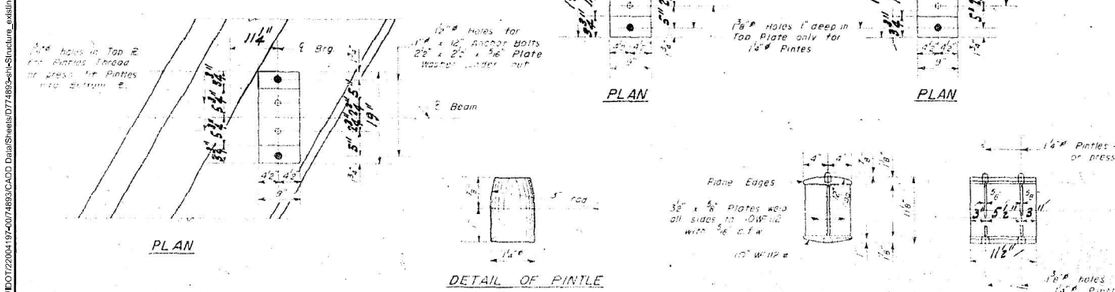


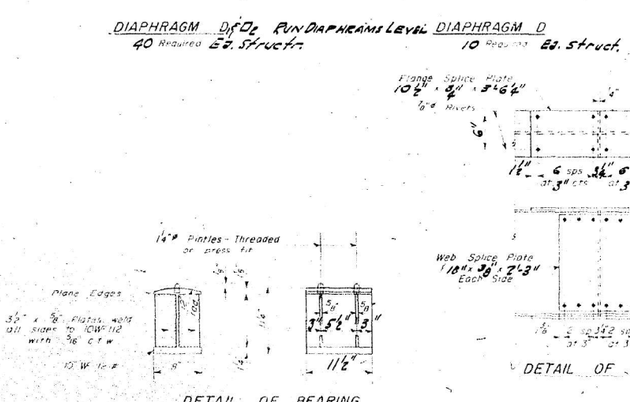


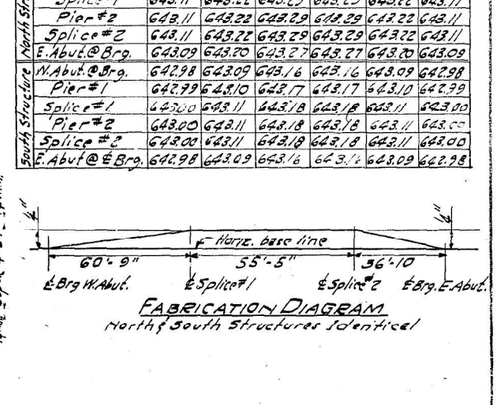
DEAD LOAD DEFLECTION DIAGRAM

ELEVATION TOP OF BEAMS

	LOCATION	Bm. 1	Bm. 2	Bm. 3	Bm. 4	Bm. 5	Bm. 6
North Structure	N. Abut. @ Brg.	643.09	643.20	643.27	643.27	643.20	643.09
	Pier #1	643.10	643.21	643.28	643.28	643.21	643.10
	Splice #1	643.11	643.22	643.29	643.29	643.22	643.11
	Pier #2	643.11	643.22	643.29	643.29	643.22	643.11
	Splice #2	643.11	643.22	643.29	643.29	643.22	643.11
	E. Abut. @ Brg.	643.09	643.20	643.27	643.27	643.20	643.09
South Structure	N. Abut. @ Brg.	642.98	643.09	643.16	643.16	643.09	642.98
	Pier #1	642.99	643.10	643.17	643.17	643.10	642.99
	Splice #1	643.00	643.11	643.18	643.18	643.11	643.00
	Pier #2	643.00	643.11	643.18	643.18	643.11	643.00
	Splice #2	643.00	643.11	643.18	643.18	643.11	643.00
	E. Abut. @ ℄ Brg.	642.98	643.09	643.16	643.16	643.09	642.98







FABRICATION DIAGRAM
North & South Structures Identical

Note: Bolt splice PL flush with End of Beam for shipment

TABLE OF "T" DIMENSIONS

Beams	North Struct. 1	2	3	4	5	6	South Struct. 1	2	3	4	5	6
All Brgs.	0	¼	0	0	¼	0	0	¼	0	0	¼	0

DESIGNED	V. R. Santi	June 15 1959
CHECKED	J. B. Nelson	EXAMINED M. Bonnie
DRAWN	VRS F. Mercado	PASSED E. Hinds
CHECKED	J. B. N.	APPROVED R. R. Baldwin

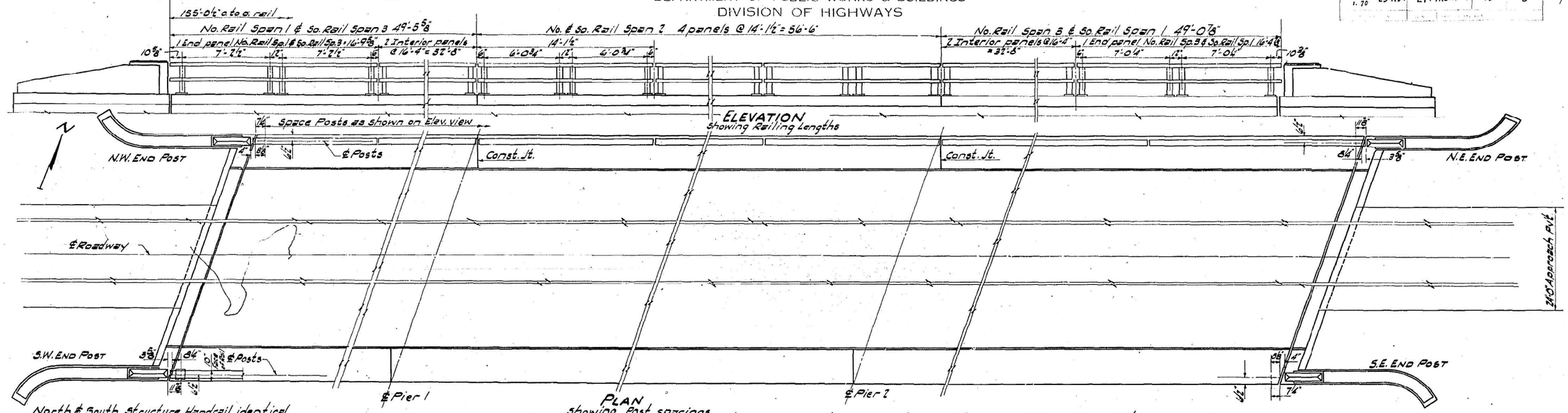
STRUCTURAL STEEL

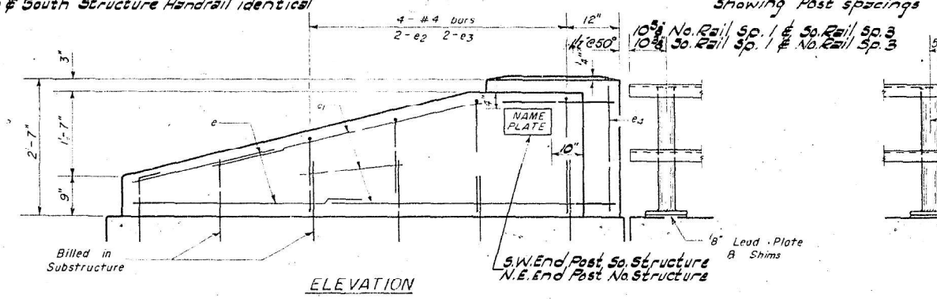
F.A.I. RT. 70 SEC. 25-1VB-1
EFFINGHAM COUNTY
STA. 1575+02.39

FOR INFORMATION ONLY

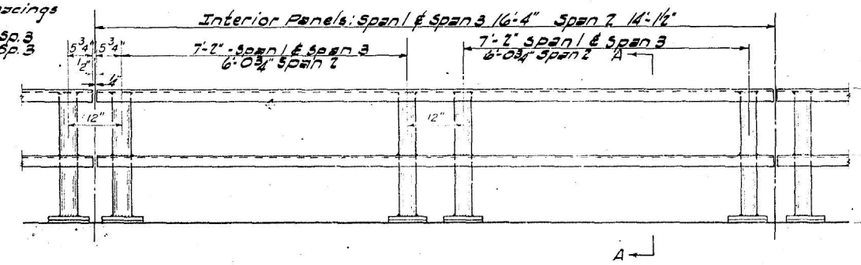
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

I. 70	25-1VB-1	EFFINGHAM	13	8	7	4

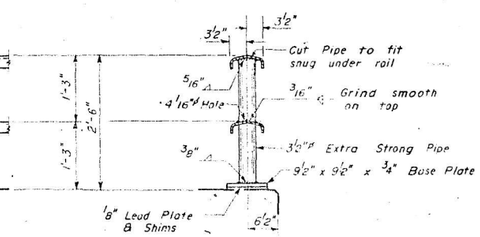




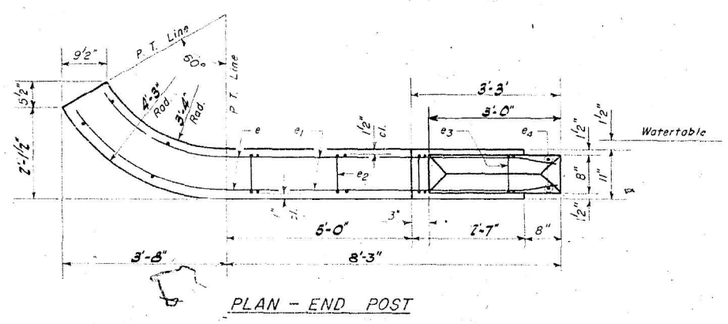
ELEVATION



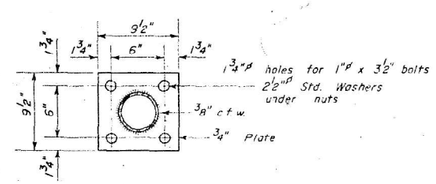
ELEVATION TYPICAL PANEL



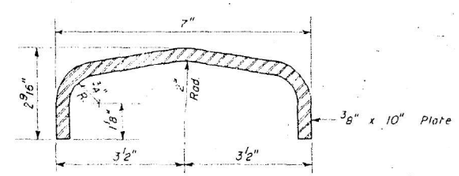
SECTION A-A



PLAN - END POST



BASE PLATE
ALL POSTS - SUPERSTRUCTURE



DETAIL OF RAIL

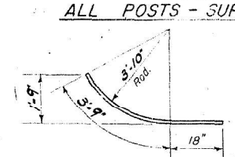
BILL OF MATERIAL

Handrail Concrete	Cu. Yd.	5.8
Reinforcement Bars	Lbs.	480
Metal Handrail	Lin. Ft.	620

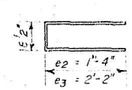
GENERAL NOTES

All End Posts shall be Handrail Concrete.

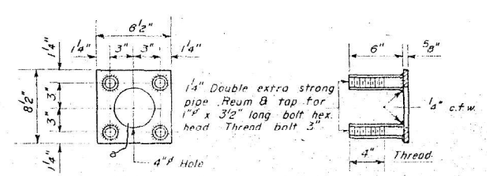
Provide 1 - ⅛" and 2 - 1/16" Shims for 50% of the Posts.
All posts shall be vertical.



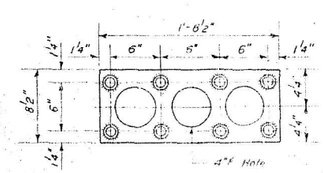
BAR e



BAR e2 or e3



ANCHOR DEVICE
At Single Post



ANCHOR DEVICE
At Double Post

BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape
e	32	#4	3'-3"	
e1	48	#4	3'-0"	
e2	16	#4	3'-4"	
e3	16	#4	5'-0"	
e4	16	#4	2'-3"	

DESIGNED V.R. Sonti		
CHECKED J. B. Nelson		
DRAWN V.R.S. W.A. Sousaman	J. Sandoval	
CHECKED J. B. N.		

JUNE 15 1959

6 Drawn 5-15-58 Rev. 8-14-58 9-25-58 10-2-58

HANDRAIL

F.A.I. RT. 70 SEC. 25-1VB-1
EFFINGHAM COUNTY
STA. 1525 + 02.39

CMT License No. 184-000613 © Copyright CMT, Inc.	USER NAME = moverbey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS - IV STRUCTURE NO. 025-0005 (EB) & 025-0006 (WB)
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -		SCALE: SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	383
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

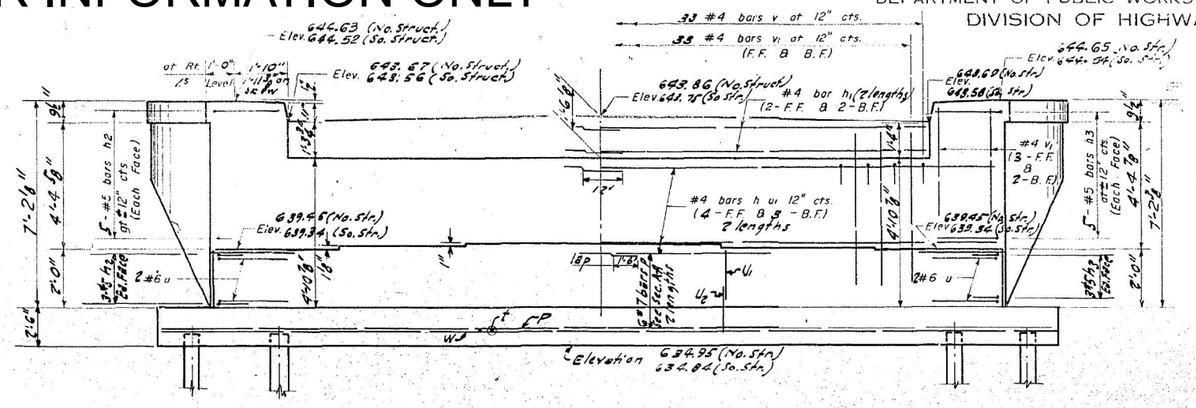
MODEL: SN025-5 [Sheet]
FILE NAME: pw:\\mtengine-pw.bentley.com:mcmetro-pw\Projects\Documents\D0172\20041974\074893\CADD Data\Sheets\0774893ex1xStructure_existing.dgn

