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HIGHWAY STANDARDS

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

COMMITMENTS

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

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

APPLICATION RATES

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

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

MODEL: SOQ-1 [Sheet]
FILE NAME: F:\Projects\50 [DOT]50, 153A, 24, PTB 206-028, D7, 74A10, W03, US 36 over Long Creek\74A10\CAD\Drawings\74A10\Sheet-SOQ.dgn

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

* SPECIALTY ITEM

REV - MS



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

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

MODEL: SQ-Q2 [Sheet]
FILE NAME: F:\Projects\50 [DOT\50_153A_24_PTB 206-028_D7_W03_US 36 over Long Creek\744\10\Drawings\Sheets\I7744-10-sh1-SQ-Q2.dgn

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

* SPECIALTY ITEM

REV - MS



USER NAME	= Mohammed
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PLOT DATE	= 12/10/2025

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

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

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

* SPECIALTY ITEM

Ø 0042

REV - MS



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

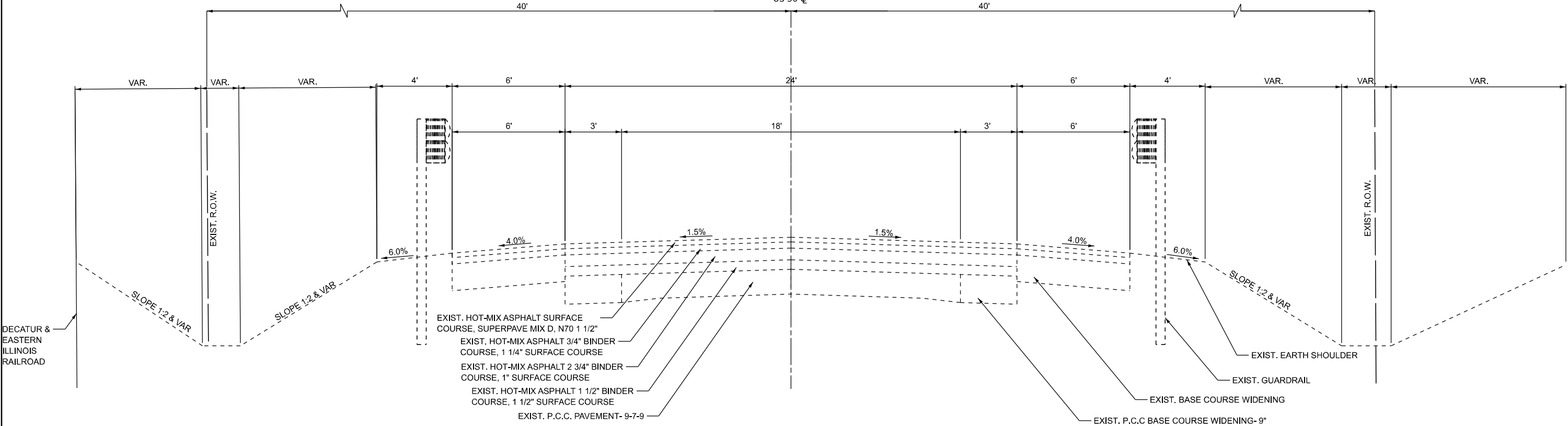
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323A	(139BR)B	MACON	70	5
		CONTRACT NO. 74A10		
		ILLINOIS FED. AID PROJECT		

MODEL: Typical Section-1 (Sheet)
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EXISTING TYPICAL SECTION

STATION TO STATION
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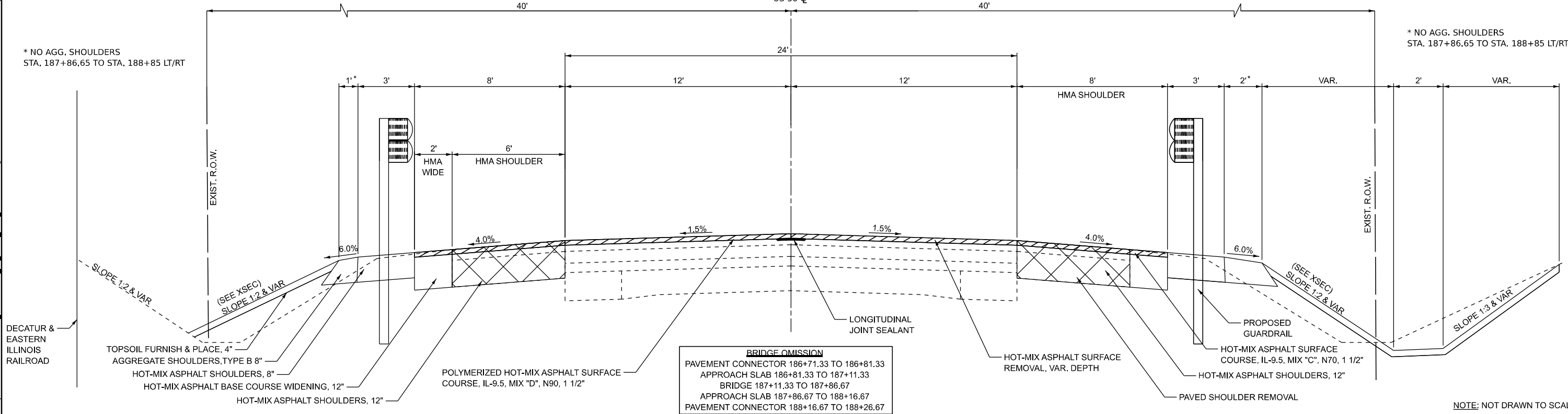
US 36 CL



PROPOSED TYPICAL SECTION

STATION TO STATION
186+00.00 189+15.00

US 36 CL



NOTE: NOT DRAWN TO SCALE



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PLOT SCALE = 0.16666633" / 1 in.	CHECKED - AMH	REVISED -
PLOT DATE = 2/19/2026	DATE -	REVISED -

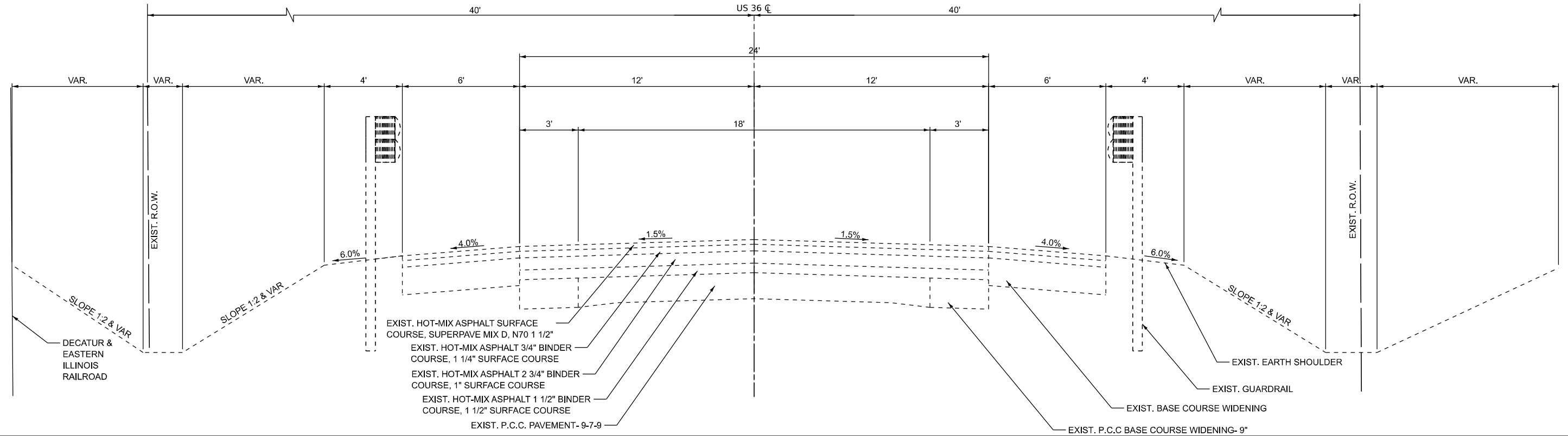
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

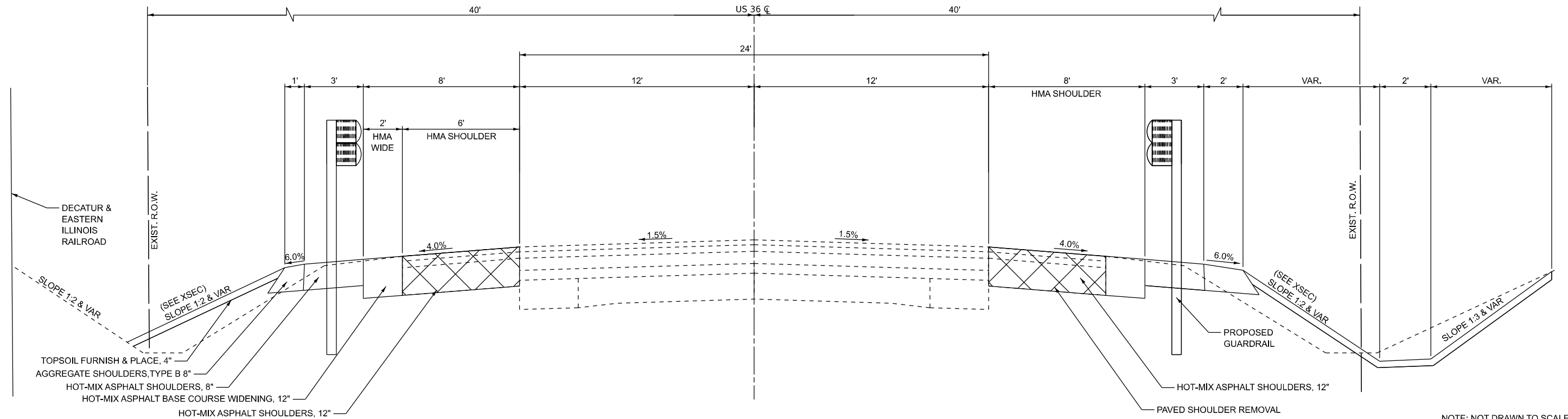
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	6
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

<u>STATION</u>	<u>TO</u>	<u>STATION</u>
184+25.40 LT		186+00.00 LT
185+61.85 RT		186+00.00 RT



<u>STATION</u>	<u>TO</u>	<u>STATION</u>
184+25.40 LT		186+00.00 LT
185+61.85 RT		186+00.00 RT

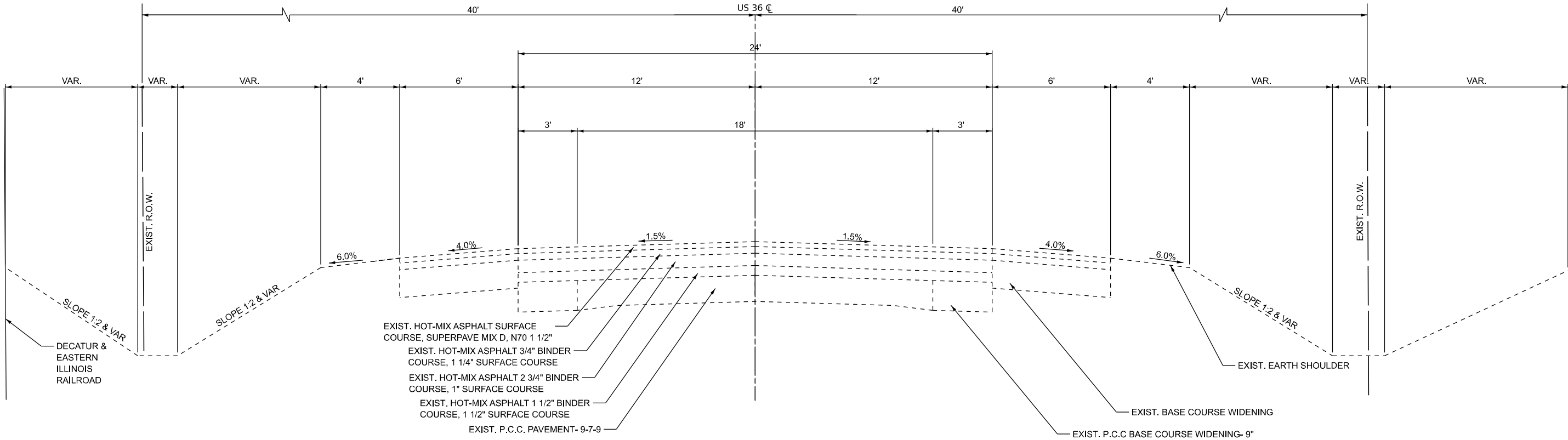


NOTE: NOT DRAWN TO SCALE

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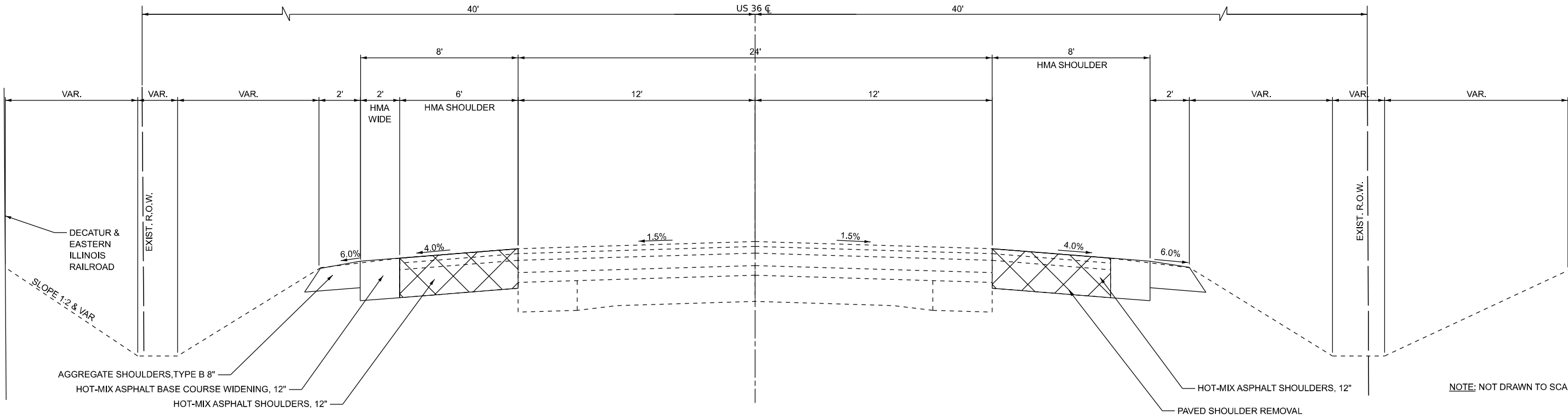
EXISTING TYPICAL SECTION

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



PROPOSED TYPICAL SECTION

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

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

MODEL: Schedules-1 [Sheet]
FILE NAME: F:\Projects\50 DOT\50_153A-24_PTB 206-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADDData\CADSheets\D774A10-sht-Schedules.dgn

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

EROSION CONTROL SCHEDULE							
LOCATION			LT/RT	28000305	28000400	28100107	28200200
				TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	STONE RIPRAP, CLASS A4	FILTER FABRIC
STA.	TO	STA.	LT/RT	FOOT	FOOT	SQ YD	SQ YD
184+25.40	TO	187+00.00	LT	120	322.03		
185+56.14	TO	187+00.00	RT	60	187.71		
187+89.67	TO	188+44.44	LT		97.30	141.66	141.66
187+89.67	TO	188+74.50	RT		117.30	212.25	212.25
TOTAL				180.00	724.34	353.91	353.91
ROUNDED				180	724	354	354

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

BASE COURSE WIDENING & SHOULDER SCHEDULE													
LOCATION			LT/RT	LENGTH	WIDTHS				35600724	40600290	48101600	48203029	48203045
					HMA SHOULDER, 12"	HMA SHOULDER, 8"	HMA BSE CSE WID. 12"	AGG. SHOULDER 8"	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	BITUMINOUS MATERIALS (TACK COAT)	AGGREGATE SHOULDERS, TYPE B 8"	HOT-MIX ASPHALT SHOULDERS, 8"	HOT-MIX ASPHALT SHOULDERS, 12"
STA.	TO	STA.	LT/RT	FEET	FEET	FEET	FEET	SQ YD	POUND	SQ YD	SQ YD	SQ YD	
184+25.40	TO	187+08.01	LT	282.61	6		-		18.84			188.41	
184+25.40	TO	186+71.33	LT	245.93		2		54.65					
184+25.40	TO	185+09.43	LT	84.03		3 & VAR	1		20.67	9.34	30.62		
185+09.43	TO	186+81.33	LT	171.90		3	1		38.68	19.10	57.30		
184+75.00	TO	186+71.33	RT	196.33	8	-	-		157.06			174.52	
184+75.00	TO	185+37.83	RT	62.83	-	-	2			13.96			
185+53.48	TO	186+21.93	RT	68.45		3& VAR	2		17.95	15.21	26.60		
186+21.93	TO	186+81.33	RT	59.40		3	2		13.37	13.20	19.80		
BRIDGE OMISSION													
187+87.67	TO	188+46.01	LT	84.30		VAR	-		28.96		42.90		
187+79.84	TO	190+00.00	LT	220.16	6		-		132.10			146.77	
188+26.67	TO	190+00.00	LT	173.33			2	38.52					
188+80.45	TO	190+00.00	LT	118.34	-		2			28.14			
188+26.67	TO	190+00.00	RT	173.33	8		-		138.66			154.07	
187+87.67	TO	188+84.86	RT	110.30	-	VAR	-		35.87		53.14		
189+04.57	TO	190+00.00	RT	93.58	-		2 & VAR			26.06			
TOTAL								93.17	602.15	125.02	230.36	663.77	
ROUNDED								93	602	125	230	664	

MILLING, RESURFACING & PAVEMENT SCHEDULE																
LOCATION			DESCRIPTION	LENGTH	PAVEMENT WIDTH	PAVEMENT AREA	X4401198	40600290	40604164	40600370	40604052	40600990	X4060995	40800050	42000070	
							HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	BITUMINOUS MATERIALS (TACK COAT)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90 (1.5 INCH)	LONGITUDINAL JOINT SEALANT	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 (1.5 INCH)	TEMPORARY RAMP	TEMPORARY RAMP, SPECIAL	INCIDENTAL HOT-MIX ASPHALT SURFACING	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	
STATION	TO	STATION		FEET	FEET	SQ YD	SQ YD	POUND	TON	FOOT	TON	SQ YD	SQ YD	TON	SQ YD	
186+00.00	TO	186+10.00	MAINLINE	10.00	24	26.67						26.67				
186+00.00	TO	186+71.33	SHOULDER LT	71.33	8	63.40	63.40	28.53	-	-	5.33			-	-	
186+00.00	TO	186+71.33	SHOULDER RT	71.33	8	63.40	63.40	28.53	-	-	5.33			-	-	
186+00.00	TO	186+71.33	MAINLINE	71.33	24	190.21	190.21	85.60	15.98	71.33	-			-	-	
186+51.33	TO	186+71.33	MAINLINE	20.00	24	53.33						53.33				
186+71.33	TO	186+81.33	MAINLINE	10.00	41	45.56	-	-	-	-				-	45.56	
187+11.33	TO	187+86.67		75.34						BRIDGE OMISSION						
188+16.67	TO	188+26.67	MAINLINE	10.00	41	45.56	-	-	-	-	-			-	45.56	
188+26.67	TO	189+15.00	MAINLINE	88.33	24	235.55	235.55	106.00	19.79	88.33	-			-	-	
188+26.67	TO	189+15.00	SHOULDER LT	88.33	8	78.52	78.52	35.33	-	-	6.60			-	-	
188+26.67	TO	189+15.00	SHOULDER RT	88.33	8	78.52	78.52	35.33	-	-	6.60			-	-	
188+26.67	TO	188+46.67	MAINLINE	20.00	24	53.33						53.33				
185+36.35	TO	185+57.28	ENTRANCE	20.93	5	9.38	9.38	4.22	-		-			0.79		
188+39.08	TO	188+92.92	SIDEROAD	53.84	10	44.77	44.77	20.15	-	-	-		29.69	3.76	-	
188+54.57	TO	189+11.90	SIDEROAD	57.33	10	48.60	48.60	21.87	-	-	-		32.91	4.08	-	
189+05.00	TO	189+15.00	MAINLINE	10.00	24	26.67			-	-	-	26.67			-	
TOTAL							812.35	365.56	35.76	159.66	23.84	160.00	62.60	8.63	91.11	
ROUNDED							812	366	36	160	24	160	63	9	91	



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

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

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

MODEL: Schedules-2 [Sheet]
FILE NAME: F:\Projects\50 DOT\50_153A-24_PTB 206-028_D7_WC3_US 36 over Long Creek\744\10Drawings\Sheets\744A-10-shr-Schedules.dgn

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

GUARDRAIL REMOVAL		
LOCATION		63200310
		GUARDRAIL REMOVAL
STATION TO STATION	RT/LT	FOOT
STA. 184+55.67 TO STA. 188+46.52	LT	398.7
STA. 185+68.09 TO STA. 188+65.95	RT	301.6
TOTAL		700.30
ROUNDED		700

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

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

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

PAINT PAVEMENT MARKING - LINE 4"									
LOCATION		SIDE	LENGTH	78001110			70107005	70300100	70300150
				EASTBOUND EDGELINE (WHITE)	WESTBOUND EDGELINE (WHITE)	CENTERLINE SKIP DASH (YELLOW)	PAVEMENT MARKING BLACKOUT TAPE, 5"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL
STA.	TO	STA.	RT / LT	FEET	FOOT	FOOT	FOOT	FOOT	SQ FT
STAGE 1									
183+61.00	TO	185+02.00	CL	141.00			35.25		14.69
189+02.00	TO	190+86.00	CL	184.00			46.00		19.17
185+15.00	TO	189+74.00	LT	459.00			459.00		191.25
STAGE 2									
185+28.00	TO	189+62.00	RT	434.00			434.00		180.83
POST STAGE									
184+25.40	TO	188+39.08	LT	413.68		413.68			
188+92.92	TO	190+00.00	LT	107.08		107.08			
184+75.00	TO	188+54.00	RT		379.00				
189+11.90	TO	190+00.00	RT	88.10	88.10				
186+00.00	TO	189+15.00	MAINLINE	315.00		78.75		57.27	19.07
SUBTOTAL				1302.86	467.10	520.76	78.75	974.25	425.01
TOTAL						1066.61		974.25	425.01
ROUNDED						1067		974	425

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

MOBILIZATION	
LOCATION	67100100
	MOBILIZATION
	L SUM
ENTIRE JOB SITE	1
TOTAL	1
ROUNDED	1



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

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

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

MODEL: Schedules-3 [Sheet]
FILE NAME: F:\Projects\50 DOT\50_153A-24_PTB 206-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADData\CADsheets\D774A10-sh-Schedules.dgn

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

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

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

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

NOTE: A SHRINKAGE FACTOR OF 25% WAS USED.

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



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

DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

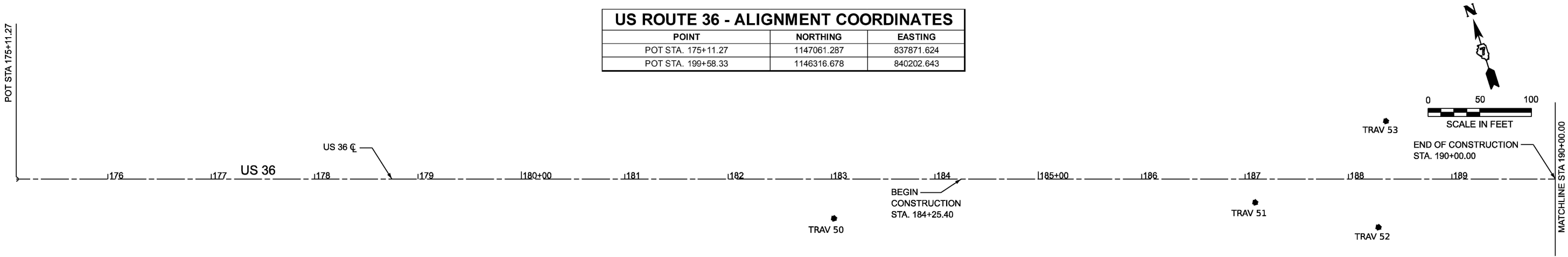
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

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

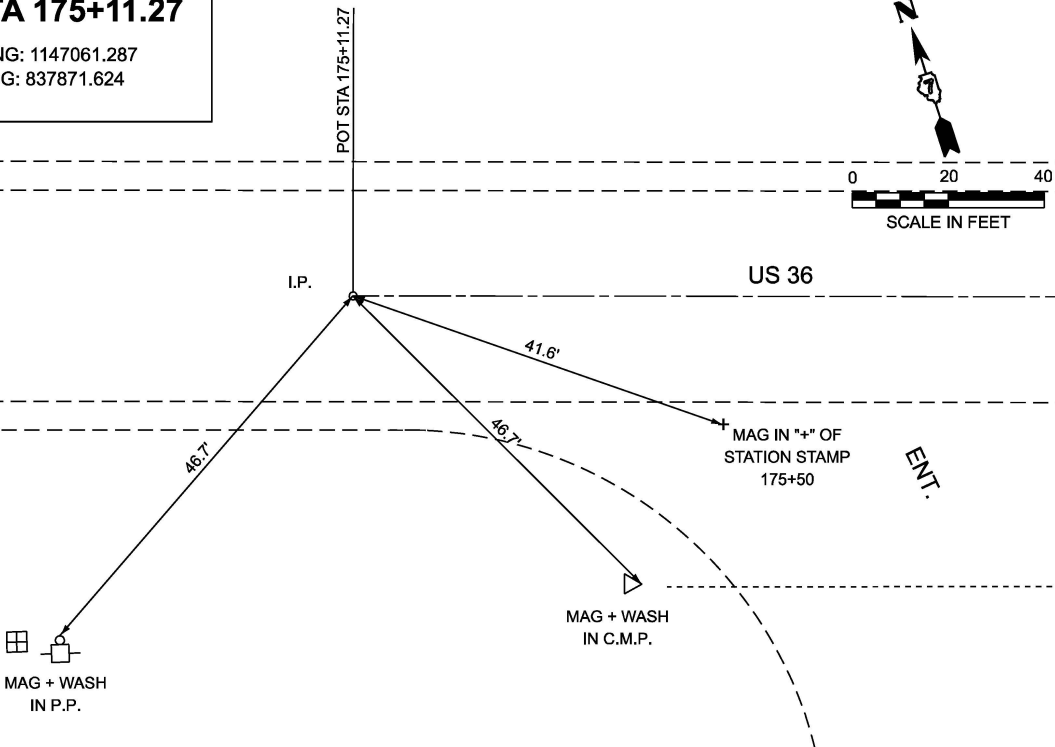
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	11
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

US ROUTE 36 - ALIGNMENT COORDINATES		
POINT	NORTHING	EASTING
POT STA. 175+11.27	1147061.287	837871.624
POT STA. 199+58.33	1146316.678	840202.643



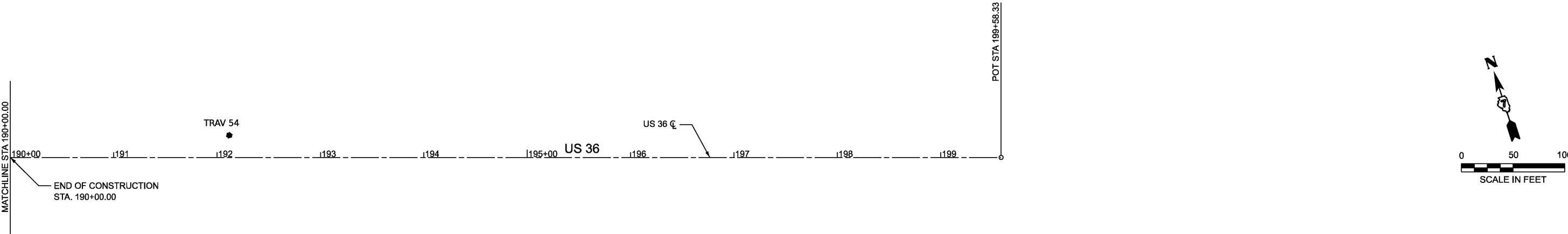
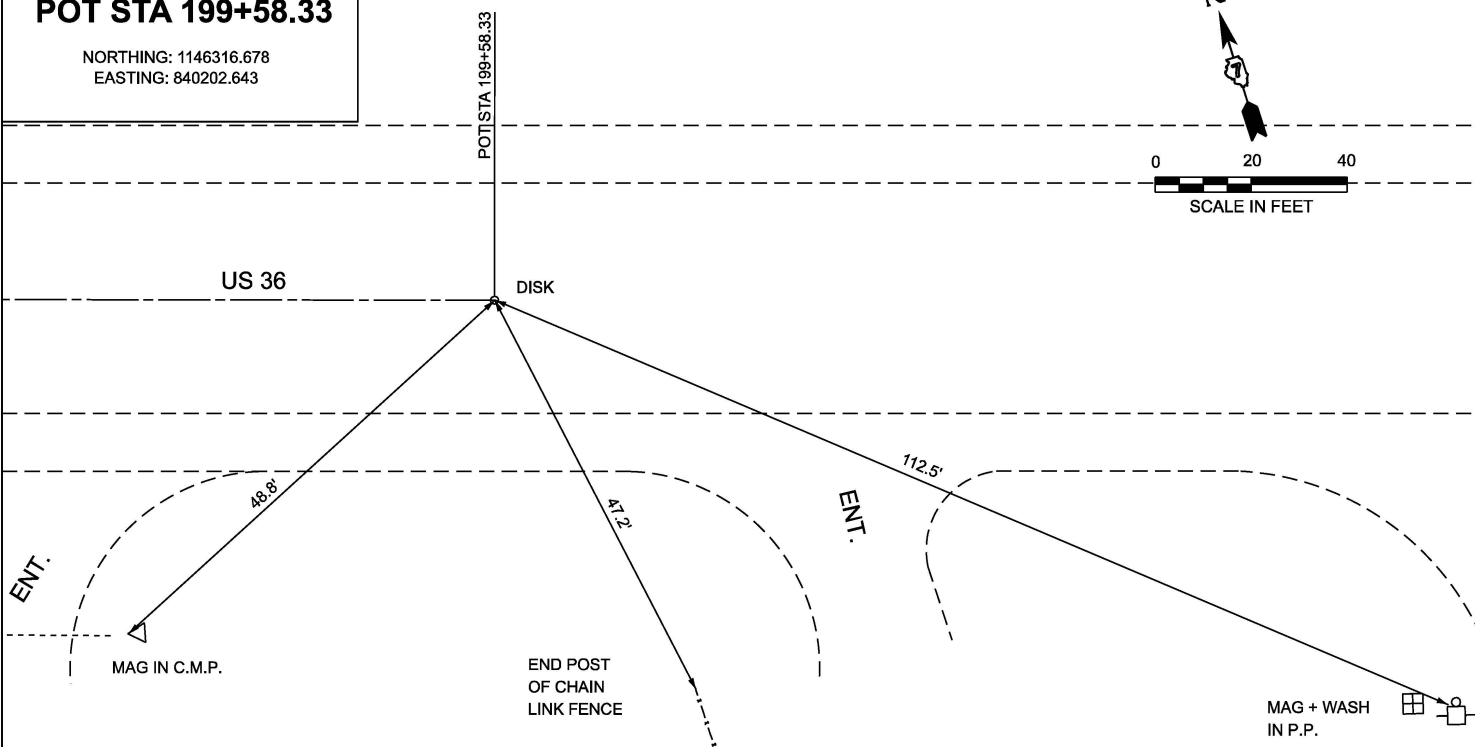
POT STA 175+11.27

NORTHING: 1147061.287
EASTING: 837871.624



POT STA 199+58.33

NORTHING: 1146316.678
EASTING: 840202.643



MODEL: Alignment Plans [Sheet]
FILE NAME: F:\Projects\50 [DOT]\60_153A_24_PTB 206-028_D7_W03_US 36 over Long Creek\74410\Drawings\Sheets\74410-shr-Align.dgn



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 6/17/2025	DATE -	REVISED -

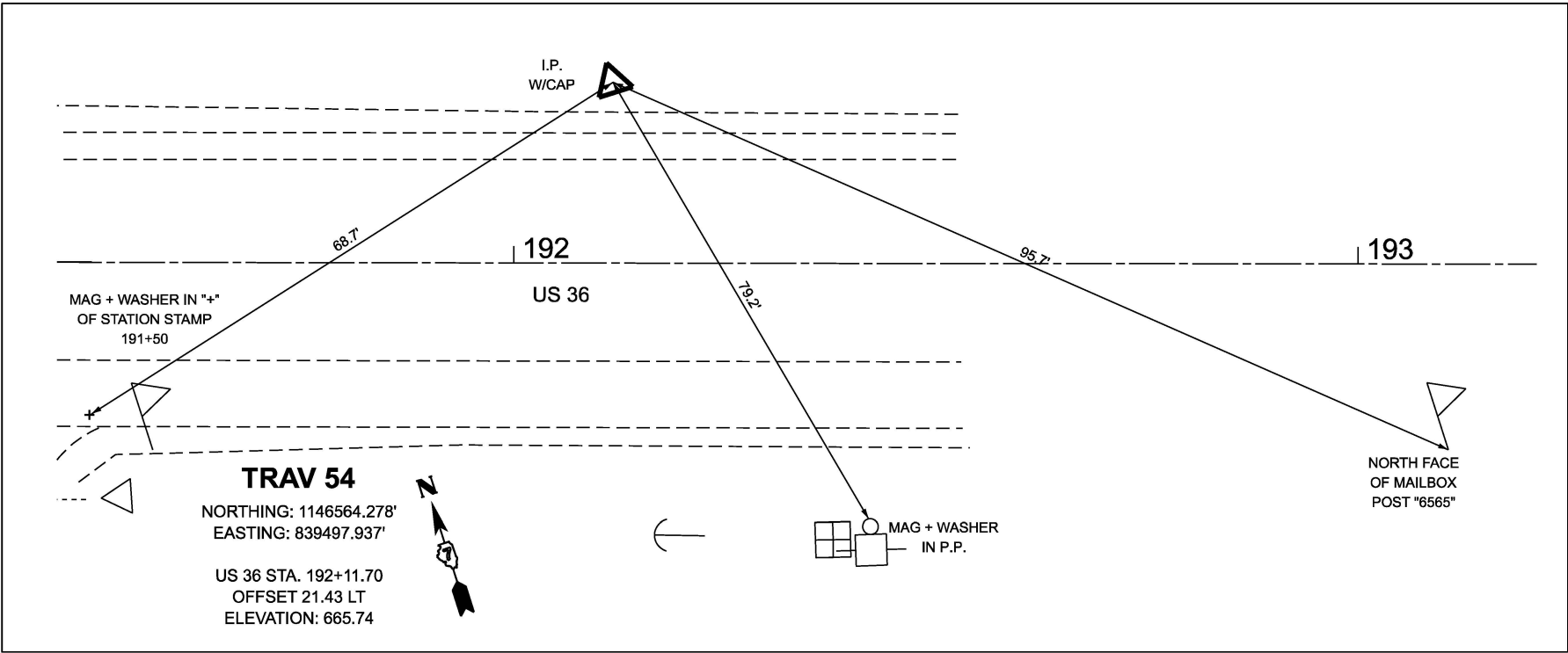
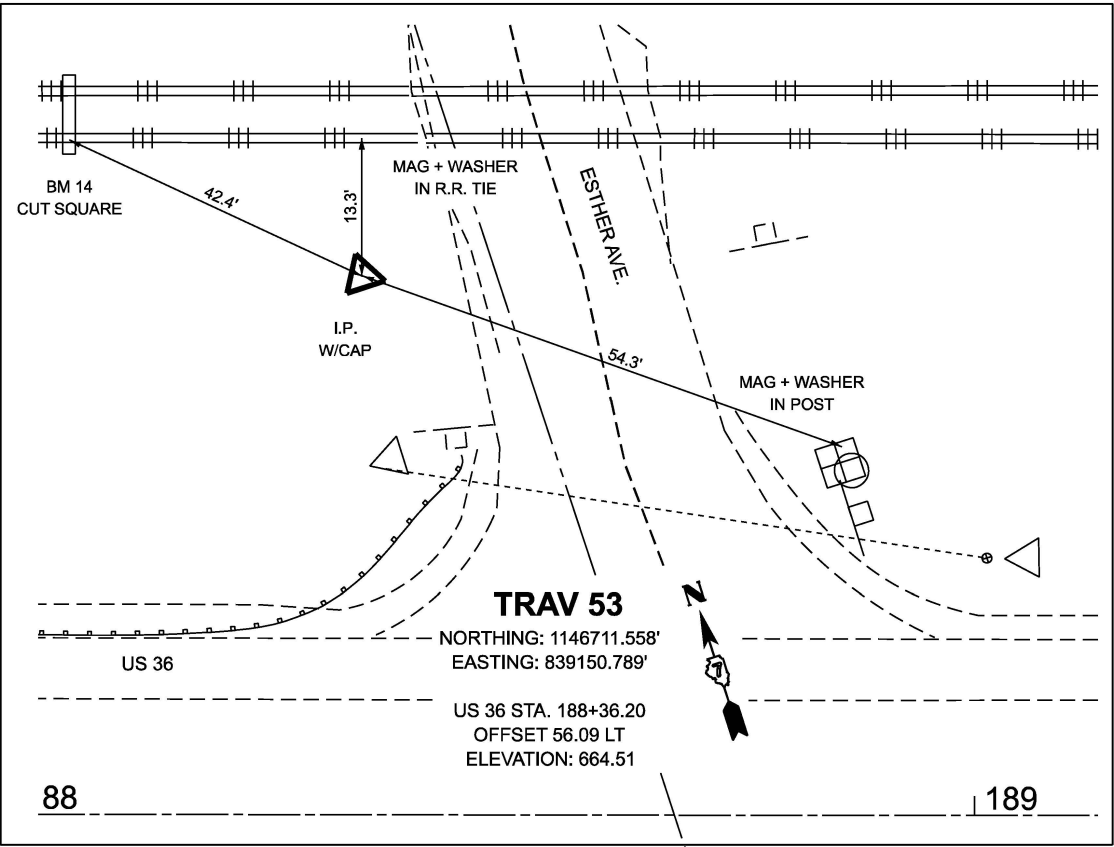
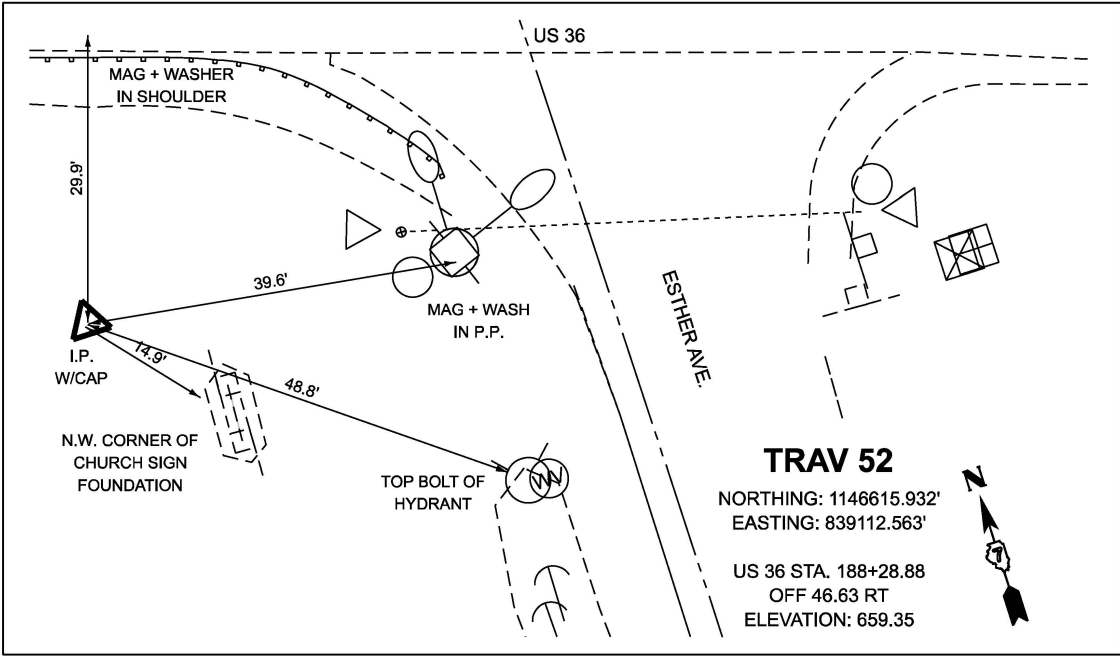
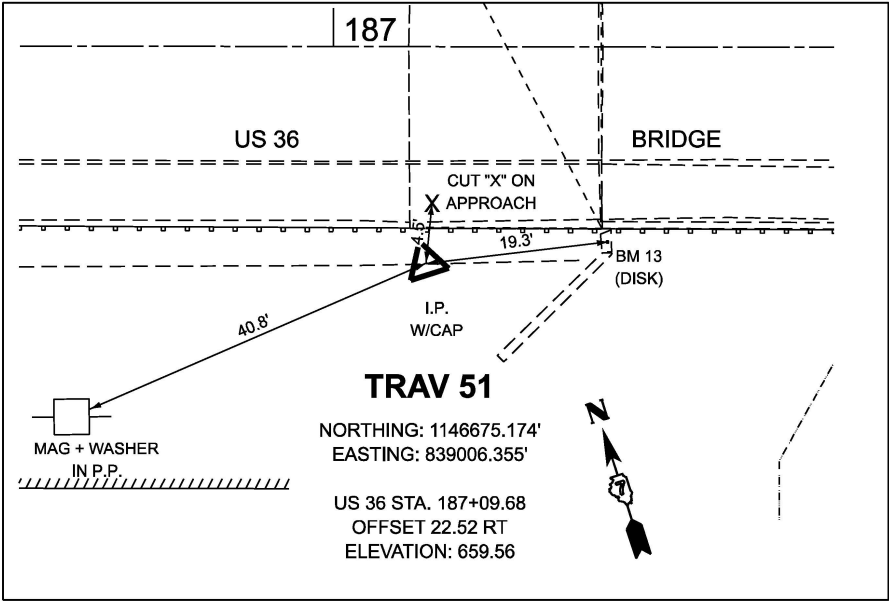
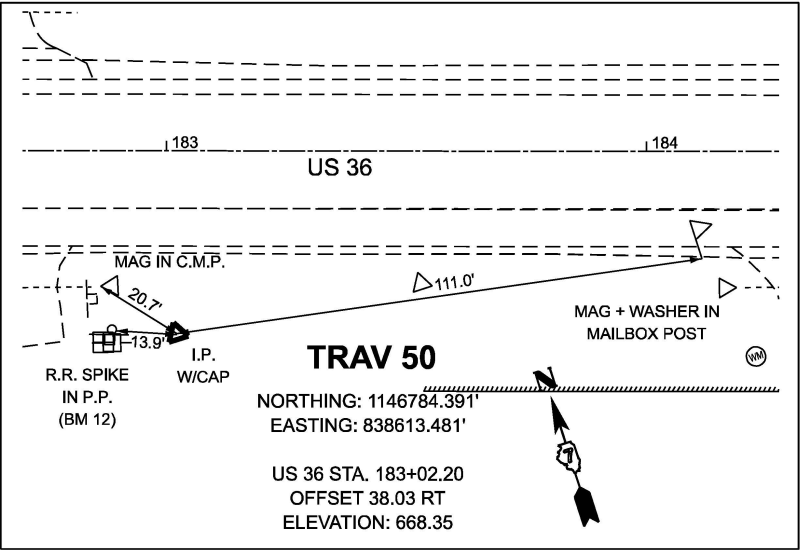
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT PLAN

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

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

MODEL: Ties Benchmark (Sheet)
FILE NAME: F:\Projects\50 DOT\50_153A_24_PTB 206-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADDData\CADSheets\74A10-sh-TiesBenchmarkDetails.dgn



BENCHMARK INFORMATION

BENCHMARK	STATION	OFFSET	ELEVATION	DESCRIPTION
X 262	281+40	73' LT	670.836	At the junction of U.S. Highway 36 and State Highway 121S, 94 feet east of the intersection of the centerlines of U.S. Highway 36 and State Highway 121, 4 feet north of the centerline of the westbound lanes of U.S. Highway 36, 34 feet south of the centerline of the main Baltimore and Ohio railroad track that parallels the highway 7 feet south of an electrical service pole for traffic signals, and 60 feet southeast of flashing railroad signal post in the northeast quadrant of the junction of U.S. Highway 36 and State Highway 121.
BM 200	290+90	60' RT	665.954	Chiseled "X" on top of NW bolt light pole #71-102(job74739-IL121)
BM 10	299+30	36' LT	660.892	Cut square on top of north headwall of box culvert #058-8650
BM 11	169+50	40' RT	672.754	Bolt next to the "M" in muller on a fire hydrant 15' west of Casey's gas station entrance
BM 12	182+90	40' RT	669.610	RR spike in power pole with tag #3370669
BM 13	187+29	21' RT	660.961	Disk on SW headwall of bridge #058-0021
BM 14	187+93	55' LT	666.416	Cut square on SE wingwall of CSX railroad bridge north of US 36 bridge #058-0021



USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633 1/in.	CHECKED - AMH	REVISED -
PLOT DATE = 2/19/2026	DATE -	REVISED -

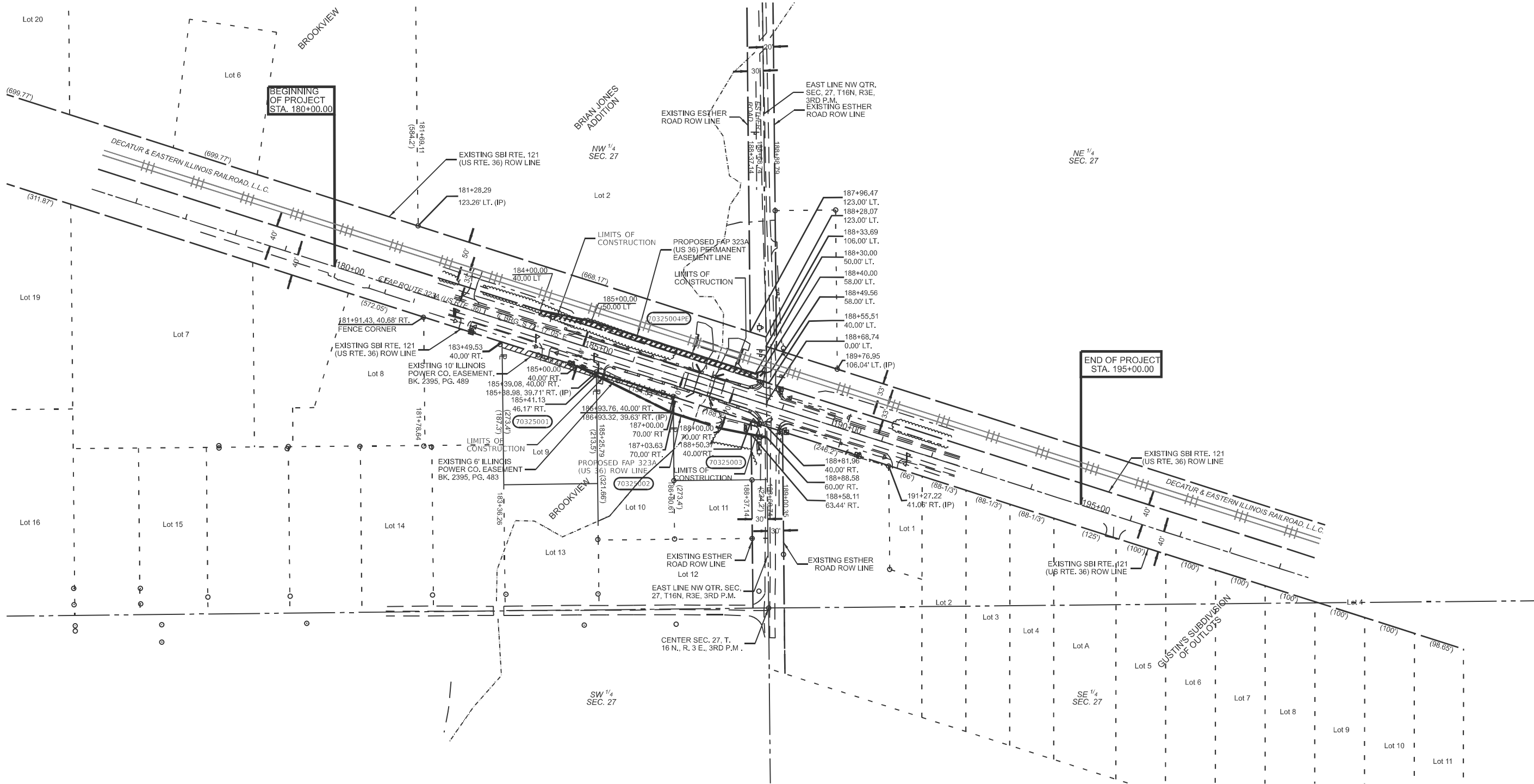
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIES AND BENCHMARKS

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

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

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



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

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

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

MODEL: Default
FILE NAME: c:\pwwork\randall.evans@illinois.gov\d1056692\D774A10_ROW Plan.dgn

USER NAME	= matthew.bower	DESIGNED	- RDE	REVISED	-
FILE NAME	= D774A10_ROW Plan.dgn	DRAWN	- RDE	REVISED	-
PLOT SCALE	= \$SCALE\$	CHECKED	- JMD	REVISED	-
PLOT DATE	= 1/9/2026	DATE	- 07/14/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

SCALE: 1" = 100'

PROJECT NHPP-AGZF(090)

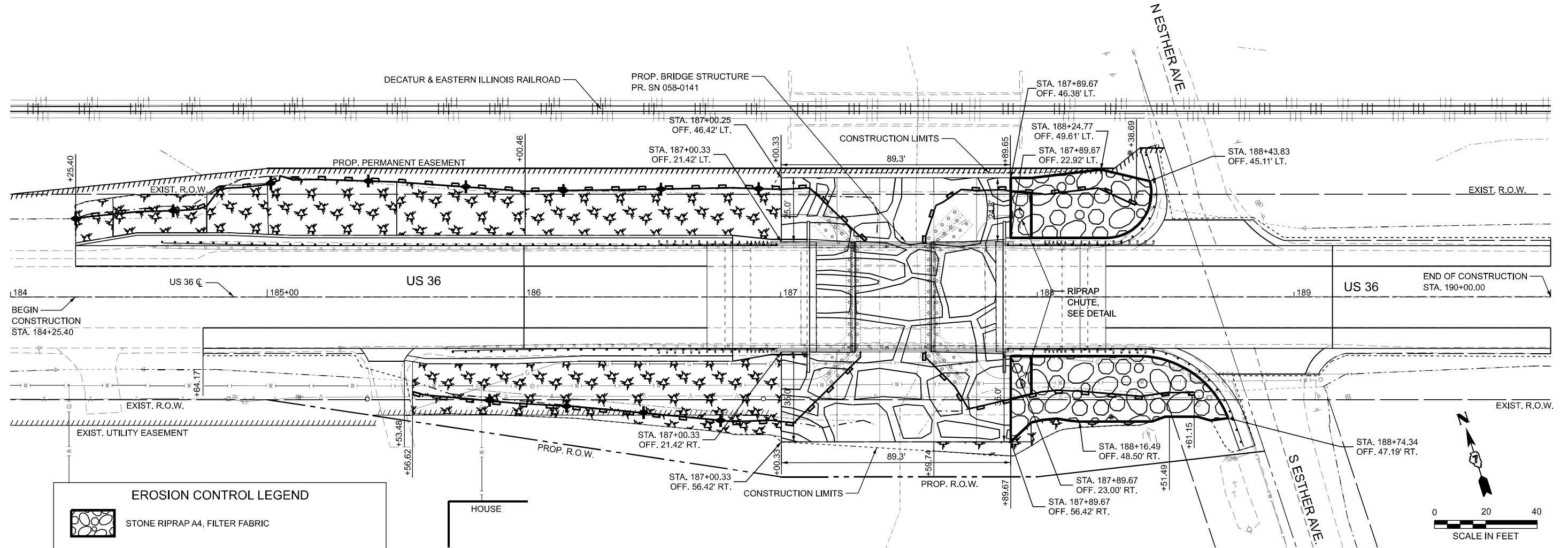
JOB NO. R-97-003-25

SHEET 2 OF 2 SHEETS

STA. 180+00.00 TO STA. 195+00.00

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

MODEL: Plan 3 - Plan-3 [Sheet]
FILE NAME: F:\Projects\50 DOT\150,153A-24_PTB 206-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADDData\CADSheets\74A10\Sheet-Erosion Control.dgn



EROSION CONTROL LEGEND



STONE RIPRAP A4, FILTER FABRIC



SEEDING CLASS 2A (SPECIAL)
TOPSOIL FURNISH AND PLACE 4"
W/ FERTILIZER AND WILDLIFE FRIENDLY
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING



TEMPORARY DITCH CHECK



PERIMETER EROSION BARRIER



STONE RIPRAP A5 (SEE STRUCTURE PLANS FOR DETAILS)



USER NAME = Mohammed

DESIGNED - MHS

REVISED -

DRAWN - MHS

REVISED -

PLOT SCALE = 0.16666633' / in.

