

**INDEX OF SHEETS 06-12-2026 LETTING ITEM 062**

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**FOR LIST OF HIGHWAY STANDARDS SEE SHEET NO. 2**

**TRAFFIC DATA:**

IL 47 ADT: 2,450 (2023)  
2,500 (2025)

**DESIGN DESIGNATION:**

DESIGN POLICY: STRUCTURE REPLACEMENT 3R  
(BDE CHAPTER 49)

**FUNCTIONAL CLASSIFICATION:**

OTHER PRINCIPAL ARTERIAL (PAS)  
F.A.P. ROUTE 326 (IL 47)  
P.V. = 63.4% S.U. = 7.6% M.U. = 29.0%  
POSTED & DESIGN SPEED  
S.N. 053-2600 = 35 MPH; S.N. 053-2601 = 55 MPH

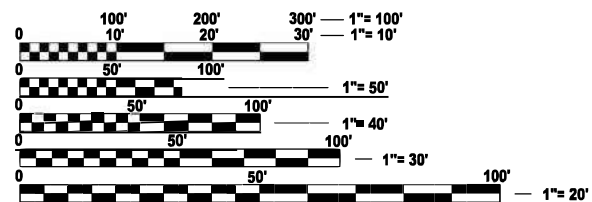
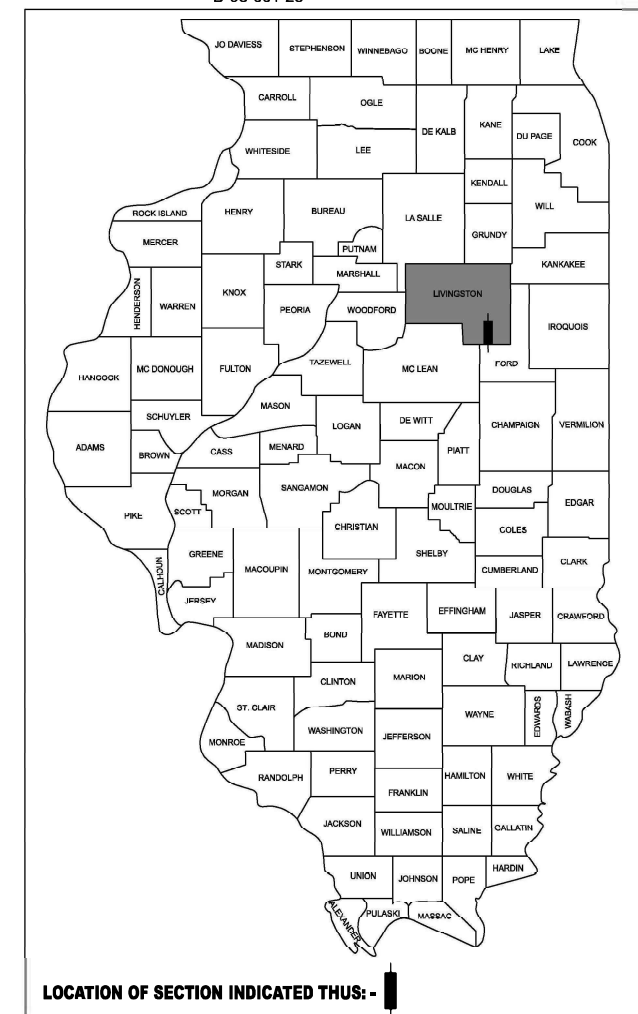
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED  
HIGHWAY PLANS**

**FAP ROUTE 326 (IL 47)  
SECTION ((125)CR-2588,CR-2589)  
PROJECT NHPP-CMNB(659)  
IL 47 OVER A TRIBUTARY OF INDIAN CREEK  
CULVERT REPLACEMENT  
(EX SN 053-2588, PR SN 053-2600)  
(EX SN 053-2589, PR SN 053-2601)  
LIVINGSTON COUNTY  
C-93-140-25**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	1
		ILLINOIS	CONTRACT NO. 66M92	

D-93-001-23

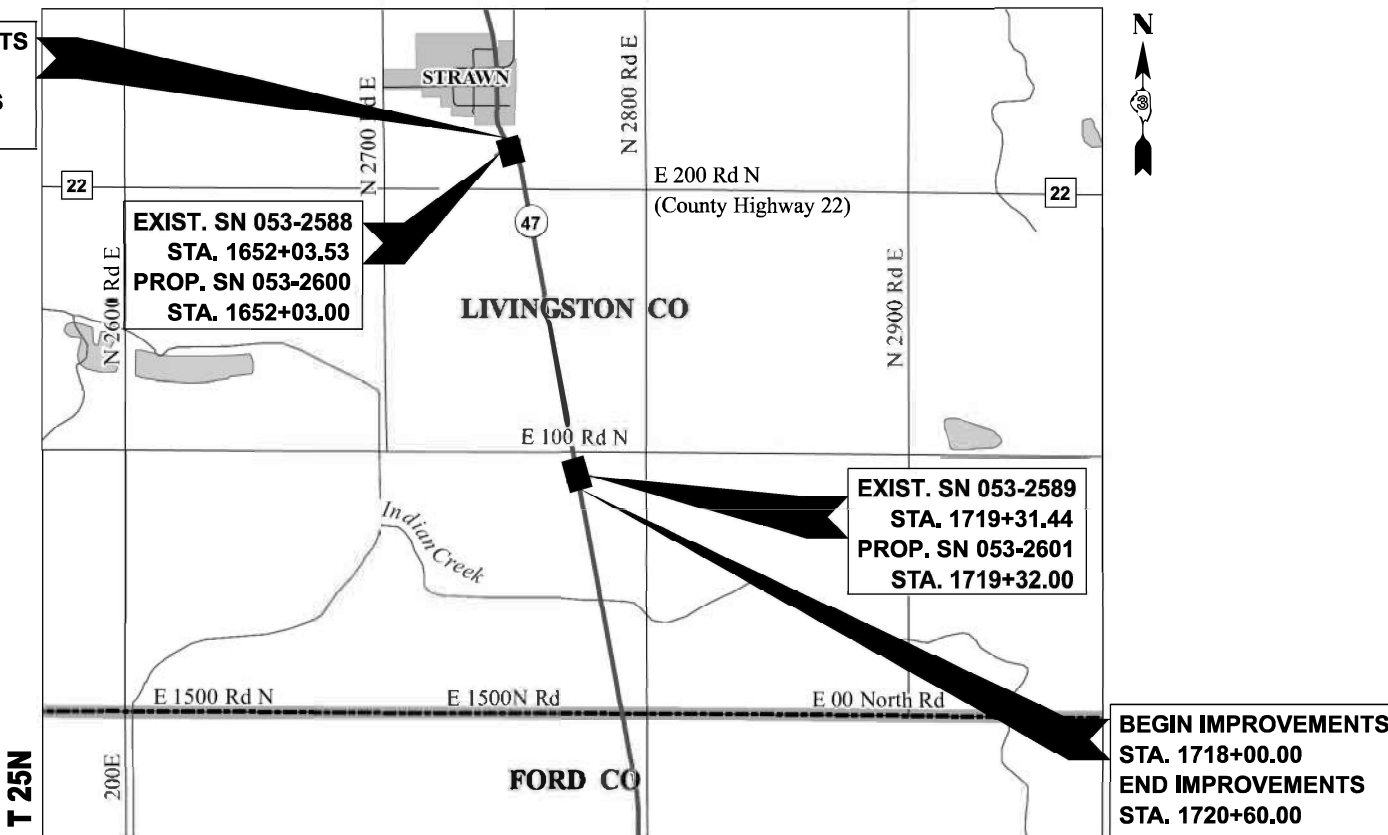


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**DESIGN SQUAD LEADER: STEPHENIE CARMIN  
PROJECT ENGINEER: DAVID S. ALEXANDER, P.E.**

**CONTRACT NO. 66M92**



**R 7E LOCATION MAP (NOT TO SCALE)**

GROSS LENGTH = 640 FT. = 0.121 MILE (SN 053-2588)  
= 260 FT. = 0.049 MILE (SN 053-2589)  
NET LENGTH = 900 FT. = 0.170 MILE

*Jason M. Roitburd*  
JASON M. ROITBURD, P.E.  
NO. 062-065592  
EXPIRES: 11/30/2027  
HR GREEN, INC.  
(APPLIES TO SHEETS 1-30, 45-69)



*Andrew E. Underwager*  
ANDREW E. UNDERWAGER, P.E., S.E.  
NO. 081-006218  
EXPIRES: 11/30/2026  
HR GREEN, INC.  
(APPLIES TO SHEETS 31-44)



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SUBMITTED March 30, 2026

*Trisha Thompson*  
TRISHA THOMPSON, M.A.S.  
REGIONAL ENGINEER

May 8, 2026  
*See E. Alexander*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2026  
*David S. Alexander*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS**

# GENERAL NOTES

1. THE CONTRACTOR SHALL NOT SCALE FROM THE PLANS FOR CONSTRUCTION PURPOSES. SCALES ARE SHOWN FOR INFORMATION ONLY.
2. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
3. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
4. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
5. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF VARIOUS EARTHWORK ITEMS.
6. ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
7. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
8. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF HIGHWAY STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
9. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
10. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

11. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:  
 AMEREN  
 EASTERN ILLINOIS ELECTRIC CO-OP  
 FRONTIER  
 MEDIACOM  
 NICOR
12. MEASUREMENT AND PAYMENT OF ALL EARTHWORK PAY ITEMS SHALL ONLY OCCUR ONCE. ANY AND ALL NECESSARY STOCKPILING AND EXTRA HANDLING OF EARTHWORK FOR LATER USE WILL NOT BE PAID FOR SEPARATELY BUT, SHALL BE FACTORED INTO THE CONTRACTOR'S BID UNIT PRICES FOR EARTH EXCAVATION AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. THIS INCLUDES INSTANCES OF SATURATED MATERIALS NEEDING TO BE DRIED PRIOR TO INCORPORATION OR DISPOSAL OFF-SITE.
13. ALL UNDERCUTS SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY A QUALIFIED SOILS INSPECTOR IN ACCORDANCE WITH IDOT MANUAL OF TEST PROCEDURES FOR MATERIALS AND THE IDOT SOILS FIELD TESTING AND INSPECTION MANUAL. FINAL QUANTITY OF UNDERCUTS SHALL BE AS DETERMINED AND MEASURED IN THE FIELD.
14. EARTHWORK QUANTITIES AND EARTHWORK BALANCE DOES NOT INCLUDE USE OF TRENCH SPOILS IN EMBANKMENT. REMOVAL AND DISPOSAL OF TRENCH SPOILS WILL NOT BE PAID FOR SEPARATELY BUT, SHALL BE INCLUDED IN THE BID UNIT PRICE FOR TRENCH BACKFILL IN ACCORDANCE WITH SECTION 208 OF THE STANDARD SPECIFICATIONS. SUITABLE TRENCH SPOILS MAY BE UTILIZED AS EMBANKMENT IF APPROVED BY THE ENGINEER. EARTHWORK QUANTITIES HAVE NOT BEEN ADJUSTED TO ACCOUNT FOR THE USE OF EXCESS TRENCH SPOILS IN EMBANKMENT.

15. IF THE CONTRACTOR DETERMINES A LINE OUTAGE WILL BE REQUIRED TO SAFELY WORK WITHIN THE VICINITY OF EXISTING OVERHEAD FACILITIES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADVANCED NOTIFICATION AND COORDINATION WITH AMEREN ILLINOIS. AT A MINIMUM THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE NATURE OF THE WORK THAT WILL BE PERFORMED, TYPE OF CONSTRUCTION EQUIPMENT, AND AN EXPLANATION OF ALTERNATIVES (IF ANY) THAT MAY BE AVAILABLE WITH AN EXPLANATION OF WHY THEY WILL NOT BE PRACTICAL.
16. ANY AND ALL OPEN TRENCHING WITHIN THREE (3) FEET OF A UTILITY POLE MAY REQUIRE BRACING BY THE UTILITY COMPANY. BRACING MAY REQUIRE UP TO SIX (6) WEEKS NOTICE.
17. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN IN THE PLANS IS FOR THE CONTRACTOR'S INFORMATION ONLY AND IS NOT TO BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUB-CONTRACTOR TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ITS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.
18. WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF EXISTING UTILITY FACILITIES, SUCH INFORMATION ONLY REPRESENTS THE APPROXIMATE LOCATIONS BASED UPON PROVIDED ATLAS INFORMATION RECEIVED FROM UTILITY OWNERS. THE CONTRACTOR SHALL NOT ASSUME THAT THE LOCATIONS ARE EXACT, AND SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
19. THE CONTACT OR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY FACILITIES FROM CONSTRUCTION ACTIVITIES EVEN IN THE EVENT THEY ARE NOT SHOWN IN THE PLANS. THE CONTACT OR SHALL CONTACT "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 811 OR 1-800-892-0123 FOR FIELD LOCATION OF UTILITIES PRIOR TO ANY EXCAVATIONS. ANY UTILITY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION ACTIVITIES DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE CONTRACTOR'S SCHEDULE SHALL REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE SCHEDULE OF WORK TO COORDINATE WITH THE RELOCATION OF CONFLICTING UTILITY COMPANIES.
20. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AT ALL TIMES THROUGHOUT THE DURATION OF THE CONTRACT. METHODS UTILIZED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
21. ANY FARM DRAIN, FIELD TILE SYSTEM, OR OTHER TILE FACILITY ENCOUNTERED DURING THE PROPOSED WORK SHALL BE LOCATED, STAKED, AND REPORTED TO THE ENGINEER. DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATING, OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. IF THIS CANNOT BE ACCOMPLISHED, THE TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED STORM SEWER OR DITCH IN SUCH A MANNER AS TO RENDER THE LINES USABLE FOR THE PURPOSES INTENDED. WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

# ILLINOIS DOT 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
515001-04	NAME PLATE FOR BRIDGES
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS

# HMA MIXTURE REQUIREMENT TABLE

LOCATIONS:	PR S.N. 053-2600	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER	HMA SURFACE	HMA BASE COURSE	HMA SHOULDERS 8" BOTTOM LIFT(S)	HMA SHOULDERS 8" TOP LIFT
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION:	IL-9.5	IL-9.5	IL-19.0	IL-19.0	IL-9.5
(MIXTURE GRADATION)					
FRICTION AGGREGATE:		MIXTURE "C"			
MIXTURE WEIGHT:	112 LB / SQ YD / IN	112 LB / SQ YD / IN	112 LB / SQ YD / IN	112 LB / SQ YD / IN	112 LB / SQ YD / IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	N/A	N/A	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES / NUCLEAR	CORES / NUCLEAR	CORES / NUCLEAR	CORES / NUCLEAR	CORES / NUCLEAR
MATERIAL TRANFER DEVICE (REQUIRED):	NO	NO	NO	NO	NO

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND LIST OF HIGHWAY STANDARDS  
IL ROUTE 47

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	2
			CONTRACT NO. 66M92	
ILLINOIS FED. AID PROJECT				

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

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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

CODE NUMBER	ITEM	UNIT	CONSTR. CODE		TOTAL QUANTITY
			80% FED	80% FED	
			20% STATE	20% STATE	
			BRIDGE	BRIDGE	
			0004	0004	
			053-2600	053-2601	
20200100	EARTH EXCAVATION	CU YD	259	257	516
20700220	POROUS GRANULAR EMBANKMENT	CU YD	22	192	214
25000210	SEEDING, CLASS 2A	ACRE	0.61	0.39	1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	55	28	83
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	55	28	83
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	55	28	83
25100630	EROSION CONTROL BLANKET	SQ YD	2946	1370	4316
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	183	85	268
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	80
28000400	PERIMETER EROSION BARRIER	FOOT	426	521	947
28000500	INLET AND PIPE PROTECTION	EACH	2	2	4
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	81	81	162
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	69.5	69.5	139
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1568	374	1942

\* INDICATES SPECIALTY ITEM

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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
IL ROUTE 47**

SCALE: SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	3
				CONTRACT NO. 66M92
ILLINOIS FED. AID PROJECT				





CODE NUMBER	ITEM	UNIT	CONSTR. CODE		TOTAL QUANTITY
			80% FED	80% FED	
			20% STATE	20% STATE	
			BRIDGE	BRIDGE	
			0004	0004	
			053-2600	053-2601	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	2
70106700	TEMPORARY RUMBLE STRIPS	EACH	12	12	24
70300100	SHORT TERM PAVEMENT MARKING	FOOT	307	117	424
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	102	40	142
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	2402	2448	4850
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	48	48	96
70400100	TEMPORARY CONCRETE BARRIER	FOOT	175	175	350
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	168	168	336
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	175	175	350
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	4
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	4
* 72400735	REMOVE AND RELOCATE SIGN PANEL - TYPE 1	SQ FT	10	0	10
* 72400740	REMOVE AND RELOCATE SIGN PANEL - TYPE 2	SQ FT	10	0	10
* 73000100	WOOD SIGN SUPPORT	FOOT	47	0	47

\* INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL ROUTE 47

SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	6
CONTRACT NO.			66M92	
ILLINOIS   FED. AID PROJECT				

CODE NUMBER	ITEM	UNIT	CONSTR. CODE		TOTAL QUANTITY	
			80% FED	80% FED		
			20% STATE	20% STATE		
			BRIDGE	BRIDGE		
			0004	0004		
			053-2600	053-2601		
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1280	2320	3600
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	80	33	113
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	3	11
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	3	11
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	48	52	100
	X2130010	EXPLORATION TRENCH (SPECIAL)	FOOT	200	200	400
	X5810103	MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	53	60	113
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	42	42	84
	Z0013798	CONSTRUCTION LAYOUT	L SUM	0.5	0.5	1

\* INDICATES SPECIALTY ITEM

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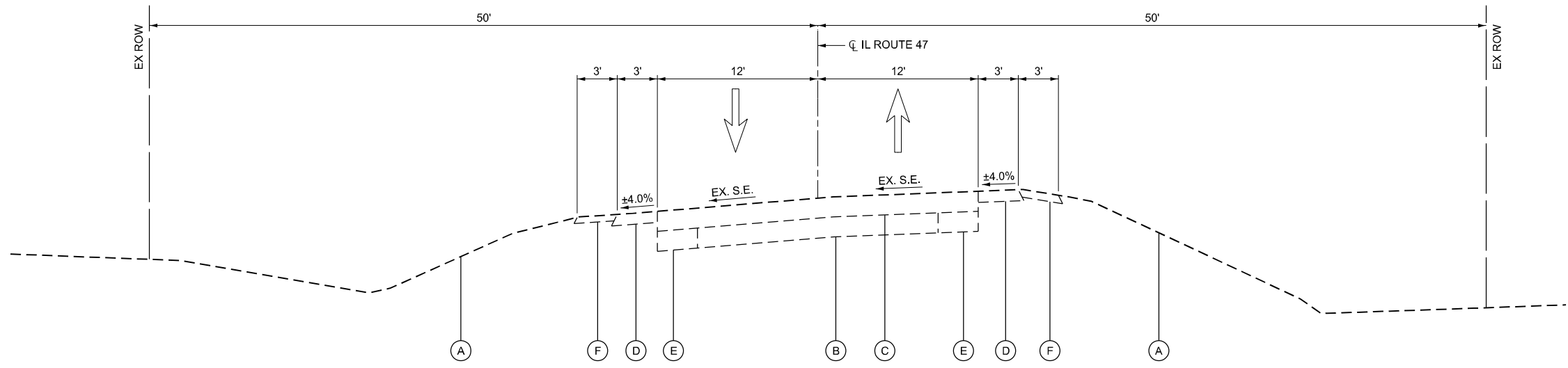
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

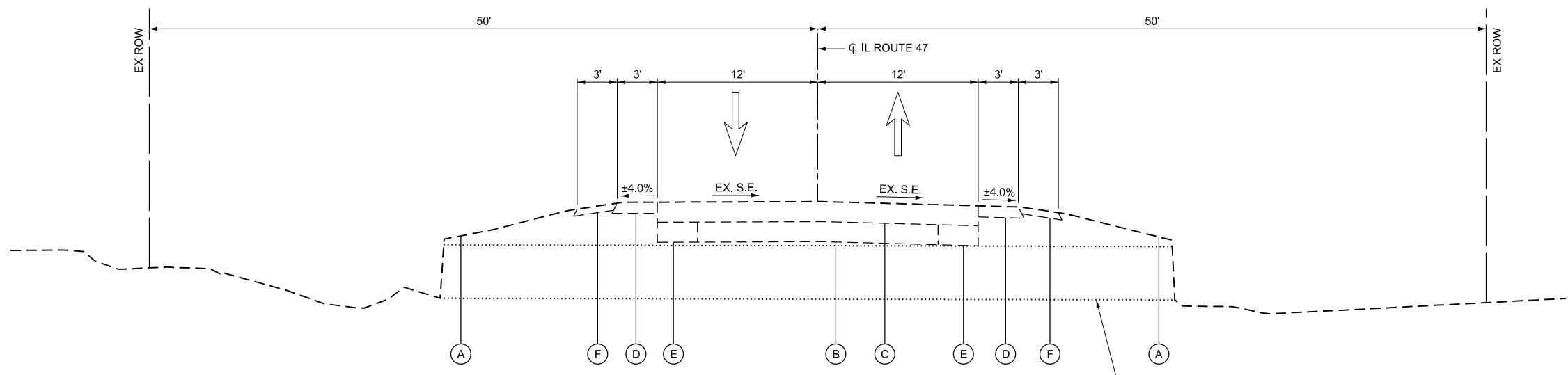
**SUMMARY OF QUANTITIES  
IL ROUTE 47**

SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.

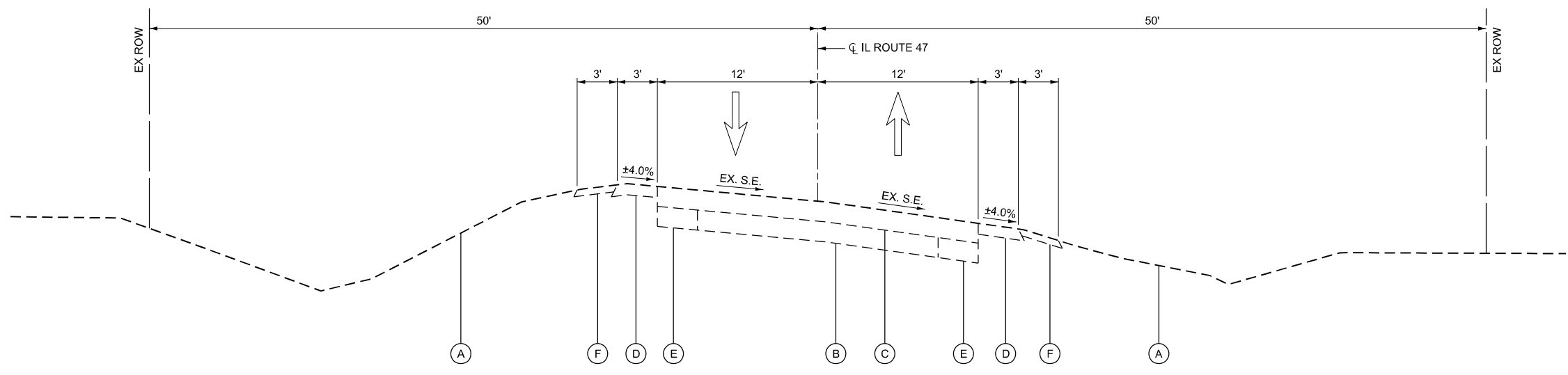
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	7
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**  
STA 1649+20.00 TO STA 1651+90.00



**EXISTING TYPICAL SECTION**  
1651+90.00 TO STA 1652+16.00



**EXISTING TYPICAL SECTION**  
STA 1652+16.00 TO STA 1655+60.00

**EXISTING LEGEND**

- (A) EXISTING GROUND
- (B) EXISTING 9" PCC PAVEMENT BASE COURSE
- (C) EXISTING 9" HOT-MIX ASHALT PAVEMENT
- (D) EXISTING 8" HOT-MIX ASHALT SHOULDER
- (E) EXISTING PCC PAVEMENT WIDENING
- (F) EXISTING AGGREGATE SHOULDER

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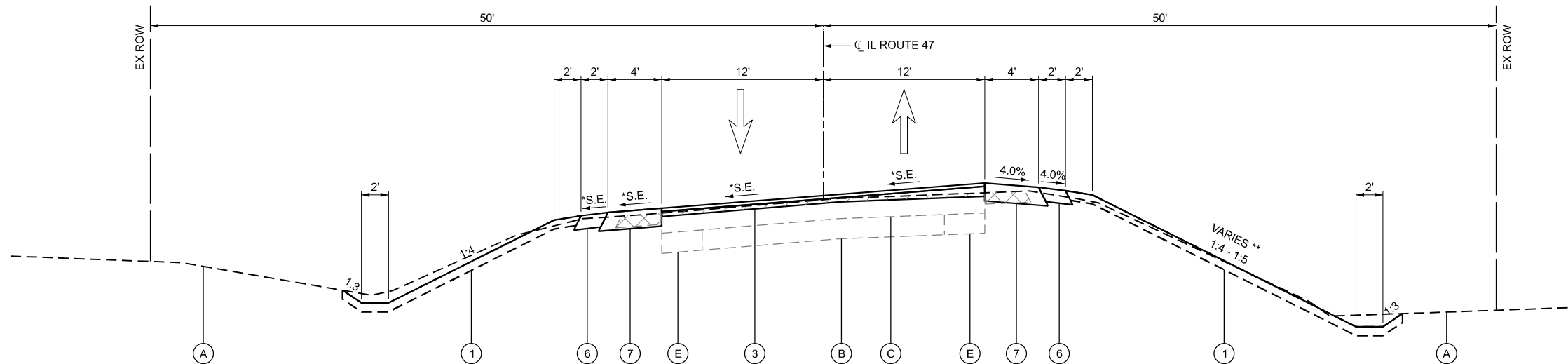
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**  
**IL ROUTE 47**  
**(EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

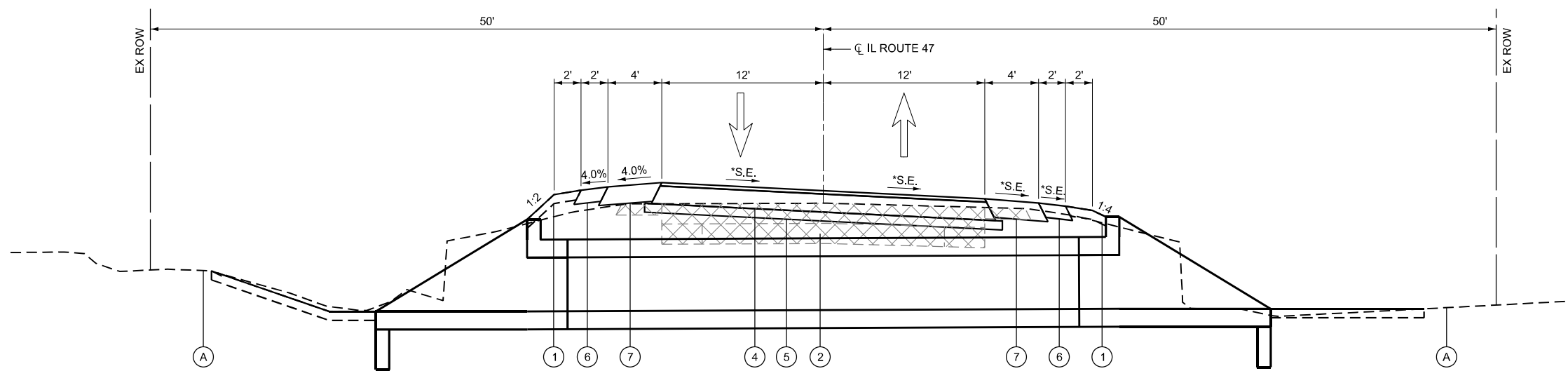
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	8
CONTRACT NO.			66M92	

ILLINOIS FED. AID PROJECT



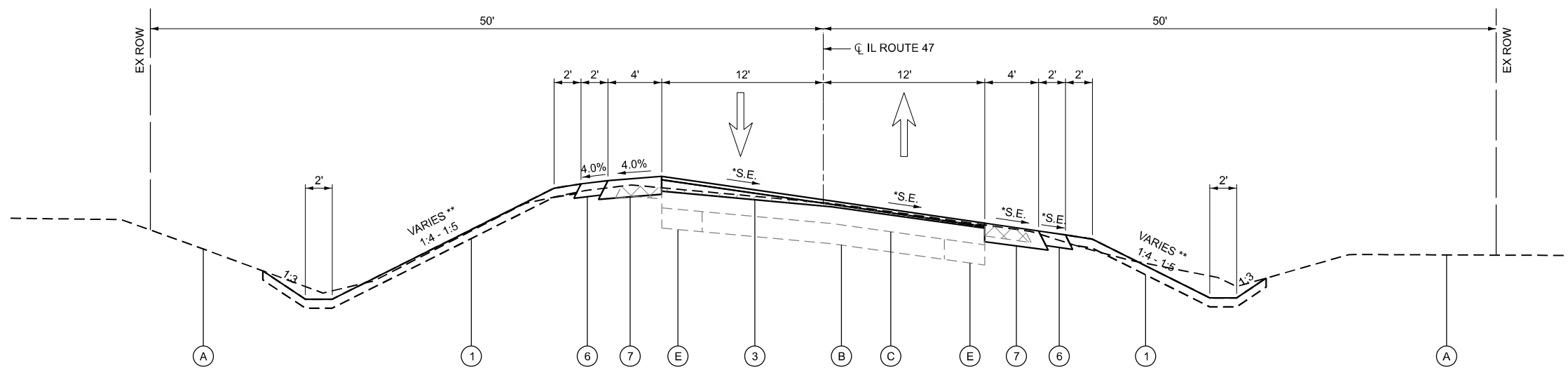
**PROPOSED TYPICAL SECTION**  
STA 1649+20.00 TO STA 1651+90.00

\* SEE SUPERELEVATION DETAIL SHEET  
 \*\* 1:5 LEFT SIDE FORESLOPE - STA 1649+20 TO STA 1649+75  
 TRANSITION LEFT SIDE FORESLOPE 1:5 TO 1:4 - STA 1649+75 TO STA 1650+00  
 1:4 LEFT SIDE FORESLOPE - STA 1650+00 TO STA 1651+90



**PROPOSED TYPICAL SECTION**  
1651+90.00 TO STA 1652+46.00

\* SEE SUPERELEVATION DETAIL SHEET



**PROPOSED TYPICAL SECTION**  
STA 1652+46.00 TO STA 1655+60.00

\*\* 1:4 RIGHT SIDE FORESLOPE - STA 1652+46 TO STA 1654+50  
 TRANSITION RIGHT SIDE FORESLOPE 1:4 TO 1:5 - STA 164+50 TO STA 1654+75  
 1:5 LEFT SIDE FORESLOPE - STA 1654+75 TO STA 1655+60

\* SEE SUPERELEVATION DETAIL SHEET  
 \*\* 1:4 LEFT SIDE FORESLOPE - STA 1652+46 TO STA 1655+10  
 TRANSITION LEFT SIDE FORESLOPE 1:4 TO 1:5 - STA 1655+10 TO STA 1655+35  
 1:5 LEFT SIDE FORESLOPE - STA 1655+35 TO STA 1655+60

**EXISTING LEGEND**

- (A) EXISTING GROUND
- (B) EXISTING 9" PCC PAVEMENT BASE COURSE
- (C) EXISTING 9" HOT-MIX ASHALT PAVEMENT
- (D) EXISTING 8" HOT-MIX ASHALT SHOULDER
- (E) EXISTING PCC PAVEMENT WIDENING
- (F) EXISTING AGGREGATE SHOULDER

**PROPOSED LEGEND**

- (1) FINISHED GRADE WITH 4" TOPSOIL
- (2) POROUS GRANULAR EMBANKMENT
- (3) HOT-MIX ASHALT PAVEMENT RESURFACING  
HOT-MIX ASHALT SURFACE COURSE, IL-9.5, MIX "C", N50; 1 1/2"  
HOT-MIX ASHALT BINDER COURSE, IL-9.5, N50;  
(DEPTH VARIES 1 1/2" TO 6")
- (4) HOT-MIX ASHALT PAVEMENT RECONSTRUCTION  
HOT-MIX ASHALT SURFACE COURSE, IL-9.5, MIX "C", N50; 1 1/2"  
HOT-MIX ASHALT BASE COURSE, 8"
- (5) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (6) AGGREGATE SHOULDERS, TYPE B 6"
- (7) HOT-MIX ASHALT SHOULDERS, 8"

**REMOVAL LEGEND**

- HOT-MIX ASHALT SURFACE REMOVAL, 1 1/2"  
STA 1649+20 TO STA 1650+25  
STA 1653+50 TO STA 1655+60
- PAVEMENT REMOVAL / PAVED SHOULDER REMOVAL

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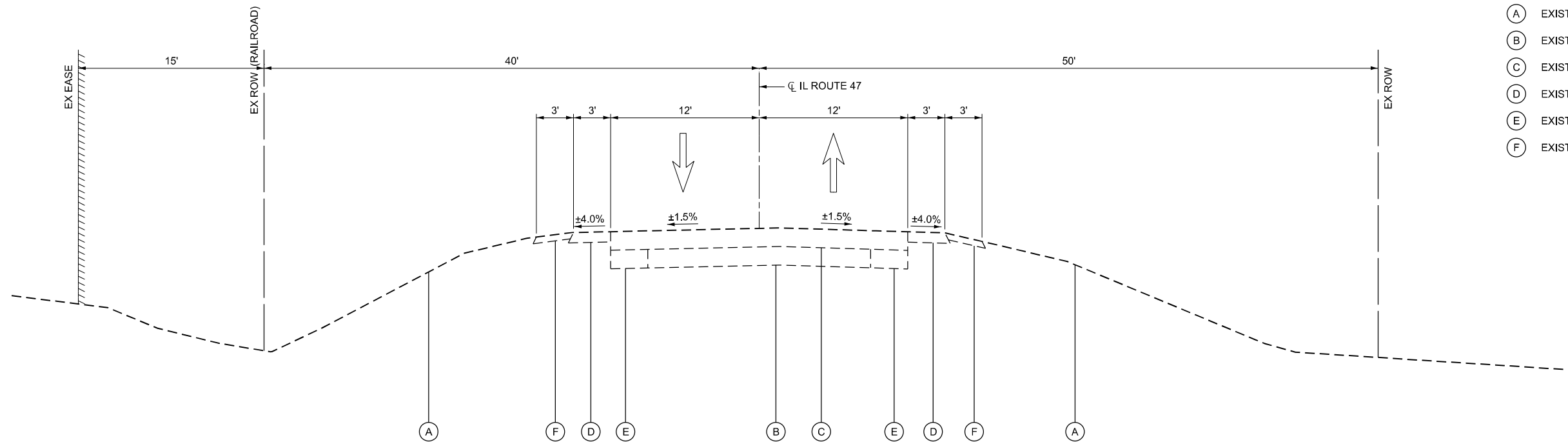
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>		
<b>IL ROUTE 47</b>		
<b>(EX S.N. 053-2588) PR S.N. 053-2600</b>		
SCALE: N.T.S.	SHEET 2 OF 2 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	9
				CONTRACT NO. 66M92
ILLINOIS FED. AID PROJECT				

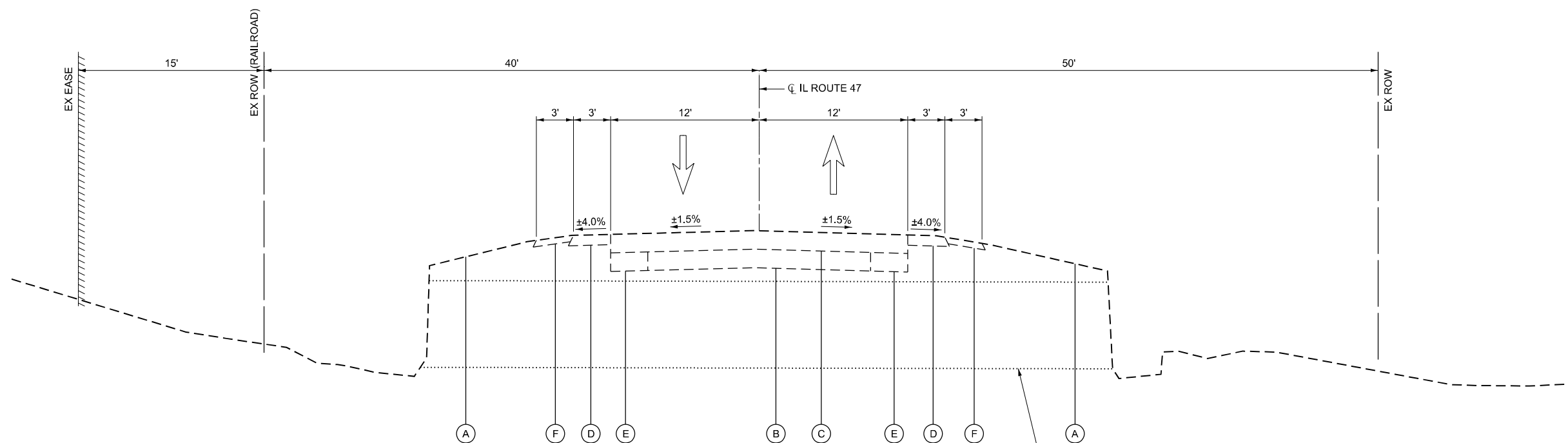
**EXISTING LEGEND**

- (A) EXISTING GROUND
- (B) EXISTING 9" PCC PAVEMENT BASE COURSE
- (C) EXISTING 9" HOT-MIX ASHALT PAVEMENT
- (D) EXISTING 8" HOT-MIX ASHALT SHOULDER
- (E) EXISTING PCC PAVEMENT WIDENING
- (F) EXISTING AGGREGATE SHOULDER



**EXISTING TYPICAL SECTION**

STA 1718+00.00 TO STA 1719+19.00  
STA 1719+45.00 TO STA 1720+60.00



**EXISTING TYPICAL SECTION**

STA 1719+19.00 TO STA 1719+45.00

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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

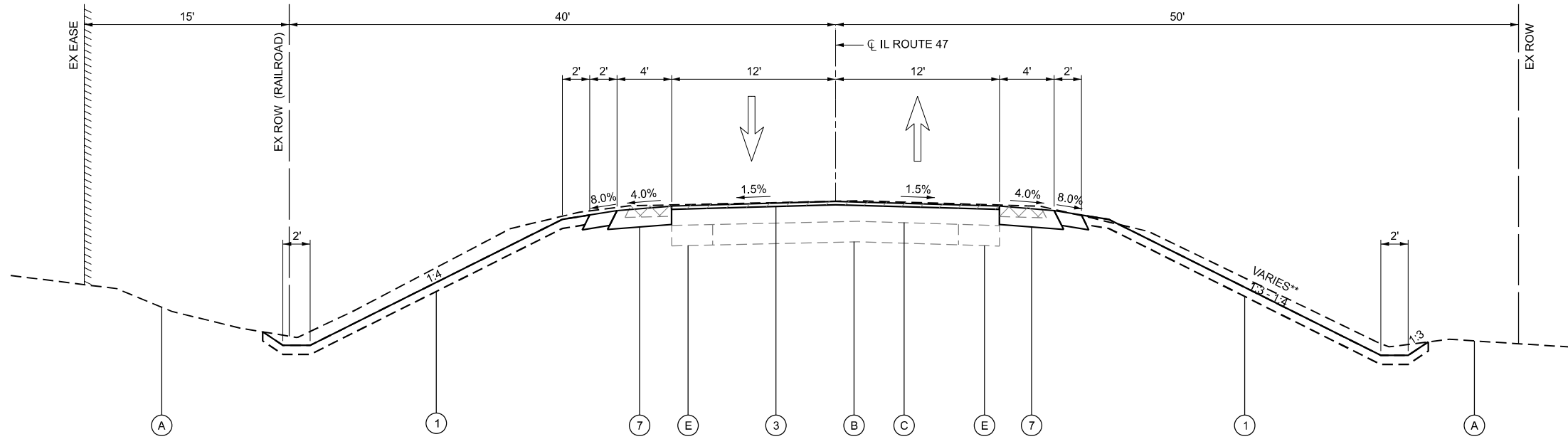
**TYPICAL SECTIONS  
IL ROUTE 47  
(EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	10
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				

**EXISTING LEGEND**

- (A) EXISTING GROUND
- (B) EXISTING 9" PCC PAVEMENT BASE COURSE
- (C) EXISTING 9" HOT-MIX ASHALT PAVEMENT
- (D) EXISTING 8" HOT-MIX ASHALT SHOULDER
- (E) EXISTING PCC PAVEMENT WIDENING
- (F) EXISTING AGGREGATE SHOULDER



**PROPOSED TYPICAL SECTION**

STA 1718+00.00 TO STA 1719+19.00  
 STA 1719+45.00 TO STA 1720+60.00

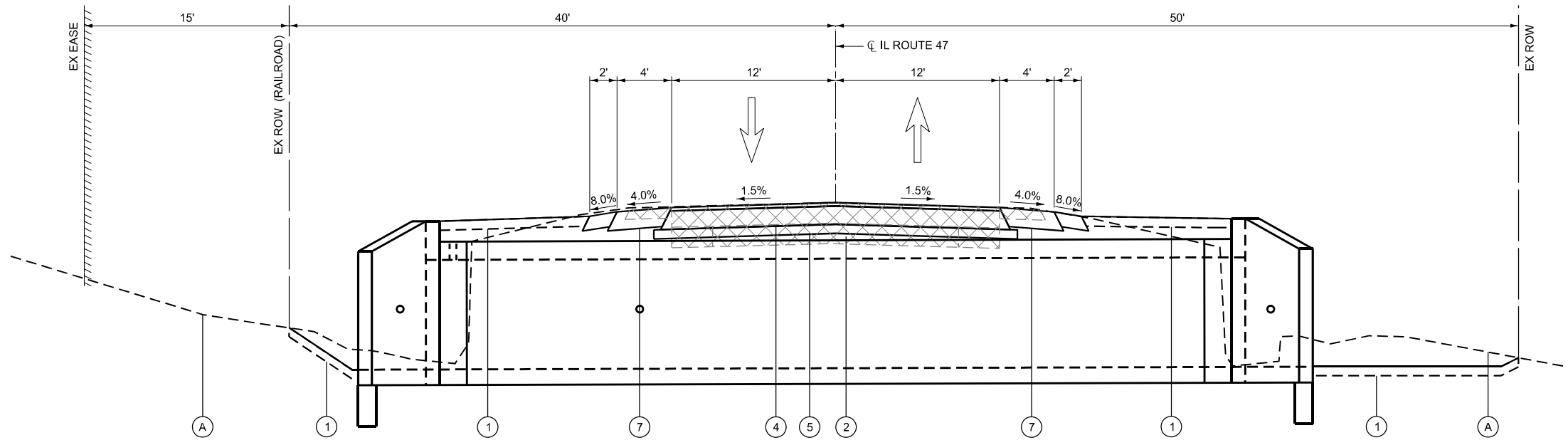
\*\* TRANSITION LEFT SIDE FORESLOPE 1:4 TO 1:3 - STA 1718+00 TO STA 1718+70  
 1:3 LEFT SIDE FORESLOPE - STA 1718+70 TO STA 1719+50  
 TRANSITION LEFT SIDE FORESLOPE 1:3 TO 1:4 - STA 1719+50 TO STA 1720+30  
 1:4 LEFT SIDE FORESLOPE - STA 1720+30 TO STA 1720+60

**PROPOSED LEGEND**

- (1) FINISHED GRADE WITH 4" TOPSOIL
- (2) POROUS GRANULAR EMBANKMENT
- (3) HOT-MIX ASHALT PAVEMENT RESURFACING  
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50; 1 1/2"
- (4) HOT-MIX ASHALT PAVEMENT RECONSTRUCTION  
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50; 1 1/2"  
HOT-MIX ASPHALT BASE COURSE, 8"
- (5) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (6) AGGREGATE SHOULDERS, TYPE B 6"
- (7) HOT-MIX ASHALT SHOULDERS, 8"

**REMOVAL LEGEND**

- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- PAVEMENT REMOVAL / PAVED SHOULDER REMOVAL



**PROPOSED TYPICAL SECTION**

STA 1719+19.00 TO STA 1719+45.00

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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS          IL ROUTE 47          (EX S.N. 053-2589) PR S.N. 053-2601</b>	
SCALE:	SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	11
CONTRACT NO. 66M92			ILLINOIS FED. AID PROJECT	

SEEDING, CLASS 2A						
ACRE	LOCATION					
	S.N. 2600					
0.34	STA	1649+20.0	TO	STA	1655+60.0	LT
0.27	STA	1649+20.0	TO	STA	1655+60.0	RT
0.61	SUB-TOTAL					
	S.N. 2601					
0.16	STA	1718+00.0	TO	STA	1720+57.0	LT
0.22	STA	1718+00.0	TO	STA	1720+57.0	RT
0.39	SUB-TOTAL					
<b>1.00</b>	<b>TOTAL</b>					

TEMPORARY DITCH CHECKS	
FOOT	LOCATION
	S.N. 2600
10	NE
10	NW
10	SE
10	SW
40	SUB-TOTAL
	S.N. 2601
10	NE
10	NW
10	SE
10	SW
40	SUB-TOTAL
<b>80</b>	<b>TOTAL</b>

NITROGEN, PHOSPHORUS, POTASSIUM FERTILIZER NUTRIENT						
POUND	LOCATION					
	S.N. 2600					
30.59	STA	1649+20.0	TO	STA	1655+60.0	LT
24.18	STA	1649+20.0	TO	STA	1655+60.0	RT
54.77	SUB-TOTAL					
	S.N. 2601					
11.25	STA	1718+00.0	TO	STA	1720+57.0	LT
16.62	STA	1718+00.0	TO	STA	1720+57.0	RT
27.86	SUB-TOTAL					
<b>83</b>	<b>TOTAL</b>					

PERIMETER EROSION BARRIER						
FOOT	LOCATION					
	S.N. 2600					
150.00	STA	1651+50.0	TO	STA	1653+00.0	LT
276.00	STA	1649+74.9	TO	STA	1652+50.0	RT
426.00	SUB-TOTAL					
	S.N. 2601					
260.00	STA	1718+00.0	TO	STA	1720+60.0	LT
261.00	STA	1718+00.0	TO	STA	1720+60.0	RT
521.00	SUB-TOTAL					
<b>947</b>	<b>TOTAL</b>					

EROSION CONTROL BLANKET						
SQ YD	LOCATION					
	S.N. 2600					
1645.03	STA	1649+20.0	TO	STA	1655+60.0	LT
1300.28	STA	1649+20.0	TO	STA	1655+60.0	RT
2945.31	SUB-TOTAL					
	S.N. 2601					
653.34	STA	1718+00.0	TO	STA	1720+57.0	LT
716.52	STA	1718+00.0	TO	STA	1720+57.0	RT
1369.86	SUB-TOTAL					
<b>4316</b>	<b>TOTAL</b>					

INLET AND PIPE PROTECTION			
EACH	LOCATION		
	S.N. 2600		
1	STA	1652+00.0	43.0' LT
1	STA	1652+00.0	43.0' RT
2	SUB-TOTAL		
	S.N. 2601		
1	STA	1719+32.1	33.6' LT
1	STA	1719+32.1	33.6' RT
2	SUB-TOTAL		
<b>4</b>	<b>TOTAL</b>		

TEMPORARY EROSION CONTROL SEEDING						
POUND	LOCATION					
	S.N. 2600					
101.96	STA	1649+20.0	TO	STA	1655+60.0	LT
80.60	STA	1649+20.0	TO	STA	1655+60.0	RT
182.56	SUB-TOTAL					
	S.N. 2601					
40.50	STA	1718+00.0	TO	STA	1720+57.0	LT
44.41	STA	1718+00.0	TO	STA	1720+57.0	RT
84.91	SUB-TOTAL					
<b>267</b>	<b>TOTAL</b>					

FILTER FABRIC						
SQ YD	LOCATION					
	S.N. 2600					
13.33	STA	000+00.0	TO	STA	000+00.0	LT
13.33	STA	000+00.0	TO	STA	000+00.0	RT
26.67	SUB-TOTAL					
	S.N. 2601					
13.33	STA	000+00.0	TO	STA	000+00.0	LT
13.33	STA	000+00.0	TO	STA	000+00.0	RT
26.67	SUB-TOTAL					
<b>54</b>	<b>TOTAL</b>					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
IL ROUTE 47

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	12
			CONTRACT NO. 66M92	
			ILLINOIS FED. AID PROJECT	

**EARTHWORK SCHEDULE**

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTH BALANCE WASTE (+) OR SHORTAGE (-)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)
IL ROUTE 47 S.N. 2600	259	195	22	173
IL ROUTE 47 S.N. 2601	256	192	155	37
<b>TOTAL</b>	<b>516</b>	<b>387</b>	<b>177</b>	<b>210</b>

**NOTES:**

1. ALL MATERIAL TO BE UTILIZED AS EMBANKMENT ON THIS PROJECT SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS INCLUDED IN THIS CONTRACT AT THE TIME OF LETTING.

