

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

ADT (2019) = 22,200

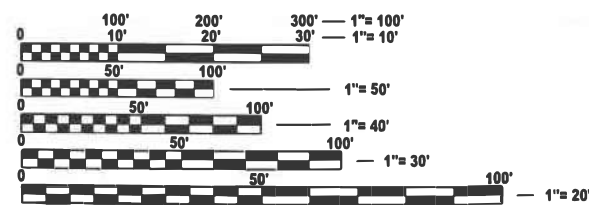
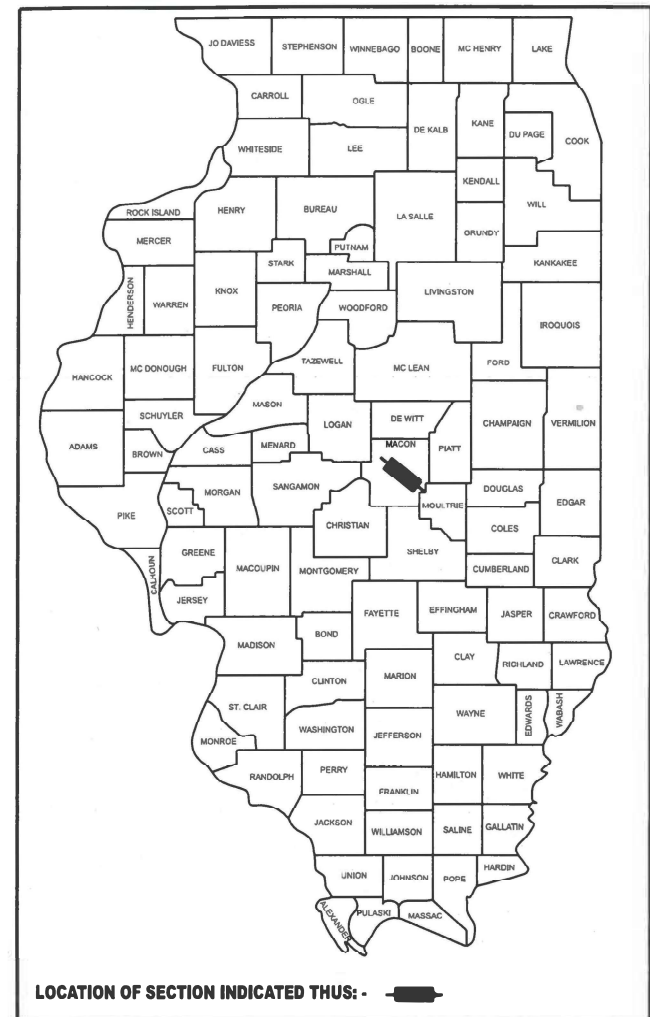
POSTED SPEED LIMIT: 50 MPH

FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL

FAP ROUTE 320 (US 36/L 121 OVER LAKESHORE DR.)
SECTION: (139X-2HB)B
PROJECT: BR-12MV(736)
BRIDGE REPLACEMENT
MACON COUNTY

C-97-082-18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	1
		ILLINOIS	CONTRACT NO. 74856	

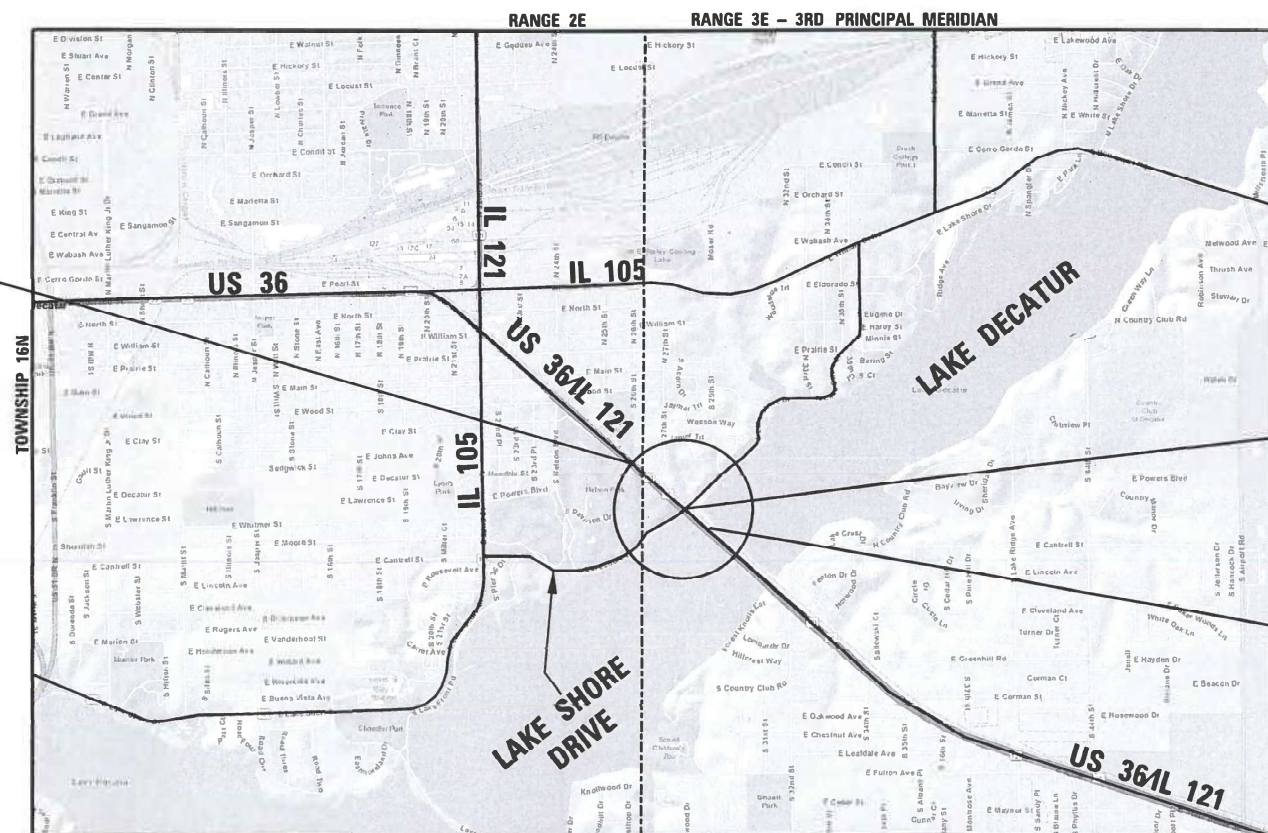


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: BRIAN LEWIS
PROJECT MANAGER

CONTRACT NO. 74856

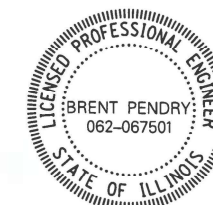


LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 1,298.5 FT. = 0.246 MILE
NET LENGTH = 1,298.5 FT. = 0.246 MILE



ZACHARY D. LEACH, PE
LICENSE NO. 062-065588
SHEETS 13, 20-34
05/02/2025
EXPIRATION DATE
11-30-2025



BRENT PENDRY, PE
LICENSE NO. 062-067501
SHEETS 1-12, 14-19, 35-41, 81-90
05/02/2025
EXPIRATION DATE
11-30-2025

EX S.N. = 058-0019
PR S.N. = 058-0138
BRIDGE REPLACEMENT
PCC PAVEMENT

END PROJECT
STA 170+96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED OCTOBER 8 20 25
Teresa C. Price
REGIONAL ENGINEER
December 5, 20 25
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT
December 5, 20 25
John P. Barry
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
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84-89	CROSS SECTIONS

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
420101-07	24’(7.2 M) JOINTED PCC PAVEMENT
420111-04	PCC PAVEMENT ROUNDOUTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
602011-02	CATCH BASIN, TYPE C
602301-04	INLET, TYPE A
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS, TYPE 1
604006-05	FRAME AND GRATE, TYPE 3
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-13	STEEL PLATE BEAM GUARDRAIL
630116	BACK SIDE PROTECTION OF GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
664001-02	CHAIN LINK FENCE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15”(4.5 M) TO 24””(600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15”(4.5 M) AWAY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS > 45 MPH TO 55 MPH
701431-13	LANE CLOSURE, MULTILANE, UNDIVIDED WITH CROSSOVER, FOR SPEEDS > 45 MPH TO 55 MPH
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

1. THIS PROJECT IS LOCATED ON FAP ROUTE 320 (US 36/IL 121) IN MACON COUNTY, OVER LAKE SHORE DRIVE IN THE CITY OF DECATUR. THE WORK INCLUDED IN THIS SECTION COVERS THE COMPLETE REMOVAL AND CONSTRUCTION OF THE BRIDGE OVER LAKE SHORE DRIVE, WINGWALLS, PORTLAND CEMENT CONCRETE PAVEMENT RECONSTRUCTION, CONCRETE STAIRS, SIDEWALK CONSTRUCTION, GUARDRAIL INSTALLATION, STORM SEWER REPLACEMENT, STRIPING, AND ANY OTHER WORK NECESSARY TO COMPLETE THIS PROJECT.
2. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE ANY SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
3. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE BASED ON THE BEST INFORMATION AVAILABLE AND SHALL BE CONSIDERED APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION.
4. LAYOUT OF EROSION CONTROL ITEMS MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

COMMITMENTS

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

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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
INDEX, HIGHWAY STDs, & GENERAL NOTES

SCALE:	SHEET 1 OF 1 SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2H8)B	MACON	89	2
CONTRACT NO. 74856				
ILLINOIS		FED. AID PROJECT		

REV - MS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
20100500	TREE REMOVAL , ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	689	689	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	161	161	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	8		8
20800150	TRENCH BACKFILL	CU YD	11	11	
21101615	TOPSOIL FURNISH AND PLACE , 4"	SQ YD	1,252	1,252	
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23	23	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23	
25100630	EROSION CONTROL BLANKET	SQ YD	2,503	2,503	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	26	26	
28000400	PERIMETER EROSION BARRIER	FOOT	666	666	
28000500	INLET AND PIPE PROTECTION	EACH	8	8	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	809	809	
31100300	SUBBASE GRANULAR MATERIAL , TYPE A 4"	SQ YD	192	192	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	121	121	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
35300700	PORTLAND CEMENT CONCRETE BASE COURSE 12"	SQ YD	1,144	1,144	
42000060	WELDED WIRE REINFORCEMENT	SQ YD	192	192	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	192	192	
42000540	PORTLAND CEMENT CONCRETE PAVEMENT 12"	SQ YD	485	485	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,452	2,452	
44000100	PAVEMENT REMOVAL	SQ YD	1,315	1,315	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	716	716	
44000600	SIDEWALK REMOVAL	SQ FT	2,380	2,380	
44003100	MEDIAN REMOVAL	SQ FT	11,268	11,268	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	472		472
50300225	CONCRETE STRUCTURES	CU YD	164.1		164.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	334.2		334.2
50300300	PROTECTIVE COAT	SQ YD	1,612		1,612
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	219.8		219.8
50401315	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, 1L36N	FOOT	1,260		1,260
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	169,890		169,890

* = SPECIALTY ITEMS

MODEL: S001
FILE NAME: 0774856-111500.dgn



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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE			
SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
STA.		TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2H8)B	MACON	89	3
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

REV - MS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
50800515	BAR SPLICERS	EACH	619		619
50901720	BICYCLE RAILING	FOOT	310		310
50901750	PARAPET RAILING	FOOT	310		310
50901760	PIPE HANDRAIL	FOOT	133		133
51100100	SLOPE WALL 4 INCH	SQ YD	687		687
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1,656		1,656
51202305	DRIVING PILES	FOOT	1,656		1,656
51203600	TEST PILE STEEL HP12X53	EACH	2		2
51204650	PILE SHOES	EACH	26		26
51500100	NAME PLATES	EACH	1		1
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	848		848
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	71	71	
55100500	STORM SEWER REMOVAL 12"	FOOT	230	230	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	250		250
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	138		138
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4		4
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	234		234

* = SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
60207105	CATCH BASINS, TYPE C, TYPE 3 FRAME AND GRATE	EACH	2	2	
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	1	1	
60500040	REMOVING MANHOLES	EACH	1	1	
60500050	REMOVING CATCH BASINS	EACH	2	2	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	482	482	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	350.0	350.0	
* 63000035	BACK SIDE PROTECTION OF GUARDRAIL	FOOT	225	225	
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	440	440	
66400305	CHAIN LINK FENCE, 6'	FOOT	149	149	
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1,322	1,322	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	

REV - MS

MODEL: 500 3
FILE NAME: 0774856-rnt500.dgn



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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	4
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

MODEL: 500 3
FILE NAME: 0774856-rnt500.dgn



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PLOT DATE	= 5/2/2025

DESIGNED	- BMP
DRAWN	- DMW
CHECKED	-
DATE	- 05/13/2024

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
SUMMARY OF QUANTITIES

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	5
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

REV - MS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	16	16	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10	
67100100	MOBILIZATION	L SUM	1	1	
70100315	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	EACH	4	4	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
70107006	PAVEMENT MARKING BLACKOUT TAPE, 6"	FOOT	4,105	4,105	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	7,289	7,289	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	15,710	15,710	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	650	650	
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	24	24	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	600	600	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1	1	
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1	1	
72400205	REMOVE AND RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	

* = SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
* 73000100	WOOD SIGN SUPPORT	FOOT	15	15	
* 78003111	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 4"	FOOT	560	560	
* 78003131	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 6"	FOOT	140	140	
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	363	363	
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	91	91	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	7	7	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	5	5	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	11	11	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	420		420
X5080530	BAR TERMINATORS	EACH	514		514
X6028000	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	EACH	1	1	
X6061100	CONCRETE MEDIAN, TYPE SB (SPECIAL)	SQ FT	499	499	
X6061800	CONCRETE MEDIAN, TYPE SB (DOWELLED)	SQ FT	10,297	10,297	
* X7010214	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)	EACH	1	1	
X8440122	REMOVE AND RELOCATE LIGHTING SYSTEM	L SUM	1		1
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	16		16
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,157		1,157

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED/20% STATE	
				ROADWAY	BRIDGE
				0010	0010
				058-0138	
				URBAN	URBAN
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	

* = SPECIALTY ITEMS



CHASTAIN

& ASSOCIATES LLC

CONSULTING ENGINEERS

184-001397

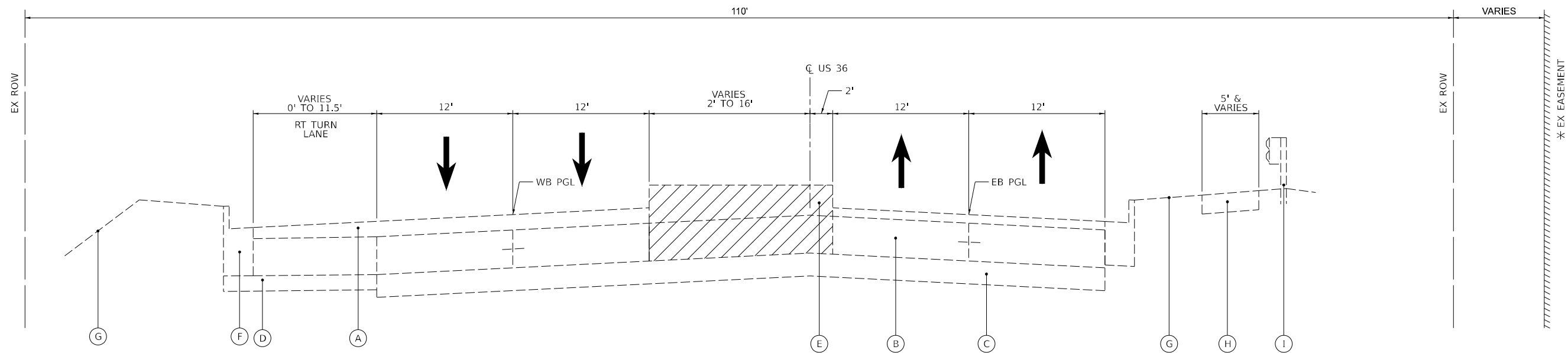
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE			
SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
STA.		TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	6
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

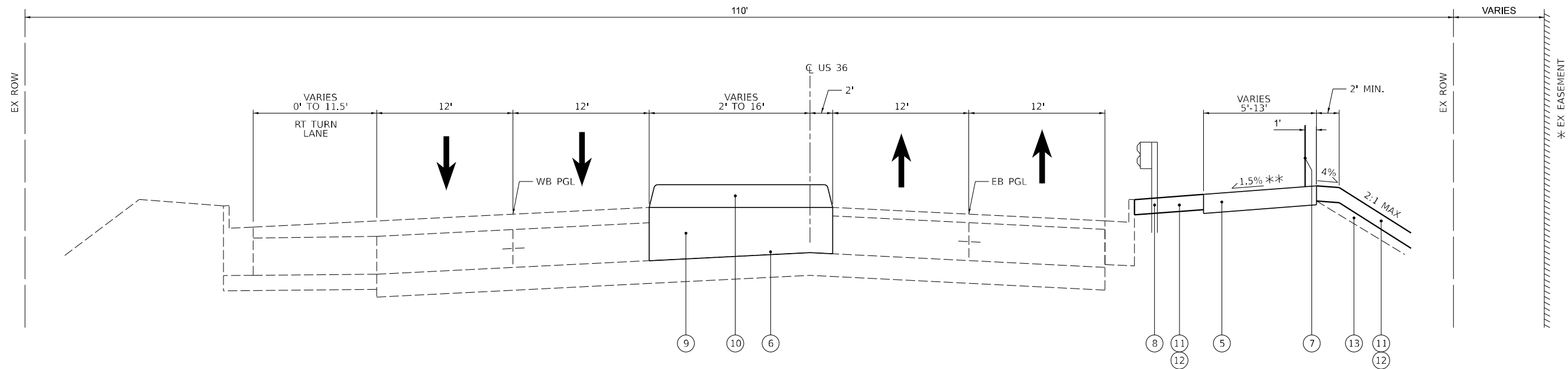
REV - MS



* EXISTING EASEMENT STA 162+09.50 TO STA 166+09.50

EXISTING TYPICAL SECTION

STA. 157+97.50 TO STA. 163+65



** PROPOSED SIDEWALK TRANSITION STARTS AT STA 162+90

PROPOSED TYPICAL SECTION

STA. 157+97.50 TO STA. 163+65

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT - $\pm 2 \frac{3}{4}$ "

(B) PORTLAND CEMENT CONCRETE PAVEMENT, 10"

(C) SUBBASE GRANULAR MATERIAL, 6"

(D) SUBBASE GRANULAR MATERIAL, 4"

(E) CONCRETE MEDIAN, TYPE SB-6.06 (DOWELED)
- (F) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

(G) EXISTING GROUND

(H) PORTLAND CEMENT CONCRETE SIDEWALK

(I) EXISTING GUARDRAIL

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 12"

(2) AGGREGATE SUBGRADE IMPROVEMENT, 12"

(3) CONCRETE MEDIAN, TYPE SB (SPECIAL)

(4) COMBINATION CURB AND GUTTER, TYPE B-6.24

(5) PORTLAND CEMENT CONCRETE SIDEWALK, 5"

(6) AGGREGATE BASE COURSE, TYPE B

(7) CHAIN LINK FENCE
- (8) GUARDRAIL

(9) PORTLAND CEMENT CONCRETE BASE COURSE, 12"

(10) CONCRETE MEDIAN, TYPE SB (DOWELED)

(11) TOPSOIL FURNISH AND PLACE, 4"

(12) SEEDING, CLASS 2A

(13) EMBANKMENT

MODEL: Typical Section Sheet 3
FILE NAME: D774856-033333.dgn



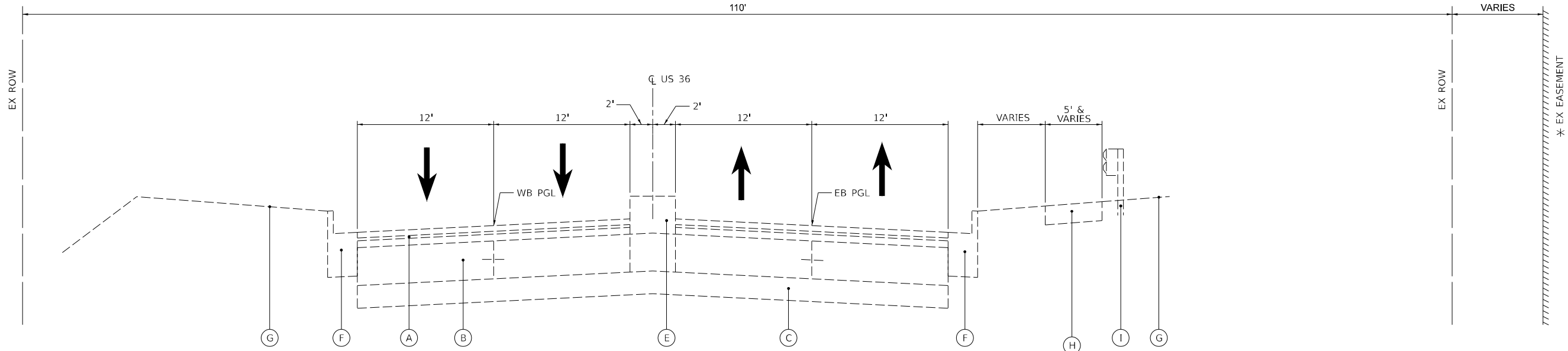
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
TYPICAL SECTIONS

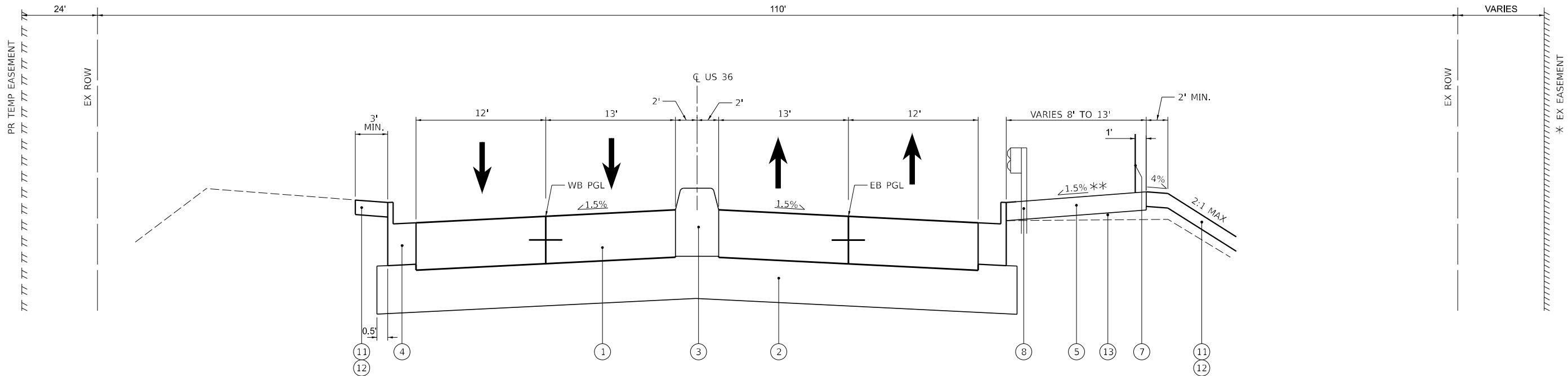
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	7
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION
STA. 163+65 TO STA. 164+13.14
(STA. 164+13.14 TO STA 165+70.76 - BRIDGE OMISSION)
STA 165+70.76 TO STA 166+45

* EXISTING EASEMENT STA 162+09.50 TO STA 166+09.50



PROPOSED TYPICAL SECTION
STA. 163+65 TO STA. 164+13.14
(STA. 164+13.14 TO STA 165+70.76 - BRIDGE OMISSION)
STA 165+70.76 TO STA 166+45

** SEE SIDEWALK DETAIL FOR CROSS SLOPE
TRANSITION AT BRIDGE APPROACHES

EXISTING LEGEND

- | | |
|--|---|
| (A) HOT-MIX ASPHALT PAVEMENT - $\pm 2 \frac{3}{4}$ " | (F) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 |
| (B) PORTLAND CEMENT CONCRETE PAVEMENT, 10" | (G) EXISTING GROUND |
| (C) SUBBASE GRANULAR MATERIAL, 6" | (H) PORTLAND CEMENT CONCRETE SIDEWALK |
| (D) SUBBASE GRANULAR MATERIAL, 4" | (I) EXISTING GUARDRAIL |
| (E) CONCRETE MEDIAN, TYPE SB-6.06 (DOWELED) | |

PROPOSED LEGEND

- | | |
|--|---|
| (1) PORTLAND CEMENT CONCRETE PAVEMENT, 12" | (8) GUARDRAIL |
| (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" | (9) PORTLAND CEMENT CONCRETE BASE COURSE, 12" |
| (3) CONCRETE MEDIAN, TYPE SB (SPECIAL) | (10) CONCRETE MEDIAN, TYPE SB (DOWELLED) |
| (4) COMBINATION CURB AND GUTTER, TYPE B-6.24 | (11) TOPSOIL FURNISH AND PLACE, 4" |
| (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5" | (12) SEEDING, CLASS 2A |
| (6) AGGREGATE BASE COURSE, TYPE B | (13) EMBANKMENT |
| (7) CHAIN LINK FENCE | |

MODEL: Typical Sections Sheet 1
FILE NAME: D:\74856\74856.dgn



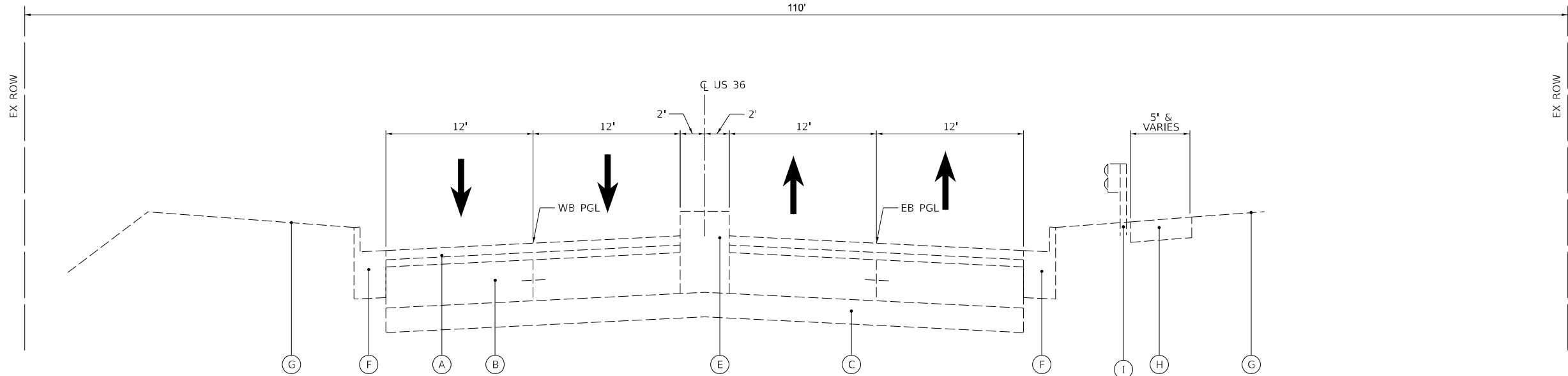
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
TYPICAL SECTIONS

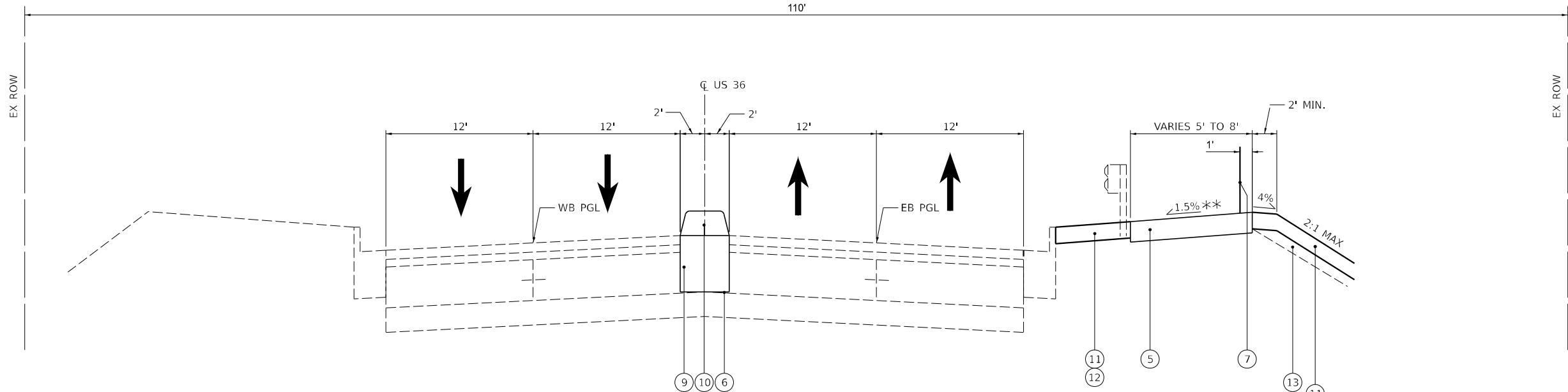
SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	8
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA. 166+45 TO STA. 170+96



PROPOSED TYPICAL SECTION

STA. 166+45 TO STA. 170+96

** PROPOSED SIDEWALK TRANSITION ENDS STA 166+66

EXISTING LEGEND

- (A)

HOT-MIX ASPHALT PAVEMENT - ±2 3/4"
- (B)

PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (C)

SUBBASE GRANULAR MATERIAL, 6"
- (D)

SUBBASE GRANULAR MATERIAL, 4"
- (E)

CONCRETE MEDIAN, TYPE SB-6.06 (DOWELED)
- (F)

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (G)

EXISTING GROUND
- (H)

PORTLAND CEMENT CONCRETE SIDEWALK
- (I)

EXISTING GUARDRAIL

PROPOSED LEGEND

- (1)

PORTLAND CEMENT CONCRETE PAVEMENT, 12"
- (2)

AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (3)

CONCRETE MEDIAN, TYPE SB (SPECIAL)
- (4)

COMBINATION CURB AND GUTTER, TYPE B-6.24
- (5)

PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (6)

AGGREGATE BASE COURSE, TYPE B
- (7)

CHAIN LINK FENCE
- (8)

GUARDRAIL
- (9)

PORTLAND CEMENT CONCRETE BASE COURSE, 12"
- (10)

CONCRETE MEDIAN, TYPE SB (DOWELED)
- (11)

TOPSOIL FURNISH AND PLACE, 4"
- (12)

SEEDING, CLASS 2A
- (13)

EMBANKMENT

MODEL: Typical Sections Sheet 4
FILE NAME: D774856-213333.dgn



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PLOT DATE	= 5/2/2025	DATE	-	05/13/2024	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	9
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

TREE REMOVAL SCHEDULE			
LOCATION			TREE REMOVAL
STATION	STATION	OFFSET	ACRE
FAP ROUTE 320 (US 36/IL 121)			
164+00	164+81	LT	0.04
165+09	166+11	RT	0.04
165+22	165+57	LT	0.03
TOTAL			0.25

EARTHWORK SCHEDULE				
LOCATION		EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	TOPSOIL FURNISH AND PLACE, 4"
STATION	STATION	CU YD	CU YD	SQ YD
FAP ROUTE 320 (US 36/IL 121)				
162+90	164+86	361	93	661
BRIDGE OMMISION				
164+95	166+70	328	68	591
TOTAL		689	161	1252

FENCE SCHEDULE			
LOCATION			CHAIN LINK FENCE
STATION	STATION	OFFSET	FOOT
FAP ROUTE 320 (US 36/IL 121)			
163+12	164+08	RT	96.0
165+66	166+18	RT	52.5
TOTAL			148.5

SEEDING SCHEDULE								
LOCATION			SEEDING CLASS 2A	NITROGEN FURTILIZER NUTRIENT	PHOSPHORUS FURTILIZER NUTRIENT	POTASSIUM FURTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
STATION	STATION	OFFSET	ACRE	POUND	POUND	POUND	SQ YD	POUND
FAP ROUTE 320 (US 36/IL 121)								
162+90	164+69	RT	0.09	8	8	8	856	9
163+65	164+86	LT	0.05	4	4	4	465	5
164+95	166+70	RT	0.07	6	6	6	644	7
165+11	166+35	LT	0.06	5	5	5	538	6
TOTAL			0.25	23	23	23	2503	26

EROSION CONTROL SCHEDULE				
LOCATION			PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
STATION	STATION	OFFSET	FOOT	EACH
FAP ROUTE 320 (US 36/IL 121)				
162+85	164+58	RT	178	
163+50	164+81	LT	151	
163+68		LT		1
163+68		RT		1
164+50		LT		1
164+53		RT		1
165+00	166+75	RT	183	
165+11		RT		1
165+22	166+70	LT	154	
165+80		RT		1
166+54		LT		1
166+54		RT		1
TOTAL			666	8

MEDIAN SCHEDULE							
LOCATION		AGGREGATE SUBGRADE IMPROVEMENT, 12"	PORTLAND CEMENT CONCRETE BASE COURSE 12"	AGGREGATE BASE COURSE TYPE B 1	MEDIAN REMOVAL	CONCRETE MEDIAN TYPE SB (SPECIAL)	CONCRETE MEDIAN TYPE SB (DOWELLED)
STATION	STATION	SQ YD	SQ YD	TON	SQ FT	SQ FT	SQ FT
FAP ROUTE 320 (US 36/IL 121)							
157+97.5	160+50		505.0	53.3	4545.0		4545.0
160+50	161+00		98.6	10.4	887.5		887.5
161+00	162+00		172.8	18.2	1555.0		1555.0
162+00	163+00		114.4	12.1	1030.0		1030.0
163+00	163+48		34.1	3.6	307.2		307.2
162+00	163+65		102.7	10.8	924.0		924.0
163+65	163+80	7.8			70.5	70.5	
163+80	164+13	14.7			132.0	132.0	
164+13	164+72				236.0		
165+12	165+71				236.0		
165+71	166+45	32.9			296.0	296.0	
166+45	168+04		70.7	7.5	636.0		636.0
169+93	170+96		45.8	4.8	412.0		412.0
TOTAL		55	1144	121	11268	499	10297

MODEL: Sched.M-1
FILE NAME: D:\8856-rnt-SCH00.dgn



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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	10
		CONTRACT NO. 74856		
		ILLINOIS	FED. AID PROJECT	

PAVEMENT SCHEDULE								
LOCATION			AGGREGATE SUBGRADE IMPROVEMENT, 12"	SUBBASE GRANULAR MATERIAL TYPE A 4"	WELDED WIRE REINFORCEMENT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	PCC PAVEMENT, 12"	PAVEMENT REMOVAL
STATION	STATION	OFFSET	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
FAP ROUTE 320 (US 36/IL 121)								
163+65	163+80	LT	40.8				40.8	40.8
163+80	163+98	LT	50.0				50.0	50.0
163+98	164+13	LT	41.7	41.7	41.7	41.7		41.7
164+13	164+17	LT	5.6	5.6	5.6	5.6		5.6
164+17	164+72	LT						152.8
163+65	163+80	RT	40.6				40.6	40.6
163+80	163+94	RT	38.9				38.9	38.9
163+94	164+10	RT	44.4	44.4	44.4	44.4		44.4
164+10	164+13	RT	4.2	4.2	4.2	4.2		4.2
164+13	164+72	RT						163.9
165+11	165+67	RT						155.6
165+67	165+71	RT	5.6	5.6	5.6	5.6		5.6
165+71	165+86	RT	41.7	41.7	41.7	41.7		41.7
165+86	166+20	RT	94.4				94.4	94.4
166+20	166+35	RT	41.1				41.1	41.1
166+35	166+45	RT	27.1				27.1	27.1
165+11	165+71	LT						166.7
165+71	165+74	LT	4.2	4.2	4.2	4.2		4.2
165+74	165+90	LT	44.4	44.4	44.4	44.4		44.4
165+90	166+20	LT	83.3				83.3	83.3
166+20	166+35	LT	41.3				41.3	41.3
166+35	166+45	LT	27.1				27.1	27.1
TOTAL			676	192	192	192	485	1315

SIDEWALK SCHEDULE				
LOCATION			PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SIDEWALK REMOVAL
STATION	STATION	OFFSET	SQ FT	SQ FT
FAP ROUTE 320 (US 36/IL 121)				
162+90	163+10	RT	160.0	100
163+10	163+65	RT	715.0	275
163+65	163+80	RT	189.8	75
163+80	163+89	RT	110.7	45
163+89	163+99	RT	120.5	50
163+99	164+09	RT	118.0	50
164+09	164+69	RT		300
165+06	165+67	RT		305
165+67	165+74	RT	82.6	35
165+74	165+84	RT	120.5	50
165+84	166+20	RT	442.8	180
166+20	166+70	RT	392.5	250
LAKE SHORE DRIVE				
LT				
RT				665
TOTAL			2452	2380

CURB AND GUTTER SCHEDULE					
LOCATION			AGGREGATE SUBGRADE IMPROVEMENT, 12"	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	COMBINATION CONCRETE CURB AND GUTTER, B- 6.24
STATION	STATION	OFFSET	SQ YD	FOOT	FOOT
FAP ROUTE 320 (US 36/IL 121)					
163+65	164+17	LT	18	52	52
164+17	164+76	LT		59	
163+65	164+10	RT	15	45	45
164+10	164+68	RT		58	
165+08	165+67	RT		59	
165+67	166+35	RT	23	68	68
165+16	165+74	LT		58	
165+74	166+35	LT	21	61	61
LAKE SHORE DRIVE					
		LT		123	123
		RT		133	133
TOTAL			77	716	482

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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE SCHEDULE OF QUANTITIES			
SCALE:	SHEET 2 OF 3 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	11
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE											
LOCATION			SPBGR, TY A 6 FT POSTS	BACK SIDE PROTECTION OF GUARDRAIL	TRAFFIC BARRIER TERMINAL TY 5	TRAFFIC BARRIER TERMINAL TY 6	TRAFFIC BARRIER TERMINAL TY 1 (SPL) TANGENT	TRAFFIC BARRIER TERMINAL TY 1 (SPL) FLARED	GUARDRAIL REMOVAL	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS TY A
STATION	STATION	OFFSET	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT		EACH
FAP ROUTE 320 (US 36/IL 121)											
161+60	163+72.50	RT	212.5			1	1			1	3
162+96.50	164+09	RT		112.5							
163+06	164+69	RT							163		
165+28	166+05	RT							77		
165+78	166+91	RT							113		
165+16	166+03	LT							87		
165+79	166+91	RT	112.5	112.5	1						1
165+74	166+61	LT	25.0			1		1		1	1
TOTAL			350.0	225.0	1	2	1	1	440	2	5

DRAINAGE SCHEDULE										
LOCATION			TRENCH BACKFILL	STORM SEWER CLASS A, TY 2	STORM SEWER REMOVAL, 12"	CATCH BASINS, TY C, TY 3 FRAME AND GRATE	INLETS, TY A, TY 3 FRAME AND GRATE	REMOVING MANHOLES	REMOVING CATCH BASINS	MANHOLES TO BE RECONSTRUCTED (SPECIAL)
STATION	STATION	OFFSET	CU YD	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
FAP ROUTE 320 (US 36/IL 121)										
163+68	163+83	LT/RT	11	71		1	1			1
163+83	164+50	LT			68				1	
163+83	164+53	LT/RT			92				1	
165+11	165+80	RT			70	1		1		
TOTAL			11	71	230	2	1	1	2	1

PAVEMENT MARKING SCHEDULE								
LOCATION			PREFORMED PLASTIC PAVEMENT MARKING, TY B - STANDARD - LINE 4"	PREFORMED PLASTIC PAVEMENT MARKING, TY B - STANDARD - LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 5"	GROOVING FOR RECESSED PAVEMENT MARKING 7"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
			SOLID YELLOW	WHITE SKIP DASH				
STATION	STATION	OFFSET	FOOT	FOOT	FOOT	FOOT	EACH	EACH
FAP ROUTE 320 (US 36/IL 121)								
163+65	164+45.10	LT	80	20	80	20	2	2
164+45.10	165+42.70	LT	98	24				2
165+42.70	166+45	LT	102	26	102	26	2	2
163+65	164+41.20	RT	76	19	76	19	1	1
164+41.20	165+40.75	RT	100	25				2
165+41	166+45	RT	104	26	104	26	2	2
TOTAL			560	140	363	91	7	11

SIGN SCHEDULE			
LOCATION		REMOVE AND RELOCATE SIGN PANEL ASSEMBLY - TY A	WOOD SIGN SUPPORT
STATION	OFFSET	EACH	FOOT
FAP ROUTE 320 (US 36/IL 121)			
164+50	RT	1	
166+60	RT		15
TOTAL		1	15

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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	12
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	

MODEL: Schedule
FILE NAME: I:\0353023\83.2\301.00.PTB 206-042.D7 PH1 & II Various VariousDrawings\WO-1\CAD_Sheets\D774855-ent-schedule-staging.dgn

TRAFFIC CONTROL AND PROTECTION				
LOCATION	NOTE	TRAFFIC CONTROL & PROTECTION, STD 701422 70100315 EACH	TRAFFIC CONTROL & PROTECTION, STD 701801 70102640 L SUM	TRAFFIC CONTROL & PROTECTION, STD 701431 (SPECIAL) X7010214 EACH
EB US 36	PRESTAGE MEDIAN DEMOLITION & CROSS OVER WORK	1		
WB US 36	PRESTAGE MEDIAN DEMOLITION & CROSS OVER WORK	1		
EB US 36	POST STAGE 2 MEDIAN RESTORATION	1		
WB US 36	POST STAGE 2 MEDIAN RESTORATION	1		
US 36	EB SIDEWALK CLOSURE FOR DURATION OF PROJECT		1	
US 36	STAGE 1 & 2 TRAFFIC CONTROL			1
TOTALS		4	1	1

TEMPORARY CONCRETE BARRIER									
LOCATION	STATION	OFFSET	TO	STATION	OFFSET	NOTE	TEMPORARY CONCRETE BARRIER 70400100 FOOT	PINNING TEMPORARY CONCRETE BARRIER 70400125 EACH	RELOCATE TEMPORARY CONCRETE BARRIER 70400200 FOOT
US 36	160+13.6	23.9' RT		163+37.5	3.1' LT	STAGE 1	325.0		
US 36	163+00.1			163+37.5		STAGE 1		6	
US 36	163+37.5	3.1' LT		166+62.5	3.1' LT	STAGE 1	325.0		
US 36	163+37.5			163+75.0		STAGE 1		6	
US 36	163+45.0	2.9' RT		166+57.5	2.9' RT	STAGE 2			312.5
US 36	166+20.0			166+57.5		STAGE 2		6	
US 36	166+57.5	2.9' RT		169+44.0	20.9' LT	STAGE 2			287.5
US 36	166+57.5			166+94.9		STAGE 2		6	
TOTALS							650.0	24	600.0
ROUNDED TOTALS							650.0	24	600.0

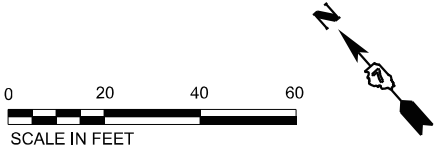
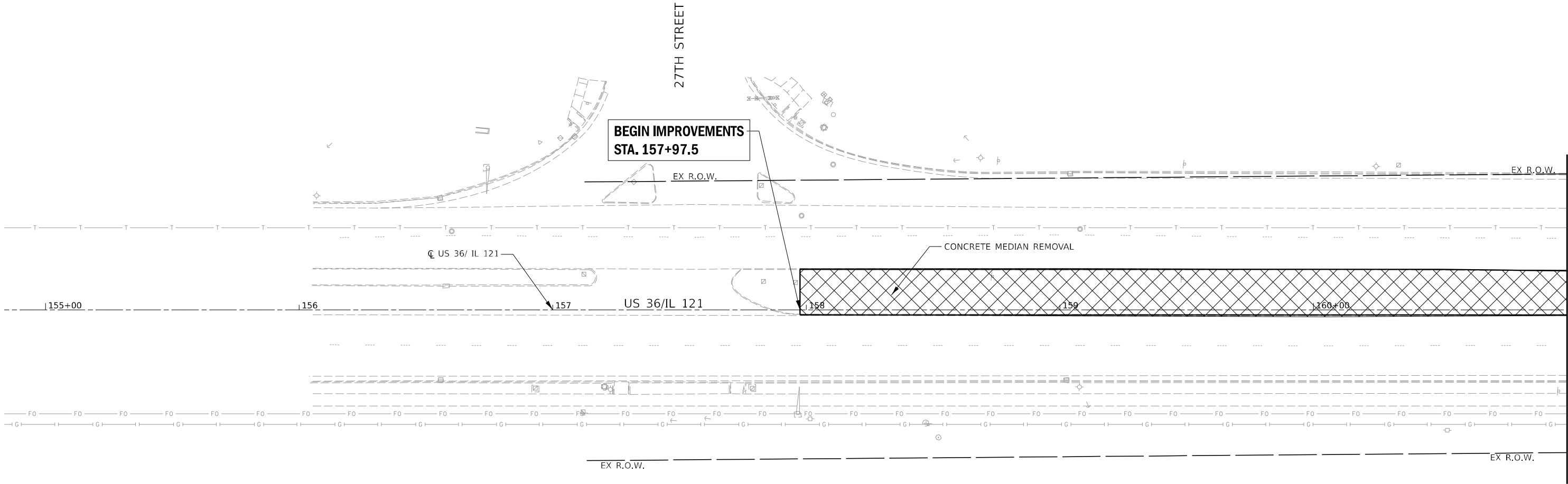
IMPACT ATTENUATORS					
LOCATION	STATION	OFFSET	NOTE	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 70600250 EACH	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3 70600350 EACH
US 36	160+13.6	23.9' RT	STAGE 1	1	
US 36	169+44.0	20.9' LT	STAGE 2		1
TOTALS				1	1

CHANGEABLE MESSAGE SIGN			
LOCATION	STATION	NOTE	CHANGEABLE MESSAGE SIGN 70107025 CAL DA
EB US 36	158+50±	PLACED 14 DAYS PRIOR TO CONSTRUCTION	14
WB US 36	176+00±	PLACED 14 DAYS PRIOR TO CONSTRUCTION	14
TOTAL			28

TEMPORARY PAVEMENT MARKING								
LOCATION	STATION	TO	STATION	OFFSET	NOTE	PAVEMENT MARKING BLACKOUT TAPE, 6" 70107006 FOOT	SHORT TERM PAVEMENT MARKING REMOVAL 70300150 SQ FT	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE 70307120 FOOT
STAGE 1								
US 36	146+82.5		170+95.8	LT & RT	WHITE		804.9	2414.8
US 36	146+82.5		163+65.0	RT	EB SKIP DASH	420.6	210.3	
US 36	157+92.4		170+95.8	LT	WB INSIDE EDGE LINE	1303.4	651.7	
US 36	157+92.6		188+77.4	LT	YELLOW		1029.8	3089.4
US 36	157+92.6		180+82.1	LT	WB SKIP DASH	772.4	386.2	
US 36	157+97.4		170+95.8	LT & RT	YELLOW		433.0	1299.0
US 36	157+97.5		163+65.0	RT	EB INSIDE EDGE LINE	567.5	283.8	
US 30	100+45.0		170+95.8	RT	EB SKIP DASH	112.7	50.4	
US 36	166+45.0		170+95.8	RT	EB INSIDE EDGE LINE	450.8	225.4	
US 30	189+83.3		198+00.0	LT	WB SKIP DASH	204.2	102.1	
US 36	189+83.7		193+26.8	LT	YELLOW		114.4	343.2
US 30	192+00.0		193+26.8	LT	WHITE		42.4	127.1
US 36	194+66.6		198+00.0	LT	YELLOW		111.2	333.5
STAGE 1 TOTAL						3831.6	4451.6	7607.0
STAGE 2								
US 36	145+45.0		153+24.4	RT	YELLOW		259.8	779.5
US 36	145+45.0		146+82.5	RT	EB SKIP DASH	34.4	17.2	
US 36	154+74.4		155+24.4	RT	WHITE		17.1	51.4
US 36	154+74.4		157+10.0	RT	YELLOW		78.5	235.6
US 36	157+89.2		180+50.0	RT	YELLOW		754.1	2262.2
US 30	158+45.0		170+95.8	LT & RT	YELLOW		417.4	1252.2
US 36	160+45.0		187+29.3	LT & RT	WHITE		897.0	2691.1
US 36	170+95.8		180+50.0	RT	EB SKIP DASH	238.6	119.3	
US 36	188+18.9		188+52.4	LT	WHITE		12.1	36.2
US 36	188+18.9		189+00.1	LT	WHITE		27.1	81.2
US 36	189+83.4		192+25.1	LT	WHITE		80.6	241.7
US 36	191+73.2		192+25.1	LT	WHITE		17.1	51.4
US 36	194+05.2		198+25.2	LT	WHITE		140.0	420.1
STAGE 2 TOTAL						273.0	2837.3	8102.6
TOTALS						4104.6	7288.9	15709.6
ROUNDED TOTALS						4105	7289	15710

REMOVAL LEGEND

-  CONCRETE MEDIAN REMOVAL
-  PCC SIDEWALK REMOVAL
-  CURB AND GUTTER REMOVAL
-  STORM SEWER REMOVAL
-  GUARDRAIL REMOVAL
-  DRAINAGE STRUCTURE REMOVAL
-  TREE REMOVAL