CHECKED - AMH

REVISED -

PLOT DATE = 2/20/2026

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL SHEET

SCALE: 1"=20'

SHEET 1

OF 1

SHEETS

STA. 184+00.00

TO STA. 190+00.00

F.A.P.
RTE.

SECTION

COUNTY

TOTAL
SHEETS

SHEET
NO.

323A

(139BR)B

MACON

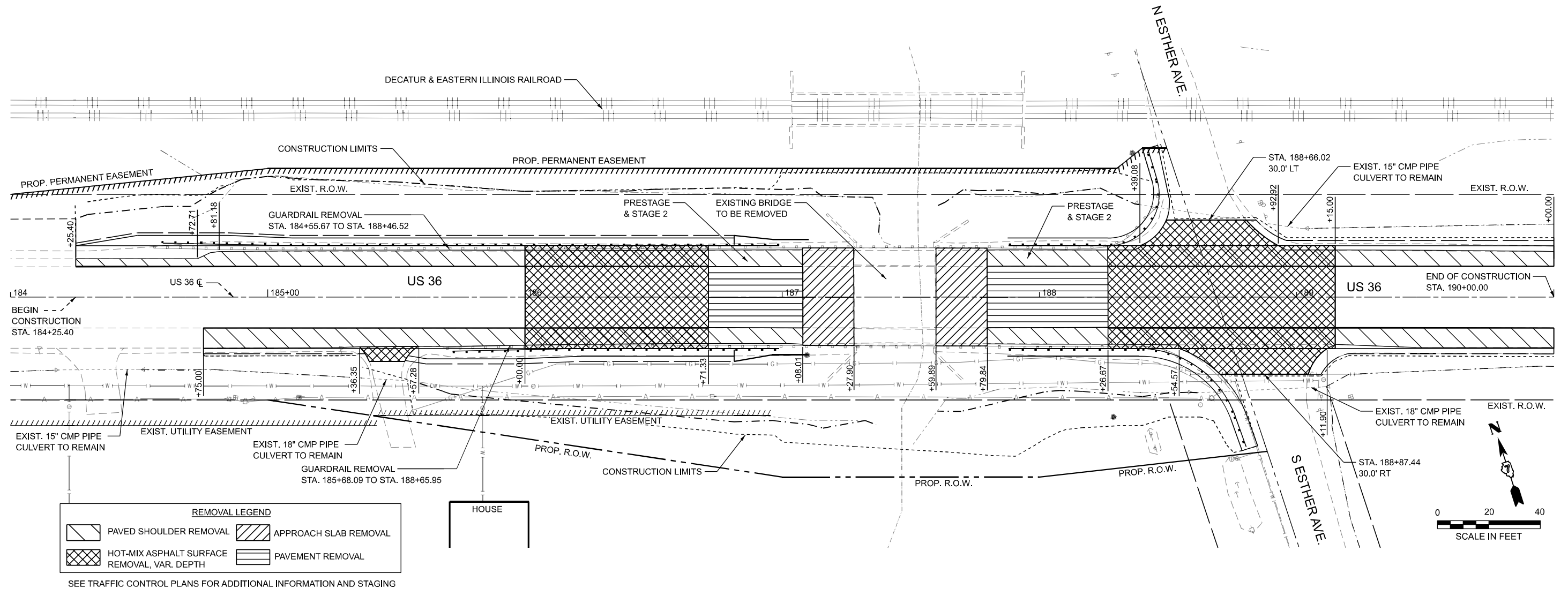
70

15

CONTRACT NO. 74A10

ILLINOIS FED. AID PROJECT

MODEL: Removal [Sheet]
FILE NAME: F:\Projects\50 DOT\50_153A_24_PTB 206-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADDData\CADSheets\74A10-Sh-Removal.dgn

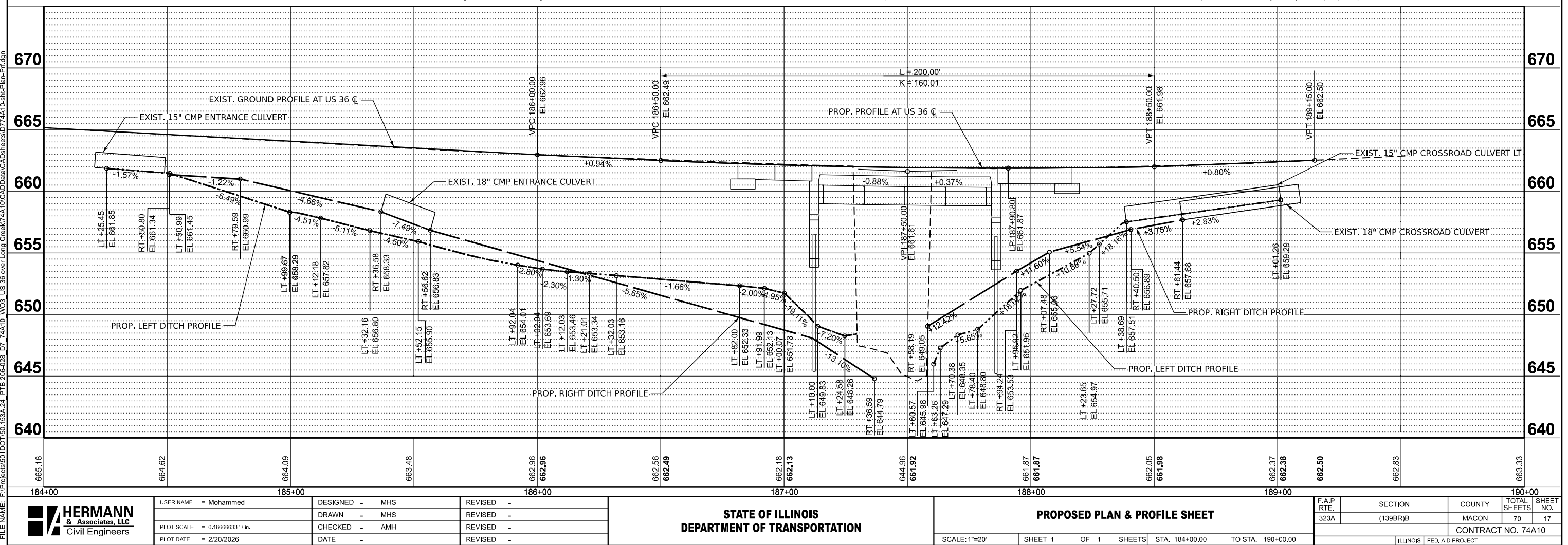
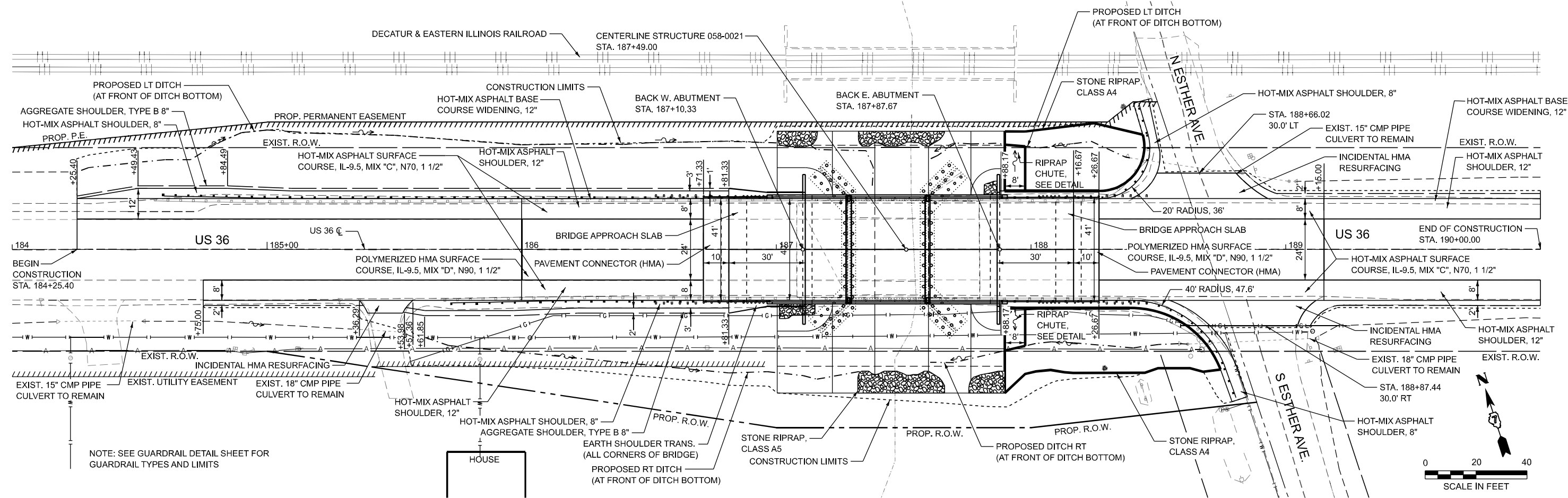


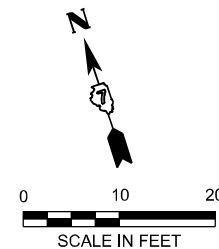
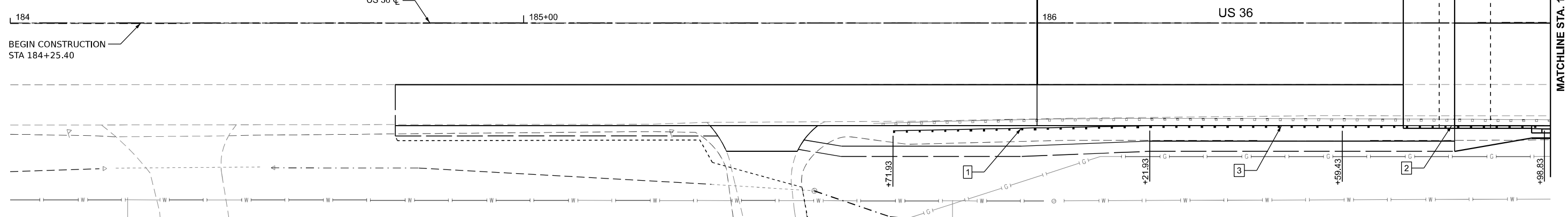
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL SHEET

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

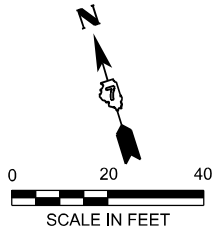
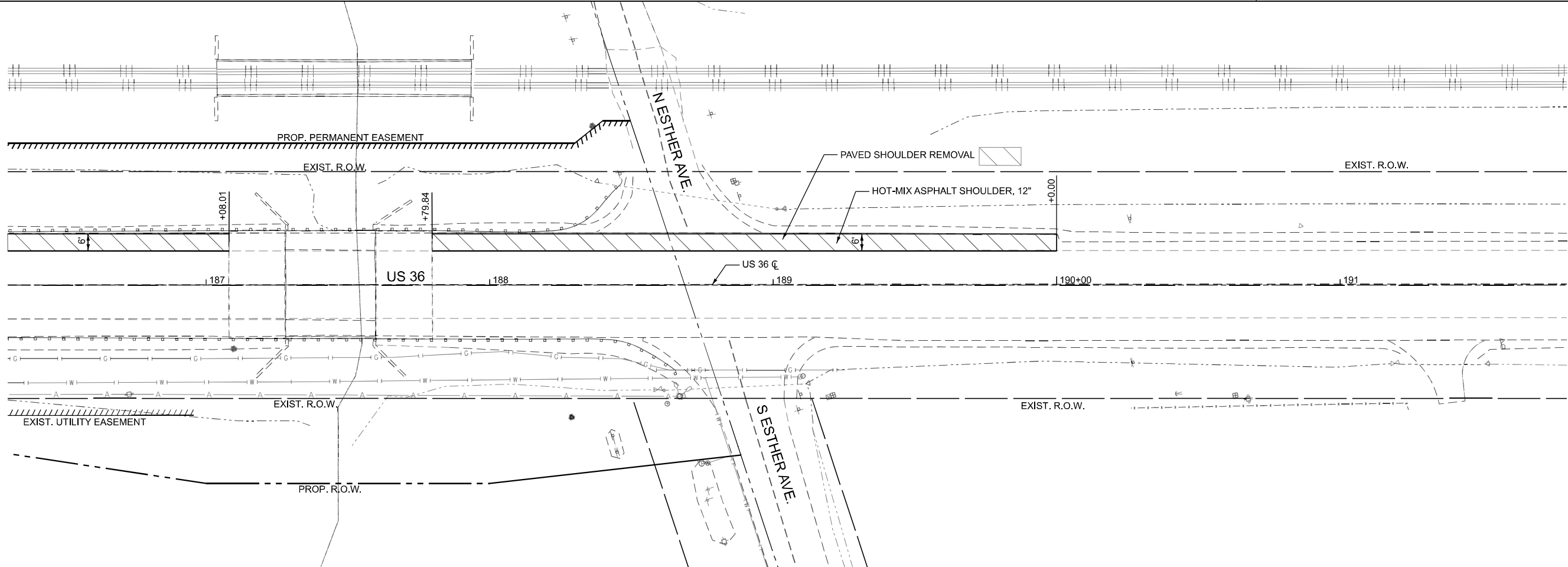
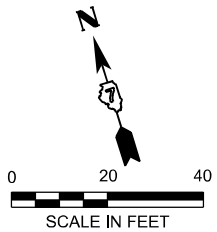
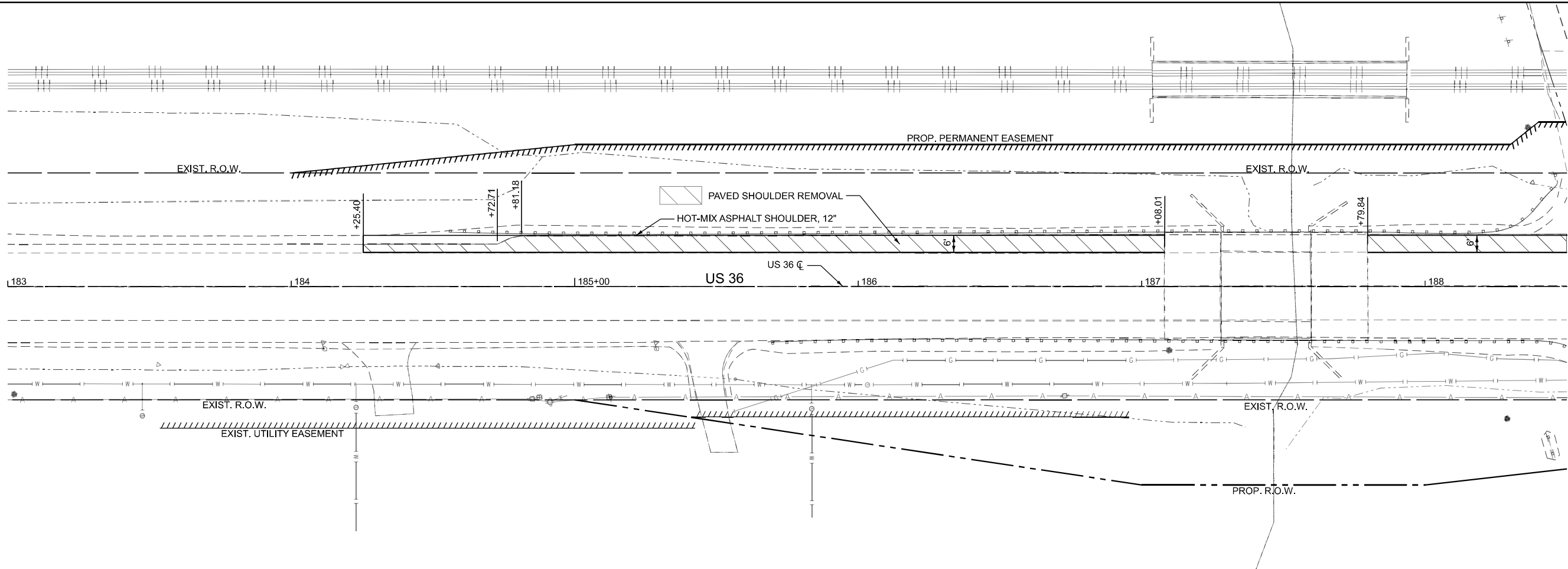
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	16
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				





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

MODEL: D774A10-PreStage - [Sheet]
FILE NAME: F:\Projects\50 DOT\150,153A-24_PTB 206-028.D7 74A10_W03_US 36 over Long Creek\74A10\CADDData\CADSheets\74A10-PreStage.dgn



USER NAME = Mohammed
PLOT SCALE = 0.16666633' / in.
PLOT DATE = 2/19/2026

DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -

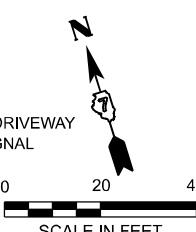
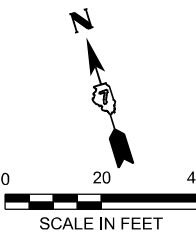
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

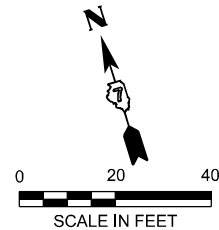
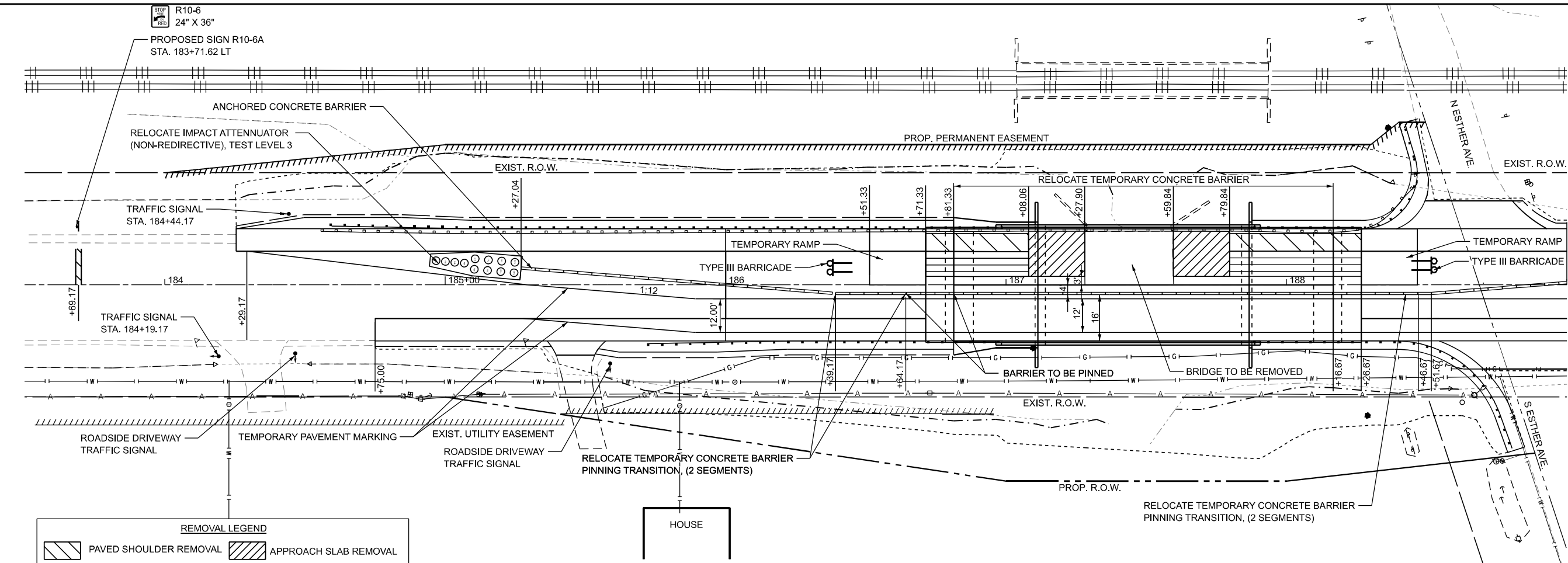
TRAFFIC CONTROL PLAN
PRE-STAGE

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

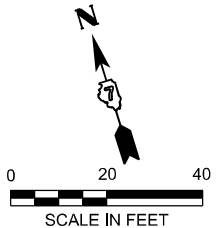
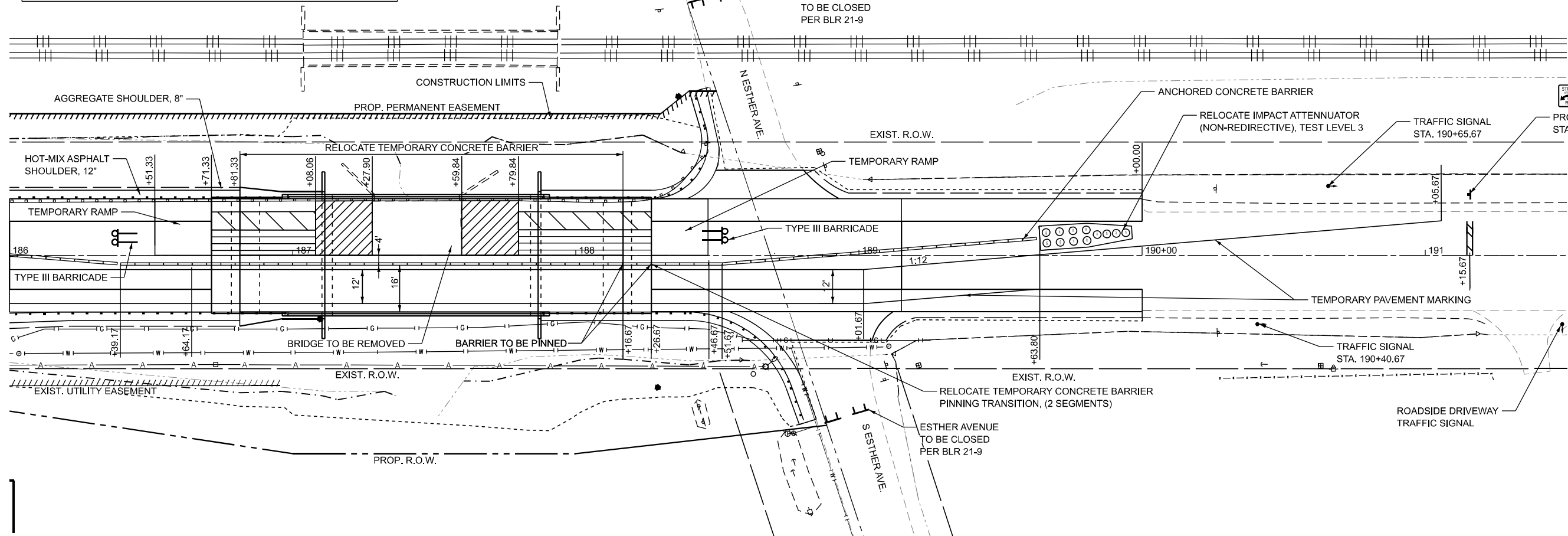
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	19
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



MODEL: D774A10-Stage 2 - Plan-3 (Sheet)
FILE NAME: F:\Projects\50 DOT\50_153A_24_PTB 208-028.D7 74A10_W03_US 36 over Long Creek\74A10\CADDData\CADSheets\D774A10-Stage 2.dgn



REMOVAL LEGEND	
	PAVED SHOULDER REMOVAL
	APPROACH SLAB REMOVAL
	PAVEMENT REMOVAL



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

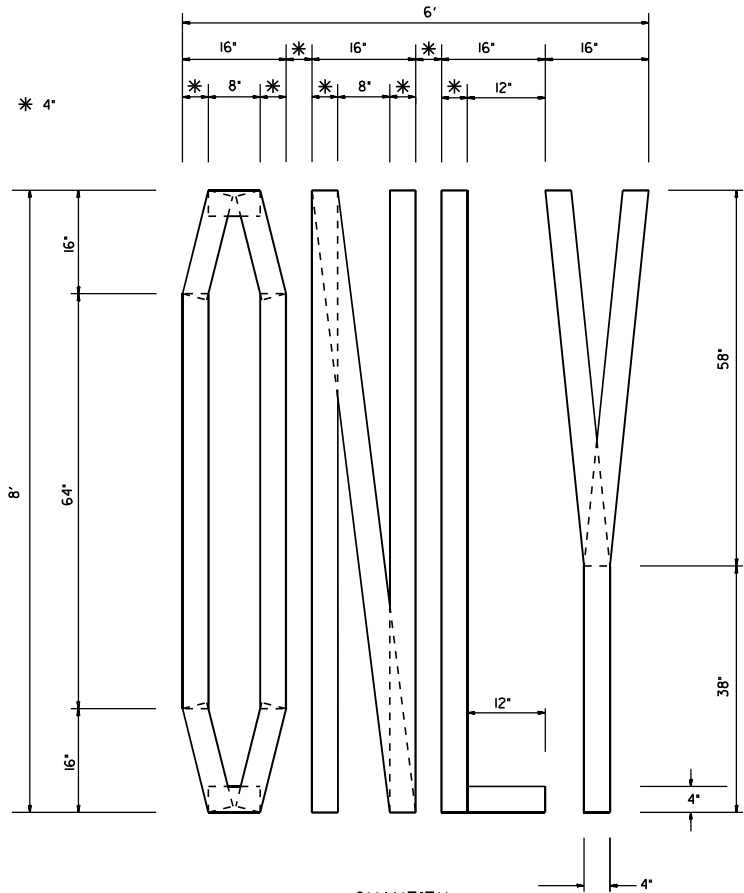
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
STAGE 2

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

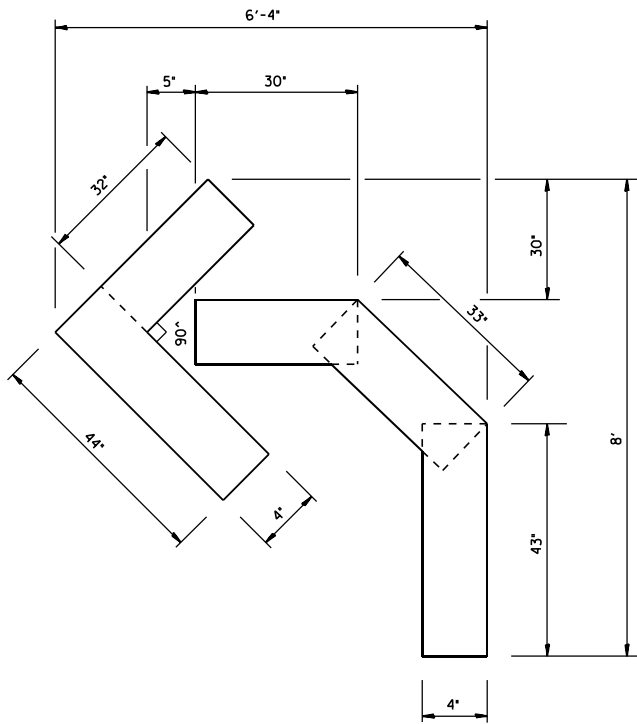
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	21
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

MODEL: Short Term Pavement Marking Detail [Sheet]
FILE NAME: F:\Projects\50 DOT\50_153A-24_PTB 205-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADData\CADSheets\74A10-sh-short term pav mark detail.dgn

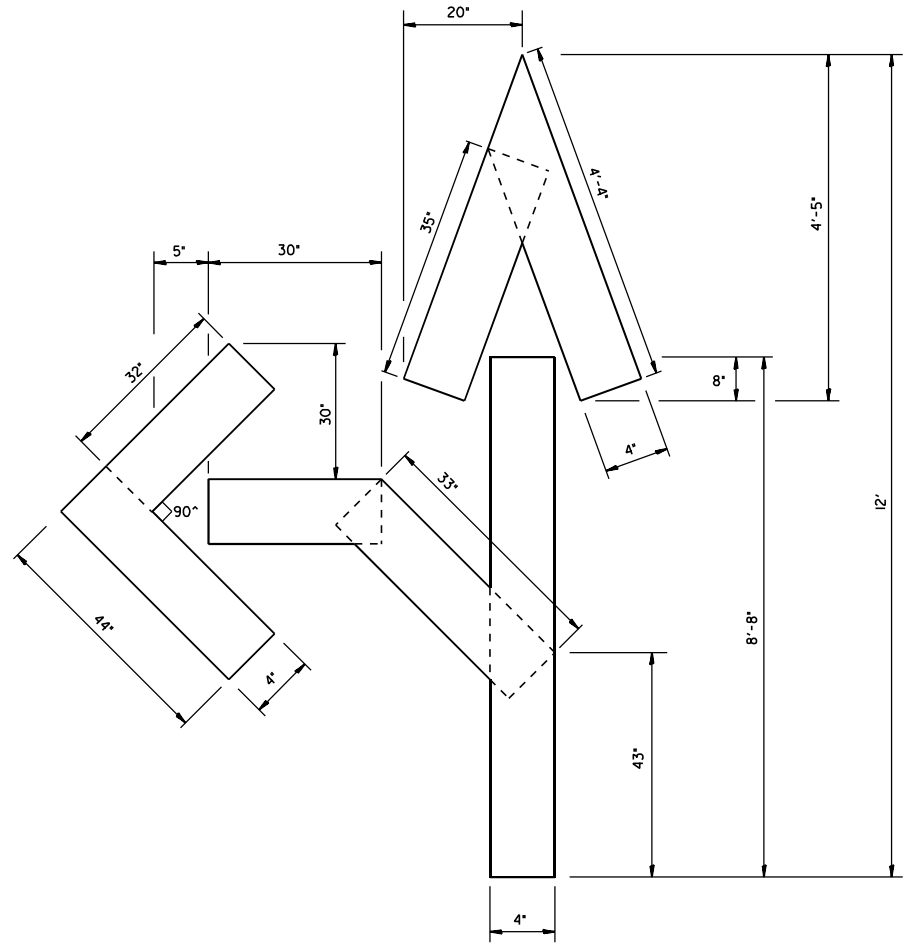


QUANTITY
4" LINE = 63.2 ft.
21.0 sq. ft.

SHORT TERM STOP BAR



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



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



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

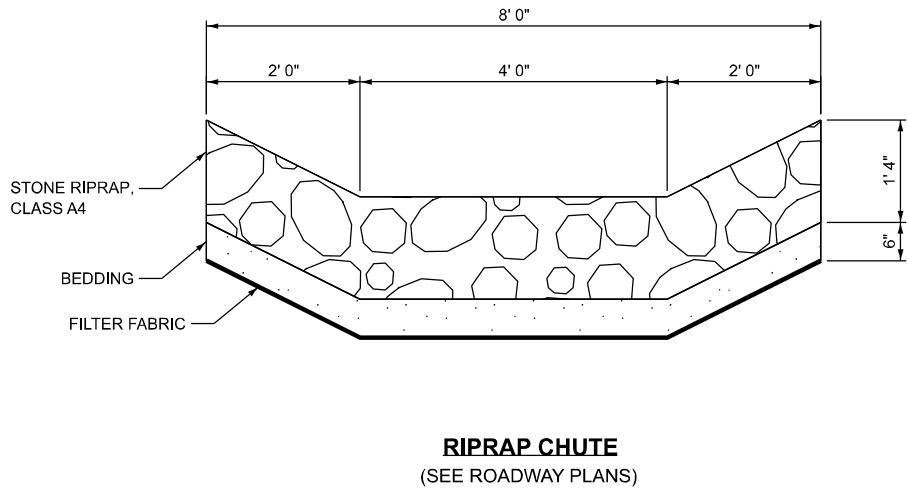
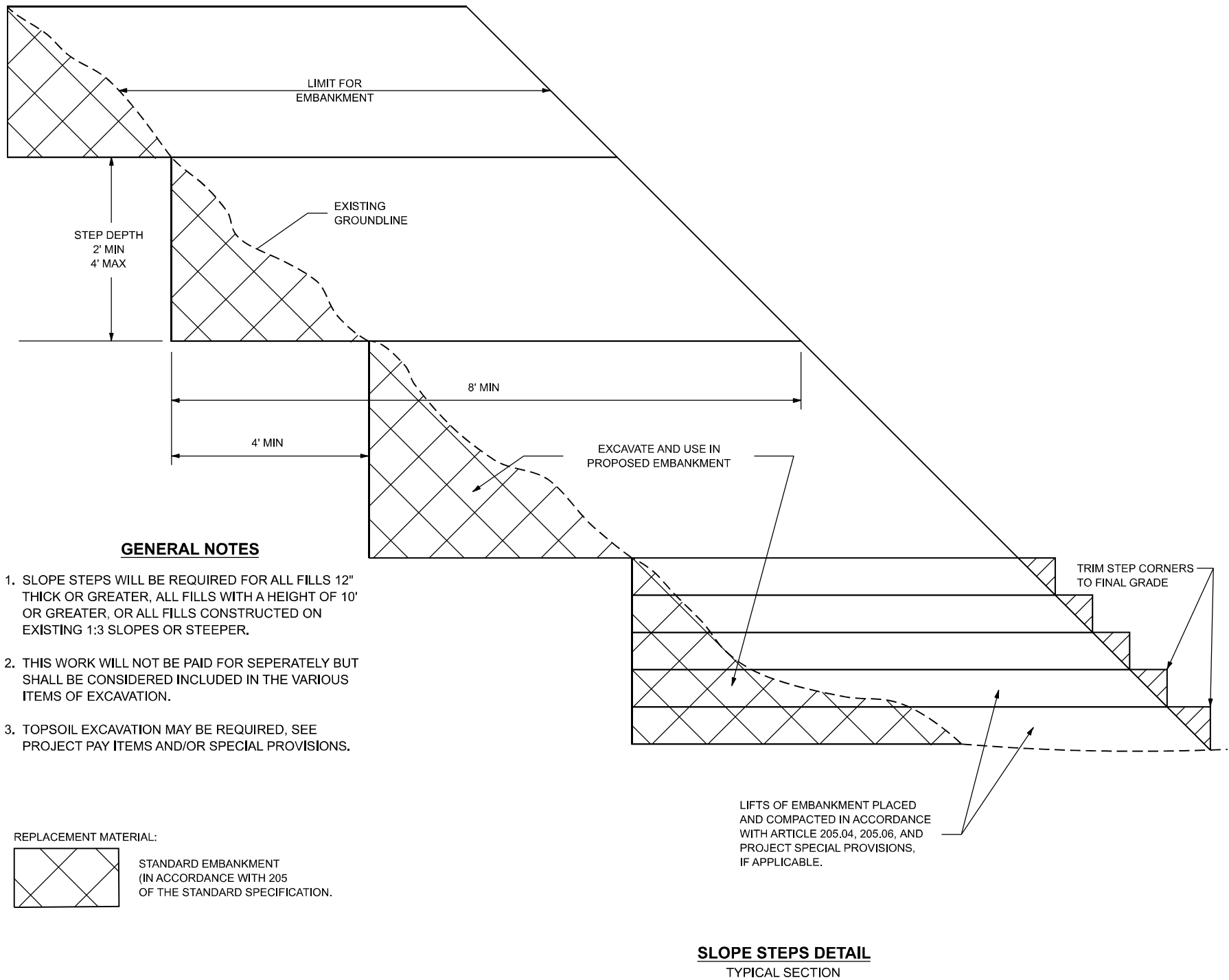
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING DETAIL

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

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

MODEL: Slope Steps [Sheet]
FILE NAME: F:\Projects\50 DOT\50_153A_24_PTB 205-028_D7_74A10_WO3_US 36 over Long Creek\74A10\CADDData\CADSheets\D774A10-Slope Steps Misc Detail.DGN



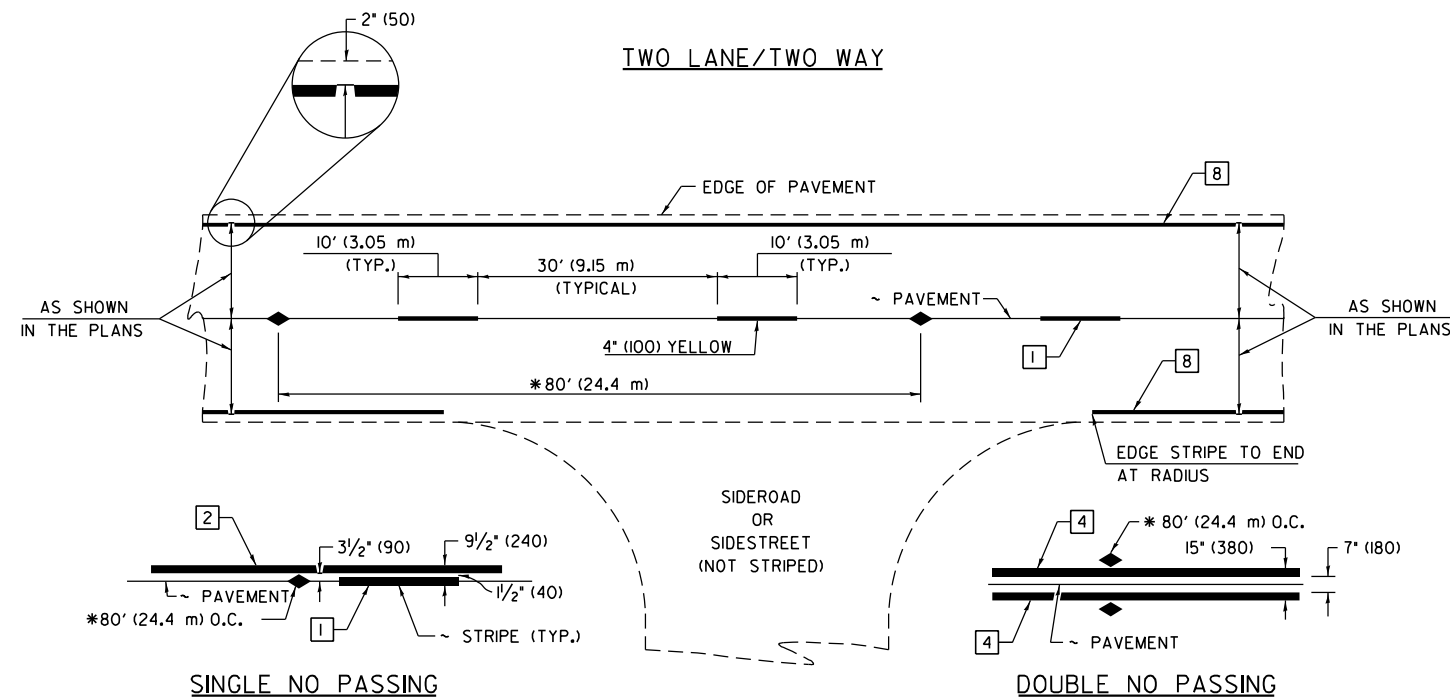
USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - AMH	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

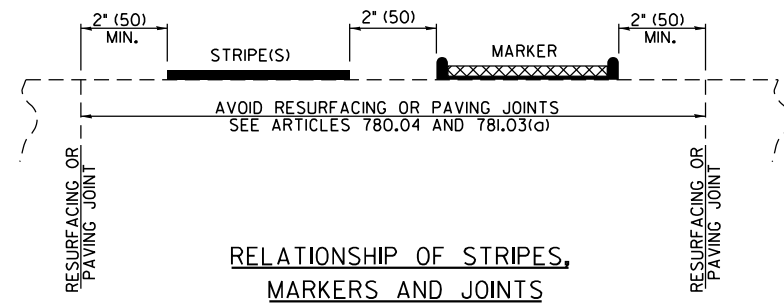
SCALE: NTS SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

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



PAVEMENT MARKING LEGEND

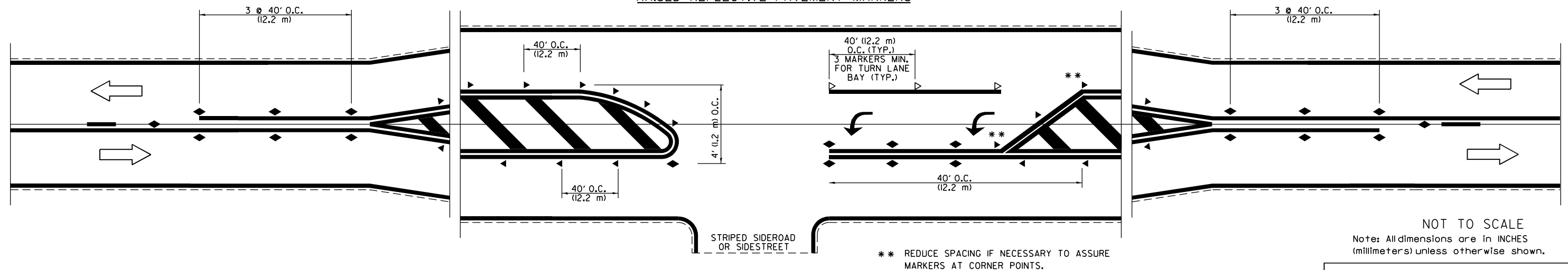
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP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



TYPICAL PAVEMENT MARKERS LEGEND

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

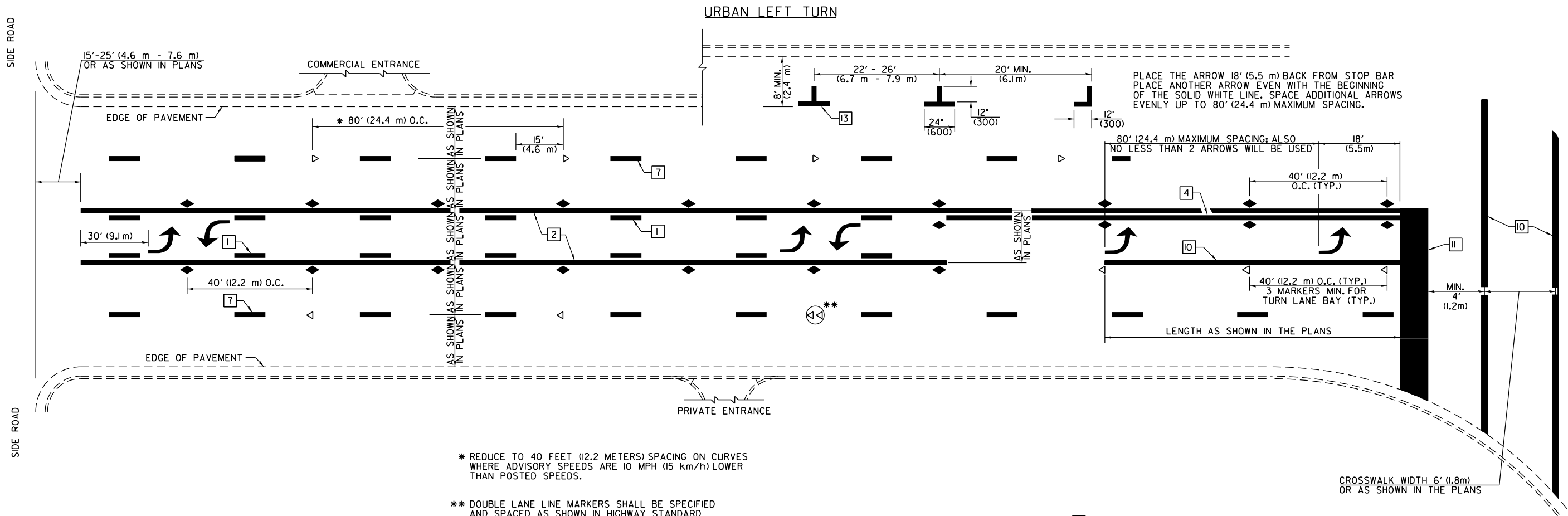
RAISED REFLECTIVE PAVEMENT MARKERS



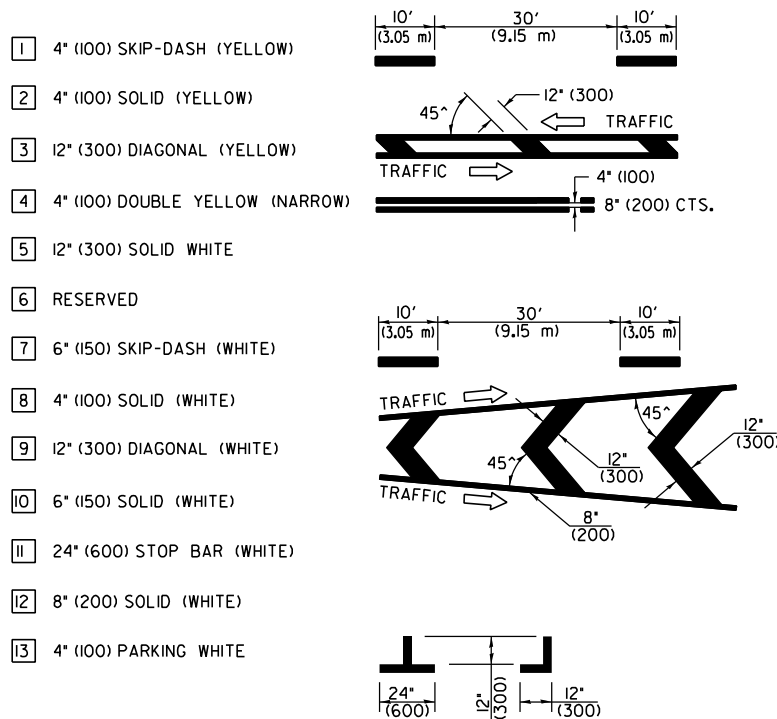
NOT TO SCALE
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

FILE NAME = F:\Projects\50 IDOT\50.153A\24.PTB 206-028.D7.74A10.W03.US 36 over Long Creek\74A10\Drawn\CADsheets\0774A10-shr-pmk.07	USER NAME = Mohammed	DESIGNED -	REVISED -	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.
	PLOT SCALE = 2.0000' / in.	CHECKED -	REVISED -			323A	(139B)B	MACON	70	25
	PLOT DATE = 2/20/2026	DATE -	REVISED -			CONTRACT NO. 74A10				
					SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

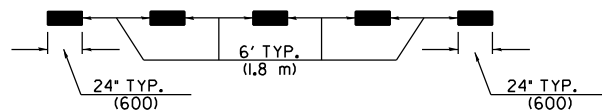


PAVEMENT MARKING LEGEND

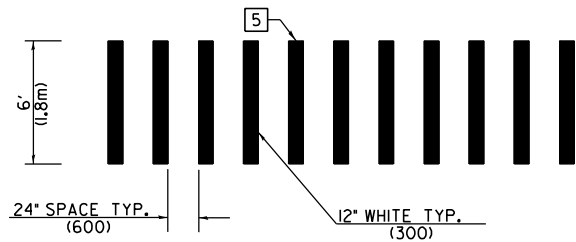


GENERAL NOTES

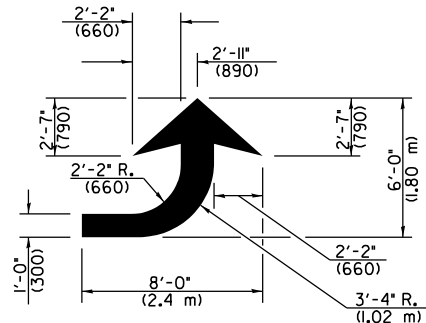
- TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
- THE SOLID YELLOW PAVEMENT MARKINGS 2 [S] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT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