FOR INFORMATION ONLY

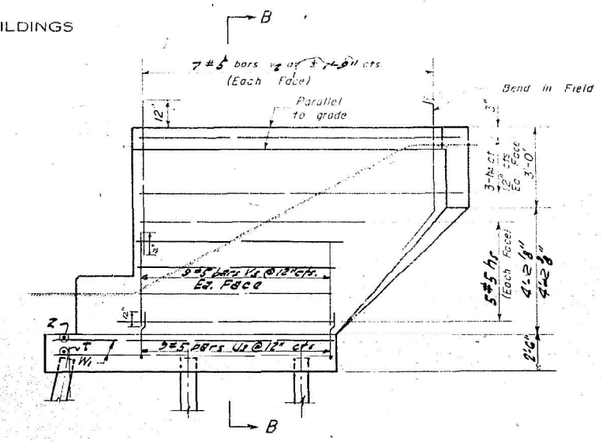
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

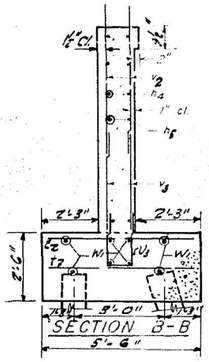
F.A.I. Rte.	Section	County	Total Sheets	Sheet No.
70	25-1VB-1	Effingham	13	9

Sheet 5

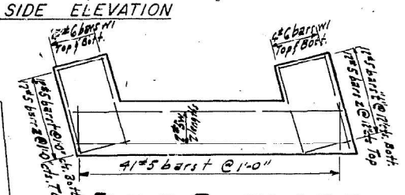


ELEVATION
At Right Angles to ℄ Rdwy.
showing Front Face Elevations



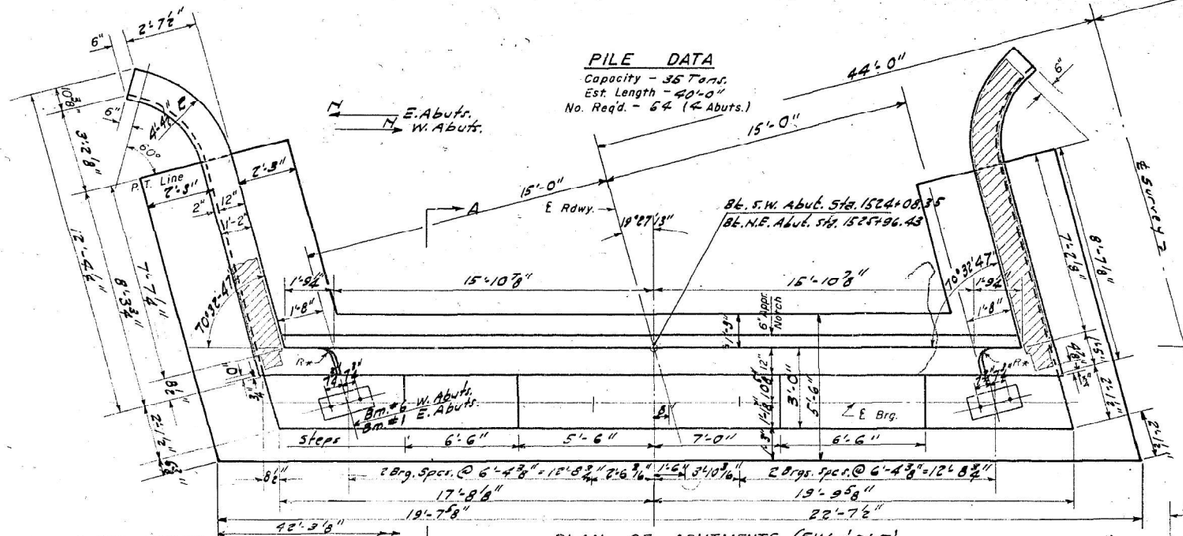


SIDE ELEVATION



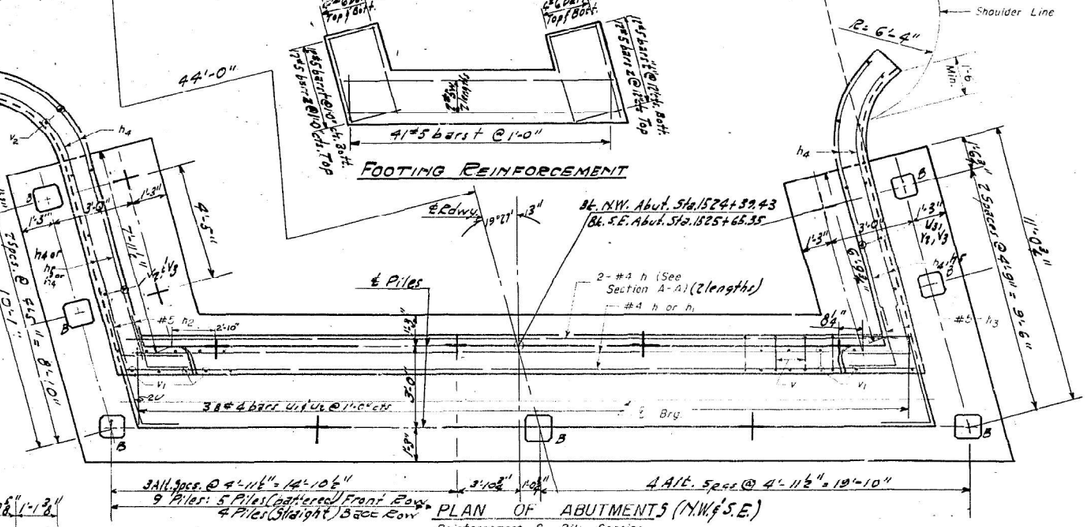
FOOTING REINFORCEMENT

PILE DATA
Capacity - 35 Tons.
Est. Length - 40'-0"
No. Req'd. - 64 (4 Abuts.)

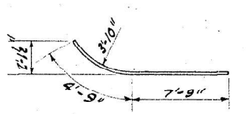


* Note Contractor shall construct curb without radius when a curb & gutter are used on bridge approaches (See road plans).

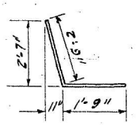
PLAN OF ABUTMENTS (S.W. & N.E.)
Dimensions similar for all abutments unless noted



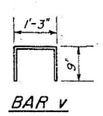
PLAN OF ABUTMENTS (N.W. & S.E.)
Reinforcement & Pile Spacing



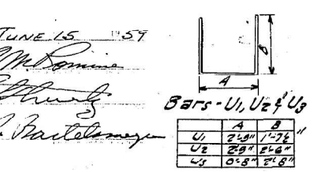
BAR h4

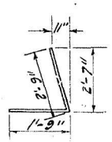


BAR h2

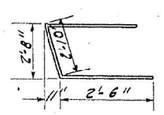


BAR v

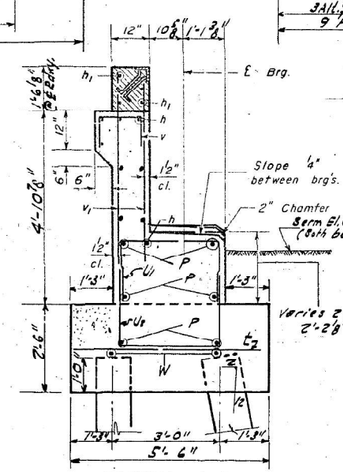




BAR h3



BAR u



SECTION A-A

BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h	72	#4	19'-3"		U1	16	#5	21'-6"	
h1	32	#4	16'-3"		W1	64	#6	10'-9"	
h2	64	#5	4'-6"						
h3	64	#5	4'-6"						
h4	48	#5	17'-0"						
h5	80	#5	8'-6"		v	132	#4	2'-9"	
					v1	304	#4	5'-3"	
P	48	#7	19'-3"		V2	112	#5	5'-0"	
					V3	144	#5	4'-6"	
u	16	#6	7'-10"						
U1	152	#4	6'-0"		z	96	#5	5'-3"	
U2	152	#4	7'-9"		t	260	#5	5'-3"	
U3	72	#5	6'-0"						

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yd.	176.5
Reinforcement Bars	Lb.	13,020
Concrete Piles	Lin. Ft.	2,480
Test Pile (Concrete)	Ea.	2

ABUTMENTS
F.A.I. Rt. 70 Sec. 25-1VB-1
Effingham County
Sta. 1525+02.39

DESIGNED V.R. Scott
CHECKED J. B. Nelson
DRAWN F. Mercado
CHECKED J. B. N.

EXAMINED June 15 1957
PASSED
APPROVED

-3-L Drawn 5-20-58 Rev. 9-26-58

Revised: 7-8-60 Curb Heights R.B.M.

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USER NAME = moverbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666667 ' / In.	CHECKED -	REVISED -
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS - V
STRUCTURE NO. 025-0005 (EB) & 025-0006 (WB)

SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	384
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

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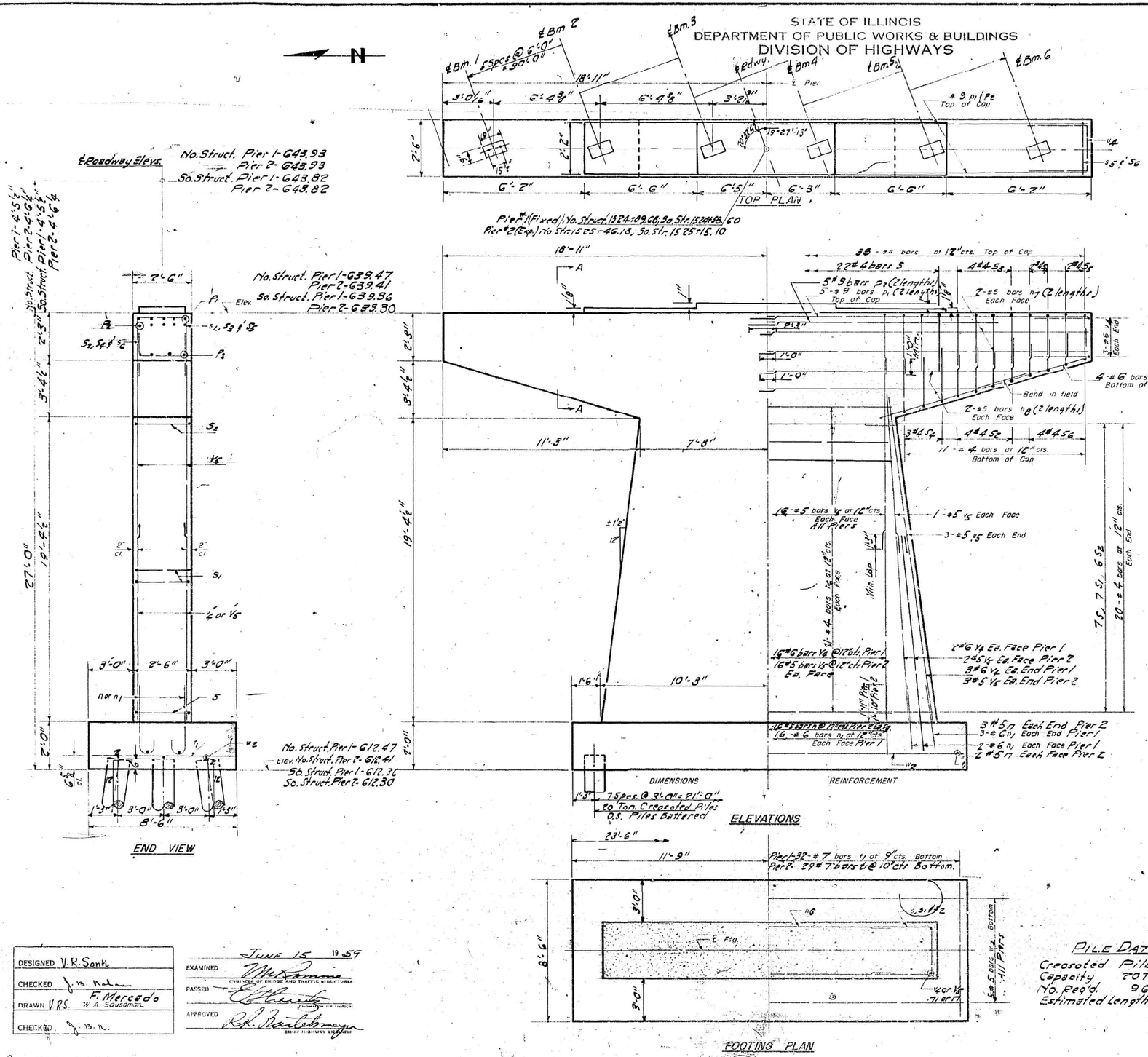
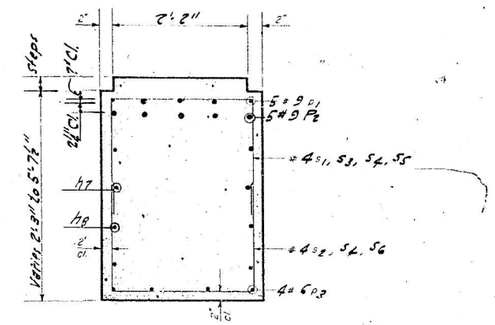
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

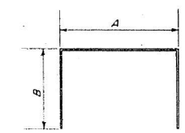
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.I. 70	25-1VB-1	Effingham	13	10
FED. ROAD DIST. NO. 2	ILLINOIS	FED. AID PROJECT		

SHEET NO 6
7 SHEETS

FOR INFORMATION ONLY



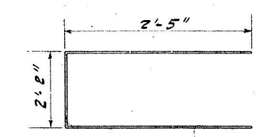




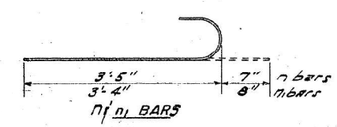
A & B DIMENSIONS

Bar	A	B
s	2'-3"	3'-9"
s1	2'-3"	2'-9"
s2	2'-3"	2'-0"
s3	2'-3"	3'-0"
s4	2'-3"	2'-6"
s5	2'-3"	2'-1½"
s6	2'-3"	1'-4½"

s BARS



u4 BAR



n1 n1 BARS

4 PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n6	168	#4	15'-3"	
n7	32	#5	19'-3"	
n8	32	#5	16'-3"	
n	92	#5	4'-0"	
n1	92	#6	4'-0"	
p1	40	#9	19'-9"	
p2	40	#9	14'-9"	
p3	32	#6	13'-0"	
s	144	#4	9'-9"	
s1	56	#4	7'-9"	
s2	80	#4	6'-3"	
s3	32	#4	8'-9"	
s4	40	#4	7'-3"	
s5	16	#4	6'-6"	
s6	32	#4	5'-0"	
n1	122	#7	8'-3"	
u4	24	#6	7'-0"	
v4	92	#6	11'-9"	
v5	260	#5	11'-9"	
w2	20	#5	23'-0"	
Class X Concrete			Cu. Yd.	251.8
Reinforcement Bars			Lb.	18,960
Creosoted Piles			Lin. Ft.	1344
Test Piles (Timber)			Each	2

PILE DATA
Creosoted Piles
Capacity 20 Tons
No. Req'd. 96
Estimated Length 14'-0"

PIERS
F.A.I. RT. 70 SEC. 25-1VB-1
EFFINGHAM COUNTY
STA. 1525+02.39

DESIGNED	V. R. Sonti
CHECKED	J. B. Nah
DRAWN	V.R.S. F. Mercado W. A. Sousamal
CHECKED	J. B. N.

