

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	1
		ILLINOIS	CONTRACT NO. 74596	

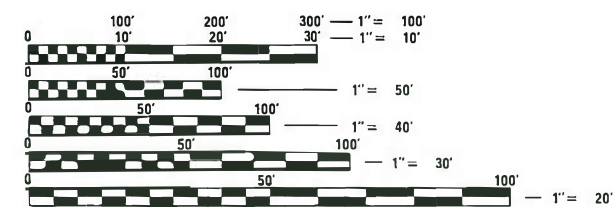
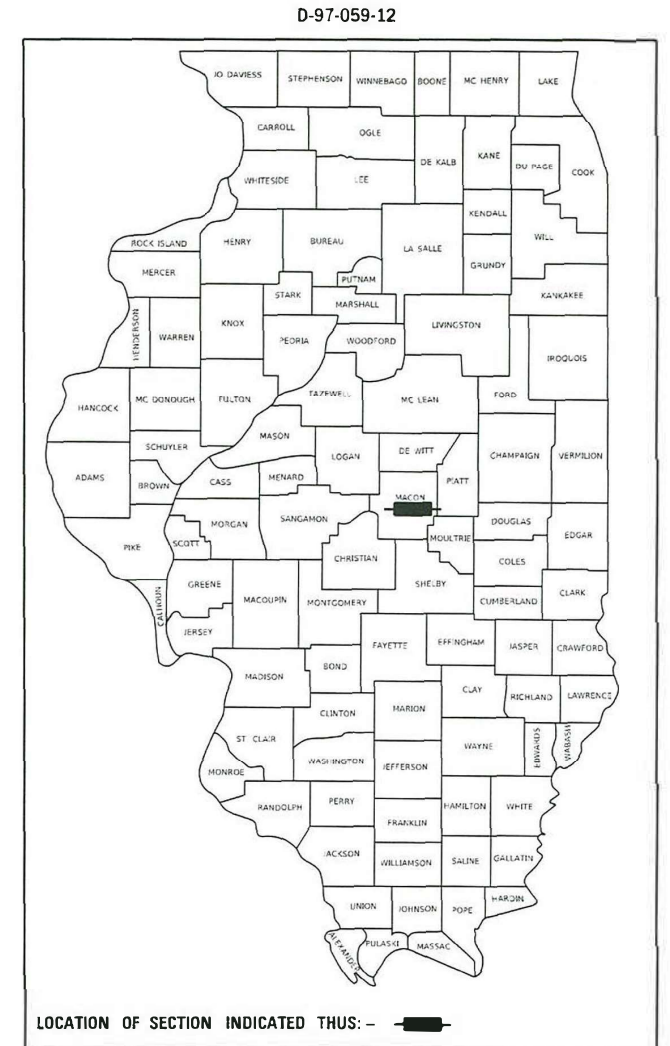
FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT (YEAR) = 5400 (2017)
% TRUCKS = 11.8%

PROPOSED HIGHWAY PLANS

FAP ROUTE 741 (IL 105)
SECTION (12B-1)BR
PROJECT STP-MN3T(266)
SUPERSTRUCTURE REPLACEMENT
MACON COUNTY

C-97-126-12

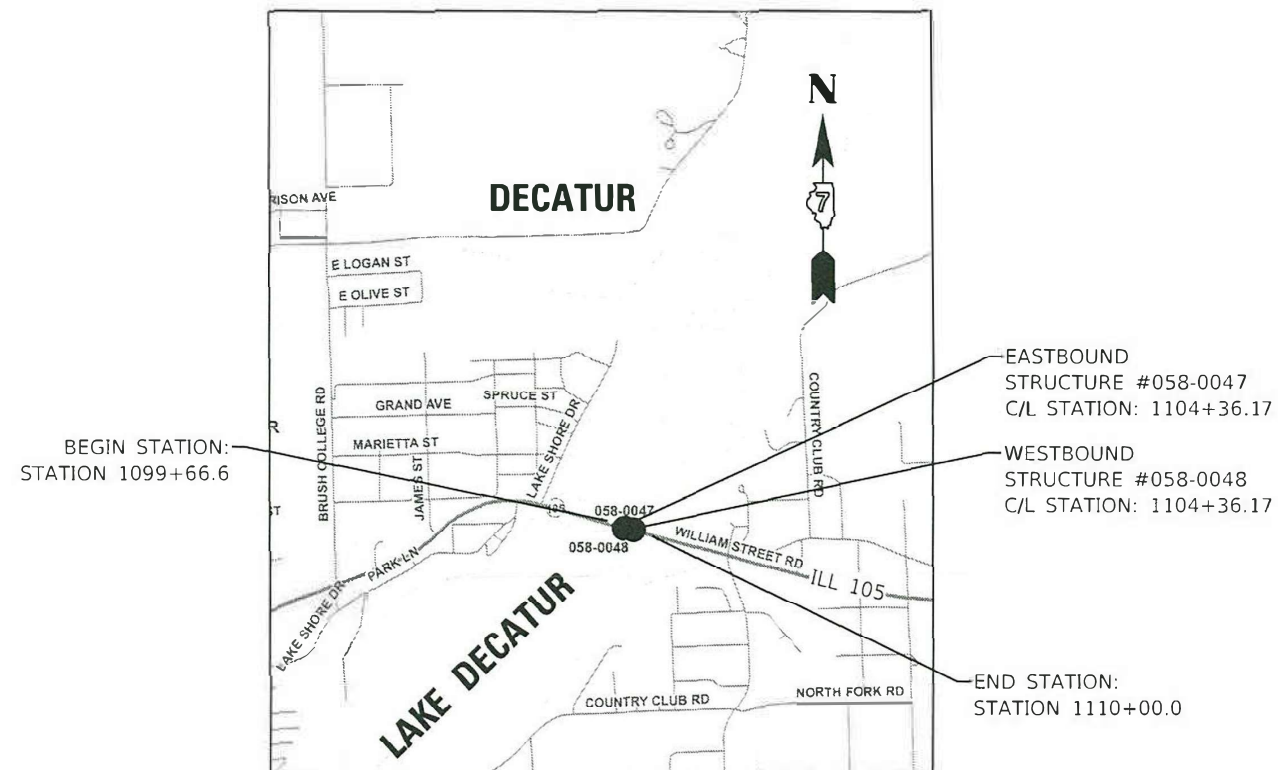


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DEBRA BARRETT
PROJECT MANAGER: LEAH HILLE

CONTRACT NO. 74596



GROSS LENGTH = 385 FT. = 0.07 MILE
NET LENGTH = 385 FT. = 0.07 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED OCTOBER 19, 2021
Jeffrey P. Myrka
REGIONAL ENGINEER

December 10, 2021
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

December 10, 2021
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

GENERAL NOTES

THIS PROJECT IS LOCATED ON FAP ROUTE 741 (ILL 105) ALONG WILLIAM STREET IN MACON COUNTY, OVER LAKE DECATUR. THE WORK INCLUDED IN SECTION (12B-1)BR CONSISTS OF TWO (2) SUPERSTRUCTURE REPLACEMENTS ALONG WITH ABUTMENT REPLACEMENT.

TEMPORARY CONCRETE BARRIER WILL NOT BE ALLOWED ON THE PAVEMENT BETWEEN DECEMBER 1, 2021 AND MARCH 1, 2022.

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

THE RESIDENT ENGINEER SHALL CONTACT JOSH PORTER AT 217-342-5677 THREE (3) DAYS PRIOR TO CONSTRUCTION FOR LOCATION OF UNDERGROUND WIRING RELATED TO HIGHWAY LIGHTING.

MILLED PAVEMENT SHALL BE RESURFACED WITH BINDER WITHIN 5 CALENDAR DAYS.

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

VIBRATORY ROLLERS IN DYNAMIC MODE WILL NOT BE PERMITTED. DENSITY REQUIREMENTS MUST STILL BE MET.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

ANY FRAME AND GRATES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE FIELD MARKINGS OF FACILITIES. FILED MARKINGS OF UNDERGROUND UTILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF NINETY-SIX (96) HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

COMMITMENTS

FOR STAGE I REMOVAL, THE EXISTING ALUMINUM BRIDGE RAIL, ALUMINUM BRIDGE RAIL POSTS, AND EXISTING STAINLESS STEEL FASTENERS SHALL BE REMOVED INTACT, SALVAGED, AND SHALL REMAIN THE PROPERTY OF THE STATE. THE CONTRACTOR SHALL DISASSEMBLE ALL RAIL POSTS AND THE RAILING AT EACH EXISTING SPLICE LOCATION. THE RAILING FROM STAGE II REMOVAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE APPROXIMATE TOTAL LENGTH OF THE RAIL TO BE SALVAGED IS 343 FEET, WITH 35 RAIL POSTS. THE CONTRACTOR SHALL CONTACT THE DISTRICT 7 BRIDGE MAINTENANCE ENGINEER AT 217.342.8377 TO MAKE ARRANGEMENTS FOR STATE MAINTENANCE FORCES TO PICK UP THE RAIL, POSTS, AND FASTENERS. THIS WORK WILL BE INCLUDED IN THE COST OF REMOVAL OF CONCRETE SUPERSTRUCTURE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE LIGHT FIXTURES AND CONTROL NODES SHALL BE REMOVED INTACT AND SALVAGED FOR THE CITY OF DECATUR. THE CONTRACTOR SHALL CONTACT THE TRAFFIC SIGNAL TECHNICIAN FOR THE CITY OF DECATUR AT 217.329.2006 TO MAKE ARRANGEMENTS FOR CITY FORCES TO PICK UP THE FIXTURES AND NODES. THIS WORK WILL BE INCLUDED IN THE COST OF REMOVAL OF LIGHTING UNIT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

APPLICATION RATES

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

BITUMINOUS MATERIALS (TACK COAT)	0.5 LB/SQ FT (ON MILLED SURFACES)
	0.025 LB/SQ FT (ON HMA LIFTS)
RIP-RAP	1.485 TONS/CU YD

MIXTURE REQUIREMENTS

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, MIX "D", N90 (1 1/2")	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIXTURE D	112 LB/SQ YD/INCH	QC/QA	N/A	N/A
MAINLINE	POLYMERIZED HMA BINDER COURSE, IL-9.5FG, N90, (1")	SBS PG 70-22	4.0% @ N=90	IL - 9.5FG	N/A	112 LB/SQ YD/INCH	QC/QA	N/A	N/A

NAME/ADDRESS OF UTILITY COMPANY	TYPE	LOCATION OF CONFLICT	EST. DATE OF RELOCATION
Ameren Electric Att: Marty Behrens 2460 N Jasper Street, Decatur, IL 62526 Phone: 217-424-8745 (Office) 309-826-0851 (Cell)	ELECTRIC POLES	1102+49.84 RT 1106+22.49 RT	PRIOR TO LETTING
AT&T Att: Michael Osmond 1640 Hazel Dell Rd, Springfield, IL 62703 Phone: 217-789-5644 (Office) 217-381-2793 (Cell)	FIBER IN DUCTS ON STRUCTURE	1102+51.67 - 1106+20.67	PRIOR TO LETTING

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS, LIST OF STANDARDS, AND GENERAL NOTES
3-6	SUMMARY OF QUANTITIES
7-8	TYPICAL SECTIONS
9-10	SCHEDULE OF QUANTITIES
11-14	PLAN AND PROFILE SHEETS (SN 058-0047 & SN 058-0048)
15-29	STAGING SHEETS
30	MAINTENANCE OF BOAT TRAFFIC
31-73	STRUCTURAL SHEETS (SN 058-0047 & SN 058-0048)
74-76	STRUCTURE LIGHTING SHEETS
77-81	DISTRICT 7 DETAILS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 81:

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
420401-13	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
515001-04	NAME PLATE FOR BRIDGES
606001-08	CONCRETE CURB, TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-12	STEEL PLATE BEAM GUARDRAIL
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
667101-02	PERMANENT SURVEY MARKERS
668001-01	U.S. GEOLOGICAL SURVEY AND NATIONAL GEODETIC SURVEY BENCHMARKS, RESETTING METHOD
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION FOR SPEEDS ≤ 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782001-01	CURB REFLECTORS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001-01	RACEWAY EMBEDDED IN STRUCTURE
821101-02	LUMINAIRE WIRING IN POLE
830001-03	LIGHT POLE ALUMINUM MAST ARM
836001-04	LIGHT POLE FOUNDATION
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
420001-10	PAVEMENT JOINTS
601001-05	PIPE UNDERDRAINS
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
720001-01	SIGN PANEL MOUNTING DETAILS
725001-01	OBJECT AND TERMINAL MARKERS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
825001-04	LIGHTING CONTROLLER, POLE MOUNTED, 240V
830006-05	LIGHT POLE ALUMINUM DAVIT ARM

REV. - MS

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PLOT DATE = \$DATES	DATE - \$DATES	REVISIED -					ILLINOIS	FED. AID PROJECT			

URBAN

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY	
28100109	STONE RIPRAP, CLASS A5	SO YD	1780	1780		
28200200	FILTER FABRIC	SO YD	1624	1624		
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SO YD	720	720		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3000	3000		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1173	1173		
40600990	TEMPORARY RAMP	SO YD	530	530		
40603219	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N90	TON	467	467		
40604164	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	TON	373	373		
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SO YD	147	147		
44000100	PAVEMENT REMOVAL	SO YD	294	294		
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	4431	4431		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1400	1400		
44200050	WELDED WIRE REINFORCEMENT	SO YD	720	720		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY	
44213204	TIE BARS 3/4"	EACH	180	180		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2	2		
50200100	STRUCTURE EXCAVATION	CU YD	141	141		
50300100	FLOOR DRAINS	EACH	26	26		
50300225	CONCRETE STRUCTURES	CU YD	202	202		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1054.2	1054.2		
50300300	PROTECTIVE COAT	SO YD	4321	4321		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
50500505	STUD SHEAR CONNECTORS	EACH	16320	16320		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	308140	308140		
50800515	BAR SPLICERS	EACH	1537	1537		
51201610	FURNISHING STEEL PILES HP12X63	FOOT	1353	1353		
51202305	DRIVING PILES	FOOT	1353	1353		
51203610	TEST PILE STEEL HP12X63	EACH	2	2		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	3
			CONTRACT NO. 74596	
ILLINOIS FED. AID PROJECT				

URBAN

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY
51204650	PILE SHOES	EACH	24	24	
51500100	NAME PLATES	EACH	2	2	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	168	168	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24	24	
52100520	ANCHOR BOLTS, 1"	EACH	48	48	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	48	48	
52200010	TEMPORARY SHEET PILING	SO FT	569	569	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	318	318	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	163	163	
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	237	237	
60260100	INLETS TO BE ADJUSTED	EACH	2	2	
60607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	680	680	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	4350	4350	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	4697	4697	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	2875	2875	
70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	3610	3610	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1118	1118	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	125	125	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	688	688	

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NO SCALE SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	4
			CONTRACT NO. 74596	
ILLINOIS FED. AID PROJECT				

URBAN

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	171	171	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	675	675	
70600240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1	
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
70600340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
* 78004354	PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - INLAID - LINE 4"	FOOT	2346	2346	
* 78004356	PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - INLAID - LINE 6"	FOOT	294	294	
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	2346	2346	
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	294	294	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	57	57	
* 78200020	CURB REFLECTORS	EACH	20	20	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3111	3111	
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1		1
* 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	95		95
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	700		700
* 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	4		4
* 81603010	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	172		172
* 81702450	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	350		350
* 82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2		2

* SPECIALTY ITEM

REV. - MS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	5
CONTRACT NO. 74596			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY	
* 82500300	LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 30AMP	EACH	1		1	
* 83001500	LIGHT POLE, ALUMINUM, 35 FT. M. H., 12 FT. DAVIT ARM	EACH	2		2	
84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	2		2	
89500120	REMOVE EXISTING SERVICE INSTALLATION	EACH	1		1	
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	5400	5400		
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2277	2277		
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	559	559		
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	4800	4800		
X6061702	CONCRETE MEDIAN, TYPE SM (DOWELLED)	SQ FT	5760	5760		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
X7010218	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	EACH	1	1		
X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	138	138		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0013 80% FEDERAL 20% STATE	0021 80% FEDERAL 20% CITY	
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	11580	11580		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	365	365		
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	12	12		
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2945	2945		

* SPECIALTY ITEM

REV. - MS

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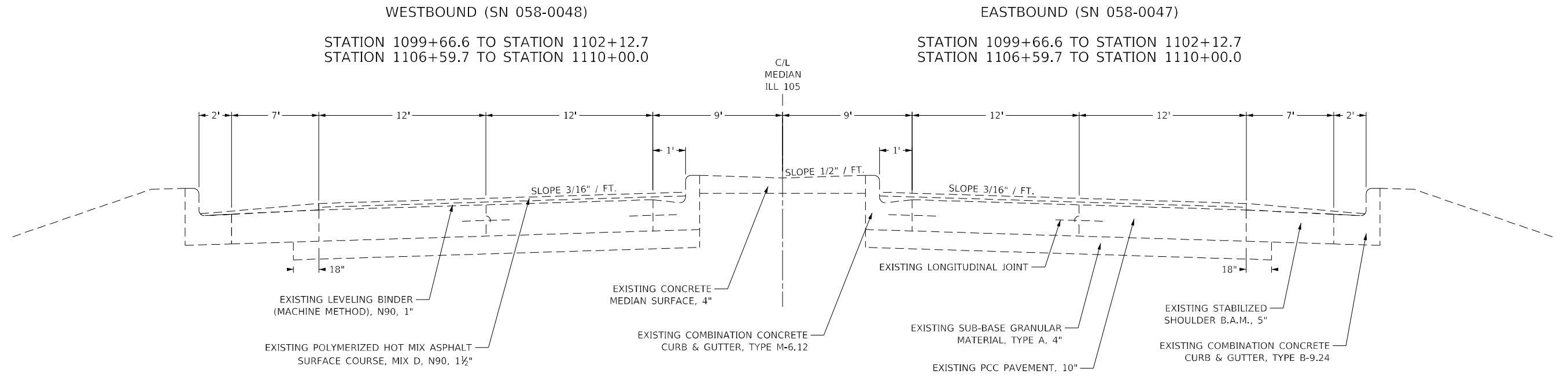
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

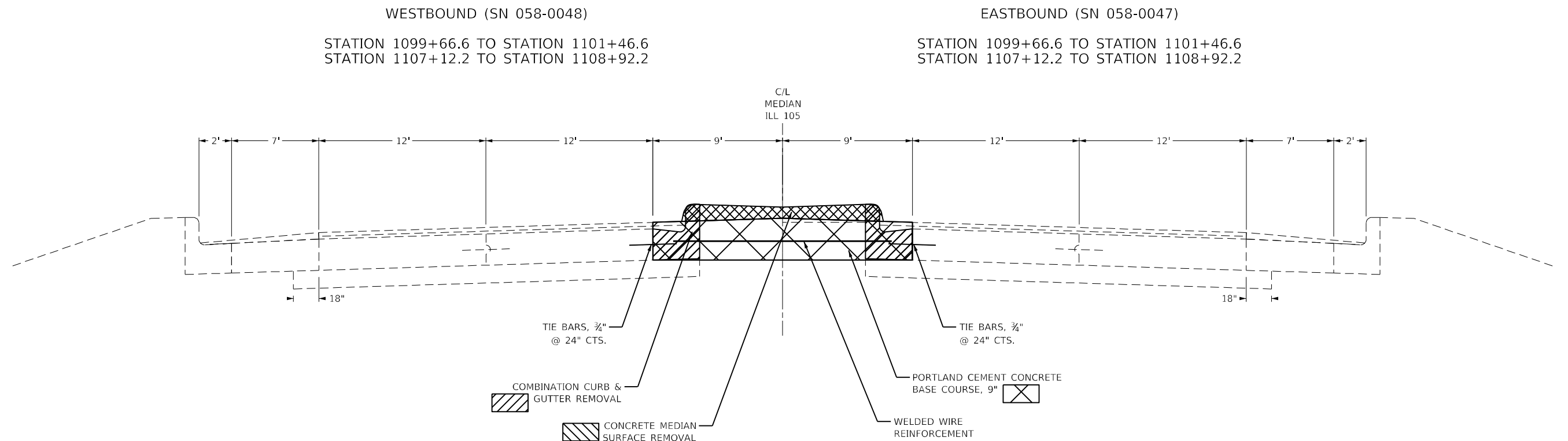
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	6
CONTRACT NO. 74596			ILLINOIS FED. AID PROJECT	

EXISTING TYPICAL CROSS SECTIONS



PRE-STAGE TYPICAL CROSS SECTIONS



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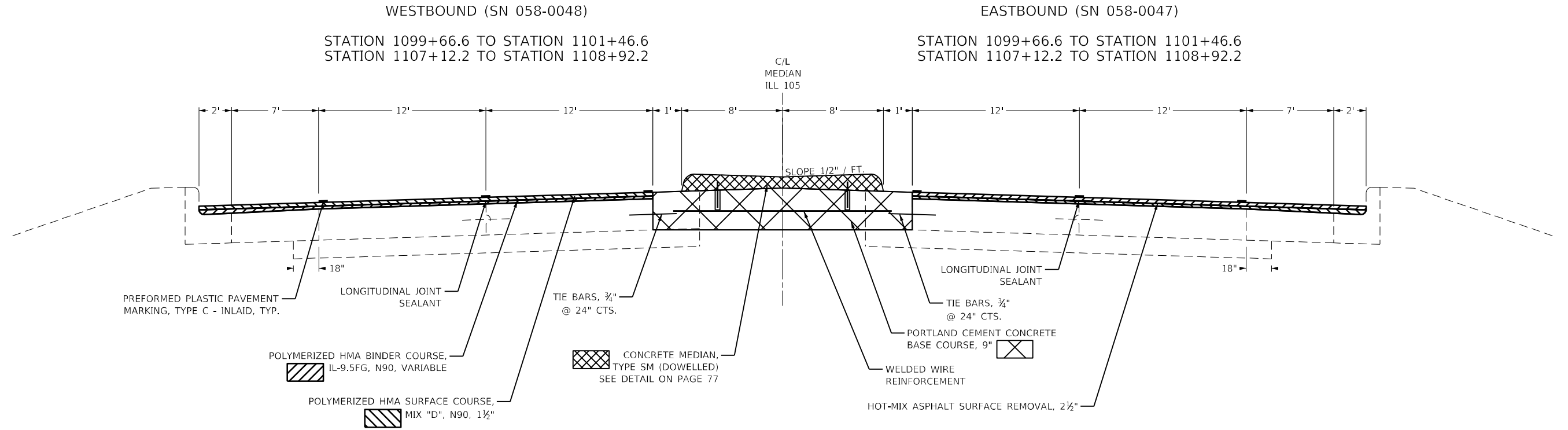
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

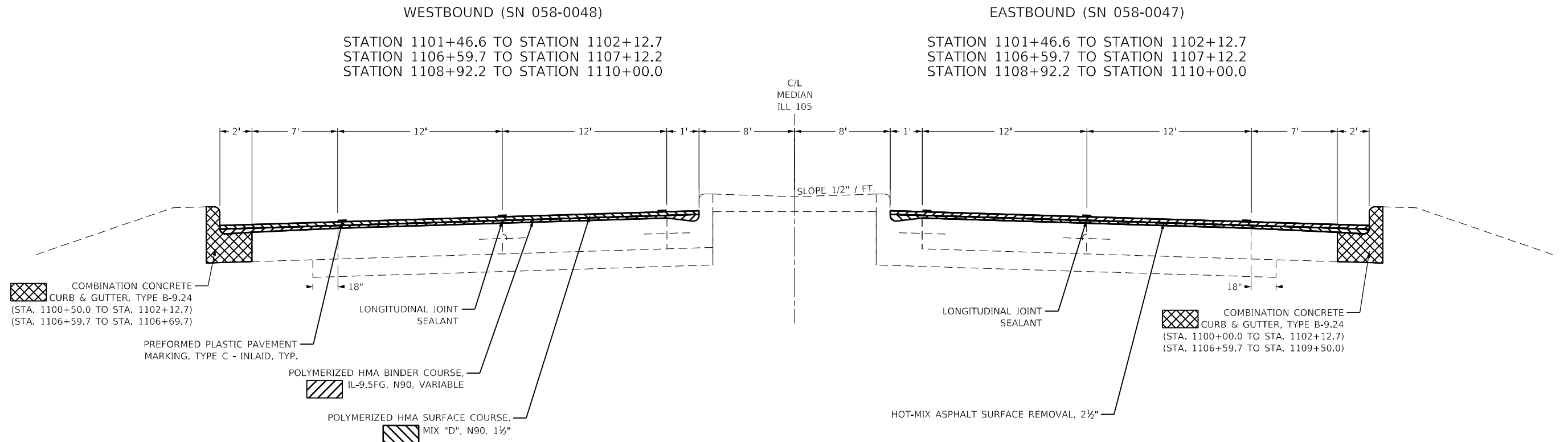
SCALE: NO SCALE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	7
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

TYPICAL CROSS SECTIONS



TYPICAL CROSS SECTIONS



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	DRAWN - LMH	REVISED -
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PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: NO SCALE	SHEET 2 OF 2 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	8
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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BINDER COURSE SCHEDULE			EXISTING ELEVATION	PROPOSED ELEVATION	CHANGE IN ELEVATION	MILLING THICKNESS	SURFACE THICKNESS	BINDER THICKNESS (VARIABLE DEPTH)	POLYMERIZED HMA BINDER COURSE, IL-9.5FG, N90
STATION TO STATION									
EASTBOUND (SN 058-0047)									
1099+66.6	TO	1099+75.0	626.67	626.76	1.0	2.5	1.5	2.02	3.6
1099+75.0	TO	1100+00.0	626.85	626.86	0.1	2.5	1.5	1.12	5.9
1100+00.0	TO	1100+25.0	626.93	626.97	0.4	2.5	1.5	1.42	7.5
1100+25.0	TO	1100+50.0	627.00	627.07	0.8	2.5	1.5	1.84	9.7
1100+50.0	TO	1100+75.0	627.05	627.17	1.4	2.5	1.5	2.44	12.9
1100+75.0	TO	1101+00.0	627.07	627.27	2.4	2.5	1.5	3.40	18.0
1101+00.0	TO	1101+25.0	627.09	627.37	3.3	2.5	1.5	4.30	22.7
1101+25.0	TO	1101+50.0	627.16	627.46	3.5	2.5	1.5	4.54	24.0
1101+50.0	TO	1101+75.0	627.27	627.55	3.4	2.5	1.5	4.36	23.1
1101+75.0	TO	1102+00.0	627.36	627.61	3.1	2.5	1.5	4.06	21.5
1102+00.0	TO	1102+12.7	627.43	627.65	2.7	2.5	1.5	3.70	9.9
BRIDGE OMISSION									
1106+59.7	TO	1106+75.0	628.95	629.08	1.6	2.5	1.5	2.62	8.5
1106+75.0	TO	1107+00.0	628.99	629.14	1.8	2.5	1.5	2.80	14.8
1107+00.0	TO	1107+25.0	629.02	629.20	2.2	2.5	1.5	3.16	16.7
1107+25.0	TO	1107+50.0	629.05	629.25	2.4	2.5	1.5	3.40	18.0
1107+50.0	TO	1107+75.0	629.08	629.29	2.5	2.5	1.5	3.46	18.3
1107+75.0	TO	1108+00.0	629.12	629.32	2.3	2.5	1.5	3.34	17.7
1108+00.0	TO	1108+25.0	629.17	629.34	2.1	2.5	1.5	3.10	16.4
1108+25.0	TO	1108+50.0	629.21	629.35	1.7	2.5	1.5	2.68	14.2
1108+50.0	TO	1108+75.0	629.26	629.35	1.1	2.5	1.5	2.14	11.3
1108+75.0	TO	1109+00.0	629.29	629.36	0.8	2.5	1.5	1.78	9.4
1109+00.0	TO	1109+25.0	629.31	629.36	0.6	2.5	1.5	1.60	8.5
1109+25.0	TO	1109+50.0	629.33	629.36	0.4	2.5	1.5	1.42	7.5
1109+50.0	TO	1109+75.0	629.34	629.36	0.2	2.5	1.5	1.24	6.6
1109+75.0	TO	1110+00.0	629.36	629.36	0.1	2.5	1.5	1.06	5.6
WESTBOUND (SN 058-0048)									
1099+66.6	TO	1099+75.0	626.90	626.90	0.0	2.5	1.5	1.00	1.8
1099+75.0	TO	1100+00.0	626.99	626.99	0.0	2.5	1.5	1.00	5.3
1100+00.0	TO	1100+25.0	627.07	627.07	0.1	2.5	1.5	1.06	5.6
1100+25.0	TO	1100+50.0	627.13	627.15	0.2	2.5	1.5	1.24	6.6
1100+50.0	TO	1100+75.0	627.19	627.23	0.5	2.5	1.5	1.54	8.1
1100+75.0	TO	1101+00.0	627.25	627.31	0.8	2.5	1.5	1.78	9.4
1101+00.0	TO	1101+25.0	627.32	627.39	0.8	2.5	1.5	1.84	9.7
1101+25.0	TO	1101+50.0	627.41	627.47	0.7	2.5	1.5	1.72	9.1
1101+50.0	TO	1101+75.0	627.51	627.55	0.5	2.5	1.5	1.48	7.8
1101+75.0	TO	1102+00.0	627.58	627.61	0.4	2.5	1.5	1.36	7.2
1102+00.0	TO	1102+12.7	627.62	627.65	0.4	2.5	1.5	1.36	3.7
BRIDGE OMISSION									
1106+59.7	TO	1106+75.0	629.08	629.08	0.0	2.5	1.5	1.03	3.3
1106+75.0	TO	1107+00.0	629.15	629.14	-0.1	2.5	1.5	0.88	4.7
1107+00.0	TO	1107+25.0	629.25	629.20	-0.5	2.5	1.5	0.46	2.4
1107+25.0	TO	1107+50.0	629.32	629.26	-0.8	2.5	1.5	0.22	1.2
1107+50.0	TO	1107+75.0	629.36	629.30	-0.7	2.5	1.5	0.28	1.5
1107+75.0	TO	1108+00.0	629.39	629.34	-0.5	2.5	1.5	0.46	2.4
1108+00.0	TO	1108+25.0	629.40	629.38	-0.2	2.5	1.5	0.76	4.0
1108+25.0	TO	1108+50.0	629.40	629.40	0.1	2.5	1.5	1.06	5.6
1108+50.0	TO	1108+75.0	629.39	629.42	0.4	2.5	1.5	1.36	7.2
1108+75.0	TO	1109+00.0	629.41	629.43	0.2	2.5	1.5	1.24	6.6
1109+00.0	TO	1109+25.0	629.47	629.47	0.0	2.5	1.5	1.00	5.3
1109+25.0	TO	1109+50.0	629.50	629.50	0.0	2.5	1.5	1.00	5.3
1109+50.0	TO	1109+75.0	629.49	629.49	0.0	2.5	1.5	1.00	5.3
1109+75.0	TO	1110+00.0	629.48	629.48	0.0	2.5	1.5	1.00	5.3
TOTAL:									467.0

PAVING SCHEDULE			BITUMINOUS MATERIALS (TACK COAT)	TEMPORARY RAMP	POLYMERIZED HMA BINDER COURSE, IL-9.5FG, N90	POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "D", N90	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	APPROACH SLAB REMOVAL	LONGITUDINAL JOINT SEALANT
STATION TO STATION												
EASTBOUND (SN 058-0047)												
1099+66.6	TO	1102+12.7	627.6	132.5	158.9	78.1	-	-	929.7	4.0	-	246.1
1102+12.7	TO	1102+32.7	-	-	-	-	73.3	146.7	-	-	-	-
1102+32.7	TO	1102+63.0	-	-	-	-	-	-	-	-	182.2	-
1106+59.7	TO	1110+00.0	867.8	132.5	173.4	108.0	-	-	1285.6	5.0	-	340.3
WESTBOUND (SN 058-0048)												
1099+66.6	TO	1102+12.7	627.6	132.5	74.3	78.1	-	-	929.7	4.0	-	246.1
1106+09.4	TO	1106+29.4	-	-	-	-	-	-	-	-	-	-
1106+39.7	TO	1106+59.7	-	-	-	-	73.3	146.7	-	-	182.2	-
1106+59.7	TO	1110+00.0	867.8	132.5	60.0	108.0	-	-	1285.6	5.0	-	340.3
TOTALS:			3000.0	530.0	467.0	373.0	147.0	294.0	4431.0	18.0	365.0	1173.0

PAVEMENT MARKING SCHEDULE			SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - LINE 4" (WHITE)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - LINE 4" (YELLOW)	GROOVING FOR RECESSED PAVEMENT MARKING 5"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - LINE 6" (WHITE)	GROOVING FOR RECESSED PAVEMENT MARKING 7"
STATION TO STATION									
EASTBOUND (SN 058-0047)									
1099+66.6	TO	1102+12.7	133.8	14.8	246.1	246.1	492.2	61.5	61.5
1102+12.7	TO	1106+59.7	241.3	26.8	-	-	-	-	-
1106+59.7	TO	1110+00.0	183.7	20.4	340.3	340.3	680.6	85.1	85.1
WESTBOUND (SN 058-0048)									
1099+66.6	TO	1102+12.7	133.8	14.8	246.1	246.1	492.2	61.5	61.5
1102+12.7	TO	1106+59.7	241.3	26.8	-	-	-	-	-
1106+59.7	TO	1110+00.0	183.7	20.4	340.3	340.3	680.6	85.1	85.1
TOTALS:			1118.0	125.0	2346.0	2346.0	2346.0	294.0	294.0

USER NAME = stefenmk	DESIGNED - LMH	REVISED -
	DRAWN - LMH	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: NO SCALE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	9
CONTRACT NO. 74596				
ILLINOIS		FED. AID PROJECT		

PERMANENT SURVEY MARKERS		PERMANENT SURVEY MARKERS, TYPE 1
LOCATION		EACH
LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD - PLACE ON WING WALL OR BACK OF ABUTMENT		2
TOTALS:		2

GUARDRAIL SCHEDULE		STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	GUARDRAIL REMOVAL	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	
STATION TO STATION		FOOT	EACH	EACH	FOOT	EACH	EACH	
EASTBOUND (SN 058-0047)								
1085+52.7	TO	1086+02.7	-	1.0	50.0	1.0	-	
1086+02.7	TO	1102+15.2	1612.5	-	1612.5	-	21.0	
1102+15.2	TO	1102+52.7	-	1.0	37.5	-	-	
1106+19.7	TO	1106+57.2	-	1.0	37.5	-	-	
1106+57.2	TO	1113+57.2	700.0	-	700.0	-	9.0	
1113+57.2	TO	1114+07.2	-	1.0	48.3	1.0	-	
WESTBOUND (SN 058-0048)								
1088+65.2	TO	1089+15.2	-	1.0	50.0	1.0	-	
1089+15.2	TO	1102+15.2	1300.0	-	1300.0	-	17.0	
1102+15.2	TO	1102+52.7	-	1.0	37.5	-	-	
1106+19.7	TO	1106+57.2	-	1.0	37.5	-	-	
1106+57.2	TO	1113+94.7	737.5	-	737.5	-	10.0	
1113+94.7	TO	1114+44.7	-	1.0	48.6	1.0	-	
TOTALS:			4350.0	4.0	4.0	4697.0	4.0	57.0

STAGING SCHEDULE		IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER
STATION TO STATION		EACH	EACH	FOOT	FOOT	EACH
STAGE 1						
1101+37.2	TO	1107+12.2	1.0	-	575.0	132.0
1107+12.2	TO	1108+21.3	1.0	-	112.5	-
STAGE 2						
1100+41.9	TO	1101+37.2	-	1.0	100.0	-
1101+37.2	TO	1107+12.2	-	1.0	575.0	39.0
TOTALS:			2.0	2.0	688.0	171.0

STAGING PAVEMENT MARKING SCHEDULE		PAVEMENT MARKING BLACKOUT TAPE, 5"	PAVEMENT MARKING BLACKOUT TAPE, 7"	PAVEMENT MARKING REMOVAL - WATER BLASTING	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	
STATION TO STATION		FOOT	FOOT	SQ FT	SQ FT	FOOT	
EASTBOUND (SN 058-0047)							
1101+02.7	TO	1106+57.9	-	69.0	69.0	-	
1106+19.7	TO	1111+47.1	527.4	-	-	-	
1106+19.7	TO	1114+44.2	824.5	-	-	-	
1093+88.3	TO	1111+47.1	-	1759.8	1400.3	4135.0	
WESTBOUND (SN 058-0048)							
1101+02.7	TO	1106+57.9	-	69.0	69.0	-	
1093+88.3	TO	1102+52.7	864.4	-	-	-	
1095+94.0	TO	1102+52.7	658.7	-	-	-	
1095+94.0	TO	1114+44.2	-	1850.2	1572.6	7445.0	
TOTALS:			2875.0	3610.0	3111.0	138.0	11580.0

CURB & GUTTER SCHEDULE		COMBINATION CURB AND GUTTER REMOVAL	COMBINATION CURB AND GUTTER, TYPE B-9.24
STATION TO STATION		FOOT	EACH
EASTBOUND (SN 058-0047)			
1100+00.0	TO	1102+12.7	215.0
1106+59.7	TO	1109+50.0	290.0
WESTBOUND (SN 058-0048)			
1100+50.0	TO	1102+12.7	165.0
1106+59.7	TO	1106+69.7	10.0
TOTALS:		680.0	680.0

MEDIAN SCHEDULE		PORTLAND CEMENT CONCRETE BASE COURSE 9"	WELDED WIRE REINFORCEMENT	TIE BARS 3/4"	COMBINATION CURB AND GUTTER REMOVAL	CURB REFLECTORS	CONCRETE MEDIAN SURFACE REMOVAL	CONCRETE MEDIAN, TYPE SM (DOWELLED)
STATION TO STATION		SQ YD	SQ YD	EACH	FOOT	EACH	SQ FT	SQ FT
1099+66.6	TO	1101+46.6	360.0	90.0	360.0	10.0	2700.0	2880.0
1107+12.2	TO	1108+92.2	360.0	90.0	360.0	10.0	2700.0	2880.0
TOTALS:		720.0	720.0	180.0	720.0	20.0	5400.0	5760.0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

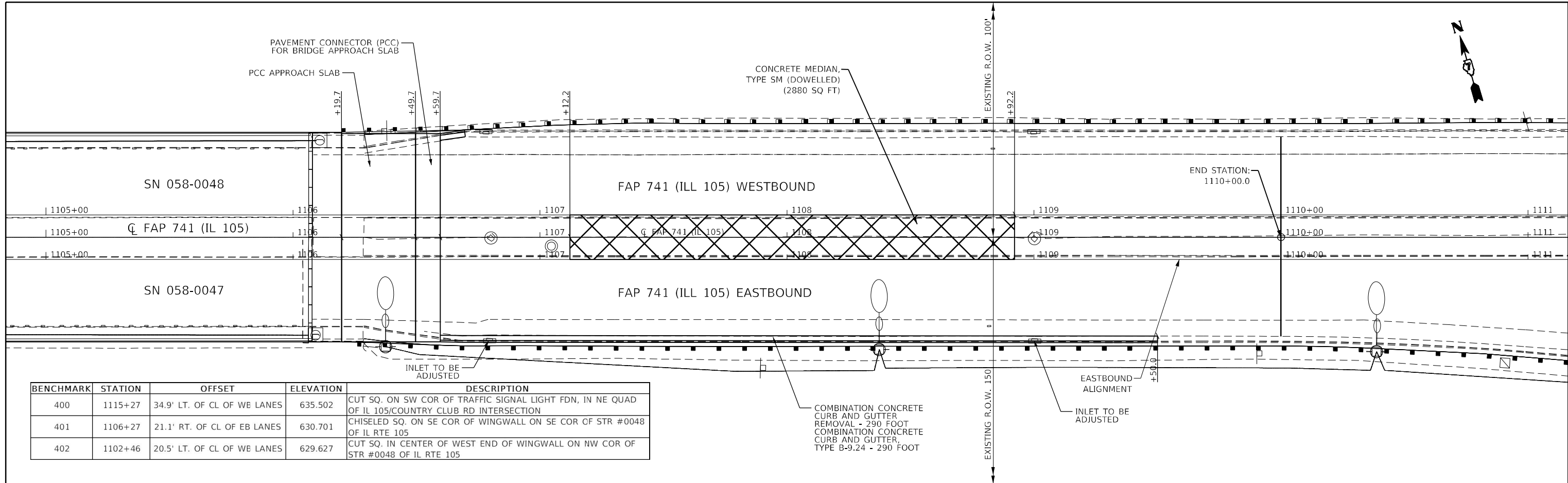
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F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74596	

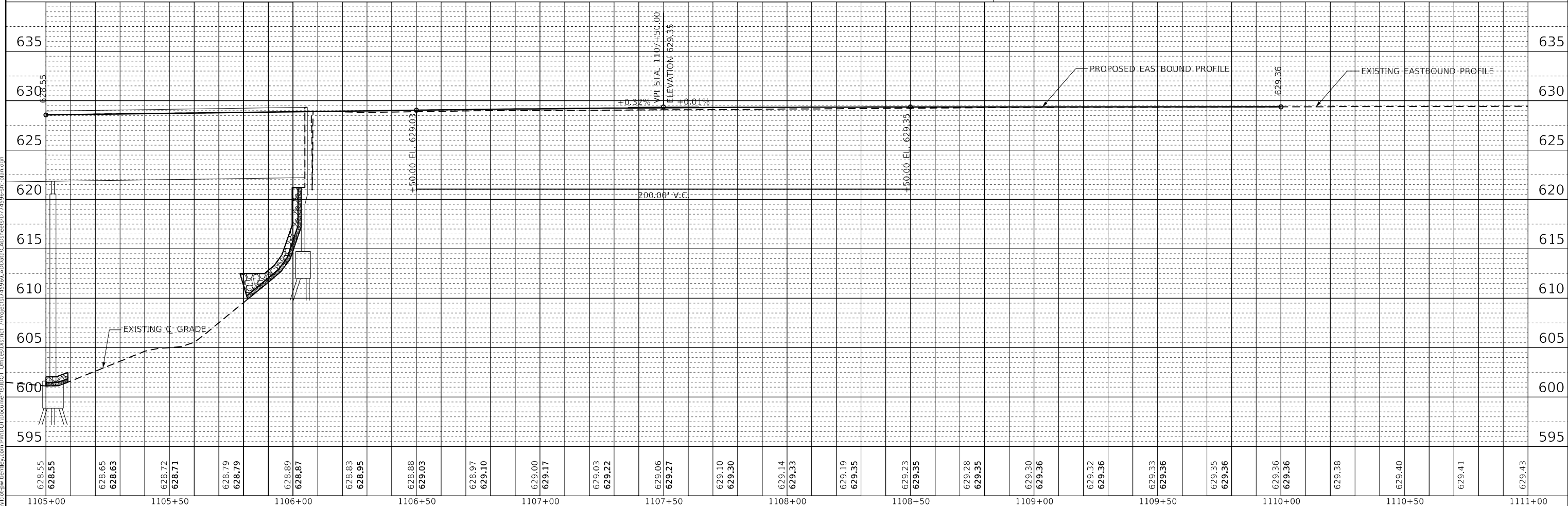
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NOTE BOOK	GRADES	
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BENCHMARK	STATION	OFFSET	ELEVATION	DESCRIPTION
400	1115+27	34.9' LT. OF CL OF WB LANES	635.502	CUT SQ. ON SW COR OF TRAFFIC SIGNAL LIGHT FDN, IN NE QUAD OF IL 105/COUNTRY CLUB RD INTERSECTION
401	1106+27	21.1' RT. OF CL OF EB LANES	630.701	CHISELED SQ. ON SE COR OF WINGWALL ON SE COR OF STR #0048 OF IL RTE 105
402	1102+46	20.5' LT. OF CL OF WB LANES	629.627	CUT SQ. IN CENTER OF WEST END OF WINGWALL ON NW COR OF STR #0048 OF IL RTE 105



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PLOT DATE = 10/21/2021	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

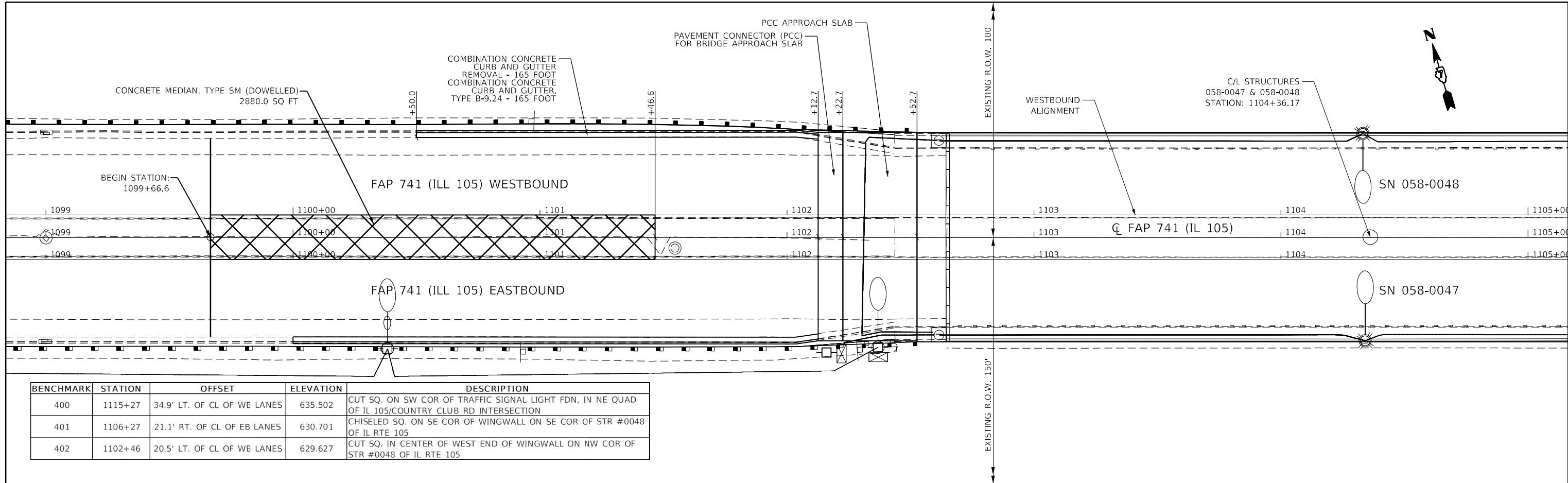
**PLAN AND PROFILE
EASTBOUND IL 105 (SN 058-0047)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	12
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
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PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	BY	
	NO.	



BENCHMARK	STATION	OFFSET	ELEVATION	DESCRIPTION
400	1115+27	34.9' LT. OF CL OF WB LANES	635.502	CUT SQ. ON SW COR OF TRAFFIC SIGNAL LIGHT FDN, IN NE QUAD OF IL 105/COUNTRY CLUB RD INTERSECTION
401	1106+27	21.1' RT. OF CL OF EB LANES	630.701	CHISELED SQ. ON SE COR OF WINGWALL ON SE COR OF STR #0048 OF IL RTE 105
402	1102+46	20.5' LT. OF CL OF WB LANES	629.627	CUT SQ. IN CENTER OF WEST END OF WINGWALL ON NW COR OF STR #0048 OF IL RTE 105



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	DRAWN -	REVISD -
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PLOT DATE = 10/21/2021	DATE -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

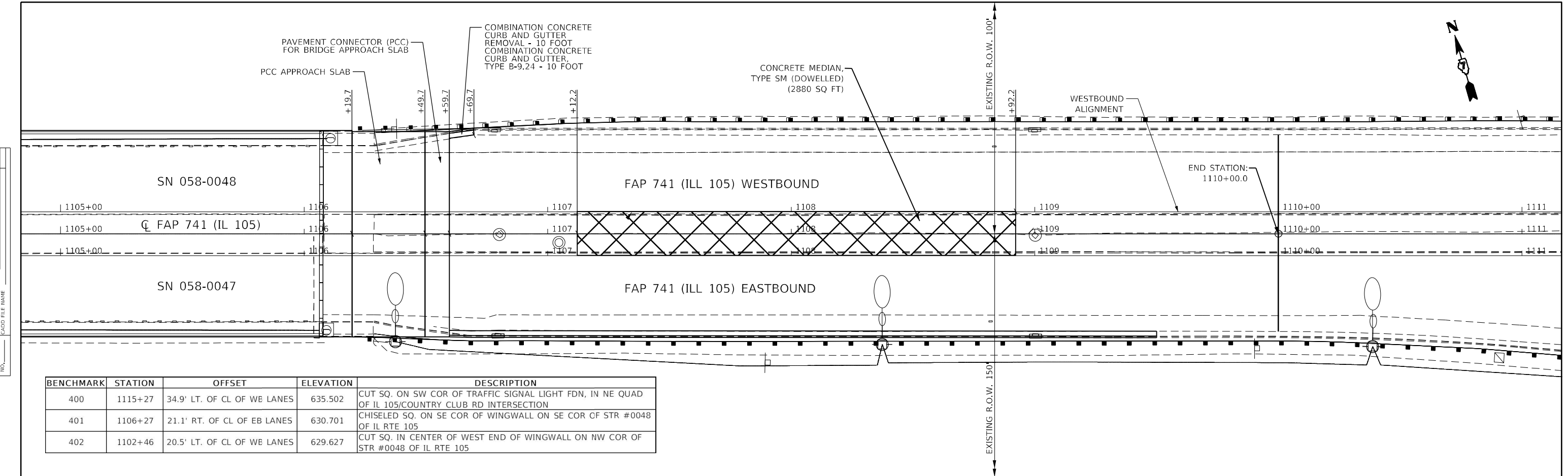
PLAN AND PROFILE
WESTBOUND IL 105 (SN 058-0048)

SCALE: SHEET OF SHEETS STA. TO STA.