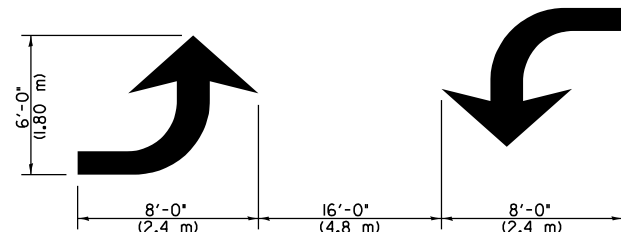
LANE LINE EXTENSIONS



CROSSWALK DETAIL
(DECATUR CITY LIMITS ONLY)



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



TYPICAL DOUBLE
TURN ARROWS (WHITE)

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 78000001

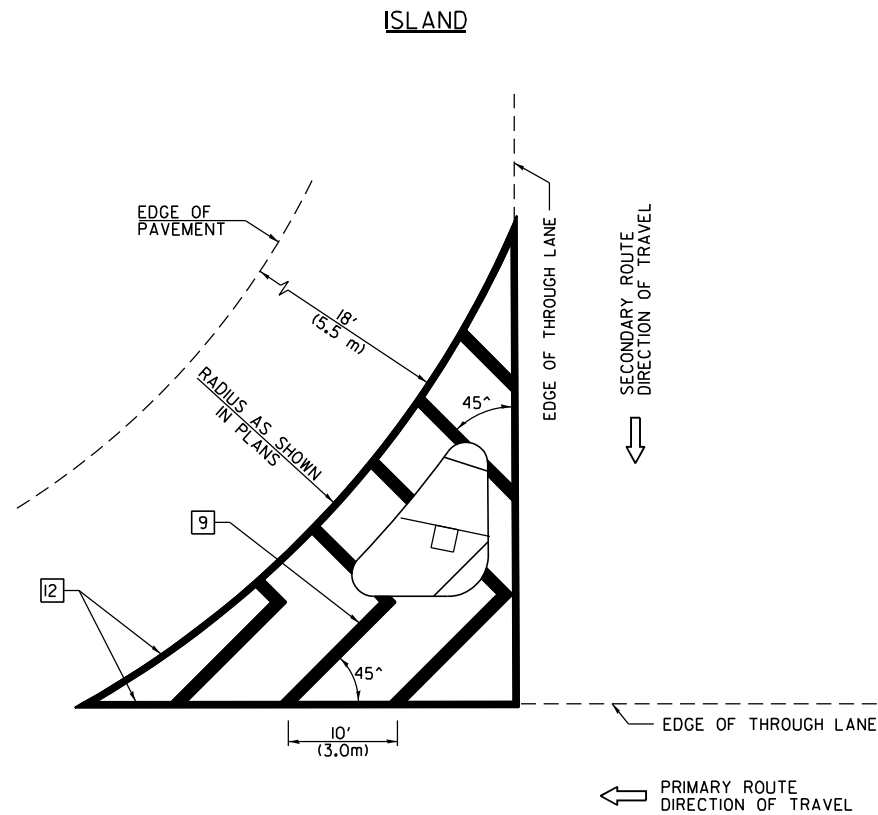
FILE NAME =	USER NAME = Mohammed	DESIGNED =	REVISED =
F:\Projects\50 IDOT\50153A\24.PTB 206-028-07.74A10.W03.US 36 over Long Creek\74A10.DWG	206-028-07.74A10.W03.US 36 over Long Creek\74A10.DWG	206-028-07.74A10.W03.US 36 over Long Creek\74A10.DWG	206-028-07.74A10.W03.US 36 over Long Creek\74A10.DWG
PLOT SCALE = 2.0000' / in.	CHECKED =	REVISOR =	REVISOR =
PLOT DATE = 2/20/2026	DATE =	REVISOR =	REVISOR =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	26
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

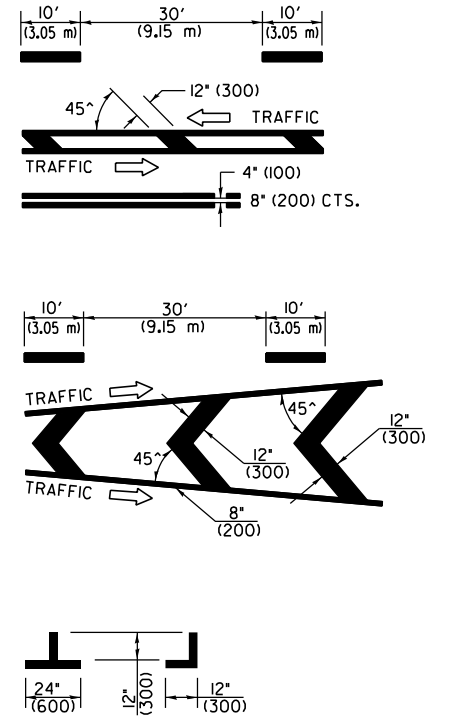


GENERAL NOTES

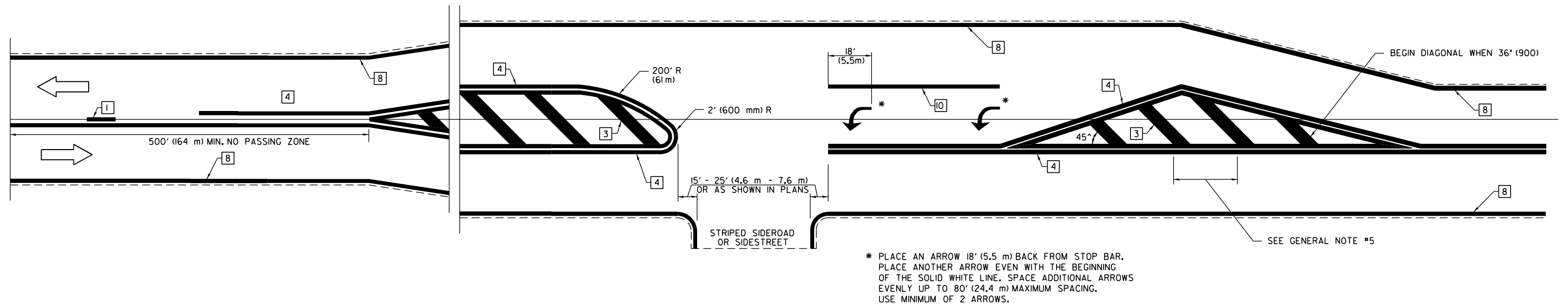
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING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

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



RURAL LEFT TURN STRIPING



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

DISTRICT 7 DETAIL NO. 78000001

FILE NAME =	USER NAME = Mohammed	DESIGNED -	REVISED -
F:\Projects\50 IDOT\50.153A.24.PTB 206-028.07.74A10.W03.US 36 over Long Creek\74A10.DWG	DESIGNED BY: D774A10-shr-pmk.07	REVISIONS	
PLOT SCALE = 2.0000' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/20/2026	DATE -	REVISED -	

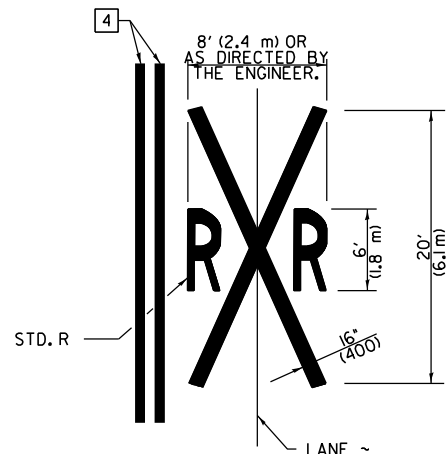
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	27
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING LEGEND



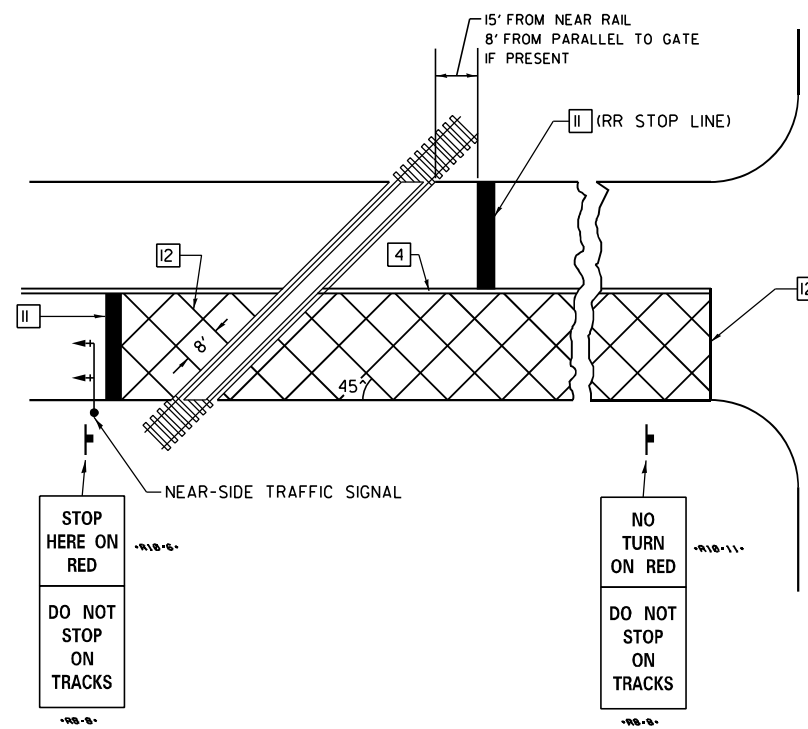
THE TRAVERSE SPREAD OF THE "X"
MAY VARY ACCORDING TO LANE WIDTH.

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.

-
- Figure 10.10 consists of three diagrams illustrating typical cross-sections of a highway with a median.
- (a) Highway with a median: The diagram shows a cross-section with a central median of 30' (9.15 m) and two side lanes of 10' (3.05 m) each. The median is 12" (300) wide. The side lanes are 12" (300) wide. The median is 45° wide. The side lanes are 45° wide. The median is 4' (100) wide. The side lanes are 8" (200) CTS.
- (b) Highway with a median and a 4' (100) curb: The diagram shows a cross-section with a central median of 30' (9.15 m) and two side lanes of 10' (3.05 m) each. The median is 12" (300) wide. The side lanes are 12" (300) wide. The median is 45° wide. The side lanes are 45° wide. The median is 4' (100) wide. The side lanes are 8" (200) CTS.
- (c) Highway with a median and a 4' (100) curb and a 24' (600) median: The diagram shows a cross-section with a central median of 30' (9.15 m) and two side lanes of 10' (3.05 m) each. The median is 12" (300) wide. The side lanes are 12" (300) wide. The median is 45° wide. The side lanes are 45° wide. The median is 4' (100) wide. The side lanes are 8" (200) CTS.

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



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

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

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

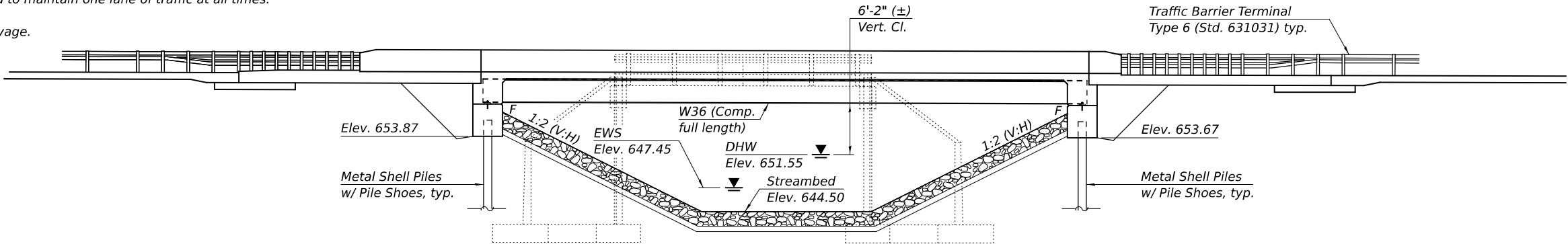
PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)

DISTRICT 7 DETAIL NO. 78000001				
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(I39BR)B	MACON	70	28
		CONTRACT NO. 74A10		
ILLINOIS FEDERAL PROJECT				

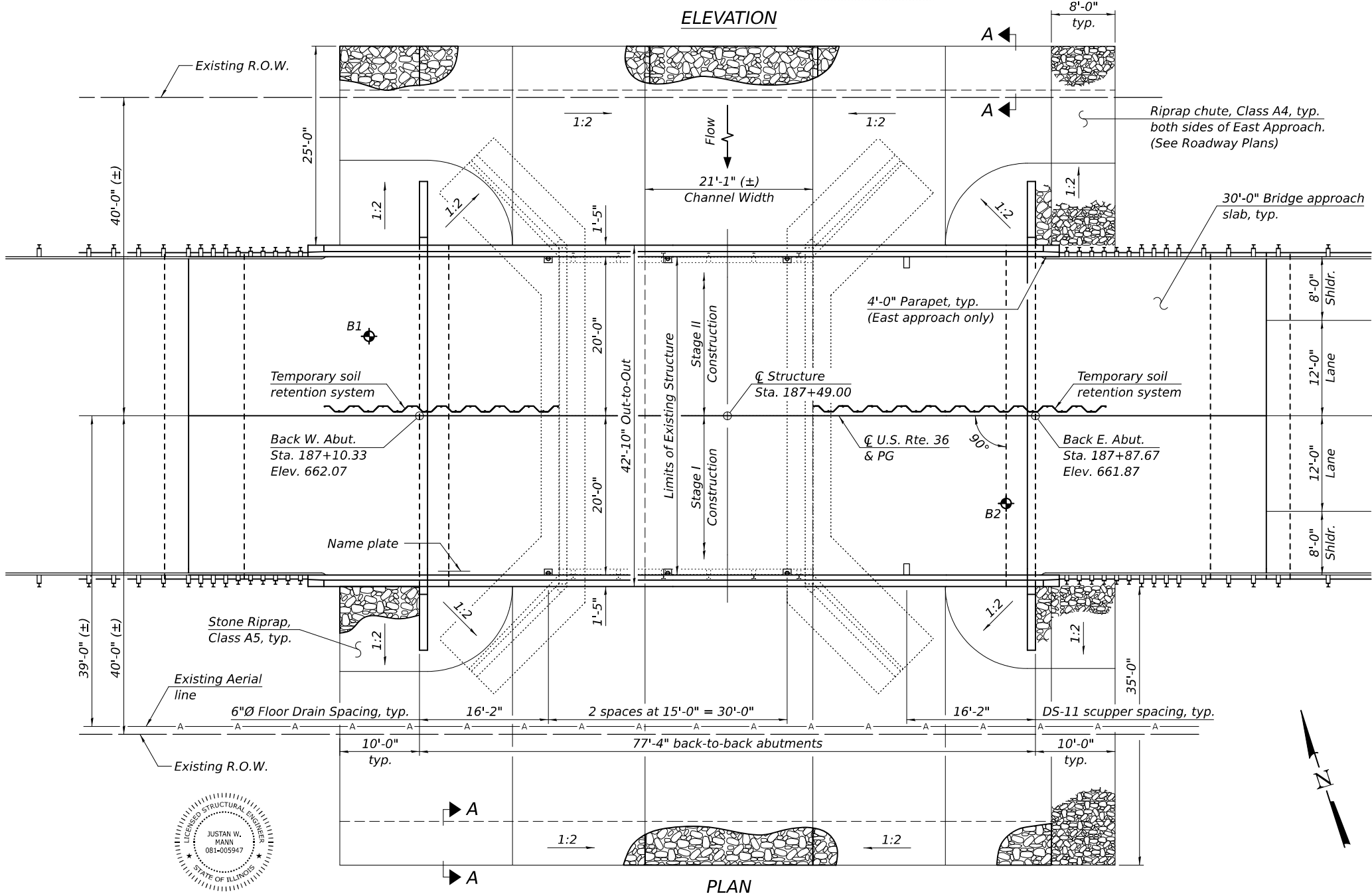
Benchmarks: BM 13: Brass Disk on southwest wingwall of bridge S.N. 058-0021, Station 187+29, 21.0' Right of C U.S. Route 36, Elevation = 660.961

Existing Structure: S.N. 058-0021 was built in 1928 as part of SBI Route 121, Section 139B, Station 187+44. It consisted of a single-span reinforced concrete slab bridge on closed abutments supported on untreated timber piles. The deck structure was reconstructed in 1988 (under F.A. Route 79, Section 139BR), with a 17" PPC deck beam superstructure supported on the existing closed abutments. The structure is +/- 31'-10³/₄" back-to-back of abutments and 38'-0" out-to-out width of deck. The structure has no skew. Existing structure will be removed and replaced. Stage construction will be utilized to maintain one lane of traffic at all times.

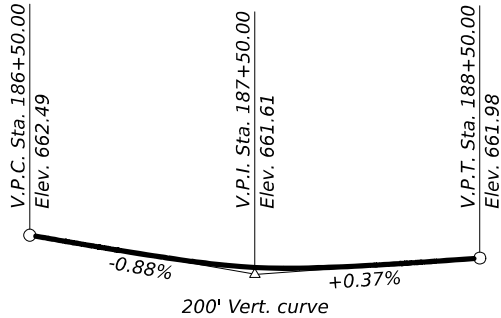
No salvage.



ELEVATION



PLAN



PROFILE GRADE

(along C of U.S. Rte. 36)

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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

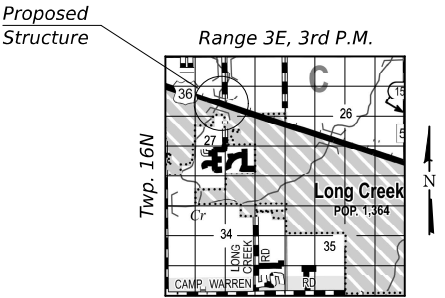
All structural steel shall be galvanized.

LOADING HL-93

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

SEISMIC DATA

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



LOCATION SKETCH

GENERAL PLAN & ELEVATION

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

MODEL: 0580141-74A10-001
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5/12/2026 2:06:12 PM

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

EXAMINED		DATE	=	May 13, 2026
PASSED		REVIS	-	
		REVIS	-	

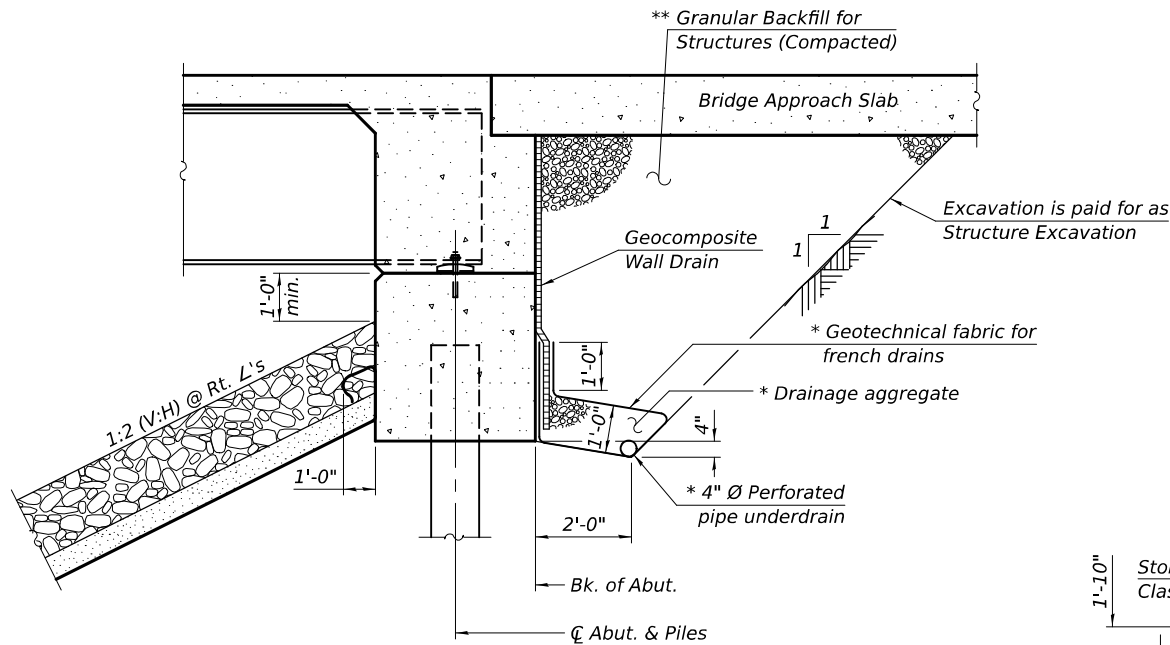
REVIS	-	
REVIS	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 24 SHEETS

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

MODEL: 0580141-74A10-002
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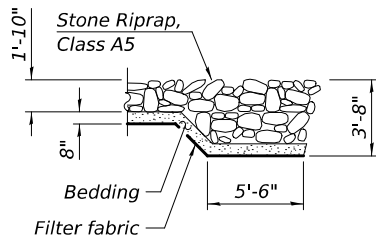
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

Notes:

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).

* Included in the cost of Pipe Underdrains for Structures.

** Granular backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.



SECTION A-A

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

NAME PLATE

See Std. 515001

WATERWAY INFORMATION

Drainage Area = 3.1 sq. mi.		Existing Overtopping Elev. = 661.71 @ Sta. 188+80 Proposed Overtopping Elev. = 661.71 @ Sta. 188+80							
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	438	146	200	650.62	0	0.00	650.62	650.52
Design	50	699	174	244	651.55	0	0.00	651.54	651.39
Base	100	814	185	262	651.92	0	0.01	651.90	651.93
Scour Design Check	200	932	197	283	652.31	0	0.02	652.31	652.33
Overtop Existing	N/A	-	-	-	-	-	-	-	-
Overtop Proposed	N/A	-	-	-	-	-	-	-	-
Max. Calc.	500	1090	211	307	652.77	0.08	0.00	652.85	652.77

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

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

DESIGN SCOUR ELEVATION TABLE

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

INDEX OF SHEETS

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

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

Bolts ³/₄ in. diameter, holes ¹⁵/₁₆ in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = 73910 lbs. (M270 Grade 50)

Calculated weight of Structural Steel = 8810 lbs. (M270 Grade 36)

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

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

Reinforcement bars designated (E) shall be epoxy coated.

Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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

The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

TOTAL BILL OF MATERIAL

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

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

EXAMINED	<i>Mark Shellen</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Quater W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES

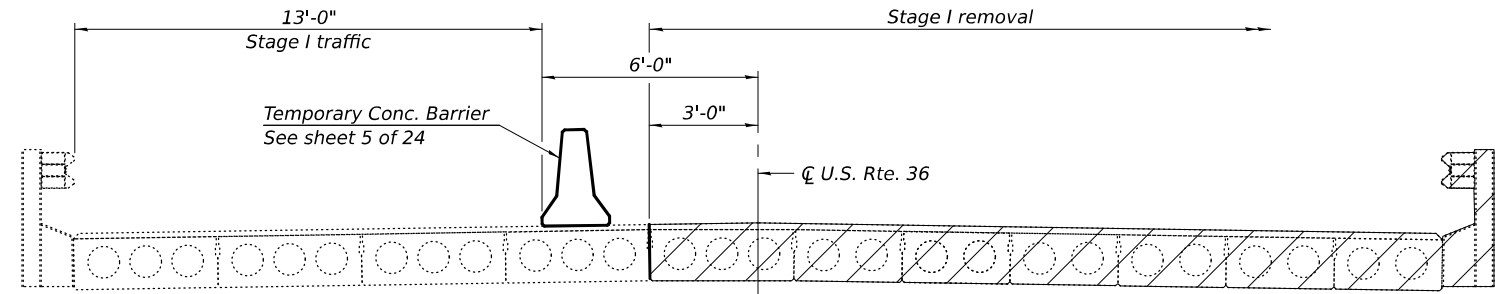
DATE -	May 13, 2026
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

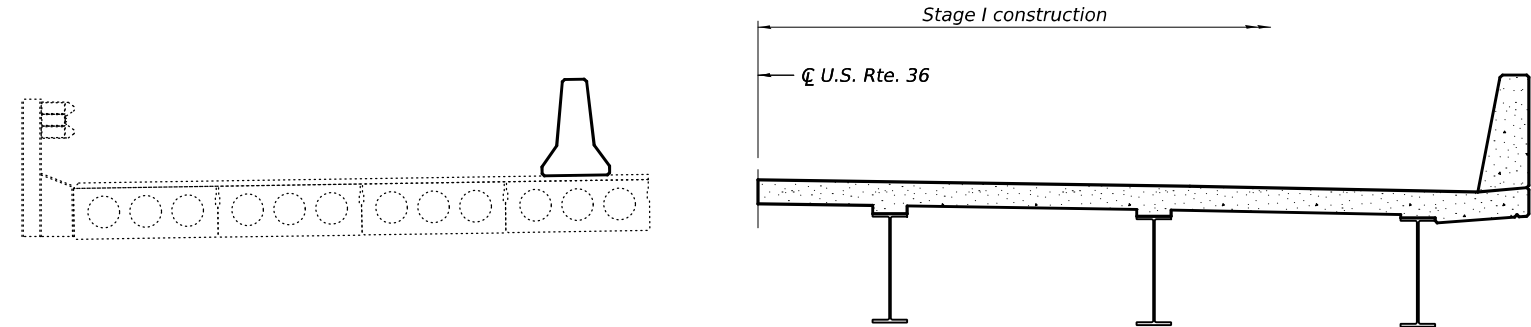
GENERAL DATA
STRUCTURE NO. 058-0141

SHEET 2 OF 24 SHEETS

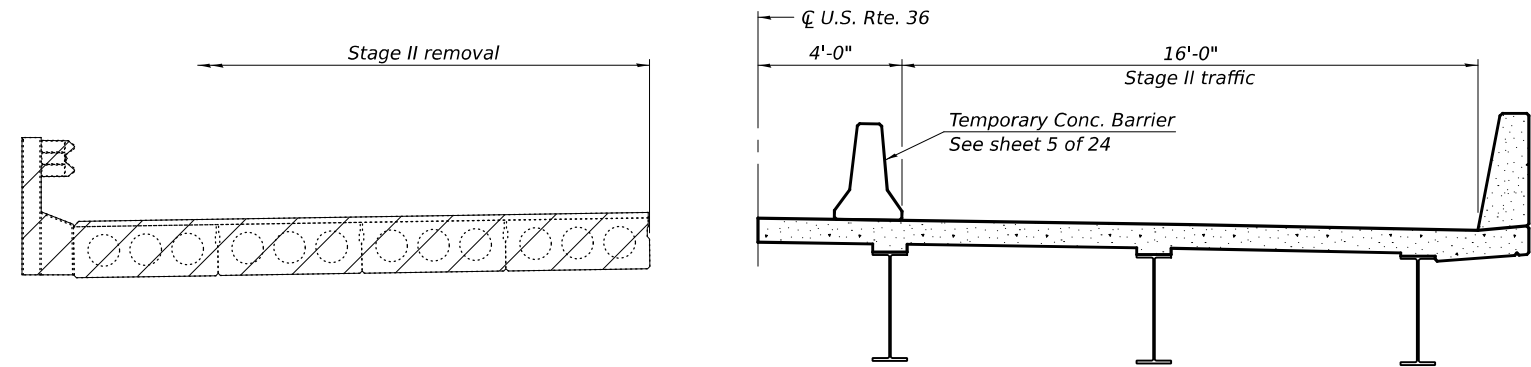
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	30
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				



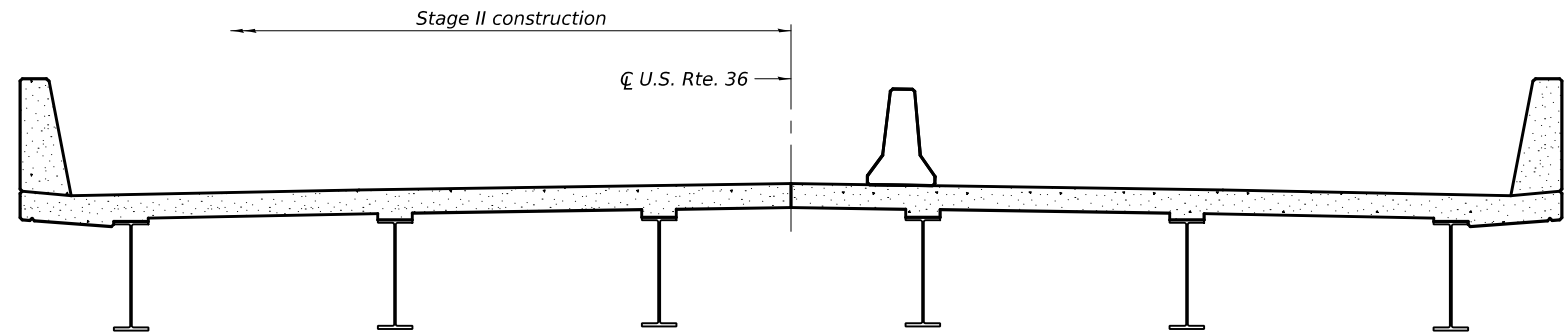
STAGE I REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)



STAGE II REMOVAL
(Looking East)



STAGE II CONSTRUCTION
(Looking East)

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

MODEL: 0580141-74A10-003
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DESIGNED -	RYAN P. NEGANGARD
CHECKED -	MARTIN FIGUEROA
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / M.F.

EXAMINED	<i>Mark Shellen</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Quate W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES

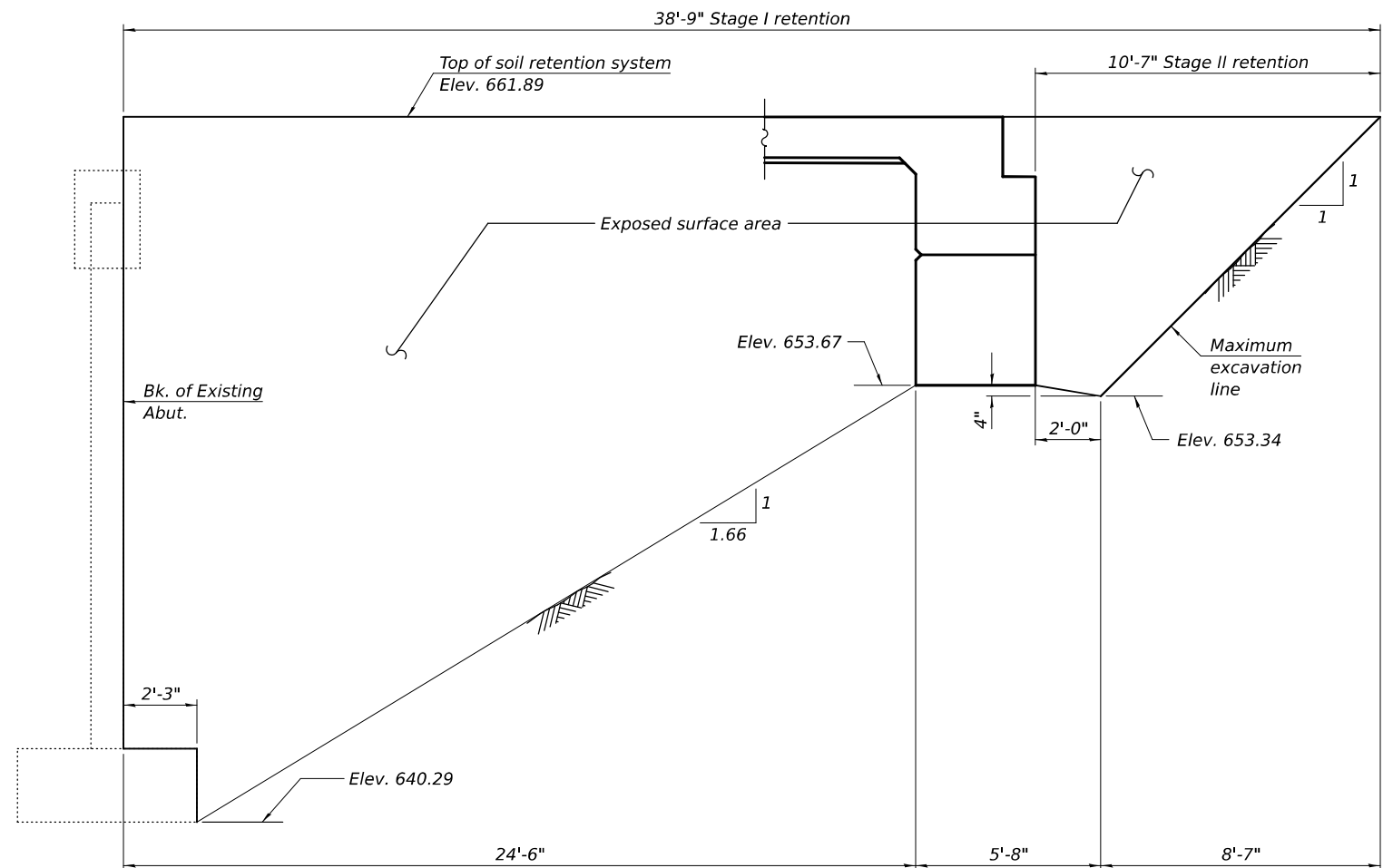
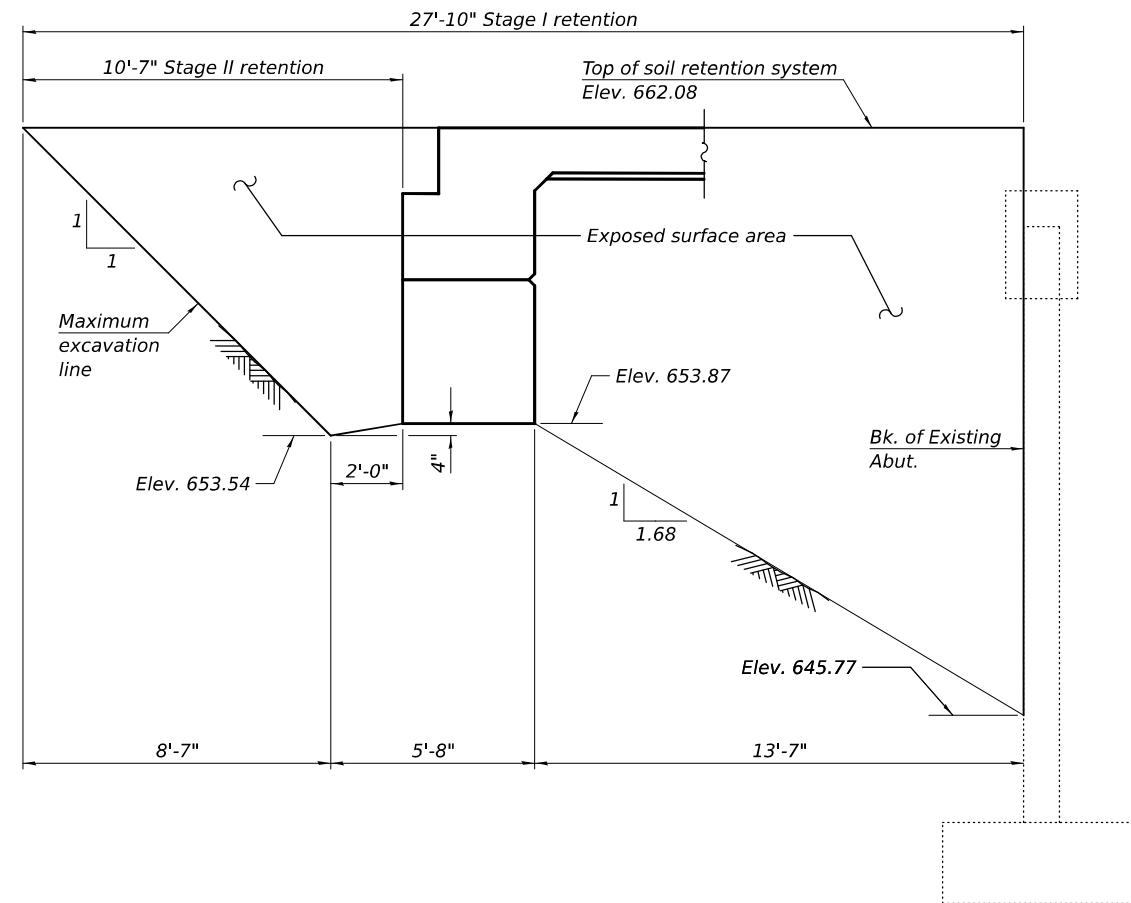
DATE -	May 13, 2026
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 058-0141

SHEET 3 OF 24 SHEETS

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

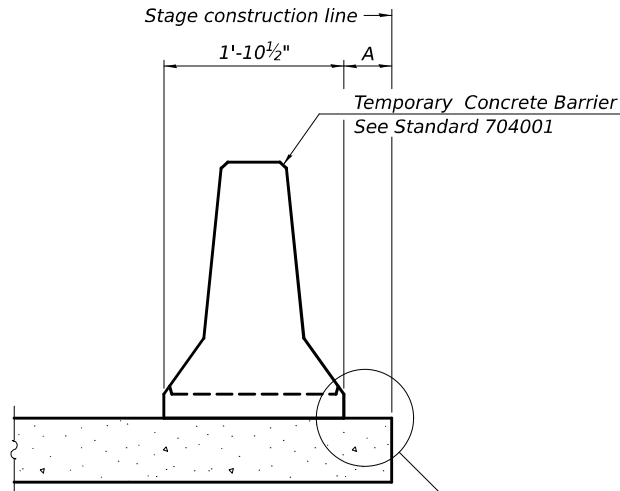


Note:

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

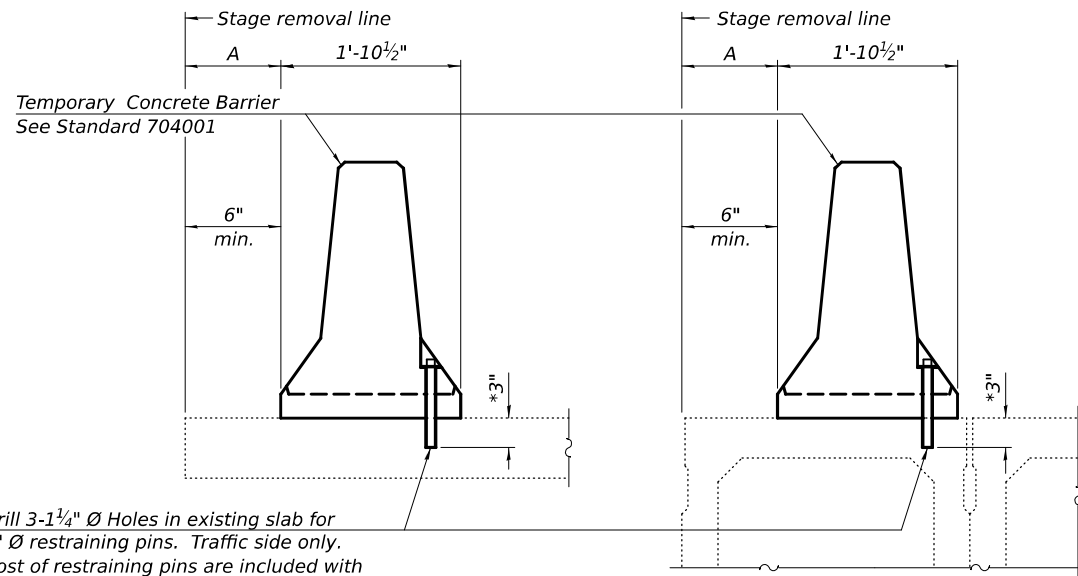
DESIGNED - RYAN P. NEGANGARD	EXAMINED  ENGINEER OF BRIDGES AND SIGN	DATE - May 13, 2026	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SOIL RETENTION SYSTEM STRUCTURE NO. 058-0141				F.A.P. RTE. 323A	SECTION (139BR)B	COUNTY MACON	TOTAL SHEETS 70	SHEET NO. 32
CHECKED - MARTIN FIGUEROA		PASSED  ENGINEER OF BRIDGES AND STRUCTURES		REVISED - REVISED -	SHEET 4 OF 24 SHEETS				CONTRACT NO. 74A10			
DRAWN - ANTHONY J. NOVELLO									ILLINOIS FED. AID PROJECT			
CHECKED - R.P.N. / M.F.												

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FILE NAME: pw:///idiot-pw.bentley.com:FWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0580141-74A10.dgn



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

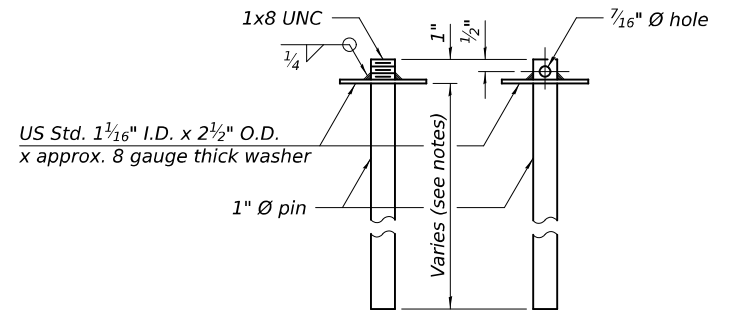


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

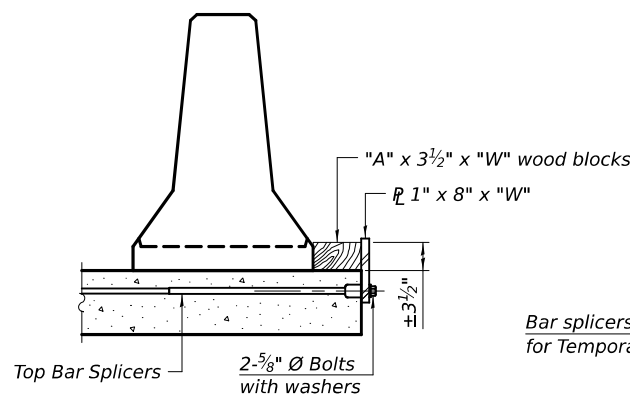
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

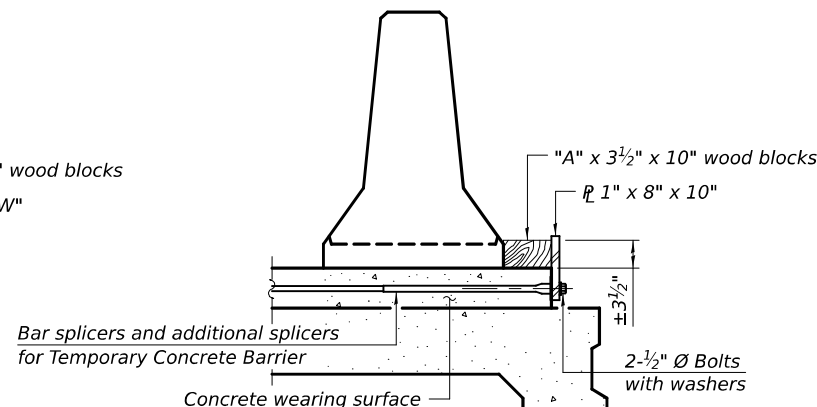


RESTRAINING PIN

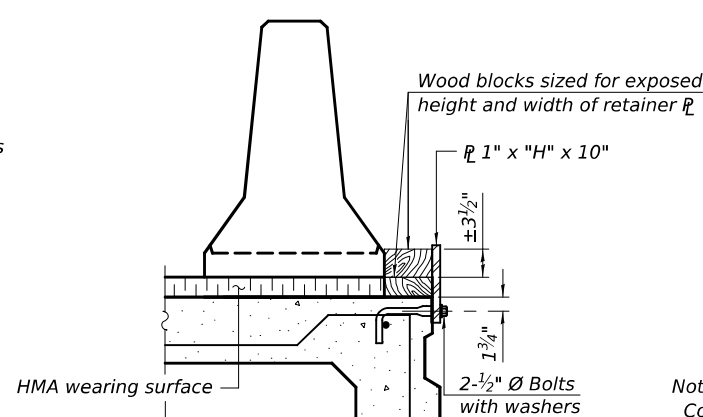
SECTIONS THRU SLAB OR DECK BEAM



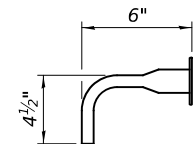
DETAIL I



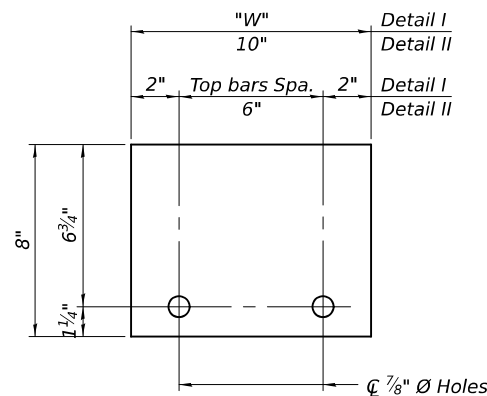
DETAIL II



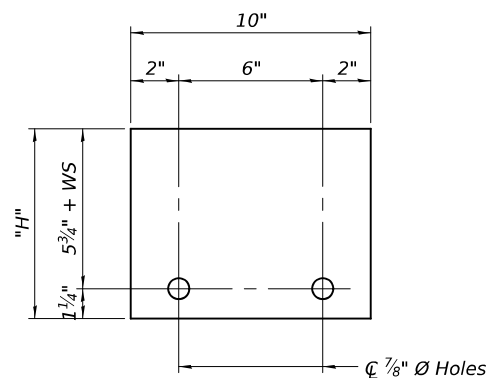
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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

EXAMINED

PASSED	-	Mark Shuffin ENGINEER OF BRIDGE DESIGN
PASSED	-	Quater W. Mann ENGINEER OF BRIDGES AND STRUCTURES

DATE - May 13, 2026

REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

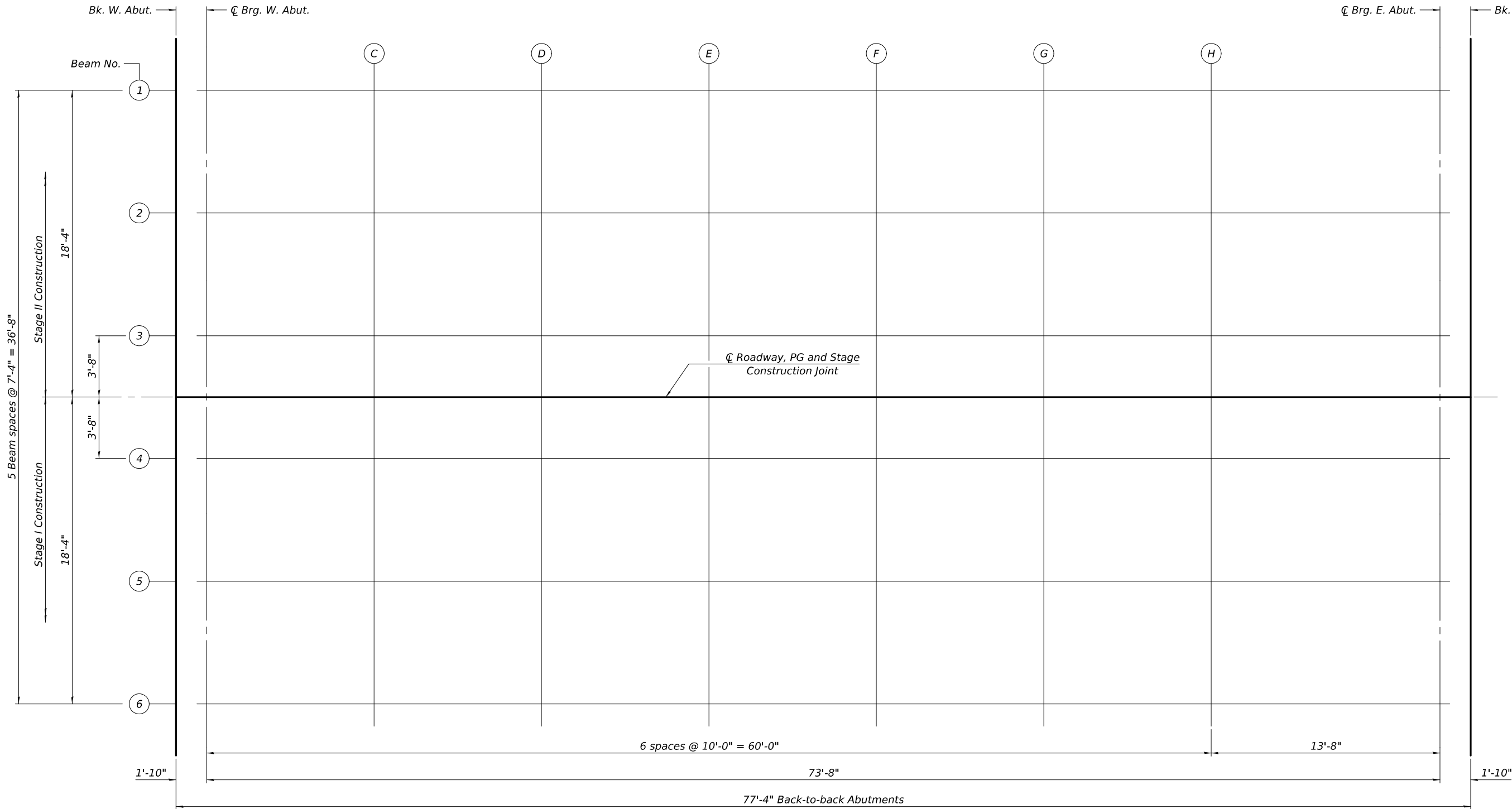
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 058-0141

SHEET 5 OF 24 SHEETS

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

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PLAN

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

EXAMINED	
PASSED	

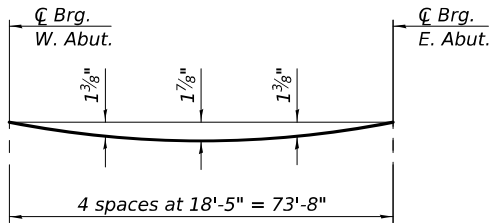
DATE	=	May 13, 2026
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0141

