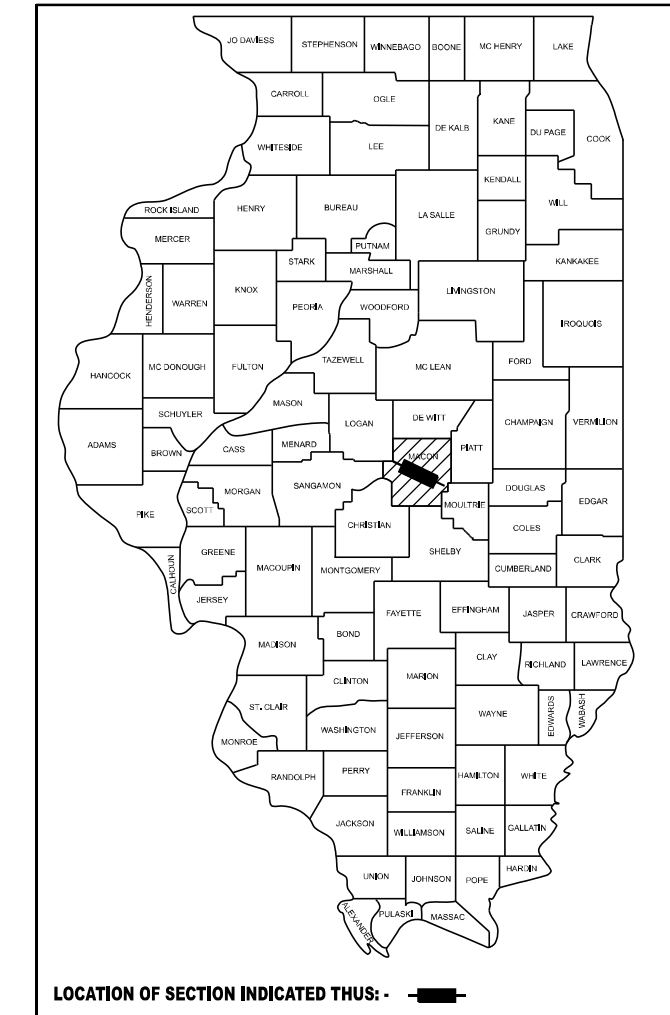


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISIONS OF HIGHWAYS  
**PROPOSED  
 HIGHWAY PLANS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	1
		ILLINOIS	CONTRACT NO. 74A10	

D-97-093-20



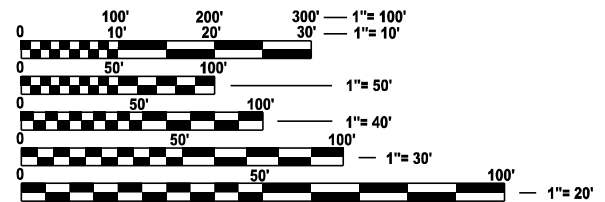
FOR INDEX OF SHEETS, SEE SHEET NO. 2

**CURRENT TRAFFIC DATA**  
 2025 ADT = 7000.  
 P.V = 91.5%.  
 S.U.= 3.9%.  
 M.U.= 4.6%.

**DESIGN DESIGNATION**  
 FAP 323A : PRINCIPAL  
 ARTERIAL  
 DESIGN SPEED : 55 MPH

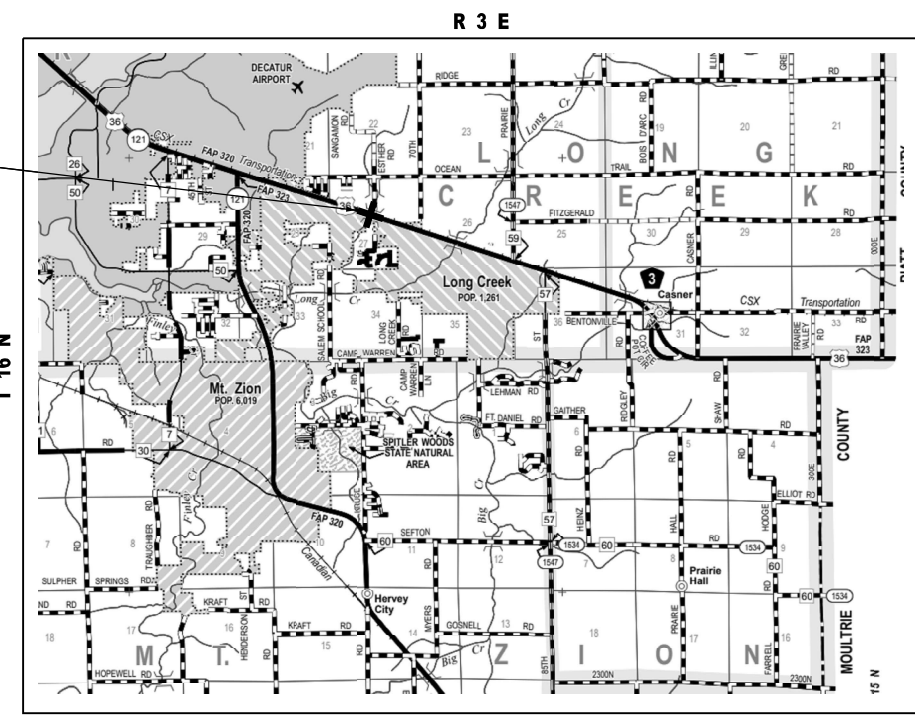
**FAP ROUTE 323A  
 SECTION (139BR)B  
 PROJECT NHPP-AGZF(090)  
 BRIDGE REPLACEMENT OVER  
 LONG CREEK TRIBUTARY  
 MACON COUNTY  
 C-97-098-020**

**PROPOSED STRUCTURE REPLACEMENT**  
 EX. S.N. 058-0021  
 PR. S.N. 058-0141  
 (STA.184+25.40 TO STA. 190+00.00)



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
 1-800-892-0123  
 OR 811



GROSS LENGTH = 575 FT. = 0.11 MILE  
 NET LENGTH = 575 FT. = 0.11 MILE  
 N.T.S.



**PROJECT ENGINEER: MATT BOWER, P.E.**  
**PROJECT MANAGER: HERMANN & ASSOCIATES, LLC**  
**PHONE: (217)-342-8361**  
**CONTRACT NO. 74A10**



*Alicia M Hermann*  
 ALICIA M. HERMANN, P.E.  
 ILLINOIS REGISTERED ENGINEER NO. 062.058326  
 REGISTRATION EXPIRES 11/30/2027

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 SUBMITTED March 13, 2026  
*Teresa C. Price*  
 REGIONAL ENGINEER  
 May 8 2026  
*[Signature]*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 May 8 2026  
*[Signature]*  
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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**INDEX OF SHEETS**

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX, GENERAL NOTES, HIGHWAY STANDARDS
3-5	SUMMARY OF QUANTITIES
6-8	TYPICAL SECTIONS
9-11	SCHEDULE OF QUANTITIES
12	ALIGNMENT PLAN
13	TIES AND BENCHMARKS
14	RIGHT OF WAY SHEET
15	EROSION CONTROL SHEET
16	REMOVAL SHEET
17	PROPOSED PLAN & PROFILE SHEET
18	GUARDRAIL PLAN DETAIL SHEET
19-22	TRAFFIC CONTROL SHEETS
23	SHORT TERM PAVEMENT MARKING DETAIL
24	MISCELLANEOUS DETAILS
25-28	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL AND URBAN APPLICATION )(DISTRICT 7 DETAIL NO. 7800001)
29-52	STRUCTURE PLANS
53-70	CROSS SECTION SHEETS

**HIGHWAY STANDARDS**

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED FOLLOWING THE LAST NUMBERED SHEET OF THE PLANS.

STD. NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642006-01	SHOULDER RUMBLE STRIPS, 8 INCHES
643001-03	SAND MODULE IMPACT ATTENUATORS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY 45 MPH OR MORE
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY
701316-14	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING 45 MPH OR MORE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS, DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

**GENERAL NOTES**

PAINT PAVEMENT MARKING LINE - 4" SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS, AS SHOWN IN THE PLANS, AND AS DETERMINED BY THE ENGINEER. THE TOTAL QUANTITY CALCULATED CONSISTS OF 988 FEET OF WHITE AND 79 FEET OF YELLOW.

ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON U.S.G.S. DATUM.

PIPE DRAINS, 4" SHALL BE ATTACHED TO PIPE UNDERDRAINS FOR STRUCTURES AND SHALL EXTEND TO THE BOTTOM OF THE EMBANKMENT AND TERMINATE WITH A CONCRETE HEADWALL.

TEMPORARY CONCRETE BARRIER WILL NOT BE ALLOWED ON THE PAVEMENT BETWEEN DECEMBER 1ST AND MARCH 1ST.

THE LOCATIONS AND DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF UTILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM.

A TYPE III CAST IN PLACE PERMANENT SURVEY MARKER SHALL BE PLACED NEAR THE PROPOSED STRUCTURE. THE TABLET STYLE SHALL CONFORM TO STANDARD 667101-01 AND THE CAST IN PLACE BASE WILL CONFORM TO STANDARD 668001-01. THE LOCATION OF THE SURVEY MARKERS SHALL BE DETERMINED BY THE ENGINEER AND THE CHIEF OF SURVEYS.

THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS CONSISTS OF 4 TWO-WAY AMBER MARKERS.

WHEN APPLYING SHORT TERM PAVEMENT MARKINGS, TEMPORARY TAPE SHALL BE USED ON THE SURFACE AND PAINT SHALL BE USED ON THE MILLED SURFACE

CONTRACTOR SHALL CONTACT LONG CREEK TOWNSHIP (217-864-8656) AT LEAST ONE WEEK PRIOR TO CLOSING EITHER LEG OF ESTER AVENUE.

THE LOCATION OF THE PERMANENT SURVEY MARKER, TYPE I ON THE NEW BRIDGE SHALL BE DETERMINED BY THE RESIDENT ENGINEER.

**COMMITMENTS**

TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHOULD NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.

**THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:**

LOCATION(S)	MIXTURE USE(S)	PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	MIXTURE WEIGHT	QUALITY MANAGEMENT PROGRAM	SUBLOT SIZE	MATERIAL TRANSFER DEVICE (REQUIRED?)
MAINLINE	POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "D", N90	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIXTURE D	N90	QCQA	3000	N/A
HMA BASE COURSE , 12"	HMA SURFACE COURSE, IL-9.5, MIX "C", N70 (TOP LIFT)	PG 64-22	4.0% @ N=70	IL - 9.5	MIXTURE C	N70	QCQA	3000	N/A
HMA BASE COURSE , 12"	HMA BINDER COURSE, IL-19.0, N70 (BOTTOM LIFTS)	PG 64-22	4.0% @ N=70	IL - 19.0	N/A	N70	QCQA	3000	N/A
HMA SHOULDERS, 8"	HMA SURFACE COURSE, IL-9.5, MIX "C", N70 (TOP LIFT)	PG 64-22	4.0% @ N=70	IL - 9.5	MIXTURE C	N70	QCQA	3000	N/A
HMA SHOULDERS, 8"	HMA BINDER COURSE, IL-19.0, N70 (BOTTOM LIFTS)	PG 64-22	4.0% @ N=70	IL - 19.0	N/A	N70	QCQA	3000	N/A

**APPLICATION RATES**

THE FOLLOWING APPLICATION RATES WERE USED IN CALCULATING PLAN QUANTITIES AND HAVE BEEN INCLUDED FOR REFERENCE:

BITUMINOUS MATERIALS (TACK COAT)	0.05 LB/SQ FT (ON MILLED SURFACE)
	0.025 LB/SQ FT (ON UNMILLED SURFACE)
HOT-MIX ASPHALT SURFACES	112 LB/SQ YD/INCH

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	DRAWN - MHS	REVISED -
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PLOT DATE = 2/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**INDEX, GENERAL NOTES,  
 HIGHWAY STANDARDS.**

SCALE: N/A SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	2
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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SUMMARY OF QUANTITIES				TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
* CODE NO.	ITEM	UNIT	0010 80% FED. 20% STATE			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	275	275		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	156	156		
20200100	EARTH EXCAVATION	CU YD	1946	1946		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1060	1060		
25100645	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	1060	1060		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	22	22		
28000305	TEMPORARY DITCH CHECKS	FOOT	180	180		
28000400	PERIMETER EROSION BARRIER	FOOT	724	724		
28100107	STONE RIPRAP, CLASS A4	SQ YD	354	354		
28100109	STONE RIPRAP, CLASS A5	SQ YD	993	993		
28200200	FILTER FABRIC	SQ YD	1347	1347		
35600724	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	93	93		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	968	968		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	160	160		
40600990	TEMPORARY RAMP	SQ YD	160	160		
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	24	24		
40604164	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	TON	36	36		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	9	9		
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	91	91		
44000100	PAVEMENT REMOVAL	SQ YD	222	222		
44004250	PAVED SHOULDER REMOVAL	SQ YD	753	753		
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	125	125		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	230	230		
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	664	664		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		
50200100	STRUCTURE EXCAVATION	CU YD	244	244		
50300100	FLOOR DRAINS	EACH	6	6		
50300225	CONCRETE STRUCTURES	CU YD	80	80		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	146.3	146.3		
50300300	PROTECTME COAT	SQ YD	693	693		
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	118.8	118.8		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
50500505	STUD SHEAR CONNECTORS	EACH	1692	1692		

\* SPECIALTY ITEM

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74A10	

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SUMMARY OF QUANTITIES				TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
* CODE NO.	ITEM	UNIT	0010 80% FED. 20% STATE			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	84690	84690		
50800515	BAR SPLICERS	EACH	579	579		
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	511	511		
51202305	DRIVING PILES	FOOT	511	511		
51203200	TEST PILE METAL SHELLS	EACH	1	1		
51204650	PILE SHOES	EACH	12	12		
51500100	NAME PLATES	EACH	1	1		
52100520	ANCHOR BOLTS, 1"	EACH	24	24		
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	709	709		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	136	136		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	73	73		
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4		
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	152	152		
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	200	200		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
63200310	GUARDRAIL REMOVAL	FOOT	700	700		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	386	386		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	30	30		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10		
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	10	10		
67100100	MOBILIZATION	L SUM	1	1		
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1	1		
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	974	974		

\* SPECIALTY ITEM

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74A10	

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SUMMARY OF QUANTITIES				TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
* CODE NO.	ITEM	UNIT	0010 80% FED. 20% STATE				
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	57	57			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	425	425			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	397.5	397.5			
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	57	57			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	437.5	437.5			
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
* 72501100	TERMINAL MARKER - POST MOUNTED	EACH	2	2			
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1067	1067			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4	4			
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8			
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	2	2			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4	4			
X2501020	SEEDING, CLASS 2A (SPECIAL)	ACRE	0.25	0.25			
X4060995	TEMPORARY RAMP, SPECIAL	SQ YD	63	63			
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	812	812			
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	361	361			
X5080530	BAR TERMINATORS	EACH	696	696			
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	2	2			
* X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	84	84			
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	168	168			
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	661	661			
Ø Z0076600	TRAINEES	HOUR	500	500			
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500			

\* SPECIALTY ITEM

Ø 0042

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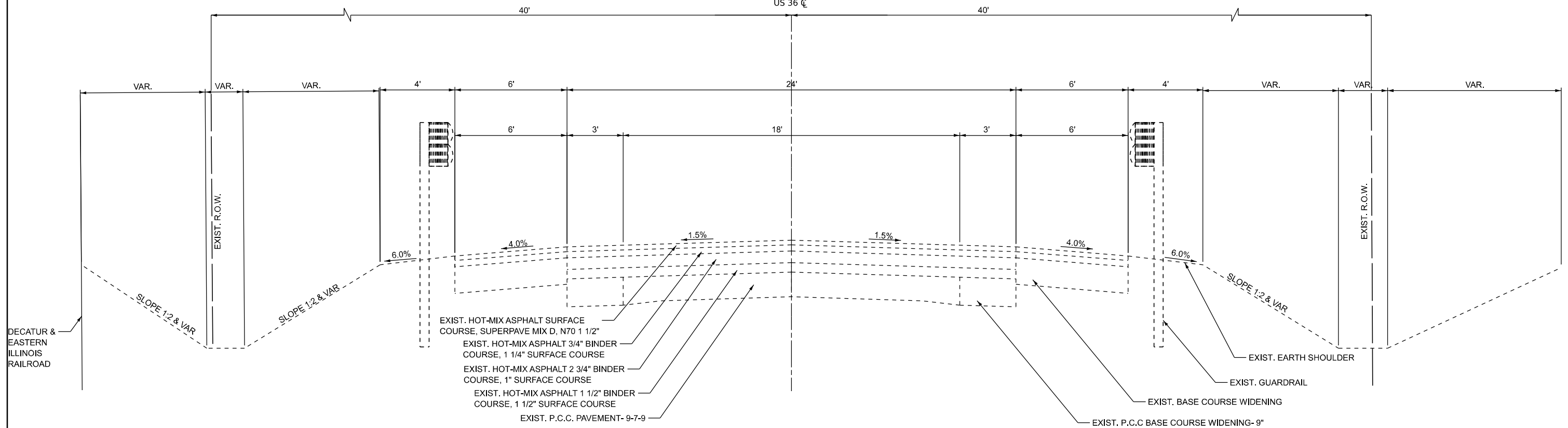
SUMMARY OF QUANTITIES

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ILLINOIS   FED. AID PROJECT			CONTRACT NO. 74A10	

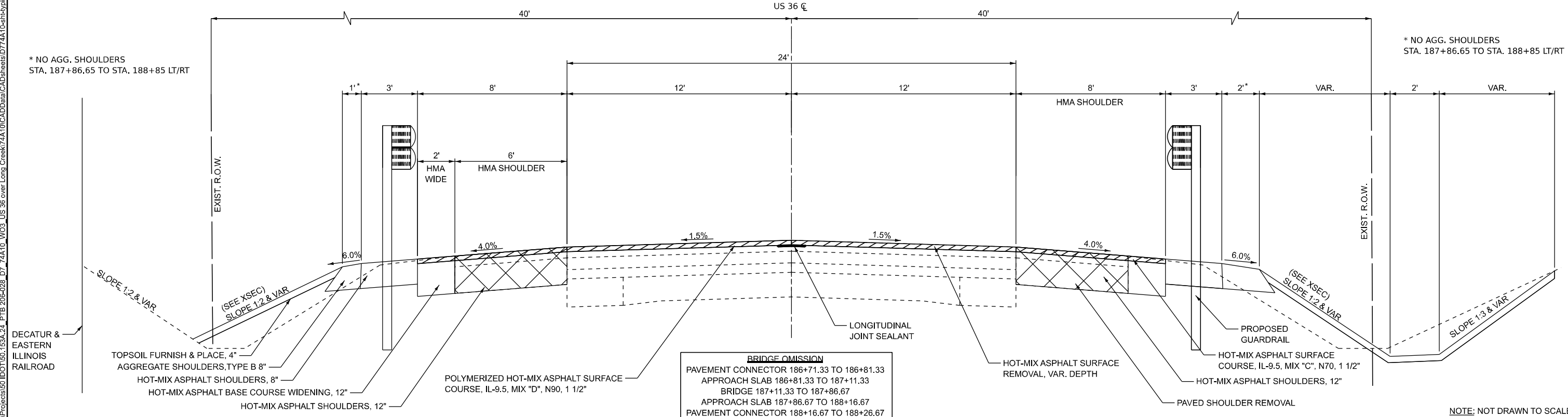
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STATION TO STATION  
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**PROPOSED TYPICAL SECTION**

STATION TO STATION  
186+00.00 189+15.00



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PLOT DATE = 2/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

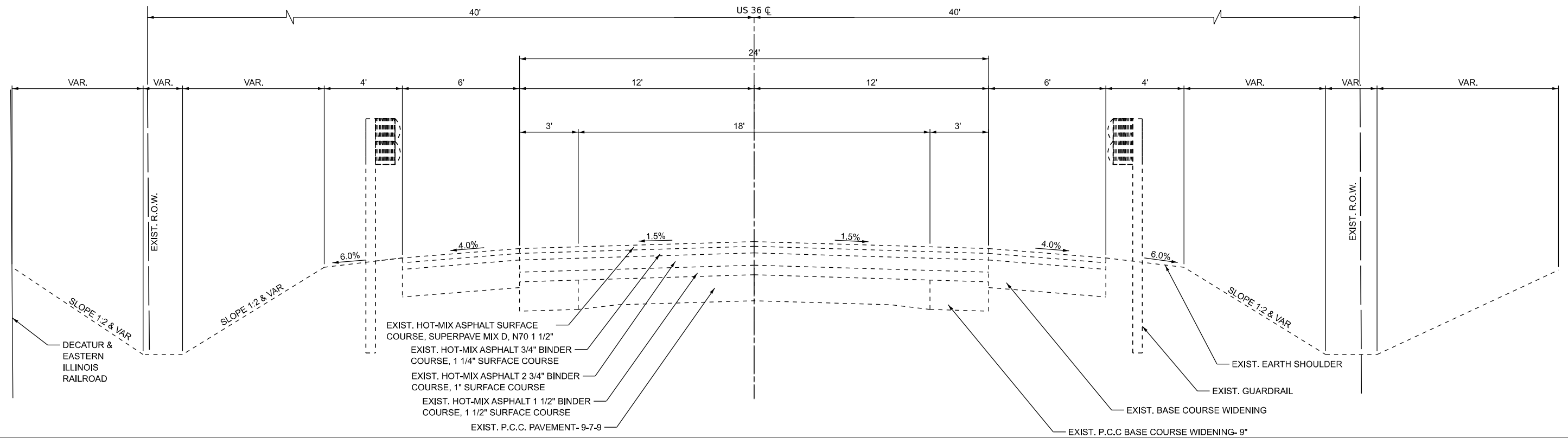
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	6
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

NOTE: NOT DRAWN TO SCALE

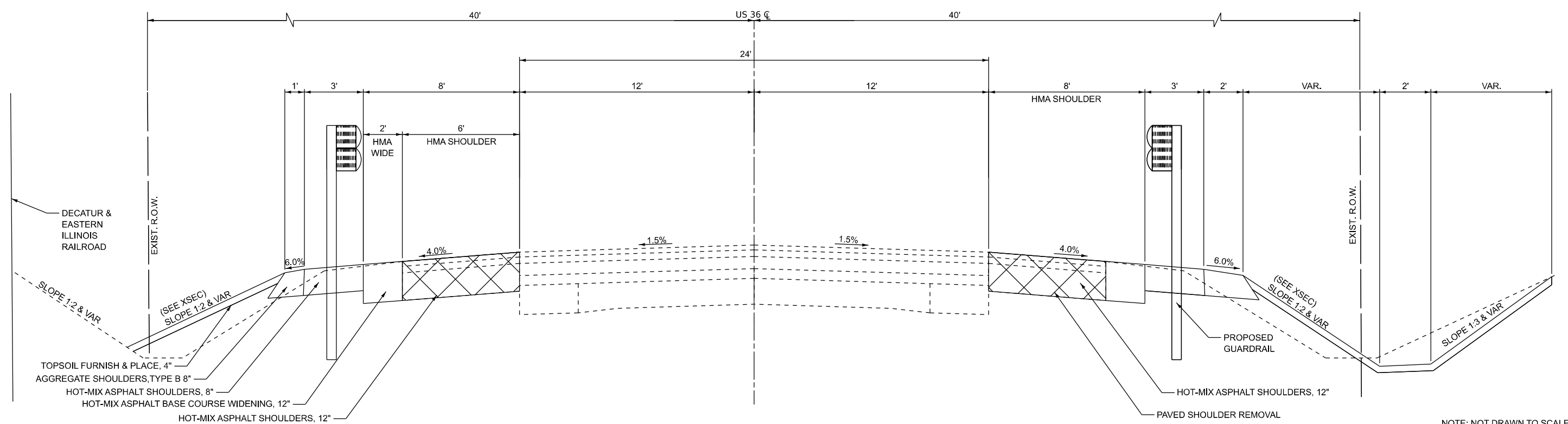
**EXISTING TYPICAL SECTION**

STATION TO STATION  
 184+25.40 LT 186+00.00 LT  
 185+61.85 RT 186+00.00 RT



**PROPOSED TYPICAL SECTION**

STATION TO STATION  
 184+25.40 LT 186+00.00 LT  
 185+61.85 RT 186+00.00 RT



NOTE: NOT DRAWN TO SCALE

MODEL: Typical Section 2 (Sheet)  
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PLOT DATE = 12/10/2025	CHECKED - AMH	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

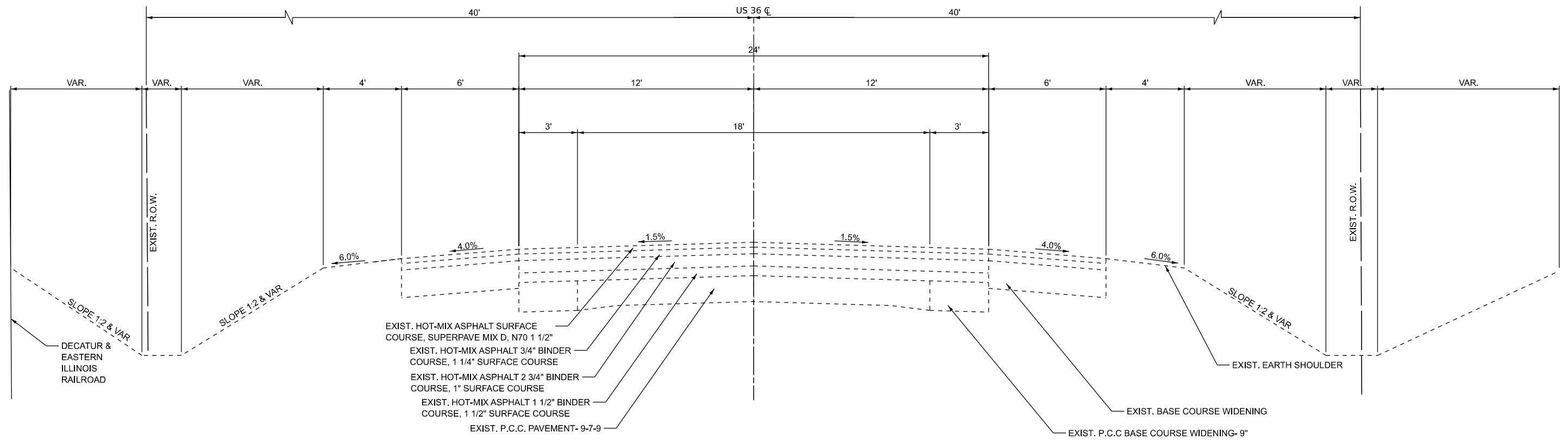
**TYPICAL SECTIONS**

SCALE: NTS SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 7
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

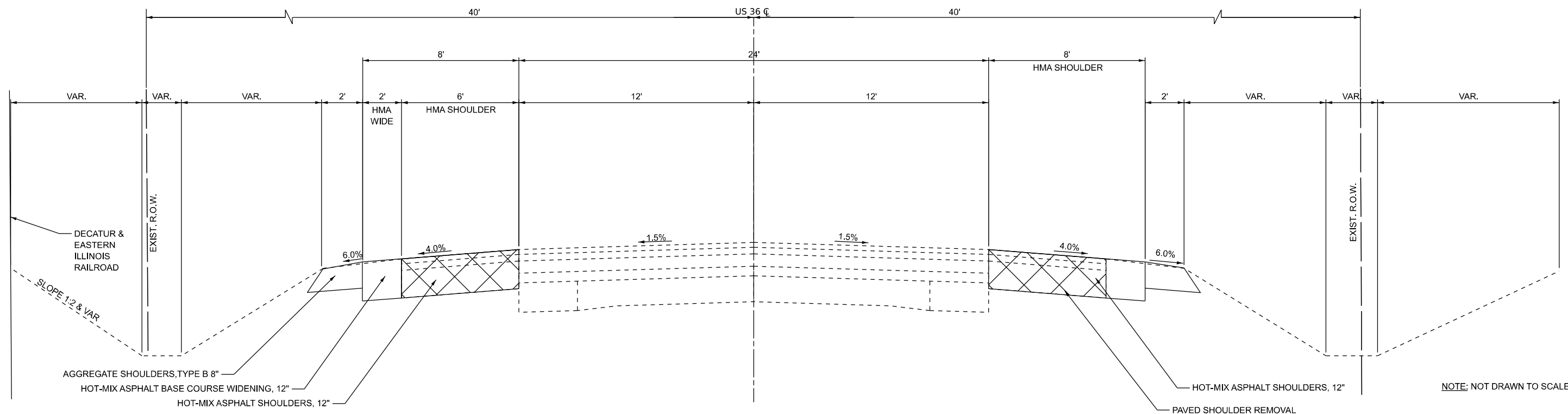
**EXISTING TYPICAL SECTION**

STATION TO STATION  
 184+75.00 RT 185+61.85 RT  
 189+15.00 LT & RT 190+00.00 LT & RT



**PROPOSED TYPICAL SECTION**

STATION TO STATION  
 184+75.00 RT 185+61.85 RT  
 189+15.00 LT & RT 190+00.00 LT & RT



NOTE: NOT DRAWN TO SCALE

MODEL: Typical Section 8 (Sheet)  
 FILE NAME: F:\Projects\50 IDOT\50\_153A\_24\_PT8 206-028\_D7\_74A10\_W03\_US 36 over Long Creek\74A10\CADD\Sheet\74A10-8-sh-typical.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NTS SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	8
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

SEEDING SCHEDULE							
LOCATION			LT/RT	21101615	X2501020	25100645	28000250
				TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 2A (SPECIAL)	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
STA.	TO	STA.		SQ YD	ACRE	SQ YD	POUND
184+25.40	TO	186+00.00	LT	377.09	0.08	377.09	7.79
186+00.00	TO	187+00.33	LT	224.17	0.05	224.17	4.63
185+50.00	TO	187+00.33	RT	418.07	0.09	418.07	8.64
187+59.74	TO	188+51.49	RT	40.29	0.01	40.29	0.83
<b>TOTAL</b>				<b>1059.62</b>	<b>0.22</b>	<b>1059.62</b>	<b>21.89</b>
<b>ROUNDED</b>				<b>1060</b>	<b>0.25</b>	<b>1059.75</b>	<b>22</b>

EROSION CONTROL SCHEDULE							
LOCATION			LT/RT	28000305	28000400	28100107	28200200
				TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	STONE RIPRAP, CLASS A4	FILTER FABRIC
STA.	TO	STA.		FOOT	FOOT	SQ YD	SQ YD
184+25.40	TO	187+00.00	LT	120	322.03		
185+56.14	TO	187+00.00	RT	60	187.71		
187+89.67	TO	188+44.44	LT		97.30	141.66	141.66
187+89.67	TO	188+74.50	RT		117.30	212.25	212.25
<b>TOTAL</b>				<b>100.00</b>	<b>724.34</b>	<b>353.91</b>	<b>353.91</b>
<b>ROUNDED</b>				<b>180</b>	<b>724</b>	<b>354</b>	<b>354</b>

PAVEMENT REMOVAL SCHEDULE										
LOCATION			LT/RT	LENGTH	WIDTH	AREA	DESCRIPTION	44000100	44004250	Z0004552
								PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	APPROACH SLAB REMOVAL
STATION	TO	STATION		FEET	FEET	SQ YD	STAGE	SQ YD	SQ YD	SQ YD
184+25.40	TO	187+08.01	LT	282.61	6 & VAR	174.48	PRE-STAGE	-	174.48	-
186+71.33	TO	187+08.01	LT	36.68	6	24.45	STAGE 2	-	24.45	-
184+75.00	TO	187+08.01	RT	233.01	6 & VAR	179.44	STAGE 1	-	179.44	-
186+71.33	TO	187+08.01		36.68	~24	97.01	STAGE 1 & 2	97.01	-	-
187+08.01	TO	187+27.90		19.89	~38	83.92	STAGE 1 & 2	-	-	83.92
<b>BRIDGE OMISSION</b>										
187+59.89	TO	187+79.84		19.95	~38	84.13	STAGE 1 & 2	-	-	84.13
187+79.84	TO	188+26.67		46.83	~24	124.60	STAGE 1 & 2	124.60	-	-
187+79.84	TO	190+00.00	LT	220.16	6 & VAR	163.25	PRE-STAGE	-	163.25	-
187+79.84	TO	188+26.67	LT	46.83	6.0	31.22	STAGE 2	-	31.22	-
187+79.84	TO	190+00.00	RT	220.16	6 & VAR	180.00	STAGE 1	-	180.00	-
<b>TOTAL</b>								<b>221.61</b>	<b>752.85</b>	<b>168.06</b>
<b>ROUNDED</b>								<b>222</b>	<b>753</b>	<b>168</b>

BASE COURSE WIDENING & SHOULDER SCHEDULE													
LOCATION			LT/RT	LENGTH	WIDTHS				35600724	40600290	48101600	48203029	48203045
					HMA SHOULDER, 12"	HMA SHOULDER, 8"	HMA BSE CSE WID, 12"	AGG. SHOULDER 8"	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	BITUMINOUS MATERIALS (TACK COAT)	AGGREGATE SHOULDERS, TYPE B 8"	HOT-MIX ASPHALT SHOULDERS, 8"	HOT-MIX ASPHALT SHOULDERS, 12"
STA.	TO	STA.		FEET	FEET	FEET	FEET	SQ YD	POUND	SQ YD	SQ YD	SQ YD	
184+25.40	TO	187+08.01	LT	282.61	6							188.41	
184+25.40	TO	186+71.33	LT	245.93			2	54.65					
184+25.40	TO	185+09.43	LT	84.03		3 & VAR	-	20.67		9.34	30.62		
185+09.43	TO	186+81.33	LT	171.90		3	-	38.68		19.10	57.30		
184+75.00	TO	186+71.33	RT	196.33	8		-	157.06				174.52	
184+75.00	TO	185+37.83	RT	62.83			-			13.96			
185+53.48	TO	186+21.93	RT	68.45		3 & VAR	-	17.95		15.21	26.60		
186+21.93	TO	186+81.33	RT	59.40		3	-	13.37		13.20	19.80		
<b>BRIDGE OMISSION</b>													
187+87.67	TO	188+46.01	LT	84.30		VAR		28.96			42.90		
187+79.84	TO	190+00.00	LT	220.16	6			132.10				146.77	
188+26.67	TO	190+00.00	LT	173.33			2	38.52					
188+80.45	TO	190+00.00	LT	118.34			-			28.14			
188+26.67	TO	190+00.00	RT	173.33	8			138.66				154.07	
187+87.67	TO	188+84.86	RT	110.30		VAR		35.87			53.14		
189+04.57	TO	190+00.00	RT	93.58			-			26.06			
<b>TOTAL</b>								<b>93.17</b>	<b>602.15</b>	<b>125.02</b>	<b>230.36</b>	<b>663.77</b>	
<b>ROUNDED</b>								<b>93</b>	<b>602</b>	<b>125</b>	<b>230</b>	<b>664</b>	

MILLING, RESURFACING & PAVEMENT SCHEDULE															
LOCATION			DESCRIPTION	LENGTH	PAVEMENT WIDTH	PAVEMENT AREA	X4401198	40600290	40604164	40600370	40604052	40600990	X4060995	40800050	42000070
							HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	BITUMINOUS MATERIALS (TACK COAT)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90 (1.5 INCH)	LONGITUDINAL JOINT SEALANT	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 (1.5 INCH)	TEMPORARY RAMP	TEMPORARY RAMP, SPECIAL	INCIDENTAL HOT-MIX ASPHALT SURFACING	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
STATION	TO	STATION		FEET	FEET	SQ YD	SQ YD	POUND	TON	FOOT	TON	SQ YD	SQ YD	TON	SQ YD
186+00.00	TO	186+10.00	MAINLINE	10.00	24	26.67						26.67			
186+00.00	TO	186+71.33	SHOULDER LT	71.33	8	63.40	63.40	28.53	-	-	5.33			-	-
186+00.00	TO	186+71.33	SHOULDER RT	71.33	8	63.40	63.40	28.53	-	-	5.33			-	-
186+00.00	TO	186+71.33	MAINLINE	71.33	24	190.21	190.21	85.60	15.98	71.33				-	-
186+51.33	TO	186+71.33	MAINLINE	20.00	24	53.33						53.33			
186+71.33	TO	186+81.33	MAINLINE	10.00	41	45.66									45.66
187+11.33	TO	187+86.67		75.34											
<b>BRIDGE OMISSION</b>															
188+16.67	TO	188+26.67	MAINLINE	10.00	41	45.56									45.56
188+26.67	TO	189+15.00	MAINLINE	88.33	24	235.55	235.55	106.00	19.79	88.33				-	-
188+26.67	TO	189+15.00	SHOULDER LT	88.33	8	78.52	78.52	35.33	-	-	6.60			-	-
188+26.67	TO	189+15.00	SHOULDER RT	88.33	8	78.52	78.52	35.33	-	-	6.60			-	-
188+26.67	TO	188+46.67	MAINLINE	20.00	24	53.33						53.33			
185+36.35	TO	185+57.28	ENTRANCE	20.93	5	9.38	9.38	4.22	-	-				0.79	
188+39.08	TO	188+92.92	SIDEROAD	53.84	10	44.77	44.77	20.15	-	-		29.69		3.76	-
188+54.57	TO	189+11.90	SIDEROAD	57.33	10	48.60	48.60	21.87	-	-			32.01	4.08	-
189+05.00	TO	189+15.00	MAINLINE	10.00	24	26.67						26.67			-
<b>TOTAL</b>							<b>812.35</b>	<b>365.56</b>	<b>35.76</b>	<b>159.66</b>	<b>23.84</b>	<b>160.00</b>	<b>62.60</b>	<b>8.63</b>	<b>91.11</b>
<b>ROUNDED</b>							<b>812</b>	<b>366</b>	<b>36</b>	<b>160</b>	<b>24</b>	<b>160</b>	<b>63</b>	<b>9</b>	<b>91</b>

MODEL: Schedules-1 [Sheet]  
 FILE NAME: F:\Projects\50 [DOT]50\_153A\_24\_PTB 206-028\_D7\_74A10\_W03\_US\_36 over Long Creek\74A10\CADDData\CADSheets\74A10\Sh-Schedules.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 2/19/2026	DATE -	REVISED -

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

**SCHEDULES OF QUANTITIES**

SCALE: N/A SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	9
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE														
LOCATION			LT/RT	LENGTH	63100085	63000003	X6330725	63100045	63100167	78200005	78200010	72501000	72501100	TERMINAL MARKER - DIRECT APPLIED
					TRAFFIC BARRIER TERMINAL, TYPE 6	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE B	TERMINAL MARKER - DIRECT APPLIED	TERMINAL MARKER - POST MOUNTED	
STA.	TO	STA.	LT/RT	FEET	EACH	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	
184+59.43	TO	185+09.43	LI	50.00					1.0				1.0	
185+09.43	TO	186+59.43	LT	150.00		150.0				3.0				
186+59.43	TO	186+98.83	LT	39.40	1.0									
186+96.33	TO	187+89.67	LT	93.34							1.0			
187+88.17	TO	188+27.57	LT	39.40	1.0									
188+27.57	TO	188+45.80	LT	36.00			36.0			2.0				
188+45.80	TO	188+42.18	LT	12.50				1.0				1.0	1.0	
185+71.93	TO	186+21.93	RT	50.00					1.0				1.0	
186+21.93	TO	186+59.43	RT	37.50		37.5				1.0				
186+59.43	TO	186+90.03	RT	39.40	1.0									
186+96.33	TO	187+89.67	RT	93.34							1.0			
187+88.17	TO	188+27.57	RT	39.40	1.0									
188+27.57	TO	188+40.07	RT	12.50		12.5				2.0				
188+40.07	TO	188+76.21	RT	47.60			47.6							
188+76.21	TO	188+80.42	RT	12.50				1.0					1.0	1.0
<b>TOTAL</b>					<b>4.00</b>	<b>200.00</b>	<b>83.60</b>	<b>2.00</b>	<b>2.00</b>	<b>8.00</b>	<b>2.00</b>	<b>4.00</b>	<b>2.00</b>	
<b>ROUNDED</b>					<b>4</b>	<b>200</b>	<b>84</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>2</b>	

GUARDRAIL REMOVAL		
LOCATION	RT/LT	FOOT
STA. 184+55.67 TO STA. 188+46.52	LT	398.7
STA. 185+68.09 TO STA. 188+65.95	RT	301.6
<b>TOTAL</b>		<b>700.30</b>
<b>ROUNDED</b>		<b>700</b>

CONCRETE HEADWALLS	
LOCATION	60100060 CONCRETE HEADWALLS FOR PIPE DRAINS EACH
ALL QUADRANTS OF BRIDGE STRUCTURE	4
<b>TOTAL</b>	<b>4</b>
<b>ROUNDED</b>	<b>4</b>

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE			
LOCATION STATION TO STATION	LENGTH	78100100	78300200
		RAISED REFLECTIVE PAVEMENT MARKER (TWO WAY AMBER)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	FEET	EACH	EACH
STA. 186+00.00 TO STA. 189+15.00	315.00	4	4
<b>TOTAL</b>		<b>4</b>	<b>4</b>
<b>ROUNDED</b>		<b>4</b>	<b>4</b>

TRAFFIC CONTROL & DETOUR SIGNING SCHEDULE								
DESCRIPTION	70100100	70100405	70100450	70100460	70100500	70106500	70107025	X7011800
	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	TEMPORARY BRIDGE TRAFFIC SIGNALS	CHANGEABLE MESSAGE SIGN	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21
	EACH	EACH	L SUM	L SUM	L SUM	EACH	CAL DAY	L SUM
US 36 NORTH & SOUTH LEGS OF FISHER AVE	1.0	1.0	1.0	1.0	1.0	1.0	20.0	1.0
<b>TOTAL</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>28.0</b>	<b>1.0</b>
<b>ROUNDED</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>1</b>

STAGING SCHEDULE									
STAGE	DESCRIPTION	STA.	TO	STA.	LOCATION				
					70400100	70400200	70600250	70600350	70400125
					TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	PINNING TEMPORARY CONCRETE BARRIER
					FOOT	FOOT	EACH	EACH	EACH
STAGE 1	TAPER: 6' RT TO 6' LT	185+91.78	TO	186+39.17	47.50				
	6' LT	186+39.17	TO	188+51.67	212.50				
	TAPER: 6' LT TO 6' RT	188+51.67	TO	189+88.72	137.50				
STAGE 2	TAPER: 6' LT TO 4' RT	185+27.04	TO	186+39.17		112.50			
	4' RT	186+39.17	TO	188+51.67		212.50			
	TAPER: 4' RT TO 6' LT	188+51.67	TO	189+63.80		112.50			
STAGE 1	6' RT	185+91.78					1		
	6' RT	189+88.72					1		
STAGE 2	6' LT	185+27.04						1	
	6' LT	189+63.80						1	
STAGE 1	2 SEGMENT TRANSITION TANGENT SECTION	186+39.17	TO	186+64.17					3
	TANGENT SECTION	186+64.17	TO	188+26.67					39
	2 SEGMENT TRANSITION	188+26.67	TO	188+51.67					3
STAGE 2	2 SEGMENT TRANSITION	186+39.17	TO	186+64.17					3
	TANGENT SECTION	186+64.17	TO	186+81.26					4
	BRIDGE	186+81.26	TO	188+16.67					0
	TANGENT SECTION	188+16.67	TO	188+26.67					2
	2 SEGMENT TRANSITION	188+26.67	TO	188+51.67					3
<b>TOTAL</b>					<b>397.50</b>	<b>437.50</b>	<b>2.00</b>	<b>2.00</b>	<b>57.00</b>
<b>ROUNDED</b>					<b>397.5</b>	<b>437.5</b>	<b>2</b>	<b>2</b>	<b>57</b>

PAINT PAVEMENT MARKING - LINE 4"										
LOCATION	SIDE	LENGTH	78001110			70107005	70300100	70300150	SHORT TERM PAVEMENT MARKING REMOVAL SQ FT	
			EASTBOUND EDGELINE (WHITE)	WESTBOUND EDGELINE (WHITE)	CENTERLINE SKIP DASH (YELLOW)	PAVEMENT MARKING BLACKOUT TAPE, 5"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING		
STA.	TO	STA.	RT / LT	FEET	FOOT	FOOT	FOOT	FOOT	FOOT	
<b>STAGE 1</b>										
183+61.00	TO	185+02.00	CL	141.00			35.25		14.69	
189+02.00	TO	190+86.00	CL	184.00			40.00		19.17	
185+15.00	TO	189+74.00	LT	459.00			459.00		191.25	
<b>STAGE 2</b>										
185+28.00	TO	189+62.00	RT	434.00			434.00		180.83	
<b>POST STAGE</b>										
184+25.40	TO	188+39.08	LT	413.68		413.68				
188+92.92	TO	190+00.00	LT	107.08		107.08				
184+75.00	TO	188+54.00	RT	379.00		379.00				
189+11.90	TO	190+00.00	RT	RA 10		RA 10				
186+00.00	TO	189+15.00	MAINLINE	315.00			78.75	57.27	19.07	
<b>SUBTOTAL</b>				<b>1302.86</b>	<b>467.10</b>	<b>520.76</b>	<b>78.75</b>	<b>974.25</b>	<b>57.27</b>	<b>425.01</b>
<b>TOTAL</b>				<b>1066.61</b>	<b>974.25</b>	<b>57.27</b>	<b>425.01</b>			
<b>ROUNDED</b>				<b>1067</b>	<b>974</b>	<b>57</b>	<b>425</b>			

MOBILIZATION	
LOCATION	67100100 MOBILIZATION
	L SUM
ENTIRE JOB SITE	1
<b>TOTAL</b>	<b>1</b>
<b>ROUNDED</b>	<b>1</b>

MODEL: Schedules-2 [Sheet] FILE NAME: F:\Projects\50 DOT\50\_153A\_24\_IW03\_US\_36 over Long Creek\74A\Drawings\Sheets\74A\0-shr-Schedules.dgn



USER NAME = Mohammed  
 PLOT SCALE = 0.16666633 / in.  
 PLOT DATE = 12/10/2025

DESIGNED - MHS  
 DRAWN - MHS  
 CHECKED - AMH  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139R)B	MACON	70	10
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

**TREE REMOVAL (6 TO 15 UNIT DIAMETER)**

DESCRIPTION			20100110 TREE REMOVAL (6 TO 15 UNIT DIAMETER)
STA.	OFFSET	SIDE	UNIT
184+40	34	LT	14
184+62	37	LT	8
184+68	40	LT	9
184+68	37	LT	11
185+03	40	LT	6
185+03	32	LT	15
185+09	35	LT	7
185+12	43	LT	10
185+14	32	LT	11
185+14	35	LT	12
185+21	48	LT	7
185+28	35	LT	7
185+29	33	LT	10
185+30	32	LT	10
185+33	37	LT	8
185+34	37	LT	8
185+51	32	LT	8
185+51	31	LT	9
185+60	34	LT	6
185+62	30	LT	8
185+67	38	LT	9
185+67	28	LT	9
185+68	28	LT	7
185+72	34	LT	6
185+77	38	LT	6
185+77	28	LT	14
185+77	31	LT	15
185+83	34	LT	15
186+14	35	LT	10
<b>TOTAL</b>			<b>275</b>
<b>ROUNDED</b>			<b>275</b>

**TREE REMOVAL (OVER 15 UNIT DIAMETER)**

DESCRIPTION			20100210 TREE REMOVAL (OVER 15 UNIT DIAMETER)
STA.	OFFSET	SIDE	UNIT
184+31	46	LT	16
184+62	40	LT	20
185+54	34	LT	24
186+00	35	LT	24
186+39	35	LT	24
186+40	35	LT	18
186+41	35	LT	30
<b>TOTAL</b>			<b>156</b>
<b>ROUNDED</b>			<b>156</b>

**SUMMARY OF SCHEDULES**

DESCRIPTION	40600290	28200200
	BITUMINOUS MATERIALS (TACK COAT)	FILTER FABRIC
	POUND	SQ YD
MILLING, RESURFACING AND PAVEMENT SCHEDULE	365.56	
SHOULDERS AND BASE COURSE WIDENING SCHEDULE	602.24	
EROSION CONTROL SCHEDULE (UNDER RR4)		353.9
BRIDGE SCHEDULE (UNDER RR5)		993.0
<b>TOTAL</b>	<b>967.80</b>	<b>1346.9</b>
<b>ROUNDED</b>	<b>968</b>	<b>1347</b>

**SUMMARY OF EARTHWORK**

LOCATION STATION TO STATION	LENGTH	20200100	FOR INFORMATION ONLY		
		EARTH EXCAVATION	EARTH EX. ADJUSTED FOR SHRINKAGE	EMBANKMENT VOLUME	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
		CU YD	CU YD	CU YD	CU YD
STA. 184+20.00 TO STA. 185+00.00	80.00 FT	33.50	25.13	7.40	17.73
STA. 185+00.00 TO STA. 186+00.00	100.00 FT	26.60	19.95	107.00	-87.05
STA. 186+00.00 TO STA. 187+10.00	110.00 FT	62.90	47.18	251.10	-203.93
STA. 187+10.00 TO STA. 187+90.00	80.00 FT	1436.30	1077.23	2.20	1075.03
STA. 187+90.00 TO STA. 189+00.00	110.00 FT	363.00	272.25	9.30	262.95
STA. 189+00.00 TO STA. 190+00.00	100.00 FT	23.90	17.93	1.10	16.83
<b>TOTAL</b>		<b>1946.20</b>	<b>1459.65</b>	<b>378.10</b>	<b>1081.55</b>
<b>ROUNDED</b>		<b>1946</b>	<b>1460</b>	<b>378</b>	<b>1082</b>

NOTE: A SHRINKAGE FACTOR OF 25% WAS USED.

**SPECIAL WASTE DISPOSAL SCHEDULE**

LOCATION	66900200	66900530	66901001	66901003	66901006
	NON-SPECIAL WASTE DISPOSAL	SOIL DISPOSAL ANALYSIS	REGULATED SUBSTANCES PRE- CONSTRUCTION PLAN	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	REGULATED SUBSTANCES MONITORING
	CU YD	EACH	L SUM	L SUM	CAL DAYS
ENTIRE JOB SITE	386	1	1	1	30
<b>TOTAL</b>	<b>386</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>30</b>
<b>ROUNDED</b>	<b>386</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>30</b>

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FILE NAME: F:\Projects\50 [DOT]50\_153A\_24\_PTB 206-028\_D7\_74A10\_WO3\_US 36 over Long Creek\74A10\CADD\CAD\Drawings\74A10-Sht-Schedules.dgn



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DESIGNED - MHS  
DRAWN - MHS  
CHECKED - AMH  
PLOT SCALE = 0.16666633' / in.  
PLOT DATE = 2/19/2026

DESIGNED - MHS  
DRAWN - MHS  
CHECKED - AMH  
DATE -

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

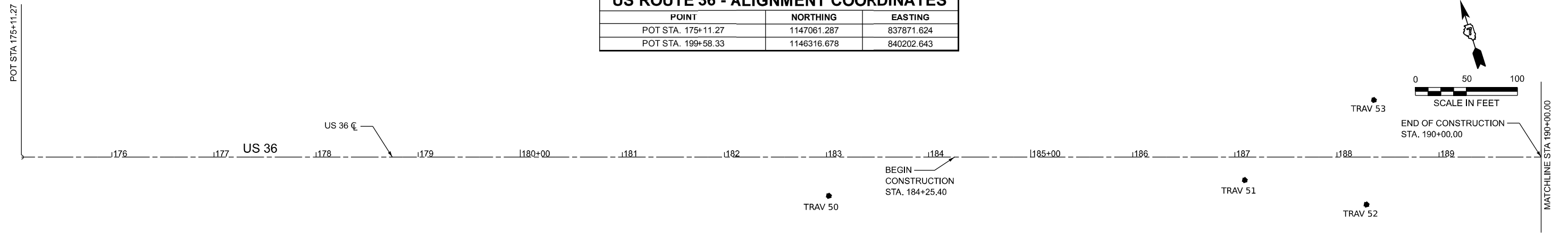
**SCHEDULES OF QUANTITIES**

SCALE: N/A SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	11
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

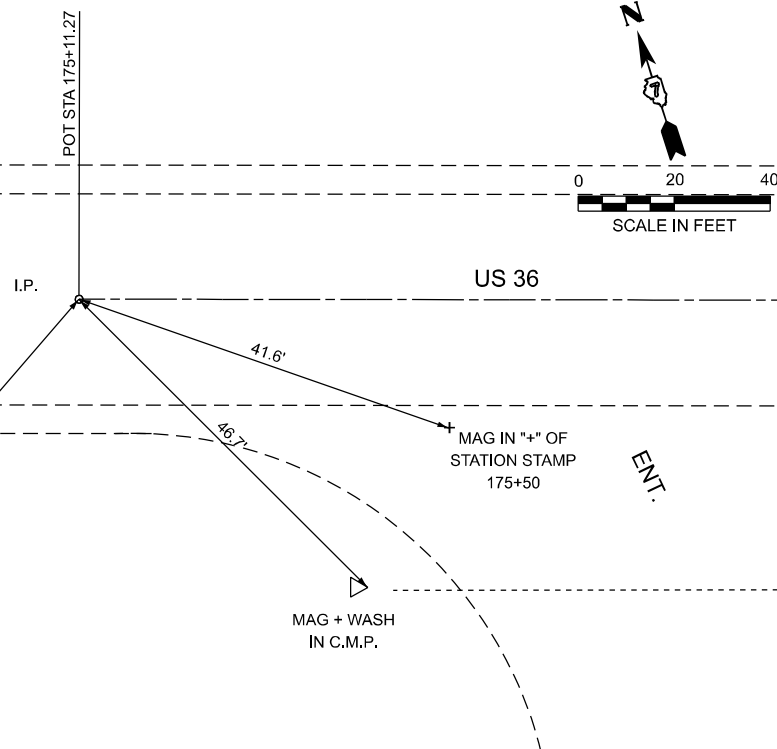
### US ROUTE 36 - ALIGNMENT COORDINATES

POINT	NORTHING	EASTING
POT STA. 175+11.27	1147061.287	837871.624
POT STA. 199+58.33	1146316.678	840202.643



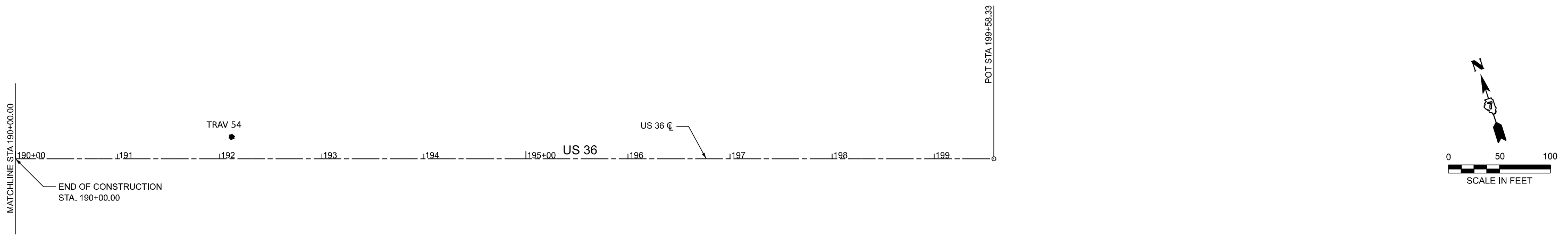
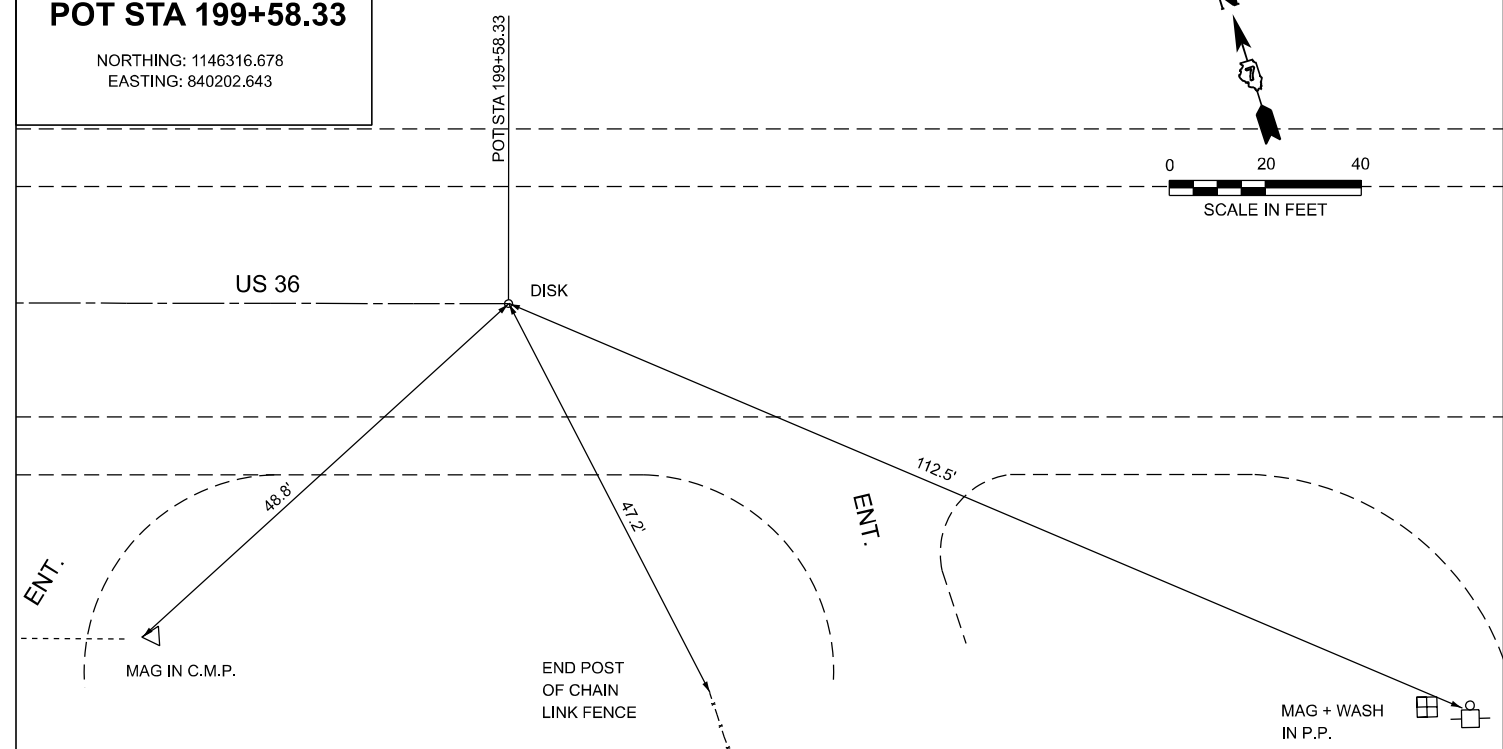
#### POT STA 175+11.27

NORTHING: 1147061.287  
EASTING: 837871.624



#### POT STA 199+58.33

NORTHING: 1146316.678  
EASTING: 840202.643



MODEL: Alignment Plans (Sheet)  
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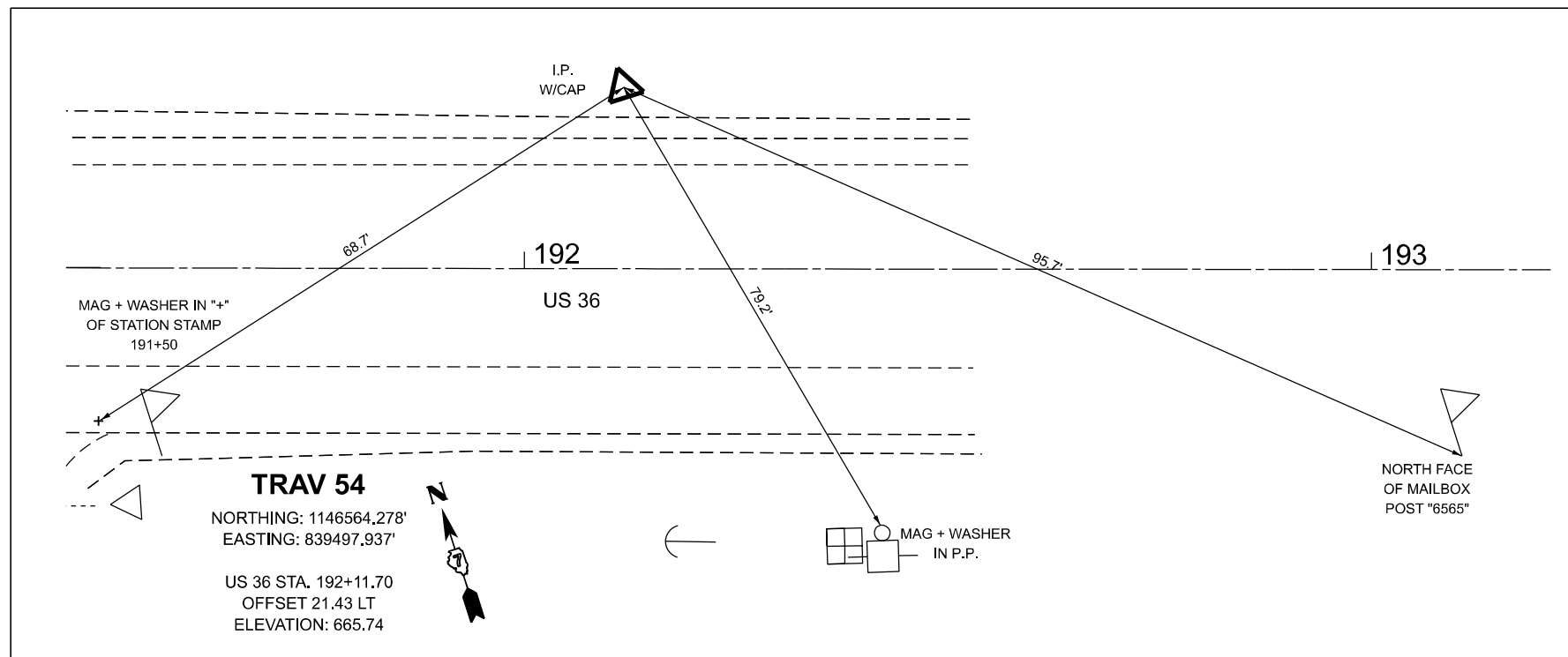
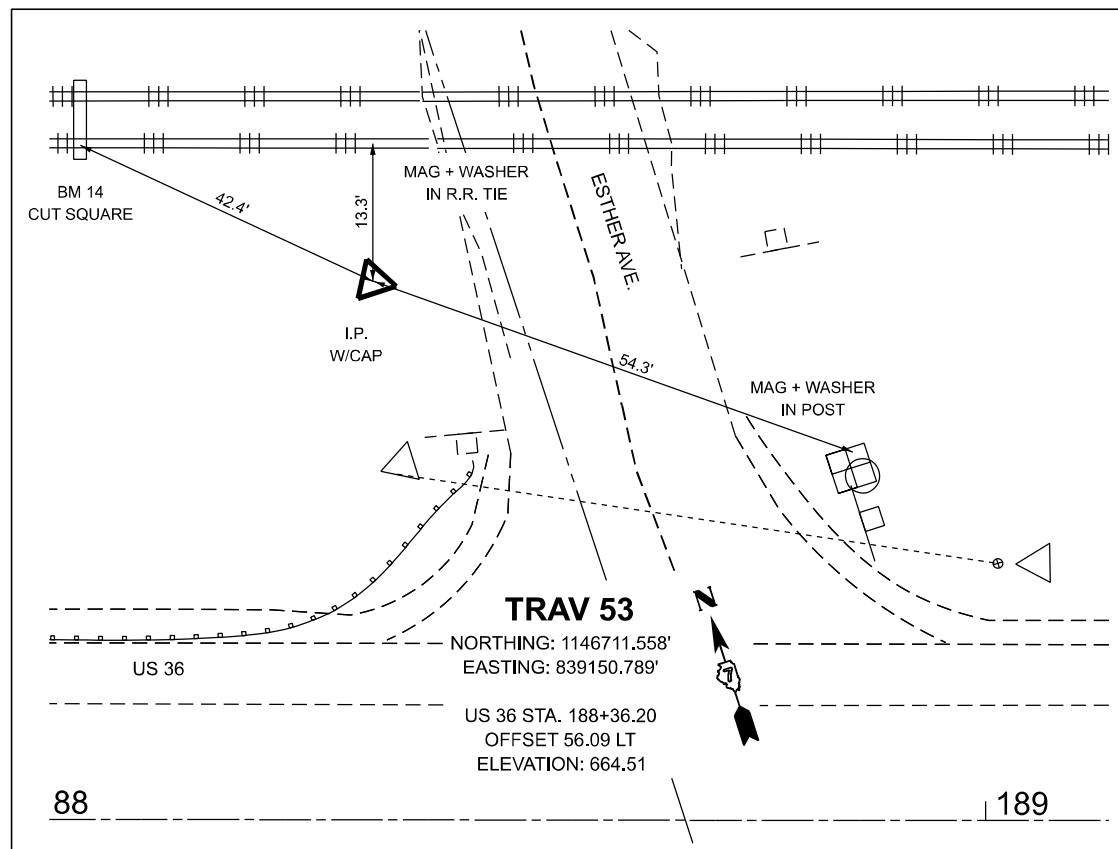
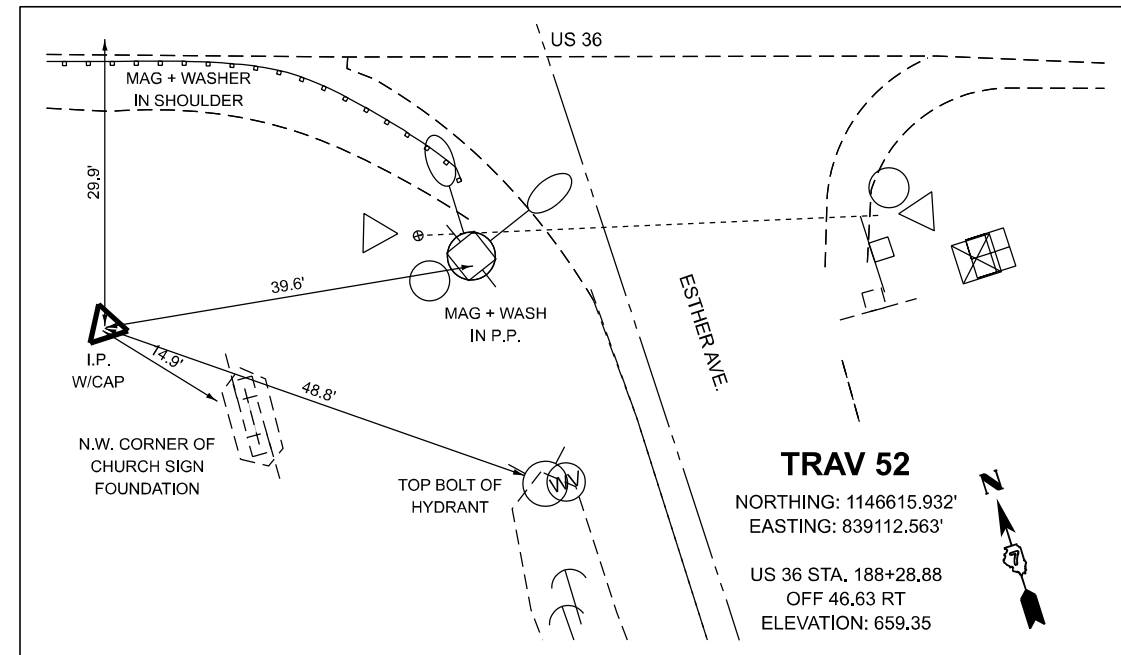
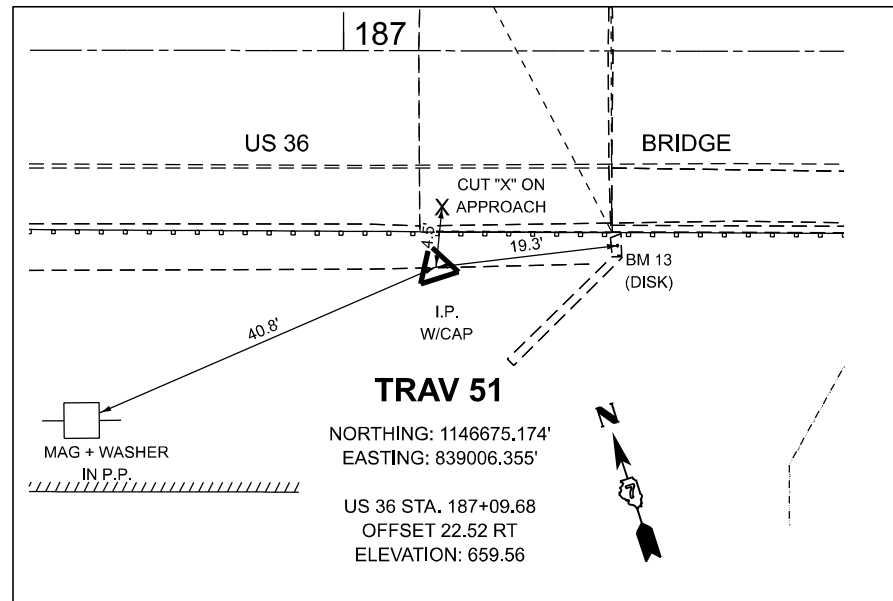
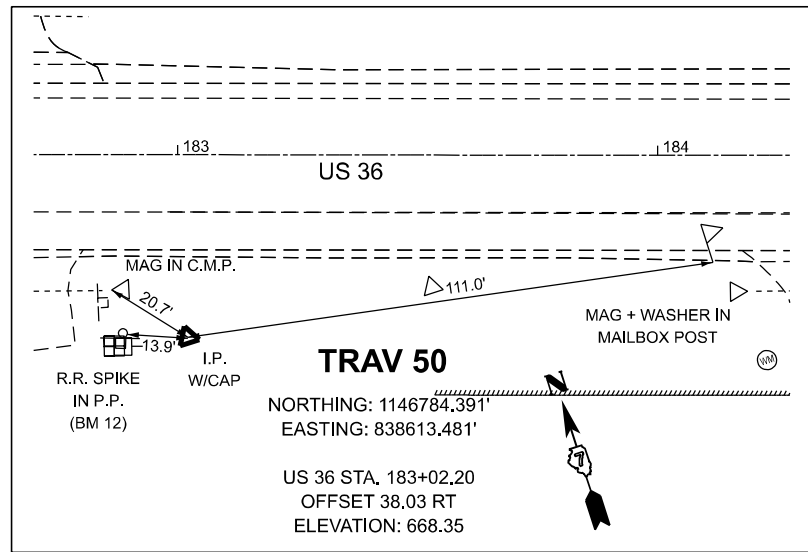
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	DRAWN - MHS	REVISED -
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PLOT DATE = 6/17/2025	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

