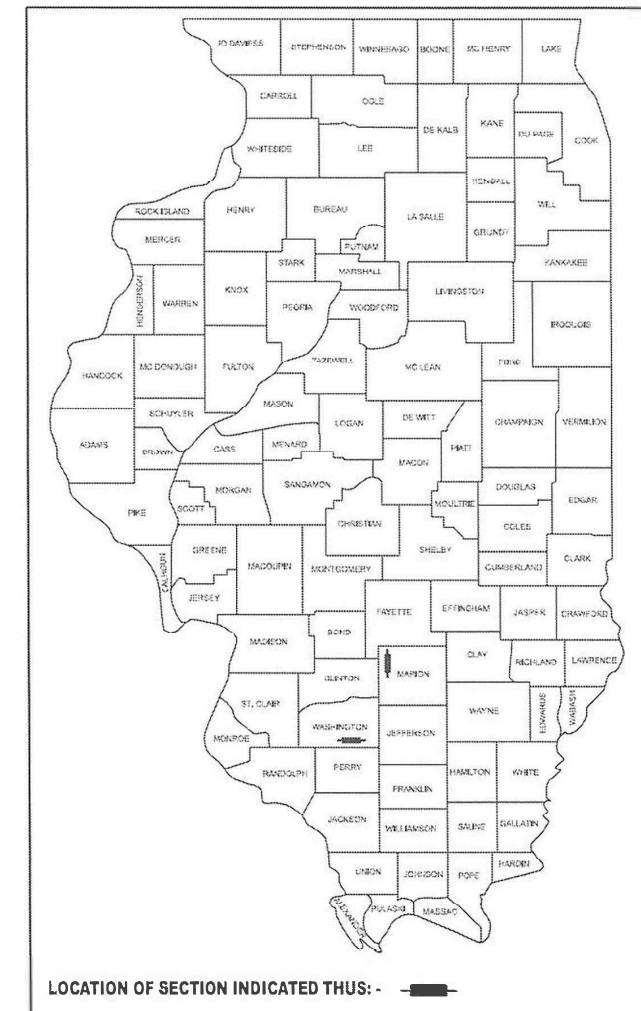


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	1
ILLINOIS CONTRACT NO. 76B42				

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

D-98-016-06



# PROPOSED HIGHWAY PLANS

## FAP ROUTE 322 (US 51) / FAS ROUTE 836 (DUBOIS BLACKTOP ROAD) SECTION 26BR, 11BR-1 PROJECT PROT-STP-E6HB(921) BRIDGE REPLACEMENTS OVER LOUSE RUN TRIBUTARY & CREEK MARION / WASHINGTON COUNTIES

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 5-12

### TRAFFIC DATA FOR US 51

FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL  
 ADT: 3180 (2025); 3650 (2045)  
 PV: 85.0%  
 TRUCKS: SU 4.3%; MU 10.7%  
 DESIGN SPEED: 55 MPH  
 POSTED SPEED: 55 MPH

### TOWNSHIPS

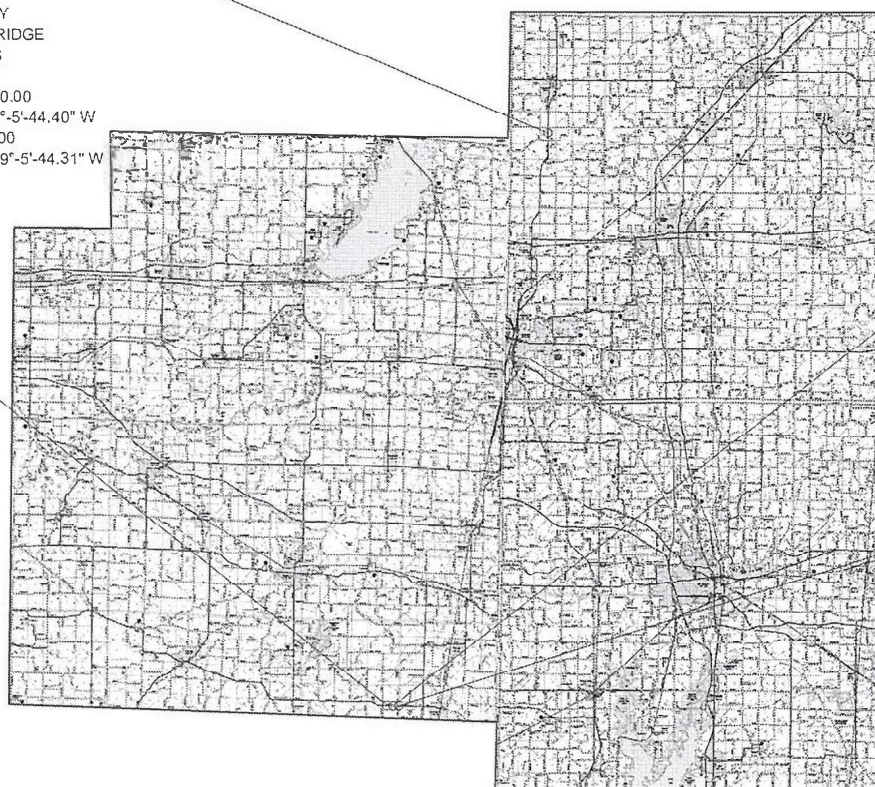
CARRIGAN  
BOLO

DESIGN DESIGNATION: 3180 (25) ARTERIAL 1.43 (FD-20)

COORDINATE SYSTEMS: LDP MARION COUNTY, IL  
 SURVEY FEET (HORIZONTAL)  
 NAVD88 (VERTICAL)  
 ZONE 30 MOUNT VERNON, IL  
 SURVEY FEET (HORIZONTAL)  
 NAVD88 (VERTICAL)

EXISTING STRUCTURE NO. 061-0003  
 STATION 920+84.00  
 PROPOSED STRUCTURE NO. 061-0095  
 STATION 920+84.00  
 OVER LOUSE RUN TRIBUTARY  
 THREE-SPAN STEEL BEAM BRIDGE  
 140'-0" BK TO BK ABUTMENTS  
 NO SKEW  
 PROJECT BEGINS: STA 914+50.00  
 LAT: 38°-43'-4.78" N, LONG: 89°-5'-44.40" W  
 PROJECT ENDS: STA 927+90.00  
 LAT: 38°-42'-51.53" N, LONG: 89°-5'-44.31" W

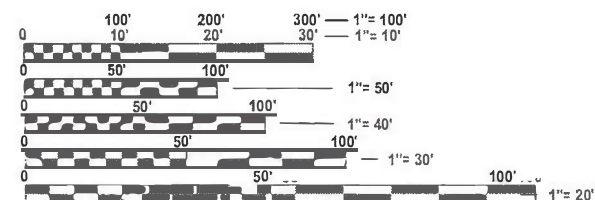
C-98-333-18



EXISTING STRUCTURE NO. 095-0401  
 STATION 101+00.02  
 PROPOSED STRUCTURE NO. 095-2404  
 STATION 101+00.02  
 OVER CREEK  
 10' S X 6' RISE BOX CULVERT  
 NO SKEW  
 PROJECT BEGINS: STA 100+49.64  
 LAT: 38°-13'-29.91" N, LONG: 89°-16'-18.41" W  
 PROJECT ENDS: STA 101+19.50  
 LAT: 38°-13'-29.22" N, LONG: 89°-16'-18.42" W

EXISTING STRUCTURE NO. 095-0402  
 STATION 201+02.36  
 PROPOSED STRUCTURE NO. 095-2405  
 STATION 201+02.36  
 OVER CREEK  
 10' S X 5' RISE BOX CULVERT  
 7°-33'-38" SKEW  
 PROJECT BEGINS: STA 200+83.04  
 LAT: 38°-13'-29.38" N, LONG: 89°-15'-48.42" W  
 PROJECT ENDS: STA 201+19.48  
 LAT: 38°-13'-29.04" N, LONG: 89°-15'-48.36" W

EXISTING STRUCTURE NO. 095-0403  
 STATION 301+00.72  
 PROPOSED STRUCTURE NO. 095-2406  
 STATION 301+00.72  
 OVER CREEK  
 10' S X 4' RISE BOX CULVERT  
 0°-40'-27" SKEW  
 PROJECT BEGINS: STA 300+48.16  
 LAT: 38°-13'-29.72" N, LONG: 89°-15'-31.94" W  
 PROJECT ENDS: STA 301+35.66  
 LAT: 38°-13'-28.95" N, LONG: 89°-15'-31.95" W



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



EXPIRES 11-30-27

*Eric L. Henkel*  
 SIGNATURE

10-13-2025  
DATE

### LOCATION MAP

SEE SHEET 3 FOR INDIVIDUAL LOCATION MAPS

GROSS LENGTH = 1,629.00 FT. = 0.309 MILES  
 NET LENGTH = 1,629.00 FT. = 0.309 MILES



IL LICENSE NO. 184000883-0006  
 JOB NO. 1406.03

PROJECT ENGINEER: BILLIE OWEN  
 PROJECT MANAGER: MIKE BERG

CONTRACT NO. 76B42

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUBMITTED *Oct 16 2025*

*[Signature]*  
 REGIONAL ENGINEER

January 23 2026

*[Signature]*  
 ENGINEER OF DESIGN AND ENVIRONMENT

January 23 2026

*[Signature]*  
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

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2.	INDEX OF SHEETS AND HIGHWAY STANDARDS	87.-88.
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4.	GENERAL NOTES AND COMMITMENTS	90.
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SHEET NO.	DESCRIPTION
<b>ROADWAY PLANS - SN 095-2404</b>	
	DUBOIS BLACKTOP ROAD ALIGNMENTS, TIES, AND BENCHMARKS
	SN 095-2404 TYPICAL SECTIONS
	SN 095-2404 PLAN AND PROFILE
	SN 095-2404 EROSION CONTROL PLAN
<b>STRUCTURE PLANS - SN 095-2404</b>	
	GENERAL PLAN AND ELEVATION
	GENERAL DATA PROPOSED SN 095-2404
	PRECAST CONCRETE BOX CULVERT APRON END SECTION DETAILS - PROPOSED SN 095-2404
	SOIL BORINGS PROPOSED SN 095-2404
<b>CROSS SECTIONS - SN 095-2404</b>	
	SN 095-2404 CROSS SECTIONS
<b>ROADWAY PLANS - SN 095-2405</b>	
	SN 095-2405 TYPICAL SECTIONS
	SN 095-2405 PLAN AND PROFILE
	SN 095-2405 EROSION CONTROL PLAN
<b>STRUCTURE PLANS - SN 095-2405</b>	
	GENERAL PLAN AND ELEVATION
	GENERAL DATA PROPOSED SN 095-2405
	PRECAST CONCRETE BOX CULVERT APRON END SECTION DETAILS - PROPOSED SN 095-2405
	SOIL BORINGS PROPOSED SN 095-2405
<b>CROSS SECTIONS - SN 095-2405</b>	
	SN 095-2405 CROSS SECTIONS
<b>ROADWAY PLANS - SN 095-2406</b>	
	SN 095-2406 TYPICAL SECTIONS
	SN 095-2406 PLAN AND PROFILE
	SN 095-2406 EROSION CONTROL PLAN
<b>STRUCTURE PLANS - SN 095-2406</b>	
	GENERAL PLAN AND ELEVATION
	GENERAL DATA PROPOSED SN 095-2406
	PRECAST CONCRETE BOX CULVERT APRON END SECTION DETAILS - PROPOSED SN 095-2406
	SOIL BORINGS PROPOSED SN 095-2406
<b>CROSS SECTIONS - SN 095-2406</b>	
	SN 095-2406 CROSS SECTIONS
<b>EXISTING STRUCTURE PLANS - SN 095-0401/0402/0403</b>	
	SN 095-0401/0402/0403 EXISTING STRUCTURE PLANS

**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

STANDARD NO.	DESCRIPTION
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
406201-01	MAILBOX TURNOUT
420001-11	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATES FOR BRIDGES
542401-04	METAL FLARED END SECTIONS FOR PIPE CULVERTS
601101-02	CONCRETE HEADWALL FOR PIPE DRAINS
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL TYPE 6
642006-01	SHOULDER RUMBLE STRIPS 8"
666001-01	RIGHT OF WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APP OF TRAFFIC CONTROL DEV FOR CONST ON RURAL LOCAL HIGHWAYS

MODEL: Index of Sheets Sheet  
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\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN/NHC	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/10/2025	DATE - 10/25	REVISED -

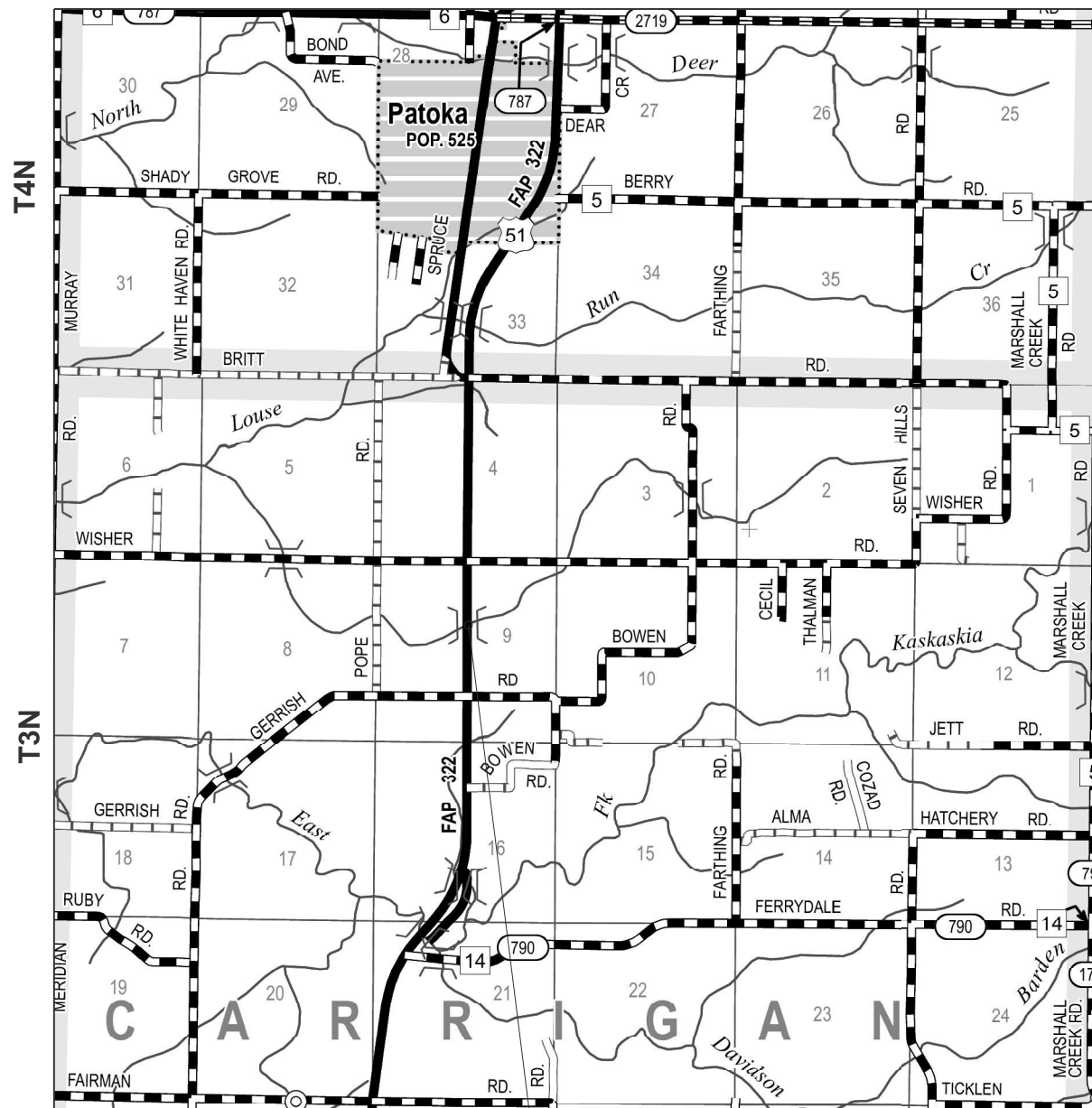
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS AND HIGHWAY STANDARDS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	2
CONTRACT NO. 76B42				
			ILLINOIS	FED. AID PROJECT

MARION COUNTY  
R1E, 3RD PM

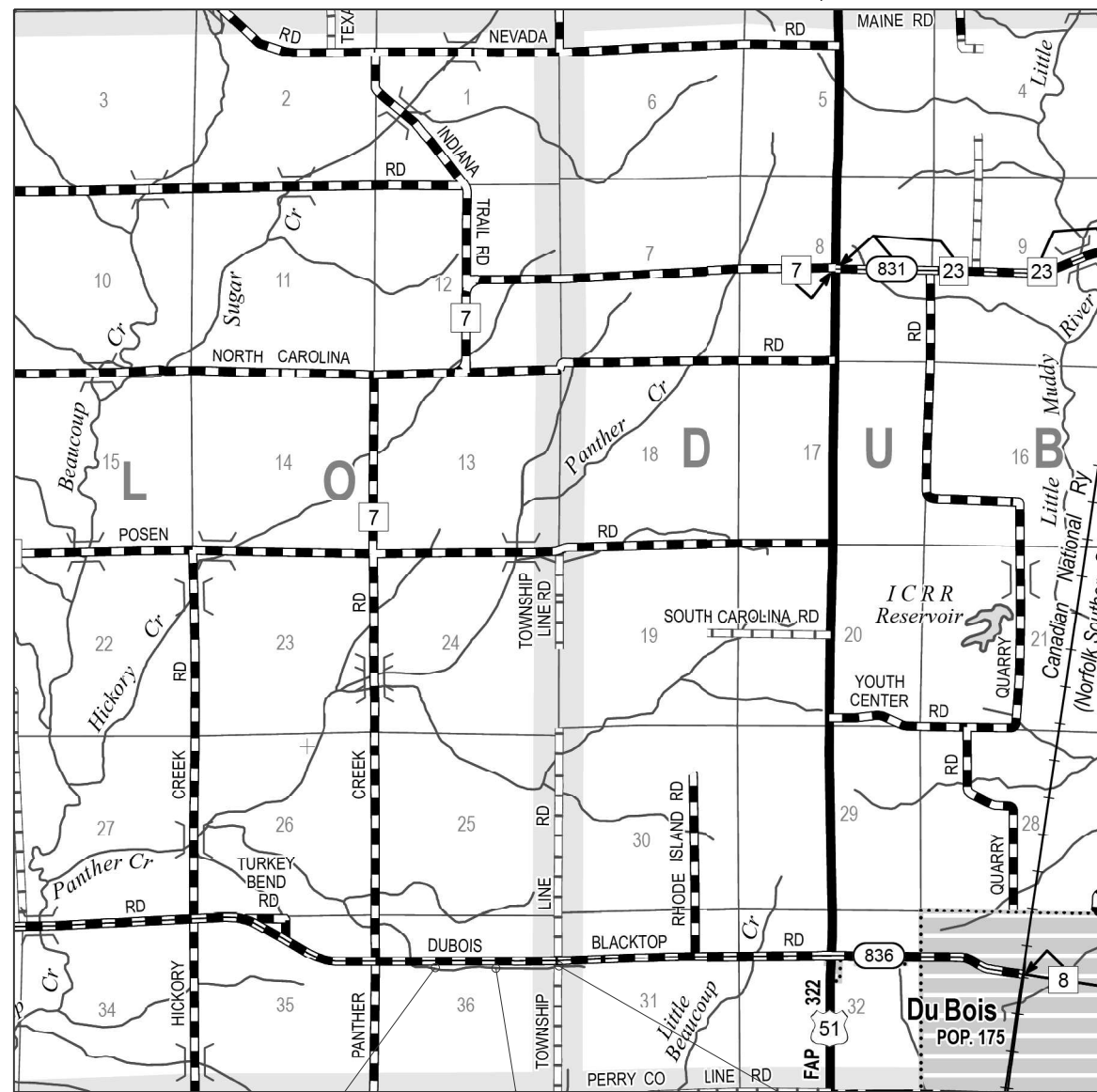


EXISTING STRUCTURE NO. 061-0003  
STATION 920+84.00  
PROPOSED STRUCTURE NO. 061-0095  
STATION 920+84.00  
OVER LOUSE RUN TRIBUTARY  
THREE-SPAN STEEL BEAM BRIDGE  
140'-0" BK TO BK ABUTMENTS  
NO SKEW  
PROJECT BEGINS: STA 914+50.00  
LAT: 38°-43'-4.78" N, LONG: 89°-5'-44.40" W  
PROJECT ENDS: STA 927+90.00  
LAT: 38°-42'-51.53" N, LONG: 89°-5'-44.31" W

WASHINGTON COUNTY

R2W, 3RD PM

R1W, 3RD PM



EXISTING STRUCTURE NO. 095-0401  
STATION 101+00.02  
PROPOSED STRUCTURE NO. 095-2404  
STATION 101+00.02  
OVER CREEK  
10' S X 6' RISE BOX CULVERT  
NO SKEW  
PROJECT BEGINS: STA 100+49.64  
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LAT: 38°-13'-29.22" N, LONG: 89°-16'-18.42" W

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STATION 201+02.36  
PROPOSED STRUCTURE NO. 095-2405  
STATION 201+02.36  
OVER CREEK  
10' S X 5' RISE BOX CULVERT  
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PROJECT BEGINS: STA 200+83.04  
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EXISTING STRUCTURE NO. 095-0403  
STATION 301+00.72  
PROPOSED STRUCTURE NO. 095-2406  
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OVER CREEK  
10' S X 4' RISE BOX CULVERT  
0°-40'-27" SKEW  
PROJECT BEGINS: STA 300+48.16  
LAT: 38°-13'-29.72" N, LONG: 89°-15'-31.94" W  
PROJECT ENDS: STA 301+35.66  
LAT: 38°-13'-28.95" N, LONG: 89°-15'-31.95" W

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

MODEL: General Notes Sheet  
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USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - NHC	REVISED -
PLOT DATE = 10/8/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LOCATION MAPS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	3
CONTRACT NO. 76B42				
ILLINOIS / FED. AID PROJECT				

## GENERAL NOTES

- ALL DISTURBED AREAS SHALL BE SEEDED WITH CLASS 2A SEEDING, AS DIRECTED BY THE ENGINEER.
- A NOMINAL QUANTITY OF 50 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THE PLANS FOR USE IN PROVIDING ACCESS TO ENTRANCES AND PRIVATE PROPERTIES AS NECESSARY DURING CONSTRUCTION.
- THE FOLLOWING FACTORS WERE USED IN THE CALCULATION OF QUANTITIES FOR THIS PROJECT:
 

NITROGEN FERTILIZER NUTRIENT	90 LBS/ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS/ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS/ACRE
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH
GRANULAR MATERIALS	2.05 TON/CU YD
- LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE COURSE AND UNDER THE TOP LIFT OF HMA PAVEMENT (FULL-DEPTH).
- AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT JOINS THE EXISTING PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THESE JOINTS WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.
- SEVERAL EXISTING SIGNS MAY INTERFERE WITH CONSTRUCTION OPERATIONS. REMOVAL AND RELOCATION OF THESE SIGNS SHALL FOLLOW ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND WILL NOT BE PAID FOR SEPARATELY.
- THE DISTRICT LAND ACQUISITION SECTION SHALL BE CONTACTED IF DIFFERENCES ARE IDENTIFIED BETWEEN ANY PROPOSED RIGHT-OF-WAY OR EASEMENT SHOWN ON THE ENGINEERING PLAN SHEETS AS COMPARED TO THE SAME PROPOSED RIGHT-OF-WAY OR EASEMENT SHOWN ON THE PLAT OF HIGHWAYS. QUESTIONS OR CONCERNS REGARDING THESE ITEMS SHOULD BE DIRECTED TO CLINT MARSHALL AT 618-346-3124.
- ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE ROADWAY PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
- ALL SECTION CORNER, RIGHT-OF-WAY MONUMENTS AND PROPERTY CORNERS SHALL BE SET BY AN ILLINOIS PROFESSIONAL LAND SURVEYOR WITH A DEPARTMENT PREQUALIFICATION IN "SPECIAL SERVICES – SURVEYING".
- THE RIGHT-OF-WAY OR PROPERTY CORNER IS MONUMENTED WITH A 5/8" IRON ROD, THIRTY INCHES (30") IN LENGTH, WITH AN IDOT ALUMINUM CAP, OR OTHER PRE-EXISTING CORNER MONUMENT, WHICH SHALL NOT BE REMOVED, DAMAGED, OR DISTURBED WHEN SETTING THE RIGHT-OF-WAY MARKER. THE RIGHT-OF-WAY MARKER SHALL BE INSTALLED SO THAT THE BACK OF THE POST IS TWELVE INCHES (12") INSIDE THE RIGHT-OF-WAY BOUNDARY. THE RIGHT-OF-WAY MARKER SHALL BE A WITNESS TO THE MONUMENT.
- THE FIELD ENTRANCE 0.23 MILES SOUTH OF THE INTERSECTION OF DUBOIS BLACKTOP ROAD AND PANTHER CREEK ROAD WILL BE USED DURING THE CONSTRUCTION OF SN 095-2404. THE CULVERT UNDERNEATH THIS FIELD ENTRANCE SHALL BE REPLACED PRIOR TO CLOSURE OF THE PRIVATE ENTRANCE AT SN 095-2404. REPLACEMENT WILL BE A 30' LONG 15" DIAMETER CORRUGATED STEEL PIPE, WITH METAL FLARED END SECTIONS.
- ROAD CLOSURE FOR CONSTRUCTION OF SN 095-2406 WILL USE STD BLR 21. TYPE III BARRICADES WILL BE USED TO CLOSE SN 095-2404 AND SN 095-2405 FOR CONSTRUCTION PER STD 701901. COST FOR BARRICADES WILL BE INCLUDED IN THE COST FOR STD BLR 21.
- IF ANY SECTION OR SUB-SECTION MONUMENT (I.E. STONE, BRASS PLUG, ALUMINUM DISK, IRON PIPE OR PIN, MAG NAIL, CROSS, ETC.) IS ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENT IS REMOVED OR RESURFACED OVER. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE THE MONUMENT IN PLACE UNTIL AN ILLINOIS PROFESSIONAL LAND SURVEYOR WITH A DEPARTMENT PREQUALIFICATION IN "SPECIAL SERVICES - SURVEYING" HAS REFERENCED ITS LOCATION.
- RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED ON THE BRIDGE DECK OR ON THE BRIDGE APPROACH SLAB.

## COMMITMENTS

### SN 061-0095

- TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30.
- THE SURROUNDING COMMUNITIES IN THIS AREA SHOULD BE NOTIFIED THREE WEEKS PRIOR TO ROAD CLOSURE, SEE SPECIAL PROVISIONS.
- THE PROPOSED FIELD ENTRANCE TO THE THALMAN PROPERTY HAS BEEN WIDENED AND MOVED TO STATION 927+00 TO PROVIDE A FLATTER SLOPE AND INCREASED SIGHT DISTANCE AS REQUESTED BY THE PROPERTY OWNER.

### SN 095-2404/2405/2406

- TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30.

## UTILITY INFORMATION

UTILITIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

SN 061-0095:

AMEREN ILLINOIS: GAS AND ELECTRIC (AERIAL AND BURIED)  
 CLEARWAVE COMMUNICATIONS: COMMUNICATIONS (AERIAL AND BURIED)  
 ENABLE MIDSTREAM PARTNERS: PIPELINE (BURIED)  
 FMC WATER COMPANY: WATER (BURIED)  
 FRONTIER COMMUNICATIONS: COMMUNICATIONS (AERIAL AND BURIED)  
 TRI-COUNTY ELECTRIC COMPANY: ELECTRIC (AERIAL AND BURIED)

SN 095-2404/2405/2406:

AMEREN ILLINOIS: GAS AND ELECTRIC (AERIAL AND BURIED)  
 FRONTIER COMMUNICATIONS: COMMUNICATIONS (AERIAL AND BURIED)  
 WASHINGTON COUNTY: WATER (BURIED)

EXISTING UTILITIES SHOWN ON THE PLANS ARE PLOTTED FROM AVAILABLE INFORMATION. THEIR LOCATIONS SHOULD BE CONSIDERED APPROXIMATE ONLY, AND THERE MAY BE OTHERS NOT SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ALL UTILITIES. ANY DAMAGE TO UTILITIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR IS ADVISED THAT LIMITED UNDERGROUND INVESTIGATION OF UTILITIES HAS BEEN PERFORMED IN CONNECTION WITH THIS PROJECT. SOME PLAN INFORMATION HAS BEEN OBTAINED FROM VISUAL SURFACE INSPECTION OR AVAILABLE DOCUMENTATION. THE OWNER AND ENGINEER ASSUME NO RESPONSIBILITY FOR THE PRESENCE, SPECIFIC SIZE, LOCATION, OR CONDITION OF UNDERGROUND UTILITY AND DISTRIBUTION SYSTEMS. UTILITY LINE LOCATIONS SHOWN ARE APPROXIMATE AND MAY VARY FROM WHERE SHOWN ON THE PLANS.

## HMA MIXTURES REQUIREMENTS TABLE

LOCATIONS	SURFACE COURSE & TOP LIFT OF HMA PAVEMENT (FULL-DEPTH)			BASE COURSE & LOWER LIFTS OF HMA PAVEMENT (FULL-DEPTH)		SHOULDERS	
	MIXTURE USES	SURFACE	TOP LIFT	ALL LOWER LIFTS	SURFACE	ALL LOWER LIFTS	
PG:	PG64-22	PG64-22	PG64-22	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 50	4.0% @ Ndes = 50	4.0% @ Ndes = 50
MIX COMPOSITION:	IL-9.5 mm	IL-9.5 mm	IL-9.5 mm	IL-9.5 mm OR IL-19.0 mm	IL-9.5 mm	IL-9.5 mm	IL-19.0 mm
FRICTION AGGREGATE:	MIXTURE C	N/A	N/A	N/A	MIXTURE C	N/A	N/A
MIXTURE WEIGHT:	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MATERIAL TRANSFER DEVICE (REQUIRED?)	NO	NO	NO	NO	NO	NO	NO

\* FAP 322 / FAS 836

\*\* MARION / WASHINGTON

MODEL: General Notes Sheet  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-eh-gemnote03.dgn



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ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/16/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	4
CONTRACT NO. 76B42				
		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	138	64	74		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	54	54			
20200100	EARTH EXCAVATION	CU YD	2934	2420	208	161	145
20300100	CHANNEL EXCAVATION	CU YD	1380	1380			
20400800	FURNISHED EXCAVATION	CU YD	1930	1930			
25000210	SEEDING, CLASS 2A	ACRE	2.5	2.25	0.09	0.07	0.09
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225	202	9	7	7
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225	202	9	7	7
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225	202	9	7	7
25100115	MULCH, METHOD 2	ACRE	2.5	2.25	0.09	0.07	0.09
25100630	EROSION CONTROL BLANKET	SQ YD	948	408	192	142	206
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	500	450	18	14	18
28000305	TEMPORARY DITCH CHECKS	FOOT	420	373	17	16	14
28000400	PERIMETER EROSION BARRIER	FOOT	3007	2367	229	198	213

MODEL: Summary Of Quantities Sheet1  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42 Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SOO.dgn

\* FAP 322 / FAS 836  
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PLOT DATE = 8/28/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 1 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	5
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
28100107	STONE RIPRAP, CLASS A4	SQ YD	626	446	65	60	55
28100109	STONE RIPRAP, CLASS A5	SQ YD	1230	1230			
28200200	FILTER FABRIC	SQ YD	1856	1676	65	60	55
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	6904	6904			
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	171	171			
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	391	156	87	54	94
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	50	50			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	7384	7384			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2500	2500			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1112	1112			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	469	469			
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	116	116			
40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	1978	1978			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	124	124			

MODEL: Summary Of Quantities Sheet 2  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42 Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SQO.dgn

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

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	USER NAME = atn	DESIGNED - ATN	REVISED -	<b>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -		*	26BR, 11BR-1	**	123	6			
	PLOT DATE = 8/27/2025	CHECKED - ELH	REVISED -		SCALE: NONE	SHEET 2 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 76B42			
	DATE - 10/25	REVISED -					ILLINOIS   FED. AID PROJECT					

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
4200080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	124	124			
42001300	PROTECTIVE COAT	SQ YD	124	124			
44000100	PAVEMENT REMOVAL	SQ YD	1040	1040			
44000300	CURB REMOVAL	FOOT	64	64			
44004250	PAVED SHOULDER REMOVAL	SQ YD	218	218			
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	494	494			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	988	988			
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1			
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1		
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3	EACH	1			1	
50100600	REMOVAL OF EXISTING STRUCTURES NO. 4	EACH	1				1
50105220	PIPE CULVERT REMOVAL	FOOT	141	111	30		
50200100	STRUCTURE EXCAVATION	CU YD	20	20			
50200300	COFFERDAM EXCAVATION	CU YD	332	332			

MODEL: Summary Of Quantities Sheet 3  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SOO.dgn

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PLOT DATE = 9/29/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 3 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	7
CONTRACT NO. 76B42				
ILLINOIS   FED. AID PROJECT				

MODEL: Summary Of Quantities Sheet 4  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SQO.dgn

SUMMARY OF QUANTITIES				80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL
				20% STATE	20% STATE	20% STATE	20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
				CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1			
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1	1			
50300100	FLOOR DRAINS	EACH	12	12			
50300225	CONCRETE STRUCTURES	CU YD	167.6	167.6			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	208.4	208.4			
50300260	BRIDGE DECK GROOVING	SQ YD	862	862			
50300300	PROTECTIVE COAT	SQ YD	951	951			
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	106.0	106.0			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1			
50500505	STUD SHEAR CONNECTORS	EACH	3744	3744			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	109530	109530			
51201900	FURNISHING STEEL PILES HP14X89	FOOT	1404	1404			
51202305	DRIVING PILES	FOOT	1404	1404			
51203900	TEST PILE STEEL HP14X89	EACH	2	2			

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	CHECKED - ELH	REVISED -
PLOT DATE = 8/27/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 4 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	8
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
51500100	NAME PLATES	EACH	1	1			
52100510	ANCHOR BOLTS, 3/4"	EACH	24	24			
52100520	ANCHOR BOLTS, 1"	EACH	24	24			
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2		2		
54001002	BOX CULVERT END SECTIONS, CULVERT NO. 2	EACH	2			2	
54001003	BOX CULVERT END SECTIONS, CULVERT NO. 3	EACH	2				2
54011004	PRECAST CONCRETE BOX CULVERTS 10' X 4'	FOOT	28				28
54011005	PRECAST CONCRETE BOX CULVERTS 10' X 5'	FOOT	26			26	
54011006	PRECAST CONCRETE BOX CULVERTS 10' X 6'	FOOT	26		26		
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	30		30		
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	50	50			
542D0235	PIPE CULVERTS, CLASS D, TYPE 1 30"	FOOT	64	64			
542D5491	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 36"	FOOT	58	58			
54262715	METAL FLARED END SECTIONS 15"	EACH	2		2		

MODEL: Summary Of Quantities Sheet 5  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SQO.dgn

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	CHECKED - ELH	REVISED -
PLOT DATE = 8/28/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 5 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	9
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0010	0010	0010
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
54262724	METAL FLARED END SECTIONS 24"	EACH	2	2			
54262730	METAL FLARED END SECTIONS 30"	EACH	2	2			
54262836	METAL FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36"	EACH	2	2			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	430	120	125	100	85
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	211	70	46	46	49
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	170	170			
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	200	200			
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
63200310	GUARDRAIL REMOVAL	FOOT	531	531			
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	2035	2035			
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	9	9			
66600205	REERECTING RIGHT OF WAY MARKERS	EACH	2	2			

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MODEL: Summary Of Quantities Sheet 6  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_S.N.061-0095-eh-SOO.dgn



USER NAME = rnhc  
ESCA PROJECT NO. = 1406.03  
PLOT DATE = 9/29/2025

DESIGNED - ATN  
DRAWN - ATN  
CHECKED - ELH  
DATE - 10/25

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REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 6 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	10
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12			
67100100	MOBILIZATION	L SUM	1	1			
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	520	520			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	192	192			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	64	64			
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	3020	3020			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	6.3				6.3
* 72500300	OBJECT MARKER - TYPE 3	EACH	12		4	4	4
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	15				15
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	3020	3020			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	15	15			
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8			

\* SPECIALTY ITEM

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MODEL: Summary Of Quantities Sheet 7  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SQO.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
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PLOT DATE = 8/27/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 7 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	11
CONTRACT NO. 76B42				
ILLINOIS   FED. AID PROJECT				

MODEL: Summary Of Quantities Sheet 8  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN\_061-0095-4ht-SQO.dgn

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		CONSTRUCTION CODE	
				0010	0004	0004	0004
				S.N. 061-0095	S.N. 095-2404	S.N. 095-2405	S.N. 095-2406
* 7820010	BARRIER WALL REFLECTORS, TYPE B	EACH	12	12			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6			
78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	1007	1007			
X2810108	STONE RIPRAP, CLASS A4 (SPECIAL)	SQ YD	37		16	12	9
X3550015	HOT-MIX ASPHALT BASE COURSE, (VARIABLE DEPTH)	TON	126	126			
X5080530	BAR TERMINATORS	EACH	478	478			
X5810103	MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	141		46	46	49
X6660445	RIGHT OF WAY AND PROPERTY CORNERS	EACH	2	2			
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1				1
X7200203	DETOUR SIGNING	L SUM	1	1			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0064505	SECTION CORNER MARKERS	EACH	1	1			
Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	3	3			
Ø Z0076600	TRAINEES	HOUR	2500	2500			
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2500	2500			

\* SPECIALTY ITEM

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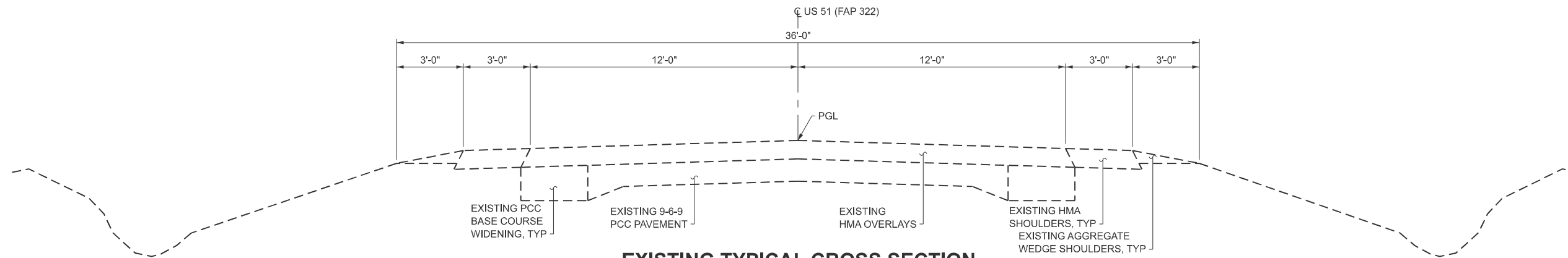
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PLOT DATE = 8/28/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

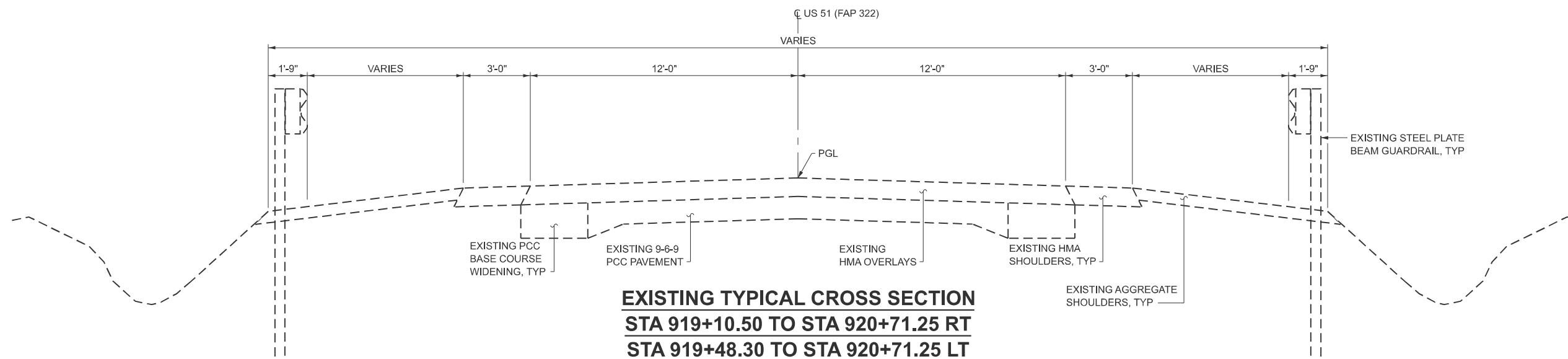
SUMMARY OF QUANTITIES

SCALE: NONE SHEET 8 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	12
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL CROSS SECTION**  
**STA 914+50.00 TO STA 919+10.50 RT**  
**STA 914+50.00 TO STA 919+48.30 LT**  
**STA 921+82.40 TO STA 927+90.00 RT**  
**STA 922+57.30 TO STA 927+90.00 LT**



**EXISTING TYPICAL CROSS SECTION**  
**STA 919+10.50 TO STA 920+71.25 RT**  
**STA 919+48.30 TO STA 920+71.25 LT**  
**STA 920+96.75 TO STA 921+82.40 RT**  
**STA 920+96.75 TO STA 922+57.30 LT**

MODEL: sheets-existing typical.dgn  
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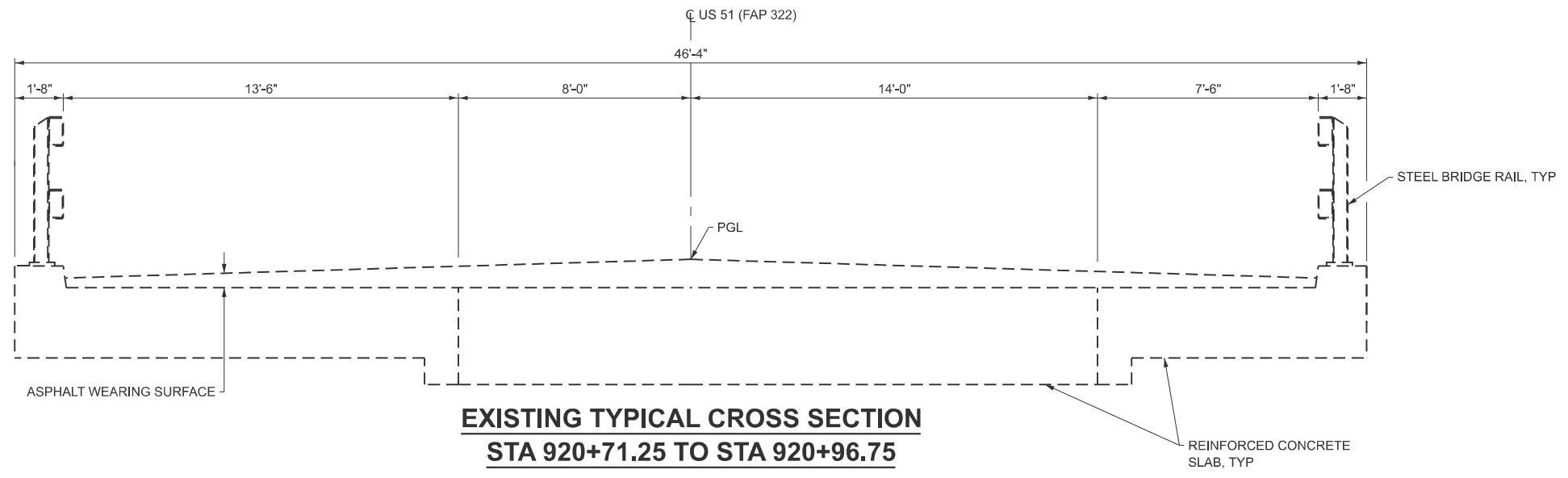
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PLOT DATE = 6/5/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

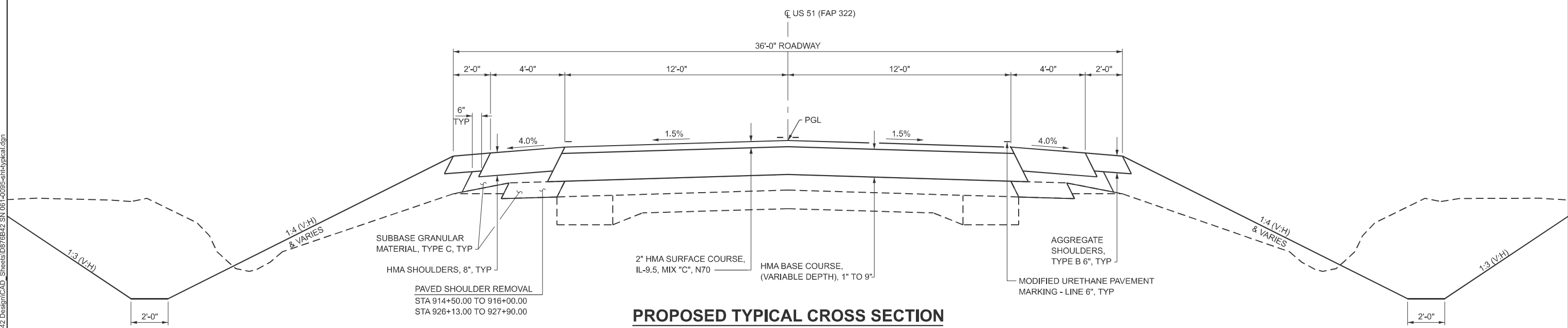
US 51 TYPICAL SECTIONS

SCALE: AS SHOWN SHEET 1 OF 8 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	13
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL CROSS SECTION**  
**STA 920+71.25 TO STA 920+96.75**



**PROPOSED TYPICAL CROSS SECTION**  
**STA 914+50.00 TO STA 916+20.00**  
**STA 925+89.90 TO STA 927+90.00**

MODEL: sheets-existing typical 2  
FILE NAME: Y:\DOT\1406-C3\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-ehr-typical.dgn

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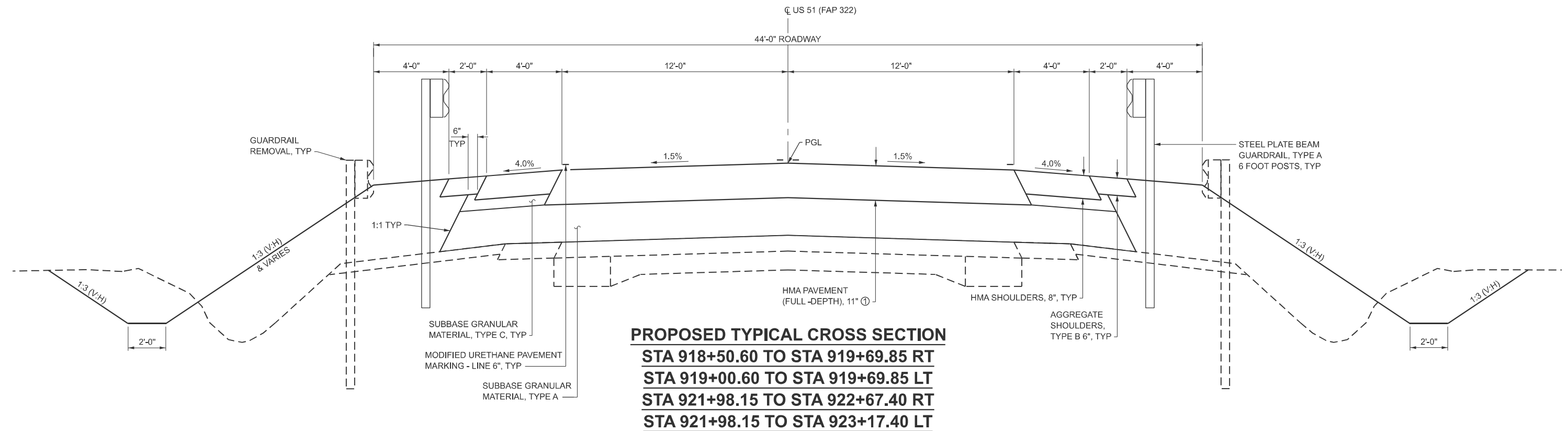
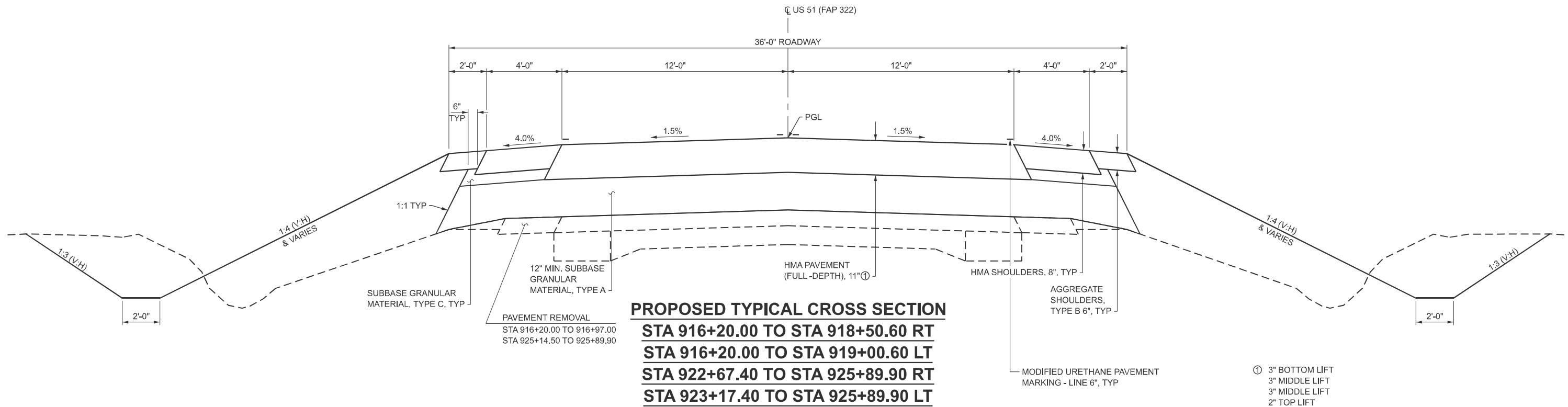
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PLOT DATE = 6/5/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

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

**US 51 TYPICAL SECTIONS**

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

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	14
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



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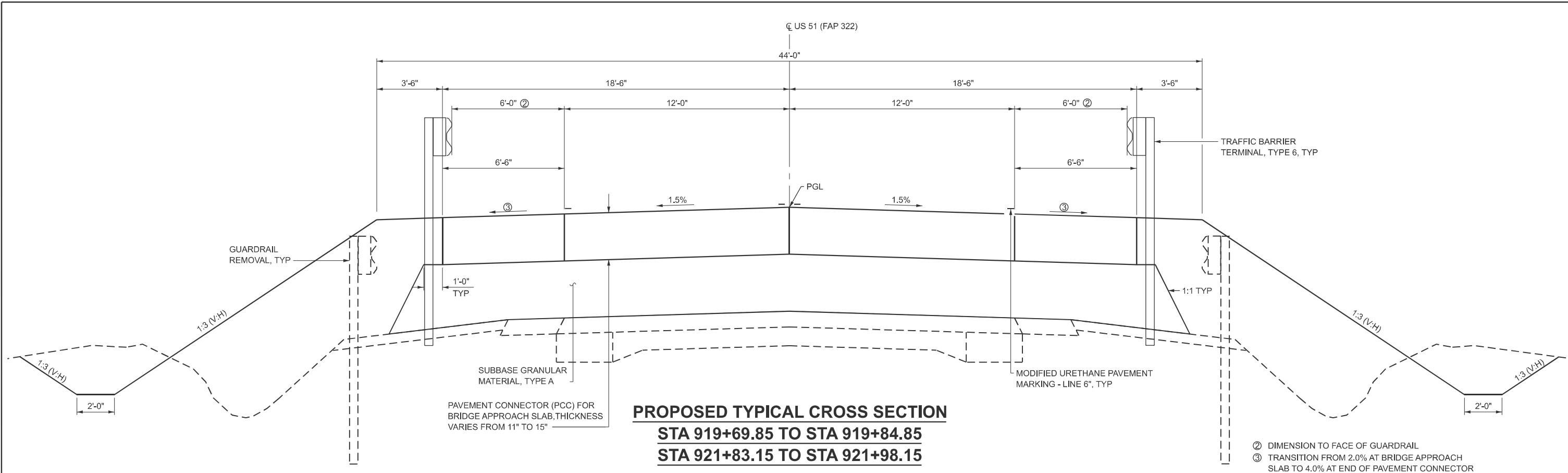
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PLOT DATE = 6/5/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