SHEET 6 OF 24 SHEETS

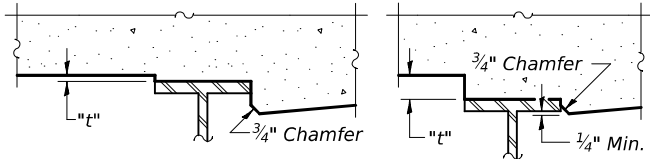
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	34
CONTRACT NO. 74A10				
		ILLINOIS	FED. AID PROJECT	



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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



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

FILLET HEIGHTS

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

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

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

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

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NORTH EDGE OF SHOULDER

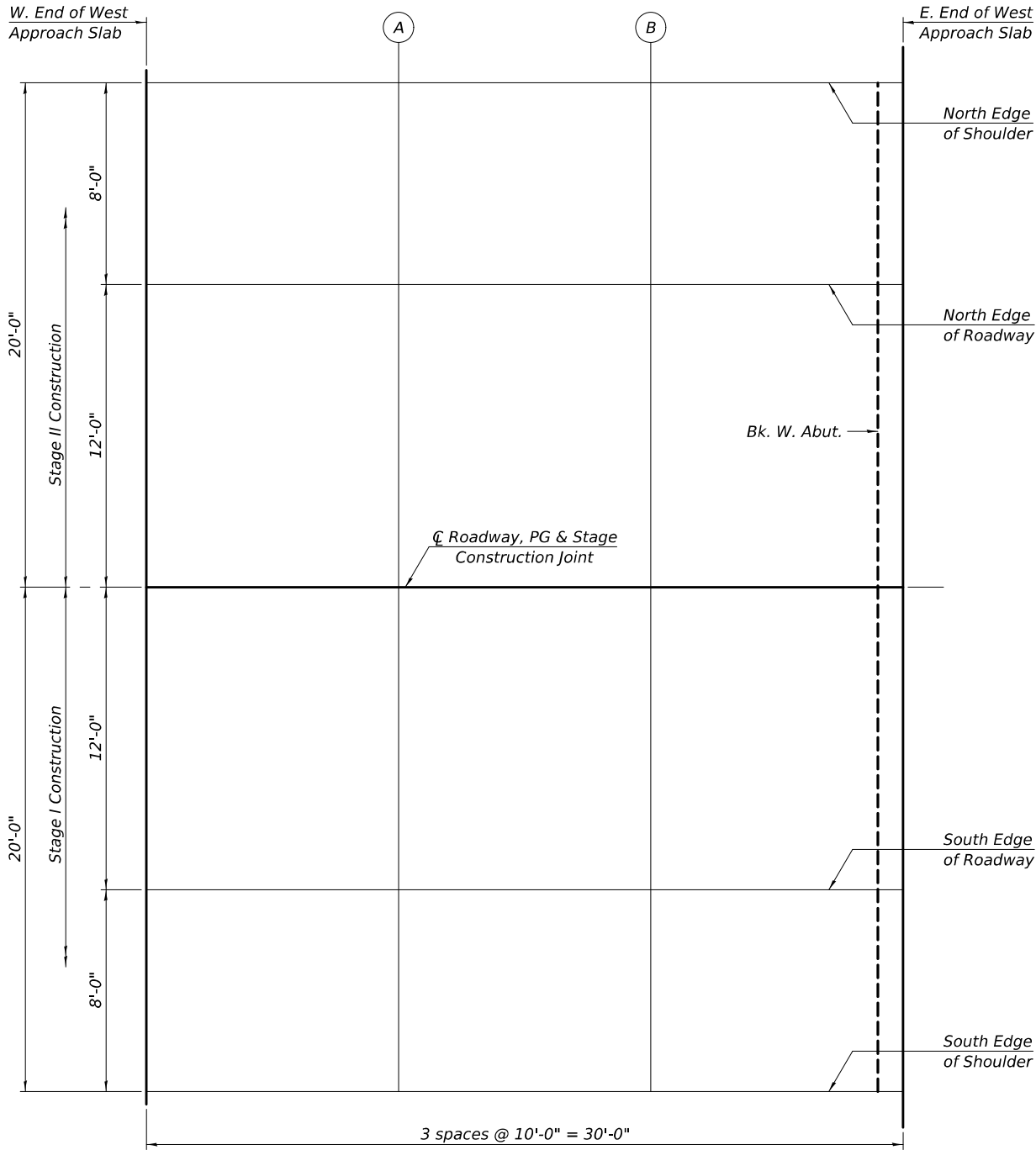
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr. Slab	186+81.33	-20.00	661.90	661.92
A	186+91.33	-20.00	661.84	661.86
B	187+01.33	-20.00	661.78	661.80
E. End of W. Appr. Slab	187+11.33	-20.00	661.73	661.75

NORTH EDGE OF ROADWAY

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

CL ROADWAY, PG & STAGE CONSTRUCTION JOINT

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



PLAN

SOUTH EDGE OF ROADWAY

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

SOUTH EDGE OF SHOULDER

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

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

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	May 13, 2026
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 8 OF 24 SHEETS

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

NORTH EDGE OF SHOULDER

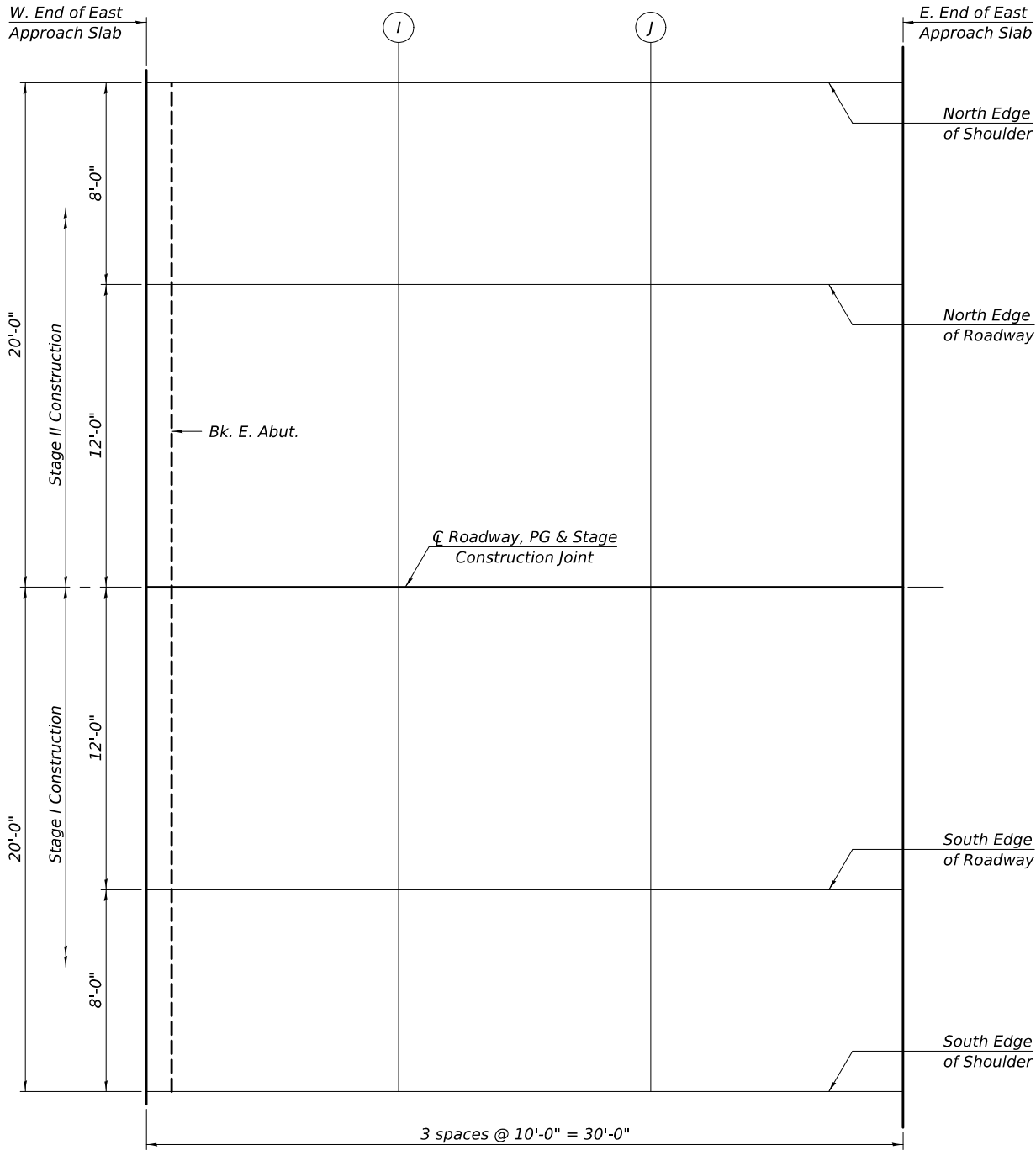
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr. Slab	187+86.67	-20.00	661.53	661.55
I	187+96.67	-20.00	661.53	661.55
J	188+06.67	-20.00	661.54	661.56
E. End of E. Appr. Slab	188+16.67	-20.00	661.55	661.57

NORTH EDGE OF ROADWAY

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

CL ROADWAY, PG & STAGE CONSTRUCTION JOINT

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



PLAN

SOUTH EDGE OF ROADWAY

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

SOUTH EDGE OF SHOULDER

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

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

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	May 13, 2026
REVISED -	
REVISED -	

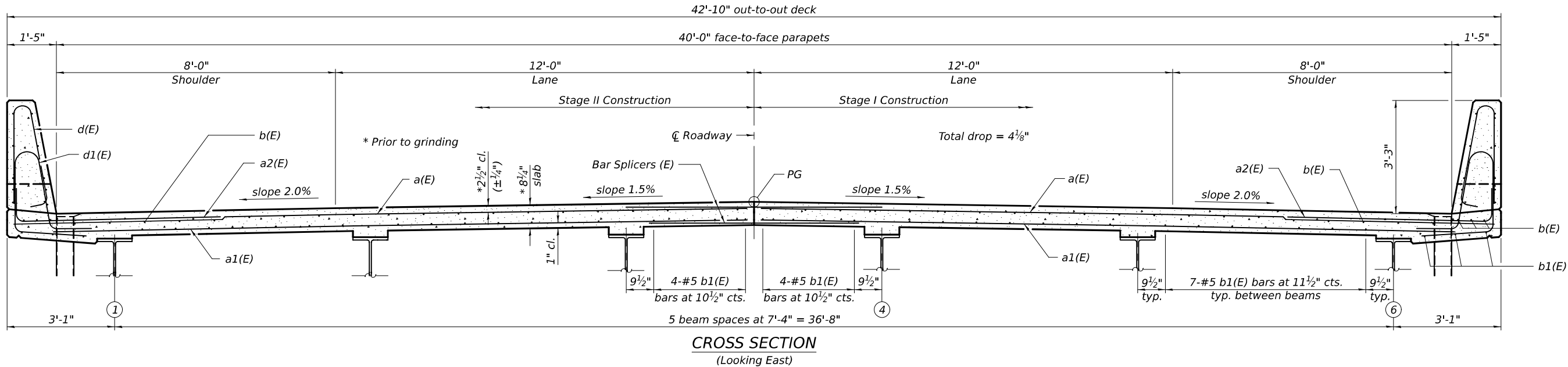
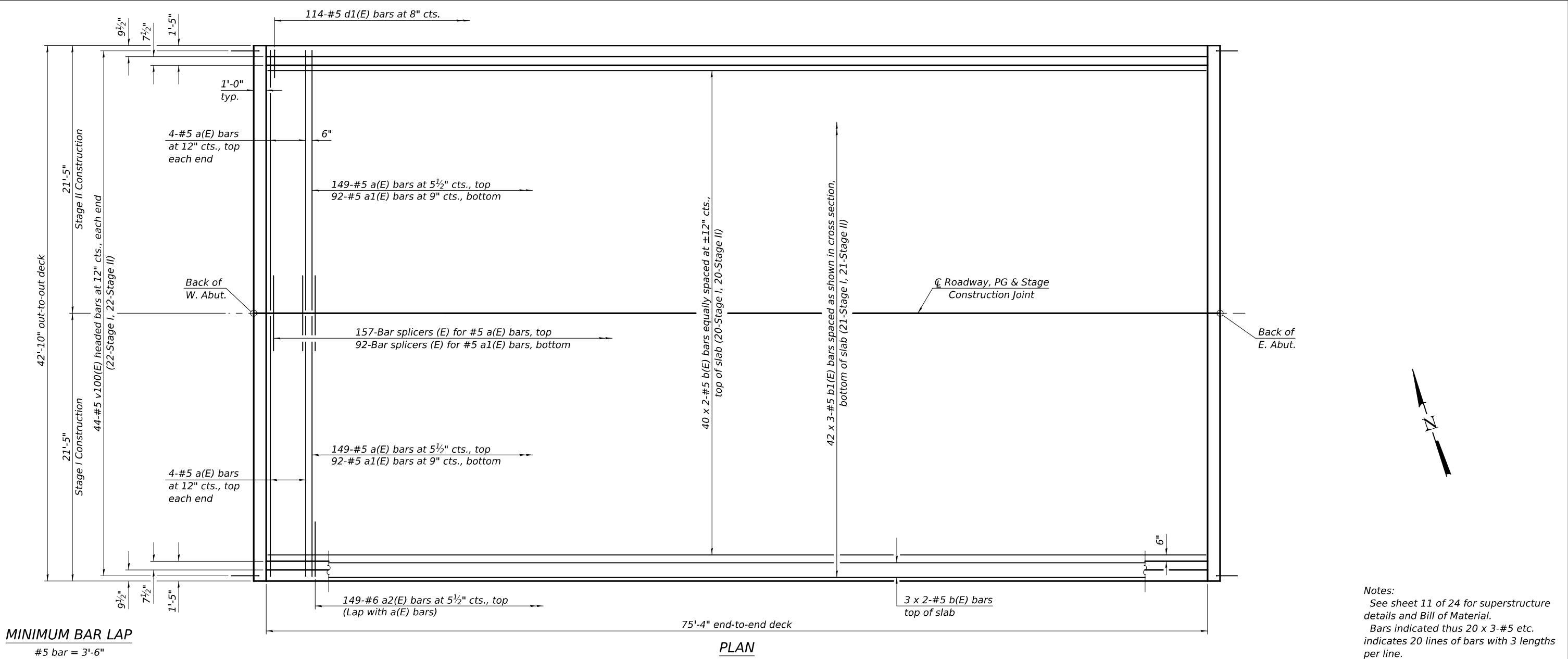
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 9 OF 24 SHEETS

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

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

EXAMINED	<i>Mark Shuffin</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Quater W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	May 13, 2026
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

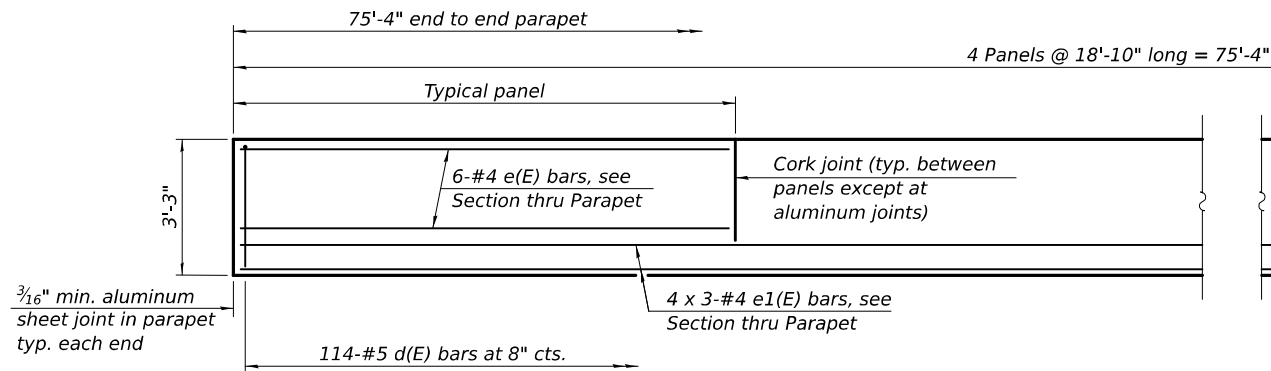
SUPERSTRUCTURE
STRUCTURE NO. 058-0141

SHEET 10 OF 24 SHEETS

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

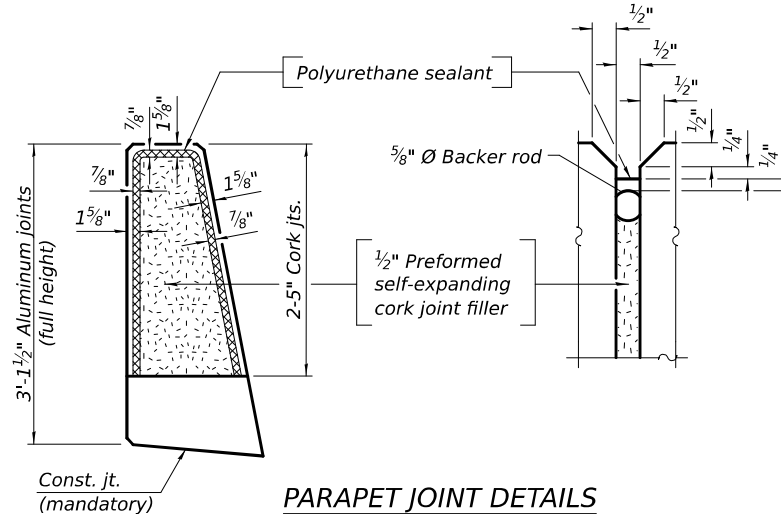
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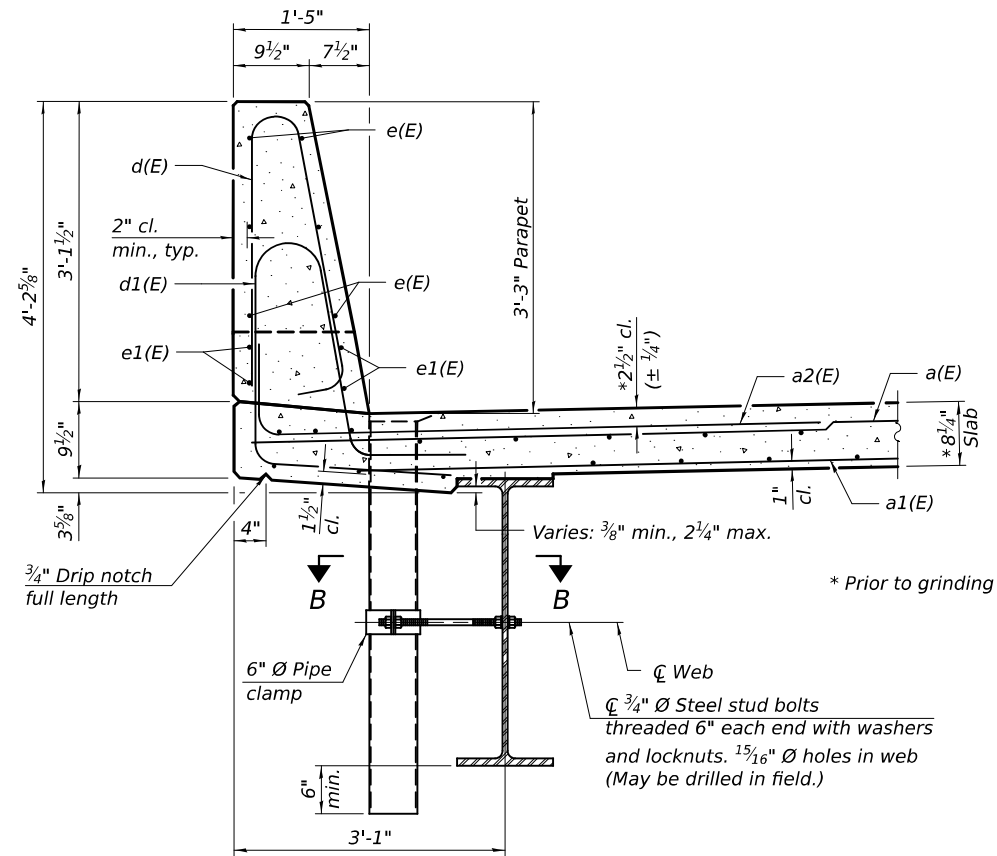
MINIMUM BAR LAP
#4 bar = 2'-5"

INSIDE ELEVATION OF PARAPET

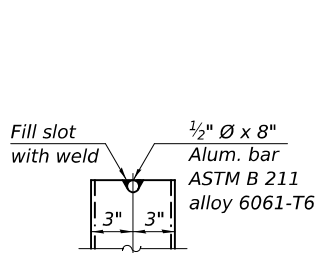


PARAPET JOINT DETAILS

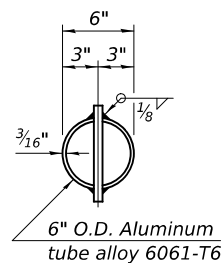
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.
The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.
The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bar terminators, paid for separately. See Total Bill of Material.
Fiberglass pipe alternative shall not be allowed for floor drains.



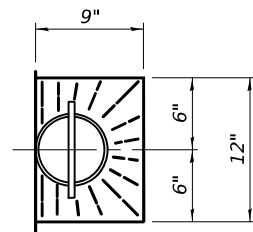
SECTION THRU PARAPET



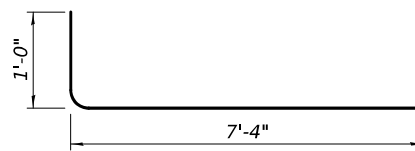
ALUMINUM TUBE



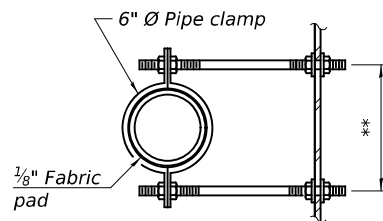
TOP PLAN



TOP PLAN

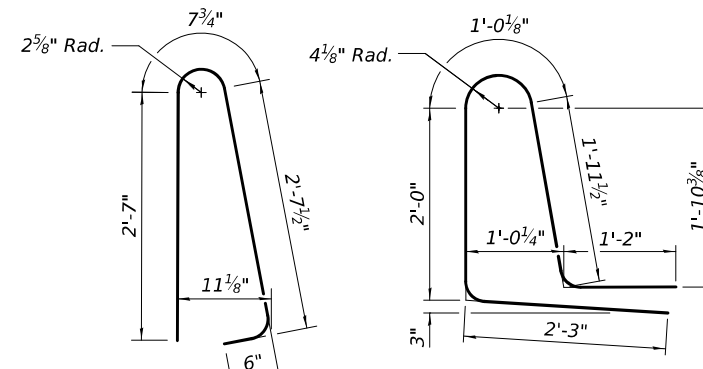


BAR a2(E)



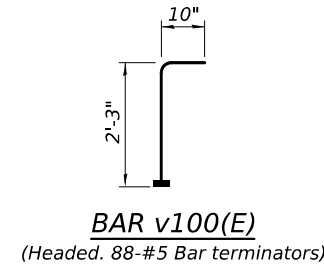
SECTION B-B

**Dimension as required by pipe clamp

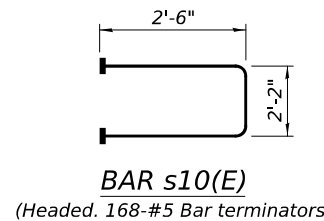


BAR d(E)

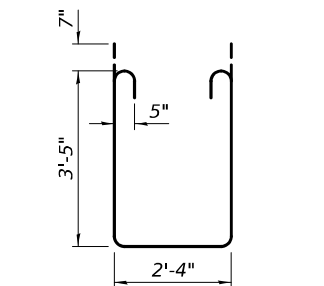
BAR d1(E)



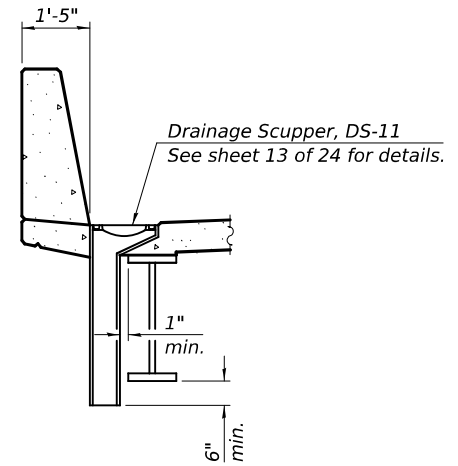
BAR v100(E)
(Headed. 88-#5 Bar terminators)



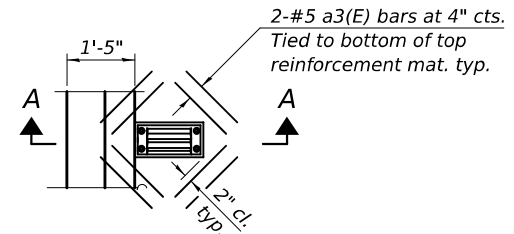
BAR s10(E)
(Headed. 168-#5 Bar terminators)



BAR s11(E)



SECTION A-A



PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

SUPERSTRUCTURE BILL OF MATERIAL

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

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

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

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

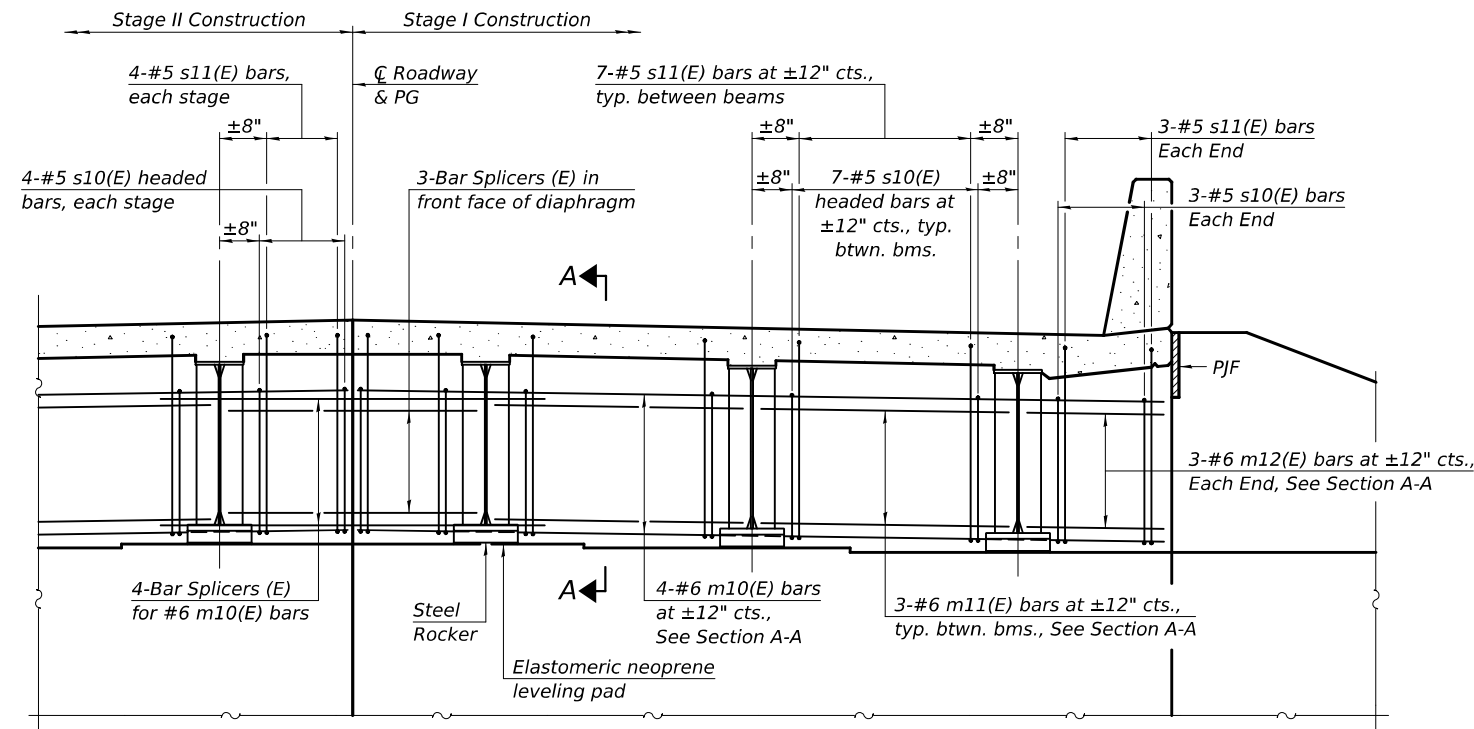
DATE - May 13, 2026
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

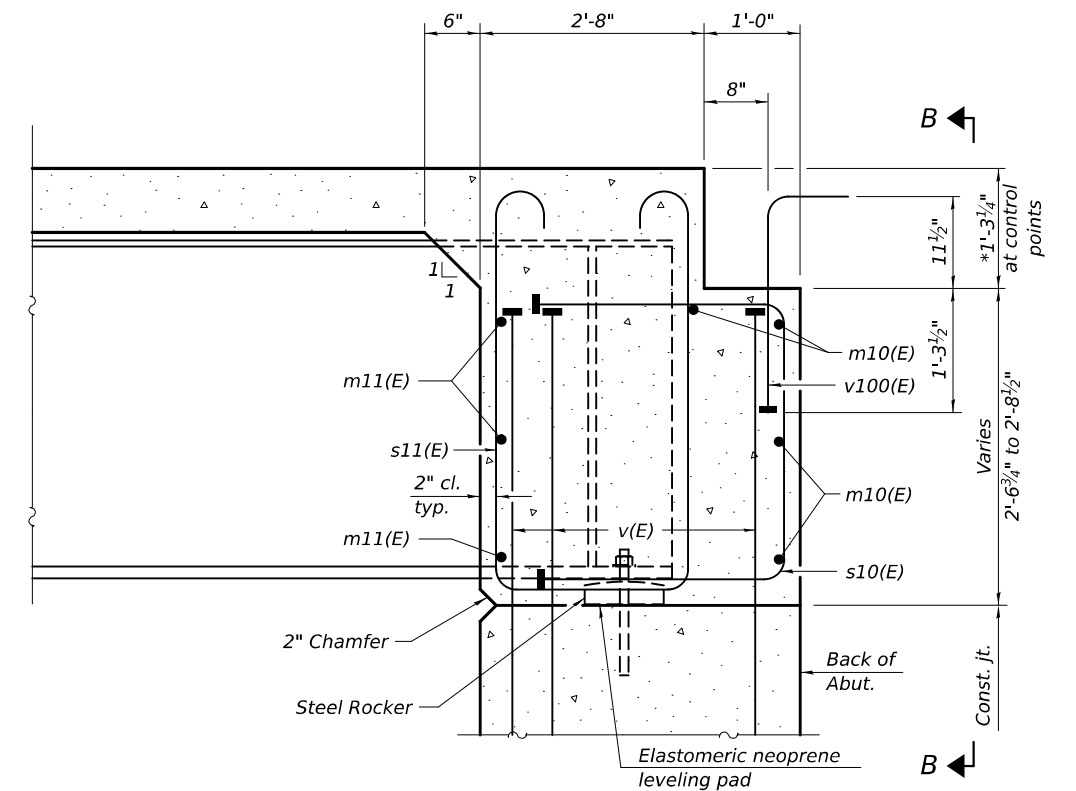
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0141

SHEET 11 OF 24 SHEETS

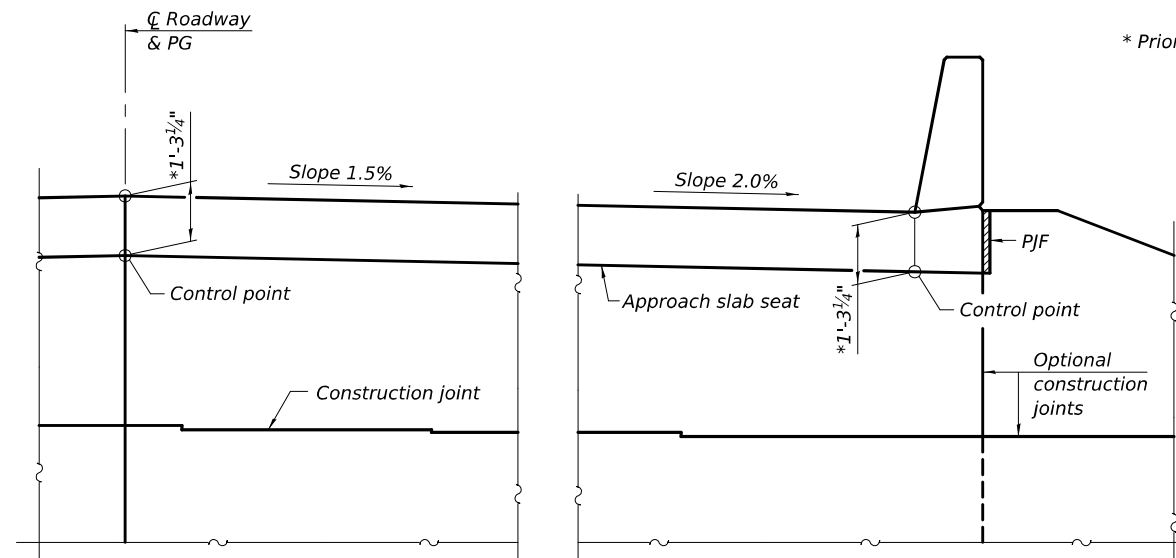
F.A.P. RTE. 323A SECTION (139BR)B COUNTY MACON TOTAL SHEETS 70 SHEET NO. 39 CONTRACT NO. 74A10 ILLINOIS FED. AID PROJECT



DIAPHRAGM AT ABUTMENT

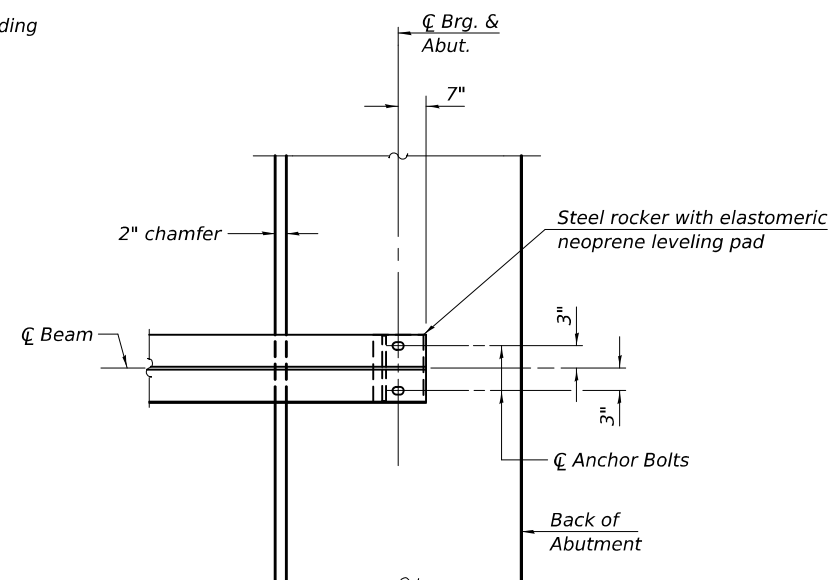


SECTION A-A



VIEW B-B

* Prior to grinding



PLAN AT ABUTMENT
(Showing bottom flange of beam)

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

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

EXAMINED
PASSED

Mark Shuffin
ENGINEER OF BRIDGE DESIGN
Quater W. Mann
ENGINEER OF BRIDGES AND STRUCTURES

DATE - May 13, 2026
REVISED -
REVISED -

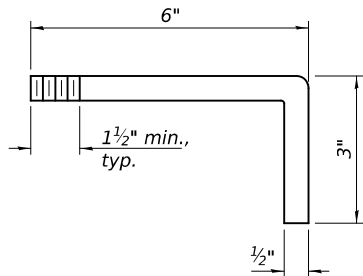
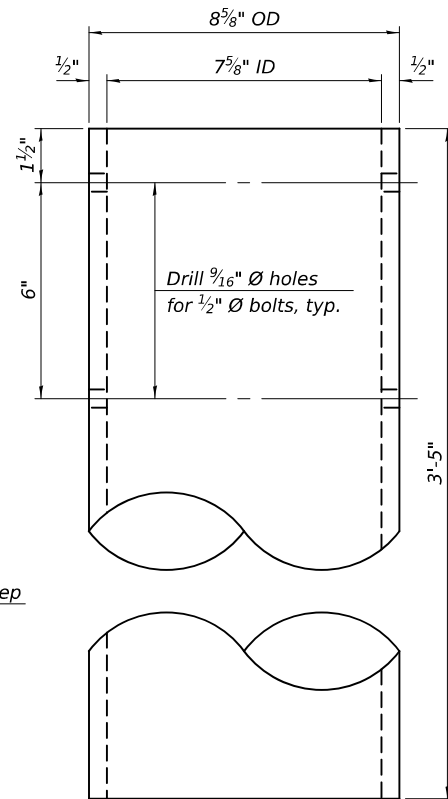
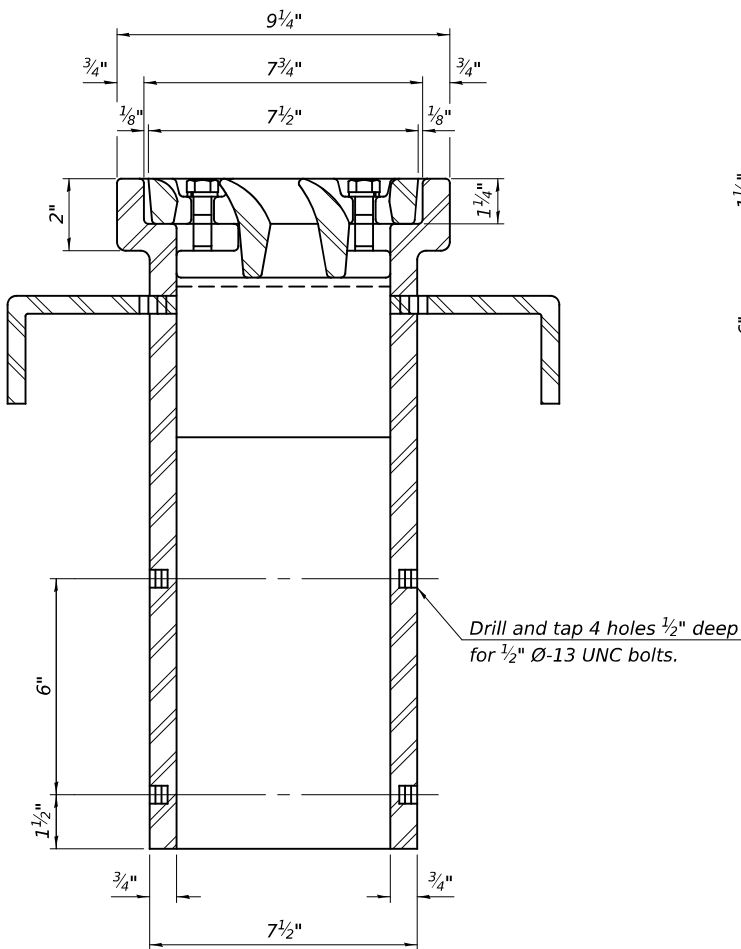
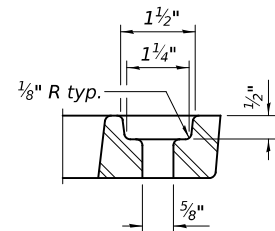
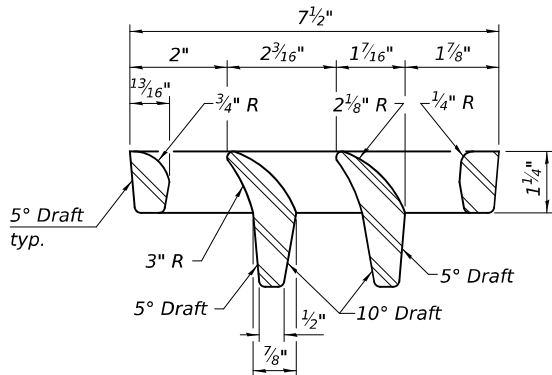
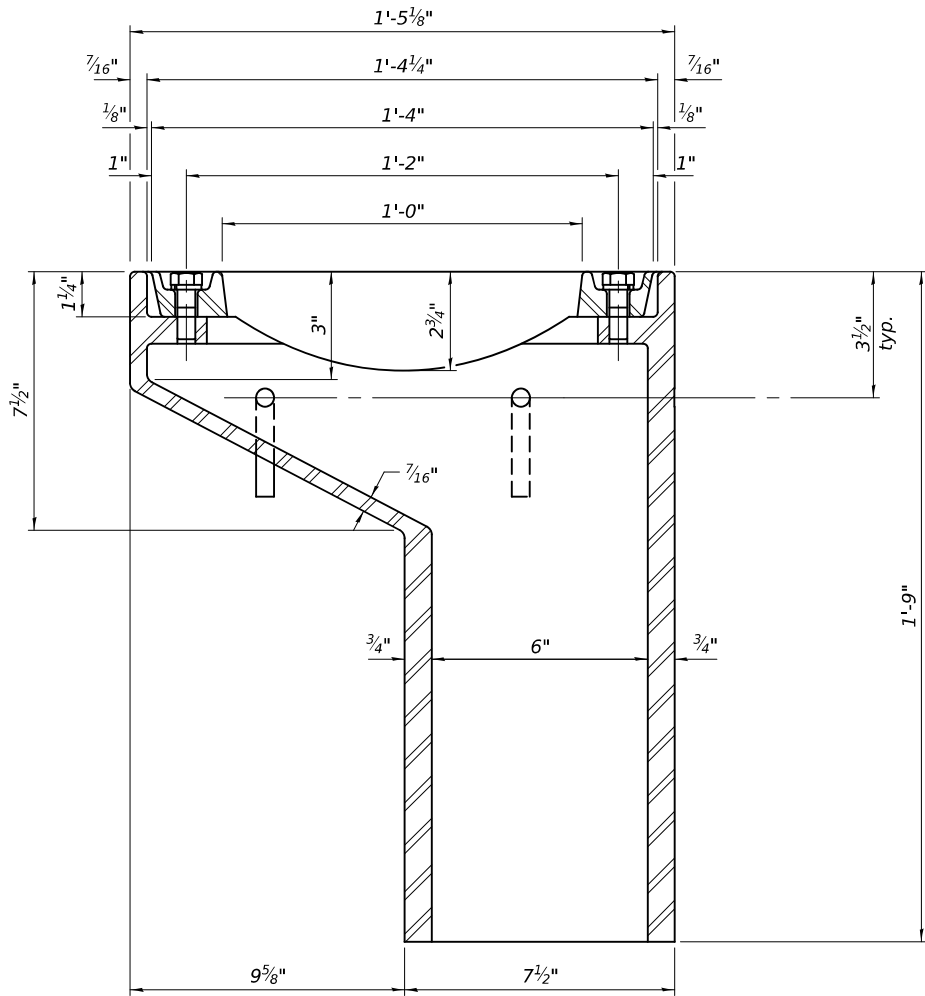
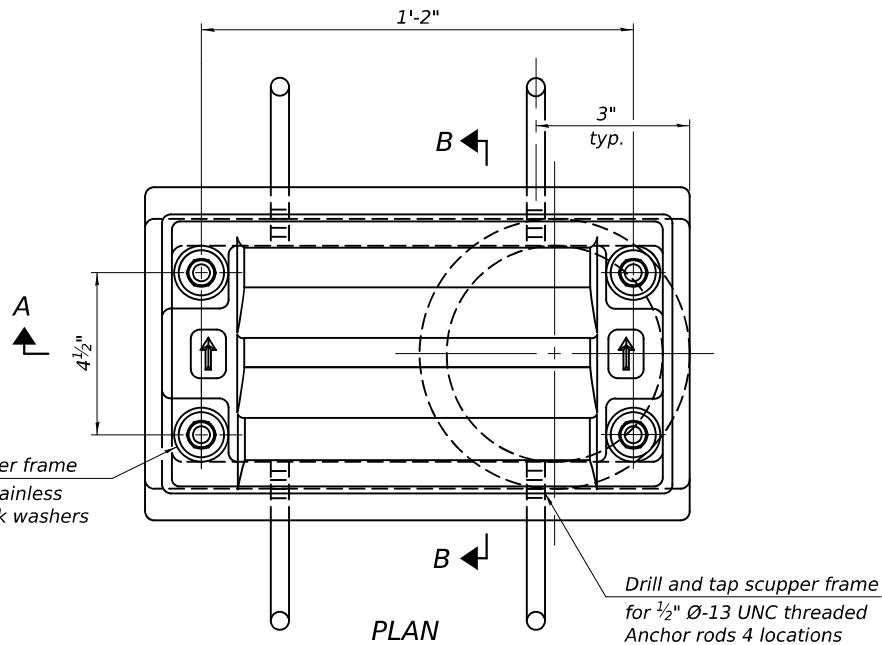
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 058-0141

SHEET 12 OF 24 SHEETS

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

MODEL: 0580141-74A10-013
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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 treated as specified on sheet 11 of 24.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	2

DS-11

4-4-2025

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

EXAMINED	<i>Mark Shuffin</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Quater W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES

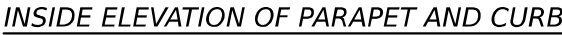
DATE -	May 13, 2026
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

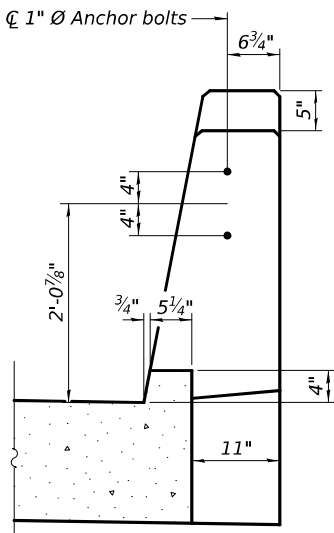
SHEET 13 OF 24 SHEETS

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



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

Notes:

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

Parapet concrete shall be paid for as Concrete Superstructure.

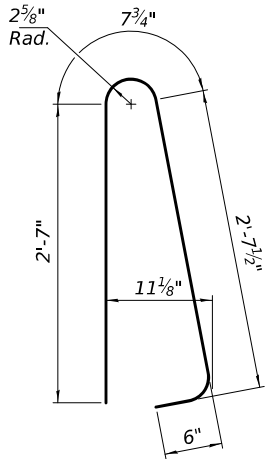
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

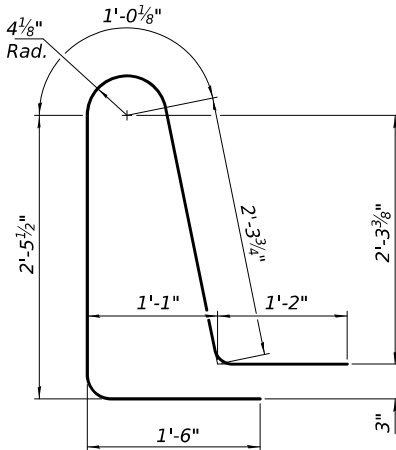
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

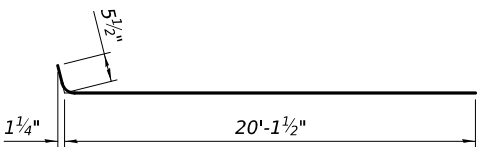
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 24.