#### ALIGNMENT PLAN

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 175+11.27 TO STA. 199+58.33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	12
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



BENCHMARK INFORMATION				
BENCHMARK	STATION	OFFSET	ELEVATION	DESCRIPTION
X 262	281+40	73' LT	670.836	At the junction of U.S. Highway 36 and State Highway 121S, 94 feet east of the intersection of the centerlines of U.S. Highway 36 and State Highway 121, 4 feet north of the centerline of the westbound lanes of U.S. Highway 36, 34 feet south of the centerline of the main Baltimore and Ohio railroad track that parallels the highway 7 feet south of an electrical service pole for traffic signals, and 60 feet southeast of flashing railroad signal post in the northeast quadrant of the junction of U.S. Highway 36 and State Highway 121.
BM 200	290+90	60' RT	665.954	Chiseled "X" on top of NW bolt light pole #71-102(job74739-IL121)
BM 10	299+30	36' LT	660.892	Cut square on top of north headwall of box culvert #058-8650
BM 11	169+50	40' RT	672.754	Bolt next to the "M" in muller on a fire hydrant 15' west of Casey's gas station entrance
BM 12	182+90	40' RT	669.610	RR spike in power pole with tag #3:70669
BM 13	187+29	21' RT	660.961	Disk on SW headwall of bridge #058-0021
BM 14	107+93	55' LT	666.416	Cut square on SE wingwall of CSX railroad bridge north of US 36 bridge #050-0021

MODEL: Ties Benchmark (Sheet)  
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USER NAME = Mohammed	DESIGNED - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN - MHS	REVISED -
PLOT DATE = 2/19/2026	CHECKED - AMH	REVISED -
	DATE -	REVISED -

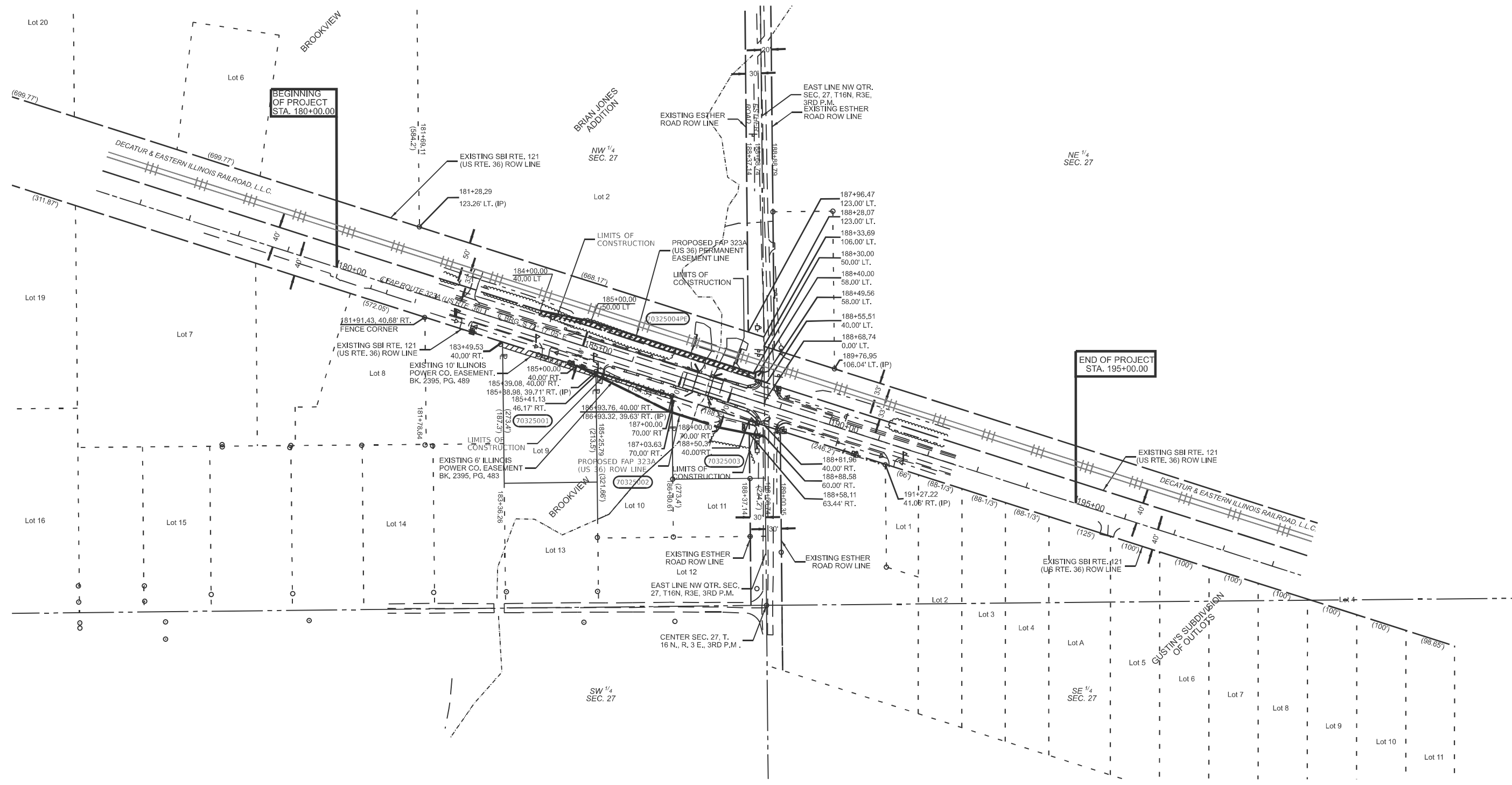
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TIES AND BENCHMARKS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	13
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

# T.16N.-R.3E., 3rd P.M., LONG CREEK TWP.



- - EXISTING IRON PIN
- - SET IRON PIN
- - EXISTING NAIL
- - SET NAIL
- ▲ - EXISTING STONE
- ⊙ - EXISTING ROW MARKER
- (R) - RECORDED DISTANCE

NOTE:  
BEARINGS ARE REFERENCED TO THE  
ILLINOIS STATE PLANE COORDINATE  
SYSTEM EAST ZONE DATUM OF 1983(11)

PARCEL	OWNER	AREA TAKEN		EASEMENT	REM. AREA	INST	RECORDED			EXCESS	
		ADD	FXIST				MICRO FILM NO	DATE	BOOK	PAGE	AREA
70325001	HAROLD G. DECKER & TERESA L. DECKER	0.003 AC.			0.995 AC.						
70325002	STEPHEN FRANKLIN	0.065 AC.			0.591 AC.						
70325003	GODS ABUNDANT LOVE FELLOWSHIP	0.119 AC.			0.418 AC.						
70325004PE	DECATUR & EASTERN ILLINOIS RAILROAD,			0.095 AC.							

MODEL: Default  
FILE NAME: c:\pwwork\dw\travindall\evans@illinois.gov\d1056692\D774A10\_ROW Plan.dgn

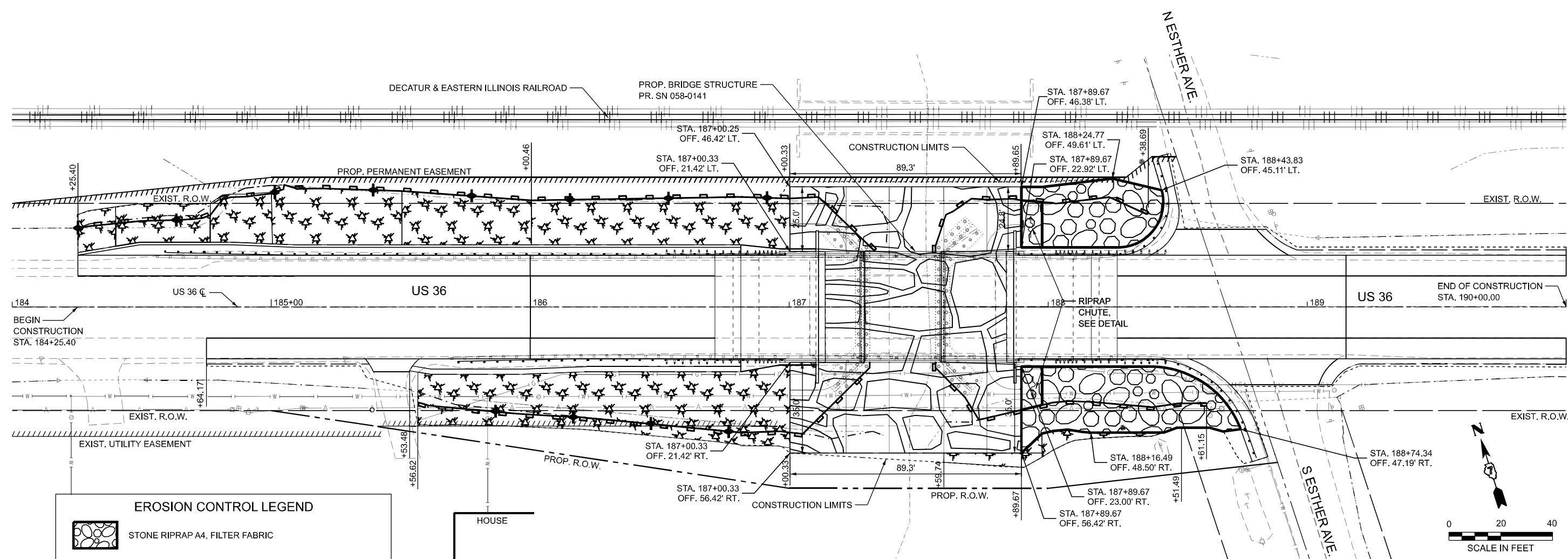
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

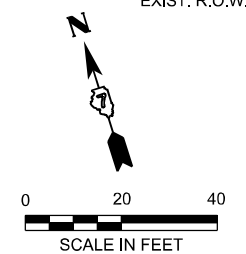
RIGHT OF WAY PLANS			
PROJECT NHPP-AGZF(090)	JOB NO. R-97-003-25		
SHEET 2 OF 2 SHEETS	STA. 180+00.00 TO STA. 195+00.00		

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 14
CONTRACT NO. 74A10				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT NHPP-AGZF(090)				

MODEL: Plan 3 - Plan-3 (Sheet)  
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EROSION CONTROL LEGEND	
	STONE RIPRAP A4, FILTER FABRIC
	SEEDING CLASS 2A (SPECIAL) TOPSOIL FURNISH AND PLACE 4" W/ FERTILIZER AND WILDLIFE FRIENDLY EROSION CONTROL BLANKET TEMPORARY EROSION CONTROL SEEDING
	TEMPORARY DITCH CHECK
	PERIMETER EROSION BARRIER
	STONE RIPRAP A5 (SEE STRUCTURE PLANS FOR DETAILS)



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
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PLOT DATE = 2/20/2026	DATE -	REVISED -

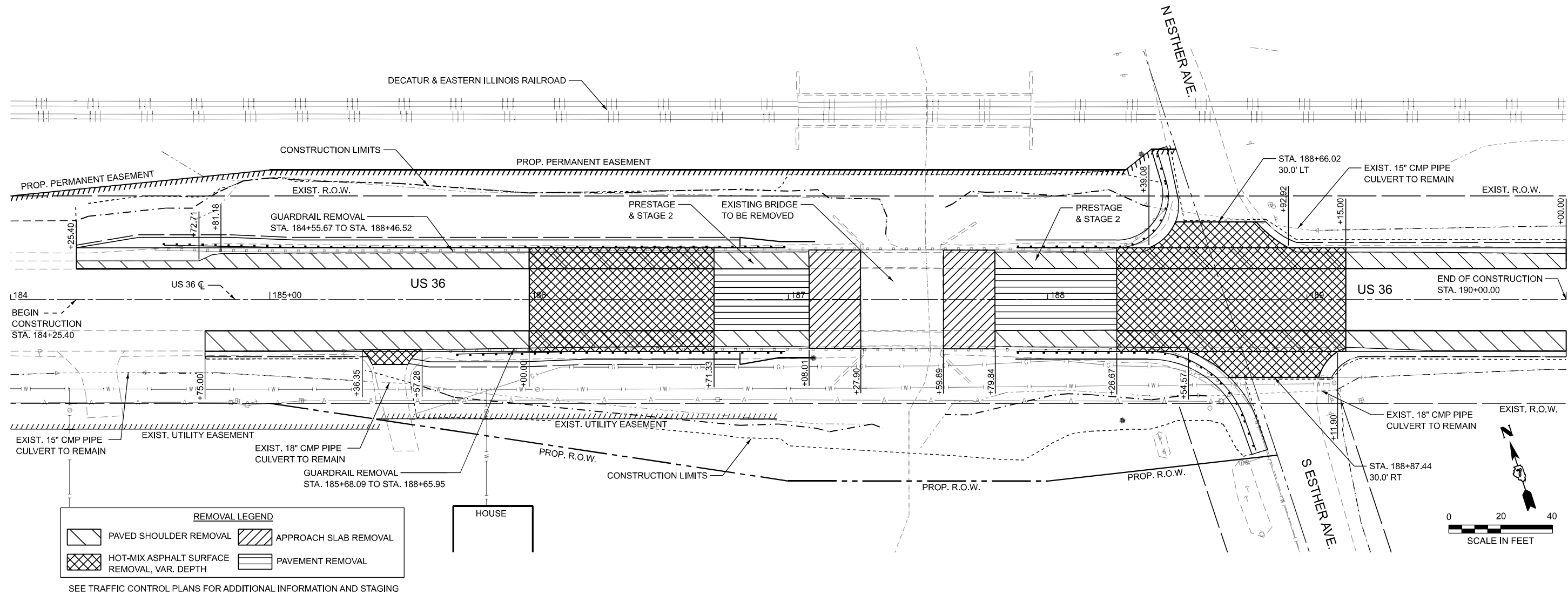
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL SHEET**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 184+00.00 TO STA. 190+00.00

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 15
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

MODEL: Removal (Sheet)  
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REMOVAL LEGEND	
	PAVED SHOULDER REMOVAL
	APPROACH SLAB REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL, VAR. DEPTH
	PAVEMENT REMOVAL

SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION AND STAGING



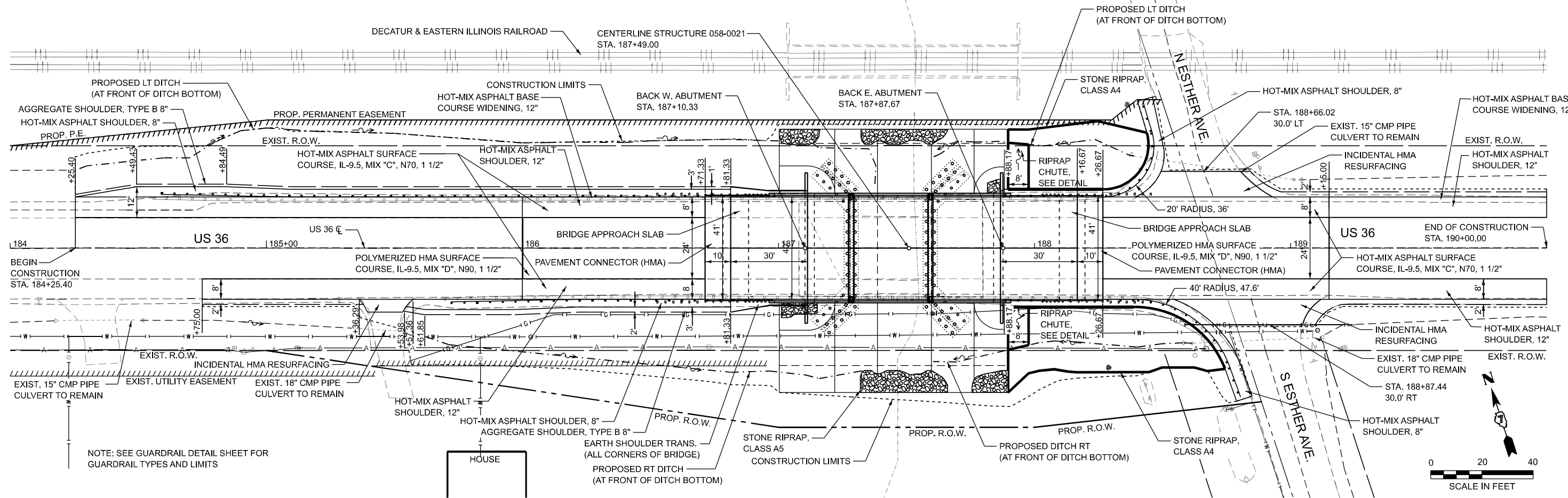
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PLOT DATE = 2/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

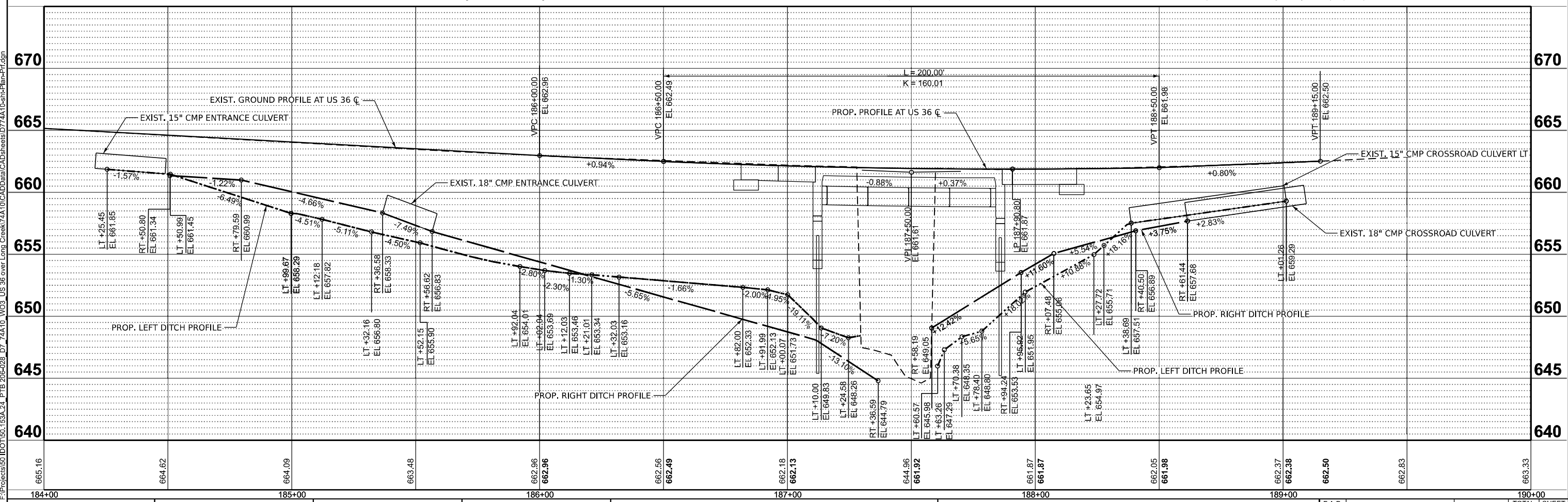
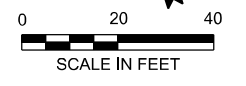
**REMOVAL SHEET**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	16
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



NOTE: SEE GUARDRAIL DETAIL SHEET FOR GUARDRAIL TYPES AND LIMITS



MODEL: Plan 3 - Plan-3 (Sheet) FILE NAME: F:\Projects\50\DOT\50\_153A\_24\_PTB 206-028\_D7\_74A10\_W03\_US 36 over Long Creek\74A10\CADD\Drawings\74A10-Plan-3-Profile-Prf.dgn



USER NAME = Mohammed  
 DESIGNED - MHS  
 DRAWN - MHS  
 CHECKED - AMH  
 DATE - 2/20/2026

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 DATE -

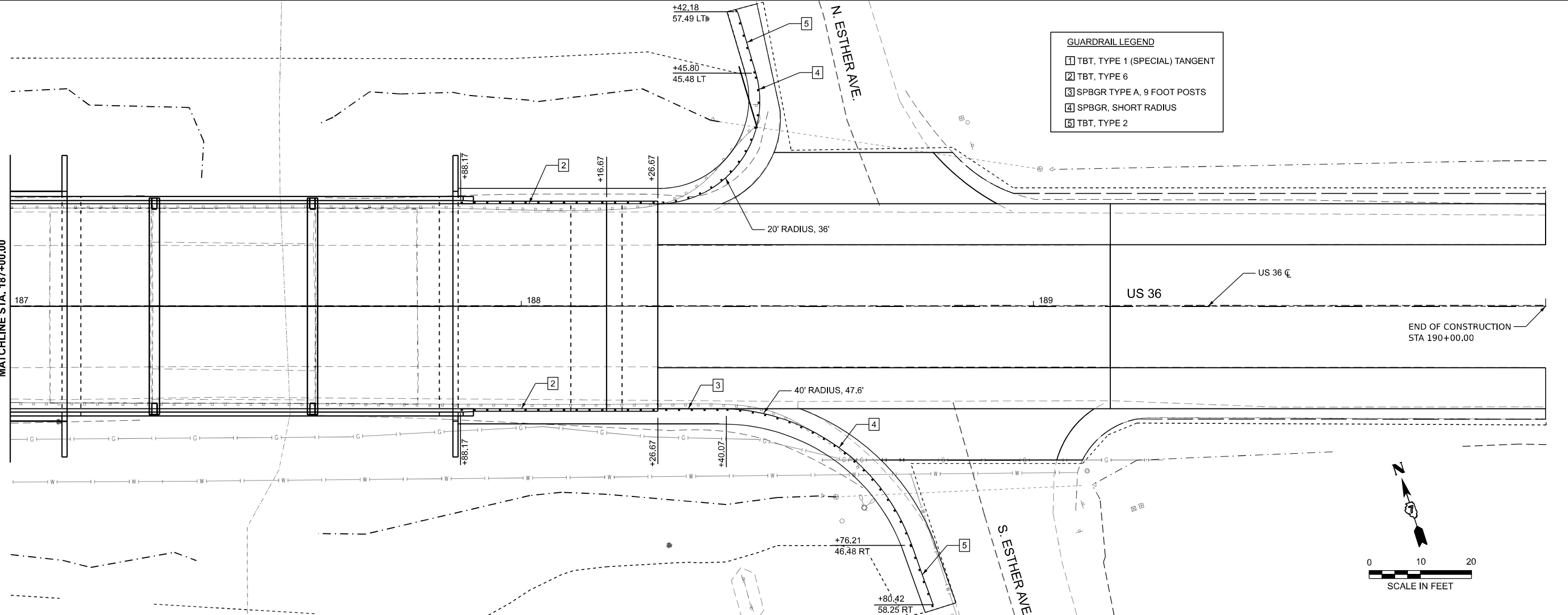
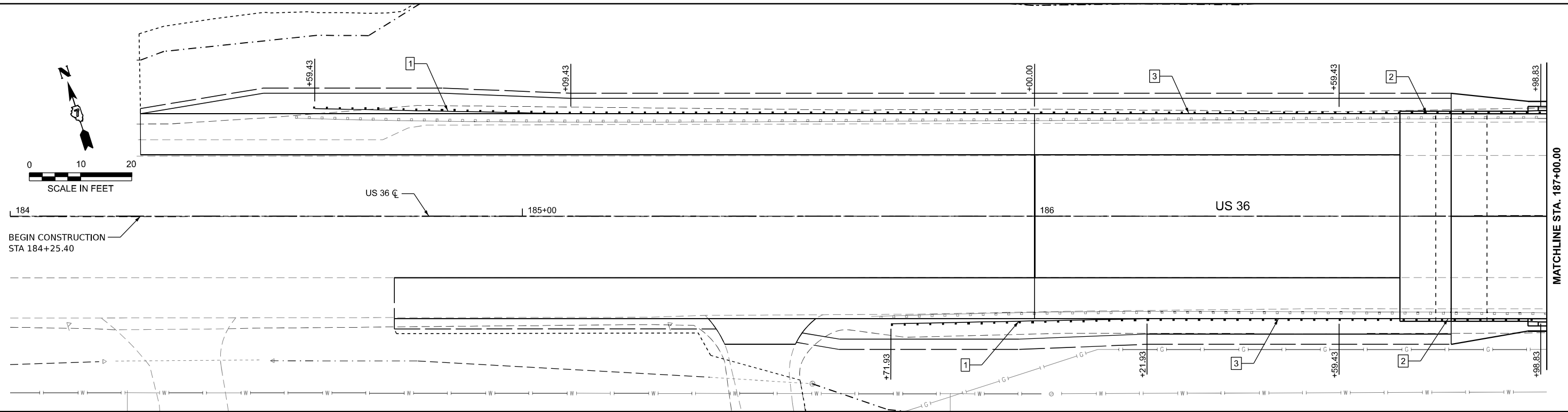
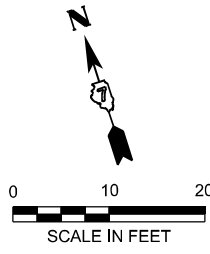
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

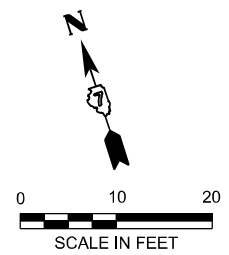
**PROPOSED PLAN & PROFILE SHEET**

SCALE: 1"=20'  
 SHEET 1 OF 1 SHEETS  
 STA. 184+00.00 TO STA. 190+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139R)B	MACON	70	17
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



GUARDRAIL LEGEND	
1	TBT, TYPE 1 (SPECIAL) TANGENT
2	TBT, TYPE 6
3	SPBGR TYPE A, 9 FOOT POSTS
4	SPBGR, SHORT RADIUS
5	TBT, TYPE 2



MODEL: Guardrail Detail - Plan 1 [Sheet]  
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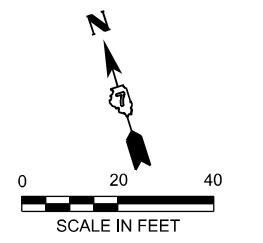
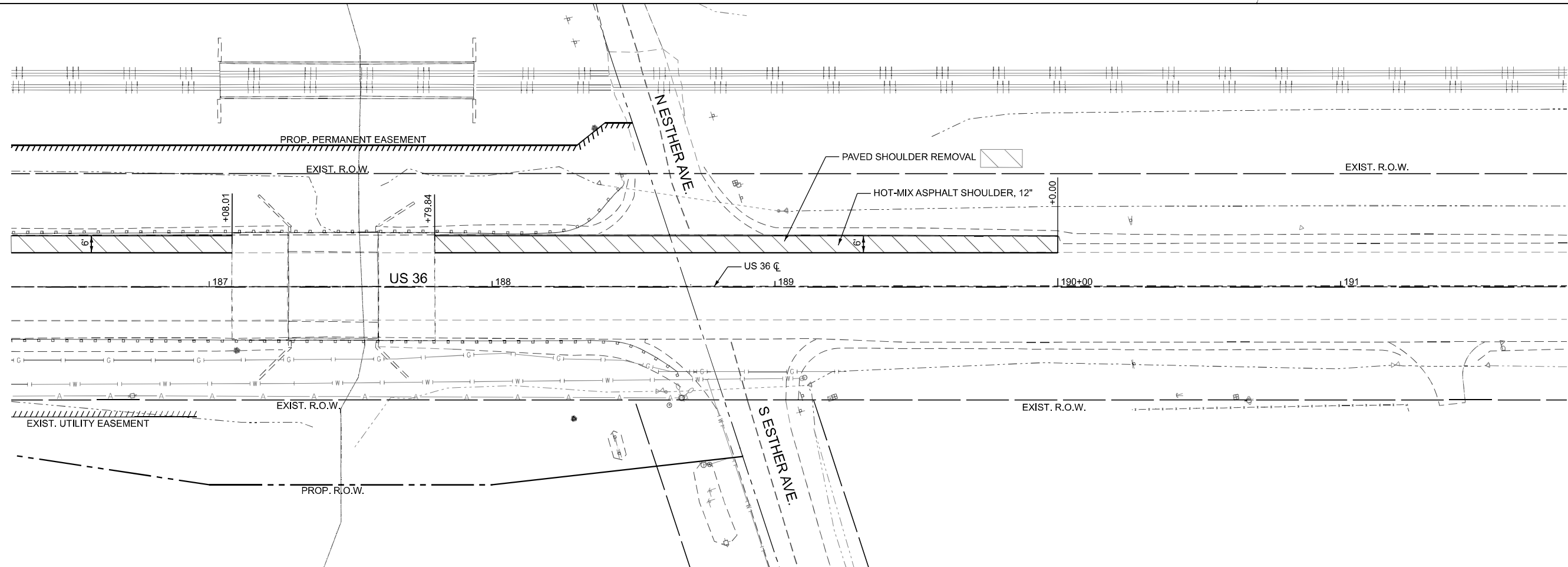
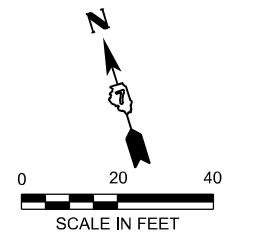
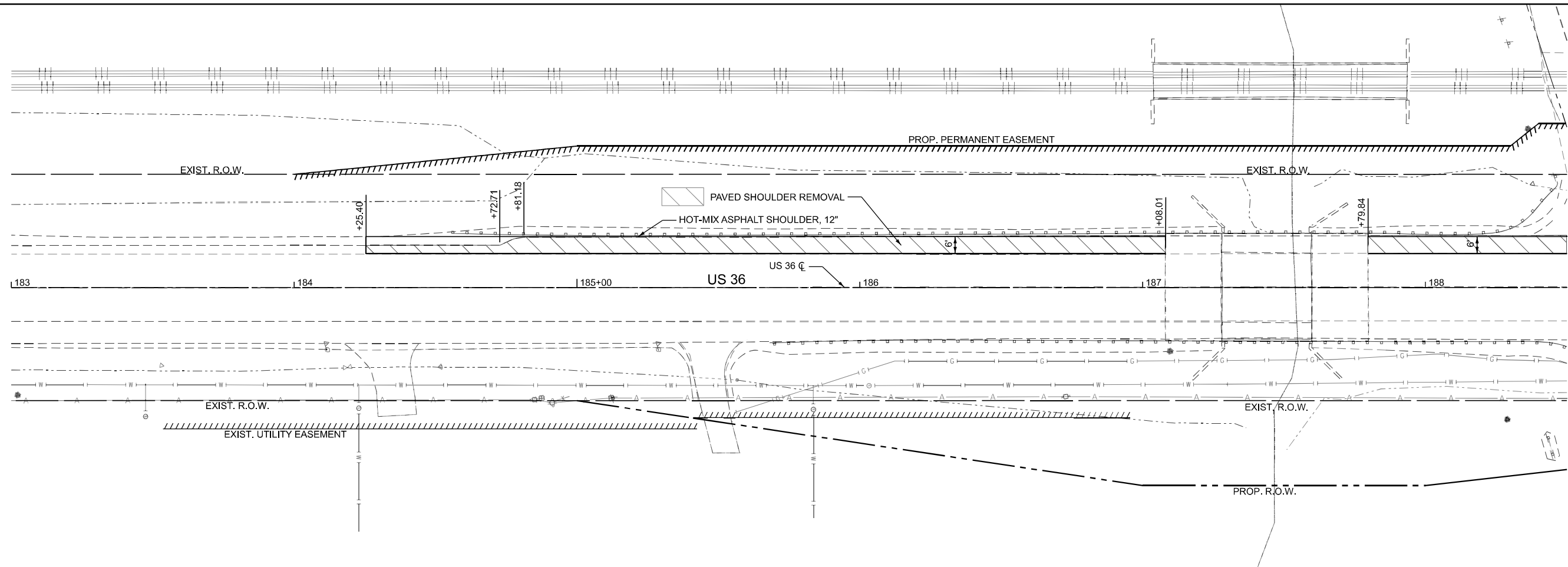
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DRAWN - MHS	REVISIONS -	
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL DETAIL SHEET**

SCALE: 1"=10'    SHEET 1 OF 1 SHEETS    STA. 184+00.00 TO STA. 190+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	18
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



MODEL: D774A10-PreStage - [Sheet]  
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USER NAME = Mohammed  
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 CHECKED - AMH  
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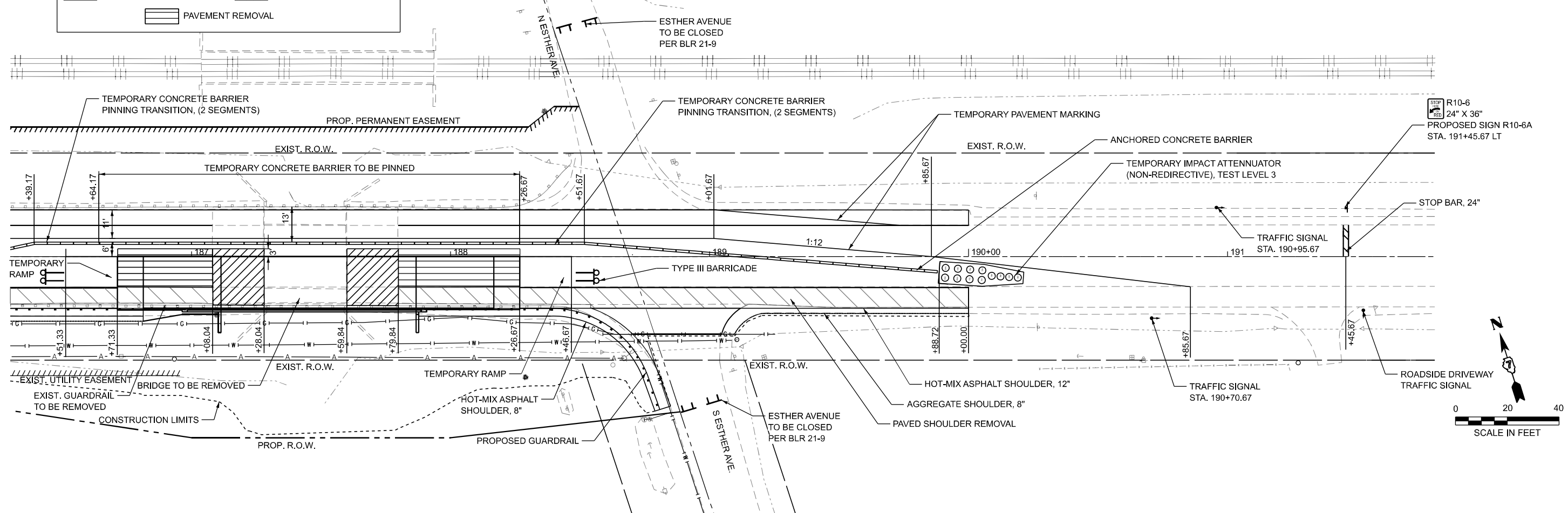
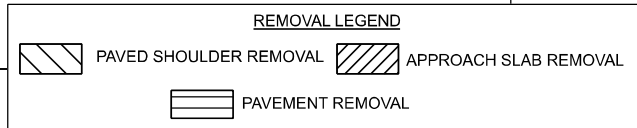
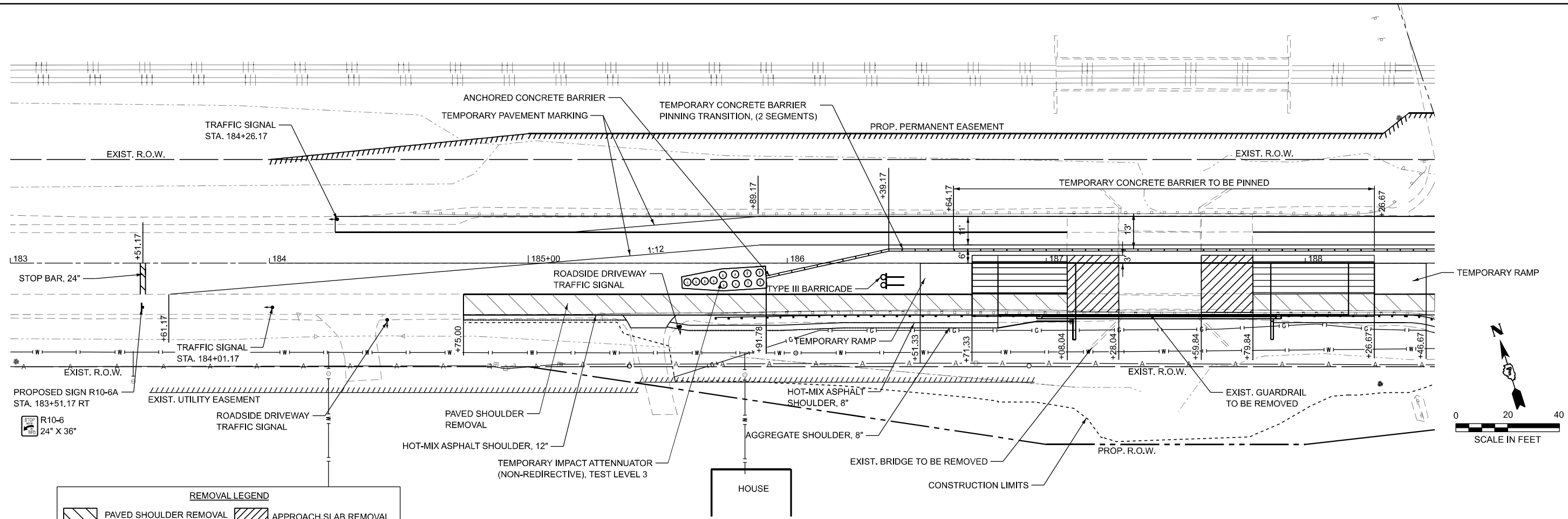
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLAN**  
**PRE-STAGE**

SCALE: 1"=20'    SHEET 1    OF 4    SHEETS    STA. 183+00.00    TO STA. 192+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	19
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



MODEL: D774A10-Stage1 - Plan-1 (Sheet)  
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USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

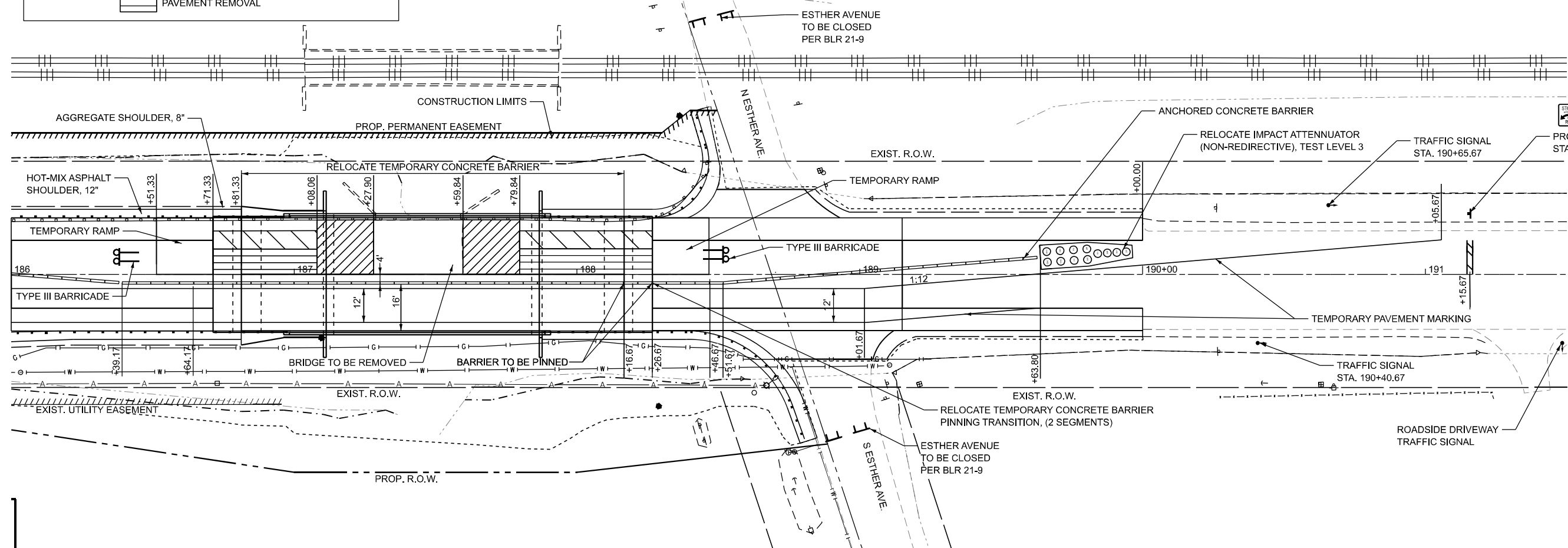
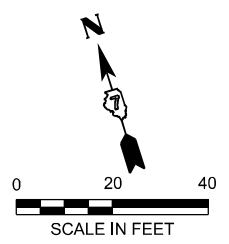
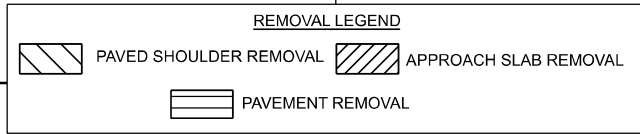
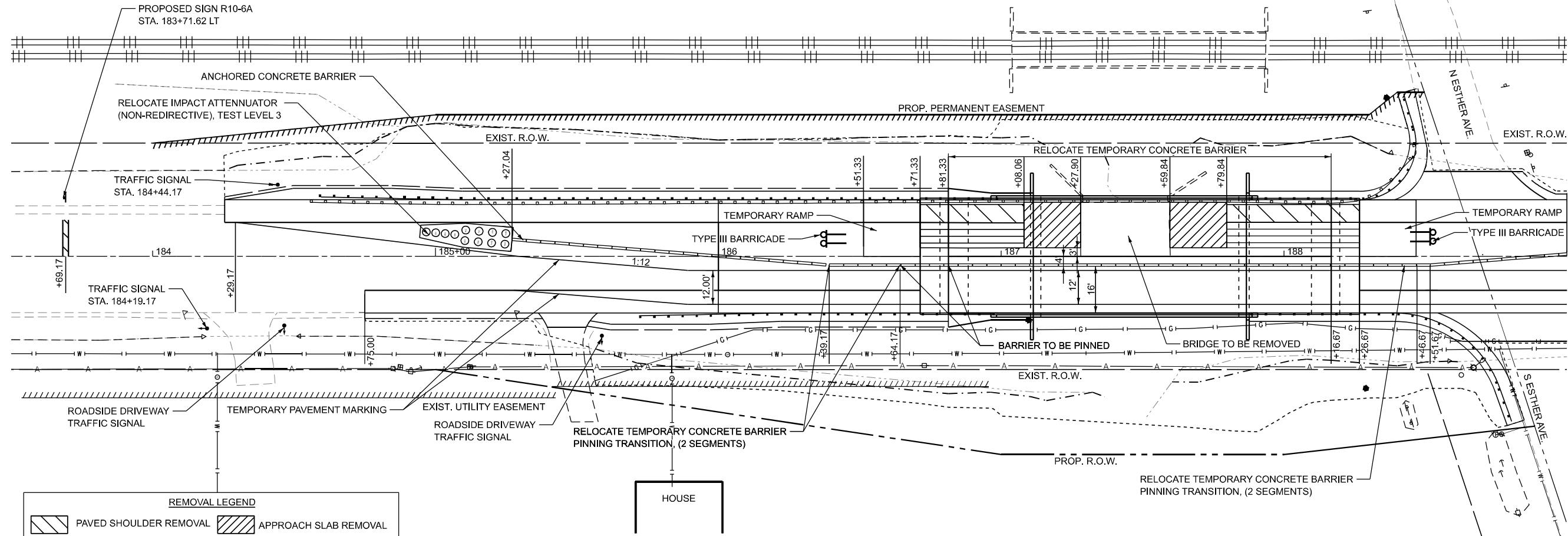
**TRAFFIC CONTROL PLAN  
STAGE 1**

SCALE: 1"=20'    SHEET 2 OF 4 SHEETS    STA. 183+00.00 TO STA. 192+00.00

F.A.P. RTE. 323A	SECTION (139BR)	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 20
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

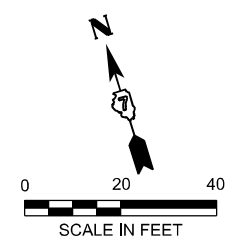
R10-6  
24" X 36"

PROPOSED SIGN R10-6A  
STA. 183+71.62 LT



R10-6  
24" X 36"

PROPOSED SIGN R10-6A  
STA. 191+15.67



MODEL: D774A10-Stage 2 - Plan-3 (Sheet)  
FILE NAME: F:\Projects\90\DOT\90\_153A\_24\_PTB\_206-028.D7\_74A10\_W03\_US\_36 over Long Creek\74A10\CADDData\CADSheets\74A10-sh-Stage 2.dgn



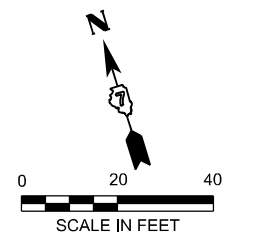
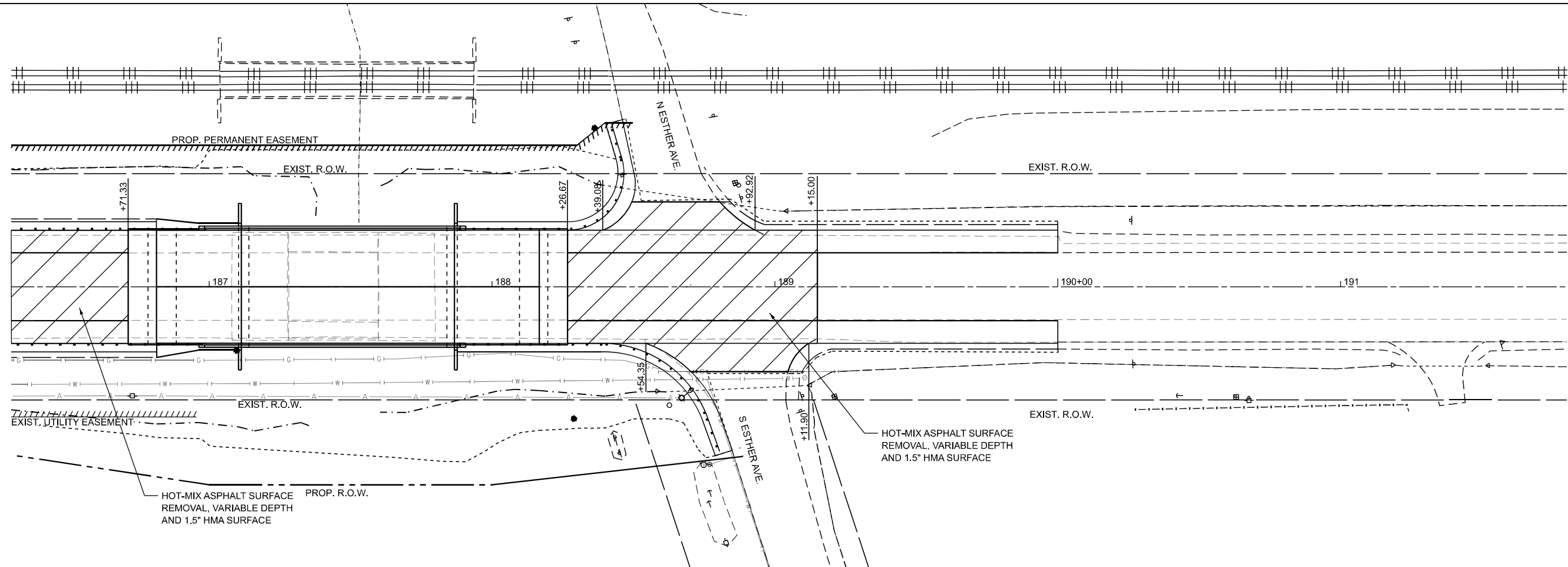
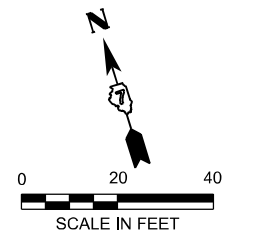
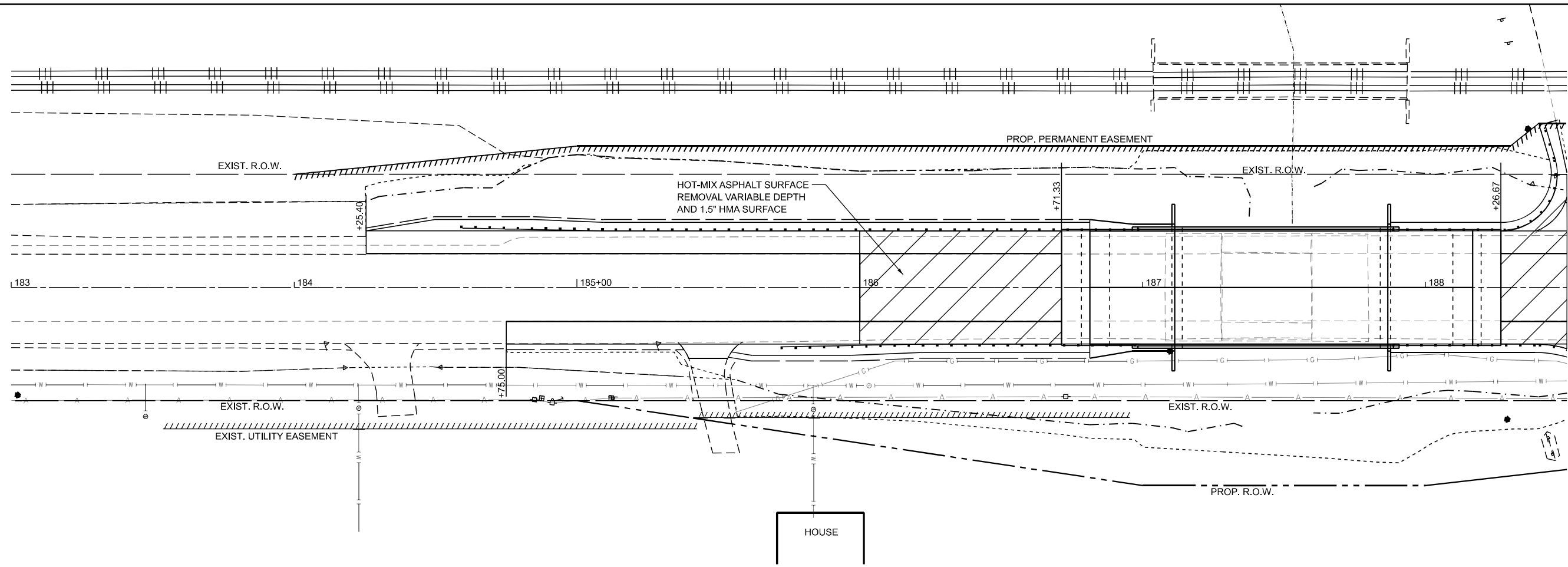
USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633 / in.	CHECKED - AMH	REVISED -
PLOT DATE = 2/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLAN  
STAGE 2**

SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. 183+50.00 TO STA. 191+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	21
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



MODEL: D774A10-Final Stage (Sheet)  
 FILE NAME: F:\Projects\501\DOT\50153A\_24\_PTB 206-028\_D7 74A10\_WO3\_US 36 over Long Creek\74A10\CADD\Drawings\74A10-Sub-Final Stage.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
DRAWN - MHS	REVISED -	
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 2/19/2026	DATE -	REVISED -

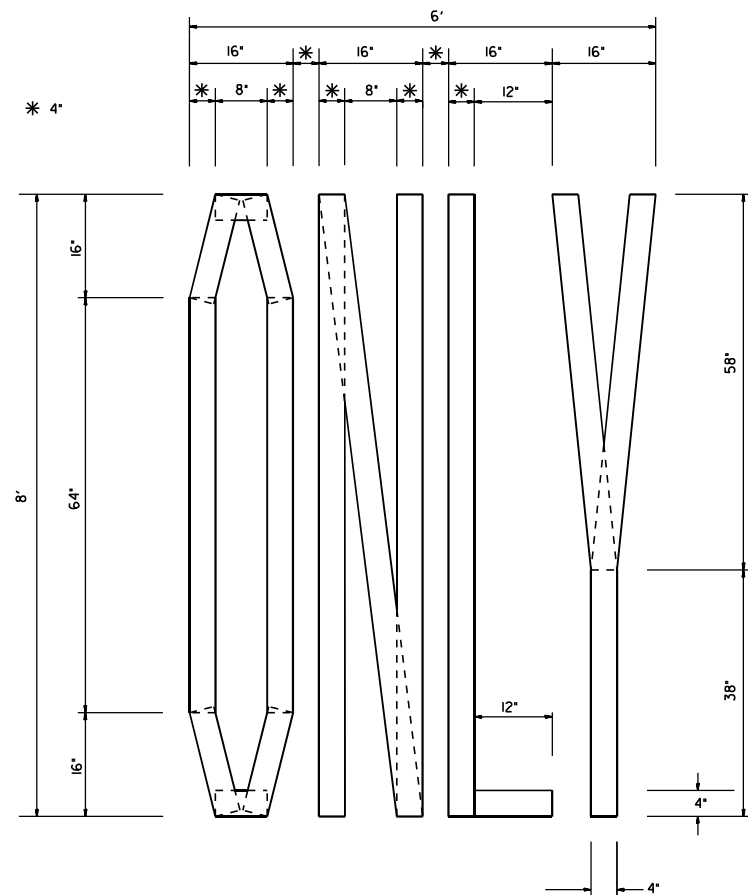
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLAN**  
**POST-STAGE**

SCALE: 1"=20'    SHEET 4    OF 4    SHEETS    STA. 183+00.00    TO STA. 192+00.00

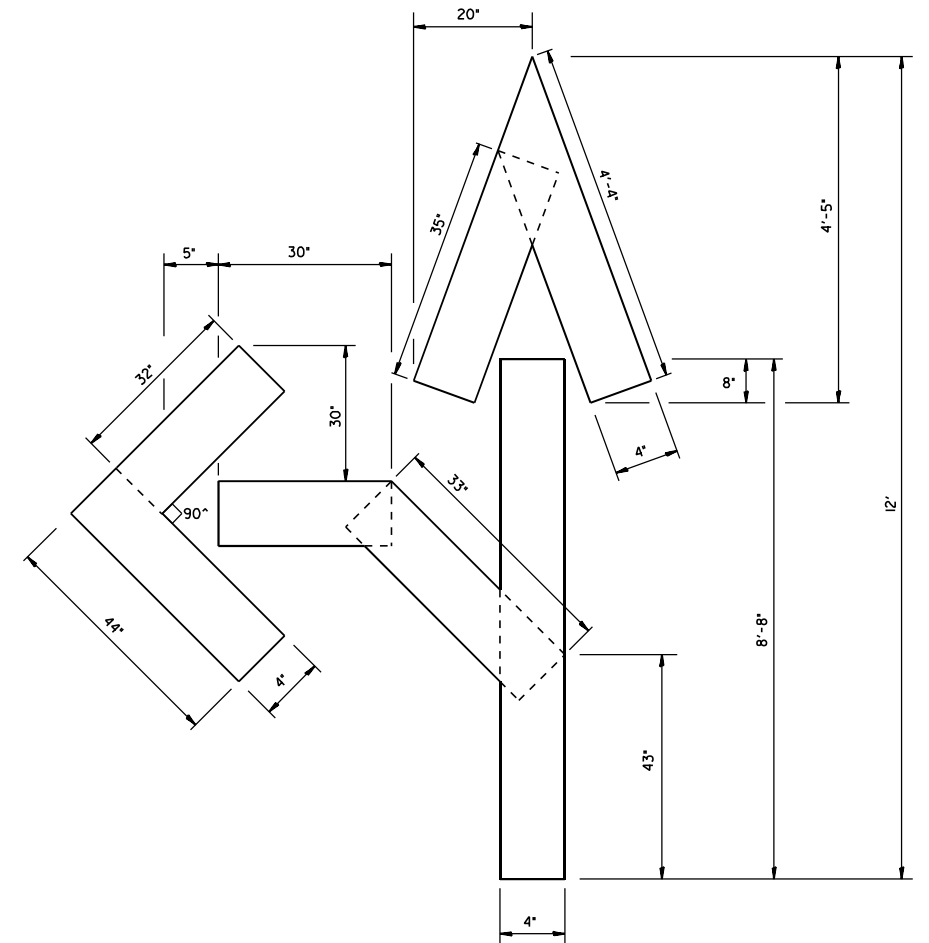
F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 22
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

MODEL: Short Term Pavement Marking Detail (Sheet)  
 FILE NAME: F:\Projects\50 DOT\50\_153A\_24\_PTB 20-0-028\_D7\_74A10\_WO3\_US 36 over Long Creek\74A10\CADData\CADSheets\74A10-sh-short term pavr mark detail.dgn

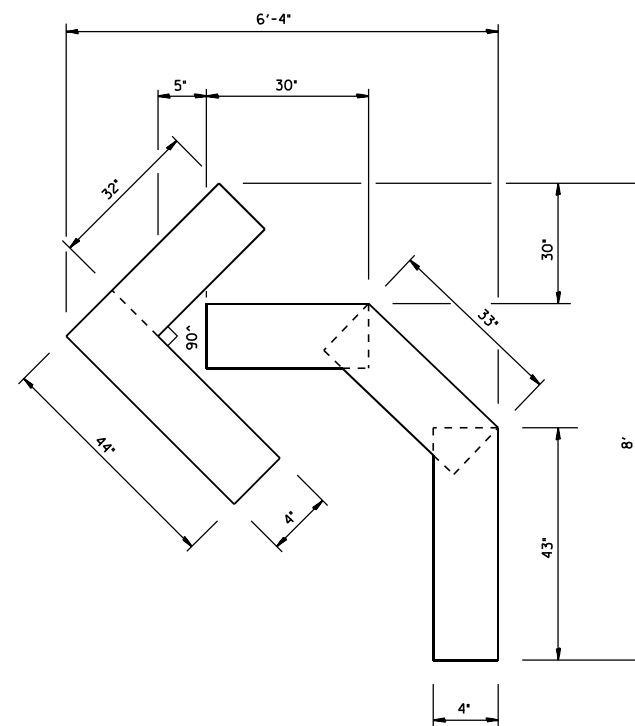


QUANTITY  
 4" LINE = 63.2 ft.  
 21.0 sq. ft.

SHORT TERM STOP BAR



QUANTITY  
 4" LINE = 27.5 ft.  
 9.2 sq. ft.



QUANTITY  
 4" LINE = 15.2 ft.  
 5.0 sq. ft.



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 2/19/2026	DATE -	REVISED -

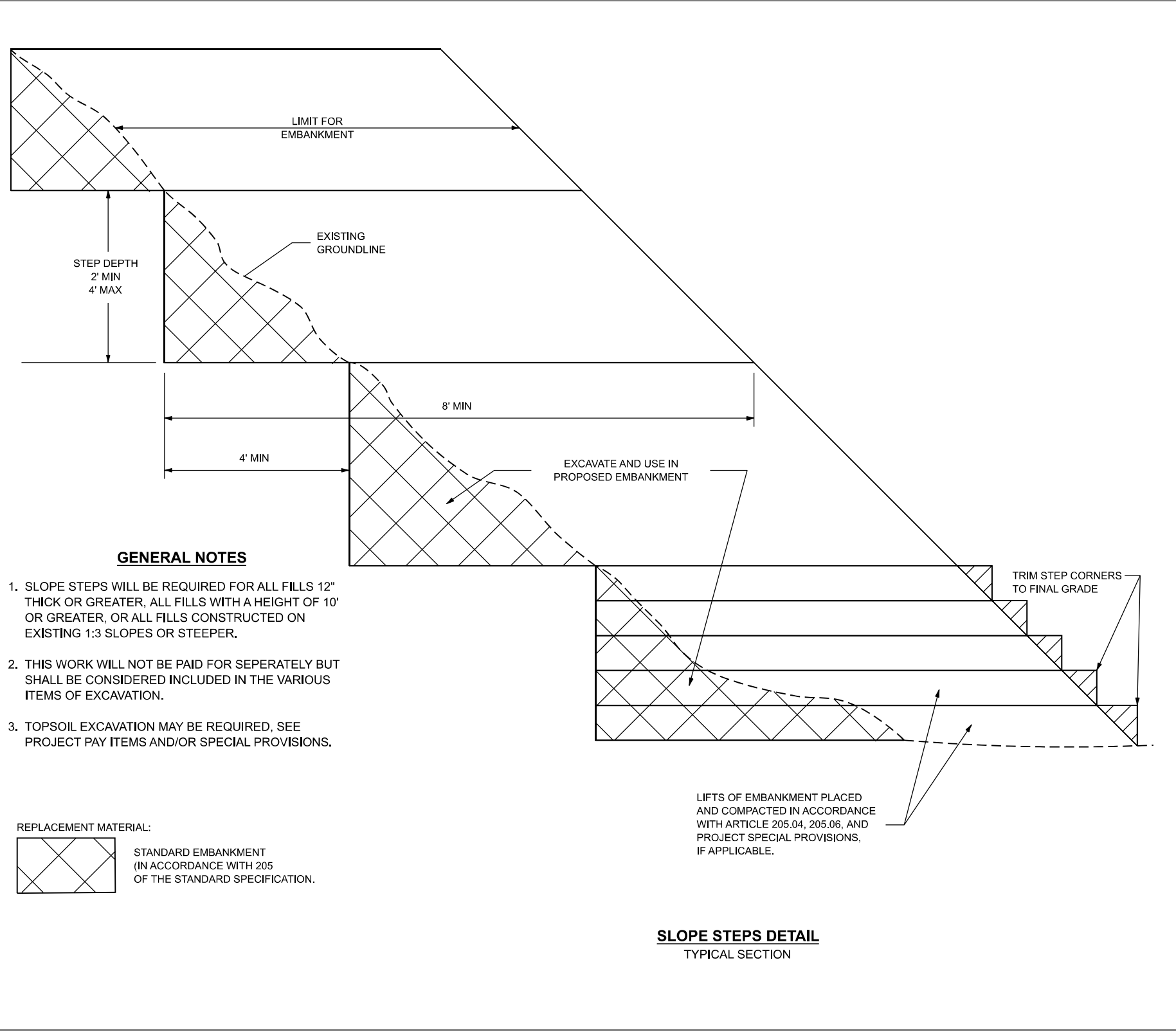
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING DETAIL

SCALE: NTS SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	23
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

MODEL: Slope Steps (Sheet)  
 FILE NAME: F:\Projects\50 DOT\50\_153A\_24\_PT8 206-028\_D7\_74A10\_W03\_US 36 over Long Creek\74A10\CAD\Drawings\CAD\Drawings\74A10-Slope Steps\_Misc\_Detail.DGN

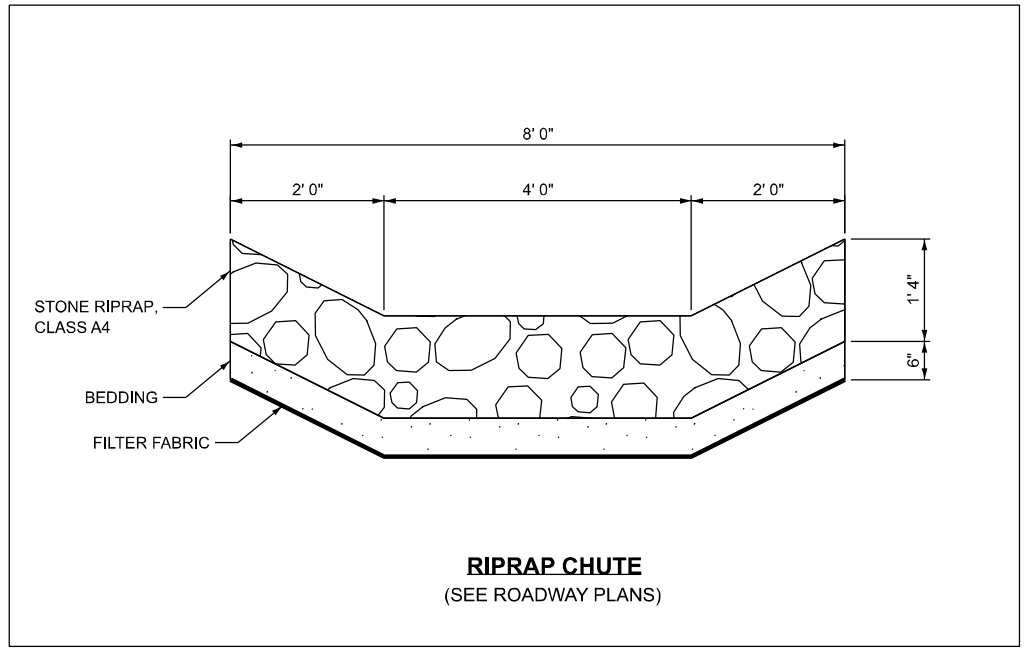


**GENERAL NOTES**

1. SLOPE STEPS WILL BE REQUIRED FOR ALL FILLS 12" THICK OR GREATER, ALL FILLS WITH A HEIGHT OF 10' OR GREATER, OR ALL FILLS CONSTRUCTED ON EXISTING 1:3 SLOPES OR STEEPER.
2. THIS WORK WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.
3. TOPSOIL EXCAVATION MAY BE REQUIRED, SEE PROJECT PAY ITEMS AND/OR SPECIAL PROVISIONS.