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

**US 51 TYPICAL SECTIONS**

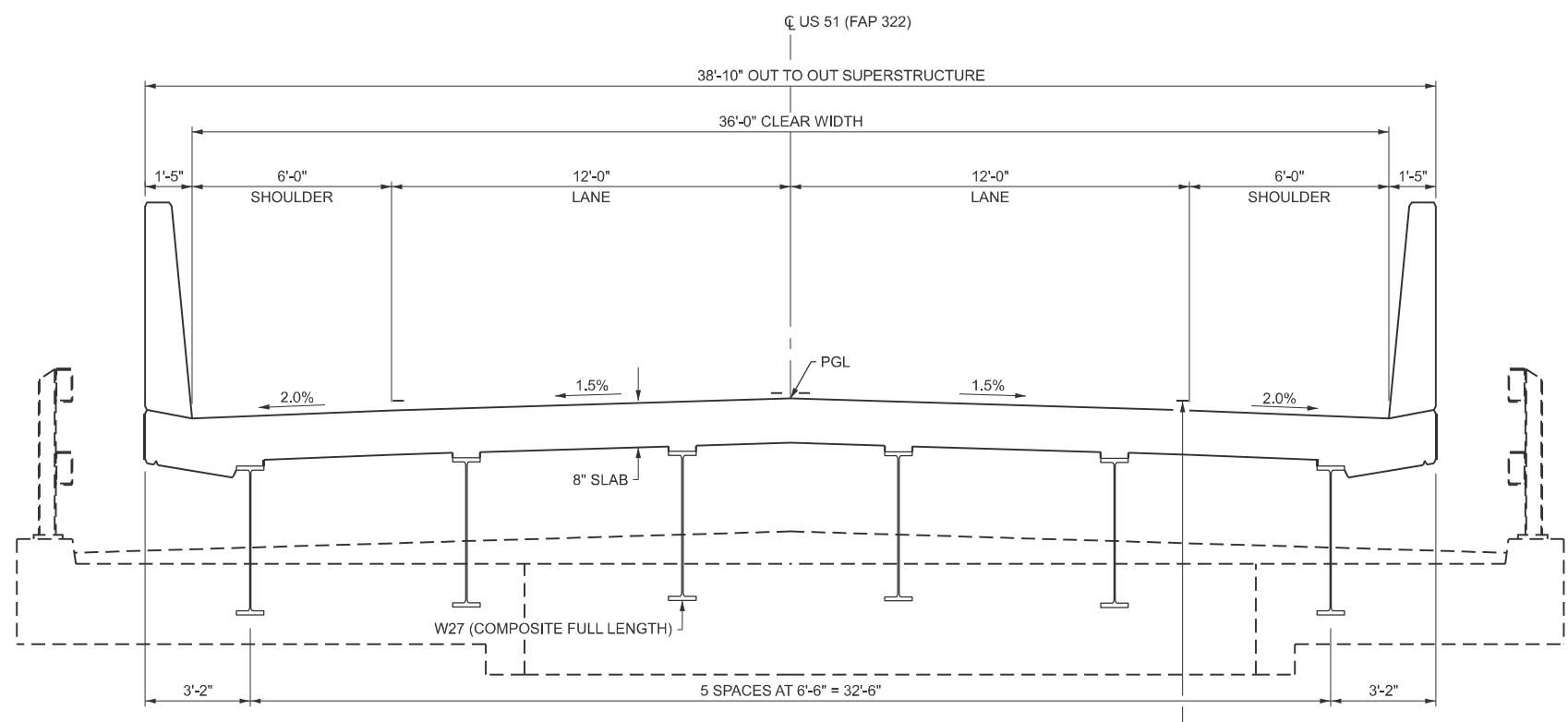
SCALE: AS SHOWN    SHEET 3 OF 4 SHEETS    STA.    TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	15
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL CROSS SECTION**  
**STA 919+69.85 TO STA 919+84.85**  
**STA 921+83.15 TO STA 921+98.15**

- ② DIMENSION TO FACE OF GUARDRAIL
- ③ TRANSITION FROM 2.0% AT BRIDGE APPROACH SLAB TO 4.0% AT END OF PAVEMENT CONNECTOR



**PROPOSED TYPICAL CROSS SECTION**  
**STA 920+14.00 TO STA 921+54.00**

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

MODEL: sheets\processed\typicals 2  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sht-typical.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN/NHC	REVISED -
PLOT DATE = 6/5/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

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

**US 51 TYPICAL SECTIONS**

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

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	16
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

### EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION	AVERAGE SHRINKAGE FACTOR	EARTH EXCAVATION (ADJUSTED)	EMBANKMENT	EARTHWORK BALANCE		FURNISHED EXCAVATION	REMARKS
							EXCAVATION REQUIRED TO COMPLETE	EXCESS EXCAVATION		
SN 061-0095	CU YD	%	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD		
STA 914+50.00 RT			565	15	480	780	300	-	300	NW QUAD US 51
914+50.00 LT			660	15	560	1060	500	-	500	NE QUAD US 51
921+54.00 RT			405	15	345	1005	660	-	660	SW QUAD US 51
921+54.00 LT			790	15	670	1140	470	-	470	SE QUAD US 51
SUBTOTALS			2420						1930	
DUBOIS BLACKTOP ROAD										
STA 100+49.64			104	15	88	-	-	88	-88	NORTH OF SN 095-2404
101+05.85			104	15	88	-	-	88	-88	SOUTH OF SN 095-2404
200+11.40			81	15	69	-	-	69	-69	NORTH OF SN 095-2405
201+09.80			80	15	69	-	-	69	-69	SOUTH OF SN 095-2405
300+11.30			73	15	62	-	-	62	-62	NORTH OF SN 095-2406
301+08.50			72	15	62	-	-	62	-62	SOUTH OF SN 095-2406
SUBTOTALS			514						0	
TOTALS			2934						1930	

### PIPE CULVERT REMOVAL SCHEDULE

LOCATION	PIPE CULVERT REMOVAL
	FOOT
24" RCP AT STA 915+66.50, RT	37
24" RCP AT STA 915+92.00, LT	37
24" RCP AT STA 922+00.00, RT	37
TOTAL	
	111

### RIGHT OF WAY SCHEDULE

LOCATION	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	RIGHT OF WAY AND PROPERTY CORNERS
	EACH	EACH
STA 915+90.00, 57.00' RT	1	1
STA 916+00.00, 63.00' LT	1	1
STA 916+50.00, 70.00' RT	1	
STA 917+00.00, 70.00' LT	1	
STA 918+02.77, 70.00' RT	1	
STA 922+00.00, 70.00' RT	1	
STA 923+50.00, 70.00' LT	1	
STA 925+00.00, 63.00' LT	1	
STA 927+00.00, 57.00' RT	1	
TOTALS		2

### PAVEMENT REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL	CURB REMOVAL	PAVED SHOULDER REMOVAL
	SQ YD	FOOT	SQ YD
STA 916+20.20 TO 916+97.00	257		
STA 919+99.00 TO 920+71.25	265		
STA 920+96.75 TO 921+69.00	267		
STA 925+14.50 TO 925+89.90	251		
NE CURB NEAR EXISTING BRIDGE		16	
NW CURB NEAR EXISTING BRIDGE		16	
SE CURB NEAR EXISTING BRIDGE		16	
SW CURB NEAR EXISTING BRIDGE		16	
STA 914+50.00 TO 916+00.00, RT			50
STA 914+50.00 TO 916+00.00, LT			50
STA 926+13.00 TO 927+90.00, RT			59
STA 926+13.00 TO 927+90.00, LT			59
TOTALS		64	218

### TREE REMOVAL SCHEDULE

LOCATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
	UNIT	UNIT
SN 061-0095		
STA 920+50, 54' RT		24
STA 920+64, 46' RT	12	
STA 920+88, 50' RT		30
STA 921+01, 62' LT	12	
STA 921+01, 62' LT	12	
STA 921+27, 63' LT	14	
STA 921+27, 63' LT	14	
SUBTOTALS		54
SN 095-2404		
STA 100+88, 19' LT	8	
STA 100+89, 19' LT	8	
STA 100+93, 34' LT	6	
STA 100+94, 39' LT	10	
STA 100+95, 15' LT	12	
STA 100+95, 36' LT	8	
STA 101+05, 15' LT	6	
STA 101+05, 36' LT	8	
STA 101+15, 18' RT	8	
SUBTOTALS		74
TOTALS		138

### GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE B
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
SN 061-0095 NE CORNER	123	25	1	1	1	2	
SN 061-0095 NW CORNER	161	75	1	1	1	2	
SN 061-0095 SE CORNER	161	75	1	1	1	2	
SN 061-0095 SW CORNER	86	25	1	1	1	2	
STA 920+00.00 TO 921+68.00 RT							6
STA 920+00.00 TO 921+68.00 LT							6
TOTALS		531	200	4	4	4	8

MODEL - Schedule of Quantities Sheet 1  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-eh-schedule.dgn

\* FAP 322 / FAS 836

\*\* MARION / WASHINGTON



USER NAME = atn  
ESCA PROJECT NO. = 1406.03  
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULES OF QUANTITIES**

SCALE: NONE      SHEET 1 OF 4 SHEETS      STA.      TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	17
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

PAVEMENT CONNECTOR SCHEDULE			
LOCATION	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	WELDED WIRE REINFORCEMENT	PROTECTIVE COAT
	SQ YD	SQ YD	SQ YD
SN 061-0095 NORTH PAVEMENT CONNECTOR	62	62	62
SN 061-0095 SOUTH PAVEMENT CONNECTOR	62	62	62
TOTALS	124	124	124

SHOULDER SCHEDULE					
LOCATION	HOT-MIX ASPHALT SHOULDERS, 8"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	AGGREGATE SHOULDERS, TYPE B 6"	SHOULDER RUMBLE STRIPS, 8 INCH
	SQ YD	POUND	POUND	SQ YD	FOOT
STA 914+50.00 TO 919+69.85, RT	231	607	111	115	
STA 914+50.00 TO 919+69.85, LT	231	606	110	116	
STA 921+98.15 TO 927+90.00, RT	263	691	126	131	
STA 921+98.15 TO 927+90.00, LT	263	690	126	132	
STA 914+50.00 TO 915+36.50, RT					87
STA 915+86.50 TO 919+69.85, RT					384
STA 914+50.00 TO 915+43.61, LT					94
STA 916+24.00 TO 919+69.85, LT					346
STA 921+98.15 TO 926+70.00, RT					472
STA 927+30.00 TO 927+90.00, RT					60
STA 921+98.15 TO 927+90.00, LT					592
TOTALS	988	2594	473	494	2035

AGGREGATE SURFACE COURSE SCHEDULE	
LOCATION	AGGREGATE SURFACE COURSE, TYPE B
	TON
NORTH OF SN 095-2404	59
ON TOP OF SN 095-2404	15
SOUTH OF SN 095-2404	13
SUBTOTAL	87
NORTH OF SN 095-2405	26
ON TOP OF SN 095-2405	17
SOUTH OF SN 095-2405	11
SUBTOTAL	54
NORTH OF SN 095-2406	59
ON TOP OF SN 095-2406	17
SOUTH OF SN 095-2406	18
SUBTOTAL	94
TOTAL	235

PAVING SCHEDULE									
LOCATION	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11"	LONGITUDINAL JOINT SEALANT	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SUBBASE GRANULAR MATERIAL, TYPE A	HOT-MIX ASPHALT BASE COURSE, (VARIABLE DEPTH)	SUBBASE GRANULAR MATERIAL, TYPE C
	TON	SQ YD	FOOT	POUND	POUND	SQ YD	TON	TON	TON
STA 914+50.00 TO 915+23.00	22		73		89	195			
STA 915+23.00 TO 915+39.50	6		17		20				
STA 915+39.50 TO 916+20.00	25		80		194			64	10
STA 916+20.00 TO 916+97.00		205	77	498	143		205		16
STA 916+97.00 TO 919+69.85		728	273	1762	510		3071		56
STA 921+98.15 TO 925+14.50		844	317	2043	591		3374		64
STA 925+14.50 TO 925+89.90		201	75	487	141		254		15
STA 925+89.90 TO 926+67.30	24		77		189			62	10
STA 926+67.30 TO 926+87.50	8		20		25				
STA 926+87.50 TO 927+90.00	31		103		125	274			
TOTALS	116	1978	1112	4790	2027	469	6904	126	171

MODEL: Schedule of Quantities Sheet 2  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sch-schedule.dgn

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



USER NAME = atn  
ESCA PROJECT NO. = 1406.03  
PLOT DATE = 10/13/2025

DESIGNED - ATN  
DRAWN - ATN  
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DATE - 10/25

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REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NONE SHEET 2 OF 4 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	18
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

ENTRANCE SCHEDULE								
LOCATION	PIPE CULVERTS, CLASS D, TYPE 1 24"	PIPE CULVERTS, CLASS D, TYPE 1 30"	PIPE CULVERTS, CLASS D, TYPE 1 EQRS 36"	METAL FLARED END SECTIONS 24"	METAL FLARED END SECTIONS 30"	METAL FLARED END SECTIONS EQRS 36"	AGGREGATE SURFACE COURSE, TYPE B	AGGREGATE FOR TEMPORARY ACCESS
	FOOT	FOOT	FOOT	EACH	EACH	EACH	TON	TON
STA 915+66.50, RT	50			2			48	50
STA 915+92.00, LT		64			2		63	
STA 927+00.00, RT			58			2	45	
TOTALS	50	64	58	2	2	2	156	50

PAVEMENT MARKING SCHEDULE											
LOCATION	DESCRIPTION	MODIFIED URETHANE PAVEMENT MARKING LINE - 6"		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	SHORT TERM PAVEMENT MARKING		SHORT TERM PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT		PAVEMENT MARKING REMOVAL GRINDING
		FOOT		EACH	EACH	FOOT		SQ FT	FOOT		SQ FT
		WHITE	YELLOW		YELLOW	WHITE	YELLOW		WHITE	YELLOW	
STA 914+50.00 TO 915+23.00	CENTERLINE		20	2	1		8	2		20	6
STA 914+50.00 TO 915+23.00, RT	EDGE LINE	73				2		1	73		25
STA 914+50.00 TO 915+23.00, LT	EDGE LINE	73				2		1	73		25
STA 915+23.00 TO 926+87.50	CENTERLINE		290	2	12		116	38		290	97
STA 915+23.00 TO 926+87.50, RT	EDGE LINE	1165				24		8	1165		388
STA 915+23.00 TO 926+87.50, LT	EDGE LINE	1165				24		8	1165		388
STA 926+87.50 TO 927+90.00	CENTERLINE		30	2	2		12	4		30	10
STA 926+87.50 TO 927+90.00, RT	EDGE LINE	102				2		1	102		34
STA 926+87.50 TO 927+90.00, LT	EDGE LINE	102				2		1	102		34
	SUBTOTALS	2680	340			56	136		2680	340	
	TOTALS	3020		6	15	192		64	3020		1007

CHANNEL EXCAVATION SCHEDULE	
LOCATION	CHANNEL EXCAVATION
	CU YD
SOUTH OF SN 061-0003	647
UNDERNEATH SN 061-0003	34
NORTH OF SN 061-0003	699
TOTAL	1380

PIPE CULVERT SCHEDULE			
LOCATION	PIPE CULVERTS, CLASS D, TYPE 1 15"	METAL FLARED END SECTIONS 15"	PIPE CULVERT REMOVAL
	FOOT	EACH	FOOT
FIELD ENTRANCE 0.23 MILES SOUTH OF DUBOIS BLACKTOP ROAD ALONG PANTHER CREEK ROAD	30	2	30
TOTALS	30	2	30

SIGN PANEL SCHEDULE			
LOCATION	OBJECT MARKER - TYPE 3	SIGN PANEL - TYPE 1	TELESCOPING STEEL SIGN SUPPORT
	EACH	SQ FT	FOOT
SN 095-2404	4		
SN 095-2405	4		
SN 095-2406	4		
STOP SIGN AT TOWNSHIP LINE ROAD		6.3	15
TOTALS	12	6.3	15

MODEL: Schedule of Quantities Sheet 3  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sch-schedule.dgn

\* FAP 322 / FAS 836

\*\* MARION / WASHINGTON



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PLOT DATE = 10/13/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NONE SHEET 3 OF 4 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	19
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MODEL: Schedule of Quantities Sheet 4  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sch-schedule.dgn

SEEDING SCHEDULE						
LOCATION	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	EROSION CONTROL BLANKET
	ACRE	POUND	POUND	POUND	ACRE	SQ YD
SN 061-0095						
STA 914+50.0 TO 915+51.5, RT	0.07	6	6	6	0.07	
STA 915+81.5 TO 919+85.0, RT	0.44	40	40	40	0.44	
STA 919+85.0 TO 920+14.0, RT	0.03	3	3	3	0.03	112
STA 921+54.0 TO 921+83.0, RT	0.12	11	11	11	0.12	100
STA 921+83.0 TO 926+85.0, RT	0.42	38	38	38	0.42	
STA 927+15.0 TO 927+90.0, RT	0.03	3	3	3	0.03	
STA 914+50.0 TO 915+77.0, LT	0.03	3	3	3	0.03	
STA 916+07.0 TO 919+85.0, LT	0.44	38	38	38	0.44	
STA 919+85.0 TO 920+14.0, LT	0.06	5	5	5	0.06	112
STA 921+54.0 TO 921+83.0, LT	0.03	3	3	3	0.03	84
STA 921+83.0 TO 927+90.0, LT	0.58	52	52	52	0.58	
SUBTOTALS	2.25	202	202	202	2.25	408
SN 095-2404						
NORTHWEST CORNER	0.02	2	2	2	0.02	46
NORTHEAST CORNER	0.02	2	2	2	0.02	53
SOUTHWEST CORNER	0.01	1	1	1	0.01	20
SOUTHEAST CORNER	0.01	1	1	1	0.01	21
UPSTREAM	0.01	1	1	1	0.01	21
DOWNSTREAM	0.02	2	2	2	0.02	31
SUBTOTALS	0.09	9	9	9	0.09	192
SN 095-2405						
NORTHWEST CORNER	0.01	1	1	1	0.01	22
NORTHEAST CORNER	0.02	2	2	2	0.02	43
SOUTHWEST CORNER	0.01	1	1	1	0.01	23
SOUTHEAST CORNER	0.01	1	1	1	0.01	15
UPSTREAM	0.01	1	1	1	0.01	20
DOWNSTREAM	0.01	1	1	1	0.01	19
SUBTOTALS	0.07	7	7	7	0.07	142
SN 095-2406						
NORTHWEST CORNER	0.02	2	2	2	0.02	61
NORTHEAST CORNER	0.02	2	2	2	0.02	58
SOUTHWEST CORNER	0.02	1	1	1	0.02	35
SOUTHEAST CORNER	0.02	1	1	1	0.02	36
UPSTREAM	0.01	1	1	1	0.01	16
SUBTOTALS	0.09	7	7	7	0.09	206
TOTALS	2.5	225	225	225	2.5	948

EROSION CONTROL SCHEDULE					
LOCATION	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	STONE RIPRAP, CLASS A4	FILTER FABRIC
	POUND	FOOT	FOOT	SQ YD	SQ YD
SN 061-0095					
STA 914+50.0 TO 915+51.5, RT	14		109		
STA 915+81.5 TO 920+04.0, RT	94		433		
STA 914+50.0 TO 915+77.0, LT	24		138		
STA 916+07.0 TO 920+04.0, LT	90		407		
STA 921+50.0 TO 926+85.0, RT	94		537		
STA 927+15.0 TO 927+90.0, RT	12		91		
STA 921+54.0 TO 927+90.0, LT	122		652		
STA 921+12 TO 923+28, RT				128	128
STA 921+12 TO 922+50, LT				200	200
NORTHEAST QUADRANT				33	33
NORTHWEST QUADRANT				33	33
SOUTHEAST QUADRANT				26	26
SOUTHWEST QUADRANT				26	26
STA 916+50, 40' RT		19			
STA 918+00, 43' RT		19			
STA 919+50, 48' RT		17			
STA 920+16, 41' RT		21			
STA 921+12, 46' RT		16			
STA 921+61, 49' RT		16			
STA 922+32, 50' RT		18			
STA 923+00, 47' RT		19			
STA 924+50, 42' RT		19			
STA 926+00, 39' RT		19			
STA 916+50, 40' LT		19			
STA 918+00, 47' LT		19			
STA 919+50, 48' LT		17			
STA 920+16, 40' LT		30			
STA 921+12, 44' LT		16			
STA 921+50, 46' LT		16			
STA 922+25, 48' LT		17			
STA 923+00, 49' LT		18			
STA 924+50, 44' LT		19			
STA 926+00, 39' LT		19			
SUBTOTALS	450	373	2367	446	446
SN 095-2404					
NORTHWEST CORNER	4		78		
NORTHEAST CORNER	4		64		
SOUTHWEST CORNER	2		45		
SOUTHEAST CORNER	2		42		
UPSTREAM	2			32.5	32.5
DOWNSTREAM	4	14		32.5	32.5
SUBTOTALS	18	14	229	65	65
SN 095-2405					
NORTHWEST CORNER	2		41		
NORTHEAST CORNER	4		78		
SOUTHWEST CORNER	2		41		
SOUTHEAST CORNER	2		38		
UPSTREAM	2			30	30
DOWNSTREAM	2	16		30	30
SUBTOTALS	14	16	198	60	60
SN 095-2406					
NORTHWEST CORNER	4		66		
NORTHEAST CORNER	4		70		
SOUTHWEST CORNER	4		36		
SOUTHEAST CORNER	4		41		
UPSTREAM	2			27.5	27.5
DOWNSTREAM		17		27.5	27.5
SUBTOTALS	18	17	213	55	55
TOTALS	500	420	3007	626	626

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NONE SHEET 4 OF 4 SHEETS STA. TO STA.

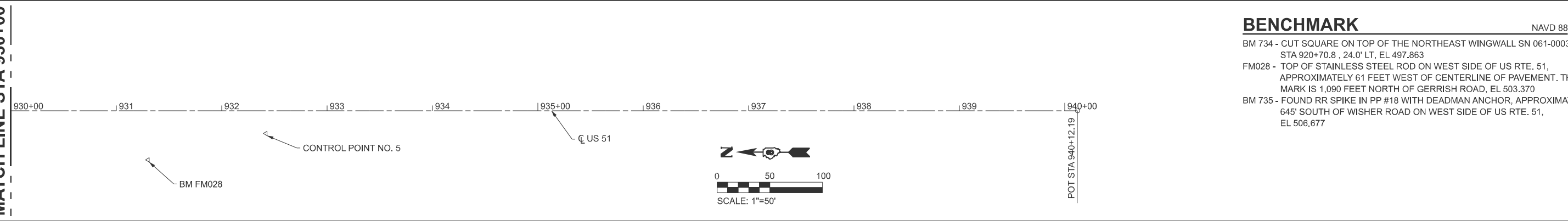
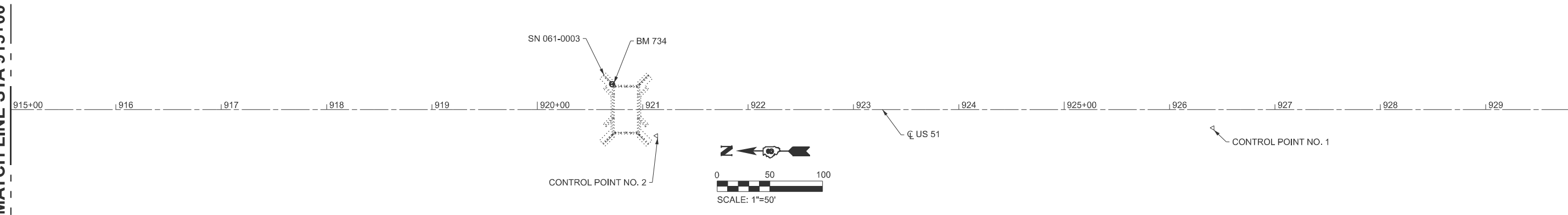
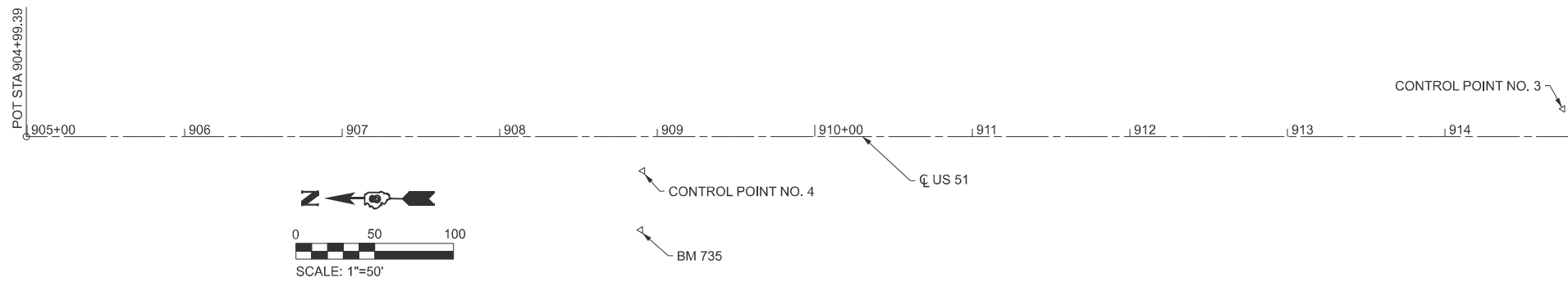
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	20
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA 915+00

MATCH LINE STA 930+00

MATCH LINE STA 930+00

MATCH LINE STA 915+00



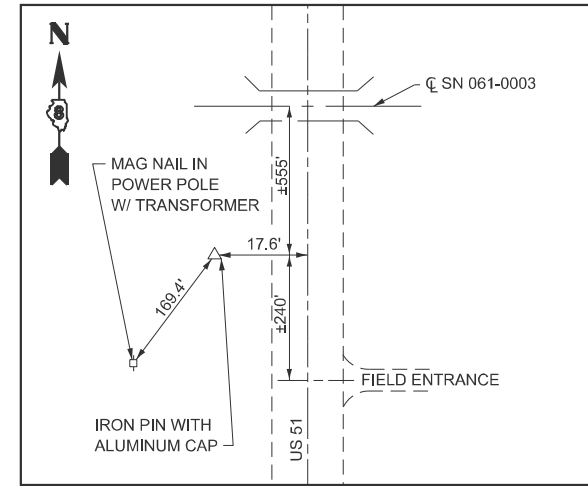
**BENCHMARK** NAVD 88

BM 734 - CUT SQUARE ON TOP OF THE NORTHEAST WINGWALL SN 061-0003, STA 920+70.8, 24.0' LT, EL 497.863

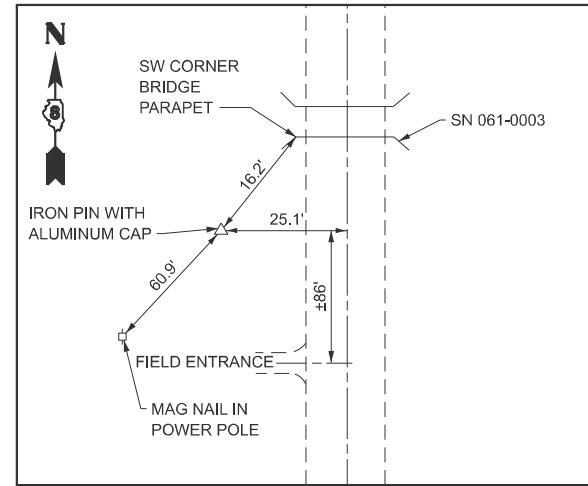
FM028 - TOP OF STAINLESS STEEL ROD ON WEST SIDE OF US RTE. 51, APPROXIMATELY 61 FEET WEST OF CENTERLINE OF PAVEMENT, THE MARK IS 1,090 FEET NORTH OF GERRISH ROAD, EL 503.370

BM 735 - FOUND RR SPIKE IN PP #18 WITH DEADMAN ANCHOR, APPROXIMATELY 645' SOUTH OF WISHER ROAD ON WEST SIDE OF US RTE. 51, EL 506.677

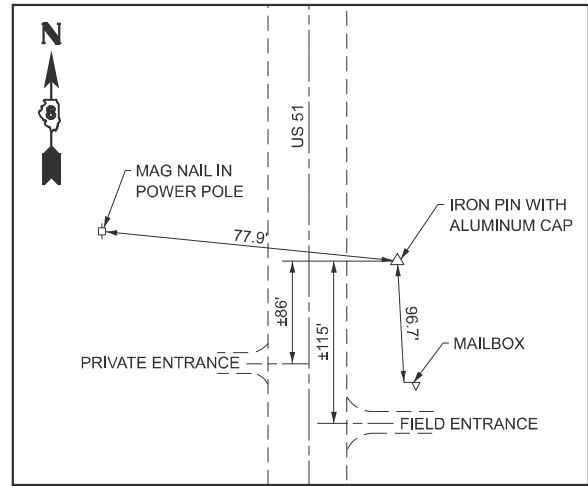
**SITE CONTROL - LOW DISTORTION PROJECTION - MARION COUNTY**



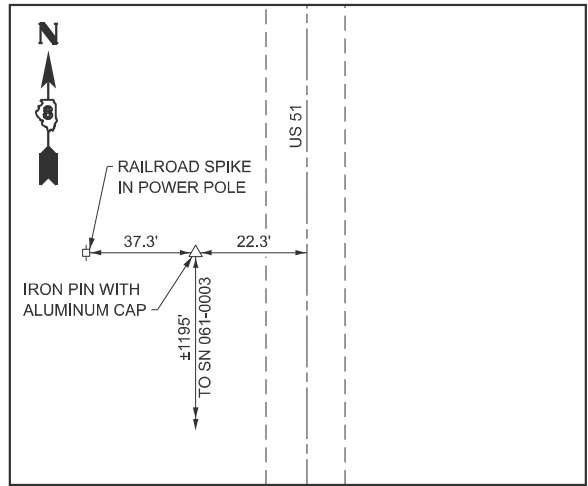
**CONTROL POINT NO. 1**  
 STA 926+40.84 17.33' RT, CL US 51, EL 502.61  
 N = 88,621.3727 E = 18,910.7104



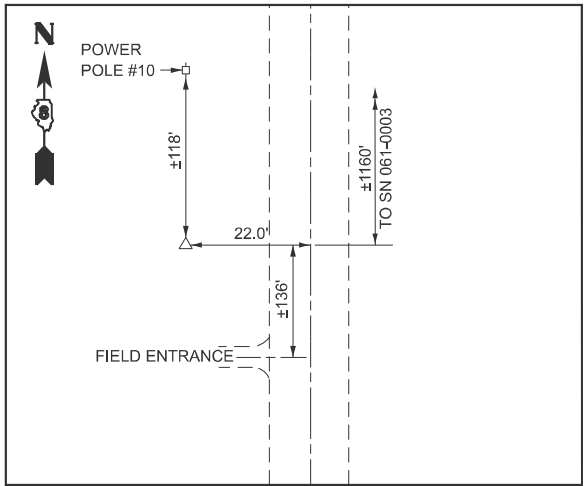
**CONTROL POINT NO. 2**  
 STA 921+12.86 24.89' RT, CL US 51, EL 496.47  
 N = 89,149.3187 E = 18,901.1102



**CONTROL POINT NO. 3**  
 STA 914+74.75 17.67' LT, CL US 51, EL 501.23  
 N = 89,787.5897 E = 18,941.2025



**CONTROL POINT NO. 4**  
 STA 908+90.79 21.86' RT, CL US 51, EL 504.87  
 N = 90,371.3884 E = 18,899.4243



**CONTROL POINT NO. 5**  
 STA 932+41.89 21.50' RT, CL US 51, EL 503.45  
 N = 88,020.3094 E = 18,908.8592

MODEL: Alignment 1 Sheet  
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USER NAME = atn	DESIGNED -	REVISED -
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PLOT DATE = 8/4/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

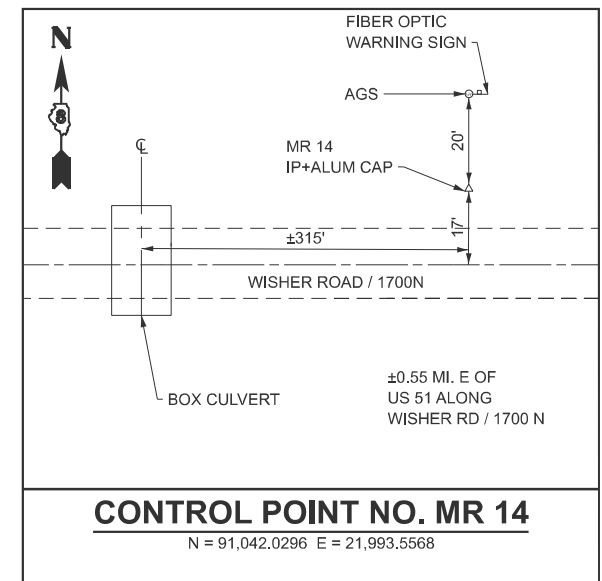
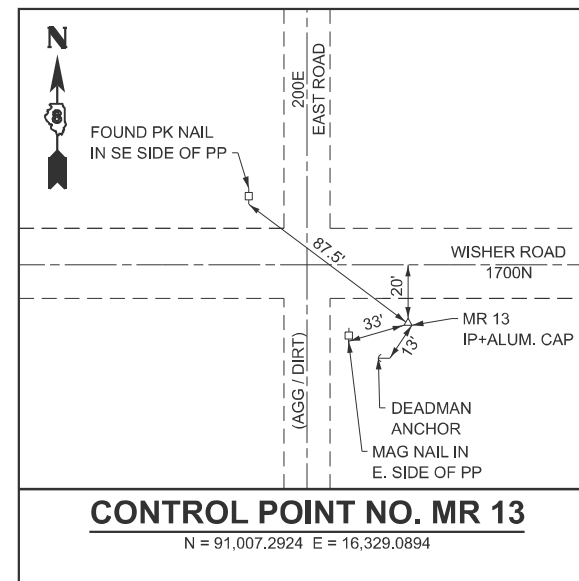
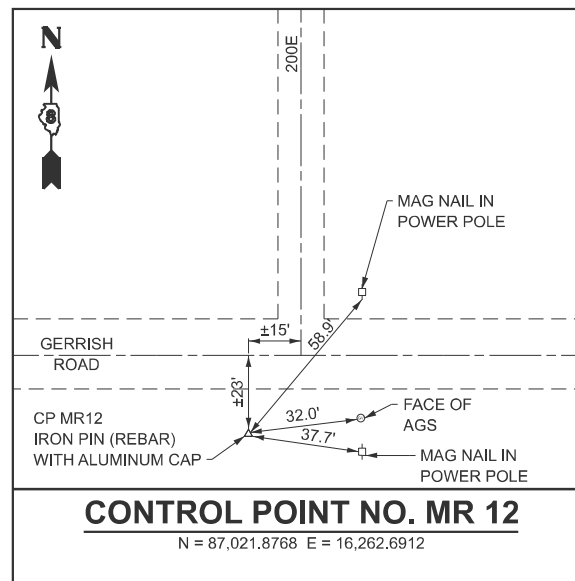
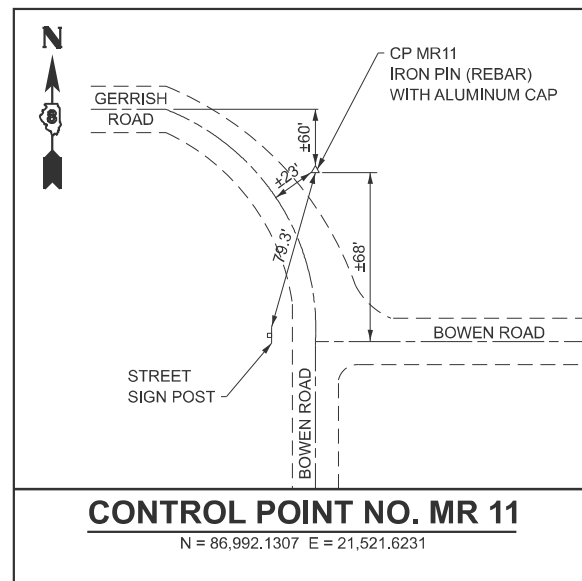
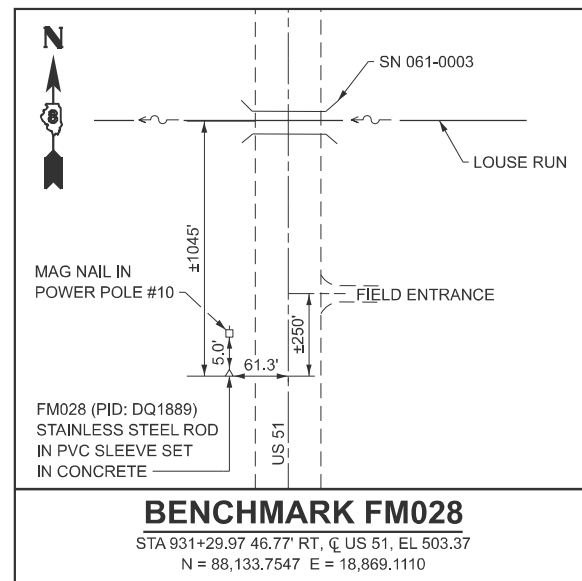
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>US 51 ALIGNMENT, TIES, AND BENCHMARKS</b>	
SCALE: NONE	SHEET 1 OF 2 SHEETS
STA. 904+99.39	TO STA. 940+12.19

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	21
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**PERIMETER CONTROL - LOW DISTORTION PROJECTION - MARION COUNTY**



MODEL: Alignment 2 Sheet  
 FILE NAME: Y:\DOT11406-03\_76B42\76B42\_Design\CAD\_Sheets\DOT11406-03\_76B42\76B42-ATB.dgn

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

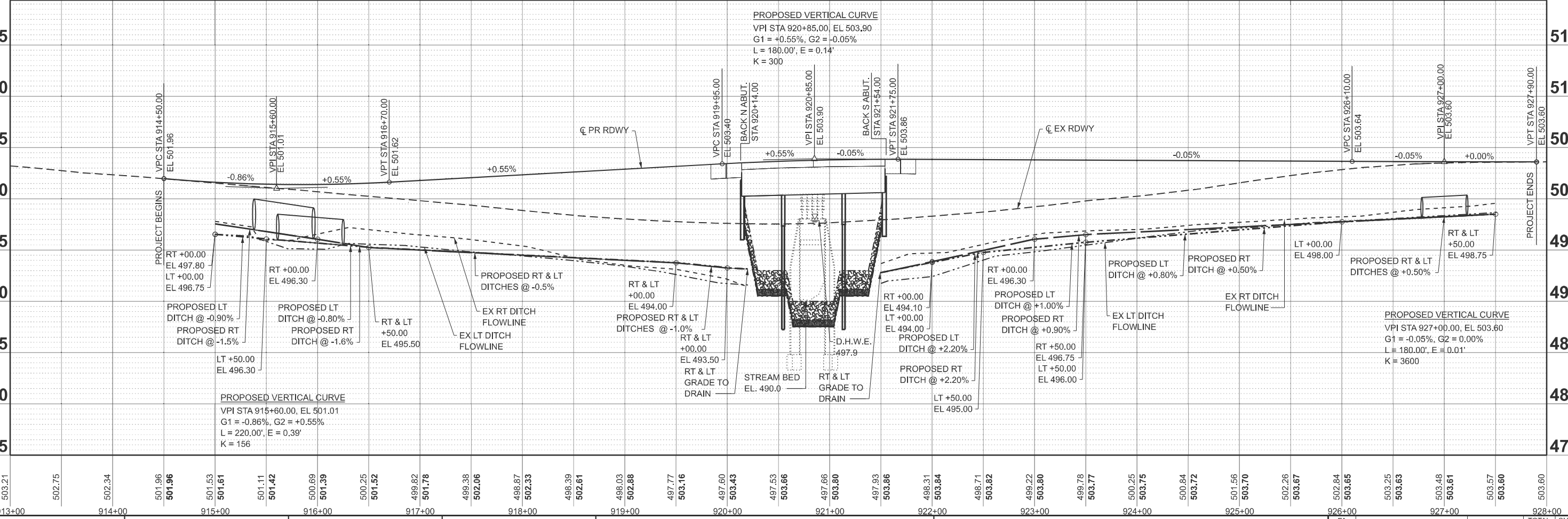
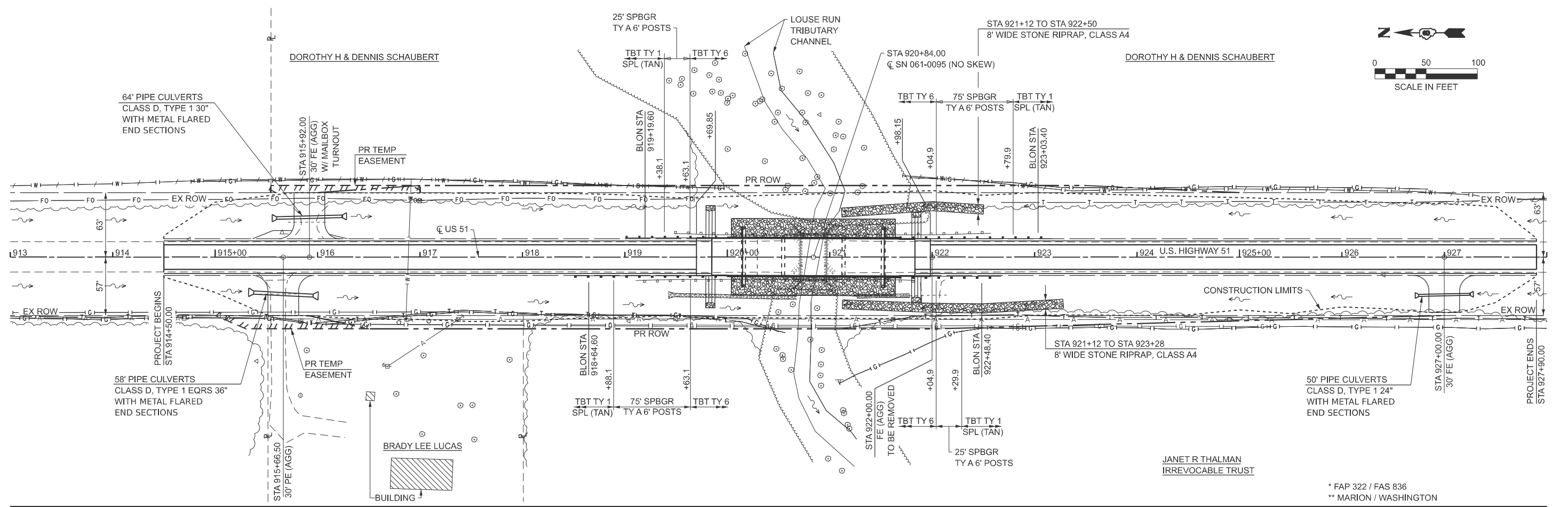
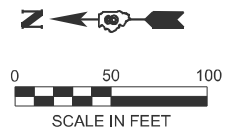


USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
PLOT DATE = 6/25/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>US 51 ALIGNMENT, TIES, AND BENCHMARKS</b>	
SCALE: NONE	SHEET 2 OF 2 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	22
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



MODEL: P:\C\US\_51 - Plan 1 [Sheet]  
 FILE NAME: Y:\DOT\1406-03\_76842\76842\_Design\CADD\_Sheets\0676842\_SN.061-0095-shr.plt.rvt.dgn



USER NAME = atn  
 ESCA PROJECT NO. = 1406.03  
 PLOT DATE = 10/10/2025

DESIGNED - ATN  
 DRAWN - ATN  
 CHECKED - ELH  
 DATE - 07/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

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

**US 51 PLAN AND PROFILE**

SCALE: AS SHOWN    SHEET 1 OF 1 SHEETS    STA. 913+00.00 TO STA. 928+00.00

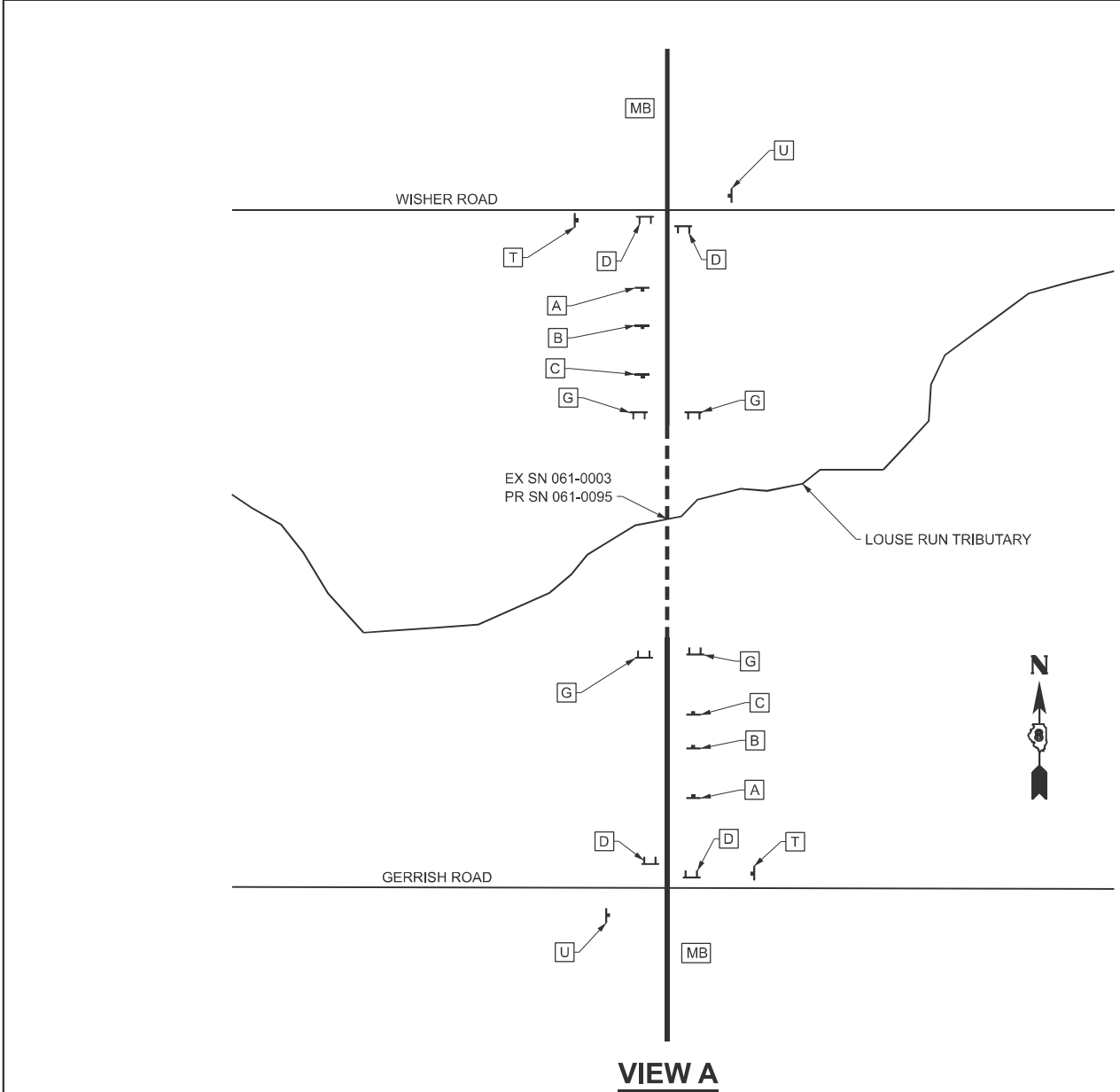
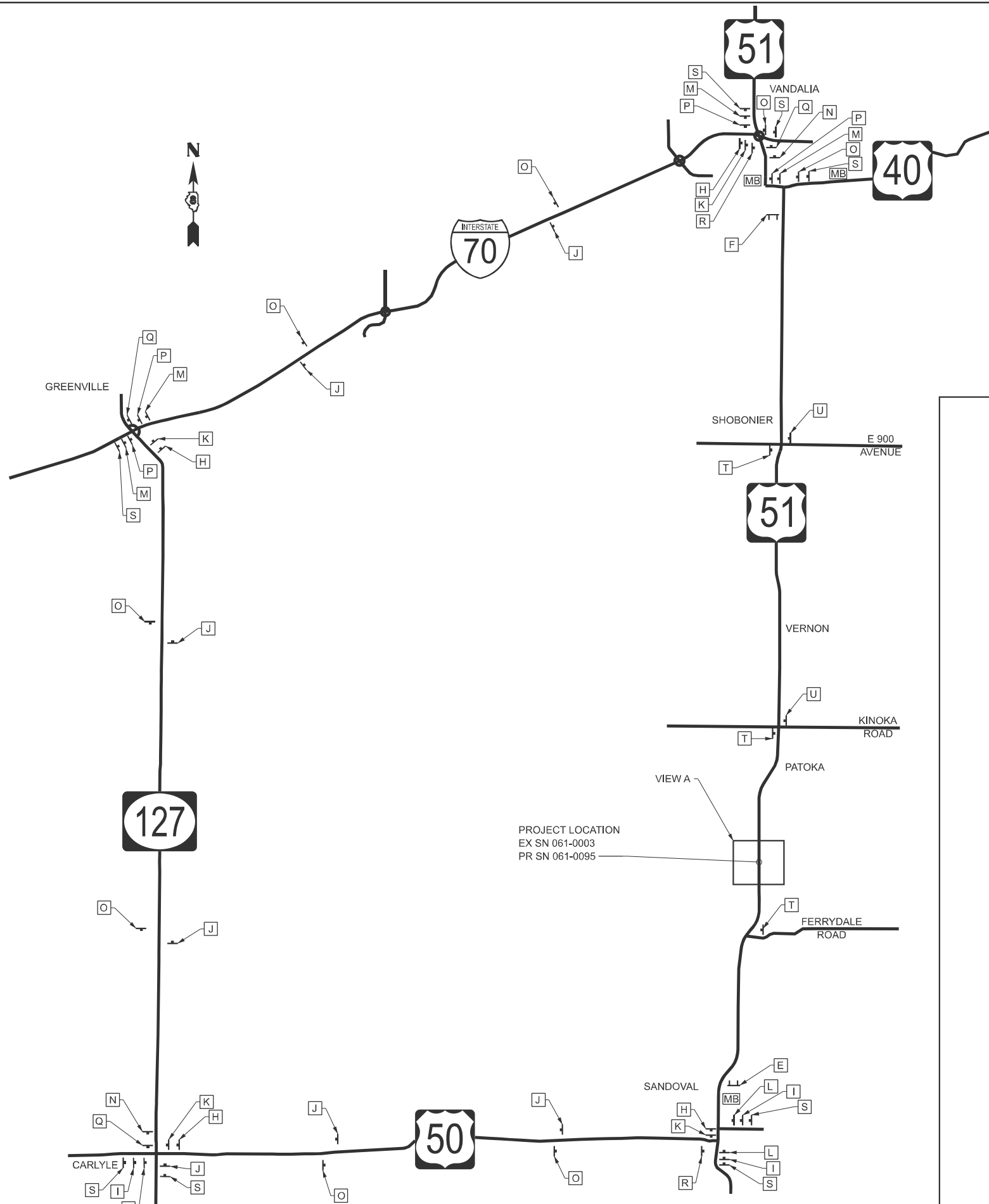
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	23
CONTRACT NO. 76B42				
ILLINOIS / FED. AID PROJECT				

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- MB CHANGEABLE MESSAGE SIGN
- PROJECT LIMITS

**NOTES**

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR.
2. ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED.
3. LOCATIONS OF THE TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. SEE HIGHWAY STANDARD 701901 AND THE BRIDGE OR ROAD CLOSURE DETAILS FOR ADDITIONAL DETAILS.
5. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE INCLUDED IN THE LUMP SUM AMOUNT FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS NOTED OTHERWISE.
6. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED TWO WEEKS PRIOR TO CLOSURE AND WILL BE PAID FOR SEPARATELY. THEY SHALL BE USED FOR THE DURATION OF THE ROAD CLOSURE AND BE RELOCATED AS DIRECTED BY THE ENGINEER.