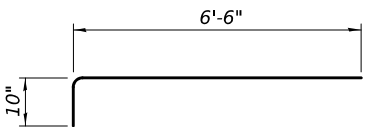
BAR d10(E)



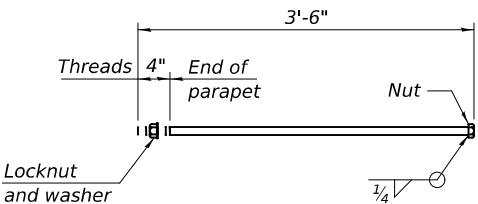
BAR d11(E)



BAR a10(E)



BAR a12(E)



* 1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

(Sheet 2 of 2)

TWO APPROACHES

BILL OF MATERIAL

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

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

EXAMINED 
ENGINEER OF BRIDGE DESIGN

PASSED 
ENGINEER OF BRIDGES AND STRUCTURES

DATE	=	May 13, 2026
REVISED	-	
REVISED	-	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

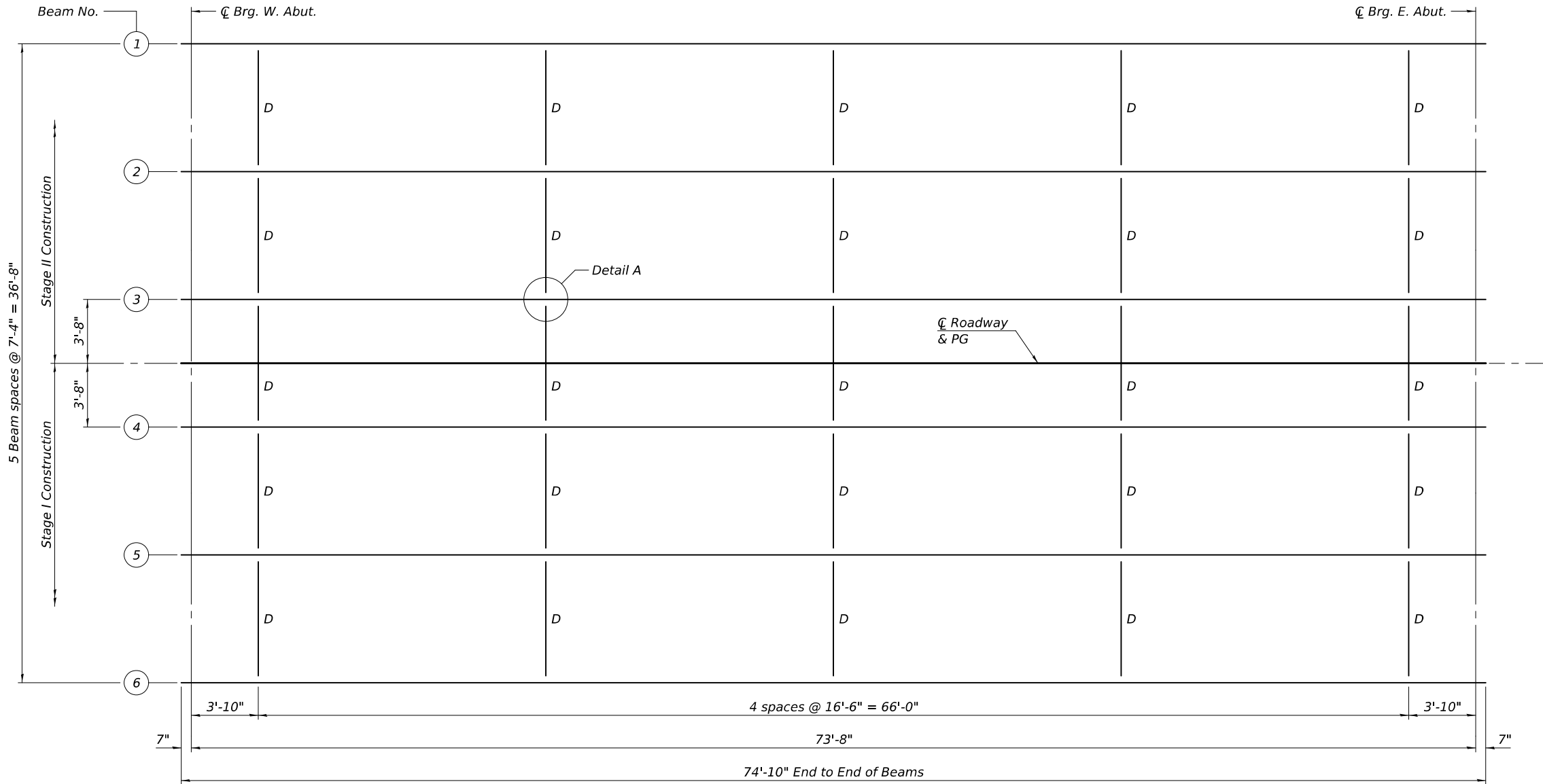
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0141

SHEET 15 OF 24 SHEETS

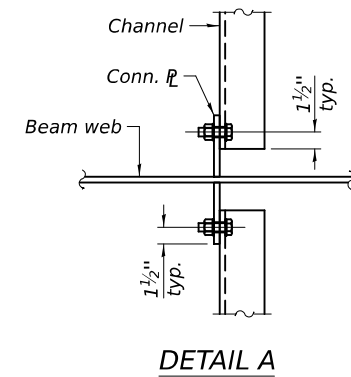
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	43
		CONTRACT NO. 74A10		
ILLINOIS		FED. AID PROJECT		

ILLINOIS	FED. AID PROJECT
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PLAN
(All beams are W36x160, AASHTO M270 Grade 50, CVN)



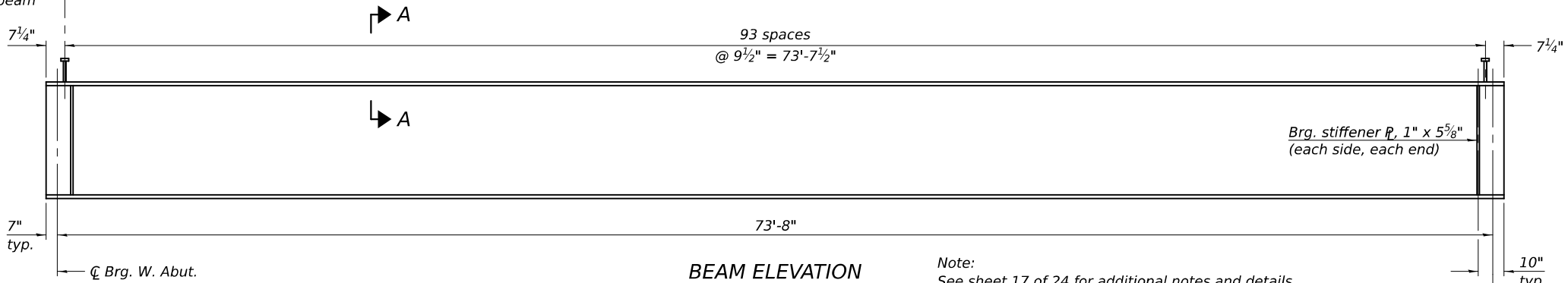
**** TOP OF BEAM ELEVATIONS**

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

** For Fabrication use only



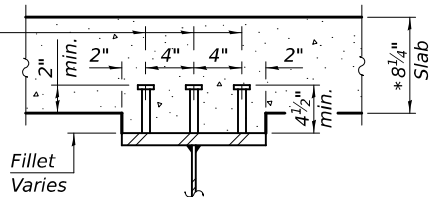
Stud shear connector spacing, typ. each beam



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

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

* Prior to grinding



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

EXAMINED	<i>Mark Shuffin</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Quater W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	May 13, 2026
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

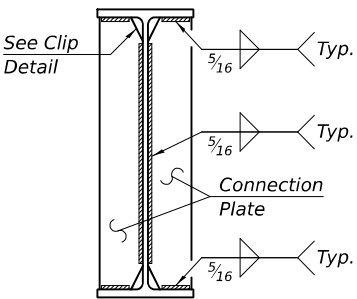
**STRUCTURAL STEEL
STRUCTURE NO. 058-0141**

SHEET 16 OF 24 SHEETS

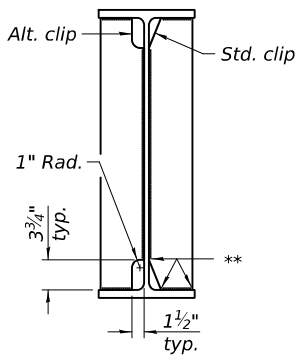
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323A	(139BR)B	MACON	70	44
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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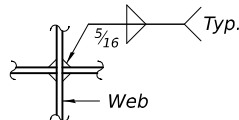


CONNECTION PLATE
DETAIL

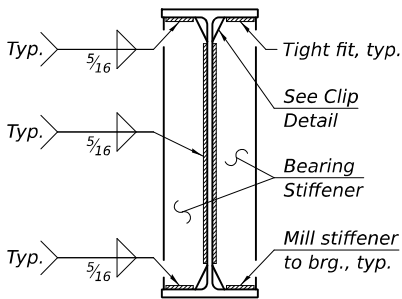


WELD LIMITS AND CLIP DETAILS

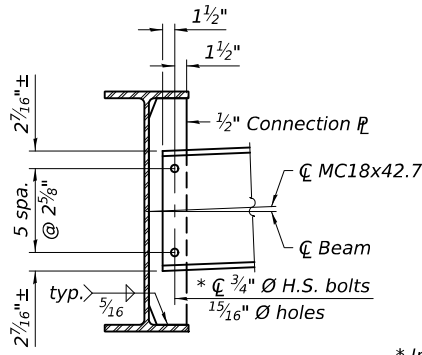
** Stop welds 1/4" (± 1/8") from edges as shown, typ.



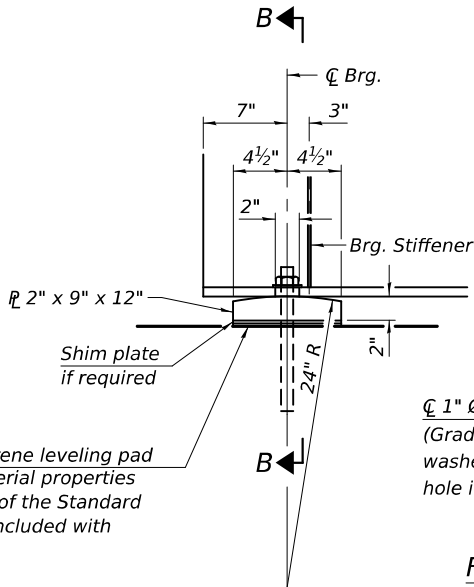
WEB WELD DETAIL



BEARING STIFFENER
DETAIL



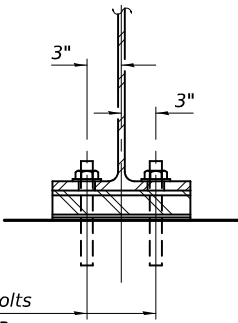
DIAPHRAGM D
(25 Required)



ELEVATION
AT ABUTMENT

1" Ø 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" Ø Holes in bearing plate.

FIXED BEARING
(12 Required)



SECTION B-B

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

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

Note:

M_k and R_k include the effects of centrifugal force and superelevation.

Notes:

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

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

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

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

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2. Two hardened washers required for each set of oversized holes.

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

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

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

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

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

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

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

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

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

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

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

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

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

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

$M_k + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u : Strength I load combination of factored design moments (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + IM$

f_t : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

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

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

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

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

$f_s + f_t / 2$ (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (k + IM) + f_t / 2$

Service II Resistance: Composite (0.95R_nF_yt) or noncomposite (0.80R_nF_yt) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_t / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (k + IM) + f_t / 3$

$\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

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

OCF : Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

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

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

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

R_k : Un-factored live load reaction (kip).

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

$R_{Total}(\text{Strength I})(\text{Impact})$: Strength I load combination of factored design reactions (kip).
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_k + R_{IM})$

$R_{Total}(\text{Strength I})(\text{No Impact})$: Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_k)$

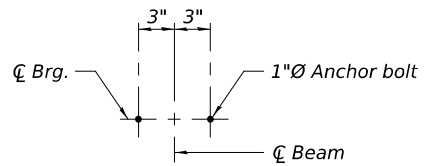
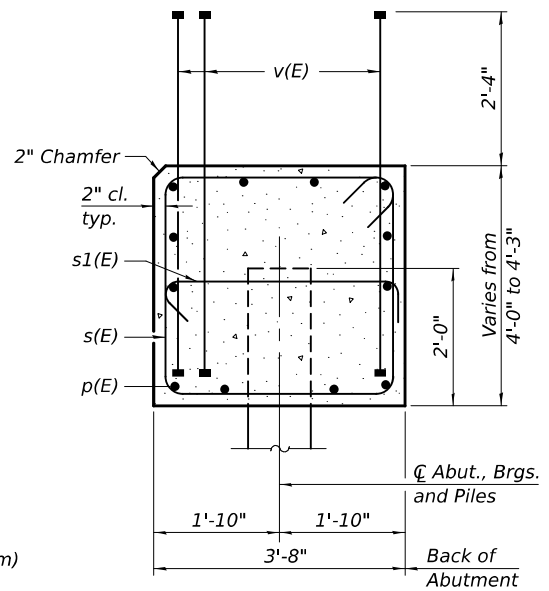
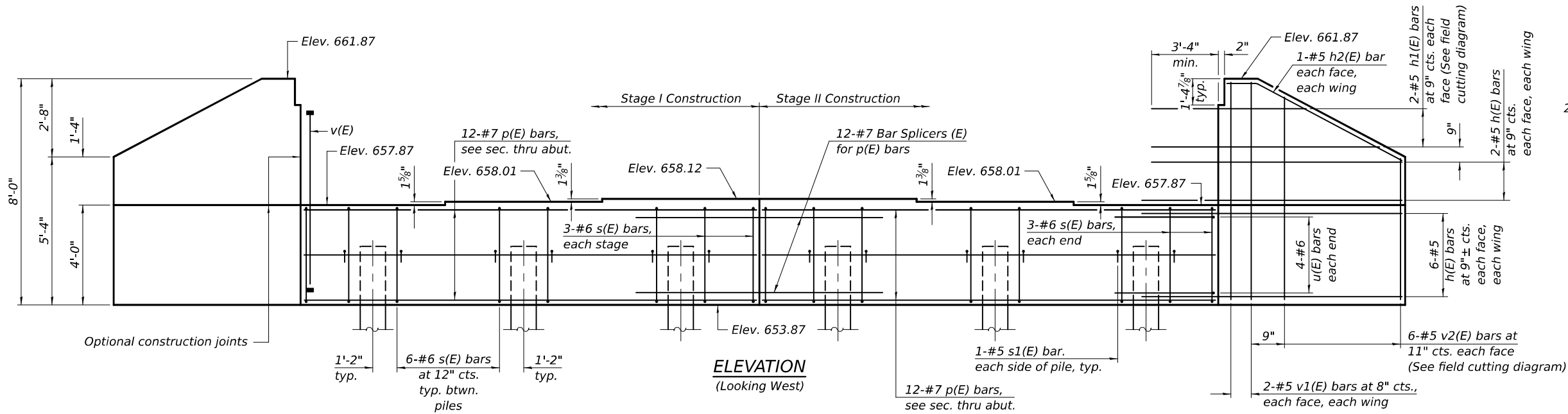
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 058-0141

SHEET 17 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	45
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

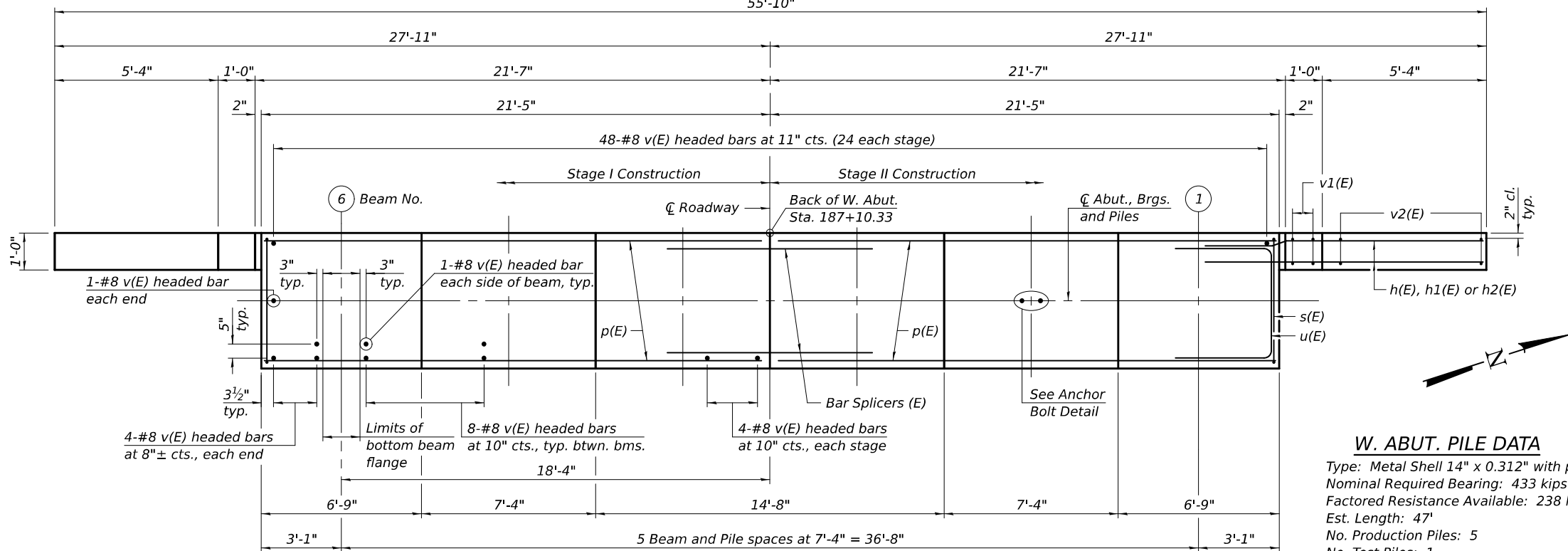
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**WEST ABUTMENT
BILL OF MATERIAL**

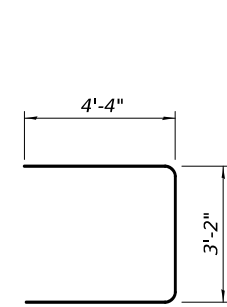
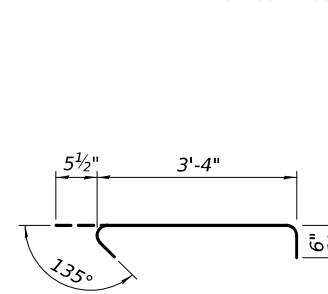
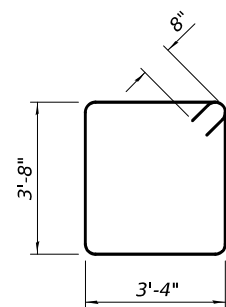
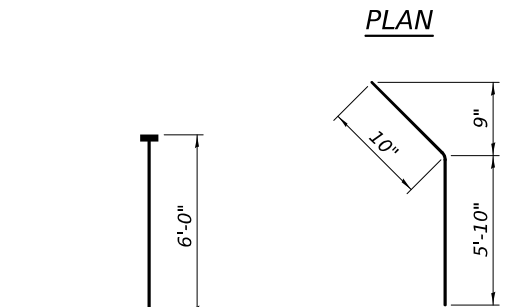
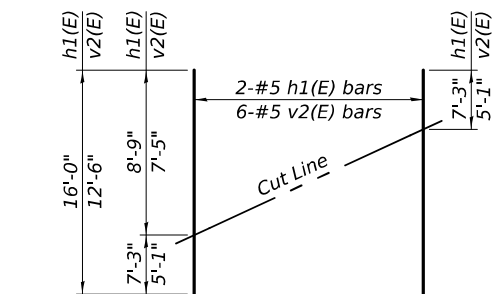
Bar	No.	Size	Length	Shape
h(E)	32	#5	9'-8"	
h1(E)	4	#5	16'-0"	
h2(E)	4	#5	6'-8"	
p(E)	24	#7	21'-1"	
s(E)	36	#6	15'-4"	
s1(E)	12	#5	4'-4"	
u(E)	8	#6	11'-10"	
v(E)	110	#8	6'-0"	
v1(E)	8	#5	7'-8"	
v2(E)	12	#5	12'-6"	
Structure Excavation				Cu. Yd. 122
Concrete Structures				Cu. Yd. 27.3
Reinforcement Bars,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

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



W. ABUT. PILE DATA

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



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

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE - May 13, 2026
REVISED -
REVISED -

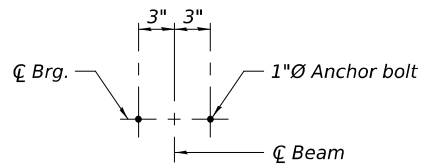
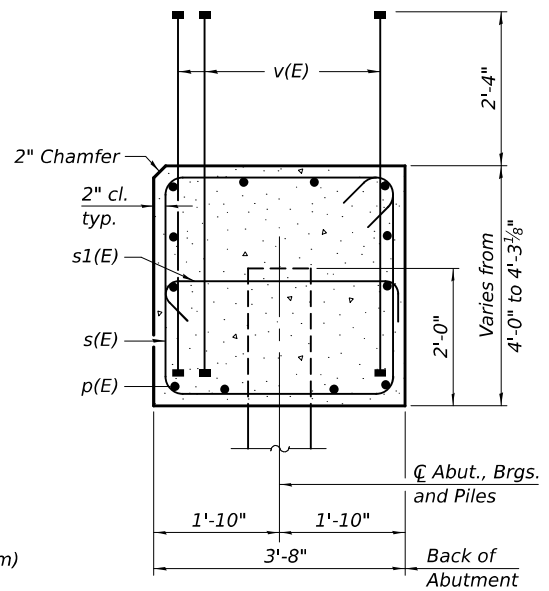
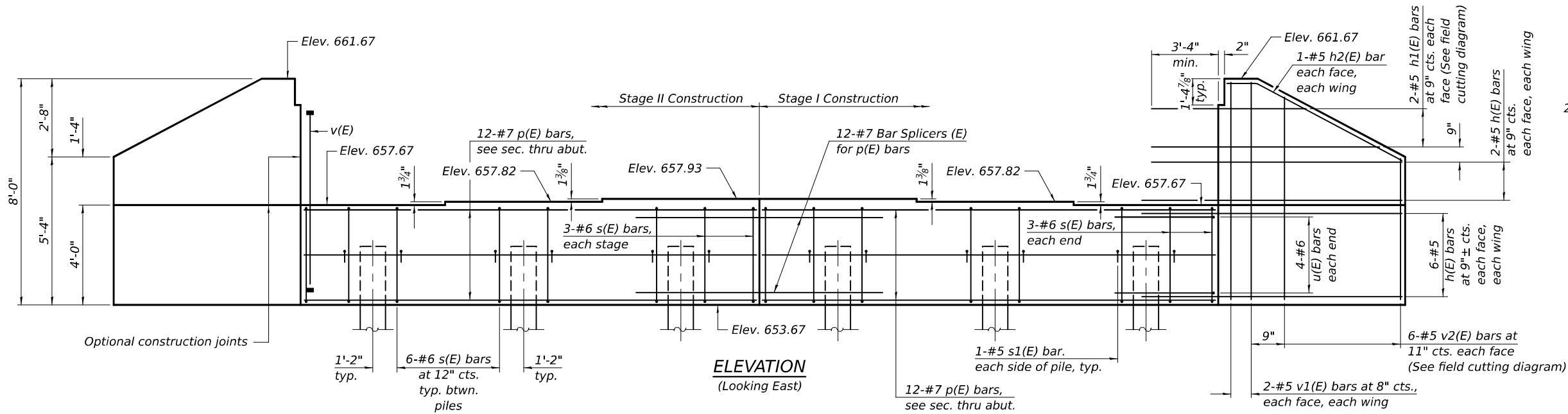
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 058-0141

SHEET 18 OF 24 SHEETS

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

MODEL: 0580141-74A10-019
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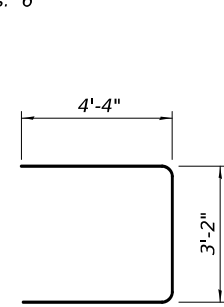
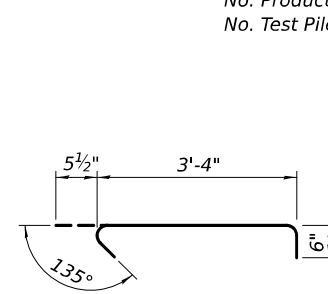
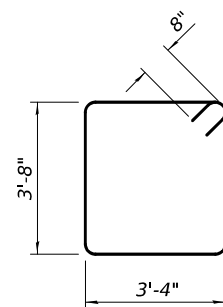
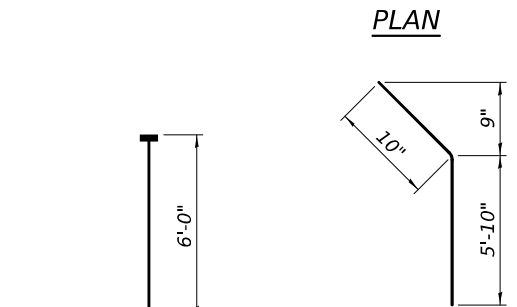
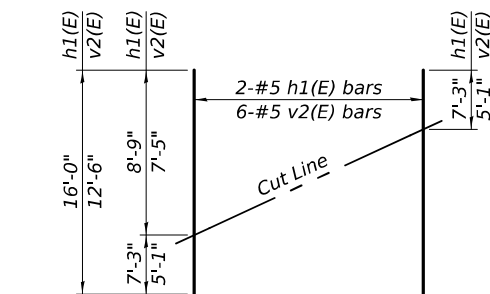
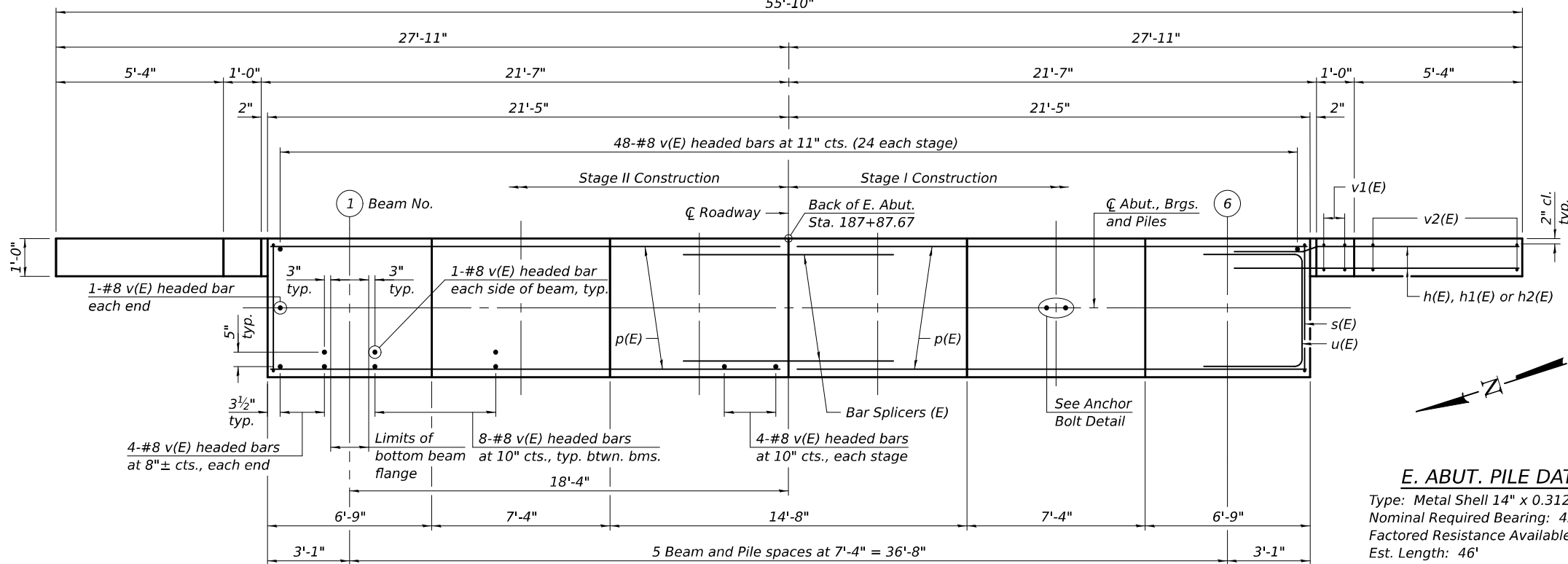
**EAST ABUTMENT
BILL OF MATERIAL**

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

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

E. ABUT. PILE DATA

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



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

EXAMINED	<i>Mark Shuff</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Quater W. Mann</i> ENGINEER OF BRIDGES AND STRUCTURES

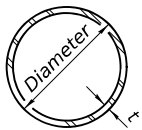
DATE -	May 13, 2026
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

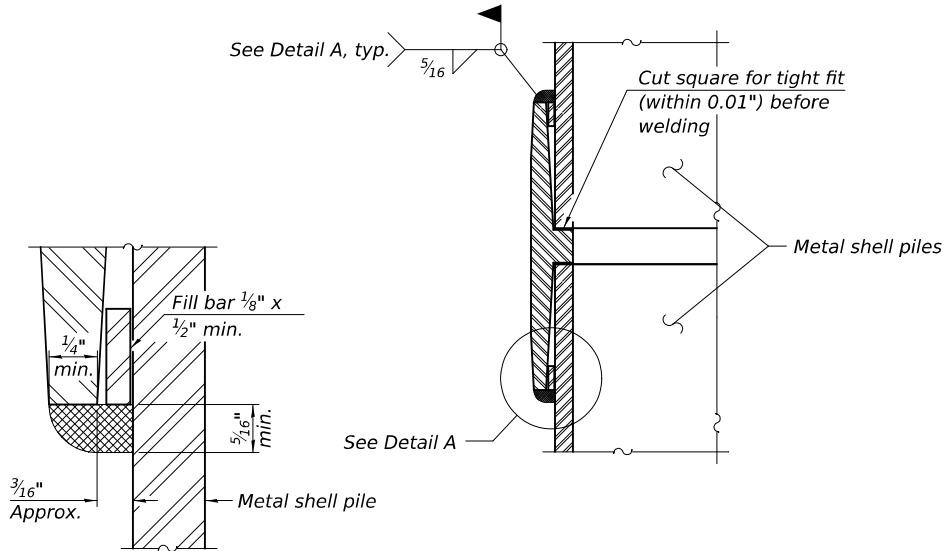
SHEET 19 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	47
CONTRACT NO. 74A10				
ILLINOIS / FED. AID PROJECT				

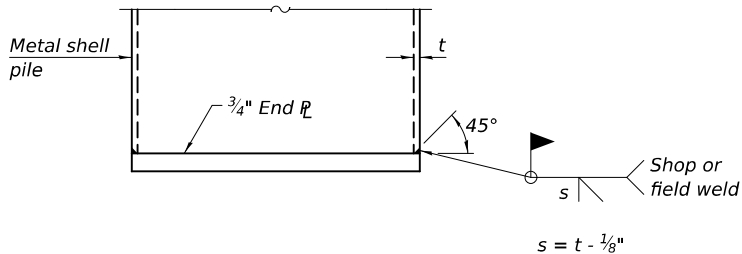


METAL SHELL PILE TABLE

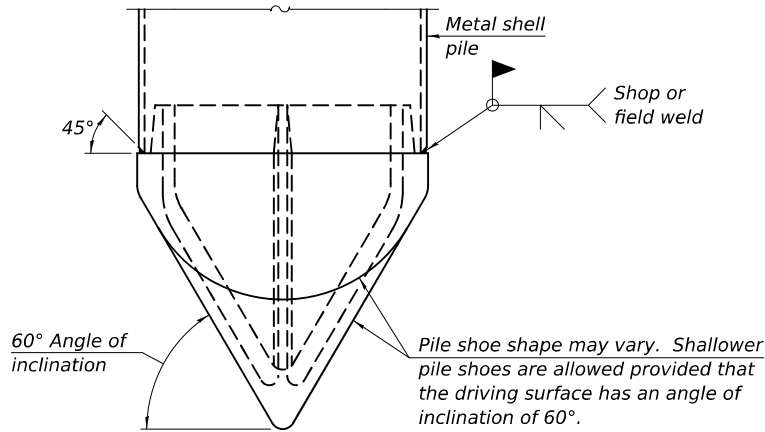
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A



END PLATE ATTACHMENT

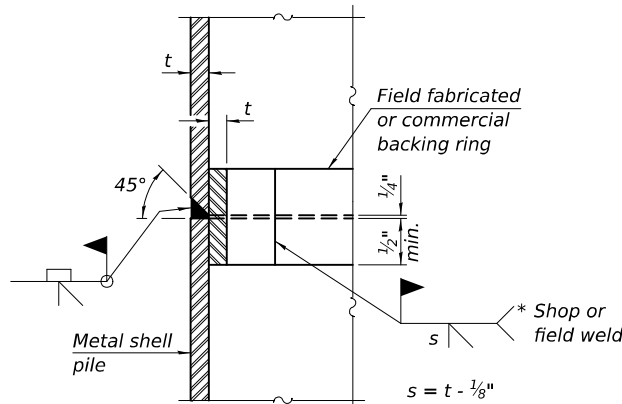


PILE SHOE ATTACHMENT

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

WELDED COMMERCIAL SPLICE

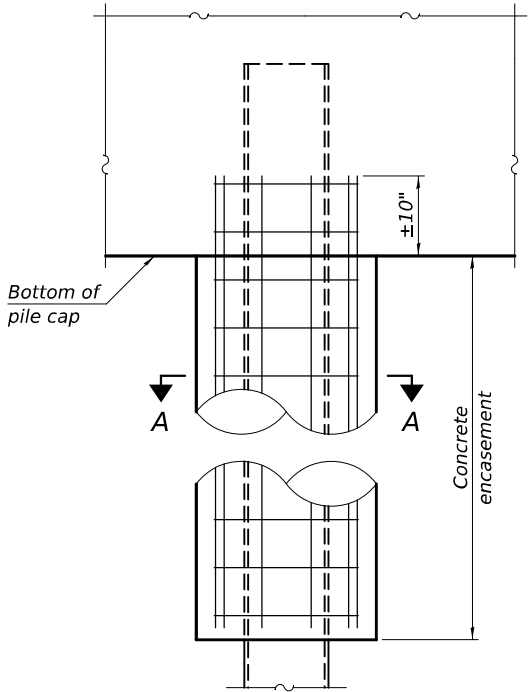
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



COMPLETE PENETRATION WELD SPLICE

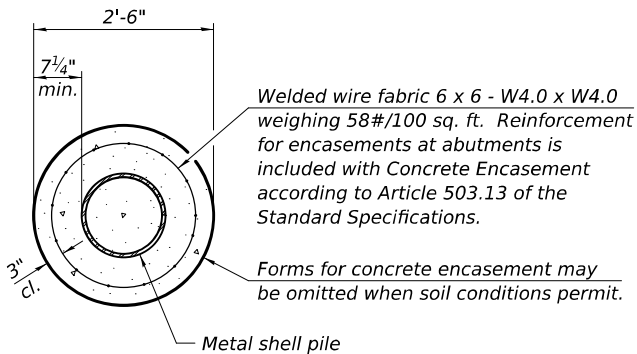
* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

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

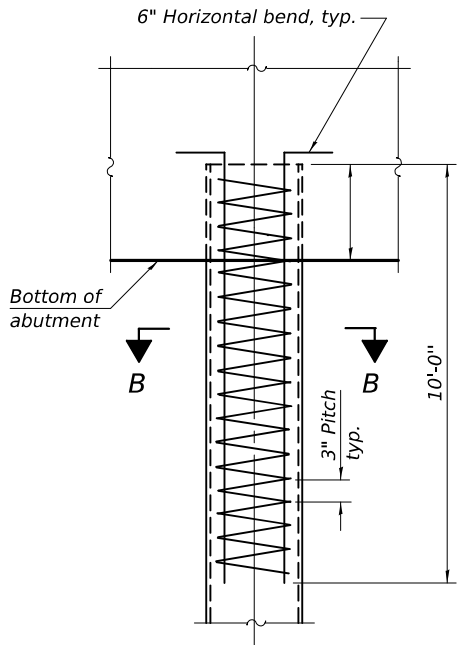


ELEVATION

INDIVIDUAL PILE
CONCRETE ENCASUREMENT
(When specified)

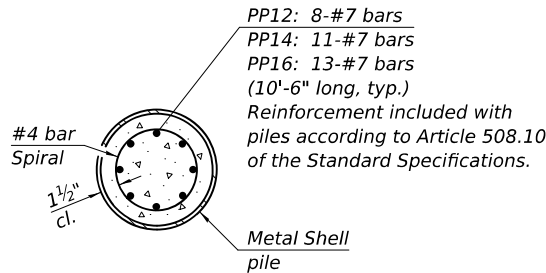


SECTION A-A



ELEVATION

REINFORCEMENT AT ABUTMENTS
(Omit when concrete encasement is specified)



SECTION B-B

F-MS 4-4-2025

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

DATE - May 13, 2026	ENGINEER OF BRIDGES AND STRUCTURES
REVISOR -	ENGINEER OF BRIDGES AND STRUCTURES
REVISOR -	

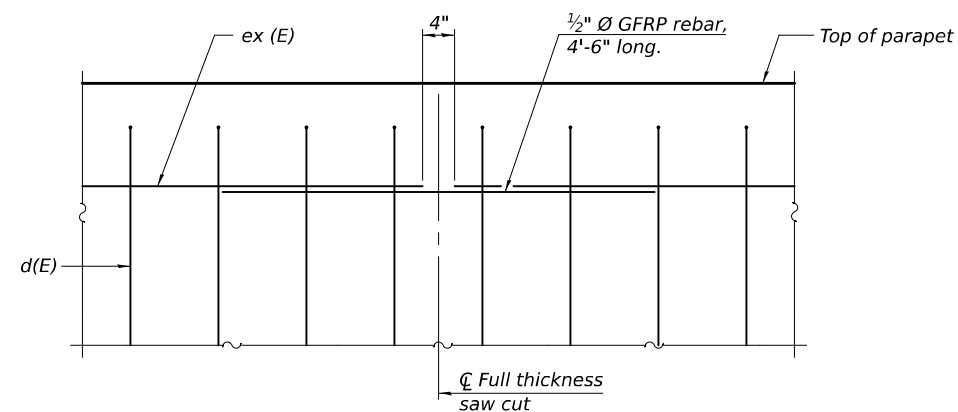
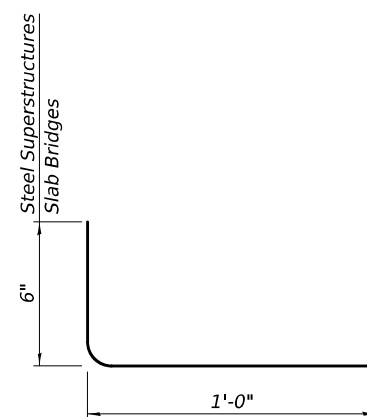
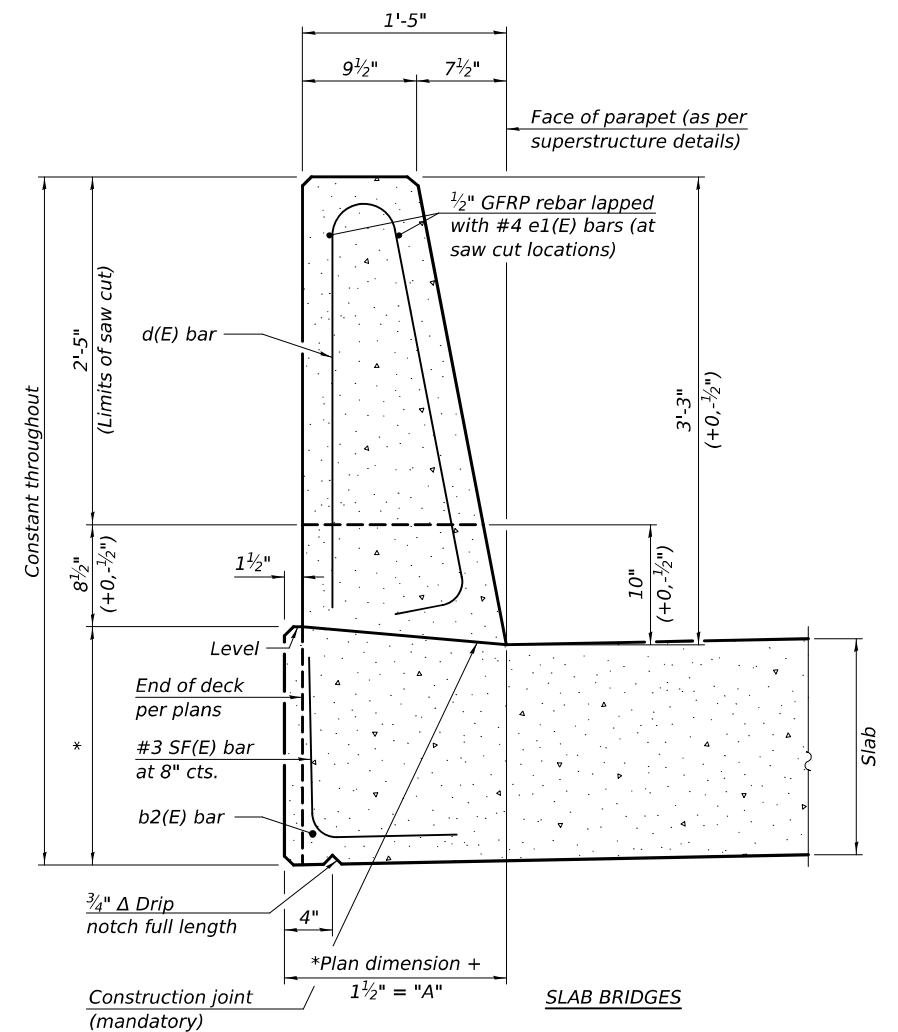
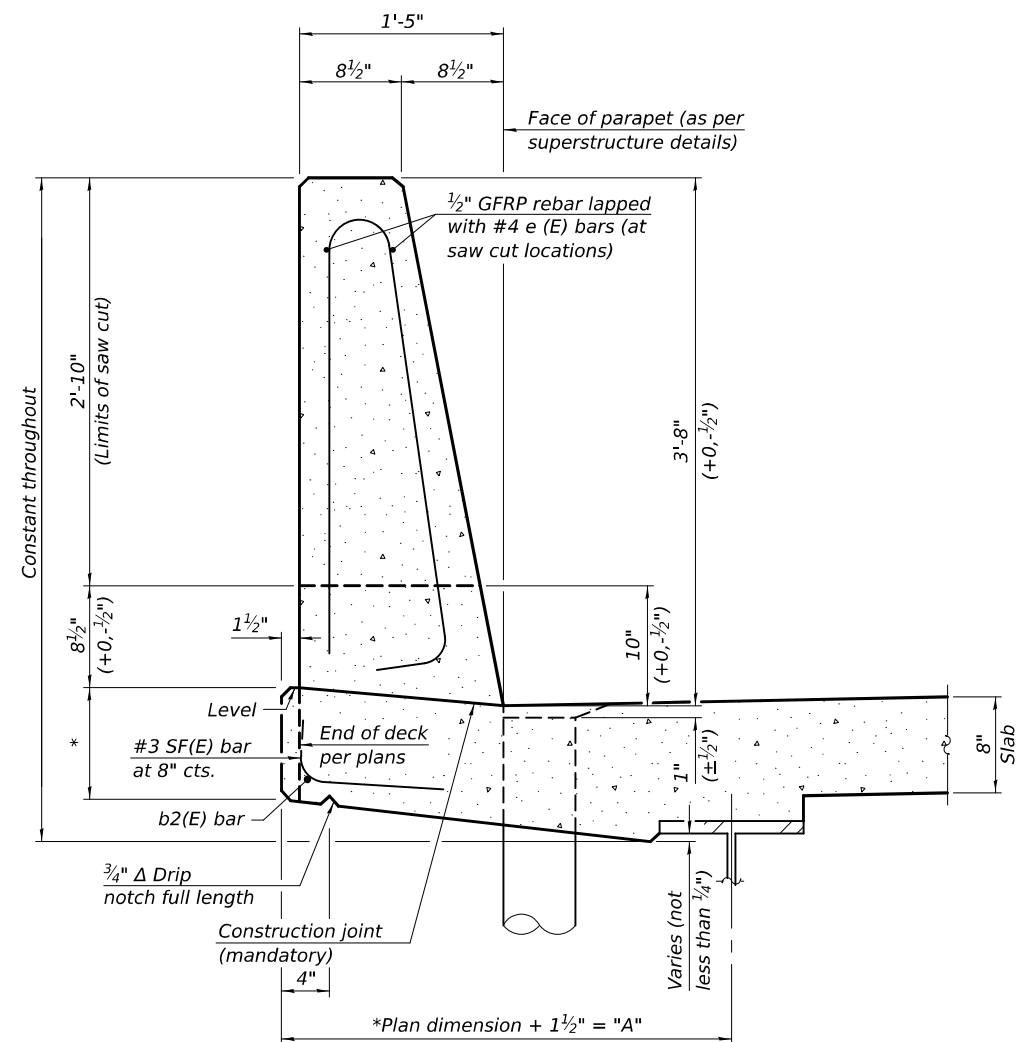
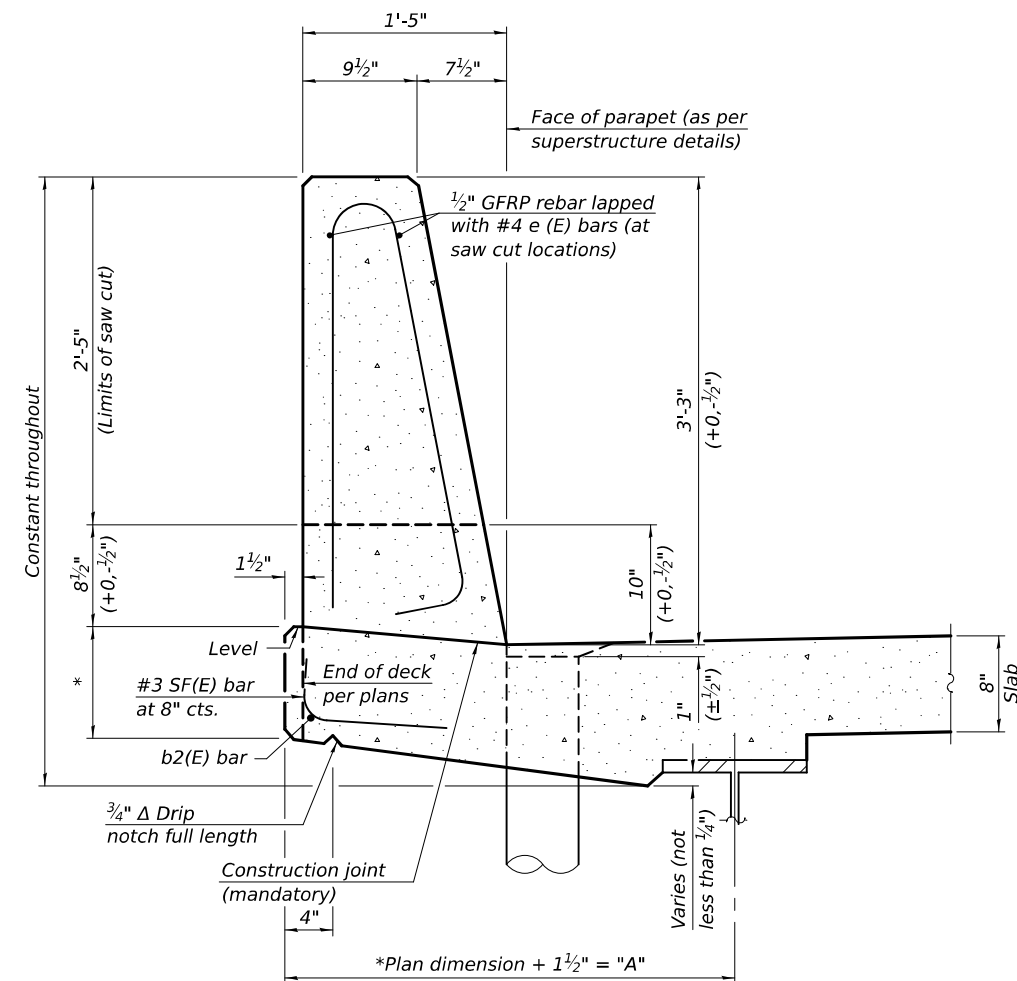
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 058-0141

SHEET 20 OF 24 SHEETS

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

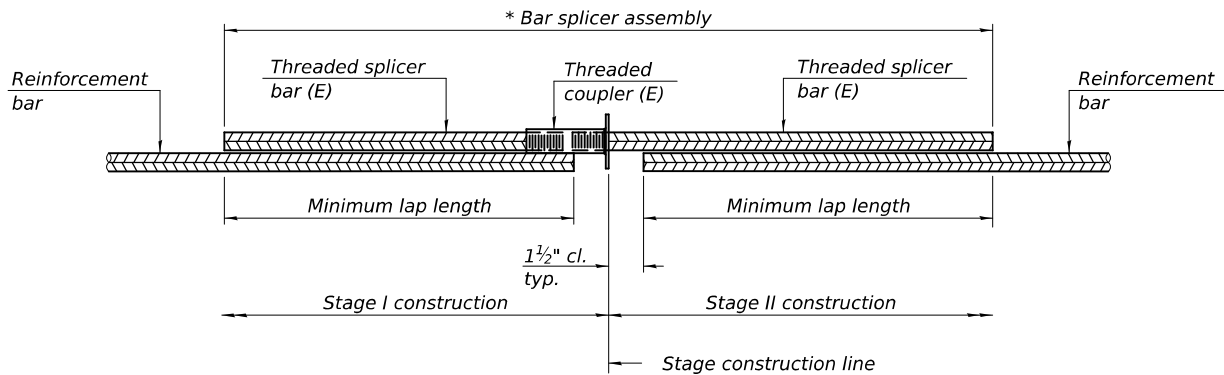
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Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.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

DESIGNED - RYAN P. NEGANGARD	EXAMINED  ENGINEER OF BRIDGE DESIGN	DATE = May 13, 2026	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 058-0141	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - MARTIN FIGUEROA					2323A	(139BR)B	MACON	70	49	
DRAWN - ANTHONY J. NOVELLO		PASSED  ENGINEER OF BRIDGES AND STRUCTURES			REVISED -	CONTRACT NO. 74A10				
CHECKED - R.P.N. / M.F.					REVISED -	SHEET 21 OF 24 SHEETS				

MODEL: 0580141-74A10-022
FILE NAME: pw:///idiot-pw.bentley.com:FWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0580141/CADDData/Bridge/0580141-74A10.dgn



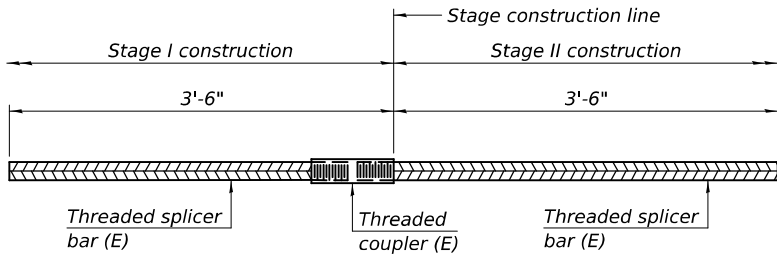
STANDARD BAR SPLICER ASSEMBLY PLAN

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

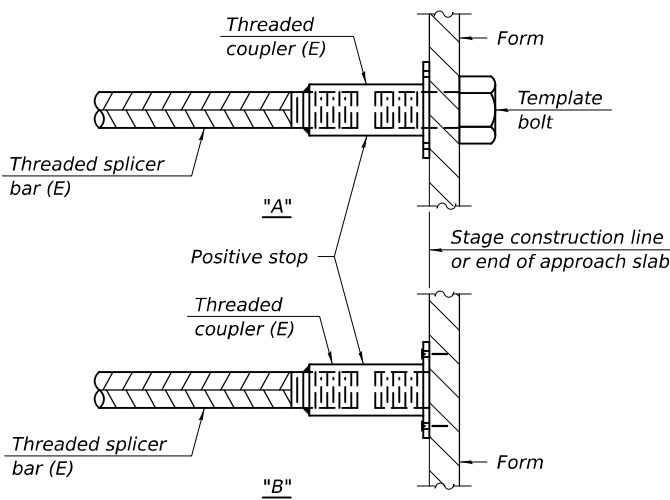
Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

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



DIAPHRAGM BAR SPLICER DETAIL

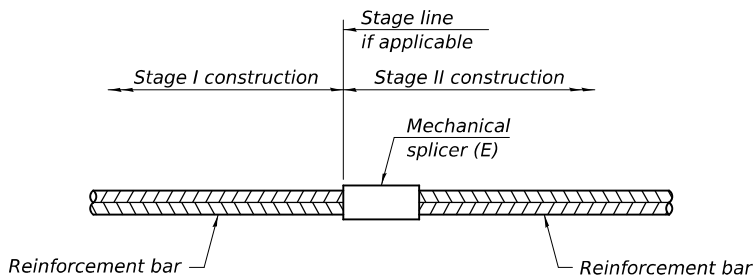


INSTALLATION AND SETTING METHODS

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

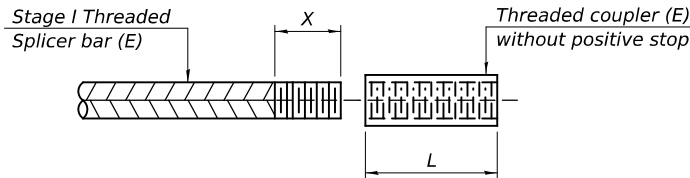
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

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

Notes:

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

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

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

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

BSD-1

4-4-2025

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

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	May 13, 2026
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 22 OF 24 SHEETS

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

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Illinois Department of Transportation

Division of Highways

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 11/1/22

ROUTE FAP 323A (US 36)

DESCRIPTION US 36 over Long Creek Tributary

LOGGED BY E. Sandschafer

SECTION (139BR)B

LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.

