

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	1
		ILLINOIS	CONTRACT NO. 74168	

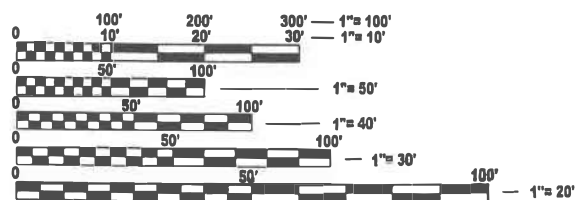
FOR INDEX OF SHEETS AND HIGHWAY STANDARDS
SEE SHEET NO. 2

ADT = 2500
% TRUCKS = 22.4%

PROPOSED HIGHWAY PLANS

FAP ROUTE 741 (IL-105)
SECTION (11BR)B-1
PROJECT BR-308M(955)
BRIDGE REPLACEMENT
MACON COUNTY

C-97-079-06



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

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

PROJECT ENGINEER: BENJAMIN DETERS
PROJECT MANAGER: DEAN BARBER

CONTRACT NO. 74168

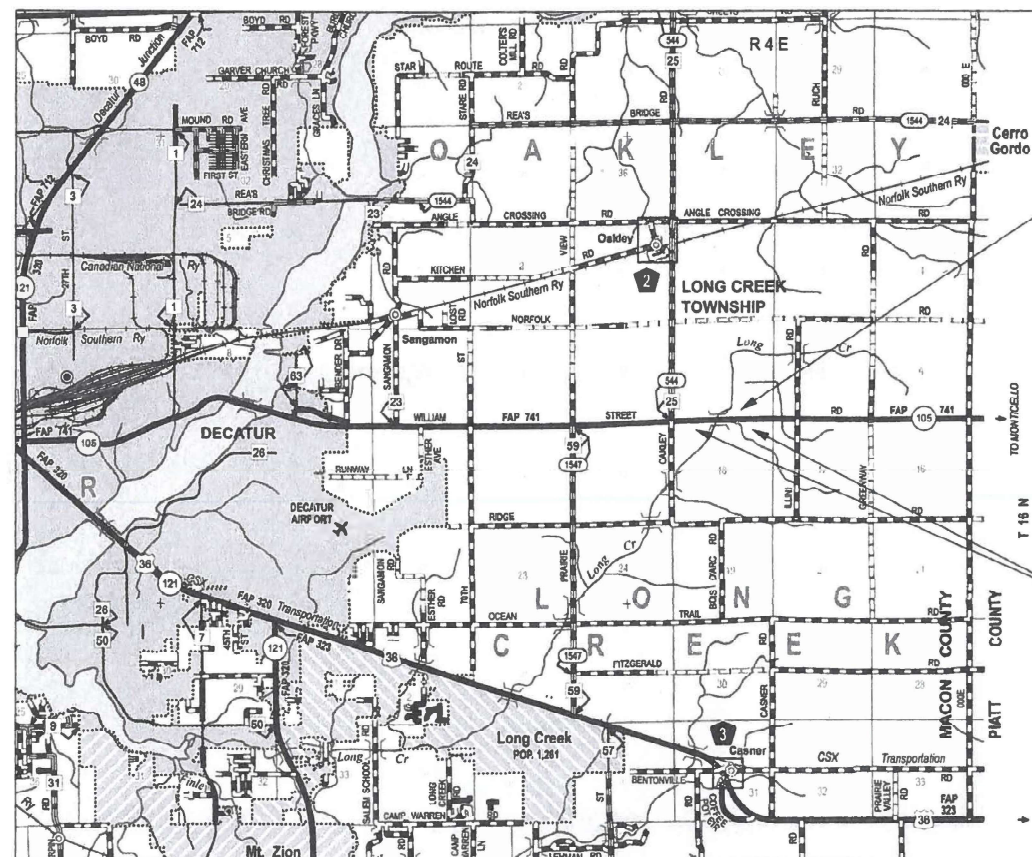
ClarkDietz
DESIGN FIRM REGISTRATION
No. 184-000450
125 WEST CHURCH STREET
CHAMPAIGN, IL 61820
PHONE : 217.373.8800
www.clarkdietz.com

CDI
CIVIL DESIGN, INC.
WBE / DBE
LICENSE #184.003222

GROSS LENGTH = 950 FT. = 0.18 MILE
NET LENGTH = 950 FT. = 0.18 MILE

STATE OF ILLINOIS
ROBERT HANFLAND, PE
NUMBER
062-084104
PROFESSIONAL ENGINEER
EXPIRES 11-30-2025

DEAN A. BARBER
062-046491
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS
DATE : 08/15/25
LICENSE EXPIRES 11-30-25



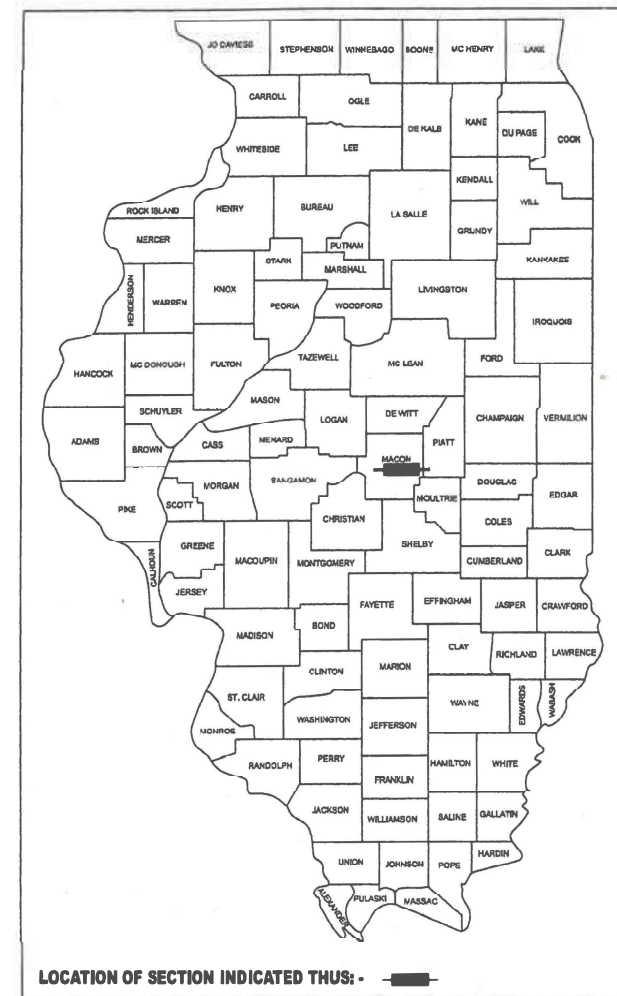
PROJECT LOCATION
IL-105 OVER LONG CREEK
EXISTING S.N. 058-0044
PROPOSED S.N. 058-0131



LOCATION MAP
NOT TO SCALE

BEGIN STA 346+00
END STA 355+50

D-97-041-06



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 19, 2025
Teresa C. Prince
REGIONAL ENGINEER

October 3, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
October 3, 2025
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

THIS PROJECT IS LOCATED ON FAP 741 (IL-105) OVER LONG CREEK, 0.50 MILES EAST OF OAKLEY ROAD, IN MACON COUNTY. THE WORK INCLUDES COMPLETE REPLACEMENT OF THE EXISTING STRUCTURE.

THE LOCATION OF ONE NEW PERMANENT SURVEY MARKER WILL BE DETERMINED BY THE RESIDENT ENGINEER. THIS MARKER SHALL BE AN IDOT ALUMINUM DISK, CAST INTO THE PROPOSED STRUCTURE.

STAGED CONSTRUCTION, AND TEMPORARY CONCRETE BARRIER, WILL NOT BE ALLOWED BETWEEN DECEMBER 01 AND MARCH 01.

THE REMOVAL OF TEMPORARY RAMPS SHALL BE INCLUDED IN THE COST OF THE TEMPORARY RAMPS.

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

TEMPORARY TAPE SHALL BE USED FOR SHORT-TERM PAVEMENT MARKINGS ON FINISHED SURFACES SUCH AS THE BRIDGE DECK, APPROACH PAVEMENTS, AND THE HMA SURFACE COURSE. PAINT SHALL BE USED FOR SHORT-TERM PAVEMENT MARKINGS ON MILLED SURFACES.

PIPE DRAINS SHALL BE ATTACHED TO THE PIPE UNDERDRAINS FOR THE STRUCTURE AND SHALL EXTEND TO THE BOTTOM OF THE EMBANKMENT SLOPE. PIPE DRAINS SHALL BE TERMINATED WITH A PRECAST CONCRETE HEADWALL.

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

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND SHALL BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR CAUSING UTILITIES TO BE FIELD MARKED BY CONTACTING J.U.L.I.E. AT 1-800-890-0123.

APPLICATION RATES

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

BITUMINOUS MATERIALS (TACK COAT)	0.05 LBS/SQFT (ON MILLED SURFACES)
	0.025 LB/SQFT (ON HMA LIFTS)
RIP-RAP	1.485 TONS/CUYD
AGGREGATE COURSES & SHOULDERS	100 LB/SQYD*IN
HOT-MIX ASPHALT	112 LB/SQYD*IN

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3 - 5	SUMMARY OF QUANTITIES
6	TYPICAL CROSS-SECTIONS
7 - 8	SCHEDULE OF QUANTITIES
9	ALIGNMENT & TIES
10	PLAN AND PROFILE SHEET
11	STAGE CONSTRUCTION PLAN
12	STAGE CONSTRUCTION TYPICAL SECTIONS
13	PAVING DETAILS
14 - 40	STRUCTURE PLANS SN 058-0131
41	DISTRICT 7 RURAL ENTRANCE AND MAILBOX TURNOUT DETAILS
42 - 45	DISTRICT 7 DETAIL NO. 78000001
46 - 54	CROSS-SECTIONS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 55

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS , ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
515001-04	NAMEPLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL SHOULDER
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL , TYPE 6
642006-01	SHOULDER RUMBLE STRIPS, 8 IN.
667101-02	PERMANENT SURVEY MARKERS
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
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

THE FOLLOWING MIXTURE REQUIREMENTS APPLY TO THIS PROJECT

LOCATIONS	MIXTURE USES	PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	N DESIGN	QUALITY MANAGEMENT PROGRAM	SUBLOT SIZE	MATERIAL TRANSFER DEVICE REQ'D?
MAINLINE / SHOULDERS (TOP LIFT)	HMA SURFACE COURSE, IL-9.5, MIX 'C', N70	PG 64-22	4.0% @ N=70	IL-9.5	MIXTURE 'C'	N70	QC/QA	3000	NO
MAINLINE / SHOULDERS (BOTTOM LIFTS)	HMA BINDER COURSE, IL-19.0, N70	PG 64-22	4.0% @ N=70	IL-19.0	N/A	N70	QC/QA	3000	NO
HMA BASE COURSE WIDENING (TOP LIFT)	HMA SURFACE COURSE, IL-9.5, MIX 'C', N70	PG 64-22	4.0% @ N=70	IL-9.5	MIXTURE 'C'	N70	QC/QA	3000	NO
HMA BASE COURSE WIDENING (BOTTOM LIFTS)	HMA BINDER COURSE, IL-19.0, N70	PG 64-22	4.0% @ N=70	IL-19.0	N/A	N70	QC/QA	3000	NO

REV - MS

MODEL: General Notes 1 Sheet
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ClarkDietz

DESIGN FIRM REGISTRATION
No. 194-000450

125 WEST CHURCH STREET
CHAMPAIGN, IL 61820
PHONE : 217.373.8800
www.clarkdietz.com

USER NAME = DBarber	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/10/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: NO SCALE	SHEET 1 OF 1 SHEETS	STA. TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	2
		CONTRACT NO. 74168		
		ILLINOIS	FED. AID PROJECT	308M(955)

MODEL: SOQ 1 [Sheet]
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED
				20% STATE
				BRIDGE
				0010
				058-0131
20200100	EARTH EXCAVATION	CU YD	230	230
20400800	FURNISHED EXCAVATION	CU YD	273	273
20700110	POROUS GRANULAR EMBANKMENT	TON	604	604
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	269	269
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	200	200
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40
28100107	STONE RIPRAP, CLASS A4	SQ YD	1097	1097
28200200	FILTER FABRIC	SQ YD	1097	1097
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	208	208
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	70	70
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1374	1374
40600990	TEMPORARY RAMP	SQ YD	129	129
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	133	133
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	350	350

* SEE SPECIAL PROVISIONS
^ SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED
				20% STATE
				BRIDGE
				0010
				058-0131
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	175	175
44000100	PAVEMENT REMOVAL	SQ YD	358	358
* 44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	2721	2721
44004000	PAVED DITCH REMOVAL	FOOT	300	300
44004250	PAVED SHOULDER REMOVAL	SQ YD	181	181
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	8	8
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50105220	PIPE CULVERT REMOVAL	FOOT	41	41
50200100	STRUCTURE EXCAVATION	CU YD	214	214
50300100	FLOOR DRAINS	EACH	8	8
50300225	CONCRETE STRUCTURES	CU YD	71.9	71.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	138.9	138.9
50300260	BRIDGE DECK GROOVING	SQ YD	512	512
50300300	PROTECTIVE COAT	SQ YD	643	643



CIVIL DESIGN, INC.
WBE / DBE
EFFINGHAM, IL
LICENSE #184.003222

USER NAME	= ebohnhoff
DESIGNED	-
DRAWN	-
CHECKED	-
PLOT DATE	= 8/15/2025
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	3
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010
				058-0131
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	106.7	106.7
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	1530	1530
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	78330	78330
50800515	BAR SPLICERS	EACH	539	539
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	642	642
51202305	DRIVING PILES	FOOT	642	642
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	654	654
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	122	122
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	68	68

* SEE SPECIAL PROVISIONS
^ SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010
				058-0131
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	148	148
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	113	113
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	207	207
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	1543	1543
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6



CIVIL DESIGN, INC.
WBE / DBE
EFFINGHAM, IL
LICENSE #184.003222

USER NAME	= ebohnhoff
DESIGNED	-
DRAWN	-
CHECKED	-
PLOT DATE	= 8/19/2025
DATE	-

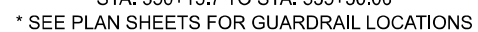
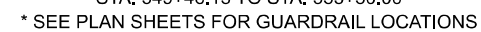
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	4
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				



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FILE NAME: P:\6XXXXX\6424-1\DOT PTB 208-036 D7 VV_Clarke Diez\Work Order 1\CADD Data\Sheets\0714168-sh-Schedules.dgn

TEMPORARY CONCRETE BARRIER					
LOCATION				TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
STATION	TO	STATION	SIDE	FOOT	FOOT
347+47.00	-	351+47.00	LT/RT	400.0	387.5
TOTAL				400.0	387.5
USE				400	388

PINNING TEMPORARY CONCRETE BARRIER			
LOCATION			
STATION	TO	STATION	EACH
348+35.00	-	348+60.00	3
348+60.00	-	350+35.00	42
350+35.00	-	350+60.00	3
TOTAL			48
USE			48

IMPACT ATTENUATORS		
LOCATION	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3
STATION	EACH	EACH
347+48.00	1	1
351+47.00	1	1
TOTAL	2	2
USE	2	2

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70						
LOCATION				WIDTH	AVG. DEPTH	WEIGHT
STATION	TO	STATION	SIDE	FOOT	IN	TON
346+00.00	-	347+50.00	LT/RT	30	2.3	64.4
347+50.00	-	348+58.72	LT/RT	36	2.0	48.7
350+37.28	-	351+40.00	LT/RT	36	2.0	46.0
351+40.00	-	351+62.90	LT/RT	33	2.0	9.4
351+62.90		355+50.00	LT/RT	30	2.5	180.6
TOTAL						349.1
USE						350

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70						
LOCATION				WIDTH	AVG. DEPTH	WEIGHT
STATION	TO	STATION	SIDE	FOOT	IN	TON
347+50.00	-	348+58.72	LT/RT	36	1.9	46.3
350+37.28	-	351+40.00	LT/RT	36	2.7	62.1
351+40.00	-	351+62.90	LT/RT	33	2.7	12.7
351+62.90		352+00.00	LT/RT	30	1.6	11.1
TOTAL						132.2
USE						133

AGGREGATE SURFACE COURSE, TYPE B		
LOCATION		WEIGHT
STATION	SIDE	TON
346+34.60	LT	23.9
351+46.00	RT	24.8
351+59.10	LT	20.4
TOTAL		69.1
USE		70

BITUMINOUS MATERIALS (TACK COAT)					
LOCATION				WIDTH	WEIGHT
STATION	TO	STATION	SIDE	FOOT	POUND
346+00.00	-	348+58.72	LT/RT	22	284.6
350+37.28	-	355+50.00	LT/RT	22	564.0
347+50.00	-	348+58.72	LT/RT	22	59.8
350+37.28	-	352+00.00	LT/RT	22	89.5
346+00.00	-	347+50.00	RT	4	60.0
347+50.00	-	348+58.72	LT/RT	14	76.1
350+37.28	-	351+40.00	LT/RT	14	71.9
351+40.00	-	351+62.90	RT	7	8.0
351+40.00	-	351+62.90	LT	4	4.6
351+62.90	-	355+50.00	LT/RT	8	154.8
TOTAL					1373.3
USE					1374

STONE RIPRAP, CLASS A4				
LOCATION				AREA
STATION	TO	STATION	SIDE	SQ YD
347+86.82	-	349+29.36	LT	95.0
349+92.40	-	350+86.13	LT	46.6
348+00.98	-	348+88.61	RT	58.4
349+63.19	-	351+26.05	RT	108.6
TOTAL				308.6
USE				309

FILTER FABRIC				
LOCATION				AREA
STATION	TO	STATION	SIDE	SQ YD
347+86.82	-	349+29.36	LT	95.0
349+92.40	-	350+86.13	LT	46.6
348+00.98	-	348+88.61	RT	58.4
349+63.19	-	351+26.05	RT	108.6
TOTAL				308.6
USE				309

HOT-MIX ASPHALT BASE COURSE WIDENING, 9"					
LOCATION				WIDTH	AREA
STATION	TO	STATION	SIDE	FOOT	SQ YD
347+50.00	-	348+58.72	LT/RT	3	72.4
348+58.72	-	350+37.28	LT	3	59.5
350+37.28	-	351+62.90	RT	3	34.2
350+37.28	-	351+40.00	LT	3	41.9
TOTAL					208.0
USE					208

FOR STAGE 1 TRAFFIC AT EXISTING STRUCTURE

AGGREGATE WEDGE SHOULDER, TYPE B				
LOCATION				WEIGHT
STATION	TO	STATION	SIDE	TON
346+00.00	-	347+50.00	LT	0.5
346+00.00	-	347+50.00	RT	0.9
351+40.00	-	355+50.00	LT	3.1
351+62.90	-	355+50.00	RT	3.1
TOTAL				7.6
USE				8



USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL 105

SCALE:	SHEET 1 OF 2 SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	7
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

MODEL: SCHEDULES-2 [Sheet]
FILE NAME: P:\6XXXX\64XX\65XX\6424 - IDOT PTB 208-036 D7 VV_Clarke Dietz\Work Order 1\CADDD Data\Sheet\0714168-sh-Schedules.dgn

RAISED REFLECTIVE PAVEMENT MARKER				
LOCATION				
STATION	TO	STATION	SIDE	EACH
346+00.00	-	348+59.00	CL	4
350+37.00	-	355+50.00	CL	7
TOTAL				11
USE				11

PAINT PAVEMENT MARKING - LINE 4"					
LOCATION				LENGTH	
STATION	TO	STATION	SIDE	FOOT	NOTES
346+00.00	-	355+50.00	CL	237.5	SKIP DASH - YELLOW
346+00.00	-	355+50.00	LT	950.0	SOLID - WHITE
346+00.00	-	355+50.00	RT	950.0	SOLID - WHITE
TOTAL				2137.5	
USE				2138	

SHORT TERM PAVEMENT MARKING					
LOCATION				SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL
STATION	TO	STATION	SIDE	FOOT	SQ FT
346+00.00	-	355+50.00	CL	192.0	32.0
346+00.00	-	355+50.00	LT	64.0	10.7
346+00.00	-	355+50.00	RT	64.0	10.7
TOTAL				320.0	53.4
USE				320	54

PAVEMENT MARKING BLACKOUT TAPE, 5"				
LOCATION				LENGTH
STATION	TO	STATION	SIDE	FOOT
345+66.00	-	347+15.00	CL	37.3
351+58.70	-	353+48.00	CL	47.3
TOTAL				84.6
USE				85

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6'				
LOCATION				LENGTH
STATION	TO	STATION	SIDE	FOOT
348+01.22	-	348+51.22	RT	50.00
350+44.18	-	350+69.18	RT	25.00
350+44.78	-	350+82.28	LT	37.50
TOTAL				112.5
USE				113

TRAFFIC BARRIER TERMINAL, TYPE 6				
LOCATION				EACH
STATION	TO	STATION	SIDE	
348+51.22	-	348+88.72	RT	1.00
348+64.33	-	349+01.83	LT	1.00
349+94.18	-	350+31.68	LT	1.00
350+07.28	-	350+44.78	RT	1.00
TOTAL				4.0
USE				4

TRAFFIC BARRIER TERMINAL TYPE 1				
LOCATION				EACH
STATION	TO	STATION	SIDE	
347+51.22	-	348+01.22	RT	1.00
348+14.33	-	348+64.33	LT	1.00
350+31.68	-	350+81.68	RT	1.00
350+82.28	-	351+32.28	LT	1.00
TOTAL				4.0
USE				4

GUARDRAIL REFLECTORS TYPE A				
LOCATION				EACH
STATION	TO	STATION	SIDE	
347+51.22	-	348+88.72	RT	4.0
348+14.33	-	349+01.83	LT	4.0
349+94.18	-	350+81.68	RT	4.0
350+07.28	-	351+32.28	LT	4.0
TOTAL				16.0
USE				16

TERMINAL MARKER - DIRECT APPLIED				
LOCATION				EACH
STATION	TO	STATION	SIDE	
347+51.22	-	348+01.22	RT	1.0
348+14.33	-	348+64.33	LT	1.0
350+31.68	-	350+81.68	RT	1.0
350+82.28	-	351+32.28	LT	1.0
TOTAL				4.0
USE				4

GUARDRAIL REMOVAL				
LOCATION				LENGTH
STATION	TO	STATION	SIDE	FOOT
348+88.62	-	349+40.21	LT	51.6
348+73.47	-	349+24.63	RT	51.2
349+72.04	-	350+23.71	LT	51.7
349+56.47	-	350+08.40	RT	51.9
TOTAL				206.3
USE				207

HOT-MIX ASPHALT SURFACE REMOVAL, 2"				
LOCATION				AREA
STATION	TO	STATION	SIDE	SQ YD
346+00.00	-	347+50.00	LT/RT	500.0
347+50.00	-	348+58.72	LT/RT	434.9
350+37.28	-	351+40.00	LT/RT	410.9
351+40.00	-	351+62.90	LT/RT	84.0
351+62.90	-	355+50.00	LT/RT	1290.3
TOTAL				2720.1
USE				2721

PAVED DITCH REMOVAL				
LOCATION				LENGTH
STATION	TO	STATION	SIDE	FOOT
348+48.95	-	349+29.65	LT	80.7
349+92.40	-	350+86.13	LT	93.7
348+47.67	-	348+96.07	RT	48.4
349+63.42	-	350+39.74	RT	76.3
TOTAL				299.1
USE				300

EARTHWORK								
			EARTH EXCAVATION	STRUCTURE EXCAVATION	EMBANKMENT	EXCAVATION ADJUSTED FOR SHRINKAGE 25%	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION AND PLACEMENT
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
346+00.0		349+09.2	103.2		362.0	77.4	-284.6	94.2
BRIDGE				214.0		160.5	160.5	
349+86.8		355+50.0	124.9		242.4	93.7	-148.7	174.9
TOTAL			228.1	214.0	604.4	331.6	-272.8	269.1
USE			230	214	604	332	-273	269

NOTE: TOPSOIL EXCAVATION QUANTITY BASED OFF 4" DEPTH



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DESIGNED	-
DRAWN	-
CHECKED	-
PLOT DATE	= 8/15/2025
DATE	-

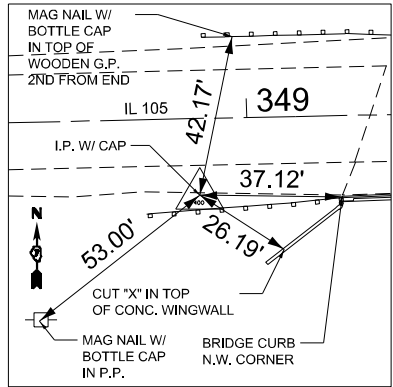
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

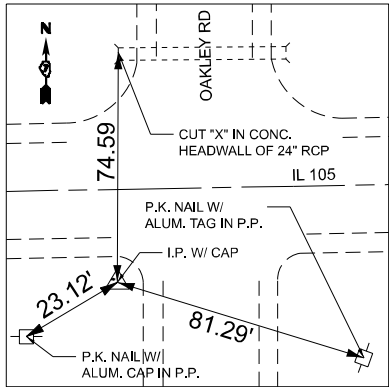
SCHEDULE OF QUANTITIES
IL 105

SCALE:	SHEET 2 OF 2 SHEETS	STA.	TO STA.
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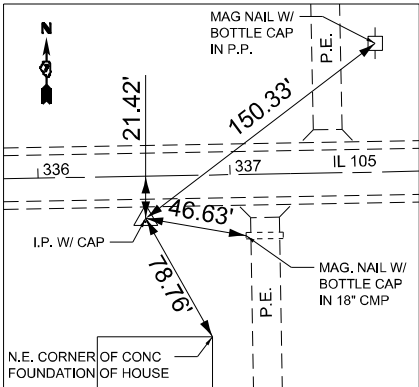
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	8
CONTRACT NO.74168				
ILLINOIS FED. AID PROJECT				



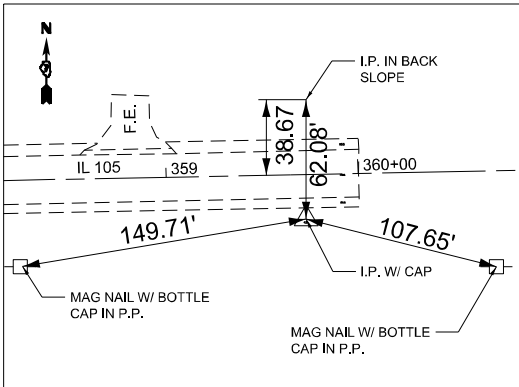
400
IRON PIN W/ CAP
STA. 348+87.34, 19.96' RT.
N 1159774.9436
E 854884.4541



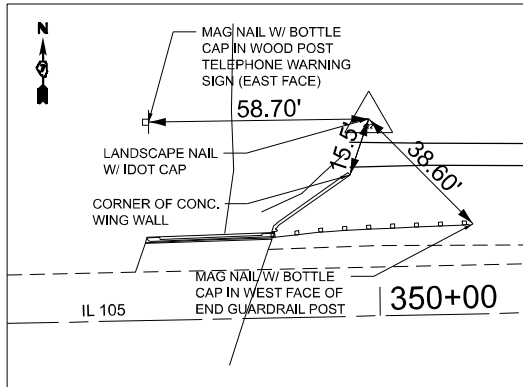
401
IRON PIN W/ CAP
STA. 323+60, 48' RT. (APPROX. STA/OFFSET)
N 1159700.5013
E 852356.6266



