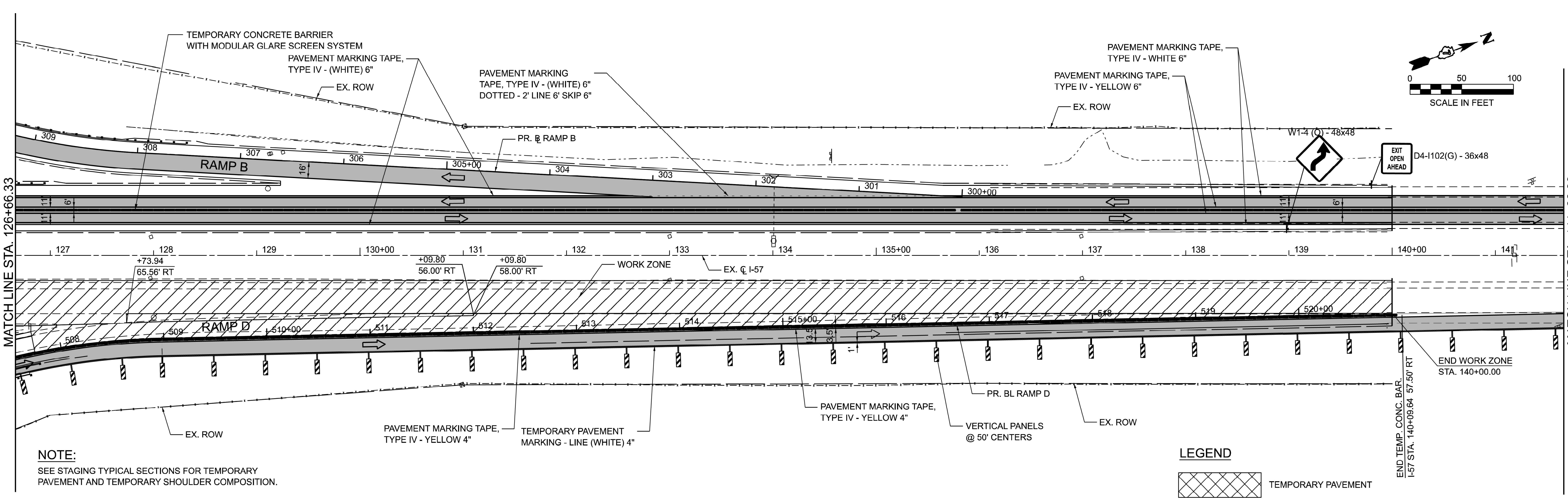

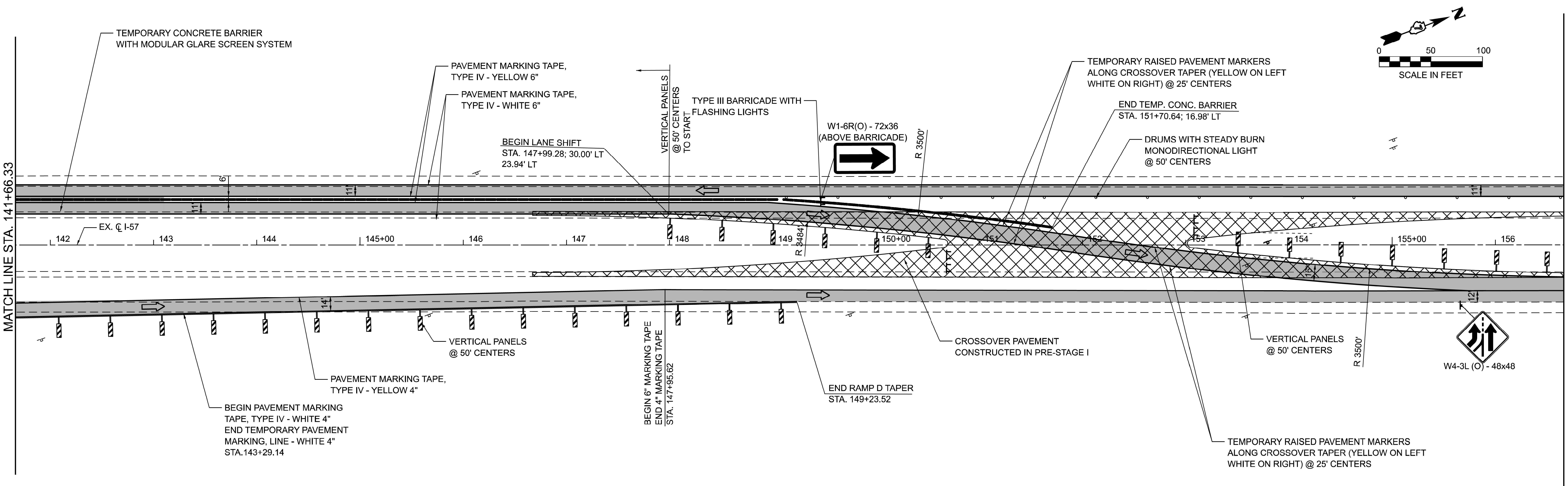

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RGE
REACH GROW EXCEED ENGINEERING
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.

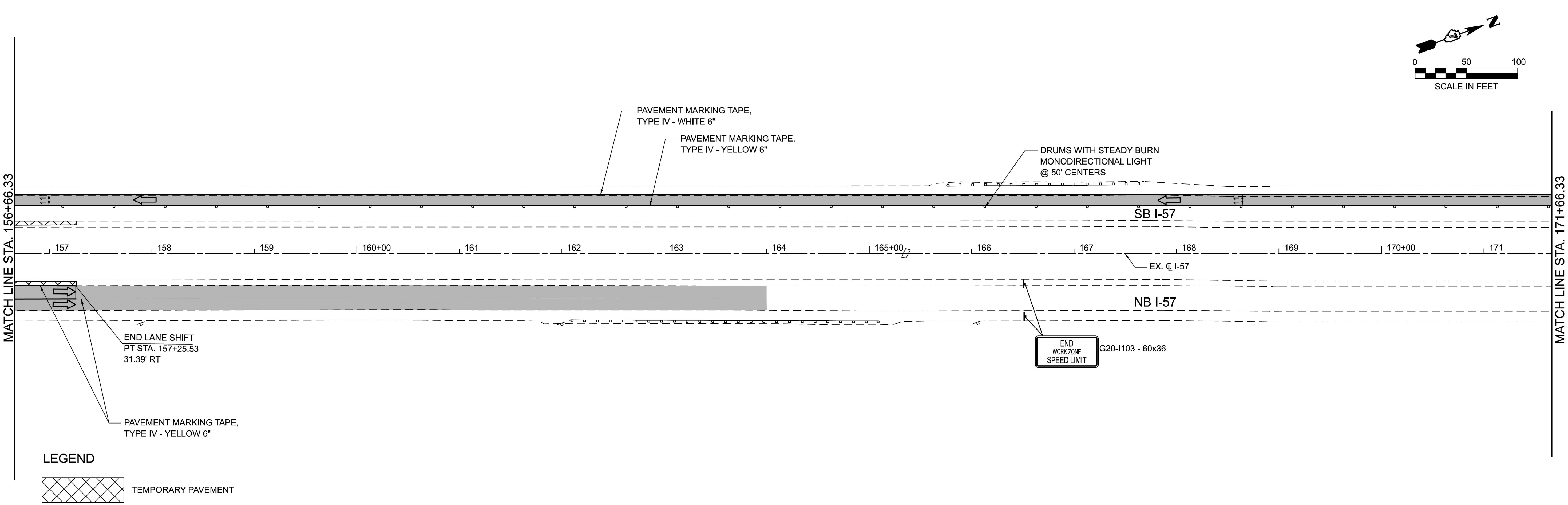
USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 3/14/2025	DATE - 12/20/2024	REVISED -	

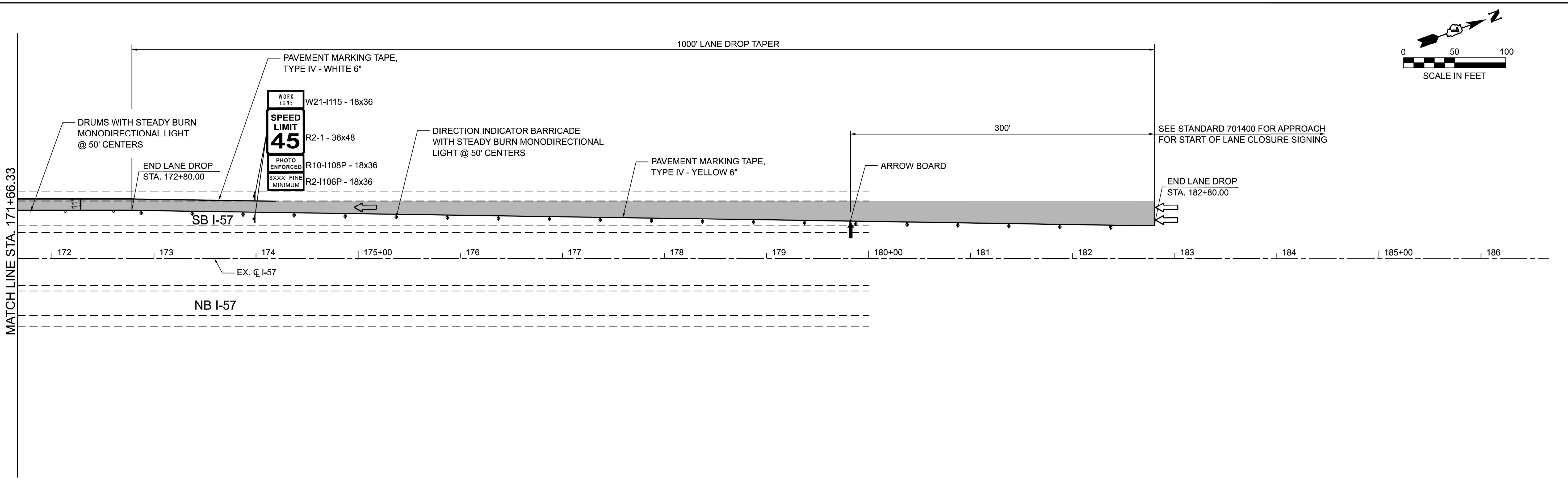
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
STAGE CONSTRUCTION TRAFFIC CONTROL STAGE II I-57

SCALE: 1"=50' | SHEET 4 OF 9 SHEETS | STA. 126+66.33 R2 TO STA. 156+66.33 R2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	101
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	





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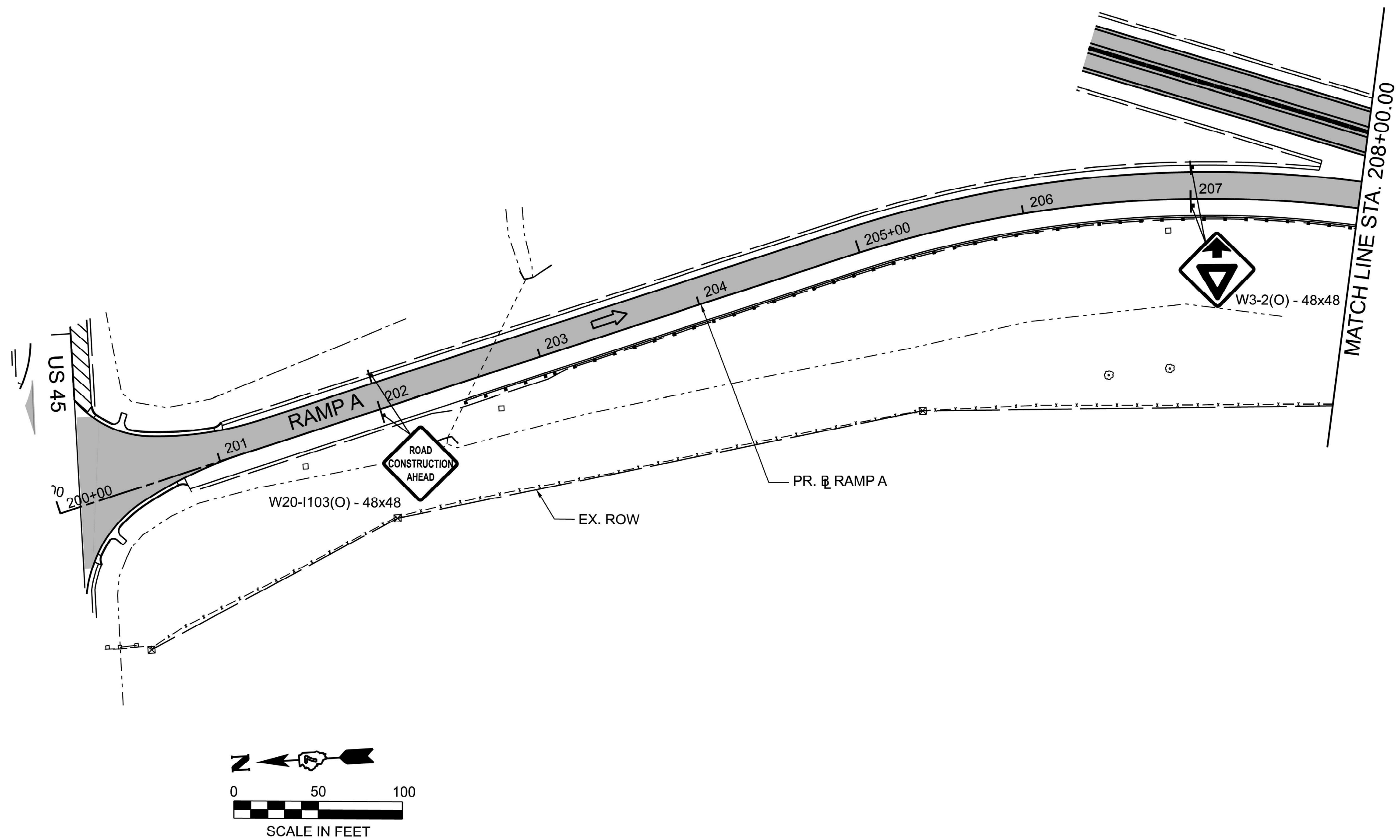
RGE REACH GROW EXCEED ENGINEERING	USER NAME = RThompson	DESIGNED - RDT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 STAGE CONSTRUCTION TRAFFIC CONTROL STAGE II I-57	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.		DRAWN - RDT	REVISED -			57	(18-1VB, 18-20HB)B	CUMBERLAND	414 / 102
		CHECKED - JC	REVISED -					CONTRACT NO. 74597	
	PLOT DATE = 3/14/2025	DATE - 12/20/2024	REVISED -		SCALE: 1"=50' SHEET 5 OF 9 SHEETS STA. 156+66.33 R2 TO STA. 186+66.33 R2			ILLINOIS FED. AID PROJECT	



THIS SHEET FOR INFORMATION ONLY

LEGEND

TEMPORARY PAVEMENT

MODEL: PR_RAMPA_IDOT - Ramp A Stage 1 [Sheet]
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RGE ENGINEERING REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.	USER NAME = RThompson	DESIGNED - RDT	REVISED -
		DRAWN - RDT	REVISED -
		CHECKED - JC	REVISED -
	PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

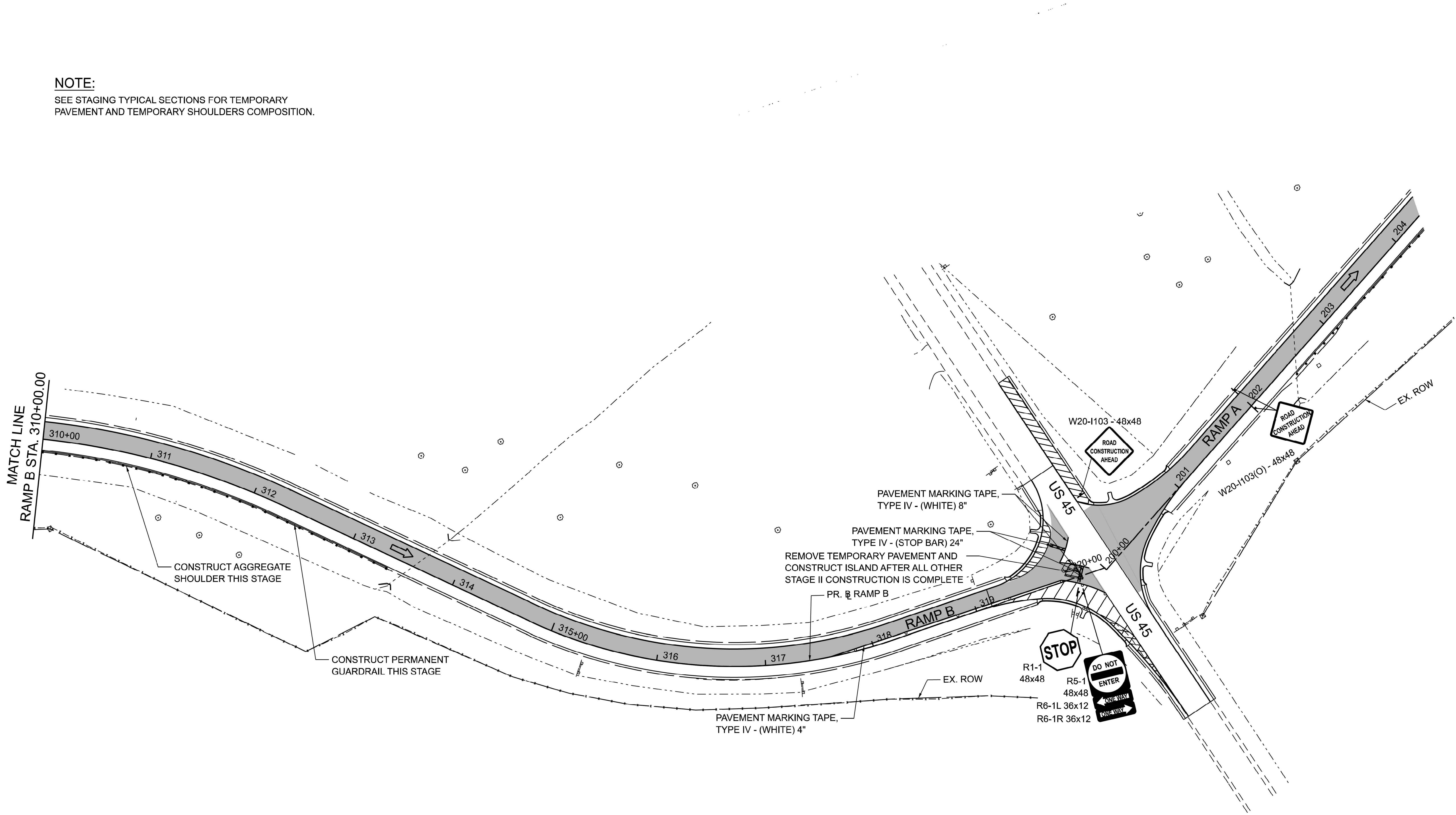
I-57 OVER D&EIRR & US ROUTE 45
STAGE CONSTRUCTION TRAFFIC CONTROL STAGE II RAMP A

SCALE: 1"=50' | SHEET 6 OF 9 SHEETS | STA. 200+00.00 TO STA. 208+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	103
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

NOTE:

SEE STAGING TYPICAL SECTIONS FOR TEMPORARY PAVEMENT AND TEMPORARY SHOULDERS COMPOSITION.



0 50 100

SCALE IN FEET

LEGEND

TEMPORARY PAVEMENT

MODEL: PR_RAMPB_IDOT - Ramp B Stage 1 [Sheet]
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RGE
REACH GROW EXCEED
ENGINEERING
REACH FURTHER.
GROW STRONGER.
EXCEED EXPECTATIONS.

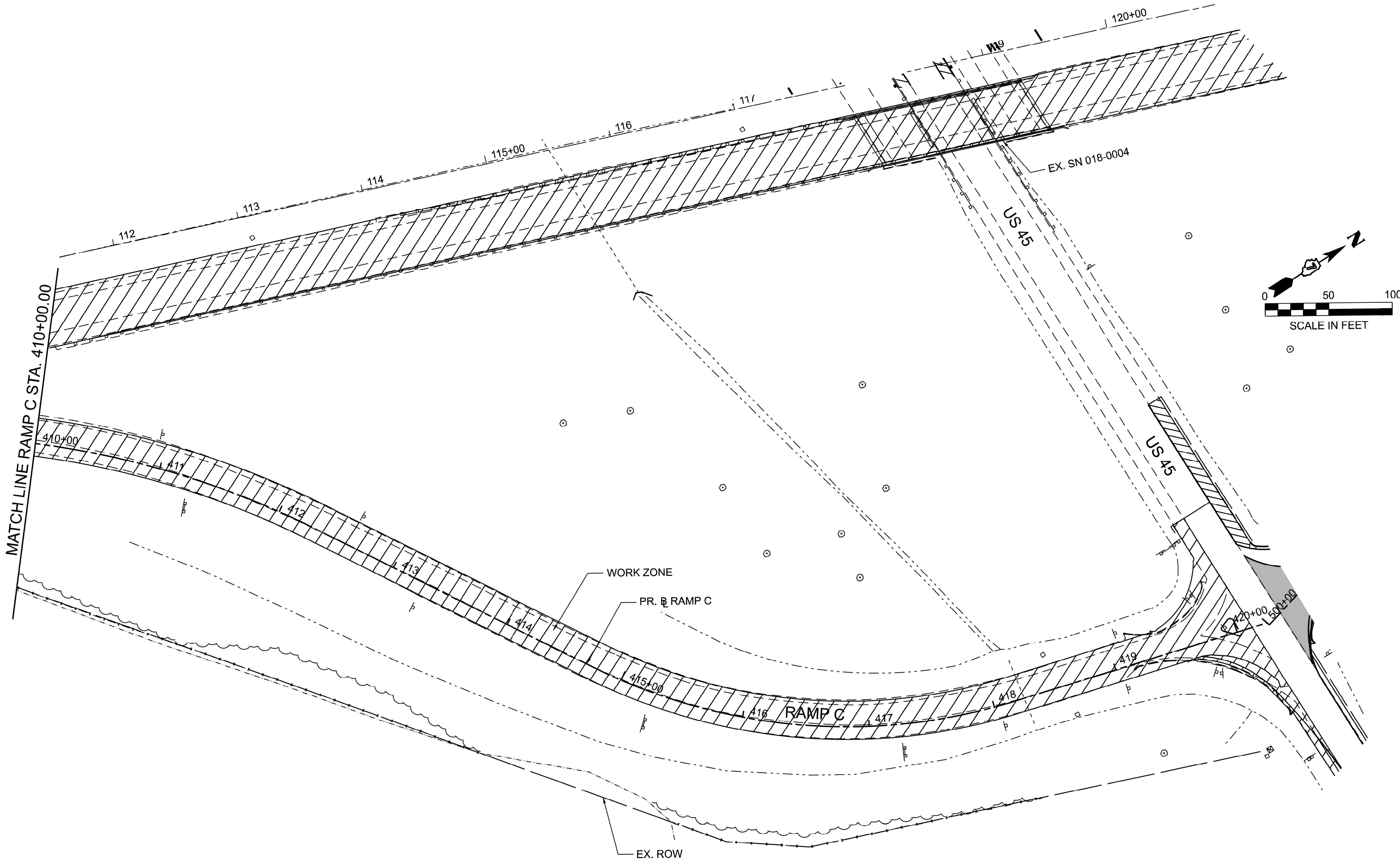
USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
STAGE CONSTRUCTION TRAFFIC CONTROL STAGE II RAMP B

SCALE: 1"=50' | SHEET 7 OF 9 SHEETS | STA. 310+00.00 TO STA. 324+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	104
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	



THIS SHEET FOR INFORMATION ONLY

LEGEND

TEMPORARY PAVEMENT

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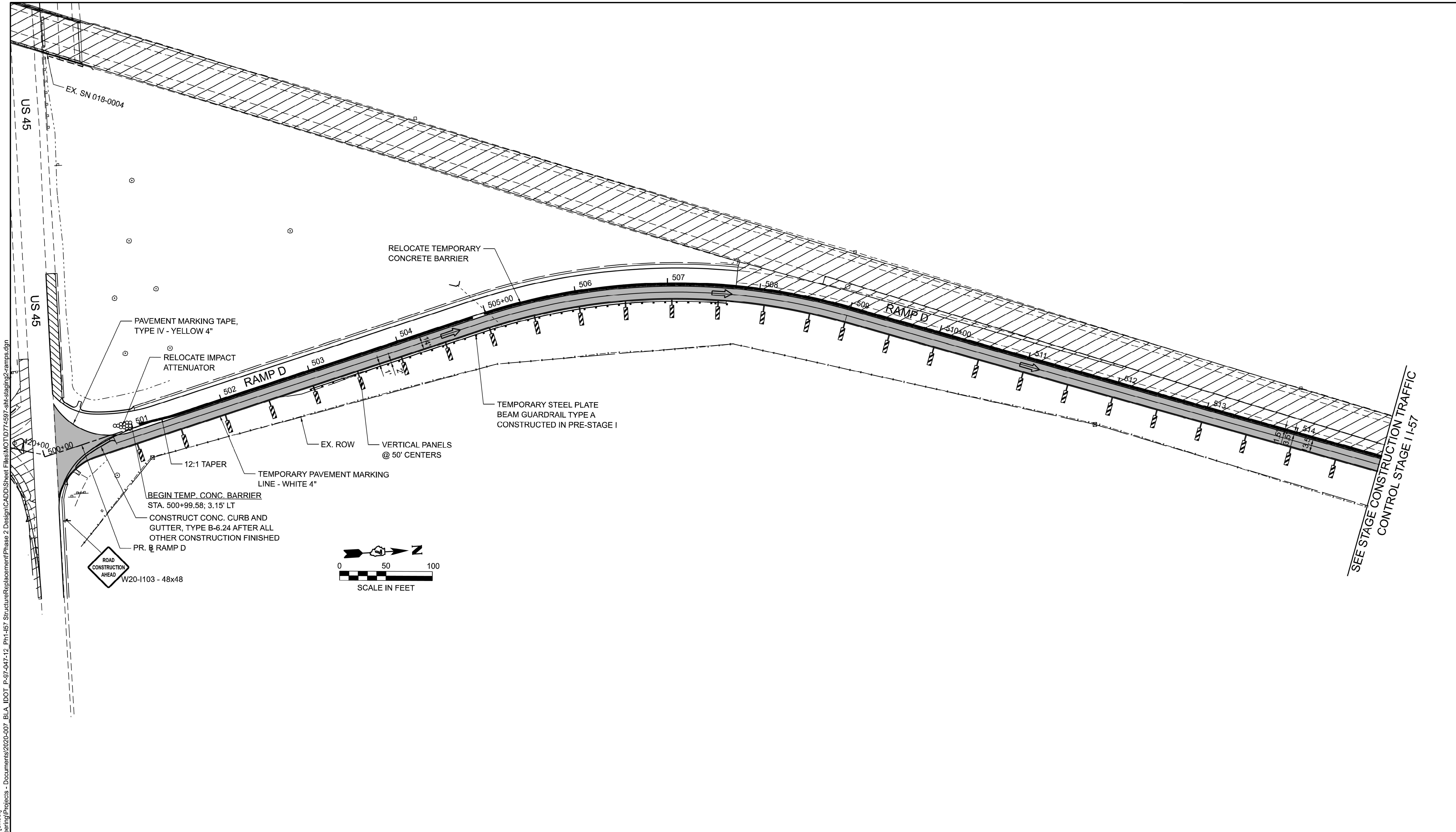
FILE NAME: C:\Users\RThompson\RGE Engineering\Projects - Documents\2020-007 BLA_IDOT P-97-047-12_Ph1-I57 StructureReplacement\Phase 2 Design\CADD\Sheet Files\MOT\D774597-sht-staging2-ramps.dgn

RGE ENGINEERING REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.	USER NAME = RThompson	DESIGNED - RDT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 STAGE CONSTRUCTION TRAFFIC CONTROL STAGE II RAMP C
		DRAWN - RDT	REVISED -		
		CHECKED - JC	REVISED -		
	PLOT DATE = 5/1/2025	DATE - 12/20/2024	REVISED -		SCALE: 1"=50' SHEET 8 OF 9 SHEETS STA. 410+00.00 TO STA. 425+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	105
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



LEGEND

TEMPORARY PAVEMENT

MODEL: PR_RAMPD_IDOT - Ramp D Stage 1 [Sheet]
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RGE
REACH GROW EXCEED
ENGINEERING
REACH FURTHER.
GROW STRONGER.
EXCEED EXPECTATIONS.

USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
STAGE CONSTRUCTION TRAFFIC CONTROL STAGE II RAMP D

SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. 500+00.00 TO STA. 515+00.00

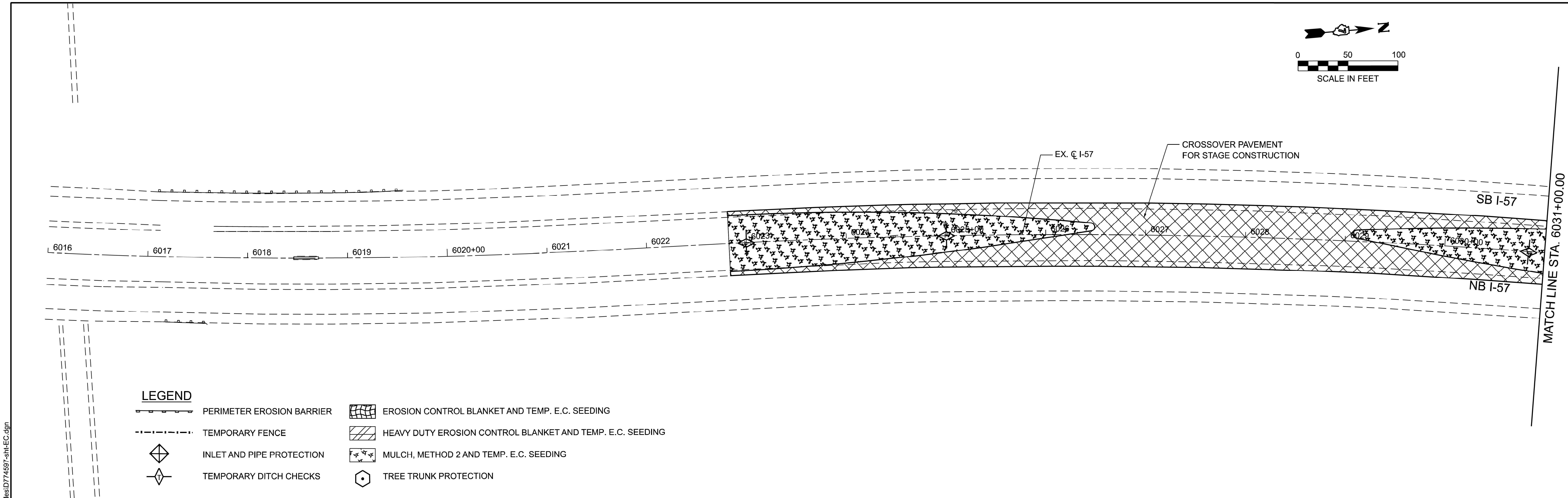
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	106
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

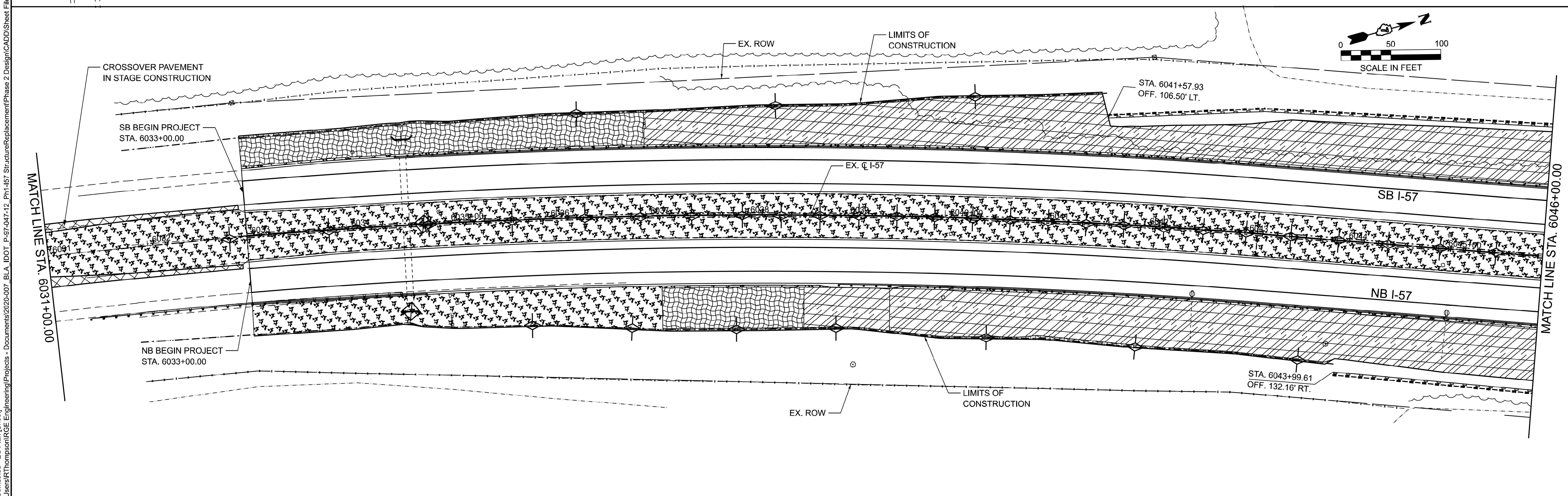
EROSION CONTROL NOTES

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ON ANY BARE SLOPES.
2. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL PRIOR TO THE PROJECT SITE IS OTHERWISE DISTURBED.
3. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTED ON SITE AT ALL TIMES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE REGULATORY AUTHORITIES. THESE ADDITIONAL ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.
6. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS), A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO IDOT FOR ACCEPTANCE.
7. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS, DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER IS STRICTLY PROHIBITED.
8. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEMS (NPDES) SET FORTH BY THE ILLINOIS EPA.
9. PERIMETER EROSION CONTROL BARRIER SHALL BE ERECTED ADJACENT TO TEMPORARY CONSTRUCTION FENCE IN SELECTED LOCATIONS TO PREVENT WATER AND DEBRIS TO LEAVE THE PROJECT SITE. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.
10. COMPLETED SLOPES (SECTION OF ROAD EMBANKMENT) SHALL BE SEEDED AND BLANKETED AS THE EXCAVATION PROCEEEDS AS REQUIRED BY THE PERMITS AND AS DESIRABLE AND PRACTICAL. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
11. CLEANING OF VEHICLES AND EQUIPMENT SHALL BE PERFORMED IN A MATTER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO CULVERTS AND OPEN WATERS TO THE MAXIMUM EXTENT POSSIBLE.
12. REFER TO STORM WATER POLLUTION PREVENTION PLAN FOR INSPECTION AND MAINTENACE SCHEDULES AND SEQUENCE OF ACTIVITIES.
13. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUN OFF. LEAKY EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
14. SOIL DISTURBANCES SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
15. THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.
16. TEMPORARY EROSION CONTROL SEEDING MIXTURE WILL DEPEND ON THE TIME OF YEAR SEED IS TO BE APPLIED AND SHALL BE IN ACCORDANCE WITH ARTICLE 1081.15(G) OF THE STANDARD SPECIFICATIONS. STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION SHALL COMMENCE WITHIN 1 DAY BE COMPLETE WITHIN 14 DAYS FOR ANY PORTION OF THE SITE THAT WILL BE IDLE FOR MORE THAN 14 DAYS. IF THAT PORTION OF THE SITE WILL BECOME ACTIVE AGAIN AFTER 14 DAYS, TEMPORARY STABILIZATION MEASURES CAN BE USED,
17. DUST CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH ARTICLE 107.36 OF THE STANDARD SPECIFICATIONS.

EROSION CONTROL NOTES (CONT'D)

18. WHENEVER DURING CONSTRUCTION OPERATIONS, LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC., SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION RQUESTED DUE TO DELAYS OR UNSUITABLE MATERIAL CREATED AS A RESULT THEREOF,
19. BROADCASTING OF THE SEED BY MACHINE, HAND METHODS, HYDRAULIC SEEDING OR OTHER METHODS APPROVED BY THE ENGINEER WILL BE ALLOWED FOR TEMPORARY EROSION CONTROL SEEDING.
20. TOPSOIL AND FERTILIZER NUTRIENTS ARE NOT REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING.
21. SEED BED PREPARATION WILL NOT BE REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING IF THE SOIL IS IN A LOOSE CONDITION. LIGHT DISKING SHALL BE DONE IF THE SOIL IS HARD PACKED OR CAKED.
22. TEMPORARY EROSION CONTROL BLANKET SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
23. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE AND STABILIZED IN ACCORDANCE WITH MULCH METHOD 2 IMMEDIATELY WHEN THE TOPSOIL SHALL BE UNDISTURBED FOR 14 DAYS, AND STABILIZATION SHALL BE COMPLETED WITHIN 14 DAYS. THE CONTRACTOR SHALL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
24. ALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES SHALL BE CHECKED WEEKLY AND AFTER EACH RAIN 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING WINTER MONTHS, ALL MEASURES SHALL BE CHECKED AFTER EACH SIGNIFICANT SNOWFALL.
25. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ON PUBLIC RIGHT-OF-WAY OR STREETS. STABILIZED CONSTRUCTION ENTRANCES SHALL ONLY BE CONSTRUCTED AT LOCATIONS APPROVED BY THE ENGINEER.
26. THE EROSION AND SEDIMENT CONTROLS SHOWN IN THE PLANS REPRESENT THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED BY THE ENGINEER OR REPRESENTATIVES OF REGULATORY OR PERMITTING AGENCIES. ANY EMERGENCY CONTROL MEASURES REQUESTED BY A REGULATORY OR PERMITTING AGENCY MUST BE INSTALLED IMMEDIATELY.
27. ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND DISTRUBED AREAS ARE PERMANENTLY STABILIZED.
28. THE HEIGHT OF DITCH CHECKS AND INLET PROTECTION SHALL NOT EXCEED 2 FEET TO PREVENT DEEP POOLS OF WATER. HEIGHTS OF THESE DEVICES SHALL BE SELECTED WITH CONSIDERATION OF HOW RAISING WATER LEVELS WILL IMPACT SURROUNDING FACILITIES AND TRAFFIC.





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RGE
REACH GROW EXCEED
ENGINEERING
REACH FURTHER.
GROW STRONGER.
EXCEED EXPECTATIONS.

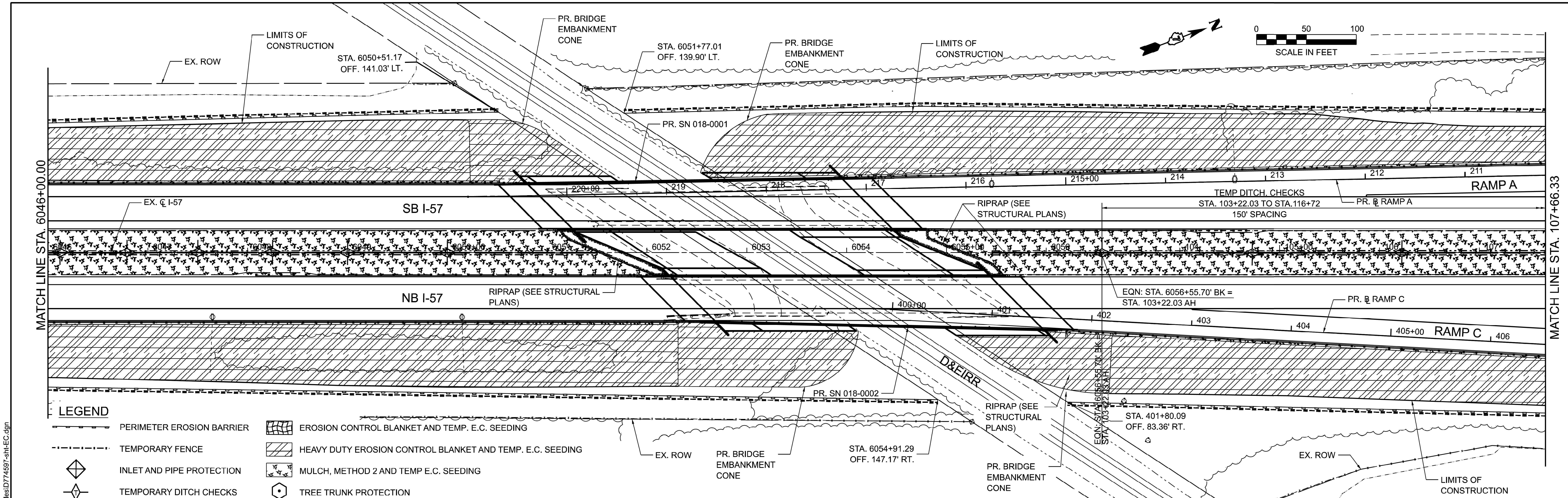
USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 3/14/2025	DATE - 12/20/2024	REVISED -	

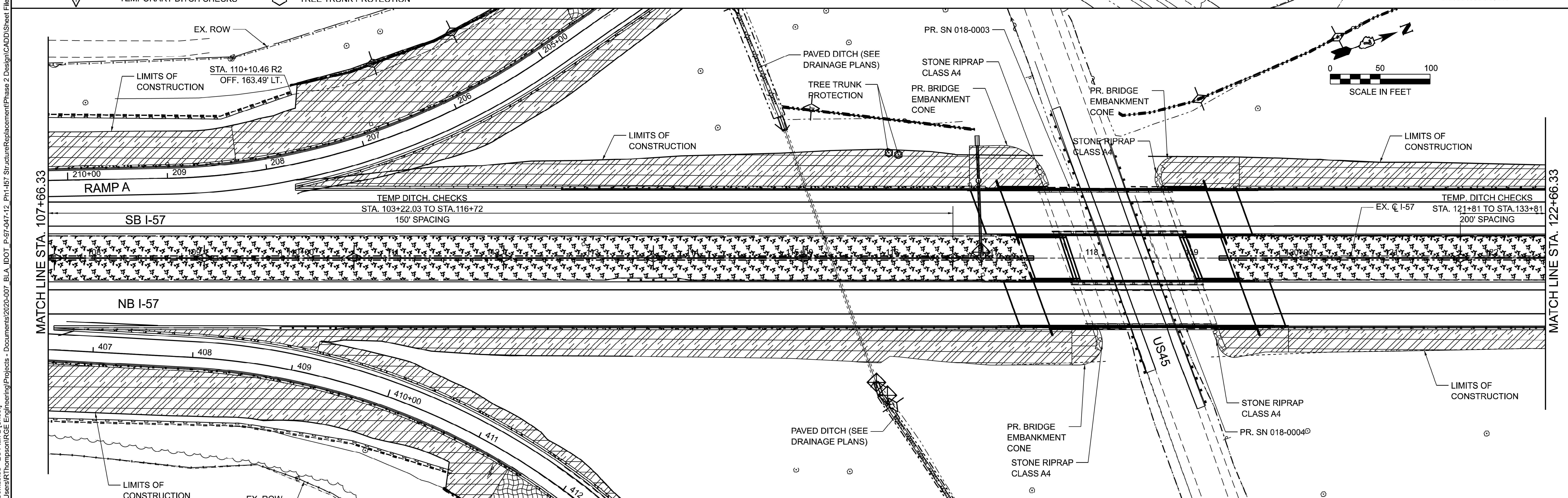
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - I-57

SCALE: 1"=50' | SHEET 2 OF 9 SHEETS | STA. 6016+00.00 TO STA. 6046+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	108
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	





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RGE
REACH GROW EXCEED ENGINEERING
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.

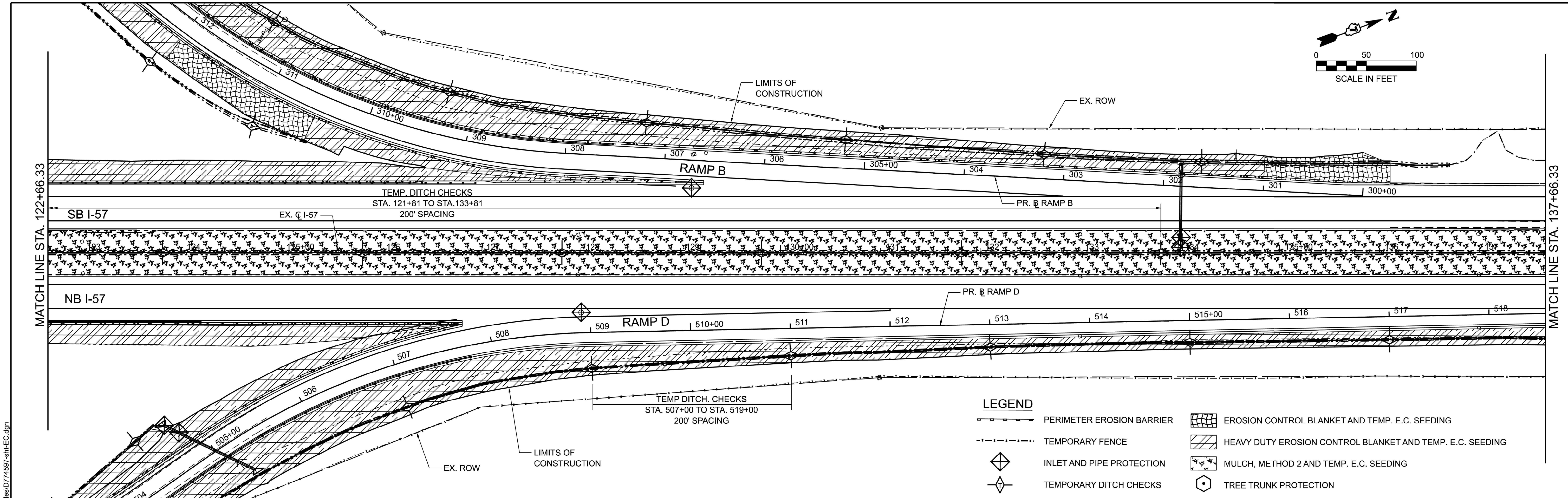
USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 3/14/2025	DATE - 12/20/2024	REVISED -	

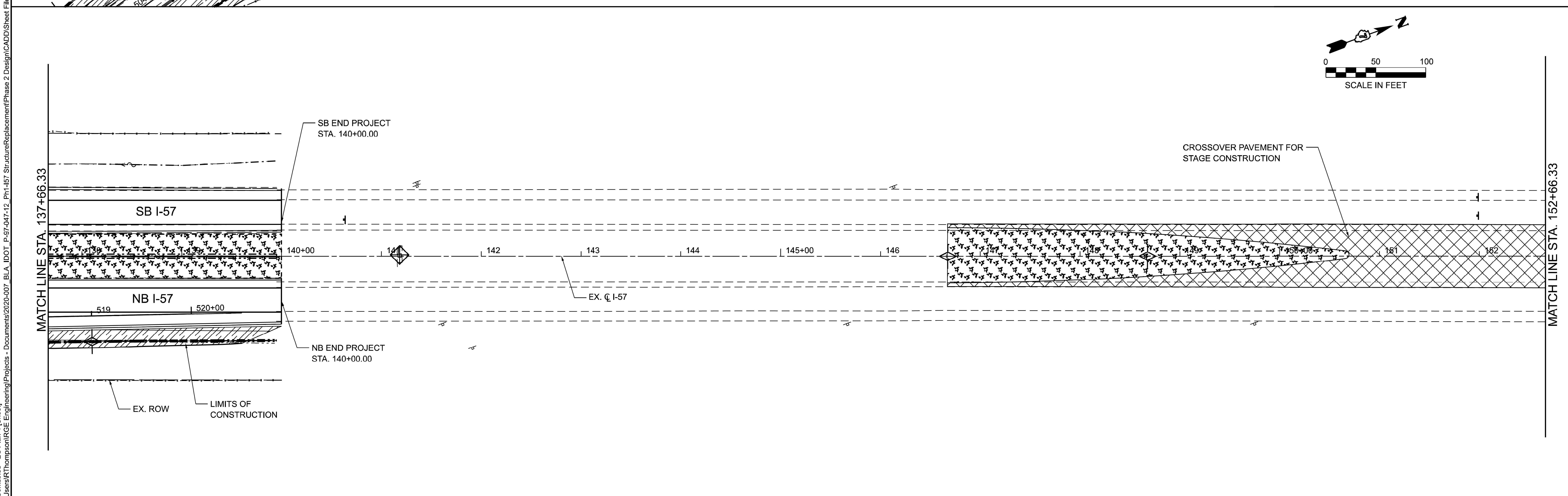
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - I-57

SCALE: 1"=50' | SHEET 3 OF 9 SHEETS | STA. 6046+00.00 TO STA. 122+66.33 R2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	109
		CONTRACT NO. 74597		
	ILLINOIS	FED. AID PROJECT		





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RGE
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USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 3/14/2025	DATE - 12/20/2024	REVISED -	

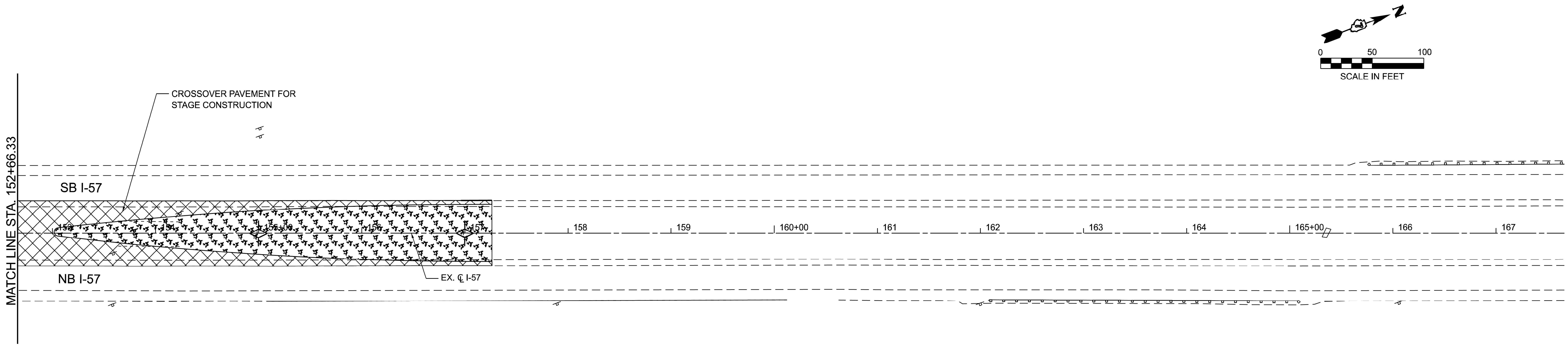
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - I-57

SCALE: 1"=50' | SHEET 4 OF 9 SHEETS | STA. 122+66.33 R2 TO STA. 152+66.33 R2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	110

CONTRACT NO. 74597
ILLINOIS | FED. AID PROJECT



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- HEAVY DUTY EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- MULCH, METHOD 2 AND TEMP. E.C. SEEDING
- TREE TRUNK PROTECTION

USER NAME = RThompson	DESIGNED - RDT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 3/14/2025	DATE - 12/20/2024	REVISED -	

I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - I-57

SCALE: 1"=50' | SHEET 5 OF 9 SHEETS | STA. 152+66.33 R2 TO STA. 167+66.33 R2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	111
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

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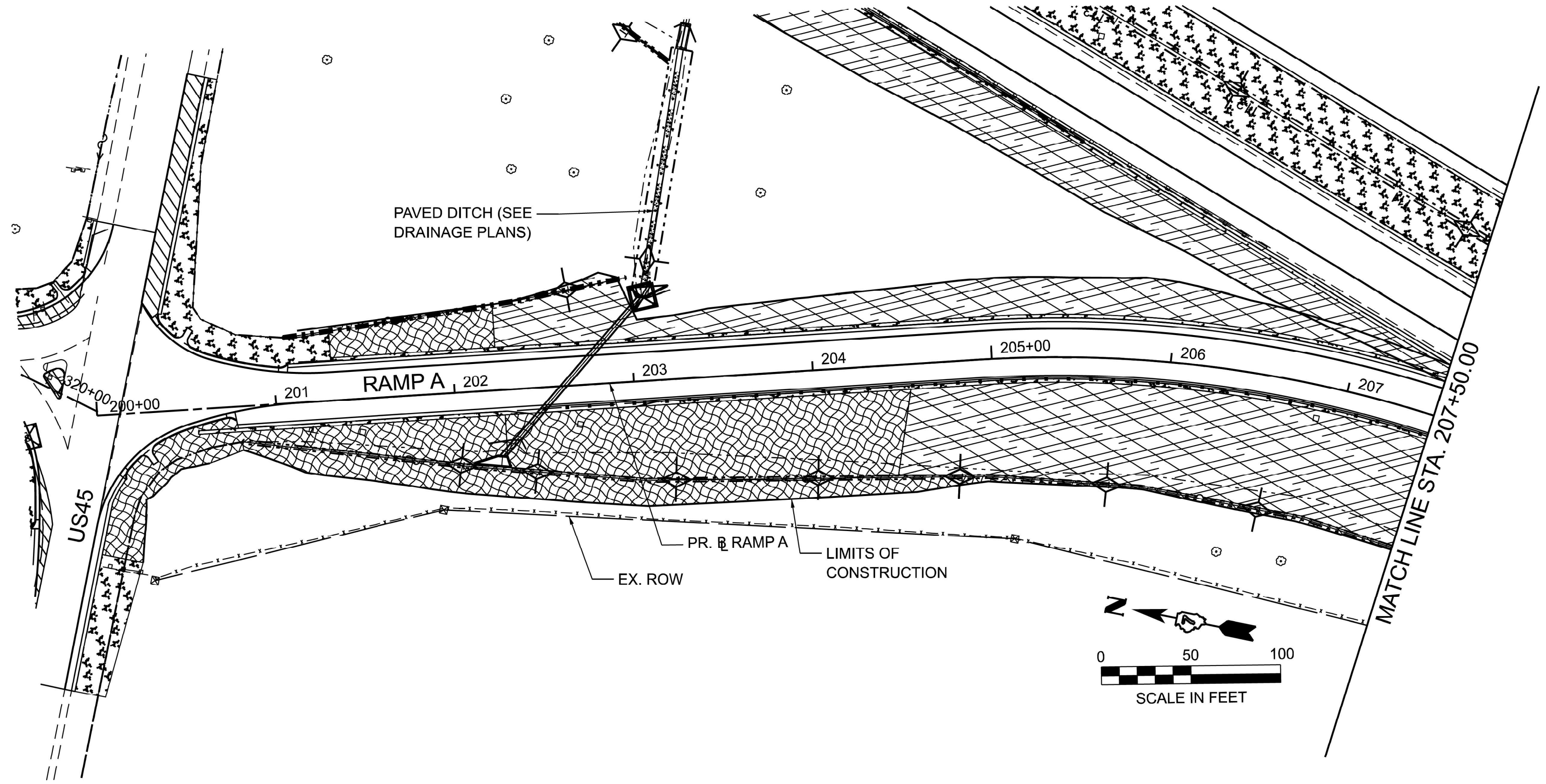

LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- HEAVY DUTY EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- MULCH, METHOD 2 AND TEMP. E.C. SEEDING
- TREE TRUNK PROTECTION

MODEL: PR_RAMPA_IDOT-1 - Ramp A [Sheet]
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RGE
REACH GROW EXCEED ENGINEERING
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.

USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

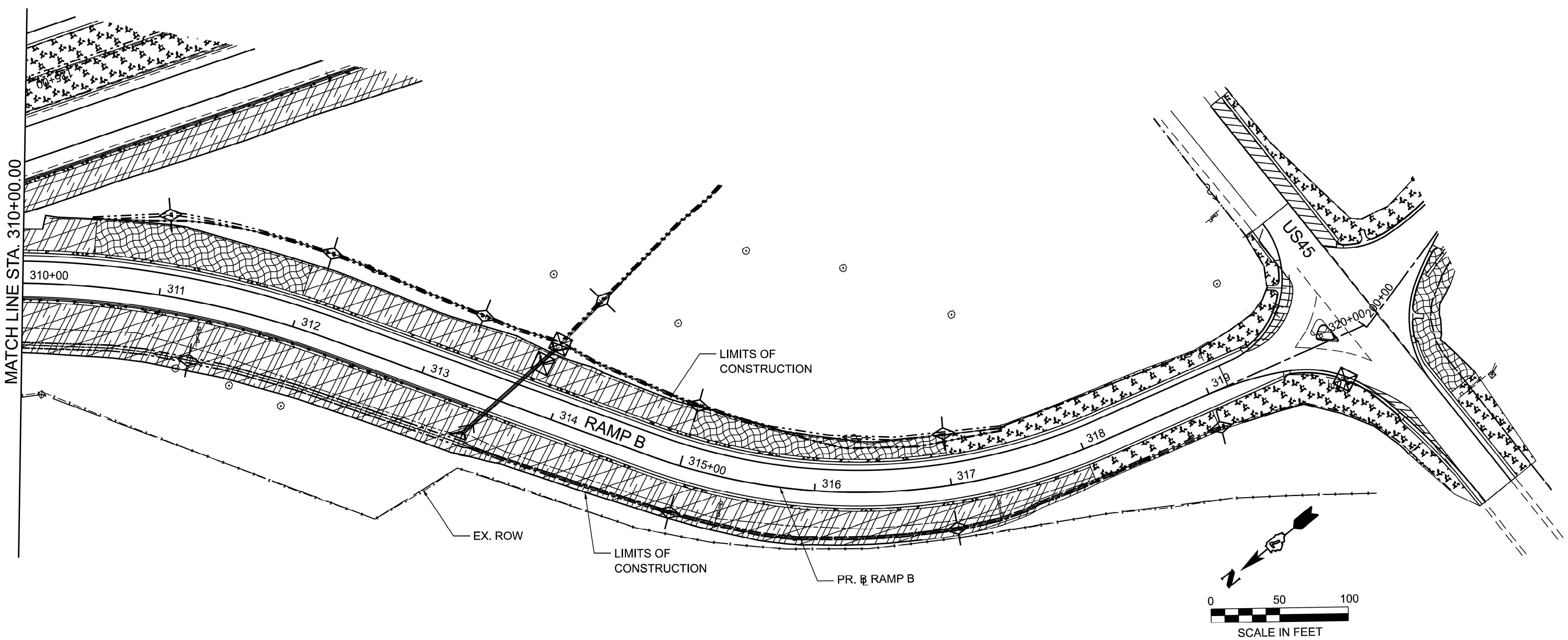
I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - RAMP A

SCALE: 1"=50' | SHEET 6 OF 9 SHEETS | STA. 200+00.00 TO STA. 207+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	112

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- HEAVY DUTY EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- MULCH, METHOD 2 AND TEMP. E.C. SEEDING
- TREE TRUNK PROTECTION

MODEL: PR_RAMPB_IDOT-1 - RampB [Sheet]
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RGE
REACH GROW EXCEED
ENGINEERING
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.

USER NAME = RThompson	DESIGNED - RDT	REVISED -
	DRAWN - RDT	REVISED -
	CHECKED - JC	REVISED -
PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

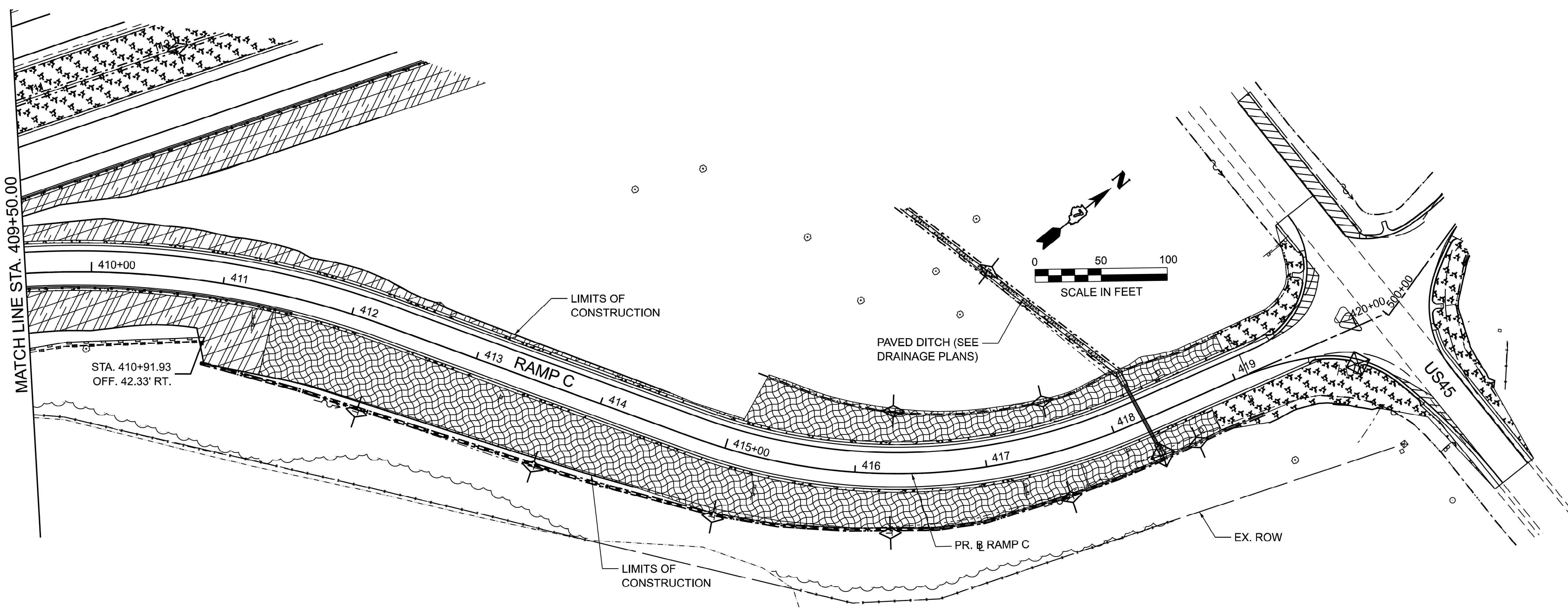
I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - RAMP B

SCALE: 1"=50' | SHEET 7 OF 9 SHEETS | STA. 310+00.00 TO STA. 321+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	113

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- HEAVY DUTY EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- MULCH, METHOD 2 AND TEMP. E.C. SEEDING
- TREE TRUNK PROTECTION

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RGE
REACH GROW EXCEED ENGINEERING
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.