COUNTY Macon

DRILLING METHOD Hollow stem auger & split spoon

HAMMERAuto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)

Station 187+43.55

BORING NO. 1 West Abutment

Station 187+04

Offset 10.0 ft LT

Ground Surface Elev. 661.96 ft

DEPTH	BL	UC	MO	Surface Water Elev.	Stream Bed Elev.	DEPTH	BL	UC	MO
TH	OW	S	IST			TH	OW	S	IST
		Qu	T					Qu	T
				645.22 ft					
				644.74 ft					
				Groundwater Elev.:					
				First Encounter 622.0 ft					
				Upon Completion 644.0 ft					
				After 24 Hrs. 647.0 ft					

Asphalt

659.96

Very stiff, moist, brown, CLAY LOAM Till

4

12

2.9

BS

12

Brown, CLAY

Hard

3

4.5

B

11

No recovery. Rock stuck in sampler

654.96

Very stiff

2

5

3.1

B

12

Medium, moist, grey, SILTY CLAY

652.46

Stiff, grey

3

5

1.7

B

13

Medium, moist, grey, SILTY LOAM

649.96

Very stiff

3

3

3.3

B

12

Medium, moist, dark grey and black, CLAY LOAM

Hard

4

10

4.5

B

10

Stiff, grey

644.96

Medium, moist, brown, CLAY

641.96

SOIL BORING 058-0021 SOIL 2022.GPJ IL DOT.GDT 3/8/24

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

BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation

Division of Highways

Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 11/1/22

ROUTE FAP 323A (US 36)

DESCRIPTION US 36 over Long Creek Tributary

LOGGED BY E. Sandschafer

SECTION (139BR)B

LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.

COUNTY Macon

DRILLING METHOD Hollow stem auger & split spoon

HAMMERAuto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)

Station 187+43.55

BORING NO. 1 West Abutment

Station 187+04

Offset 10.0 ft LT

Ground Surface Elev. 661.96 ft

DEPTH	BL	UC	MO	Surface Water Elev.	Stream Bed Elev.	DEPTH	BL	UC	MO
TH	OW	S	IST			TH	OW	S	IST
		Qu	T					Qu	T
				645.22 ft					
				644.74 ft					
				Groundwater Elev.:					
				First Encounter 622.0 ft					
				Upon Completion 644.0 ft					
				After 24 Hrs. 647.0 ft					

Very stiff, moist, brown, CLAY LOAM Till

617.46

Hard, wet, grey, CLAY LOAM Till

6

12

3.7

B

15

Medium, moist, grey and blue, CLAY

612.46

Hard, wet, grey, SANDY CLAY LOAM Till

2

2

0.8

B

16

Hard, moist, grey, CLAY LOAM Till

607.46

Benchmark:
BM 13-Disk on Southwest Headwall of SN 058-0021, Sta. 187+29, 21 feet RT, Elevation = 660,961 feet End of Boring

5

10

5.0

B

10

Very dense, moist, grey, fine grain, SAND

601.96

13.1% passing No. 200 Sieve

SOIL BORING 058-0021 SOIL 2022.GPJ IL DOT.GDT 3/8/24

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

BBS, form 137 (Rev. 8-99)

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

EXAMINED	
PASSED	

DATE	-	May 13, 2026
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 058-0141

SHEET 23 OF 24 SHEETS

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

MODEL: 0580141-74A10-024
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Illinois Department of Transportation

Division of Highways

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 11/7/22

ROUTE FAP 323A (US 36)

DESCRIPTION US 36 over Long Creek Tributary

LOGGED BY E. Sandschafer

SECTION (139BR)B

LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.

COUNTY Macon

DRILLING METHOD Hollow stem auger & split spoon

HAMMERAuto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)

Station 187+43.55

BORING NO. 2 East Abutment

Station 187+84

Offset 11.0 ft RT

Ground Surface Elev. 661.65 ft

DEPTH	LOG	UCS	M	SOIL	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
H	S	Qu	T		ft	ft	ft	ft	ft	ft	
(ft)	(/6")	(tsf)	(%)								
Asphalt					645.22	644.74					
659.65											
Brown, CLAY											
657.15											
Stiff, moist, brown, CLAY	1	1.4	19								
654.65											
Medium, moist, brown, SILTY CLAY	1	0.6	28								
-10	1										
1	0.6	28									
1	B										
WH											
1	0.7	29									
1	B										
WH											
1	0.9	31									
2	B										
644.65											
Very soft, moist, grey, SANDY LOAM	1	0.1	15								
3	S										
5											
641.65-20	1										

Stiff, moist, grey, SILTY LOAM TILL

Stiff, moist, brown, CLAY

Very stiff

Stiff, moist, grey, gravelly, SANDY LOAM

Stiff, moist, dark brown, SILTY LOAM With organics

2

4

1.3

20

1

4

1.8

14

3

6

2.3

13

1

3

2.3

13

2

10

1.8

12

2

2

1.0

52

WH

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)

The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer, NR-No Recovery, NT-Not Tested.

BBS, form 137 (Rev. 8-99)

SOIL BORING 058-0021 SOIL 2022.GPJ IL DOT.GDT 3/8/24



Illinois Department of Transportation

Division of Highways

Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 11/7/22

ROUTE FAP 323A (US 36)

DESCRIPTION US 36 over Long Creek Tributary

LOGGED BY E. Sandschafer

SECTION (139BR)B

LOCATION SE 1/4 of NW 1/4, SEC. 27, TWP. 16N, RNG. 3E, 3rd PM.

COUNTY Macon

DRILLING METHOD Hollow stem auger & split spoon

HAMMERAuto ETR = 91.8% @ 57.4 bpm

STRUCT. NO. 058-0021 (Existing)

Station 187+43.55

BORING NO. 2 East Abutment

Station 187+84

Offset 11.0 ft RT

Ground Surface Elev. 661.65 ft

DEPTH	LOG	UCS	M	SOIL	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
H	S	Qu	T		ft	ft	ft	ft	ft	ft	
(ft)	(/6")	(tsf)	(%)								
Medium, moist, dark brown, PEAT	2	0.6	102		645.22	644.74					
4	B										
616.75-45	1										
Stiff, moist, grey, CLAY LOAM TILL	3	1.0	14								
5	B										
Very stiff	2										
7	3.7	12									
10	B										
592.15											
Hard, wet, grey, CLAY LOAM TILL	50										
70	2.1	47.6	7								
590.65											
50	3	S									
Benchmark: BM 13-Disk on Southwest Headwall of SN 058-0021, Sta. 187+29, 21 feet RT, Elevation = 660,961 feet End of Boring											
Hard, wet, cobbles	3-1/2"										
45	6.0	7									
45	B										
601.65-60	46										

Very dense, SAND

No recovery

Wet, grey, fine grained
5.0% passing No. 200 Sieve

Hard, wet, grey, CLAY LOAM TILL

Benchmark:
BM 13-Disk on Southwest
Headwall of SN 058-0021,
Sta. 187+29, 21 feet RT,
Elevation = 660,961 feet
End of Boring

47

50

NT

NT

2

48

NT

15

50

47.6

7

50

3

S

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)

The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer, NR-No Recovery, NT-Not Tested.

BBS, form 137 (Rev. 8-99)

SOIL BORING 058-0021 SOIL 2022.GPJ IL DOT.GDT 3/8/24

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

EXAMINED		DATE	-	May 13, 2026
PASSED		REVISED	-	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 058-0141

SHEET 24 OF 24 SHEETS

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

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

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

MODEL: Long Creek - 184+20.00 [Sheet]
FILE NAME: F:\Projects\50 IDOT\50.153A.24_PTB 206-028_D7 74A10_WO3 US 36 over Long Creek\74A10\CADDData\CADsheets\D774A10-shi-XSC_Mr.dgn



HERMANN
& Associates, LLC
Civil Engineers

DESIGNED - MHS

DRAWN - MHS

CHECKED - AMH

DATE -

REVISD -

REVISD -

REVISD -

REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10'

SHEET 1 OF 18 SHEETS

STA. 184+20.00 TO STA. 184+40.00

F&P
RTE. 323A

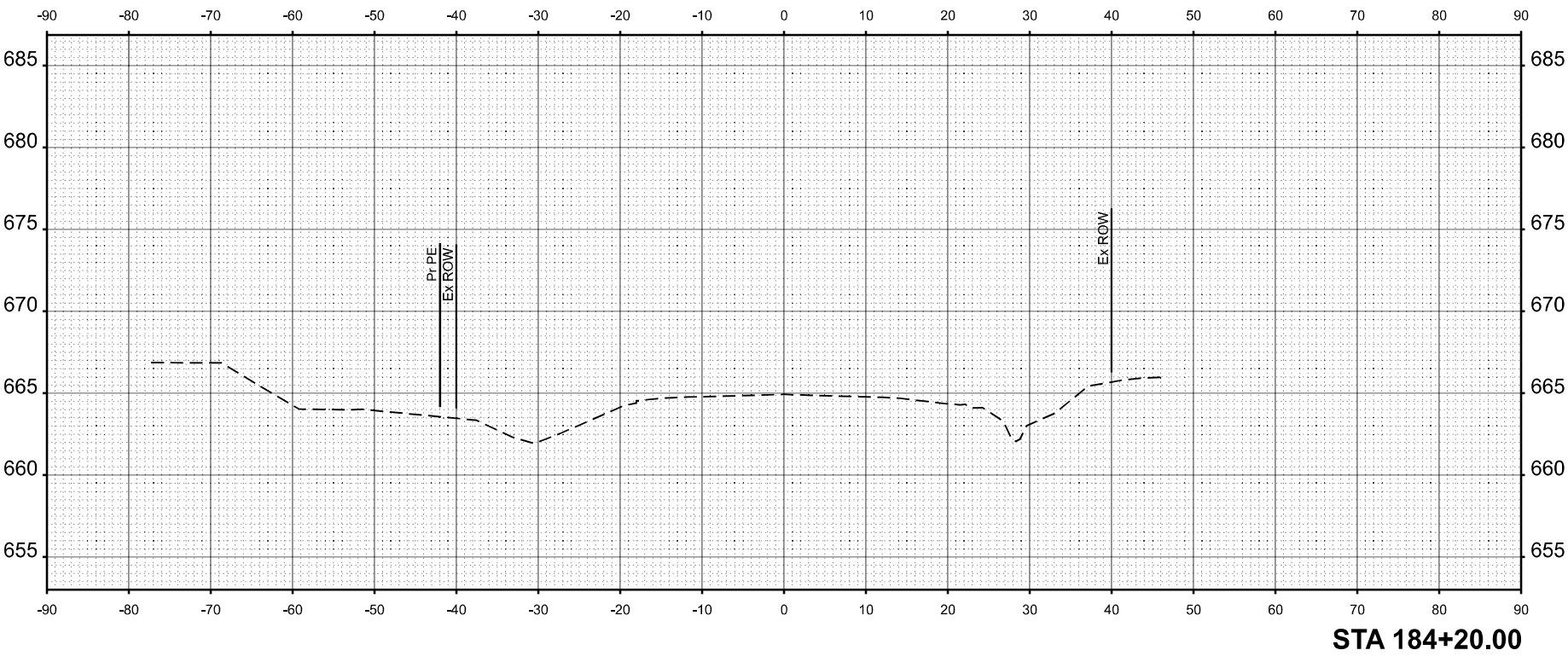
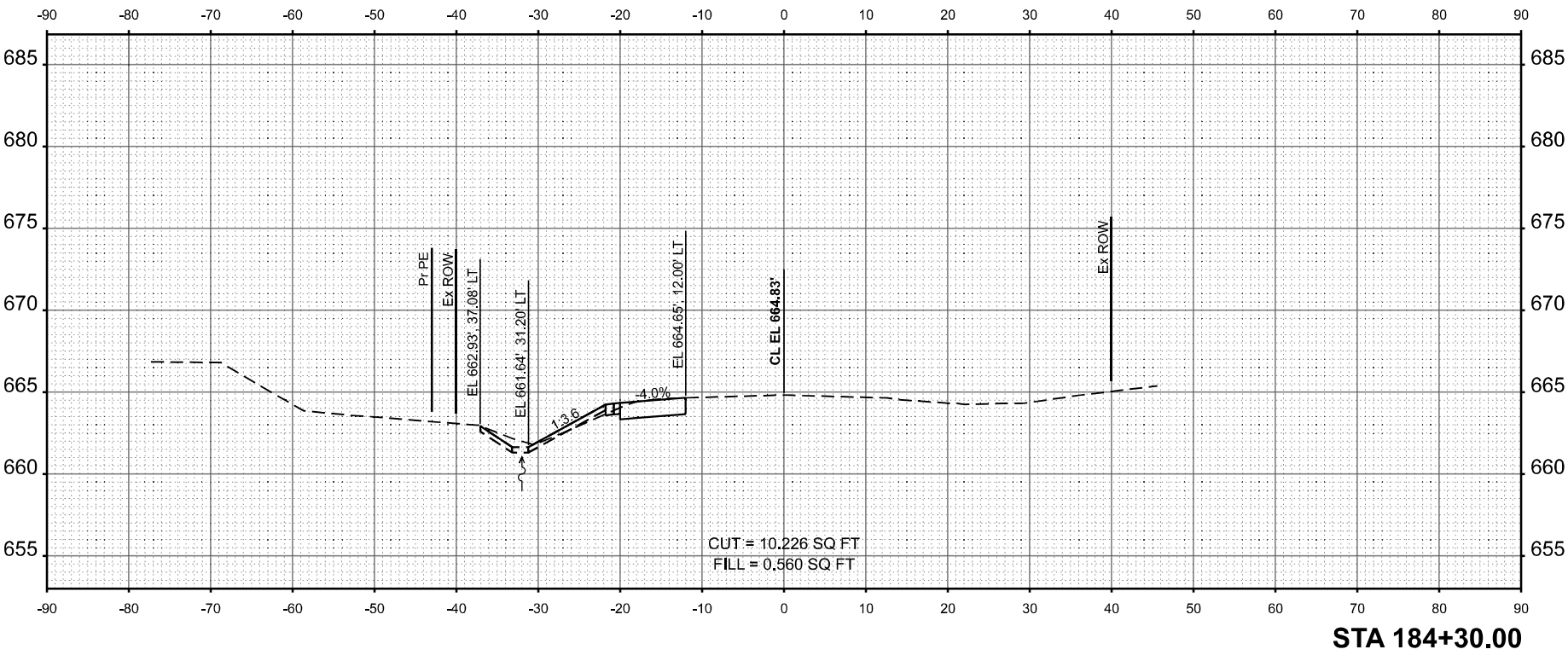
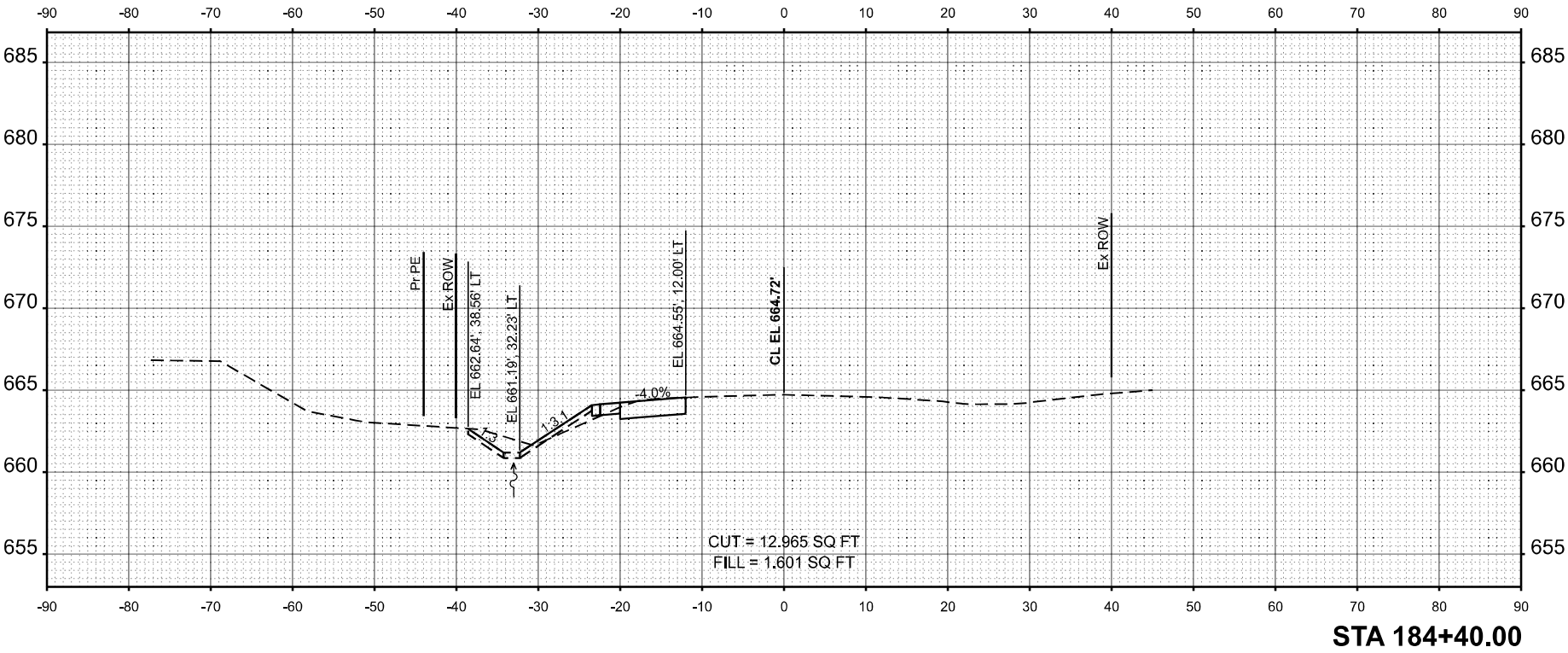
SECTION
(139R)B

COUNTY
MACON

TOTAL SHEET
SHEETS 70

CONTRACT NO. 74A10

ILLINOIS
FED. AID PROJECT



MODEL: Long Creek - 184+80.00 [Sheet]
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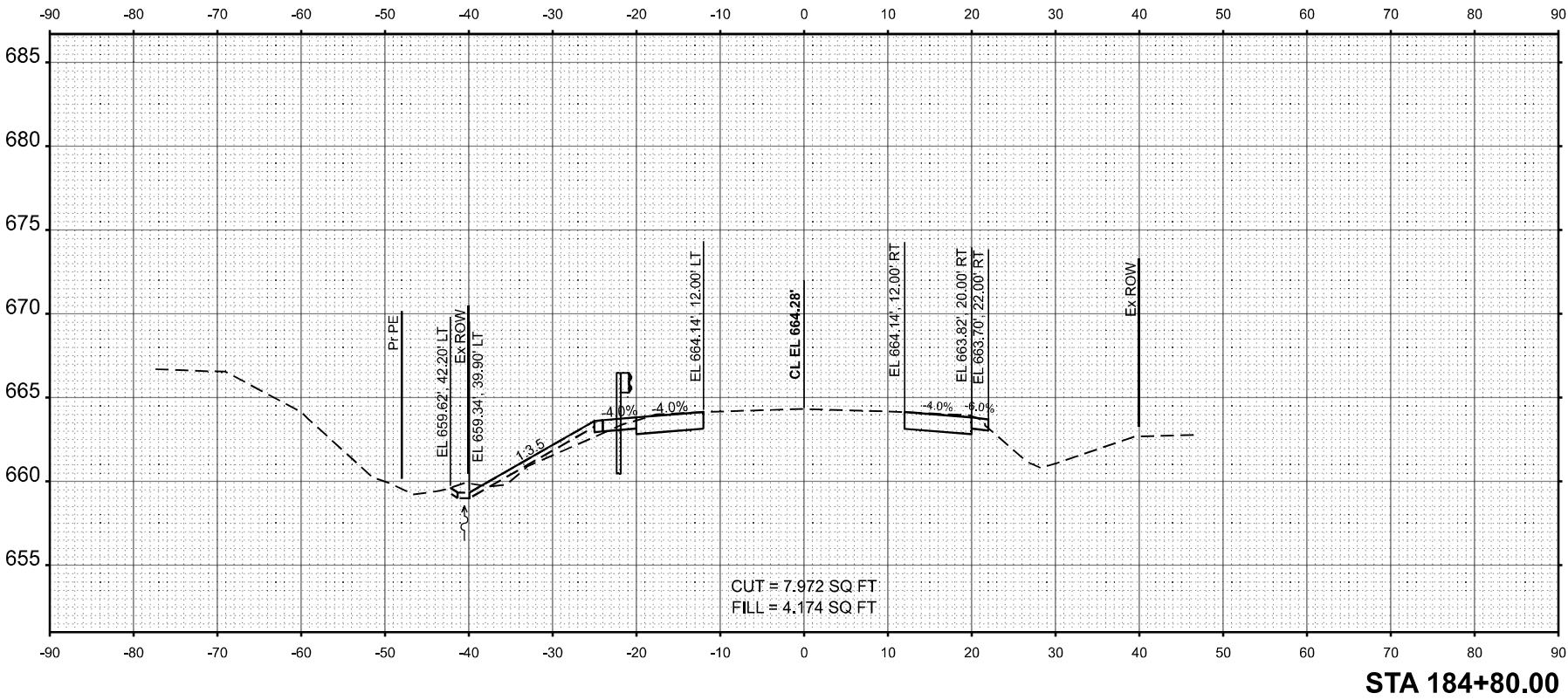
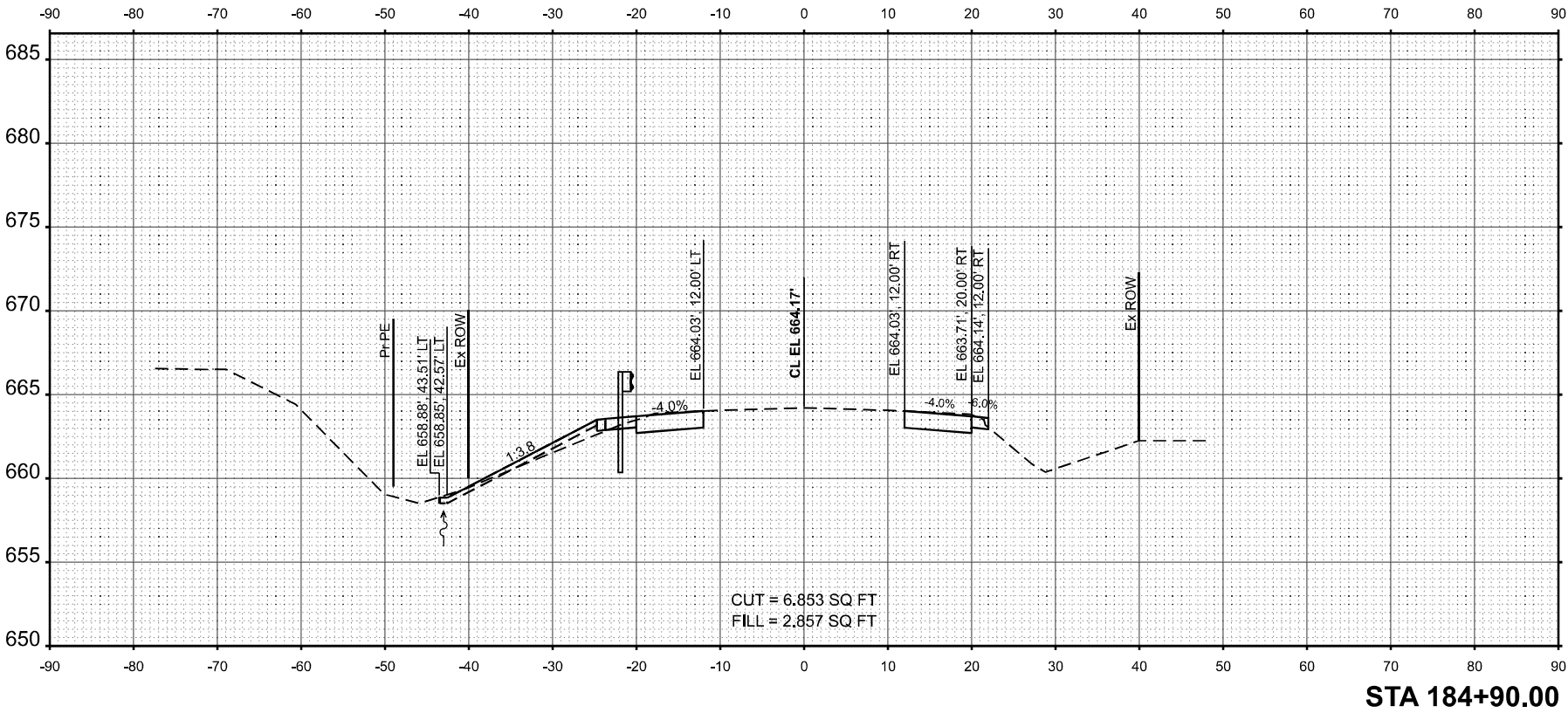
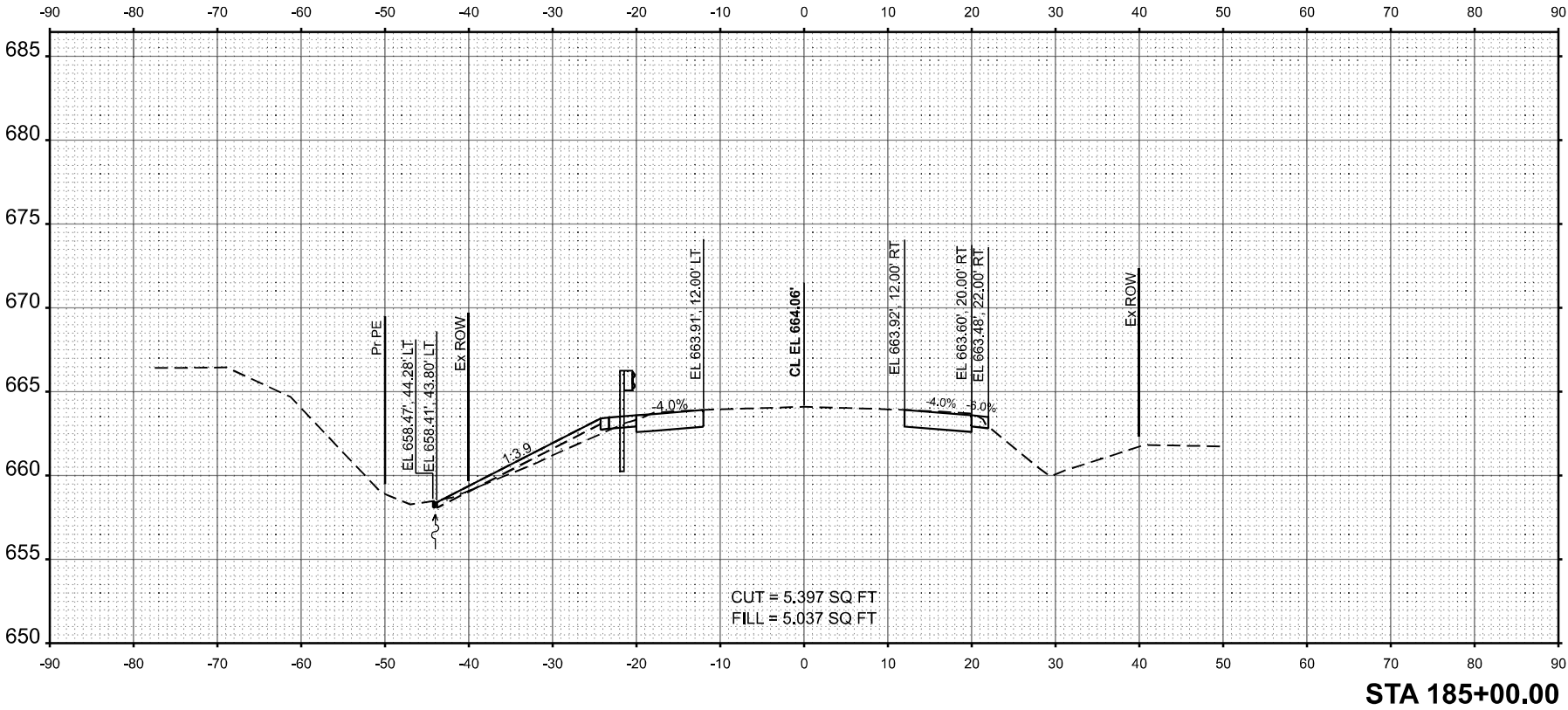
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NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
NO. _____	AREAS CHECKED _____		

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

 HERMANN & Associates, LLC Civil Engineers	USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	REVISD -	
	PLOT SCALE = 0.1866633 1/in.	CHECKED - AMH	REVISED -
	PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
---	--

CROSS SECTION SHEETS	
SCALE: 1"=10'	SHEET 3 OF 18 SHEETS
STA. 184+80.00 TO STA. 185+00.00	
F&P RTE. 322A	SECTION (139R/RB)
COUNTY MACON	TOTAL SHEET NO. 70
CONTRACT NO. 74A10	SHEETS 55
ILLINOIS	FED. AID PROJECT



MODEL: Long Creek - 185+10.00 [Sheet]
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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



USER NAME = Mohammed
DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -
PLOT SCALE = 0.1866633 1/in.
PLOT DATE = 12/10/2025

REVISIONS
REVISED -
REVISED -
REVISED -

DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -
PLOT SCALE = 0.1866633 1/in.
PLOT DATE = 12/10/2025

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

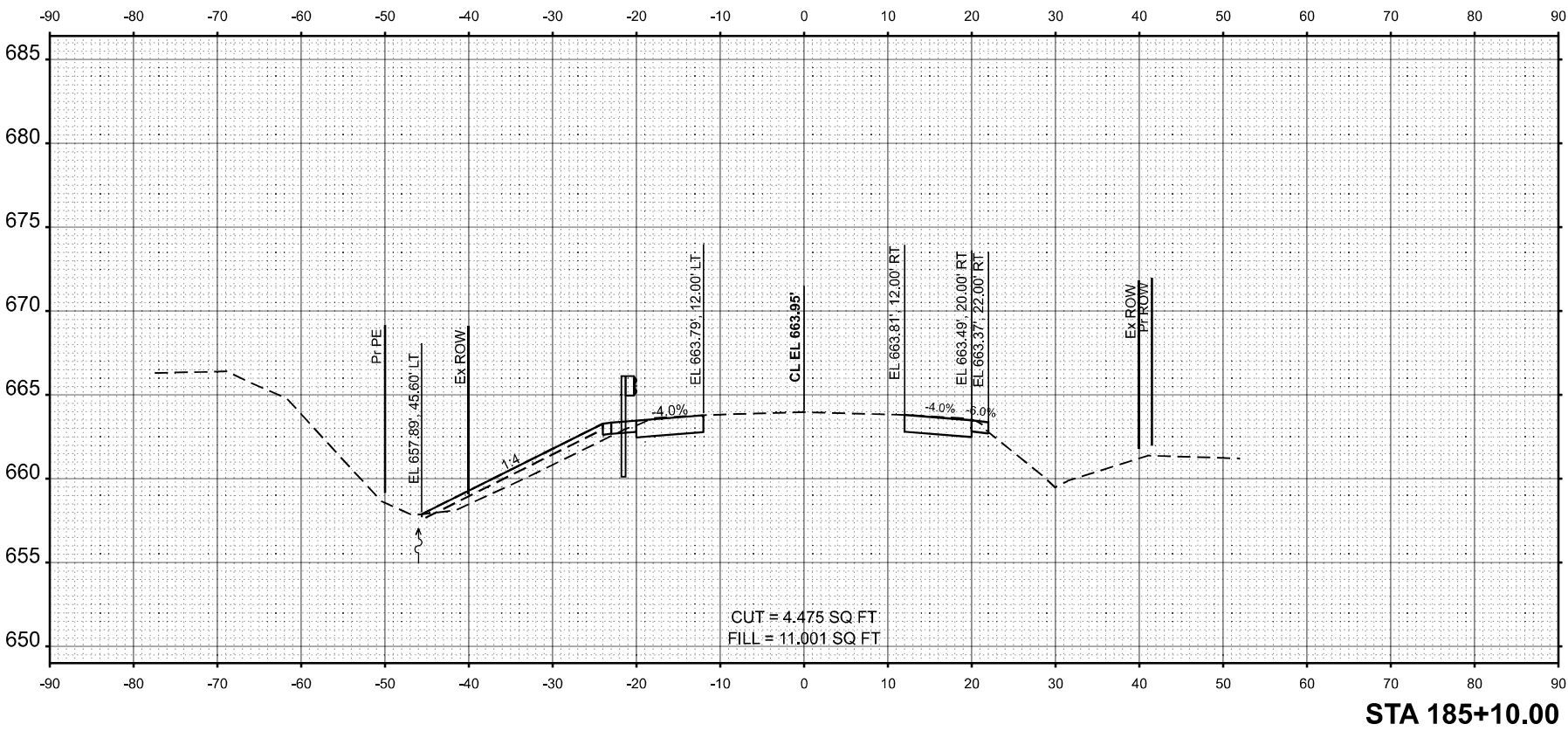
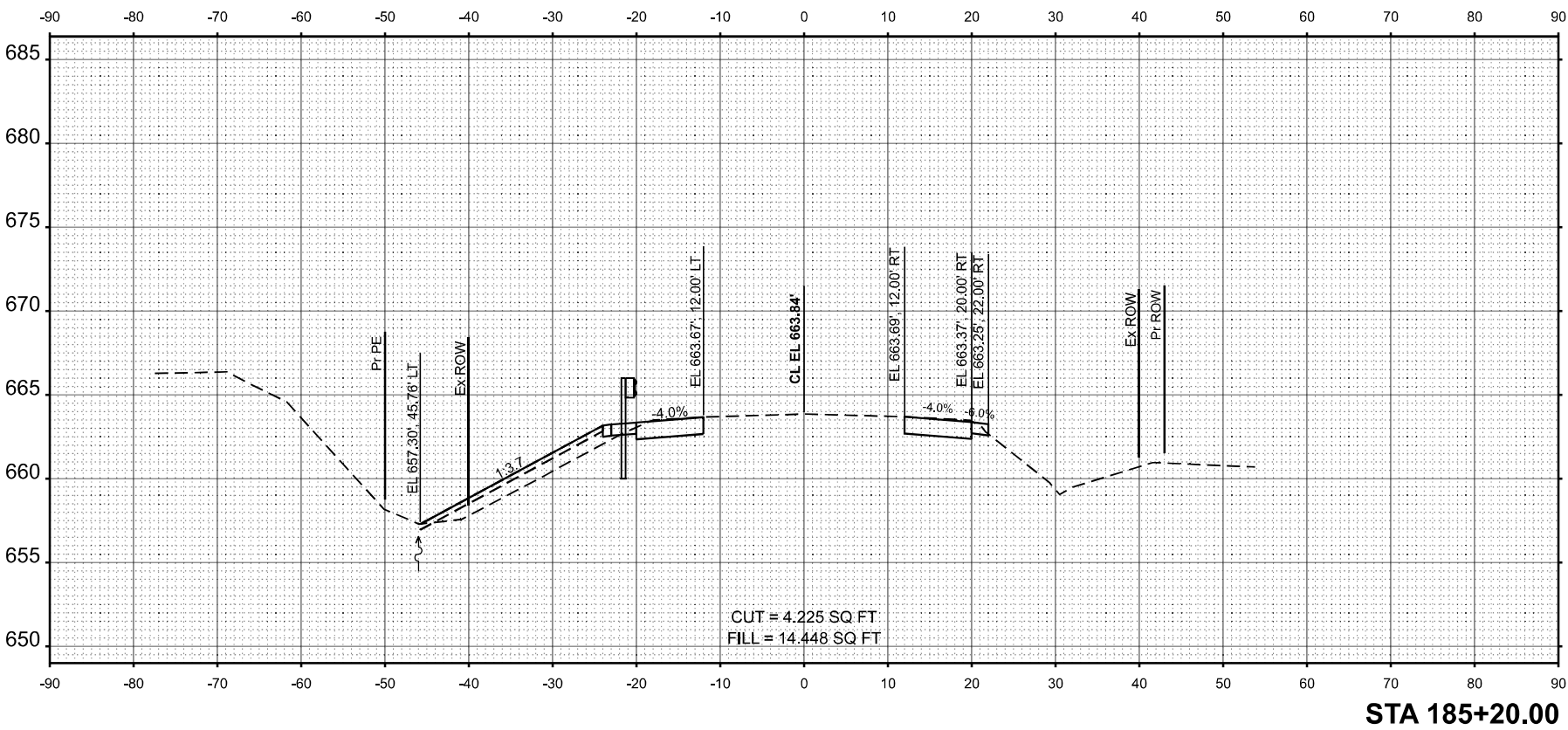
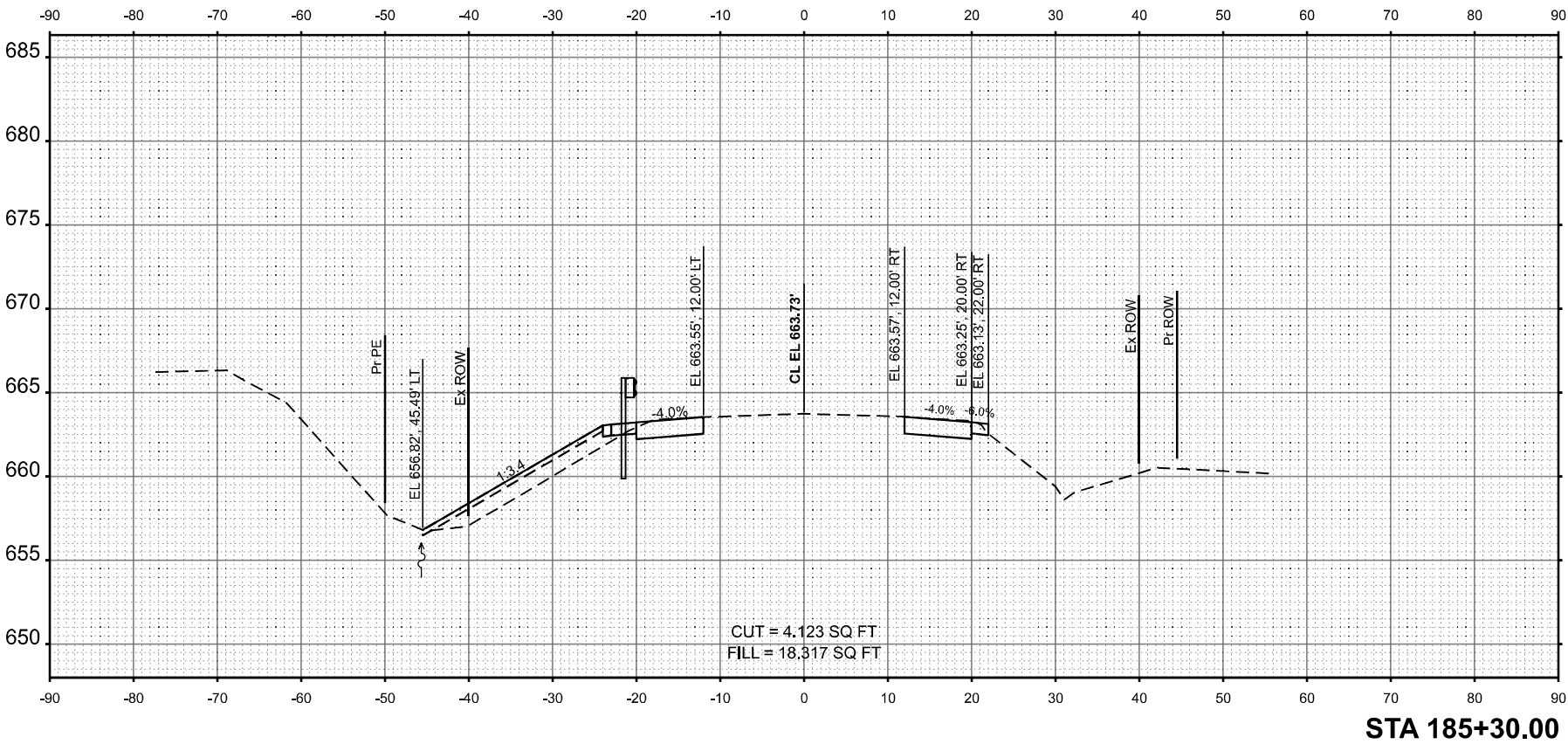
SCALE: 1"=10'
SHEET 4 OF 18 SHEETS
STA. 185+10.00 TO STA. 185+30.00

CROSS SECTION SHEETS

FEAP RTE. 322A
SECTION (139R/RB)
COUNTY MACON
CONTRACT NO. 74A10

TOTAL SHEET NO. 56

ILLINOIS FED. AID PROJECT



MODEL: Long Creek - 185+40.00-[Sheet]
FILE NAME: F:\Projects\50 IDOT\50.153A.24_PTB 206-028_D7_WO3_US 36 over Long Creek\74A10\Drawings\Sheets\ID774A10-sht-XSC_Mr.dgn

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

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



USER NAME = Mohammed
DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -
PLOT SCALE = 0.1866633 1/in.
PLOT DATE = 12/10/2025

REVISD -
REVISED -
REVISED -
REVISED -

REVISD -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=10'

SHEET 5

CROSS SECTION SHEETS
OF 18 SHEETS
STA. 185+40.00 TO STA. 185+60.00

FEAP RTE. 322A

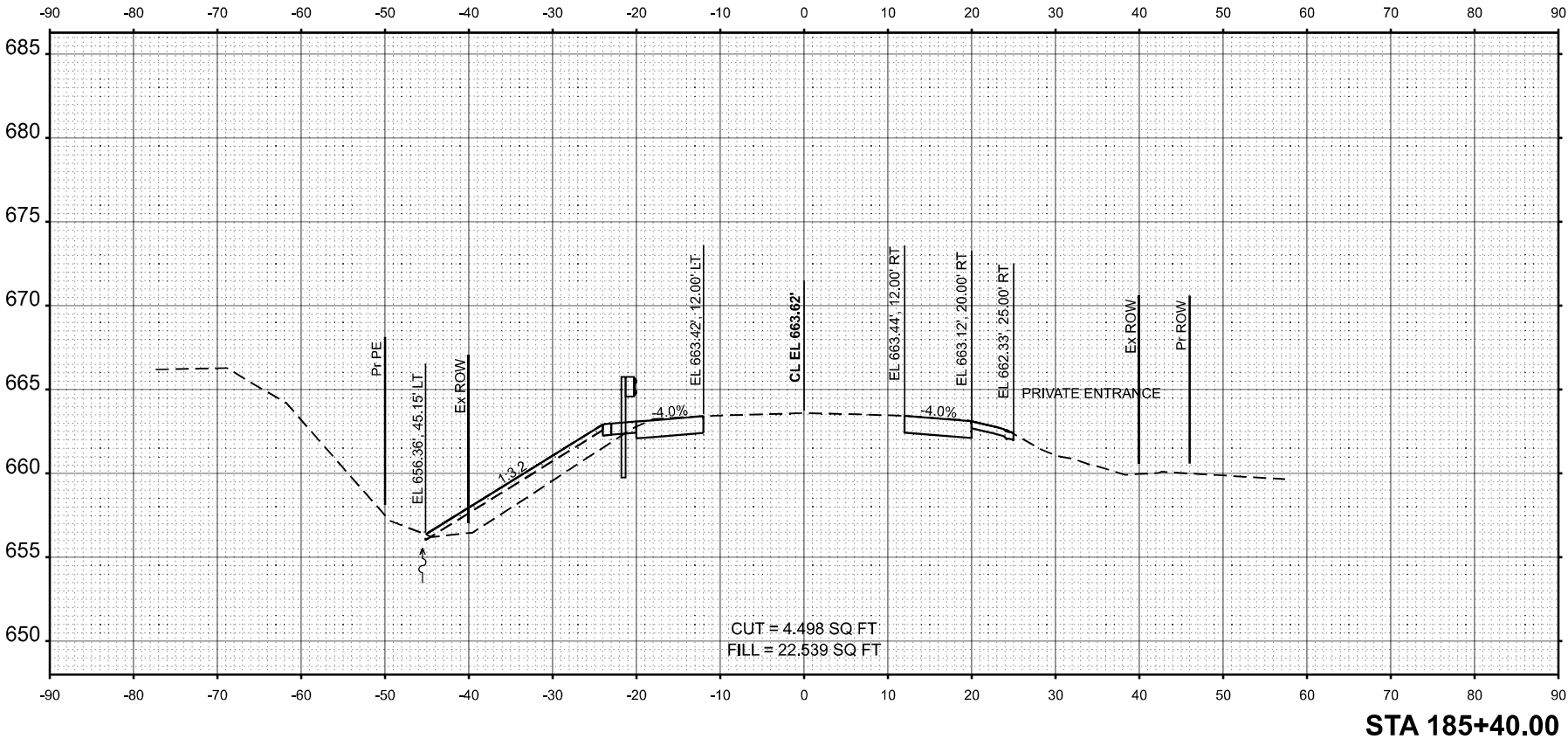
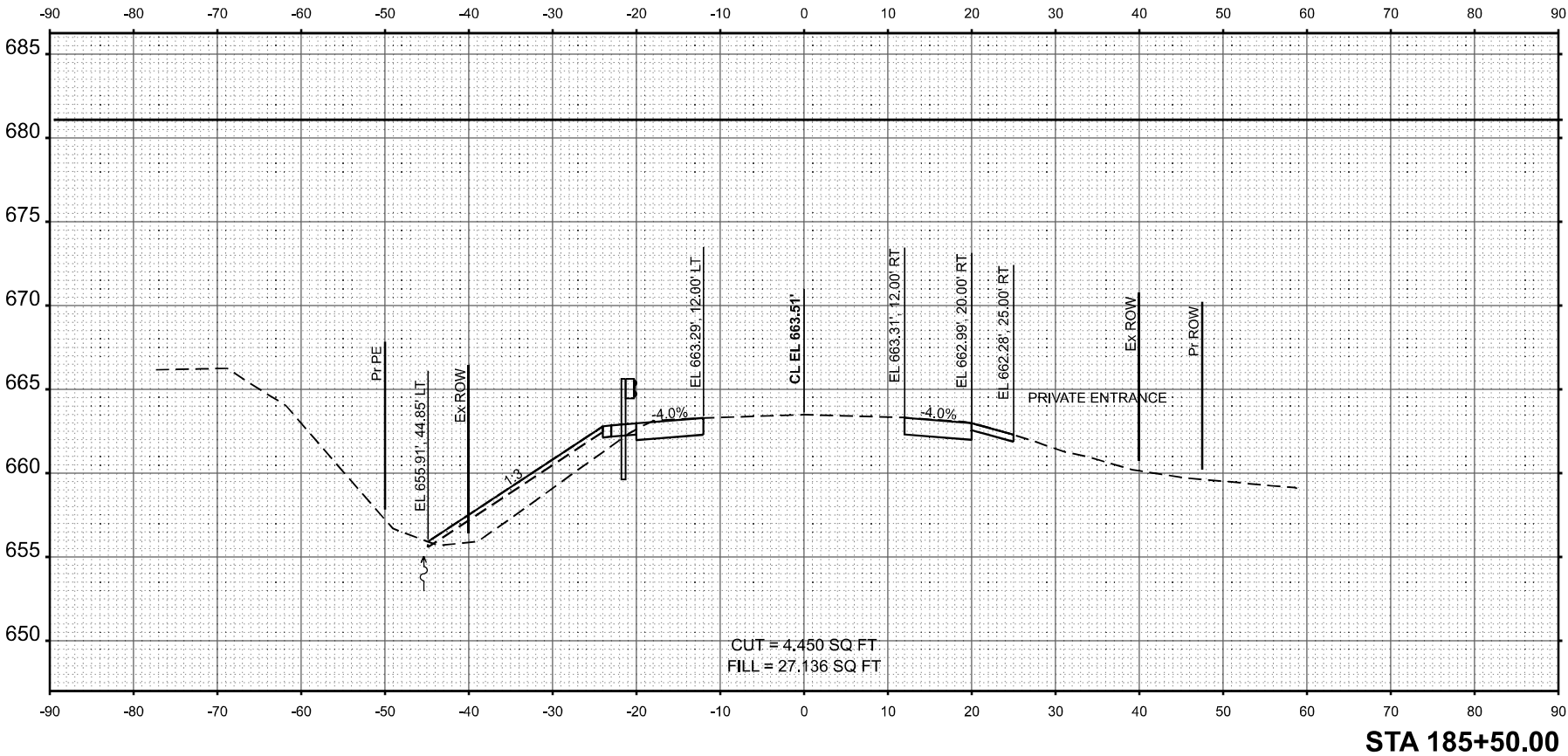
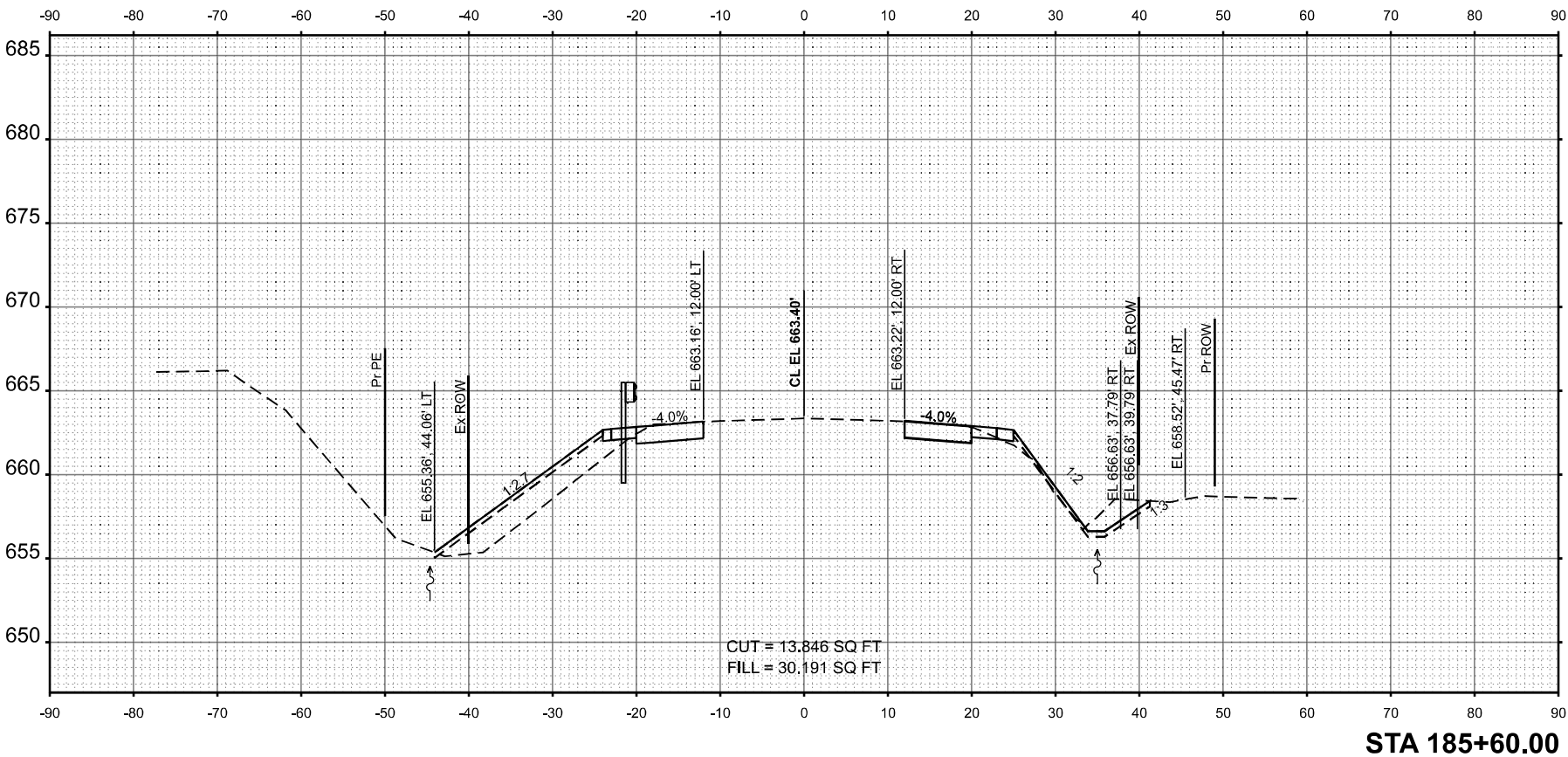
SECTION (139R/RB)