JUNE 15 1959
EXAMINED — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BRIDGES
APPROVED — CHIEF HIGHWAY ENGINEER

P-2 DRAWN 4-9-57

MODEL: SN025-10 [Sheet]
FILE NAME: pw://cmtengineering.bentley.com:cmtconnect-projects/Documents/DOT/22004197-40/74893/CADD Data/Sheets/0774893eot-Structure_existing.dgn

USER NAME = moverbey	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/14/2025	DATE - 10/16/2025	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS - VI
STRUCTURE NO. 025-0005 (EB) & 025-0006 (WB)

SCALE: SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	385
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

BENCHMARK

Cut square on top of the SW parapet wall of structure 025-0008 WB lane of I-70 over IL 128 Sta. 1534+90.00, Offset 27.00' Lt., Elev. 634.76

EXISTING STRUCTURE

Structures SN 025-0007 (EB) and 0008 (WB) were originally built in 1961, Section 25-1HB-3, as FAI Route 70 over IL 128. The structures carry a 3-span continuous 7" concrete slab on steel beam superstructure supported by stub abutments and reinforced concrete column piers on steel piles. The back to back of abutment length is 133'-4". The width of the WB structure is 55'-3", and the EB varies from 44'-7" to 49'-3" out to out of deck.

TRAFFIC CONTROL

Roadway crossovers will be utilized to maintain traffic. The eastbound structure (SN 025-0115) will be constructed first.

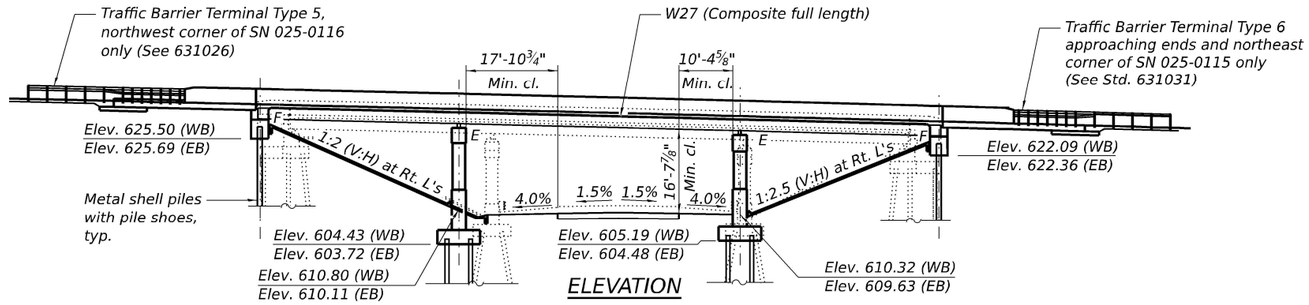
SALVAGE

None

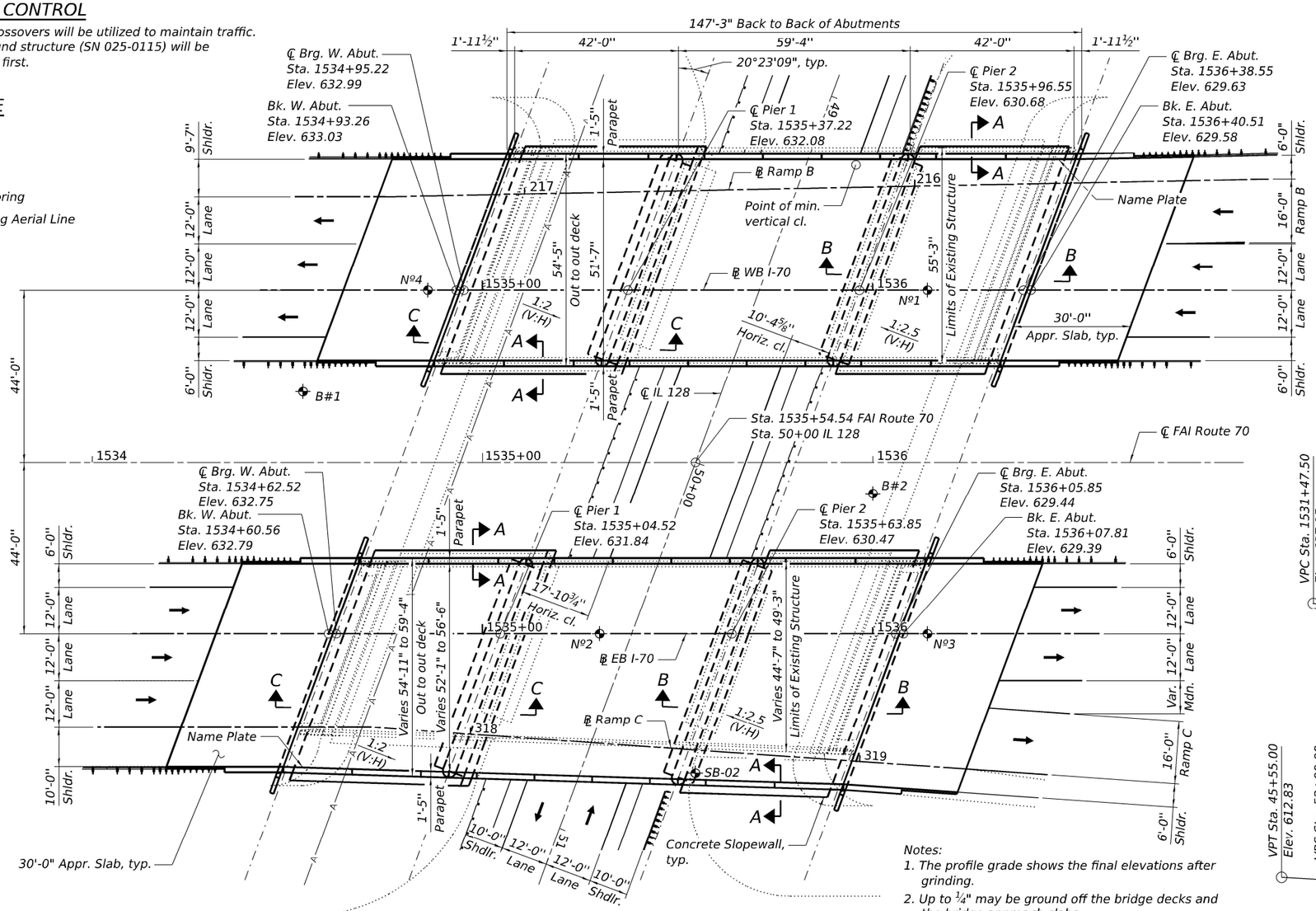
LEGEND

Soil Boring

Existing Aerial Line



ELEVATION



PLAN

Notes:
1. The profile grade shows the final elevations after grinding.
2. Up to ¼" may be ground off the bridge decks and the bridge approach slabs.
3. For Sections A-A, B-B, and C-C see sheet 2 of 46.

SEISMIC DATA:

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.157g
Design Spectral Acceleration at 2.0 sec. (S_{DS}) = 0.385g
Soil Site Class = C

CURVE DATA

Ramp B	Ramp C
PI Sta. 210+750.19	PI Sta. 323+03.09
Δ= 23° 04' 51"	Δ= 19° 17' 02"
D= 13° 19' 29"	D= 13° 19' 29"
R= 430.00'	R= 430.00'
T= 87.80'	T= 73.05'
L= 173.22'	L= 144.72'
E= 8.87'	E= 6.16'
PC= 209+62.39	PC= 322+30.04
PT= 211+35.61	PT= 323+74.76

DESIGN STRESSES

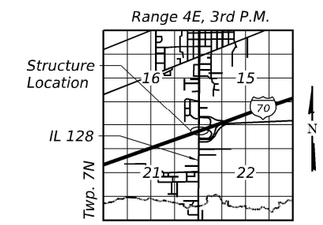
FIELD UNITS
f'c = 4,000 psi (superstructure)
f'c = 3,500 psi
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (M270 Grade 50)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition.

LOADING HL-93

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

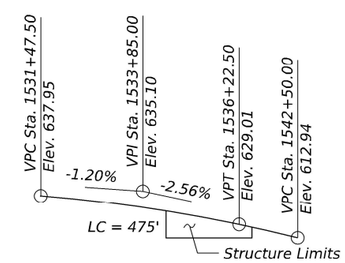


LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

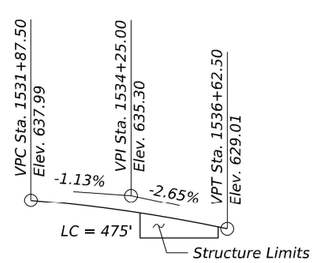
LICENSED STRUCTURAL ENGINEER
TYLER J. ZIEGLER
081-007505
STATE OF ILLINOIS
8/6/2024
Exp. Date 11/30/2024
Applies to Sheets 33 thru 42 of 46.

LICENSED STRUCTURAL ENGINEER
JOSEPH T. HEGER
081-008156
STATE OF ILLINOIS
8/6/2024
Exp. Date 11/30/2024
Applies to Sheets 1 thru 32 and 43 thru 46 of 46.



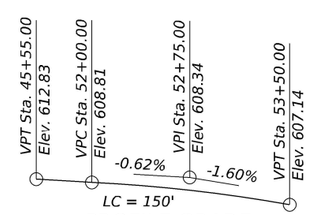
PROFILE GRADE

Along ℄ EB I-70
The profile grade shows the final elevations after grinding.



PROFILE GRADE

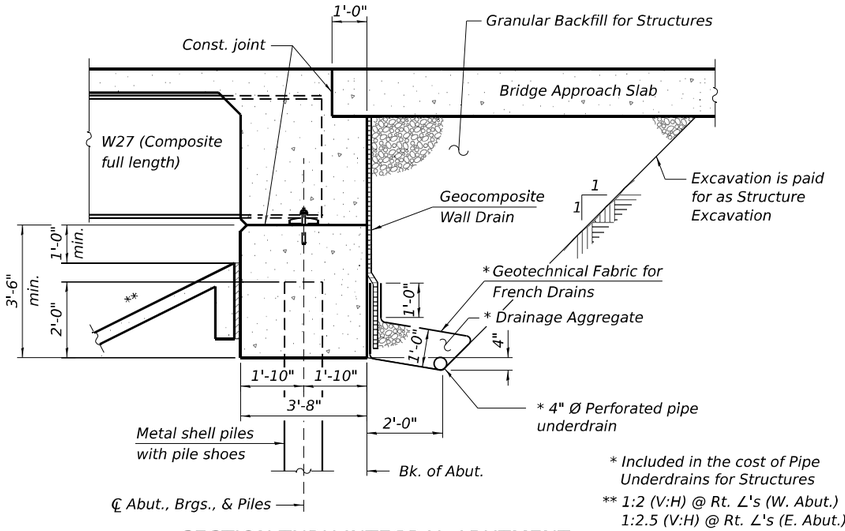
Along ℄ WB I-70
The profile grade shows the final elevations after grinding.



PROFILE GRADE

Along ℄ IL 128

GENERAL PLAN AND ELEVATION
I-70 OVER IL 128
F.A.I. ROUTE 70 - SEC. 25-1HB-3
EFFINGHAM COUNTY
STATION 1535+54.54
STRUCTURE NO. 025-0115 (EB)
STRUCTURE NO. 025-0116 (WB)



* Included in the cost of Pipe Underdrains for Structures

** 1:2 (V:H) @ Rt. ∠'s (W. Abut.)
1:2.5 (V:H) @ Rt. ∠'s (E. Abut.)

SECTION THRU 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 side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 1535+54.54
BUILT BY
STATE OF ILLINOIS
F.A.I. ROUTE 70 SEC. 25-1HB-3
LOADING HL-93
STRUCTURE NO. 025-0115

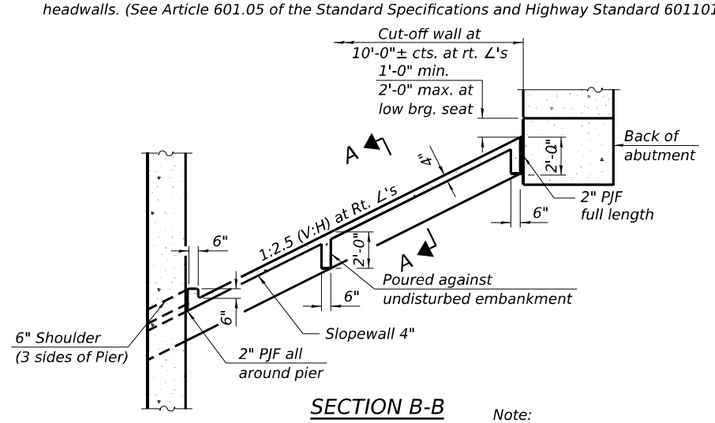
NAME PLATE

See Std. 515001

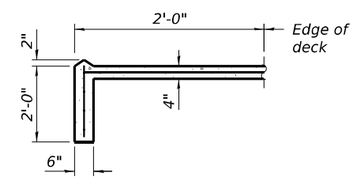
STATION 1535+54.54
BUILT BY
STATE OF ILLINOIS
F.A.I. ROUTE 70 SEC. 25-1HB-3
LOADING HL-93
STRUCTURE NO. 025-0116

NAME PLATE

See Std. 515001

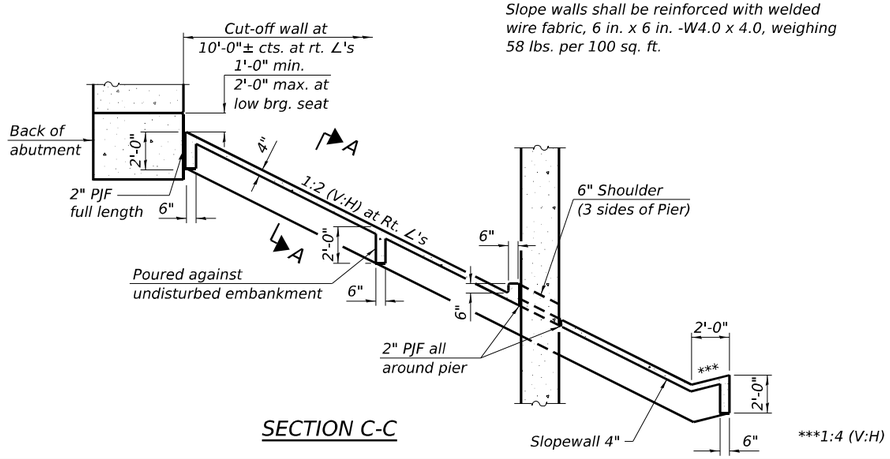


SECTION B-B



SECTION A-A

Note:
Slope walls shall be reinforced with welded wire fabric, 6 in. x 6 in. -W4.0 x 4.0, weighing 58 lbs. per 100 sq. ft.