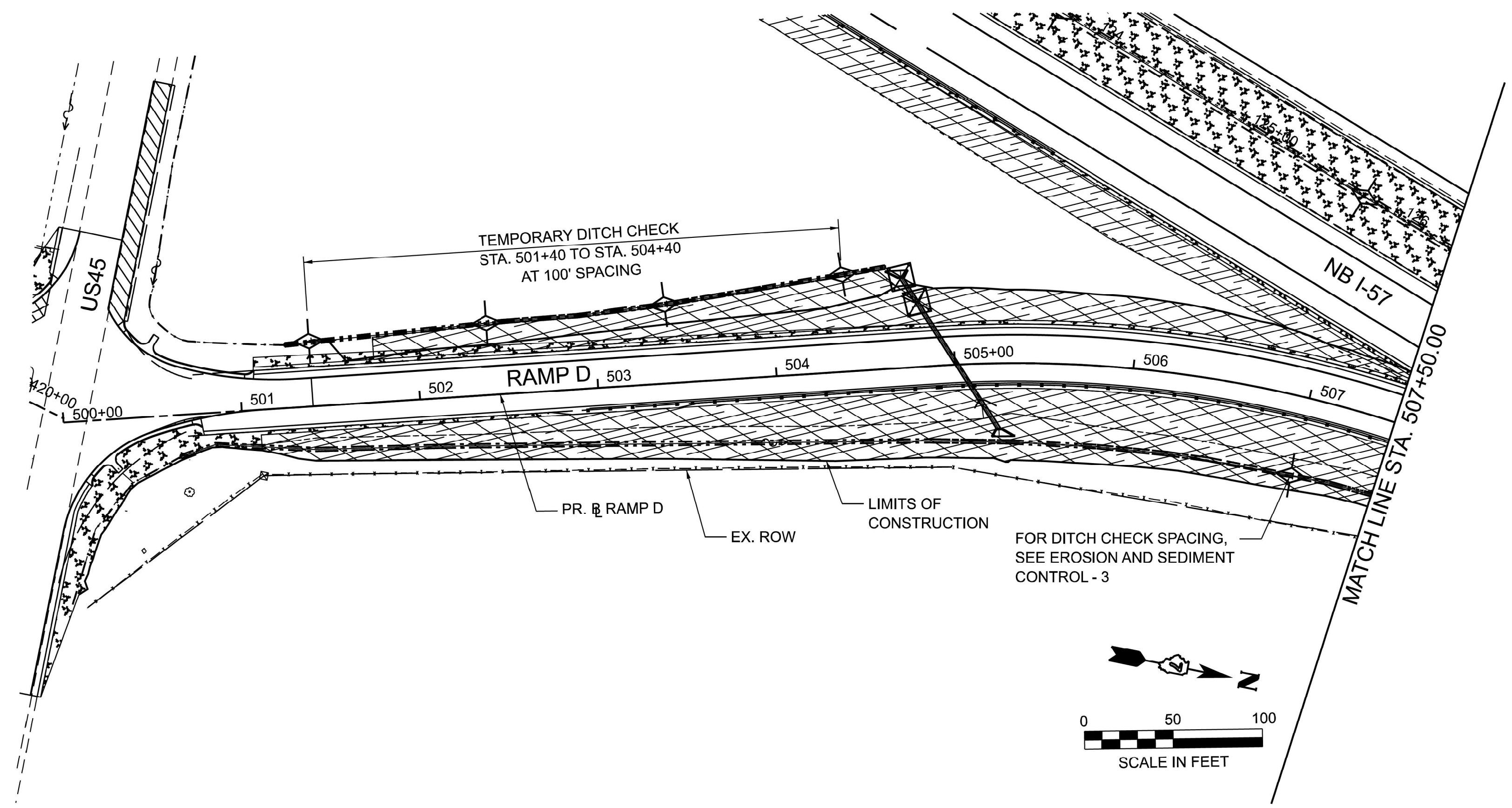
USER NAME = RThompson	DESIGNED - RDT	REVISED -	
	DRAWN - RDT	REVISED -	
	CHECKED - JC	REVISED -	
PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - RAMP C

SCALE: 1"=50' | SHEET 8 OF 9 SHEETS | STA. 409+50.00 TO STA. 421+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	114
		CONTRACT NO. 74597		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- HEAVY DUTY EROSION CONTROL BLANKET AND TEMP. E.C. SEEDING
- MULCH, METHOD 2 AND TEMP. E.C. SEEDING
- TREE TRUNK PROTECTION

MODEL: PR_RAMPD_IDOT-1 - RampD [Sheet]
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RGE ENGINEERING	USER NAME = RThompson	DESIGNED - RDT	REVISED -
REACH FURTHER. GROW STRONGER. EXCEED EXPECTATIONS.		DRAWN - RDT	REVISED -
		CHECKED - JC	REVISED -
	PLOT DATE = 5/27/2025	DATE - 12/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

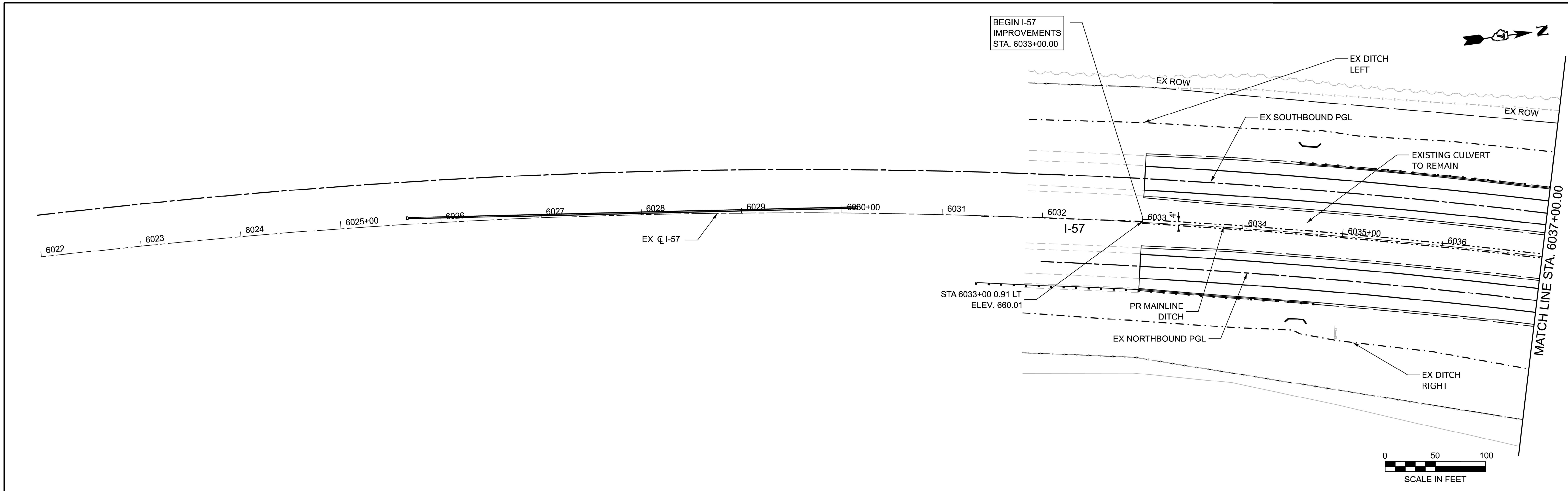
I-57 OVER D&EIRR & US ROUTE 45
EROSION AND SEDIMENT CONTROL PLAN - RAMP D

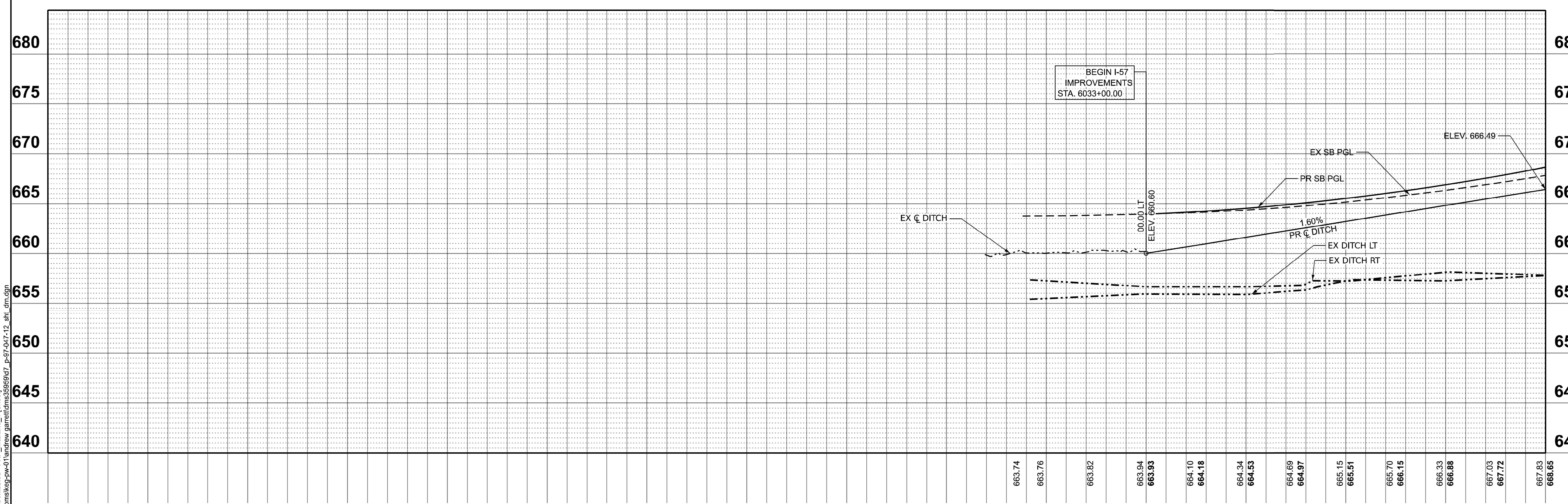
SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. 500+00.00 TO STA. 507+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	115

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT





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Kaskaskia Engineering Group, LLC

USER NAME = atg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/28/2025	DATE -	REVISED -	

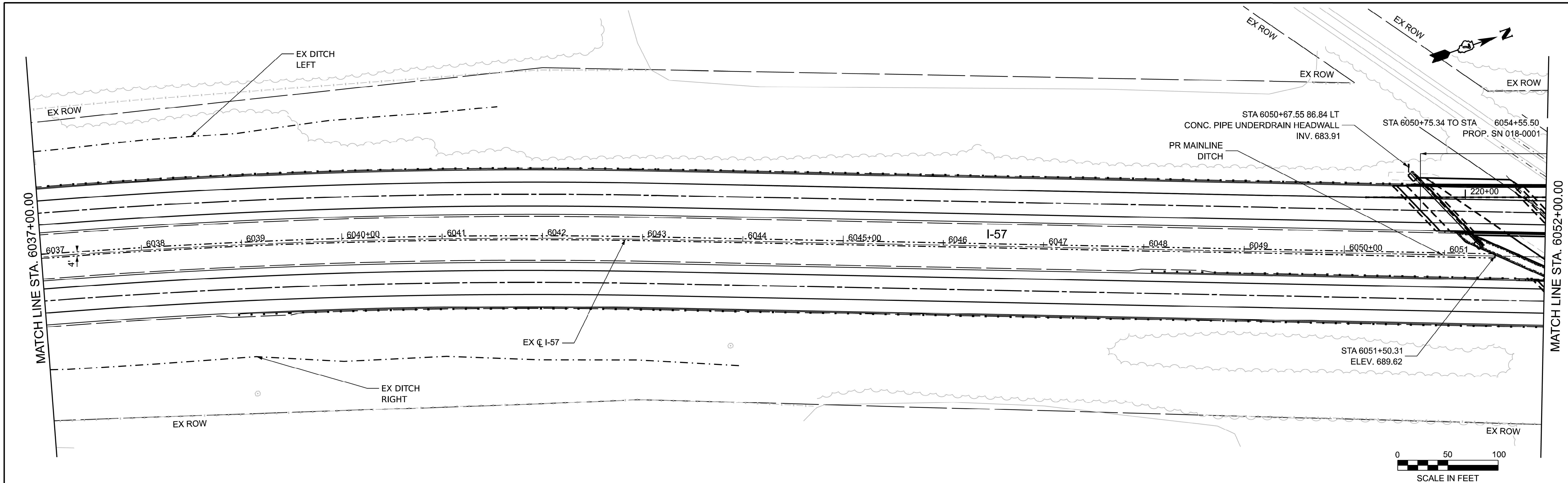
I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

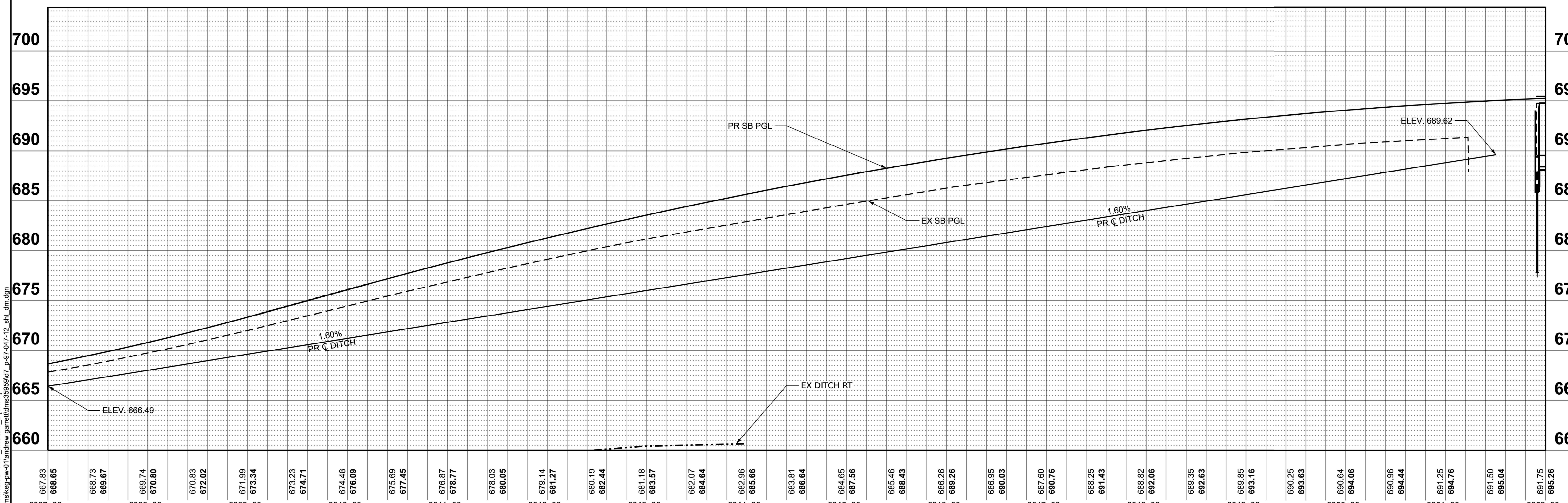
SCALE: 1"=50' | SHEET 1 OF 11 SHEETS | STA. 6022+00.00 TO STA. 6037+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	116

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT





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Kaskaskia Engineering Group, LLC
208 E. Main St., Suite 100
Belleville, Illinois 62220
618.233.5877 phone
618.233.5977 fax
www.kaskaskiaeng.com
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm
Professional Engineering Group
LICENSE NO.
184.004773
20-5080586

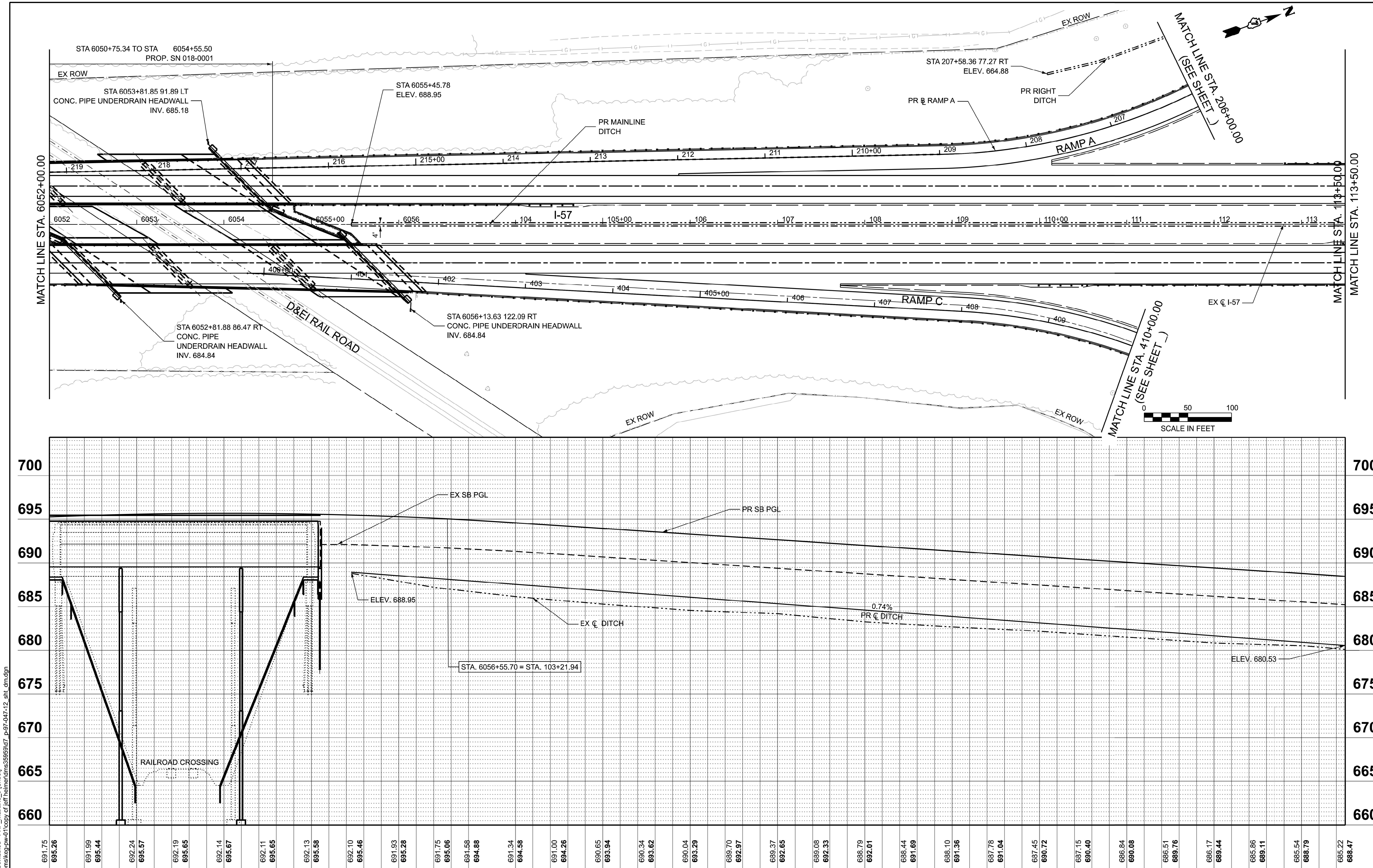
USER NAME = atg	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/28/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 2 OF 11 SHEETS | STA. 6037+00.00 TO STA. 6052+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBRELAND	414	117
		CONTRACT NO. 74597		
	ILLINOIS	FED. AID PROJECT		



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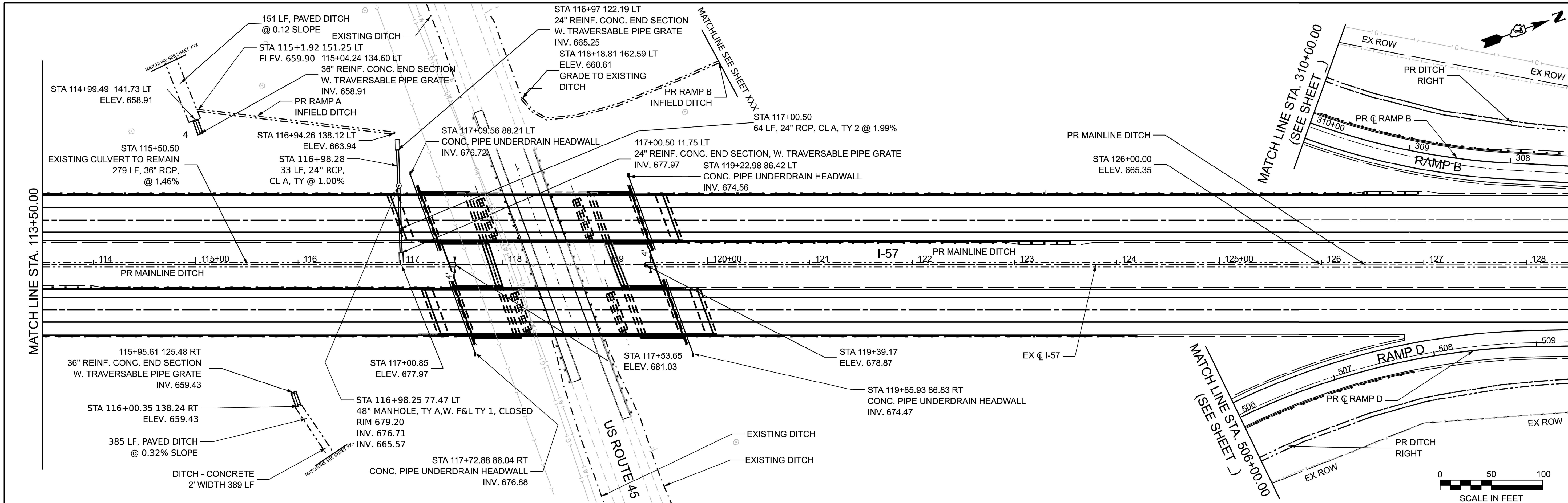
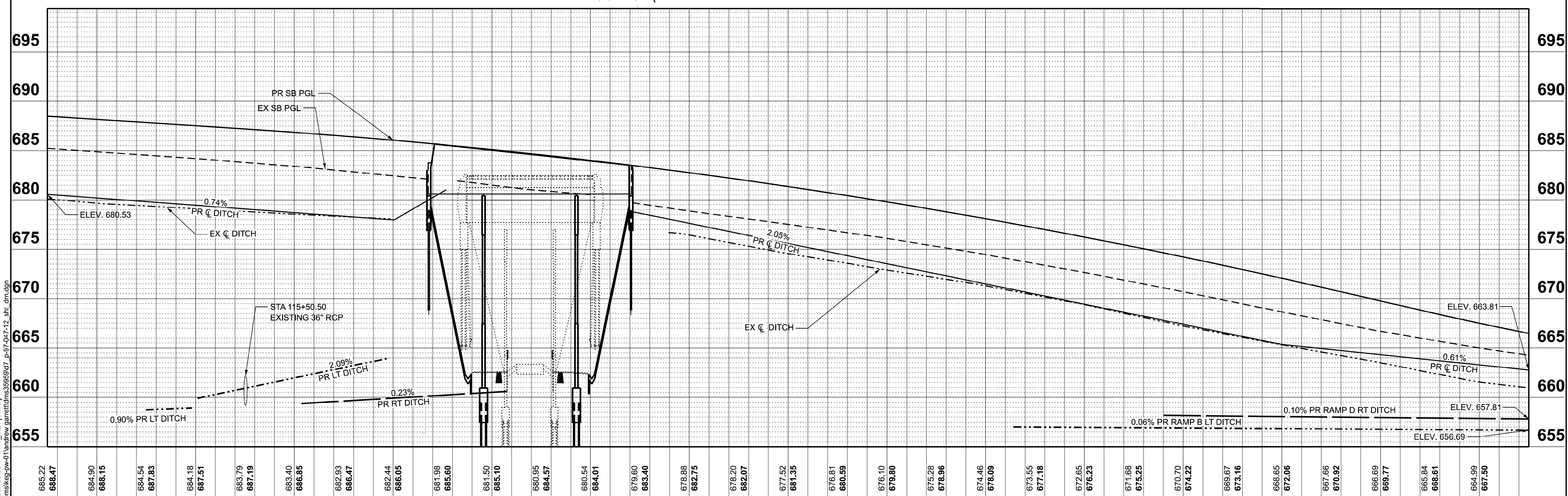
Kaskaskia Engineering Group, LLC

USER NAME = atg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 PROPOSED DRAINAGE	F.A.I. RTE. 57	SECTION (18-1VB, 18-20HB)B	COUNTY CUMBERLAND	TOTAL SHEETS 414	SHEET NO. 118
	DRAWN -	REVISED -					CONTRACT NO. 74597		
	CHECKED -	REVISED -		SCALE: 1"=50' SHEET 3 OF 11 SHEETS STA. 6052+00.00 TO STA. 113+50.00			ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/28/2025	DATE -	REVISED -							





Kaskaskia Engineering Group, LLC

USER NAME = atg	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/28/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 4 OF 11 SHEETS | STA. 113+50.00 TO STA. 128+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	119

CONTRACT NO. 74597
ILLINOIS | FED. AID PROJECT

MODEL: ExCL_Combined-1 - PNP_ML4 [Sheet]
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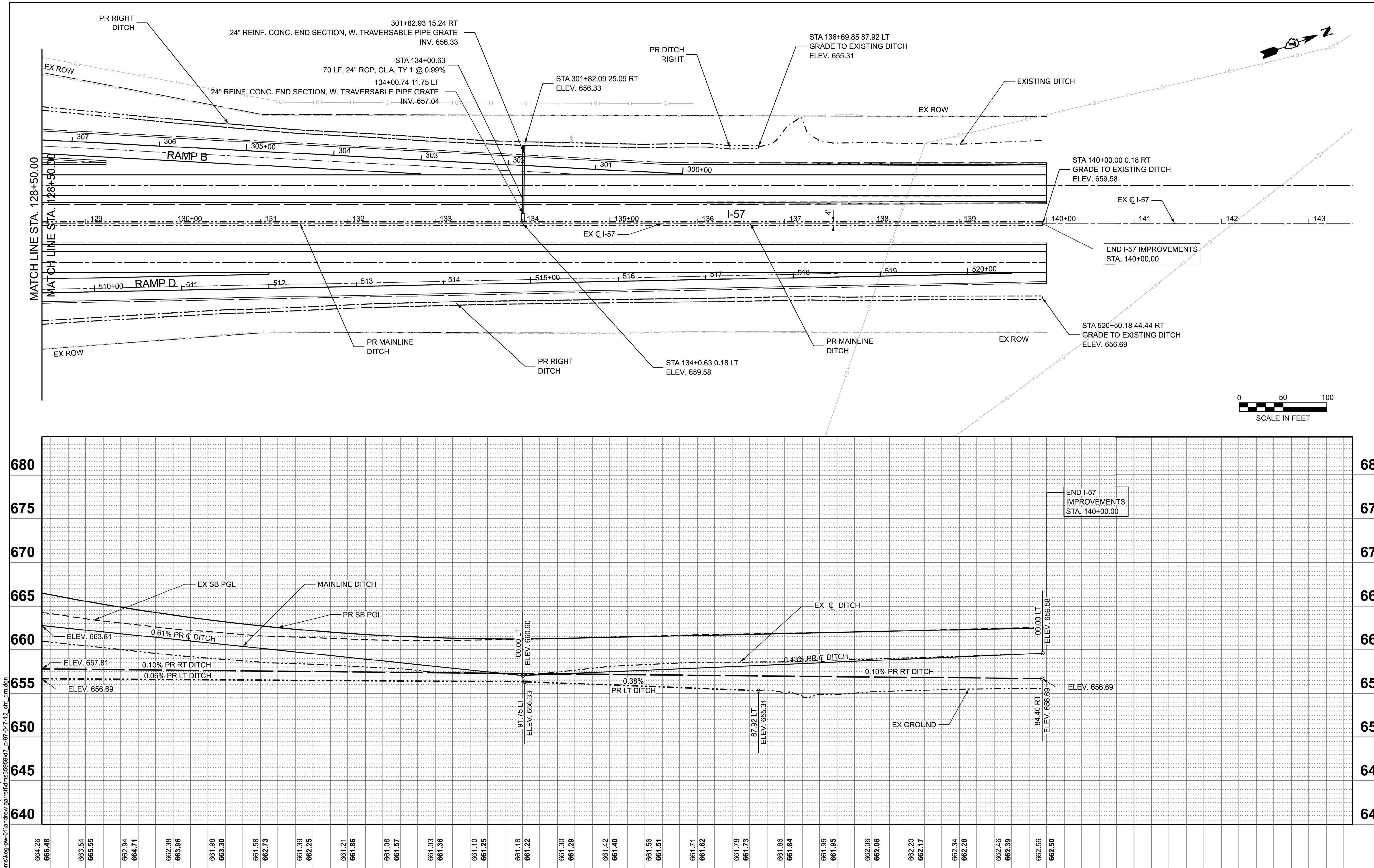

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Kaskaskia Engineering Group, LLC

USER NAME = atg	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/28/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

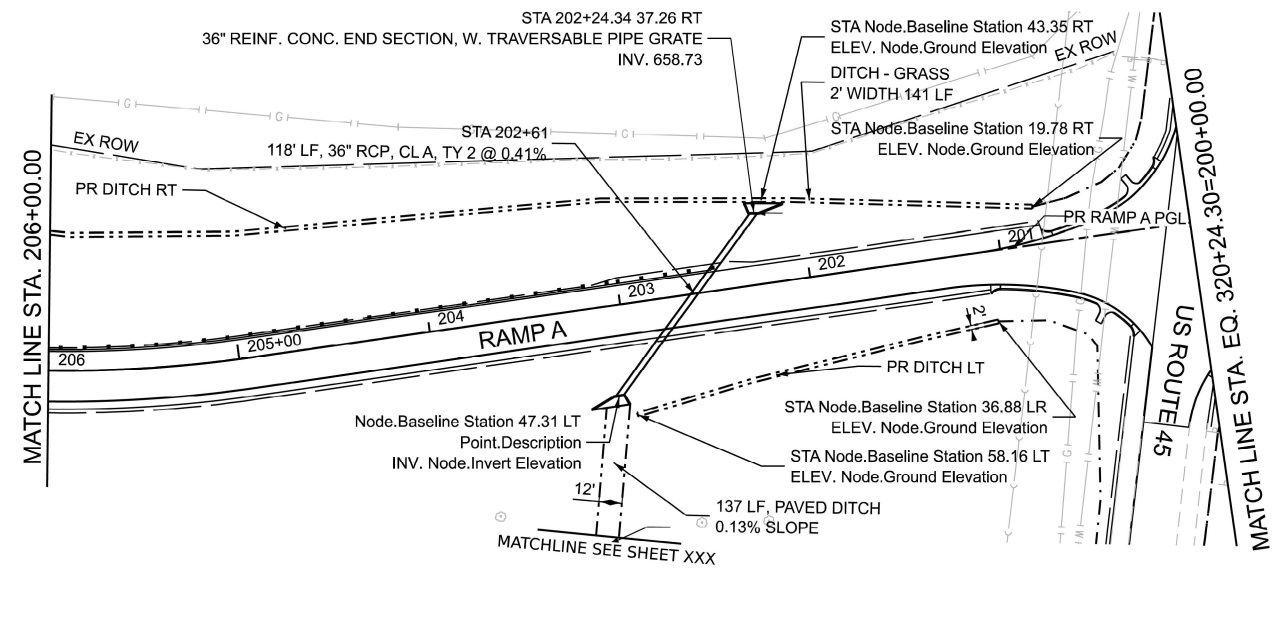
I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 5 OF 11 SHEETS | STA. 128+50.00 TO STA. 143+50.00

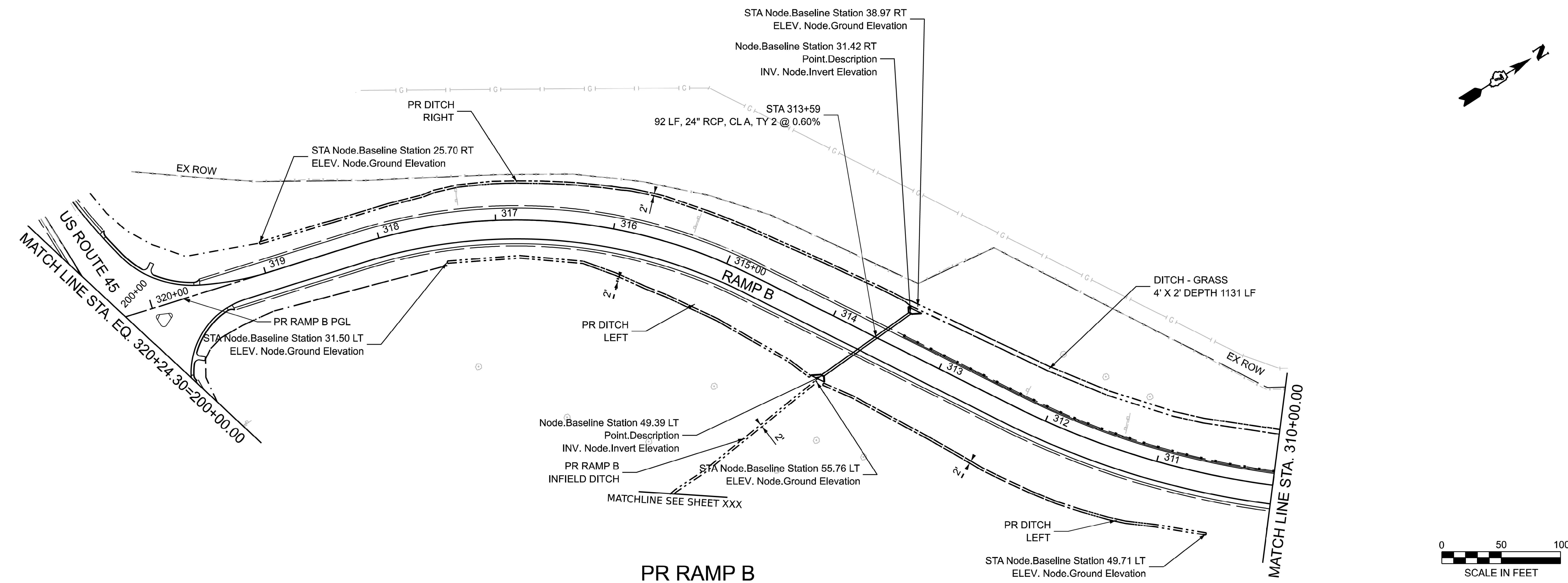
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	120

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



PR RAMP A



PR RAMP B

MODEL: PR_RAMPA_IDOT - PLAN Ramp A and B [Sheet]
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Kaskaskia Engineering Group, LLC

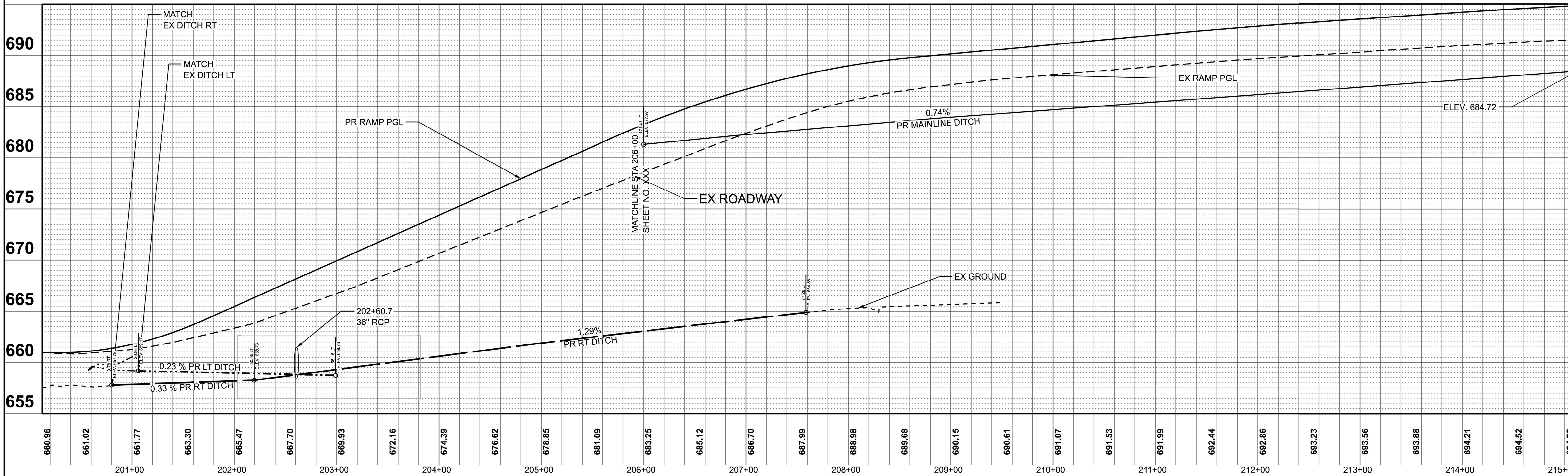
USER NAME = atg	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/28/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 6 OF 11 SHEETS | STA. RAMP A TO STA. RAMP B

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	121
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	



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USER NAME = ATG	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/2/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

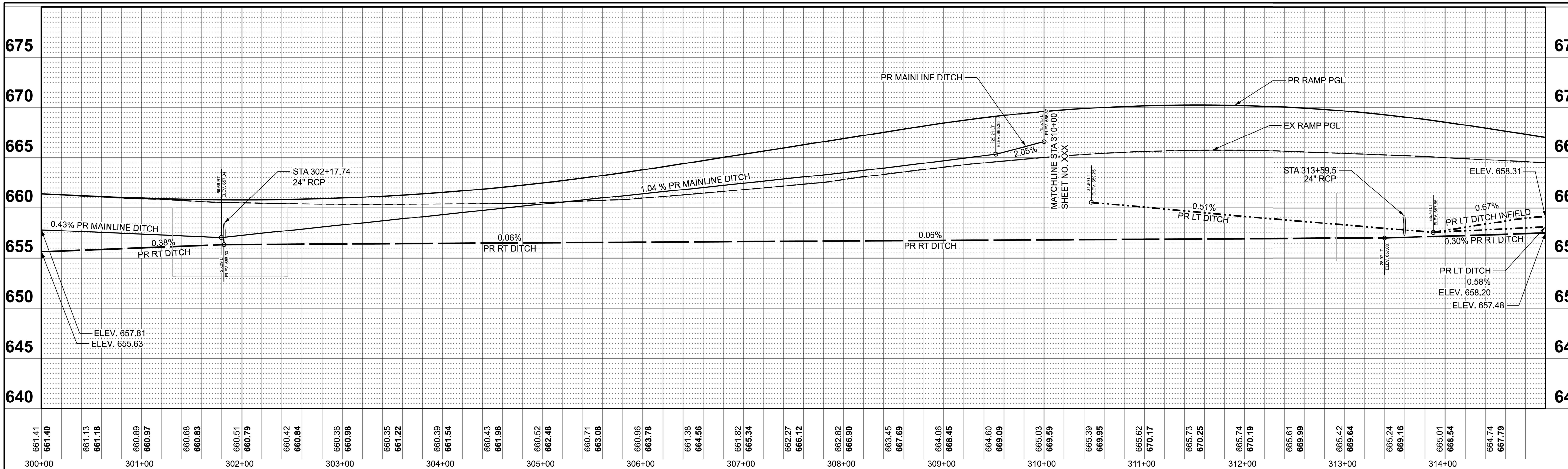
I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 7 OF 11 SHEETS | STA. 200+00.00 TO STA. 220+98.98

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	122

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



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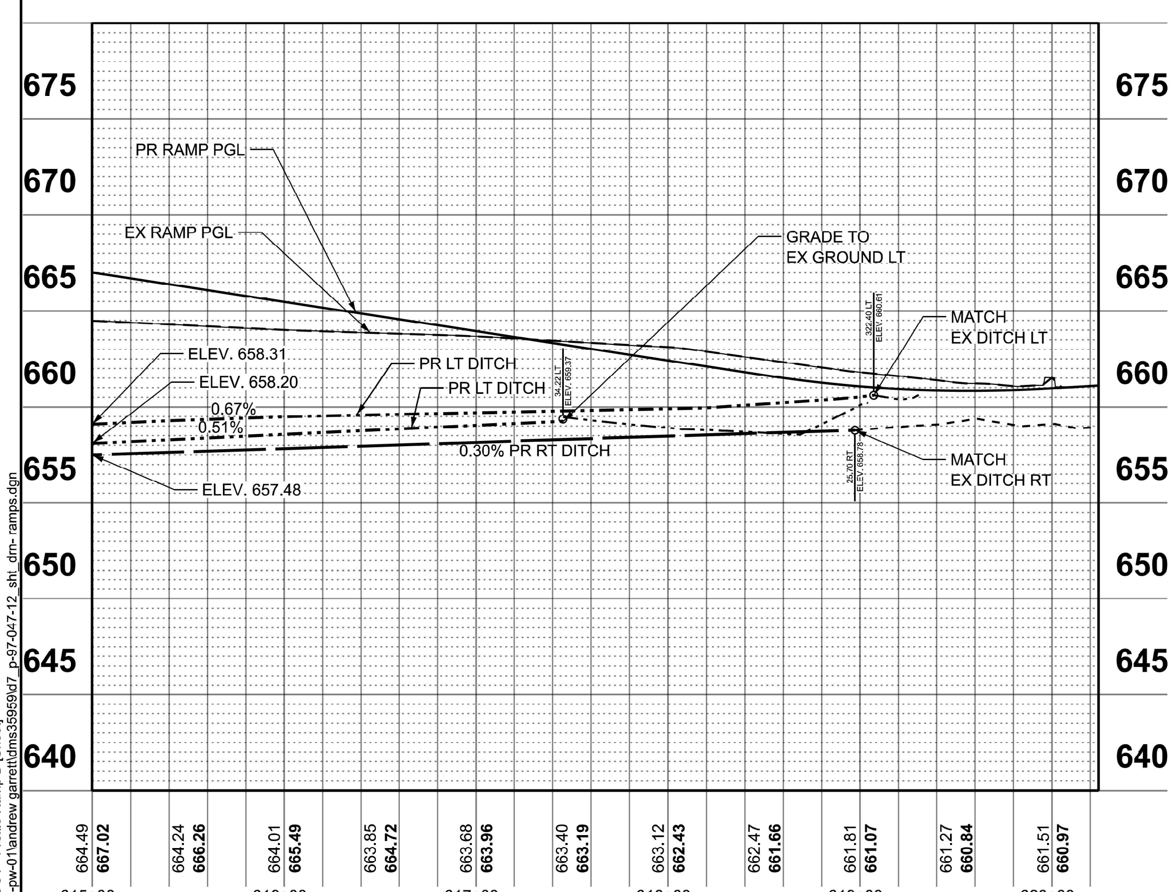

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USER NAME = ATG	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/2/2025	DATE -	REVISED -	

I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 8 OF 11 SHEETS | STA. 300+00.00 TO STA. 320+24.30

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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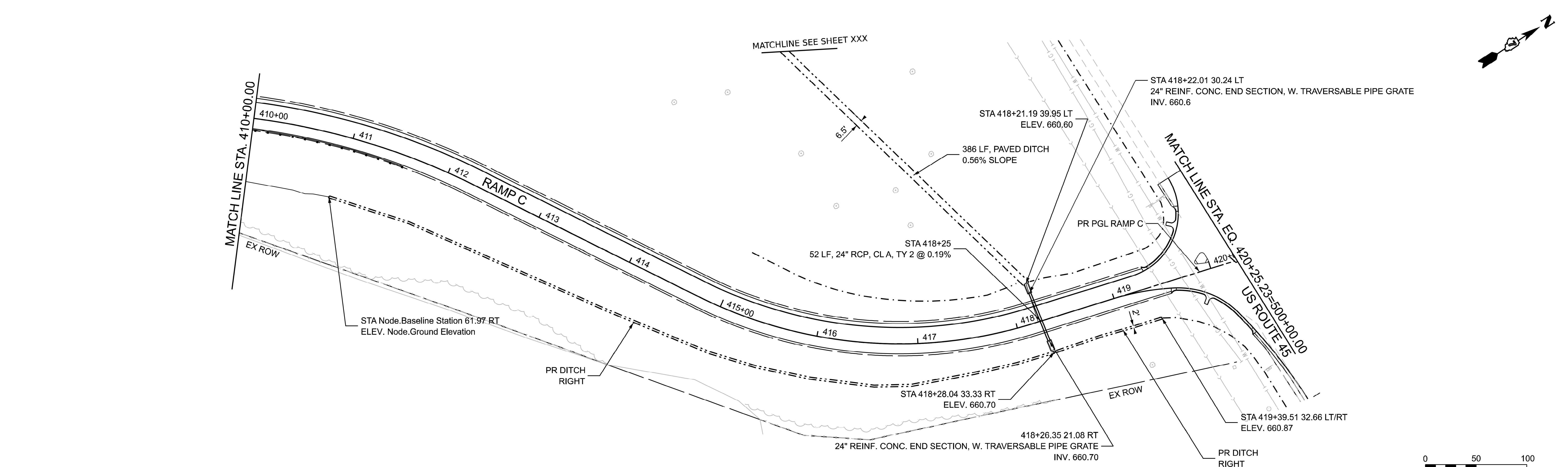
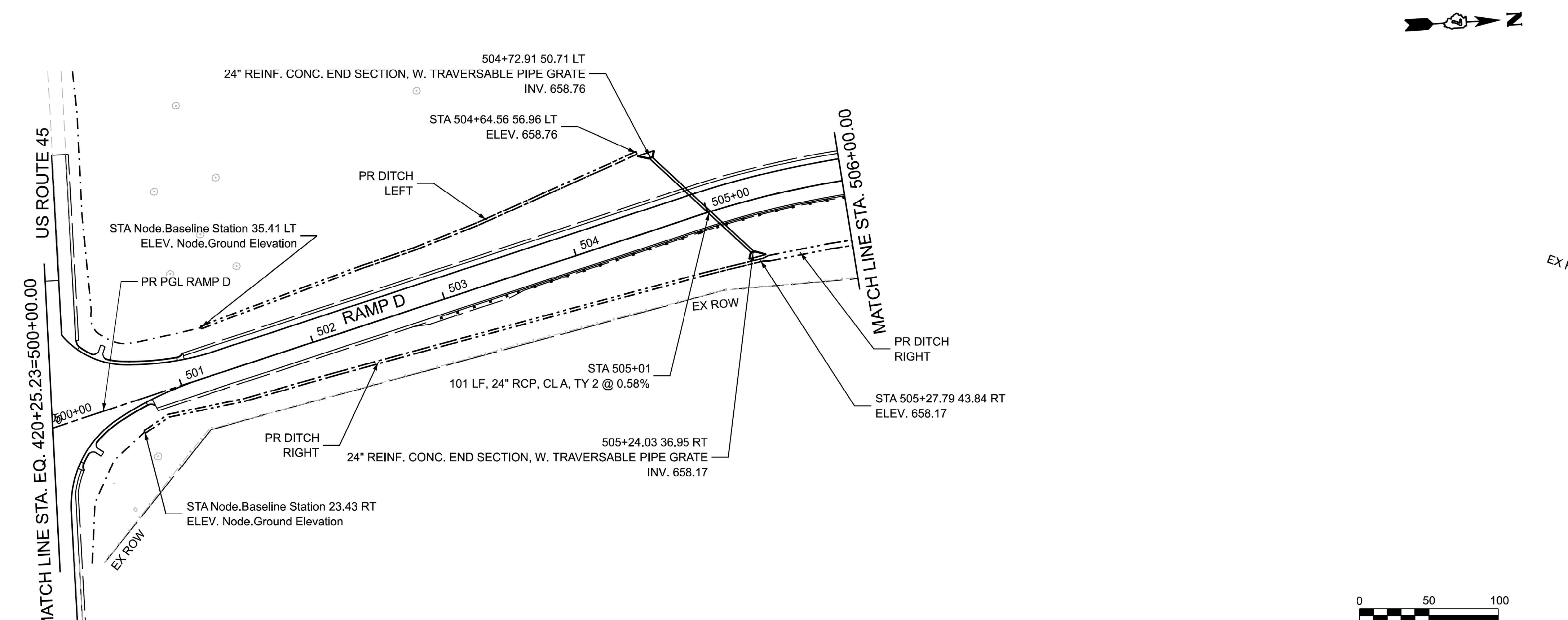
CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



PR RAMP C



PR RAMP D

MODEL: PR_RAMPC_IDOT - PLAN Ramp C and D [Sheet]
FILE NAME: c:\bms\keg-pw-01\andrew garrett\dms35959\d7_p-97-047-12_sht_drn- ramps.dgn

Kaskaskia Engineering Group, LLC

USER NAME = ATG	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 PROPOSED DRAINAGE
	DRAWN -	REVISED -		
	CHECKED -	REVISED -		
PLOT DATE = 5/2/2025	DATE -	REVISED -		SCALE: 1"=50' SHEET 9 OF 11 SHEETS STA. RAMP C TO STA. RAMP D

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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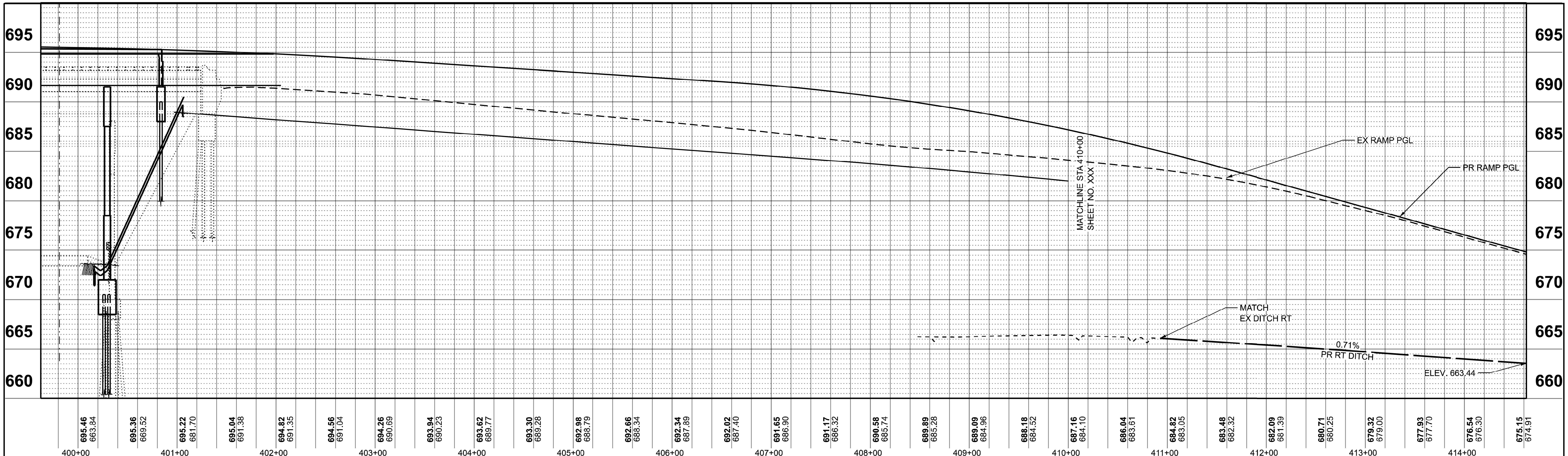
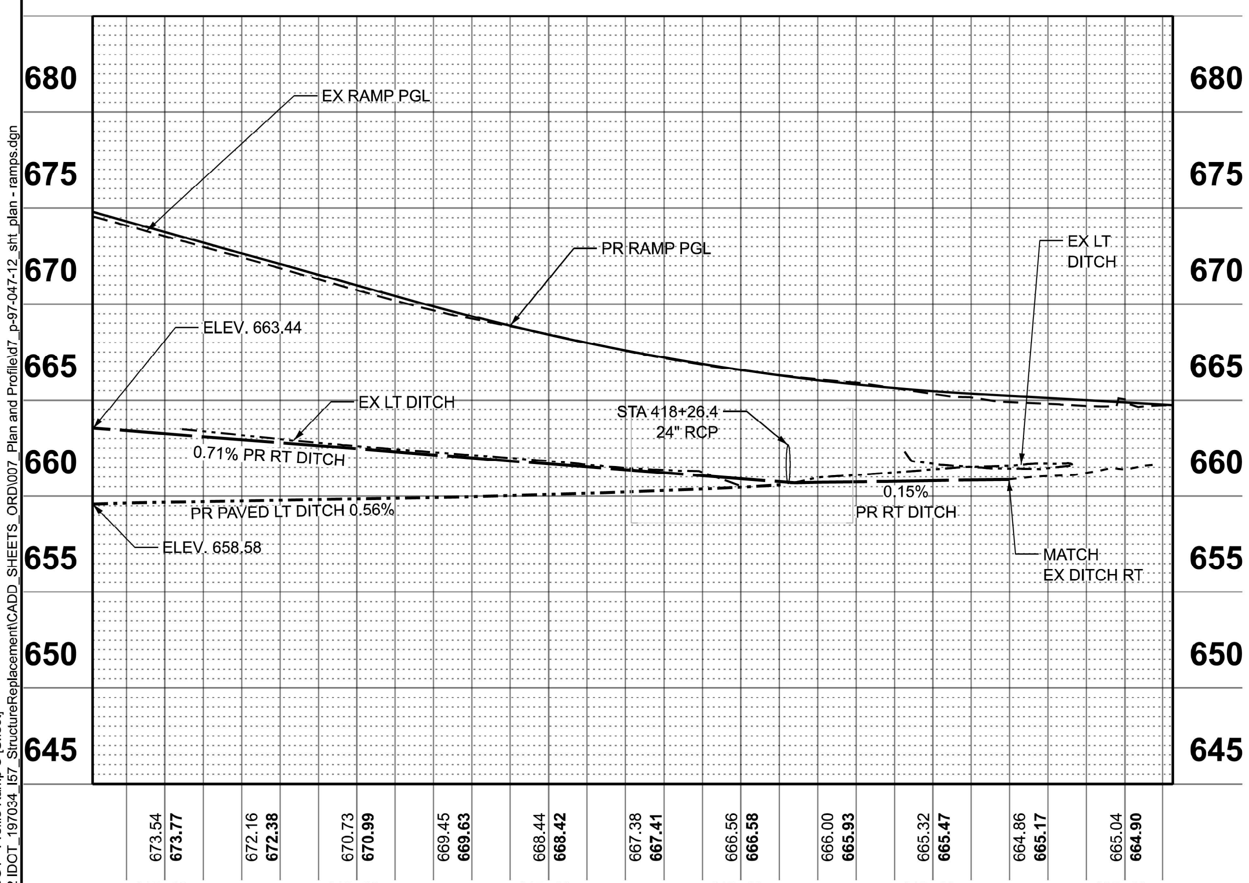
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



PR RAMP C BASE LINE



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USER NAME = malvarez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/30/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 10 OF 11 SHEETS | STA. 400+00.00 TO STA. 420+25.23

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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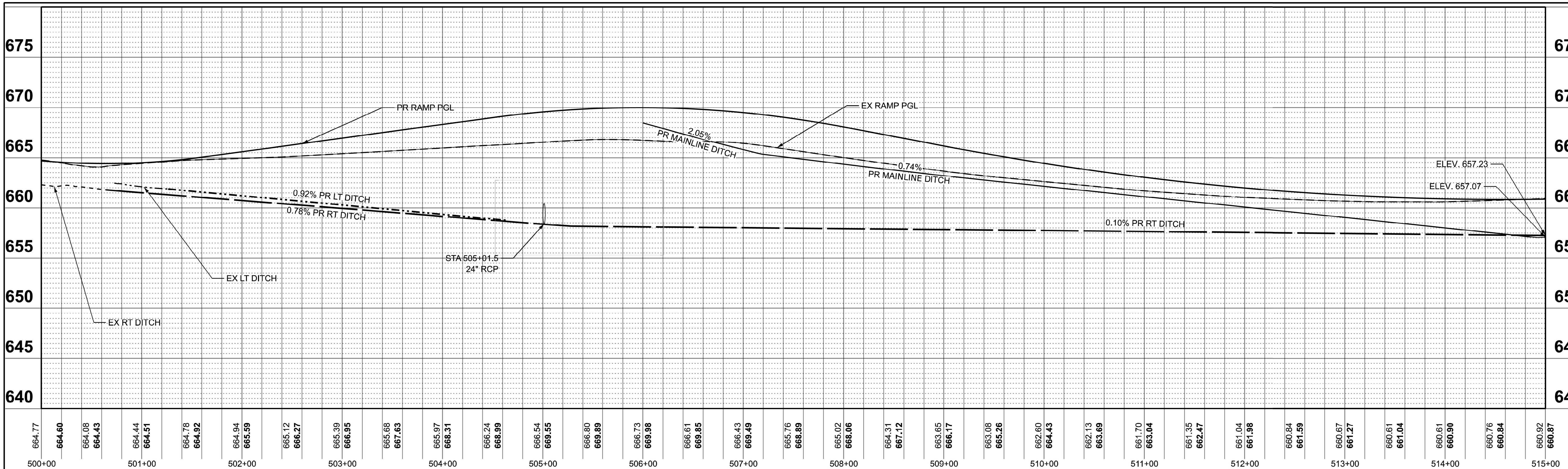
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



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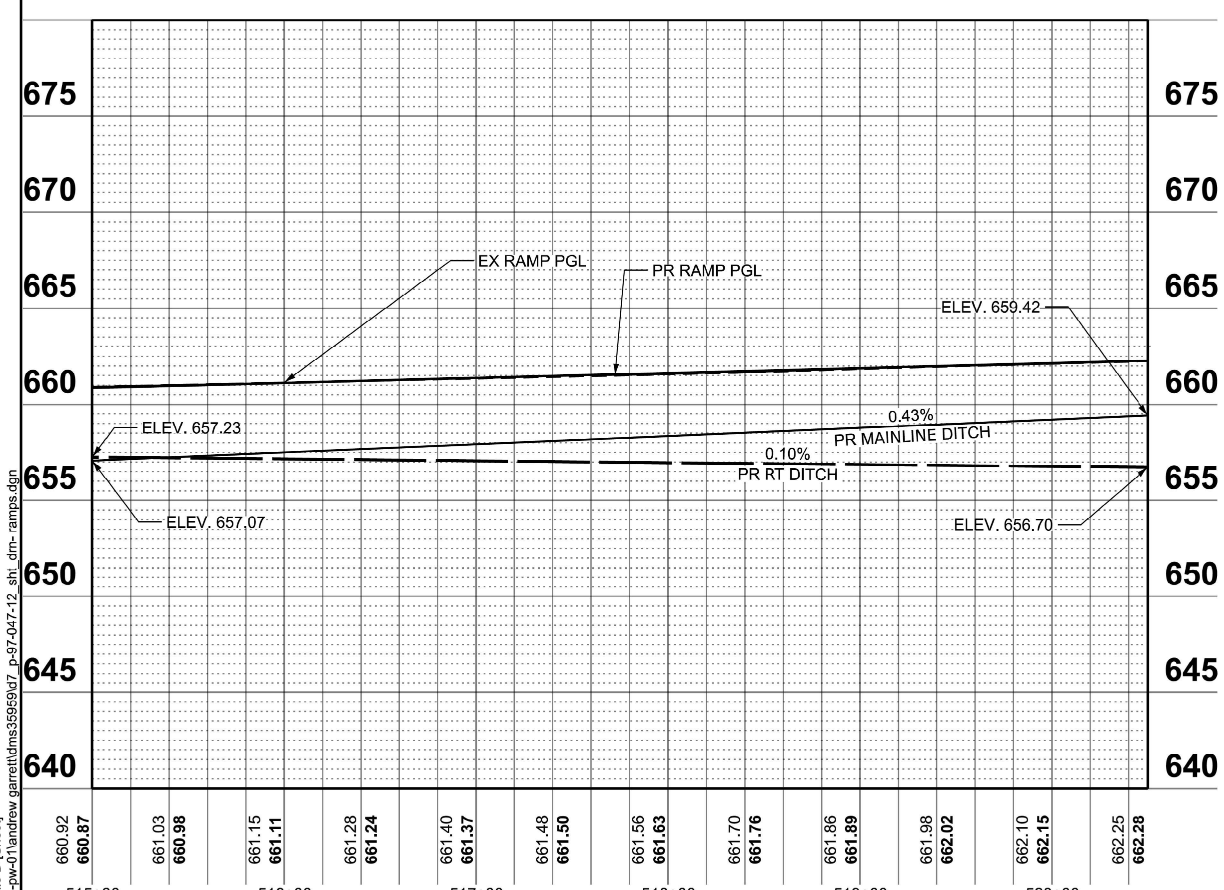

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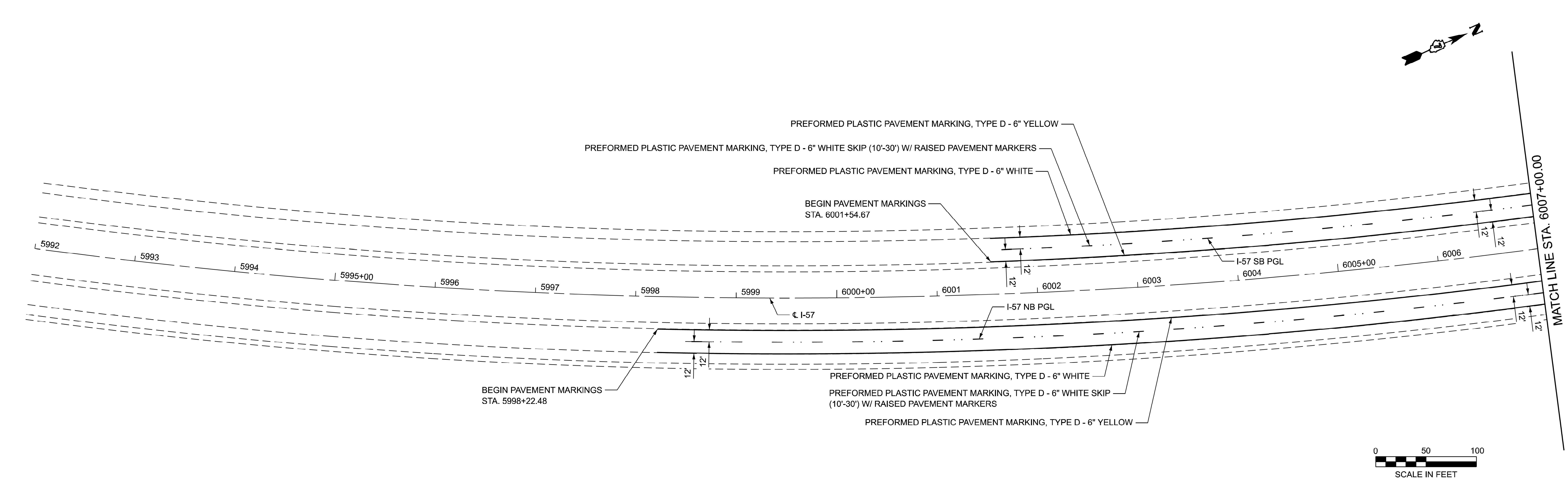
FILE NAME: c:\bms\keg-pw-01\andrew garrett\dms35959\d7_p-97-047-12_sht_drn- ramps.dgn

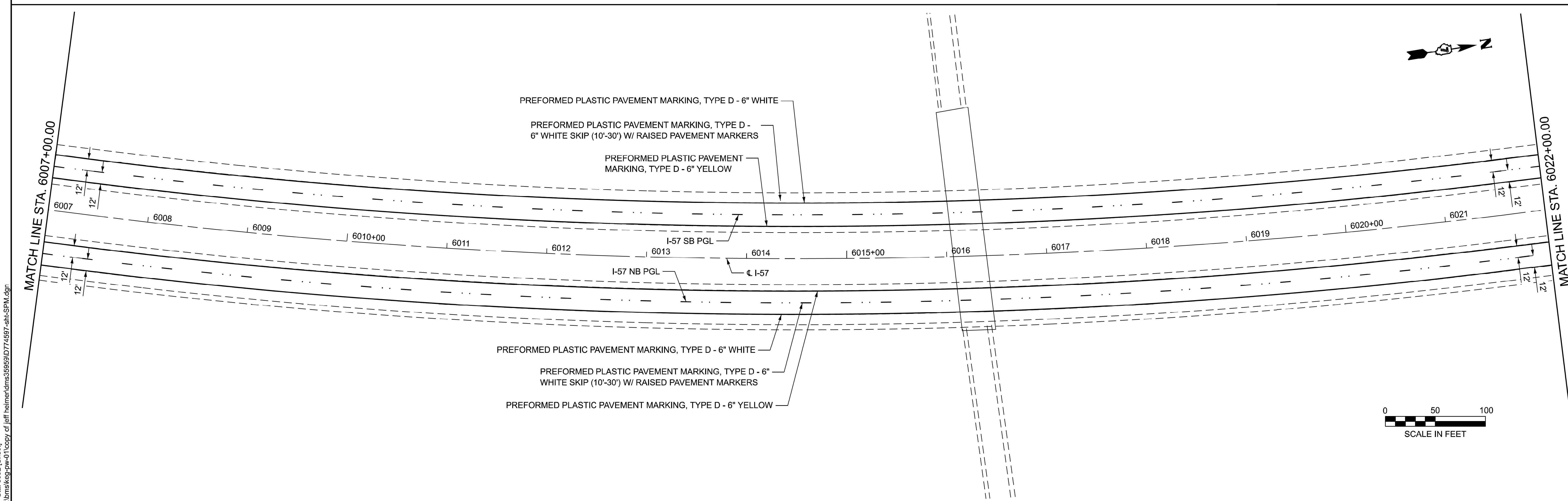
USER NAME = ATG	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
	CHECKED -	REVISED -	
PLOT DATE = 5/1/2025	DATE -	REVISED -	

I-57 OVER D&EIRR & US ROUTE 45
PROPOSED DRAINAGE

SCALE: 1"=50' | SHEET 11 OF 11 SHEETS | STA. 500+00.00 TO STA. 520+50.18

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	126
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	





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Kaskaskia Engineering Group, LLC

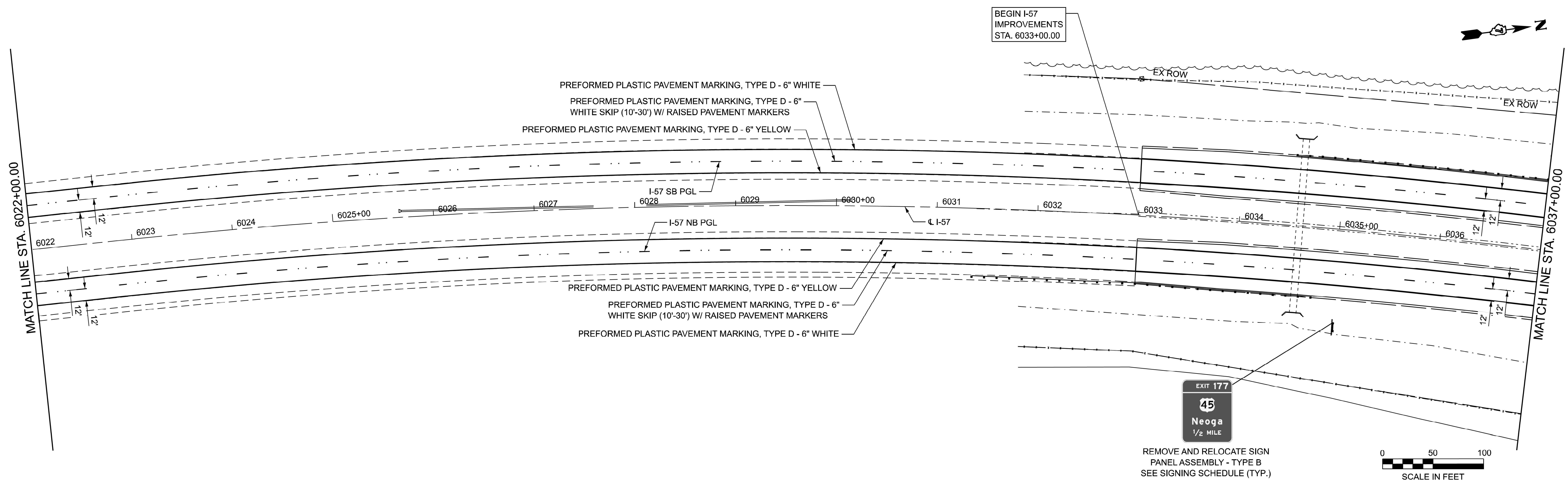
USER NAME = jwarner	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/18/2024	DATE -	REVISED -	

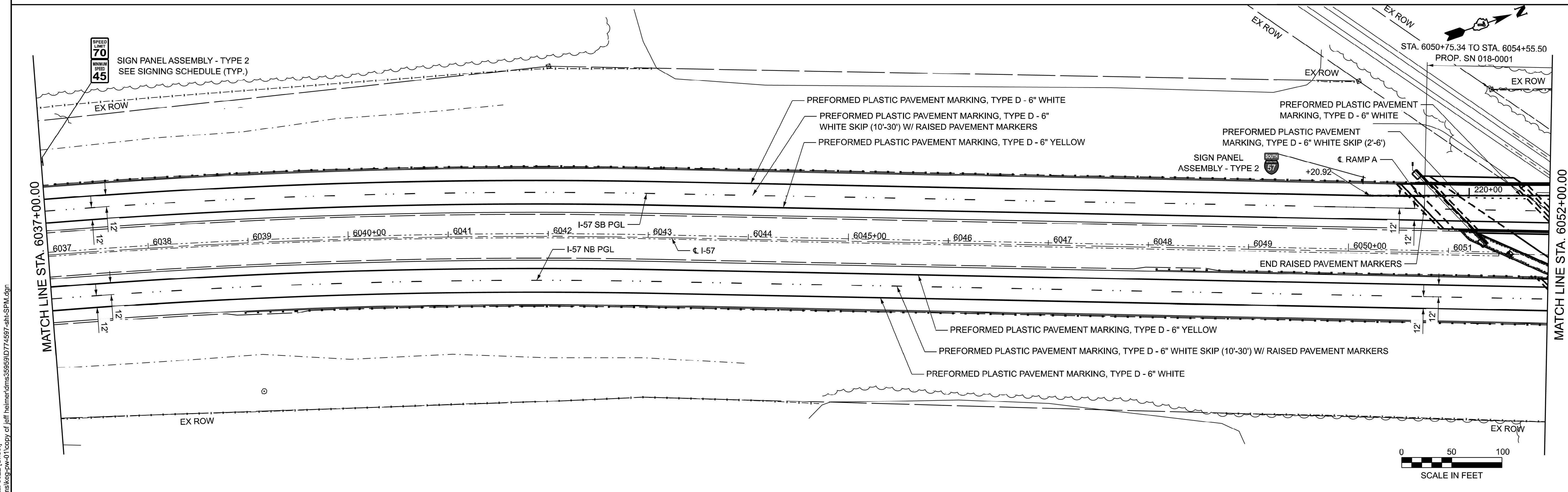
I-57 OVER D&EIRR & US ROUTE 45
SIGNING AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET 1 OF 7 SHEETS | STA. 5992+00.00 TO STA. 6022+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	127

CONTRACT NO. 74597
ILLINOIS | FED. AID PROJECT





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Kaskaskia Engineering Group, LLC

USER NAME = jwarner	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/28/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

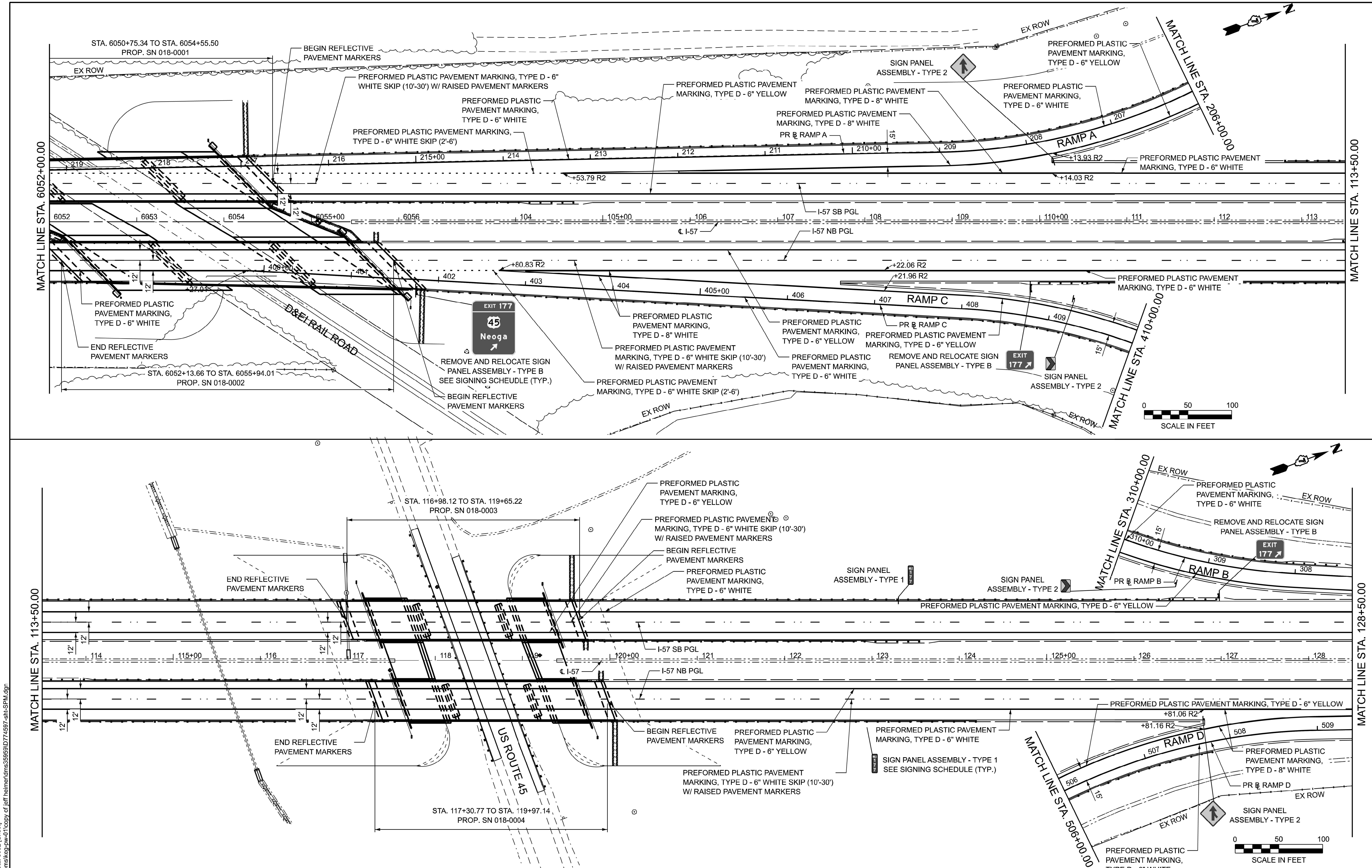
I-57 OVER D&EIRR & US ROUTE 45
SIGNING AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET 2 OF 7 SHEETS | STA. 6022+00.00 TO STA. 6052+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	128

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



MODEL: Plan - Sta. 6052 [Sheet]
FILE NAME: c:\bms\keg-pw-01\copy of jeff heimer\dms35959\D774597-sht-SPM.dgn

Kaskaskia Engineering Group, LLC

USER NAME = jwarner	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 10/28/2024	DATE -	REVISED -	

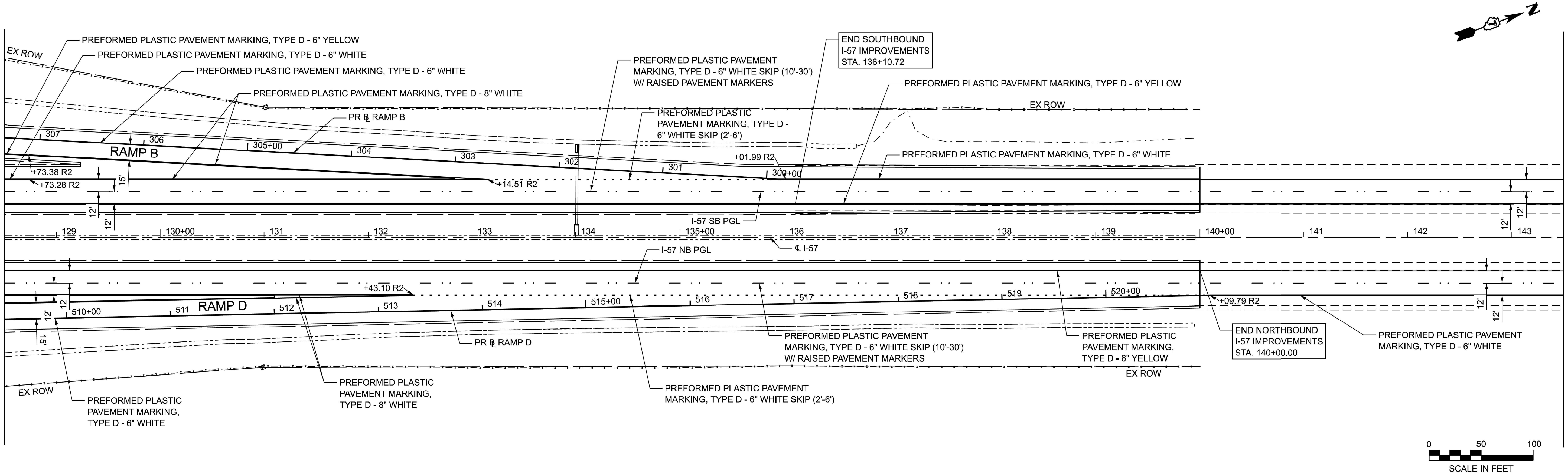
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