MODEL: Plan and Profile
FILE NAME: 077485-us36rpt 1.dgn



**CHASTAIN
& ASSOCIATES LLC**
CONSULTING ENGINEERS
184-001397

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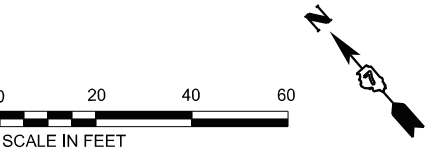
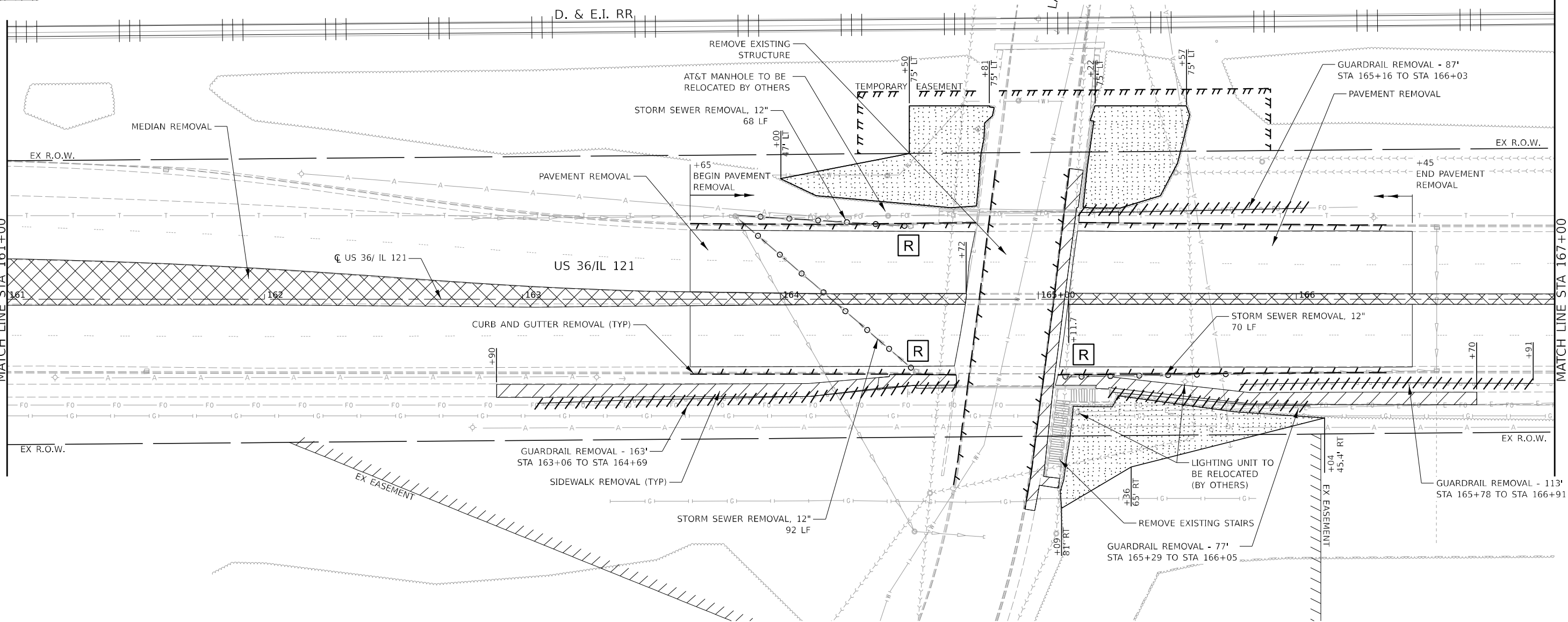
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE EXISTING CONDITIONS AND REMOVAL PLAN			
SCALE: 1"=40'	SHEET 1	OF 3 SHEETS	STA. 157+97.5 TO STA. 161+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	14
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

REMOVAL LEGEND

- CONCRETE MEDIAN REMOVAL
- PCC SIDEWALK REMOVAL
- CURB AND GUTTER REMOVAL
- STORM SEWER REMOVAL
- GUARDRAIL REMOVAL
- DRAINAGE STRUCTURE REMOVAL
- TREE REMOVAL



MODEL: Plan and Profile
FILE NAME: 077485-184-001397.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME = _USER_	DESIGNED - BMP	REVISED -
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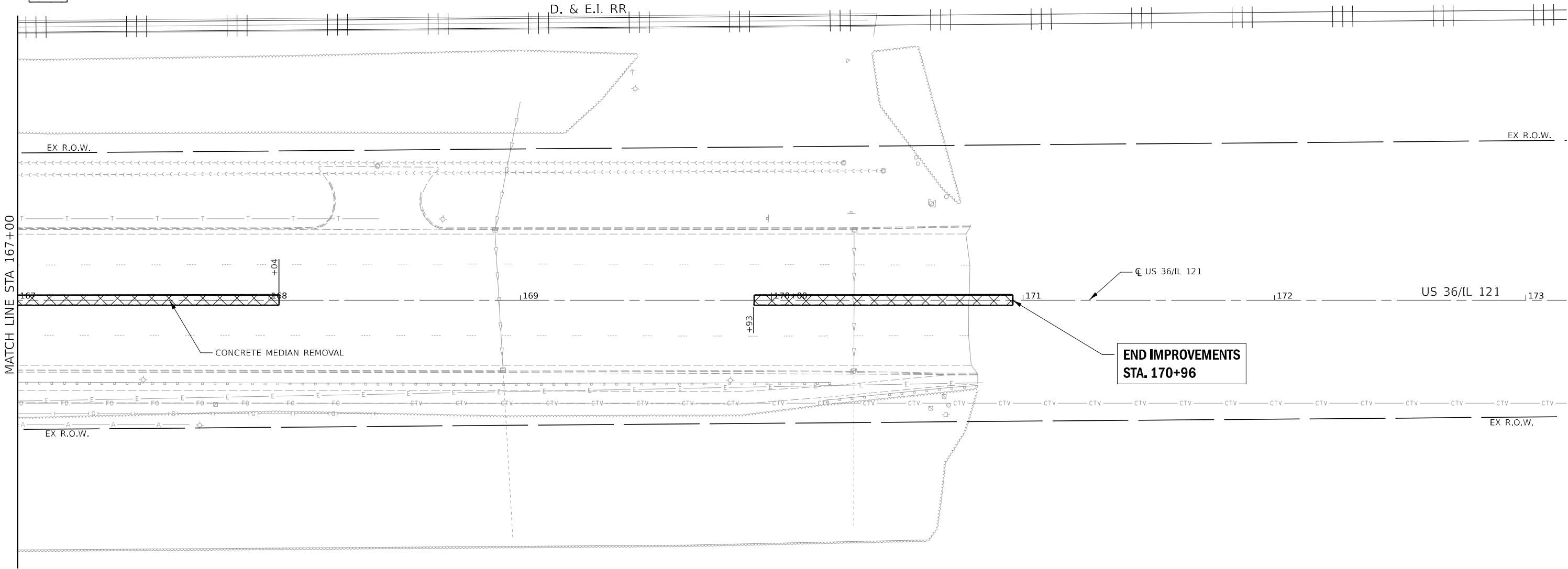
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE EXISTING CONDITIONS AND REMOVAL PLAN			
SCALE: 1"=40'	SHEET 2	OF 3 SHEETS	STA. 161+00 TO STA. 167+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	15
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

REMOVAL LEGEND

- CONCRETE MEDIAN REMOVAL
- PCC SIDEWALK REMOVAL
- CURB AND GUTTER REMOVAL
- STORM SEWER REMOVAL
- GUARDRAIL REMOVAL
- DRAINAGE STRUCTURE REMOVAL
- TREE REMOVAL



LAKE DECATUR

MODEL: Plan and Profile
FILE NAME: 077485.dwg
184-001397



USER NAME = _USER_	DESIGNED - BMP	REVISED -
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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

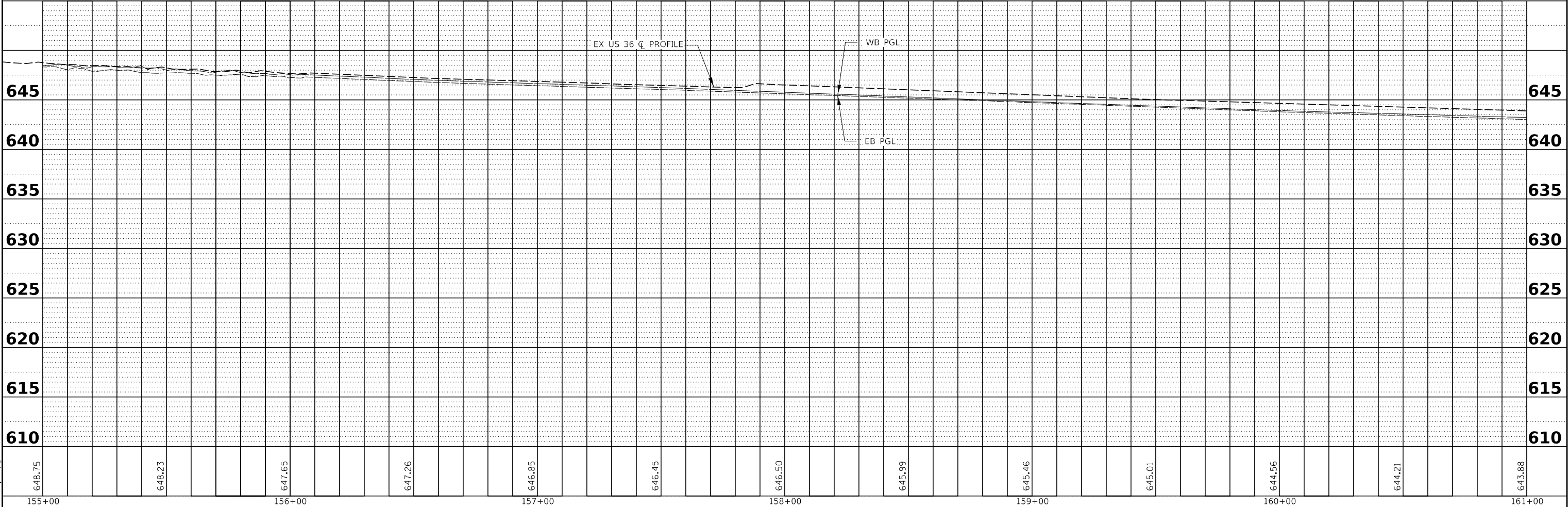
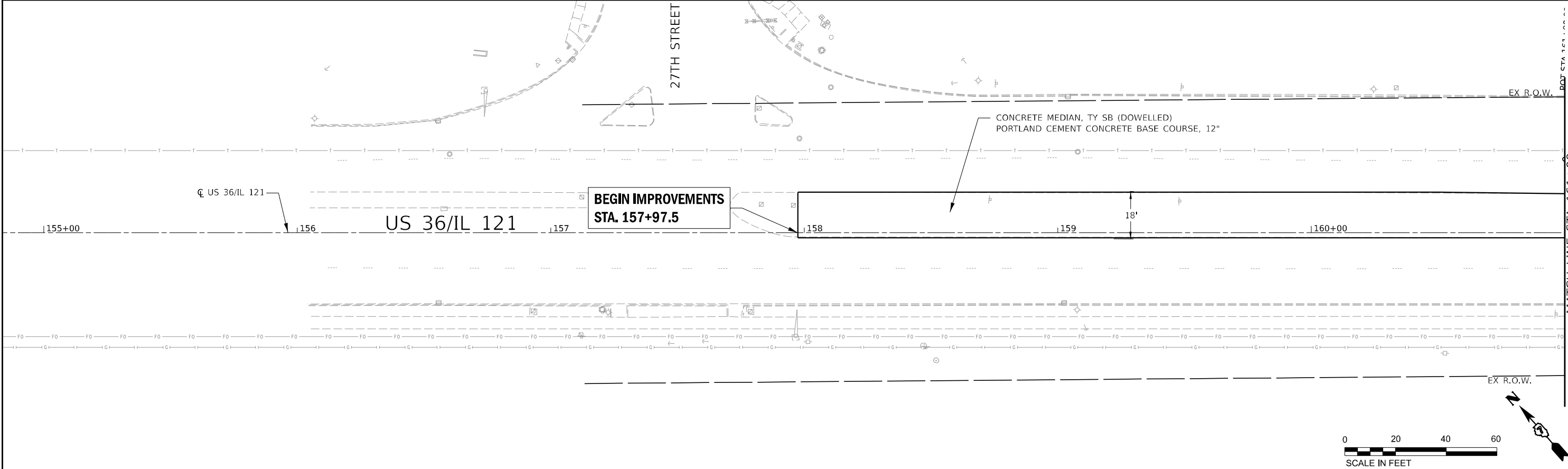
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE EXISTING CONDITIONS AND REMOVAL PLAN			
SCALE: 1"=40'	SHEET 3	OF 3 SHEETS	STA. 167+00 TO STA. 170+96

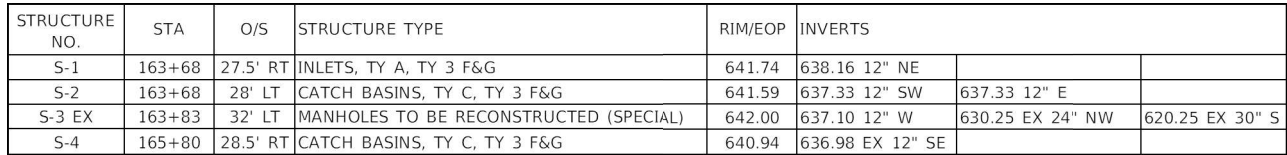
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320	(139X-2HB)B	MACON	89	16
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
NOTE BOOK NO.		CADD FILE NAME	

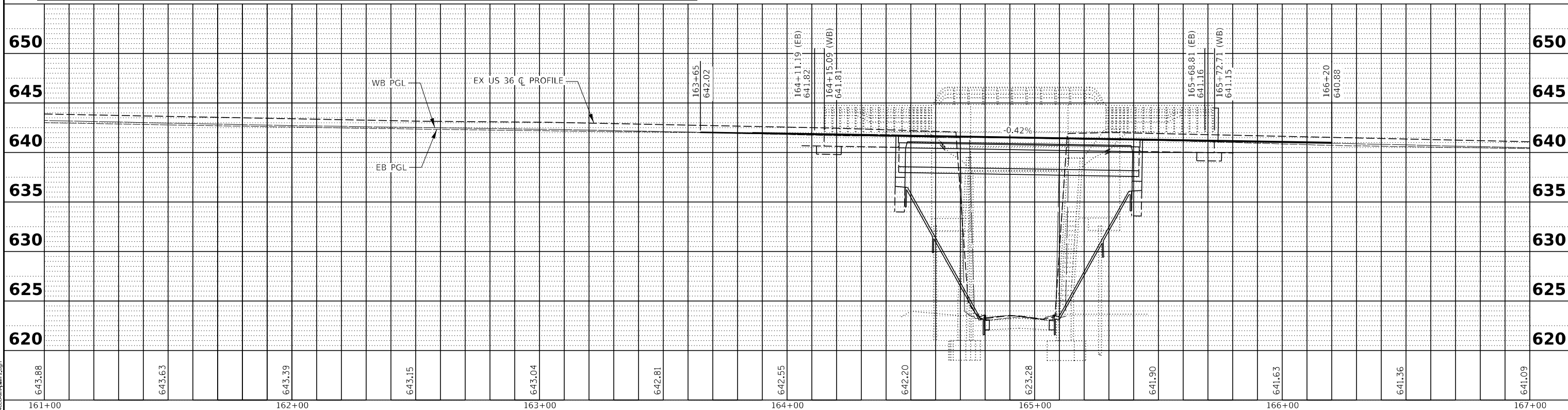
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	PLOTTED		
	GRADES		
	CHECKED		
NOTE BOOK NO.		STRUCTURE NOTATION CHRD	



PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
	GRADES CHECKED _____		
	B.M. NOTED _____		
NO. _____	STRUCTURE NOTATION'S CHK'D _____		



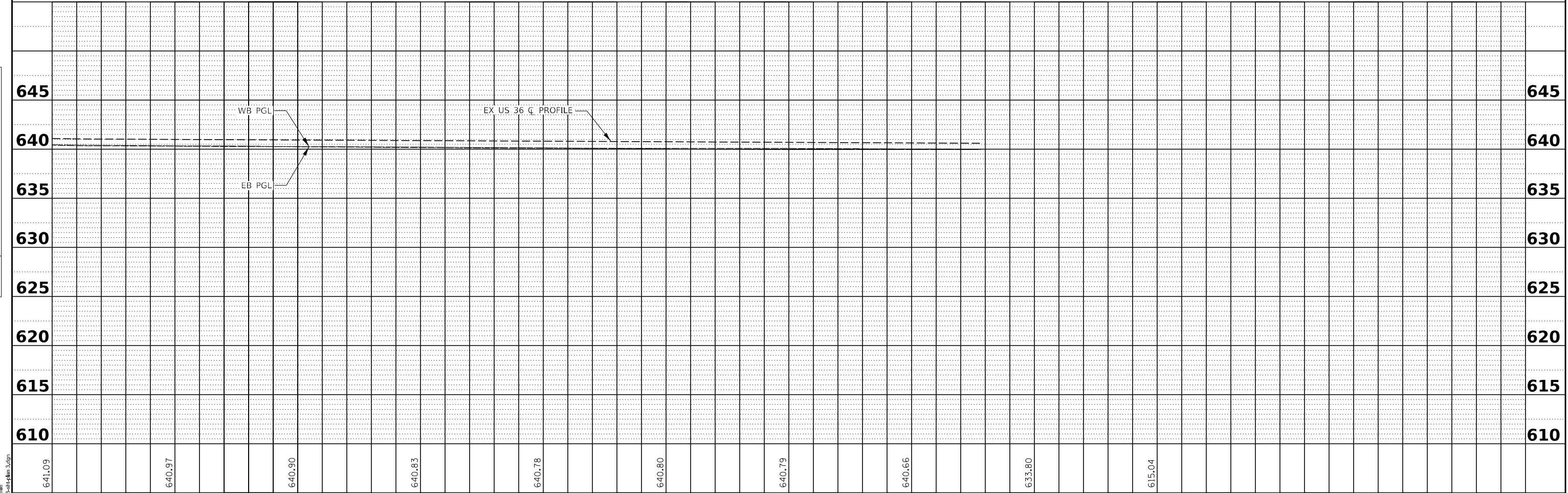
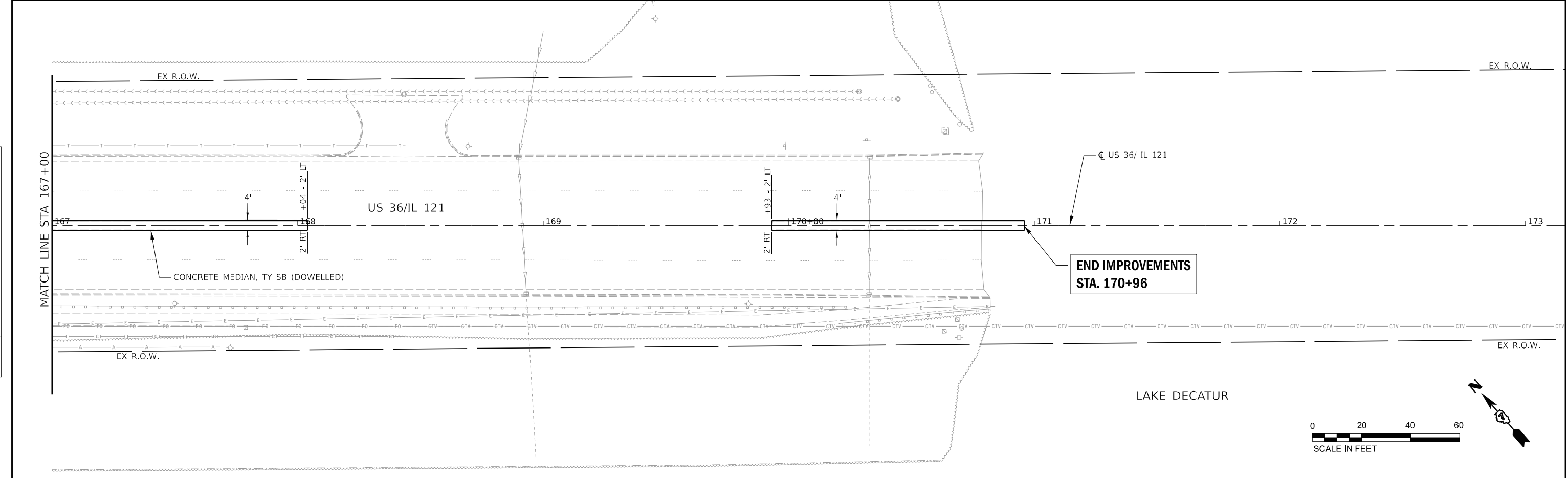
PIPE NO.	FROM	TO	PIPE TYPE	LENGTH (FT)	SLOPE	TBF (CY)
P-1	S-1	S-2	STORM SEWER, CL A, TY 2, 12"	55.5	1.5%	8
P-2	S-2	S-3 EX	STORM SEWER, CL A, TY 2, 12"	15	1.5%	3



 CHASTAIN & ASSOCIATES LLC CONSULTING ENGINEERS 184-001397	USER NAME = _USER_	DESIGNED - BMP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 /IL 121 OVER LAKE SHORE DRIVE PLAN AND PROFILE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 5/2/2025	CHECKED -	REVISIED -		REVISIED -	SCALE: 1"=40' SHEET 2 OF 3 SHEETS STA. 161+00 TO STA. 167+00				CONTRACT NO. 74856 ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
NOTE BOOK	CHECKED		
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	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
NOTE BOOK	CHECKED		
	NO.		
	STRUCTURE		



CHASTAIN & ASSOCIATES LLC CONSULTING ENGINEERS 184-001397	USER NAME = _USER_	DESIGNED - BMP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 /IL 121 OVER LAKE SHORE DRIVE PLAN AND PROFILE			F.A.P. RTE. 320	SECTION (139X-2HB)B	COUNTY MACON	TOTAL SHEETS 89	SHEET NO. 19
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	PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -					ILLINOIS FED. AID PROJECT				
	SCALE: 1"=40'							SHEET 3 OF 3 SHEETS	STA. 167+00 TO STA. 170+96			

PRE-STAGE 1 OVERVIEW

US 36:

CLOSE THE EASTBOUND AND WESTBOUND INSIDE LANES TO TRAFFIC FOR REMOVAL OF THE MEDIAN AND REPLACEMENT WITH PCC BASE COURSE WITH SURFACE ELEVATION MATCHING THE ADJACENT EXISTING PAVEMENT UTILIZING HIGHWAY STANDARD 701422.

STAGE 1 OVERVIEW

US 36:

CLOSE THE EASTBOUND LANES OVER EX SN 058-0019 TO TRAFFIC FOR THE DURATION OF STAGE 1. MAINTAIN ONE LANE OF TRAFFIC FOR BOTH DIRECTIONS ON THE WESTBOUND LANES.

INSTALL THE TEMPORARY CONCRETE BARRIER

PERFORM STAGE 1 BRIDGE WORK, APPROACH PAVEMENT WORK, GUARDRAIL INSTALLATION AND OTHER NECESSARY WORK.

UPON COMPLETION AND ACCEPTANCE OF STAGE 1 WORK BY THE RESIDENT ENGINEER,
SET UP TRAFFIC CONTROL FOR STAGE 2.

STAGE 2 OVERVIEW

US 36:

CLOSE THE WESTBOUND LANES OVER EX SN 058-0019 TO TRAFFIC FOR THE DURATION OF STAGE 2. MAINTAIN ONE LANE OF TRAFFIC FOR BOTH DIRECTIONS ON THE EASTBOUND LANES OVER PR SN 058-0138.

PERFORM STAGE 2 BRIDGE WORK, APPROACH PAVEMENT WORK, GUARDRAIL
INSTALLATION AND OTHER NECESSARY WORK.

POST-STAGE 2 OVERVIEW

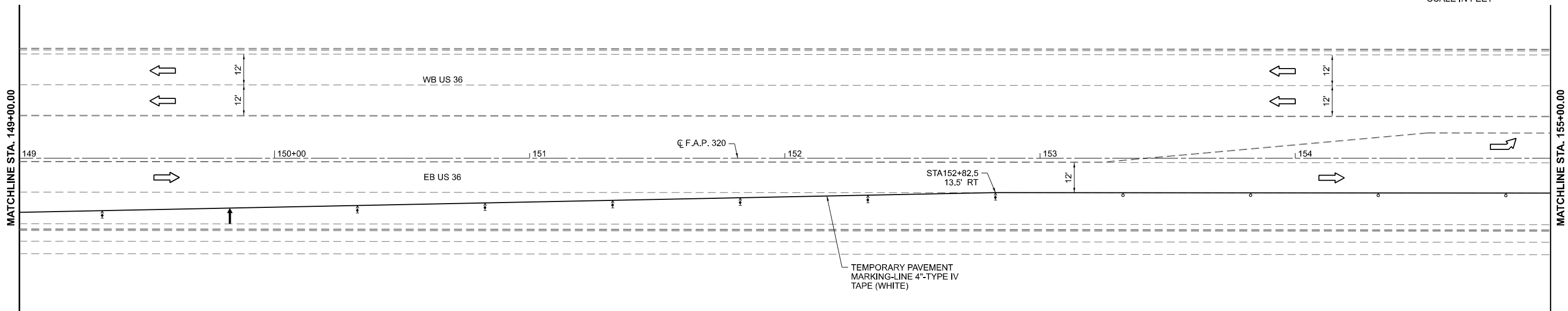
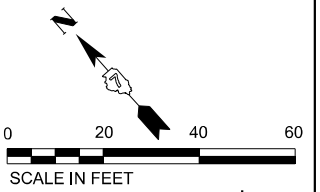
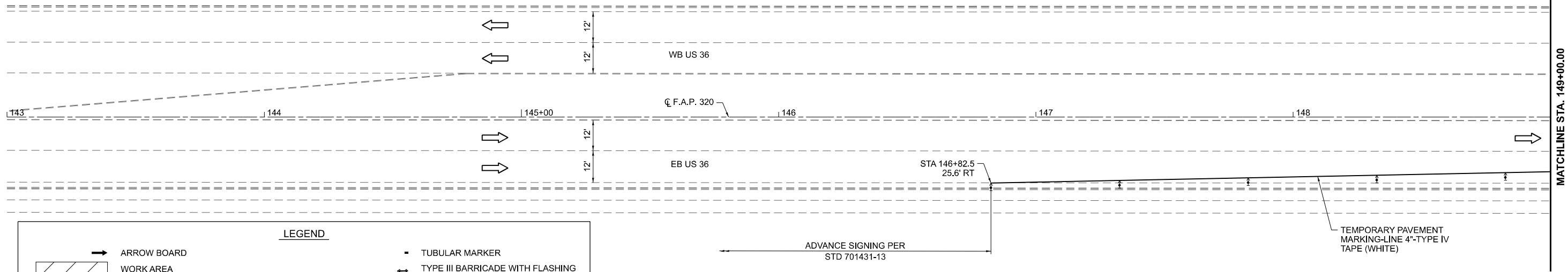
US 36:

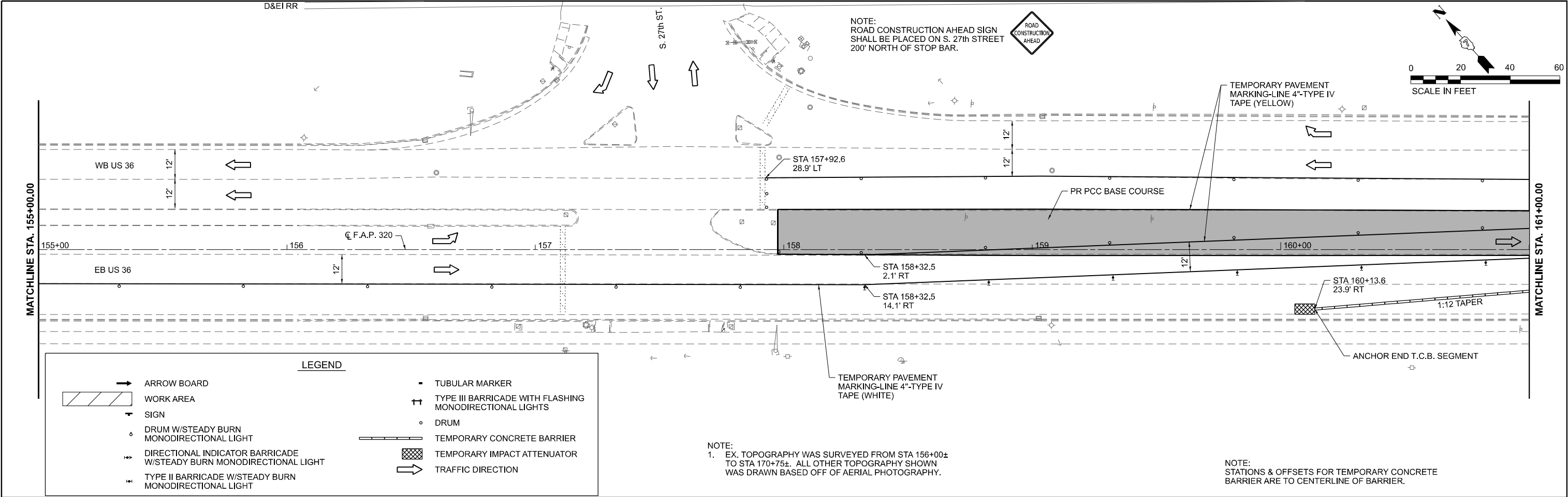
CLOSE THE EASTBOUND AND WESTBOUND INSIDE LANES TO TRAFFIC. DRILL AND INSTALL DOWELS, SET REINFORCEMENT BARS AND POUR RAISED PCC MEDIAN ON PCC BASE COURSE INSTALLED IN PRE-STAGE 1 UTILIZING HIGHWAY STANDARD 701422.

UPON COMPLETION AND ACCEPTANCE OF POST-STAGE 2 WORK, RETURN TRAFFIC TO NORMAL PATTERN AND REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES.

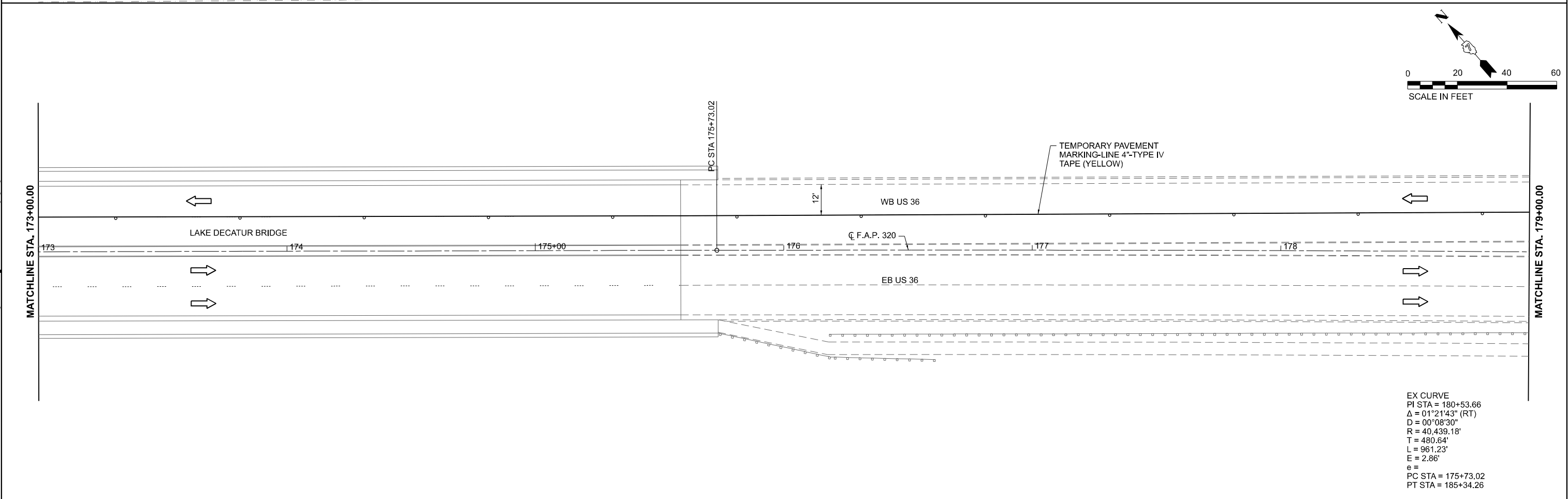
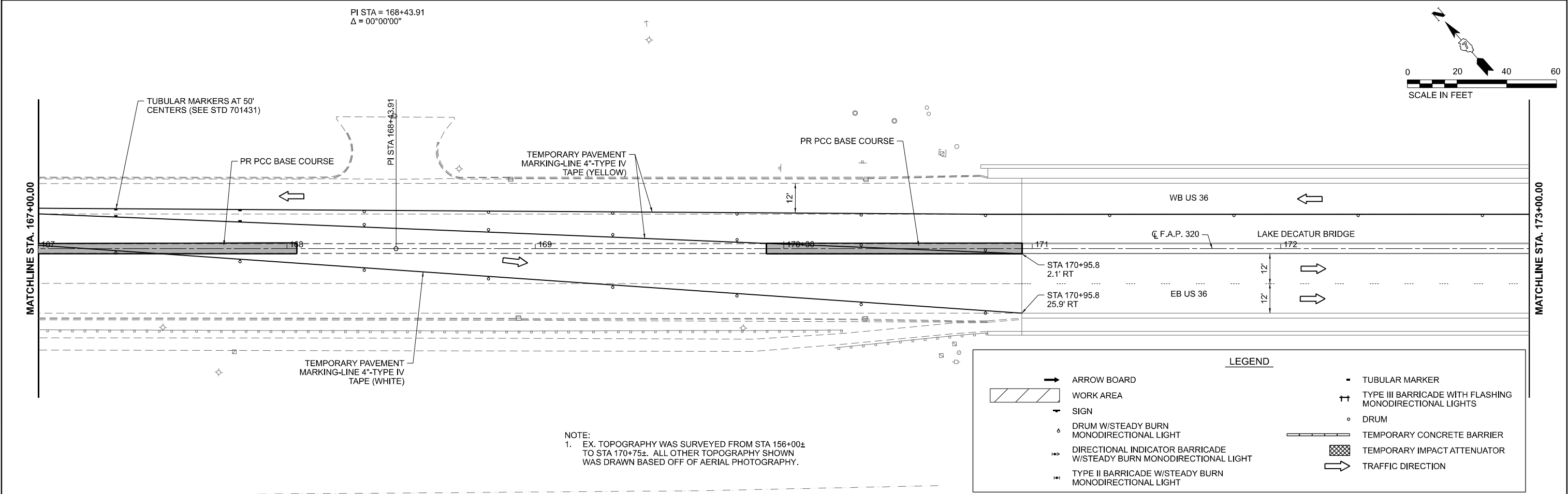
STAGING NOTES:

1. THIS IS A SUGGESTED STAGING PLAN. THE CONTRACTOR SHALL SUBMIT ANY PROPOSED CHANGES TO THIS PLAN TO THE ENGINEER, IN WRITING, FOR CONSIDERATION. NO CHANGES SHALL BE MADE TO THE PROPOSED STAGING WITHOUT WRITTEN APPROVAL FROM THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL COSTS ASSOCIATED WITH CHANGES TO STAGING REQUESTED BY THE CONTRACTOR.
2. TEMPORARY CONCRETE BARRIER SHALL BE SECURED TO THE PAVEMENT ACCORDING TO SAFETY ENGINEERING POLICY MEMORANDUM 4-21 AND THE STANDARD SPECIFICATIONS.
3. FOR ADDITIONAL DETAILS ASSOCIATED WITH TEMPORARY CONCRETE BARRIER, SEE HIGHWAY STANDARD 704001.
4. ALL TEMPORARY AND PERMANENT SIGNAGE SHALL BE POSITIONED IN ACCORDANCE WITH THE GUIDELINES IN THE MOST RECENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL AND DEVICES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
5. ALL STAGE TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF TRAFFIC CONTROL AND PROTECTION STANDARD 701431 AND THE STAGING DETAILS. CHANGE OVER FROM STAGE 1 TO STAGE 2 IS TO BE CONSIDERED A "LATERAL" SHIFT, WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701431 (SPECIAL).
6. ALL WORK WITHOUT TEMPORARY CONCRETE BARRIER IN PLACE SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARDS 701101, 701106 AND 701422.
7. EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF THE OPEN LANES. WHEN A CURB IS PRESENT AT THE EDGE OF THE LANE, THE ADJACENT LANE LINE MAY BE OMITTED. PAVEMENT MARKINGS THAT CONFLICT WITH STAGED TRAFFIC MARKINGS SHALL BE REMOVED OR BLACKED OUT. REMOVED OR BLACKED OUT PAVEMENT MARKINGS SHALL BE RESTORED UPON COMPLETION OF THE STAGED CONSTRUCTION AT THE DIRECTION OF THE RESIDENT ENGINEER.
8. REFLECTORS SHALL BE ATTACHED TO GUARDRAIL AT 25 FOOT CENTERS. COST INCLUDED WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701431 (SPECIAL).
9. LINEAR DELINEATION PANELS SHALL BE ATTACHED TO THE TEMPORARY CONCRETE BARRIERS IN LIEU OF THE TYPE C REFLECTORS. SEE SPECIAL PROVISIONS FOR LOCATION AND SPACING.

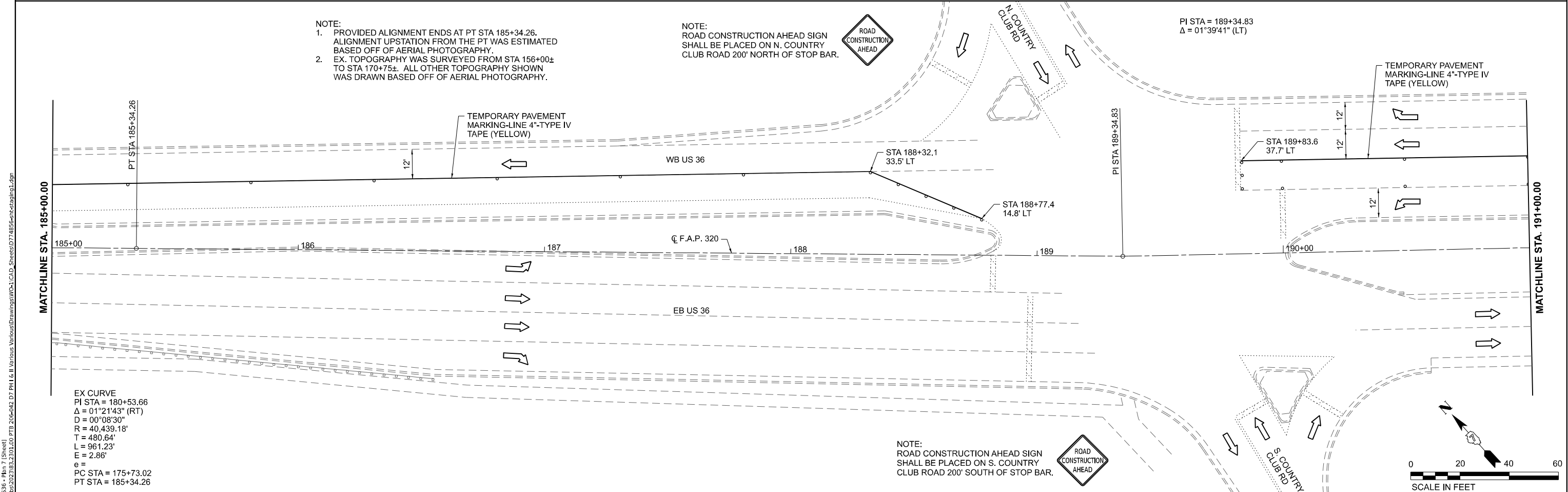
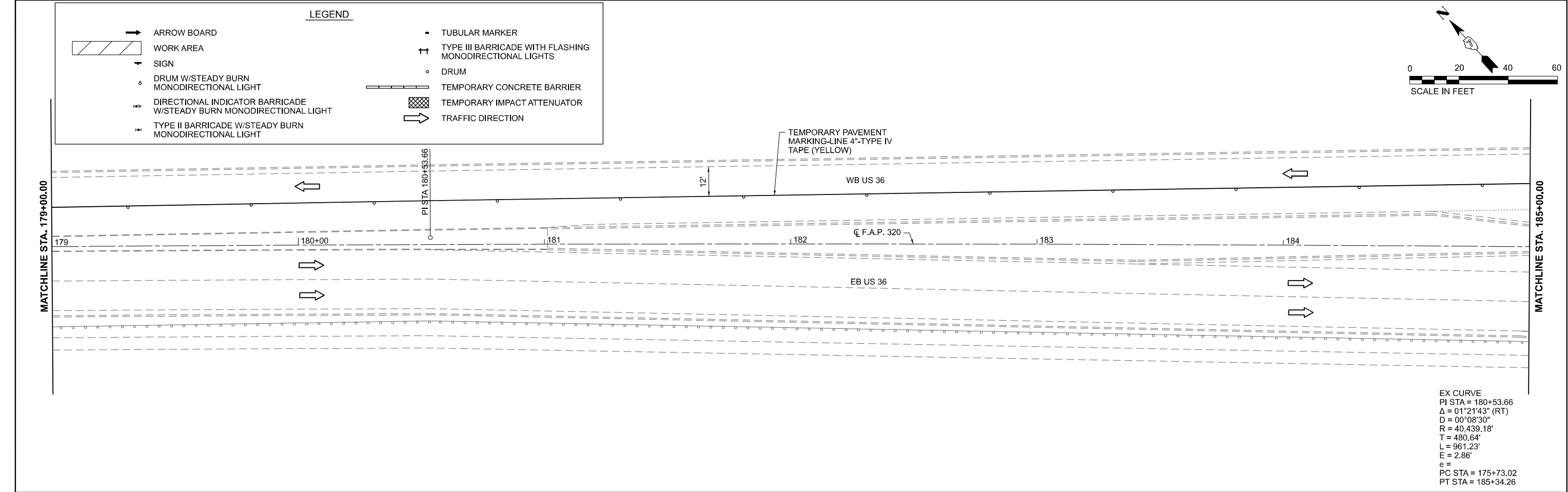




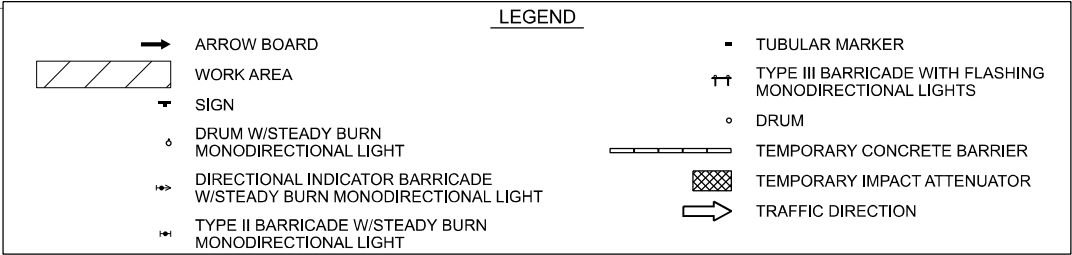
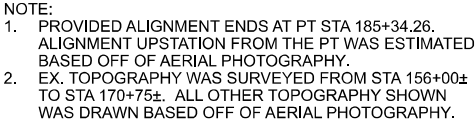
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Prairie Engineers, P.C.  Prairie Engineers ENGINEERS SURVEYORS SCIENTISTS 404 N. Main Street Columbia, IL 62236 (217) 605-0403 www.prairieengineers.com professional design firm no. 154-005965 © Copyright Prairie Engineers of Illinois, P.C., 2024	USER NAME = bbrennan	DESIGNED - BJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 PLAN										F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666633 ' / in.	DRAWN - BJB	REVISED -		320	(139X-2HB)B	MACON	89	23										
	PLOT DATE = 5/1/2025	CHECKED - ZDL	REVISED -		CONTRACT NO. 74856														
	DATE = 05-02-2025	REVISED -	SCALE: 1"=20'		SHEET 3 OF 5 SHEETS	STA. 167+00.00 TO STA. 179+00.00	ILLINOIS FED. AID PROJECT												



MODEL: E:\CL\US36 - Rtn 7 (S+e4) FILE NAME: I:\p32323232\B32323232\000_PTB_206-042_D7 PH1 & II Various VariousDrawings\WO-1\CAD_Sheets\D774856-5-1-2-1.dgn Prairie Engineers, P.C. 404 N. Main Street Columbia, IL 62236 (217) 654-0403 www.prairieengineers.com professional design firm no. 1544005955 © Copyright Prairie Engineers of Illinois, P.C. 2024	USER NAME = bbrennan		DESIGNED - BJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 PLAN	F.A.P. RTE. 320		SECTION (139X-2HB)B	COUNTY MACON	TOTAL SHEETS 89	SHEET NO. 24
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			DATE - 05-02-2025	REVISED -			SCALE: 1"=20'		SHEET 4 OF 5 SHEETS	STA. 179+00.00 TO STA. 191+00.00		



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404 N. Main Street
Columbia, IL 62236
(217) 605-0403

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USER NAME	= bbrennan	DESIGNED -	BJB	REVISED -	
		DRAWN -	BJB	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

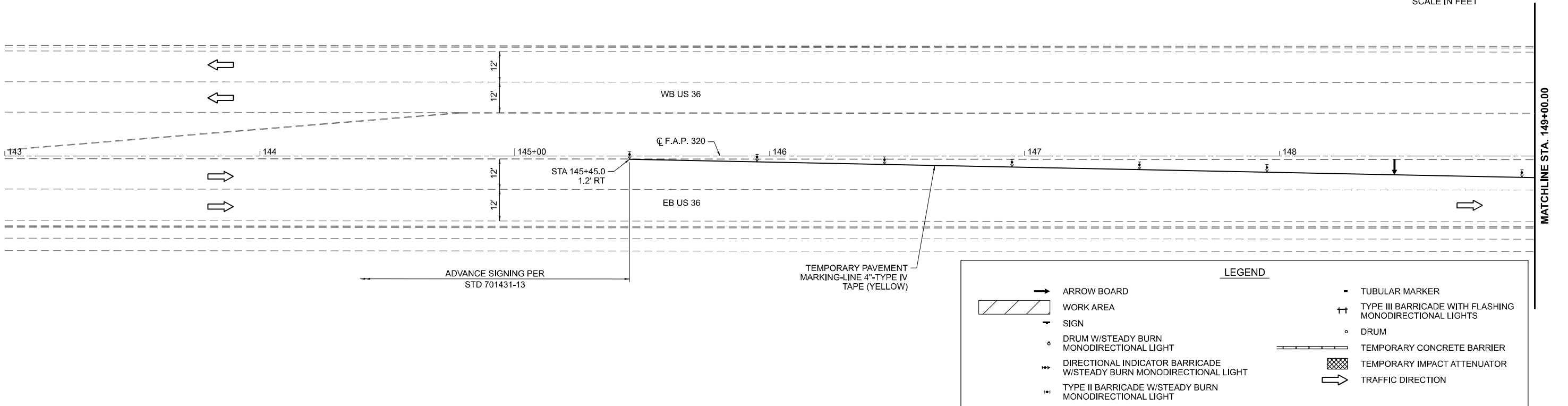
STAGE 2 PLAN

SCALE: 1"=20'