SECTION C-C

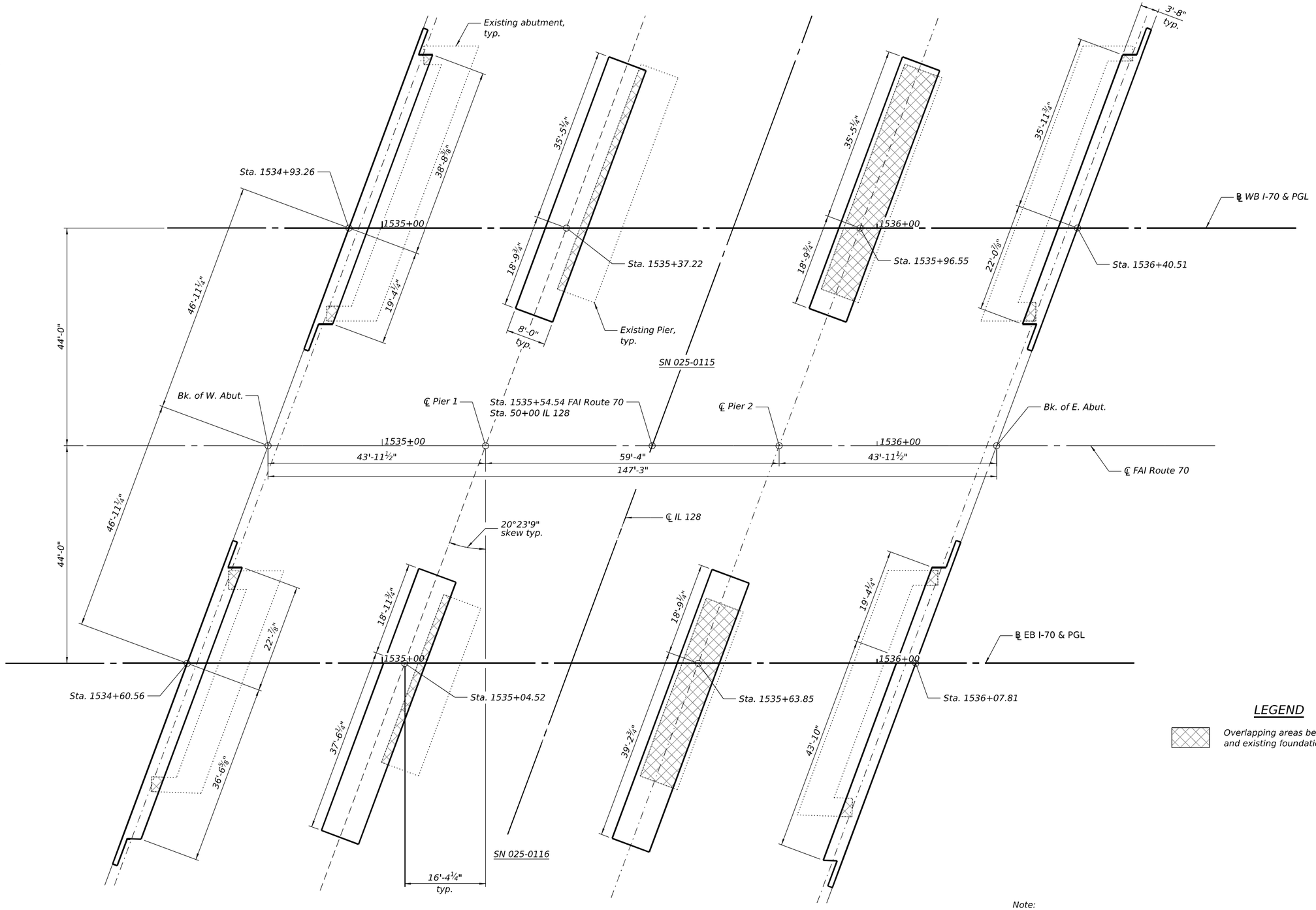
INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures No. 1	Each	0	1	1
Removal of Existing Structures No. 2	Each	0	1	1
Protective Shield	Sq. Yd.	653	0	653
Structure Excavation	Cu. Yd.	0	1,244	1,244
Concrete Structures	Cu. Yd.	0	763.3	763.3
Concrete Superstructure	Cu. Yd.	601.9	0	601.9
Protective Coat	Sq. Yd.	2,674	0	2,674
Concrete Superstructure (Approach Slab)	Cu. Yd.	312.7	0	312.7
Furnishing and Erecting Structural Steel	L Sum	1	0	1
Stud Shear Connectors	Each	18,240	0	18,240
Reinforcement Bars, Epoxy Coated	Pound	271,330	101,980	373,310
Slope Wall 4 Inch	Sq. Yd.	0	1,178	1,178
Furnishing Metal Shell Piles 14" X 0.312"	Foot	0	2,223	2,223
Driving Piles	Foot	0	2,223	2,223
Test Pile Metal Shells	Each	0	8	8
Pile Shoes	Each	0	122	122
Name Plates	Each	2	0	2
Elastomeric Bearing Assembly, Type I	Each	0	42	42
Anchor Bolts, 1"	Each	0	168	168
Granular Backfill for Structures	Cu. Yd.	0	421	421
Concrete Sealer	Sq. Ft.	0	4,751	4,751
Geocomposite Wall Drain	Sq. Yd.	0	212	212
Pipe Underdrains for Structures 4"	Foot	0	337	337
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,789	0	1,789
Bar Terminators	Each	718	1,198	1,916
Diamond Grinding (Bridge Section)	Sq. Yd.	2,794	0	2,794

GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel". Bolts $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel:
   M270 Grade 36 = 38,480 lbs.
   M270 Grade 50 = 305,230 lbs.
3. All structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket location.
7. The finishing machine rails shall be placed on 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.
8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. A film forming Concrete Sealer shall be applied to the designated areas of the piers.
10. The existing structural steel coating contains lead. The Contractor shall take the appropriate precautions to deal with the presence of lead on this project.
11. Removal of SN 025-0007 (EB) will be paid for as Removal of Existing Structures No. 1 and removal of SN 025-0008 (WB) will be paid for as Removal of Existing Structures No. 2.
12. The cost of concrete slopewall removal is included in Removal of Existing Structures No. 1 and Removal of Existing Structures No. 2.
13. It shall be the Contractor's responsibility to verify the location of utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.



FOOTING LAYOUT

LEGEND

Overlapping areas between proposed and existing foundations

Note:
1. Existing structure details are taken from existing plans and are subject to nominal construction variations.

FILE NAME: pw://cmtengs-pw.bentley.com:cmt-connect-projects/Documents/IDOT/22004197-00/74893/CADD Data/Bridge/CADD_Sheets/025-0115&0116-74893-003-Footing Layout.dgn

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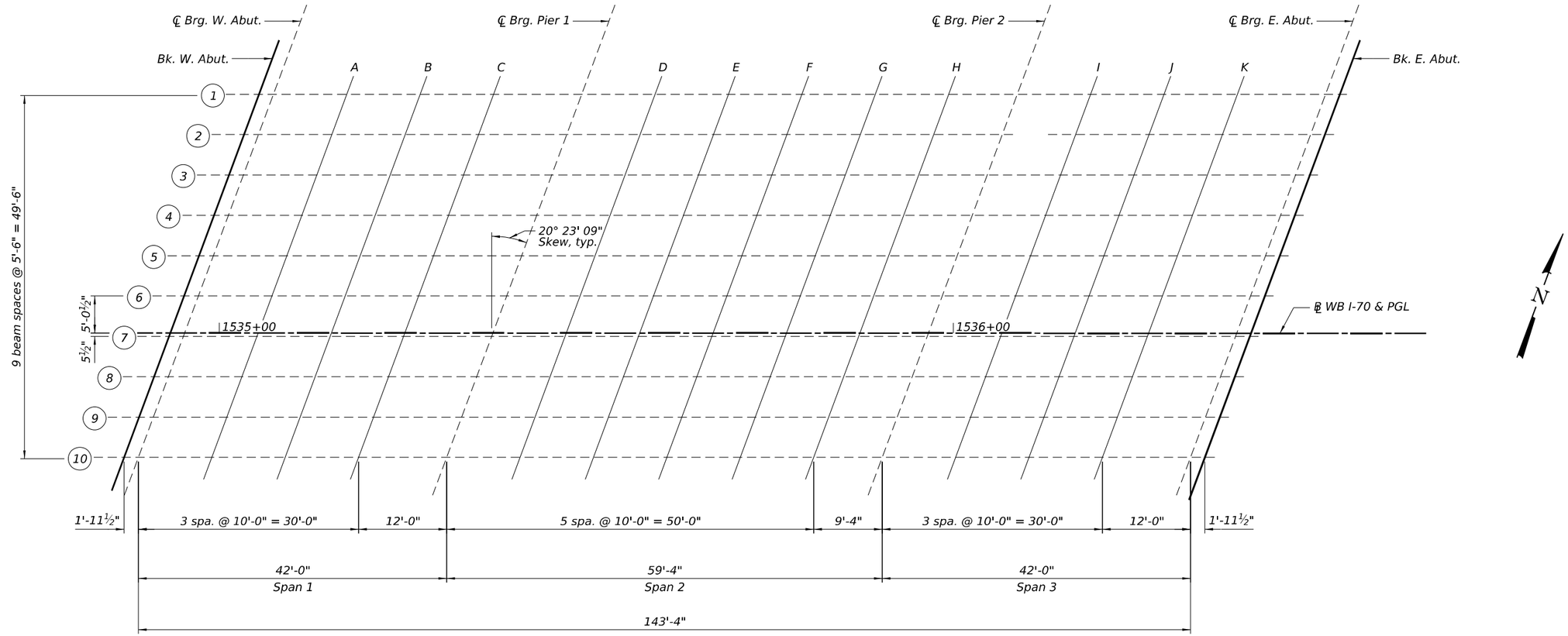
USER NAME = mcordova	DESIGNED - MAC	REVISED -	
	DRAWN - BLH	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 8/5/2024	DATE - 08/06/2024	REVISED -	

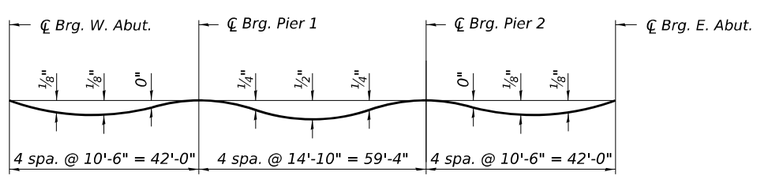
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT
STRUCTURE NO. 025-0115 (EB) & 025-0116 (WB)

SCALE: | SHEET 3 OF 46 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	388
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

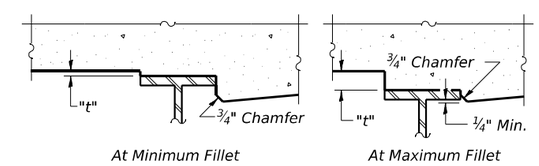




DEAD LOAD DEFLECTION DIAGRAM

(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 46.



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 46. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 5 and 6 of 46, 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 46. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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	DRAWN - BLH	REVISED -	
PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -	
PLOT DATE = 8/5/2024	DATE - 08/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS - WB - I
STRUCTURE NO. 025-0115 (EB) & 025-0116 (WB)

SCALE: | SHEET 4 OF 46 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	389
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1535+05.35	-32.54	632.19	632.21
CL Brg. W. Abut.	1535+07.31	-32.54	632.14	632.16
A	1535+17.31	-32.54	631.93	631.96
B	1535+27.31	-32.54	631.71	631.74
C	1535+37.31	-32.54	631.48	631.50
CL Brg. Pier 1	1535+49.31	-32.54	631.21	631.23
D	1535+59.31	-32.54	630.98	631.02
E	1535+69.31	-32.54	630.75	630.80
F	1535+79.31	-32.54	630.51	630.57
G	1535+89.31	-32.54	630.27	630.32
H	1535+99.31	-32.54	630.03	630.06
CL Brg. Pier 2	1536+08.64	-32.54	629.80	629.82
I	1536+18.64	-32.54	629.55	629.57
J	1536+28.64	-32.54	629.29	629.32
K	1536+38.64	-32.54	629.04	629.07
CL Brg. E. Abut.	1536+50.64	-32.54	628.73	628.75
Bk. E. Abut.	1536+52.60	-32.54	628.68	628.70

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1535+03.31	-27.04	632.34	632.36
CL Brg. W. Abut.	1535+05.27	-27.04	632.30	632.32
A	1535+15.27	-27.04	632.08	632.11
B	1535+25.27	-27.04	631.86	631.89
C	1535+35.27	-27.04	631.64	631.66
CL Brg. Pier 1	1535+47.27	-27.04	631.37	631.39
D	1535+57.27	-27.04	631.14	631.18
E	1535+67.27	-27.04	630.90	630.95
F	1535+77.27	-27.04	630.67	630.73
G	1535+87.27	-27.04	630.43	630.48
H	1535+97.27	-27.04	630.19	630.22
CL Brg. Pier 2	1536+06.60	-27.04	629.96	629.98
I	1536+16.60	-27.04	629.71	629.73
J	1536+26.60	-27.04	629.46	629.49
K	1536+36.60	-27.04	629.20	629.23
CL Brg. E. Abut.	1536+48.60	-27.04	628.89	628.91
Bk. E. Abut.	1536+50.56	-27.04	628.84	628.86

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1535+01.27	-21.54	632.49	632.51
CL Brg. W. Abut.	1535+03.22	-21.54	632.45	632.47
A	1535+13.22	-21.54	632.24	632.27
B	1535+23.22	-21.54	632.02	632.05
C	1535+33.22	-21.54	631.79	631.81
CL Brg. Pier 1	1535+45.22	-21.54	631.52	631.54
D	1535+55.22	-21.54	631.29	631.33
E	1535+65.22	-21.54	631.06	631.11
F	1535+75.22	-21.54	630.83	630.89
G	1535+85.22	-21.54	630.59	630.64
H	1535+95.22	-21.54	630.35	630.38
CL Brg. Pier 2	1536+04.56	-21.54	630.12	630.14
I	1536+14.56	-21.54	629.87	629.89
J	1536+24.56	-21.54	629.62	629.65
K	1536+34.56	-21.54	629.36	629.39
CL Brg. E. Abut.	1536+46.56	-21.54	629.05	629.07
Bk. E. Abut.	1536+48.52	-21.54	629.00	629.02