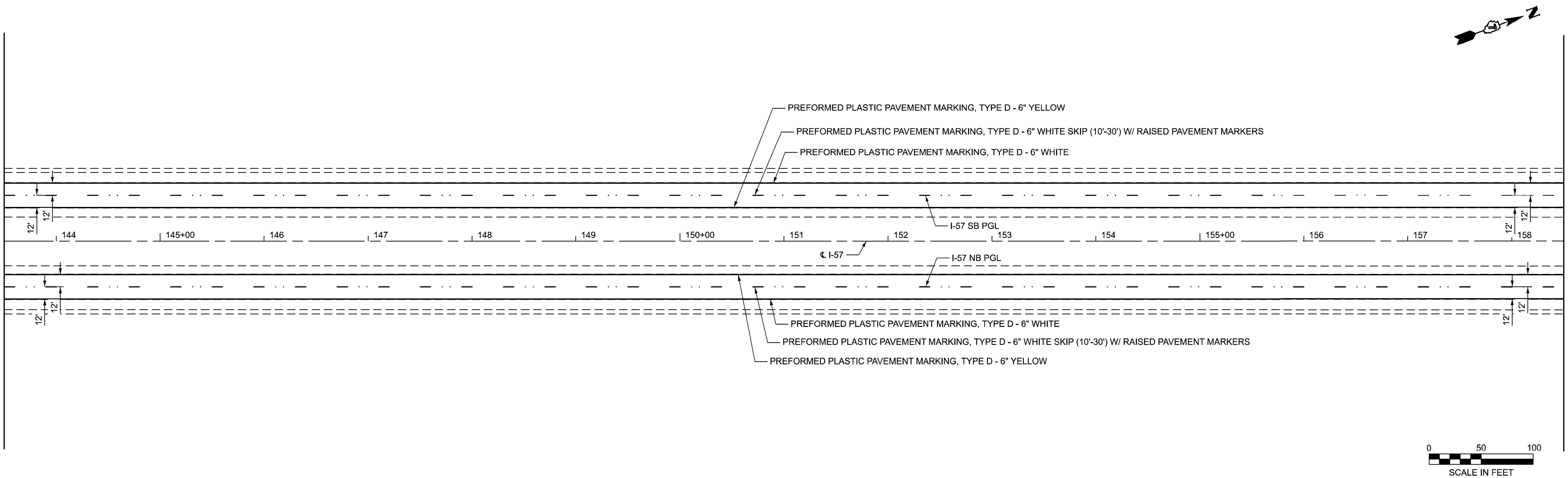
I-57 OVER D&EIRR & US ROUTE 45
SIGNING AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET 3 OF 7 SHEETS | STA. 6052+00.00 TO STA. 128+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	129

CONTRACT NO. 74597
ILLINOIS | FED. AID PROJECT





MODEL: Plan - Sta. 128+50 [Sheet]
FILE NAME: c:\bms\keg-pw-01\copy of jeff heimer\dms35959\D74597-sht-SPM.dgn

Kaskaskia Engineering Group, LLC

USER NAME = jwarner	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/18/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

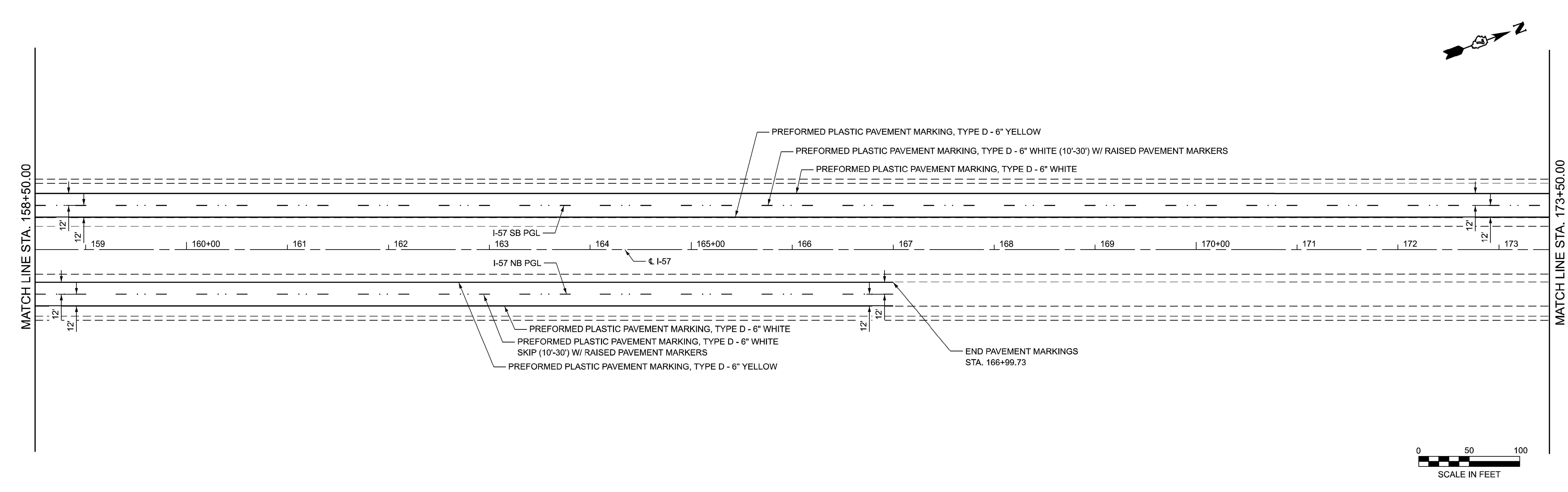
I-57 OVER D&EIRR & US ROUTE 45
SIGNING AND PAVEMENT MARKING

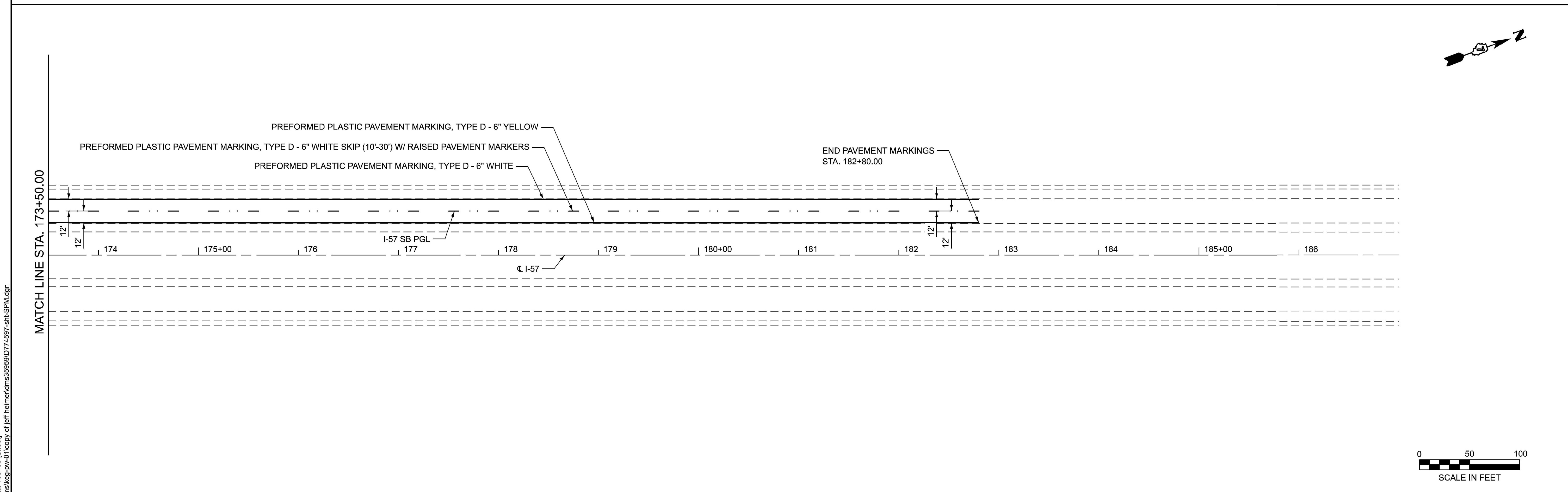
SCALE: 1"=50' | SHEET 4 OF 7 SHEETS | STA. 128+50.00 TO STA. 158+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	130

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT





MODEL: Plan - Sta. 158+50 [Sheet]
FILE NAME: c:\bms\keg-pw-01\copy of jeff.helmer\dms35959\D774597-sht-SPM.dgn

Kaskaskia Engineering Group, LLC

USER NAME = jwarner	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/18/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

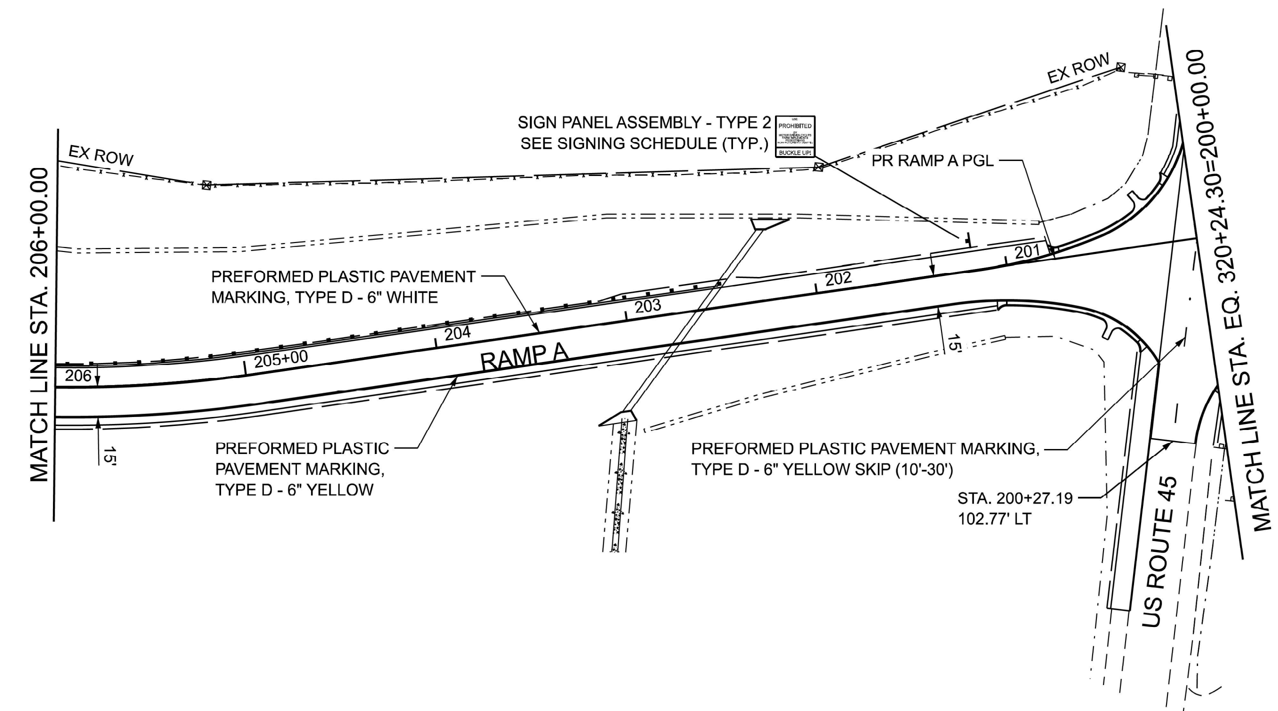
I-57 OVER D&EIRR & US ROUTE 45
SIGNING AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET 5 OF 7 SHEETS | STA. 158+50.00 TO STA. 188+50.00

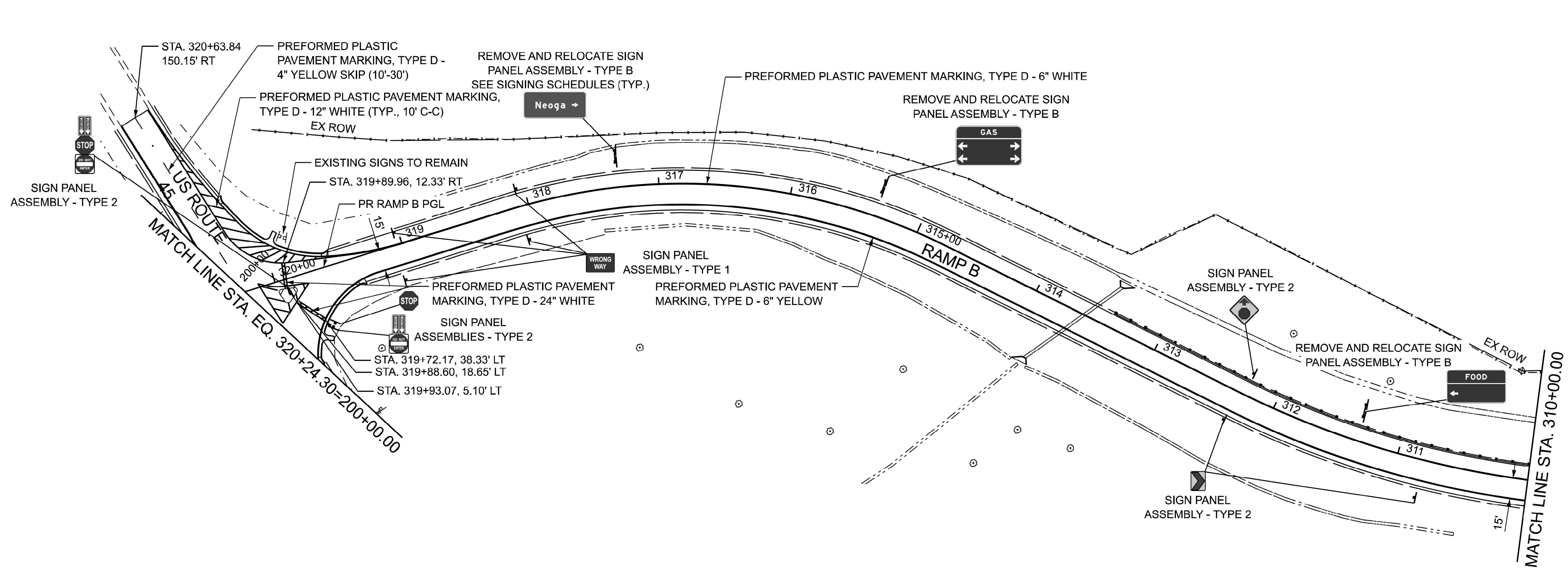
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	131

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT



0 50 100
SCALE IN FEET



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SCALE IN FEET

MODEL: PR_RAMPA_IDOT - Ramp A [Sheet]
FILE NAME: c:\bms\keg-pw-01\copy of jeff helmer\dms35959\D74597-sht-SPM.dgn

Kaskaskia Engineering Group, LLC

USER NAME = jwarner	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 10/28/2024	DATE -	REVISED -	

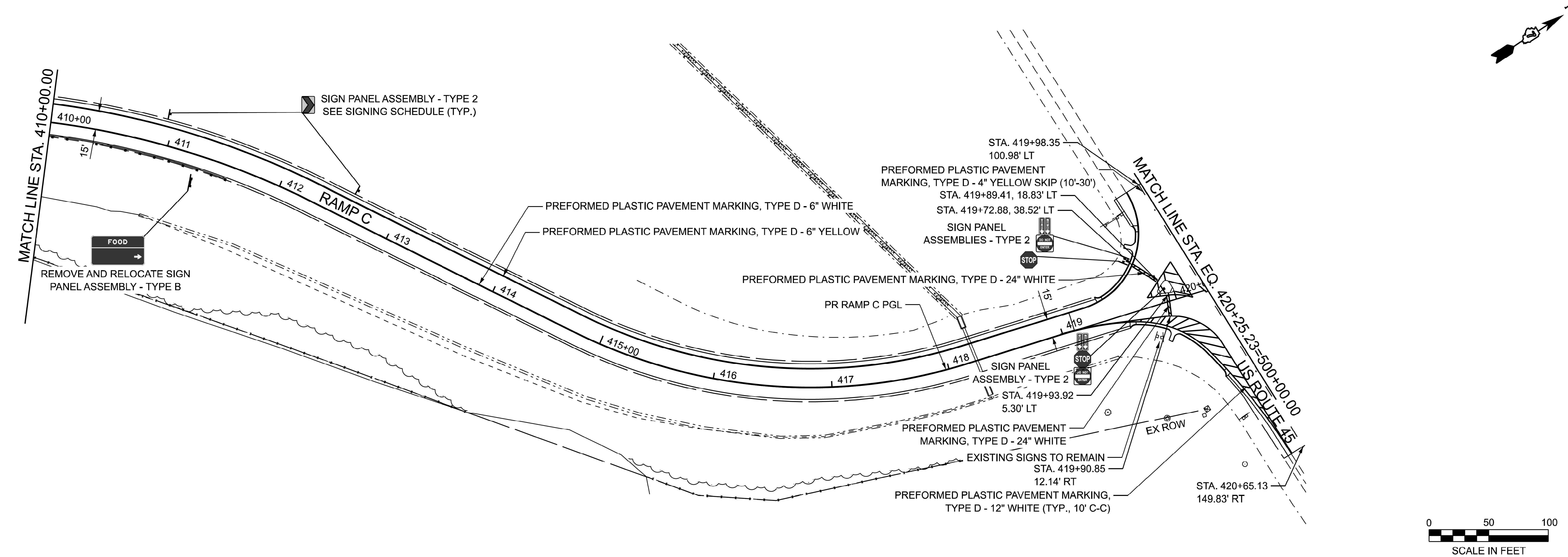
I-57 OVER D&EIRR & US ROUTE 45
SIGNING AND PAVEMENT MARKING

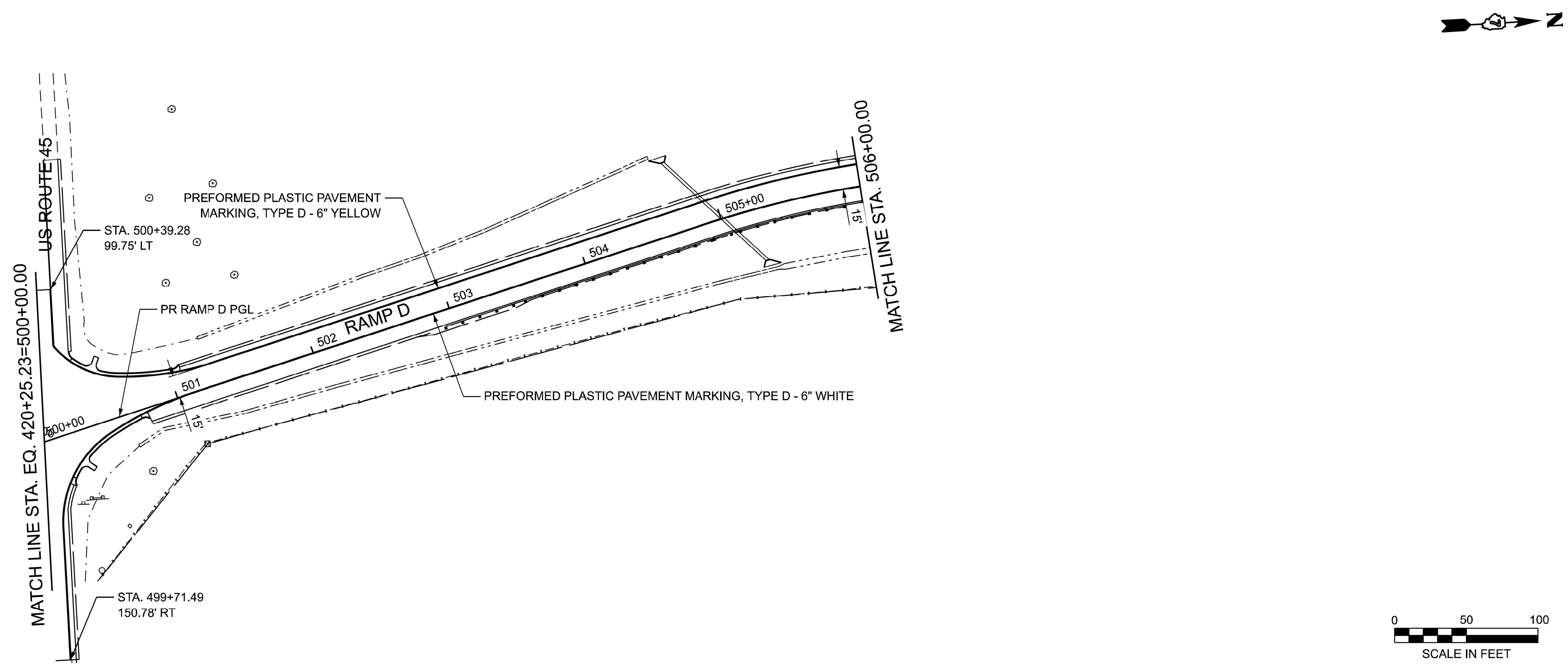
SCALE: | SHEET 6 OF 7 SHEETS | STA. 200+00.00 TO STA. 310+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	132

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT

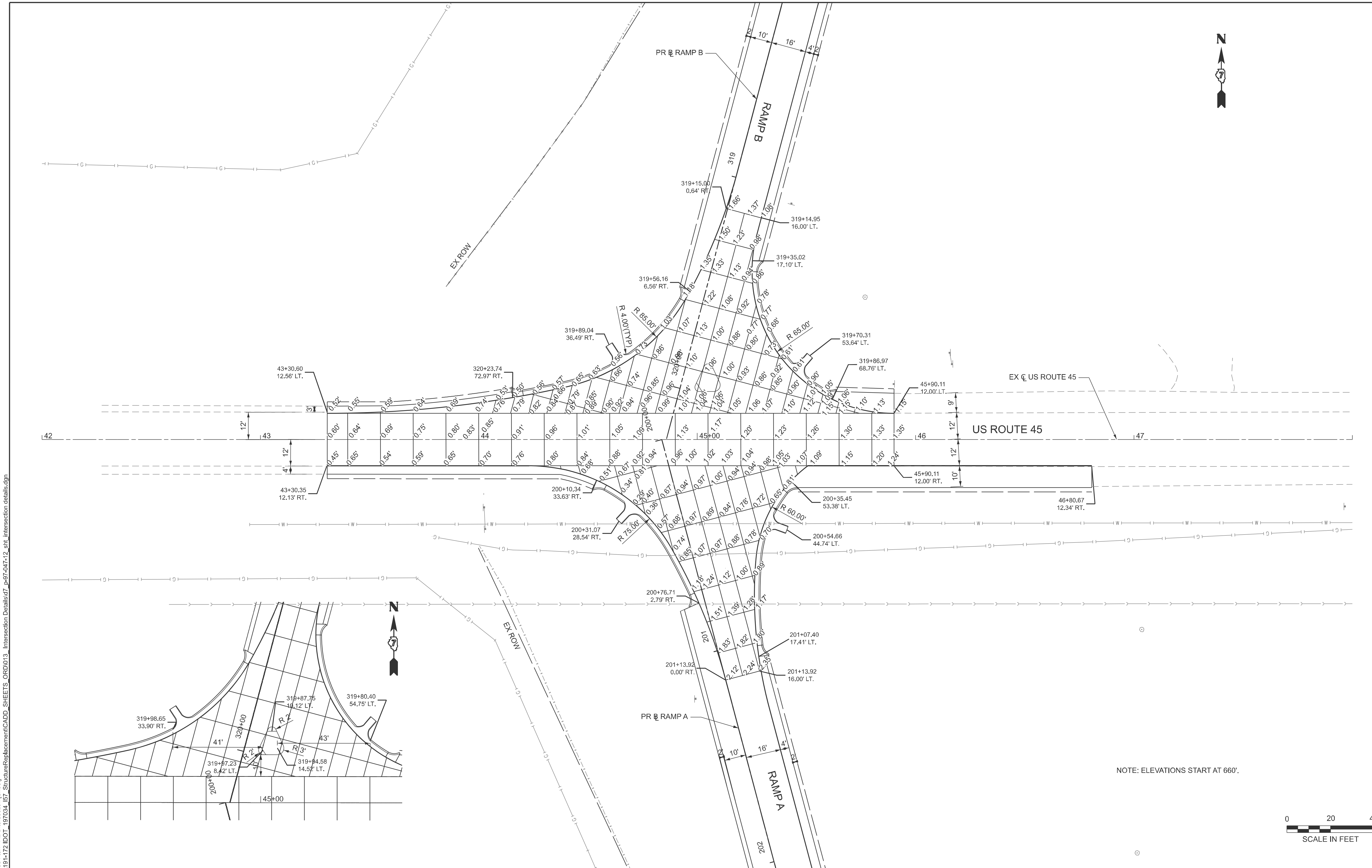




MODEL: PR_RAMPC_IDOT - Ramp c [Sheet]
FILE NAME: c:\bms\keg-pw-01\copy of jeff heimer\dms35959\D74597-sht-SPM.dgn

Kaskaskia Engineering Group, LLC

USER NAME = jwarner	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 SIGNING AND PAVEMENT MARKING	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED -			57	(18-1VB, 18-20HB)B	CUMBERLAND	414 / 133
	CHECKED -	REVISED -			CONTRACT NO. 74597			
PLOT DATE = 10/28/2024	DATE -	REVISED -		SCALE: SHEET 7 OF 7 SHEETS STA. 410+00.00 TO STA. 506+00.00	ILLINOIS FED. AID PROJECT			



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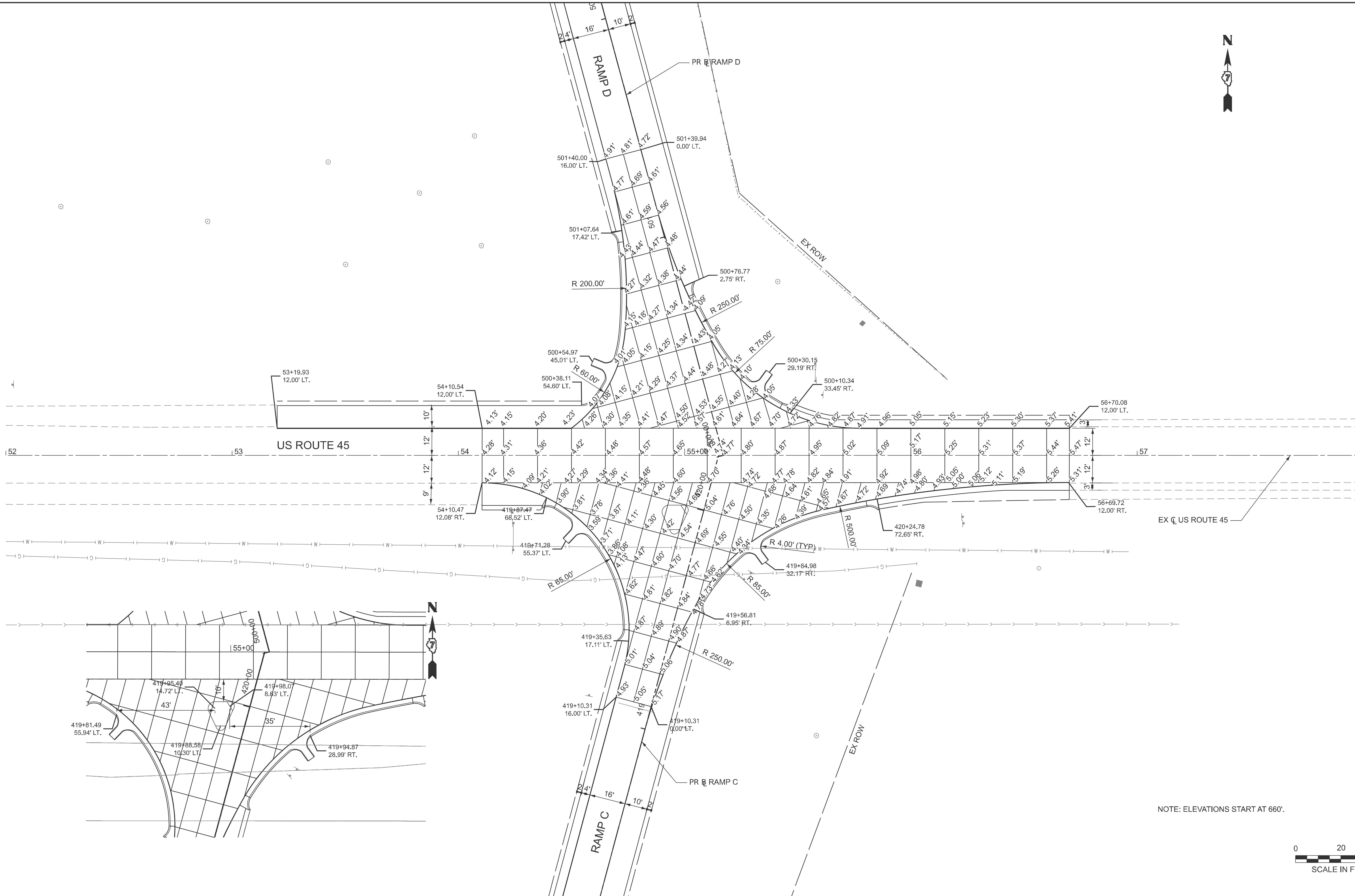
BLA, Inc.	USER NAME = malvarez	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 INTERSECTION DETAILS
		DRAWN -	REVISED -		
		CHECKED -	REVISED -		
	PLOT DATE = 6/16/2025	DATE -	REVISED -		SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 42+00.00 TO STA. 48+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	134
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



BLA, Inc.	USER NAME = malvarez	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
		CHECKED -	REVISED -	
	PLOT DATE = 6/16/2025	DATE -	REVISED -	

I-57 OVER D&EIRR & US ROUTE 45
INTERSECTION DETAILS

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 52+00.00 TO STA. 58+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	135
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

MODEL: Unnamed Plan - CD Intersection [Sheet]
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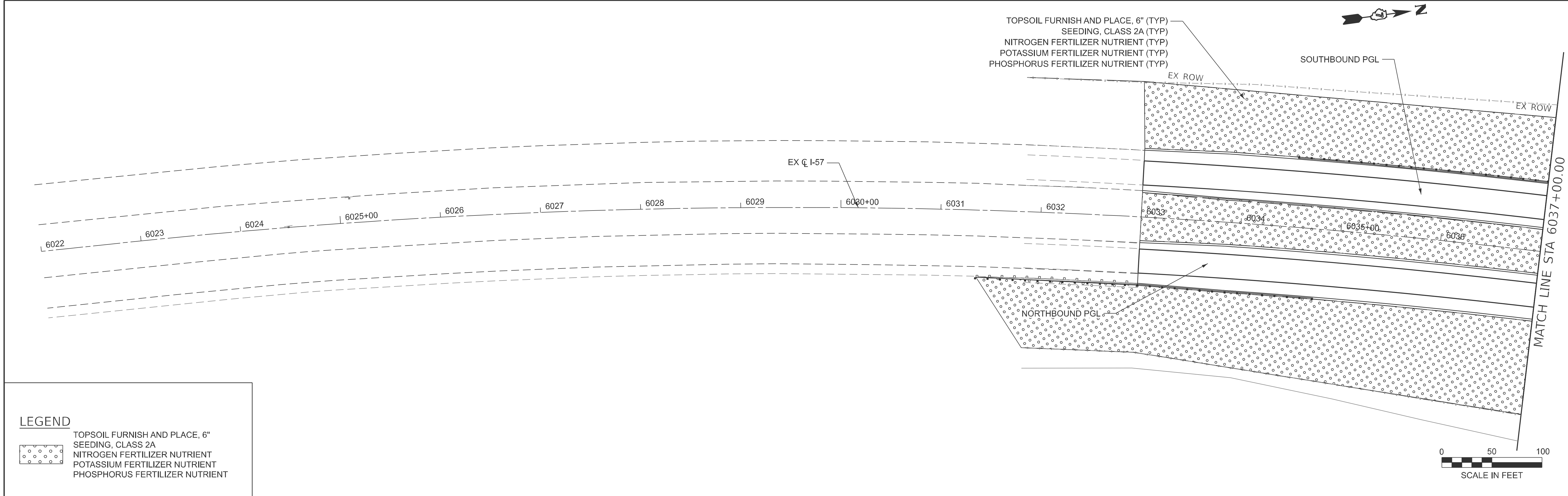

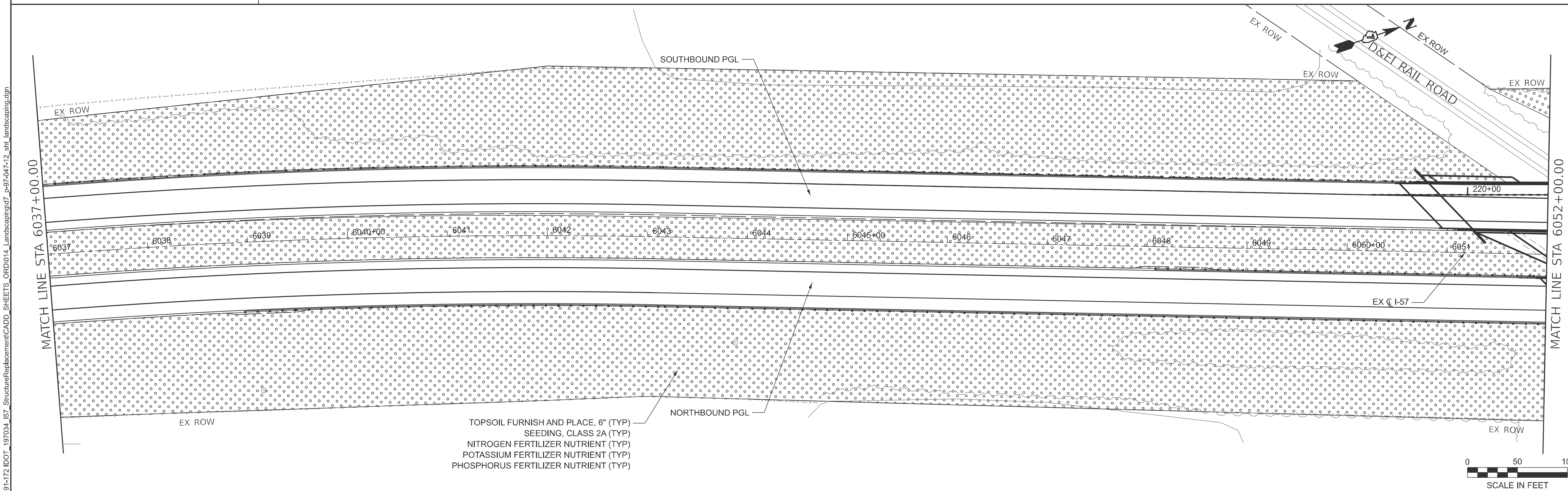

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FILE NAME: W:\191-172 IDOT_197034_I57_StructureReplacement\CADD_SHEETS_ORD\014_Landscaping\d7_p-97-047-12_sht_landscaping.dgn

BLA, Inc.

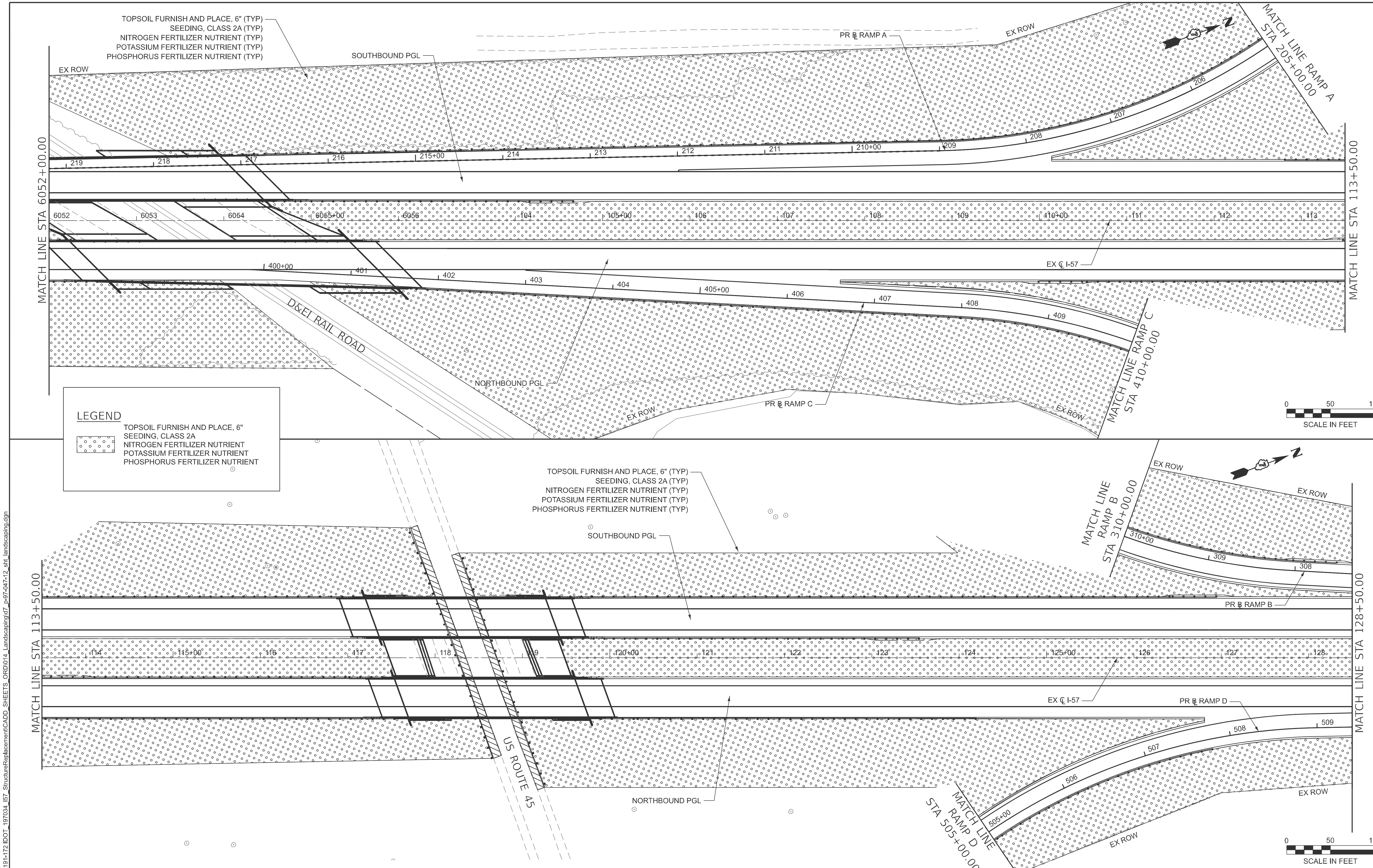
USER NAME = malvarez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/26/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
LANDSCAPING PLAN

SCALE: 1"=50' SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	136
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	



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BLA, Inc.

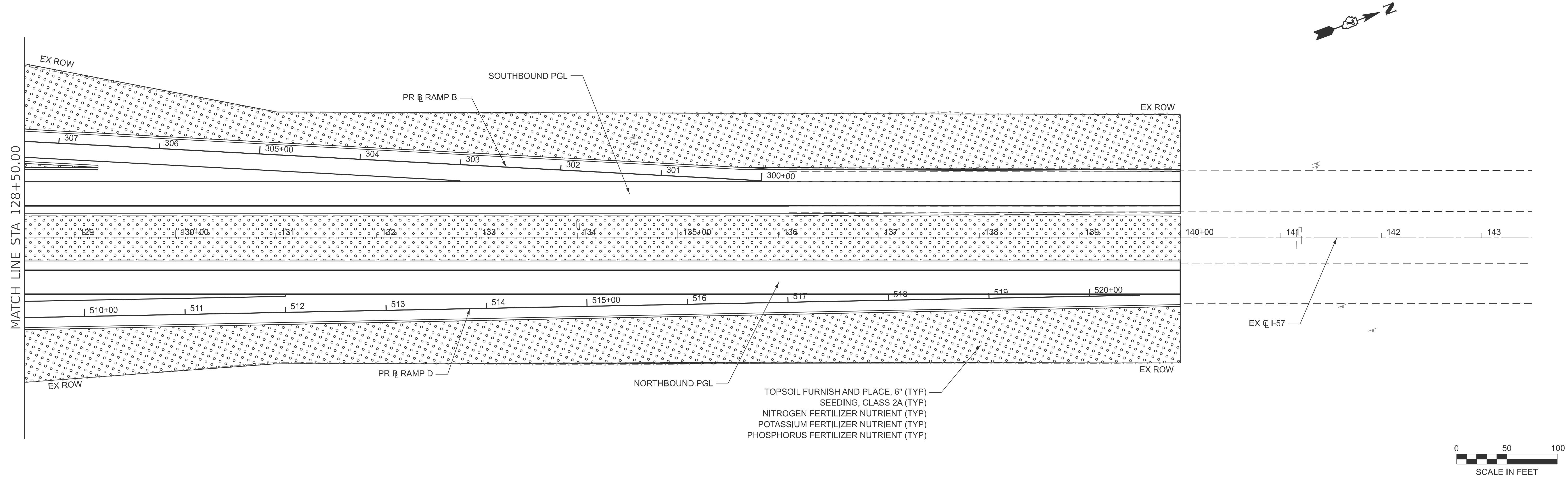
USER NAME = malvarez	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 2/26/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 OVER D&EIRR & US ROUTE 45
LANDSCAPING PLAN

SCALE: 1"=50' SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	137
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

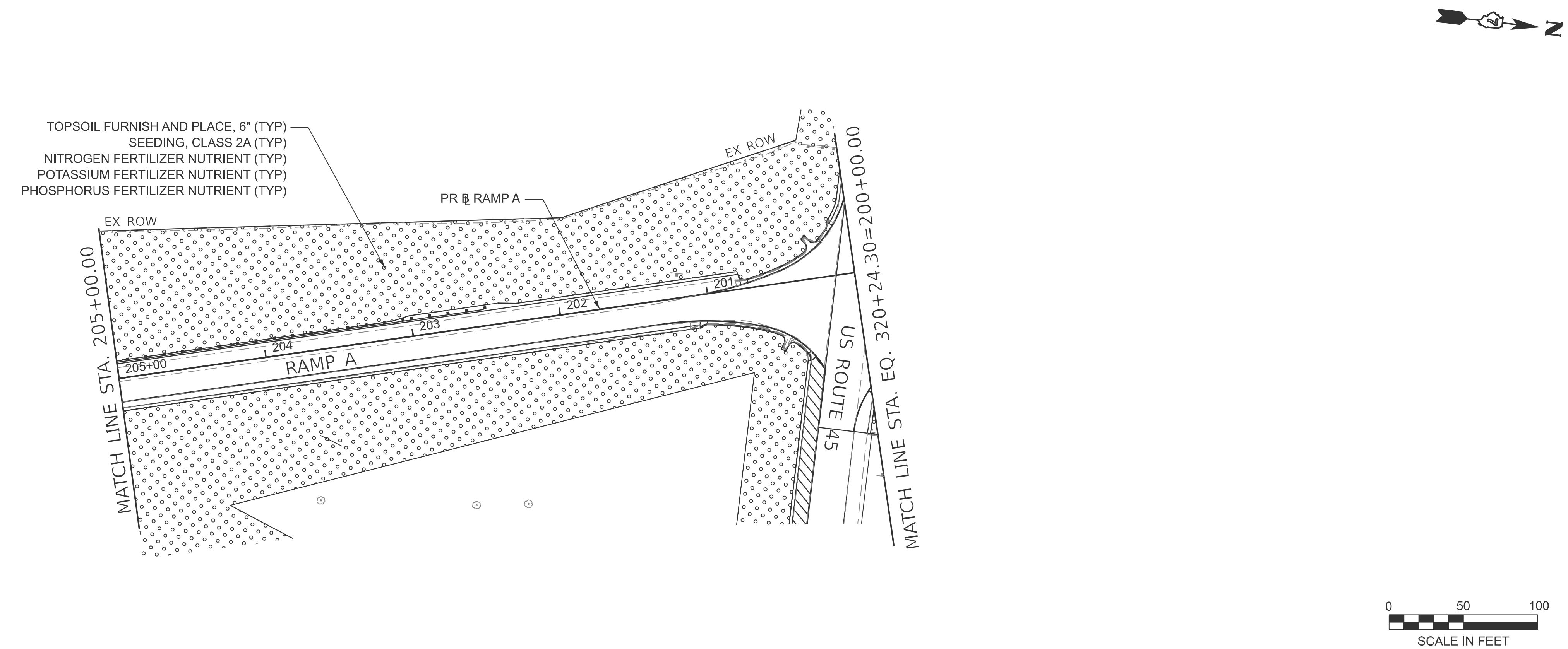


LEGEND

TOPSOIL FURNISH AND PLACE, 6"
SEEDING, CLASS 2A
NITROGEN FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT

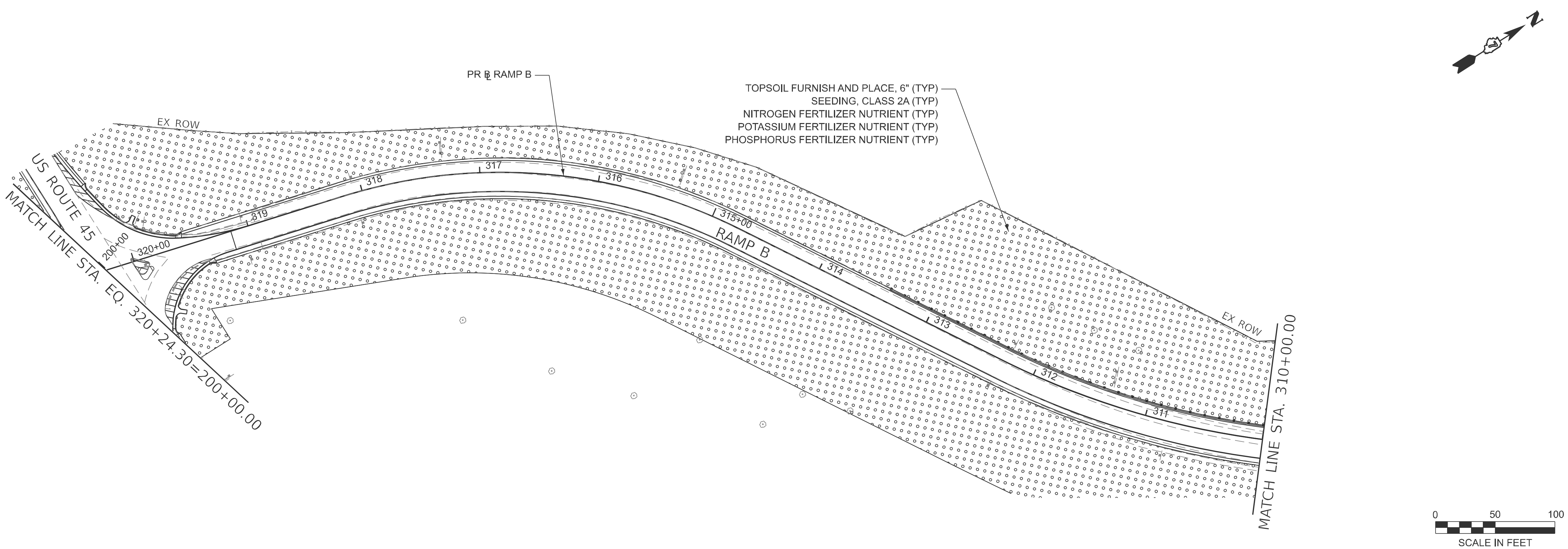
MODEL: land-4 [Sheet]
FILE NAME: W:\191-172 IDOT_197034_I57_StructureReplacement\CADD_SHEETS_ORD\014_Landscaping\d7_p-97-047-12_sht_landscaping.dgn

BLA, Inc.	USER NAME = malvarez	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 LANDSCAPING PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(18-1VB, 18-20HB)B	CUMBERLAND	414	138
		CHECKED -	REVISED -					CONTRACT NO. 74597		
	PLOT DATE = 2/26/2025	DATE -	REVISED -		SCALE: 1"=50' SHEET 1 OF SHEETS STA. 0+00.00 TO STA. 0+00.00		ILLINOIS FED. AID PROJECT			



LEGEND

TOPSOIL FURNISH AND PLACE, 6"
SEEDING, CLASS 2A
NITROGEN FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT



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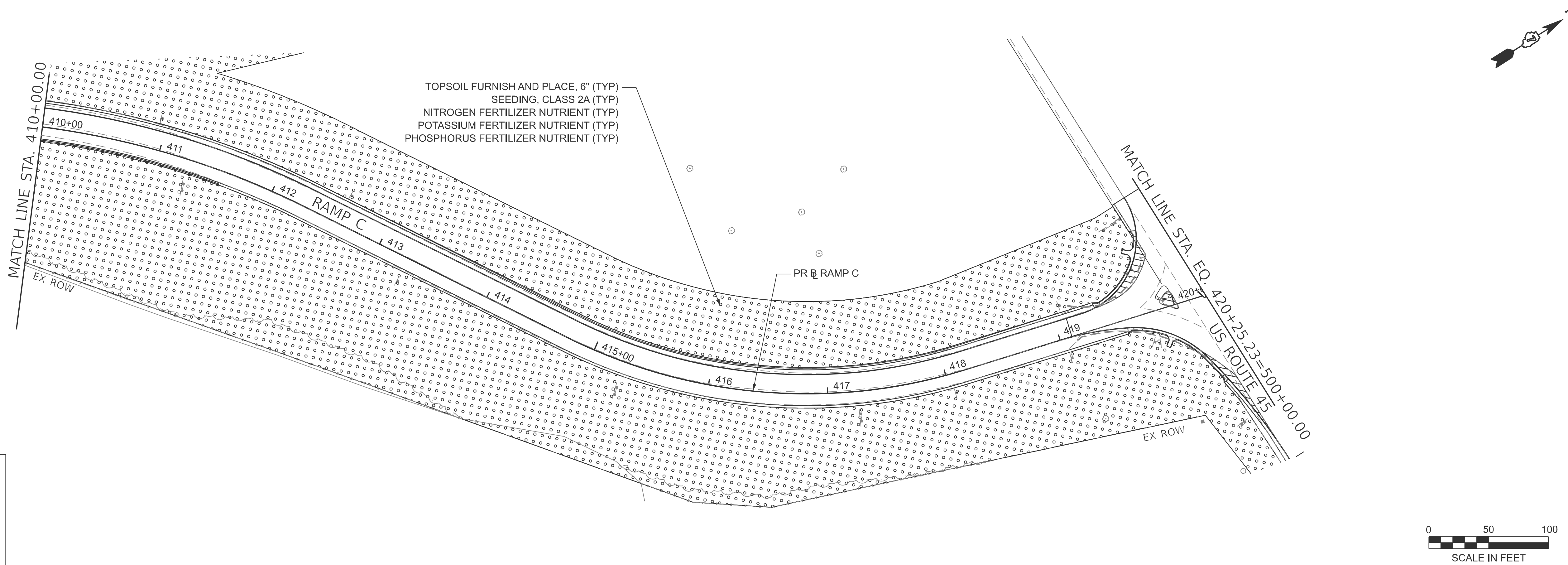
BLA, Inc.	USER NAME = malvarez	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
		CHECKED -	REVISED -	
	PLOT DATE = 2/26/2025	DATE -	REVISED -	

I-57 OVER D&EIRR & US ROUTE 45
LANDSCAPING PLAN

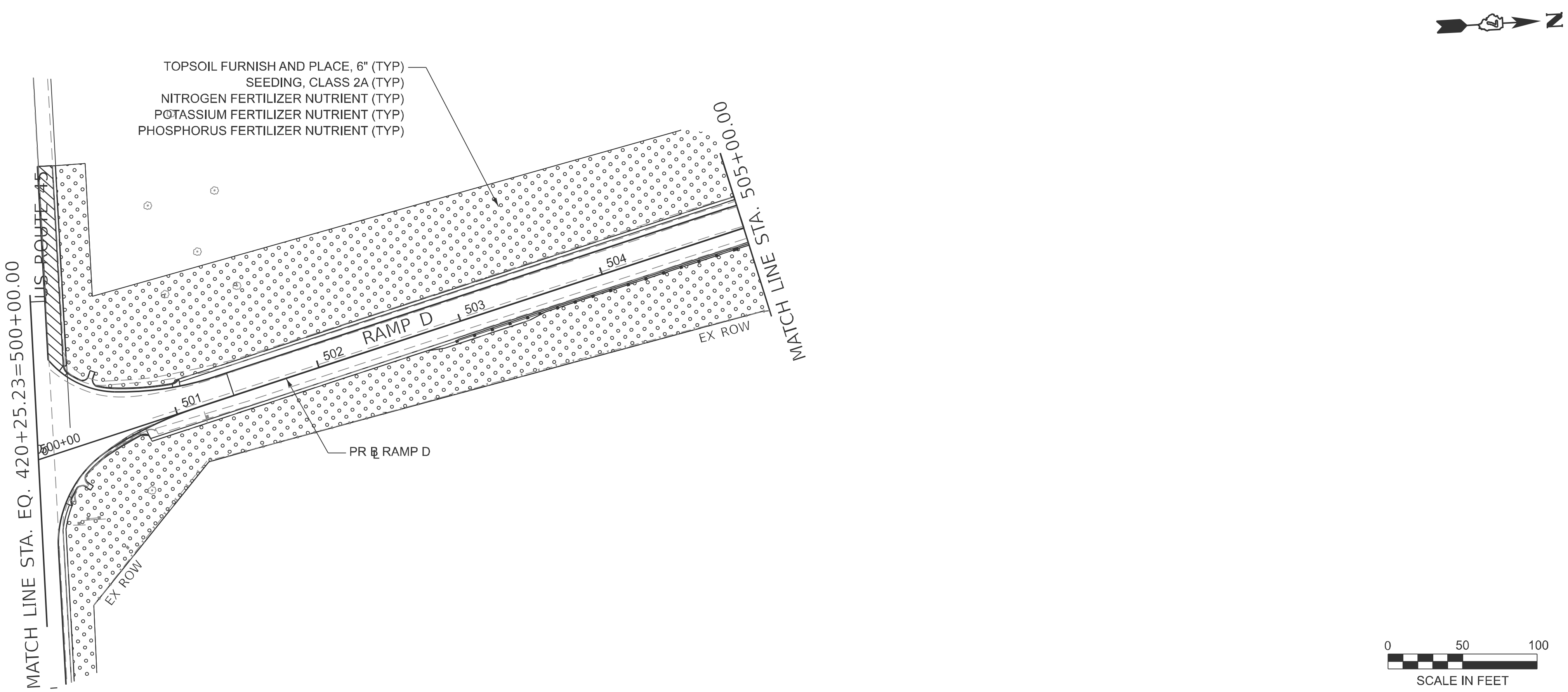
SCALE: 1"=50' | SHEET 4 OF 5 SHEETS | STA. RAMP A TO STA. RAMP B

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	139
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



LEGEND

TOPSOIL FURNISH AND PLACE, 6"
SEEDING, CLASS 2A
NITROGEN FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT



BLA, Inc.	USER NAME = malvarez	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 OVER D&EIRR & US ROUTE 45 LANDSCAPING PLAN
		DRAWN -	REVISED -		
		CHECKED -	REVISED -		
	PLOT DATE = 2/26/2025	DATE -	REVISED -		SCALE: 1"=50' SHEET 5 OF 5 SHEETS STA. RAMP C TO STA. RAMP D

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB, 18-20HB)B	CUMBERLAND	414	140
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

MODEL: PR_RAMPC_IDOT - PLAN Ramp C and D [Sheet]
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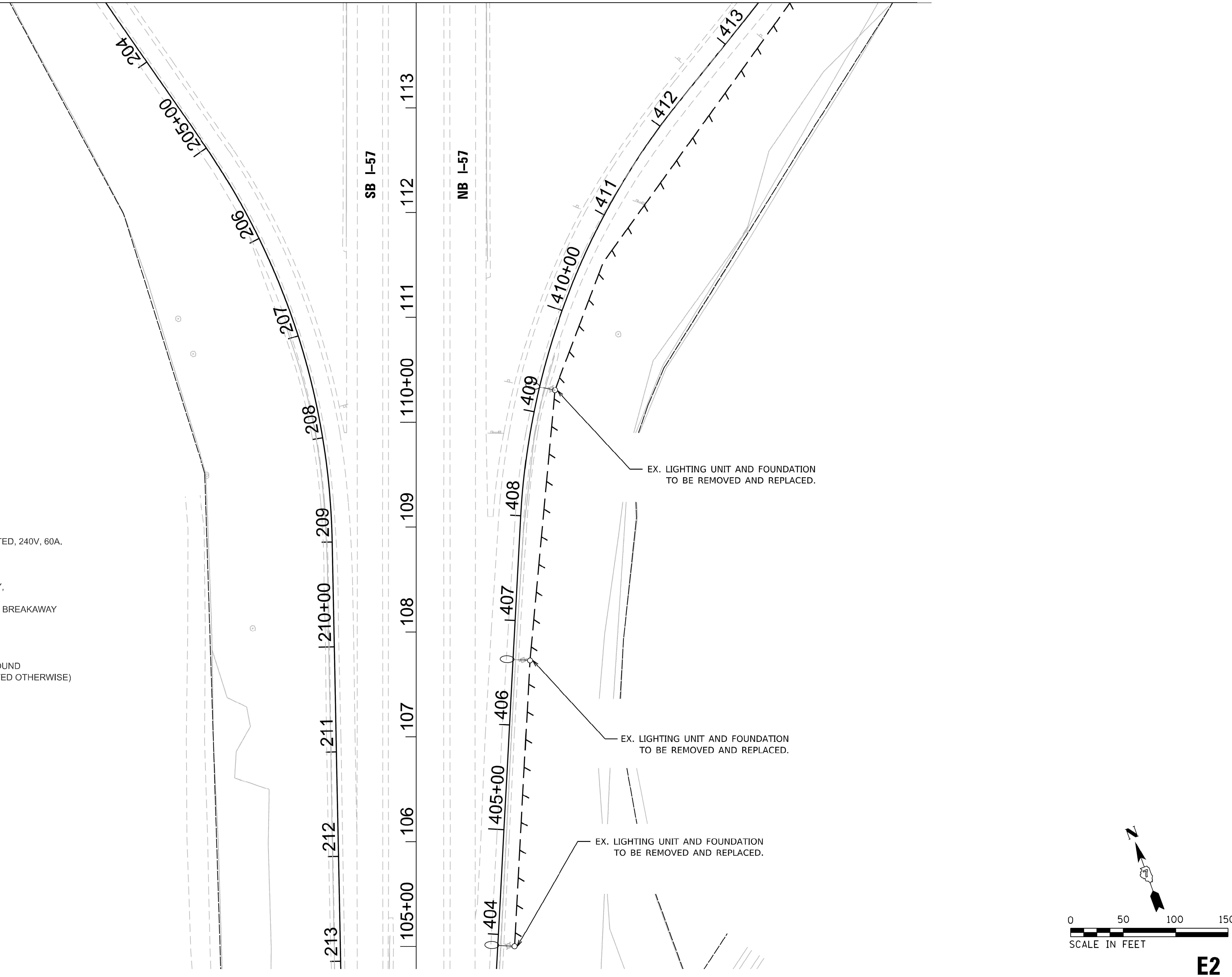
MATCH LINE STA 114+00
SEE SHEET E-3



LEGEND

R	EXISTING ELECTRIC SERVICE TO BE REMOVED
	PROPOSED ELECTRIC SERVICE, 120/240V.
R	EXISTING LIGHTING CONTROLLER TO BE REMOVED.
	PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A.
R	EXISTING LIGHTING UNIT TO BE REMOVED.
	PROPOSED LIGHTING UNIT, LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H, 45 FT M.H., STEEL POLE, TENON TOP WITH BRACKET ARM., METAL FOUNDATION, BREAKAWAY COUPLINGS WITH SS SCREEN
	EXISTING CABLE IN CONDUIT TO BE REMOVED.
	PROPOSED UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE. (UNLESS STATED OTHERWISE)
	PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED

E2

MODEL: Default
FILE NAME: S:\Projects\3505 - Various Lighting Projects Statewide - EIM\Project Work\Electrical\District 6\74597\CAD\Sheet\D77459S7-sht-RemLight01.dgn

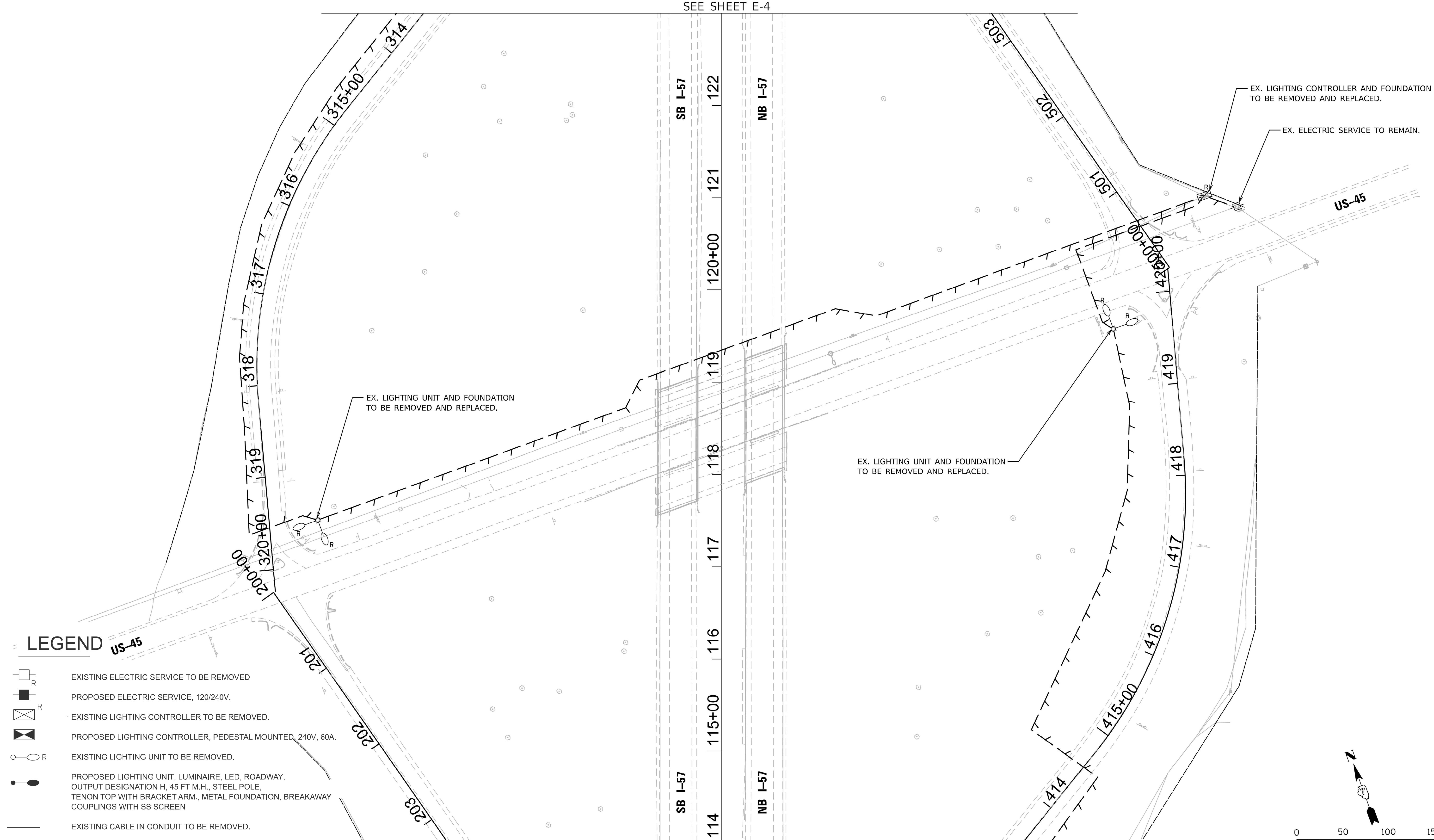
USER NAME = MTodden	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/24/2025	DATE -	REVISED -	

LIGHTING REMOVAL PLAN
I–57 AND US–45

SCALE: 1"=50' | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	141
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

MATCH LINE STA 123+00
SEE SHEET E-4



LEGEND

- R — EXISTING ELECTRIC SERVICE TO BE REMOVED
- PROPOSED ELECTRIC SERVICE, 120/240V.
- R — EXISTING LIGHTING CONTROLLER TO BE REMOVED.
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A.
- R — EXISTING LIGHTING UNIT TO BE REMOVED.
- PROPOSED LIGHTING UNIT, LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H, 45 FT M.H., STEEL POLE, TENON TOP WITH BRACKET ARM., METAL FOUNDATION, BREAKAWAY COUPLINGS WITH SS SCREEN
- EXISTING CABLE IN CONDUIT TO BE REMOVED.
- PROPOSED UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE. (UNLESS STATED OTHERWISE)
- PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED

MATCH LINE STA 114+00
SEE SHEET E-2

E3

MODEL: Default
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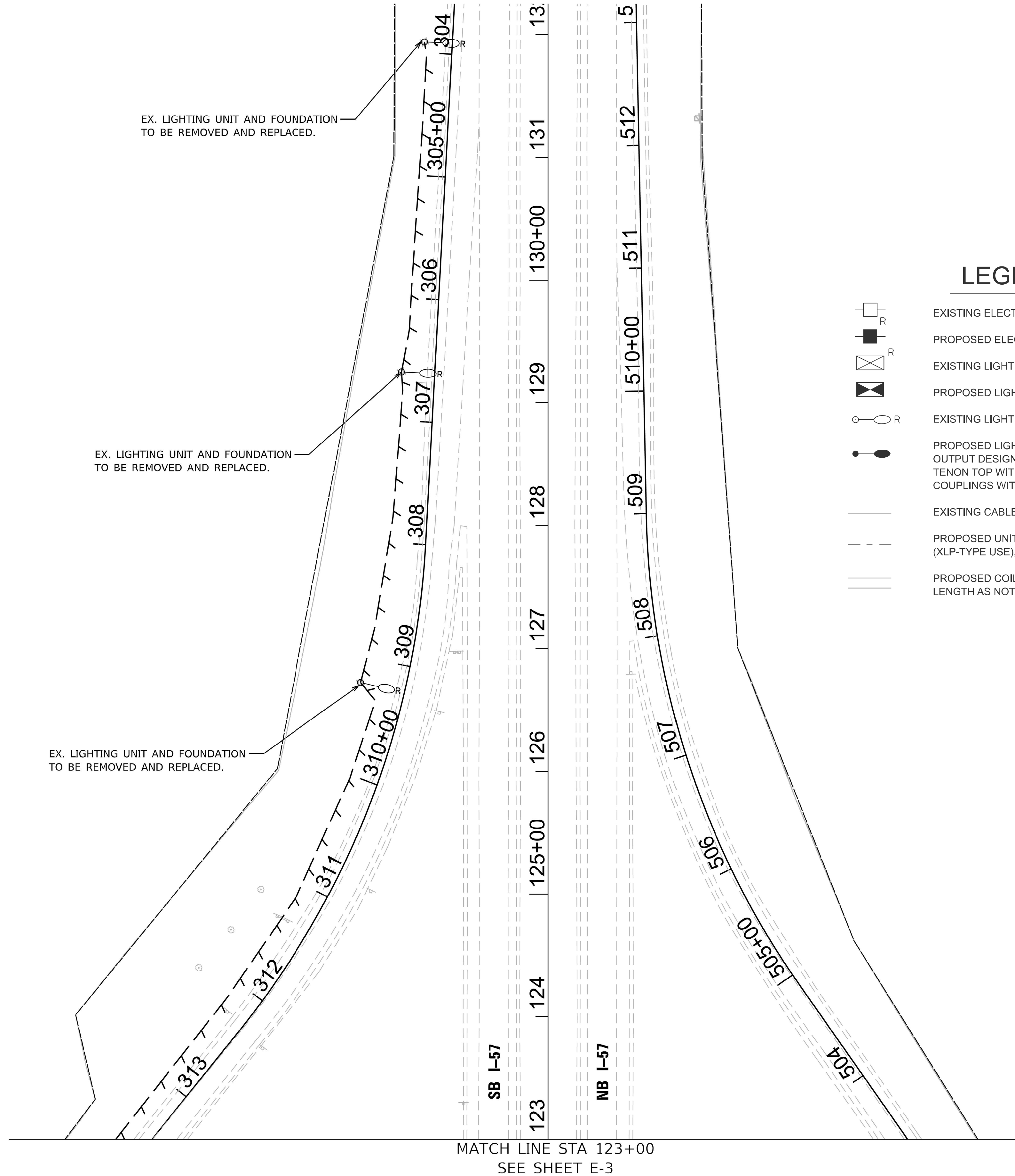
USER NAME = MTodden	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING REMOVAL PLAN
I-57 AND US-45

SCALE: 1"=50' | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	142
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- EXISTING ELECTRIC SERVICE TO BE REMOVED
- PROPOSED ELECTRIC SERVICE, 120/240V.
- EXISTING LIGHTING CONTROLLER TO BE REMOVED.
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A.
- EXISTING LIGHTING UNIT TO BE REMOVED.
- PROPOSED LIGHTING UNIT, LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H, 45 FT M.H., STEEL POLE, TENON TOP WITH BRACKET ARM., METAL FOUNDATION, BREAKAWAY COUPLINGS WITH SS SCREEN
- EXISTING CABLE IN CONDUIT TO BE REMOVED.
- PROPOSED UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE. (UNLESS STATED OTHERWISE)
- PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED

0 50 100 150
SCALE IN FEET

E4

MODEL: Default
FILE NAME: S:\Projects\3505 - Various Lighting Projects Statewide - E\M\Project Work\Electrical\District 6\74597\CAD\Sheet\D774597-sht-RemLight03.dgn

USER NAME = MTodden	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/24/2025	DATE -	REVISED -	