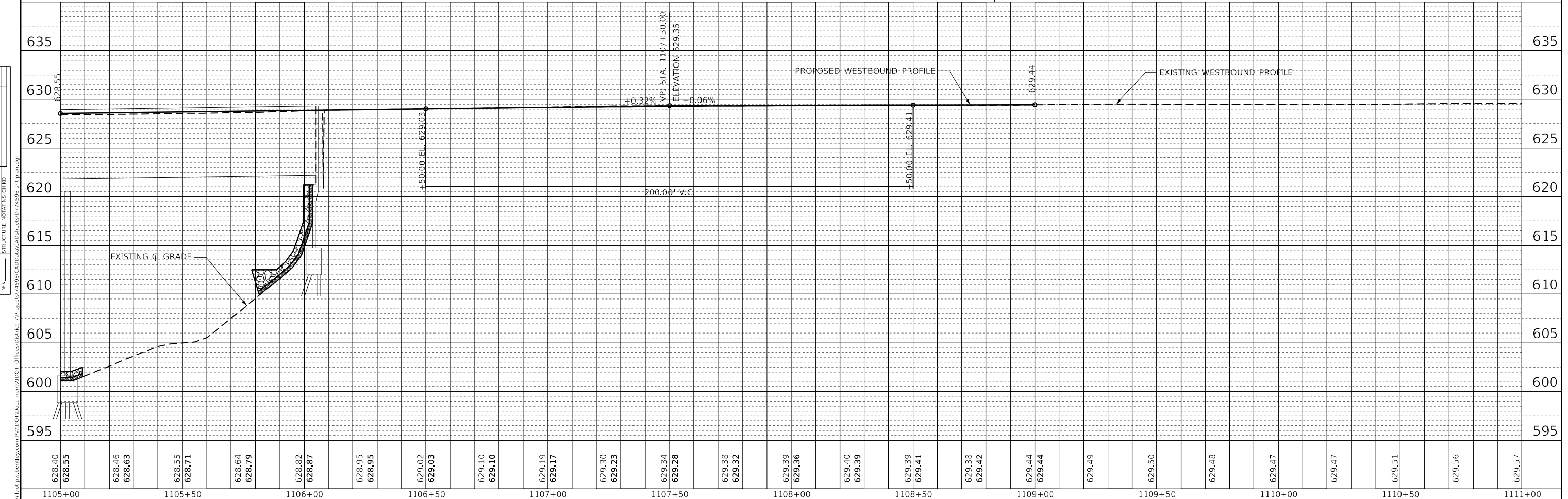
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	13
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
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	GRADE CHECKED	
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	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
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	NOTE BOOK NO.	
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BENCHMARK	STATION	OFFSET	ELEVATION	DESCRIPTION
400	1115+27	34.9' LT. OF CL OF WB LANES	635.502	CUT SQ. ON SW COR OF TRAFFIC SIGNAL LIGHT FDN, IN NE QUAD OF IL 105/COUNTRY CLUB RD INTERSECTION
401	1106+27	21.1' RT. OF CL OF EB LANES	630.701	CHISELED SQ. ON SE COR OF WINGWALL ON SE COR OF STR #0048 OF IL RTE 105
402	1102+46	20.5' LT. OF CL OF WB LANES	629.627	CUT SQ. IN CENTER OF WEST END OF WINGWALL ON NW COR OF STR #0048 OF IL RTE 105



628.40	628.55	628.46	628.63	628.55	628.71	628.64	628.79	628.82	628.87	628.95	628.95	629.02	629.03	629.10	629.10	629.19	629.17	629.30	629.23	629.34	629.28	629.38	629.32	629.39	629.36	629.40	629.39	629.39	629.41	629.38	629.42	629.44	629.44	629.49	629.50	629.48	629.47	629.47	629.51	629.56	629.57			
1105+00		1105+50		1106+00		1106+50		1107+00		1107+50		1108+00		1108+50		1109+00		1109+50		1110+00		1110+50		1111+00																				
USER NAME = stefnmk		DESIGNED -	REVISED -	DRAWN -		REVISED -	CHECKED -		REVISED -	PLOT SCALE = 40,0000' / in.		DATE -	DATE -		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI		REVISI					











STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

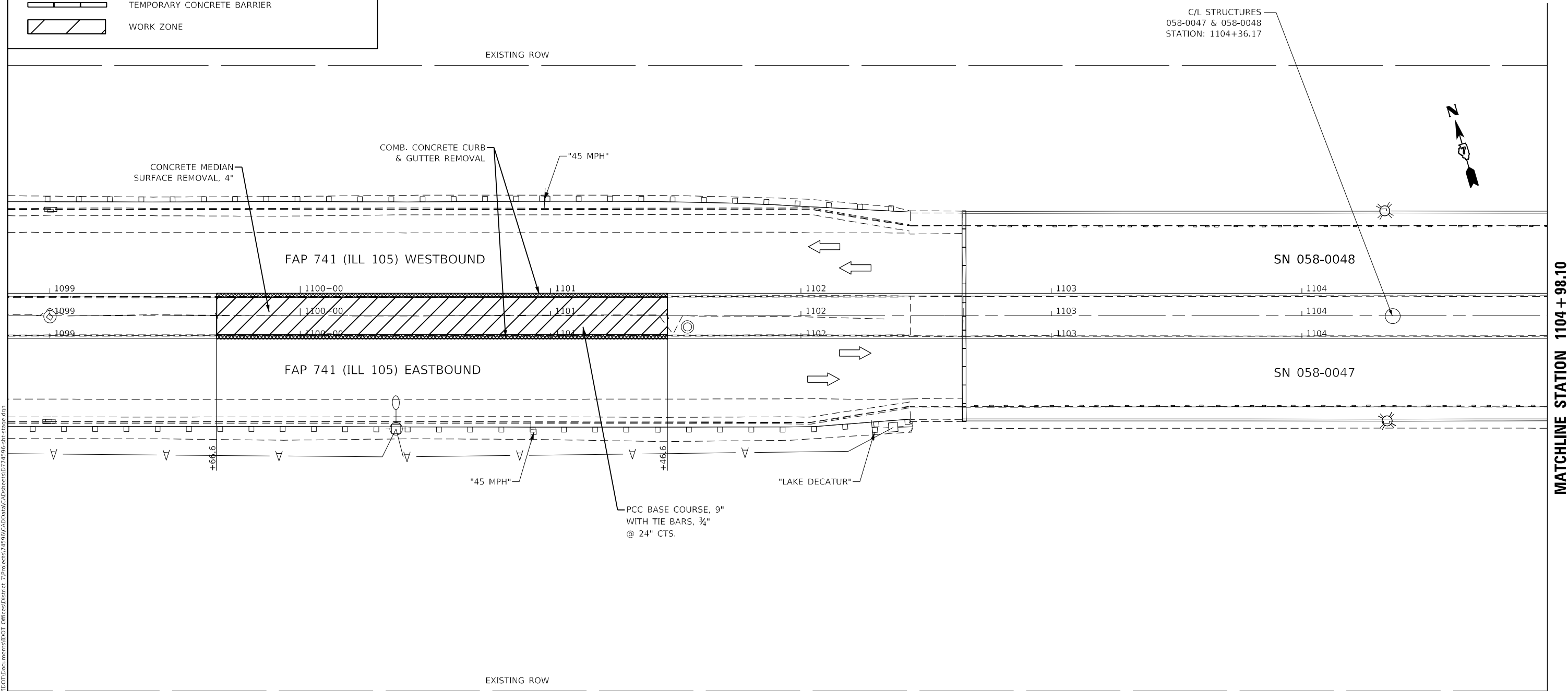
PLAN AND PROFILE
WESTBOUND IL 105 (SN 058-0048)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	14
CONTRACT NO. 74596				
ILLINOIS	FED. AID PROJECT			

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



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DRAWN - LMH	DRAWN - LMH	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED -	REVISED -
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



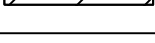
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRE-STAGE (SN 058-0047 & SN 058-0048)

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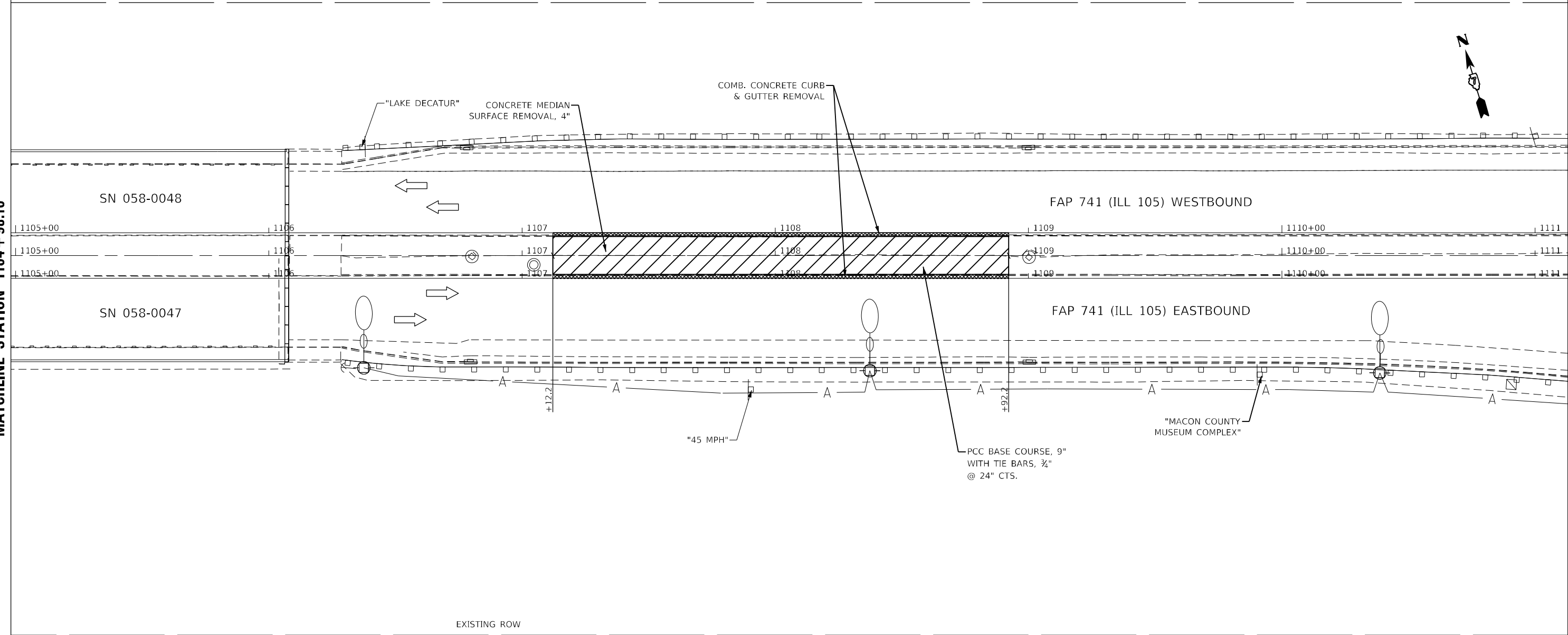
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	15
CONTRACT NO. 74596			ILLINOIS FED. AID PROJECT	

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE

MATCHLINE STATION 1104 + 98.10

EXISTING ROW



EXISTING ROW

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DRAWN - LMH	DRAWN - LMH	REVISED -
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




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

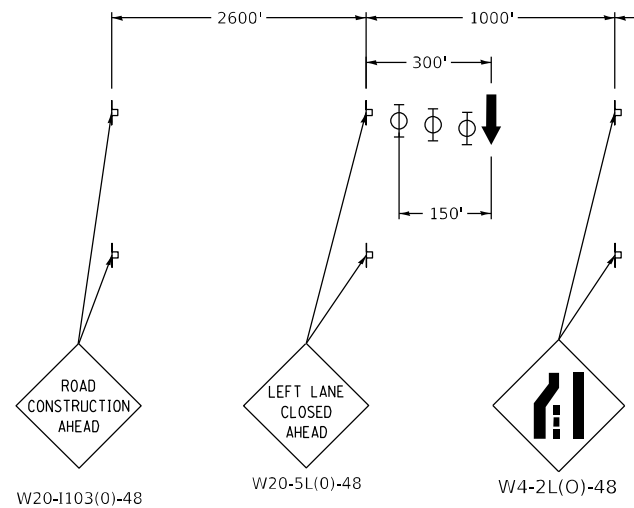
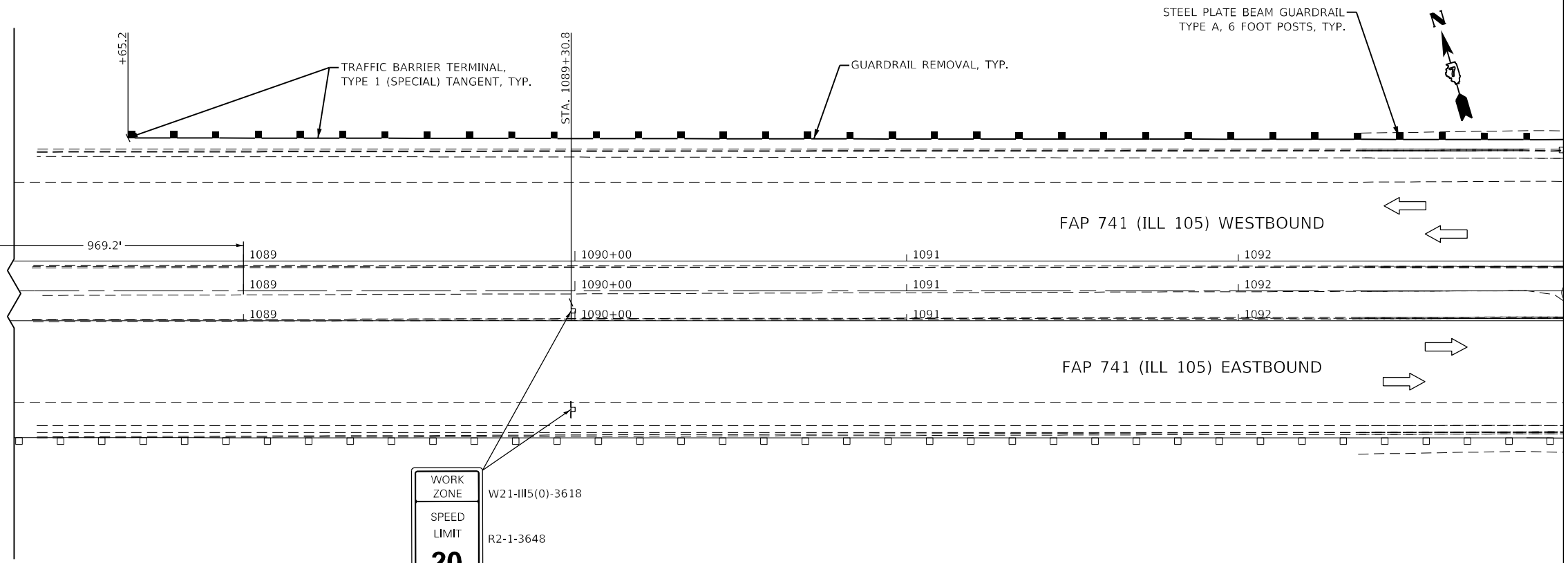
PRE-STAGE (SN 058-0047 & SN 058-0048)

SCALE: 40,0000 ' / in. SHEET 2 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	16
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



For contract construction projects

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT	R2-1-3648
20	
PHOTO ENFORCED	R10-19aP-3618
\$XXX FINE MINIMUM	R2-1106-3618

MATCHLINE STATION 1092 + 98.10

MODEL: Default
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




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

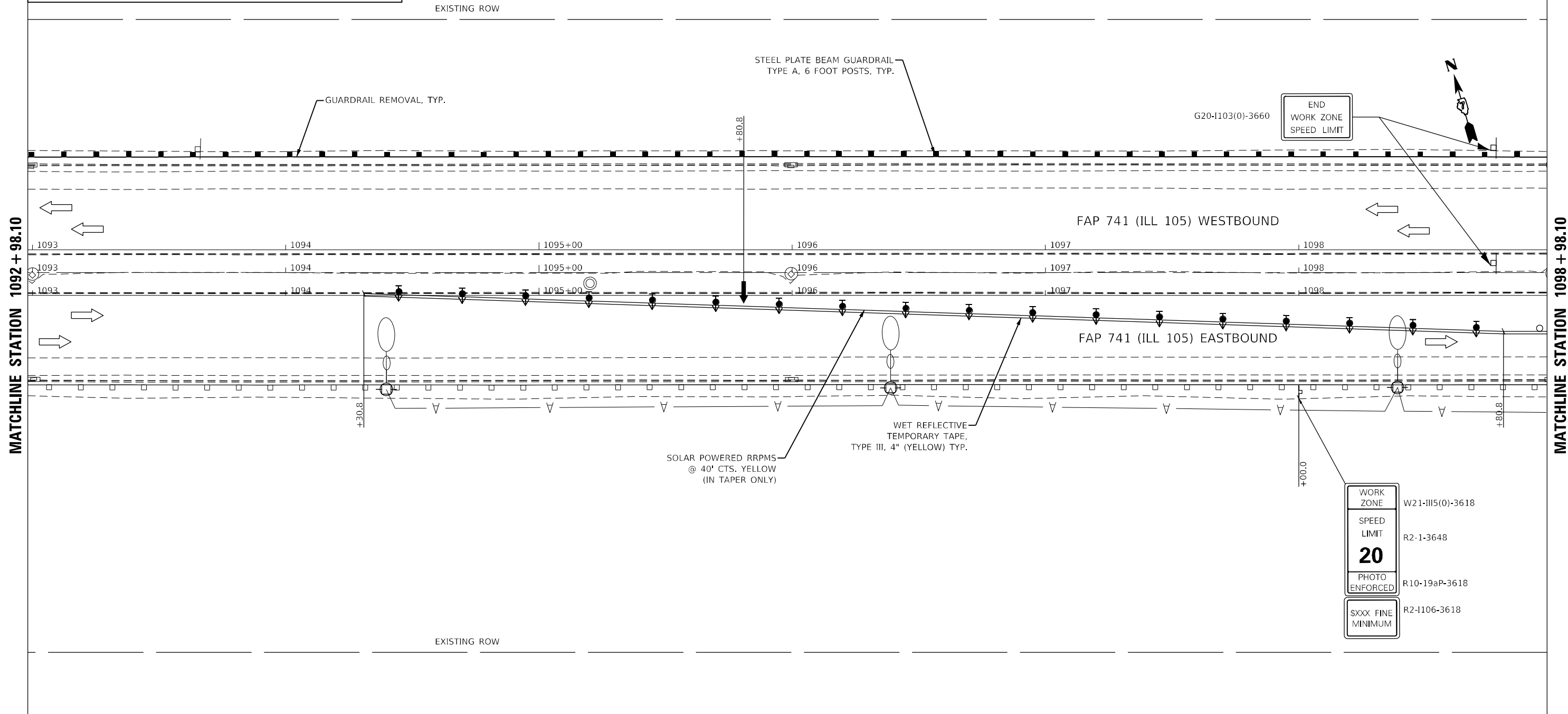
**STAGE 1 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

SCALE: 40,0000 * / in. SHEET 3 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	17
CONTRACT NO. 74596			ILLINOIS FED. AID PROJECT	

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



MATCHLINE STATION 1092 + 98.10

MATCHLINE STATION 1098 + 98.10

END WORK ZONE SPEED LIMIT

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT	R2-1-3648
20	
PHOTO ENFORCED	R10-19aP-3618
SXXX FINE MINIMUM	R2-1106-3618

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


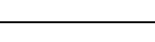

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

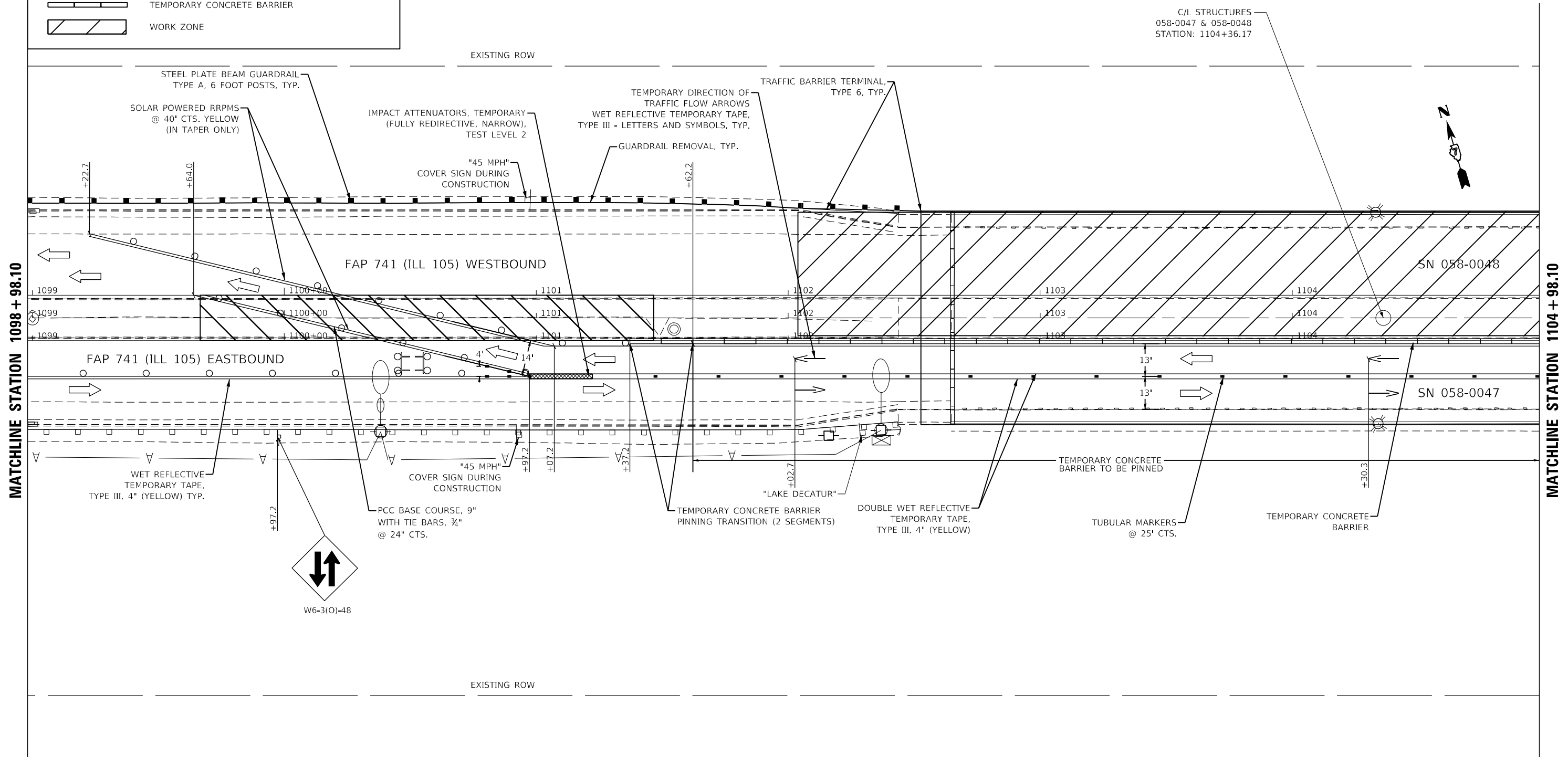
**STAGE 1 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

SCALE: 40,0000 * / in. SHEET 4 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	18
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



MODEL: Default
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DRAWN - LMH	CHECKED -	REVISED -
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


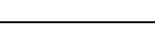

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

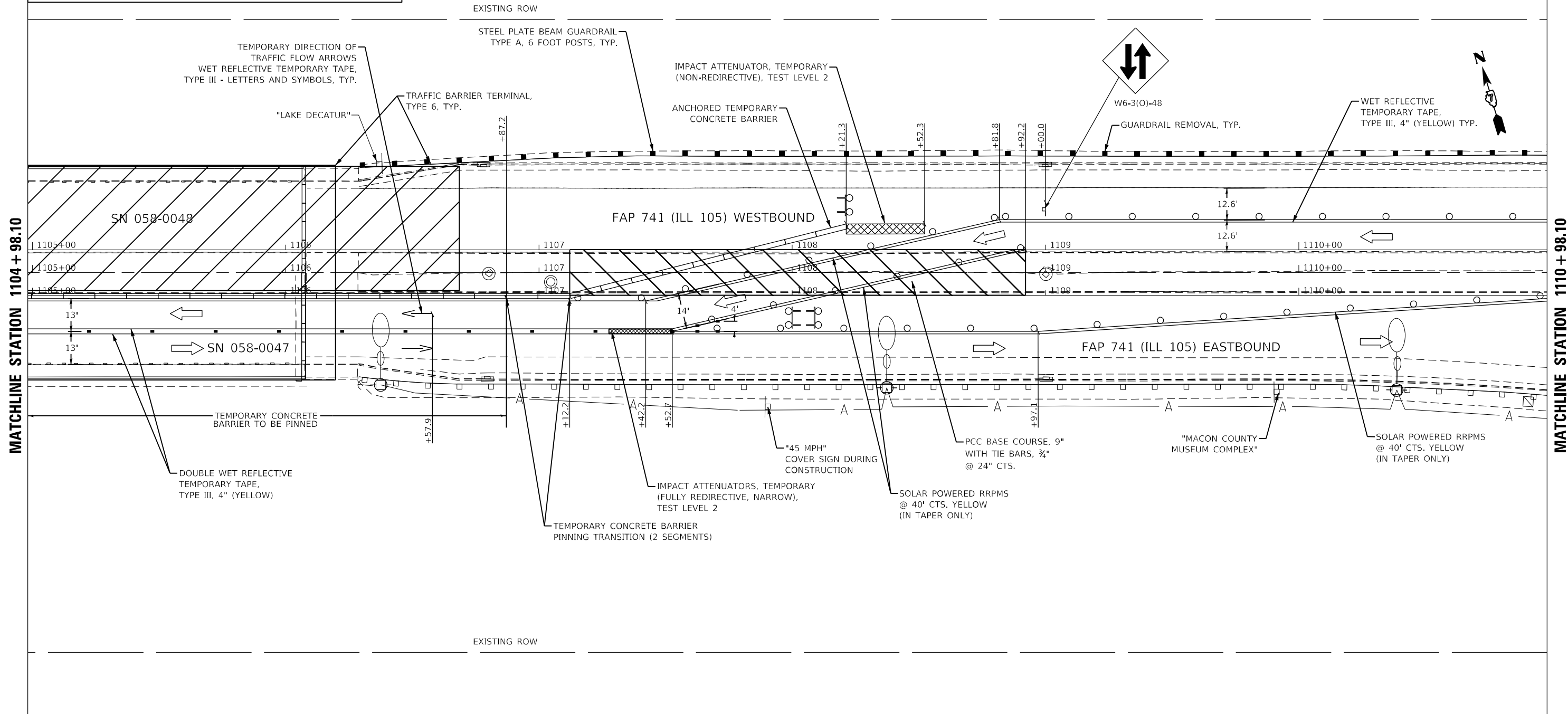
**STAGE 1 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

SCALE: 40,0000' / in. SHEET 5 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	19
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



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




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DRAWN - LMH	CHECKED - LMH	REVISED -
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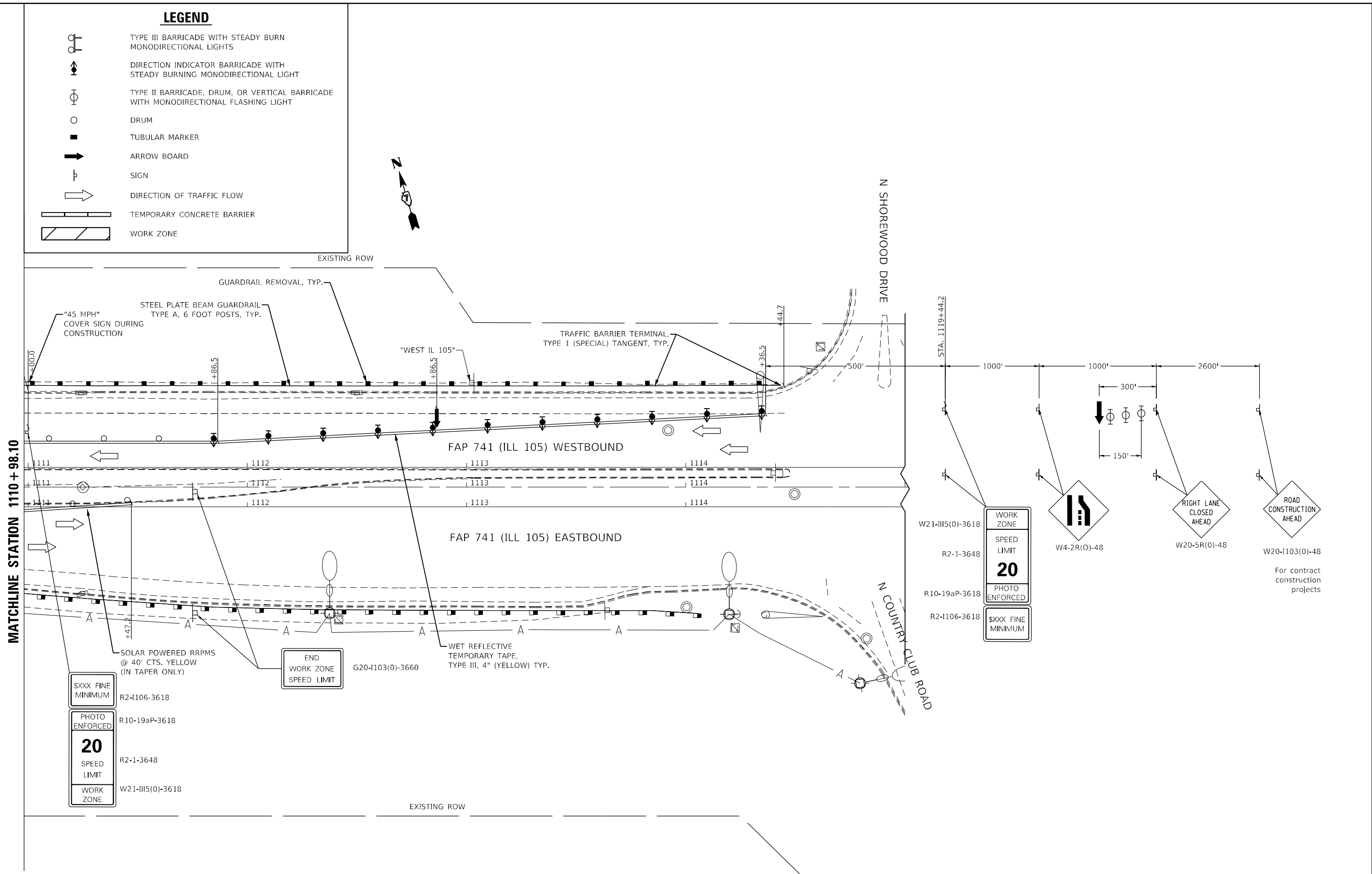
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1 (SN 058-0047 & SN 058-0048) TRAFFIC CONTROL & PROTECTION, (SPECIAL)	
SCALE: 40,0000' / in.	SHEET 6 OF 16 SHEETS
STA. _____	TO STA. _____

F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY Macon	TOTAL SHEETS 81	SHEET NO. 20
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

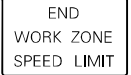
-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE







MATCHLINE STATION 110 + 98.10








W4-2R(0)-48


W20-5R(0)-48


W20-1103(0)-48
 For contract construction projects

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




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

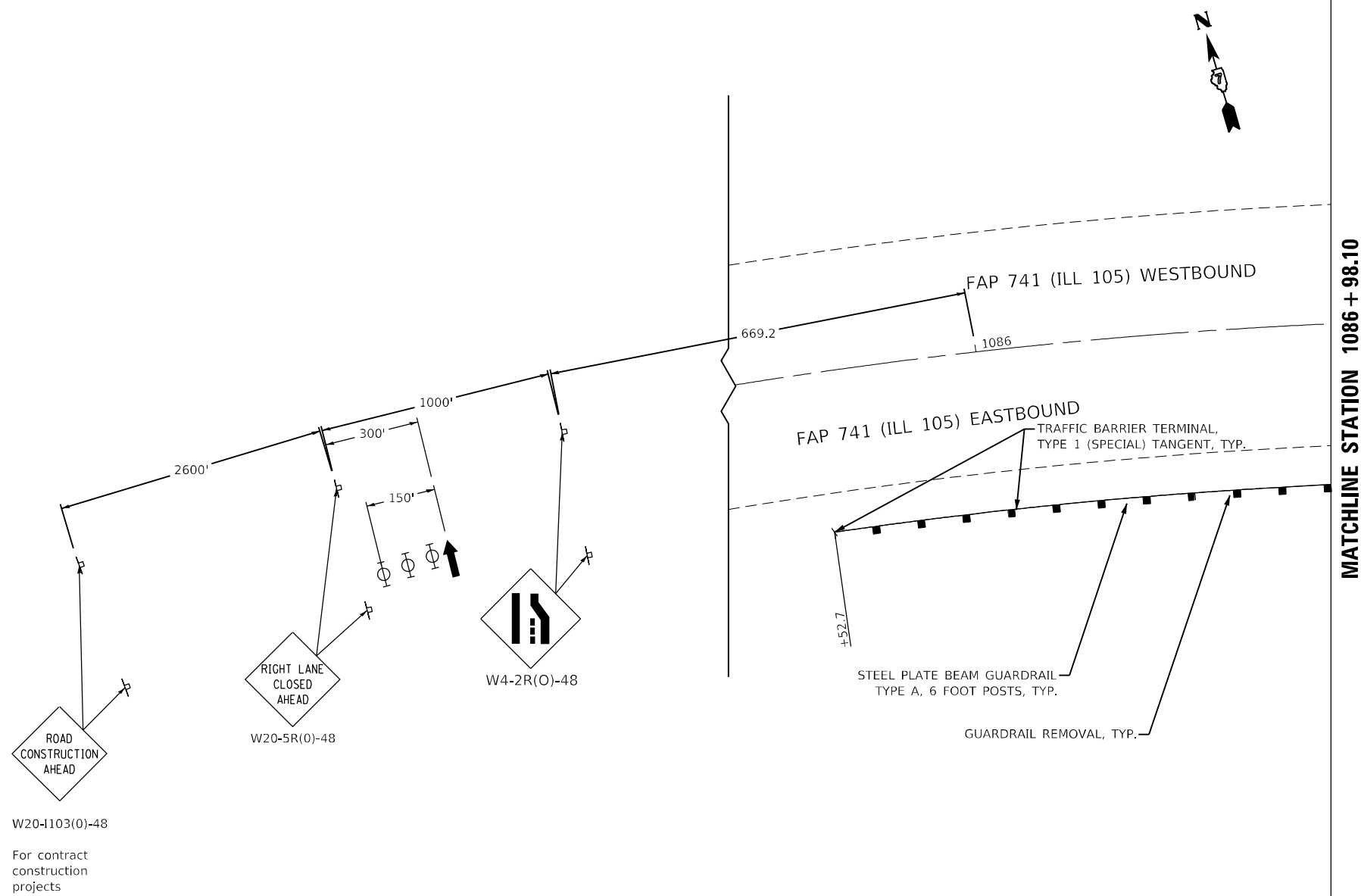
**STAGE 1 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

SCALE: 40,0000' / in. SHEET 7 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	21
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



W20-1103(0)-48
For contract construction projects

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


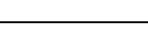

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

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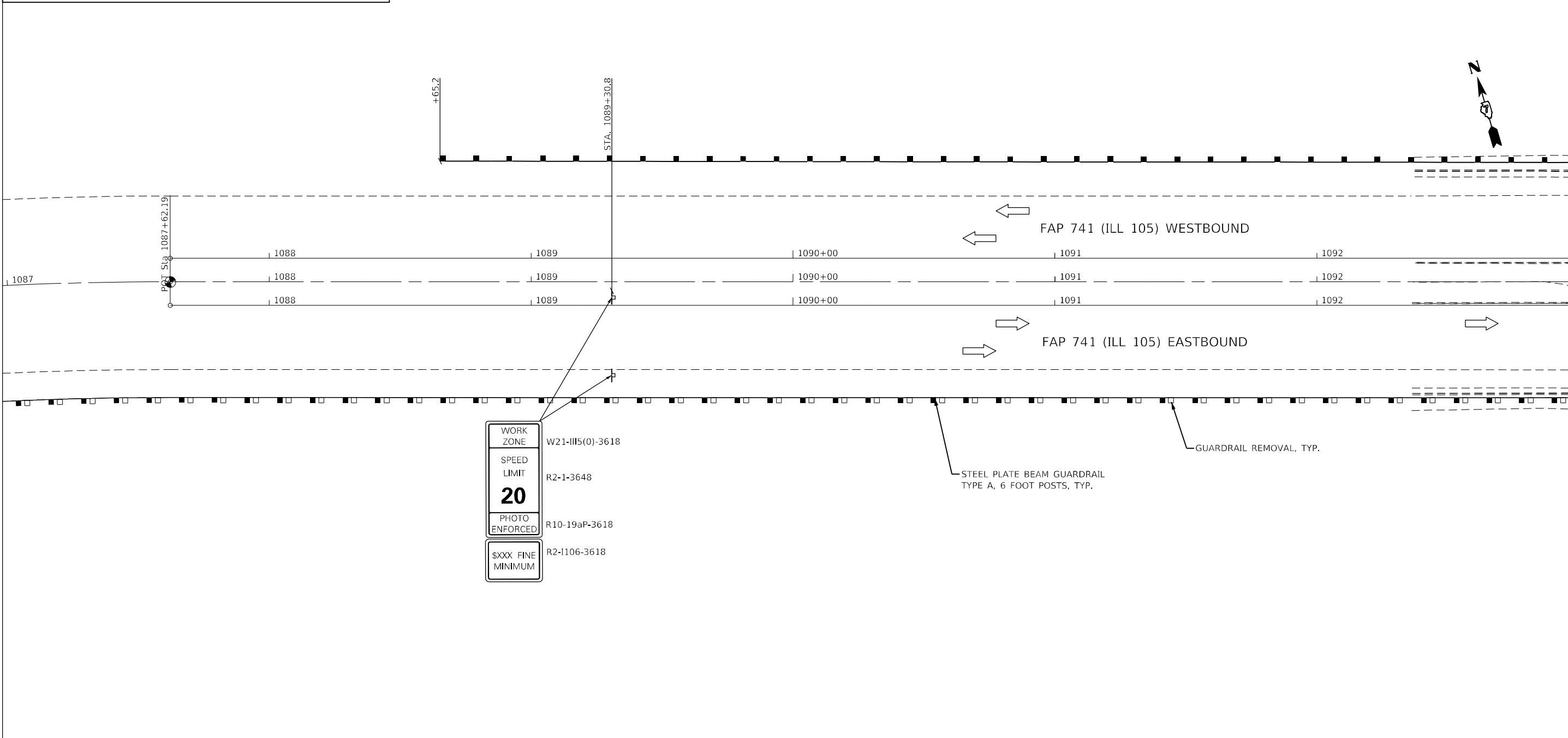
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	22
CONTRACT NO. 74596			ILLINOIS FED. AID PROJECT	

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE

MATCHLINE STATION 1086 + 98.10

MATCHLINE STATION 1092 + 98.10



WORK ZONE	W21-III5(0)-3618
SPEED LIMIT	R2-1-3648
20	
PHOTO ENFORCED	R10-19aP-3618
SXXX FINE MINIMUM	R2-i106-3618

STEEL PLATE BEAM GUARDRAIL
TYPE A, 6 FOOT POSTS, TYP.

GUARDRAIL REMOVAL, TYP.

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


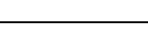

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

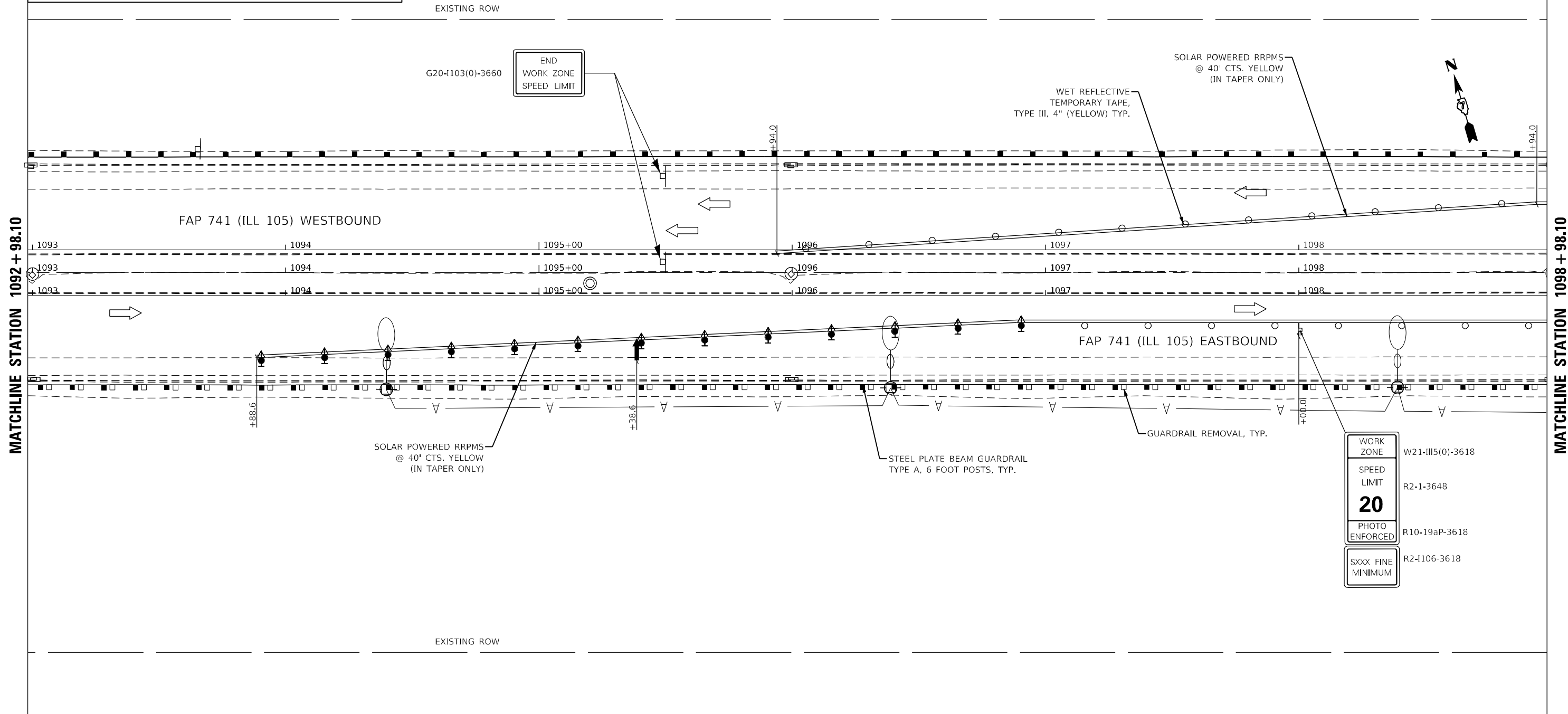
**STAGE 2 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

SCALE: 40,0000 * / in. SHEET 9 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	23
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



WORK ZONE	W21-III5(0)-3618
SPEED LIMIT	R2-1-3648
20	
PHOTO ENFORCED	R10-19aP-3618
SXXX FINE MINIMUM	R2-1106-3618

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


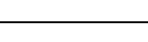

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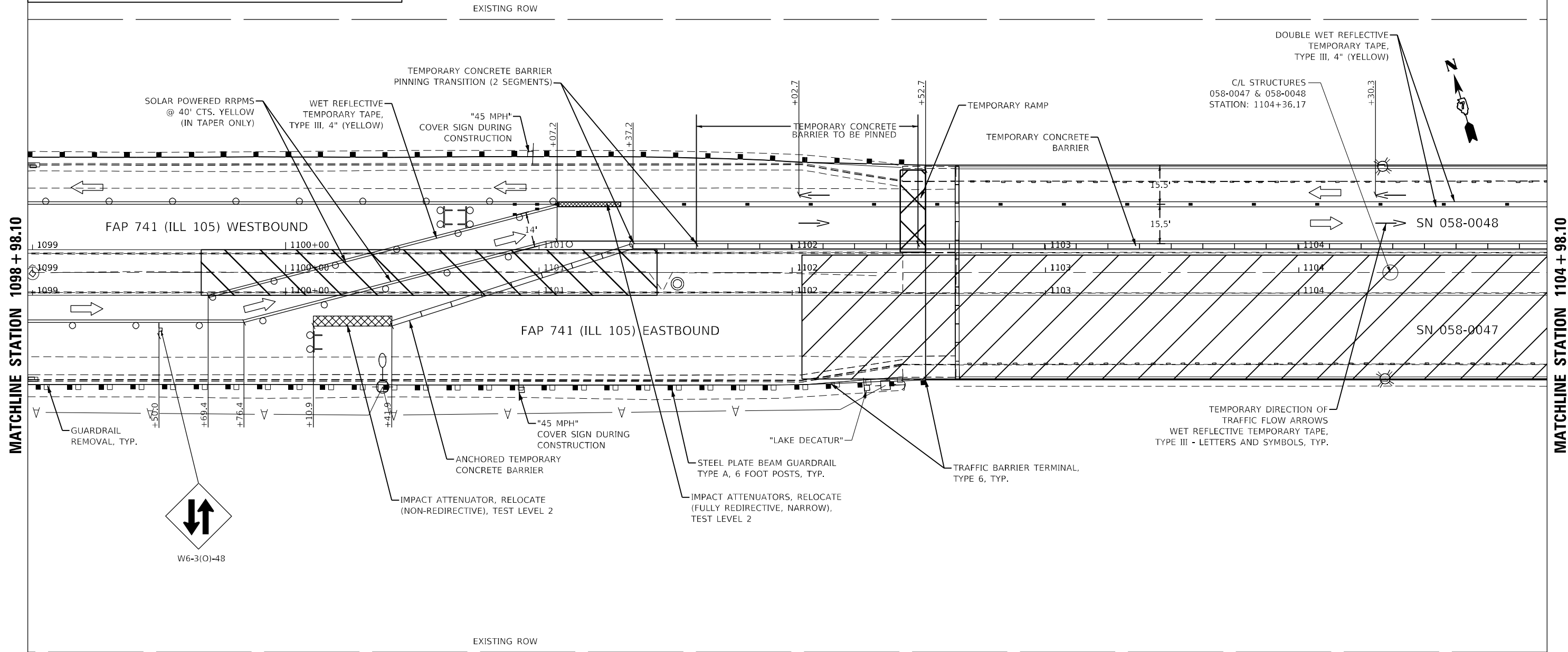
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 2 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	24
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



MATCHLINE STATION 1098 + 98.10

MATCHLINE STATION 1104 + 98.10

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DRAWN - LMH	REVISIONS -	
PLOT SCALE = 40,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**











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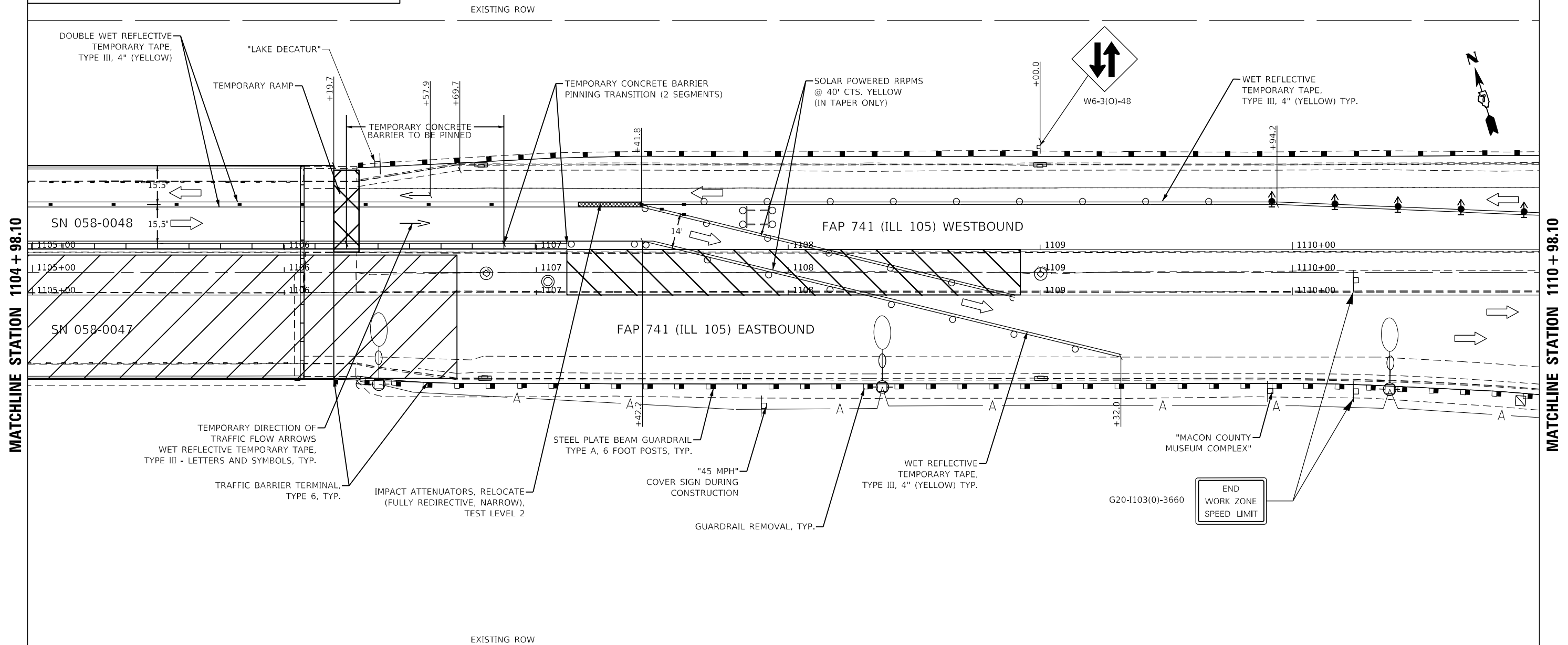
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741	(12B-1)BR	Macon	81	25
CONTRACT NO. 74596				

ILLINOIS FED. AID PROJECT

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LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



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




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

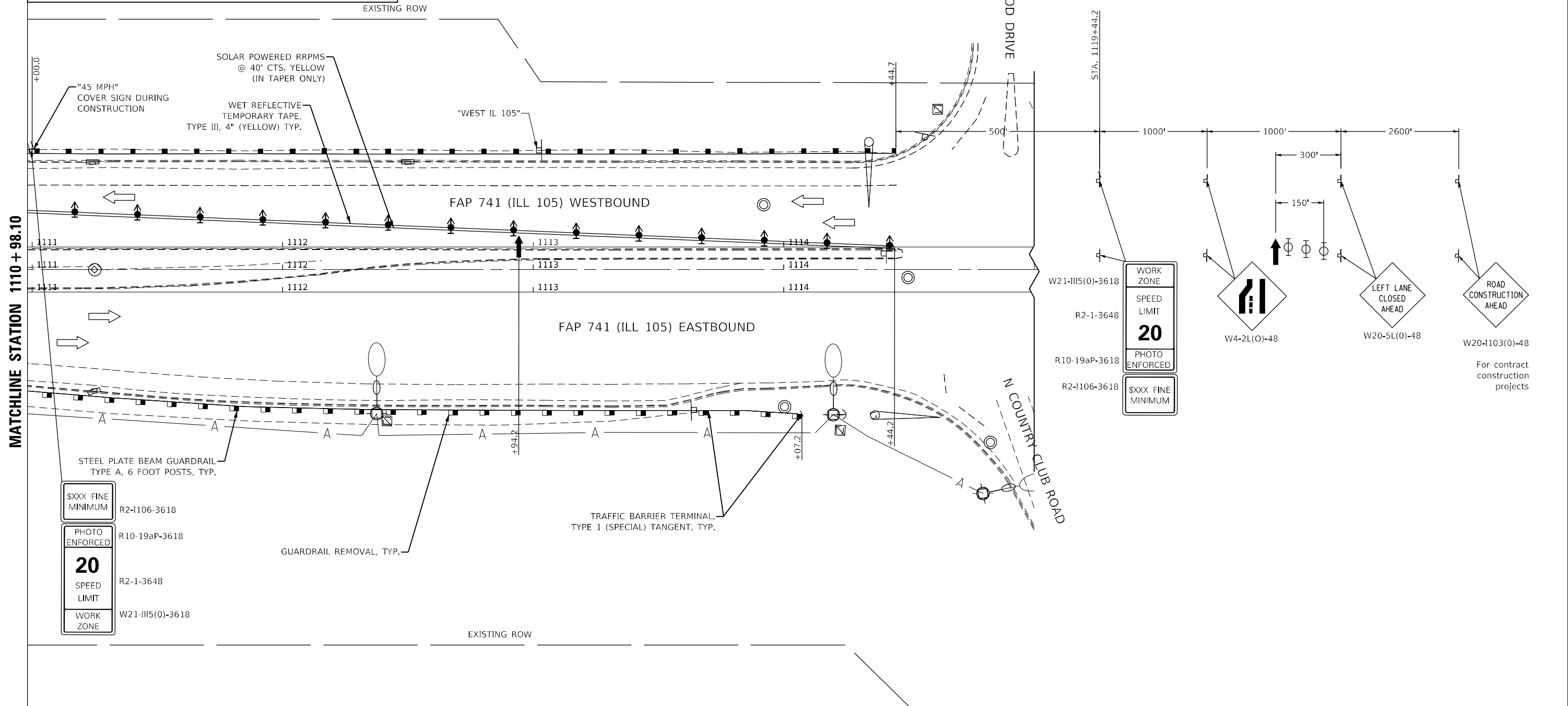
**STAGE 2 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

SCALE: 40,0000 * / in. SHEET 12 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	26
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



WORK ZONE
SPEED LIMIT
20
PHOTO ENFORCED
\$XXX FINE MINIMUM

W4-2L(0)-48

W20-5L(0)-48

W20-103(0)-48

For contract construction projects

\$XXX FINE MINIMUM
PHOTO ENFORCED
20
SPEED LIMIT
WORK ZONE

R2-1106-3618

R10-19aP-3618

R2-1-3648

W21-III5(0)-3618

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




**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

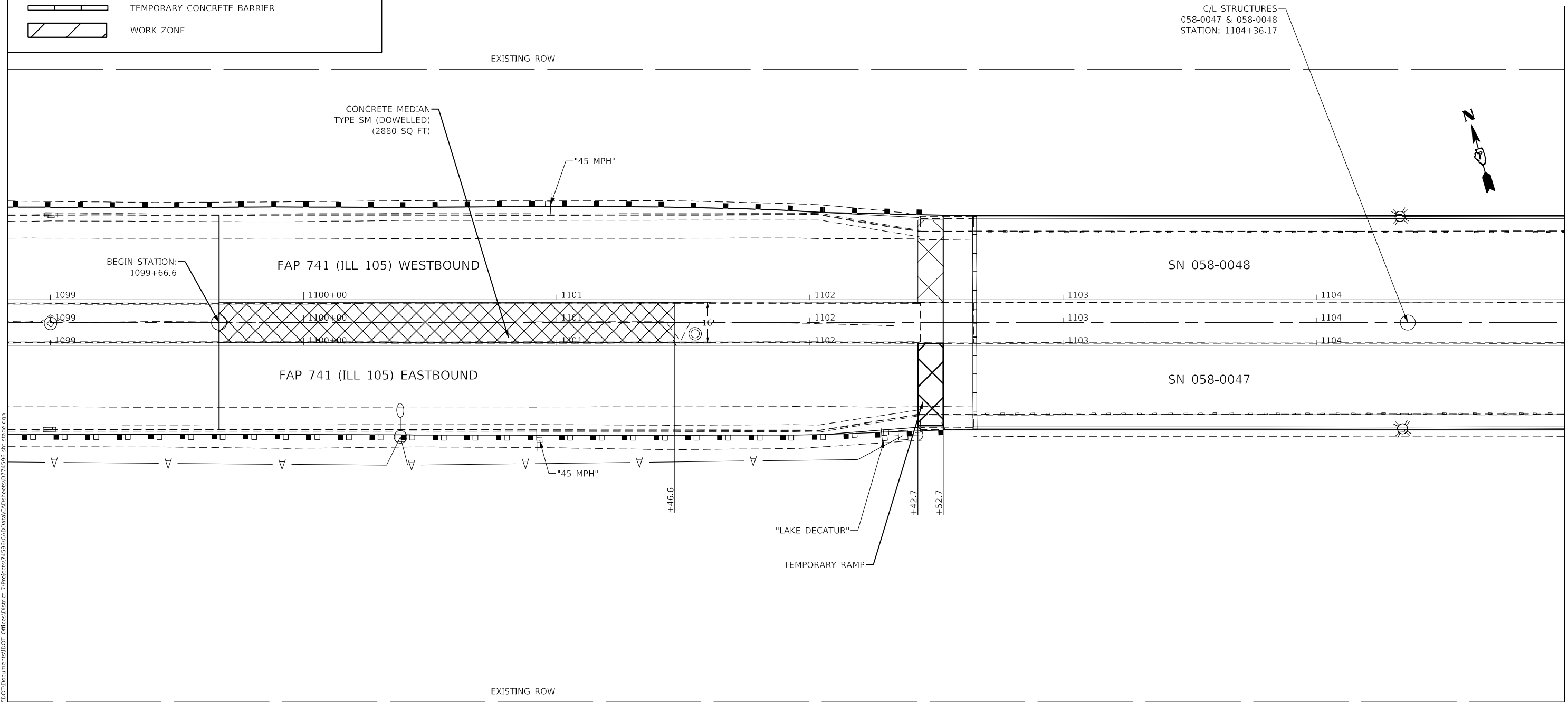
**STAGE 2 (SN 058-0047 & SN 058-0048)
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	27
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE



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


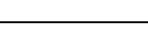

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

POST STAGE (SN 058-0047 & SN 058-0048)

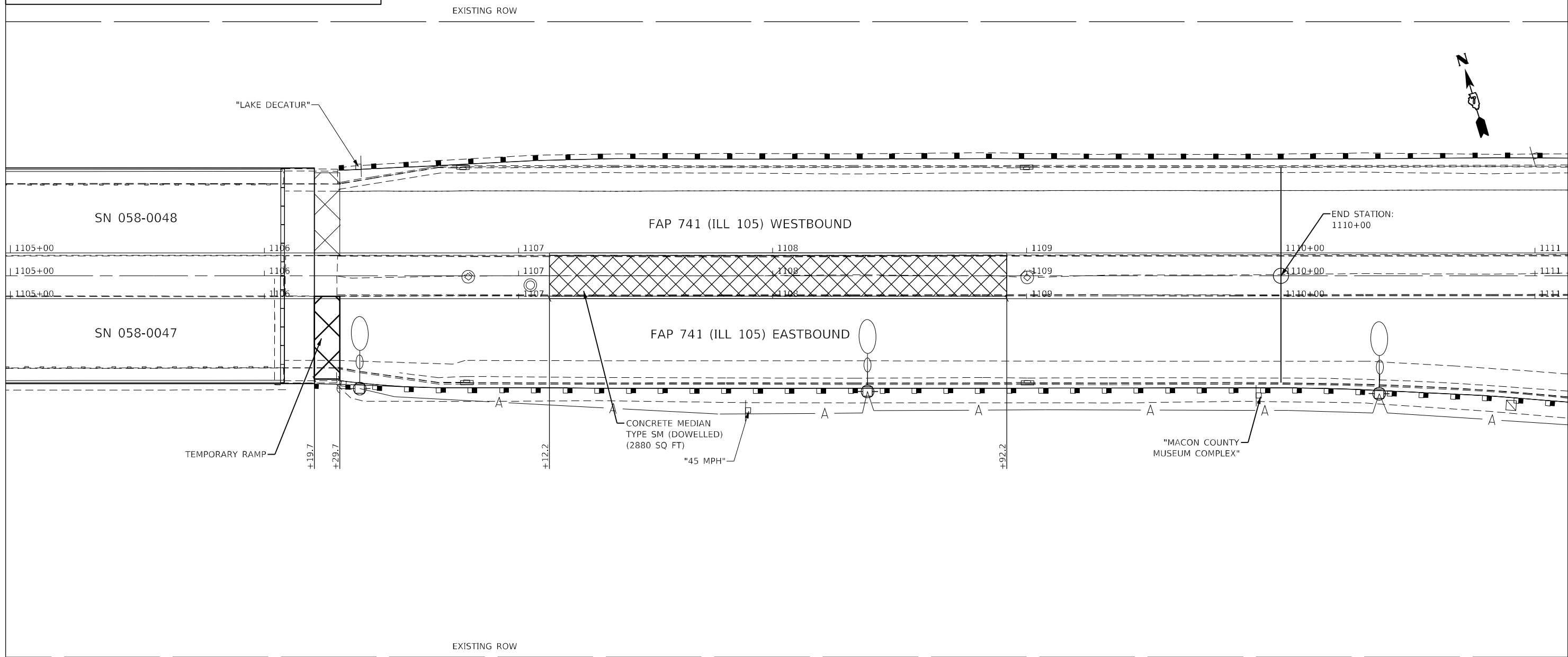
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F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY Macon	TOTAL SHEETS 81	SHEET NO. 28
CONTRACT NO. 74596			ILLINOIS FED. AID PROJECT	

LEGEND

-  TYPE III BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHTS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DRUM
-  TUBULAR MARKER
-  ARROW BOARD
-  SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE

MATCHLINE STATION 1104 + 98.10



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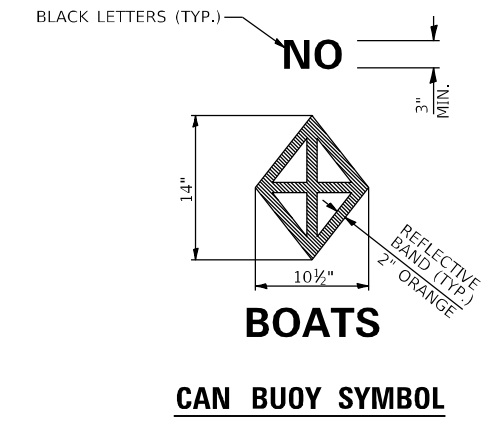
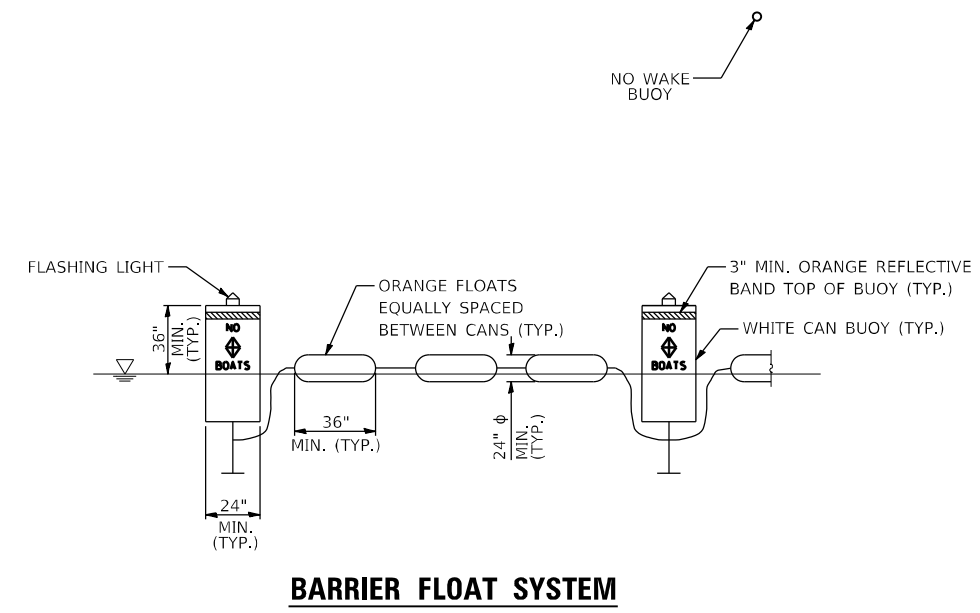
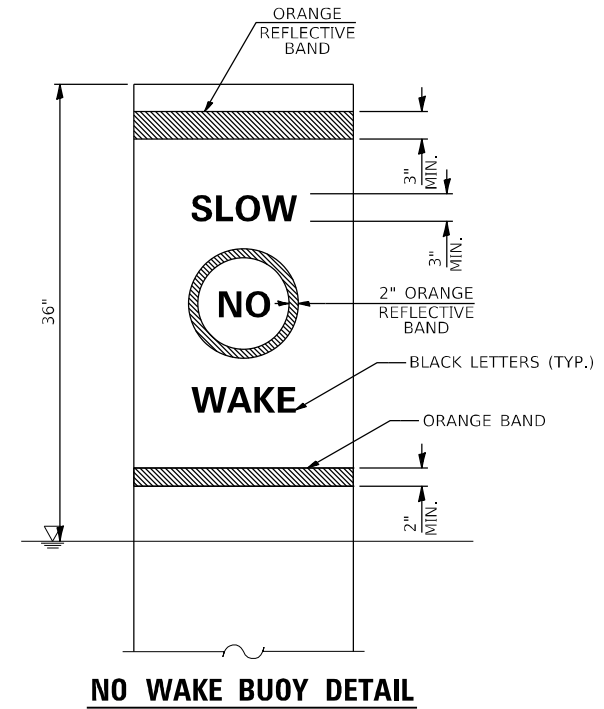
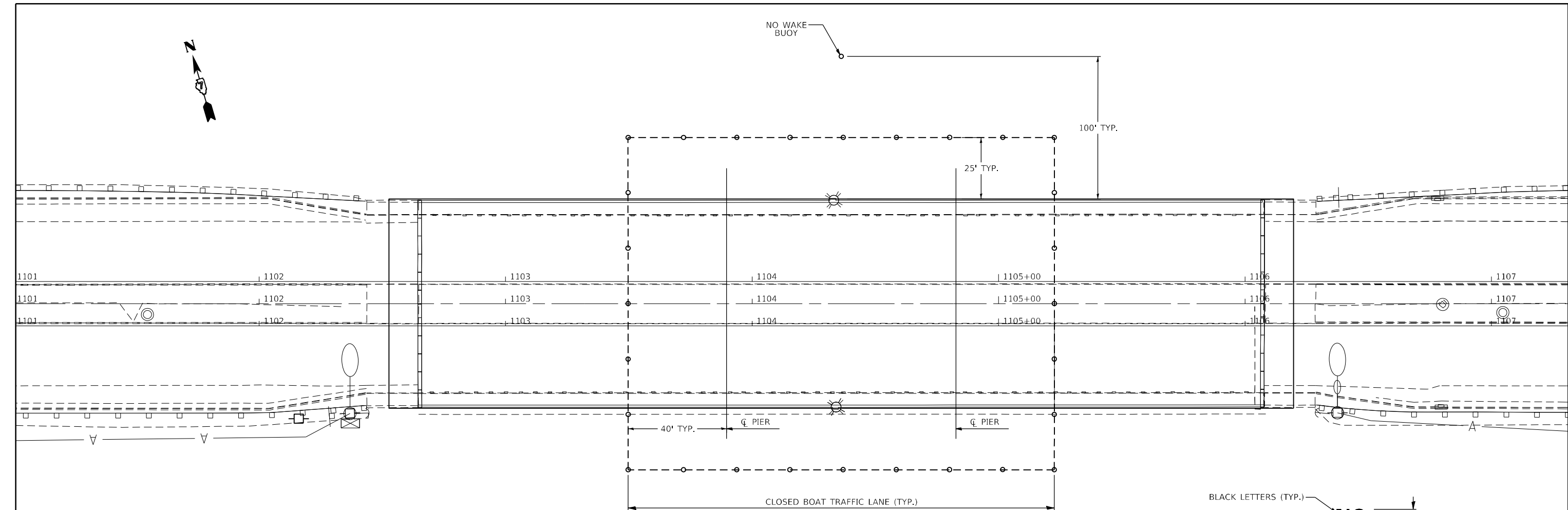
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PLOT DATE = 10/21/2021		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

POST STAGE (SN 058-0047 & SN 058-0048)

SCALE: 40,0000 * / in. SHEET 15 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	29
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- - ○ BARRIER FLOAT SYSTEM
 - NO BOATS BUOY

MAINTENANCE OF BOAT TRAFFIC

CONSTRUCTION SEQUENCE:

WHEN ANY REMOVAL OR CONSTRUCTION IS BEING PERFORMED IN OR OVER A BOAT TRAFFIC LANE, THAT LANE SHALL BE CLOSED OFF TO BOAT TRAFFIC BY MOVING THE BARRIER FLOAT SYSTEMS FOR THAT LANE ACROSS THE LANE OPENING (SEE CLOSED BOAT LANE DETAIL).

AT LEAST ONE LANE OF BOAT TRAFFIC WILL BE MAINTAINED AT ALL TIMES.

THE BARRIER FLOAT SYSTEM SHALL REMAIN IN PLACE UNTIL STAGE 2 IS COMPLETE AND RIPRAP HAS BEEN PLACED.

ANY CONSTRUCTION EQUIPMENT LOCATED OUTSIDE THE BARRIER FLOAT SYSTEM SHOWN SHALL BE ENCLOSED WITH A SIMILAR BARRIER FLOAT SYSTEM.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

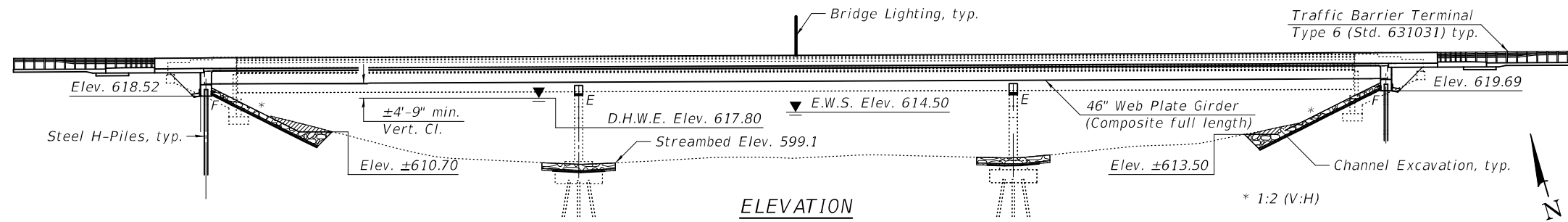
**MAINTENANCE OF BOAT TRAFFIC
TRAFFIC CONTROL & PROTECTION, (SPECIAL)**

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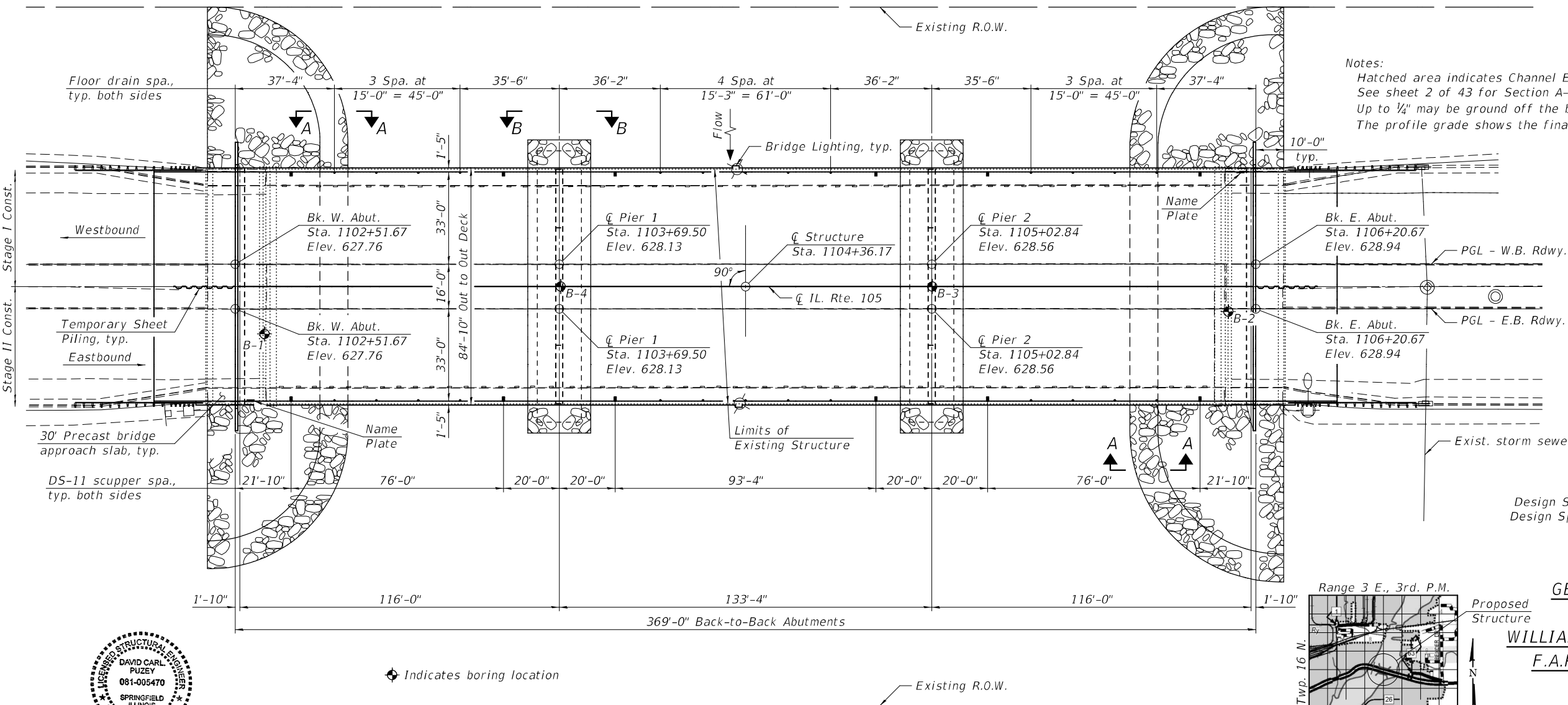
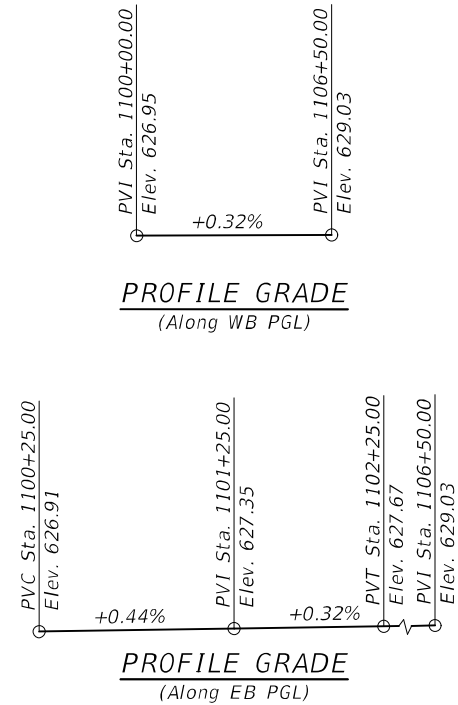
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	Macon	81	30
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled square on southeast corner of wingwall on southeast corner of structure 058-0047, Station 1106+27, 21.1 ft. rt. of \bar{C} E.B. lanes, Elevation 630.701.

Existing Structure: The existing structures 058-0047 and 058-0048 were constructed in 1970 and 1971 respectively as SBI 10/FAS 540, Sections 12B-1 and 12B-2. The existing bridges are continuous steel plate girder superstructures supported by vaulted abutments and hammerhead piers. The abutments and piers are supported on steel piles. The existing superstructure and abutments are to be removed and replaced utilizing cross-overs.



Aluminum rail and rail post to be salvage for future use.



Notes:
 Hatched area indicates Channel Excavation. See roadway plans for quantity. See sheet 2 of 43 for Section A-A and Section B-B.
 Up to 1/4" may be ground off the bridge deck and the bridge approach slabs. The profile grade shows the final elevations after grinding.

LOADING HL-93

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

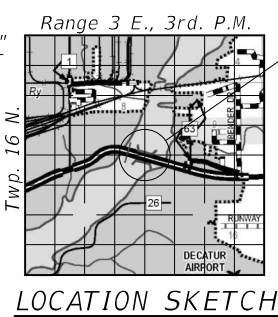
DESIGN STRESSES

EXISTING FIELD UNITS
 $f'_c = 3,500$ psi (Substructure)
 $f_y = 40,000$ psi (Reinforcement)

FIELD UNITS
 $f'_c = 4,000$ psi (Superstructure)
 $f'_c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

SEISMIC DATA

(Abutments)
 Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.15g
 Design Spectral Acceleration at 0.2 sec. (SD5) = 0.280g
 Soil Site Class = D



GENERAL PLAN & ELEVATION
 ILLINOIS ROUTE 105
 WILLIAM STREET OVER LAKE DECATUR
 F.A.P. RTE. 741 - SEC. (12B-1)BR
 MACON COUNTY
 STATION 1104+36.17
 STRUCTURE NO. 058-0047 - EASTBOUND
 STRUCTURE NO. 058-0048 - WESTBOUND

PLAN



Expires 11-30-22

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>John F. Schuff</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEANGARD	PASSED - <i>David Carl Puzey</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGE DESIGN	REVISOR -
CHECKED - D.H.R. / R.P.N. / G.R.A.	ENGINEER OF BRIDGES AND STRUCTURES	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	31
CONTRACT NO. 74596				

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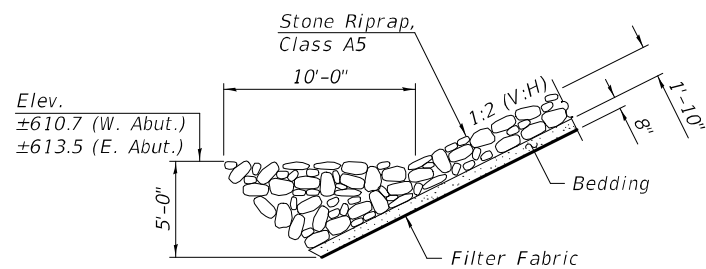
WATERWAY INFORMATION

Drainage Area = 814.4 sq. mi.		Existing Overtopping Elev. = 624.6 @ Sta. 1092+50		Proposed Overtopping Elev. = 624.6 @ Sta. 1092+50					
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
	10	15500	3760	3760	615.8	0.26	0.26	616.1	616.1
Design	50	23400	4410	4410	617.8	0.42	0.42	618.2	618.2
Base	100	26800	4740	4740	618.8	0.47	0.47	619.3	619.3
Scour Check	200	30100	4980	4980	619.5	0.53	0.53	620.0	620.0
Max. Calc.	500	34800	5250	5250	620.6	0.61	0.61	621.2	621.2

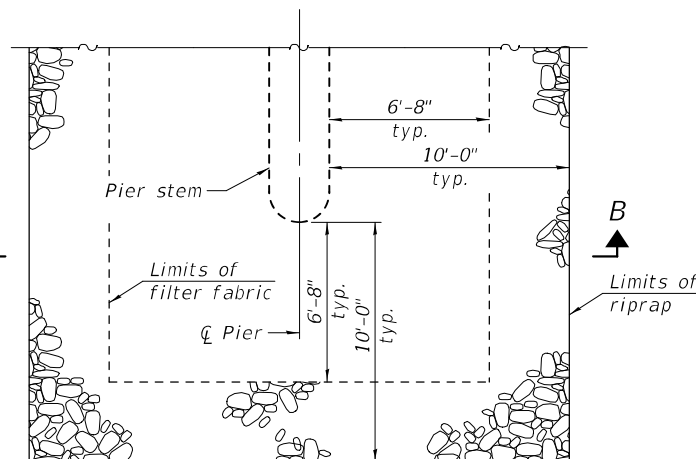
10 year velocity through existing bridge = 4.1 ft./s
 10 year velocity through proposed bridge = 4.1 ft./s

DESIGN SCOUR ELEVATION TABLE

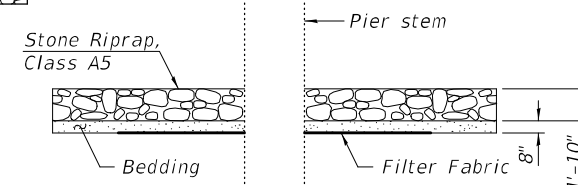
Event / Limit State	Design Scour Elevations (ft.)				
	W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	618.52	575.1	582.2	619.69	5
Q200	618.52	574.9	582.0	619.69	
Design	618.52	575.1	582.2	619.69	



SECTION A-A



PLAN



SECTION B-B

GENERAL NOTES

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metalized areas. Bolts 1/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted. Calculated weight of Structural Steel = 975,200 lbs. - (M270 Grade 50), = 72,890 lbs. - (M270 Grade 36).

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

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.

All new structural steel shall be metalized. See Special Provisions for "Metalizing of Structural Steel."

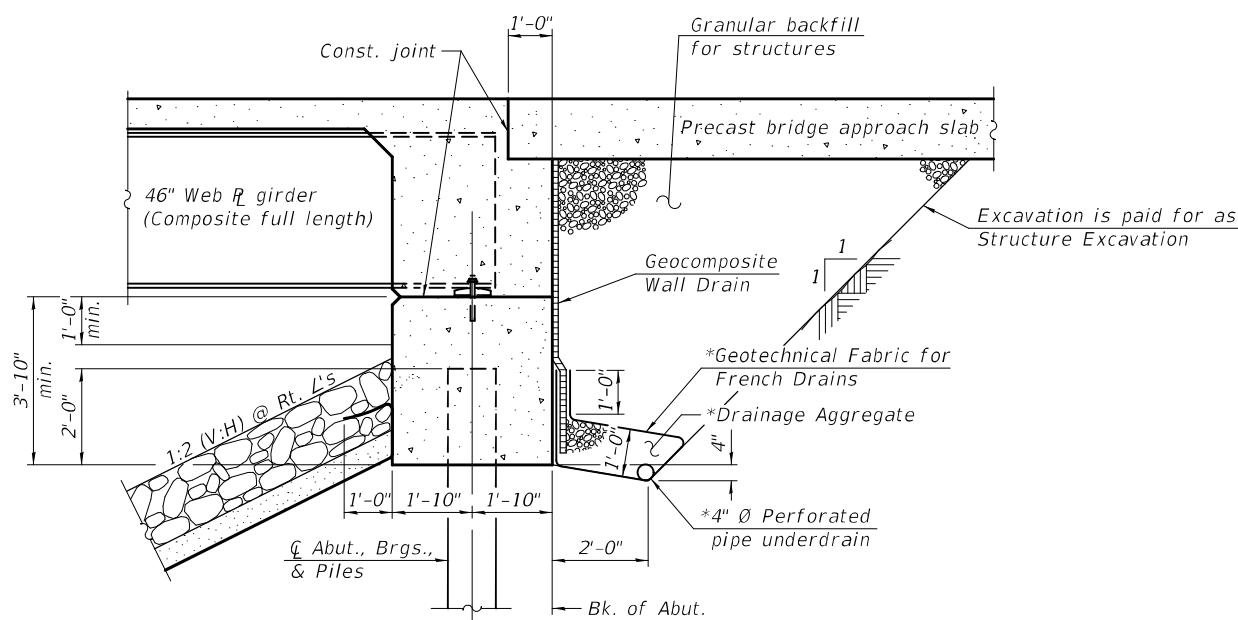
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		1780	1780
Filter Fabric	Sq. Yd.		1624	1624
Protective Coat	Sq. Yd.	4321		4321
** Removal of Existing Structures	Each	2		2
Structure Excavation	Cu. Yd.		141	141
Concrete Structures	Cu. Yd.		202.0	202.0
Concrete Superstructure	Cu. Yd.	1054.2		1054.2
Floor Drains	Each	26		26
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	16320		16320
Reinforcement Bars, Epoxy Coated	Pound	286170	21970	308140
Bar Splicers	Each	1429	108	1537
Furnishing Steel Pile HP12x63	Foot		1353	1353
Driving Piles	Foot		1353	1353
Test Pile Steel HP12x63	Each		2	2
Pile Shoes	Each		24	24
Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	168		168
Elastomeric Bearing Assembly, Type I	Each	24		24
Anchor Bolts, 1"	Each		48	48
Anchor Bolts, 1 1/4"	Each		48	48
Temporary Sheet Piling	Sq. Ft.		569	569
Granular Backfill for Structures	Cu. Yd.		318	318
Geocomposite Wall Drain	Sq. Yd.		163	163
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2277		2277
Concrete Wearing Surface, 5"	Sq. Yd.	559		559
Precast Bridge Approach Slab	Sq. Ft.	4800		4800
Drainage Scuppers, DS-11	Each	12		12
Diamond Grinding (Bridge Section)	Sq. Yd.	2945		2945
Pipe Underdrains For Structures 4"	Foot		237	237

**Existing piers are to remain intact.

INDEX OF SHEETS

- 1 - General Plan & Elevation
- 2 - General Data
- 3 - Stage Construction Details
- 4 - Temporary Sheet Piling
- 5 - Temporary Concrete Barrier
- 6-11 - Top of Slab Elevations
- 12 - Top of West Approach Slab Elevations
- 13 - Top of East Approach Slab Elevations
- 14 - Superstructure
- 15-17 - Superstructure Details
- 18 - Diaphragm Details
- 19 - Drainage Scuppers, DS-11
- 20-23 - Precast Bridge Approach Slab Details
- 24 - Structural Steel
- 25-27 - Structural Steel Details
- 28 - Bearing Details
- 29 - West Abutment - Stage I Construction
- 30 - West Abutment - Stage II Construction
- 31 - East Abutment - Stage I Construction
- 32 - East Abutment - Stage II Construction
- 33 - Abutment Details
- 34 - Pier 1 - Stage I Construction
- 35 - Pier 1 - Stage II Construction
- 36 - Pier 2 - Stage I Construction
- 37 - Pier 2 - Stage II Construction
- 38 - Pier Details
- 39 - HP Pile Details
- 40 - Concrete Parapet Slipforming Option
- 41 - Bar Splicer Assembly Details
- 42-43 - Soil Boring Logs



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

Note:

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

STATION 1104+36.17
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 741 SEC. (12B-1)BR
 LOADING HL-93
 STRUCTURE NO. 058-0047

NAME PLATE
 See Std. 515001

STATION 1104+36.17
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 741 SEC. (12B-1)BR
 LOADING HL-93
 STRUCTURE NO. 058-0048

NAME PLATE
 See Std. 515001

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA
 STRUCTURE NO. 058-0047 & 058-0048

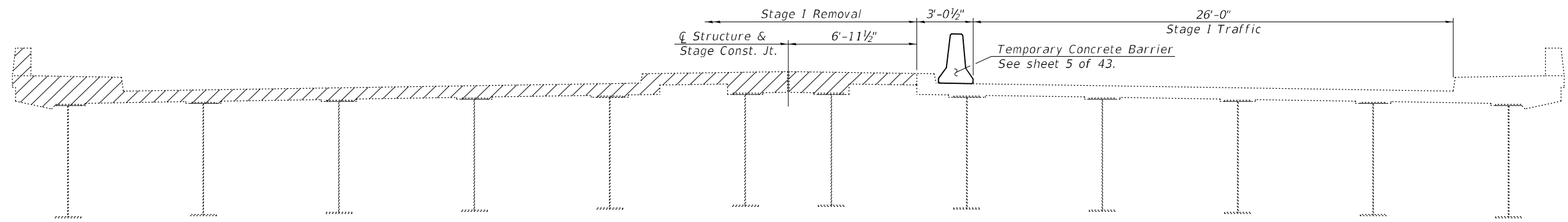
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	32
			CONTRACT NO. 74596	

SHEET 2 OF 43 SHEETS

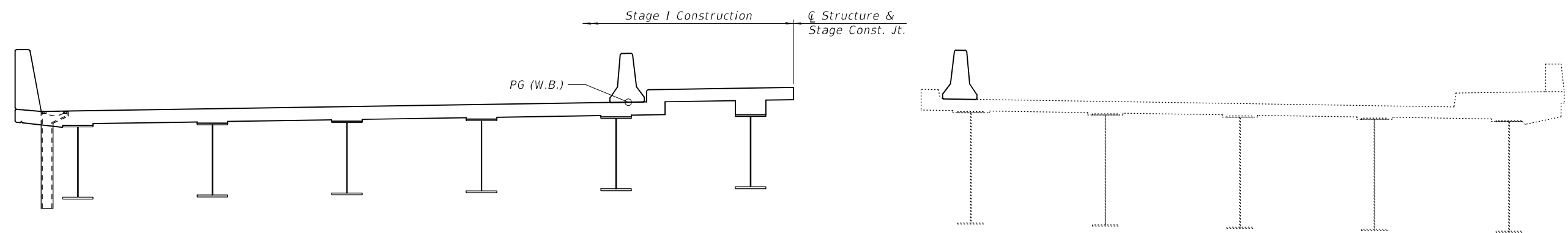
ILLINOIS FED. AID PROJECT

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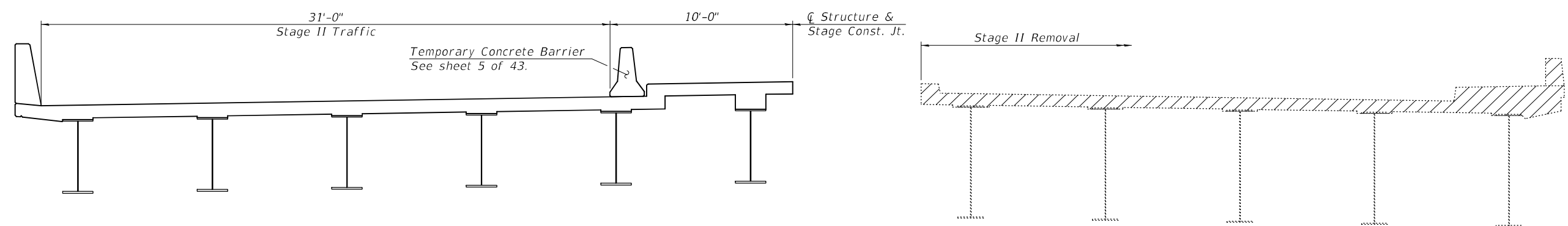
DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED	
DRAWN - DENNIS A. POP		
CHECKED - D.H.R. / R.P.N. / G.R.A.		



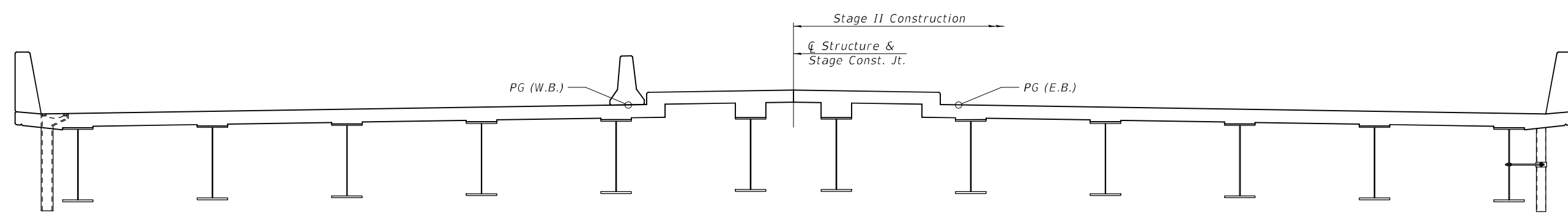
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes:
 All staging cross section are looking East.
 For quantity of Temporary Concrete Barrier,
 see roadway plans.

MODEL: 0580047-74596-003
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DESIGNED - DAVID H. RICHTER
 CHECKED - RYAN P. NEGANGARD
 DRAWN - DENNIS A. POP
 CHECKED - D.H.R. / R.P.N. / G.R.A.

EXAMINED
 PASSED

Jaime F. Salas
 ENGINEER OF BRIDGE DESIGN
Carl Kasper
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
 REVISED -
 REVISED -

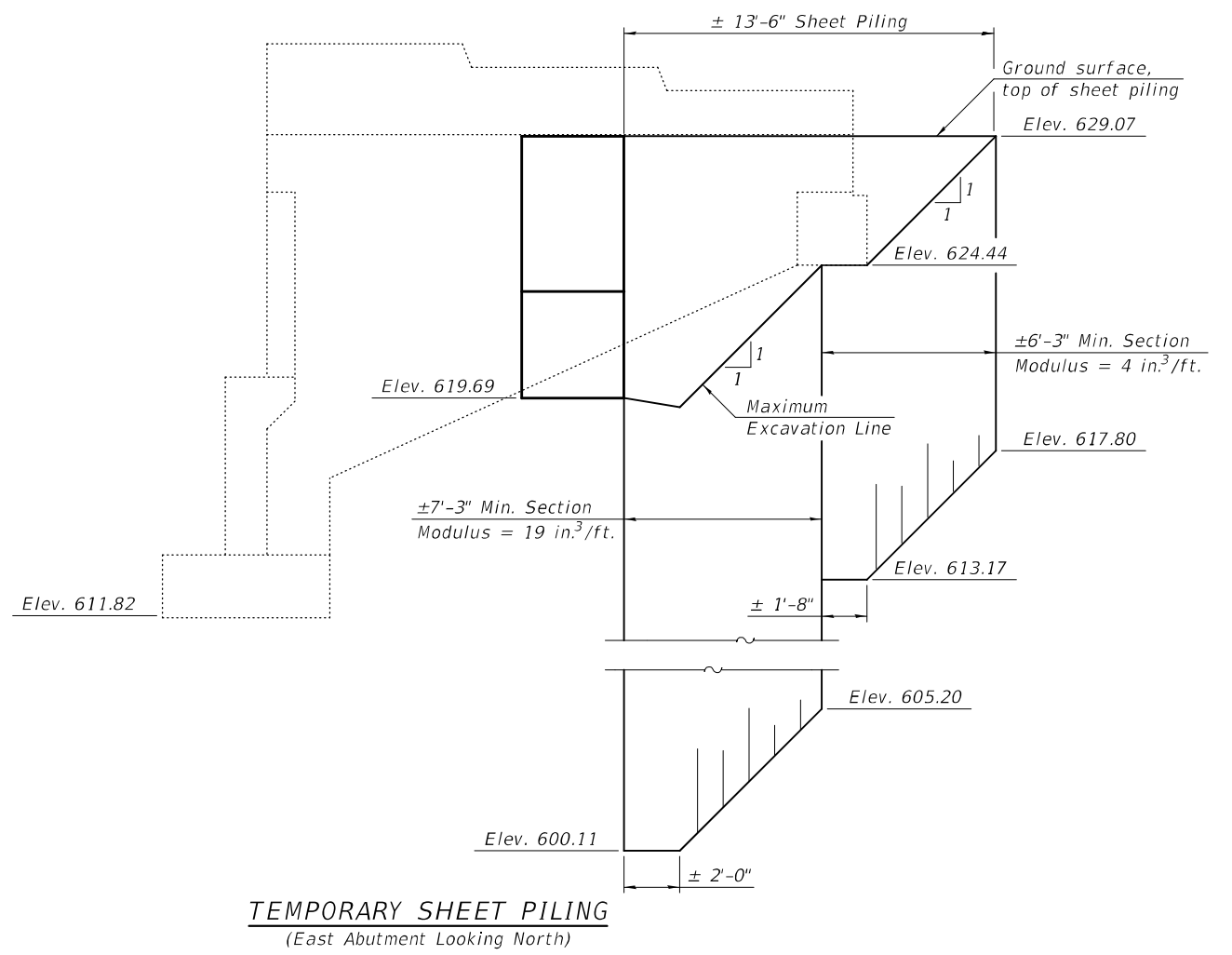
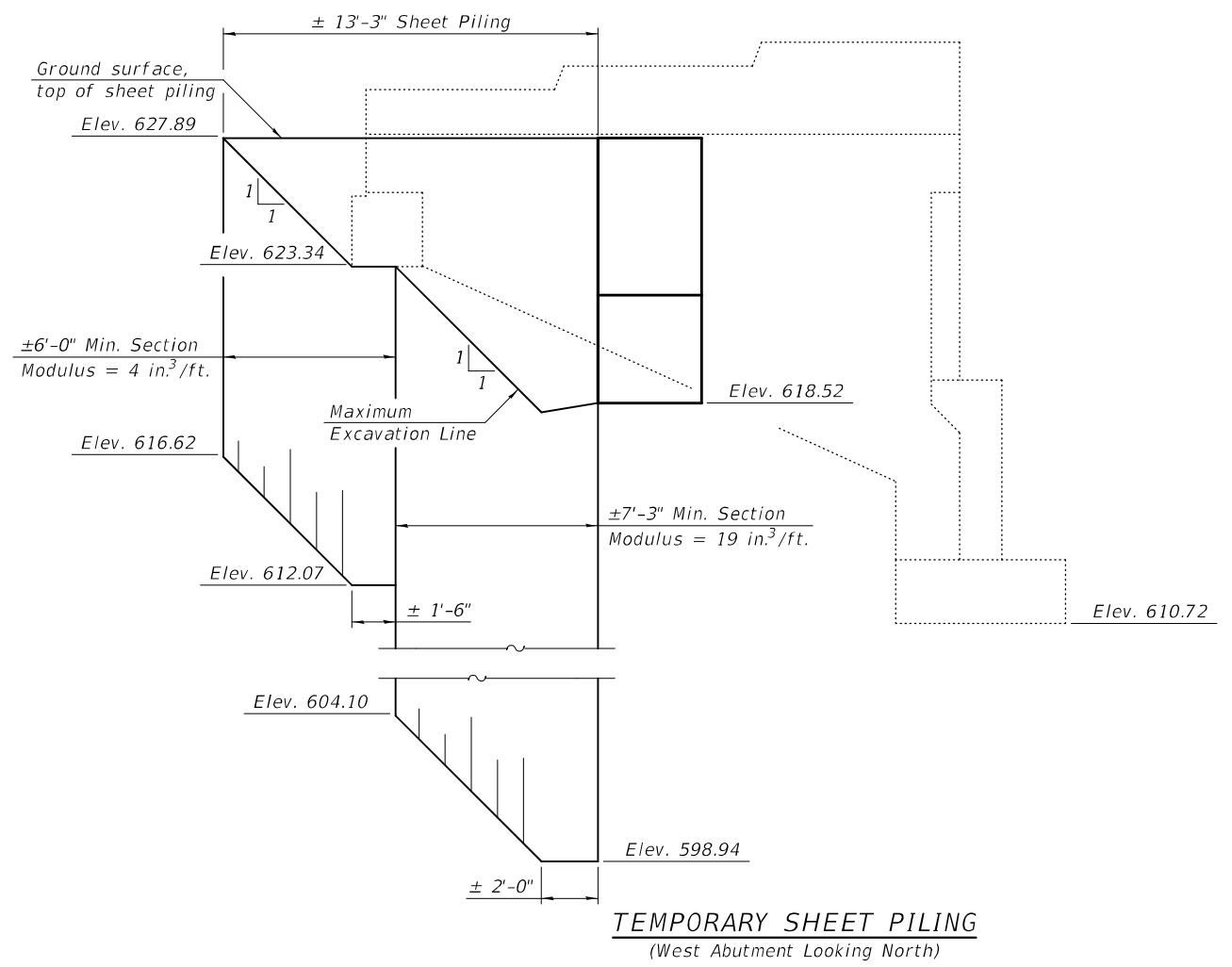
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 058-0047 & 058-0048**

SHEET 3 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	33
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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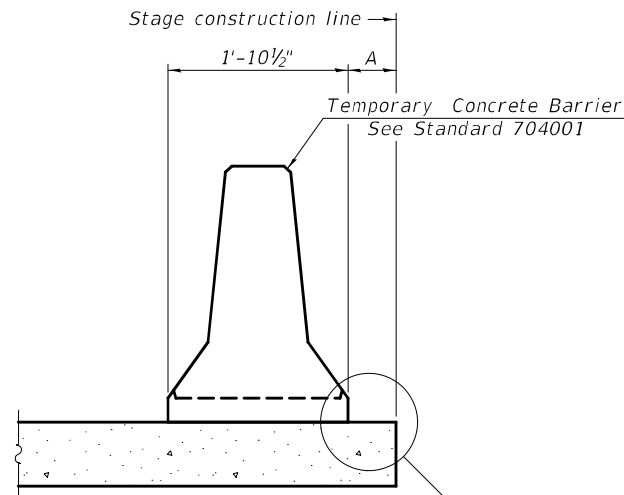
Notes:
 The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	<i>Joanne F. Jaffe</i> ENGINEER OF BRIDGE DESIGN	
DRAWN - DENNIS A. POP	PASSED	REVISED -
CHECKED - D.H.R. / R.P.N. / G.R.A.	<i>Carl Kasper</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

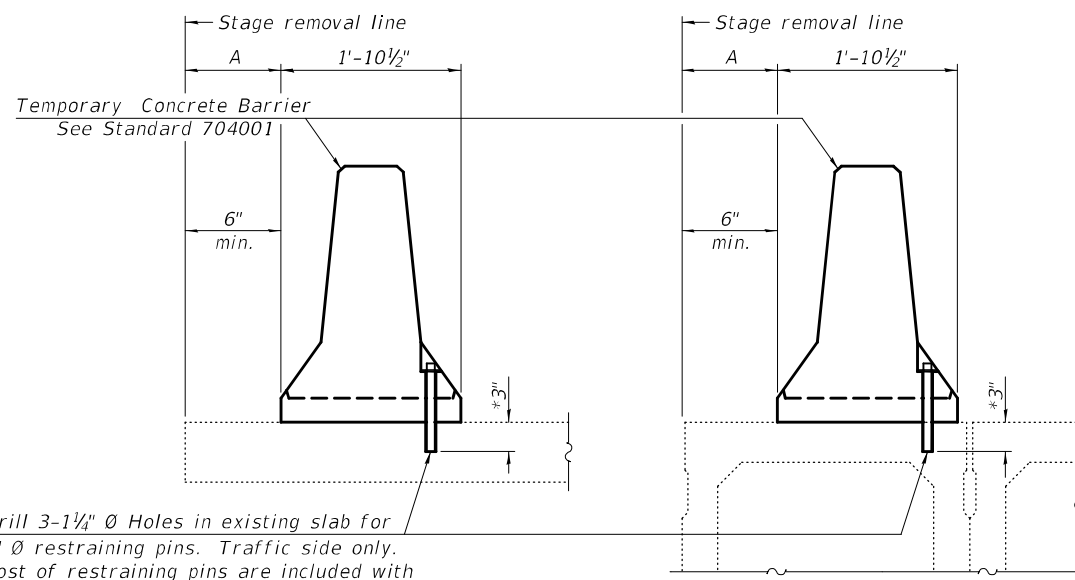
**TEMPORARY SHEET PILING
 STRUCTURE NO. 058-0047 & 058-0048**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	34
CONTRACT NO. 74596				
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

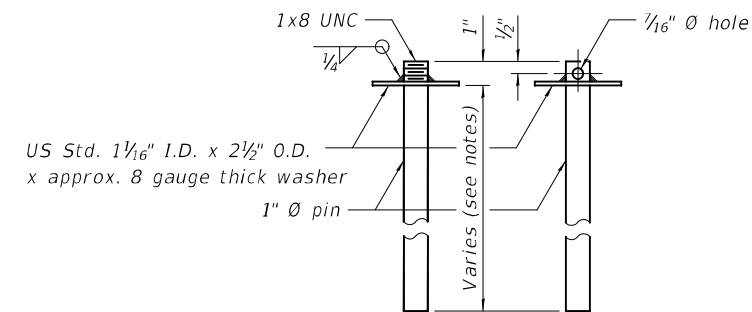


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

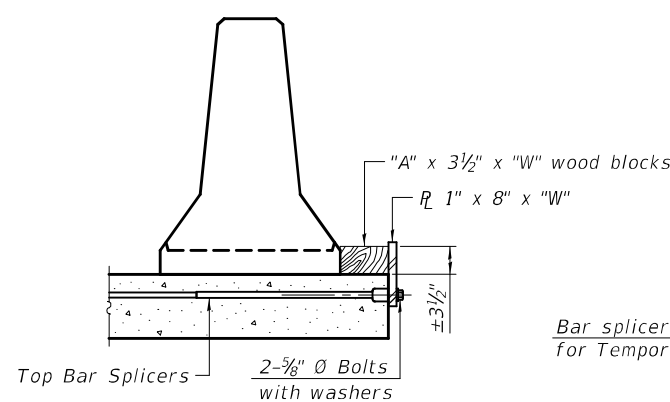
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

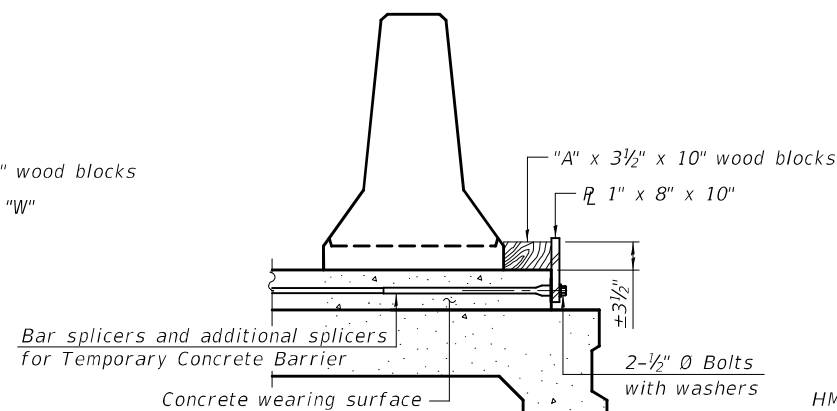


RESTRAINING PIN

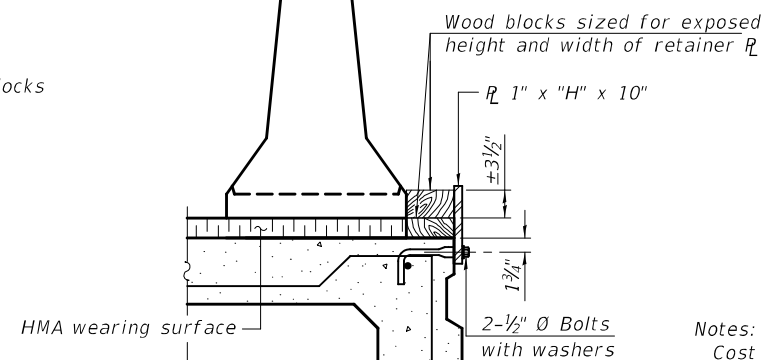
SECTIONS THRU SLAB OR DECK BEAM



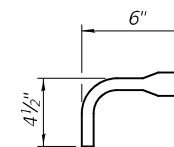
DETAIL I



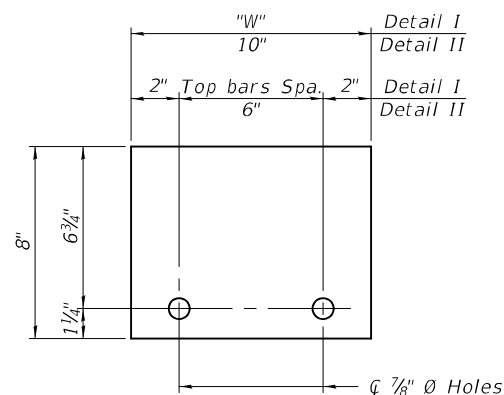
DETAIL II



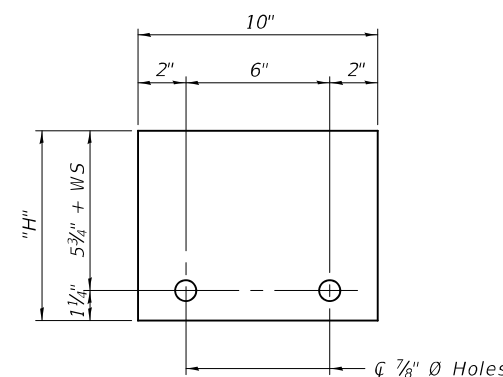
DETAIL III



BAR SPLICER 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 \bar{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 10-12-2021

DESIGNED - DAVID H. RICHTER	EXAMINED
CHECKED - RYAN P. NEGANGARD	PASSED
DRAWN - DENNIS A. POP	
CHECKED - D.H.R. / R.P.N. / G.R.A.	