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+99.22	-16.04	632.65	632.67
CL Brg. W. Abut.	1535+01.18	-16.04	632.61	632.63
A	1535+11.18	-16.04	632.39	632.42
B	1535+21.18	-16.04	632.17	632.20
C	1535+31.18	-16.04	631.95	631.97
CL Brg. Pier 1	1535+43.18	-16.04	631.68	631.70
D	1535+53.18	-16.04	631.45	631.49
E	1535+63.18	-16.04	631.22	631.27
F	1535+73.18	-16.04	630.99	631.05
G	1535+83.18	-16.04	630.75	630.80
H	1535+93.18	-16.04	630.51	630.54
CL Brg. Pier 2	1536+02.51	-16.04	630.28	630.30
I	1536+12.51	-16.04	630.03	630.05
J	1536+22.51	-16.04	629.78	629.81
K	1536+32.51	-16.04	629.53	629.56
CL Brg. E. Abut.	1536+44.51	-16.04	629.22	629.24
Bk. E. Abut.	1536+46.47	-16.04	629.17	629.19

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+97.18	-10.54	632.79	632.81
CL Brg. W. Abut.	1534+99.14	-10.54	632.75	632.77
A	1535+09.14	-10.54	632.54	632.57
B	1535+19.14	-10.54	632.32	632.35
C	1535+29.14	-10.54	632.10	632.12
CL Brg. Pier 1	1535+41.14	-10.54	631.83	631.85
D	1535+51.14	-10.54	631.60	631.64
E	1535+61.14	-10.54	631.37	631.42
F	1535+71.14	-10.54	631.14	631.20
G	1535+81.14	-10.54	630.90	630.95
H	1535+91.14	-10.54	630.66	630.69
CL Brg. Pier 2	1536+00.47	-10.54	630.43	630.45
I	1536+10.47	-10.54	630.18	630.20
J	1536+20.47	-10.54	629.93	629.96
K	1536+30.47	-10.54	629.68	629.71
CL Brg. E. Abut.	1536+42.47	-10.54	629.37	629.39
Bk. E. Abut.	1536+44.43	-10.54	629.32	629.34

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+95.13	-5.04	632.92	632.94
CL Brg. W. Abut.	1534+97.09	-5.04	632.88	632.90
A	1535+07.09	-5.04	632.66	632.69
B	1535+17.09	-5.04	632.45	632.48
C	1535+27.09	-5.04	632.23	632.25
CL Brg. Pier 1	1535+39.09	-5.04	631.96	631.98
D	1535+49.09	-5.04	631.73	631.77
E	1535+59.09	-5.04	631.50	631.55
F	1535+69.09	-5.04	631.27	631.33
G	1535+79.09	-5.04	631.03	631.08
H	1535+89.09	-5.04	630.79	630.82
CL Brg. Pier 2	1535+98.43	-5.04	630.56	630.58
I	1536+08.43	-5.04	630.32	630.34
J	1536+18.43	-5.04	630.07	630.10
K	1536+28.43	-5.04	629.82	629.85
CL Brg. E. Abut.	1536+40.43	-5.04	629.51	629.53
Bk. E. Abut.	1536+42.38	-5.04	629.46	629.48

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USER NAME = mcordova	DESIGNED - MAC	REVISED -	
	DRAWN - BLH	REVISED -	
PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -	
PLOT DATE = 8/5/2024	DATE - 08/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS - WB - II
STRUCTURE NO. 025-0115 (EB) & 025-0116 (WB)

SCALE: | SHEET 5 OF 46 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	390
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

℄ WB I-70 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+93.26	0.00	633.03	633.05
CL Brg. W. Abut.	1534+95.22	0.00	632.99	633.01
A	1535+05.22	0.00	632.78	632.81
B	1535+15.22	0.00	632.56	632.59
C	1535+25.22	0.00	632.34	632.36
CL Brg. Pier 1	1535+37.22	0.00	632.08	632.10
D	1535+47.22	0.00	631.85	631.89
E	1535+57.22	0.00	631.62	631.67
F	1535+67.22	0.00	631.39	631.45
G	1535+77.22	0.00	631.15	631.20
H	1535+87.22	0.00	630.91	630.94
CL Brg. Pier 2	1535+96.55	0.00	630.68	630.70
I	1536+06.55	0.00	630.44	630.46
J	1536+16.55	0.00	630.19	630.22
K	1536+26.55	0.00	629.94	629.97
CL Brg. E. Abut.	1536+38.55	0.00	629.63	629.65
Bk. E. Abut.	1536+40.51	0.00	629.58	629.60

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+93.09	0.46	633.03	633.05
CL Brg. W. Abut.	1534+95.05	0.46	632.99	633.01
A	1535+05.05	0.46	632.78	632.81
B	1535+15.05	0.46	632.56	632.59
C	1535+25.05	0.46	632.34	632.36
CL Brg. Pier 1	1535+37.05	0.46	632.07	632.09
D	1535+47.05	0.46	631.85	631.89
E	1535+57.05	0.46	631.62	631.67
F	1535+67.05	0.46	631.38	631.44
G	1535+77.05	0.46	631.15	631.20
H	1535+87.05	0.46	630.91	630.94
CL Brg. Pier 2	1535+96.38	0.46	630.68	630.70
I	1536+06.38	0.46	630.44	630.46
J	1536+16.38	0.46	630.19	630.22
K	1536+26.38	0.46	629.94	629.97
CL Brg. E. Abut.	1536+38.38	0.46	629.63	629.65
Bk. E. Abut.	1536+40.34	0.46	629.58	629.60

BEAM 8

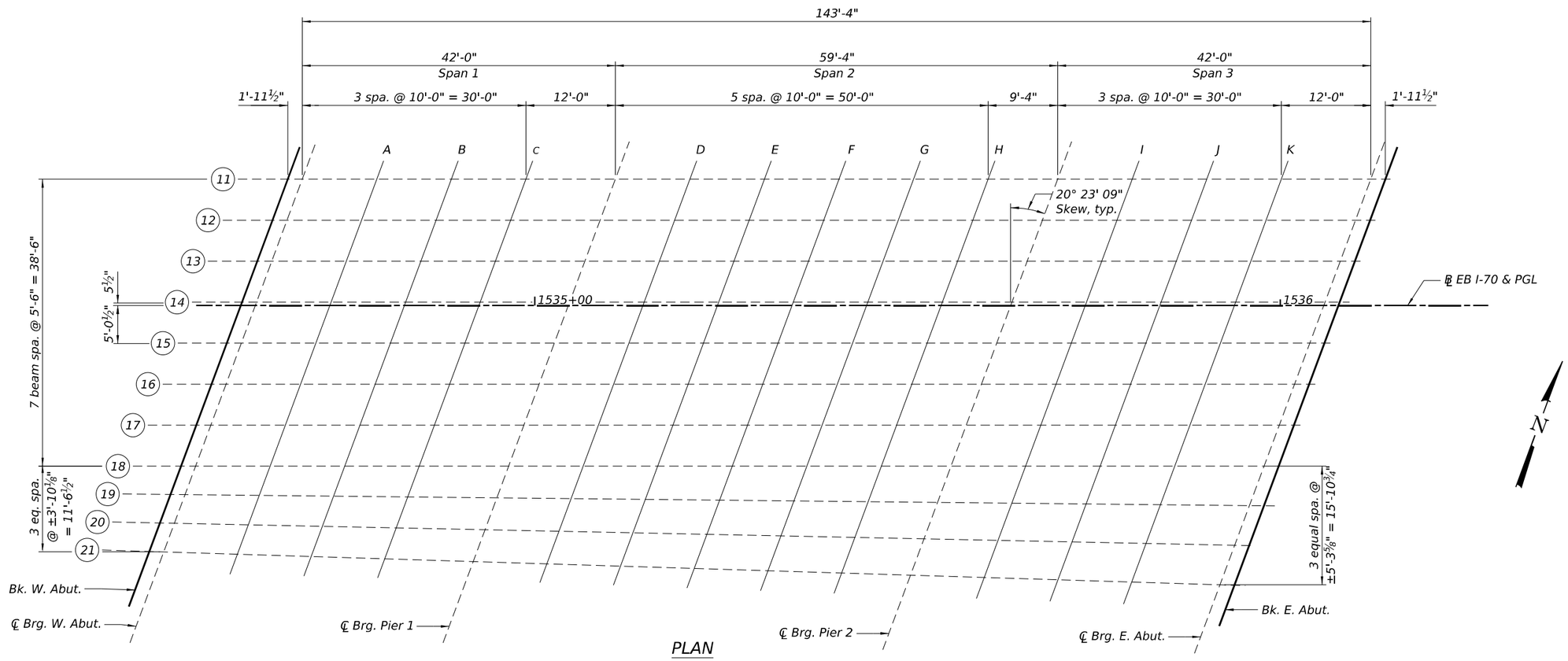
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+91.05	5.96	632.99	633.01
CL Brg. W. Abut.	1534+93.00	5.96	632.95	632.97
A	1535+03.00	5.96	632.74	632.77
B	1535+13.00	5.96	632.52	632.55
C	1535+23.00	5.96	632.30	632.32
CL Brg. Pier 1	1535+35.00	5.96	632.04	632.06
D	1535+45.00	5.96	631.81	631.85
E	1535+55.00	5.96	631.58	631.63
F	1535+65.00	5.96	631.35	631.41
G	1535+75.00	5.96	631.11	631.16
H	1535+85.00	5.96	630.87	630.90
CL Brg. Pier 2	1535+94.34	5.96	630.65	630.67
I	1536+04.34	5.96	630.40	630.42
J	1536+14.34	5.96	630.16	630.19
K	1536+24.34	5.96	629.90	629.93
CL Brg. E. Abut.	1536+36.34	5.96	629.60	629.62
Bk. E. Abut.	1536+38.30	5.96	629.55	629.57

BEAM 9

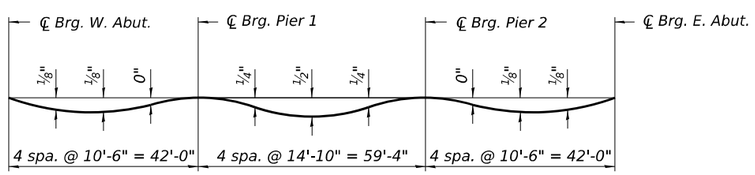
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+89.00	11.46	632.95	632.97
CL Brg. W. Abut.	1534+90.96	11.46	632.91	632.93
A	1535+00.96	11.46	632.70	632.73
B	1535+10.96	11.46	632.48	632.51
C	1535+20.96	11.46	632.27	632.29
CL Brg. Pier 1	1535+32.96	11.46	632.00	632.02
D	1535+42.96	11.46	631.77	631.81
E	1535+52.96	11.46	631.55	631.60
F	1535+62.96	11.46	631.31	631.37
G	1535+72.96	11.46	631.08	631.13
H	1535+82.96	11.46	630.84	630.87
CL Brg. Pier 2	1535+92.29	11.46	630.62	630.64
I	1536+02.29	11.46	630.37	630.39
J	1536+12.29	11.46	630.12	630.15
K	1536+22.29	11.46	629.87	629.90
CL Brg. E. Abut.	1536+34.29	11.46	629.57	629.59
Bk. E. Abut.	1536+36.25	11.46	629.52	629.54

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+86.96	16.96	632.89	632.91
CL Brg. W. Abut.	1534+88.92	16.96	632.85	632.87
A	1534+98.92	16.96	632.64	632.67
B	1535+08.92	16.96	632.42	632.45
C	1535+18.92	16.96	632.20	632.22
CL Brg. Pier 1	1535+30.92	16.96	631.94	631.96
D	1535+40.92	16.96	631.71	631.75
E	1535+50.92	16.96	631.49	631.54
F	1535+60.92	16.96	631.25	631.31
G	1535+70.92	16.96	631.02	631.07
H	1535+80.92	16.96	630.78	630.81
CL Brg. Pier 2	1535+90.25	16.96	630.56	630.58
I	1536+00.25	16.96	630.31	630.33
J	1536+10.25	16.96	630.07	630.10
K	1536+20.25	16.96	629.82	629.85
CL Brg. E. Abut.	1536+32.25	16.96	629.51	629.53
Bk. E. Abut.	1536+34.21	16.96	629.46	629.48



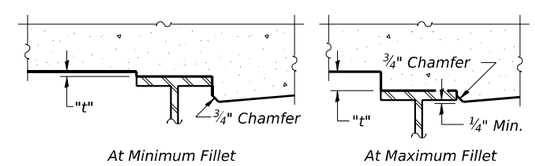
PLAN



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 46.