LIGHTING REMOVAL PLAN
I-57 AND US-45

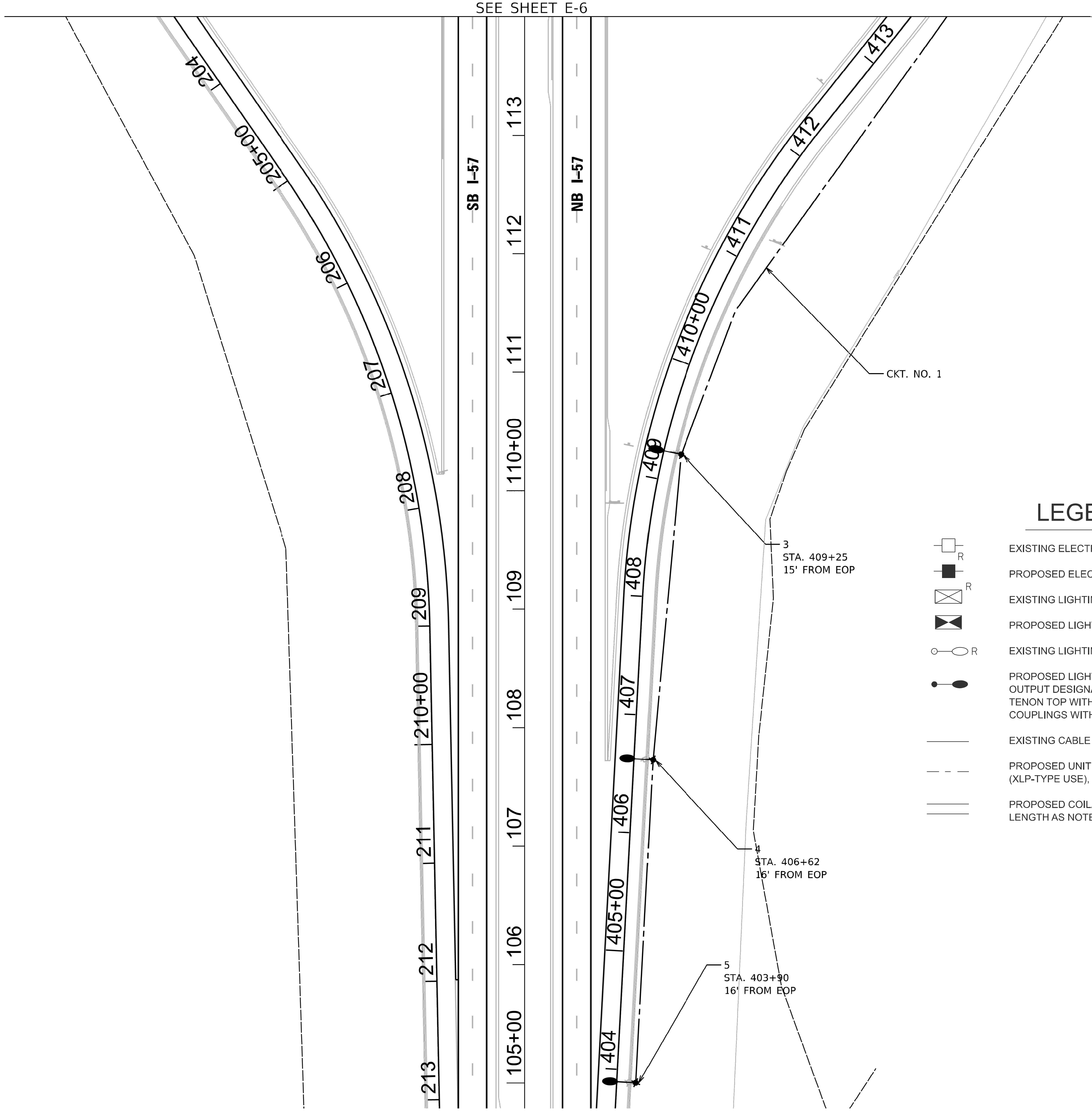
SCALE: 1"=50' | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	143

CONTRACT NO. 74597

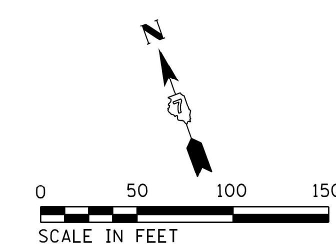
ILLINOIS | FED. AID PROJECT

MATCH LINE STA 114+00
SEE SHEET E-6



LEGEND

- R — EXISTING ELECTRIC SERVICE TO BE REMOVED
- PROPOSED ELECTRIC SERVICE, 120/240V.
- R — EXISTING LIGHTING CONTROLLER TO BE REMOVED.
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A.
- R — EXISTING LIGHTING UNIT TO BE REMOVED.
- PROPOSED LIGHTING UNIT, LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H, 45 FT M.H., STEEL POLE, TENON TOP WITH BRACKET ARM., METAL FOUNDATION, BREAKAWAY COUPLINGS WITH SS SCREEN
- EXISTING CABLE IN CONDUIT TO BE REMOVED.
- PROPOSED UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE. (UNLESS STATED OTHERWISE)
- PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED



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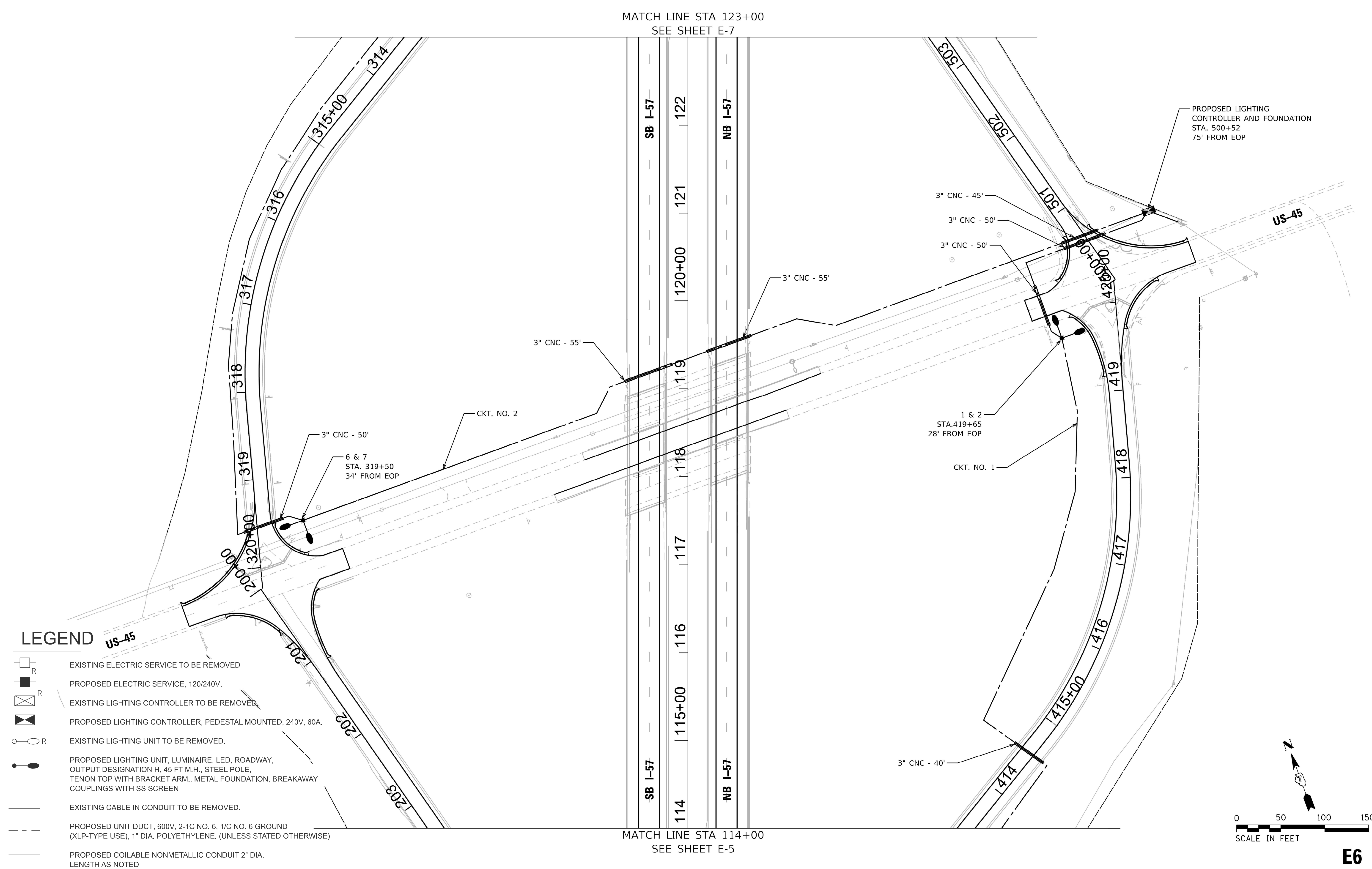
PLOT DATE = 4/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I-57 AND US-45

SCALE: 1"=50' | SHEET 4 OF 7 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	144
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	



LEGEND

R	EXISTING ELECTRIC SERVICE TO BE REMOVED
	PROPOSED ELECTRIC SERVICE, 120/240V.
R	EXISTING LIGHTING CONTROLLER TO BE REMOVED.
	PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A.
R	EXISTING LIGHTING UNIT TO BE REMOVED.
	PROPOSED LIGHTING UNIT, LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H, 45 FT M.H., STEEL POLE, TENON TOP WITH BRACKET ARM., METAL FOUNDATION, BREAKAWAY COUPLINGS WITH SS SCREEN
	EXISTING CABLE IN CONDUIT TO BE REMOVED.
	PROPOSED UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE. (UNLESS STATED OTHERWISE)
	PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED

E6

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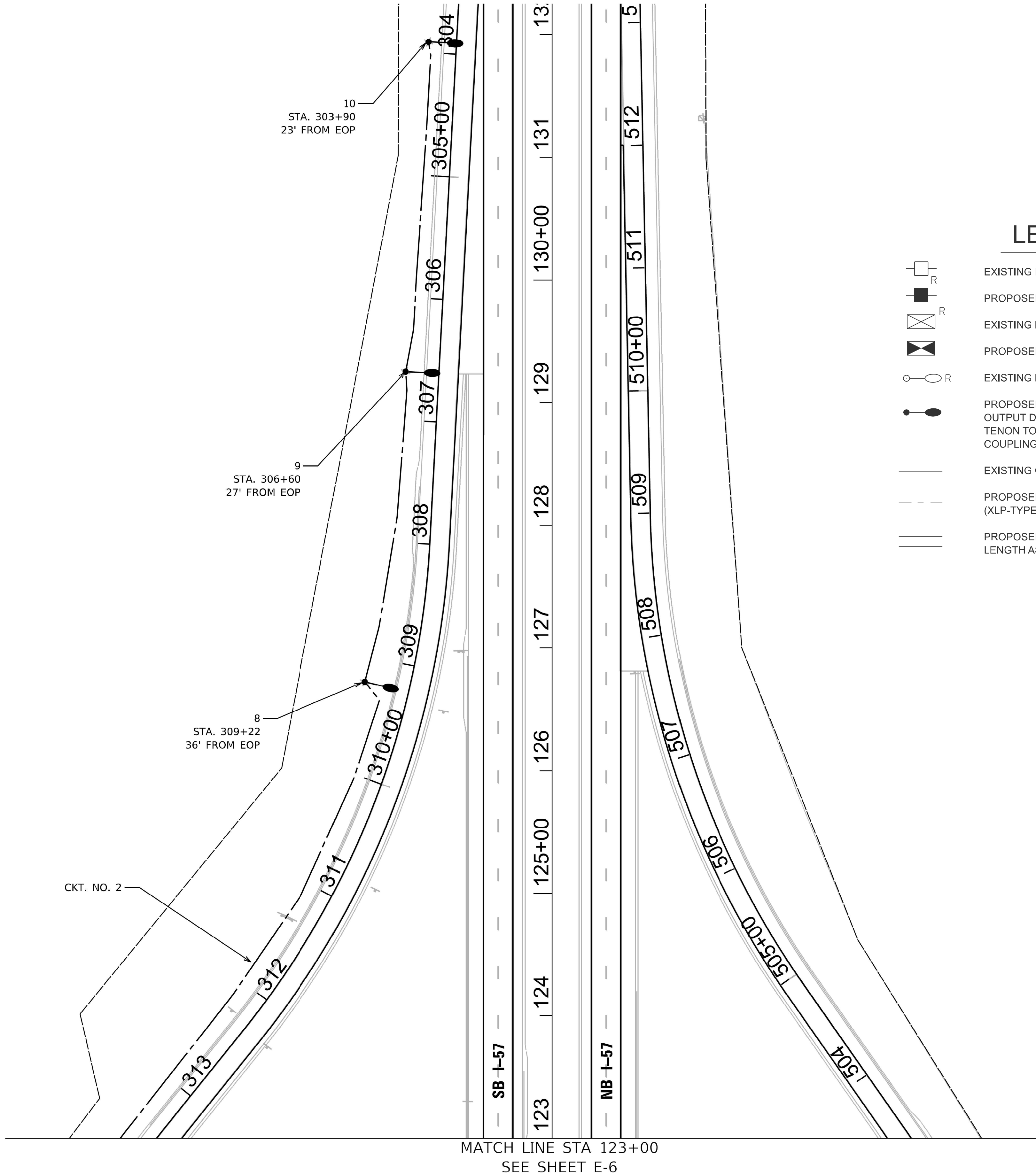
PLOT DATE = 4/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I-57 AND US-45

SCALE: 1"=50' | SHEET 5 OF 7 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	145
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



LEGEND

R	EXISTING ELECTRIC SERVICE TO BE REMOVED
	PROPOSED ELECTRIC SERVICE, 120/240V.
R	EXISTING LIGHTING CONTROLLER TO BE REMOVED.
	PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A.
R	EXISTING LIGHTING UNIT TO BE REMOVED.
	PROPOSED LIGHTING UNIT, LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H, 45 FT M.H., STEEL POLE, TENON TOP WITH BRACKET ARM., METAL FOUNDATION, BREAKAWAY COUPLINGS WITH SS SCREEN
	EXISTING CABLE IN CONDUIT TO BE REMOVED.
	PROPOSED UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE. (UNLESS STATED OTHERWISE)
	PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED

E7

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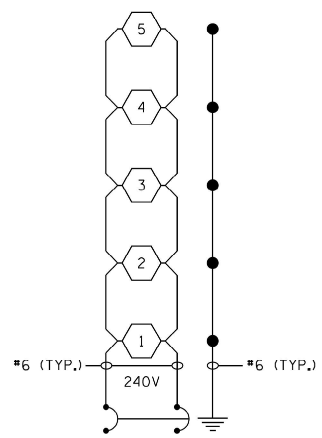
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/24/2025	DATE -	REVISED -	

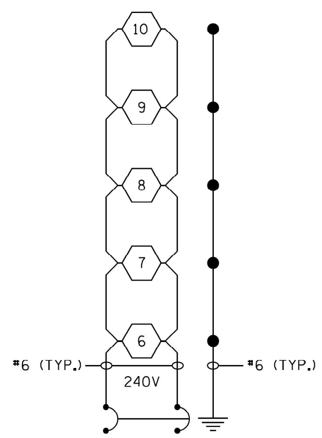
PROPOSED LIGHTING PLAN
I-57 AND US-45

SCALE: 1"=50' | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	146
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		



2 POLE 30 AMP BREAKER
CKT "1"



2 POLE 30 AMP BREAKER
CKT "2"

PROPOSED ROADWAY LIGHTING CONTROLLER
I-57 AND US-45
STA. 500+52
PEDESTAL MOUNT, 240V

LEGEND

PROPOSED LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G.

GROUND ROD.

NOTES:

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

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
03/17/25	74957		Cumberland

Marked Route Number	Municipality
I-57	

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
16	1 - In One Direction	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
45	1	15	1

Luminaire

Description	Transverse Distribution	Lateral Distribution
Roadway Luminaire Output Designation H	Type III	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
Refer to Notes 6 and 7	U=0	N/A	0-10V

Layout

Spacing	Configuration
200	Single Sided

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
0.8	3.0

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
N/A	N/A	N/A	0.3

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 03/20/25 BDE 5630 (Draft)

E8

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/24/2025	DATE -	REVISED -	

WIRING DIAGRAMS AND LUMINAIRE PERFORMANCE TABLE

SCALE: 1"=50' SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(18-1VB,18-20HB)B	CUMBERLAND	414	147

CONTRACT NO. 74597

ILLINOIS FED. AID PROJECT

Benchmark: BM 701 - Chiseled square on the northwest corner of SN 018-0002 (NB) I-57 over railroad bridge. Sta. 6055+20, RT 24', Elev. 692.845

Existing Structures: SN 018-0001 (SB) and SN 018-0002 (NB) were originally constructed in 1964. The structures consist of three-span continuous wide flange beams with a 7" composite concrete deck plus 2" HMA overlay supported by multi-column piers with crash walls and stub abutments. The structures are skewed 56°44'52" right forward relative to I-57 with an out to out width of 36'-4" for northbound and a variable width from 36'-4" to 39'-7¼" for southbound. Back to back abutments is 294'-6"

Interstate traffic will be maintained using crossovers. The northbound (NB) structure will carry Stage I traffic.

No Salvage.

Notes:
No freefall deck drains will be permitted in the span over the tracks or within 10 ft. of cross arms of a railroad pole line.
Up to ¼ inch may be ground off the bridge deck and the bridge approach slab. Elevations shown in plan represents elevations after grinding.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.19g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.408g
Soil Site Class = D

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

DESIGN STRESSES

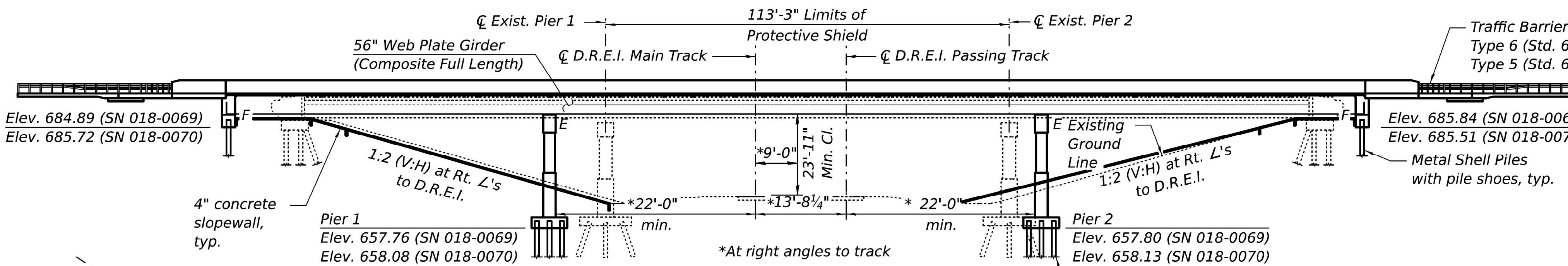
FIELD UNITS
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 50,000 psi (AASHTO M270 Grade 50)
fy = 60,000 psi (Reinforcement)
All Structural steel shall be metallized.

LICENSED STRUCTURAL ENGINEER
MATTHEW J. WILLEY
081-006588
STATE OF ILLINOIS

Matthew J Willey

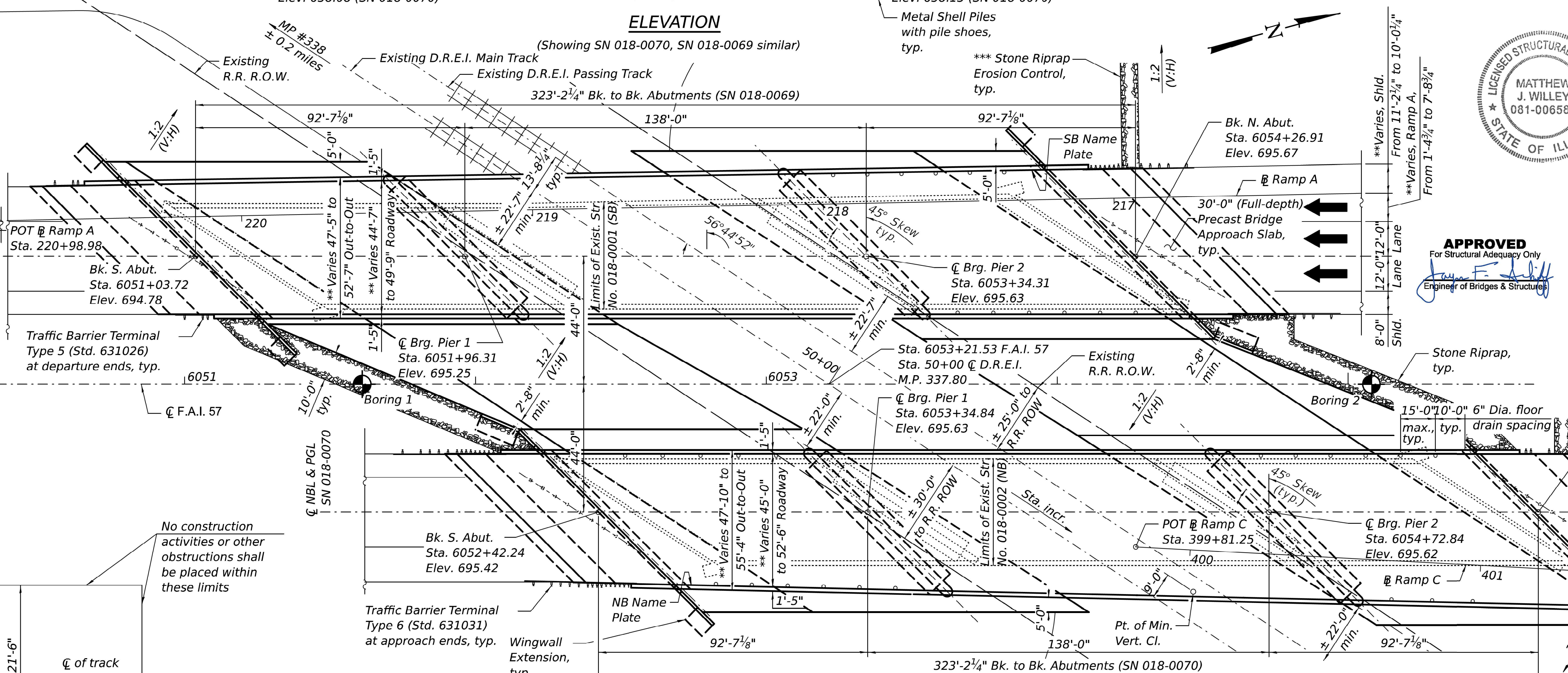
DATE SIGNED: 05/08/2025
EXP. DATE: 11/30/2026

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



ELEVATION

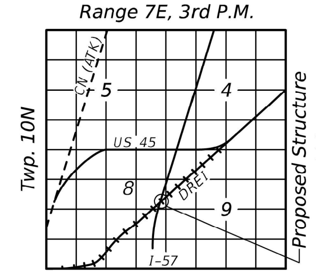
(Showing SN 018-0070, SN 018-0069 similar)



PLAN

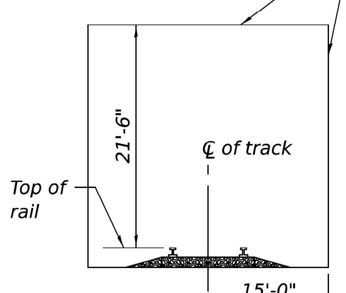
SN 018-0069 (SB)
SN 018-0070 (NB)

** Dimensions at Back of Abutment
*** See Roadway Plans



LOCATION SKETCH

No construction activities or other obstructions shall be placed within these limits



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

(Normal to railroad)

GENERAL PLAN & ELEVATION

I-57 OVER DECATUR & EASTERN ILLINOIS RAILROAD (D.R.E.I.)

F.A.I. 57 - SECTION 18-1VB

CUMBERLAND COUNTY

STATION 6053+21.25

STRUCTURE NO. 018-0069 (SB) & 018-0070 (NB)

BLA, Inc.	USER NAME = mwilley	DESIGNED - MJW	REVISED -
		CHECKED - PRD	REVISED -
	PLOT SCALE = 0:2 \" / in.	DRAWN - MJW	REVISED -
	PLOT DATE = 5/8/2025	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 018-0069 (SB) & 018-0070 (NB)

SHEET 1 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	148
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

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INDEX OF SHEETS

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts ⅞ in. diameter, holes 15⁄16 in. diameter, unless otherwise noted. See special provision for "Metalizing of Structural Steel".

Calculated weight of Structural Steel: AASHTO M 270 Gr. 50 = 1,438,060 lbs.
AASHTO M 270 Gr. 36 = 72,280 lbs.

All new structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."

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

Reinforcement bars designated (E) shall be epoxy coated.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

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

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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

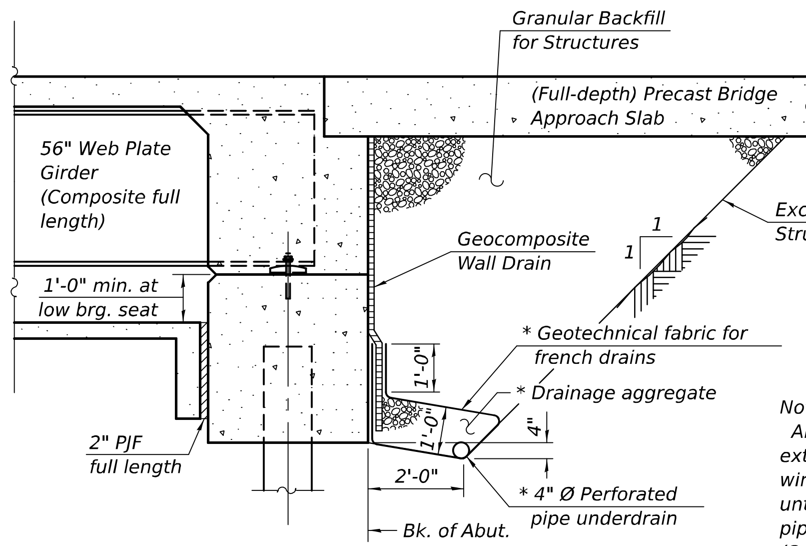
This project is not anticipated to change the quantity and/or character of drainage flow on Decatur and Eastern Illinois Railroad right-of-way.

The Contractor shall coordinate right-of-entry with Decatur and Eastern Illinois Railroad and shall provide them with means & methods documentation such as temporary shoring layout (including any other shoring that may impact railroad operations), falsework phasing, demolition and erection plans, and erosion control. Coordinate with Mr. Robert Harvey for right-of-entry and flagging services using the following contact information:

Mr. Robert Harvey
Decatur and Eastern Illinois Railroad
96 S. Main Street
Tuscola, IL 61953
Phone: (217) 853-5468
Robert.Harvey@watco.com

TOTAL BILL OF MATERIAL (BOTH STRUCTURES)

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd	---	252	252
Filter Fabric	Sq Yd	---	252	252
Protective Coat	Sq Yd	4,757	157	4,914
Removal Of Existing Structures No. 1	Each	1	---	1
Removal Of Existing Structures No. 2	Each	1	---	1
Protective Shield	Sq Yd	935	---	935
Structure Excavation	Cu Yd	---	2,421	2,421
Floor Drains	Each	32	---	32
Concrete Structures	Cu Yd	---	1,315.6	1,315.6
Concrete Superstructure	Cu Yd	1,295.0	---	1,295.0
Furnishing And Erecting Structural Steel	L Sum	0.67	---	0.67
Stud Shear Connectors	Each	16,032	---	16,032
Reinforcement Bars, Epoxy Coated	Pound	315,430	208,840	524,270
Slope Wall 4 Inch	Sq Yd	---	4,208	4,208
Furnishing Metal Shell Piles 14" X 0.312"	Foot	---	7,843	7,843
Driving Piles	Foot	---	7,843	7,843
Test Pile Metal Shells	Each	---	8	8
Pile Shoes	Each	---	152	152
Name Plates	Each	2	---	2
Preformed Joint Strip Seal	Foot	278.0	---	278.0
Elastomeric Bearing Assembly, Type I	Each	32	---	32
Anchor Bolts, 1"	Each	64	---	64
Anchor Bolts, 1 1/2"	Each	64	---	64
Temporary Soil Retention System	Sq Ft	---	5,629	5,629
Granular Backfill For Structures	Cu Yd	---	764	764
Geocomposite Wall Drain	Sq Yd	---	374	374
Pipe Underdrains For Structures 4"	Foot	---	485	485
Bridge Deck Grooving (Longitudinal)	Sq Yd	2,323	---	2,323
Full Depth Precast Bridge Approach Slab	Sq Ft	5,998	---	5,998
Bar Terminators	Each	384	1,336	1,720
Diamond Grinding (Bridge Section)	Sq Yd	4,487	---	4,487

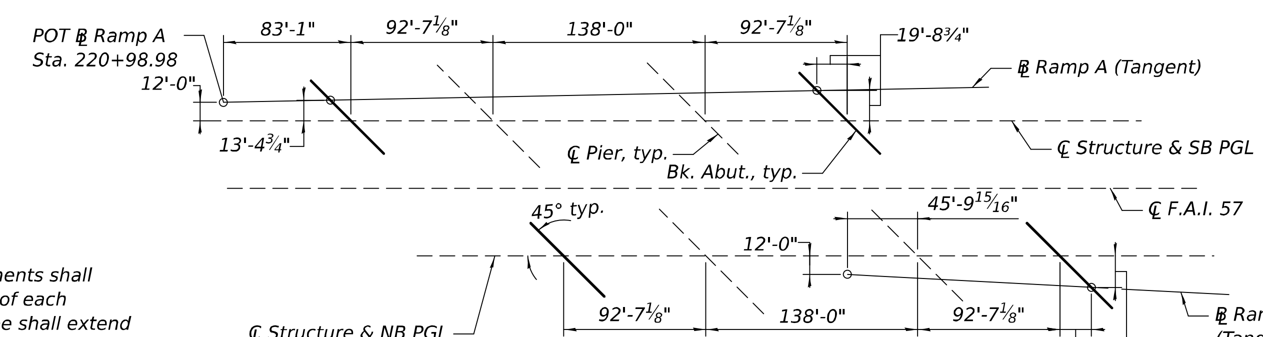


SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. at Rt. ∠'s)

*Included in the cost of Pipe Underdrains for Structures.

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



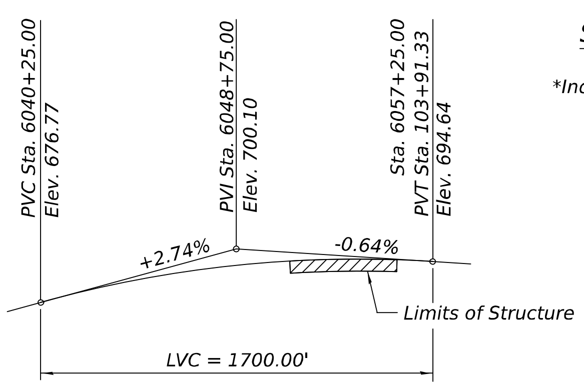
OFFSET SKETCH

STA. 6053+21.25
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 57 SEC. 18-1VB
LOADING HL-93
STR. NO. 018-0069

NAME PLATE
See Std. 515001

STA. 6053+21.25
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 57 SEC. 18-1VB
LOADING HL-93
STR. NO. 018-0070

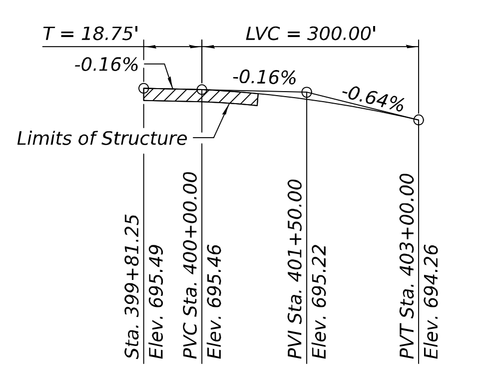
NAME PLATE
See Std. 515001



I-57 NBL & SBL PROFILE GRADE

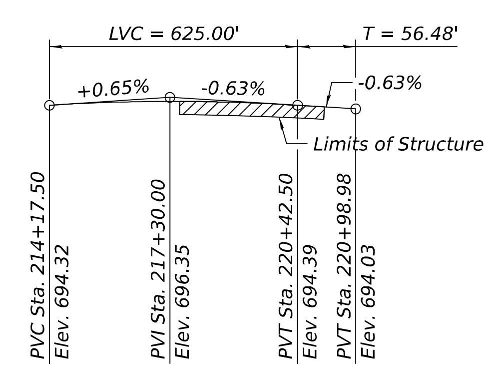
(Along ℄ lanes)
(PG shows the final elevations after grinding)
(Equation Sta. 6056+55.70 = Sta. 103+22.03)

Note:
Up to ¼ inch to be ground off the bridge deck and the bridge approach slabs. The Profile Grade shows the final grade after grinding.



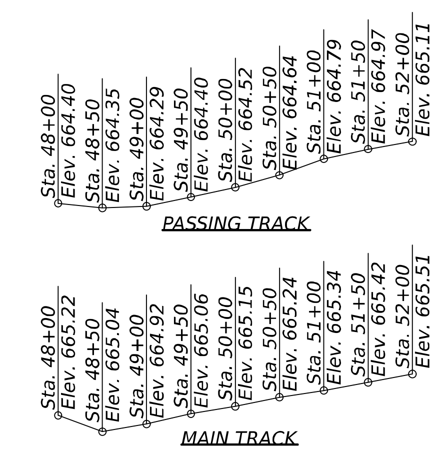
RAMP C PROFILE GRADE

(Along ramp ℄)
(PG shows the final elevations after grinding)



RAMP A PROFILE GRADE

(Along ramp ℄)
(PG shows the final elevations after grinding)

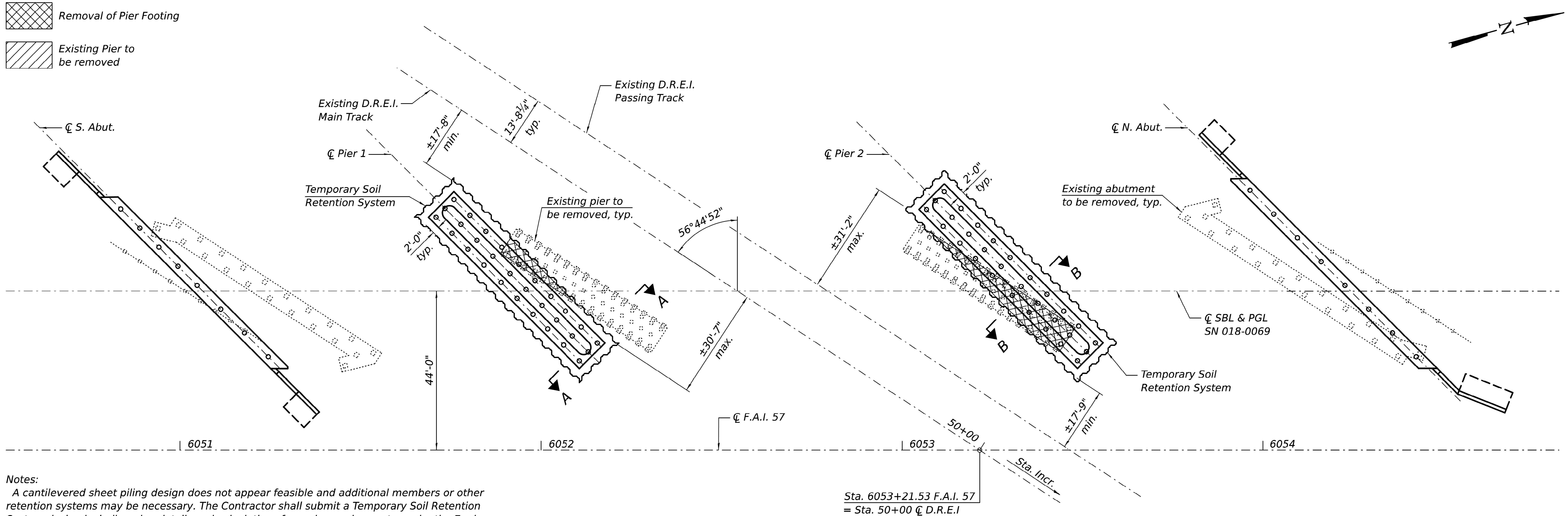


TOP OF RAIL ELEVATIONS
DECATUR & EASTERN ILLINOIS RAILROAD

LEGEND

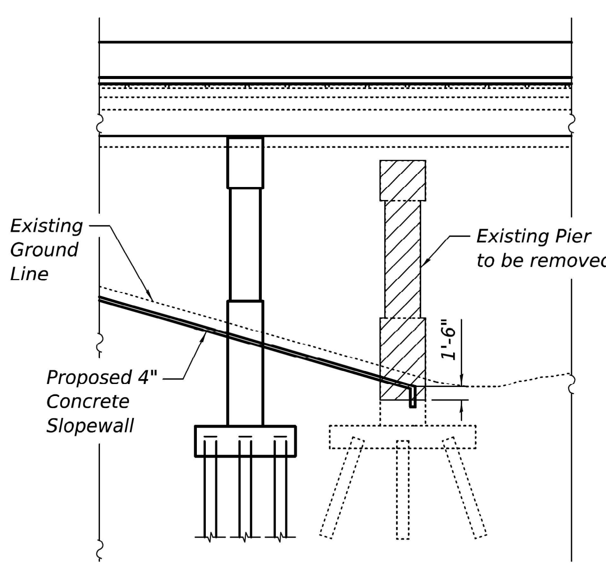
Removal of Pier Footing

Existing Pier to be removed

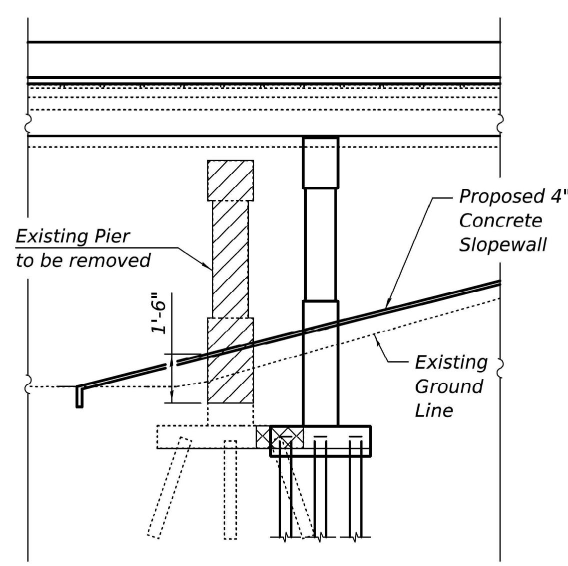


Notes:
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a Temporary Soil Retention System design including plan details and calculations for review and acceptance by the Engineer.
Existing structure details are taken form existing plans and are subject to normal construction variations.
See sheet 4 of 90 for NB Plan.

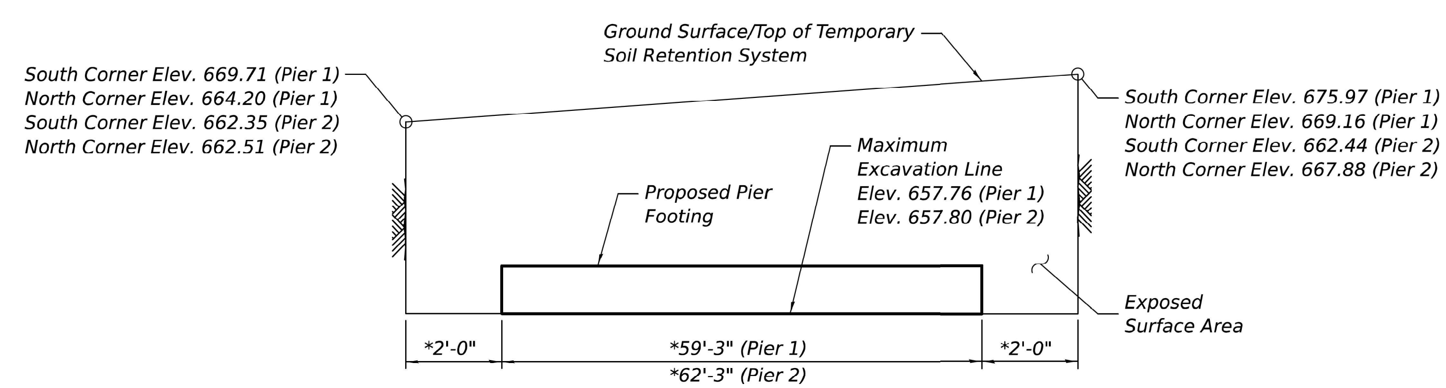
PLAN



SECTION A-A



SECTION B-B



TEMPORARY SOIL RETENTION SYSTEM

(Looking North)

* Horizontal dimensions along ℄ Pier

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retension System	Sq. Ft.	2817

BLA, Inc.	USER NAME = rnwilley	DESIGNED - KN	REVISED -
		CHECKED - MJW	REVISED -
	PLOT SCALE = 0:2 ':" / in.	DRAWN - KN	REVISED -
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 018-0069 (SB)

SHEET 3 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	150

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT

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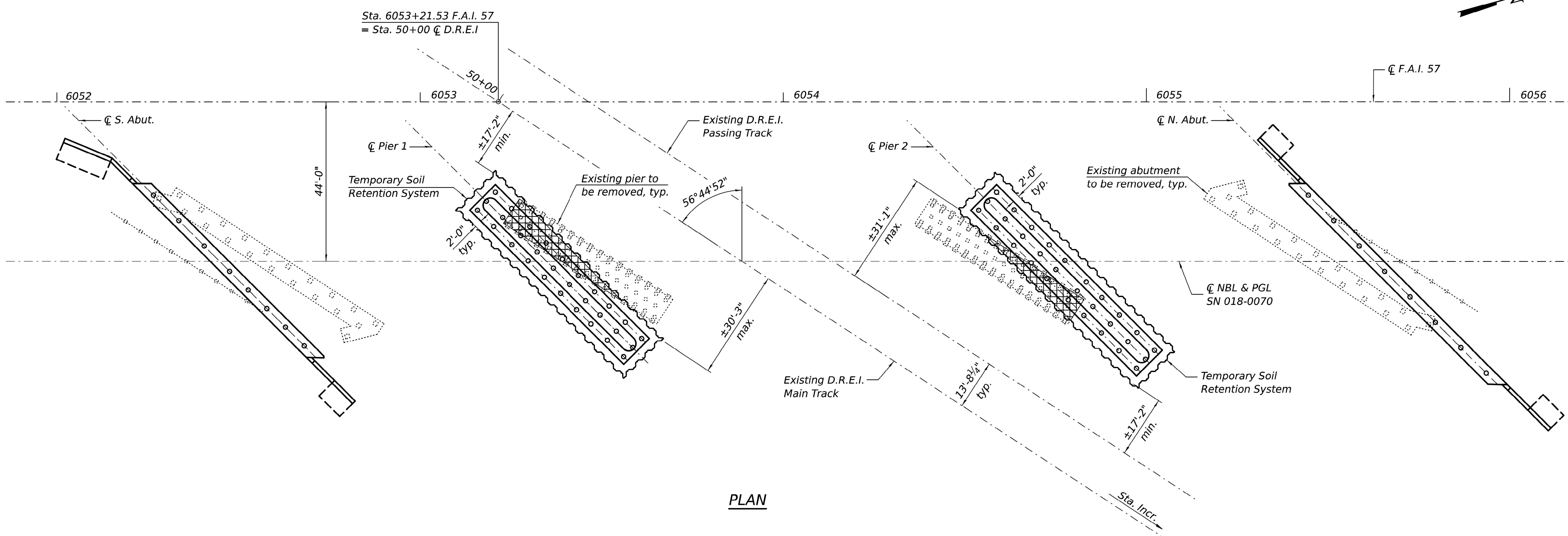
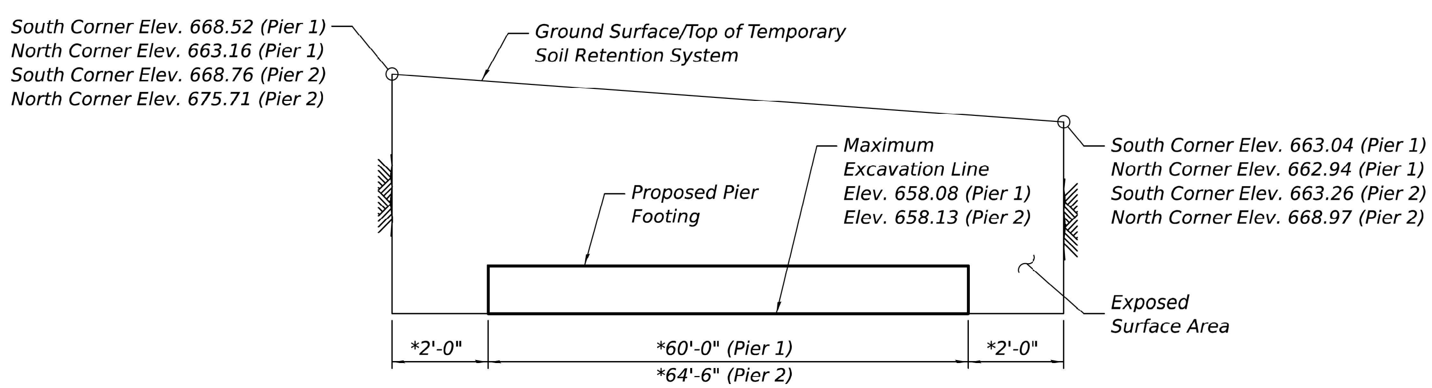
LEGEND

Removal of Pier Footing



PLAN



TEMPORARY SOIL RETENTION SYSTEM

(Looking North)

* Horizontal dimensions along ℄ Pier

Notes:
See Temporary Soil Retention System notes on sheet 3 of 90.

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retension System	Sq. Ft.	2812

MODEL: Br_Sheet_Consultant
FILE NAME: W0191-172 IDOT 197034 I57_StructureReplacement\CADD SHEETS_ORD\Structural\DREI Crossing\0180069_70-74597-004-Temporary Soil Retention System.dgn

BLA, Inc.	USER NAME = rnwilley	DESIGNED - KN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SOIL RETENTION SYSTEM STRUCTURE NO. 018-0070 (NB)	F.A.I. RTE. 57	SECTION 18-1VB	COUNTY CUMBERLAND	TOTAL SHEETS 414	SHEET NO. 151
		CHECKED - MJW	REVISED -			CONTRACT NO. 74597				
	PLOT SCALE = 0:2 '/" / in.	DRAWN - KN	REVISED -							
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -		SHEET 4 OF 90 SHEETS	ILLINOIS	FED. AID PROJECT			

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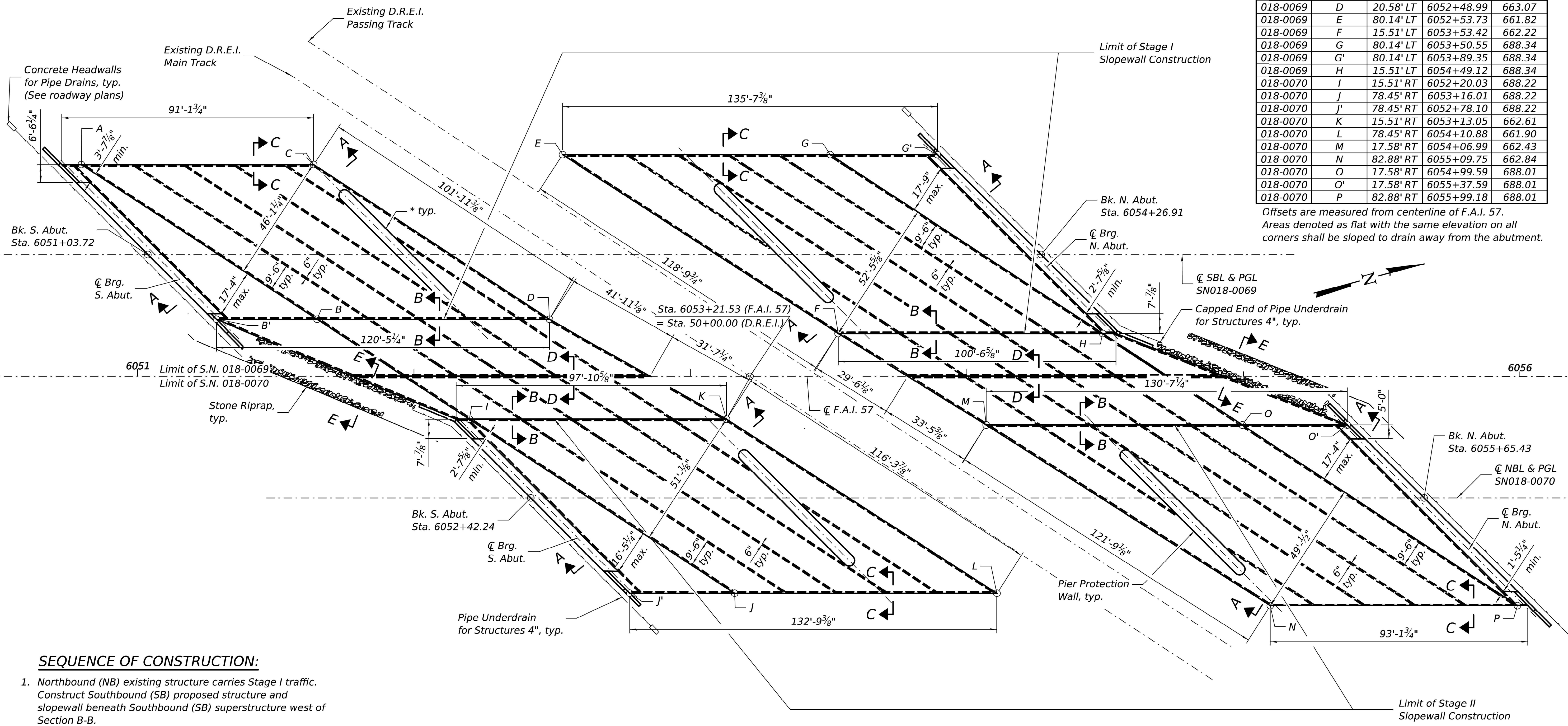
SLOPEWALL ELEVATIONS

Structure No.	Working Point	Offset	Station	Top of Slopewall
018-0069	A	76.52' LT	6050+79.67	687.39
018-0069	B	20.58' LT	6051+64.98	687.39
018-0069	B'	20.58' LT	6051+28.55	687.39
018-0069	C	76.52' LT	6051+63.75	663.70
018-0069	D	20.58' LT	6052+48.99	663.07
018-0069	E	80.14' LT	6052+53.73	661.82
018-0069	F	15.51' LT	6053+53.42	662.22
018-0069	G	80.14' LT	6053+50.55	688.34
018-0069	G'	80.14' LT	6053+89.35	688.34
018-0069	H	15.51' LT	6054+49.12	688.34
018-0070	I	15.51' RT	6052+20.03	688.22
018-0070	J	78.45' RT	6053+16.01	688.22
018-0070	J'	78.45' RT	6052+78.10	688.22
018-0070	K	15.51' RT	6053+13.05	662.61
018-0070	L	78.45' RT	6054+10.88	661.90
018-0070	M	17.58' RT	6054+06.99	662.43
018-0070	N	82.88' RT	6055+09.75	662.84
018-0070	O	17.58' RT	6054+99.59	688.01
018-0070	O'	17.58' RT	6055+37.59	688.01
018-0070	P	82.88' RT	6055+99.18	688.01

Offsets are measured from centerline of F.A.I. 57. Areas denoted as flat with the same elevation on all corners shall be sloped to drain away from the abutment.



SLOPEWALL PLAN

S.N. 018-0069 & 018-0070

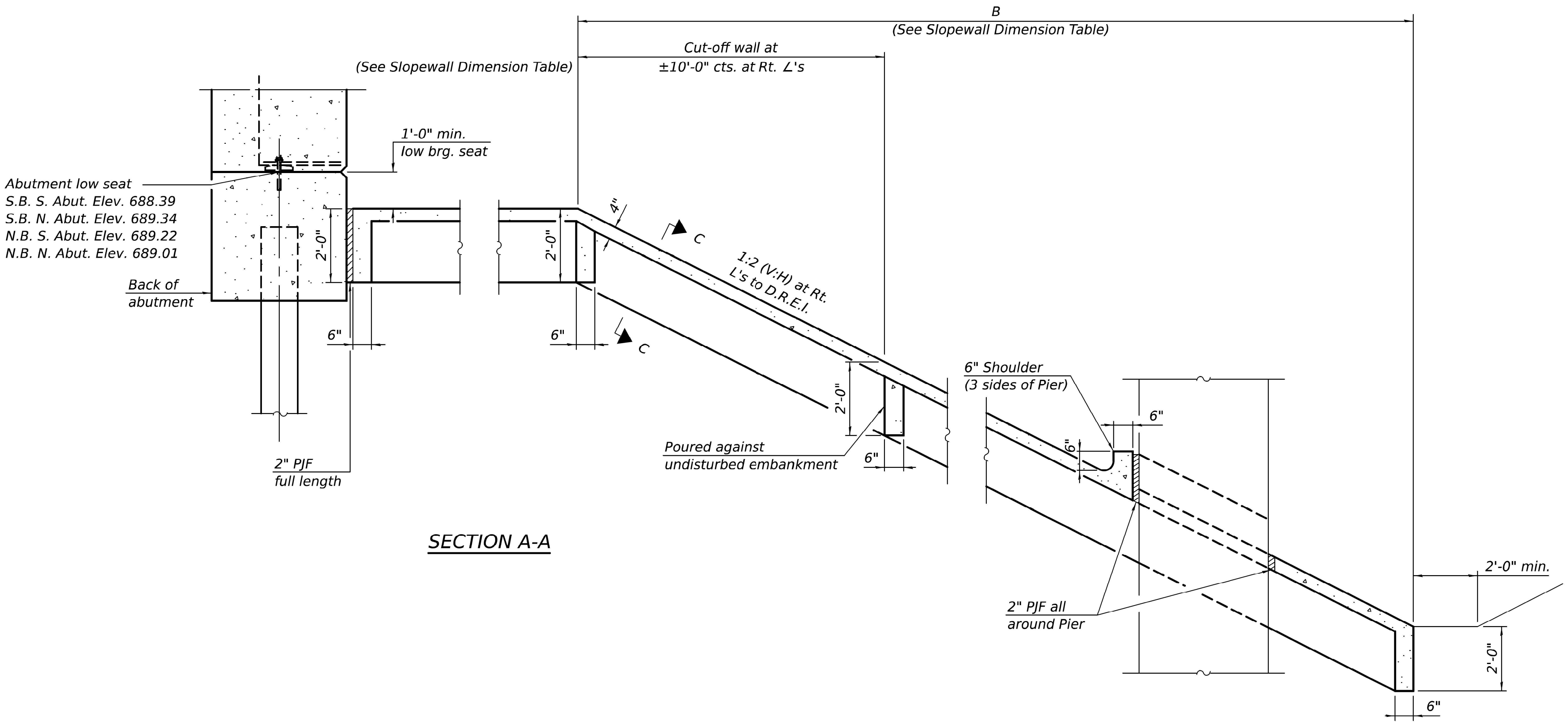
* All 6" thick cut-off walls shall be terminated 6" away from the pier protection wall.

SEQUENCE OF CONSTRUCTION:

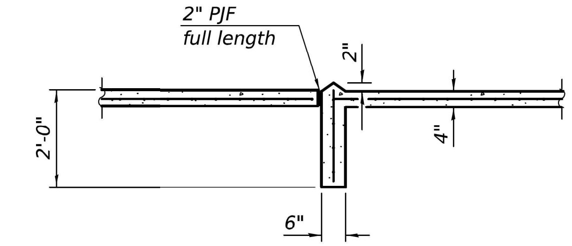
1. Northbound (NB) existing structure carries Stage I traffic. Construct Southbound (SB) proposed structure and slopewall beneath Southbound (SB) superstructure west of Section B-B.
2. Southbound (SB) proposed structure carries Stage II traffic. Construct Northbound (NB) proposed structure and slopewall beneath Northbound (NB) superstructure east of Section B-B.
3. Construct slopewall between Southbound (SB) and Northbound (NB) structures.

Notes:
See sheet 6 of 90 for slopewall details, notes and Bill of Material.

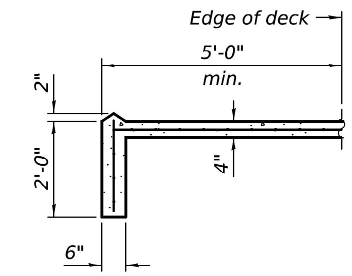
(Sheet 1 of 2)



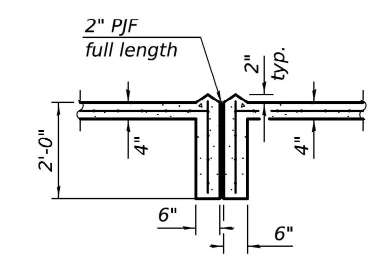
SECTION A-A



SECTION B-B



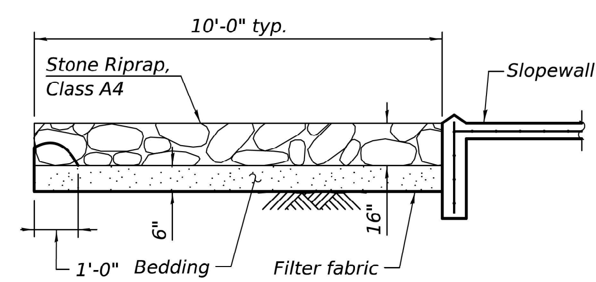
SECTION C-C



SECTION D-D
(Optional slopewall joint)

SLOPEWALL DIMENSION TABLE

S.N.	Location	A (min.)	A (max.)	B
018-0069	S. Abut.	3'-7⅞"	17'-4"	46'-1¼"
018-0069	N. Abut.	2'-7⅝"	17'-9"	52'-5⅝"
018-0070	S. Abut.	2'-7⅝"	16'-5¼"	51'-⅛"
018-0070	N. Abut.	1'-5¼"	17'-4"	49'-½"



SECTION E-E
STONE RIPRAP DETAIL

Notes:
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. – W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
Capped ends for pipe drains included in cost of Pipe Underdrain for Structures 4".

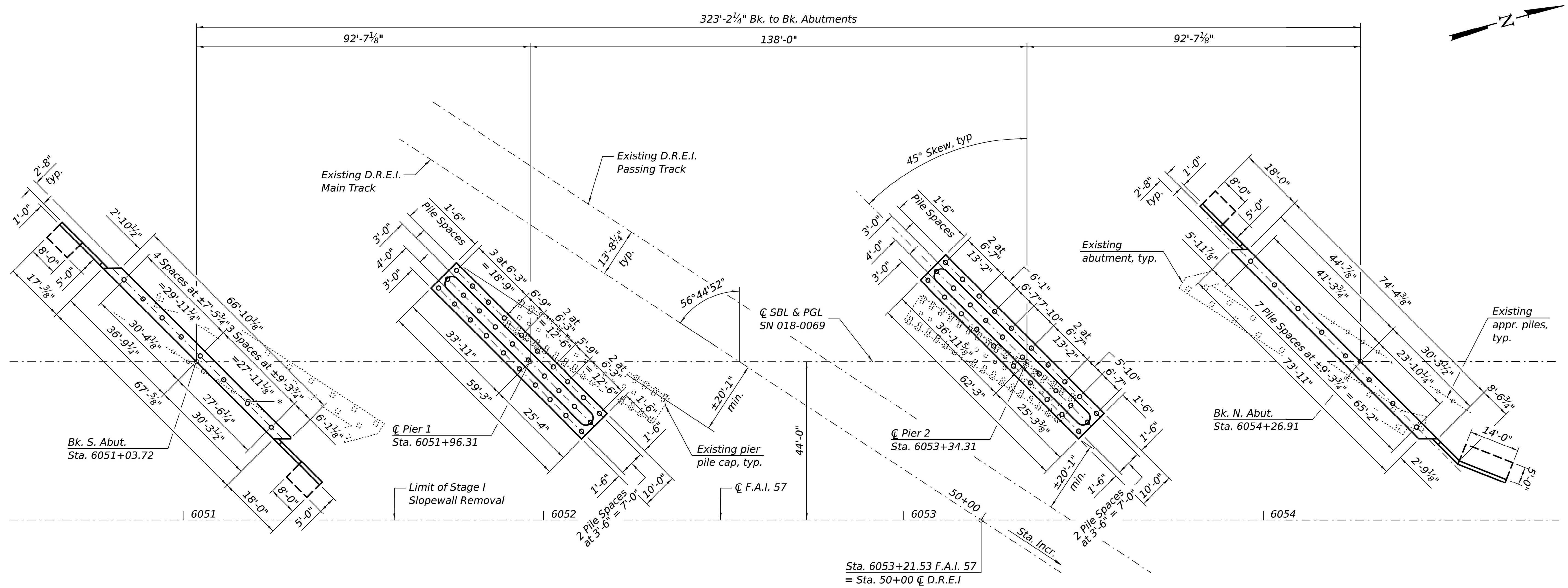
BILL OF MATERIAL FOR S.N. 018-0069

ITEM	UNIT	TOTAL
Slope Wall, 4 Inch	Sq. Yd.	2052
Pipe Underdrain for Structures 4"	Foot	239

BILL OF MATERIAL FOR S.N. 018-0070

ITEM	UNIT	TOTAL
Slope Wall, 4 Inch	Sq. Yd.	2156
Pipe Underdrain for Structures 4"	Foot	246

(Sheet 2 of 2)



PLAN

(Stage I shown)

* Existing approach pile to be removed.

SEQUENCE OF CONSTRUCTION

1. Northbound (NB) existing structure carries Stage I traffic.
2. Demolish and remove existing Southbound (SB) structure. Sawcut existing slopewall at centerline of F.A.I. 57 and remove existing Southbound (SB) slopewall.
3. Install Temporary Soil Retention System on Southbound (SB) structure.
4. Remove portions existing Pier as shown on Sheets 3 and 4 of 90 on Temporary Soil Retention System.
5. Drive piles, construct substructure and superstructure for Southbound (SB) structure.
6. Southbound (SB) proposed structure carries Stage II traffic.
7. Repeat steps 2 thru 5 to construct Northbound (NB) proposed structure.

Notes:
Existing structure details are taken from existing plans and are subject to normal construction variations.
Pile spacing may be adjusted up to 3" to miss existing piles at pier.
See sheet 8 of 90 for NB Plan.
See sheet 3 thru 4 of 90 for Temporary Soil Retention System.

BLA, Inc.	USER NAME = mwilley	DESIGNED - MKH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSTRUCTURE LAYOUT STRUCTURE NO. 018-0069 (SB)	F.A.I. RTE. 57	SECTION 18-1VB	COUNTY CUMBERLAND	TOTAL SHEETS 414	SHEET NO. 154
		CHECKED - MJW	REVISED -					CONTRACT NO. 74597		
	PLOT SCALE = 0:2 '/" / in.	DRAWN - MKH	REVISED -							
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -		SHEET 7 OF 90 SHEETS			ILLINOIS FED. AID PROJECT		

MODEL: Br_Sheet_Consultant
FILE NAME: W0191-172 IDOT_197034_I57_StructureReplacement\CADD SHEETS_ORD-Structural\DREI Crossing\0180069_70-74597-007-Substructure_Layout_SB.dgn

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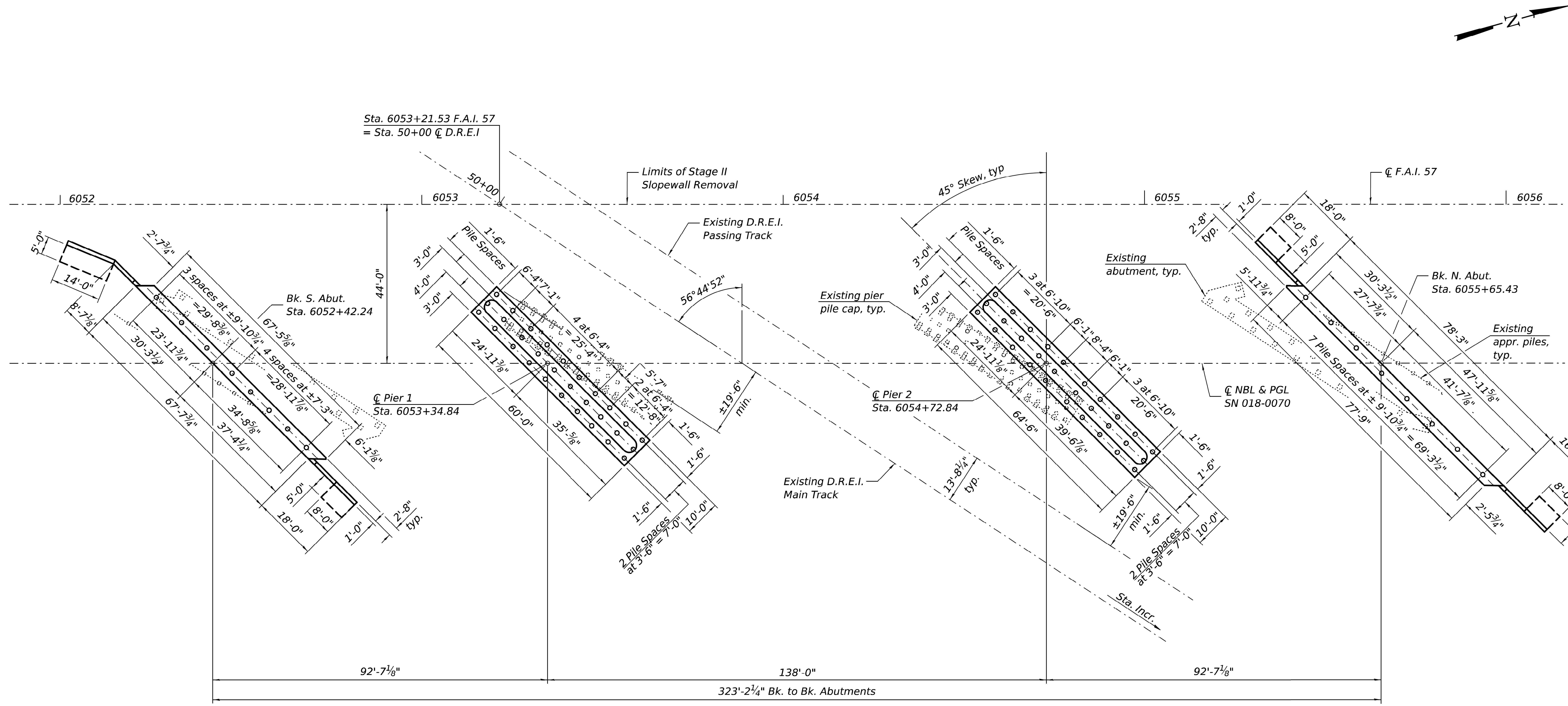
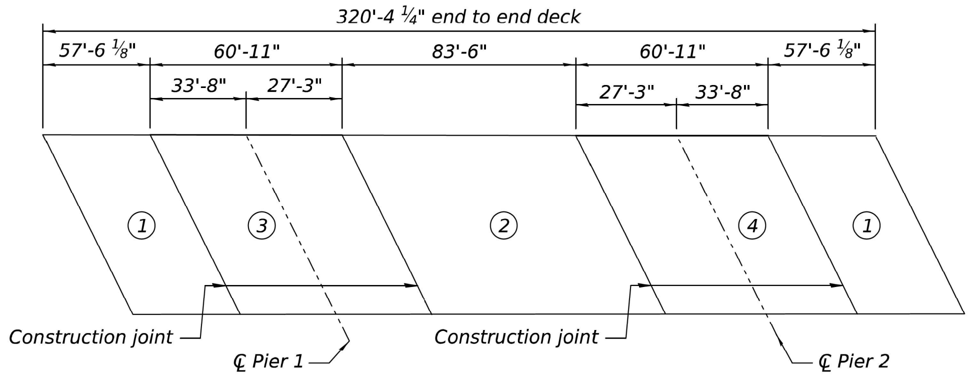


PLAN

(Stage II shown)

Notes:
See substructure layout notes and construction sequence on sheet 7 of 90.

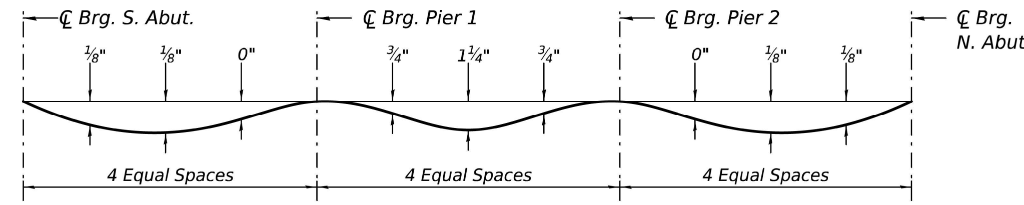


DECK POURING SEQUENCE

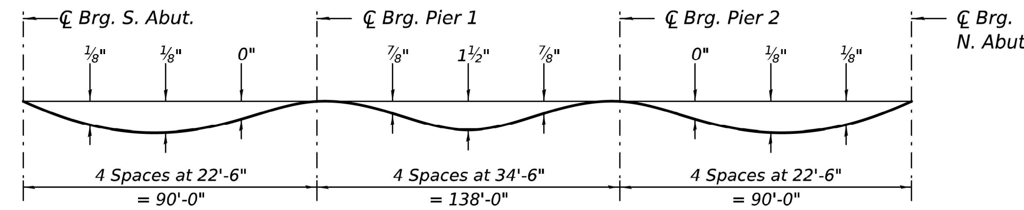
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4,000 psi.