DATE - November 30, 2021
 ENGINEER OF BRIDGES AND STRUCTURES
 ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

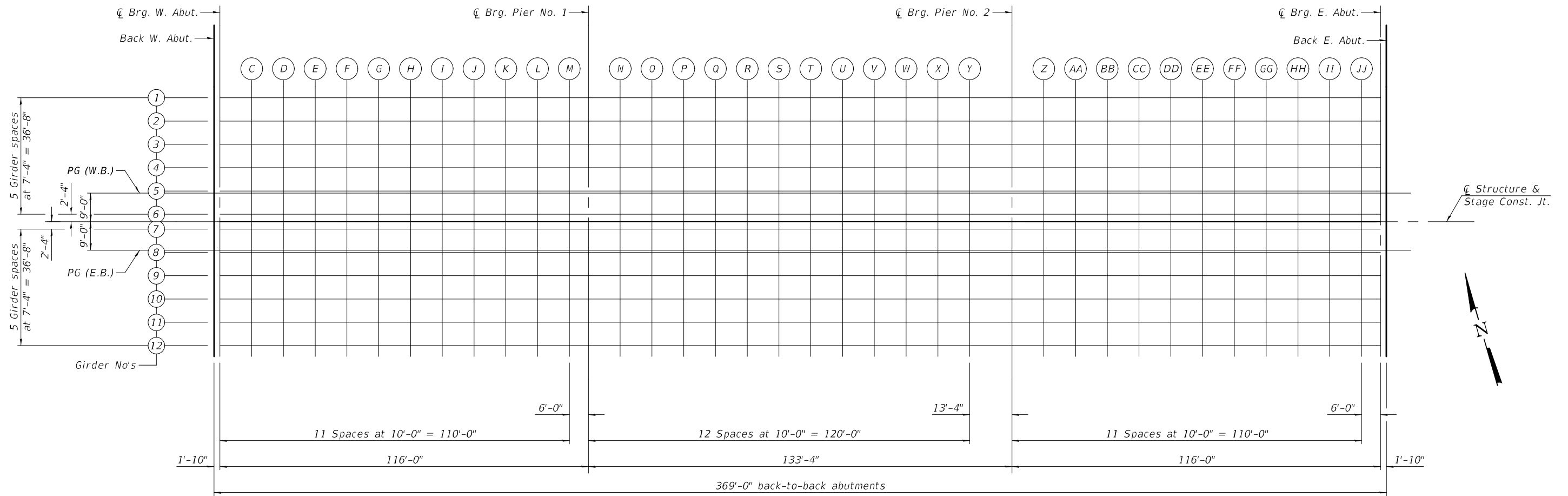
TEMPORARY CONCRETE BARRIER
 STRUCTURE NO. 058-0047 & 058-0048

SHEET 5 OF 43 SHEETS

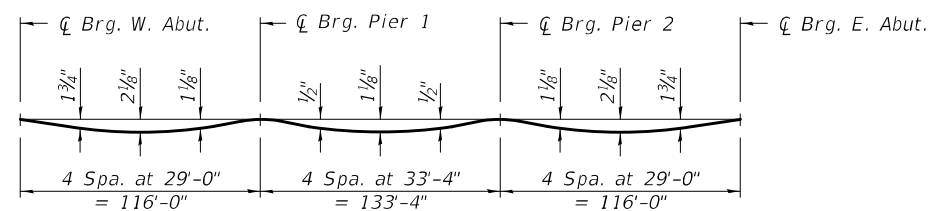
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	35
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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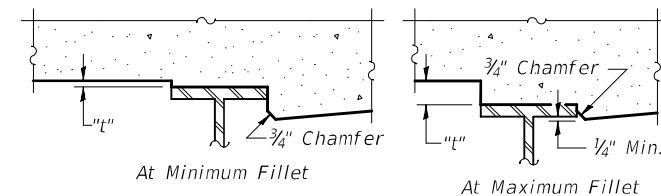
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
 The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 7 thru 11 of 43.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 7 thru 11 of 43, minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of girders.
 The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 7 thru 11 of 43. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE -	November 30, 2021
PASSED		REVISER -	
	 ENGINEER OF BRIDGES AND STRUCTURES	REVISER -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 058-0047 & 058-0048**

SHEET 6 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	36
			CONTRACT NO. 74596	
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-39.00	627.28	627.30
Q Brg. W. Abut.	1102+53.50	-39.00	627.28	627.30
C	1102+63.50	-39.00	627.31	627.38
D	1102+73.50	-39.00	627.35	627.47
E	1102+83.50	-39.00	627.38	627.54
F	1102+93.50	-39.00	627.41	627.59
G	1103+03.50	-39.00	627.44	627.63
H	1103+13.50	-39.00	627.47	627.66
I	1103+23.50	-39.00	627.51	627.67
J	1103+33.50	-39.00	627.54	627.67
K	1103+43.50	-39.00	627.57	627.67
L	1103+53.50	-39.00	627.60	627.67
M	1103+63.50	-39.00	627.63	627.67
Q Brg. Pier 1	1103+69.50	-39.00	627.65	627.67
N	1103+79.50	-39.00	627.68	627.72
O	1103+89.50	-39.00	627.72	627.76
P	1103+99.50	-39.00	627.75	627.81
Q	1104+09.50	-39.00	627.78	627.86
R	1104+19.50	-39.00	627.81	627.90
S	1104+29.50	-39.00	627.84	627.95
T	1104+39.50	-39.00	627.88	627.99
U	1104+49.50	-39.00	627.91	628.00
V	1104+59.50	-39.00	627.94	628.02
W	1104+69.50	-39.00	627.97	628.04
X	1104+79.50	-39.00	628.00	628.06
Y	1104+89.50	-39.00	628.04	628.08
Q Brg. Pier 2	1105+02.84	-39.00	628.08	628.10
Z	1105+12.84	-39.00	628.11	628.16
AA	1105+22.84	-39.00	628.14	628.22
BB	1105+32.84	-39.00	628.18	628.29
CC	1105+42.84	-39.00	628.21	628.35
DD	1105+52.84	-39.00	628.24	628.41
EE	1105+62.84	-39.00	628.27	628.47
FF	1105+72.84	-39.00	628.30	628.49
GG	1105+82.84	-39.00	628.34	628.51
HH	1105+92.84	-39.00	628.37	628.52
II	1106+02.84	-39.00	628.40	628.50
JJ	1106+12.84	-39.00	628.43	628.48
Q Brg. E. Abut.	1106+18.84	-39.00	628.45	628.47
Bk. E. Abut.	1106+20.67	-39.00	628.46	628.48

GIRDER 2

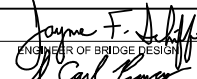
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-31.67	627.42	627.44
Q Brg. W. Abut.	1102+53.50	-31.67	627.42	627.44
C	1102+63.50	-31.67	627.45	627.52
D	1102+73.50	-31.67	627.49	627.61
E	1102+83.50	-31.67	627.52	627.68
F	1102+93.50	-31.67	627.55	627.73
G	1103+03.50	-31.67	627.58	627.77
H	1103+13.50	-31.67	627.61	627.80
I	1103+23.50	-31.67	627.65	627.81
J	1103+33.50	-31.67	627.68	627.81
K	1103+43.50	-31.67	627.71	627.81
L	1103+53.50	-31.67	627.74	627.81
M	1103+63.50	-31.67	627.77	627.81
Q Brg. Pier 1	1103+69.50	-31.67	627.79	627.81
N	1103+79.50	-31.67	627.82	627.86
O	1103+89.50	-31.67	627.86	627.90
P	1103+99.50	-31.67	627.89	627.95
Q	1104+09.50	-31.67	627.92	628.00
R	1104+19.50	-31.67	627.95	628.04
S	1104+29.50	-31.67	627.98	628.09
T	1104+39.50	-31.67	628.02	628.13
U	1104+49.50	-31.67	628.05	628.14
V	1104+59.50	-31.67	628.08	628.16
W	1104+69.50	-31.67	628.11	628.18
X	1104+79.50	-31.67	628.14	628.20
Y	1104+89.50	-31.67	628.18	628.22
Q Brg. Pier 2	1105+02.84	-31.67	628.22	628.24
Z	1105+12.84	-31.67	628.25	628.30
AA	1105+22.84	-31.67	628.28	628.36
BB	1105+32.84	-31.67	628.32	628.43
CC	1105+42.84	-31.67	628.35	628.49
DD	1105+52.84	-31.67	628.38	628.55
EE	1105+62.84	-31.67	628.41	628.61
FF	1105+72.84	-31.67	628.44	628.63
GG	1105+82.84	-31.67	628.48	628.65
HH	1105+92.84	-31.67	628.51	628.66
II	1106+02.84	-31.67	628.54	628.64
JJ	1106+12.84	-31.67	628.57	628.62
Q Brg. E. Abut.	1106+18.84	-31.67	628.59	628.61
Bk. E. Abut.	1106+20.67	-31.67	628.60	628.62


GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-24.33	627.53	627.55
Q Brg. W. Abut.	1102+53.50	-24.33	627.53	627.55
C	1102+63.50	-24.33	627.56	627.63
D	1102+73.50	-24.33	627.60	627.72
E	1102+83.50	-24.33	627.63	627.79
F	1102+93.50	-24.33	627.66	627.84
G	1103+03.50	-24.33	627.69	627.88
H	1103+13.50	-24.33	627.72	627.91
I	1103+23.50	-24.33	627.76	627.92
J	1103+33.50	-24.33	627.79	627.92
K	1103+43.50	-24.33	627.82	627.92
L	1103+53.50	-24.33	627.85	627.92
M	1103+63.50	-24.33	627.88	627.92
Q Brg. Pier 1	1103+69.50	-24.33	627.90	627.92
N	1103+79.50	-24.33	627.93	627.97
O	1103+89.50	-24.33	627.97	628.01
P	1103+99.50	-24.33	628.00	628.06
Q	1104+09.50	-24.33	628.03	628.11
R	1104+19.50	-24.33	628.06	628.15
S	1104+29.50	-24.33	628.09	628.20
T	1104+39.50	-24.33	628.13	628.24
U	1104+49.50	-24.33	628.16	628.25
V	1104+59.50	-24.33	628.19	628.27
W	1104+69.50	-24.33	628.22	628.29
X	1104+79.50	-24.33	628.25	628.31
Y	1104+89.50	-24.33	628.29	628.33
Q Brg. Pier 2	1105+02.84	-24.33	628.33	628.35
Z	1105+12.84	-24.33	628.36	628.41
AA	1105+22.84	-24.33	628.39	628.47
BB	1105+32.84	-24.33	628.43	628.54
CC	1105+42.84	-24.33	628.46	628.60
DD	1105+52.84	-24.33	628.49	628.66
EE	1105+62.84	-24.33	628.52	628.72
FF	1105+72.84	-24.33	628.55	628.74
GG	1105+82.84	-24.33	628.59	628.76
HH	1105+92.84	-24.33	628.62	628.77
II	1106+02.84	-24.33	628.65	628.75
JJ	1106+12.84	-24.33	628.68	628.73
Q Brg. E. Abut.	1106+18.84	-24.33	628.70	628.72
Bk. E. Abut.	1106+20.67	-24.33	628.71	628.73

MODEL: 0580047-74596-007
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DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED 
 ENGINEER OF BRIDGE DESIGN

PASSED 
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021

REVISED -

REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 058-0047 & 058-0048

SHEET 7 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	37
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-17.00	627.64	627.66
Q Brg. W. Abut.	1102+53.50	-17.00	627.64	627.66
C	1102+63.50	-17.00	627.67	627.74
D	1102+73.50	-17.00	627.71	627.83
E	1102+83.50	-17.00	627.74	627.90
F	1102+93.50	-17.00	627.77	627.95
G	1103+03.50	-17.00	627.80	627.99
H	1103+13.50	-17.00	627.83	628.02
I	1103+23.50	-17.00	627.87	628.03
J	1103+33.50	-17.00	627.90	628.03
K	1103+43.50	-17.00	627.93	628.03
L	1103+53.50	-17.00	627.96	628.03
M	1103+63.50	-17.00	627.99	628.03
Q Brg. Pier 1	1103+69.50	-17.00	628.01	628.03
N	1103+79.50	-17.00	628.04	628.08
O	1103+89.50	-17.00	628.08	628.12
P	1103+99.50	-17.00	628.11	628.17
Q	1104+09.50	-17.00	628.14	628.22
R	1104+19.50	-17.00	628.17	628.26
S	1104+29.50	-17.00	628.20	628.31
T	1104+39.50	-17.00	628.24	628.35
U	1104+49.50	-17.00	628.27	628.36
V	1104+59.50	-17.00	628.30	628.38
W	1104+69.50	-17.00	628.33	628.40
X	1104+79.50	-17.00	628.36	628.42
Y	1104+89.50	-17.00	628.40	628.44
Q Brg. Pier 2	1105+02.84	-17.00	628.44	628.46
Z	1105+12.84	-17.00	628.47	628.52
AA	1105+22.84	-17.00	628.50	628.58
BB	1105+32.84	-17.00	628.54	628.65
CC	1105+42.84	-17.00	628.57	628.71
DD	1105+52.84	-17.00	628.60	628.77
EE	1105+62.84	-17.00	628.63	628.83
FF	1105+72.84	-17.00	628.66	628.85
GG	1105+82.84	-17.00	628.70	628.87
HH	1105+92.84	-17.00	628.73	628.88
II	1106+02.84	-17.00	628.76	628.86
JJ	1106+12.84	-17.00	628.79	628.84
Q Brg. E. Abut.	1106+18.84	-17.00	628.81	628.83
Bk. E. Abut.	1106+20.67	-17.00	628.82	628.84

GIRDER 5

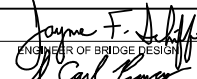

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-9.67	627.75	627.77
Q Brg. W. Abut.	1102+53.50	-9.67	627.75	627.77
C	1102+63.50	-9.67	627.78	627.85
D	1102+73.50	-9.67	627.82	627.94
E	1102+83.50	-9.67	627.85	628.01
F	1102+93.50	-9.67	627.88	628.06
G	1103+03.50	-9.67	627.91	628.10
H	1103+13.50	-9.67	627.94	628.13
I	1103+23.50	-9.67	627.98	628.14
J	1103+33.50	-9.67	628.01	628.14
K	1103+43.50	-9.67	628.04	628.14
L	1103+53.50	-9.67	628.07	628.14
M	1103+63.50	-9.67	628.10	628.14
Q Brg. Pier 1	1103+69.50	-9.67	628.12	628.14
N	1103+79.50	-9.67	628.15	628.19
O	1103+89.50	-9.67	628.19	628.23
P	1103+99.50	-9.67	628.22	628.28
Q	1104+09.50	-9.67	628.25	628.33
R	1104+19.50	-9.67	628.28	628.37
S	1104+29.50	-9.67	628.31	628.42
T	1104+39.50	-9.67	628.35	628.46
U	1104+49.50	-9.67	628.38	628.47
V	1104+59.50	-9.67	628.41	628.49
W	1104+69.50	-9.67	628.44	628.51
X	1104+79.50	-9.67	628.47	628.53
Y	1104+89.50	-9.67	628.51	628.55
Q Brg. Pier 2	1105+02.84	-9.67	628.55	628.57
Z	1105+12.84	-9.67	628.58	628.63
AA	1105+22.84	-9.67	628.61	628.69
BB	1105+32.84	-9.67	628.65	628.76
CC	1105+42.84	-9.67	628.68	628.82
DD	1105+52.84	-9.67	628.71	628.88
EE	1105+62.84	-9.67	628.74	628.94
FF	1105+72.84	-9.67	628.77	628.96
GG	1105+82.84	-9.67	628.81	628.98
HH	1105+92.84	-9.67	628.84	628.99
II	1106+02.84	-9.67	628.87	628.97
JJ	1106+12.84	-9.67	628.90	628.95
Q Brg. E. Abut.	1106+18.84	-9.67	628.92	628.94
Bk. E. Abut.	1106+20.67	-9.67	628.93	628.95

WESTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-9.00	627.76	627.78
Q Brg. W. Abut.	1102+53.50	-9.00	627.76	627.78
C	1102+63.50	-9.00	627.79	627.86
D	1102+73.50	-9.00	627.83	627.95
E	1102+83.50	-9.00	627.86	628.02
F	1102+93.50	-9.00	627.89	628.07
G	1103+03.50	-9.00	627.92	628.11
H	1103+13.50	-9.00	627.95	628.14
I	1103+23.50	-9.00	627.99	628.15
J	1103+33.50	-9.00	628.02	628.15
K	1103+43.50	-9.00	628.05	628.15
L	1103+53.50	-9.00	628.08	628.15
M	1103+63.50	-9.00	628.11	628.15
Q Brg. Pier 1	1103+69.50	-9.00	628.13	628.15
N	1103+79.50	-9.00	628.16	628.20
O	1103+89.50	-9.00	628.20	628.24
P	1103+99.50	-9.00	628.23	628.29
Q	1104+09.50	-9.00	628.26	628.34
R	1104+19.50	-9.00	628.29	628.38
S	1104+29.50	-9.00	628.32	628.43
T	1104+39.50	-9.00	628.36	628.47
U	1104+49.50	-9.00	628.39	628.48
V	1104+59.50	-9.00	628.42	628.50
W	1104+69.50	-9.00	628.45	628.52
X	1104+79.50	-9.00	628.48	628.54
Y	1104+89.50	-9.00	628.52	628.56
Q Brg. Pier 2	1105+02.84	-9.00	628.56	628.58
Z	1105+12.84	-9.00	628.59	628.64
AA	1105+22.84	-9.00	628.62	628.70
BB	1105+32.84	-9.00	628.66	628.77
CC	1105+42.84	-9.00	628.69	628.83
DD	1105+52.84	-9.00	628.72	628.89
EE	1105+62.84	-9.00	628.75	628.95
FF	1105+72.84	-9.00	628.78	628.97
GG	1105+82.84	-9.00	628.82	628.99
HH	1105+92.84	-9.00	628.85	629.00
II	1106+02.84	-9.00	628.88	628.98
JJ	1106+12.84	-9.00	628.91	628.96
Q Brg. E. Abut.	1106+18.84	-9.00	628.93	628.95
Bk. E. Abut.	1106+20.67	-9.00	628.94	628.96

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DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED		DATE -	November 30, 2021
PASSED		REVISED -	
ENGINEER OF BRIDGES AND STRUCTURES		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0047 & 058-0048

SHEET 8 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	38
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	-2.33	627.86	627.88
Q Brg. W. Abut.	1102+53.50	-2.33	627.86	627.88
C	1102+63.50	-2.33	627.89	627.96
D	1102+73.50	-2.33	627.93	628.05
E	1102+83.50	-2.33	627.96	628.12
F	1102+93.50	-2.33	627.99	628.17
G	1103+03.50	-2.33	628.02	628.21
H	1103+13.50	-2.33	628.05	628.24
I	1103+23.50	-2.33	628.09	628.25
J	1103+33.50	-2.33	628.12	628.25
K	1103+43.50	-2.33	628.15	628.25
L	1103+53.50	-2.33	628.18	628.25
M	1103+63.50	-2.33	628.21	628.25
Q Brg. Pier 1	1103+69.50	-2.33	628.23	628.25
N	1103+79.50	-2.33	628.26	628.30
O	1103+89.50	-2.33	628.30	628.34
P	1103+99.50	-2.33	628.33	628.39
Q	1104+09.50	-2.33	628.36	628.44
R	1104+19.50	-2.33	628.39	628.48
S	1104+29.50	-2.33	628.42	628.53
T	1104+39.50	-2.33	628.46	628.57
U	1104+49.50	-2.33	628.49	628.58
V	1104+59.50	-2.33	628.52	628.60
W	1104+69.50	-2.33	628.55	628.62
X	1104+79.50	-2.33	628.58	628.64
Y	1104+89.50	-2.33	628.62	628.66
Q Brg. Pier 2	1105+02.84	-2.33	628.66	628.68
Z	1105+12.84	-2.33	628.69	628.74
AA	1105+22.84	-2.33	628.72	628.80
BB	1105+32.84	-2.33	628.76	628.87
CC	1105+42.84	-2.33	628.79	628.93
DD	1105+52.84	-2.33	628.82	628.99
EE	1105+62.84	-2.33	628.85	629.05
FF	1105+72.84	-2.33	628.88	629.07
GG	1105+82.84	-2.33	628.92	629.09
HH	1105+92.84	-2.33	628.95	629.10
II	1106+02.84	-2.33	628.98	629.08
JJ	1106+12.84	-2.33	629.01	629.06
Q Brg. E. Abut.	1106+18.84	-2.33	629.03	629.05
Bk. E. Abut.	1106+20.67	-2.33	629.04	629.06

Q STRUCTURE & STAGE CONSTRUCTION JOINT

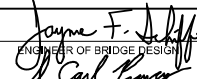
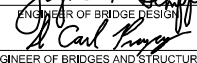
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	0.00	627.89	627.91
Q Brg. W. Abut.	1102+53.50	0.00	627.90	627.92
C	1102+63.50	0.00	627.93	628.00
D	1102+73.50	0.00	627.96	628.08
E	1102+83.50	0.00	627.99	628.16
F	1102+93.50	0.00	628.02	628.20
G	1103+03.50	0.00	628.06	628.24
H	1103+13.50	0.00	628.09	628.28
I	1103+23.50	0.00	628.12	628.28
J	1103+33.50	0.00	628.15	628.28
K	1103+43.50	0.00	628.18	628.28
L	1103+53.50	0.00	628.22	628.29
M	1103+63.50	0.00	628.25	628.29
Q Brg. Pier 1	1103+69.50	0.00	628.27	628.29
N	1103+79.50	0.00	628.30	628.33
O	1103+89.50	0.00	628.33	628.38
P	1103+99.50	0.00	628.36	628.43
Q	1104+09.50	0.00	628.40	628.47
R	1104+19.50	0.00	628.43	628.52
S	1104+29.50	0.00	628.46	628.57
T	1104+39.50	0.00	628.49	628.60
U	1104+49.50	0.00	628.52	628.62
V	1104+59.50	0.00	628.56	628.64
W	1104+69.50	0.00	628.59	628.65
X	1104+79.50	0.00	628.62	628.67
Y	1104+89.50	0.00	628.65	628.69
Q Brg. Pier 2	1105+02.84	0.00	628.69	628.71
Z	1105+12.84	0.00	628.73	628.78
AA	1105+22.84	0.00	628.76	628.84
BB	1105+32.84	0.00	628.79	628.90
CC	1105+42.84	0.00	628.82	628.96
DD	1105+52.84	0.00	628.85	629.03
EE	1105+62.84	0.00	628.89	629.08
FF	1105+72.84	0.00	628.92	629.10
GG	1105+82.84	0.00	628.95	629.12
HH	1105+92.84	0.00	628.98	629.13
II	1106+02.84	0.00	629.01	629.11
JJ	1106+12.84	0.00	629.05	629.10
Q Brg. E. Abut.	1106+18.84	0.00	629.07	629.09
Bk. E. Abut.	1106+20.67	0.00	629.07	629.09

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	2.33	627.86	627.88
Q Brg. W. Abut.	1102+53.50	2.33	627.86	627.88
C	1102+63.50	2.33	627.89	627.96
D	1102+73.50	2.33	627.93	628.05
E	1102+83.50	2.33	627.96	628.12
F	1102+93.50	2.33	627.99	628.17
G	1103+03.50	2.33	628.02	628.21
H	1103+13.50	2.33	628.05	628.24
I	1103+23.50	2.33	628.09	628.25
J	1103+33.50	2.33	628.12	628.25
K	1103+43.50	2.33	628.15	628.25
L	1103+53.50	2.33	628.18	628.25
M	1103+63.50	2.33	628.21	628.25
Q Brg. Pier 1	1103+69.50	2.33	628.23	628.25
N	1103+79.50	2.33	628.26	628.30
O	1103+89.50	2.33	628.30	628.34
P	1103+99.50	2.33	628.33	628.39
Q	1104+09.50	2.33	628.36	628.44
R	1104+19.50	2.33	628.39	628.48
S	1104+29.50	2.33	628.42	628.53
T	1104+39.50	2.33	628.46	628.57
U	1104+49.50	2.33	628.49	628.58
V	1104+59.50	2.33	628.52	628.60
W	1104+69.50	2.33	628.55	628.62
X	1104+79.50	2.33	628.58	628.64
Y	1104+89.50	2.33	628.62	628.66
Q Brg. Pier 2	1105+02.84	2.33	628.66	628.68
Z	1105+12.84	2.33	628.69	628.74
AA	1105+22.84	2.33	628.72	628.80
BB	1105+32.84	2.33	628.76	628.87
CC	1105+42.84	2.33	628.79	628.93
DD	1105+52.84	2.33	628.82	628.99
EE	1105+62.84	2.33	628.85	629.05
FF	1105+72.84	2.33	628.88	629.07
GG	1105+82.84	2.33	628.92	629.09
HH	1105+92.84	2.33	628.95	629.10
II	1106+02.84	2.33	628.98	629.08
JJ	1106+12.84	2.33	629.01	629.06
Q Brg. E. Abut.	1106+18.84	2.33	629.03	629.05
Bk. E. Abut.	1106+20.67	2.33	629.04	629.06

MODEL: 0580047-74596-009
FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED 
PASSED 
ENGINEER OF BRIDGES AND STRUCTURES

DATE -	November 30, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0047 & 058-0048**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	39
CONTRACT NO. 74596				
SHEET 9 OF 43 SHEETS				
ILLINOIS FED. AID PROJECT				

EASTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	9.00	627.76	627.78
Q Brg. W. Abut.	1102+53.50	9.00	627.76	627.78
C	1102+63.50	9.00	627.79	627.86
D	1102+73.50	9.00	627.83	627.95
E	1102+83.50	9.00	627.86	628.02
F	1102+93.50	9.00	627.89	628.07
G	1103+03.50	9.00	627.92	628.11
H	1103+13.50	9.00	627.95	628.14
I	1103+23.50	9.00	627.99	628.15
J	1103+33.50	9.00	628.02	628.15
K	1103+43.50	9.00	628.05	628.15
L	1103+53.50	9.00	628.08	628.15
M	1103+63.50	9.00	628.11	628.15
Q Brg. Pier 1	1103+69.50	9.00	628.13	628.15
N	1103+79.50	9.00	628.16	628.20
O	1103+89.50	9.00	628.20	628.24
P	1103+99.50	9.00	628.23	628.29
Q	1104+09.50	9.00	628.26	628.34
R	1104+19.50	9.00	628.29	628.38
S	1104+29.50	9.00	628.32	628.43
T	1104+39.50	9.00	628.36	628.47
U	1104+49.50	9.00	628.39	628.48
V	1104+59.50	9.00	628.42	628.50
W	1104+69.50	9.00	628.45	628.52
X	1104+79.50	9.00	628.48	628.54
Y	1104+89.50	9.00	628.52	628.56
Q Brg. Pier 2	1105+02.84	9.00	628.56	628.58
Z	1105+12.84	9.00	628.59	628.64
AA	1105+22.84	9.00	628.62	628.70
BB	1105+32.84	9.00	628.66	628.77
CC	1105+42.84	9.00	628.69	628.83
DD	1105+52.84	9.00	628.72	628.89
EE	1105+62.84	9.00	628.75	628.95
FF	1105+72.84	9.00	628.78	628.97
GG	1105+82.84	9.00	628.82	628.99
HH	1105+92.84	9.00	628.85	629.00
II	1106+02.84	9.00	628.88	628.98
JJ	1106+12.84	9.00	628.91	628.96
Q Brg. E. Abut.	1106+18.84	9.00	628.93	628.95
Bk. E. Abut.	1106+20.67	9.00	628.94	628.96

GIRDER 8

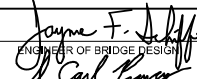
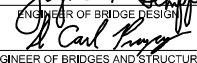
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	9.67	627.75	627.77
Q Brg. W. Abut.	1102+53.50	9.67	627.75	627.77
C	1102+63.50	9.67	627.78	627.85
D	1102+73.50	9.67	627.82	627.94
E	1102+83.50	9.67	627.85	628.01
F	1102+93.50	9.67	627.88	628.06
G	1103+03.50	9.67	627.91	628.10
H	1103+13.50	9.67	627.94	628.13
I	1103+23.50	9.67	627.98	628.14
J	1103+33.50	9.67	628.01	628.14
K	1103+43.50	9.67	628.04	628.14
L	1103+53.50	9.67	628.07	628.14
M	1103+63.50	9.67	628.10	628.14
Q Brg. Pier 1	1103+69.50	9.67	628.12	628.14
N	1103+79.50	9.67	628.15	628.19
O	1103+89.50	9.67	628.19	628.23
P	1103+99.50	9.67	628.22	628.28
Q	1104+09.50	9.67	628.25	628.33
R	1104+19.50	9.67	628.28	628.37
S	1104+29.50	9.67	628.31	628.42
T	1104+39.50	9.67	628.35	628.46
U	1104+49.50	9.67	628.38	628.47
V	1104+59.50	9.67	628.41	628.49
W	1104+69.50	9.67	628.44	628.51
X	1104+79.50	9.67	628.47	628.53
Y	1104+89.50	9.67	628.51	628.55
Q Brg. Pier 2	1105+02.84	9.67	628.55	628.57
Z	1105+12.84	9.67	628.58	628.63
AA	1105+22.84	9.67	628.61	628.69
BB	1105+32.84	9.67	628.65	628.76
CC	1105+42.84	9.67	628.68	628.82
DD	1105+52.84	9.67	628.71	628.88
EE	1105+62.84	9.67	628.74	628.94
FF	1105+72.84	9.67	628.77	628.96
GG	1105+82.84	9.67	628.81	628.98
HH	1105+92.84	9.67	628.84	628.99
II	1106+02.84	9.67	628.87	628.97
JJ	1106+12.84	9.67	628.90	628.95
Q Brg. E. Abut.	1106+18.84	9.67	628.92	628.94
Bk. E. Abut.	1106+20.67	9.67	628.93	628.95

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	17.00	627.64	627.66
Q Brg. W. Abut.	1102+53.50	17.00	627.64	627.66
C	1102+63.50	17.00	627.67	627.74
D	1102+73.50	17.00	627.71	627.83
E	1102+83.50	17.00	627.74	627.90
F	1102+93.50	17.00	627.77	627.95
G	1103+03.50	17.00	627.80	627.99
H	1103+13.50	17.00	627.83	628.02
I	1103+23.50	17.00	627.87	628.03
J	1103+33.50	17.00	627.90	628.03
K	1103+43.50	17.00	627.93	628.03
L	1103+53.50	17.00	627.96	628.03
M	1103+63.50	17.00	627.99	628.03
Q Brg. Pier 1	1103+69.50	17.00	628.01	628.03
N	1103+79.50	17.00	628.04	628.08
O	1103+89.50	17.00	628.08	628.12
P	1103+99.50	17.00	628.11	628.17
Q	1104+09.50	17.00	628.14	628.22
R	1104+19.50	17.00	628.17	628.26
S	1104+29.50	17.00	628.20	628.31
T	1104+39.50	17.00	628.24	628.35
U	1104+49.50	17.00	628.27	628.36
V	1104+59.50	17.00	628.30	628.38
W	1104+69.50	17.00	628.33	628.40
X	1104+79.50	17.00	628.36	628.42
Y	1104+89.50	17.00	628.40	628.44
Q Brg. Pier 2	1105+02.84	17.00	628.44	628.46
Z	1105+12.84	17.00	628.47	628.52
AA	1105+22.84	17.00	628.50	628.58
BB	1105+32.84	17.00	628.54	628.65
CC	1105+42.84	17.00	628.57	628.71
DD	1105+52.84	17.00	628.60	628.77
EE	1105+62.84	17.00	628.63	628.83
FF	1105+72.84	17.00	628.66	628.85
GG	1105+82.84	17.00	628.70	628.87
HH	1105+92.84	17.00	628.73	628.88
II	1106+02.84	17.00	628.76	628.86
JJ	1106+12.84	17.00	628.79	628.84
Q Brg. E. Abut.	1106+18.84	17.00	628.81	628.83
Bk. E. Abut.	1106+20.67	17.00	628.82	628.84

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FILE NAME: p:\w\pwbentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED 
PASSED 
ENGINEER OF BRIDGES AND STRUCTURES

DATE -	November 30, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0047 & 058-0048**

SHEET 10 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	40
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	24.33	627.53	627.55
Q Brg. W. Abut.	1102+53.50	24.33	627.53	627.55
C	1102+63.50	24.33	627.56	627.63
D	1102+73.50	24.33	627.60	627.72
E	1102+83.50	24.33	627.63	627.79
F	1102+93.50	24.33	627.66	627.84
G	1103+03.50	24.33	627.69	627.88
H	1103+13.50	24.33	627.72	627.91
I	1103+23.50	24.33	627.76	627.92
J	1103+33.50	24.33	627.79	627.92
K	1103+43.50	24.33	627.82	627.92
L	1103+53.50	24.33	627.85	627.92
M	1103+63.50	24.33	627.88	627.92
Q Brg. Pier 1	1103+69.50	24.33	627.90	627.92
N	1103+79.50	24.33	627.93	627.97
O	1103+89.50	24.33	627.97	628.01
P	1103+99.50	24.33	628.00	628.06
Q	1104+09.50	24.33	628.03	628.11
R	1104+19.50	24.33	628.06	628.15
S	1104+29.50	24.33	628.09	628.20
T	1104+39.50	24.33	628.13	628.24
U	1104+49.50	24.33	628.16	628.25
V	1104+59.50	24.33	628.19	628.27
W	1104+69.50	24.33	628.22	628.29
X	1104+79.50	24.33	628.25	628.31
Y	1104+89.50	24.33	628.29	628.33
Q Brg. Pier 2	1105+02.84	24.33	628.33	628.35
Z	1105+12.84	24.33	628.36	628.41
AA	1105+22.84	24.33	628.39	628.47
BB	1105+32.84	24.33	628.43	628.54
CC	1105+42.84	24.33	628.46	628.60
DD	1105+52.84	24.33	628.49	628.66
EE	1105+62.84	24.33	628.52	628.72
FF	1105+72.84	24.33	628.55	628.74
GG	1105+82.84	24.33	628.59	628.76
HH	1105+92.84	24.33	628.62	628.77
II	1106+02.84	24.33	628.65	628.75
JJ	1106+12.84	24.33	628.68	628.73
Q Brg. E. Abut.	1106+18.84	24.33	628.70	628.72
Bk. E. Abut.	1106+20.67	24.33	628.71	628.73

GIRDER 11

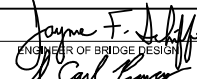
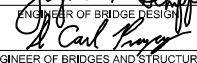
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	31.67	627.42	627.44
Q Brg. W. Abut.	1102+53.50	31.67	627.42	627.44
C	1102+63.50	31.67	627.45	627.52
D	1102+73.50	31.67	627.49	627.61
E	1102+83.50	31.67	627.52	627.68
F	1102+93.50	31.67	627.55	627.73
G	1103+03.50	31.67	627.58	627.77
H	1103+13.50	31.67	627.61	627.80
I	1103+23.50	31.67	627.65	627.81
J	1103+33.50	31.67	627.68	627.81
K	1103+43.50	31.67	627.71	627.81
L	1103+53.50	31.67	627.74	627.81
M	1103+63.50	31.67	627.77	627.81
Q Brg. Pier 1	1103+69.50	31.67	627.79	627.81
N	1103+79.50	31.67	627.82	627.86
O	1103+89.50	31.67	627.86	627.90
P	1103+99.50	31.67	627.89	627.95
Q	1104+09.50	31.67	627.92	628.00
R	1104+19.50	31.67	627.95	628.04
S	1104+29.50	31.67	627.98	628.09
T	1104+39.50	31.67	628.02	628.13
U	1104+49.50	31.67	628.05	628.14
V	1104+59.50	31.67	628.08	628.16
W	1104+69.50	31.67	628.11	628.18
X	1104+79.50	31.67	628.14	628.20
Y	1104+89.50	31.67	628.18	628.22
Q Brg. Pier 2	1105+02.84	31.67	628.22	628.24
Z	1105+12.84	31.67	628.25	628.30
AA	1105+22.84	31.67	628.28	628.36
BB	1105+32.84	31.67	628.32	628.43
CC	1105+42.84	31.67	628.35	628.49
DD	1105+52.84	31.67	628.38	628.55
EE	1105+62.84	31.67	628.41	628.61
FF	1105+72.84	31.67	628.44	628.63
GG	1105+82.84	31.67	628.48	628.65
HH	1105+92.84	31.67	628.51	628.66
II	1106+02.84	31.67	628.54	628.64
JJ	1106+12.84	31.67	628.57	628.62
Q Brg. E. Abut.	1106+18.84	31.67	628.59	628.61
Bk. E. Abut.	1106+20.67	31.67	628.60	628.62

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1102+51.67	39.00	627.28	627.30
Q Brg. W. Abut.	1102+53.50	39.00	627.28	627.30
C	1102+63.50	39.00	627.31	627.38
D	1102+73.50	39.00	627.35	627.47
E	1102+83.50	39.00	627.38	627.54
F	1102+93.50	39.00	627.41	627.59
G	1103+03.50	39.00	627.44	627.63
H	1103+13.50	39.00	627.47	627.66
I	1103+23.50	39.00	627.51	627.67
J	1103+33.50	39.00	627.54	627.67
K	1103+43.50	39.00	627.57	627.67
L	1103+53.50	39.00	627.60	627.67
M	1103+63.50	39.00	627.63	627.67
Q Brg. Pier 1	1103+69.50	39.00	627.65	627.67
N	1103+79.50	39.00	627.68	627.72
O	1103+89.50	39.00	627.72	627.76
P	1103+99.50	39.00	627.75	627.81
Q	1104+09.50	39.00	627.78	627.86
R	1104+19.50	39.00	627.81	627.90
S	1104+29.50	39.00	627.84	627.95
T	1104+39.50	39.00	627.88	627.99
U	1104+49.50	39.00	627.91	628.00
V	1104+59.50	39.00	627.94	628.02
W	1104+69.50	39.00	627.97	628.04
X	1104+79.50	39.00	628.00	628.06
Y	1104+89.50	39.00	628.04	628.08
Q Brg. Pier 2	1105+02.84	39.00	628.08	628.10
Z	1105+12.84	39.00	628.11	628.16
AA	1105+22.84	39.00	628.14	628.22
BB	1105+32.84	39.00	628.18	628.29
CC	1105+42.84	39.00	628.21	628.35
DD	1105+52.84	39.00	628.24	628.41
EE	1105+62.84	39.00	628.27	628.47
FF	1105+72.84	39.00	628.30	628.49
GG	1105+82.84	39.00	628.34	628.51
HH	1105+92.84	39.00	628.37	628.52
II	1106+02.84	39.00	628.40	628.50
JJ	1106+12.84	39.00	628.43	628.48
Q Brg. E. Abut.	1106+18.84	39.00	628.45	628.47
Bk. E. Abut.	1106+20.67	39.00	628.46	628.48

MODEL: 0580047-74596-011
FILE NAME: p:\w\pwbentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	
PASSED	

DATE -	November 30, 2021
REVISED -	
REVISED -	

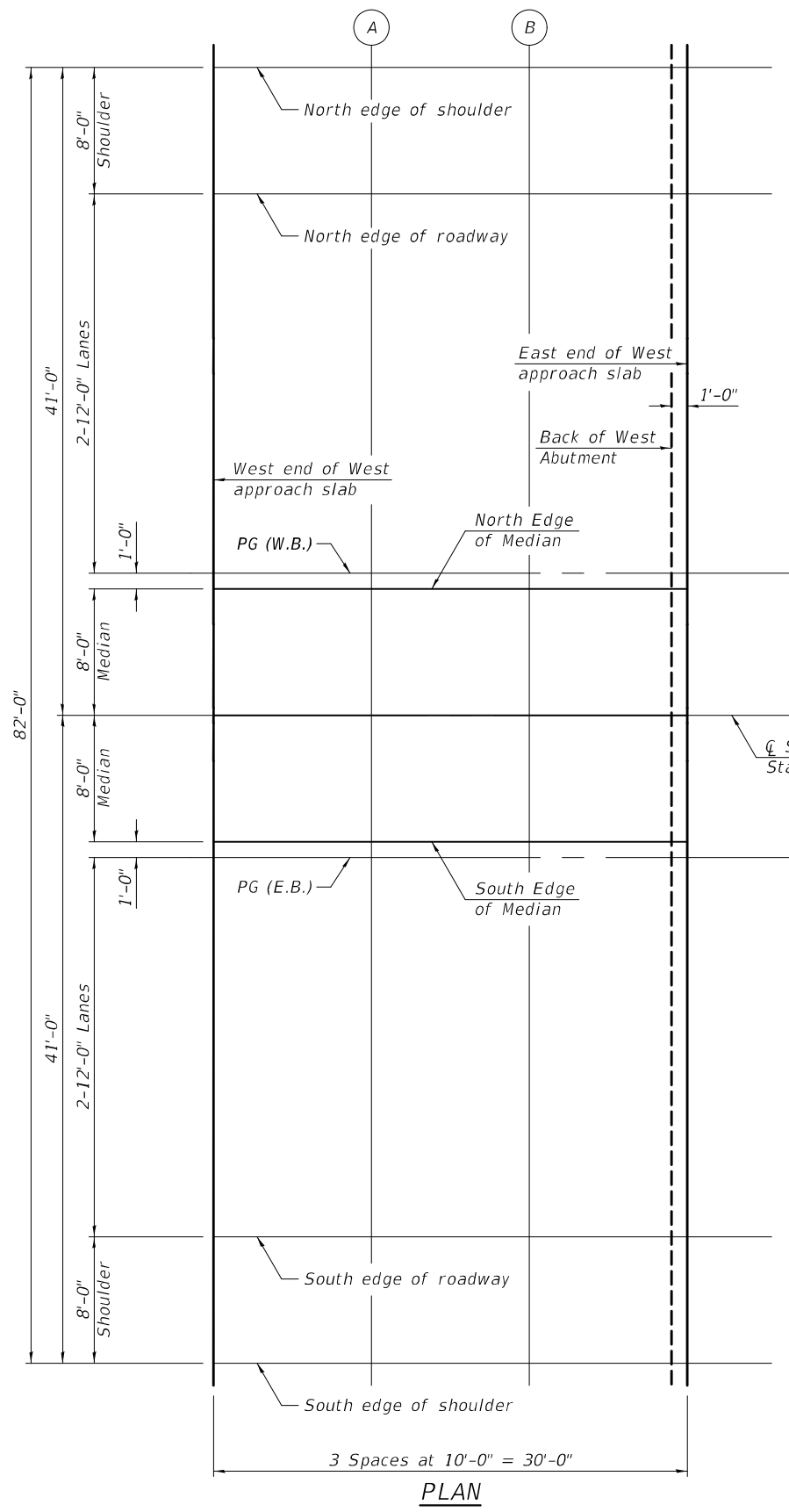
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0047 & 058-0048**

SHEET 11 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	41
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

MODEL: 0580047-74596-012
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PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	-41.00	627.14	627.16
A	1102+32.67	-41.00	627.17	627.19
B	1102+42.67	-41.00	627.21	627.23
E. End of W. Appr. Slab	1102+52.67	-41.00	627.24	627.26

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	-33.00	627.30	627.32
A	1102+32.67	-33.00	627.33	627.35
B	1102+42.67	-33.00	627.37	627.39
E. End of W. Appr. Slab	1102+52.67	-33.00	627.40	627.42

WESTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	-9.00	627.66	627.68
A	1102+32.67	-9.00	627.69	627.71
B	1102+42.67	-9.00	627.73	627.75
E. End of W. Appr. Slab	1102+52.67	-9.00	627.76	627.78

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	-8.00	627.68	627.70
A	1102+32.67	-8.00	627.71	627.73
B	1102+42.67	-8.00	627.74	627.76
E. End of W. Appr. Slab	1102+52.67	-8.00	627.77	627.79

☐ STRUCTURE & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	0.00	627.80	627.82
A	1102+32.67	0.00	627.83	627.85
B	1102+42.67	0.00	627.86	627.88
E. End of W. Appr. Slab	1102+52.67	0.00	627.89	627.91

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	8.00	627.68	627.70
A	1102+32.67	8.00	627.71	627.73
B	1102+42.67	8.00	627.74	627.76
E. End of W. Appr. Slab	1102+52.67	8.00	627.77	627.79

EASTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	9.00	627.66	627.68
A	1102+32.67	9.00	627.69	627.71
B	1102+42.67	9.00	627.73	627.75
E. End of W. Appr. Slab	1102+52.67	9.00	627.76	627.78

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	33.00	627.30	627.32
A	1102+32.67	33.00	627.33	627.35
B	1102+42.67	33.00	627.37	627.39
E. End of W. Appr. Slab	1102+52.67	33.00	627.40	627.42

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr. Slab	1102+22.67	41.00	627.14	627.16
A	1102+32.67	41.00	627.17	627.19
B	1102+42.67	41.00	627.21	627.23
E. End of W. Appr. Slab	1102+52.67	41.00	627.24	627.26

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 058-0047 & 058-0048

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	42
CONTRACT NO. 74596				

SHEET 12 OF 43 SHEETS

ILLINOIS FED. AID PROJECT

DESIGNED - DAVID H. RICHTER
 CHECKED - RYAN P. NEGANGARD
 DRAWN - DENNIS A. POP
 CHECKED - D.H.R. / R.P.N. / G.R.A.

EXAMINED
 PASSED

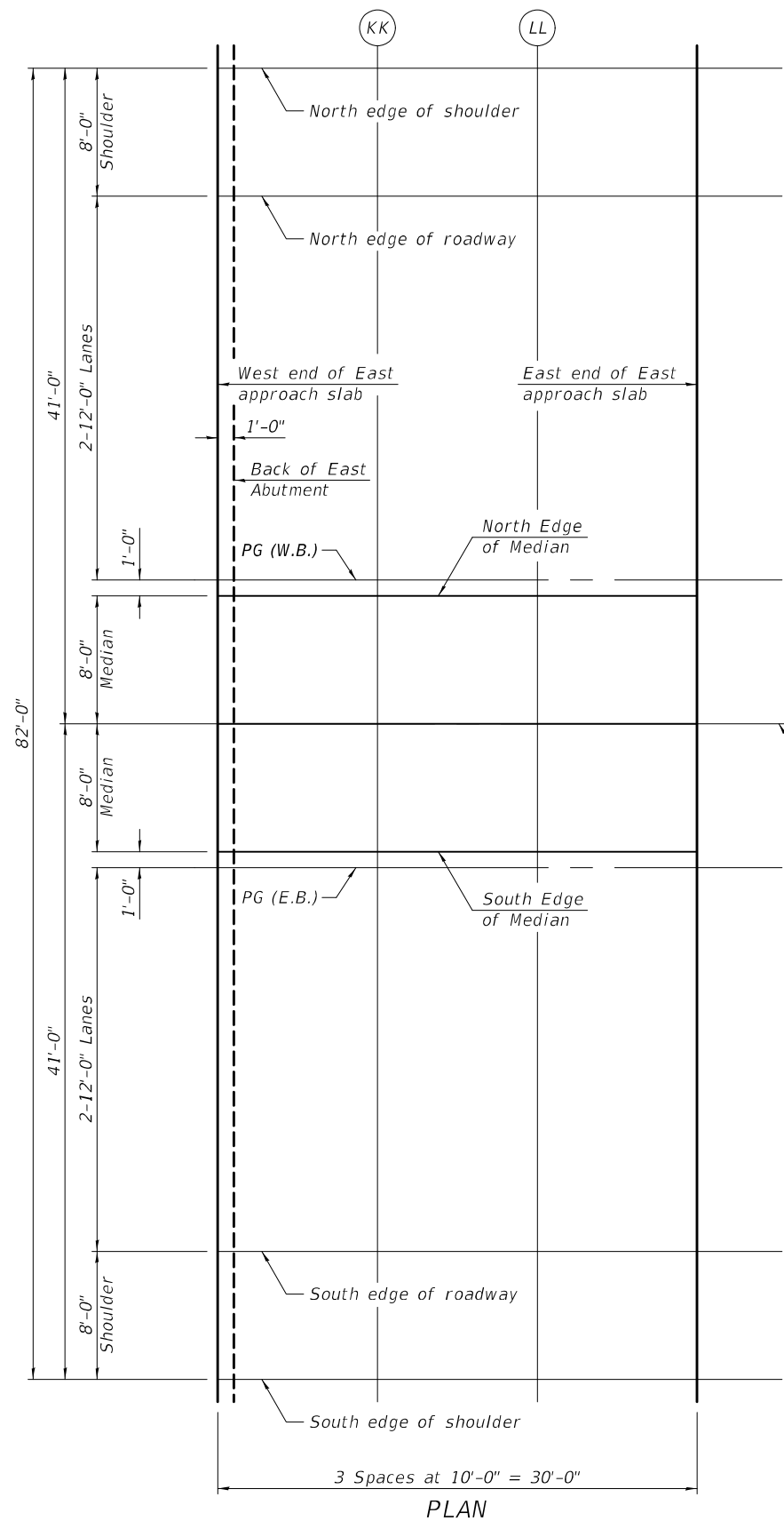
DATE - November 30, 2021

REVISOR -
 REVISION -

Joanne F. J. [Signature]
 ENGINEER OF BRIDGE DESIGN

Carl [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES

MODEL: 0580047-74596-013
 FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	-41.00	628.41	628.43
KK	1106+29.67	-41.00	628.44	628.46
LL	1106+39.67	-41.00	628.48	628.50
E. End of E. Appr. Slab	1106+49.67	-41.00	628.51	628.53

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	-33.00	628.57	628.59
KK	1106+29.67	-33.00	628.60	628.62
LL	1106+39.67	-33.00	628.64	628.66
E. End of E. Appr. Slab	1106+49.67	-33.00	628.67	628.69

WESTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	-9.00	628.93	628.95
KK	1106+29.67	-9.00	628.96	628.98
LL	1106+39.67	-9.00	629.00	629.02
E. End of E. Appr. Slab	1106+49.67	-9.00	629.03	629.05

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	-8.00	628.95	628.97
KK	1106+29.67	-8.00	628.98	629.00
LL	1106+39.67	-8.00	629.01	629.03
E. End of E. Appr. Slab	1106+49.67	-8.00	629.04	629.06

∅ STRUCTURE & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	0.00	629.07	629.09
KK	1106+29.67	0.00	629.10	629.12
LL	1106+39.67	0.00	629.13	629.15
E. End of E. Appr. Slab	1106+49.67	0.00	629.16	629.18

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	8.00	628.95	628.97
KK	1106+29.67	8.00	628.98	629.00
LL	1106+39.67	8.00	629.01	629.03
E. End of E. Appr. Slab	1106+49.67	8.00	629.04	629.06

EASTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	9.00	628.93	628.95
KK	1106+29.67	9.00	628.96	628.98
LL	1106+39.67	9.00	629.00	629.02
E. End of E. Appr. Slab	1106+49.67	9.00	629.03	629.05

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	33.00	628.57	628.59
KK	1106+29.67	33.00	628.60	628.62
LL	1106+39.67	33.00	628.64	628.66
E. End of E. Appr. Slab	1106+49.67	33.00	628.67	628.69

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr. Slab	1106+19.67	41.00	628.41	628.43
KK	1106+29.67	41.00	628.44	628.46
LL	1106+39.67	41.00	628.48	628.50
E. End of E. Appr. Slab	1106+49.67	41.00	628.51	628.53

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 058-0047 & 058-0048

DESIGNED - DAVID H. RICHTER
 CHECKED - RYAN P. NEGANGARD
 DRAWN - DENNIS A. POP
 CHECKED - D.H.R. / R.P.N. / G.R.A.

EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
 REVISED -
 REVISED -

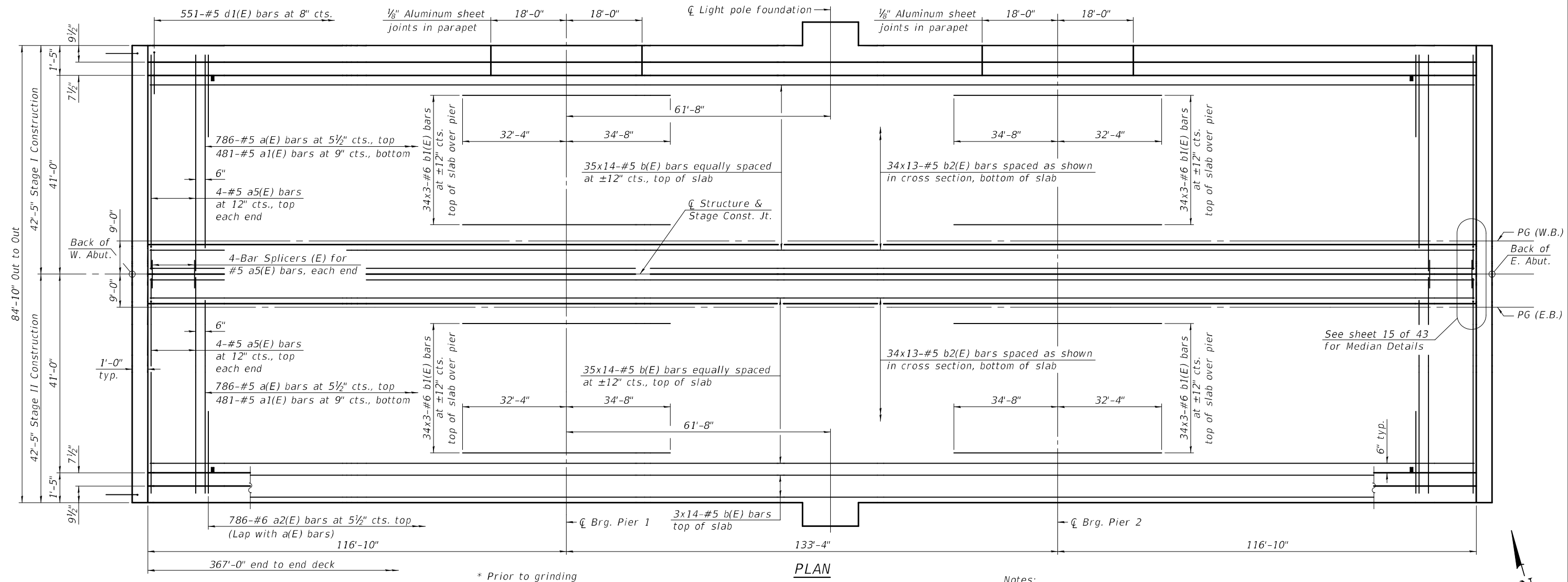
F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 741 (12B-1)BR MACON 81 43
 CONTRACT NO. 74596

SHEET 13 OF 43 SHEETS

ILLINOIS FED. AID PROJECT

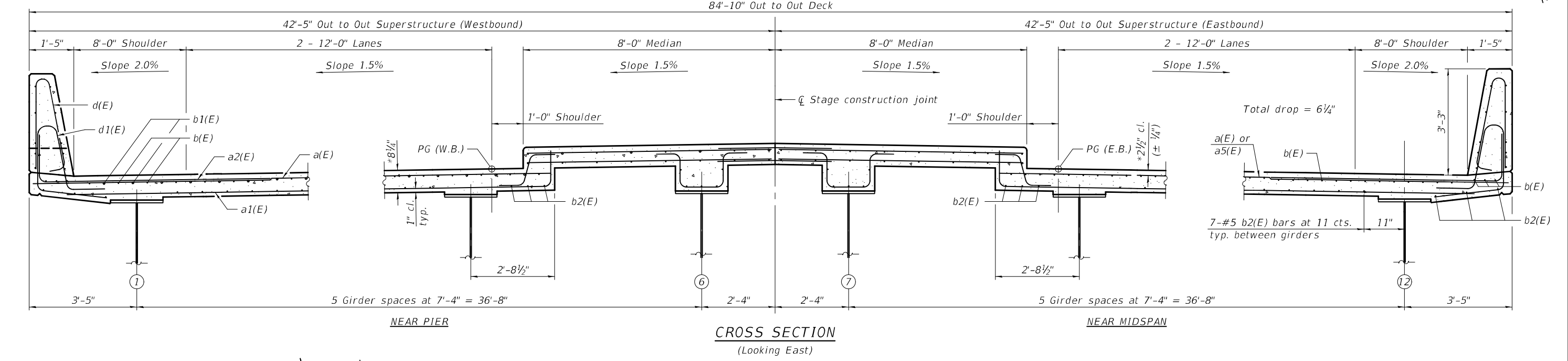
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MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 4'-5"

Notes:
 See sheets 16 & 17 of 43 for superstructure details and Bill of Material.
 Bars indicated thus 34x3-#6 etc. indicates 34 lines of bars with 3 lengths per line.
 See sheet 15 of 43 for median reinforcement.



DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl [Signature]</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - D.H.R. / R.P.N. / G.R.A.		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

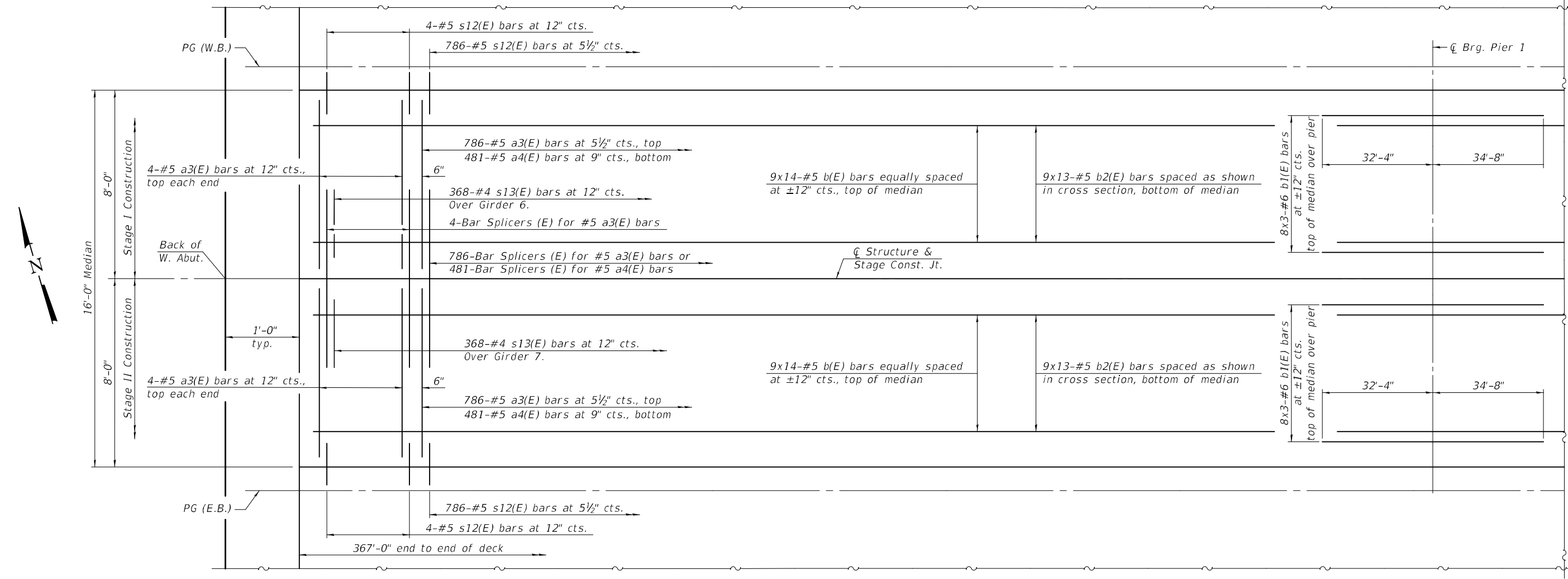
**SUPERSTRUCTURE
 STRUCTURE NO. 058-0047 & 058-0048**

SHEET 14 OF 43 SHEETS

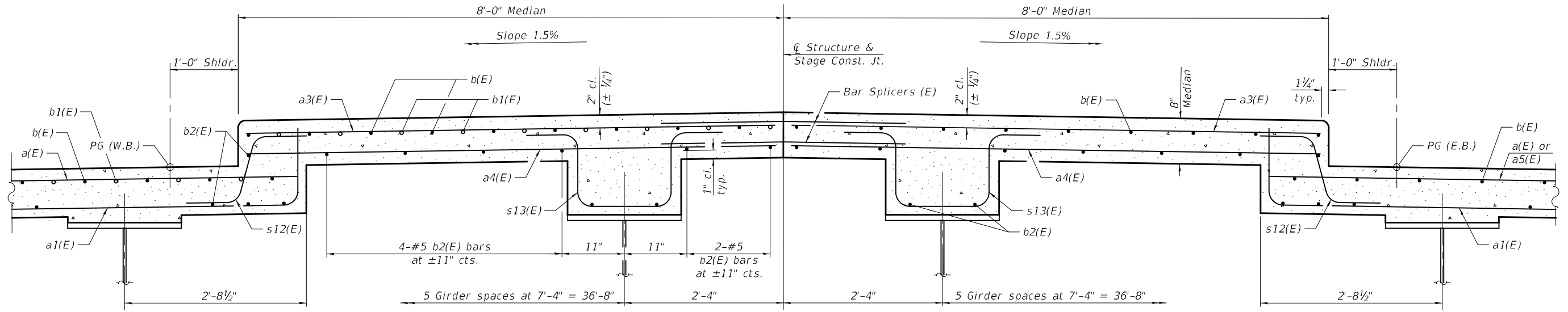
F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 44
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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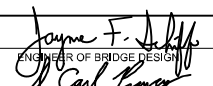

PLAN VIEW - MEDIAN
 (Symmetrical about centerline of structure)



SECTION THRU MEDIAN
 (Looking East)

DESIGNED - DAVID H. RICHTER	EXAMINED -
CHECKED - RYAN P. NEGANGARD	PASSED -
DRAWN - DENNIS A. POP	
CHECKED - D.H.R. / R.P.N. / G.R.A.	

DATE - November 30, 2021


 ENGINEER OF BRIDGE DESIGN

 ENGINEER OF BRIDGES AND STRUCTURES

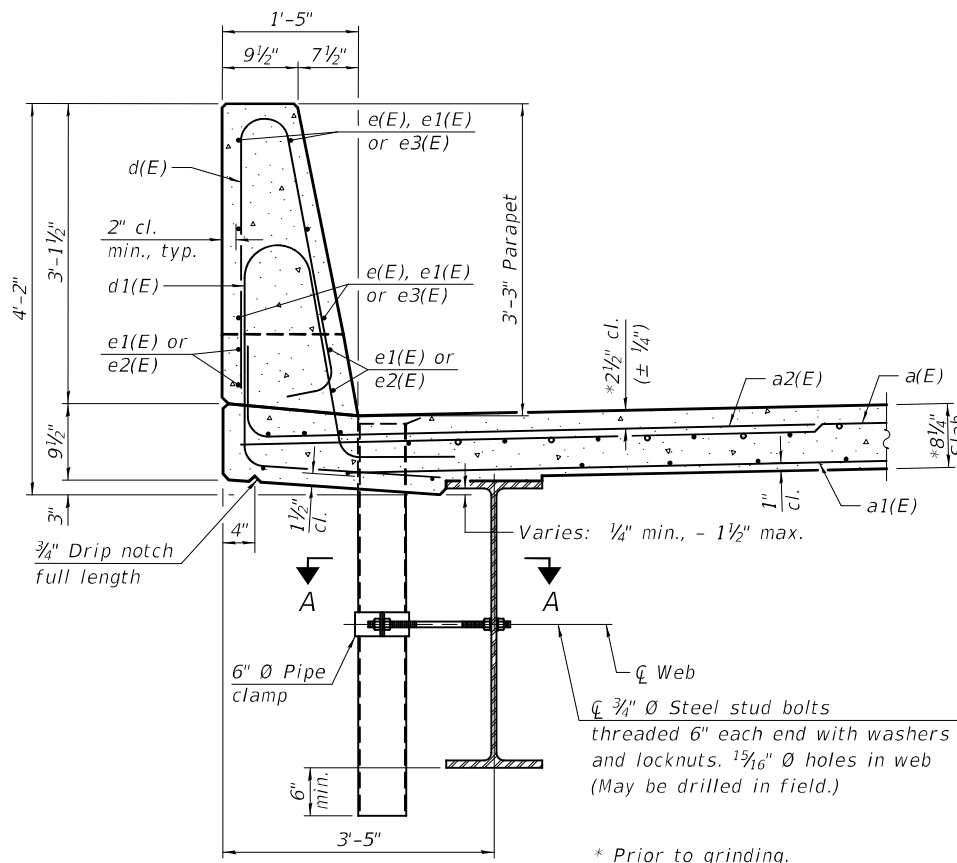
REVISI	NO.	DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

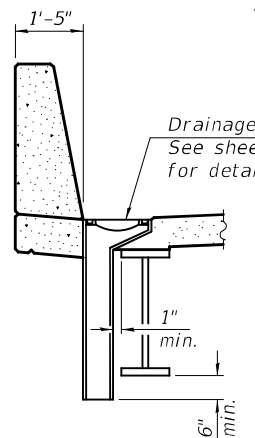
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0047 & 058-0048

SHEET 15 OF 43 SHEETS

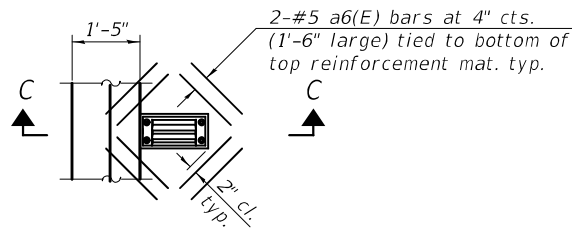
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741	(12B-1)BR	MACON	81	45
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				



SECTION THRU PARAPET

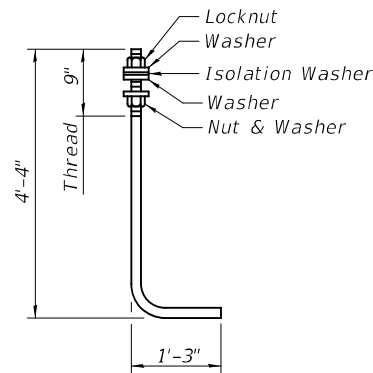


SECTION C-C



PLAN

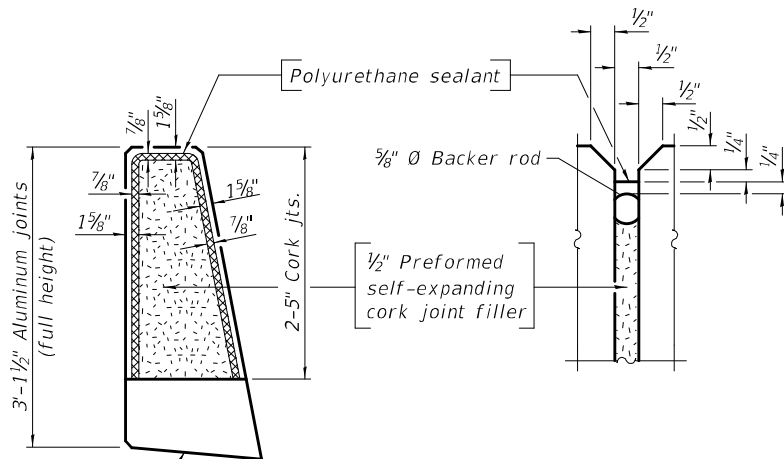
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



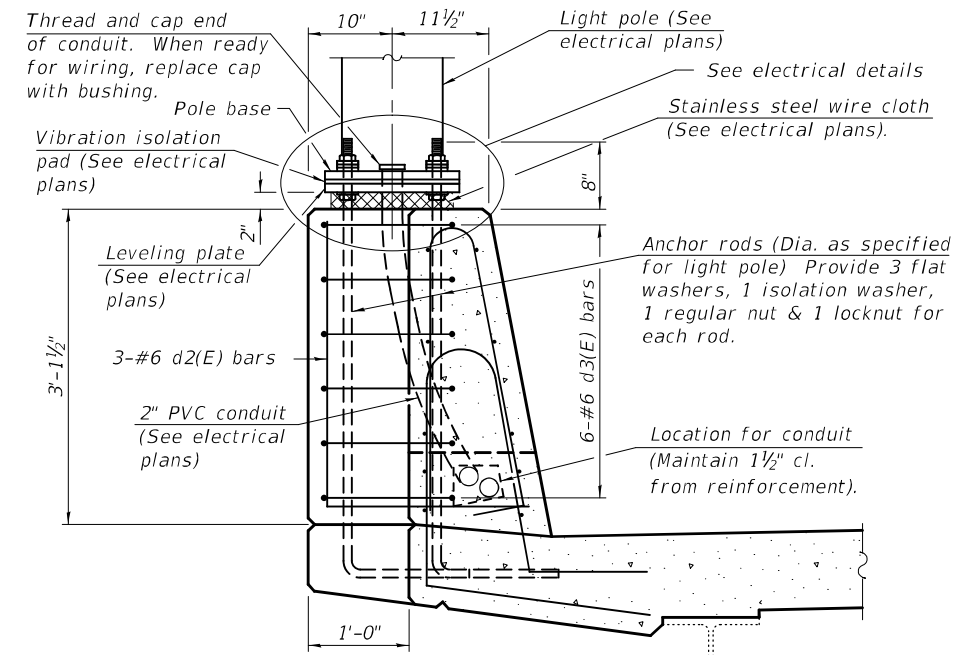
ANCHOR ROD

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

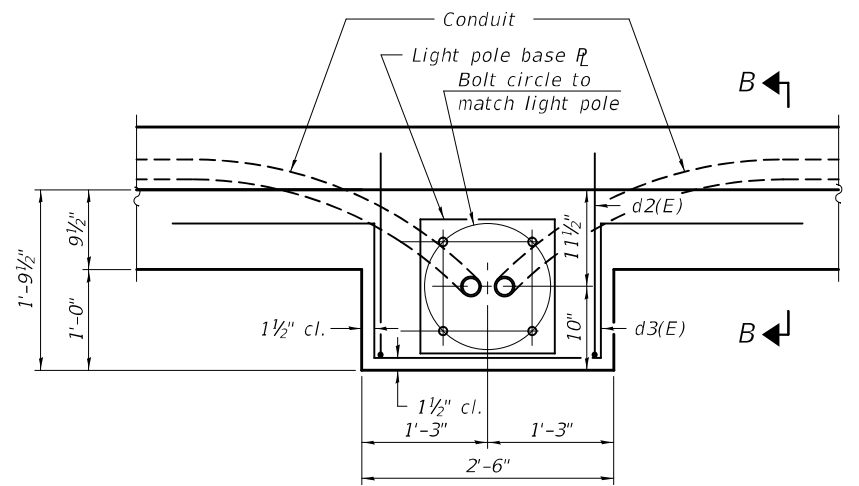
Cost of anchor rods are included with Concrete Superstructure.



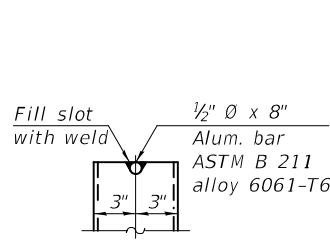
PARAPET JOINT DETAILS



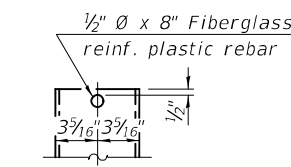
SECTION B-B



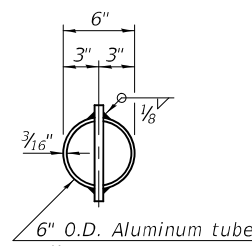
PLAN



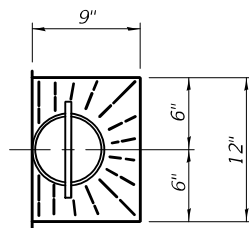
ALUMINUM TUBE



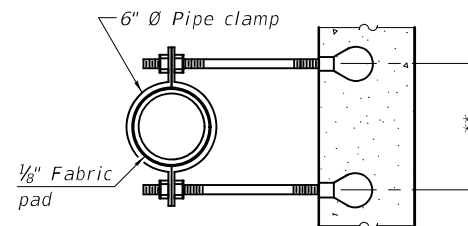
FIBERGLASS PIPE



TOP PLAN (Showing aluminum tube)



TOP PLAN



SECTION A-A

**Dimension as required by pipe clamp

Notes:

- Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
- The exterior surfaces of floor drains, downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent girder.
- The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
- The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

MODEL: 0580047-74596-016
FILE NAME: p:\v\p-w\benley.com\FWIDOT\Documents\DOT\Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE -	November 30, 2021
PASSED		REVISED -	
		REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

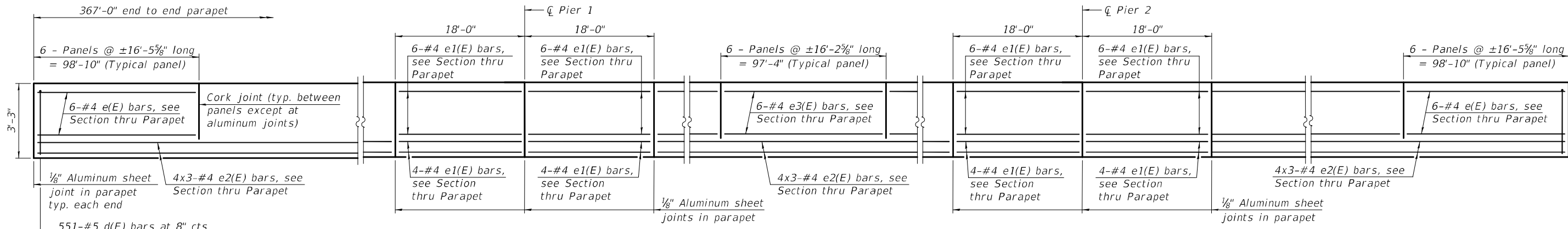
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0047 & 058-0048**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	46
CONTRACT NO. 74596				

SHEET 16 OF 43 SHEETS

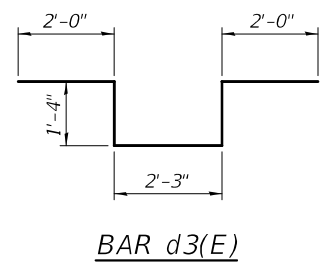
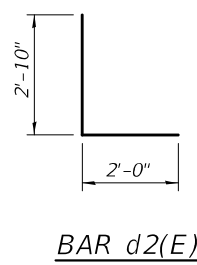
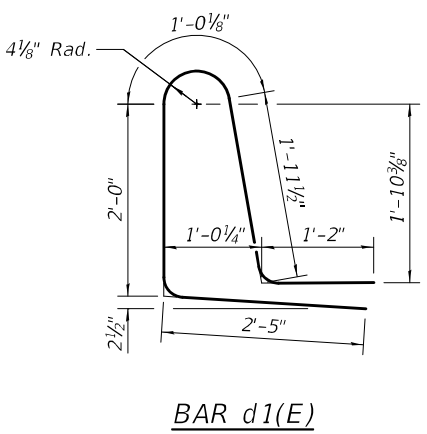
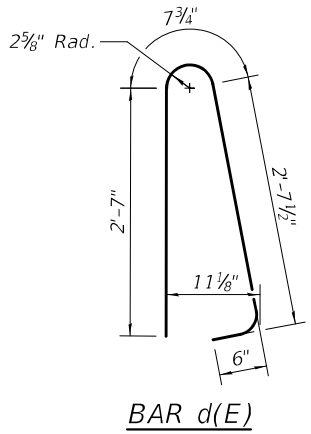
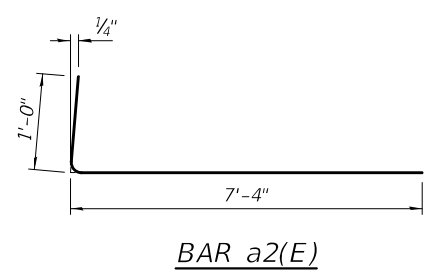
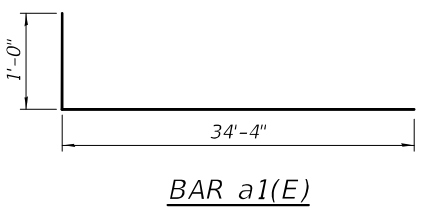
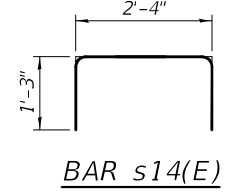
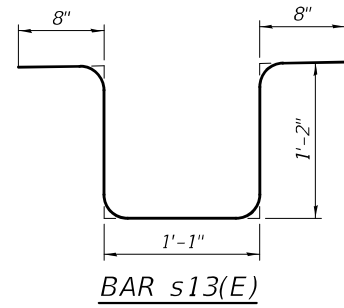
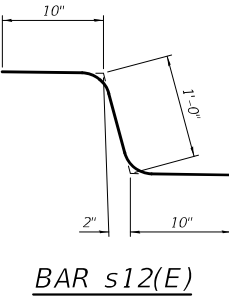
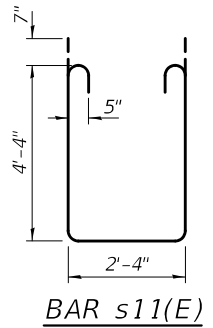
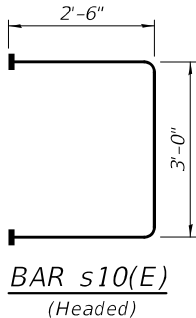
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INSIDE ELEVATION OF PARAPET

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



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1572	#5	35'-2"	—
a1(E)	962	#5	35'-4"	┌
a2(E)	1572	#6	8'-4"	┌
a3(E)	1588	#5	7'-6"	—
a4(E)	962	#5	7'-8"	—
a5(E)	16	#5	42'-1"	—
a6(E)	96	#5	1'-6"	—
b(E)	1316	#5	29'-6"	—
b1(E)	504	#6	25'-4"	—
b2(E)	1118	#5	31'-6"	—
d(E)	1102	#5	6'-5"	┌
d1(E)	1102	#5	8'-7"	┌
d2(E)	6	#6	4'-10"	┌
d3(E)	12	#6	8'-11"	┌
e(E)	144	#4	16'-2"	—
e1(E)	80	#4	17'-8"	—
e2(E)	72	#4	34'-6"	—
e3(E)	72	#4	15'-11"	—
m10(E)	20	#6	42'-1"	—
m11(E)	80	#6	7'-0"	—
m12(E)	16	#6	3'-1"	—
s10(E)	144	#5	8'-0"	┌
s11(E)	144	#5	12'-2"	┌
s12(E)	1588	#5	2'-8"	┌
s13(E)	736	#4	4'-9"	┌
s14(E)	32	#5	4'-10"	┌
Reinforcement Bars, Epoxy Coated			Pound	264,650
Concrete Superstructure			Cu. Yd.	1046.4

Bars indicated thus 4x3-#4 etc. indicates 4 lines of bars with 3 lengths per line.

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DESIGNED - DAVID H. RICHTER
CHECKED - RYAN P. NEGANGARD
DRAWN - DENNIS A. POP
CHECKED - D.H.R. / R.P.N. / G.R.A.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
REVISED -
REVISED -

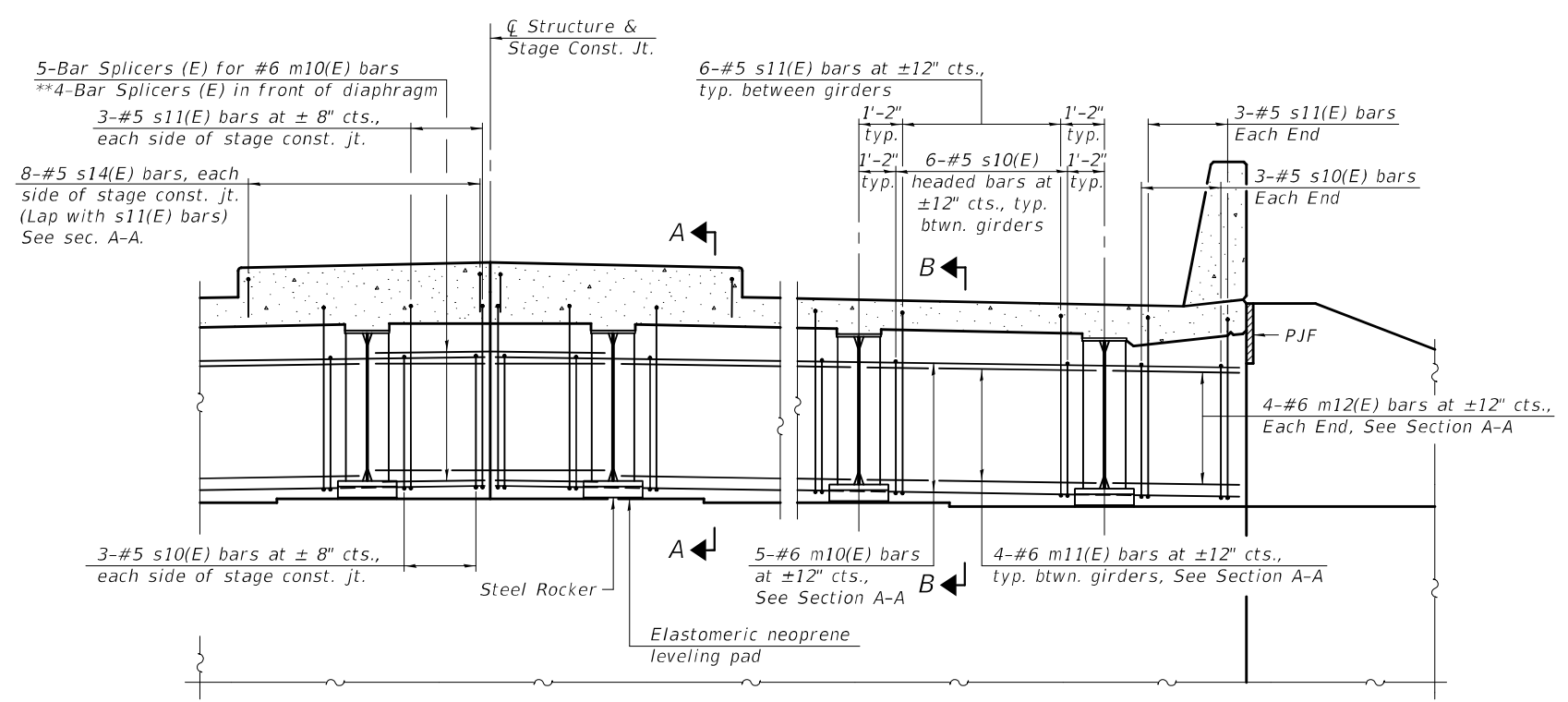
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0047 & 058-0048**

SHEET 17 OF 43 SHEETS

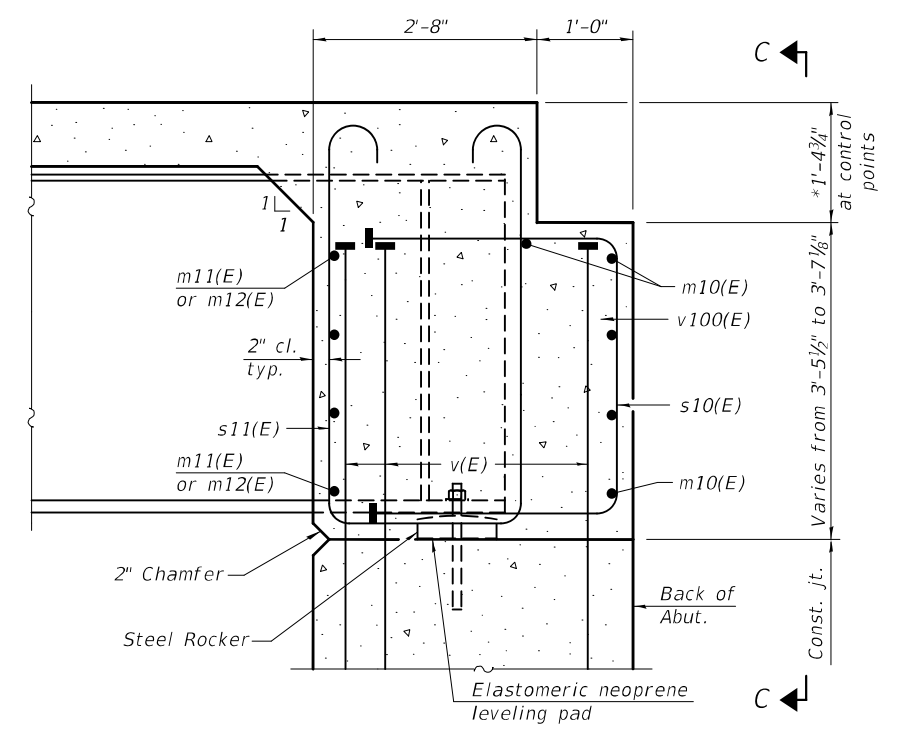
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741	(12B-1)BR	MACON	81	47
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74596	

*Prior to grinding

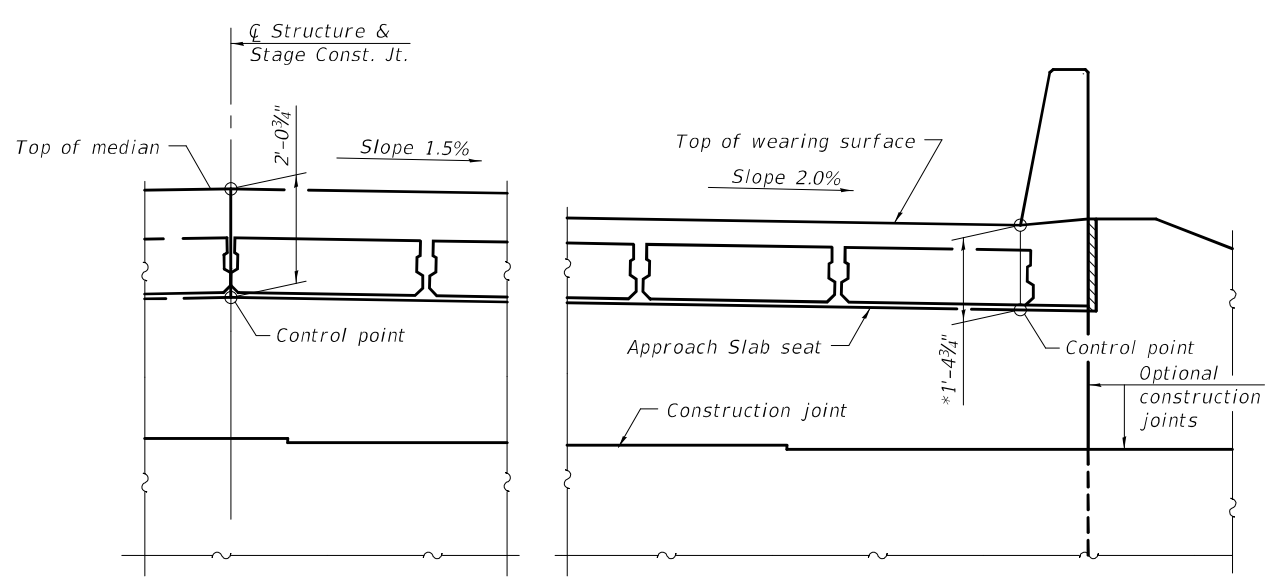


DIAPHRAGM AT ABUTMENT
 (Looking at front face)

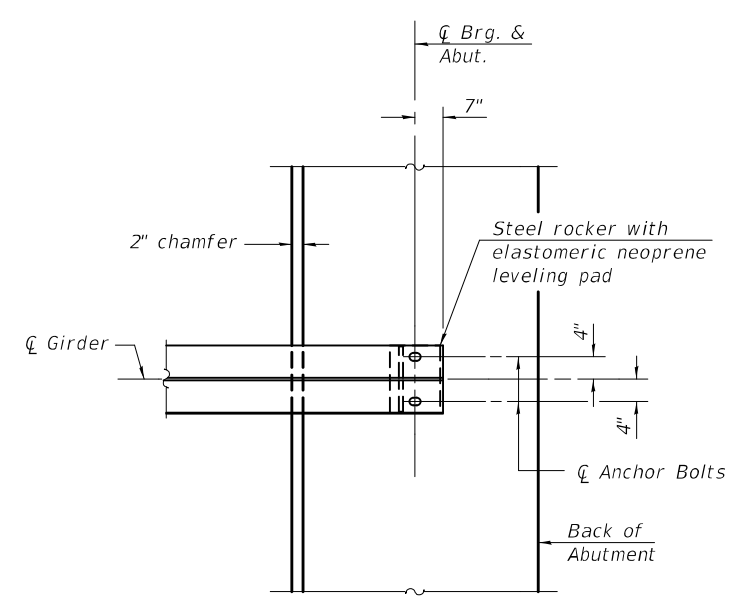
** See sheet 41 of 43 for details of bar splicer in front face of diaphragm.



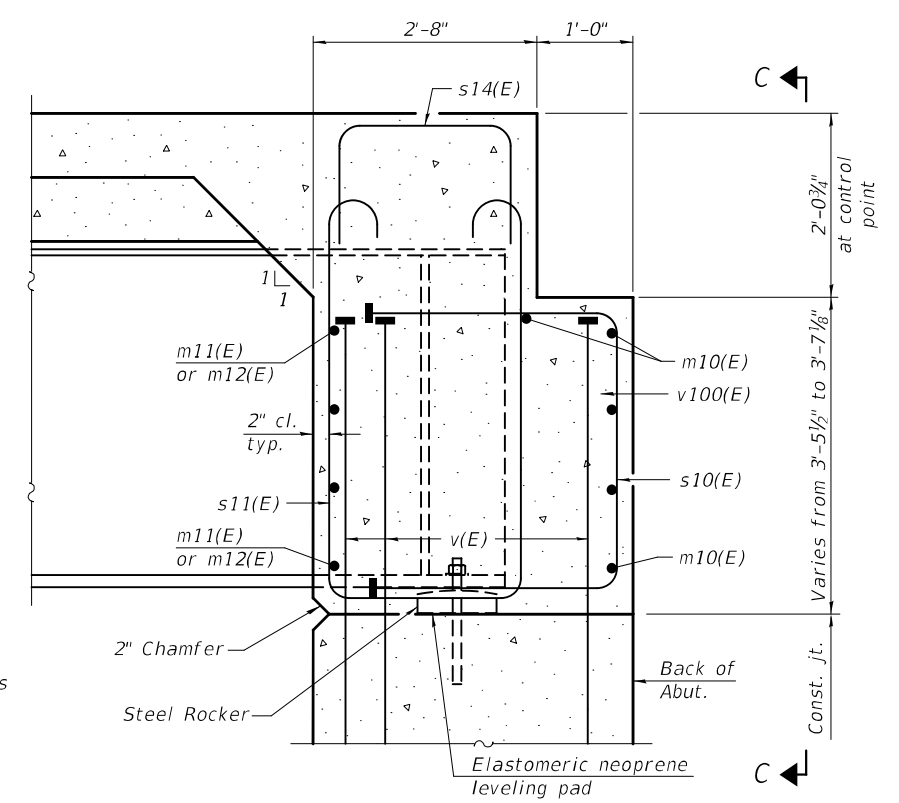
SECTION B-B



VIEW C-C



PLAN AT ABUTMENT
 (Showing bottom flange of girder)



SECTION A-A

Notes:
 See sheet 17 of 43 for superstructure details and Bill of Material.
 See sheet 21 of 43 for PJF details.
 The approach slab seat shall have a constant slope determined from
 the control points shown.

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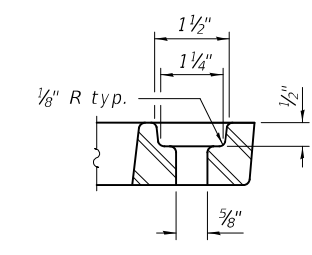
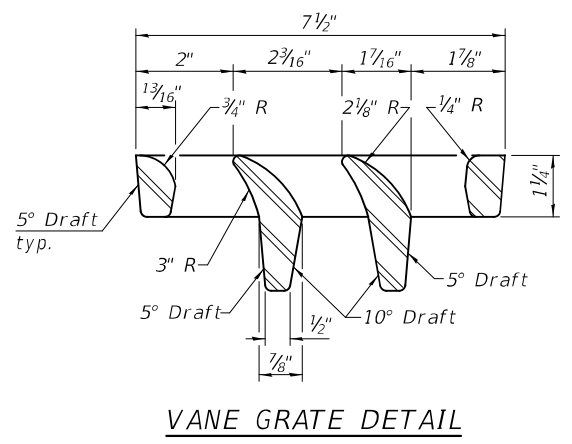
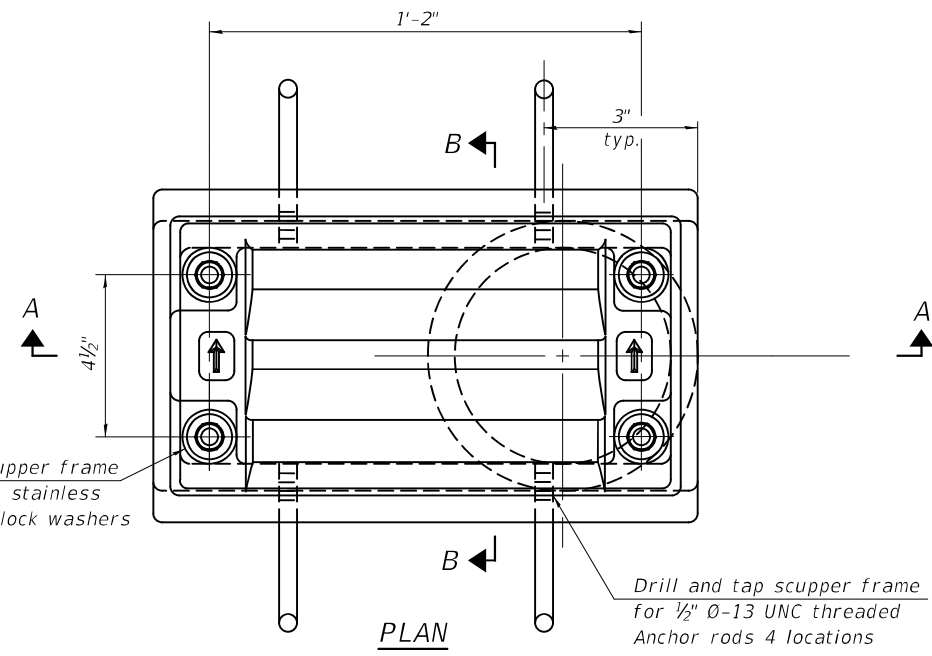
DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. J...</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl...</i>	REVISER -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - D.H.R. / R.P.N. / G.R.A.		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

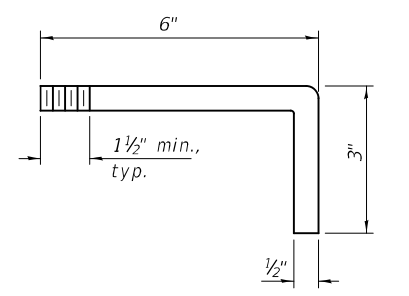
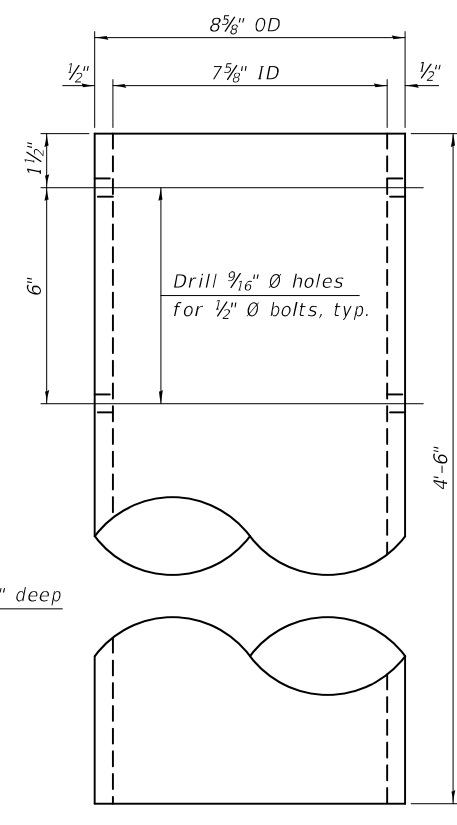
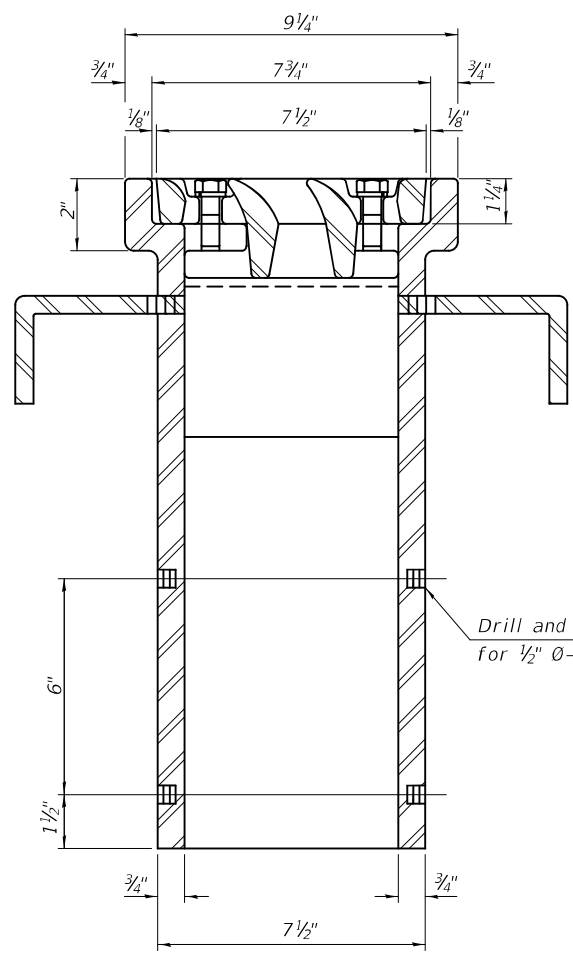
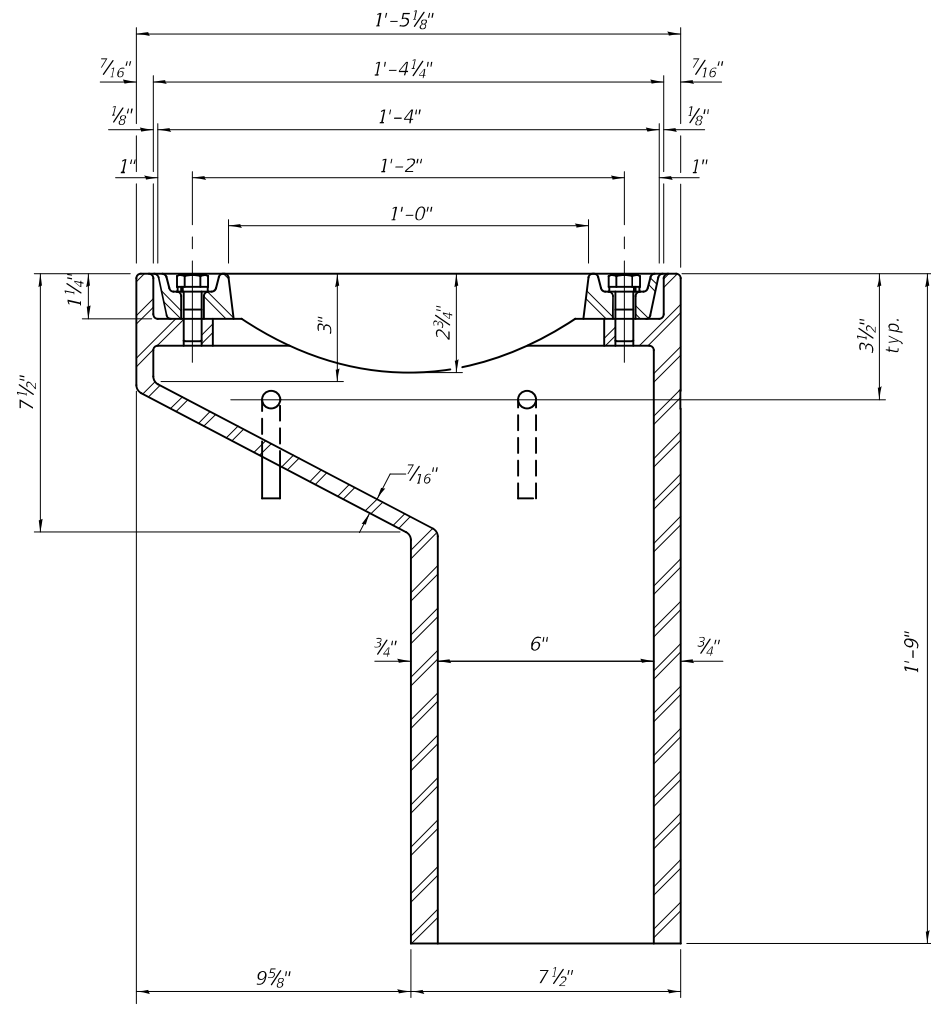
**DIAPHRAGM DETAILS
 STRUCTURE NO. 058-0047 & 058-0048**

F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 48
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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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 pigmented or painted to match the color of the adjacent girder.
 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 Scupper, DS-11.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	12

DS-11

1-1-2020

DESIGNED - DAVID H. RICHTER	EXAMINED -
CHECKED - RYAN P. NEGANGARD	PASSED -
DRAWN - DENNIS A. POP	
CHECKED - D.H.R. / R.P.N. / G.R.A.	

DATE - November 30, 2021
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES

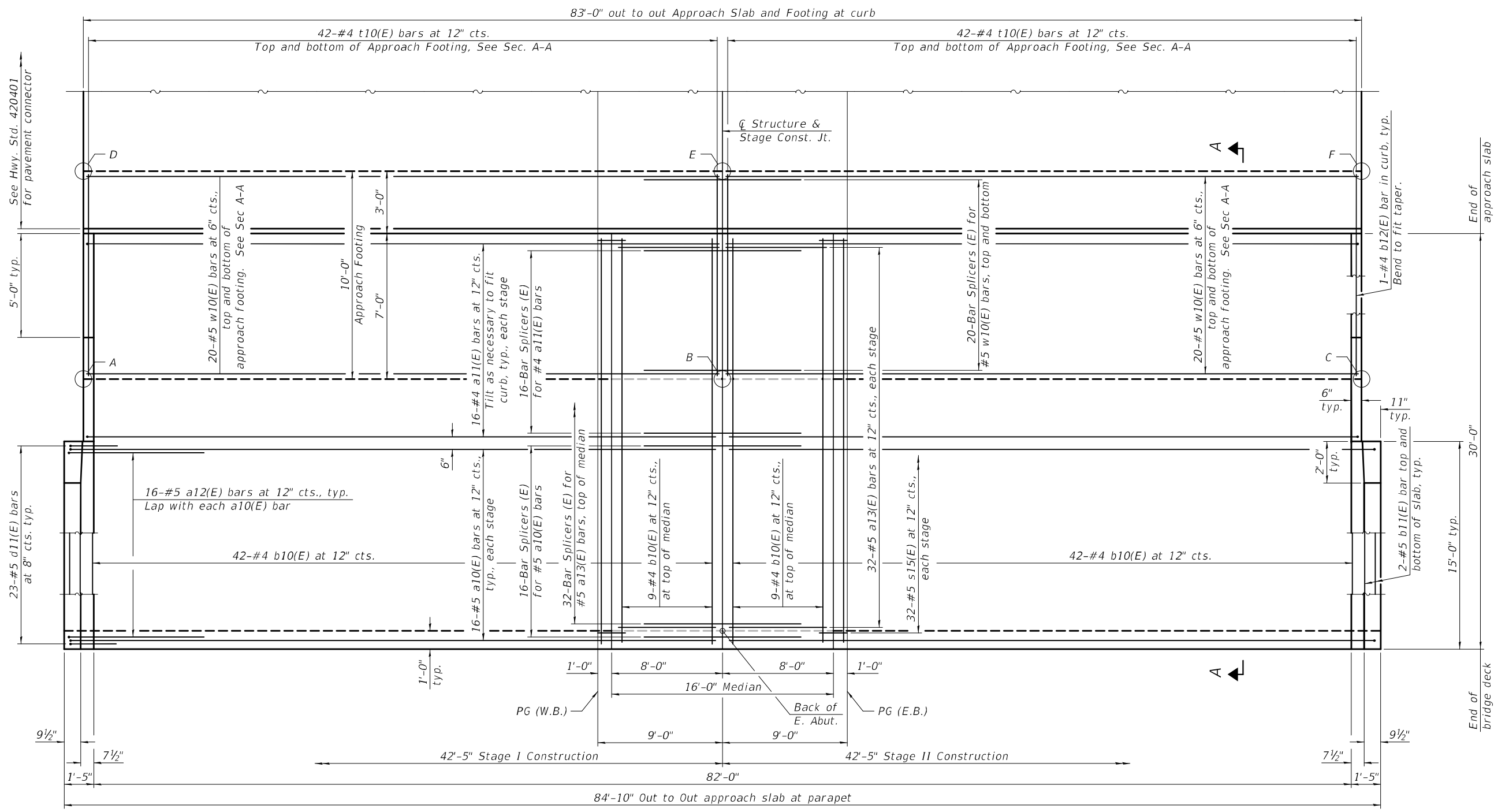
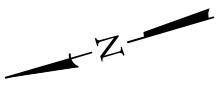
REVISD -
REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 058-0047 & 058-0048

SHEET 19 OF 43 SHEETS

F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 49
			CONTRACT NO. 74596	
ILLINOIS FED. AID PROJECT				



PLAN

(East Approach shown, West Approach symmetrical about \bar{C} of structure)

MODEL: 0580047-74596-020
 FILE NAME: p:\w\idol-ppw-bentley.com\FWIDOT\Documents\IDOT_Offices\Bureau of Bridges and Structures\Projects\0580047\CADD_Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	<i>Joanne F. Jaffe</i>	DATE -	November 30, 2021
PASSED	<i>Carl Kasper</i>	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

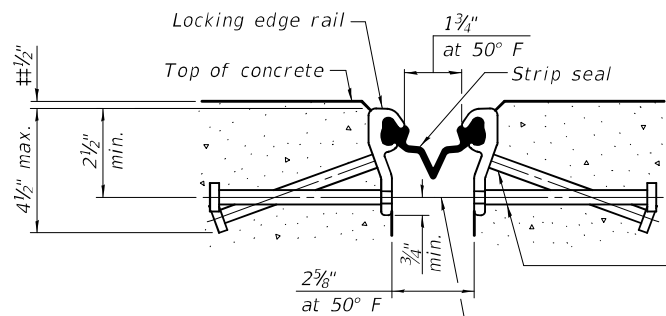
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
 STRUCTURE NO. 058-0047 & 058-0048

(Sheet 1 of 4)

SHEET 20 OF 43 SHEETS

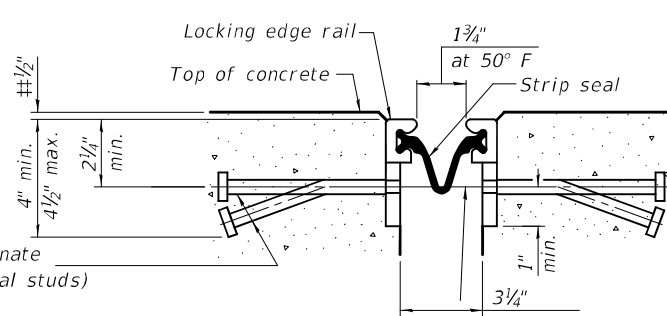
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	50
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				



SHOWING ROLLED RAIL JOINT

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

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



SHOWING WELDED RAIL JOINT

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

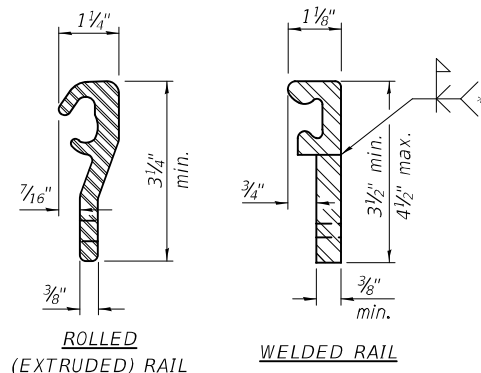
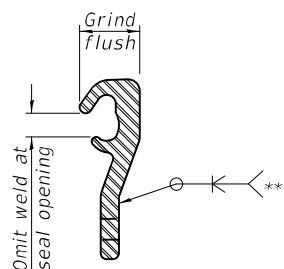
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

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

STRIP SEAL JOINT DETAIL

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



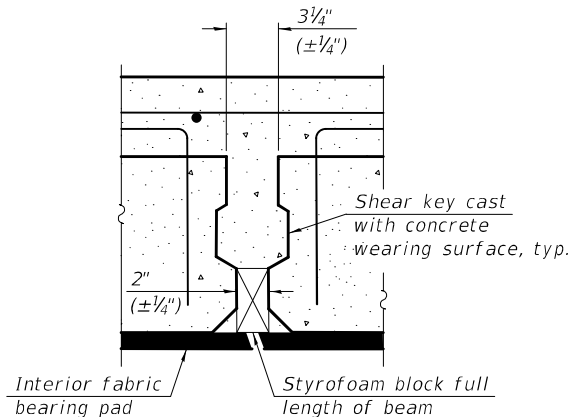
LOCKING EDGE RAILS

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

‡ Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.
 †† Prior to grinding

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

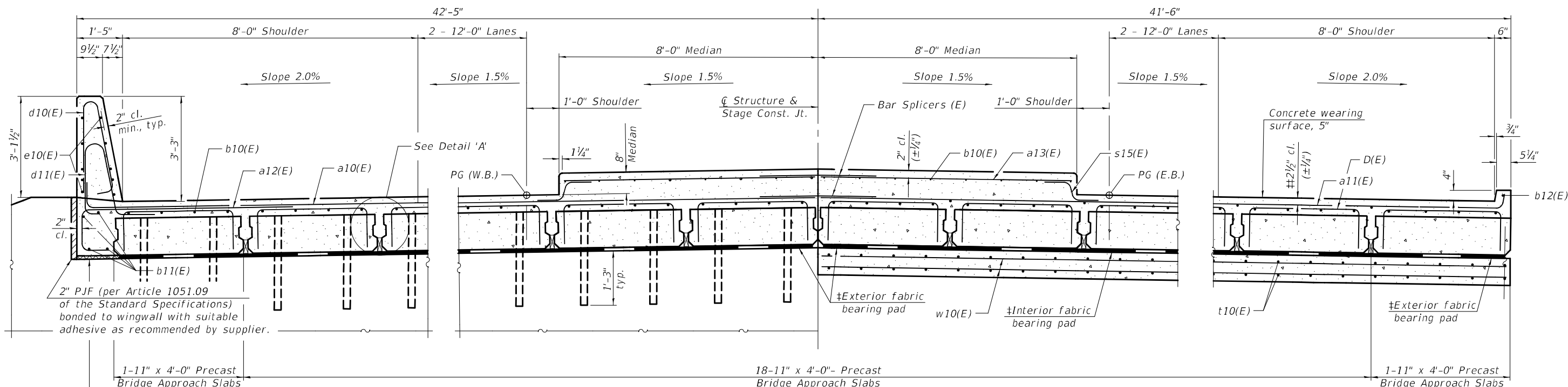
Point/Location	West Approach		East Approach		
	Top	Bottom	Point/Location	Top	Bottom
A - NE	625.78	624.94	A - NW	627.11	626.27
B - E C	626.45	625.61	B - W C	627.77	626.93
C - SE	625.78	624.94	C - SW	627.11	626.27
D - NW	625.75	624.91	D - NE	627.14	626.30
E - W C	626.42	625.58	E - E C	627.80	626.96
F - SW	625.75	624.91	F - SE	627.14	626.30



DETAIL 'A'

LOCKING EDGE RAIL SPLICE

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



NEAR ABUTMENT

CROSS SECTION (Looking East)

AT APPROACH FOOTING

(Sheet 2 of 4)

MODEL: 0580047-74596-021
 FILE NAME: p:\w\p-w\benley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED - DAVID H. RICHTER
 CHECKED - RYAN P. NEGANGARD
 DRAWN - DENNIS A. POP
 CHECKED - D.H.R. / R.P.N. / G.R.A.