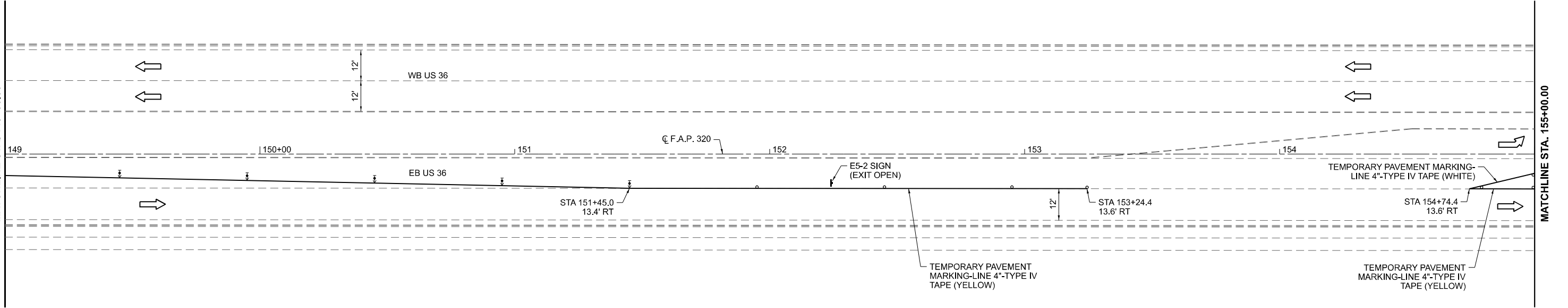
SHEET 1 OF 5 SHEETS

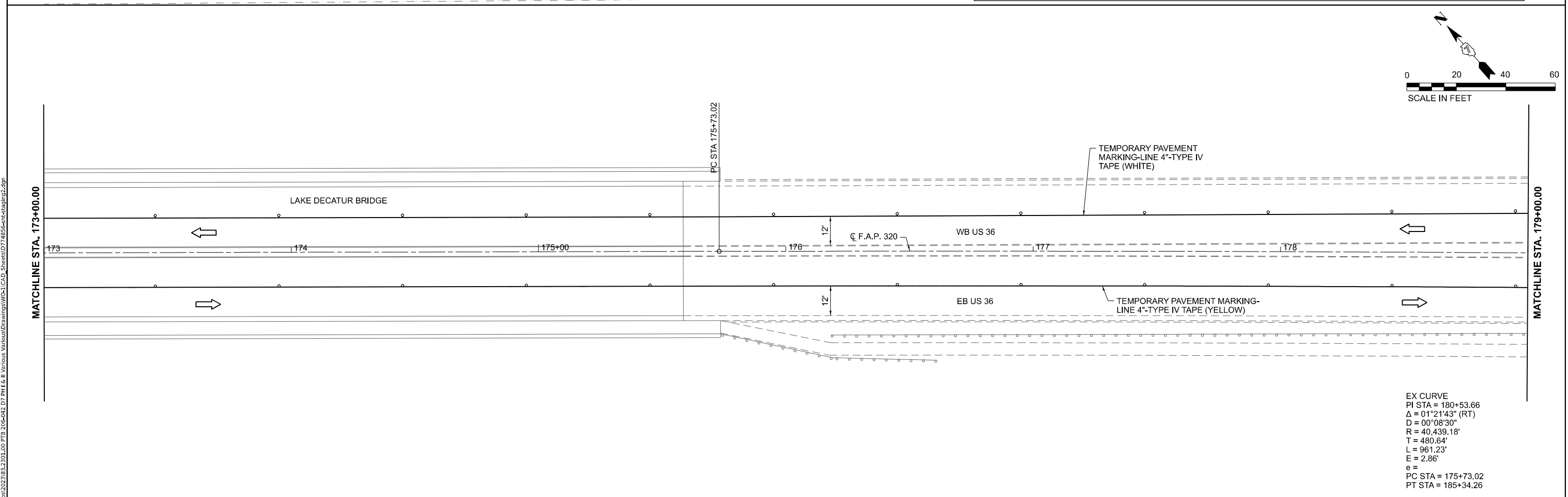
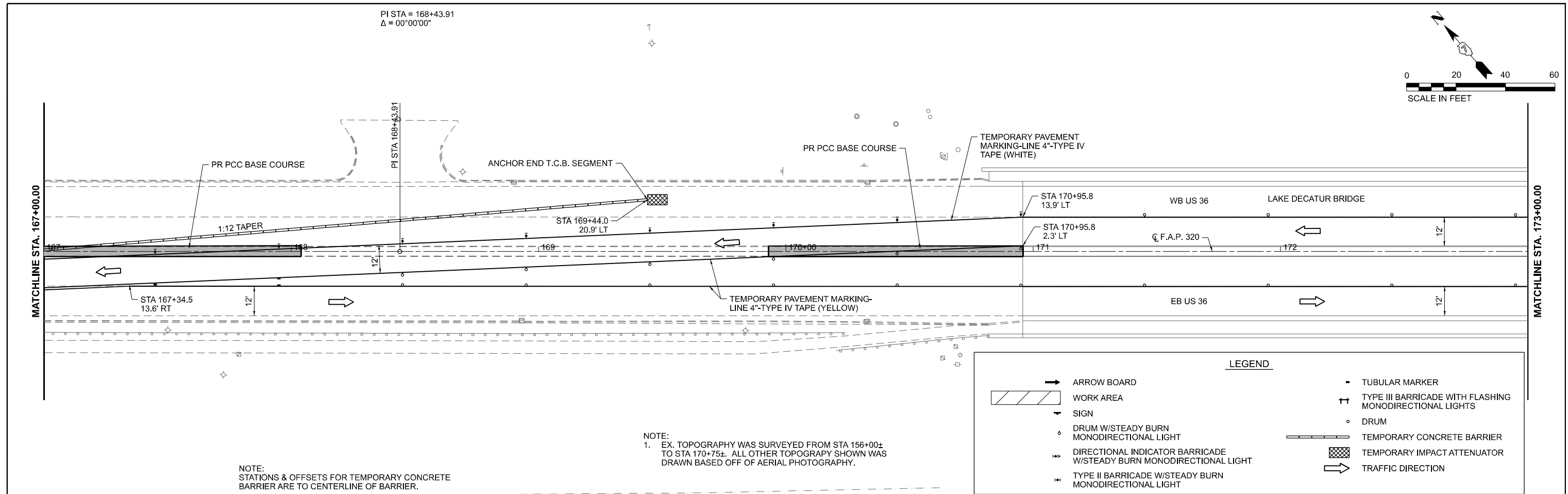
STA. 143+00.00 TO STA. 155+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

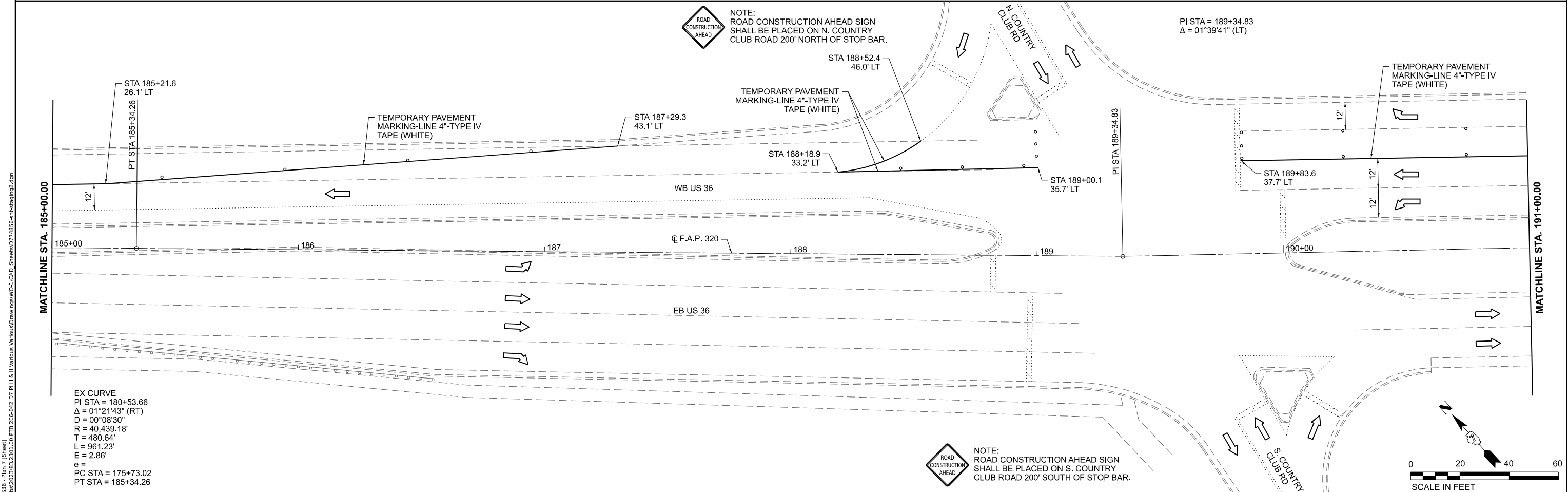
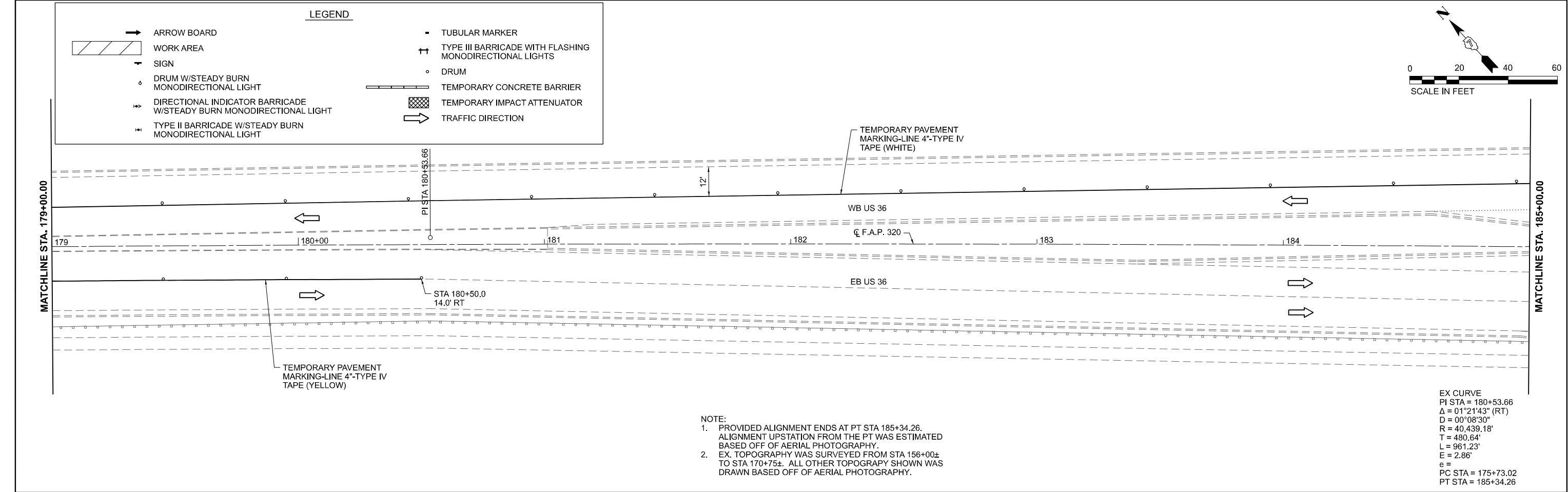


NOTE:
1. EX. TOPOGRAPHY WAS SURVEYED FROM STA 156+00±
TO STA 170+75±. ALL OTHER TOPOGRAPY SHOWN WAS
DRAWN BASED OFF OF AERIAL PHOTOGRAPHY.

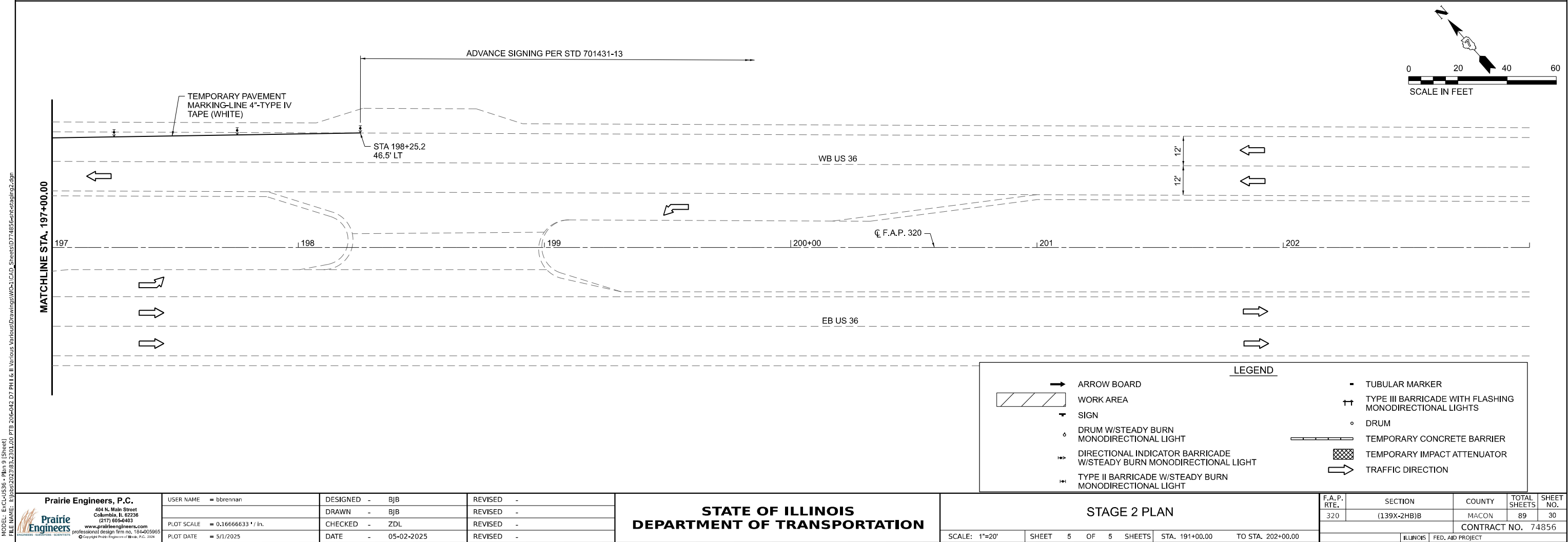
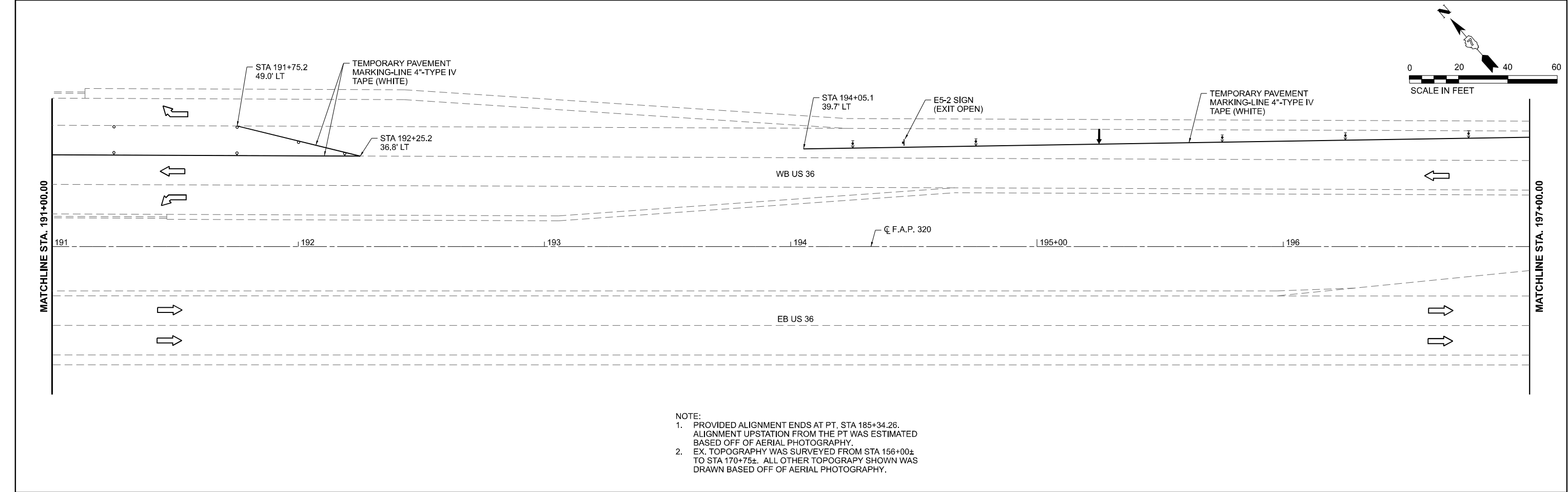




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	PLOT DATE = 5/1/2025	DATE - 05-02-2025	REVISED -								ILLINOIS		FED. AID PROJECT		



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	DATE - 05-02-2025		REVISD -	REVISED -						ILLINOIS FED. AID PROJECT				





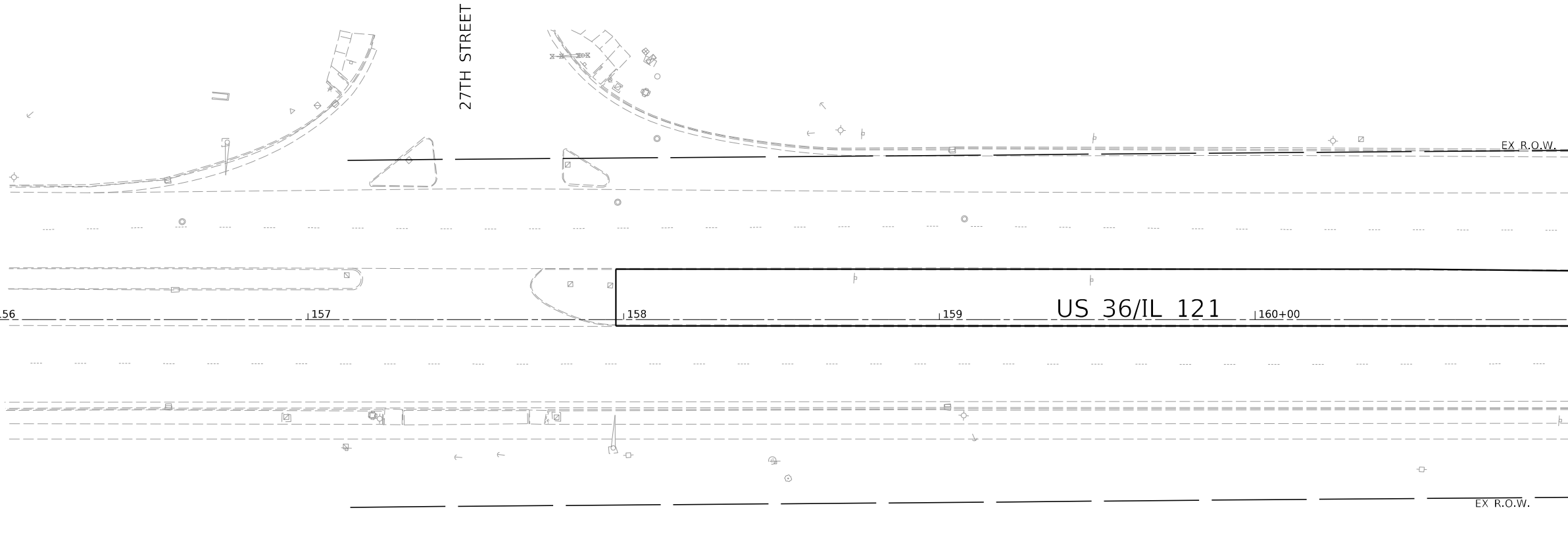
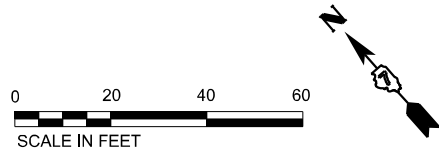
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					ILLINOIS FED. AID PROJECT									



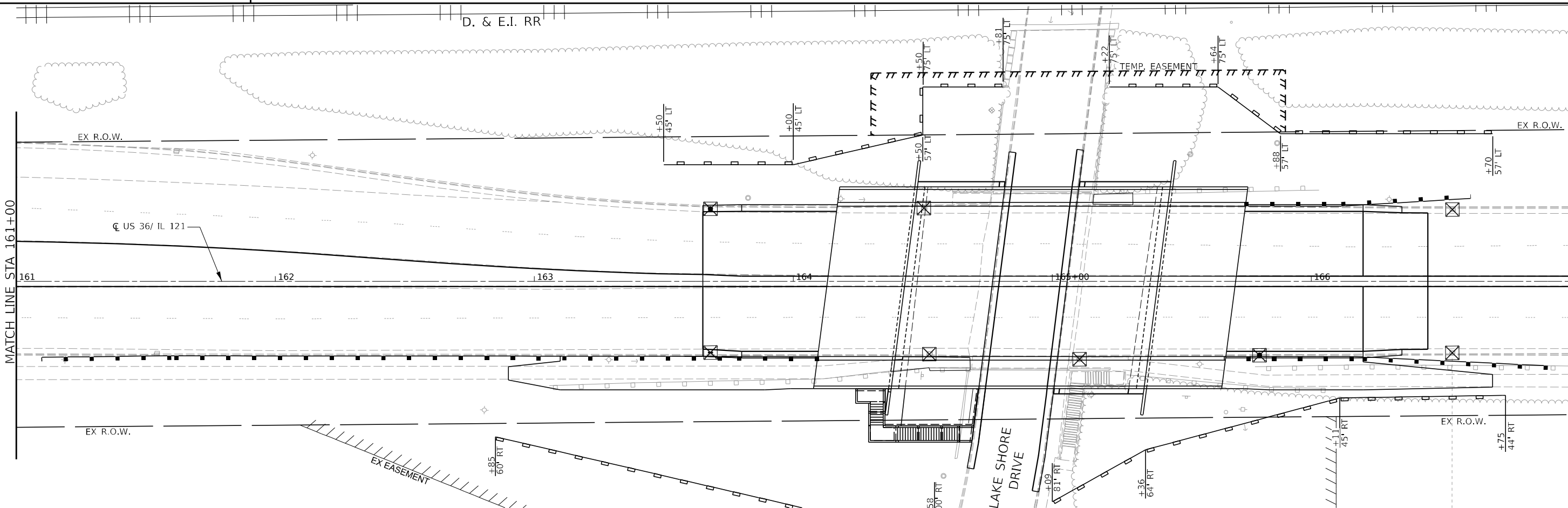
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FILE NAME: I:\03\2025\03\83\2301.00.PTB 205-042.D7 PH1 & I Various VariousDrawings\WO-1\CAD_Sheets\D774856-WidthRestrict.dgn

Prairie Engineers, P.C. Prairie Engineers ENGINEERS SURVEYORS SCIENTISTS 404 N. Main Street Columbia, IL 62236 (217) 605-0403 www.prairieengineers.com professional design firm no. 154-005965 © Copyright Prairie Engineers of Illinois, P.C. 2024	USER NAME = bbrennan			DESIGNED - BJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			WIDTH RESTRICTION SIGNING PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 3999.992' / in.			DRAWN - BJB	REVISED -							320	(139X-2HB)B	MACON	89	33
	PLOT DATE = 5/1/2025			CHECKED - ZDL	REVISED -							CONTRACT NO. 74856				
	DATE - 05-02-2025			REVISD -	REVISED -				SCALE: 1"=2000'	SHEET 3 OF 3 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				



LEGEND

- PERIMETER EROSION BARRIER
- INLET FILTERS



MODEL: Plan and Profile
FILE NAME: D:\77485\US36-IL121\eros 1.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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PLOT SCALE	= 40.00000000 " / in.	CHECKED	-	REVISED	-
PLOT DATE	= 5/2/2025	DATE	- 05/13/2024	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
EROSION CONTROL PLAN

SCALE: 1"=40' SHEET 1 OF 2 SHEETS STA. 157+97.5 TO STA. 167+00

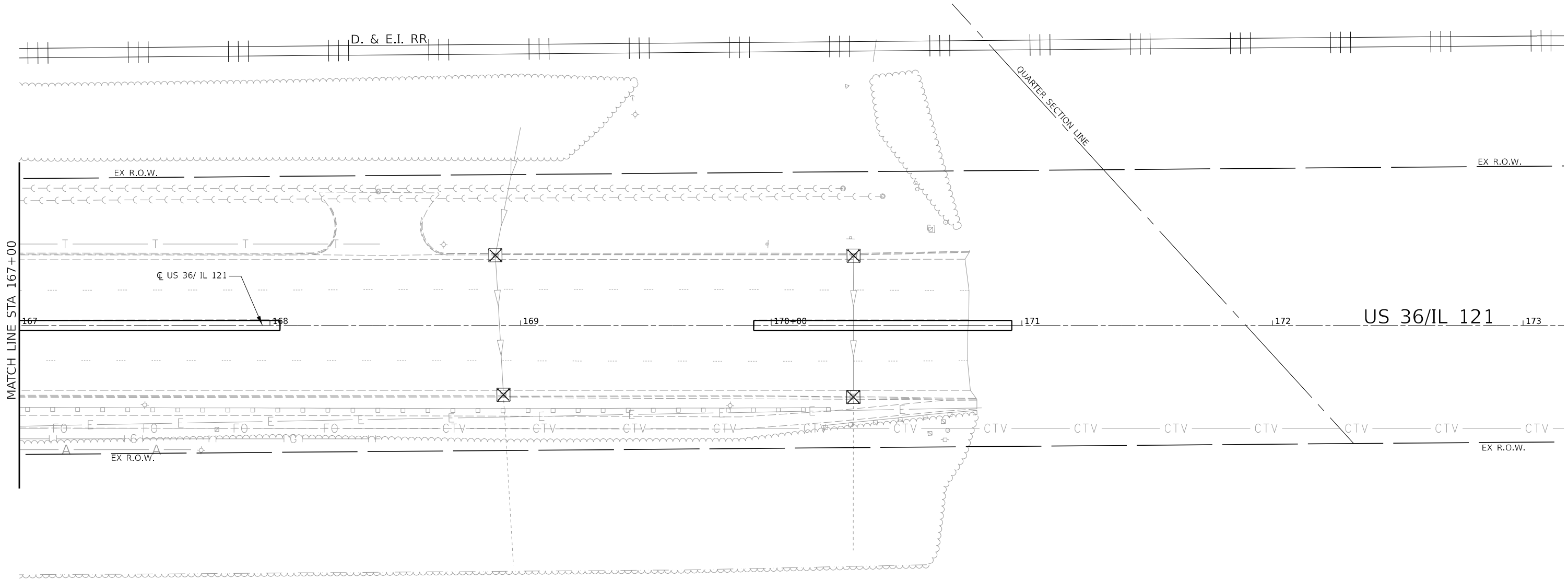
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	34
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

LEGEND

PERIMETER EROSION BARRIER



INLET FILTERS



MODEL: Plan and Profile
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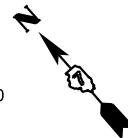
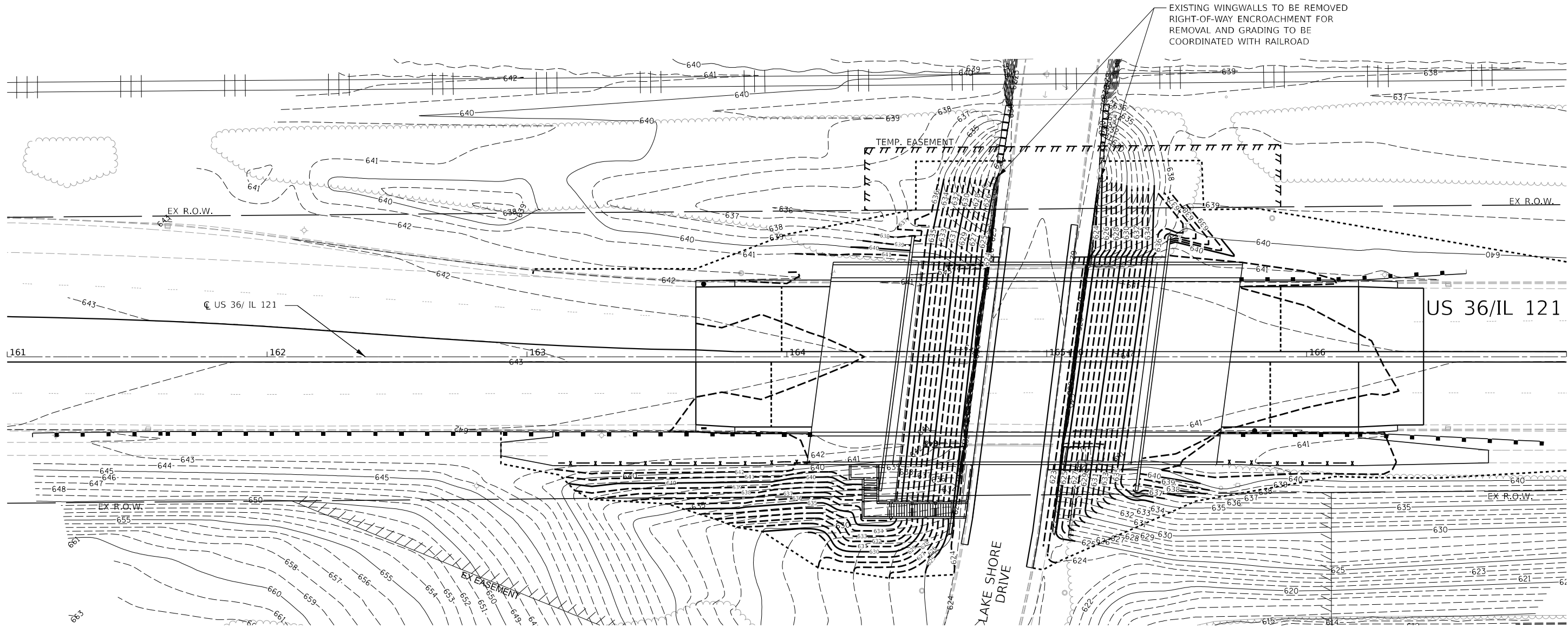
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& ASSOCIATES LLC**
CONSULTING ENGINEERS
184-001397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE EROSION CONTROL PLAN			
SCALE: 1"=40'	SHEET 2	OF 2 SHEETS	STA. 167+00 TO STA. 170+96

F.A.P. RTE. 320	SECTION (139X-2HB)B	COUNTY MACON	TOTAL SHEETS 89	SHEET NO. 35
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



MODEL: Plan and Profile
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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
GRADING PLAN

SCALE: 1"=40' SHEET 1 OF 1 SHEETS STA. 161+00 TO STA. 167+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	36
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



Legend

669.05(a)(1)

Notes:

- Additional detail and information regarding regulated substances management and disposal classifications can be found in the Standard Specifications for Road and Bridge Construction (SSRBC) Section 669.05.
- This figure relies on color code depictions for soil management. Please contact the DESU or AE for assistance.



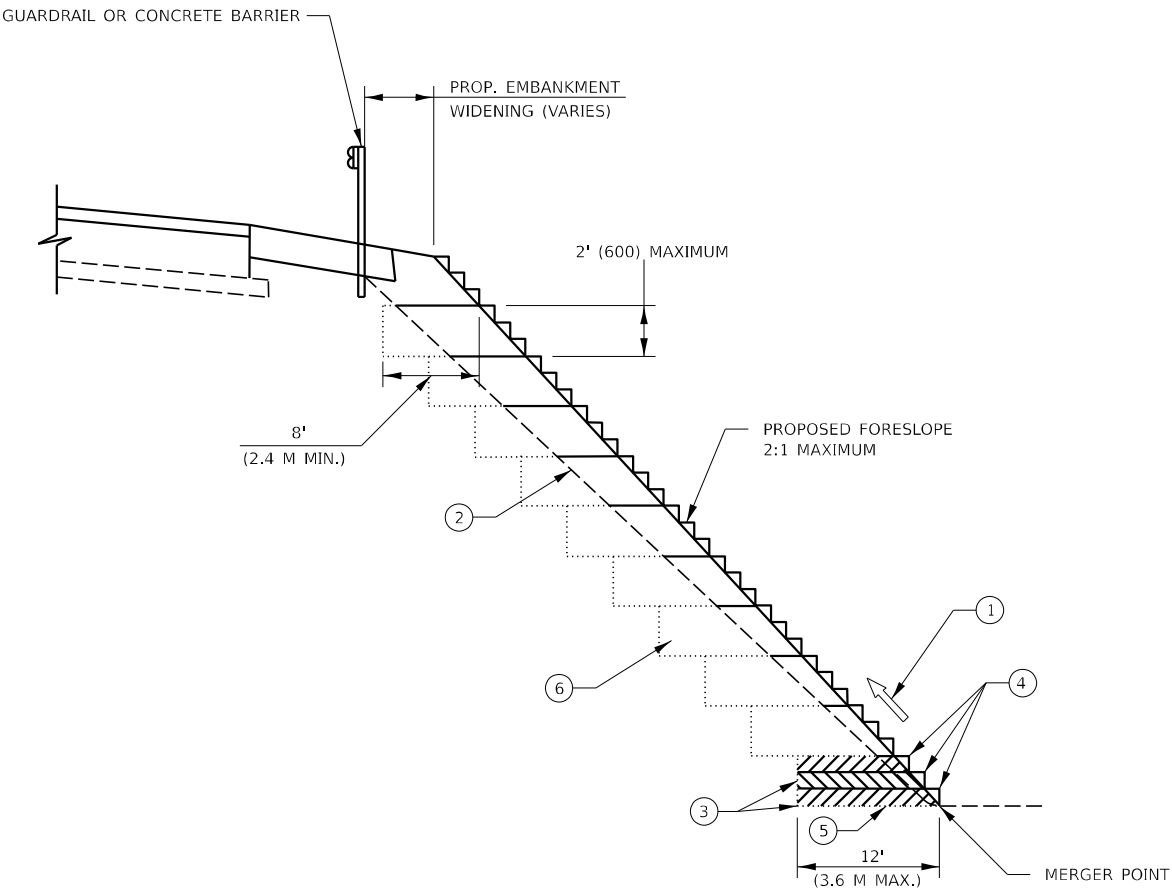
2412 W. Nebraska Ave.
Peoria, IL, 61604
www.wsp.com
PROJECT NO: 3160190038 WO NO: 02

SCALE:	AS NOTED
DATE:	03-11-24
DESIGNED BY:	TWD
DRAWN BY:	GAP

EXHIBIT 1 REGULATED SUBSTANCE MANAGEMENT AREA			
Location: US 36/IL 121 over Lake Shore Drive			
Contract No.	74856	BDE Sequence No.	25279
PESA:	4489	Route	0320
IDOT Job No.	D-97-043-18		
City/County	Village of Decatur/Macon		

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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	37
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

* ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

MODEL: Default
FILE NAME: D:\74856-ent-Detail.dgn

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& ASSOCIATES LLC
CONSULTING ENGINEERS
184-004397

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE CONSTRUCTION DETAILS			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2H8)B	MACON	89	38
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	

NOTES

1. SIDEWALK ELEVATION SHALL MATCH ADJACENT BRIDGE APPROACH PAVEMENT.
2. MATCH PROPOSED BACK OF CURB ELEVATION AT BEGINNING/END OF SIDEWALK TRANSITION TO MATCH BRIDGE APPROACH ELEVATION.

5'
M.E.
+90

+10
30.86' RT
+12
2'

+10
41.90' RT

1'
(TYP.)

PORTLAND CEMENT CONCRETE SIDEWALK, 5"

CHAIN LINK FENCE, 6'

+80
29.58' RT
1.5%

(SEE NOTE 2)
+89
642.12
29.58' RT

1.5%

+80
41.90' RT

+89
641.94
41.90' RT

+99
641.69
41.42' RT

(SEE NOTE 1)
+07.76
641.44
41.42' RT

+09.30
641.61
29.58' RT

WEST APPROACH

166

+66.92
640.95
29.58' RT

(SEE NOTE 2)
+84
641.30
29.58' RT

1.5%

1.5%

1.5%

+18
+20
31.08' RT
1.5'

(SEE NOTE 1)
+65.38
640.78
41.42' RT

+74
640.92
41.42' RT

+84
641.12
41.90' RT

+94
41.90' RT

CHAIN LINK FENCE, 6'

+20
41.90' RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5"

M.E.
5'
+70

EAST APPROACH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
SIDEWALK DETAIL

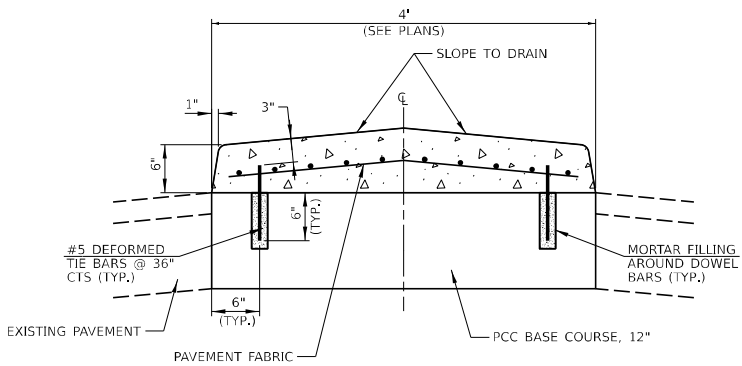
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

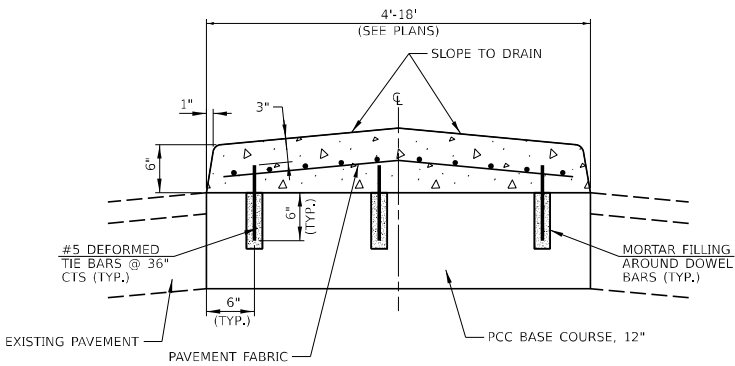
CHASTAIN
& ASSOCIATES LLC
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184-004397

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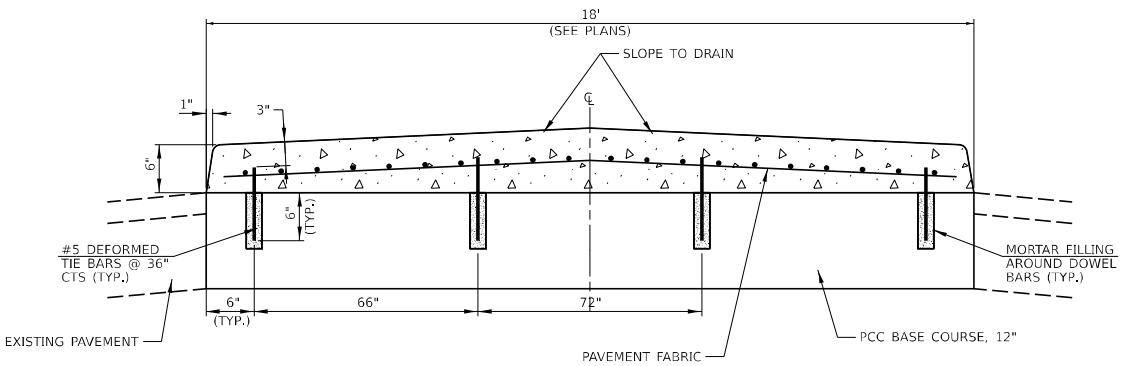
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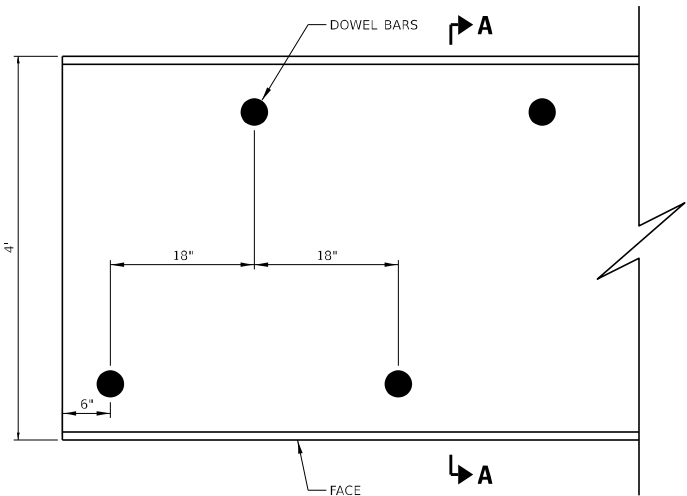
SECTION A-A



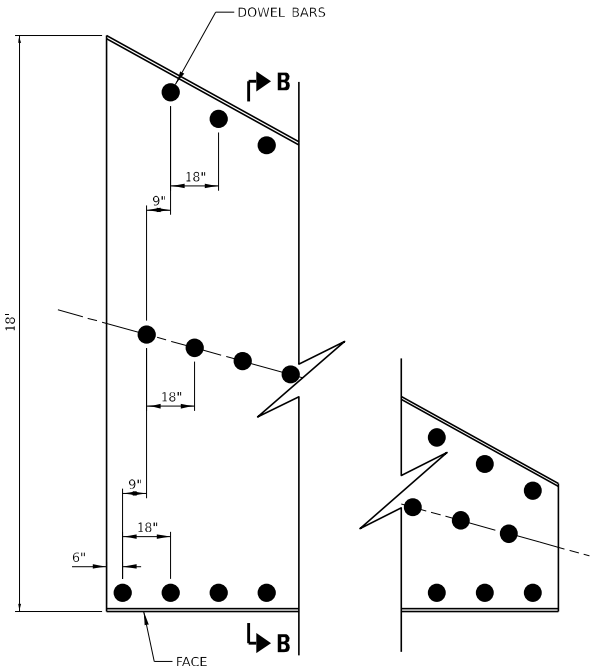
SECTION B-B



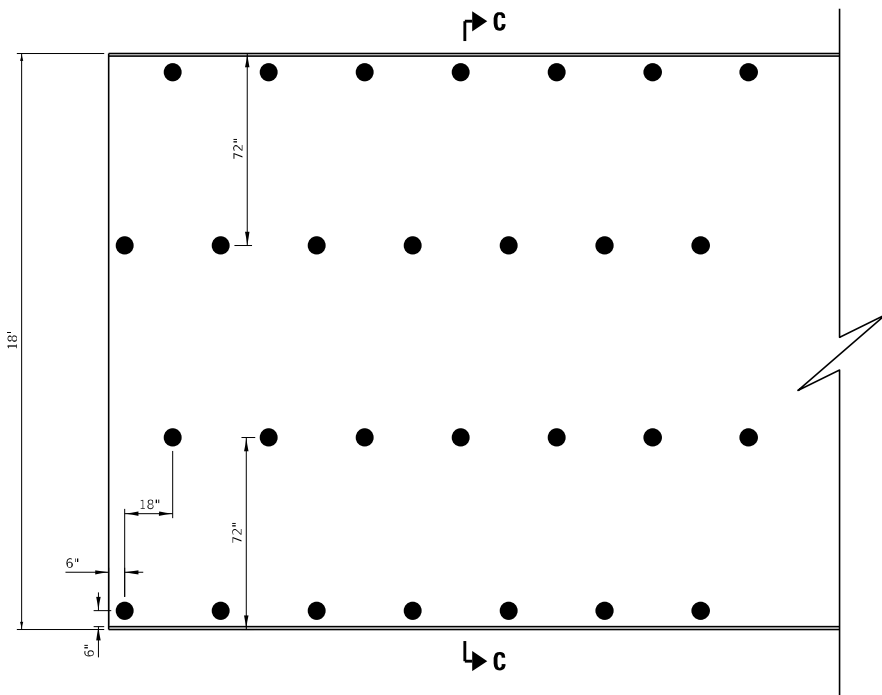
SECTION C-C



PLAN OF MEDIAN



PLAN OF MEDIAN



PLAN OF MEDIAN

1. THE GENERAL NOTES FOR STANDARD 606301 SHALL APPLY.
2. DOWEL BARS @ 36" CTS. OR AS DIRECTED BY THE ENGINEER.
3. THIS WORK WILL BE PAID FOR AT THE CONTRACTOR UNIT PRICE PER SQ FOOT, (m²) FOR CONCRETE MEDIAN, TYPE SB (DOWELLED), INCLUDING THE COST OF FURNISHING AND INSTALLING THE DOWEL BARS, MORTAR FILLING, AND PEVEMENT FABRIC.

MODEL: Default
FILE NAME: D774856-ent-Median_Details.dgn

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	40
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	

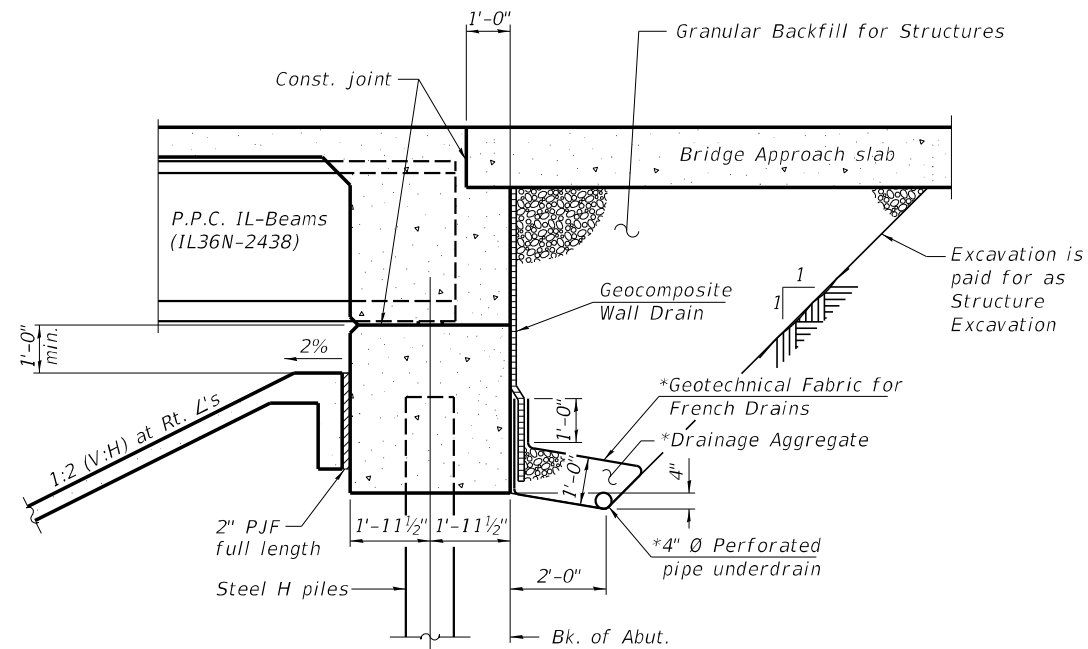
- 1 General Plan and Elevation
- 2 General Structural Data
- 3 Stage I Construction Details
- 4 Stage II Construction Details
- 5 Slope Wall Plan and Details
- 6 Temporary Soil Retention System
- 7 Temporary Concrete Barrier for Stage Construction
- 8 Top of Slab Elevations
- 9 Top of Slab Elevations
- 10 Top of Slab Elevations
- 11 Top of Slab Elevations
- 12 Top of West Approach Slab Elevations
- 13 Top of East Approach Slab Elevations
- 14 Superstructure
- 15 Superstructure Details
- 16 Superstructure Details
- 17 Superstructure Details
- 18 Diaphragm Details
- 19 Bridge Approach Slab Details
- 20 Bridge Approach Slab Details
- 21 Bridge Approach Slab Details
- 22 Bicycle Railing Plan and Details
- 23 Bicycle Railing and Parapet Railing
- 24 Bicycle Railing and Parapet Railing
- 25 Drainage Scuppers, DS-11
- 26 Framing Plan and Moment Tables
- 27 IL36N Beam
- 28 IL36N Beam Details
- 29 Framing Details
- 30 West Abutment
- 31 East Abutment
- 32 Abutment Details
- 33 Stair Plan
- 34 Stair Details
- 35 HP Pile Details
- 36 Bar Splicer Assembly and Mechanical Splicer Details
- 37 Soil Boring Logs
- 38 Soil Boring Logs
- 39 Soil Boring Logs

Reinforcement bars designated (E) shall be epoxy coated.

Slipforming of the parapets is not allowed.

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

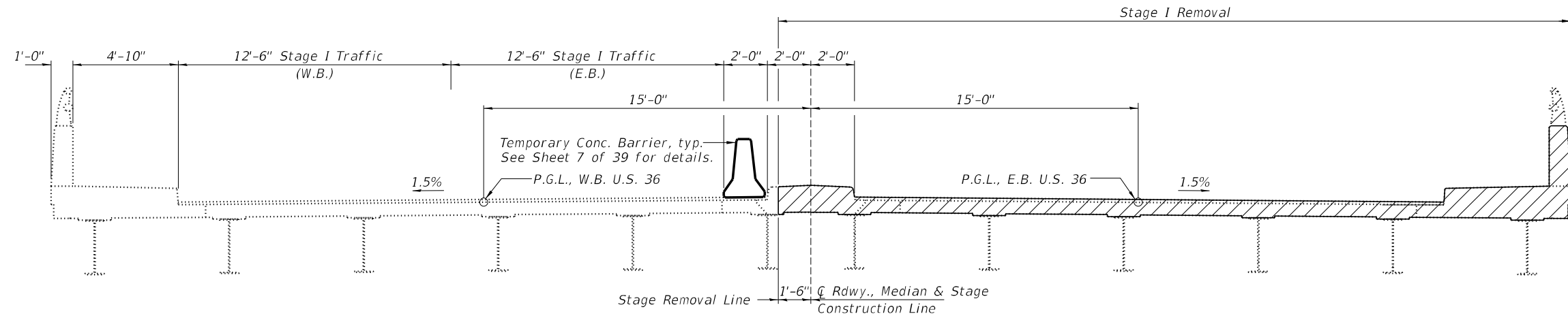
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.



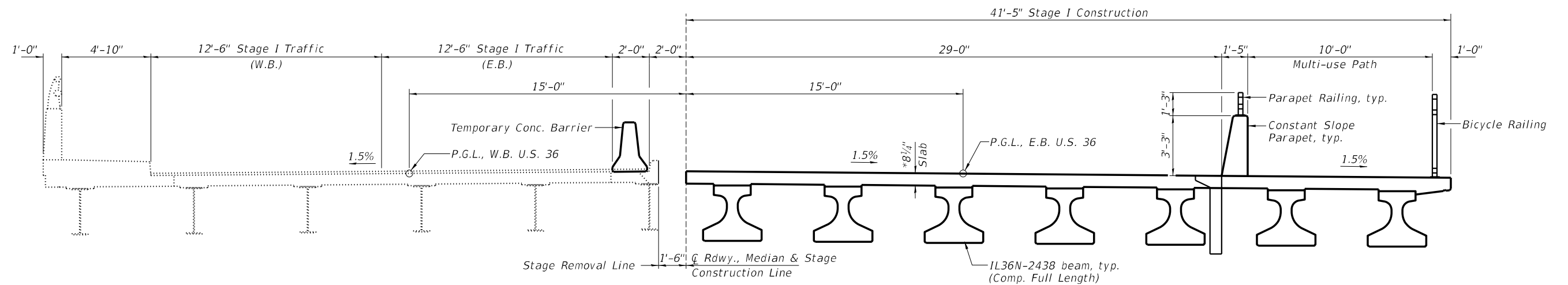
*Included in the cost of Pipe Underdrains for Structures.

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).