GIRDER 1-4

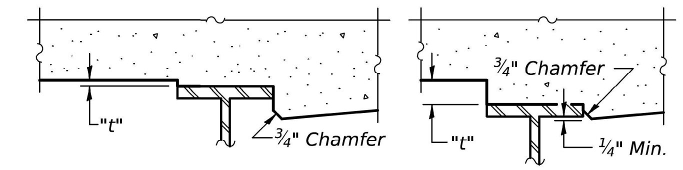


GIRDER 5-8

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

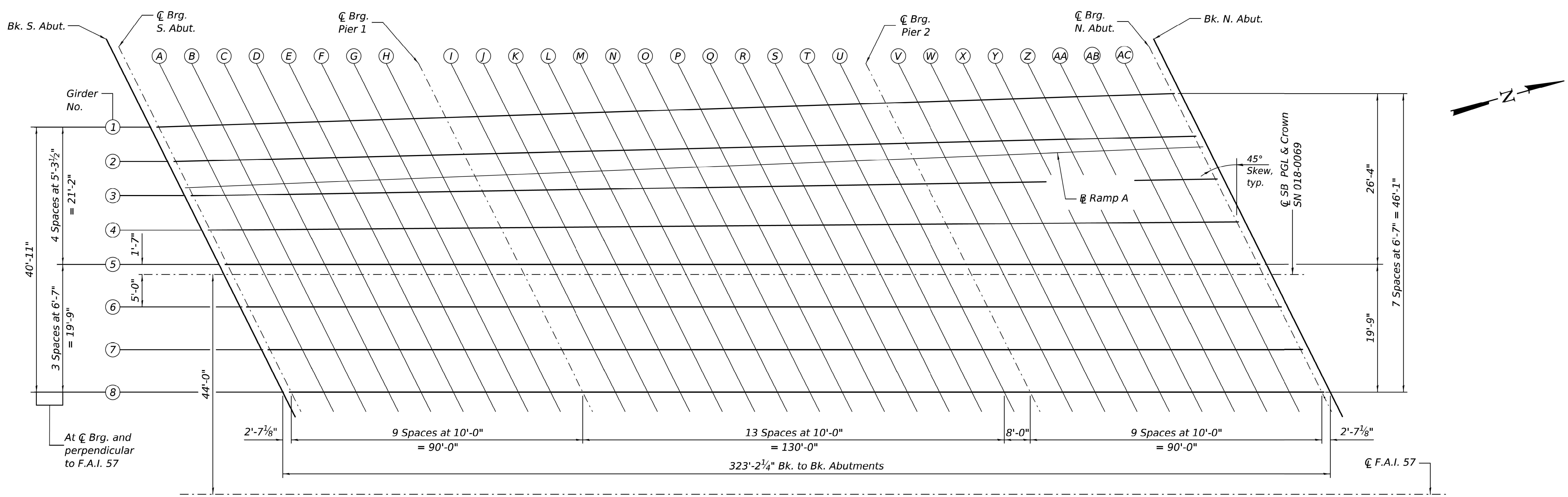
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 10 thru 13 of 90.



At Minimum Fillet   At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets 10 thru 13 of 90, minus the initial slab thickness prior to grinding, equals the fillet heights "to" 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 10 thru 13 of 90. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

MODEL: Br_Sheet_Consultant
FILE NAME: W:\191-172 IDOT 197034 I57 StructureReplacement\CADD SHEETS ORD\Structural\DREI Crossing\0180069 70-74597-009-Deck Elevations Layout SB.dgn

BLA, Inc.	USER NAME = mwilley	DESIGNED - MKH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 018-0069 (SB)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - MJW	REVISED -			57	18-1VB	CUMBERLAND	414	156
	PLOT SCALE = 0:2 ':" / in.	DRAWN - MKH	REVISED -			CONTRACT NO. 74597				
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -		SHEET 9 OF 90 SHEETS		ILLINOIS	FED. AID PROJECT		

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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6050+81.01	-22.71	694.22	694.24
℄ Brg. S. Abut.	6050+83.56	-22.75	694.24	694.26
A	6050+93.40	-22.91	694.30	694.32
B	6051+03.24	-23.08	694.35	694.39
C	6051+13.08	-23.24	694.41	694.44
D	6051+22.91	-23.40	694.46	694.50
E	6051+32.75	-23.56	694.52	694.54
F	6051+42.59	-23.73	694.57	694.59
G	6051+52.43	-23.89	694.62	694.63
H	6051+62.26	-24.05	694.66	694.68
℄ Brg. Pier 1	6051+72.10	-24.21	694.71	694.73
I	6051+81.94	-24.38	694.75	694.78
J	6051+91.78	-24.54	694.79	694.84
K	6052+01.62	-24.70	694.83	694.90
L	6052+11.45	-24.86	694.86	694.96
M	6052+21.29	-25.02	694.90	695.01
N	6052+31.13	-25.19	694.93	695.05
O	6052+40.97	-25.35	694.96	695.09
P	6052+50.80	-25.51	694.99	695.11
Q	6052+60.64	-25.67	695.02	695.13
R	6052+70.48	-25.84	695.04	695.13
S	6052+80.32	-26.00	695.06	695.14
T	6052+90.15	-26.16	695.09	695.14
U	6052+99.99	-26.32	695.10	695.14
℄ Brg. Pier 2	6053+07.86	-26.45	695.12	695.14
V	6053+17.70	-26.62	695.13	695.15
W	6053+27.54	-26.78	695.15	695.16
X	6053+37.37	-26.94	695.16	695.18
Y	6053+47.21	-27.10	695.17	695.20
Z	6053+57.05	-27.27	695.17	695.21
AA	6053+66.89	-27.43	695.18	695.21
AB	6053+76.72	-27.59	695.18	695.21
AC	6053+86.56	-27.75	695.18	695.21
℄ Brg. N. Abut.	6053+96.40	-27.92	695.18	695.20
Bk. N. Abut.	6053+98.95	-27.96	695.18	695.20

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6050+86.30	-17.43	694.36	694.38
℄ Brg. S. Abut.	6050+88.86	-17.46	694.38	694.40
A	6050+98.73	-17.58	694.44	694.46
B	6051+08.61	-17.70	694.49	694.53
C	6051+18.49	-17.82	694.55	694.58
D	6051+28.37	-17.95	694.61	694.64
E	6051+38.25	-18.07	694.66	694.68
F	6051+48.12	-18.19	694.71	694.73
G	6051+58.00	-18.31	694.76	694.77
H	6051+67.88	-18.43	694.80	694.82
℄ Brg. Pier 1	6051+77.76	-18.56	694.85	694.87
I	6051+87.64	-18.68	694.89	694.92
J	6051+97.52	-18.80	694.93	694.98
K	6052+07.39	-18.92	694.97	695.04
L	6052+17.27	-19.04	695.00	695.10
M	6052+27.15	-19.16	695.04	695.15
N	6052+37.03	-19.29	695.07	695.19
O	6052+46.91	-19.41	695.10	695.23
P	6052+56.78	-19.53	695.13	695.25
Q	6052+66.66	-19.65	695.16	695.27
R	6052+76.54	-19.77	695.18	695.27
S	6052+86.42	-19.90	695.20	695.27
T	6052+96.30	-20.02	695.22	695.27
U	6053+06.18	-20.14	695.24	695.27
℄ Brg. Pier 2	6053+14.08	-20.24	695.25	695.27
V	6053+23.96	-20.36	695.27	695.28
W	6053+33.83	-20.48	695.28	695.30
X	6053+43.71	-20.60	695.29	695.32
Y	6053+53.59	-20.72	695.30	695.33
Z	6053+63.47	-20.85	695.31	695.34
AA	6053+73.35	-20.97	695.31	695.35
AB	6053+83.23	-21.09	695.32	695.35
AC	6053+93.10	-21.21	695.32	695.34
℄ Brg. N. Abut.	6054+02.98	-21.33	695.31	695.33
Bk. N. Abut.	6054+05.54	-21.36	695.31	695.33

Ƀ RAMP A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6050+90.33	-13.39	694.47	694.49
℄ Brg. S. Abut.	6050+92.87	-13.44	694.48	694.50
A	6051+02.67	-13.64	694.54	694.57
B	6051+12.48	-13.83	694.59	694.63
C	6051+22.28	-14.03	694.65	694.68
D	6051+32.08	-14.23	694.70	694.73
E	6051+41.89	-14.42	694.75	694.78
F	6051+51.69	-14.62	694.80	694.82
G	6051+61.50	-14.81	694.84	694.86
H	6051+71.30	-15.01	694.89	694.90
℄ Brg. Pier 1	6051+81.10	-15.21	694.93	694.95
I	6051+90.91	-15.40	694.97	695.00
J	6052+00.71	-15.60	695.01	695.06
K	6052+10.52	-15.79	695.04	695.12
L	6052+20.32	-15.99	695.08	695.17
M	6052+30.12	-16.19	695.11	695.22
N	6052+39.93	-16.38	695.14	695.26
O	6052+49.73	-16.58	695.17	695.29
P	6052+59.54	-16.78	695.19	695.31
Q	6052+69.34	-16.97	695.22	695.33
R	6052+79.14	-17.17	695.24	695.33
S	6052+88.95	-17.36	695.26	695.33
T	6052+98.75	-17.56	695.28	695.33
U	6053+08.55	-17.76	695.29	695.32
℄ Brg. Pier 2	6053+16.40	-17.91	695.30	695.32
V	6053+26.20	-18.11	695.32	695.33
W	6053+36.01	-18.31	695.33	695.35
X	6053+45.81	-18.50	695.34	695.36
Y	6053+55.61	-18.70	695.34	695.37
Z	6053+65.42	-18.89	695.35	695.38
AA	6053+75.22	-19.09	695.35	695.39
AB	6053+85.03	-19.29	695.35	695.39
AC	6053+94.83	-19.48	695.35	695.38
℄ Brg. N. Abut.	6054+04.63	-19.68	695.35	695.37
Bk. N. Abut.	6054+07.17	-19.73	695.35	695.37

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6050+91.58	-12.14	694.53	694.55
℄ Brg. S. Abut.	6050+94.15	-12.17	694.54	694.56
A	6051+04.07	-12.25	694.60	694.62
B	6051+13.98	-12.33	694.65	694.68
C	6051+23.90	-12.41	694.71	694.74
D	6051+33.82	-12.49	694.76	694.79
E	6051+43.74	-12.57	694.81	694.84
F	6051+53.66	-12.65	694.86	694.88
G	6051+63.58	-12.74	694.91	694.92
H	6051+73.50	-12.82	694.95	694.97
℄ Brg. Pier 1	6051+83.42	-12.90	694.99	695.01
I	6051+93.34	-12.98	695.04	695.07
J	6052+03.25	-13.06	695.07	695.13
K	6052+13.17	-13.14	695.11	695.19
L	6052+23.09	-13.22	695.15	695.24
M	6052+33.01	-13.30	695.18	695.29
N	6052+42.93	-13.39	695.21	695.33
O	6052+52.85	-13.47	695.24	695.37
P	6052+62.77	-13.55	695.27	695.39
Q	6052+72.69	-13.63	695.29	695.40
R	6052+82.60	-13.71	695.32	695.41
S	6052+92.52	-13.79	695.34	695.41
T	6053+02.44	-13.87	695.36	695.41
U	6053+12.36	-13.95	695.37	695.41
℄ Brg. Pier 2	6053+20.30	-14.02	695.39	695.41
V	6053+30.21	-14.10	695.40	695.42
W	6053+40.13	-14.18	695.41	695.43
X	6053+50.05	-14.26	695.42	695.45
Y	6053+59.97	-14.34	695.43	695.46
Z	6053+69.89	-14.43	695.44	695.47
AA	6053+79.81	-14.51	695.44	695.48
AB	6053+89.73	-14.59	695.44	695.48
AC	6053+99.65	-14.67	695.44	695.47
℄ Brg. N. Abut.	6054+09.56	-14.75	695.44	695.46
Bk. N. Abut.	6054+12.13	-14.77	695.44	695.46

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6050+96.86	-6.86	694.64	694.66
℄ Brg. S. Abut.	6050+99.44	-6.88	694.66	694.68
A	6051+09.40	-6.92	694.71	694.74
B	6051+19.36	-6.96	694.77	694.80
C	6051+29.32	-7.00	694.83	694.86
D	6051+39.28	-7.04	694.88	694.91
E	6051+49.24	-7.08	694.93	694.95
F	6051+59.20	-7.12	694.98	695.00
G	6051+69.15	-7.16	695.02	695.04
H	6051+79.11	-7.20	695.07	695.08
℄ Brg. Pier 1	6051+89.07	-7.24	695.11	695.13
I	6051+99.03	-7.28	695.15	695.19
J	6052+08.99	-7.32	695.19	695.25
K	6052+18.95	-7.36	695.23	695.30
L	6052+28.91	-7.40	695.26	695.36
M	6052+38.87	-7.44	695.29	695.41
N	6052+48.83	-7.48	695.33	695.45
O	6052+58.79	-7.53	695.35	695.48
P	6052+68.75	-7.57	695.38	695.50
Q	6052+78.71	-7.61	695.41	695.52
R	6052+88.67	-7.65	695.43	695.52
S	6052+98.63	-7.69	695.45	695.52
T	6053+08.59	-7.73	695.47	695.52
U	6053+18.55	-7.77	695.49	695.52
℄ Brg. Pier 2	6053+26.51	-7.80	695.50	695.52
V	6053+36.47	-7.84	695.51	695.53
W	6053+46.43	-7.88	695.52	695.54
X	6053+56.39	-7.92	695.53	695.56
Y	6053+66.35	-7.96	695.54	695.57
Z	6053+76.31	-8.00	695.55	695.58
AA	6053+86.27	-8.05	695.55	695.59
AB	6053+96.23	-8.09	695.55	695.59
AC	6054+06.19	-8.13	695.55	695.58
℄ Brg. N. Abut.	6054+16.15	-8.17	695.55	695.57
Bk. N. Abut.	6054+18.73	-8.18	695.55	695.57

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6051+02.14	-1.58	694.75	694.77
℄ Brg. S. Abut.	6051+04.73	-1.58	694.77	694.79
A	6051+14.73	-1.58	694.82	694.85
B	6051+24.73	-1.58	694.88	694.91
C	6051+34.73	-1.58	694.94	694.97
D	6051+44.73	-1.58	694.99	695.02
E	6051+54.73	-1.58	695.04	695.07
F	6051+64.73	-1.58	695.09	695.11
G	6051+74.73	-1.58	695.13	695.15
H	6051+84.73	-1.58	695.18	695.19
℄ Brg. Pier 1	6051+94.73	-1.58	695.22	695.24
I	6052+04.73	-1.58	695.26	695.30
J	6052+14.73	-1.58	695.30	695.36
K	6052+24.73	-1.58	695.33	695.41
L	6052+34.73	-1.58	695.37	695.47
M	6052+44.73	-1.58	695.40	695.52
N	6052+54.73	-1.58	695.43	695.56
O	6052+64.73	-1.58	695.46	695.60
P	6052+74.73	-1.58	695.49	695.62
Q	6052+84.73	-1.58	695.51	695.63
R	6052+94.73	-1.58	695.53	695.63
S	6053+04.73	-1.58	695.55	695.63
T	6053+14.73	-1.58	695.57	695.62
U	6053+24.73	-1.58	695.59	695.62
℄ Brg. Pier 2	6053+32.73	-1.58	695.60	695.62
V	6053+42.73	-1.58	695.61	695.63
W	6053+52.73	-1.58	695.62	695.64
X	6053+62.73	-1.58	695.63	695.66
Y	6053+72.73	-1.58	695.64	695.67
Z	6053+82.73	-1.58	695.65	695.68
AA	6053+92.73	-1.58	695.65	695.68
AB	6054+02.73	-1.58	695.65	695.68
AC	6054+12.73	-1.58	695.65	695.68
℄ Brg. N. Abut.	6054+22.73	-1.58	695.65	695.67
Bk. N. Abut.	6054+25.32	-1.58	695.64	695.67

℄ SBL PGL & CROWN (SN 018-0069)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6051+03.72	0.00	694.78	694.81
℄ Brg. S. Abut.	6051+06.31	0.00	694.80	694.82
A	6051+16.31	0.00	694.86	694.89
B	6051+26.31	0.00	694.91	694.95
C	6051+36.31	0.00	694.97	695.00
D	6051+46.31	0.00	695.02	695.05
E	6051+56.31	0.00	695.07	695.10
F	6051+66.31	0.00	695.12	695.14
G	6051+76.31	0.00	695.16	695.18
H	6051+86.31	0.00	695.21	695.22
℄ Brg. Pier 1	6051+96.31	0.00	695.25	695.27
I	6052+06.31	0.00	695.29	695.33
J	6052+16.31	0.00	695.33	695.39
K	6052+26.31	0.00	695.36	695.44
L	6052+36.31	0.00	695.40	695.50
M	6052+46.31	0.00	695.43	695.55
N	6052+56.31	0.00	695.46	695.59
O	6052+66.31	0.00	695.49	695.62
P	6052+76.31	0.00	695.51	695.64
Q	6052+86.31	0.00	695.54	695.65
R	6052+96.31	0.00	695.56	695.66
S	6053+06.31	0.00	695.58	695.66
T	6053+16.31	0.00	695.60	695.65
U	6053+26.31	0.00	695.62	695.65
℄ Brg. Pier 2	6053+34.31	0.00	695.63	695.65
V	6053+44.31	0.00	695.64	695.66
W	6053+54.31	0.00	695.65	695.67
X	6053+64.31	0.00	695.66	695.68
Y	6053+74.31	0.00	695.66	695.70
Z	6053+84.31	0.00	695.67	695.70
AA	6053+94.31	0.00	695.67	695.71
AB	6054+04.31	0.00	695.67	695.71
AC	6054+14.31	0.00	695.67	695.70
℄ Brg. N. Abut.	6054+24.32	0.00	695.67	695.69
Bk. N. Abut.	6054+26.91	0.00	695.67	695.69

GIRDER 6

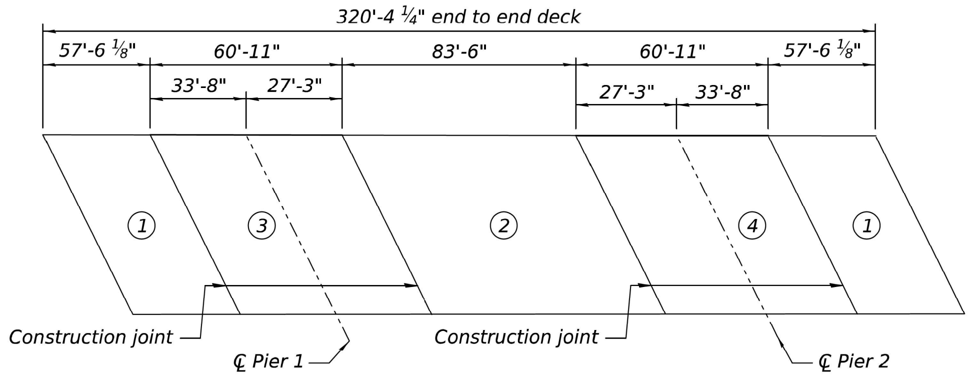
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6051+08.72	5.00	694.74	694.76
℄ Brg. S. Abut.	6051+11.31	5.00	694.75	694.77
A	6051+21.31	5.00	694.81	694.84
B	6051+31.31	5.00	694.87	694.90
C	6051+41.31	5.00	694.92	694.96
D	6051+51.31	5.00	694.97	695.00
E	6051+61.31	5.00	695.02	695.05
F	6051+71.31	5.00	695.07	695.09
G	6051+81.31	5.00	695.11	695.13
H	6051+91.31	5.00	695.15	695.17
℄ Brg. Pier 1	6052+01.31	5.00	695.20	695.22
I	6052+11.31	5.00	695.23	695.27
J	6052+21.31	5.00	695.27	695.33
K	6052+31.31	5.00	695.31	695.39
L	6052+41.31	5.00	695.34	695.45
M	6052+51.31	5.00	695.37	695.49
N	6052+61.31	5.00	695.40	695.53
O	6052+71.31	5.00	695.43	695.57
P	6052+81.31	5.00	695.45	695.59
Q	6052+91.31	5.00	695.48	695.60
R	6053+01.31	5.00	695.50	695.60
S	6053+11.31	5.00	695.52	695.59
T	6053+21.31	5.00	695.53	695.59
U	6053+31.31	5.00	695.55	695.58
℄ Brg. Pier 2	6053+39.31	5.00	695.56	695.58
V	6053+49.31	5.00	695.57	695.58
W	6053+59.31	5.00	695.58	695.60
X	6053+69.31	5.00	695.59	695.61
Y	6053+79.31	5.00	695.59	695.62
Z	6053+89.31	5.00	695.60	695.63
AA	6053+99.31	5.00	695.60	695.63
AB	6054+09.31	5.00	695.60	695.63
AC	6054+19.31	5.00	695.60	695.62
℄ Brg. N. Abut.	6054+29.31	5.00	695.59	695.61
Bk. N. Abut.	6054+31.90	5.00	695.59	695.61

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6051+15.31	11.58	694.68	694.70
℄ Brg. S. Abut.	6051+17.90	11.58	694.69	694.71
A	6051+27.90	11.58	694.75	694.78
B	6051+37.90	11.58	694.80	694.84
C	6051+47.90	11.58	694.85	694.89
D	6051+57.90	11.58	694.90	694.94
E	6051+67.90	11.58	694.95	694.98
F	6051+77.90	11.58	695.00	695.02
G	6051+87.90	11.58	695.04	695.06
H	6051+97.90	11.58	695.08	695.10
℄ Brg. Pier 1	6052+07.90	11.58	695.12	695.14
I	6052+17.90	11.58	695.16	695.20
J	6052+27.90	11.58	695.20	695.25
K	6052+37.90	11.58	695.23	695.31
L	6052+47.90	11.58	695.26	695.37
M	6052+57.90	11.58	695.29	695.42
N	6052+67.90	11.58	695.32	695.45
O	6052+77.90	11.58	695.34	695.48
P	6052+87.90	11.58	695.37	695.50
Q	6052+97.90	11.58	695.39	695.51
R	6053+07.90	11.58	695.41	695.51
S	6053+17.90	11.58	695.43	695.51
T	6053+27.90	11.58	695.44	695.50
U	6053+37.90	11.58	695.46	695.49
℄ Brg. Pier 2	6053+45.90	11.58	695.47	695.49
V	6053+55.90	11.58	695.48	695.49
W	6053+65.90	11.58	695.49	695.50
X	6053+75.90	11.58	695.49	695.52
Y	6053+85.90	11.58	695.50	695.53
Z	6053+95.90	11.58	695.50	695.53
AA	6054+05.90	11.58	695.50	695.54
AB	6054+15.90	11.58	695.50	695.53
AC	6054+25.90	11.58	695.49	695.52
℄ Brg. N. Abut.	6054+35.90	11.58	695.49	695.51
Bk. N. Abut.	6054+38.49	11.58	695.49	695.51

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6051+21.89	18.17	694.59	694.61
℄ Brg. S. Abut.	6051+24.48	18.17	694.60	694.62
A	6051+34.48	18.17	694.65	694.68
B	6051+44.48	18.17	694.71	694.74
C	6051+54.48	18.17	694.76	694.79
D	6051+64.48	18.17	694.81	694.84
E	6051+74.48	18.17	694.85	694.88
F	6051+84.48	18.17	694.90	694.92
G	6051+94.48	18.17	694.94	694.96
H	6052+04.48	18.17	694.98	694.99
℄ Brg. Pier 1	6052+14.48	18.17	695.02	695.04
I	6052+24.48	18.17	695.05	695.09
J	6052+34.48	18.17	695.09	695.15
K	6052+44.48	18.17	695.12	695.20
L	6052+54.48	18.17	695.15	695.26
M	6052+64.48	18.17	695.18	695.30
N	6052+74.48	18.17	695.21	695.34
O	6052+84.48	18.17	695.23	695.37
P	6052+94.48	18.17	695.25	695.39
Q	6053+04.48	18.17	695.27	695.39
R	6053+14.48	18.17	695.29	695.39
S	6053+24.48	18.17	695.31	695.39
T	6053+34.48	18.17	695.32	695.38
U	6053+44.48	18.17	695.34	695.37
℄ Brg. Pier 2	6053+52.48	18.17	695.34	695.36
V	6053+62.48	18.17	695.35	695.37
W	6053+72.48	18.17	695.36	695.38
X	6053+82.48	18.17	695.37	695.39
Y	6053+92.48	18.17	695.37	695.40
Z	6054+02.48	18.17	695.37	695.40
AA	6054+12.48	18.17	695.37	695.40
AB	6054+22.48	18.17	695.37	695.40
AC	6054+32.48	18.17	695.36	695.39
℄ Brg. N. Abut.	6054+42.48	18.17	695.35	695.37
Bk. N. Abut.	6054+45.07	18.17	695.35	695.37

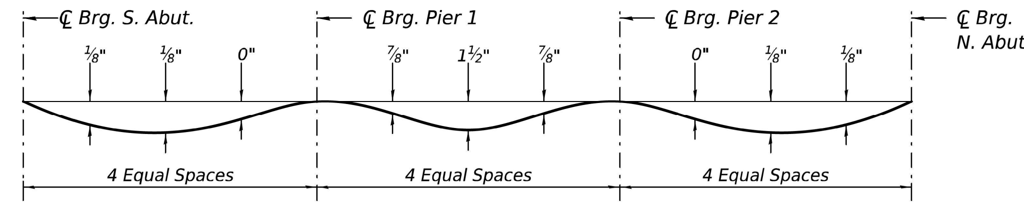


DECK POURING SEQUENCE

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

1. At least 72 hours shall have elapsed from the end of the previous pour.

2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4,000 psi.

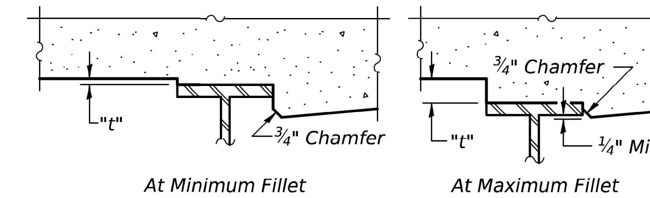


GIRDER 9-16

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

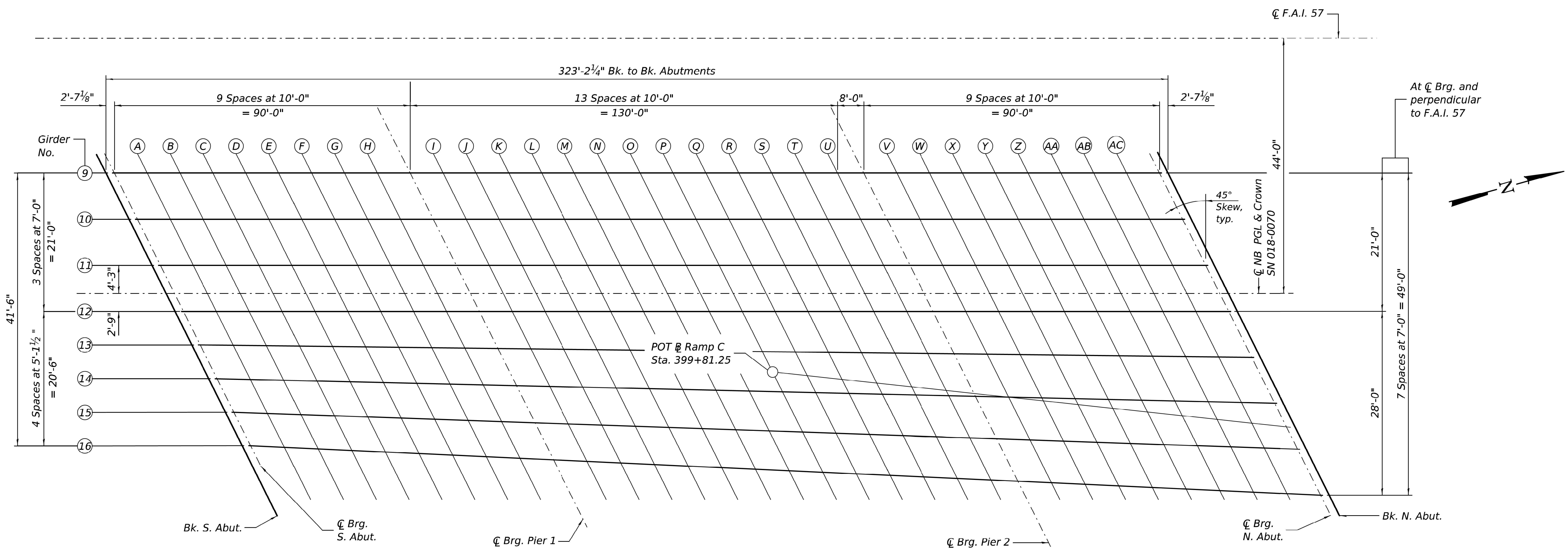
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 15 thru 18 of 90.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets 15 thru 18 of 90, minus the initial slab thickness prior to grinding, equals the fillet heights "to" 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 15 thru 18 of 90. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

BLA, Inc.	USER NAME = mwilley	DESIGNED - MKH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS STRUCTURE NO. 018-0070 (NB)
		CHECKED - MJW	REVISED -		
	PLOT SCALE = 0:2 ' / in.	DRAWN - MKH	REVISED -		
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -		SHEET 14 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	161
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+23.99	-18.25	695.05	695.07
℄ Brg. S. Abut.	6052+26.58	-18.25	695.06	695.08
A	6052+36.58	-18.25	695.09	695.12
B	6052+46.58	-18.25	695.13	695.16
C	6052+56.58	-18.25	695.16	695.19
D	6052+66.58	-18.25	695.18	695.22
E	6052+76.58	-18.25	695.21	695.24
F	6052+86.58	-18.25	695.23	695.26
G	6052+96.58	-18.25	695.26	695.27
H	6053+06.58	-18.25	695.28	695.29
℄ Brg. Pier 1	6053+16.59	-18.25	695.29	695.31
I	6053+26.59	-18.25	695.31	695.35
J	6053+36.59	-18.25	695.32	695.38
K	6053+46.59	-18.25	695.34	695.42
L	6053+56.59	-18.25	695.35	695.45
M	6053+66.59	-18.25	695.36	695.48
N	6053+76.59	-18.25	695.36	695.50
O	6053+86.59	-18.25	695.37	695.51
P	6053+96.59	-18.25	695.37	695.50
Q	6054+06.59	-18.25	695.37	695.49
R	6054+16.59	-18.25	695.37	695.47
S	6054+26.59	-18.25	695.36	695.44
T	6054+36.59	-18.25	695.36	695.41
U	6054+46.59	-18.25	695.35	695.38
℄ Brg. Pier 2	6054+54.59	-18.25	695.34	695.36
V	6054+64.59	-18.25	695.33	695.35
W	6054+74.59	-18.25	695.32	695.33
X	6054+84.59	-18.25	695.30	695.32
Y	6054+94.59	-18.25	695.28	695.31
Z	6055+04.59	-18.25	695.26	695.30
AA	6055+14.59	-18.25	695.24	695.28
AB	6055+24.59	-18.25	695.22	695.25
AC	6055+34.59	-18.25	695.19	695.22
℄ Brg. N. Abut.	6055+44.59	-18.25	695.17	695.19
Bk. N. Abut.	6055+47.18	-18.25	695.16	695.18

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+30.99	-11.25	695.21	695.23
℄ Brg. S. Abut.	6052+33.58	-11.25	695.22	695.24
A	6052+43.58	-11.25	695.25	695.28
B	6052+53.58	-11.25	695.28	695.32
C	6052+63.58	-11.25	695.31	695.35
D	6052+73.58	-11.25	695.34	695.37
E	6052+83.58	-11.25	695.36	695.39
F	6052+93.58	-11.25	695.39	695.41
G	6053+03.58	-11.25	695.41	695.42
H	6053+13.58	-11.25	695.43	695.44
℄ Brg. Pier 1	6053+23.59	-11.25	695.44	695.46
I	6053+33.59	-11.25	695.46	695.50
J	6053+43.59	-11.25	695.47	695.53
K	6053+53.59	-11.25	695.48	695.57
L	6053+63.59	-11.25	695.49	695.60
M	6053+73.59	-11.25	695.50	695.62
N	6053+83.59	-11.25	695.50	695.64
O	6053+93.59	-11.25	695.50	695.65
P	6054+03.59	-11.25	695.50	695.64
Q	6054+13.59	-11.25	695.50	695.63
R	6054+23.59	-11.25	695.50	695.60
S	6054+33.59	-11.25	695.49	695.57
T	6054+43.59	-11.25	695.49	695.54
U	6054+53.59	-11.25	695.48	695.51
℄ Brg. Pier 2	6054+61.59	-11.25	695.47	695.49
V	6054+71.59	-11.25	695.46	695.47
W	6054+81.59	-11.25	695.44	695.46
X	6054+91.59	-11.25	695.42	695.45
Y	6055+01.59	-11.25	695.41	695.44
Z	6055+11.59	-11.25	695.39	695.42
AA	6055+21.59	-11.25	695.36	695.40
AB	6055+31.59	-11.25	695.34	695.37
AC	6055+41.59	-11.25	695.31	695.34
℄ Brg. N. Abut.	6055+51.59	-11.25	695.28	695.30
Bk. N. Abut.	6055+54.18	-11.25	695.27	695.30

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+37.99	-4.25	695.34	695.36
℄ Brg. S. Abut.	6052+40.58	-4.25	695.35	695.37
A	6052+50.58	-4.25	695.38	695.41
B	6052+60.58	-4.25	695.41	695.44
C	6052+70.58	-4.25	695.44	695.47
D	6052+80.58	-4.25	695.46	695.50
E	6052+90.58	-4.25	695.48	695.51
F	6053+00.58	-4.25	695.51	695.53
G	6053+10.58	-4.25	695.53	695.54
H	6053+20.58	-4.25	695.54	695.56
℄ Brg. Pier 1	6053+30.59	-4.25	695.56	695.58
I	6053+40.59	-4.25	695.57	695.61
J	6053+50.59	-4.25	695.58	695.64
K	6053+60.59	-4.25	695.59	695.68
L	6053+70.59	-4.25	695.60	695.71
M	6053+80.59	-4.25	695.60	695.73
N	6053+90.59	-4.25	695.61	695.75
O	6054+00.59	-4.25	695.61	695.76
P	6054+10.59	-4.25	695.61	695.75
Q	6054+20.59	-4.25	695.61	695.73
R	6054+30.59	-4.25	695.60	695.71
S	6054+40.59	-4.25	695.59	695.67
T	6054+50.59	-4.25	695.59	695.64
U	6054+60.59	-4.25	695.58	695.61
℄ Brg. Pier 2	6054+68.59	-4.25	695.57	695.59
V	6054+78.59	-4.25	695.55	695.57
W	6054+88.59	-4.25	695.54	695.55
X	6054+98.59	-4.25	695.52	695.54
Y	6055+08.59	-4.25	695.50	695.53
Z	6055+18.59	-4.25	695.47	695.51
AA	6055+28.59	-4.25	695.45	695.49
AB	6055+38.59	-4.25	695.42	695.46
AC	6055+48.59	-4.25	695.40	695.43
℄ Brg. N. Abut.	6055+58.59	-4.25	695.37	695.39
Bk. N. Abut.	6055+61.18	-4.25	695.36	695.38

℄ NBL PGL & CROWN (SN 018-0070)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+42.24	0.00	695.42	695.44
℄ Brg. S. Abut.	6052+44.83	0.00	695.43	695.45
A	6052+54.83	0.00	695.46	695.48
B	6052+64.83	0.00	695.48	695.52
C	6052+74.83	0.00	695.51	695.55
D	6052+84.83	0.00	695.54	695.57
E	6052+94.83	0.00	695.56	695.59
F	6053+04.83	0.00	695.58	695.60
G	6053+14.83	0.00	695.60	695.61
H	6053+24.83	0.00	695.61	695.63
℄ Brg. Pier 1	6053+34.84	0.00	695.63	695.65
I	6053+44.84	0.00	695.64	695.68
J	6053+54.84	0.00	695.65	695.71
K	6053+64.84	0.00	695.66	695.74
L	6053+74.84	0.00	695.67	695.77
M	6053+84.84	0.00	695.67	695.79
N	6053+94.84	0.00	695.67	695.81
O	6054+04.84	0.00	695.67	695.81
P	6054+14.84	0.00	695.67	695.80
Q	6054+24.84	0.00	695.67	695.79
R	6054+34.84	0.00	695.66	695.76
S	6054+44.84	0.00	695.65	695.73
T	6054+54.84	0.00	695.65	695.70
U	6054+64.84	0.00	695.63	695.67
℄ Brg. Pier 2	6054+72.84	0.00	695.62	695.64
V	6054+82.84	0.00	695.61	695.62
W	6054+92.84	0.00	695.59	695.61
X	6055+02.84	0.00	695.57	695.60
Y	6055+12.84	0.00	695.55	695.58
Z	6055+22.84	0.00	695.53	695.56
AA	6055+32.84	0.00	695.50	695.54
AB	6055+42.84	0.00	695.48	695.51
AC	6055+52.84	0.00	695.45	695.48
℄ Brg. N. Abut.	6055+62.84	0.00	695.42	695.44
Bk. N. Abut.	6055+65.43	0.00	695.41	695.43

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+44.99	2.75	695.39	695.41
℄ Brg. S. Abut.	6052+47.58	2.75	695.39	695.41
A	6052+57.58	2.75	695.42	695.45
B	6052+67.58	2.75	695.45	695.48
C	6052+77.58	2.75	695.48	695.51
D	6052+87.58	2.75	695.50	695.53
E	6052+97.58	2.75	695.52	695.55
F	6053+07.58	2.75	695.54	695.56
G	6053+17.58	2.75	695.56	695.58
H	6053+27.58	2.75	695.58	695.59
℄ Brg. Pier 1	6053+37.59	2.75	695.59	695.61
I	6053+47.59	2.75	695.60	695.64
J	6053+57.59	2.75	695.61	695.67
K	6053+67.59	2.75	695.62	695.70
L	6053+77.59	2.75	695.63	695.73
M	6053+87.59	2.75	695.63	695.75
N	6053+97.59	2.75	695.63	695.77
O	6054+07.59	2.75	695.63	695.77
P	6054+17.59	2.75	695.63	695.76
Q	6054+27.59	2.75	695.63	695.74
R	6054+37.59	2.75	695.62	695.72
S	6054+47.59	2.75	695.61	695.69
T	6054+57.59	2.75	695.60	695.65
U	6054+67.59	2.75	695.59	695.62
℄ Brg. Pier 2	6054+75.59	2.75	695.58	695.60
V	6054+85.59	2.75	695.56	695.58
W	6054+95.59	2.75	695.55	695.56
X	6055+05.59	2.75	695.53	695.55
Y	6055+15.59	2.75	695.50	695.53
Z	6055+25.59	2.75	695.48	695.52
AA	6055+35.59	2.75	695.45	695.49
AB	6055+45.59	2.75	695.43	695.46
AC	6055+55.59	2.75	695.40	695.43
℄ Brg. N. Abut.	6055+65.59	2.75	695.37	695.39
Bk. N. Abut.	6055+68.18	2.75	695.36	695.38

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+50.10	7.86	695.32	695.34
℄ Brg. S. Abut.	6052+52.71	7.88	695.33	695.35
A	6052+62.77	7.93	695.36	695.39
B	6052+72.83	7.99	695.39	695.42
C	6052+82.89	8.05	695.41	695.44
D	6052+92.95	8.11	695.43	695.46
E	6053+03.00	8.17	695.45	695.48
F	6053+13.06	8.23	695.47	695.49
G	6053+23.12	8.29	695.49	695.50
H	6053+33.18	8.35	695.50	695.52
℄ Brg. Pier 1	6053+43.24	8.41	695.51	695.53
I	6053+53.30	8.47	695.52	695.56
J	6053+63.36	8.52	695.53	695.59
K	6053+73.42	8.58	695.54	695.62
L	6053+83.48	8.64	695.54	695.64
M	6053+93.54	8.70	695.54	695.66
N	6054+03.60	8.76	695.54	695.67
O	6054+13.65	8.82	695.54	695.67
P	6054+23.71	8.88	695.54	695.66
Q	6054+33.77	8.94	695.53	695.64
R	6054+43.83	9.00	695.52	695.62
S	6054+53.89	9.05	695.51	695.58
T	6054+63.95	9.11	695.50	695.55
U	6054+74.01	9.17	695.48	695.52
℄ Brg. Pier 2	6054+82.06	9.22	695.47	695.49
V	6054+92.11	9.28	695.45	695.47
W	6055+02.17	9.34	695.43	695.45
X	6055+12.23	9.40	695.41	695.44
Y	6055+22.29	9.46	695.39	695.42
Z	6055+32.35	9.51	695.36	695.40
AA	6055+42.41	9.57	695.33	695.37
AB	6055+52.47	9.63	695.30	695.34
AC	6055+62.53	9.69	695.27	695.30
℄ Brg. N. Abut.	6055+72.59	9.75	695.24	695.26
Bk. N. Abut.	6055+75.20	9.77	695.23	695.25

₿ RAMP C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	---	---	---	---
℄ Brg. S. Abut.	---	---	---	---
A	---	---	---	---
B	---	---	---	---
C	---	---	---	---
D	---	---	---	---
E	---	---	---	---
F	---	---	---	---
G	---	---	---	---
H	---	---	---	---
℄ Brg. Pier 1	---	---	---	---
I	---	---	---	---
J	---	---	---	---
K	---	---	---	---
L	---	---	---	---
M	---	---	---	---
N	---	---	---	---
O	---	---	---	---
P	---	---	---	---
Q	6054+37.39	12.55	695.47	695.59
R	6054+47.95	13.12	695.46	695.56
S	6054+58.52	13.68	695.44	695.51
T	6054+69.08	14.25	695.42	695.47
U	6054+79.65	14.81	695.40	695.43
℄ Brg. Pier 2	6054+88.10	15.26	695.38	695.40
V	6054+98.66	15.83	695.35	695.37
W	6055+09.23	16.39	695.33	695.35
X	6055+19.79	16.96	695.30	695.32
Y	6055+30.35	17.52	695.27	695.30
Z	6055+40.92	18.08	695.23	695.27
AA	6055+51.48	18.65	695.20	695.24
AB	6055+62.05	19.21	695.17	695.20
AC	6055+72.61	19.78	695.13	695.16
℄ Brg. N. Abut.	6055+83.18	20.34	695.09	695.11
Bk. N. Abut.	6055+85.91	20.49	695.08	695.10

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+55.21	12.97	695.26	695.28
℄ Brg. S. Abut.	6052+57.83	13.00	695.26	695.28
A	6052+67.95	13.12	695.29	695.32
B	6052+78.07	13.24	695.31	695.35
C	6052+88.19	13.35	695.34	695.37
D	6052+98.31	13.47	695.36	695.39
E	6053+08.42	13.59	695.37	695.40
F	6053+18.54	13.71	695.39	695.41
G	6053+28.66	13.83	695.40	695.42
H	6053+38.78	13.94	695.41	695.43
℄ Brg. Pier 1	6053+48.90	14.06	695.42	695.44
I	6053+59.01	14.18	695.43	695.47
J	6053+69.13	14.30	695.44	695.49
K	6053+79.25	14.42	695.44	695.52
L	6053+89.37	14.53	695.44	695.54
M	6053+99.49	14.65	695.44	695.56
N	6054+09.60	14.77	695.44	695.57
O	6054+19.72	14.89	695.43	695.57
P	6054+29.84	15.01	695.43	695.55
Q	6054+39.96	15.12	695.42	695.53
R	6054+50.08	15.24	695.41	695.51
S	6054+60.19	15.36	695.40	695.48
T	6054+70.31	15.48	695.39	695.44
U	6054+80.43	15.59	695.38	695.41
℄ Brg. Pier 2	6054+88.52	15.69	695.37	695.39
V	6054+98.64	15.81	695.35	695.37
W	6055+08.76	15.93	695.33	695.35
X	6055+18.88	16.04	695.31	695.34
Y	6055+29.00	16.16	695.29	695.32
Z	6055+39.11	16.28	695.26	695.30
AA	6055+49.23	16.40	695.23	695.27
AB	6055+59.35	16.51	695.20	695.24
AC	6055+69.47	16.63	695.17	695.20
℄ Brg. N. Abut.	6055+79.59	16.75	695.13	695.15
Bk. N. Abut.	6055+82.21	16.78	695.13	695.15

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+60.32	18.08	695.17	695.19
℄ Brg. S. Abut.	6052+62.96	18.13	695.18	695.20
A	6052+73.14	18.30	695.20	695.23
B	6052+83.31	18.48	695.22	695.25
C	6052+93.49	18.66	695.24	695.27
D	6053+03.67	18.83	695.26	695.29
E	6053+13.84	19.01	695.27	695.30
F	6053+24.02	19.19	695.29	695.31
G	6053+34.20	19.36	695.30	695.32
H	6053+44.37	19.54	695.31	695.32
℄ Brg. Pier 1	6053+54.55	19.72	695.32	695.34
I	6053+64.73	19.89	695.32	695.36
J	6053+74.91	20.07	695.32	695.38
K	6053+85.08	20.25	695.32	695.40
L	6053+95.26	20.43	695.32	695.43
M	6054+05.44	20.60	695.32	695.44
N	6054+15.61	20.78	695.32	695.45
O	6054+25.79	20.96	695.31	695.44
P	6054+35.97	21.13	695.30	695.43
Q	6054+46.14	21.31	695.29	695.41
R	6054+56.32	21.49	695.28	695.38
S	6054+66.50	21.66	695.27	695.35
T	6054+76.68	21.84	695.26	695.31
U	6054+86.85	22.02	695.24	695.28
℄ Brg. Pier 2	6054+94.99	22.16	695.23	695.25
V	6055+05.17	22.34	695.21	695.23
W	6055+15.35	22.51	695.19	695.21
X	6055+25.52	22.69	695.17	695.20
Y	6055+35.70	22.87	695.15	695.18
Z	6055+45.88	23.04	695.13	695.16
AA	6055+56.06	23.22	695.10	695.14
AB	6055+66.23	23.40	695.07	695.11
AC	6055+76.41	23.57	695.04	695.07
℄ Brg. N. Abut.	6055+86.59	23.75	695.01	695.03
Bk. N. Abut.	6055+89.23	23.80	695.00	695.02

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	6052+65.43	23.19	695.08	695.10
℄ Brg. S. Abut.	6052+68.08	23.25	695.09	695.11
A	6052+78.32	23.49	695.11	695.14
B	6052+88.56	23.72	695.13	695.16
C	6052+98.79	23.96	695.15	695.18
D	6053+09.03	24.19	695.16	695.20
E	6053+19.26	24.43	695.18	695.20
F	6053+29.50	24.67	695.19	695.21
G	6053+39.74	24.90	695.20	695.21
H	6053+49.97	25.14	695.20	695.22
℄ Brg. Pier 1	6053+60.21	25.37	695.21	695.23
I	6053+70.44	25.61	695.21	695.25
J	6053+80.68	25.84	695.21	695.27
K	6053+90.92	26.08	695.21	695.30
L	6054+01.15	26.32	695.21	695.32
M	6054+11.39	26.55	695.20	695.33
N	6054+21.62	26.79	695.19	695.33
O	6054+31.86	27.02	695.19	695.33
P	6054+42.10	27.26	695.18	695.32
Q	6054+52.33	27.50	695.17	695.29
R	6054+62.57	27.73	695.15	695.26
S	6054+72.80	27.97	695.14	695.22
T	6054+83.04	28.20	695.13	695.18
U	6054+93.27	28.44	695.11	695.14
℄ Brg. Pier 2	6055+01.46	28.63	695.09	695.11
V	6055+11.70	28.86	695.07	695.09
W	6055+21.93	29.10	695.05	695.07
X	6055+32.17	29.34	695.03	695.05
Y	6055+42.41	29.57	695.00	695.03
Z	6055+52.64	29.81	694.98	695.01
AA	6055+62.88	30.04	694.95	694.99
AB	6055+73.11	30.28	694.92	694.95
AC	6055+83.35	30.51	694.88	694.91
℄ Brg. N. Abut.	6055+93.59	30.75	694.85	694.87
Bk. N. Abut.	6055+96.24	30.81	694.84	694.86

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6050+50.99	24.15	694.00	694.02
A1	6050+60.83	24.30	694.06	694.08
A2	6050+70.68	25.45	694.12	694.14
N. End of South Approach Slab	6050+80.52	25.60	694.18	694.20

℄ RAMP A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6050+62.31	12.83	694.29	694.32
A1	6050+72.00	13.03	694.36	694.38
A2	6050+81.91	13.23	694.41	694.44
N. End of South Approach Slab	6050+91.71	13.42	694.47	694.49

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6050+63.13	12.00	694.35	694.37
A1	6050+73.13	12.00	694.41	694.43
A2	6050+83.13	12.00	694.48	694.50
N. End of South Approach Slab	6050+93.13	12.00	694.54	694.56

℄ SB PGL & CROWN SN 018-0069

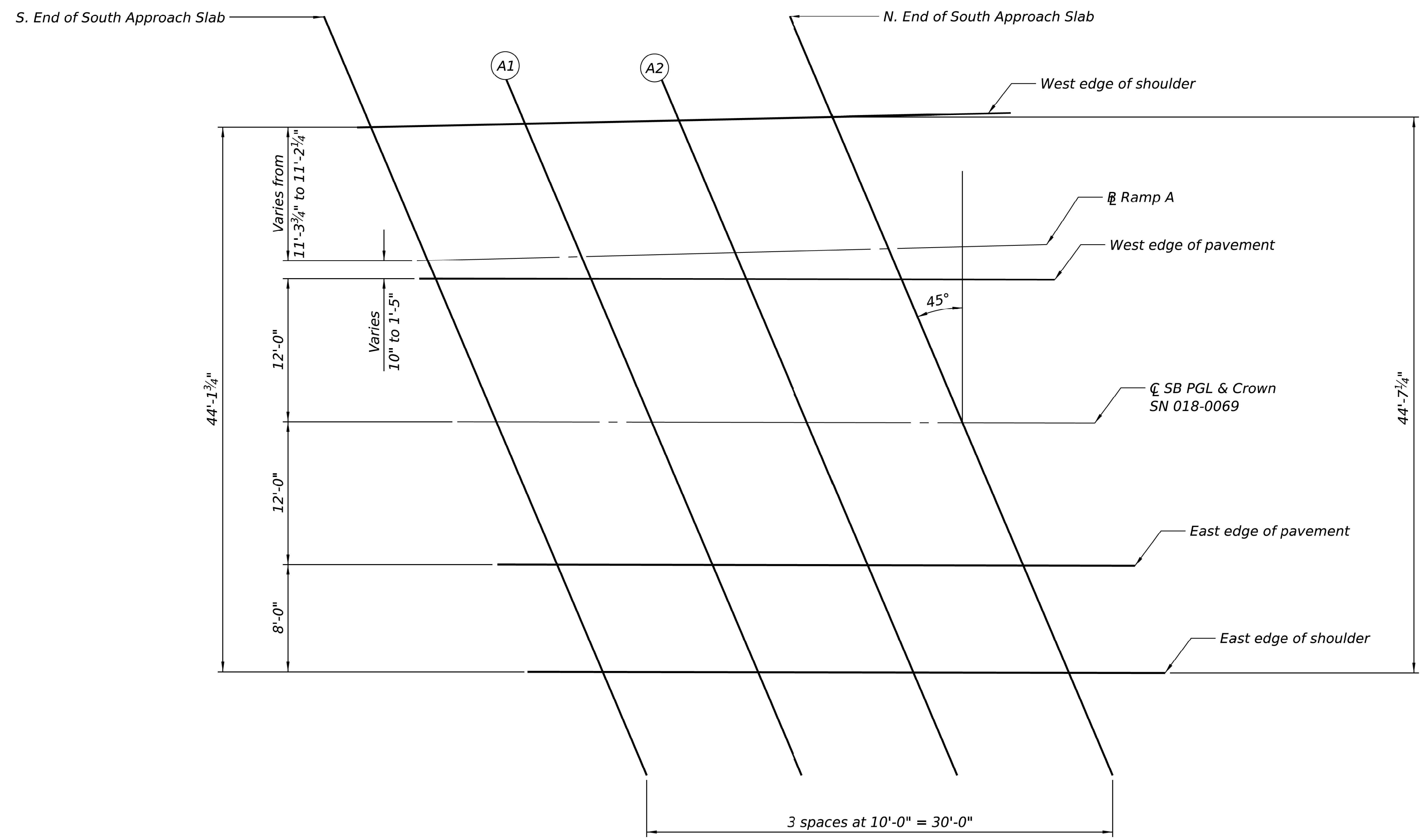
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6050+75.13	0.00	694.60	694.63
A1	6050+85.13	0.00	694.67	694.69
A2	6050+95.13	0.00	694.73	694.75
N. End of South Approach Slab	6051+05.13	0.00	694.79	694.81

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6050+87.13	-12.00	694.50	694.52
A1	6050+97.13	-12.00	694.56	694.58
A2	6051+07.13	-12.00	694.62	694.64
N. End of South Approach Slab	6051+17.13	-12.00	694.68	694.70

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6050+95.13	-20.00	694.39	694.41
A1	6061+05.13	-20.00	694.45	694.47
A2	6051+15.13	-20.00	694.51	694.53
N. End of South Approach Slab	6051+25.13	-20.00	694.57	694.59



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WEST EDGE OF SHOULDER

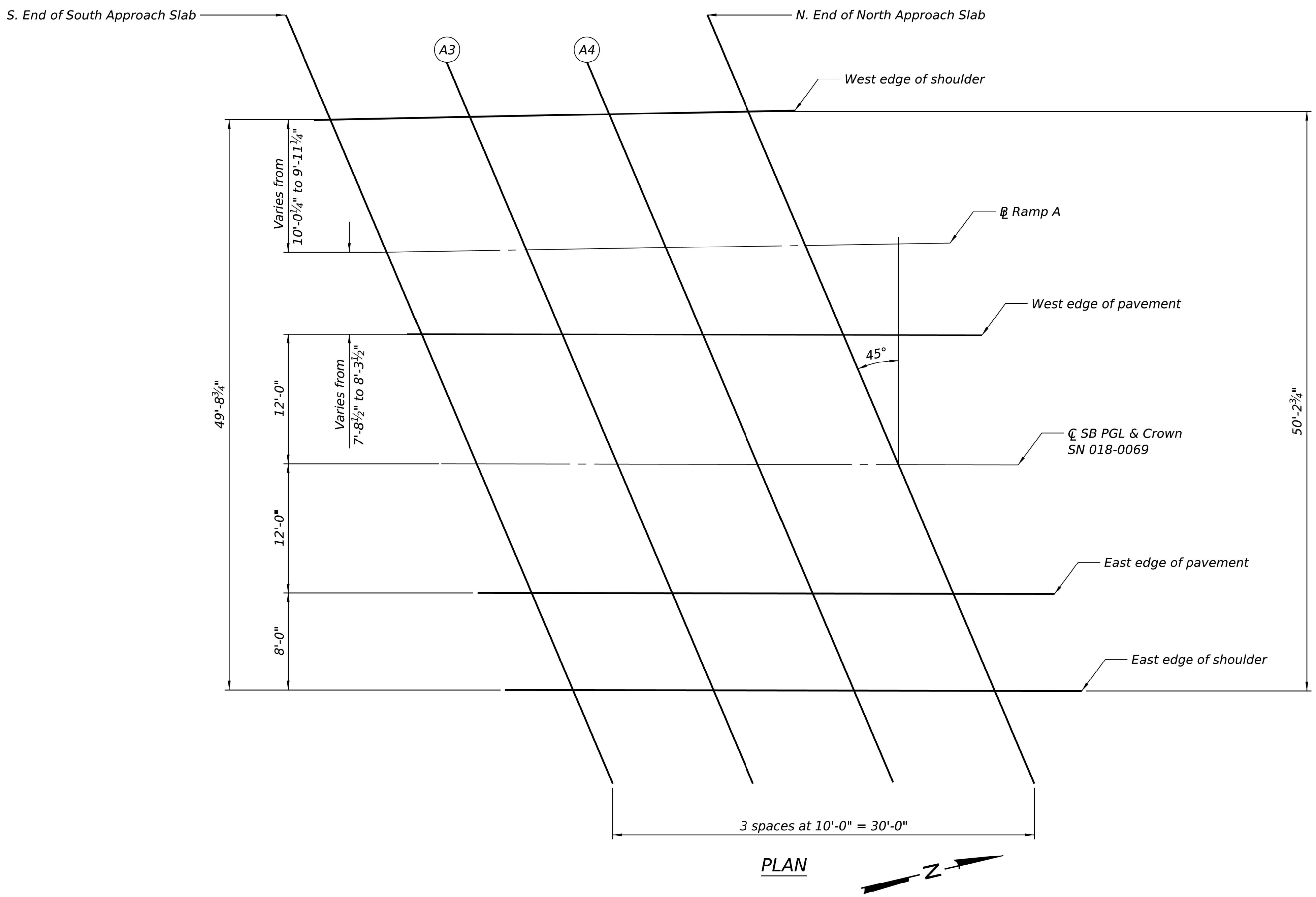
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6053+95.77	29.76	695.15	695.17
A3	6054+05.61	29.89	695.15	695.17
A4	6054+15.44	30.06	695.14	695.16
N. End of North Approach Slab	6054+25.26	30.23	695.14	695.16

Ƀ RAMP A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6054+05.79	19.70	695.35	695.37
A3	6054+15.60	19.90	695.34	695.36
A4	6054+25.41	20.09	695.33	695.35
N. End of North Approach Slab	6054+35.20	20.29	695.32	695.35

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6054+13.50	12.00	695.49	695.51
A3	6054+23.50	12.00	695.49	695.51
A4	6054+33.50	12.00	695.48	695.50
N. End of North Approach Slab	6054+43.50	12.00	695.47	695.50



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℄ SB PGL & CROWN SN 018-0069

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6054+25.50	0.00	695.67	695.69
A3	6054+35.50	0.00	695.66	695.68
A4	6054+45.50	0.00	695.65	695.67
N. End of North Approach Slab	6054+55.50	0.00	695.64	695.66

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6054+37.50	-12.00	695.48	695.50
A3	6054+47.50	-12.00	695.47	695.49
A4	6054+57.50	-12.00	695.46	695.48
N. End of North Approach Slab	6054+67.50	-12.00	695.45	695.47

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6054+45.50	-20.00	695.31	695.33
A3	6054+55.50	-20.00	695.30	695.32
A4	6054+65.50	-20.00	695.29	695.31
N. End of North Approach Slab	6054+75.50	-20.00	695.28	695.30

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6051+93.65	20.00	694.90	694.92
A1	6052+03.65	20.00	694.94	694.96
A2	6052+13.65	20.00	694.98	695.00
N. End of South Approach Slab	6052+23.65	20.00	695.01	695.03

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6052+01.65	12.00	695.09	695.11
A1	6052+11.65	12.00	695.13	695.15
A2	6052+21.65	12.00	695.17	695.19
N. End of South Approach Slab	6052+31.65	12.00	695.20	695.22

℄ NB PGL & CROWN SN 018-0070

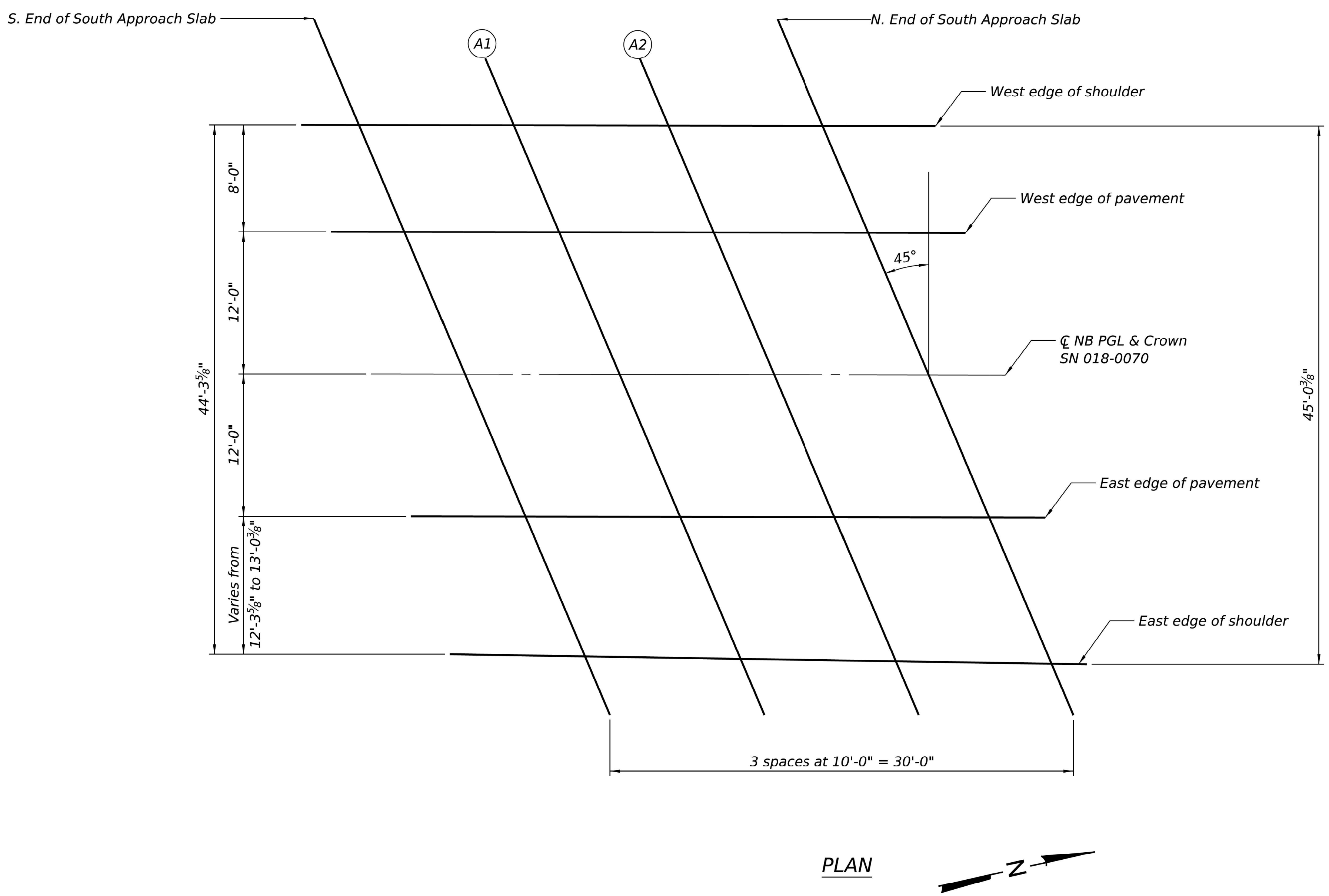
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6052+13.65	0.00	695.32	695.34
A1	6052+23.65	0.00	695.35	695.37
A2	6052+33.65	0.00	695.39	695.41
N. End of South Approach Slab	6052+43.65	0.00	695.42	695.44

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6052+25.65	-12.00	695.18	695.20
A1	6052+35.65	-12.00	695.21	695.24
A2	6052+45.65	-12.00	695.25	695.27
N. End of South Approach Slab	6052+55.65	-12.00	695.28	695.30

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of South Approach Slab	6052+37.98	-24.30	694.98	695.00
A1	6052+48.23	-24.55	695.00	695.02
A2	6052+58.47	-24.79	695.03	695.05
N. End of South Approach Slab	6052+68.72	-25.03	695.05	695.07



PLAN

WEST EDGE OF SHOULDER

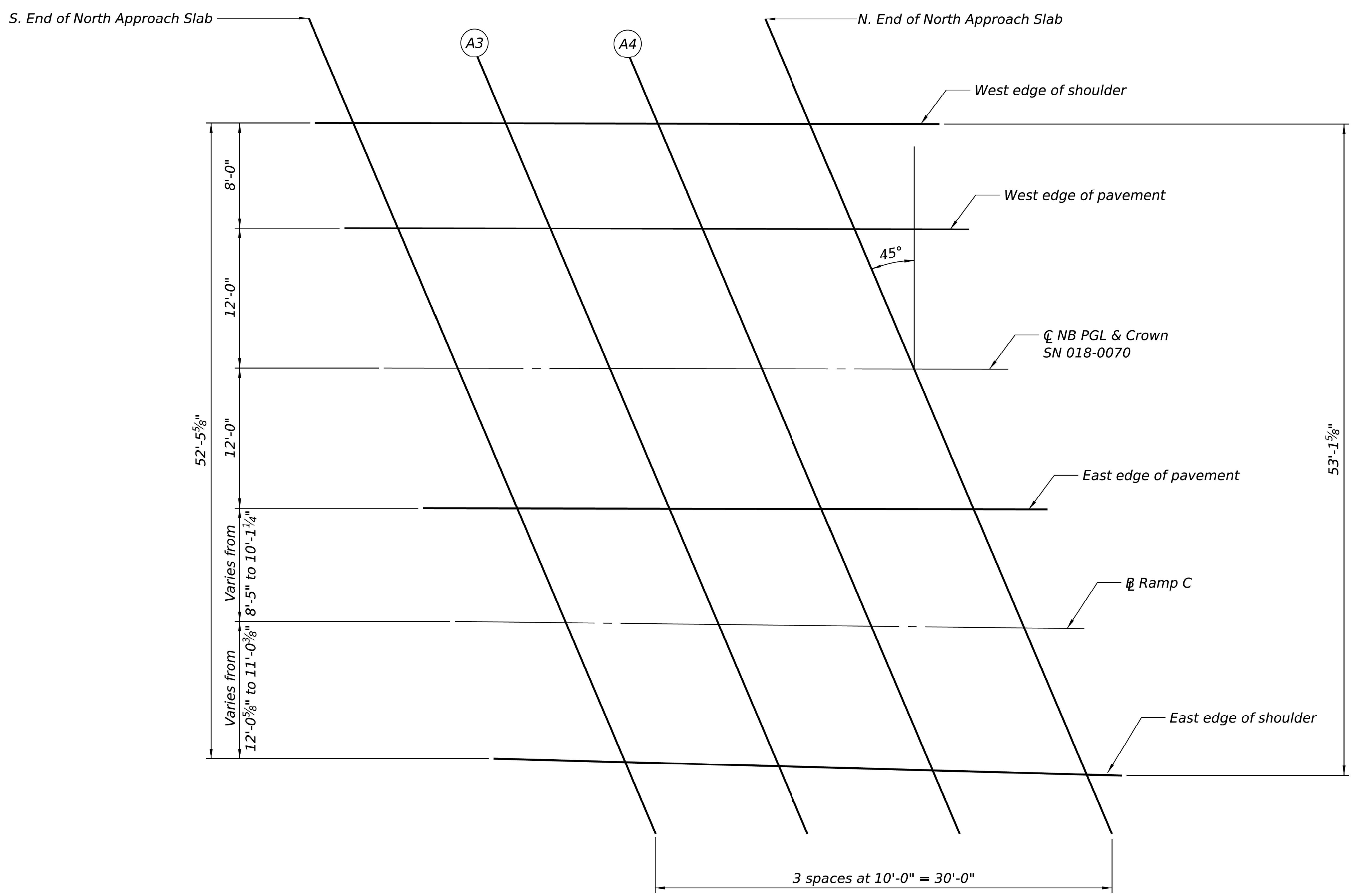
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6055+44.02	20.00	695.13	695.15
A3	6055+65.02	20.00	695.10	695.12
A4	6055+64.02	20.00	695.07	695.09
N. End of North Approach Slab	6055+74.02	20.00	695.04	695.06

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6055+52.02	12.00	695.27	695.29
A3	6055+62.02	12.00	695.24	695.26
A4	6055+72.02	12.00	695.20	695.23
N. End of North Approach Slab	6055+82.02	12.00	695.17	695.19

℄ NB PGL & CROWN SN 018-0070

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6055.64.02	0.00	695.41	695.43
A3	6055.74.02	0.00	695.38	695.40
A4	6055+84.02	0.00	695.34	695.36
N. End of North Approach Slab	6055+94.02	0.00	695.31	695.33



PLAN

N

EAST EDGE OF PAVEMENT

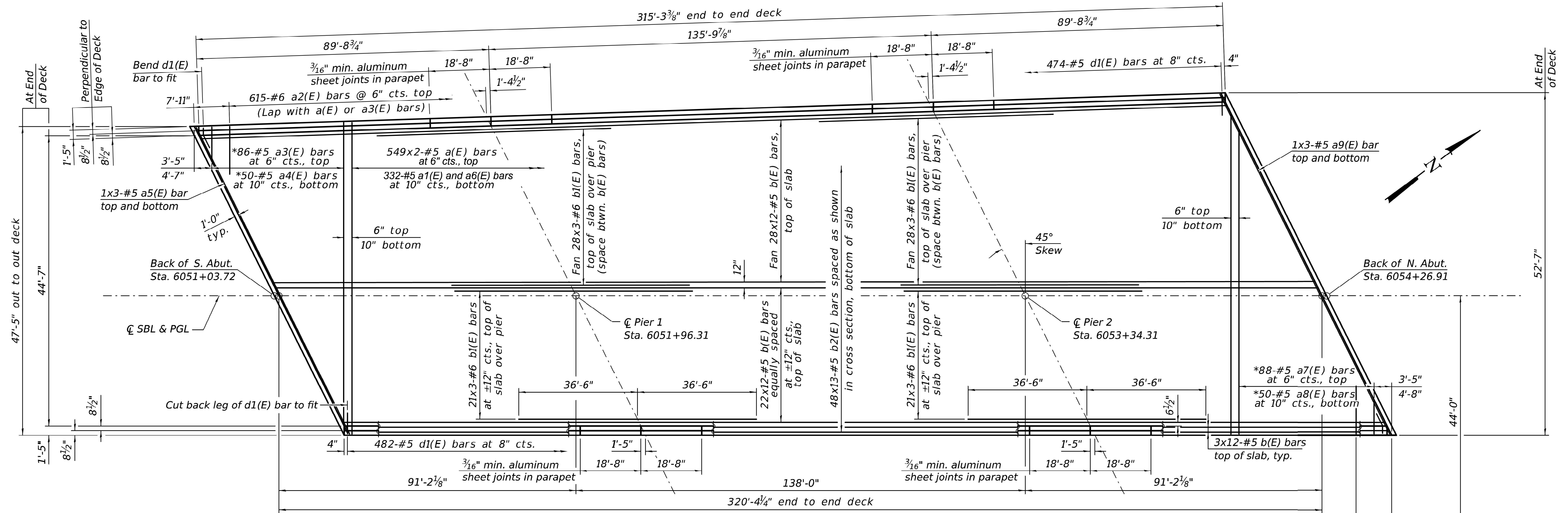
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6055+76.02	-12.00	695.19	695.21
A3	6055+86.02	-12.00	695.16	695.18
A4	6055+96.02	-12.00	695.12	695.14
N. End of North Approach Slab	6056+06.02	-12.00	695.08	695.10

℞ RAMP C

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6055+84.44	-20.41	695.08	695.10
A3	6055+95.00	-20.98	695.04	695.06
A4	6056+05.57	-21.54	695.00	695.02
N. End of North Approach Slab	6056+16.11	-22.10	694.95	694.97

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
S. End of North Approach Slab	6055+96.50	-32.47	694.79	694.81
A3	6056+06.73	-32.69	694.58	694.60
A4	6056+16.95	-32.91	694.54	694.56
N. End of North Approach Slab	6056+27.14	-33.13	694.50	694.53



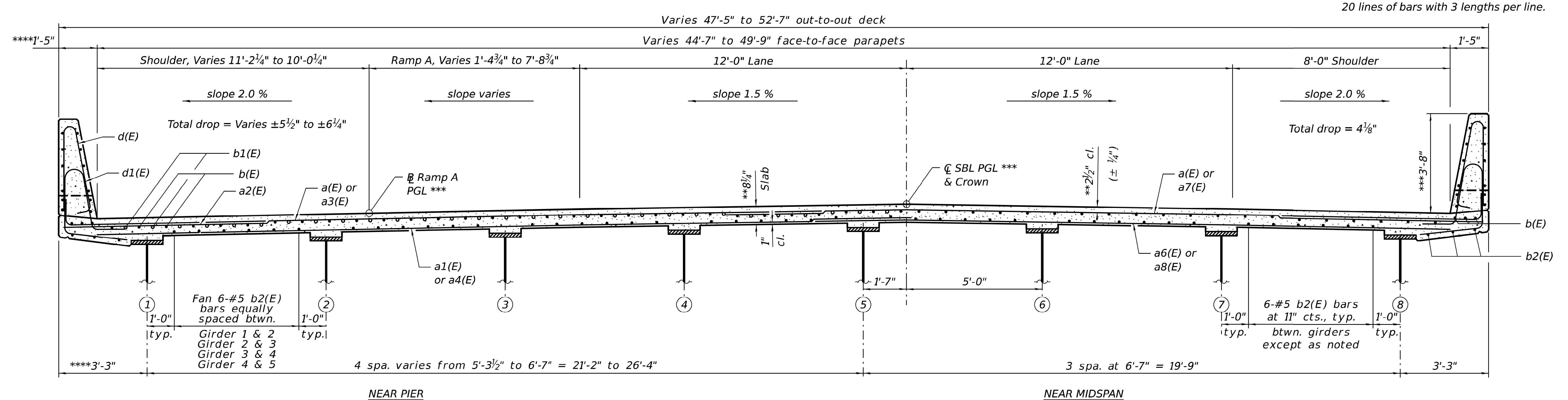
PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-10"

* See Field Cutting Diagram on sheet 25 of 90.