REPLACEMENT MATERIAL:  
 STANDARD EMBANKMENT (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFICATION.)

**SLOPE STEPS DETAIL**  
 TYPICAL SECTION



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

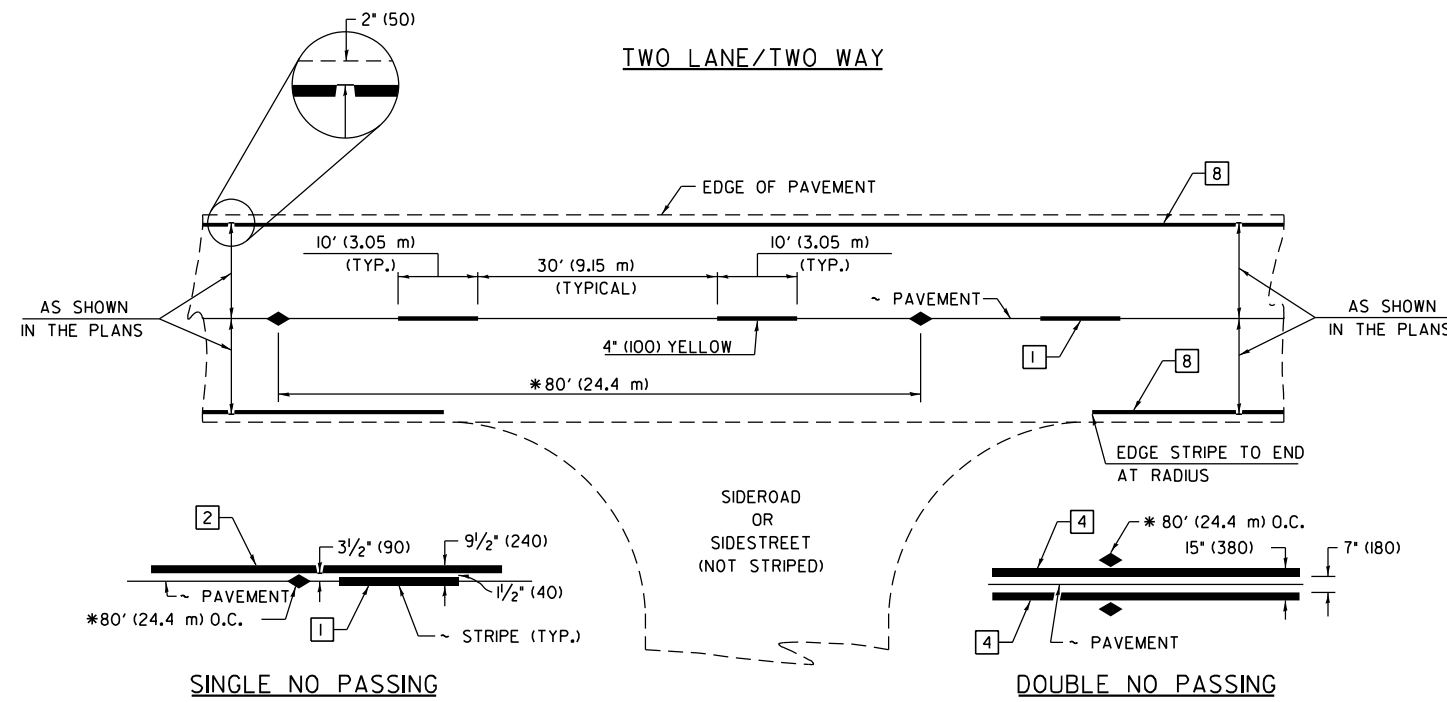
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	24
CONTRACT NO. 74A10				

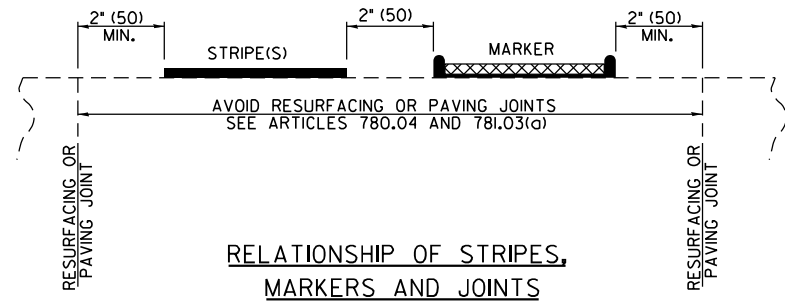
ILLINOIS FED. AID PROJECT



\* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

**PAVEMENT MARKING LEGEND**

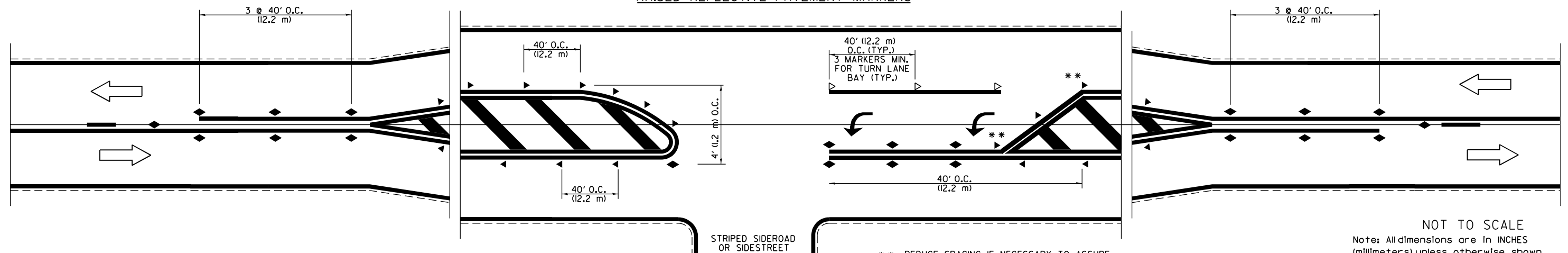
- 1 4" (100) SKIP-DASH (YELLOW)
  - 2 4" (100) SOLID (YELLOW)
  - 3 12" (300) DIAGONAL (YELLOW)
  - 4 4" (100) DOUBLE YELLOW (NARROW)
  - 5 12" (300) SOLID WHITE
  - 6 RESERVED
  - 7 6" (150) SKIP-DASH (WHITE)
  - 8 4" (100) SOLID (WHITE)
  - 9 12" (300) DIAGONAL (WHITE)
  - 10 6" (150) SOLID (WHITE)
  - 11 24" (600) STOP BAR (WHITE)
  - 12 8" (200) SOLID (WHITE)
  - 13 4" (100) PARKING WHITE
- 



**TYPICAL PAVEMENT MARKERS LEGEND**

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

**RAISED REFLECTIVE PAVEMENT MARKERS**



\*\* REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

NOT TO SCALE  
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 7 DETAIL NO. 78000001**

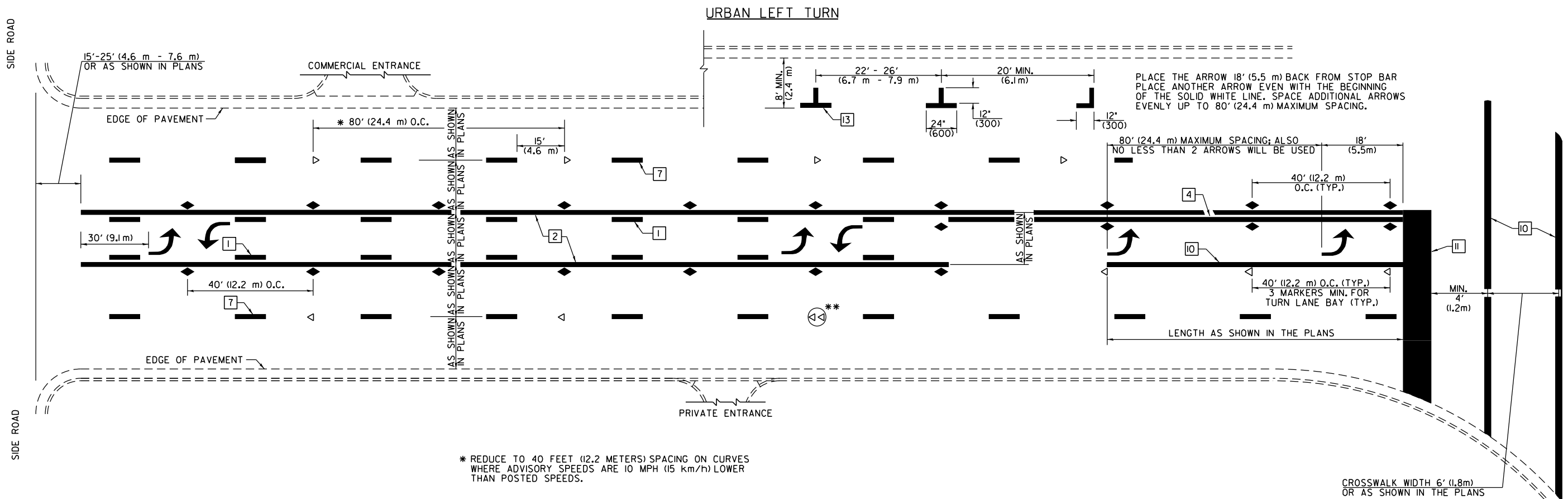
FILE NAME =	USER NAME = Mohammed	DESIGNED -	REVISED -
F:\Projects\50 IDOT\50153A\24.PTB 206-028_07_74A10.W03.US 36 over Long Creek\74A10\DRAWING\CADsheets\0774A10-sht-pmk_07		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	25
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



PLACE THE ARROW 18' (5.5 m) BACK FROM STOP BAR  
 PLACE ANOTHER ARROW EVEN WITH THE BEGINNING  
 OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS  
 EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING.

80' (24.4 m) MAXIMUM SPACING; ALSO  
 NO LESS THAN 2 ARROWS WILL BE USED

40' (12.2 m) O.C. (TYP.)

40' (12.2 m) O.C. (TYP.)  
 3 MARKERS MIN. FOR  
 TURN LANE BAY (TYP.)

LENGTH AS SHOWN IN THE PLANS

CROSSWALK WIDTH 6' (1.8m)  
 OR AS SHOWN IN THE PLANS

\* REDUCE TO 40 FEET (12.2 METERS) SPACING ON CURVES  
 WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER  
 THAN POSTED SPEEDS.

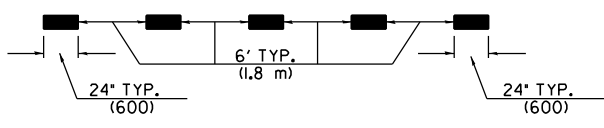
\*\* DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED  
 AND SPACED AS SHOWN IN HIGHWAY STANDARD  
 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED  
 HIGHWAYS.

**PAVEMENT MARKING LEGEND**

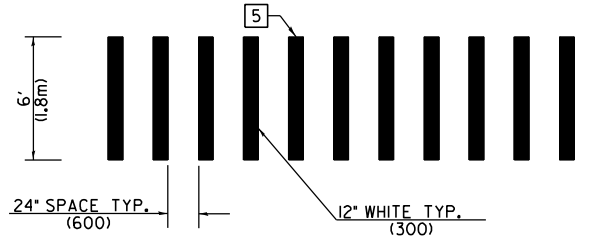
- 1 4" (100) SKIP-DASH (YELLOW)
  - 2 4" (100) SOLID (YELLOW)
  - 3 12" (300) DIAGONAL (YELLOW)
  - 4 4" (100) DOUBLE YELLOW (NARROW)
  - 5 12" (300) SOLID WHITE
  - 6 RESERVED
  - 7 6" (150) SKIP-DASH (WHITE)
  - 8 4" (100) SOLID (WHITE)
  - 9 12" (300) DIAGONAL (WHITE)
  - 10 6" (150) SOLID (WHITE)
  - 11 24" (600) STOP BAR (WHITE)
  - 12 8" (200) SOLID (WHITE)
  - 13 4" (100) PARKING WHITE
- 

**GENERAL NOTES**

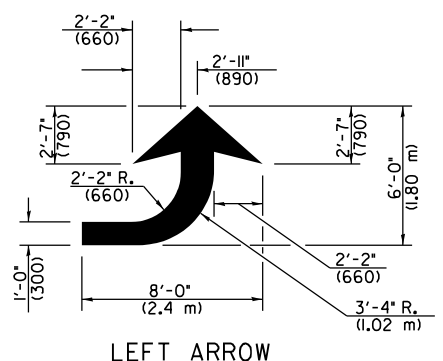
1. TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKINGS 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
3. THE SKIP-DASH PAVEMENT MARKINGS 1 OR 7 SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER.
4. USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.



**LANE LINE EXTENSIONS**

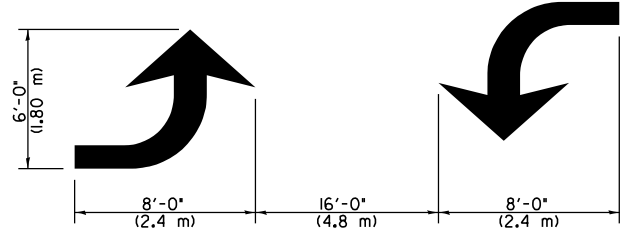


**CROSSWALK DETAIL  
 (DECATUR CITY LIMITS ONLY)**



**LEFT ARROW**

REVERSE FOR RIGHT ARROW  
 AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
 (WHITE)



**TYPICAL DOUBLE  
 TURN ARROWS (WHITE)**

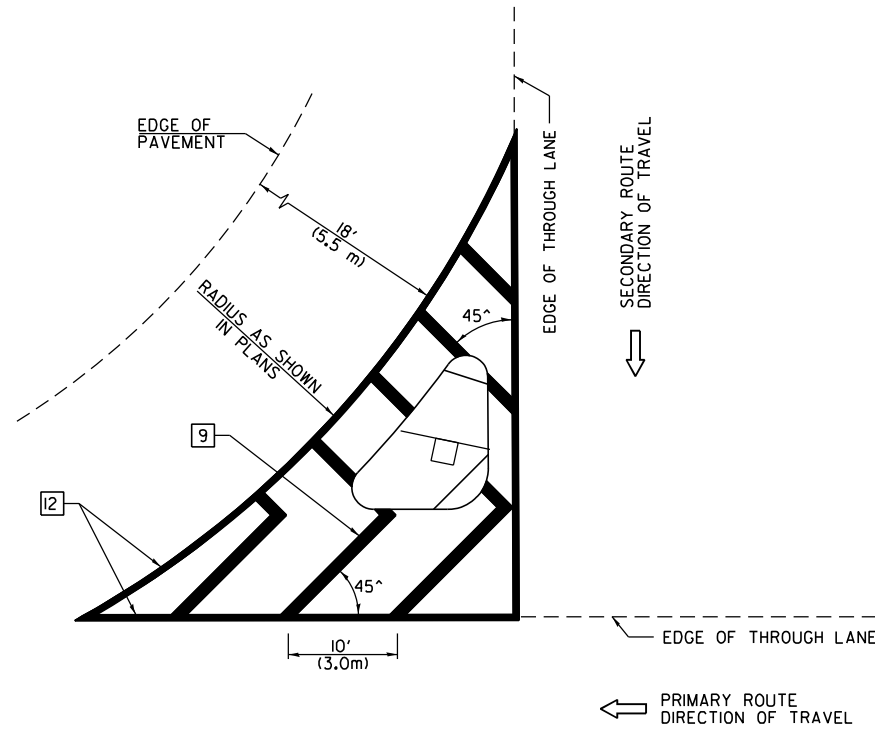
NOT TO SCALE

Note: All dimensions are in INCHES  
 (millimeters) unless otherwise shown.

**DISTRICT 7 DETAIL NO. 7800001**

FILE NAME =	USER NAME = Mohammed	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS        DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS        (RURAL &amp; URBAN APPLICATIONS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F:\Projects\50 IDOT\50153A\24.PTB 206-028-07.74A10.W03.US 36 over Long Creek\74A10\DRAWING\CAD\Sheets\0774A10-sht-pmk.07	PLotted SCALE = 2.0000' / in.	CHECKED -	REVISED -			323A	(139BR)B	MACON	70	26
PLotted DATE = 2/20/2026	DATE -	REVISED -	REVISED -			CONTRACT NO. 74A10				
						ILLINOIS FED. AID PROJECT				

**ISLAND**



**GENERAL NOTES**

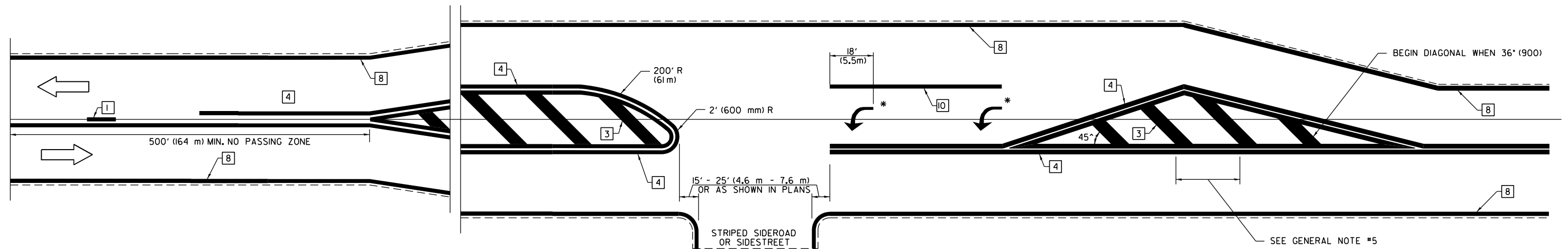
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

<30 MPH (<50 km/h)	15' (4.5 m)
30-45 MPH (50-75 km/h)	20' (6.0 m)
>45 MPH (>75 km/h)	30' (9.0 m)

**PAVEMENT MARKING LEGEND**

- [1] 4" (100) SKIP-DASH (YELLOW)
  - [2] 4" (100) SOLID (YELLOW)
  - [3] 12" (300) DIAGONAL (YELLOW)
  - [4] 4" (100) DOUBLE YELLOW (NARROW)
  - [5] 12" (300) SOLID WHITE
  - [6] RESERVED
  - [7] 6" (150) SKIP-DASH (WHITE)
  - [8] 4" (100) SOLID (WHITE)
  - [9] 12" (300) DIAGONAL (WHITE)
  - [10] 6" (150) SOLID (WHITE)
  - [11] 24" (600) STOP BAR (WHITE)
  - [12] 8" (200) SOLID (WHITE)
  - [13] 4" (100) PARKING WHITE
- 

**RURAL LEFT TURN STRIPING**



\* PLACE AN ARROW 18' (5.5 m) BACK FROM STOP BAR. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 7 DETAIL NO. 7800001**

FILE NAME =	USER NAME = Mohammed	DESIGNED -	REVISED -
F:\Projects\50 IDOT\50153A\24.PTB 206-028_07.74A\0.W03.US 36 over Long Creek\74A\0.DRAWN\CAD\Sheets\0774A10-sht-pmk.D7	DESIGNED -	REVISIONS -	REVISED -
PLOT SCALE = 2.0000" / in.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 2/20/2026	DATE -	REVISED -	REVISED -

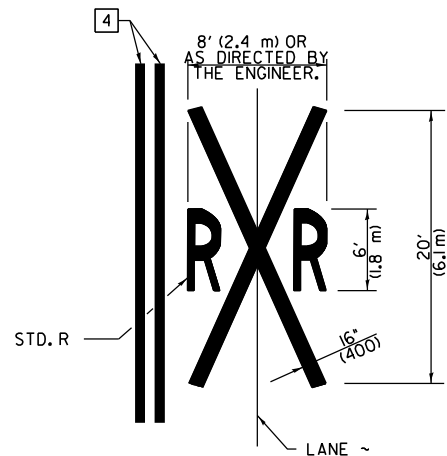
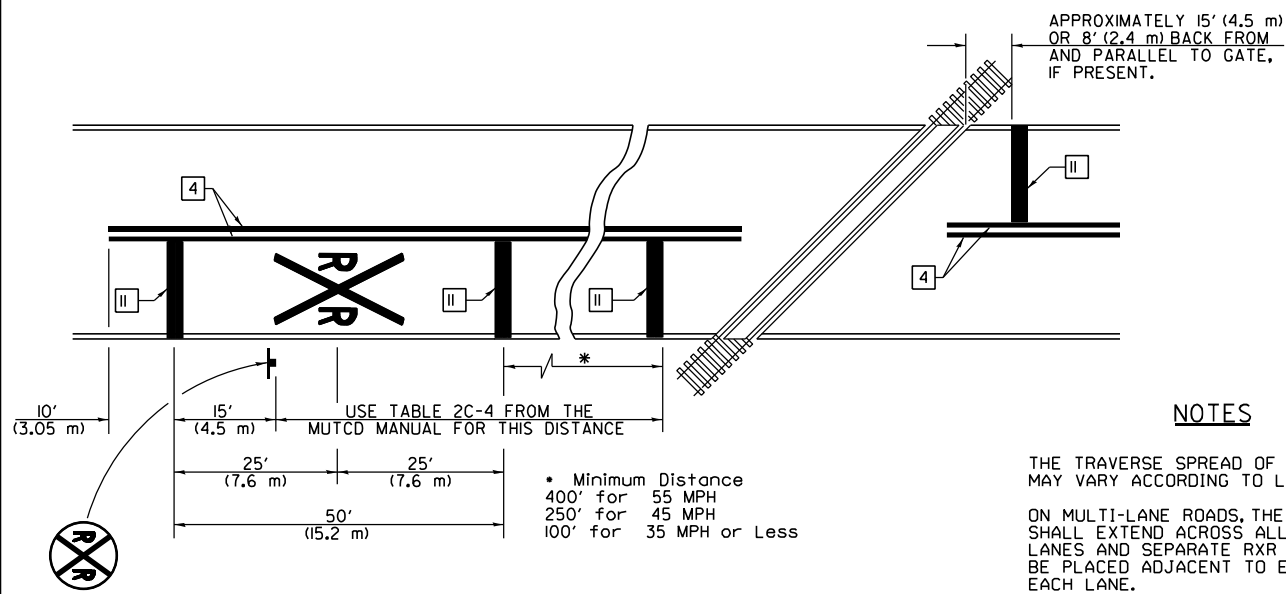
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	27
CONTRACT NO. 74AIO				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



NOTES

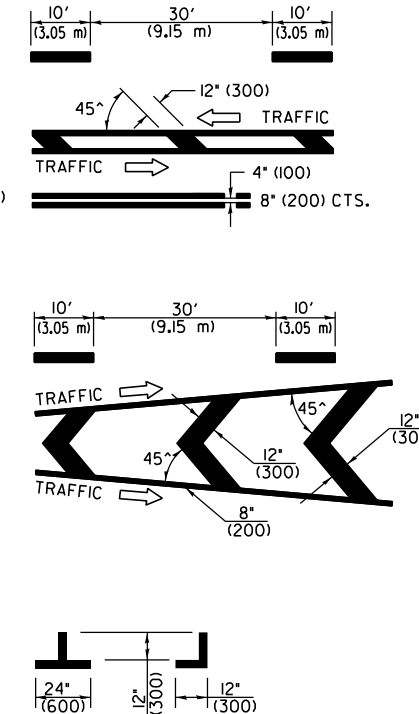
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

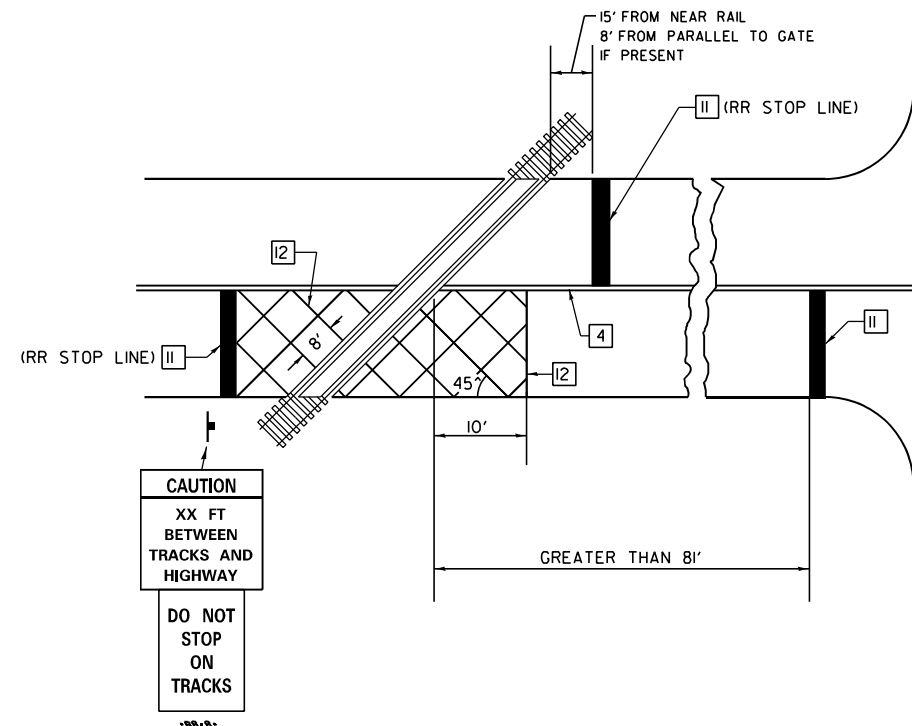
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

PAVEMENT MARKING LEGEND

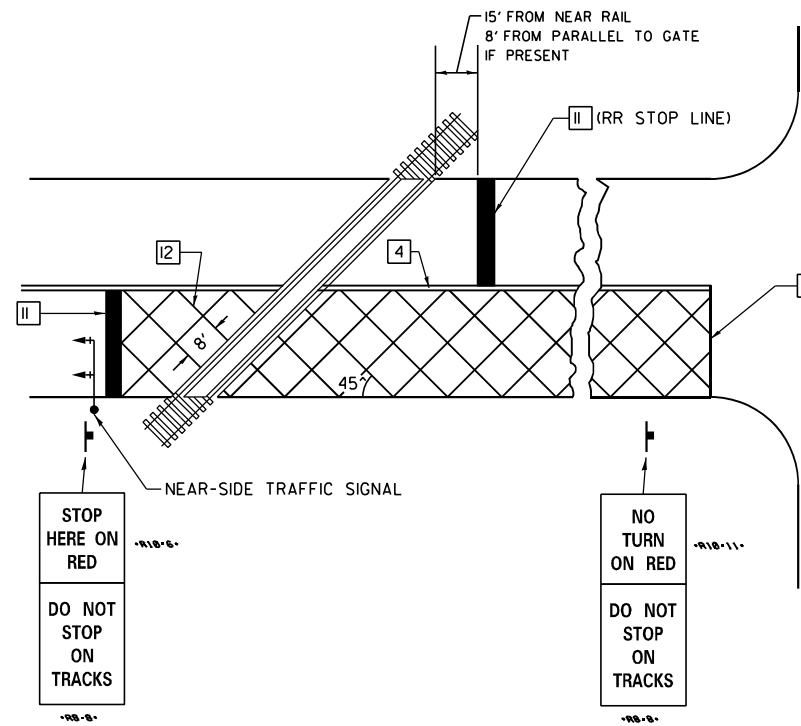
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) PARKING WHITE



RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



GENERAL NOTES

1. SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = Mohammed	DESIGNED -	REVISED -
F:\Projects\50 IDOT\50153A\24.PTB 206-028_07_74A10.W03.US 36 over Long Creek\74A10\DRAWING\CADsheets\0774A10-sht-pmk_07		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS  
(RURAL & URBAN APPLICATIONS)

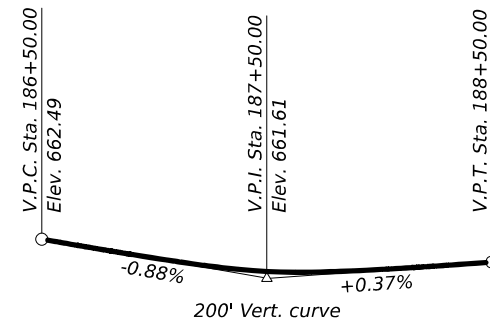
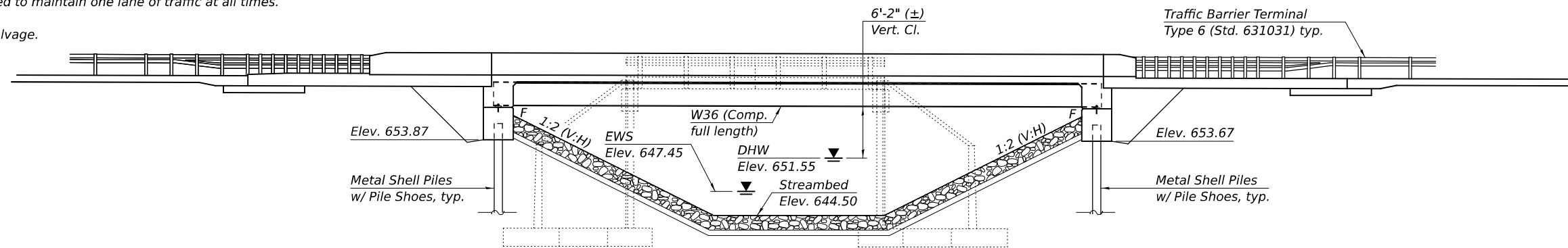
SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	28
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

Benchmarks: BM 13: Brass Disk on southwest wingwall of bridge S.N. 058-0021, Station 187+29, 21.0' Right of  $\bar{C}$  U.S. Route 36, Elevation = 660.961

Existing Structure: S.N. 058-0021 was built in 1928 as part of SBI Route 121, Section 139B, Station 187+44. It consisted of a single-span reinforced concrete slab bridge on closed abutments supported on untreated timber piles. The deck structure was reconstructed in 1988 (under F.A. Route 79, Section 139BR), with a 17" PPC deck beam superstructure supported on the existing closed abutments. The structure is +/- 31'-10<sup>3</sup>/<sub>4</sub>" back-to-back of abutments and 38'-0" out-to-out width of deck. The structure has no skew. Existing structure will be removed and replaced. Stage construction will be utilized to maintain one lane of traffic at all times.

No salvage.



**PROFILE GRADE**  
(along  $\bar{C}$  of U.S. Rte. 36)

Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs. The Profile Grade shows the final grade after grinding.

**DESIGN SPECIFICATIONS**  
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**

**FIELD UNITS**  
f'c = 4,000 psi (Superstructure)  
f'c = 3,500 psi (Substructure)  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (M270 Grade 50)

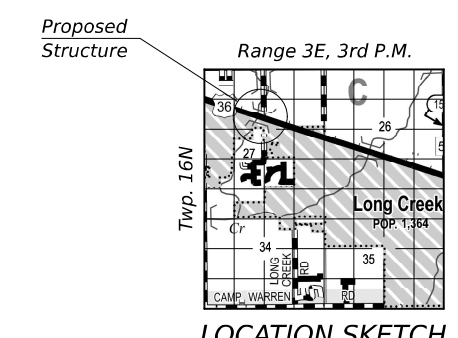
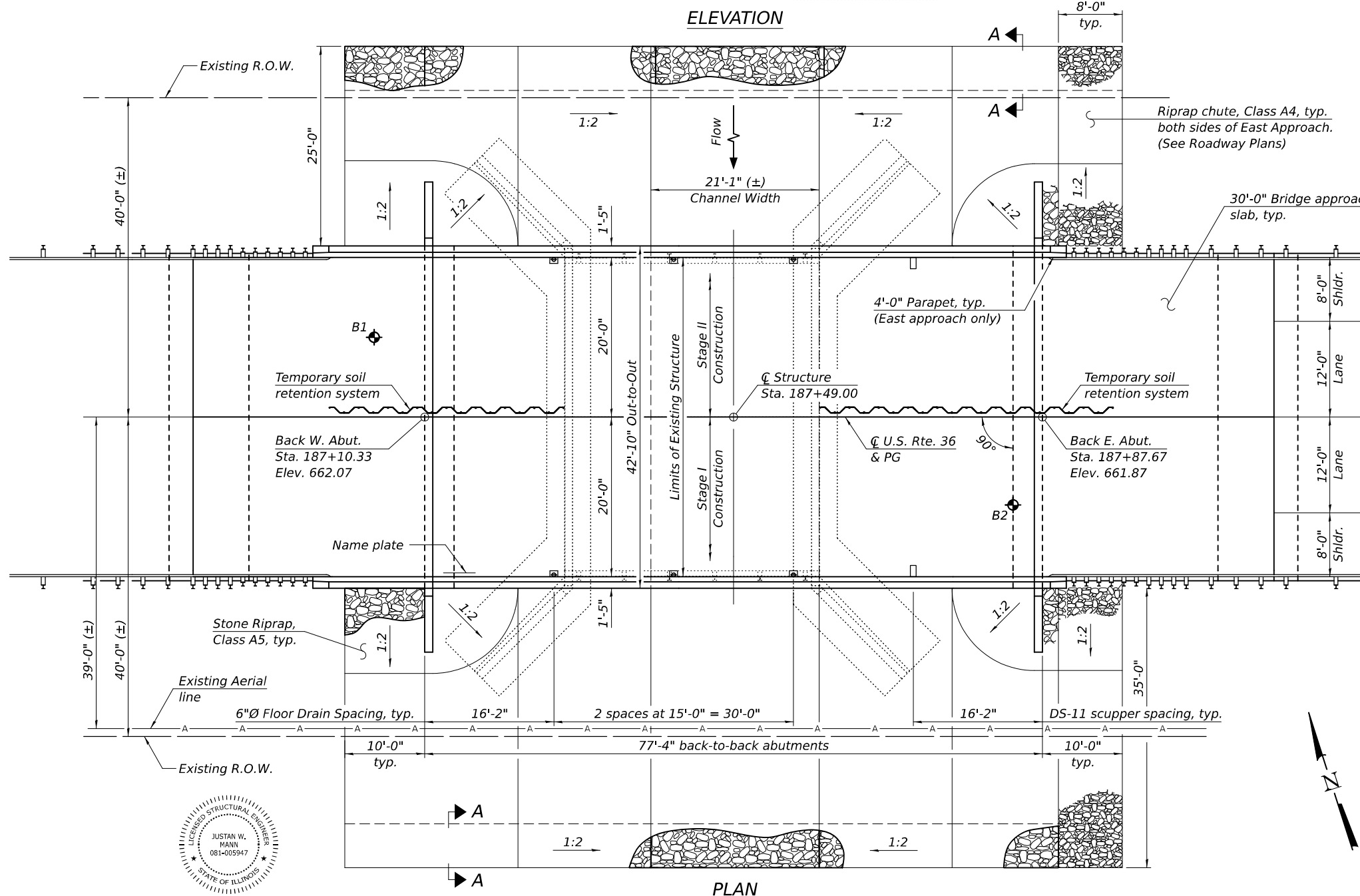
All structural steel shall be galvanized.

**LOADING HL-93**

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

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.110g  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.215g  
Soil Site Class = C



**GENERAL PLAN & ELEVATION**  
**U.S. ROUTE 36 OVER**  
**LONG CREEK TRIBUTARY**  
**F.A.P. 323A - SEC. (139BR)B**  
**MACON COUNTY**  
**STA. 187+49.00**  
**STRUCTURE NO. 058-0141**

MODEL: 0580141-74A10-001  
FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141-74A10.dgn



EXPIRES 11-30-2026

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Justan W. Mann</i>	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justan W. Mann</i>	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N./M.F.		

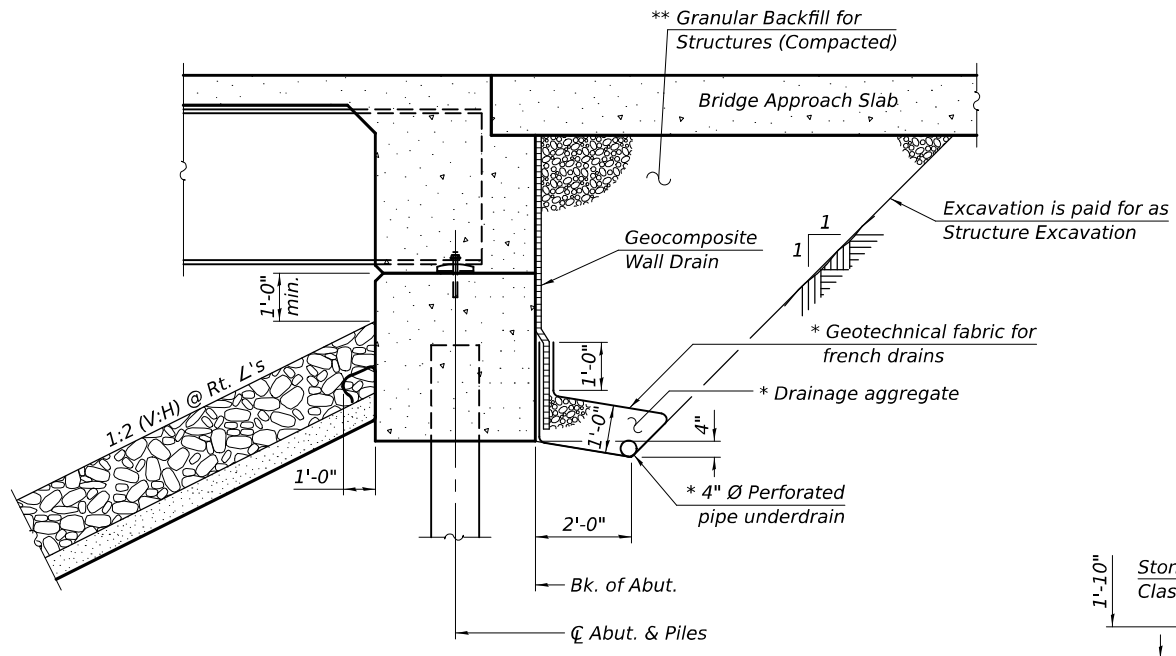
JUSTAN W. MANN  
081-005947  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

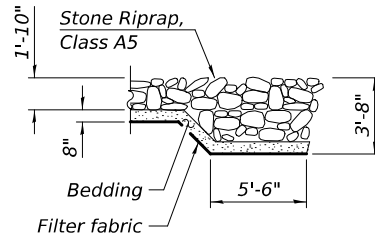
SHEET 1 OF 24 SHEETS

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 29
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)



**SECTION A-A**

STATION 187+49.00  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.P. RTE. 323A SEC. (139BR)B  
LOADING HL-93  
STRUCTURE NO. 058-0141

**NAME PLATE**  
See Std. 515001

**WATERWAY INFORMATION**

Drainage Area = 3.1 sq. mi.		Existing Overtopping Elev. = 661.71 @ Sta. 188+80		Proposed Overtopping Elev. = 661.71 @ Sta. 188+80					
Flood	Freq. Yr.	Q C.F.S.	Opening Ft <sup>2</sup>		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	699	174	244	651.55	0	0.00	651.54	651.39
Base	100	814	185	262	651.92	0	0.01	651.90	651.93
Scour Design Check	200	932	197	283	652.31	0	0.02	652.31	652.33
Overtop Existing	N/A	-	-	-	-	-	-	-	-
Overtop Proposed	N/A	-	-	-	-	-	-	-	-
Max. Calc.	500	1090	211	307	652.77	0.08	0.00	652.85	652.77

10 Year velocity through existing structure = 3.0 ft./sec.  
10 Year velocity through proposed structure = 2.2 ft./sec.

**DESIGN SCOUR ELEVATION TABLE**

Event / Limit State	Design Scour Elevations (ft.)		Item
	W. Abut.	E. Abut.	
Q100	653.87	653.67	8
Q200	653.87	653.67	
Design	653.87	653.67	
Check	653.87	653.67	

**INDEX OF SHEETS**

- 1 General Plan & Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Temporary Soil Retention System
- 5 Temporary Concrete Barrier
- 6-7 Top of Slab Elevations
- 8 Top of West Approach Slab Elevations
- 9 Top of East Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Diaphragm Details
- 13 Drainage Scuppers, DS-11
- 14 Bridge Approach Slab
- 15 Bridge Approach Slab Details
- 16 Structural Steel
- 17 Structural Steel Details
- 18 West Abutment
- 19 East Abutment
- 20 Metal Shell Pile Details
- 21 Concrete Parapet Slipforming Option
- 22 Bar Splicer Assembly and Mechanical Splicer Details
- 23-24 Soil Boring Logs

**GENERAL NOTES**

Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."  
Bolts 3/4 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted.  
Calculated weight of Structural Steel = 73910 lbs. (M270 Grade 50)  
Calculated weight of Structural Steel = 8810 lbs. (M270 Grade 36)  
All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars designated (E) shall be epoxy coated.  
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.  
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.  
The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		993	993
Filter Fabric	Sq. Yd.		993	993
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		244	244
Floor Drains	Each	6		6
Concrete Structures	Cu. Yd.		80.0	80.0
Concrete Superstructure	Cu. Yd.	146.3		146.3
Protective Coat	Sq. Yd.	693		693
Concrete Superstructure (Approach Slab)	Cu. Yd.	118.8		118.8
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1692		1692
Reinforcement Bars, Epoxy Coated	Pound	75770	8920	84690
Bar Splicers	Each	475	104	579
Furnishing Metal Shell Piles 14" X 0.312"	Foot		511	511
Driving Piles	Foot		511	511
Test Pile Metal Shells	Each		1	1
Pile Shoes	Each		12	12
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	24		24
Temporary Soil Retention System	Sq. Ft.		709	709
Granular Backfill for Structures	Cu. Yd.		136	136
Geocomposite Wall Drain	Sq. Yd.		73	73
Pipe Underdrains for Structures 4"	Foot		152	152
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	361		361
Bar Terminators	Each	256	440	696
Drainage Scuppers, DS-11	Each	2		2
Diamond Grinding (Bridge Section)	Sq. Yd.	661		661

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CHECKED - MARTIN FIGUEROA  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / M.F.

EXAMINED - *Mark Shelton*  
ENGINEER OF BRIDGE DESIGN  
PASSED - *Justin W. Mann*  
ENGINEER OF BRIDGES AND STRUCTURES

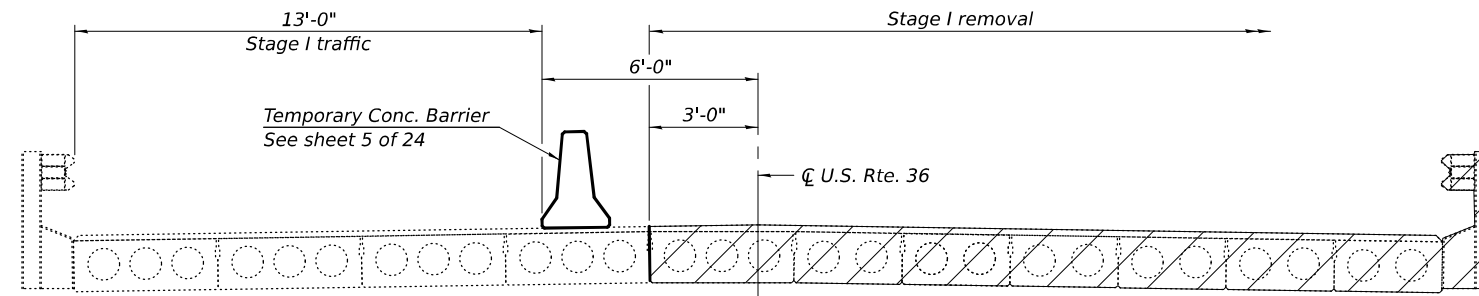
DATE - May 13, 2026  
REVISED -  
REVISED -

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DEPARTMENT OF TRANSPORTATION

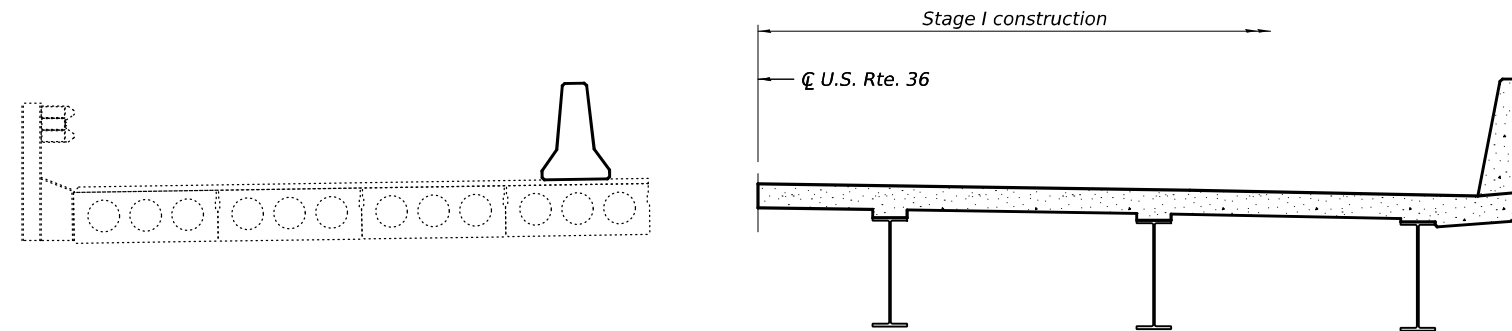
GENERAL DATA  
STRUCTURE NO. 058-0141

SHEET 2 OF 24 SHEETS

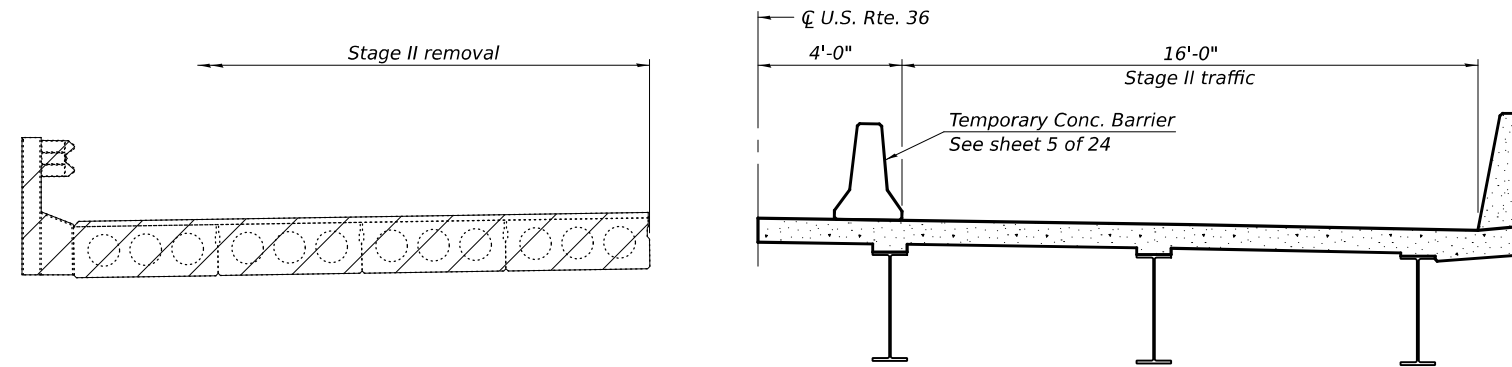
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323A	(139BR)B	MACON	70	30
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



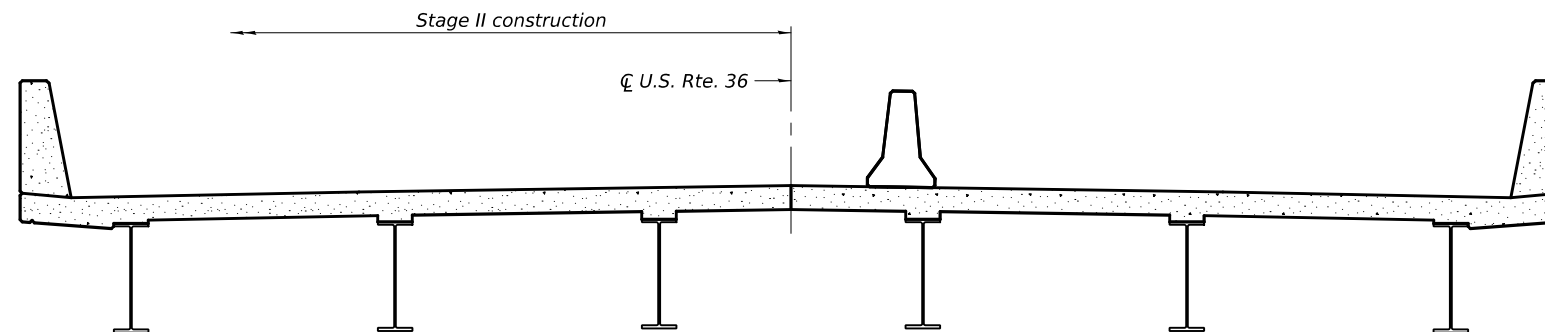
**STAGE I REMOVAL**  
(Looking East)



**STAGE I CONSTRUCTION**  
(Looking East)



**STAGE II REMOVAL**  
(Looking East)



**STAGE II CONSTRUCTION**  
(Looking East)

Notes:  
Hatched area indicates Removal of Existing Structures.  
For quantity of Temporary Concrete Barrier, see  
Roadway Plans.

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DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / M.F.

EXAMINED  
PASSED  
*Mark Shelton*  
ENGINEER OF BRIDGE DESIGN  
*Justin W. Mann*  
ENGINEER OF BRIDGES AND STRUCTURES

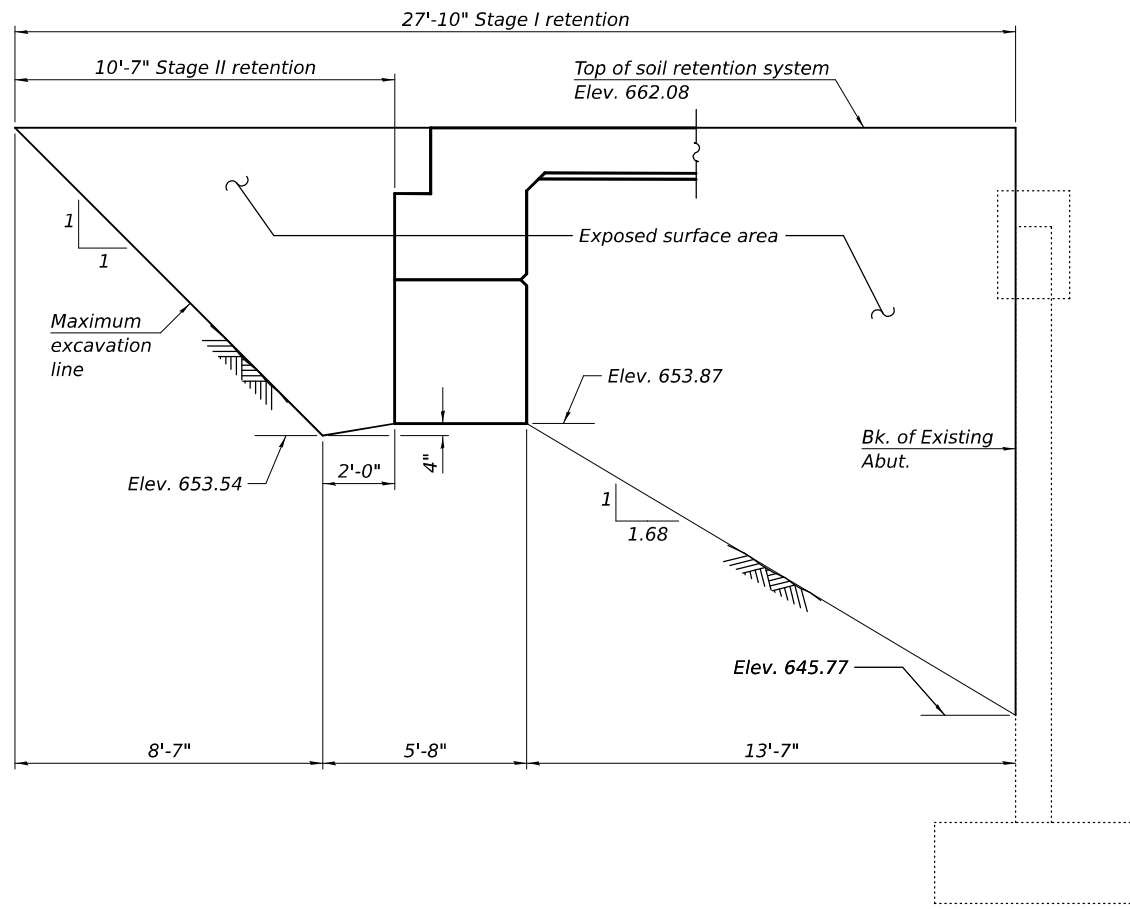
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DEPARTMENT OF TRANSPORTATION

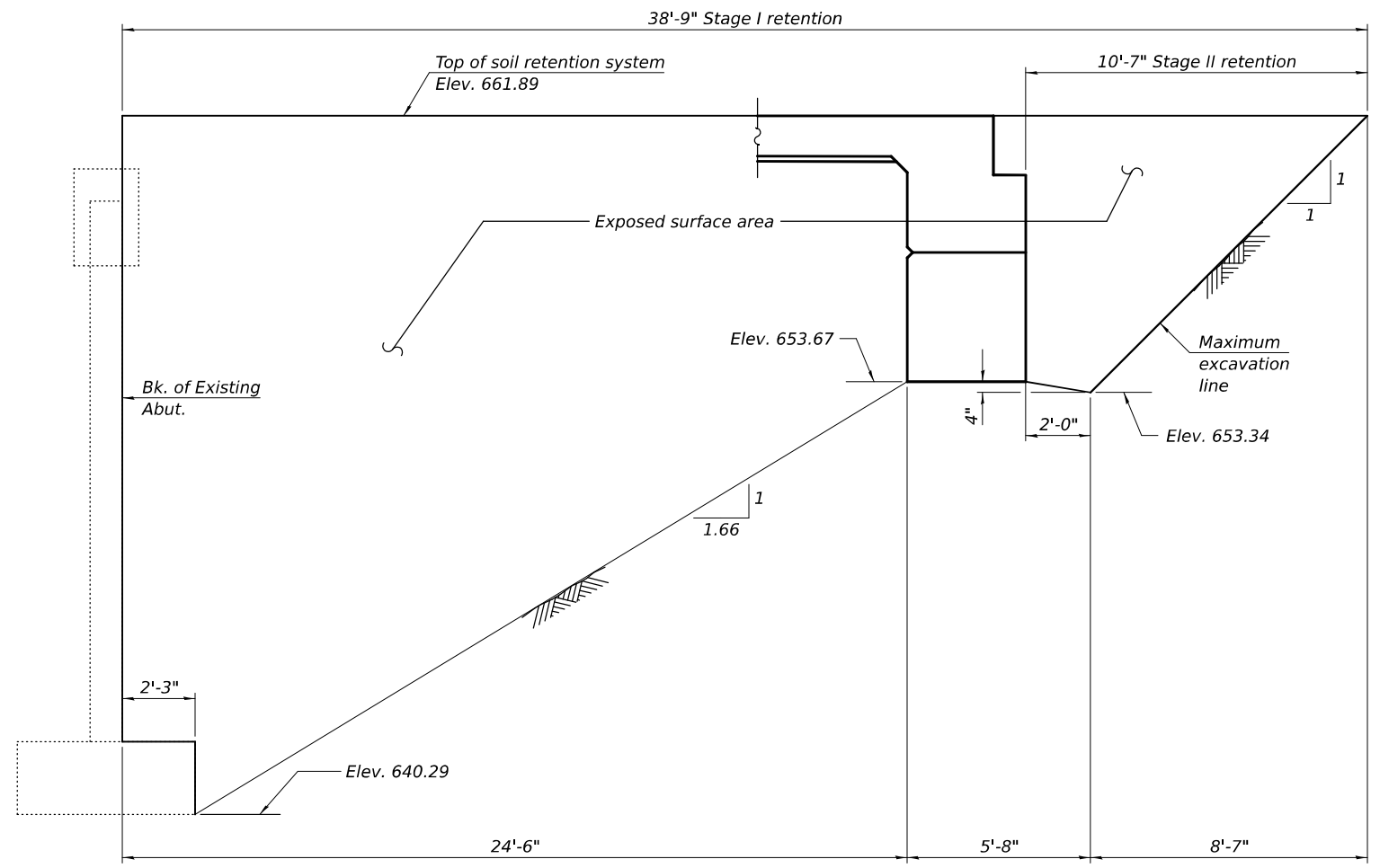
STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 058-0141

SHEET 3 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	31
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



**TEMPORARY SOIL RETENTION SYSTEM**  
(West Abutment looking North)



**TEMPORARY SOIL RETENTION SYSTEM**  
(East Abutment looking North)

Note:  
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.

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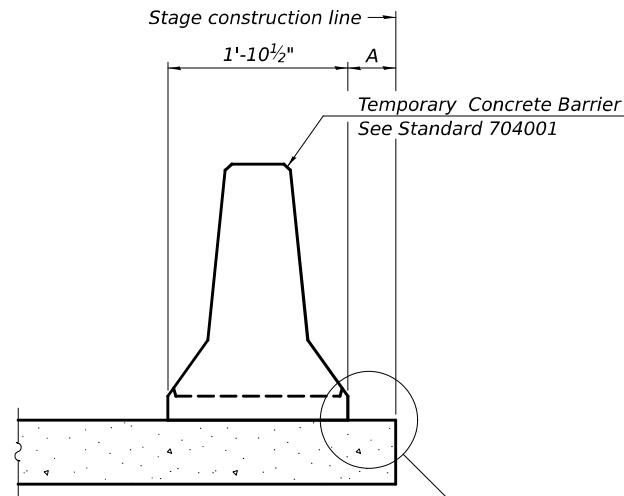
DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i> ENGINEER OF BRIDGE DESIGN	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

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

**TEMPORARY SOIL RETENTION SYSTEM**  
**STRUCTURE NO. 058-0141**

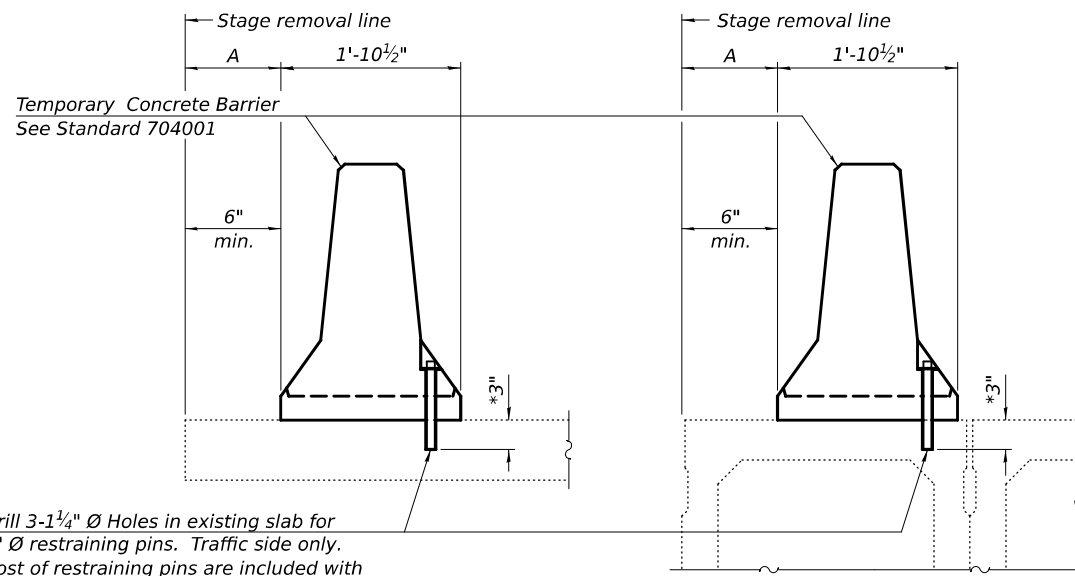
SHEET 4 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	32
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM



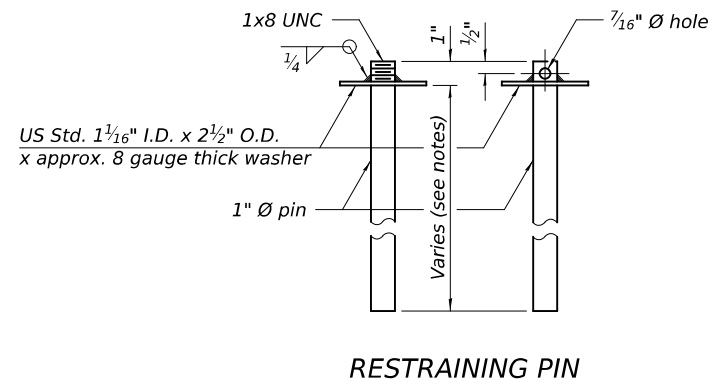
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

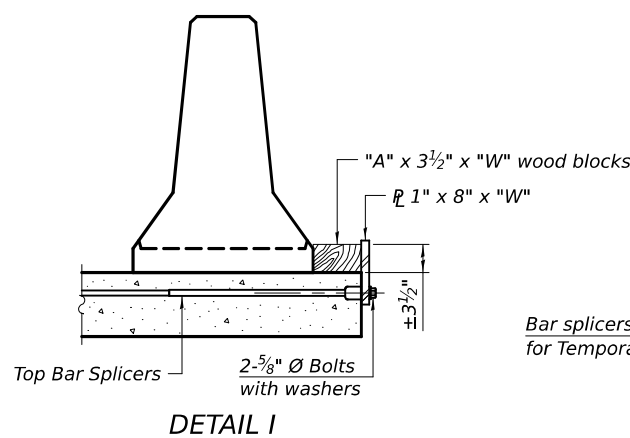
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

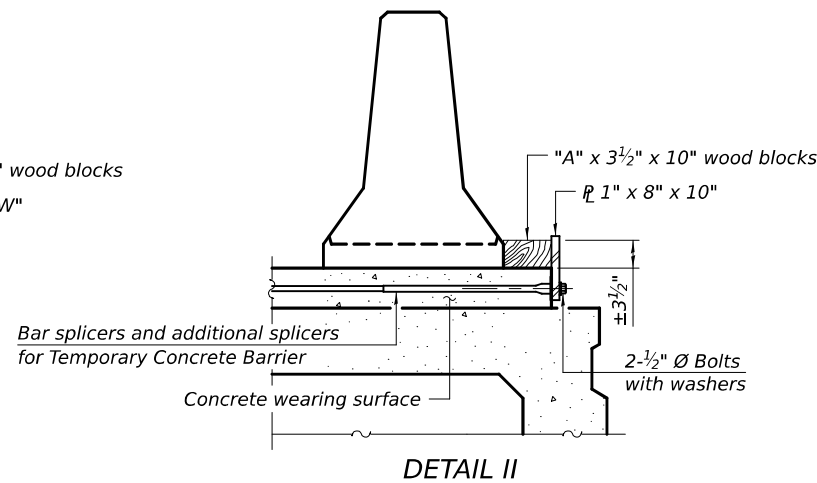
SECTIONS THRU SLAB OR DECK BEAM



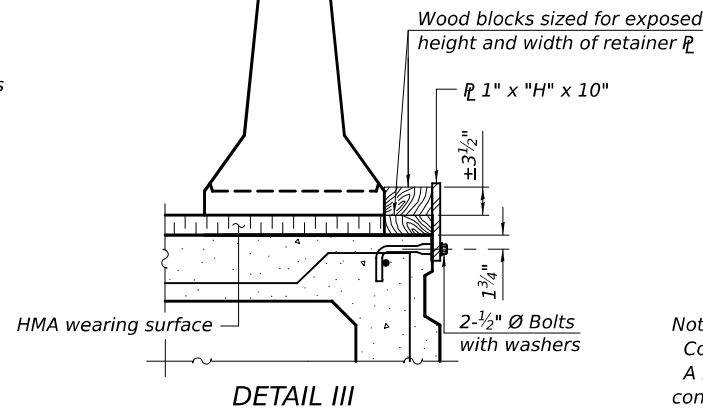
RESTRAINING PIN



DETAIL I

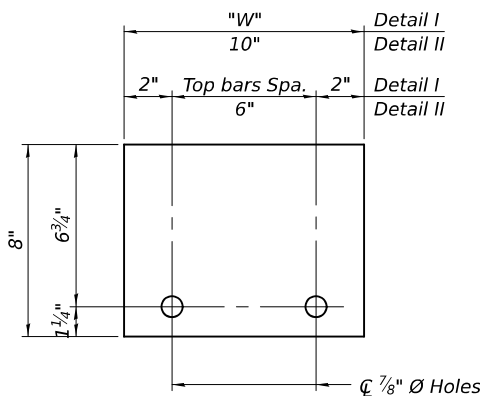


DETAIL II

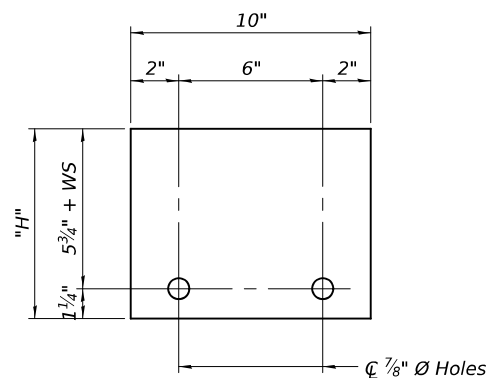


DETAIL III

BAR SPICER FOR #4 BAR - DETAIL III



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



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

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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DESIGNED - RYAN P. NEGANGARD	EXAMINED	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

Mark Shuffin  
ENGINEER OF BRIDGE DESIGN

Justin W. Mann  
ENGINEER OF BRIDGES AND STRUCTURES

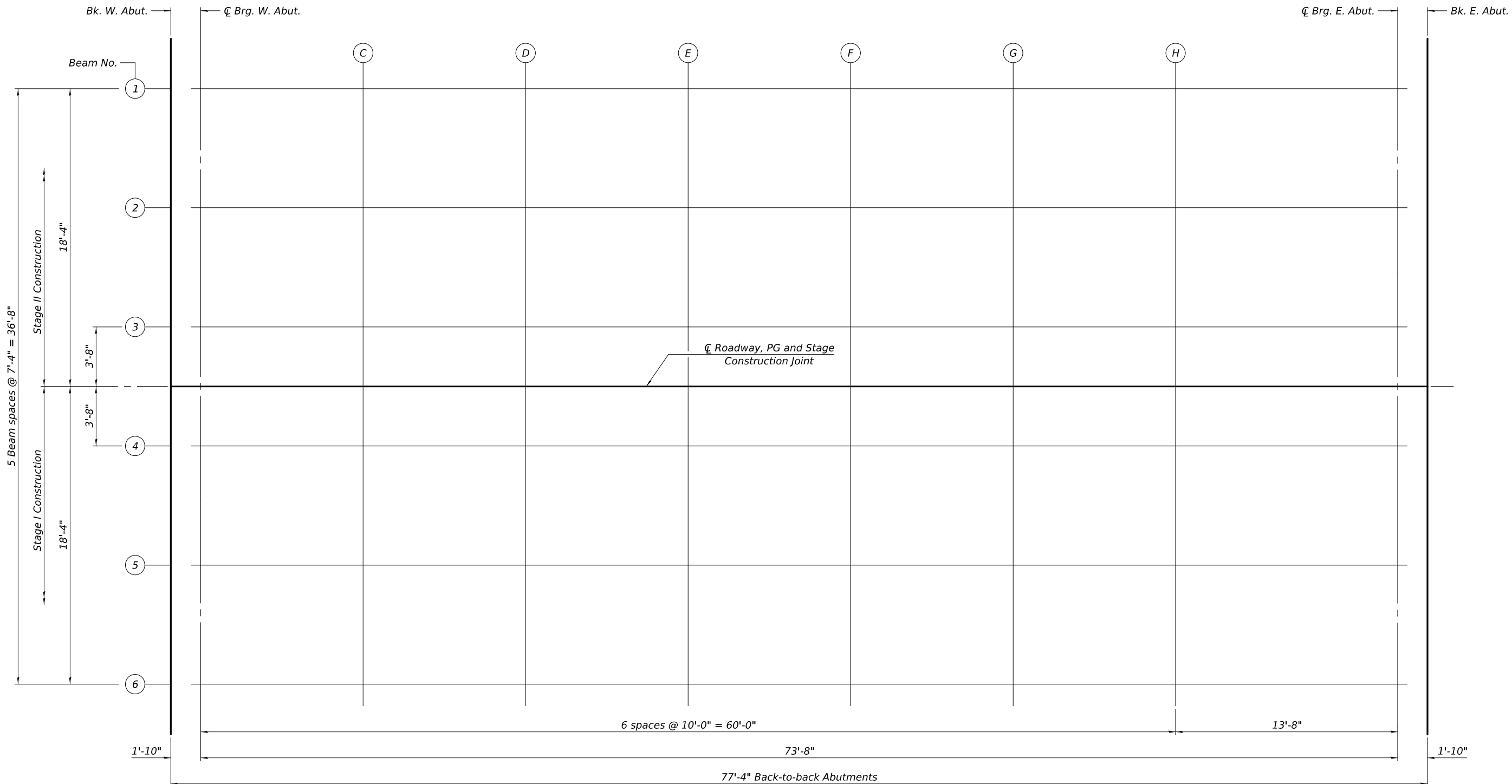
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 058-0141

SHEET 5 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	33
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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PLAN



DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i> ENGINEER OF BRIDGE DESIGN
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES
DRAWN - ANTHONY J. NOVELLO	
CHECKED - R.P.N. / M.F.	