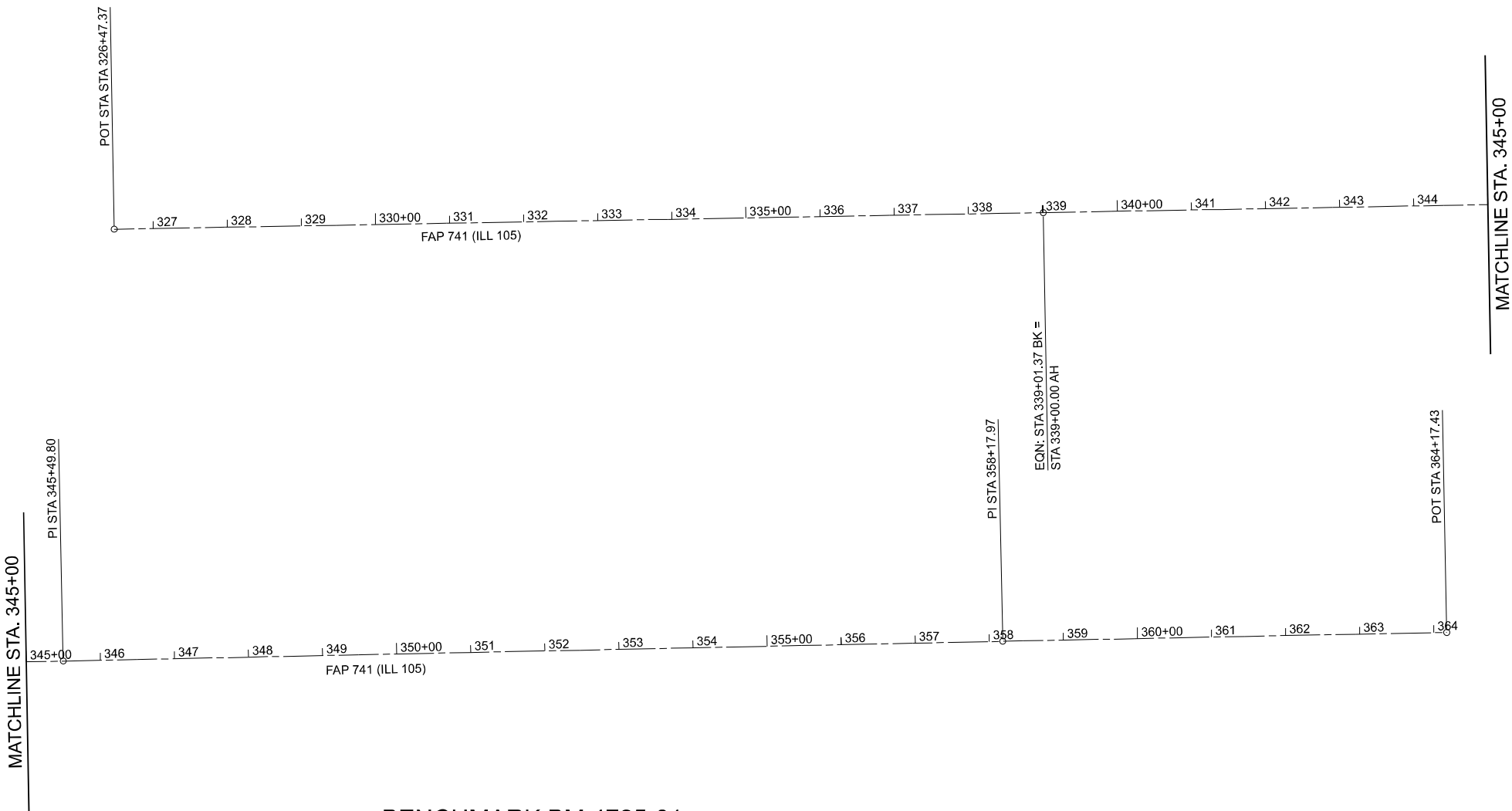
420
IRON PIN W/ CAP
STA. 336+55.75, 22.01' RT.
N 1159749.7793
E 853651.6910



421
IRON PIN W/ CAP
STA. 359+72.44, 23.17' RT.
N 1159794.3856
E 855969.3732



422
LANDSCAPE NAIL W/ CAP
STA. 349+98.02, 51.34' LT.
N 1159848.5581
E 854993.6178



BENCHMARK BM 4725-01
ELEV = 680.713
CHISELED "□", NW CORNER OF WEST
ABUTMENT OF LONG CREEK BRIDGE
STA. 349+39, 22' LT

CENTERLINE OF IL 105				
STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
326+47.37	0	1159753.7431	852643.0782	POT
345+49.80	0	1159787.8151	854546.5730	PI
358+17.97	0	1159814.4469	855814.4645	PI
364+17.43	0	1159826.5073	856413.8031	POT

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/26/2025	DATE -	REVISED -

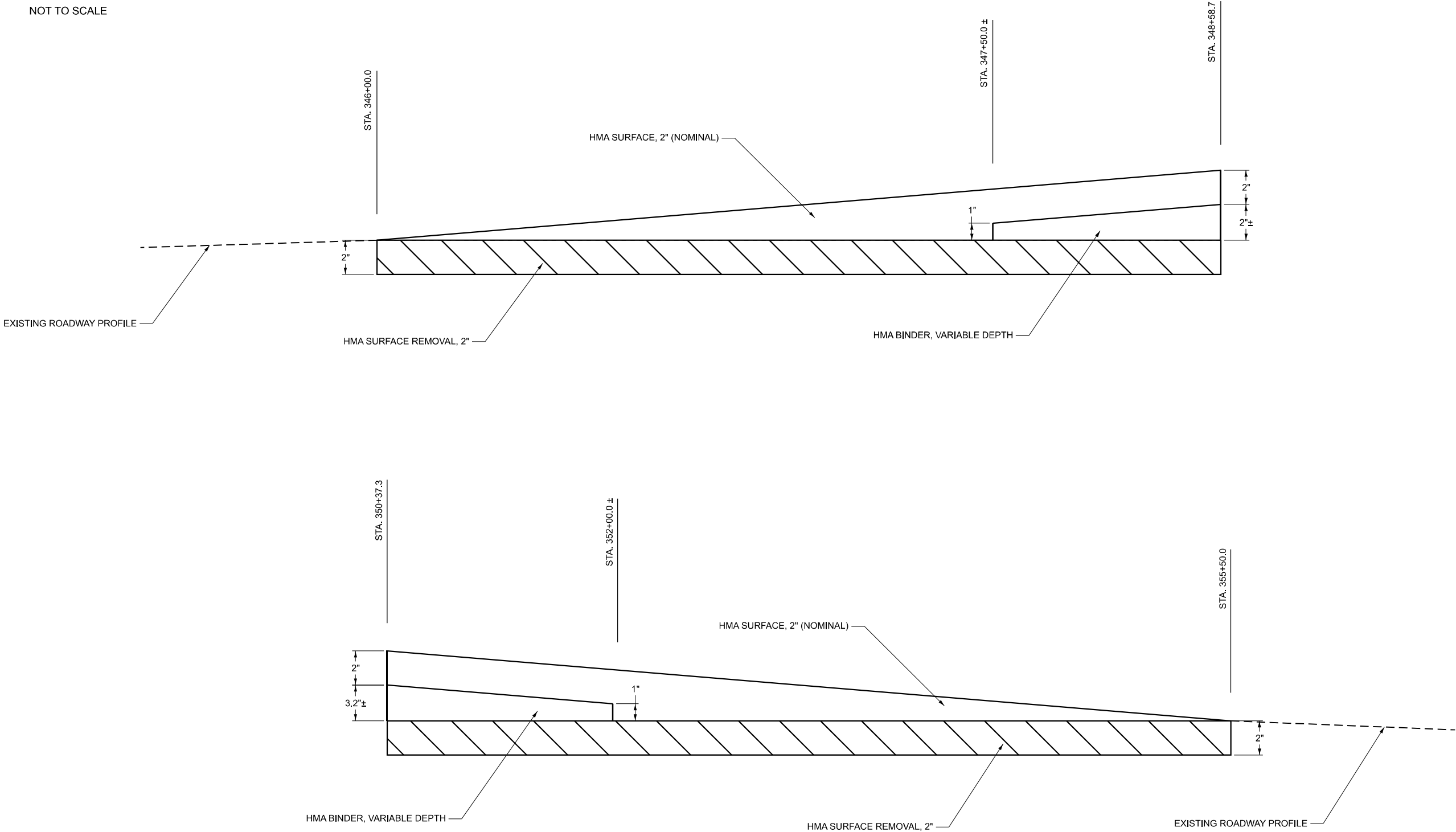
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT & TIES
IL 105

SCALE: 1"=100' SHEET 1 OF 1 SHEETS STA. 326+47.37 TO STA. 364+17.43

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	9
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

NOT TO SCALE



MODEL: Paving Detail-1 [Sheet]
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CDI CIVIL DESIGN, INC. WBE DBE EFFINGHAM, IL LICENSE #184.003222	USER NAME = ebohnhoff		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVING DETAIL SHEET IL 105			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -					741	(11BR)B-1	MACON	54	13
			CHECKED -	REVISED -					CONTRACT NO. 74168				
	PLOT DATE = 8/15/2025		DATE -	REVISED -		SCALE:	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

Existing Structure: S.N. 058-0044 was built in 1961 as S.B.I. Route 10, Section 11-BR, at Station 349+48.00. Structure consists of a single-span reinforced concrete T-girder superstructure on closed abutments. The structure is 32'-3" back to back of abutments and 44'-0" out to out of deck. The existing structure is to be removed and replaced. Stage construction will be utilized to maintain one lane of traffic at all times.

W36 (Composite full length)

Traffic Barrier Terminal Type 6 (Std. 631031) typ.

Elev. 673.26

Elev. 673.11

D.H.W. Elev. 675.10

E.W.S. Elev. 666.65

Streambed Elev. 665.4

1:2 (V:H) at Rt. L's

25'-0"± Streambed @ Rt. L's

Metal Shell Piles

ELEVATION

Sta. 348+70.00
Elev. 681.06

-0.20%

Sta. 350+50.00
Elev. 680.70

LOADING HL-93

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

DESIGN STRESSES
FIELD UNITS

$f'_c = 4,000 \text{ psi}$ (Superstructure Concrete)
 $f'_c = 3,500 \text{ psi}$ (Substructure Concrete)
 $f_y = 60,000 \text{ psi}$ (Reinforcement)
 $f_y = 50,000 \text{ psi}$ (M270 Grade 50)

All structural steel shall be galvanized.

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.109g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.211g
Soil Site Class = C

Range 3E | Range 4E
- 3rd. PM | - 3rd. PM

Twp. 16N

12 7

STREET

R.A.P. RTE. 741

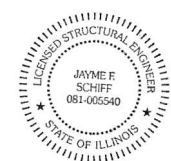
13 18

Proposed Structure

N

LOCATION SKETCH

GENERAL PLAN & ELEVATION
IL. RTE. 105 OVER LONG CREEK
F.A.P. RTE. 741 - SECTION (11BR)B-1
MACON COUNTY
STATION 349+48.00
STRUCTURE NO. 058-0131



EXPIRES 11-30-2026

PLAN

DESIGNED	-	MICHAEL A. PAULIONIS
CHECKED	-	RYAN P. NEGANGARD
DRAWN	-	GLENN W. STOVER
CHECKED	-	R.P.N. / T.L.M.

EXAMINED
PASSED

ENGINEER OF BRIDGE DESIGN

ENGINEER OF BRIDGES AND STRUCTURES

DATE - 10/3/2025

REVISÉ - _____

REVISÉ -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

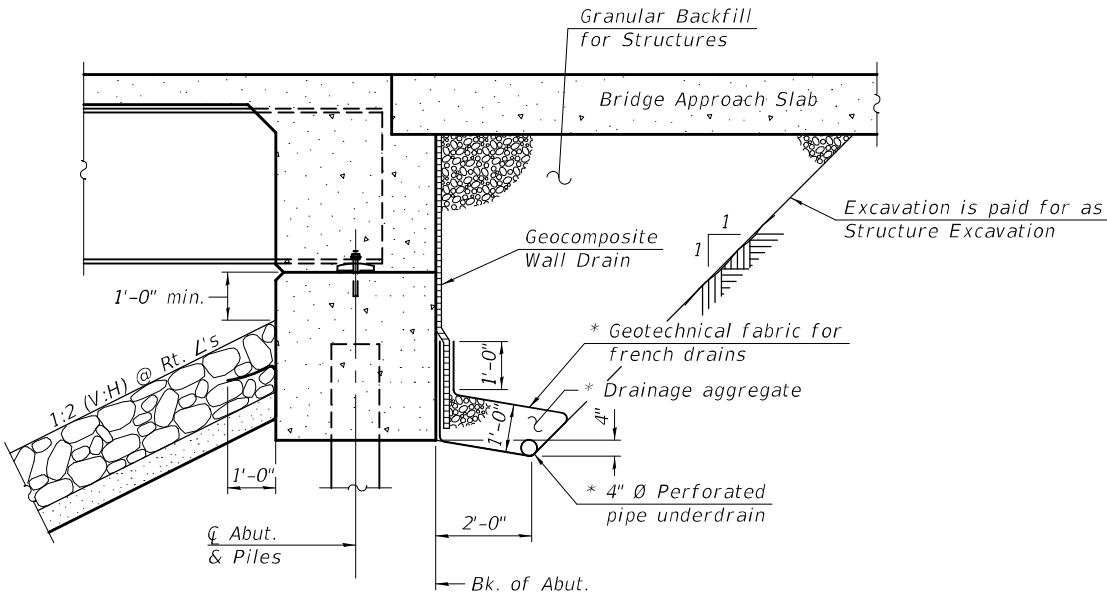
SHEET 1 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	14
CONTRACT NO. 74168				
ILLINOIS		FED. AID PROJECT		

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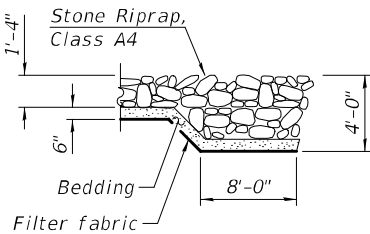


SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. at Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:

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



SECTION A-A

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3 Stage Construction Details
- 4-5 Temporary Soil Retention System
- 6 Temporary Concrete Barrier
- 7-9 Top of Slab Elevations
- 10-11 Top of Approach Slab Elevations
- 12 Superstructure
- 13-14 Superstructure Details
- 15 Diaphragm Details
- 16 Bridge Approach Slab
- 17 Bridge Approach Slab Details
- 18 Structural Steel
- 19 Structural Steel Details
- 20 West Abutment
- 21 East Abutment
- 22 Abutment Details
- 23 Metal Shell Pile Details
- 24 Concrete Parapet Slipforming Option
- 25 Bar Splicer Details
- 26-27 Soil Boring Logs

STATION 349+48.00
BUILT 20-- BY
STATE OF ILLINOIS
F.A.P. RTE. 741 SEC. (11BR)B-1
LOADING HL-93
STRUCTURE NO. 058-0131

NAME PLATE
See Std. 515001

WATERWAY INFORMATION

Drainage Area = 4.67 sq. mi. Low Grade Elev. 678.58 @ Sta. 359+00									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	1388	225	356	675.1	0.7	0.3	675.8	675.4
Base	100	1615	231	369	675.3	0.9	0.4	676.2	675.8
Max. Calc.	500	2167	245	403	675.8	1.6	0.7	677.4	676.5

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)		Item 113
	W. Abut.	E. Abut.	
Q100	673.26	673.11	8
Q500	673.26	673.11	
Design	673.26	673.11	
Check	673.26	673.11	

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 ¾ in. diameter, holes 1⅝ in. diameter, unless otherwise noted.
Calculated weight of Structural Steel = 89,200 lbs. (M270 Grade 50)
Calculated weight of Structural Steel = 8,640 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.
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.
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 thereamining portion will not be prematurely damaged.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		788	788
Filter Fabric	Sq. Yd.		788	788
Removal of Existing Sructures	Each	1		1
Structure Excavation	Cu. Yd.		214	214
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.		71.9	71.9
Concrete Superstructure	Cu. Yd.	138.9		138.9
Bridge Deck Grooving	Sq. Yd.	512		512
Protective Coat	Sq. Yd.	643		643
Concrete Superstructure (Approach Slab)	Cu. Yd.	106.7		106.7
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1530		1530
Reinforcement Bars, Epoxy Coated	Pound	69,930	8,400	78,330
Bar Splicers	Each	439	100	539
Furnishing Metal Shell Piles 14"x0.250"	Foot		642	642
Driving Piles	Foot		642	642
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.		654	654
Granular Backfill for Structures	Cu. Yd.		122	122
Geocomposite Wall Drain	Sq. Yd.		68	68
Pipe Underdrains for Structures 4"	Foot		148	148
Bar Terminators	Each	224	408	632

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DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	 ENGINEER OF BRIDGES AND STRUCTURES

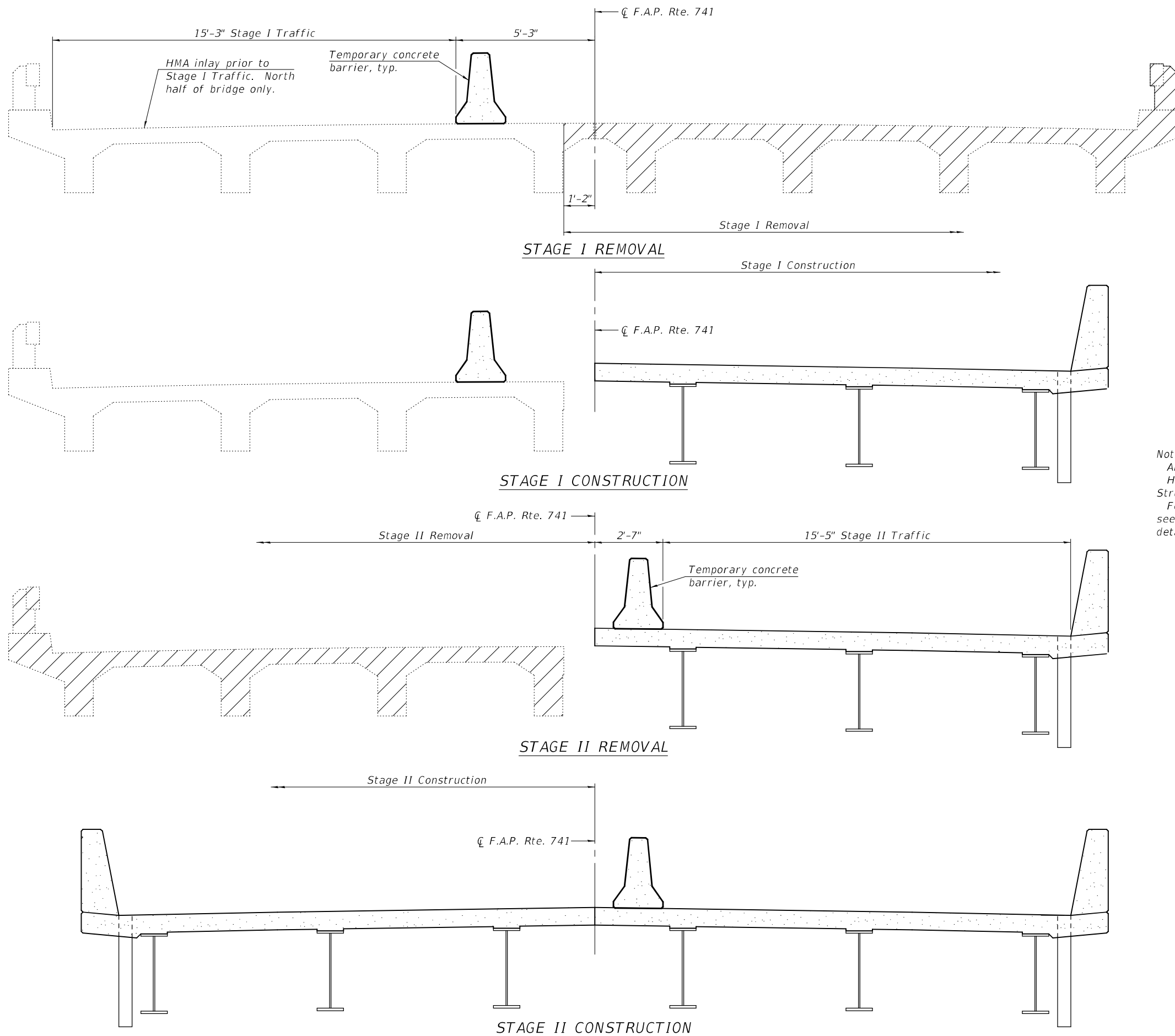
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 058-0131

SHEET 2 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	15
CONTRACT NO. 74168				
ILLINOIS		FED. AID PROJECT		



Notes:
All staging cross sections are looking East.
Hatched areas indicate Removal of Existing Structure.
For quantity of Temporary Concrete Barrier, see Roadway Plans. See sheet 6 of 27 for details.

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DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	
PASSED	

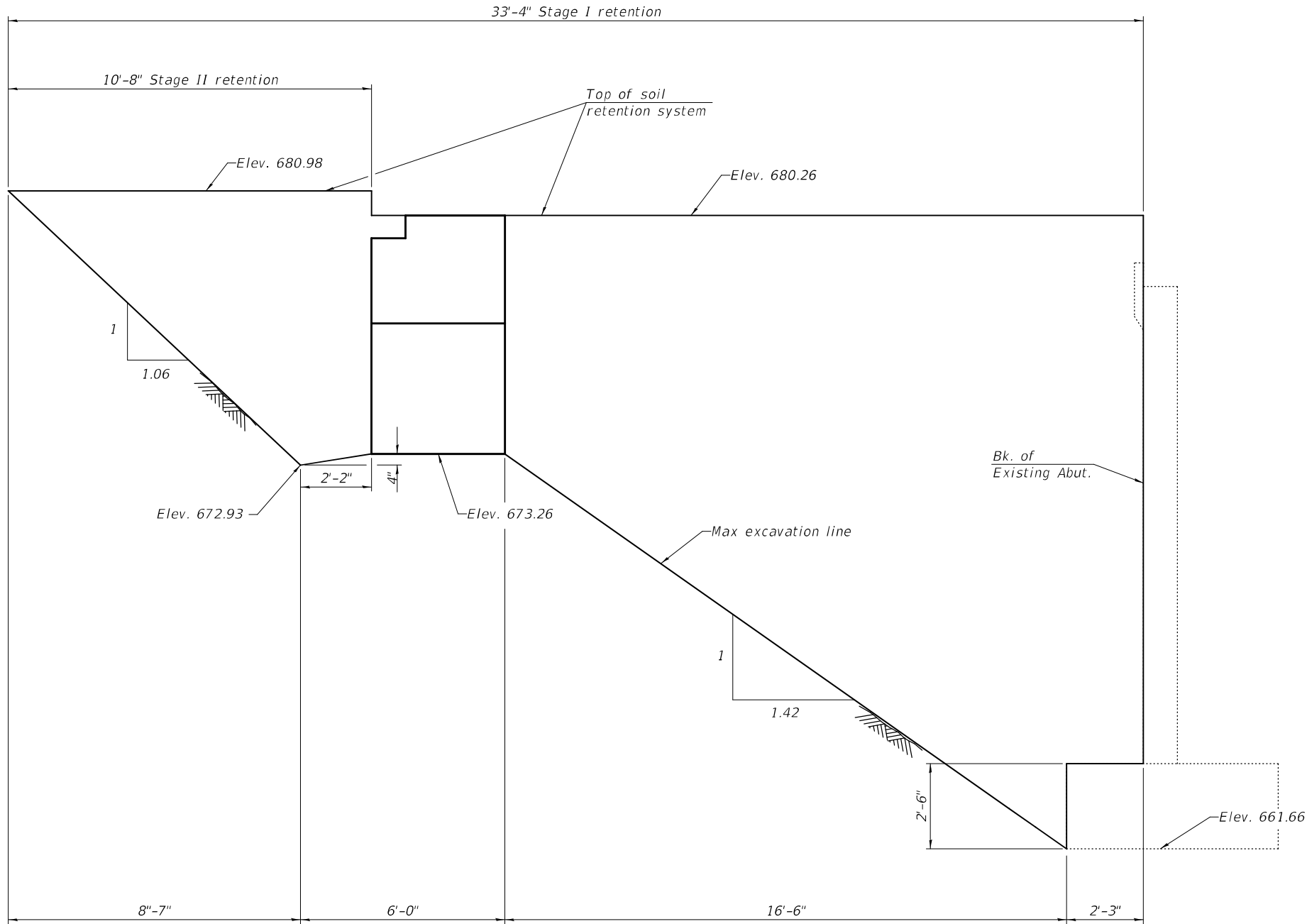
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REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS STRUCTURE NO. 058-0131
SHEET 3 OF 27 SHEETS

F.A.P. RTE. 741	SECTION (11BR)B-1	COUNTY MACON	TOTAL SHEETS 54	SHEET NO. 16
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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TEMPORARY SOIL RETENTION SYSTEM
(West Abutment Looking North)

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

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	
PASSED	

DATE -	10/3/2025
REVISED -	
REVISED -	

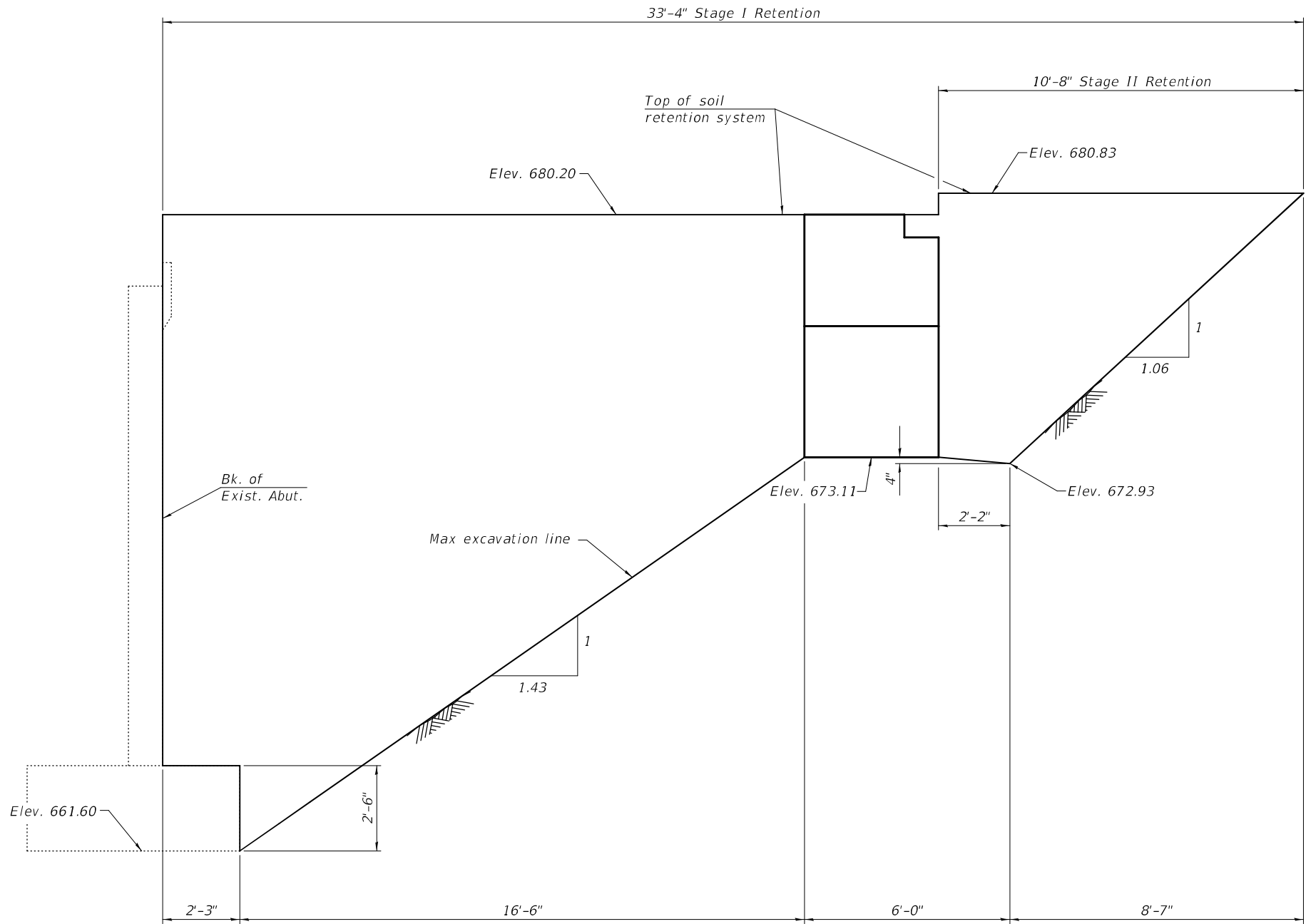
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMP SOIL RETENTION WEST ABUT.
STRUCTURE NO. 058-0131

SHEET 4 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	17
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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TEMPORARY SOIL RETENTION SYSTEM
(East Abutment Looking North)

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

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	
ENGINEER OF BRIDGE DESIGN	
PASSED	
ENGINEER OF BRIDGES AND STRUCTURES	

DATE -	10/3/2025
REVISED -	
REVISED -	

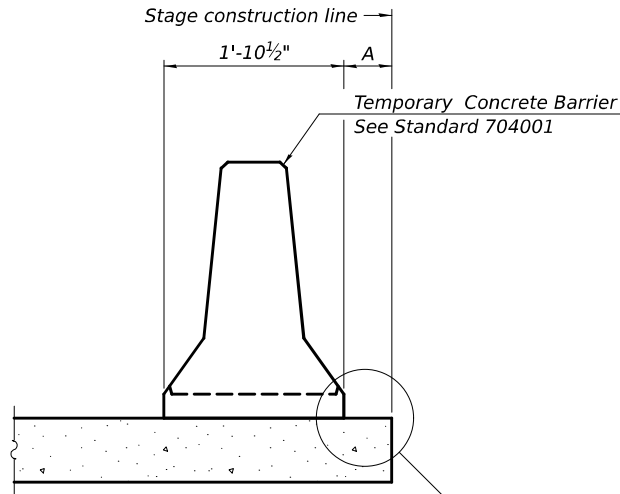
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMP SOIL RETENTION EAST ABUT.
STRUCTURE NO. 058-0131