**SHRINKAGE FACTORS**

EARTH EXCAVATION 25%

**PAY ITEMS**

20200100	EARTH EXCAVATION	516	CU YD
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**PAVEMENT SCHEDULE**

LOCATION	SUBBASE GRANULAR MATERIAL, TYPE B 4"		HOT-MIX ASPHALT BASE COURSE, 8"		BITUMINOUS MATERIALS (TACK COAT)		TEMPORARY RAMP		HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50		HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50		PAVEMENT REMOVAL		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		PAVED SHOULDER REMOVAL		AGGREGATE SHOULDERS, TYPE B 6"		HOT-MIX ASPHALT SHOULDERS, 8"	
	SQ YD		SQ YD		POUND		SQ YD		TON		TON		SQ YD		SQ YD		SQ YD		SQ YD		SQ YD	
	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT
<b>IL ROUTE 47</b>																						
<b>S.N. 053-2600</b>																						
STA 1649+20.00 TO STA 1651+90.00					323.4	324.8	13.3	13.3	165.8	124.1	30.2	30.3			140	140	90	90	59.9	59.5	119.5	120.2
STA 1651+90.00 TO STA 1652+16.00	40.4	40.4	34.7	34.7	46.8	46.8					2.9	2.9	35	35			8.7	8.7	5.8	5.8	11.6	11.6
STA 1652+16.00 TO STA 1655+60.00					414.6	411.0	13.3	13.3	131.3	72.5	38.7	38.4			281.9	278	114.7	114.7	77.5	77.8	155.3	150.1
<b>S.N. 053-2601</b>																						
STA 1718+00.00 TO STA 1719+19.00					71.4	71.4	6.7	6.7			13.3	13.3			158.7	158.7	39.7	39.7	26.4	26.4	52.9	52.9
STA 1719+19.00 TO STA 1719+45.00	40.4	40.4	34.7	34.7	46.8	46.8					2.9	2.9	35	35			8.7	8.7	5.8	5.8	11.6	11.6
STA 1719+45.00 TO STA 1720+60.00					69	69	6.7	6.7			12.9	12.9			153.3	153.3	38.3	38.3	25.6	25.6	51.1	51.1
<b>TOTALS:</b>	<b>162</b>		<b>139</b>		<b>1942</b>		<b>80</b>		<b>494</b>		<b>202</b>		<b>140</b>		<b>1464</b>		<b>600</b>		<b>402</b>		<b>800</b>	

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES  
IL ROUTE 47**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	13
			CONTRACT NO. 66M92	
ILLINOIS		FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

LOCATION	PAINT PAVEMENT MARKING		RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)	PAVEMENT MARKING REMOVAL GRINDING (SQ FT)	
	LINE - 4"	LINE - 6"				
	LANE LINE SOLID WHITE (FOOT)	LANE LINE 10' DASH 30' SKIP YELLOW (FOOT)	CL	CL	CL	
	LEFT	RIGHT	CL	CL	CL	
	<b>IL ROUTE 47</b>					
STA 1649+20.00 TO STA 1655+60.00	1284.0	1276.0	80.0	8.0	8.0	48.2
STA 1718+00.00 TO STA 1720+60.00	520.0	520.0	32.5	3.0	3.0	51.5
<b>TOTALS:</b>	<b>3,600</b>	<b>113</b>	<b>11</b>	<b>11</b>	<b>100</b>	

NOTE: QUANTITY FOR TWO (2) APPLICATIONS OF PAINT PAVEMENT MARKINGS HAS BEEN INCLUDED AND IS REQUIRED TO AVOID SHORT TERM FADING.

SIGN SCHEDULE

LOCATION	STANDARD NUMBER (NEW) DESCRIPTION (EXISTING)	REMOVE AND RELOCATE SIGN PANEL TYPE 1 (SQ FT)	REMOVE AND RELOCATE SIGN PANEL TYPE 2 (SQ FT)	WOOD SIGN SUPPORT (FOOT)	SIGN PLACEMENT	
		TYPE 1 (SQ FT)	TYPE 2 (SQ FT)		HEIGHT ABOVE EDGE OF PAVEMENT (FOOT)	CENTERLINE / PGL OFFSET (FOOT)
					(FOOT)	(FOOT)
<b>IL ROUTE 47</b>						
STA 1650+62.3	(SPEED LIMIT 35)	5.00		15.5	5.0	40.0' LT
STA 1650+62.4	(SPEED LIMIT 55)	5.00		15.5	5.0	33.7' RT
STA 1653+00.0	(CITY/POPULATION)		10.00	15.5	5.0	31.0' LT
<b>TOTALS:</b>		<b>10</b>	<b>10</b>	<b>47</b>		

MAINTENANCE OF TRAFFIC SCHEDULE

LOCATION	TEMPORARY BRIDGE TRAFFIC SIGNALS (EACH)	TEMPORARY RUMBLE STRIPS (EACH)		SHORT TERM PAVEMENT MARKING LANE LINE YELLOW (FOOT)	SHORT TERM PAVEMENT MARKING REMOVAL (SQ FT)	TEMP PAVEMENT MK - TYPE IV TAPE				TEMPORARY CONCRETE BARRIER (FOOT)	PINNING TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS TEMPORARY NON-REDIRECTIVE TEST LEVEL 3 (EACH)		IMPACT ATTENUATORS RELOCATE NON-REDIRECTIVE TEST LEVEL 3 (EACH)			
		LEFT	RIGHT			LINE - 4"		LINE - 24"					LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT
						LANE LINE SOLID WHITE (FOOT)	STOP BAR SOLID WHITE (FOOT)	LEFT	RIGHT									
		LEFT	RIGHT			CL	CL	LEFT	RIGHT				LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT
<b>STAGE I</b>																		
S.N. 053-2600	1	3	3			626.0	578.0	12.0	12.0	175.0	84.0		1.0	1.0				
S.N. 053-2601	1	3	3			598.0	600.0	12.0	12.0	175.0	84.0		1.0	1.0				
<b>STAGE II</b>																		
S.N. 053-2600		3	3	307.0	102.33	612.0	610.0	12.0	12.0		84.0	175.0			1.0	1.0		
S.N. 053-2601		3	3	117.0	39.00	614.0	612.0	12.0	12.0		84.0	175.0			1.0	1.0		
<b>TOTALS:</b>	<b>2</b>	<b>24</b>	<b>424</b>	<b>142</b>	<b>4,850</b>	<b>96</b>	<b>350</b>	<b>336</b>	<b>350</b>	<b>4</b>	<b>4</b>							

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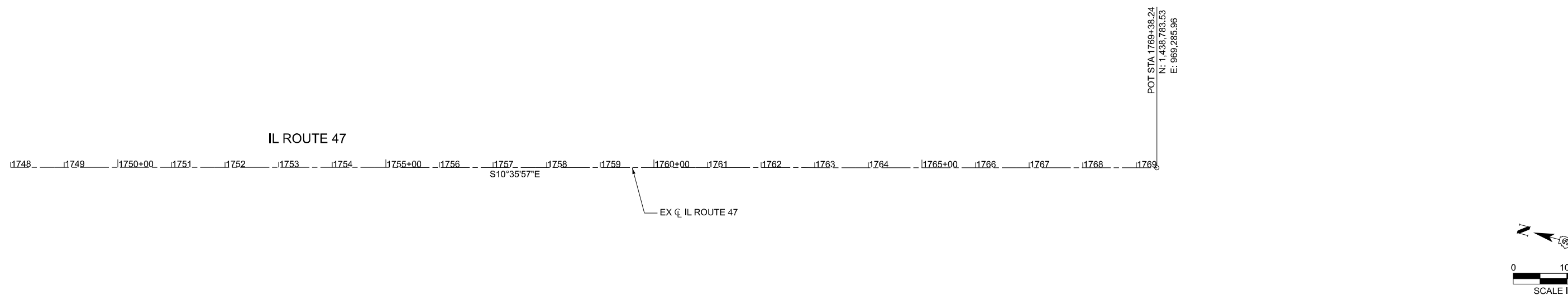
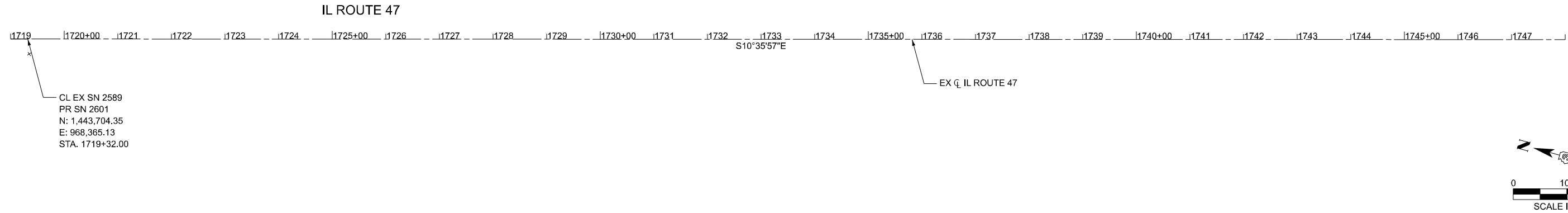
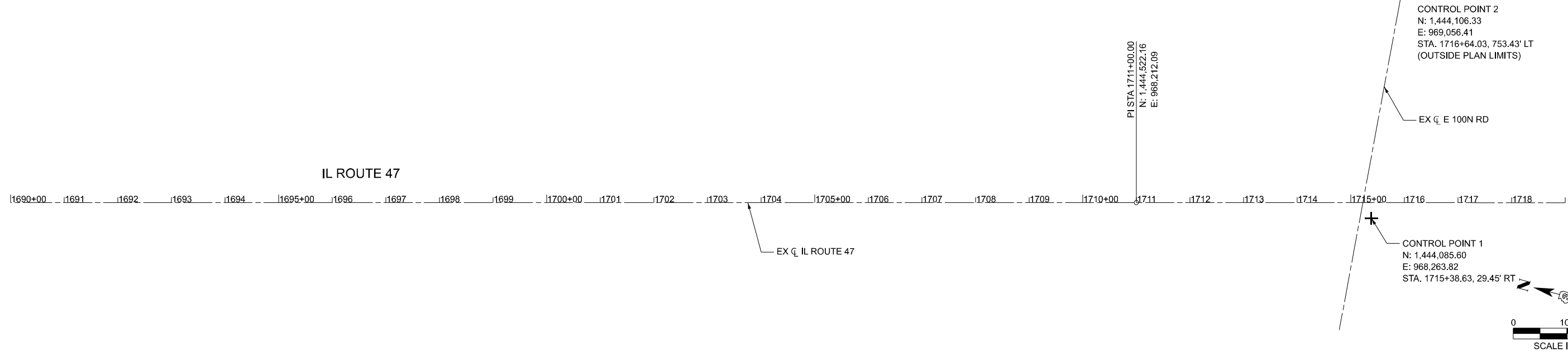
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
IL ROUTE 47

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	14
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		





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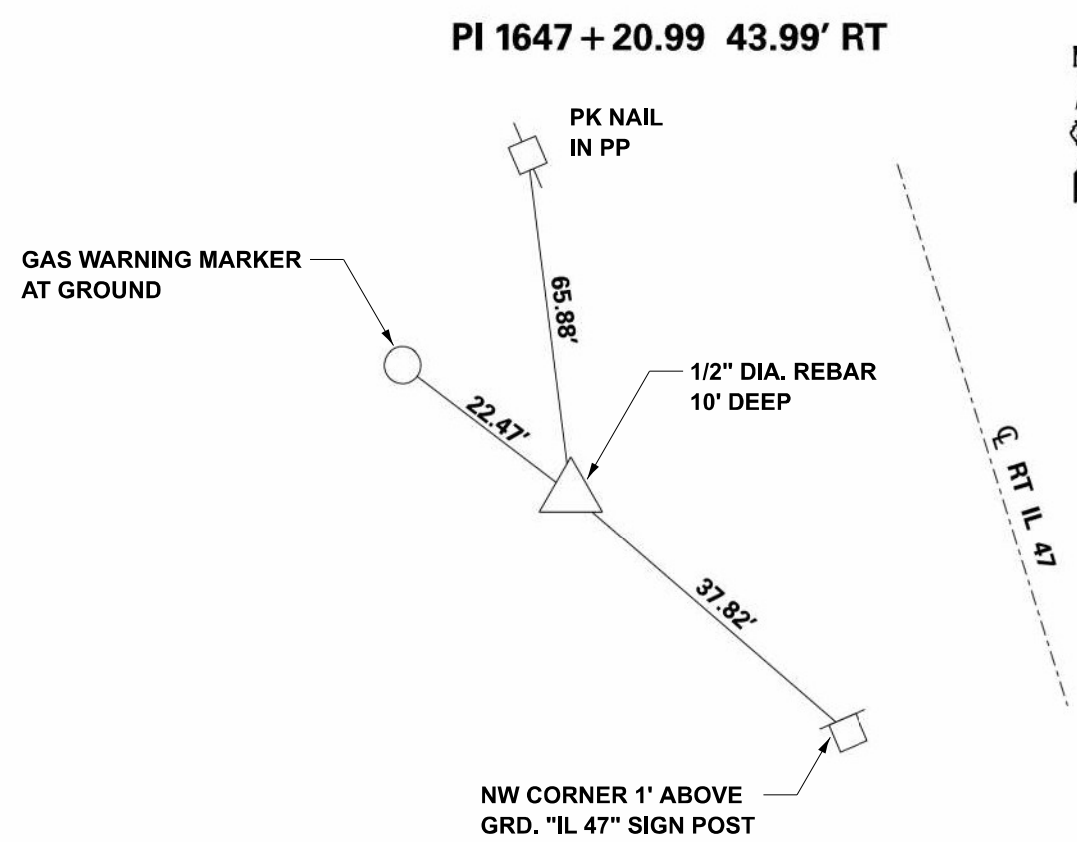
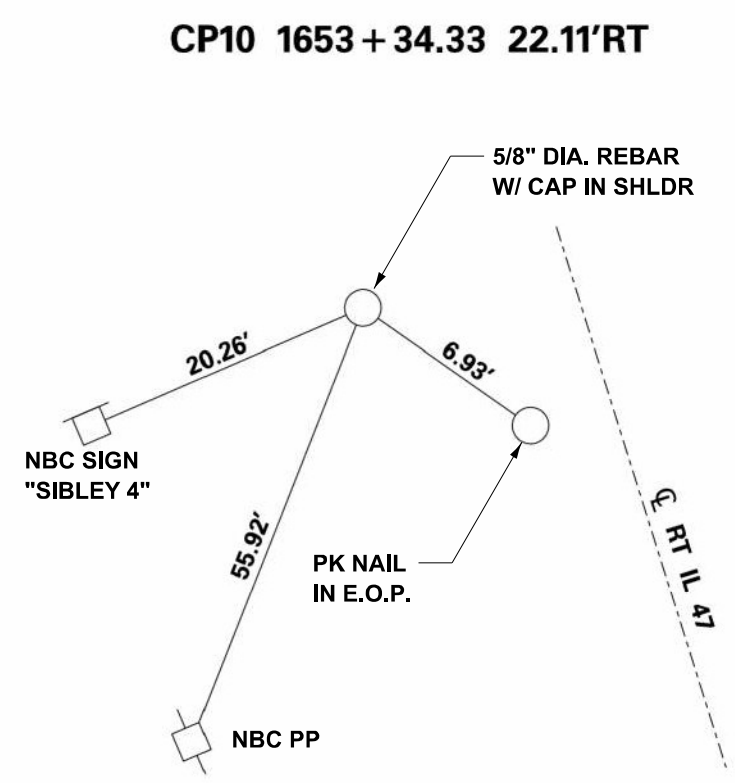
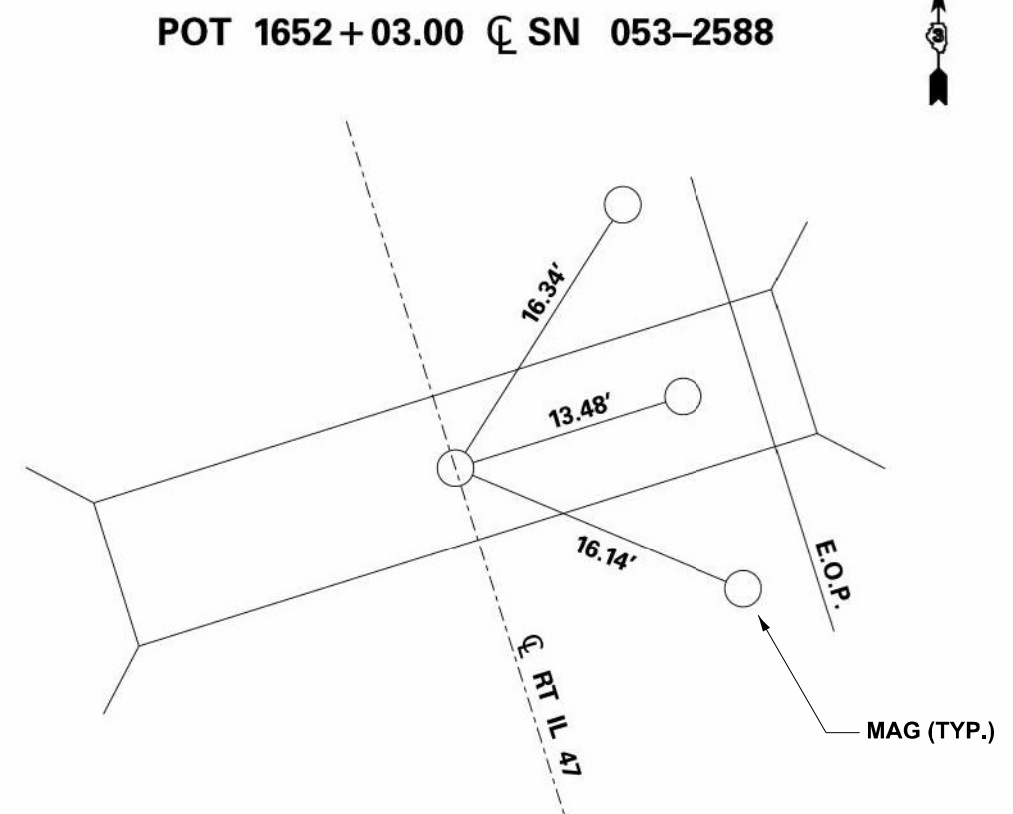
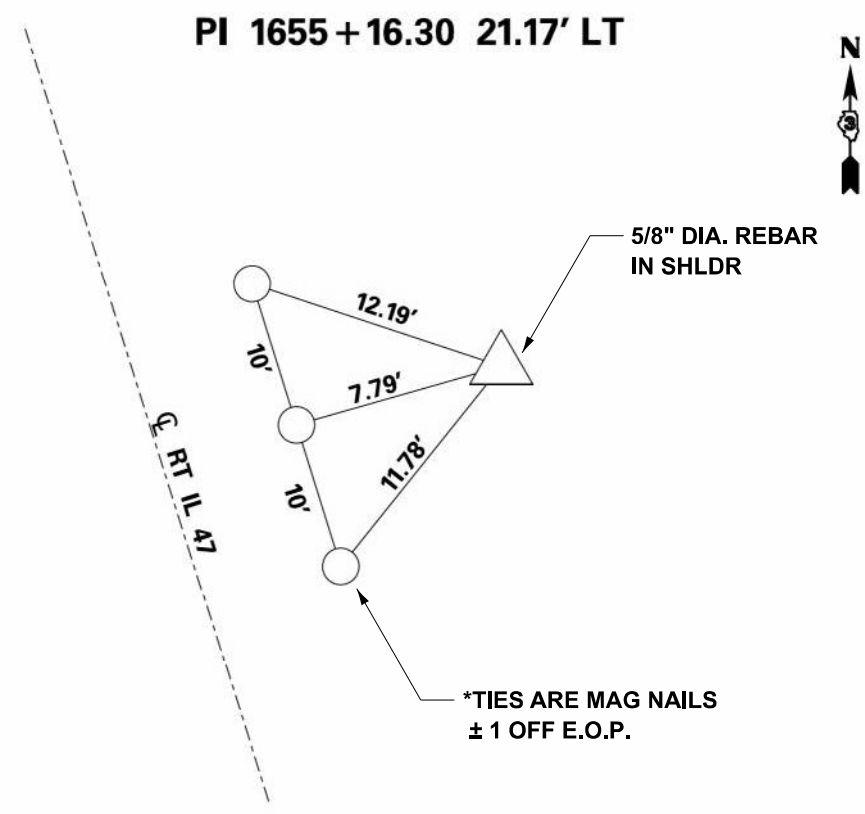
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	PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

**ALIGNMENT, TIES, AND BENCHMARKS**  
**IL ROUTE 47**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	16
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

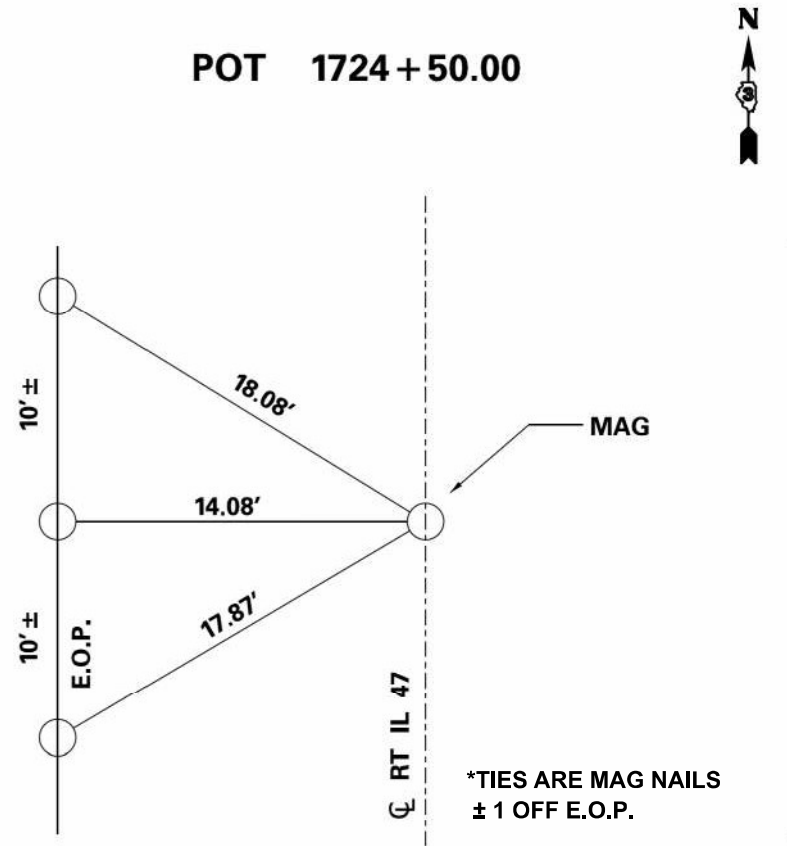
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES, AND BENCHMARKS  
IL ROUTE 47**

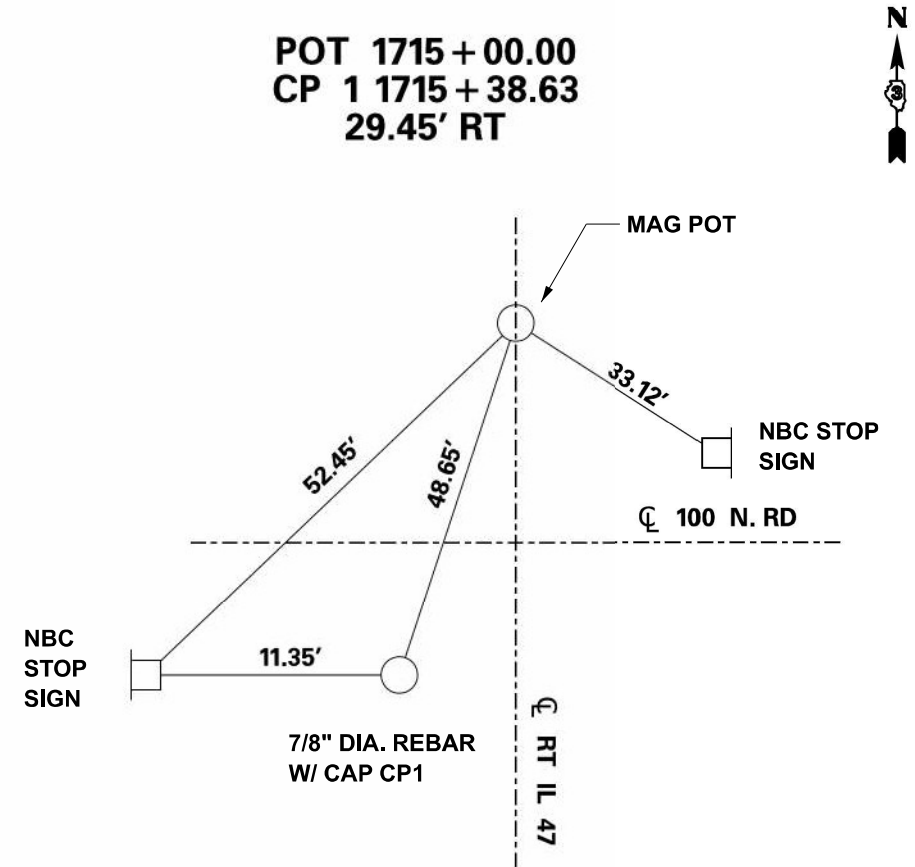
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				

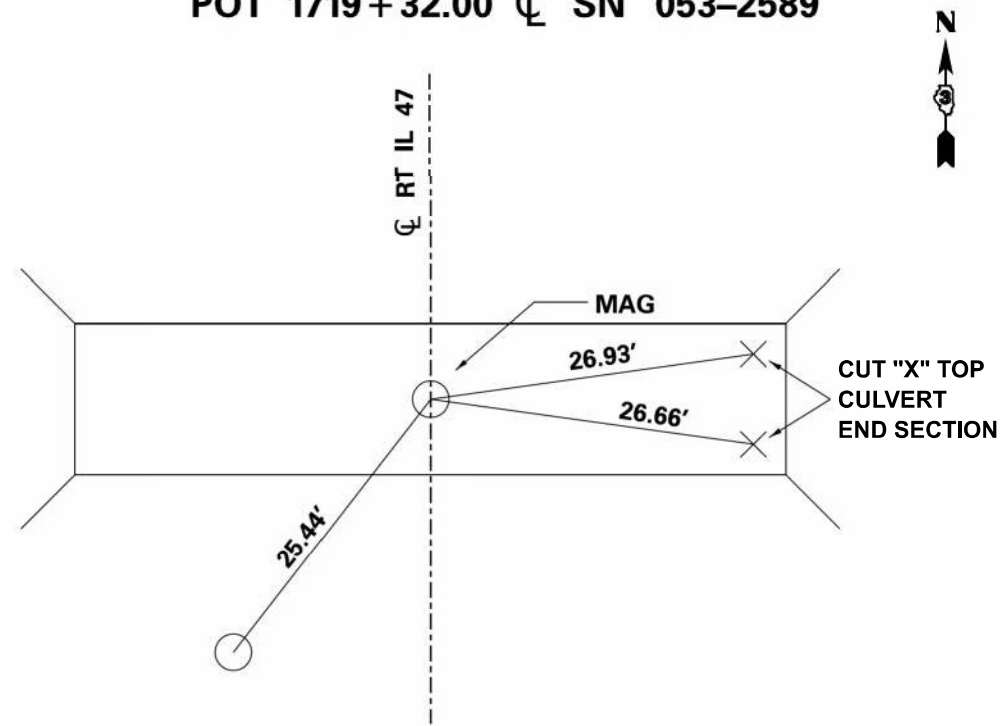
POT 1724 + 50.00



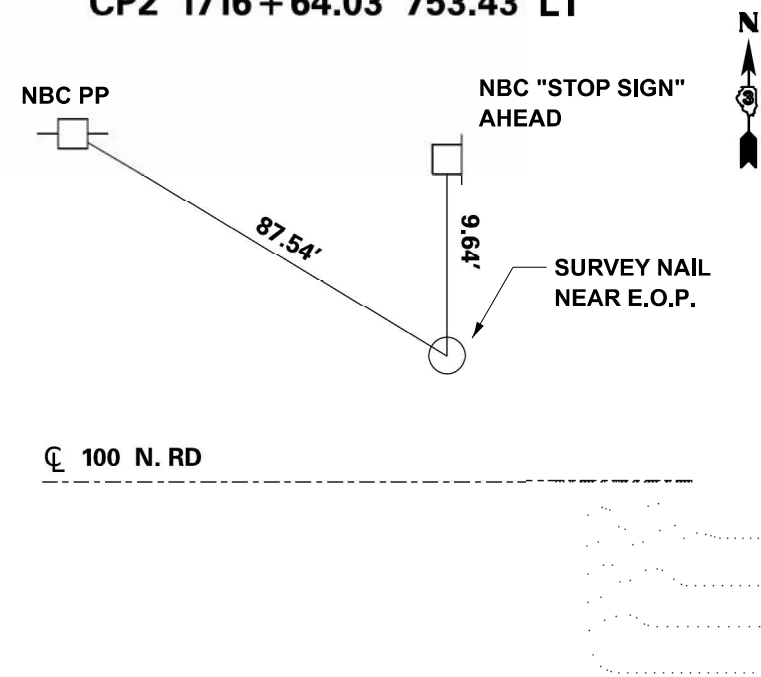
POT 1715 + 00.00  
CP 1 1715 + 38.63  
29.45' RT



POT 1719 + 32.00 CL SN 053-2589



CP2 1716 + 64.03 753.43' LT



MODEL: SN - 4  
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DEPARTMENT OF TRANSPORTATION

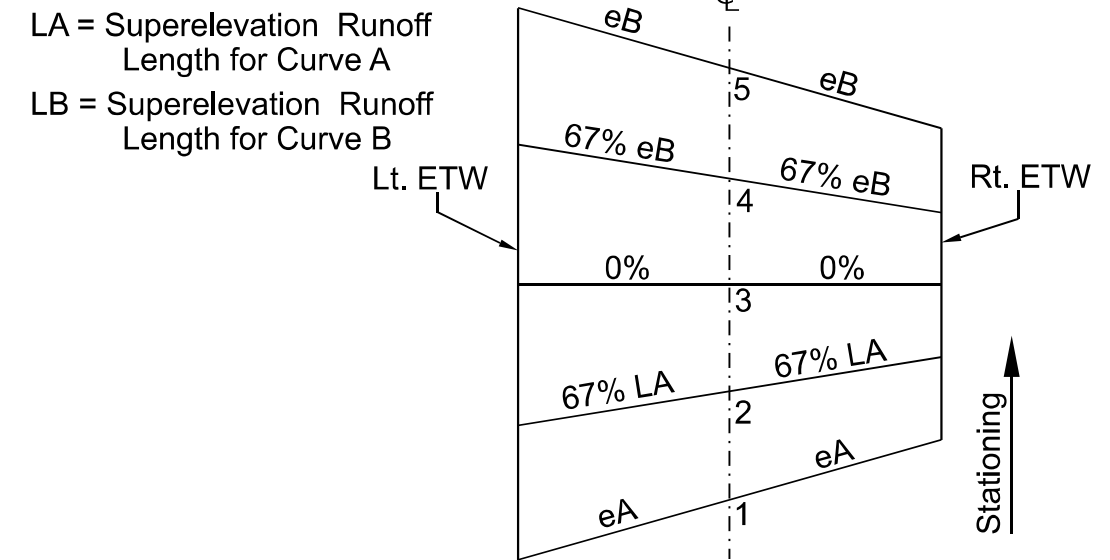
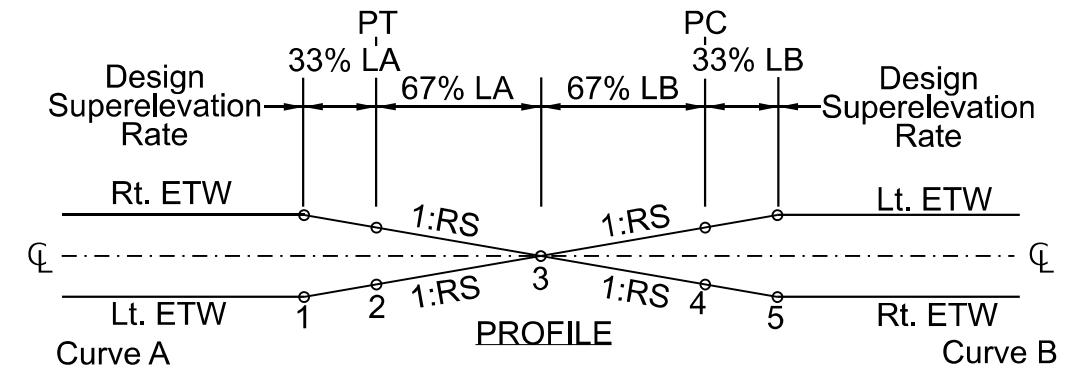
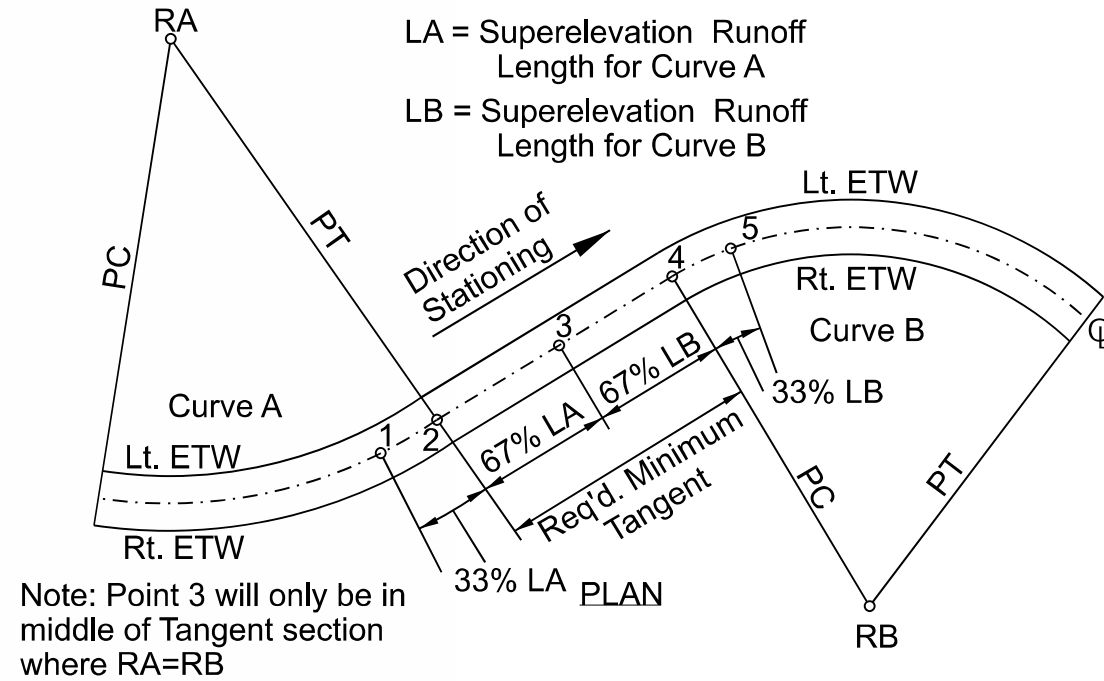
ALIGNMENT, TIES, AND BENCHMARKS  
IL ROUTE 47

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	18
CONTRACT NO. 66M92			ILLINOIS FED. AID PROJECT	

EX CURVE A  
 PI STA = 1647+20.99  
 $\Delta = 33^\circ 23' 06''$  (LT)  
 $D = 05^\circ 43' 46''$   
 $R = 1,000.00'$   
 $T = 299.87'$   
 $L = 582.68'$   
 $E = 43.99'$   
 $e = 5.7\%$   
 PC STA = 1644+21.12  
 PT STA = 1650+03.80

EX CURVE B  
 PI STA = 1655+16.30  
 $\Delta = 22^\circ 55' 44''$  (RT)  
 $D = 05^\circ 30' 33''$   
 $R = 1,040.00'$   
 $T = 210.92'$   
 $L = 416.19'$   
 $E = 21.17'$   
 $e = 7.25\%$   
 PC STA = 1653+05.38  
 PT STA = 1657+21.57



REVERSE CURVE	1	2	3	4	5
STATIONING	1649+20.00	1650+03.80	1650+95.00	1653+05.38	1653+90.00
SUPER EL. RATE	5.7%	3.8%	0%	4.83%	7.25%
	47.9%	52.1%	100%	71.3%	28.7%
LA	83.8'	91.2'	175'		
LB			295'	210.4'	84.6'

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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

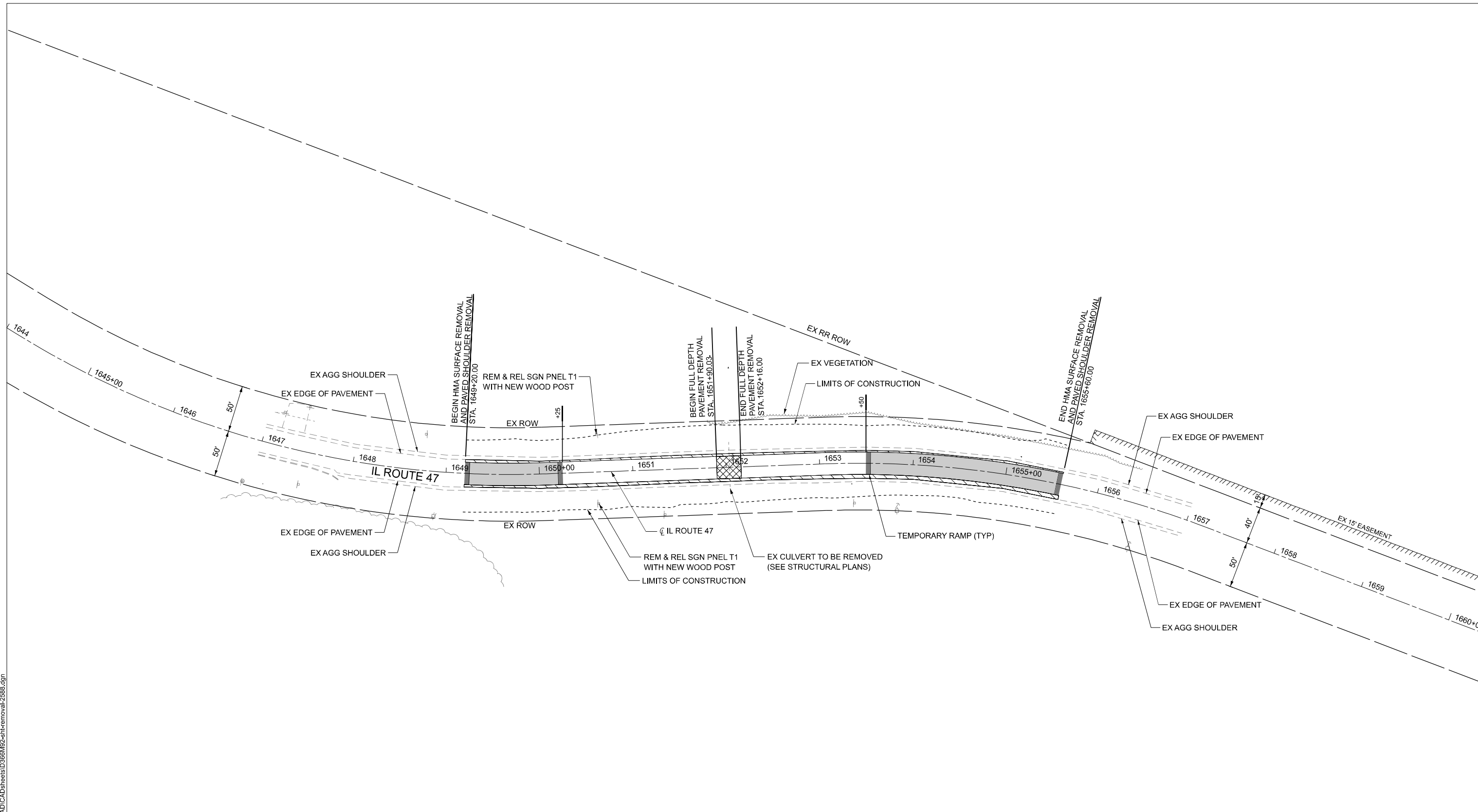
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPER ELEVATION DETAILS  
 IL ROUTE 47




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

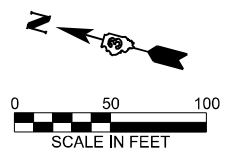
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326	(125)CR-2588,CR-2589	LIVINGSTON	69	19
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				

MODEL: SH - 1  
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**LEGEND**

-  PAVEMENT REMOVAL
-  HOT MIX ASPHALT SURFACE REMOVAL, 1 1/2"
-  PAVED SHOULDER REMOVAL



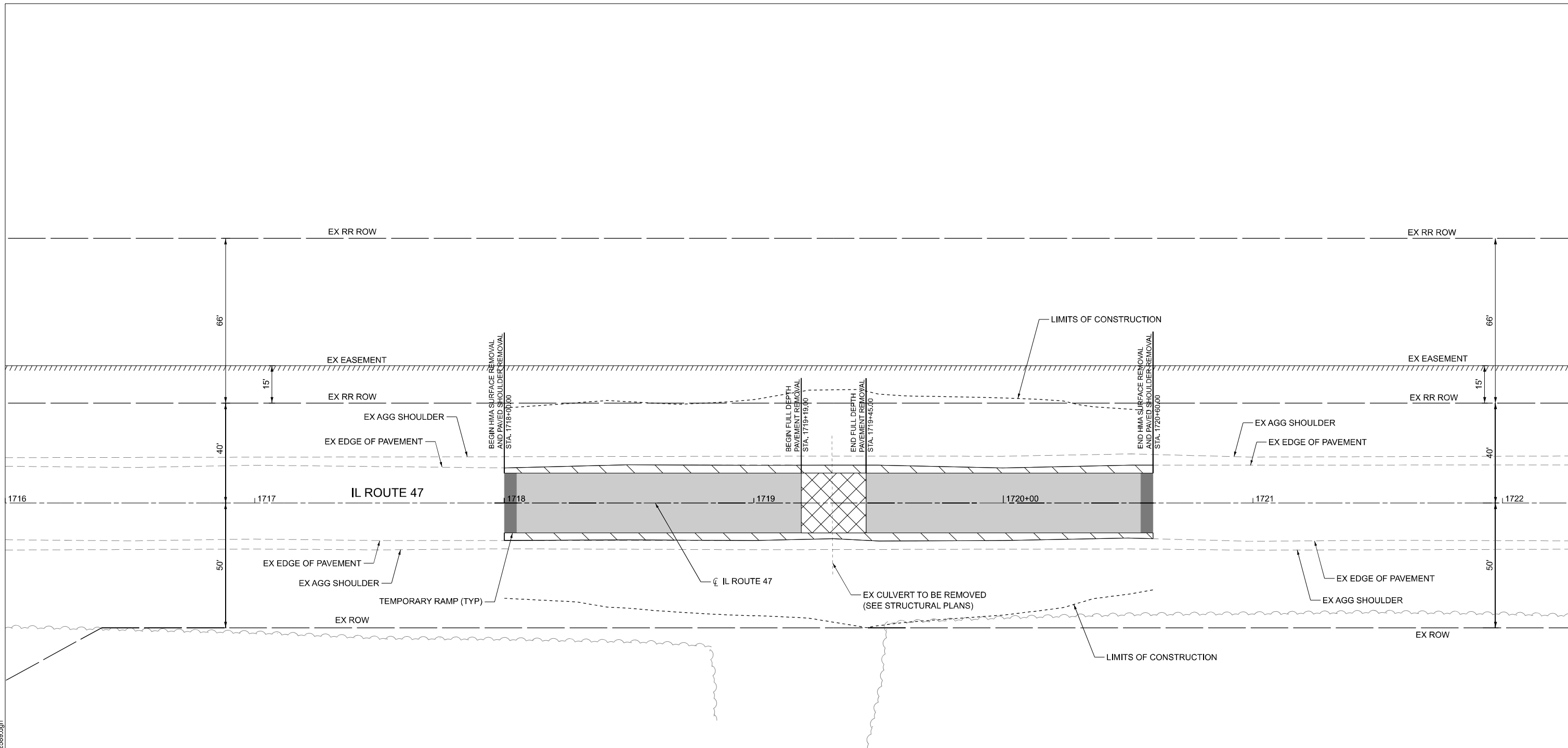
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
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
**REMOVAL PLANS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600**