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 46. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 8 and 9 of 46, 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 46. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+66.86	-16.96	632.38	632.40
CL Brg. W. Abut.	1534+68.82	-16.96	632.33	632.35
A	1534+78.82	-16.96	632.12	632.15
B	1534+88.82	-16.96	631.90	631.93
C	1534+98.82	-16.96	631.69	631.71
CL Brg. Pier 1	1535+10.82	-16.96	631.42	631.44
D	1535+20.82	-16.96	631.19	631.23
E	1535+30.82	-16.96	630.96	631.01
F	1535+40.82	-16.96	630.73	630.79
G	1535+50.82	-16.96	630.50	630.55
H	1535+60.82	-16.96	630.26	630.29
CL Brg. Pier 2	1535+70.15	-16.96	630.04	630.06
I	1535+80.15	-16.96	629.79	629.81
J	1535+90.15	-16.96	629.55	629.58
K	1536+00.15	-16.96	629.30	629.33
CL Brg. E. Abut.	1536+12.15	-16.96	629.00	629.02
Bk. E. Abut.	1536+14.11	-16.96	628.95	628.97

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+64.82	-11.46	632.53	632.55
CL Brg. W. Abut.	1534+66.78	-11.46	632.49	632.51
A	1534+76.78	-11.46	632.27	632.30
B	1534+86.78	-11.46	632.06	632.09
C	1534+96.78	-11.46	631.84	631.86
CL Brg. Pier 1	1535+08.78	-11.46	631.57	631.59
D	1535+18.78	-11.46	631.35	631.39
E	1535+28.78	-11.46	631.12	631.17
F	1535+38.78	-11.46	630.89	630.95
G	1535+48.78	-11.46	630.65	630.70
H	1535+58.78	-11.46	630.42	630.45
CL Brg. Pier 2	1535+68.11	-11.46	630.19	630.21
I	1535+78.11	-11.46	629.95	629.97
J	1535+88.11	-11.46	629.71	629.74
K	1535+98.11	-11.46	629.46	629.49
CL Brg. E. Abut.	1536+10.11	-11.46	629.16	629.18
Bk. E. Abut.	1536+12.07	-11.46	629.11	629.13

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+62.77	-5.96	632.65	632.67
CL Brg. W. Abut.	1534+64.73	-5.96	632.61	632.63
A	1534+74.73	-5.96	632.40	632.43
B	1534+84.73	-5.96	632.18	632.21
C	1534+94.73	-5.96	631.97	631.99
CL Brg. Pier 1	1535+06.73	-5.96	631.70	631.72
D	1535+16.73	-5.96	631.48	631.52
E	1535+26.73	-5.96	631.25	631.30
F	1535+36.73	-5.96	631.02	631.08
G	1535+46.73	-5.96	630.78	630.83
H	1535+56.73	-5.96	630.55	630.58
CL Brg. Pier 2	1535+66.07	-5.96	630.33	630.35
I	1535+76.07	-5.96	630.08	630.10
J	1535+86.07	-5.96	629.84	629.87
K	1535+96.07	-5.96	629.59	629.62
CL Brg. E. Abut.	1536+08.07	-5.96	629.29	629.31
Bk. E. Abut.	1536+10.02	-5.96	629.24	629.26

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+60.73	-0.46	632.78	632.80
CL Brg. W. Abut.	1534+62.69	-0.46	632.74	632.76
A	1534+72.69	-0.46	632.52	632.55
B	1534+82.69	-0.46	632.31	632.34
C	1534+92.69	-0.46	632.09	632.11
CL Brg. Pier 1	1535+04.69	-0.46	631.83	631.85
D	1535+14.69	-0.46	631.60	631.64
E	1535+24.69	-0.46	631.38	631.43
F	1535+34.69	-0.46	631.15	631.21
G	1535+44.69	-0.46	630.91	630.96
H	1535+54.69	-0.46	630.68	630.71
CL Brg. Pier 2	1535+64.02	-0.46	630.46	630.48
I	1535+74.02	-0.46	630.22	630.24
J	1535+84.02	-0.46	629.97	630.00
K	1535+94.02	-0.46	629.73	629.76
CL Brg. E. Abut.	1536+06.02	-0.46	629.43	629.45
Bk. E. Abut.	1536+07.98	-0.46	629.38	629.40

℄ EB I-70 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+60.56	0.00	632.79	632.81
CL Brg. W. Abut.	1534+62.52	0.00	632.75	632.77
A	1534+72.52	0.00	632.54	632.57
B	1534+82.52	0.00	632.32	632.35
C	1534+92.52	0.00	632.10	632.12
CL Brg. Pier 1	1535+04.52	0.00	631.84	631.86
D	1535+14.52	0.00	631.61	631.65
E	1535+24.52	0.00	631.39	631.44
F	1535+34.52	0.00	631.16	631.22
G	1535+44.52	0.00	630.93	630.98
H	1535+54.52	0.00	630.69	630.72
CL Brg. Pier 2	1535+63.85	0.00	630.47	630.49
I	1535+73.85	0.00	630.23	630.25
J	1535+83.85	0.00	629.98	630.01
K	1535+93.85	0.00	629.74	629.77
CL Brg. E. Abut.	1536+05.85	0.00	629.44	629.46
Bk. E. Abut.	1536+07.81	0.00	629.39	629.41

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+58.69	5.04	632.75	632.77
CL Brg. W. Abut.	1534+60.64	5.04	632.71	632.73
A	1534+70.64	5.04	632.50	632.53
B	1534+80.64	5.04	632.29	632.32
C	1534+90.64	5.04	632.07	632.09
CL Brg. Pier 1	1535+02.64	5.04	631.80	631.82
D	1535+12.64	5.04	631.58	631.62
E	1535+22.64	5.04	631.35	631.40
F	1535+32.64	5.04	631.13	631.19
G	1535+42.64	5.04	630.89	630.94
H	1535+52.64	5.04	630.66	630.69
CL Brg. Pier 2	1535+61.98	5.04	630.44	630.46
I	1535+71.98	5.04	630.20	630.22
J	1535+81.98	5.04	629.95	629.98
K	1535+91.98	5.04	629.71	629.74
CL Brg. E. Abut.	1536+03.98	5.04	629.41	629.43
Bk. E. Abut.	1536+05.94	5.04	629.36	629.38

CMT
License No. 184-000613

USER NAME = mcordova	DESIGNED - MAC	REVISED -	
	DRAWN - BLH	REVISED -	
PLOT SCALE = N/A	CHECKED - DH/JTH	REVISED -	
PLOT DATE = 8/5/2024	DATE - 08/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS - EB - II
STRUCTURE NO. 025-0115 (EB) & 025-0116 (WB)

SCALE: | SHEET 8 OF 46 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	393
		CONTRACT NO. 74893		
	ILLINOIS	FED. AID PROJECT		

BEAM 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+56.64	10.54	632.71	632.73
CL Brg. W. Abut.	1534+58.60	10.54	632.67	632.69
A	1534+68.60	10.54	632.46	632.49
B	1534+78.60	10.54	632.25	632.28
C	1534+88.60	10.54	632.03	632.05
CL Brg. Pier 1	1535+00.60	10.54	631.77	631.79
D	1535+10.60	10.54	631.54	631.58
E	1535+20.60	10.54	631.32	631.37
F	1535+30.60	10.54	631.09	631.15
G	1535+40.60	10.54	630.86	630.91
H	1535+50.60	10.54	630.62	630.65
CL Brg. Pier 2	1535+59.93	10.54	630.40	630.42
I	1535+69.93	10.54	630.16	630.18
J	1535+79.93	10.54	629.92	629.95
K	1535+89.93	10.54	629.68	629.71
CL Brg. E. Abut.	1536+01.93	10.54	629.38	629.40
Bk. E. Abut.	1536+03.89	10.54	629.33	629.35

BEAM 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+54.60	16.04	632.65	632.67
CL Brg. W. Abut.	1534+56.56	16.04	632.61	632.63
A	1534+66.56	16.04	632.40	632.43
B	1534+76.56	16.04	632.19	632.22
C	1534+86.56	16.04	631.97	631.99
CL Brg. Pier 1	1534+98.56	16.04	631.71	631.73
D	1535+08.56	16.04	631.49	631.53
E	1535+18.56	16.04	631.26	631.31
F	1535+28.56	16.04	631.03	631.09
G	1535+38.56	16.04	630.80	630.85
H	1535+48.56	16.04	630.57	630.60
CL Brg. Pier 2	1535+57.89	16.04	630.35	630.37
I	1535+67.89	16.04	630.11	630.13
J	1535+77.89	16.04	629.87	629.90
K	1535+87.89	16.04	629.62	629.65
CL Brg. E. Abut.	1535+99.89	16.04	629.33	629.35
Bk. E. Abut.	1536+01.85	16.04	629.28	629.30

BEAM 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+52.55	21.54	632.58	632.60
CL Brg. W. Abut.	1534+54.51	21.54	632.54	632.56
A	1534+64.51	21.54	632.33	632.36
B	1534+74.51	21.54	632.12	632.15
C	1534+84.51	21.54	631.91	631.93
CL Brg. Pier 1	1534+96.51	21.54	631.64	631.66
D	1535+06.51	21.54	631.42	631.46
E	1535+16.51	21.54	631.20	631.25
F	1535+26.51	21.54	630.97	631.03
G	1535+36.51	21.54	630.74	630.79
H	1535+46.51	21.54	630.51	630.54
CL Brg. Pier 2	1535+55.85	21.54	630.29	630.31
I	1535+65.85	21.54	630.05	630.07
J	1535+75.85	21.54	629.81	629.84
K	1535+85.85	21.54	629.56	629.59
CL Brg. E. Abut.	1535+97.85	21.54	629.27	629.29
Bk. E. Abut.	1535+99.80	21.54	629.22	629.24

BEAM 19

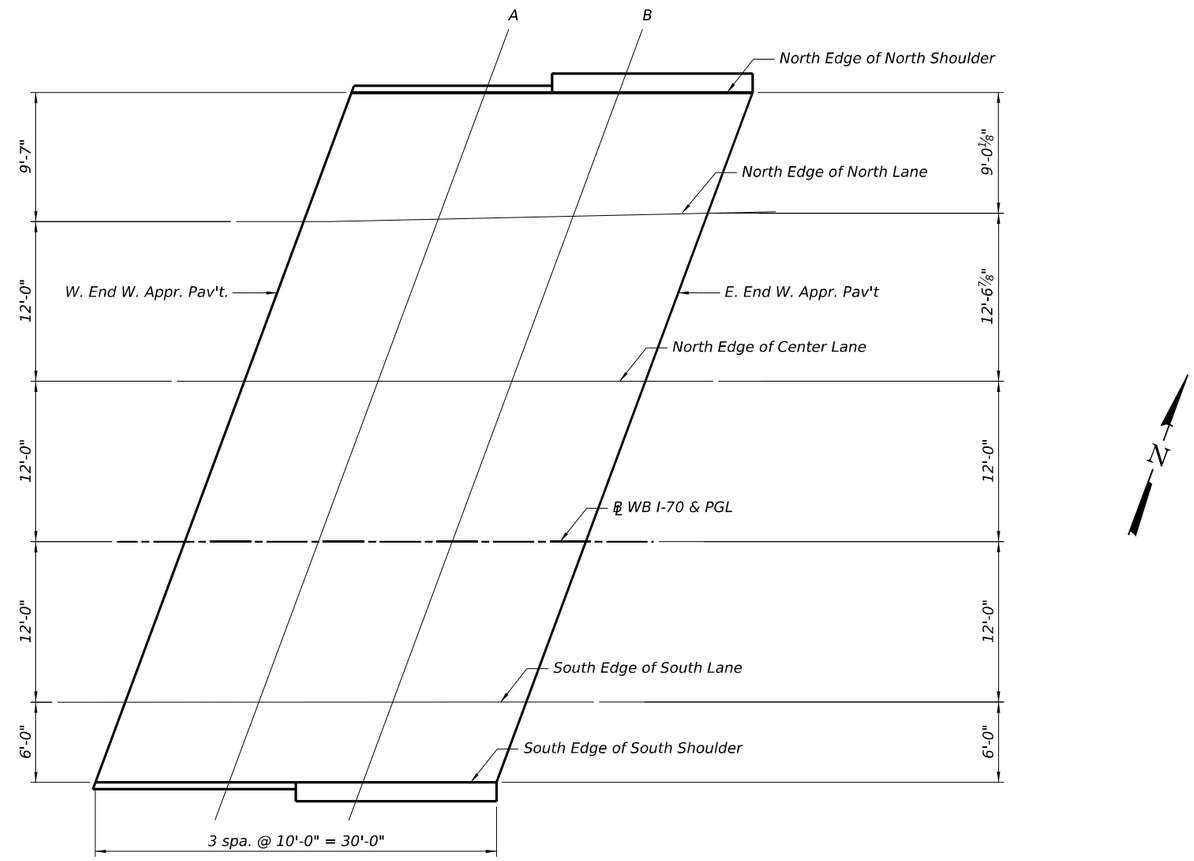
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+51.13	25.37	632.54	632.56
CL Brg. W. Abut.	1534+53.08	25.39	632.50	632.52
A	1534+63.05	25.49	632.29	632.32
B	1534+73.01	25.59	632.07	632.10
C	1534+82.97	25.69	631.86	631.88
CL Brg. Pier 1	1534+94.93	25.81	631.59	631.61
D	1535+04.89	25.92	631.37	631.41
E	1535+14.85	26.02	631.15	631.20
F	1535+24.81	26.12	630.92	630.98
G	1535+34.77	26.22	630.69	630.74
H	1535+44.74	26.32	630.45	630.48
CL Brg. Pier 2	1535+54.03	26.42	630.23	630.25
I	1535+64.00	26.52	629.99	630.01
J	1535+73.96	26.62	629.75	629.78
K	1535+83.92	26.72	629.51	629.54
CL Brg. E. Abut.	1535+95.88	26.84	629.21	629.23
Bk. E. Abut.	1535+97.83	26.86	629.16	629.18

BEAM 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+49.71	29.19	632.49	632.51
CL Brg. W. Abut.	1534+51.65	29.23	632.45	632.47
A	1534+61.58	29.44	632.24	632.27
B	1534+71.50	29.64	632.02	632.05
C	1534+81.43	29.84	631.81	631.83
CL Brg. Pier 1	1534+93.34	30.09	631.54	631.56
D	1535+03.26	30.29	631.32	631.36
E	1535+13.19	30.49	631.09	631.14
F	1535+23.11	30.69	630.87	630.93
G	1535+33.04	30.90	630.63	630.68
H	1535+42.96	31.10	630.40	630.43
CL Brg. Pier 2	1535+52.22	31.29	630.18	630.20
I	1535+62.15	31.49	629.94	629.96
J	1535+72.07	31.70	629.70	629.73
K	1535+82.00	31.90	629.45	629.48
CL Brg. E. Abut.	1535+93.91	32.14	629.15	629.17
Bk. E. Abut.	1535+95.85	32.18	629.10	629.12

BEAM 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1534+48.29	33.02	632.44	632.46
CL Brg. W. Abut.	1534+50.22	33.08	632.40	632.42
A	1534+60.11	33.38	632.19	632.22
B	1534+70.00	33.69	631.98	632.01
C	1534+79.89	33.99	631.76	631.78
CL Brg. Pier 1	1534+91.75	34.36	631.49	631.51
D	1535+01.64	34.66	631.27	631.31
E	1535+11.52	34.97	631.04	631.09
F	1535+21.41	35.27	630.81	630.87
G	1535+31.30	35.58	630.58	630.63
H	1535+41.18	35.88	630.35	630.38
CL Brg. Pier 2	1535+50.41	36.16	630.12	630.14
I	1535+60.30	36.47	629.88	629.90
J	1535+70.19	36.77	629.64	629.67
K	1535+80.07	37.08	629.39	629.42
CL Brg. E. Abut.	1535+91.94	37.44	629.10	629.12
Bk. E. Abut.	1535+93.87	37.50	629.05	629.07



WEST APPROACH SLAB PLAN

NORTH EDGE OF NORTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+76.81	-33.58	632.77	632.79
A	1534+86.81	-33.58	632.56	632.58
B	1534+96.81	-33.58	632.35	632.37
E. End W. Appr. Pav't.	1535+06.81	-33.58	632.13	632.15