MODEL: Delour Plan Sheet  
 FILE NAME: Y:\DOT11406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-ehf-staging.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
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PLOT DATE = 10/13/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

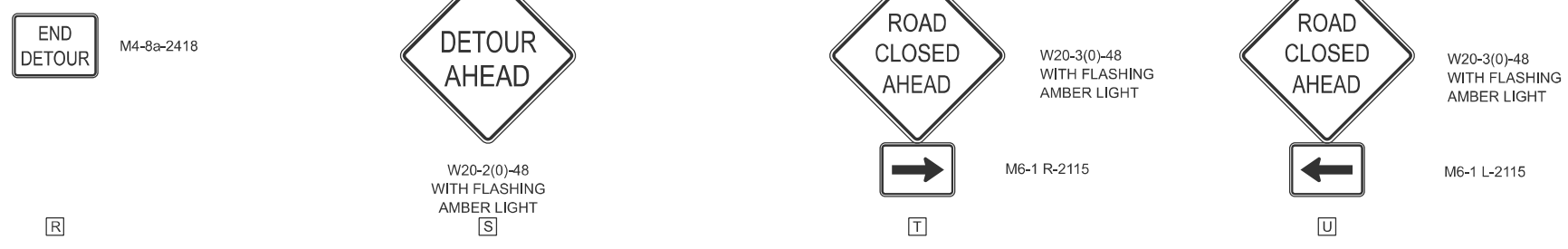
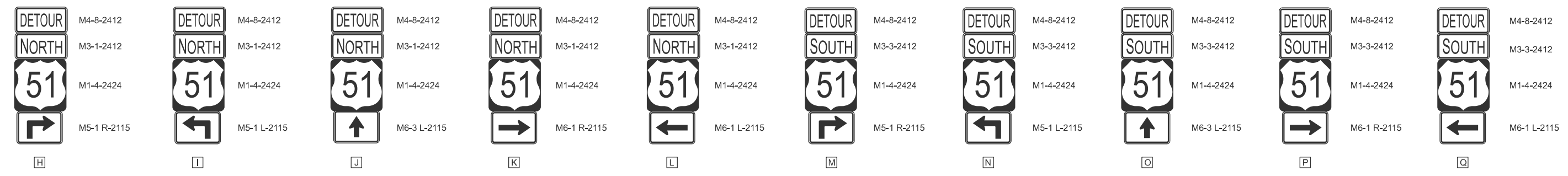
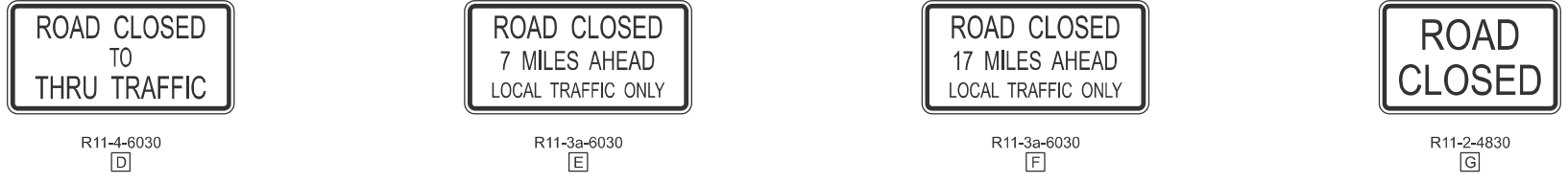
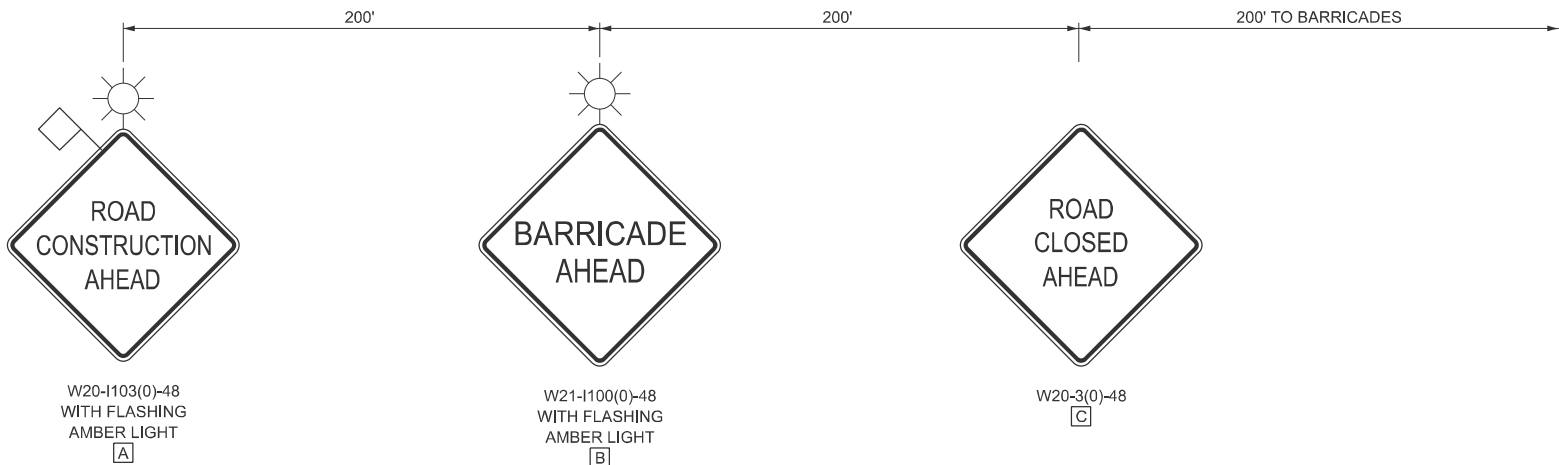
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 51 TEMPORARY CLOSURE DETOUR PLAN**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	24
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



[MB] CHANGEABLE MESSAGE BOARD - 5 REQUIRED (NOTIFICATION - 2 WEEKS PRIOR TO START OF WORK FOR SIGNS NEAR JOB SITE. SIGNS IN SANDOVAL AND VANDALIA WILL BE PLACED 2 WEEKS PRIOR AND FOR DURATION OF WORK) SUGGESTED MESSAGE:

US 51 WILL BE CLOSED	XX MILES AHEAD	DATE TO DATE
----------------------------	----------------------	--------------------

MODEL - Signs Sheet  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_Signs\0876B42\_Signs.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
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PLOT DATE = 6/5/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION





US 51 TEMPORARY CLOSURE DETOUR PLAN

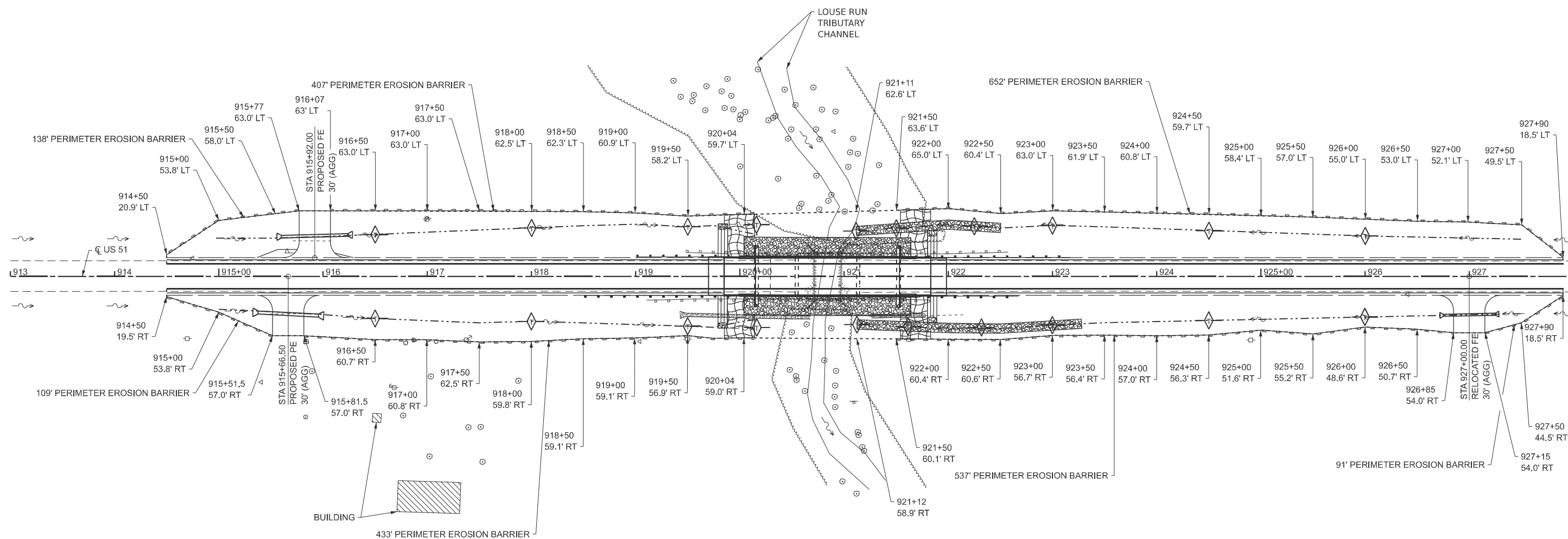
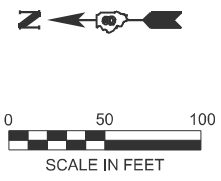
SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	25
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  EROSION CONTROL BLANKET
-  CONSTRUCTION LIMITS
-  PERIMETER EROSION BARRIER
-  TEMPORARY DITCH CHECK
-  STONE RIPRAP



MODEL: I:\US 51 Erosion Control Plan (Sheet) FILE NAME: Y:\DOT11406-03\_76B42\76B42\_Design\CAD\_Sheets\DOT11406-03\_76B42\76B42.dgn

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/13/2025	DATE - 10/25	REVISED -




**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

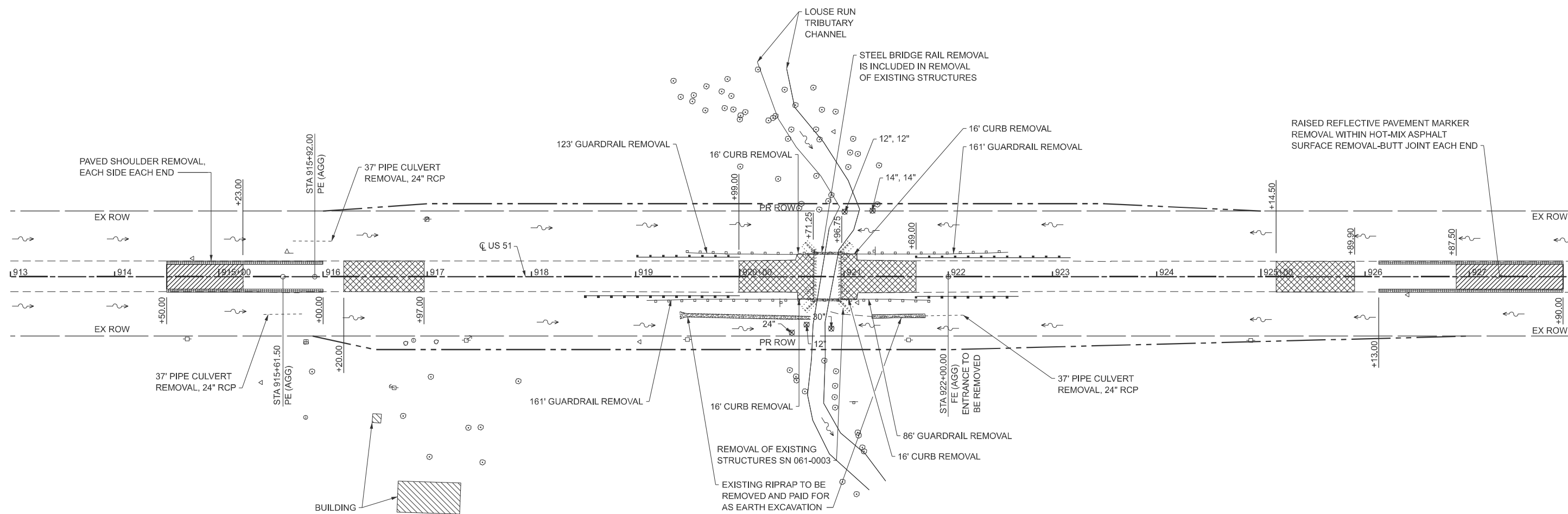
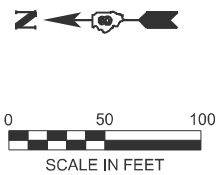
**EROSION CONTROL PLAN**

SCALE: 1" = 50'      SHEET 1 OF 1 SHEETS      STA. 913+00.00 TO STA. 928+00.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	26
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL



MODEL: I:\US 51 Removal Plan [Sheet]  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sht-removal.dgn

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/13/2025	DATE - 07/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN**

SCALE: 1" = 50'      SHEET 1 OF 1 SHEETS      STA. 913+00.00 TO STA. 928+00.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	27
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION

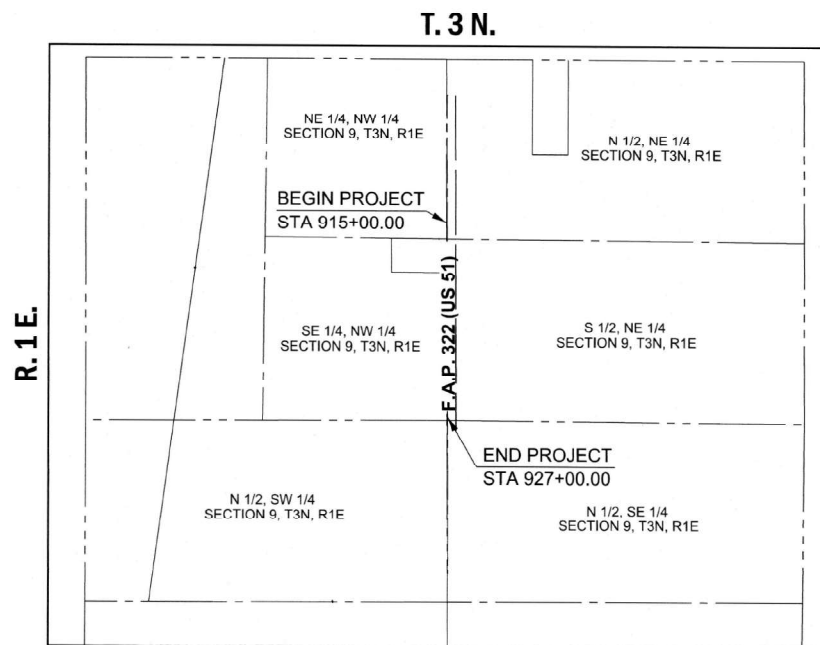
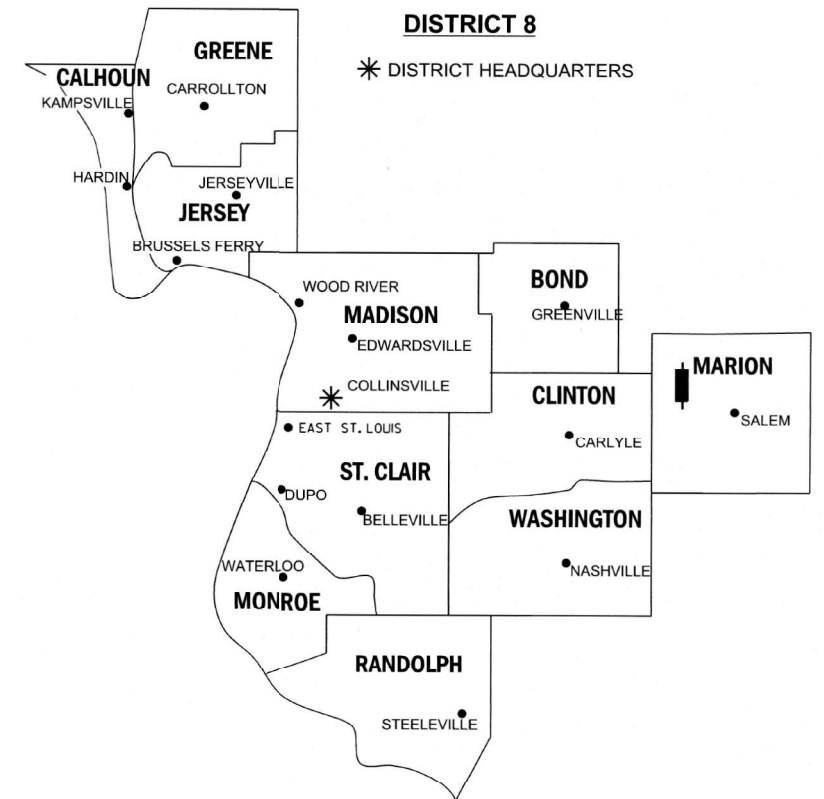
RFCFVFD-09-30-25

SPACE RESERVED FOR RECORDING OFFICER

# PLAT OF HIGHWAYS

FAP 322 (US ROUTE 51)  
SECTION 26BR  
MARION COUNTY  
JOB NO. R-98-018-20

SHEET INDEX		
SHEET NO.	STATION to STATION	DESCRIPTION
1		COVER SHEET
2		LEGEND/NOTE SHEET
3	915+00.00 - 921+00.00	PAR. 81820001, 81820002, 81820003, & 81820004
4	921+00.00 - 928+85.69	PAR. 81820003 & 81820004
5		TOTAL HOLDING/SECTION DETAIL
6		CONTROL & SECTION CORNER TIES



PROJECT LENGTH = 1,200 LIN. FT. = 0.23 MILES

**PREPARED BY:**

CIVIL DESIGN, INC.  
307 E. WASHINGTON AVE.  
EFFINGHAM, IL 62401



PH. 217-342-2025  
IL DESIGN FIRM #184.003222



*Daniel J. Holland* 9/26/2025  
DANIEL J. HOLLAND, IPLS #3907  
EXPIRATION DATE 11/30/2026

FAP 322 (US ROUTE 51) CONSTRUCTION SECTION 26BR MARION COUNTY JOB # R-98-018-20

SHEET 1 OF 6

ILLINOIS DEPARTMENT OF TRANSPORTATION OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINSVILLE, ILLINOIS 62234-6198				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	26BR	MARION		
CONTRACT NO. 76B42				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* FAP 322 / FAS 836 \*\* MARION / WASHINGTON

MODEL - Right of Way Sheet  
FILE NAME: Y:\DOT11408-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0085-sht-covrplan01.dgn



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	CHECKED - ELH	REVISED -
PLOT DATE = 10/3/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PLANS

SCALE: AS SHOWN SHEET 1 OF 6 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	28
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS**

TRAFFIC SIGNAL GULF BOX	○	DRAINAGE FLOW LINE	↘
TRAFFIC SIGNAL HANDHOLE	□	RIP RAP	▨
TRAFFIC SIGNAL SIGNAL POST	○	HEADWALL	▬
TRAFFIC SIGNAL STEEL MAST ARM	—	CULVERT END SECTION	▬
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	●	DRAINAGE MANHOLE	⊙
TRAFFIC SIGNAL WOODEN POLE	⊙	INLET	⊙
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	⊙	ROADWAY DITCH FLOW	↘
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	⊙	VEGETATION LINE	—
TRAFFIC SIGNAL JUNCTION BOX	⊙	STUMP	⊙
TRAFFIC SIGNAL CONTROLLER	⊙	SHRUB	⊙
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	⊙	EVERGREEN TREE	⊙
RAILROAD CANTILEVER MAST ARM	—	DECIDUOUS TREE	⊙
RAILROAD CROSSBUCK	—	WOODS/BUSH LINE	—
RAILROAD TRACK	—	TRAFFIC SIGN	⊙
RAILROAD TRACK (ABANDONED)	—	GUARDRAIL POST	⊙
RAILROAD CROSSGATE	—	GUARDRAIL	—
RAILROAD CONTROL BOX	⊙	FIELD LINE	—
RAILROAD FLASHING SIGNAL	⊙	LEVEE/NOISE BARRIER	—
UTILITY TELEPHONE SPICE BOX	⊙	FENCE	—
UTILITY POWER POLE	⊙	MAIL BOX	⊙
UTILITY TRAFFIC SIGNAL	⊙	ADVERTISING SIGN	⊙
UTILITY LIGHT POLE	⊙	MARSH	—
UTILITY FIRE HYDRANT	⊙	LIGHTING HANDHOLE	⊙
UTILITY MANHOLE	⊙	LIGHTING POWER POLE	⊙
UTILITY TELEPHONE POLE	⊙	LIGHTING JUNCTION BOX	⊙
UTILITY GUY ANCHOR	⊙	LIGHTING HEAVY DUTY HANDHOLE	⊙
UTILITY PIPELINE WARNING SIGN	⊙	LIGHTING CONTROLLER	⊙
UTILITY HANDHOLE	⊙	LIGHTING PULL POINT	⊙
UTILITY SPLICE BOX	⊙	HIGHWAY LIGHTING ELECTRICAL GROUND	⊙
UTILITY JUNCTION BOX	⊙	HIGHWAY LIGHTING SINGLE UNIT	⊙
UTILITY HEAVY DUTY HANDHOLE	⊙	HIGHWAY LIGHTING DOUBLE UNIT	⊙
UTILITY DOUBLE HANDHOLE	⊙	EXISTING CONCRETE BARRIER	—
UTILITY CONTROLLER	⊙	EXISTING CREEK OR DITCH	—
UTILITY WATER METER	⊙	EXISTING EDGE OF PAVEMENT	—

**RIGHT-OF-WAY LEGEND**

	QUARTER SECTION CORNERS
	SECTION CORNERS
	PROPOSED CENTERLINE
	PROPOSED RIGHT-OF-WAY LINE
	PROPOSED TEMPORARY EASEMENT LINE
	PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE
	PROPERTY LINE (TITLE)
	RECORDED PLAT/DEED LINE
	APPARENT PROPERTY LINE
	SAME OWNERSHIP
	MEASURED DIMENSION
	RECORDED DIMENSION
	FOUND STONE
	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
	FOUND CUT CROSS
	SET CUT CROSS

**LEGEND FOR ABBREVIATIONS**

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
CL	CENTERLINE
CAB	CABINET
CH	COUNTY HIGHWAY
Ch	CHAIN
CP	CONTROL POINT
CPS	COTTON PICKER SPINDLE
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAU	FEDERAL AID URBAN
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m <sup>2</sup>	SQUARE METERS
N	NORTH
N/F	NOW OR FORMERLY
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT ON TANGENT
PL	PROPERTY LINE
PR	PROPOSED
R	RANGE
RD	ROAD
REC	RECORD
ROW	RIGHT-OF-WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SEC	SECTION
SQ FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTH WEST
T	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

RECEIVED: 09-30-25

SPACE RESERVED FOR RECORDING OFFICER

**CURVE ABBREVIATIONS**

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
R	RADIUS OF CURVE
L	LENGTH OF CURVE
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
E	EXTERNAL ORDINATE
T	CENTRAL ANGLE

**BASIS OF COORDINATE & BEARING STATEMENT**

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON THE SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

LOW DISTORTION PROJECTION - MARION COUNTY

BASIS OF BEARINGS AND COORDINATES: ALL DISTANCES AND BEARING SHOWN HEREON ARE GRID VALUES BASED ON THE FOLLOWING PROJECTION DEFINITION. THE PROJECTION WAS DEFINED SUCH THAT GRID DISTANCES ARE EQUIVALENT TO "GROUND" DISTANCES.

LINEAR UNIT: US SURVEY FEET  
 GEODETIC DATUM: VAD 1983 (2011) - EPOCH: 2010  
 VERTICAL DATUM: NAVD 1988  
 PROJECTIONS: Lamber Conformal Conic (Single Parallel)  
 LATITUDE OF ORIGIN: 38°39'00"N  
 CENTRAL MERIDIAN: 88°55'00"W  
 FALSE NORTHING: 65,000 SFT  
 FALSE EASTING: 70,000 SFT  
 CM SCALE FACTOR: 1.00001913

THE SURVEY WAS REFERENCED TO THE NATIONAL SPACIAL REFERENCE SYSTEM BY DIRECT CONNECTION TO THE FOLLOWING NGS MONUMENTS

CONTROL: FM 028 (PID: DQ1889)  
 LATITUDE: N38°42'48.16961"      NORTHING: 88133.7547 SFT  
 LONGITUDE: W89°05'45.05969"      EASTING: 18869.1110 SFT  
 ELLIPSOIDAL HEIGHT: 401.0458 SFT      ORTHO HT.: 503.3462 SFT (GEOID 18)

CONTROL: MR14  
 LATITUDE: N38°43'16.97439"      NORTHING: 91042.0296 SFT  
 LONGITUDE: W89°05'05.70953"      EASTING: 21993.5568 SFT  
 ELLIPSOIDAL HEIGHT: 399.3562 SFT      ORTHO HT.: 501.7286 SFT (GEOID 18)

**PROJECT SURVEY CONTROL DATA  
 GROUND SURFACE COORDINATE SYSTEM**

COORDINATES PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION  
 JOB NO. R-98-018-20 / CONTRACT NO. 76B42

POINT NO.	NORTH (FEET)	EAST (FEET)	DESCRIPTION
1	88,621.3727	18,910.7104	IRON PIN WITH ALUM. CAP
2	89,149.3187	18,901.1102	IRON PIN WITH ALUM. CAP
3	89,787.5897	18,941.2025	IRON PIN WITH ALUM. CAP
4	90,371.3884	18,899.4243	IRON PIN WITH ALUM. CAP
5	88,020.3094	18,908.8592	IRON PIN WITH ALUM. CAP

**TOTAL HOLDING AREA SOURCE TABLE**

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

**TOPOGRAPHIC STATEMENT**

THE TOPOGRAPHY DATED MARCH 10, 2021 SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. IN ADDITION THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS ON 06/23/21:

- 1. BUILDINGS
- 2. ENTRANCES



*Daniel J. Holland* 9/24/2025  
 DANIEL J. HOLLAND, IPLS #3907  
 EXPIRATION DATE 11/30/2026

**PREPARED BY:**

CIVIL DESIGN, INC.  
 307 E. WASHINGTON AVE.  
 EFFINGHAM, IL 62401

PH. 317-342-2025  
 IL DESIGN FIRM #184.003222

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 322 (US ROUTE 51)  
 SECTION 26BR  
 MARION COUNTY  
 JOB NO. R-98-018-20  
 STATION 904+99.39 TO STATION 940+12.19

SHEET 2 OF 6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	26BR	MARION	123	29
CONTRACT NO. 76B42				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* FAP 322 / FAS 836 \*\* MARION / WASHINGTON

FAP 322 (US ROUTE 51) CONSTRUCTION SECTION 26BR MARION COUNTY JOB # R-98-018-20

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RIGHT-OF-WAY PLANS**

SCALE: AS SHOWN SHEET 2 OF 6 SHEETS STA. TO STA.

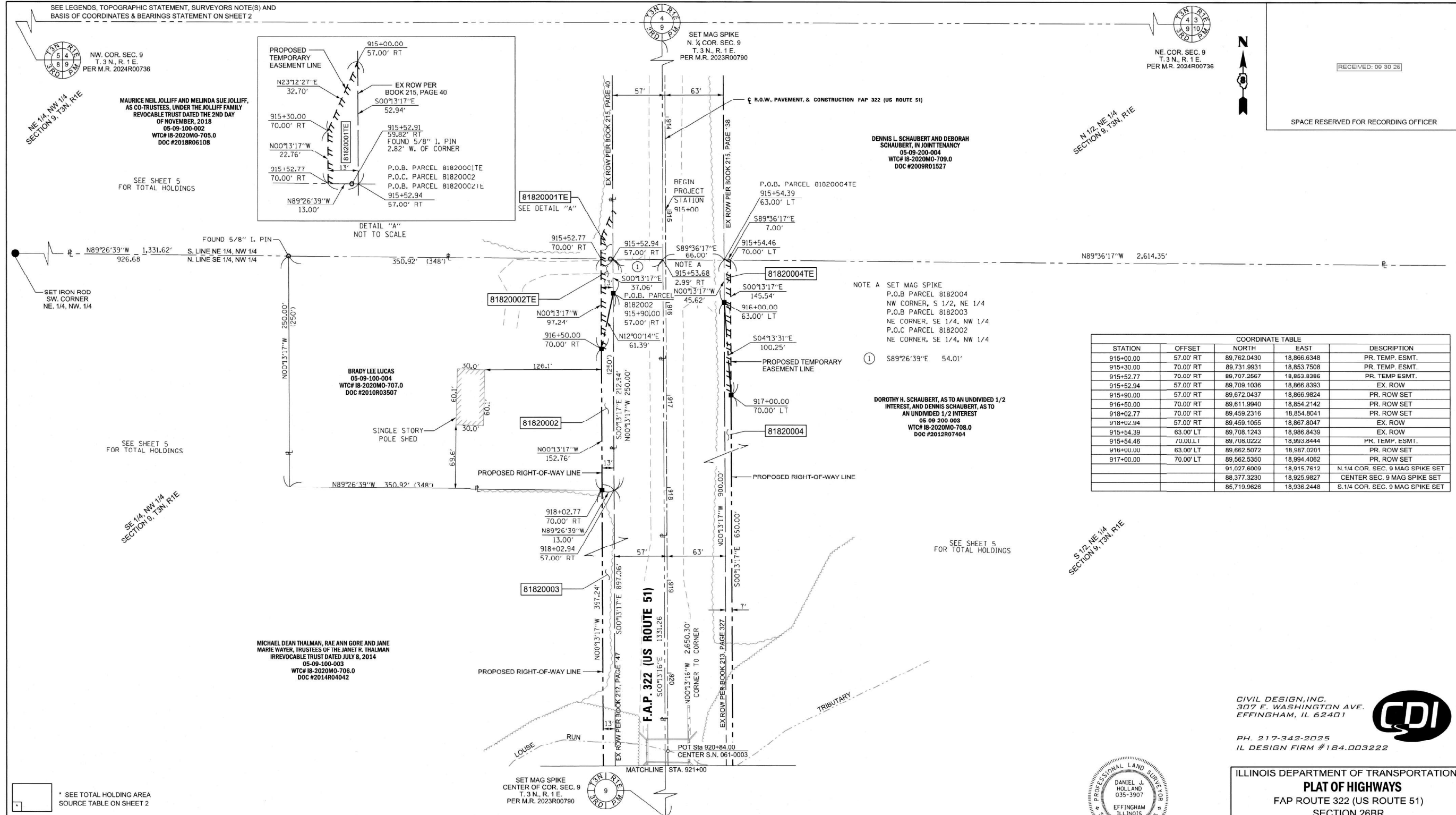
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	29
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MODEL: Right of Way Sheet  
 FILE NAME: Y:\DOT\11406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sch-covr.plm02.dgn



USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/3/2025	DATE - 10/25	REVISED -

PART OF SECTION 9, T. 3 N., R. 1 E., OF THE 3RD P.M., MARION COUNTY, ILLINOIS



COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	DESCRIPTION
915+00.00	57.00' RT	89,762.0430	18,866.6348	PR. TEMP. ESMT.
915+30.00	70.00' RT	89,731.9931	18,853.7508	PR. TEMP. ESMT.
915+52.77	70.00' RT	89,707.2667	18,863.8396	PR. TEMP. ESMT.
915+52.94	57.00' RT	89,709.1036	18,866.8393	EX. ROW
915+90.00	57.00' RT	89,672.0437	18,866.9824	PR. ROW SET
916+50.00	70.00' RT	89,611.9940	18,854.2142	PR. ROW SET
918+02.77	70.00' RT	89,459.2316	18,854.8041	PR. ROW SET
918+02.94	57.00' RT	89,459.1055	18,867.8047	EX. ROW
915+54.39	63.00' LT	89,708.1243	18,986.8439	EX. ROW
915+54.46	70.00' LT	89,708.0222	18,993.8444	PR. TEMP. ESMT.
916+00.00	63.00' LT	89,662.5072	18,987.0201	PR. ROW SET
917+00.00	70.00' LT	89,562.6350	18,994.4062	PR. ROW SET
		91,027.6009	18,915.7612	N 1/4 COR. SEC. 9 MAG SPIKE SET
		88,377.3230	18,925.9827	CENTER SEC. 9 MAG SPIKE SET
		85,719.9626	18,936.2448	S. 1/4 COR. SEC. 9 MAG SPIKE SET

PARCEL NO.	OWNER	TOTAL HOI DING ACRES	FEE SIMPLE ACQUISITION						REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY
			GROSS		PREVIOUSLY DEDICATED		NET			TE = TEMPORARY			
			ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT		ACRES	SQ FT		
81820001	MAURICE NEIL JOLLIFF AND MELINDA SUE JOLLIFF, AS CO-TRUSTEES, UNDER THE JOLLIFF FAMILY REVOCABLE TRUST DATED THE 2ND DAY OF NOVEMBER, 2018	39.8687	0.0000	0	0.0000	0	0.0000	0	39.8687	0.0113	492	05-09-100-002	
81820002	BRADY LEE LUCAS	2.0147	0.0546	2,377	0.0000	0	0.0546	2,377	1.9601	0.0200	873	05-09-100-004	
81820003	MICHAEL DEAN THALMAN, RAE ANN GORE AND JANE MARIE WAYER, TRUSTEES OF THE JANET R. THALMAN IRREVOCABLE TRUST DATED JULY 8, 2014	39.2254	1.8440	80,323	1.6508	71,910	0.1932	8,413	37.3814			05-09-100-003	
81820004	DOROTHY H. SCHAUBERT, AS AN UNDIVIDED 1/2 INTEREST, AND DENNIS SCHAUBERT, AS TO AN UNDIVIDED 1/2 INTEREST	79.9121	2.1415	93,285	2,0170	87,860	0.1245	5,425	77.7706	0.0154	669	05-09-200-003	

STATE OF ILLINOIS )  
 COUNTY OF EFFINGHAM )

I, DANIEL J. HOLLAND, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

Daniel J. Holland DATED 9/26/2025  
 LICENSE EXPIRATION DATE: 11/30/2028

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
 FAP ROUTE 322 (US ROUTE 51)  
 SECTION 26BR  
 MARION COUNTY  
 JOB NO. R-98-018-20  
 STATION 915+00.00 TO STATION 921+00.00

50' 0 50' 100'  
 SCALE: 1" = 50'

SHEET 3 OF 6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	26BR	MARION	123	30

COMPLETION DATE OF FIELD WORK PERFORMED  
 LAND SURVEY: 06/23/21 ROW STAKING: ILLINOIS  
 CONTRACT NO. 76B42  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

FAP 322 (US ROUTE 51) CONSTRUCTION SECTION 26BR MARION COUNTY JOB # R-98-018-20

PART OF SEC. 9, T. 3 N., R. 1 E. OF THE 3RD P.M.

\* FAP 322 / FAS 836 \*\* MARION / WASHINGTON

USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
PLOT DATE = 10/3/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PLANS  
 SCALE: AS SHOWN SHEET 3 OF 6 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	30

CONTRACT NO. 76B42  
 ILLINOIS FED. AID PROJECT



MODEL: Right of Way Sheet  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\081826B42\_SN 061-0095-sht-covr.plm03.dgn

\* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

MAURICE NEIL JOLLIFF AND MELINDA SUE JOLLIFF, AS CO-TRUSTEES, UNDER THE JOLLIFF FAMILY REVOCABLE TRUST DATED THE 2ND DAY OF NOVEMBER, 2018  
 WTC# 18-2020MO-705.0  
 DOC #2018R06108

BRADY LEE LUCAS  
 05-09-100-004  
 WTC# 18-2020MO-707.0  
 DOC #2018R03507

MICHAEL DEAN THALMAN, RAE ANN GORE AND JANE MARIE WAYER, TRUSTEES OF THE JANET R. THALMAN IRREVOCABLE TRUST DATED JULY 8, 2014  
 05-09-100-003  
 WTC# 18-2020MO-706.0  
 DOC #2014R04042

DENNIS L. SCHAUBERT AND DEBORAH SCHAUBERT, IN JOINT TENANCY  
 05-09-200-004  
 WTC# 18-2020MO-709.0  
 DOC #2009R01527

DOROTHY H. SCHAUBERT, AS TO AN UNDIVIDED 1/2 INTEREST, AND DENNIS SCHAUBERT, AS TO AN UNDIVIDED 1/2 INTEREST  
 05-09-200-003  
 WTC# 18-2020MO-708.0  
 DOC #2012R07404



CIVIL DESIGN, INC.  
 307 E. WASHINGTON AVE.  
 EFFINGHAM, IL 62401  
 PH. 217-342-2025  
 IL DESIGN FIRM #184.003222

RECEIVED: 09 30 26

SPACE RESERVED FOR RECORDING OFFICER

PART OF SECTION 9, T. 3 N., R. 1 E., OF THE 3RD P.M., MARION COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

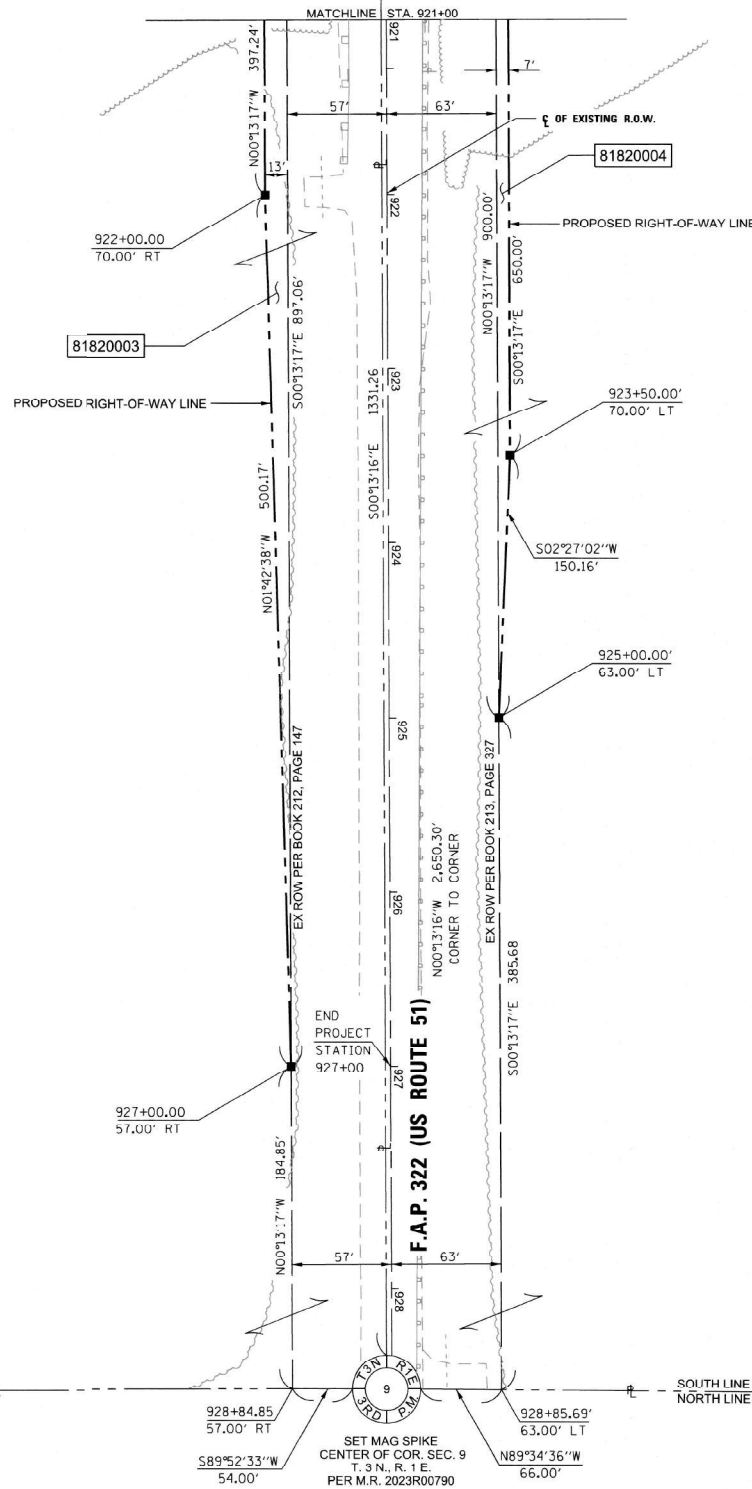
SET MAG SPIKE  
N. 1/4 COR. SEC. 9  
T. 3 N., R. 1 E.  
PER M.R. 2023R00790

COORDINATE TABLE				
STATION	OFFSET	NORTH	EAST	DESCRIPTION
928+85.69	63.00' LT	88,376.8352	18,991.9851	EX. ROW
928+84.85	57.00' RT	88,377.2058	18,871.9827	EX. ROW
923+50.00	70.00' LT	88,912.5396	18,996.9164	PR. ROW SET
925+00.00	63.00' LT	88,762.5139	18,990.4957	PR. ROW SET
922+00.00	70.00' RT	88,133.7547	18,856.3436	PR. ROW SET
927+00.00	57.00' RT	88,562.0520	18,871.2689	PR. ROW SET
925+00.00	2.99' RT	88,762.2633	18,924.4981	E. LINE, NW 1/4, SEC. 9
927+00.00	2.99' RT	88,562.2647	18,925.2694	E. LINE, NW 1/4, SEC. 9



RECEIVED: 09-30-25

SPACE RESERVED FOR RECORDING OFFICER



DOROTHY H. SCHAUBERT, AS TO AN UNDIVIDED 1/2 INTEREST, AND DENNIS SCHAUBERT, AS TO AN UNDIVIDED 1/2 INTEREST  
05-09-200-003  
WTC# 18-2020MO-708.0  
DOC #2012R07404

SE 1/4 NW 1/4  
SECTION 9, T. 3N, R. 1E

S 1/2 NE 1/4  
SECTION 9, T. 3N, R. 1E

SEE SHEET 5  
FOR TOTAL HOLDINGS

SEE SHEET 5  
FOR TOTAL HOLDINGS

MICHAEL DEAN THALMAN, RAE ANN GORE AND JANE MARIE WAYER, TRUSTEES OF THE JANET R. THALMAN IRREVOCABLE TRUST DATED JULY 8, 2014  
05-09-100-003  
WTC# 18-2020MO-706.0  
DOC #2014R04042



STATE OF ILLINOIS )  
) SS  
COUNTY OF EFFINGHAM )

I, DANIEL J. HOLLAND, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

*Daniel J. Holland* DATED 9/26/2025  
DANIEL J. HOLLAND, PLS NO. 3907  
LICENSE EXPIRATION DATE: 11/30/2026

CIVIL DESIGN, INC.  
307 E. WASHINGTON AVE.  
EFFINGHAM, IL 62401



PH. 217-342-2025  
IL DESIGN FIRM #184.003222

W. 1/4 COR. SEC. 9  
T. 3 N., R. 1 E.  
PER M.R. 2024R00736



S89°52'33"W 1,351.23'  
SOUTH LINE NW QUARTER SEC. 9-3-1  
NORTH LINE SW QUARTER SEC. 9-3-1

928+84.85  
57.00' RT  
S89°52'33"W 54.00'  
SET MAG SPIKE  
CENTER OF COR. SEC. 9  
T. 3 N., R. 1 E.  
PER M.R. 2023R00790

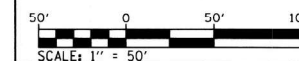
E. 1/4 COR. SEC. 9  
T. 3 N., R. 1 E.  
PER M.R. 2024R00736



S89°34'36"E 2,613.00'  
SOUTH LINE NE QUARTER SEC. 9-3-1  
NORTH LINE SE QUARTER SEC. 9-3-1

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAT OF HIGHWAYS**  
FAP ROUTE 322 (US ROUTE 51)  
SECTION 26BR  
MARION COUNTY  
JOB NO. R-98-018-20  
STATION 921+00.00 TO STATION 928+85.69



SHEET 4 OF 6

ILLINOIS DEPARTMENT OF TRANSPORTATION  
OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION/REGION 5/DISTRICT 8  
1102 EASTPORT PLAZA DRIVE  
COLLINSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	26BR	MARION	**	31

CONTRACT NO. 76B42  
FED. ROAD DIST. NO. ILLINOIS  
FED. AID PROJECT

FAP 322 (US ROUTE 51) CONSTRUCTION SECTION 26BR MARION COUNTY JOB # R-98-018-20

PART OF SEC. 9, T. 3 N., R. 1 E. OF THE 3RD P.M.

\* FAP 322 / FAS 836 \*\* MARION / WASHINGTON

MODEL: Right of Way Sheet  
FILE NAME: Y:\DOT\1408-C3\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN\_061-0095-sch-covrplan04.dgn



USER NAME	DESIGNED	REVISIONS
= atn	-	-
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/3/2025	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

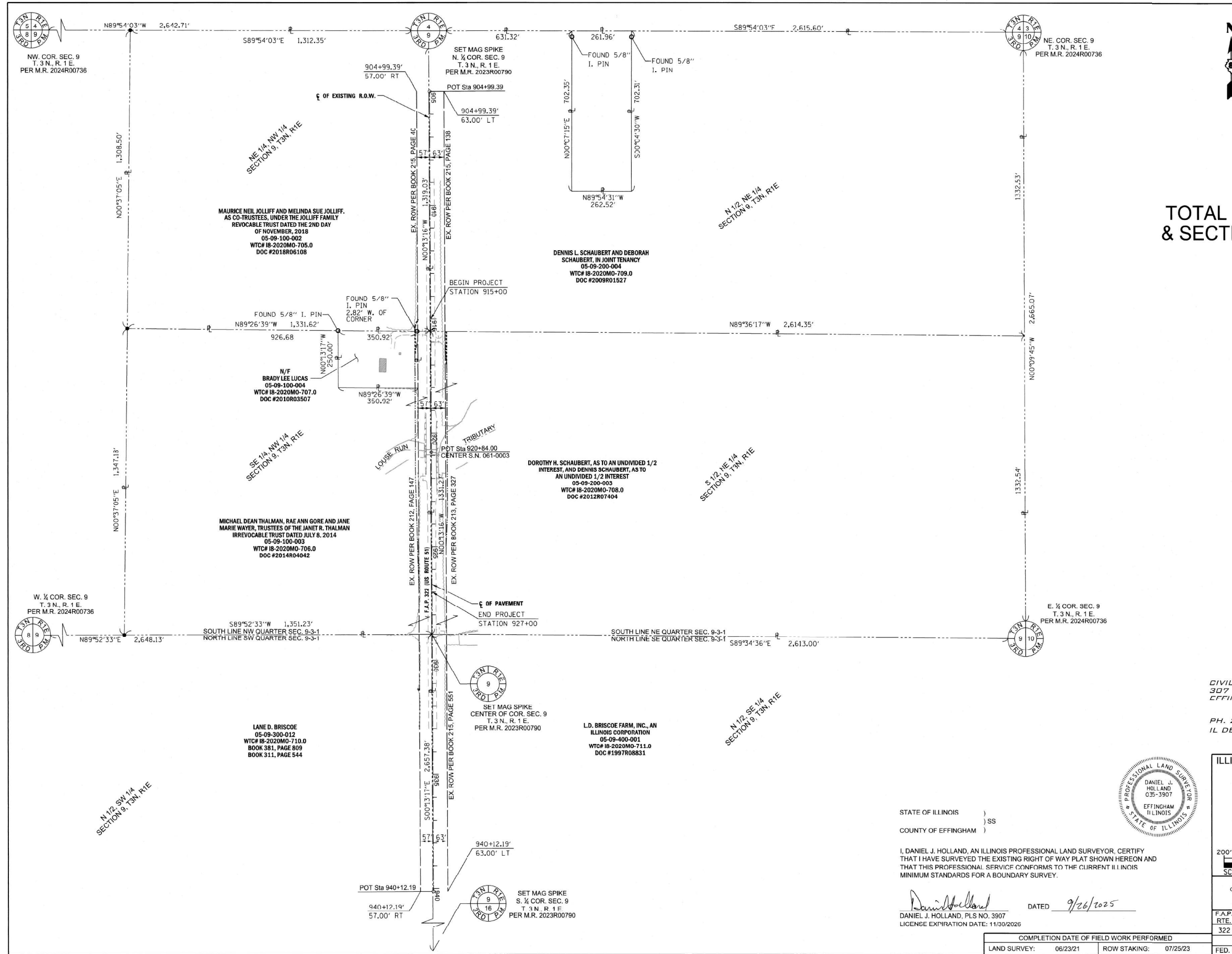
RIGHT-OF-WAY PLANS

SCALE: AS SHOWN SHEET 4 OF 6 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	31

CONTRACT NO. 76B42  
ILLINOIS FED. AID PROJECT

PART OF SECTION 9, T. 3 N., R. 1 E., OF THE 3RD P.M., MARION COUNTY, ILLINOIS



RECEIVED: 09-30-25  
SPACE RESERVED FOR RECORDING OFFICER

TOTAL HOLDINGS & SECTION DETAIL

CIVIL DESIGN, INC.  
307 E. WASHINGTON AVE.  
EFFINGHAM, IL 62401  
PH. 217-342-2025  
IL DESIGN FIRM #184.003222



STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF EFFINGHAM )

I, DANIEL J. HOLLAND, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE EXISTING RIGHT OF WAY PLAT SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

*Daniel J. Holland* DATED 9/26/2025  
DANIEL J. HOLLAND, PLS NO. 3907  
LICENSE EXPIRATION DATE: 11/30/2026

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAT OF HIGHWAYS**  
FAP ROUTE 322 (US ROUTE 51)  
SECTION 26BR  
MARION COUNTY  
JOB NO. R-98-018-20  
STATION 904+99.39 TO STATION 940+12.19

200' 0 200' 400'  
SCALE: 1" = 200' SHEET 5 OF 6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	26BR	MARION	**	123
CONTRACT NO. 76B42				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FAP 322 (US ROUTE 51) CONSTRUCTION SECTION 26BR MARION COUNTY JOB # R-98-018-20

PART OF SEC. 9, T. 3 N., R. 1 E. OF THE 3RD P.M.

\* FAP 322 / FAS 836 \*\* MARION / WASHINGTON

MODEL: Right of Way Sheet  
FILE NAME: Y:\DOT\11408-03\_76B42\76B42\_Design\CAD\_Sheets\085-sht-covrplan05.dgn



USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
PLOT DATE = 10/3/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PLANS

SCALE: AS SHOWN SHEET 5 OF 6 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	32
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

SECTION CORNER AND CONTROL TIE SHEET

<p>FM028 N=88,133.7547, E=18,869.1110</p>	<p>N. 1/4 COR. SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2023R00790 N= 91,027.6009, E=18,915.7612</p>	<p>CENTER OF SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2023R00790 N= 88,377.3260, E=18,925.9827</p>	<p>MR12 N=87,021.8768, E=16,262.6912</p>	<p>MR13 N=91,007.2924, E=16,329.0894</p>	<p>S. 1/4 COR. SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2023R00790 N= 85,719.9626, E=18,936.2448</p>
<p>CP1 N=88,621.3727, E=18,910.7104</p>	<p>CP2 N=89,149.3187, E=18,901.1102</p>	<p>CP3 N=89,787.5897, E=18,941.2025</p>	<p>CP4 N=90,371.3884, E=18,899.4243</p>	<p>CP5 N=88,020.3094, E=18,908.8592</p>	
<p>W. 1/4 COR. SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2024R00736 N= 88,371.5774, E=16,277.8582</p>	<p>NE COR. SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2024R00736 N= 91,023.0739, E=21,531.3573</p>	<p>E. 1/4 COR. SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2024R00736 N= 88,358.0120, E=21,538.9150</p>	<p>NW COR. SEC. 9, T. 3 N., R. 1 E. MONUMENT RECORD DOC. NO. 2024R00736 N= 91,032.1748, E=16,273.0596</p>		



RECEIVED: 09-30-25

SPACE RESERVED FOR RECORDING OFFICER

STATE OF ILLINOIS )  
 ) SS  
COUNTY OF EFFINGHAM )

I, DANIEL J. HOLLAND, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR DATED A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED: 9/16/2025  
Daniel J. Holland  
DANIEL J. HOLLAND, P.L.S. NO. 3907  
LICENSE EXPIRATION DATE: 11/30/2026



CIVIL DESIGN, INC.  
307 E. WASHINGTON AVE.  
EFFINGHAM, IL 62401



PH. 217-342-2025  
IL DESIGN FIRM #184.003222

COMPLETION DATE OF FIELD WORK PERFORMED			
LAND SURVEY:	06/23/21	ROW STAKING:	
ILLINOIS DEPARTMENT OF TRANSPORTATION			
PLAT OF HIGHWAYS			
FAP ROUTE 322 (US ROUTE 51)			
SECTION 26BR			
MARION COUNTY			
JOB NO. R-98-018-20			
STATION 904+99.39 TO STATION 940+12.19			
SHEET 6 OF 6			
ILLINOIS DEPARTMENT OF TRANSPORTATION OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINSVILLE, ILLINOIS 62234-6198			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
322	26BR	MARION	123
CONTRACT NO. 76B42			SHEET NO. 33
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

FAS ROUTE 2703 (KINLOU RD.) CONSTRUCTION SECTION 15BR-1 MARION COUNTY JOB # R-98-014-19

SECTION CORNER AND CONTROL TIE SHEET

\* FAP 322 / FAS 836 \*\* MARION / WASHINGTON

MODEL: Right of Way Sheet  
FILE NAME: Y:\DOT\11406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sch-corr-plan-05.dgn



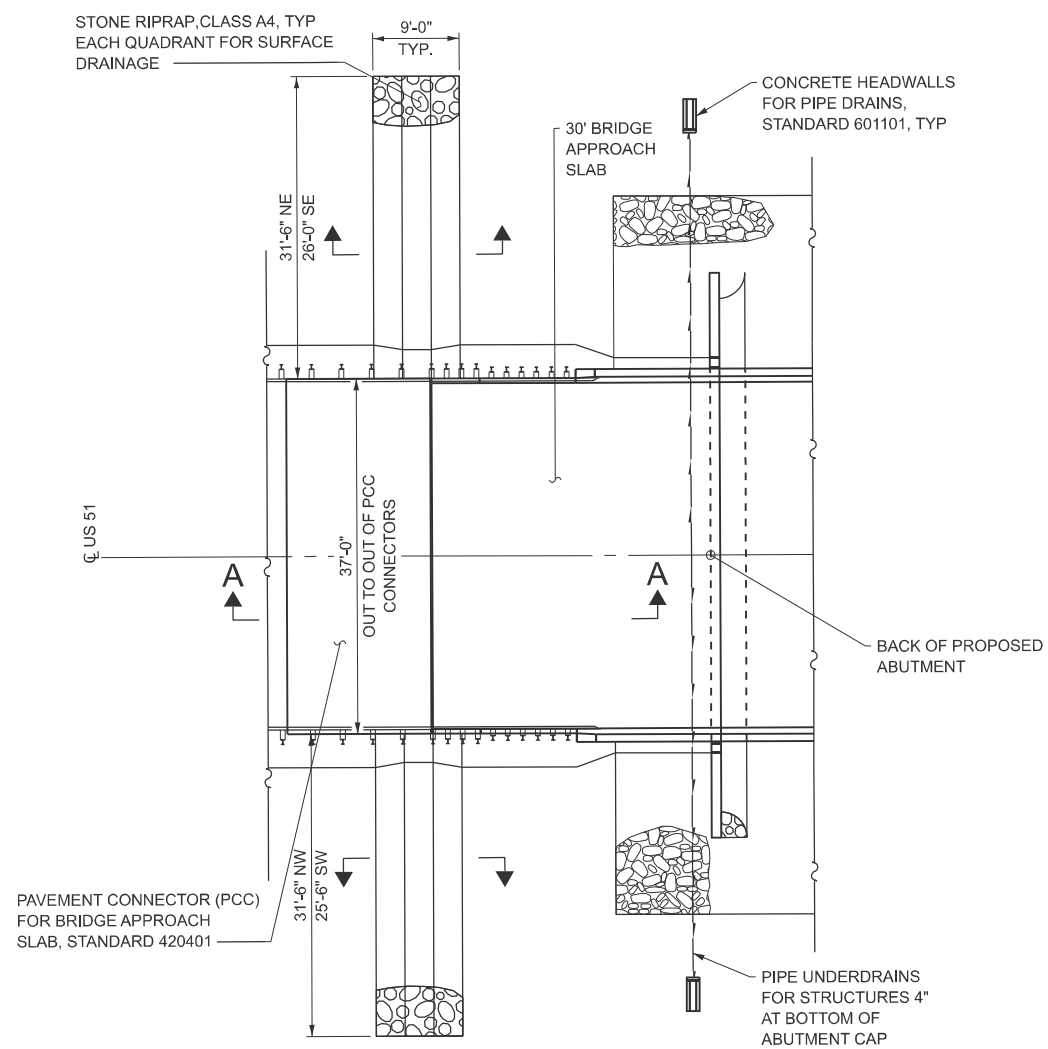
USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - ATN	REVISED -
PLOT DATE = 10/3/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PLANS

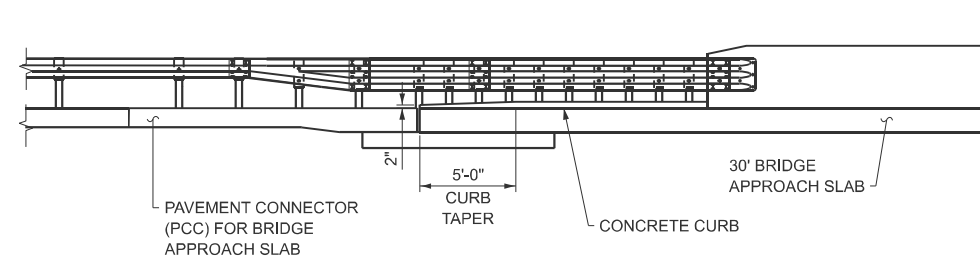
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	33
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

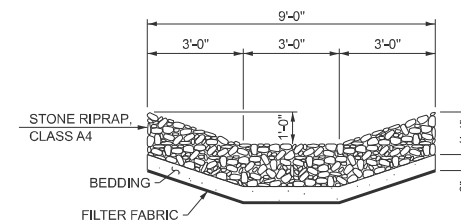


**PLAN**

(NORTH ABUTMENT OF SN 061-0095 SHOWN; SOUTH ABUTMENT SIMILAR)



**SECTION A-A**



**TYPICAL SECTION THRU RIPRAP DRAIN**

MODEL: Pavement Connector Sheet  
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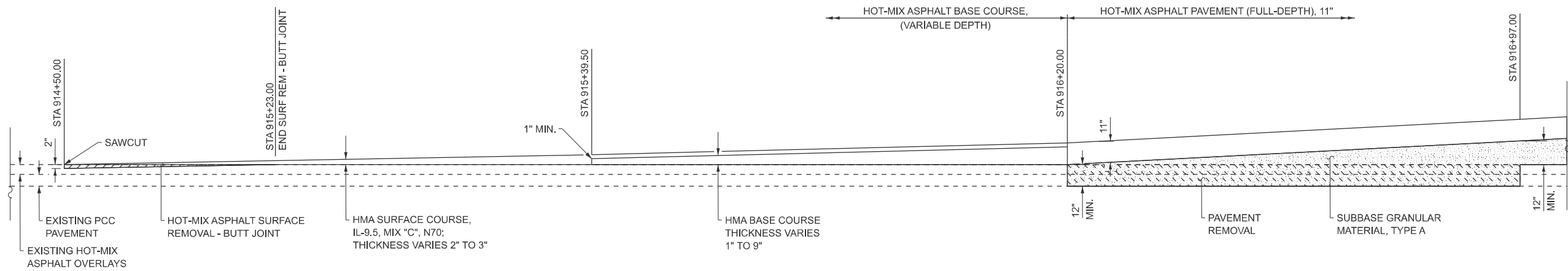
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT CONNECTOR DETAILS**

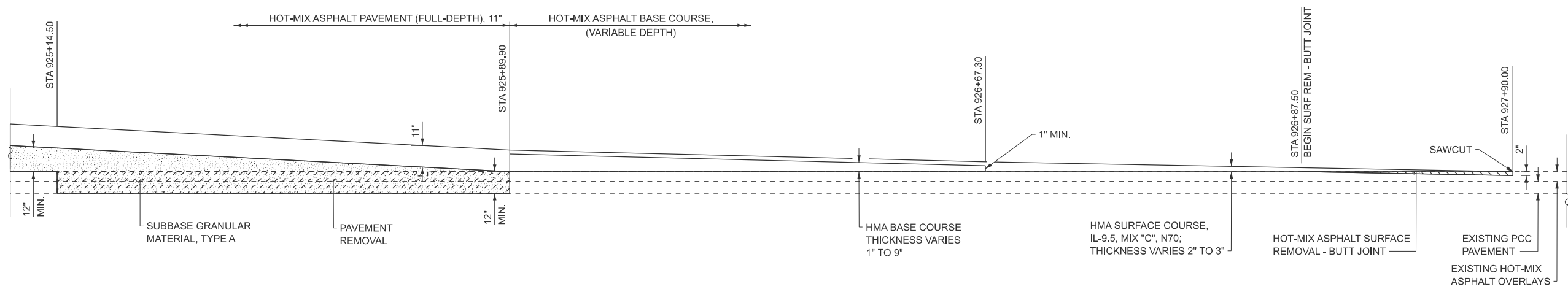
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	34
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**LONGITUDINAL SECTION**  
FAP 322 (US 51) STA 914+50.00 TO 916+97.00



**LONGITUDINAL SECTION**  
FAP 322 (US 51) STA 925+14.50 TO 927+90.00

MODEL: Pavement Transition Sheet  
FILE NAME: Y:\DOT\11405-03\_76B42\76B42\_Design\CAD\_Sheets\DOT11405-03\_76B42\76B42-Detail.dwg

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



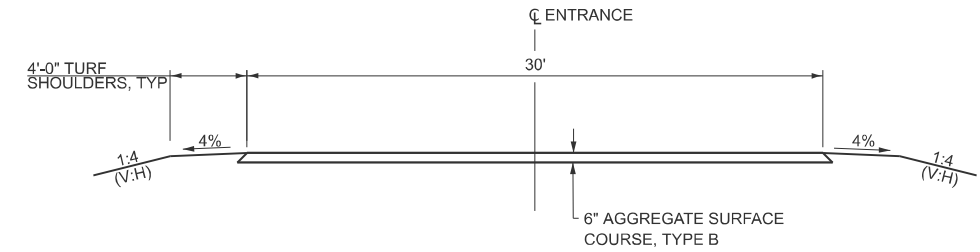
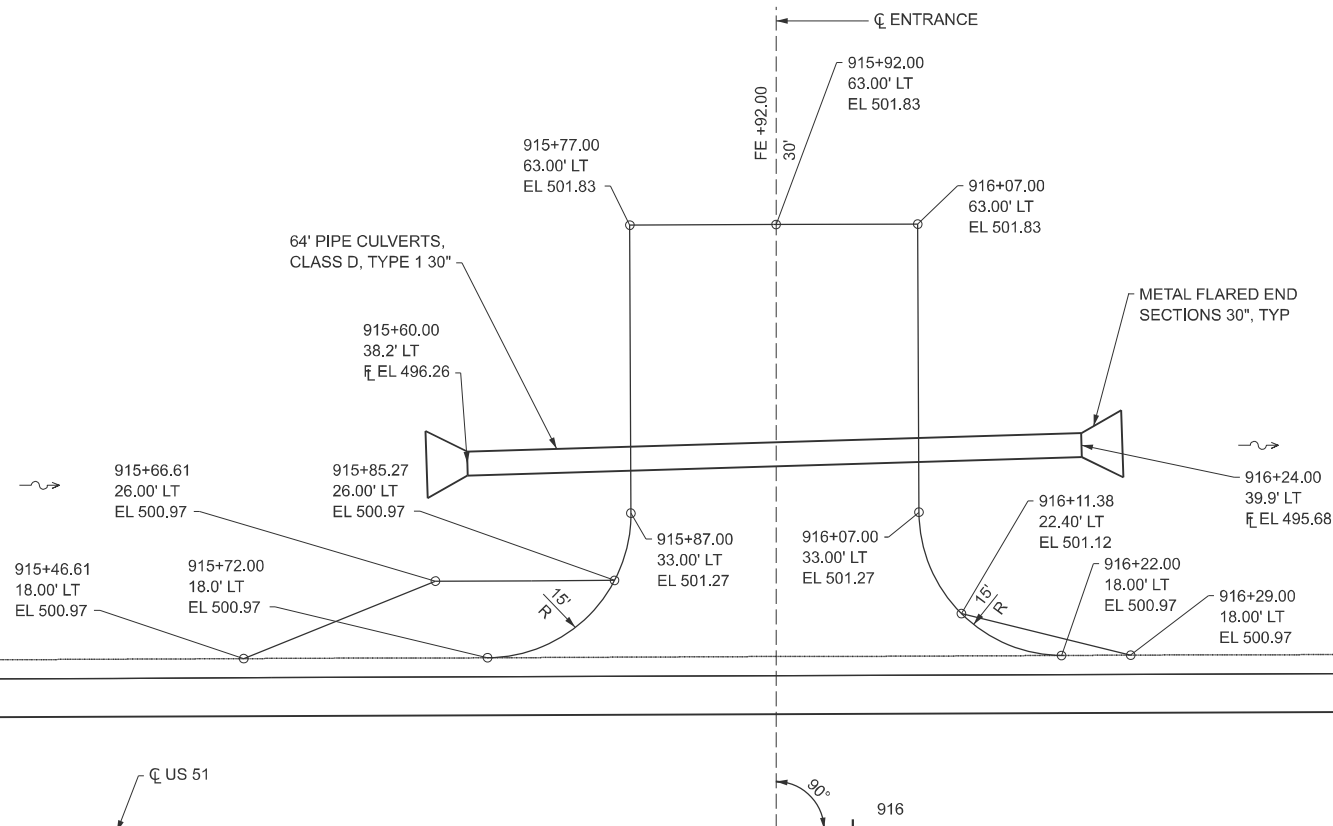
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	DATE - 07/25	REVISED -

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

<b>PAVEMENT TRANSITION DETAILS</b>	
SCALE: NONE	SHEET 1 OF 1 SHEETS
STA.	TO STA.