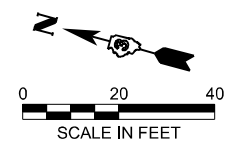
SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	20
CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  PAVEMENT REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
-  PAVED SHOULDER REMOVAL



MODEL: SH - 1  
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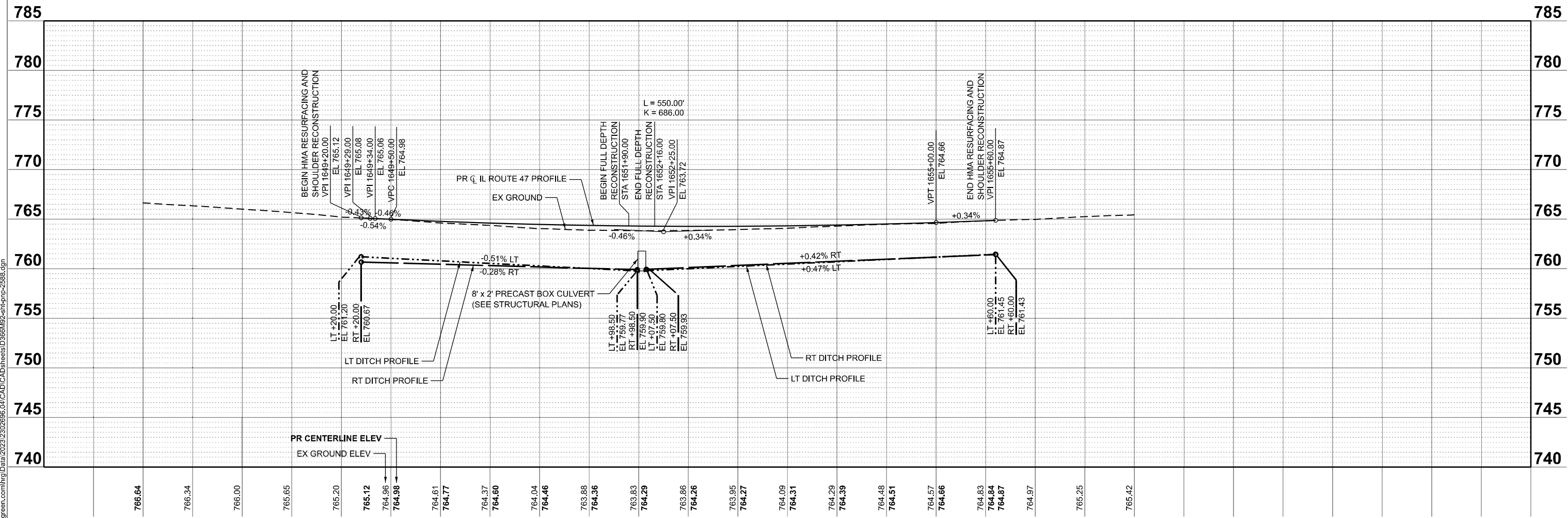
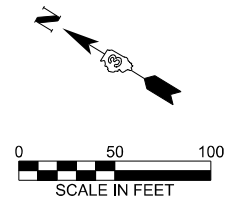
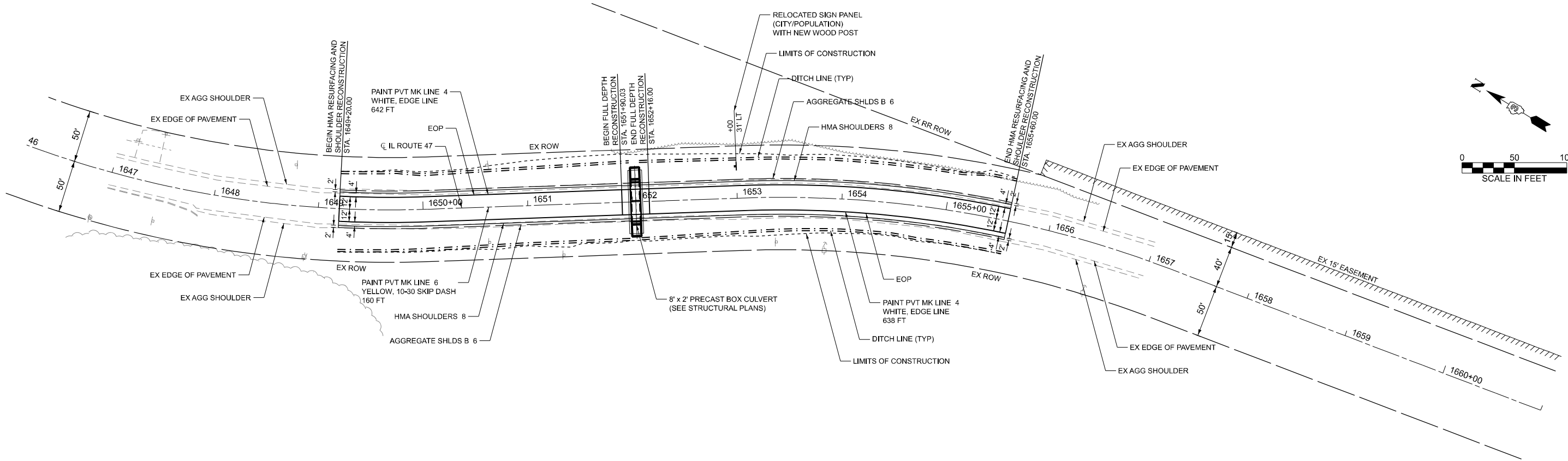
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DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS  
IL ROUTE 47  
(EX S.N. 053-2589) PR S.N. 053-2601**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	21
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



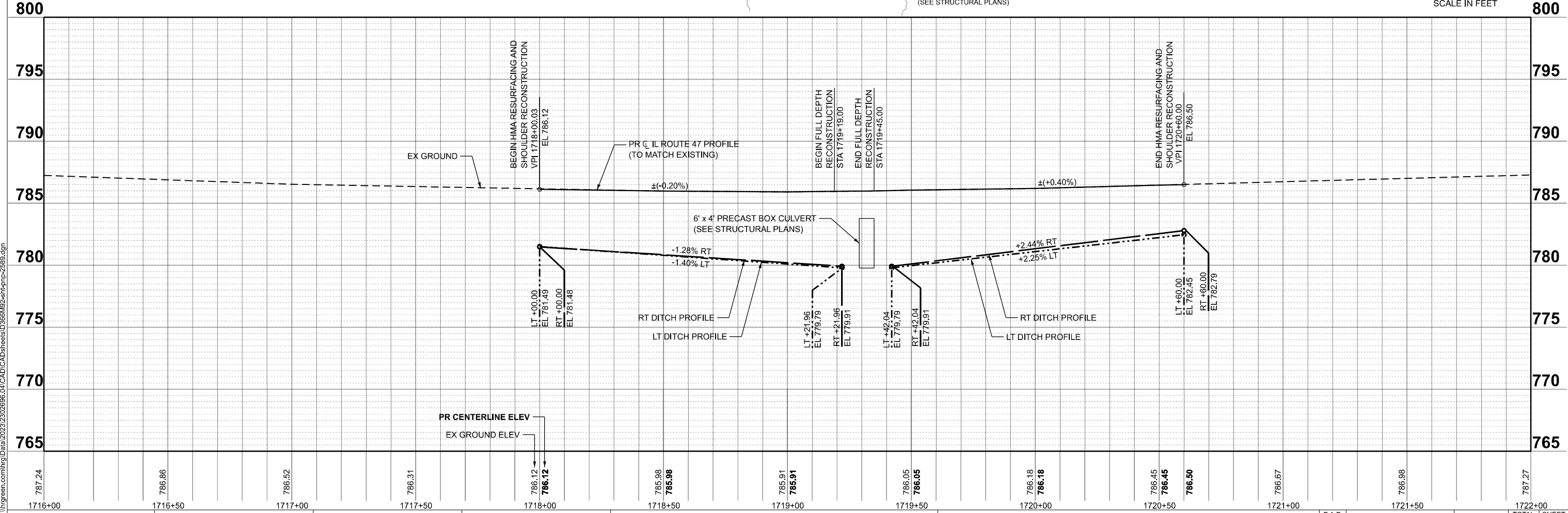
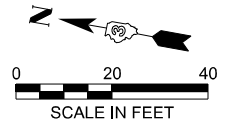
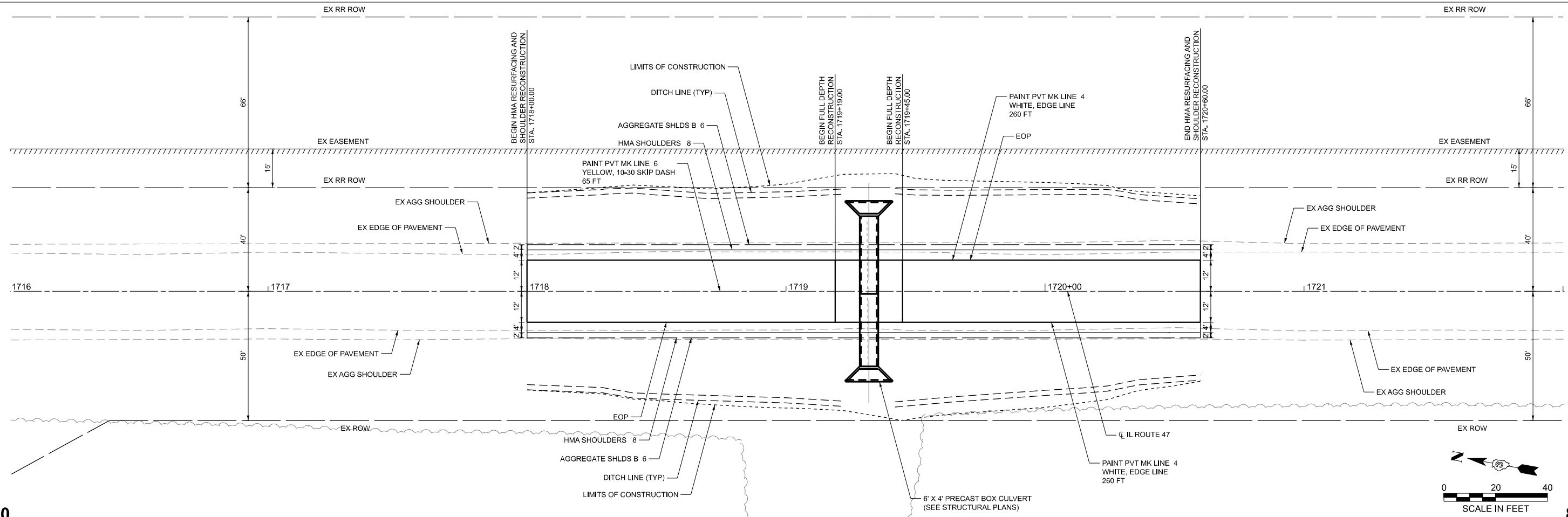
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PLAN AND PROFILE</b> <b>IL ROUTE 47</b> <b>(EX S.N. 053-2588) PR S.N. 053-2600</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		326	(125)CR-2588,CR-2589	LIVINGSTON	69	22
SCALE: 1"=50'	SHEET 1 OF 2 SHEETS	STA. 1646+00.00	TO STA. 1661+00.00	CONTRACT NO. 66M92		
				ILLINOIS	FED. AID PROJECT	



MODEL: SH-1  
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

**PLAN AND PROFILE**  
**IL ROUTE 47**  
**(EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: 1"=20'  
 SHEET 2 OF 2 SHEETS  
 STA. 1716+00.00 TO STA. 1722+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	23
CONTRACT NO. 66M92			ILLINOIS FED. AID PROJECT	

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. THE SUGGESTED SEQUENCE OF OPERATIONS AND CONSTRUCTION STAGING DOES NOT, NOR IS IT INTENDED TO, DEPICT ALL OF THE WORK REQUIRED BY THE CONTRACTOR FOR STAGING OPERATIONS THROUGHOUT THE CONTRACT. THE SUGGESTED SEQUENCE OF CONSTRUCTION IS PROVIDED AS A GUIDE FOR THE CONTRACTOR'S USE TO ESTABLISH THE NECESSARY GUIDELINES FOR EFFICIENT TRAFFIC OPERATION DURING THE DURATION OF THE CONTRACT.
2. THE TEMPORARY TRAFFIC CONTROL SHOWN ON THE PLANS IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED BY IDOT STANDARDS AND SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
3. THE CONTRACTOR MAY DESIRE TO MAKE REVISIONS OR MODIFICATIONS TO THE SEQUENCE OF CONSTRUCTION OR THE MAINTENANCE OF TRAFFIC PLANS. ALL CHANGES MUST BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS MAY REQUIRE ADDITIONAL TRAFFIC CONTROL TO BE INSTALLED OTHER THAN THOSE INDICATED IN THE PLANS. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC OPERATIONS REQUESTED BY THE CONTRACTOR REQUIRING ADDITIONAL SIGNING, BARRICADES, FLAGGING, OR OTHER TRAFFIC CONTROL DEVICES SHALL BE AT THE CONTRACTOR'S EXPENSE.
4. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER A MINIMUM OF 72 HOURS IN ADVANCE OF ANY CHANGE IN STAGING.
5. ALL TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. ALL TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES SHALL BE IN PLACE AT THE BEGINNING OF EACH STAGE AND SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THAT STAGE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. ALL TRAFFIC CONTROL WARNING SIGNS AND ASSOCIATED SIGNING SHALL HAVE BLACK LEGENDS AND BORDERS ON FLUORESCENT ORANGE REFLECTIVE SHEETING.
7. TRAFFIC CONTROL DEVICES SHALL BE REMOVED OR COVERED IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY OR APPLICABLE. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE DELINEATOR INSTALLED TO THE SATISFACTION OF THE ENGINEER.
8. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC SHALL BE REMOVED. MARKINGS REMOVED SHALL BE REMOVED WITH GRINDING METHODS.
9. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ENTRANCES AND APPROACHES AT ALL TIMES AS INDICATED IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.
11. THE CONTRACTOR SHALL CONSTRUCT ALL SUBSURFACE UTILITY STRUCTURES (DRAINAGE, SANITARY, WATER MAIN, ETC.) WITHIN THE CLEAR ZONE AND LEFT IN A TEMPORARY CONDITION SO AS NOT TO PRESENT A POINT HAZARD FOR OFF-THE-ROAD VEHICLES DURING SUBSEQUENT STAGES OF CONSTRUCTION.
12. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUESTS MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO (2) HOURS FROM NOTIFICATION.

**MAINTENANCE OF TRAFFIC STAGING SEQUENCE**

PRE-STAGE

1. THE ORDER IN WHICH EACH CULVERT IS CONSTRUCTED SHALL BE DETERMINED BY THE CONTRACTOR. THE FOLLOWING STAGING SEQUENCE APPLIES TO BOTH CULVERTS.

STAGE IA

2. COORDINATE AND INSTALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AND THE DEWATERING OF WATERWAY WITHIN THE ENTIRE PROJECT AREA. CONTRACTOR SHALL INSTALL PERIMETER EROSION BARRIER AT THIS TIME.
3. ALL WORK IN STAGE IA WILL BE COMPLETED UNDER IDOT TRAFFIC CONTROL STANDARDS 701006, 701201 AND 701326.

STAGE IB

1. SET UP TEMPORARY STAGE IB TRAFFIC CONTROL, WHICH INCLUDES THE TEMPORARY CONCRETE BARRIER WALL, SIGNAGE, DRUMS/BARRICADES, STRIPING AND ATTENUATORS ETC. FROM STA. 1649+21 TO STA. 1655+99, (EX SN 053-2588) AND FROM STA. 1716+09 TO STA. 1722+27, (EX SN 053-2589).
2. SET UP TEMPORARY PORTABLE TRAFFIC SIGNALS AT EACH END OF THE PROJECT.
3. CONSTRUCT TEMPORARY SHEET PILING, COFFERDAMS, AND TEMPORARY BYPASS AND PUMPING OPERATIONS. PLACE ADDITIONAL EROSION CONTROL AS NEEDED.
4. MOVE TRAFFIC ONTO STAGE IB LANE CONFIGURATION AS SHOWN ON THE PLANS AND FOLLOWING IDOT TRAFFIC CONTROL STANDARD 701321.
5. REMOVE EXISTING ROADWAY PAVEMENT, SHOULDER, AND CULVERT TO THE RIGHT OF THE CENTERLINE.
6. PREPARE THE SUBBASE AND CONSTRUCT THE CULVERT, CULVERT HEADWALLS AND WINGWALLS TO THE RIGHT OF THE CENTERLINE. GRADE EMBANKMENT AND DITCHES, CONSTRUCT SUBGRADE, AGGREGATE BASES, SHOULDERS, AND ROADWAY PAVEMENT, WITH THE EXCEPTION OF THE FINAL SURFACE COURSE LIFT, TO THE RIGHT OF THE CENTERLINE.
7. REPLACE OR REPAIR ANY TEMPORARY SHEET PILING, COFFERDAMS, TEMPORARY BYPASS AND PUMPING OPERATIONS OR ANY EROSION CONTROL MEASURES DAMAGED OR REMOVED DURING CONSTRUCTION.

STAGE II

1. SET UP TEMPORARY STAGE II TRAFFIC CONTROL, WHICH INCLUDES RELOCATION OF THE TEMPORARY CONCRETE BARRIER WALL, SIGNAGE, DRUMS/BARRICADES, STRIPING AND ATTENUATORS, ETC. FROM STA. 1649+21 TO STA. 1655+99, (EX SN 053-2588) AND FROM STA. 1716+09 TO STA. 1722+27, (EX SN 053-2589).
2. RELOCATE TEMPORARY PORTABLE TRAFFIC SIGNALS AT EACH END OF THE PROJECT, FOR STAGE II LANE CONFIGURATION.
3. CONSTRUCT TEMPORARY SHEET PILING, COFFERDAMS, AND TEMPORARY BYPASS AND PUMPING OPERATIONS. PLACE ADDITIONAL EROSION CONTROL AS NEEDED FOR STAGE II.
4. MOVE TRAFFIC ONTO STAGE II LANE CONFIGURATION AS SHOWN ON THE PLANS AND FOLLOWING IDOT TRAFFIC CONTROL STANDARD 701321.

5. REMOVE TEMPORARY PAVEMENT, EXISTING ROADWAY PAVEMENT, SHOULDER, AND CULVERT TO THE LEFT OF THE CENTERLINE.

6. PREPARE THE SUBBASE AND CONSTRUCT THE CULVERT, CULVERT HEADWALLS AND WINGWALLS TO THE LEFT OF THE CENTERLINE. GRADE EMBANKMENT AND DITCHES, CONSTRUCT SUBGRADE, AGGREGATE BASES, SHOULDERS, AND ROADWAY PAVEMENT, WITH THE EXCEPTION OF THE FINAL SURFACE COURSE LIFT, TO THE LEFT OF THE CENTERLINE.

7. REMOVE TEMPORARY SHEET PILING, COFFERDAMS, TEMPORARY BYPASS AND PUMPING OPERATIONS.

8. REPLACE OR REPAIR ANY EROSION CONTROL MEASURES DAMAGED OR REMOVED DURING CONSTRUCTION.

STAGE III

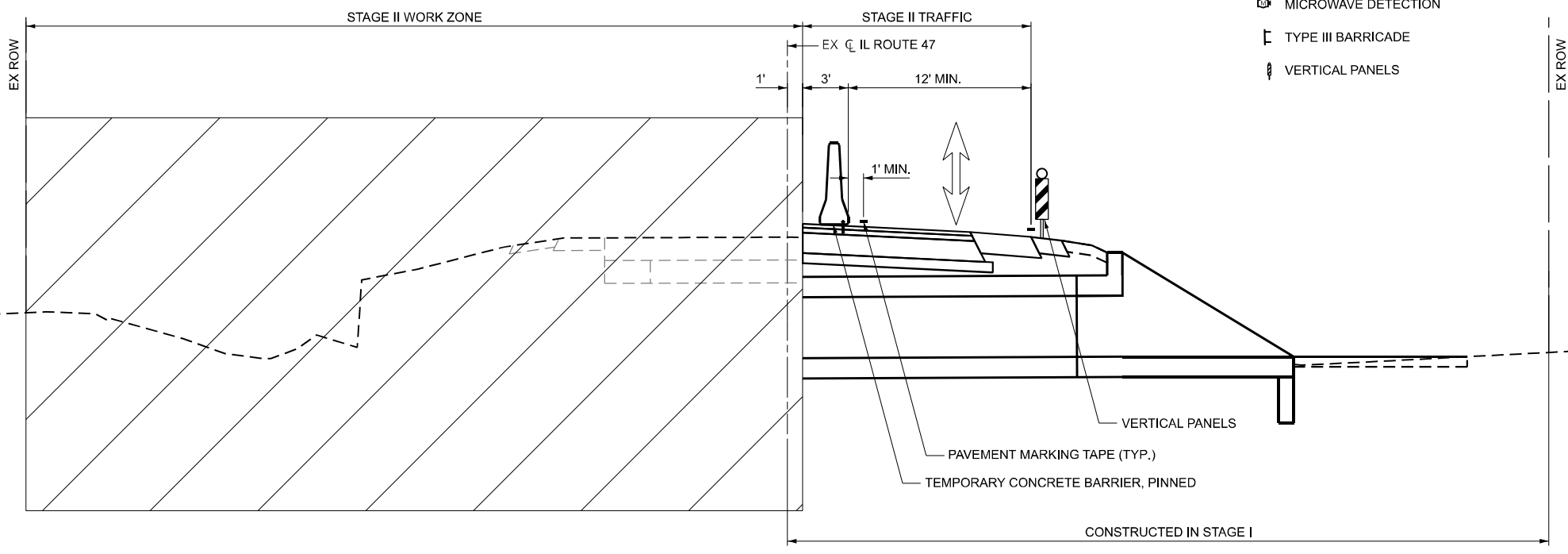
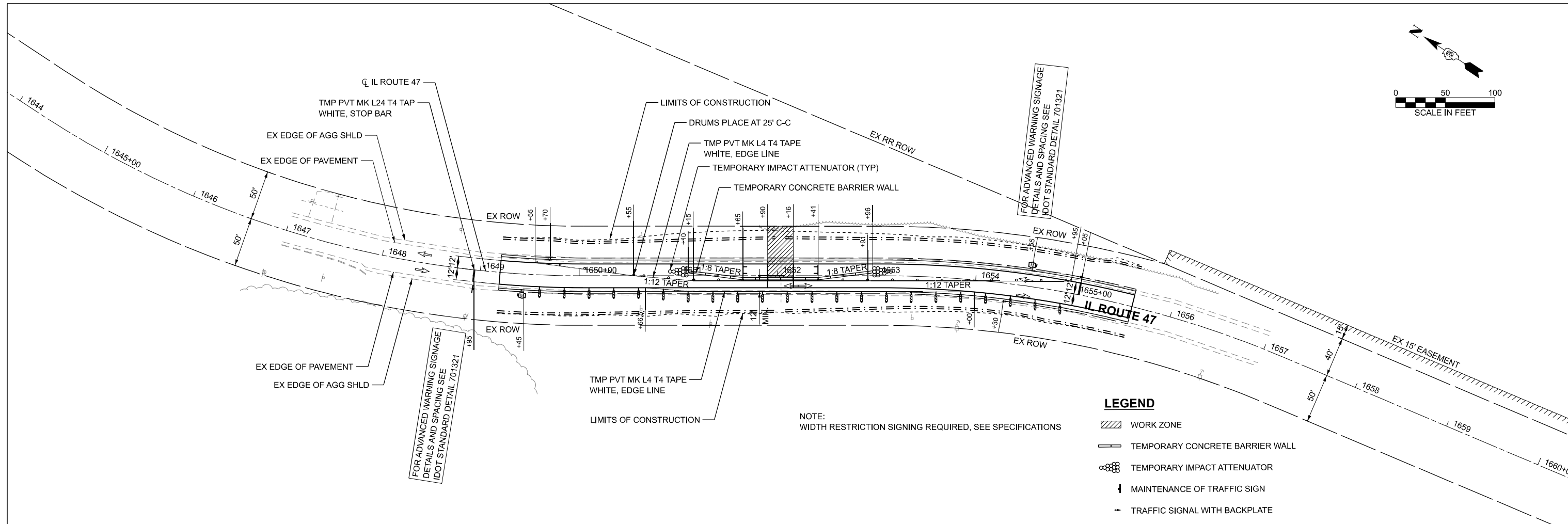
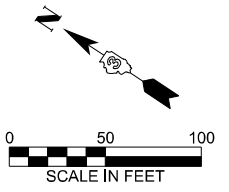
1. REMOVE ALL REMAINING TRAFFIC CONTROL REMAINING FROM STAGE II.
2. ALL WORK IN STAGE III SHALL BE COMPLETED UNDER IDOT TRAFFIC CONTROL STANDARDS 701006, 701201 AND 701326.
3. PAVE BINDER COURSE AND SURFACE COURSE PAVEMENT INCLUDING THE FINAL SURFACE COURSE ON PAVED SHOULDERS KEEPING AT LEAST ONE LANE OPEN AT ALL TIMES FOR THE LIMITS OF THE PROJECT.
4. INSTALL FINAL SEEDING AND PERMANENT EROSION CONTROL MEASURES, AND REMOVE ANY REMAINING TEMPORARY EROSION CONTROL MEASURES, I.E. PERIMETER EROSION BARRIER.

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	PLOT DATE = 3/26/2026	DRAWN - AJM	REVISIONS -			326	(125)CR-2588,CR-2589	LIVINGSTON	69	24
				SCALE:	SHEET 1 OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 66M92		
						ILLINOIS FED. AID PROJECT				







**MAINTENANCE OF TRAFFIC TYPICAL SECTION**

IL 47 STAGE 2  
EX SN 053-2588, PR SN 053 2600

MODEL: SN - 1  
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DRAWN - AJM	REVISED -
CHECKED - JMR	REVISED -
DATE - 12/19/2025	REVISED -

DESIGNED - AJM	REVISED -
DRAWN - AJM	REVISED -
CHECKED - JMR	REVISED -
DATE - 12/19/2025	REVISED -

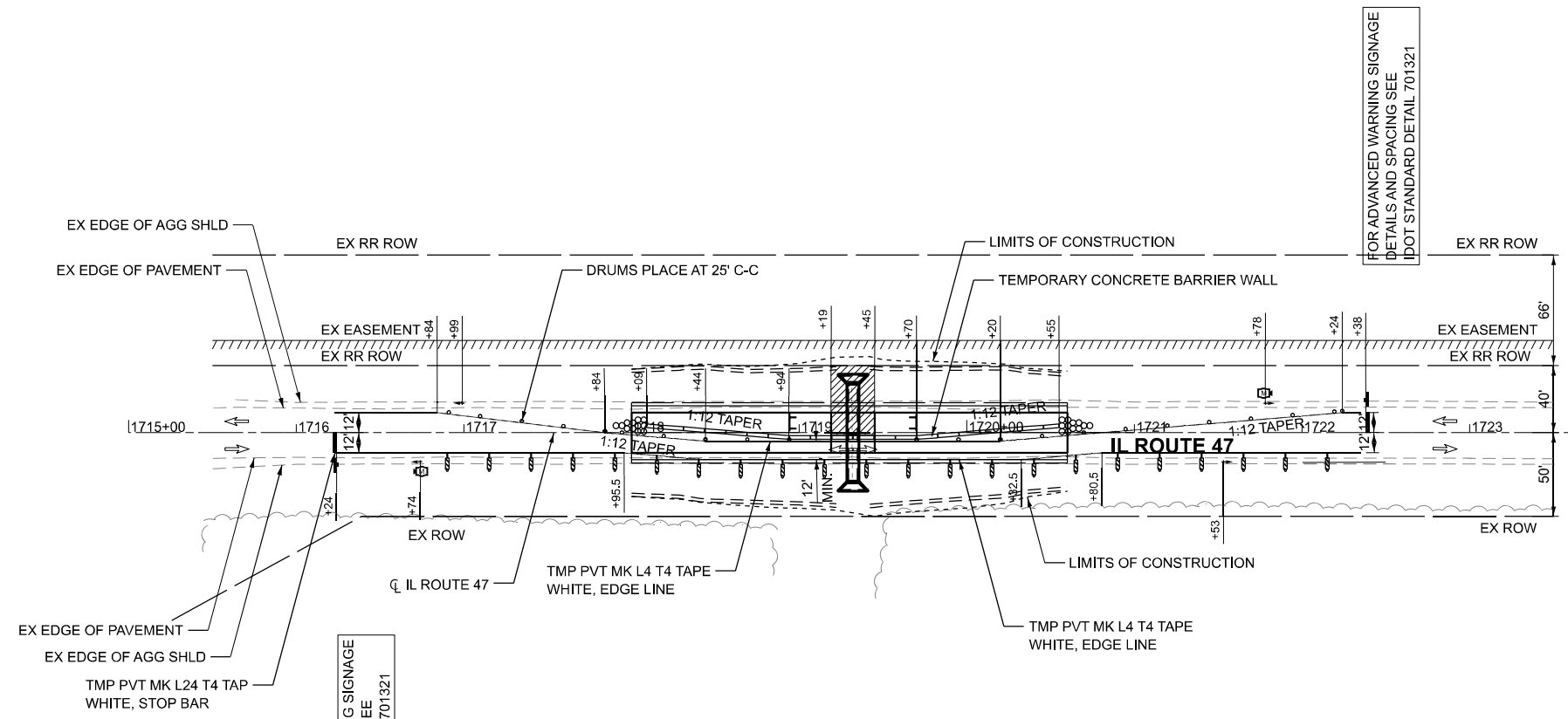
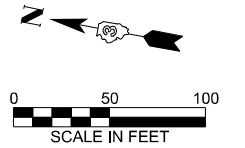
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**DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLANS - STAGE II**  
**IL ROUTE 47**  
**(EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	27
				CONTRACT NO. 66M92

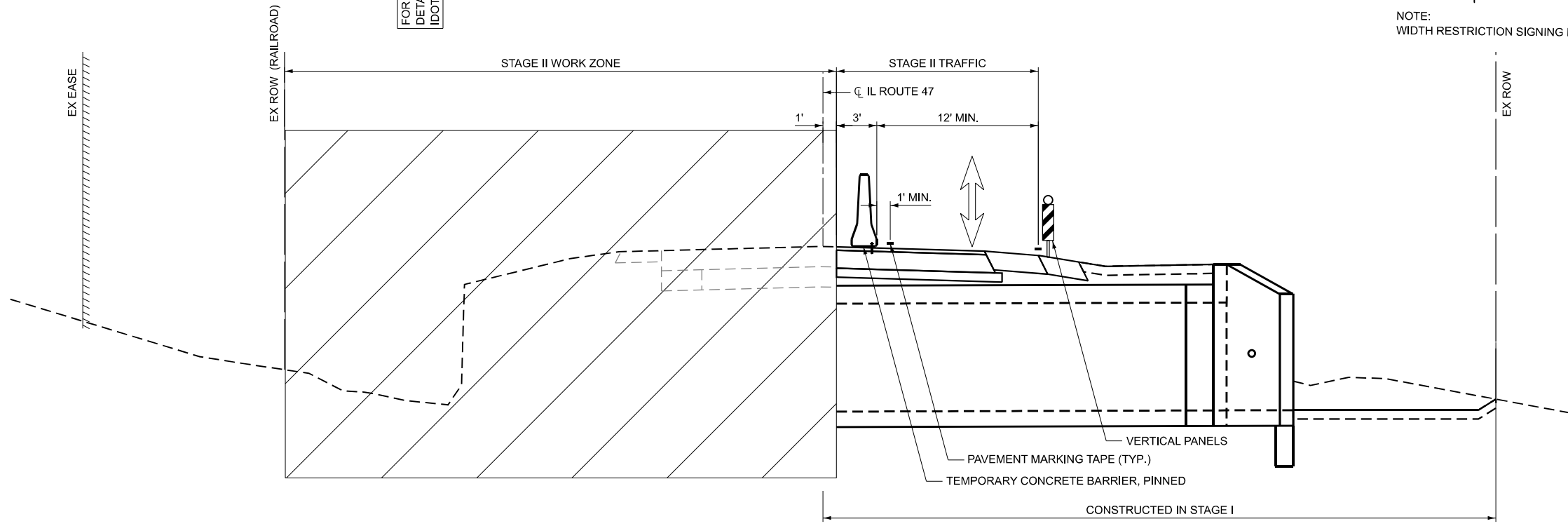
ILLINOIS FED. AID PROJECT



**LEGEND**

- WORK ZONE
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY IMPACT ATTENUATOR
- MAINTENANCE OF TRAFFIC SIGN
- TRAFFIC SIGNAL WITH BACKPLATE
- MICROWAVE DETECTION
- TYPE III BARRICADE
- VERTICAL PANELS

NOTE:  
WIDTH RESTRICTION SIGNING REQUIRED, SEE SPECIFICATIONS



**MAINTENANCE OF TRAFFIC TYPICAL SECTION**  
 IL 47 STAGE 2  
 EX SN 053-2589, PR SN 053 2601

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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

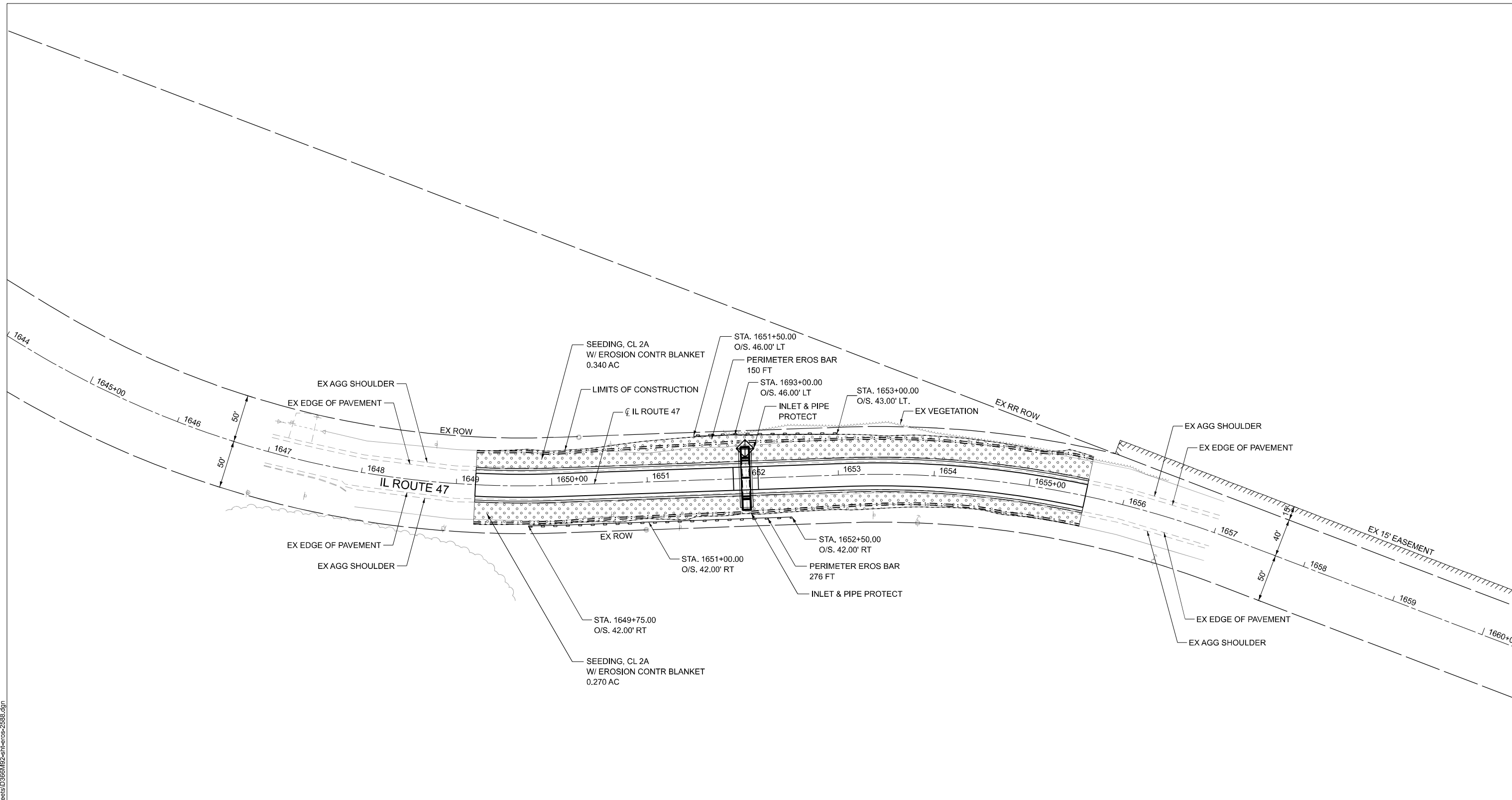
**MAINTENANCE OF TRAFFIC PLANS - STAGE II**  
**IL ROUTE 47**  
**(EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	28
			CONTRACT NO. 66M92	

ILLINOIS FED. AID PROJECT

MODEL: SH - 1  
 FILE NAME: \\hrgreen.com\hrg\Drawings\2023\202696.04\CAD\Drawings\2023\202696-2588.dgn



**LEGEND**

-  SEEDING CLASS 2A W/  
EROSION CONTROL BLANKET
-  INLET & PIPE PROTECTION
-  PERIMETER EROSION BARRIER  
(SILT FENCE)



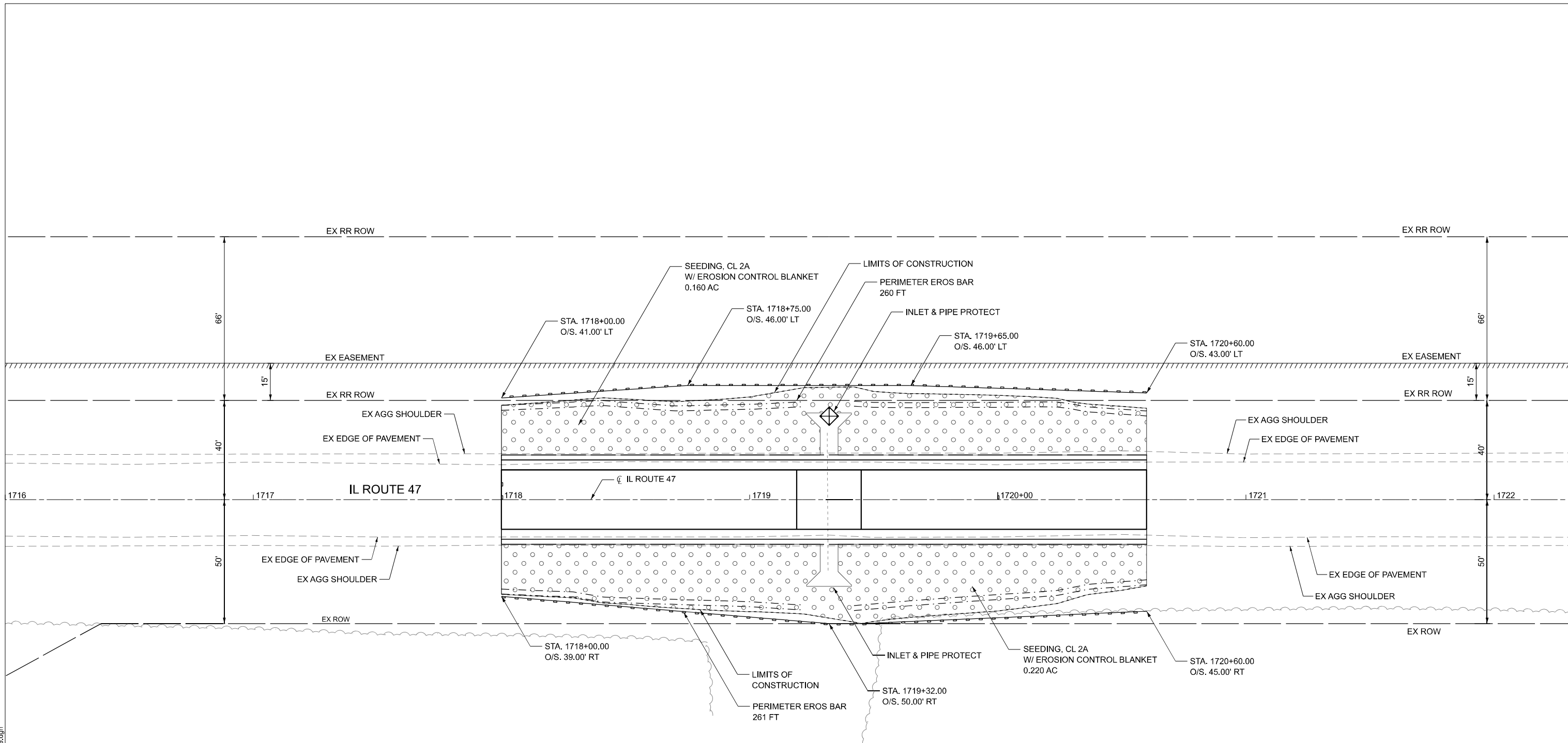
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

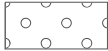


**EROSION CONTROL PLAN  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600**

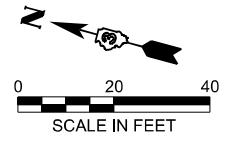
SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	29
CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  SEEDING CLASS 2A W/  
EROSION CONTROL BLANKET
-  INLET & PIPE PROTECTION
-  PERIMETER EROSION BARRIER  
(SILT FENCE)



MODEL: SH - 1  
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**HRGreen.com**  
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 # 184-001322

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	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

**EROSION CONTROL PLAN**  
**IL ROUTE 47**  
**(EX S.N. 053-2589) PR S.N. 053-2601**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	30
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				

Benchmark:

Existing Structure: SN 053-2588 was built in 1928 and carries IL Route 47 over Indian Creek Tributary. The structure is a single barrel 6'x2' cast-in-place concrete box culvert with out to out length of approximately 41'. Traffic will be maintained using stage construction.

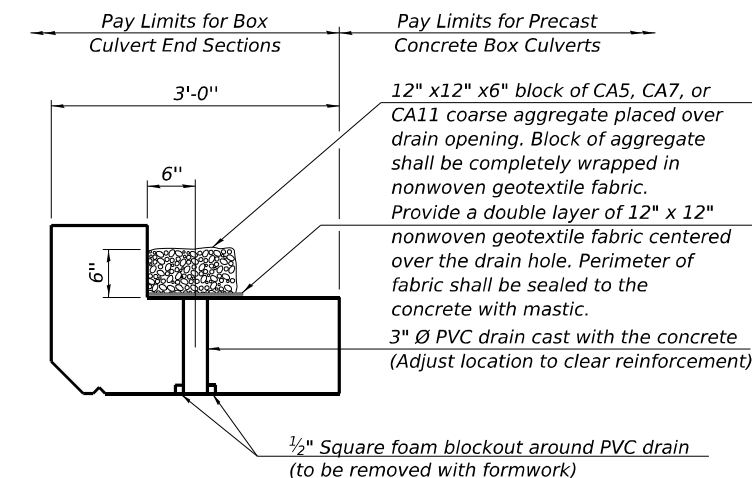
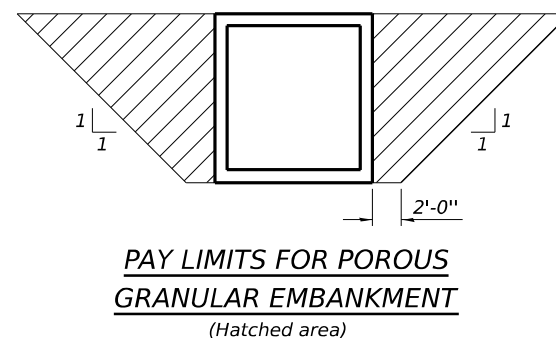
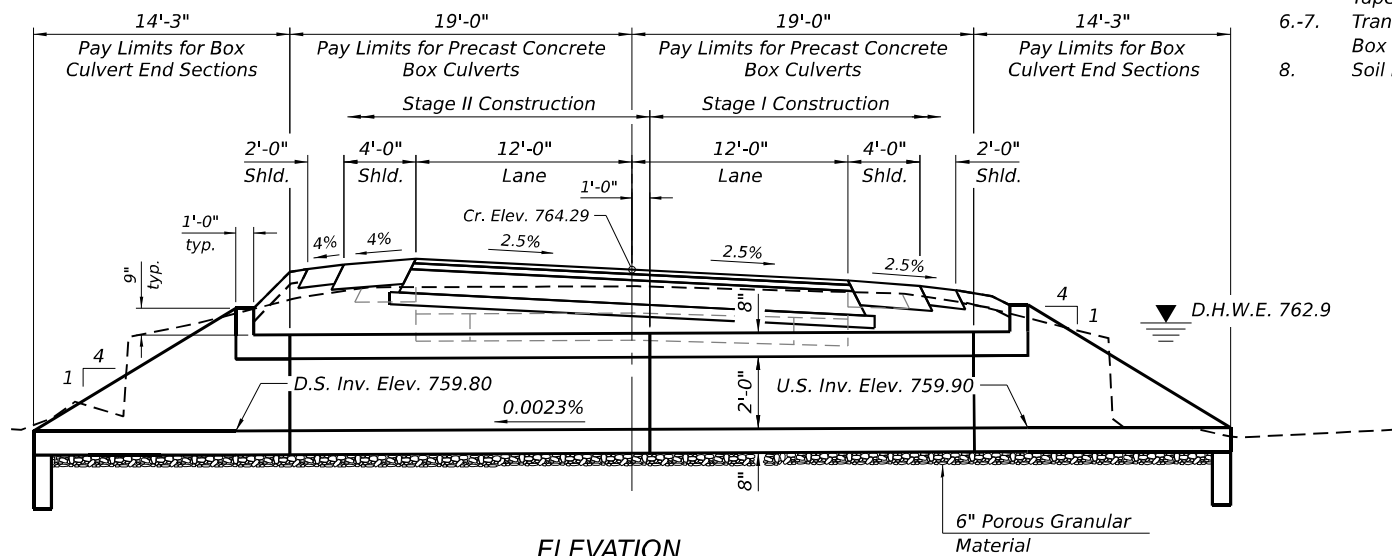
No Salvage.