Notes:
See sheet 25 of 90 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



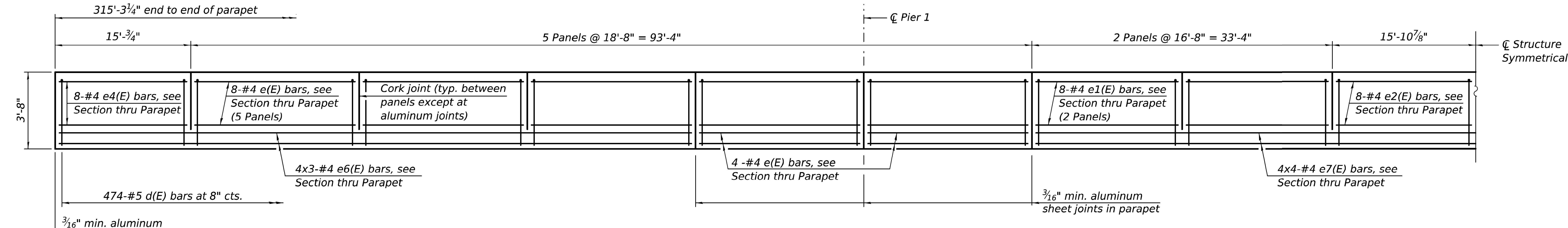
CROSS SECTION
(Looking North)

** Prior to grinding
*** After grinding
**** Measured perpendicular to edge of deck

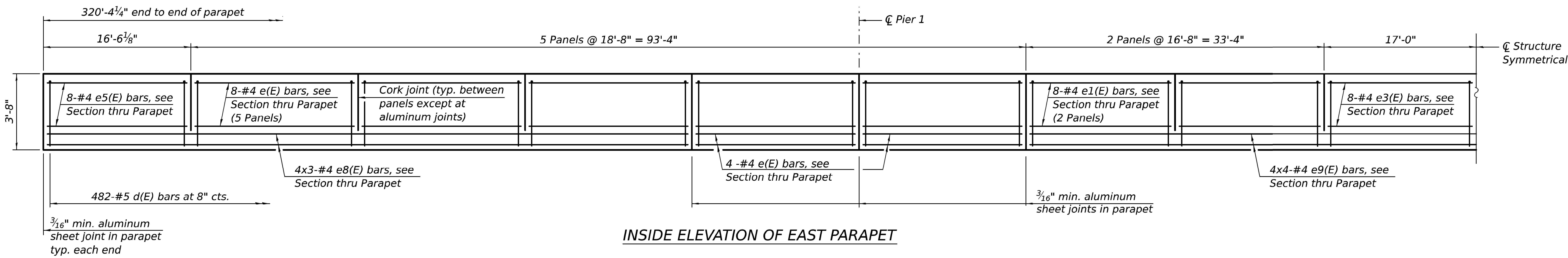
BLA, Inc.	USER NAME = mwilley	DESIGNED - MTW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 018-0069 (SB)
		CHECKED - MJW	REVISED -		
	PLOT SCALE = 0:2 " / in.	DRAWN - KN	REVISED -		
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -		SHEET 23 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	170
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

5/8/2025 3:22:59 PM



INSIDE ELEVATION OF WEST PARAPET



INSIDE ELEVATION OF EAST PARAPET

MINIMUM BAR LAP

#4 bar = 2'-5"

Notes:

See sheet 25 of 90 for superstructure details and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

BLA, Inc.	USER NAME = mwilley	DESIGNED - KN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MJW	REVISED -	
	PLOT SCALE = 0:2 ' / in.	DRAWN - KN	REVISED -	
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -	

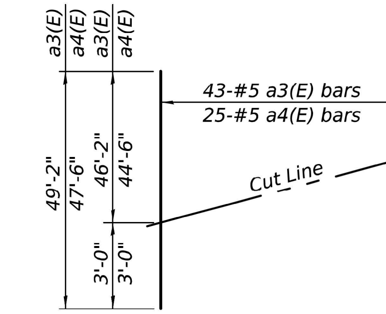
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 018-0069 (SB)

SHEET 24 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	171
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

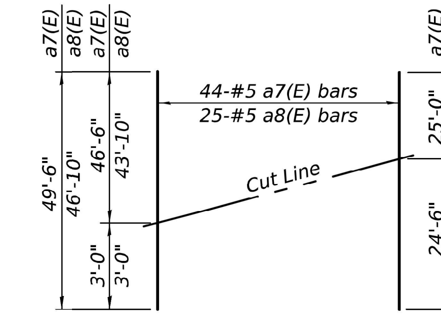
MODEL: Br_Sheet_Consultant
FILE NAME: W0191-172 IDOT 197034_I57_StructureReplacement\CADD SHEETS ORD\Structural\DREI Crossing\0180069_70-74597-024-Superstructure_Details_SB.dgn

5/8/2025 3:23:02 PM



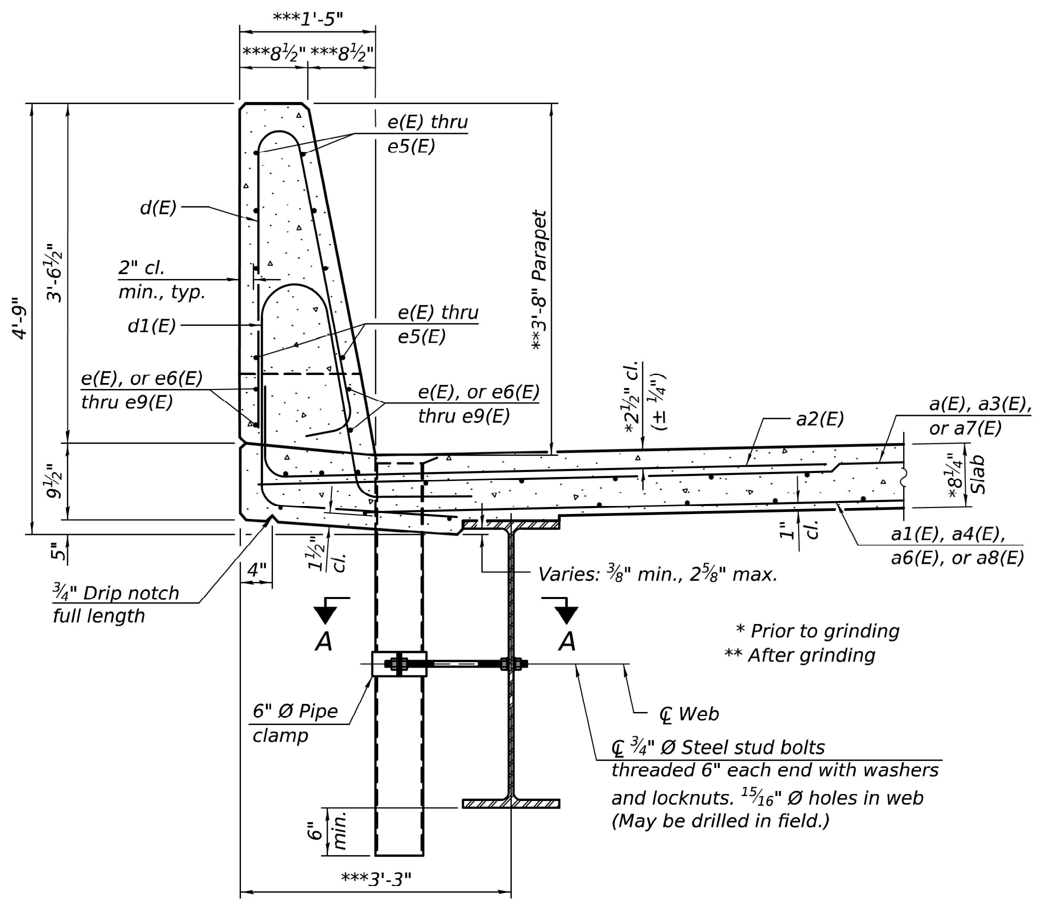
FIELD CUTTING DIAGRAM FOR a3(E) & a4(E)

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



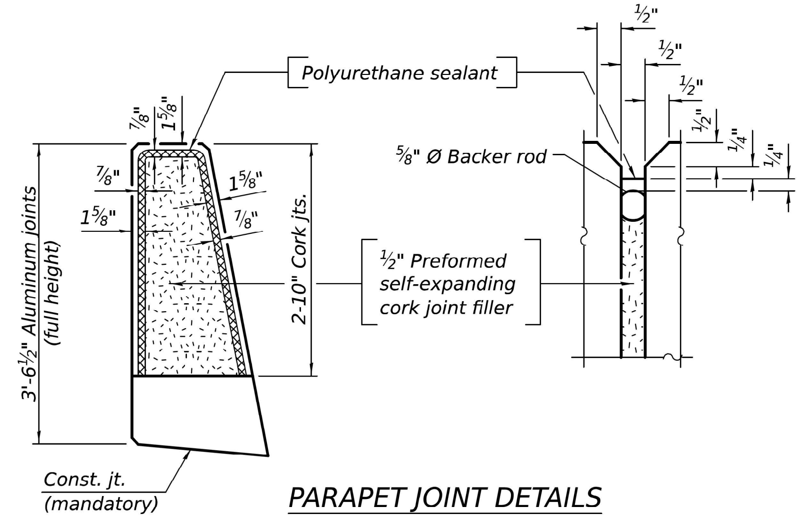
FIELD CUTTING DIAGRAM FOR a7(E) & a8(E)

Order a7(E) and a8(E) bars full length. Cut as shown and use remainder of bars in same end of deck.

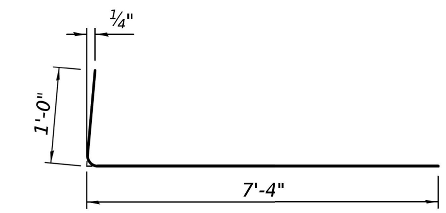


SECTION THRU PARAPET

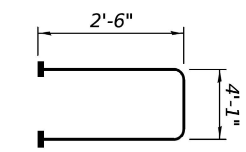
*** Measured perpendicular to edge of deck at Girder 1



PARAPET JOINT DETAILS

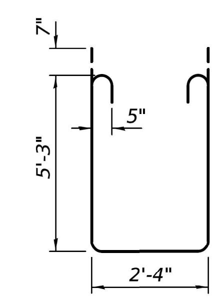


BAR a2(E)



BAR s10(E)

(Headed. 192 - #5 Bar terminators)



BAR s11(E)

Notes:

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

The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

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

The 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.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

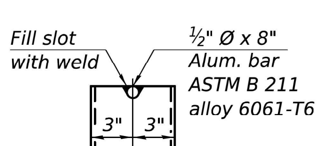
Bar terminators, paid for separately. See Total Bill of Material.

Drains shall be located clear of all cross-frames.

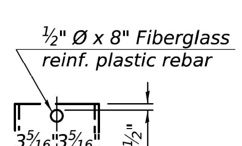
Floor drains need not be painted.

SUPERSTRUCTURE BILL OF MATERIAL

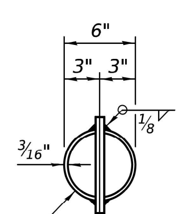
Bar	No.	Size	Length	Shape
a(E)	1098	#5	27'-10"	
a1(E)	332	#5	29'-11"	
a2(E)	1240	#6	8'-4"	
a3(E)	43	#5	49'-2"	
a4(E)	25	#5	47'-6"	
a5(E)	6	#5	24'-7"	
a6(E)	332	#5	23'-4"	
a7(E)	44	#5	49'-6"	
a8(E)	25	#5	46'-10"	
a9(E)	6	#5	26'-11"	
b(E)	672	#5	29'-11"	
b1(E)	294	#6	27'-7"	
b2(E)	624	#5	27'-11"	
d(E)	956	#5	7'-0"	
d1(E)	956	#5	8'-5"	
e(E)	192	#4	18'-4"	
e1(E)	64	#4	16'-4"	
e2(E)	16	#4	15'-7"	
e3(E)	16	#4	16'-8"	
e4(E)	16	#4	14'-8"	
e5(E)	16	#4	16'-2"	
e6(E)	24	#4	25'-3"	
e7(E)	16	#4	26'-5"	
e8(E)	24	#4	25'-9"	
e9(E)	16	#4	26'-11"	
m10(E)	12	#6	35'-5"	
m11(E)	20	#6	7'-0"	
m12(E)	50	#6	8'-10"	
m13(E)	20	#6	4'-1"	
m14(E)	12	#6	39'-1"	
s10(E)	96	#5	9'-1"	
s11(E)	96	#5	14'-0"	
Concrete Superstructure		Cu. Yds.	629.1	
Protective Coat		Sq. Yd.	1,993	
Reinforcement Bars, Epoxy Coated		Lbs.	149,550	



ALUMINUM TUBE

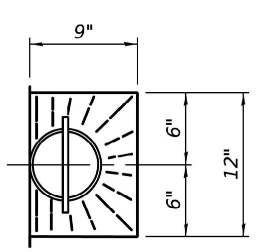


FIBERGLASS PIPE

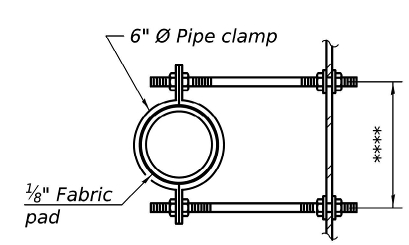


TOP PLAN

(Showing aluminum tube)

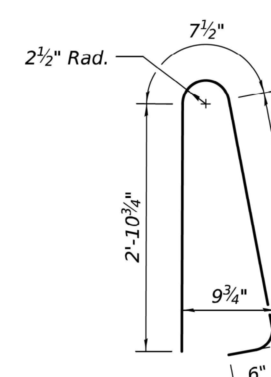


TOP PLAN

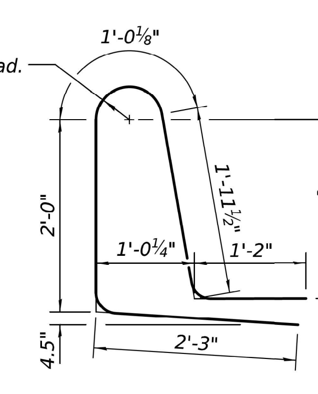


SECTION A-A

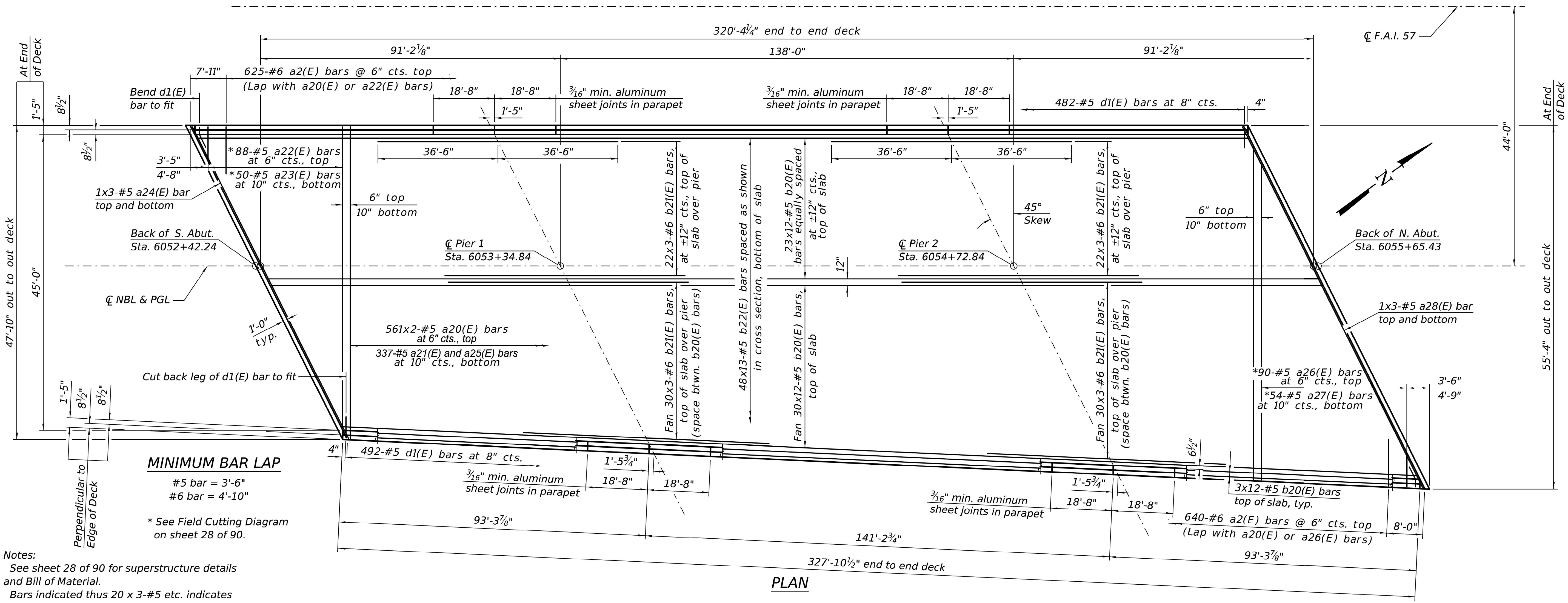
****Dimension as required by pipe clamp



BAR d(E)

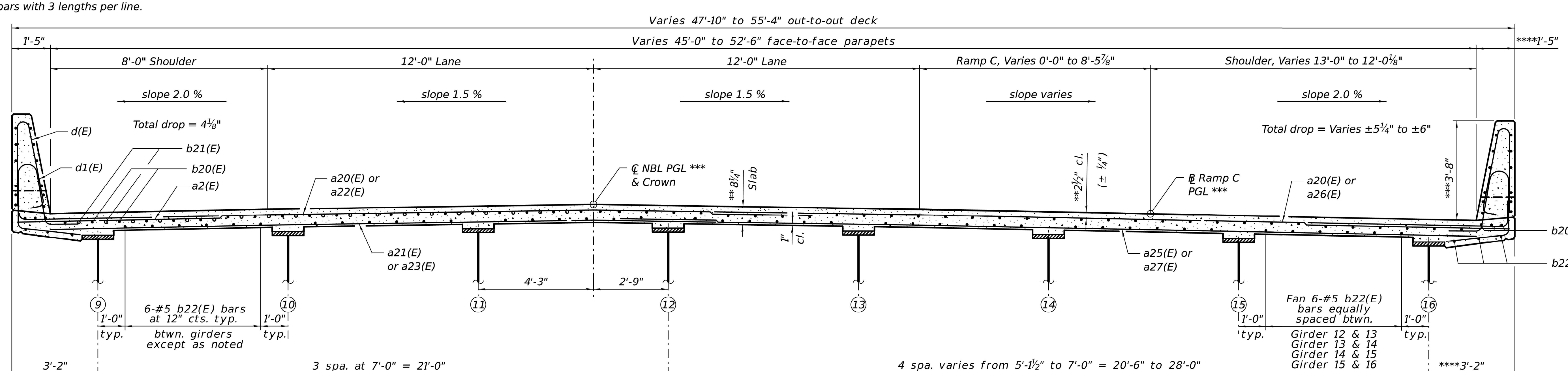


BAR d1(E)



PLAN

Notes:
See sheet 28 of 90 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
(Looking North)

** Prior to grinding
*** After grinding
**** Measured perpendicular to edge of deck

BLA, Inc.	USER NAME = mwilley	DESIGNED - MTW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 018-0070 (NB)	F.A.I. RTE. 57	SECTION 18-1VB	COUNTY CUMBERLAND	TOTAL SHEETS 414	SHEET NO. 173
	PLOT SCALE = 0:2 ':" / in.	CHECKED - MJW	REVISED -		SHEET 26 OF 90 SHEETS	CONTRACT NO. 74597				
	PLOT DATE = 5/8/2025	DRAWN - KN	REVISED -			ILLINOIS FED. AID PROJECT				
		CHECKED - MJW	REVISED -							

MODEL: Br_Sheet_Consultant
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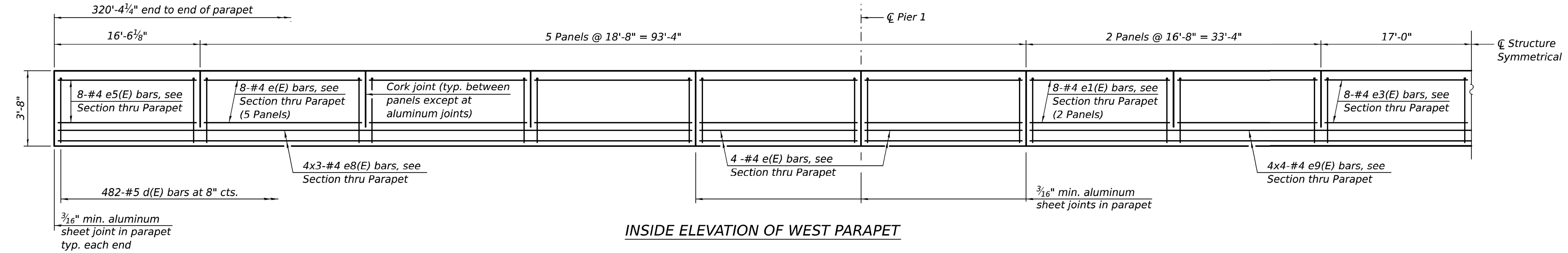
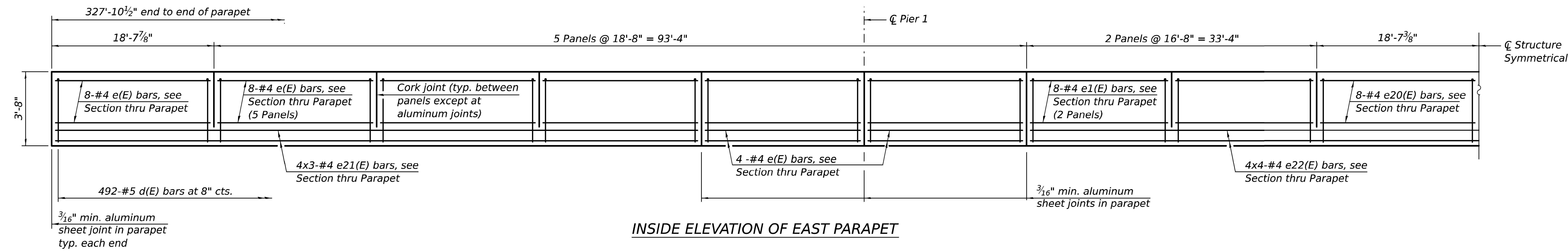
5/8/2025 3:23:14 PM



INSIDE ELEVATION OF WEST PARAPET



INSIDE ELEVATION OF EAST PARAPET

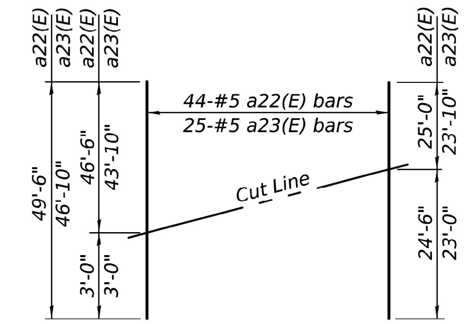
MINIMUM BAR LAP

#4 bar = 2'-5"

Notes:

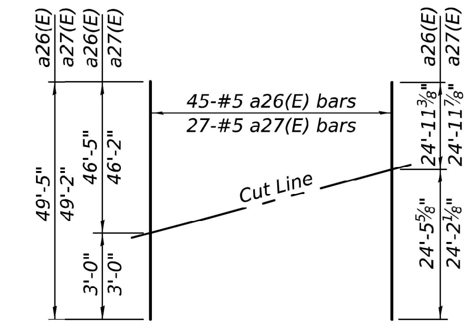
See sheet 28 of 90 for superstructure details and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



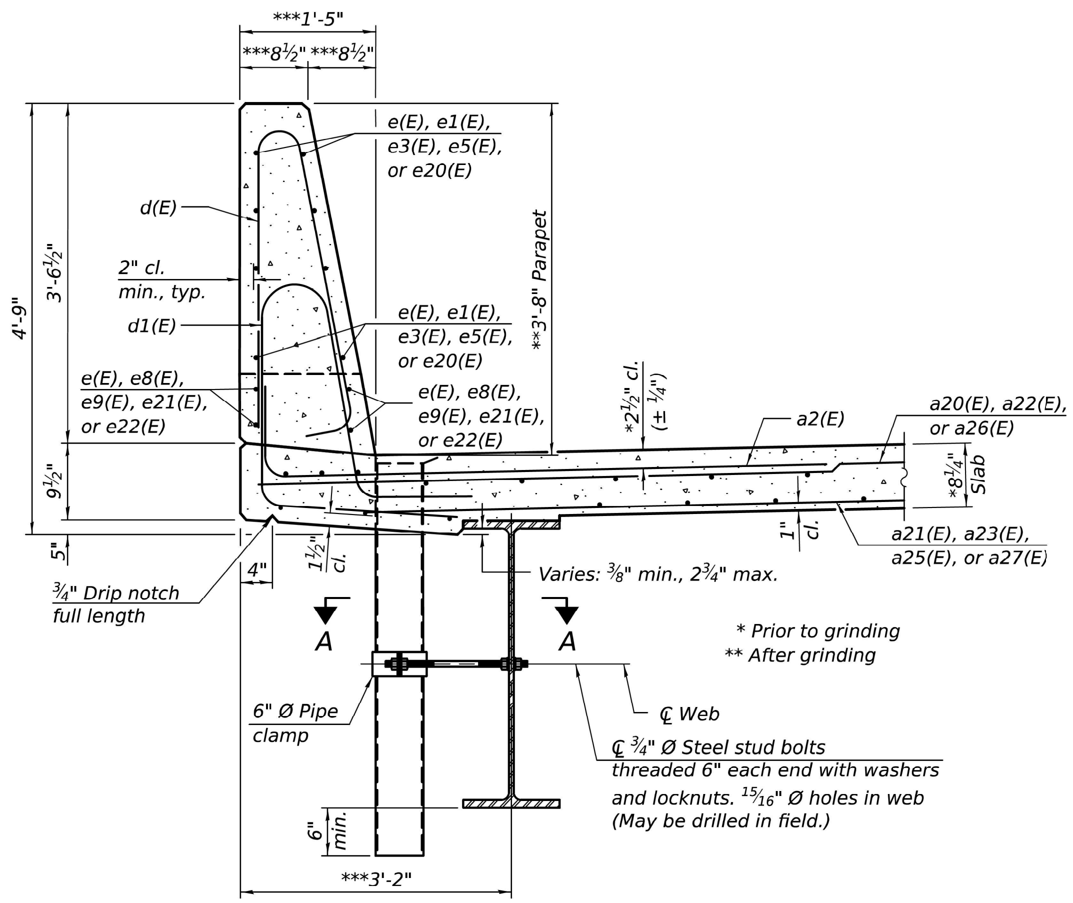
FIELD CUTTING DIAGRAM FOR a22(E) & a23(E)

Order a22(E) and a23(E) bars full length.
Cut as shown and use remainder of
bars in same end of deck.



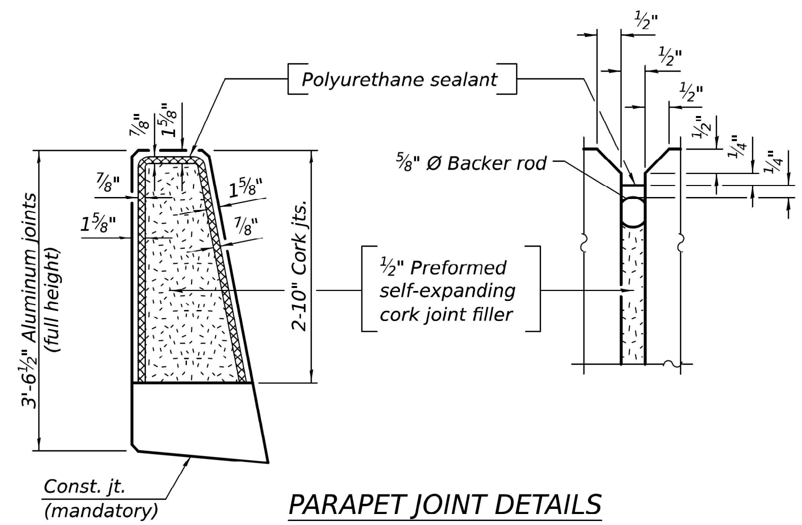
FIELD CUTTING DIAGRAM FOR a26(E) & a27(E)

Order a26(E) and a27(E) bars full length.
Cut as shown and use remainder of
bars in same end of deck.

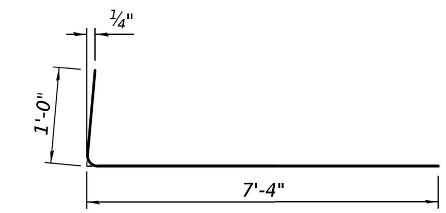


SECTION THRU PARAPET

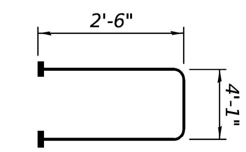
*** Measured perpendicular to edge of deck at Girder 16



PARAPET JOINT DETAILS

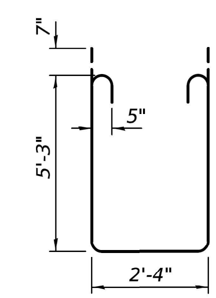


BAR a2(E)



BAR s10(E)

(Headed. 192 -#5 Bar terminators)

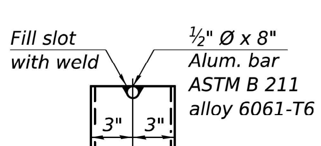


BAR s11(E)

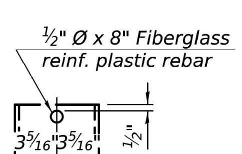
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	1265	#6	8'-4"	
a20(E)	1122	#5	29'-3"	
a21(E)	337	#5	24'-6"	
a22(E)	44	#5	49'-6"	
a23(E)	25	#5	46'-10"	
a24(E)	6	#5	24'-9"	
a25(E)	337	#5	30'-3"	
a26(E)	45	#5	49'-5"	
a27(E)	27	#5	49'-2"	
a28(E)	6	#5	28'-3"	
b20(E)	708	#5	30'-6"	
b21(E)	312	#6	28'-2"	
b22(E)	624	#5	28'-5"	
d(E)	974	#5	7'-0"	
d1(E)	974	#5	8'-5"	
e(E)	208	#4	18'-4"	
e1(E)	64	#4	16'-4"	
e3(E)	16	#4	16'-8"	
e5(E)	16	#4	16'-2"	
e8(E)	24	#4	25'-9"	
e9(E)	16	#4	26'-11"	
e20(E)	16	#4	18'-3"	
e21(E)	24	#4	26'-5"	
e22(E)	16	#4	27'-9"	
m20(E)	12	#6	35'-8"	
m21(E)	50	#6	9'-5"	
m22(E)	20	#6	6'-9"	
m23(E)	20	#6	4'-0"	
m24(E)	12	#6	41'-0"	
s10(E)	96	#5	9'-1"	
s11(E)	96	#5	14'-0"	
Concrete Superstructure			Cu. Yds.	648.3
Protective Coat			Sq. Yd.	2,055
Reinforcement Bars, Epoxy Coated			Lbs.	156,650

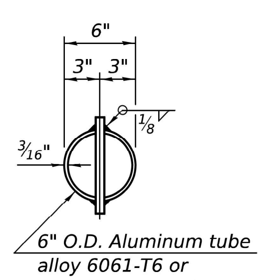
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.
The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
The $\frac{3}{16}$" 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.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bar terminators, paid for separately. See Total Bill of Material.
Drains shall be located clear of all cross-frames.
Floor drains need not be painted.



ALUMINUM TUBE

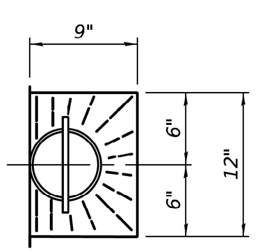


FIBERGLASS PIPE

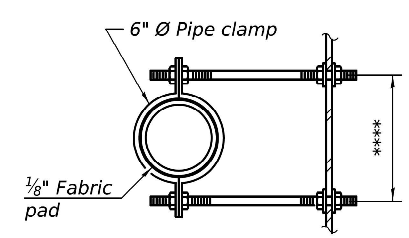


TOP PLAN

(Showing aluminum tube)

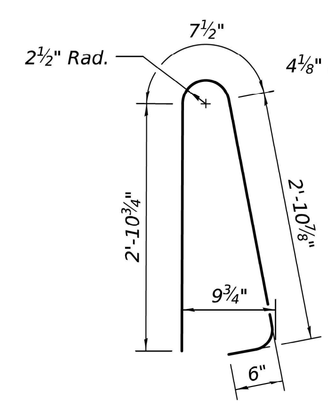


TOP PLAN

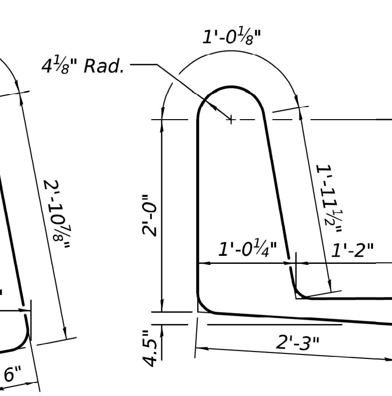


SECTION A-A

****Dimension as required by pipe clamp



BAR d(E)



BAR d1(E)

USER NAME = mwilley	DESIGNED - KN	REVISED -	
	CHECKED - MJW	REVISED -	
PLOT SCALE = 0:2 '/" / in.	DRAWN - KN	REVISED -	
PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -	

BLA, Inc.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 018-0070 (NB)

SHEET 28 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	175

CONTRACT NO. 74597

ILLINOIS | FED. AID PROJECT

MODEL: Br_Sheet_Consultant
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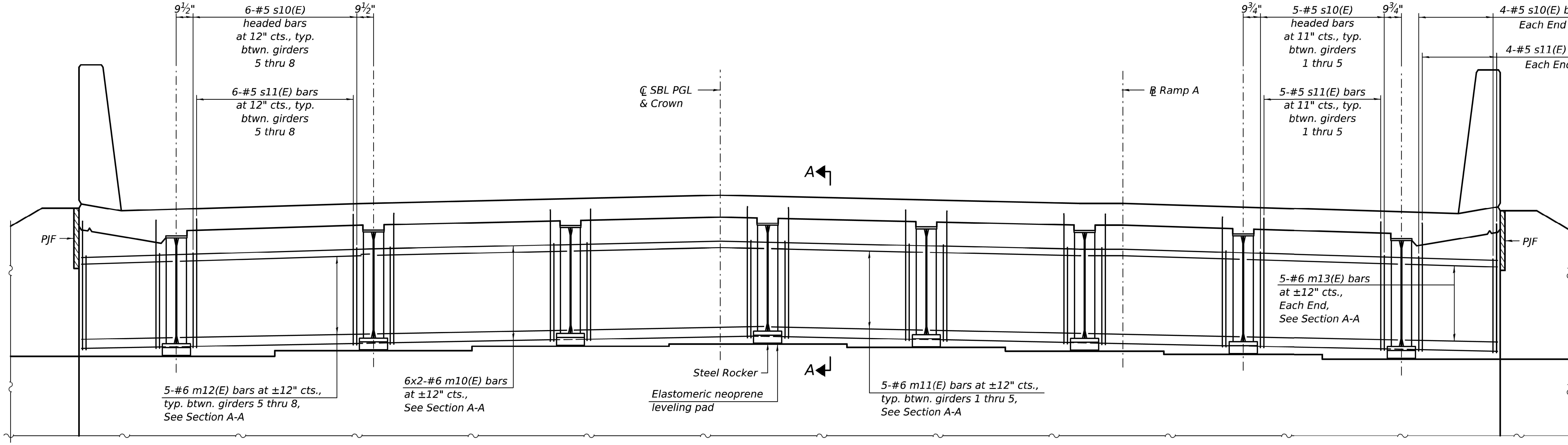


DIAPHRAGM AT SOUTH ABUTMENT
(Looking South)

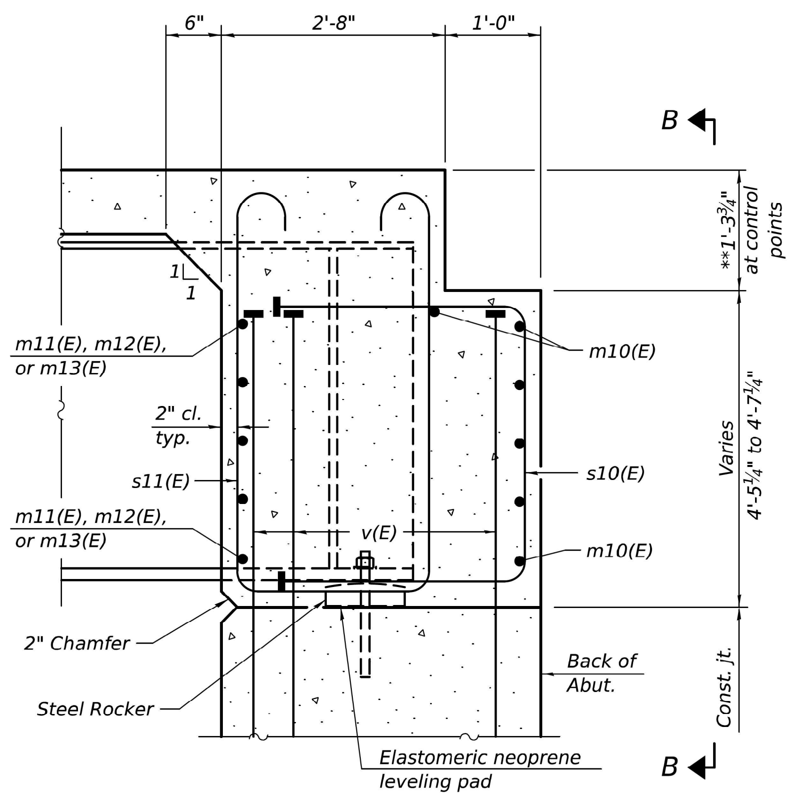
*GIRDER SKEW TABLE

Girder No.	Skew Angle
Girder 1	44°03'14"
Girder 2	44°17'36"
Girder 3	44°31'51"
Girder 4	44°45'59"
Typical Girder (Girder 5-8)	45°00'00"

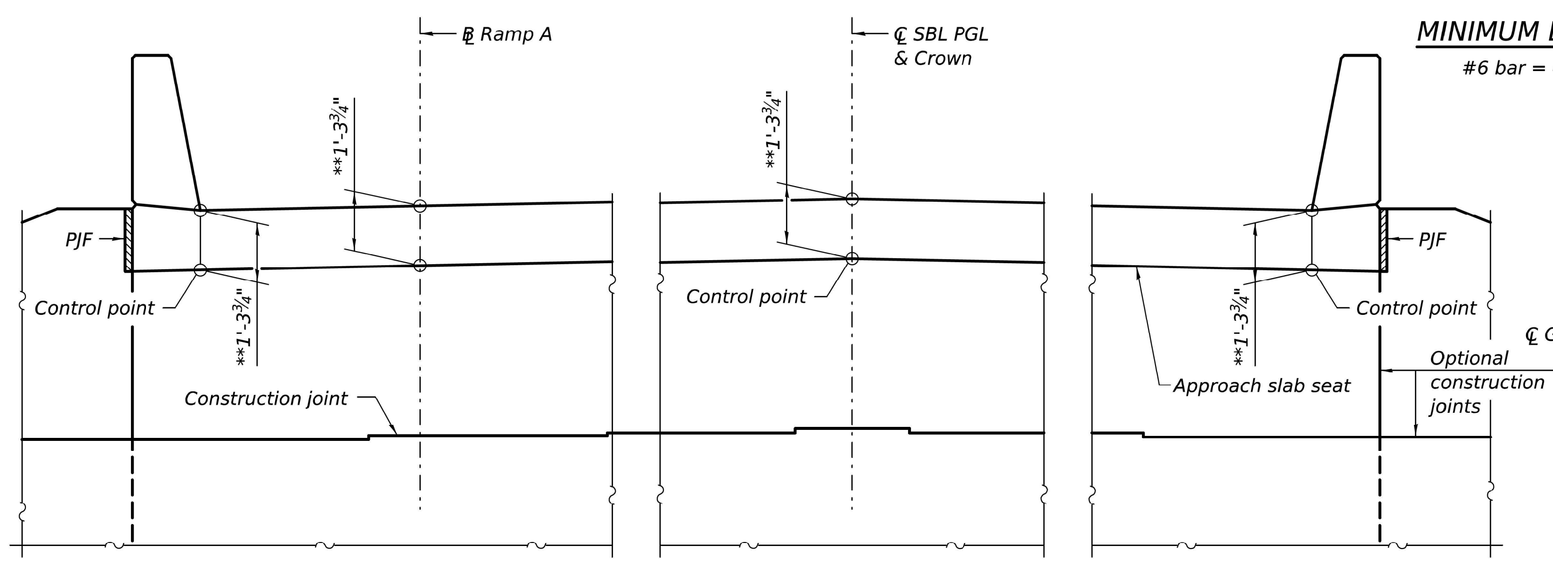
Notes:
See sheet 25 of 90 for superstructure details and Bill of Material.
See sheet 34 of 90 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
The approach slab seat shall have a constant slope determined from the control points shown.

* See Girder Skew Table
** Prior to Grinding

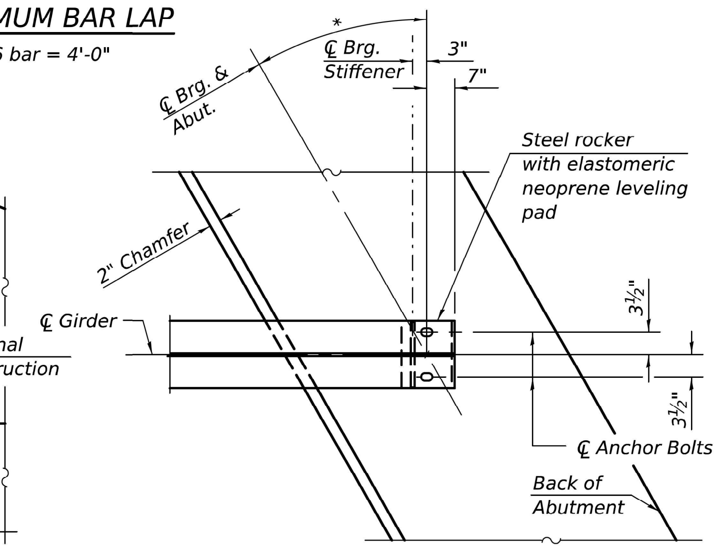
MINIMUM BAR LAP
#6 bar = 4'-0"



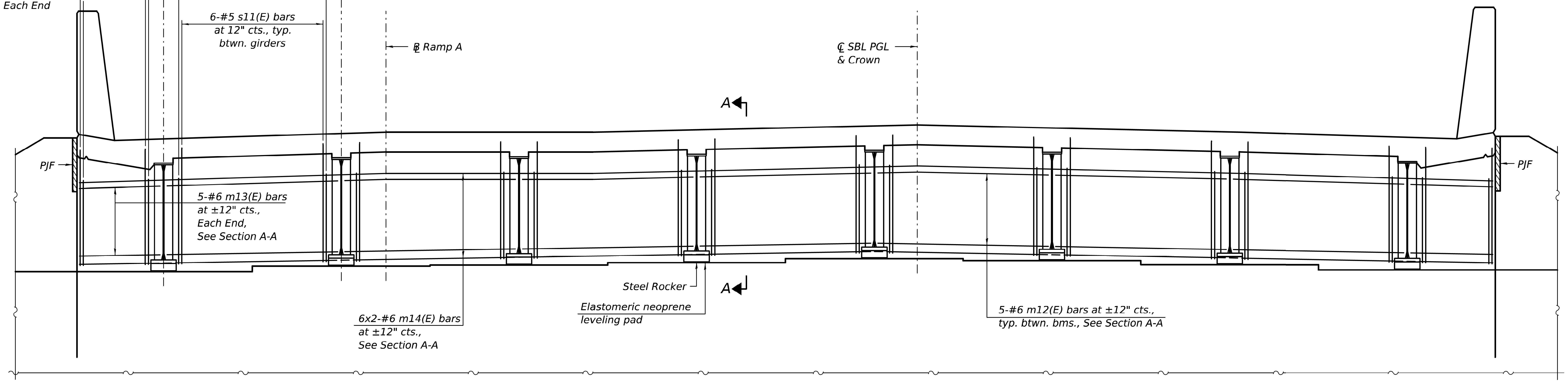
SECTION A-A
(at Rt. ∠'s)



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of girder)



DIAPHRAGM AT NORTH ABUTMENT
(Looking North)

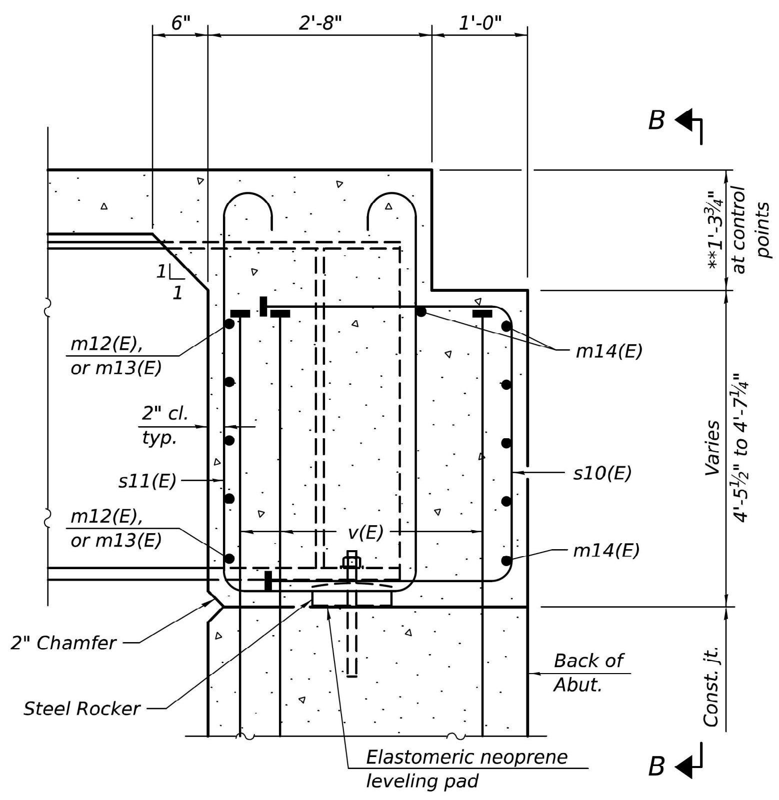
*GIRDER SKEW TABLE

Girder No.	Skew Angle
Girder 1	44°03'14"
Girder 2	44°17'36"
Girder 3	44°31'51"
Girder 4	44°45'59"
Typical Girder (Girder 5-8)	45°00'00"

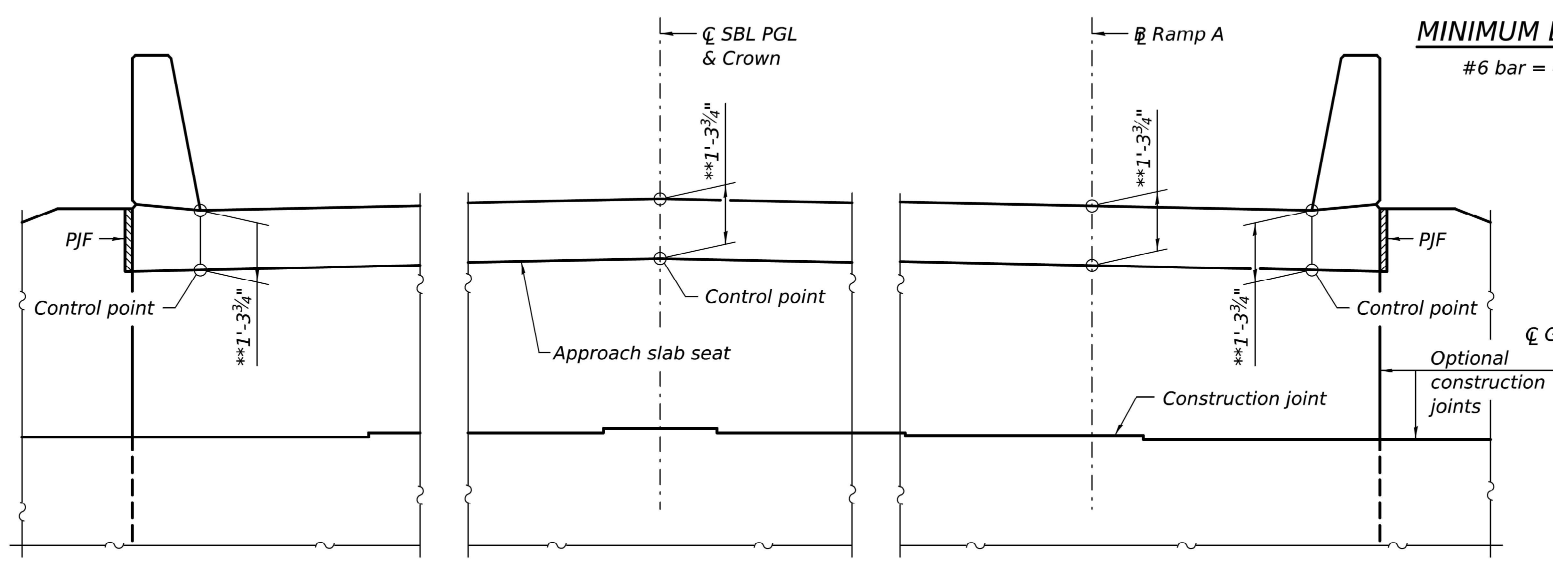
Notes:
See sheet 25 of 90 for superstructure details and Bill of Material.
See sheet 36 of 90 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
The approach slab seat shall have a constant slope determined from the control points shown.

* See Girder Skew Table
** Prior to Grinding

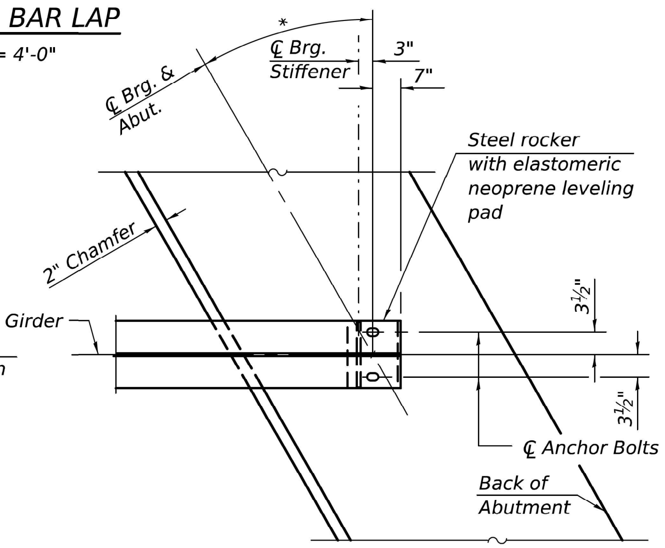
MINIMUM BAR LAP
#6 bar = 4'-0"



SECTION A-A
(at Rt. ∠'s)



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of girder)

MODEL: Br_Sheet_Consultant
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BLA, Inc.

USER NAME = rmwilley	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE = 0:2 '/" / in.	DRAWN - KN	REVISED -
PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -

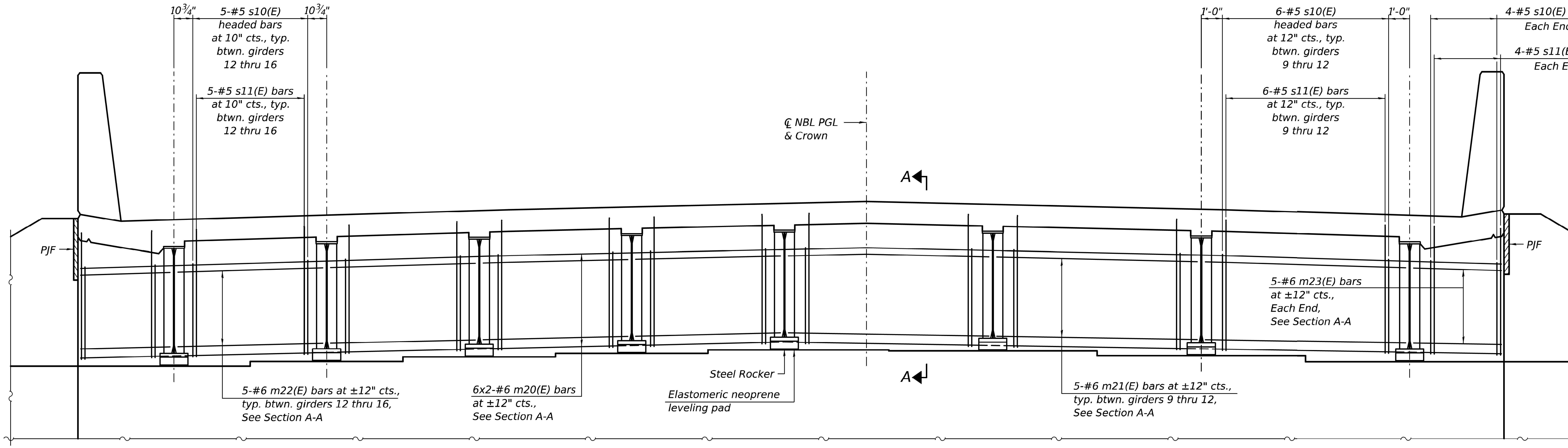
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 018-0069 (SB)

SHEET 30 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	177
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

5/8/2025 3:23:38 PM



DIAPHRAGM AT SOUTH ABUTMENT

(Looking South)

*GIRDER SKEW TABLE

Girder No.	Skew Angle
Typical Girder (Girder 9-12)	45°00'00"
Girder 13	45°20'09"
Girder 14	45°40'04"
Girder 15	45°59'45"
Girder 16	46°19'12"

Notes:

See sheet 28 of 90 for superstructure details and Bill of Material.

See sheet 47 of 90 for PJF details.

The s10(E) and s11(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.

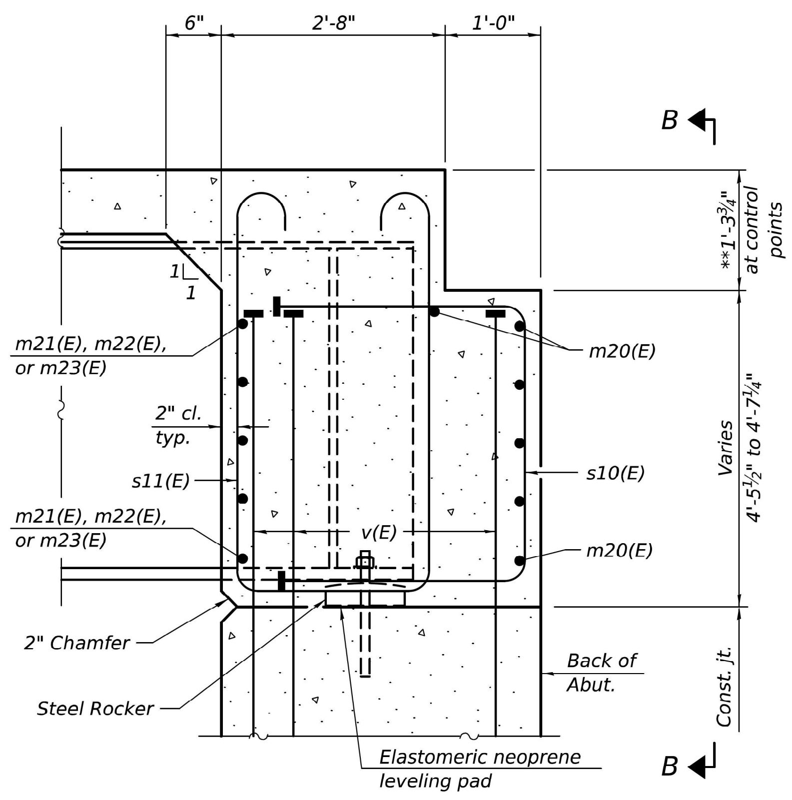
The approach slab seat shall have a constant slope determined from the control points shown.

* See Girder Skew Table

** Prior to Grinding

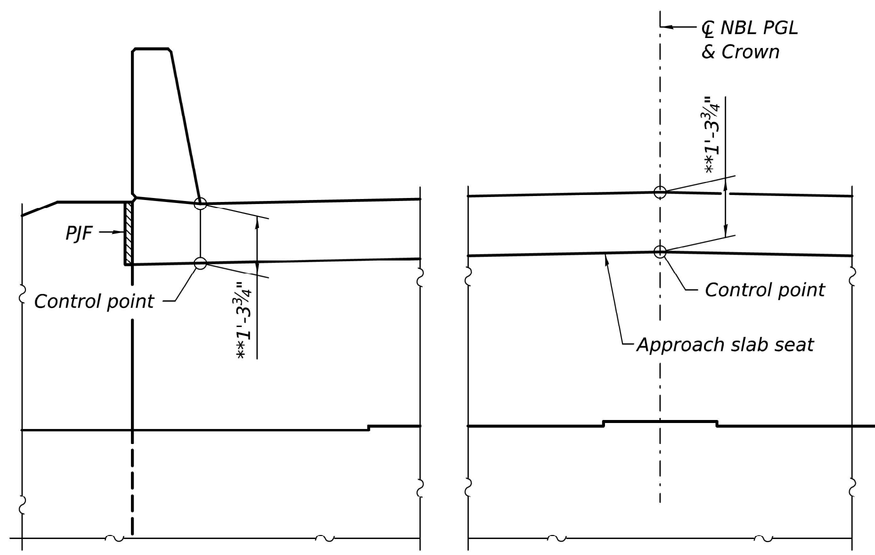
MINIMUM BAR LAP

#6 bar = 4'-0"

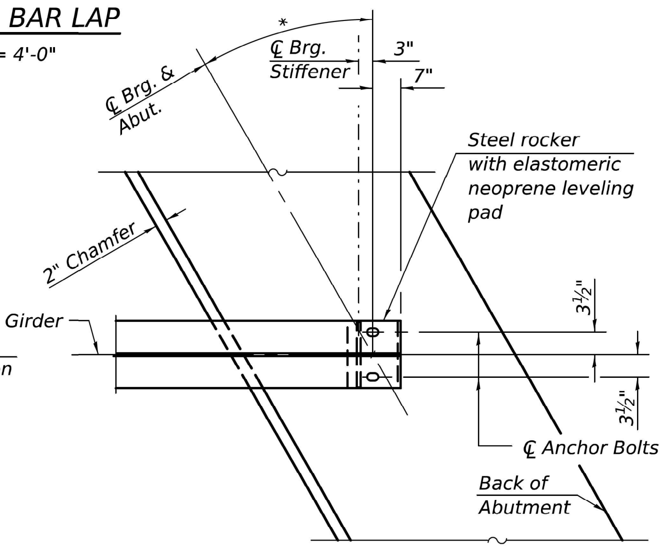


SECTION A-A

(at Rt. ∠'s)



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of girder)

BLA, Inc.	USER NAME = mwilley	DESIGNED - KN	REVISED -
		CHECKED - MJW	REVISED -
	PLOT SCALE = 0:2 ':" / in.	DRAWN - KN	REVISED -
	PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 018-0070 (NB)

SHEET 31 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	178
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

MODEL: Br_Sheet_Consultant
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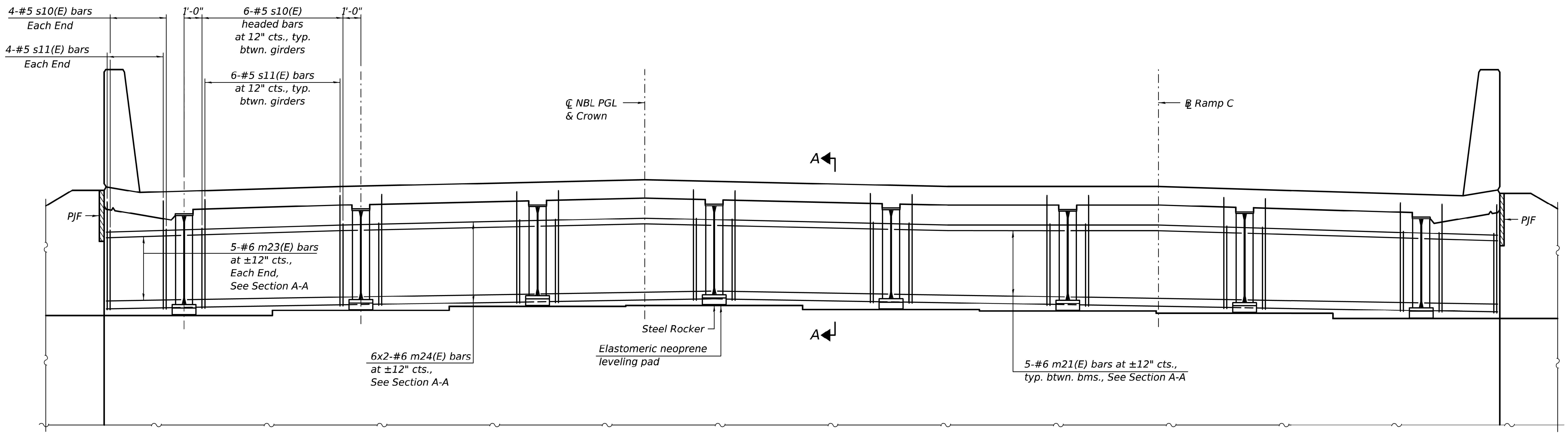


DIAPHRAGM AT NORTH ABUTMENT
(Looking North)

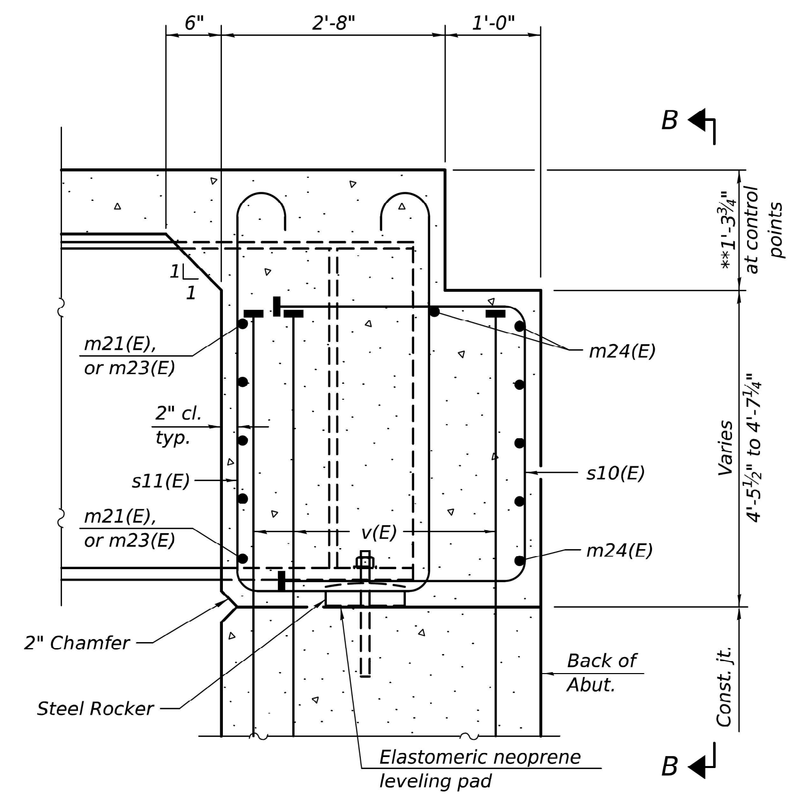
*GIRDER SKEW TABLE

Girder No.	Skew Angle
Typical Girder (Girder 9-12)	45°00'00"
Girder 13	45°20'09"
Girder 14	45°40'04"
Girder 15	45°59'45"
Girder 16	46°19'12"

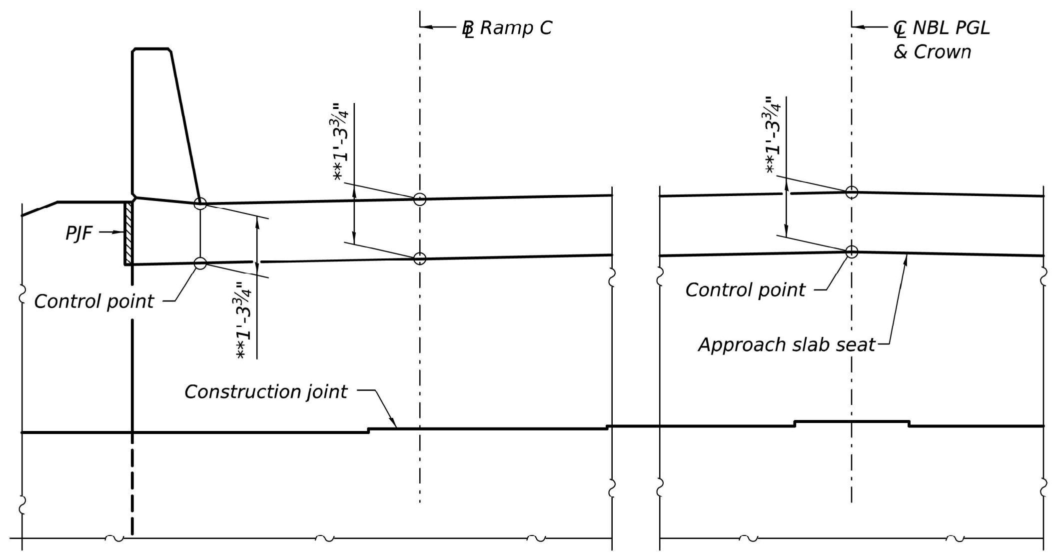
Notes:
See sheet 28 of 90 for superstructure details and Bill of Material.
See sheet 49 of 90 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
The approach slab seat shall have a constant slope determined from the control points shown.

* See Girder Skew Table
** Prior to Grinding

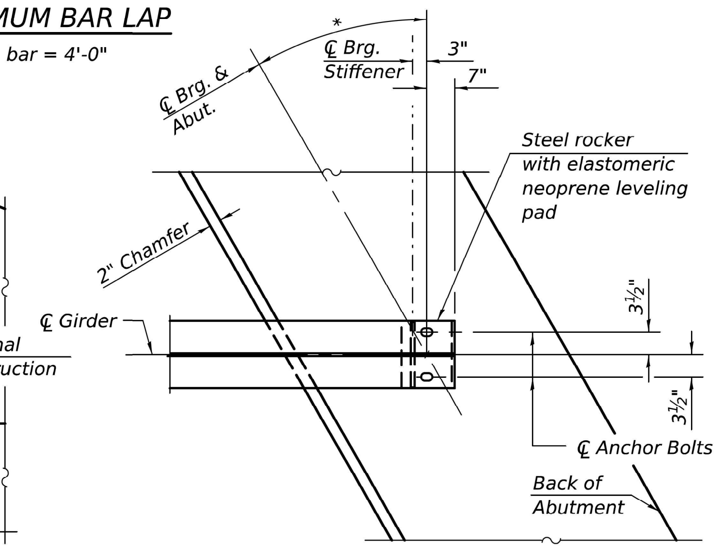
MINIMUM BAR LAP
#6 bar = 4'-0"



SECTION A-A
(at Rt. ∠'s)



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of girder)

MODEL: Br_Sheet_Consultant
FILE NAME: W:\191-172 IDOT 197034_I57_StructureReplacement\CADD_SHEETS_ORD\Structural\DREI_Crossing\0180069_70-74597-032-N_Abutment_Diaph_Details_NB.dgn

BLA, Inc.