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.			8
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		472	472
Concrete Structures	Cu. Yd.		164.1	164.1
Concrete Superstructure	Cu. Yd.	334.2		334.2
Protective Coat	Sq. Yd.	1612		1612
Concrete Superstructure (Approach Slab)	Cu. Yd.	219.8		219.8
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Foot	1260		1260
Reinforcement Bars, Epoxy Coated	Pound	152,890	17,000	169,890
Bar Splicers	Each	511	108	619
Bicycle Railing	Foot	310		310
Parapet Railing	Foot	310		310
Pipe Handrail	Foot			133
Slope Wall 4 inch	Sq. Yd.		687	687
Furnishing Steel Piles HP12x53	Foot		1656	1656
Driving Piles	Foot		1656	1656
Test Pile Steel HP12x53	Each		2	2
Pile Shoes	Each		26	26
Name Plates	Each	1		1
Temporary Soil Retention System	Sq. Ft.		848	848
Granular Backfill For Structures	Cu. Yd.		250	250
Geocomposite Wall Drain	Sq. Yd.		138	138
Concrete Headwalls For Pipe Drains	Each		4	4
Pipe Underdrains for Structures 4"	Foot		234	234
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	420		420
Bar Terminators	Each	158	356	514
Remove and Relocate Lighting System	L Sum			1
Drainage Scuppers, DS-11	Each	16		16
Diamond Grinding (Bridge Section)	Sq. Yd.	1157		1157



STAGE I REMOVAL
(Looking Southeast)



STAGE I CONSTRUCTION
(Looking Southeast)

*Prior to grinding

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

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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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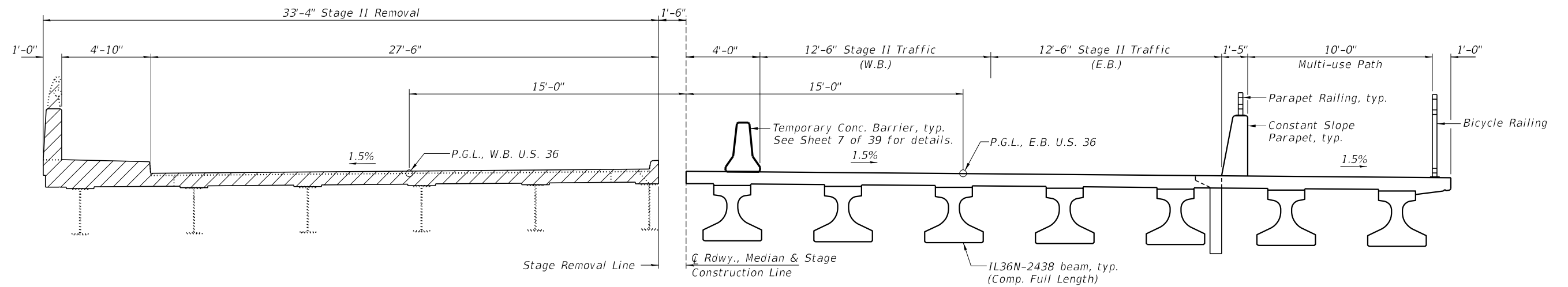
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION DETAILS
STRUCTURE NO. 058-0138

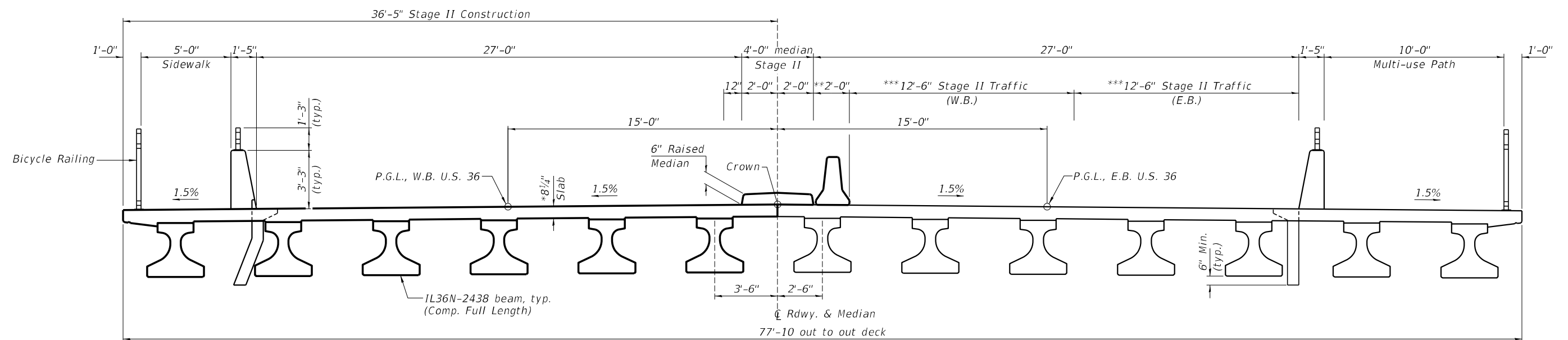
SHEET 3 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	43
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

5/2/2025 9:57:14 AM



STAGE II REMOVAL
(Looking Southeast)



STAGE II CONSTRUCTION
(Looking Southeast)

*Prior to grinding
**3'-0" during median construction.
***12'-0" during median construction.

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

MODEL: Default
FILE NAME: 0580138-74856-000-STAGING.dgn

CHASTAIN & ASSOCIATES LLC
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184-001397

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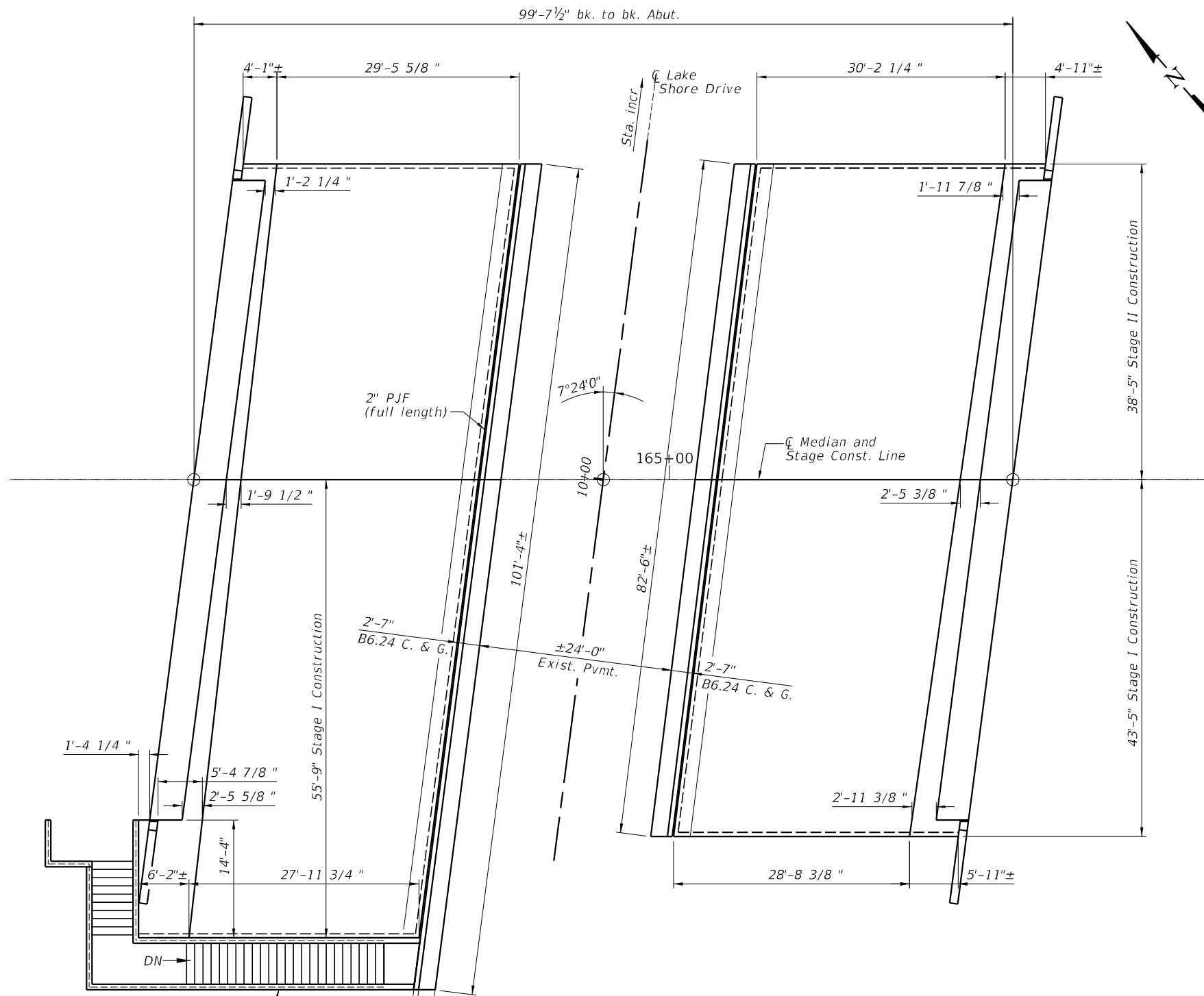
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II CONSTRUCTION DETAILS
STRUCTURE NO. 058-0138

SHEET 4 OF 39 SHEETS

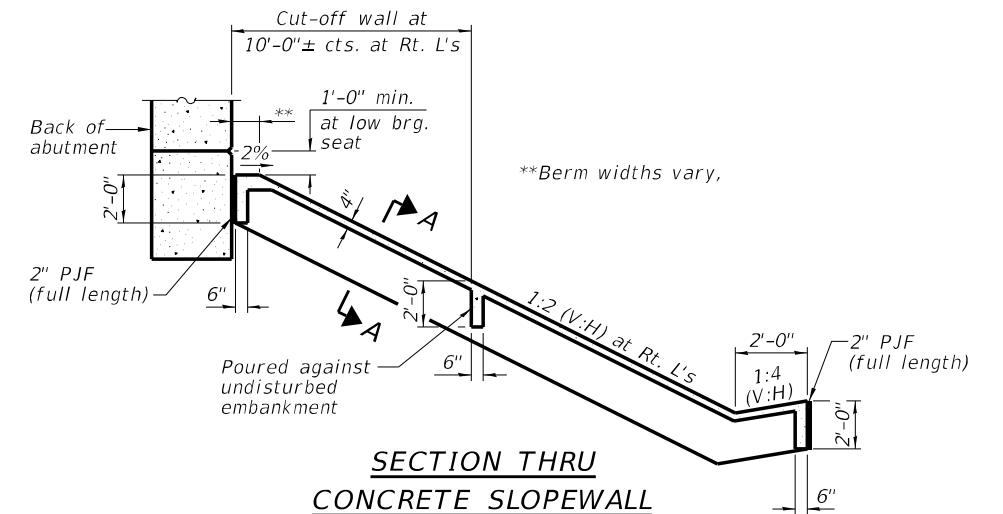
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CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

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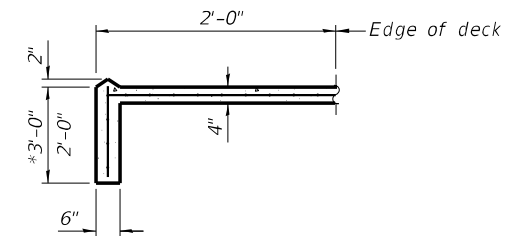


SLOPEWALL PLAN

Slope wall shall be reinforced with welded wire fabric,
6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION THRU CONCRETE SLOEWALL



SECTION A-A

*Adjacent to concrete stairs only.

BILL OF MATERIAL

Item	Unit	Total
Slope wall 4 inch	Sq. Yd.	662

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

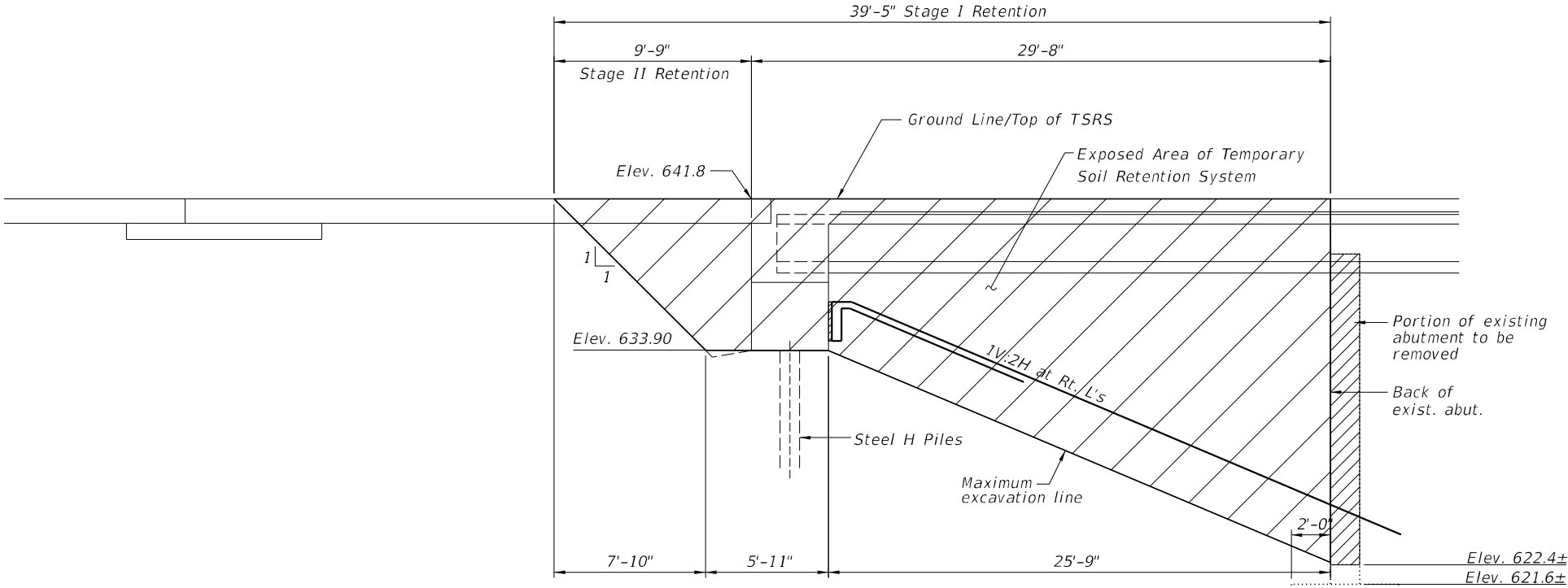
SLOPEWALL PLAN AND DETAILS
STRUCTURE NO. 058-0138

SHEET 5 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	45
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

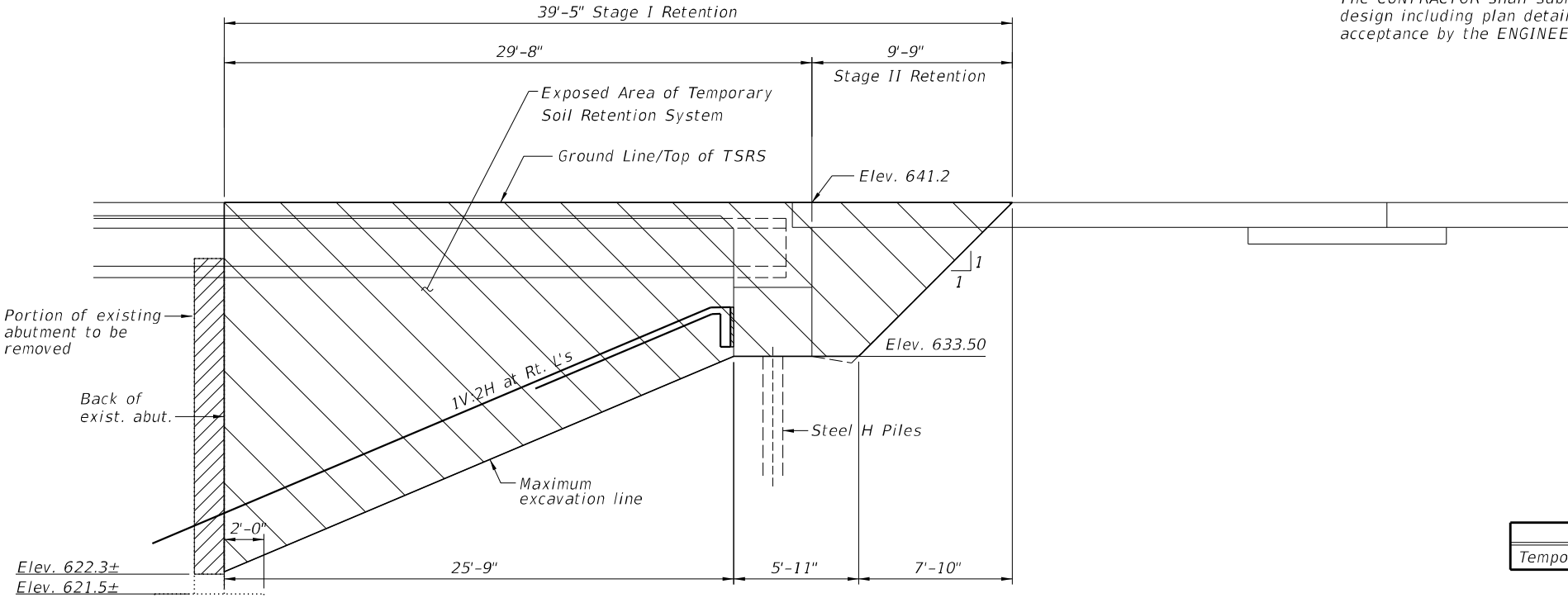
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USER NAME =	DESIGNED - SLH	REVISED -
	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -



TEMPORARY SOIL RETENTION SYSTEM
(at West Abutment looking north)

Note:
A cantilevered sheet piling system 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 elevations for review and acceptance by the ENGINEER.



TEMPORARY SOIL RETENTION SYSTEM
(at East Abutment looking north)

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	848

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CHASTAIN & ASSOCIATES LLC

CONSULTING ENGINEERS

184-001397

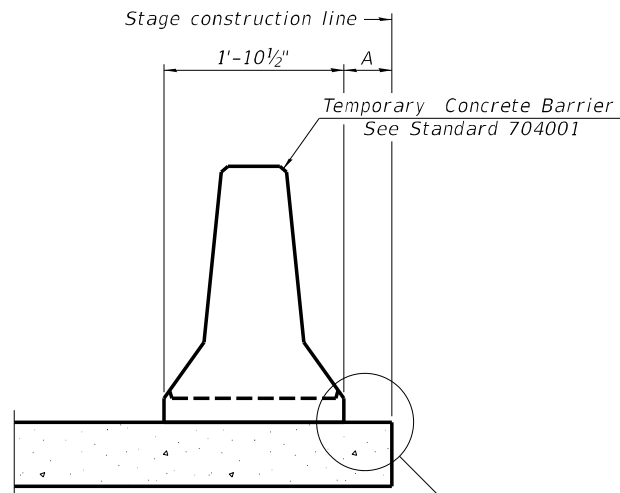
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PLOT DATE	=	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 058-0138

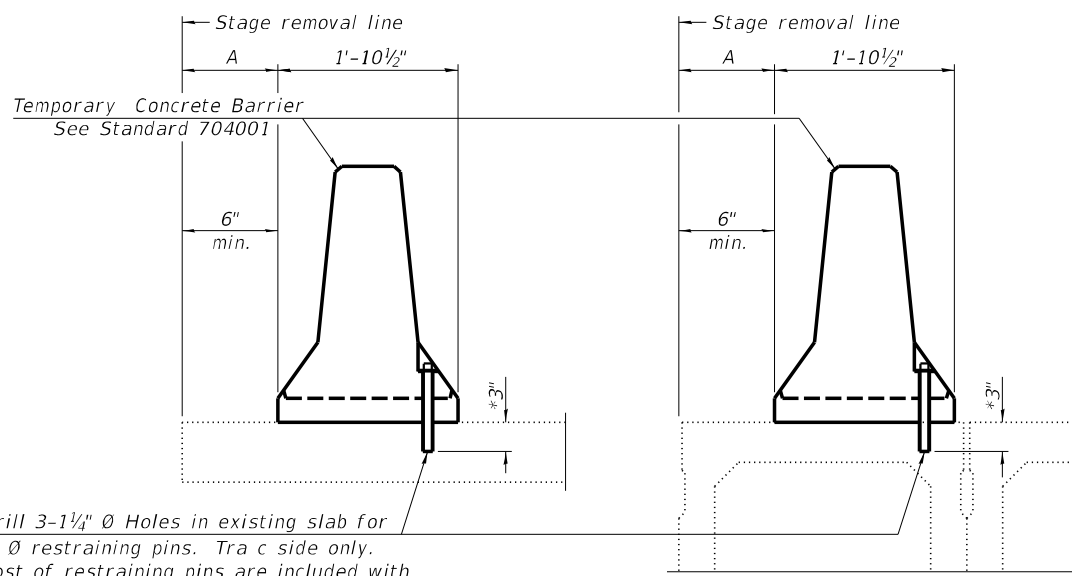
SHEET 6 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	46
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	



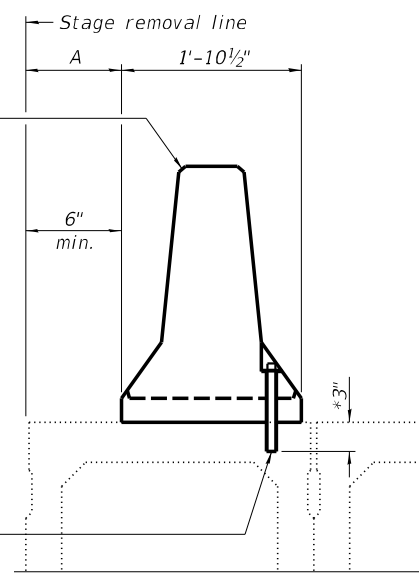
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



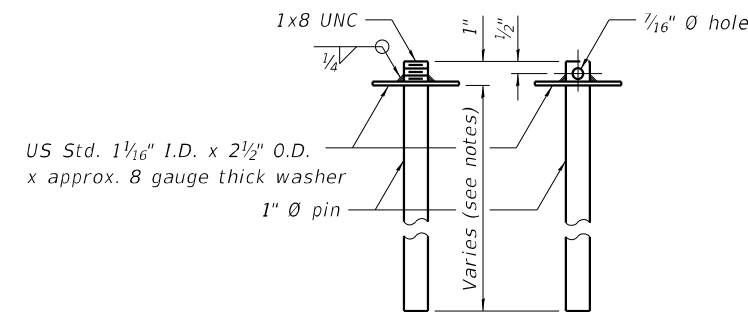
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Tra c side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

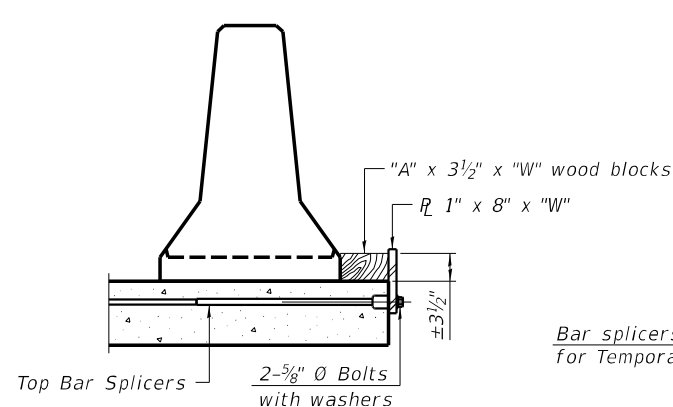


* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

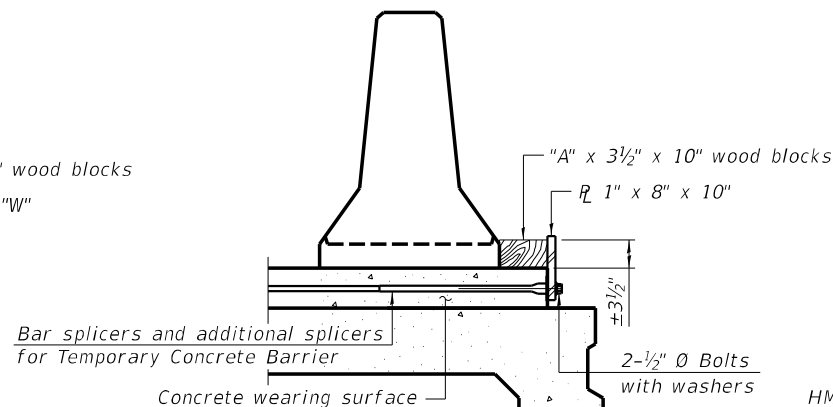
EXISTING DECK BEAM



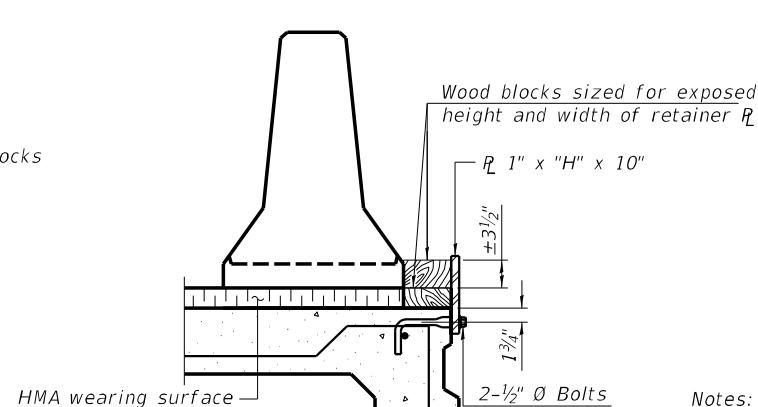
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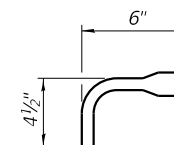
DETAIL I



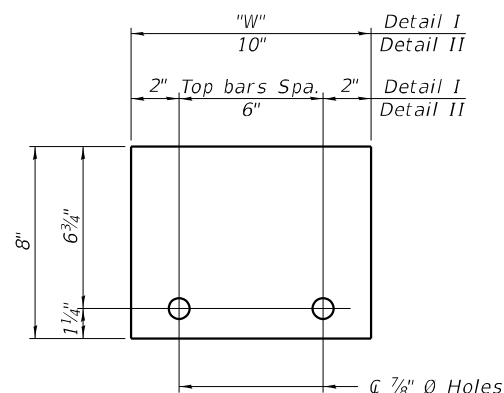
DETAIL II



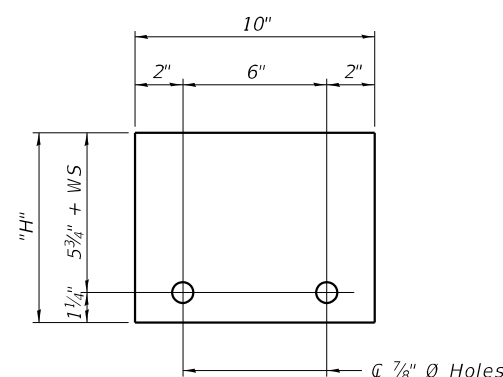
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

MODEL: Default
FILE NAME: 0580138-74856-000-TEMPERARRIER.dgn



USER NAME =	DESIGNED - SLH	REVISED -
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PLOT DATE =	CHECKED - JMB	REVISED -

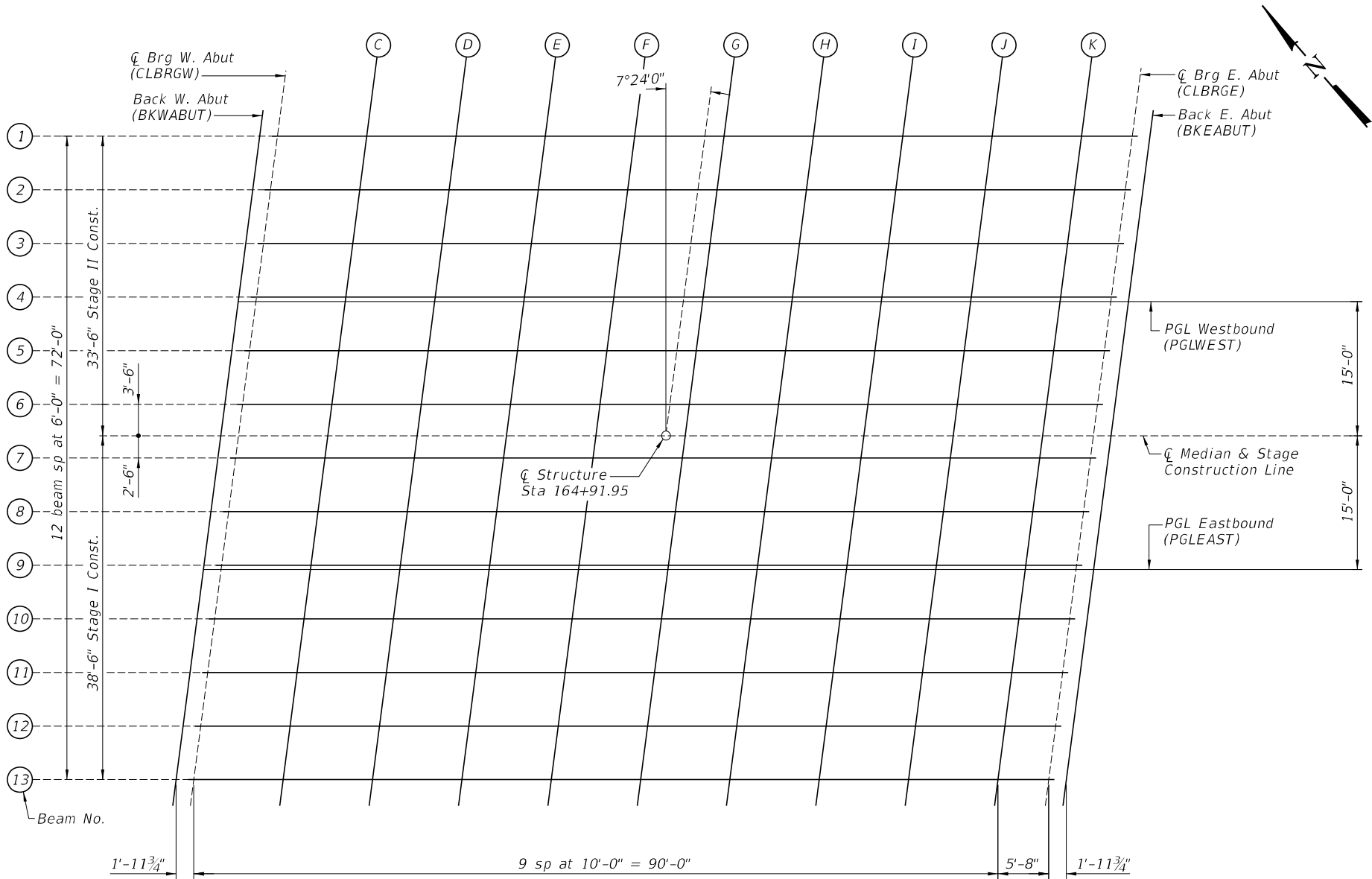
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 058-0138

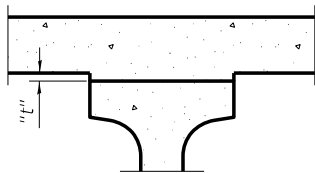
SHEET 7 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	47
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

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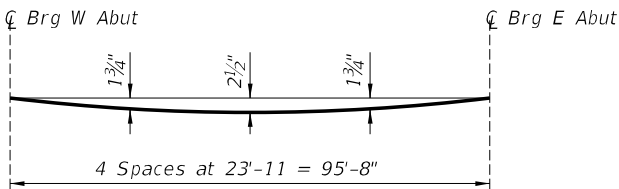
PLAN



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown here and on Sheets 9 thru 11 of 39 minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown here and on Sheets 9 thru 11 of 39. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete slab and parapet only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown here and on sheets 9 thru 11 of 39.

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+46.49	-33.50	641.40	641.42
CLBRGW	164+48.47	-33.50	641.39	641.41
C	164+58.47	-33.50	641.35	641.44
D	164+68.47	-33.50	641.31	641.45
E	164+78.47	-33.50	641.26	641.46
F	164+88.47	-33.50	641.22	641.44
G	164+98.47	-33.50	641.18	641.41
H	165+08.47	-33.50	641.14	641.35
I	165+18.47	-33.50	641.10	641.27
J	165+28.47	-33.50	641.05	641.18
K	165+38.47	-33.50	641.01	641.10
CLBRGE	165+44.14	-33.50	640.99	641.01
BKEABUT	165+46.11	-33.50	640.98	641.00

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+45.71	-27.50	641.49	641.51
CLBRGW	164+47.69	-27.50	641.48	641.50
C	164+57.69	-27.50	641.44	641.53
D	164+67.69	-27.50	641.40	641.55
E	164+77.69	-27.50	641.36	641.55
F	164+87.69	-27.50	641.32	641.54
G	164+97.69	-27.50	641.27	641.50
H	165+07.69	-27.50	641.23	641.44
I	165+17.69	-27.50	641.19	641.36
J	165+27.69	-27.50	641.15	641.27
K	165+37.69	-27.50	641.11	641.19
CLBRGE	165+43.36	-27.50	641.08	641.10
BKEABUT	165+45.33	-27.50	641.07	641.09

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+44.93	-21.50	641.58	641.61
CLBRGW	164+46.91	-21.50	641.58	641.60
C	164+56.91	-21.50	641.53	641.62
D	164+66.91	-21.50	641.49	641.64
E	164+76.91	-21.50	641.45	641.64
F	164+86.91	-21.50	641.41	641.63
G	164+96.91	-21.50	641.37	641.59
H	165+06.91	-21.50	641.32	641.54
I	165+16.91	-21.50	641.28	641.46
J	165+26.91	-21.50	641.24	641.36
K	165+36.91	-21.50	641.20	641.28
CLBRGE	165+42.58	-21.50	641.17	641.20
BKEABUT	165+44.55	-21.50	641.17	641.19

BEAM 4

Location	LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	BKWABUT	164+44.15	-15.50	641.68	641.70
CLBRGW	CLBRGW	164+46.13	-15.50	641.67	641.69
C	C	164+56.13	-15.50	641.63	641.72
D	D	164+66.13	-15.50	641.59	641.73
E	E	164+76.13	-15.50	641.54	641.74
F	F	164+86.13	-15.50	641.50	641.72
G	G	164+96.13	-15.50	641.46	641.69
H	H	165+06.13	-15.50	641.42	641.63
I	I	165+16.13	-15.50	641.38	641.55
J	J	165+26.13	-15.50	641.33	641.46
K	K	165+36.13	-15.50	641.29	641.38
CLBRGE	CLBRGE	165+41.80	-15.50	641.27	641.29
BKEABUT	BKEABUT	165+43.77	-15.50	641.26	641.28

PGLWEST

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+44.09	-15.00	641.69	641.71
CLBRGW	164+46.06	-15.00	641.68	641.70
C	164+56.06	-15.00	641.64	641.72
D	164+66.06	-15.00	641.59	641.74
E	164+76.06	-15.00	641.55	641.75
F	164+86.06	-15.00	641.51	641.73
G	164+96.06	-15.00	641.47	641.69
H	165+06.06	-15.00	641.43	641.64
I	165+16.06	-15.00	641.38	641.56
J	165+26.06	-15.00	641.34	641.46
K	165+36.06	-15.00	641.30	641.39
CLBRGE	165+41.73	-15.00	641.28	641.30
BKEABUT	165+43.71	-15.00	641.27	641.29

BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+43.37	-9.50	641.77	641.79
CLBRGW	164+45.35	-9.50	641.76	641.78
C	164+55.35	-9.50	641.72	641.81
D	164+65.35	-9.50	641.68	641.83
E	164+75.35	-9.50	641.64	641.83
F	164+85.35	-9.50	641.60	641.82
G	164+95.35	-9.50	641.55	641.78
H	165+05.35	-9.50	641.51	641.72
I	165+15.35	-9.50	641.47	641.64
J	165+25.35	-9.50	641.43	641.55
K	165+35.35	-9.50	641.39	641.47
CLBRGE	165+41.02	-9.50	641.36	641.38
BKEABUT	165+42.99	-9.50	641.35	641.37

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+42.59	-3.50	641.86	641.89
CLBRGW	164+44.57	-3.50	641.86	641.88
C	164+54.57	-3.50	641.81	641.90
D	164+64.57	-3.50	641.77	641.92
E	164+74.57	-3.50	641.73	641.92
F	164+84.57	-3.50	641.69	641.91
G	164+94.57	-3.50	641.65	641.87
H	165+04.57	-3.50	641.60	641.82
I	165+14.57	-3.50	641.56	641.74
J	165+24.57	-3.50	641.52	641.64
K	165+34.57	-3.50	641.48	641.56
CLBRGE	165+40.24	-3.50	641.45	641.48
BKEABUT	165+42.21	-3.50	641.45	641.47

¿ MEDIAN & STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+42.14	0.00	641.92	641.94
CLBRGW	164+44.12	0.00	641.91	641.93
C	164+54.12	0.00	641.87	641.96
D	164+64.12	0.00	641.83	641.98
E	164+74.12	0.00	641.78	641.98
F	164+84.12	0.00	641.74	641.96
G	164+94.12	0.00	641.70	641.93
H	165+04.12	0.00	641.66	641.87
I	165+14.12	0.00	641.62	641.79
J	165+24.12	0.00	641.57	641.70
K	165+34.12	0.00	641.53	641.62
CLBRGE	165+39.79	0.00	641.51	641.53
BKEABUT	165+41.76	0.00	641.50	641.52

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PLOT SCALE	=	DRAWN - RLK	REVISED -
PLOT DATE	=	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0138

SHEET 9 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	49
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	

BEAM 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+41.82	2.50	641.88	641.90
CLBRGW	164+43.79	2.50	641.87	641.90
C	164+53.79	2.50	641.83	641.92
D	164+63.79	2.50	641.79	641.94
E	164+73.79	2.50	641.75	641.94
F	164+83.79	2.50	641.71	641.93
G	164+93.79	2.50	641.66	641.89
H	165+03.79	2.50	641.62	641.83
I	165+13.79	2.50	641.58	641.76
J	165+23.79	2.50	641.54	641.66
K	165+33.79	2.50	641.50	641.58
CLBRGE	165+39.46	2.50	641.47	641.49
BKEABUT	165+41.44	2.50	641.46	641.49

BEAM 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+41.04	8.50	641.80	641.82
CLBRGW	164+43.01	8.50	641.79	641.81
C	164+53.01	8.50	641.75	641.83
D	164+63.01	8.50	641.70	641.85
E	164+73.01	8.50	641.66	641.86
F	164+83.01	8.50	641.62	641.84
G	164+93.01	8.50	641.58	641.80
H	165+03.01	8.50	641.54	641.75
I	165+13.01	8.50	641.49	641.67
J	165+23.01	8.50	641.45	641.58
K	165+33.01	8.50	641.41	641.50
CLBRGE	165+38.68	8.50	641.39	641.41
BKEABUT	165+40.66	8.50	641.38	641.40

BEAM 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+40.26	14.50	641.71	641.73
CLBRGW	164+42.23	14.50	641.70	641.72
C	164+52.23	14.50	641.66	641.75
D	164+62.23	14.50	641.62	641.77
E	164+72.23	14.50	641.58	641.77
F	164+82.23	14.50	641.53	641.75
G	164+92.23	14.50	641.49	641.72
H	165+02.23	14.50	641.45	641.66
I	165+12.23	14.50	641.41	641.58
J	165+22.23	14.50	641.37	641.49
K	165+32.23	14.50	641.32	641.41
CLBRGE	165+37.90	14.50	641.30	641.32
BKEABUT	165+39.88	14.50	641.29	641.31

PGLEAST

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+40.19	15.00	641.70	641.72
CLBRGW	164+42.17	15.00	641.69	641.71
C	164+52.17	15.00	641.65	641.74
D	164+62.17	15.00	641.61	641.76
E	164+72.17	15.00	641.57	641.76
F	164+82.17	15.00	641.53	641.75
G	164+92.17	15.00	641.48	641.71
H	165+02.17	15.00	641.44	641.65
I	165+12.17	15.00	641.40	641.58
J	165+22.17	15.00	641.36	641.48
K	165+32.17	15.00	641.32	641.40
CLBRGE	165+37.84	15.00	641.29	641.31
BKEABUT	165+39.81	15.00	641.28	641.30

BEAM 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+39.48	20.50	641.62	641.64
CLBRGW	164+41.45	20.50	641.61	641.64
C	164+51.45	20.50	641.57	641.66
D	164+61.45	20.50	641.53	641.68
E	164+71.45	20.50	641.49	641.68
F	164+81.45	20.50	641.45	641.67
G	164+91.45	20.50	641.40	641.63
H	165+01.45	20.50	641.36	641.57
I	165+11.45	20.50	641.32	641.50
J	165+21.45	20.50	641.28	641.40
K	165+31.45	20.50	641.24	641.32
CLBRGE	165+37.12	20.50	641.21	641.23
BKEABUT	165+39.10	20.50	641.20	641.23

BEAM 11

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+38.70	26.50	641.54	641.56
CLBRGW	164+40.67	26.50	641.53	641.55
C	164+50.67	26.50	641.49	641.57
D	164+60.67	26.50	641.44	641.59
E	164+70.67	26.50	641.40	641.60
F	164+80.67	26.50	641.36	641.58
G	164+90.67	26.50	641.32	641.54
H	165+00.67	26.50	641.28	641.49
I	165+10.67	26.50	641.23	641.41
J	165+20.67	26.50	641.19	641.32
K	165+30.67	26.50	641.15	641.24
CLBRGE	165+36.34	26.50	641.13	641.15
BKEABUT	165+38.32	26.50	641.12	641.14

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0138

SHEET 10 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	50
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	

BEAM 12

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+37.92	32.50	641.45	641.47
CLBRGW	164+39.89	32.50	641.44	641.46
C	164+49.89	32.50	641.40	641.49
D	164+59.89	32.50	641.36	641.51
E	164+69.89	32.50	641.31	641.51
F	164+79.89	32.50	641.27	641.49
G	164+89.89	32.50	641.23	641.46
H	164+99.89	32.50	641.19	641.40
I	165+09.89	32.50	641.15	641.32
J	165+19.89	32.50	641.10	641.23
K	165+29.89	32.50	641.06	641.15
CLBRGE	165+35.56	32.50	641.04	641.06
BKEABUT	165+37.54	32.50	641.03	641.05

BEAM 13

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION AND GRINDING
BKWABUT	164+37.14	38.50	641.36	641.38
CLBRGW	164+39.11	38.50	641.35	641.38
C	164+49.11	38.50	641.31	641.40
D	164+59.11	38.50	641.27	641.42
E	164+69.11	38.50	641.23	641.42
F	164+79.11	38.50	641.19	641.41
G	164+89.11	38.50	641.14	641.37
H	164+99.11	38.50	641.10	641.31
I	165+09.11	38.50	641.06	641.24
J	165+19.11	38.50	641.02	641.14
K	165+29.11	38.50	640.98	641.06
CLBRGE	165+34.78	38.50	640.95	640.97
BKEABUT	165+36.76	38.50	640.94	640.96

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FILE NAME: 0580138-74856-000-DECKELEV.dgn



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CONSULTING ENGINEERS

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PLOT DATE	=	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0138

SHEET 11 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	51
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	

NORTH EDGE OF SIDEWALK (WESTBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+17.88	-36.42	641.47	641.50
A	164+27.88	-36.42	641.43	641.45
B	164+37.88	-36.42	641.39	641.41
E. End of W. Appr.	164+47.88	-36.42	641.35	641.37

NORTH EDGE OF WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+16.66	-27.00	641.62	641.64
A	164+26.66	-27.00	641.58	641.60
B	164+36.66	-27.00	641.54	641.56
E. End of W. Appr.	164+46.66	-27.00	641.50	641.52

PGL WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+15.10	-15.00	641.81	641.83
A	164+25.10	-15.00	641.77	641.79
B	164+35.10	-15.00	641.72	641.74
E. End of W. Appr.	164+45.10	-15.00	641.68	641.70

SOUTH EDGE OF WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+13.54	-3.00	641.99	642.01
A	164+23.54	-3.00	641.95	641.97
B	164+33.54	-3.00	641.91	641.93
E. End of W. Appr.	164+43.54	-3.00	641.87	641.89

¢ MEDIAN AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+13.15	0.00	642.04	642.06
A	164+23.15	0.00	642.00	642.02
B	164+33.15	0.00	641.96	641.98
E. End of W. Appr.	164+43.15	0.00	641.91	641.94

NORTH EDGE OF EASTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+12.76	3.00	642.00	642.02
A	164+22.76	3.00	641.96	641.98
B	164+32.76	3.00	641.91	641.93
E. End of W. Appr.	164+42.76	3.00	641.87	641.89

PGL EASTBOUND LANES

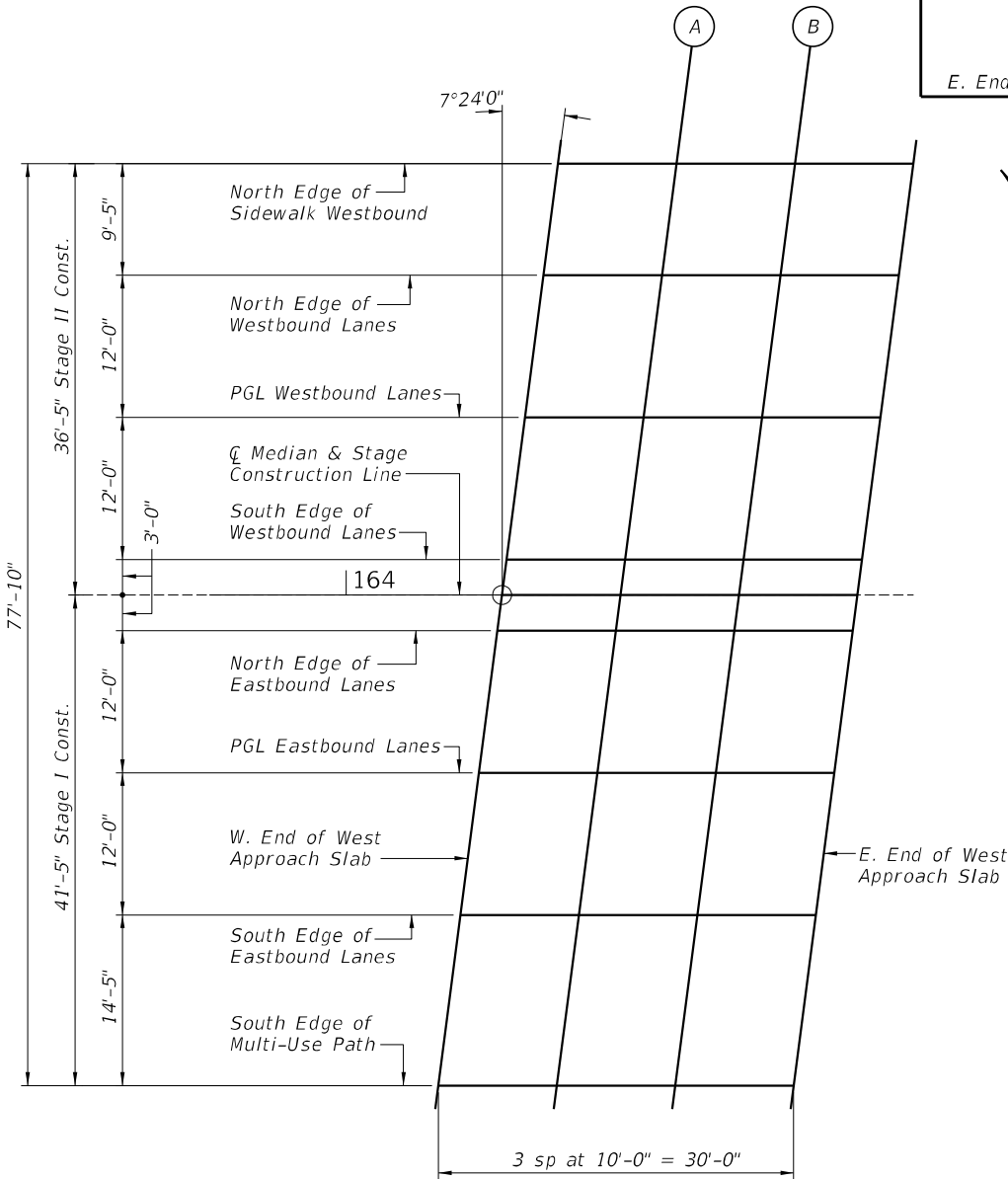
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+11.20	15.00	641.82	641.84
A	164+21.20	15.00	641.78	641.80
B	164+31.20	15.00	641.74	641.76
E. End of W. Appr.	164+41.20	15.00	641.70	641.72

SOUTH EDGE OF EASTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+09.64	27.00	641.65	641.67
A	164+19.64	27.00	641.61	641.63
B	164+29.64	27.00	641.57	641.59
E. End of W. Appr.	164+39.64	27.00	641.52	641.55

SOUTH EDGE OF MULTI-USE PATH

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of W. Appr.	164+07.77	41.42	641.44	641.46
A	164+17.77	41.42	641.40	641.42
B	164+27.77	41.42	641.36	641.38
E. End of W. Appr.	164+37.77	41.42	641.32	641.34



PLAN - WEST APPROACH

MODEL: Default
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CHASTAIN & ASSOCIATES LLC

CONSULTING ENGINEERS

184-004397

USER NAME =	DESIGNED - SLH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0138

SHEET 12 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	52
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SIDEWALK (WESTBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+45.48	-36.42	640.94	640.96
L	165+55.48	-36.42	640.90	640.92
M	165+65.48	-36.42	640.85	640.87
E. End of E. Appr.	165+75.48	-36.42	640.81	640.83