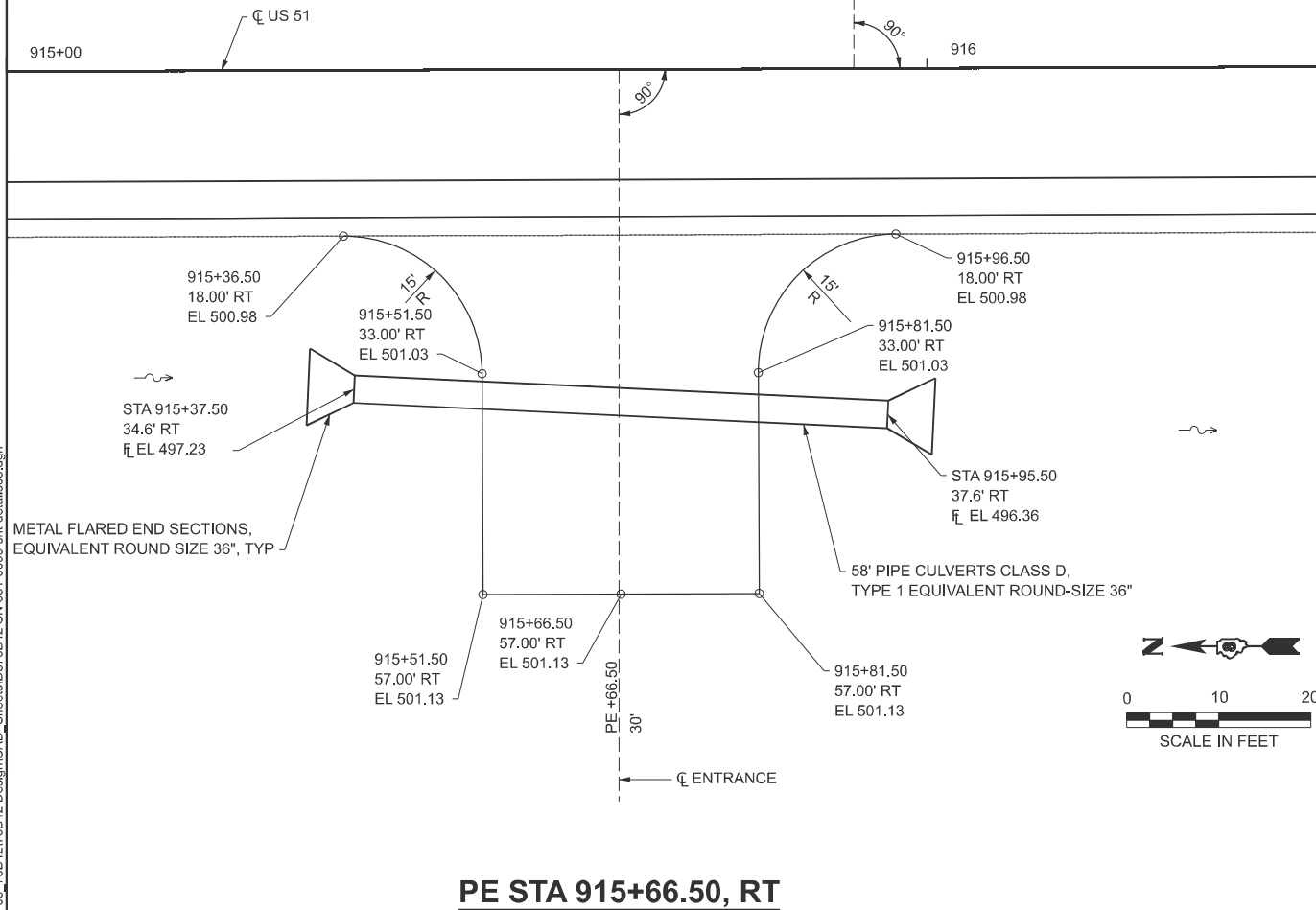
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**FE STA 915+92.00, LT**

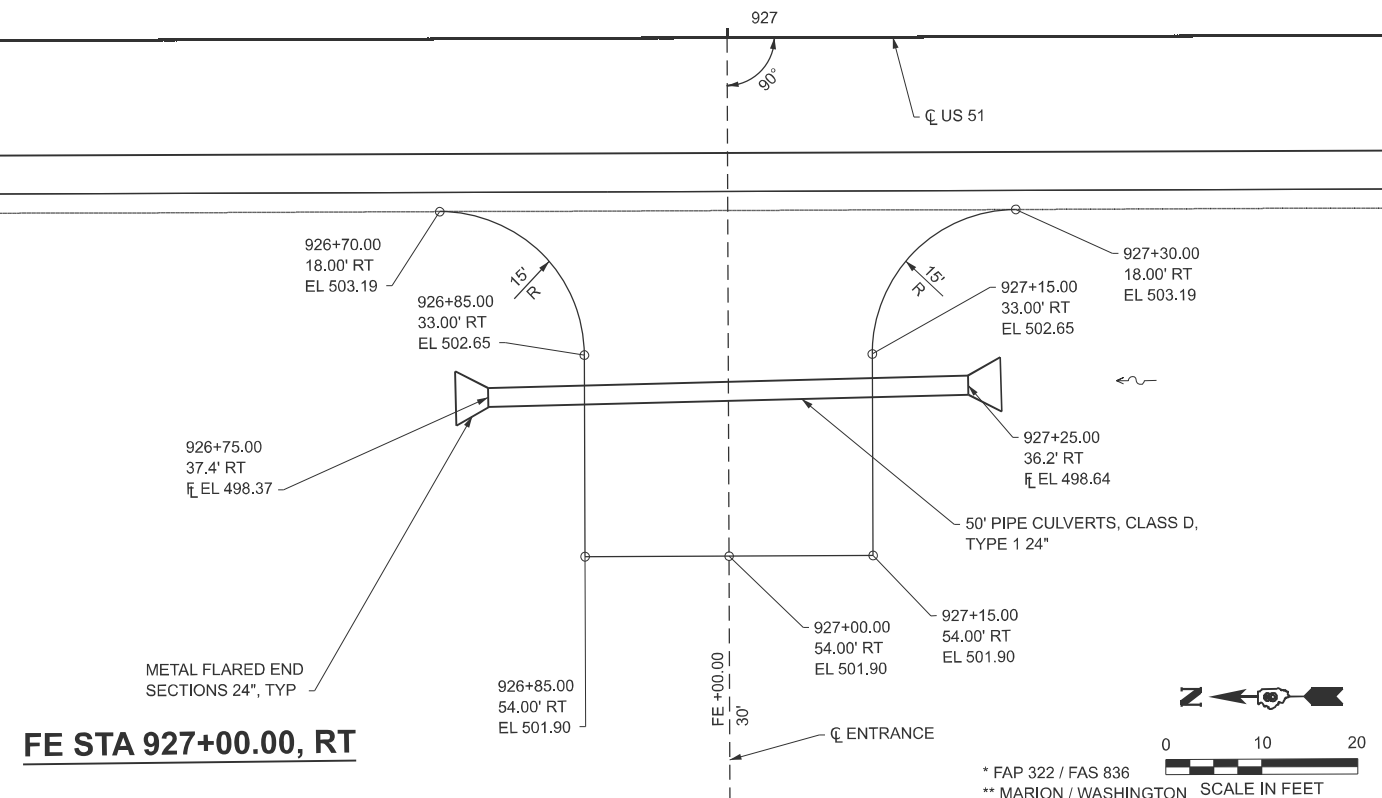
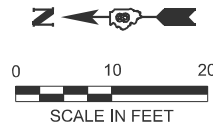


**ENTRANCE TYPICAL SECTION**

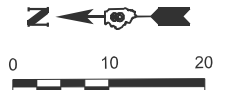
NOTE: NOT TO SCALE



**PE STA 915+66.50, RT**



**FE STA 927+00.00, RT**



\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON SCALE IN FEET

MODEL: SHEET-Entrance Details  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CAD\_Sheets\0876B42\_SN 061-0095-sch-detailed03.dgn



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PLOT DATE = 10/9/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ENTRANCE DETAILS**

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

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	36
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**BENCHMARK:**  
 BM 734 - Cut square on top of the northeast wingwall of SN 061-0003,  
 sta. 920+70.8, 24.0' left, elev. 497.863 (NAVD 88).

**EXISTING STRUCTURE:**  
 SN 061-0003 was originally constructed in 1920 as SBI Route 2, Section 26. It was widened in 1958 under SBI Route 2, Section 26BY. The bridge is a single-span reinforced concrete slab supported by closed reinforced concrete abutments on spread footings. The bridge is 26'-0" long back-to-back abutments. The out-to-out width of superstructure is 46'-4". The bridge is not skewed. US Route 51 will be closed during construction, and traffic will be detoured.

No salvage.

**LOADING HL-93**  
 Allow 50 psf for future wearing surface

**DESIGN STRESSES**

**FIELD UNITS**

$f'_c = 3,500$  psi (substructure)  
 $f'_c = 4,000$  psi (superstructure)  
 $f_y = 50,000$  psi (AASHTO M270, Grade 50), all structural steel shall be painted  
 $f_y = 60,000$  psi (reinforcement)

**DESIGN SPECIFICATIONS**

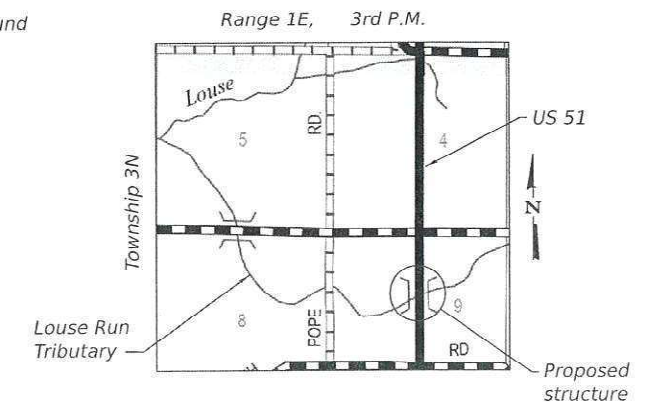
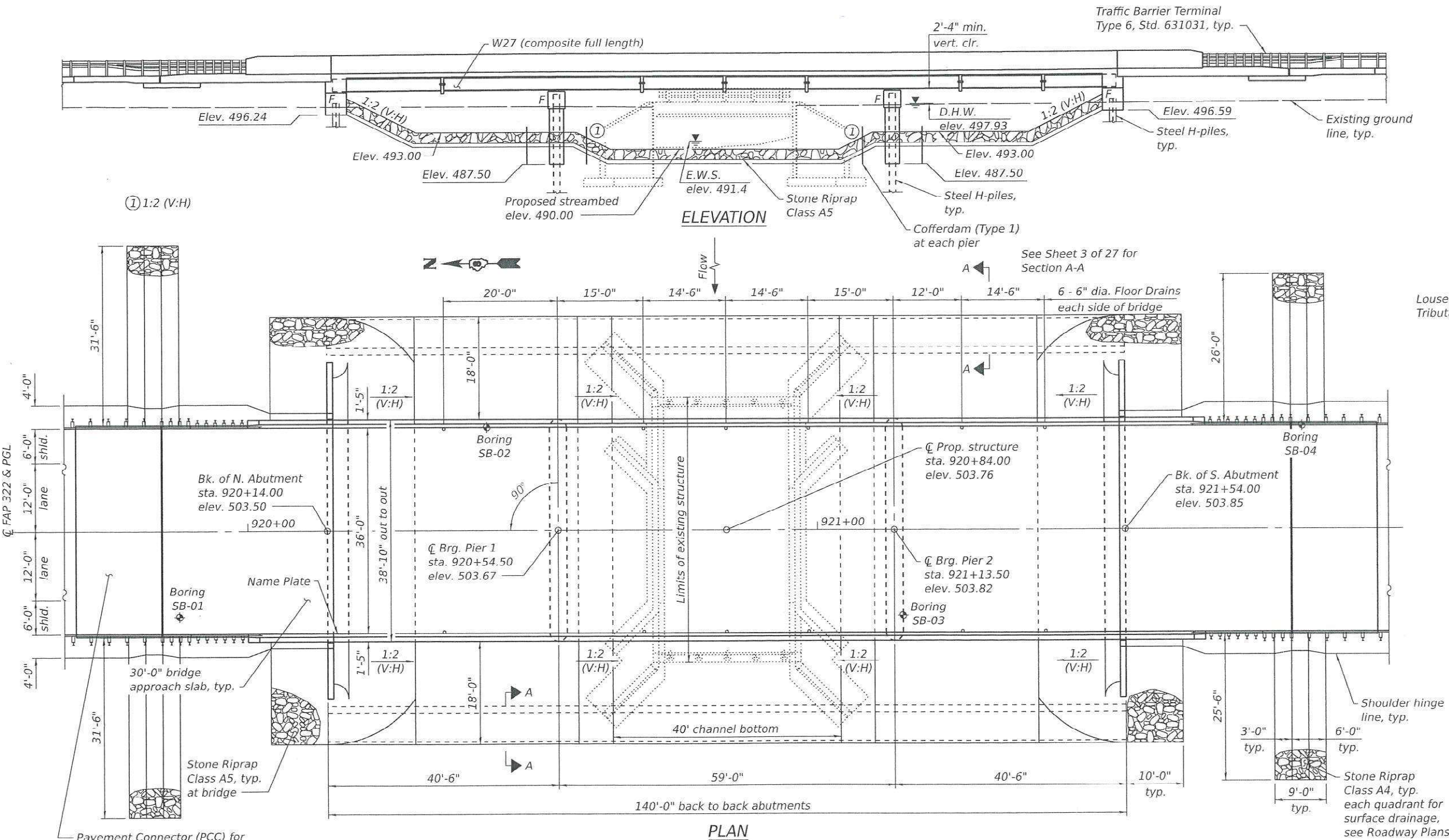
2020 AASHTO LRFD  
 Bridge Design Specifications, 9th Edition

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 2  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.182 g  
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.477 g  
 Soil Site Class = C

**INDEX OF SHEETS**

1. General Plan & Elevation
- 2-3. General Data
- 4-6. Top of Slab Elevations
7. Top of North Approach Slab Elevations
8. Top of South Approach Slab Elevations
9. Superstructure
10. Superstructure Details
11. Diaphragm Details
- 12-13. Bridge Approach Slab Details
14. Steel Framing Plan
15. Steel Framing Details
16. Bearing Details
17. North Abutment
18. South Abutment
19. Pier 1
20. Pier 2
21. Pier Details
22. HP Pile Details
- 23-27. Boring Logs



**LOCATION SKETCH**



EXPIRES 11-30-26

*Eric L. Hemen*  
 SIGNATURE

10-03-25  
 DATE

**APPROVED**  
 For Structural Adequacy Only  
*James F. Smith*  
 Engineer of Bridges & Structures

**GENERAL PLAN & ELEVATION**  
**US 51 OVER LOUSE RUN TRIBUTARY**  
**FAP ROUTE 322 - SECTION 26BR**  
**MARION COUNTY**  
**STATION 920+84.00**  
**STRUCTURE NO. 061-0095**

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

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PLOT DATE = 9/29/2025	CHECKED - ELH 08/25	REVISED -

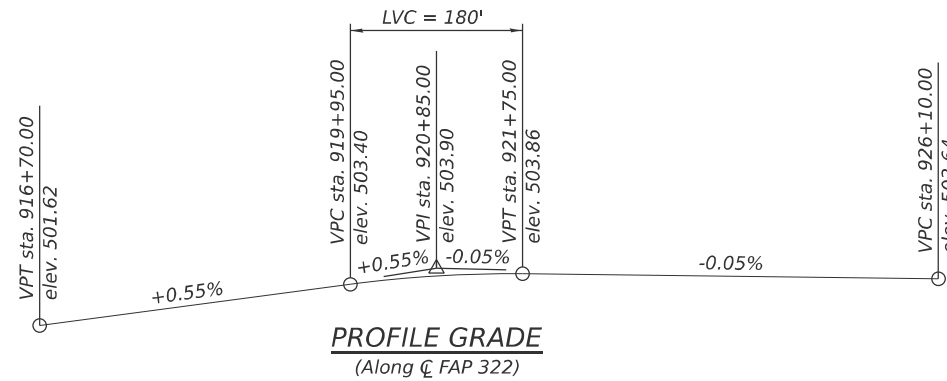
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	37
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 7/8 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted.
- Calculated weight of Structural Steel = 84,550 pounds (Grade 50)  
= 16,170 pounds (Grade 36)
- All structural steel shall be AASHTO M270 Grade 50, except diaphragms and diaphragm connection plates may be AASHTO M270 Grade 36.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Slipforming of the parapets is not allowed.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- Removal of the existing bridge rail is included in Removal of Existing Structures.
- The bridge approach slabs and pavement connectors shall receive Bridge Deck Grooving.
- The tops and inside faces of curbs and parapets and the bridge deck and bridge approach slabs shall receive Protective Coat. See Roadway Plans for treatment of pavement connectors.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
- The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be gray, Munsell No. 5B 7/1.
- The embankment configuration with 60 ft. berm shown shall be the minimum that must be placed and compacted prior to construction of the abutments.



**STA. 920+84.00  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.P. RT. 322 SEC. 26BR  
LOADING HL-93  
STR. NO. 061-0095**

**NAME PLATE**  
See Std. 515001

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	1,230	1,230
Filter Fabric	Sq. Yd.	-	1,230	1,230
Removal of Existing Structures No. 1	Each	-	-	1
Structure Excavation	Cu. Yd.	-	20	20
Cofferdam Excavation	Cu. Yd.	-	332	332
Cofferdam (Type 1) (Location - 1)	Each	-	1	1
Cofferdam (Type 1) (Location - 2)	Each	-	1	1
Floor Drains	Each	12	-	12
Concrete Structures	Cu. Yd.	22.9	144.7	167.6
Concrete Superstructure	Cu. Yd.	208.4	-	208.4
Bridge Deck Grooving	Sq. Yd.	862	-	862
Protective Coat	Sq. Yd.	951	-	951
Concrete Superstructure (Approach Slab)	Cu. Yd.	106.0	-	106.0
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	3,744	-	3,744
Reinforcement Bars, Epoxy Coated	Pound	87,880	21,650	109,530
Furnishing Steel Piles HP 14x89	Foot	-	1,404	1,404
Driving Piles	Foot	-	1,404	1,404
Test Pile Steel HP 14x89	Each	-	2	2
Name Plates	Each	1	-	1
Anchor Bolts, 3/4"	Each	24	-	24
Anchor Bolts, 1"	Each	24	-	24
Granular Backfill for Structures	Cu. Yd.	-	120	120
Geocomposite Wall Drain	Sq. Yd.	-	70	70
Pipe Underdrains for Structures 4"	Foot	-	170	170
Bar Terminators	Each	78	400	478

**DESIGN SCOUR ELEVATION TABLE**

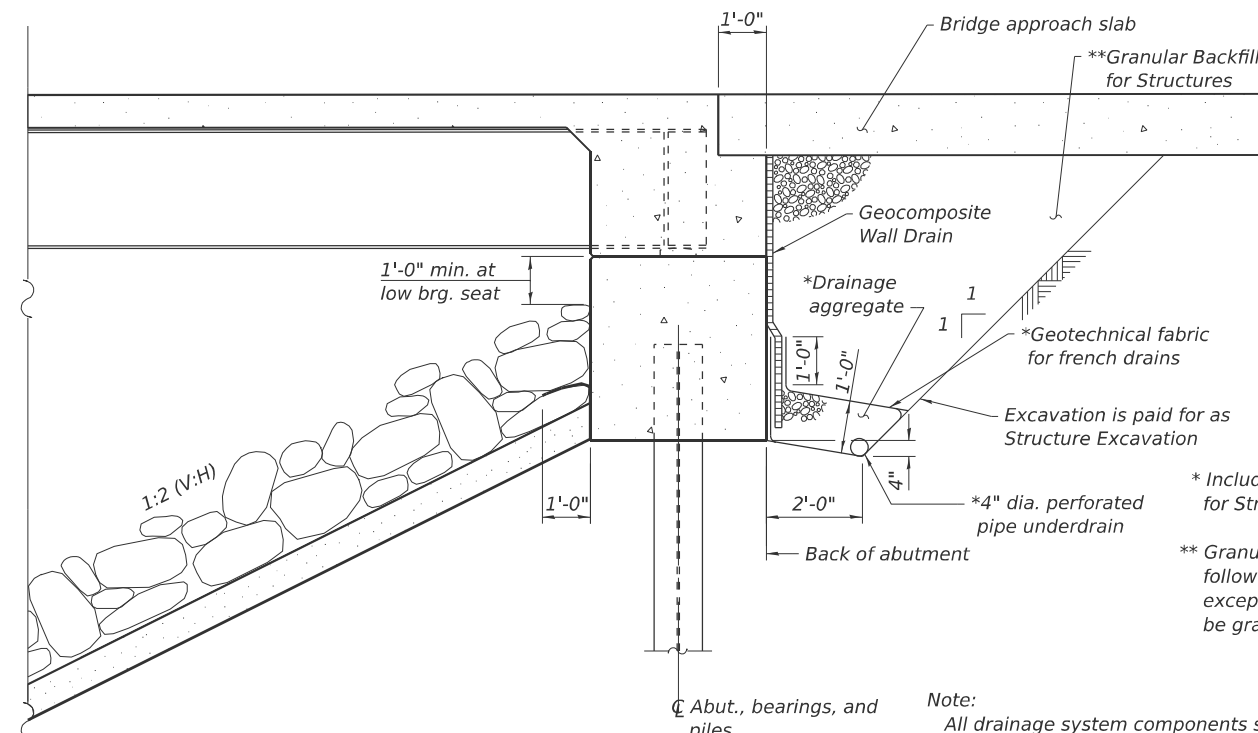
Event / Limit State	Design Scour Elevations (ft.)				Item 113
	N. Abut.	Pier 1	Pier 2	S. Abut.	
Q100	496.2	486.6	486.6	496.6	5
Q200	496.2	486.5	486.5	496.6	
Design	496.2	486.6	486.6	496.6	
Check	496.2	486.5	486.5	496.6	

**WATERWAY INFORMATION**

Flood	Freq. Yr.	Discharge (c.f.s.)	Waterway Opening (sq. ft.)		Natural H.W.E. (ft.)	Head (ft.)		Headwater Elevation (ft.)	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
			Design	10		791	124	602	496.93
Base	50	1,280	124	730	497.93	0.66	0.19	498.59	498.12
Scour Design Check	100	1,490	124	775	498.27	0.53	0.22	498.80	498.49
Overtop Existing	200	1,750	124	817	498.59	0.39	0.23	498.98	498.82
Max. Calc.	7	680	124	566	496.64	0.88	0.13	497.52	496.77
	500	2,020	124	870	498.99	0.22	0.26	499.21	499.25

Existing Overtopping Elev. 497.53 at Sta. 920+58.10  
Proposed Overtopping Elev. 501.39 at Sta. 916+00.00

10-year velocity through existing bridge = 5.94 ft/s  
10-year velocity through proposed bridge = 1.31 ft/s



**SECTION THROUGH INTEGRAL ABUTMENT**

\* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)  
\*\* Granular Backfill for Structures shall follow Standard Specification 586 except the course aggregate shall be grade CA 7, CA 11, or CA 14.

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

(Sheet 1 of 2)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
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DRAWN - NHC 09/25  
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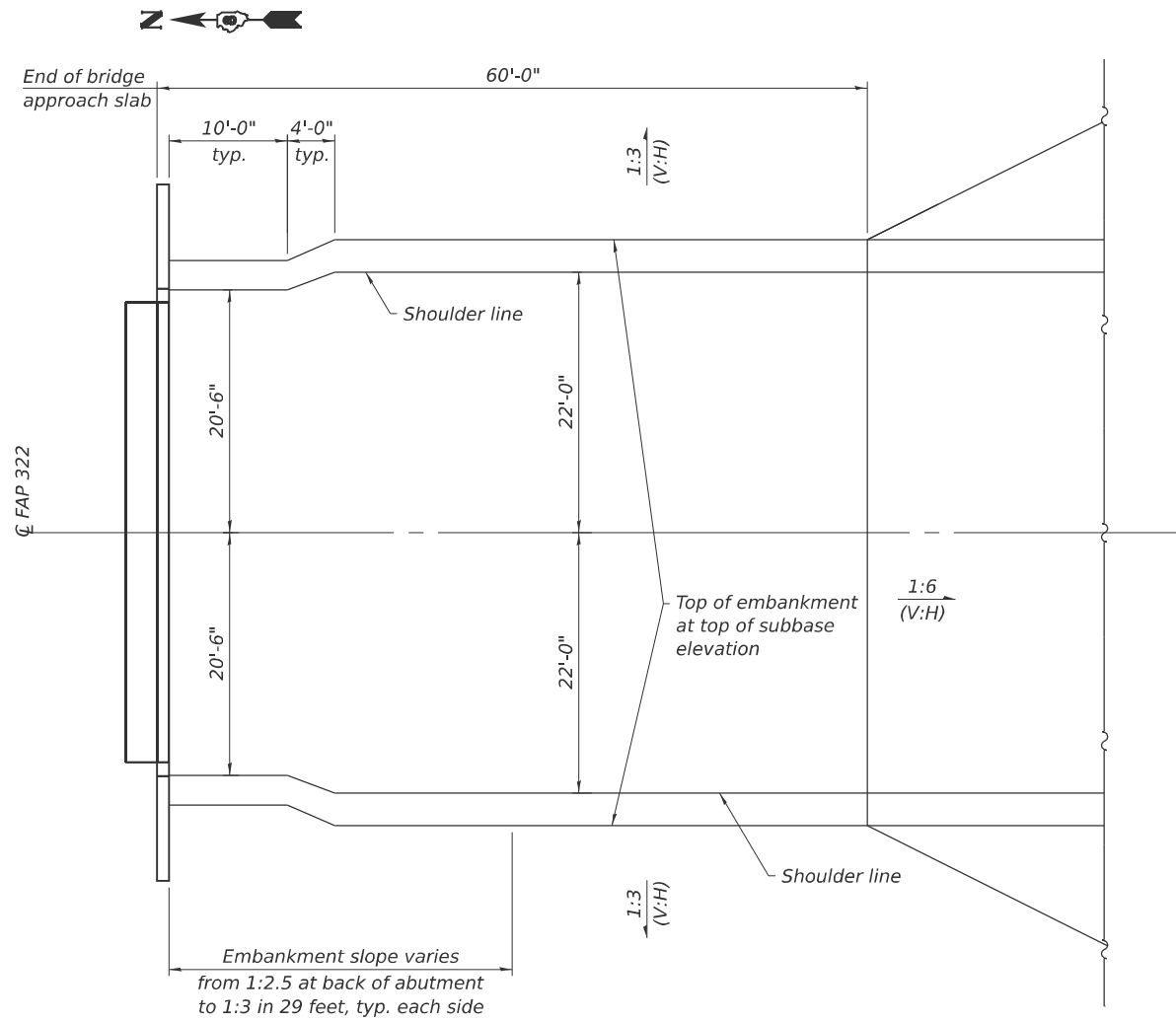
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

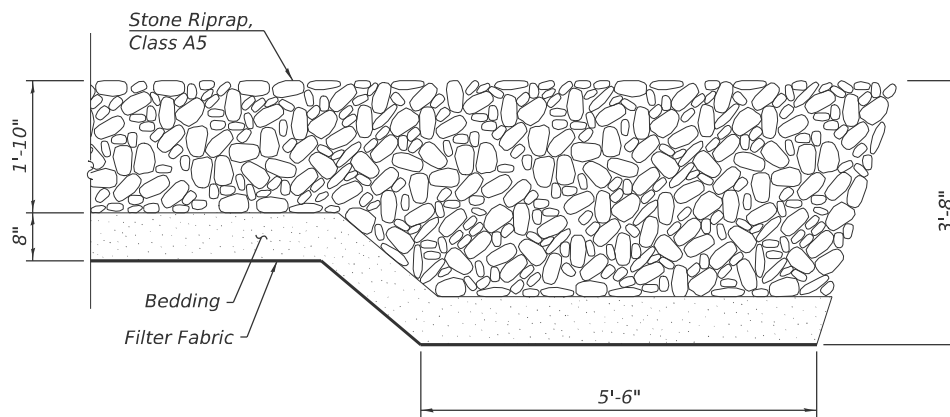
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SN 061-0095**

SHEET 2 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	38
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**EMBankMENT PLAN AT ABUTMENTS**  
 (South Abutment shown; North Abutment similar)



**SECTION A-A**

MODEL: Sheet  
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(Sheet 2 of 2)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



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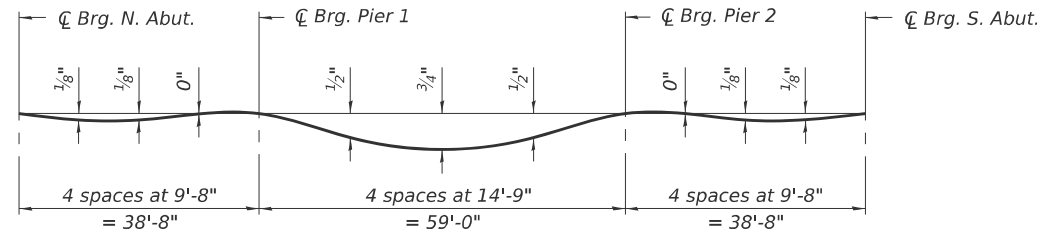
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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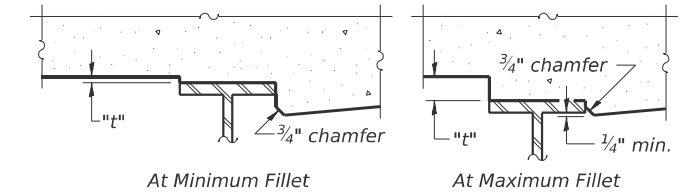
SHEET 3 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	39
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



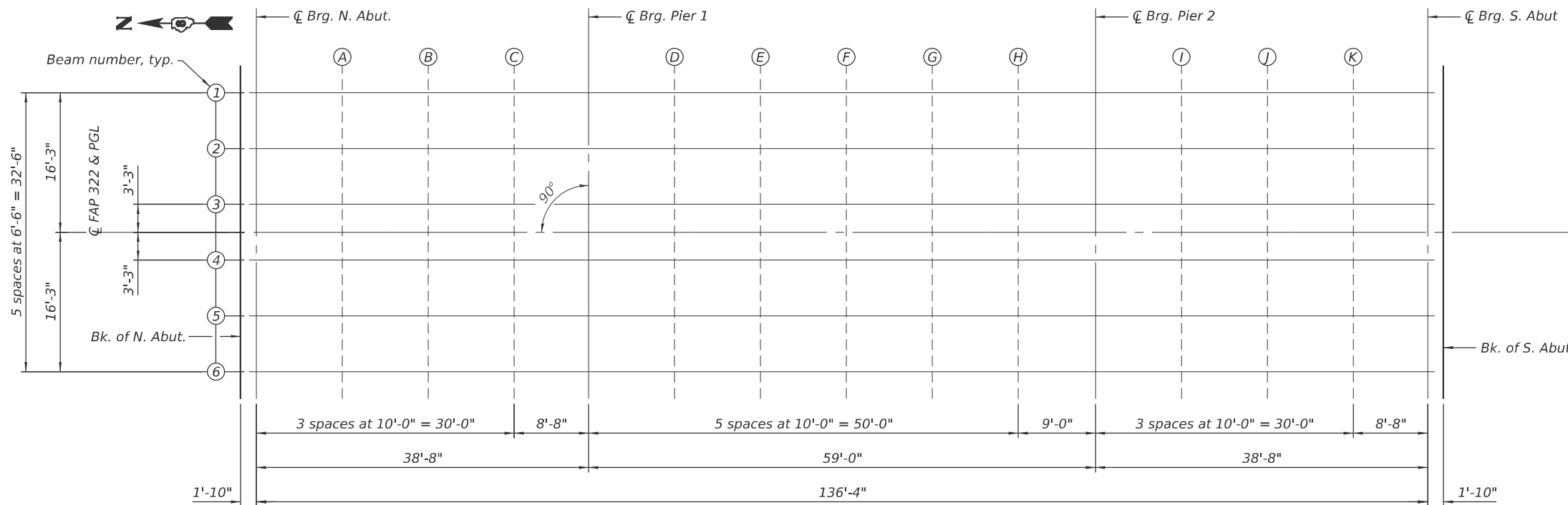
**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete only.)

Note:  
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflection as shown on Sheets 5 and 6 of 27.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 5 and 6 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

MODEL: Sheet  
FILE NAME: Y:\IDOT\1406-03\_76B42\76B42\_Design\CADD\SP\_SN\_061-0095\0610095-D876B42-04-TopSlabElev.dgn

(Sheet 1 of 3)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



USER NAME = nhc	DESIGNED - ZLC/JM 03/25	REVISED -
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PLOT SCALE = 0.2" / in.	DRAWN - NHC 07/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 07/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
SN 061-0095

SHEET 4 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	40
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet  
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**BEAM 1**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	-16.25	503.23	503.23
☉ Brg. N. Abut.	920+15.83	-16.25	503.24	503.24
A	920+25.83	-16.25	503.29	503.30
B	920+35.83	-16.25	503.33	503.34
C	920+45.83	-16.25	503.37	503.37
☉ Brg. Pier 1	920+54.50	-16.25	503.40	503.40
D	920+64.50	-16.25	503.44	503.46
E	920+74.50	-16.25	503.47	503.52
F	920+84.50	-16.25	503.49	503.56
G	920+94.50	-16.25	503.52	503.57
H	921+04.50	-16.25	503.54	503.56
☉ Brg. Pier 2	921+13.50	-16.25	503.55	503.55
I	921+23.50	-16.25	503.57	503.57
J	921+33.50	-16.25	503.58	503.59
K	921+43.50	-16.25	503.58	503.59
☉ Brg. S. Abut.	921+52.17	-16.25	503.59	503.59
Bk. of S. Abut.	921+54.00	-16.25	503.59	503.59

**BEAM 2**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	-9.75	503.35	503.35
☉ Brg. N. Abut.	920+15.83	-9.75	503.36	503.36
A	920+25.83	-9.75	503.41	503.42
B	920+35.83	-9.75	503.45	503.46
C	920+45.83	-9.75	503.49	503.49
☉ Brg. Pier 1	920+54.50	-9.75	503.52	503.52
D	920+64.50	-9.75	503.56	503.58
E	920+74.50	-9.75	503.59	503.64
F	920+84.50	-9.75	503.61	503.68
G	920+94.50	-9.75	503.64	503.69
H	921+04.50	-9.75	503.66	503.68
☉ Brg. Pier 2	921+13.50	-9.75	503.67	503.67
I	921+23.50	-9.75	503.69	503.69
J	921+33.50	-9.75	503.70	503.70
K	921+43.50	-9.75	503.70	503.71
☉ Brg. S. Abut.	921+52.17	-9.75	503.71	503.71
Bk. of S. Abut.	921+54.00	-9.75	503.71	503.71

**BEAM 3**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	-3.25	503.45	503.45
☉ Brg. N. Abut.	920+15.83	-3.25	503.46	503.46
A	920+25.83	-3.25	503.50	503.51
B	920+35.83	-3.25	503.55	503.56
C	920+45.83	-3.25	503.59	503.59
☉ Brg. Pier 1	920+54.50	-3.25	503.62	503.62
D	920+64.50	-3.25	503.65	503.68
E	920+74.50	-3.25	503.68	503.74
F	920+84.50	-3.25	503.71	503.77
G	920+94.50	-3.25	503.73	503.78
H	921+04.50	-3.25	503.75	503.78
☉ Brg. Pier 2	921+13.50	-3.25	503.77	503.77
I	921+23.50	-3.25	503.78	503.78
J	921+33.50	-3.25	503.79	503.80
K	921+43.50	-3.25	503.80	503.81
☉ Brg. S. Abut.	921+52.17	-3.25	503.80	503.80
Bk. of S. Abut.	921+54.00	-3.25	503.80	503.80

**CENTERLINE FAP 322 & PROFILE GRADE LINE**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	0.00	503.50	503.50
☉ Brg. N. Abut.	920+15.83	0.00	503.51	503.51
A	920+25.83	0.00	503.55	503.56
B	920+35.83	0.00	503.60	503.60
C	920+45.83	0.00	503.64	503.64
☉ Brg. Pier 1	920+54.50	0.00	503.67	503.67
D	920+64.50	0.00	503.70	503.73
E	920+74.50	0.00	503.73	503.79
F	920+84.50	0.00	503.76	503.82
G	920+94.50	0.00	503.78	503.83
H	921+04.50	0.00	503.80	503.82
☉ Brg. Pier 2	921+13.50	0.00	503.82	503.82
I	921+23.50	0.00	503.83	503.83
J	921+33.50	0.00	503.84	503.85
K	921+43.50	0.00	503.85	503.86
☉ Brg. S. Abut.	921+52.17	0.00	503.85	503.85
Bk. of S. Abut.	921+54.00	0.00	503.85	503.85

(Sheet 2 of 3)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



USER NAME = nhc  
 ESCA PROJECT NO. = 1406.03  
 PLOT SCALE = 0:2" / in.  
 PLOT DATE = 10/7/2025

DESIGNED - ZLC/JM 03/25  
 CHECKED - ELH 03/25  
 DRAWN - NHC 07/25  
 CHECKED - ELH 07/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
 SN 061-0095**

SHEET 5 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	41
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**BEAM 4**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	3.25	503.45	503.45
☉ Brg. N. Abut.	920+15.83	3.25	503.46	503.46
A	920+25.83	3.25	503.50	503.51
B	920+35.83	3.25	503.55	503.56
C	920+45.83	3.25	503.59	503.59
☉ Brg. Pier 1	920+54.50	3.25	503.62	503.62
D	920+64.50	3.25	503.65	503.68
E	920+74.50	3.25	503.68	503.74
F	920+84.50	3.25	503.71	503.77
G	920+94.50	3.25	503.73	503.78
H	921+04.50	3.25	503.75	503.78
☉ Brg. Pier 2	921+13.50	3.25	503.77	503.77
I	921+23.50	3.25	503.78	503.78
J	921+33.50	3.25	503.79	503.80
K	921+43.50	3.25	503.80	503.81
☉ Brg. S. Abut.	921+52.17	3.25	503.80	503.80
Bk. of S. Abut.	921+54.00	3.25	503.80	503.80

**BEAM 5**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	9.75	503.35	503.35
☉ Brg. N. Abut.	920+15.83	9.75	503.36	503.36
A	920+25.83	9.75	503.41	503.42
B	920+35.83	9.75	503.45	503.46
C	920+45.83	9.75	503.49	503.49
☉ Brg. Pier 1	920+54.50	9.75	503.52	503.52
D	920+64.50	9.75	503.56	503.58
E	920+74.50	9.75	503.59	503.64
F	920+84.50	9.75	503.61	503.68
G	920+94.50	9.75	503.64	503.69
H	921+04.50	9.75	503.66	503.68
☉ Brg. Pier 2	921+13.50	9.75	503.67	503.67
I	921+23.50	9.75	503.69	503.69
J	921+33.50	9.75	503.70	503.70
K	921+43.50	9.75	503.70	503.71
☉ Brg. S. Abut.	921+52.17	9.75	503.71	503.71
Bk. of S. Abut.	921+54.00	9.75	503.71	503.71

**BEAM 6**

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	920+14.00	16.25	503.23	503.23
☉ Brg. N. Abut.	920+15.83	16.25	503.24	503.24
A	920+25.83	16.25	503.29	503.30
B	920+35.83	16.25	503.33	503.34
C	920+45.83	16.25	503.37	503.37
☉ Brg. Pier 1	920+54.50	16.25	503.40	503.40
D	920+64.50	16.25	503.44	503.46
E	920+74.50	16.25	503.47	503.52
F	920+84.50	16.25	503.49	503.56
G	920+94.50	16.25	503.52	503.57
H	921+04.50	16.25	503.54	503.56
☉ Brg. Pier 2	921+13.50	16.25	503.55	503.55
I	921+23.50	16.25	503.57	503.57
J	921+33.50	16.25	503.58	503.59
K	921+43.50	16.25	503.58	503.59
☉ Brg. S. Abut.	921+52.17	16.25	503.59	503.59
Bk. of S. Abut.	921+54.00	16.25	503.59	503.59

MODEL: Sheet  
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(Sheet 3 of 3)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



USER NAME = nhc  
ESCA PROJECT NO. = 1406.03  
PLOT SCALE = 0.2" = 1' / in.  
PLOT DATE = 10/7/2025

DESIGNED - ZLC/JM 03/25  
CHECKED - ELH 03/25  
DRAWN - NHC 07/25  
CHECKED - ELH 07/25

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
SN 061-0095

SHEET 6 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	42
CONTRACT NO. 76B42				
ILLINOIS			FED. AID PROJECT	

**EAST SHOULDER LINE**

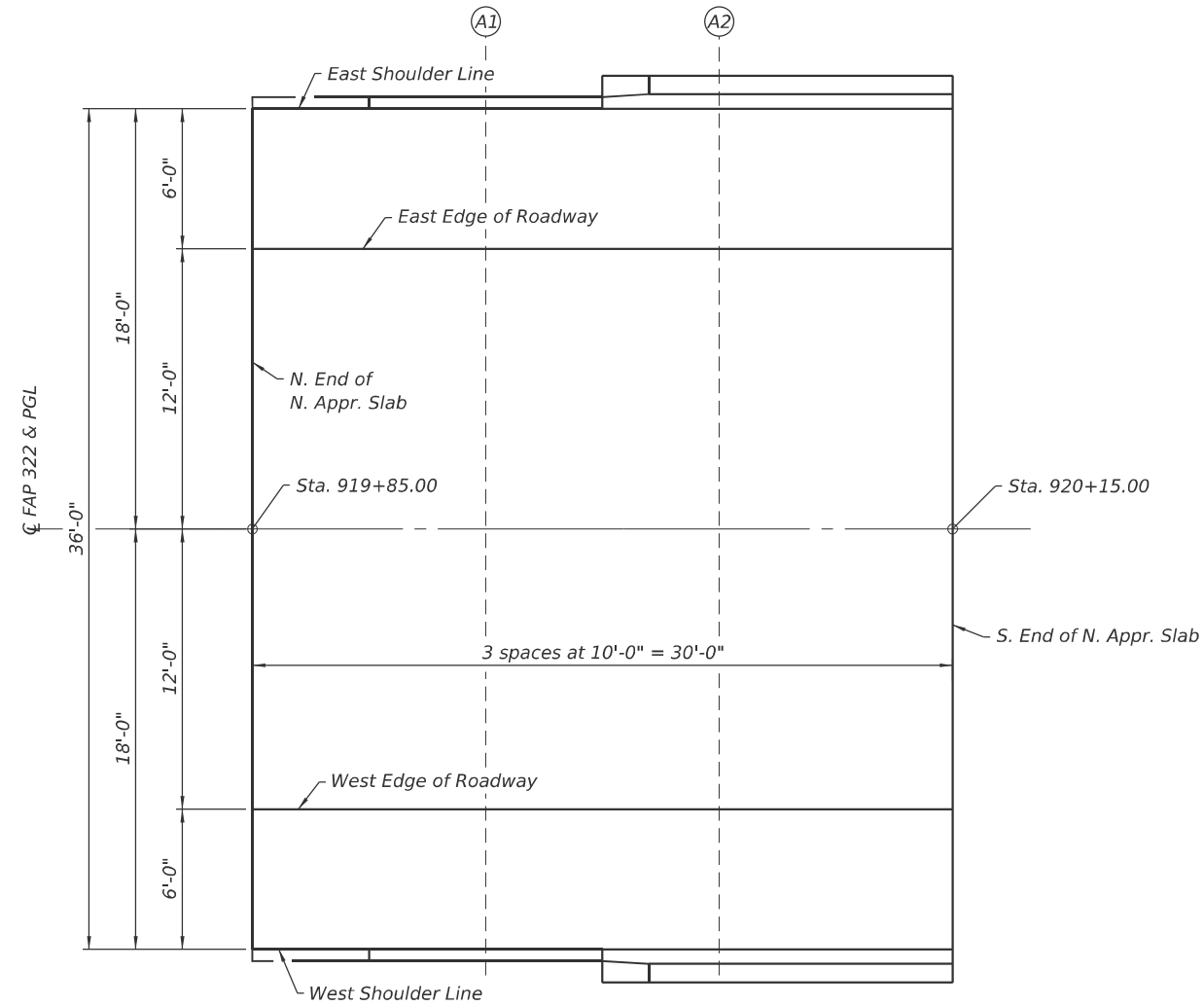
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	919+85.00	-18.00	503.05
A1	919+95.00	-18.00	503.10
A2	920+05.00	-18.00	503.15
S. End of N. Appr. Slab	920+15.00	-18.00	503.20

**EAST EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	919+85.00	-12.00	503.17
A1	919+95.00	-12.00	503.22
A2	920+05.00	-12.00	503.27
S. End of N. Appr. Slab	920+15.00	-12.00	503.32

**CENTERLINE FAP 322 & PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	919+85.00	0.00	503.35
A1	919+95.00	0.00	503.40
A2	920+05.00	0.00	503.45
S. End of N. Appr. Slab	920+15.00	0.00	503.50



**PLAN**  
North Approach

**WEST EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	919+85.00	12.00	503.17
A1	919+95.00	12.00	503.22
A2	920+05.00	12.00	503.27
S. End of N. Appr. Slab	920+15.00	12.00	503.32

**WEST SHOULDER LINE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	919+85.00	18.00	503.05
A1	919+95.00	18.00	503.10
A2	920+05.00	18.00	503.15
S. End of N. Appr. Slab	920+15.00	18.00	503.20

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\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



USER NAME = nhc	DESIGNED - ZLC 12/25	REVISED -
ESCA PROJECT NO. = 1406.03	CHECKED - ELH/JM 03/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - NHC 07/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 07/25	REVISED -