USER NAME = rmwilley	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE = 0:2 '-" / in.	DRAWN - KN	REVISED -
PLOT DATE = 5/8/2025	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 018-0070 (NB)

SHEET 32 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	179

CONTRACT NO. 74597
ILLINOIS FED. AID PROJECT

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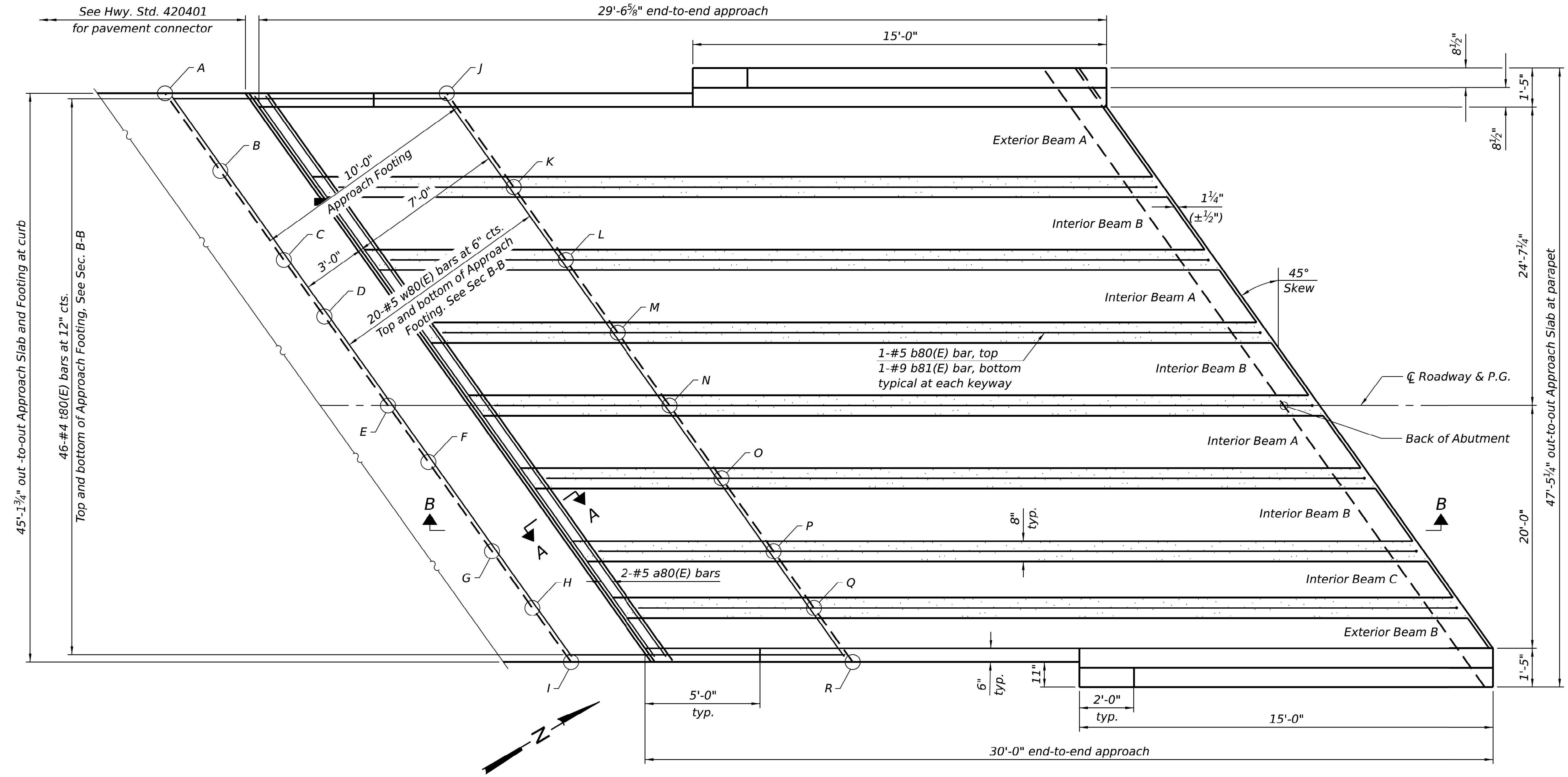
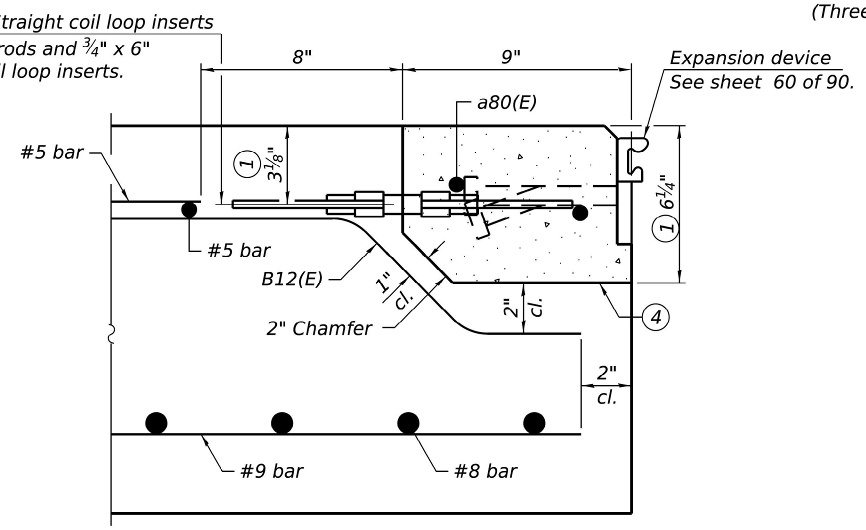
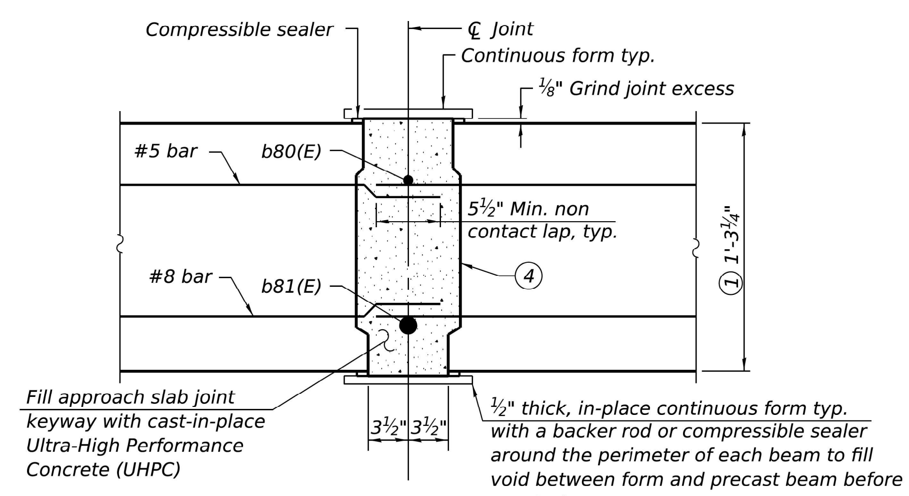


SOUTH APPROACH BRIDGE PLAN

(Three beam configurations (A, B and C) are shown. Alternate beam A, B and C as shown for proper connection.)



SECTION A-A



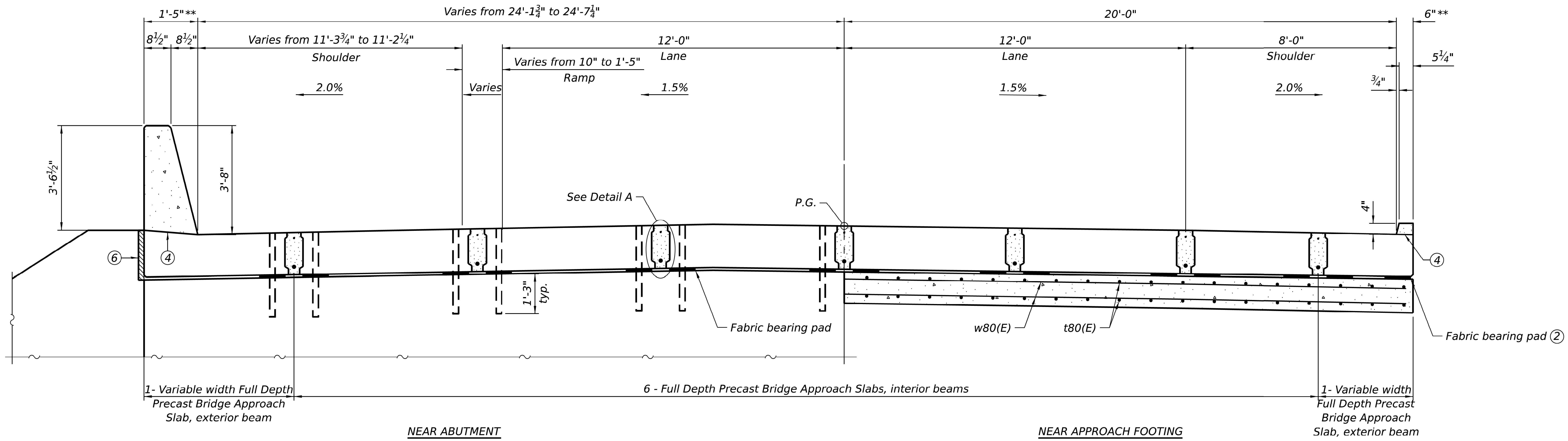
DETAIL A

(Transverse bars protruding into the shear keys along adjacent beams shall be staggered for proper fit-up in the field. Shear key cross sectional area = 0.95 sq. ft.)

ELEVATION OF TOP AND BOTTOM OF BRIDGE APPROACH FOOTING

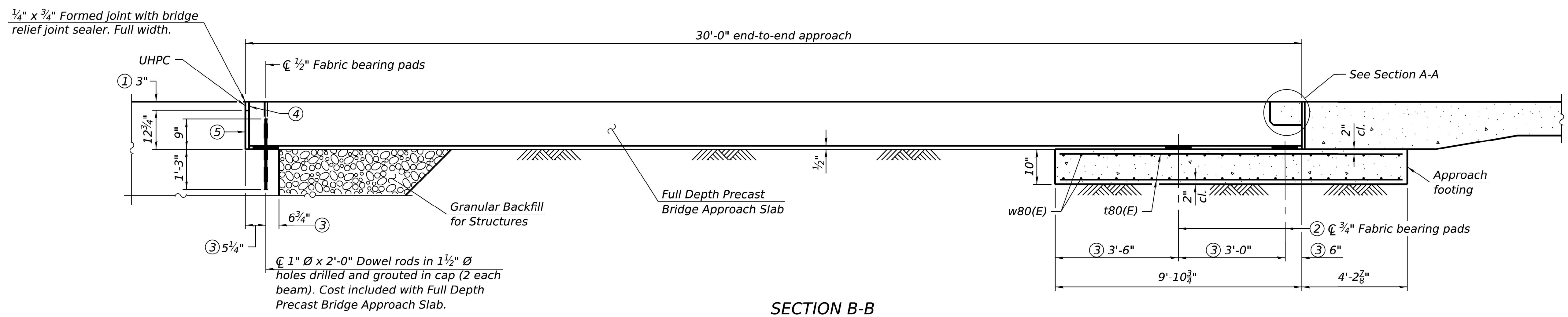
Approach		
Point/ Location	Top	Bottom
A	692.66	691.83
B	692.84	692.00
C	693.02	692.19
D	693.16	692.32
E	693.29	692.45
F	693.23	692.40
G	693.18	692.35
H	693.12	692.29
I	693.07	692.23
J	692.75	691.92
K	692.93	692.10
L	693.12	692.29
M	693.25	692.42
N	693.38	692.54
O	693.32	692.49
P	693.27	692.44
Q	693.21	692.38
R	693.15	692.32

(Sheet 1 of 13)



CROSS SECTION
(Looking North)

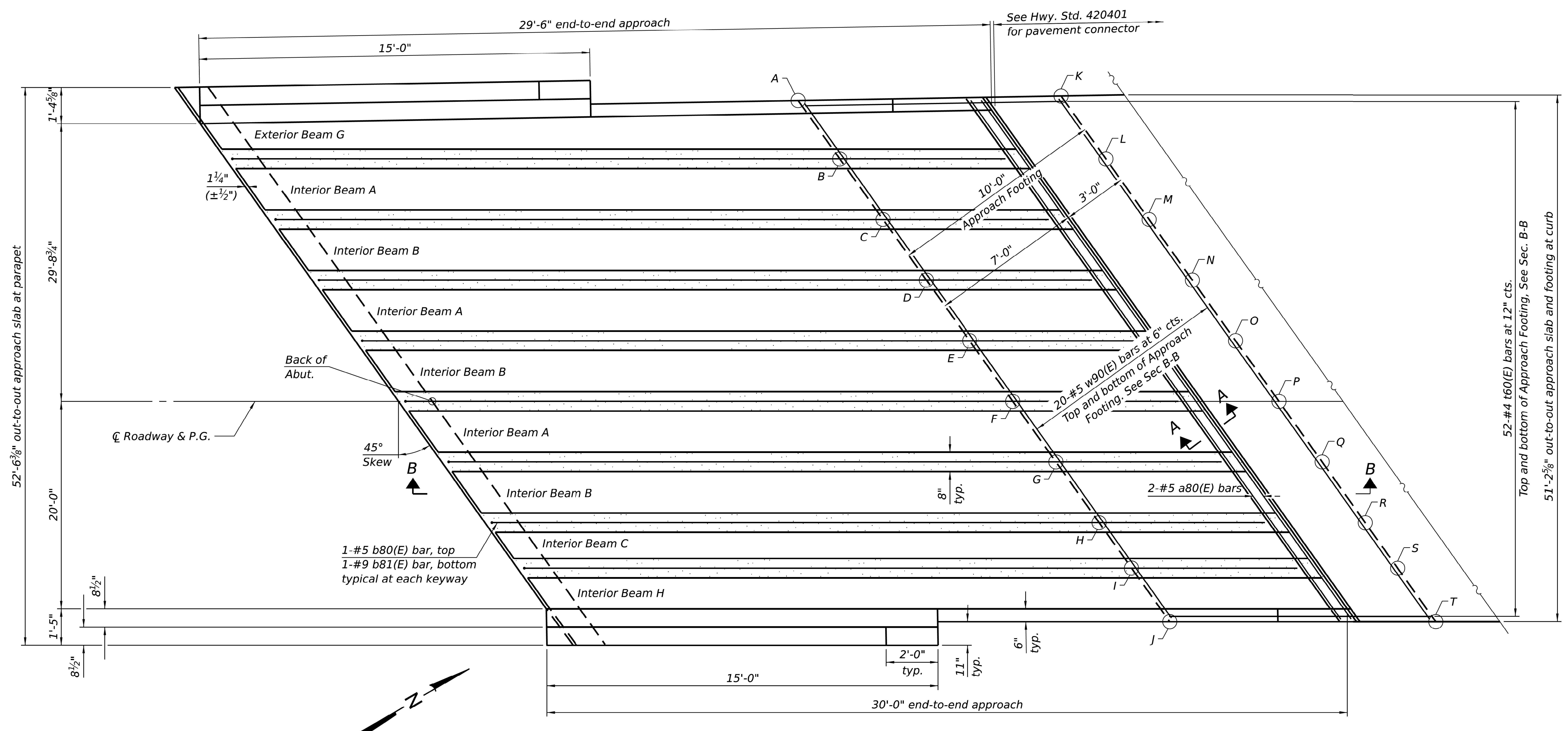
** Perpendicular to edge of shoulder



SECTION B-B

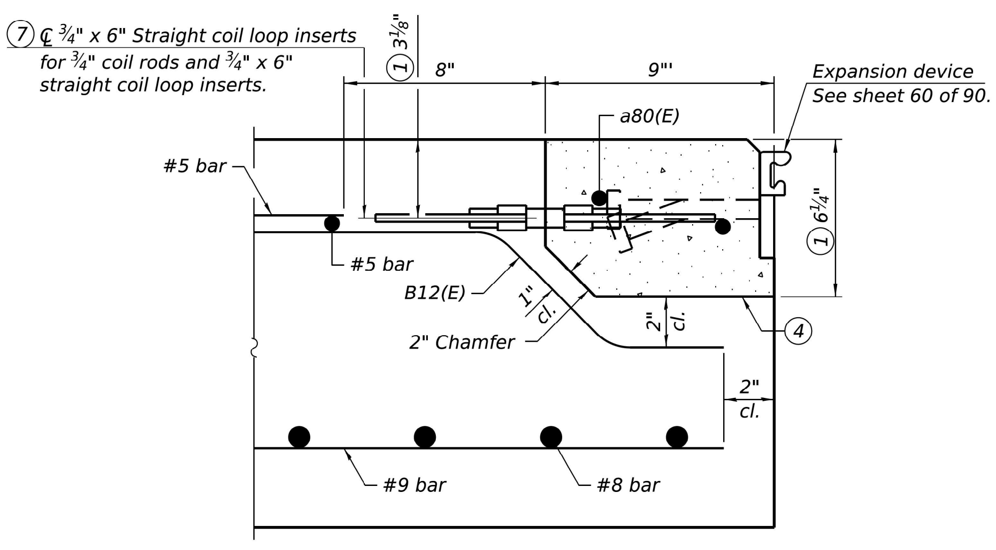
1. Prior to grinding
2. Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
3. At right angles
4. Any precast surface to be bonded with UHPC or otherwise specified shall be prepared at the production facility by washing with water under pressure or by sandblasting to expose clean, well bonded aggregate to an amplitude of ¼ in. (6mm). To facilitate the removal of cement paste, the forms in contact with the surfaces shall be thoroughly covered with a surface retarder that delays the set of concrete surface, suitable for vertical surfaces, and approved by the Engineer.
5. 12¾" deep Cellular polystyrene according to ASTM C 578 (Types V, VII, or XV), full width of bridge. Provide slightly thicker piece than measured gap to tightly fill the area between abutment cap and end of beam. Thickness may vary between beams due to acceptable tolerances for precast products.
6. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
7. Straight coil loops shall be placed to miss the adjacent preformed joint strip seal studs.

(Sheet 2 of 13)

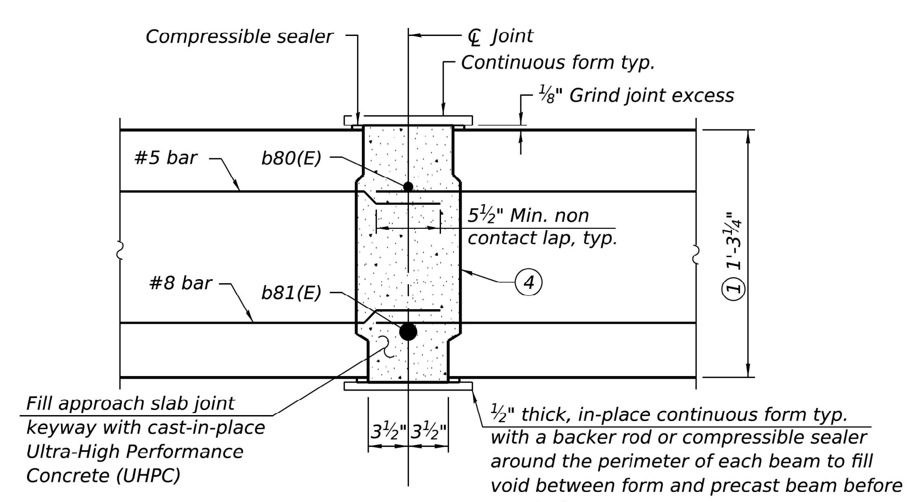


NORTH APPROACH BRIDGE PLAN

(Three beam configurations (A, B and C) are shown. Alternate beam A, B and C for proper connection.)



SECTION A-A



DETAIL A

(Transverse bars protruding into the shear keys along adjacent beams shall be staggered for proper fit-up in the field. Shear key cross sectional area = 0.95 sq. ft.)

(Sheet 3 of 13)

ELEVATION OF TOP AND BOTTOM OF BRIDGE APPROACH FOOTING

Approach		
Point/ Location	Top	Bottom
A	693.84	693.00
B	693.97	693.13
C	694.08	693.25
D	694.19	693.36
E	694.28	693.44
F	694.36	693.53
G	694.27	693.43
H	694.17	693.34
I	694.07	693.24
J	693.99	693.16
K	693.83	692.99
L	693.96	693.12
M	694.07	693.24
N	694.18	693.35
O	694.26	693.43
P	694.35	693.51
Q	694.25	693.42
R	694.15	693.32
S	694.06	693.22
T	693.97	693.14

HORNER SHIFRIN
WWW.HORNERSHIFRIN.COM

USER NAME =	DESIGNED - U. KODE	REVISED -
	CHECKED - J. WANG	REVISED -
PLOT SCALE =	DRAWN - S. FOSTER	REVISED -
PLOT DATE =	CHECKED - U. KODE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FULL DEPTH PRECAST BRIDGE APROACH SLAB
STRUCTURE NO. 018 - 0069 (SB)

SHEET 35 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	182

CONTRACT NO. 74597
ILLINOIS FED. AID PROJECT

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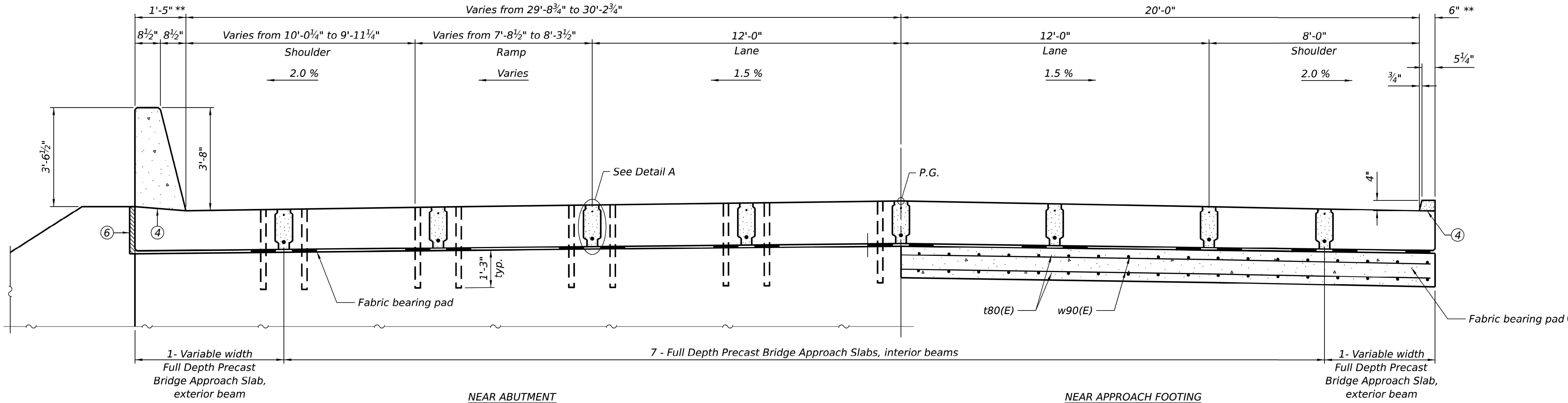
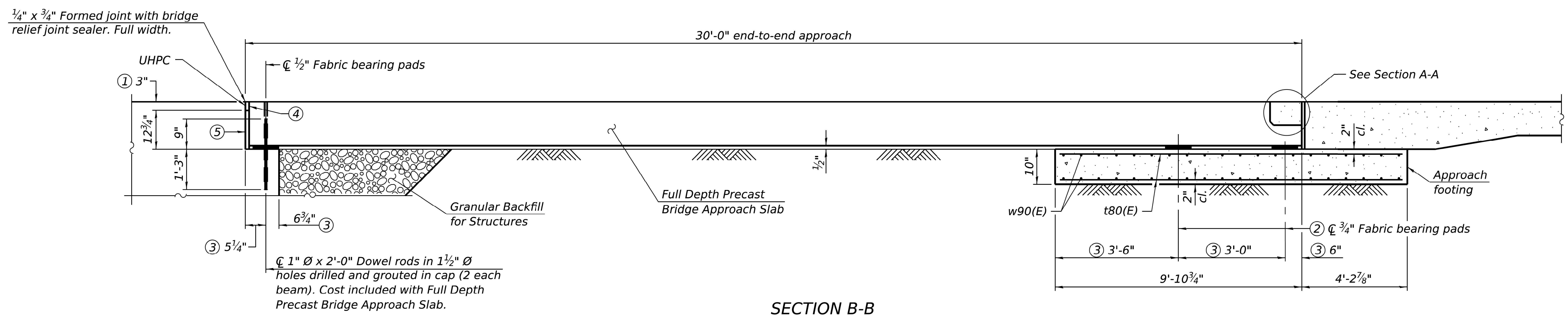


CROSS SECTION
(Looking North)

** Perpendicular to edge of shoulder



SECTION B-B

1. Prior to grinding
2. Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
3. At right angles
4. Any precast surface to be bonded with UHPC or otherwise specified shall be prepared at the production facility by washing with water under pressure or by sandblasting to expose clean, well bonded aggregate to an amplitude of ¼ in. (6mm). To facilitate the removal of cement paste, the forms in contact with the surfaces shall be thoroughly covered with a surface retarder that delays the set of concrete surface, suitable for vertical surfaces, and approved by the Engineer.
5. 12¾" deep Cellular polystyrene according to ASTM C 578 (Types V, VII, or XV), full width of bridge. Provide slightly thicker piece than measured gap to tightly fill the area between abutment cap and end of beam. Thickness may vary between beams due to acceptable tolerances for precast products.
6. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
7. Straight coil loops shall be placed to miss the adjacent preformed joint strip seal studs.

(Sheet 4 of 13)

HORNER SHIFRIN WWW.HORNERSHIFRIN.COM	USER NAME =	DESIGNED - U. KODE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - J. WANG	REVISED -	
	PLOT SCALE =	DRAWN - S. FOSTER	REVISED -	
	PLOT DATE =	CHECKED - U. KODE	REVISED -	

FULL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 018 - 0069 (SB)

SHEET 36 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	183
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

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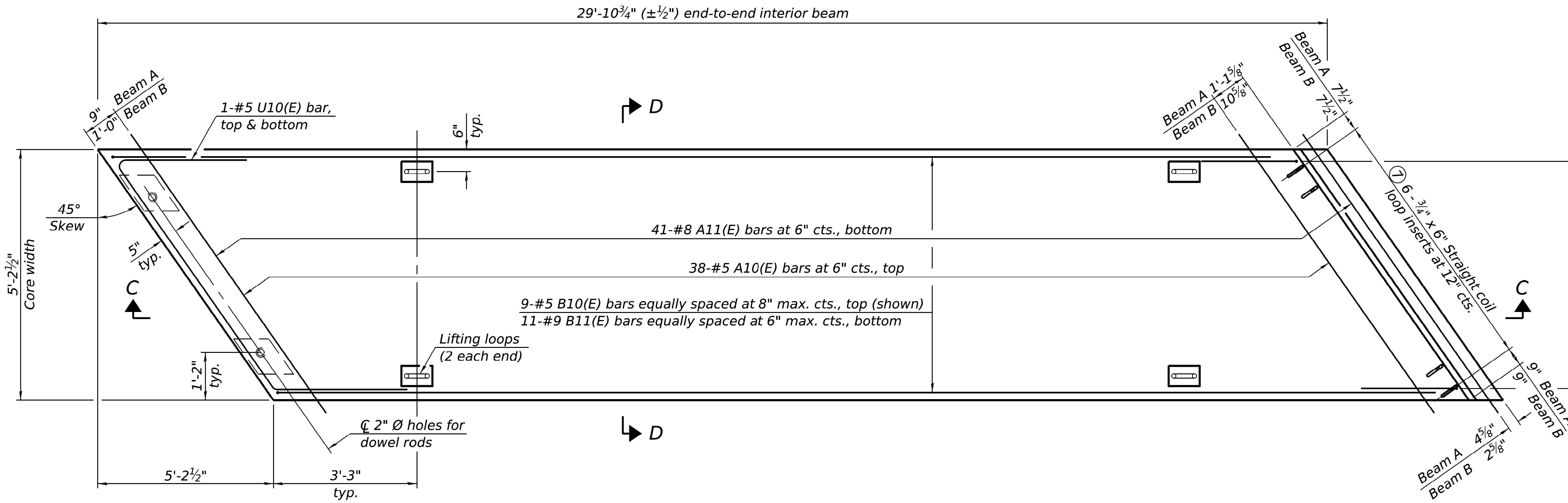
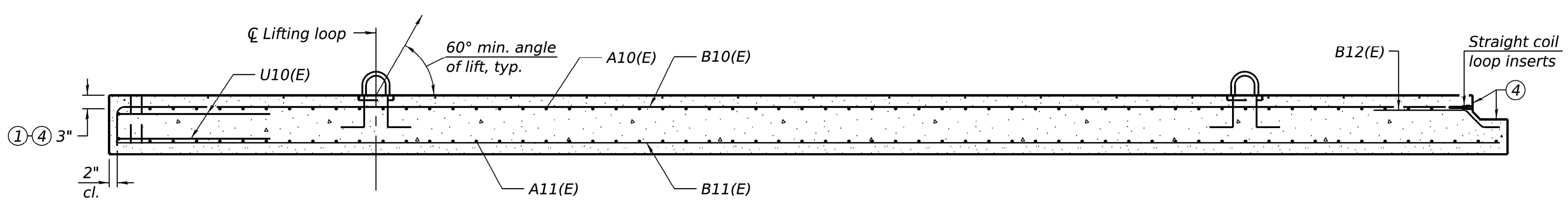
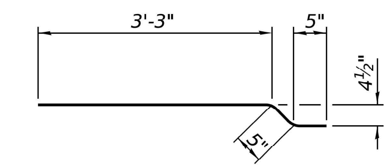


PLAN - INTERIOR BEAM A & B

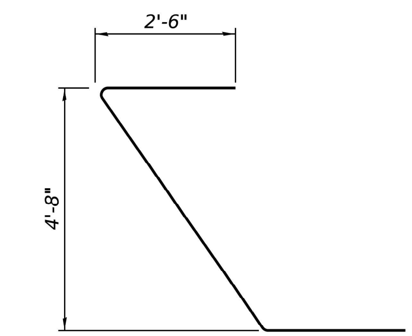
(Flanges not shown in plan view for clarity.)



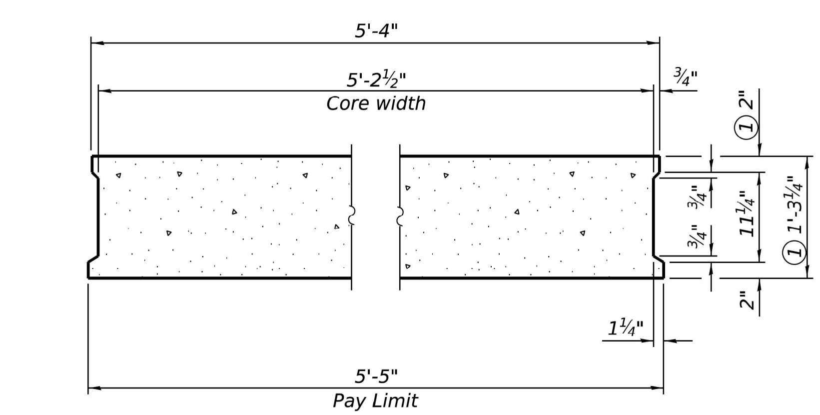
SECTION C-C



BAR B12(E)

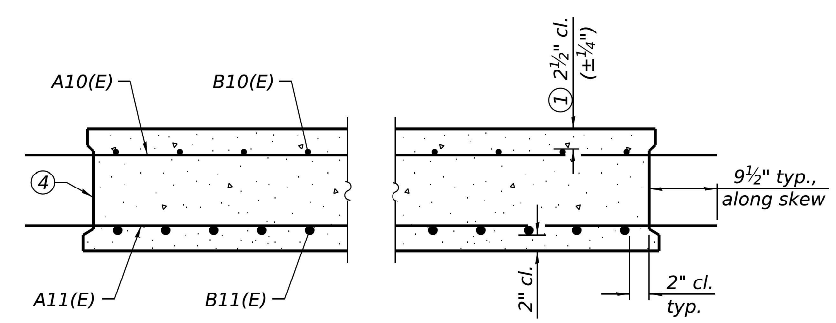


BARS U10(E)



SECTION D-D

(Showing dimensions)



SECTION D-D

(Showing reinforcement)

BAR LIST
INTERIOR BEAMS A & B

(For information only)

Bar	No.	Size	Length	Shape
A10(E)	41	#5	8'-11"	—
A11(E)	40	#8	8'-11"	—
B10(E)	9	#5	28'-6"	⌐
B11(E)	11	#9	29'-6"	—
B12(E)	9	#5	4'-1"	‿
U10(E)	2	#5	11'-7"	⌊

(Bar list includes the maximum number of bars for either beam. Any extra bar(s) shall not be used.)

(Sheet 5 of 13)

HORNER SHIFRIN WWW.HORNERSHIFRIN.COM	USER NAME =	DESIGNED - U. KODE	REVISED -
		CHECKED - J. WANG	REVISED -
	PLOT SCALE =	DRAWN - S. FOSTER	REVISED -
	PLOT DATE =	CHECKED - U. KODE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FULL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 018 - 0069 (SB)

SHEET 37 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	184
		CONTRACT NO. 74597		
		ILLINOIS	FED. AID PROJECT	

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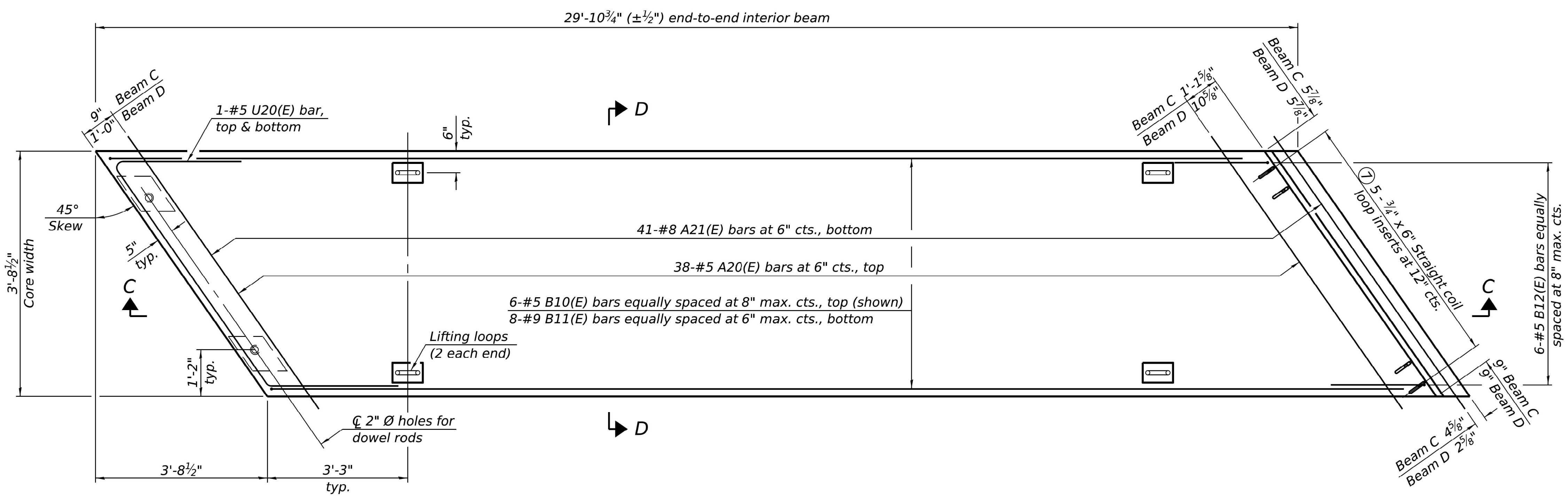
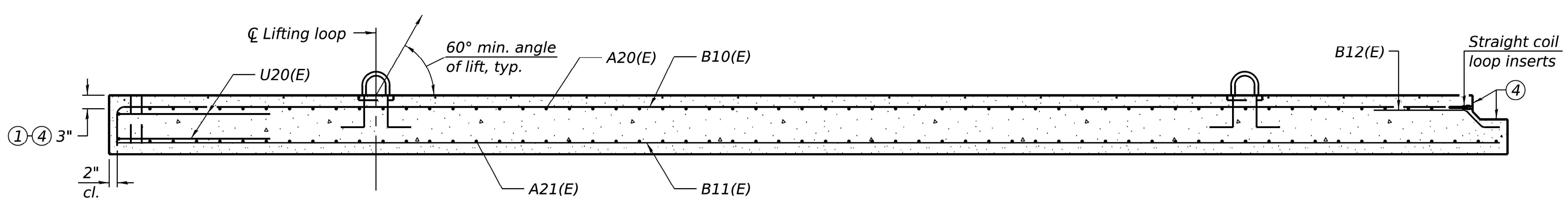
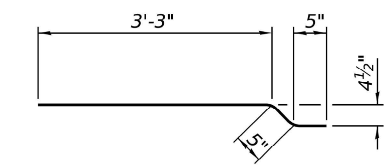


PLAN - INTERIOR BEAM C & D

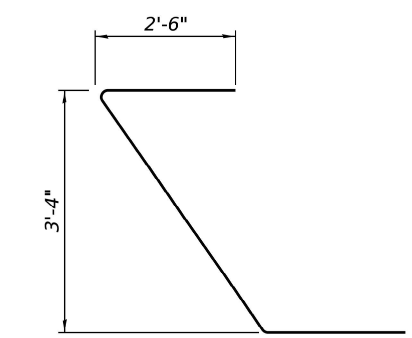
(Flanges not shown in plan view for clarity.)



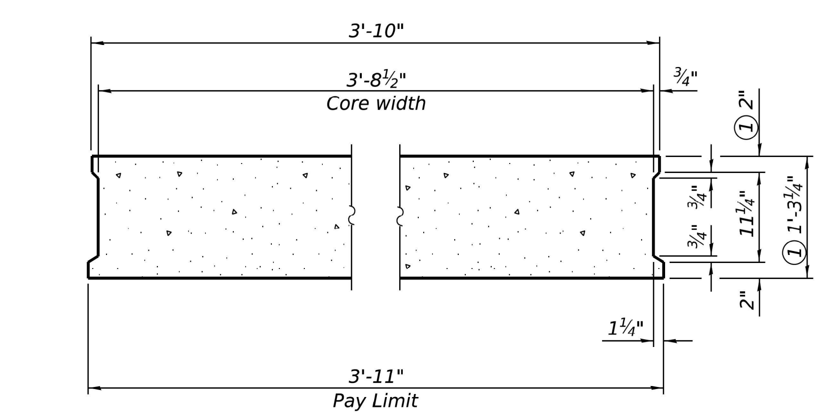
SECTION C-C



BAR B12(E)

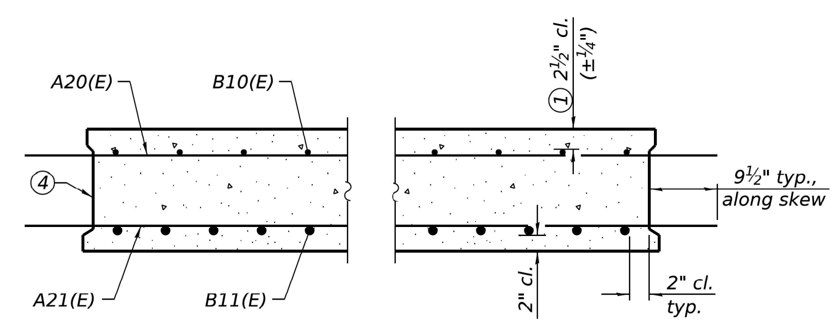


BARS U20(E)



SECTION D-D

(Showing dimensions)



SECTION D-D

(Showing reinforcement)

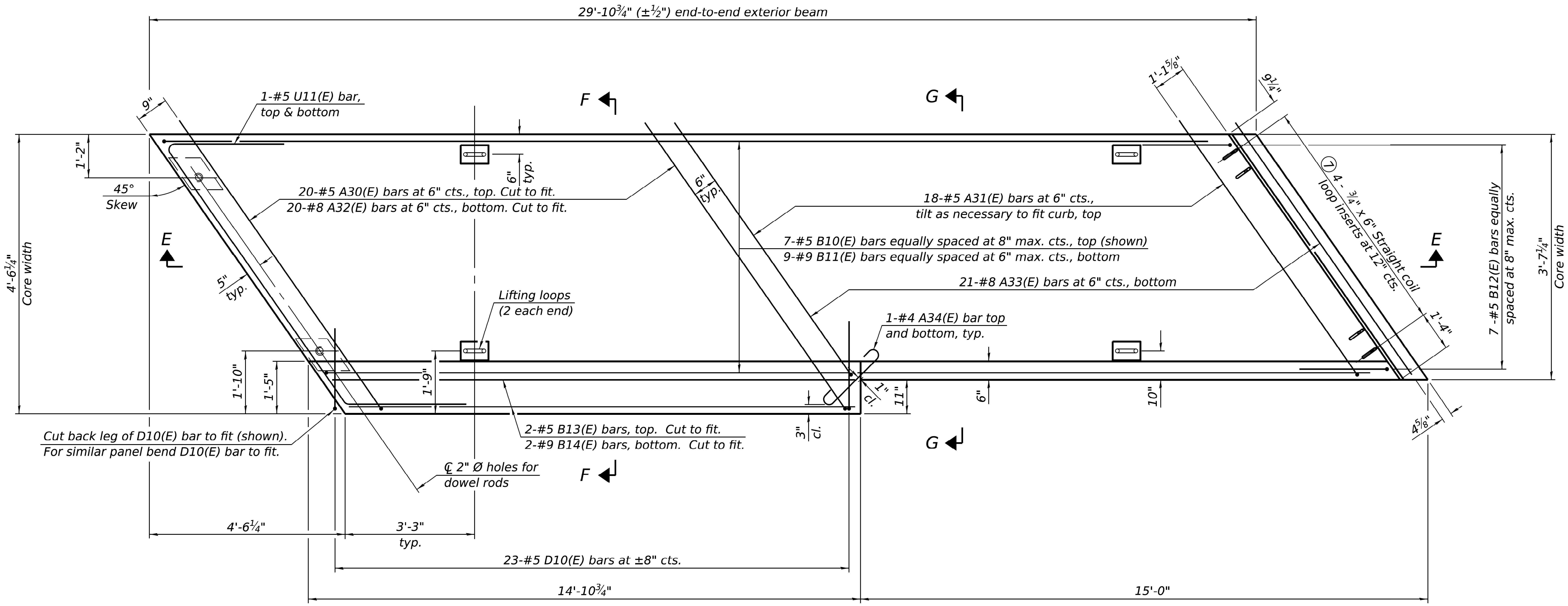
BAR LIST
INTERIOR BEAM D

(For information only)

Bar	No.	Size	Length	Shape
A20(E)	40	#5	6'-10"	——
A21(E)	41	#8	6'-10"	——
B10(E)	6	#5	29'-5"	⌐
B11(E)	8	#9	29'-6"	——
B12(E)	6	#5	4'-1"	⁓
U20(E)	2	#5	9'-9"	⌐

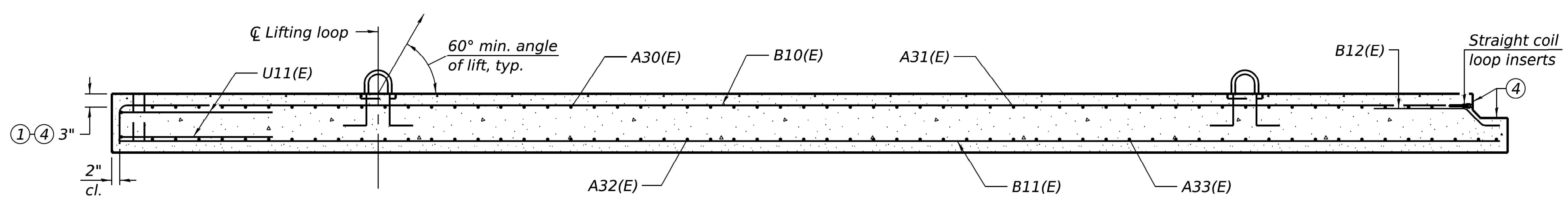
(Bar list includes the maximum number of bars for either beam. Any extra bar(s) shall not be used.)

(Sheet 6 of 13)

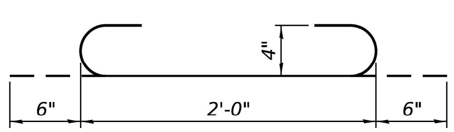


PLAN - EXTERIOR BEAM

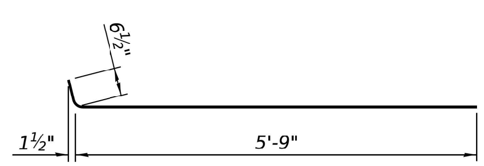
(Beam D shown, Beam B similar; Flanges not shown in plan view for clarity.)



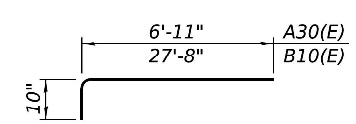
SECTION E-E



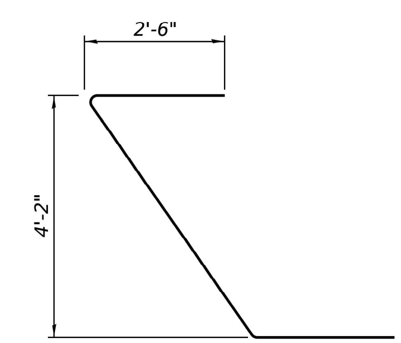
BAR A34(E)



BAR A31(E)



BARS A30(E) & B10(E)



BARS U11(E)

(Sheet 7 of 13)

HORNER SHIFRIN WWW.HORNERSHIFRIN.COM	USER NAME =	DESIGNED - U. KODE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - J. WANG	REVISED -	
	PLOT SCALE =	DRAWN - S. FOSTER	REVISED -	
	PLOT DATE =	CHECKED - U. KODE	REVISED -	

FULL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 018 - 0069 (SB)

SHEET 39 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	186
		CONTRACT NO. 74597		
		ILLINOIS FED. AID PROJECT		

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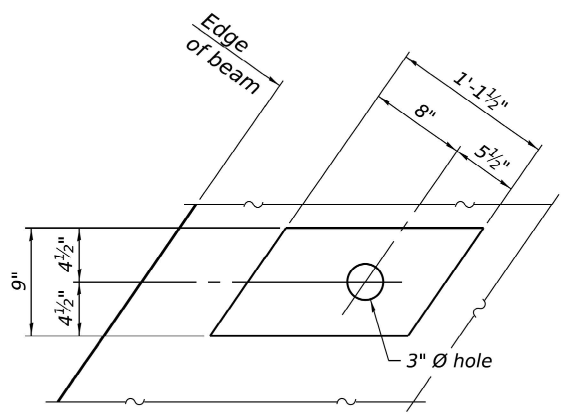
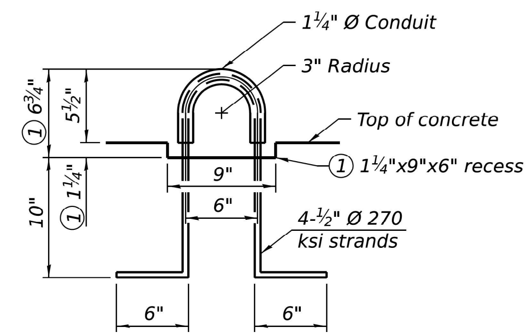


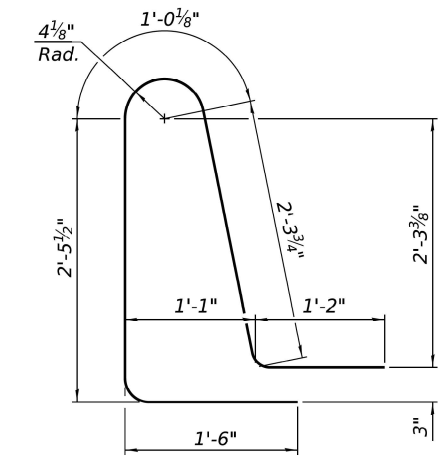
FABRIC BEARING PAD

(Bearing pads at fixed ends shall be ½" thick and bearing pads at expansion end shall be ¾" thick. Omit holes for fabric bearing pads at approach slab footing end of beams. Expansion fabric bearing pad shall be bonded to the approach slab footing.)

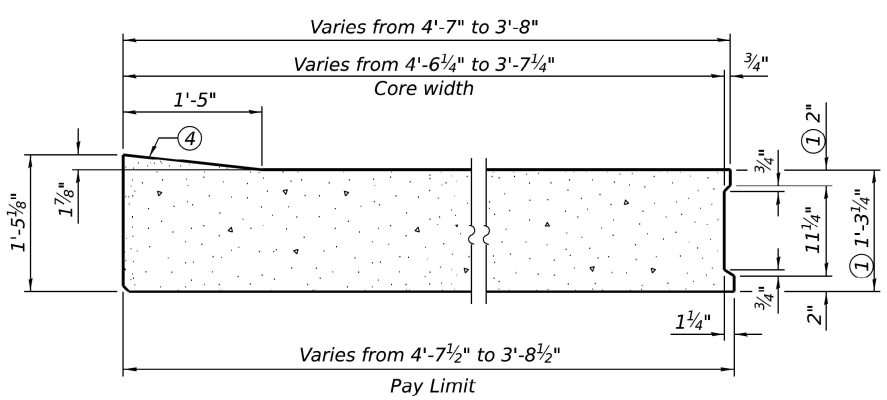


LIFTING LOOP DETAIL

(All lifting loops shall be recessed 1¼" minimum below the surface of the slab to allow for a minimum grout cover of 1" after maximum ¼" diamond grinding. Recess shall be filled with Ultra-High Performance Concrete (UHPC).)

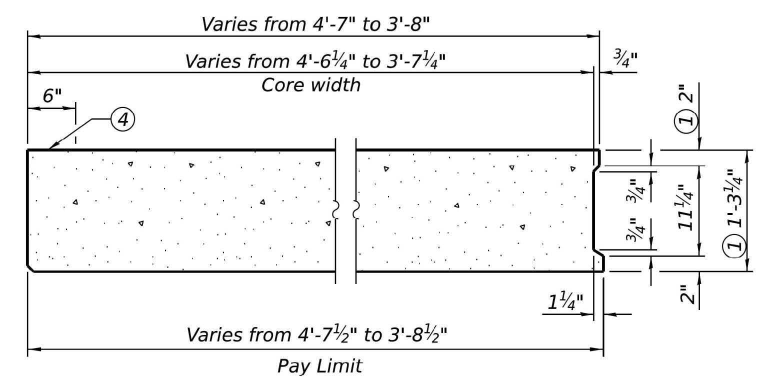


BAR D10(E)



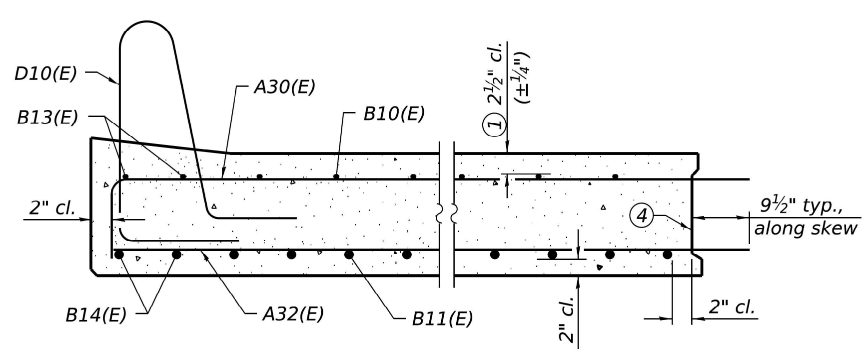
SECTION F-F

(Showing dimensions)



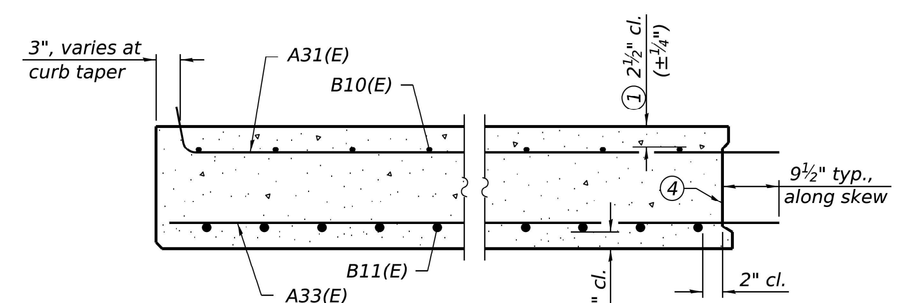
SECTION G-G

(Showing dimensions)



SECTION F-F

(Showing reinforcement)



SECTION G-G

(Showing reinforcement)

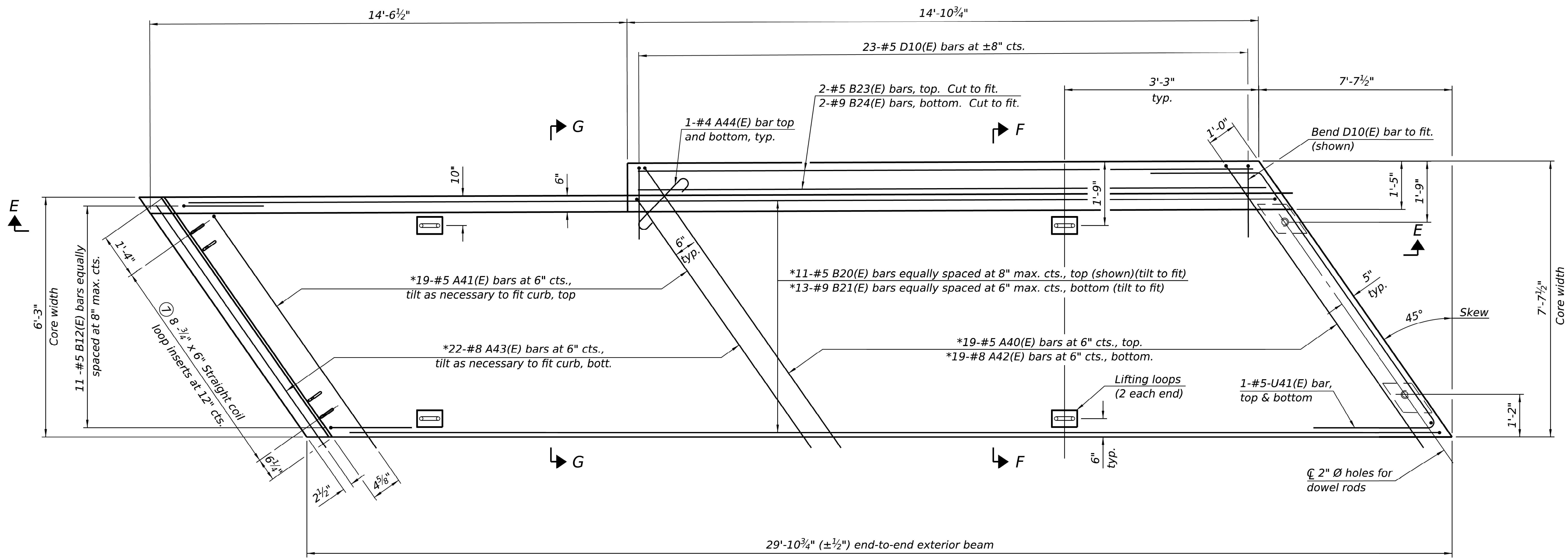
BAR LIST
EACH EXTERIOR BEAM E & G

(For information only)

Bar	No.	Size	Length	Shape
A30(E)	21	#5	7'-9"	
A31(E)	21	#5	6'-4"	
A32(E)	21	#8	6'-11"	
A33(E)	22	#8	5'-11"	
A34(E)	2	#4	3'-0"	
B10(E)	7	#5	28'-6"	
B11(E)	9	#9	29'-6"	
B12(E)	7	#5	4'-1"	
B13(E)	2	#5	15'-11"	
B14(E)	2	#9	15'-11"	
D10(E)	23	#5	8'-6"	
U11(E)	2	#5	10'-10"	

(Bar list includes the maximum number of bars for either beam. Any extra bar(s) shall not be used.)

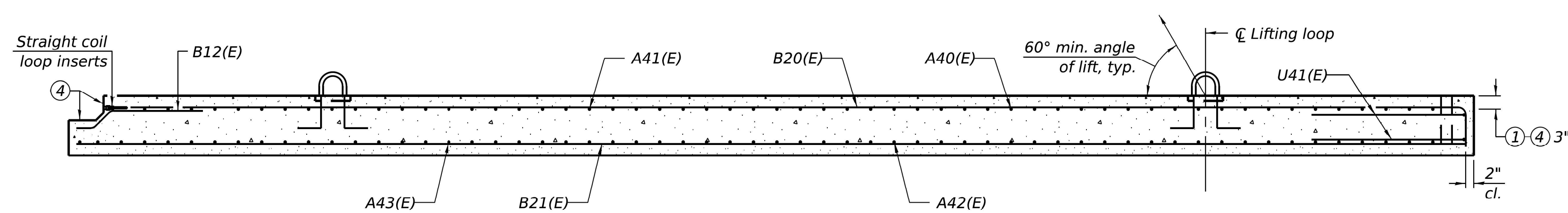
(Sheet 8 of 13)



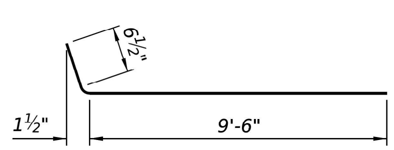
PLAN - EXTERIOR BEAM A

(Flanges not shown in plan view for clarity.)

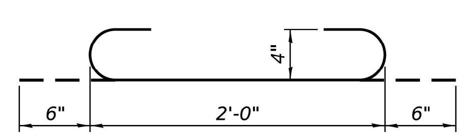
* Cut exposed bar to meet typical projection along skew shown in Section F-F or Section G-G



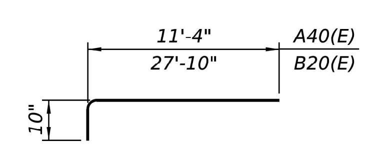
SECTION E-E



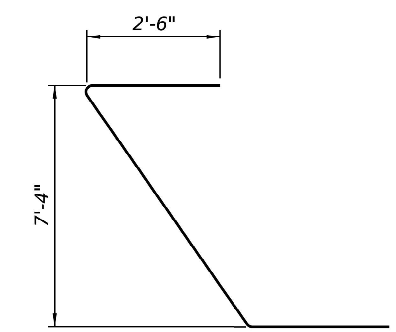
BAR A41(E)



BAR A44(E)

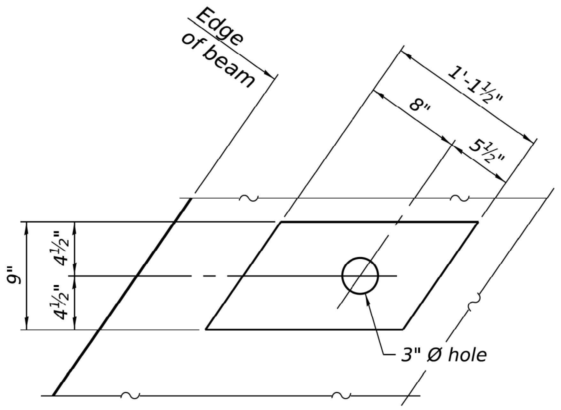


BARS A40(E) & B20(E)



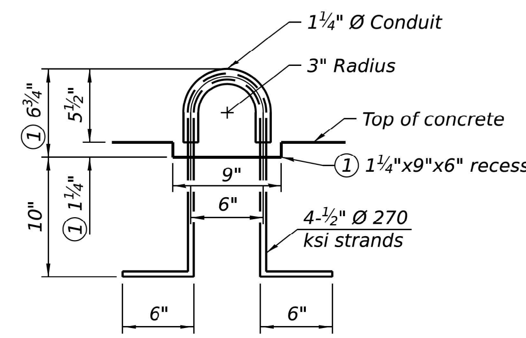
BARS U41(E)

(Sheet 9 of 13)



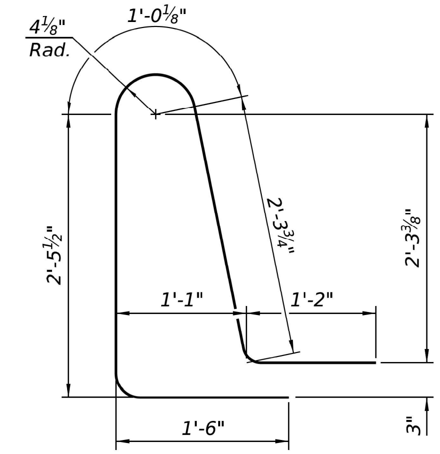
FABRIC BEARING PAD

(Bearing pads at fixed ends shall be ½" thick and bearing pads at expansion end shall be ¾" thick. Omit holes for fabric bearing pads at approach slab footing end of beams. Expansion fabric bearing pad shall be bonded to the approach slab footing.)

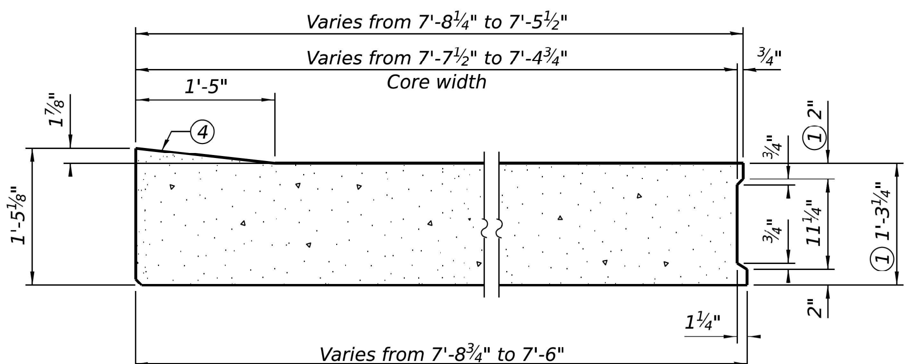


LIFTING LOOP DETAIL

(All lifting loops shall be recessed 1¼" minimum below the surface of the slab to allow for a minimum grout cover of 1" after maximum ¼" diamond grinding. Recess shall be filled with Ultra-High Performance Concrete (UHPC).)

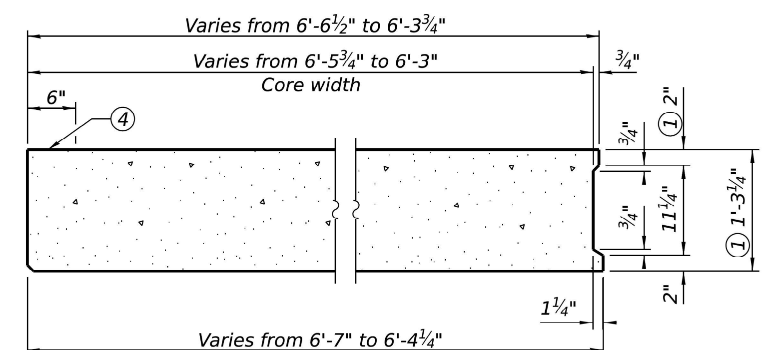


BAR D10(E)



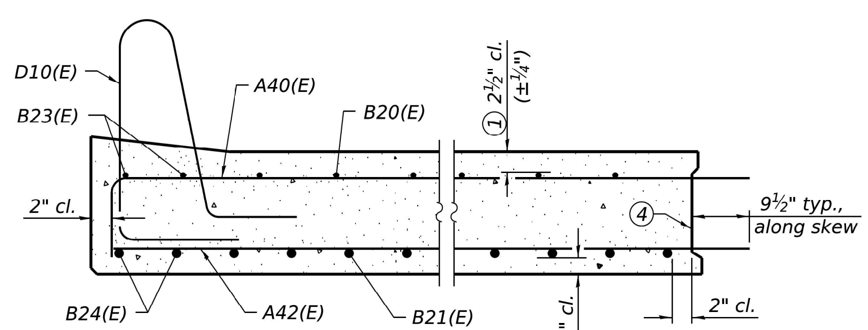
SECTION F-F

(Showing dimensions)



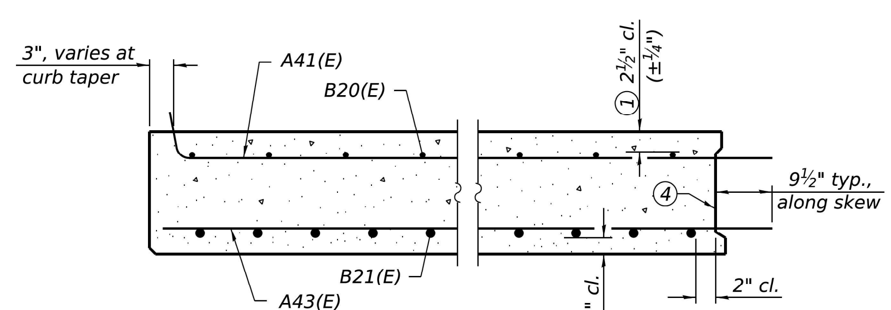
SECTION G-G

(Showing dimensions)



SECTION F-F

(Showing reinforcement)



SECTION G-G

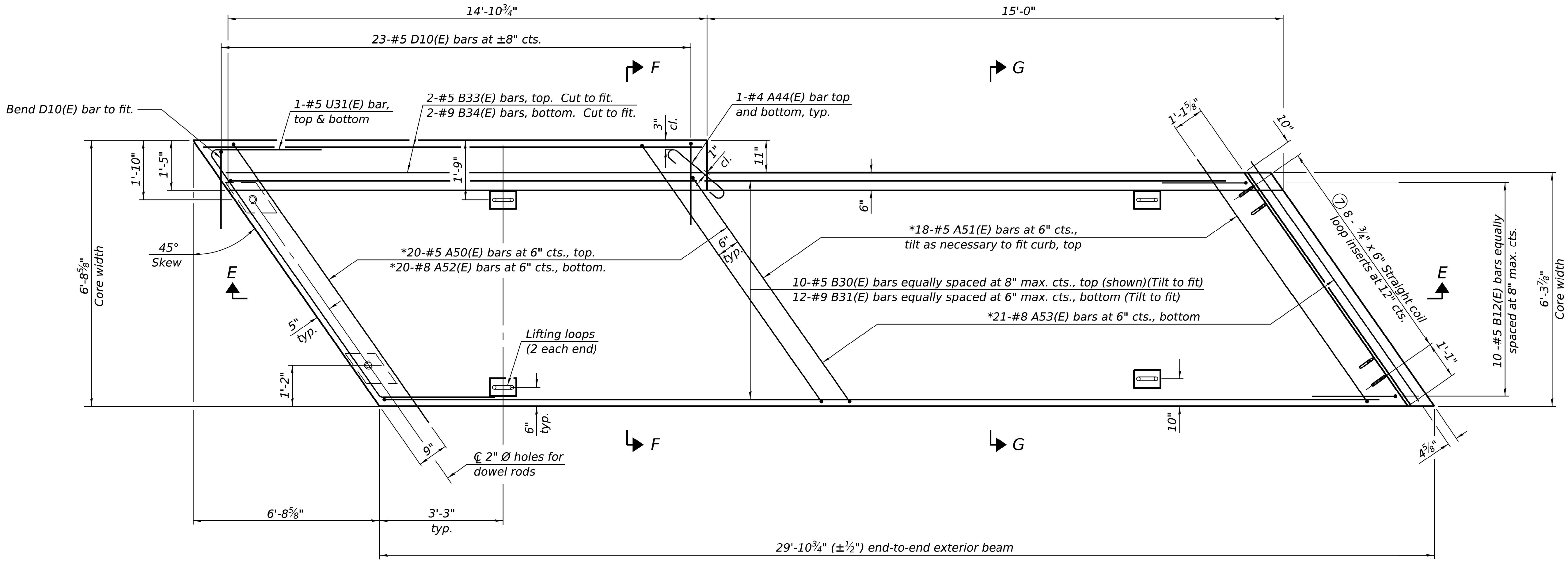
(Showing reinforcement)

BAR LIST
EACH EXTERIOR BEAM F

(For information only)

Bar	No.	Size	Length	Shape
A40(E)	19	#5	12'-2"	
A41(E)	19	#5	10'-1"	
A42(E)	19	#8	11'-3"	
A43(E)	22	#8	9'-8"	
A44(E)	2	#4	3'-0"	
B12(E)	11	#5	4'-1"	
B20(E)	11	#5	28'-8"	
B21(E)	13	#9	29'-6"	
B23(E)	2	#5	14'-8"	
B24(E)	2	#9	14'-8"	
D10(E)	23	#5	8'-6"	
U41(E)	2	#5	15'-5"	

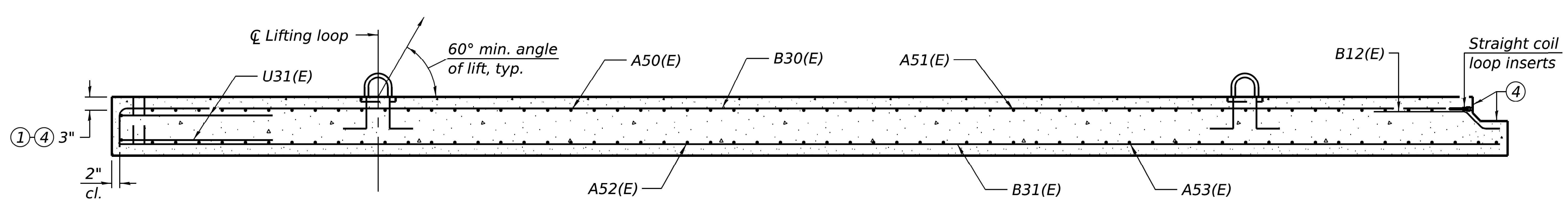
(Sheet 10 of 13)



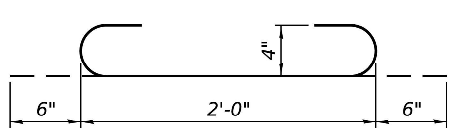
PLAN - EXTERIOR BEAM C

(Flanges not shown in plan view for clarity.)