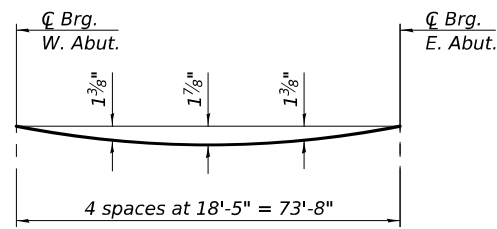
DATE - May 13, 2026	REVISED -
	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
 STRUCTURE NO. 058-0141

SHEET 6 OF 24 SHEETS

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 34
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

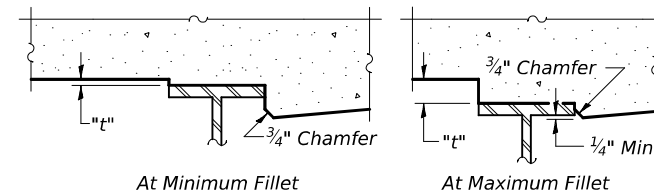


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

**Note:**

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below.



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 below, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

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

**FILLET HEIGHTS**

BEAM 1					BEAM 2					BEAM 3					C/Roadway, PG & Stage Construction Joint				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	187+10.33	-18.33	661.77	661.79	Bk. W. Abut.	187+10.33	-11.00	661.91	661.93	Bk. W. Abut.	187+10.33	-3.67	662.02	662.04	Bk. W. Abut.	187+10.33	0.00	662.07	662.09
C Brg. W. Abut.	187+12.17	-18.33	661.76	661.78	C Brg. W. Abut.	187+12.17	-11.00	661.90	661.92	C Brg. W. Abut.	187+12.17	-3.67	662.01	662.03	C Brg. W. Abut.	187+12.17	0.00	662.06	662.08
C	187+22.17	-18.33	661.71	661.79	C	187+22.17	-11.00	661.85	661.94	C	187+22.17	-3.67	661.96	662.05	C	187+22.17	0.00	662.02	662.10
D	187+32.17	-18.33	661.67	661.81	D	187+32.17	-11.00	661.81	661.95	D	187+32.17	-3.67	661.92	662.06	D	187+32.17	0.00	661.98	662.12
E	187+42.17	-18.33	661.64	661.80	E	187+42.17	-11.00	661.78	661.94	E	187+42.17	-3.67	661.89	662.05	E	187+42.17	0.00	661.94	662.11
F	187+52.17	-18.33	661.61	661.78	F	187+52.17	-11.00	661.75	661.93	F	187+52.17	-3.67	661.86	662.04	F	187+52.17	0.00	661.92	662.09
G	187+62.17	-18.33	661.59	661.74	G	187+62.17	-11.00	661.73	661.88	G	187+62.17	-3.67	661.84	661.99	G	187+62.17	0.00	661.90	662.04
H	187+72.17	-18.33	661.57	661.68	H	187+72.17	-11.00	661.72	661.82	H	187+72.17	-3.67	661.83	661.93	H	187+72.17	0.00	661.88	661.99
C Brg. E. Abut.	187+85.83	-18.33	661.56	661.58	C Brg. E. Abut.	187+85.83	-11.00	661.71	661.73	C Brg. E. Abut.	187+85.83	-3.67	661.82	661.84	C Brg. E. Abut.	187+85.83	0.00	661.87	661.89
Bk. E. Abut.	187+87.67	-18.33	661.56	661.58	Bk. E. Abut.	187+87.67	-11.00	661.71	661.73	Bk. E. Abut.	187+87.67	-3.67	661.82	661.84	Bk. E. Abut.	187+87.67	0.00	661.87	661.89

BEAM 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	187+10.33	3.67	662.02	662.04
C Brg. W. Abut.	187+12.17	3.67	662.01	662.03
C	187+22.17	3.67	661.96	662.05
D	187+32.17	3.67	661.92	662.06
E	187+42.17	3.67	661.89	662.05
F	187+52.17	3.67	661.86	662.04
G	187+62.17	3.67	661.84	661.99
H	187+72.17	3.67	661.83	661.93
C Brg. E. Abut.	187+85.83	3.67	661.82	661.84
Bk. E. Abut.	187+87.67	3.67	661.82	661.84

BEAM 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	187+10.33	11.00	661.91	661.93
C Brg. W. Abut.	187+12.17	11.00	661.90	661.92
C	187+22.17	11.00	661.85	661.94
D	187+32.17	11.00	661.81	661.95
E	187+42.17	11.00	661.78	661.94
F	187+52.17	11.00	661.75	661.93
G	187+62.17	11.00	661.73	661.88
H	187+72.17	11.00	661.72	661.82
C Brg. E. Abut.	187+85.83	11.00	661.71	661.73
Bk. E. Abut.	187+87.67	11.00	661.71	661.73

BEAM 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	187+10.33	18.33	661.77	661.79
C Brg. W. Abut.	187+12.17	18.33	661.76	661.78
C	187+22.17	18.33	661.71	661.79
D	187+32.17	18.33	661.67	661.81
E	187+42.17	18.33	661.64	661.80
F	187+52.17	18.33	661.61	661.78
G	187+62.17	18.33	661.59	661.74
H	187+72.17	18.33	661.57	661.68
C Brg. E. Abut.	187+85.83	18.33	661.56	661.58
Bk. E. Abut.	187+87.67	18.33	661.56	661.58

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DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i> ENGINEER OF BRIDGE DESIGN	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N./M.F.		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 058-0141**

SHEET 7 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	35
CONTRACT NO. 74A10				
ILLINOIS		FED. AID PROJECT		

**NORTH EDGE OF SHOULDER**

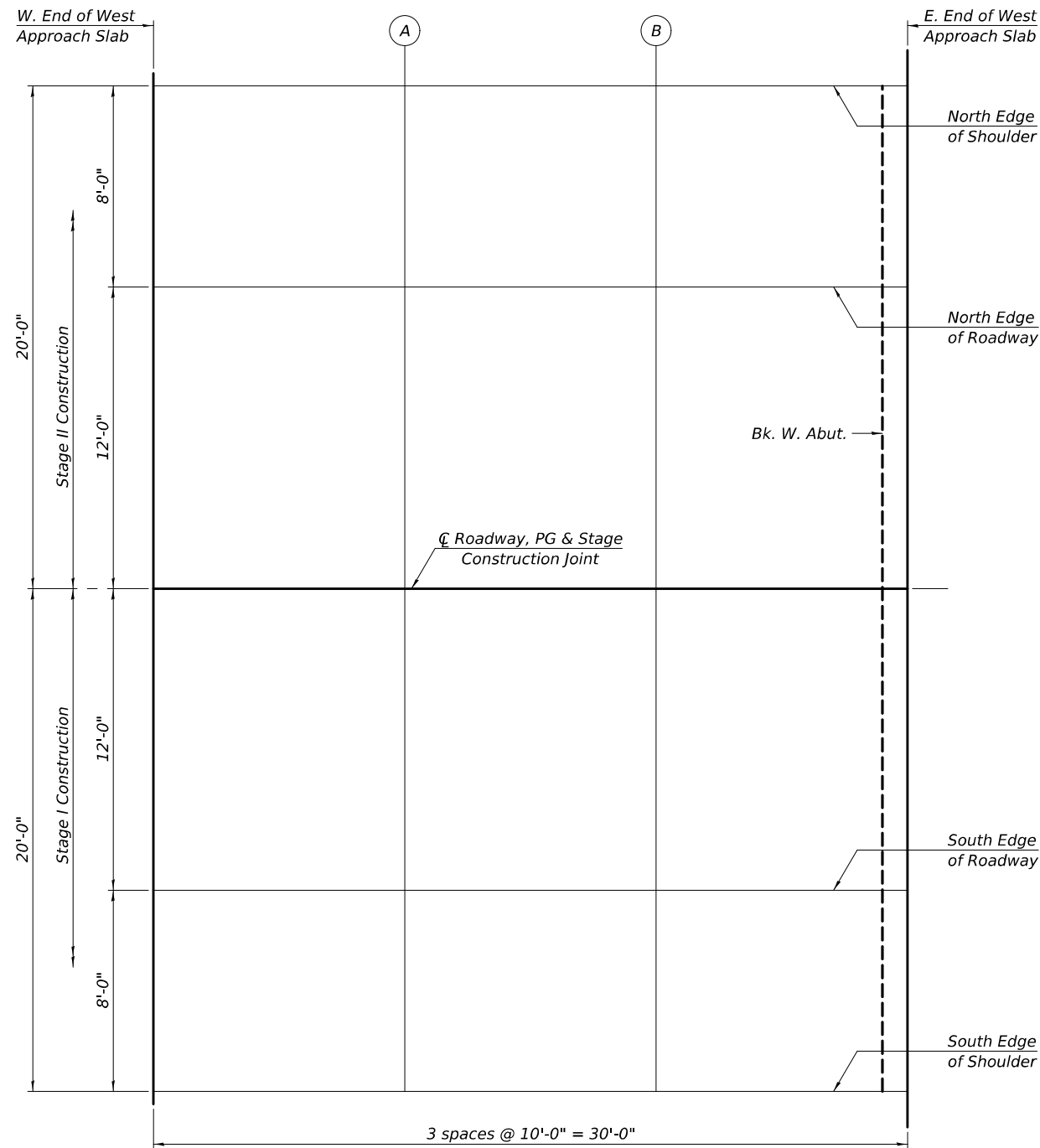
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	186+81.33	-20.00	661.90	661.92
A	186+91.33	-20.00	661.84	661.86
B	187+01.33	-20.00	661.78	661.80
E. End of W. Appr. Slab	187+11.33	-20.00	661.73	661.75

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	186+81.33	-12.00	662.06	662.08
A	186+91.33	-12.00	662.00	662.02
B	187+01.33	-12.00	661.94	661.96
E. End of W. Appr. Slab	187+11.33	-12.00	661.89	661.91

**CL ROADWAY, PG & STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	186+81.33	0.00	662.24	662.26
A	186+91.33	0.00	662.18	662.20
B	187+01.33	0.00	662.12	662.14
E. End of W. Appr. Slab	187+11.33	0.00	662.07	662.09



**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	186+81.33	12.00	662.06	662.08
A	186+91.33	12.00	662.00	662.02
B	187+01.33	12.00	661.94	661.96
E. End of W. Appr. Slab	187+11.33	12.00	661.89	661.91

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	186+81.33	20.00	661.90	661.92
A	186+91.33	20.00	661.84	661.86
B	187+01.33	20.00	661.78	661.80
E. End of W. Appr. Slab	187+11.33	20.00	661.73	661.75

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DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i>
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i>
DRAWN - ANTHONY J. NOVELLO	
CHECKED - R.P.N. / M.F.	

DATE - May 13, 2026	REVISER -
	REVISION -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
---------------------------------------------------

TOP OF WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 058-0141
----------------------------------------------------------------

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 36
CONTRACT NO. 74A10				

SHEET 8 OF 24 SHEETS		ILLINOIS	FED. AID PROJECT
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**NORTH EDGE OF SHOULDER**

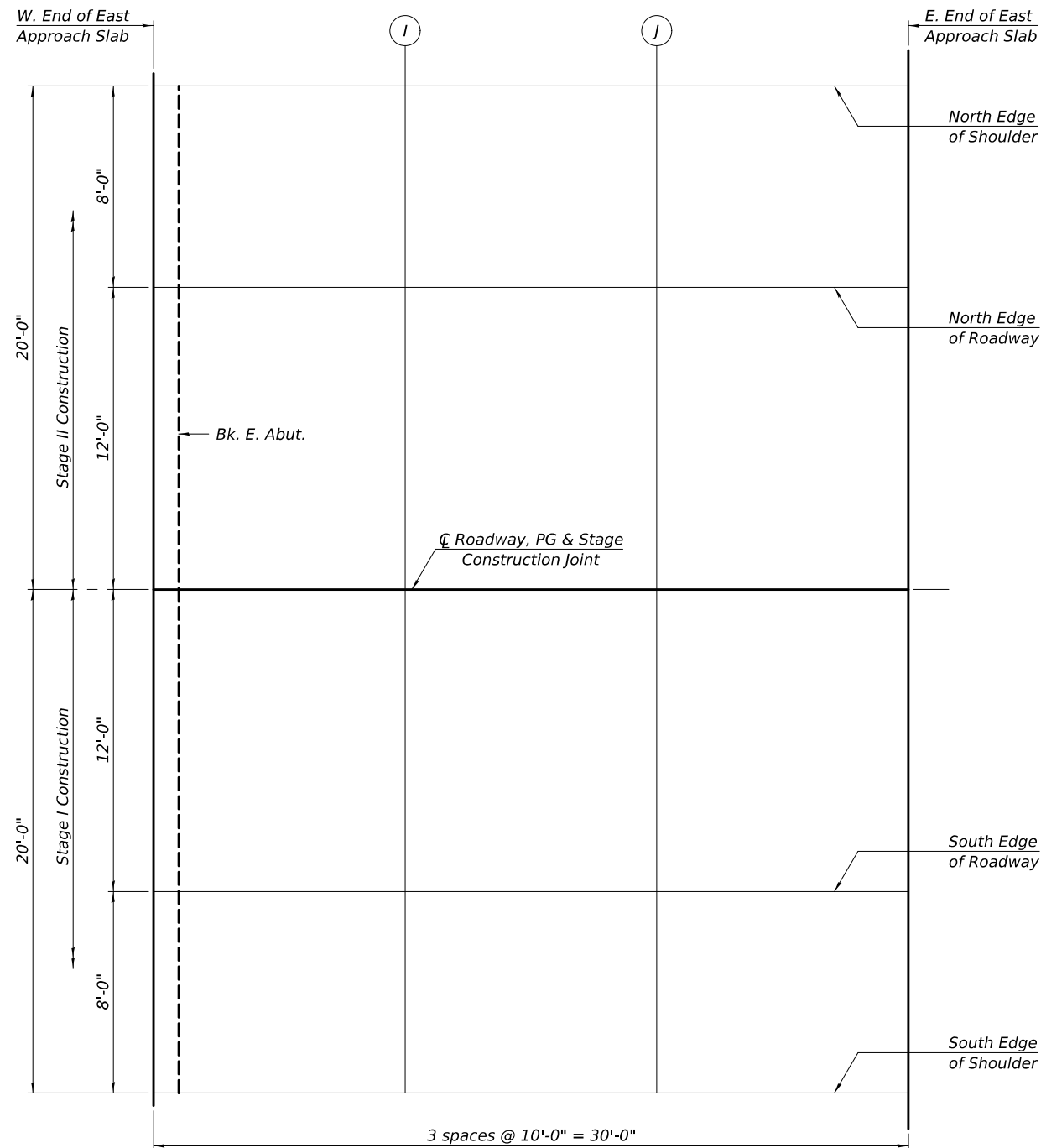
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	187+86.67	-20.00	661.53	661.55
I	187+96.67	-20.00	661.53	661.55
J	188+06.67	-20.00	661.54	661.56
E. End of E. Appr. Slab	188+16.67	-20.00	661.55	661.57

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	187+86.67	-12.00	661.69	661.71
I	187+96.67	-12.00	661.69	661.71
J	188+06.67	-12.00	661.70	661.72
E. End of E. Appr. Slab	188+16.67	-12.00	661.71	661.73

**CL ROADWAY, PG & STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	187+86.67	0.00	661.87	661.89
I	187+96.67	0.00	661.87	661.89
J	188+06.67	0.00	661.88	661.90
E. End of E. Appr. Slab	188+16.67	0.00	661.89	661.91



**PLAN**

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	187+86.67	12.00	661.69	661.71
I	187+96.67	12.00	661.69	661.71
J	188+06.67	12.00	661.70	661.72
E. End of E. Appr. Slab	188+16.67	12.00	661.71	661.73

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	187+86.67	20.00	661.53	661.55
I	187+96.67	20.00	661.53	661.55
J	188+06.67	20.00	661.54	661.56
E. End of E. Appr. Slab	188+16.67	20.00	661.55	661.57

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DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i> ENGINEER OF BRIDGE DESIGN
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES
DRAWN - ANTHONY J. NOVELLO	
CHECKED - R.P.N. / M.F.	

DATE - May 13, 2026	REVISED -
	REVISED -

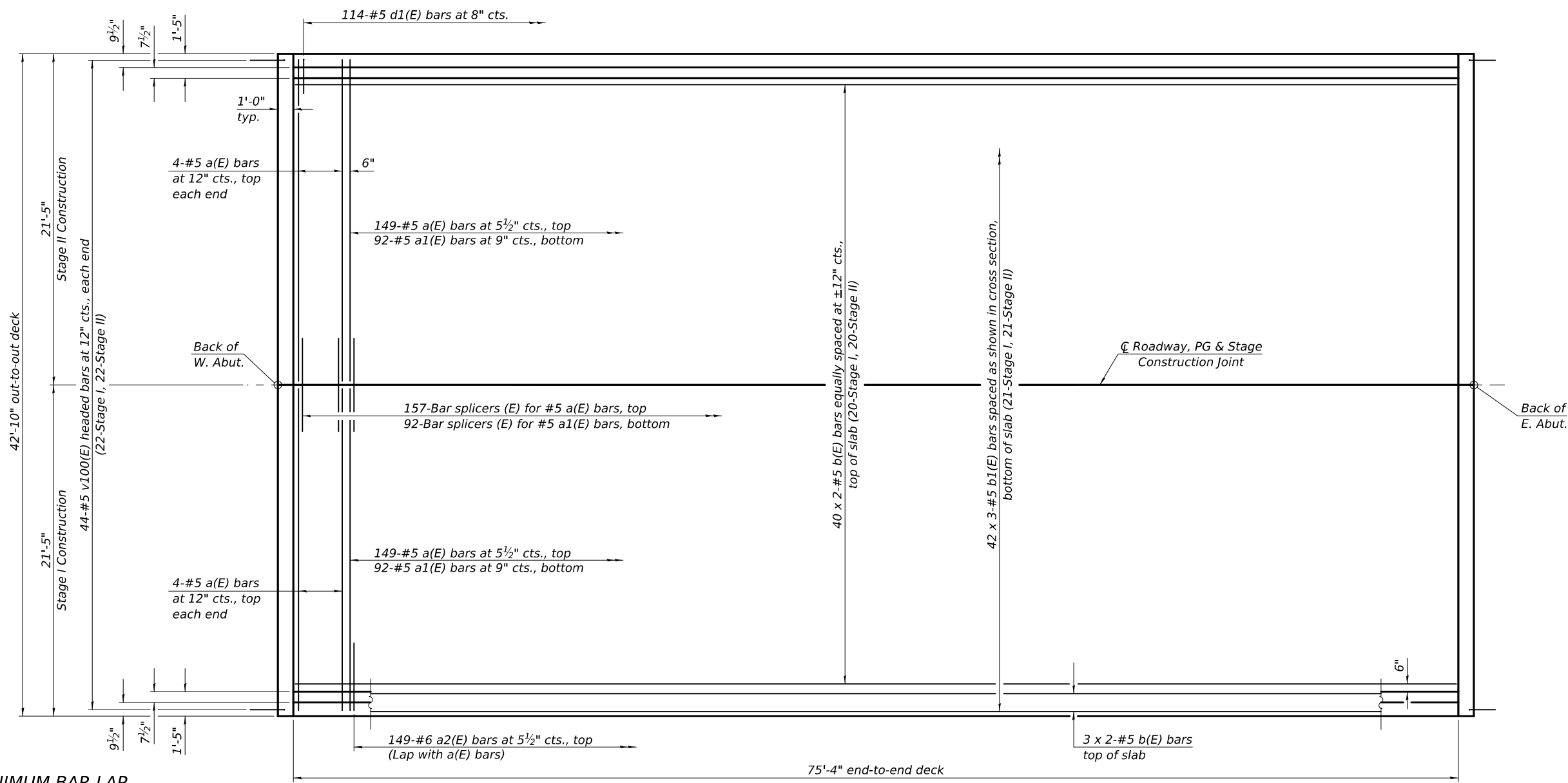
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 058-0141**

SHEET 9 OF 24 SHEETS

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 37
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

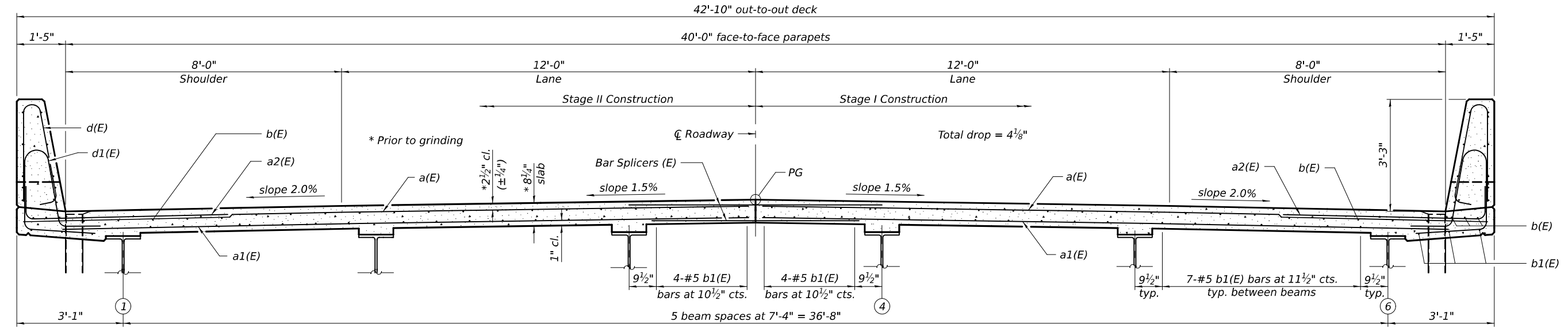
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**MINIMUM BAR LAP**  
 #5 bar = 3'-6"

**PLAN**

**Notes:**  
 See sheet 11 of 24 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 East)

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shuffin</i>	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	ENGINEER OF BRIDGE DESIGN	
DRAWN - ANTHONY J. NOVELLO	PASSED - <i>Justin W. Mann</i>	REVISED -
CHECKED - R.P.N. / M.F.	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

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

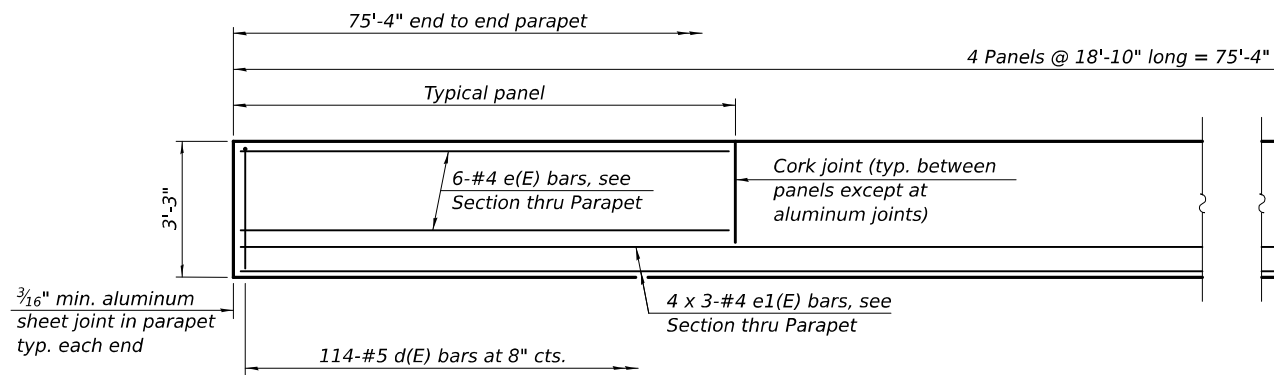
**SUPERSTRUCTURE**  
**STRUCTURE NO. 058-0141**

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 38
CONTRACT NO. 74A10				

SHEET 10 OF 24 SHEETS

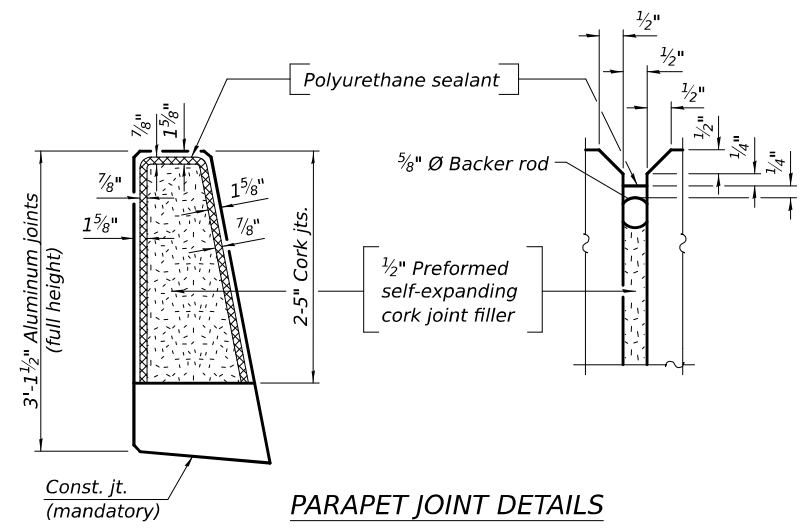
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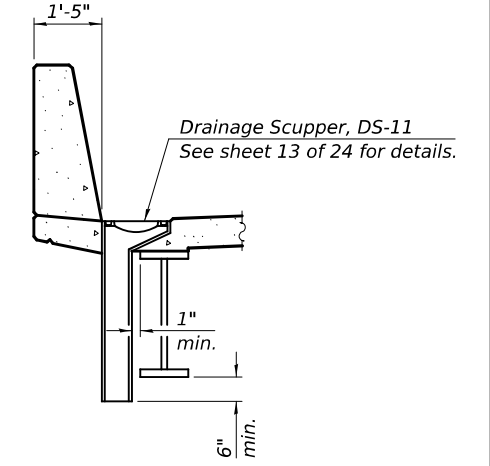
**MINIMUM BAR LAP**  
#4 bar = 2'-5"

**INSIDE ELEVATION OF PARAPET**

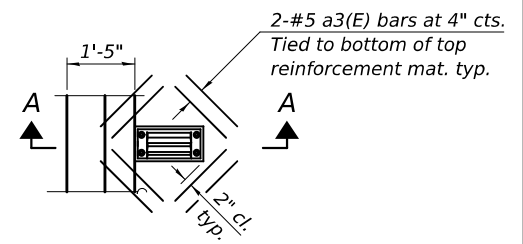


**PARAPET JOINT DETAILS**

**Notes:**  
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.  
The top portion of aluminum floor drains shall be coated 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.  
Fiberglass pipe alternative shall not be allowed for floor drains.

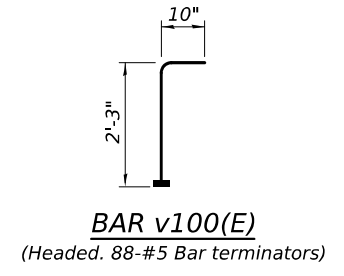


**SECTION A-A**

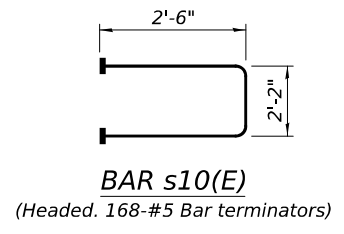


**PLAN**

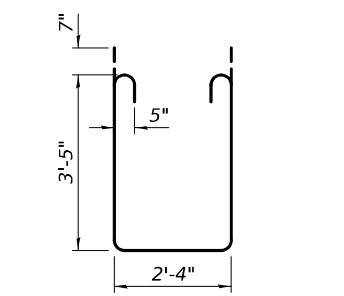
Note:  
Cut longitudinal reinforcement to clear drainage scuppers.



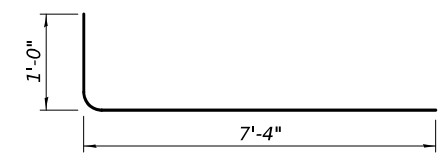
**BAR v100(E)**  
(Headed. 88-#5 Bar terminators)



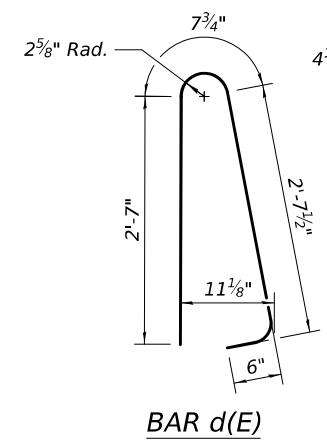
**BAR s10(E)**  
(Headed. 168-#5 Bar terminators)



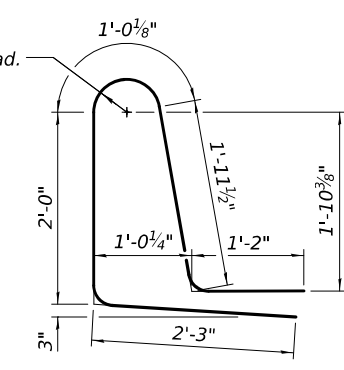
**BAR s11(E)**



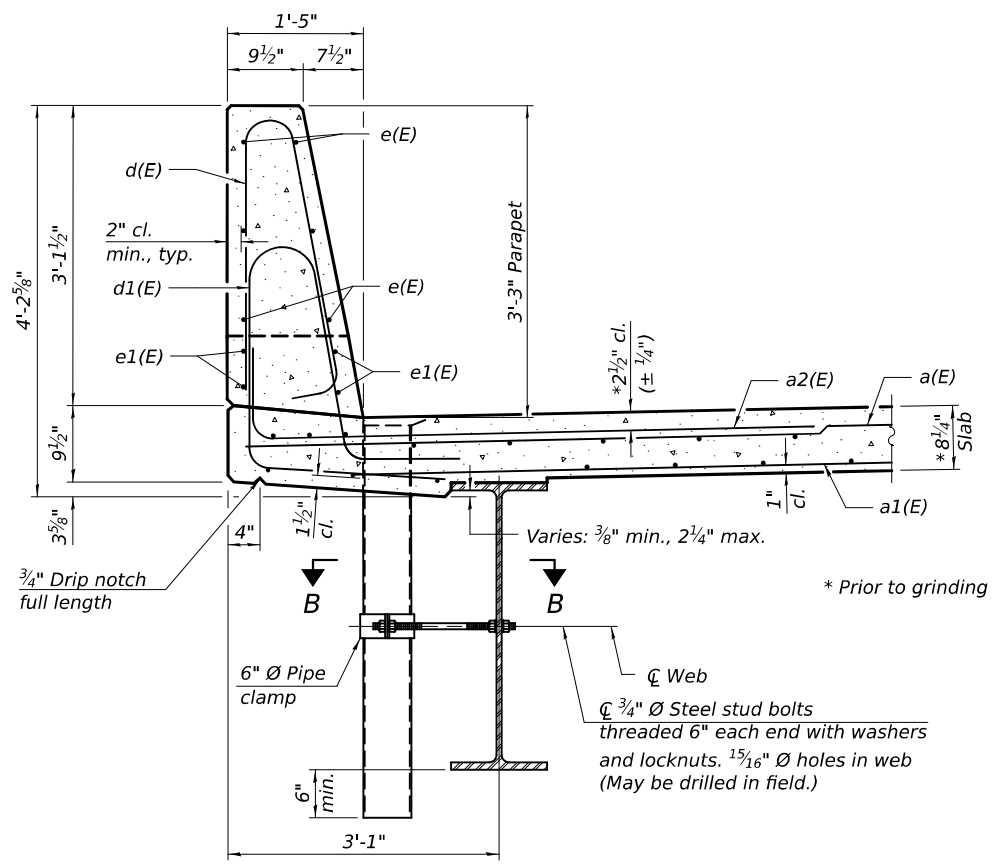
**BAR a2(E)**



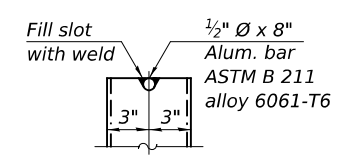
**BAR d(E)**



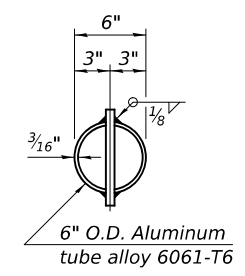
**BAR d1(E)**



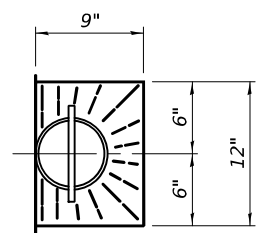
**SECTION THRU PARAPET**



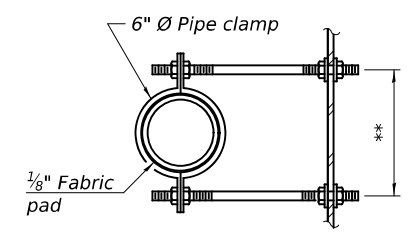
**ALUMINUM TUBE**



**TOP PLAN**



**TOP PLAN**



**SECTION B-B**

\*\*Dimension as required by pipe clamp

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	314	#5	21'-1"	—
a1(E)	184	#5	20'-3"	—
a2(E)	298	#6	8'-4"	—
a3(E)	16	#5	1'-6"	—
b(E)	92	#5	39'-3"	—
b1(E)	126	#5	27'-4"	—
d(E)	228	#5	6'-5"	—
d1(E)	228	#5	8'-5"	—
e(E)	48	#4	18'-6"	—
e1(E)	24	#4	26'-8"	—
m10(E)	16	#6	21'-1"	—
m11(E)	24	#6	7'-0"	—
m12(E)	12	#6	2'-9"	—
s10(E)	84	#5	7'-2"	—
s11(E)	84	#5	10'-4"	—
v100(E)	88	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated Concrete Superstructure			Pound	29080
			Cu. Yd.	141.4

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

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DESIGNED - RYAN P. NEGANGARD  
CHECKED - MARTIN FIGUEROA  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / M.F.  
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DESIGNED - RYAN P. NEGANGARD  
CHECKED - MARTIN FIGUEROA  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / M.F.  
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EXAMINED  
PASSED  
Mark Shelton  
ENGINEER OF BRIDGE DESIGN  
Justin W. Mann  
ENGINEER OF BRIDGES AND STRUCTURES

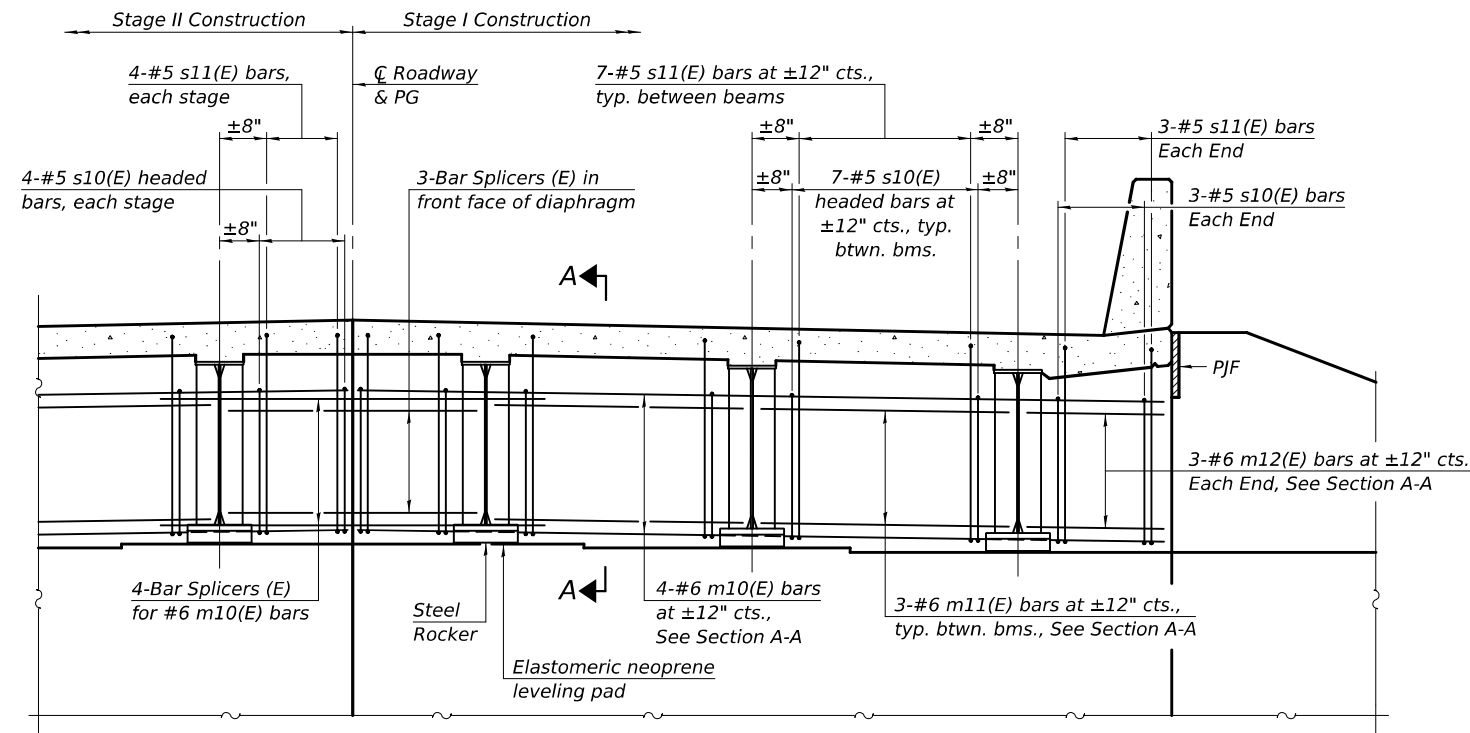
DATE - May 13, 2026  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

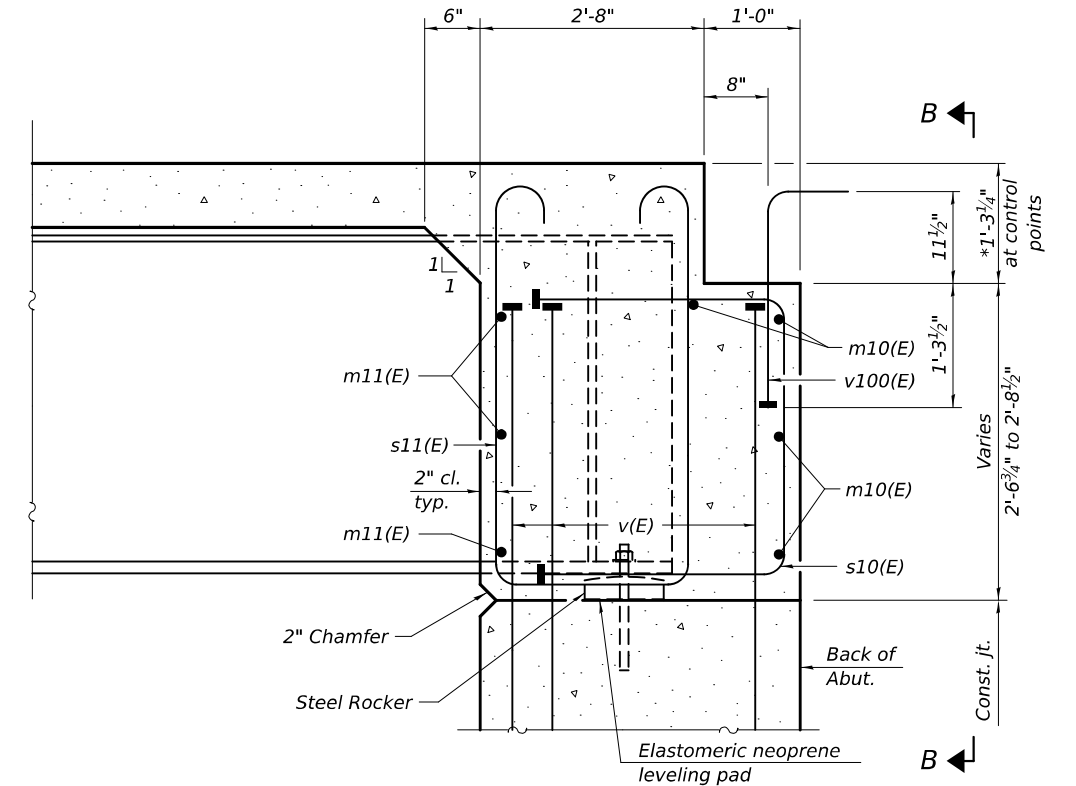
**SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 058-0141**

SHEET 11 OF 24 SHEETS

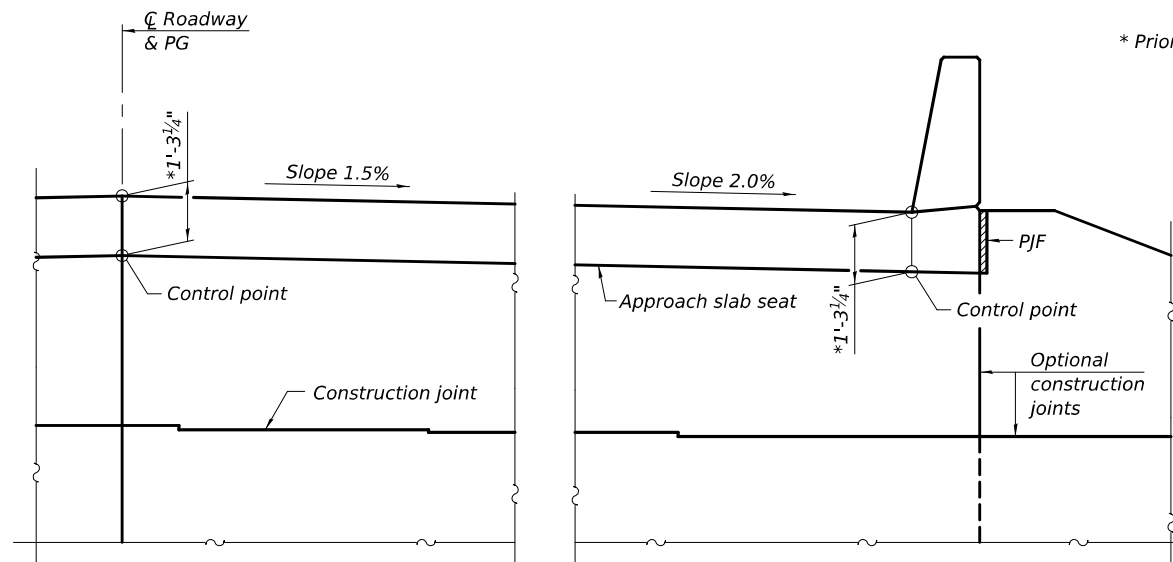
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323A	(139BR)B	MACON	70	39
CONTRACT NO. 74A10				
ILLINOIS		FED. AID PROJECT		



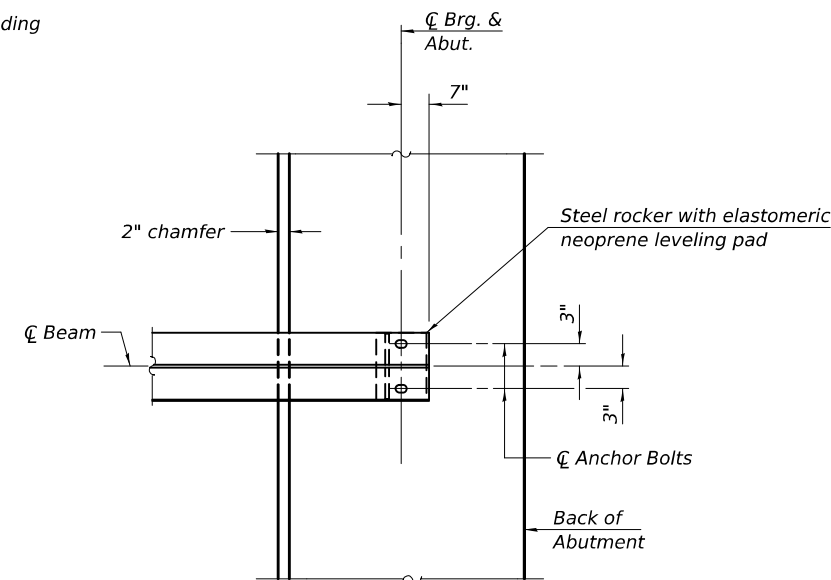
**DIAPHRAGM AT ABUTMENT**



**SECTION A-A**



**VIEW B-B**



**PLAN AT ABUTMENT**  
(Showing bottom flange of beam)

Notes:  
 See sheet 11 of 24 for superstructure details and Bill of Material.  
 See sheet 14 of 24 for P.J.F. details.  
 The approach slab seat shall have a constant slope determined from the control points shown.  
 See sheet 22 of 24 for details of bar splicer in front face of diaphragm.

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DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shuffin</i> ENGINEER OF BRIDGE DESIGN	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

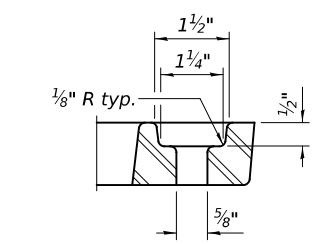
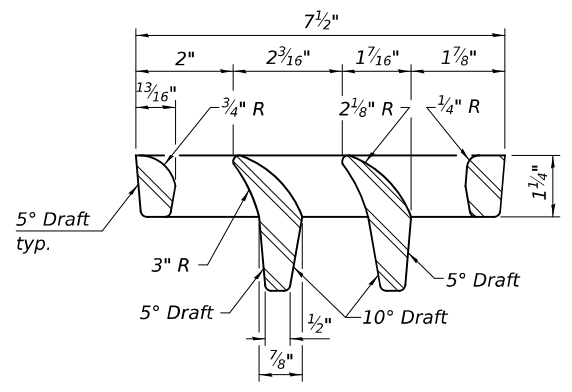
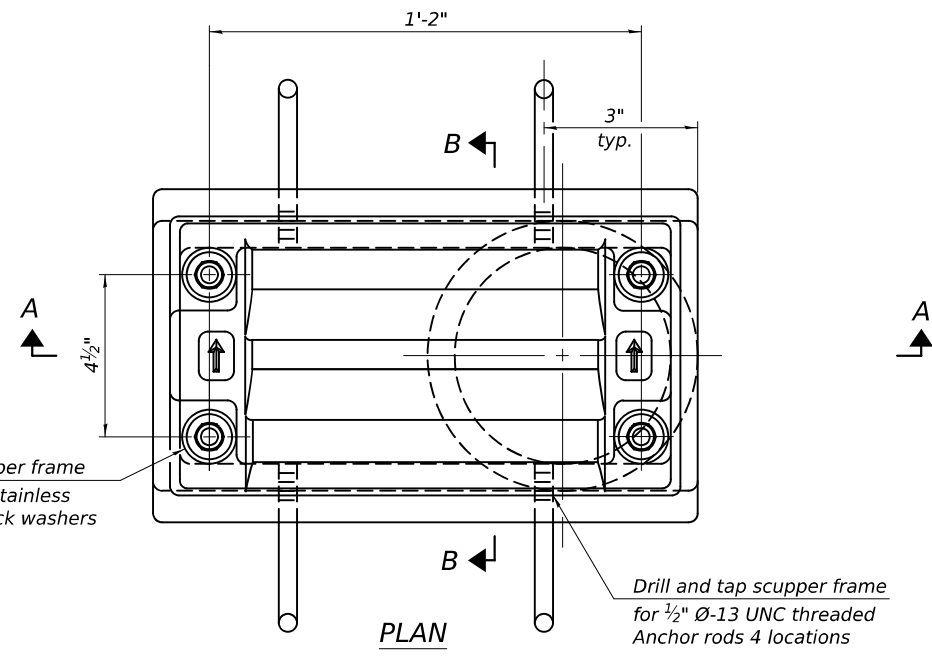
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS**  
**STRUCTURE NO. 058-0141**

SHEET 12 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	40
CONTRACT NO. 74A10				

ILLINOIS FED. AID PROJECT



VANE GRATE DETAIL

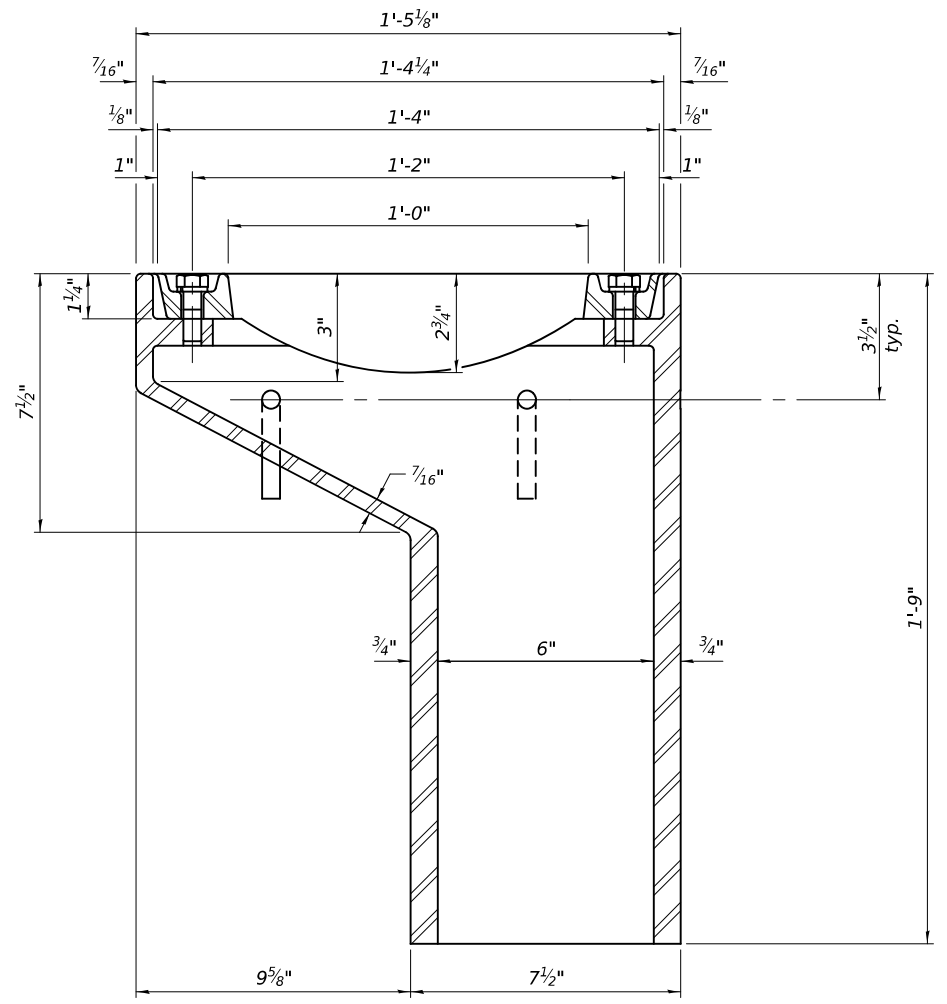
GRATE BOLT HOLE DETAIL

**Notes:**  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306. Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used. Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.  
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.  
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.  
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.  
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 11 of 24.  
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.  
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

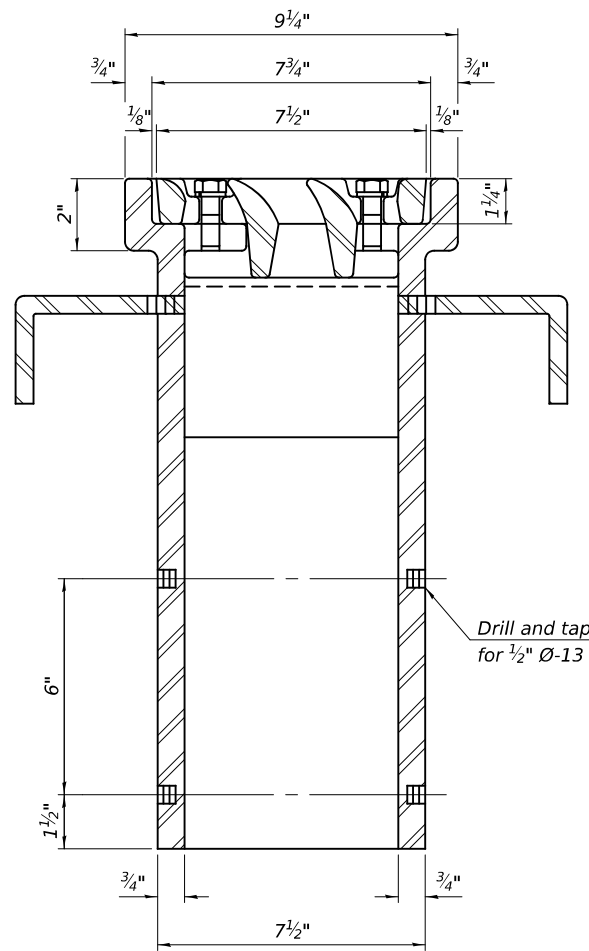
Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

Drill and tap scupper frame for 1/2" Ø-13 UNC threaded Anchor rods 4 locations

PLAN

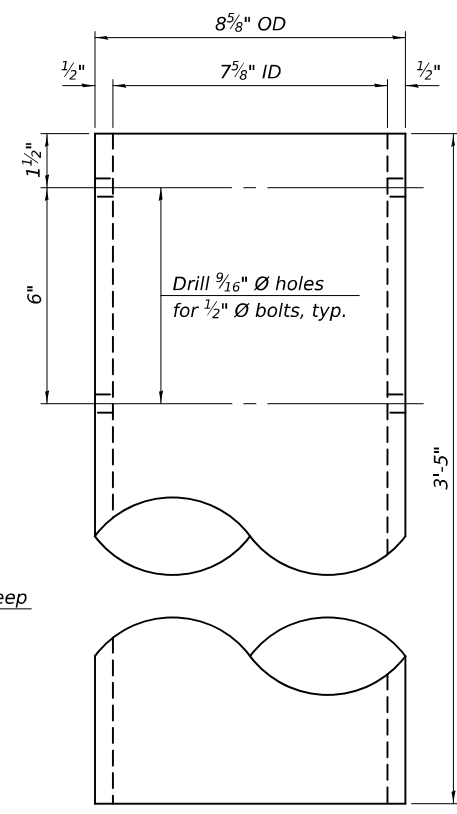


SECTION A-A  
 See sheet 11 of 24 for scupper location relative to parapet.

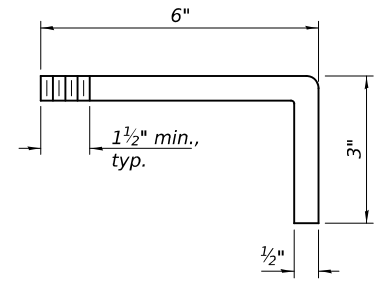


SECTION B-B

Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	2

MODEL: 0580141-74A10-013  
 FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141\CADDData\Bridge\0580141-74A10.dgn  
 DESIGNED - RYAN P. NEGANGARD  
 CHECKED - MARTIN FIGUEROA  
 DRAWN - ANTHONY J. NOVELLO  
 CHECKED - R.P.N. / M.F.  
 5/13/2026 2:40:18 PM

DS-11 4-4-2025

EXAMINED *Mark Shuffin*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Justin W. Mann*  
 ENGINEER OF BRIDGES AND STRUCTURES

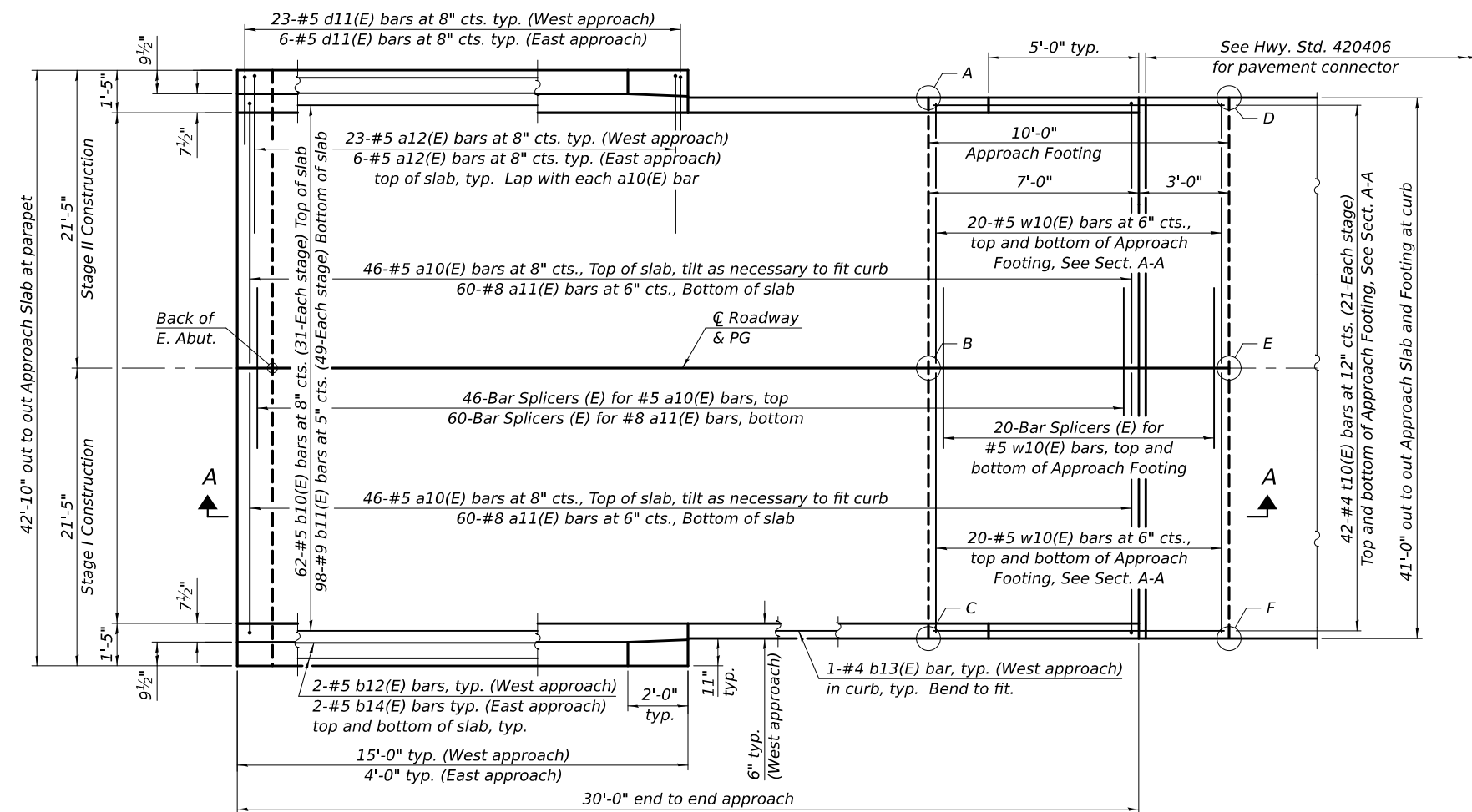
DATE = May 13, 2026  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11  
 STRUCTURE NO. 058-0141

SHEET 13 OF 24 SHEETS

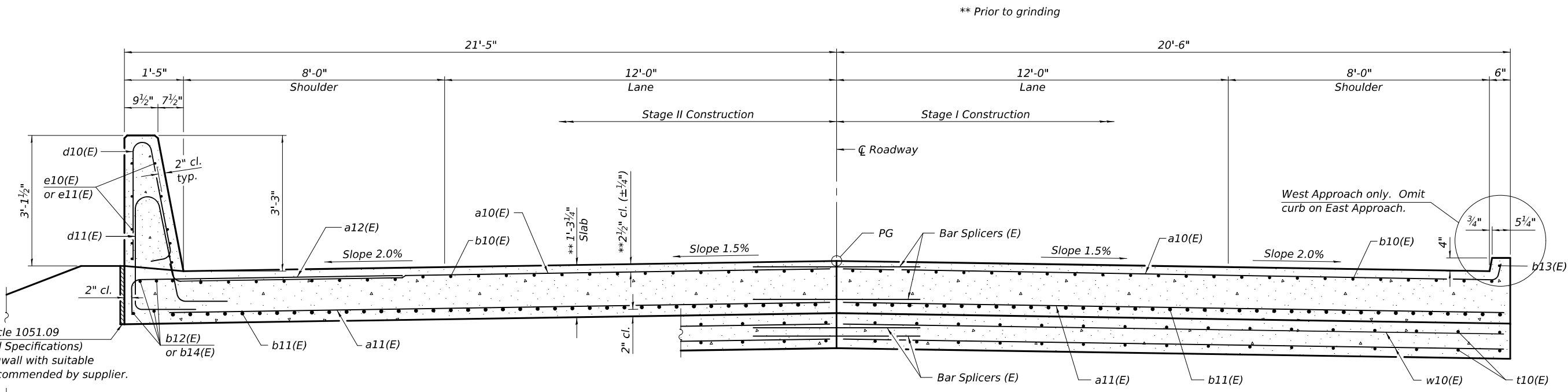
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	41
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



**PLAN**  
(East approach slab shown; West approach slab similar by 180° rotation, except as noted)

**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

Point/ Location	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A - SE	660.60	659.77	A - NW	660.28
B - E C	660.95	660.12	B - W C	660.63
C - NE	660.60	659.77	C - SW	660.28
D - SW	660.67	659.84	D - NE	660.30
E - W C	661.02	660.19	E - E C	660.65
F - NW	660.67	659.84	F - SE	660.30



**CROSS SECTION**  
(Looking East)

(Sheet 1 of 2)

MODEL: 0580141-74A10-014  
 FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141\CADDData\Bridge\0580141-74A10.dgn  
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DESIGNED - RYAN P. NEGANGARD  
 CHECKED - MARTIN FIGUEROA  
 DRAWN - ANTHONY J. NOVELLO  
 CHECKED - R.P.N. /M.F.