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

**TOP OF NORTH APPROACH SLAB ELEVATIONS**  
**SN 061-0095**

SHEET 7 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	43

CONTRACT NO. 76B42

ILLINOIS FED. AID PROJECT

**EAST SHOULDER LINE**

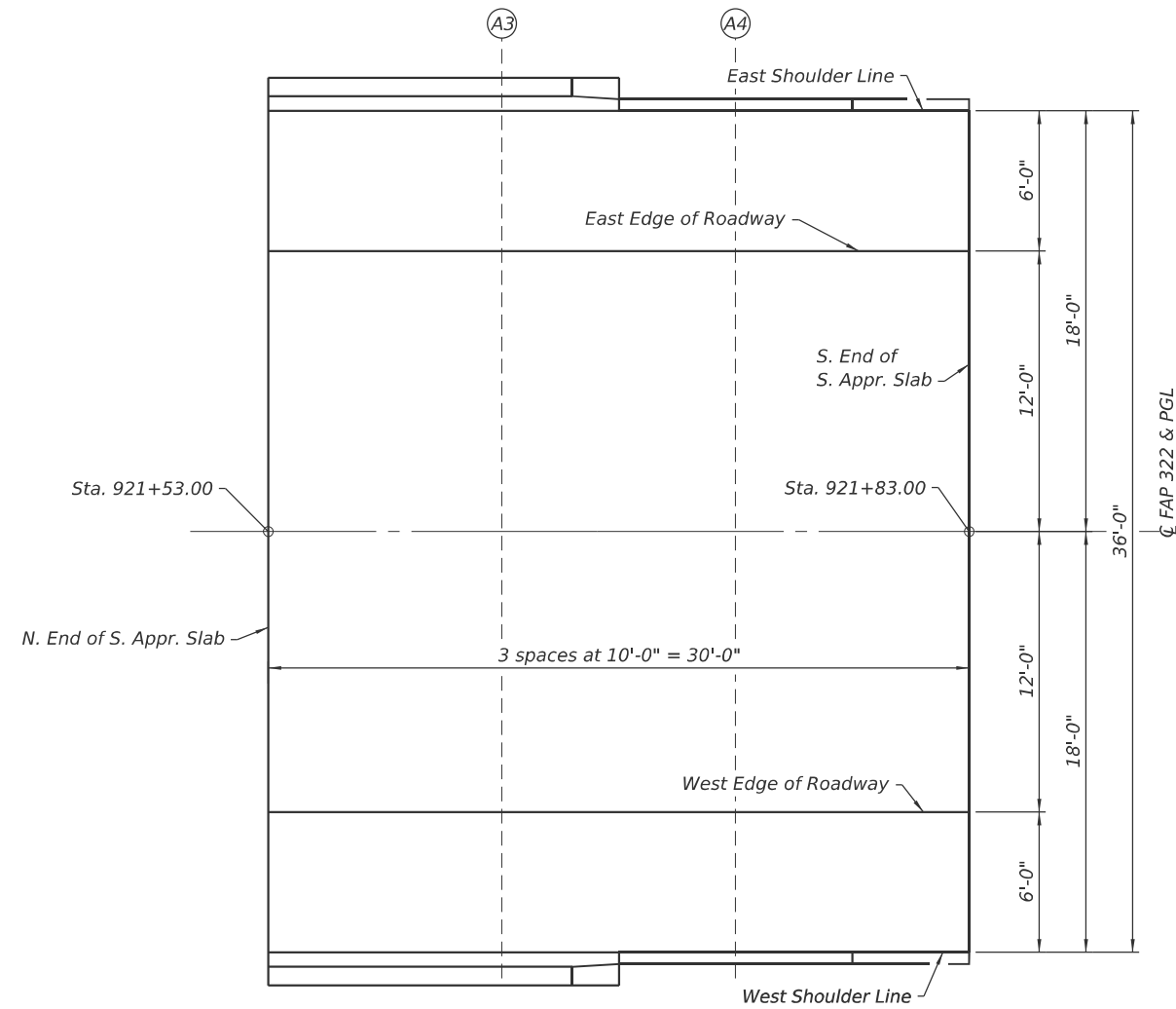
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	921+53.00	-18.00	503.55
A3	921+63.00	-18.00	503.55
A4	921+73.00	-18.00	503.55
S. End of S. Appr. Slab	921+83.00	-18.00	503.55

**EAST EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	921+53.00	-12.00	503.67
A3	921+63.00	-12.00	503.67
A4	921+73.00	-12.00	503.67
S. End of S. Appr. Slab	921+83.00	-12.00	503.67

**CENTERLINE FAP 322 & PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	921+53.00	0.00	503.85
A3	921+63.00	0.00	503.85
A4	921+73.00	0.00	503.85
S. End of S. Appr. Slab	921+83.00	0.00	503.85



**PLAN**

South Approach

**WEST EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	921+53.00	12.00	503.67
A3	921+63.00	12.00	503.67
A4	921+73.00	12.00	503.67
S. End of S. Appr. Slab	921+83.00	12.00	503.67

**WEST SHOULDER LINE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	921+53.00	18.00	503.55
A3	921+63.00	18.00	503.55
A4	921+73.00	18.00	503.55
S. End of S. Appr. Slab	921+83.00	18.00	503.55

MODEL: Sheet  
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\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



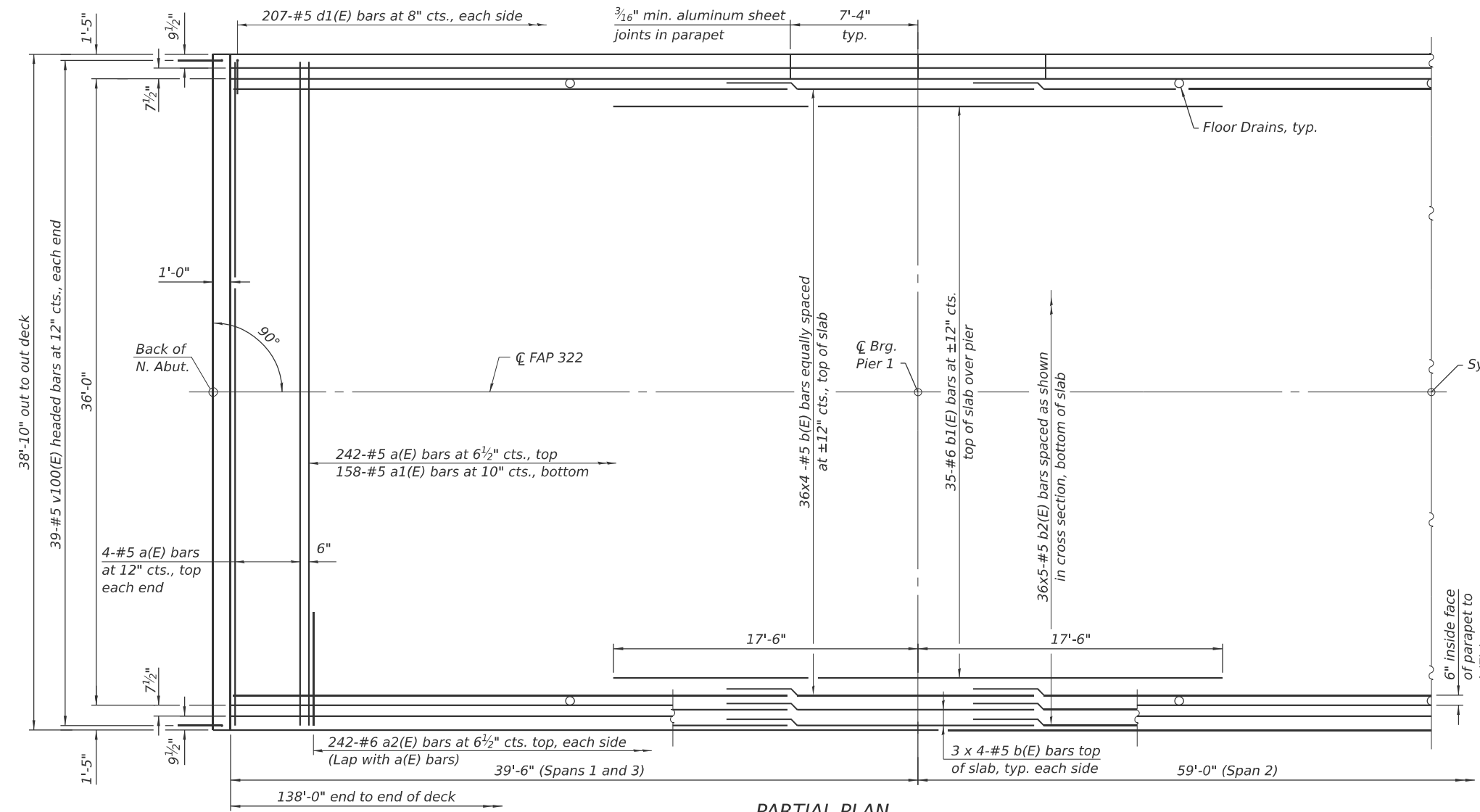
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PLOT SCALE = 0.2" = 1' / in.	DRAWN - NHC 07/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 07/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS  
SN 061-0095

SHEET 8 OF 27 SHEETS

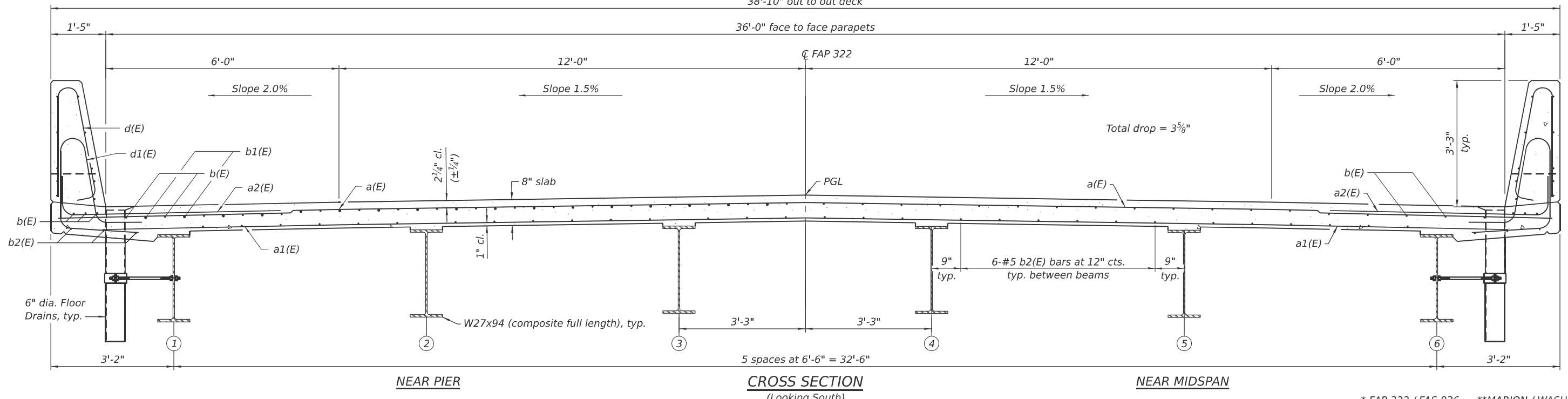
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	44
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**MINIMUM BAR LAP**  
#5 bar = 3'-10"

**PARTIAL PLAN**

Notes:  
See Sheet 10 of 27 for superstructure details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



**CROSS SECTION**  
(Looking South)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
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ESCA PROJECT NO. = 1406.03  
PLOT SCALE = 0.2" / in.  
PLOT DATE = 10/7/2025

DESIGNED - JM 03/25  
CHECKED - ELH 03/25  
DRAWN - NHC 07/25  
CHECKED - ELH 07/25

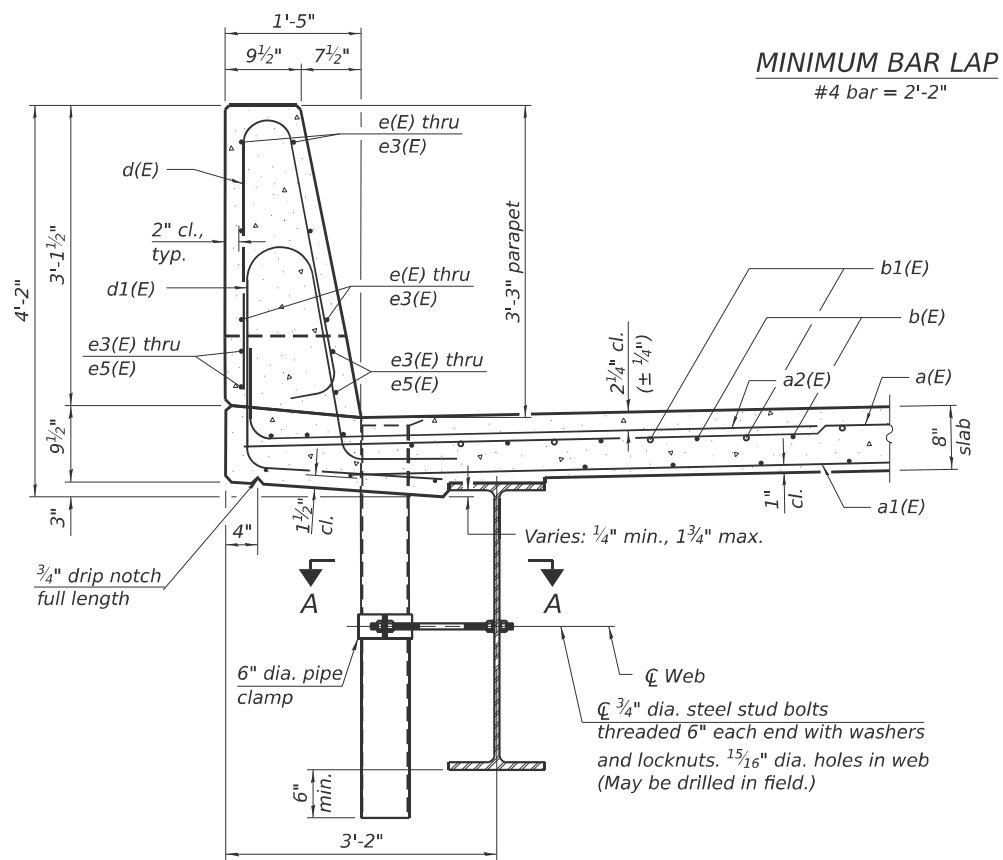
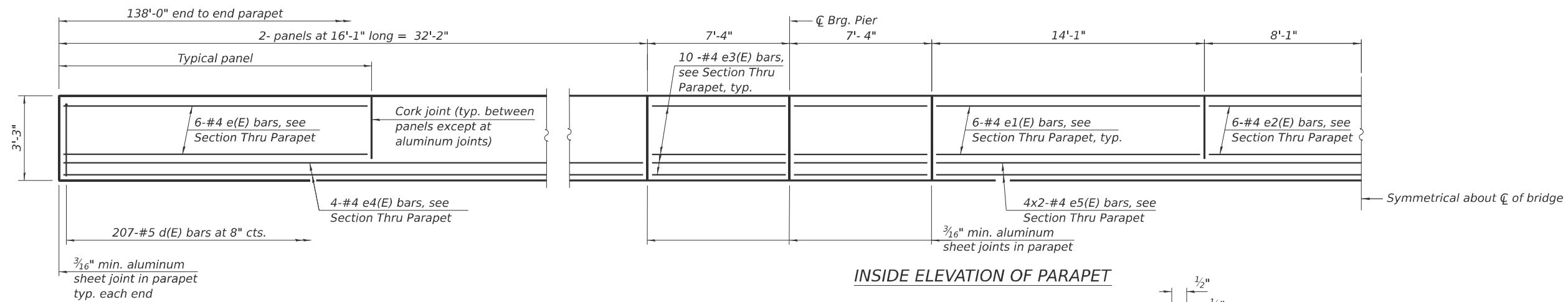
REVISED -  
REVISED -  
REVISED -  
REVISED -

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

**SUPERSTRUCTURE**  
**SN 061-0095**

SHEET 9 OF 27 SHEETS

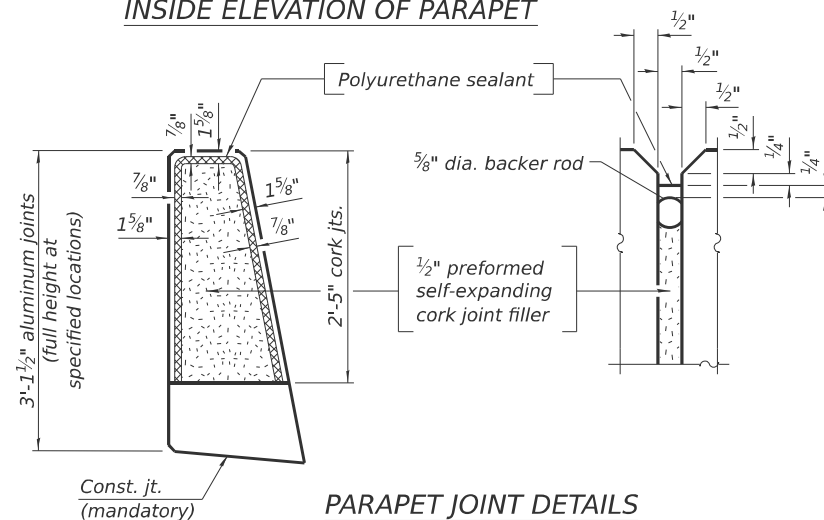
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



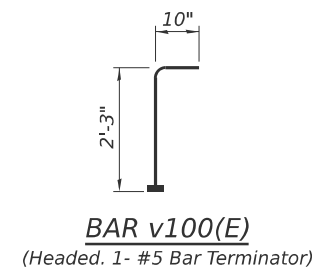
SECTION THRU PARAPET

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

INSIDE ELEVATION OF PARAPET

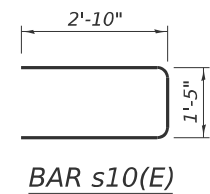


PARAPET JOINT DETAILS

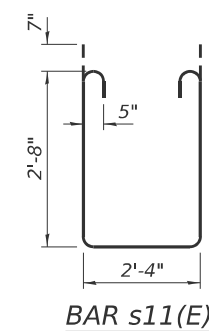


BAR v100(E)  
(Headed 1-#5 Bar Terminator)

BAR a2(E)



BAR s10(E)



BAR s11(E)

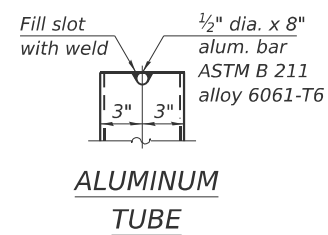
Notes:

- Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
- The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
- The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.
- The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
- The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Bar Terminators, paid for separately. See Total Bill of Material.

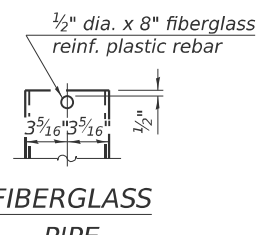
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	250	#5	38'-6"	—
a1(E)	158	#5	36'-2"	—
a2(E)	484	#6	8'-4"	—
b(E)	168	#5	37'-4"	—
b1(E)	70	#6	35'-0"	—
b2(E)	180	#5	30'-8"	—
d(E)	414	#5	6'-5"	—
d1(E)	414	#5	8'-6"	—
e(E)	48	#4	15'-9"	—
e1(E)	24	#4	13'-9"	—
e2(E)	12	#4	15'-10"	—
e3(E)	80	#4	7'-0"	—
e4(E)	16	#4	31'-8"	—
e5(E)	16	#4	23'-3"	—
m10(E)	6	#6	38'-6"	—
m11(E)	20	#6	6'-2"	—
m12(E)	8	#6	2'-10"	—
s10(E)	72	#5	7'-1"	—
s11(E)	72	#5	8'-10"	—
v100(E)	78	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Lbs.		48,310
Concrete Superstructure		Cu. Yds.		200.6

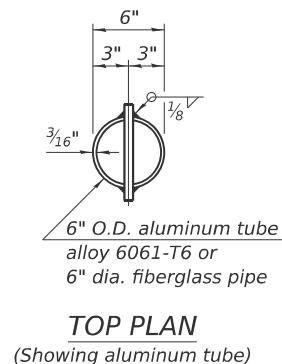
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.  
\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



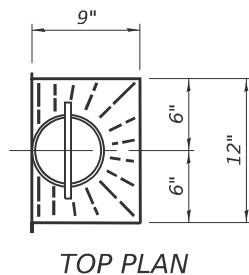
ALUMINUM TUBE



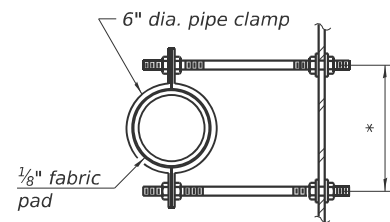
FIBERGLASS PIPE



TOP PLAN  
(Showing aluminum tube)

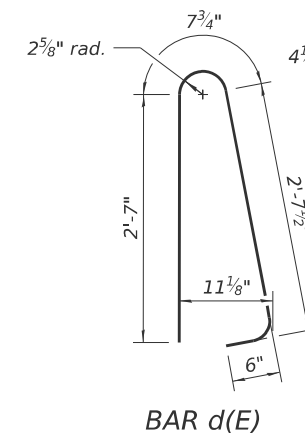


TOP PLAN

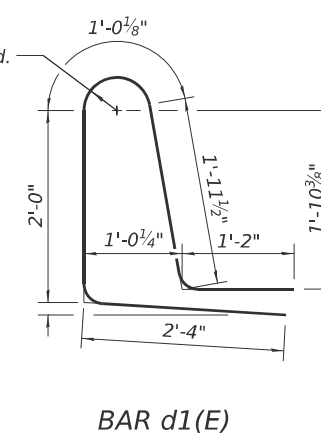


SECTION A-A

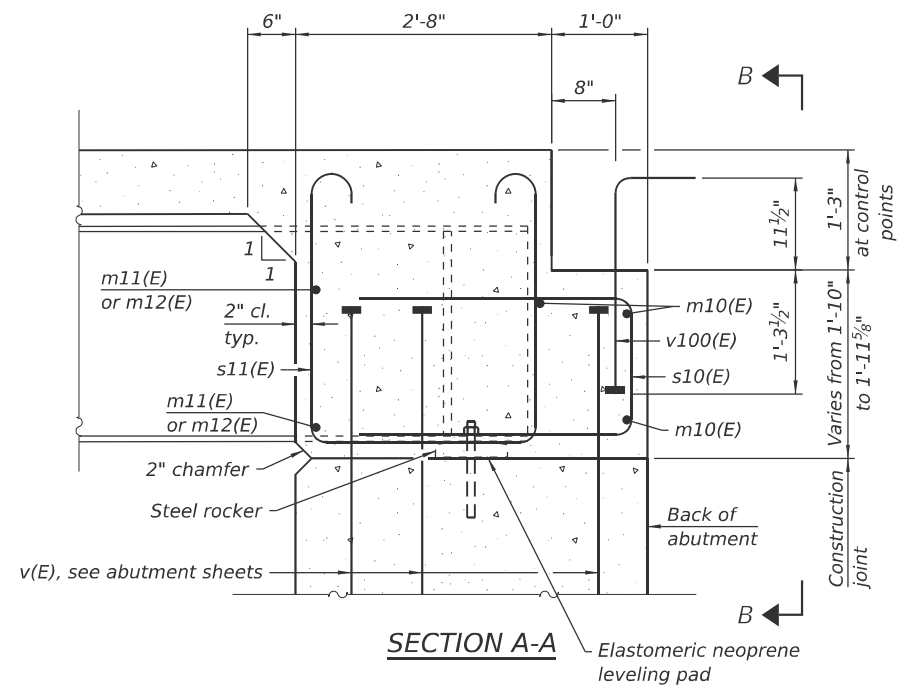
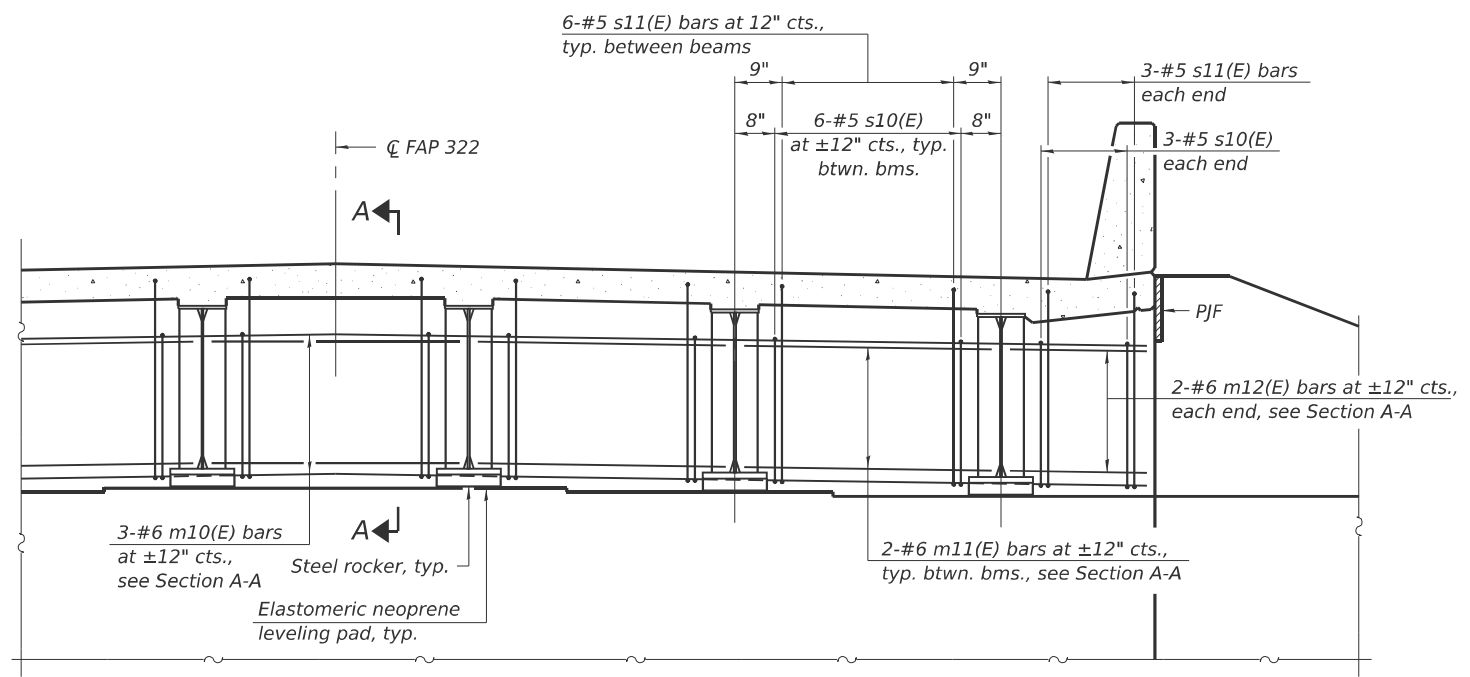
\*Dimension as required by pipe clamp



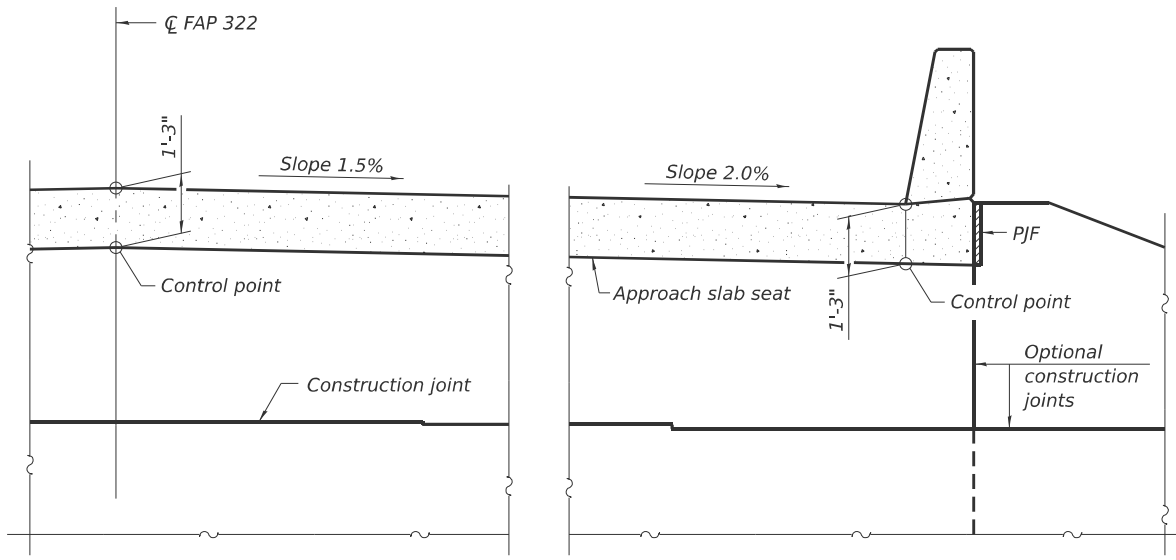
BAR d(E)



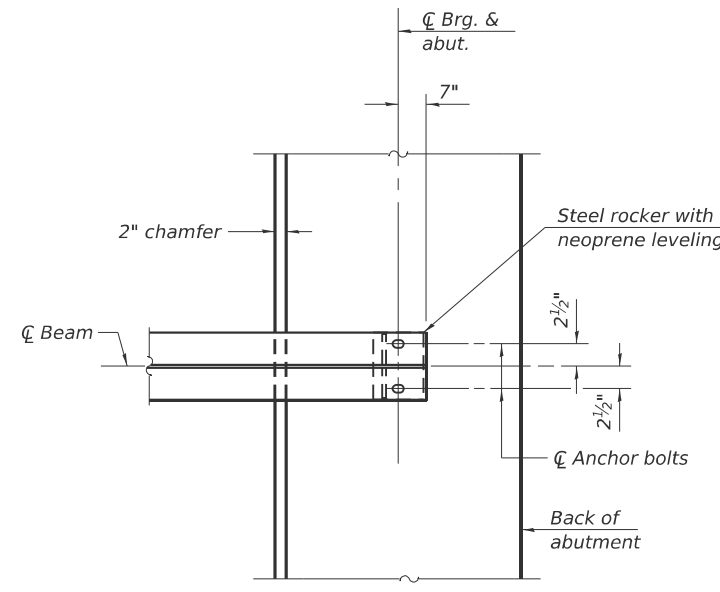
BAR d1(E)



**DIAPHRAGM ELEVATION AT ABUTMENT**



**VIEW B-B**



**PLAN AT ABUTMENT**  
(Showing bottom flange of beam)

Notes:  
See Sheet 10 of 27 for superstructure details and Bill of Material.  
See Sheet 12 of 27 for P.J.F. details.  
The approach slab seat shall have a constant slope determined from the control points shown.

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ESCA PROJECT NO. = 1406.03  
PLOT SCALE = 0.2" / in.  
PLOT DATE = 10/7/2025

DESIGNED - JM 03/25  
CHECKED - ELH 03/25  
DRAWN - NHC 07/25  
CHECKED - ELH 07/25

REVISED -  
REVISED -  
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REVISED -

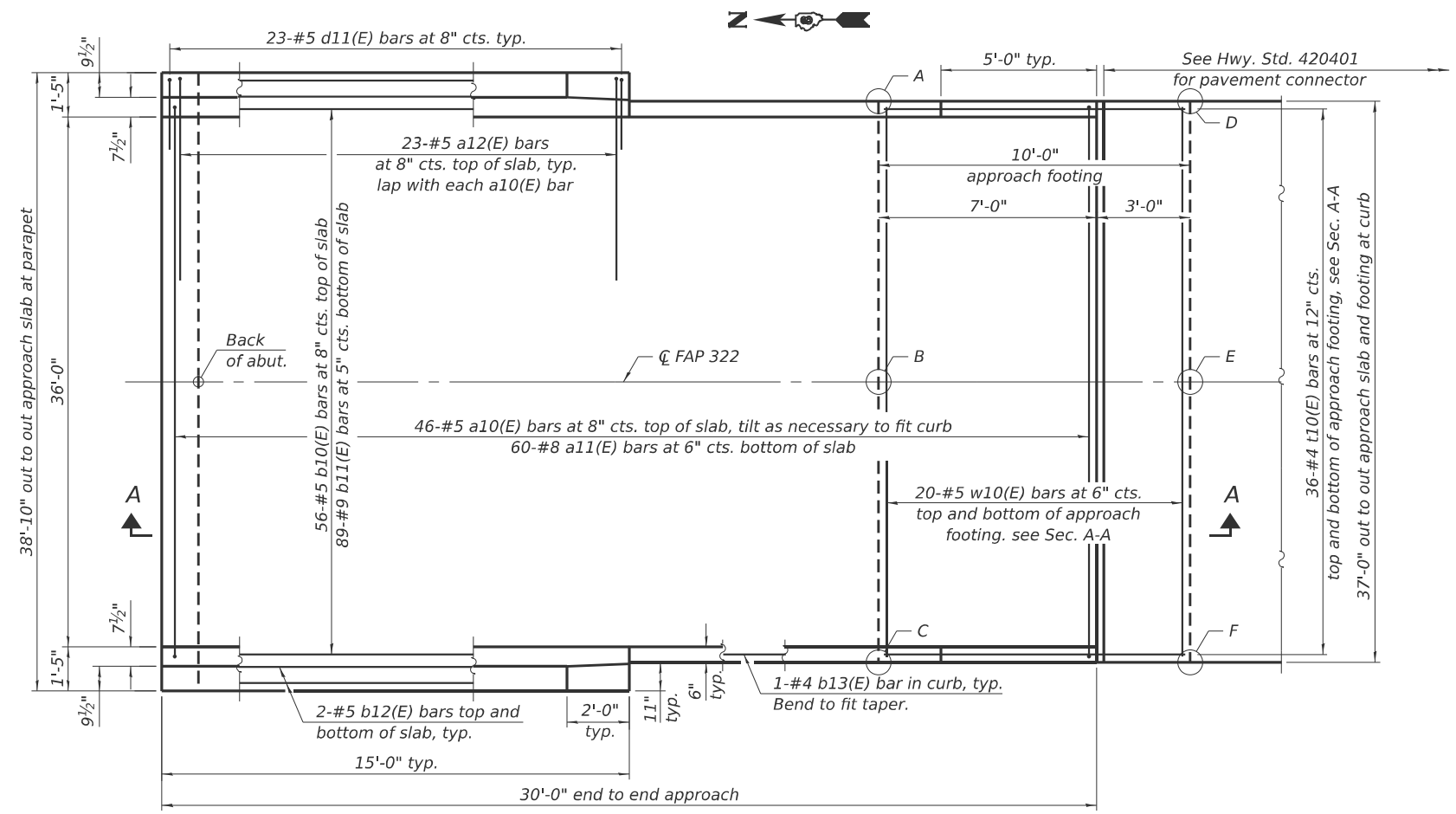
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS  
SN 061-0095**

SHEET 11 OF 27 SHEETS

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

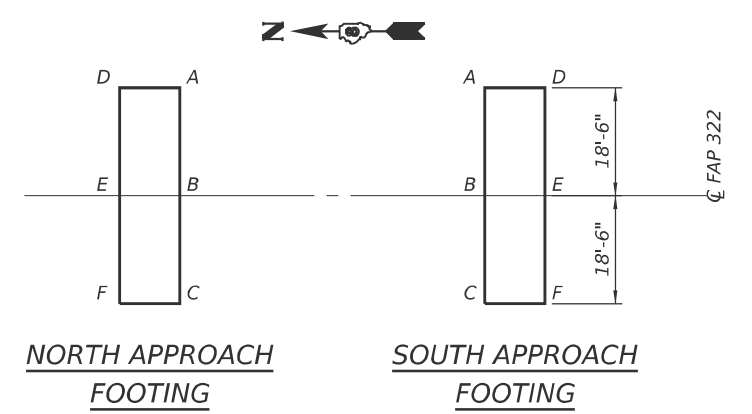
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



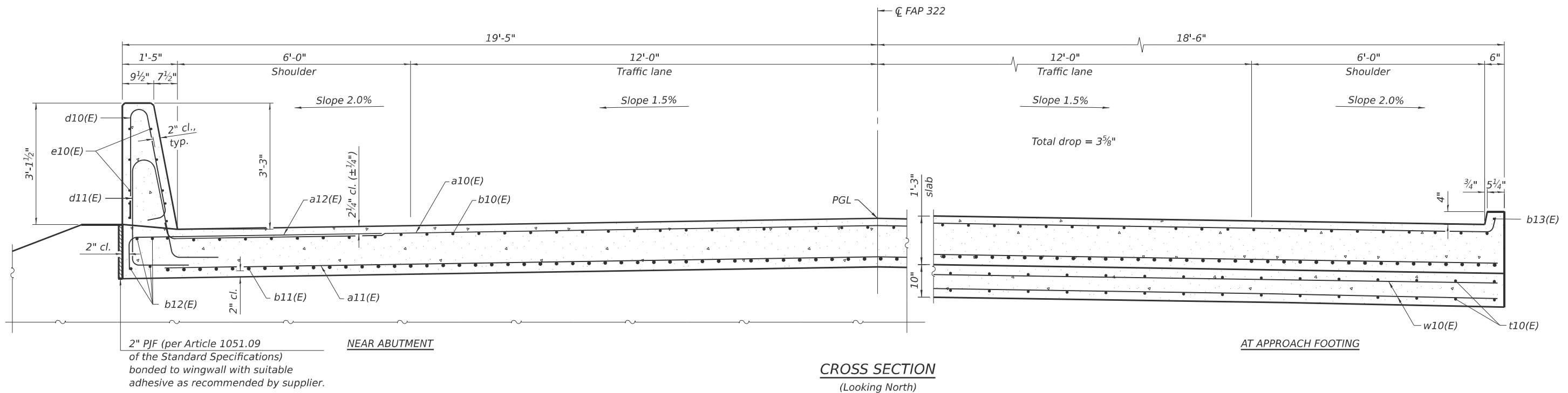
**PLAN**  
(South approach slab shown; North approach slab similar by 180° rotation)

**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

South Approach			North Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - NE	502.30	501.47	A - SE	501.82	500.99
B - N C	502.61	501.78	B - S C	502.13	501.30
C - NW	502.30	501.47	C - SW	501.82	500.99
D - SE	502.29	501.46	D - NE	501.77	500.94
E - S C	502.60	501.77	E - N C	502.08	501.25
F - SW	502.29	501.46	F - NW	501.77	500.94



**KEY PLAN FOR APPROACH FOOTING ELEVATIONS**



**CROSS SECTION**  
(Looking North)

MODEL: Sheet  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42 Design\CADD\SP\_SN\_061-0095\0610095-D876B42-12-BridgeAppSlabDIMS.dgn



USER NAME = nhc  
 ESCA PROJECT NO. = 1406.03  
 PLOT SCALE = 0.2" / in.  
 PLOT DATE = 10/7/2025

DESIGNED - ZLC 12/25  
 CHECKED - ELH/JM 03/25  
 DRAWN - NHC 07/25  
 CHECKED - ELH 07/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

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

BRIDGE APPROACH SLAB DETAILS  
 SN 061-0095

SHEET 12 OF 27 SHEETS

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

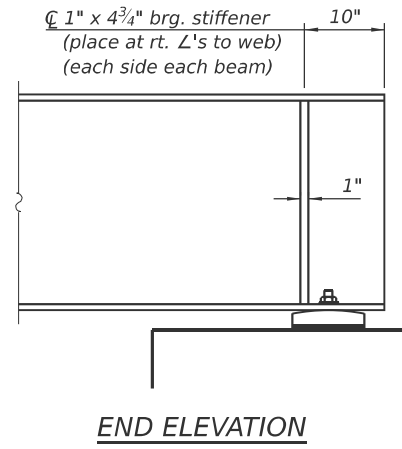
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	48

CONTRACT NO. 76B42

ILLINOIS FED. AID PROJECT

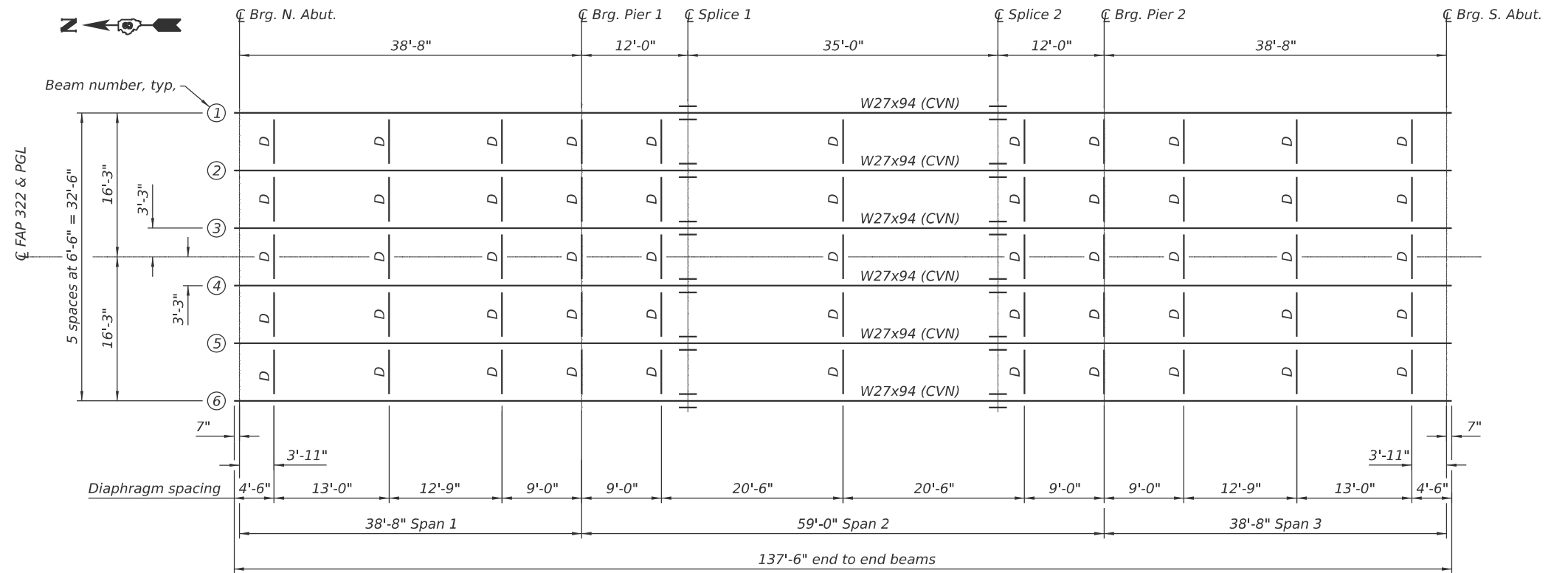


Notes:  
 See Sheet 15 of 27 for additional steel details.  
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.  
 Load carrying components designated (CVN) shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.



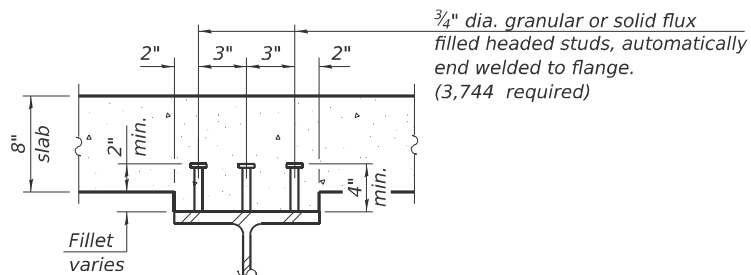
**TOP OF BEAM ELEVATIONS**  
 (For fabrication only)

Beam	☐ Brg. N. Abut.	☐ Brg. Pier 1	☐ Splice 1	☐ Splice 2	☐ Brg. Pier 2	☐ Brg. S. Abut.
1	502.49	502.63	502.67	502.75	502.77	502.84
2	502.62	502.76	502.80	502.88	502.90	502.97
3	502.71	502.85	502.89	502.97	502.99	503.06
4	502.71	502.85	502.89	502.97	502.99	503.06
5	502.62	502.76	502.80	502.88	502.90	502.97
6	502.49	502.63	502.67	502.75	502.77	502.84

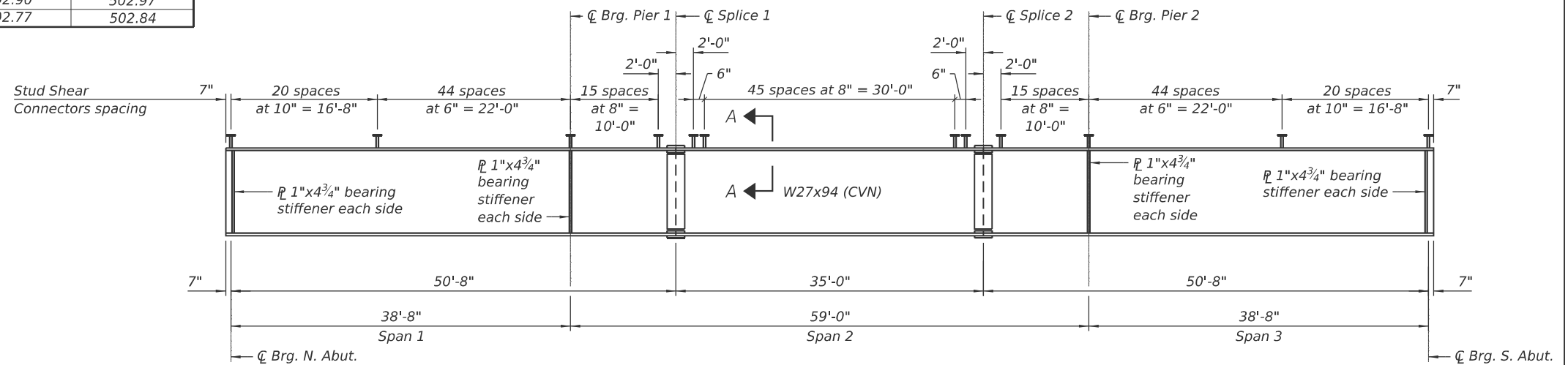


**FRAMING PLAN**

All beams are W27x94, AASHTO M270, Grade 50 (CVN)



**SECTION A-A**



**BEAM ELEVATION**

MODEL: Sheet  
 FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CADD\SP\_SN\_061-0095\0610095-D876B42-14-SteelFraming.dgn



USER NAME = nhc  
 ESCA PROJECT NO. = 1406.03  
 PLOT SCALE = 0.2" / 1"  
 PLOT DATE = 10/7/2025

DESIGNED - JM 03/25  
 CHECKED - ELH 05/25  
 DRAWN - NHC 07/25  
 CHECKED - ELH 07/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN  
 SN 061-0095

SHEET 14 OF 27 SHEETS

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	50
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

INTERIOR BEAM MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
$I_s$	(in <sup>4</sup> ) 3,270	3,270	3,270
$I_c(n)$	(in <sup>4</sup> ) 10,086	10,086	10,086
$I_c(3n)$	(in <sup>4</sup> ) 7,699	7,699	7,699
$I_c(cr)$	(in <sup>4</sup> )		
$S_s$	(in <sup>3</sup> ) 243.0	243.0	243.0
$S_c(n)$	(in <sup>3</sup> ) 378.4	378.4	378.4
$S_c(3n)$	(in <sup>3</sup> ) 344.8	344.8	344.8
$S_c(cr)$	(in <sup>3</sup> )		
$S_x$	(in <sup>3</sup> )		
DC1	(k/ft.) 0.765	0.765	0.765
$M_{DC1}$	(k) 62.2	204.2	139.1
DC2	(k/ft.) 0.175	0.175	0.175
$M_{DC2}$	(k) 13.9	45.3	30.9
DW	(k/ft.) 0.300	0.300	0.300
$M_{DW}$	(k) 23.9	77.6	53.0
LLDF	0.6436	0.6177	0.5975
$M_{\xi + IM}$	(k) 373.5	404.2	458.6
$f_t$ (Strength I)	(ksi) 0.00	0.00	0.00
$M_u + \frac{1}{3} f_t S_x$	(k) 785.0	1,136.0	1,095.0
$\Phi_f M_n$	(k) 1,987.0	1,495.0	1,909.0
$f_s DC1$	(ksi) 3.07	10.08	6.87
$f_s DC2$	(ksi) 0.48	1.58	1.08
$f_s DW$	(ksi) 0.83	2.70	1.84
$f_s (\xi + IM)$	(ksi) 11.84	12.82	14.54
$f_t$ (Service II)	(ksi) 0.00	0.00	0.00
$f_s + \frac{f_t}{2}$ (Service II)	(ksi) 19.79	31.02	28.70
Service II Resistance	(ksi) 47.50	47.50	47.50
$f_s + \frac{f_t}{3}$ (Strength I)	(ksi)		
$\Phi_f F_n$	(ksi)		
$V_f$	(k) 21.2	25.3	18.4

	BEAM REACTION TABLE			
	Abutments		Piers	
	Interior	Exterior	Interior	Exterior
LLDF	0.7072	0.6000	0.7072	0.6000
OCF	1.0000	1.0000	1.0000	1.0000
$R_{DC1}$	(k) 10.0	9.9	44.0	43.6
$R_{DC2}$	(k) 2.2	2.2	9.7	9.7
$R_{DW}$	(k) 3.8	3.8	16.7	16.7
$R_{\xi}$	(k) 45.3	38.4	75.1	63.7
$R_{Im}$	(k) 12.3	10.4	16.1	13.7
$R_{Total}$ (Strength I) (Impact)	(k) 121.8	106.2	251.8	227.1
$R_{Total}$ (Strength I) (No Impact)	(k) 100.2	88.0	223.6	203.2

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

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

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

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

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

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

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

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

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

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

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

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

$M_{\xi + IM}$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

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

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

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

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

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

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

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

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

Service II Resistance: Composite (0.95 $R_n F_y I$ ) or noncomposite (0.80 $R_n F_y I$ ) stress capacity according to Article 6.10.4.2 (ksi).

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

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

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

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

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

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

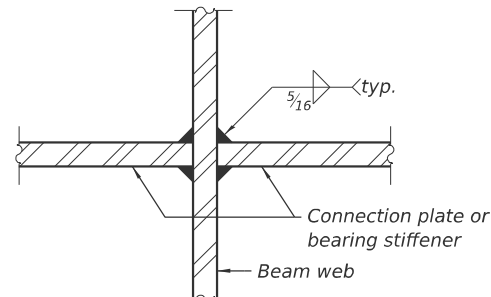
$R_{DW}$ : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

$R_{\xi}$ : Un-factored live load reaction (kip).

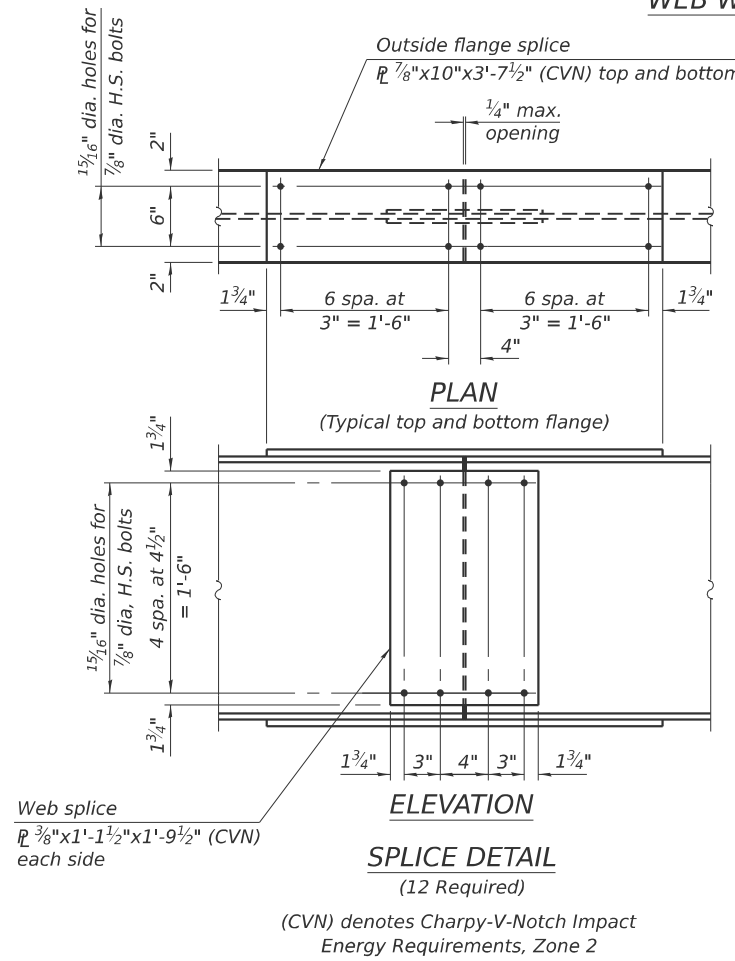
$R_{IM}$ : Un-factored dynamic load allowance (impact) (kip).

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

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



WEB WELD DETAIL



Notes:  
Two hardened washers required for each set of oversized holes.  
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.  
See Diaphragm Framing Details for connection plate orientation.

MODEL: Sheet  
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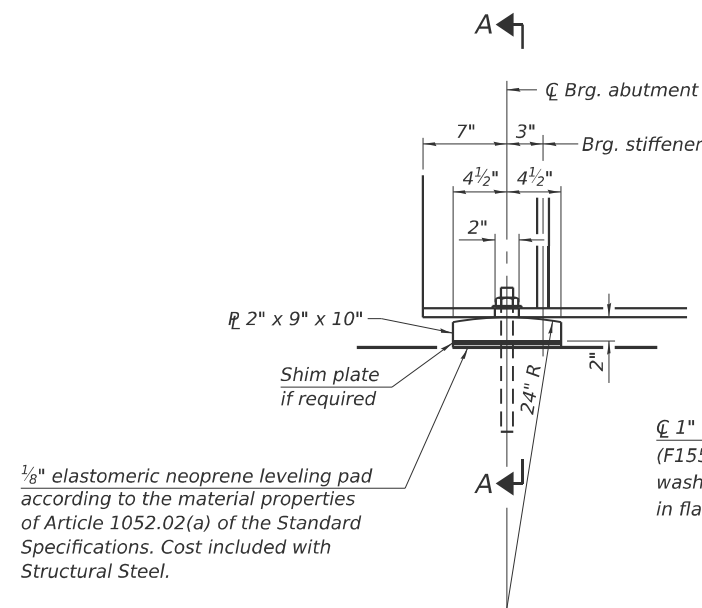


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ESCA PROJECT NO. = 1406.03	CHECKED - ELH 05/25	REVISED -
PLOT SCALE = 0:2" = 1'-0"	DRAWN - NHC 08/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 08/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING DETAILS  
SN 061-0095  
SHEET 15 OF 27 SHEETS

* FAP 322 / FAS 836		**MARION / WASHINGTON	
FA RTE.	SECTION	COUNTY	TOTAL SHEETS
*	26BR, 11BR-1	**	123
		SHEET NO. 51	
CONTRACT NO. 76B42			
ILLINOIS FED. AID PROJECT			



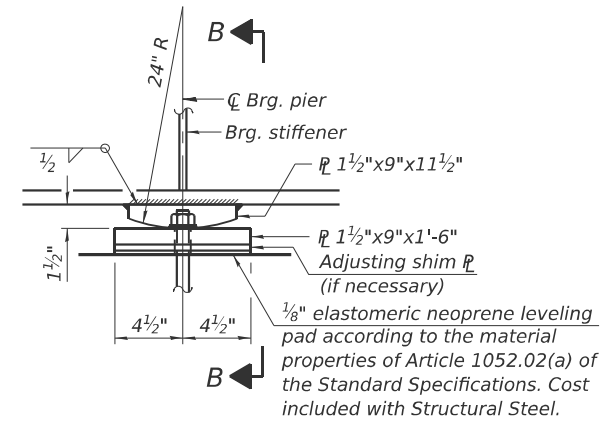
1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

**ELEVATION AT ABUTMENT**

1" dia. x 12" all-thread anchor bolts (F1554 Grade 55) with 2 1/4" x 2 1/4" x 5/16" R washers under nuts. 1 3/8" x 2" slotted holes in flange. 1 1/2" dia. holes in bearing plate.