SHEET 5 OF 27 SHEETS

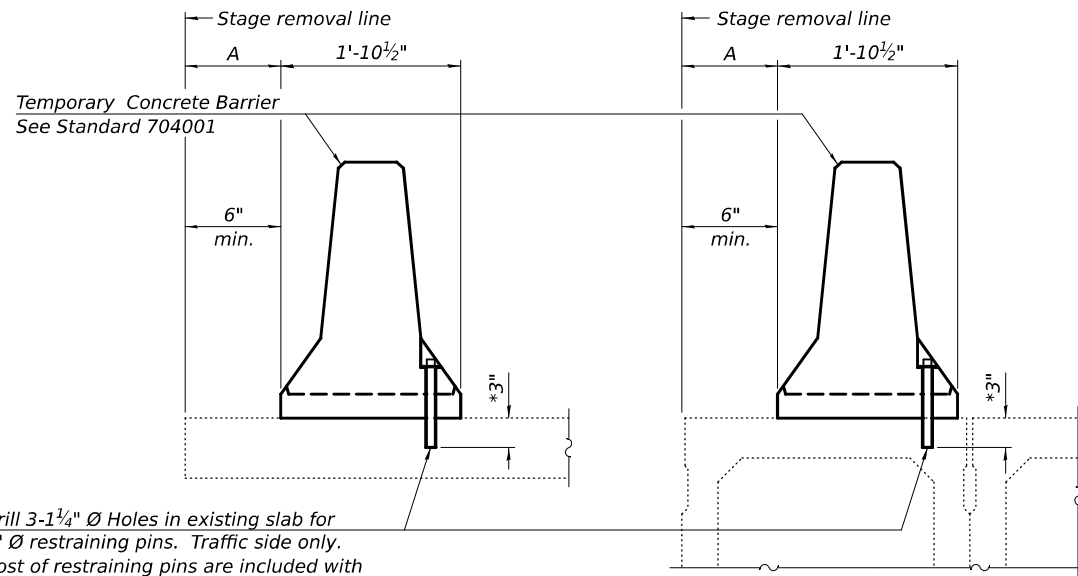
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CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	

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

NEW SLAB OR NEW DECK BEAM

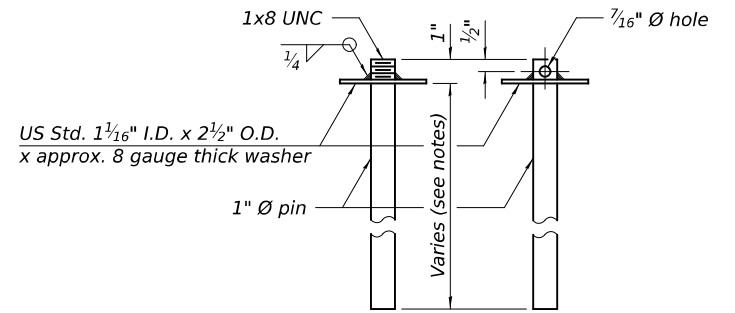


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

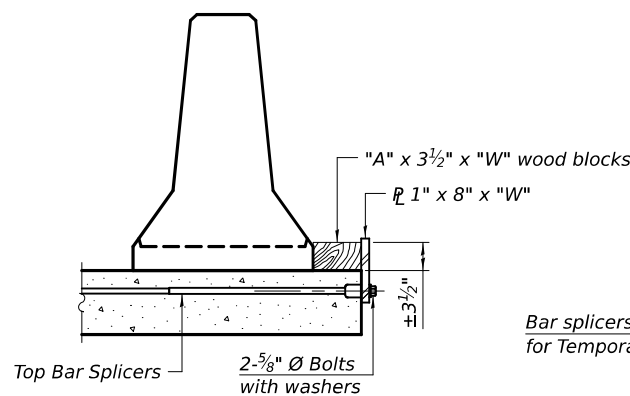
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

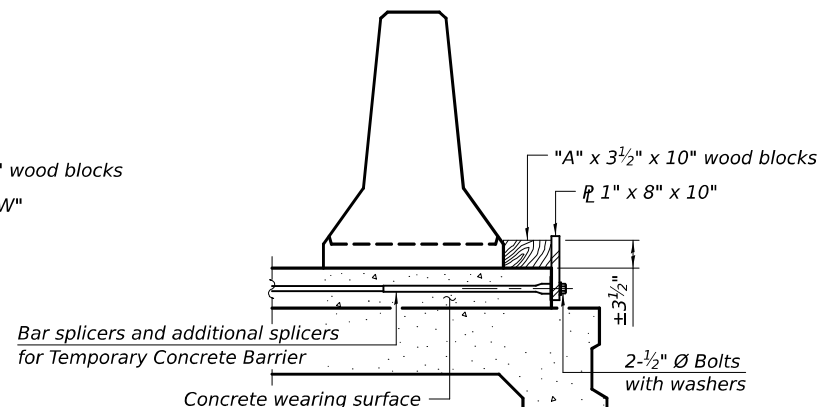


RESTRAINING PIN

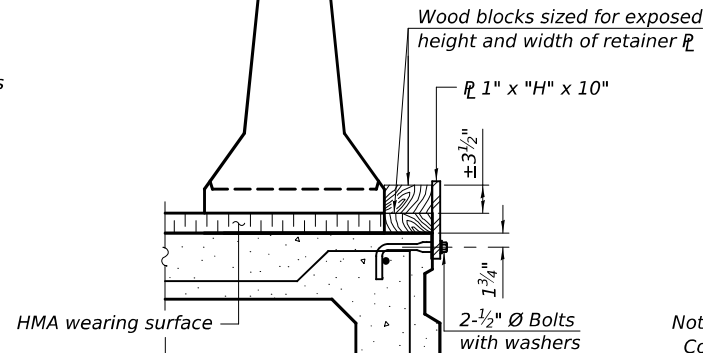
SECTIONS THRU SLAB OR DECK BEAM



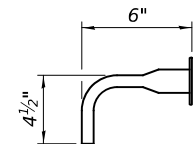
DETAIL I



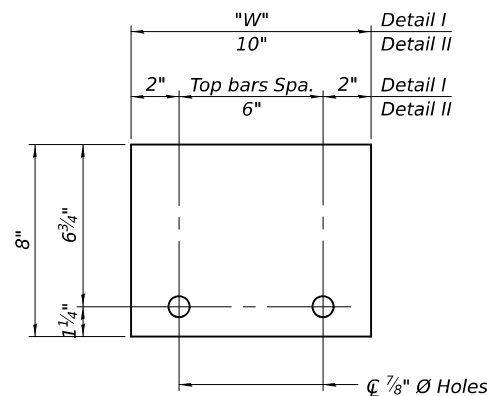
DETAIL II



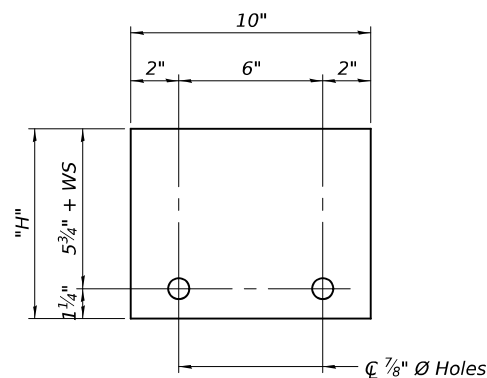
DETAIL III



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)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

DESIGNED -	MICHAELA A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED

Mark Shuffin
ENGINEER OF BRIDGE DESIGN
Jayne F. Shuffin
ENGINEER OF BRIDGES AND STRUCTURES

DATE - 10/3/2025

REVISED -

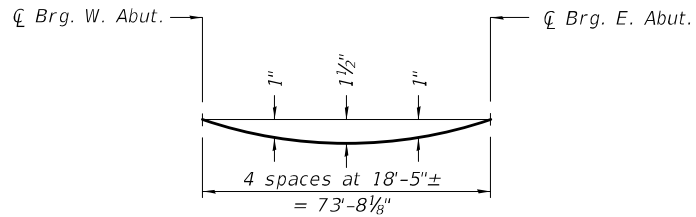
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 058-0131

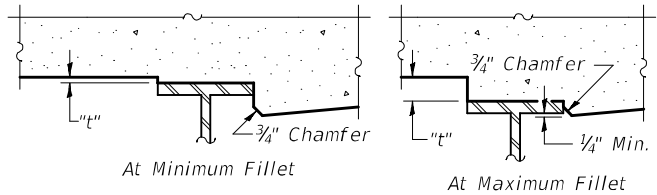
SHEET 6 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	19
CONTRACT NO. 74168				
ILLINOIS / FED. AID PROJECT				



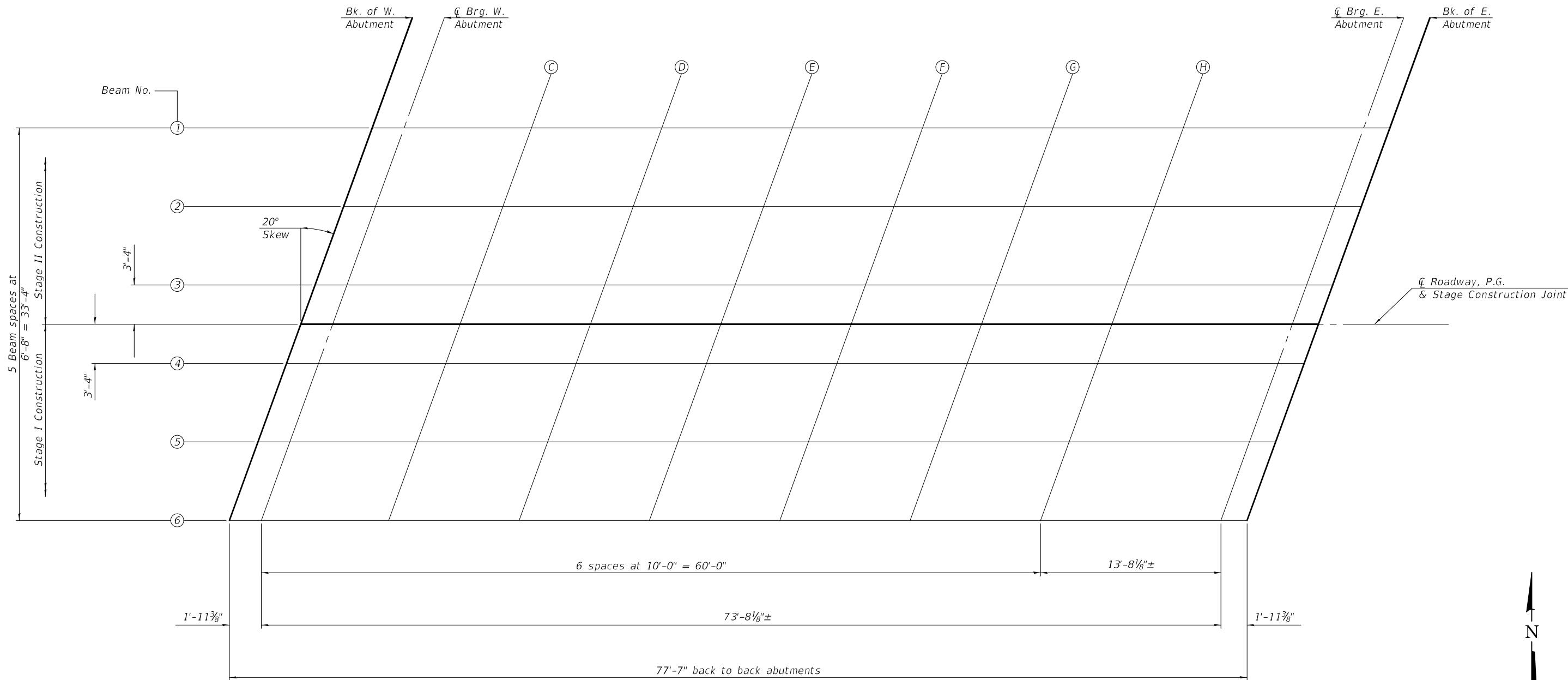
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

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.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

MODEL: 0580131-74168-007
FILE NAME: pw:\idol-gpw\Bentley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131\CADD Plans\0580131-74168.dgn

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED		DATE -	10/3/2025
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0131

SHEET 7 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	20
CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	

MODEL: 0580131-74168-008
FILE NAME: pw:\lido-ppw\benley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131\CADD Plans\0580131-74168.dgn

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+15.28	-16.67	680.70	680.70
℄ Brg. W. Abut.	349+17.23	-16.67	680.69	680.69
C	349+27.23	-16.67	680.67	680.72
D	349+37.23	-16.67	680.65	680.74
E	349+47.23	-16.67	680.63	680.74
F	349+57.23	-16.67	680.61	680.73
G	349+67.23	-16.67	680.59	680.69
H	349+77.23	-16.67	680.57	680.64
℄ Brg. E. Abut.	349+90.91	-16.67	680.54	680.54
Bk. of E. Abut.	349+92.86	-16.67	680.54	680.54

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+12.85	-10.00	680.82	680.82
℄ Brg. W. Abut.	349+14.80	-10.00	680.82	680.82
C	349+24.80	-10.00	680.80	680.85
D	349+34.80	-10.00	680.78	680.87
E	349+44.80	-10.00	680.76	680.87
F	349+54.80	-10.00	680.74	680.86
G	349+64.80	-10.00	680.72	680.82
H	349+74.80	-10.00	680.70	680.76
℄ Brg. E. Abut.	349+88.48	-10.00	680.67	680.67
Bk. of E. Abut.	349+90.43	-10.00	680.67	680.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+10.42	-3.33	680.93	680.93
℄ Brg. W. Abut.	349+12.37	-3.33	680.93	680.93
C	349+22.37	-3.33	680.91	680.95
D	349+32.37	-3.33	680.89	680.97
E	349+42.37	-3.33	680.87	680.97
F	349+52.37	-3.33	680.85	680.96
G	349+62.37	-3.33	680.83	680.92
H	349+72.37	-3.33	680.81	680.87
℄ Brg. E. Abut.	349+86.06	-3.33	680.78	680.78
Bk. of E. Abut.	349+88.01	-3.33	680.77	680.77

℄ ROADWAY, P.G. &
STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+09.21	0.00	680.98	680.98
℄ Brg. W. Abut.	349+11.16	0.00	680.98	680.98
C	349+21.16	0.00	680.96	681.00
D	349+31.16	0.00	680.94	681.03
E	349+41.16	0.00	680.92	681.03
F	349+51.16	0.00	680.90	681.01
G	349+61.16	0.00	680.88	680.97
H	349+71.16	0.00	680.86	680.92
℄ Brg. E. Abut.	349+84.84	0.00	680.83	680.83
Bk. of E. Abut.	349+86.79	0.00	680.83	680.83

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	
PASSED	

DATE -	10/3/2025
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0131

SHEET 8 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	21
CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	

MODEL: 0580131-74168-009
FILE NAME: pw:\lido-pxw\benley.com\FW\DOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0580131\74168.dgn

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+08.00	3.33	680.93	680.93
Q Brg. W. Abut.	349+09.95	3.33	680.93	680.93
C	349+19.95	3.33	680.91	680.96
D	349+29.95	3.33	680.89	680.98
E	349+39.95	3.33	680.87	680.98
F	349+49.95	3.33	680.85	680.96
G	349+59.95	3.33	680.83	680.93
H	349+69.95	3.33	680.81	680.87
Q Brg. E. Abut.	349+83.63	3.33	680.78	680.78
Bk. of E. Abut.	349+85.58	3.33	680.78	680.78

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+05.57	10.00	680.84	680.84
Q Brg. W. Abut.	349+07.52	10.00	680.83	680.83
C	349+17.52	10.00	680.81	680.86
D	349+27.52	10.00	680.79	680.88
E	349+37.52	10.00	680.77	680.88
F	349+47.52	10.00	680.75	680.87
G	349+57.52	10.00	680.73	680.83
H	349+67.52	10.00	680.71	680.78
Q Brg. E. Abut.	349+81.20	10.00	680.69	680.69
Bk. of E. Abut.	349+83.15	10.00	680.68	680.68

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	349+03.14	16.67	680.72	680.72
Q Brg. W. Abut.	349+05.09	16.67	680.72	680.72
C	349+15.09	16.67	680.70	680.74
D	349+25.09	16.67	680.68	680.77
E	349+35.09	16.67	680.66	680.76
F	349+45.09	16.67	680.64	680.75
G	349+55.09	16.67	680.62	680.71
H	349+65.09	16.67	680.60	680.66
Q Brg. E. Abut.	349+78.78	16.67	680.57	680.57
Bk. of E. Abut.	349+80.73	16.67	680.57	680.57

DESIGNED	-	MICHAEL A. PAULIONIS
CHECKED	-	RYAN P. NEGANGARD
DRAWN	-	GLENN W. STOVER
CHECKED	-	R.P.N. / T.L.M.

EXAMINED	
PASSED	

DATE	-	10/3/2025
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0131

SHEET 9 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	22
CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	

MODEL: 0580131-74168-010
FILE NAME: pw:\lido-gw-bentley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131-74168.dgn

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr.	348+86.83	-18.00	680.73
A	348+96.83	-18.00	680.71
B	349+06.83	-18.00	680.69
E. End of W. Aprpr.	349+16.83	-18.00	680.67

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr.	348+84.64	-12.00	680.85
A	348+94.64	-12.00	680.83
B	349+04.64	-12.00	680.81
E. End of W. Aprpr.	349+14.64	-12.00	680.79

CL ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

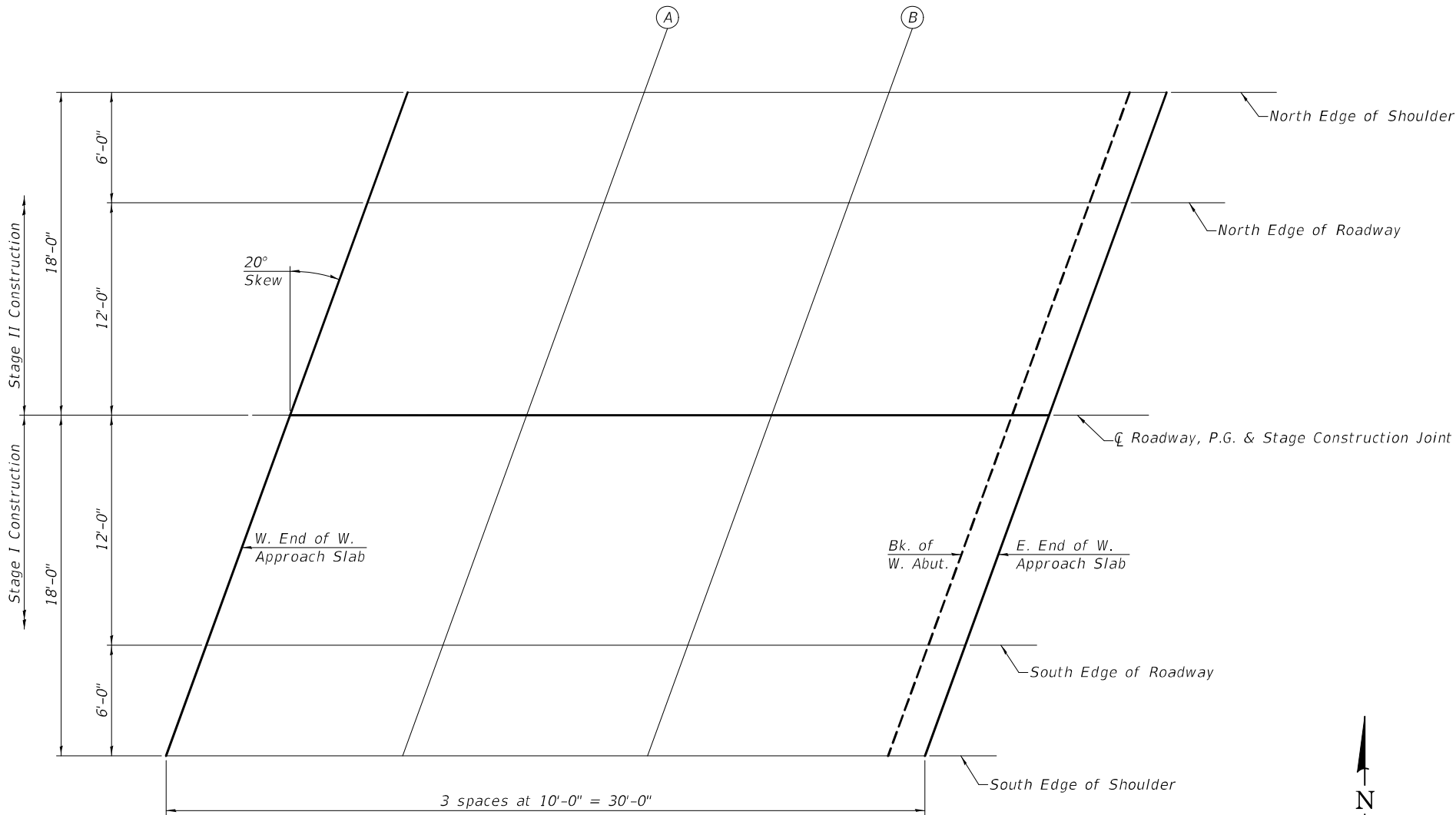
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr.	348+80.27	0.00	681.04
A	348+90.27	0.00	681.02
B	349+00.27	0.00	681.00
E. End of W. Aprpr.	349+10.27	0.00	680.98

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr.	348+75.91	12.00	680.87
A	348+85.91	12.00	680.85
B	348+95.91	12.00	680.83
E. End of W. Aprpr.	349+05.91	12.00	680.81

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr.	348+73.72	18.00	680.75
A	348+83.72	18.00	680.73
B	348+93.72	18.00	680.71
E. End of W. Aprpr.	349+03.72	18.00	680.69



PLAN

DESIGNED	-	MICHAEL A. PAULIONIS
CHECKED	-	RYAN P. NEGANGARD
DRAWN	-	GLENN W. STOVER
CHECKED	-	R.P.N. / T.L.M.

EXAMINED		DATE	-	10/3/2025
PASSED		REVISED	-	
		REVISED	-	

ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0131

SHEET 10 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	23
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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NORTH EDGE OF SHOULDER

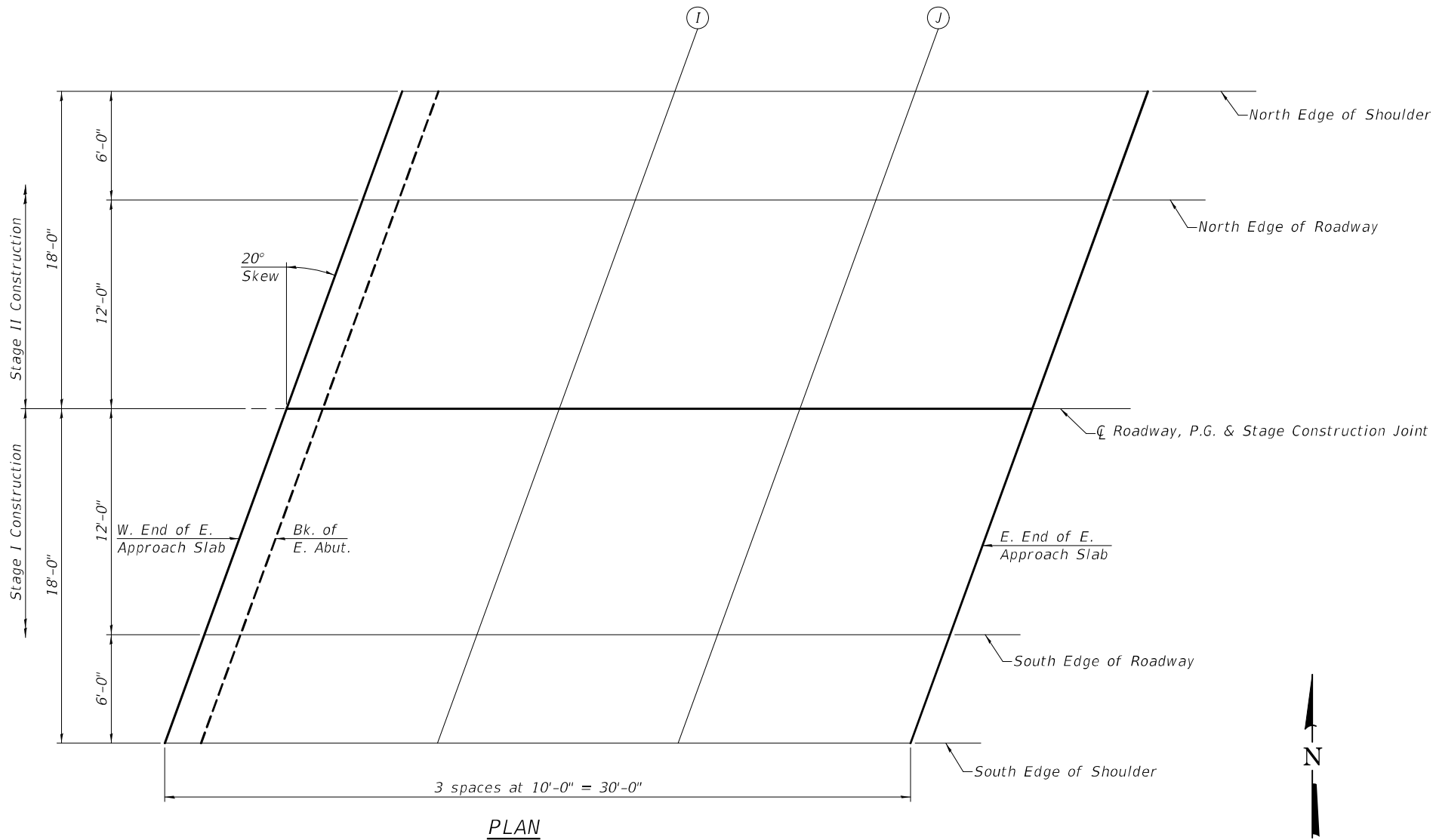
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Aprpr.	349+92.28	-18.00	680.52
I	350+02.28	-18.00	680.50
J	350+12.28	-18.00	680.48
E. End of E. Aprpr.	350+22.28	-18.00	680.46

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Aprpr.	349+90.10	-12.00	680.64
I	350+00.10	-12.00	680.62
J	350+10.10	-12.00	680.60
E. End of E. Aprpr.	350+20.10	-12.00	680.58

CL ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Aprpr.	349+85.73	0.00	680.83
I	349+95.73	0.00	680.81
J	350+05.73	0.00	680.79
E. End of E. Aprpr.	350+15.73	0.00	680.77



SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Aprpr.	349+81.36	12.00	680.66
I	349+91.36	12.00	680.64
J	350+01.36	12.00	680.62
E. End of E. Aprpr.	350+11.36	12.00	680.60

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Aprpr.	349+79.18	18.00	680.54
I	349+89.18	18.00	680.52
J	349+99.18	18.00	680.50
E. End of E. Aprpr.	350+09.18	18.00	680.48

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0131

SHEET 11 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	24
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

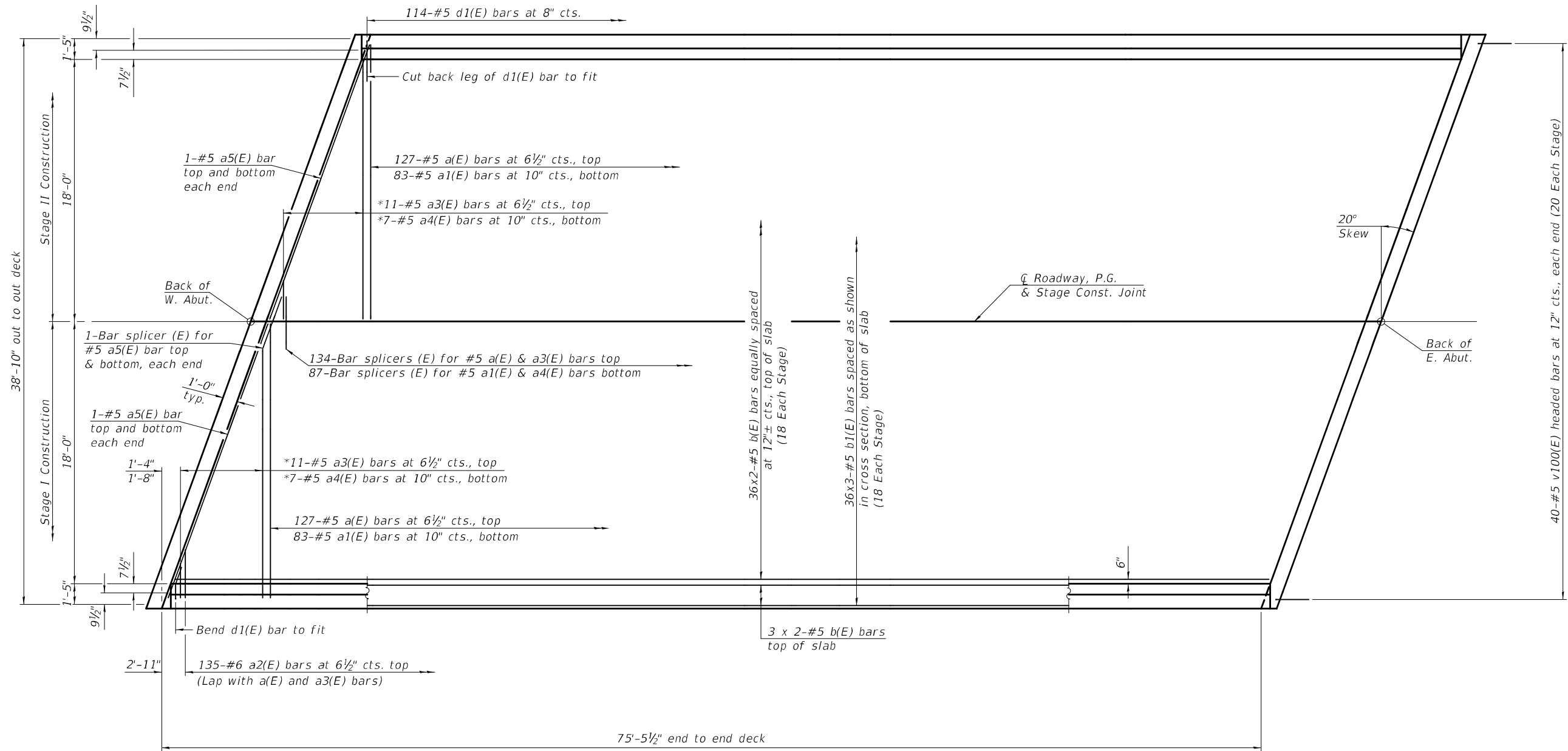
DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	<i>Mark Shuffin</i>
PASSED	<i>Joey F. Shuffin</i>

DATE -	10/3/2025
REVISED -	
REVISED -	

ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

MODEL: 0580131-74168-012
FILE NAME: pw:\lido-gwbentley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131\CADD Plans\0580131-74168.dgn



MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram
on sheet 14 of 27.