**INDEX OF SHEETS**

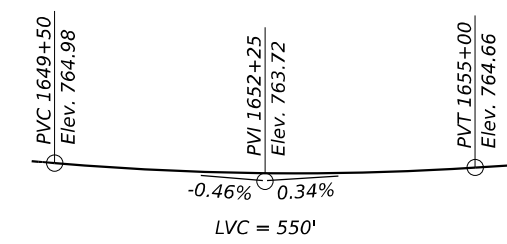
1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier
- 4.-5. Single Cell Precast Box Culvert Tapered End Sections
- 6.-7. Transversable Pipe Grate for Box Culverts
8. Soil Boring Logs

**GENERAL NOTES**

The design fill height for this box is 1.3 ft. The precast box culvert sections shall conform to the requirements of ASTM C 1577. Drain holes shall be provided on exterior culvert walls for each precast box segment with a clear rise greater than 3 ft. The drain hole shall be located within 1/3 of the clear rise of the box culvert, shall not intercept the haunch, and shall conform to the requirements of Article 503.11 of the Standard Specification. Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard. Precast concrete box culverts and box culvert end sections shall be backfilled with Porous Granular Embankment in the required excavation areas on the sides of the box culvert from the top of the box culvert to the bottom of the box culvert. This area of PGE is included in the Porous Granular Embankment pay item. The 6-inch thick layer of porous granular material required under the precast concrete box culvert, according to Section 540.06 of the standard specifications, shall also apply to the end sections. Cost of this porous granular material will not be paid for separately but shall be included in the unit price of the work for which it is required.



(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)



**DESIGN SPECIFICATIONS**

2024 AASHTO LRFD Bridge Design Specifications  
Customary U.S. Units, 10th Edition

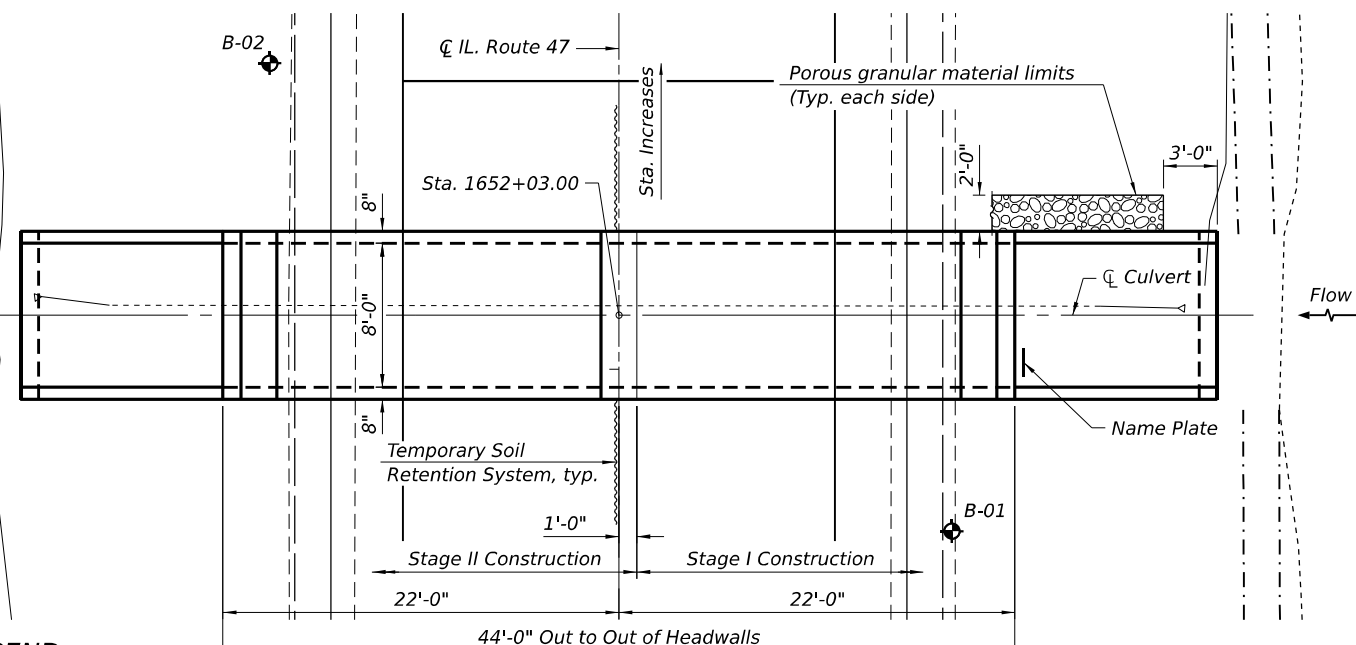
**LOADING HL-93**

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

**DESIGN STRESSES**

**PRECAST UNITS**

f<sub>c</sub> = 5,000 psi  
f<sub>y</sub> = 65,000 psi (Welded Wire Reinforcement)



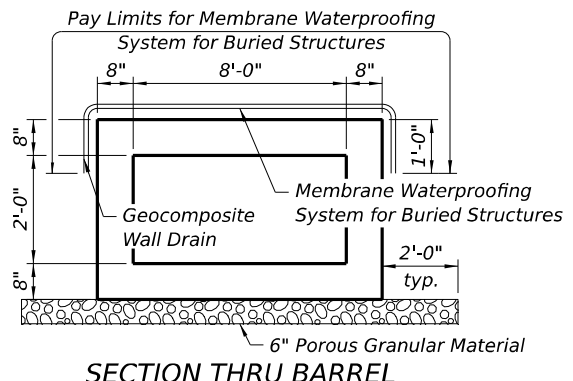
**LEGEND**

Soil Boring

**WATERWAY INFORMATION**

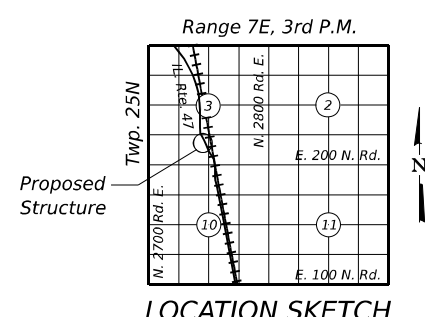
Flood		Freq. Yr.	C.F.S.	Opening	Sq. Ft.	Nat. Head - Ft.	Headwater El.	Prop. Headwater El.
Overtop Exist.		12	84	12	15	762.7	1.1	763.9
Overtop Prop.		36	118	12	15	762.8	--	764.4
Design		50	127	12	15	762.9	1.3	764.2
Base		100	149	12	15	762.9	1.3	764.3
Scour Check		200	171	12	15	763.0	1.3	764.3
Max. Calc.		500	200	12	15	763.0	1.3	764.8

Exist. Overtopping Elev. = 763.83 @ Sta. 1652+00  
Prop. Overtopping Elev. = 764.38 @ Sta. 1651+50



**NAME PLATE**  
See Std. 515001

STATION 1652+03  
BUILT BY  
STATE OF ILLINOIS  
F.A.P. RTE. 326  
SECTION (125)CR-2588  
LOADING HL-93  
STR. NO. 053-2600



**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	55
Removal of Existing Structures	Each	1
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	41
Box Culvert End Sections, Culvert No. 1	Each	2
Precast Concrete Box Culverts, 8' x 2'	Foot	38
Transversable Pipe Grate for Concrete End Section	Foot	71
Geocomposite Wall Drain	Sq. Yd.	53
Membrane Waterproofing System for Buried Structures	Sq. Yd.	53

**GENERAL PLAN AND ELEVATION**  
**IL RTE. 47 OVER INDIAN CREEK TRIBUTARY**  
**F.A.P. RTE. 326 SEC. (125)CR-2588**  
**LIVINGSTON COUNTY**  
**STATION 1652+03**  
**STRUCTURE NO. 053-2600**



*Andy Underwager* 03/26/2026  
ANDREW E. UNDERWAGER, S.E. DATE  
License Number: 081-006218  
My license renewal date is November 30, 2026.

FILE NAME: \\hrgreen.com\hrg\Drawings\2023\2302696\04\CAD\CAD:sheets\053-2600-D366M92-001\_GPE.dgn



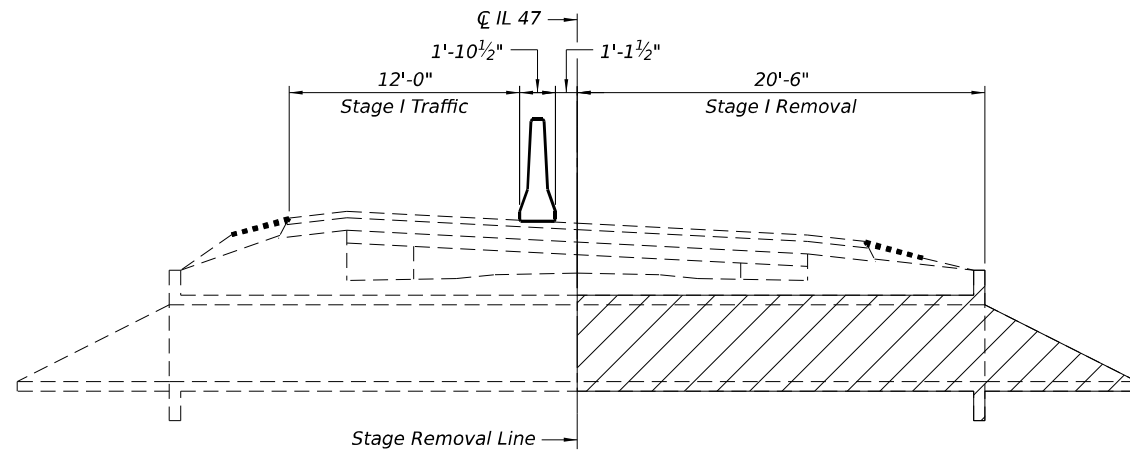
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	CHECKED - AEU	REVISD -
	DRAWN - FAS	REVISD -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISD -

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

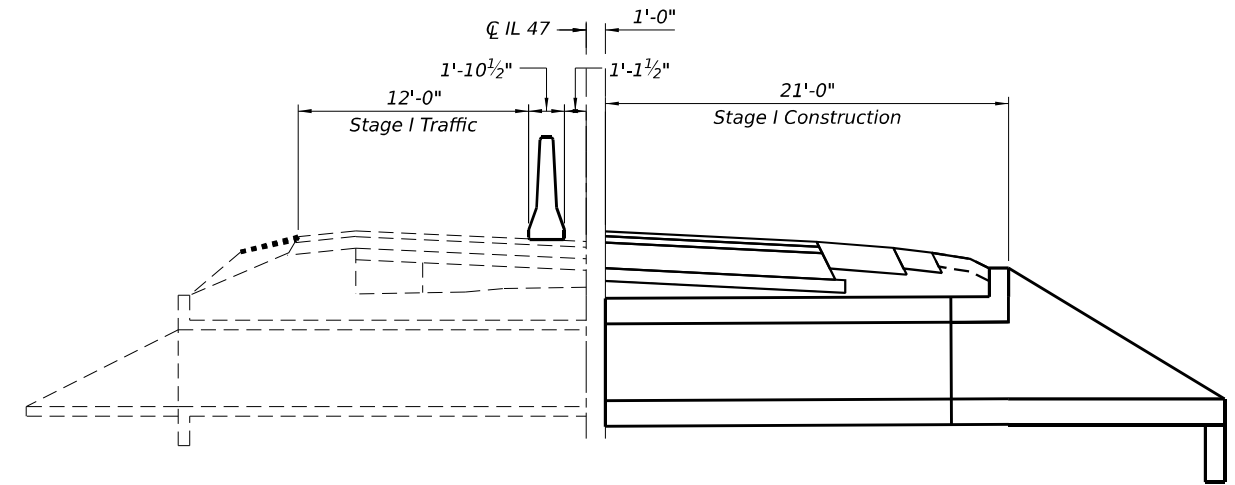
SHEET 1 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	31

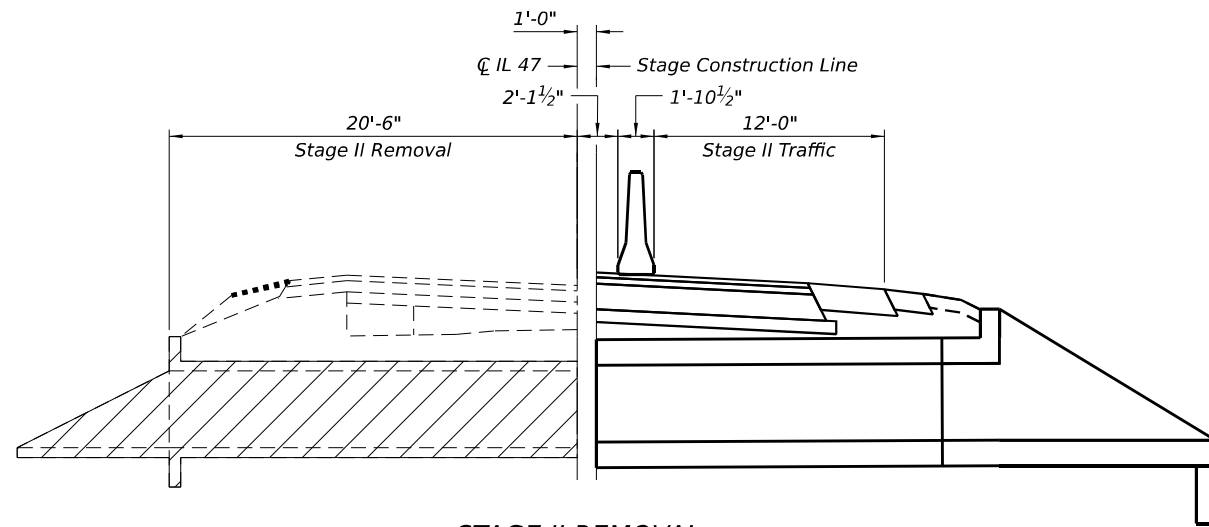
CONTRACT NO. 66M92



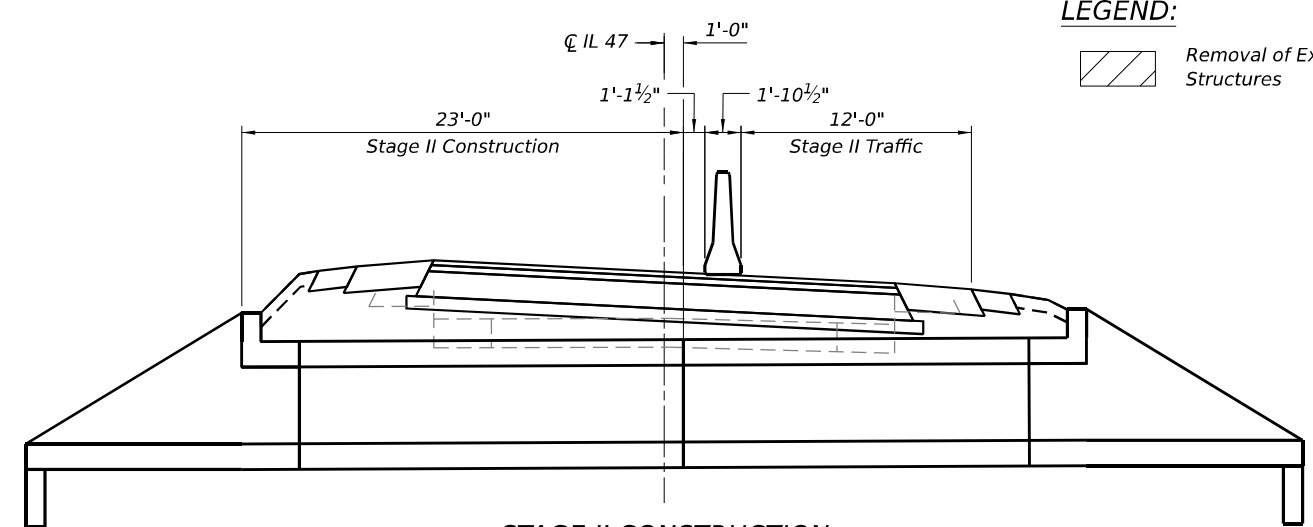
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**

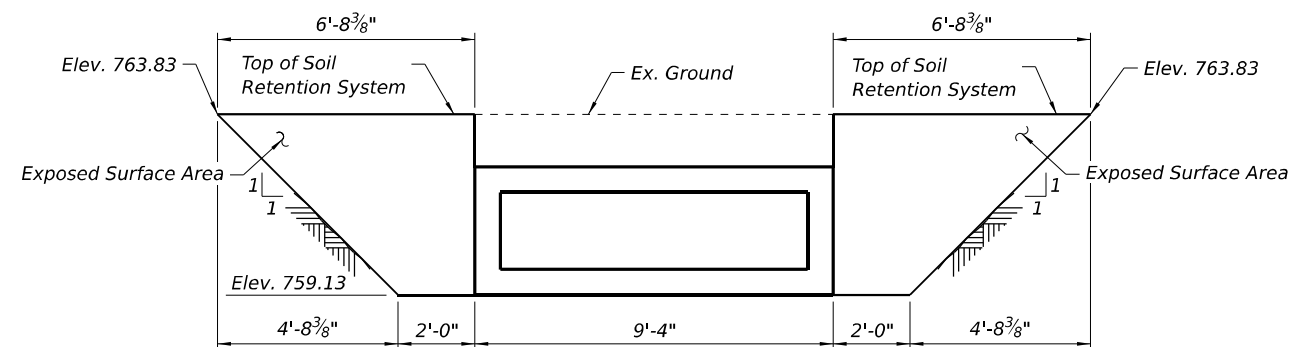


**STAGE II CONSTRUCTION**

**LEGEND:**  
 Removal of Existing Structures

**STAGE CONSTRUCTION DETAILS**

(Looking South)



**TEMPORARY SOIL RETENTION SYSTEM**

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

FILE NAME: \\hrgreen.com\hr\proj\2023\2302696.04\CAD\CAD\Sheets\053-2600-0366M92-002\_StageConst.dgn



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 PLOT DATE = 3/26/2026

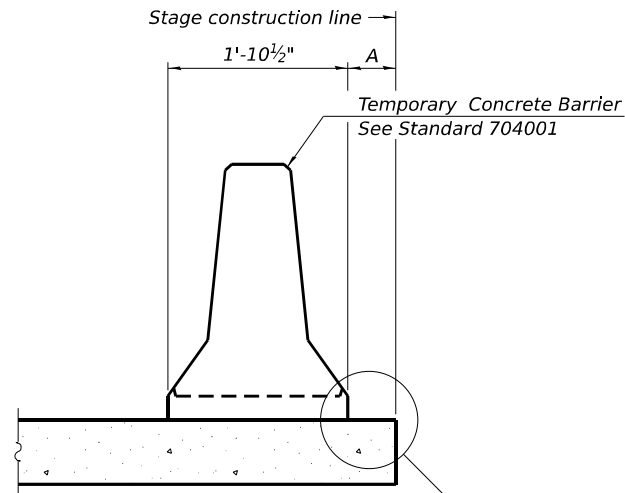
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CHECKED - AEU	REVISED -
DRAWN - FAS	REVISED -
CHECKED - AEU	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
 STRUCTURE NO. 053-2600**

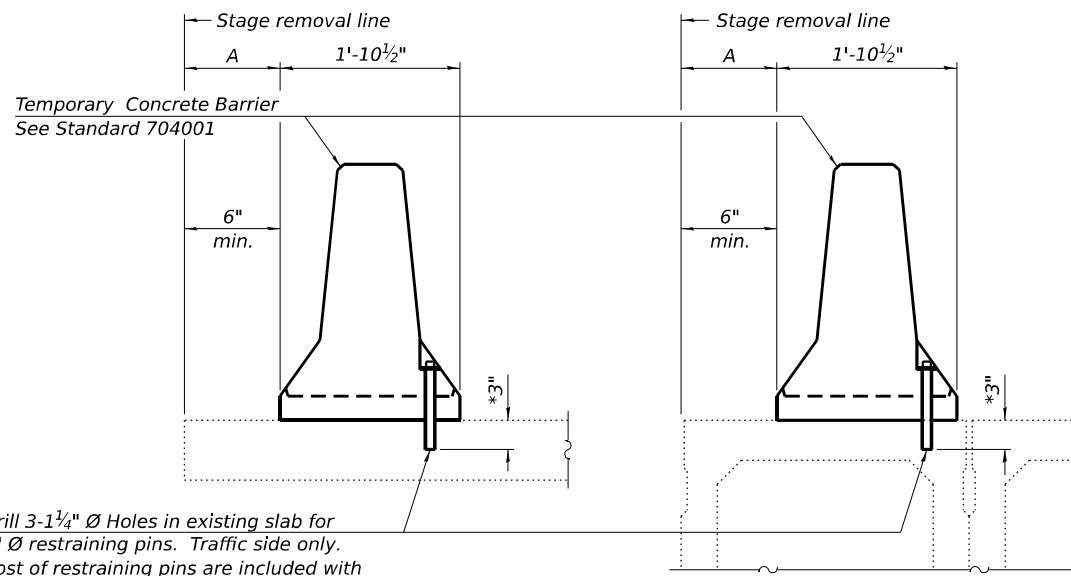
SHEET 2 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	32
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				



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

**NEW SLAB OR NEW DECK BEAM**

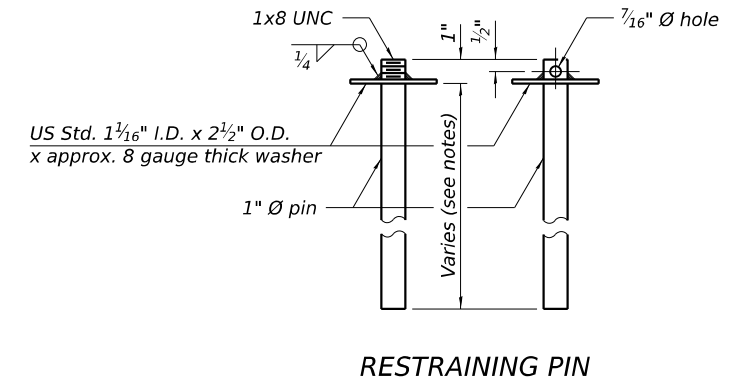


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

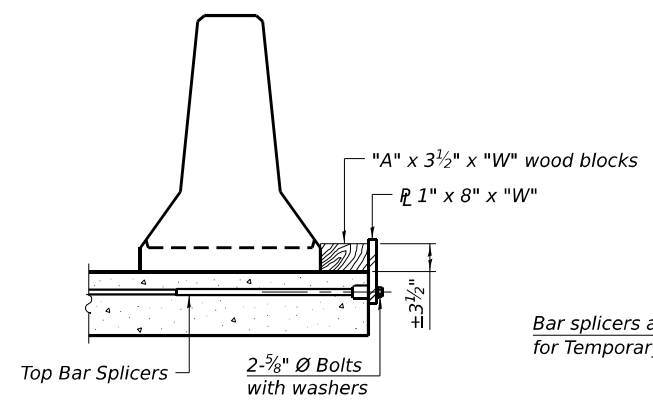
**EXISTING SLAB**

**EXISTING DECK BEAM**

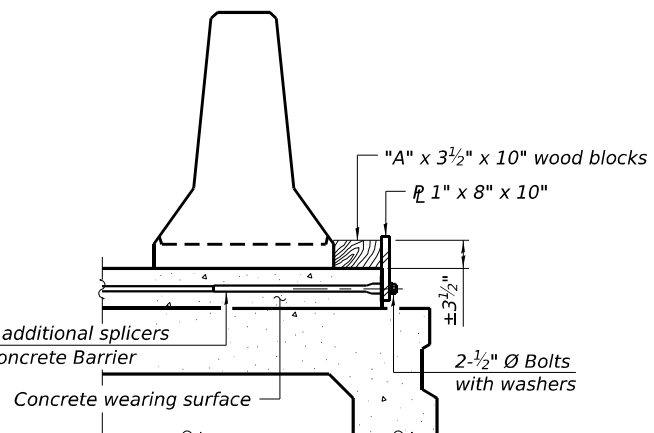
**SECTIONS THRU SLAB OR DECK BEAM**



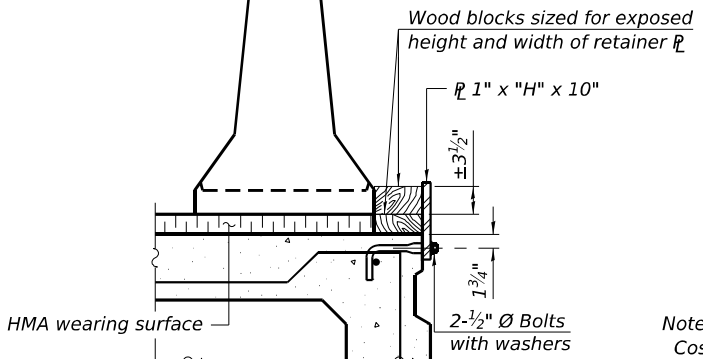
**RESTRAINING PIN**



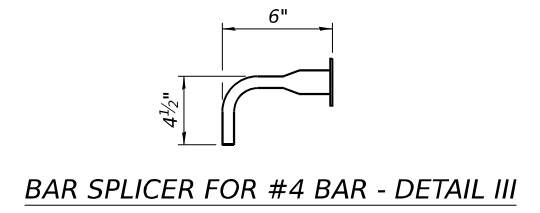
**DETAIL I**



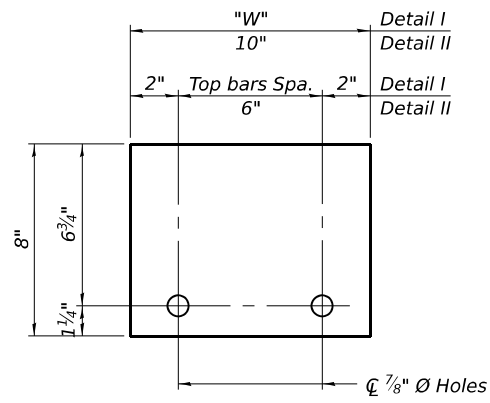
**DETAIL II**



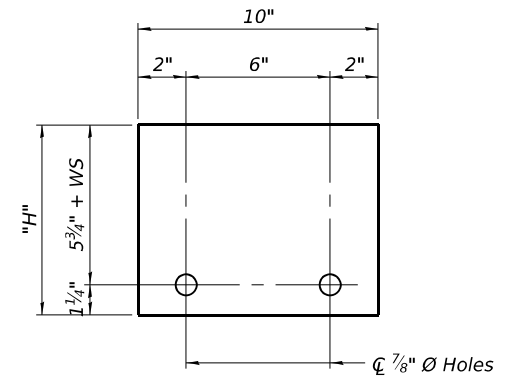
**DETAIL III**



**BAR SPLICER FOR #4 BAR - DETAIL III**



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



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

**Notes:**  
 Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.  
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.  
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.  
**Detail I - Installation for a new bridge deck or bridge slab.**  
**Detail II - Installation for a new deck beam with an initial concrete wearing surface.** Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.  
**Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present.** The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

**RAILING CRITERIA**

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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**GENERAL NOTES**

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. This work will be measured for payment as each, with each end of each culvert being one each. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of segments shown in Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

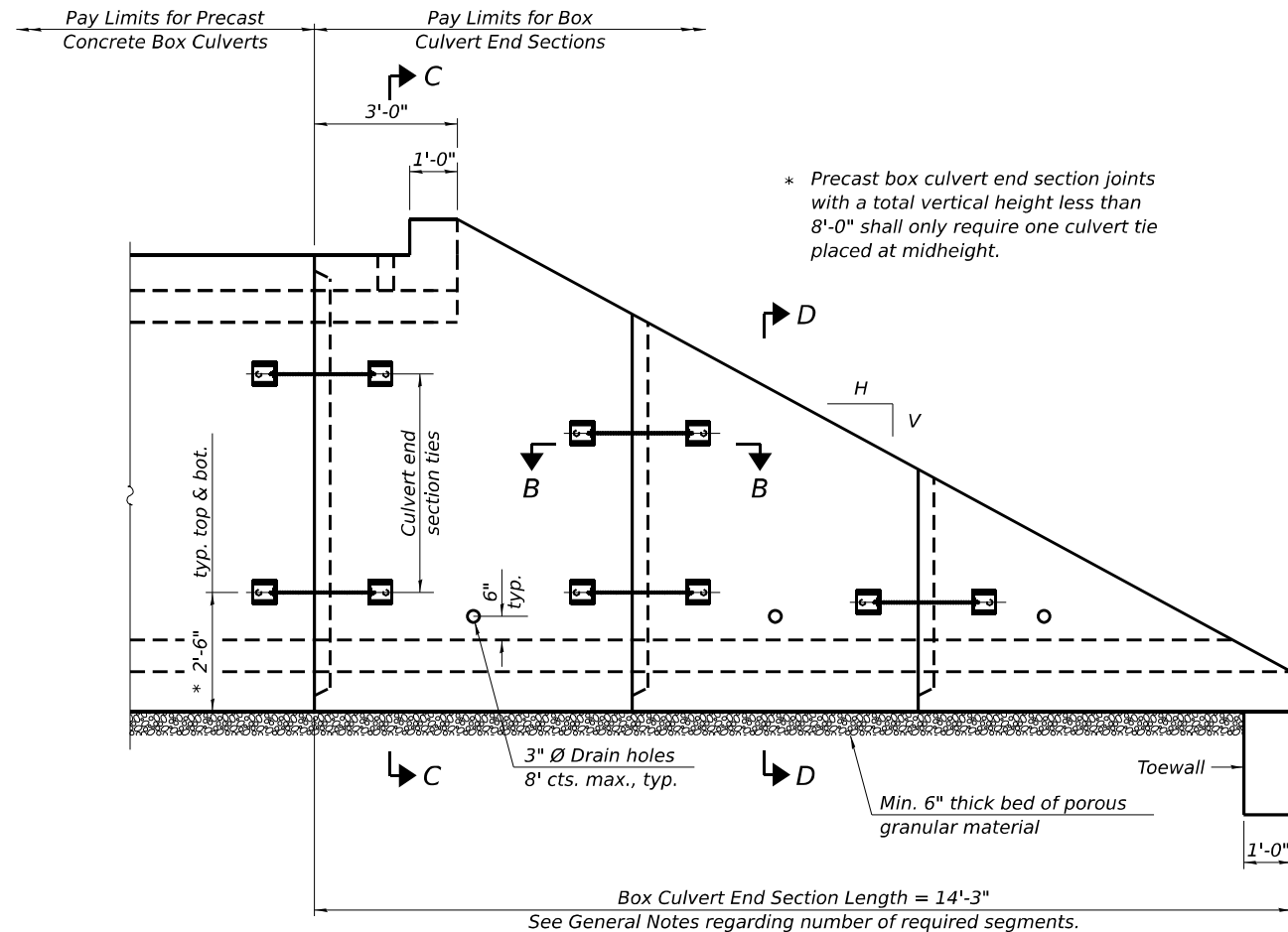
1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional 1/2 turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

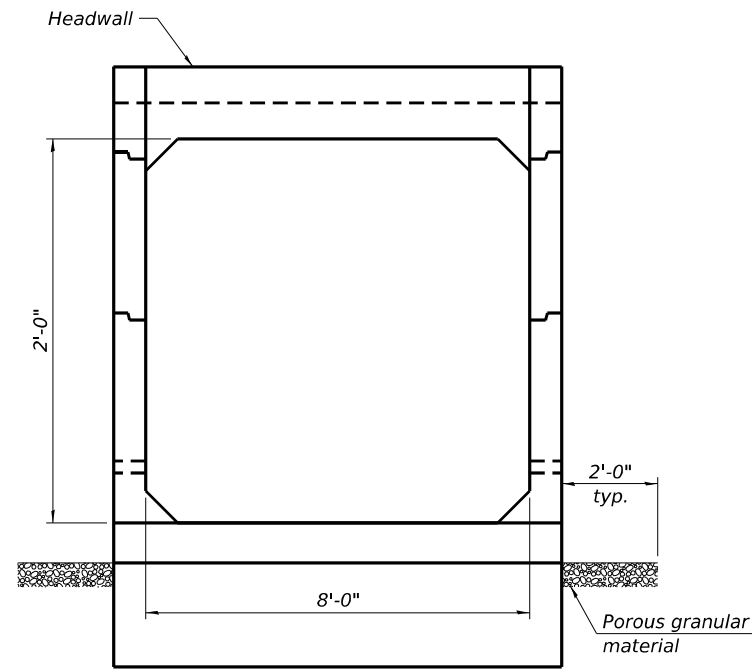
Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd.

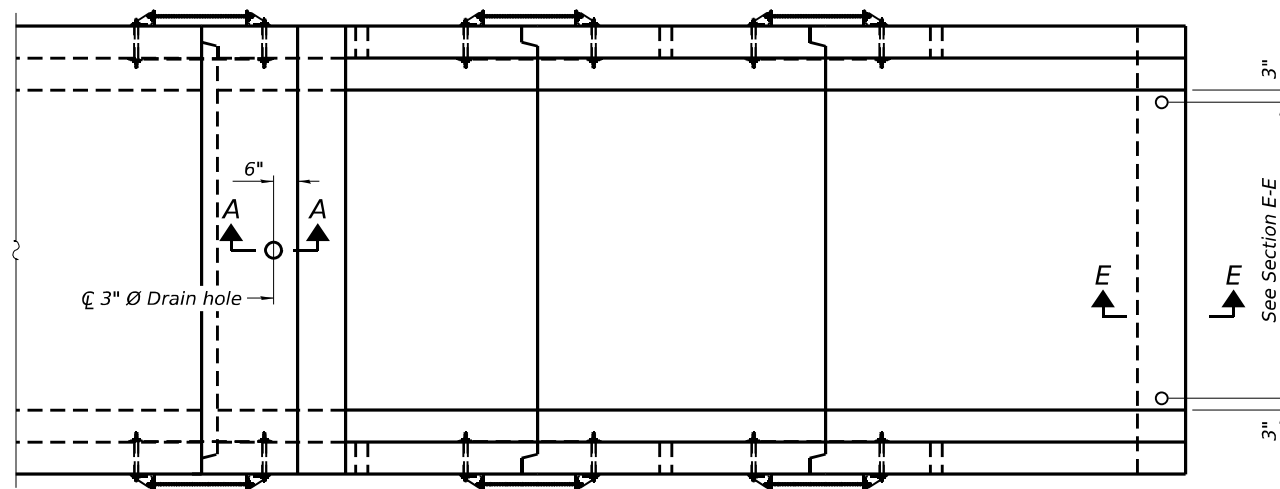
For end sections with traversable pipe grate systems, see grate detail sheet for required modifications.



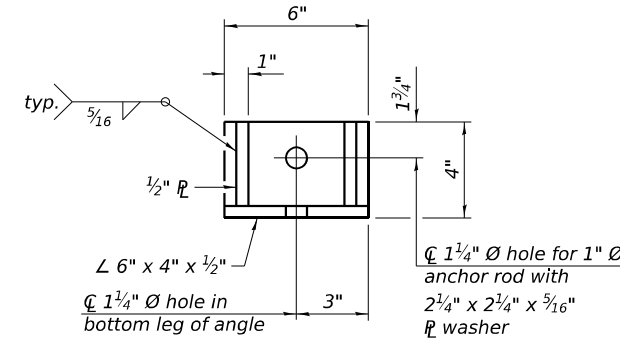
**ELEVATION**



**END VIEW**



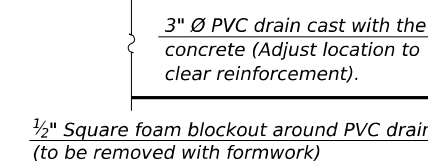
**PLAN**



**RESTRAINT ANGLE DETAIL**

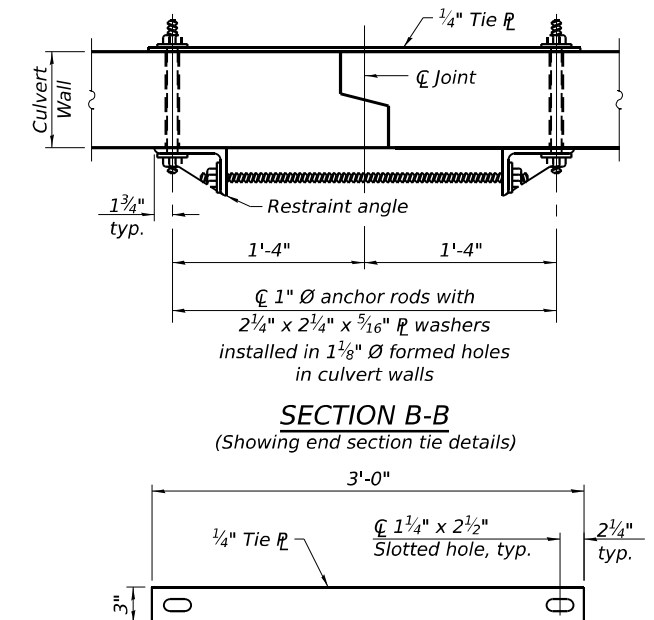
12" x 12" x 6" block of CA5, CA7, or CA11 coarse aggregate placed over drain opening. Block of aggregate shall be completely wrapped in nonwoven geotextile fabric.

Provide a double layer of 12" x 12" nonwoven geotextile fabric centered over the drain hole. Fabric shall be sealed to the concrete with mastic.



**SECTION A-A**

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)



**SECTION B-B**  
(Showing end section tie details)

**TIE PLATE DETAIL**

SCB-TES

5-15-2023



USER NAME = amiller	DESIGNED - FAS	REVISED -
	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
	CHECKED - AEU	REVISED -
PLOT DATE = 3/26/2026		

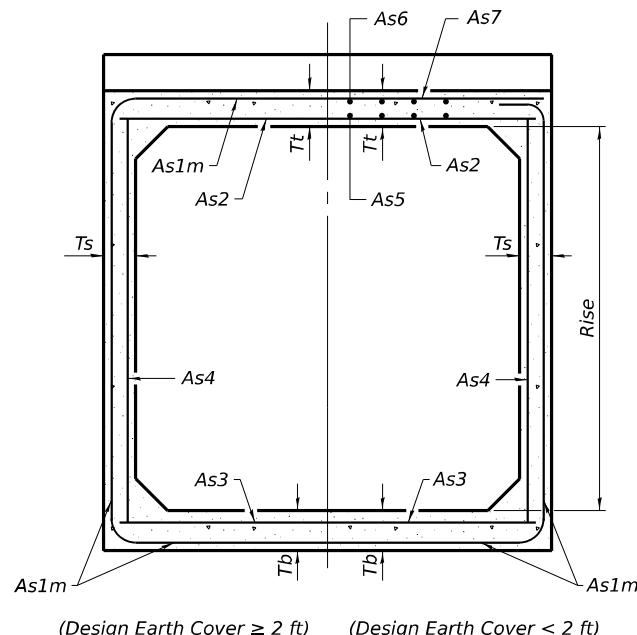
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SINGLE CELL PRECAST BOX CULVERT TAPERED END SECTIONS  
STRUCTURE NO. 053-2600

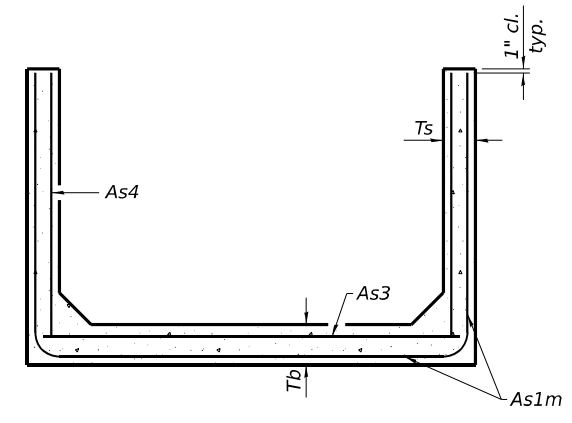
SHEET 4 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	34
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				

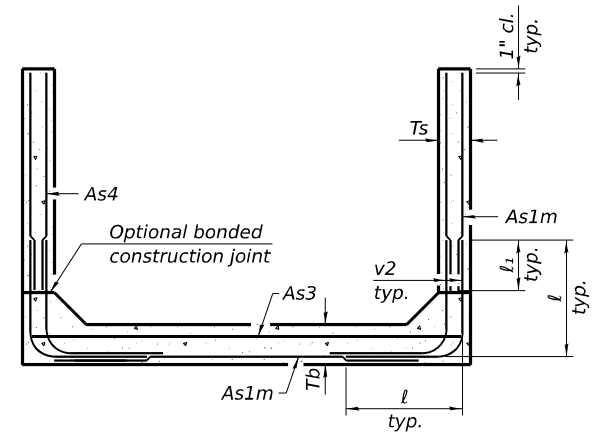
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**SECTION C-C**



**SECTION D-D**



**ALTERNATE SECTION D-D**

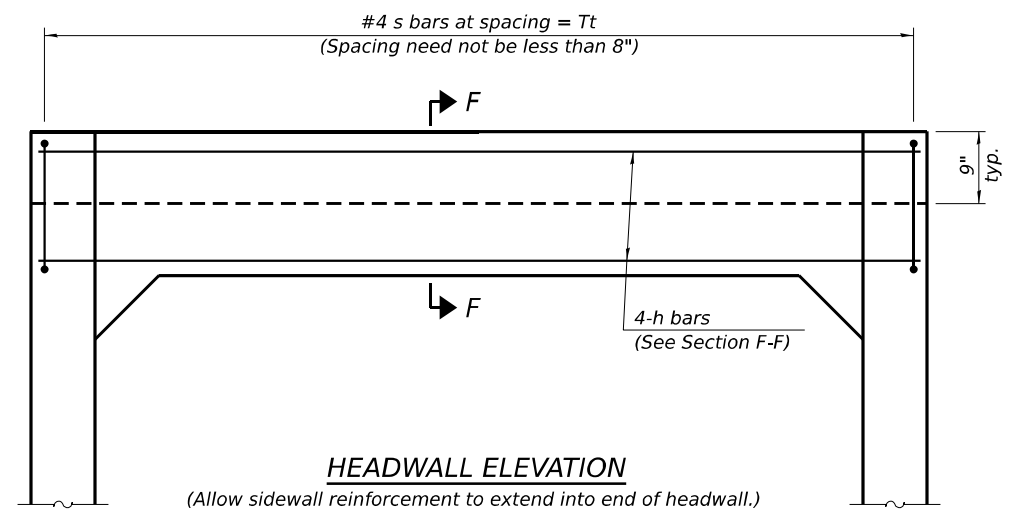
As1m REINFORCEMENT											
(in. <sup>2</sup> /ft)											
Rise (ft)	2	3	4	5	6	7	8	9	10	11	12
Ts (in.)											
4	0.19	0.17									
5	0.26	0.21	0.18								
6	0.22	0.26	0.23	0.22							
7	0.25	0.33	0.59	0.27	0.28						
8	0.40	0.35	0.43	0.39	0.36	0.34	0.40				
9	0.44	0.39	0.35	0.43	0.40	0.37	0.36	0.48			
10	0.48	0.42	0.38	0.47	0.44	0.41	0.38	0.42	0.56		
11	0.52	0.45	0.54	0.50	0.46	0.44	0.41	0.46	0.50	0.65	
12	0.55	0.49	0.58	0.54	0.50	0.48	0.45	0.46	0.61	0.75	

(As1m reinforcement based upon welded wire reinforcement conforming to AASHTO M 55 or M 221).

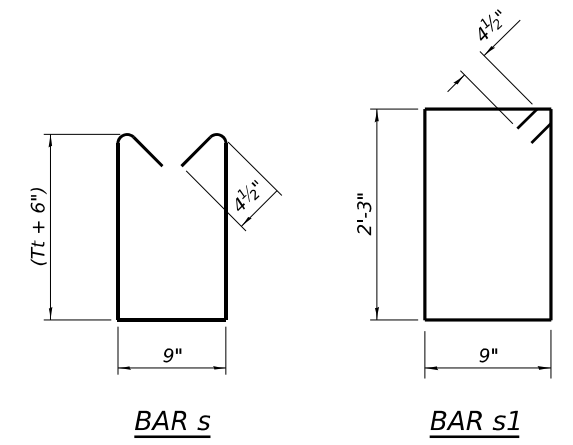
**l<sub>1</sub> DIMENSION**

- #3 bar = 2'-0"
- #4 bar = 2'-8"
- #5 bar = 3'-4"
- #6 bar = 3'-11"

**Notes:**  
 Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.  
 The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.<sup>2</sup>/ft.) equal to 1.10\*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.  
 Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.



**HEADWALL ELEVATION**



**BAR S**

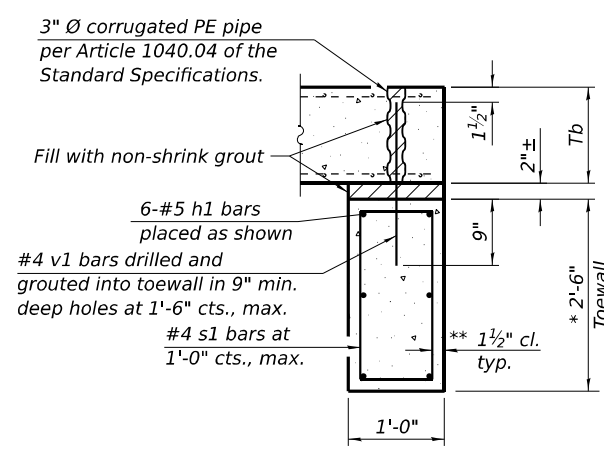
**BAR s1**

**TOEWALL CONSTRUCTION SEQUENCE**

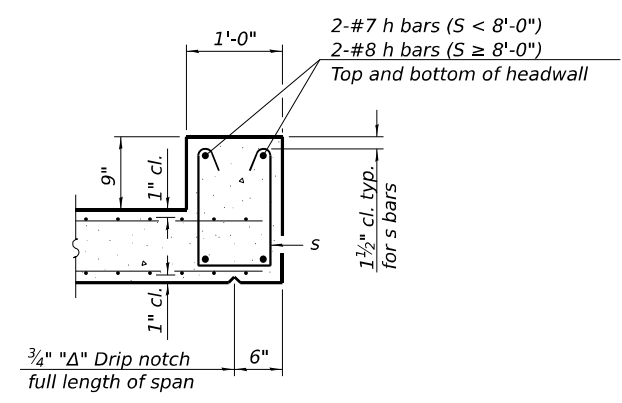
1. Perform excavation and construct toewall.
2. Backfill according to the applicable paragraphs of Article 502.10 of the Standard Specifications and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

\* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling the method.