NORTH EDGE OF WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+44.26	-27.00	641.09	641.11
L	165+54.26	-27.00	641.04	641.06
M	165+64.26	-27.00	641.00	641.02
E. End of E. Appr.	165+74.26	-27.00	640.96	640.98

PGL WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+42.70	-15.00	641.27	641.29
L	165+52.70	-15.00	641.23	641.25
M	165+62.70	-15.00	641.19	641.21
E. End of E. Appr.	165+72.70	-15.00	641.15	641.17

SOUTH EDGE OF WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+41.14	-3.00	641.46	641.48
L	165+51.14	-3.00	641.42	641.44
M	165+61.14	-3.00	641.37	641.39
E. End of E. Appr.	165+71.14	-3.00	641.33	641.35

¢ MEDIAN AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+40.75	0.00	641.50	641.52
L	165+50.75	0.00	641.46	641.48
M	165+60.75	0.00	641.42	641.44
E. End of E. Appr.	165+70.75	0.00	641.38	641.40

NORTH EDGE OF EASTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+40.36	3.00	641.46	641.48
L	165+50.36	3.00	641.42	641.44
M	165+60.36	3.00	641.38	641.40
E. End of E. Appr.	165+70.36	3.00	641.34	641.36

PGL EASTBOUND LANES

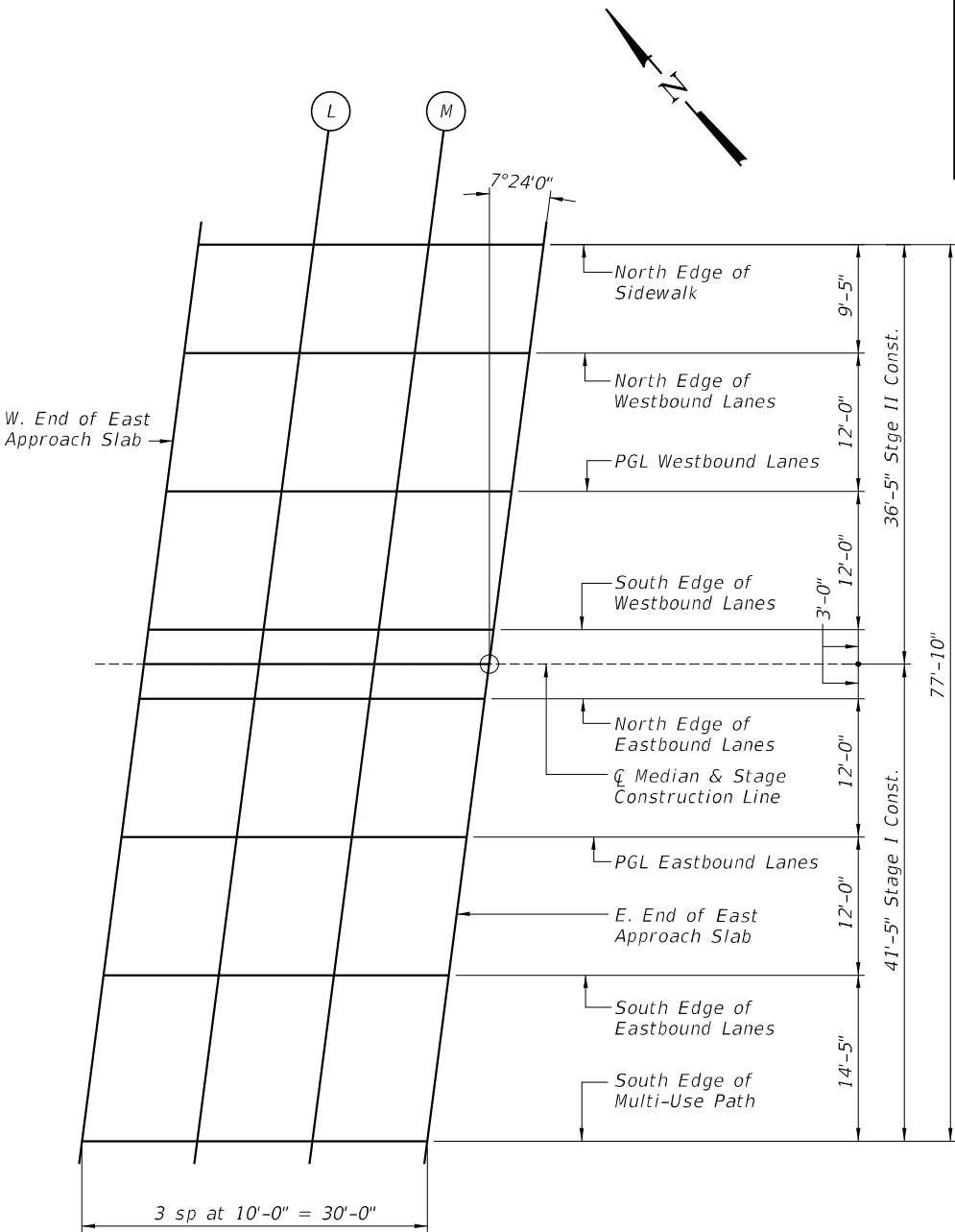
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+38.80	15.00	641.29	641.31
L	165+48.80	15.00	641.25	641.27
M	165+58.80	15.00	641.20	641.22
E. End of E. Appr.	165+68.80	15.00	641.16	641.18

SOUTH EDGE OF EASTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+37.24	27.00	641.11	641.13
L	165+47.24	27.00	641.07	641.09
M	165+57.24	27.00	641.03	641.05
E. End of E. Appr.	165+67.24	27.00	640.99	641.01

SOUTH EDGE OF MULTI-USE PATH

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
W. End of E. Appr.	165+35.37	41.42	640.91	640.93
L	165+45.37	41.42	640.86	640.88
M	165+55.37	41.42	640.82	640.84
E. End of E. Appr.	165+65.37	41.42	640.78	640.80



PLAN - EAST APPROACH

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CHASTAIN & ASSOCIATES LLC

CONSULTING ENGINEERS

184-001397

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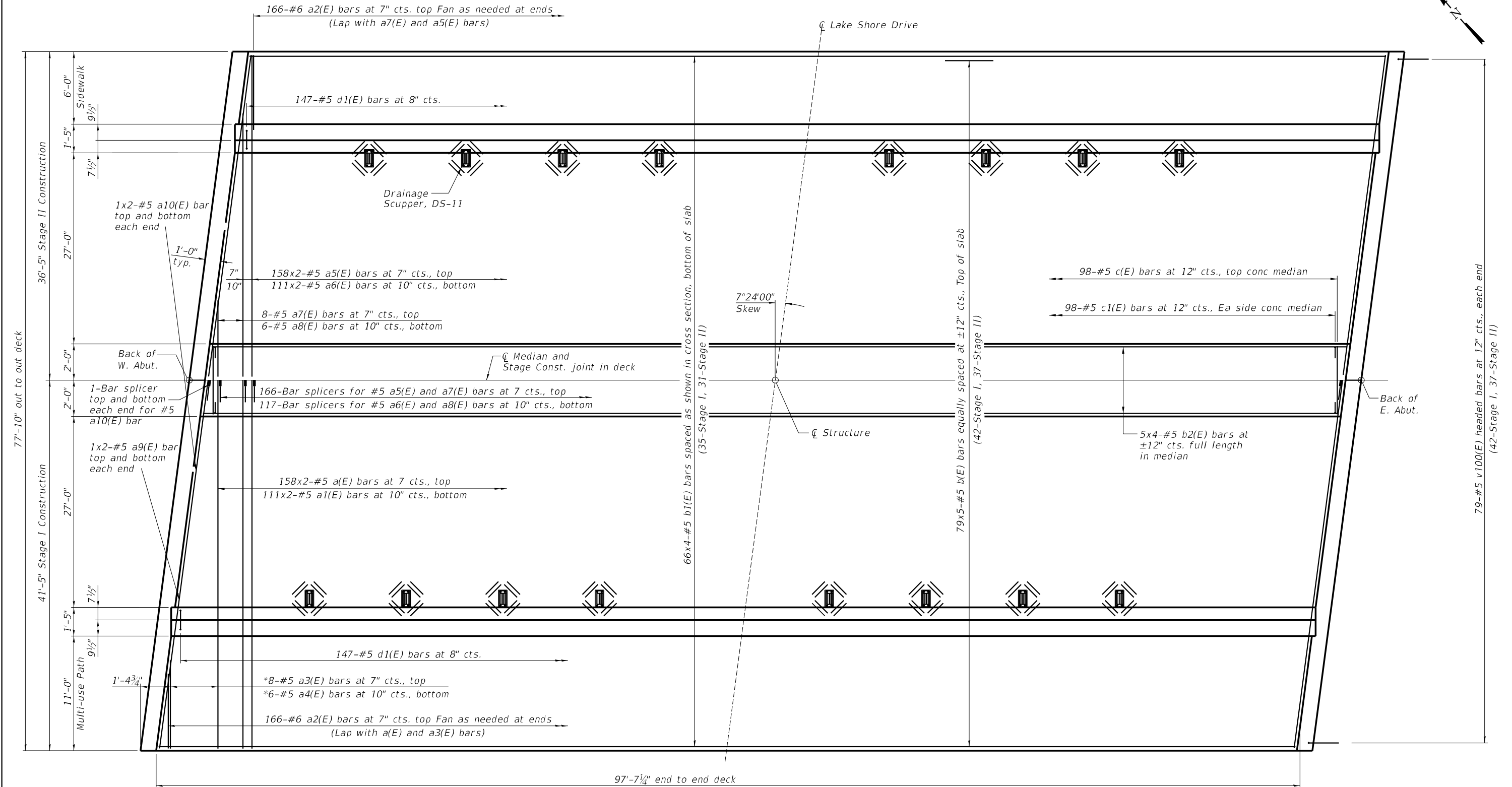
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0138

SHEET 13 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	53
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 17 of 39.

Notes:
See Sheets 15 thru 17 of 39 for superstructure details and Bill of Material.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 15 of 39 for parapet reinforcement.
See Sheet 1 of 39 for scupper locations.
See Sheet 36 of 39 for bar splicer details.
See Sheet 22 thru 24 of 39 for railing details.
See Sheet 18 of 39 for diaphragm details.



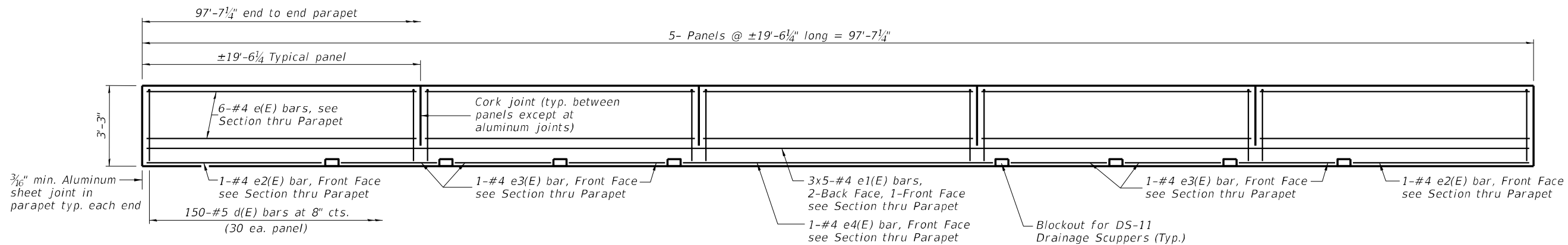
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

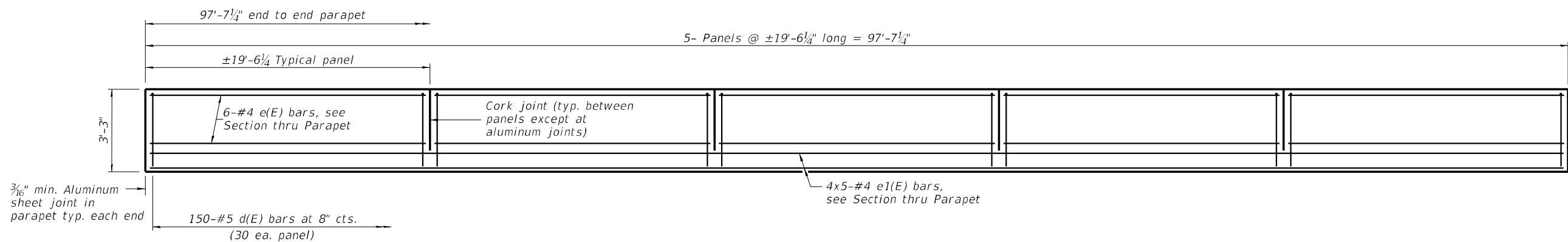
SUPERSTRUCTURE
STRUCTURE NO. 058-0138

SHEET 14 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

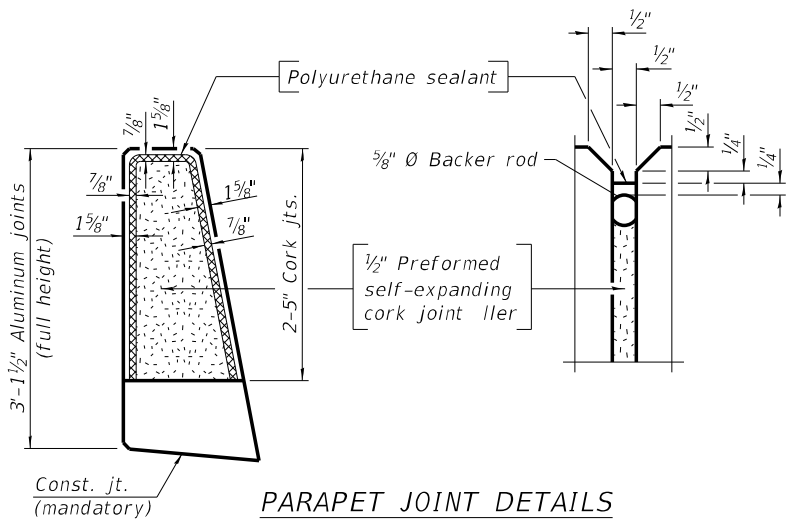


INSIDE ELEVATION OF NORTH PARAPET



INSIDE ELEVATION OF SOUTH PARAPET

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



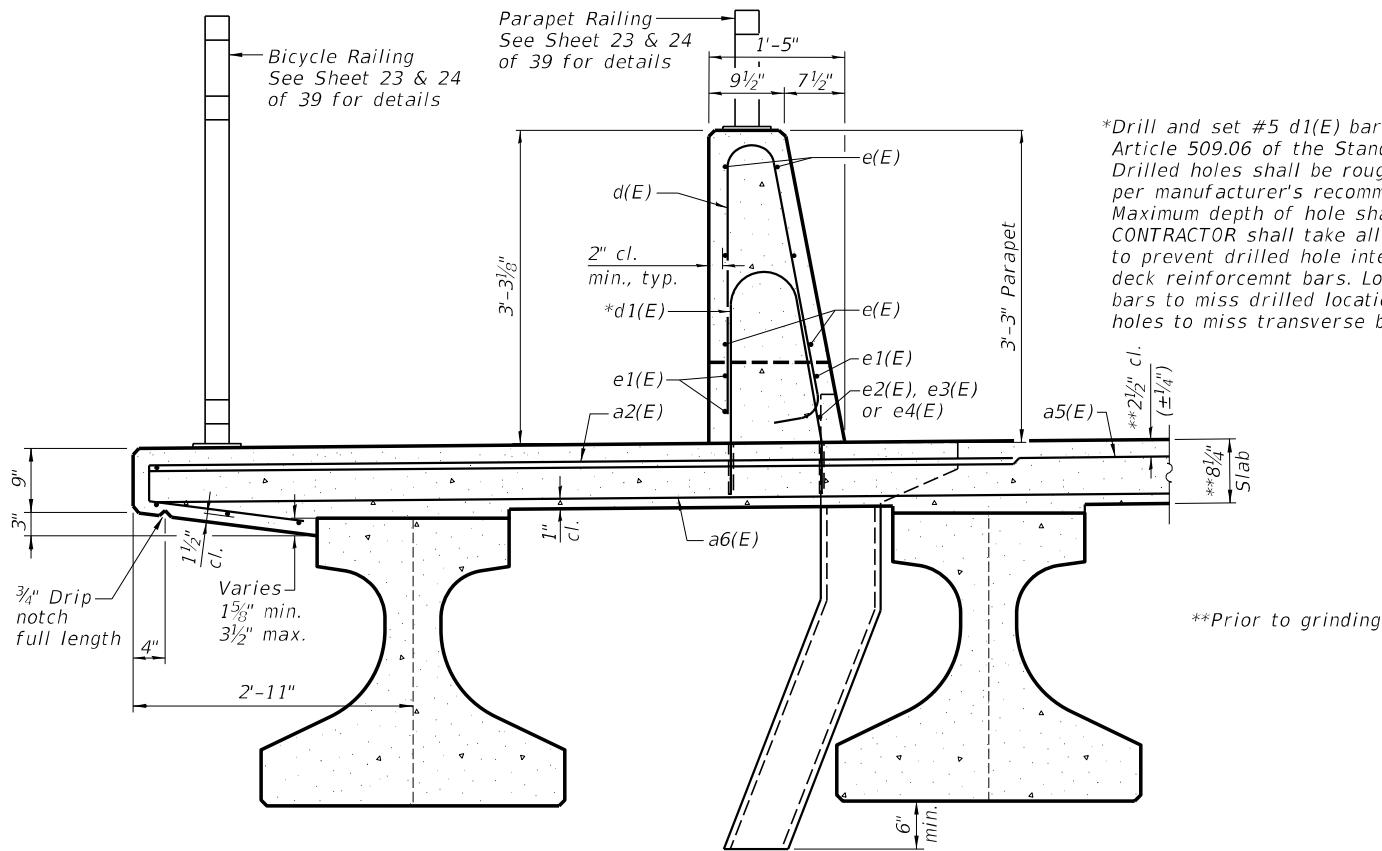
PARAPET JOINT DETAILS

Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumin paint or epoxy 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.

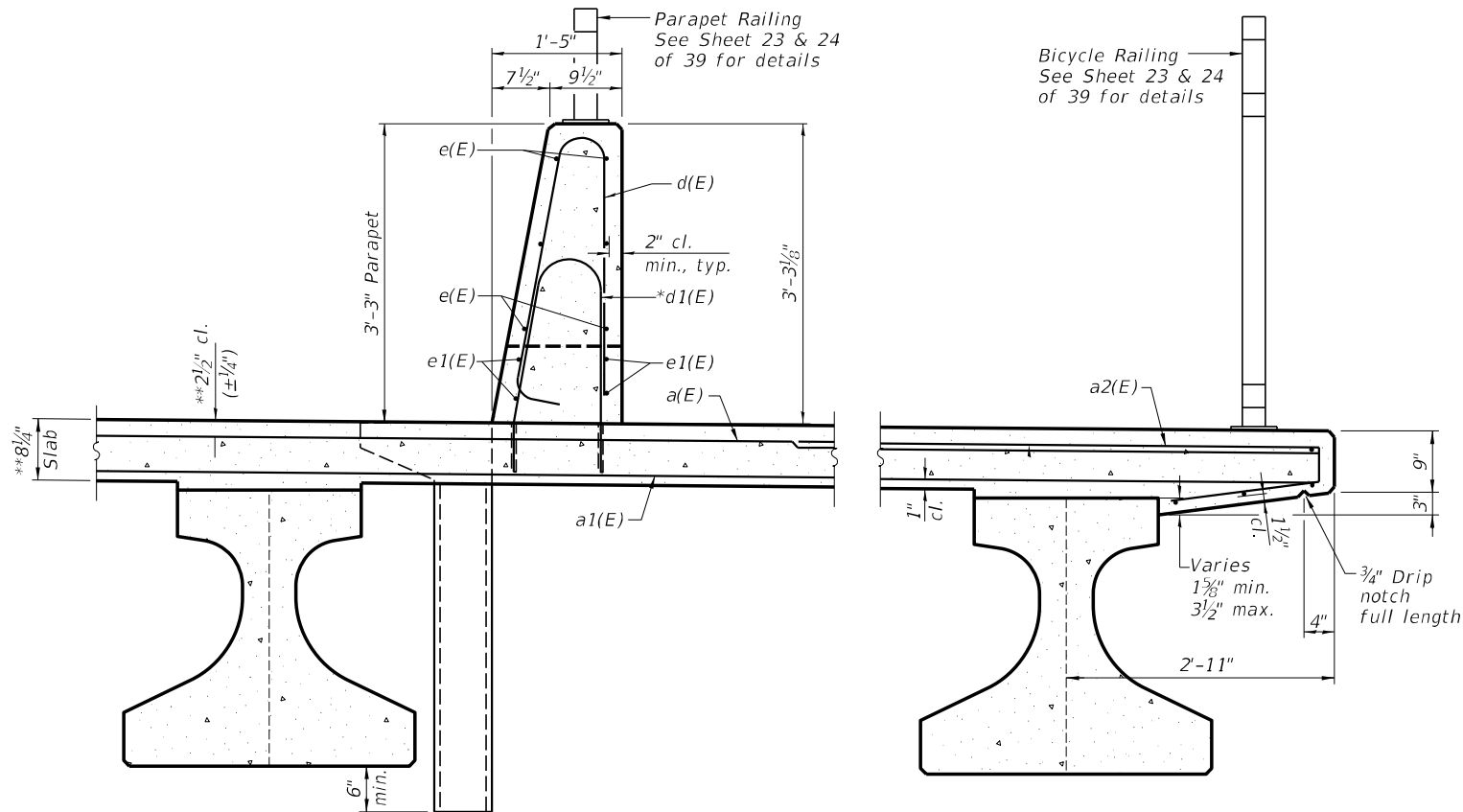
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F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	55
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	



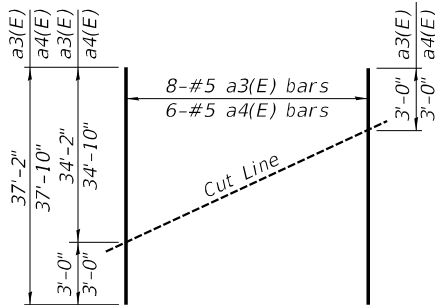
SECTION THRU NORTH PARAPET



SECTION THRU SOUTH PARAPET

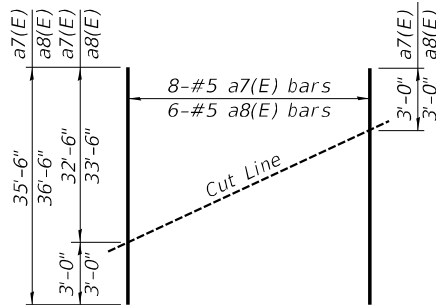
*Drill and set #5 d1(E) bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". CONTRACTOR shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

**Prior to grinding



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.



FIELD CUTTING DIAGRAM

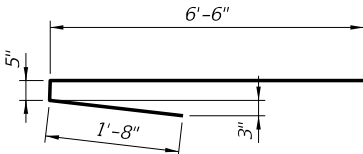
Order a7(E) and a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

SUPERSTRUCTURE BILL OF MATERIAL

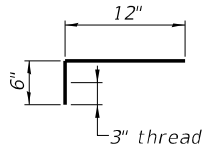
Bar	No.	Size	Length	Shape
a(E)	316	#5	22'-4"	
a1(E)	222	#5	22'-4"	
a2(E)	332	#6	8'-7"	
a3(E)	8	#5	37'-2"	
a4(E)	6	#5	37'-10"	
a5(E)	316	#5	19'-10"	
a6(E)	222	#5	19'-10"	
a7(E)	8	#5	35'-6"	
a8(E)	6	#5	36'-6"	
a9(E)	8	#5	22'-6"	
a10(E)	8	#5	22'-0"	
a11(E)	128	#5	2'-0"	
b(E)	395	#5	22'-4"	
b1(E)	264	#5	27'-0"	
b2(E)	20	#5	27'-0"	
c(E)	98	#5	3'-6"	
c1(E)	196	#5	1'-6"	
d(E)	300	#5	6'-5"	
d1(E)	294	#5	5'-2"	
e(E)	60	#4	19'-3"	
e1(E)	35	#4	21'-4"	
e2(E)	2	#4	12'-6"	
e3(E)	2	#4	6'-10"	
e4(E)	1	#4	21'-9"	
m10(E)	16	#6	22'-6"	
m11(E)	48	#6	4'-6"	
m12(E)	8	#6	2'-0"	
m13(E)	24	#6	2'-6"	
m14(E)	4	#6	1'-1"	
m15(E)	52	#5	4'-0"	
m16(E)	16	#6	20'-0"	
s10(E)	80	#5	9'-4"	
s11(E)	80	#5	10'-5"	
s12(E)	104	#5	8'-4"	
v100(E)	158	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Pound	57,170
Concrete Superstructure			Cu. Yds.	313.9
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	260
Diamond Grinding (Bridge Section)			Sq. Yd.	499
Protective Coat			Sq. Yd.	998

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

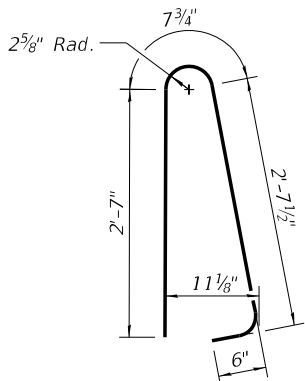
Bar terminators paid for separately. See Total Bill of Material on sheet 1 of 39.



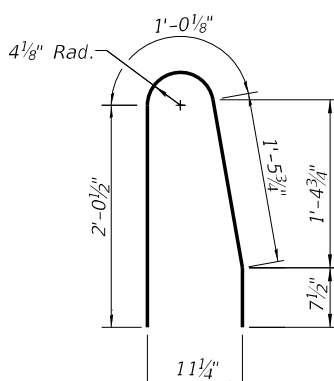
BAR a2(E)



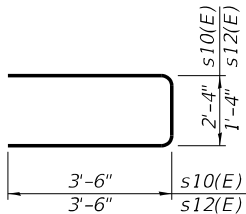
BAR c1(E)



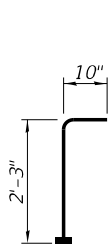
BAR d(E)



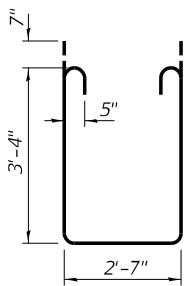
BAR d1(E)



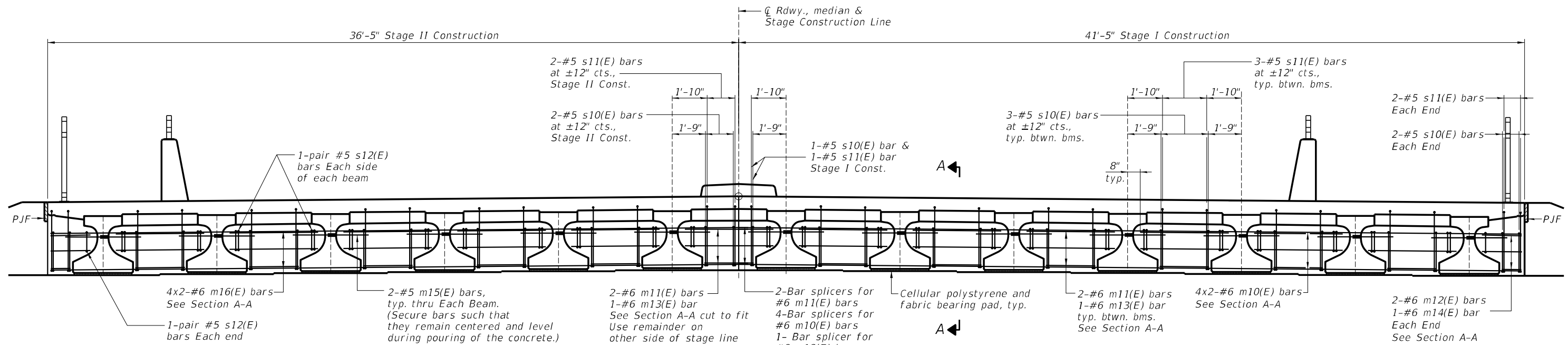
BARS s10(E) & s12(E)



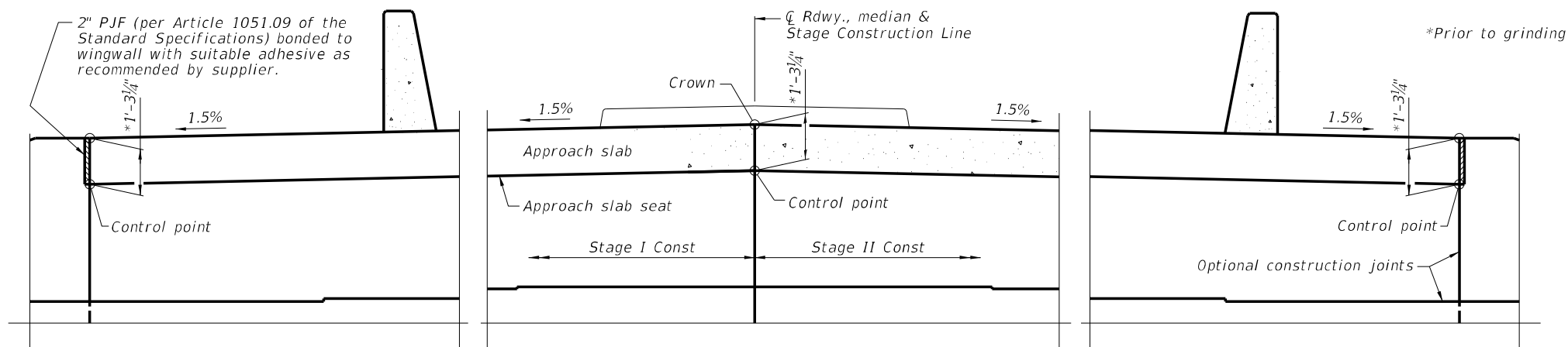
BAR v100(E)
(Headed 158-#4 bar terminators)



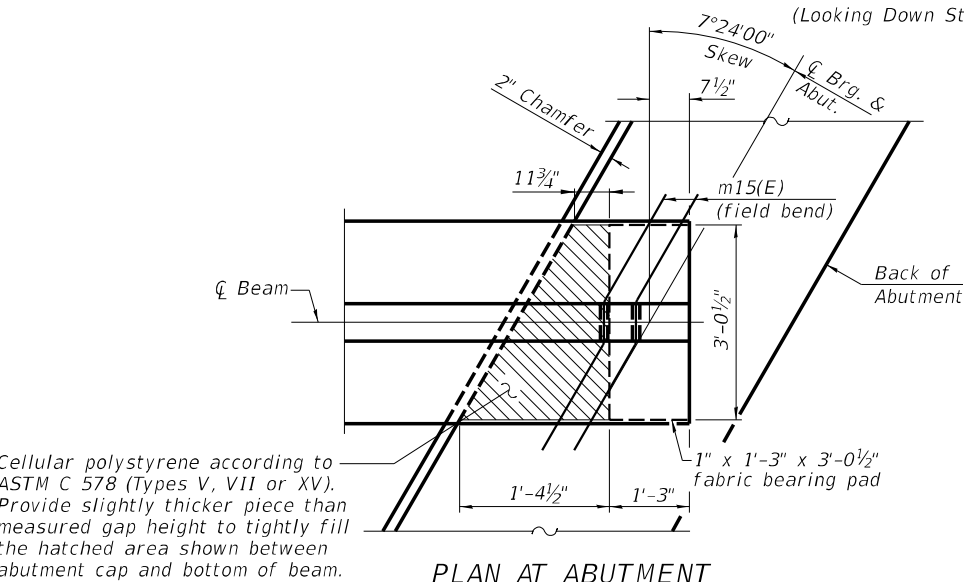
BAR s11(E)



DIAPHRAGM AT EAST ABUTMENT
(Looking Up Station - West abutment similar)

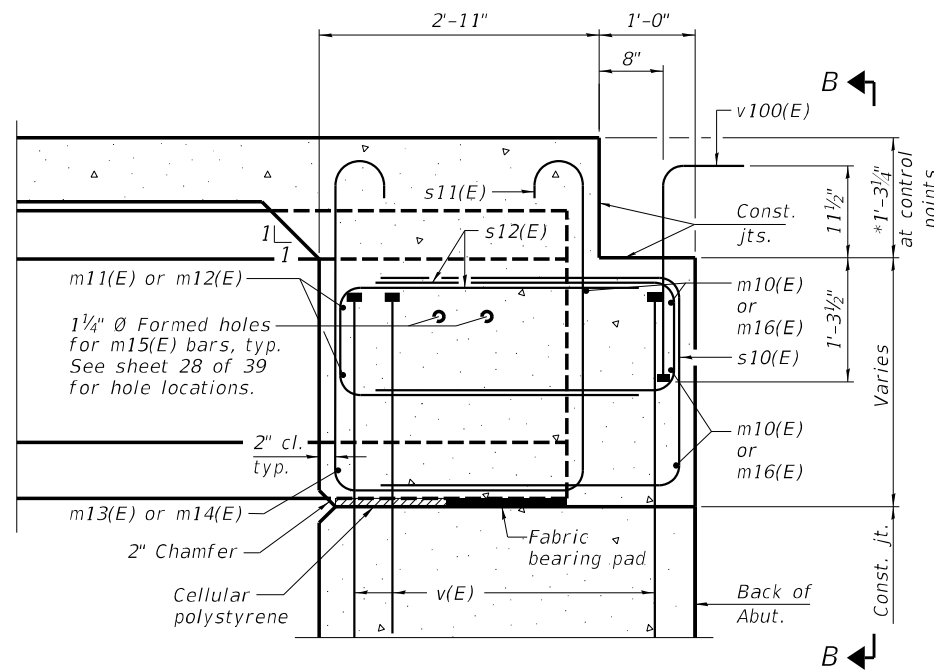


VIEW B-B
(Looking Down Station - West abutment similar)



PLAN AT ABUTMENT
(Showing bottom flange of beam)

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



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

Notes:
See sheet 17 of 39 for superstructure details and Bill of Material.
The s10(E), s11(E) and s12(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.
Cost of cellular polystyrene is included with Concrete Superstructure.

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184-001397

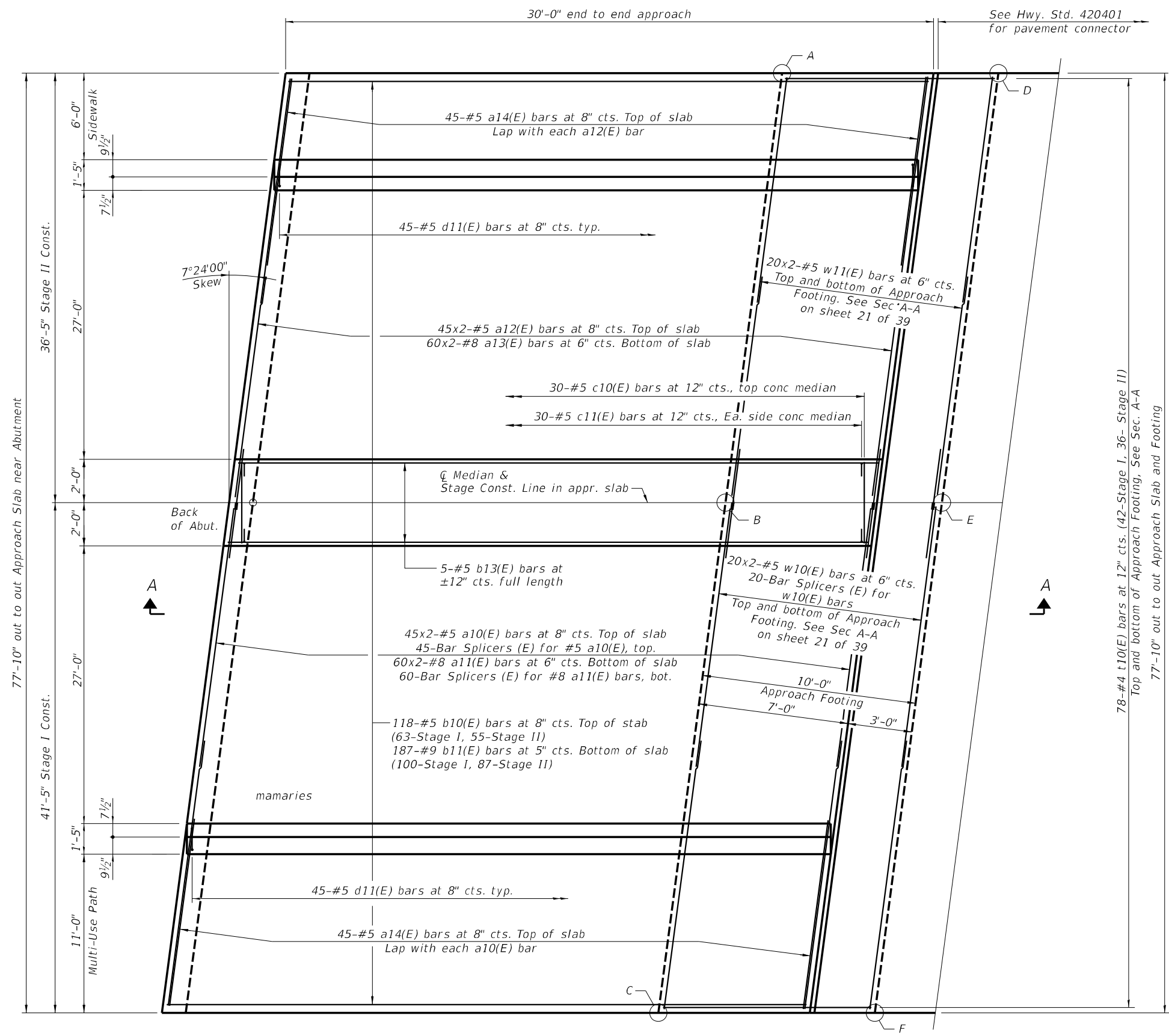
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PLOT DATE =	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 058-0138

SHEET 18 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	58
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

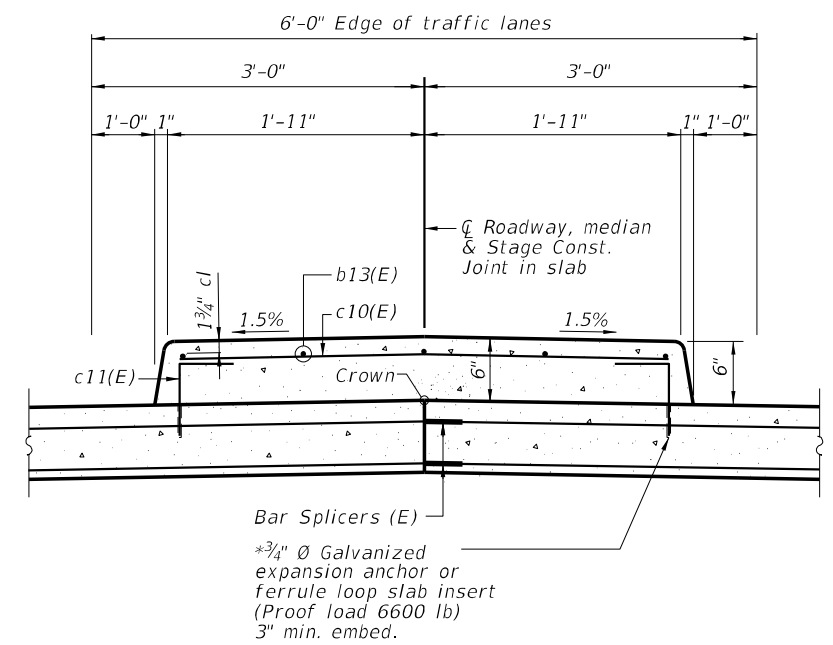


PLAN
(East approach slab shown; West approach slab similar)

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

West Approach			East Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - SE	640.20	639.03	A - NW	639.59	638.43
B - E ☐	640.76	639.60	B - W ☐	640.16	638.99
C - NE	640.16	639.00	C - SW	639.56	638.39
D - SW	640.24	639.07	D - NE	639.55	638.38
E - W ☐	640.80	639.64	E - E ☐	640.12	638.95
F - NW	640.21	639.04	F - SE	639.52	638.35

MIN. BAR LAP
#5 Bar = 3'-4"
#8 Bar = 5'-4"



CROSS SECTION THRU SUPERIMPOSED MEDIAN
(Looking Southeast)

*The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

Note: See Sheet 36 of 39 for Bar Splicer Details.

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184-001397

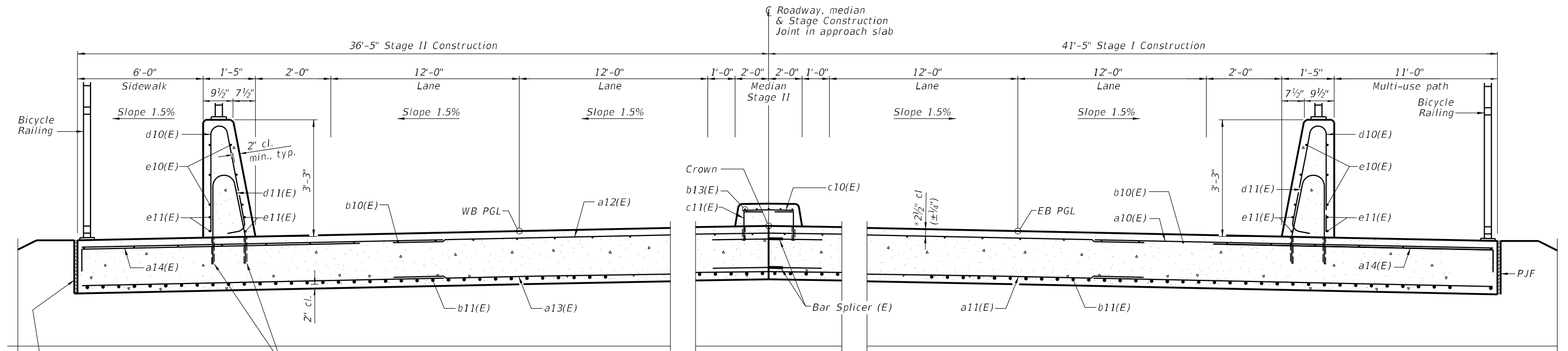
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0138

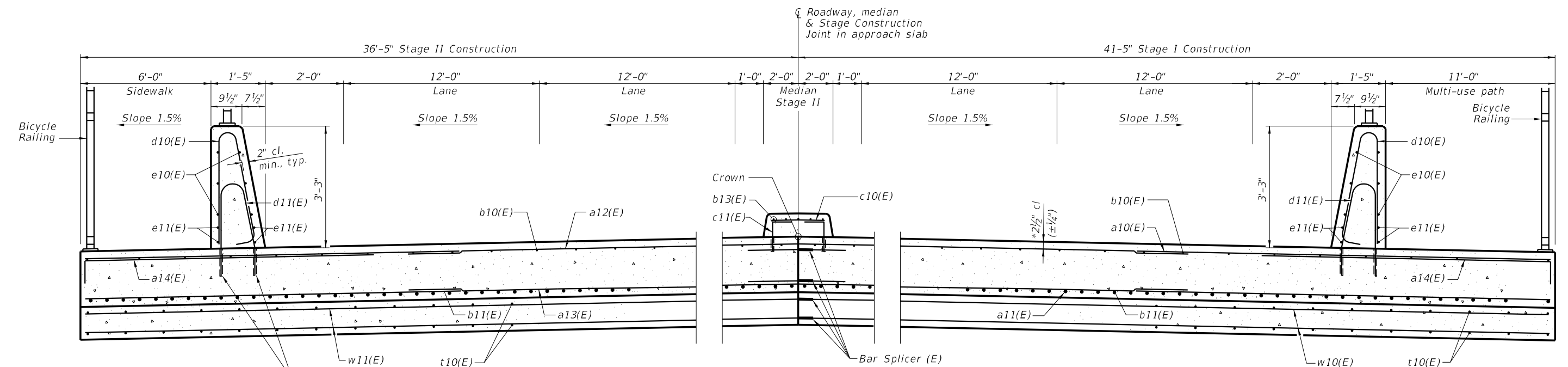
SHEET 19 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	59
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



APPROACH CROSS SECTION NEAR ABUTMENT
(Looking Southeast - East Approach)

* Prior to grinding



APPROACH CROSS SECTION AT APPROACH FOOTING
(Looking Southeast - East Approach)

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184-001397

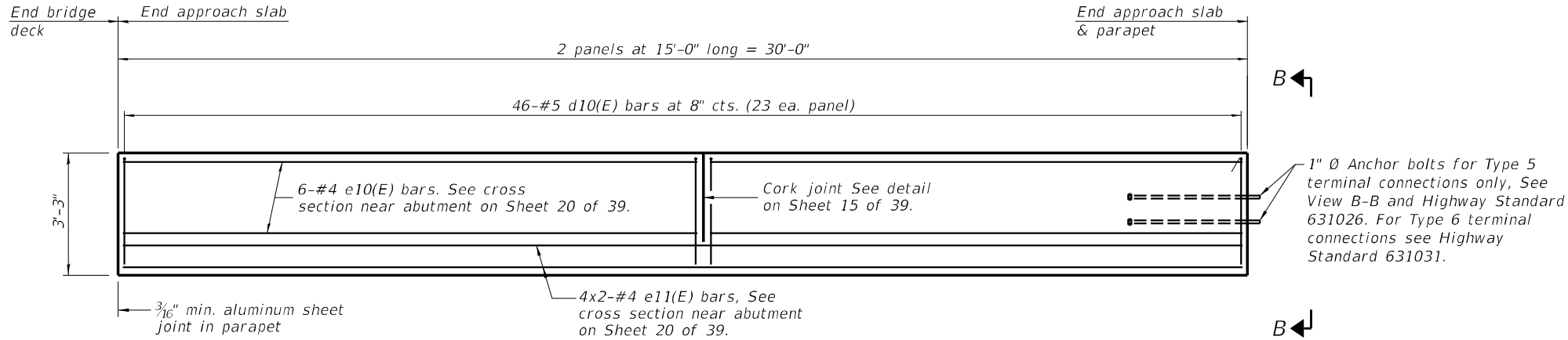
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CHECKED - JMB	REVISED -	
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PLOT DATE =	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0138

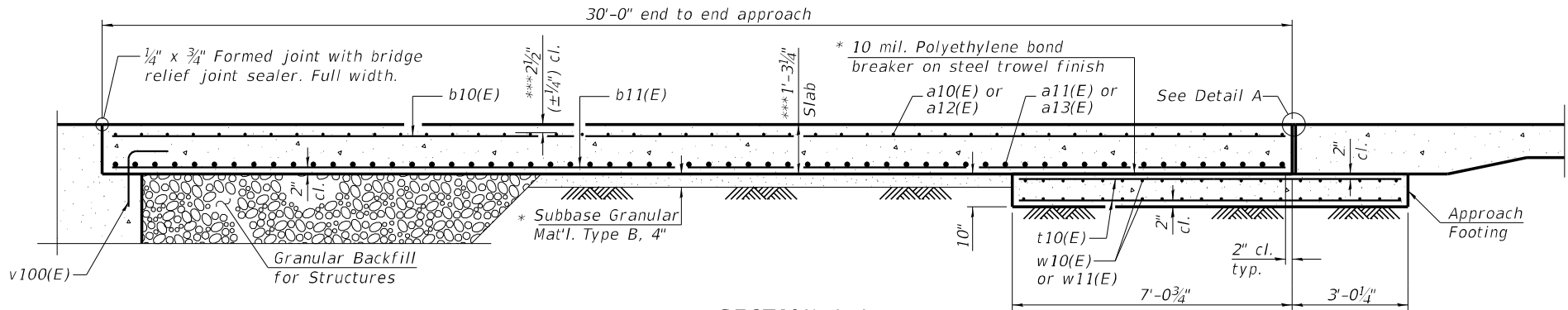
SHEET 20 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

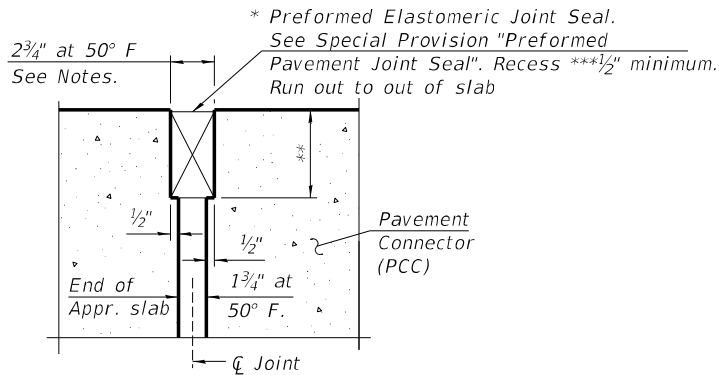


INSIDE ELEVATION OF PARAPET

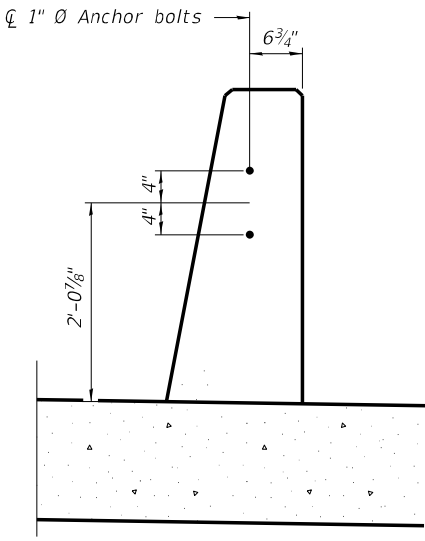
MIN. BAR LAP
#4 Bar = 2'-5"



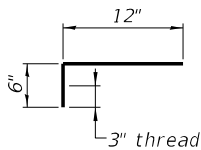
SECTION A-A



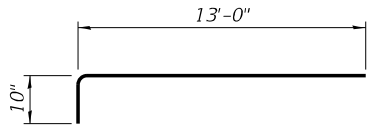
DETAIL A
(at Rt. L's)



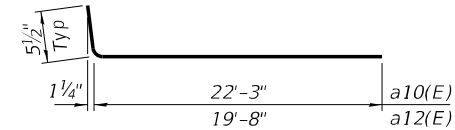
VIEW B-B



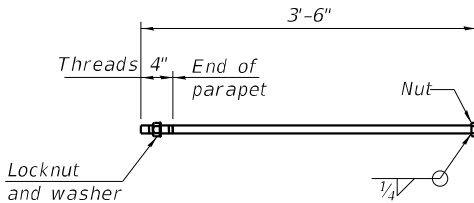
BAR c11(E)



BAR a14(E)

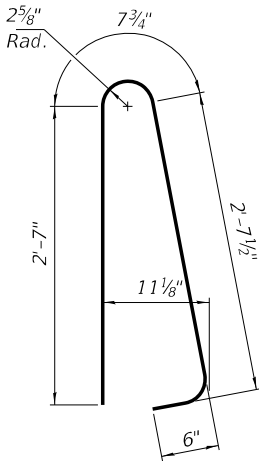


BARS a10(E) OR a12(e)

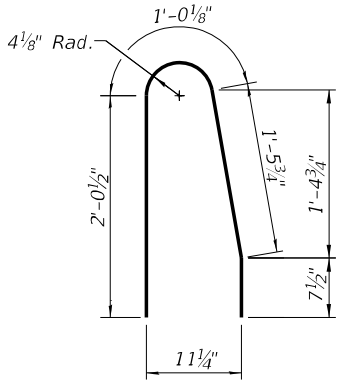


***1" Ø ANCHOR BOLT**
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

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.
Superimposed median 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 (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 39.