PLAN

Notes:
See sheet 13 & 14 of 27 for superstructure details
and Bill of Material.
Bars indicated thus 3 x 2-#5 etc. indicates
3 lines of bars with 2 lengths per line.

DESIGNED	-	MICHAEL A. PAULIONIS
CHECKED	-	RYAN P. NEGANGARD
DRAWN	-	GLENN W. STOVER
CHECKED	-	R.P.N. / T.L.M.

EXAMINED		DATE	-	10/3/2025
PASSED		REVISED	-	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	-	

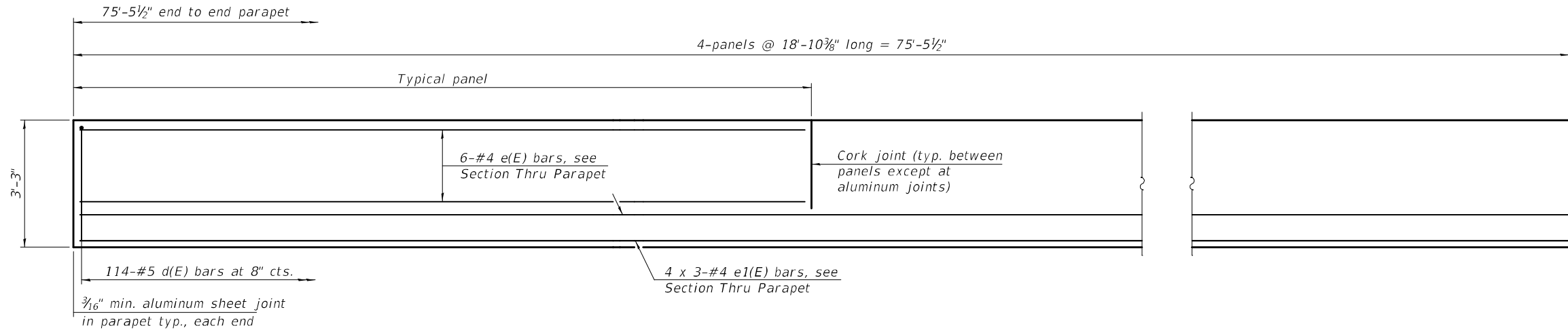
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 058-0131

SHEET 12 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	25
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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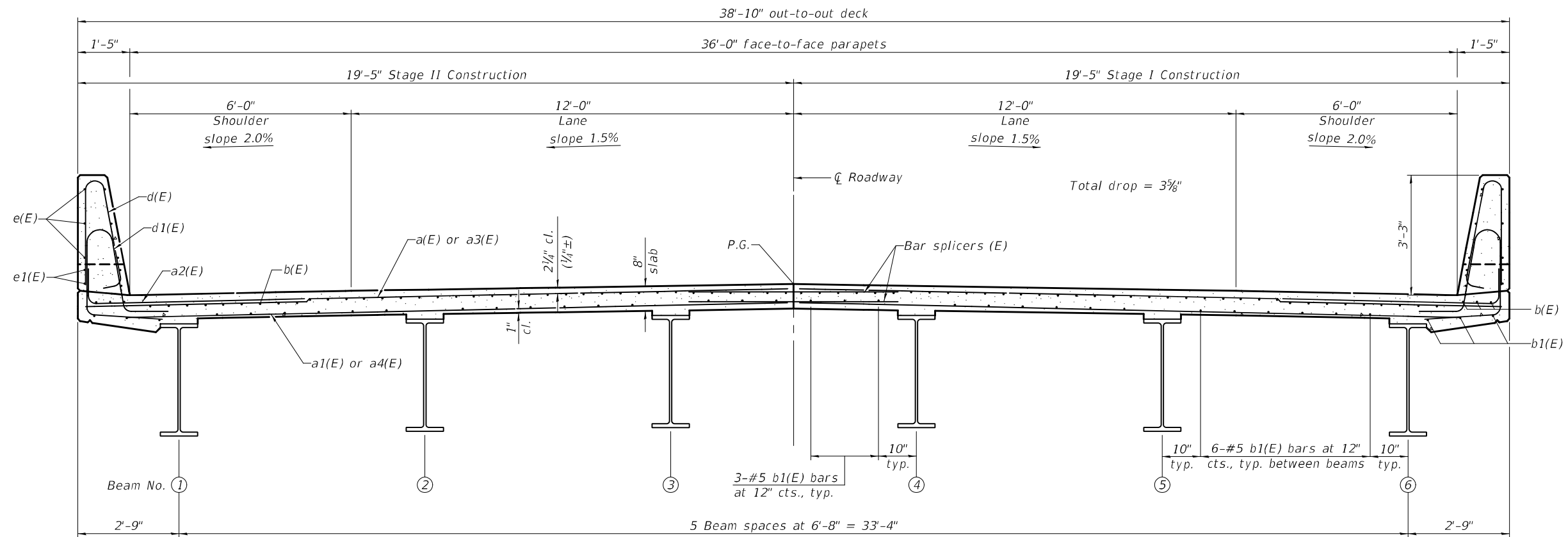


MINIMUM BAR LAP

#4 bar = 2'-5"

INSIDE ELEVATION OF PARAPET

Notes:
See sheet 14 of 27 for superstructure details and Bill of Material.
Bars indicated thus 4 x 3-#4 etc. indicates 4 lines of bars with 3 lengths per line.



CROSS SECTION

(Looking East)

MODEL: 0580131-74168-013
FILE NAME: pw:\lido-projects\lido-projects\Bureau of Bridges and Structures\Projects\0580131-74168.dgn

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED
PASSED

Mark Shuffin
ENGINEER OF BRIDGE DESIGN
Joey F. Schaff
ENGINEER OF BRIDGES AND STRUCTURES

DATE - 10/3/2025

REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

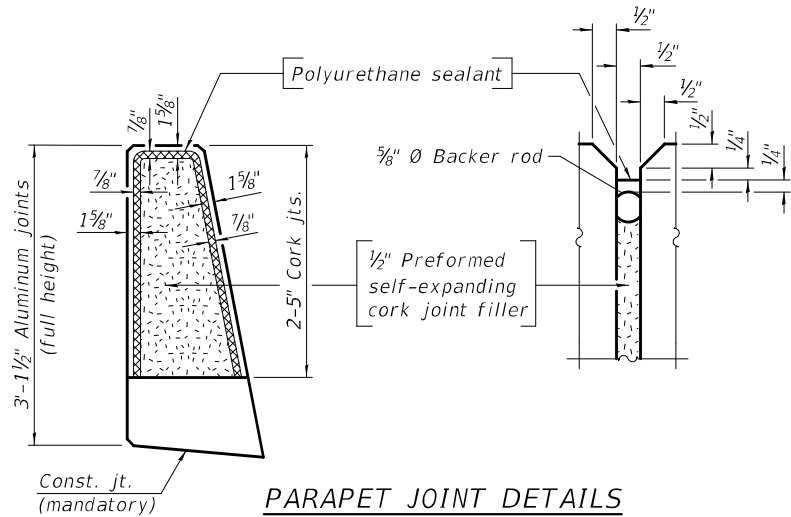
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0131

SHEET 13 OF 27 SHEETS

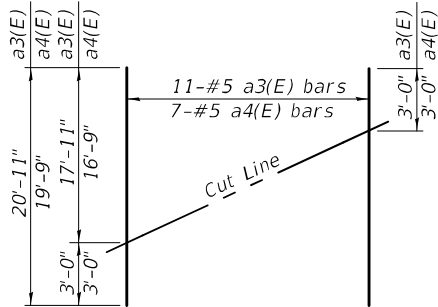
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	26
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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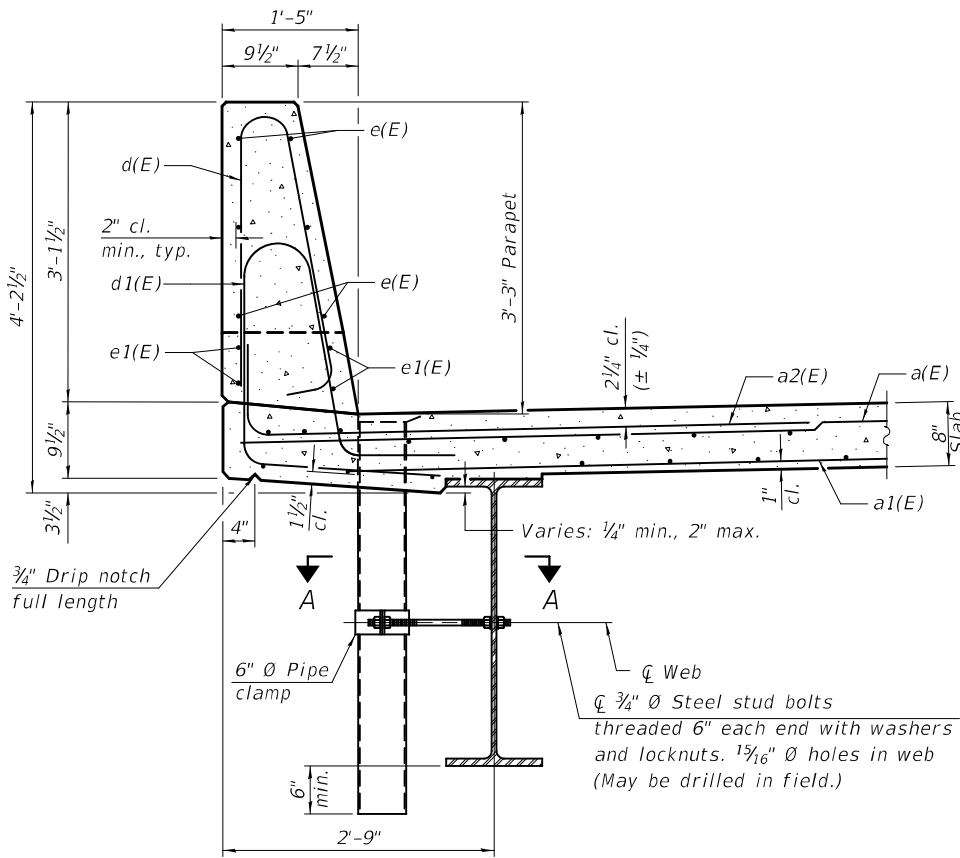


Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings 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 seperately. See Total Bill of Material.

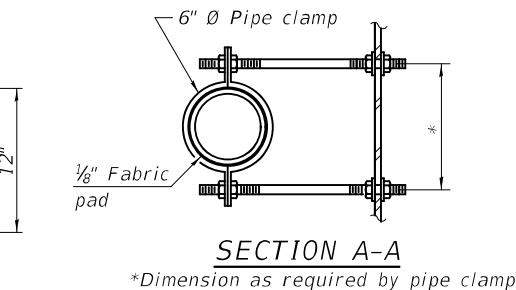
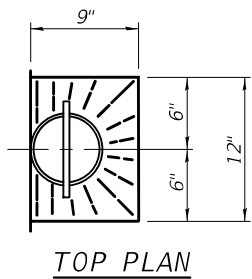
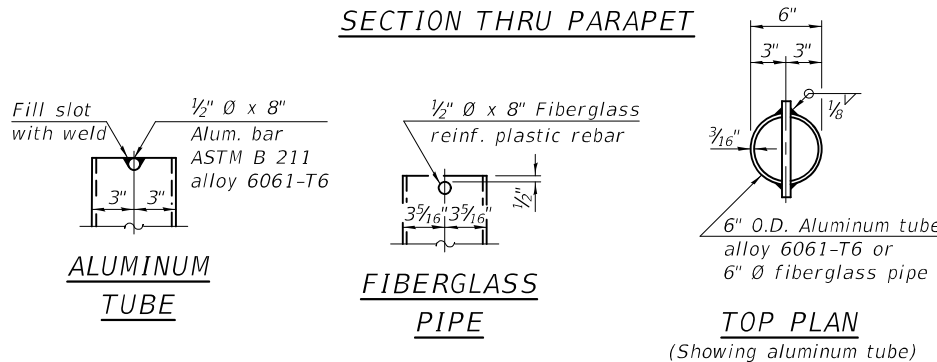


FIELD CUTTING DIAGRAM

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



SECTION THRU PARAPET



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

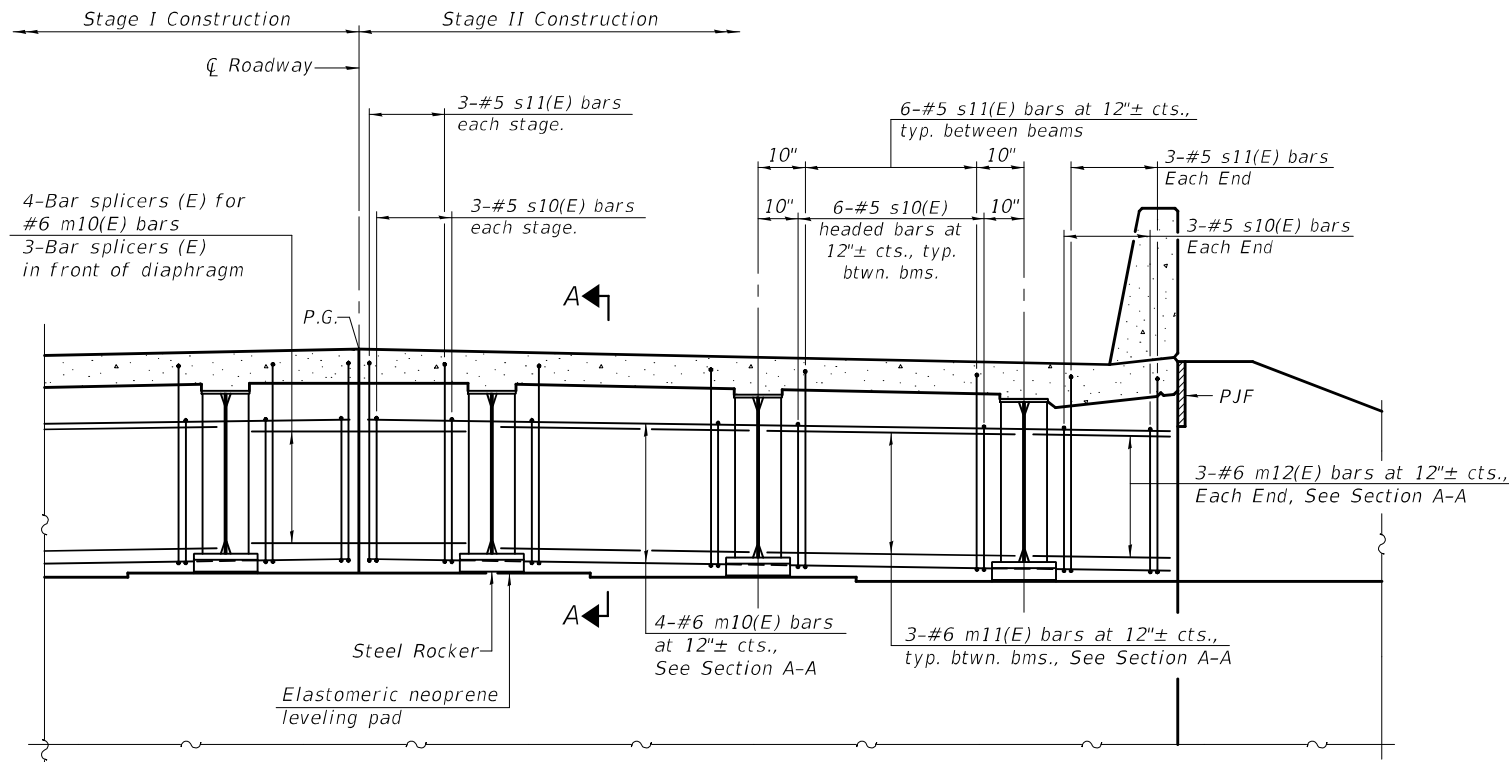
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0131

SHEET 14 OF 27 SHEETS

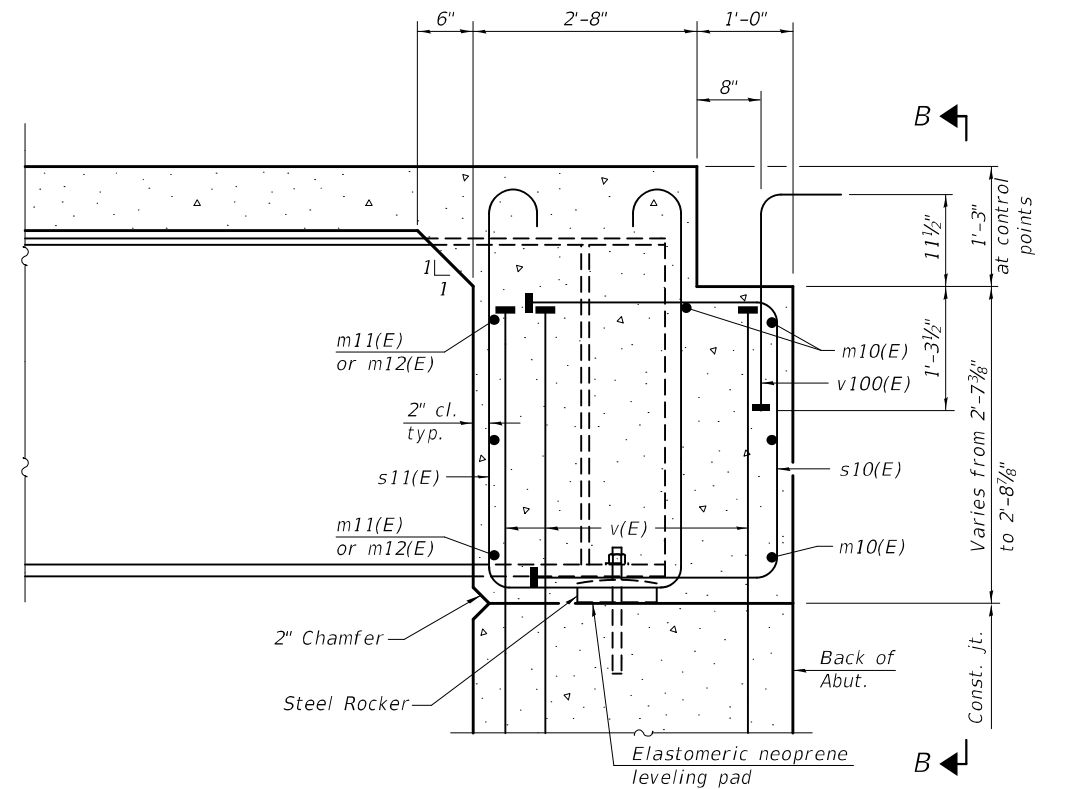
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	254	#5	19'-1"	—
a1(E)	166	#5	18'-3"	—
a2(E)	270	#6	8'-4"	—
a3(E)	22	#5	20'-11"	—
a4(E)	14	#5	19'-9"	—
a5(E)	8	#5	20'-4"	—
b(E)	84	#5	39'-4"	—
b1(E)	108	#5	27'-5"	—
d(E)	228	#5	6'-5"	—
d1(E)	228	#5	8'-1"	—
e(E)	48	#4	18'-7"	—
e1(E)	24	#4	26'-8"	—
m10(E)	16	#6	20'-4"	—
m11(E)	24	#6	6'-9"	—
m12(E)	12	#6	2'-7"	—
s10(E)	72	#5	7'-2"	—
s11(E)	72	#5	10'-6"	—
v100(E)	80	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated			Pound	25,900
Concrete Superstructure			Cu. Yd.	131.1

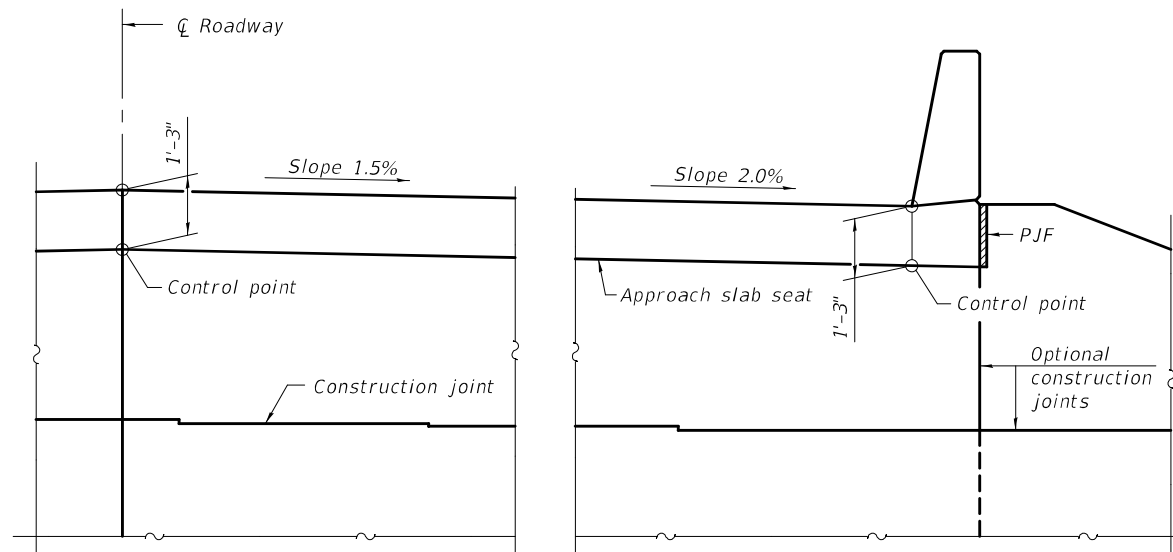
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	27
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				



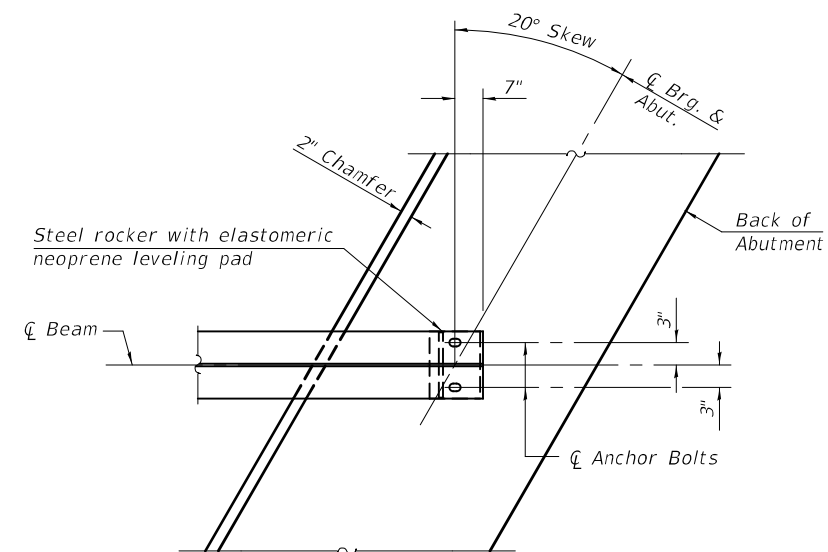
DIAPHRAGM AT ABUTMENT
(West abutment looking West)



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



VIEW B-B

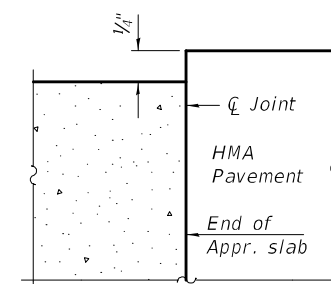
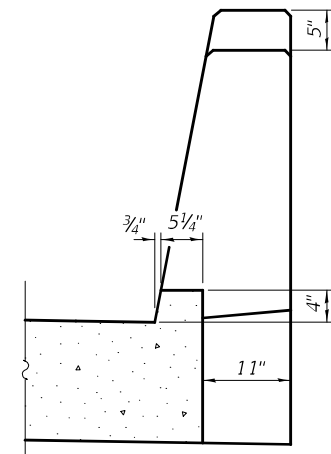
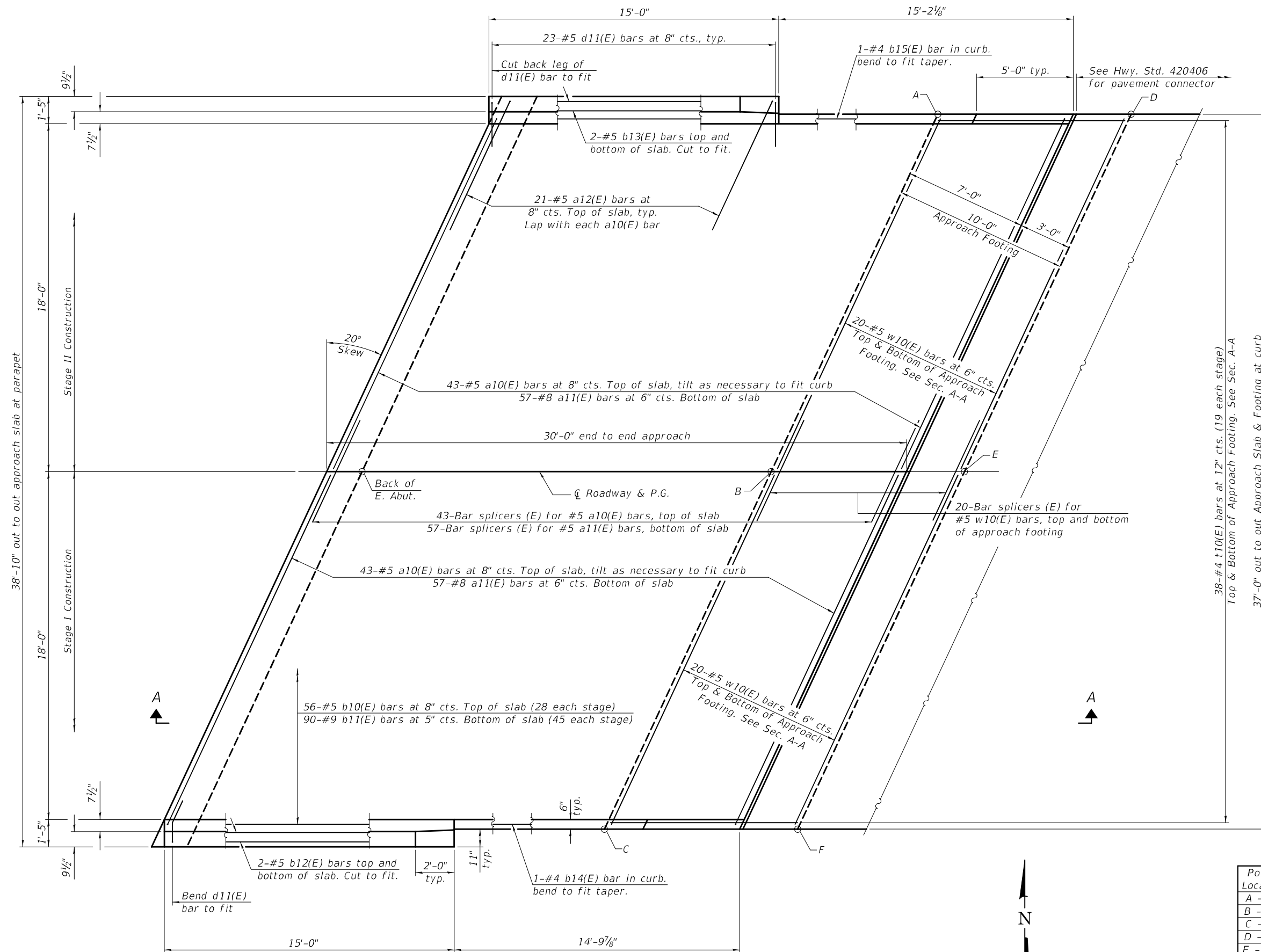


PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet 14 of 27 for superstructure details and Bill of Material.
See sheet 17 of 27 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

MODEL: 0580131-74168-015
FILE NAME: pw:\lido-ppw-bentley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131\CADD Plans\0580131-74168.dgn
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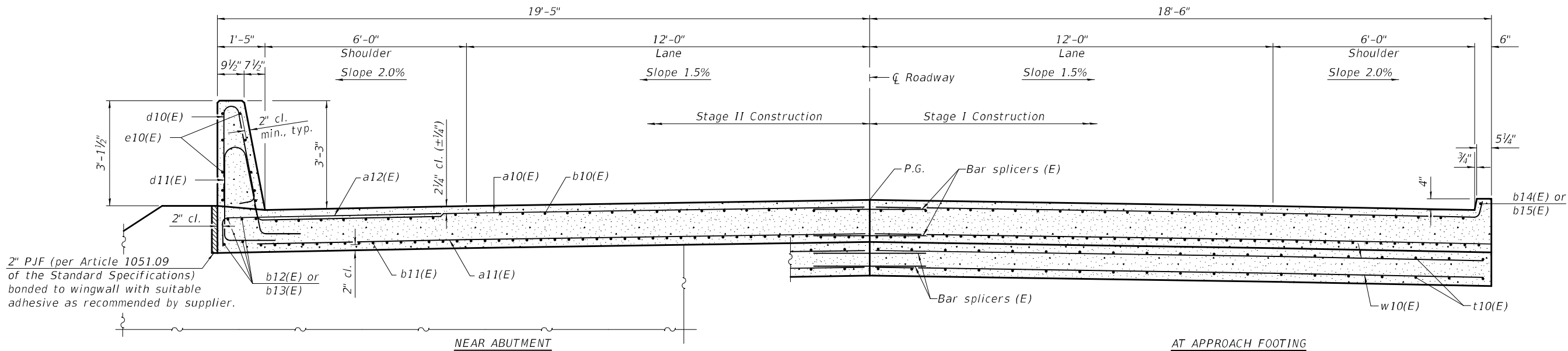
DESIGNED - MICHAEL A. PAULIONIS	EXAMINED		DATE - 10/3/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 058-0131	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - RYAN P. NEGANGARD	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED -			741	(11BR)B-1	MACON	54	28
DRAWN - GLENN W. STOVER		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			CONTRACT NO. 74168				
CHECKED - R.P.N. / T.L.M.						ILLINOIS FED. AID PROJECT				
SHEET 15 OF 27 SHEETS										



DETAIL A

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

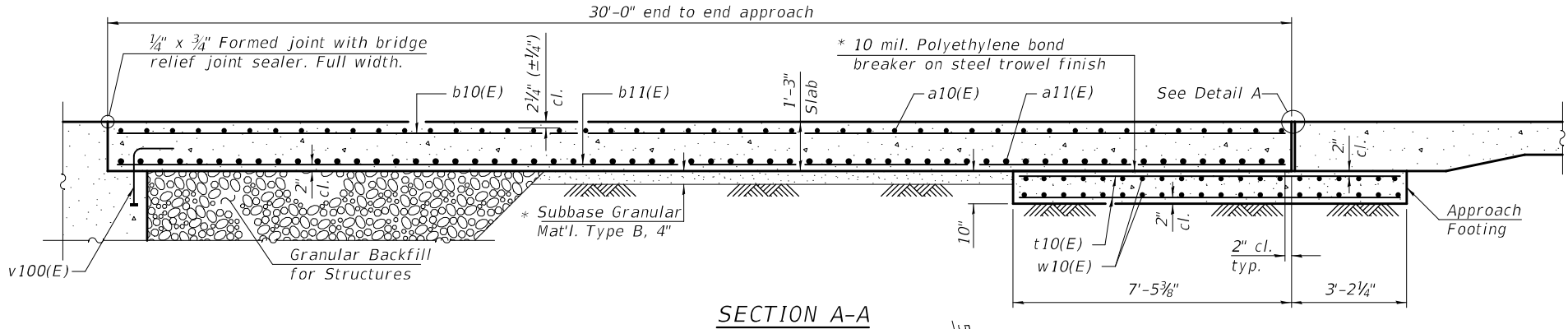
Point/ Location	West Approach		Point/ Location	East Approach	
	Top	Bottom		Top	Bottom
A - SE	679.48	678.65	A - NW	679.21	678.38
B - E ∇	679.77	678.94	B - W ∇	679.53	678.70
C - NE	679.45	678.62	C - SW	679.24	678.41
D - SW	679.50	678.67	D - NE	679.19	678.36
E - W ∇	679.80	678.97	E - E ∇	679.51	678.68
F - NW	679.47	678.64	F - SE	679.22	678.39



CROSS SECTION
(Looking East)

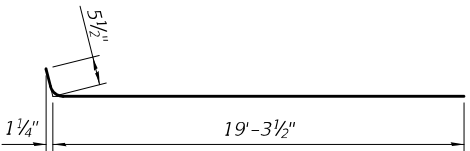
AT APPROACH FOOTING

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 27.

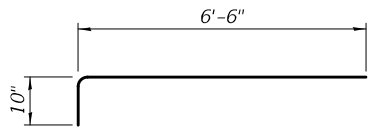


SECTION A-A

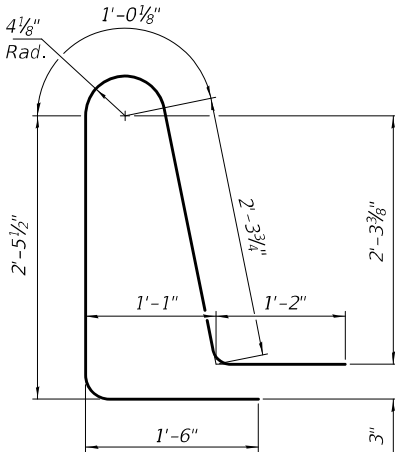
* Cost included with Concrete Superstructure (Approach Slab).



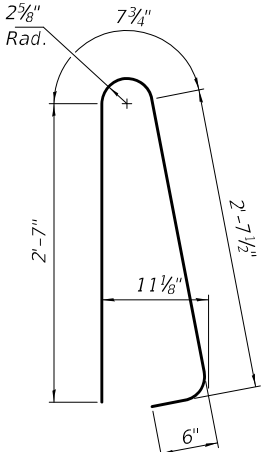
BAR a10(E)



BAR a12(E)



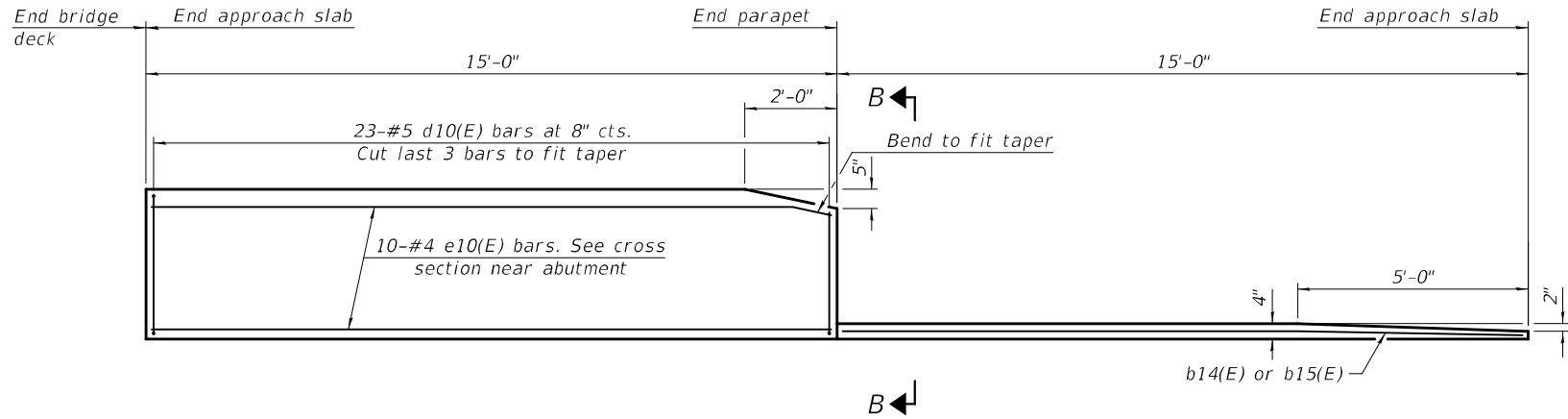
BAR d11(E)



BAR d10(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	172	#5	19'-9"	
a11(E)	228	#8	19'-5"	
a12(E)	84	#5	7'-4"	
b10(E)	112	#5	29'-8"	
b11(E)	180	#9	29'-8"	
b12(E)	8	#5	15'-1"	
b13(E)	8	#5	14'-5"	
b14(E)	2	#4	14'-7"	
b15(E)	2	#4	14'-9"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	152	#4	10'-4"	
w10(E)	160	#5	19'-5"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	106.7
Concrete Structures			Cu. Yd.	24.3
Reinforcement Bars, Epoxy Coated			Pound	44,030



INSIDE ELEVATION OF PARAPET AND CURB

(Sheet 2 of 2)

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED		DATE -	10/3/2025
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

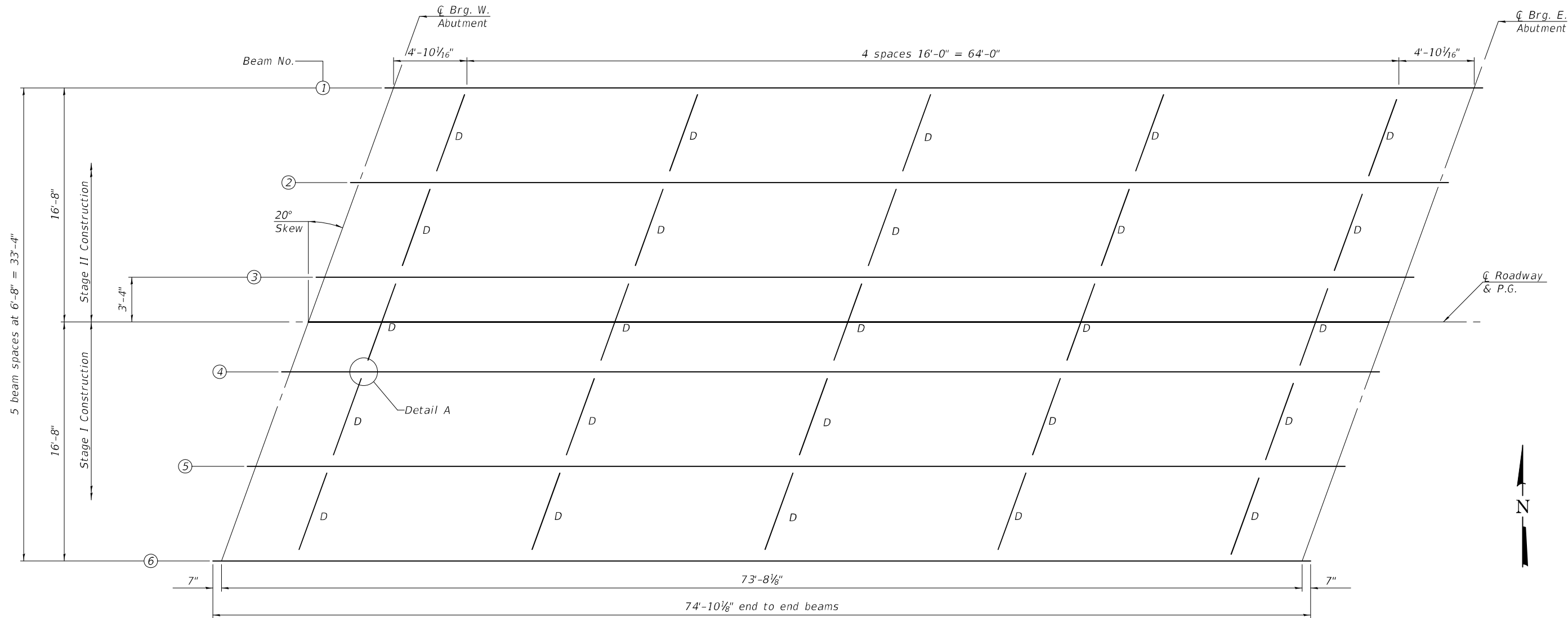
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0131

SHEET 17 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	30
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

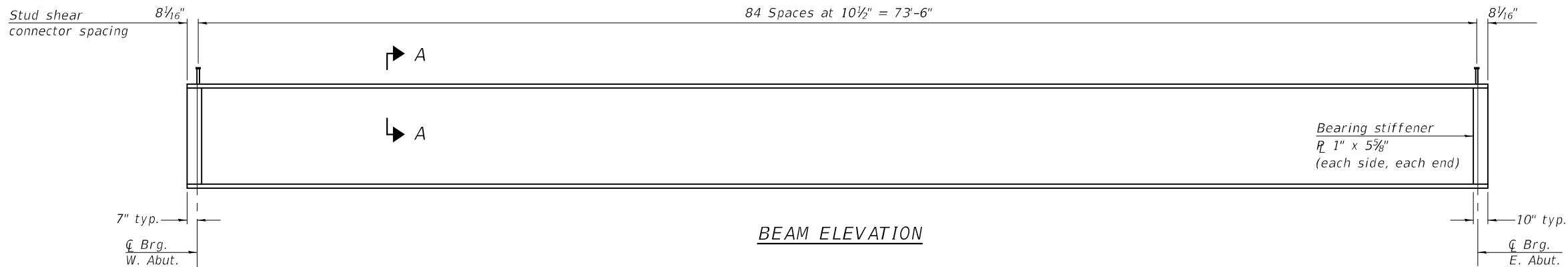
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MODEL: 0580131-74168-018
FILE NAME: pw:\lido-ppw-bentley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131\74168.dgn



PLAN

(All beams are W36x194, AASHTO M270 Grade 50, CVN)



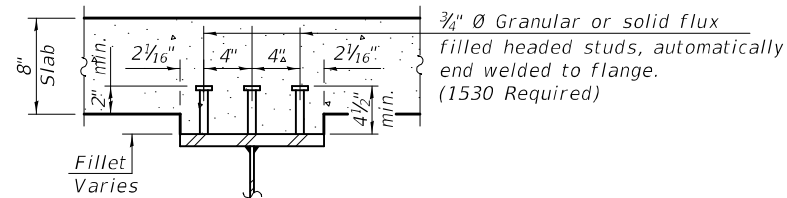
BEAM ELEVATION

*TOP OF BEAM ELEVATIONS

Location	C Brg. W. Abut.	C Brg. E. Abut.
Beam 1	679.98	679.83
Beam 2	680.10	679.95
Beam 3	680.22	680.07
Beam 4	680.22	680.07
Beam 5	680.11	679.97
Beam 6	680.01	679.86

* For Fabrication use only

Note:
See sheet 19 of 27 for additional notes and details.



SECTION A-A

DESIGNED -	MICHAEL A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	<i>Mark Shuffin</i>
PASSED	<i>Joey F. Shuffin</i>

DATE -	10/3/2025
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

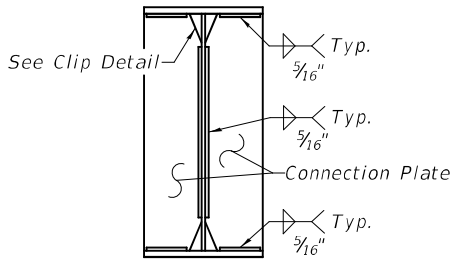
STRUCTURAL STEEL
STRUCTURE NO. 058-0131

SHEET 18 OF 27 SHEETS

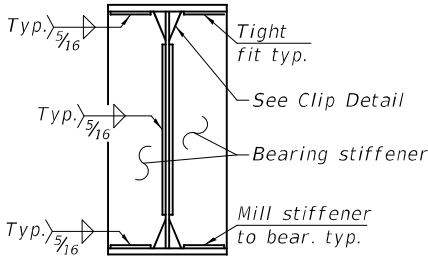
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741	(11BR)B-1	MACON	54	31
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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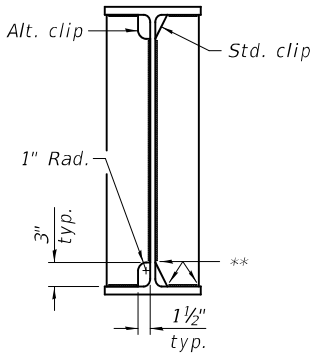
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CONNECTION PLATE
DETAIL



BEARING STIFFENER
DETAIL



WELD LIMITS AND CLIP DETAILS

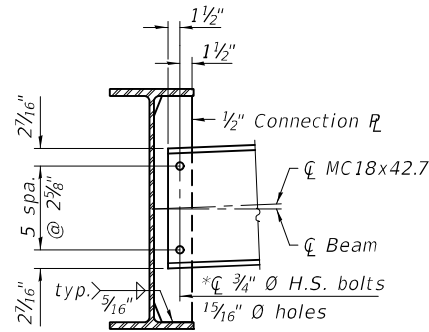
** Stop welds 1/4" (±1/8") from edges as shown.
Typical.

Notes:

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.
All bearing plates and bearing stiffeners shall be AASHTO M270, Grade 50.
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 rods.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
All bearing plates, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable.

INTERIOR BEAM MOMENT TABLE		
0.5 Span 1		
I_s	(in ⁴)	12100
$I_c(n)$	(in ⁴)	30491
$I_c(3n)$	(in ⁴)	22311
$I_c(cr)$	(in ⁴)	—
S_s	(in ³)	663
$S_c(n)$	(in ³)	950
$S_c(3n)$	(in ³)	858
$S_c(cr)$	(in ³)	—
S_x	(in ³)	856
DC1	(k/')	0.929
M _{DC1}	(k)	627.8
DC2	(k/')	0.175
M _{DC2}	(k)	118.3
DW	(k/')	0.333
M _{DW}	(k)	225.0
LLDF		0.555
M _{ℓ + IM}	(k)	1016.2
f_t (Strength I)	(ksi)	0
$M_u + \frac{1}{2} f_t S_x$	(k)	3048.6
$\phi_r M_n$	(k)	4829.7
f_s DC1	(ksi)	11.36
f_s DC2	(ksi)	1.65
f_s DW	(ksi)	3.15
f_s (ℓ+IM)	(ksi)	12.84
f_t (Service II)	(ksi)	0
$f_s + \frac{f_t}{2}$ (Service II)	(ksi)	32.85
Service II Resistance	(ksi)	47.5
$f_s + \frac{f_t}{3}$ (Strength I)	(ksi)	—
$\phi_t F_n$	(ksi)	—
V _r	(k)	28.2

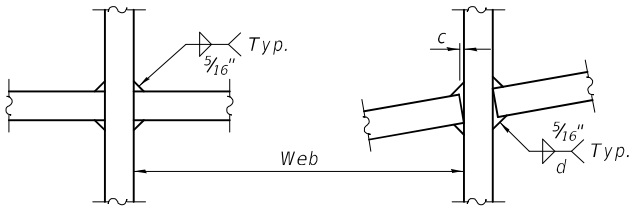
BEAM REACTION TABLE		
Abutment		
LLDF		0.719
OCF		1.082
R _{DC1}	(k)	34.2
R _{DC2}	(k)	6.4
R _{DW}	(k)	12.3
R _ℓ	(k)	67.3
R _{IM}	(k)	16.1
R _{Total} (Strength I)(Impact)	(k)	215.2
R _{Total} (Strength I)(No Impact)	(k)	187.0



DIAPHRAGM D

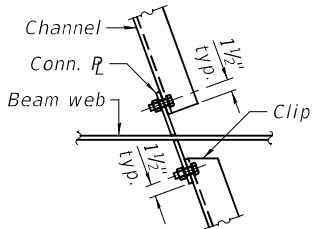
* Install only one 7/8" Ø H.S. bolt in center most hole above ℄ of beam at each end of the stage line diaphragm. The bolts shall be finger-tightened prior to deck pour to permit rotation. Install 3/4" Ø H.S. bolts and fully tighten immediately after stage II deck pour is complete.

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_{ℓ + 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_{ℓ + IM}
 f_t : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
 $\phi_r M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

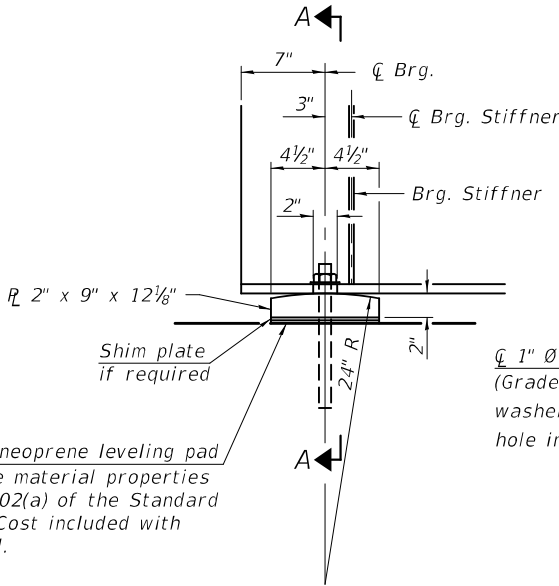


WEB WELD DETAIL

$d = \frac{5}{16} + c$



DETAIL A



ELEVATION AT ABUTMENT

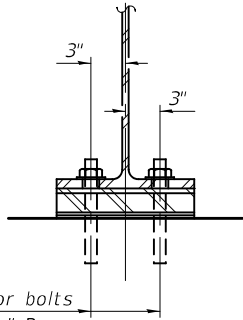
Notes:

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

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 (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{ℓ + IM} / $S_c(n)$ or M_{ℓ + IM} / $S_c(cr)$ as applicable.
 $f_s + f_t/2$ (Service II): Sum of stresses as computed below (ksi).
Service II Resistance: Composite (0.95R_nF_{yf}) or noncomposite (0.80R_nF_{yf}) 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 (ℓ + IM) + $f_t/3$
 $\phi_r F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
V_f : 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_ℓ : Un-factored live load reaction (kip).
R_{IM} : Un-factored dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip).
1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 (R_ℓ + R_{IM})
R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 (R_ℓ)

Note:

M_ℓ and R_ℓ include the effects of centrifugal force and superelevation.



SECTION A-A

FIXED BEARING

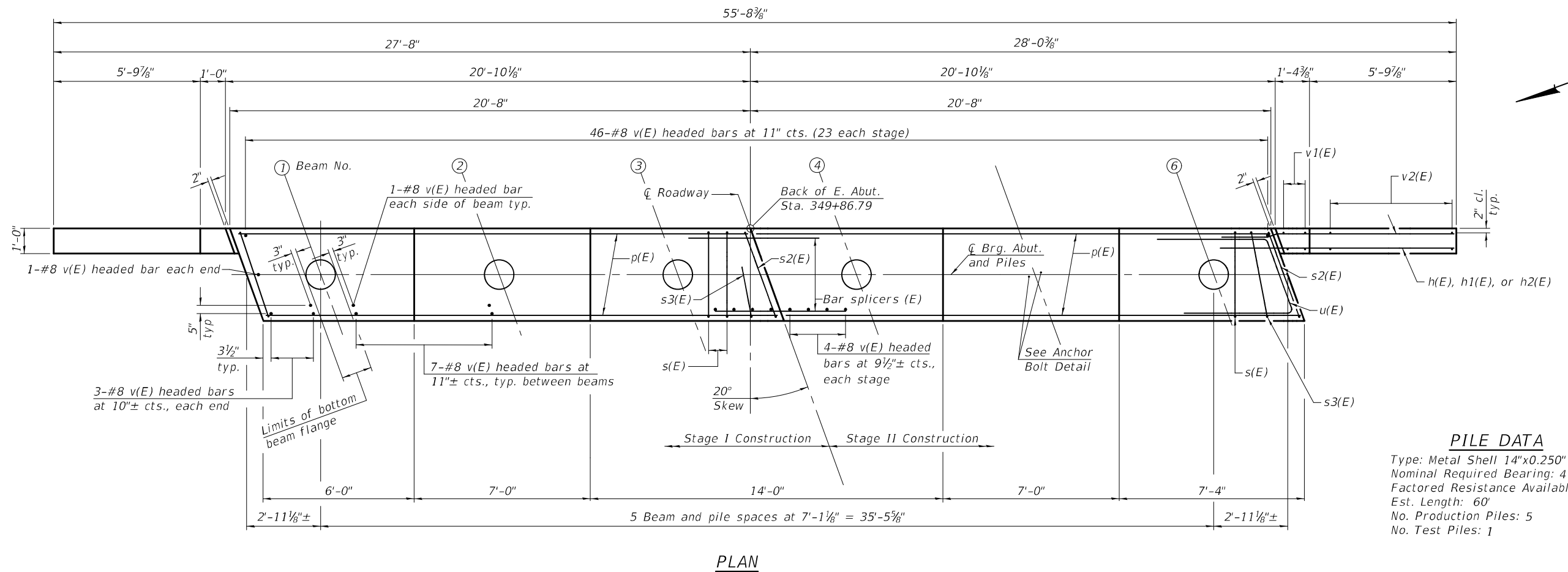
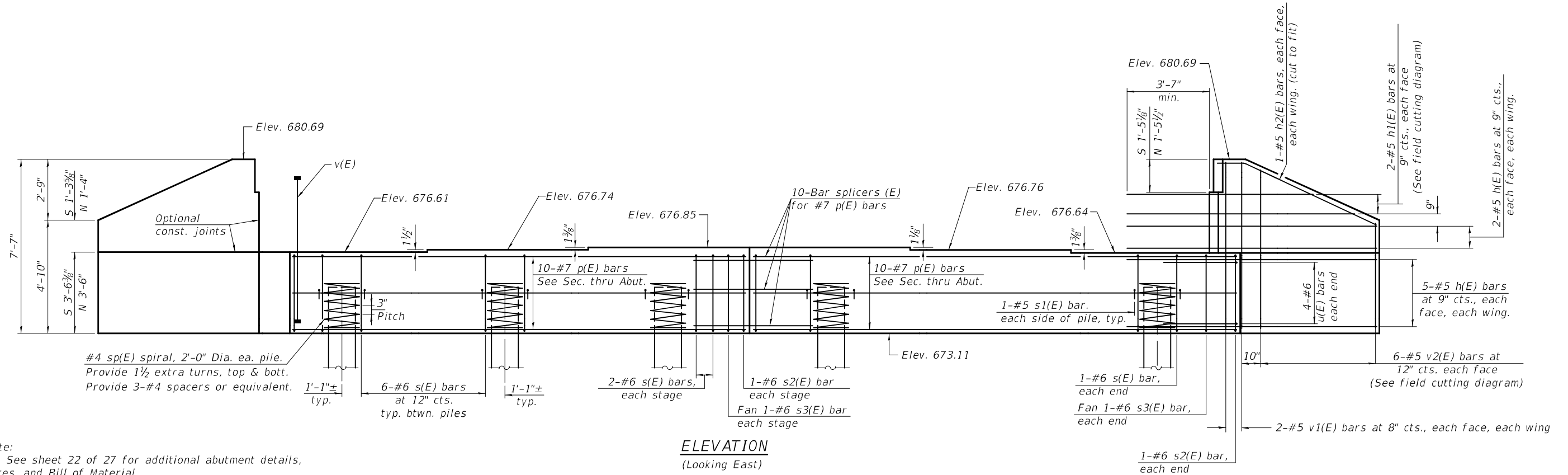
(12 Required)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 058-0131

SHEET 19 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	32
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