EXAMINED
 PASSED

Joanne F. J. [Signature]
 ENGINEER OF BRIDGE DESIGN
 [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
 STRUCTURE NO. 058-0047 & 058-0048

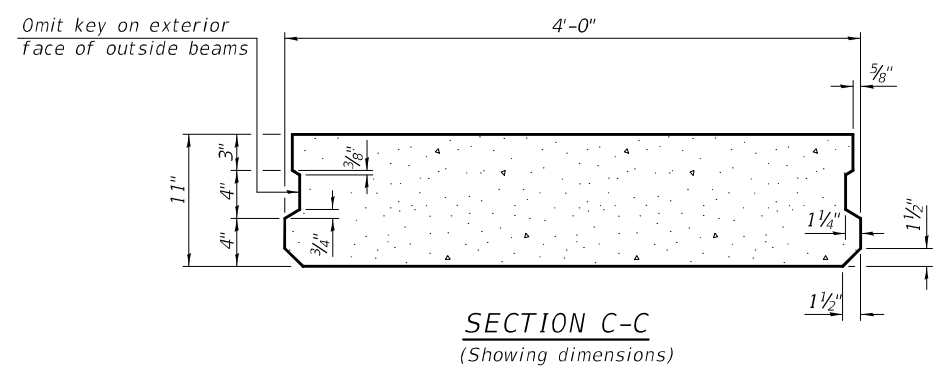
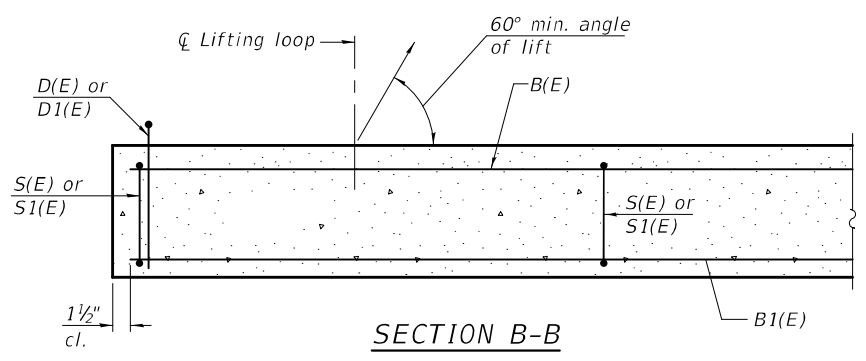
SHEET 21 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	51
CONTRACT NO. 74596				

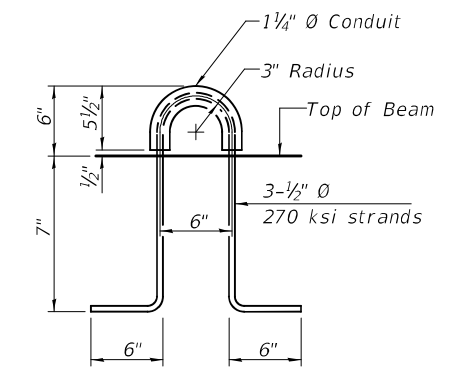
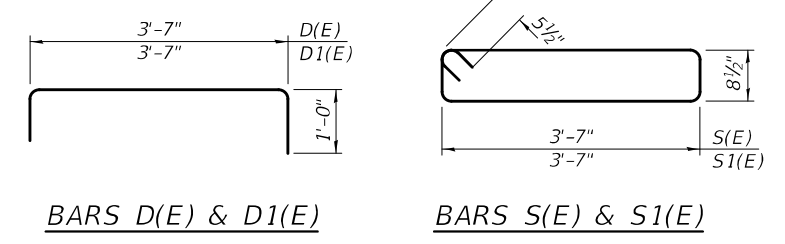
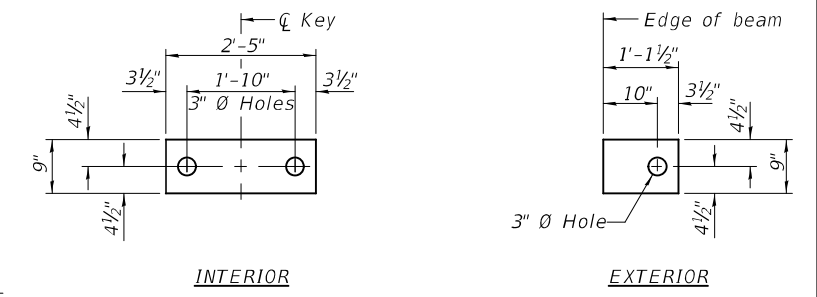
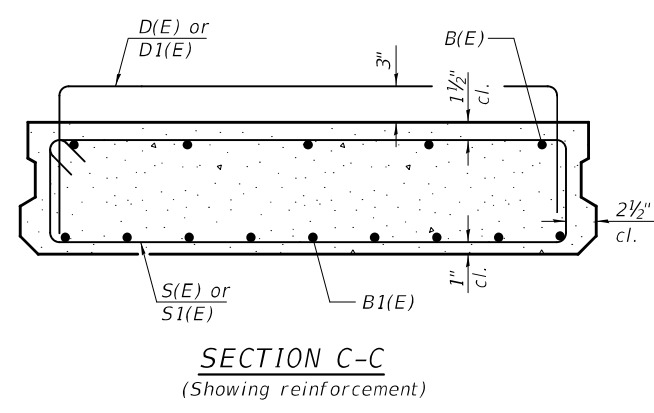
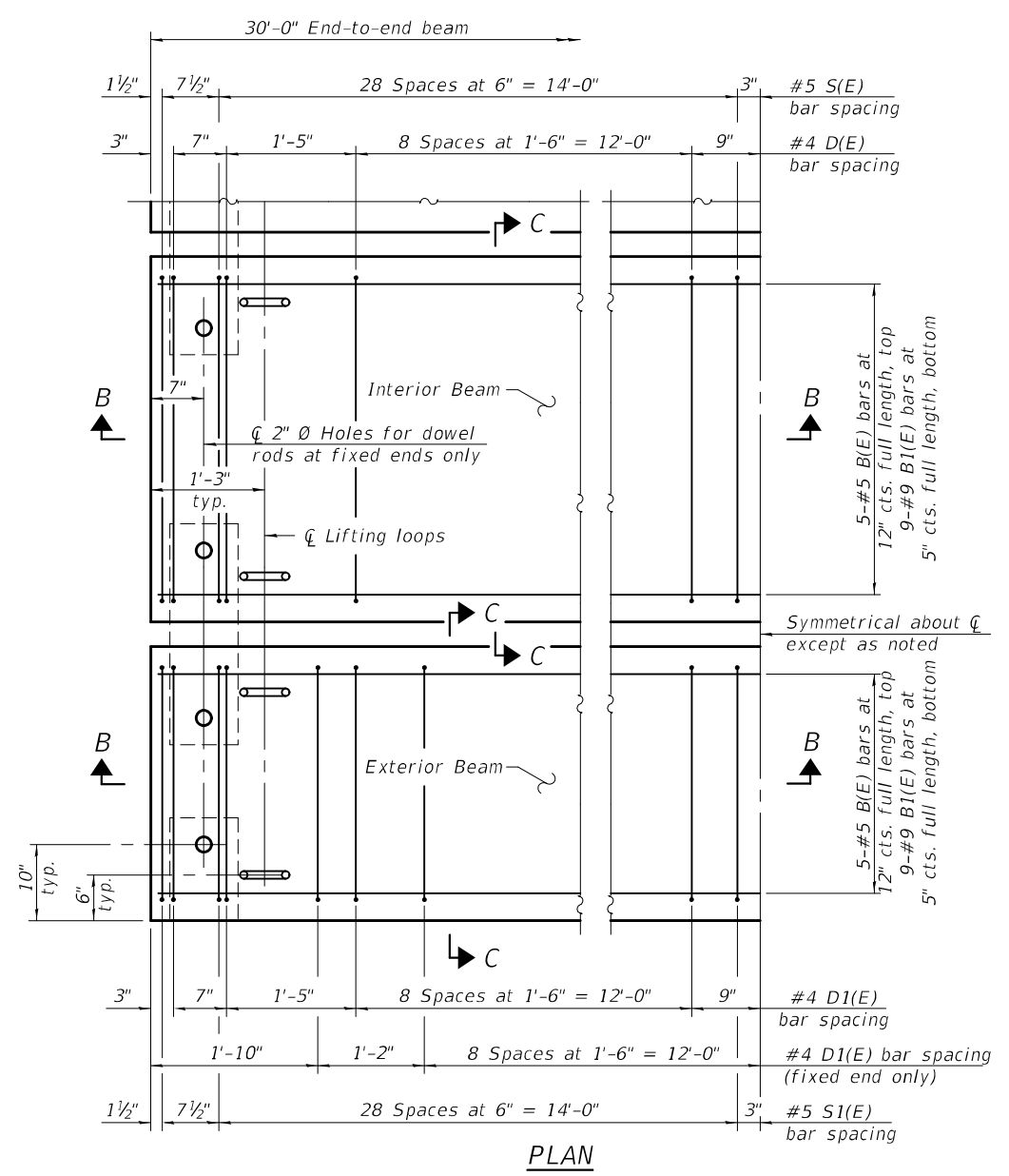
ILLINOIS FED. AID PROJECT

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 FILE NAME: p:\w\id01-pw\benley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn



Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



BAR LIST EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	9	#9	29'-8"	—
D(E)	22	#4	5'-7"	□
S(E)	58	#5	9'-6"	▭

BAR LIST EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	9	#9	29'-8"	—
D1(E)	32	#4	5'-7"	□
S1(E)	58	#5	9'-6"	▭

LIFTING LOOP DETAIL
 (An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

BA-P-39CS-0 10-12-2021 (Beams: 36" min. width; 72" max. width)

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl King</i>	REVISER -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - D.H.R. / R.P.N. / G.R.A.		

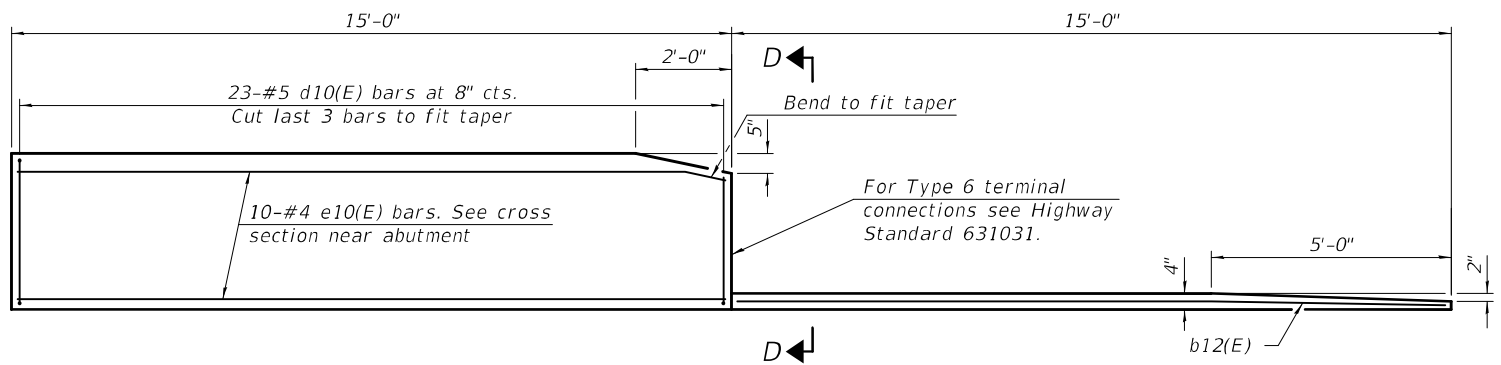
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 058-0047 & 058-0048

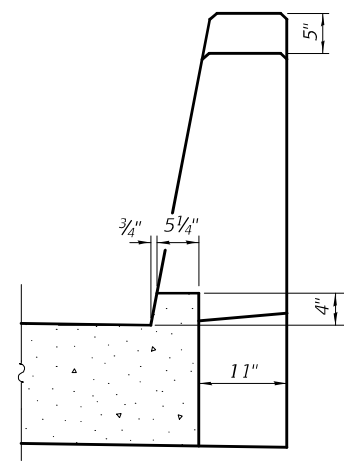
SHEET 22 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	52
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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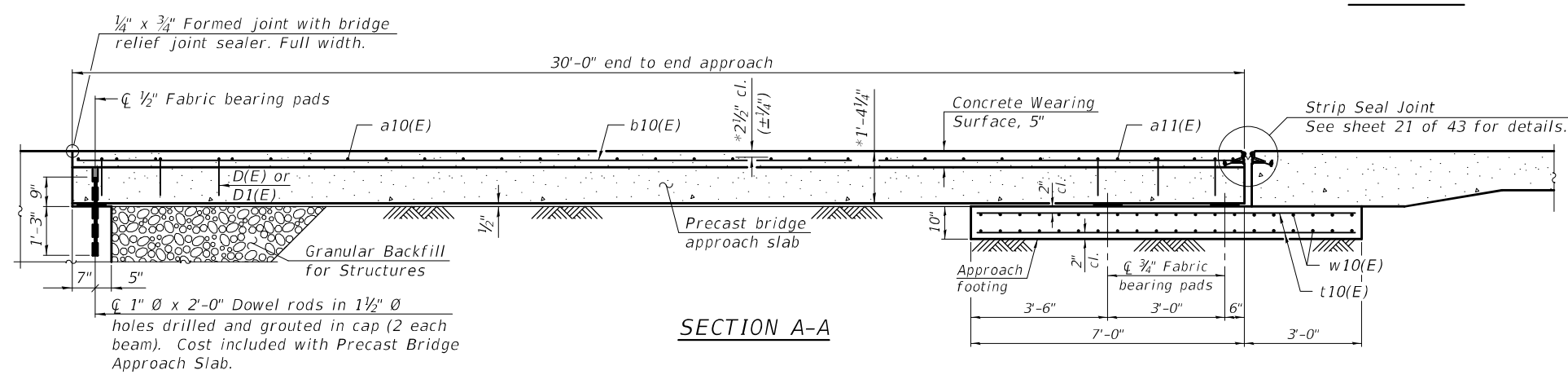


INSIDE ELEVATION OF PARAPET AND CURB

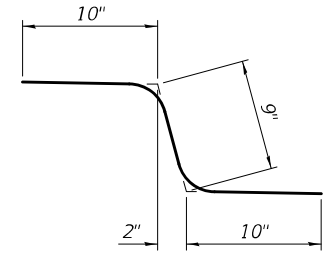


VIEW D-D

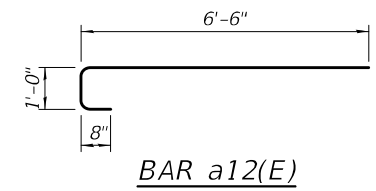
Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
 Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5". The strip seal shall extend 6" beyond the edge of the approach slab on each end. Parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 43. Cost of cellular polystyrene is included with Concrete Superstructure.



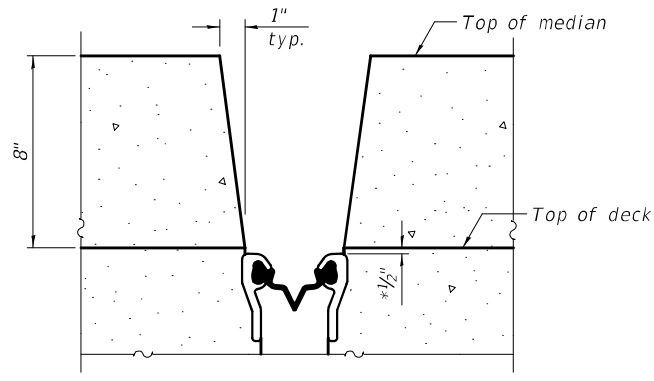
SECTION A-A



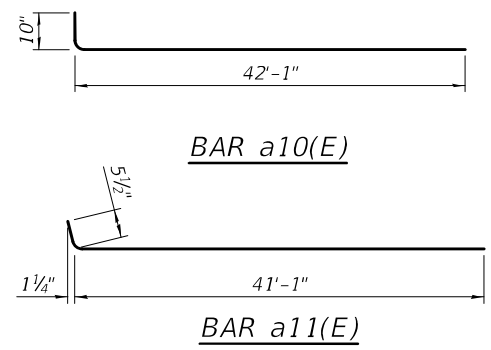
BAR s15(E)



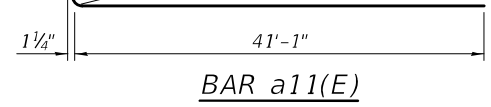
BAR a12(E)



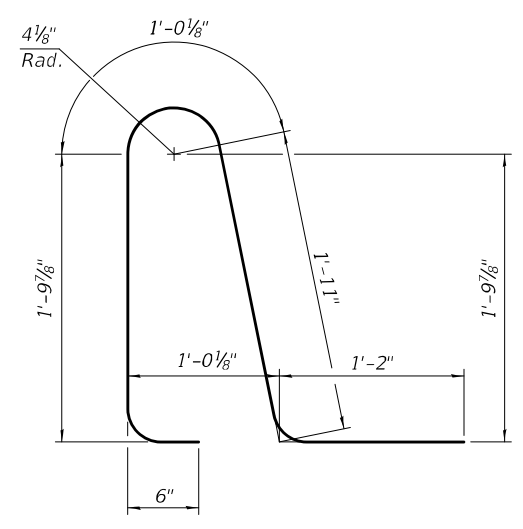
SECTION E-E (at Rt. L's)



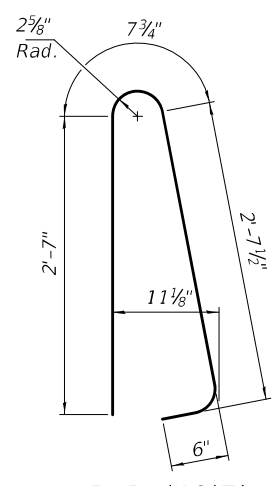
BAR a10(E)



BAR a11(E)



BAR d11(E)



BAR d10(E)

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	64	#5	42'-11"	U
a11(E)	64	#4	41'-7"	U
a12(E)	64	#5	8'-2"	U
a13(E)	128	#5	7'-8"	U
b10(E)	204	#4	29'-8"	U
b11(E)	16	#5	14'-8"	U
b12(E)	4	#4	14'-8"	U
d10(E)	92	#5	6'-5"	U
d11(E)	92	#5	6'-5"	U
e10(E)	40	#4	14'-8"	U
s15(E)	128	#5	2'-5"	U
t10(E)	336	#4	9'-8"	U
w10(E)	160	#5	41'-2"	U
Concrete Superstructure			Cu. Yd.	7.8
Concrete Structures			Cu. Yd.	51.2
Reinforcement Bars, Epoxy Coated			Pound	21,520
Precast Bridge Approach Slab			Sq. Ft.	4800
Concrete Wearing Surface, 5"			Sq. Yd.	559
Preformed Joint Strip Seal			Foot	168

(Sheet 4 of 4)

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DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Jaime F. Joffe</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Perry</i>	REVISOR -
DRAWN - DENNIS A. POP		REVISOR -
CHECKED - D.H.R. / R.P.N. / G.R.A.		

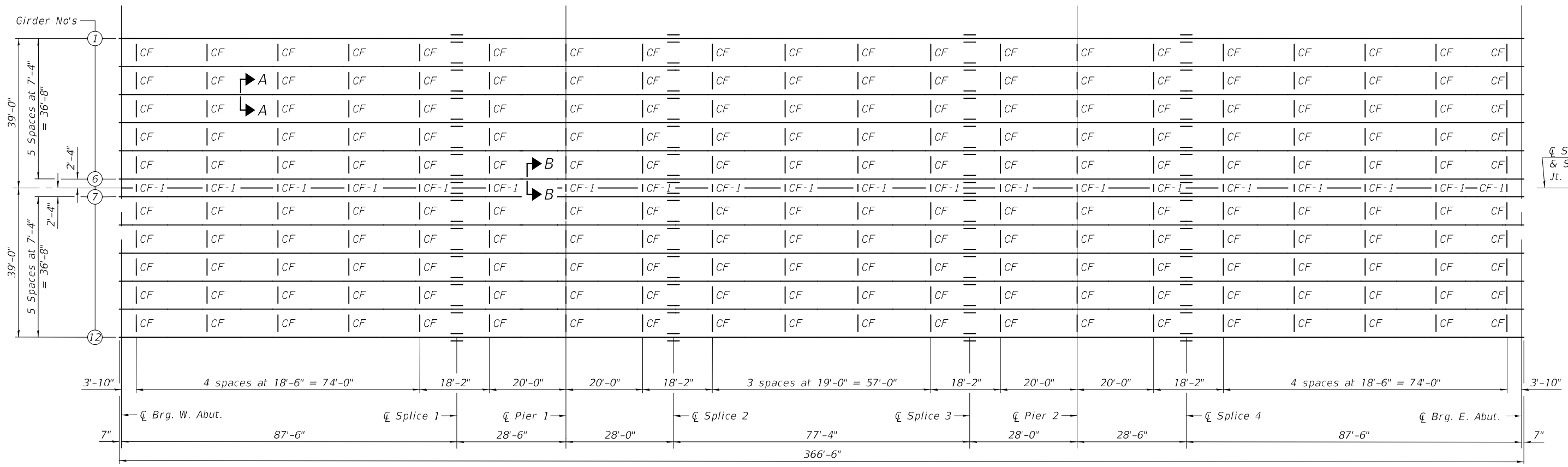
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
 STRUCTURE NO. 058-0047 & 058-0048

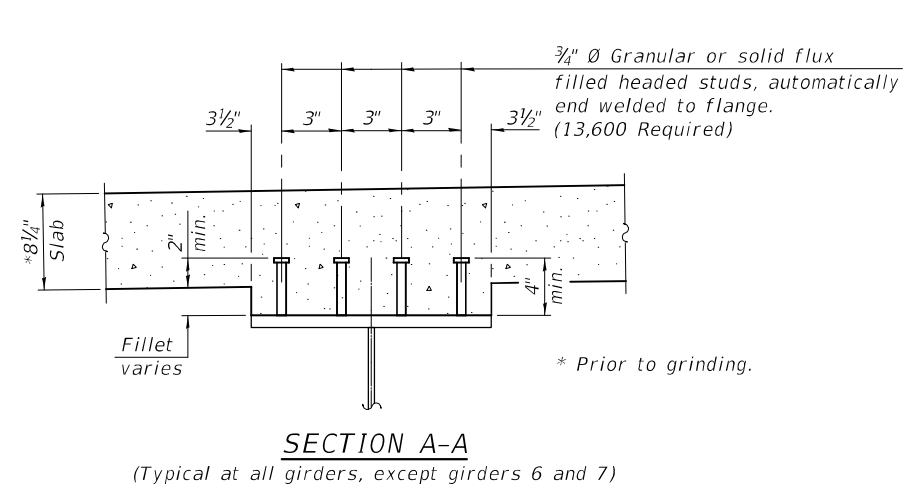
SHEET 23 OF 43 SHEETS

F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 53
			CONTRACT NO. 74596	
		ILLINOIS FED. AID PROJECT		

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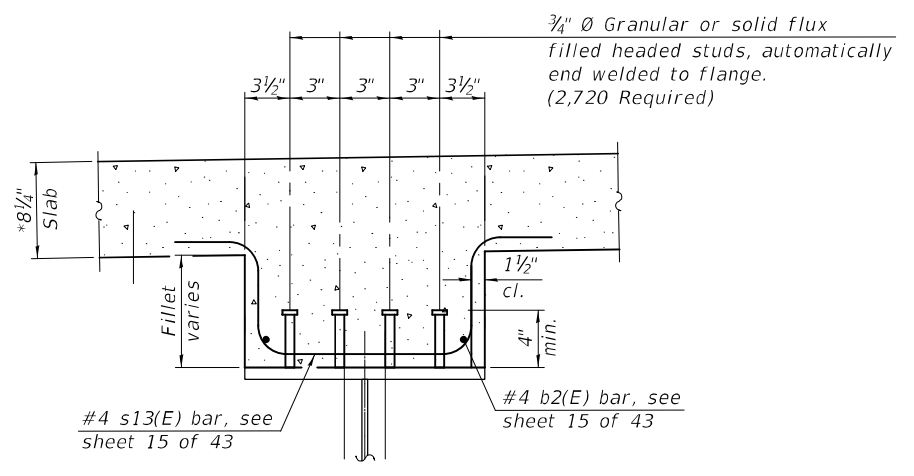


FRAMING PLAN



SECTION A-A
(Typical at all girders, except girders 6 and 7)

Note:
See sheet 26 of 43 for additional notes and details.



SECTION B-B
(Typical at girders 6 and 7)

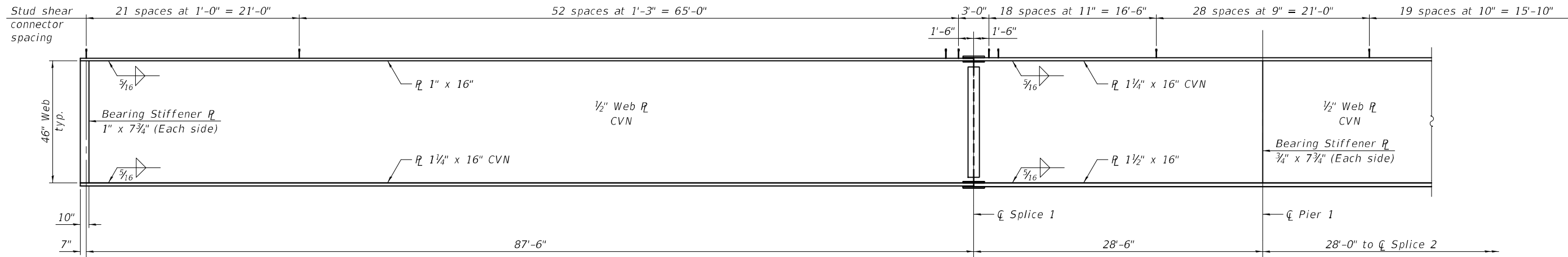
DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Jaime F. J. [Signature]</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl [Signature]</i>	REVISER -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - D.H.R. / R.P.N. / G.R.A.		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

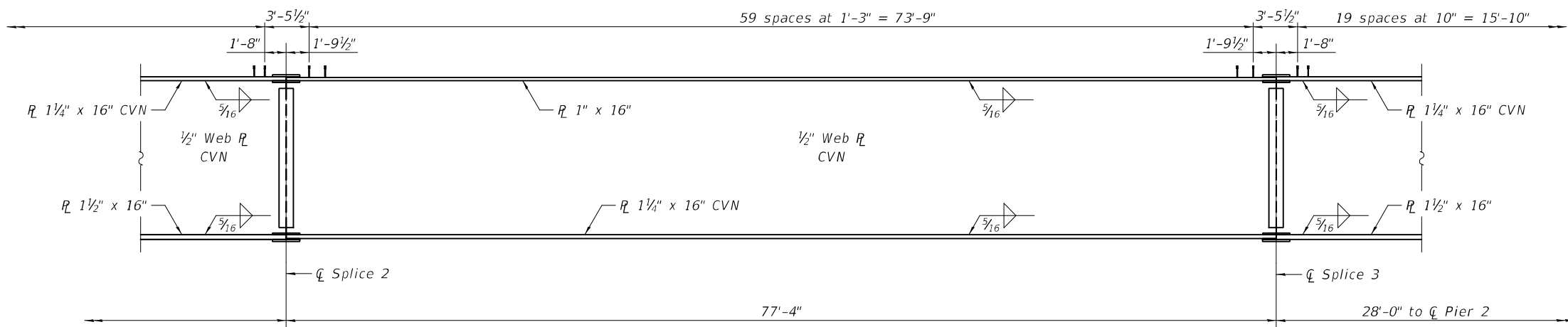
**STRUCTURAL STEEL
STRUCTURE NO. 058-0047 & 058-0048**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	54
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

SHEET 24 OF 43 SHEETS

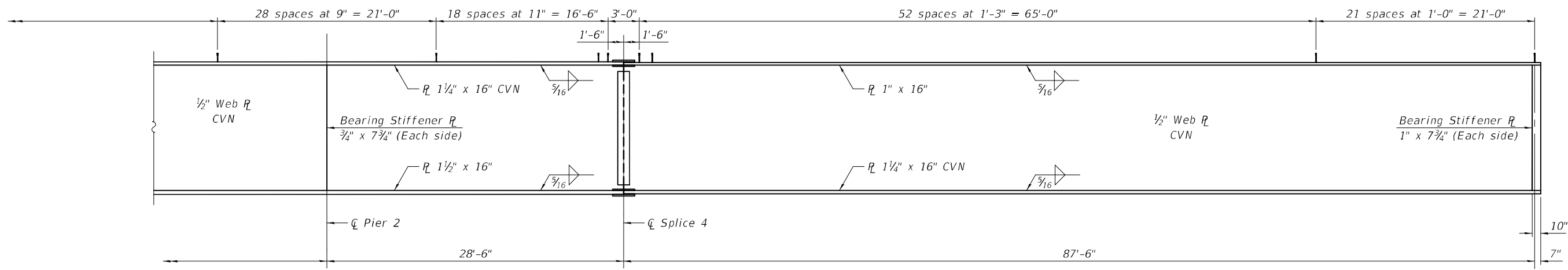


GIRDER ELEVATION



GIRDER ELEVATION

Notes:
See sheet 26 of 43 for additional notes and details.



GIRDER ELEVATION

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DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Kasper</i>	REVISER -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - D.H.R. / R.P.N. / G.R.A.		

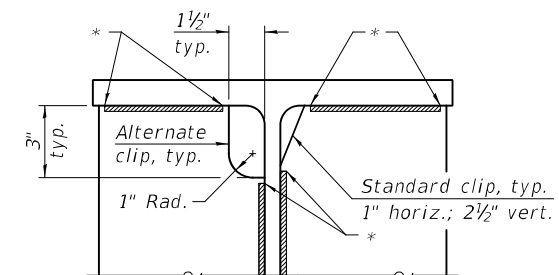
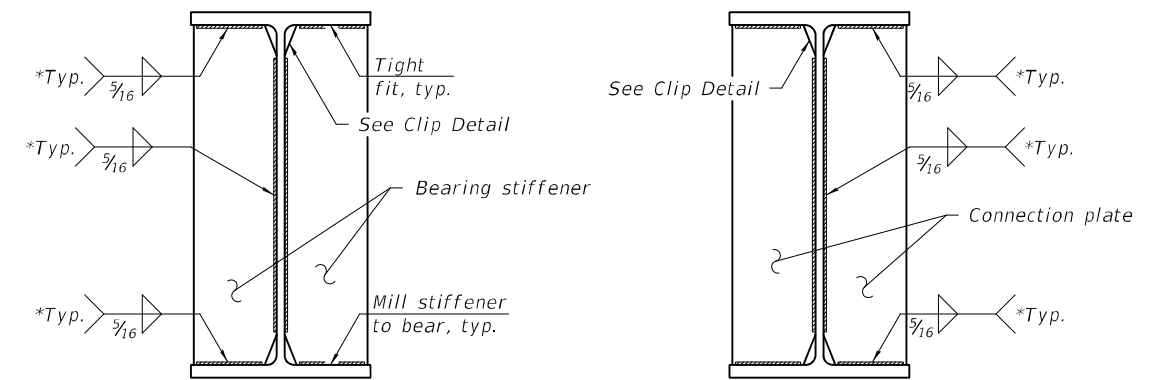
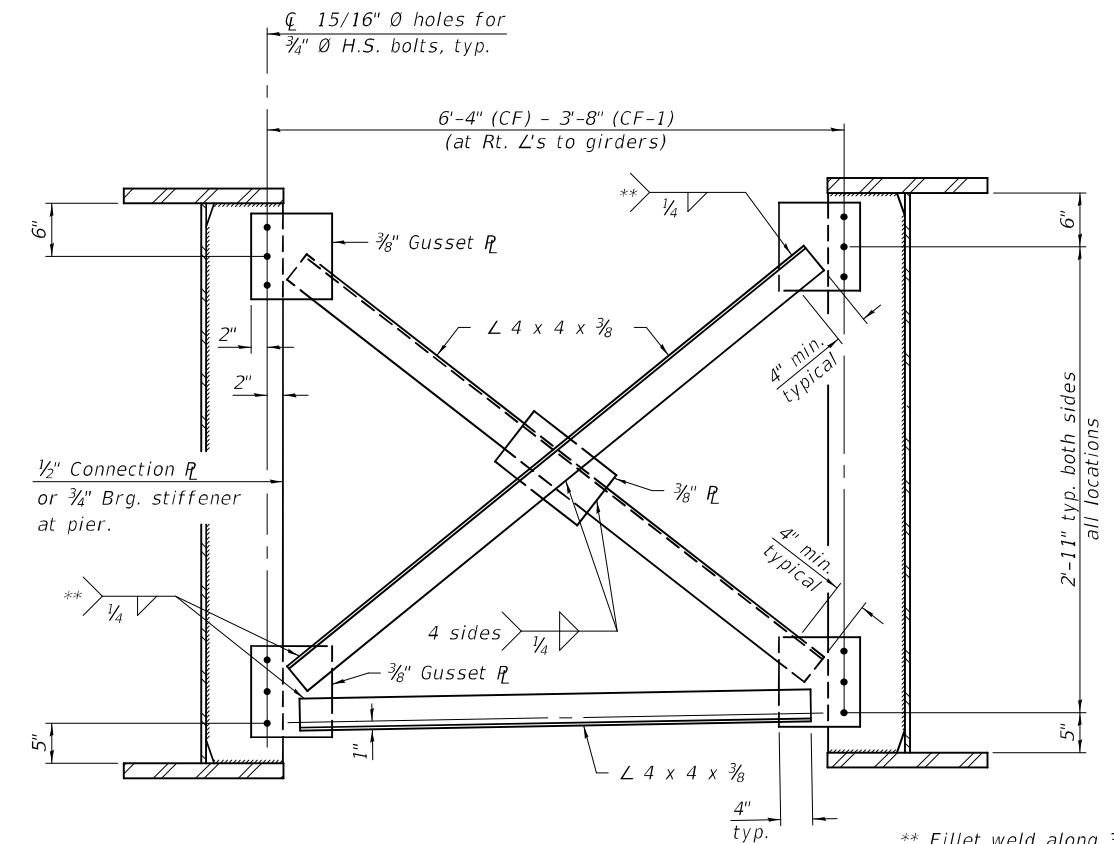
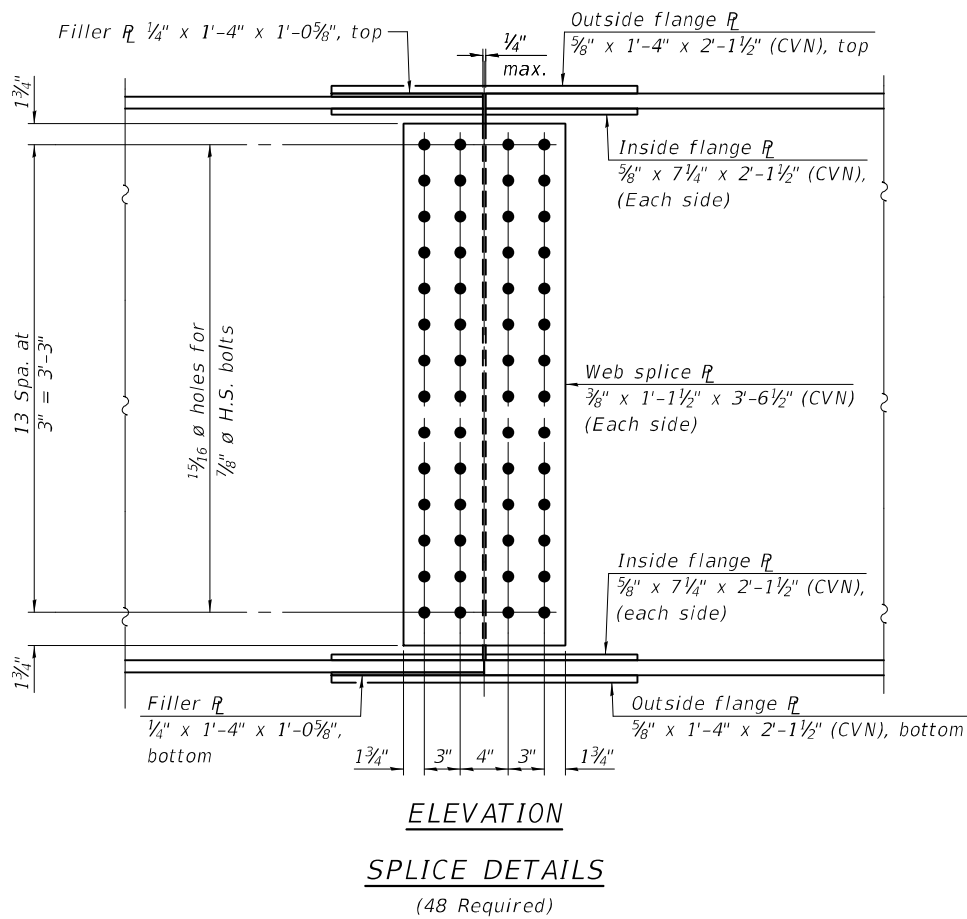
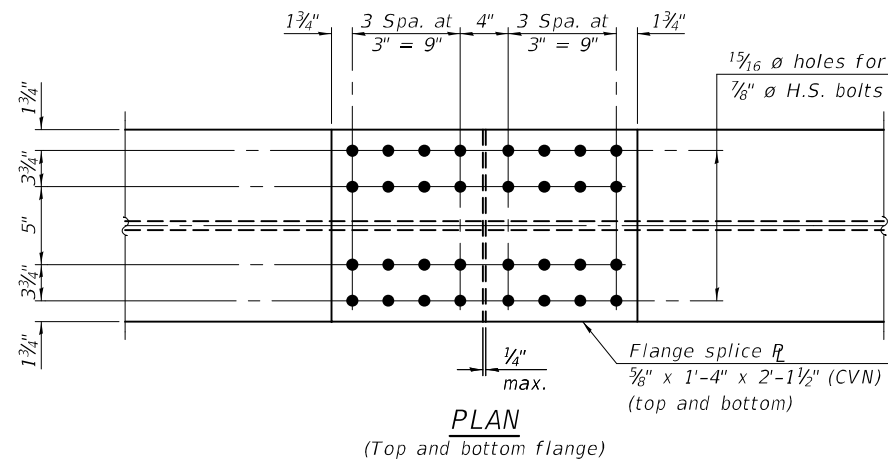
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 058-0047 & 058-0048

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	55
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

SHEET 25 OF 43 SHEETS

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Notes:
 Two hardened washers required for each set of oversized holes.
 All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
 All plate girder flanges, webs, bearing stiffeners and splice plates, except filler plates, shall be AASHTO M270, Grade 50.
 Omit connecting plates on the exterior side of the exterior girders.

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 FILE NAME: p:\w\lido-ppw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED
 PASSED
Joanne F. J. [Signature]
 ENGINEER OF BRIDGE DESIGN
Carl [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	November 30, 2021
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 058-0047 & 058-0048

SHEET 26 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	56
CONTRACT NO. 74596				

ILLINOIS FED. AID PROJECT

INTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3	
Is	(in ⁴)	23901	28621	23901	28621	23901
Ic(n)	(in ⁴)	58267	65868	58267	65868	58267
Ic(3n)	(in ⁴)	43336	48998	43336	48998	43336
Ic(cr)	(in ⁴)	-	34908	-	34908	-
Ss	(in ³)	1057	1242	1057	1242	1057
Sc(n)	(in ³)	1404	1605	1404	1605	1404
Sc(3n)	(in ³)	1299	1487	1299	1487	1299
Sc(cr)	(in ³)	-	1335	-	1335	-
DC1	(k/ft)	1.000	1.031	1.000	1.031	1.000
MDC1	(k)	967.2	1631.4	602.9	1631.4	967.2
DC2	(k/ft)	0.175	0.175	0.175	0.175	0.175
MDC2	(k)	170.6	280.0	108.9	280.0	170.6
DW	(k/ft)	-	-	-	-	-
MDW	(k)	-	-	-	-	-
LLDF		0.559	0.549	0.540	0.549	0.559
M _L + IM	(k)	1567.7	1659.0	1405.4	1659.0	1567.7
Mu (Strength I)	(k)	4165.6	5292.6	3349.2	5292.6	4165.6
Øf Mn	(k)	7044.7	6060.5	7044.7	6060.5	7044.7
f _s DC1	(ksi)	10.98	15.76	6.84	15.76	10.98
f _s DC2	(ksi)	1.58	2.52	1.01	2.52	1.58
f _s DW	(ksi)	0.00	0.00	0.00	0.00	0.00
f _s (L+IM)	(ksi)	13.40	14.91	12.01	14.91	13.40
f _s (Service II)	(ksi)	29.98	37.67	23.47	37.67	29.98
0.95Rh Fyf	(ksi)	47.5	47.5	47.5	47.5	47.5
f _s (Total)(Strength I)	(ksi)	-	-	-	-	-
Øf Fn	(ksi)	-	-	-	-	-
Vf	(k)	32.4	35.5	25.8	35.5	32.4

	GIRDER REACTION TABLE								
	West Abutment		Pier 1		Pier 2		East Abutment		
	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	
LLDF	0.767	0.614	0.767	0.614	0.767	0.614	0.767	0.614	
OCF	-	-	-	-	-	-	-	-	
R _{DC1}	(k)	44	42.9	140.4	136.8	140.4	136.8	44	42.9
R _{DC2}	(k)	7.7	7.7	24.2	24.2	24.2	24.2	7.7	7.7
R _{DW}	(k)	-	-	-	-	-	-	-	-
R _L	(k)	75.4	60.4	149.8	119.9	149.8	119.9	75.4	60.4
R _{IM}	(k)	16.4	13.1	27.8	22.2	27.8	22.2	16.4	13.1
R _{TOTAL}	(k)	143.5	124.1	342.2	303.1	342.2	303.1	143.5	124.1

***TOP OF WEB ELEVATIONS - WB (058-0048)**

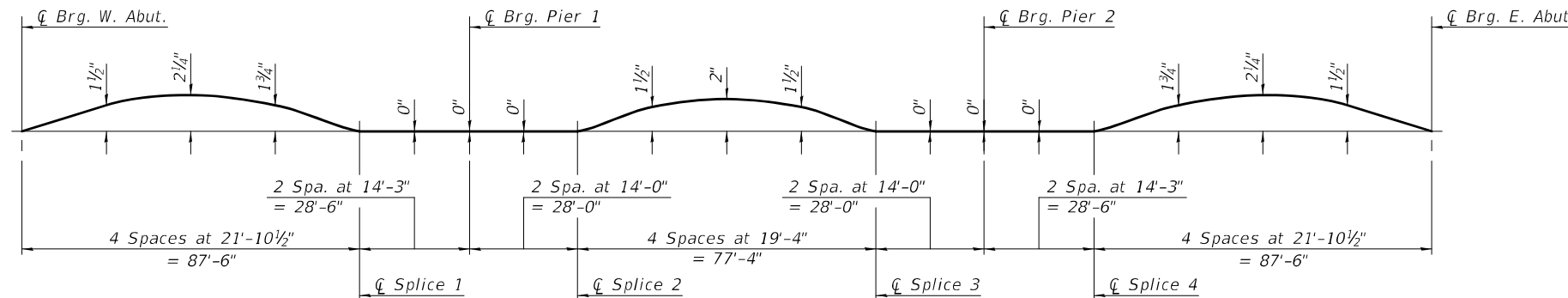
Location	Ø Brg. W. Abut.	Ø Splice 1	Ø Brg. Pier 1	Ø Splice 2	Ø Splice 3	Ø Brg. Pier 2	Ø Splice 4	Ø Brg. E. Abut.
Girder 1	626.47	626.76	626.82	626.88	627.12	627.25	627.37	627.64
Girder 2	626.61	626.90	626.96	627.02	627.26	627.39	627.51	627.78
Girder 3	626.72	627.01	627.07	627.13	627.37	627.50	627.62	627.89
Girder 4	626.83	627.12	627.18	627.24	627.48	627.61	627.73	628.00
Girder 5	626.94	627.23	627.29	627.35	627.59	627.72	627.84	628.11
Girder 6	627.05	627.34	627.40	627.46	627.70	627.83	627.95	628.22

* For fabrication use only.

***TOP OF WEB ELEVATIONS - EB (058-0047)**

Location	Ø Brg. W. Abut.	Ø Splice 1	Ø Brg. Pier 1	Ø Splice 2	Ø Splice 3	Ø Brg. Pier 2	Ø Splice 4	Ø Brg. E. Abut.
Girder 7	627.05	627.34	627.40	627.46	627.70	627.83	627.95	628.22
Girder 8	626.94	627.23	627.29	627.35	627.59	627.72	627.84	628.11
Girder 9	626.83	627.12	627.18	627.24	627.48	627.61	627.73	628.00
Girder 10	626.72	627.01	627.07	627.13	627.37	627.50	627.62	627.89
Girder 11	626.61	626.90	626.96	627.02	627.26	627.39	627.51	627.78
Girder 12	626.47	626.76	626.82	626.88	627.12	627.25	627.37	627.64

* For fabrication use only.



CAMBER DIAGRAM

- Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: 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.).
- MDC2: 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.).
- MDW: 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_L + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- Mu (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM
- Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_c(3n) or M_{DC2} / S_c(cr) as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface flange due to vertical composite dead loads as calculated below (ksi).
M_{DW} / S_c(3n) or M_{DW} / S_c(cr) as applicable.
- f_s (L+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_L + IM / S_c(n) or M_L + IM / S_c(cr) as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (L+IM)
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (L+IM)
- Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor applied to non-continuous exterior beam ends and computed according to Article 4.6.2.2.3c 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_L: Un-factored live load reaction (kip).
- R_{IM}: Un-factored dynamic load allowance (impact) (kip).

MODEL: 0580047-74596-027
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DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED
PASSED
Joanne F. [Signature]
ENGINEER OF BRIDGES AND STRUCTURES

DATE -	November 30, 2021
REVISED -	
REVISED -	

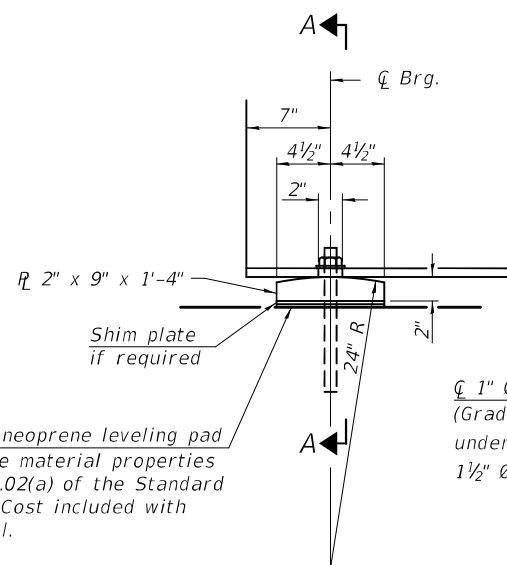
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS
STRUCTURE NO. 058-0047 & 058-0048**

SHEET 27 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	57
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

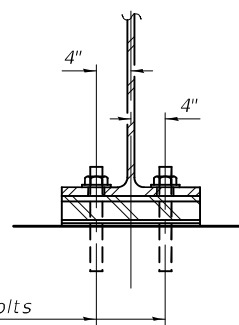
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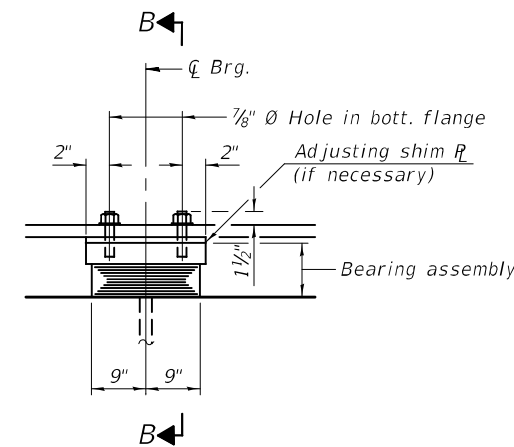
ELEVATION AT ABUTMENT
(24 Required)

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.

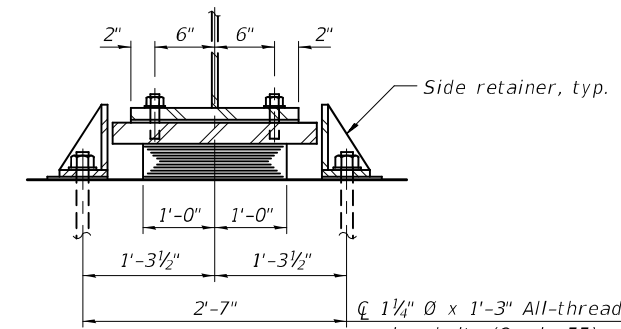
1" ϕ x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" R washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2" ϕ holes in bearing plate.



SECTION A-A



ELEVATION AT PIER



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

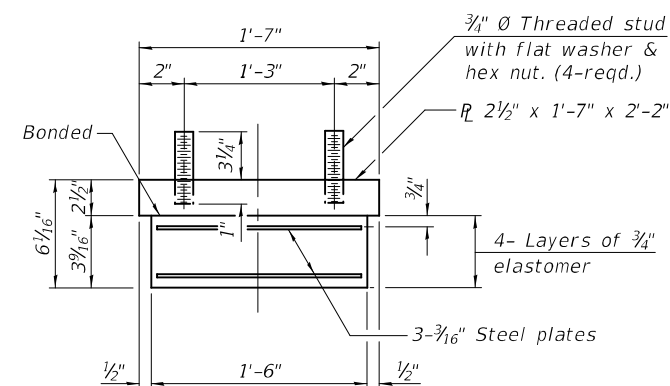
FIXED BEARING

Notes:

- Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- All (embedded or separate) bearing plates, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M11 or M232 as applicable.
- All structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

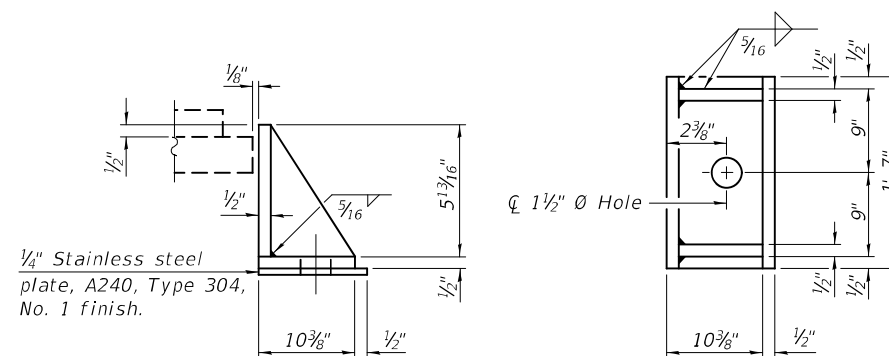
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1"	Each	48
Anchor Bolts, 1 1/4"	Each	48



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

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

DESIGNED - DAVID H. RICHTER	EXAMINED
CHECKED - RYAN P. NEGANGARD	PASSED
DRAWN - DENNIS A. POP	
CHECKED - D.H.R. / R.P.N. / G.R.A.	