\*\* If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



**SECTION E-E**



**SECTION F-F**

FILE NAME: \\hrgreen.com\hrg\Data\2023\2302696.04\CAD\CADsheets\053-2600-0366M92-005\_TaperedEndSect.dgn

SCB-TES

5-15-2023

(Sheet 2 of 2)



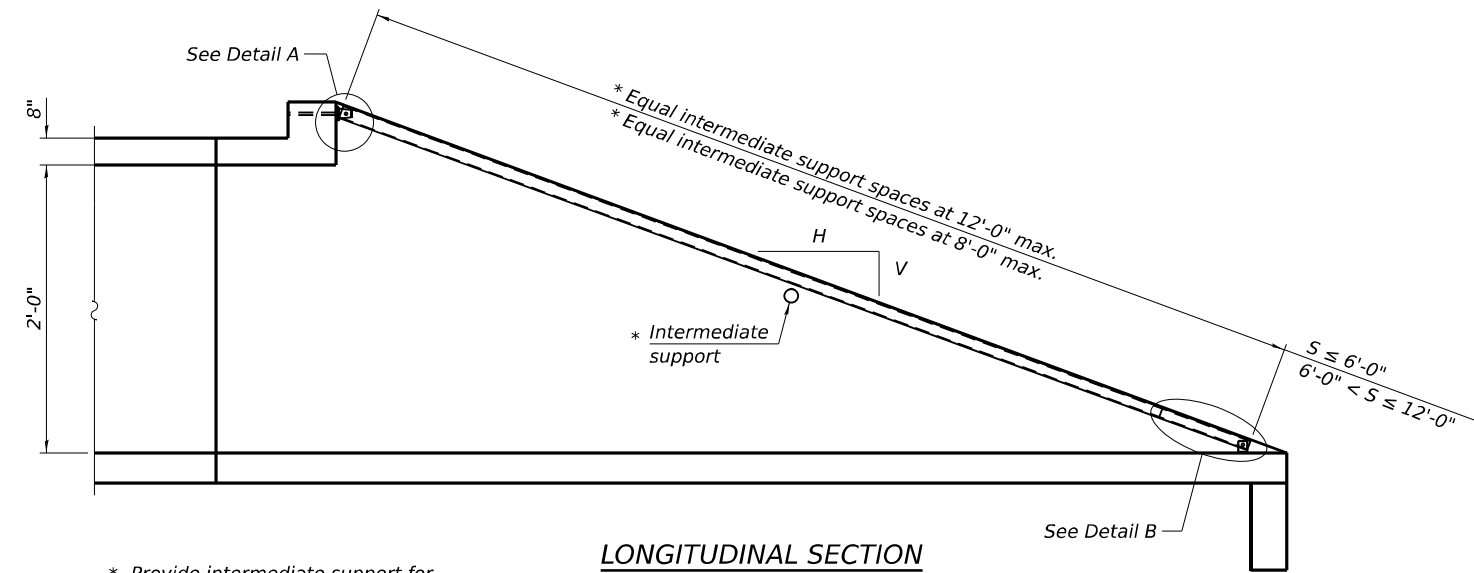
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	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SINGLE CELL PRECAST BOX CULVERT TAPERED END SECTIONS  
STRUCTURE NO. 053-2600

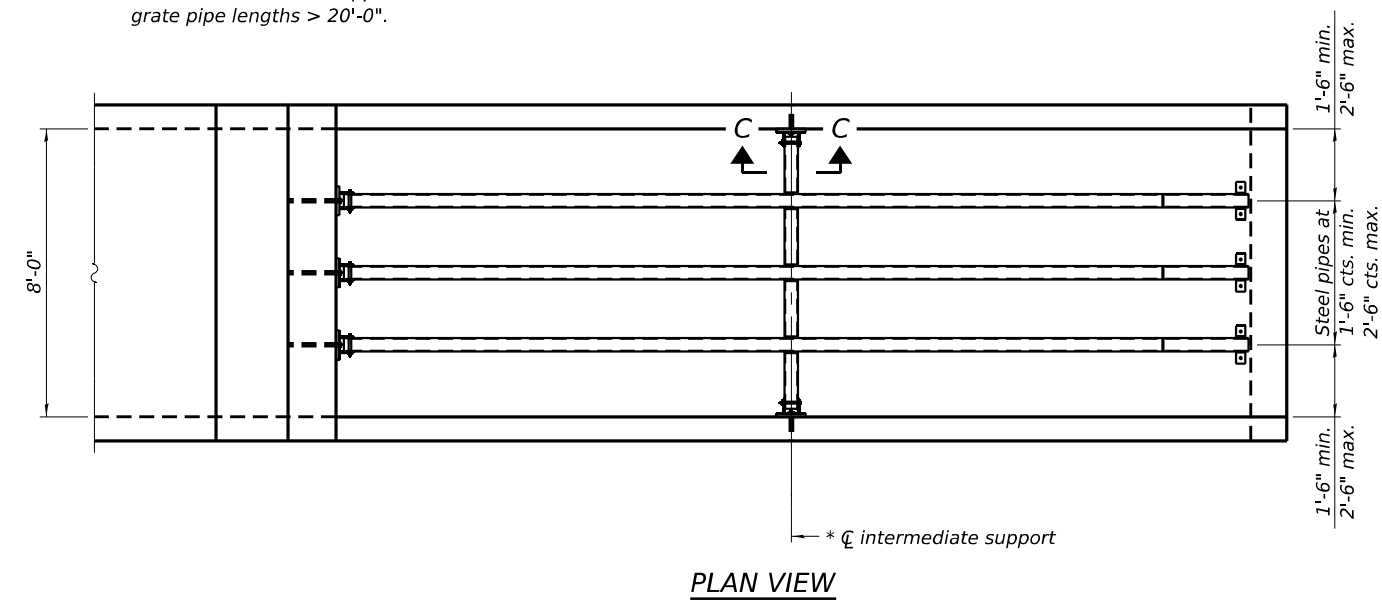
SHEET 5 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	35
CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				

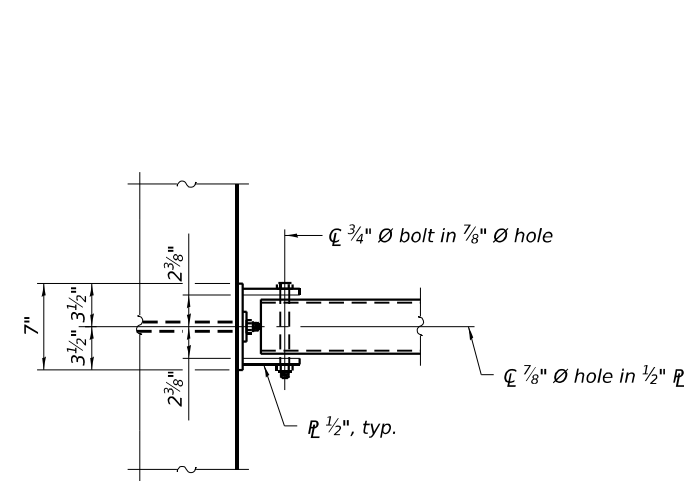


\* Provide intermediate support for grate pipe lengths > 20'-0".

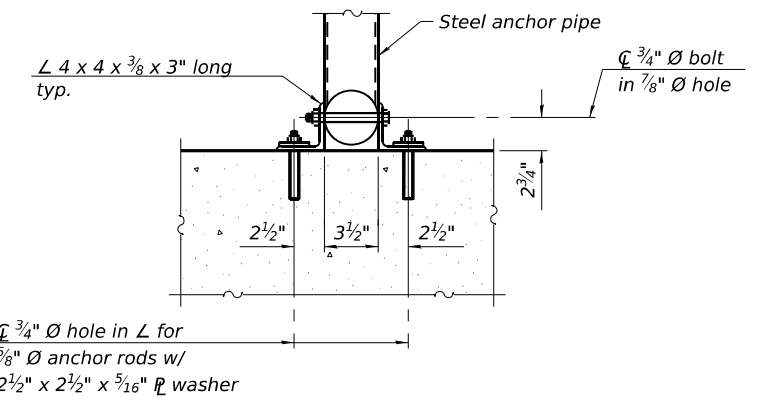
**LONGITUDINAL SECTION**



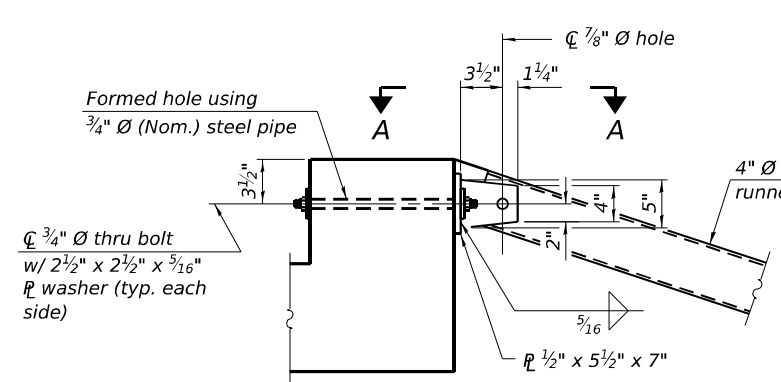
**PLAN VIEW**



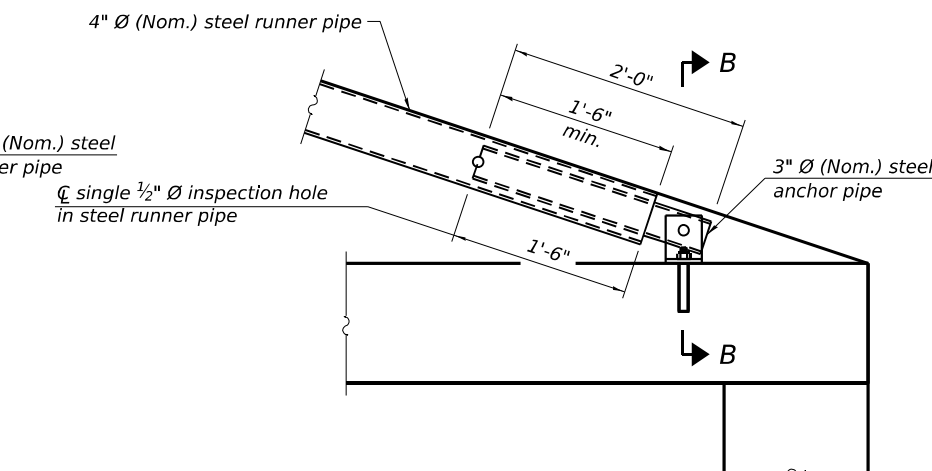
**VIEW A-A**



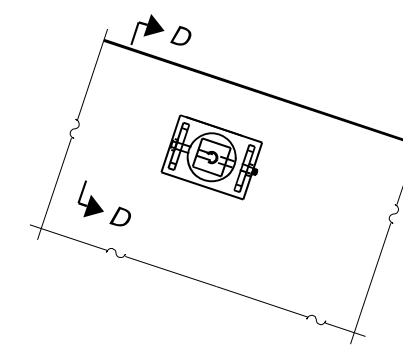
**SECTION B-B**



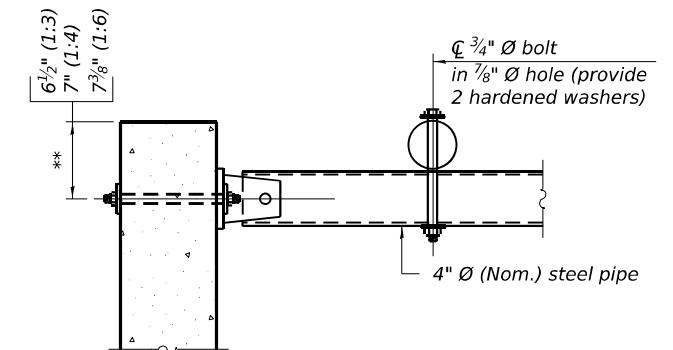
**DETAIL A**



**DETAIL B**



**VIEW C-C**  
(See Detail A for dimensions and details not shown.)



**SECTION D-D**  
\*\* Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.

**GENERAL NOTES**

The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.  
 This standard shall only be used on concrete end sections not skewed more than ±15 degrees with roadway.  
 The Contractor may install the thru bolts using drilling and grouting in lieu of providing a formed hole using steel pipe. Installation shall be in accordance with Article 509.06 using a method that results in the annulus surrounding the bolt being completely filled with adhesive. The method of drilling shall not result in spalled concrete at the exit face. Epoxy grouted thru bolts shall be snug tightened followed by an additional 1/3 turn on the interior nut at final installation. Cost included with Traversable Pipe Grate.

FILE NAME: \\hrgreen.com\hrg\Data\2023\2302696.04\CAD\CADsheets\053-2600-0366M92-006\_PipeGrate.dgn

TPGBC-ZS

5-15-2023

(Sheet 1 of 2)



USER NAME = amiller	DESIGNED - FAS	REVISED -
	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRANSVERSABLE PIPE GRATE FOR BOX CULVERTS  
STRUCTURE NO. 053-2600

SHEET 6 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	36
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				

**PIPE-GRATE SCHEDULE FOR BOX CULVERT END SECTIONS**

Precast Box Culvert Dimensions			Slope of End Section								
			1:3			1:4			1:6		
S (ft)	R (ft)	Tt (in)	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe
4	2	7.5	1 @ 8'-10"	N/A	8'-10"	1 @ 11'-7"	N/A	11'-7"	1 @ 17'-2"	N/A	17'-2"
4	2	5	1 @ 8'-2"	N/A	8'-2"	1 @ 10'-8"	N/A	10'-8"	1 @ 15'-11"	N/A	15'-11"
4	3	7.5	1 @ 12'-0"	N/A	12'-0"	1 @ 15'-8"	N/A	15'-8"	1 @ 23'-3"	1 @ 3'-7"	26'-10"
4	3	5	1 @ 11'-4"	N/A	11'-4"	1 @ 14'-10"	N/A	14'-10"	1 @ 22'-0"	1 @ 3'-7"	25'-7"
4	4	7.5	1 @ 15'-2"	N/A	15'-2"	1 @ 19'-10"	1 @ 3'-7"	23'-5"	1 @ 29'-4"	2 @ 3'-7"	36'-3"
4	4	5	1 @ 14'-6"	N/A	14'-6"	1 @ 18'-11"	N/A	18'-11"	1 @ 28'-1"	2 @ 3'-7"	35'-3"
5	2	8	1 @ 8'-11"	N/A	8'-11"	1 @ 11'-9"	N/A	11'-9"	1 @ 17'-5"	N/A	17'-5"
5	2	6	1 @ 8'-5"	N/A	8'-5"	1 @ 11'-1"	N/A	11'-1"	1 @ 16'-5"	N/A	16'-5"
5	3	8	1 @ 12'-1"	N/A	12'-1"	1 @ 15'-10"	N/A	15'-10"	1 @ 23'-6"	1 @ 4'-7"	28'-1"
5	3	6	1 @ 11'-7"	N/A	11'-7"	1 @ 15'-2"	N/A	15'-2"	1 @ 22'-6"	1 @ 4'-7"	27'-1"
5	4	8	1 @ 15'-3"	N/A	15'-3"	1 @ 20'-0"	1 @ 4'-7"	24'-7"	1 @ 29'-7"	2 @ 4'-7"	38'-9"
5	4	6	1 @ 14'-9"	N/A	14'-9"	1 @ 19'-3"	N/A	19'-3"	1 @ 28'-7"	2 @ 4'-7"	37'-9"
5	5	8	1 @ 18'-5"	N/A	18'-5"	1 @ 24'-1"	2 @ 4'-7"	33'-3"	1 @ 35'-8"	3 @ 4'-7"	49'-5"
5	5	6	1 @ 17'-11"	N/A	17'-11"	1 @ 23'-5"	1 @ 4'-7"	28'-0"	1 @ 34'-8"	2 @ 4'-7"	43'-10"
6	2	8	2 @ 8'-11"	N/A	17'-10"	2 @ 11'-9"	N/A	23'-6"	2 @ 17'-5"	N/A	34'-10"
6	2	7	2 @ 8'-8"	N/A	17'-4"	2 @ 11'-5"	N/A	22'-10"	2 @ 16'-11"	N/A	33'-10"
6	3	8	2 @ 12'-1"	N/A	24'-2"	2 @ 15'-10"	N/A	31'-8"	2 @ 23'-6"	1 @ 5'-7"	52'-7"
6	3	7	2 @ 11'-10"	N/A	23'-8"	2 @ 15'-6"	N/A	31'-0"	2 @ 23'-0"	1 @ 5'-7"	51'-7"
6	4	8	2 @ 15'-3"	N/A	30'-6"	2 @ 20'-0"	1 @ 5'-7"	45'-7"	2 @ 29'-7"	2 @ 5'-7"	70'-4"
6	4	7	2 @ 15'-0"	N/A	30'-0"	2 @ 19'-8"	1 @ 5'-7"	44'-11"	2 @ 29'-1"	2 @ 5'-7"	69'-4"
6	5	8	2 @ 18'-5"	N/A	36'-10"	2 @ 24'-1"	2 @ 5'-7"	59'-4"	2 @ 35'-8"	3 @ 5'-7"	88'-1"
6	5	7	2 @ 18'-2"	N/A	36'-4"	2 @ 23'-9"	2 @ 5'-7"	58'-8"	2 @ 35'-2"	2 @ 5'-7"	81'-6"
6	6	8	2 @ 21'-7"	1 @ 5'-7"	48'-9"	2 @ 28'-3"	2 @ 5'-7"	67'-8"	2 @ 41'-9"	3 @ 5'-7"	100'-3"
6	6	7	2 @ 21'-4"	1 @ 5'-7"	48'-3"	2 @ 27'-11"	2 @ 5'-7"	67'-0"	2 @ 41'-3"	3 @ 5'-7"	99'-3"
7	2	8	2 @ 8'-11"	N/A	17'-10"	2 @ 11'-9"	N/A	23'-6"	2 @ 17'-5"	N/A	34'-10"
7	3	8	2 @ 12'-1"	N/A	24'-2"	2 @ 15'-10"	N/A	31'-8"	2 @ 23'-6"	2 @ 6'-7"	60'-2"
7	4	8	2 @ 15'-3"	N/A	30'-6"	2 @ 20'-0"	2 @ 6'-7"	53'-2"	2 @ 29'-7"	3 @ 6'-7"	78'-11"
7	5	8	2 @ 18'-5"	N/A	36'-10"	2 @ 24'-1"	3 @ 6'-7"	67'-11"	2 @ 35'-8"	4 @ 6'-7"	97'-8"
7	6	8	2 @ 21'-7"	2 @ 6'-7"	56'-4"	2 @ 28'-3"	3 @ 6'-7"	76'-3"	2 @ 41'-9"	5 @ 6'-7"	116'-5"
7	7	8	2 @ 24'-9"	3 @ 6'-7"	69'-3"	2 @ 32'-4"	4 @ 6'-7"	91'-0"	2 @ 47'-10"	6 @ 6'-7"	135'-2"
8	2	8	3 @ 8'-11"	N/A	26'-9"	3 @ 11'-9"	N/A	35'-3"	3 @ 17'-5"	N/A	52'-3"
8	3	8	3 @ 12'-1"	N/A	36'-3"	3 @ 15'-10"	N/A	47'-6"	3 @ 23'-6"	2 @ 7'-7"	85'-8"
8	4	8	3 @ 15'-3"	N/A	45'-9"	3 @ 20'-0"	2 @ 7'-7"	75'-2"	3 @ 29'-7"	3 @ 7'-7"	111'-6"
8	5	8	3 @ 18'-5"	N/A	55'-3"	3 @ 24'-1"	3 @ 7'-7"	95'-0"	3 @ 35'-8"	4 @ 7'-7"	137'-4"
8	6	8	3 @ 21'-7"	2 @ 7'-7"	79'-11"	3 @ 28'-3"	3 @ 7'-7"	107'-6"	3 @ 41'-9"	5 @ 7'-7"	163'-2"
8	7	8	3 @ 24'-9"	3 @ 7'-7"	97'-0"	3 @ 32'-4"	4 @ 7'-7"	127'-4"	3 @ 47'-10"	6 @ 7'-7"	189'-0"
8	8	8	3 @ 27'-11"	3 @ 7'-7"	106'-6"	3 @ 36'-6"	4 @ 7'-7"	139'-10"	3 @ 53'-11"	6 @ 7'-7"	207'-3"
9	2	9	3 @ 9'-3"	N/A	27'-9"	3 @ 12'-1"	N/A	36'-3"	3 @ 17'-11"	N/A	53'-9"
9	3	9	3 @ 12'-4"	N/A	37'-0"	3 @ 16'-2"	N/A	48'-6"	3 @ 24'-0"	3 @ 8'-7"	97'-9"
9	4	9	3 @ 15'-6"	N/A	46'-6"	3 @ 20'-4"	2 @ 8'-7"	78'-2"	3 @ 30'-1"	3 @ 8'-7"	116'-0"
9	5	9	3 @ 18'-8"	N/A	56'-0"	3 @ 24'-5"	3 @ 8'-7"	99'-0"	3 @ 36'-2"	4 @ 8'-7"	142'-10"
9	6	9	3 @ 21'-10"	2 @ 8'-7"	82'-8"	3 @ 28'-7"	3 @ 8'-7"	111'-6"	3 @ 42'-3"	5 @ 8'-7"	169'-8"
9	7	9	3 @ 25'-0"	3 @ 8'-7"	100'-9"	3 @ 32'-8"	4 @ 8'-7"	132'-4"	3 @ 48'-4"	6 @ 8'-7"	196'-6"
9	8	9	3 @ 28'-2"	3 @ 8'-7"	110'-3"	3 @ 36'-10"	4 @ 8'-7"	144'-10"	3 @ 54'-5"	6 @ 8'-7"	214'-9"
9	9	9	3 @ 31'-4"	3 @ 8'-7"	119'-9"	3 @ 40'-11"	5 @ 8'-7"	165'-8"	3 @ 60'-6"	7 @ 8'-7"	241'-7"
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10	6	10	3 @ 22'-1"	2 @ 9'-7"	85'-5"	3 @ 28'-11"	3 @ 9'-7"	115'-6"	3 @ 42'-9"	5 @ 9'-7"	176'-2"
10	7	10	3 @ 25'-3"	3 @ 9'-7"	104'-6"	3 @ 33'-0"	4 @ 9'-7"	137'-4"	3 @ 48'-10"	6 @ 9'-7"	204'-0"
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10	10	10	3 @ 34'-9"	4 @ 9'-7"	142'-7"	3 @ 45'-5"	5 @ 9'-7"	184'-2"	3 @ 67'-1"	8 @ 9'-7"	277'-11"
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11	6	11	4 @ 22'-5"	2 @ 10'-7"	110'-10"	4 @ 29'-3"	3 @ 10'-7"	148'-9"	4 @ 43'-3"	5 @ 10'-7"	225'-11"
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11	11	11	4 @ 38'-2"	4 @ 10'-7"	195'-0"	4 @ 49'-10"	6 @ 10'-7"	262'-10"	4 @ 73'-8"	9 @ 10'-7"	389'-11"
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12	8	12	4 @ 29'-0"	3 @ 11'-7"	150'-9"	4 @ 37'-10"	4 @ 11'-7"	197'-8"	4 @ 55'-11"	7 @ 11'-7"	304'-9"
12	10	12	4 @ 35'-4"	4 @ 11'-7"	187'-8"	4 @ 46'-1"	5 @ 11'-7"	242'-3"	4 @ 68'-1"	8 @ 11'-7"	365'-0"
12	12	12	4 @ 41'-8"	5 @ 11'-7"	224'-7"	4 @ 54'-4"	6 @ 11'-7"	286'-10"	4 @ 80'-3"	10 @ 11'-7"	436'-10"

(Sheet 2 of 2)

FILE NAME: \\hrgreen.com\hrg\proj\2023\2302696.04\CAD\CADsheets\053-2600-0366M92-007\_PipeGrate2.dgn

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5-15-2023



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	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRANSVERSABLE PIPE GRATE FOR BOX CULVERTS  
STRUCTURE NO. 053-2600**

SHEET 7 OF 8 SHEETS

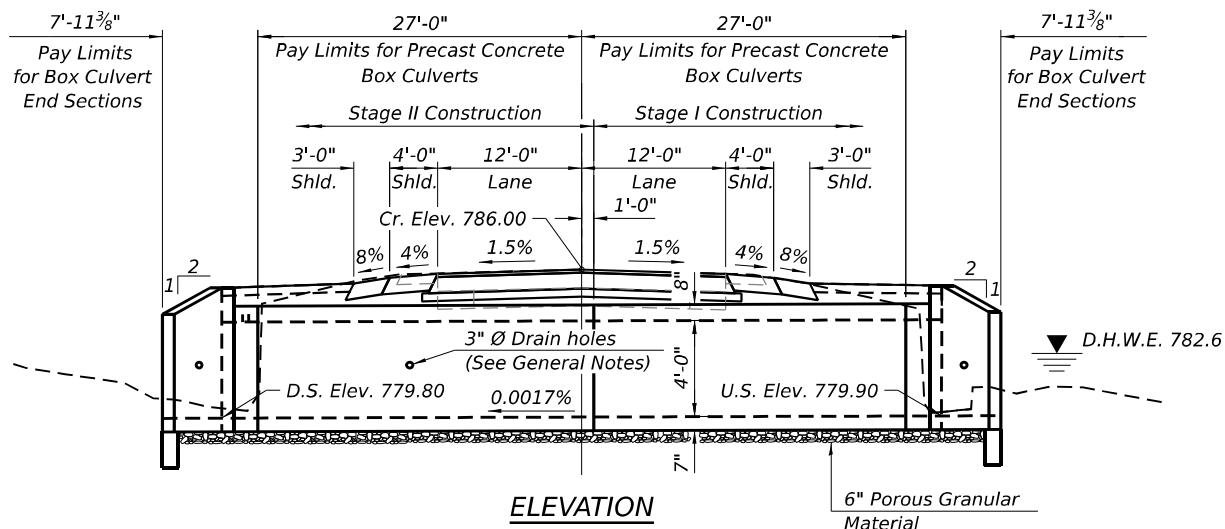
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	37
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				



Benchmark:

Existing Structure: SN 053-2589 was built in 1928 and carries IL Route 47 over Indian Creek Tributary. The structure is a single barrel 6'x4' cast-in-place concrete box culvert with out to out length of approximately 41'. Traffic will be maintained using stage construction.

No Salvage.

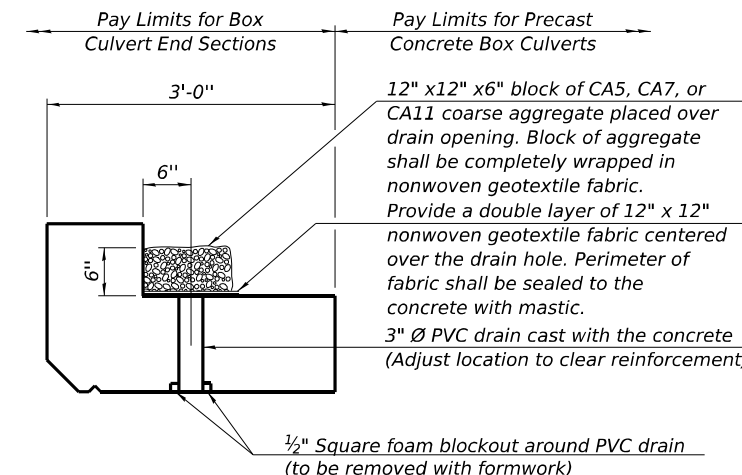
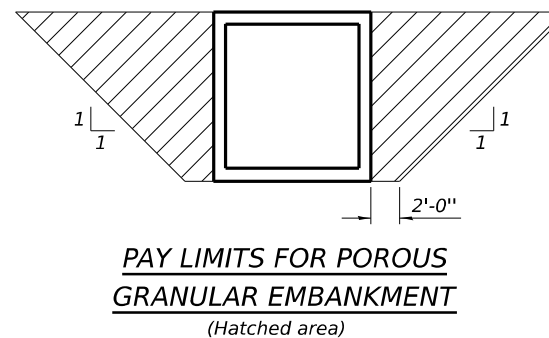


**INDEX OF SHEETS**

1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier
- 4.-5. Precast Concrete Box Culvert Apron End Sections
6. Soil Boring Logs

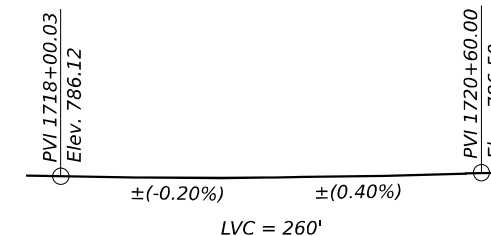
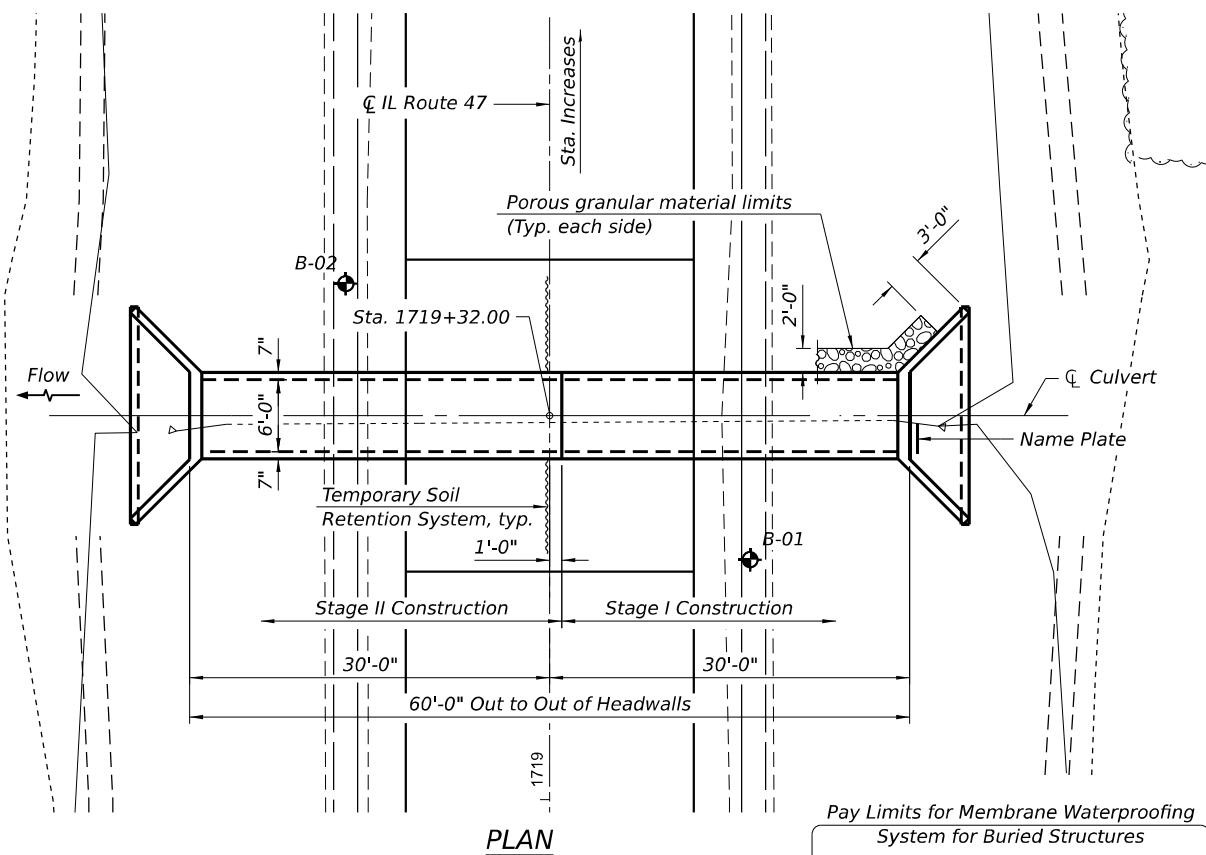
**GENERAL NOTES**

The design fill height for this box is 1.07 ft. The precast box culvert sections shall conform to the requirements of ASTM C 1577. Drain holes shall be provided on exterior culvert walls for each precast box segment with a clear rise greater than 3 ft. The drain hole shall be located within 1/3 of the clear rise of the box culvert, shall not intercept the haunch, and shall conform to the requirements of Article 503.11 of the Standard Specification. Nonwoven geotextile fabric shall conform to the requirements of Art. 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard. Precast concrete box culverts and box culvert end sections shall be backfilled with Porous Granular Embankment in the required excavation areas on the sides of the box culvert from the top of the box culvert to the bottom of the box culvert. This area of PGE is included in the Porous Granular Embankment pay item. The 6-inch thick layer of porous granular material required under the precast concrete box culvert, according to Section 540.06 of the standard specifications, shall also apply to the end sections. Cost of this porous granular material will not be paid for separately but shall be included in the unit price of the work for which it is required.



**DRAIN DETAIL**

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)



**PROFILE GRADE**

(Match Existing  $\bar{C}$  IL Rte. 47)

**DESIGN SPECIFICATIONS**

2024 AASHTO LRFD Bridge Design Specifications  
Customary U.S. Units, 10th Edition

**LOADING HL-93**

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

**DESIGN STRESSES**

**PRECAST UNITS**

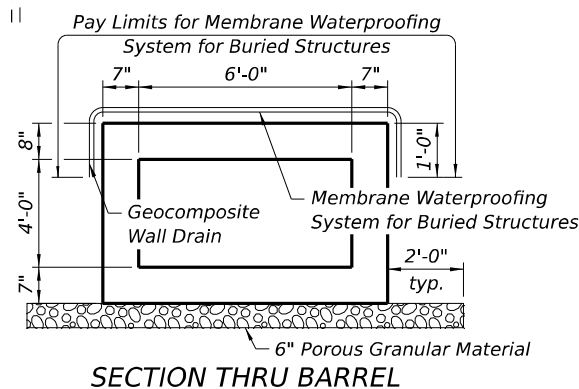
$f_c = 5,000$  psi  
 $f_y = 65,000$  psi (Welded Wire Reinforcement)

**LEGEND**

Soil Boring

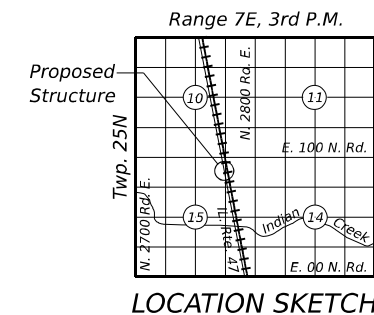
**WATERWAY INFORMATION**

		Exist. Overtopping Elev. = 785.93 @ Sta. 1719+00		Prop. Overtopping Elev. = 785.93 @ Sta. 1719+00	
Drainage Area = 108.5 acres					
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Nat. H.W.E. Exist. Prop.	Headwater El. Exist. Prop.
Design	50	69	16 16	782.6 0.0	782.4 0.0
Base	100	83	17 17	782.8 0.3	783.1 0.1
Scour Check	200	97	18 18	782.8 0.6	783.4 0.4
Max. Calc.	500	116	18 18	782.9 1.2	784.2 1.0



STATION 1719+32  
BUILT BY  
STATE OF ILLINOIS  
F.A.P. RTE. 326  
SECTION (125)CR-2589  
LOADING HL-93  
STRUCTURE NO. 053-2601

**NAME PLATE**  
See Std. 515001



ANDREW E. UNDERWAGER  
081-006218  
CHICAGO, IL  
LICENSED STRUCTURAL ENGINEER

Andy Underwager 03/26/2026  
DATE

ANDREW E. UNDERWAGER, S.E.  
License Number: 081-006218  
My license renewal date is November 30, 2026.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	119
Removal of Existing Structures	Each	1
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	74
Box Culvert End Sections, Culvert No. 2	Each	2
Precast Concrete Box Culverts, 6' x 4'	Foot	54
Geocomposite Wall Drain	Sq. Yd.	60
Membrane Waterproofing System for Buried Structures	Sq. Yd.	60

**GENERAL PLAN AND ELEVATION**  
**IL RTE. 47 OVER INDIAN CREEK TRIBUTARY**  
**F.A.P. RTE. 326 SEC. (125)CR-2589**  
**LIVINGSTON COUNTY**  
**STATION 1719+32**  
**STRUCTURE NO. 053-2601**

FILE NAME: \\hrgreen.com\hrg\Drawings\2023\2026\96.04\CAD\CAD\Sheets\053-2601-1\0366M92-001\_GPE.dgn

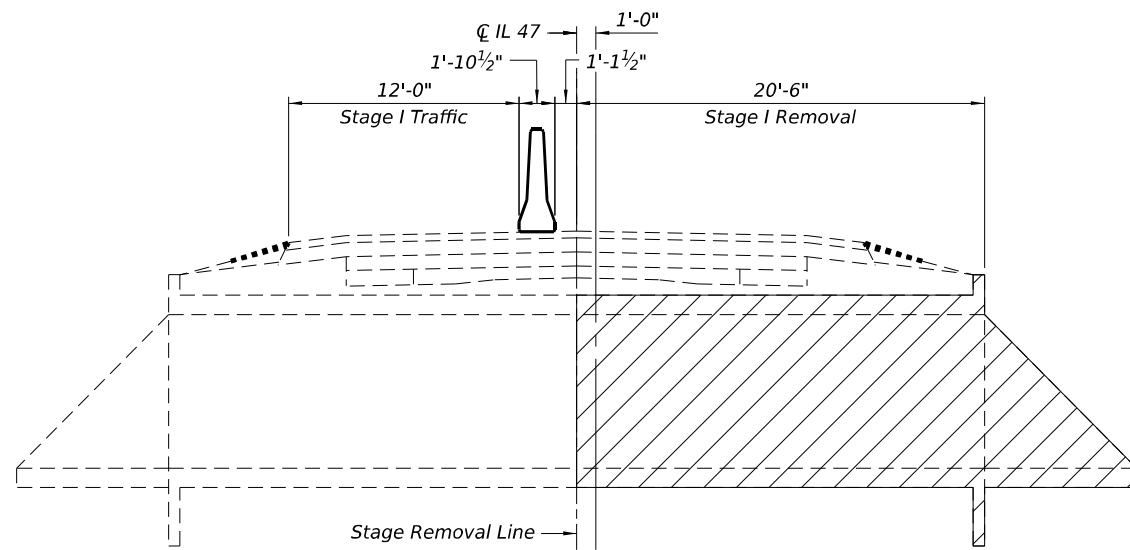
HRGreen.com  
Illinois Professional Design Firm  
#184-001322

USER NAME = amiller	DESIGNED - FAS	REVISED -
	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

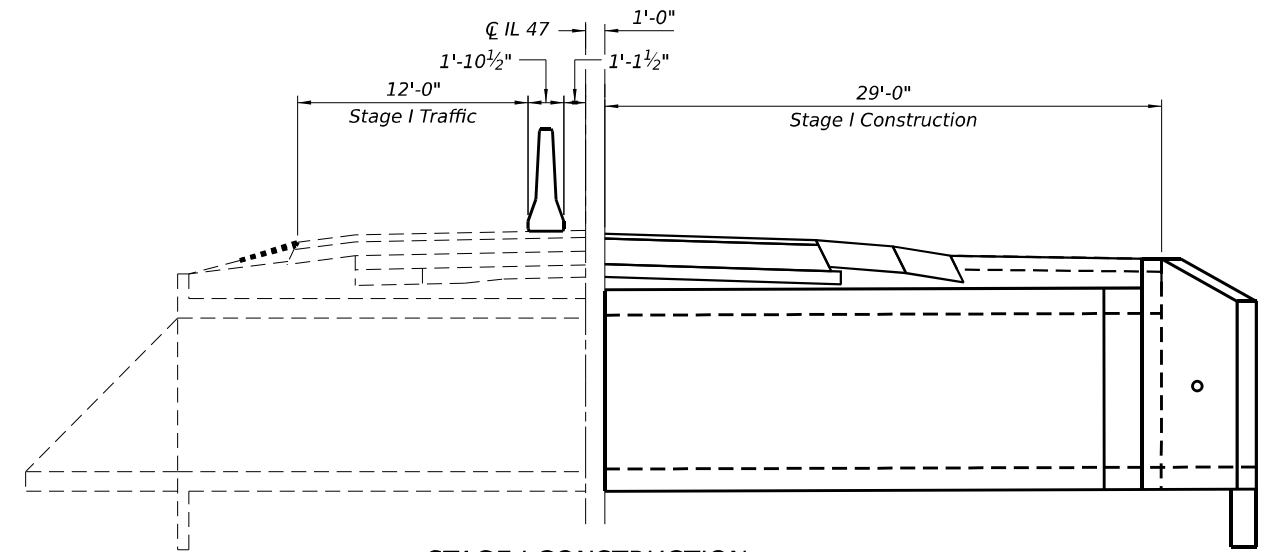
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 6 SHEETS

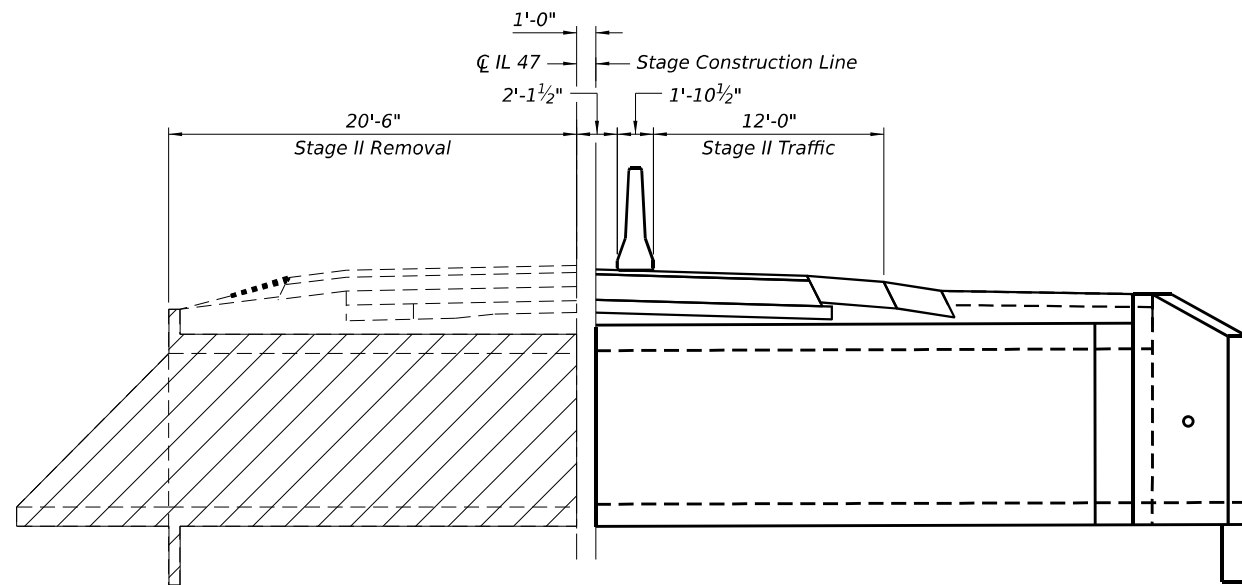
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326	(125)CR-2589, CR-2589	LIVINGSTON	69	39
CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				



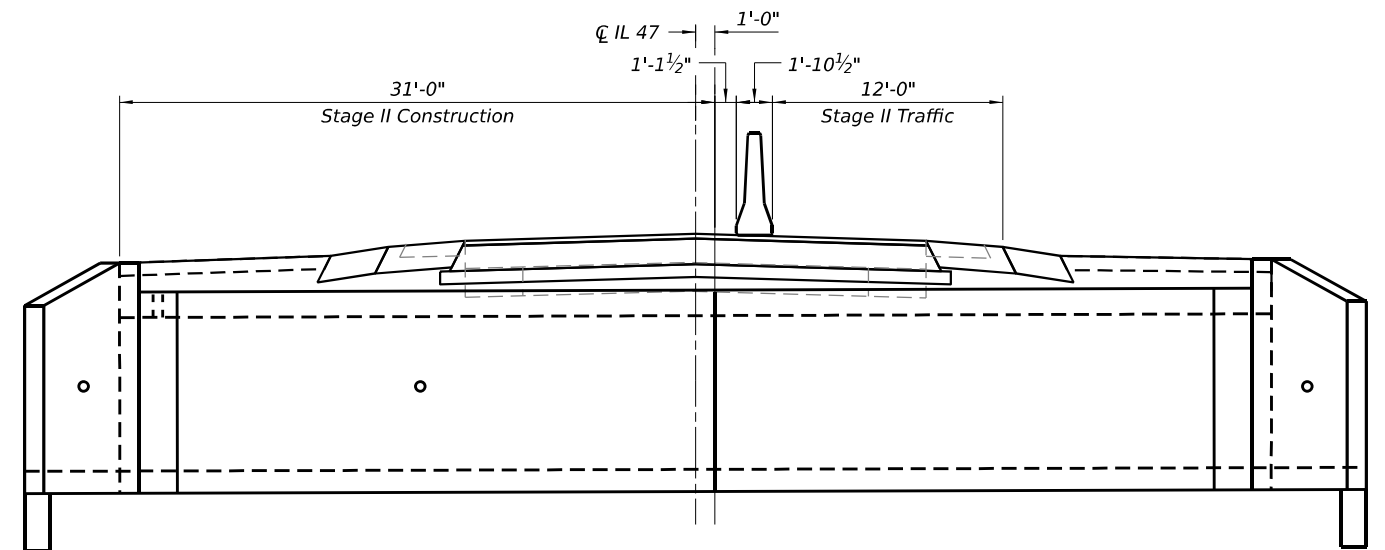
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**