BAR d10(E)



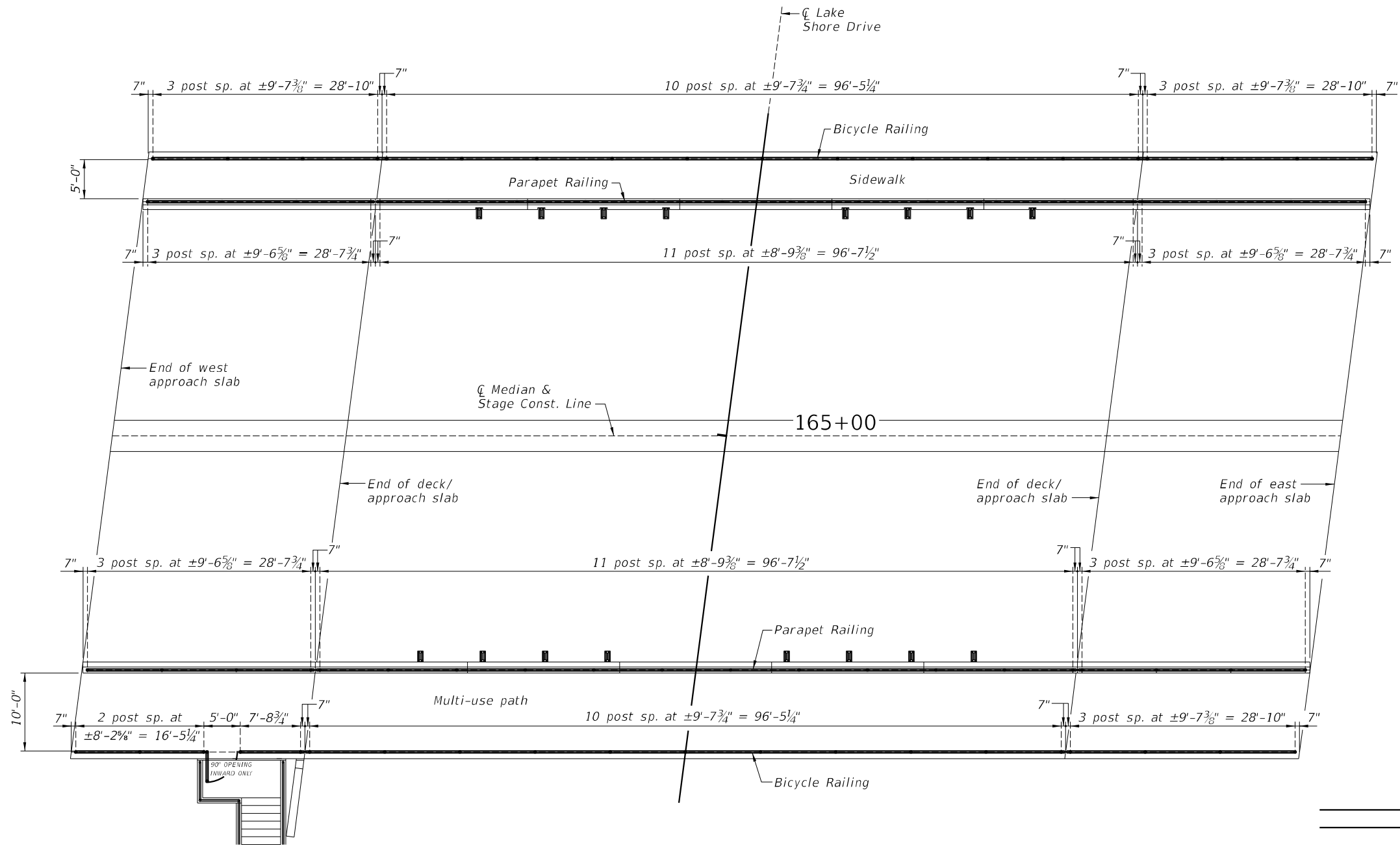
BAR d11(E)

TWO APPROACHES
BILL OF MATERIAL

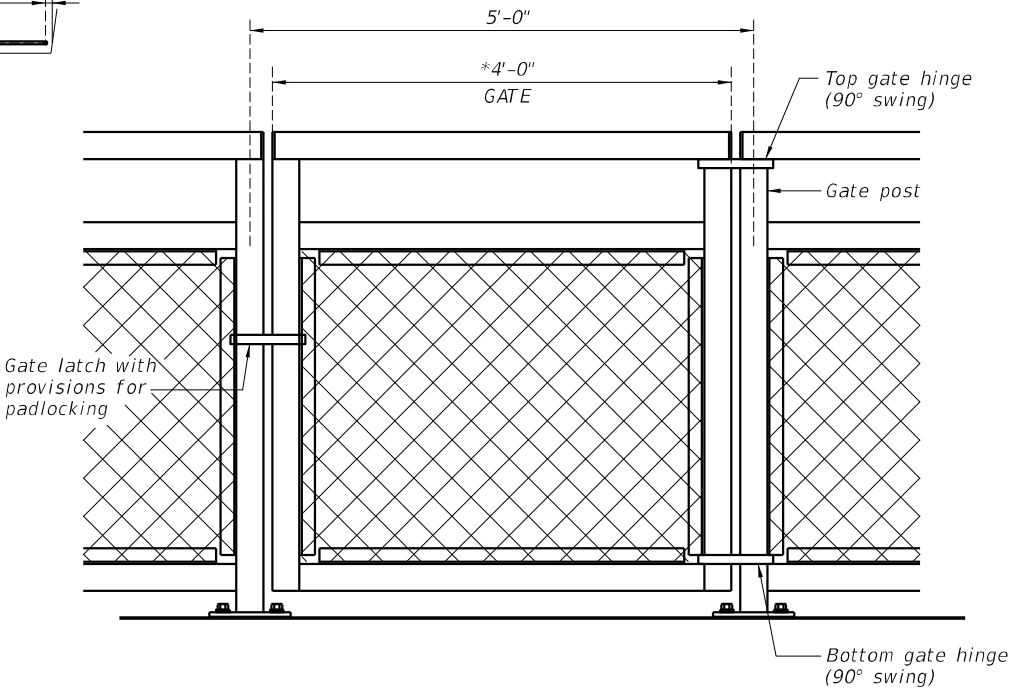
Bar	No.	Size	Length	Shape
a10(E)	180	#5	22'-9"	
a11(E)	240	#8	23'-4"	
a12(E)	180	#5	20'-2"	
a13(E)	240	#8	20'-9"	
a14(E)	180	#5	13'-0"	
b10(E)	236	#5	29'-8"	
b11(E)	374	#9	29'-8"	
b13(E)	10	#5	29'-8"	
c10(E)	60	#5	3'-6"	
c11(E)	120	#5	1'-6"	
d10(E)	184	#5	6'-5"	
d11(E)	180	#5	5'-2"	
e10(E)	48	#4	14'-8"	
e11(E)	32	#4	16'-1"	
t10(E)	312	#4	9'-9"	
w10(E)	160	#5	22'-3"	
w11(E)	160	#5	19'-8"	
Concrete Superstructure			Cu. Yd.	20.3
Concrete Superstructure (Approach Slab)			Cu. Yd.	219.8
Concrete Structures			Cu. Yd.	48.4
Reinforcement Bars, Epoxy Coated			Pound	95,720
Protective Coat			Sq. Yd.	614
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	160
Diamond Grinding (Bridge Section)			Sq. Yd.	658

USER NAME =	DESIGNED - SLH	REVISED -
	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	61
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



BICYCLE AND PARAPET RAILING POST LAYOUT



BICYCLE RAIL GATE ELEVATION
(Looking South)

MODEL: Default
FILE NAME: 0580138-74856-000-BICYCLEPLAN.dgn



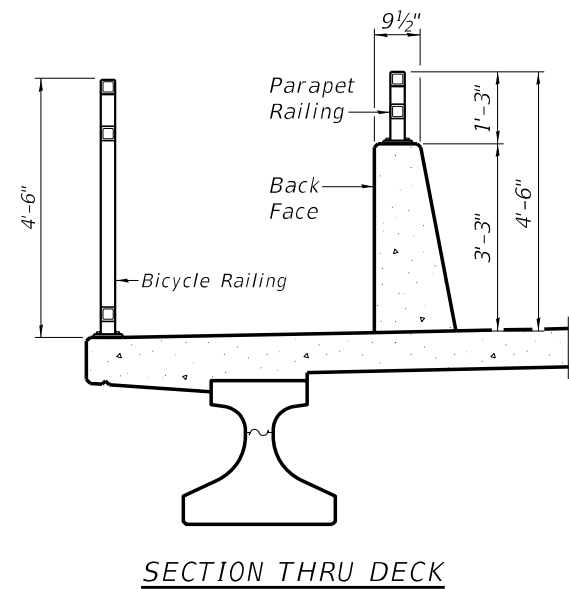
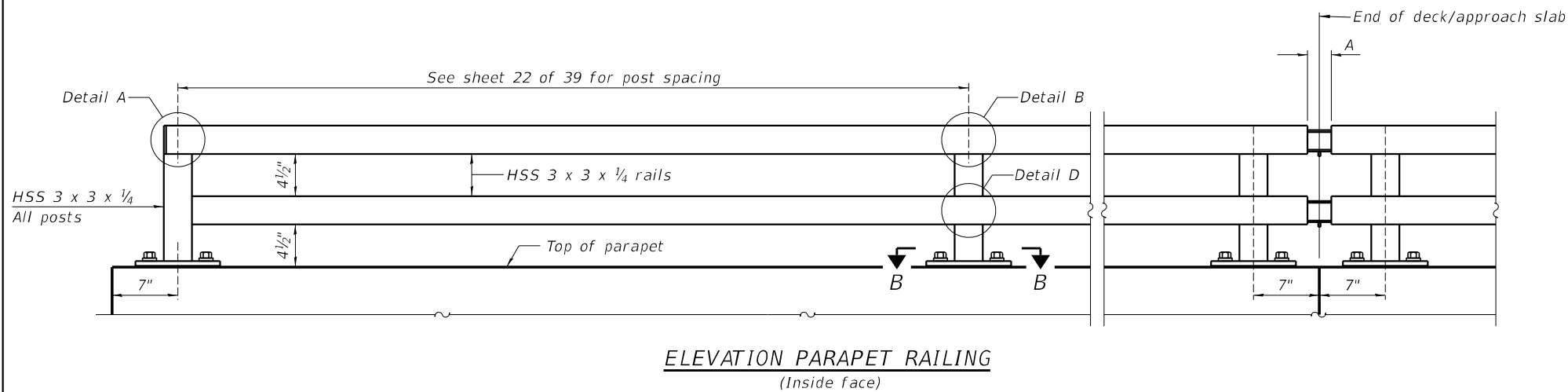
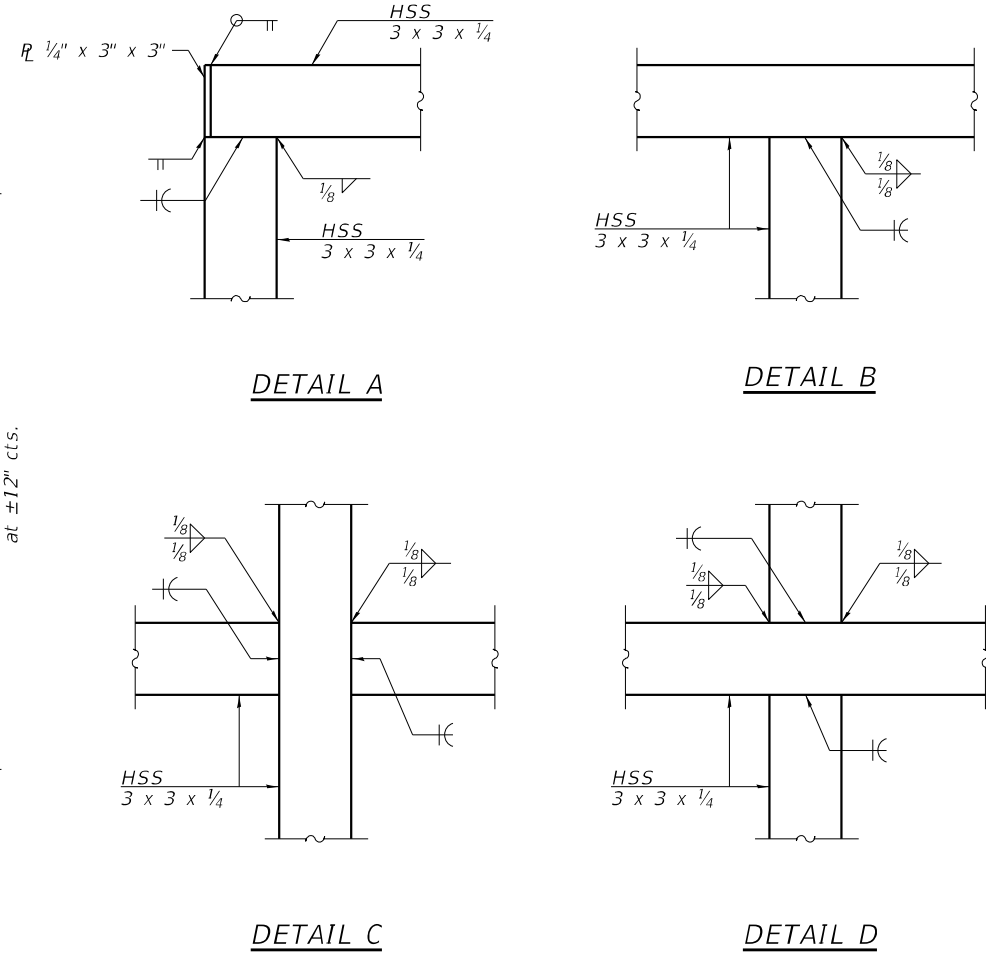
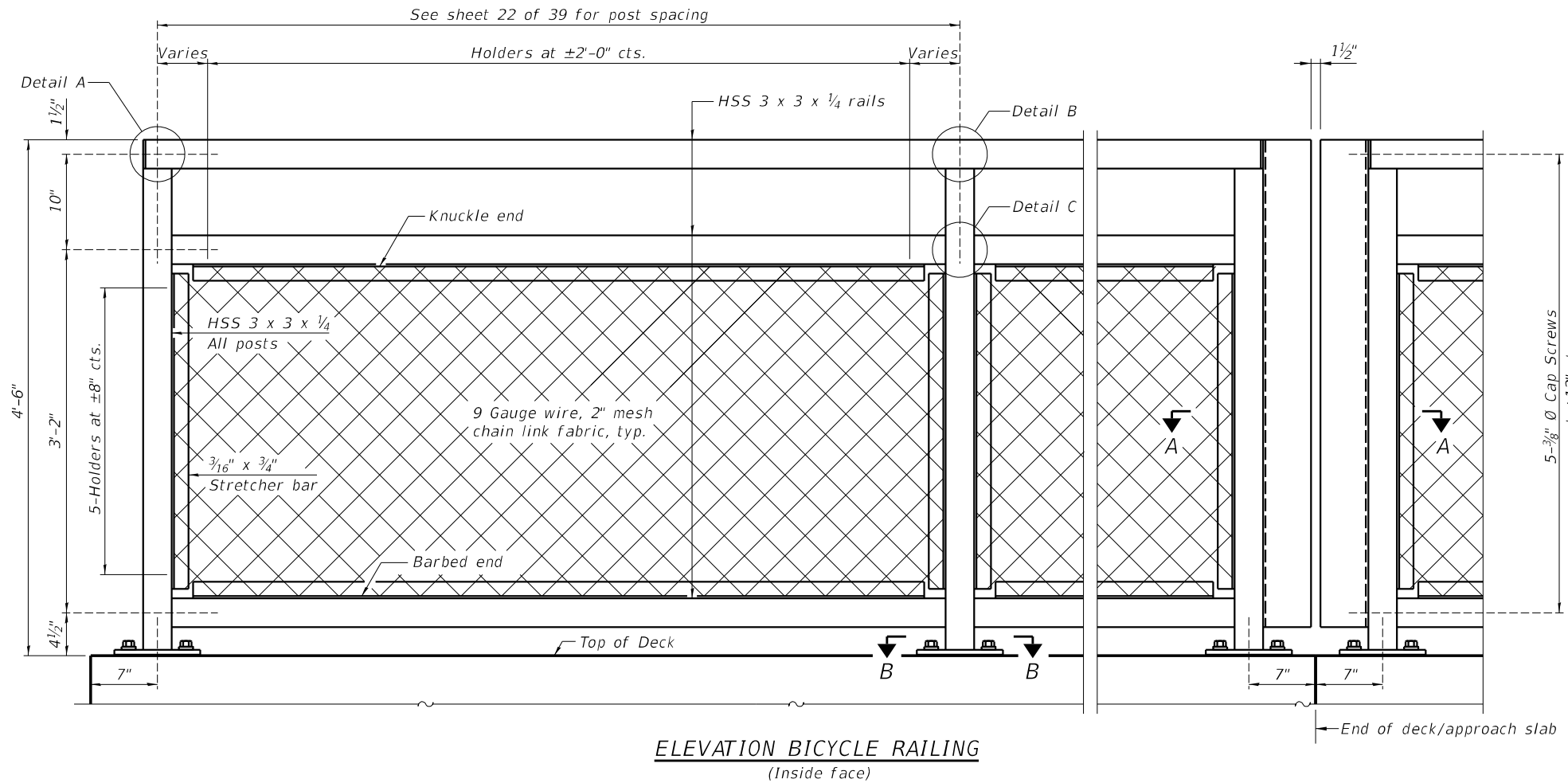
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PLOT SCALE	=	CHECKED - JMB	REVISED -
PLOT DATE	=	DRAWN - RLK	REVISED -
		CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING PLAN AND DETAILS
STRUCTURE NO. 058-0138

SHEET 22 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	62
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

R-29

10-27-2023

(Sheet 1 of 2)

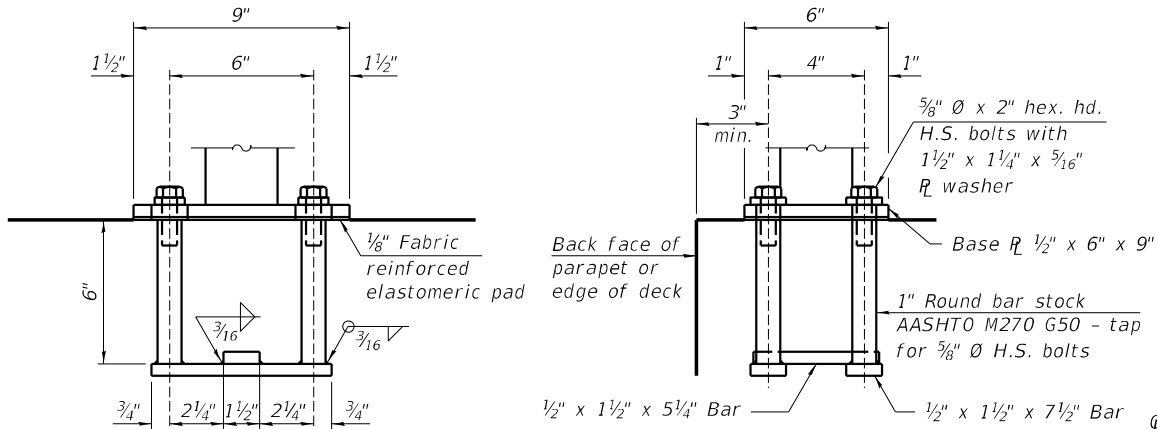
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING AND PARAPET RAILING
STRUCTURE NO. 058-0138

SHEET 23 OF 39 SHEETS

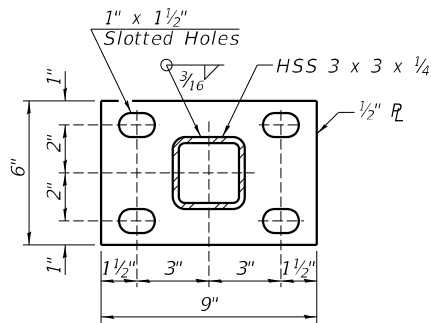
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	63
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - SLH	REVISED -
PLOT SCALE =	CHECKED - JMB	REVISED -
PLOT DATE =	DRAWN - RLK	REVISED -
	CHECKED - JMB	REVISED -

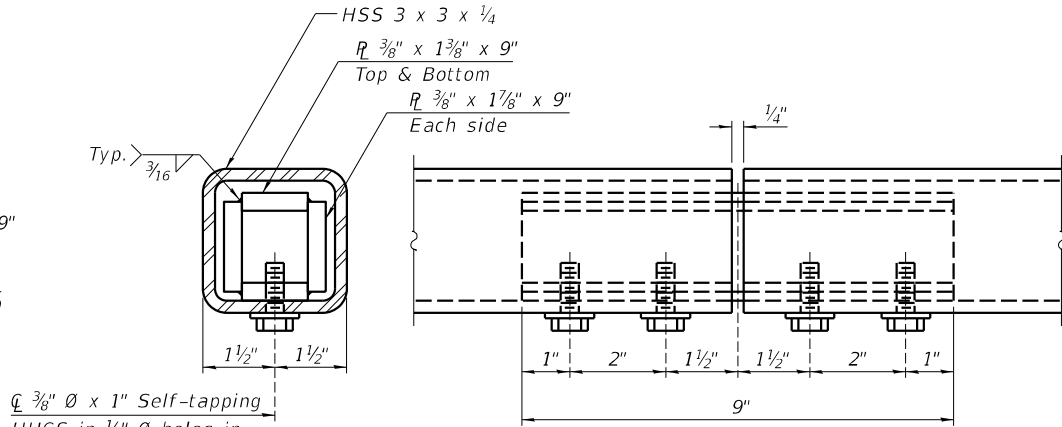


ANCHORAGE ASSEMBLY

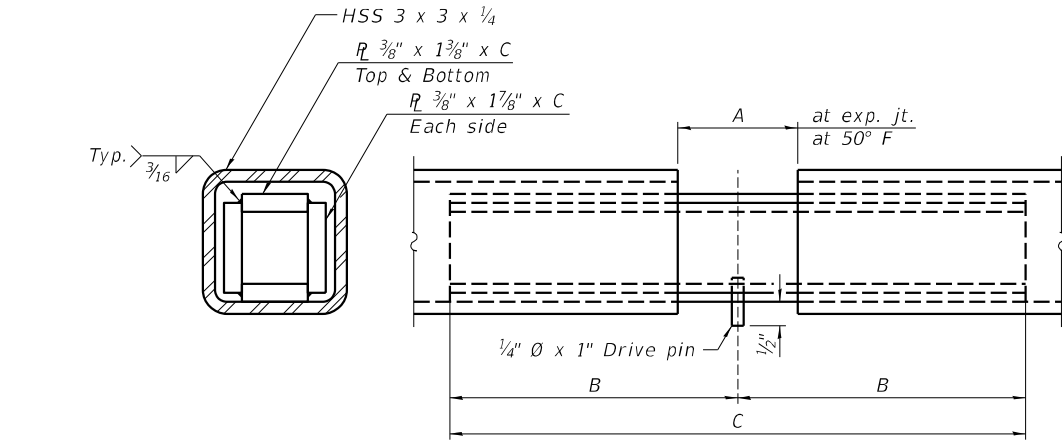
The Bicycle Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting $\frac{5}{8}$ " $\varnothing$ fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



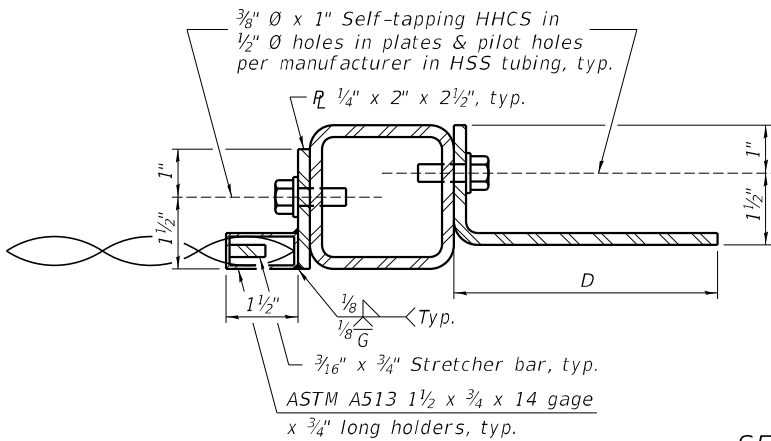
SECTION B-B



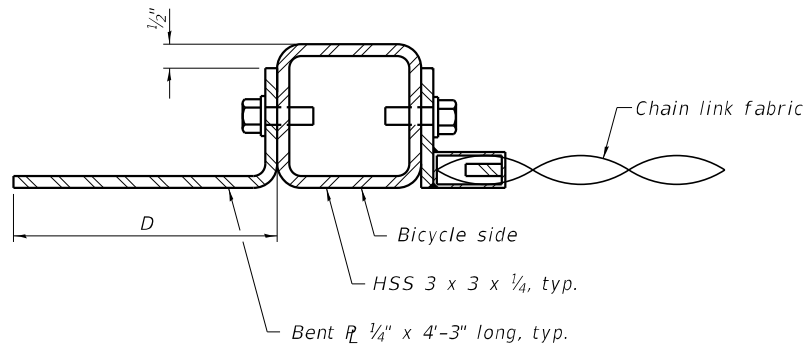
MATERIAL SPLICE



EXPANSION SPLICE



SECTION A-A



Notes:
Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bicycle Railing.
All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.
All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional $\frac{1}{8}$ " turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

TABLE OF DIMENSIONS

Location	T	A	B	C	D	E
Over Strip Seal Jt.	$\leq 4"$	$2\frac{1}{2}"$	1'-2"	2'-4"	$7\frac{1}{4}"$	7"
Over Finger or Modular Jt.	$\leq 9\frac{1}{2}"$	$5\frac{1}{2}"$	1'-7 $\frac{3}{4}"$	3'-3 $\frac{1}{2}"$		
Over Finger or Modular Jt.	$\leq 15"$	$8\frac{1}{4}"$	2'-1 $\frac{1}{4}"$	4'-2 $\frac{1}{2}"$		

T= 0" ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

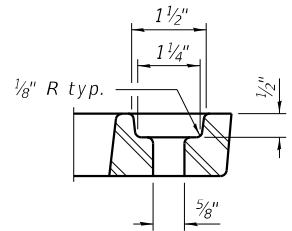
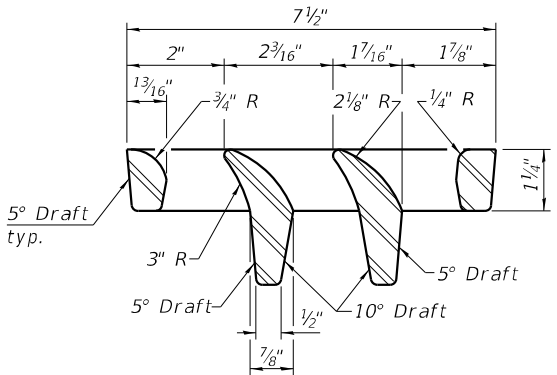
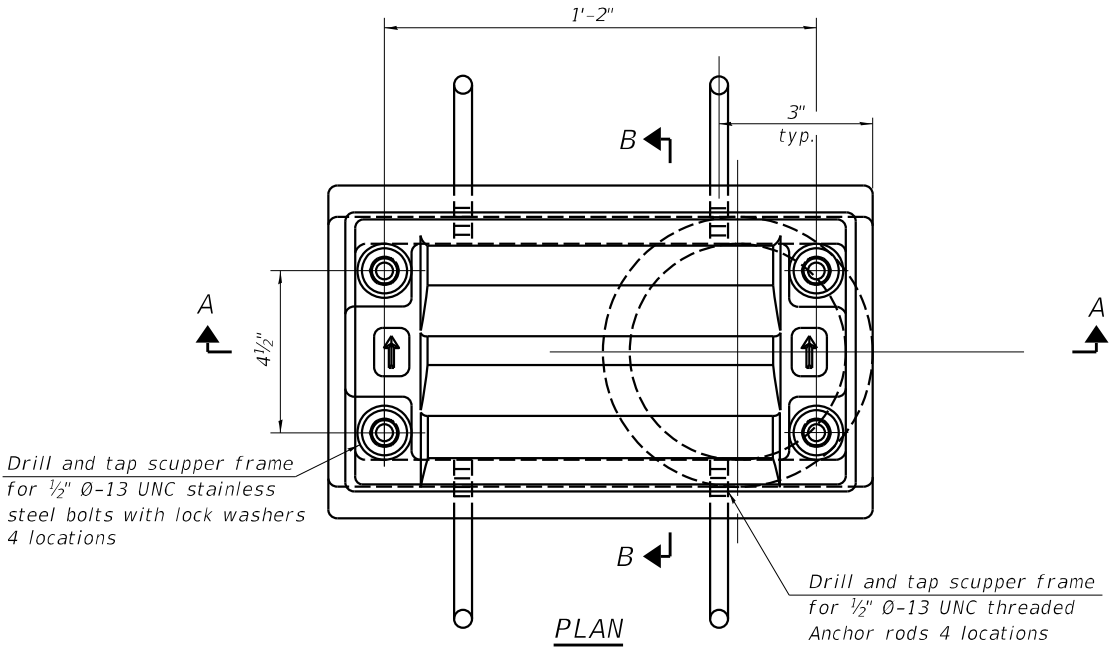
Item	Unit	Quantity
Bicycle Railing	Foot	310
Parapet Railing	Foot	310

Note: All railing shall be galvanized.

(Sheet 2 of 2)

USER NAME =	DESIGNED - SLH	REVISED -
	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	64
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

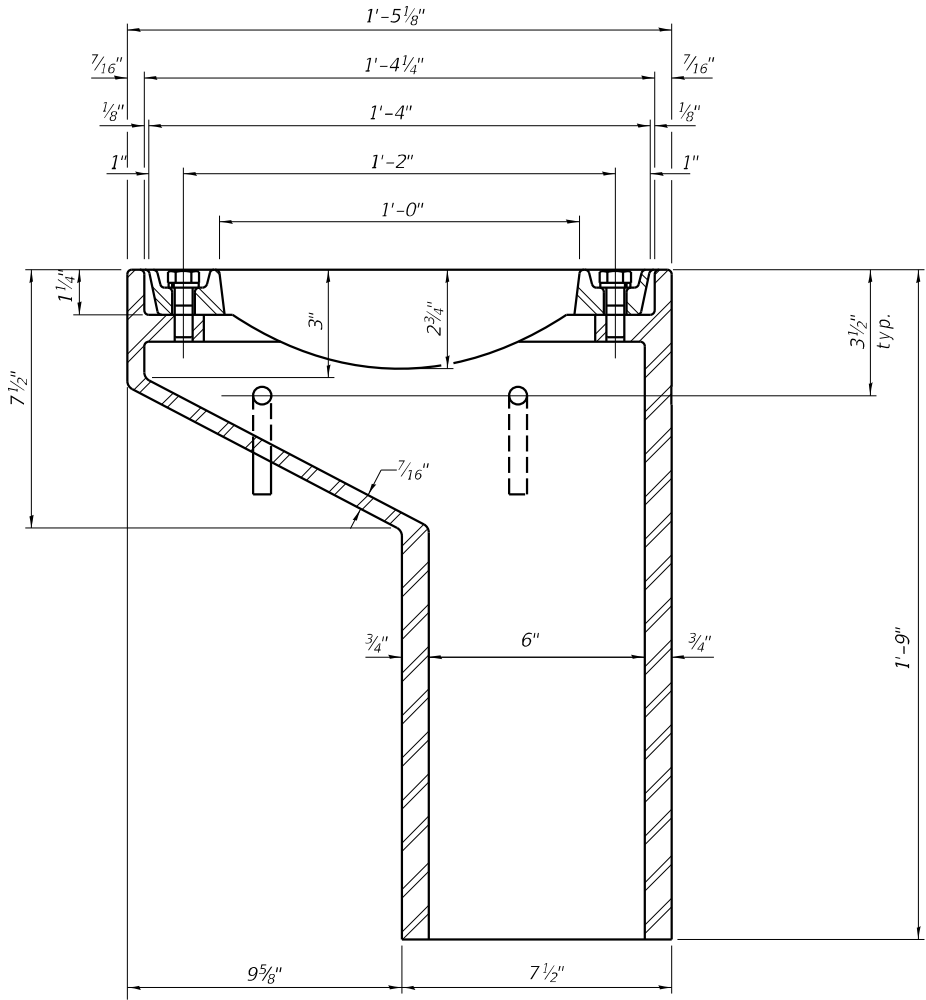
Structural steel weldments of equal sections and of the same con guration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

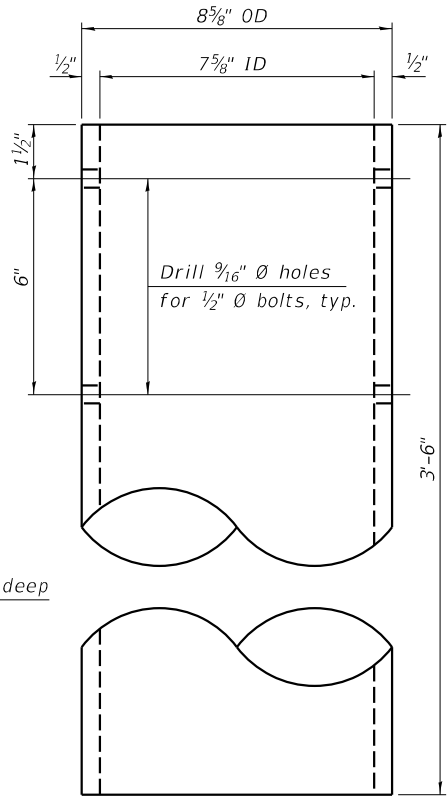
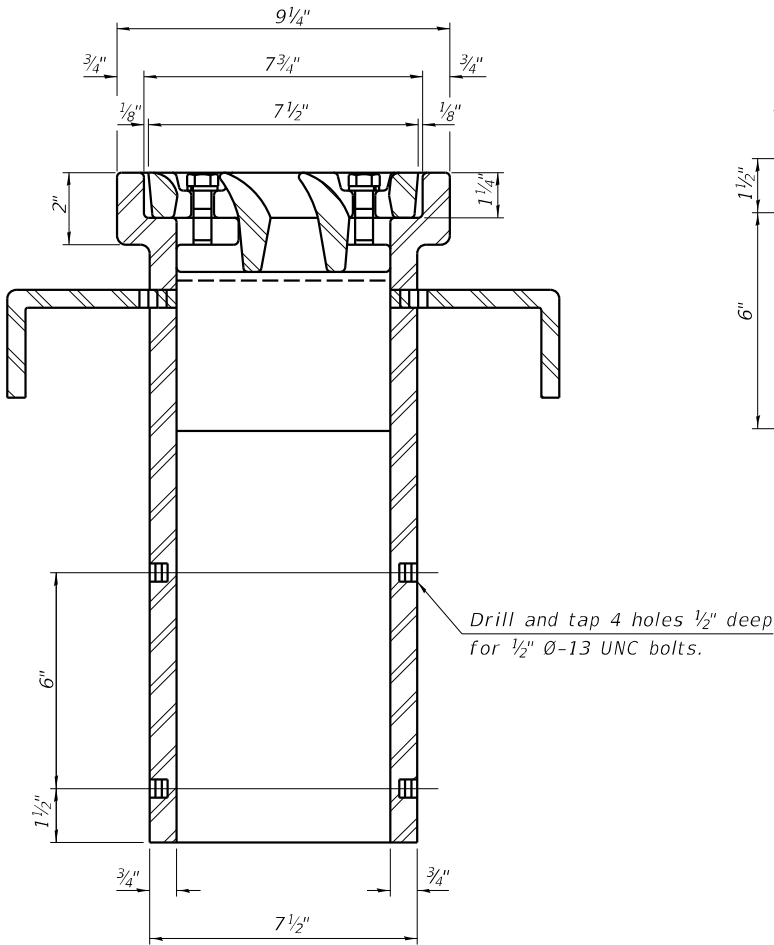
As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

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

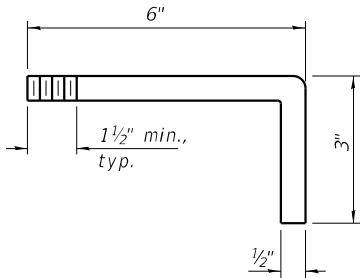
Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.



See sheets 16 & 17 of 39 for scupper location relative to parapet.



(Downspouts for North parapet shall have bend to clear beam flanges)



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	16

DS-11

2-1-2023



USER NAME =	DESIGNED - SLH	REVISED -
	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

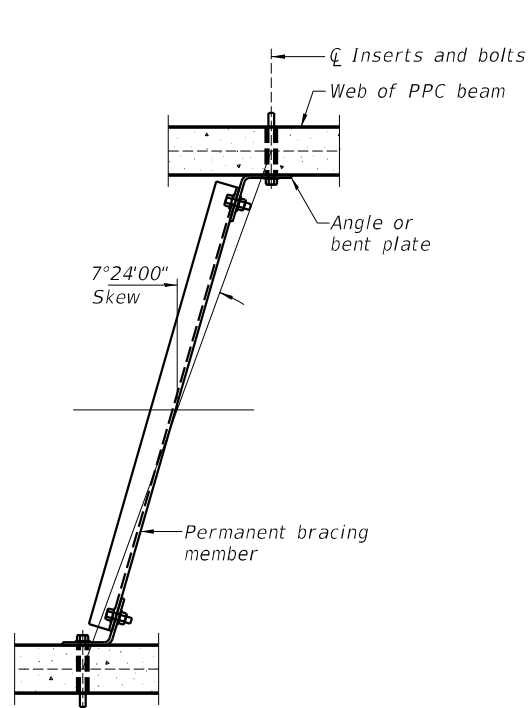
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 058-0138

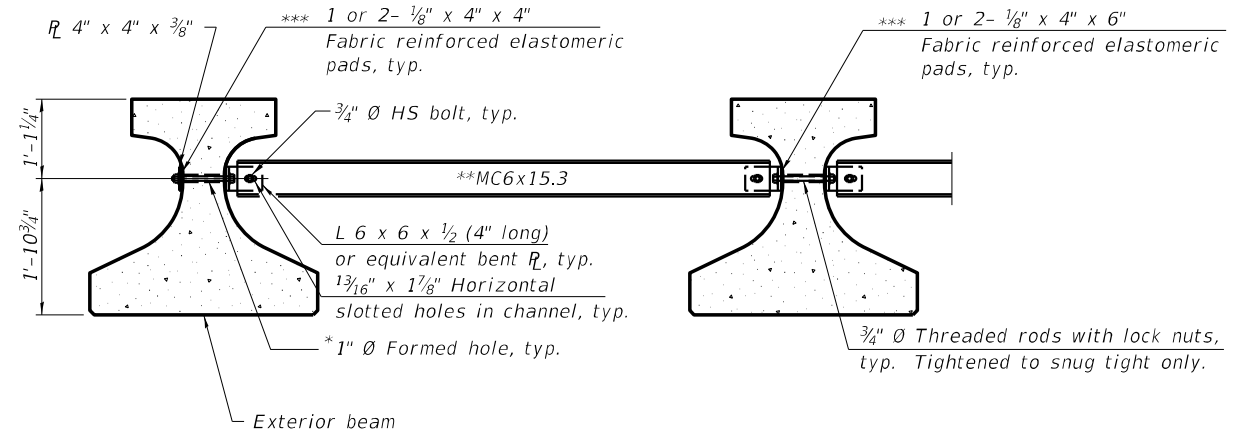
SHEET 25 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	65
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

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5/2/2025 9:57:33 AM



PLAN



Notes:

All material for bracing and light brackets shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 1 1/16" Ø unless otherwise noted.

5/16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

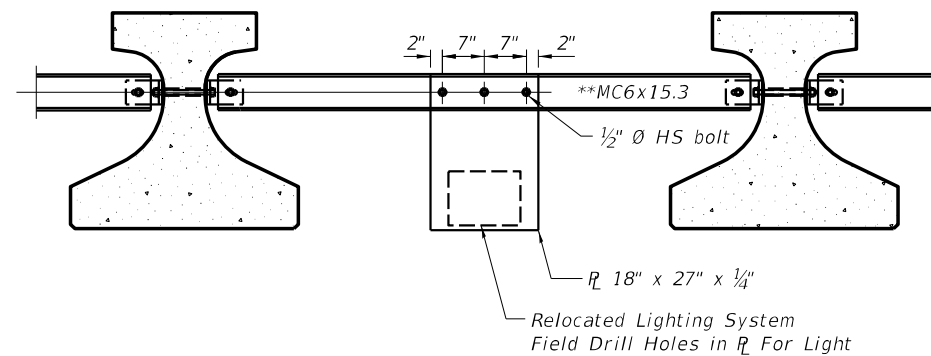
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate MC6x18 channels are permitted to facilitate material acquisition.

*** Place pads as necessary to provide a at mounting surface between the steel and concrete.

PERMANENT BRACING DETAILS FOR
IL27 AND IL36 BEAMS



RELOCATED LIGHTING SYSTEM BRACKET DETAIL

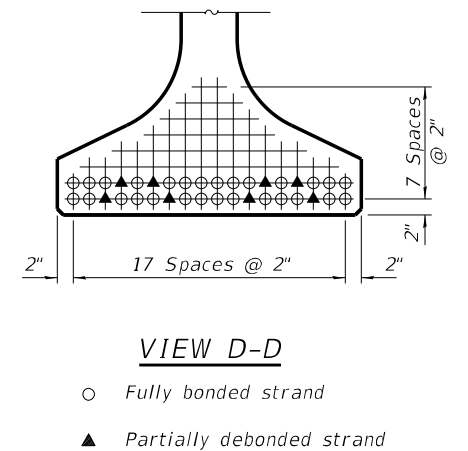
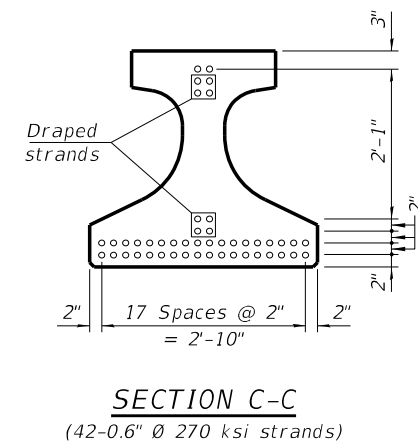
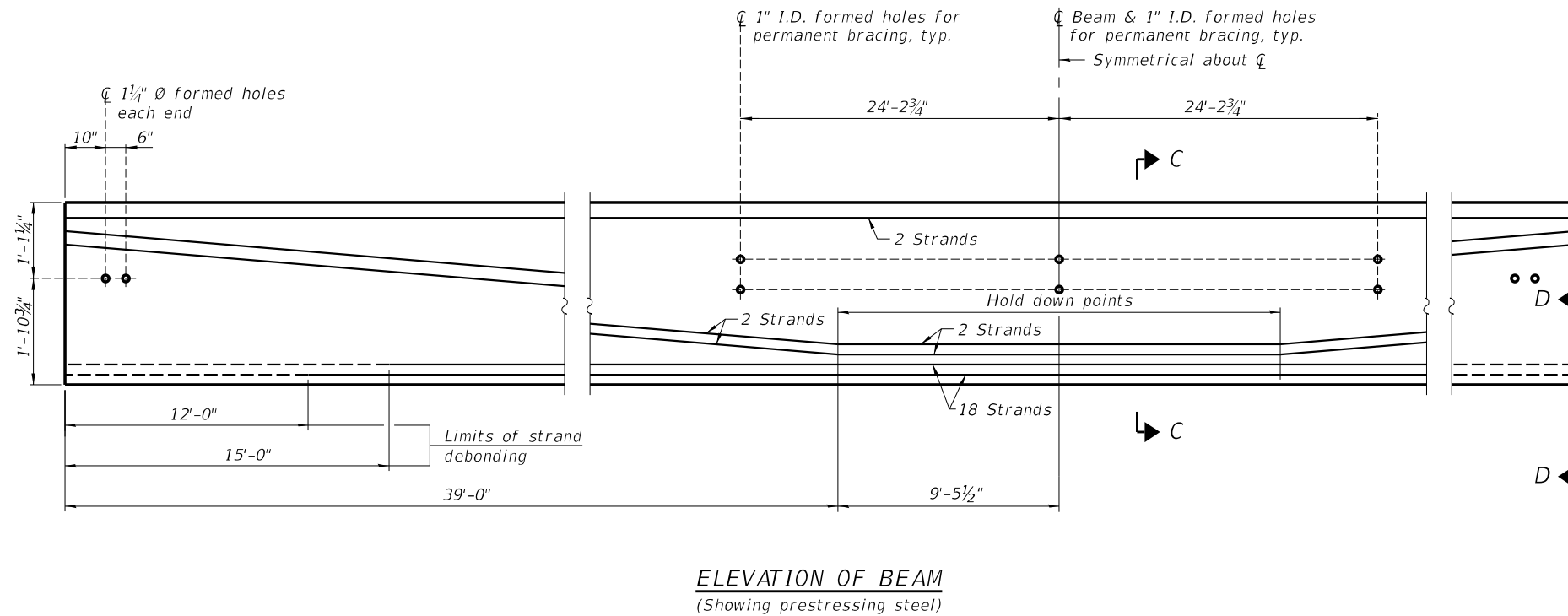
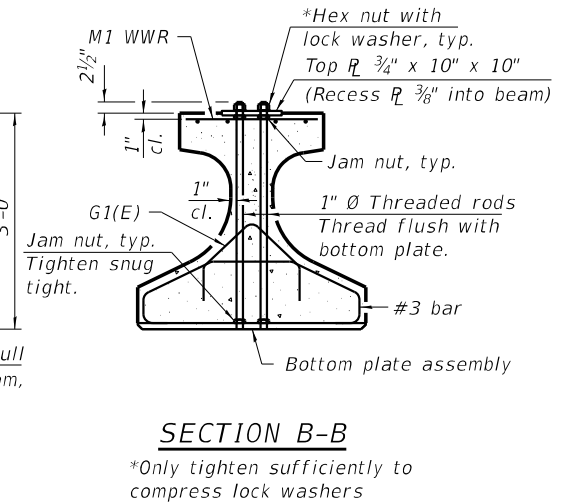
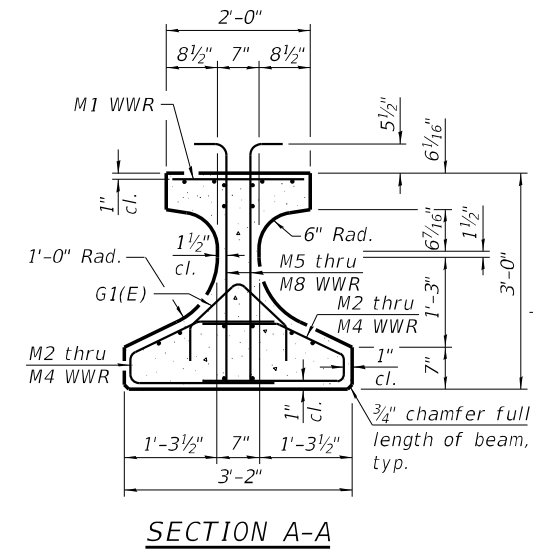
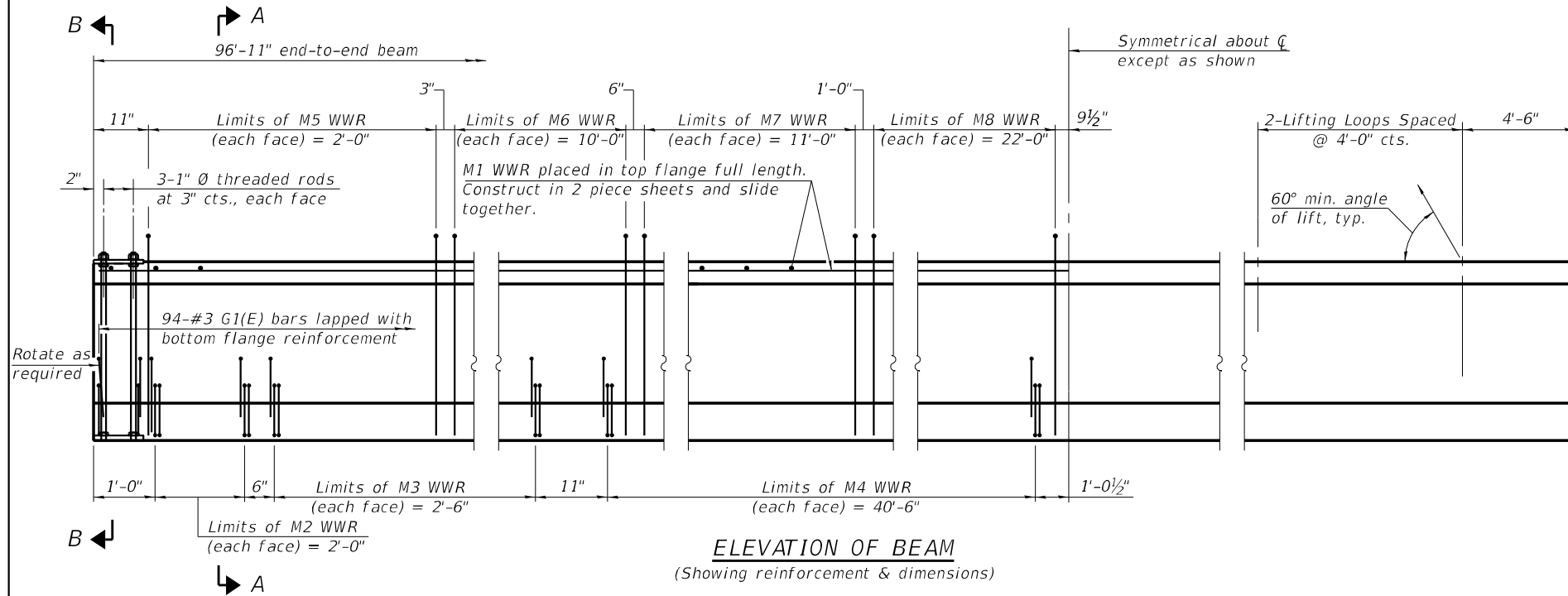
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING DETAILS
STRUCTURE NO. 058-0138**

SHEET 27 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	67
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - SLH	REVISED -
	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -



Note:
See sheet 29 of 39 for additional details and Bill of Material.
See sheet 27 of 39 for bracing details and formed hole locations.