ENGINEER OF BRIDGE DESIGN

 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
REVISED -
REVISED -

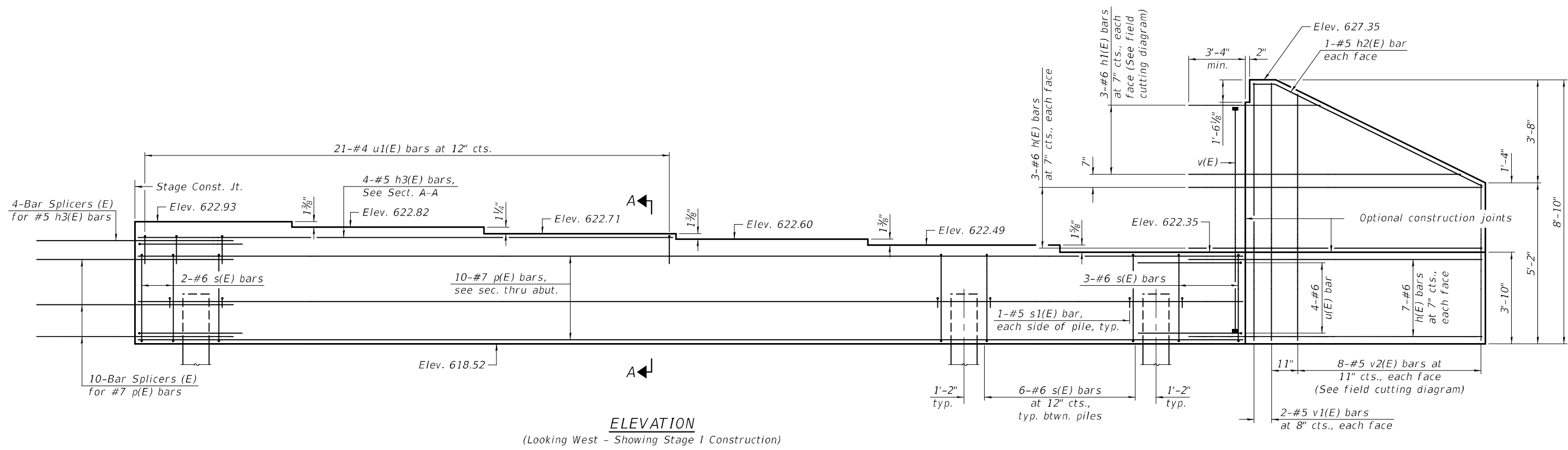
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS
STRUCTURE NO. 058-0047 & 058-0048**

SHEET 28 OF 43 SHEETS

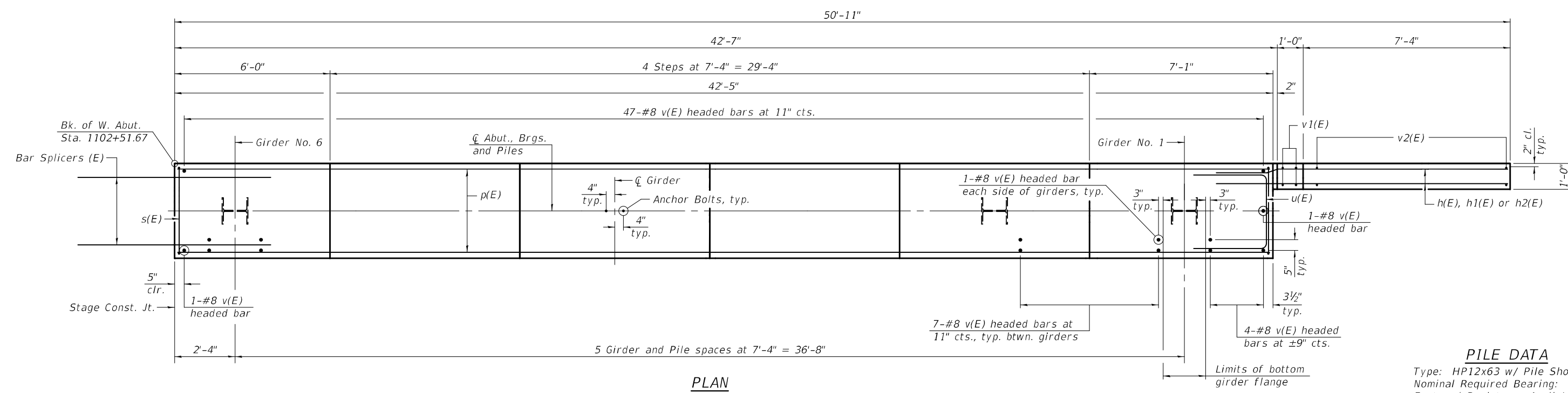
F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 58
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

MODEL: 0580047-74596-029
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ELEVATION
(Looking West - Showing Stage I Construction)

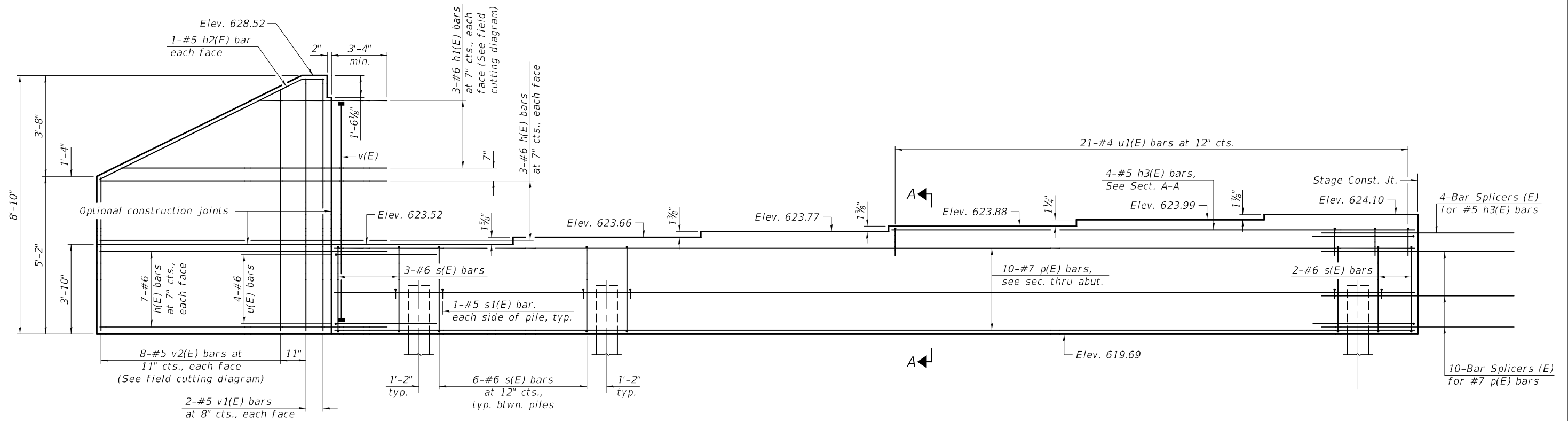
Note:
See sheet 33 of 43 for additional details, notes and Bill of Material.



PLAN

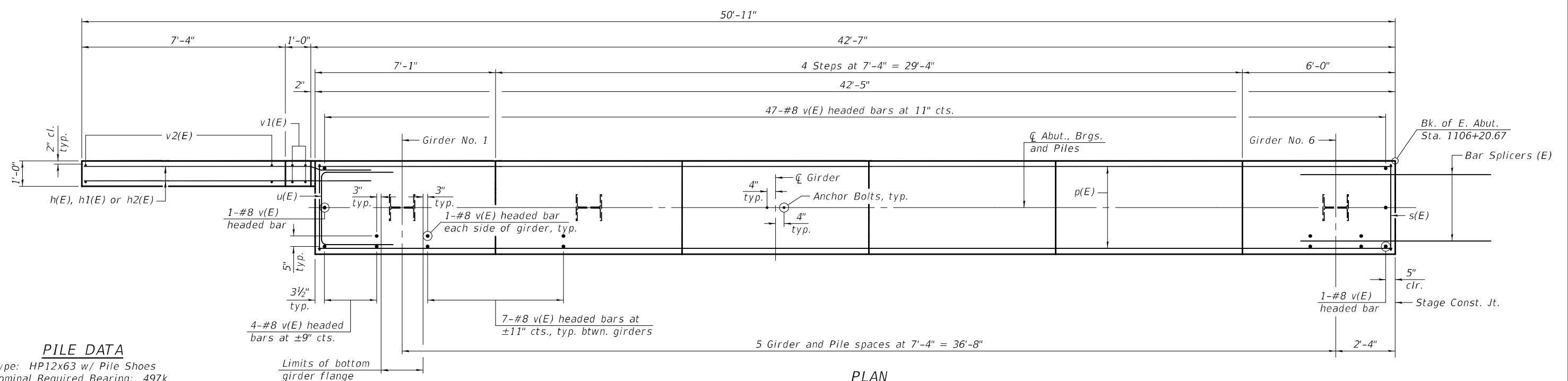
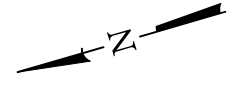
PILE DATA
 Type: HP12x63 w/ Pile Shoes
 Nominal Required Bearing: 497k
 Factored Resistance Available: 273k
 Est. Length: 62
 No. Production Piles: 11
 No. Test Piles: 1

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - November 30, 2021	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT - STAGE I CONSTRUCTION STRUCTURE NO. 058-0048	F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 59	
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Kasper</i>	REVISER -			CONTRACT NO. 74596					
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -			SHEET 29 OF 43 SHEETS					
CHECKED - D.H.R. / R.P.N. / G.R.A.					ILLINOIS FED. AID PROJECT					



ELEVATION
(Looking East - Showing Stage I Construction)

Note:
See sheet 33 of 43 for additional details, notes
and Bill of Material.



PLAN

PILE DATA

Type: HP12x63 w/ Pile Shoes
Nominal Required Bearing: 497k
Factored Resistance Available: 273k
Est. Length: 61
No. Production Piles: 11
No. Test Piles: 1

MODEL: 0580047-74596-031
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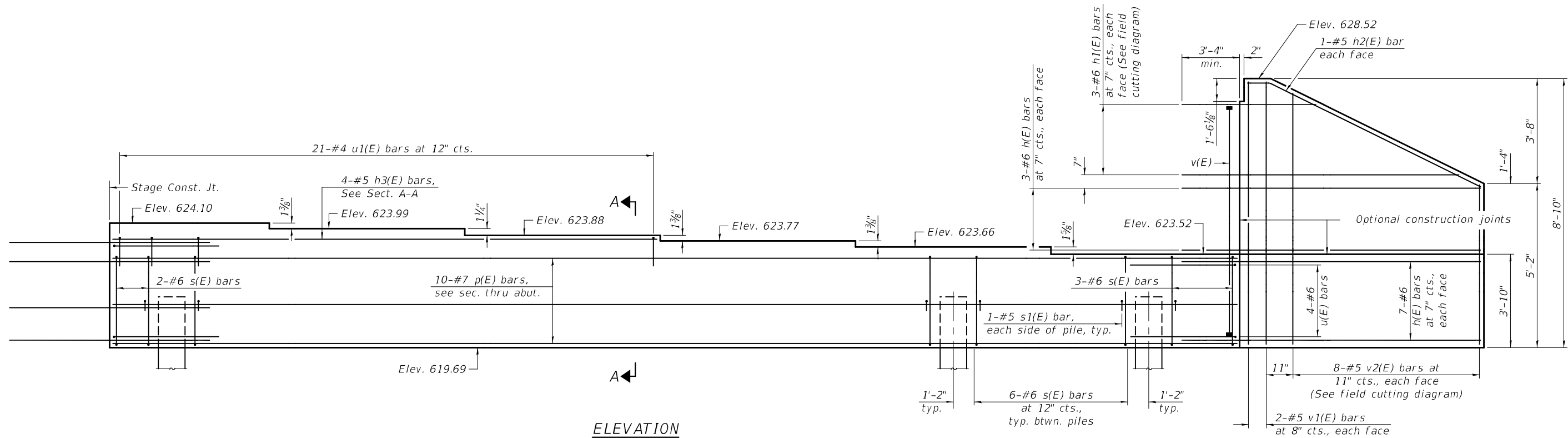
DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. J...</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl...</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGE DESIGN	REVISOR -
CHECKED - D.H.R. / R.P.N. / G.R.A.	ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT - STAGE I CONSTRUCTION
STRUCTURE NO. 058-0048

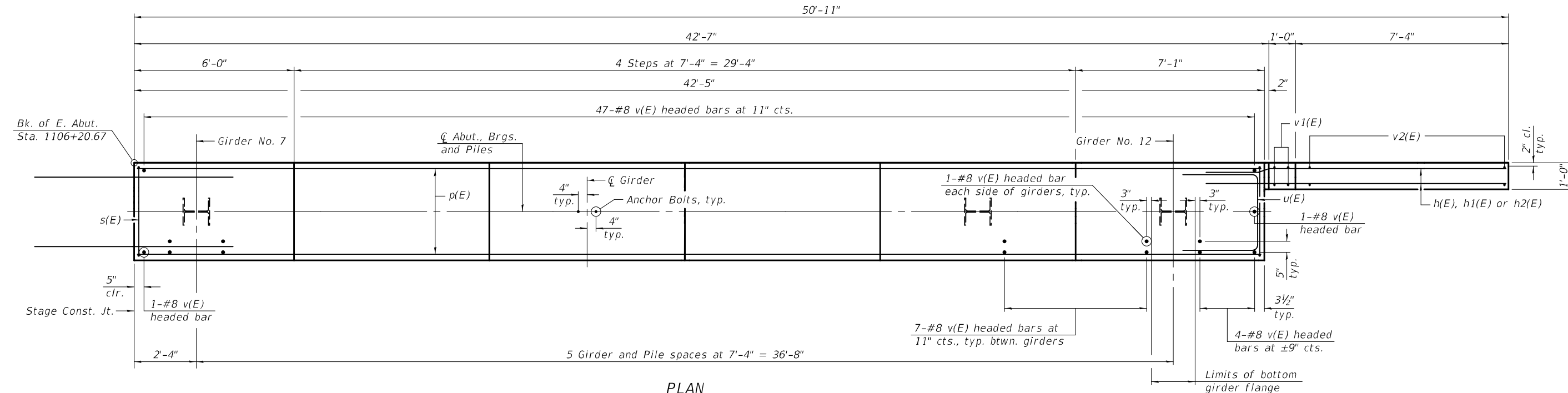
F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 61
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

SHEET 31 OF 43 SHEETS



ELEVATION
(Looking East - Showing Stage II Construction)

Note:
See sheet 33 of 43 for additional details, notes
and Bill of Material.



PLAN

MODEL: 0580047-74596-032
FILE NAME: p:\w\lido-ppw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED
PASSED

Joanne F. Joffe
ENGINEER OF BRIDGE DESIGN

Carl Kruger
ENGINEER OF BRIDGES AND STRUCTURES

DATE -	November 30, 2021
REVISED -	
REVISED -	

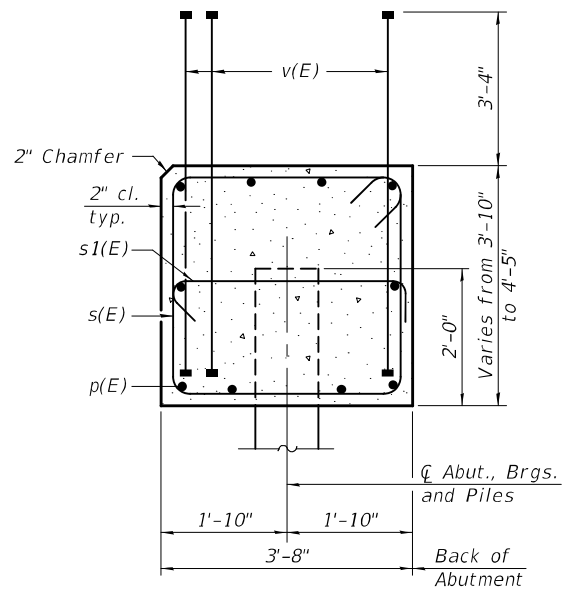
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT - STAGE II CONSTRUCTION
STRUCTURE NO. 058-0047**

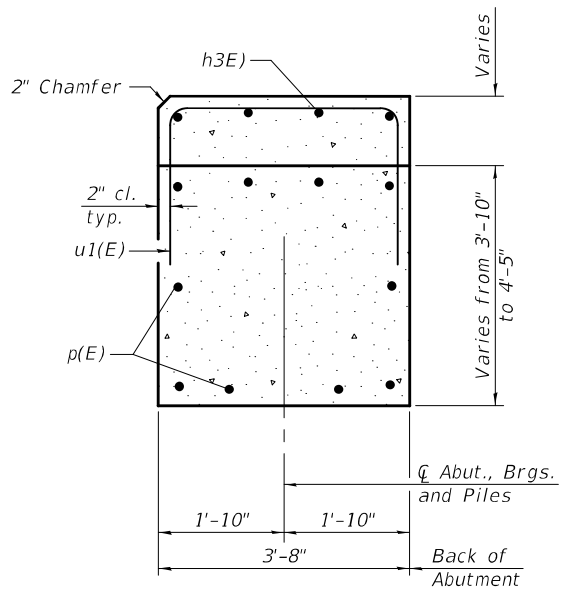
SHEET 32 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	62
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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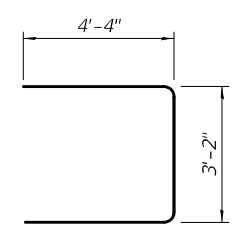


SEC. THRU ABUT.

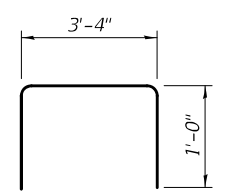


SECTION A-A

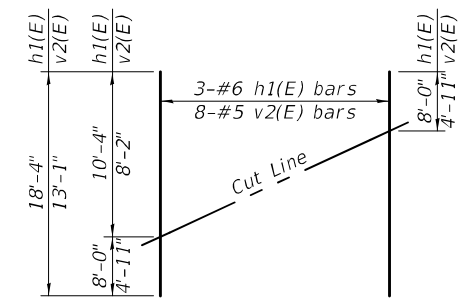
Notes:
 Pour steps monolithically with cap.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 For details of piles see sheet 39 of 43.



BAR u(E)

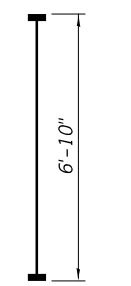


BAR u1(E)

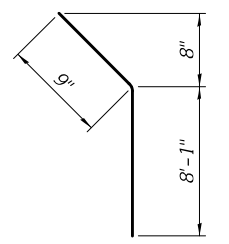


FIELD CUTTING DIAGRAM

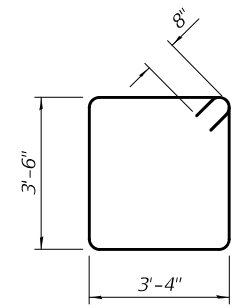
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



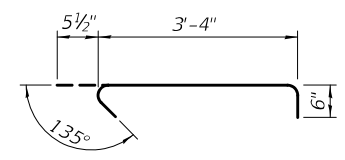
BAR v(E)
(Headed)



BAR h2(E)



BAR s(E)



BAR s1(E)

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#6	11'-8"	—
h1(E)	6	#6	18'-4"	—
h2(E)	4	#5	8'-10"	—
h3(E)	8	#5	20'-4"	—
p(E)	20	#7	42'-1"	—
s(E)	70	#6	15'-0"	□
s1(E)	24	#5	4'-4"	□
u(E)	8	#6	11'-10"	U
u1(E)	42	#4	5'-4"	U
v(E)	200	#8	6'-10"	—
v1(E)	8	#5	8'-6"	—
v2(E)	16	#5	13'-1"	—
Structure Excavation		Cu. Yd.	72	
Concrete Structures		Cu. Yd.	52.1	
Reinforcement Bars, Epoxy Coated		Pound	8,710	
Furnishing Steel Piles, HP12x63		Foot	682	
Driving Piles		Foot	682	
Test Pile Steel, HP12x63		Each	1	
Pile Shoes		Each	12	

EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#6	11'-8"	—
h1(E)	6	#6	18'-4"	—
h2(E)	4	#5	8'-10"	—
h3(E)	8	#5	20'-4"	—
p(E)	20	#7	42'-1"	—
s(E)	70	#6	15'-0"	□
s1(E)	24	#5	4'-4"	□
u(E)	8	#6	11'-10"	U
u1(E)	42	#4	5'-4"	U
v(E)	200	#8	6'-10"	—
v1(E)	8	#5	8'-6"	—
v2(E)	16	#5	13'-1"	—
Structure Excavation		Cu. Yd.	69	
Concrete Structures		Cu. Yd.	52.1	
Reinforcement Bars, Epoxy Coated		Pound	8,710	
Furnishing Steel Piles, HP12x63		Foot	671	
Driving Piles		Foot	671	
Test Pile Steel, HP12x63		Each	1	
Pile Shoes		Each	12	

MODEL: 0580047-74596-033
 FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

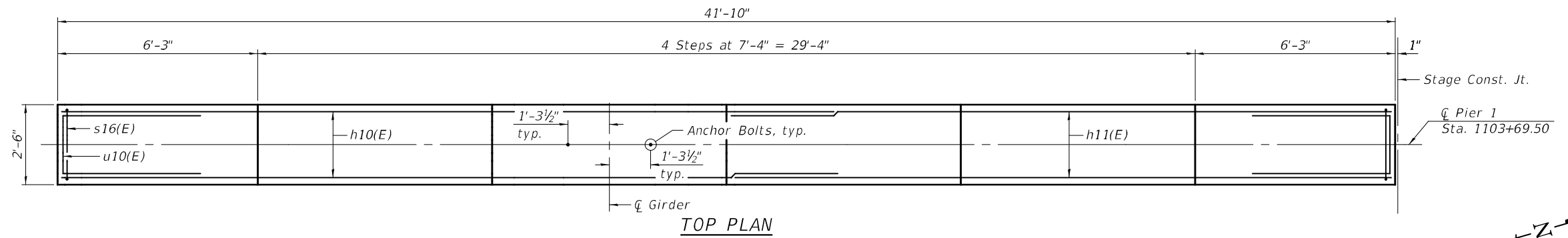
DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Jaime F. Joffe</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Perry</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGE DESIGN	REVISOR -
CHECKED - D.H.R. / R.P.N. / G.R.A.	ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

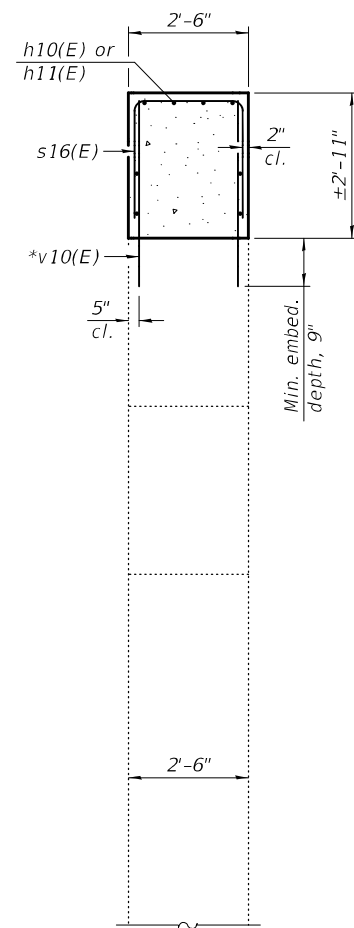
ABUTMENT DETAILS
STRUCTURE NO. 058-0047 & 058-0048

SHEET 33 OF 43 SHEETS

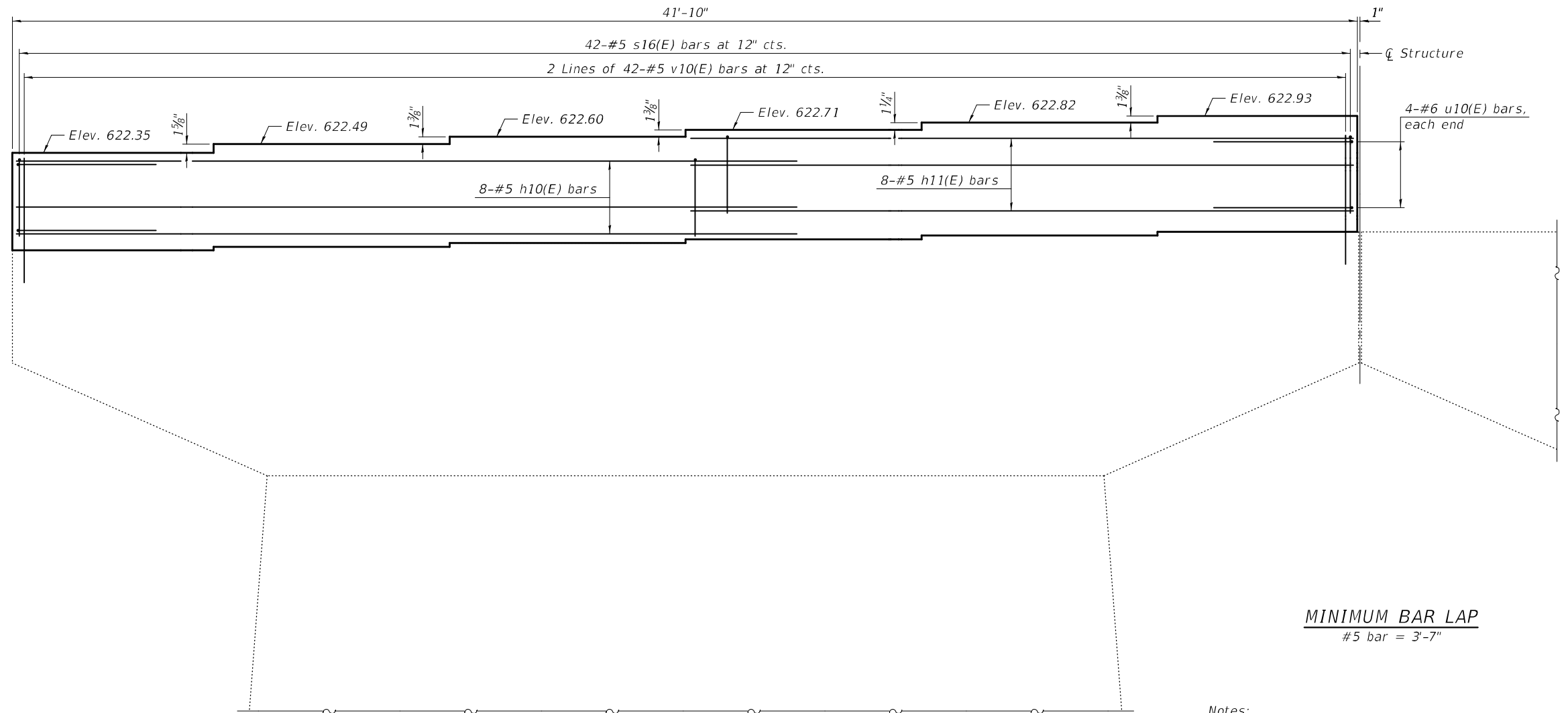
F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 63
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				



TOP PLAN



END VIEW



ELEVATION
(Looking East)

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 * Drill and epoxy grout #5 v10(E) bars to minimum depth shown according to Article 584 of the Standard Specifications.

MODEL: 0580047-74596-034
 FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED - DAVID H. RICHTER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Kroyer</i>	REVISIONS
DRAWN - DENNIS A. POP		REVISIONS
CHECKED - D.H.R. / R.P.N. / G.R.A.	ENGINEER OF BRIDGES AND STRUCTURES	

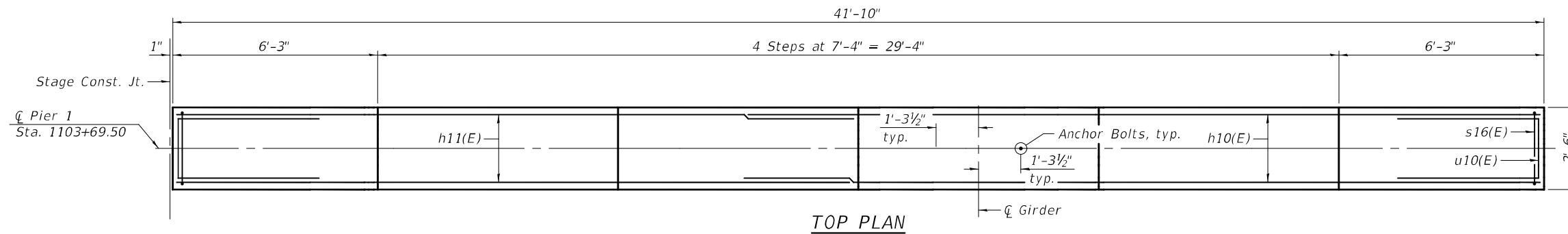
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 1 - STAGE I CONSTRUCTION
 STRUCTURE NO. 058-0048

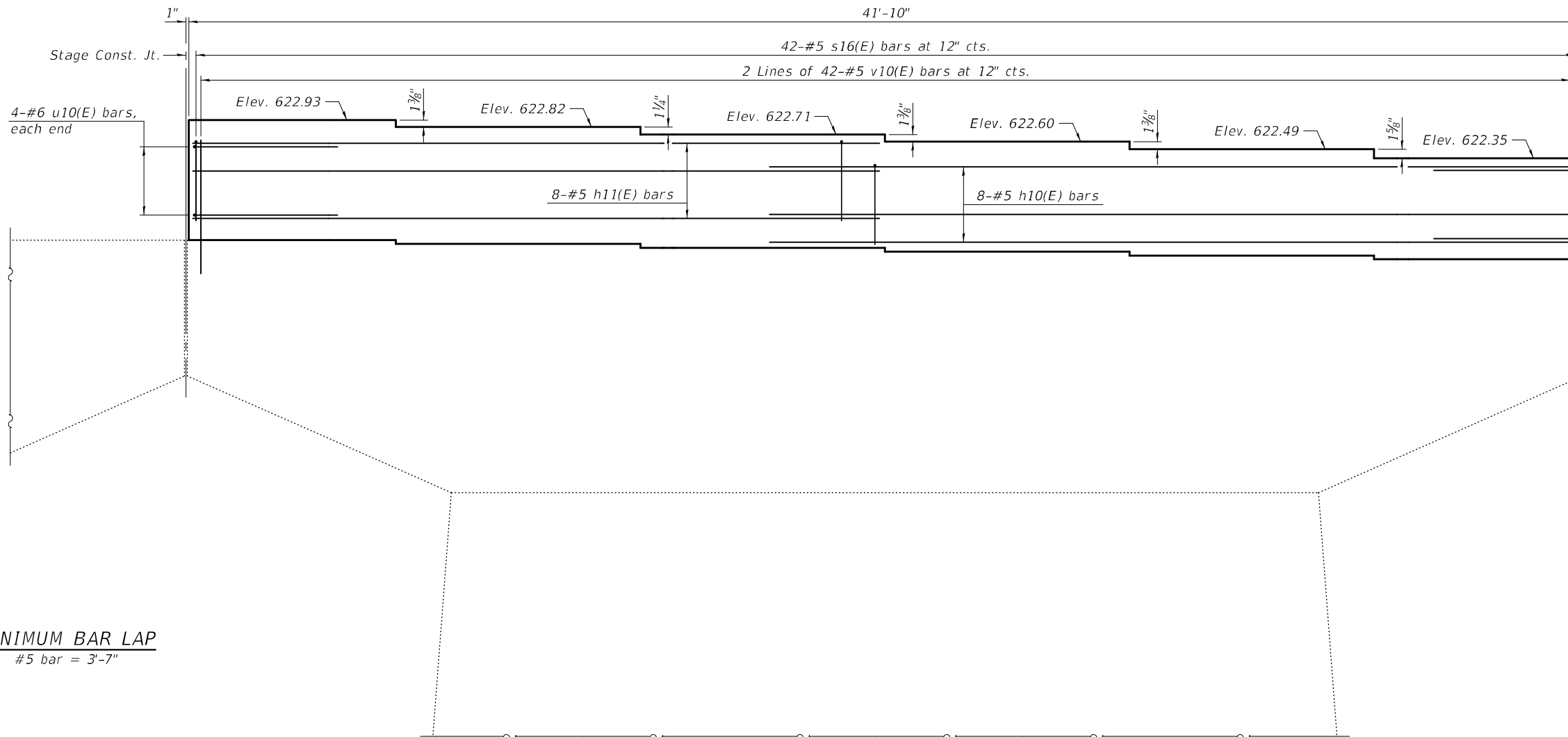
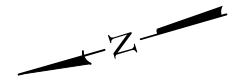
F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 64
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

SHEET 34 OF 43 SHEETS

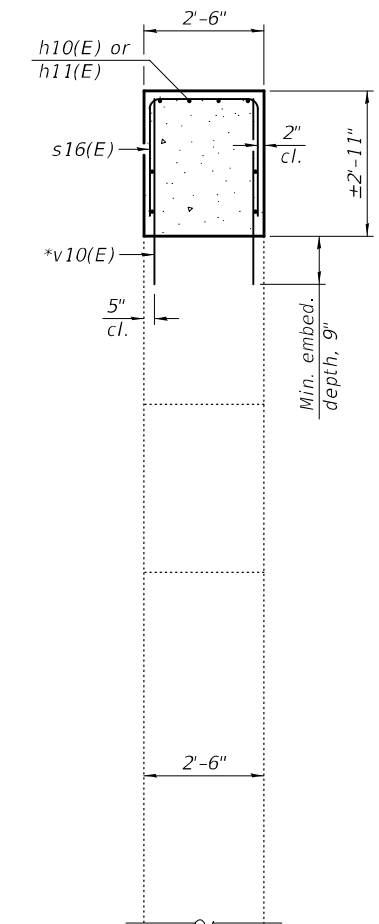
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TOP PLAN



ELEVATION
(Looking East)



END VIEW

MINIMUM BAR LAP
#5 bar = 3'-7"

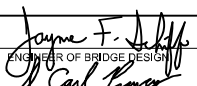
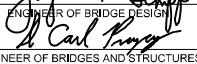
Notes:

Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

* Drill and epoxy grout #5 v10(E) bars to minimum depth shown according to Article 584 of the Standard Specifications.

MODEL: 0580047-74596-035
FILE NAME: p:\w\lido-pw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	
PASSED	
ENGINEER OF BRIDGES AND STRUCTURES	

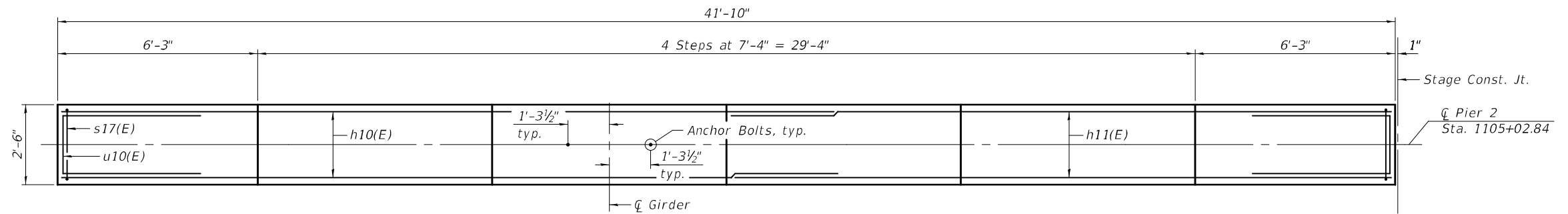
DATE -	November 30, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

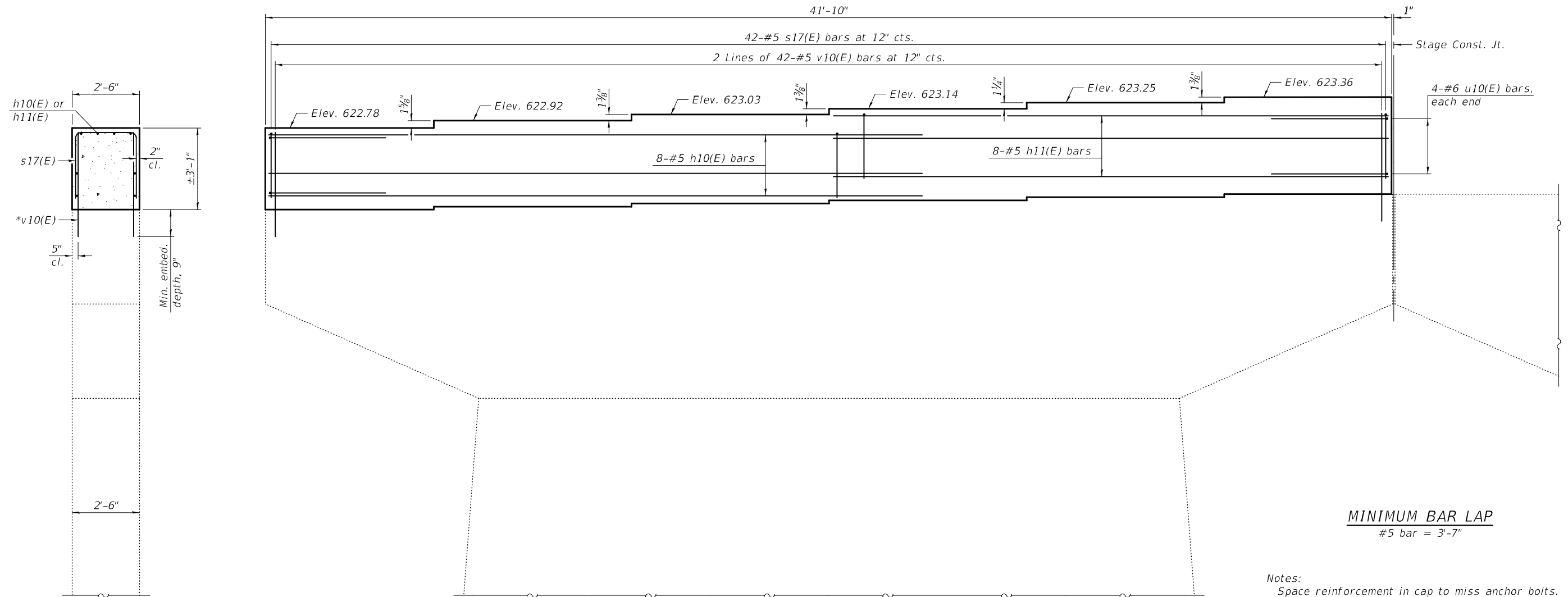
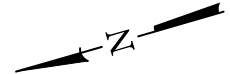
**PIER 1 - STAGE II CONSTRUCTION
STRUCTURE NO. 058-0047**

SHEET 35 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	65
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				



TOP PLAN



ELEVATION
(Looking East)

END VIEW

MINIMUM BAR LAP
#5 bar = 3'-7"

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
* Drill and epoxy grout #5 v10(E) bars to minimum depth shown according to Article 584 of the Standard Specifications.

MODEL: 0580047-74596-036
FILE NAME: p:\w\idol-pw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	<i>Jaime F. Salvo</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Carl Kasper</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	November 30, 2021
REVISED -	
REVISED -	

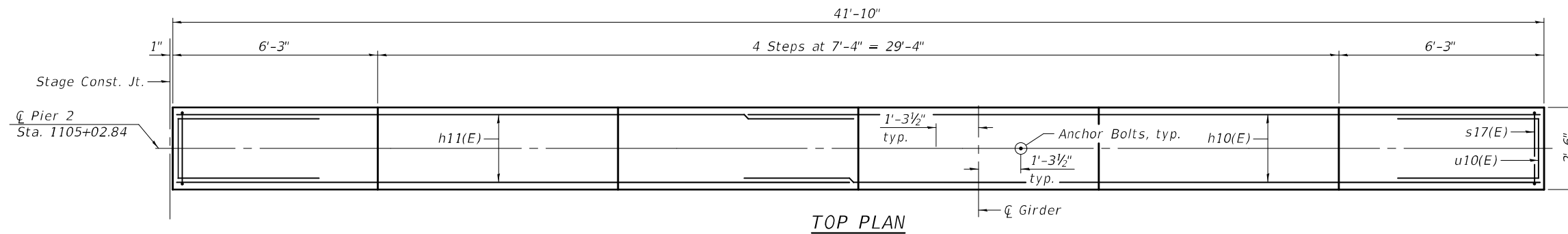
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 - STAGE I CONSTRUCTION
STRUCTURE NO. 058-0048

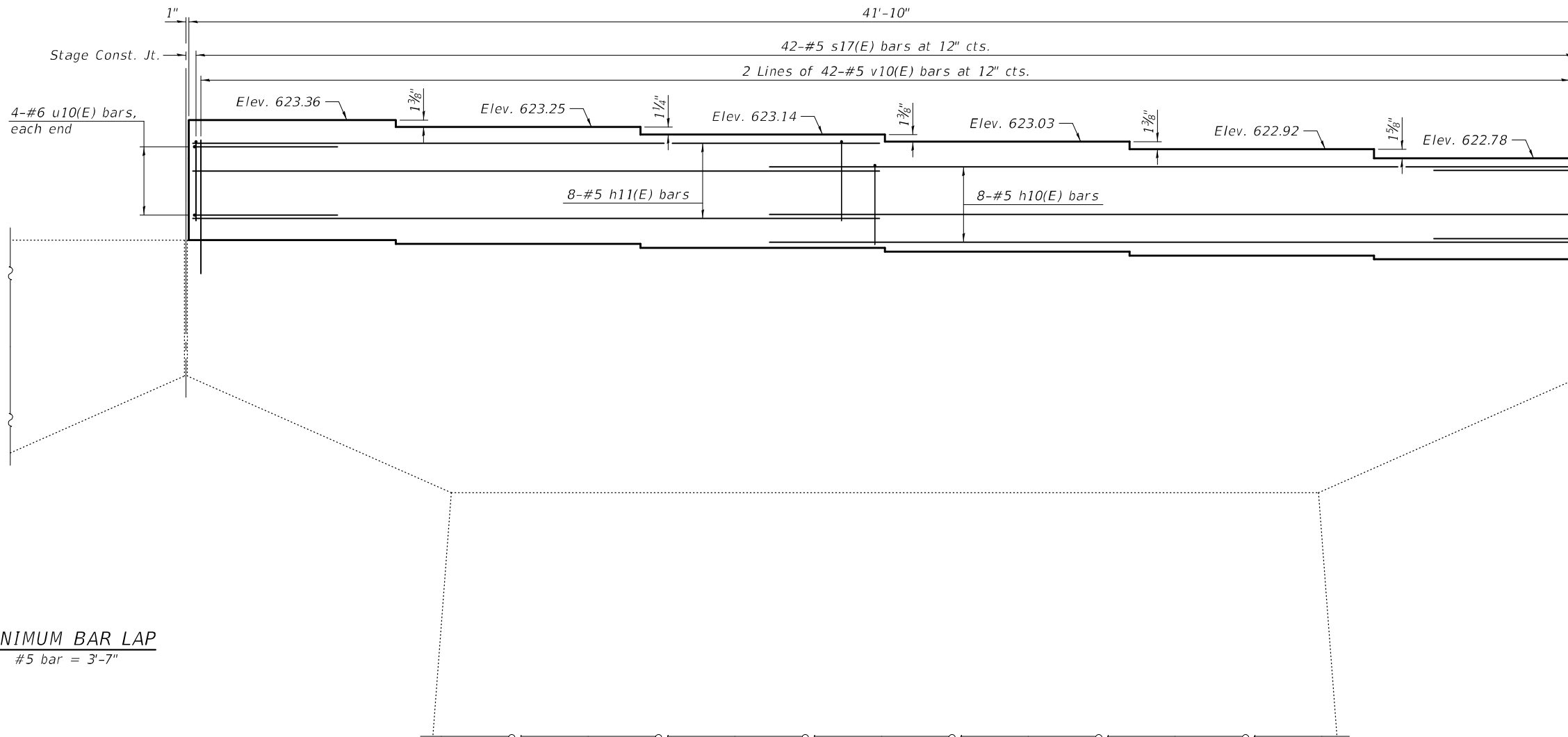
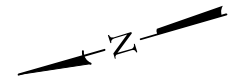
SHEET 36 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	66
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

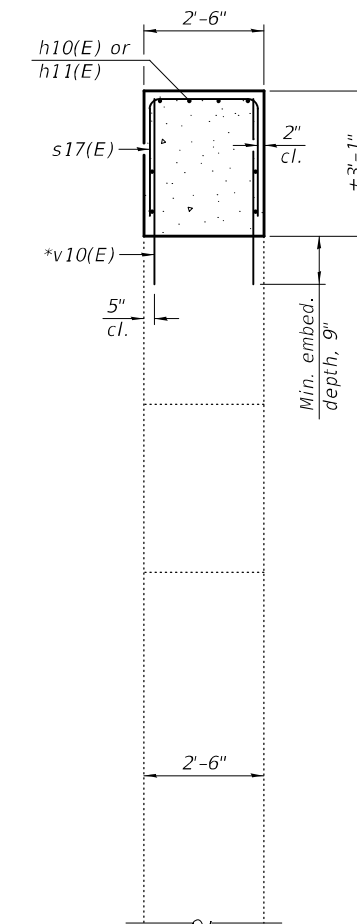
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TOP PLAN



ELEVATION
(Looking East)



END VIEW

MINIMUM BAR LAP
#5 bar = 3'-7"

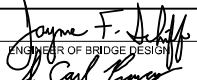
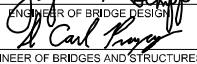
Notes:

Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

* Drill and epoxy grout #5 v10(E) bars to minimum depth shown according to Article 584 of the Standard Specifications.

MODEL: 0580047-74596-037
FILE NAME: p:\w\idol-pw\benley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED	
PASSED	
ENGINEER OF BRIDGES AND STRUCTURES	

DATE -	November 30, 2021
REVISED -	
REVISED -	

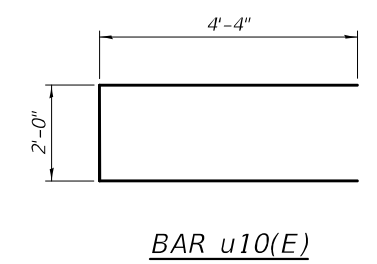
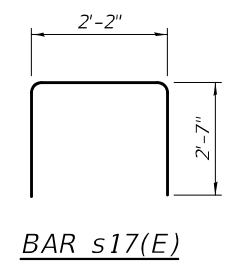
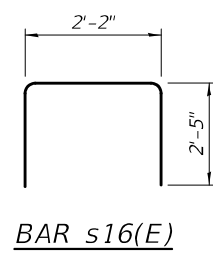
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 2 - STAGE II CONSTRUCTION
STRUCTURE NO. 058-0047**

SHEET 37 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	67
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

MODEL: 0580047-74596-038
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**PIER 1
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	16	#5	24'-6"	———
h11(E)	16	#5	20'-7"	———
s16(E)	84	#5	7'-0"	□
u10(E)	16	#6	10'-8"	▭
v10(E)	168	#5	3'-8"	———
Concrete Structures			Cu. Yd.	22.6
Reinforcement Bars, Epoxy Coated			Pound	2,260

**PIER 2
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	16	#5	24'-6"	———
h11(E)	16	#5	20'-7"	———
s17(E)	84	#5	7'-4"	□
u10(E)	16	#6	10'-8"	▭
v10(E)	168	#5	3'-8"	———
Concrete Structures			Cu. Yd.	24.0
Reinforcement Bars, Epoxy Coated			Pound	2,290

DESIGNED - DAVID H. RICHTER
 CHECKED - RYAN P. NEGANGARD
 DRAWN - DENNIS A. POP
 CHECKED - D.H.R. / R.P.N. / G.R.A.

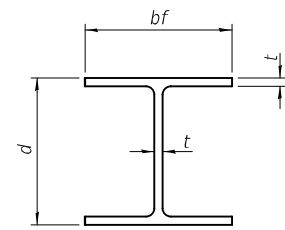
EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
 REVISED -
 REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

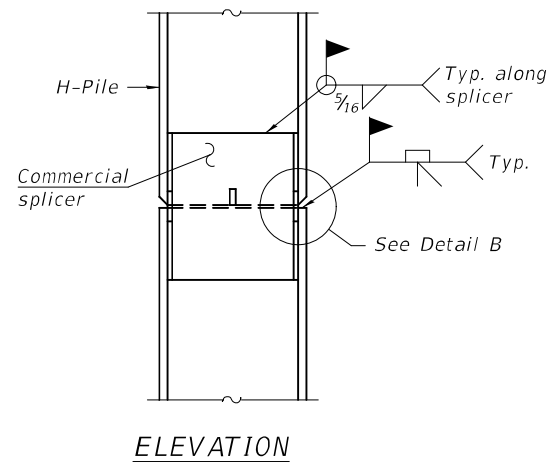
**PIER DETAILS
STRUCTURE NO. 058-0047 & 058-0048**
 SHEET 38 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	68
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

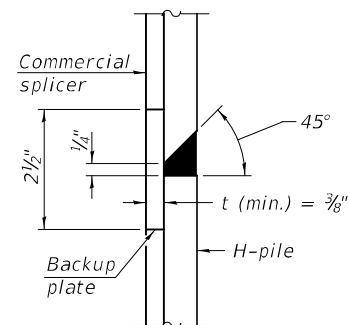


STEEL PILE TABLE

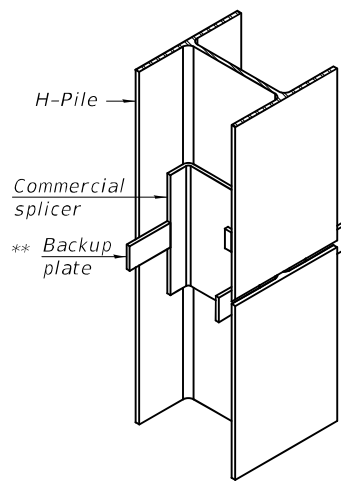
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 3/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

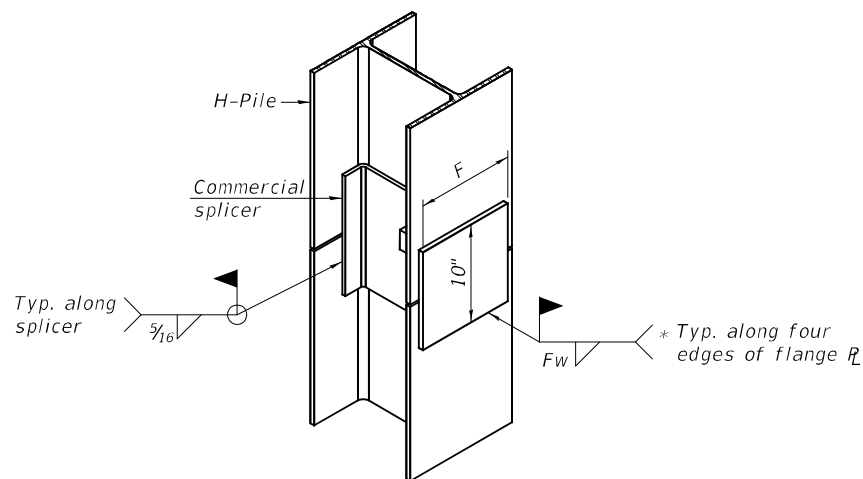


DETAIL "B"



ISOMETRIC VIEW

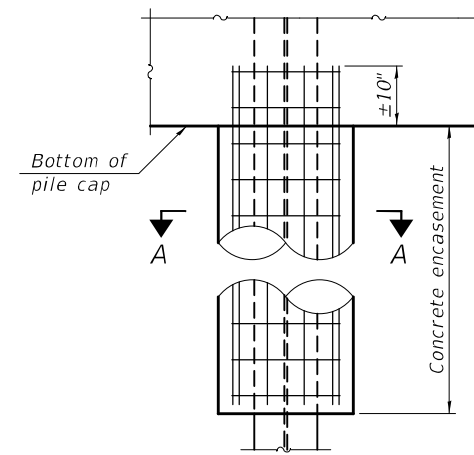
WELDED COMMERCIAL SPLICE



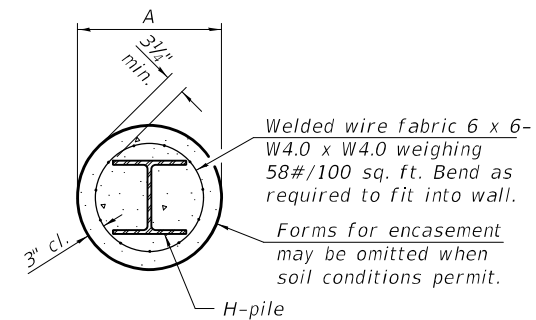
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

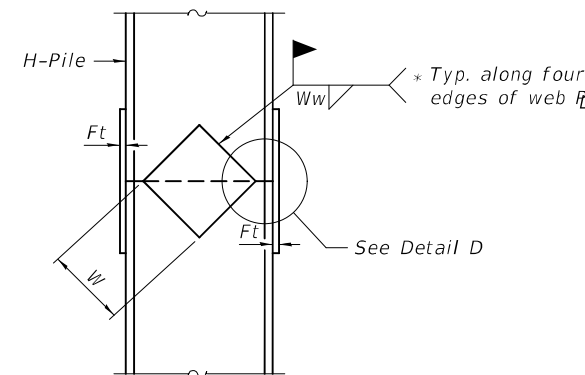


ELEVATION

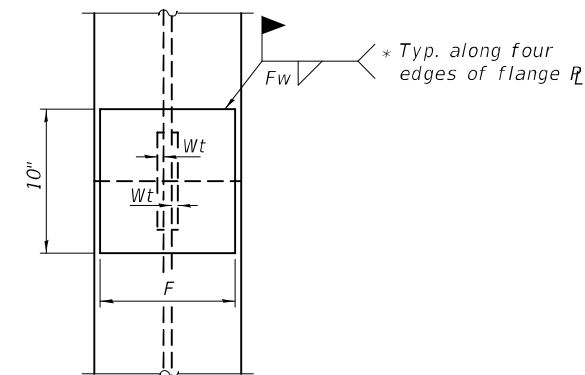


SECTION A-A

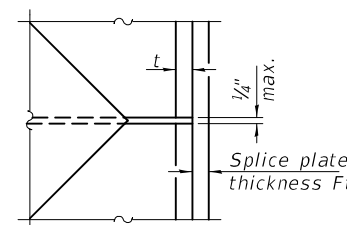
INDIVIDUAL PILE CONCRETE ENCASUREMENT
(when specified)



ELEVATION



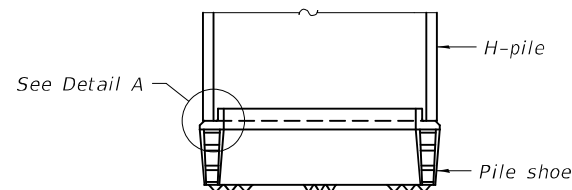
END VIEW



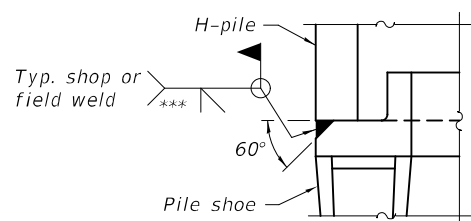
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"



ELEVATION



DETAIL A

SHOE ATTACHMENT

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 1-1-2020

DESIGNED - DAVID H. RICHTER	EXAMINED
CHECKED - RYAN P. NEGANGARD	PASSED
DRAWN - DENNIS A. POP	
CHECKED - D.H.R. / R.P.N. / G.R.A.	