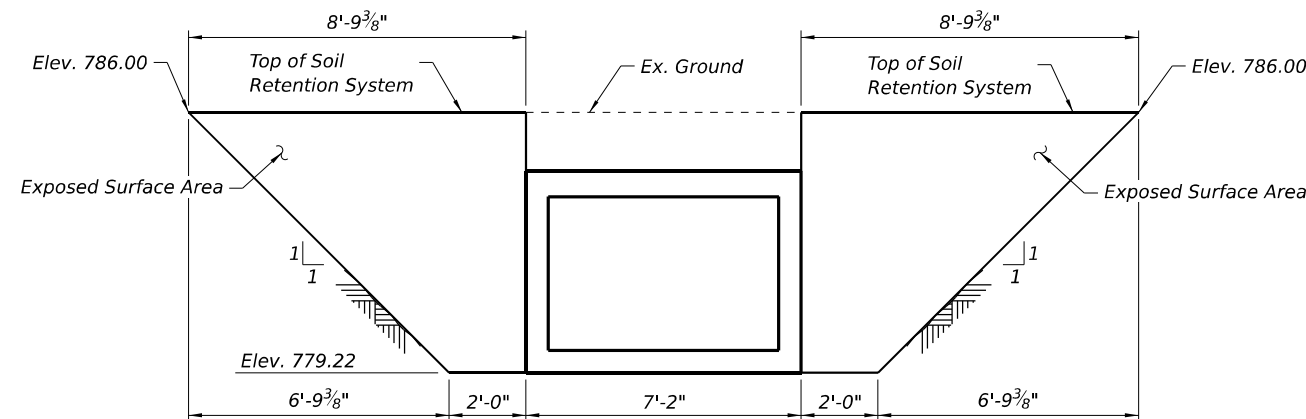
**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**

**STAGE CONSTRUCTION DETAILS**

(Looking South)



**TEMPORARY SOIL RETENTION SYSTEM**

**LEGEND:**

Removal of Existing Structures

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

FILE NAME: \\hrgreen.com\hrg\Drawings\2023\2302696.04\CAD\CAD\Sheets\053-2601-0366M92-002\_StageConst.dgn



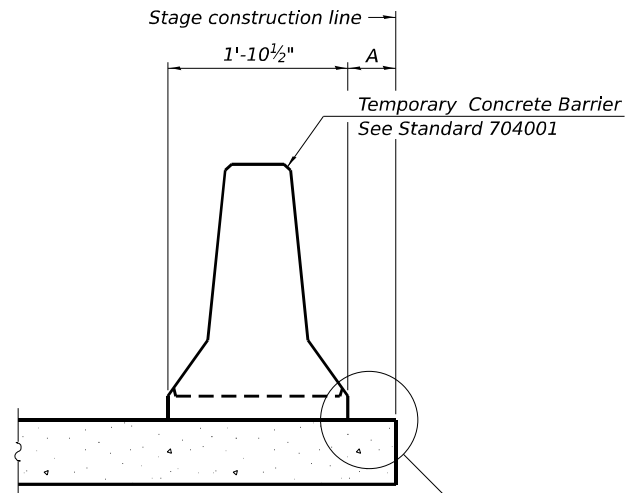
USER NAME = amiller	DESIGNED - FAS	REVISED -
	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 053-2601**

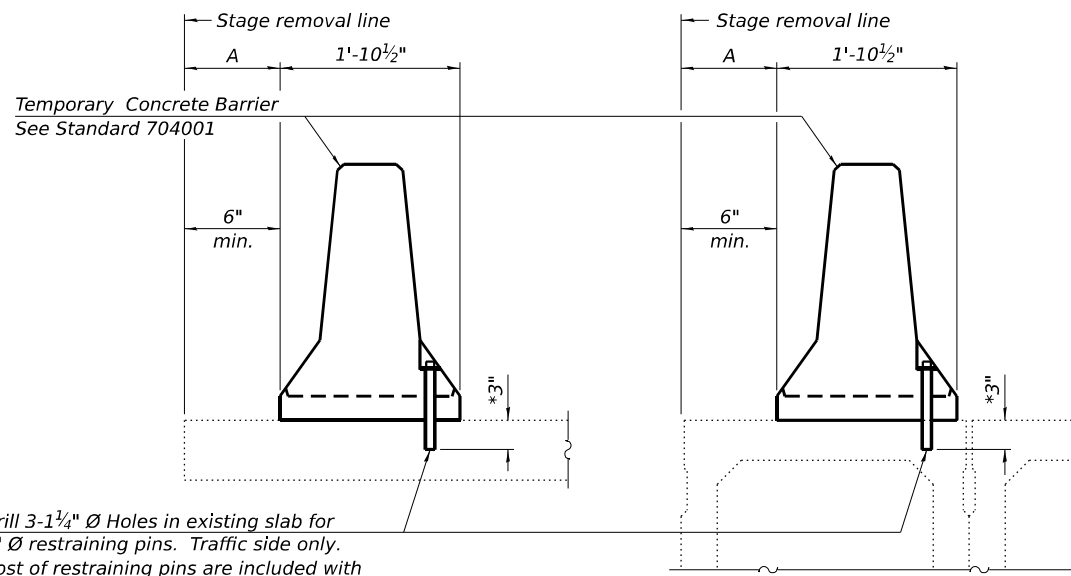
SHEET 2 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	40
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				



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

**NEW SLAB OR NEW DECK BEAM**

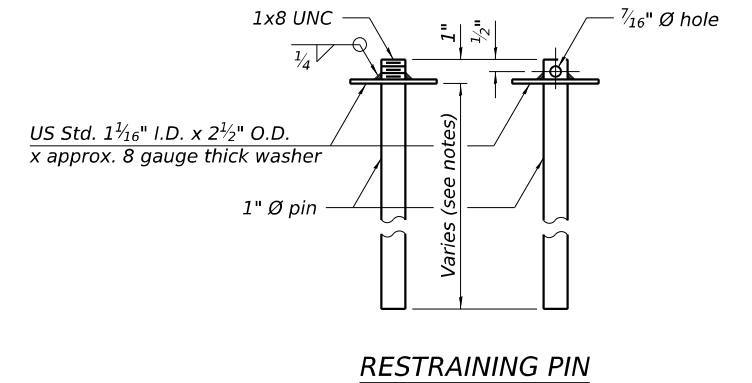


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

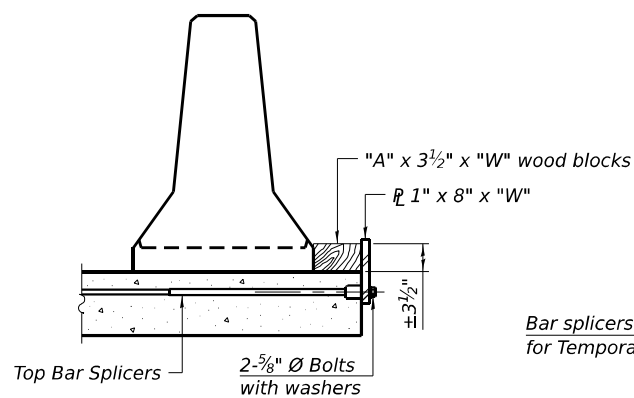
**EXISTING SLAB**

**EXISTING DECK BEAM**

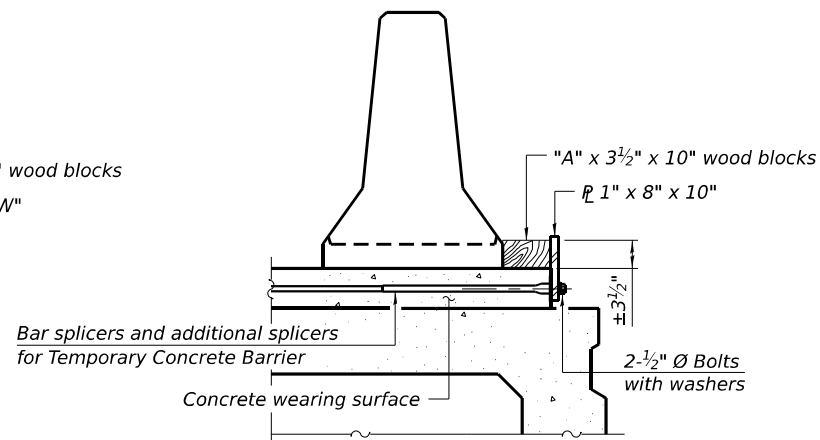
**SECTIONS THRU SLAB OR DECK BEAM**



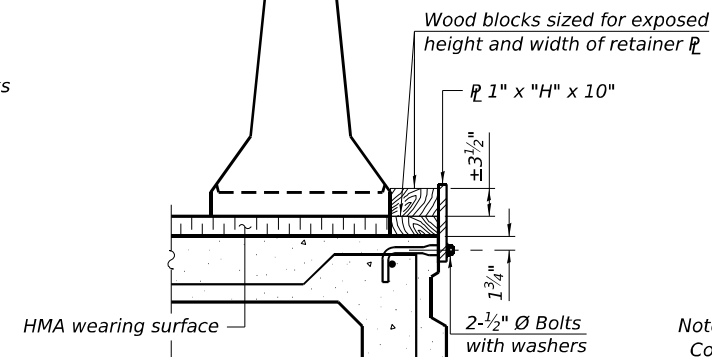
**RESTRAINING PIN**



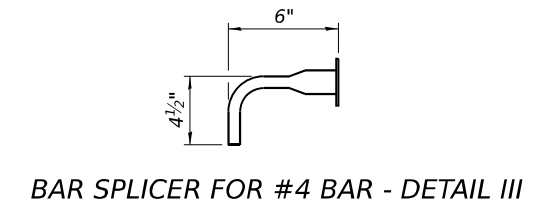
**DETAIL I**



**DETAIL II**



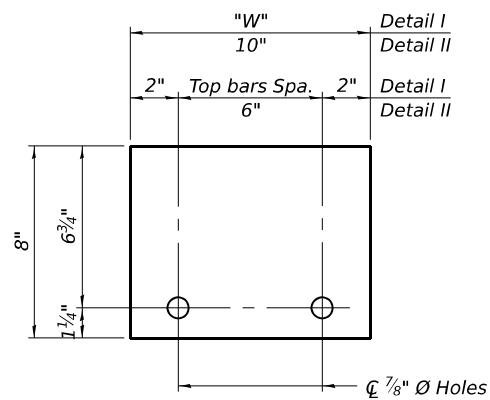
**DETAIL III**



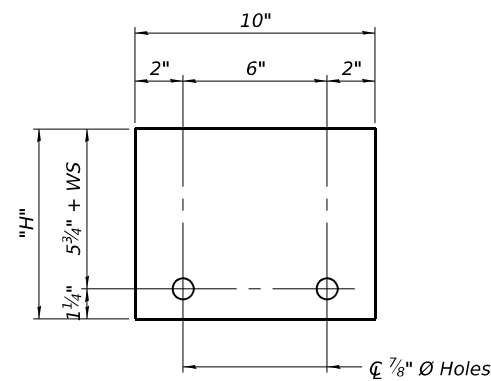
**BAR SPLICER FOR #4 BAR - DETAIL III**

**Notes:**  
 Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center 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.



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



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

**RAILING CRITERIA**

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

FILE NAME: \\hrgreen.com\hrg\Data\2023\2302696.04\CAD\CADsheets\053-2601-0366M92-003\_TempConcBarr.dgn

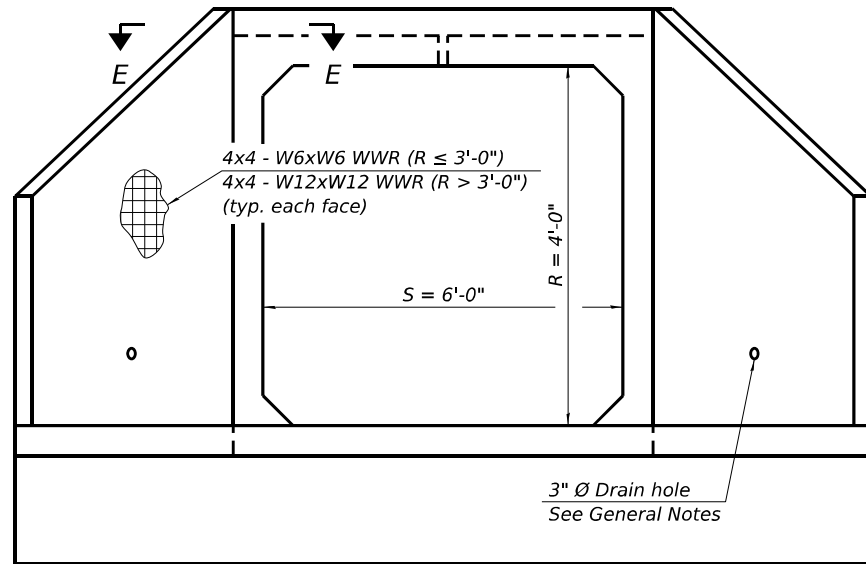
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	CHECKED - AEU	REVISED -	
	DRAWN - FAS	REVISED -	
	CHECKED - AEU	REVISED -	
PLOT DATE = 3/26/2026			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

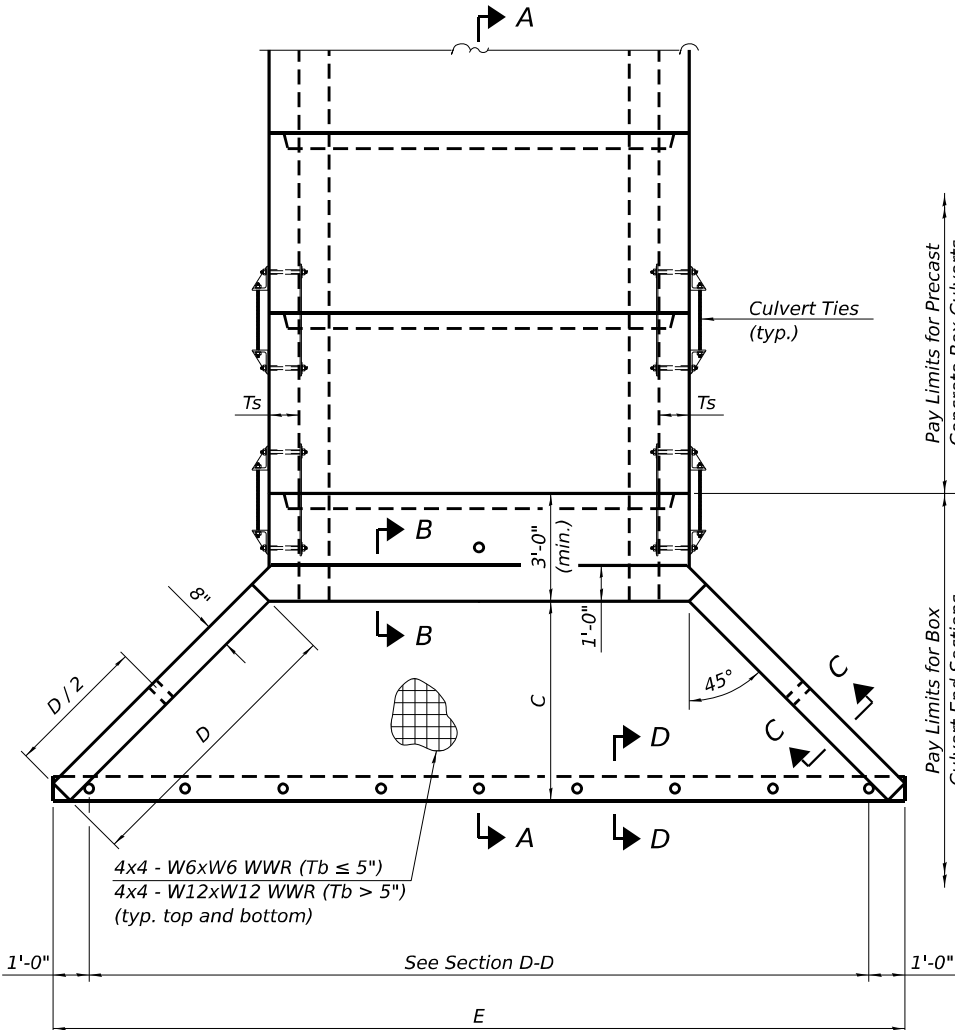
**TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 053-2601**

SHEET 3 OF 6 SHEETS

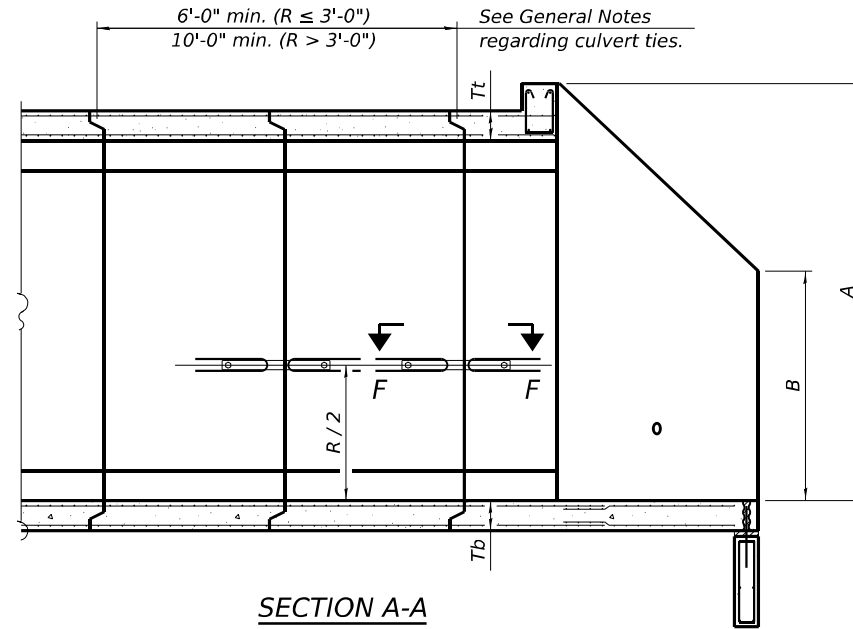
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	41
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				



END VIEW



PLAN



SECTION A-A

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. End sections will be paid for at the contract unit price per each for Box Culvert End Sections.

The Contractor may furnish the end section as a single precast concrete piece or construct the end section in the field using cast-in-place (CIP) construction. For CIP construction, the bottom slab thickness shall be increased by 2" and the clear cover to the bottom mat of reinforcement shall be increased to 3".

Box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements for ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

The number of culvert ties shall be sufficient to engage the minimum length of culvert barrel shown within the pay limits for Precast Concrete Box Culverts and will be dependent upon the length of box culvert segments furnished by the Contractor. Culvert ties are not required for box culverts having a rise (R) less than or equal to 3 ft and a span (S) greater than or equal to 10 ft.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the unit price for Box Culvert End Sections of the culvert number specified.

Shop drawings that detail slab thickness and reinforcement layout for the Box Culvert End Sections shall be provided to the Engineer for review and approval. Reinforcement bars not detailed herein shall be detailed with a clear distance at the end of the reinforcement not less than 1/2" nor more than 2". For the precast option, it shall be the Contractor's responsibility for determining a method of handling and a construction procedure shall be included in the shop drawings. The Contractor shall determine and detail in the shop drawings any necessary strengthening or stiffening provisions necessary to handle the precast segment. Any required modifications shall be at no extra charge.

The Contractor may use reinforcement bars in lieu of welded wire reinforcement (WWR). Reinforcement bars shall be limited to the sizes of #3 through #5 bars, a maximum spacing of the lesser of 8" or the member thickness, and shall result in an area of reinforcement equal to or greater than that provided by the WWR. Minimum lap lengths detailed herein are applicable to WWR and reinforcement bars.

Reinforcement (circumferential and longitudinal) in the culvert barrel portion of the end section being lapped with reinforcement from the wingwalls or bottom slab of the end section shall not be less than that required by ASTM C 1577 for the design fill height or the reinforcement detailed for the end section, whichever is greater.

One drain hole shall be provided in each wingwall for end sections of box culverts having an opening with a clear rise greater than 3 ft. The drain hole shall be located within the lower 1/3 of the clear rise of the box culvert and shall conform to the requirements of Article 503.11 of the Standard Specifications.

APRON END SECTION DIMENSIONS

Span (S)	Rise (R)	Tt	Tb	Ts	A	B	C	D	E	Concrete Cu. Yd.	Culvert Ties Required
3'-0"	2'-0"	7"	6"	4"	3'-4"	2'-2"	2'-10 <sup>5</sup> / <sub>8</sub> "	4'-1"	10'-4 <sup>5</sup> / <sub>8</sub> "	2.8	Yes
3'-0"	2'-0"	4"	4"	4"	3'-1"	2'-1"	2'-7 <sup>7</sup> / <sub>8</sub> "	3'-9"	9'-11"	2.3	Yes
3'-0"	3'-0"	7"	6"	4"	4'-4"	2'-8"	3'-10 <sup>5</sup> / <sub>8</sub> "	5'-6"	12-4 <sup>5</sup> / <sub>8</sub> "	3.7	Yes
3'-0"	3'-0"	4"	4"	4"	4'-1"	2'-7"	3'-7 <sup>7</sup> / <sub>8</sub> "	5'-2"	11'-11"	3.1	Yes
4'-0"	2'-0"	7.5"	6"	5"	3'-4 <sup>1</sup> / <sub>2</sub> "	2'-2 <sup>1</sup> / <sub>2</sub> "	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	11'-8"	3.3	Yes
4'-0"	2'-0"	5"	5"	5"	3'-2"	2'-1"	2'-8 <sup>1</sup> / <sub>2</sub> "	3'-10"	11'-2 <sup>3</sup> / <sub>8</sub> "	2.8	Yes
4'-0"	3'-0"	7.5"	6"	5"	4'-4 <sup>1</sup> / <sub>2</sub> "	2'-8 <sup>1</sup> / <sub>2</sub> "	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	13'-8 <sup>1</sup> / <sub>8</sub> "	4.2	Yes
4'-0"	3'-0"	5"	5"	5"	4'-2"	2'-7"	3'-8 <sup>1</sup> / <sub>2</sub> "	5'-3"	13'-2 <sup>3</sup> / <sub>8</sub> "	3.7	Yes
4'-0"	4'-0"	7.5"	6"	5"	5'-4 <sup>1</sup> / <sub>2</sub> "	3'-2 <sup>1</sup> / <sub>2</sub> "	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	15'-8 <sup>1</sup> / <sub>8</sub> "	5.3	Yes
4'-0"	4'-0"	5"	5"	5"	5'-2"	3'-1"	4'-8 <sup>5</sup> / <sub>8</sub> "	6'-8"	15'-2 <sup>1</sup> / <sub>2</sub> "	4.7	Yes
5'-0"	2'-0"	8"	7"	6"	3'-5"	2'-3"	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	12'-10"	3.9	Yes
5'-0"	2'-0"	6"	6"	6"	3'-3"	2'-2"	2'-10"	4'-0"	12'-7 <sup>1</sup> / <sub>4</sub> "	3.5	Yes
5'-0"	3'-0"	8"	7"	6"	4'-5"	2'-9"	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	14'-10 <sup>1</sup> / <sub>4</sub> "	4.9	Yes
5'-0"	3'-0"	6"	6"	6"	4'-3"	2'-8"	3'-10"	5'-5"	14'-7 <sup>1</sup> / <sub>4</sub> "	4.5	Yes
5'-0"	4'-0"	8"	7"	6"	5'-5"	3'-3"	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	16'-10 <sup>1</sup> / <sub>8</sub> "	6.1	Yes
5'-0"	4'-0"	6"	6"	6"	5'-3"	3'-2"	4'-9 <sup>1</sup> / <sub>4</sub> "	6'-9"	16'-5 <sup>7</sup> / <sub>8</sub> "	5.5	Yes
5'-0"	5'-0"	8"	7"	6"	6'-5"	3'-9"	5'-11 <sup>3</sup> / <sub>8</sub> "	8'-5"	18'-10 <sup>1</sup> / <sub>8</sub> "	7.4	Yes
5'-0"	5'-0"	6"	6"	6"	6'-3"	3'-8"	5'-9 <sup>1</sup> / <sub>4</sub> "	8'-2"	18'-5 <sup>7</sup> / <sub>8</sub> "	6.8	Yes
6'-0"	2'-0"	8"	7"	7"	3'-5"	2'-3"	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	14'-0"	4.3	Yes
6'-0"	2'-0"	7"	7"	7"	3'-4"	2'-2"	2'-10 <sup>5</sup> / <sub>8</sub> "	4'-1"	13'-10 <sup>5</sup> / <sub>8</sub> "	4.2	Yes
6'-0"	3'-0"	8"	7"	7"	4'-5"	2'-9"	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	16'-0 <sup>1</sup> / <sub>8</sub> "	5.4	Yes
6'-0"	3'-0"	7"	7"	7"	4'-4"	2'-8"	3'-10 <sup>5</sup> / <sub>8</sub> "	5'-6"	15'-10 <sup>5</sup> / <sub>8</sub> "	5.2	Yes
6'-0"	4'-0"	8"	7"	7"	5'-5"	3'-3"	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	18'-0 <sup>1</sup> / <sub>8</sub> "	6.5	Yes
6'-0"	4'-0"	7"	7"	7"	5'-4"	3'-2"	4'-10 <sup>3</sup> / <sub>4</sub> "	6'-11"	17'-10 <sup>3</sup> / <sub>4</sub> "	6.5	Yes
6'-0"	5'-0"	8"	7"	7"	6'-5"	3'-9"	5'-11 <sup>3</sup> / <sub>8</sub> "	8'-5"	20'-0 <sup>1</sup> / <sub>8</sub> "	8.0	Yes
6'-0"	5'-0"	7"	7"	7"	6'-4"	3'-8"	5'-10 <sup>3</sup> / <sub>4</sub> "	8'-4"	19'-10 <sup>3</sup> / <sub>4</sub> "	7.8	Yes
6'-0"	6'-0"	8"	7"	7"	7'-5"	4'-3"	6'-11 <sup>1</sup> / <sub>2</sub> "	9'-10"	22'-0 <sup>1</sup> / <sub>4</sub> "	9.5	Yes
6'-0"	6'-0"	7"	7"	7"	7'-4"	4'-2"	6'-10 <sup>3</sup> / <sub>4</sub> "	9'-9"	21'-10 <sup>3</sup> / <sub>4</sub> "	9.3	Yes
7'-0"	2'-0"	8"	8"	8"	3'-5"	2'-3"	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	15'-2"	4.9	Yes
7'-0"	3'-0"	8"	8"	8"	4'-5"	2'-9"	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	17'-2 <sup>1</sup> / <sub>8</sub> "	6.1	Yes
7'-0"	4'-0"	8"	8"	8"	5'-5"	3'-3"	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	19'-2 <sup>1</sup> / <sub>8</sub> "	7.4	Yes
7'-0"	5'-0"	8"	8"	8"	6'-5"	3'-9"	5'-11 <sup>3</sup> / <sub>8</sub> "	8'-5"	21'-2 <sup>1</sup> / <sub>8</sub> "	8.9	Yes
7'-0"	6'-0"	8"	8"	8"	7'-5"	4'-3"	6'-11 <sup>1</sup> / <sub>2</sub> "	9'-10"	23'-2 <sup>1</sup> / <sub>4</sub> "	10.6	Yes
8'-0"	2'-0"	8"	8"	8"	3'-5"	2'-3"	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	16'-2"	5.3	Yes
8'-0"	3'-0"	8"	8"	8"	4'-5"	2'-9"	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	18'-2 <sup>1</sup> / <sub>8</sub> "	6.5	Yes
8'-0"	4'-0"	8"	8"	8"	5'-5"	3'-3"	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	20'-2 <sup>1</sup> / <sub>8</sub> "	7.8	Yes
8'-0"	5'-0"	8"	8"	8"	6'-5"	3'-9"	5'-11 <sup>3</sup> / <sub>8</sub> "	8'-5"	22'-2 <sup>1</sup> / <sub>8</sub> "	9.3	Yes
8'-0"	6'-0"	8"	8"	8"	7'-5"	4'-3"	6'-11 <sup>1</sup> / <sub>2</sub> "	9'-10"	24'-2 <sup>1</sup> / <sub>4</sub> "	11.0	Yes
9'-0"	2'-0"	9"	9"	9"	3'-6"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	4'-4"	17'-6 <sup>7</sup> / <sub>8</sub> "	6.2	Yes
9'-0"	3'-0"	9"	9"	9"	4'-6"	2'-9"	4'-0 <sup>3</sup> / <sub>4</sub> "	5'-9"	19'-6 <sup>7</sup> / <sub>8</sub> "	7.5	Yes
9'-0"	4'-0"	9"	9"	9"	5'-6"	3'-3"	5'-0 <sup>3</sup> / <sub>4</sub> "	7'-2"	21'-6 <sup>7</sup> / <sub>8</sub> "	9.0	Yes
9'-0"	5'-0"	9"	9"	9"	6'-6"	3'-9"	6'-0 <sup>7</sup> / <sub>8</sub> "	8'-7"	23'-7"	10.6	Yes
9'-0"	6'-0"	9"	9"	9"	7'-6"	4'-3"	7'-0 <sup>7</sup> / <sub>8</sub> "	9'-11"	25'-5 <sup>5</sup> / <sub>8</sub> "	12.4	Yes
10'-0"	2'-0"	10"	10"	10"	3'-7"	2'-4"	3'-1 <sup>1</sup> / <sub>2</sub> "	4'-5"	18'-10 <sup>1</sup> / <sub>4</sub> "	7.1	No
10'-0"	3'-0"	10"	10"	10"	4'-7"	2'-10"	4'-1 <sup>1</sup> / <sub>2</sub> "	5'-10"	20'-10 <sup>1</sup> / <sub>4</sub> "	8.6	No
10'-0"	4'-0"	10"	10"	10"	5'-7"	3'-4"	5'-1 <sup>1</sup> / <sub>2</sub> "	7'-3"	22'-10 <sup>3</sup> / <sub>8</sub> "	10.2	Yes
10'-0"	5'-0"	10"	10"	10"	6'-7"	3'-10"	6'-1 <sup>1</sup> / <sub>2</sub> "	8'-8"	24'-10 <sup>3</sup> / <sub>8</sub> "	12.0	Yes
10'-0"	6'-0"	10"	10"	10"	7'-7"	4'-4"	7'-1 <sup>1</sup> / <sub>2</sub> "	10'-1"	26'-10 <sup>3</sup> / <sub>8</sub> "	13.9	Yes
11'-0"	2'-0"	11"	11"	11"	3'-8"	2'-4"	3'-2 <sup>7</sup> / <sub>8</sub> "	4'-7"	20'-3 <sup>1</sup> / <sub>8</sub> "	8.2	No
11'-0"	3'-0"	11"	11"	11"	4'-8"	2'-10"	4'-2 <sup>7</sup> / <sub>8</sub> "	6'-0"	22'-3 <sup>1</sup> / <sub>8</sub> "	9.8	No
11'-0"	4'-0"	11"	11"	11"	5'-8"	3'-4"	5'-2 <sup>1</sup> / <sub>4</sub> "	7'-4"	24'-1 <sup>3</sup> / <sub>4</sub> "	11.5	Yes
11'-0"	5'-0"	11"	11"	11"	6'-8"	3'-10"	6'-2 <sup>1</sup> / <sub>4</sub> "	8'-9"	26'-1 <sup>3</sup> / <sub>4</sub> "	13.3	Yes
11'-0"	6'-0"	11"	11"	11"	7'-8"	4'-4"	7'-2 <sup>1</sup> / <sub>4</sub> "	10'-2"	28'-1 <sup>7</sup> / <sub>8</sub> "	15.5	Yes
12'-0"	2'-0"	12"	12"	12"	3'-9"	2'-5"	3'-3 <sup>5</sup> / <sub>8</sub> "	4'-8"	21'-6 <sup>1</sup> / <sub>2</sub> "	9.3	No
12'-0"	3'-0"	12"	12"	12"	4'-9"	2'-11"	4'-3 <sup>5</sup> / <sub>8</sub> "	6'-1"	23'-6 <sup>1</sup> / <sub>2</sub> "	11.1	No
12'-0"	4'-0"	12"	12"	12"	5'-9"	3'-5"	5'-3 <sup>5</sup> / <sub>8</sub> "	7'-6"	25'-6 <sup>5</sup> / <sub>8</sub> "	13.0	Yes
12'-0"	5'-0"	12"	12"	12"	6'-9"	3'-11"	6'-3 <sup>5</sup> / <sub>8</sub> "	8'-11"	27'-6 <sup>5</sup> / <sub>8</sub> "	14.1	Yes
12'-0"	6'-0"	12"	12"	12"	7'-9"	4'-5"	7'-3 <sup>5</sup> / <sub>8</sub> "	10'-4"	29'-6 <sup>5</sup> / <sub>8</sub> "	17.4	Yes

Note:  
Two sets of apron end section dimensions are shown above for some box culvert sizes due to the top and bottom slabs having different thicknesses per ASTM C 1577 for design fill heights less than 2 ft.

(Sheet 1 of 2)

FILE NAME: \\hrgreen.com\hrg\Data\2023\2302696.04\CAD\CADsheets\053-2601-0366M92-004\_ApronEndSect1.dgn

SCB-AES

5-15-2023



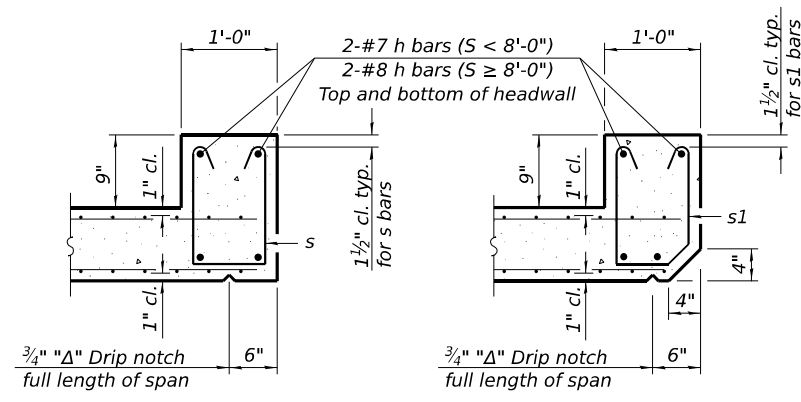
USER NAME = amiller	DESIGNED - FAS	REVISED -
	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END SECTIONS  
STRUCTURE NO. 053-2601

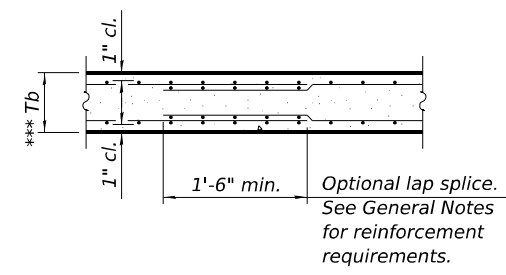
SHEET 4 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	42
CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				



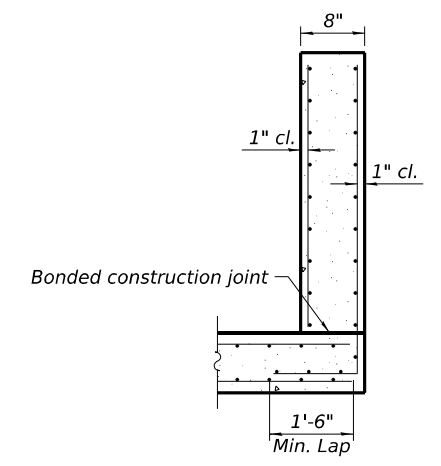
**SECTION B-B**  
(Top slab at downstream end)

**SECTION B-B**  
(Top slab at upstream end)

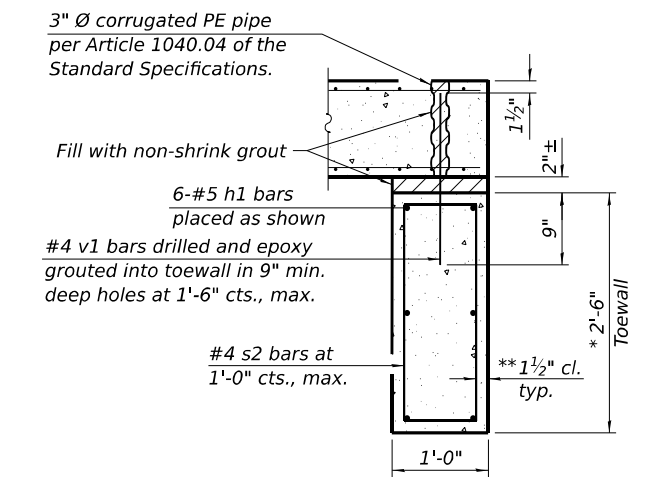


**SECTION B-B**  
(Bottom Slab)

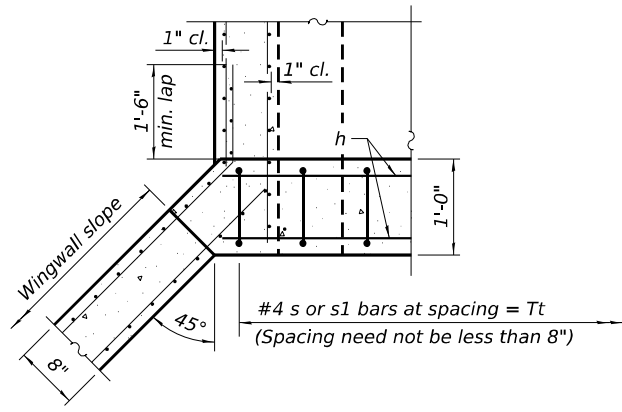
\*\*\* This dimension shall be increased by 2" for CIP construction.



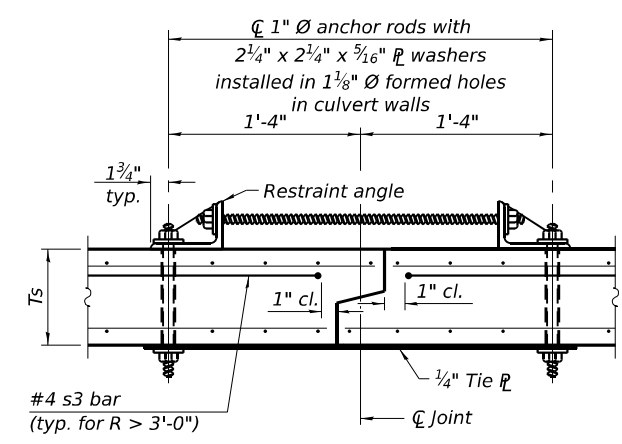
**SECTION C-C**



**SECTION D-D**



**SECTION E-E**



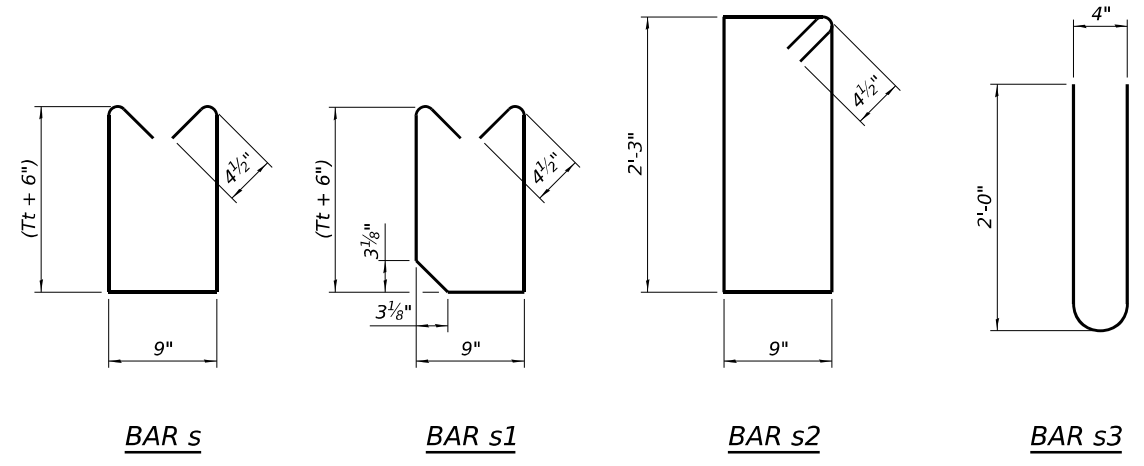
**SECTION F-F**  
(Showing culvert tie details)

**TOEWALL CONSTRUCTION SEQUENCE**

1. Perform excavation and construct toewall.
2. Backfill accordingly and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

\* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling method.

\*\* If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.