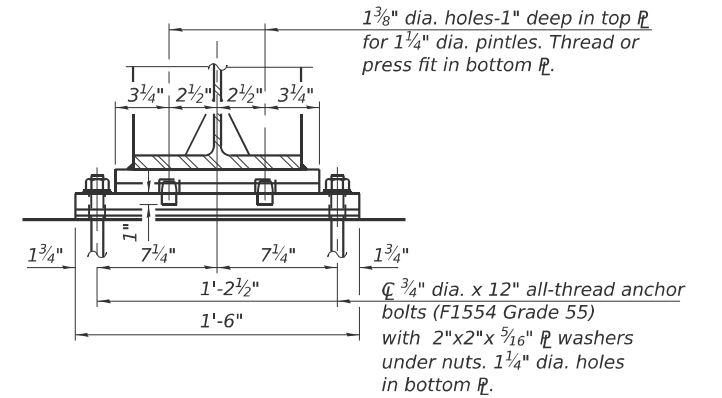
**SECTION A-A**

**FIXED BEARING AT ABUTMENT**  
(12 required)

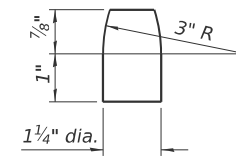


**ELEVATION AT PIER**

**FIXED BEARING AT PIER**  
(12 required)



**SECTION B-B**



**PINTLE**

**Notes:**

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

Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and as shown on bearing details.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

The structural steel plates and pintles of the bearing assemblies at the piers shall conform to the requirements of AASHTO M270 Grade 50. The structural steel plates at the abutments may be AASHTO M270 Grade 36. All adjusting shim plates may be AASHTO M270 Grade 36.

Cost of fixed bearing assemblies are included with Furnishing and Erecting Structural Steel.

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 3/4"	Each	24
Anchor Bolts, 1"	Each	24

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
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ESCA PROJECT NO. = 1406.03	CHECKED - ELH 05/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - NHC 07/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 07/25	REVISED -

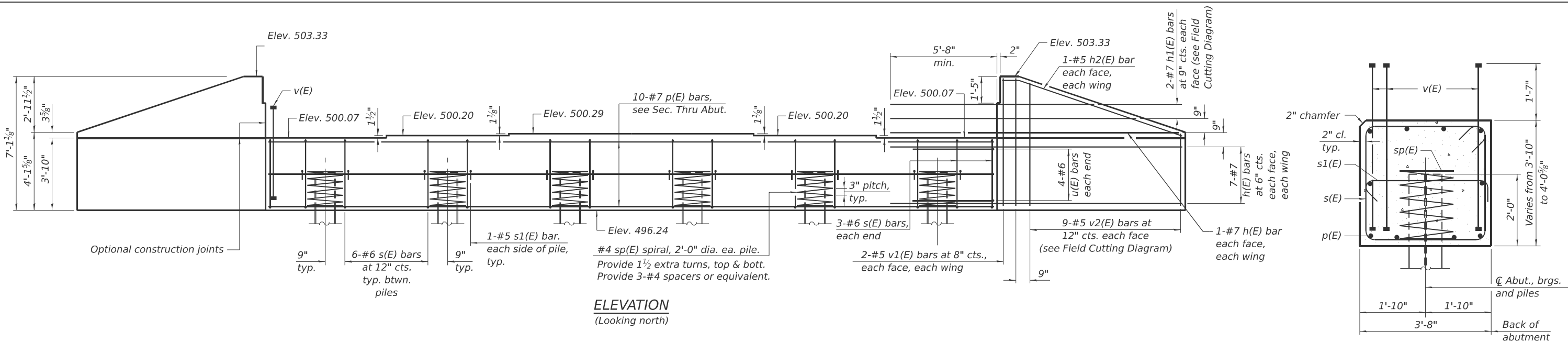
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS  
SN 061-0095**

SHEET 16 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	52

CONTRACT NO. 76B42  
ILLINOIS FED. AID PROJECT

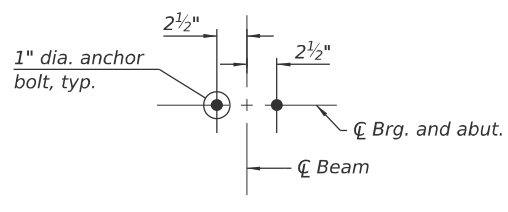
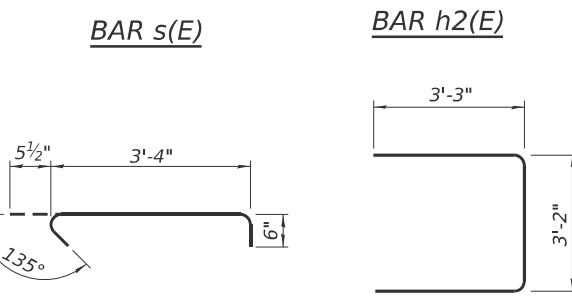
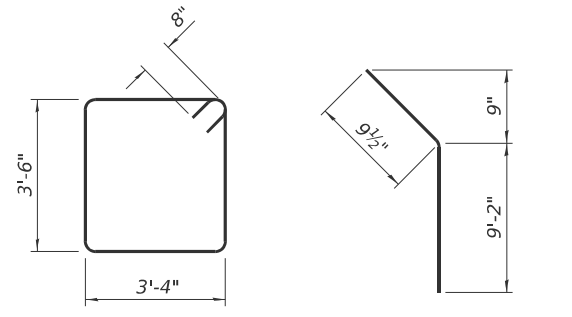
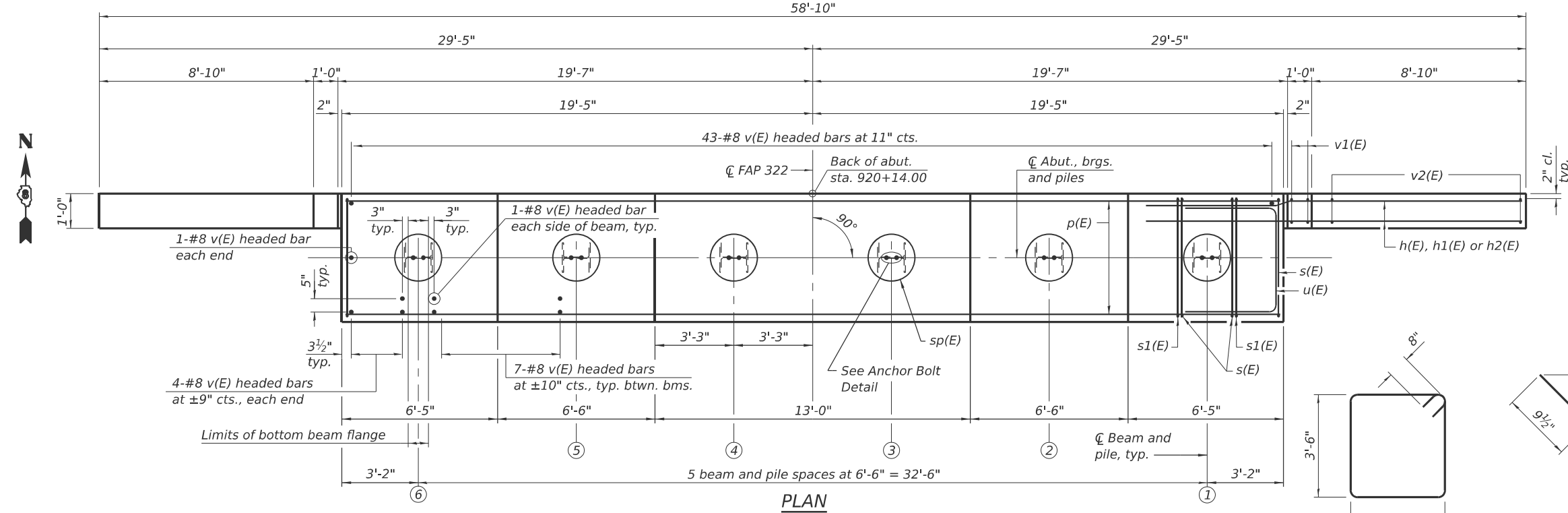


**BILL OF MATERIAL**

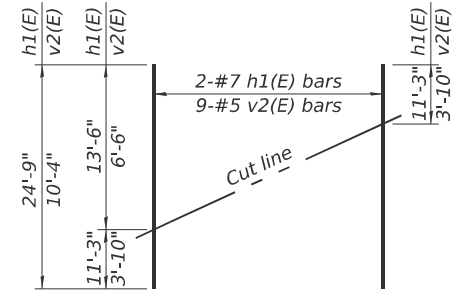
Bar	No.	Size	Length	Shape
h(E)	32	#7	15'-6"	—
h1(E)	4	#7	24'-9"	—
h2(E)	4	#5	10'-0"	—
p(E)	10	#7	38'-6"	—
s(E)	36	#6	15'-0"	□
s1(E)	12	#5	4'-4"	┌
sp(E)	6	#4	2'-0"	≡≡≡
u(E)	8	#6	9'-8"	└
v(E)	100	#8	5'-0"	—
v1(E)	8	#5	6'-9"	—
v2(E)	18	#5	10'-4"	—
Structure Excavation		Cu. Yd.	10	
Concrete Structures		Cu. Yd.	25.1	
Reinforcement Bars, Epoxy Coated		Pound	4,920	
Furnishing Steel Piles HP 14x89		Foot	276	
Driving Piles		Foot	276	

\* Length is height of spiral.

**Notes:**  
 Pour steps monolithically with cap.  
 For details of piles see Sheet 22 of 27.  
 Bar terminators paid for separately.  
 See Total Bill of Material.



**ANCHOR BOLT DETAIL**



**FIELD CUTTING DIAGRAM**

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

**BAR v(E)**  
 (Headed, 2 - #8 Bar Terminators)

MODEL: Sheet  
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USER NAME = nhc  
 ESCA PROJECT NO. = 1406.03  
 PLOT SCALE = 0:2" = 1"  
 PLOT DATE = 10/7/2025

DESIGNED - JM 03/25  
 CHECKED - ELH 05/25  
 DRAWN - NHC 07/25  
 CHECKED - ELH 07/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

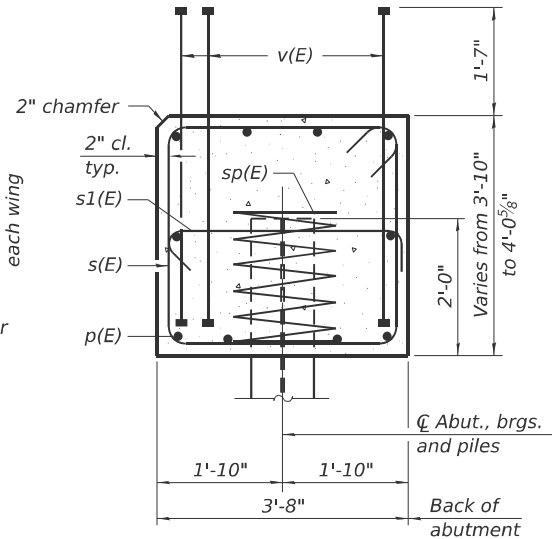
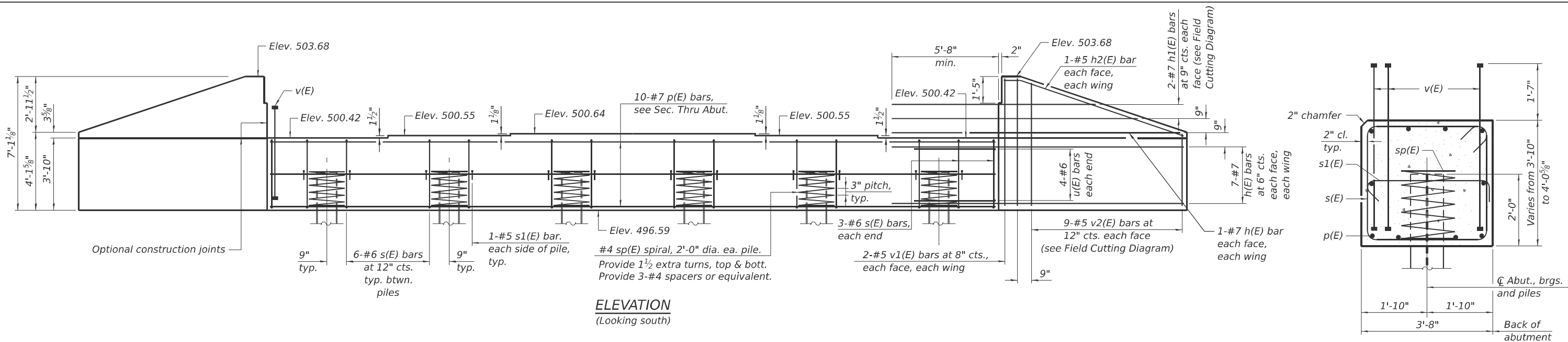
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT  
 SN 061-0095**

SHEET 17 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	53
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



**PILE DATA**

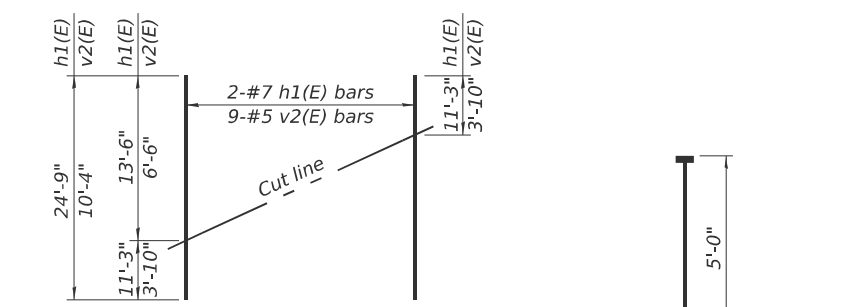
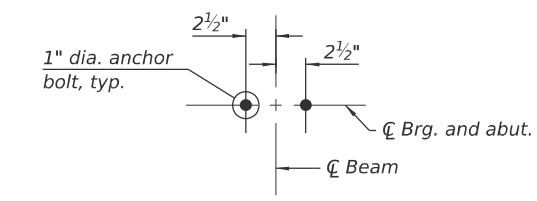
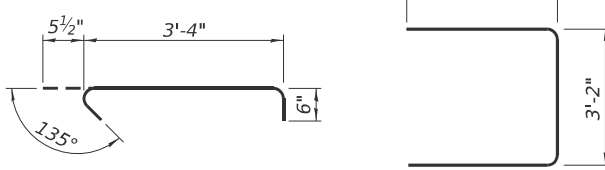
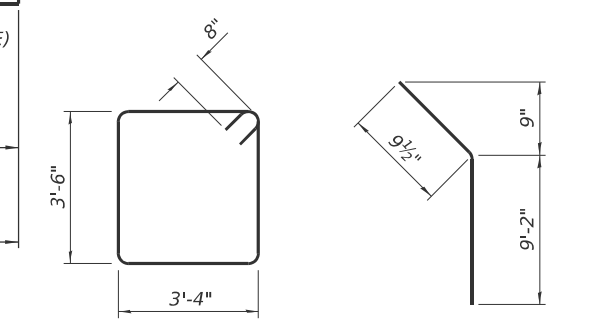
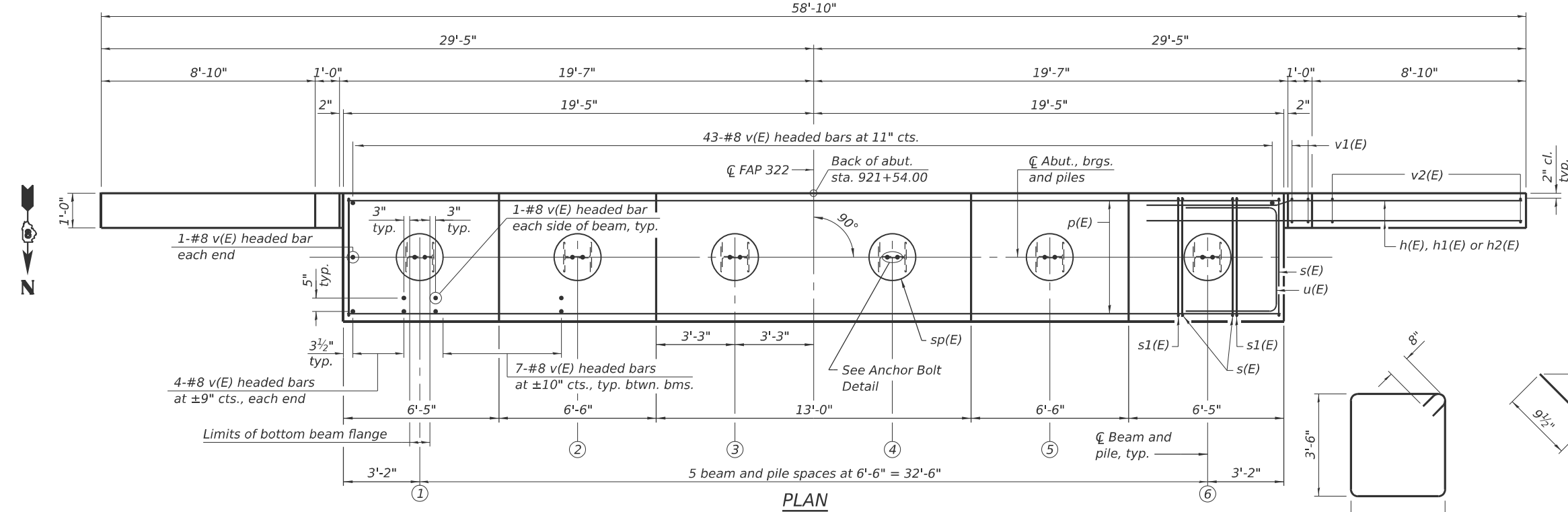
Type: HP 14x89  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 45 ft.  
 No. Production Piles: 5  
 No. Test Piles: 1

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#7	15'-6"	—
h1(E)	4	#7	24'-9"	—
h2(E)	4	#5	10'-0"	—
p(E)	10	#7	38'-6"	—
s(E)	36	#6	15'-0"	□
s1(E)	12	#5	4'-4"	└
sp(E)	6	#4	2'-0"	≡≡≡
u(E)	8	#6	9'-8"	┌
v(E)	100	#8	5'-0"	—
v1(E)	8	#5	6'-9"	—
v2(E)	18	#5	10'-4"	—
Structure Excavation		Cu. Yd.	10	
Concrete Structures		Cu. Yd.	25.1	
Reinforcement Bars, Epoxy Coated		Pound	4,920	
Furnishing Steel Piles HP 14x89		Foot	225	
Driving Piles		Foot	225	
Test Pile Steel HP 14x89		Each	1	

\* Length is height of spiral.

**Notes:**  
 Pour steps monolithically with cap.  
 For details of piles see Sheet 22 of 27.  
 Bar terminators paid for separately.  
 See Total Bill of Material.



Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.  
**BAR v(E)**  
 (Headed, 2 - #8 Bar Terminators)

MODEL: Sheet  
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USER NAME = nhc	DESIGNED - JM 03/25	REVISED -
ESCA PROJECT NO. = 1406.03	CHECKED - ELH 05/25	REVISED -
PLOT SCALE = 0:2" = 1'	DRAWN - NHC 07/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 07/25	REVISED -

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

**SOUTH ABUTMENT**  
**SN 061-0095**

SHEET 18 OF 27 SHEETS

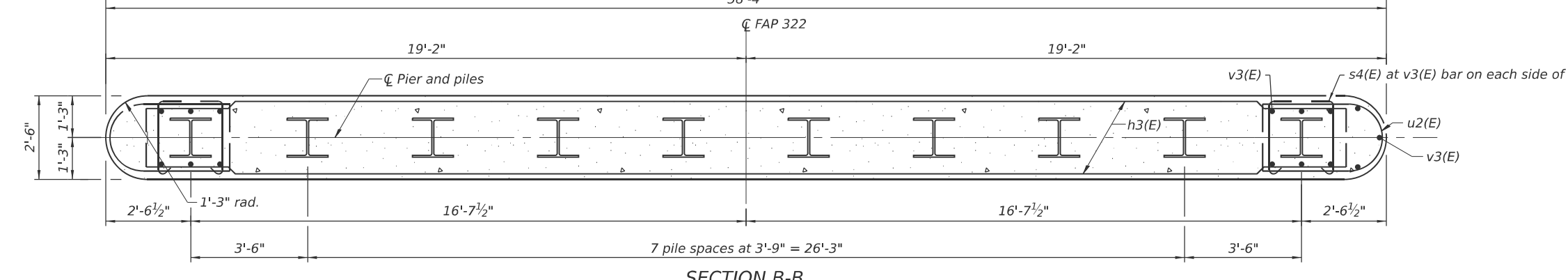
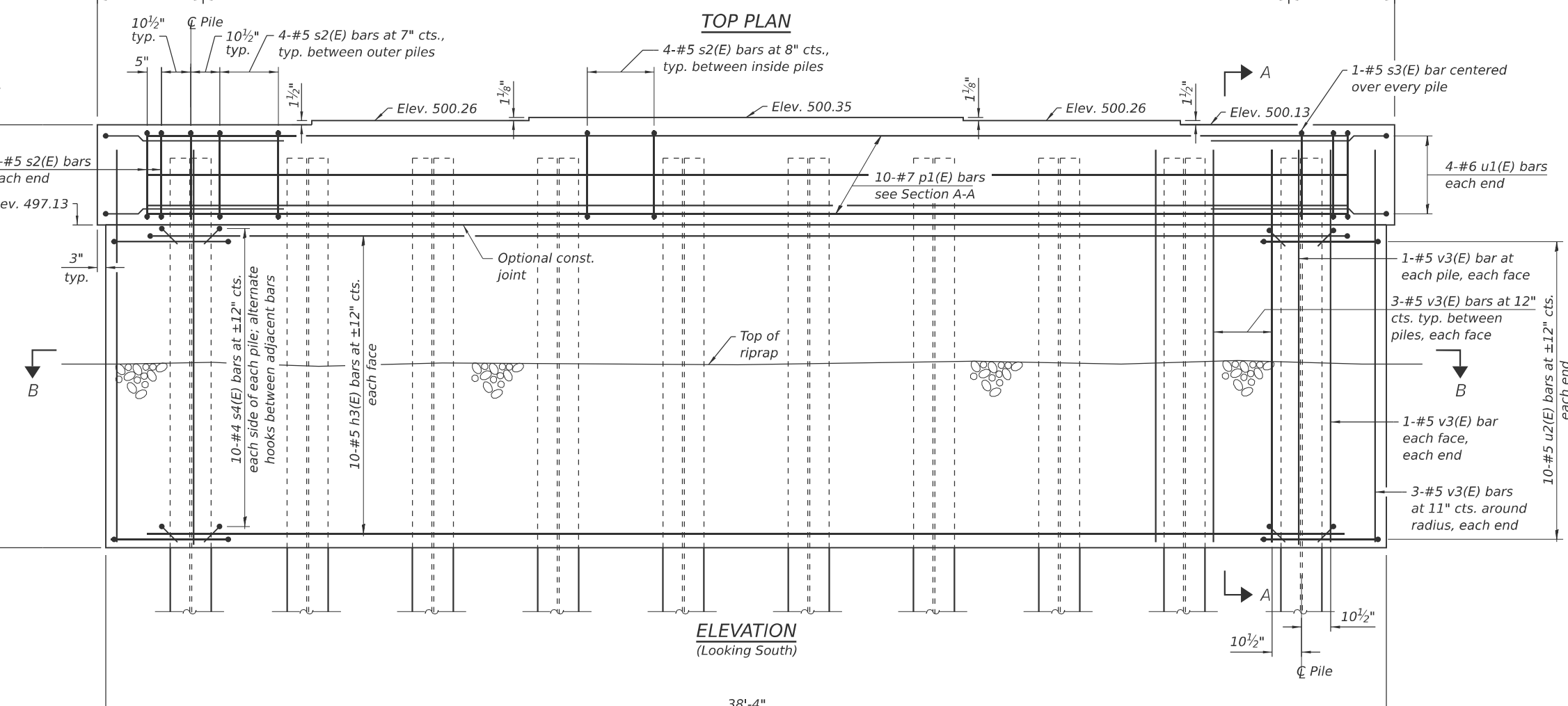
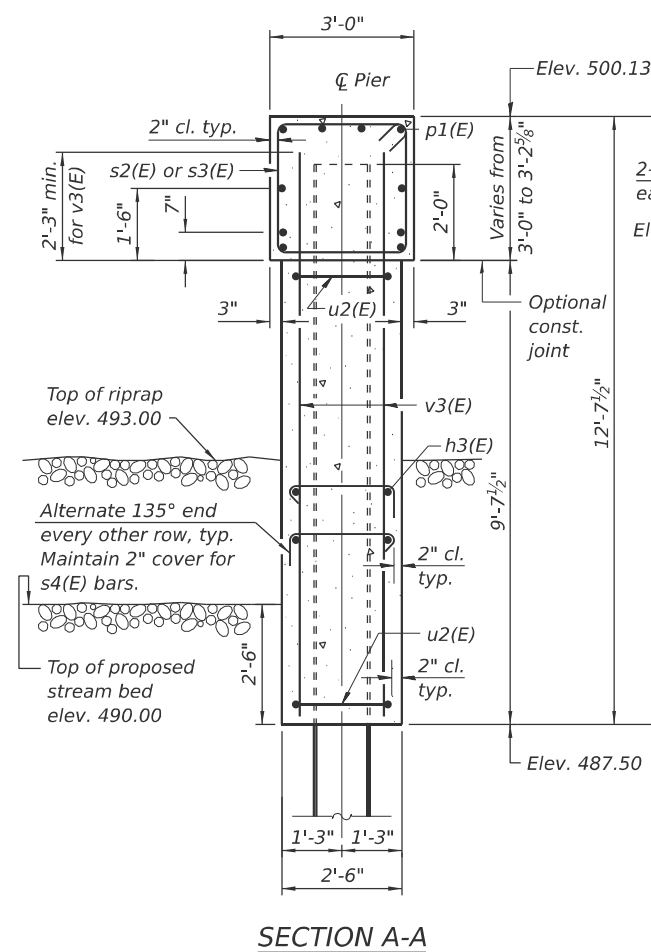
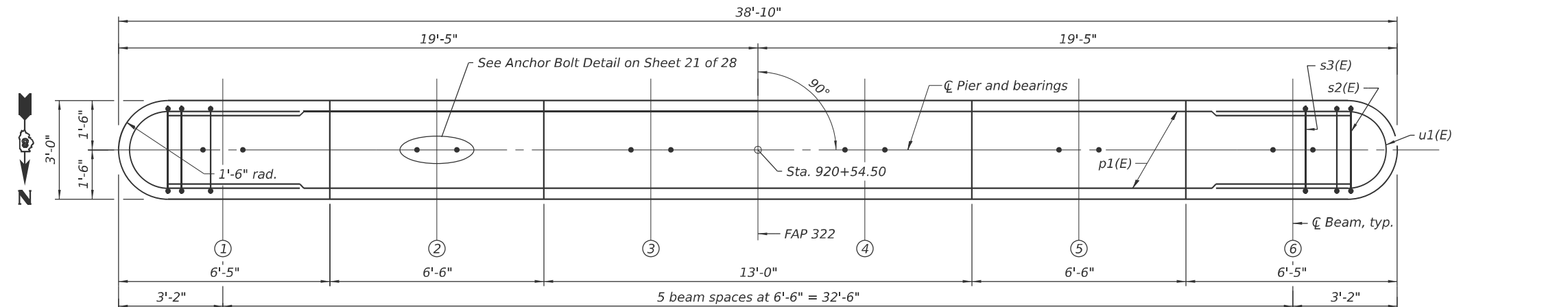
\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	54

CONTRACT NO. 76B42  
 ILLINOIS FED. AID PROJECT

**PILE DATA**

Type: HP 14x89  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 47 ft.  
 No. Production Piles: 9  
 No. Test Piles: 1



Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 For details of piles, see Sheet 22 of 27.  
 For bar bending details and Bill of Material, see Sheet 21 of 27.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

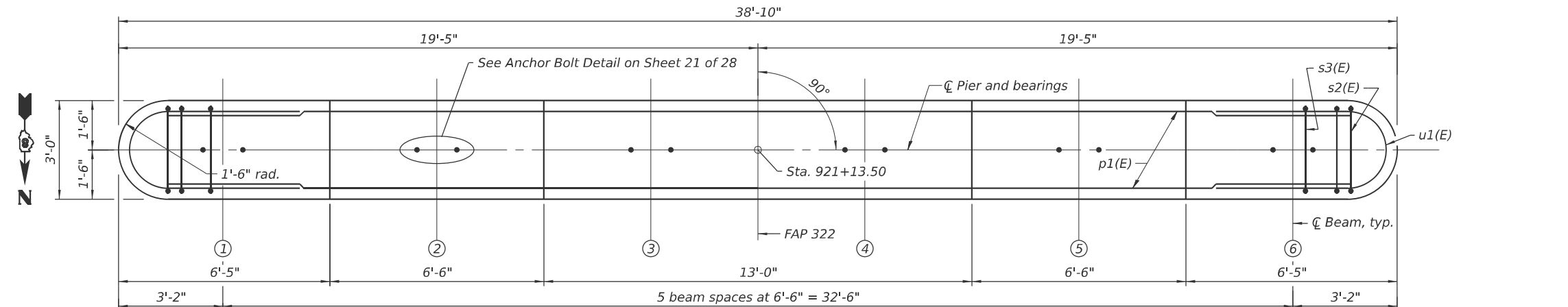
PIER 1  
 SN 061-0095

* FAP 322 / FAS 836		**MARION / WASHINGTON	
FA RTE.	SECTION	COUNTY	TOTAL SHEETS
*	26BR, 11BR-1	**	123
		SHEET NO. 55	
CONTRACT NO. 76B42			
ILLINOIS		FED. AID PROJECT	

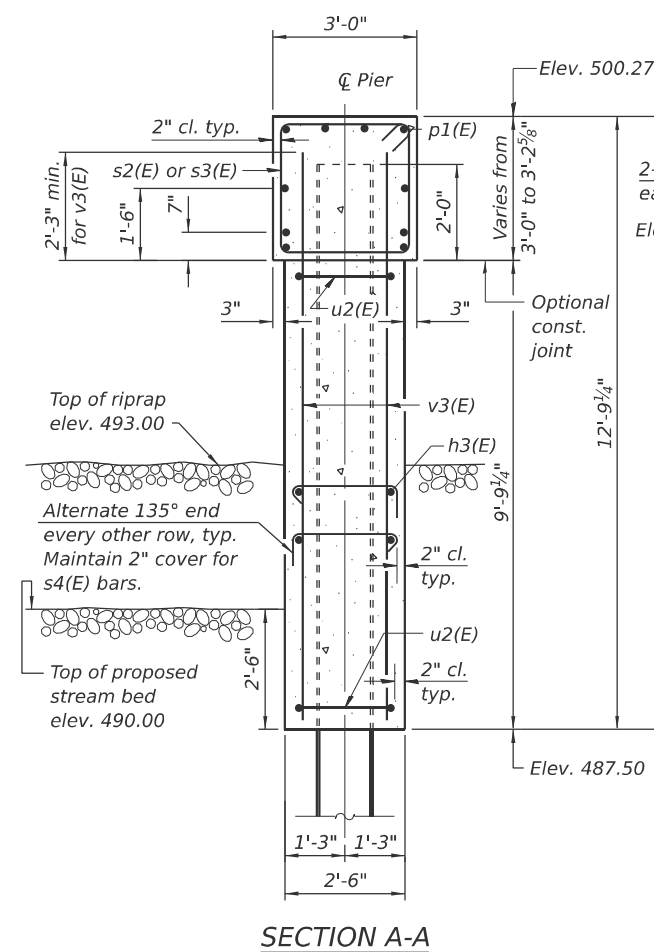
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**PILE DATA**

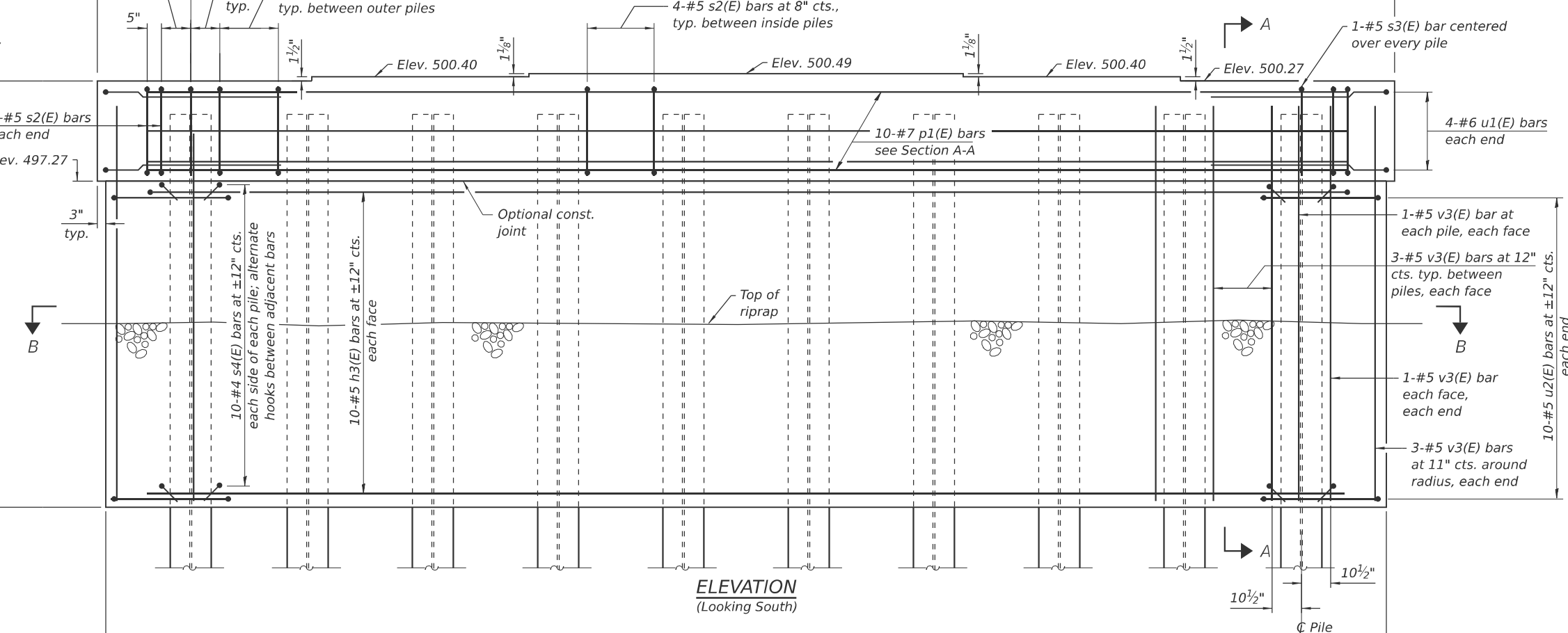
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 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 48 ft.  
 No. Production Piles: 10  
 No. Test Piles: 0



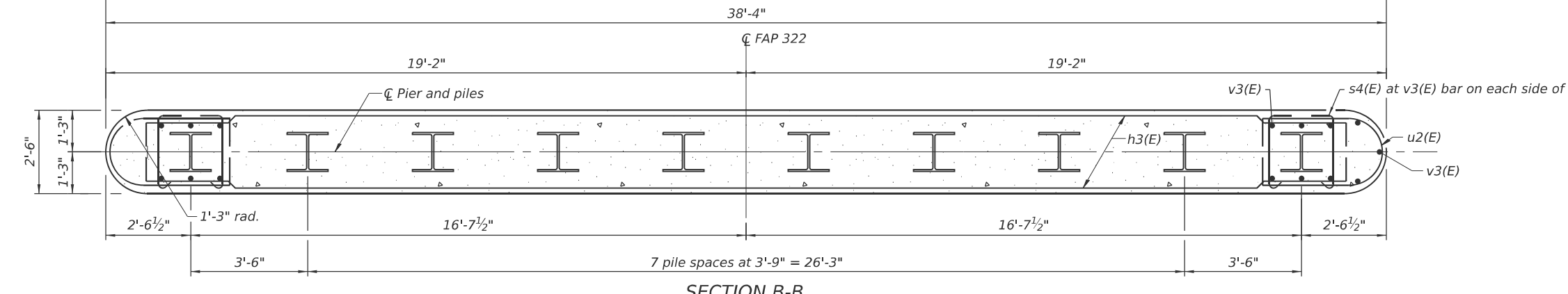
**TOP PLAN**



**SECTION A-A**



**ELEVATION  
(Looking South)**



**SECTION B-B**

Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 For details of piles, see Sheet 22 of 27.  
 For bar bending details and Bill of Material, see Sheet 21 of 27.

MODEL: Sheet  
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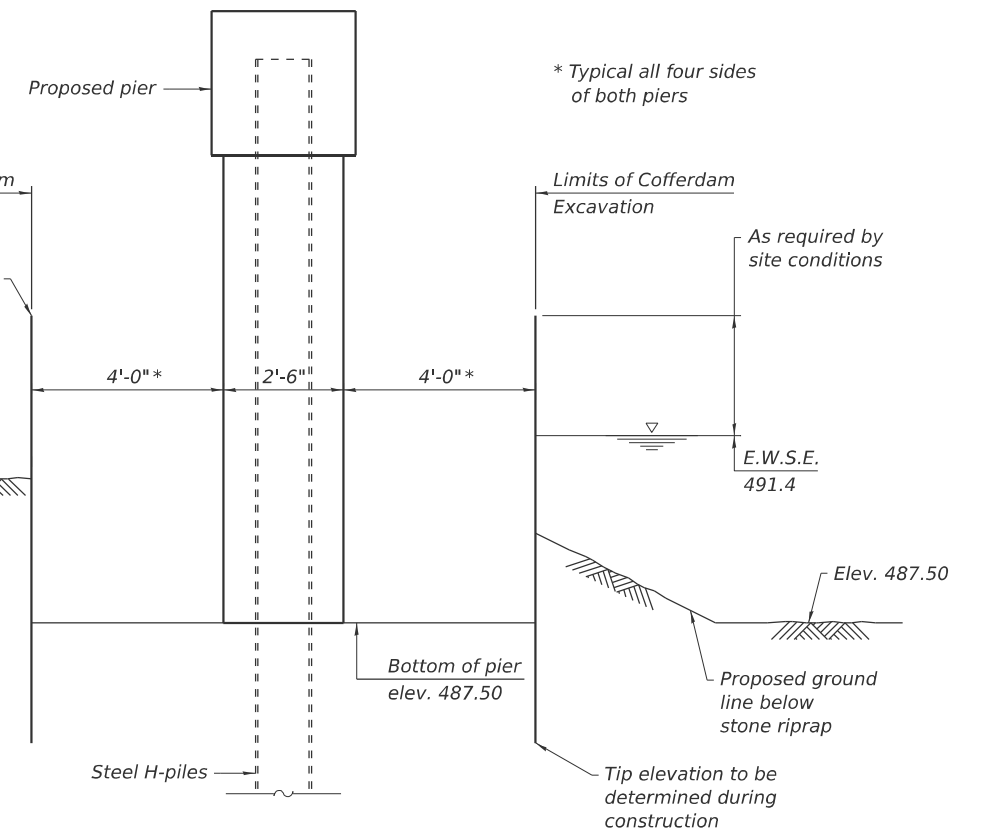
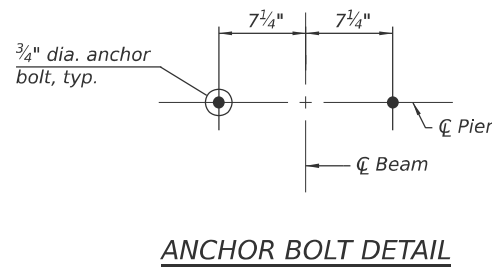
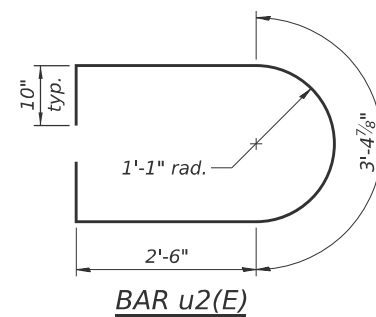
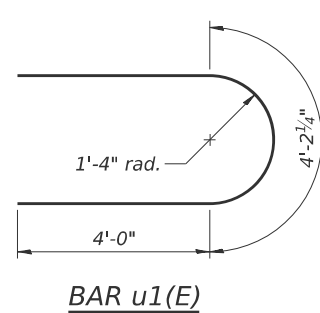
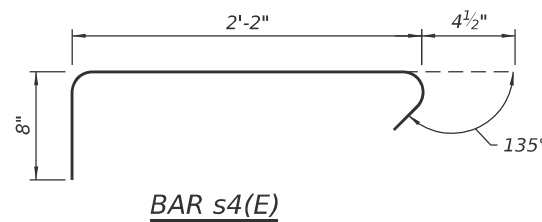
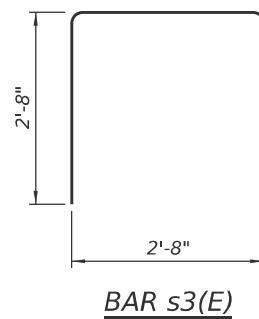
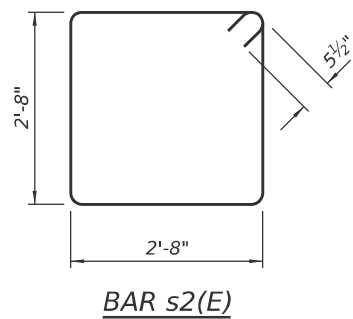
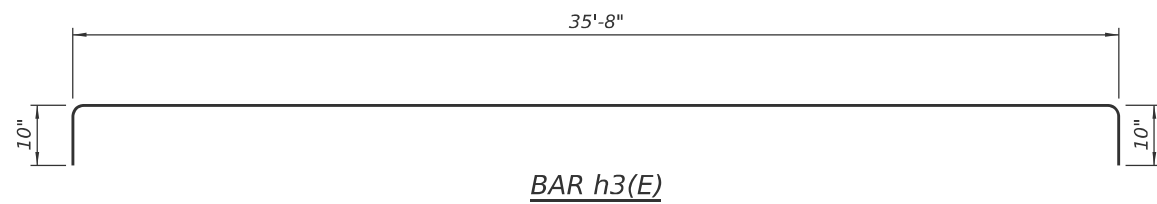
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ESCA PROJECT NO. = 1406.03	CHECKED - ELH 05/25	REVISED -
PLOT SCALE = 0.2" = 1'-0"	DRAWN - NHC 07/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 07/25	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER 2  
 SN 061-0095**

SHEET 20 OF 27 SHEETS

* FAP 322 / FAS 836		**MARION / WASHINGTON	
FA RTE.	SECTION	COUNTY	TOTAL SHEETS
*	26BR, 11BR-1	**	123
			SHEET NO. 56
CONTRACT NO. 76B42			
ILLINOIS		FED. AID PROJECT	



SECTION THRU COFFERDAM  
Similar at both locations

PIER 1  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	20	#5	37'-4"	┌─┐
p1(E)	10	#7	35'-10"	—
s2(E)	40	#5	11'-7"	□
s3(E)	10	#5	8'-0"	┌─┐
s4(E)	200	#4	3'-3"	┌─┐
u1(E)	8	#6	12'-3"	┌─┐
u2(E)	20	#5	10'-1"	┌─┐
v3(E)	84	#5	11'-10"	—
Concrete Structures		Cu. Yd.	47.0	
Cofferdam Excavation		Cu. Yd.	150	
Cofferdam (Type 1) (Location 1)		Each	1	
Reinforcement Bars, Epoxy Coated		Pound	3,910	
Furnishing Steel Piles HP 14x89		Foot	423	
Driving Piles		Foot	423	
Test Pile Steel HP 14x89		Each	1	

PIER 2  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	20	#5	37'-4"	┌─┐
p1(E)	10	#7	35'-10"	—
s2(E)	40	#5	11'-7"	□
s3(E)	10	#5	8'-0"	┌─┐
s4(E)	200	#4	3'-3"	┌─┐
u1(E)	8	#6	12'-3"	┌─┐
u2(E)	20	#5	10'-1"	┌─┐
v3(E)	84	#5	11'-10"	—
Concrete Structures		Cu. Yd.	47.5	
Cofferdam Excavation		Cu. Yd.	152	
Cofferdam (Type 1) (Location 2)		Each	1	
Reinforcement Bars, Epoxy Coated		Pound	3,910	
Furnishing Steel Piles HP 14x89		Foot	480	
Driving Piles		Foot	480	

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	57
CONTRACT NO. 76B42				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER DETAILS  
SN 061-0095

SHEET 21 OF 27 SHEETS

ILLINOIS FED. AID PROJECT

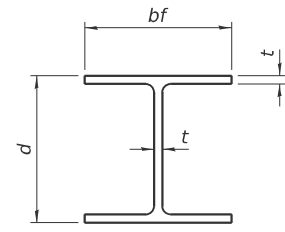
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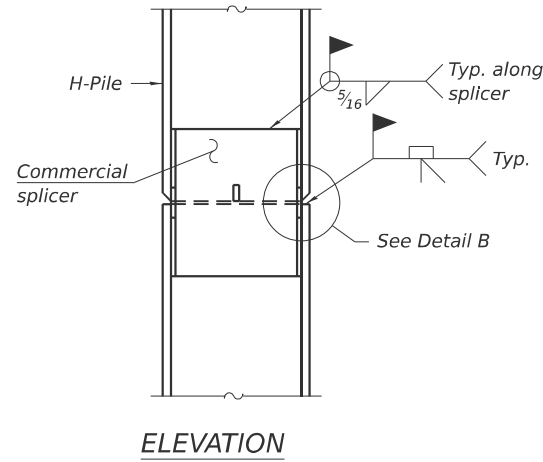
DESIGNED - JM 03/25  
CHECKED - ELH 05/25  
DRAWN - NHC 08/25  
CHECKED - ELH 08/25

REVISED -  
REVISED -  
REVISED -  
REVISED -

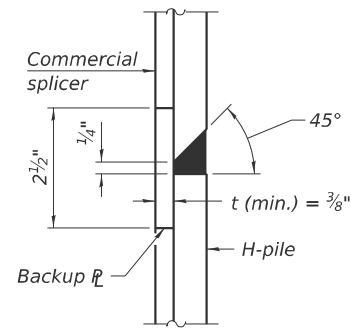


STEEL PILE TABLE

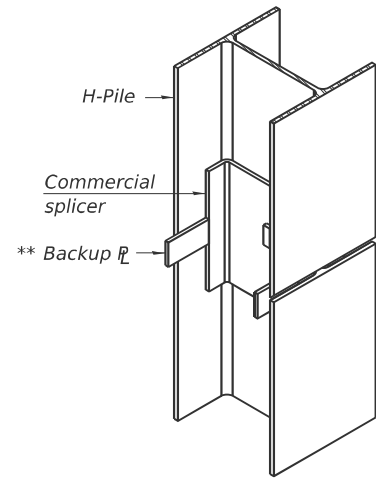
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 <sup>3</sup> / <sub>4</sub> "	17 <sup>7</sup> / <sub>8</sub> "	<sup>7</sup> / <sub>8</sub> "	36"
x135	17 <sup>1</sup> / <sub>2</sub> "	17 <sup>3</sup> / <sub>4</sub> "	<sup>3</sup> / <sub>4</sub> "	36"
HP 16x183	16 <sup>1</sup> / <sub>2</sub> "	16 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>8</sub> "	36"
x162	16 <sup>1</sup> / <sub>4</sub> "	16 <sup>3</sup> / <sub>8</sub> "	1"	36"
x141	16	16	<sup>7</sup> / <sub>8</sub> "	36"
x121	15 <sup>3</sup> / <sub>4</sub> "	15 <sup>7</sup> / <sub>8</sub> "	<sup>3</sup> / <sub>4</sub> "	36"
HP 14x117	14 <sup>1</sup> / <sub>4</sub> "	14 <sup>7</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>16</sub> "	30"
x102	14"	14 <sup>3</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>16</sub> "	30"
x89	13 <sup>7</sup> / <sub>8</sub> "	14 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	30"
x73	13 <sup>5</sup> / <sub>8</sub> "	14 <sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "	30"
HP 12x84	12 <sup>1</sup> / <sub>4</sub> "	12 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>16</sub> "	24"
x74	12 <sup>1</sup> / <sub>8</sub> "	12 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	24"
x63	12"	12 <sup>3</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "	24"
x53	11 <sup>3</sup> / <sub>4</sub> "	12"	<sup>7</sup> / <sub>16</sub> "	24"
HP 10x57	10"	10 <sup>1</sup> / <sub>4</sub> "	<sup>9</sup> / <sub>16</sub> "	24"
x42	9 <sup>3</sup> / <sub>4</sub> "	10 <sup>3</sup> / <sub>8</sub> "	<sup>7</sup> / <sub>16</sub> "	24"
HP 8x36	8"	8 <sup>1</sup> / <sub>8</sub> "	<sup>7</sup> / <sub>16</sub> "	18"



ELEVATION

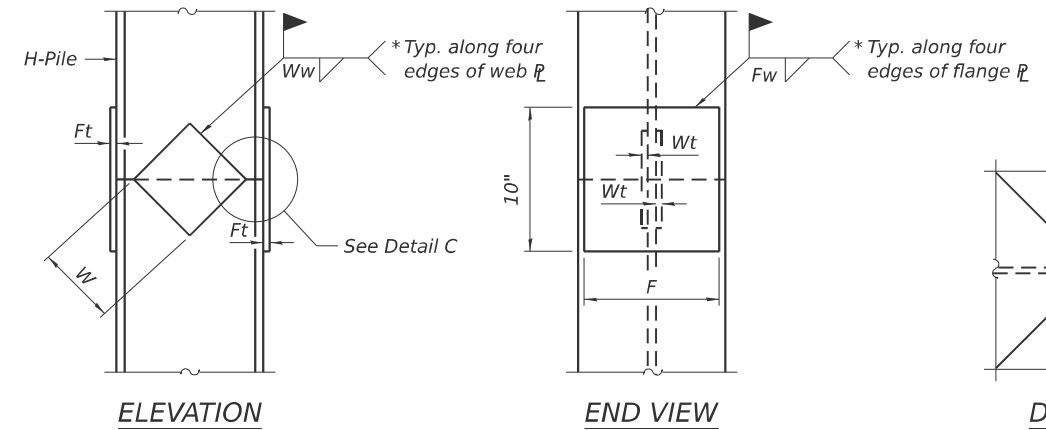


DETAIL B



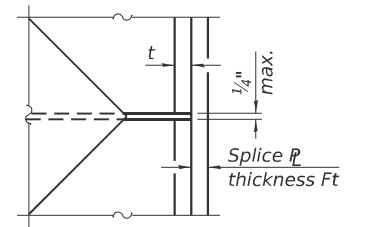
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

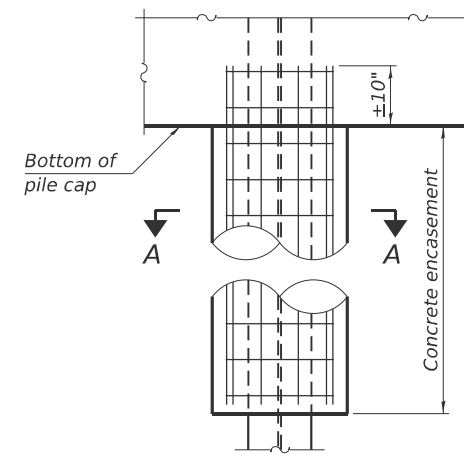
END VIEW



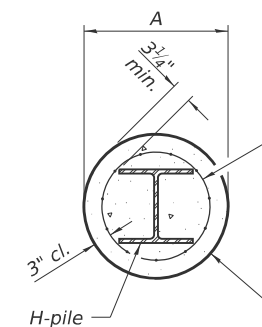
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1"	9 <sup>1</sup> / <sub>2</sub> "	<sup>7</sup> / <sub>8</sub> "	<sup>3</sup> / <sub>4</sub> "
x157	15 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1"	9 <sup>1</sup> / <sub>2</sub> "	<sup>7</sup> / <sub>8</sub> "	<sup>3</sup> / <sub>4</sub> "
x135	15 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1"	9 <sup>1</sup> / <sub>2</sub> "	<sup>7</sup> / <sub>8</sub> "	<sup>3</sup> / <sub>4</sub> "
HP 16x183	13 <sup>3</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1"	8 <sup>1</sup> / <sub>4</sub> "	<sup>7</sup> / <sub>8</sub> "	<sup>3</sup> / <sub>4</sub> "
x162	13 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1"	8 <sup>1</sup> / <sub>4</sub> "	<sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "
x141	13 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>4</sub> "	<sup>7</sup> / <sub>8</sub> "	8 <sup>1</sup> / <sub>4</sub> "	<sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "
x121	13 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>4</sub> "	<sup>7</sup> / <sub>8</sub> "	8 <sup>1</sup> / <sub>4</sub> "	<sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "
HP 14x117	12 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>4</sub> "	<sup>7</sup> / <sub>8</sub> "	7 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "
x102	12 <sup>1</sup> / <sub>2</sub> "	1"	<sup>3</sup> / <sub>4</sub> "	7 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "
x89	12 <sup>1</sup> / <sub>2</sub> "	<sup>7</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>16</sub> "	7 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "
x73	12 <sup>1</sup> / <sub>2</sub> "	<sup>3</sup> / <sub>4</sub> "	<sup>9</sup> / <sub>16</sub> "	7 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "
HP 12x84	10"	1"	1 <sup>1</sup> / <sub>16</sub> "	6 <sup>1</sup> / <sub>2</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "
x74	10"	<sup>7</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>16</sub> "	6 <sup>1</sup> / <sub>2</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>1</sup> / <sub>2</sub> "
x63	10"	<sup>3</sup> / <sub>4</sub> "	<sup>1</sup> / <sub>2</sub> "	6 <sup>1</sup> / <sub>2</sub> "	<sup>1</sup> / <sub>2</sub> "	<sup>3</sup> / <sub>8</sub> "
x53	10"	<sup>3</sup> / <sub>4</sub> "	<sup>1</sup> / <sub>2</sub> "	6 <sup>1</sup> / <sub>2</sub> "	<sup>1</sup> / <sub>2</sub> "	<sup>3</sup> / <sub>8</sub> "
HP 10x57	8"	<sup>7</sup> / <sub>8</sub> "	<sup>9</sup> / <sub>16</sub> "	5 <sup>1</sup> / <sub>4</sub> "	<sup>1</sup> / <sub>2</sub> "	<sup>3</sup> / <sub>8</sub> "
x42	8"	<sup>3</sup> / <sub>4</sub> "	<sup>9</sup> / <sub>16</sub> "	5 <sup>1</sup> / <sub>4</sub> "	<sup>1</sup> / <sub>2</sub> "	<sup>3</sup> / <sub>8</sub> "
HP 8x36	6 <sup>3</sup> / <sub>4</sub> "	<sup>5</sup> / <sub>8</sub> "	<sup>7</sup> / <sub>16</sub> "	4"	<sup>1</sup> / <sub>2</sub> "	<sup>3</sup> / <sub>8</sub> "

WELDED PLATE FIELD SPLICE



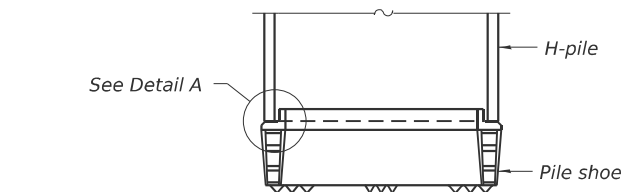
ELEVATION



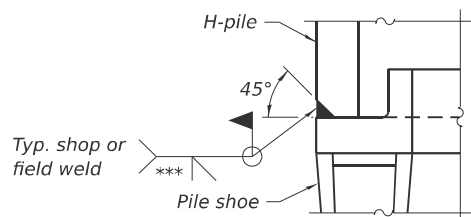
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT (when specified)

Welded wire fabric 6 x 6- W4.0 x W4.0 weighing 58#/100 sq. ft. Bend as required to fit into wall. Reinforcement for encasements at abutments is included with Concrete Encasement according to Article 503.13 of the Standard Specifications.  
Forms for encasement may be omitted when soil conditions permit.