DATE - November 30, 2021

REVISIONS:

REVISOR: [Signature]

DATE: [Signature]

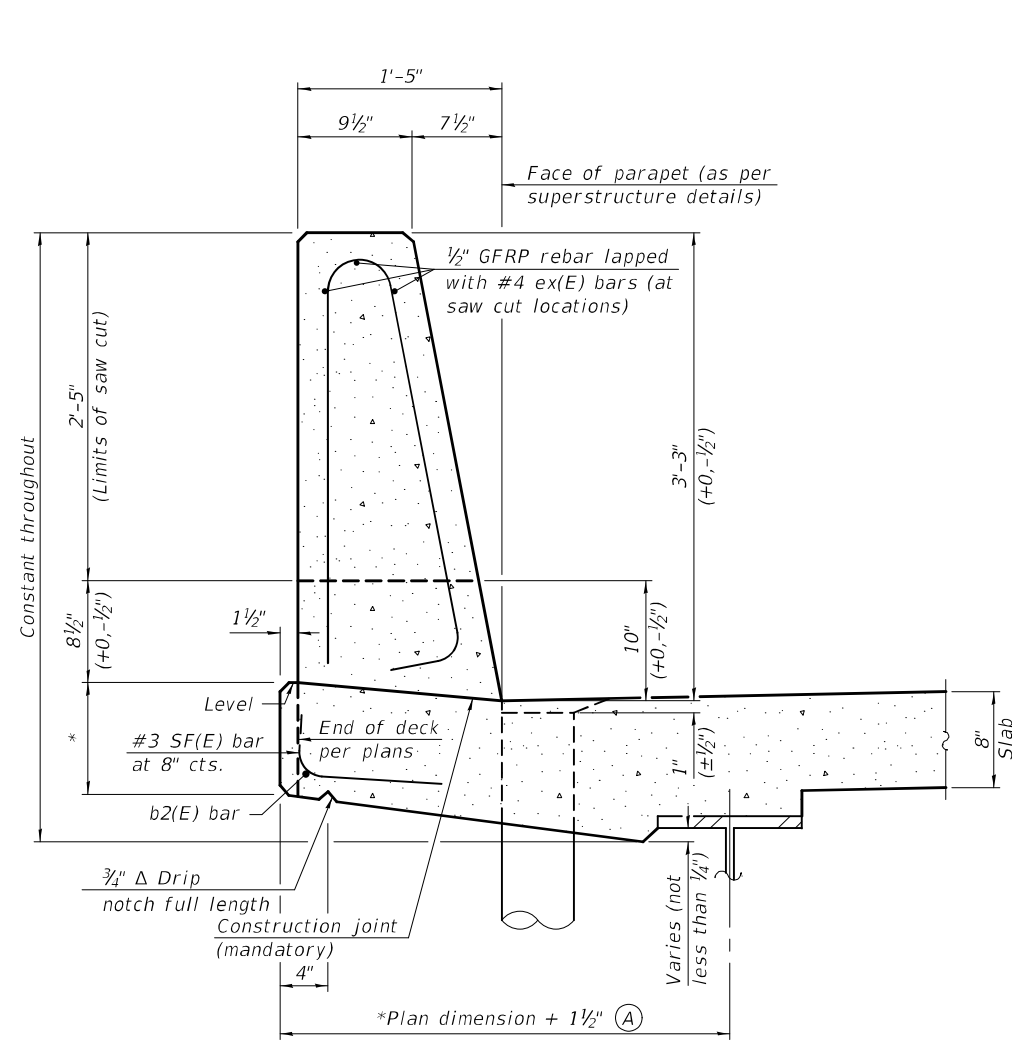
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 058-0047 & 058-0048

SHEET 39 OF 43 SHEETS

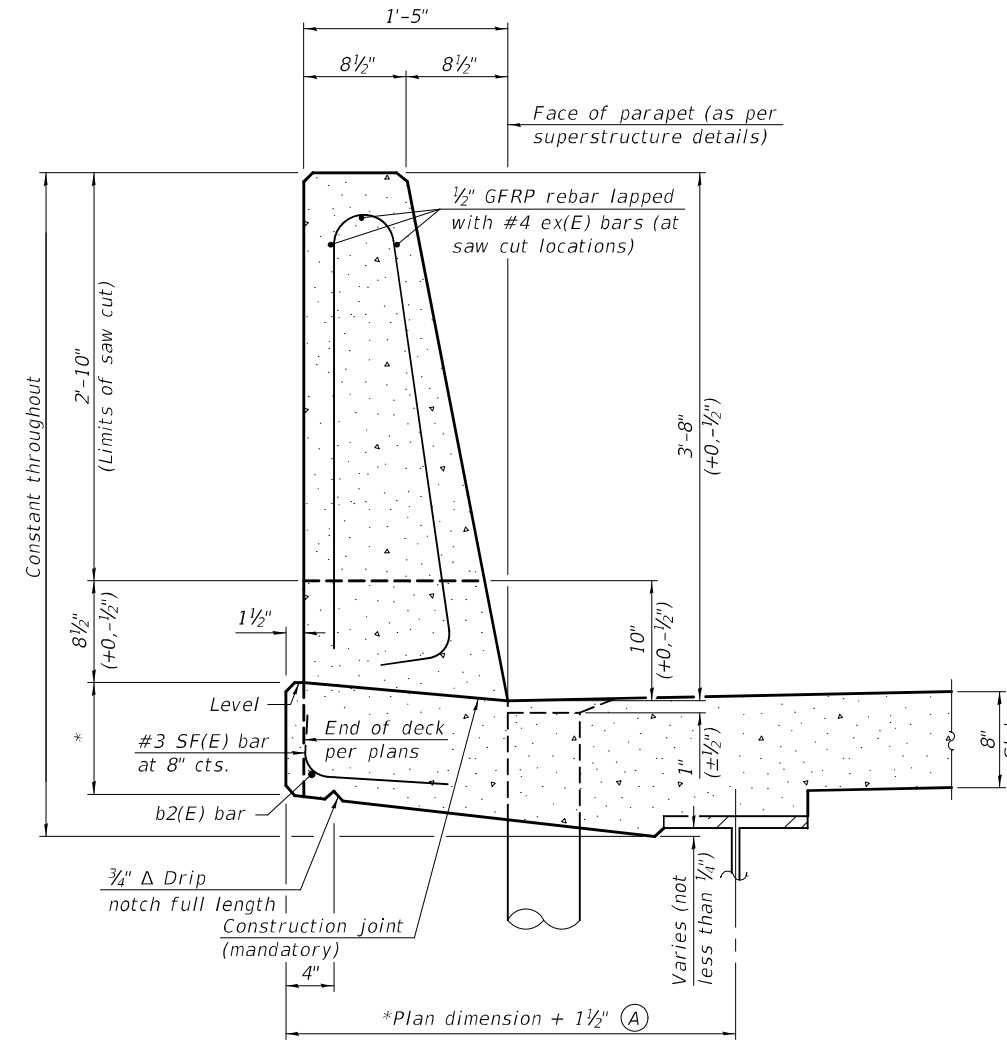
F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 69
CONTRACT NO. 74596				

ILLINOIS FED. AID PROJECT



**39" CONSTANT-SLOPE
PARAPET SECTION**

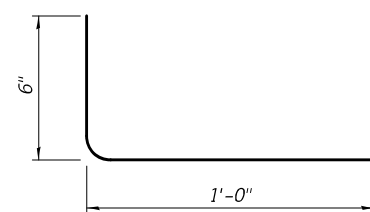
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



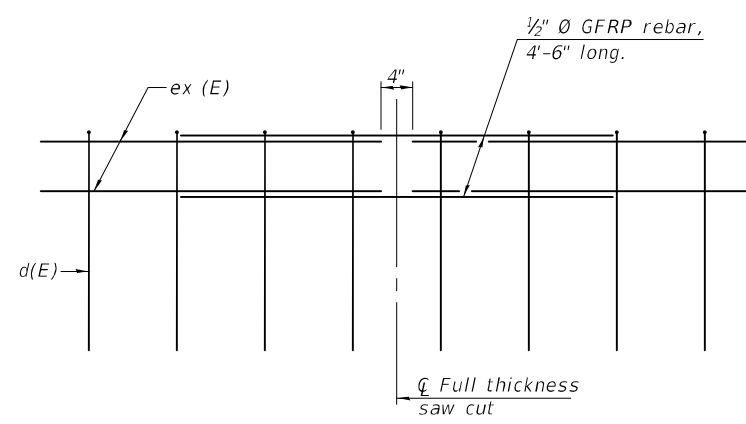
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(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 = 0.00348 cu. yds./ft. for 39" and 44" parapets.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel superstructure shown. Other superstructure types similar.

MODEL: 0580047-74596-040
FILE NAME: p:\w\idol-pw\benley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

SFP 39-44 1-1-2020

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - November 30, 2021
CHECKED - RYAN P. NEGANGARD	PASSED	
DRAWN - DENNIS A. POP		
CHECKED - D.H.R. / R.P.N. / G.R.A.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

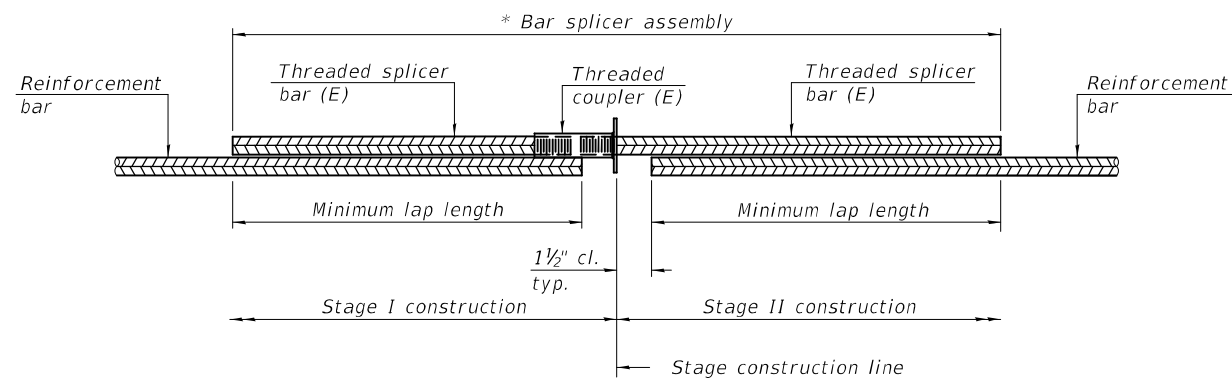
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 058-0047 & 058-0048

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	70
CONTRACT NO. 74596				

SHEET 40 OF 43 SHEETS

ILLINOIS FED. AID PROJECT

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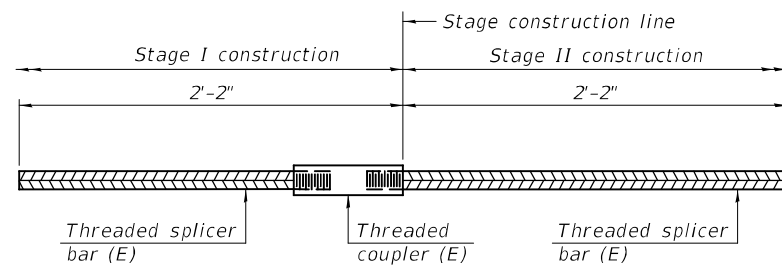


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

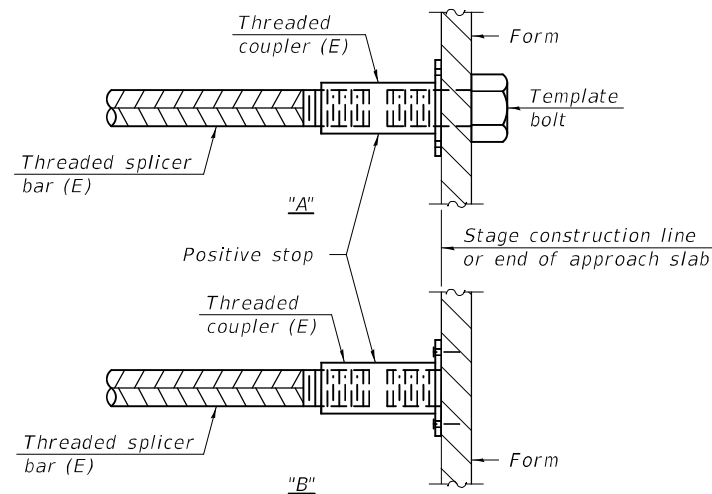
Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Median Top	#5	794	3'-1"
Median Bottom	#5	481	3'-6"
Approach Slab at Parapet	#5	32	3'-0"
Approach Slab at Curb	#4	32	2'-5"
Approach Slab Median	#5	64	3'-0"
Approach Slab Footing	#5	80	3'-2"
Abutment Diaphragm, Back Face	#6	10	4'-0"
Abutment Diaphragm, Front Face	#6	8	See Diaphragm Bar Splicer Detail
Abutment Cap	#7	20	5'-0"
Slab at Abutment Diaphragm	#5	8	3'-4"
Abutment Cap Top	#5	8	3'-7"

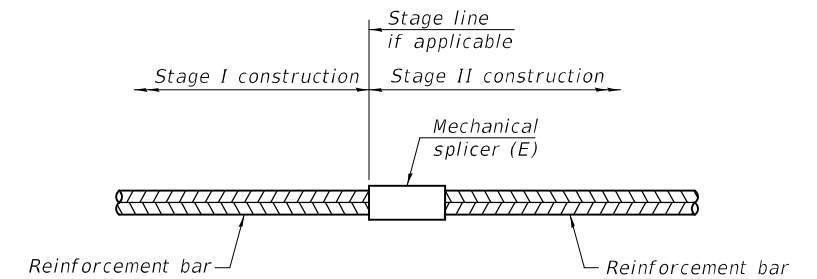


DIAPHRAGM BAR SPLICER DETAIL



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

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: 0580047-74596-041
 FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED - DAVID H. RICHTER
 CHECKED - RYAN P. NEGANGARD
 DRAWN - DENNIS A. POP
 CHECKED - D.H.R. / R.P.N. / G.R.A.

EXAMINED
 PASSED
Joanne F. DeLuca
 ENGINEER OF BRIDGE DESIGN
Carl Perry
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - November 30, 2021
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 058-0047 & 058-0048**

SHEET 41 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	71
CONTRACT NO. 74596				

ILLINOIS FED. AID PROJECT



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 7/18/66

ROUTE FAS 540 DESCRIPTION 3 Spans across Lake Decatur LOGGED BY Baker
SECTION 12 BR LOCATION TWP. 16N, RNG. 3E, 3rd PM,
COUNTY Macon DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO.	Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPTH	BLOW	UCS	MOIST
058-0047	1104+36.17	H	W	Qu	T	ft	ft	H	W	Qu	T
BORING NO.	Station	Offset	Ground Surface Elev.			ft	ft	ft	(/6")	(tsf)	(%)
1	1102+64	17.0 ft RL	603.7								

Soil Description	Depth (ft)	Moisture (%)	UCS (tsf)	Moisture (%)	Soil Description	Depth (ft)	Moisture (%)	UCS (tsf)	Moisture (%)
Very soft black Sand Loam to Silty Clay Lake Sediment (Organic)	0 to 600.7	0.0	38	0.0	Till	0 to 23			
	600.7 to 596.2	0.0	33	0.0		23 to 15			
	596.2 to 574.2	0.0	40	0.0		15 to -25			
Soft-loose dark gray Silt Loam to Sand Loam Alluvium	574.2 to 596.2	0.5	21	0.5	Medium Gray fine to coarse Sand with some Pebbles	-25 to -30			
	596.2 to 564.7	6		6		-30 to -35	70	10.9	7
	564.7 to 564.2	6		6		-35 to -40	100	12.0	9
	564.2 to 564.7	14		14		-40 to -40	100	10.9	9
Loose to medium Gray Sand with some Gravel	564.7 to 564.2	8		8	Very hard gray cemented Clay Loam Till	-40 to -40			
	564.2 to 564.7	22		22					
	564.7 to 564.2	14		14					
Lense of Brown-Gray Clay Loam	564.2 to 564.7	14		14	Hard gray Silt Loam Appearance of Shale Rock	-40 to -40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 7/18/66

ROUTE FAS 540 DESCRIPTION 3 Spans across Lake Decatur LOGGED BY Baker
SECTION 12 BR LOCATION TWP. 16N, RNG. 3E, 3rd PM,
COUNTY Macon DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO.	Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPTH	BLOW	UCS	MOIST
058-0047	1104+36.17	H	W	Qu	T	ft	ft	H	W	Qu	T
BORING NO.	Station	Offset	Ground Surface Elev.			ft	ft	ft	(/6")	(tsf)	(%)
1	1102+64	17.0 ft RL	603.7								

Soil Description	Depth (ft)	Moisture (%)	UCS (tsf)	Moisture (%)	Soil Description	Depth (ft)	Moisture (%)	UCS (tsf)	Moisture (%)
Limit of Boring	0					0 to 23			
**Shelby Tube Data	23					23 to 15			
*Note: Ground surface is lake bottom, boring through 9 1/2 feet of lake water. End of Boring	15					15 to -25			
	-25					-25 to -30	70	10.9	7
	-30					-30 to -35	100	12.0	9
	-35					-35 to -40	100	10.9	9
	-40					-40 to -40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 7/21/66

ROUTE FAS 540 DESCRIPTION 3 Spans across Lake Decatur LOGGED BY Baker
SECTION 12 BR LOCATION TWP. 16N, RNG. 3E, 3rd PM,
COUNTY Macon DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO.	Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPTH	BLOW	UCS	MOIST
058-0047	1104+36.17	H	W	Qu	T	ft	ft	H	W	Qu	T
BORING NO.	Station	Offset	Ground Surface Elev.			ft	ft	ft	(/6")	(tsf)	(%)
2	1106+09	9.0 ft RL	605.7								

Soil Description	Depth (ft)	Moisture (%)	UCS (tsf)	Moisture (%)	Soil Description	Depth (ft)	Moisture (%)	UCS (tsf)	Moisture (%)
Very soft Lake Sediment	0 to 603.7	0		0	Till	0 to 63			
	603.7 to 582.2	0.6	32	0.6		63 to 73			
	582.2 to 574.2	2		2	Hard gray Clay Loam Till	73 to 73			
Medium dark gray-black Silty Clay Loam Alluvium	574.2 to 598.7	0.6	25	0.6		73 to -25			
	598.7 to 594.2	2		2	Limit of Boring	-25 to -30			
	594.2 to 591.2	3		3	*Note: Ground surface is lake bottom, boring through 7 1/2 feet of lake water. End of Boring	-30 to -35			
Very loose to loose dark gray Sand Loam & Sand with Rocks	591.2 to 589.2	6		6		-35 to -40			
	589.2 to 591.2	6		6		-40 to -40			
Loose gray Sand	591.2 to 589.2	6		6					
	589.2 to 589.2	61		61					
Very dense coarse gray Sand Loam Till	589.2 to 589.2	60	8.9	8					
	589.2 to 589.2	60		60					
Hard gray Sandy Clay Loam to Clay Loam Till	589.2 to 589.2	60		60					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

MODEL: 0580047-74596-042
FILE NAME: p:\w\idol-pw-bentley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580047\CADD Plans\0580047-74596.dgn

DESIGNED -	DAVID H. RICHTER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	D.H.R. / R.P.N. / G.R.A.

EXAMINED		DATE -	November 30, 2021
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION










SOIL BORING LOGS
STRUCTURE NO. 058-0047 & 058-0048

SHEET 42 OF 43 SHEETS




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	72
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

12/1/2021 7:21:40 AM

LEGEND

	EXISTING SERVICE
	PROPOSED SERVICE
	EXISTING LIGHTING CONTROLLER
	EXISTING LIGHTING UNIT ON UTILITY POLE WITH OVERHEAD SERVICE TO REMAIN
	PROPOSED LIGHTING UNIT, M.H. 45 FT, 12 FT ARM, ON PARAPET LED LUMINAIRE
	PROPOSED ELECTRICAL CABLE, SIZED AS NOTED
	PROPOSED COILABLE NONMETALLIC CONDUIT 2" DIA. LENGTH AS NOTED
	PROPOSED LIGHTING CONTROLLER
	EXISTING LIGHTING UNIT TO BE REMOVED

CONDUCTOR/CONDUIT SCHEDULE

	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
	ELECTRIC CABLE IN CONDUIT, 600V, 3-1C (XLP-TYPE USE), NO.10
	EMPTY CONDUIT FOR FUTURE USE

HIGHWAY STANDARDS

821101-02	LUMINAIRE WIRING IN POLE
825001-04	LIGHTING CONTROLLER POLE MOUNTED
830001-03	LIGHT POLE ALUMINUM MAST ARM
812001-01	RACEWAYS EMBEDDED IN STRUCTURE

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
8/12/21	74596	(12B-1)BR	MACON
Marked Route Number		Municipality	
IL-105		UNINCORPORATED	

Roadway

Lane Width	# of Lanes	Median Width	I.E.S Surface Classification	0-Zero Value
12	2	N/A	R3	0,07

Structure

Mounting Height	Arm Length	Set Back	Number of Luminaires (Highmast & Sign Lighting Only)
35 FT	12 FT	12 FT	N/A

Luminaire

Description	I.E.S. Lateral Distribution	I.E.S. Vertical Distribution	
ROADWAY, OUTPUT DESIGNATION H	TYPE III	MEDIUM	
Total Light Loss Factor (LLF)	BUG Rating	Shields	Dimming Protocol
0.7	U = 0	N/A	0-10V

Layout

Spacing (to Nearest 5 Ft) Configuration (Opposite, Staggered, 1 Sided, or Median)	
200 FT	SINGLE SIDED

Performance

Average Illuminance, E _{AVE} (fc)	Uniformity Ratio, E _{AVE} /E _{MIN}		
0.9 to 1.3	less than or equal to 3.0:1		
Average Luminance, L _{AVE} (cd/m ²)	Uniformity Ratio, L _{AVE} /L _{MIN}	Uniformity Ratio, L _{MAX} /L _{MIN}	Veiling Luminance Ratio, L _v /L _{MIN}
0.6	less than or equal to 3.5:1	less than or equal to 6.0:1	less than or equal to 0.3:1

Light Trespass

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

Notes

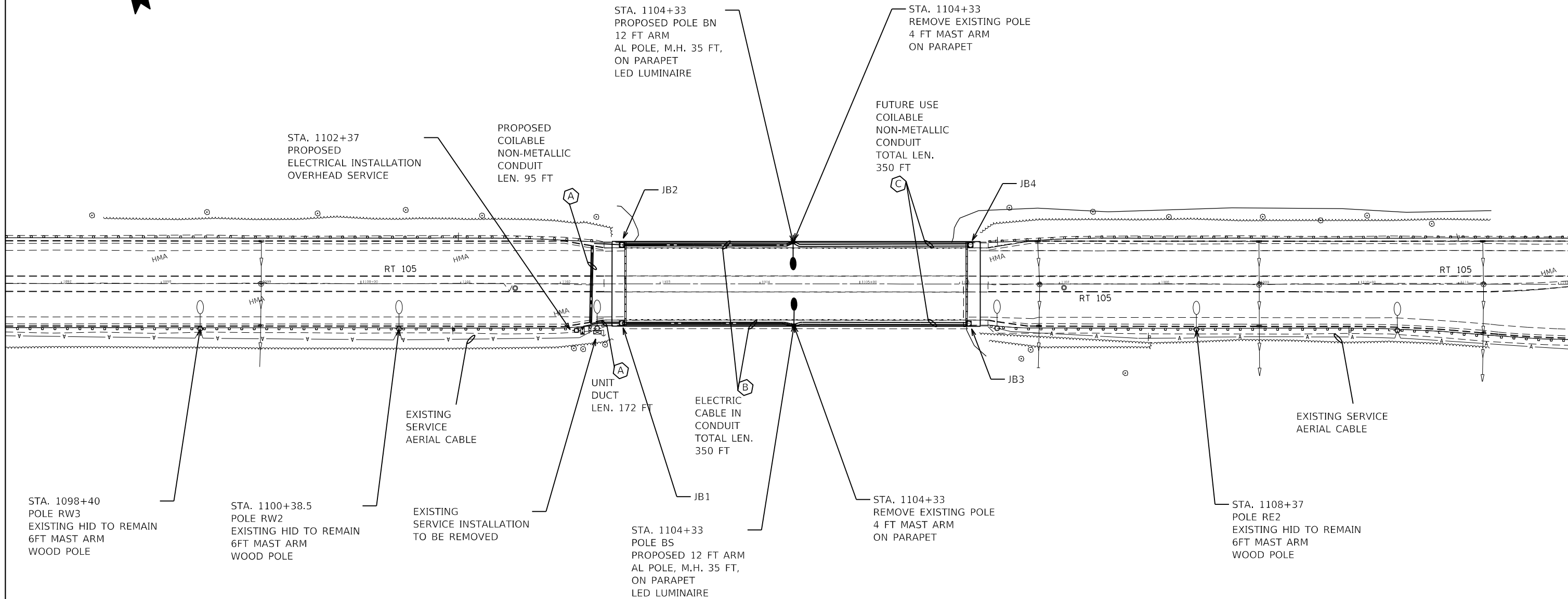
- Set Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
- Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to roadway.
- Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
- Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions above.

PHOTOMETRIC CALCULATIONS SHALL BE PERFORMED IN ONE DIRECTION ONLY.

COMPLIANCE WITH PERFORMANCE CRITERIA SHALL BE HELD TO ONE SIGNIFICANT DIGIT.

INITIAL LUMENS OF THE PROPOSED LUMINAIRE MAY VARY FROM THE VALUES SPECIFIED IN THE TABLE GIVEN IN ARTICLE 1067.06 OF THE BDE SPECIAL PROVISION FOR LUMINAIRE, LED

USER NAME = SUSERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 5SCALES	CHECKED -	REVISED -
PLOT DATE = SDATES	DATE -	REVISED -



MODEL NUMBER: MAMES
FILE NAME: 81E2

E2

USER NAME = SUSERS	DESIGNED -	REVISED -
PLOT SCALE = 5/32" = 1'	DRAWN -	REVISED -
PLOT DATE = 5/24/25	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




**LIGHTING PLAN
IL 105 NEW BRIDGE DECK WILLIAMS ST BRIDGE OVER LAKE DECATUR**

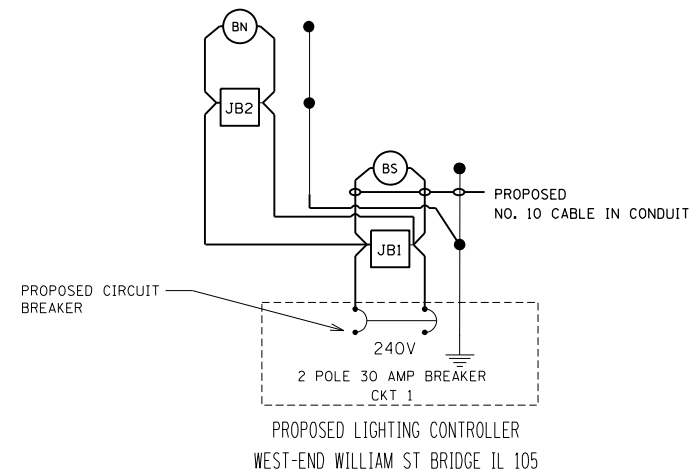
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 741	SECTION (12B-1)BR	COUNTY MACON	TOTAL SHEETS 81	SHEET NO. 75
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74596	

NOTES:

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

-  PROPOSED ON LIGHTING UNIT WILLIAM STREET BRIDGE STRUCTURE
LED ROADWAY LUMINAIRES ON
6 FT ARMS, ON PARAPET
-  PROPOSED JUNCTION BOX N ON A STRUCTURE
-  EXISTING GROUND ROD



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E3

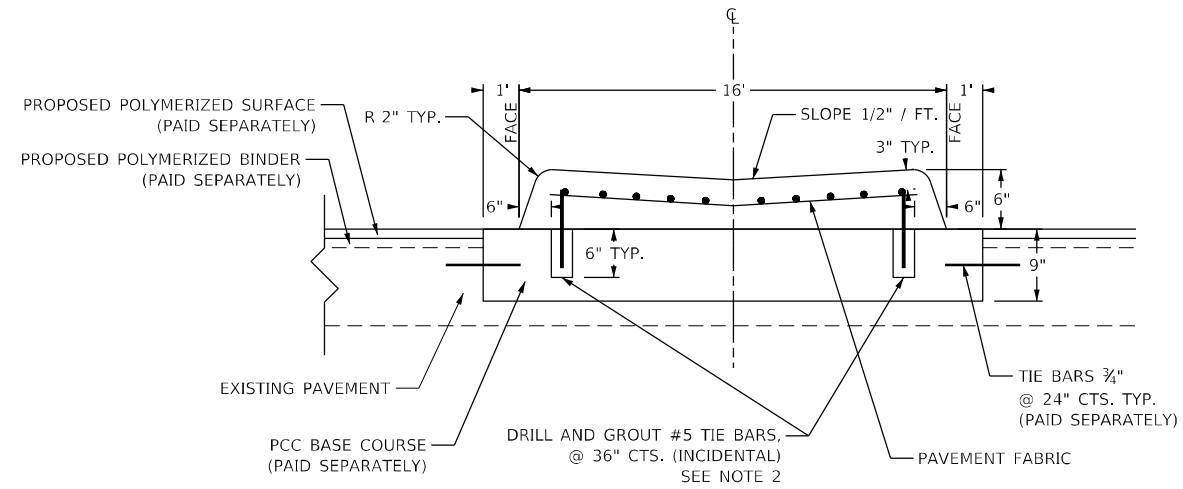
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	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIRING DIAGRAM			
IL 105 NEW BRIDGE DECK WILLIAMS ST BRIDGE OVER LAKE DECATUR			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	76
			CONTRACT NO. 74596	
		ILLINOIS	FED. AID PROJECT	

DETAIL OF CONCRETE MEDIAN, TYPE SM (DOWELLED)



NOTES

1. CONCRETE MEDIAN, TYPE SM (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
2. DOWEL BARS @ 36" CTS. OR AS DIRECTED BY THE ENGINEER.

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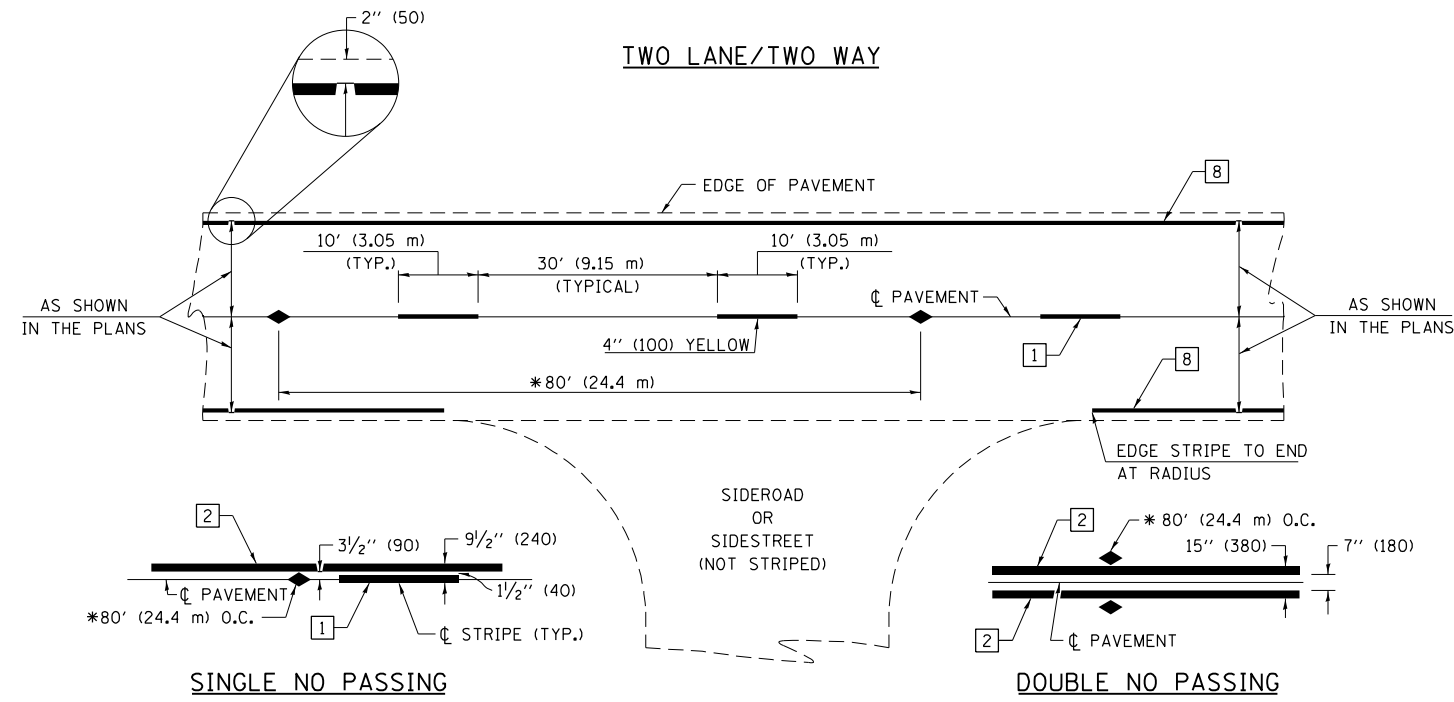
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PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS DETAILS

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

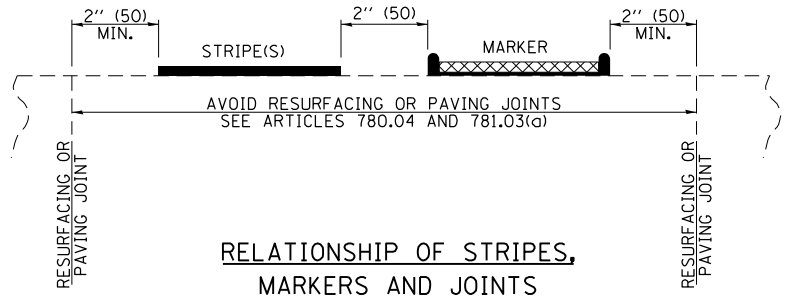
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	77
			CONTRACT NO. 74596	
		ILLINOIS FED. AID PROJECT		



* 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

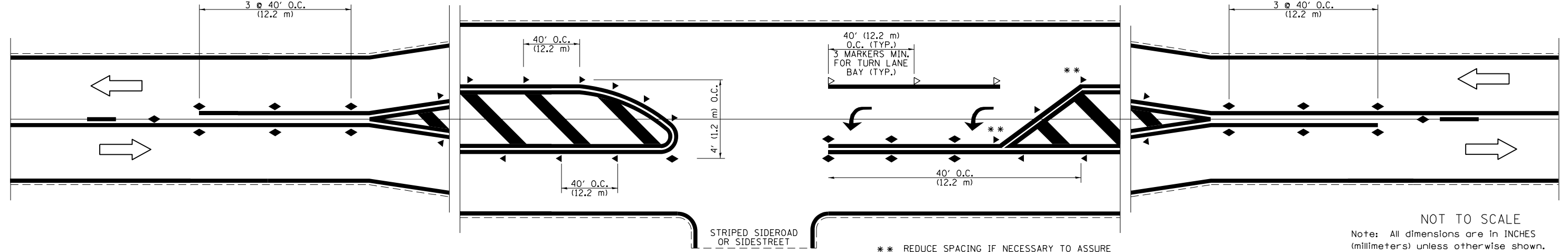


RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

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. 7800001

USER NAME = steffenmk	DESIGNED - LMH	REVISED -
DRAWN - LMH	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

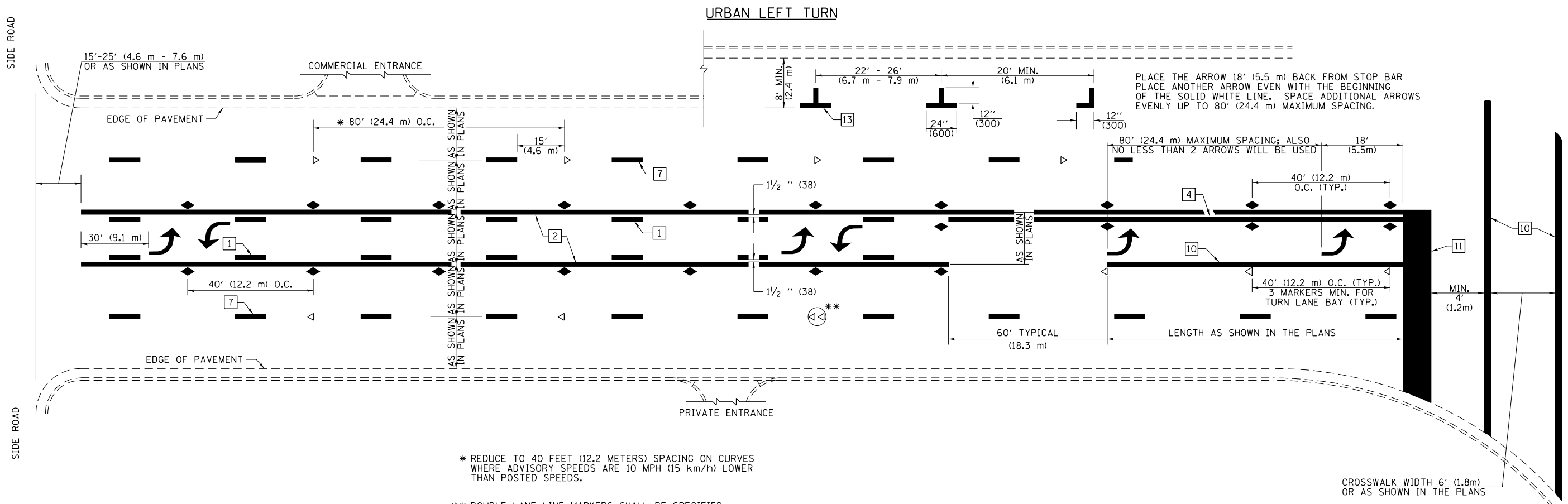
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	78
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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 PROJECT: 74596



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

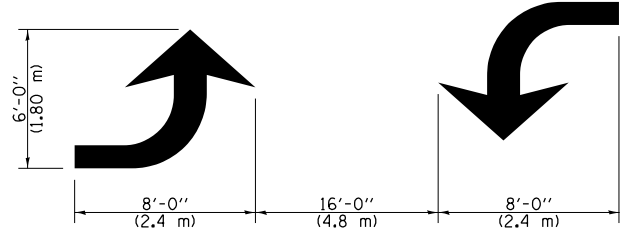
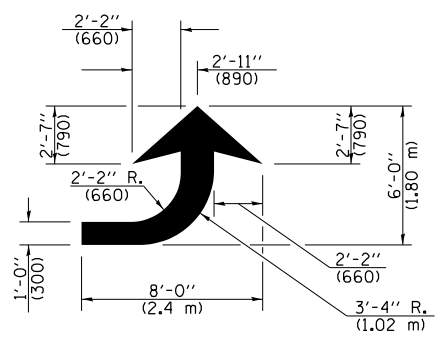
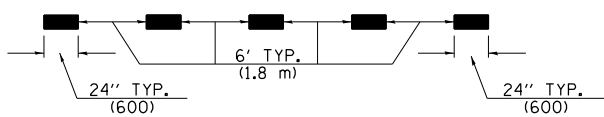
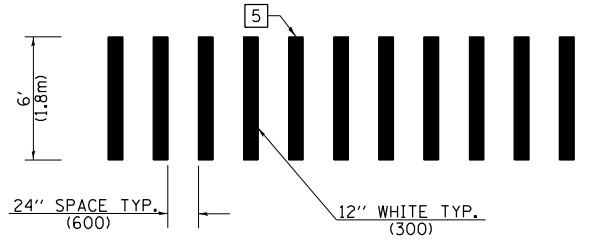
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

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.
6. ALL WHITE SKIP-DASH LINES SHALL BE 6" IN WIDTH.



LANE LINE EXTENSIONS

LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)

TYPICAL DOUBLE TURN ARROWS (WHITE)

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 7800001

USER NAME = steffenk	DESIGNED - LMH	REVISED -
DRAWN - LMH	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

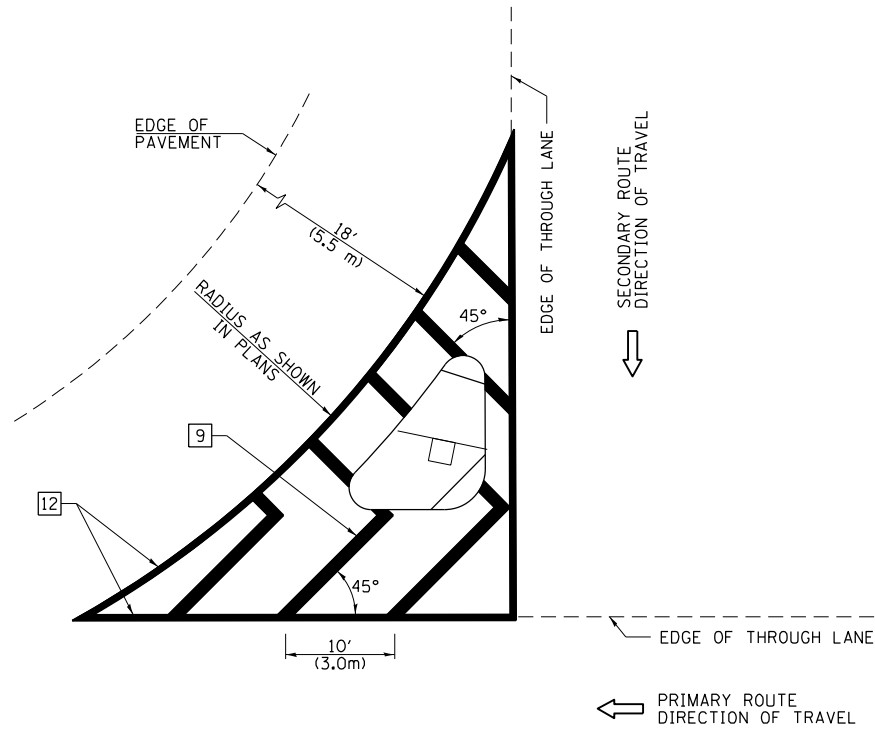
**PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS
(RURAL & URBAN APPLICATIONS)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(128-1)BR	MACON	81	79
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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 PROJECT: 74596

ISLAND

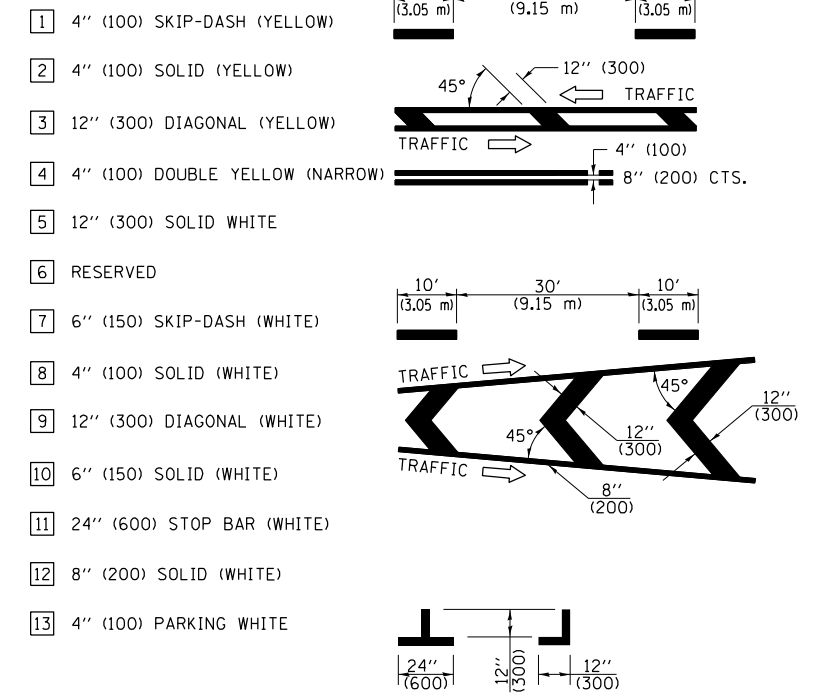


GENERAL NOTES

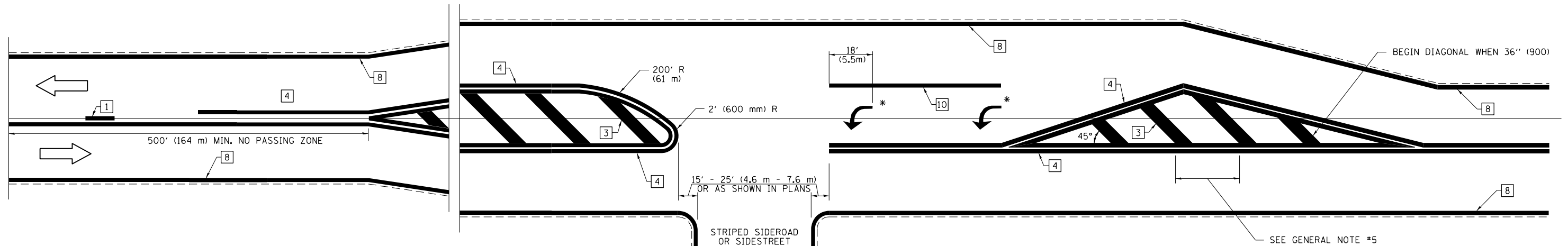
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING 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



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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

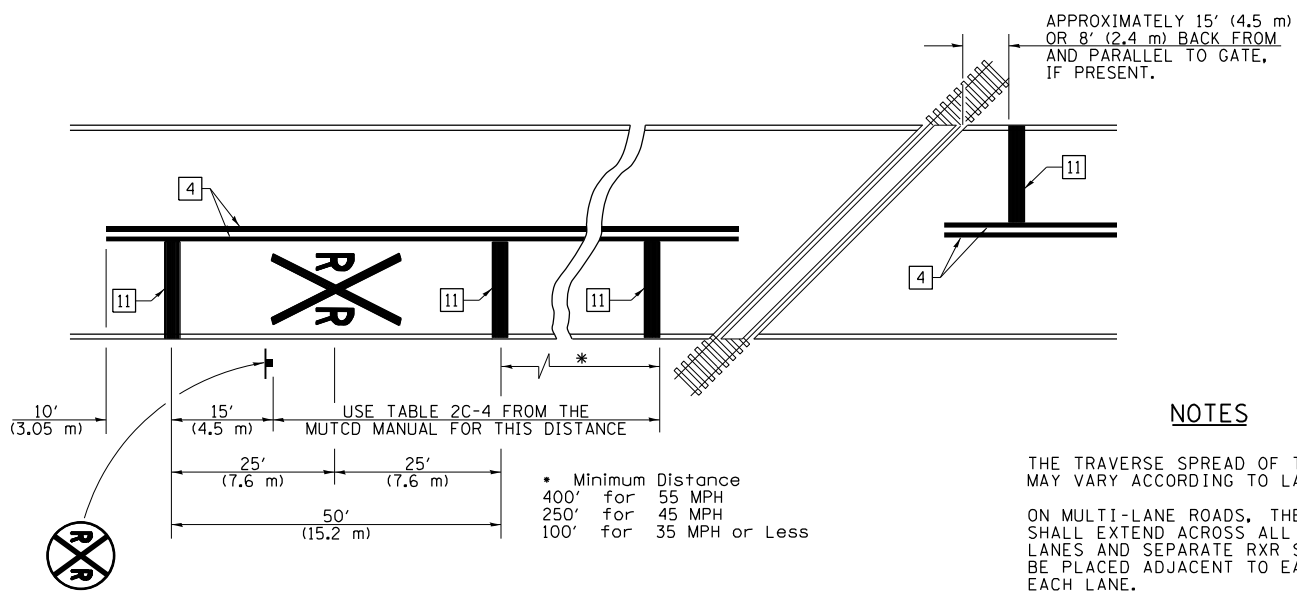
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	80
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				

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

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 PROJECT: 74596

USER NAME = steffemk	DESIGNED - LMH	REVISED -
DRAWN - LMH	REVISIONS -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



NOTES

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

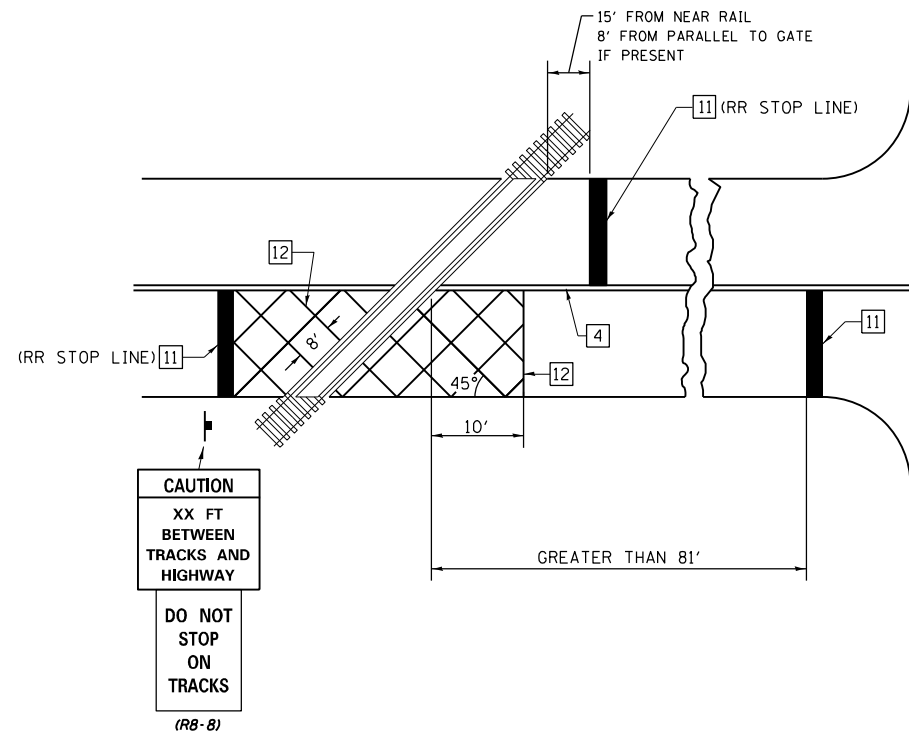
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

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.

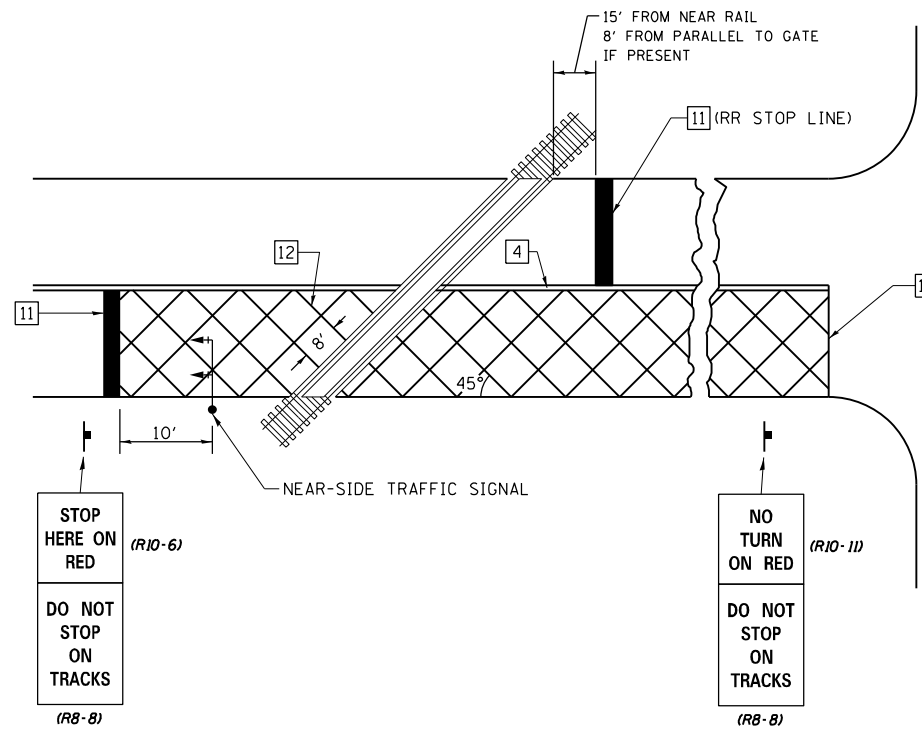
PAVEMENT MARKING LEGEND

- 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

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- 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

USER NAME = steffnmk	DESIGNED - LMH	REVISED -
DRAWN - LMH	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE - 10/21/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(12B-1)BR	MACON	81	81
CONTRACT NO. 74596				
ILLINOIS FED. AID PROJECT				