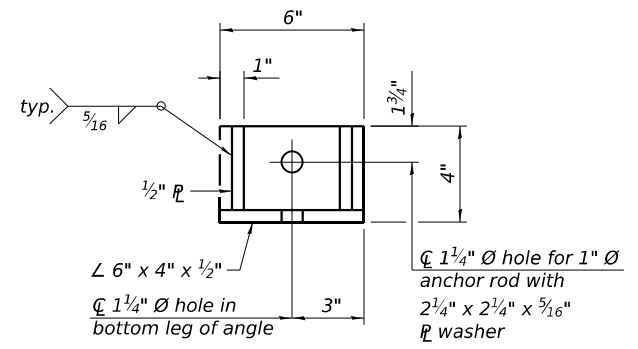


**BAR s**

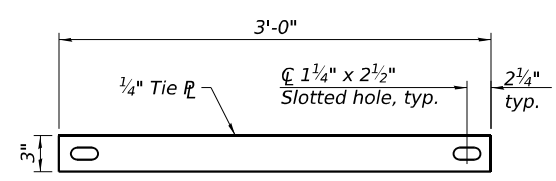
**BAR s1**

**BAR s2**

**BAR s3**



**RESTRAINT ANGLE DETAIL**



**TIE PLATE DETAIL**

Notes:  
1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for the tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional 1/2 turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

FILE NAME: \\hrgreen.com\hrg\Data\2023\2302696.04\CAD\CAD:sheets\053-2601-0366M92-005\_ApronEndSect2.dgn

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5-15-2023

(Sheet 2 of 2)



USER NAME = amiller	DESIGNED - FAS	REVISED -
	CHECKED - AEU	REVISED -
	DRAWN - FAS	REVISED -
PLOT DATE = 3/26/2026	CHECKED - AEU	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END SECTIONS  
STRUCTURE NO. 053-2601

SHEET 5 OF 6 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	43
CONTRACT NO.66M92				
ILLINOIS FED. AID PROJECT				

# SOIL BORING LOG

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over Tributary to Indian Creek, 0.95 mi N of Ford Co. Line LOGGED BY Larry Myers

SECTION (125)CR-2589 LOCATION NE 1/4, SEC. 15, TWP. 25N, RNG. 7E, 3<sup>rd</sup> PM, Latitude 40.6308, Longitude -88.39063

COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	GROUNDWATER Elev.:	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)
053-2589 (Exist.)	1719+32.00											
BORING NO. 1 (N.W. Quad.)	Station 1719+20											
	Offset 16.7 ft Rt.											
	Ground Surface Elev. 785.62											
Augered Shoulder Stone, Black and Brown Silty Clay Loam Fill with Debris Pieces		783.12						Very Stiff to Hard Gray Silty Clay Loam Till (continued)		2		
										4	3.2	16
										5	B	
Stiff Brown and Black Silty Clay Loam Fill			2							2		
			2	1.5	26					4	3.9	14
			3	P						6	B	
		-5										
			1							3		
			2	1.5	35					5	4.1	13
			3	P						9	B	
		778.62										
Very Stiff Gray and Brown Silty Clay Loam			2							3		
			2	2.0	26					5	4.1	13
			3	P						8	B	
		776.12										
Soft Brown and Gray Loam, Silt, and Sand and Gravel. Interbedded/Mixed		-10	1		22					3		
			1							5	4.1	12
			2							9	B	
		772.62										
Very Stiff to Hard Gray Silty Clay Loam Till			3	3.5	22							
			5	P								
		-15										
			4							4		
			5	4.1	15					6	4.1	13
			8	B						9	B	
		749.12										
End of Boring												
			5									
			7	4.3	13							
			9	B								
		-20										

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

BBS, form 137 (Rev. 8-99)

# SOIL BORING LOG

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over Tributary to Indian Creek, 0.95 mi N of Ford Co. Line LOGGED BY Larry Myers

SECTION (125)CR-2589 LOCATION NE 1/4, SEC. 15, TWP. 25N, RNG. 7E, 3<sup>rd</sup> PM, Latitude 40.63075, Longitude -88.3905

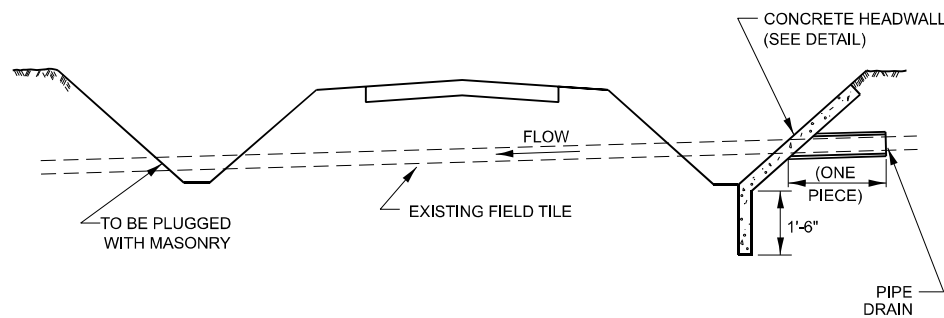
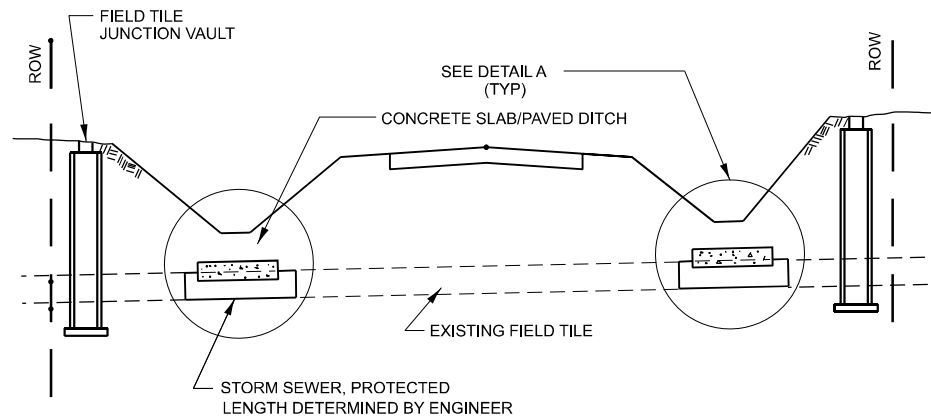
COUNTY Livingston DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	GROUNDWATER Elev.:	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)
053-2589 (Exist.)	1719+32.00											
BORING NO. 2 (S.E. Quad.)	Station 1719+43											
	Offset 17.0 ft Lt.											
	Ground Surface Elev. 785.57											
Augered Shoulder Stone, Black Silty Clay Loam Fill with Debris Pieces		783.07						Very Stiff to Hard Gray Silty Clay Loam Till (continued)		4		
										5	4.0	13
										9	B	
Stiff Brown and Black Silty Clay Loam Fill			1							3		
			2	1.5	25					5	3.9	14
			3	P						7	B	
		-5										
			1							3		
			2	1.5	30					4	3.8	13
			3	P						6	B	
		778.57										
Stiff Gray and Brown Silty Clay Loam			2							3		
			2	1.0	26					4	3.8	14
			2	P						6	B	
		776.07										
Soft Brown and Gray Loam, Silt, and Sand and Gravel Interbedded and Mixed.		-10										
			1		23					3		
			2							5	4.1	14
			2							8	B	
		772.07										
Potential Cobble/Boulder at 12'			15									
			11		10							
			9									
		-15										
			5							5		
			8	4.3	15					6	4.3	12
			12	B						10	B	
		749.07										
End of Boring												
			5									
			9	4.2	15							
			11	B								
		-20										

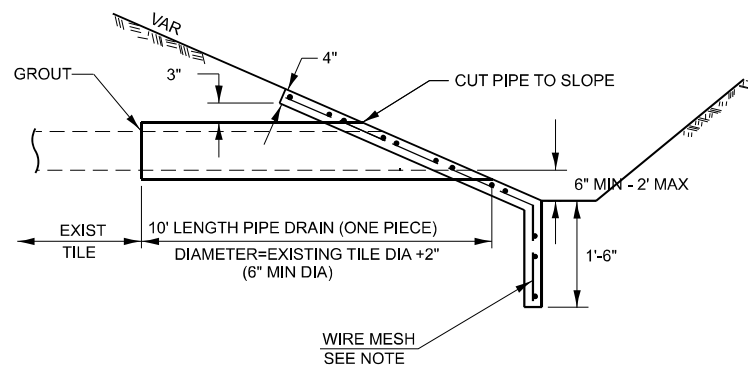
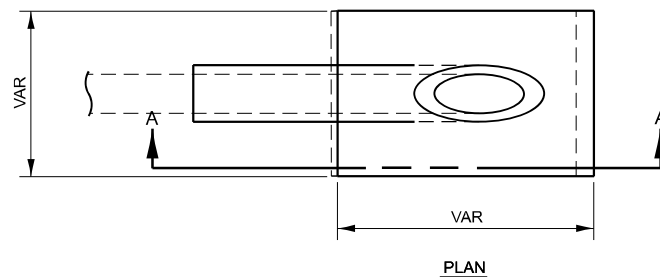
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

FILE NAME: \\hrgreen.com\hr\g\Data\2023\2302696.04\CAD\CADsheets\053-2601-0366M92-006\_SoilBorings.dgn

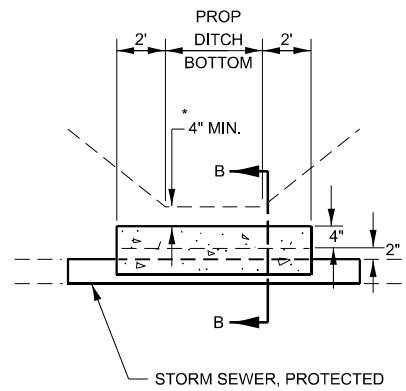


**FIELD TILE REPLACEMENT**



**SECTION A-A**

**CLASS SI CONCRETE HEADWALLS**



**DETAIL A**

NO SCALE

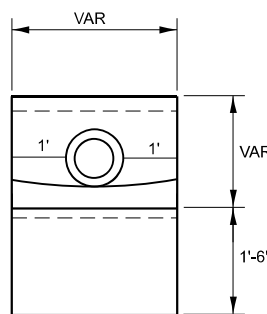
\* IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

**NOTES**

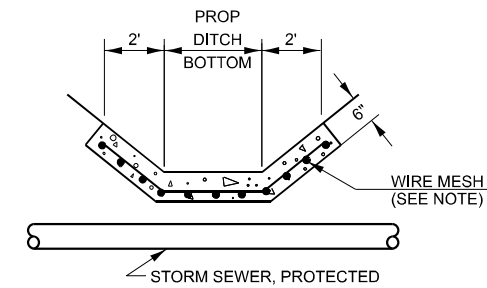
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ FT

**NOTES**

1. ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ FT

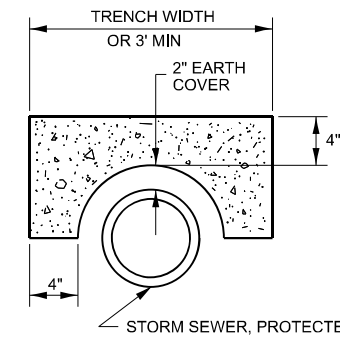


**END VIEW**

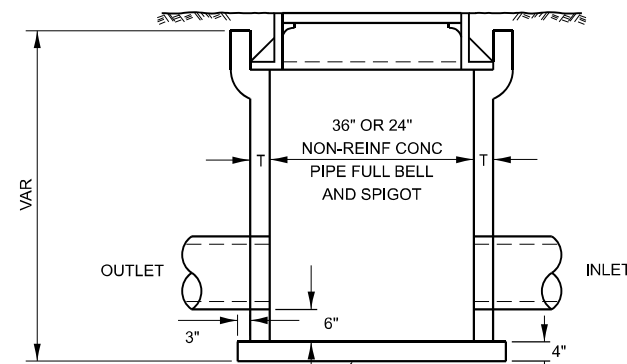


**DETAIL C**

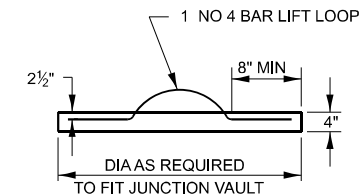
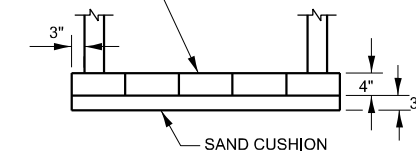
NO SCALE



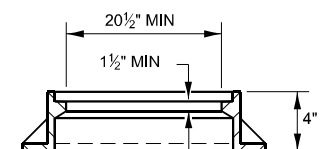
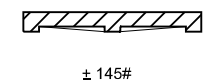
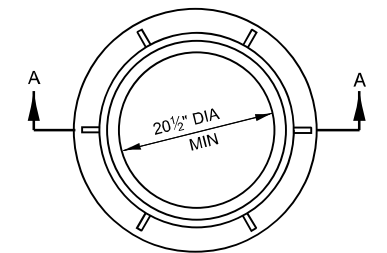
**SECTION B-B**



CLASS SI CONCRETE OR PRECAST REINFORCED CONCRETE SLABS NOT LESS THAN 12" WIDE



**FIELD TILE JUNCTION VAULT**



**SECTION A-A**

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"

**NOTES**

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.

MODEL: SH-1  
FILE NAME: \\hrgreen.com\hrg\Draws\2023\202696.04\CAD\CADsheets\366M92-sh-1.dwg



USER NAME = amiller	DESIGNED - AJM	REVISED -
	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

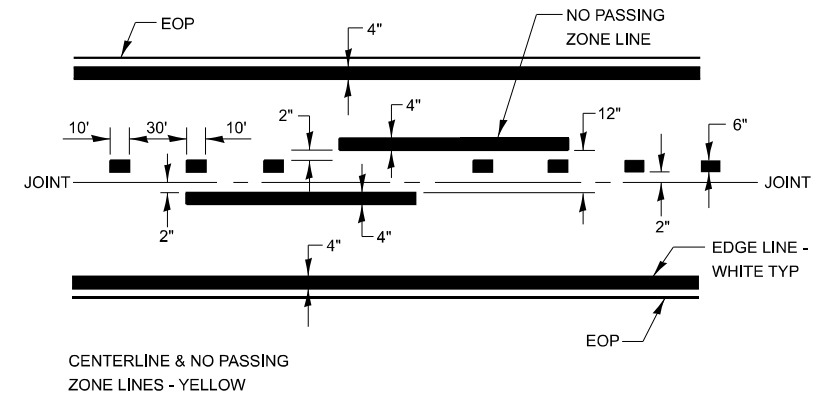
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS  
IL ROUTE 47

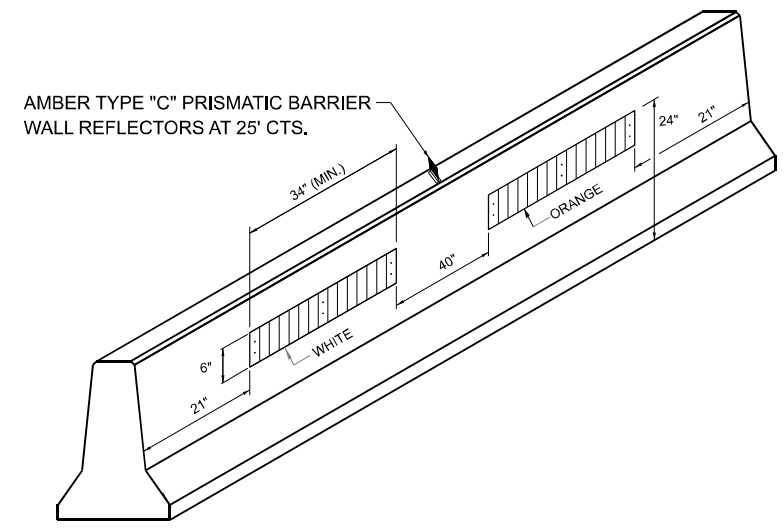
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	45
			CONTRACT NO. 66M92	

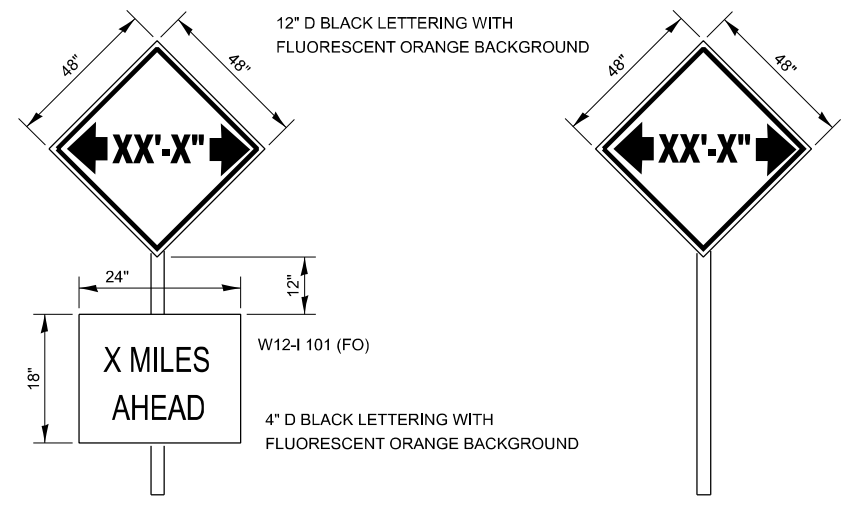
ILLINOIS FED. AID PROJECT



**PAVEMENT MARKING**



**LINEAR DELINEATOR PANELS FOR TEMPORARY CONCRETE BARRIER**



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

**WIDTH RESTRICTION SIGNING DETAILS**

MODEL: SH - 2  
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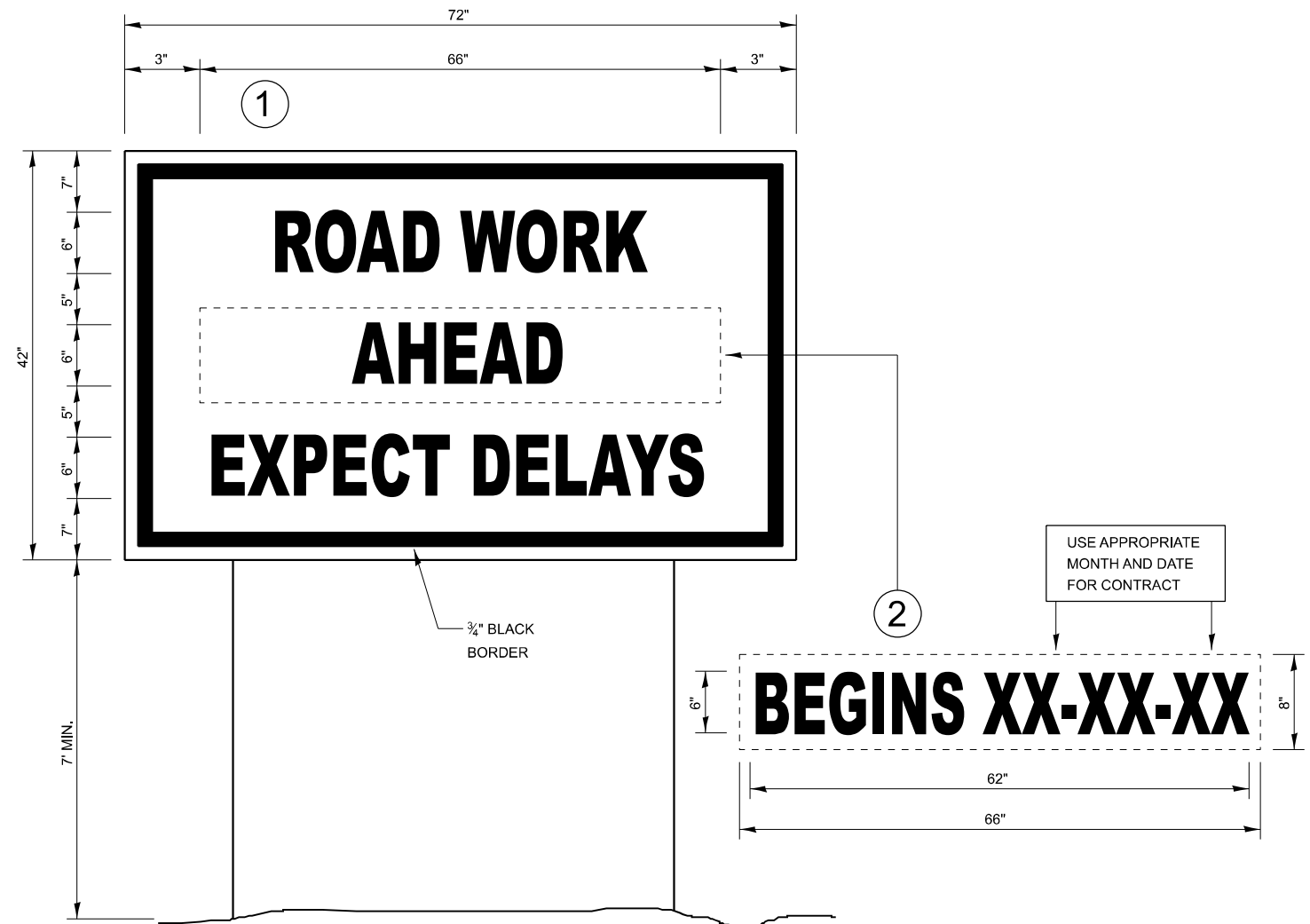
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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS  
 IL ROUTE 47

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	46
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



## TEMPORARY INFORMATION SIGNING

### NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS  
IL ROUTE 47**

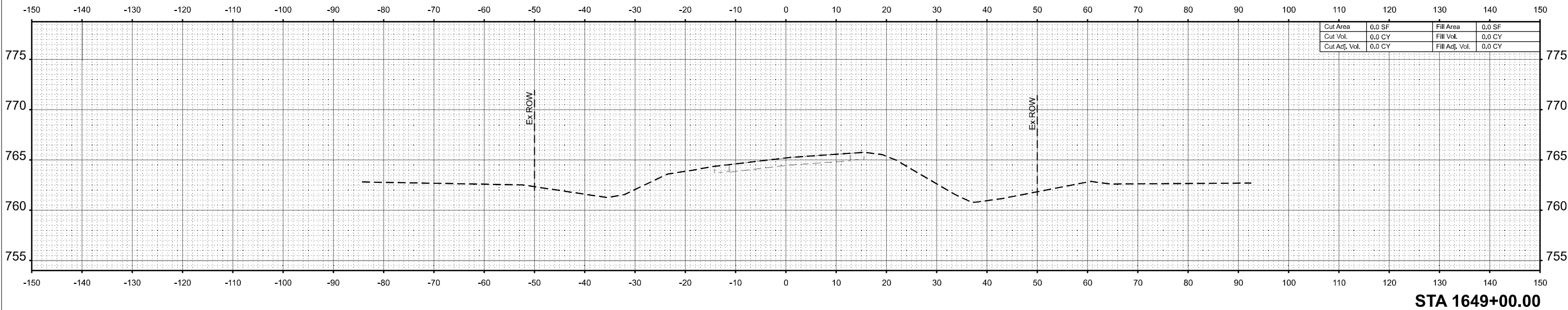
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				

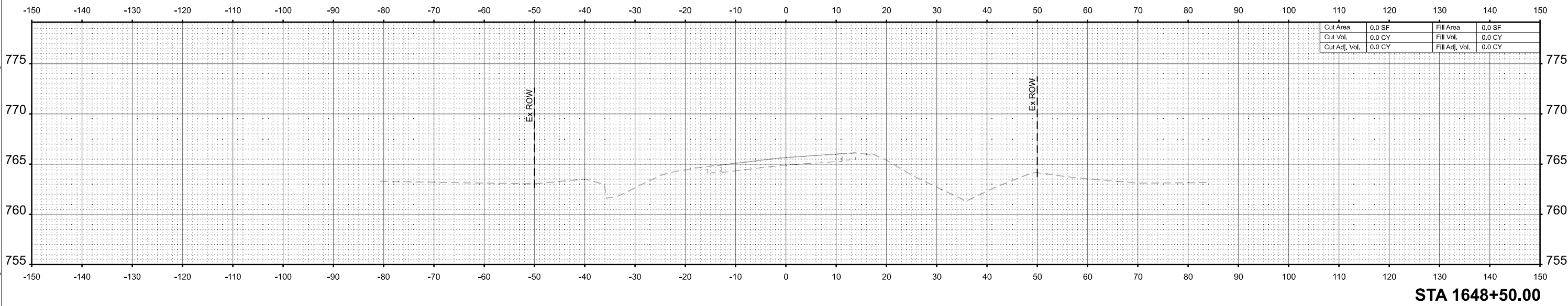
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**HRGreen**  
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USER NAME = amiller	DESIGNED - AJM	REVISED -
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -



**STA 1649+00.00**



**STA 1648+50.00**

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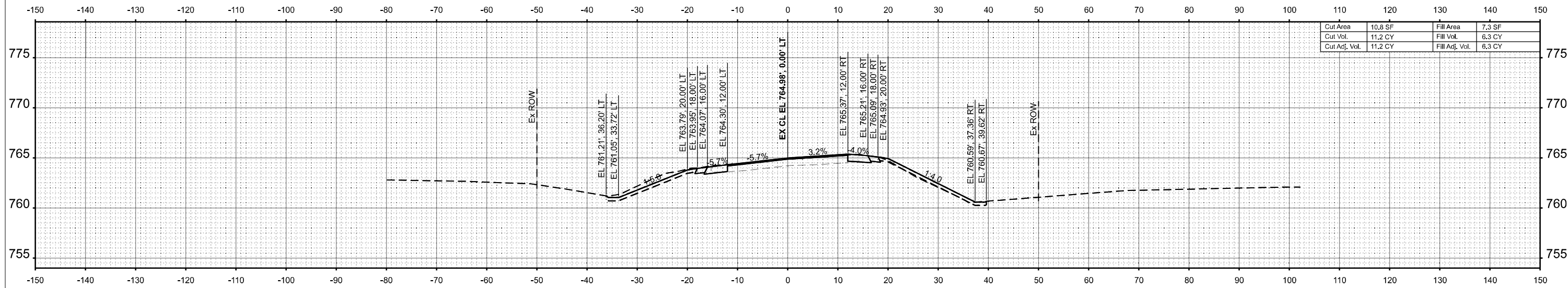
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PLOT DATE	= 3/26/2026	DATE	- 12/19/2025	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

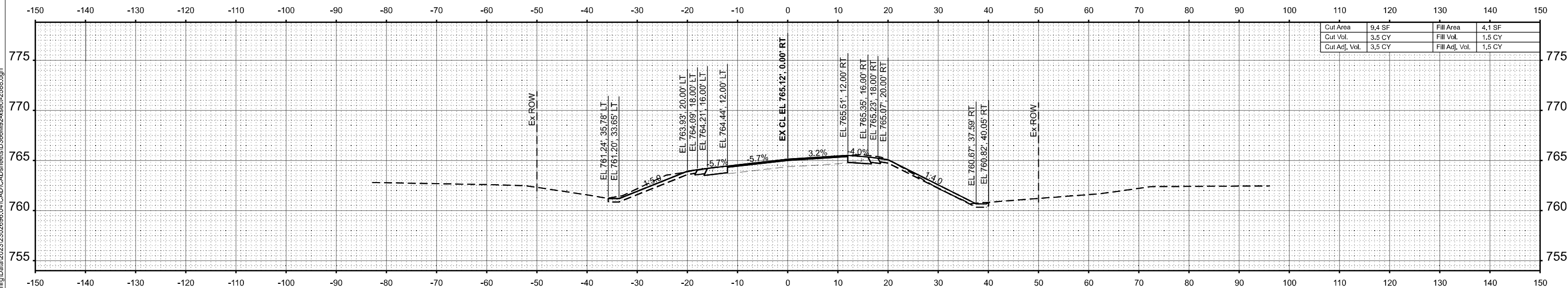
**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: 1"=10' SHEET 1 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	48
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



**STA 1649+50.00**



**STA 1649+20.00**

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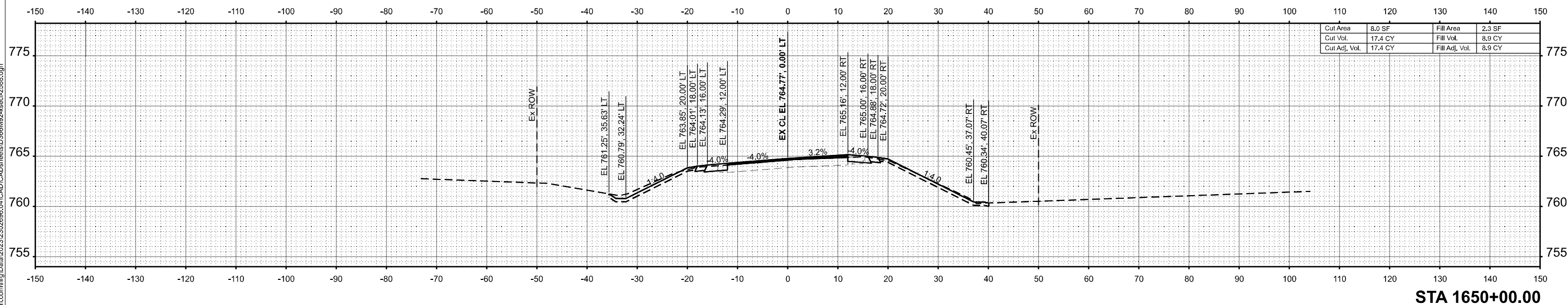
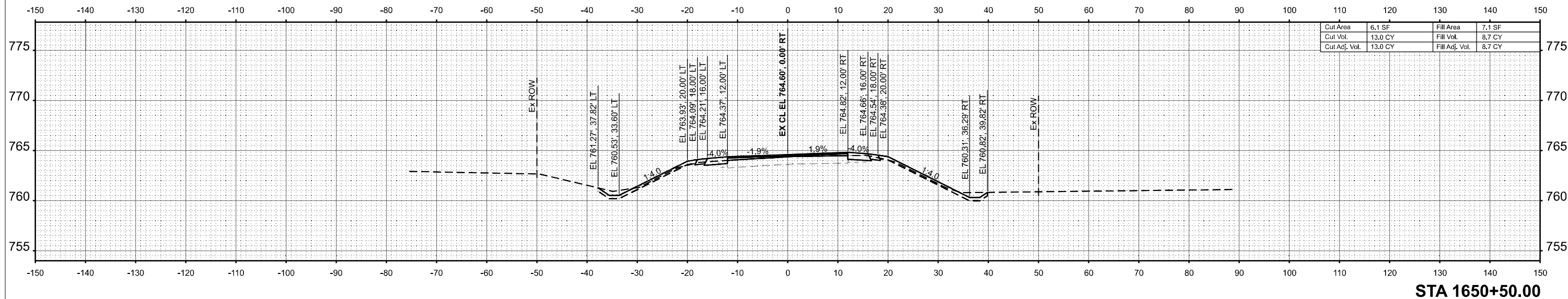
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	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

**CROSS SECTIONS**  
**IL ROUTE 47**  
**(EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: 1"=10'      SHEET 2 OF 12 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	49
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		



MODEL: SH - 03  
 FILE NAME: \\lrgreen.com\hgi\Data\2023\202696.04\CAD\CADsheets\366M92\sect-2588.dgn



USER NAME	= amiller	DESIGNED	- AJM	REVISED	-
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PLOT DATE	= 3/26/2026	DATE	- 12/19/2025	REVISED	-

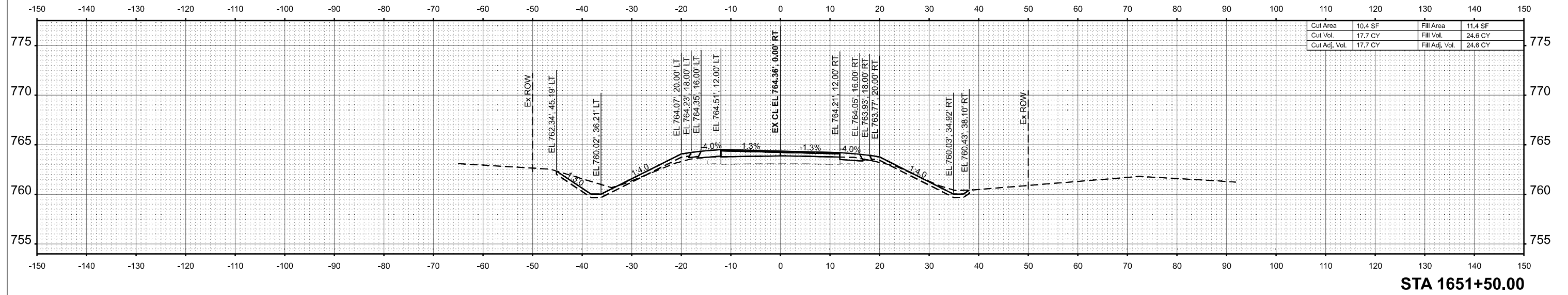
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600**

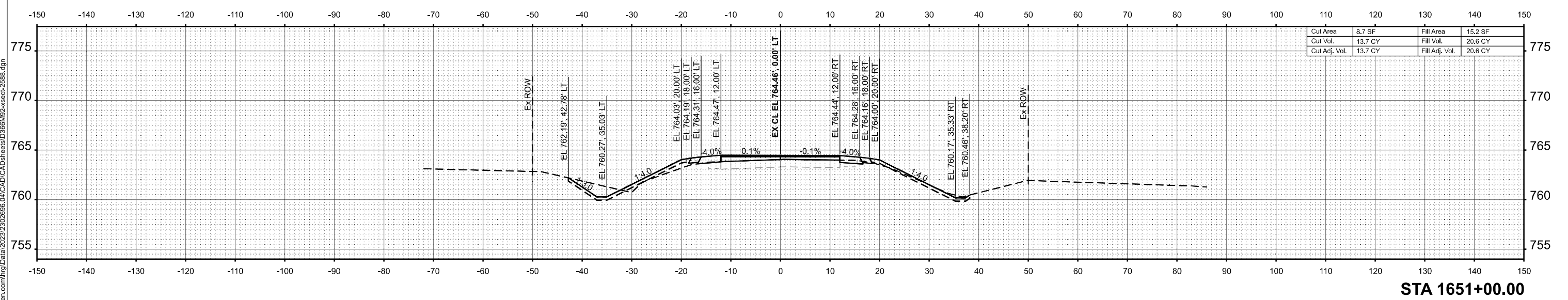
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	50
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		

MODEL: SH - 04  
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STA 1651+50.00



STA 1651+00.00



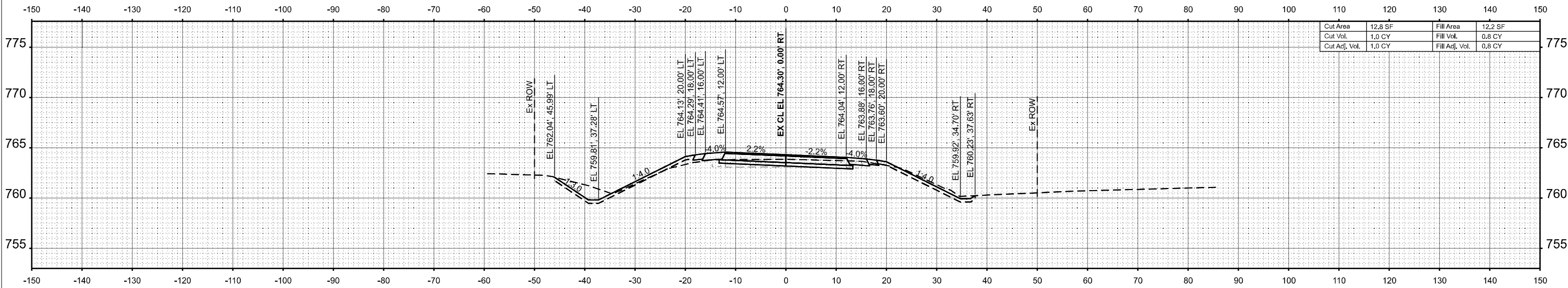
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

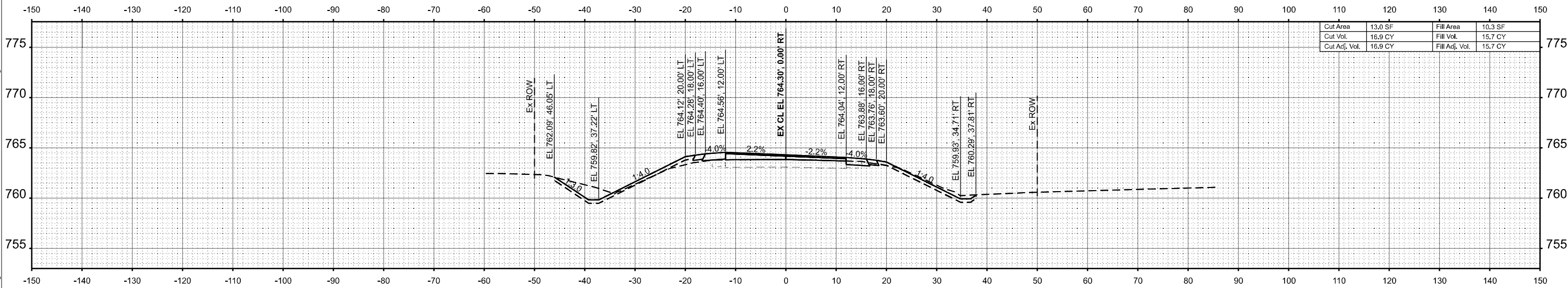
CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600

SCALE: 1"=10' SHEET 4 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	51
CONTRACT NO. 66M92				
ILLINOIS FED. AID PROJECT				



**STA 1651+91.00**



**STA 1651+89.00**

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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

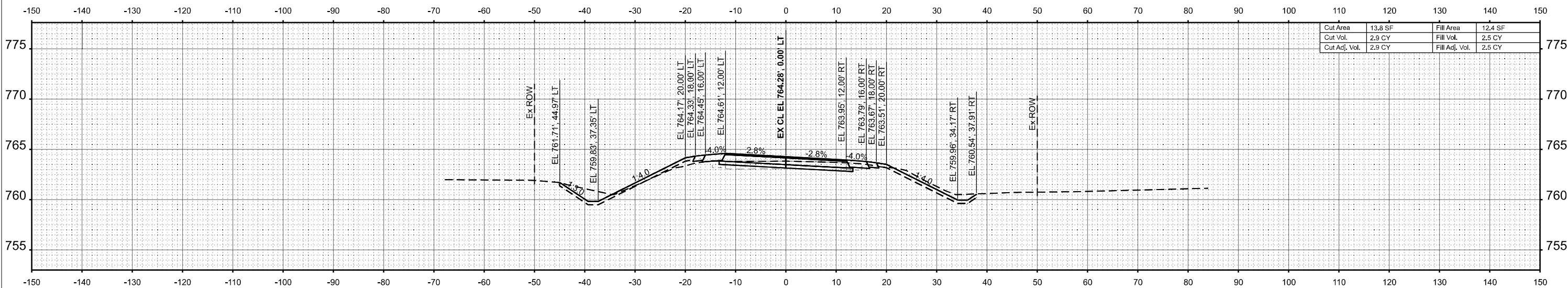
**CROSS SECTIONS  
IL ROUTE 47  
(EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: 1"=10' SHEET 5 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	52
CONTRACT NO. 66M92				

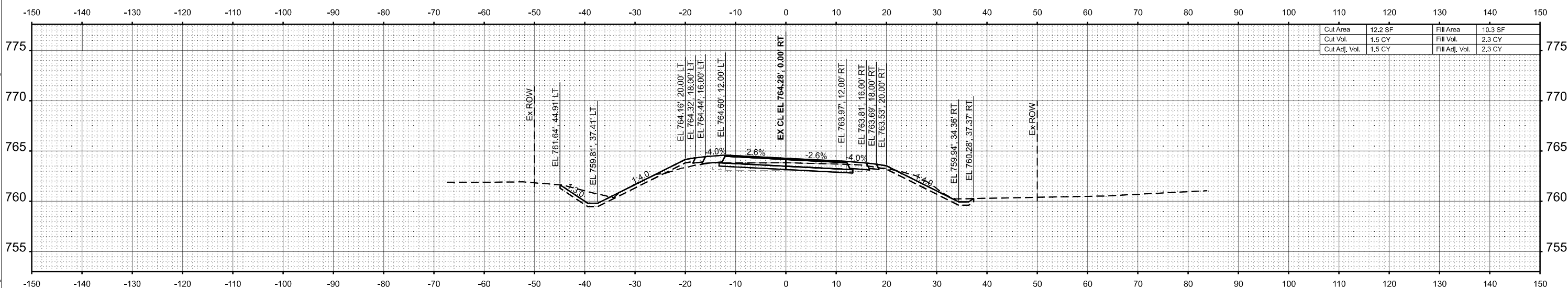
ILLINOIS FED. AID PROJECT





Cut Area	13.8 SF	Fill Area	12.4 SF
Cut Vol.	2.9 CY	Fill Vol.	2.5 CY
Cut Adj. Vol.	2.9 CY	Fill Adj. Vol.	2.5 CY

STA 1652+15.00



Cut Area	12.2 SF	Fill Area	10.3 SF
Cut Vol.	1.5 CY	Fill Vol.	2.3 CY
Cut Adj. Vol.	1.5 CY	Fill Adj. Vol.	2.3 CY

STA 1652+09.00

MODEL: SH-07  
 FILE NAME: \\hrgreen.com\hrg\Drawings\2023\202696.04\CAD\CADsheets\366M92-sssect-2588.dgn



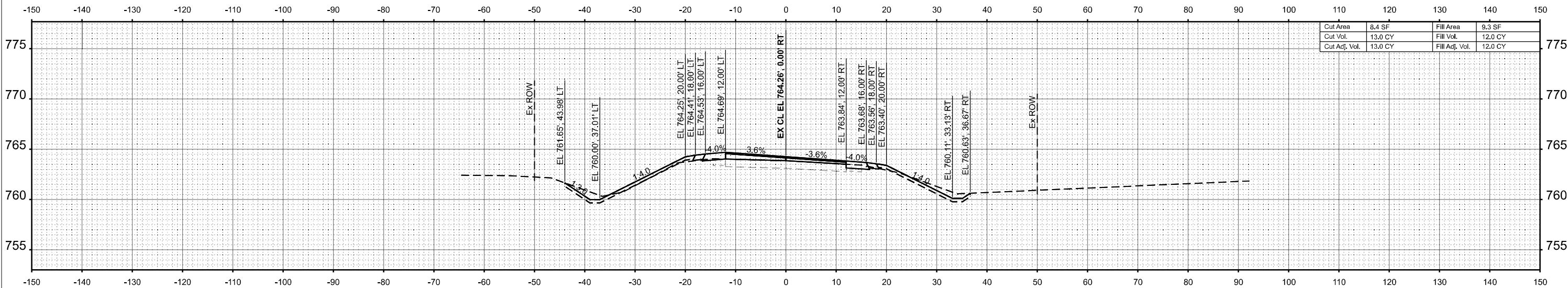
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600

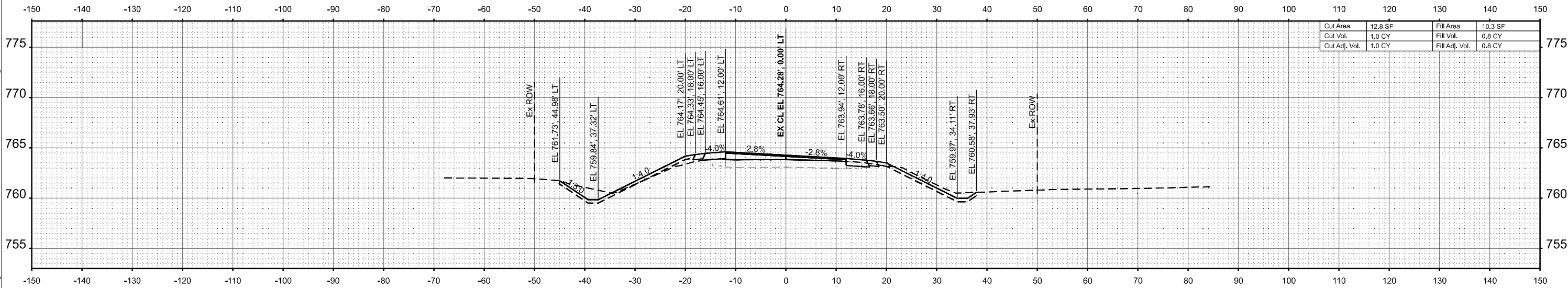
SCALE: 1"=10' SHEET 7 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	54
			CONTRACT NO. 66M92	
ILLINOIS FED. AID PROJECT				



Cut Area	8.4 SF	Fill Area	9.3 SF
Cut Vol.	13.0 CY	Fill Vol.	12.0 CY
Cut Adj. Vol.	13.0 CY	Fill Adj. Vol.	12.0 CY

**STA 1652+50.00**



Cut Area	12.8 SF	Fill Area	10.3 SF
Cut Vol.	1.0 CY	Fill Vol.	0.8 CY
Cut Adj. Vol.	1.0 CY	Fill Adj. Vol.	0.8 CY

**STA 1652+17.00**

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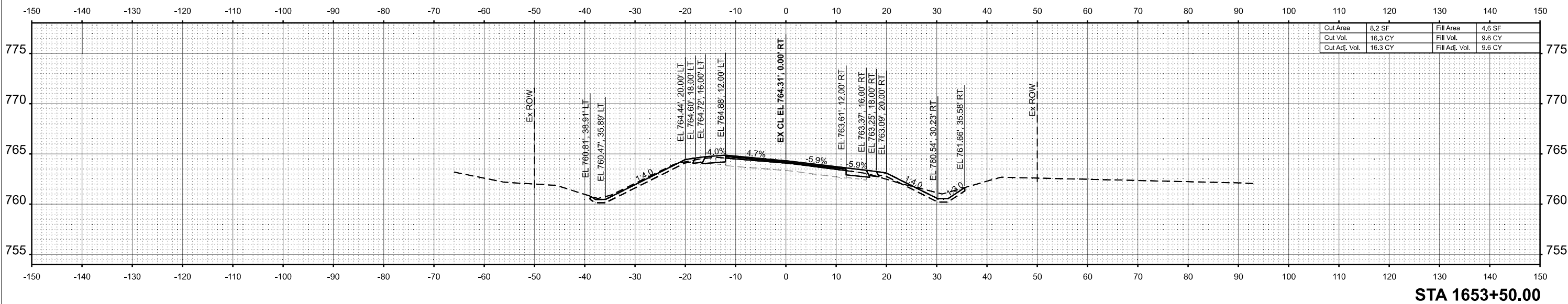
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	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

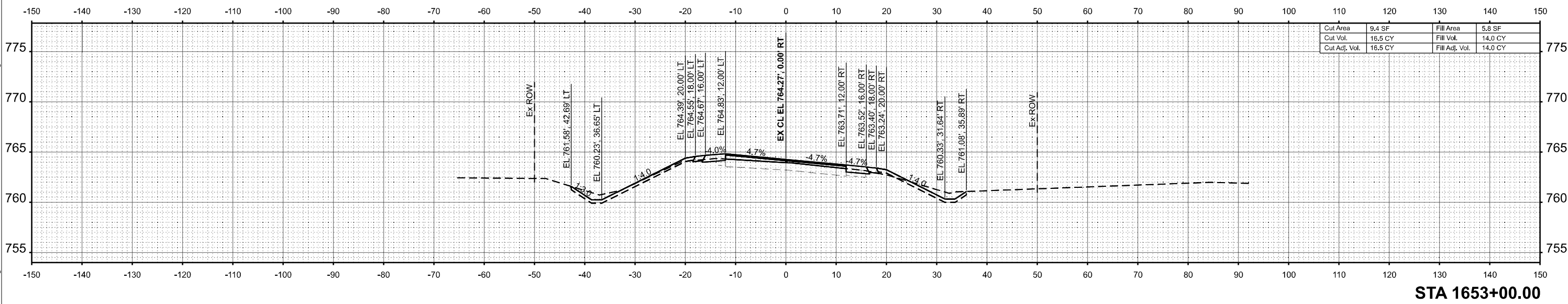
**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: 1"=10' SHEET 8 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	55
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



STA 1653+50.00



STA 1653+00.00

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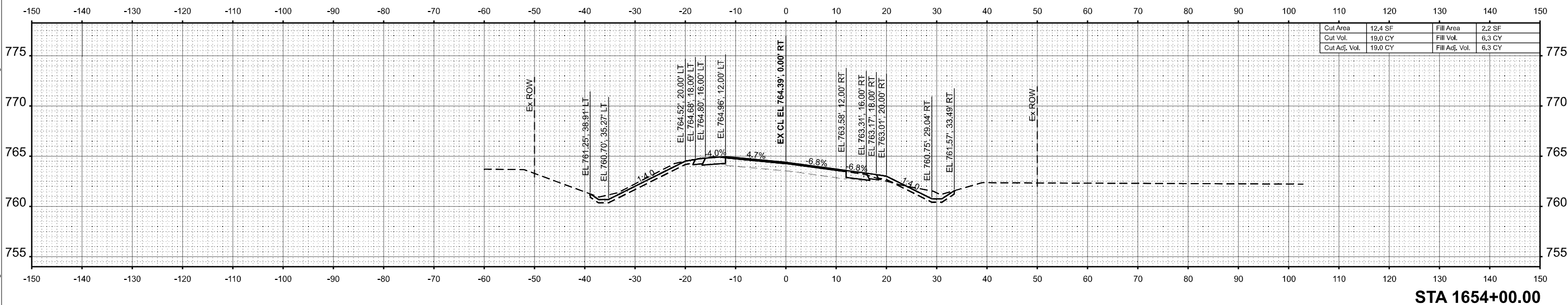
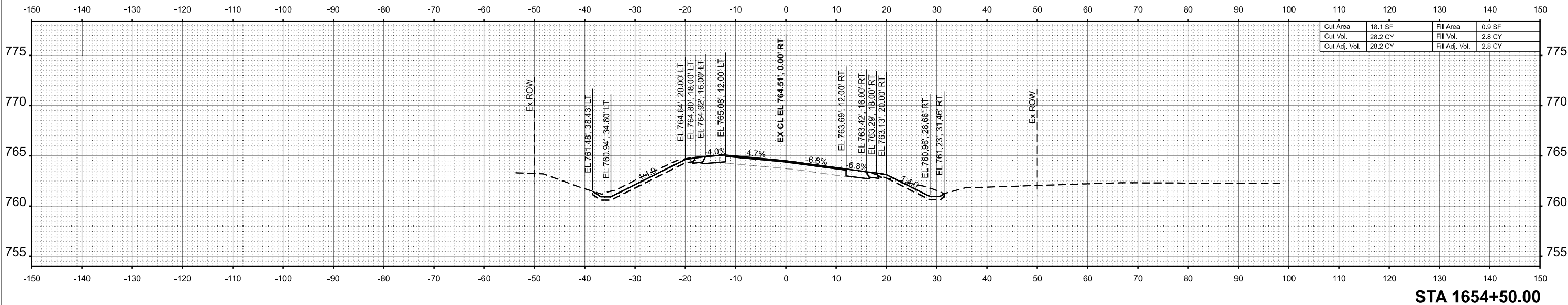
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
IL ROUTE 47  
(EX S.N. 053-2588) PR S.N. 053-2600

SCALE: 1"=10' SHEET 9 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	56
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