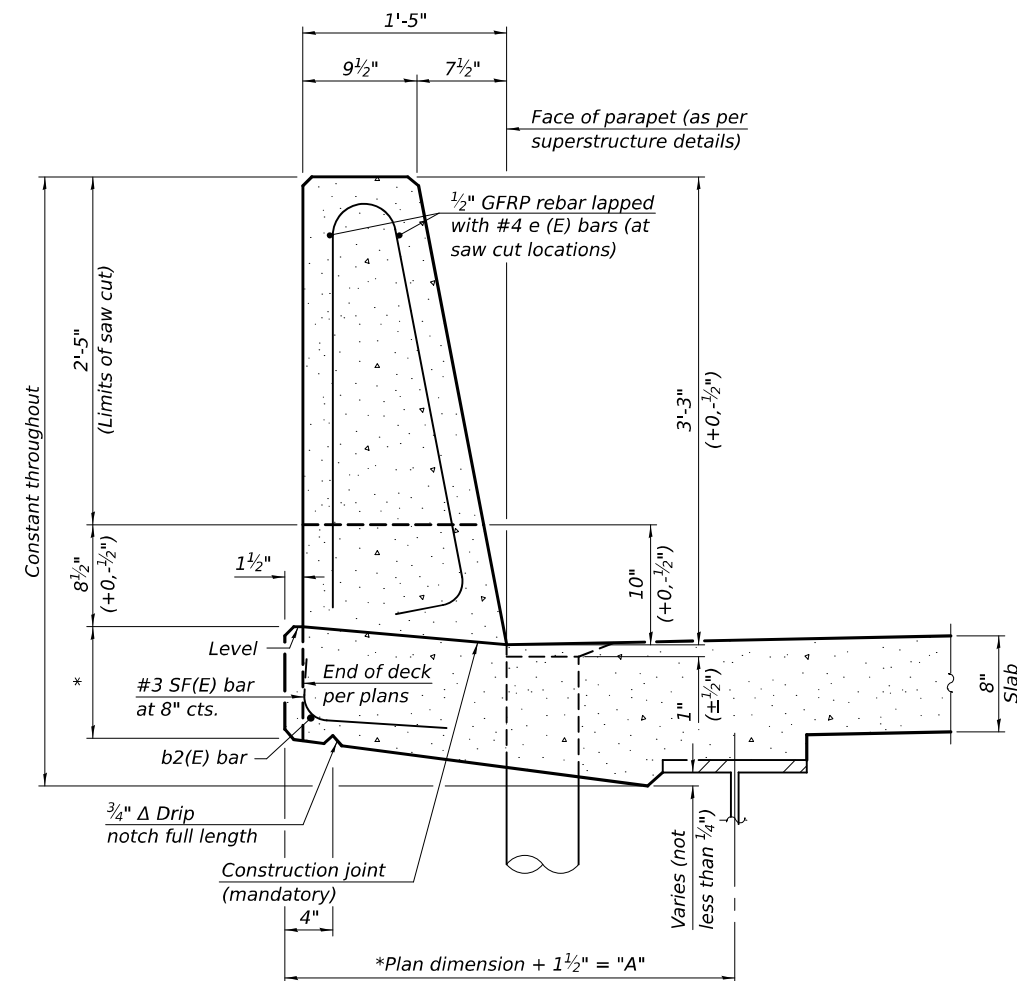


PILE DATA
Type: Metal Shell 14"x0.250" w/ pile shoes
Nominal Required Bearing: 414 Kips
Factored Resistance Available: 228 Kips
Est. Length: 60'
No. Production Piles: 5
No. Test Piles: 1

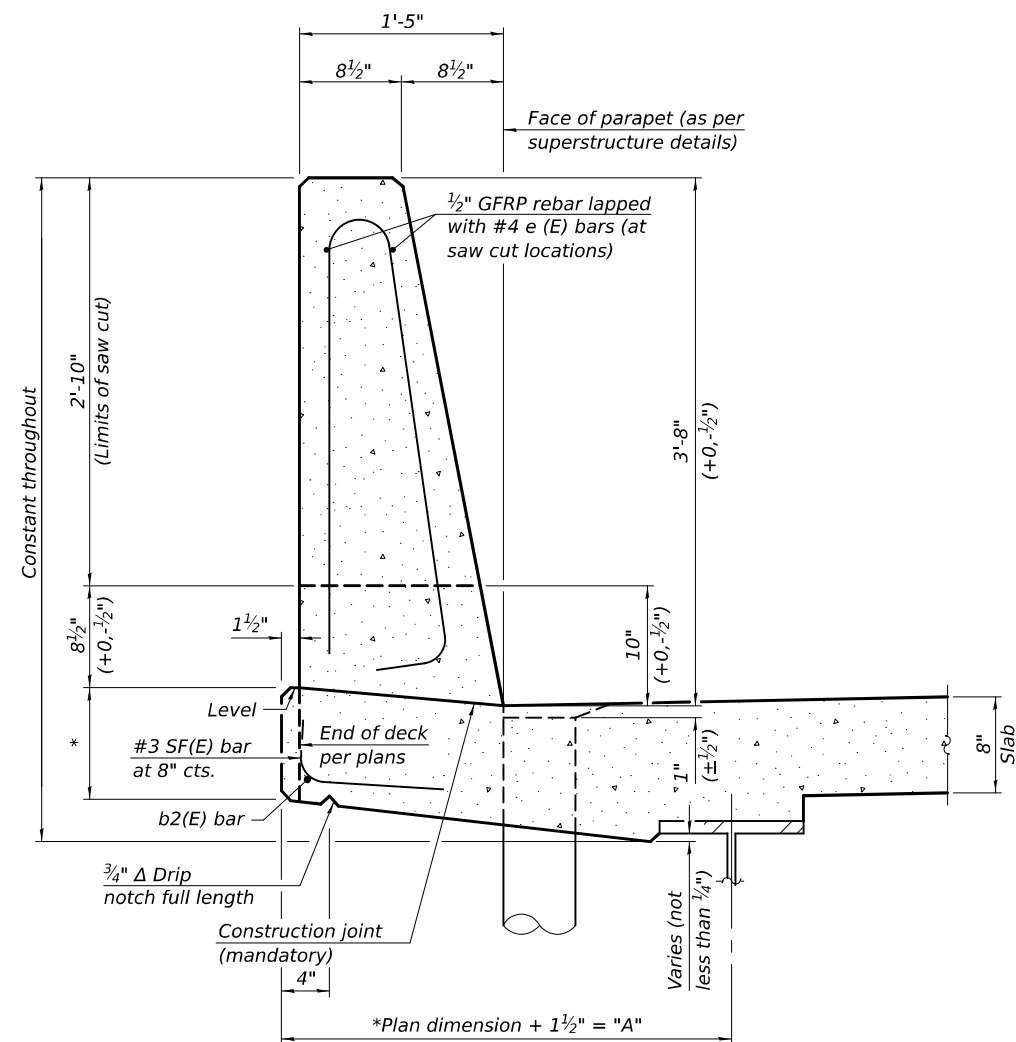
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DESIGNED - MICHAEL A. PAULIONIS	EXAMINED	DATE - 10/3/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		EAST ABUTMENT STRUCTURE NO. 058-0131		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - RYAN P. NEGANGARD	PASSED						741	(11BR)B-1	MACON	54	34
DRAWN - GLENN W. STOVER		REVISED -					CONTRACT NO. 74168				
CHECKED - R.P.N. / T.L.M.		REVISED -					ILLINOIS FED. AID PROJECT				

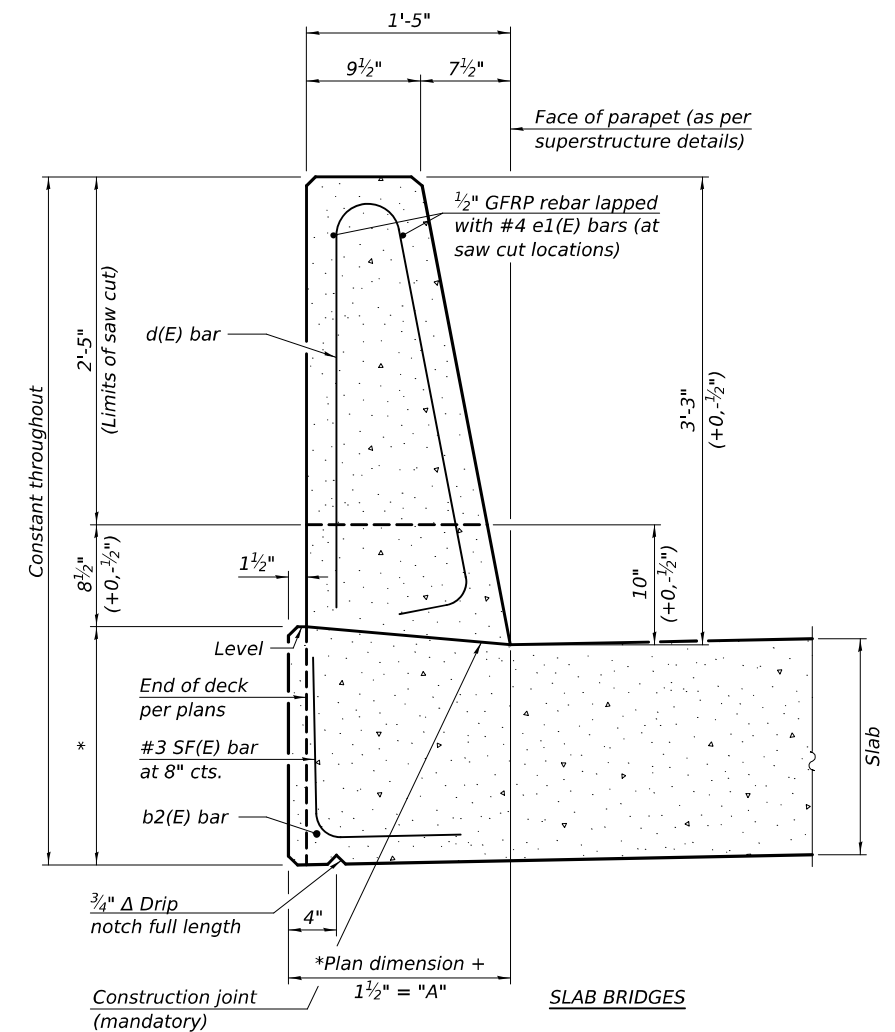




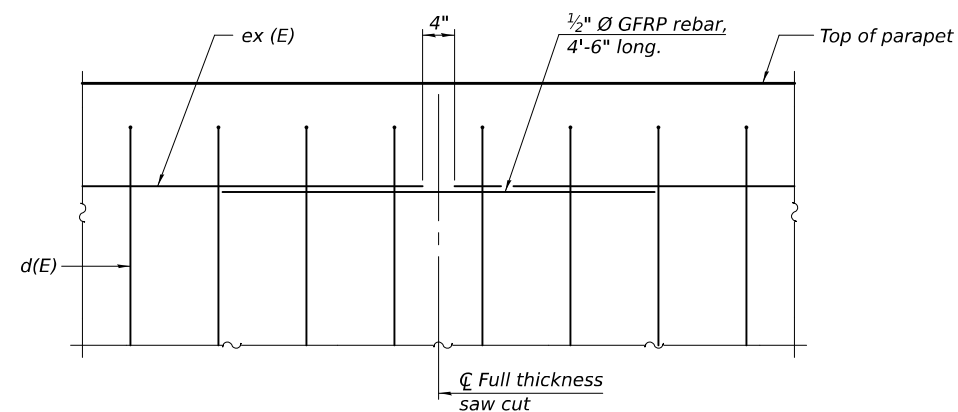
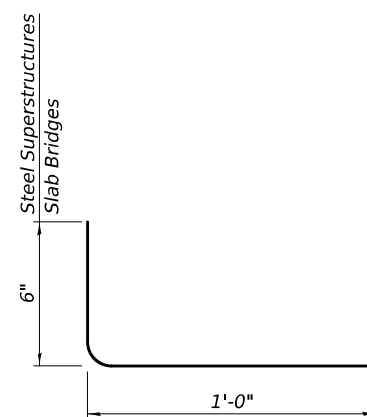
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



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



(Showing dimensions, $d(E)$, and $\frac{1}{2}$ " $\varnothing$ GFRP rebar)



(Place as shown in parapet section
at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.

Additional concrete needed to revise dimension "A" (39" and 44" parapets):

Steel Superstructures: 0.00348 cu. yds./ft.

Slab Bridge Superstructures: cu. yds./ft.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

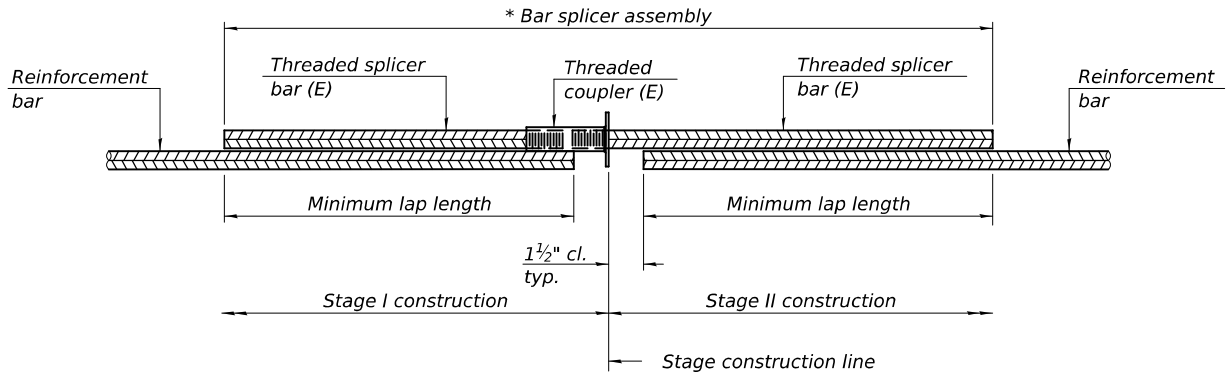
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

DESIGNED - MICHAEL A. PAULIONIS	 ENGINEER OF BRIDGE DESIGN  ENGINEER OF BRIDGES AND STRUCTURES	DATE - 10/3/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 058-0131	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - RYAN P. NEGANGARD		REVISED - _____			741	(1BR)B-1	MACON	54	37
DRAWN - GLENN W. STOVER		REVISED - _____			CONTRACT NO. 74168				
CHECKED - R.P.N. / T.L.M.					SHEET 24 OF 27 SHEETS				

MODEL: 0580131-74168-025
FILE NAME: pw:///idiot-pw.bentley.com:FWIDOT/Documents/IDOT O ces/Bureau of Bridges and Structures/OBM Projects/0580131-74168.dgn



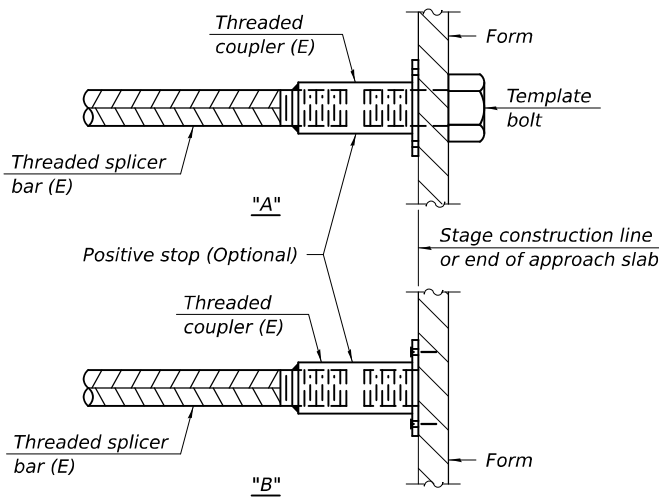
STANDARD BAR SPLICER ASSEMBLY PLAN

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	134	3'-0"
Slab Bottom	#5	87	3'-6"
Slab Along Ends	#5	4	3'-4"
Abutment Diaphragm, Back Face	#6	8	4'-0"
Abutment Diaphragm, Front Face	#6	6	See Diaphragm Bar Splicer Detail
Approach Slab Top	#5	86	3'-4"
Approach Slab Bottom	#8	114	4'-9"
Approach Slab Footing	#5	80	3'-2"
Abutment Caps	#7	20	5'-0"

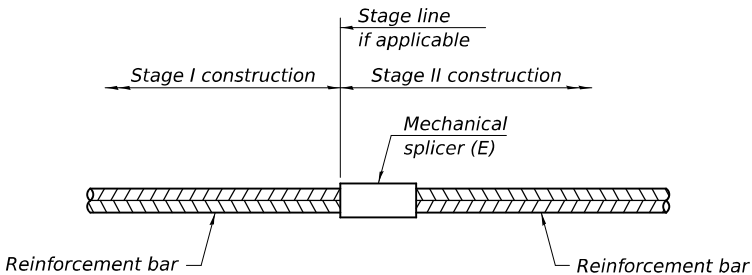


INSTALLATION AND SETTING METHODS

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

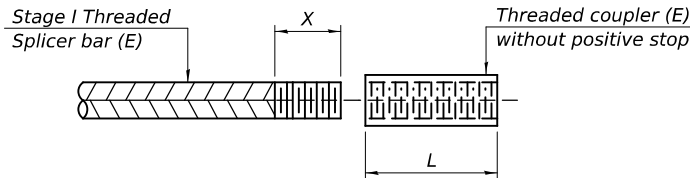
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



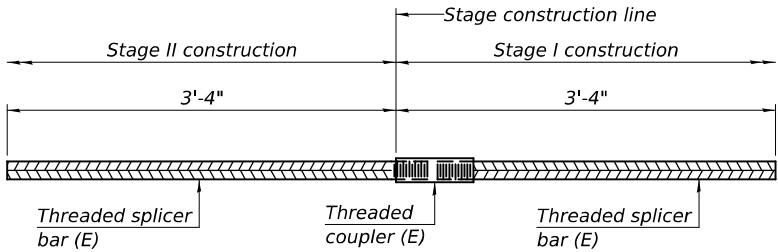
STANDARD MECHANICAL SPLICER

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.



DIAPHRAGM BAR SPLICER DETAIL

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.

DESIGNED -	MICHAELA A. PAULIONIS
CHECKED -	RYAN P. NEGANGARD
DRAWN -	GLENN W. STOVER
CHECKED -	R.P.N. / T.L.M.

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	10/3/2025
REVISED -	____
REVISED -	____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 058-0131

SHEET 25 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	38
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

[illegible][illegible]

DESIGNED -	MICHAEL A. PAULONIS	EXAMINED		DATE -	10/3/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 058-0131					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -	RYAN P. NEGANGARD	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED -			741	(118R)-B-1	MACON	54	39					
DRAWN -	GLENN W. STOVER		ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			CONTRACT NO. 74169									
CHECKED -	R.P.N. / T.L.M.						SHEET 26 OF 27 SHEETS									
							ILLINOIS FED. AID PROJECT									

MODEL: 0580131-74168-027
FILE NAME: pw:\lido-ppw\benley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0580131\CADD Plans\0580131-74168.dgn



Illinois Department of Transportation

Division of Highways

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 8/29/01

ROUTE FAP 741 (IL 105) DESCRIPTION IL 105 over Long Creek E. of Decatur LOGGED BY CNA

SECTION 11BR-1 LOCATION NW 1/4, SEC. 18, TWP. 16N, RNG. 4E, 3 PM

COUNTY Macon DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 058-0044
Station 349+48 (Existing)

BORING NO. 2 E Abut
Station 349+73
Offset 16.5ft Lt.
Ground Surface Elev. 679.90

D
E
P
T
H
(ft)

B
L
O
W
S
(/6")

U
C
S
Qu
(tsf)

M
O
I
S
T
(%)

Surface Water Elev. Dry ft
Stream Bed Elev. 665.40 ft

Groundwater Elev.:
First Encounter 660.4 ft
Upon Completion Wash Bore ft
After Hrs. ft

Black/Brown Silty Clay

666.90

Black/Gray Silty Clay

665.40

Black Silty Clay to Silty Clay Loam

660.90

Gray Medium to Coarse Sand

D
E
P
T
H
(ft)

B
L
O
W
S
(/6")

U
C
S
Qu
(tsf)

M
O
I
S
T
(%)

Gray Medium to Coarse Sand (continued)

659.40

Gray Clay Loam Till

13

3.3 B

13

26

4.3 B

12

27

6.4 B

11

42

7.4 B

11

37

7.6 B

11

38

6.2 B

11

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)



Illinois Department of Transportation

Division of Highways

Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 8/29/01

ROUTE FAP 741 (IL 105) DESCRIPTION IL 105 over Long Creek E. of Decatur LOGGED BY CNA

SECTION 11BR-1 LOCATION NW 1/4, SEC. 18, TWP. 16N, RNG. 4E, 3 PM

COUNTY Macon DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 058-0044
Station 349+48 (Existing)

BORING NO. 2 E Abut
Station 349+73
Offset 16.5ft Lt.
Ground Surface Elev. 679.90

D
E
P
T
H
(ft)

B
L
O
W
S
(/6")

U
C
S
Qu
(tsf)

M
O
I
S
T
(%)

Surface Water Elev. Dry ft
Stream Bed Elev. 665.40 ft

Groundwater Elev.:
First Encounter 660.4 ft
Upon Completion Wash Bore ft
After Hrs. ft

Gray Clay Loam Till (continued)

637.90

Gray Clay Loam Till to Silty Clay Loam Till

22

2.5 B

13

631.90

Gray Silt

23

2.9 B

22

628.90

Gray Clay with 8" Peat Seam

13

1.7 B

31

624.90

D
E
P
T
H
(ft)

B
L
O
W
S
(/6")

U
C
S
Qu
(tsf)

M
O
I
S
T
(%)

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)

DESIGNED	-	MICHAEL A. PAULIONIS
CHECKED	-	RYAN P. NEGANGARD
DRAWN	-	GLENN W. STOVER
CHECKED	-	R.P.N. / T.L.M.

EXAMINED		DATE	-	10/3/2025
PASSED		REVISED	-	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED	-	

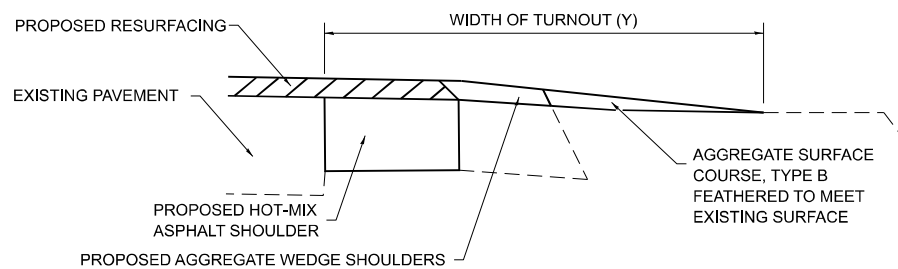
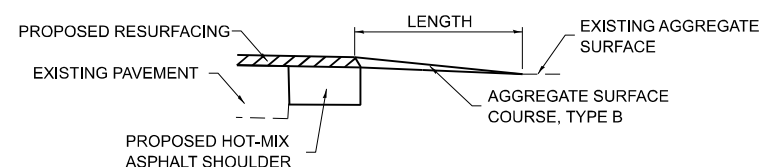
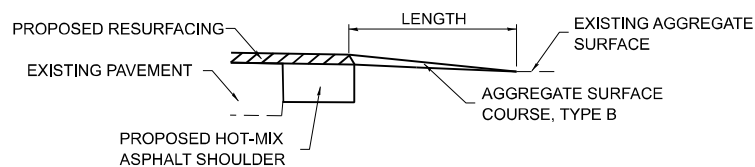
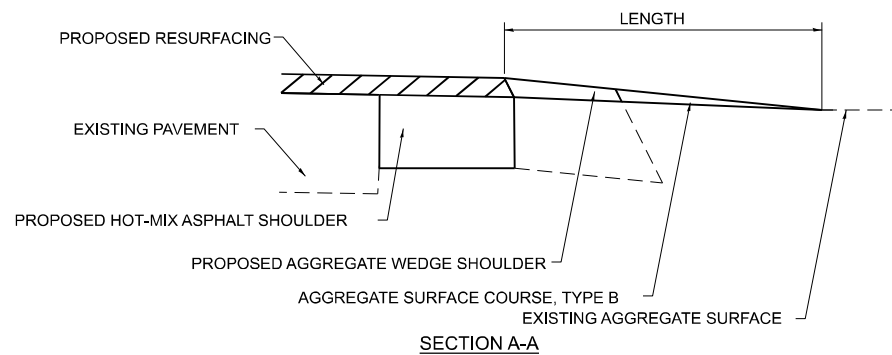
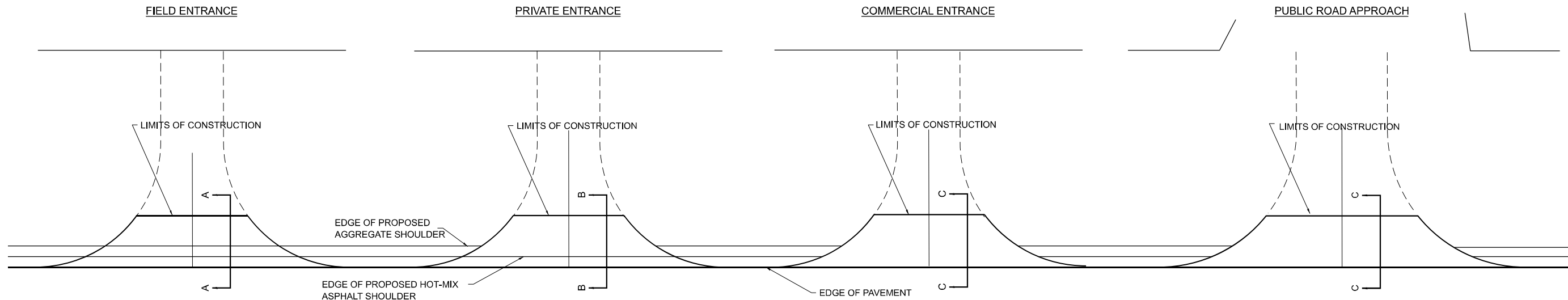
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 058-0131

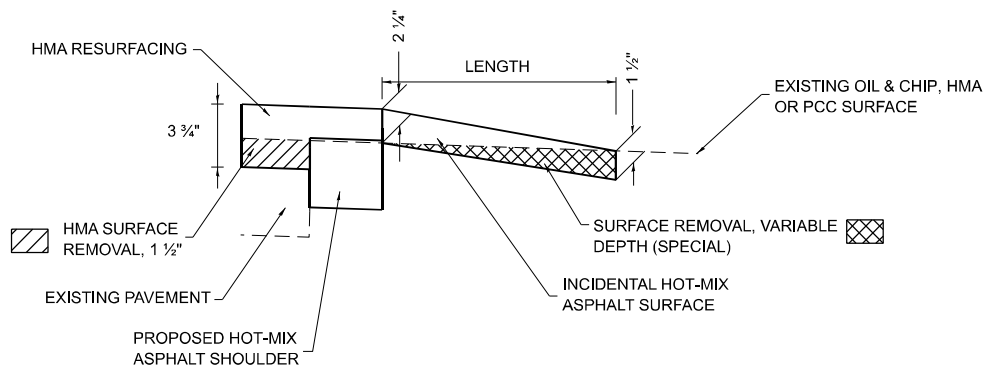
SHEET 27 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	40
CONTRACT NO. 74168				
ILLINOIS			FED. AID PROJECT	

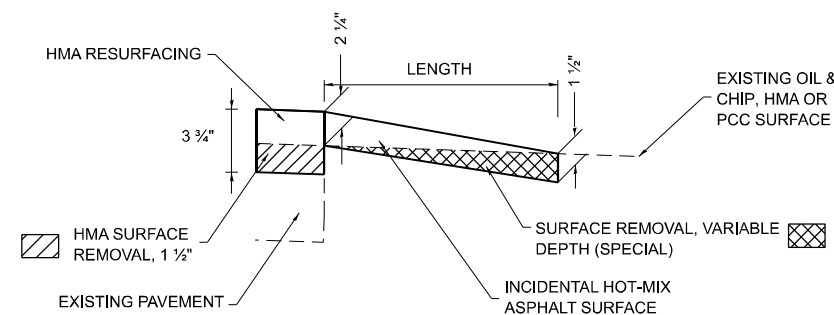
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TYPICAL SECTION AT MAILBOX TURNOUT
NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS



SECTION B-B



SECTION C-C

NOTES

LENGTH = 10' UNLESS OTHERWISE NOTED ON PLANS

THE PROPOSED HOT-MIX ASPHALT SHOULDERS SHALL BE CONSTRUCTED THROUGH AN AGGREGATE COMMERCIAL ENTRANCE OR PUBLIC ROAD, AND THE THICKNESS SHALL BE 10". THE COST OF THE EXTRA THICKNESS SHALL BE INCLUDED WITH THE HOT-MIX ASPHALT SHOULDERS PAY ITEM.