NORTH EDGE OF CENTER LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+68.79	-12.00	633.36	633.38
A	1534+78.79	-12.00	633.16	633.18
B	1534+88.79	-12.00	632.95	632.97
E. End W. Appr. Pav't.	1534+98.79	-12.00	632.74	632.76

SOUTH EDGE OF SOUTH LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+59.87	12.00	633.54	633.56
A	1534+69.87	12.00	633.34	633.36
B	1534+79.87	12.00	633.13	633.15
E. End W. Appr. Pav't.	1534+89.87	12.00	632.93	632.95

NORTH EDGE OF NORTH LANE

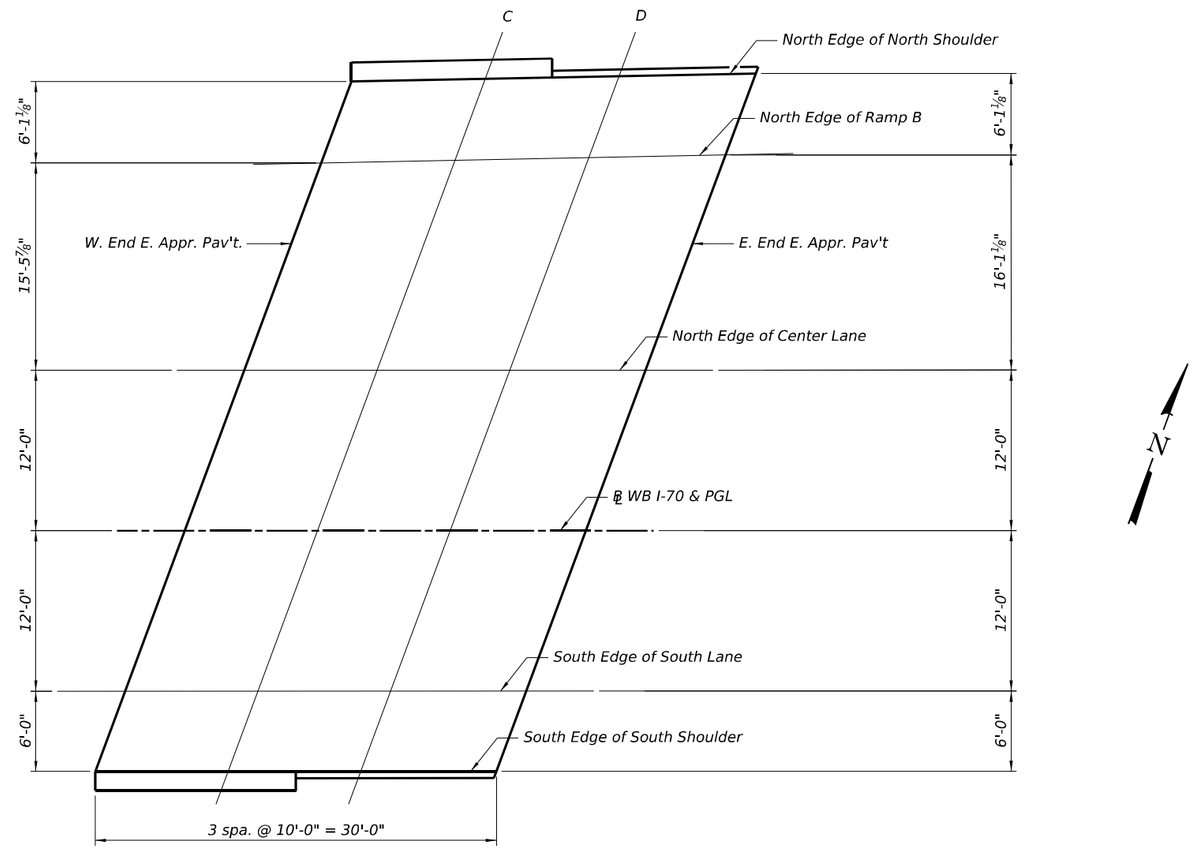
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+73.25	-24.00	633.03	633.05
A	1534+83.31	-24.17	632.82	632.84
B	1534+93.39	-24.37	632.60	632.62
E. End W. Appr. Pav't.	1535+03.46	-24.57	632.39	632.41

℄ WB I-70 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+64.33	0.00	633.63	633.65
A	1534+74.33	0.00	633.43	633.45
B	1534+84.33	0.00	633.22	633.24
E. End W. Appr. Pav't.	1534+94.33	0.00	633.01	633.03

SOUTH EDGE OF SOUTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+57.64	18.00	633.47	633.49
A	1534+67.64	18.00	633.26	633.28
B	1534+77.64	18.00	633.06	633.08
E. End W. Appr. Pav't.	1534+87.64	18.00	632.85	632.87



EAST APPROACH SLAB PLAN

NORTH EDGE OF NORTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+51.92	-33.58	628.67	628.69
C	1536+61.99	-33.78	628.40	628.42
D	1536+72.07	-33.99	628.13	628.15
E. End E. Appr. Pav't.	1536+82.14	-34.19	627.86	627.88

NORTH EDGE OF CENTER LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+43.90	-12.00	629.31	629.33
C	1536+53.90	-12.00	629.05	629.07
D	1536+63.90	-12.00	628.79	628.81
E. End E. Appr. Pav't.	1536+73.90	-12.00	628.52	628.54

SOUTH EDGE OF SOUTH LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+34.98	12.00	629.54	629.56
C	1536+44.98	12.00	629.29	629.31
D	1536+54.98	12.00	629.02	629.04
E. End E. Appr. Pav't.	1536+64.98	12.00	628.76	628.78

NORTH EDGE OF RAMP B

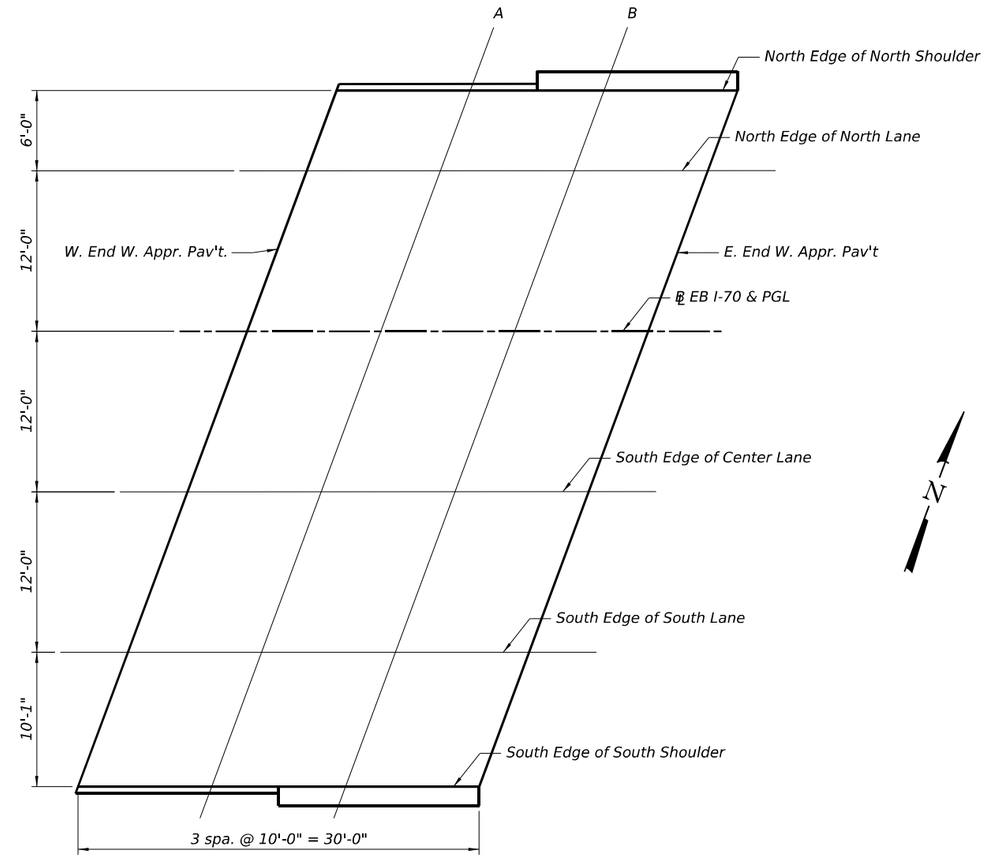
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+49.66	-27.49	628.85	628.87
C	1536+59.73	-27.69	628.59	628.61
D	1536+69.81	-27.90	628.31	628.33
E. End E. Appr. Pav't.	1536+79.88	-28.10	628.04	628.06

℄ WB I-70 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+39.44	0.00	629.61	629.63
C	1536+49.44	0.00	629.35	629.37
D	1536+59.44	0.00	629.09	629.11
E. End E. Appr. Pav't.	1536+69.44	0.00	628.82	628.84

SOUTH EDGE OF SOUTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+32.75	18.00	629.48	629.50
C	1536+42.75	18.00	629.22	629.24
D	1536+52.75	18.00	628.96	628.98
E. End E. Appr. Pav't.	1536+62.75	18.00	628.70	628.72



WEST APPROACH SLAB PLAN

NORTH EDGE OF NORTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+38.32	-18.00	632.95	632.97
A	1534+48.32	-18.00	632.74	632.76
B	1534+58.32	-18.00	632.54	632.56
E. End W. Appr. Pav't.	1534+68.32	-18.00	632.32	632.34

℄ EB I-70 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+31.63	0.00	633.38	633.40
A	1534+41.63	0.00	633.18	633.20
B	1534+51.63	0.00	632.97	632.99
E. End W. Appr. Pav't.	1534+61.63	0.00	632.77	632.79

SOUTH EDGE OF SOUTH LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+22.71	24.00	633.14	633.16
A	1534+32.71	24.00	632.94	632.96
B	1534+42.71	24.00	632.74	632.76
E. End W. Appr. Pav't.	1534+52.71	24.00	632.53	632.55

NORTH EDGE OF NORTH LANE

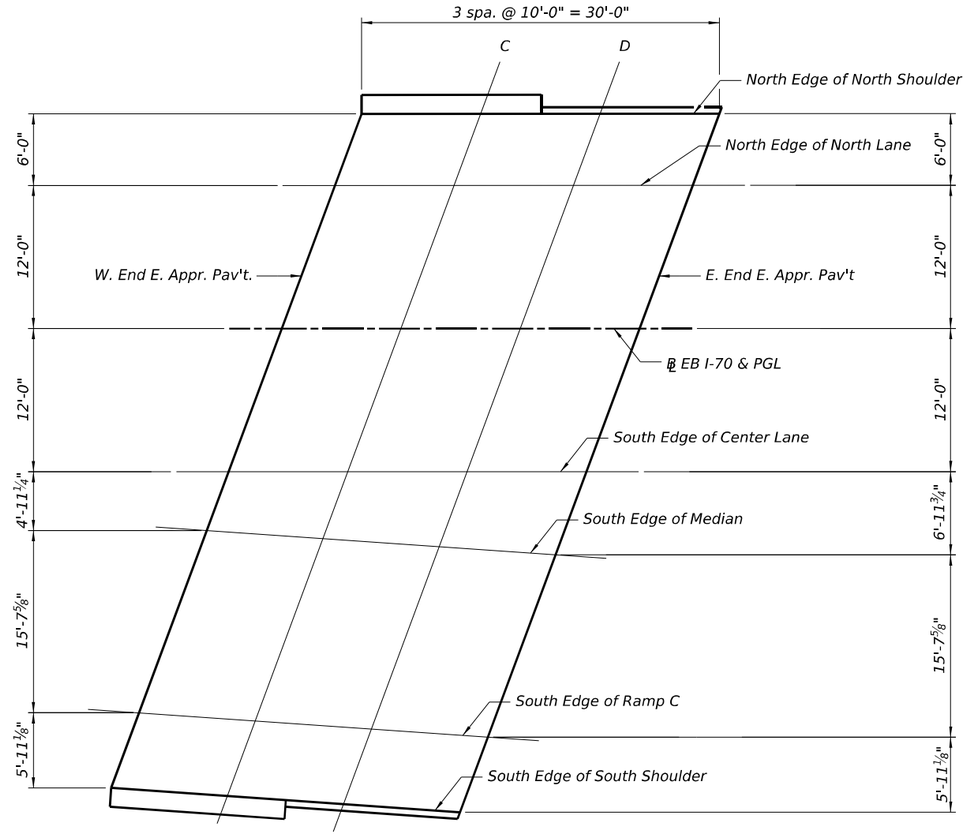
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+36.09	-12.00	633.11	633.13
A	1534+46.09	-12.00	632.91	632.93
B	1534+56.09	-12.00	632.70	632.72
E. End W. Appr. Pav't.	1534+66.09	-12.00	632.49	632.51

SOUTH EDGE OF CENTER LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+27.17	12.00	633.29	633.31
A	1534+37.17	12.00	633.09	633.11
B	1534+47.17	12.00	632.89	632.91
E. End W. Appr. Pav't.	1534+57.17	12.00	632.68	632.70

SOUTH EDGE OF SOUTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1534+18.96	34.08	633.01	633.03
A	1534+28.96	34.08	632.82	632.84
B	1534+38.96	34.08	632.61	632.63
E. End W. Appr. Pav't.	1534+48.96	34.08	632.41	632.43



EAST APPROACH SLAB PLAN

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1536+00.45	16.94	629.29	629.31
A	1536+10.19	17.62	629.04	629.06
B	1536+19.94	18.30	628.77	628.79
E. End W. Appr. Pav't.	1536+29.69	18.98	628.51	628.53

NORTH EDGE OF NORTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End E. Appr. Pav't.	1536+13.43	-18.00	628.95	628.97
C	1536+23.43	-18.00	628.69	628.71
D	1536+33.43	-18.00	628.43	628.45
E. End E. Appr. Pav't.	1536+43.43	-18.00	628.18	628.20

℄ EB I-70 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1536+06.74	0.00	629.41	629.43
A	1536+16.74	0.00	629.16	629.18
B	1536+26.74	0.00	628.91	628.93
E. End W. Appr. Pav't.	1536+36.74	0.00	628.65	628.67

SOUTH EDGE OF RAMP C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1535+94.64	32.57	629.13	629.15
A	1536+04.38	33.25	628.87	628.89
B	1536+14.13	33.93	628.61	628.63
E. End W. Appr. Pav't.	1536+23.88	34.61	628.35	628.37