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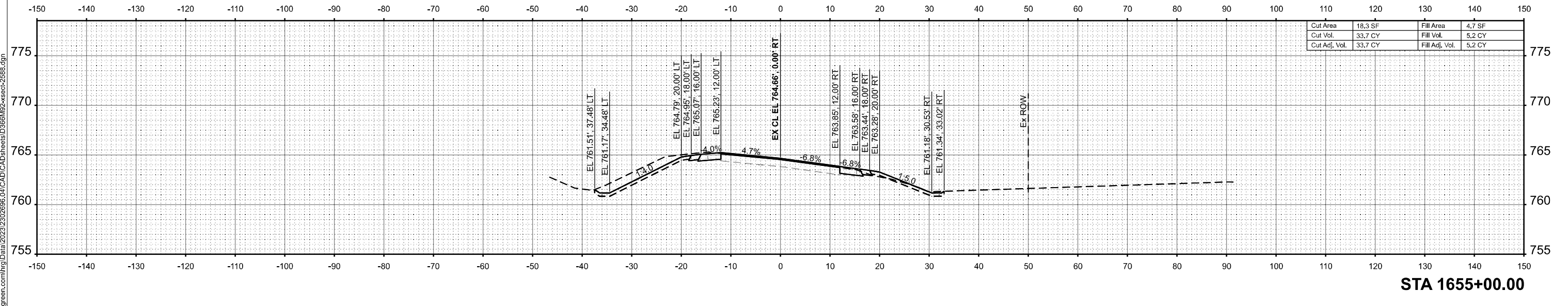
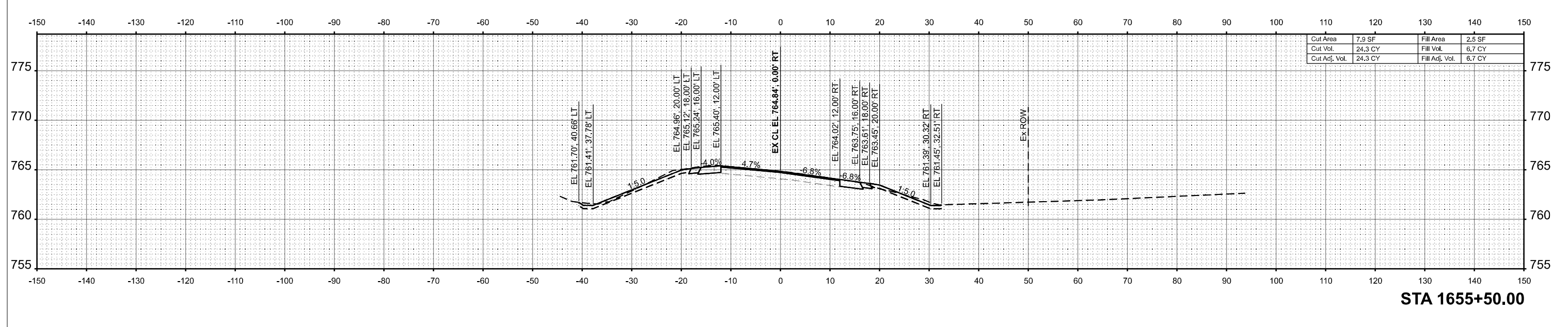
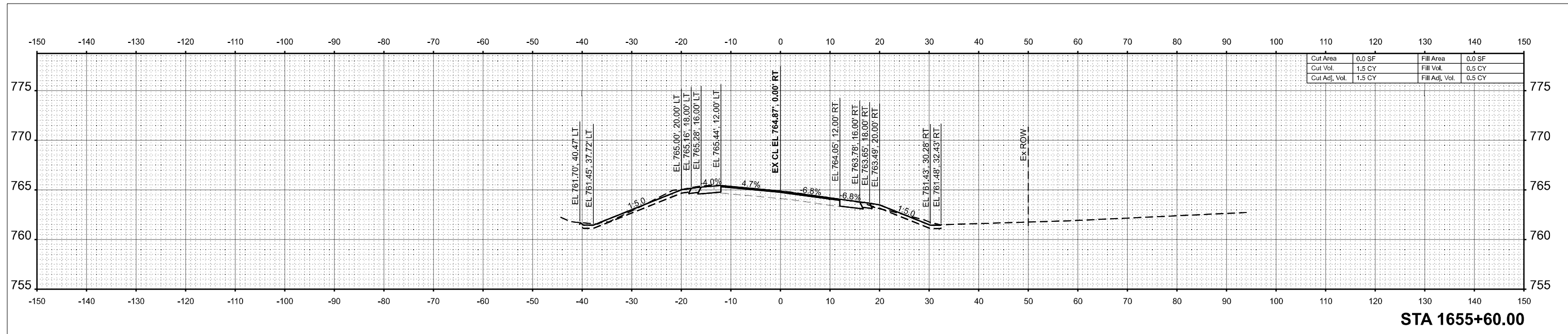
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

**CROSS SECTIONS**  
**IL ROUTE 47**  
**(EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: 1"=10'      SHEET 10 OF 12 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	57
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		



MODEL: SH - 11  
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USER NAME	= amiller
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DRAWN	- AJM
CHECKED	- JMR
PLOT DATE	= 3/26/2026
REVISED	-
REVISED	-
REVISED	-
REVISED	-
DATE	= 12/19/2025
REVISED	-

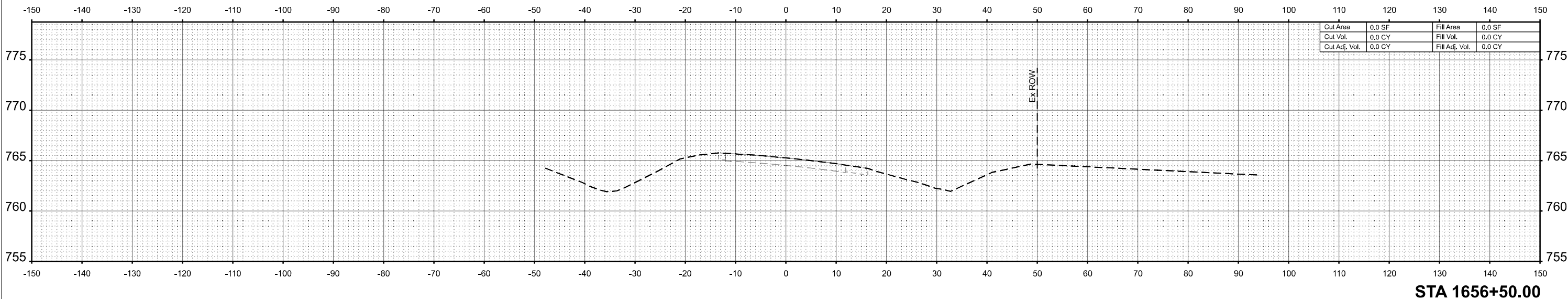
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2588) PR S.N. 053-2600**

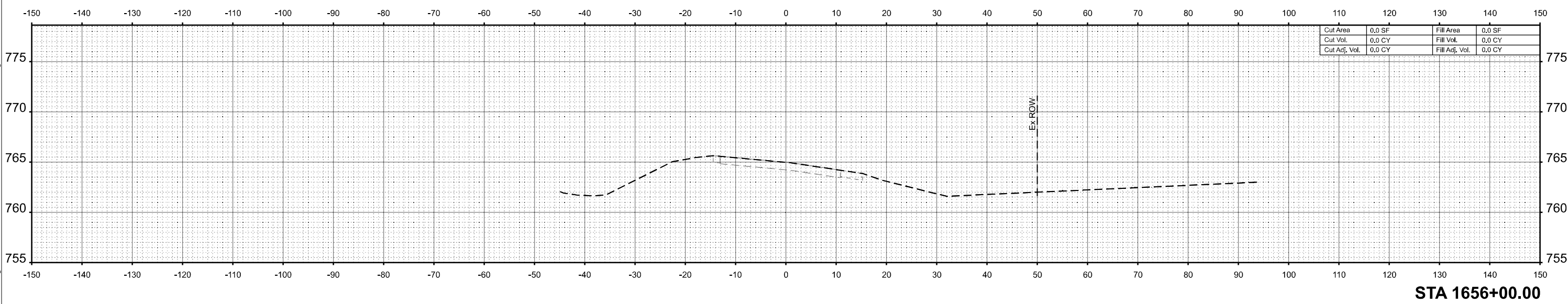
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	58
				CONTRACT NO. 66M92

ILLINOIS FED. AID PROJECT



STA 1656+50.00



STA 1656+00.00

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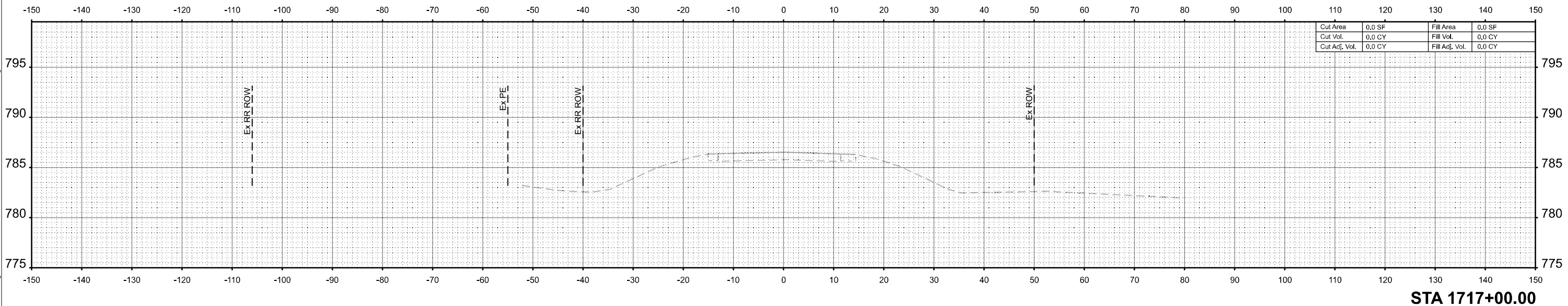
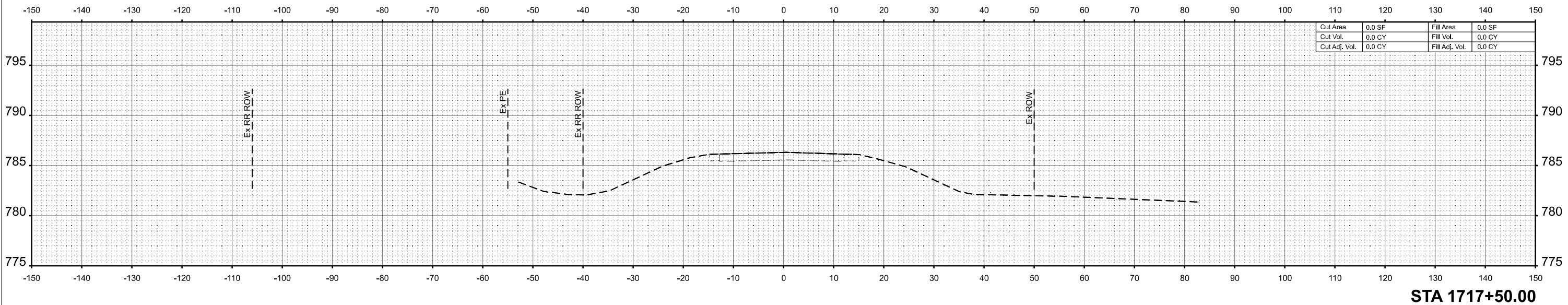
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PLOT DATE	= 3/26/2026	DATE	- 12/19/2025	REVISED	-

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

**CROSS SECTIONS**  
**IL ROUTE 47**  
**(EX S.N. 053-2588) PR S.N. 053-2600**

SCALE: 1"=10'      SHEET 12 OF 12 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	59
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



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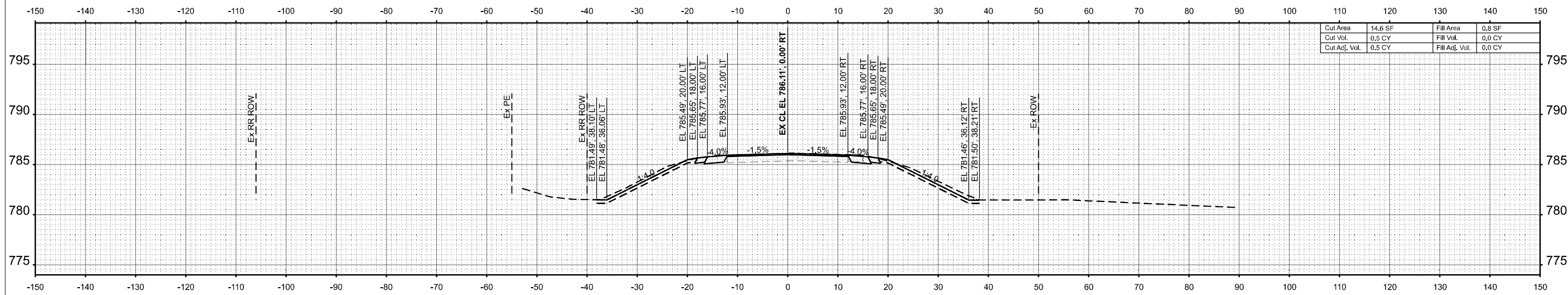
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2589) PR S.N. 053-2601**

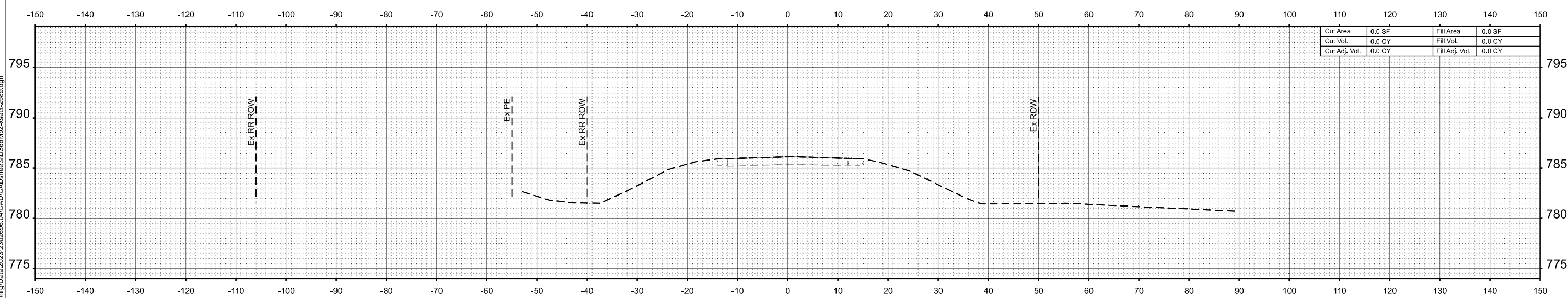
SCALE: 1"=10' SHEET 1 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	60
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



Cut Area	14.6 SF	Fill Area	0.8 SF
Cut Vol.	0.5 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.5 CY	Fill Adj. Vol.	0.0 CY

**STA 1718+01.00**



Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY

**STA 1717+99.00**

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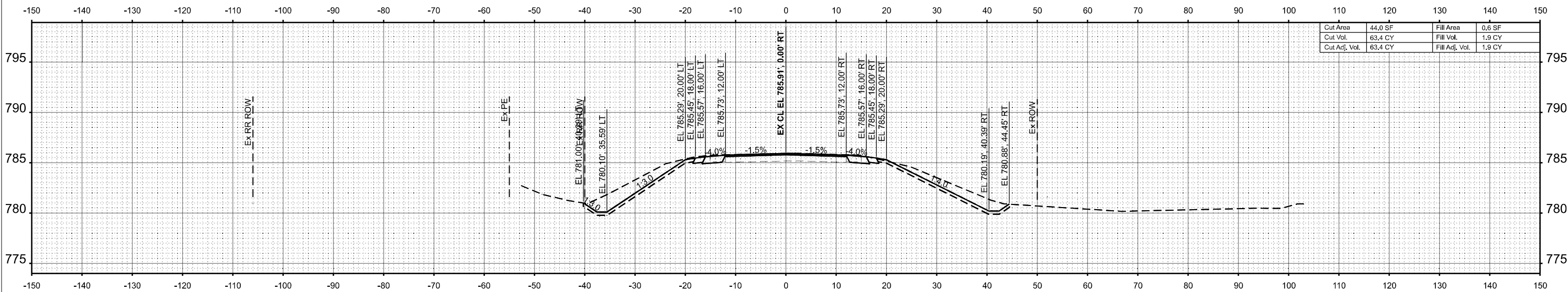
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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
IL ROUTE 47  
(EX S.N. 053-2589) PR S.N. 053-2601**

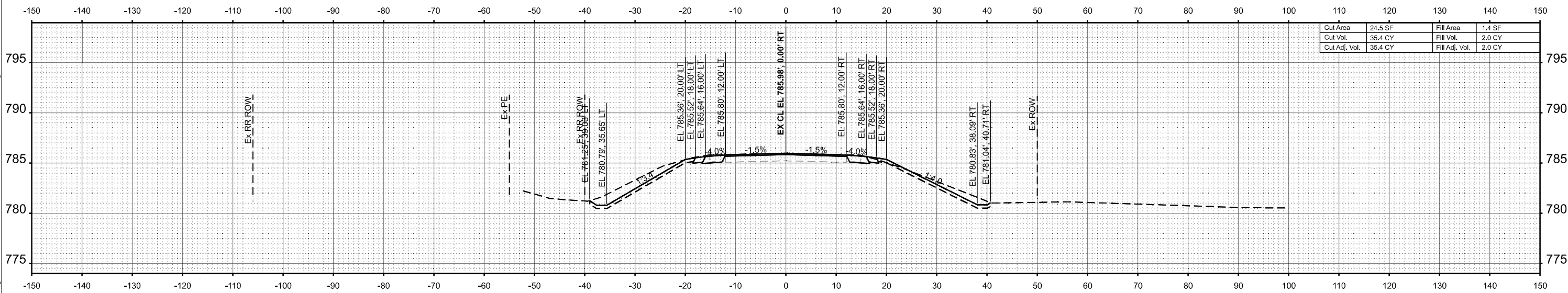
SCALE: 1"=10'      SHEET 2 OF 10 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	61
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		



Cut Area	44.0 SF	Fill Area	0.6 SF
Cut Vol.	63.4 CY	Fill Vol.	1.9 CY
Cut Adj. Vol.	63.4 CY	Fill Adj. Vol.	1.9 CY

**STA 1719+00.00**



Cut Area	24.5 SF	Fill Area	1.4 SF
Cut Vol.	35.4 CY	Fill Vol.	2.0 CY
Cut Adj. Vol.	35.4 CY	Fill Adj. Vol.	2.0 CY

**STA 1718+50.00**

MODEL: SH - 3  
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USER NAME = amiller	DESIGNED - AJM	REVISED -
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PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

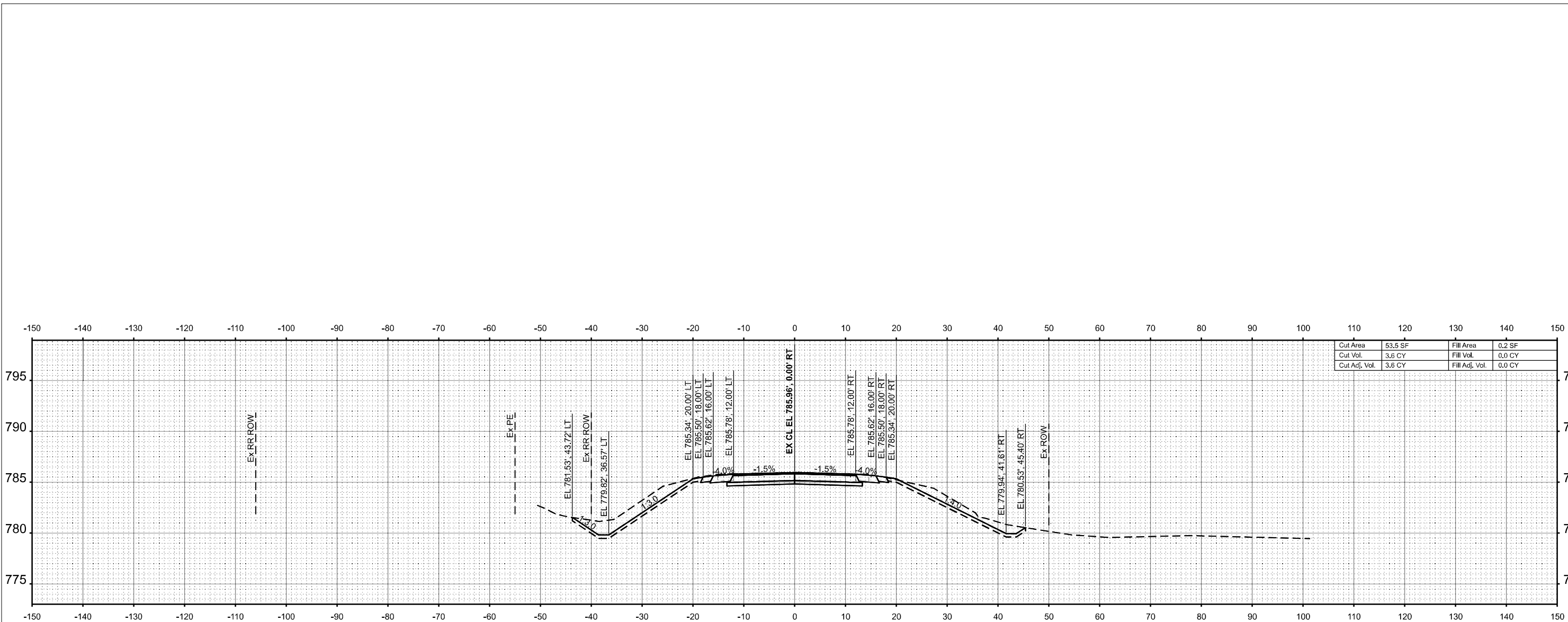
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: 1"=10' SHEET 3 OF 10 SHEETS STA. TO STA.

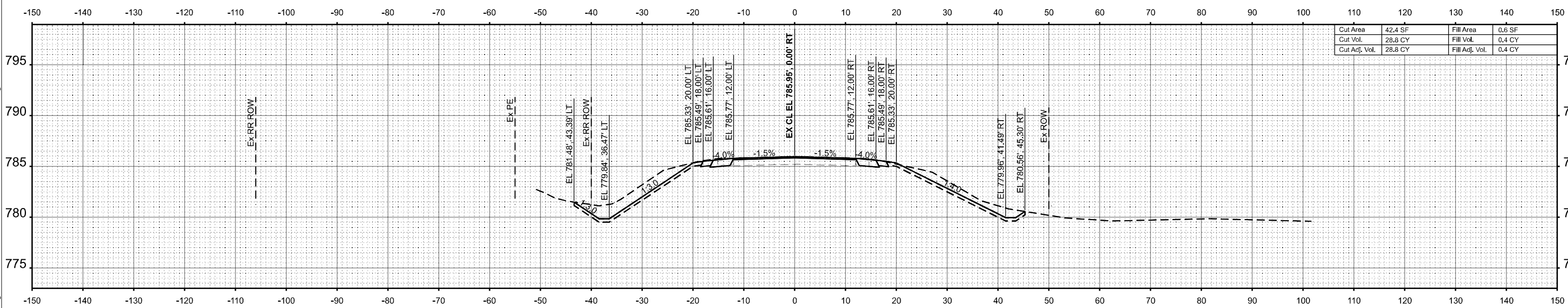
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	62
			CONTRACT NO. 66M92	

ILLINOIS FED. AID PROJECT



Cut Area	53.5 SF	Fill Area	0.2 SF
Cut Vol.	3.6 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	3.6 CY	Fill Adj. Vol.	0.0 CY

**STA 1719+20.00**



Cut Area	42.4 SF	Fill Area	0.6 SF
Cut Vol.	28.8 CY	Fill Vol.	0.4 CY
Cut Adj. Vol.	28.8 CY	Fill Adj. Vol.	0.4 CY

**STA 1719+18.00**

MODEL: SH-4  
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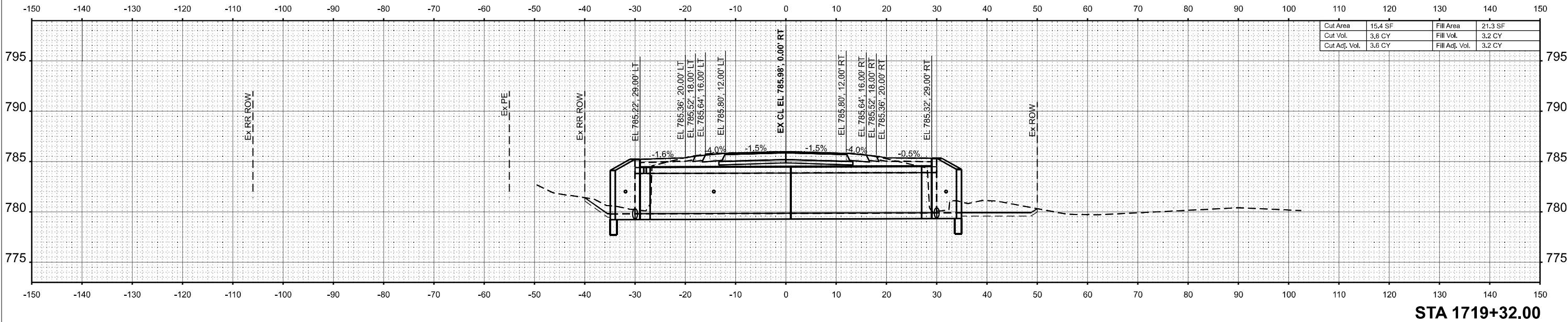
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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

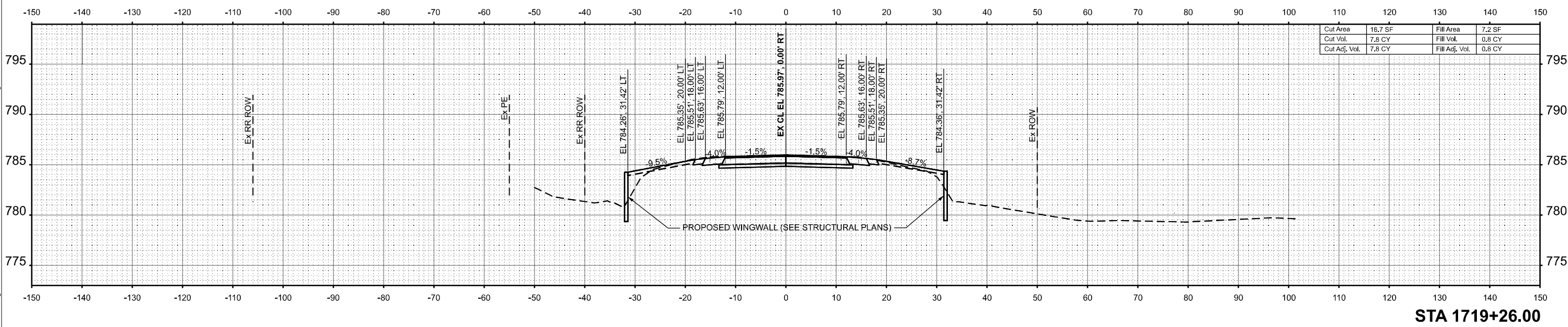
**CROSS SECTIONS  
IL ROUTE 47  
(EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: 1"=10'      SHEET 4 OF 10 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	63
			CONTRACT NO. 66M92	
ILLINOIS FED. AID PROJECT				



STA 1719+32.00



STA 1719+26.00

MODEL: SH - 5  
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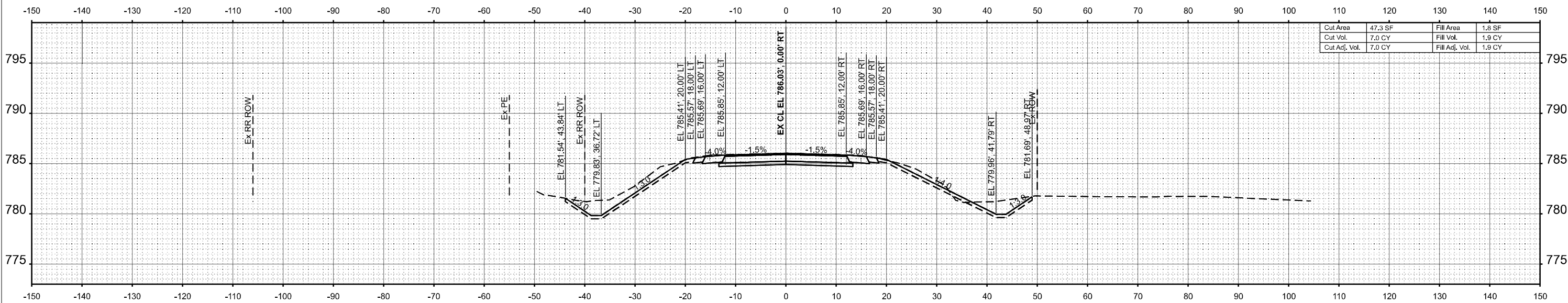
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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2589) PR S.N. 053-2601

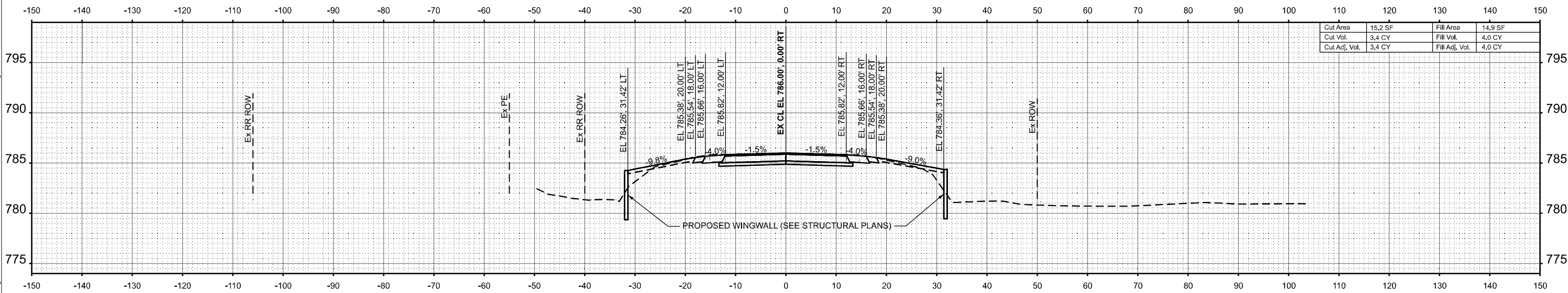
SCALE: 1"=10' SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	64
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



Cut Area	47.3 SF	Fill Area	1.8 SF
Cut Vol.	7.0 CY	Fill Vol.	1.9 CY
Cut Adj. Vol.	7.0 CY	Fill Adj. Vol.	1.9 CY

**STA 1719+44.00**



Cut Area	15.2 SF	Fill Area	14.9 SF
Cut Vol.	3.4 CY	Fill Vol.	4.0 CY
Cut Adj. Vol.	3.4 CY	Fill Adj. Vol.	4.0 CY

**STA 1719+38.00**

MODEL: SH - 6  
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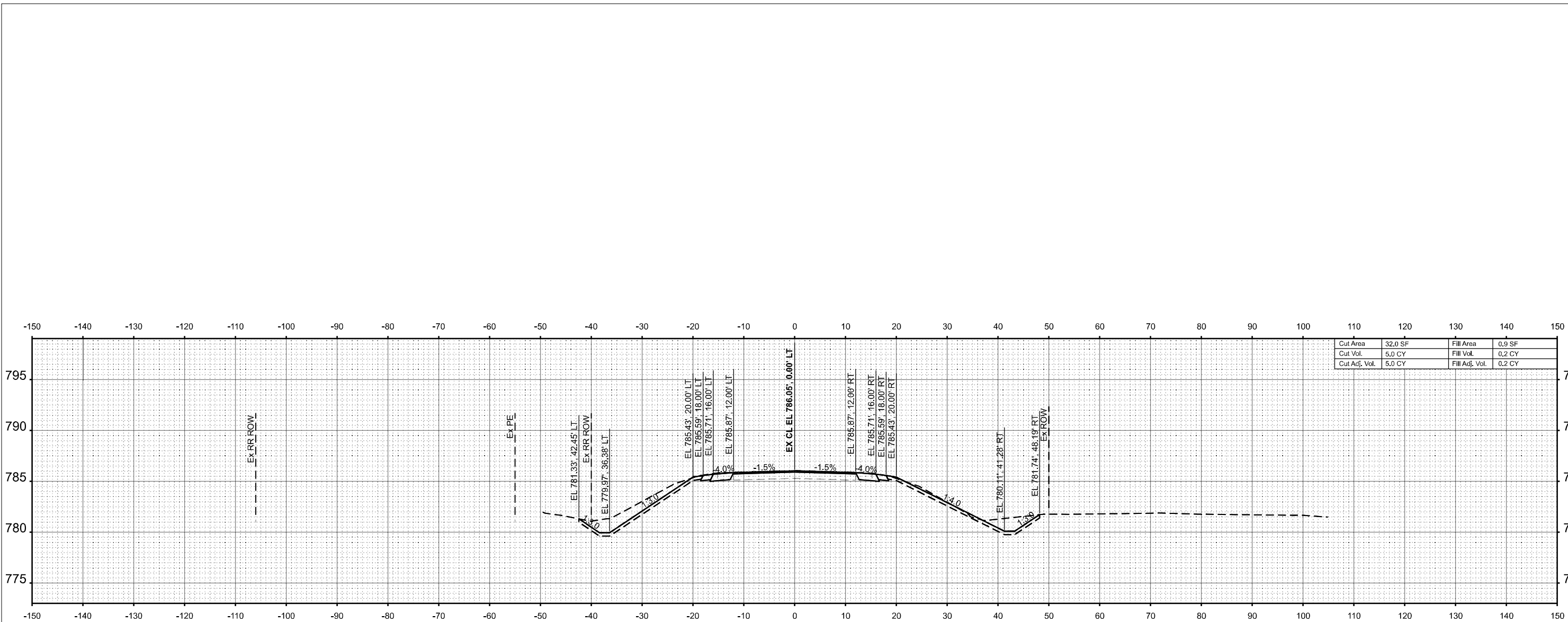
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	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

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

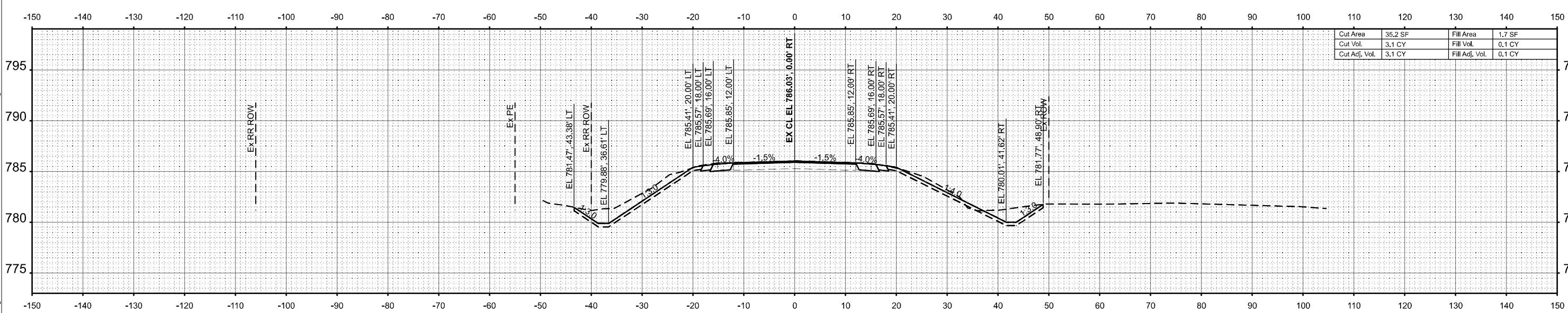
**CROSS SECTIONS**  
**IL ROUTE 47**  
**(EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: 1"=10'      SHEET 6 OF 10 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	65
CONTRACT NO.				66M92
ILLINOIS FED. AID PROJECT				



STA 1719+50.00



STA 1719+46.00

MODEL: SH - 7  
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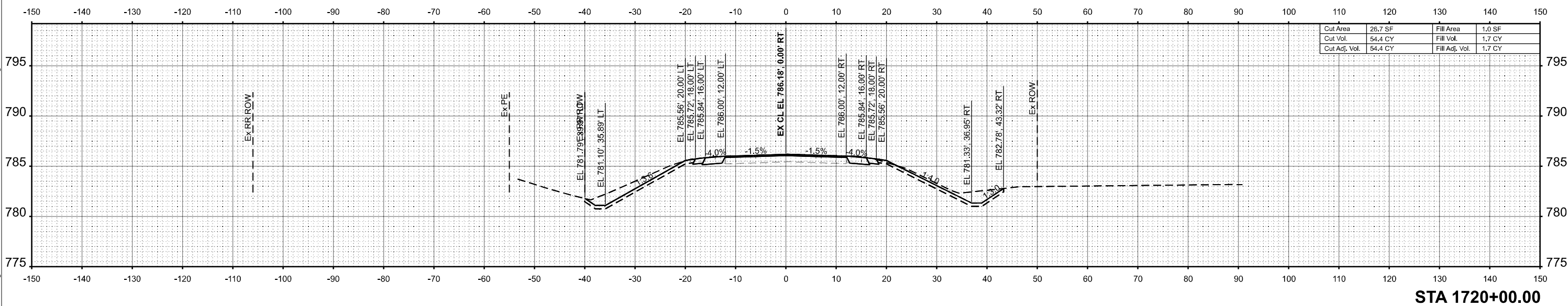
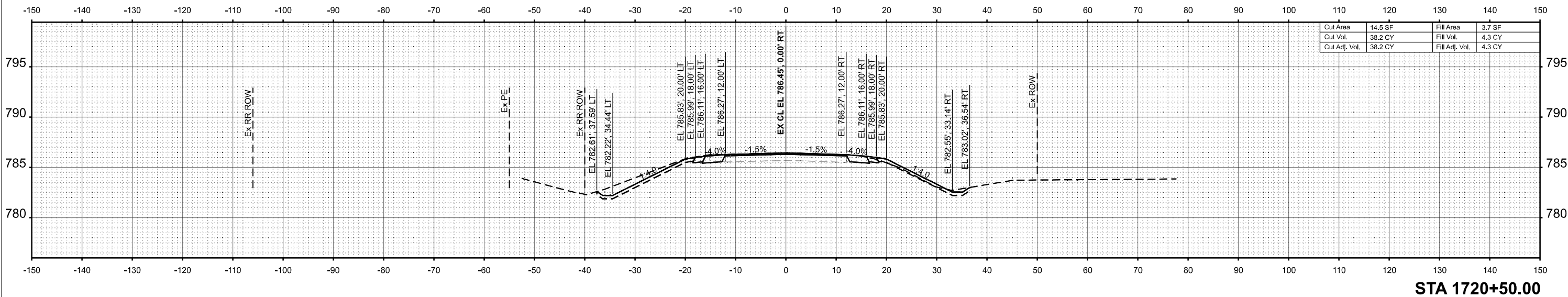


USER NAME = amiller	DESIGNED - AJM	REVISED -
	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS IL ROUTE 47 (EX S.N. 053-2589) PR S.N. 053-2601		
SCALE: 1"=10'	SHEET 7 OF 10 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	66
CONTRACT NO.			66M92	
ILLINOIS FED. AID PROJECT				



MODEL: SH - 8  
 FILE NAME: \\hrgreen.com\hrg\Drawings\2023\202696.04\CAD\CADsheets\1366M92-sssect-2589.dgn



USER NAME = amiller  
 PLOT DATE = 3/26/2026

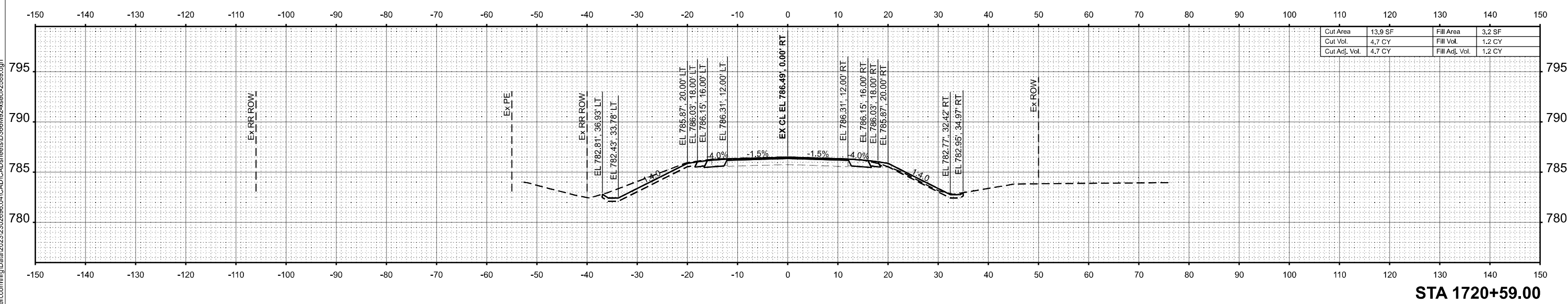
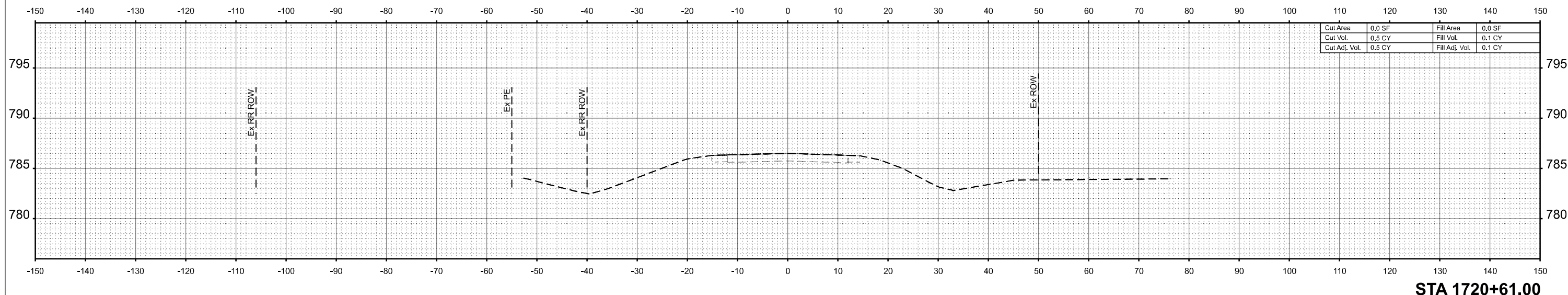
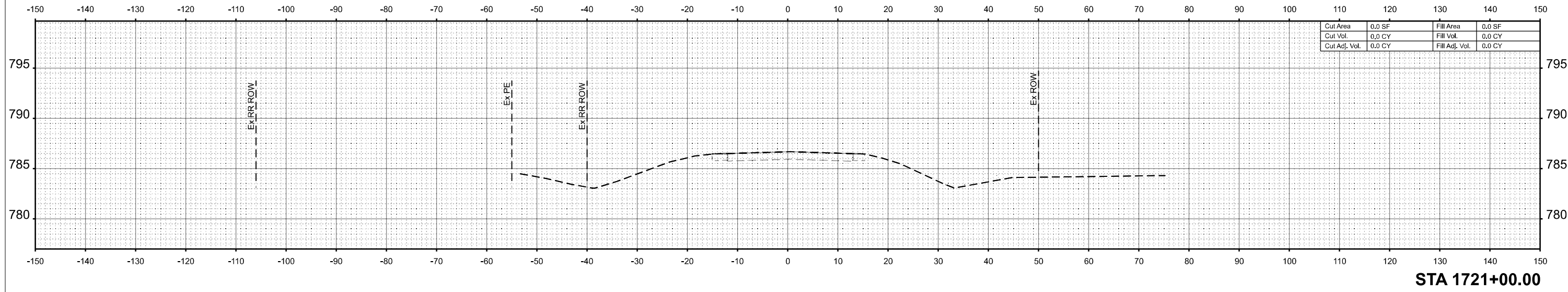
DESIGNED -	AJM	REVISED -	
DRAWN -	AJM	REVISED -	
CHECKED -	JMR	REVISED -	
DATE -	12/19/2025	REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: 1"=10' SHEET 8 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	67
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		



MODEL: SH - 9  
 FILE NAME: \\hrgreen.com\hrg\Drawings\2023\202696.04\CAD\CADsheets\66M92-sssect-2589.dgn



USER NAME = amiller	DESIGNED - AJM	REVISED -
	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

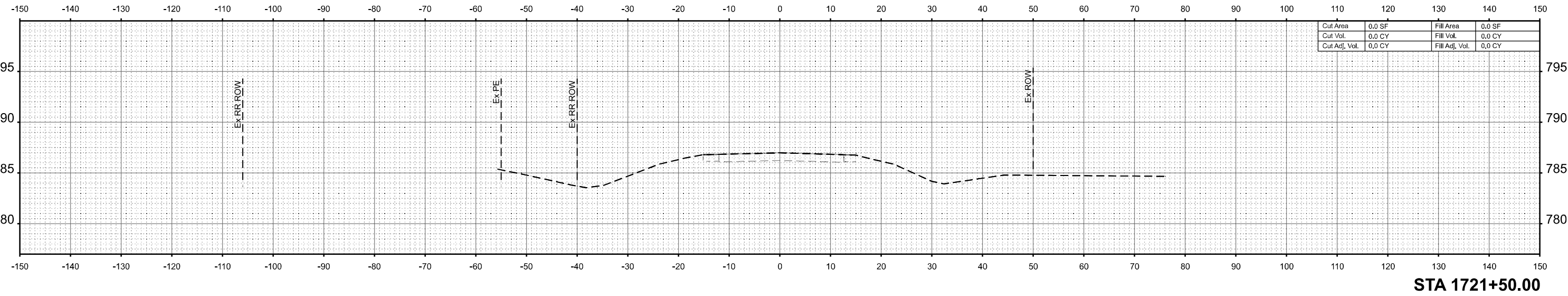
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**  
**IL ROUTE 47**  
**(EX S.N. 053-2589) PR S.N. 053-2601**

SCALE: 1"=10'      SHEET 9 OF 10 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	68
CONTRACT NO.			66M92	
ILLINOIS		FED. AID PROJECT		

MODEL: SH - 10  
 FILE NAME: \\hrgreen.com\hrg\Drawings\2023\202696.04\CAD\CADsheets\ID366M92-sssect-2589.dgn



Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY

**STA 1721+50.00**



USER NAME = amiller	DESIGNED - AJM	REVISED -
	DRAWN - AJM	REVISED -
	CHECKED - JMR	REVISED -
PLOT DATE = 3/26/2026	DATE - 12/19/2025	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 IL ROUTE 47  
 (EX S.N. 053-2589) PR S.N. 053-2601**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(125)CR-2588,CR-2589	LIVINGSTON	69	69
CONTRACT NO.			66M92	

ILLINOIS FED. AID PROJECT