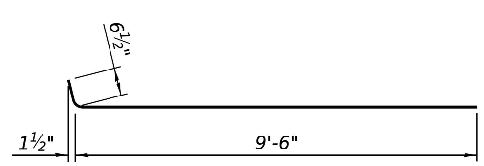
*Cut exposed bar to meet typical projection along skew shown in Section F-F or Section G-G



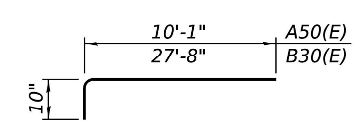
SECTION E-E



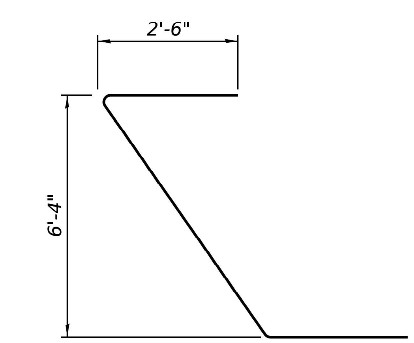
BAR A54(E)



BAR A51(E)



BARS A50(E) & B30(E)



BARS U31(E)

(Sheet 11 of 13)

HORNER SHIFRIN WWW.HORNERSHIFRIN.COM	USER NAME =	DESIGNED - U. KODE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FULL DEPTH PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 018 - 0069 (SB)	F.A.I. RTE. 57; SECTION 18-1VB; COUNTY CUMBERLAND; TOTAL SHEETS 414; SHEET NO. 190
		CHECKED - J. WANG	REVISED -			CONTRACT NO. 74597
	PLOT SCALE =	DRAWN - S. FOSTER	REVISED -			
	PLOT DATE =	CHECKED - J. WANG	REVISED -		SHEET 43 OF 90 SHEETS	ILLINOIS FED. AID PROJECT

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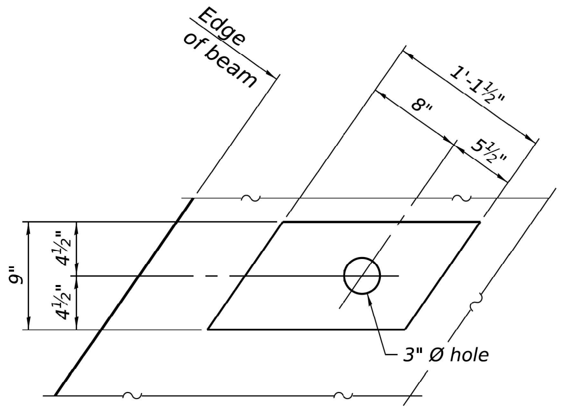
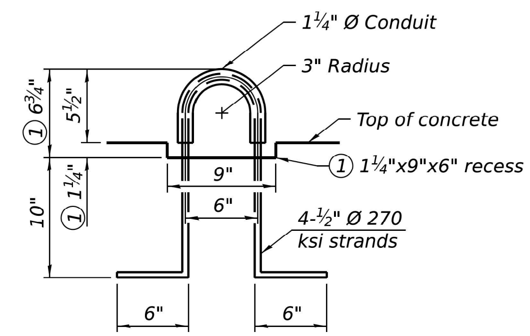


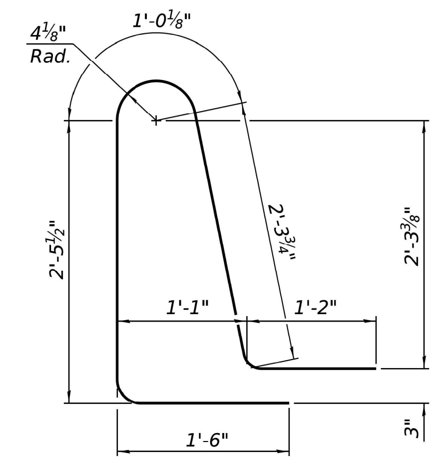
FABRIC BEARING PAD

(Bearing pads at fixed ends shall be ½" thick and bearing pads at expansion end shall be ¾" thick. Omit holes for fabric bearing pads at approach slab footing end of beams. Expansion fabric bearing pad shall be bonded to the approach slab footing.)

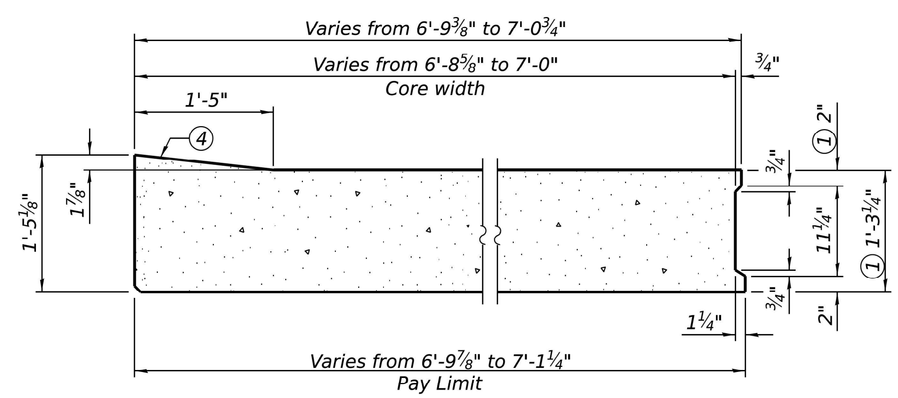


LIFTING LOOP DETAIL

(All lifting loops shall be recessed 1¼" minimum below the surface of the slab to allow for a minimum grout cover of 1" after maximum ¼" diamond grinding. Recess shall be filled with Ultra-High Performance Concrete (UHPC).)

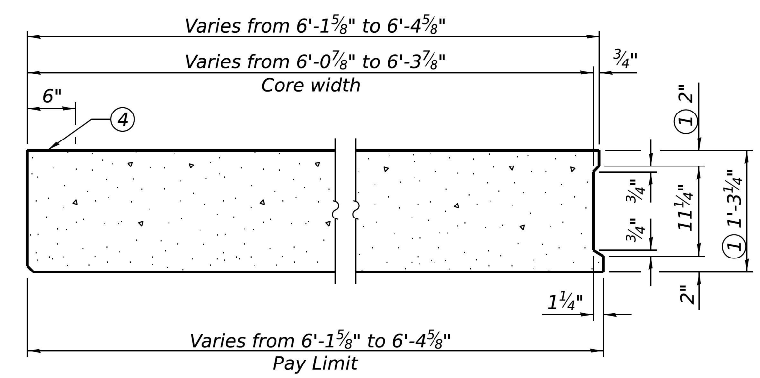


BAR D10(E)



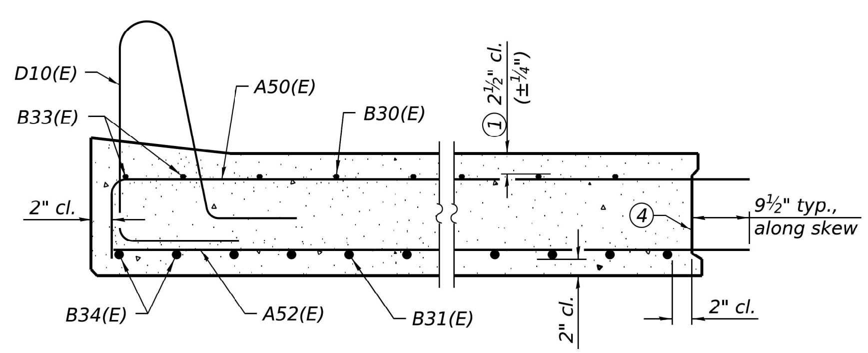
SECTION F-F

(Showing dimensions)



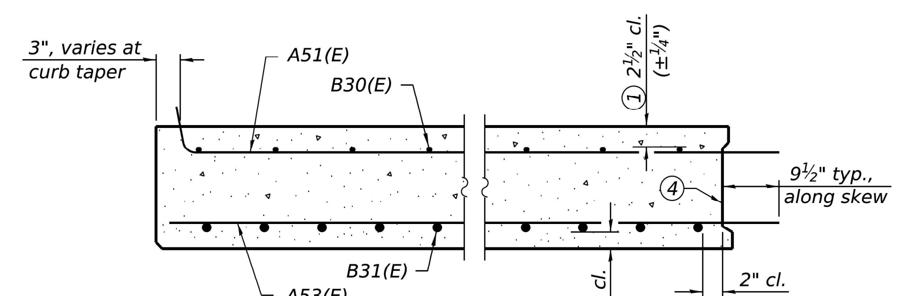
SECTION G-G

(Showing dimensions)



SECTION F-F

(Showing reinforcement)



SECTION G-G

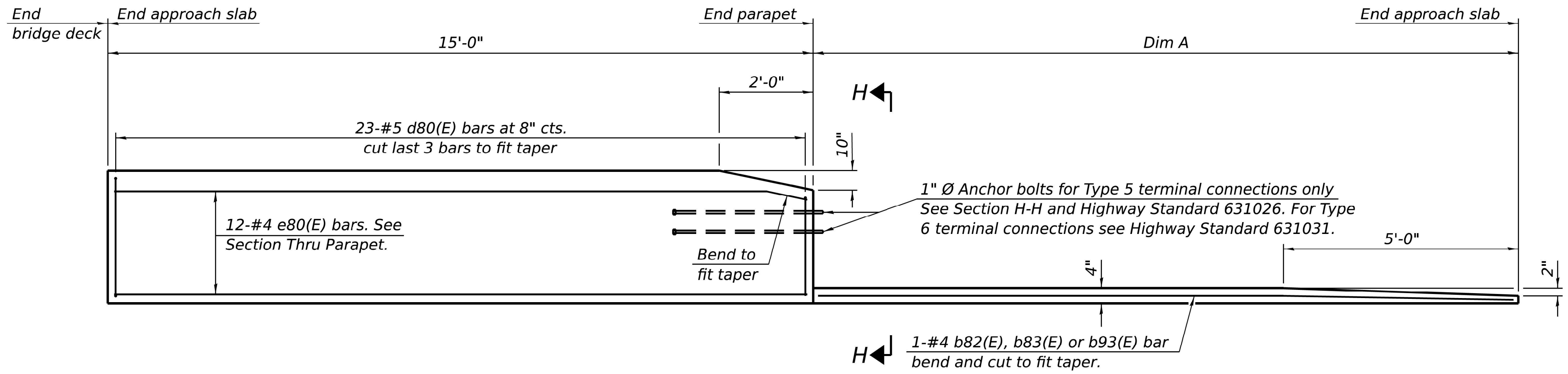
(Showing reinforcement)

BAR LIST
EACH EXTERIOR BEAM H

(For information only)

Bar	No.	Size	Length	Shape
A50(E)	20	#5	10'-11"	
A51(E)	18	#5	10'-1"	
A52(E)	20	#8	11'-3"	
A53(E)	21	#8	9'-6"	
A54(E)	2	#4	3'-0"	
B12(E)	10	#5	4'-1"	
B30(E)	10	#5	28'-6"	
B31(E)	12	#9	29'-6"	
B33(E)	2	#5	16'-0"	
B34(E)	2	#9	16'-0"	
D10(E)	23	#5	8'-6"	
U31(E)	2	#5	14'-0"	

(Sheet 12 of 13)



INSIDE ELEVATION OF PARAPET AND CURB

Notes:

The Full Depth Precast Bridge Approach Slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Full Depth Precast Bridge Approach Slab. Cost includes reinforcement bars (epoxy coated), fabric adjusting shims, bearing pads, dowel rods, cellular polystyrene, grout, straight single coil loop inserts, and Ultra-High Performance Concrete.

Cast-in-place substitution or Precast Bridge Approach Slab substitution for Full Depth Precast Bridge Approach Slab is not allowed.

The beams shall be cast with PC concrete according to Section 504, 1020 and 1042 of the Standard Specifications. Self-Consolidating Concrete (SCC) may be used for interior beams. SCC may be used for monolithic casting of the exterior beams, subject to the approval of the Bureau of Bridges and Structures. Shop drawings for exterior beams using SCC shall include lifting and handling procedures accompanied with calculations sealed by a Structural Engineer.

After Full Depth Precast Bridge Approach Slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the longitudinal joints.

Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for Full Depth Precast Bridge Approach Slab beams.

Two ⅛" fabric adjusting shims of the dimensions of the bearing pad shall be provided for each bearing pad location.

A minimum of two ½" Ø lifting pins shall be used to engage the lifting loops during handling.

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 the bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Compressive strength of precast concrete, f 'c, shall be 5000 psi.

Compressive strength of precast concrete before lifting, f 'ci, shall be 4000 psi.

Minimum compressive strength of Ultra-High Performance Concrete, f 'c, shall be 14000 psi.

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

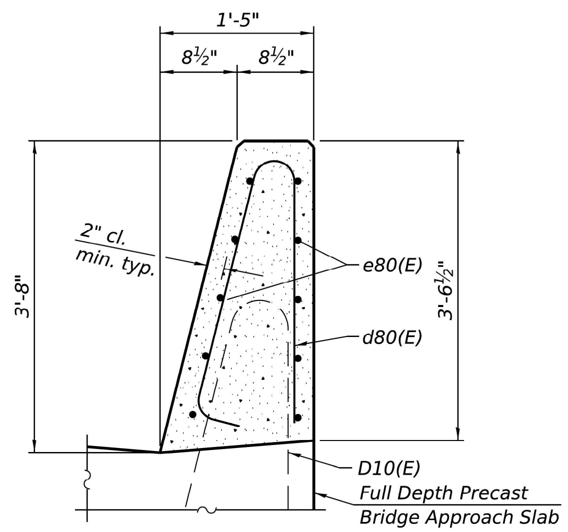
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 90.

Parapet, curb, and expansion joint blockout concrete shall be cast-in-place and be paid for as Concrete Superstructures.

Approach footing concrete shall be paid for as Concrete Structures.

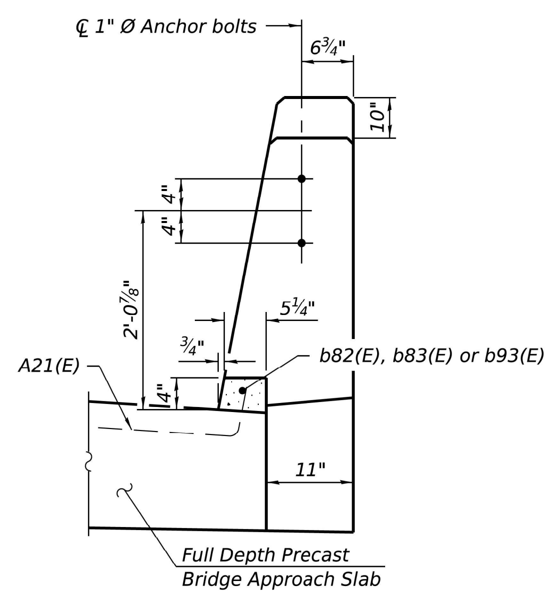
Cost of excavation for approach footing included with Concrete Structures.

The strip seal shall extend 6" beyond the edge of the approach slab on each end.



SECTION THRU PARAPET

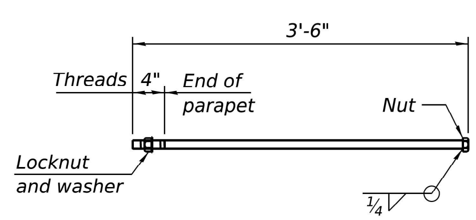
(Bar D10(E) is cast in precast approach slab, bridge parapet shall be cast-in-place after UHPC has been adequately cured.)



SECTION H-H

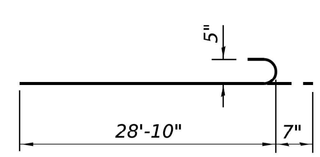
TABLE OF DIMENSIONS

Approach Slab	Location	Dim A
South	West Edge	14'-6⅝"
South	East Edge	15'-0"
North	West Edge	14'-6"
North	East Edge	15'-0"

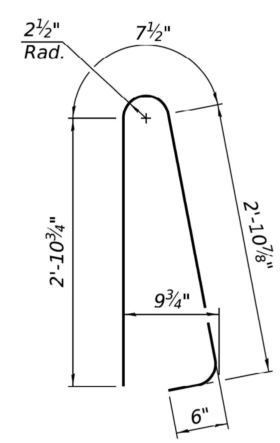


1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications. Cost of anchor bolt assemblies included with Concrete Superstructure.)



BAR b80(E)



BAR d80(E)

SOUTH APPROACH BILL OF MATERIALS

Bar	No.	Size	Length	Shape
a80(E)	4	#5	33'-10"	
b80(E)	7	#5	29'-5"	
b81(E)	7	#9	28'-10"	
b82(E)	1	#4	14'-9"	
b83(E)	1	#4	14'-3"	
d80(E)	92	#5	7'-0"	
e80(E)	48	#4	14'-8"	
t80(E)	46	#4	13'-10"	
w80(E)	80	#5	34'-0"	
Concrete Structures			Cu. Yd.	19.7
Concrete Superstructure			Cu. Yd.	4.4
Reinforcement Bars, Epoxy Coated			Pound	5,460
Full Depth Precast Bridge Approach Slab			Sq. Ft.	1,395
Protective Coat			Sq. Yd.	165

NORTH APPROACH BILL OF MATERIALS

Bar	No.	Size	Length	Shape
a90(E)	4	#5	38'-1"	
b80(E)	8	#5	29'-5"	
b81(E)	8	#9	28'-10"	
b82(E)	1	#4	14'-9"	
b93(E)	1	#4	14'-2"	
d80(E)	92	#5	7'-0"	
e80(E)	48	#4	14'-8"	
t80(E)	55	#4	13'-10"	
w90(E)	80	#5	38'-3"	
Concrete Structures			Cu. Yd.	22.4
Concrete Superstructure			Cu. Yd.	4.4
Reinforcement Bars, Epoxy Coated			Pound	6,050
Full Depth Precast Bridge Approach Slab			Sq. Ft.	1,559
Protective Coat			Sq. Yd.	184

(Sheet 13 of 13)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FULL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 018 - 0069 (SB)

SHEET 45 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 74597		
	ILLINOIS	FED. AID PROJECT		

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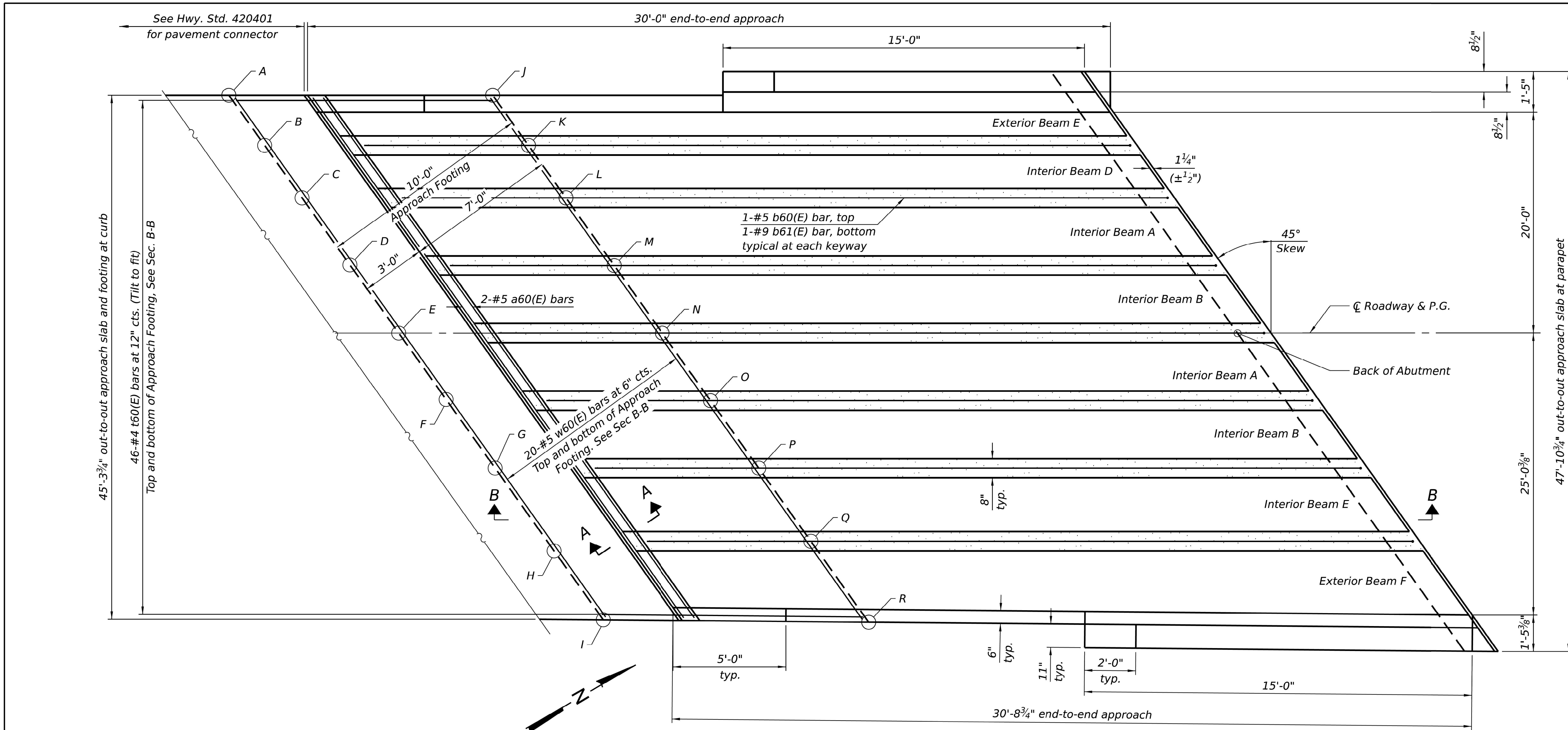
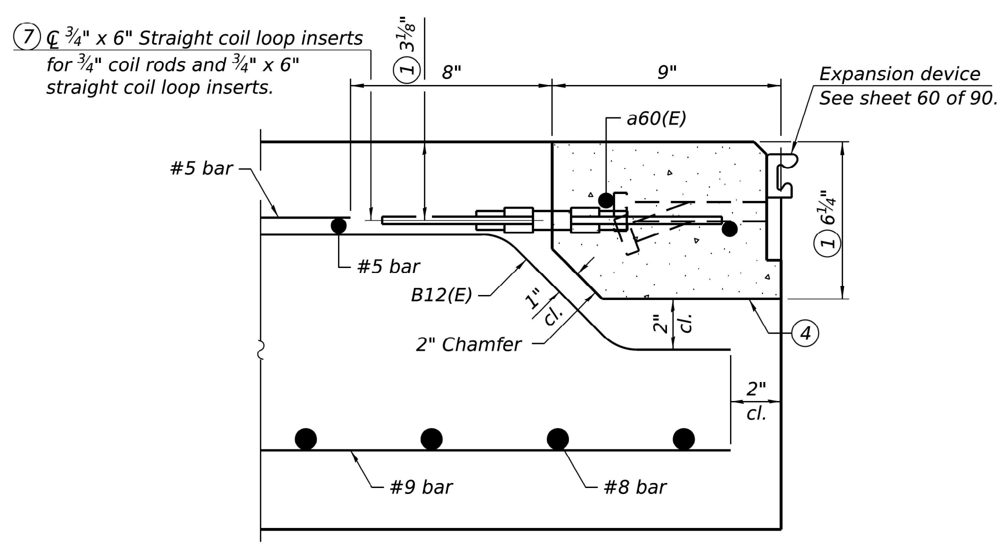


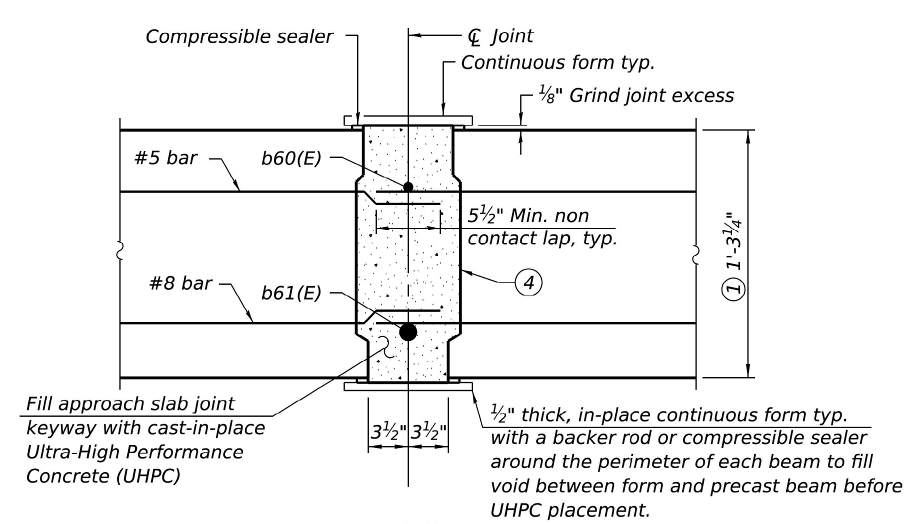
SOUTH APPROACH BRIDGE PLAN

ELEVATION OF TOP AND BOTTOM OF BRIDGE APPROACH FOOTING

Point/ Location	Approach Top	Approach Bottom
A	693.58	692.74
B	693.67	692.84
C	693.78	692.95
D	693.90	693.06
E	694.01	693.18
F	693.94	693.11
G	693.87	693.04
H	693.77	692.93
I	693.66	692.83
J	693.63	692.80
K	693.73	692.90
L	693.84	693.00
M	693.95	693.12
N	694.06	693.23
O	693.99	693.16
P	693.92	693.09
Q	693.81	692.98
R	693.70	692.87



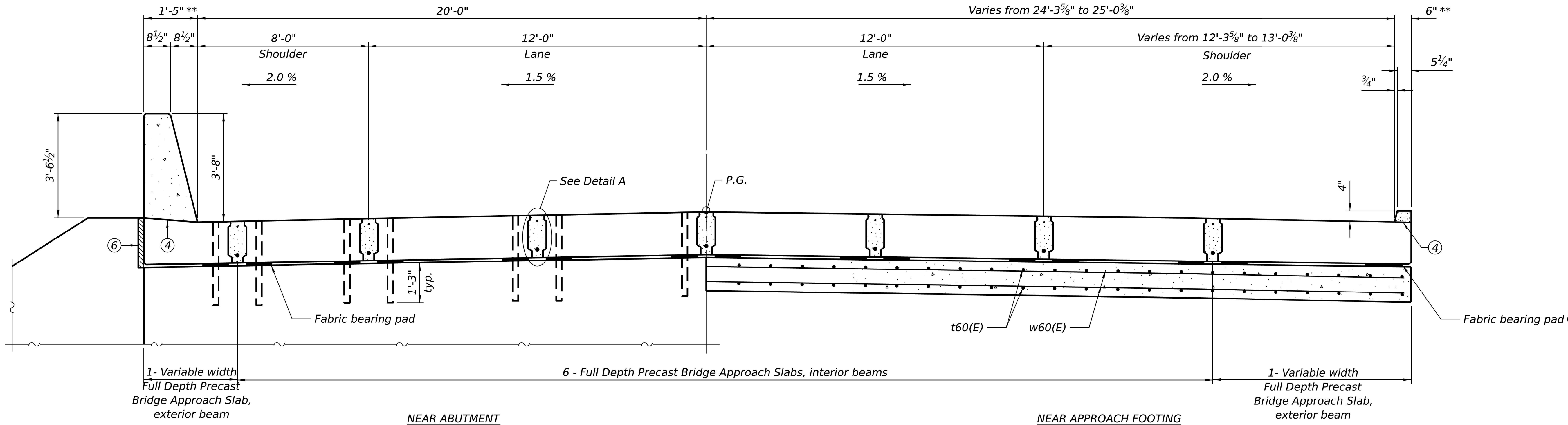
SECTION A-A



DETAIL A

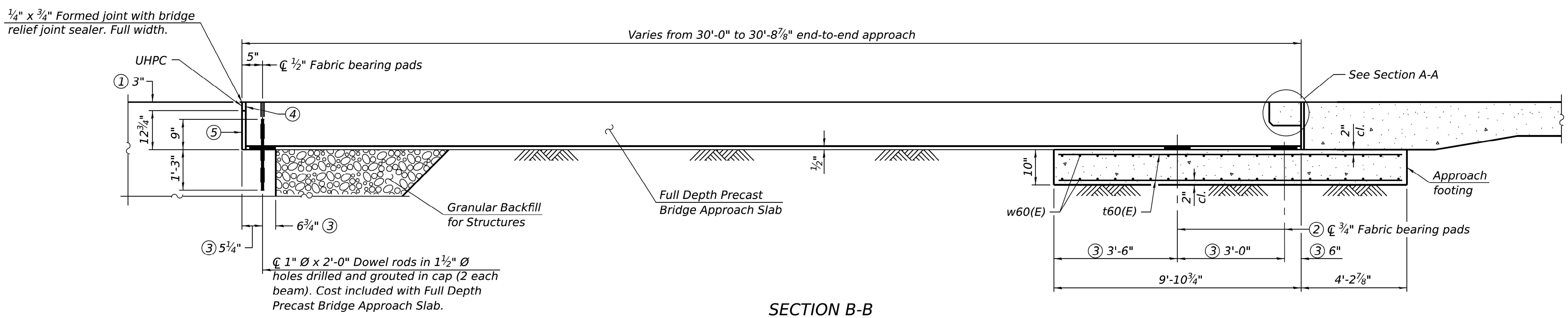
(Transverse bars protruding into the shear keys along adjacent beams shall be staggered for proper fit-up in the field. Shear key cross sectional area = 0.95 sq. ft.)

(Sheet 1 of 14)



CROSS SECTION
(Looking North)

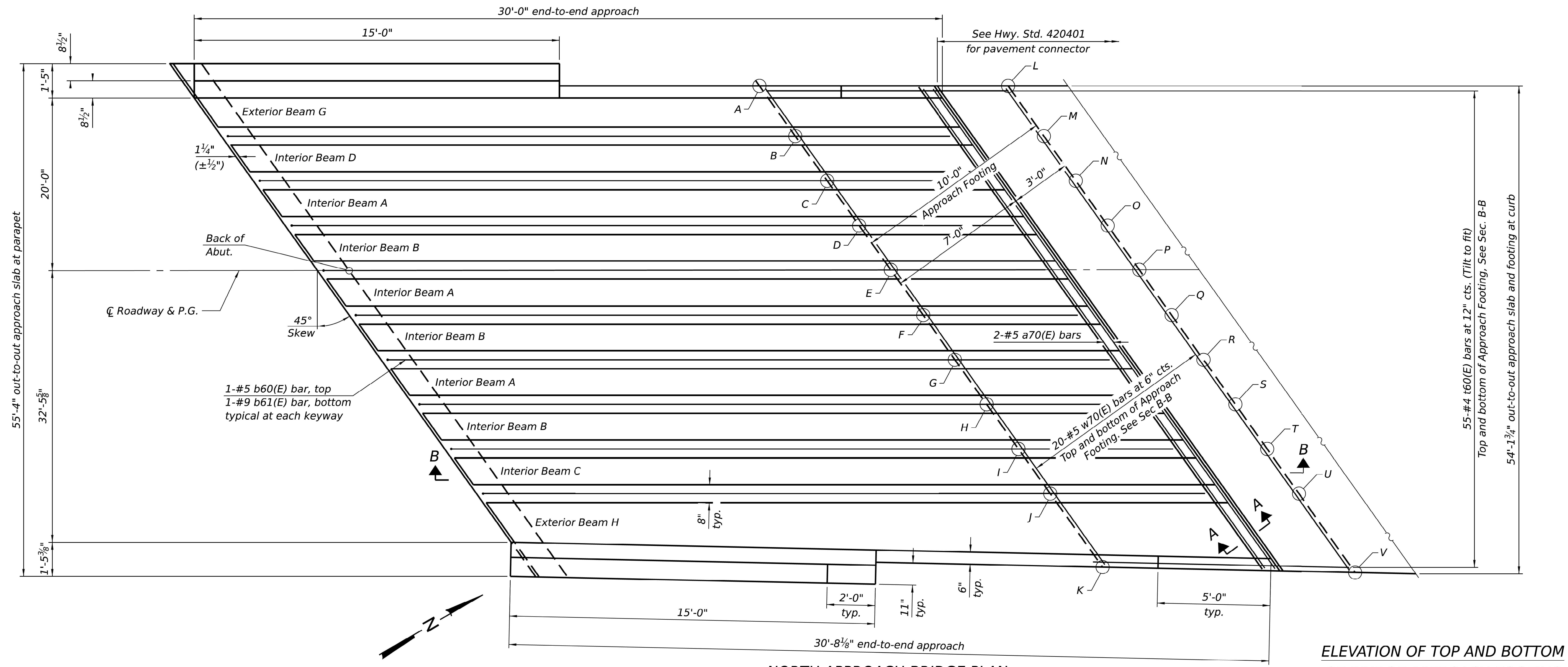
** Perpendicular to edge of shoulder



SECTION B-B

1. Prior to grinding
2. Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
3. At right angles
4. Any precast surface to be bonded with UHPC or otherwise specified shall be prepared at the production facility by washing with water under pressure or by sandblasting to expose clean, well bonded aggregate to an amplitude of ¼ in. (6mm). To facilitate the removal of cement paste, the forms in contact with the surfaces shall be thoroughly covered with a surface retarder that delays the set of concrete surface, suitable for vertical surfaces, and approved by the Engineer.
5. 12¾" deep Cellular polystyrene according to ASTM C 578 (Types V, VII, or XV), full width of bridge. Provide slightly thicker piece than measured gap to tightly fill the area between abutment cap and end of beam. Thickness may vary between beams due to acceptable tolerances for precast products.
6. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
7. Straight coil loops shall be placed to miss the adjacent preformed joint strip seal studs.

(Sheet 2 of 14)

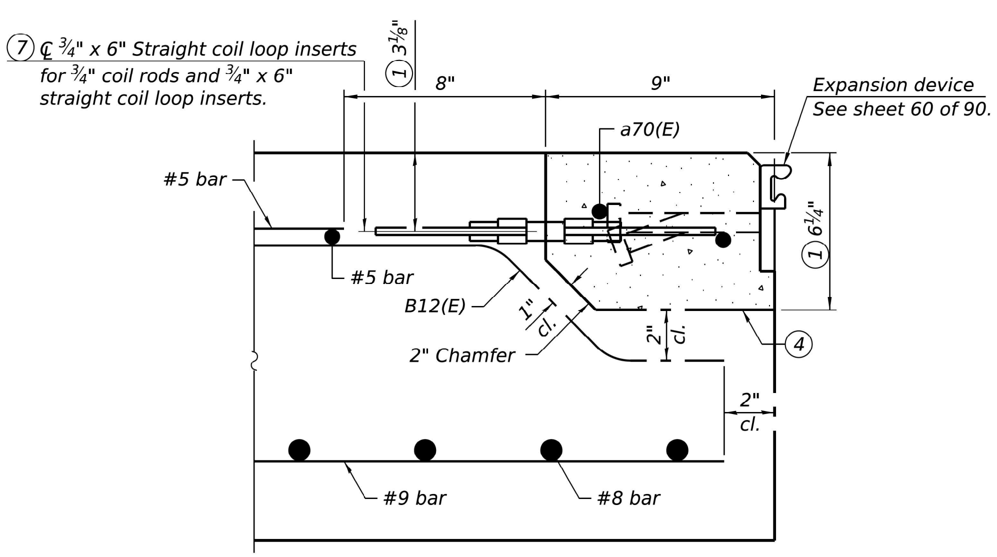


NORTH APPROACH BRIDGE PLAN

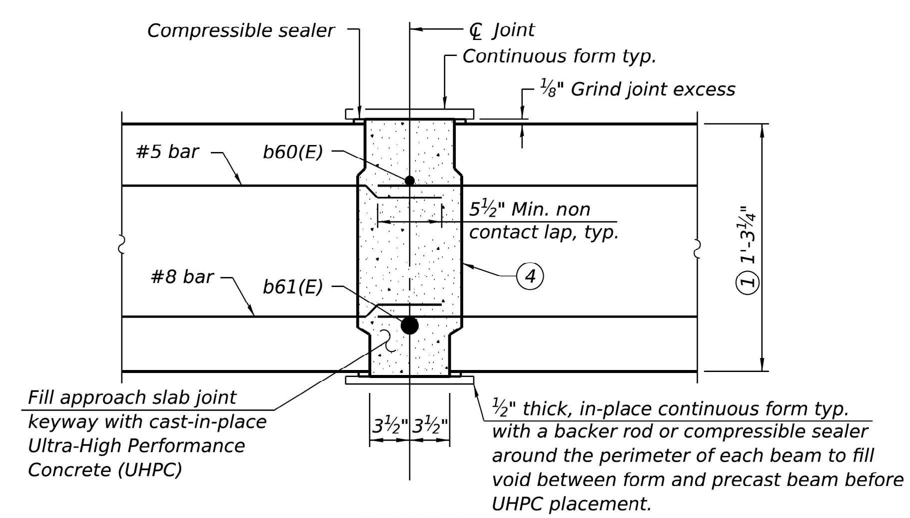
Three beam configurations (A, B and D) are shown. Alternate beam A and B for proper connection.)

ELEVATION OF TOP AND BOTTOM OF BRIDGE APPROACH FOOTING

Approach		
Point/ Location	Top	Bottom
A	693.77	692.94
B	693.84	693.00
C	693.91	693.08
D	693.98	693.15
E	694.05	693.22
F	693.94	693.11
G	693.83	692.99
H	693.75	692.92
I	693.65	692.82
J	693.54	692.71
K	693.43	692.60
L	693.72	692.89
M	693.79	692.96
N	693.86	693.03
O	693.93	693.10
P	694.00	693.16
Q	693.88	693.05
R	693.77	692.94
S	693.70	692.86
T	693.60	692.77
U	693.50	692.66
V	693.37	692.54



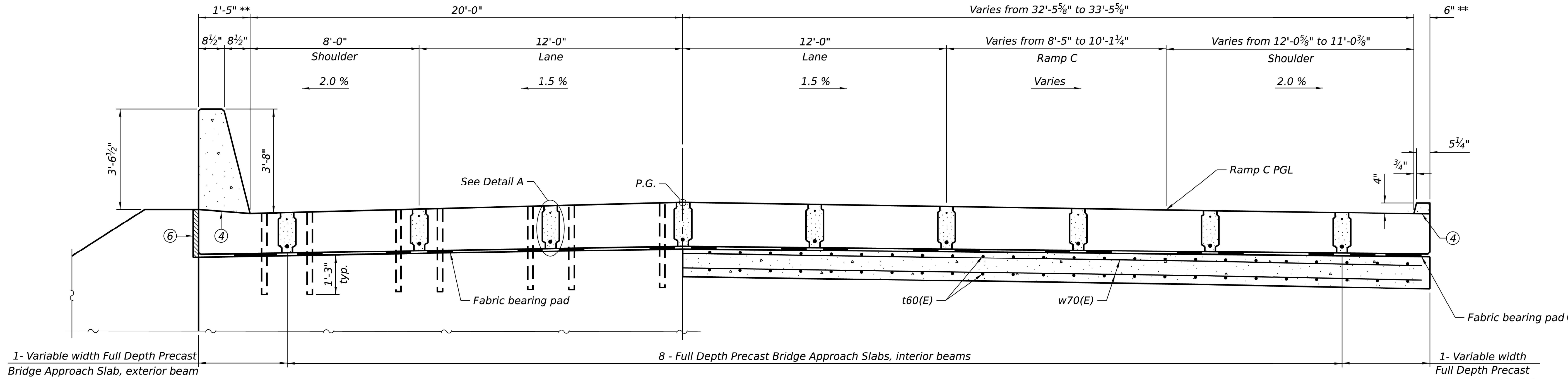
SECTION A-A



DETAIL A

(Transverse bars protruding into the shear keys along adjacent beams shall be staggered for proper fit-up in the field. Shear key cross sectional area = 0.95 sq. ft.)

(Sheet 3 of 14)

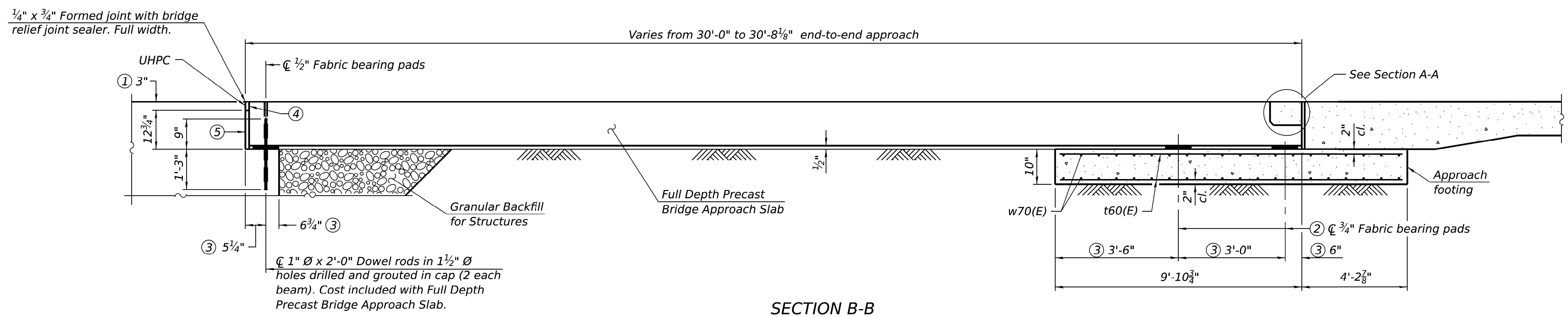


NEAR ABUTMENT

NEAR APPROACH FOOTING

CROSS SECTION
(Looking North)

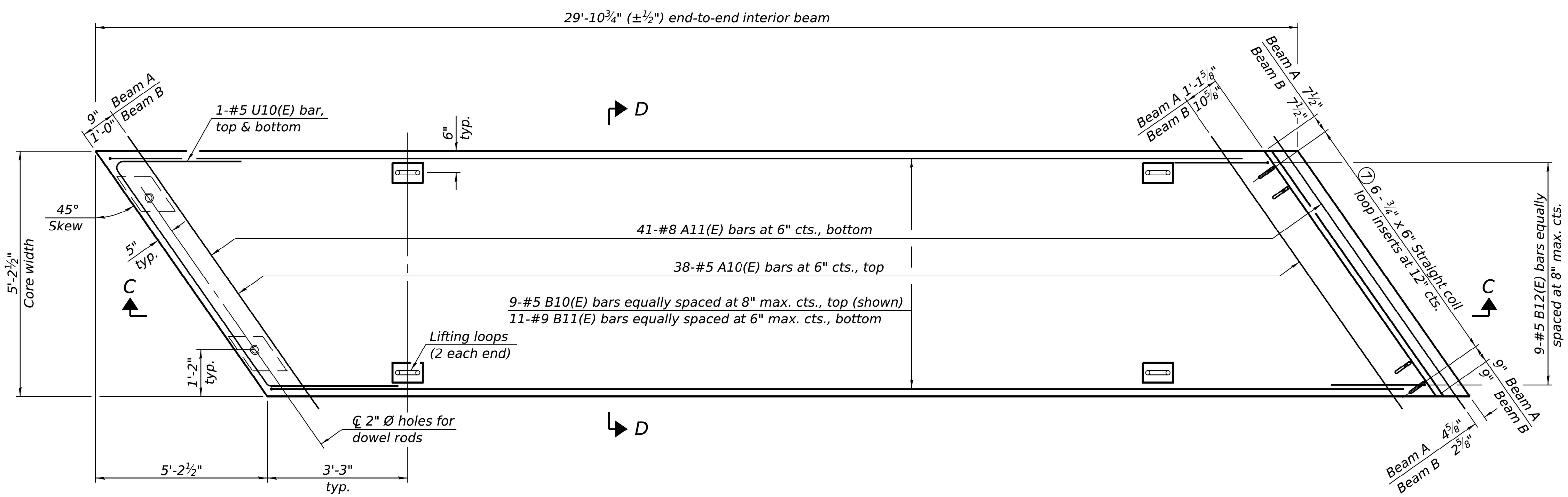
** Perpendicular to edge of shoulder



SECTION B-B

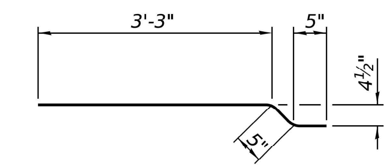
1. Prior to grinding
2. Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
3. At right angles
4. Any precast surface to be bonded with UHPC or otherwise specified shall be prepared at the production facility by washing with water under pressure or by sandblasting to expose clean, well bonded aggregate to an amplitude of ¼ in. (6mm). To facilitate the removal of cement paste, the forms in contact with the surfaces shall be thoroughly covered with a surface retarder that delays the set of concrete surface, suitable for vertical surfaces, and approved by the Engineer.
5. 12¾" deep Cellular polystyrene according to ASTM C 578 (Types V, VII, or XV), full width of bridge. Provide slightly thicker piece than measured gap to tightly fill the area between abutment cap and end of beam. Thickness may vary between beams due to acceptable tolerances for precast products.
6. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
7. Straight coil loops shall be placed to miss the adjacent preformed joint strip seal studs.

(Sheet 4 of 14)

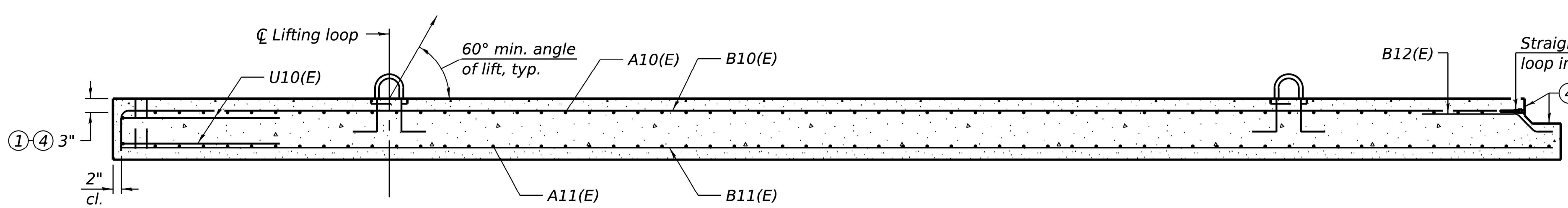


PLAN - INTERIOR BEAM A & B

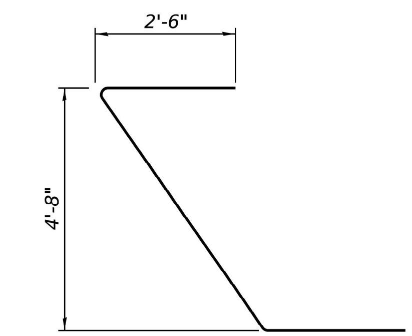
(Flanges not shown in plan view for clarity.)



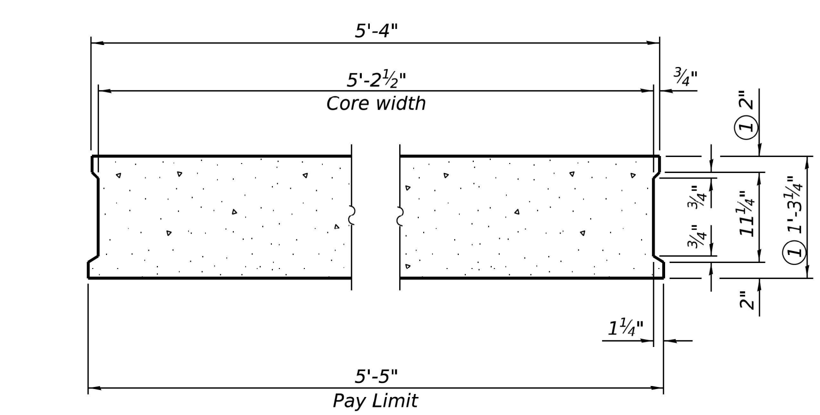
BAR B12(E)



SECTION C-C

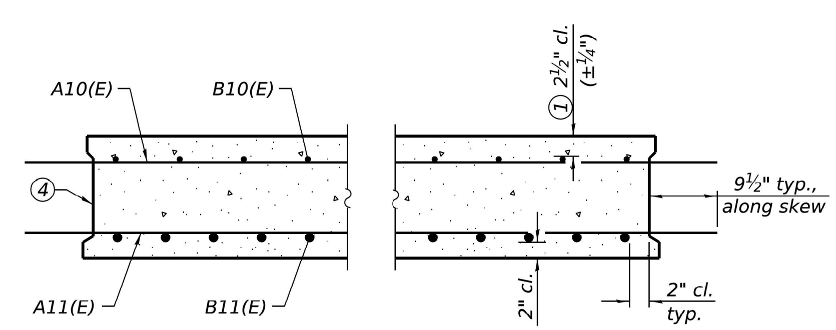


BARS U10(E)



SECTION D-D

(Showing dimensions)



SECTION D-D

(Showing reinforcement)

BAR LIST
INTERIOR BEAMS A & B

(For information only)

Bar	No.	Size	Length	Shape
A10(E)	41	#5	8'-11"	
A11(E)	40	#8	8'-11"	
B10(E)	9	#5	28'-6"	
B11(E)	11	#9	29'-6"	
B12(E)	9	#5	4'-1"	
U10(E)	2	#5	11'-7"	

(Bar list includes the maximum number of bars for either beam. Any extra bar(s) shall not be used.)

(Sheet 5 of 14)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FULL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 018 - 0070 (NB)

SHEET 50 OF 90 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	18-1VB	CUMBERLAND	414	197

CONTRACT NO. 74597

ILLINOIS FED. AID PROJECT

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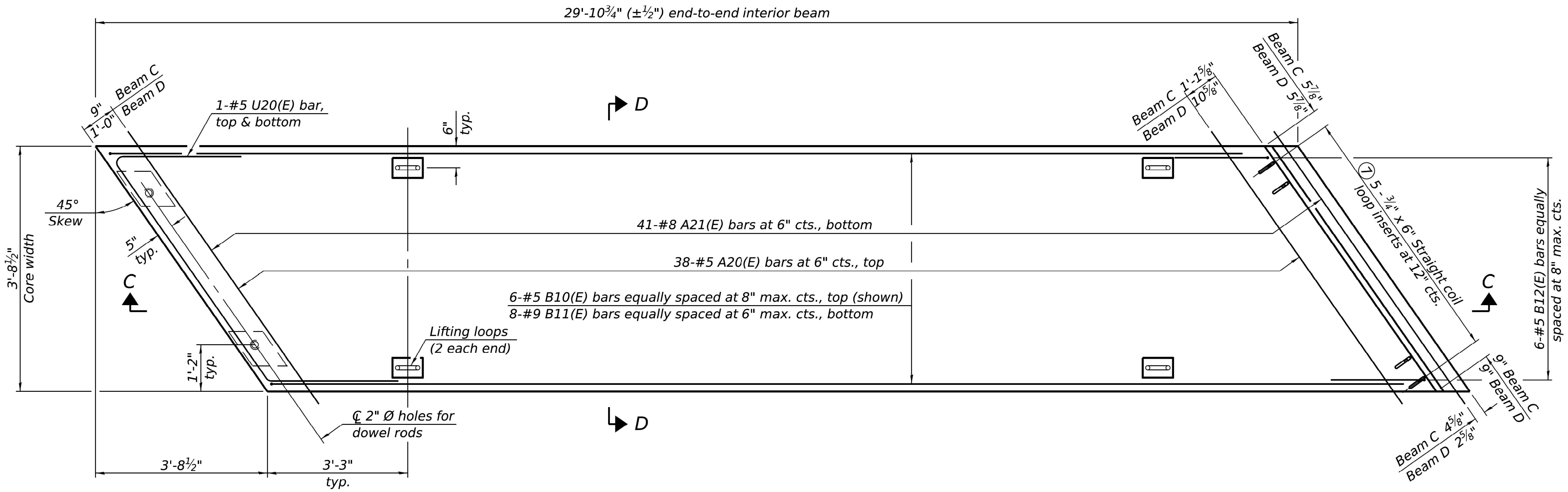
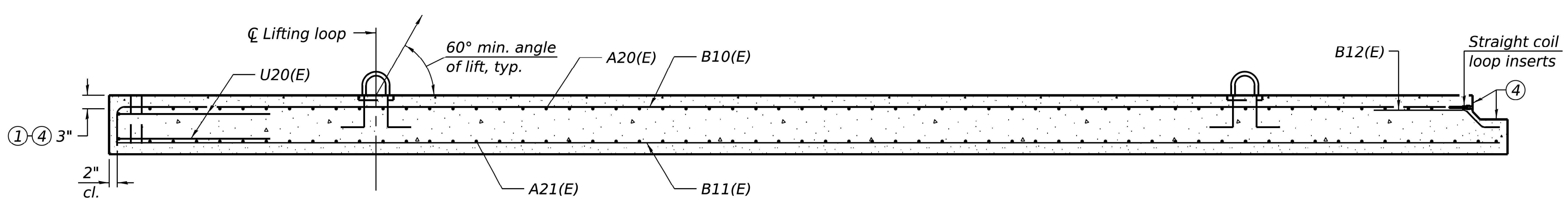
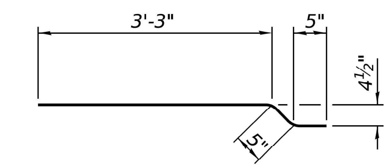


PLAN - INTERIOR BEAM C & D

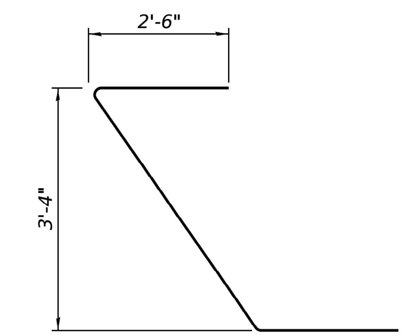
(Flanges not shown in plan view for clarity.)



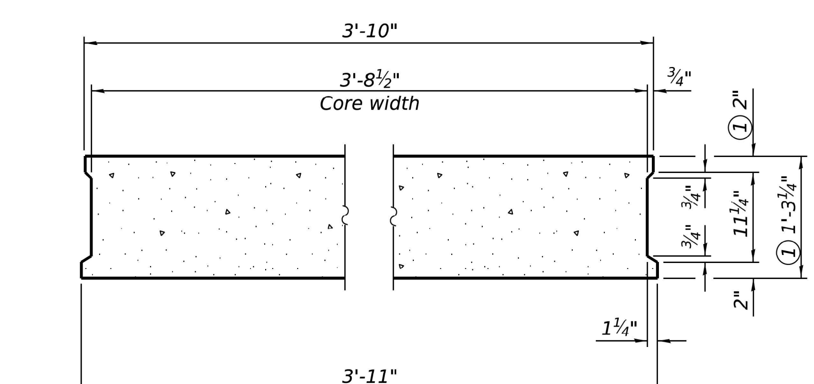
SECTION C-C



BAR B12(E)



BARS U20(E)



SECTION D-D

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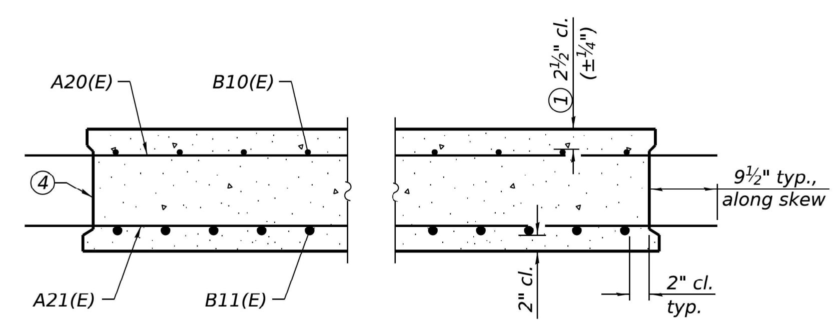

SECTION D-D

(Showing reinforcement)

BAR LIST
INTERIOR BEAM D

(For information only)

Bar	No.	Size	Length	Shape
A20(E)	40	#5	6'-10"	
A21(E)	41	#8	6'-10"	
B10(E)	6	#5	29'-5"	
B11(E)	8	#9	29'-6"	
B12(E)	6	#5	4'-1"	
U20(E)	2	#5	9'-9"	

(Bar list includes the maximum number of bars for either beam. Any extra bar(s) shall not be used.)

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FULL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 018 - 0070 (NB)

SHEET 51 OF 90 SHEETS

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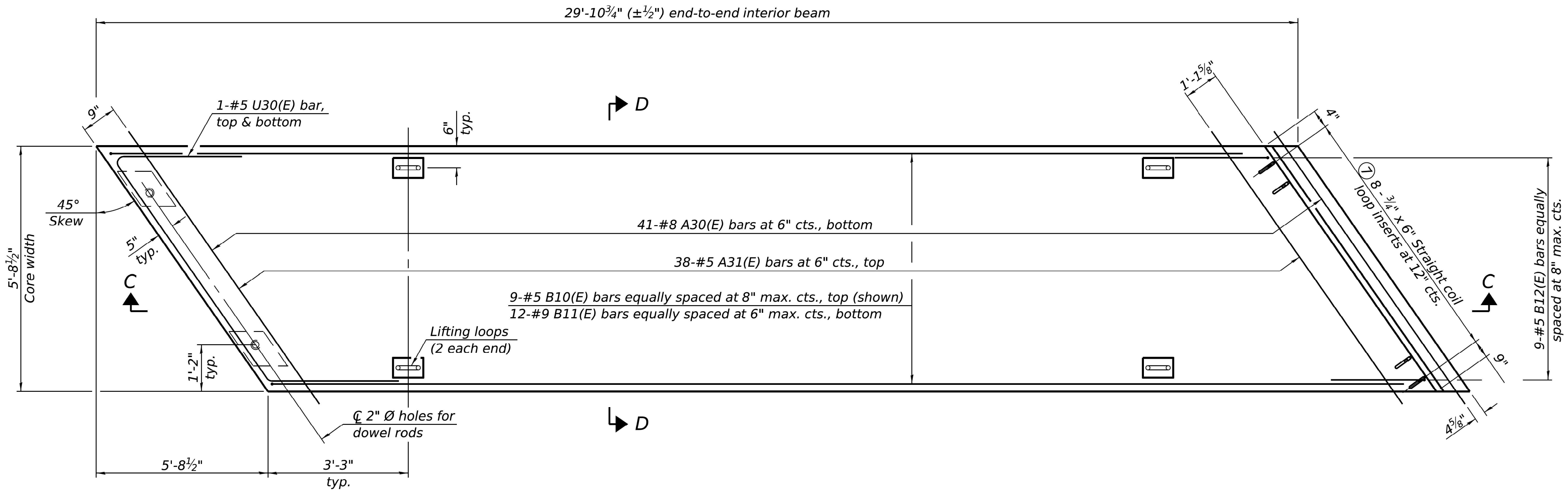
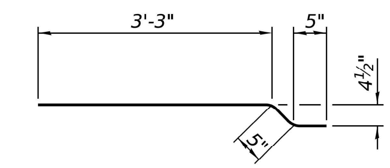
	ILLINOIS	FED. AID PROJECT		

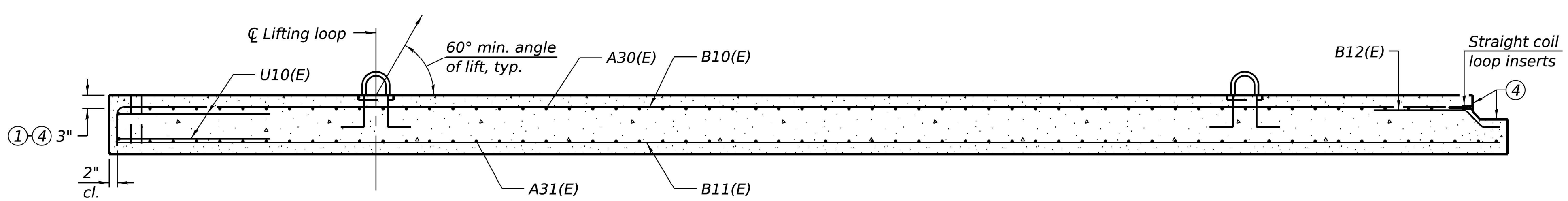


PLAN - INTERIOR BEAM E

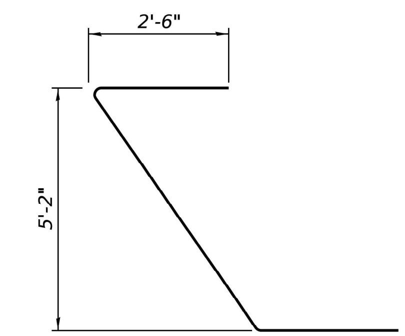
(Flanges not shown in plan view for clarity.)



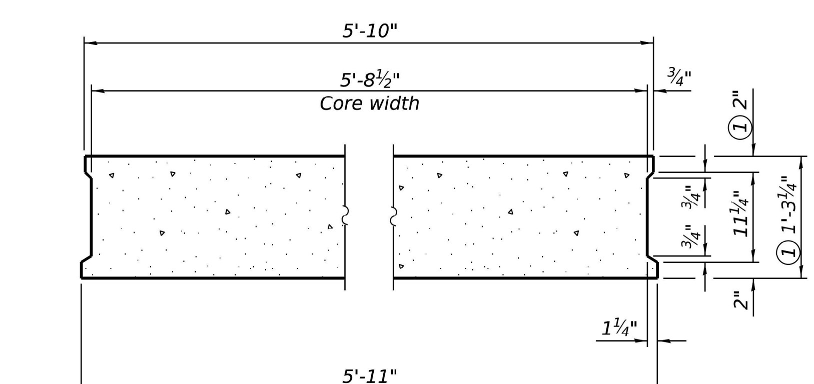
BAR B12(E)



SECTION C-C

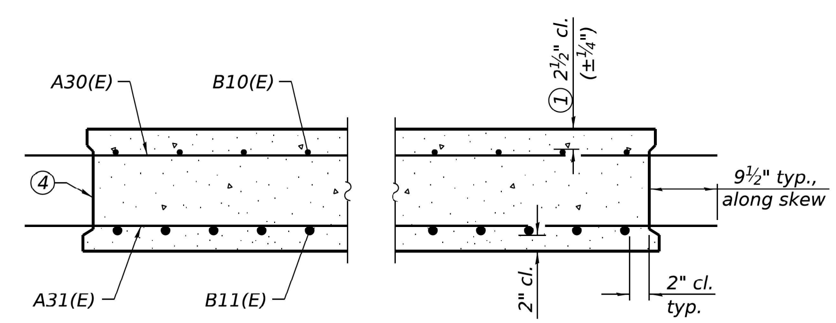


BARS U30(E)



SECTION D-D

(Showing dimensions)



SECTION D-D

(Showing reinforcement)

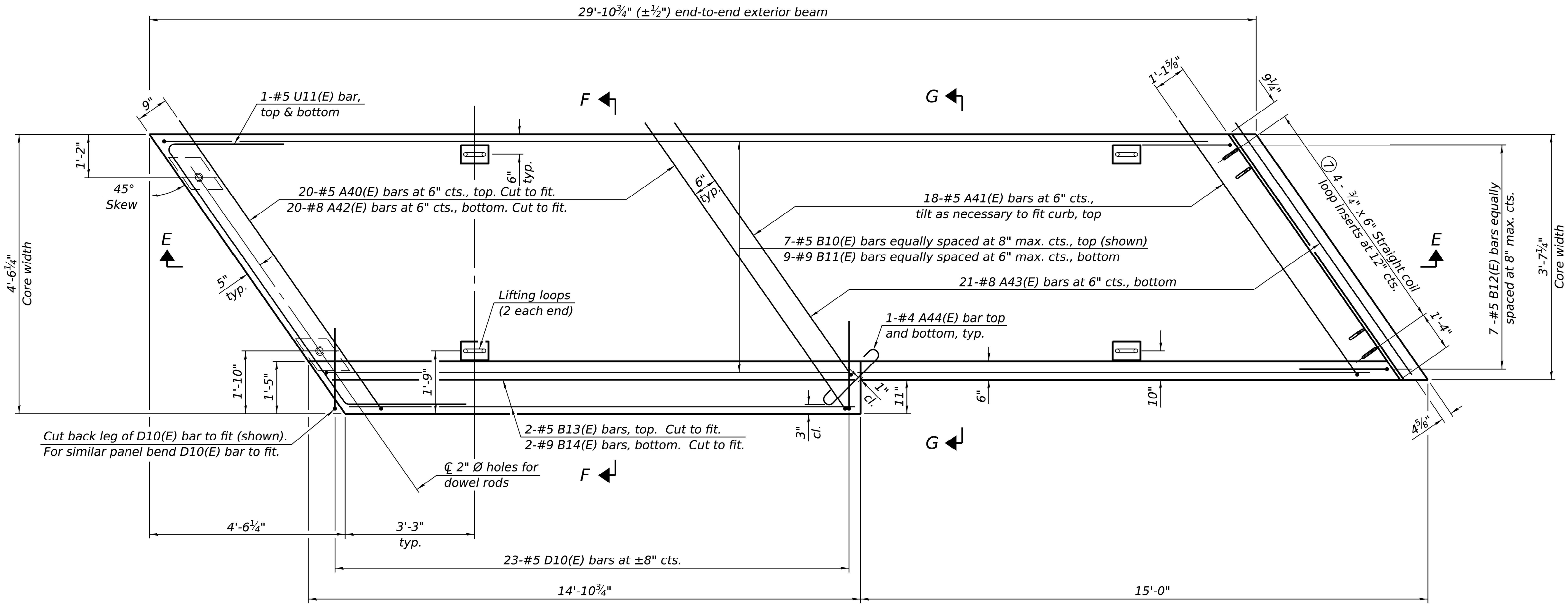
BAR LIST
INTERIOR BEAM E

(For information only)

Bar	No.	Size	Length	Shape
A30(E)	41	#5	9'-8"	
A31(E)	40	#8	9'-8"	
B10(E)	9	#5	28'-6"	
B11(E)	12	#9	29'-6"	
B12(E)	9	#5	4'-1"	
U30(E)	2	#5	12'-4"	

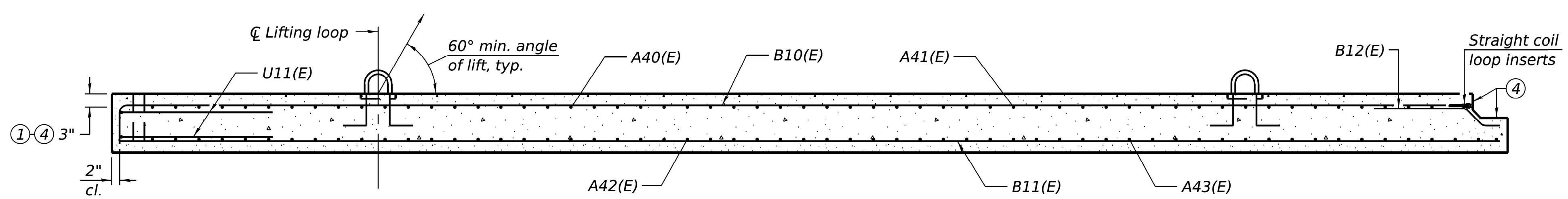
(Bar list includes the maximum number of bars for either beam. Any extra bar(s) shall not be used.)

(Sheet 7 of 14)

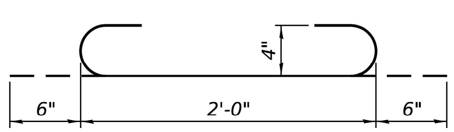


PLAN - EXTERIOR BEAM

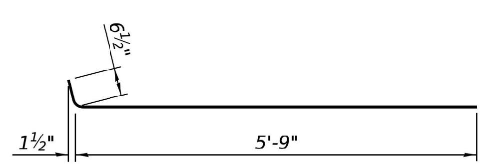
(Beam E shown, Beam G similar; Flanges not shown in plan view for clarity.)



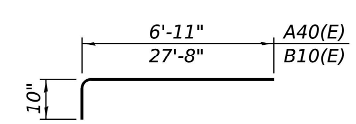
SECTION E-E



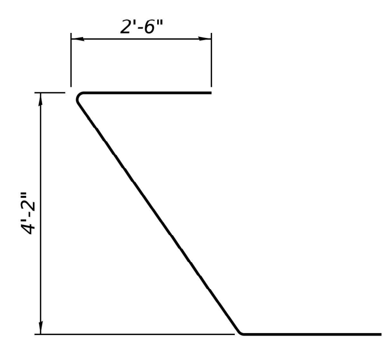
BAR A44(E)



BAR A41(E)



BARS A40(E) & B10(E)



BARS U11(E)

(Sheet 8 of 14)

HORNER SHIFRIN WWW.HORNERSHIFRIN.COM	USER NAME =	DESIGNED - U. KODE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FULL DEPTH PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 018 - 0070 (NB)	F.A.I. RTE. 57	SECTION 18-1VB	COUNTY CUMBERLAND	TOTAL SHEETS 414	SHEET NO. 200
		CHECKED - J. WANG	REVISED -			CONTRACT NO. 74597				
	PLOT SCALE =	DRAWN - S. FOSTER	REVISED -							
	PLOT DATE =	CHECKED - U. KODE	REVISED -		SHEET 53 OF 90 SHEETS	ILLINOIS FED. AID PROJECT				

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