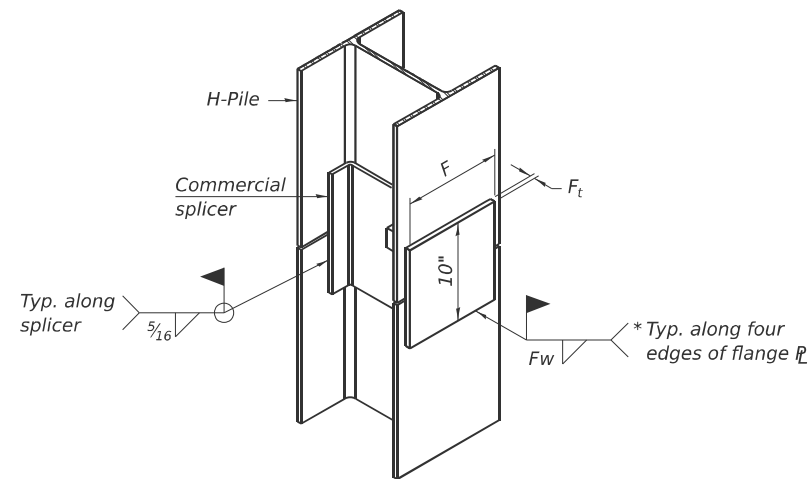
ELEVATION



DETAIL A

SHOE ATTACHMENT

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



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

MODEL: Sheet  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42 Design\CADD\SP\_SN\_061-0095\0610095-D876B42-22-HPileDtls.dgn

F-HP

4-4-2025



USER NAME = nhc  
ESCA PROJECT NO. = 1406.03  
PLOT SCALE = 0.2" = 1" / in.  
PLOT DATE = 10/7/2025

DESIGNED - ELH 10/24  
CHECKED - JM 03/25  
DRAWN - NHC 05/25  
CHECKED - ELH 05/25

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
SN 061-0095

SHEET 22 OF 27 SHEETS

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	58
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

# SOIL BORING LOG

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over Louse Run Creek LOGGED BY KEG

SECTION 26BR LOCATION 38.716517°N, 89.095721°W

COUNTY Marion DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.															
061-0003	920+84.00	SB-01	919+88.00	15.0 ft RT	497.10	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft		(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft																
GRAVEL FILL: 3"						496.9				SANDY CLAY: Gray, medium stiff (continued)																																
SILTY CLAY FILL: Brown, medium stiff							2			becomes stiff							5																									
							2	1.5	29								5	0.8	13																							
						494.1				SANDY CLAY TILL: Gray																																
CLAYEY SILT FILL: Gray, soft, moist							1										5																									
							3	1.1	22								7	4.8	12																							
							3	B									10	B																								
						491.6				SANDY CLAY FILL: Brown, medium stiff																																
							1										6																									
							3	1.1	19								6	1.2	12																							
							4	B									8	B																								
						489.1				SHALEY CLAY: Brown, stiff, moist																																
							1			coal seam							3																									
							3	1.1	14								7	1.3	12																							
							4	B									9	B																								
						486.6				CLAY: Brown, stiff, wet																																
							3																																			
							5	1.7	12																																	
							6	B																																		
						484.1				SANDY CLAY TILL: Gray, medium stiff																																
							2			pocket of limestone, organics							3																									
							8	1.7	11								11	1.3	19																							
							8	B									18	B																								
							3																																			
							5	1.8	14																																	
							8	B																																		
						479.1				SANDY CLAY: Gray, medium stiff																																
							5			SHALE: Gray, moderately hard							13																									
							5	0.9	16								30	0.9	16																							
							8	B									50/1"	S																								
							8	B																																		

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 322 (US 51) DESCRIPTION US 51 over Louse Run Creek LOGGED BY KEG

SECTION 26BR LOCATION 38.716517°N, 89.095721°W

COUNTY Marion DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.													
061-0003	920+84.00	SB-01	919+88.00	15.0 ft RT	497.10	(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft		(ft)	(/6")	(tsf)	(%)	ft	ft	ft	ft	ft	ft														
SHALE: Gray, moderately hard (continued)										SHALE: Greenish-gray, soft [Poor Recovery]																														
						453.6				End of Boring																														
						452.1																																		
						450.0																																		
						448.0																																		
						446.0																																		
						444.0																																		
						442.0																																		
						440.0																																		
						438.0																																		
						436.0																																		
						434.0																																		
						432.0																																		
						430.0																																		
						428.0																																		
						426.0																																		
						424.0																																		



# SOIL BORING LOG

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over Louse Run Creek LOGGED BY KEG

SECTION 26BR LOCATION 38.716358°N, 89.095606°W

COUNTY Marion DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
BORING NO.	Station	DEPTH	LOG	CS	QUIST	Stream Bed Elev.	ft	DEPTH	LOG	CS	QUIST
	Offset	H	S	Qu	T	Groundwater Elev.:		H	S	Qu	T
	Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	First Encounter	ft	(ft)	(/6")	(tsf)	(%)
061-0003	920+84.00										
SB-02	920+42.00					485.8	ft				
	18.0 ft LT										
	496.80										
GRAVEL FILL: 2"						SANDY CLAY TILL: Gray, medium stiff (continued)					
SILTY CLAY FILL: Brown, medium stiff		2						2			
		2	1.5		27			3	1.3		18
		2	P					5	B		
CLAYEY SILT FILL: Gray, soft											
		1						6			
		1	0.1		29			7	1.7		11
		2	B					7	B		
SANDY CLAY FILL: Brown, medium stiff, moist											
		1						2			
		3	0.1		22			5	0.5		13
SAND FILL: Brown, coarse, medium dense								9	B		
		4	B								
SHALEY CLAY: Brown, stiff, moist								4			
		3	1.2		26			3	0.7		13
		4	B					5	B		
SAND: Brown, medium coarse, medium dense, wet											
		5									
		8	0.5		17						
SANDY CLAY TILL: Gray, medium stiff								5			
		4	1.3		13			5	1.1		13
		5	B					7	B		
becomes stiff											
		5									
		9	2.4		11						
becomes medium stiff											
		2						34			
		3	0.9		14			36			9
		5	B					50/4"			

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 322 (US 51) DESCRIPTION US 51 over Louse Run Creek LOGGED BY KEG

SECTION 26BR LOCATION 38.716358°N, 89.095606°W

COUNTY Marion DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
BORING NO.	Station	DEPTH	LOG	CS	QUIST	Stream Bed Elev.	ft	DEPTH	LOG	CS	QUIST
	Offset	H	S	Qu	T	Groundwater Elev.:		H	S	Qu	T
	Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	First Encounter	ft	(ft)	(/6")	(tsf)	(%)
061-0003	920+84.00										
SB-02	920+42.00					485.8	ft				
	18.0 ft LT										
	496.80										
SHALE: Greenish-gray, moderately hard to soft (continued)											
[Poor Recovery]			50/3"		19						
End of Boring											

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

BBS, form 137 (Rev. 8-99)

MODEL: Sheet  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CADD\SP\_SN\_061-0095\0610095-D876B42-24-BoringLogs.dgn

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	60
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



USER NAME = nhc	DESIGNED - ELH 10/24	REVISED -
ESCA PROJECT NO. = 1406.03	CHECKED - JM 03/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - NHC 10/24	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 10/24	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS  
SN 061-0095

SHEET 24 OF 27 SHEETS







# ROCK CORE LOG

ROUTE FAP 322 (US 51) DESCRIPTION US 51 over Louse Run Creek LOGGED BY KEG

SECTION 26BR LOCATION 38.715967°N, 89.095603°W

COUNTY Marion CORING METHOD Split Barrel

STRUCT. NO. 061-0003 CORING BARREL TYPE & SIZE NQ

Station 920+84.00

BORING NO. SB-04

Station 921+85.00

Offset 18.0 ft LT

Ground Surface Elev. 497.50 ft

Core Diameter 2 in

Top of Rock Elev. 459.00 ft

Begin Core Elev. 453.50 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	CORING DATA	
						ELEVATION (ft)	DESCRIPTION
453.50	1	33	16	9.5		453.50	SHALE: Gray, soft, highly weathered, wet
452.50						452.50	LIMESTONE: Gray, moderately hard
451.50						451.50	
450.80	2	100	83	3	1028.0	450.80	SHALE: Gray, soft, highly weathered, wet
449.50						449.50	LIMESTONE: Gray, moderately hard
448.50						448.50	
447.50						447.50	SANDSTONE: Gray, cemented
446.50						446.50	
444.00	3	100	83	2	341.0	444.00	SHALE: Gray, moderately hard, weathered
443.50						443.50	
442.50						442.50	SANDSTONE: Gray, cemented
441.50						441.50	
436.50	4	100	48	3.2	117.5	436.50	SHALE: Gray, soft, weathered
							End of Boring

Color pictures of the cores Yes

Cores will be stored for examination until Letting Comp

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
FILE NAME: Y:\DOT\1406-03\_76B42\76B42\_Design\CADD\SP\_SN\_061-0095\0610095-D876B42-27-BoringLogs.dgn



USER NAME = nhc	DESIGNED - ELH 10/24	REVISED -
ESCA PROJECT NO. = 1406.03	CHECKED - JM 03/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - NHC 10/24	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 10/24	REVISED -

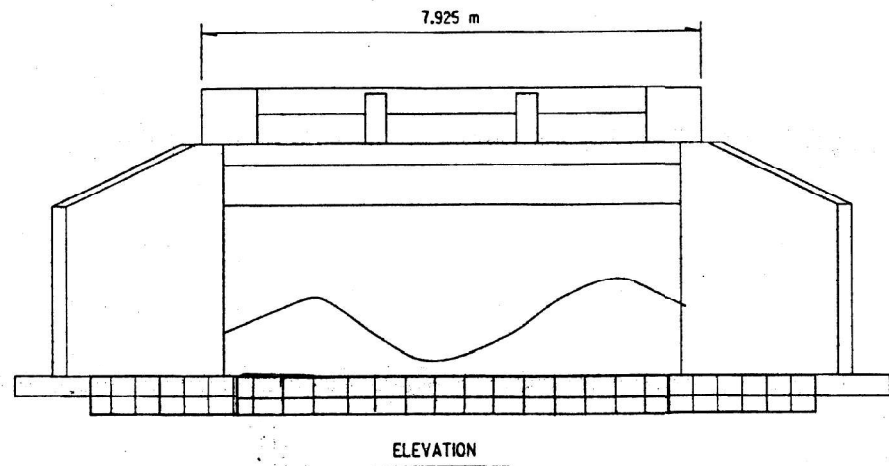
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS  
SN 061-0095

SHEET 27 OF 27 SHEETS

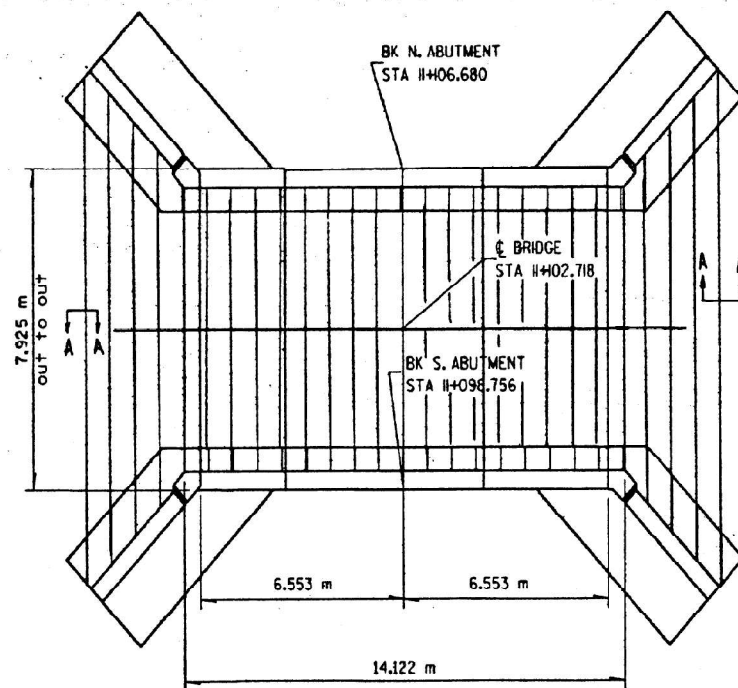
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	63
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

FAP NO.	SECTION	COUNTY	SPR. SHEETS	SHEET NO.
322	(26, 27, 28) RS-2	MARION	75	30
FED. AID PROJECT NO.		STATE PROJECT NO.		

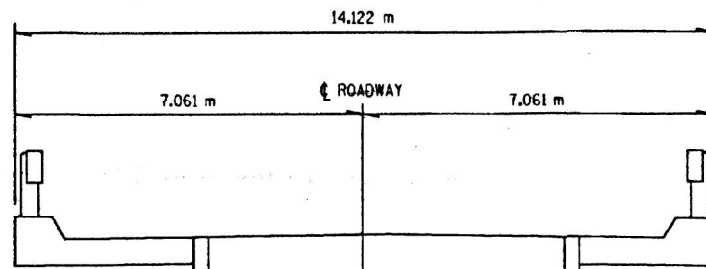


ELEVATION

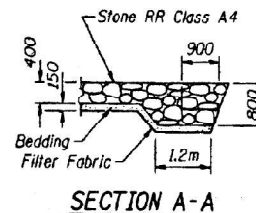
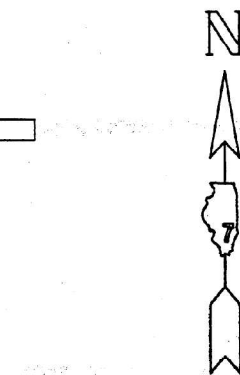
STONE RIPRAP, CLASS A4



PLAN



TYPICAL CROSS SECTION OF DECK



PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE QUANTITY OF TEMPORARY PAVEMENT MARKING - LINE 100MM WAS COMPUTED TO ALLOW FOR THE PLACEMENT OF TWO EDGLINES ON THE WIDENING DURING THE DECK REPAIR OPERATIONS AND TWO EDGLINES AND A CENTERLINE ON THE PAVEMENT AFTER THE COMPLETION OF THE REPAIR WORK AND PRIOR TO THE PLACEMENT OF THE PERMANENT PAVEMENT MARKINGS.

THE LOCATIONS OF THE EXISTING DECK DRAINS TO BE PLUGGED ARE APPROXIMATE. ANY DRAINS THAT ARE LOCATED WITHIN THREE METERS OF A SUBSTRUCTURE ELEMENT ARE TO BE PLUGGED.

EXISTING BRIDGE DECK IS 368 MM THICK.

BASE COURSE WIDENING SHALL BE EITHER 200MM OF PCC OR 250MM OF BITUMINOUS, CONTRACTOR'S OPTION. BITUMINOUS SHOULDER REMOVAL SHALL BE TO THE REQUIRED THICKNESS TO ACCOMMODATE THE BASE COURSE WIDENING.

ALL DIMENSIONS ARE IN MILLIMETER (MM) UNLESS OTHERWISE NOTED.

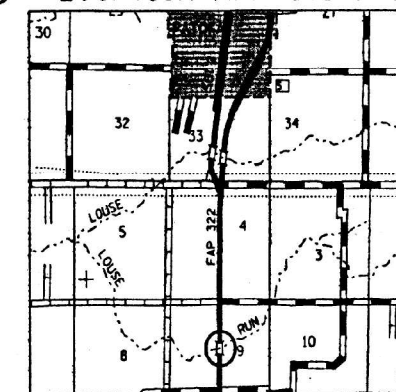
THE BRIDGE DECK OVERLAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH BRIDGE DECK THIN POLYMER OVERLAY, 10MM.

THE QUANTITY FOR DECK SLAB REPAIR HAS BEEN ALLOWED TO MAKE ANY NECESSARY REPAIRS AFTER THE BITUMINOUS CONCRETE SURFACE REMOVAL. THE LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
TRAFFIC CONTROL AND PROTECTION STD 701321	EACH	1.0
TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1.0
STONE RIPRAP, CLASS A4	SQ M	155.0
BASE COURSE WIDENING	SQ M	52.0
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ M	104.0
FORMED CONCRETE REPAIR (DEPTH $\leq$ 125 MM)	SQ M	0.5
BRIDGE DECK THIN POLYMER OVERLAY, 10 MM	SQ M	104.0
CONCRETE BRIDGE DECK SCARIFICATION 10MM	SQ M	104.0
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ M	10.0
DECK SLAB REPAIR (PARTIAL)	SQ M	11.0
PLUG EXISTING DECK DRAINS	EACH	6.0
FILTER FABRIC FOR USE WITH RIPRAP	SQ M	155.0
PAVEMENT MARKING REMOVAL	SQ M	7.6
TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	145.0
BITUMINOUS SHOULDER REMOVAL	SQ M	78.0

LOCATION MAP 061-0003



THE QUANTITY FOR FORMED CONCRETE REPAIR, EQUAL TO OR LESS THAN 125 MM AS BEEN PROVIDED TO REPAIR THE WALLS OF THE ABUTMENTS. THE FINAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL PLAN AND ELEVATION SHEET SN 061-0003
		DRAWN BY
		CHECKED BY
		DATE

MODEL: Existing Plan Sheet  
FILE NAME: Y:\DOT\1406-03\_76B4276B42\_Design\CAD\_Sheets\0876B42\_SN 061-0003-eh1-rdm01.dgn



USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - NHC	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/9/2025	DATE - 07/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 061-0003 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: NONE SHEET 1 OF 4 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	64
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

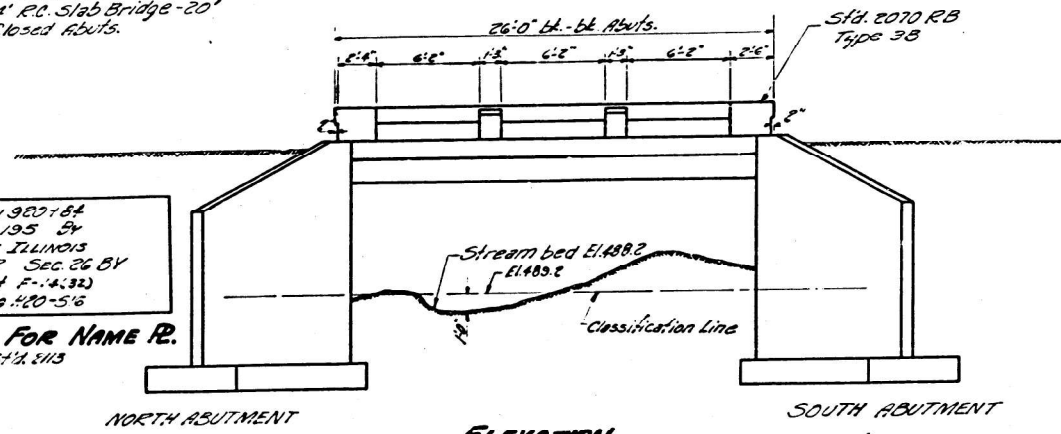
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26	23	Marion	19	9

SHEET NO. 1  
2 SHEETS

B.M. Nail and washer on East side of 10' Persimmon Tree on North Bank of Creek. C&N Sta. 920+50 Elev. 476.26 Existing Structure: 24' RC Slab Bridge-20' Roadway on RC Closed Abuts.

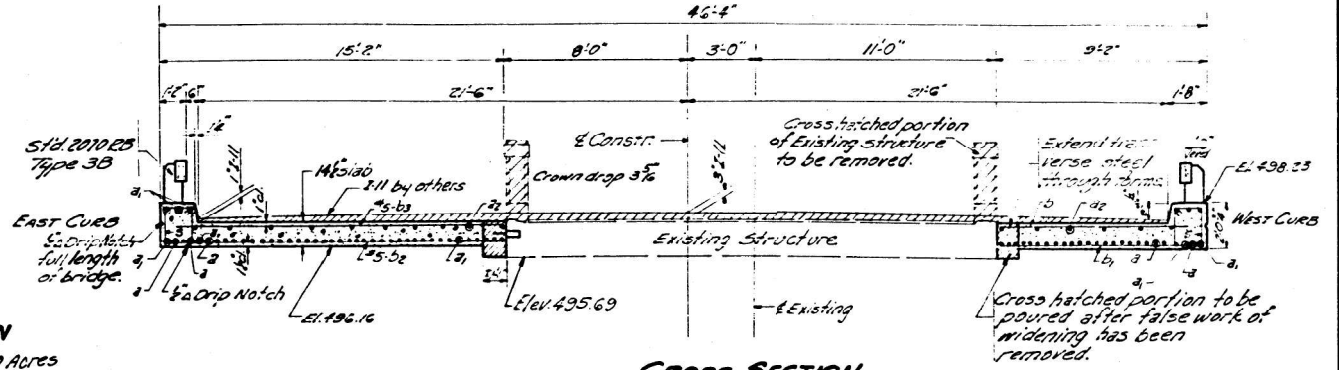
STATION 920+84  
BUILT 195 BY  
STATE OF ILLINOIS  
S.B.I. RT. 2 SEC. 26 BY  
FA PROJECT F-14(32)  
LOADING 420-516  
**LETTERING FOR NAME R.**  
See Sta. 913



ELEVATION

**WATERWAY INFORMATION**

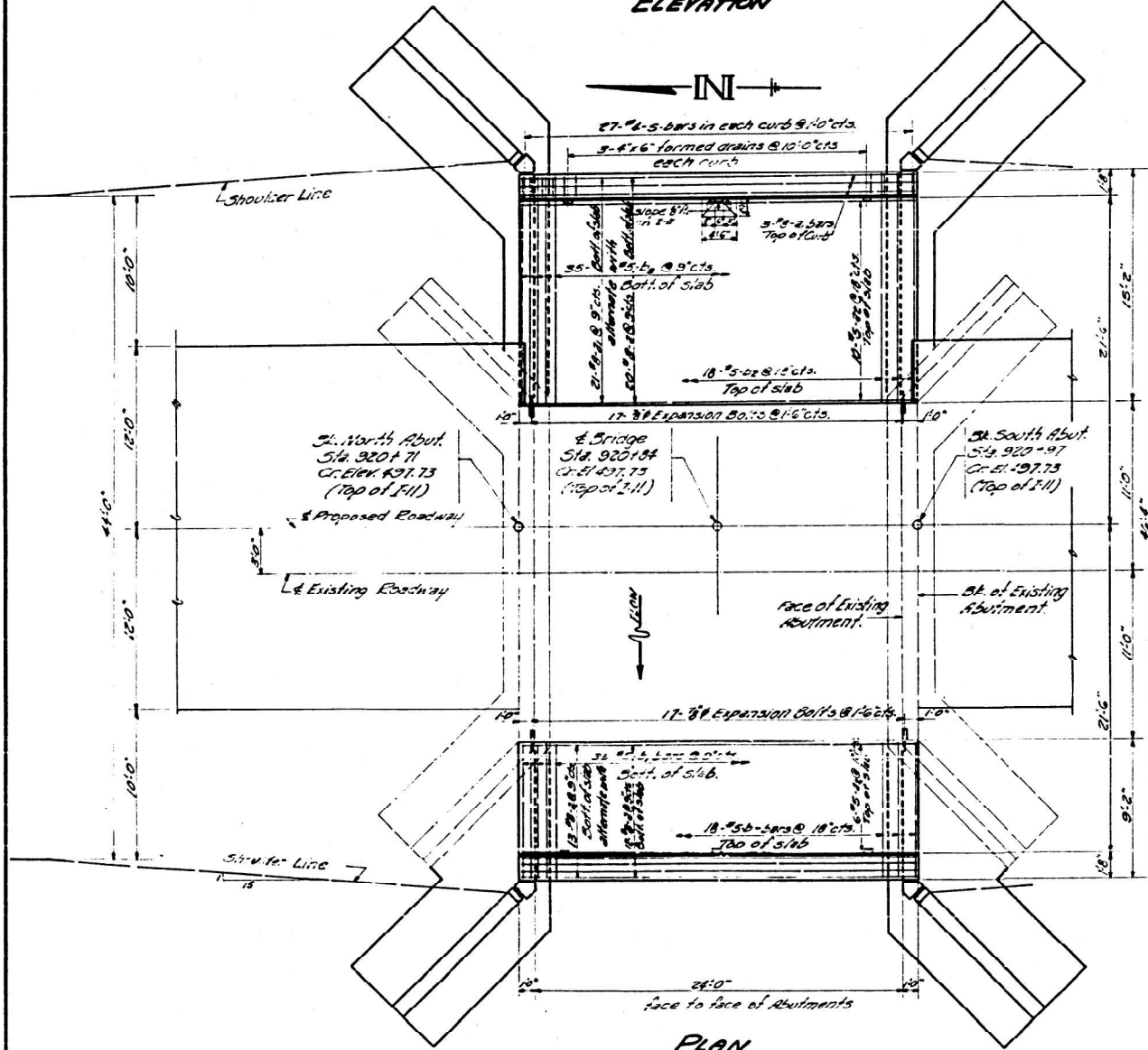
Drainage Area ----- 1870 Acres  
Character -----  
Required Opening (30yr. Flood) 150 sq. ft.  
Present Opening ----- 149 sq. ft. below floor  
Proposed Opening ----- 149 sq. ft. below floor  
Ordinary Water Elev. 488.7  
Low Water Elev. 488.2



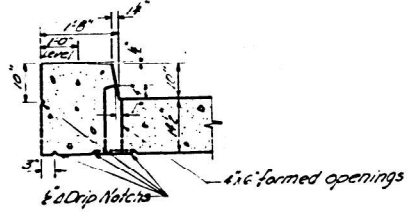
CROSS SECTION

**GENERAL NOTES**

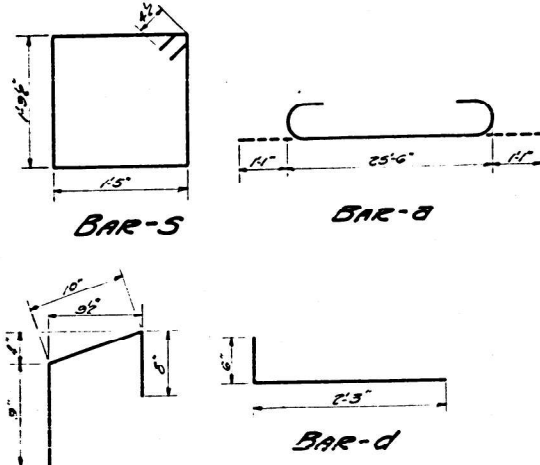
Class X Concrete shall be used throughout except in handrail.  
Handrail Concrete shall be used in handrails.  
The Handrail Concrete in Rail Posts & Railings shall be poured in separate operations.  
The Concrete floor slab shall be finished in accordance with Article 51.10(a) of the Standard Specifications.  
The following surfaces of the bridge shall be water-proofed; The backs of abutments from the top of the footing to top of abutment and backs of wing walls from top of footing to one foot below top of wing walls.  
Water proofing shall be done in accordance with Article 51.28 of the Standard Specifications.  
Anchor bolts shall be 18" long



PLAN



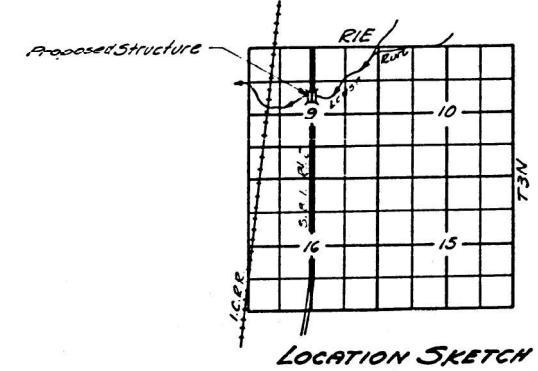
SECTION THRU DRAIN



BAR-S

BAR-B

BAR-D



LOCATION SKETCH

**BILL OF MATERIAL - SUPERSTR.**

Bar No	Size	Length	Shape
1	30	#8	27'-8"
2	40	#8	25'-6"
3	16	#5	25'-6"
4	18	#5	7'-6"
5	35	#5	8'-10"
6	18	#5	13'-6"
7	35	#5	14'-10"
8	4	#5	25'-9"
9	16	4	2'-3"
10	36	#5	2'-9"
11	54	#4	1'-2"

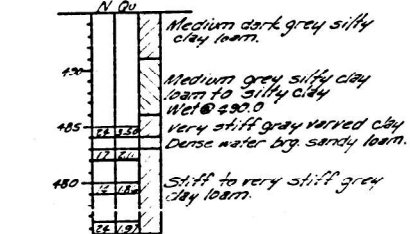
**TOTAL BILL OF MATERIAL**

Item	Unit	Superstr.	Substr.	Total
Class X Concrete	Cu. Yds.	31.2	83.2	114.4
Reinforcement Bars	Lbs.	7260	4560	11,820
Handrail Concrete	Cu. Yds.	1.5		1.5
Expansion Bolts	Each	34	74	108
Masonry Removal	Cu. Yds.	7	1	8
Class A' Excav for Struct.	Cu. Yds.		71	71
Class B' Excav for Struct.	Cu. Yds.		214	214
Name Plate	Each	1		1

**DESIGN STRESSES**

$f_c = 1400$  psi. Super  
 $f_c = 1000$  p.s.i. Sub.  
 $f_s = 20,000$  p.s.i. Reinf.  
 $n = 10$

**BORING DATA**



NOTE: N: Blows per foot of penetration of sampling spoon. Hammer Weight = 350 lbs. Drop = 12 inches.  
Cu: Unconfined compressive strength in tons per square foot.

DESIGNED: *Chmura*  
CHECKED: *O.J. McCoy*  
DRAWN: *E. Rush*  
CHECKED: *Chmura*  
EXAMINED: *M. R. ...*  
PASSED: *E. ...*  
APPROVED: *R. ...*  
DATE: MAR 3 1958

**GENERAL PLAN & SUPERSTRUCTURE**  
LOUSE RUN  
S.B.I. RT. 2 SEC. 26 BY  
MARION COUNTY  
STA. 920+84  
LOADING 420-516-44

MODEL: Existing Plan Sheet  
FILE NAME: Y:\DOT\1406-03\_76BR4276B42\_Design\CAD\_Sheets\0876B42\_SN 061-0003-eh-rem02.dgn



USER NAME = atn  
ESCA PROJECT NO. = 1406.03  
PLOT DATE = 10/9/2025

DESIGNED -	REVISIONS -
DRAWN - NHC	REVISIONS -
CHECKED - ELH	REVISIONS -
DATE - 07/25	REVISIONS -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 061-0003 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: NONE SHEET 2 OF 4 SHEETS STA. TO STA.

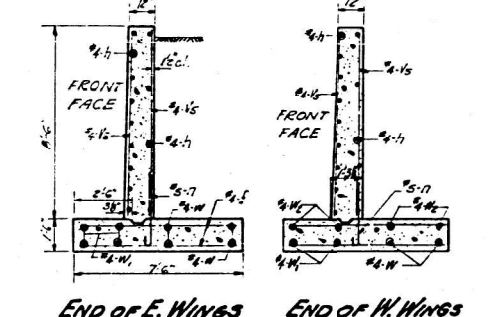
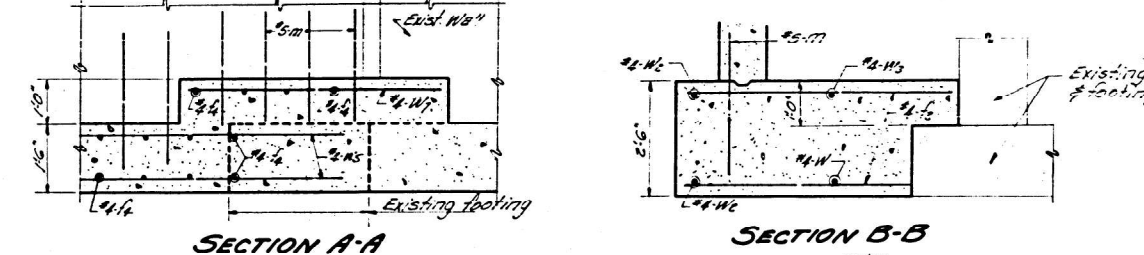
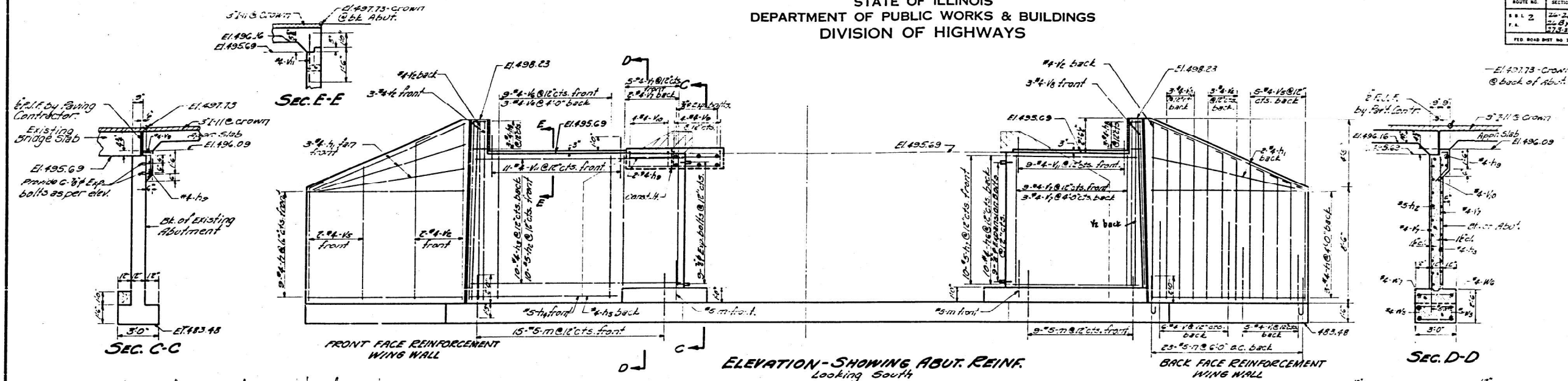
FA R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26BR, 11BR-1	**	123	65

CONTRACT NO. 76B42  
ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

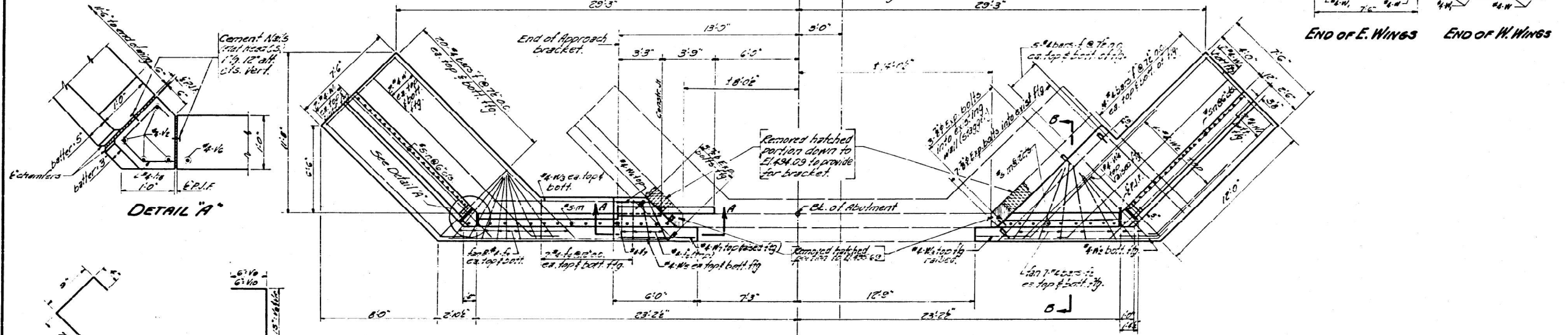
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
268	268B	Marion	19	10
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2  
2 SHEETS



**BILL OF MATERIAL**

Bar	No.	Size	Length	Notes
1	28	#4	11'2"	
2	20	#4	11'6"	
3	20	#4	14'3"	
4	20	#4	13'3"	
5	2	#5	10'0"	
6	2	#4	10'0"	
7	20	#4	8'0"	
8	20	#5	8'6"	
9	12	#4	2'2"	C
10	4	#4	7'8"	
11	24	#4	6'0"	
12	20	#4	4'6"	
13	12	#4	12'6"	
14	12	#4	11'4"	
15	28	#4	10'0"	
16	24	#4	10'6"	
17	36	#4	9'6"	
18	6	#4	12'1"	
19	8	#4	5'1"	7
20	8	#4	5'9"	7
21	40	#4	2'6"	
22	12	#4	13'0"	
23	12	#4	4'3"	
24	10	#4	13'3"	
25	6	#4	11'3"	
26	2	#4	6'0"	
27	4	#4	16'6"	
28	2	#4	2'3"	
29	2	#4	5'8"	
30	196	#4	7'2"	
31	20	#4	7'9"	
32	28	#4	5'9"	
33	32	#4	4'9"	
34	36	#4	2'8"	
35	52	#5	3'0"	
36	92	#5	3'7"	



DESIGNED	<i>Calvin Smith</i>	EXAMINED	<i>Map 3</i>
CHECKED	<i>O. J. McCoy</i>	PASSED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>	APPROVED	<i>R. R. Bateman</i>
CHECKED	<i>Calvin Smith</i>		

**SUBSTRUCTURE**  
LOUSE RUN  
S.B.I. RT. 2 SEC. 268B  
MARION COUNTY  
STA. 920+84

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

MODEL - Existing Plan Sheet  
FILE NAME - Y:\DOT\1406-03\_7684276842\_Design\CAD\_Sheets\0876842\_SN 061-0003-eh-rem03.dgn



USER NAME = atn	DESIGNED -	REVISED -
ESCA PROJECT NO. = 1406.03	DRAWN - NHC	REVISED -
PLOT DATE = 10/9/2025	CHECKED - ELH	REVISED -
	DATE - 07/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 061-0003 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: NONE SHEET 3 OF 4 SHEETS STA. TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	268R, 118R-1	**	123	66
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

PASSED  
*Frank J. Steinhilber*  
 ENGINEER OF DESIGN

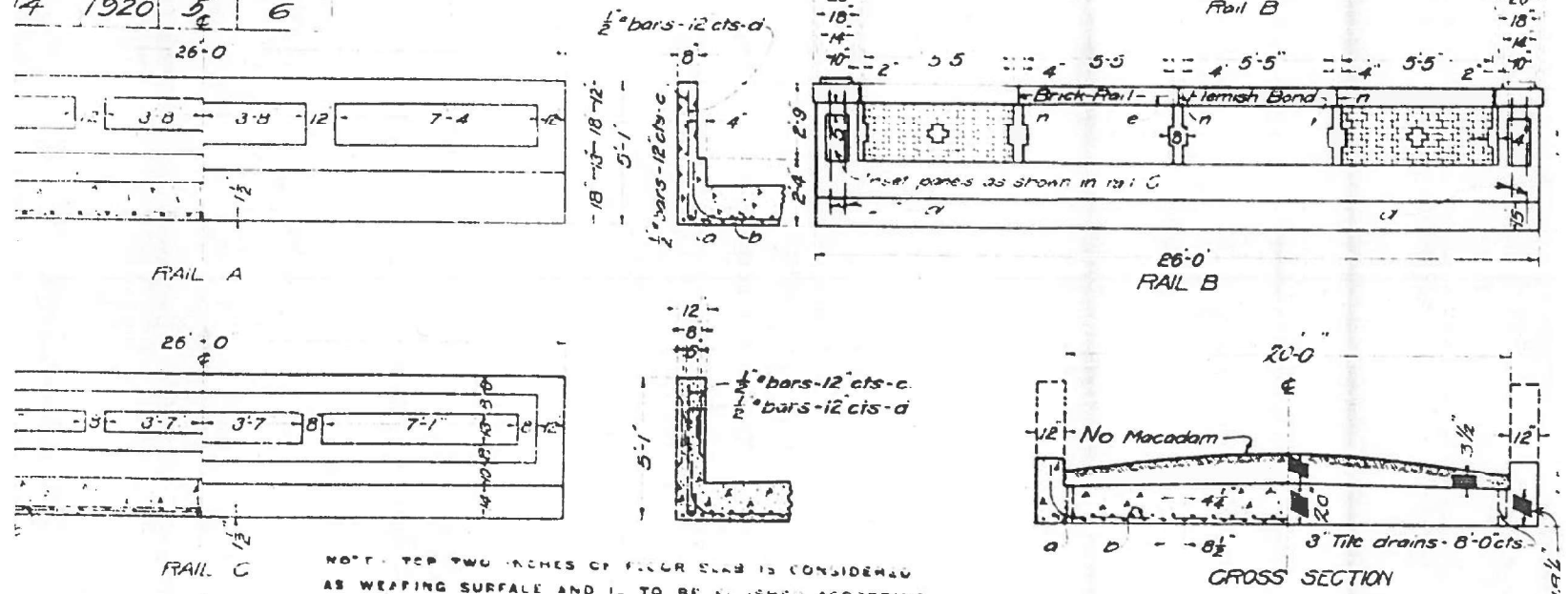
061-0003

Section 26  
 Marion  
 FEDERAL AID

COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
MARION	26	22	20

DATE	NO. SHEETS
4 1920	6

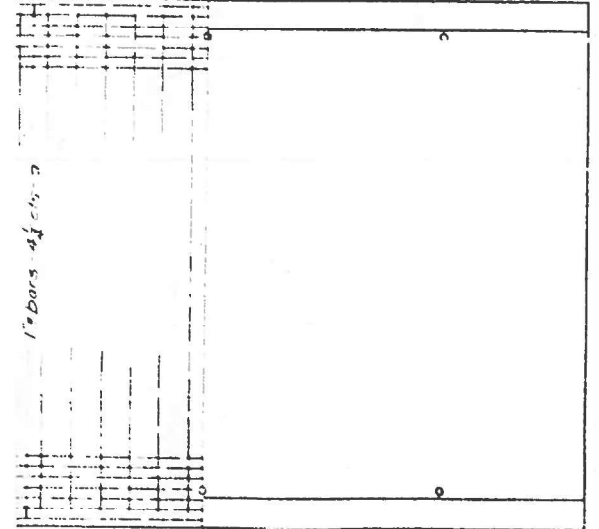
STATE OF ILLINOIS  
 STATE HIGHWAY DEPARTMENT  
 REINFORCED CONCRETE SLAB  
 SPAN, TWENTY-FOUR FEET.



BILL OF MATERIAL

RAIL	15 FT. ROADWAY			18 FT. ROADWAY			20 FT. ROADWAY			24 FT. ROADWAY							
	Bars No	Size	Length	Bars No	Size	Length	Bars No	Size	Length	Bars No	Size	Length					
A	a	51	1"	28'-0"	b	24	1/2"	20'-0"	c	6	1/2"	25'-6"					
	b	24	1/2"	20'-0"	d	48	1/2"	5'-6"	a	62	1"	28'-0"					
	c	6	1/2"	25'-6"	e	16	1/2"	5'-6"	b	48	1/2"	15'-0"					
	d	48	1/2"	5'-6"	f	16	1/2"	5'-6"	c	6	1/2"	25'-6"					
Steel-Lbs. 5620			Concrete-Cu Yds. 298			Steel-Lbs. 5870			Concrete-Cu Yds. 280			Steel-Lbs. 6750			Concrete-Cu Yds. 325		
B	a	51	1"	28'-0"	b	24	1/2"	20'-0"	c	6	1/2"	25'-6"					
	b	24	1/2"	20'-0"	d	48	1/2"	5'-6"	a	62	1"	28'-0"					
	c	6	1/2"	25'-6"	e	16	1/2"	5'-6"	b	48	1/2"	15'-0"					
	d	48	1/2"	5'-6"	f	16	1/2"	5'-6"	c	6	1/2"	25'-6"					
Steel-Lbs. 5620			Concrete-Cu Yds. 298			Steel-Lbs. 5870			Concrete-Cu Yds. 280			Steel-Lbs. 6750			Concrete-Cu Yds. 325		
C	a	51	1"	28'-0"	b	24	1/2"	20'-0"	c	6	1/2"	25'-6"					
	b	24	1/2"	20'-0"	d	48	1/2"	5'-6"	a	62	1"	28'-0"					
	c	6	1/2"	25'-6"	e	16	1/2"	5'-6"	b	48	1/2"	15'-0"					
	d	48	1/2"	5'-6"	f	16	1/2"	5'-6"	c	6	1/2"	25'-6"					
Steel-Lbs. 5620			Concrete-Cu Yds. 298			Steel-Lbs. 5870			Concrete-Cu Yds. 280			Steel-Lbs. 6750			Concrete-Cu Yds. 325		

USE RAIL B, 20 FOOT ROADWAY

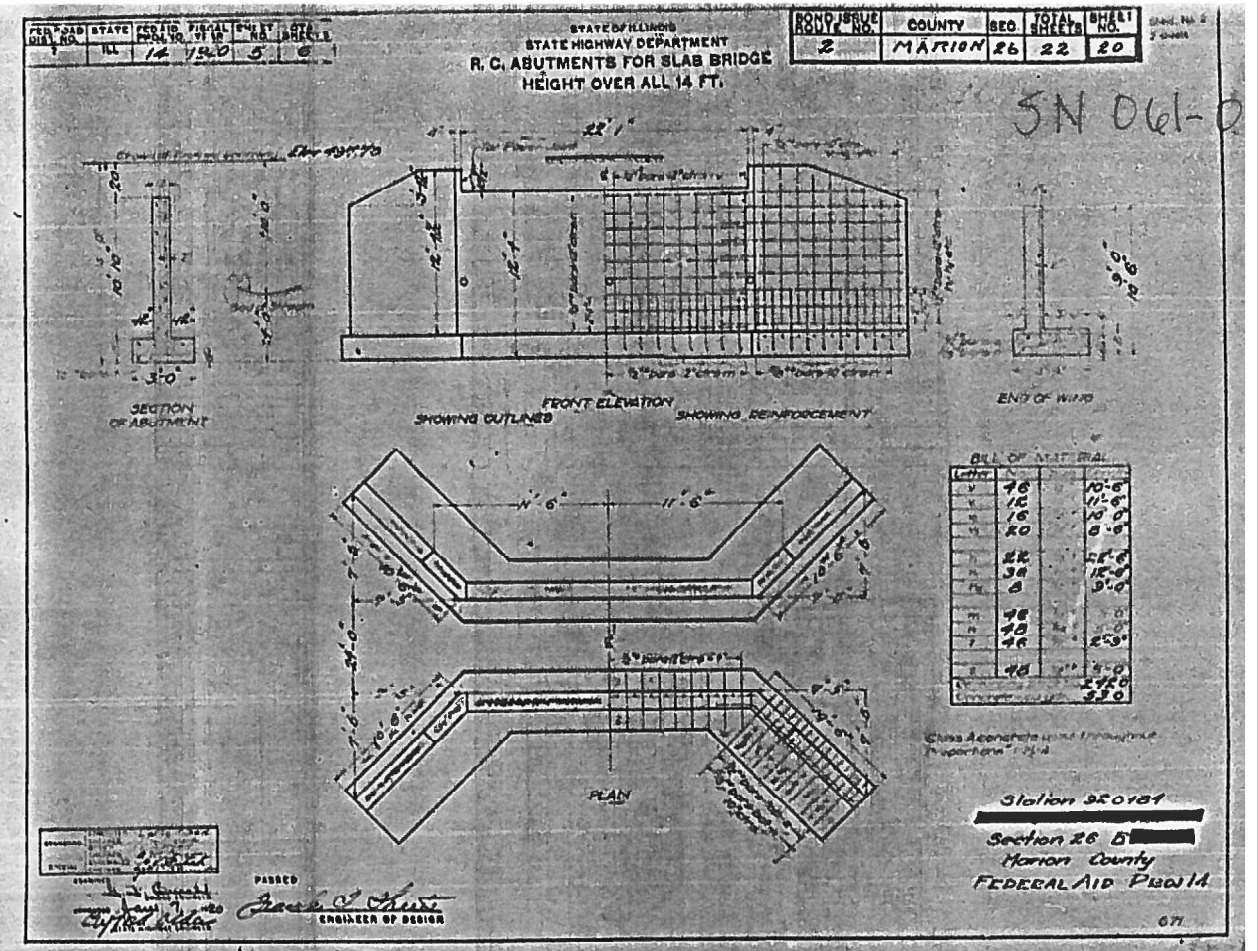


PLAN

Class A concrete to be used throughout  
 Proportions 1-2 1/2-4

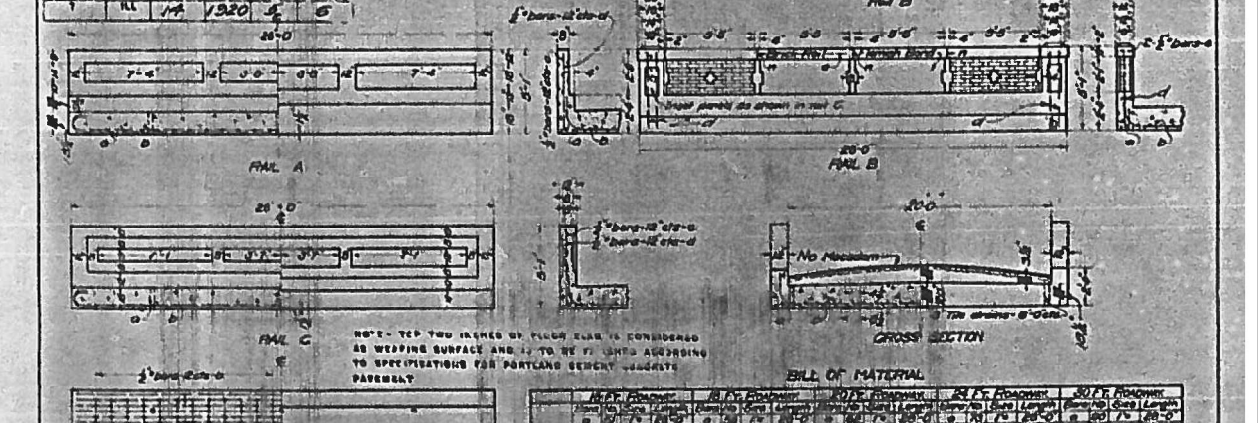
PASSED  
*Frank J. Steinhilber*  
 ENGINEER OF DESIGN

Station 26  
 Section 26  
 Marion  
 FEDERAL AID



COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
MARION	26	22	20

STATE OF ILLINOIS  
 STATE HIGHWAY DEPARTMENT  
 REINFORCED CONCRETE SLAB  
 SPAN, TWENTY-FOUR FEET.