MODEL: Default
FILE NAME: 0580138-74856-000-BEAM.dgn

IL36-2438

5-15-2023

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-004397

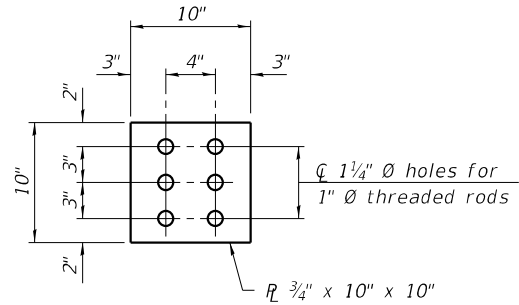
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

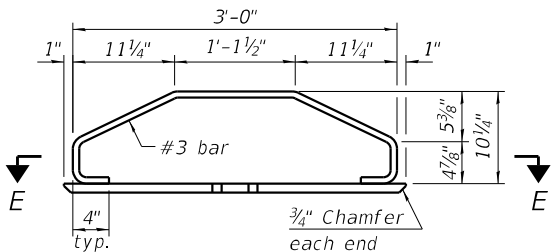
IL36N BEAM
STRUCTURE NO. 058-0138

SHEET 28 OF 39 SHEETS

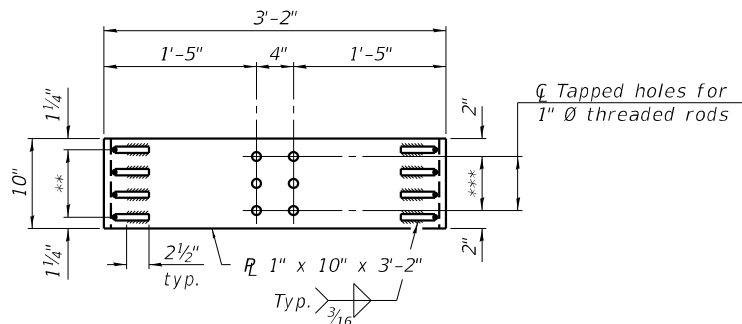
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	68
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



PLAN - TOP PLATE



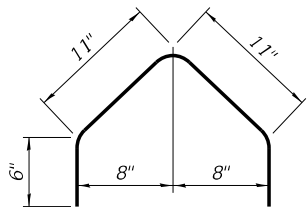
ELEVATION - BOTTOM
PLATE ASSEMBLY



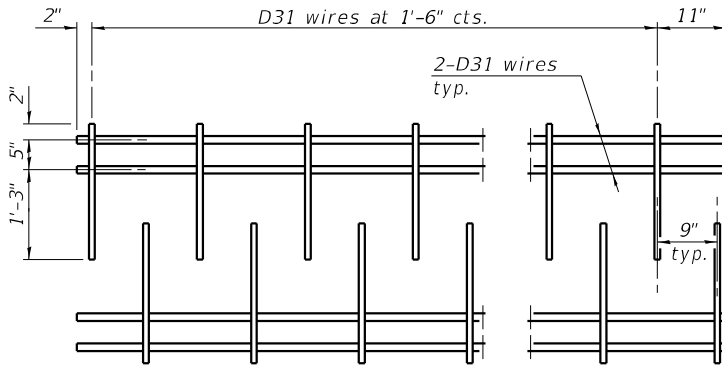
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"

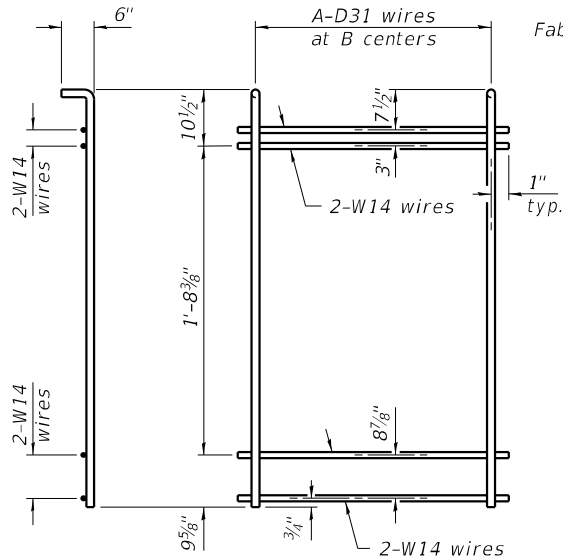


BAR G1(E)



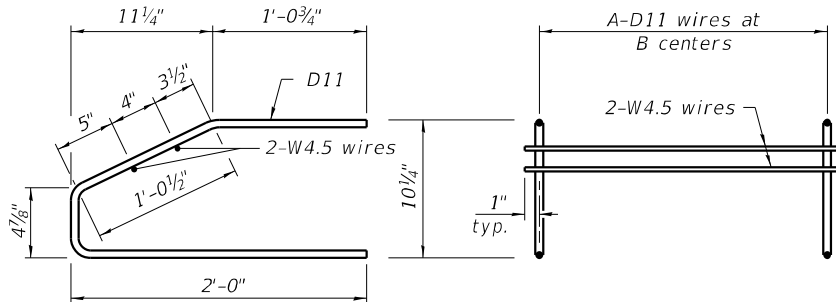
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

NOTES

Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, ared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling.

Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111.

The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

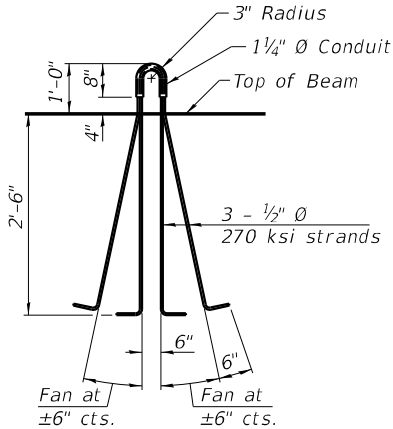
Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

TABLE OF DIMENSIONS

(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

SPAN

WWR	A	B
M2	9	3"
M3	6	6"
M4	28	1'-6"
M5	9	3"
M6	21	6"
M7	12	1'-0"
M8	12	2'-0"



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	1260

IL36-2438D

5-15-2023

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

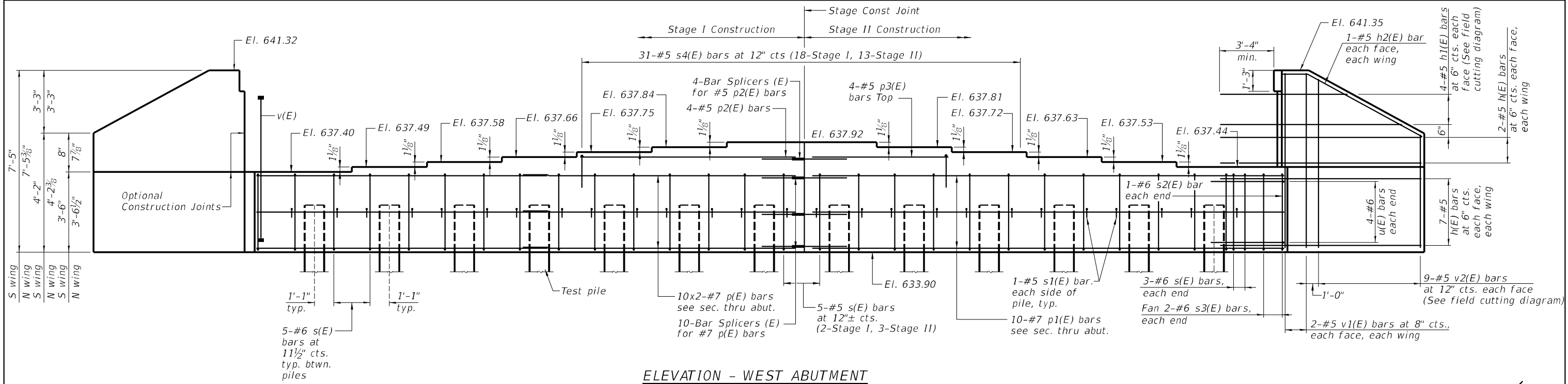
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

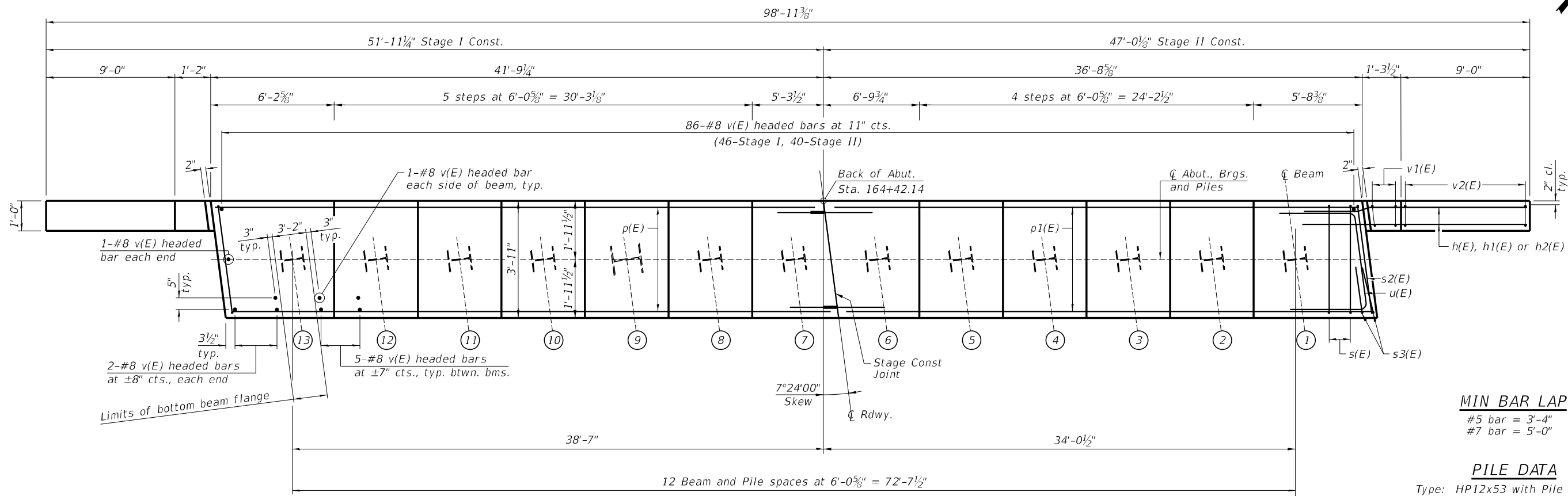
IL36N BEAM DETAILS
STRUCTURE NO. 058-0138

SHEET 29 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	69
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



ELEVATION - WEST ABUTMENT



PLAN - WEST ABUTMENT

MIN BAR LAP

#5 bar = 3'-4"
#7 bar = 5'-0"

PILE DATA

Type: HP12x53 with Pile Shoes
Nominal Required Bearing: 419 k
Factored Resistance Available: 213 k
Est. Length: 76'
No. Production Piles: 12
No. Test Piles: 1

MODEL: Default
FILE NAME: 0580138-74856-000-ABUTMENT5.dgn



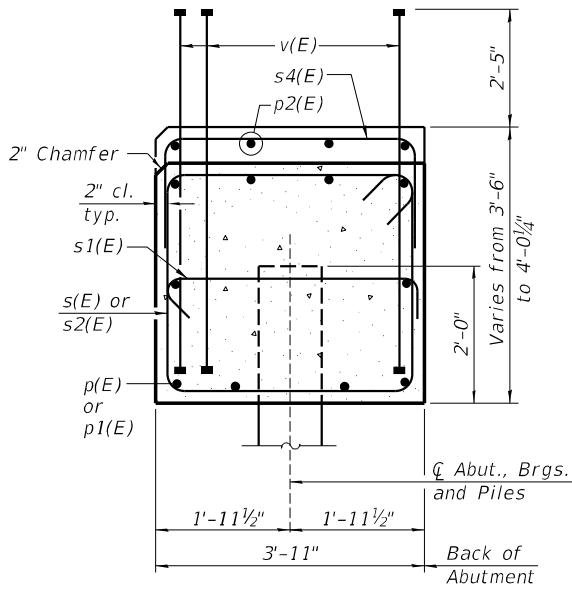
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	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

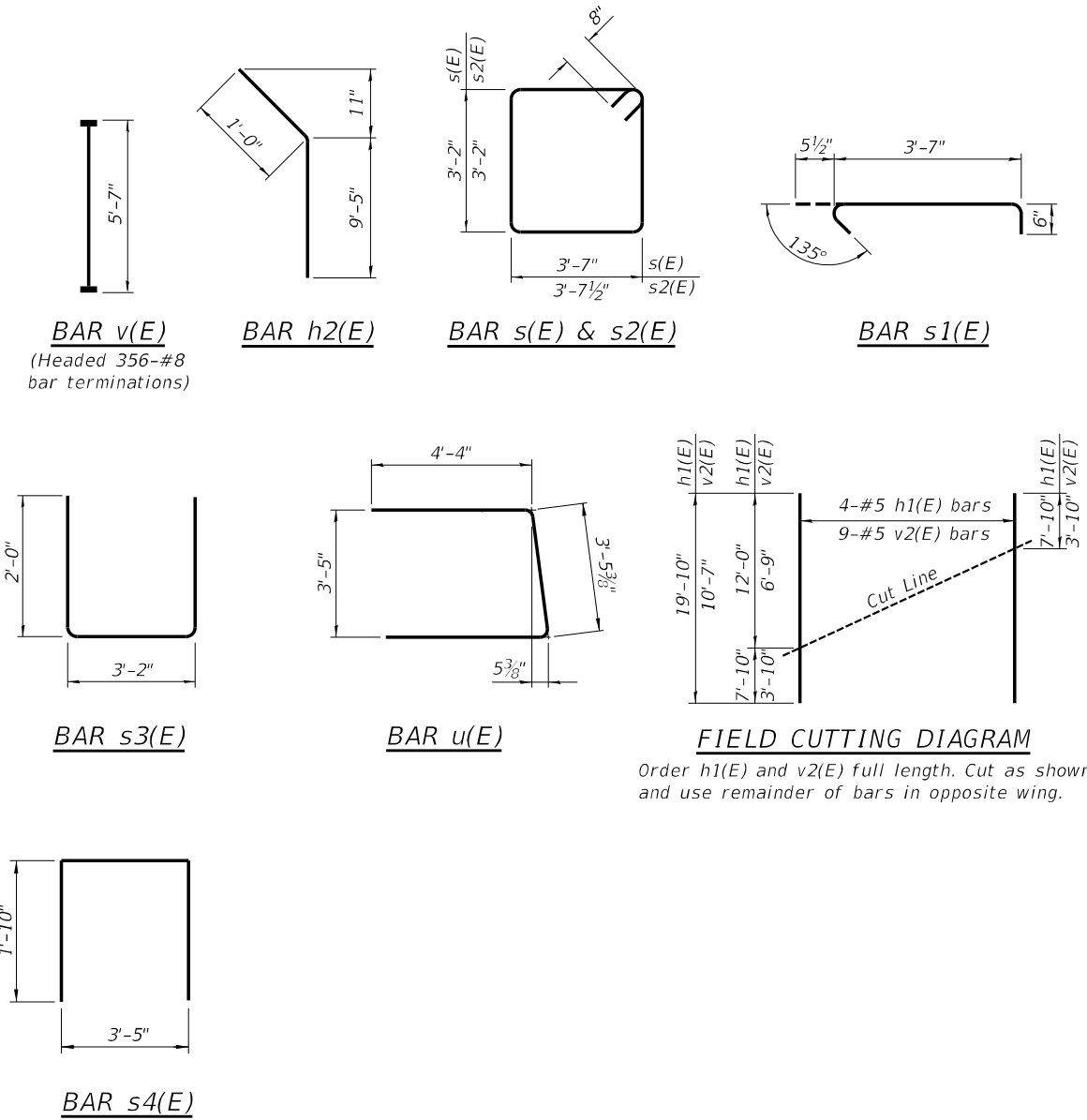
WEST ABUTMENT
STRUCTURE NO. 058-0138

SHEET 30 OF 39 SHEETS

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	70
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



SECTION THRU ABUT.
Dimensions at right angles to abutment.



BILL OF MATERIAL
WEST ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	36	#5	13'-6"	
h1(E)	8	#5	19'-10"	
h2(E)	4	#5	10'-5"	
p(E)	20	#7	23'-3"	
p1(E)	10	#7	36'-5"	
p2(E)	4	#5	17'-1"	
p3(E)	4	#5	12'-2"	
s(E)	66	#6	14'-10"	
s1(E)	26	#5	4'-7"	
s2(E)	2	#6	14'-11"	
s3(E)	4	#6	7'-2"	
s4(E)	31	#5	7'-1"	
u(E)	8	#6	12'-1"	
v(E)	178	#8	5'-7"	
v1(E)	8	#5	7'-1"	
v2(E)	18	#5	10'-7"	
Structure Excavation	Cu. Yd.	218		
Concrete Structures	Cu. Yd.	47.5		
Reinforcement Bars, Epoxy Coated	Pound	7500		
Furnishing Steel Piles, HP12x53	Foot	912		
Driving Piles	Foot	912		
Test Pile, Steel HP12x53	Each	1		
Pile Shoes	Each	13		
Geocomposite Wall Drain	Sq. Yd.	69		
Pipe Underdrain for Structures, 4"	Foot	117		
Granular Backfill for Structures	Cu. Yd.	125		

BILL OF MATERIAL
EAST ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	36	#5	13'-6"	
h1(E)	8	#5	19'-10"	
h2(E)	4	#5	10'-5"	
p(E)	20	#7	23'-3"	
p1(E)	10	#7	36'-5"	
p2(E)	4	#5	17'-1"	
p3(E)	4	#5	12'-2"	
s(E)	66	#6	14'-10"	
s1(E)	26	#5	4'-7"	
s2(E)	2	#6	14'-11"	
s3(E)	4	#6	7'-2"	
s4(E)	31	#5	7'-1"	
u(E)	8	#6	12'-1"	
v(E)	178	#8	5'-7"	
v1(E)	8	#5	7'-1"	
v2(E)	18	#5	10'-7"	
Structure Excavation	Cu. Yd.	217		
Concrete Structures	Cu. Yd.	47.5		
Reinforcement Bars, Epoxy Coated	Pound	7500		
Furnishing Steel Piles, HP12x53	Foot	744		
Driving Piles	Foot	744		
Test Pile, Steel HP12x53	Each	1		
Pile Shoes	Each	13		
Geocomposite Wall Drain	Sq. Yd.	69		
Pipe Underdrain for Structures, 4"	Foot	117		
Granular Backfill for Structures	Cu. Yd.	125		

Notes:
Pour steps monolithically with cap.
Bar terminators paid for separately.
See Total Bill of Material.
For details of piles see Sheet 35 of 39.

MODEL: Default
FILE NAME: 0580138-74856-000-ABUTMENT5.dgn

CHASTAIN & ASSOCIATES LLC

CONSULTING ENGINEERS

184-004397

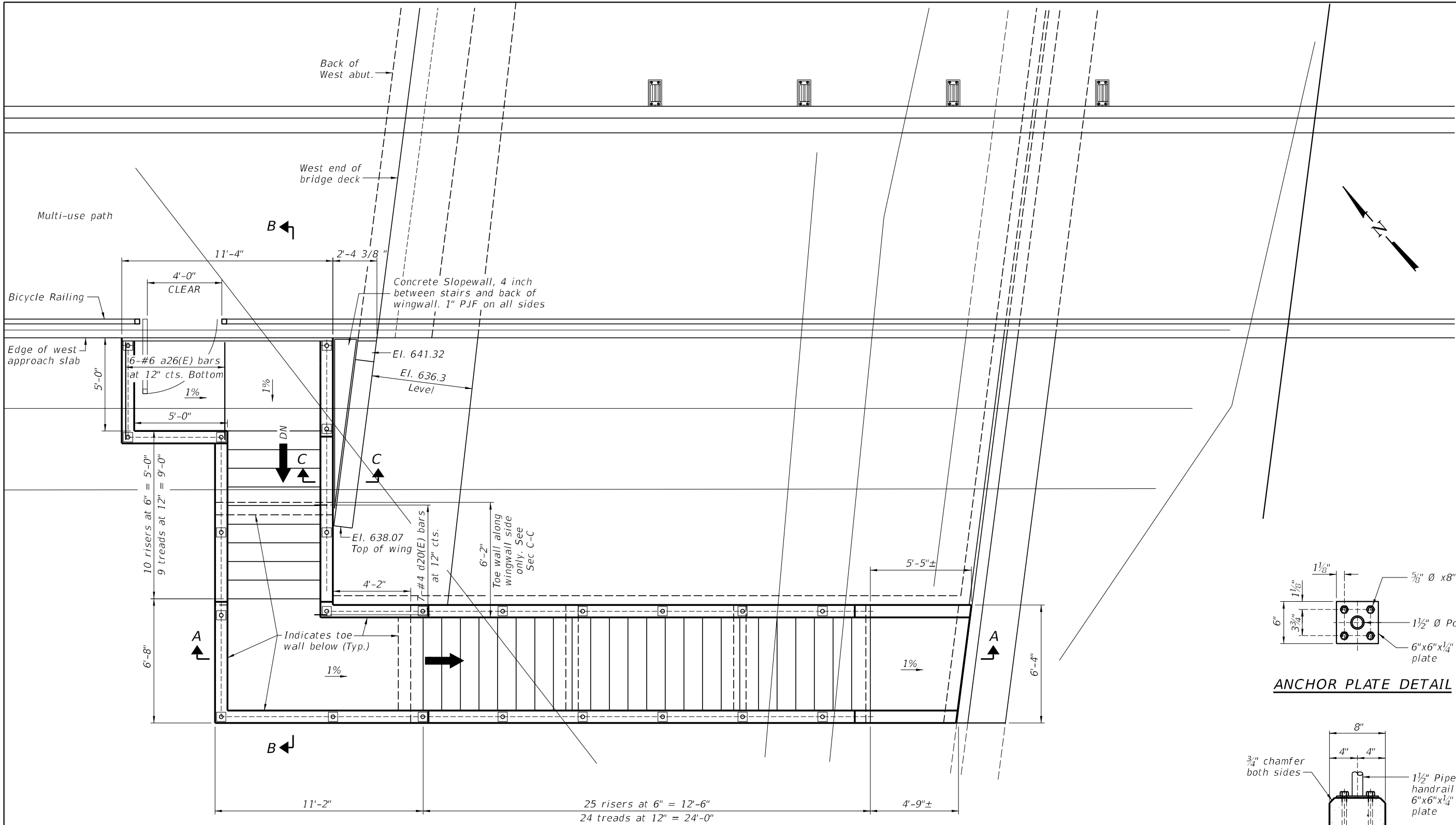
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PLOT SCALE	=	DRAWN - RLK	REVISED -
PLOT DATE	=	CHECKED - JMB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

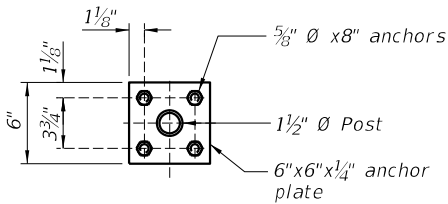
ABUTMENT DETAILS
STRUCTURE NO. 058-0138

SHEET 32 OF 39 SHEETS

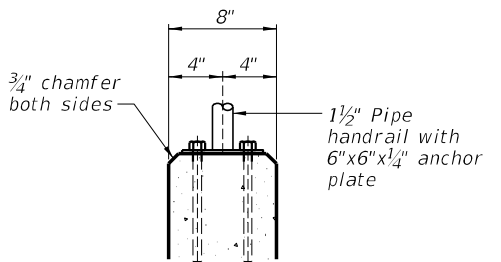
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	72
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	



STAIR PLAN



ANCHOR PLATE DETAIL



HANDRAIL POST DETAIL

Note: See Sheet 34 of 39 for Sec A-A thru C-C

MODEL: Models
FILE NAME: 0580138-74856-001-STAIRPLAN.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

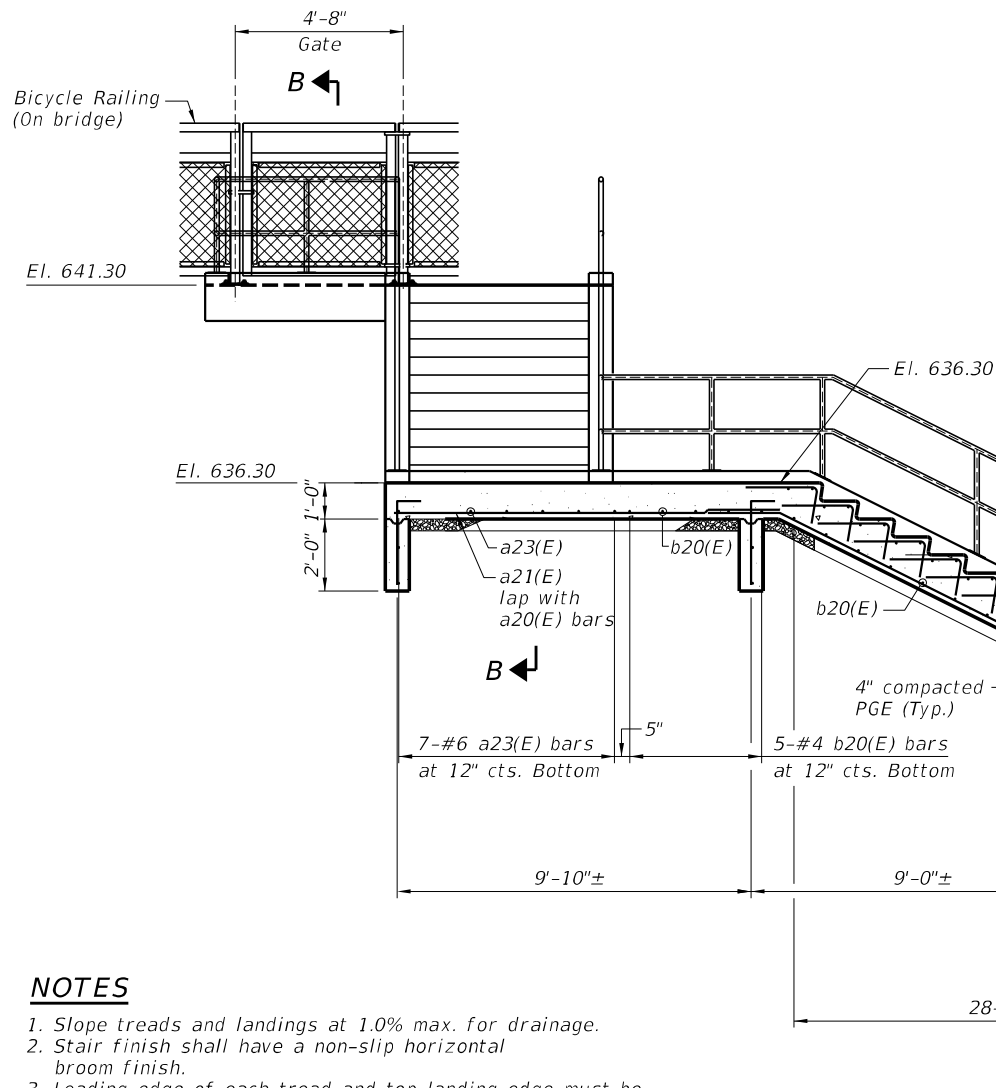
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	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

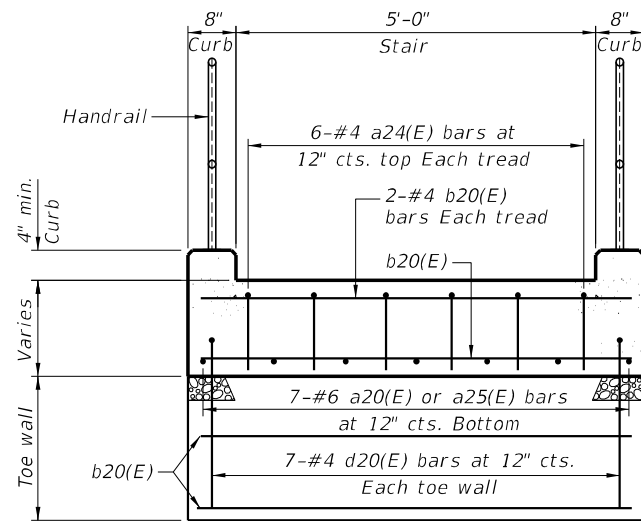
**STAIR PLAN
STRUCTURE NO. 058-0138**

SHEET 33 OF 39 SHEETS

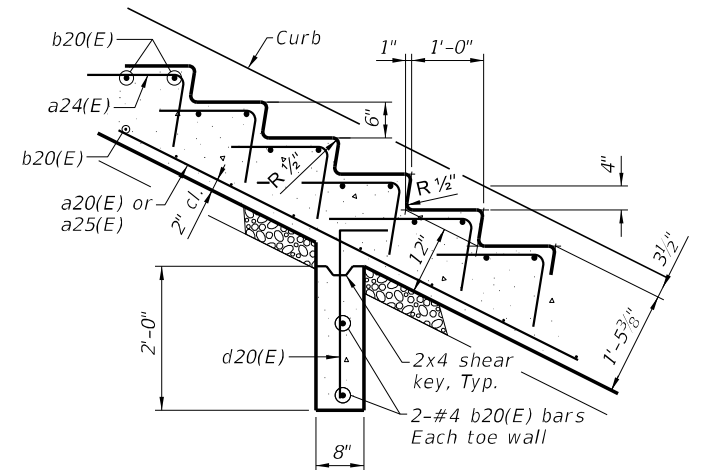
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	73
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



SECTION A-A



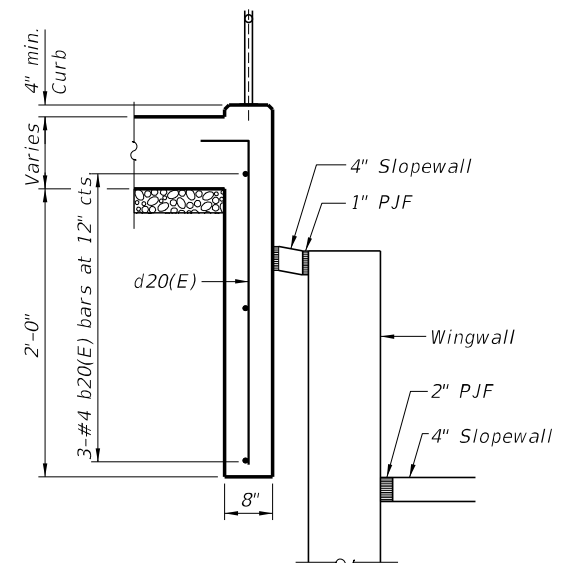
TYPICAL SECTION THRU STAIR SLAB



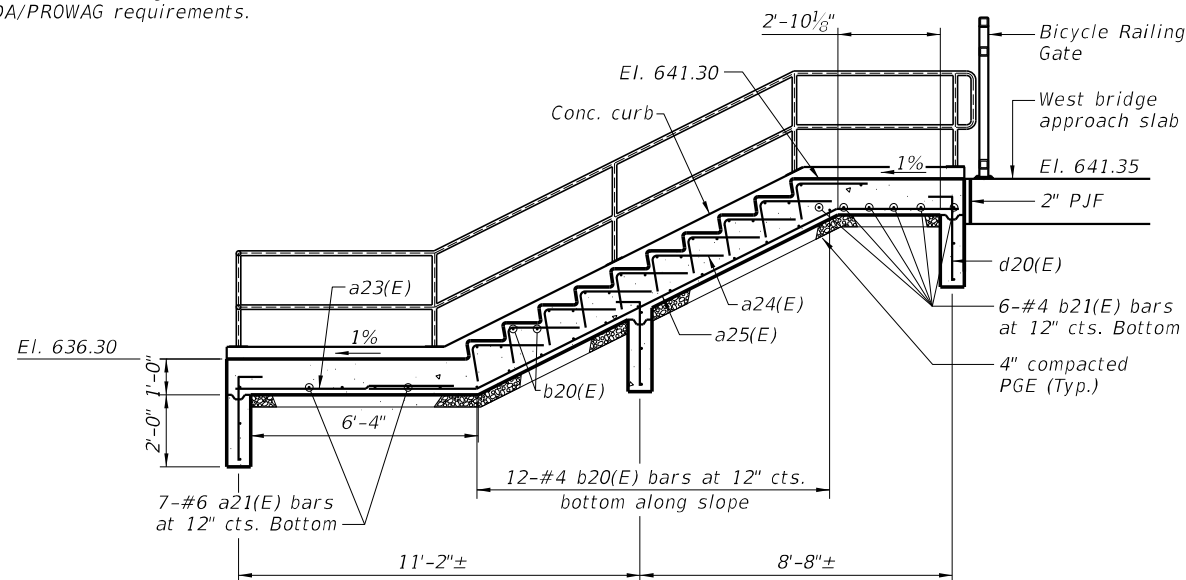
TYPICAL STAIR TREAD AND TOE WALL DETAIL

NOTES

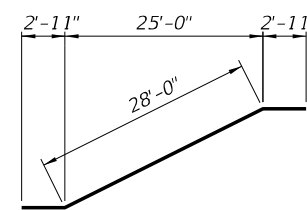
1. Slope treads and landings at 1.0% max. for drainage.
2. Stair finish shall have a non-slip horizontal broom finish.
3. Leading edge of each tread and top landing edge must be marked by a 1" wide stripe. The stripe must contrast visually with the rest of the step tread or circulation path surface.
4. Pipe handrail shall be galvanized and dimensions shall meet ADA/PROWAG requirements.



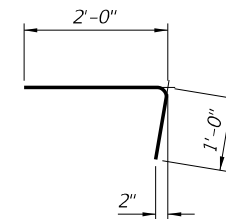
SECTION C-C



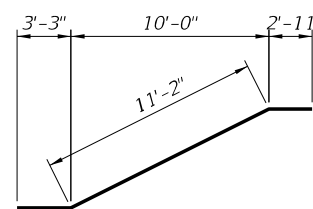
SECTION B-B



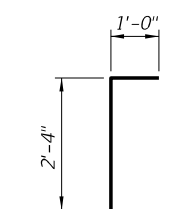
BAR a20(E)



BAR a24(E)



BAR a25(E)



BARS d20(E)

BILL OF MATERIAL-STAIRWELL

Bar	No.	Size	Length	Shape
a20(E)	7	#6	33'-10"	
a21(E)	7	#6	10'-9"	
a22(E)	7	#6	4'-6"	
a23(E)	7	#6	6'-6"	
a24(E)	210	#4	3'-0"	
a25(E)	7	#6	17'-4"	
a26(E)	6	#6	5'-0"	
b20(E)	145	#4	6'-0"	
b21(E)	6	#4	11'-0"	
d20(E)	63	#4	3'-4"	
Structure Excavation		Cu. Yd.	37	
Concrete Structures		Cu. Yd.	20.7	
Reinforcement Bars, Epoxy Coated		Pound	2000	
Porous Granular Embankment		Cu. Yd.	8	
Pipe Handrail		Foot	133	

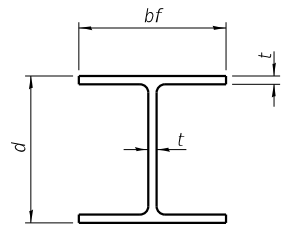
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAIR DETAILS
STRUCTURE NO. 058-0138

SHEET 34 OF 39 SHEETS

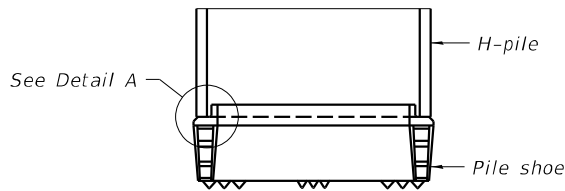
F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	74
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - SLH	REVISED -
CHECKED - JMB	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

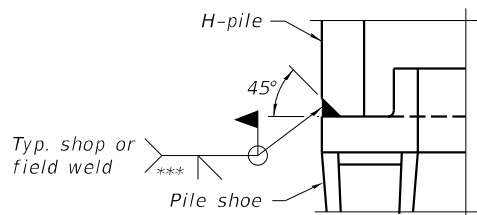


STEEL PILE TABLE

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



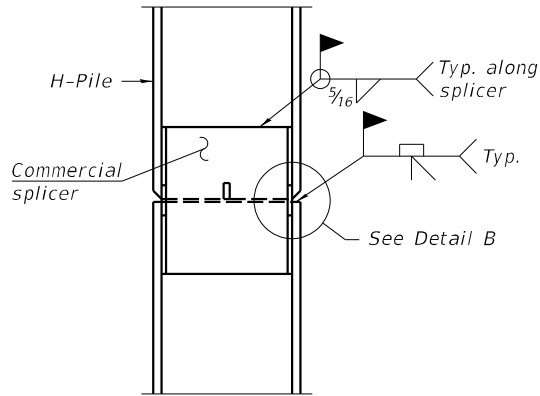
ELEVATION



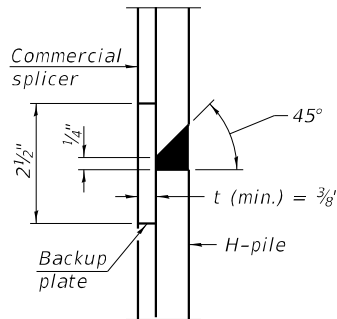
DETAIL A

SHOE ATTACHMENT

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

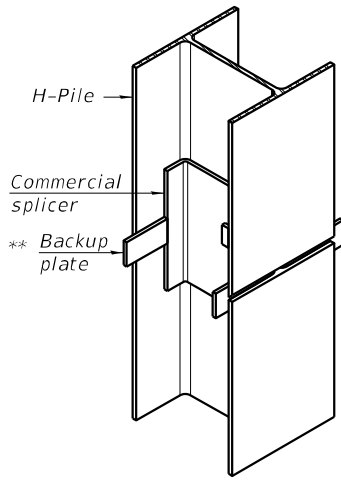


ELEVATION

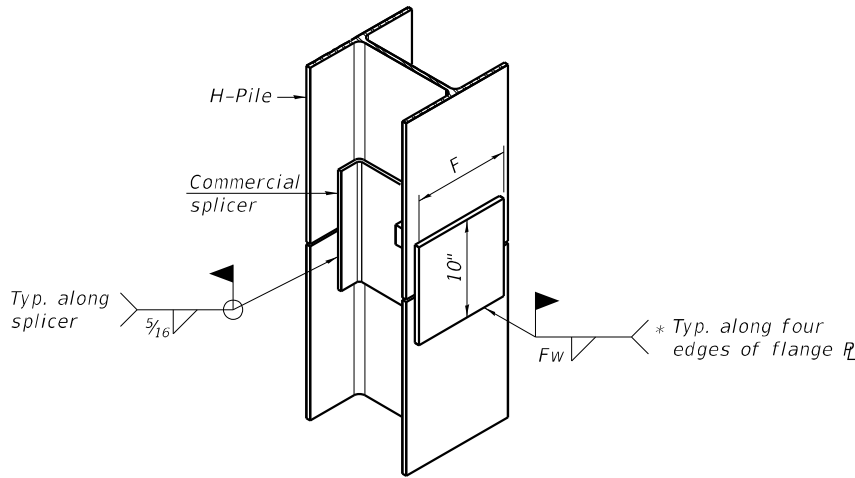


DETAIL "B"

WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW



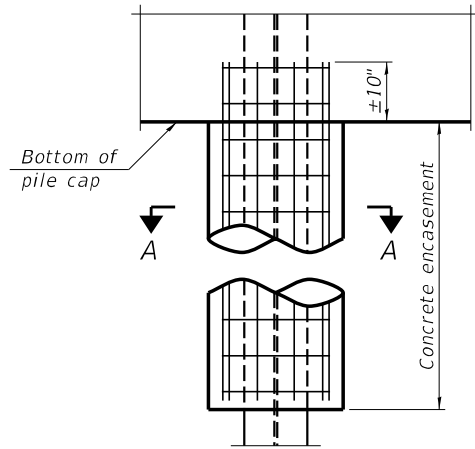
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

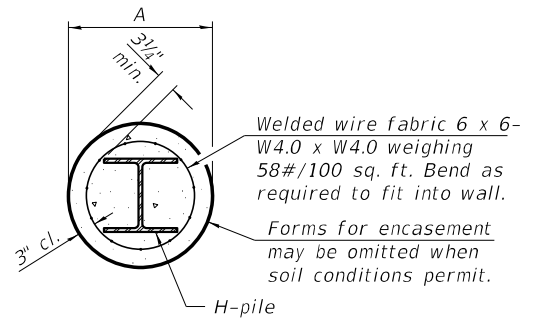
* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).

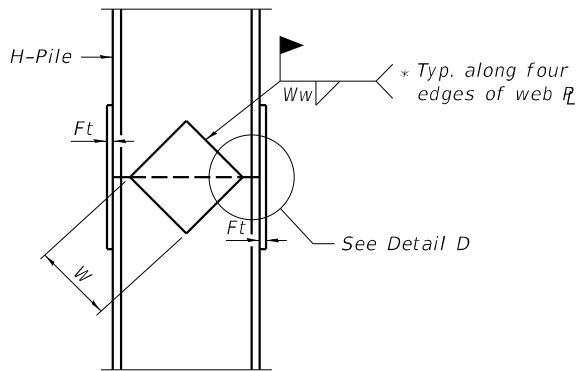


ELEVATION

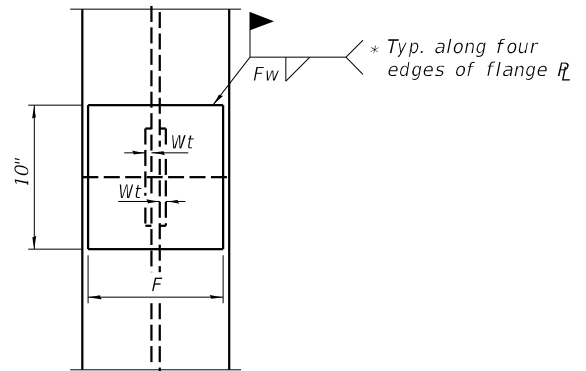


SECTION A-A

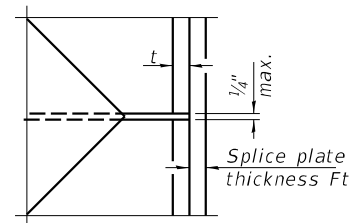
INDIVIDUAL PILE
CONCRETE ENCASUREMENT
(when specified)



ELEVATION



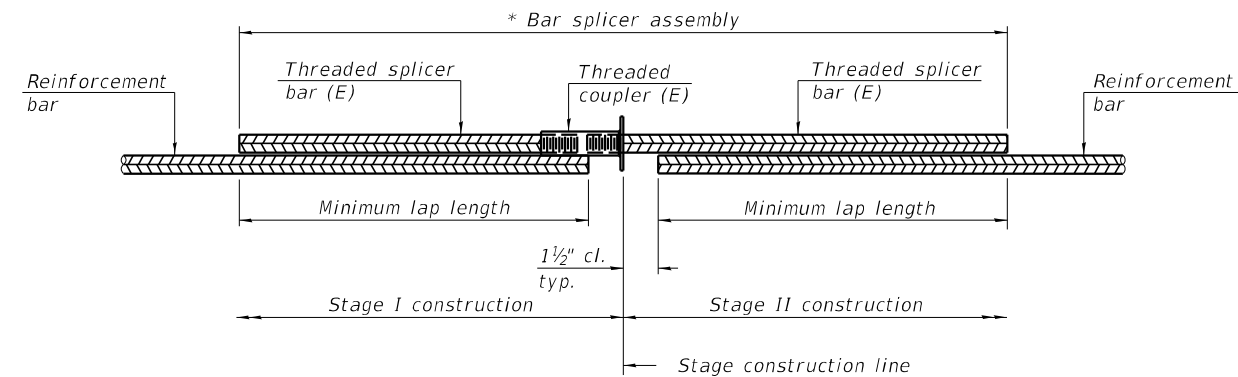
END VIEW



DETAIL D

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

WELDED PLATE FIELD SPLICE

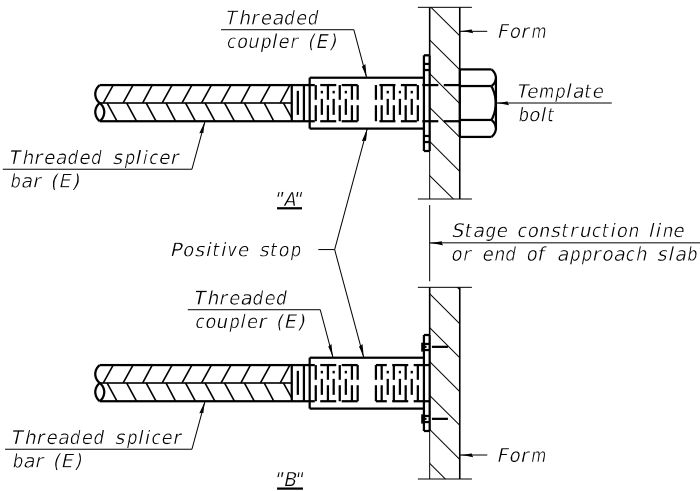


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Top of slab	#5	168	3'-6"
Bottom of slab	#5	119	3'-6"
Abut. diaphragms	#6	14	4'-0"
Top of appr. slab	#5	90	3'-4"
Bot. of appr. slab	#8	120	5'-4"
Appr. slab footing	#5	80	3'-4"
Abutments	#7	20	5'-0"
Abutments	#5	8	3'-4"

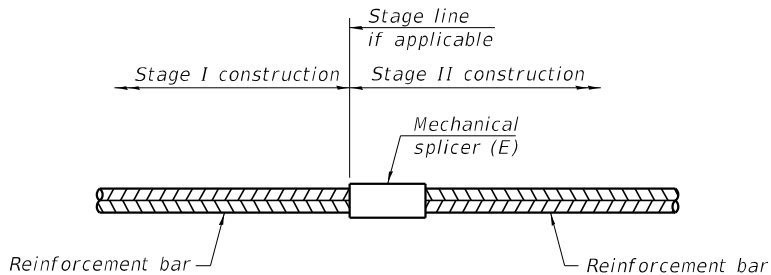


INSTALLATION AND SETTING METHODS

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

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

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

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

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

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

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

USER NAME =	DESIGNED - SLH	REVISED -
	CHECKED - JMB	REVISED -
PLOT SCALE =	DRAWN - RLK	REVISED -
PLOT DATE =	CHECKED - JMB	REVISED -

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	76
CONTRACT NO. 74856				
		ILLINOIS	FED. AID PROJECT	



Page 1 of 2

Date 5/4/20

ROUTE	FAP 320	DESCRIPTION	US 38 over Lakeshore Drive	LOGGED BY E. Sandschafer
-------	---------	-------------	----------------------------	--------------------------

SECTION (139X-2HB)B LOCATION SW 1/4, SEC. 18, TWP. 16N, RNG. 3E, 3rd PM.

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

STRUCT. NO.	058-0019 (Existing)
Station	058-0138 (Proposed)
	164+83.4

BORING NO.	1 Northeast Side
Station	164+86
Offset	87.0 ft LT
Ground Surface Elev.	622.84

[illegible]

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer.