EXAMINED  
 PASSED  
 ENGINEER OF BRIDGES AND STRUCTURES

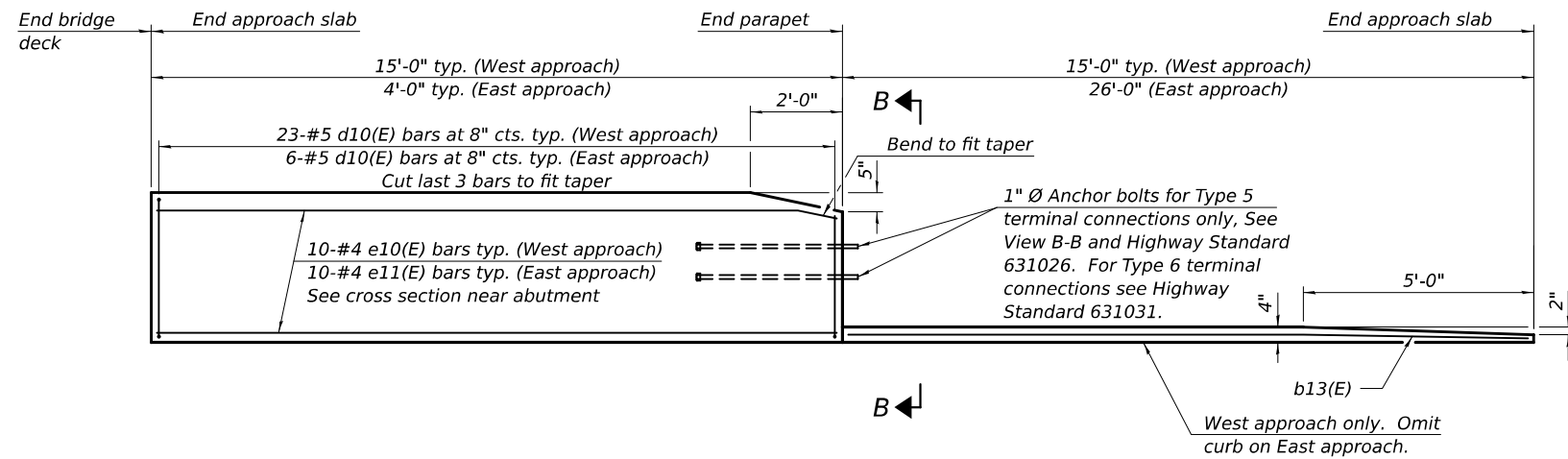
DATE - May 13, 2026  
 REVISED -  
 REVISED -

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

**BRIDGE APPROACH SLAB**  
**STRUCTURE NO. 058-0141**

SHEET 14 OF 24 SHEETS

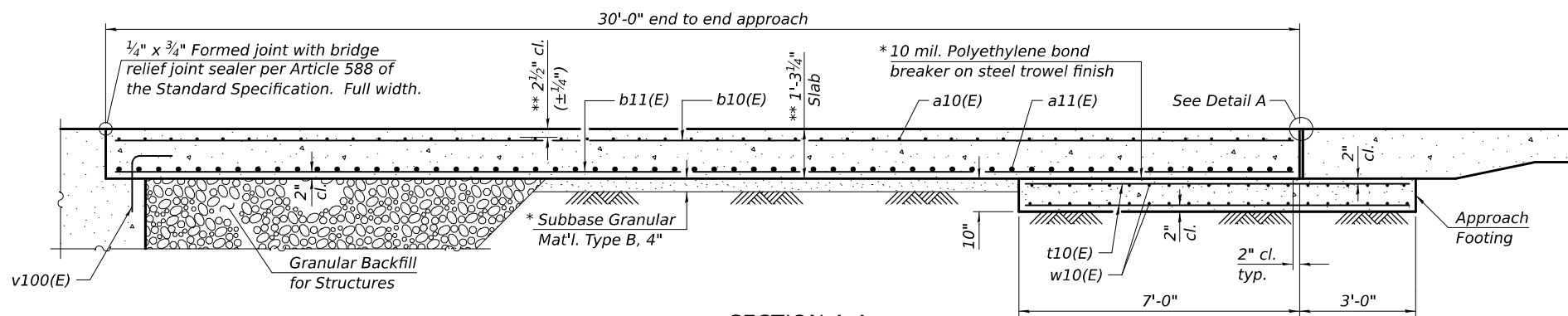
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	42
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF PARAPET AND CURB**

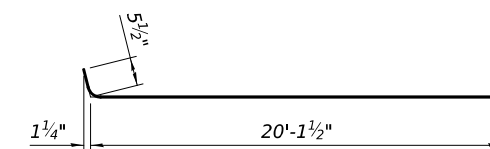
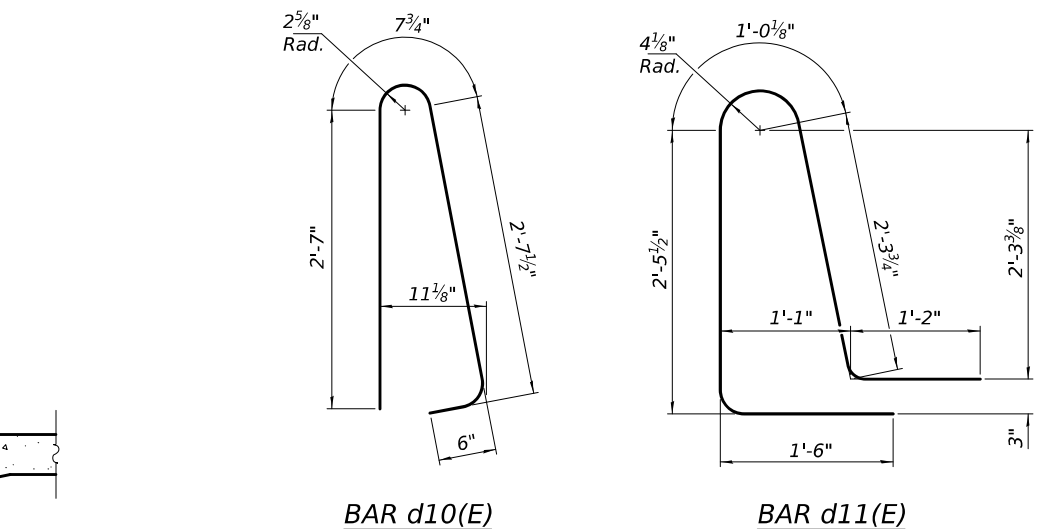
**Notes:**

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 24.

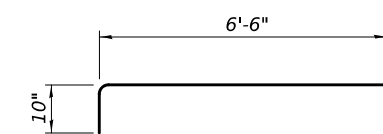


**SECTION A-A**

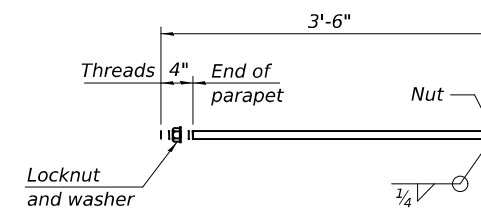
\* Cost included with Concrete Superstructure (Approach Slab).



**BAR a10(E)**



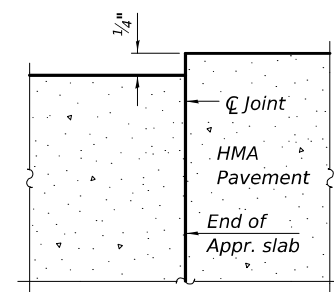
**BAR a12(E)**



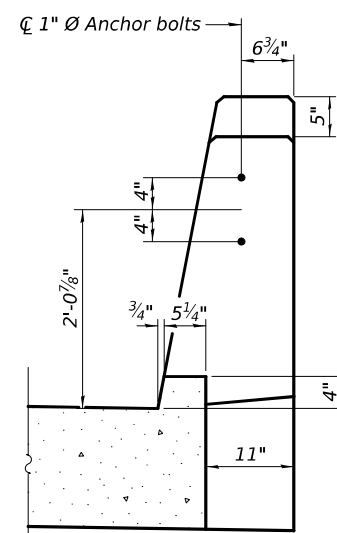
**\* 1" Ø ANCHOR BOLT**  
 (Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

**TWO APPROACHES  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	184	#5	20'-7"	—
a11(E)	240	#8	20'-2"	—
a12(E)	58	#5	7'-4"	—
b10(E)	124	#5	29'-8"	—
b11(E)	196	#9	29'-8"	—
b12(E)	8	#5	14'-8"	—
b13(E)	2	#4	14'-8"	—
b14(E)	8	#5	3'-8"	—
d10(E)	58	#5	6'-5"	⌒
d11(E)	58	#5	8'-6"	⌒
e10(E)	20	#4	14'-8"	—
e11(E)	20	#4	3'-8"	—
t10(E)	168	#4	9'-8"	—
w10(E)	160	#5	20'-2"	—
Concrete Superstructure			Cu. Yd.	4.9
Concrete Superstructure (Approach Slab)			Cu. Yd.	118.8
Concrete Structures			Cu. Yd.	25.3
Reinforcement Bars, Epoxy Coated			Pound	46690



**DETAIL A**



**VIEW B-B**

(Sheet 2 of 2)

MODEL: 0580141-74A10-015  
 FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141-74A10.dgn  
 DESIGNED - RYAN P. NEGANGARD  
 CHECKED - MARTIN FIGUEROA  
 DRAWN - ANTHONY J. NOVELLO  
 CHECKED - R.P.N. / M.F.  
 5/13/2026 2:40:19 PM

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shuffin</i> ENGINEER OF BRIDGE DESIGN	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

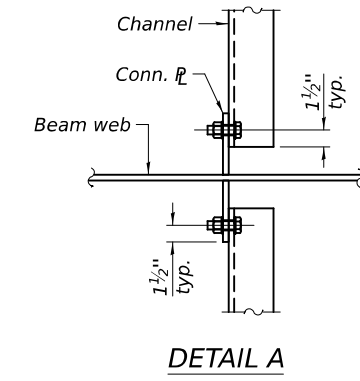
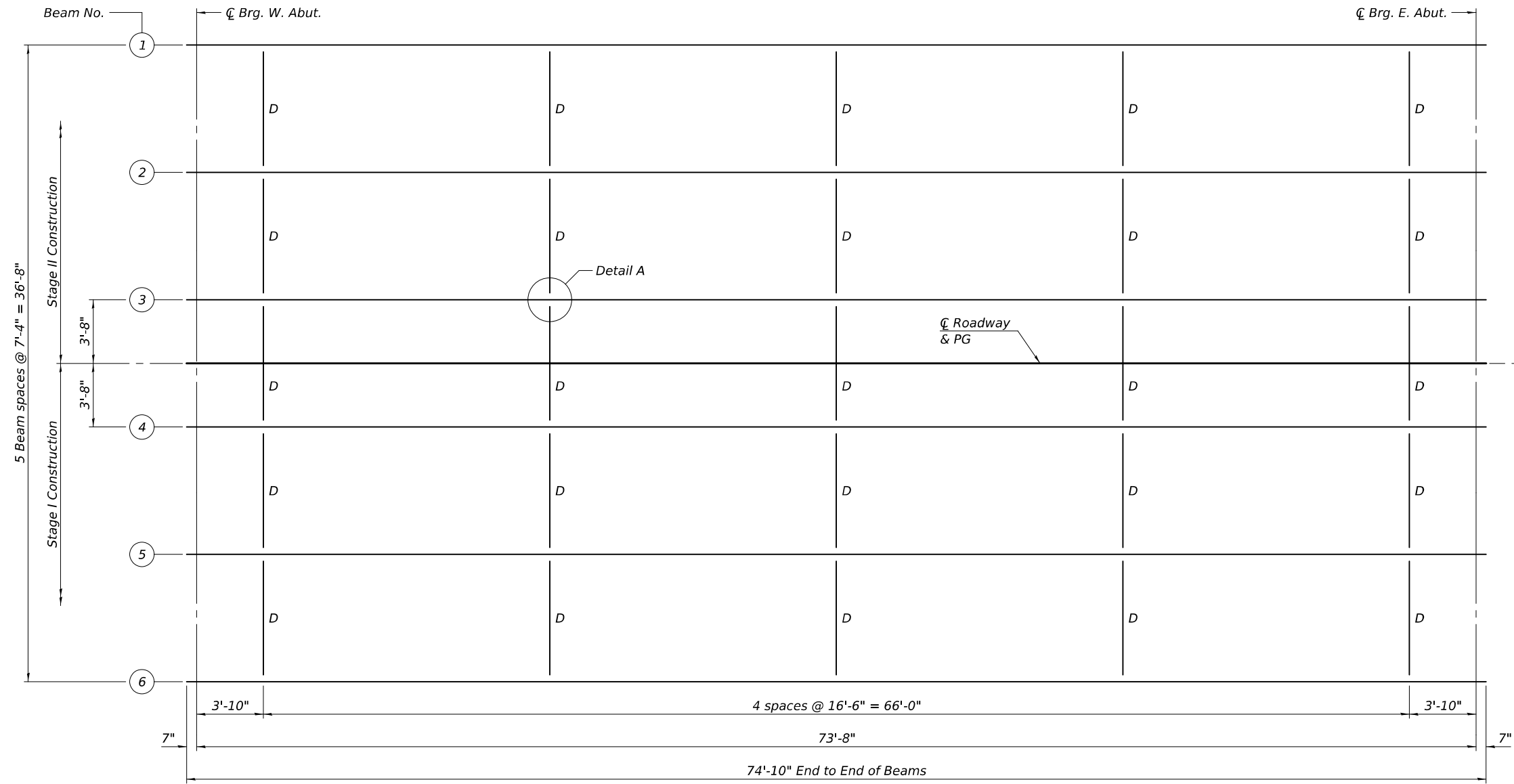
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 058-0141**

SHEET 15 OF 24 SHEETS

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 43
			CONTRACT NO. 74A10	
		ILLINOIS FED. AID PROJECT		

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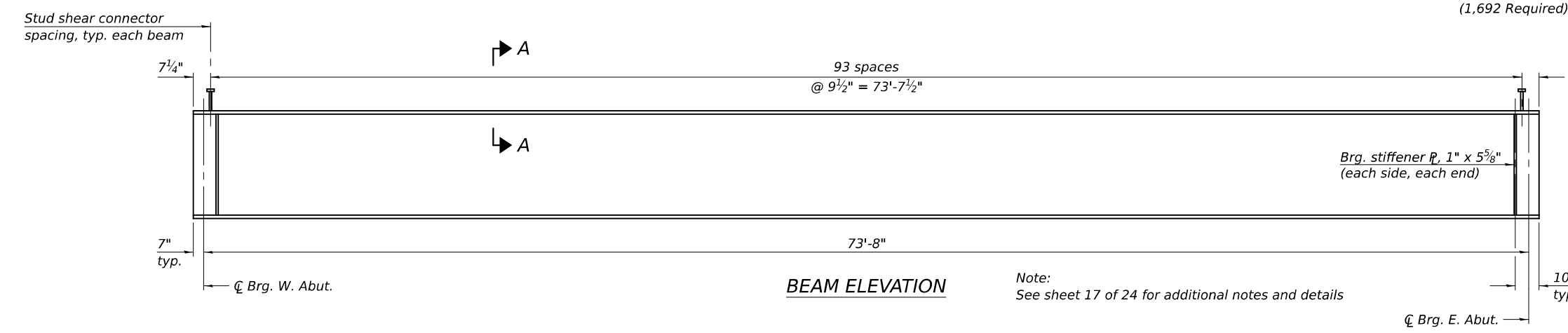


\*\* TOP OF BEAM ELEVATIONS

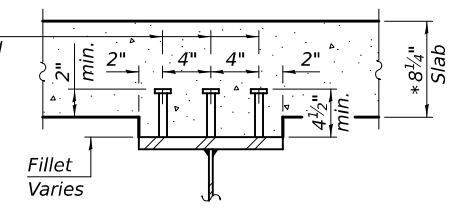
Location	W. Abut.	E. Abut.
Beam 1	661.05	660.86
Beam 2	661.19	661.00
Beam 3	661.30	661.11
Beam 4	661.30	661.11
Beam 5	661.19	661.00
Beam 6	661.05	660.86

\*\* For Fabrication use only

**PLAN**  
 (All beams are W36x160, AASHTO M270 Grade 50, CVN)



3/4" Ø Granular or solid flux-filled headed studs, automatically end welded to flange. (1,692 Required)



**SECTION A-A**  
 (Typical at each beam)

Note:  
 See sheet 17 of 24 for additional notes and details

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shuffin</i>
CHECKED - MARTIN FIGUEROA	ENGINEER OF BRIDGE DESIGN
DRAWN - ANTHONY J. NOVELLO	PASSED - <i>Justin W. Mann</i>
CHECKED - R.P.N. / M.F.	ENGINEER OF BRIDGES AND STRUCTURES

DATE - May 13, 2026	REVISED -
REVISED -	REVISED -

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

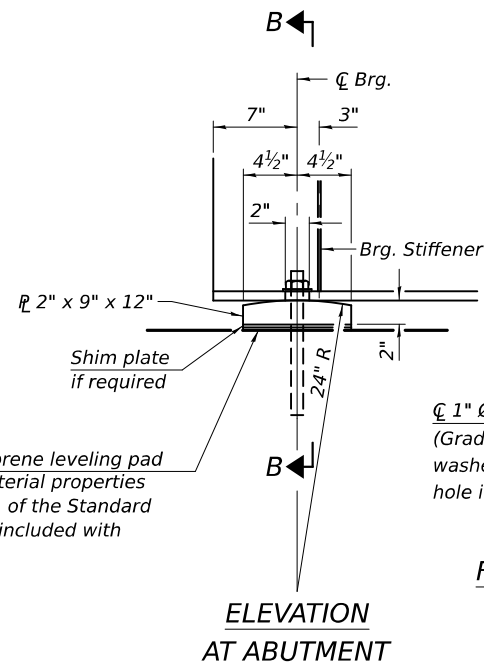
**STRUCTURAL STEEL**  
**STRUCTURE NO. 058-0141**

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 44
CONTRACT NO. 74A10				

SHEET 16 OF 24 SHEETS

ILLINOIS FED. AID PROJECT

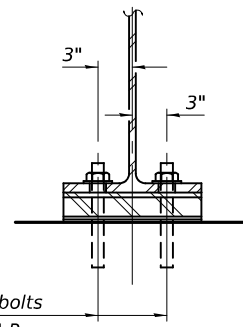
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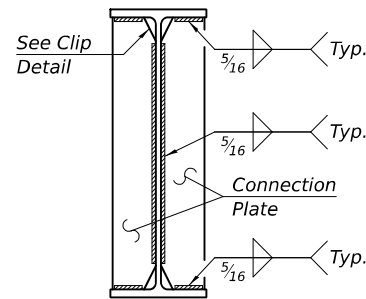
1/8" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

1"  $\varnothing$  x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16"  $\varnothing$  washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2"  $\varnothing$  Holes in bearing plate.

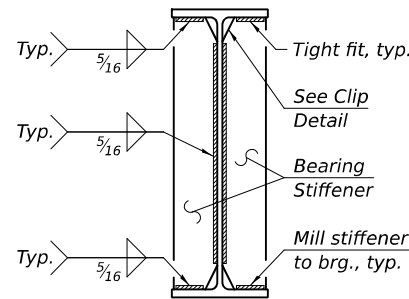
**FIXED BEARING**  
(12 Required)



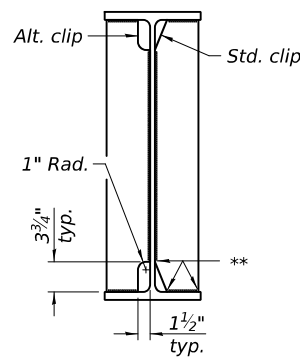
**SECTION B-B**



**CONNECTION PLATE**  
**DETAIL**

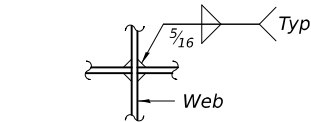


**BEARING STIFFENER**  
**DETAIL**

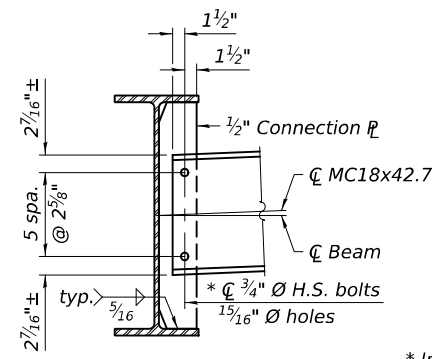


**WELD LIMITS AND CLIP DETAILS**

\*\* Stop welds 1/4" ( $\pm$  1/8") from edges as shown, typ.



**WEB WELD DETAIL**



**DIAPHRAGM D**  
(25 Required)

INTERIOR BEAM MOMENT TABLE		
0.5 Sp. 1		
$I_s$	(in <sup>4</sup> )	9,750
$I_c$ (n)	(in <sup>4</sup> )	26,282
$I_c$ (3n)	(in <sup>4</sup> )	19,607
$I_c$ (cr)	(in <sup>4</sup> )	-
$S_s$	(in <sup>3</sup> )	542
$S_c$ (n)	(in <sup>3</sup> )	793
$S_c$ (3n)	(in <sup>3</sup> )	722
$S_c$ (cr)	(in <sup>3</sup> )	-
$S_x$	(in <sup>3</sup> )	689
$DC1$	(k/')	0.973
$M_{DC1}$	(k)	660.0
$DC2$	(k/')	0.175
$M_{DC2}$	(k)	118.7
$DW$	(k/')	0.367
$M_{DW}$	(k)	249.0
$LLDF$		0.582
$M_{\ell} + IM$	(k)	1062.3
$f_t$ (Strength I)	(ksi)	0
$M_u + 1/3 f_t S_x$	(k)	3,206
$\Phi_r M_n$	(k)	4,272
$f_s$ DC1	(ksi)	14.61
$f_s$ DC2	(ksi)	1.97
$f_s$ DW	(ksi)	4.14
$f_s$ ( $\ell + IM$ )	(ksi)	16.08
$f_t$ (Service II)	(ksi)	0
$f_s + 1/2$ (Service II)	(ksi)	41.62
Service II Resistance	(ksi)	47.50
$f_s + 1/3$ (Strength I)	(ksi)	-
$\Phi_r F_n$	(ksi)	-
$V_r$	(k)	27.1

INTERIOR BEAM REACTION TABLE		
		Abuts.
$LLDF$		0.767
$OCF$		1.000
$R_{DC1}$	(k)	35.8
$R_{DC2}$	(k)	6.4
$R_{DW}$	(k)	13.5
$R_{\ell}$	(k)	66.3
$R_{IM}$	(k)	15.9
$R_{Total}$ (Strength I) (Impact)	(k)	216.9
$R_{Total}$ (Strength I) (No Impact)	(k)	189.0

Notes:  
 $M_{\ell}$  and  $R_{\ell}$  include the effects of centrifugal force and superelevation.

**Notes:**

Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

All bearing plates, anchor bolts, nuts and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

Two hardened washers required for each set of oversized holes. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

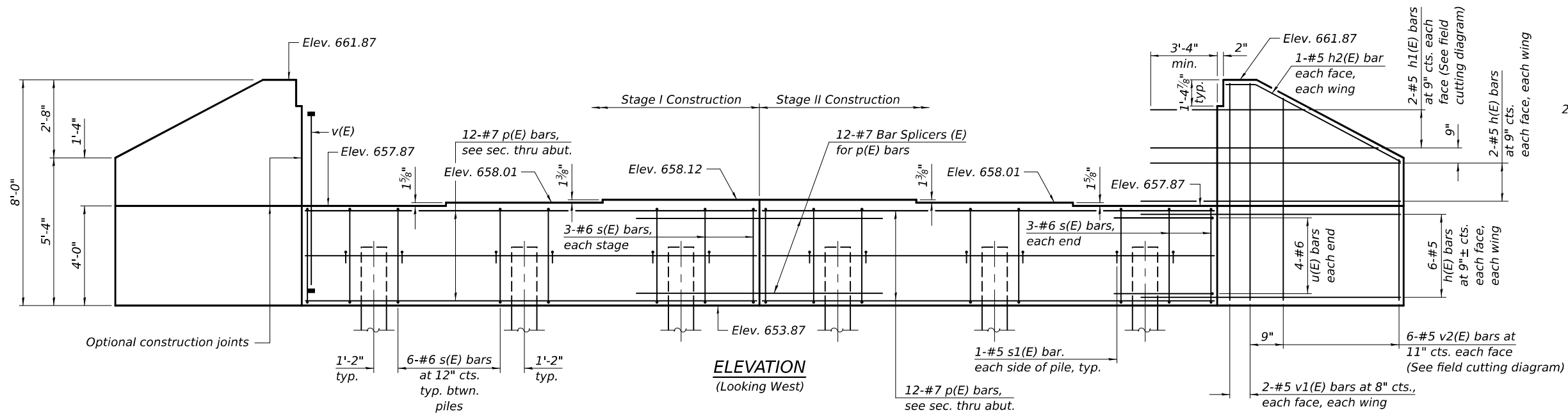
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

\* Install only one 7/8"  $\varnothing$  H.S. bolt in center-most hole above the  $\varnothing$  of beam at each end of the stage line diaphragm. The bolts shall be finger-tightened prior to deck pour to permit rotation. Install 3/4"  $\varnothing$  H.S. bolts and fully tighten immediately after Stage II deck pour is complete.

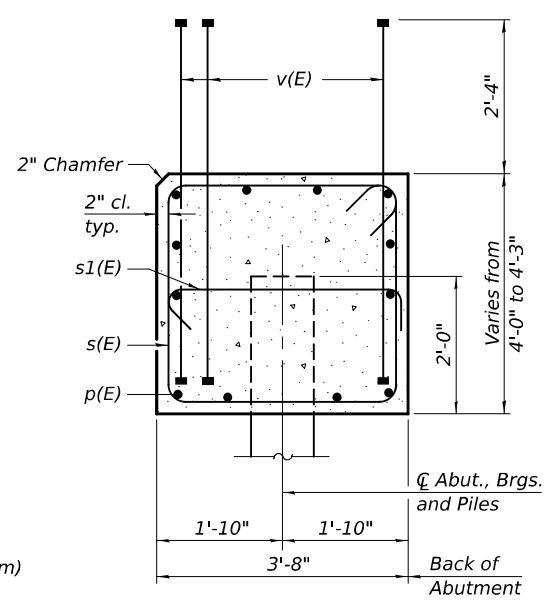
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c$  (n),  $S_c$  (n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c$  (3n),  $S_c$  (3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c$  (cr),  $S_c$  (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $S_x$ : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.<sup>3</sup>).
- $DC1$ : Un-factored non-composite dead load (kips/ft.).
- $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).
- $DC2$ : Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- $DW$ : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- $M_{DW}$ : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $LLDF$ : Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- $M_{\ell} + IM$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- $M_u$ : Strength I load combination of factored design moments (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell} + IM$
- $f_t$ : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- $\Phi_r M_n$ : Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).
- $f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $M_{DC1} / S_s$
- $f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $M_{DC2} / S_c$  (3n) or  $M_{DC2} / S_c$  (cr) as applicable.
- $f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $M_{DW} / S_c$  (3n) or  $M_{DW} / S_c$  (cr) as applicable.
- $f_s$  ( $\ell + IM$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_{\ell} + IM / S_c$  (n) or  $M_{\ell} + IM / S_c$  (cr) as applicable.
- $f_s + f_t / 2$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s$  DC1 +  $f_s$  DC2 +  $f_s$  DW +  $1.3 f_s$  ( $\ell + IM$ ) +  $f_t / 2$
- Service II Resistance: Composite (0.95 $R_n F_y r$ ) or noncomposite (0.80 $R_n F_y r$ ) stress capacity according to Article 6.10.4.2 (ksi).
- $f_s + f_t / 3$  (Strength I): Sum of stresses as computed below on non-compact sections (ksi).  
 $1.25 (f_s$  DC1 +  $f_s$  DC2) +  $1.5 f_s$  DW +  $1.75 f_s$  ( $\ell + IM$ ) +  $f_t / 3$
- $\Phi_r F_n$ : Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- $V_r$ : Maximum factored shear range in span computed according to Article 6.10.10.
- $OCF$ : Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- $R_{DC1}$ : Un-factored reaction due to non-composite dead load (kip).
- $R_{DC2}$ : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- $R_{DW}$ : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- $R_{\ell}$ : Un-factored live load reaction (kip).
- $R_{IM}$ : Un-factored dynamic load allowance (impact) (kip).
- $R_{Total}$  (Strength I) (Impact): Strength I load combination of factored design reactions (kip).  
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell} + R_{IM})$
- $R_{Total}$  (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).  
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell})$

MODEL: 0580141-74A10-017  
FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141\CADData\Bridge\0580141-74A10.dgn  
DESIGNED - RYAN P. NEGANGARD  
CHECKED - MARTIN FIGUEROA  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N./M.F.  
EXAMINED - Mark Shuffin  
PASSED - Walter W. Mann  
DATE - May 13, 2026  
REVISED -  
REVISED -  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
STRUCTURAL STEEL DETAILS  
STRUCTURE NO. 058-0141  
SHEET 17 OF 24 SHEETS  
F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
323A (139BR)B MACON 70 45  
CONTRACT NO. 74A10  
ILLINOIS FED. AID PROJECT

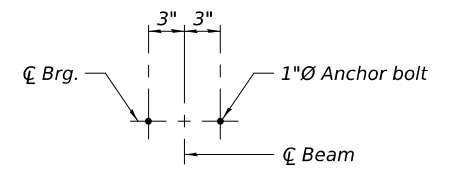
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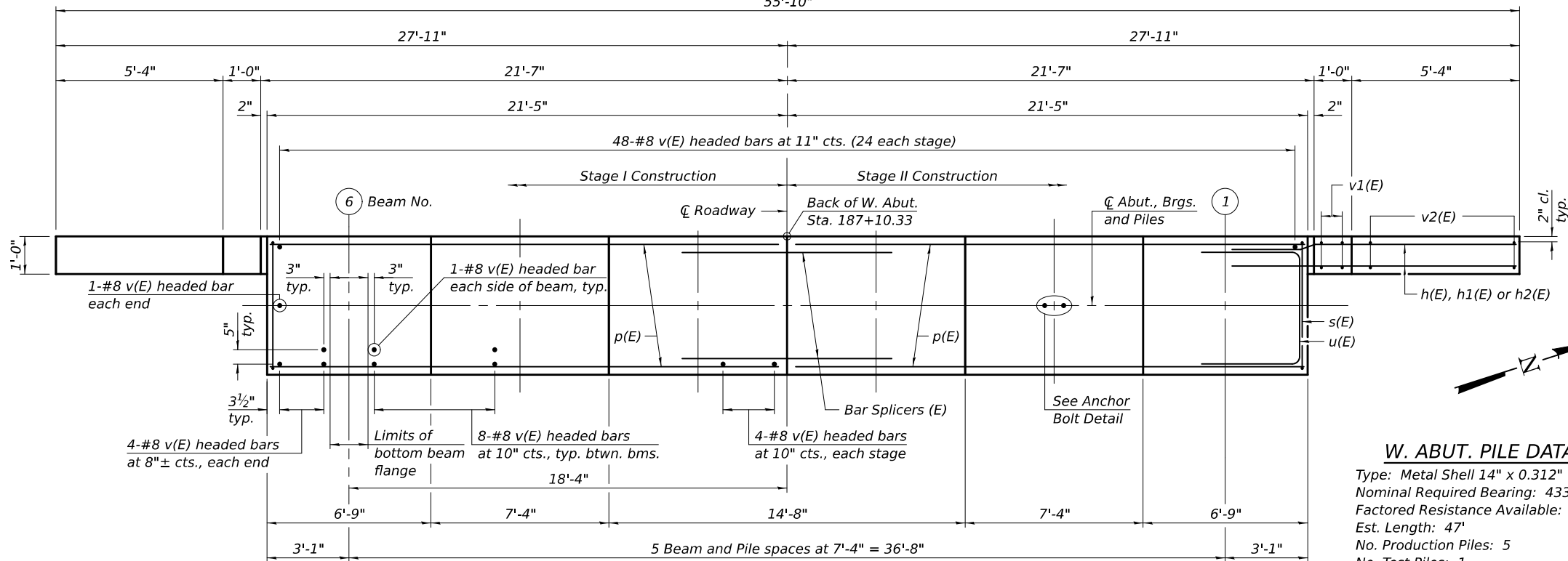
**ELEVATION**  
(Looking West)



**SEC. THRU ABUT.**



**ANCHOR BOLT DETAIL**



**PLAN**

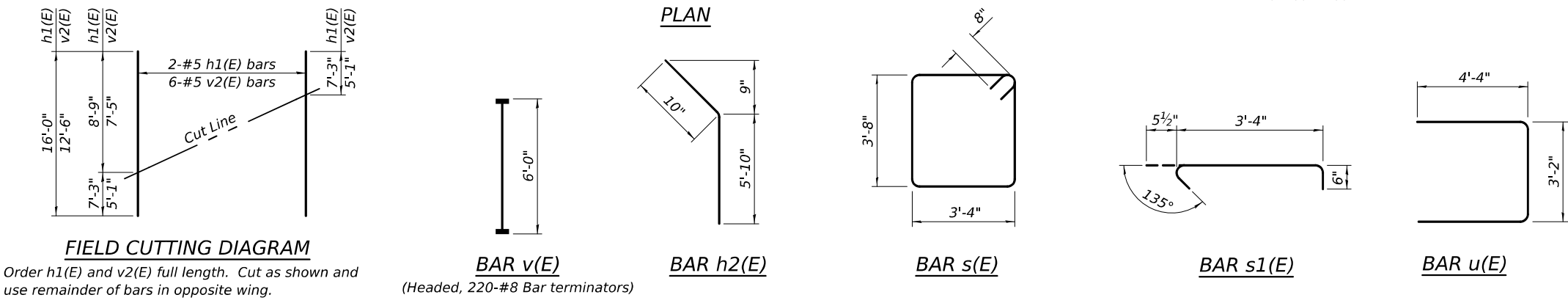
**W. ABUT. PILE DATA**

Type: Metal Shell 14" x 0.312" with pile shoes  
 Nominal Required Bearing: 433 kips  
 Factored Resistance Available: 238 kips  
 Est. Length: 47'  
 No. Production Piles: 5  
 No. Test Piles: 1

**WEST ABUTMENT**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#5	9'-8"	—
h1(E)	4	#5	16'-0"	—
h2(E)	4	#5	6'-8"	—
p(E)	24	#7	21'-1"	—
s(E)	36	#6	15'-4"	□
s1(E)	12	#5	4'-4"	┌
u(E)	8	#6	11'-10"	▭
v(E)	110	#8	6'-0"	—
v1(E)	8	#5	7'-8"	—
v2(E)	12	#5	12'-6"	—
Structure Excavation	Cu. Yd.	122		
Concrete Structures	Cu. Yd.	27.3		
Reinforcement Bars, Epoxy Coated	Pound	4460		
Furnishing Metal Shell Piles, 14" x 0.312"	Foot	235		
Driving Piles	Foot	235		
Test Pile Metal Shells	Each	1		
Pile Shoes	Each	6		

Notes:  
 Pour steps monolithically with cap.  
 Bar terminators, paid separately. See Total Bill of Material.  
 For details of piles see sheet 20 of 24.



**FIELD CUTTING DIAGRAM**

Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

**BAR v(E)**  
(Headed, 220-#8 Bar terminators)

**BAR h2(E)**

**BAR s(E)**

**BAR s1(E)**

**BAR u(E)**

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shuffin</i>	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	ENGINEER OF BRIDGE DESIGN	
DRAWN - ANTHONY J. NOVELLO	PASSED - <i>Justin W. Mann</i>	REVISER -
CHECKED - R.P.N. / M.F.	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -

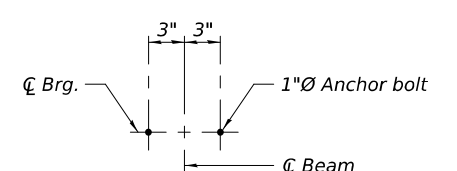
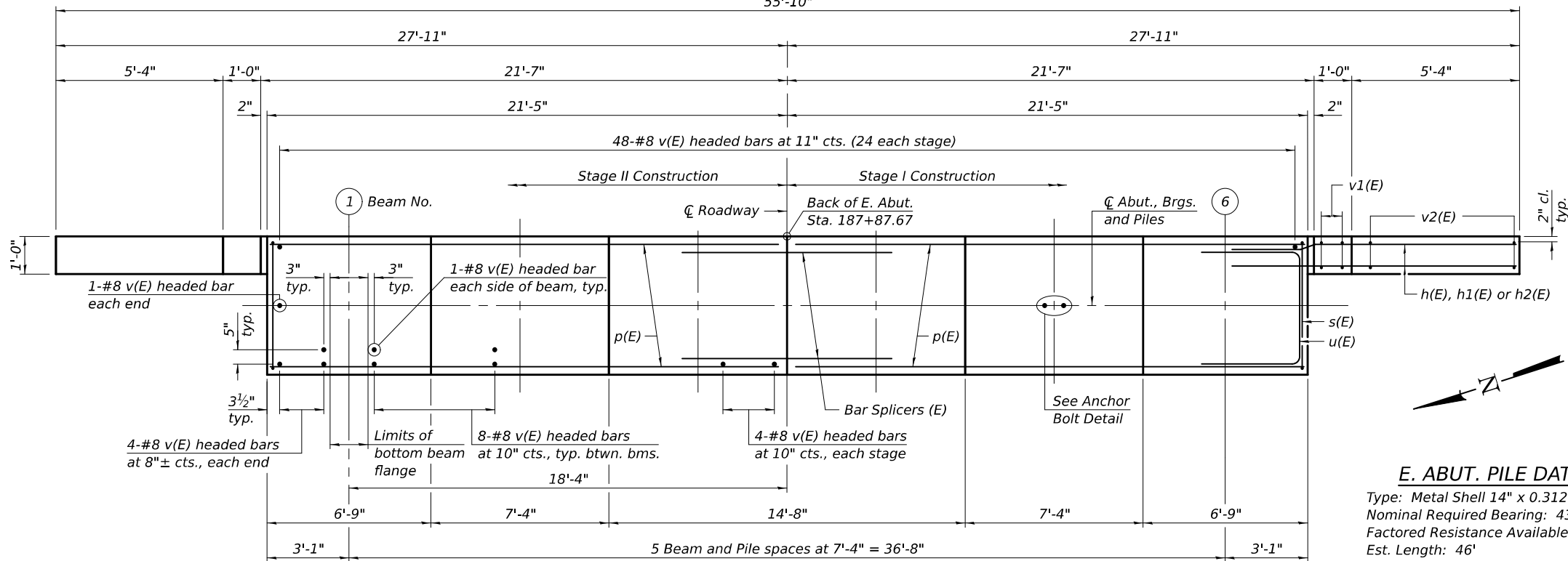
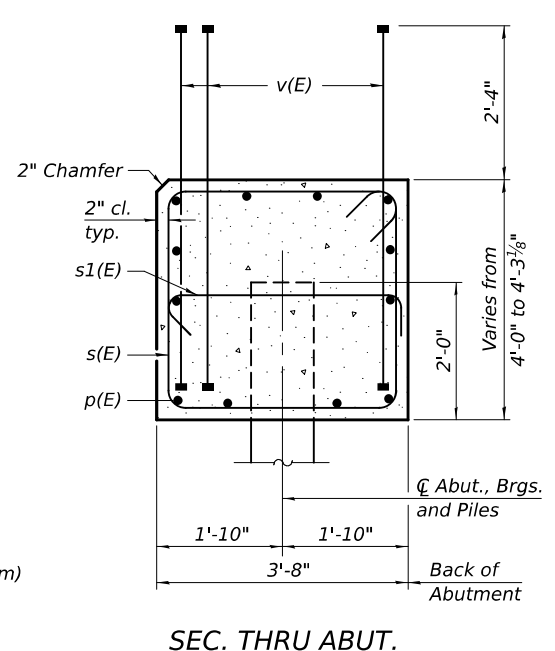
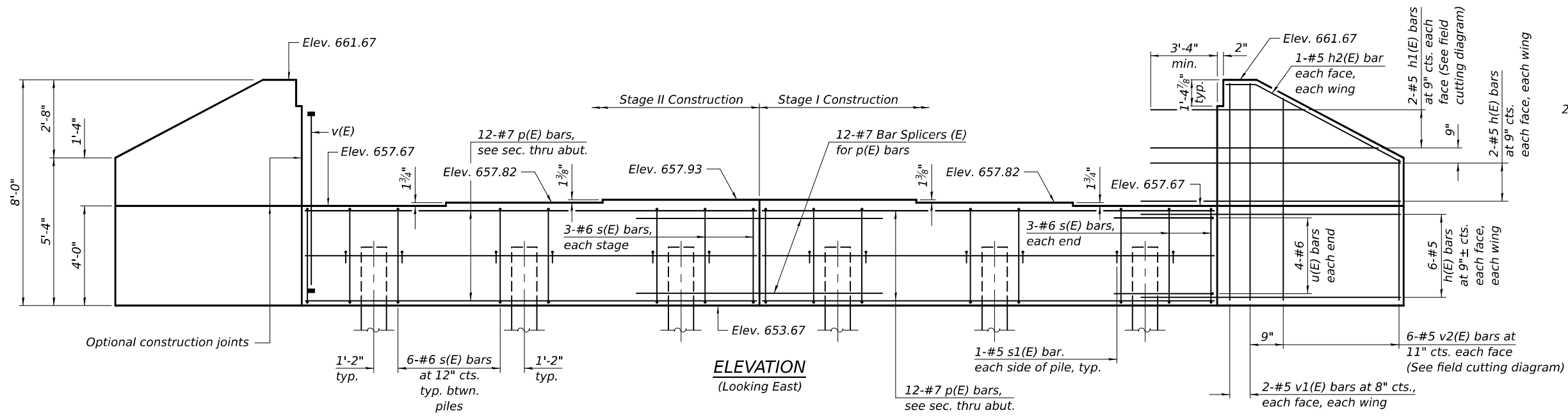
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT**  
**STRUCTURE NO. 058-0141**

SHEET 18 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	46
CONTRACT NO. 74A10			ILLINOIS FED. AID PROJECT	

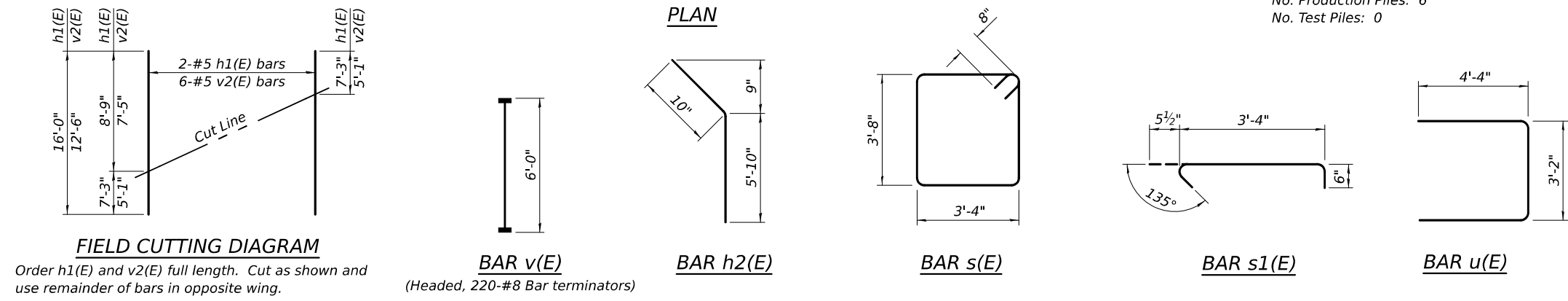
MODEL: 0580141-74A10-019  
 FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141-74A10.dgn  
 DESIGNED - RYAN P. NEGANGARD  
 CHECKED - MARTIN FIGUEROA  
 DRAWN - ANTHONY J. NOVELLO  
 CHECKED - R.P.N. / M.F.  
 5/13/2026 2:40:21 PM



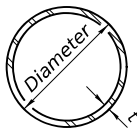
**EAST ABUTMENT  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#5	9'-8"	—
h1(E)	4	#5	16'-0"	—
h2(E)	4	#5	6'-8"	—
p(E)	24	#7	21'-1"	—
s(E)	36	#6	15'-4"	□
s1(E)	12	#5	4'-4"	┌
u(E)	8	#6	11'-10"	▭
v(E)	110	#8	6'-0"	—
v1(E)	8	#5	7'-8"	—
v2(E)	12	#5	12'-6"	—
Structure Excavation		Cu. Yd.	122	
Concrete Structures		Cu. Yd.	27.4	
Reinforcement Bars, Epoxy Coated		Pound	4460	
Furnishing Metal Shell Piles, 14" x 0.312"		Foot	276	
Driving Piles		Foot	276	
Pile Shoes		Each	6	

**E. ABUT. PILE DATA**  
 Type: Metal Shell 14" x 0.312" with pile shoes  
 Nominal Required Bearing: 433 kips  
 Factored Resistance Available: 238 kips  
 Est. Length: 46'  
 No. Production Piles: 6  
 No. Test Piles: 0

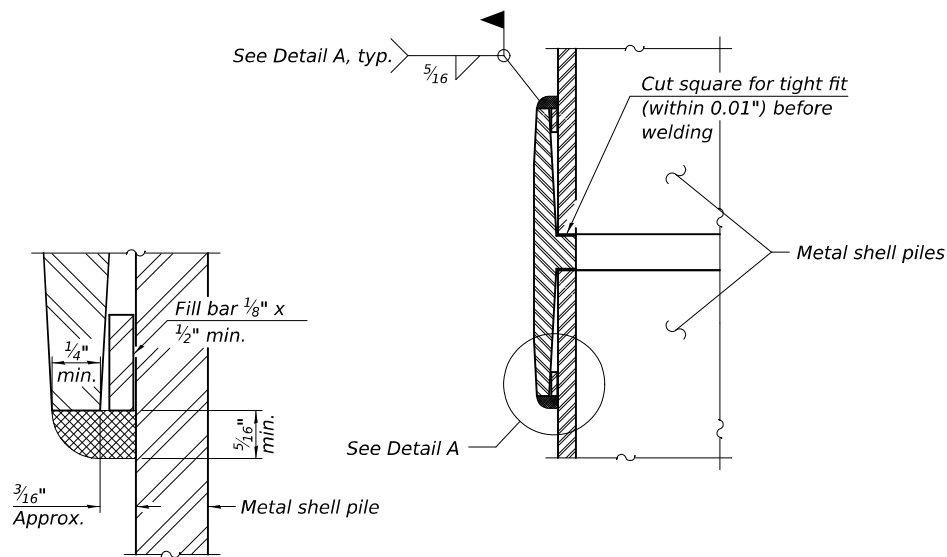


**Notes:**  
 Pour steps monolithically with cap.  
 Bar terminators, paid separately. See Total Bill of Material.  
 For details of piles see sheet 20 of 24.

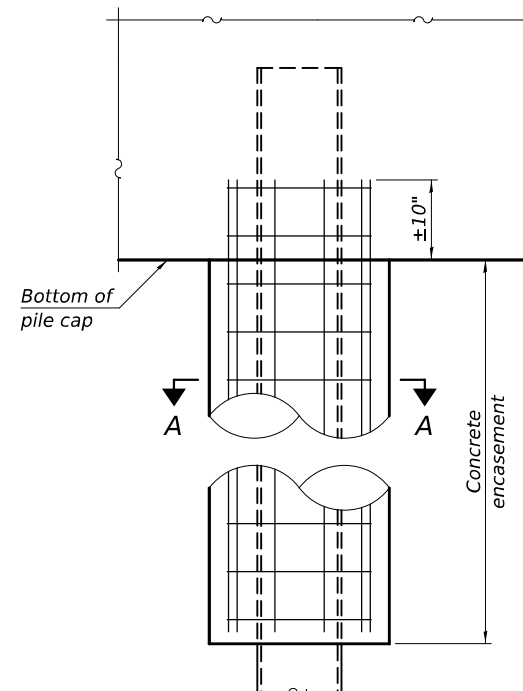


**METAL SHELL PILE TABLE**

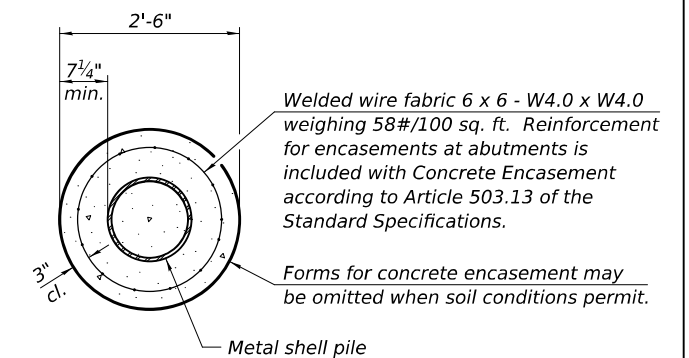
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



**DETAIL A**

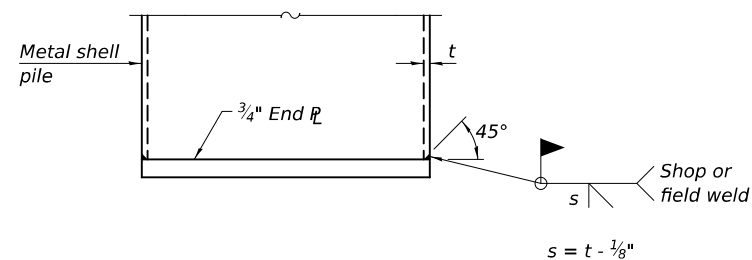


**ELEVATION**



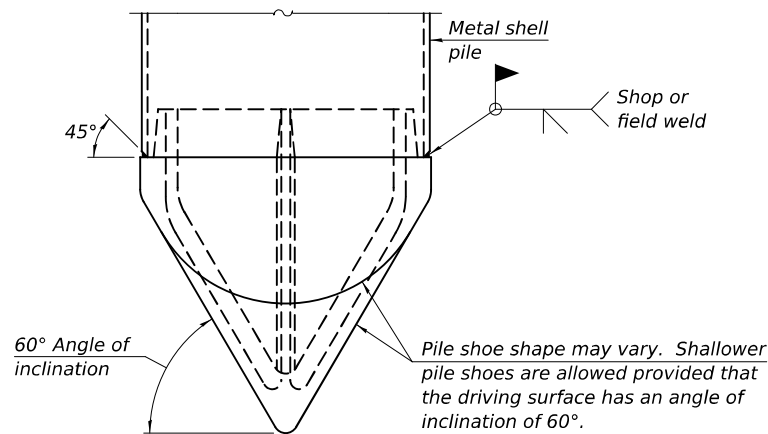
**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
(When specified)



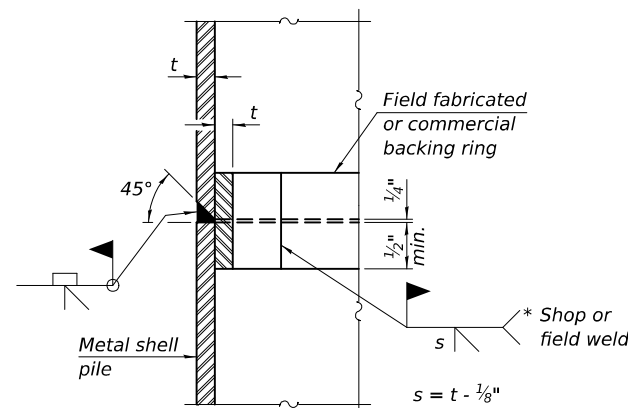
**END PLATE ATTACHMENT**

**WELDED COMMERCIAL SPLICE**  
Notes:  
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.  
Pile segments shall be driven to solid contact with splicer before welding.

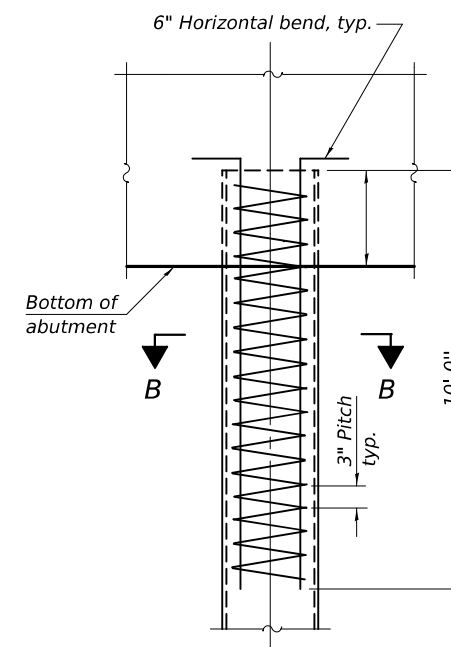


**PILE SHOE ATTACHMENT**

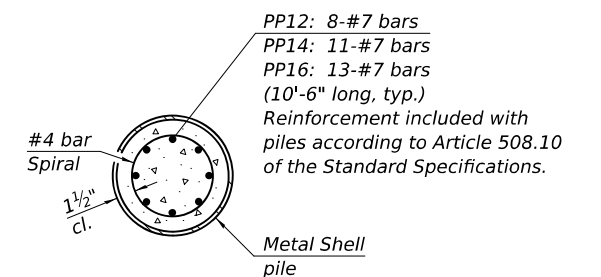
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).



**COMPLETE PENETRATION WELD SPLICE**  
\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



**ELEVATION**



**SECTION B-B**

**REINFORCEMENT AT ABUTMENTS**  
(Omit when concrete encasement is specified)

Note:  
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

MODEL: 0580141-74A10-020  
FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141\CADDData\Bridge\0580141-74A10.dgn

F-MS 4-4-2025

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i>	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i>	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS  
STRUCTURE NO. 058-0141**

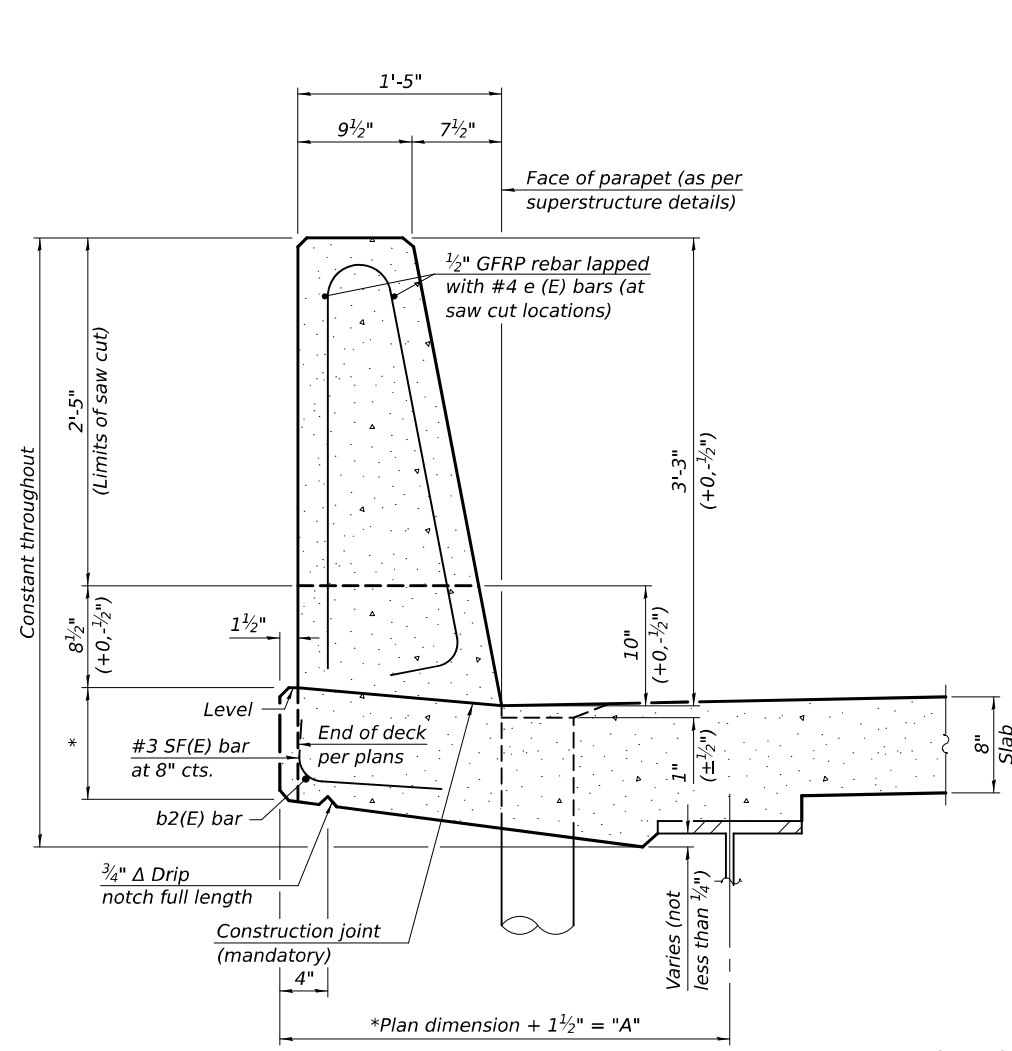
SHEET 20 OF 24 SHEETS

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 48
CONTRACT NO. 74A10				

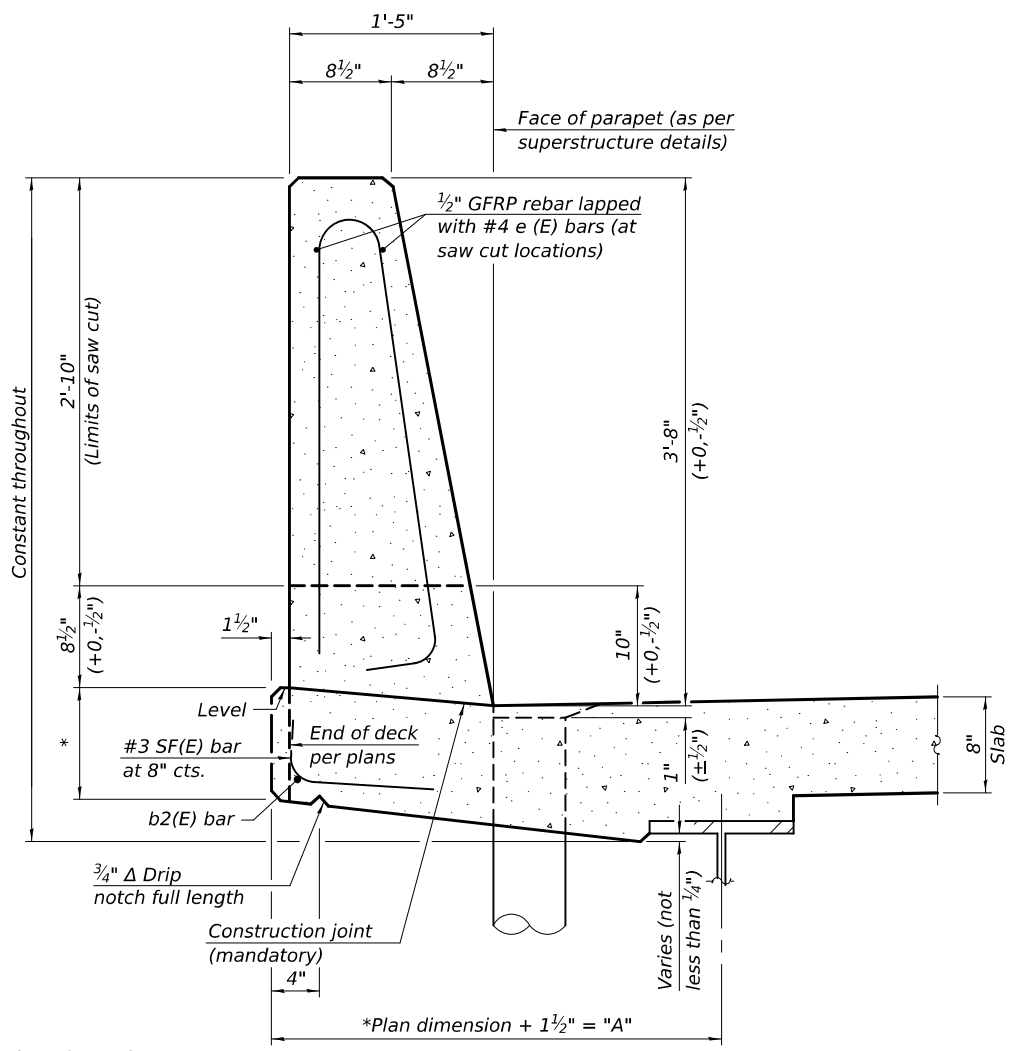
ILLINOIS FED. AID PROJECT

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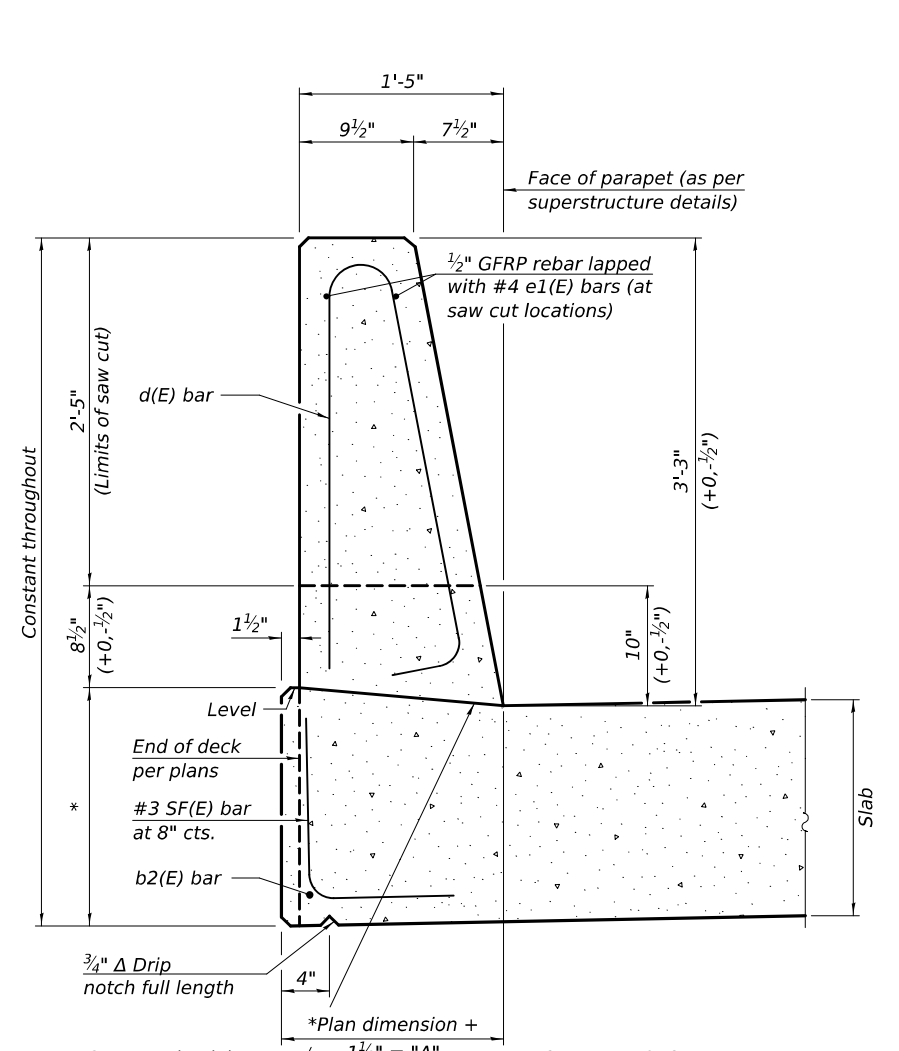
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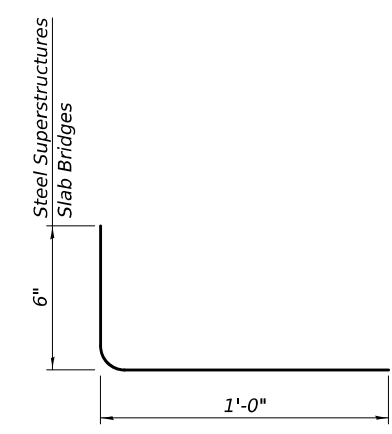
**39" CONSTANT-SLOPE  
 PARAPET SECTION**  
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



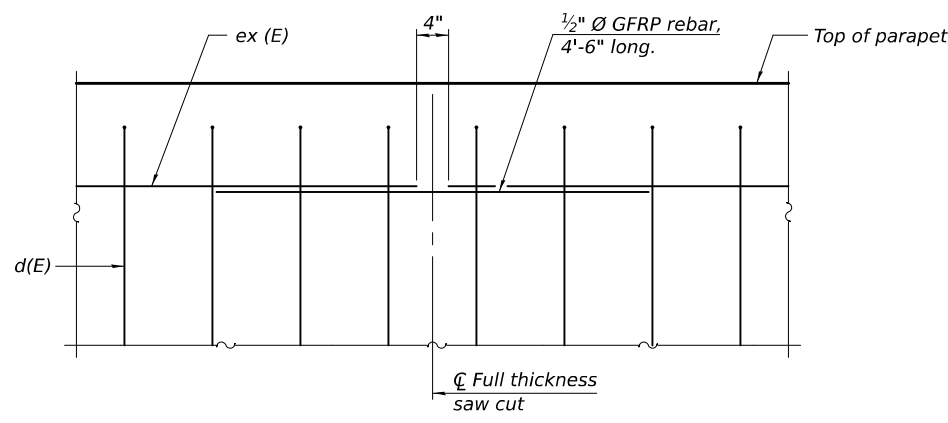
**44" CONSTANT-SLOPE  
 PARAPET SECTION**  
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)  
 \*See Superstructure Details.



**39" CONSTANT-SLOPE  
 PARAPET SECTION**  
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



**SF(E) BAR**



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

**Notes:**  
 All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.  
 Additional concrete needed to revise dimension "A" (39" and 44" parapets):  
 Steel Superstructures: 0.00348 cu. yds./ft.  
 Slab Bridge Superstructures: cu. yds./ft.  
 Place full depth aluminum sheets as shown on superstructure details.  
 Replace all cork joint filler locations with a full thickness saw cut.  
 Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i>
CHECKED - MARTIN FIGUEROA	ENGINEER OF BRIDGES AND STRUCTURES
DRAWN - ANTHONY J. NOVELLO	PASSED - <i>Justin W. Mann</i>
CHECKED - R.P.N. / M.F.	ENGINEER OF BRIDGES AND STRUCTURES

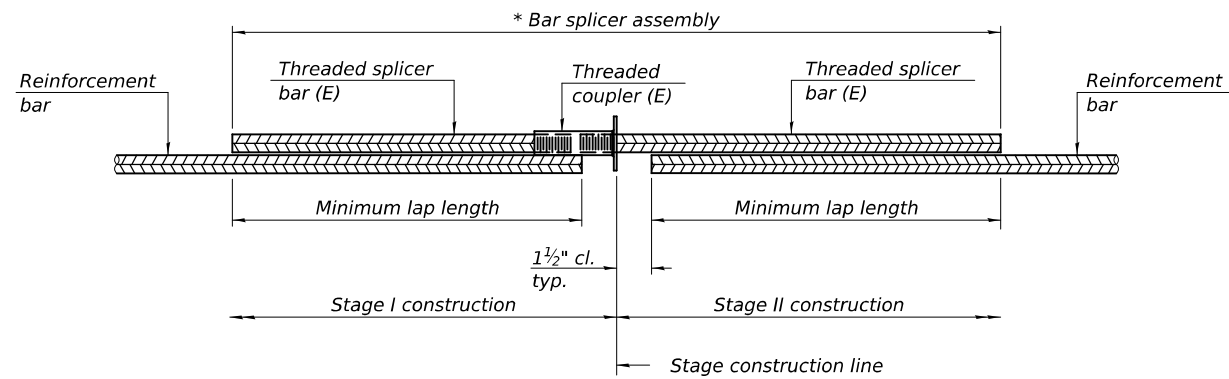
DATE - May 13, 2026
REVISED -
REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION  
 STRUCTURE NO. 058-0141**

SHEET 21 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	49
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



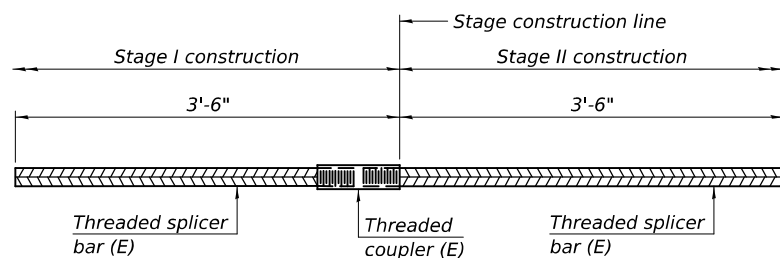
**STANDARD BAR SPLICER ASSEMBLY PLAN**

Only bar splicer assemblies as presented on the approved QPL list may be used.