NORTH EDGE OF NORTH LANE

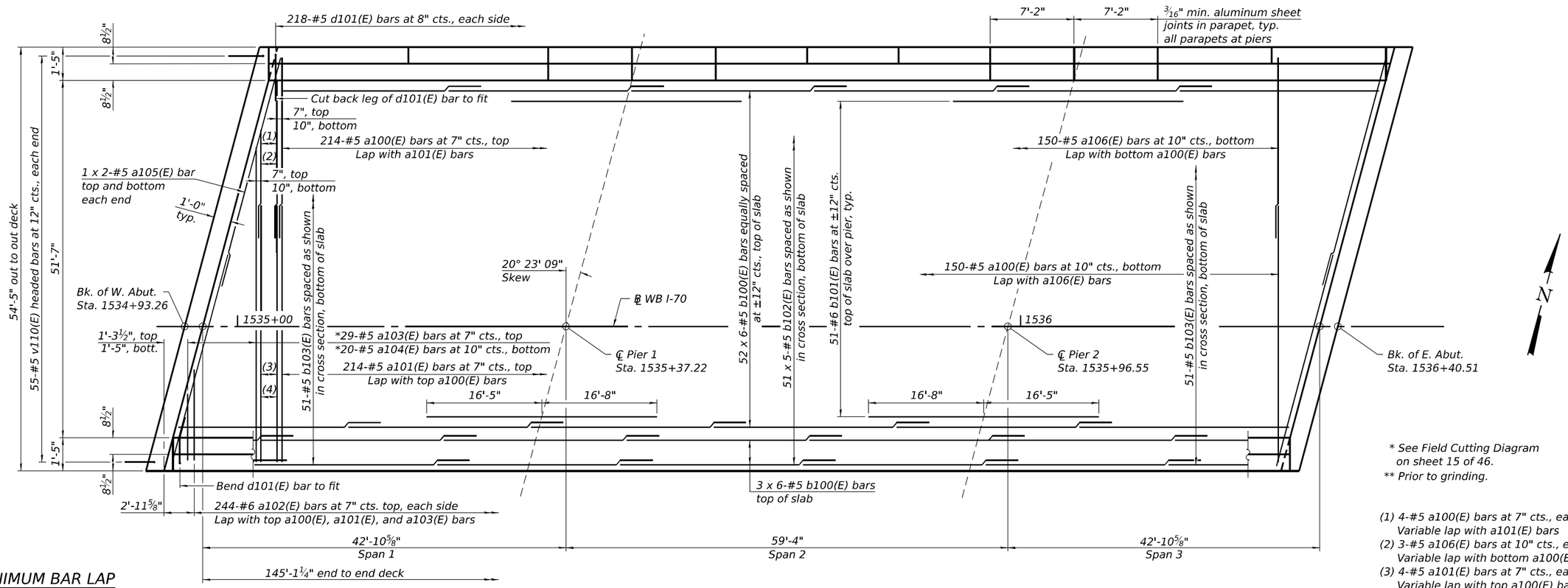
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1536+11.20	-12.00	629.12	629.14
A	1536+21.20	-12.00	628.87	628.89
B	1536+31.20	-12.00	628.61	628.63
E. End W. Appr. Pav't.	1536+41.20	-12.00	628.36	628.38

SOUTH EDGE OF CENTER LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1536+02.28	12.00	629.35	629.37
A	1536+12.28	12.00	629.09	629.11
B	1536+22.28	12.00	628.84	628.86
E. End W. Appr. Pav't.	1536+32.28	12.00	628.58	628.60

SOUTH EDGE OF SOUTH SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End W. Appr. Pav't.	1535+92.43	38.50	629.06	629.08
A	1536+02.18	39.18	628.81	628.83
B	1536+11.93	39.86	628.55	628.57
E. End W. Appr. Pav't.	1536+21.67	40.54	628.28	628.30



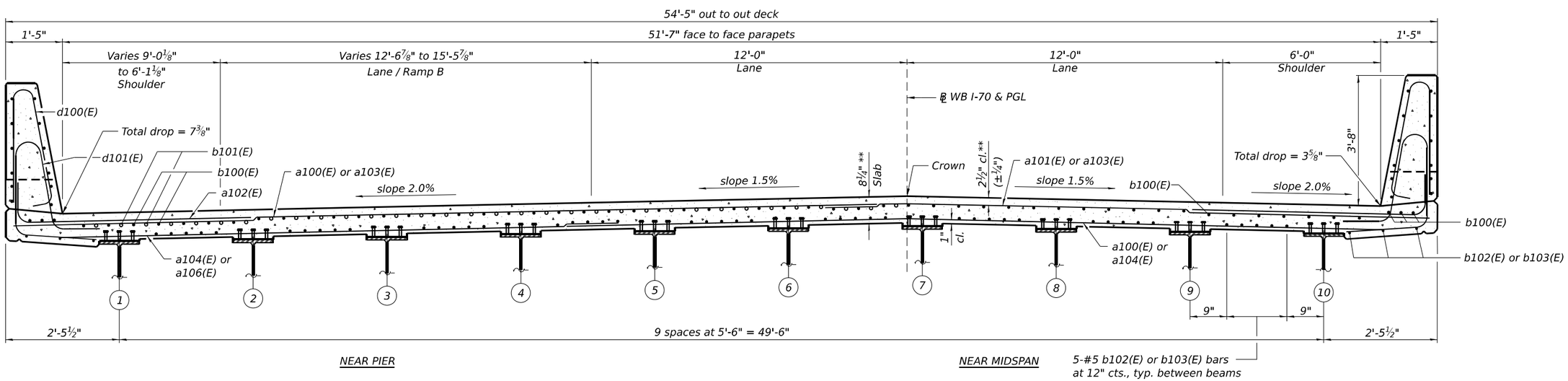
PLAN

* See Field Cutting Diagram on sheet 15 of 46.
** Prior to grinding.

(1) 4-#5 a100(E) bars at 7" cts., each end, top
Variable lap with a101(E) bars
(2) 3-#5 a106(E) bars at 10" cts., each end, bottom
Variable lap with bottom a100(E) bars
(3) 4-#5 a101(E) bars at 7" cts., each end, top
Variable lap with top a100(E) bars
(4) 3-#5 a100(E) bars at 10" cts., each end, bottom
Variable lap with a106(E) bars

MINIMUM BAR LAP

#5 bar = 3'-6"



CROSS SECTION

(Looking east)

Notes:
1. See sheet 15 of 46 for superstructure details and Bill of Material.
2. Bars indicated thus 52 x 6-#5, etc. indicates 52 lines of bars with 6 lengths per line.

FILE NAME: pw://cmtengp-pw.bentley.com:cmt-connect-projects/Documents:IDOT/22004197-00/74893/CADD Data/Bridge/CADD_Sheets/025-01156011 6-74893-014-Superstructure_WB.dgn

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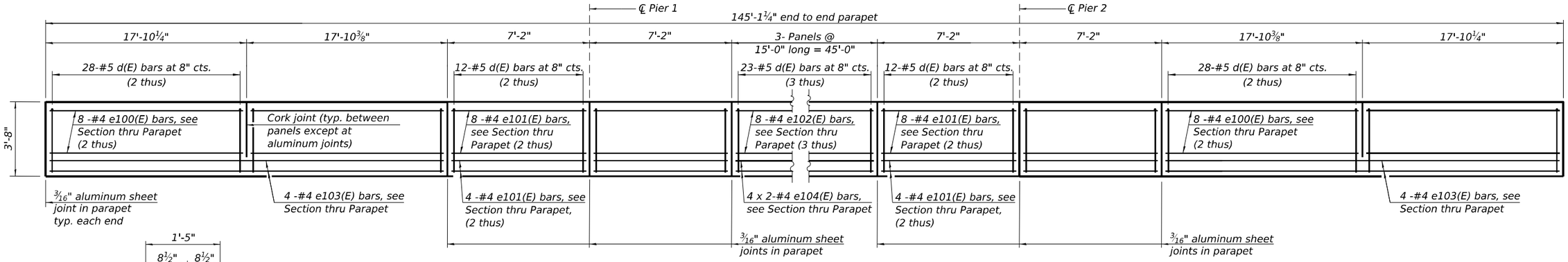
USER NAME = mcordova	DESIGNED - MAC	REVISED -	
	DRAWN - BLH	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 8/5/2024	DATE - 08/06/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - WB
STRUCTURE NO. 025-0115 (EB) & 025-0116 (WB)

SCALE: SHEET 14 OF 46 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	25-1HB-3	EFFINGHAM	747	399
		CONTRACT NO. 74893		
		ILLINOIS	FED. AID PROJECT	

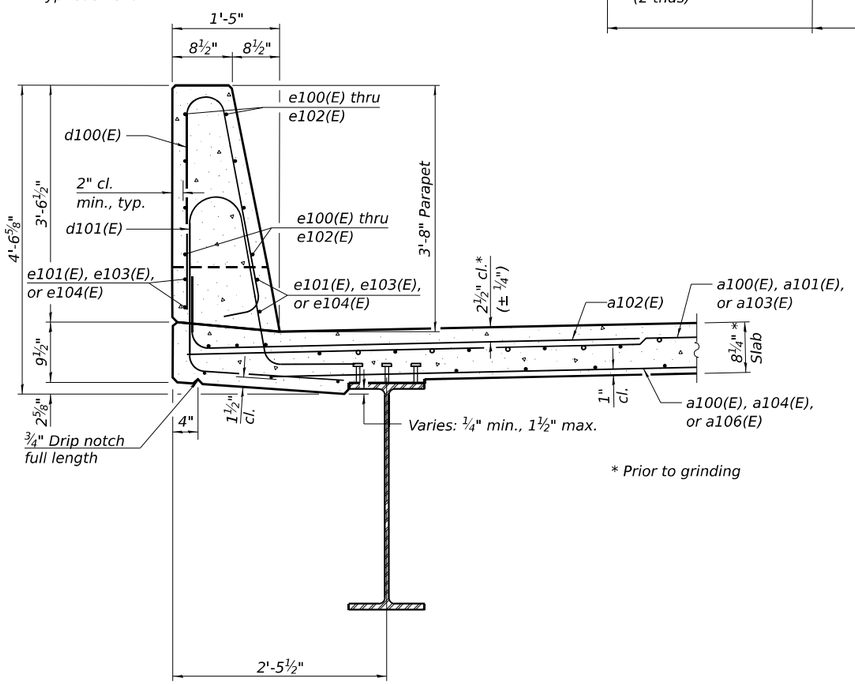


INSIDE ELEVATION OF PARAPET - SN 025-0116

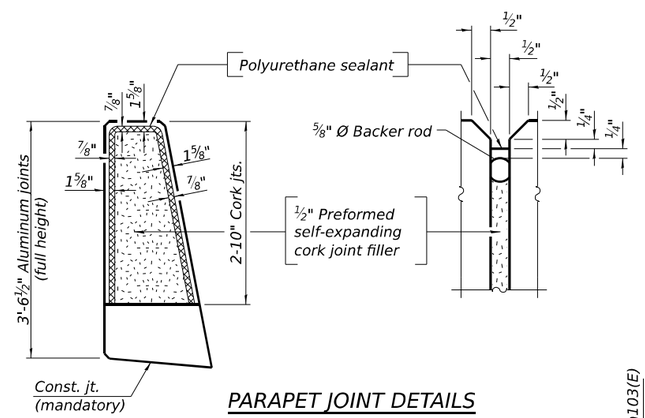
(N. parapet shown, S. parapet similar)

MINIMUM BAR LAP

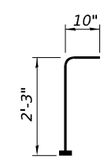
#4 bar = 2'-5"



SECTION THRU PARAPET

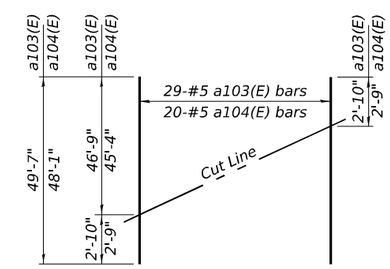


PARAPET JOINT DETAILS



BAR v110(E)

(Headed, 110-#5 Bar terminators)

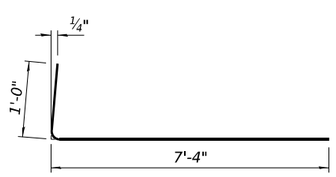


FIELD CUTTING DIAGRAM

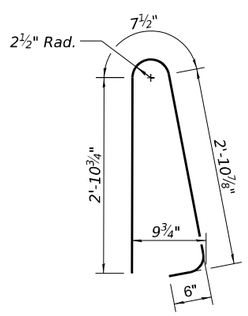
Order a103(E) and a104(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

SN 025-0116 SUPERSTRUCTURE BILL OF MATERIAL

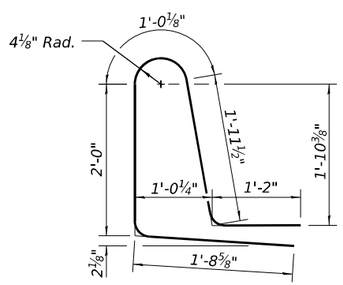
Bar	No.	Size	Length	Shape
a100(E)	378	#5	34'-4"	
a101(E)	222	#5	23'-3"	
a102(E)	488	#6	8'-4"	
a103(E)	29	#5	49'-7"	
a104(E)	20	#5	48'-1"	
a105(E)	8	#5	30'-8"	
a106(E)	156	#5	22'-5"	
b100(E)	348	#5	27'-1"	
b101(E)	102	#6	33'-1"	
b102(E)	255	#5	26'-8"	
b103(E)	102	#5	16'-3"	
d100(E)	458	#5	6'-11"	
d101(E)	436	#5	7'-10"	
e100(E)	64	#4	17'-6"	
e101(E)	96	#4	6'-10"	
e102(E)	48	#4	14'-8"	
e103(E)	16	#4	35'-5"	
e104(E)	16	#4	23'-7"	
m110(E)	16	#6	30'-11"	
m111(E)	54	#6	5'-5"	
m112(E)	12	#6	2'-3"	
s110(E)	120	#5	6'-6"	
s111(E)	120	#5	9'-0"	
v110(E)	110	#5	3'-1"	
Concrete Superstructure			Cu. Yd.	286.0
Reinforcement Bars, Epoxy Coated			Pound	67,830



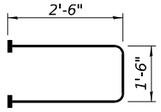
BAR a102(E)



BAR d100(E)

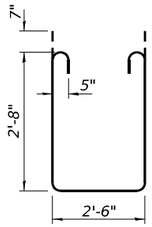


BAR d101(E)



BAR s110(E)

(Headed, 240-#5 Bar terminators)



BAR s111(E)

Notes:

1. Bars indicated thus 4 x 2-#4, etc. indicates 4 lines of bars with 2 lengths per line.
2. On inside elevation of parapet view, all dimensions are along front face of parapets.
3. The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
4. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
5. Bar terminators paid for separately. See Total Bill of Material.