Page 2 of 2

Date 5/4/20

ROUTE	FAP 320	DESCRIPTION	US 38 over Lakeshore Drive	LOGGED BY E. Sandschafer
-------	---------	-------------	----------------------------	--------------------------

SECTION (139X-2HB)B LOCATION SW 1/4, SEC. 18 TWP. 16N. RNG. 3E 3rd PM.

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

STRUCT. NO.	058-0019 (Existing)
	058-0138 (Proposed)
Station	164+83.4

BORING NO.	1 Northeast Side
Station	164+86
Offset	87.0 ft LT
Ground Surface Elev.	622.84

[illegible]

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer.

Page 1 of 2

Date 5/8/20

ROUTE	FAP 320	DESCRIPTION	US 38 over Lakeshore Drive	LOGGED BY E. Sandschafer
-------	---------	-------------	----------------------------	--------------------------

SECTION (130X-2HB)B LOCATION SW 1/4, SEC. 18, TWP. 16N, RNG. 3E 3rd PM.

Latitude N 39.835905, Longitude W 88.913803

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

STRUCT. NO.	058-0019 (Existing)
Station	058-0138 (Proposed) 164+83.4

BORING NO.	2 Southwest Side	T	W	S	Groundwater Elev.:	T	W	S
Station	164+82	H	S	Qu	First Encounter	H	S	Qu
Offset	113.0 ft RT				Upon Completion			
Ground Surface Elev.	824.19 ft	(ft)	((ft*))	(tsf)	814.2 (Caved)	(ft)	((ft*))	(tsf)
				(%)	After 120 Hrs.			
					819.2			

Soil Description	Depth (ft)	Moisture (%)	Shrinkage (%)	Soil Description	Depth (ft)	Moisture (%)	Shrinkage (%)
3-3/4" Asphalt over 6" Aggregate	623.39			Hard, moist, brown, CLAY LOAM TILL		9	8.7
Brown, CLAY				Grey		14	B
		2				14	
Medium, moist		2	0.8			19	8.0
		3	B			25	B
619.69				599.69			
Very soft to soft, moist, brown, CLAY LOAM	1			Hard, moist, grey, SANDY CLAY TILL	-25	9	
	1	0.3	15			21	6.6
	2	B				25	B
						24	
617.19						33	4.7
Very soft, wet, grey, SILTY CLAY LOAM	1					26	B
	1	0.2	19				
	1	B					
614.19	1			594.69			
Stiff, moist, grey, CLAY	3	1.4	18	Very loose, wet, grey, fine, SAND	-30	WH	
	4	B		12.9% passing #200 sieve		WH	15
						WH	
612.19							
Very stiff, moist, brown, CLAY LOAM TILL	2						
	4	2.9	13				
	5	B					
	5			Washed	-35	7	
Hard	8	5.8	11	Dense		18	13
	12	B		10.7% passing #200 sieve		25	
	12						
	16	5.8	9				
	20	B					
604.19	3					8	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer.

Page 2 of 2

Date 5/8/20

ROUTE	FAP 320	DESCRIPTION	US 36 over Lakeshore Drive	LOGGED BY E. Sandschafer
-------	---------	-------------	----------------------------	--------------------------

SECTION	(138X-2HB)B	LOCATION	SW 1/4, SEC. 18, TWP. 16N, RNG. 3E, 3 rd PM.
---------	-------------	----------	---

Latitude N 39.835905, Longitude W 88.913803

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

STRUCT. NO.	058-0019 (Existing)	D	B	U	M	Surface Water Elev.	NA	ft	D	B	U	M
	058-0138 (Proposed)						NA					
Station	164+83.4	E	L	C	O	Stream Bed Elev.	NA		E	L	C	O

BORING NO.	2 Southwest Side	T	W	S	Groundwater Elev.:	T	W	S
Station	164+82	H	S	Qu	First Encounter	504.7	ft	T
Offset	113.0 ft RT				Upon Completion	814.2 (Caved)	ft	T
Ground Surface Elev.	824.19	ft	(ft)	(ft)	After 120 Hrs	819.2	ft	T
		(ft)	(ft)	(tsf)				(ft)
		(ft)	(ft)	(tsf)				(ft)

Soil Description	Depth (ft)	Penetration (lb)	Soil Type	Penetration (lb)	Soil Type
Medium, grey, fine, SAND ETR = 87.7% at 54.1 bpm for engine at 1300 rpm. 1750 rpm equivalent adjusted blow counts: 8, 12, & 16. (no change from measured).	12 16	NR	Hard, moist, grey, SANDY CLAY LOAM TILL	31 38	4.3 S
Medium, moist, grey, SILTY SAND Washed	9 16 45	0.6 S		20 50 50 4-3/8"	
Medium, moist, grey, CLAY LOAM TILL ETR = 85.7% at 42.3 bpm for engine at 1000 rpm. 1750 rpm equivalent blowcounts: 9, 15 & 42	50 5-3/4" 50 2-3/8" 50 2-3/8"	10.1 B	ETR = 83.5% at 37.6 bpm for engine at 900 rpm. 1750 rpm equivalent adjusted blow counts: 19, 46@5-1/4" & 46@4-3/8".	18 45 50 5"	4.6 S
Hard ETR = 83.5% at 37.6 bpm for engine at 875 rpm. 1750 rpm equivalent adjusted blow counts: 46@5-3/4", 46@2-3/8" & 46@2-3/8".	50 5-5/8" 50 3" 50 2-1/2"	6.1 S	Benchmark: BM 158 Sta. 165+07, 21.6' RT, El. 639.27 End of Boring		
ETR = 83.5% at 37.6 bpm for engine at 875 rpm. 1750 rpm equivalent adjusted blow counts: 46@5-5/8", 46@3" & 46@3-1/2".	15				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer.



Page 1 of 1

Date 5/11/54

ROUTE	FAP 320	DESCRIPTION	US 36 over Lakeshore Drive	LOGGED BY	Unknown
--------------	---------	--------------------	----------------------------	------------------	---------

SECTION	(139X-2HB)B	LOCATION	SW 1/4, SEC. 18, TWP. 16N, RNG. 3E, 3 rd PM, Latitude . Longitude
---------	-------------	----------	---

COUNTY	Macon	DRILLING METHOD	Hollow stem auger & split spoon	HAMMER	Auto 140#
--------	-------	-----------------	---------------------------------	--------	-----------

STRUCT. NO.	058-0019 (Existing)
Station	058-0138 (Proposed)
	164+83.4

BORING NO.	1 (1954) Southside
Station	165+15
Offset	10.0 ft LT
Ground Surface Elev.	628.40

Surface Water Elev.	NA	ft	D E P T H	B L O W S	U C S	M O I S T
Stream Bed Elev.	NA	ft				
Groundwater Elev.:						
First Encounter	621.5	ft				
Upon Completion		ft				
After Hrs.		ft	(ft)	(/6")	(tsf)	(%)

Broken Stone and Clay fill

Hard, brownish, grey, CLAY Till (continued)
--

Stiff, grey. GRAVELLY CLAY

Hard, grey, stoney, CLAY Till

Very stiff, grey, CLAY Till

End of Exploration
End of Boring

Hard, grey, CLAY TILL

Hard, brownish, grey, CLAY Till

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer.

Page 1 of 1

Date 5/11/54

ROUTE	FAP 320	DESCRIPTION	US 38 over Lakeshore Drive	LOGGED BY	Unknown
-------	---------	-------------	----------------------------	-----------	---------

SECTION	(138X-2HB)B	LOCATION	SW 1/4, SEC. 18, TWP. 16N, RNG. 3E, 3 rd PM, Latitude Longitude
---------	-------------	----------	--

COUNTY	Macon	DRILLING METHOD	Hollow stem auger & split spoon	HAMMER	Auto 140#
--------	-------	-----------------	---------------------------------	--------	-----------

STRUCT. NO.	058-0019 (Existing)
Station	058-0138 (Proposed)
	164+83.4

BORING NO.	2 (1954) Northside
Station	164+50
Offset	25.0 ft RT
Ground Surface Elev.	629.10

Surface Water Elev.	NA	ft	D	B	U	M
Stream Bed Elev.	NA	ft	E	L	C	O
			P	L	S	I
Groundwater Elev.:			T	W		S
First Encounter		ft	H	S	Qu	T
Upon Completion						
After Hrs.		ft	(ft)	(/6")	(tsf)	(%)

Stiff, brown, SILTY CLAY Fill

Hard, gray CLAY Till (continued)

Soft brown. CLAYEY SILT

End of Exploration
End of Boring

Hard, dark, brown, mottled, CLAY Till
--

End of Boring

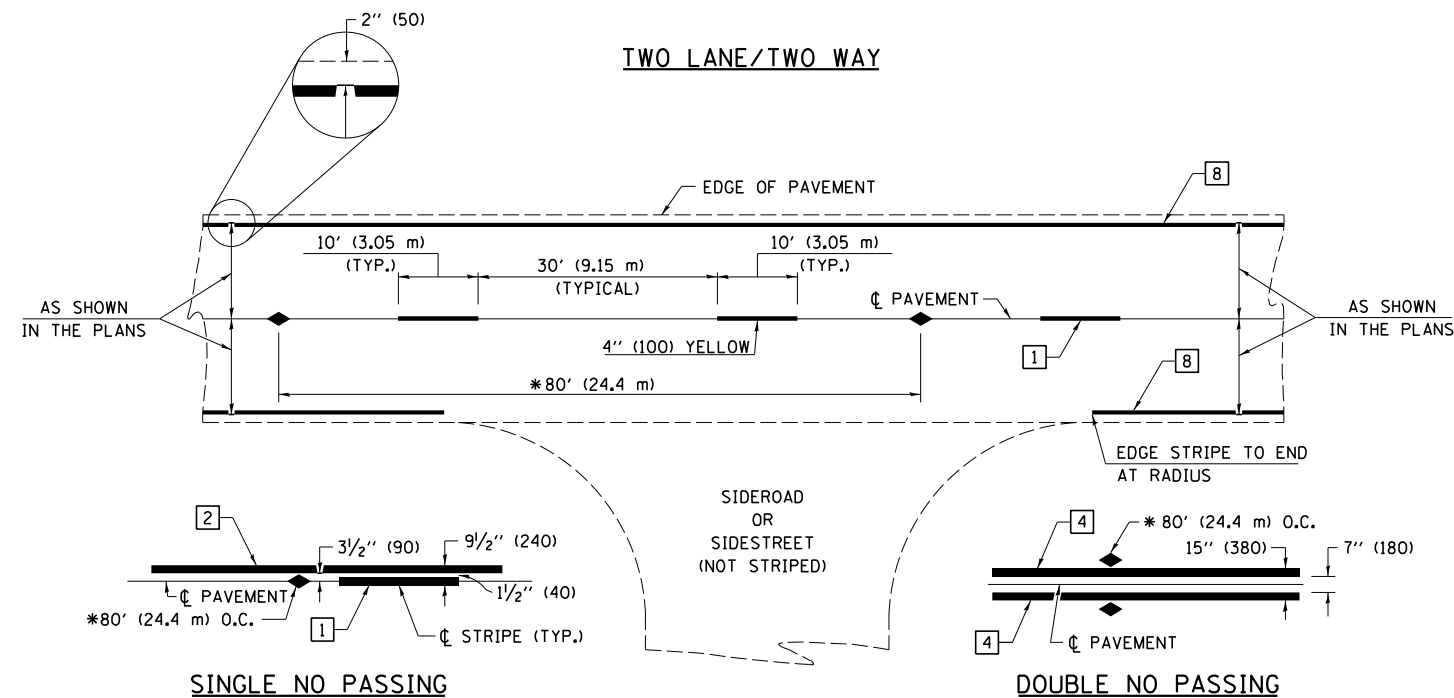
Very stiff, mottled, CLAY

[illegible]

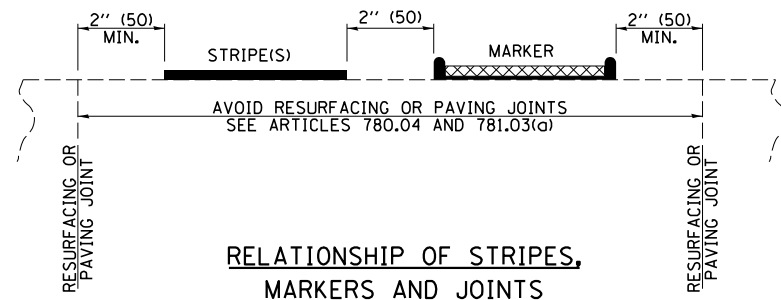
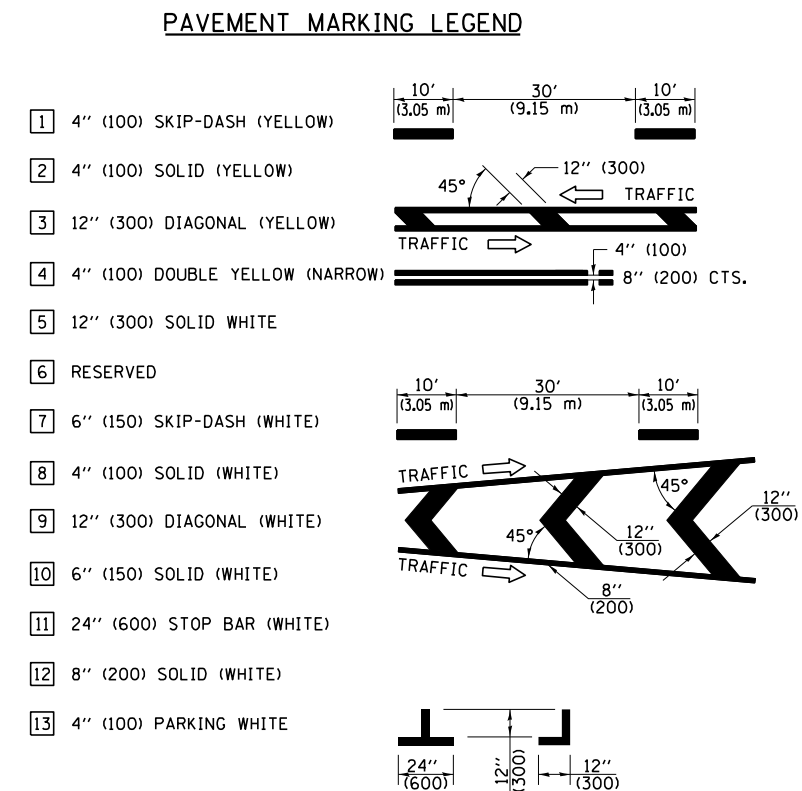
Hard, mottled, CLAY TILL

[illegible]

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), WH-Weight of Hammer.

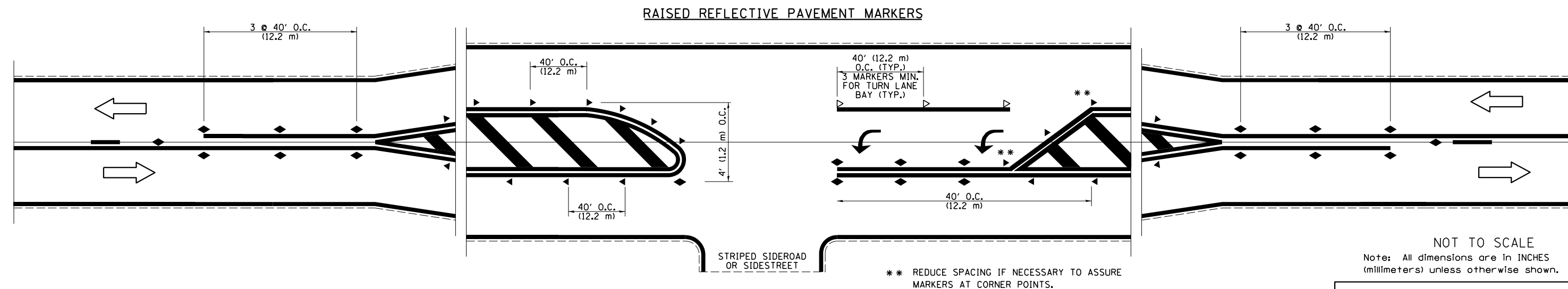


* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.



TYPICAL PAVEMENT MARKERS LEGEND

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



MODEL D7 Detail 1
FILE NAME: D774856-INT-D7Detail.dgn

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-004397

USER NAME = _USER_	DESIGNED - BMP	REVISED -
DRAWN - DMW	REVISED -	
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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

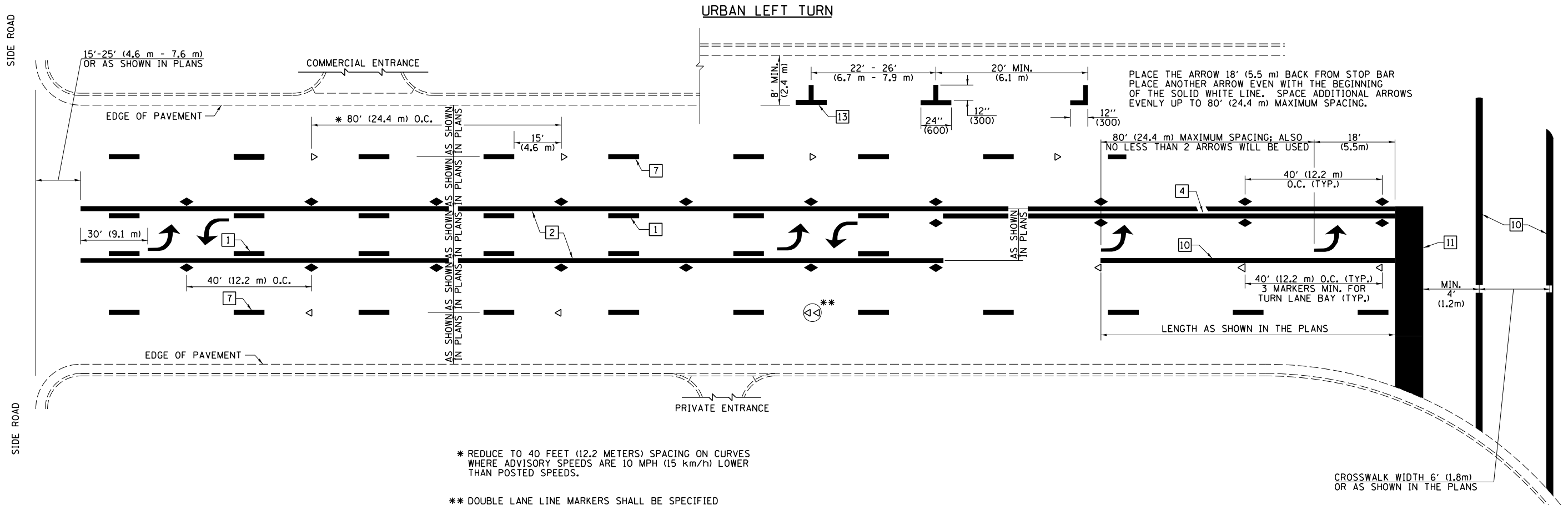
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

DISTRICT 7 DETAIL NO. 78000001

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	80
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



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

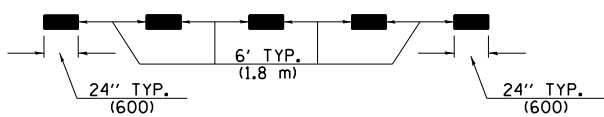
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

PAVEMENT MARKING LEGEND

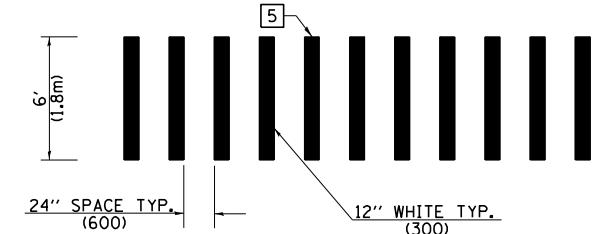
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP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

GENERAL NOTES

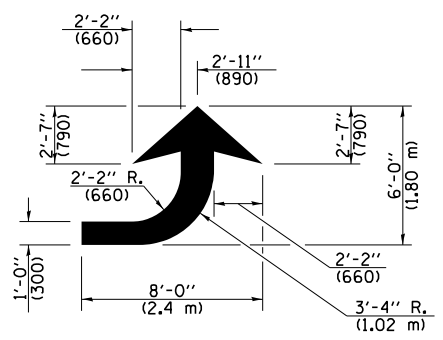
- TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
- THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] 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

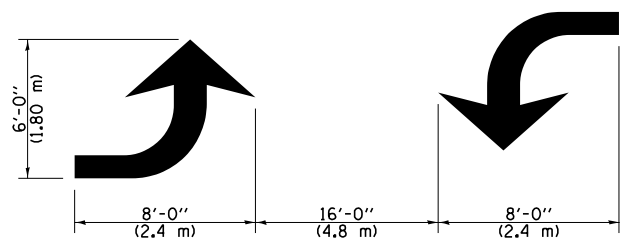


CROSSWALK DETAIL
(DECATUR CITY LIMITS ONLY)



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.

MODEL: DT Detail 2
FILE NAME: D774856-ent-DTDetail.dgn



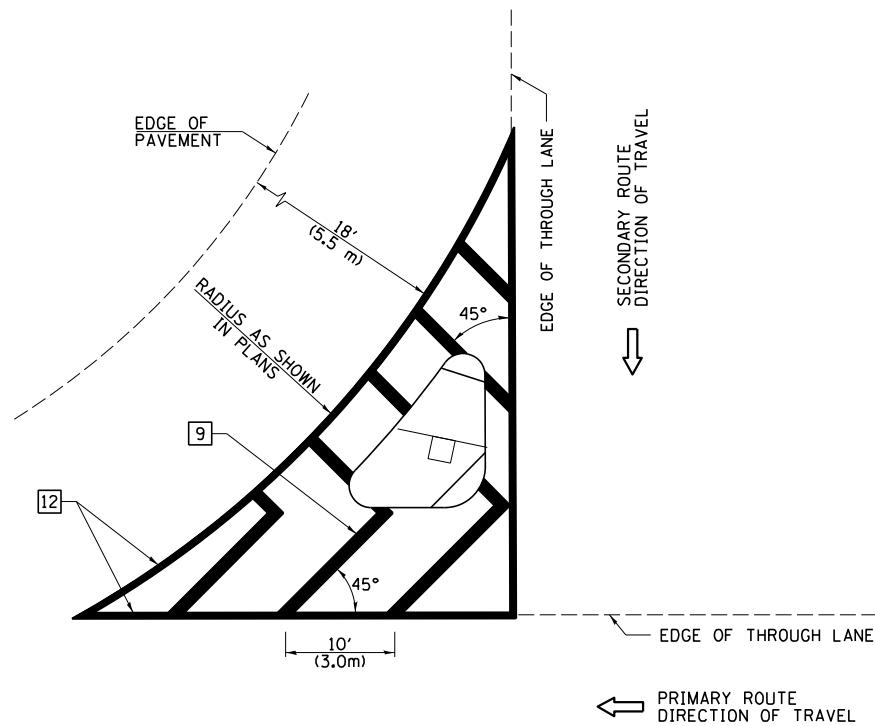
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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

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.

DISTRICT 7 DETAIL NO. 78000001				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	81
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

ISLAND



GENERAL NOTES

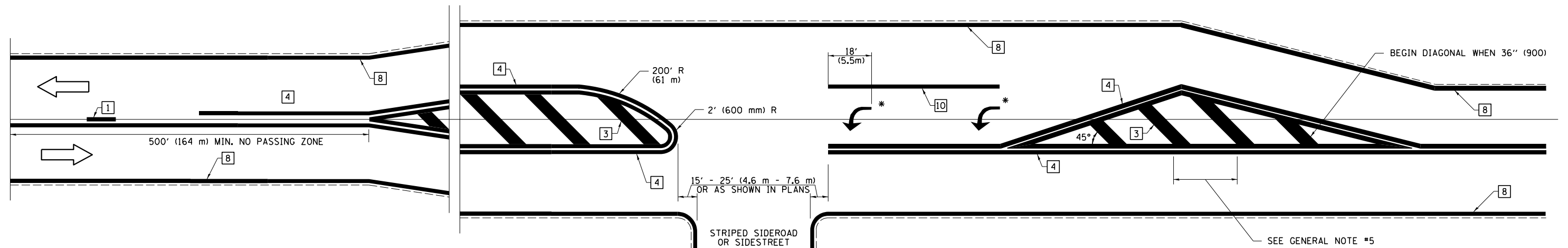
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING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

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

PAVEMENT MARKING LEGEND

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

RURAL LEFT TURN STRIPING



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

SEE GENERAL NOTE #5

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.
320	(139X-2HB)B	MACON	89	82
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				

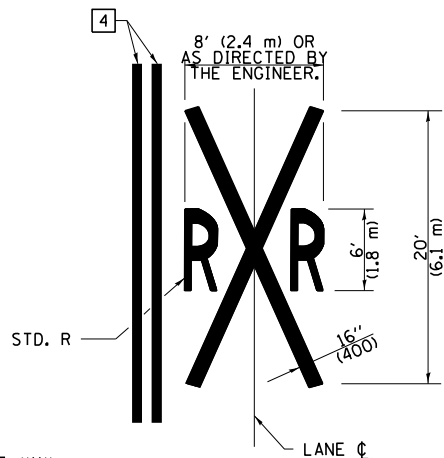
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

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DRAWN - DMW	REVISED -	
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PLOT DATE = 5/2/2025	DATE - 05/13/2024	REVISED -

PAVEMENT MARKING LEGEND

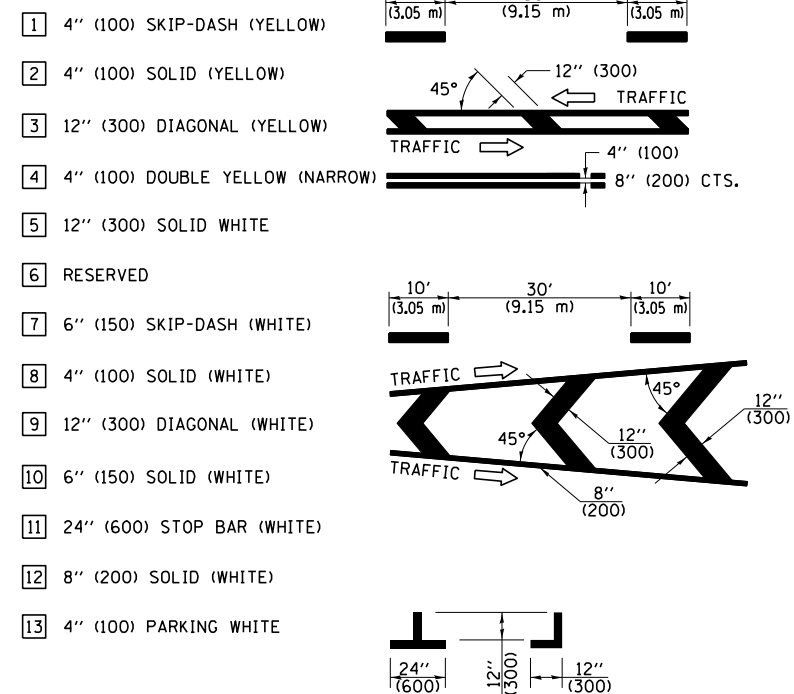


NOTES

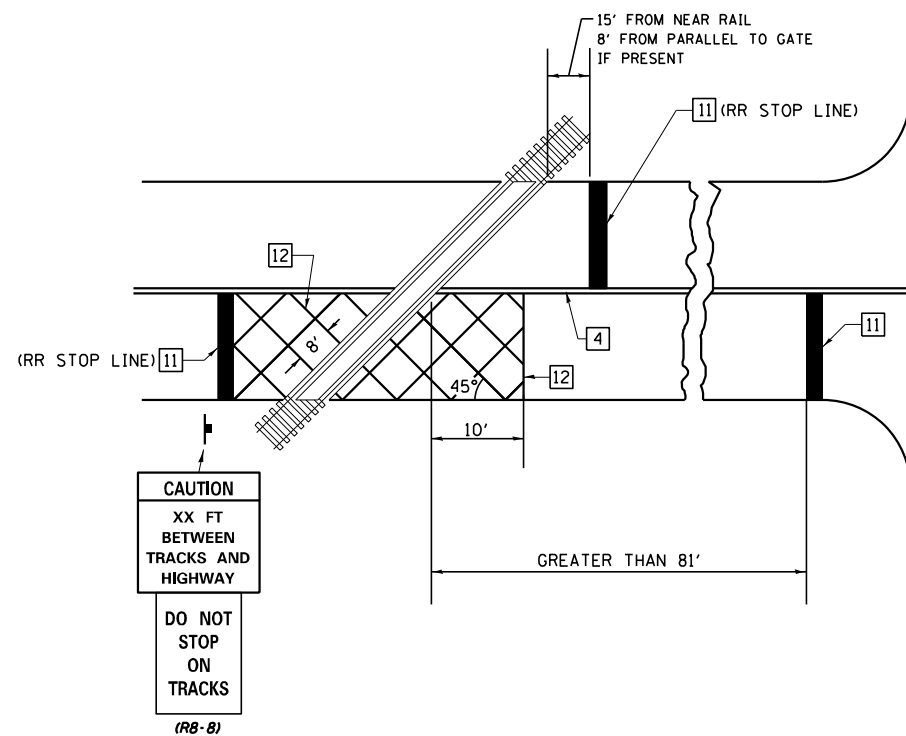
THE TRAVERSE SPREAD OF THE "X"
MAY VARY ACCORDING TO LANE WIDTH.

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

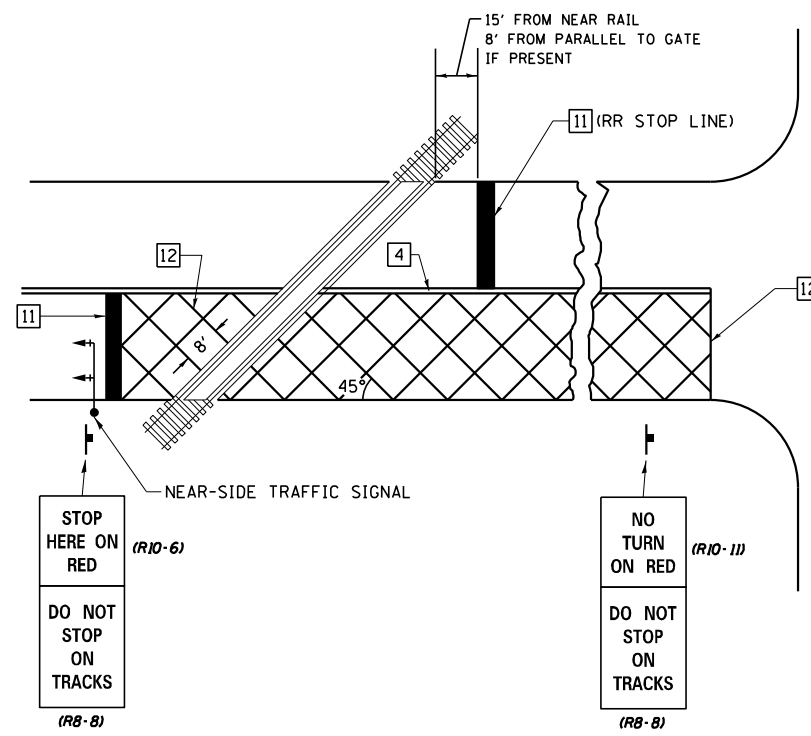
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



GENERAL NOTES

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

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 78000001

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	83
		CONTRACT NO. 74856		
ILLINOIS		FED. AID PROJECT		

**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.
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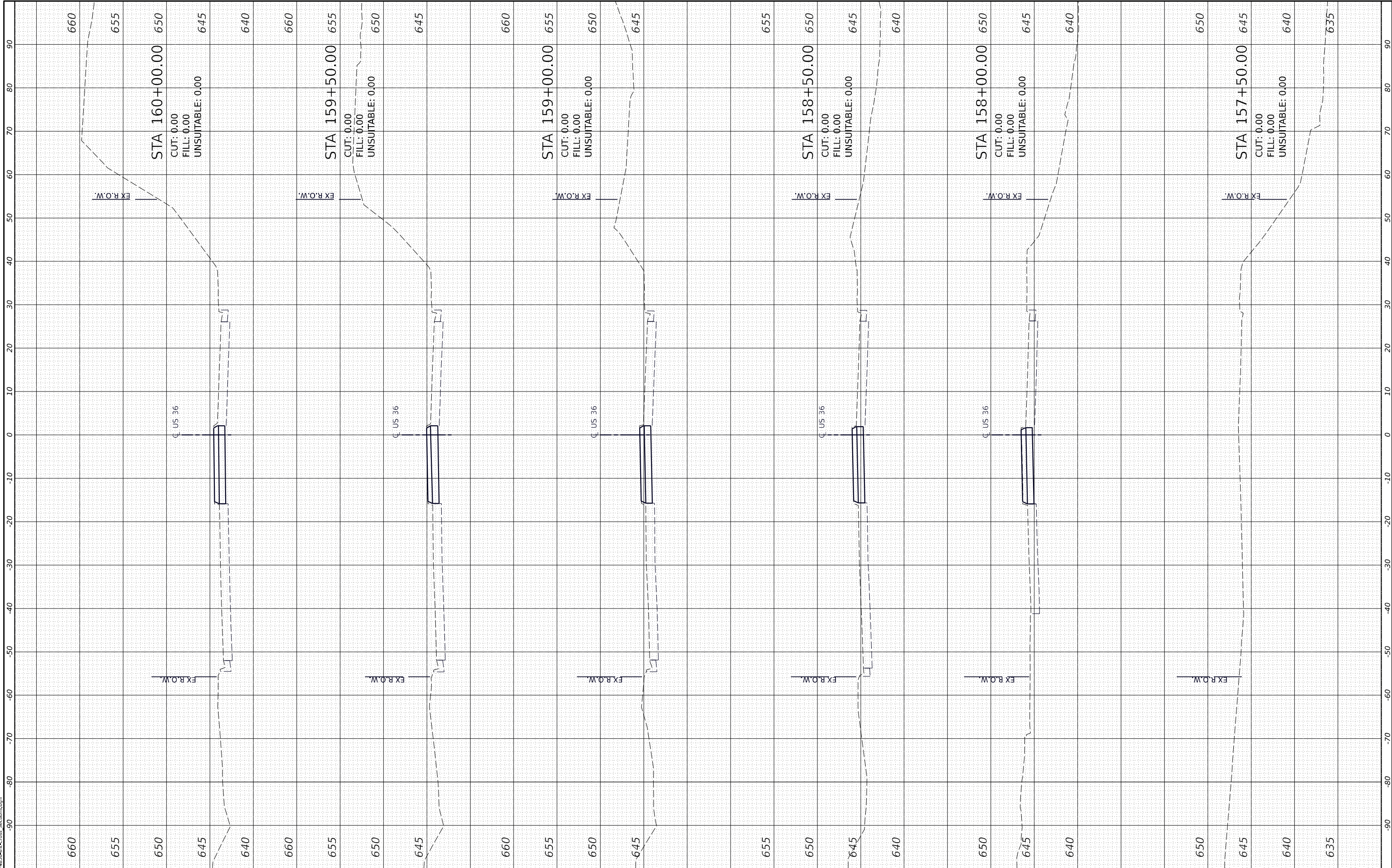
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CHASTAIN
& ASSOCIATES LLC
CONSULTING ENGINEERS
 184-001397

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: Cross Sections 1
FILE NAME: D:\18456\18456-Cross Sections.dgn



 CHASTAIN & ASSOCIATES LLC CONSULTING ENGINEERS 184-001397	USER NAME = _USER_	DESIGNED - BMP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 /IL 121 OVER LAKE SHORE DRIVE CROSS SECTIONS				F.A.P. RTE. 320	SECTION (139X-2HB)B	COUNTY MACON	TOTAL SHEETS 89	SHEET NO. 84
	PLOT SCALE = 20,000' / in.	CHECKED -	REVISED -						CONTRACT NO. 74856				
	PLOT DATE = 5/2/2025	DATE - \$DATES	REVISED -						ILLINOIS FED. AID PROJECT				
	SCALE: sScale SHEET 1 OF 6 SHEETS STA. 157+50.00 TO STA. 160+00.00												

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

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

MODEL: Cross Sections 2
FILE NAME: D:\24856-Cross Sections.dgn

CHASTAIN

& ASSOCIATES LLC

CONSULTING ENGINEERS

184-001397

USER NAME	= _USER_
PLOT SCALE	= 20,000' / in.
PLOT DATE	= 5/2/2025

DESIGNED	- BMP
DRAWN	- DMW
CHECKED	-
DATE	- \$DATES

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS

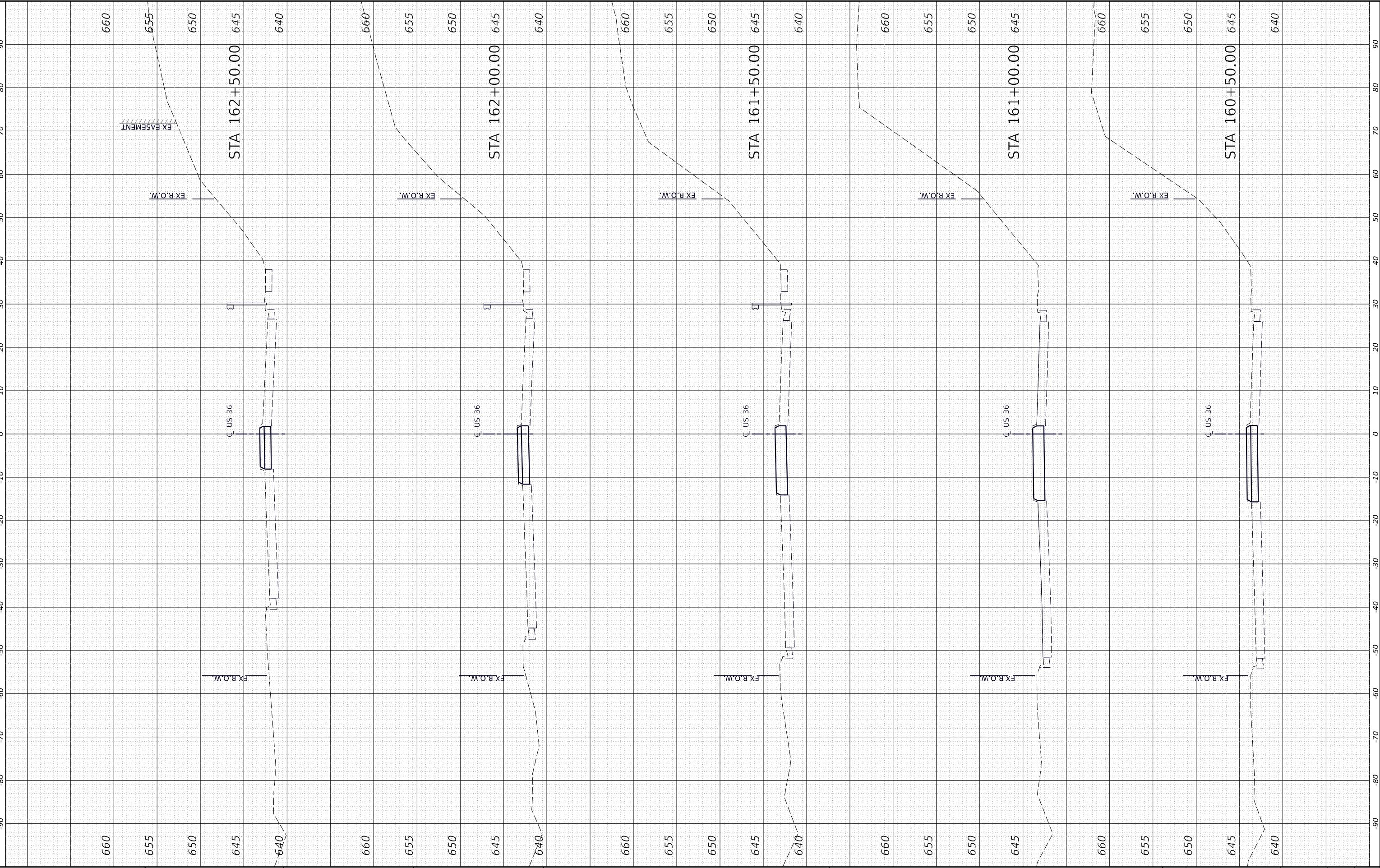
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE

CROSS SECTIONS

SCALE: sScale	SHEET 2	OF 6	SHEETS	STA. 160+50.00	TO STA. 162+50.00
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F.A.P. RTE. 320	SECTION (139X-2HB)B	COUNTY MACON	TOTAL SHEETS 89	SHEET NO. 85
	CONTRACT NO. 74856			
		ILLINOIS	FED. AID PROJECT	



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

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

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CHASTAIN

& ASSOCIATES LLC

CONSULTING ENGINEERS

184-001397

USER NAME	= _USER_
PLOT SCALE	= 20,000' / in.
PLOT DATE	= 5/2/2025

DESIGNED	- BMP
DRAWN	- DMW
CHECKED	-
DATE	- \$DATES

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS

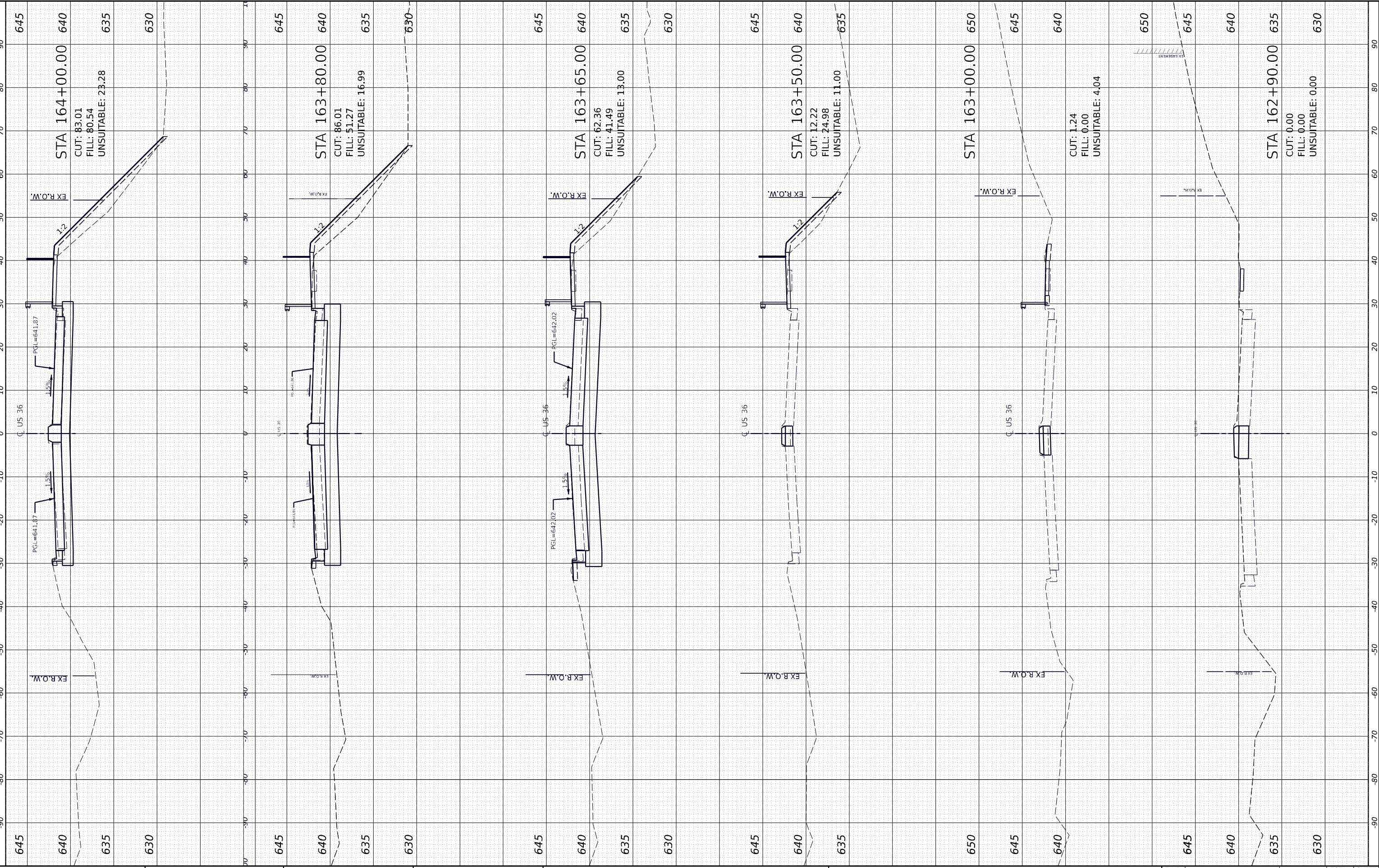
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE

CROSS SECTIONS

SCALE: sScale SHEET 3 OF 6 SHEETS STA. 163+00.00 TO STA. 164+00.00

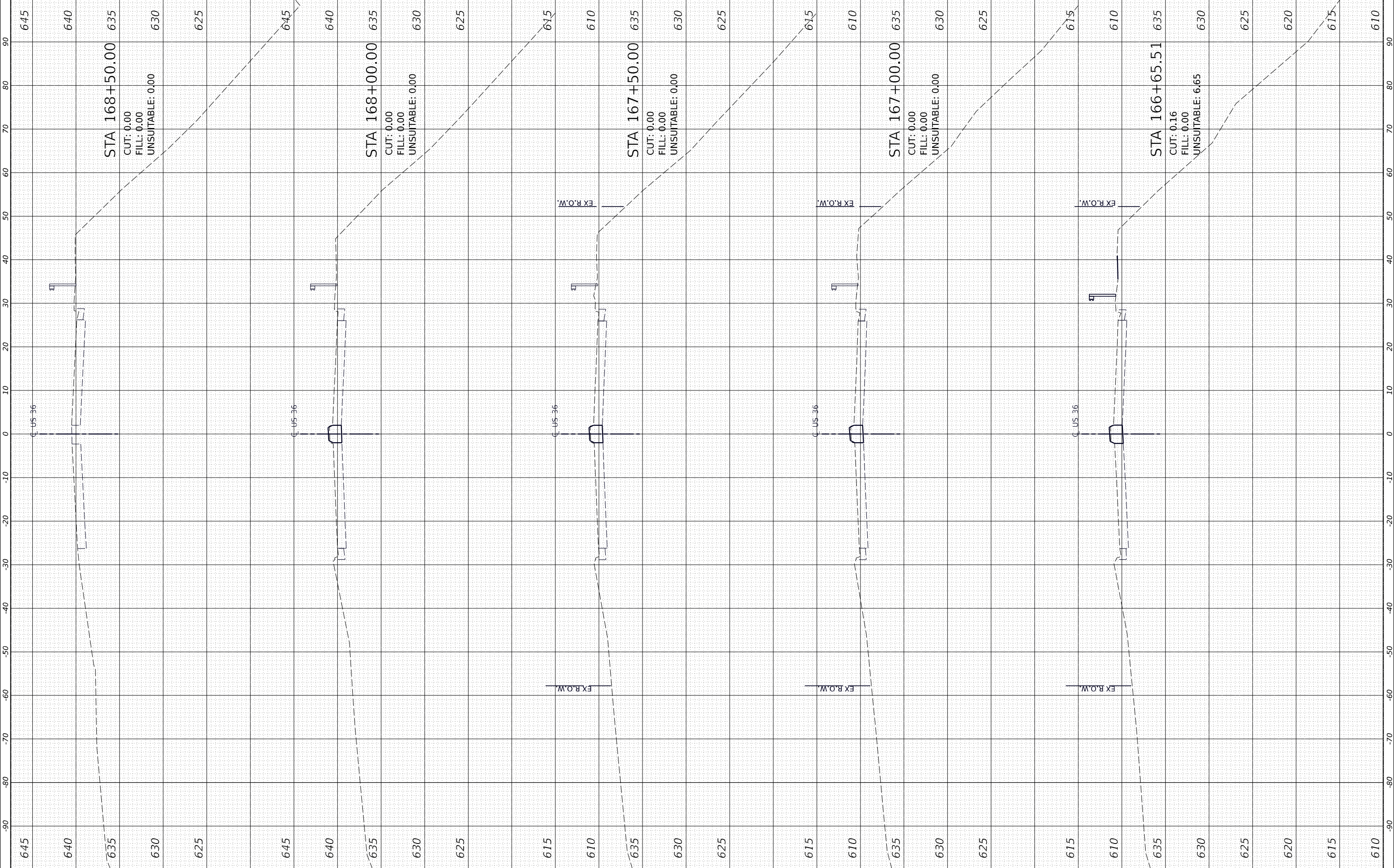
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(139X-2HB)B	MACON	89	86
CONTRACT NO. 74856				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY NO.	NO.	SURVEYED NOTE BOOK	BY	DATE

ORIGINAL SURVEY NO.	NO.	SURVEYED NOTE BOOK	BY	DATE

MODEL Cross Sections 5
FILE NAME: D:\ASST-Cross Sections.dgn





CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

USER NAME	= _USER_
DESIGNED	- BMP
DRAWN	- DMW
CHECKED	-
DATE	- \$DATES

REVISION	-
REVISION	-
REVISION	-
REVISION	-

PLOT SCALE	= 20,000' / in.
PLOT DATE	= 5/2/2025

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 36 /IL 121 OVER LAKE SHORE DRIVE
CROSS SECTIONS

SCALE: sScale

SHEET 5 OF 6 SHEETS

F.A.P. RTE. 320

SECTION (139X-2HB)B

COUNTY MACON

TOTAL SHEETS 89

SHEET NO. 88

CONTRACT NO. 74856

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: Cross Sections 6
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