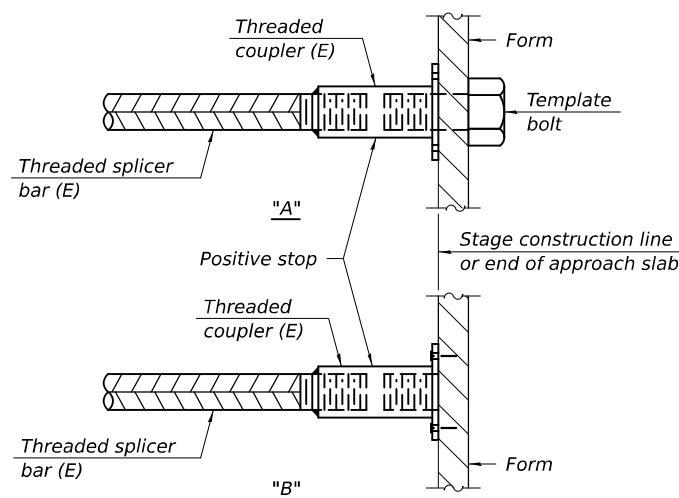
Threaded splicer bar length = min. lap length + 1 1/2" + thread length

\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Slab Top	5	157	3'-1"
Slab Bottom	5	92	3'-6"
Abutment Diaphragm, Back Face	6	8	4'-0"
Abutment Diaphragm, Front Face	6	6	See Diaphragm Bar Splicer Detail
Approach Slab Top	5	92	3'-4"
Approach Slab Bottom	8	120	4'-9"
Approach Slab Footing	5	80	3'-2"
Abutment Caps	7	24	5'-0"



**DIAPHRAGM BAR SPLICER DETAIL**

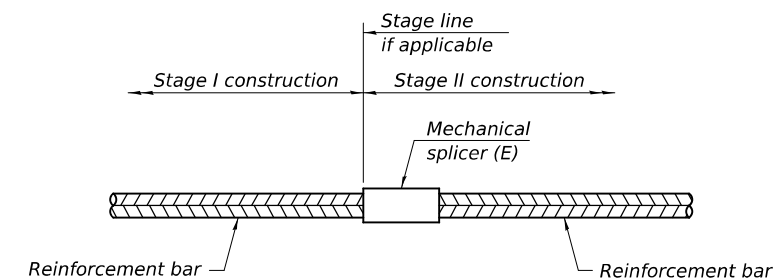


**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

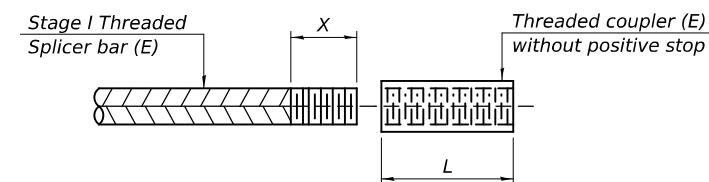
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**THREADING OF ASSEMBLIES**

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

**Notes:**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: 0580141-74A10-022  
 FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\OBM Projects\0580141\CADDData\Bridge\0580141-74A10.dgn  
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BSD-1

4-4-2025

DESIGNED - RYAN P. NEGANGARD	EXAMINED	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

*Mark Shuffin*  
 ENGINEER OF BRIDGE DESIGN

*Justin W. Mann*  
 ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 058-0141

SHEET 22 OF 24 SHEETS

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 50
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Page 1 of 2  
Date 11/1/22

ROUTE FAP 323A (US 36) DESCRIPTION US 36 over Long Creek Tributary LOGGED BY E. Sandschafer

SECTION (139BR)B LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.  
Latitude N 39.814371, Longitude W 88.850343

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER/Auto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)  
Station 187+43.55

BORING NO. 1 West Abutment  
Station 187+04  
Offset 10.0 ft LT  
Ground Surface Elev. 661.96 ft

DEPTH H S	B L O W S	U C S	M O I S T	Surface Water Elev.		Stream Bed Elev.		D E P T H	B L O W S	U C S	M O I S T
				ft	ft	ft	ft				
				645.22	645.22	644.74	644.74				
				Groundwater Elev.:							
				First Encounter		622.0					
				Upon Completion		644.0					
				After 24 Hrs.		647.0					
				(ft)	(/6")	(tsf)	(%)				
Asphalt								4	2.9	12	
								12	BS		
659.96											
Brown, CLAY								3			
								6	4.5	11	
								12	B		
No recovery. Rock stuck in sampler								25			
								5	3.1	12	
								9	B		
654.96											
Medium, moist, grey, SILTY CLAY								3			
								5	1.7	13	
								7	B		
652.46											
Medium, moist, grey, SILTY LOAM								3			
								3	3.3	12	
								6	B		
649.96											
Medium, moist, dark grey and black, CLAY LOAM											
Stiff, grey								4			
								10	4.5	10	
								14	B		
644.96											
Medium, moist, brown, CLAY											
641.96								4			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer, NR-No Recovery, NT-Not Tested.

BBS, form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Page 2 of 2  
Date 11/1/22

ROUTE FAP 323A (US 36) DESCRIPTION US 36 over Long Creek Tributary LOGGED BY E. Sandschafer

SECTION (139BR)B LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.  
Latitude N 39.814371, Longitude W 88.850343

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER/Auto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)  
Station 187+43.55

BORING NO. 1 West Abutment  
Station 187+04  
Offset 10.0 ft LT  
Ground Surface Elev. 661.96 ft

DEPTH H S	B L O W S	U C S	M O I S T	Surface Water Elev.		Stream Bed Elev.		D E P T H	B L O W S	U C S	M O I S T
				ft	ft	ft	ft				
				645.22	645.22	644.74	644.74				
				Groundwater Elev.:							
				First Encounter		622.0					
				Upon Completion		644.0					
				After 24 Hrs.		647.0					
				(ft)	(/6")	(tsf)	(%)				
Very stiff, moist, brown, CLAY LOAM Till								6	3.7	15	
								12	B		
617.46											
Hard, wet, grey, CLAY LOAM Till											
Medium, moist, grey and blue, CLAY								2	0.8	16	
								3	B		
612.46											
Hard, moist, grey, CLAY LOAM Till								5			
								10	5.0	10	
								16	B		
607.46											
Very dense, moist, grey, fine grain, SAND 13.1% passing No. 200 Sieve								13			
								17	NT	17	
								50	5-7	NT	
601.96											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer, NR-No Recovery, NT-Not Tested.

BBS, form 137 (Rev. 8-99)

MODEL: 0580141-74A10-023  
FILE NAME: p:\dot-pw-bentley.com\FWIDOT\Documents\DOT\_O\_ces\Bureau of Bridges and Structures\OBM Projects\0580141\CADData\Bridge\0580141-74A10.dgn

DESIGNED - RYAN P. NEGANGARD	EXAMINED - <i>Mark Shelton</i> ENGINEER OF BRIDGE DESIGN	DATE - May 13, 2026
CHECKED - MARTIN FIGUEROA	PASSED - <i>Justin W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / M.F.		

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

**SOIL BORING LOGS**  
**STRUCTURE NO. 058-0141**

SHEET 23 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	51
CONTRACT NO. 74A10				
		ILLINOIS	FED. AID PROJECT	

Page 1 of 2

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 11/7/22

ROUTE FAP 323A (US 36) DESCRIPTION US 36 over Long Creek Tributary LOGGED BY E. Sandschafer

SECTION (139BR)B LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.  
Latitude N 39.814257, Longitude W 88.850117

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER/Auto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)  
Station 187+43.55

BORING NO. 2 East Abutment  
Station 187+84  
Offset 11.0 ft RT  
Ground Surface Elev. 661.65 ft

DEPTH H S	B L O W S	U C S	M O I S T	Description	DEPTH H S	B L O W S	U C S	M O I S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After
									ft	ft	ft	ft	ft	ft
				Asphalt					645.22	644.74				
				Stiff, moist, grey, SILTY CLAY LOAM Till	2	4	1.3	20						
				659.65										
				Brown, CLAY	1			14						
				657.15										
				Stiff, moist, brown, CLAY	-5	1	1.4	19						
				Very stiff	1	1	2.3	13						
				654.65										
				Medium, moist, brown, SILTY CLAY	1	1	0.6	28						
				1	1	2.3	13							
				-10	1									
				1	1	0.6	28							
				1	1	1.8	12							
				631.15										
				Stiff, moist, grey, gravelly, SANDY LOAM	2	10								
				627.05										
				Stiff, moist, dark brown, SILTY LOAM With organics	2	2	1.0	52						
				1	2	3								
				644.65										
				Very soft, moist, grey, SANDY LOAM	1	3	0.1	15						
				5	5									
				641.65-20	1									
				621.65-40	40									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer, NR-No Recovery, NT-Not Tested.

BBS, form 137 (Rev. 8-99)

Page 2 of 2

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 11/7/22

ROUTE FAP 323A (US 36) DESCRIPTION US 36 over Long Creek Tributary LOGGED BY E. Sandschafer

SECTION (139BR)B LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.  
Latitude N 39.814257, Longitude W 88.850117

COUNTY Macon DRILLING METHOD Hollow stem auger & split spoon HAMMER/Auto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)  
Station 187+43.55

BORING NO. 2 East Abutment  
Station 187+84  
Offset 11.0 ft RT  
Ground Surface Elev. 661.65 ft

DEPTH H S	B L O W S	U C S	M O I S T	Description	DEPTH H S	B L O W S	U C S	M O I S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After
									ft	ft	ft	ft	ft	ft
				Medium, moist, dark brown, PEAT	2	4	0.6	102	645.22	644.74				
				Very dense, SAND No recovery										
				616.75-45										
				Stiff, moist, grey, CLAY LOAM Till	3	5	1.0	14						
				Wet, grey, fine grained 5.0% passing No. 200 Sieve										
				592.15										
				Very stiff	-50	2								
				Hard, wet, grey, CLAY LOAM Till	7	10	3.7	12						
				590.65										
				Benchmark: BM 13-Disk on Southwest Headwall of SN 058-0021, Sta. 187+29, 21 feet RT, Elevation = 660.961 feet End of Boring										
				Hard, wet, cobbles	-58	3	1.2	7						
				45	45	6.0								
				601.65-60	46									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer, NR-No Recovery, NT-Not Tested.

BBS, form 137 (Rev. 8-99)

MODEL: 0580141-74A10-024  
FILE NAME: p:\dot-pw-bentley.com\p\dot\Documents\DOT\_O\_ces\Bureau of Bridges and Structures\OBM Projects\0580141-74A10.dgn  
5/13/2026 2:40:23 PM

DESIGNED - RYAN P. NEGANGARD  
CHECKED - MARTIN FIGUEROA  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / M.F.

EXAMINED *Mark Shelton*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Justin W. Mann*  
ENGINEER OF BRIDGES AND STRUCTURES

DATE - May 13, 2026  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS  
STRUCTURE NO. 058-0141**

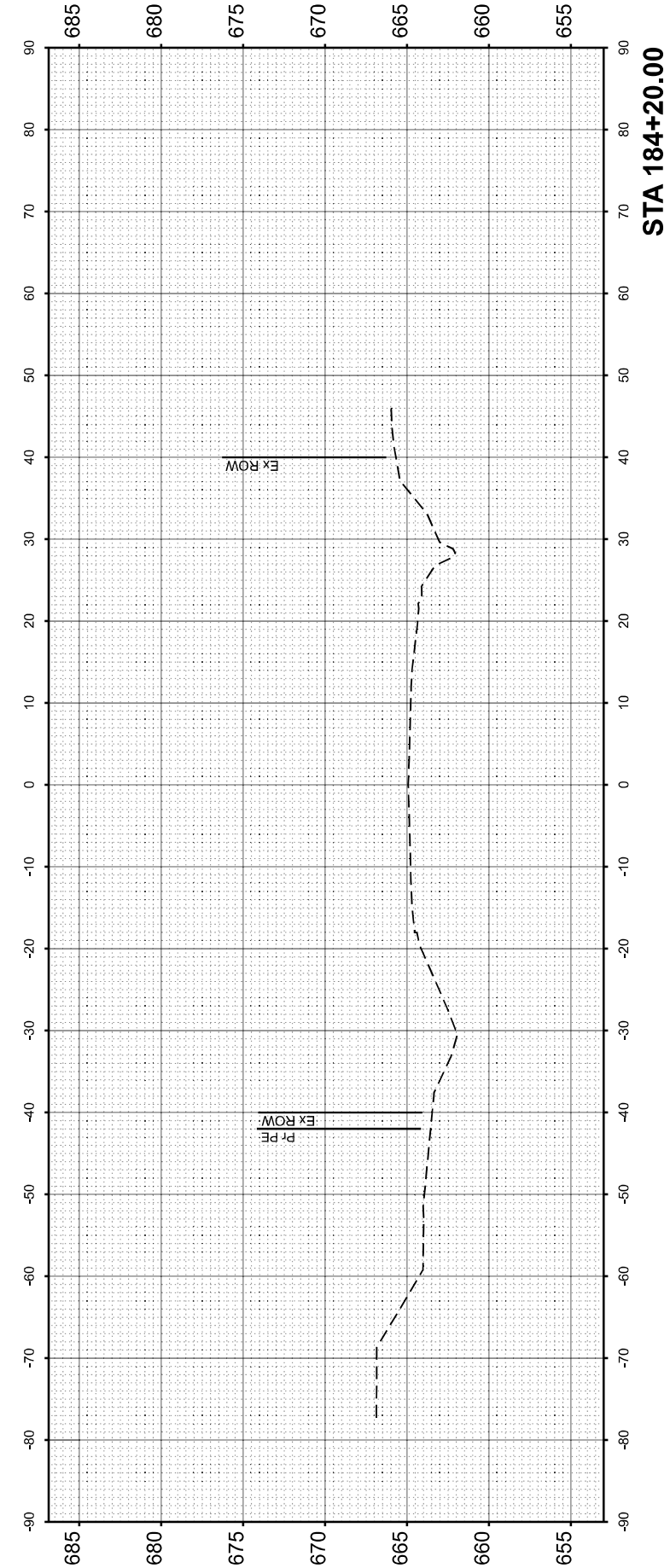
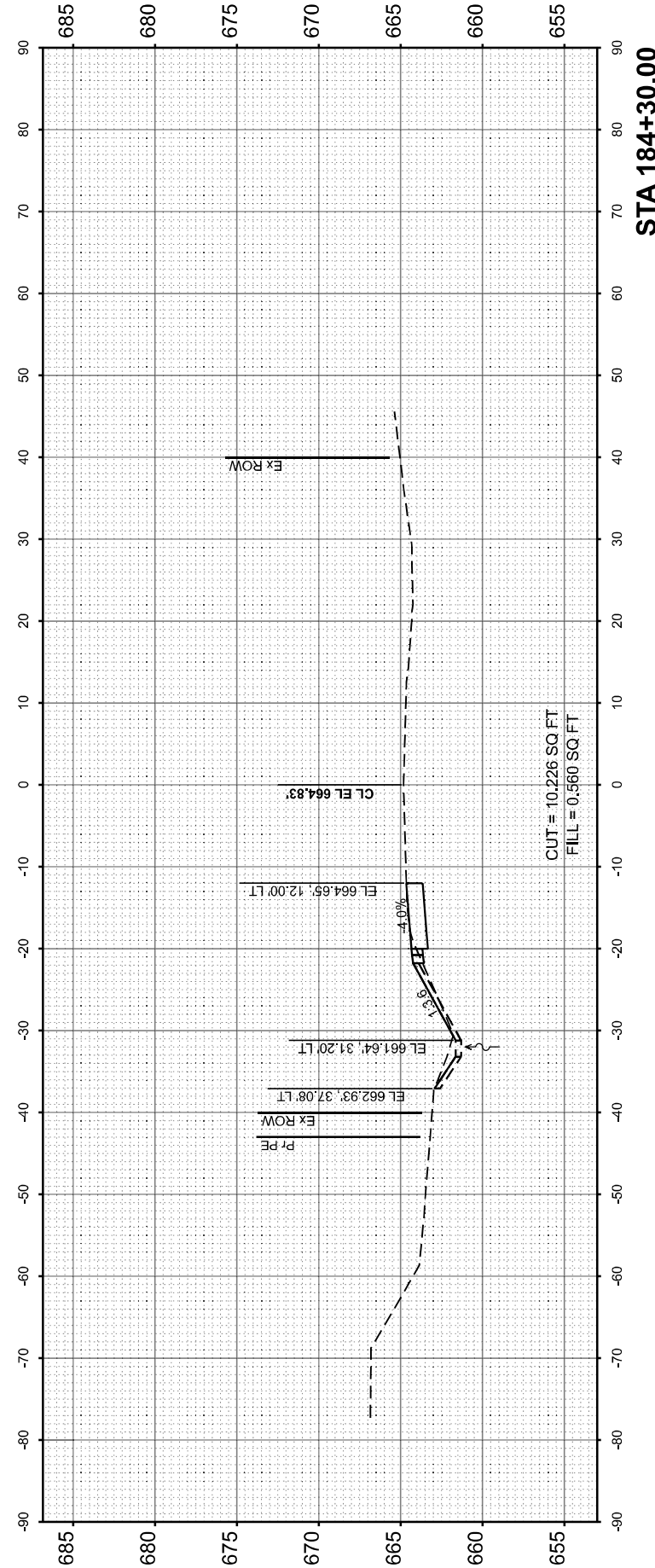
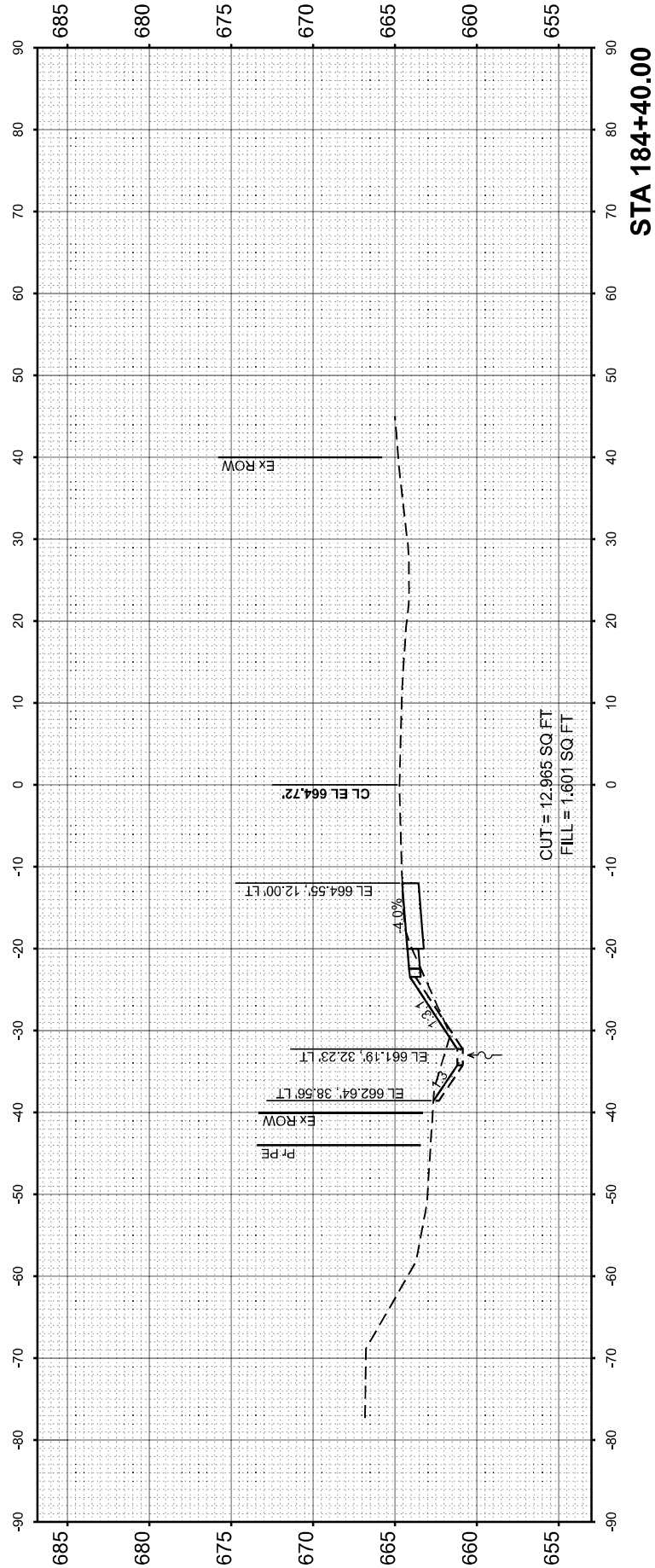
SHEET 24 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	52
CONTRACT NO. 74A10				
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATES		

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATES		

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PLOT DATE =	2/5/2026

DESIGNED -	MHS	REVISED -	
DRAWN -	MHS	REVISED -	
CHECKED -	AMH	REVISED -	
DATE -		REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

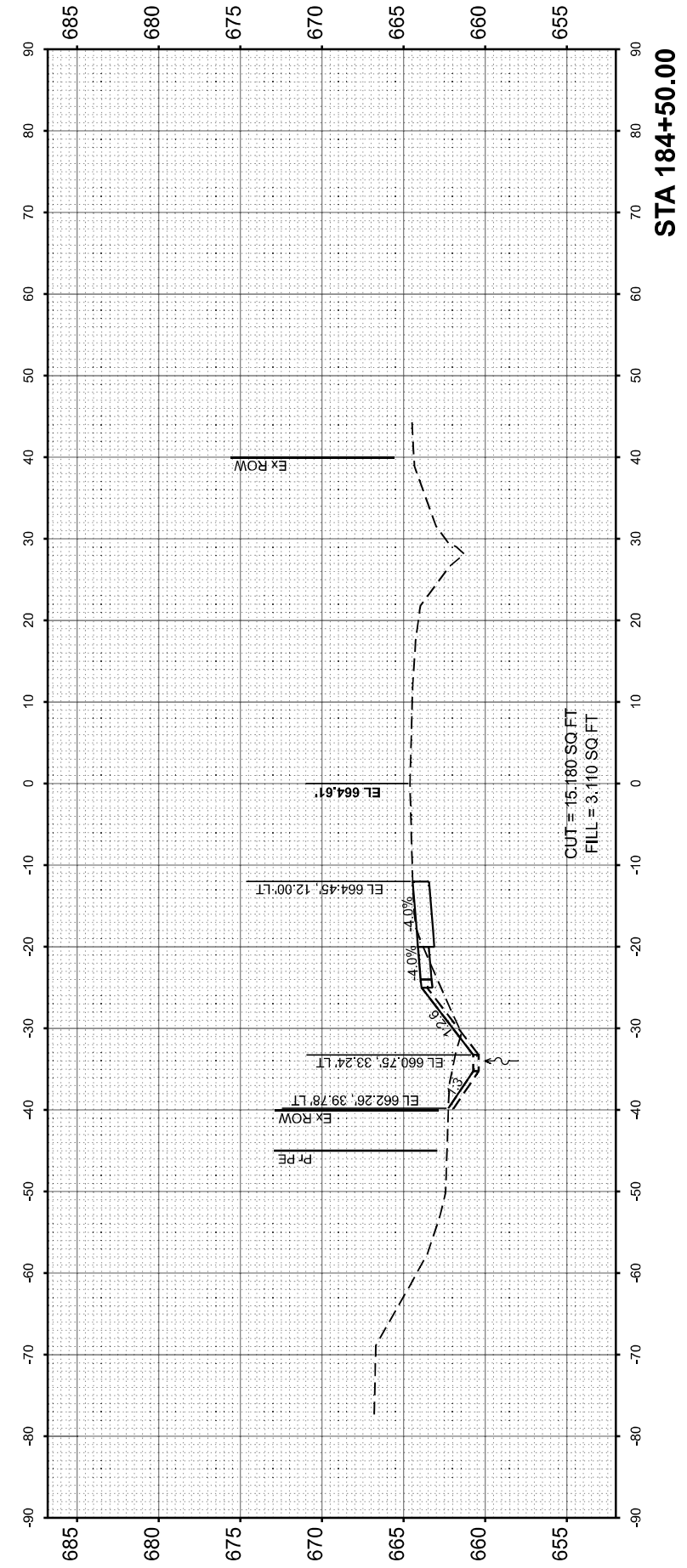
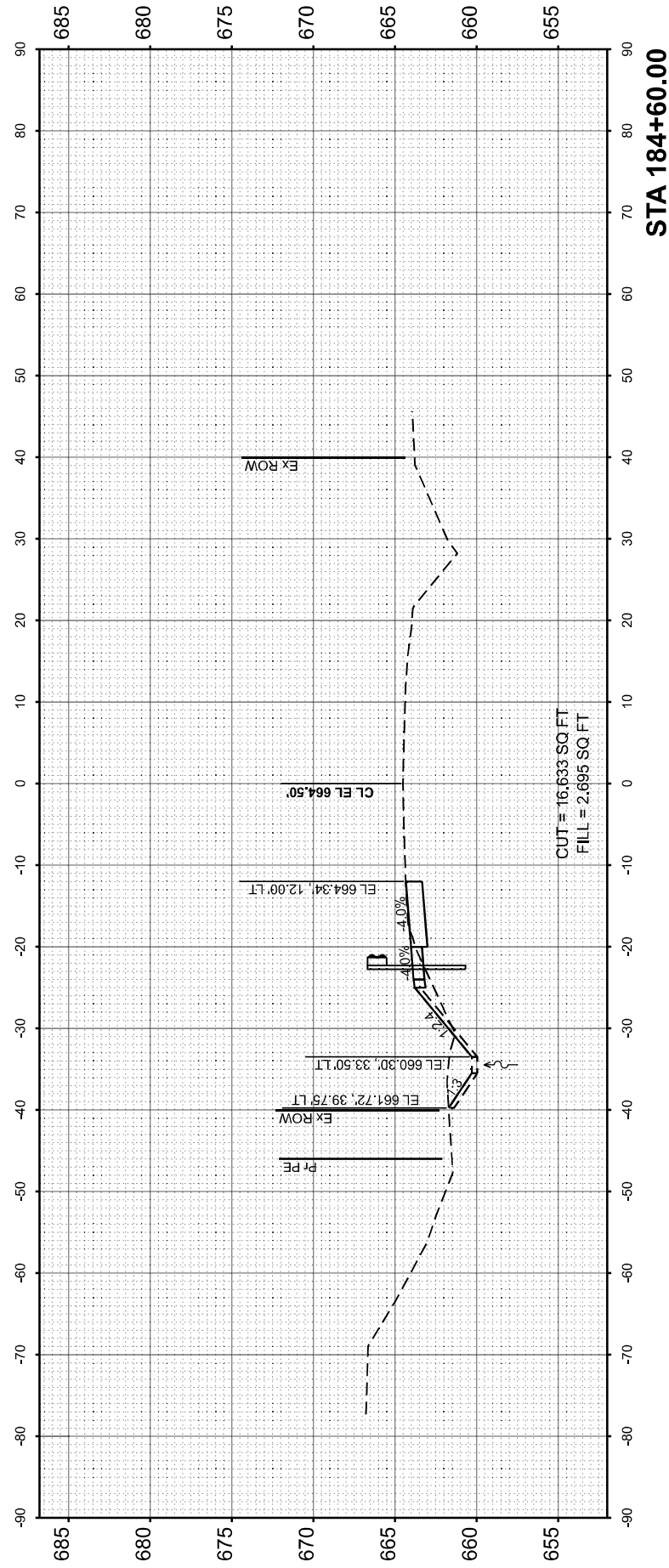
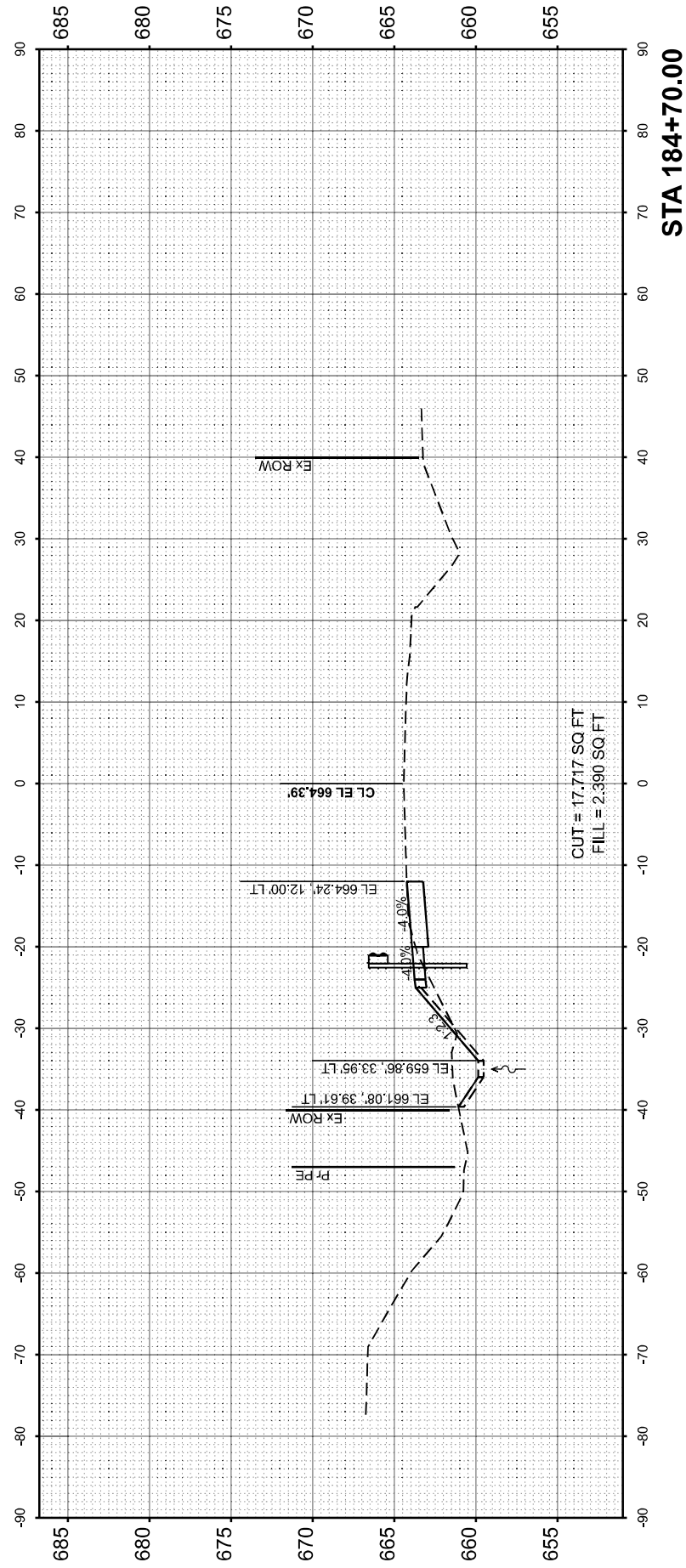
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

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PLOT DATE =	12/10/2025

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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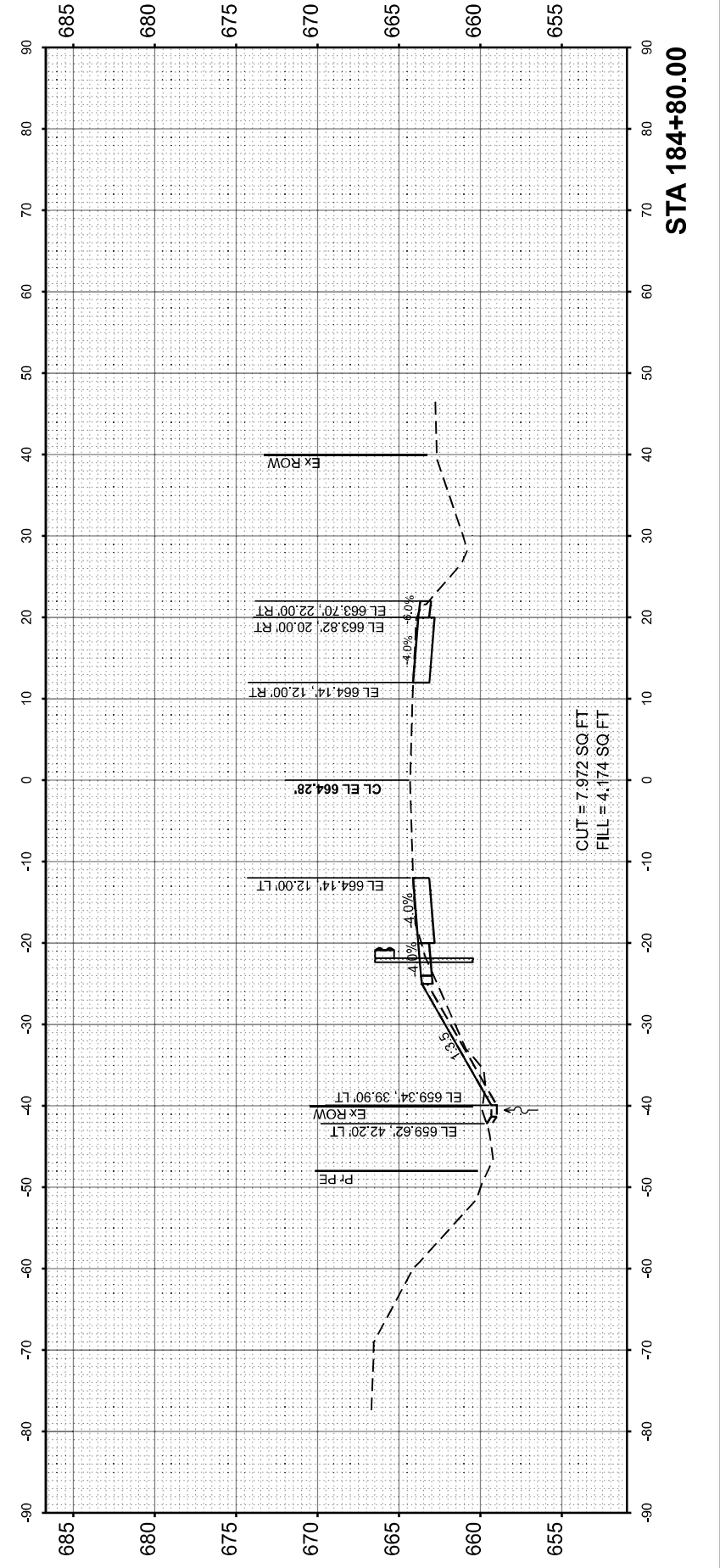
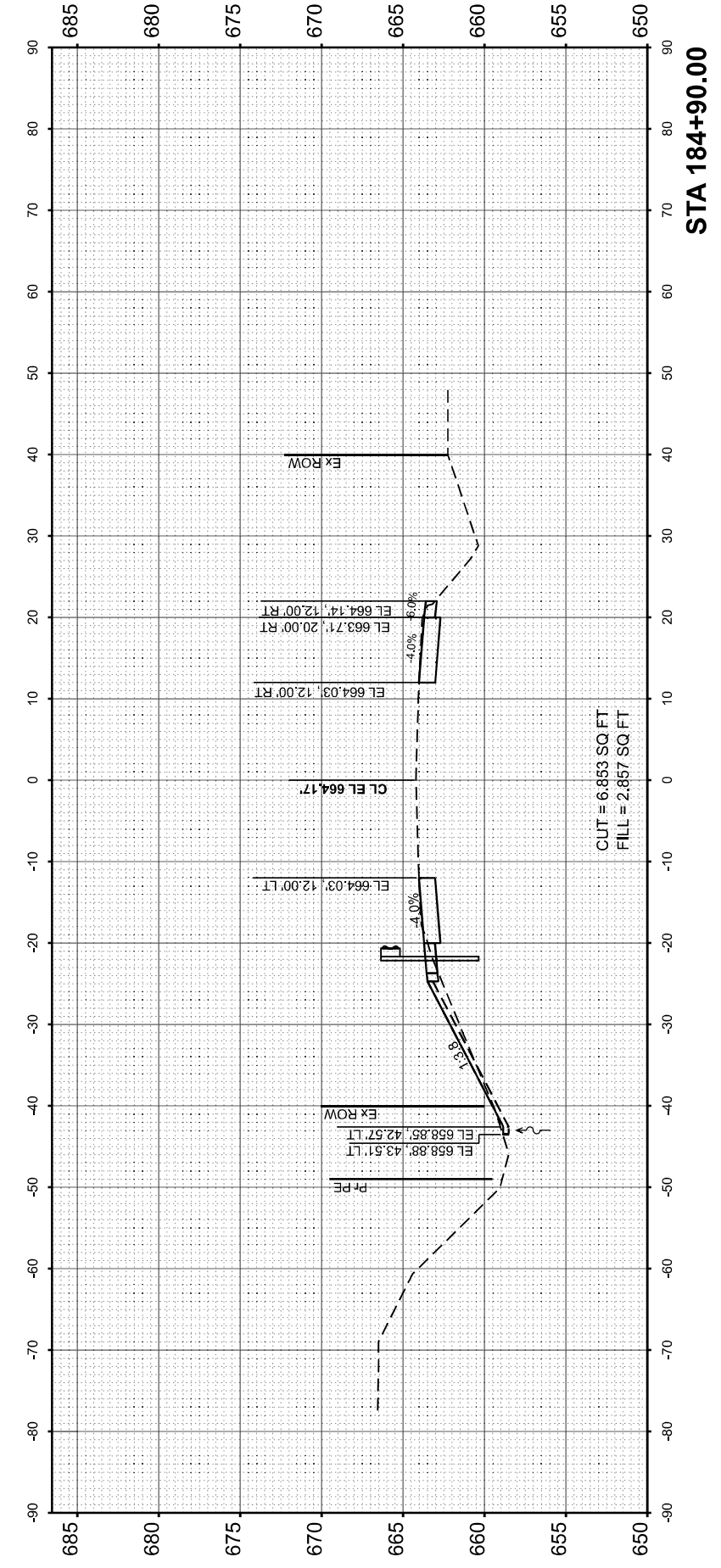
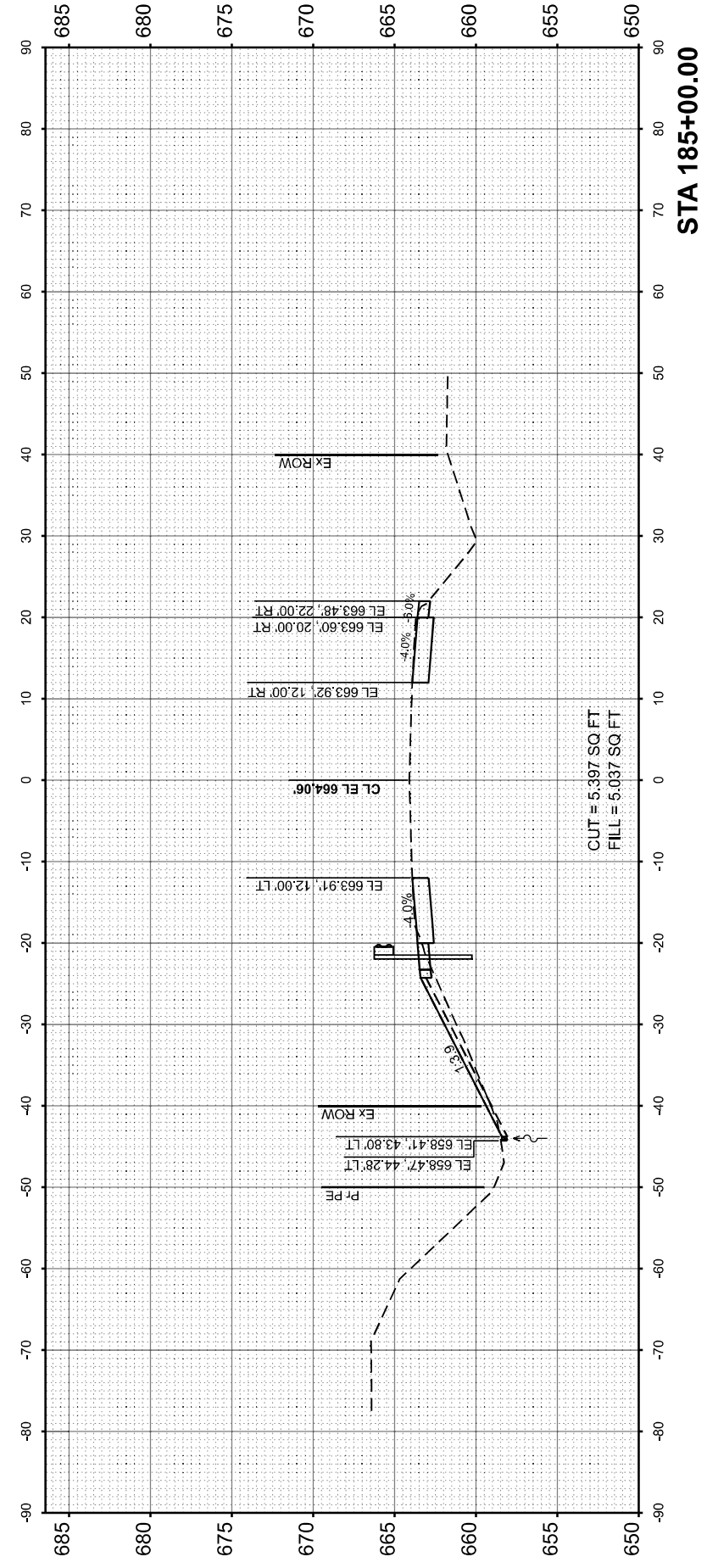
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CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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	DRAWN - MHS	REVISED -
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PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS  
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CROSS SECTION SHEETS

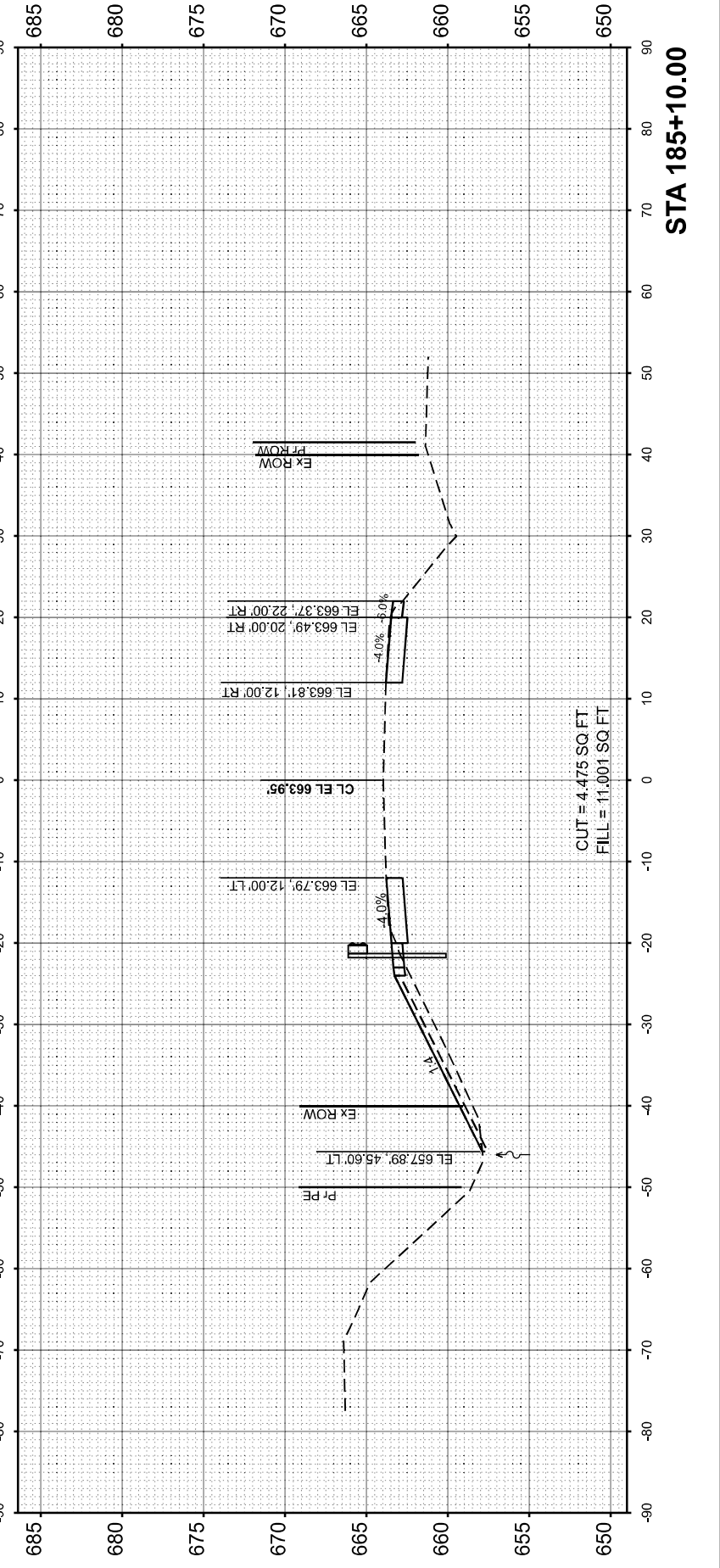
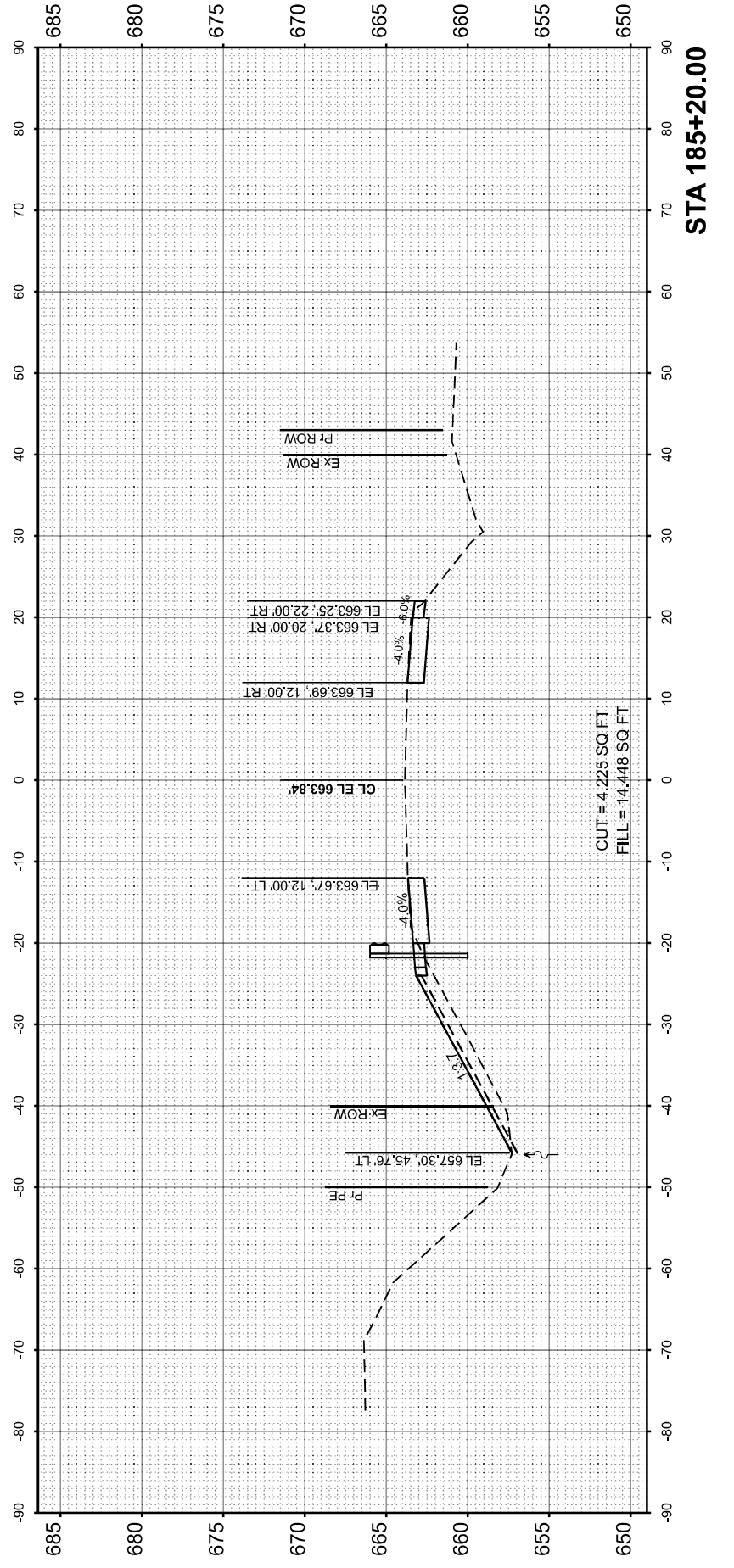
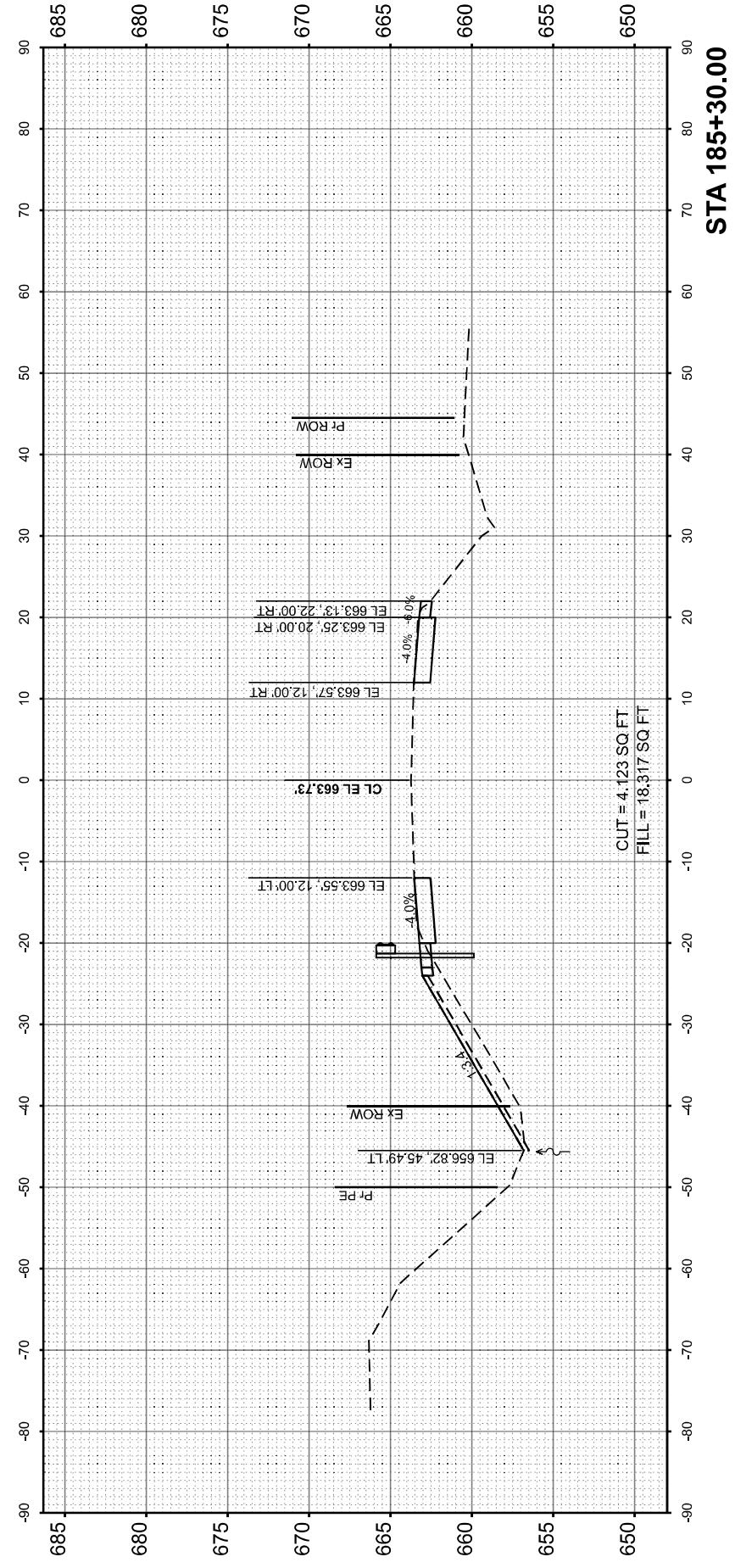
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323A	(139BR)B	MACON	70	55
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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NOTE BOOK	TEMPLATES		
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	CHECKED		

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATES		
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PLOT DATE = 12/10/2025	CHECKED - AMH	REVISED -
	DATE -	REVISED -

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CROSS SECTION SHEETS

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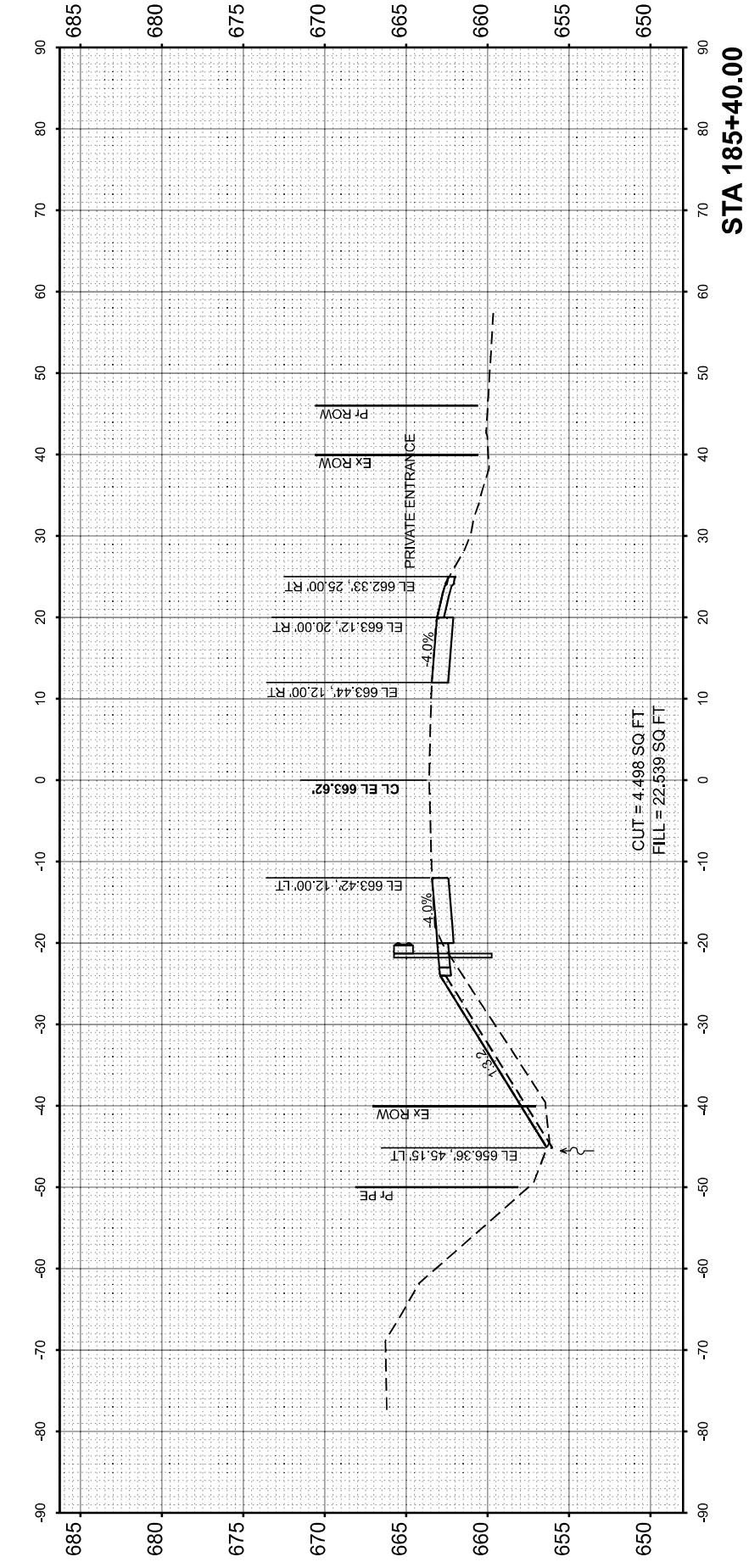
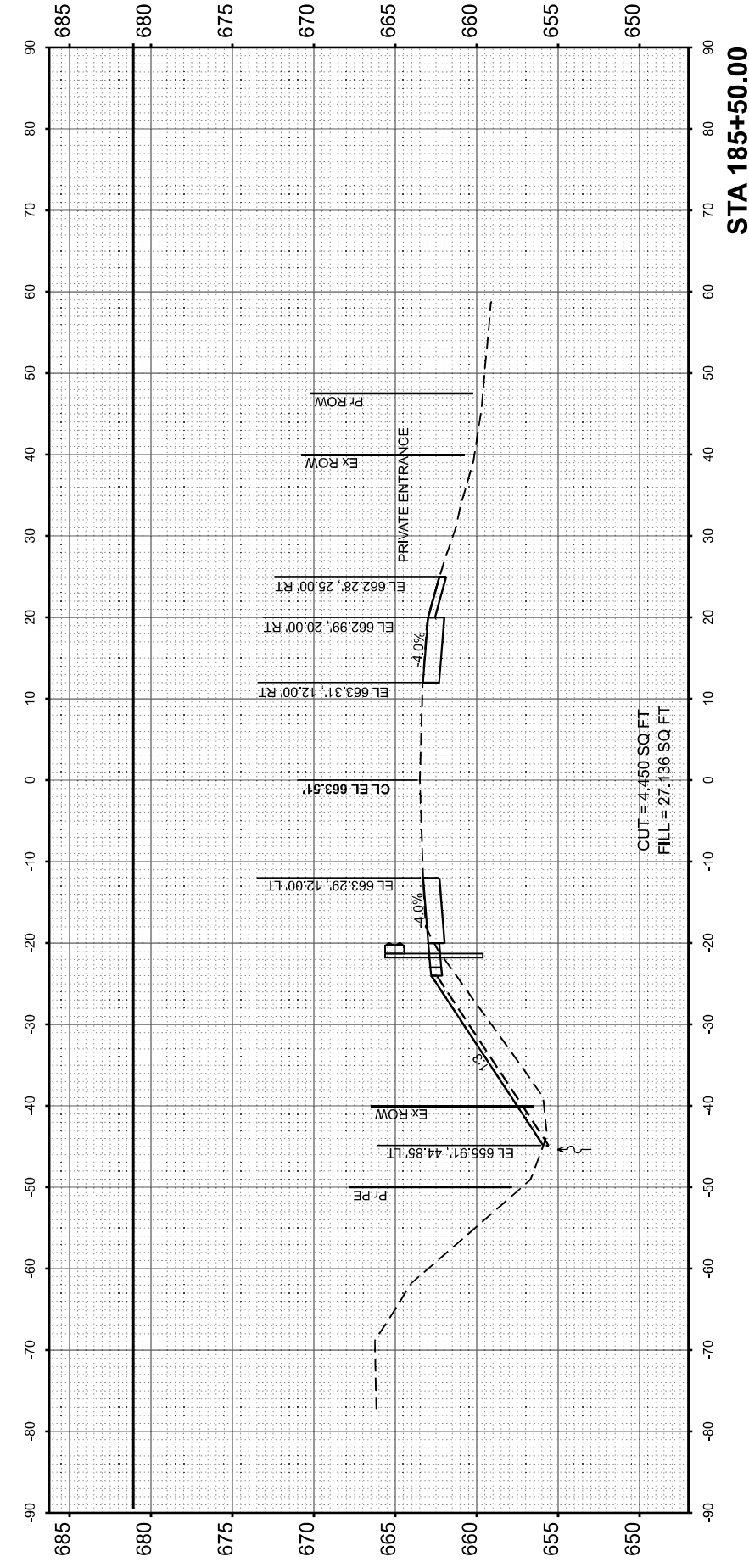
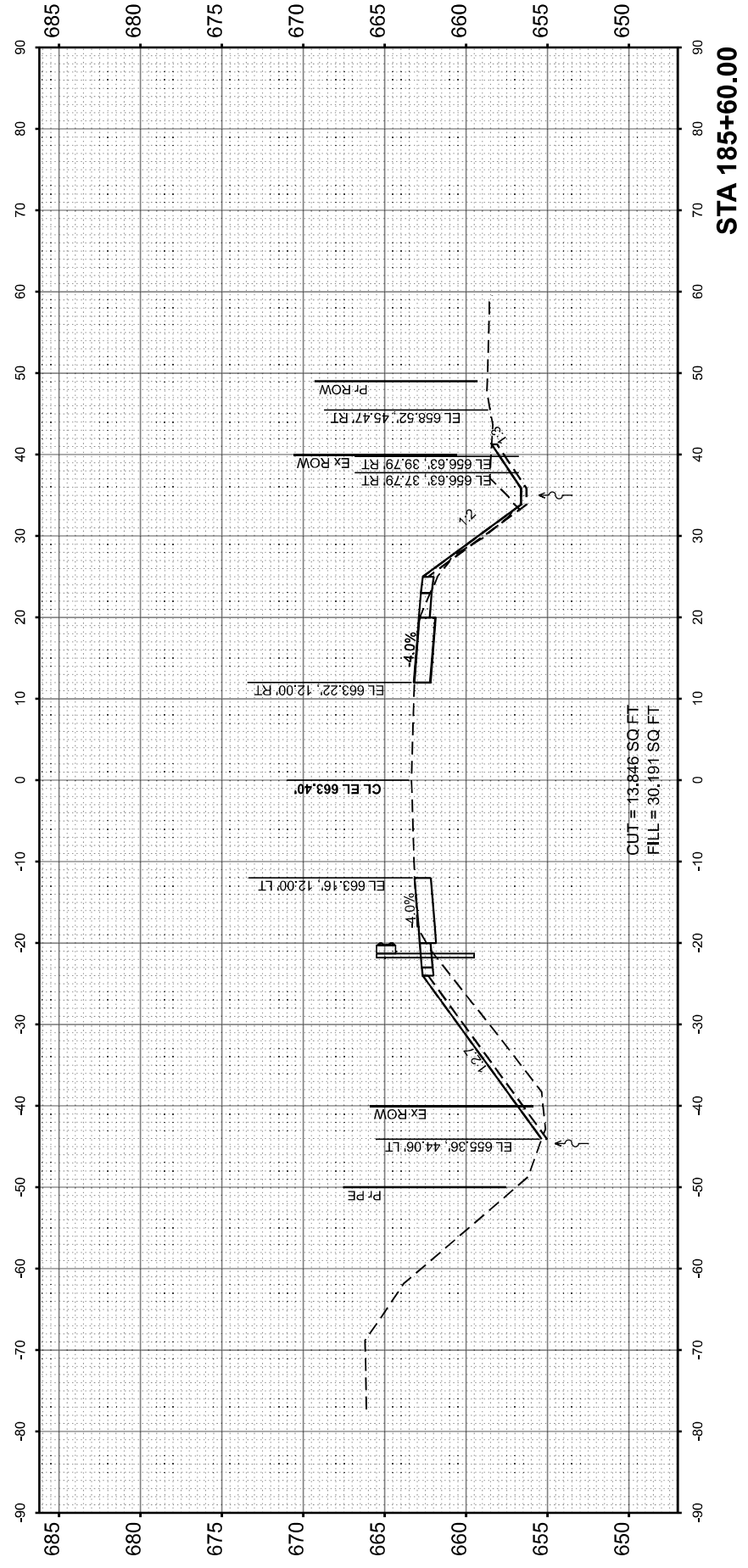
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CONTRACT NO. 74A10				

ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

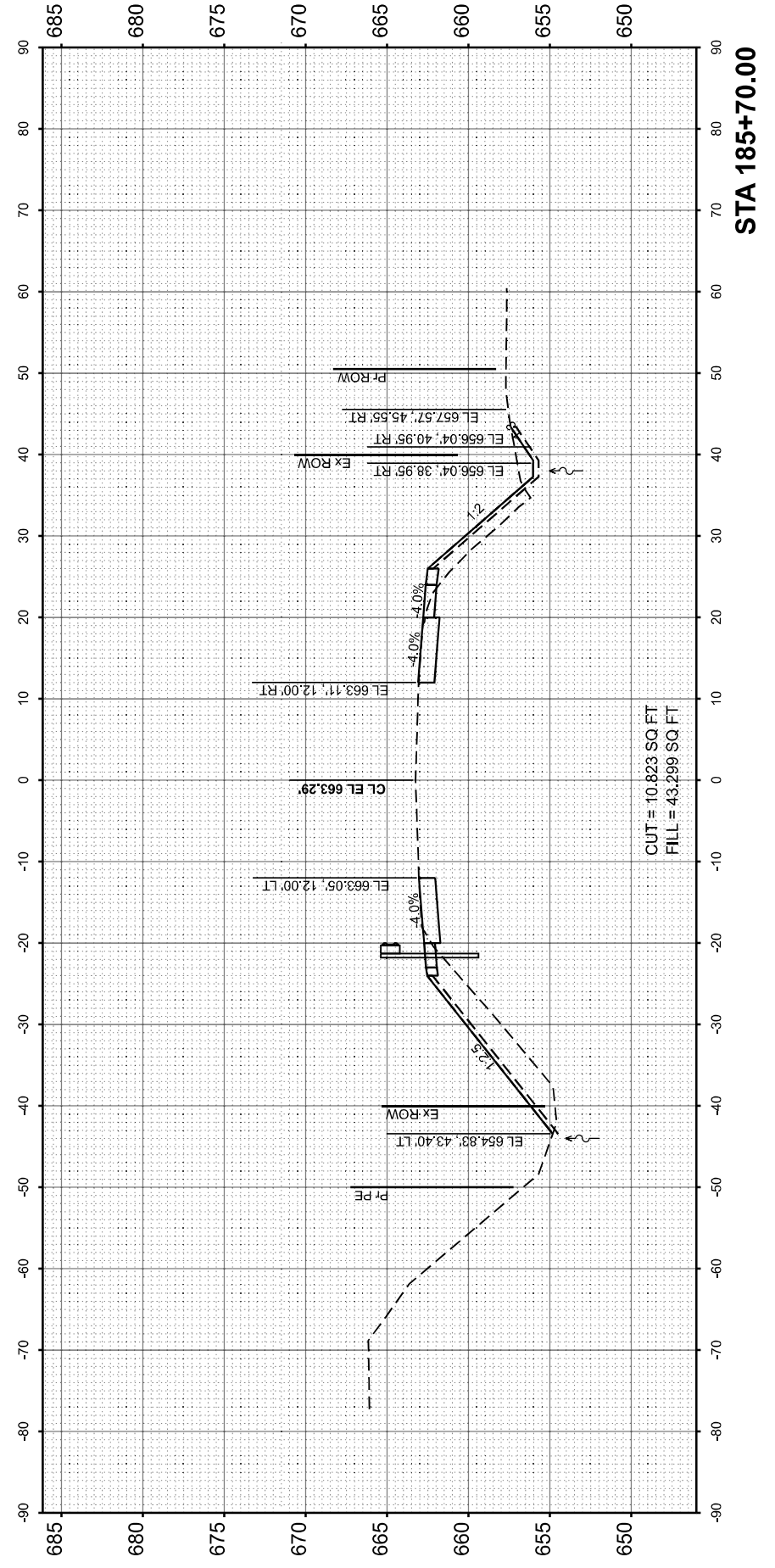
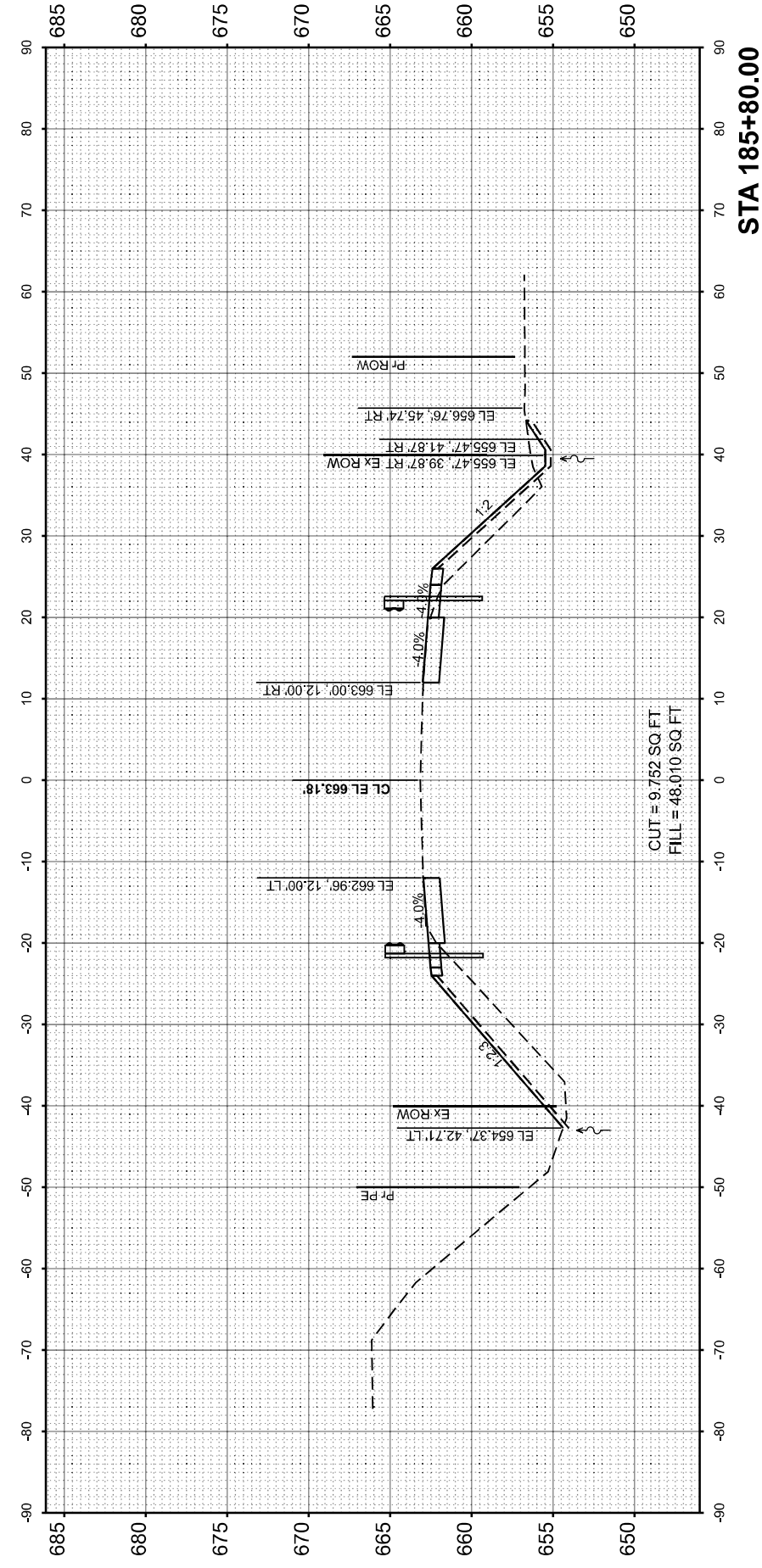
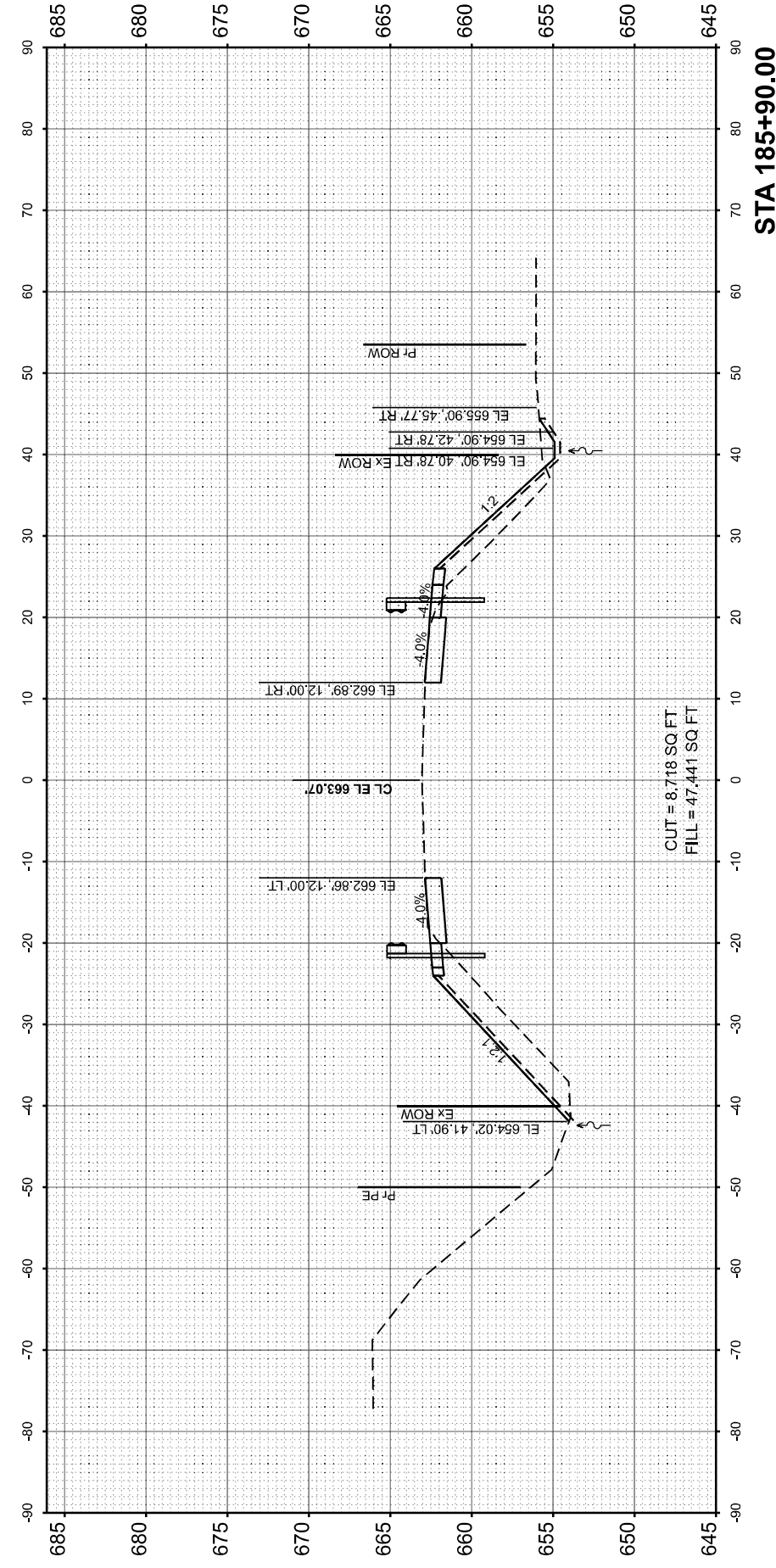
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CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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	AREAS		
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USER NAME =	Mohammed
PLOT SCALE =	0.16666633' / in.
PLOT DATE =	12/10/2025

DESIGNED -	MHS
DRAWN -	MHS
CHECKED -	AMH
DATE -	

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

**CROSS SECTION SHEETS**

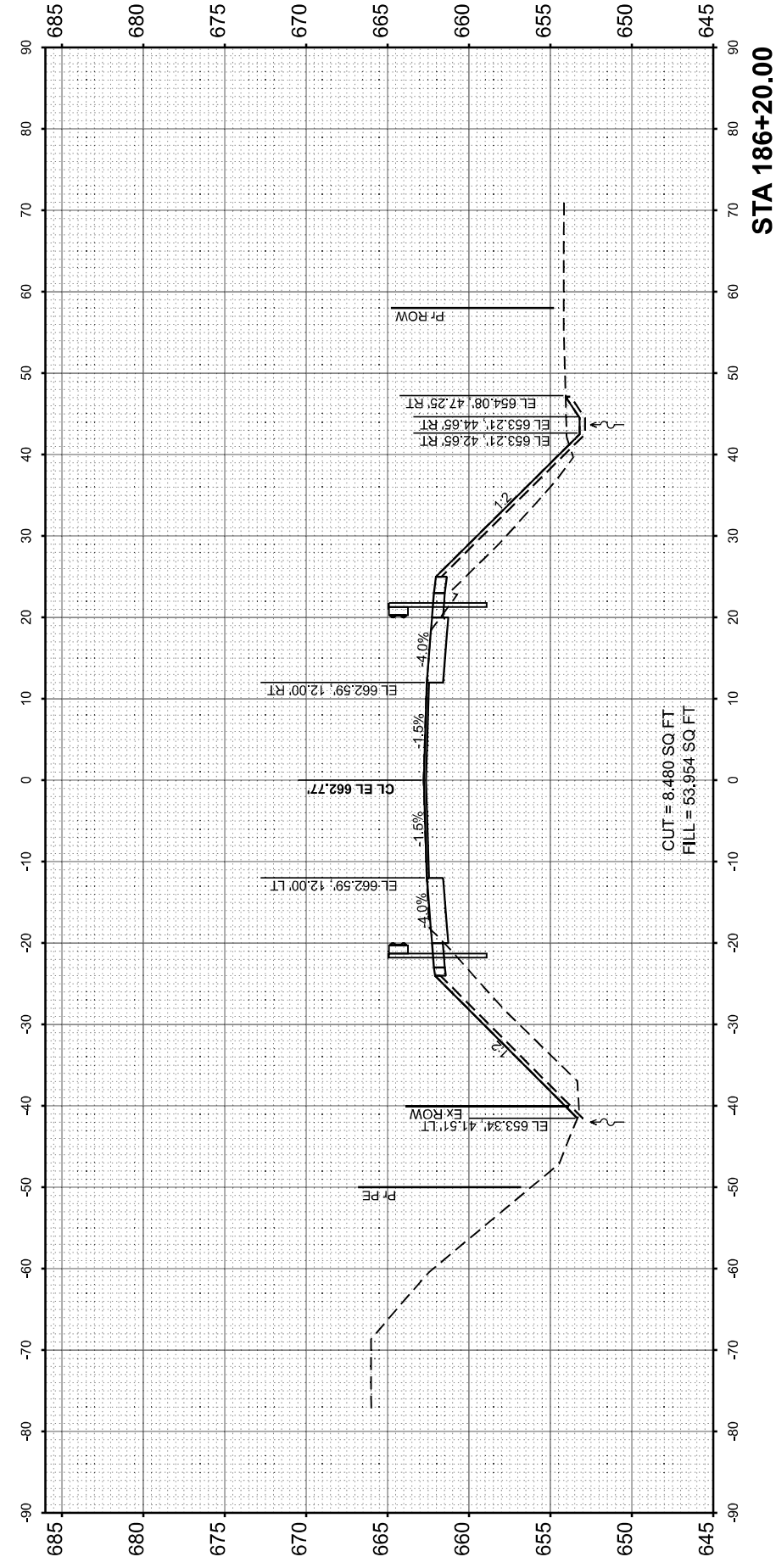
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

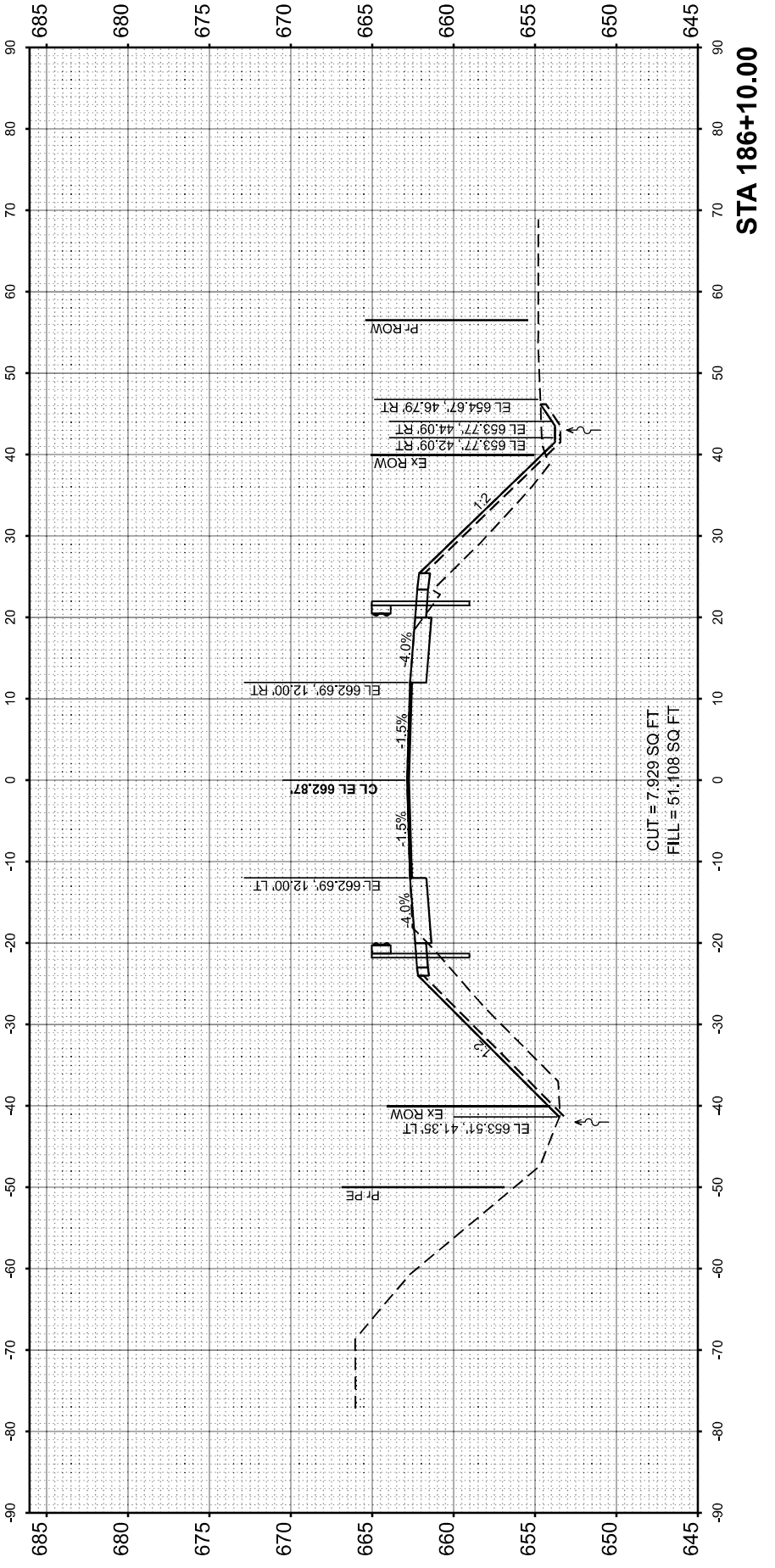
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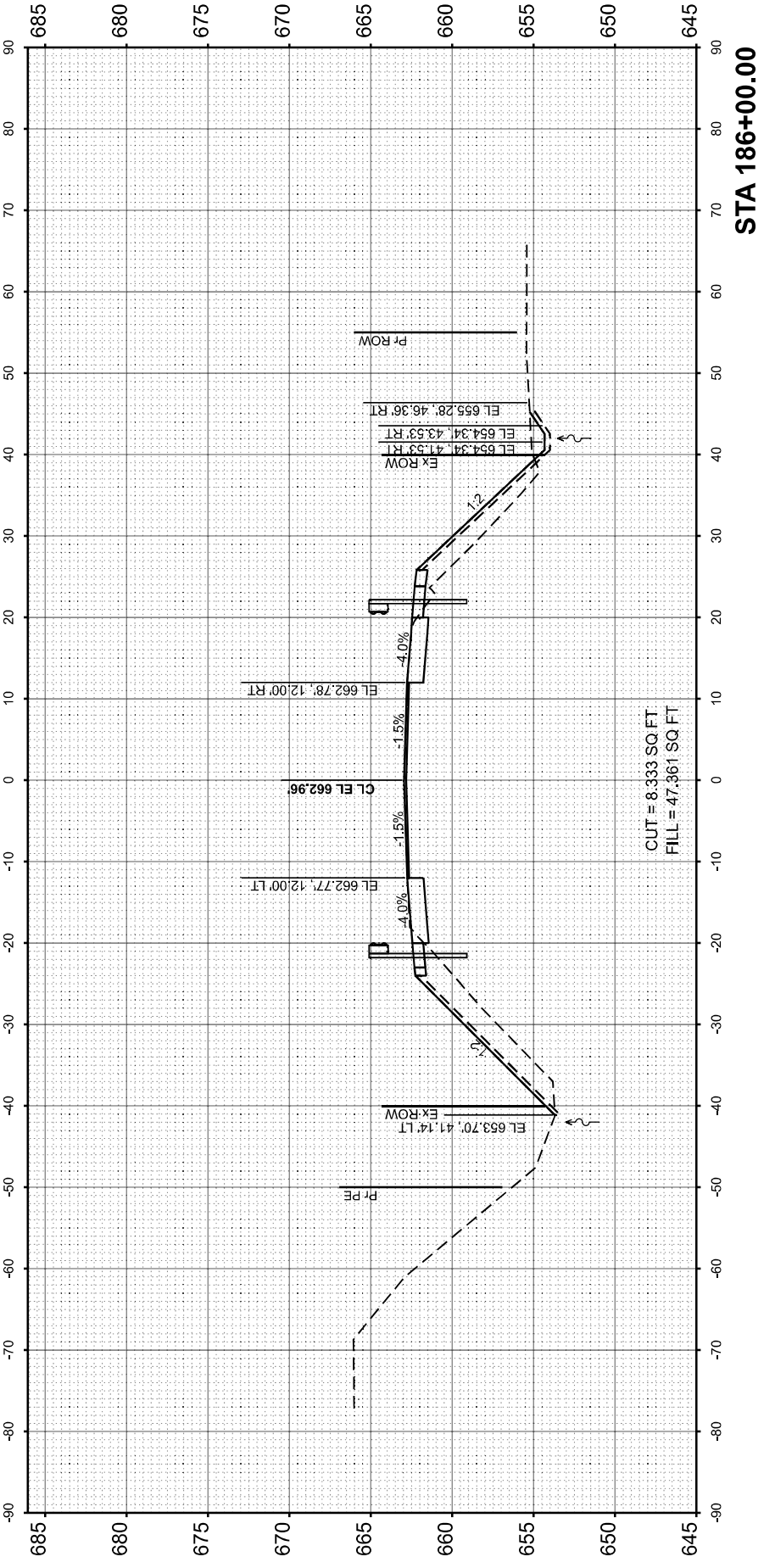
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STA 186+20.00



STA 186+10.00



STA 186+00.00



USER NAME =	Mohammed
DESIGNED -	MHS
DRAWN -	MHS
CHECKED -	AMH
DATE -	12/10/2025

DESIGNED -	MHS
DRAWN -	MHS
CHECKED -	AMH
DATE -	

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

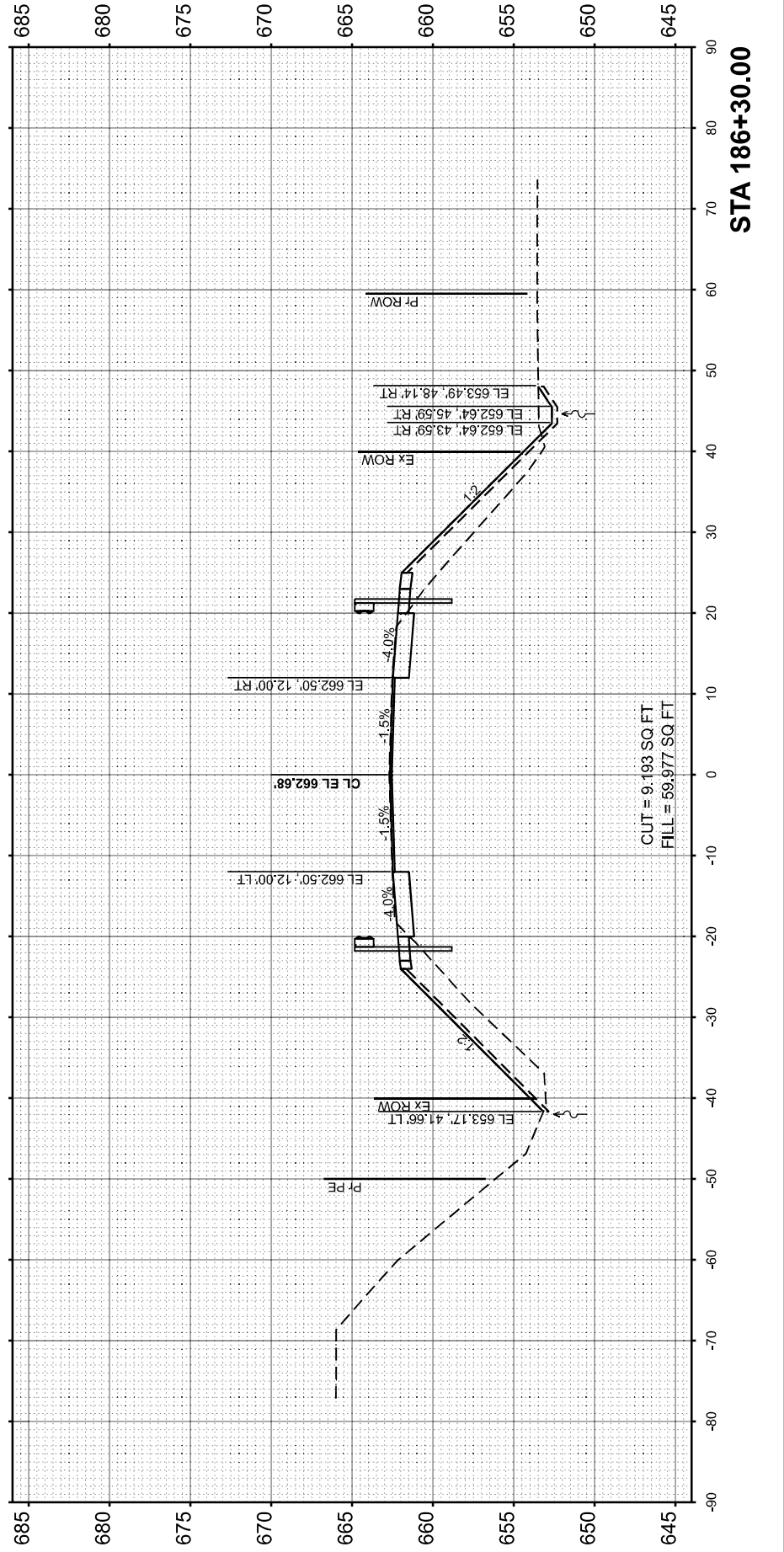
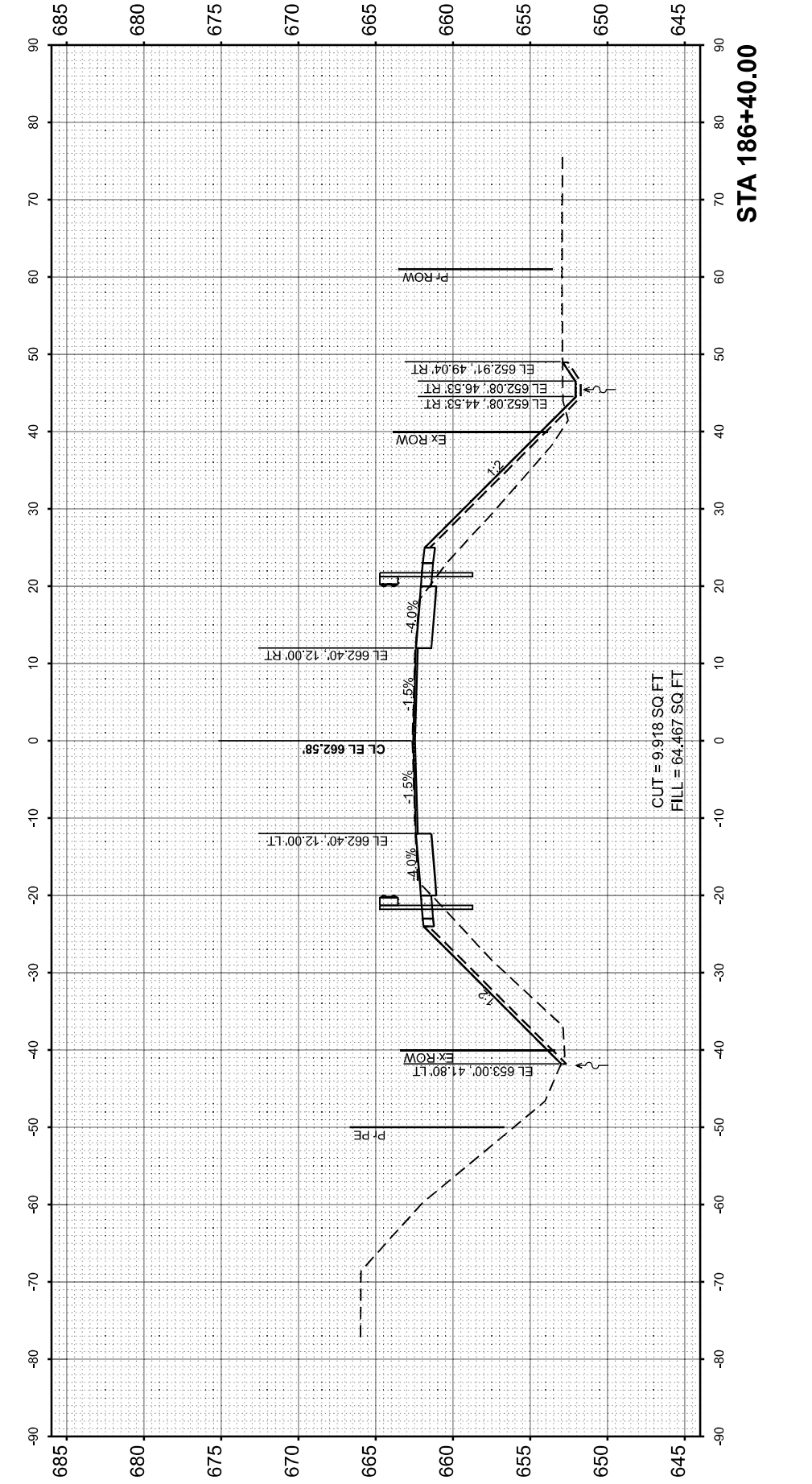
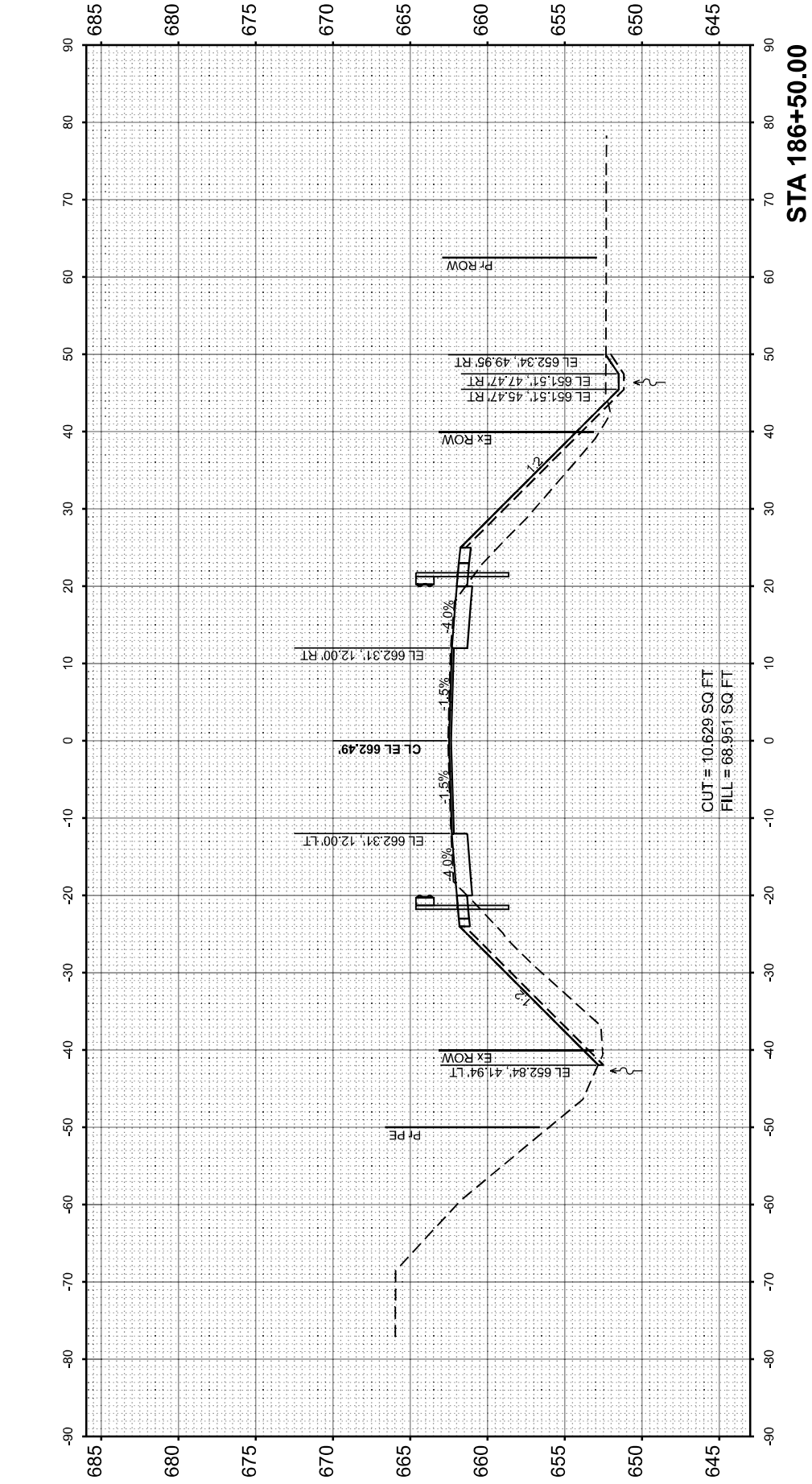
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CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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PLOT DATE =	12/10/2025

DESIGNED -	MHS
DRAWN -	MHS
CHECKED -	AMH
DATE -	

REVISED -	
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION SHEETS**

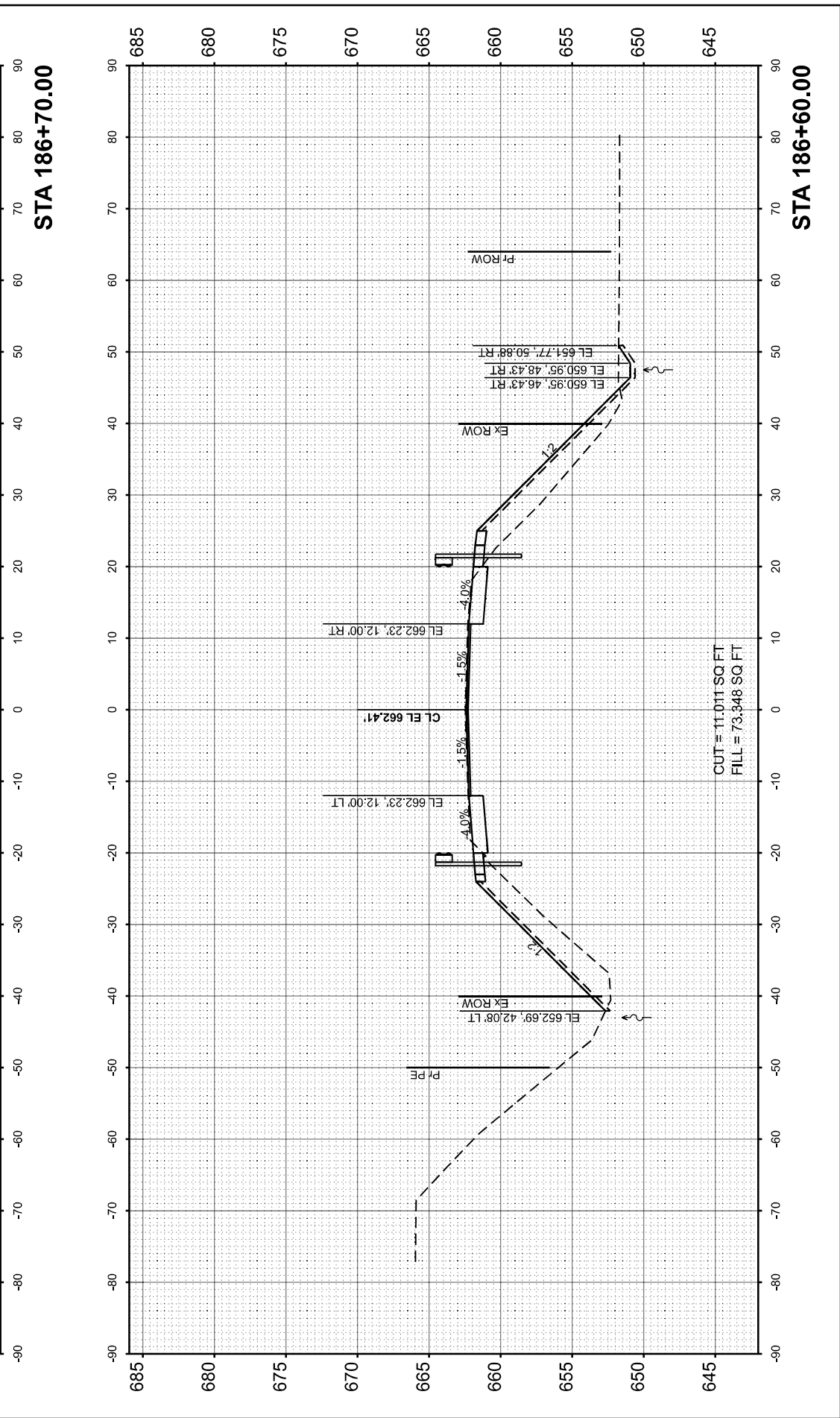
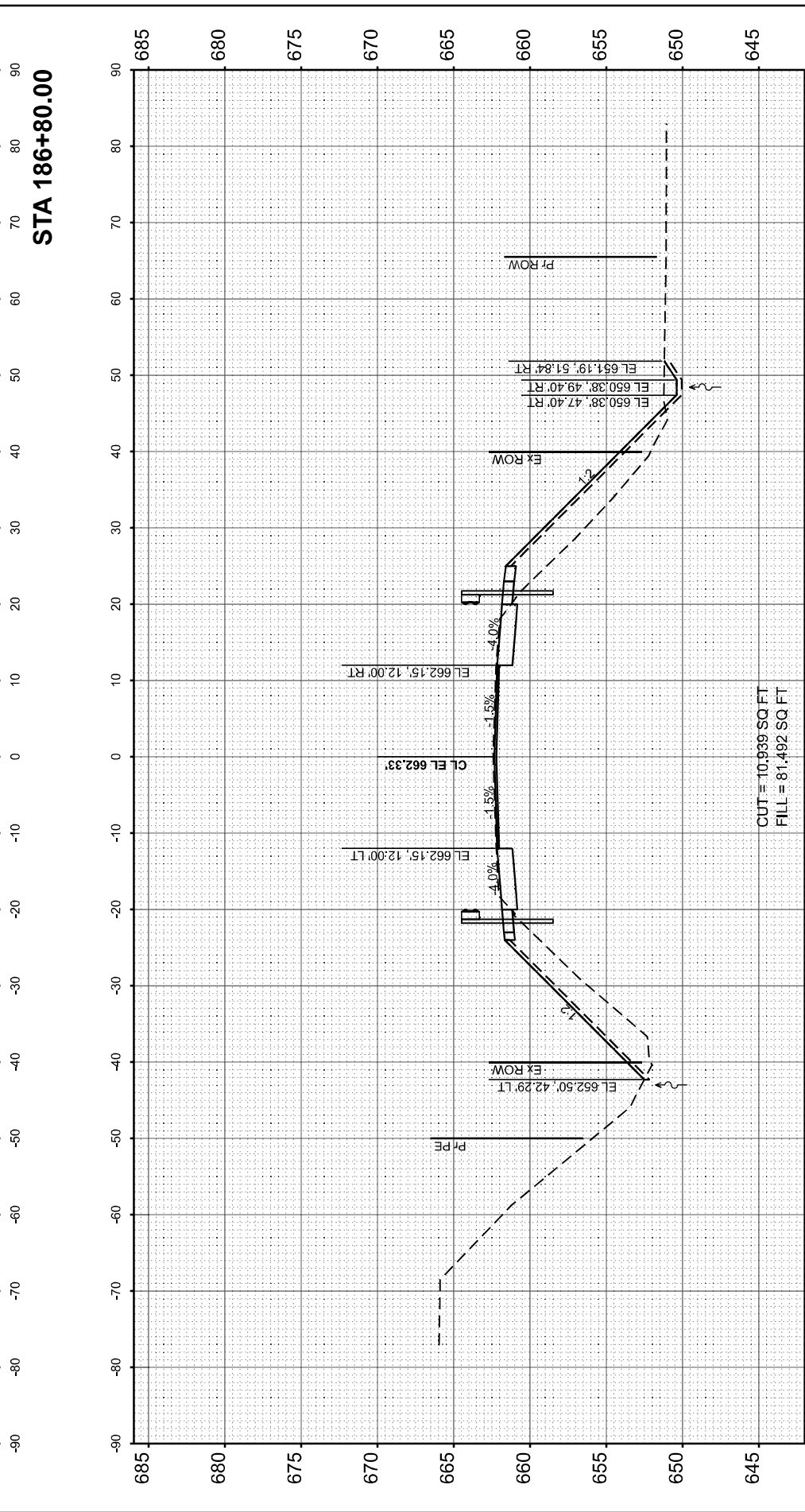
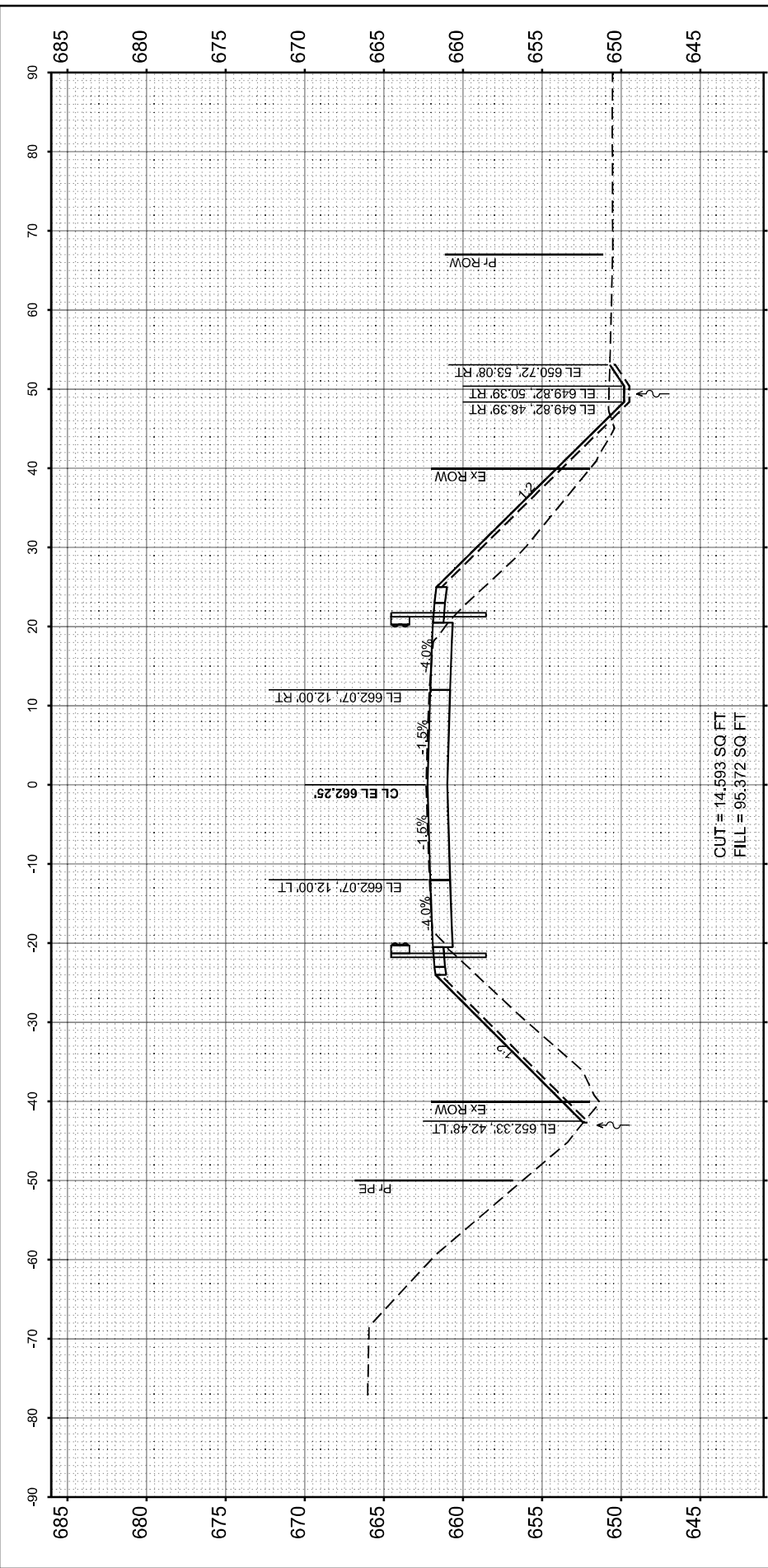
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	60
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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PLOT DATE =	12/10/2025

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION SHEETS**

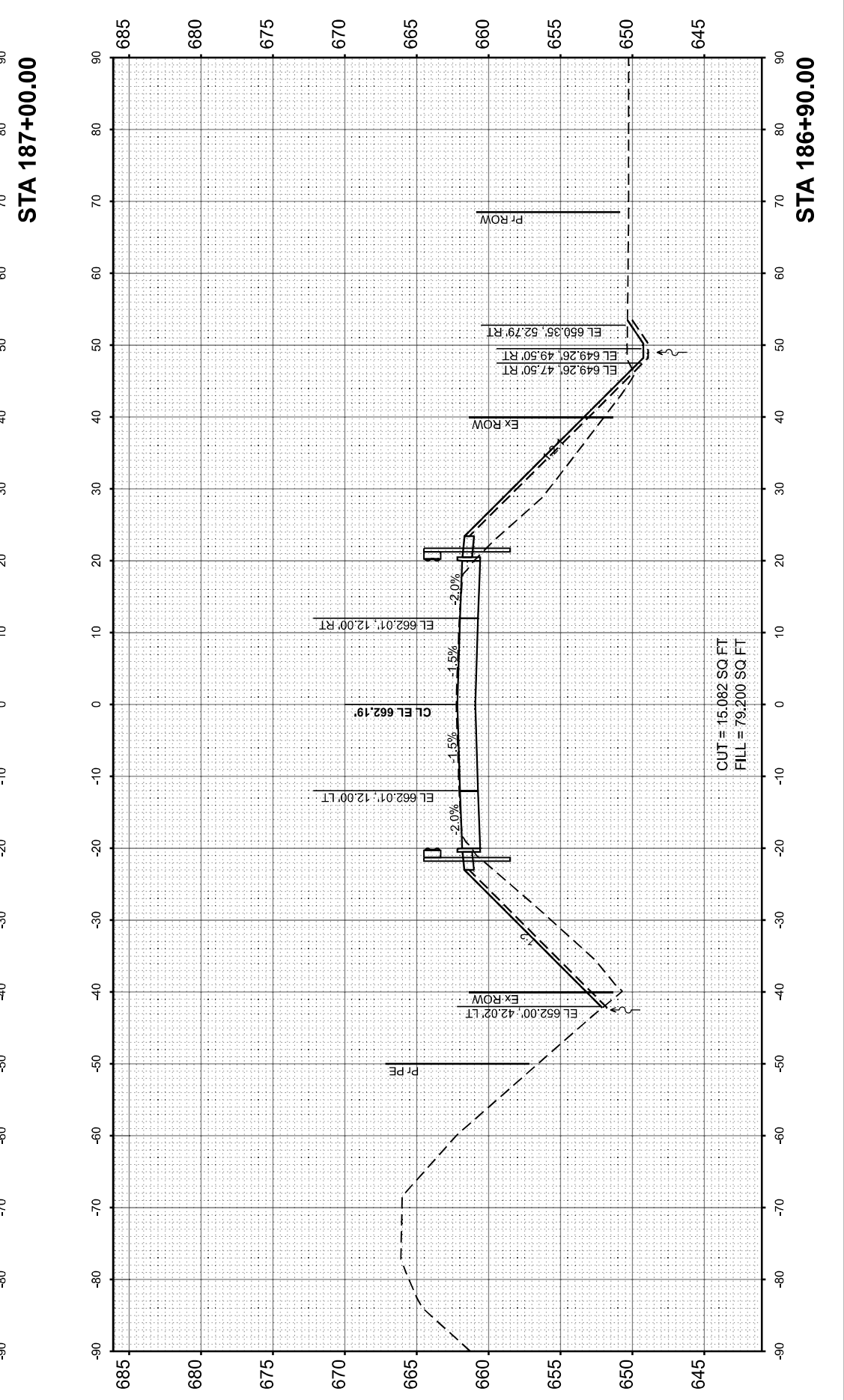
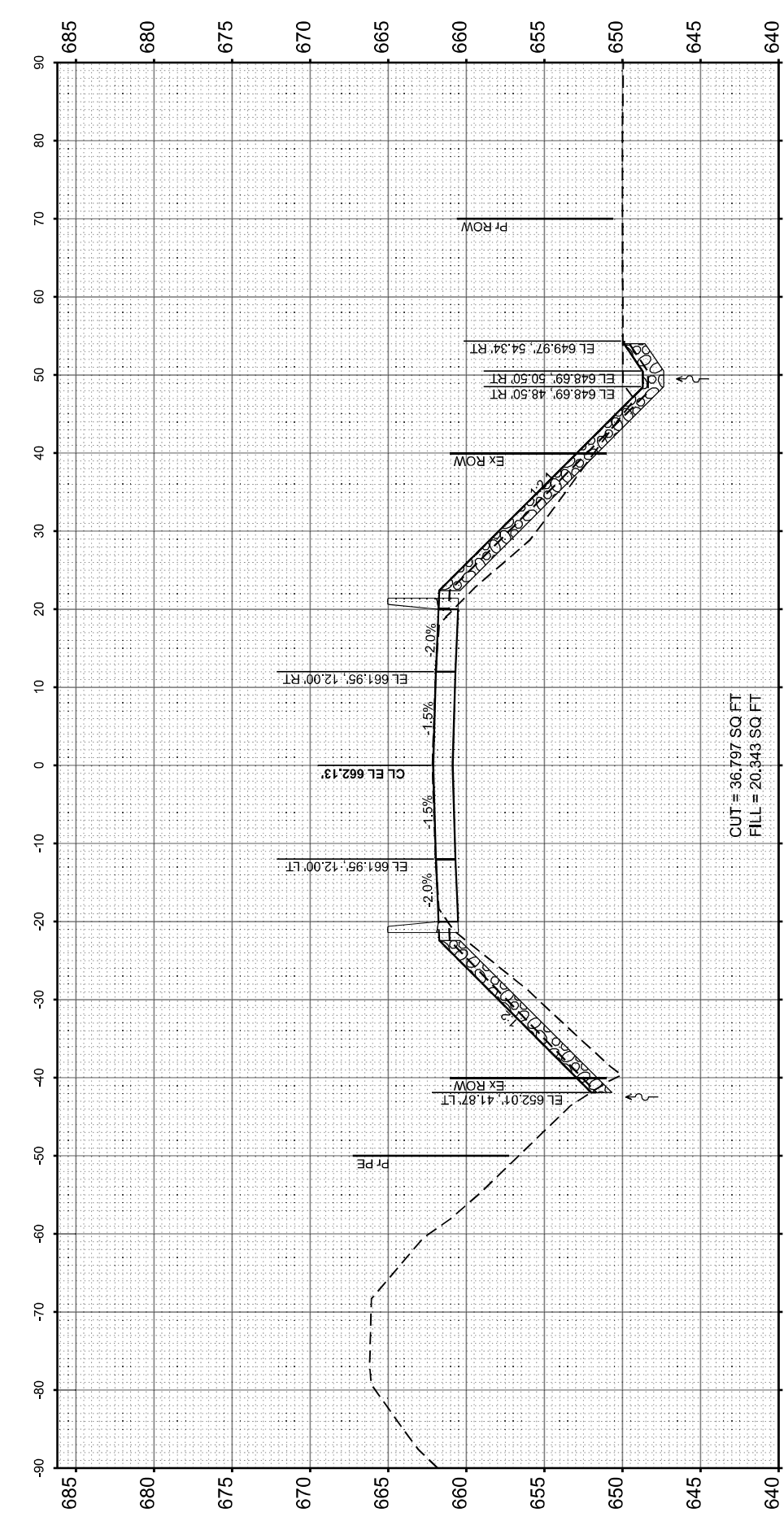
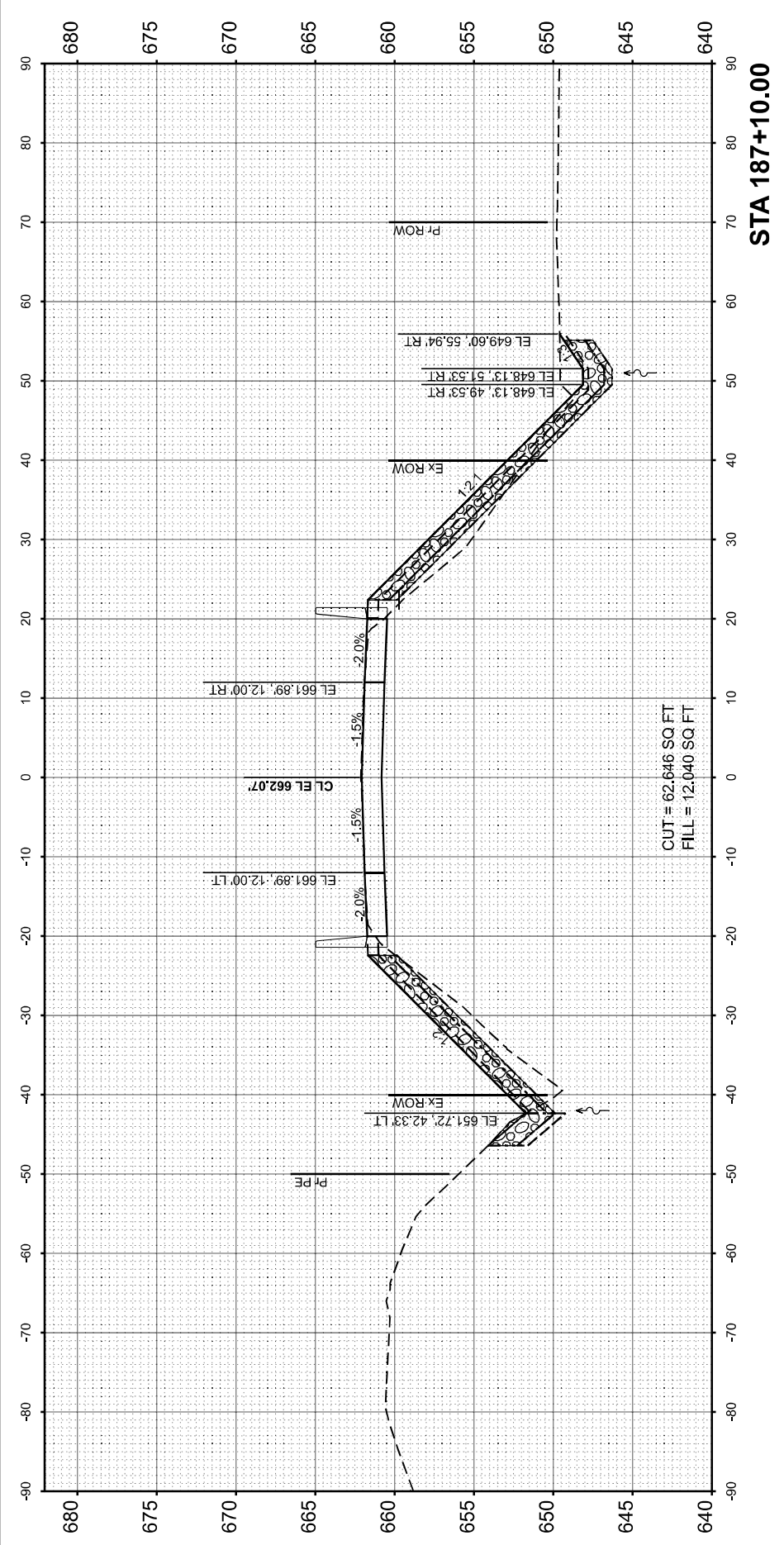
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	61
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ILLINOIS FED. AID PROJECT				

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DATE	- 2/5/2026

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DATE	-
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STATE OF ILLINOIS  
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CROSS SECTION SHEETS

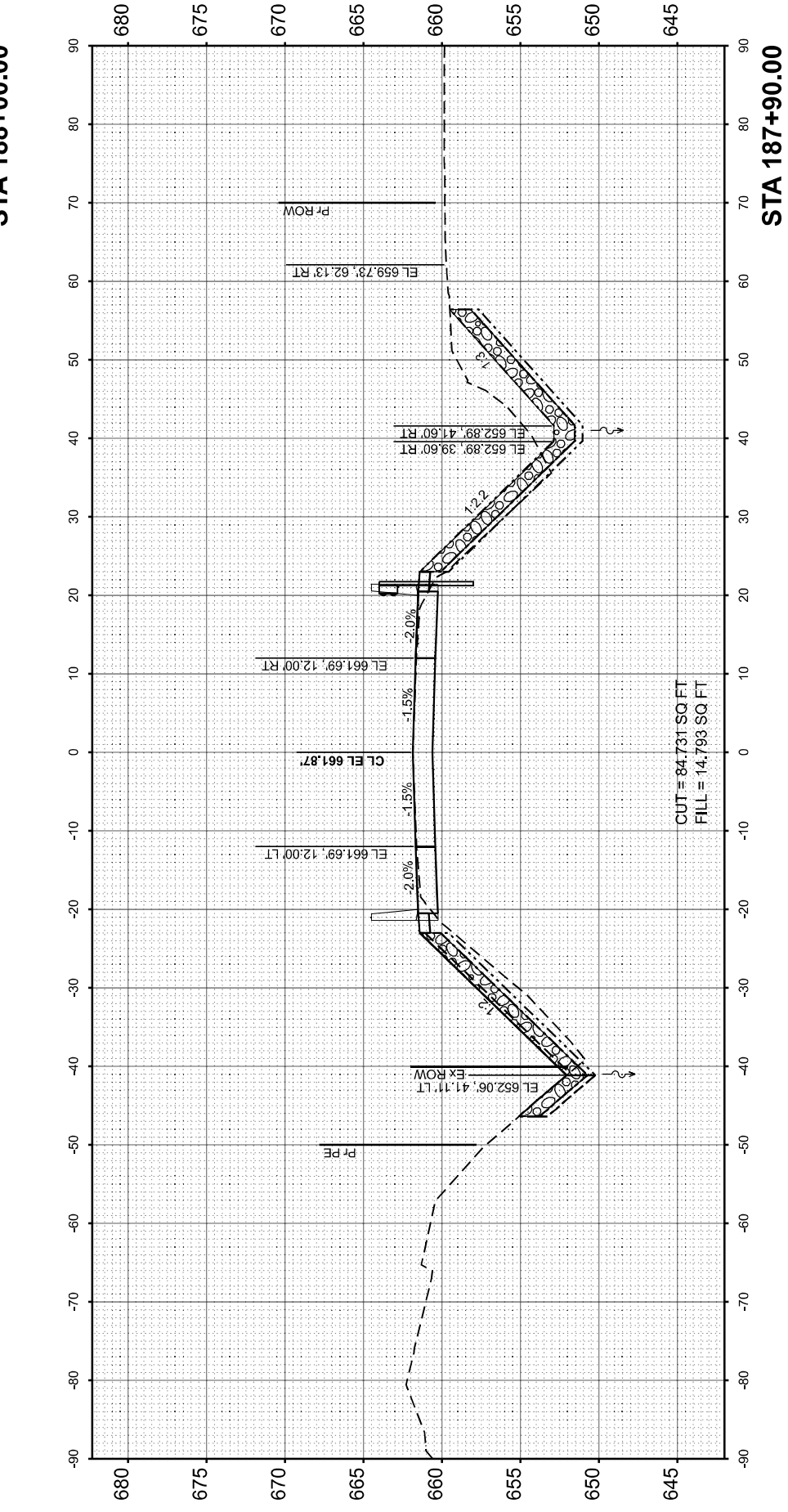
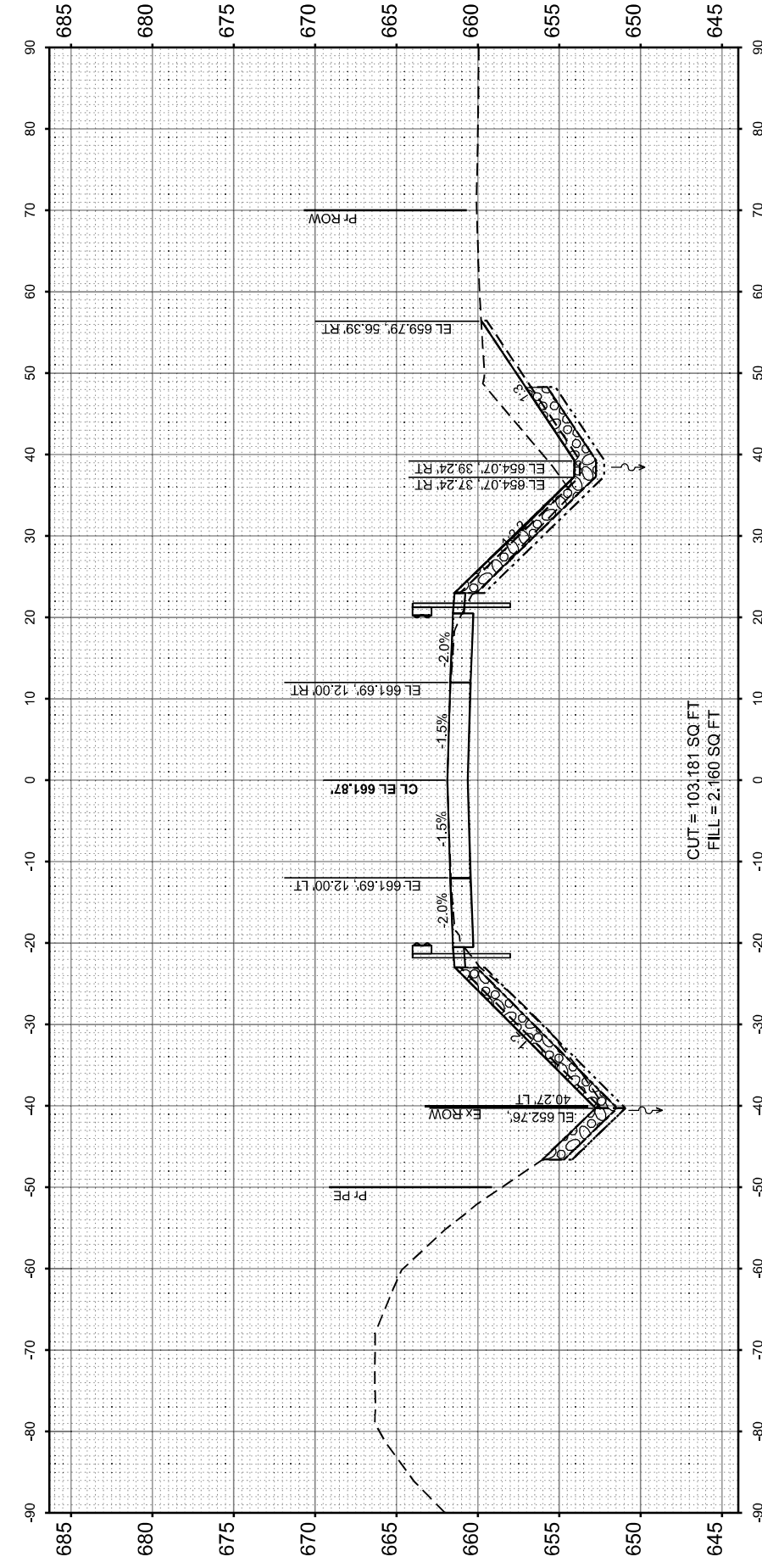
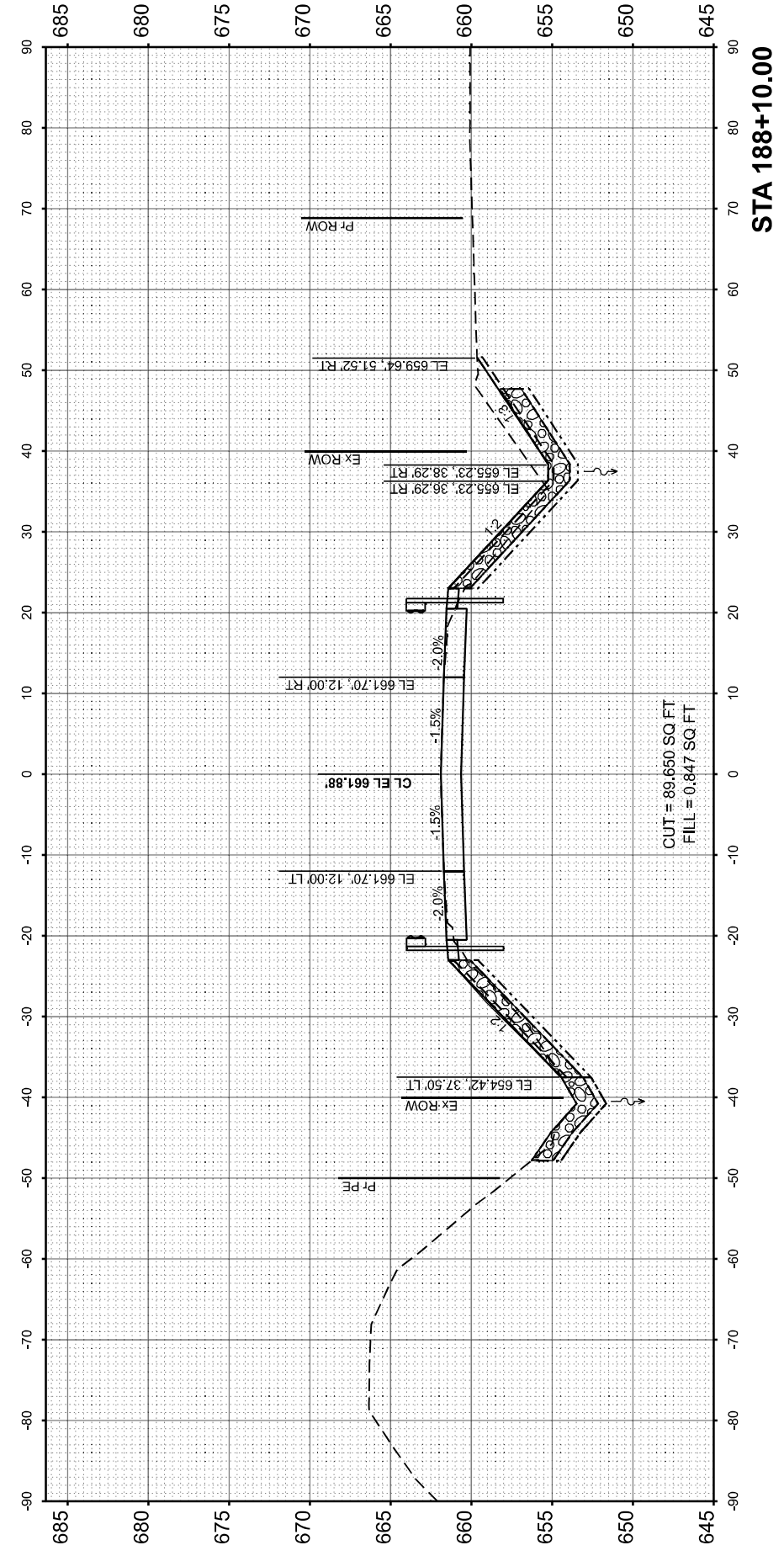
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	62
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

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NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

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DRAWN -	MHS
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DATE -	12/10/2025

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REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