DISTRICT 7 DETAIL



USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

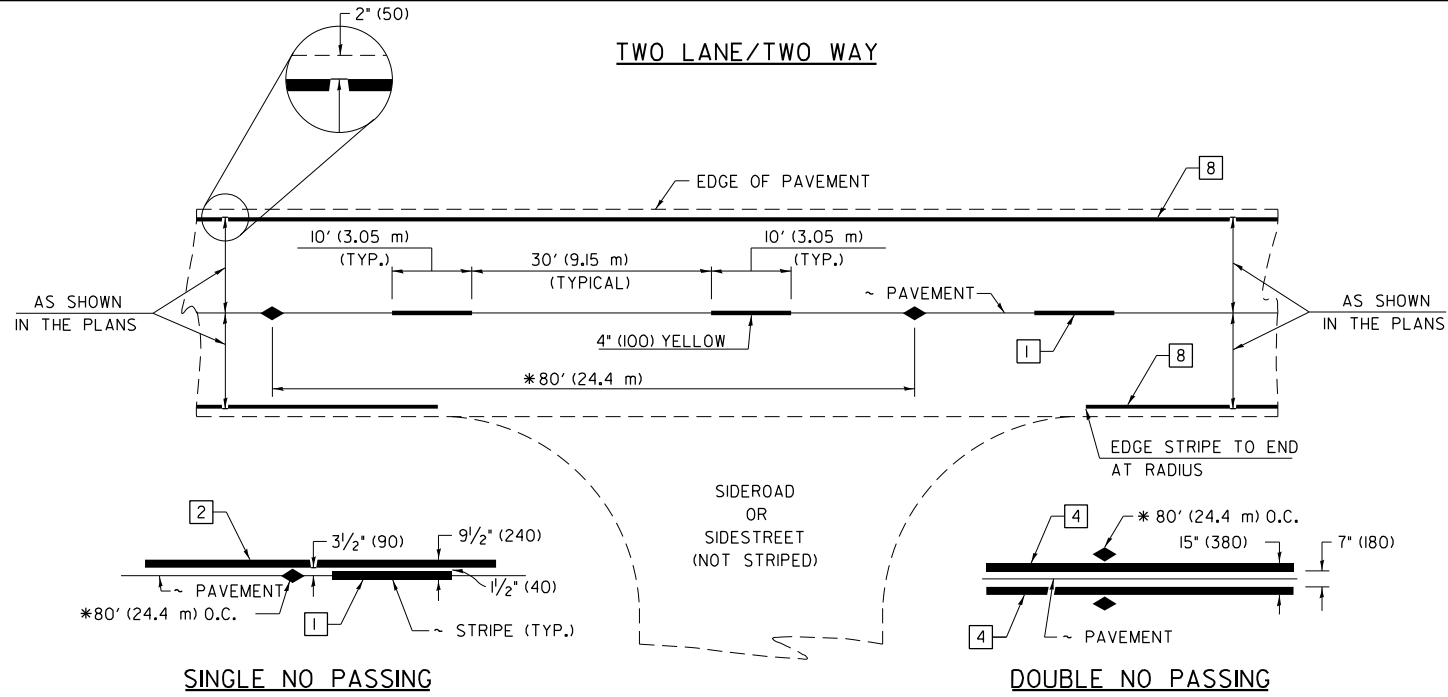
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL ENTRANCE MAILBOX TURNOUT DETAILS
SHOULDERS (PROPOSED)

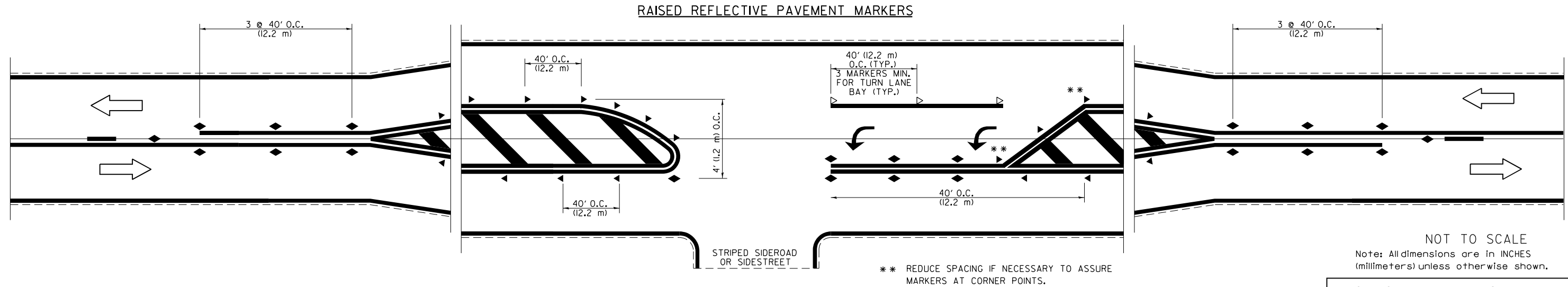
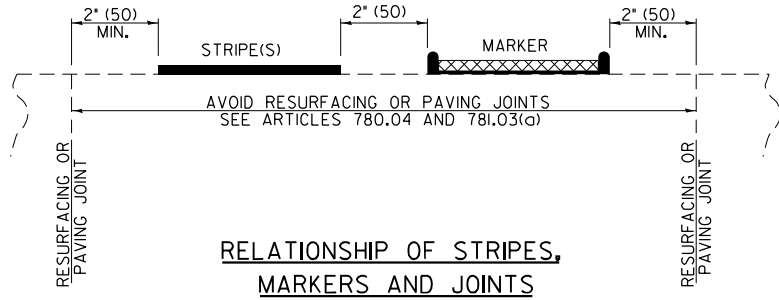
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	41
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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



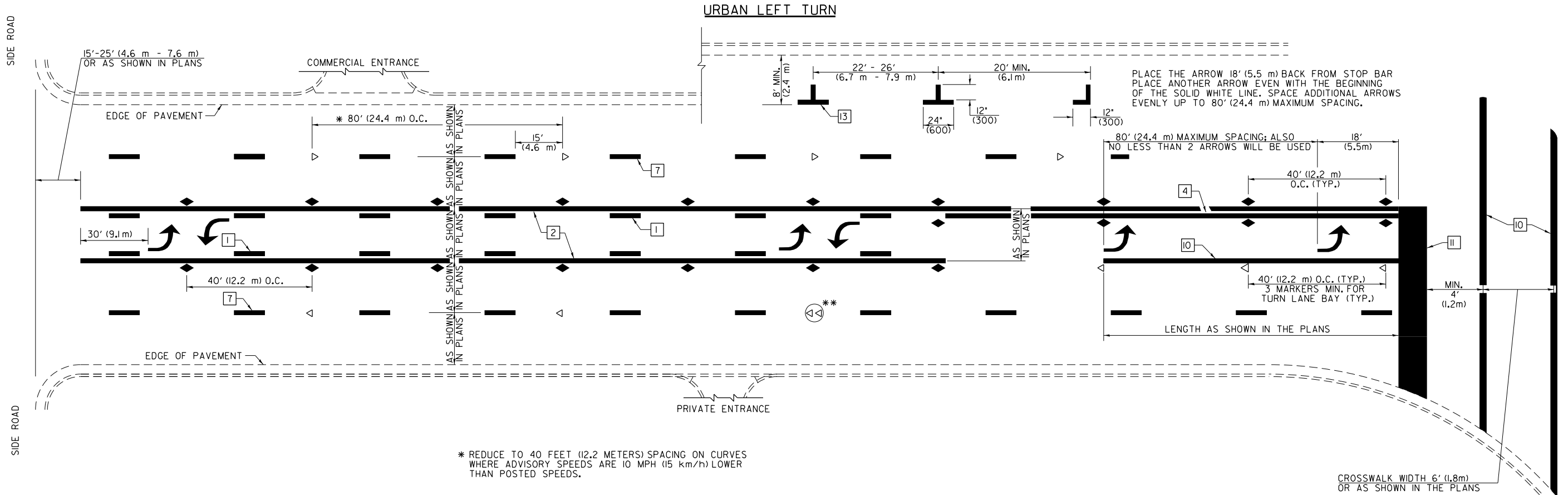
PAVEMENT MARKING LEGEND

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

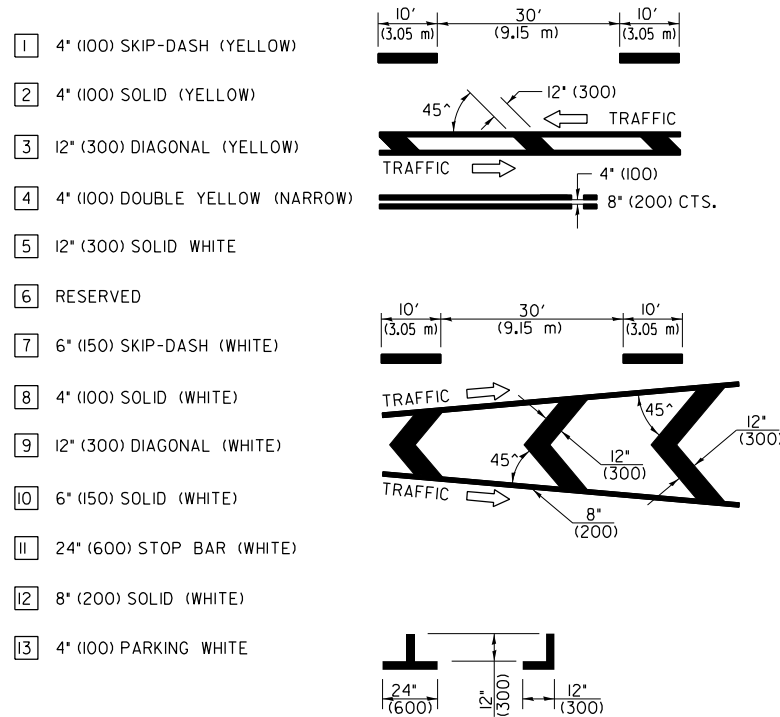
TYPICAL PAVEMENT MARKERS LEGEND

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

MODEL: Standard 2 (Sheet)
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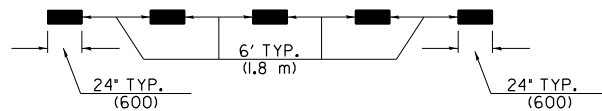


PAVEMENT MARKING LEGEND

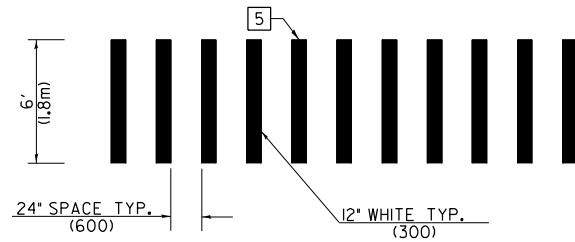


GENERAL NOTES

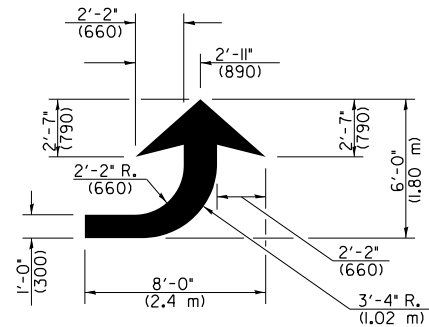
- TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
- THE SOLID YELLOW PAVEMENT MARKINGS 2 [S] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT 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

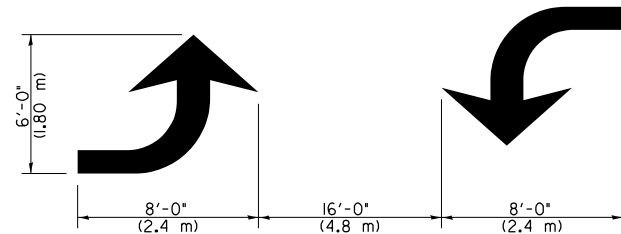


CROSSWALK DETAIL (DECATUR CITY LIMITS ONLY)



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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	43
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				



USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

MODEL: Standard 3 (Sheet)
FILE NAME: P:\6XXXX\64424-1\DOT P1B 208-036 D7 VV_ClarK Diez\Work Order 1\CADD Data\Sheets\0714168-sh-78000001.dgn



USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

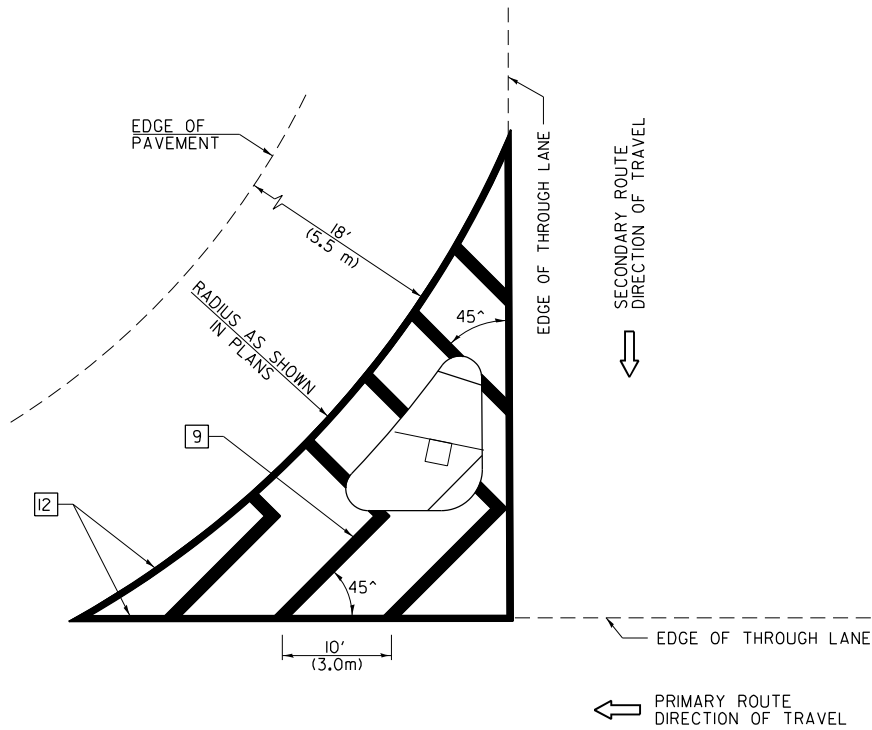
PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

DISTRICT 7 DETAIL NO. 78000001

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	44
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

ISLAND



GENERAL NOTES

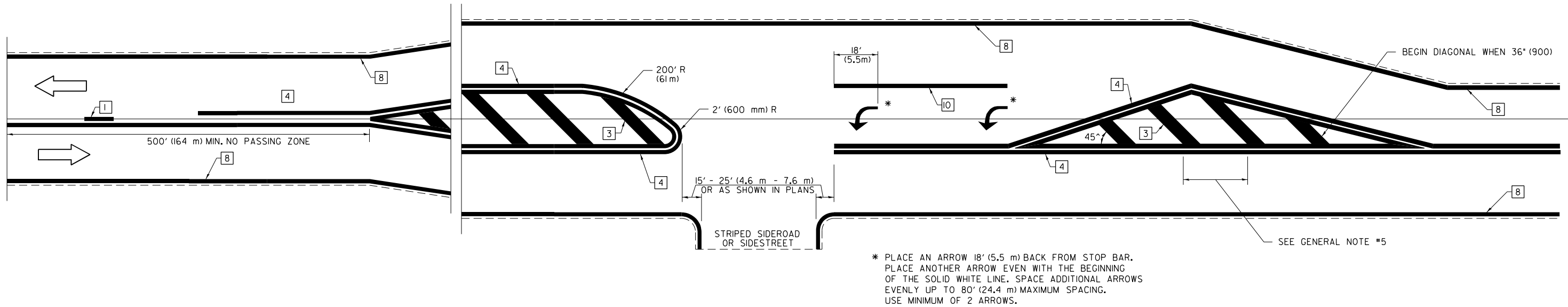
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING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

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

PAVEMENT MARKING LEGEND

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

RURAL LEFT TURN STRIPING

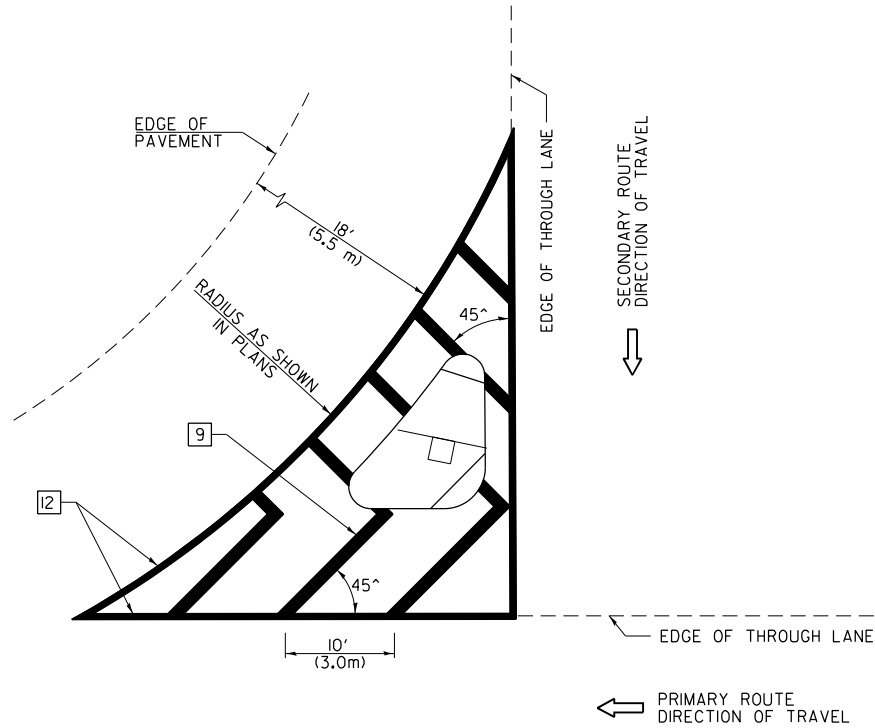


NOT TO SCALE

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

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ISLAND



GENERAL NOTES

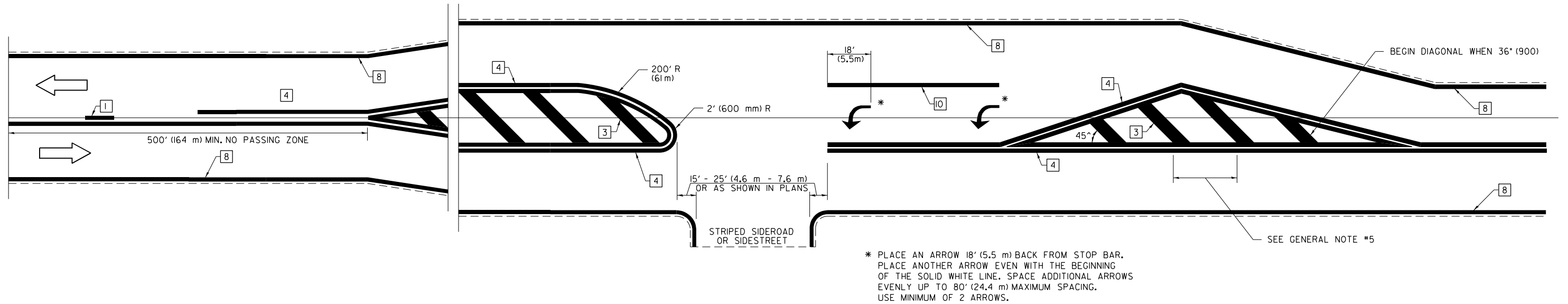
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH **2** IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING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

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

PAVEMENT MARKING LEGEND

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

RURAL LEFT TURN STRIPING



NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 78000001



USER NAME	= ebohnhoff
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
PLOT DATE	= 8/15/2025

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

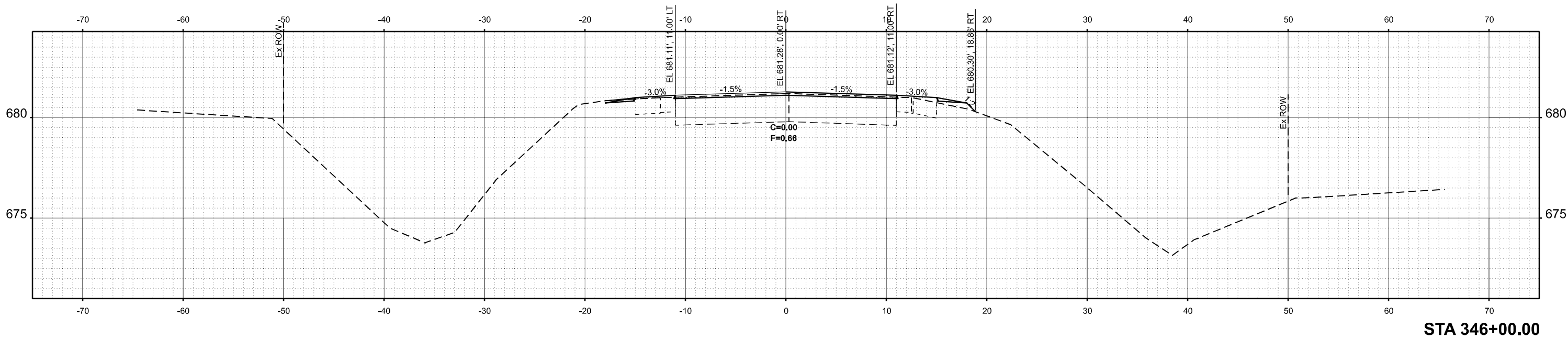
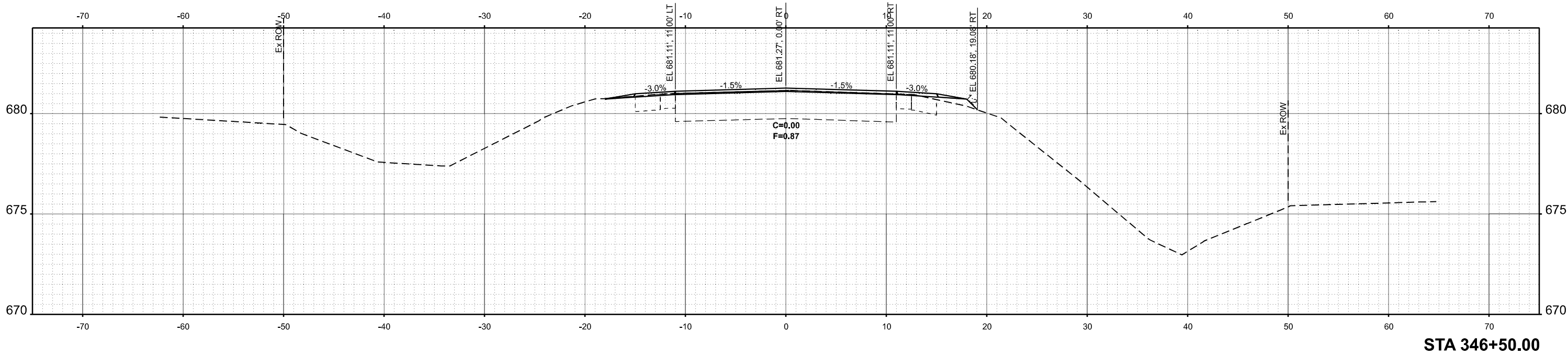
SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	45
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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USER NAME = SBales	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 105

SCALE: 1"=5' SHEET 1 OF 8 SHEETS STA. 346+00.00 R2 TO STA. 346+50.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	46
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: EXCL - 347+00.00 R2 [Sheet]
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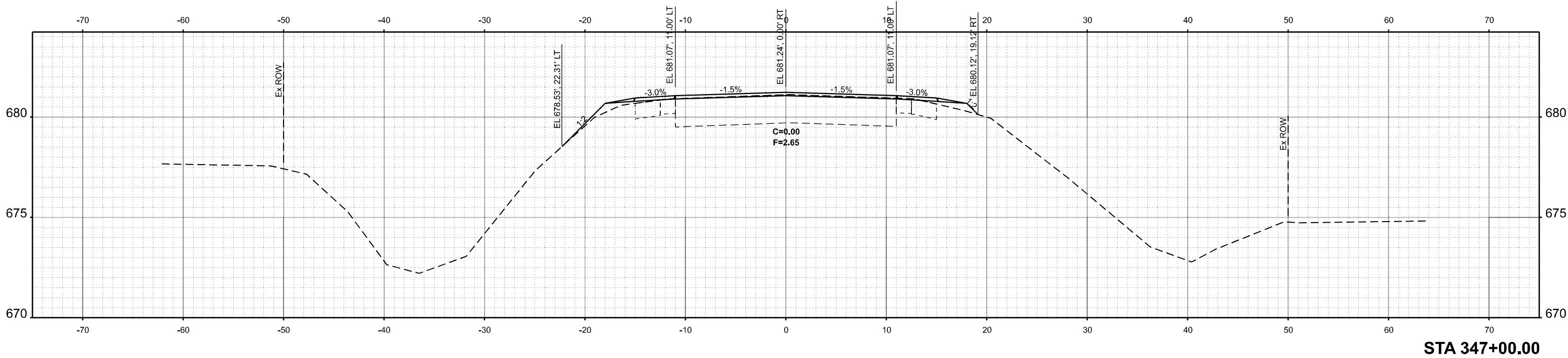
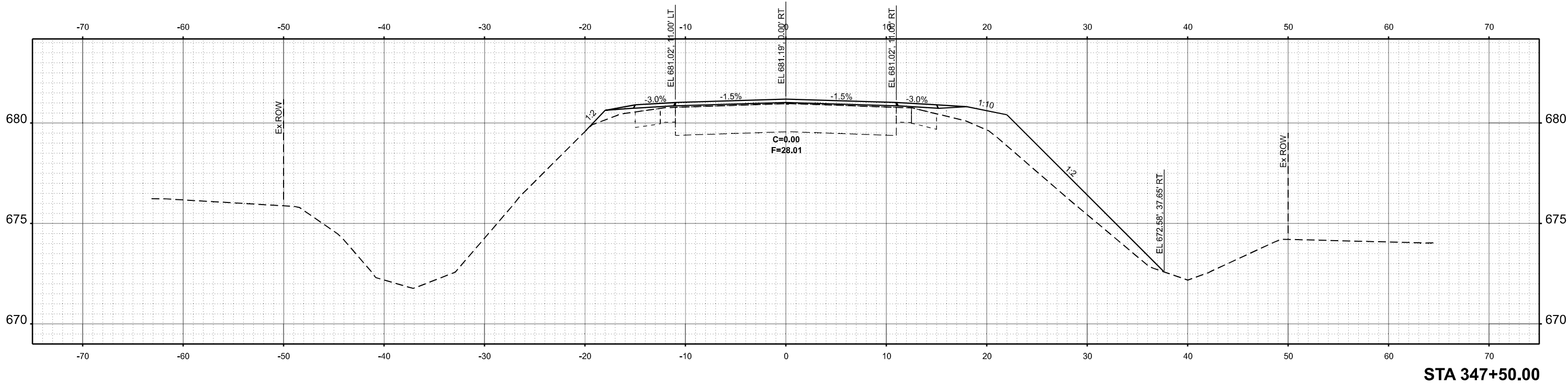
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PLOT DATE	= 8/15/2025	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 105

SCALE: 1"=5' SHEET 2 OF 8 SHEETS STA. 347+00.00 R2 TO STA. 347+50.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	47
CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	