COUNTY MACON

TOTAL SHEET NO. 70

CONTRACT NO. 74A10

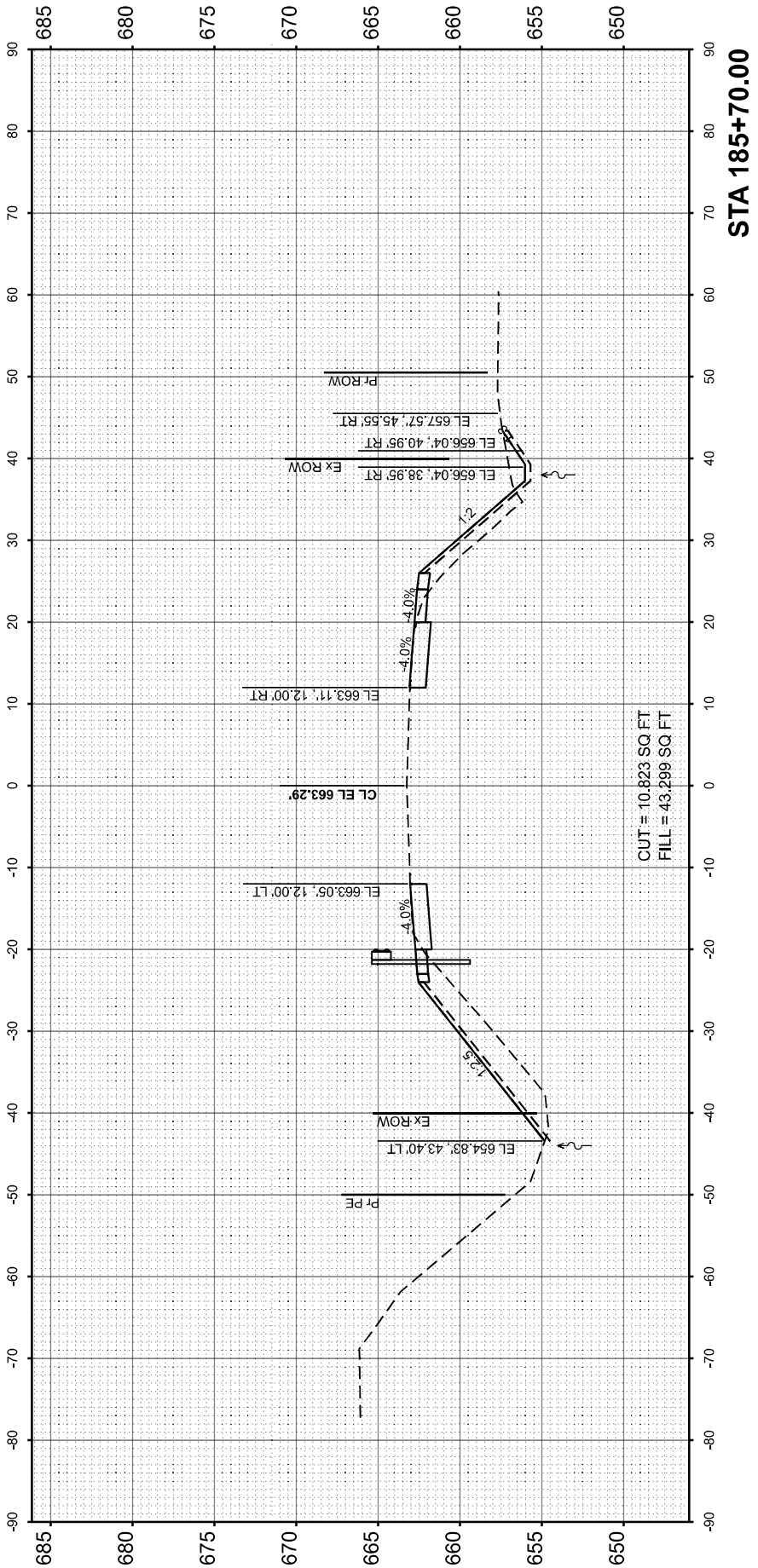
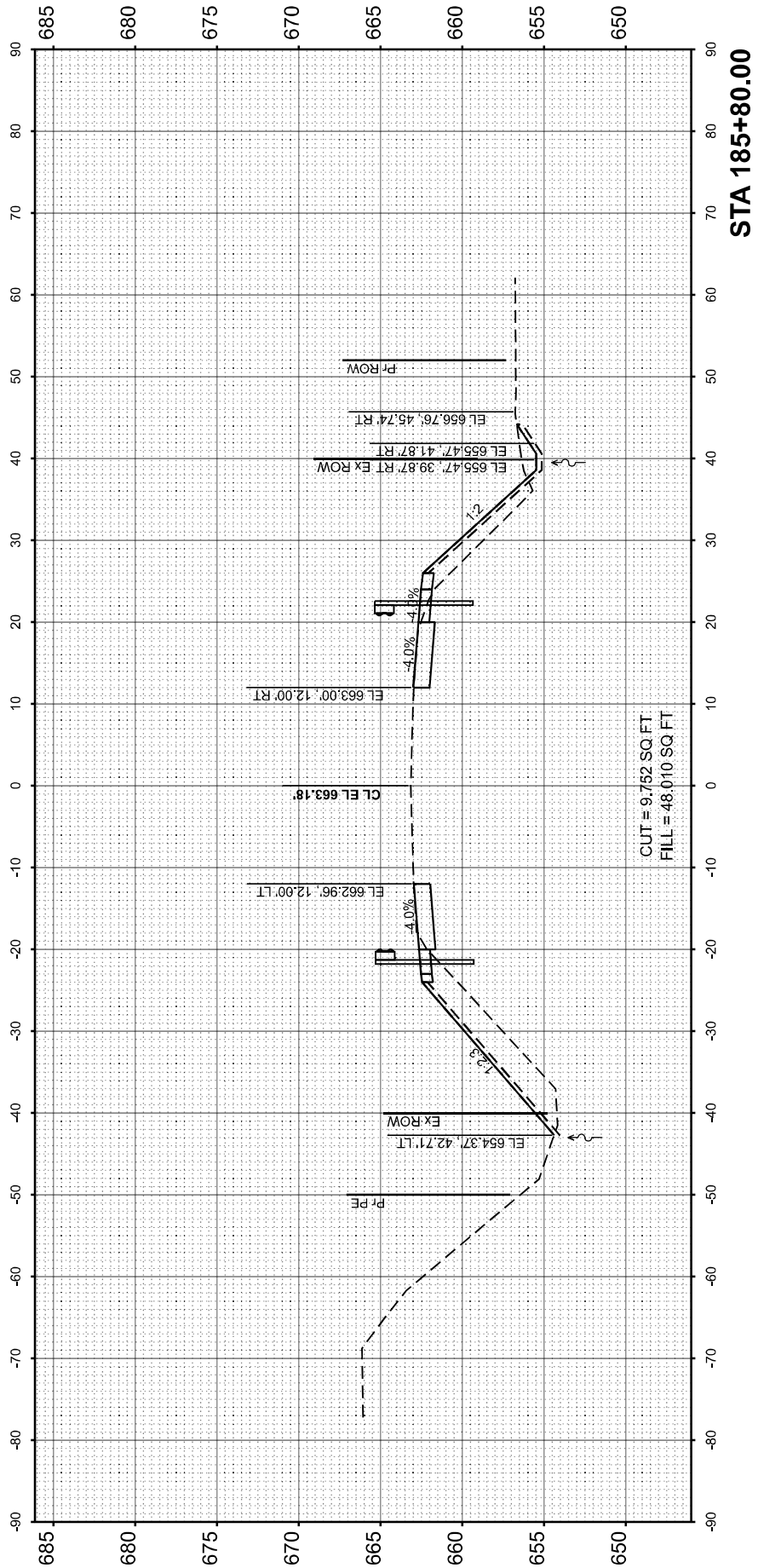
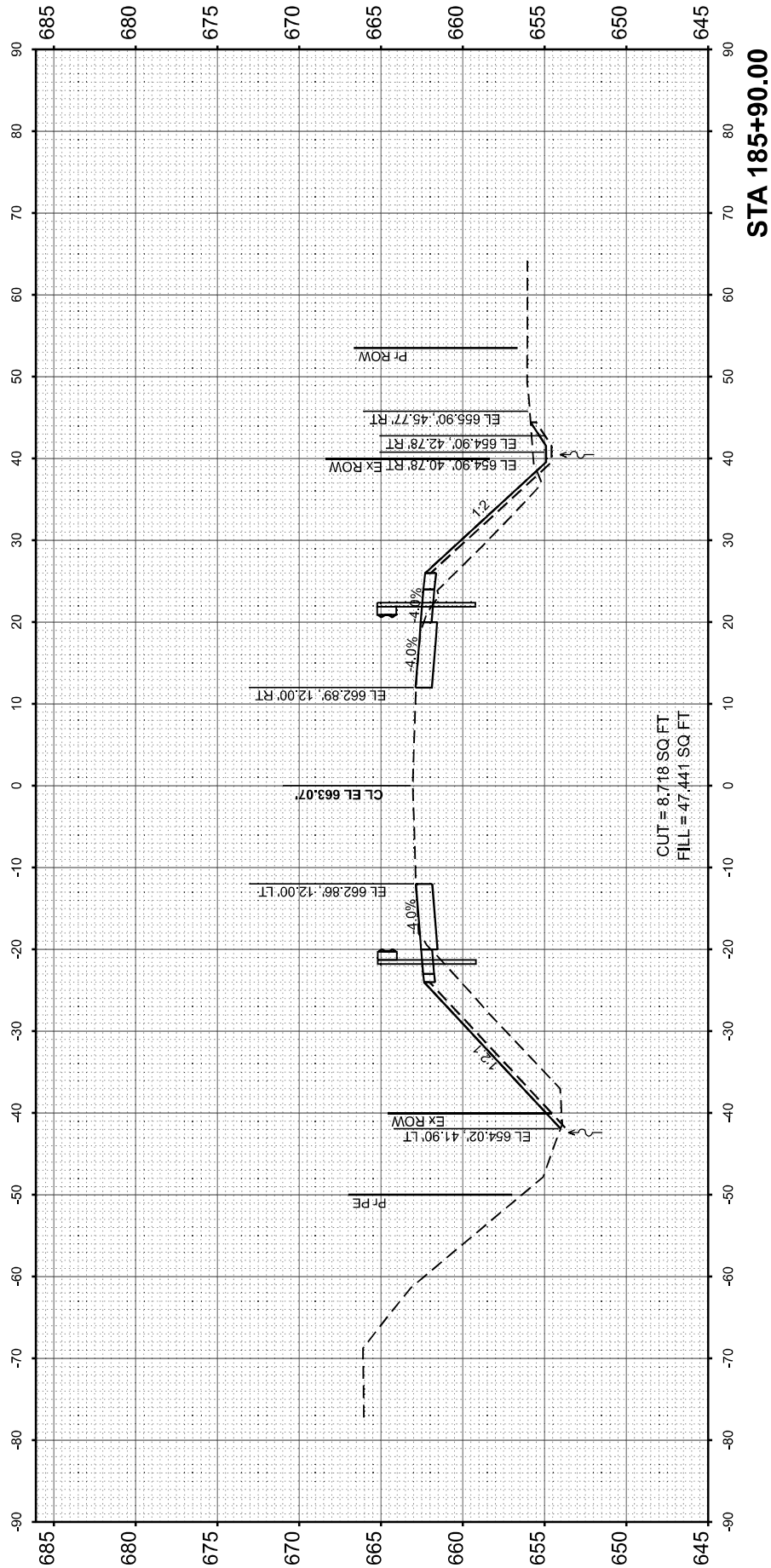
ILLINOIS FED. AID PROJECT



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

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

MODEL: Long Creek - 185+70.00 [Sheet]
FILE NAME: F:\Projects\501 DOT\100_159A\24_PTB 206-028_D7_W03_US 36 over Long Creek\144\10\Drawings\Sheets\774\10-sh-XSC_Mr.dgn



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

DESIGNED	- MHS
DRAWN	- MHS
CHECKED	- AMH
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10' SHEET 6 OF 18 SHEETS STA. 185+70.00 TO STA. 185+90.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	58
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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	TEMPLATE		
	AREAS		
NOTE BOOK	AREAS CHECKED		
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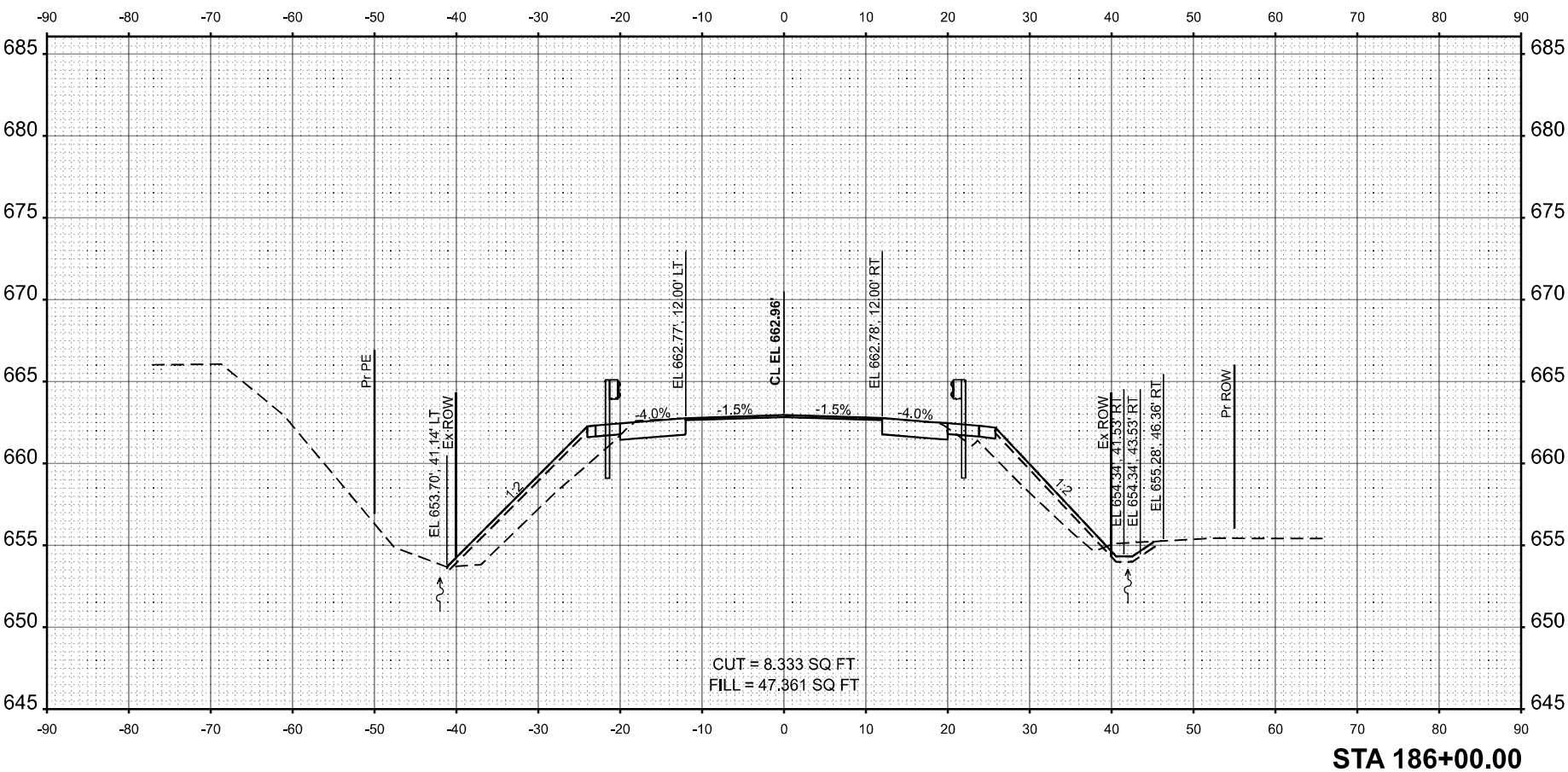
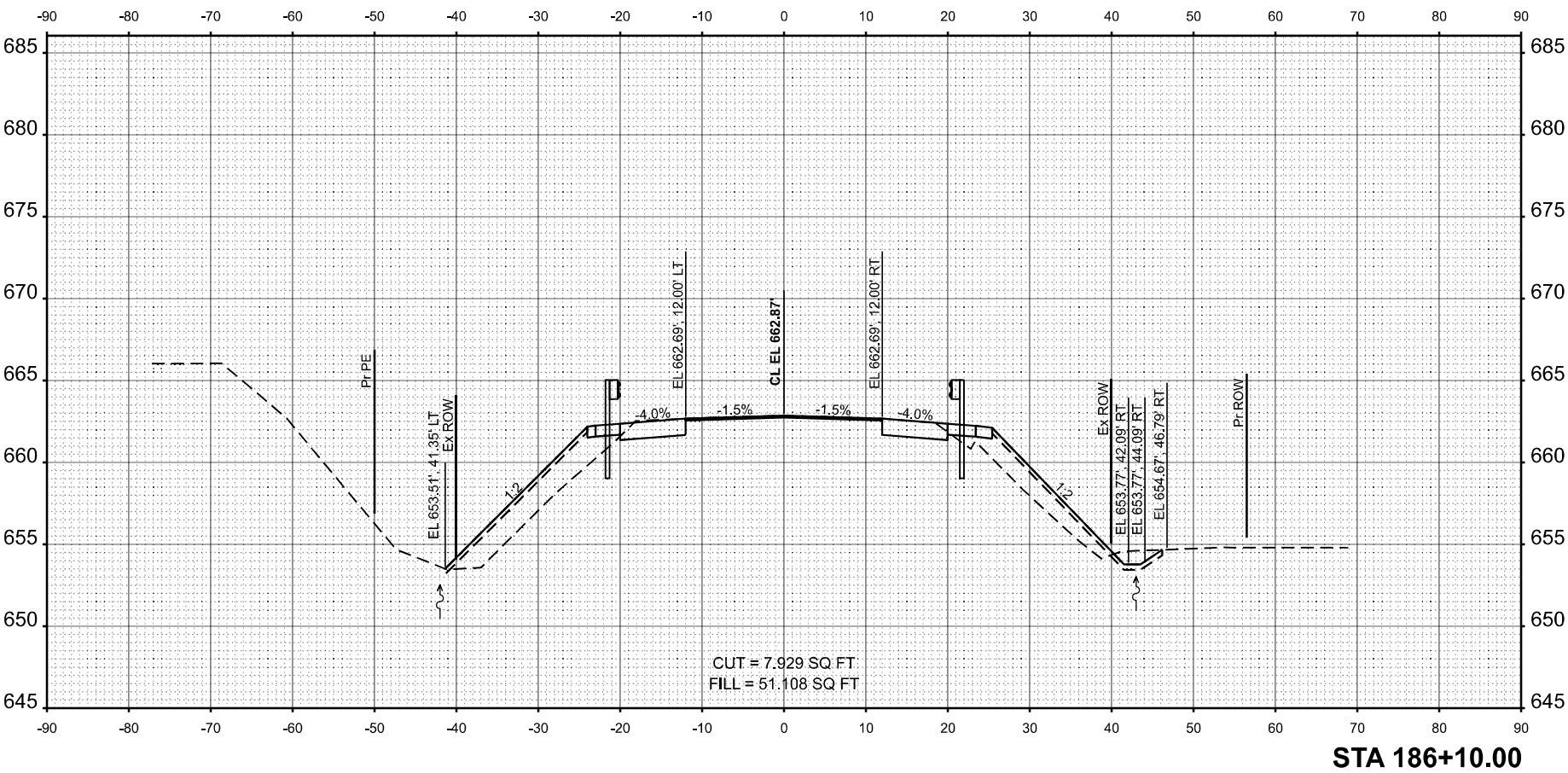
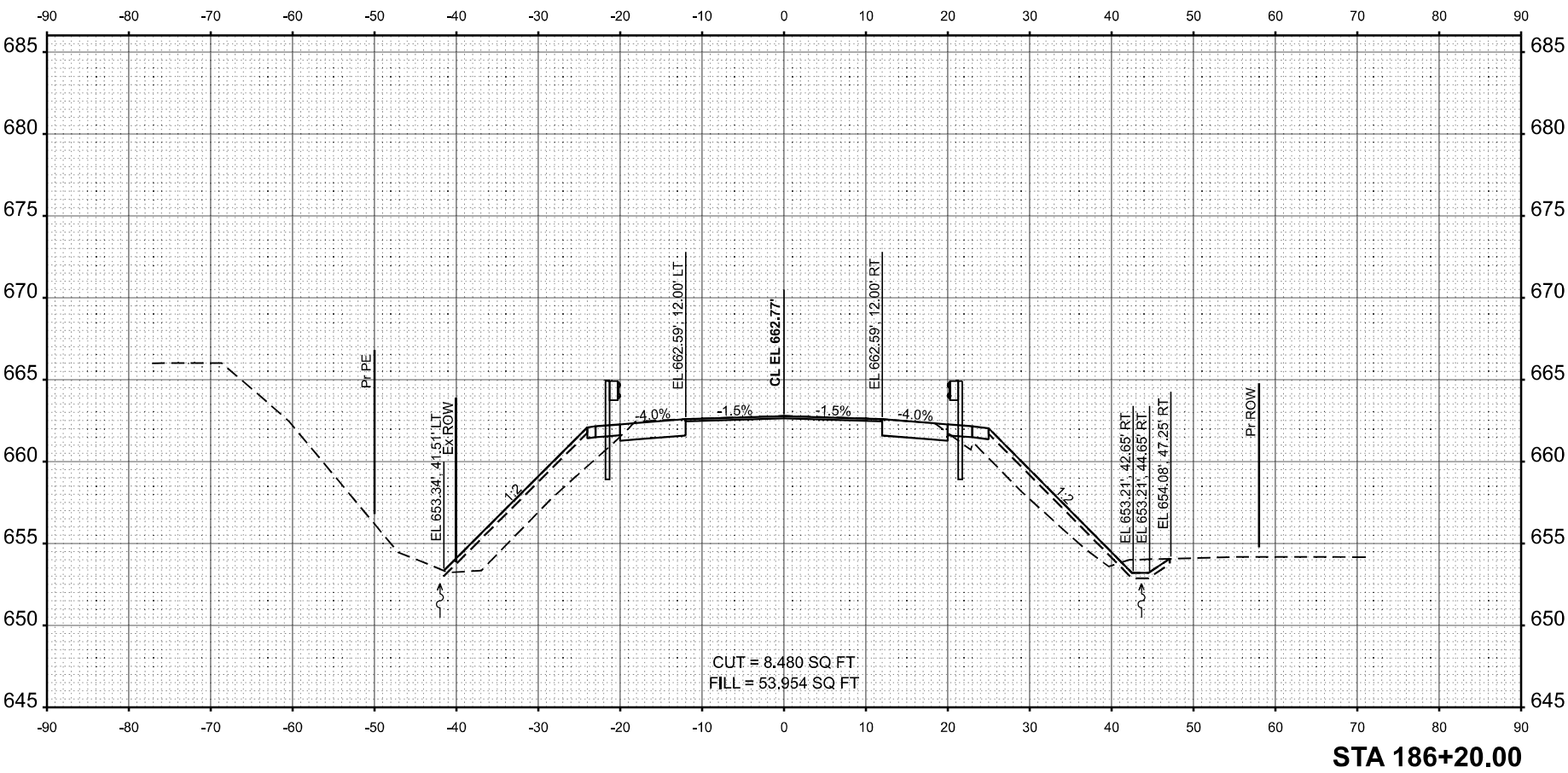
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	PLOTTED		
	TEMPLATE		
	AREAS		
NOTE BOOK	AREAS CHECKED		
NO.			

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 HERMANN & Associates, LLC Civil Engineers	USER NAME = Mohammed	DESIGNED - MHS	REVISED -
	DRAWN - MHS	CHECKED - AMH	REVISED -
	PLOT SCALE = 0.1866633 1/in.	DATE -	REVISED -
	PLOT DATE = 12/10/2025		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
---	--

CROSS SECTION SHEETS			
SCALE: 1"=10'	SHEET 7	OF 18 SHEETS	STA. 186+00.00 TO STA. 186+20.00
		FEAP SECTION	COUNTY TOTAL SHEET
		RTE.	NO.
		323A	
		(1398)R/B	MACON 70 59
		CONTRACT NO. 74A10	
		ILLINOIS FED. AID PROJECT	



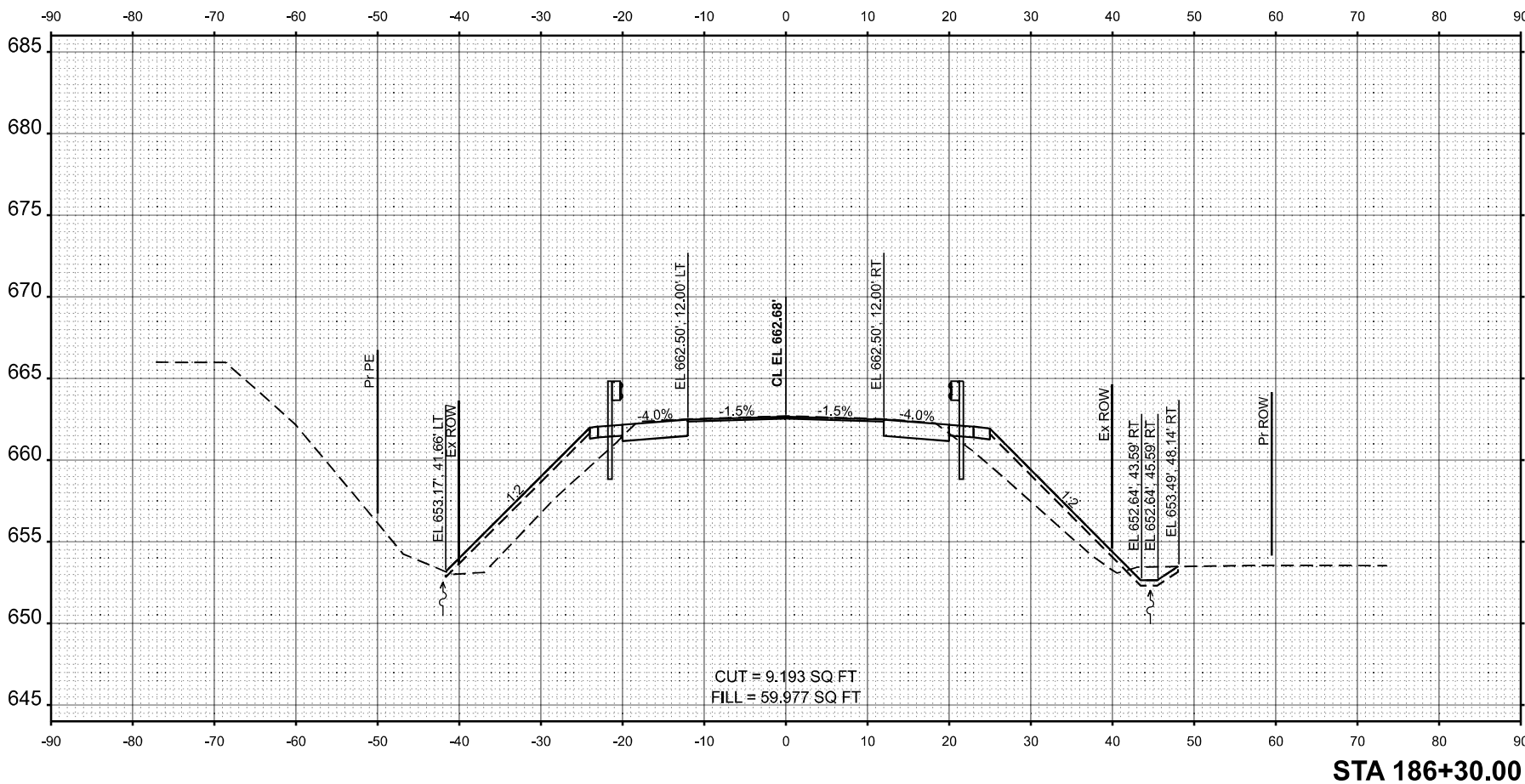
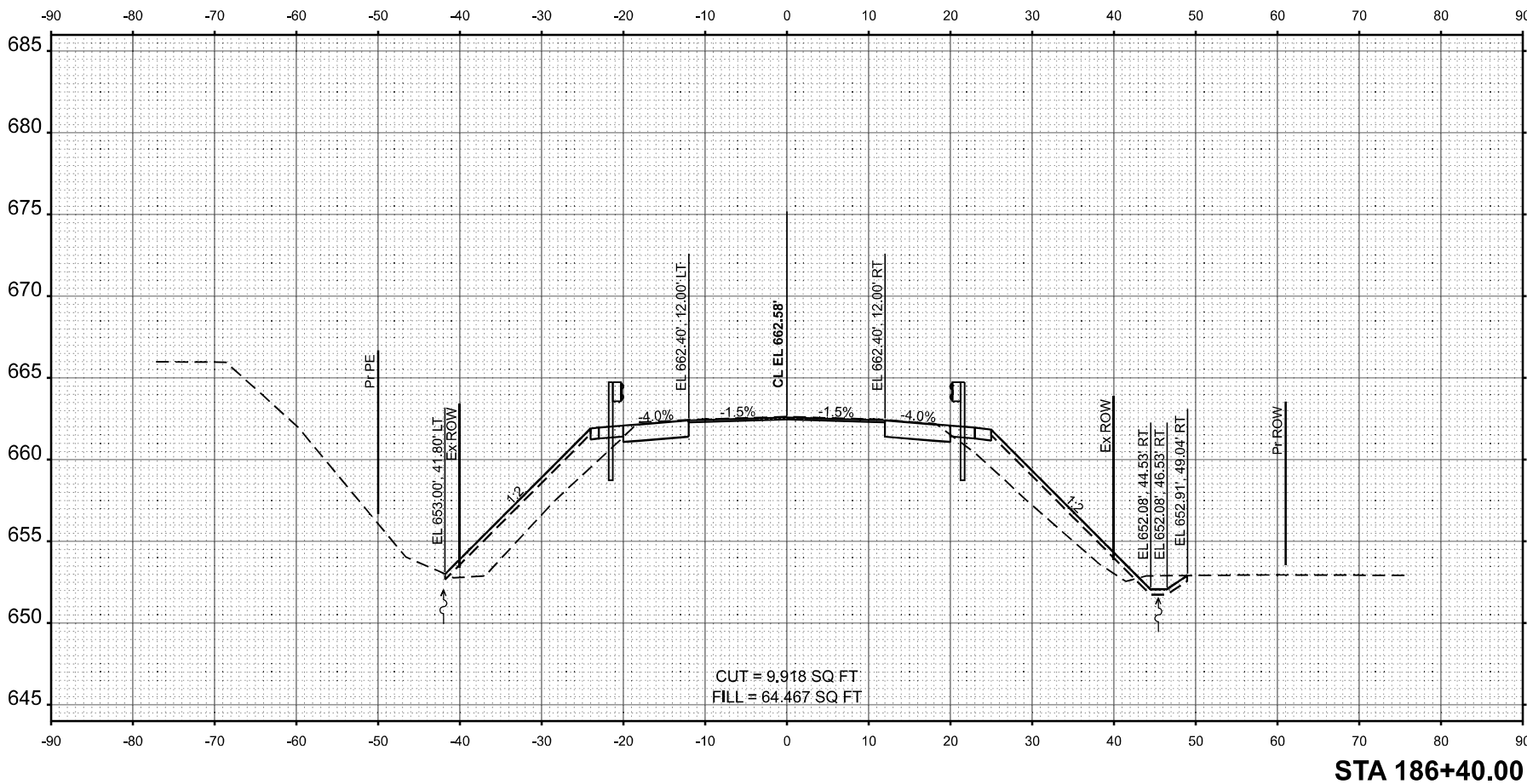
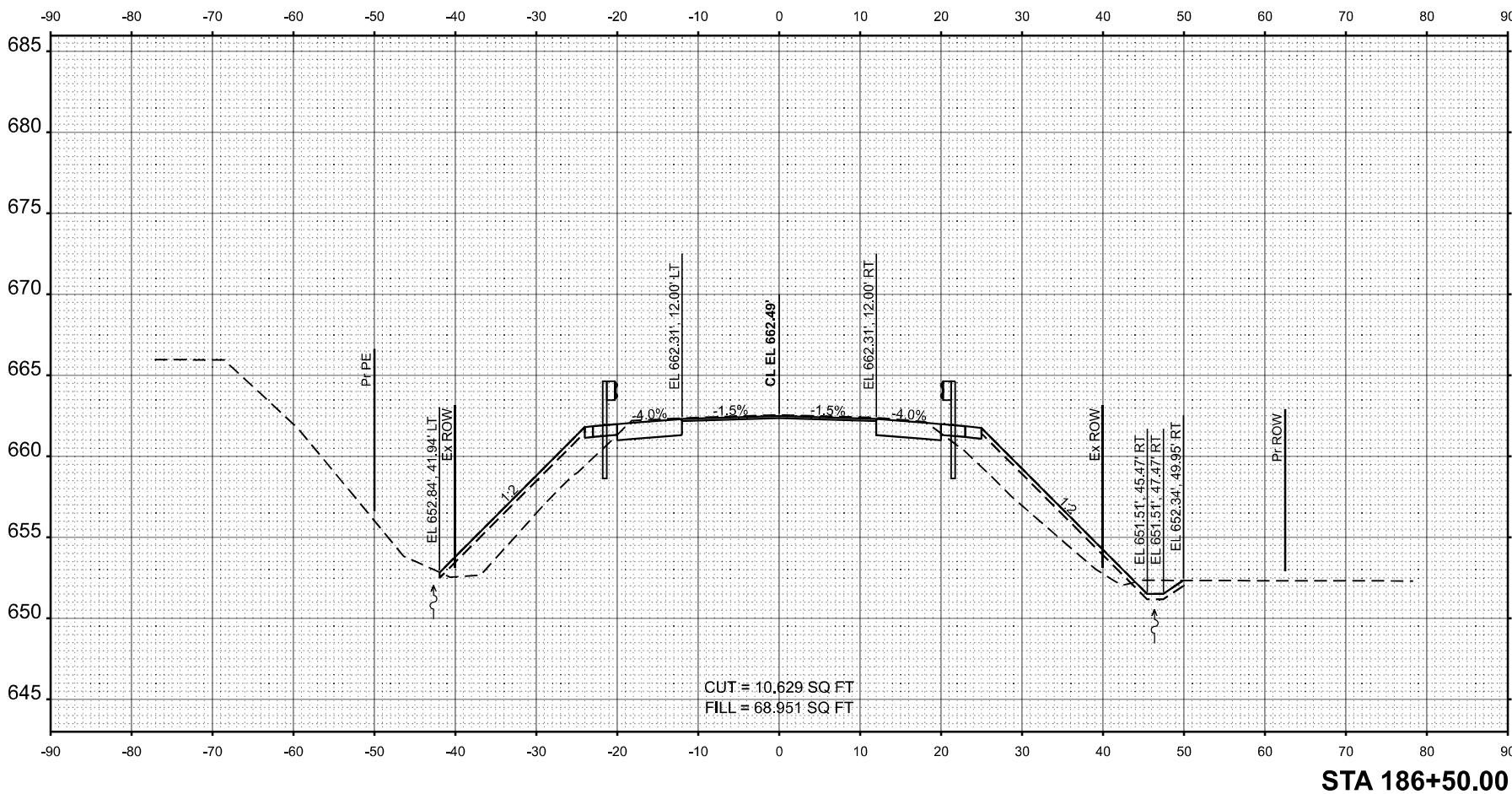
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED _____		
	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
NO. _____	AREAS CHECKED _____		

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

MODEL: Long Creek - 186+30.00 [Sheet] NO. _____ AREAS CHECKED _____
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USER NAME =	Mohammed	DESIGNED -	MHS	REVISED
		DRAWN -	MHS	REVISED
		CHECKED -	AMH	REVISED
PLOT SCALE =	0.16666633 /in.			
PLOT DATE =	12/10/2025	DATE -		REVISED



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

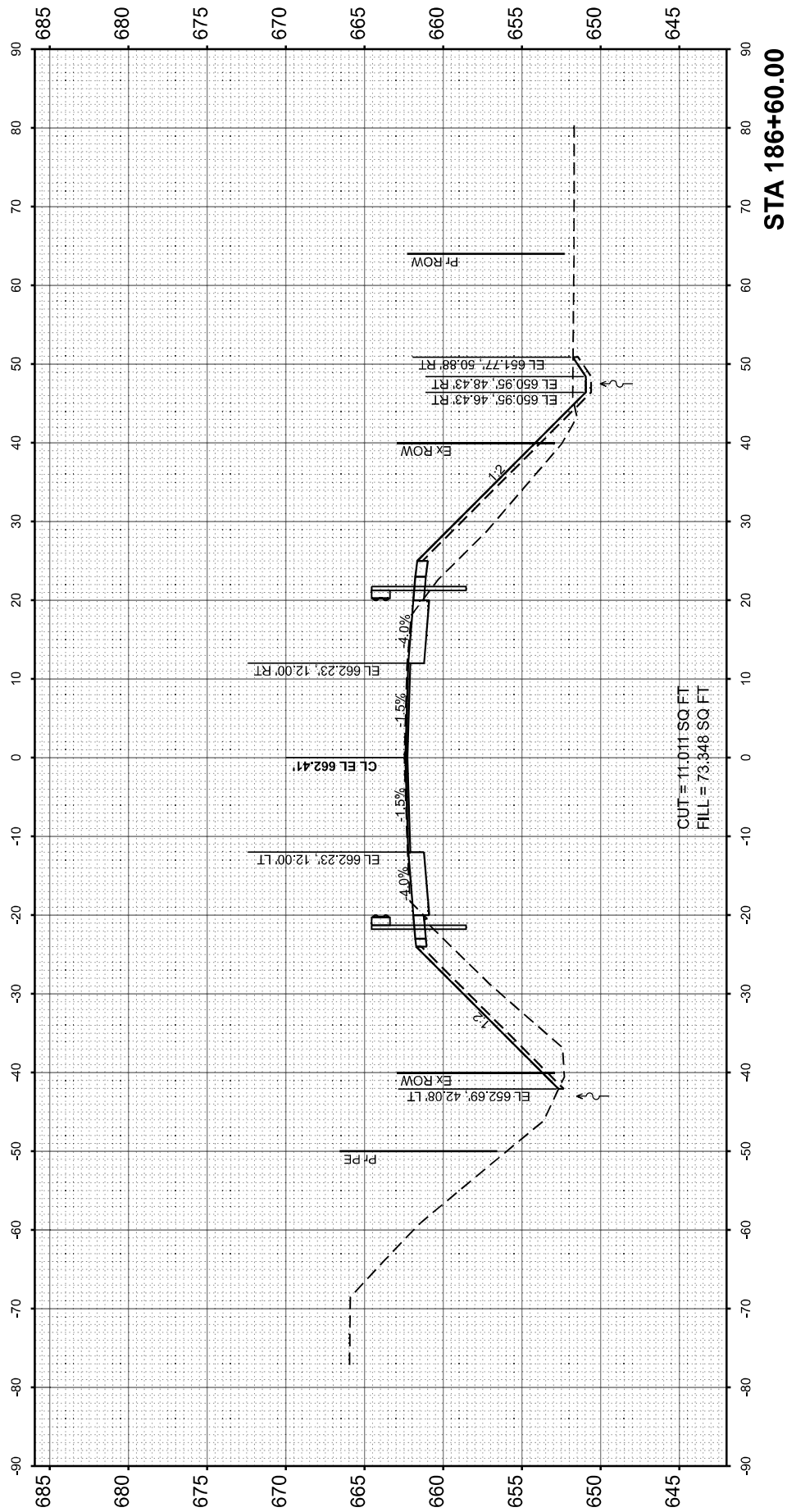
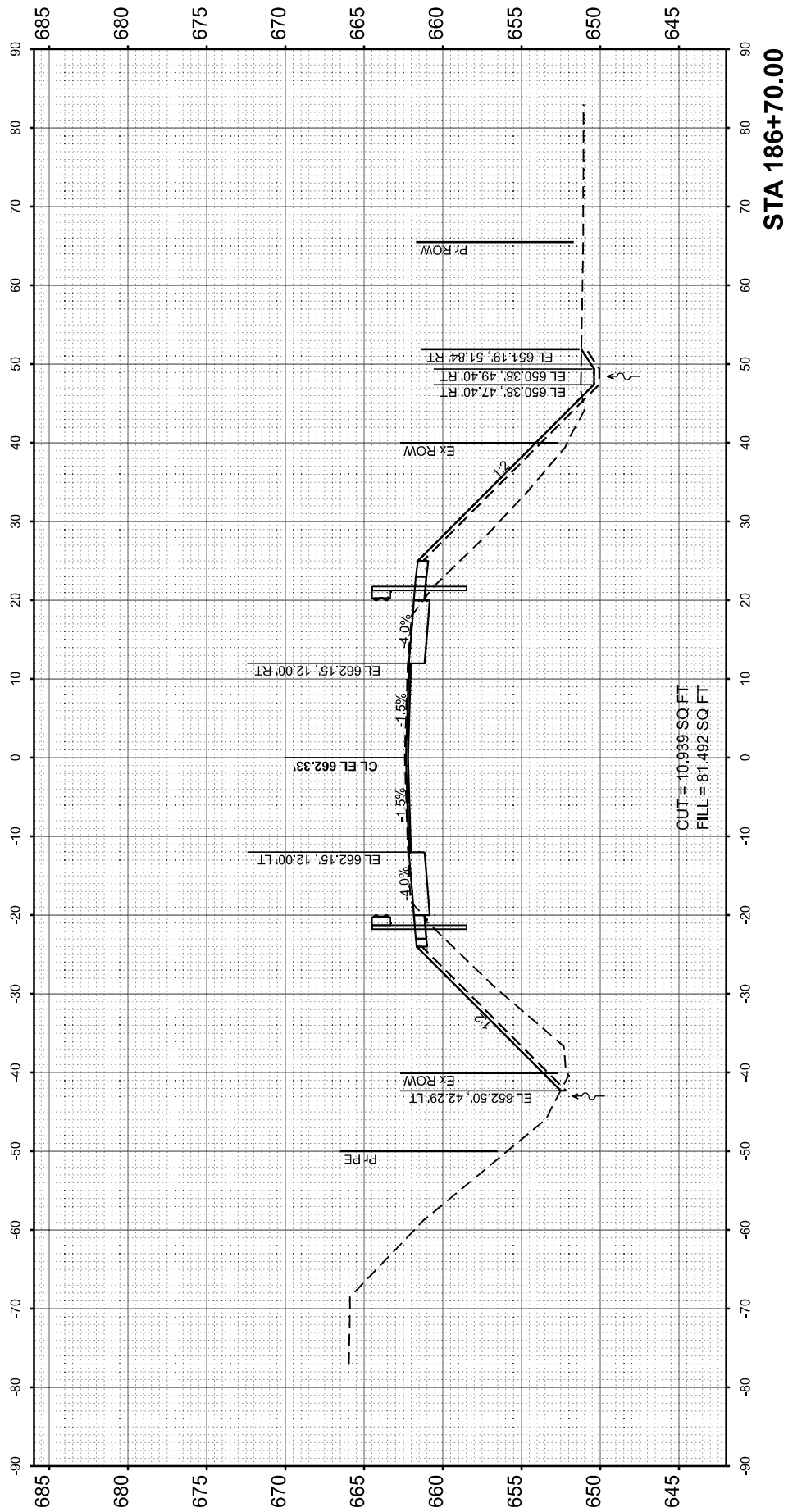
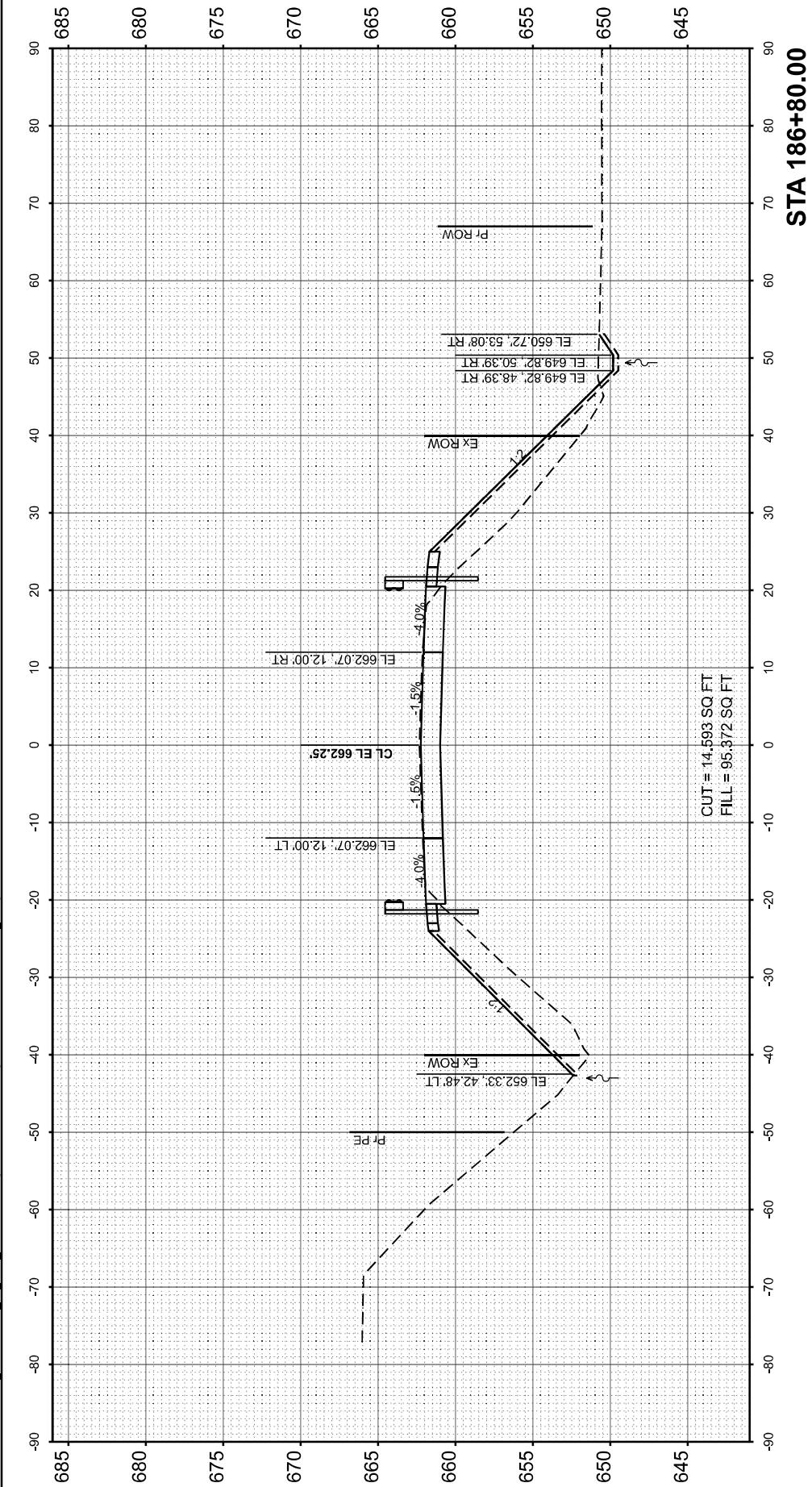
CROSS SECTION SHEETS

SCALE: 1"=10'				SHEET 8 OF 18 SHEETS				STA. 186+30.00 TO STA. 186+50.00			
CROSS SECTION SHEETS											
F.A.P RTE.		SECTION		COUNTY		TOTAL SHEET SHEETS		NO.			
323A		(139BR/B		MACON		70		60			
CONTRACT NO. 74A10											
L. L. ANDERSON				DESIGN AND SUPERVISOR							

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

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

MODEL: Long Creek - 186+60.00 [Sheet]
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USER NAME = Mohammed
PLOT SCALE = 0.16666633' / in.
PLOT DATE = 12/10/2025

DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10'
SHEET 9 OF 18 SHEETS
STA. 186+60.00 TO STA. 186+80.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	61
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Long Creek - 186+90.00 [Sheet]
FILE NAME: F:\Projects\50 IDOT\50.153A.24 PTB 206-028 D7 74A10_WO3 US 36 over Long Creek\74A10\CADDData\CADsheets\D774A10-shi-XSC_Mr.dgn



HERMANN & Associates, LLC
Civil Engineers

USER NAME = Mohammed

DESIGNED - MHS

REVISD -

REVISD -

PLOT SCALE = 0.1866633 1/in.