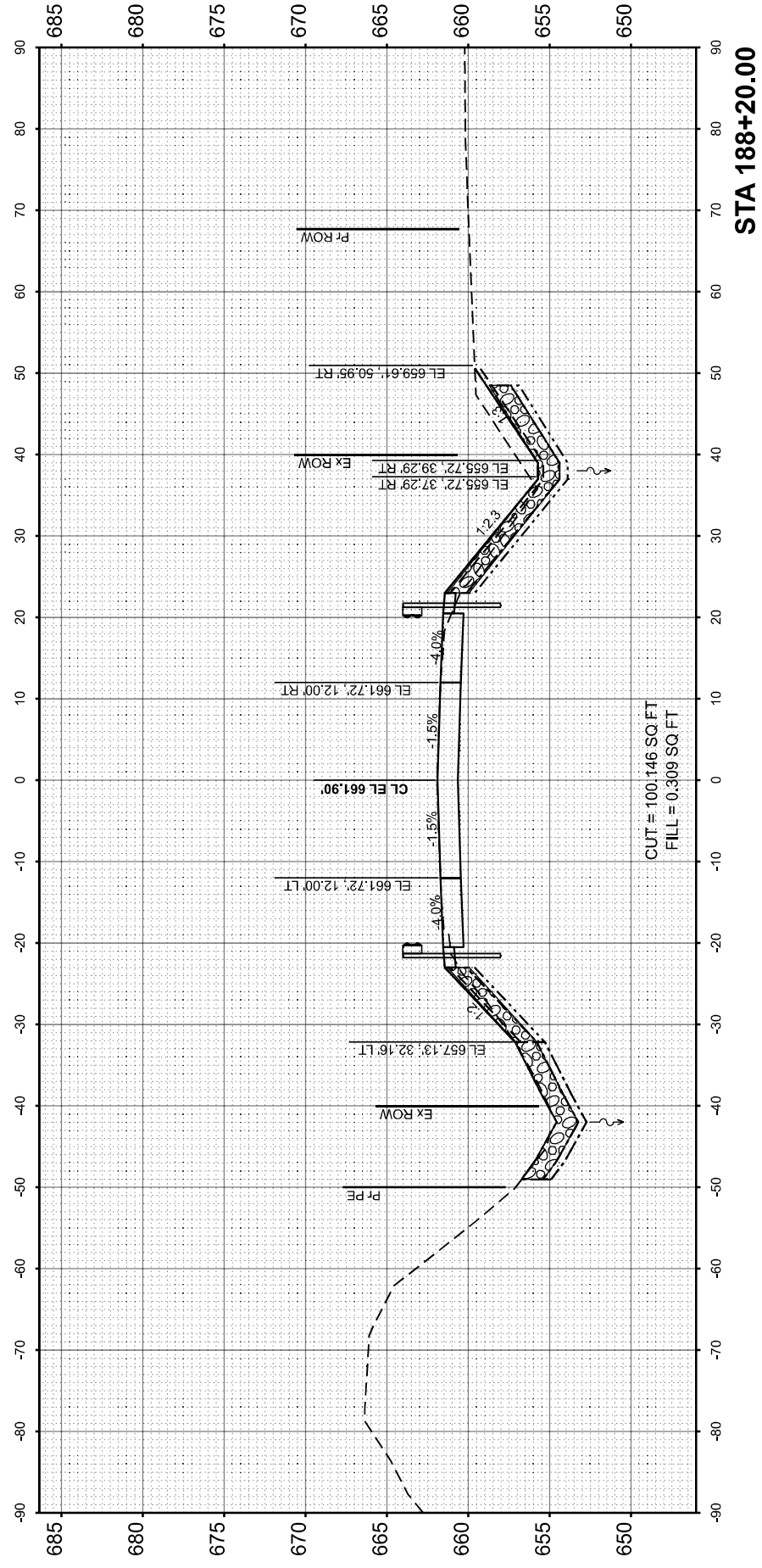
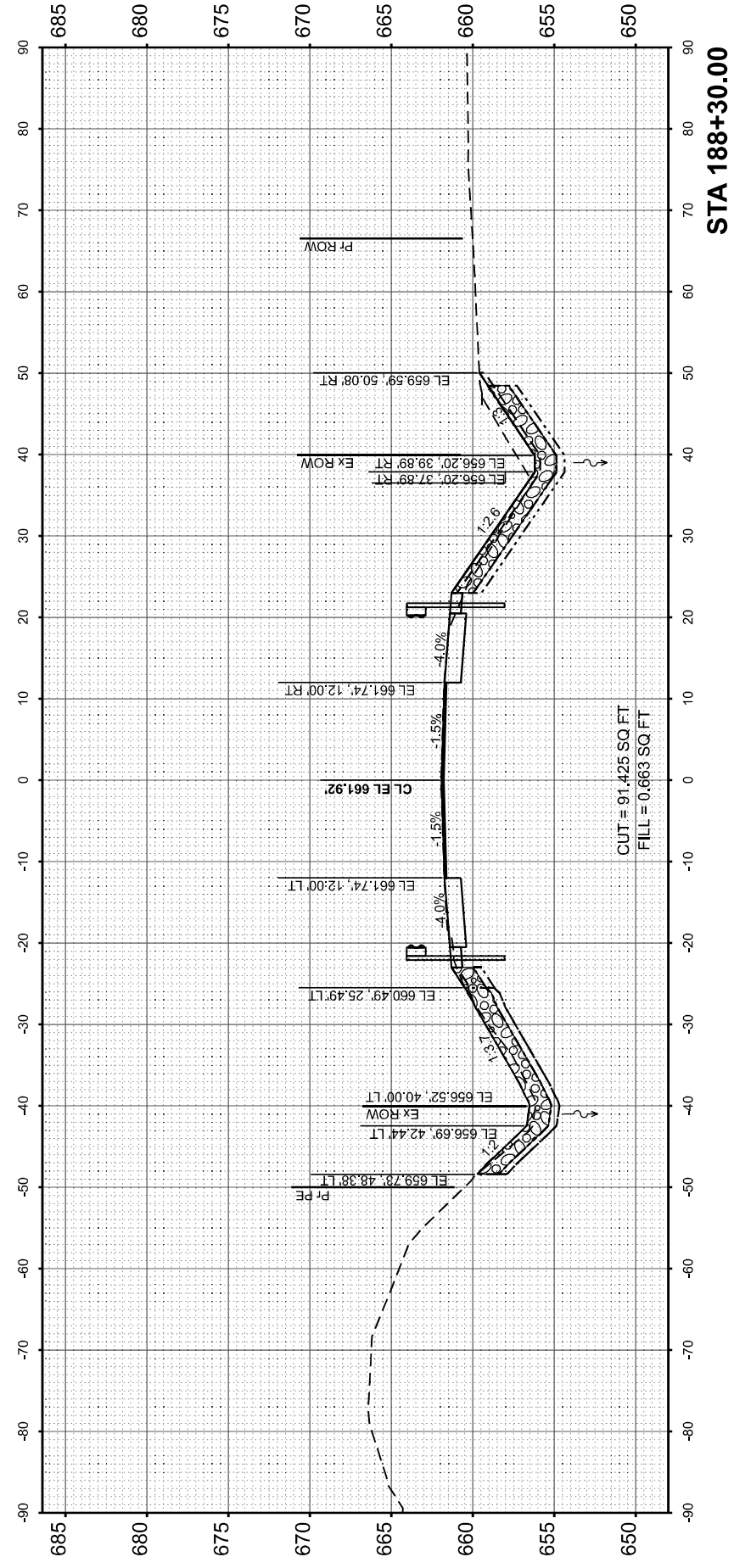
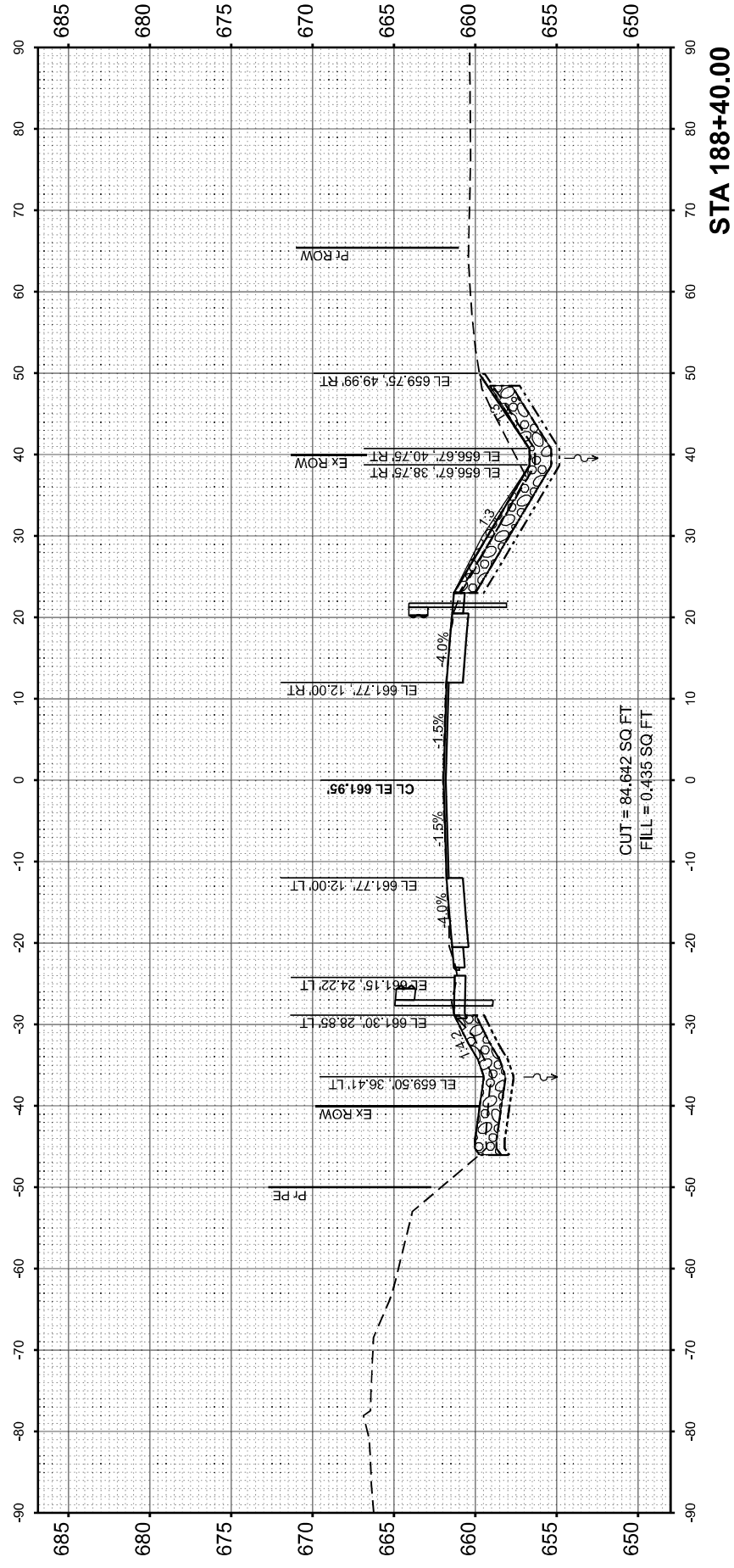
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	63
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: Long Creek - 188+20.00 (Sheet)  
 FILE NAME: F:\Projects\50101\188+20.00 (Sheet)\Drawings\Sheets\188+20.00-XSC\_Mr.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
PLOT SCALE = 0.16666633 / in.	DRAWN - MHS	REVISED -
PLOT DATE = 12/10/2025	CHECKED - AMH	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10'  
 SHEET 12 OF 18 SHEETS  
 STA. 188+20.00 TO STA. 188+40.00

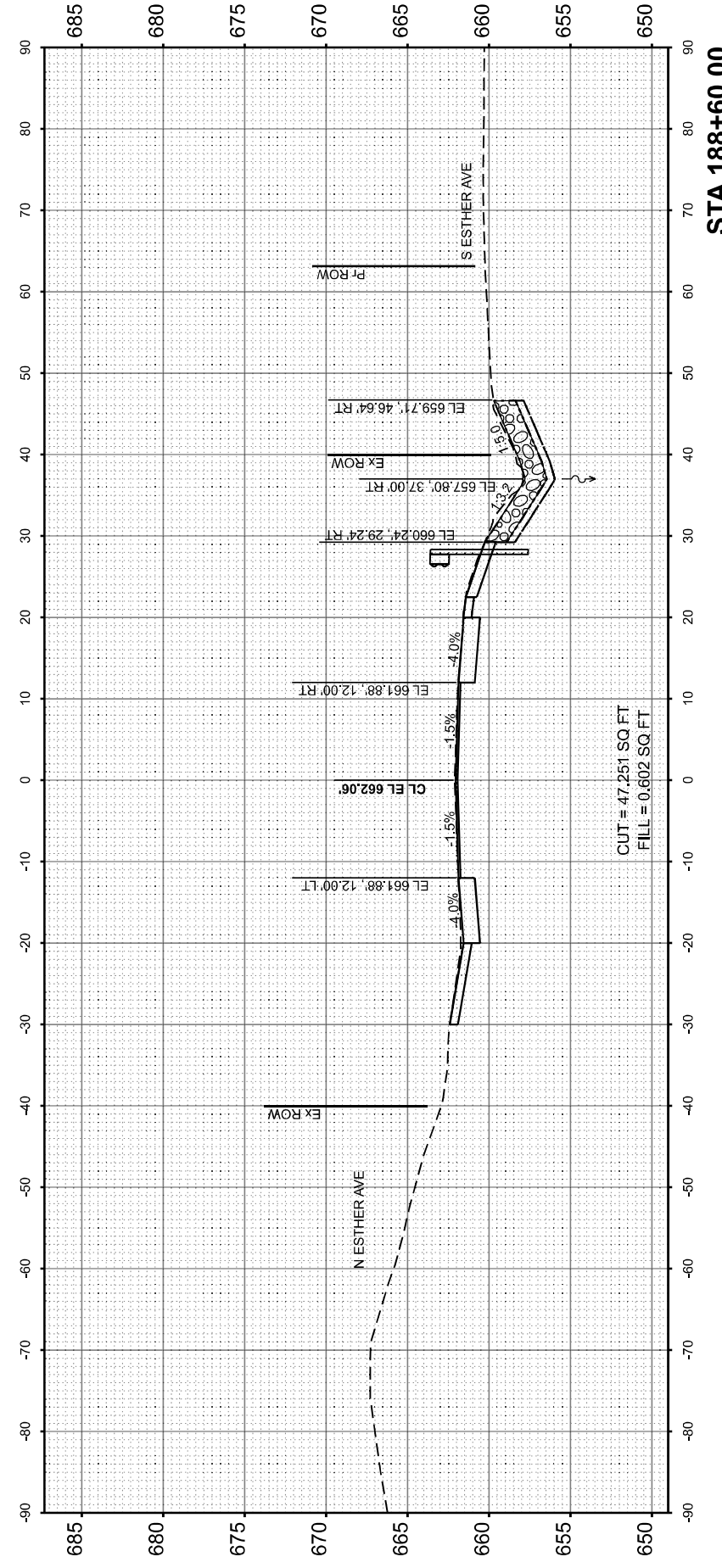
F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 64
CONTRACT NO. 74A10				

ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

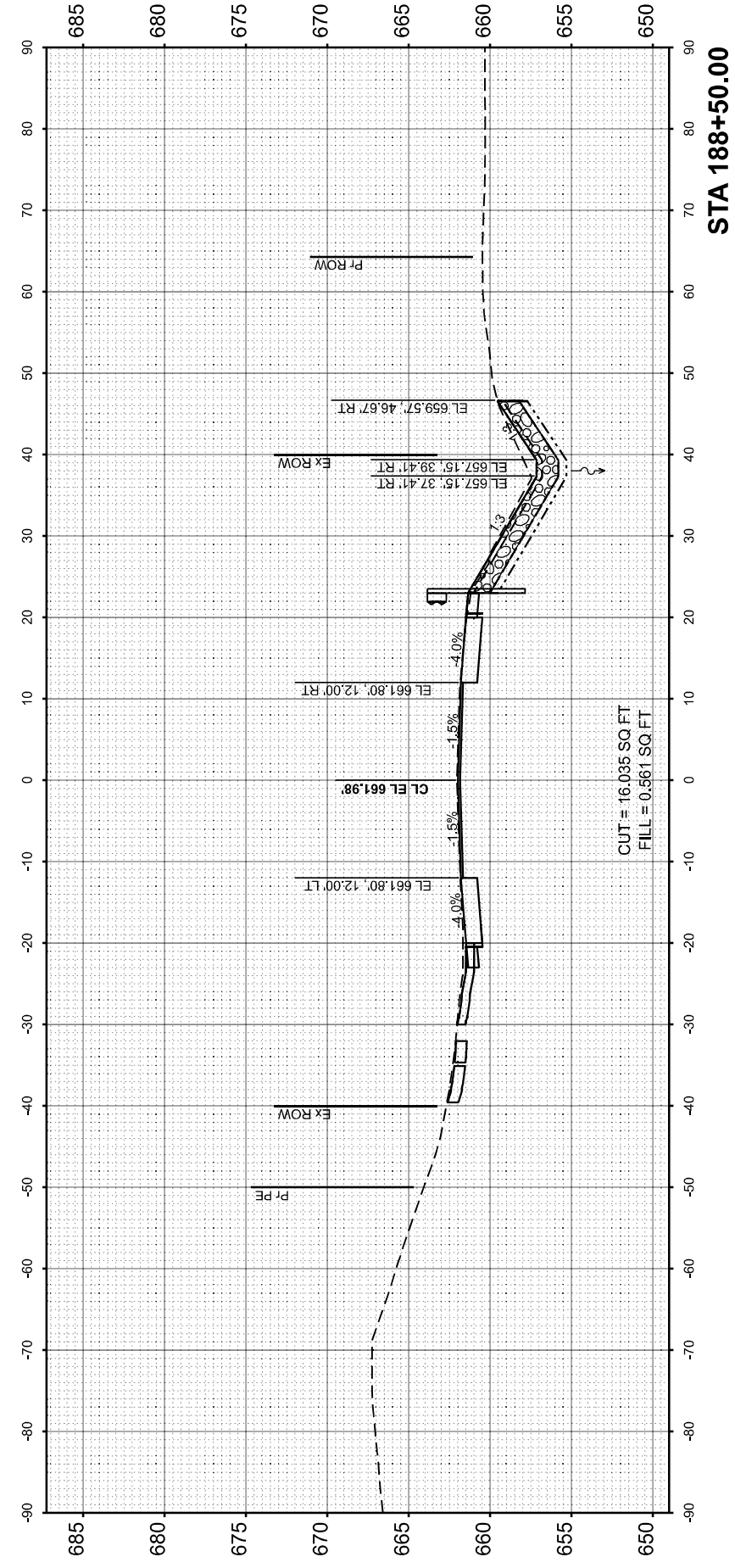
ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: Long Creek - 188+50.00 (Sheet)  
 FILE NAME: F:\Projects\501 DOT\1931\SSA-24\_PTB 2026-028\_D7\_W03\_US 36 over Long Creek\4A.10\Drawings\Sheets\774A10-sh-XSC\_Mr.dgn



CUT = 47.251 SQ.FT  
 FILL = 0.602 SQ.FT

STA 188+60.00



CUT = 16.035 SQ.FT  
 FILL = 0.561 SQ.FT

STA 188+50.00



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN - MHS	REVISED -
PLOT DATE = 12/10/2025	CHECKED - AMH	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10' SHEET 13 OF 18 SHEETS STA. 188+50.00 TO STA. 188+60.00

F.A.P RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 65
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Long Creek - 188+70.00-1 (Sheet)  
 FILE NAME: F:\Projects\501DOT\190.153A-24\_PTB 2016-028\_D7\_W03\_US 36 over Long Creek\14A\10\Drawings\Sheets\174A10-sh-XSC\_Mr.dgn



USER NAME = Mohammed  
 PLOT SCALE = 0.16666633' / in.  
 PLOT DATE = 12/10/2025

DESIGNED - MHS  
 DRAWN - MHS  
 CHECKED - AMH  
 DATE -

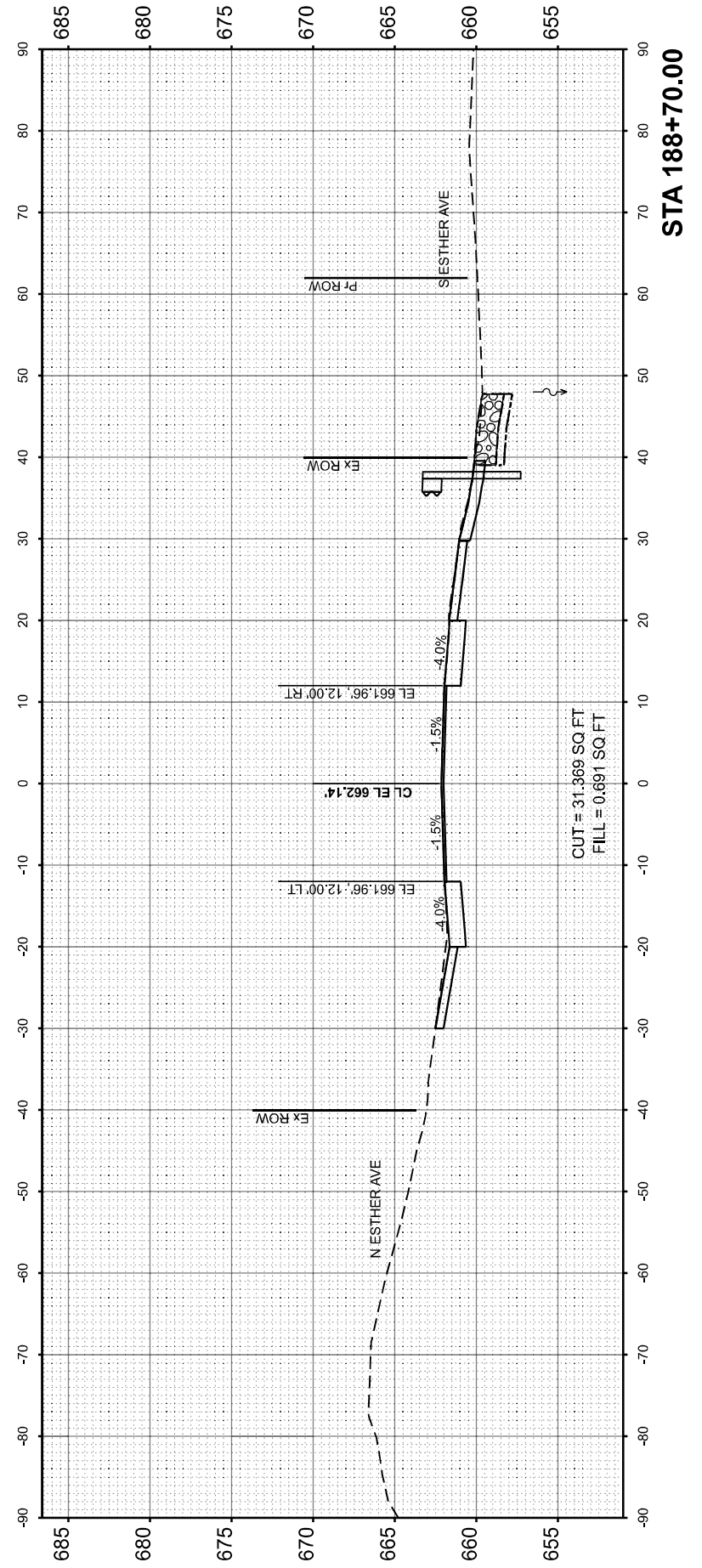
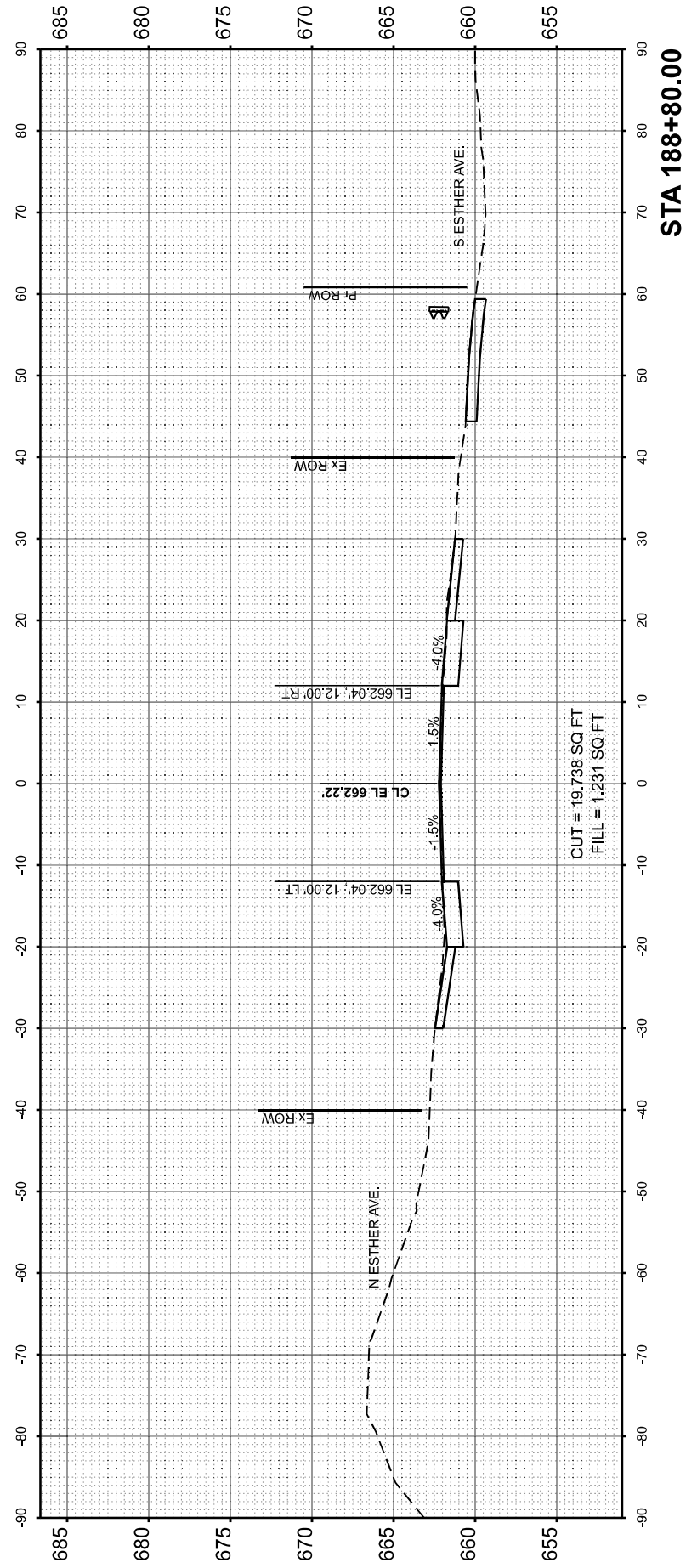
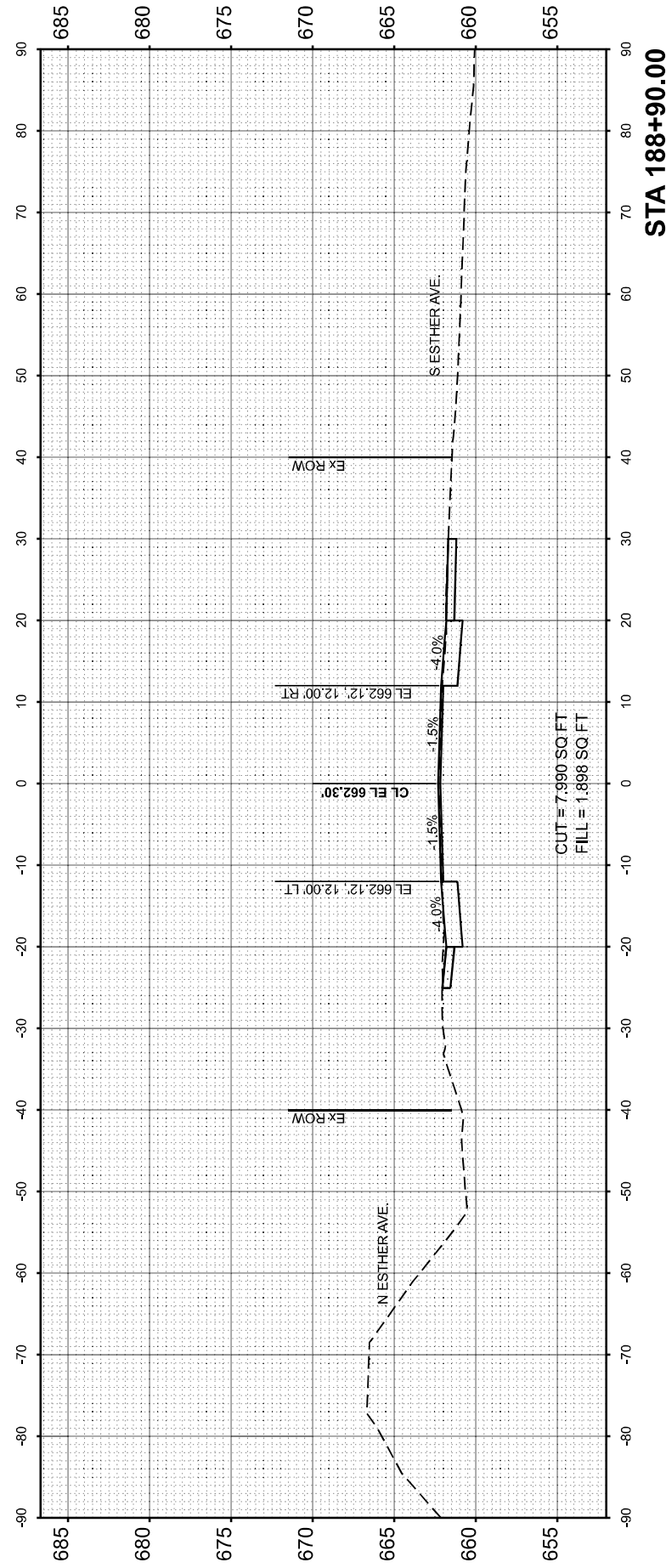
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10' SHEET 14 OF 18 SHEETS STA. 188+70.00 TO STA. 188+90.00

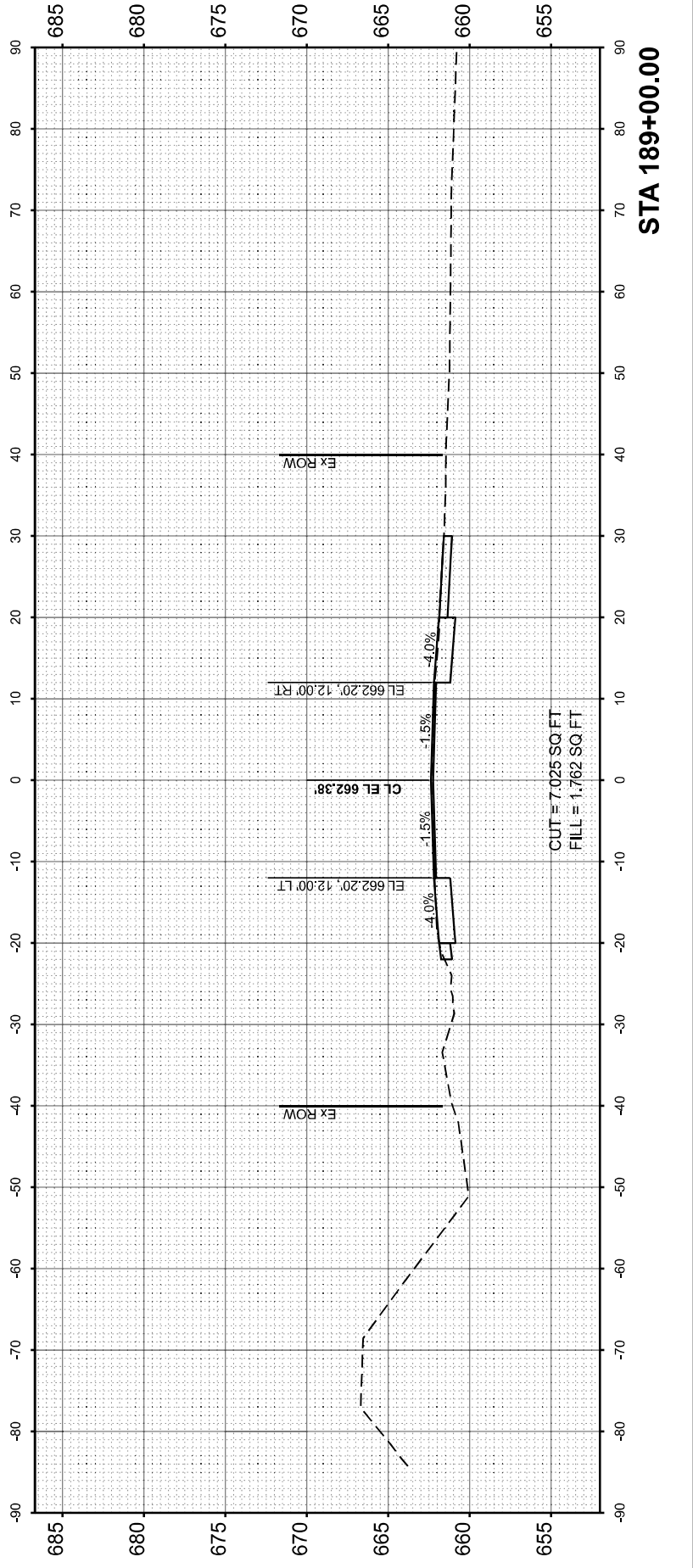
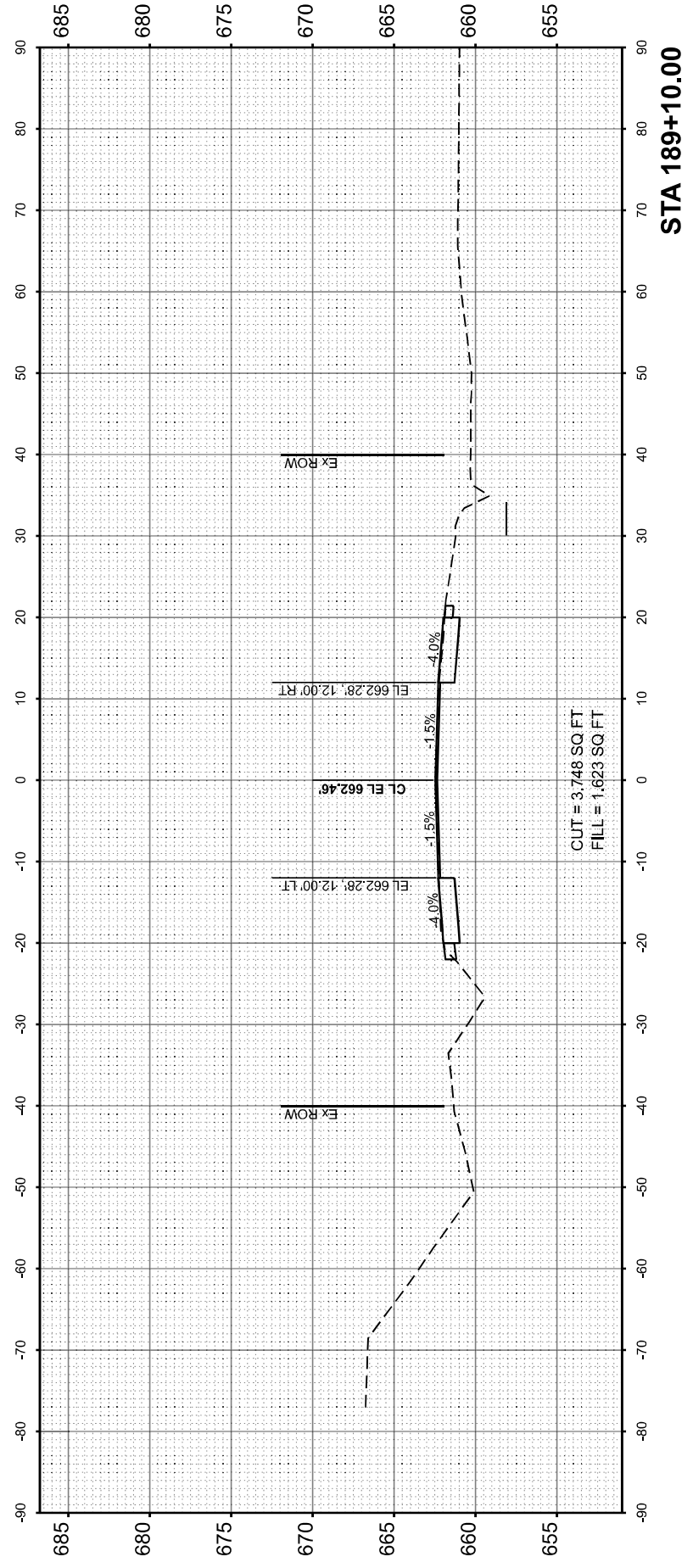
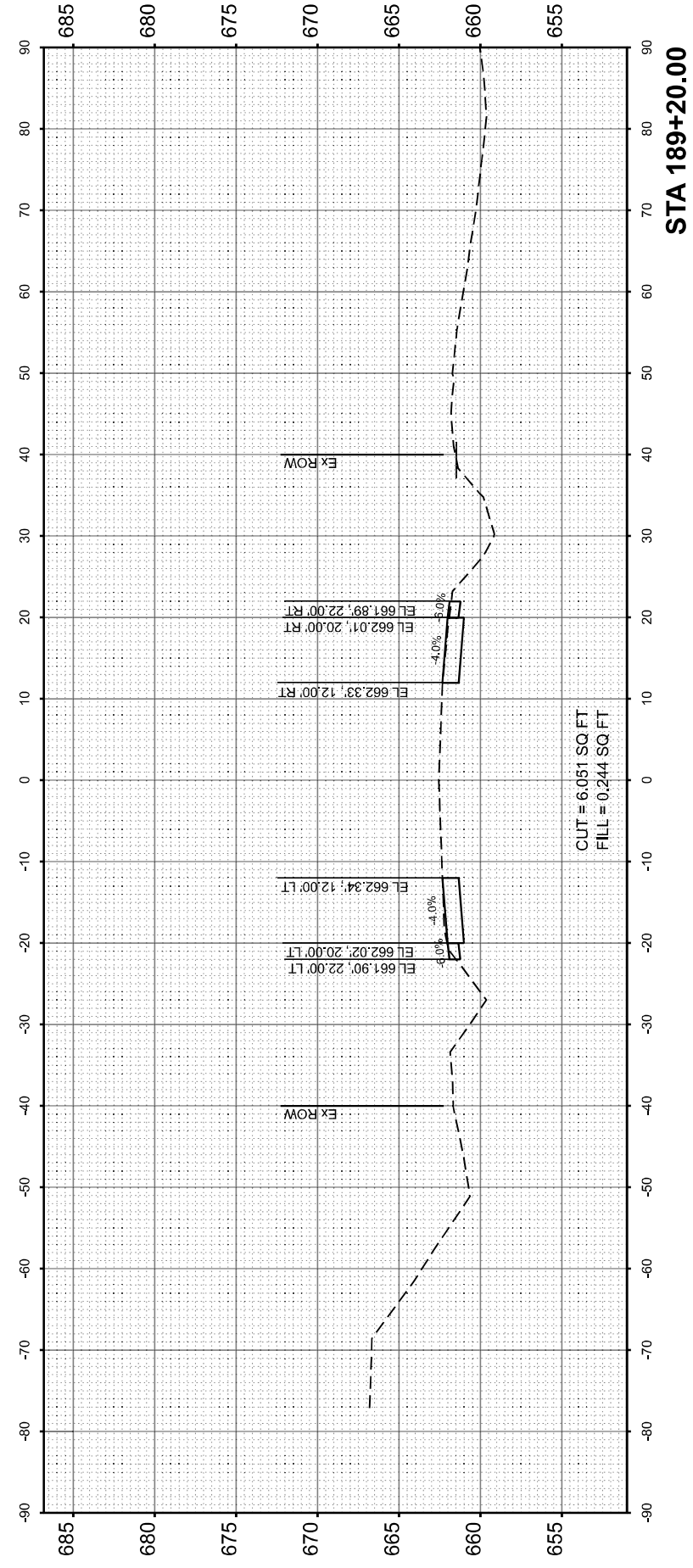
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	66
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



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

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

MODEL: Long Creek - 189+00.00-1 (Sheet)  
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USER NAME =	Mohammed
PLOT SCALE =	0.16666633' / in.
PLOT DATE =	12/10/2025

DESIGNED -	MHS
DRAWN -	MHS
CHECKED -	AMH
DATE -	

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10' SHEET 15 OF 18 SHEETS STA. 189+00.00 TO STA. 189+20.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	67
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Long Creek - 189+30.00-1 [Sheet]  
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USER NAME =	Mohammed
PLOT SCALE =	0.166666833 / in.
PLOT DATE =	12/10/2025

DESIGNED -	MHS
DRAWN -	MHS
CHECKED -	AMH
DATE -	

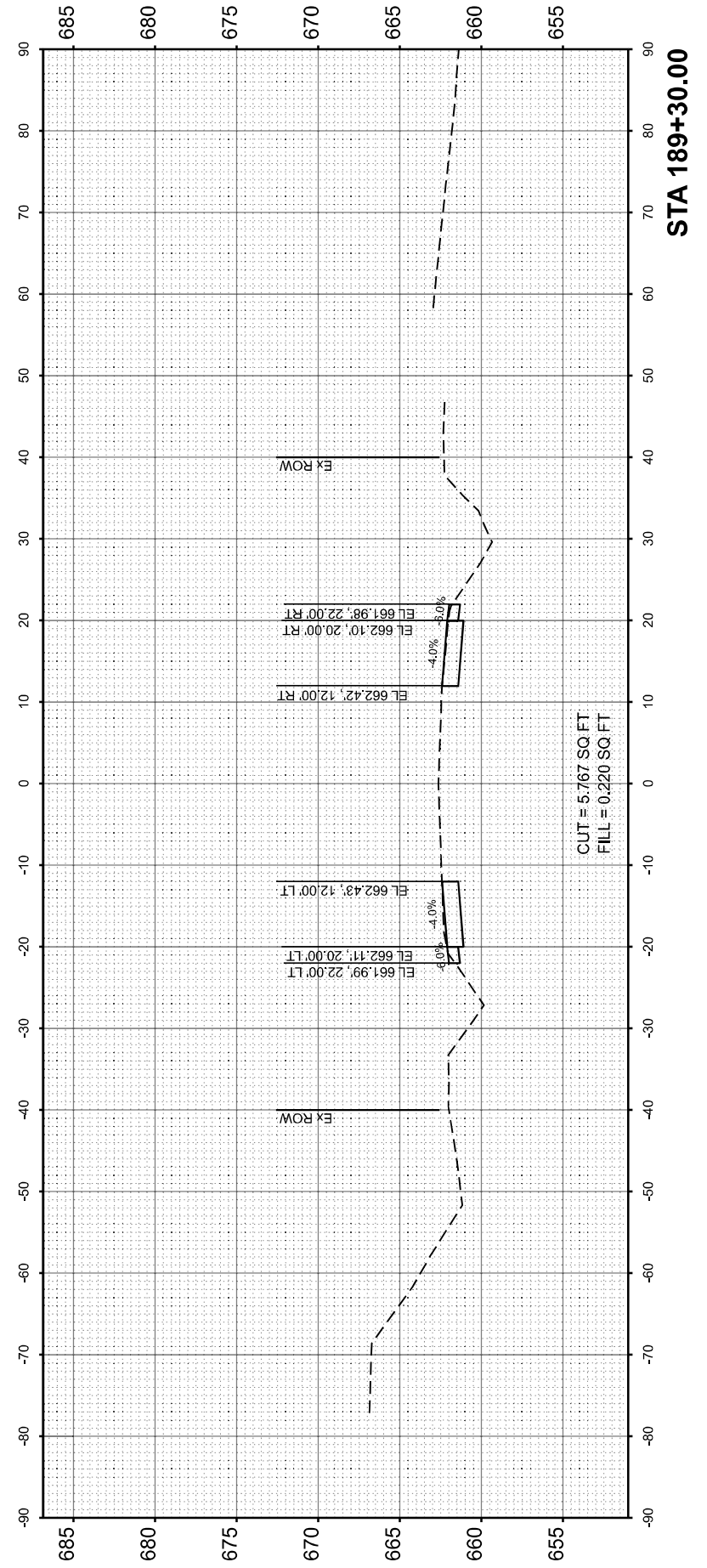
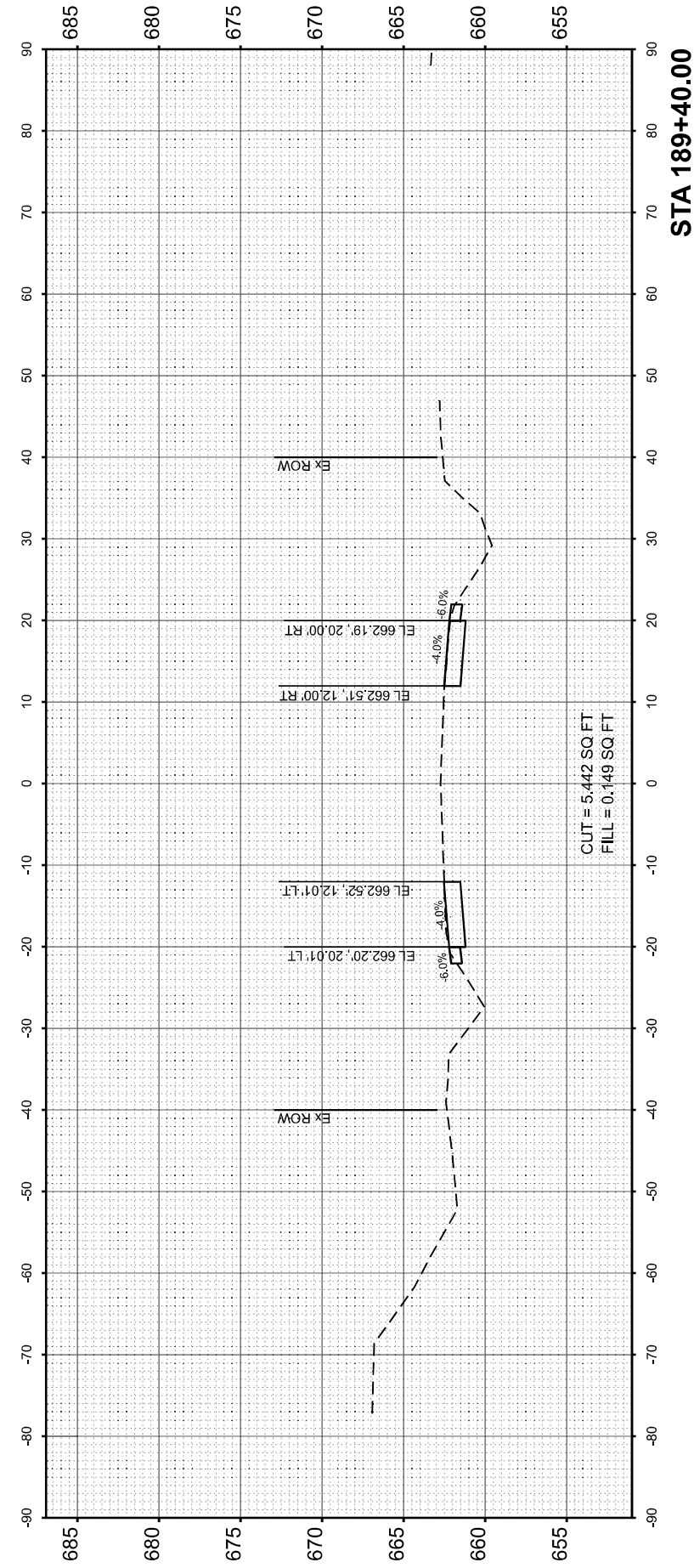
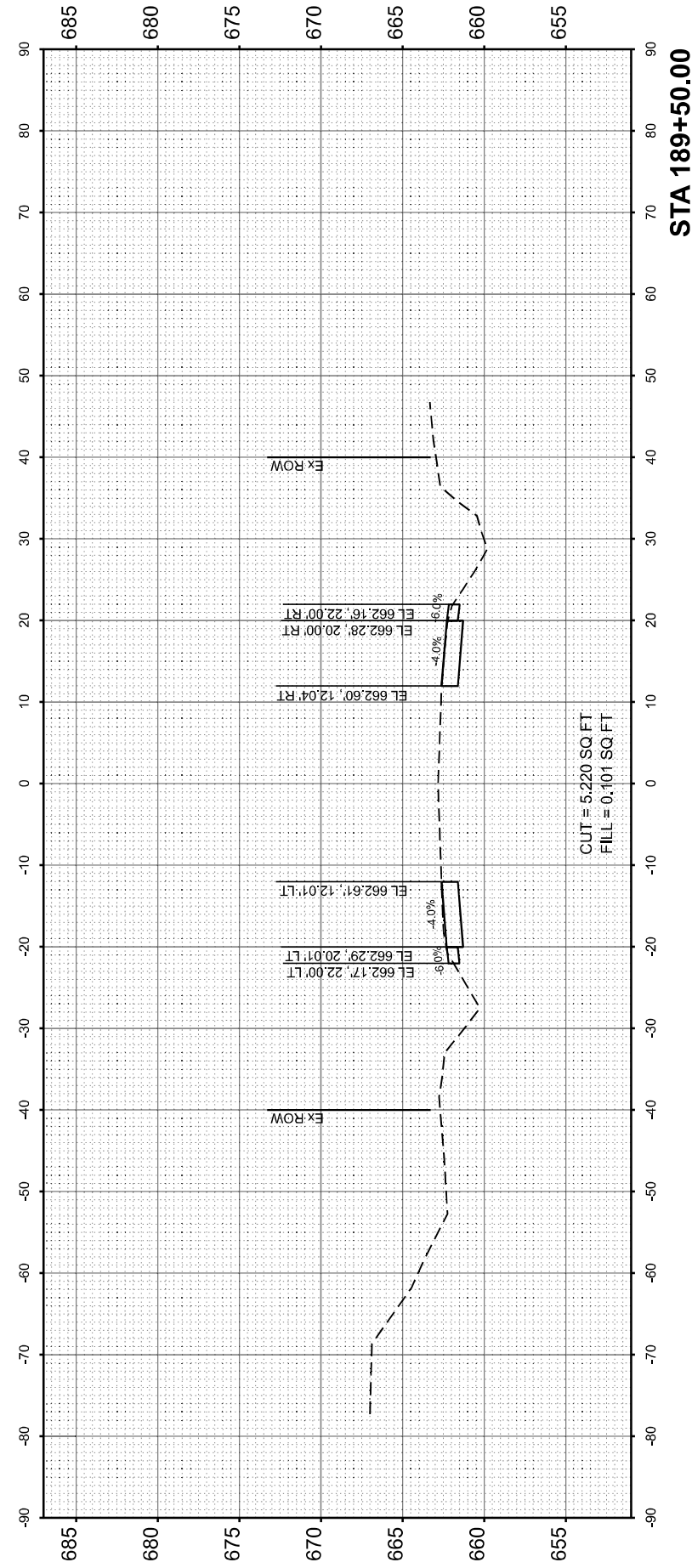
REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10' SHEET 16 OF 18 SHEETS STA. 189+30.00 TO STA. 189+50.00

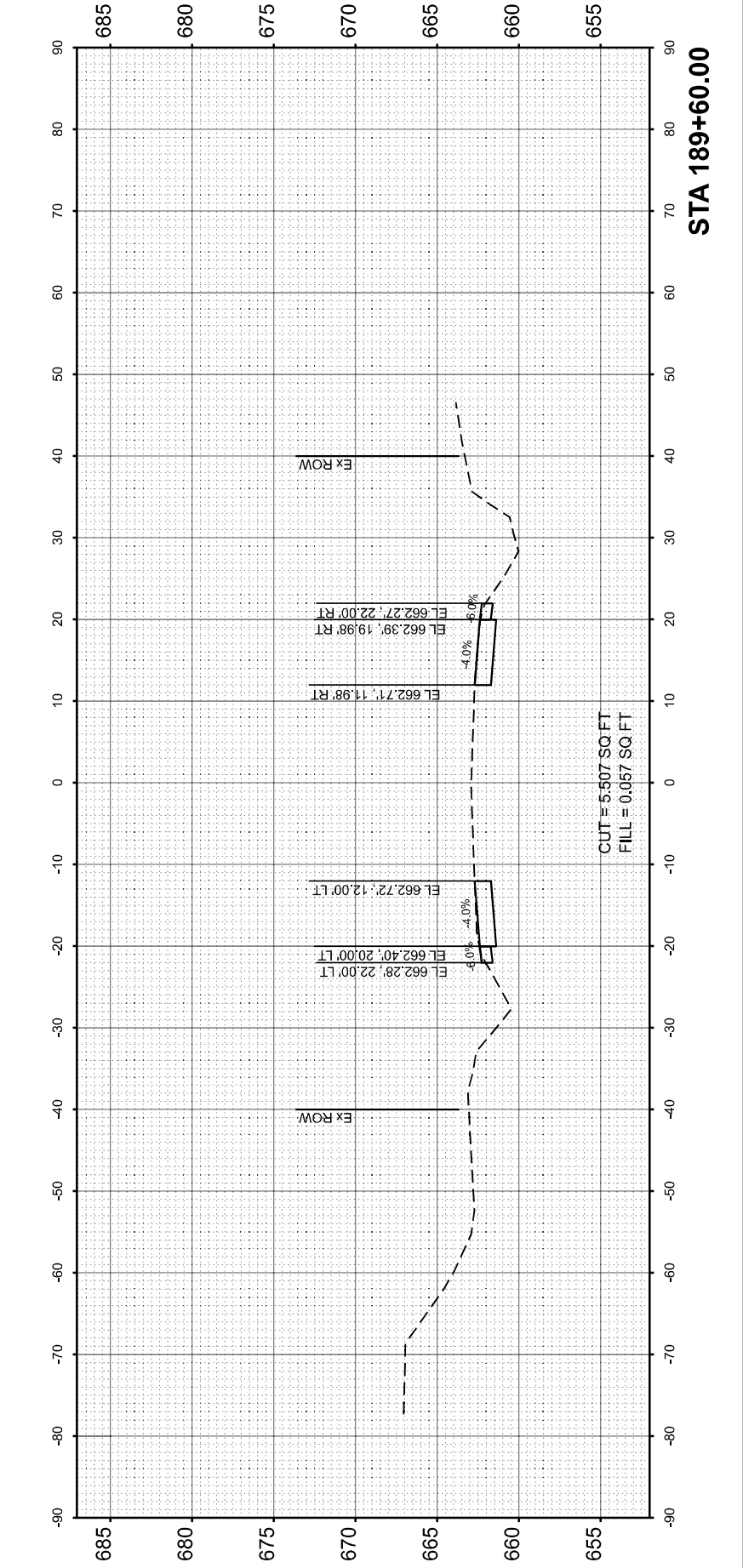
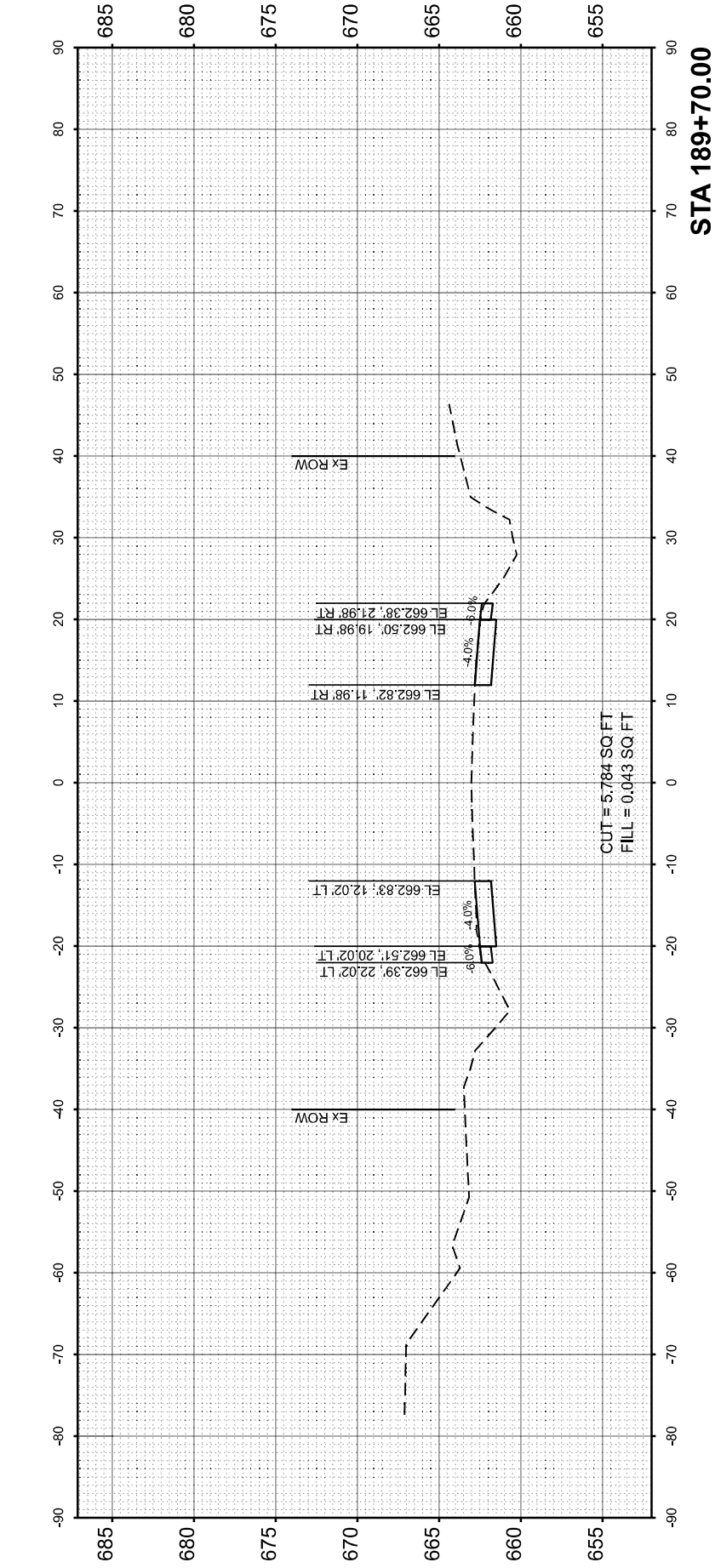
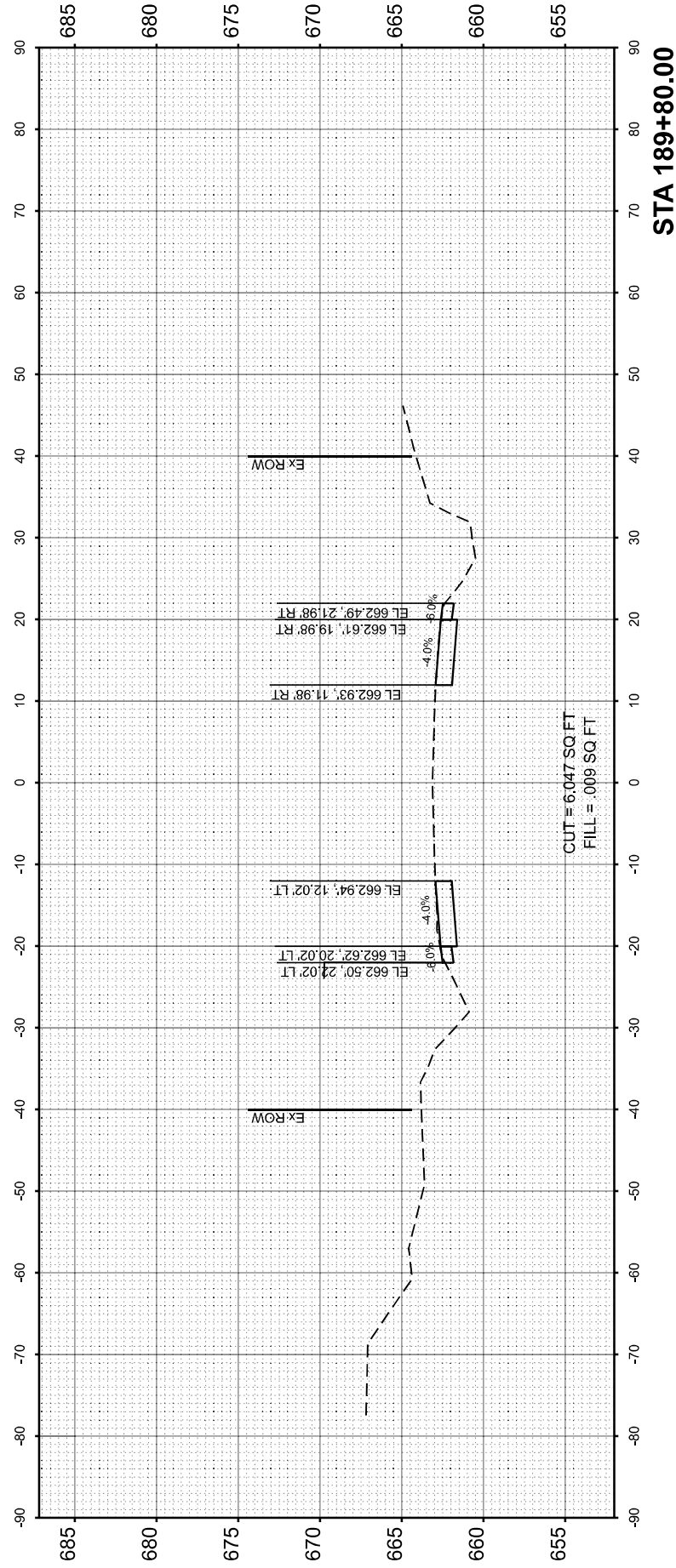
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	68
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATES		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE
NOTE BOOK	TEMPLATES		
	AREAS CHECKED		

MODEL: Long Creek - 189+60.00-1 (Sheet)  
 FILE NAME: F:\Projects\501DOT196.153A-24\_PTB 2016-028-D7\_W03\_US 36 over Long Creek\14A\10\Drawings\Sheets\174A-10-sh-h-XSC\_Mr.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

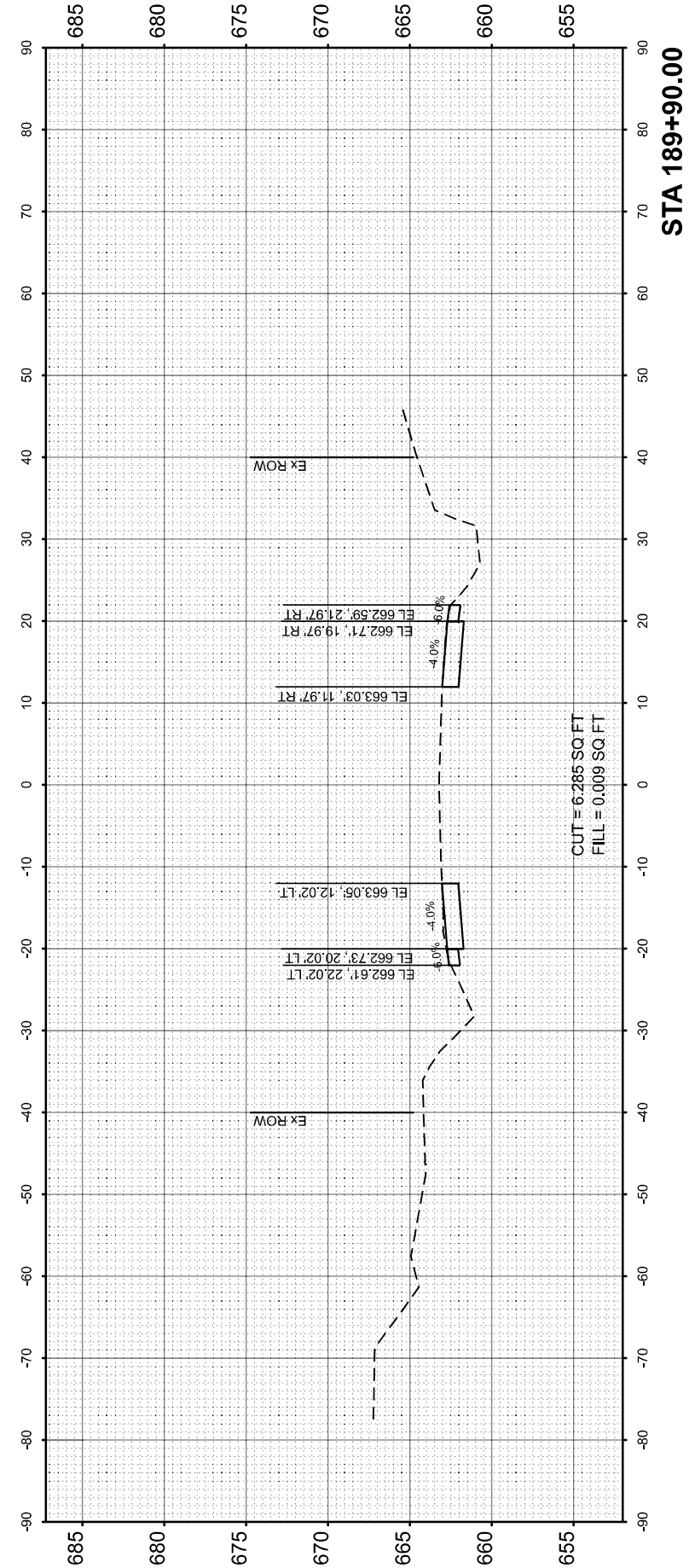
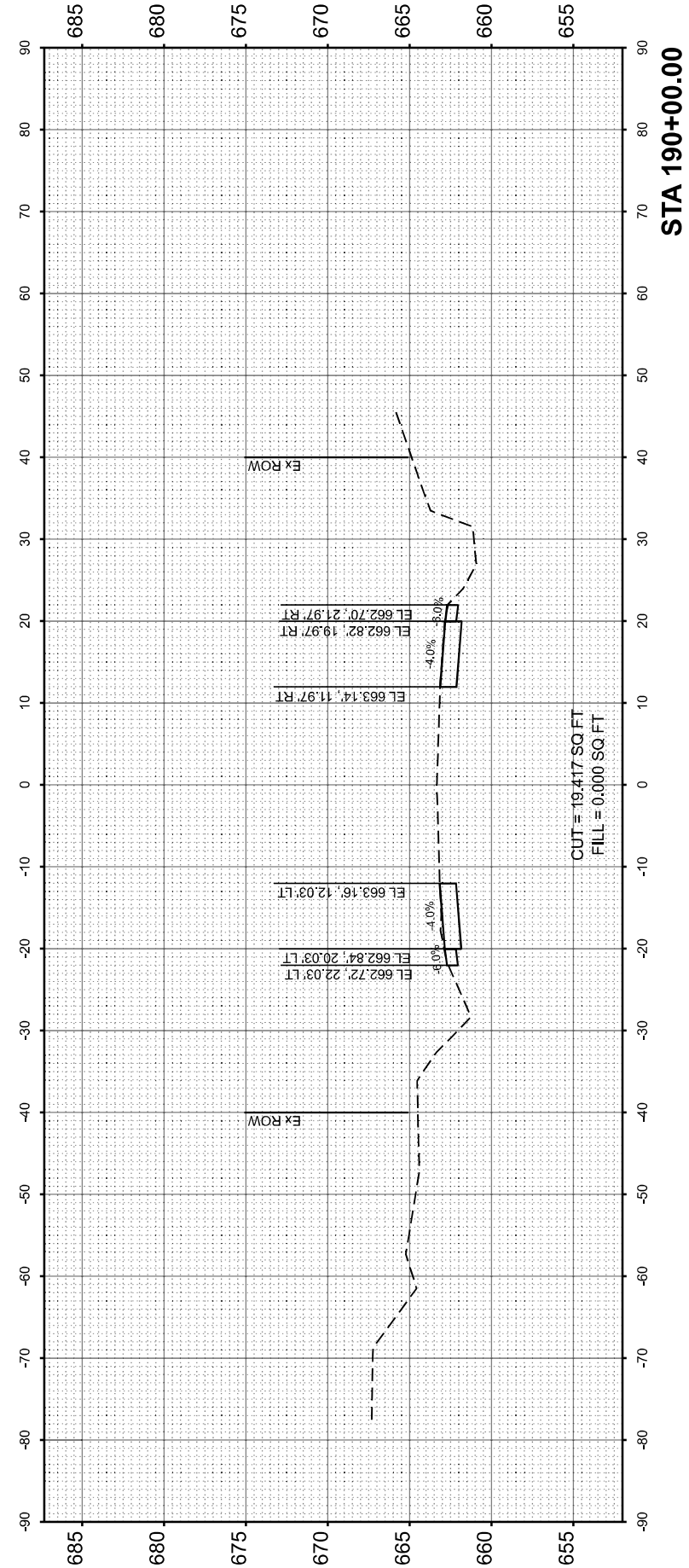
SCALE: 1"=10' SHEET 17 OF 18 SHEETS STA. 189+60.00 TO STA. 189+80.00

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 69
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

MODEL: Long Creek - 189+90.00-1 (Sheet)  
 FILE NAME: F:\Projects\50 DOT\190.153A-24\_PTB 2018-028-D7\_W03\_US 36 over Long Creek\14A.10\Drawings\Sheets\174A.10-sh-XSC\_Mr.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
PLOT SCALE = 0.16666633 / in.	DRAWN - MHS	REVISED -
PLOT DATE = 12/10/2025	CHECKED - AMH	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10' SHEET 18 OF 18 SHEETS STA. 189+90.00 TO STA. 190+00.00

F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 70
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				