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

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

MODEL: ExCL - 348+00.00 R2 [Sheet]
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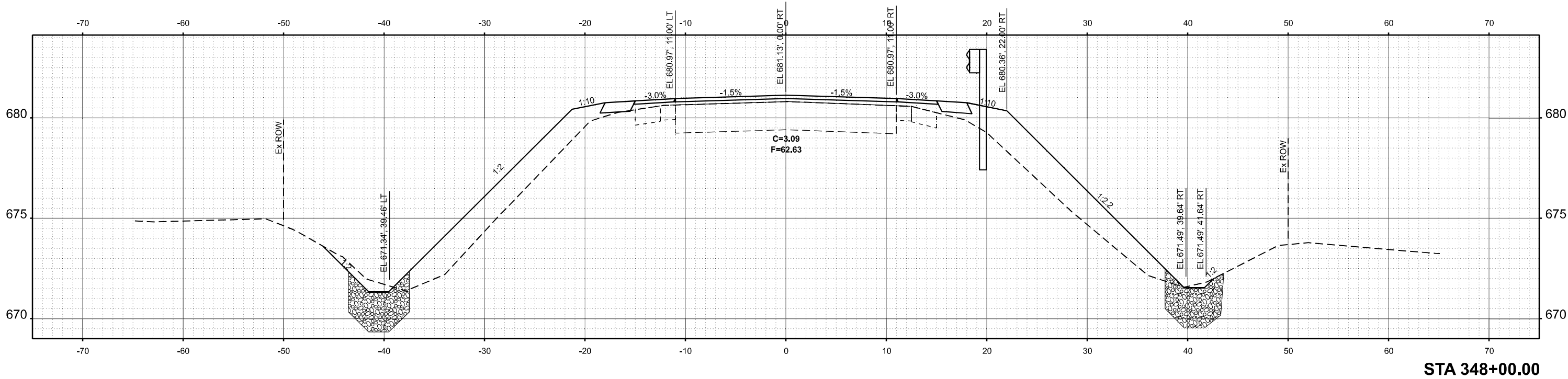
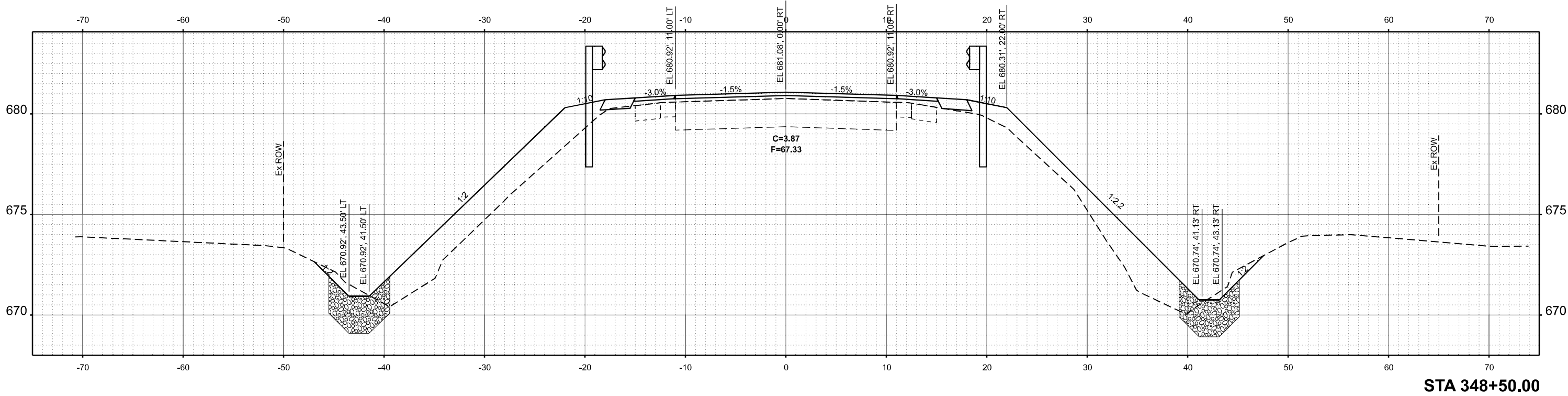
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		CHECKED -	REVISED -
PLOT DATE =	8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 105

SCALE: 1"=5' SHEET 3 OF 8 SHEETS STA. 348+00.00 R2 TO STA. 348+50.00 R2

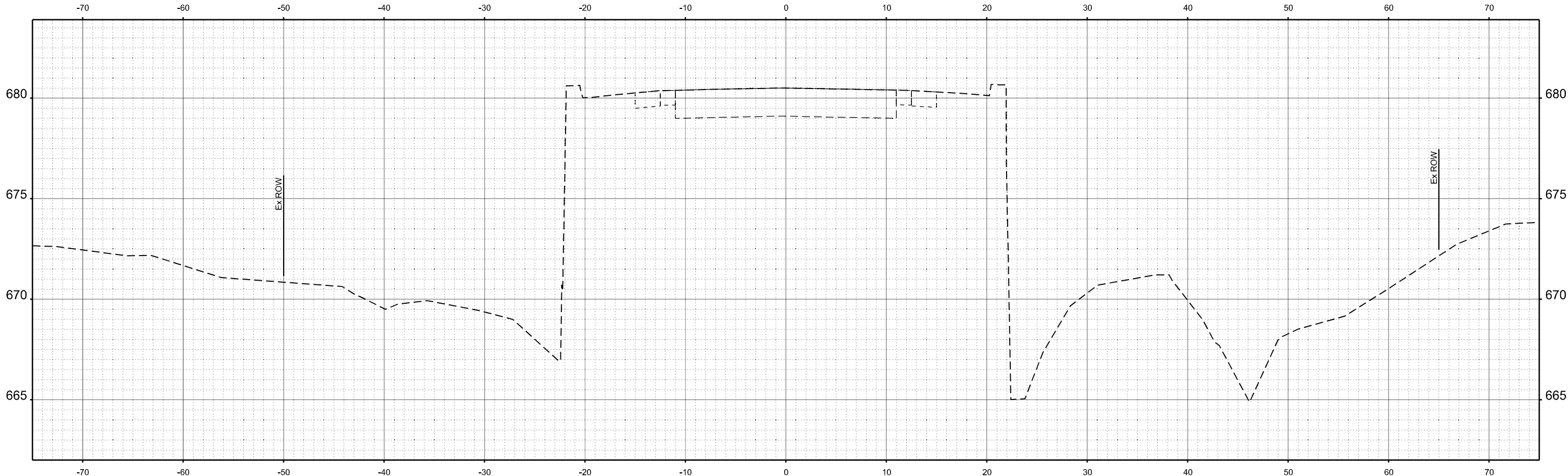
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	48
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				



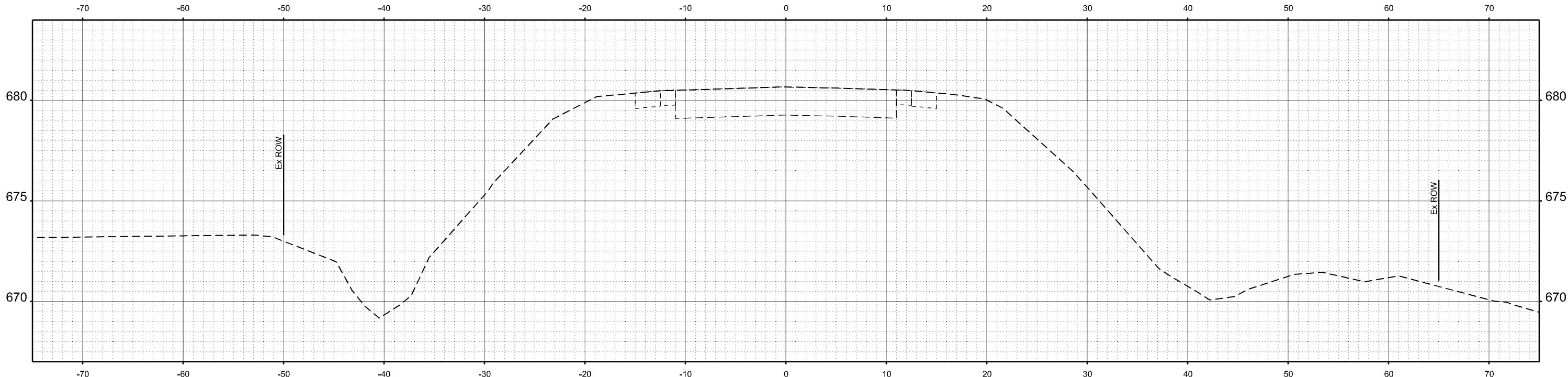
FINAL SURVEY			BY	DATE
	SURVEYED _____			
	PLOTTED _____			
	TEMPLATE _____			
	AREAS _____			
NOTE BOOK				
NO. _____	AREAS CHECKED _____			

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

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STA 349+50.00



STA 349+00.00



USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT DATE = 8/15/2025	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

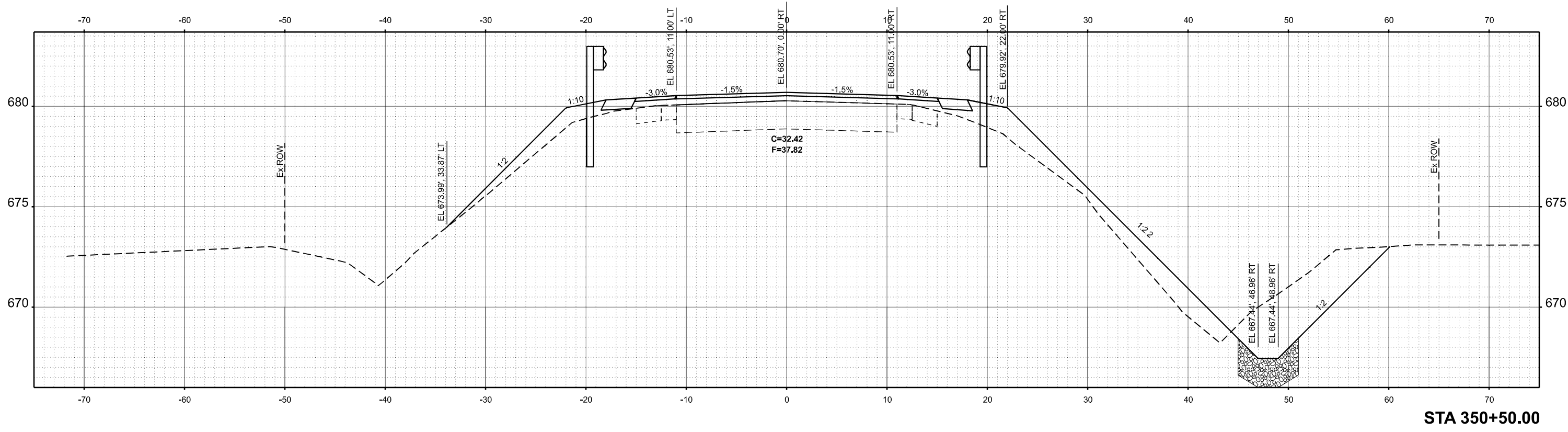
CROSS SECTIONS
IL 105

SCALE: 1"=5' SHEET OF SHEETS STA. 349+00.00 R2 TO STA. 349+50.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	49
CONTRACT NO. 74168				
ILLINOIS FED. AID PROJECT				

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

MODEL: ExCL - 350+00.00 R2 [Sheet]



 CIVIL DESIGN, INC. WBE DBE EFFINGHAM, IL LICENSE #184.003222	USER NAME = ebohnhoff	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL 105				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						741	(11BR)B-1	MACON	54	50
		CHECKED -	REVISED -		CONTRACT NO. 741168								
	PLOT DATE = 8/15/2025	DATE -	REVISED -		SCALE:	SHEET 4 OF 8 SHEETS	STA. 350+00.00 R2 TO STA. 350+50.00 R2	ILLINOIS FED. AID PROJECT					

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

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

MODEL: E:\CL - 351+00.00 R2 [Sheet]
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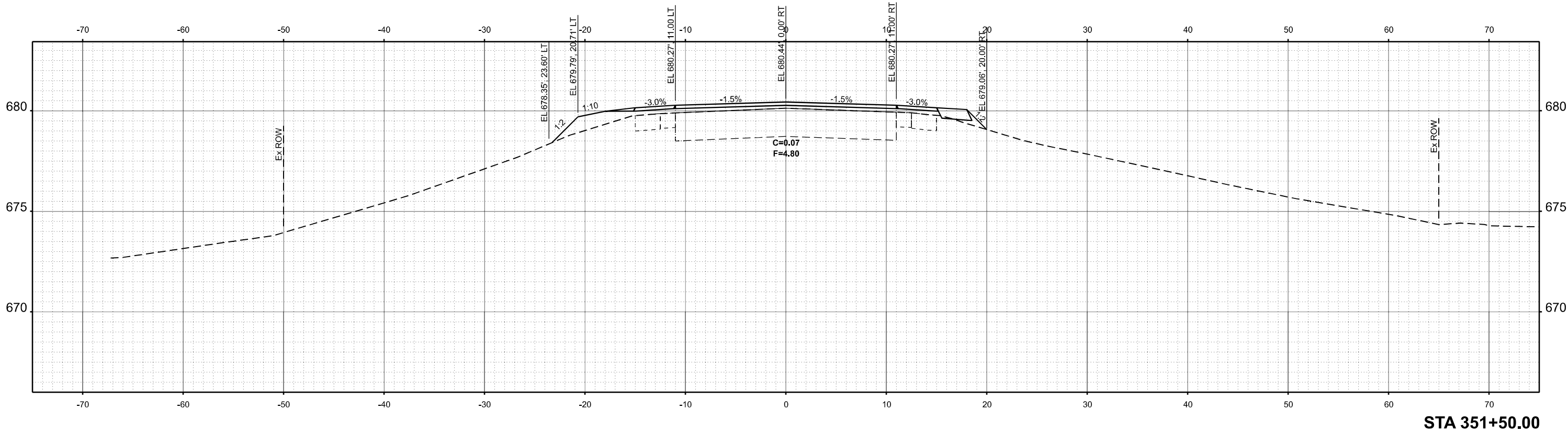
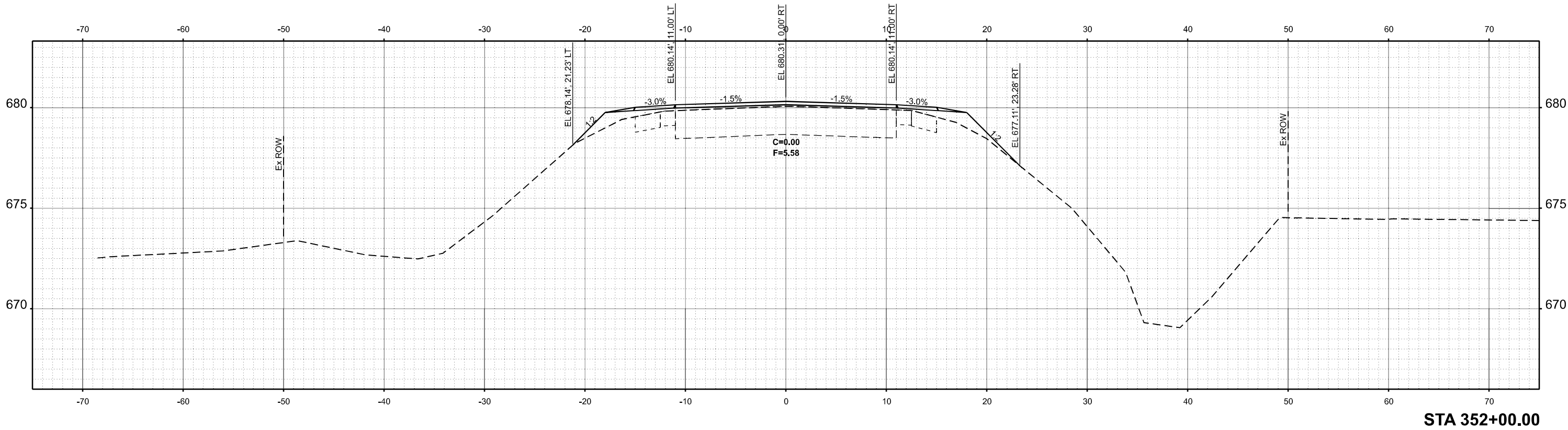
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PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 105

SCALE: SHEET 5 OF 8 SHEETS STA. 351+00.00 R2 TO STA. 351+46.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	51
CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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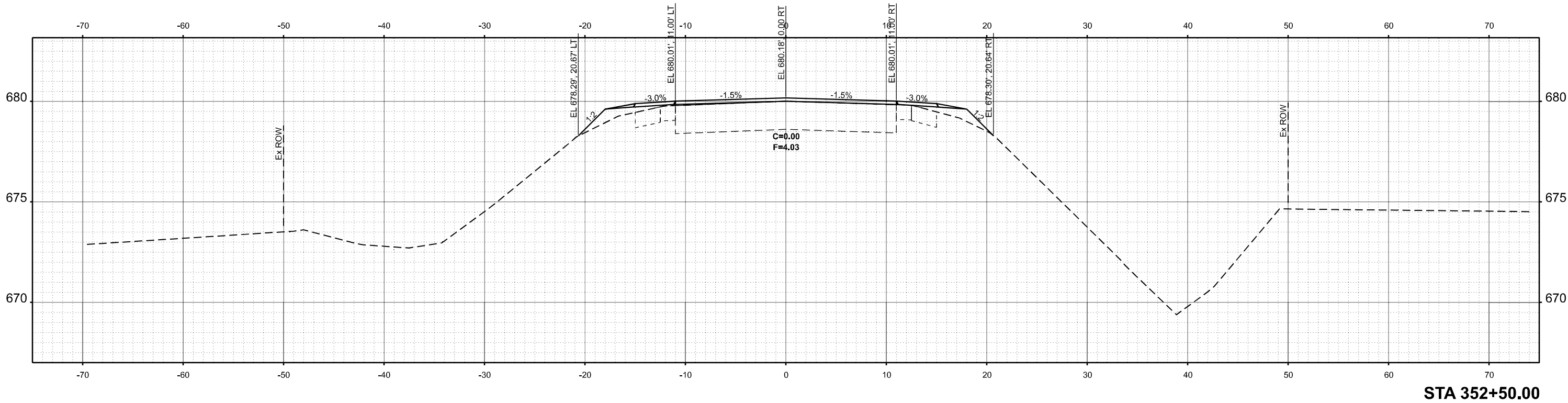
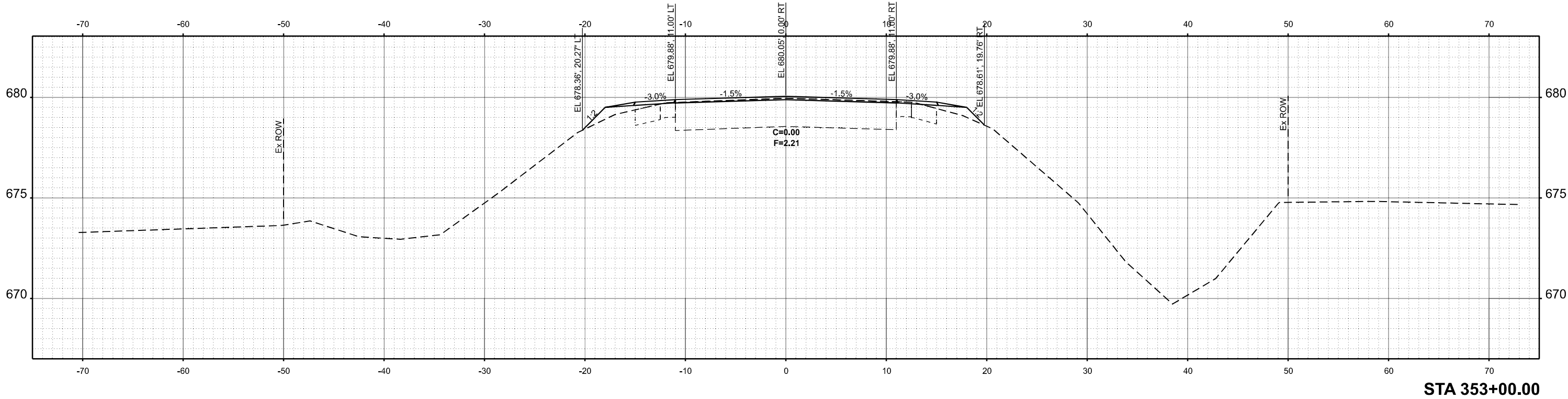
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 105

SCALE: 1"=5' SHEET 6 OF 8 SHEETS STA. 352+50.00 R2 TO STA. 353+00.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	52
CONTRACT NO. 74168				
ILLINOIS		FED. AID PROJECT		



FINAL SURVEY	SURVEYED PLOTTED TEMPLATE	BY	DATE
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED PLOTTED TEMPLATE	BY	DATE
NO.	AREAS CHECKED		

MODEL: E:\CL - 353+50.00 R2 [Sheet]
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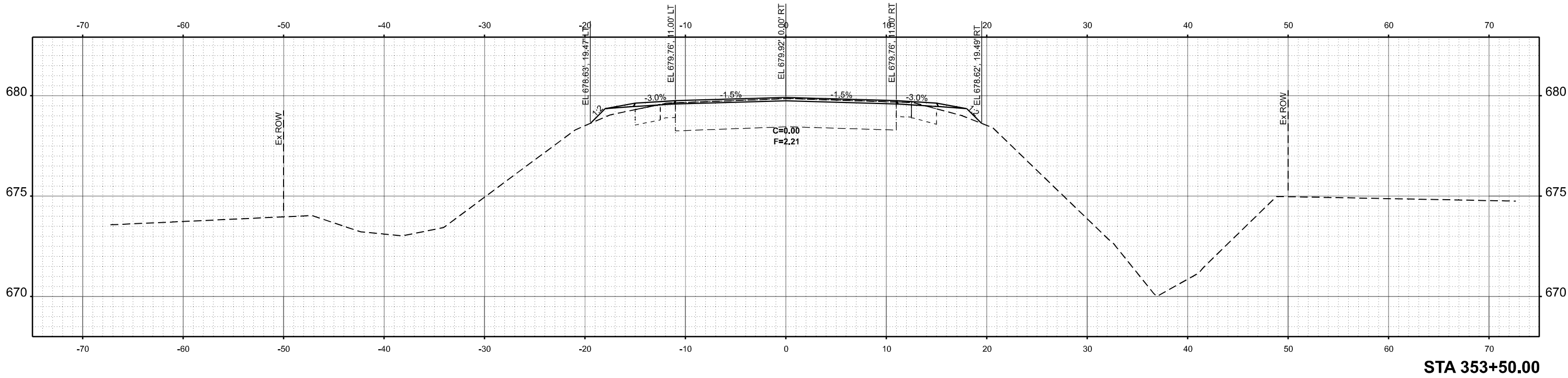
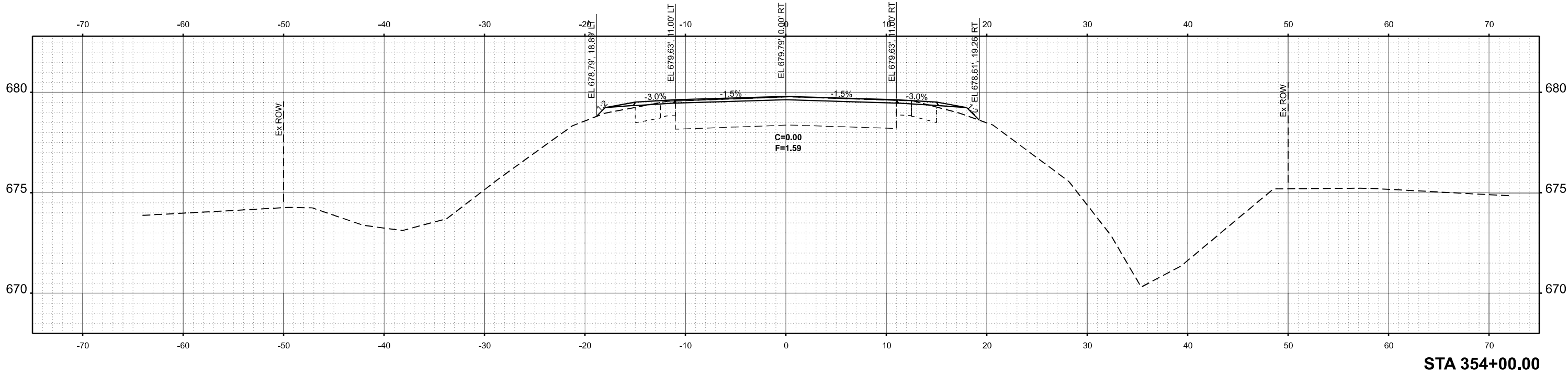
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PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 105

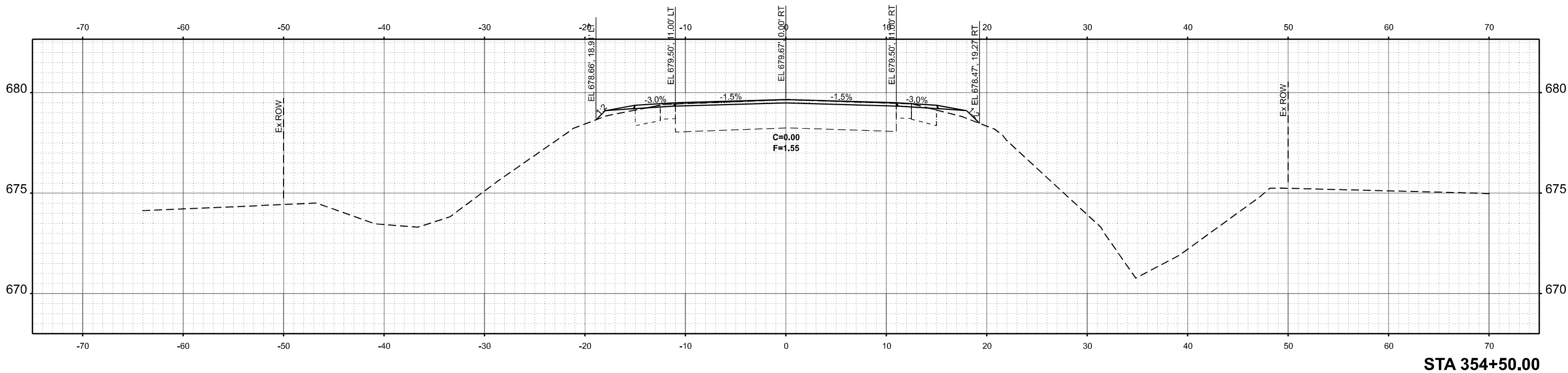
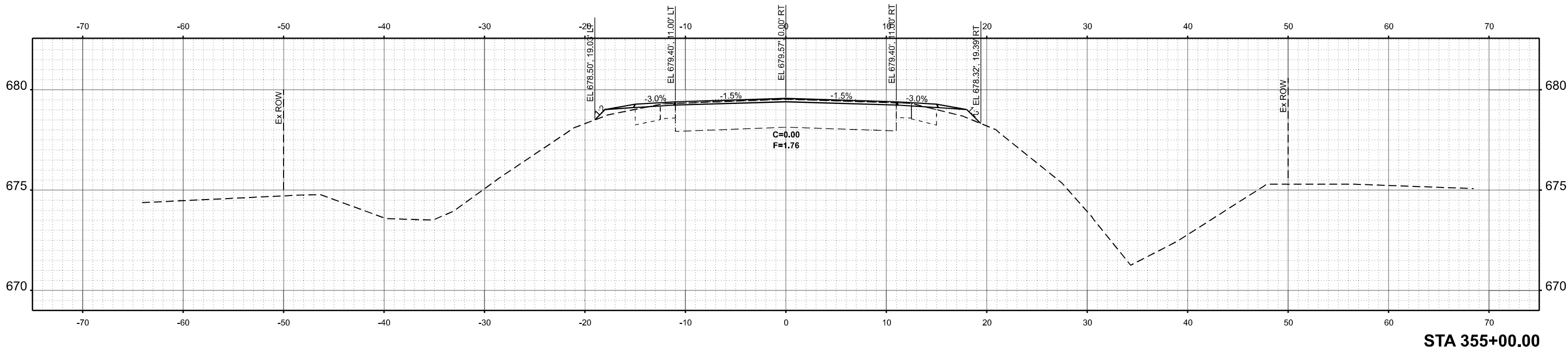
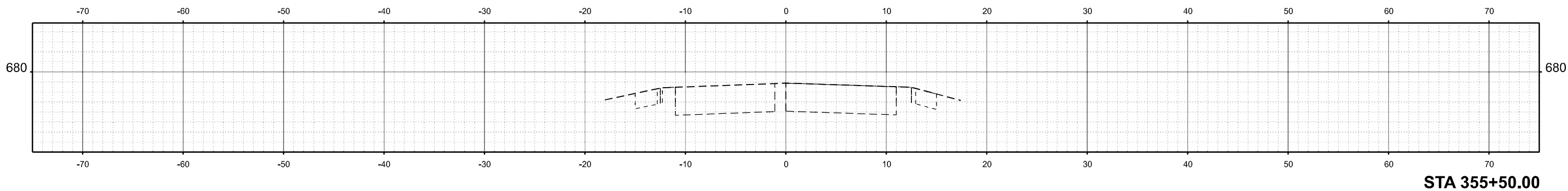
SCALE: 1"=5' SHEET 7 OF 8 SHEETS STA. 353+50.00 R2 TO STA. 354+00.00 R2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	53
CONTRACT NO. 74168				
		ILLINOIS	FED. AID PROJECT	



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

MODEL: ExCL - 354+50.00 R2 [Sheet]



USER NAME = ebohnhoff	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

IL 105

SCALE: 1"=5'	SHEET 8	OF 8	SHEETS	STA. 354+50.00 R2	TO STA. 355+50.00 R2
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
741	(11BR)B-1	MACON	54	54
		CONTRACT NO. 74168		
ILLINOIS		FED. AID PROJECT		