CHECKED - AMH

REVISD -

REVISD -

PLOT DATE = 2/5/2026

DATE -

REVISD -

REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10'

SHEET 10 OF 18 SHEETS

STA. 186+90.00 TO STA. 187+10.00

F&P RTE. 322A

SECTION (1398)R/B

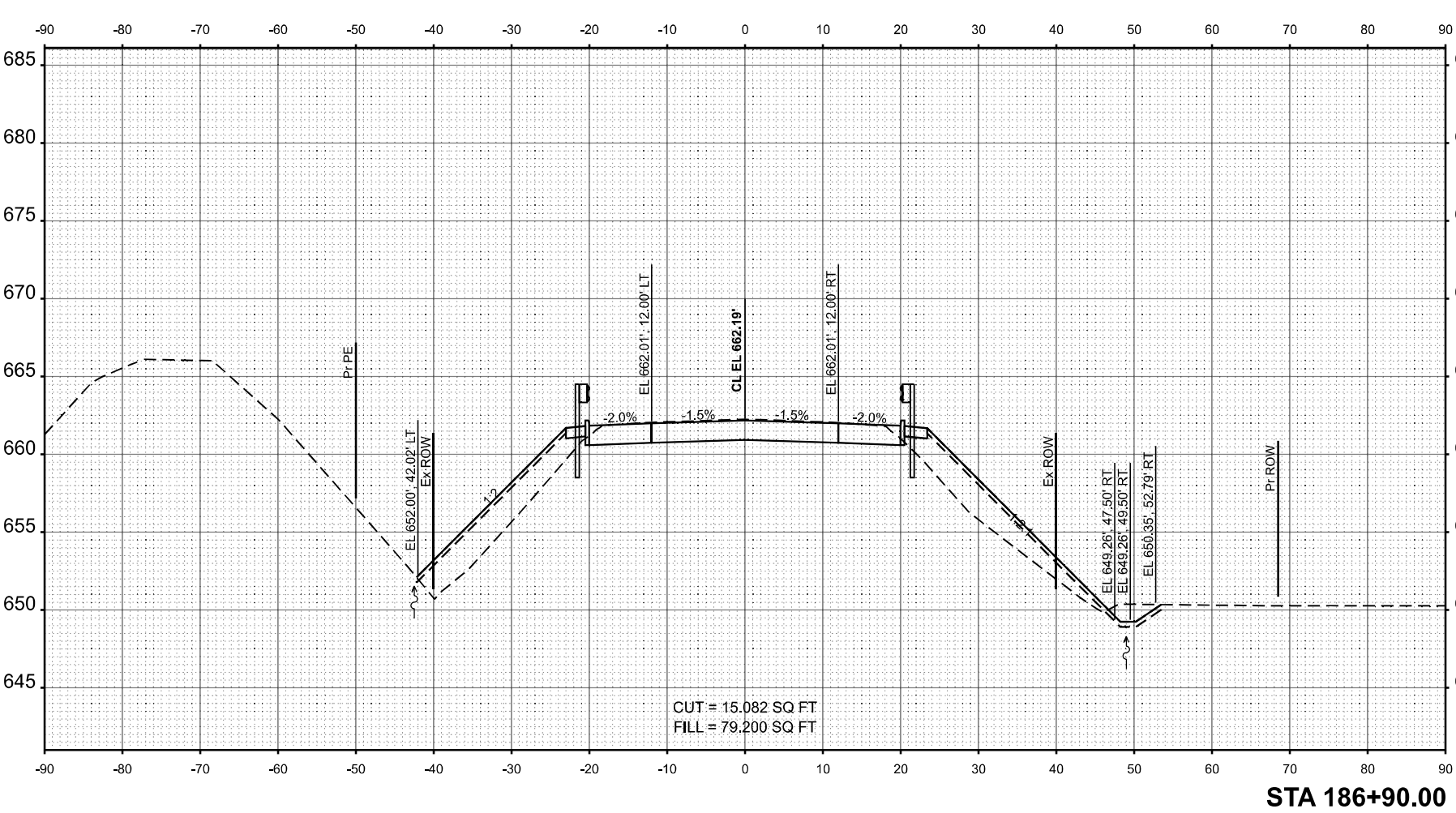
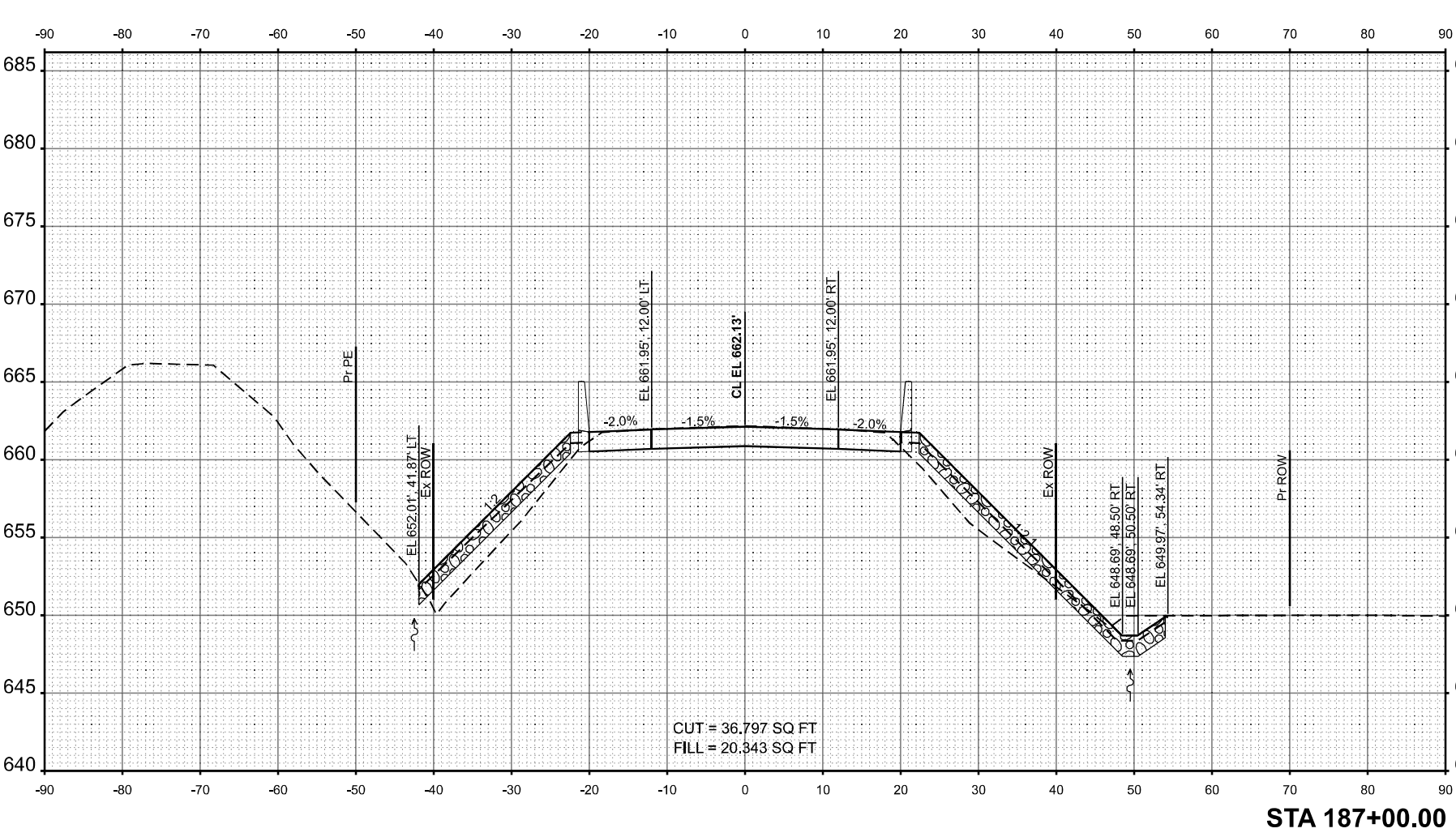
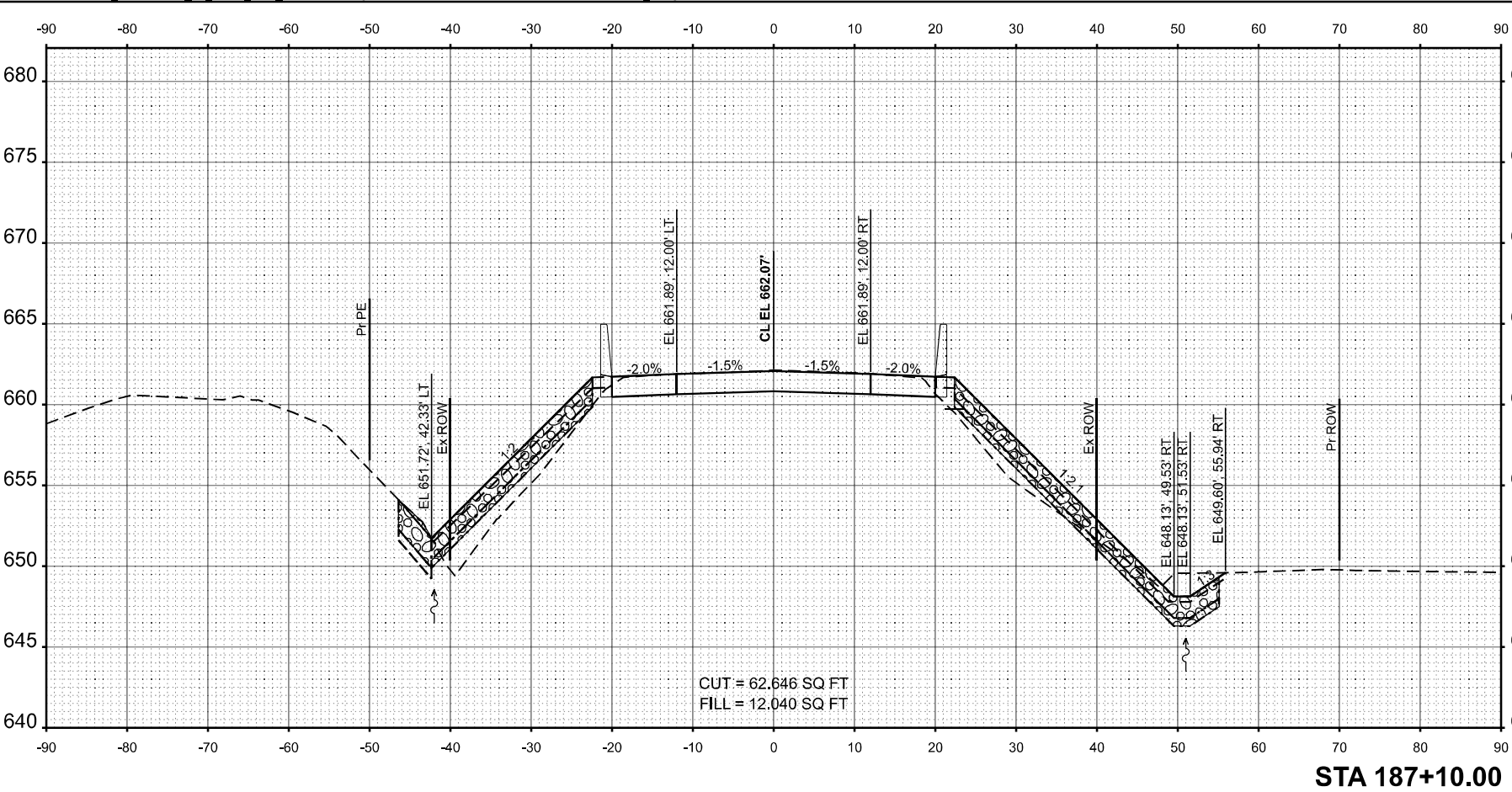
COUNTY MACON

TOTAL SHEET NO. 70

SHEETS 62

CONTRACT NO. 74A10

ILLINOIS FED. AID PROJECT



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

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

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

MODEL: Long Creek - 188+70.00-1 [Sheet]
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HERMANN
& Associates, LLC
Civil Engineers

USER NAME = Mohammed

DESIGNED - MHS

REVISD -

DRAWN - MHS

REVISD -

REVISD -

PLOT SCALE = 0.1866633 1/in.

CHECKED - AMH

REVISD -

PLOT DATE = 12/10/2025

DATE -

REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=10'

SHEET 14 OF 18 SHEETS

STA. 188+70.00 TO STA. 188+90.00

CROSS SECTION SHEETS

FEAP RTE 322A

SECTION (1398)RB

COUNTY MACON

TOTAL SHEET NO. 70

ILLINOIS

FED. AID PROJECT

CONTRACT NO. 74A10

Cross-section diagram for STA 188+90.00. The diagram shows the profile of N ESTHER AVE and S ESTHER AVE. The vertical axis represents elevation in feet, ranging from 655 to 685. The horizontal axis represents stationing, ranging from -90 to 90. The profile of N ESTHER AVE is shown as a dashed line, and the profile of S ESTHER AVE is shown as a solid line. The diagram includes labels for 'Ex ROW' (Existing Right of Way) and 'CL EL 662.30' (Center Line Elevation). The area between the two profiles is labeled 'CUT = 7.990 SQ FT' and 'FILL = 1.898 SQ FT'. The diagram also shows the 'EL 662.12' 12.00' LT' and 'EL 662.12' 12.00' RT' (Left and Right Right of Way Elevation) lines.

Cross-section diagram for STA 188+80.00. The diagram shows the profile of N ESTHER AVE and S ESTHER AVE. The vertical axis represents elevation in feet, ranging from 655 to 685. The horizontal axis represents stationing, ranging from -90 to 90. The profile of N ESTHER AVE is shown as a dashed line, and the profile of S ESTHER AVE is shown as a solid line. The diagram includes labels for 'Ex ROW' (Existing Right of Way) and 'CL EL 662.22' (Center Line Elevation). The area between the two profiles is labeled 'CUT = 19.738 SQ FT' and 'FILL = 1.231 SQ FT'. The diagram also shows the 'EL 662.04' 12.00' LT' and 'EL 662.04' 12.00' RT' (Left and Right Right of Way Elevation) lines.

Cross-section diagram for STA 188+70.00. The diagram shows the profile of N ESTHER AVE and S ESTHER AVE. The vertical axis represents elevation in feet, ranging from 655 to 685. The horizontal axis represents stationing, ranging from -90 to 90. The profile of N ESTHER AVE is shown as a dashed line, and the profile of S ESTHER AVE is shown as a solid line. The diagram includes labels for 'Ex ROW' (Existing Right of Way) and 'CL EL 662.14' (Center Line Elevation). The area between the two profiles is labeled 'CUT = 31.369 SQ FT' and 'FILL = 0.691 SQ FT'. The diagram also shows the 'EL 661.96' 12.00' LT' and 'EL 661.96' 12.00' RT' (Left and Right Right of Way Elevation) lines.

MODEL: Long Creek - 189+00.00-1 [Sheet]
FILE NAME: F:\Projects\50 IDOT\50.153A.24 PTB 206-028 D7 WO3 US 36 over Long Creek\74A10\Drawings\Sheets\ID774A10-sht-XSC_Mr.dgn

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

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



HERMANN
& Associates, LLC
Civil Engineers

USER NAME = Mohammed
PLOT SCALE = 0.1866633 1/in.
PLOT DATE = 12/10/2025

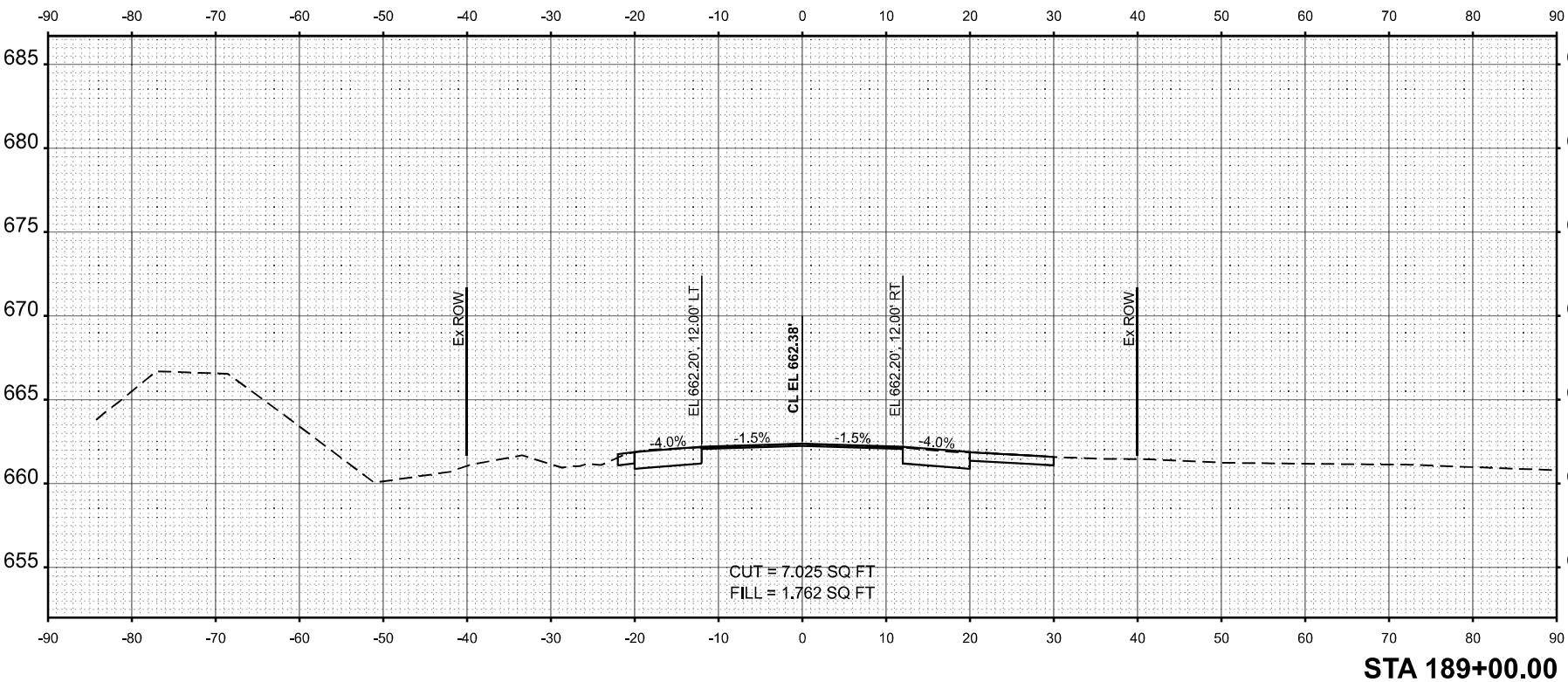
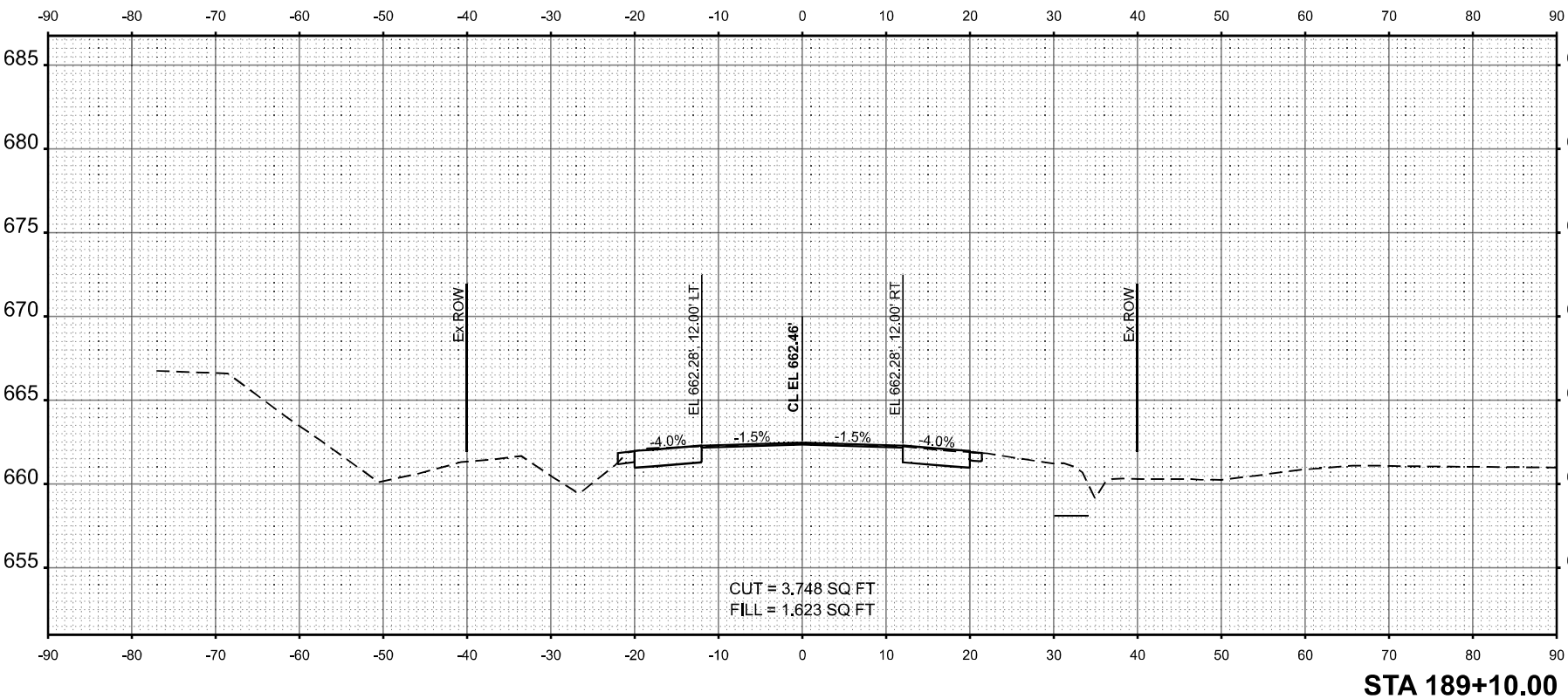
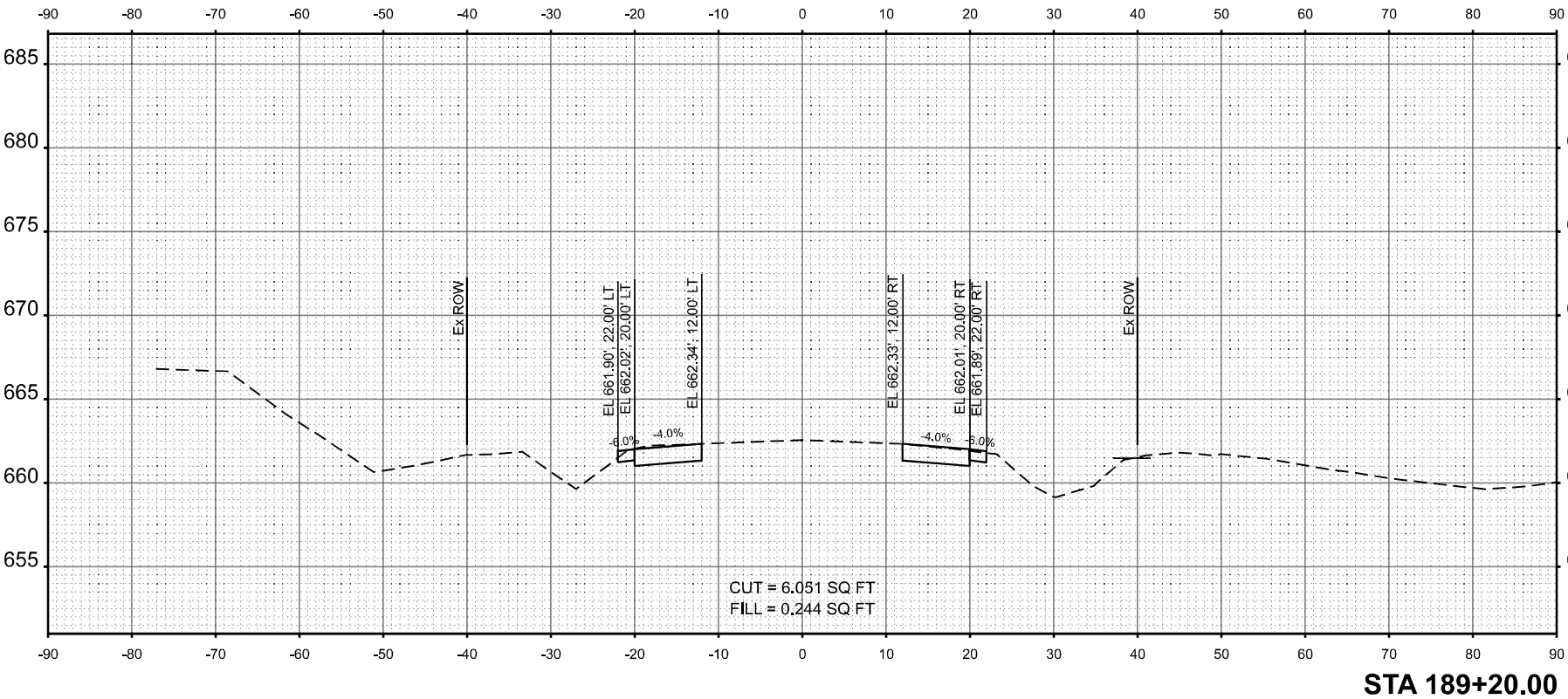
DESIGNED - MHS
DRAWN - MHS
CHECKED - AMH
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

FEAP RTE. 322A	SECTION (139R/RB)	COUNTY MACON	TOTAL SHEET NO. 67
ILLINOIS		FED. AID PROJECT	CONTRACT NO. 74A10



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

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

MODEL: Long Creek - 189+30.00-1 [Sheet]
FILE NAME: F:\Projects\50 IDOT\50.153A.24 PTB 206-028_D7_WO3_US 36 over Long Creek\74A10\Drawings\Sheets\ID774A10-sht-XSC_Mr.dgn



HERMANN
& Associates, LLC
Civil Engineers

USER NAME = Mohammed

DESIGNED - MHS

REVISIONS

REVISIONS

PLOT SCALE = 0.1866633 1/in.

CHECKED - AMH

DATE -

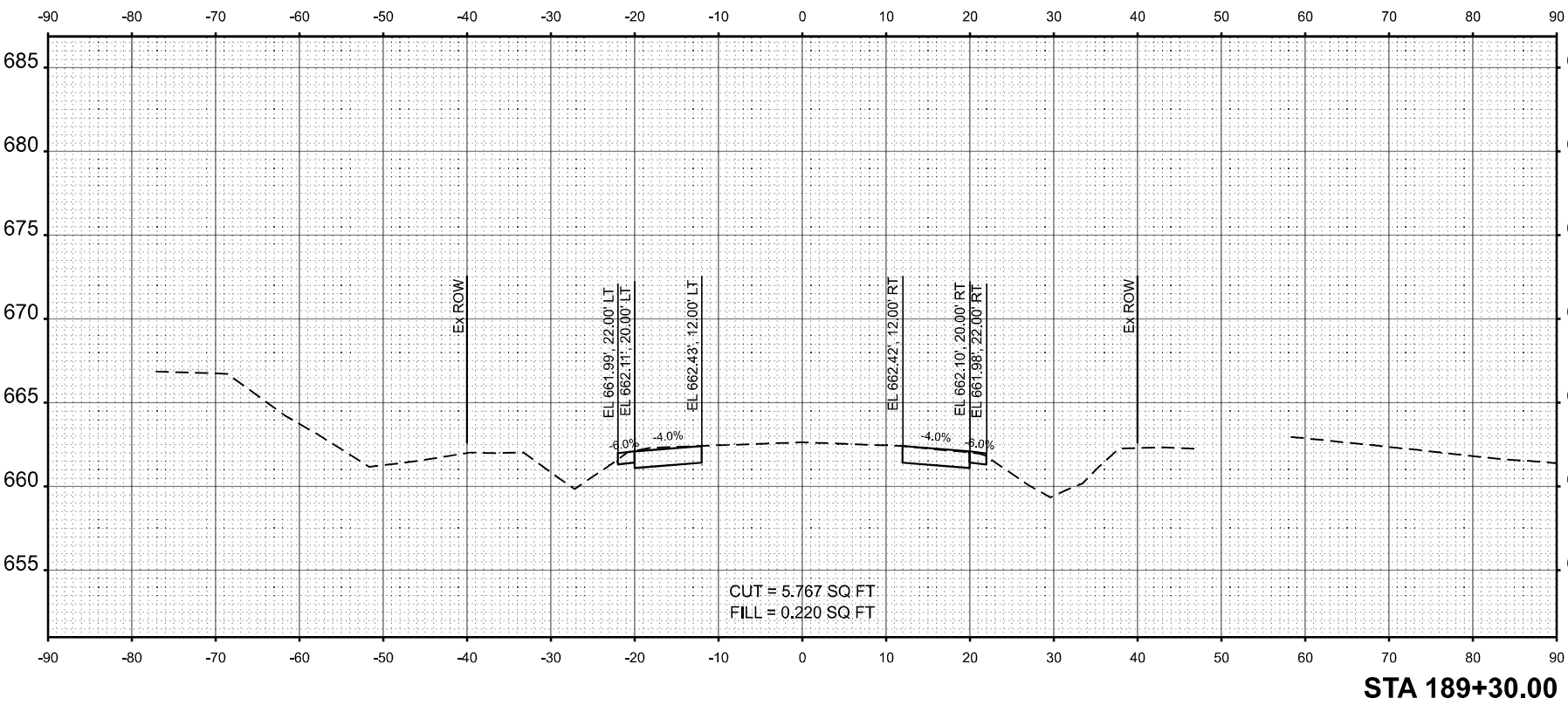
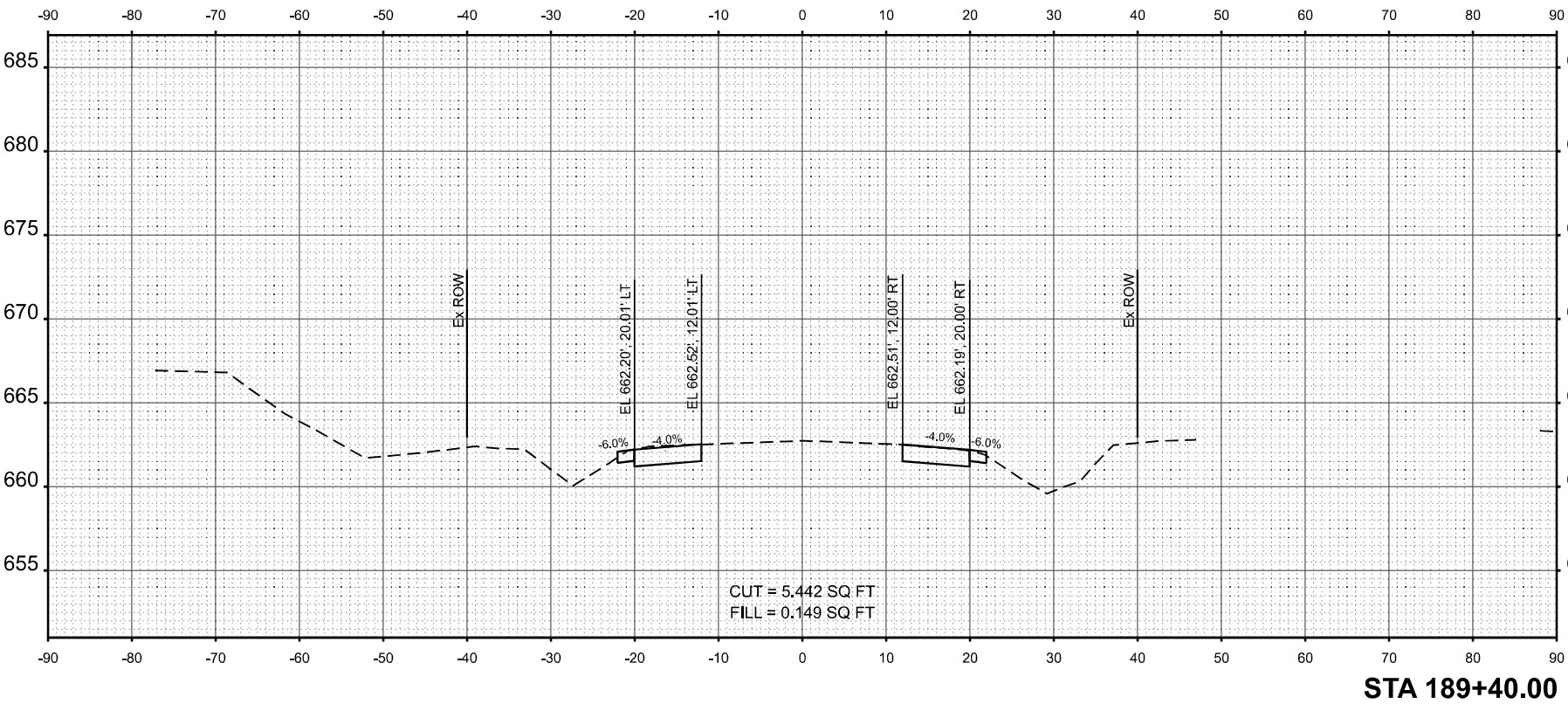
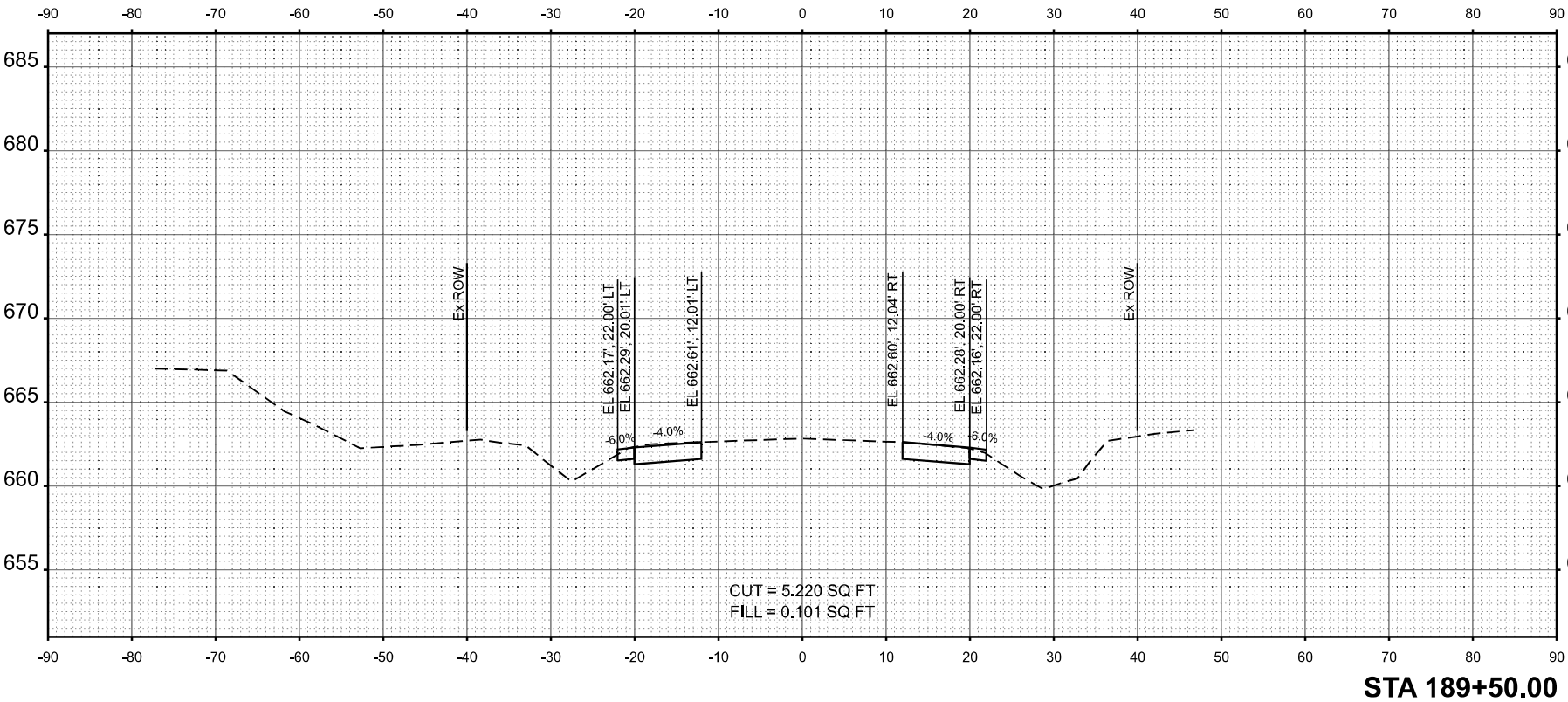
REVISIONS

DESIGNED - MHS	REVISIONS
DRAWN - MHS	REVISIONS
CHECKED - AMH	REVISIONS
DATE -	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=10'	SHEET 16	OF 18 SHEETS	STA. 189+30.00	TO STA. 189+50.00
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FEAP RTE. 322A	SECTION (139R/RB)	COUNTY MACON	TOTAL SHEET NO. 70	SHEET NO. 68
ILLINOIS		FED. AID PROJECT		



MODEL: Long Creek - 189+60.00-1 [Sheet]
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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



USER NAME = Mohammed
DRAWN = MHS
PLOT SCALE = 0.1866633 1/in.
PLOT DATE = 12/10/2025

DESIGNED - MHS
CHECKED - AMH
DATE -

REVISED -
REVISED -
REVISED -

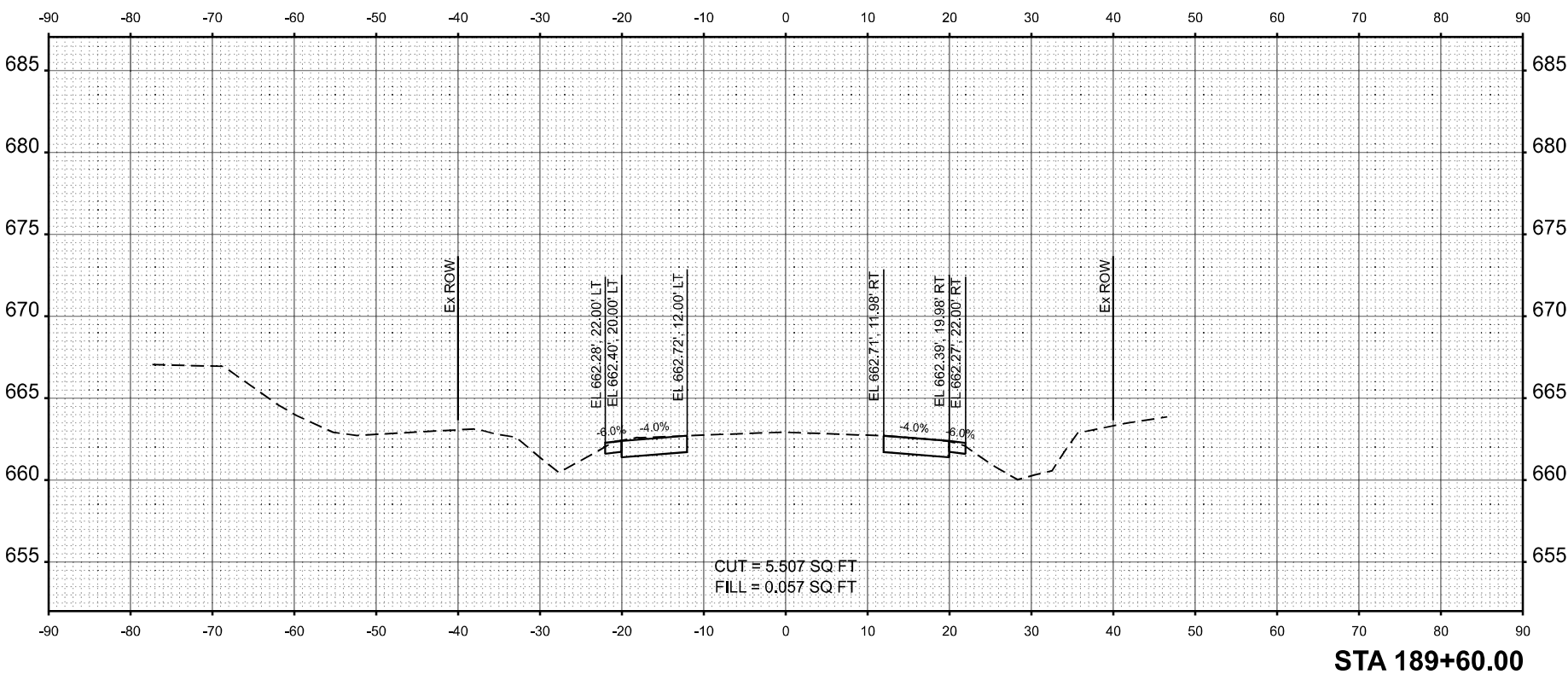
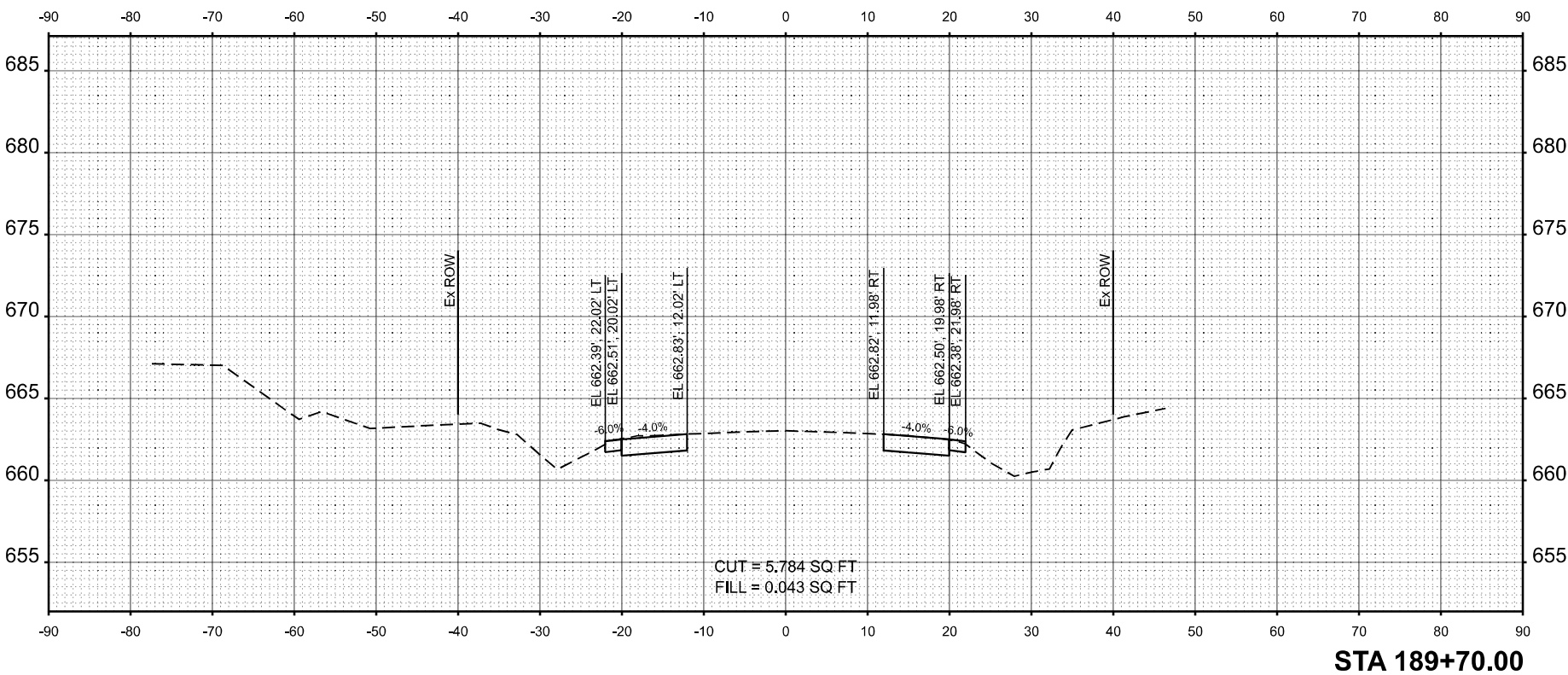
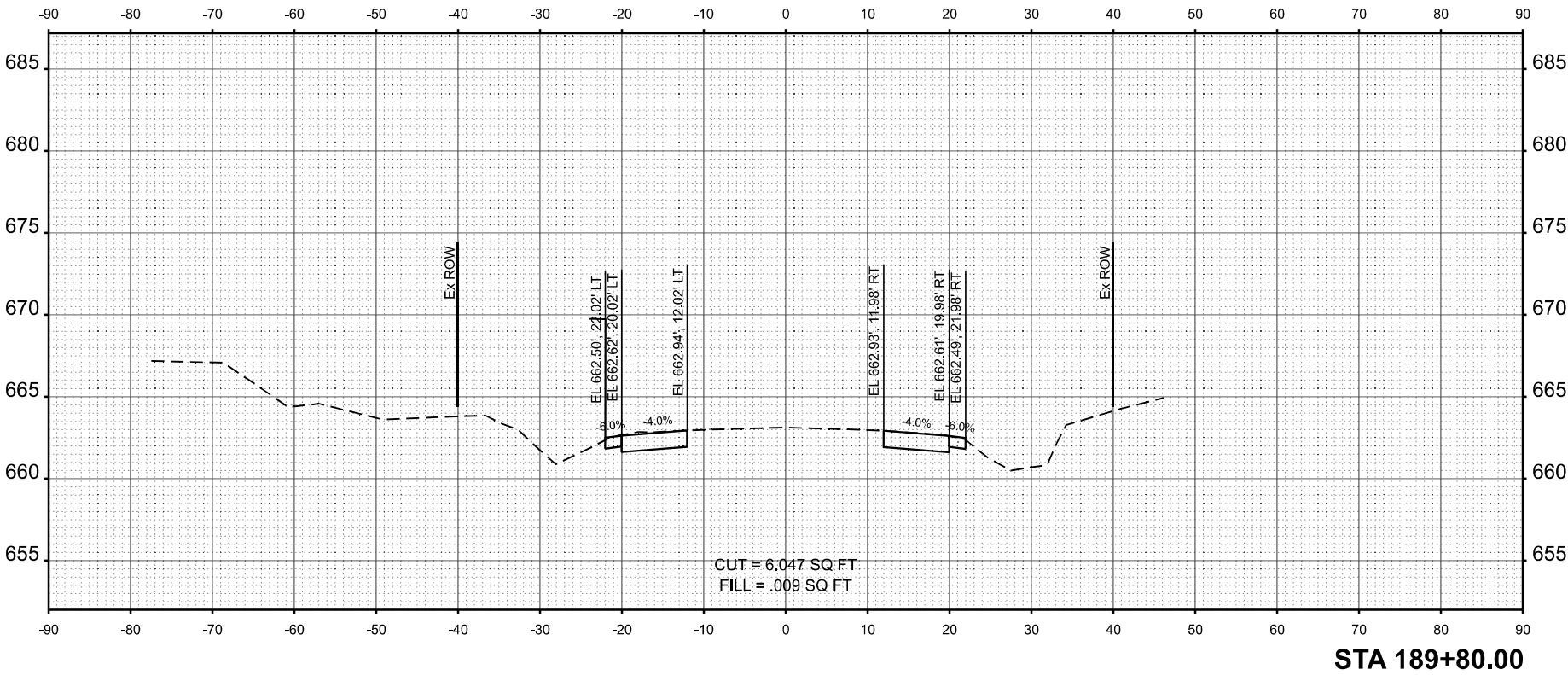
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=10'

SHEET 17

CROSS SECTION SHEETS
OF 18 SHEETS
STA. 189+60.00 TO STA. 189+80.00

F&P RTE. 322A	SECTION (139R/RB)	COUNTY MACON	TOTAL SHEET SHEETS 70
		CONTRACT NO. 74A10	89
		ILLINOIS FED. AID PROJECT	



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

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

MODEL: Long Creek - 189+90.00-1 [Sheet]

FILE NAME: F:\Projects\50 IDOT\50.153A.24 PTB 206-028 D7 WO3 US 36 over Long Creek\74A10\Drawings\Sheets\D774A10-sht-XSC Mr.dgn



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

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION SHEETS

SCALE: 1"=10'

SHEET 18	OF 18	SHEETS	STA. 189+90.00	TO STA. 190+00.00
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323A	(139BR)B	MACON	70	70
CONTRACT NO. 74A10				
ILLINOIS FED. AID PROJECT				