USE RAIL B, 20 FOOT ROADWAY

RAIL	15 FT. ROADWAY			18 FT. ROADWAY			20 FT. ROADWAY			24 FT. ROADWAY							
	Bars No	Size	Length	Bars No	Size	Length	Bars No	Size	Length	Bars No	Size	Length					
A	a	51	1"	28'-0"	b	24	1/2"	20'-0"	c	6	1/2"	25'-6"					
	b	24	1/2"	20'-0"	d	48	1/2"	5'-6"	a	62	1"	28'-0"					
	c	6	1/2"	25'-6"	e	16	1/2"	5'-6"	b	48	1/2"	15'-0"					
	d	48	1/2"	5'-6"	f	16	1/2"	5'-6"	c	6	1/2"	25'-6"					
Steel-Lbs. 5620			Concrete-Cu Yds. 298			Steel-Lbs. 5870			Concrete-Cu Yds. 280			Steel-Lbs. 6750			Concrete-Cu Yds. 325		
B	a	51	1"	28'-0"	b	24	1/2"	20'-0"	c	6	1/2"	25'-6"					
	b	24	1/2"	20'-0"	d	48	1/2"	5'-6"	a	62	1"	28'-0"					
	c	6	1/2"	25'-6"	e	16	1/2"	5'-6"	b	48	1/2"	15'-0"					
	d	48	1/2"	5'-6"	f	16	1/2"	5'-6"	c	6	1/2"	25'-6"					
Steel-Lbs. 5620			Concrete-Cu Yds. 298			Steel-Lbs. 5870			Concrete-Cu Yds. 280			Steel-Lbs. 6750			Concrete-Cu Yds. 325		
C	a	51	1"	28'-0"	b	24	1/2"	20'-0"	c	6	1/2"	25'-6"					
	b	24	1/2"	20'-0"	d	48	1/2"	5'-6"	a	62	1"	28'-0"					
	c	6	1/2"	25'-6"	e	16	1/2"	5'-6"	b	48	1/2"	15'-0"					
	d	48	1/2"	5'-6"	f	16	1/2"	5'-6"	c	6	1/2"	25'-6"					
Steel-Lbs. 5620			Concrete-Cu Yds. 298			Steel-Lbs. 5870			Concrete-Cu Yds. 280			Steel-Lbs. 6750			Concrete-Cu Yds. 325		

USE RAIL B, 20 FOOT ROADWAY

PASSED  
*Frank J. Steinhilber*  
 ENGINEER OF DESIGN

Station 26  
 Section 26  
 Marion  
 FEDERAL AID

MODEL - Existing Plan Sheet  
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	DATE - 07/25	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

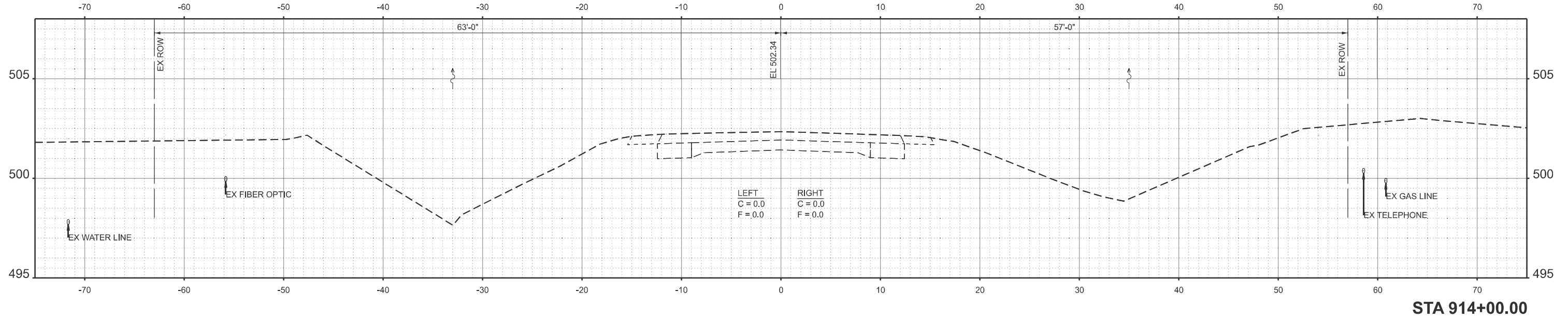
SN 061-0003 EXISTING STRUCTURE PLANS  
 FOR INFORMATION ONLY

SCALE: NONE	SHEET 4 OF 4 SHEETS	STA.	TO STA.
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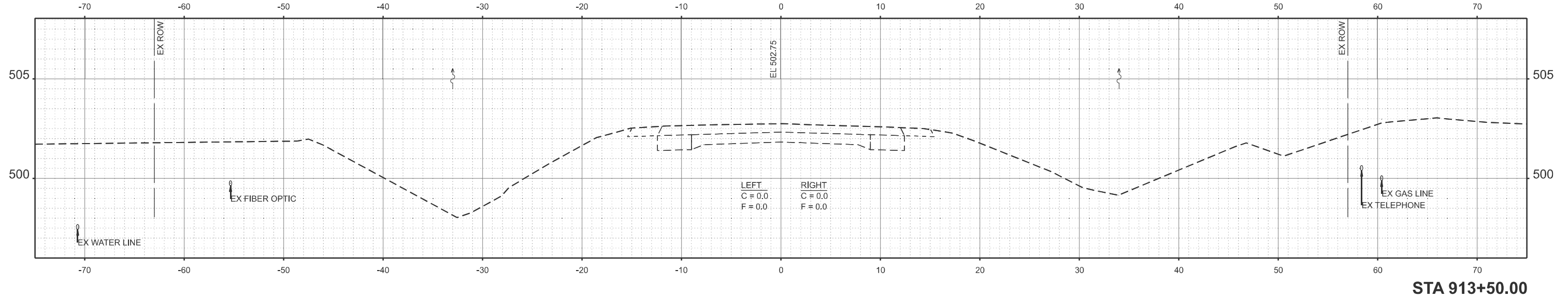
FAP 322 / FAS 836  
 MARION - WASHINGTON

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26R, 11BR-1		MARION	123	67
CONTRACT NO. 76B42				

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



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



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DESIGNED	- ATN
REVISIONS	
DRAWN	- ATN/NHC
REVISIONS	
CHECKED	- ELH
REVISIONS	
DATE	- 07/25
REVISIONS	
PLLOT DATE	= 10/6/2025

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

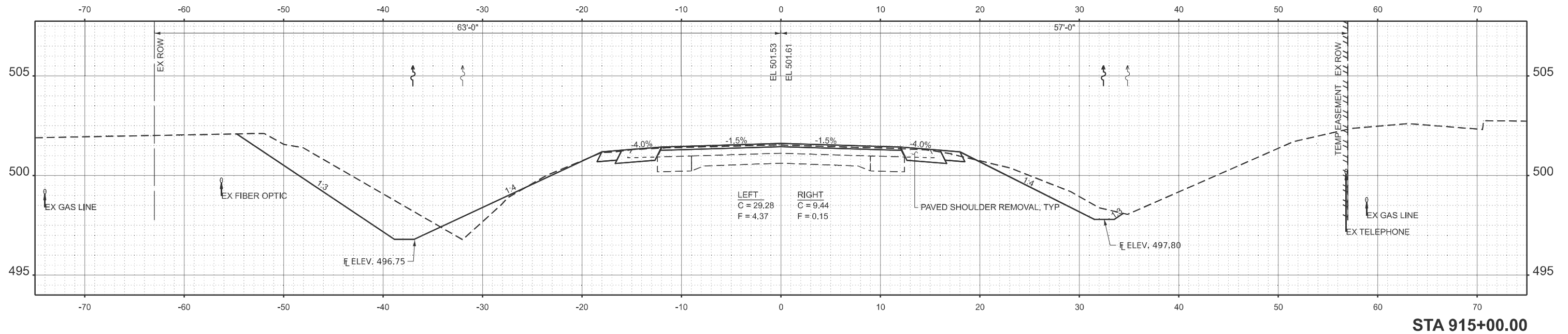
US 51 CROSS SECTIONS

SCALE: AS SHOWN SHEET 1 OF 16 SHEETS STA. 913+50.00 TO STA. 914+00.00

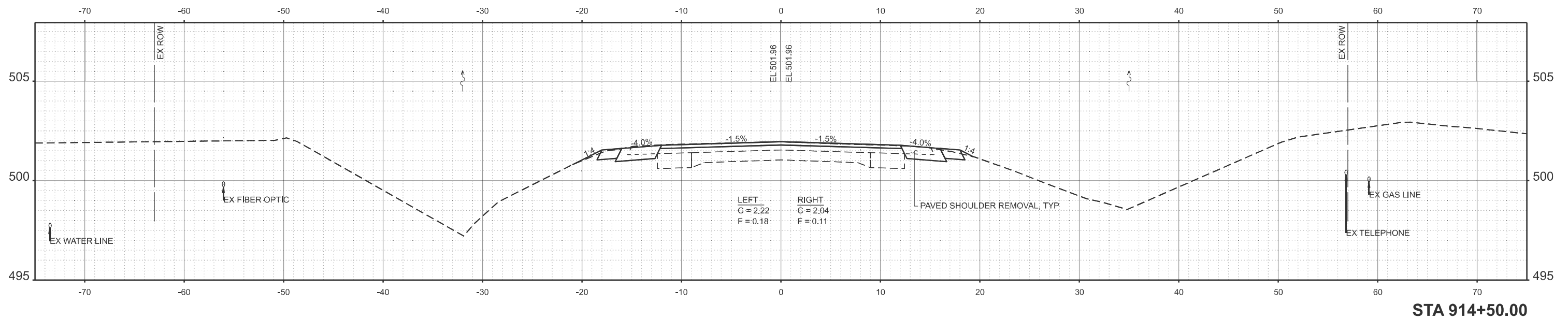
\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	68
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



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



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PLOT DATE =	10/6/2025	DATE -	07/25	REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

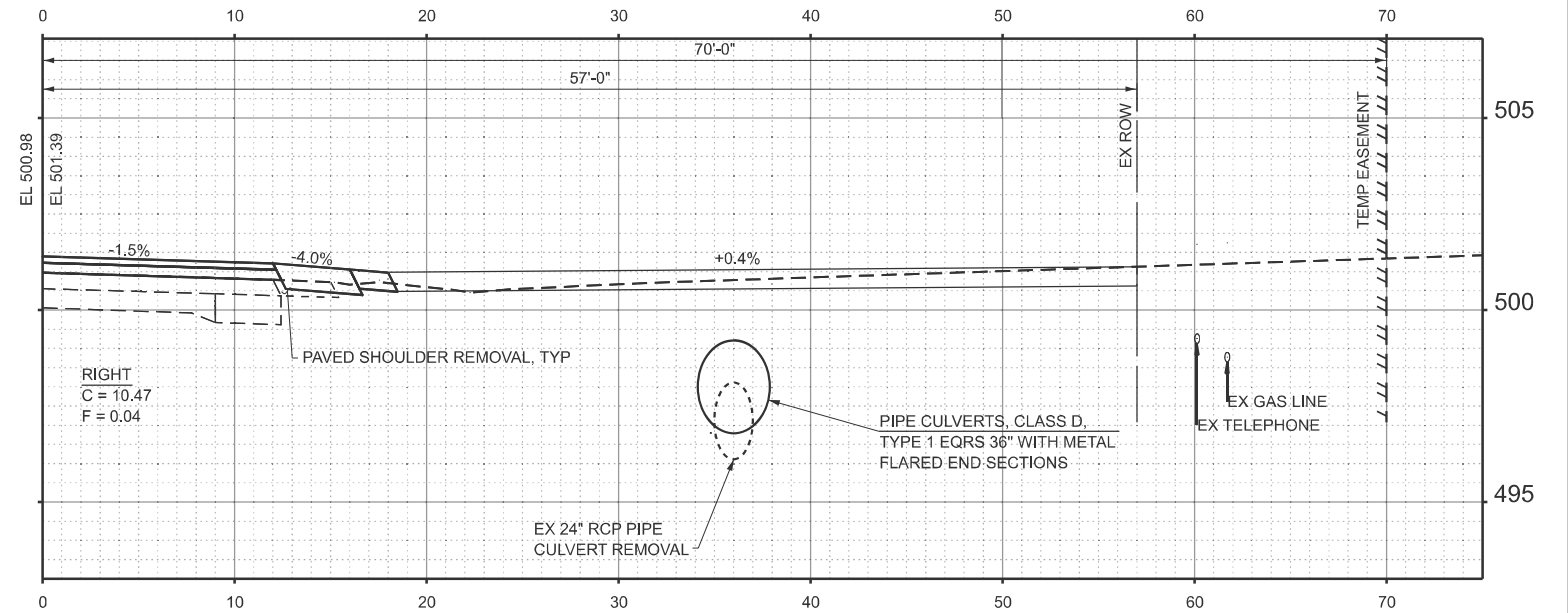
US 51 CROSS SECTIONS

SCALE: AS SHOWN SHEET 2 OF 16 SHEETS STA. 914+50.00 TO STA. 915+00.00

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

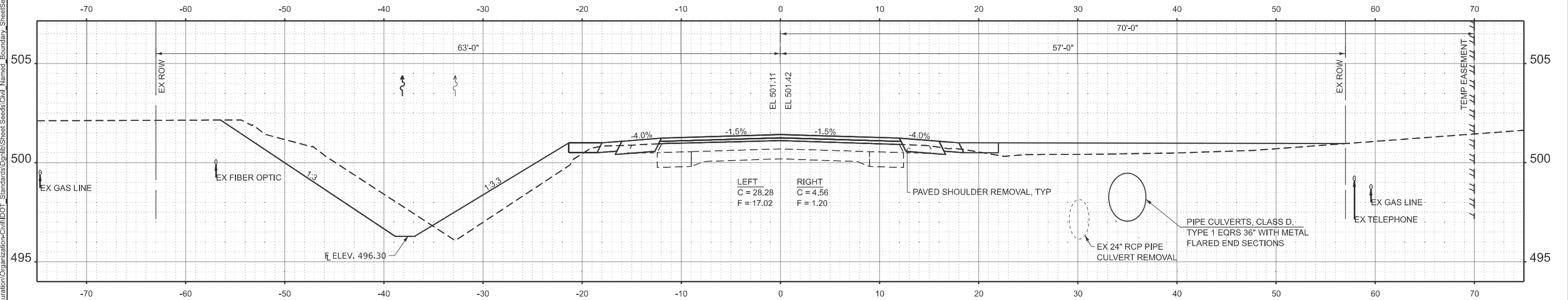
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*	26BR, 11BR-1	**	123	69
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

STA 914+50.00



**STA 915+66.50  
PE RT**

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**STA 915+50.00**

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



USER NAME = kah	DESIGNED - ATN	REVISED -
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	DATE - 10/25	REVISED -

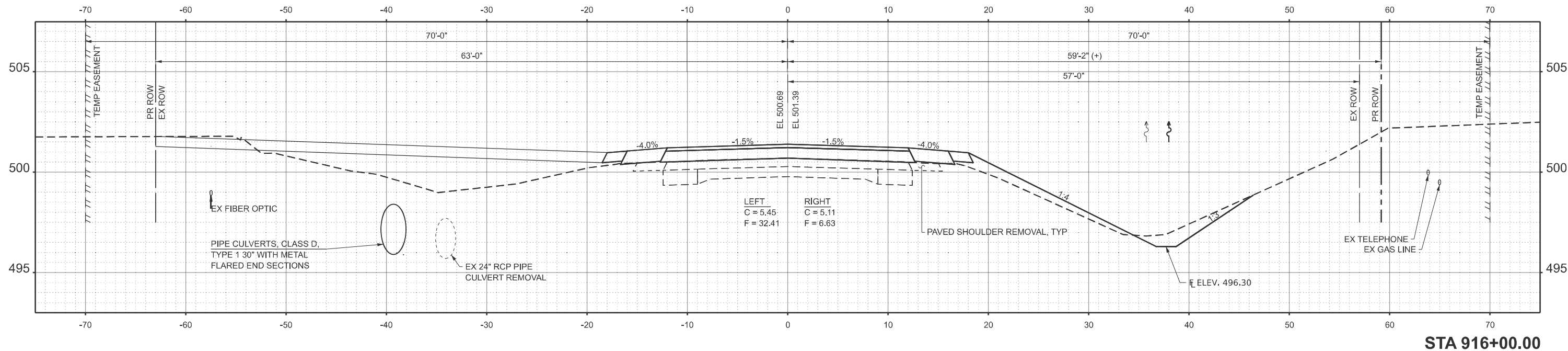
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 51 CROSS SECTIONS**

SCALE: AS SHOWN    SHEET 3 OF 16 SHEETS    STA. 915+50.00 TO STA. 915+61.50

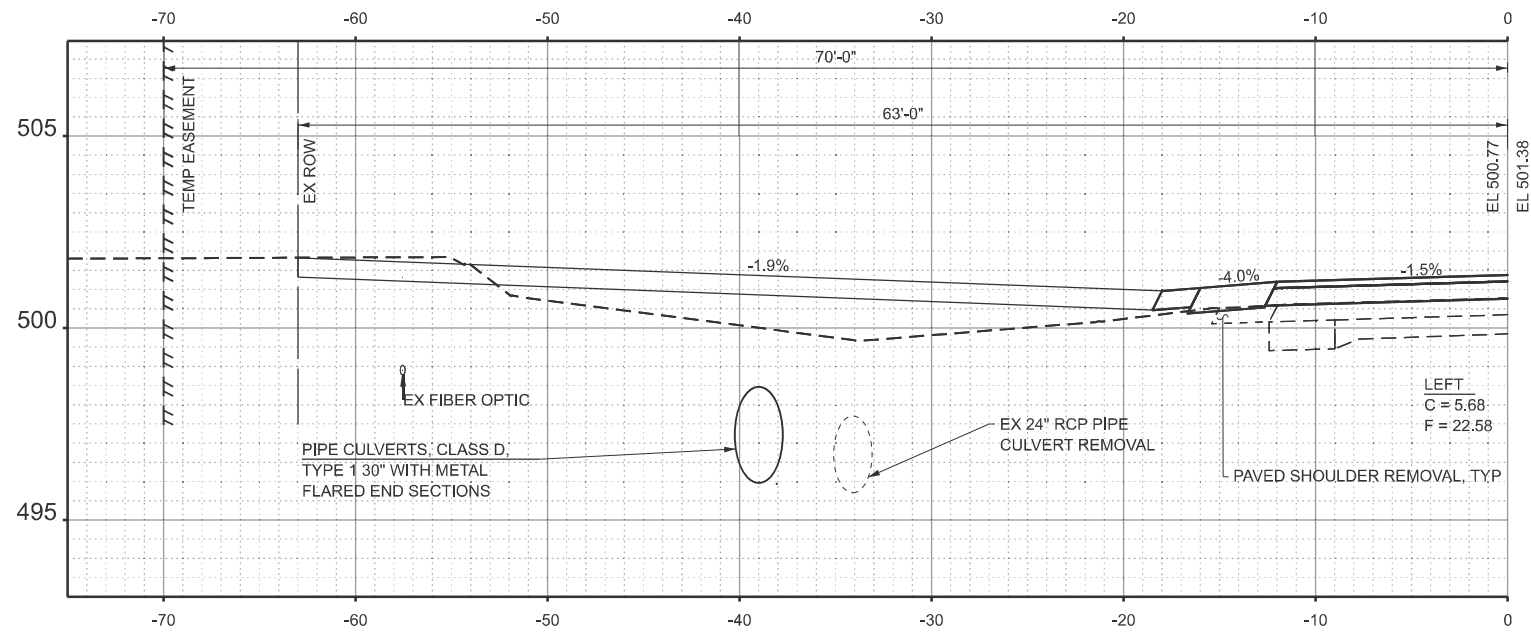
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	70
CONTRACT NO. 76B42				
ILLINOIS   FED. AID PROJECT				

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



STA 916+00.00

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



STA 915+92.00  
FE LT

MODEL: P:\CL\US 51 - 915+92.00 (Sheet)  
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PLOT DATE =	8/4/2025	DATE -	07/25	REVISED -	

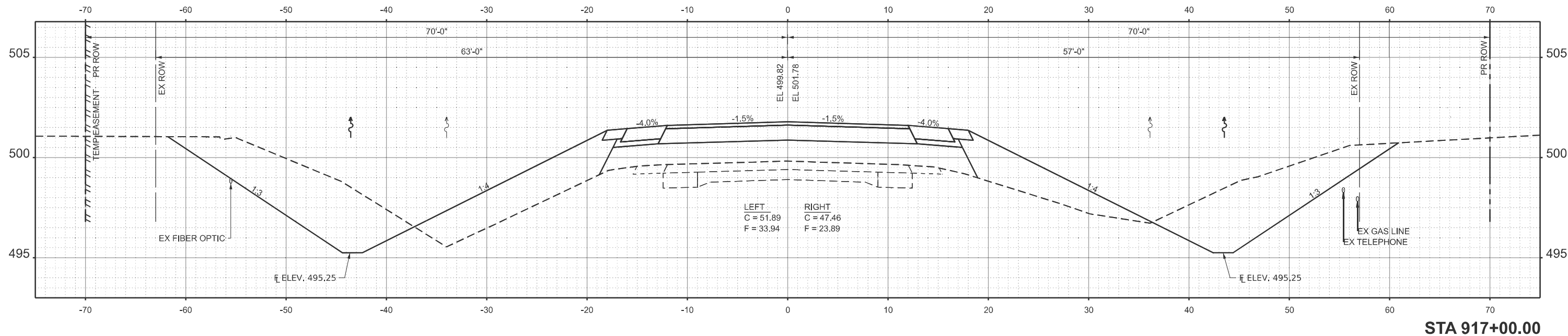
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US 51 CROSS SECTIONS

SCALE: AS SHOWN SHEET 4 OF 16 SHEETS STA. 915+92.00 TO STA. 916+00.00

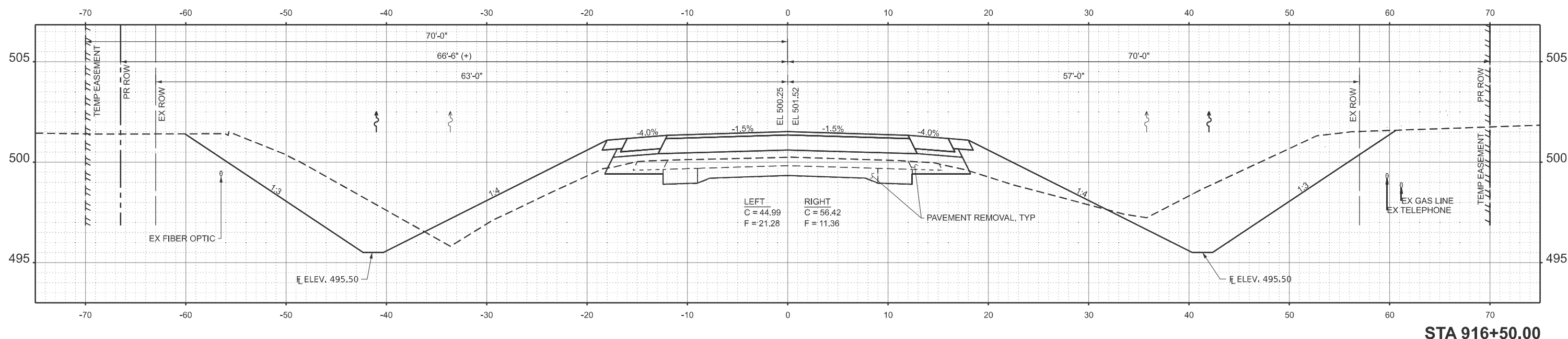
* FAP 322 / FAS 836		** MARION / WASHINGTON		
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	71
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



STA 917+00.00

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



STA 916+50.00

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PLOT DATE =	10/6/2025	DATE -	07/25	REVISED -	

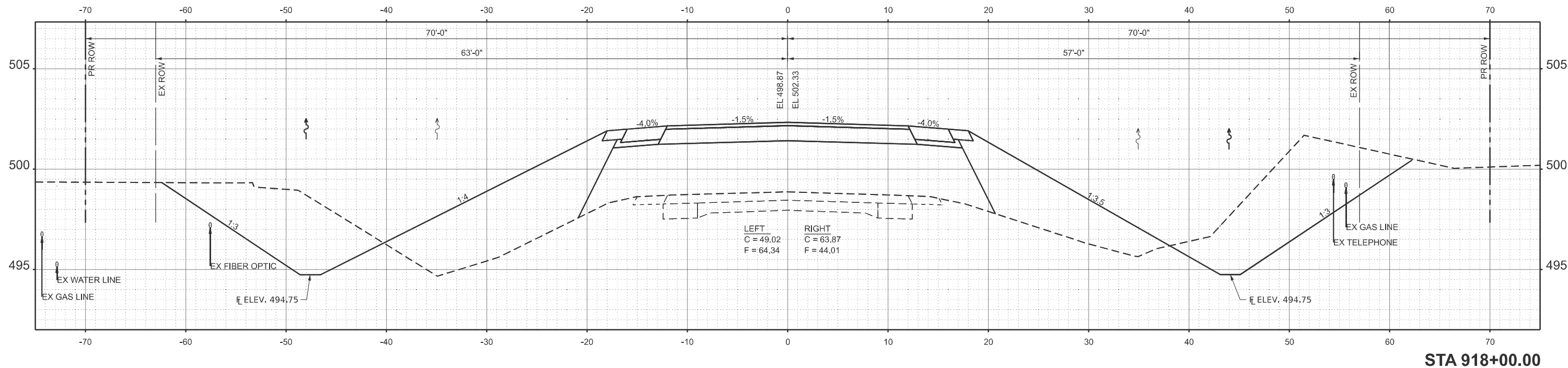
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

US 51 CROSS SECTIONS

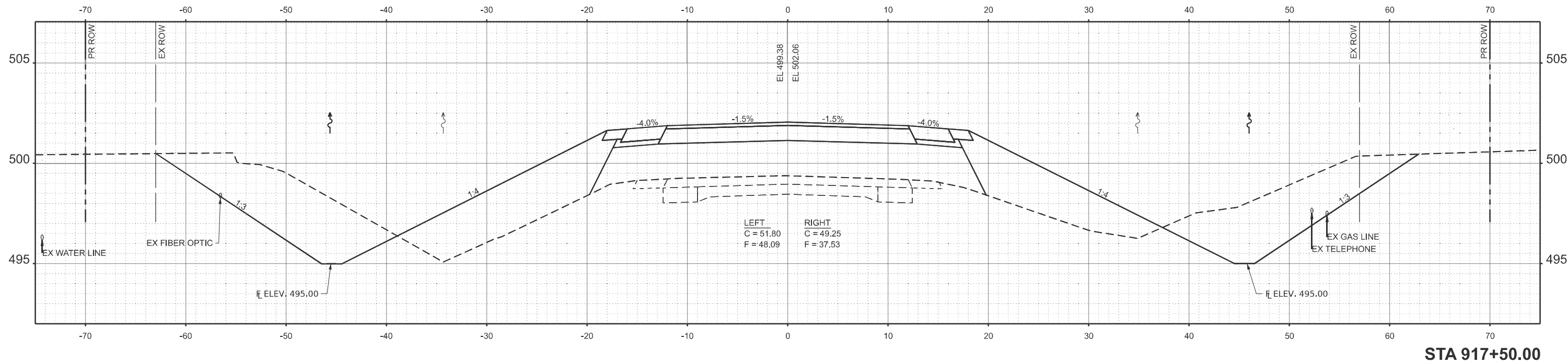
SCALE: AS SHOWN SHEET 5 OF 16 SHEETS STA. 916+50.00 TO STA. 917+00.00

* FAP 322 / FAS 836				
** MARION / WASHINGTON				
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	72
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



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



MODEL: P:\CL\US 51-917+50.00 (Sheet)  
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PLOT DATE	= 8/4/2025

DESIGNED	- ATN
DRAWN	- ATN/NHC
CHECKED	- ELH
DATE	- 07/25

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

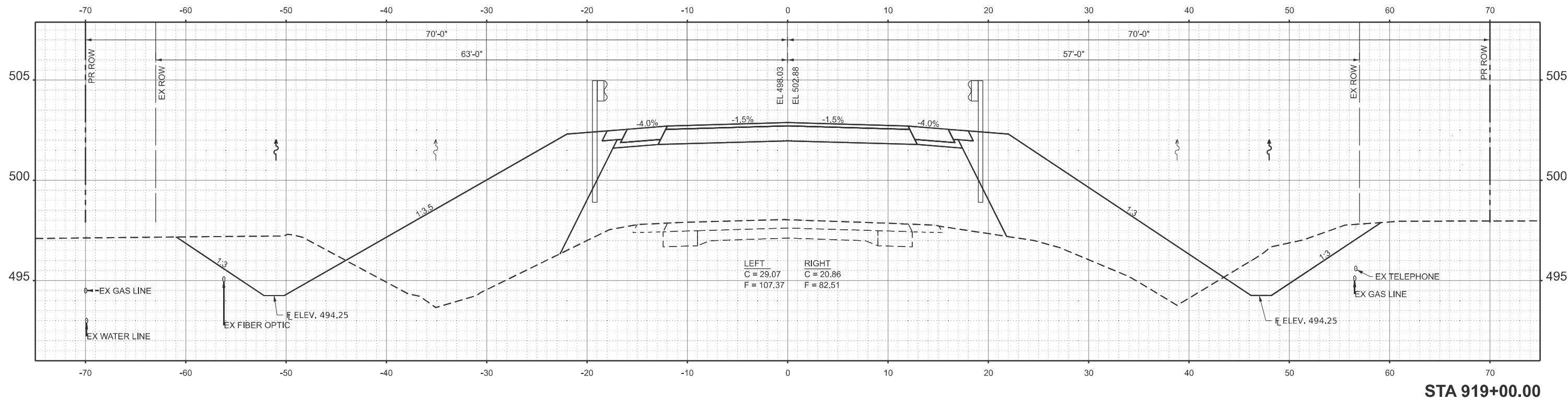
**US 51 CROSS SECTIONS**

SCALE: AS SHOWN SHEET 6 OF 16 SHEETS STA. 917+50.00 TO STA. 918+00.00

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

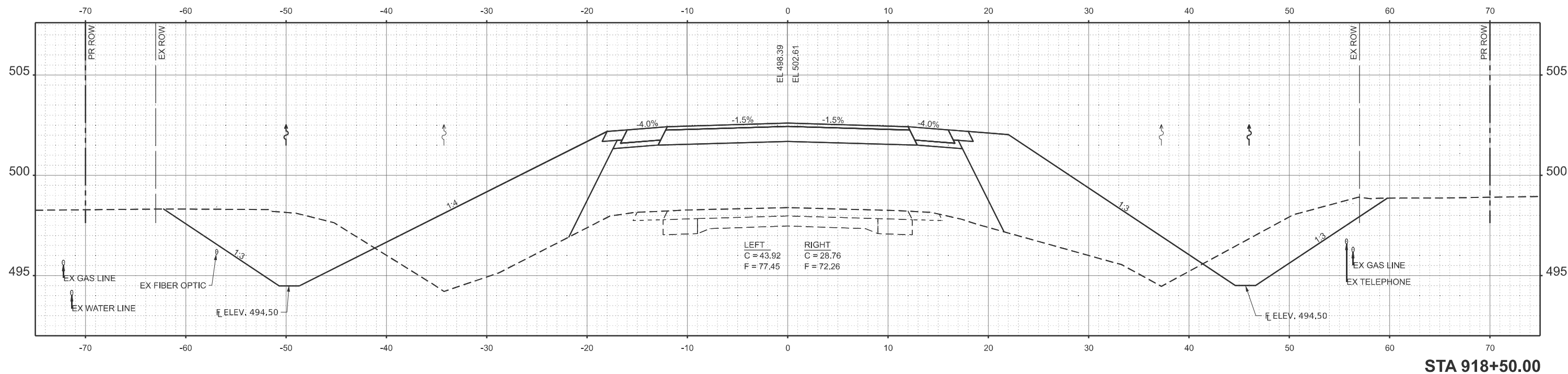
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*	26BR, 11BR-1	**	123	73
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



**TRANSITION FROM 1:4 FORESLOPE AT STA 918+50.00  
TO 1:3 FORESLOPE AT STA 919+50.00, LT.**

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



**STA 918+50.00**

MODEL: P:\CL\US 51 - 918+50.00 (Sheet 7)  
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PLOT DATE =	8/4/2025	DATE -	07/25	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

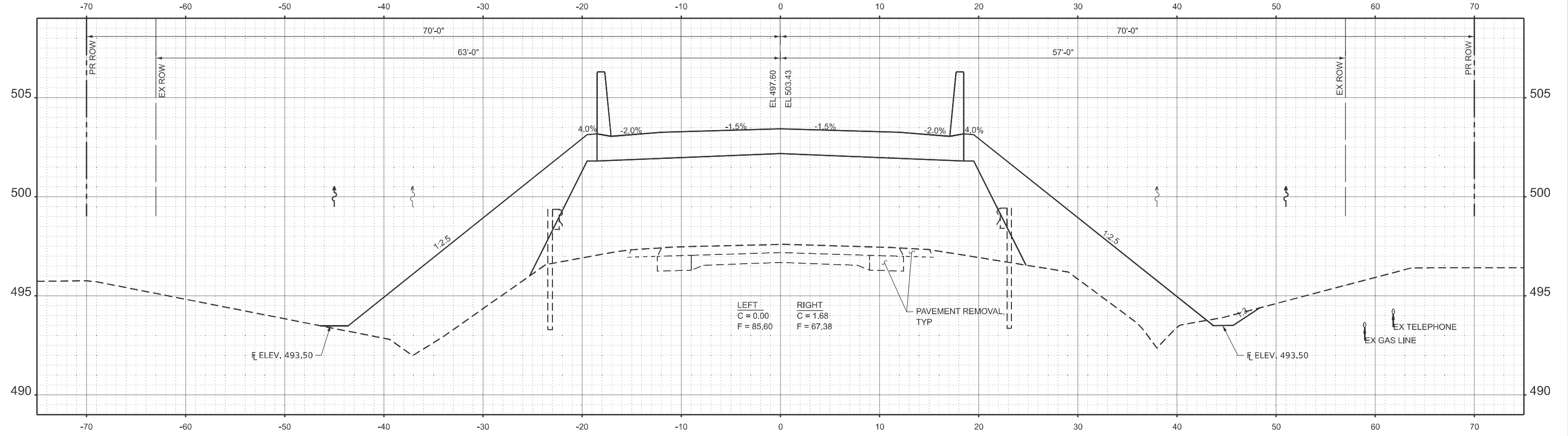
**US 51 CROSS SECTIONS**

SCALE: AS SHOWN SHEET 7 OF 16 SHEETS STA. 918+50.00 TO STA. 919+00.00

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	74
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

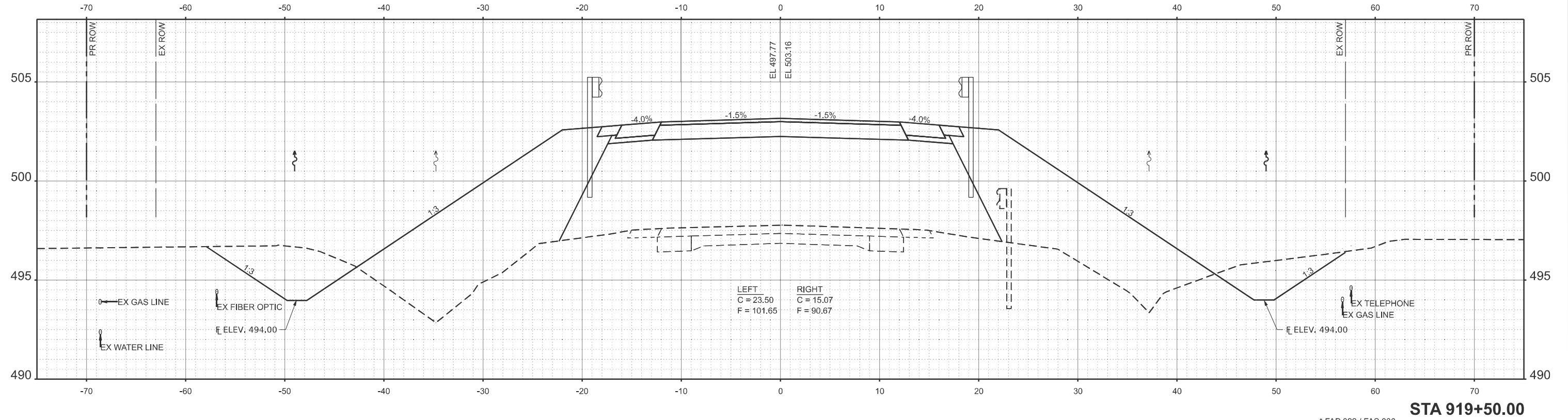
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	
FINISH	
NO. BOOK	
NOTE	
NO.	



**TRANSITION FROM 1:3 FORESLOPE AT STA 919+85.00  
TO 1:2 FORESLOPE AT STA 920+14.00, LT & RT.**

**STA 920+00.00**

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



**STA 919+50.00**

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		CHECKED	- ELH	REVISED	-
PLOT DATE	= 8/4/2025	DATE	- 07/25	REVISED	-

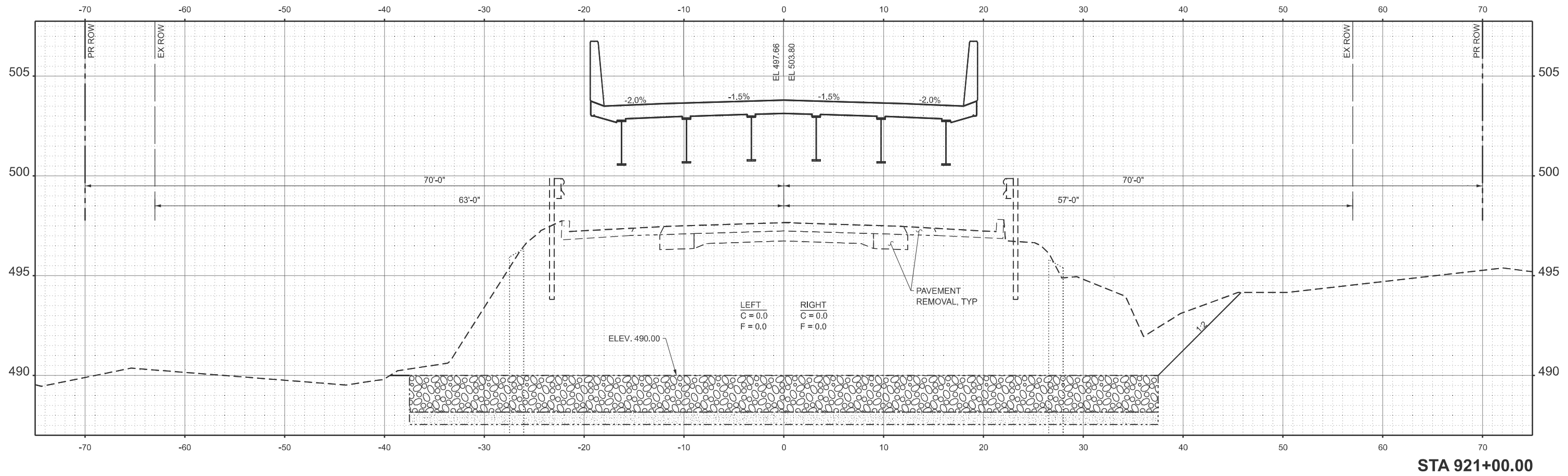
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 51 CROSS SECTIONS**

SCALE: AS SHOWN SHEET 8 OF 16 SHEETS STA. 919+50.00 TO STA. 920+00.00

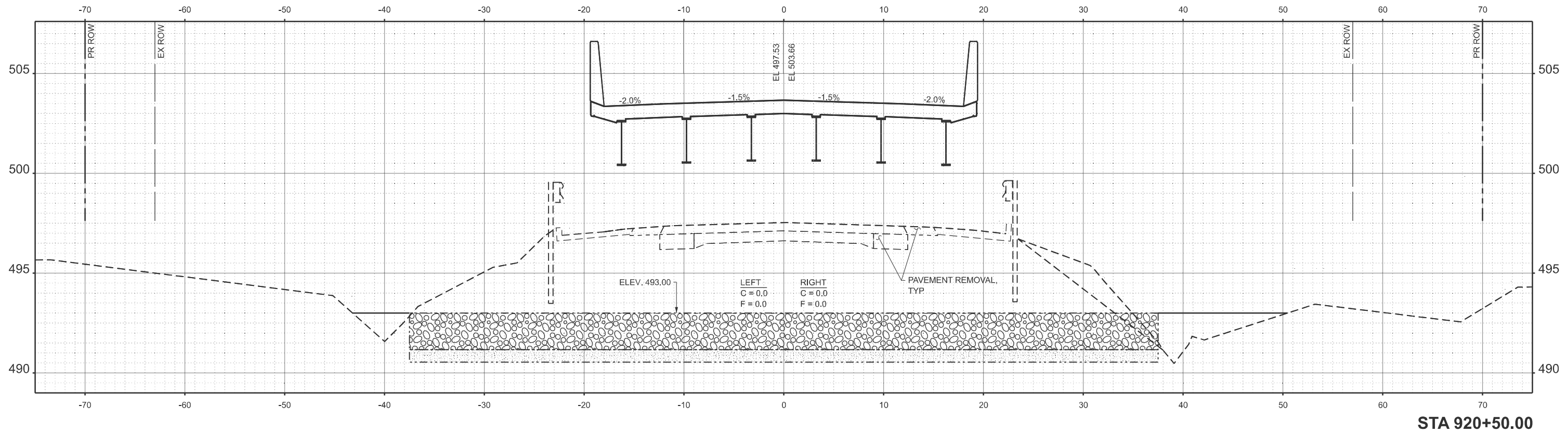
* FAP 322 / FAS 836				
** MARION / WASHINGTON				
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	75
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



STA 921+00.00

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



STA 920+50.00

MODEL: P:\CL\US 51 - 920+50.00 (Sheet)  
FILE NAME: T:\DOT\1406-03\_76B42\B642\_Sheet9\CAD\_Sheet9\B642\_SN 061-0095-sh1-xssht.dgn



USER NAME =	atn
ESCA PROJECT NO. =	1406.03
PLOT DATE =	8/4/2025

DESIGNED -	ATN
DRAWN -	ATN/NHC
CHECKED -	ELH
DATE -	07/25

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

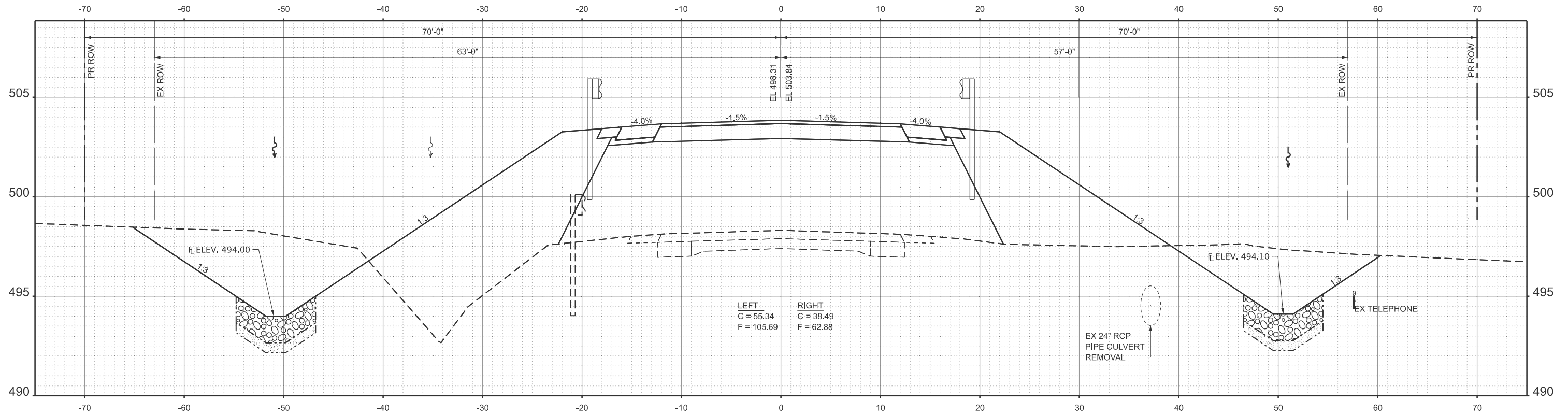
US 51 CROSS SECTIONS

SCALE: AS SHOWN SHEET 9 OF 16 SHEETS STA. 920+50.00 TO STA. 921+00.00

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

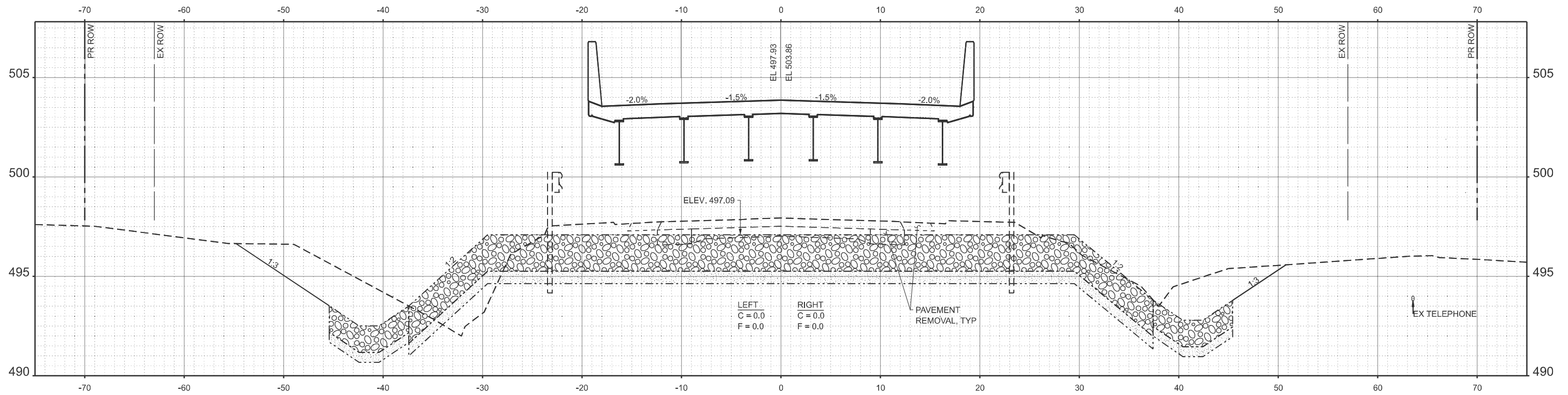
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	76
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**TRANSITION FROM 1:3 FORESLOPE AT STA 922+00.00  
TO 1:4 FORESLOPE AT STA 923+00.00, RT.**



**STA 922+00.00  
FE RT  
TO BE REMOVED**

**TRANSITION FROM 1:2 FORESLOPE AT STA 921+54.00  
TO 1:3 FORESLOPE AT STA 921+83.00, LT & RT.**



**STA 921+50.00**

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

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

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

MODEL: P:\CL\US 51 - 921+50.00 (Sheet) 7/25/2025 7:54:27 PM  
FILE NAME: T:\DOT\1406-03\_76B42\76B42\_Sheet\CAD\_Sheets\0876B42\_S1\_061-0095-sh1-bxsh1.dgn



USER NAME =	atn	DESIGNED -	ATN	REVISED -	
ESCA PROJECT NO. =	1406.03	DRAWN -	ATN/NHC	REVISED -	
		CHECKED -	ELH	REVISED -	
PLOT DATE =	8/4/2025	DATE -	07/25	REVISED -	

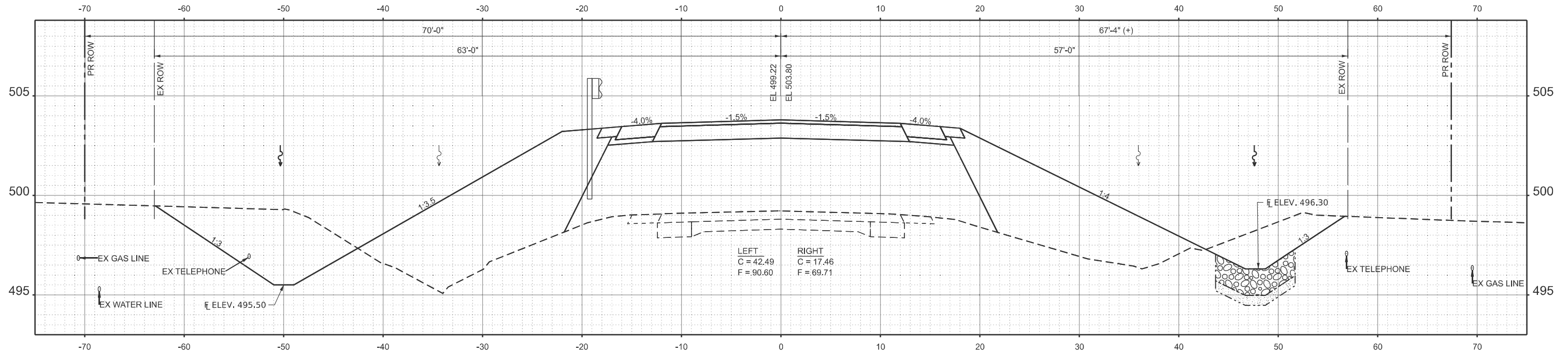
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 51 CROSS SECTIONS**

SCALE: AS SHOWN SHEET 10 OF 16 SHEETS STA. 921+50.00 TO STA. 922+00.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	77
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



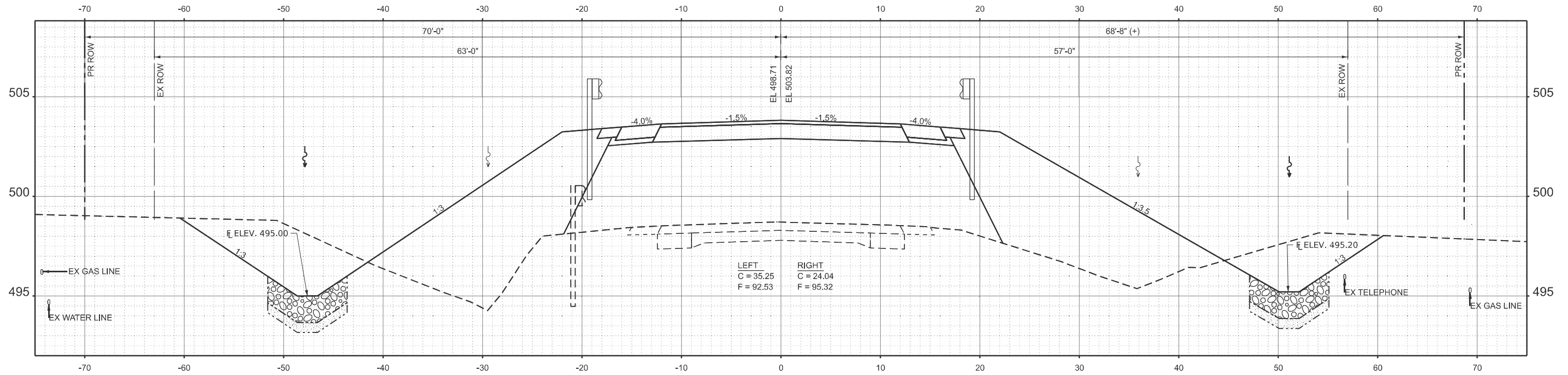
**TRANSITION FROM 1:3 FORESLOPE AT STA 922+50.00  
TO 1:4 FORESLOPE AT STA 923+50.00, LT.**

**STA 923+00.00**

LEFT  
C = 42.49  
F = 90.60

RIGHT  
C = 17.46  
F = 69.71

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



**STA 922+50.00**

LEFT  
C = 35.25  
F = 92.53

RIGHT  
C = 24.04  
F = 95.32

MODEL: P:\CL\US 51 - 922+50.00 (Sheet)  
FILE NAME: T:\DOT\11406-03\_76B42\76B42\_S11.dgn



USER NAME	= atn
ESCA PROJECT NO.	= 1406.03
PLOT DATE	= 8/4/2025

DESIGNED	- ATN
DRAWN	- ATN/NHC
CHECKED	- ELH
DATE	- 07/25

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

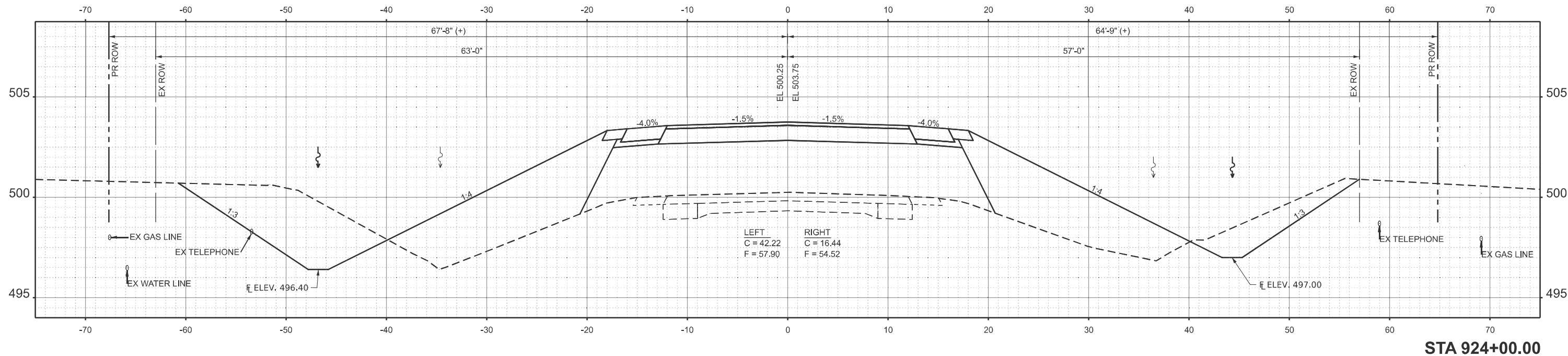
**US 51 CROSS SECTIONS**

SCALE: AS SHOWN SHEET 11 OF 16 SHEETS STA. 922+50.00 TO STA. 923+00.00

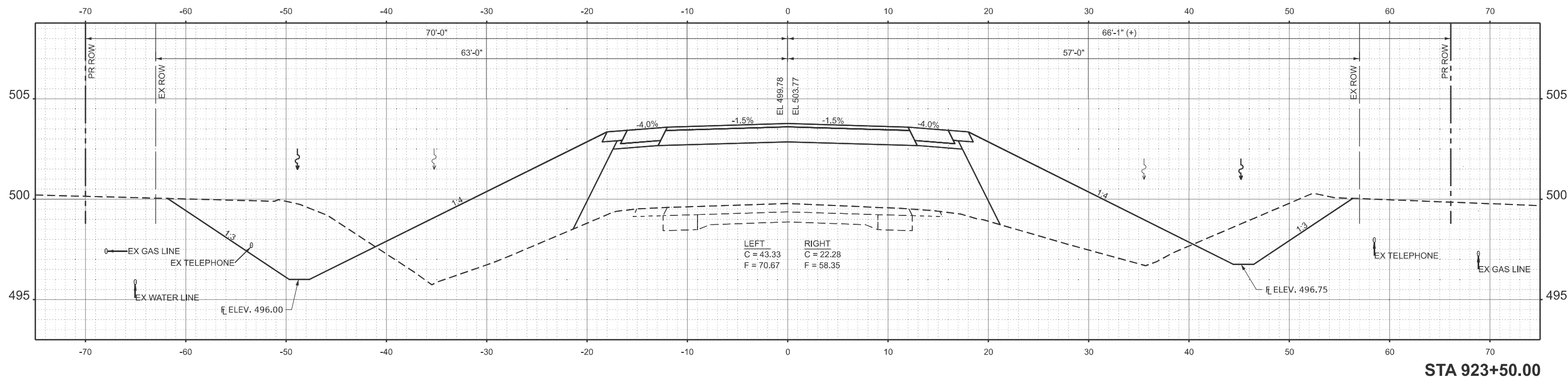
\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	78
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	
FINISH	
NO. BOOK	
NOTE	
AREAS CHECKED	



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



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FILE NAME: T:\DOT\1406-03\_76B42\76B42\_Sheet10.dwg



USER NAME = atn  
ESCA PROJECT NO. = 1406.03  
PLOT DATE = 8/4/2025

DESIGNED - ATN  
DRAWN - ATN/NHC  
CHECKED - ELH  
DATE - 07/25

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

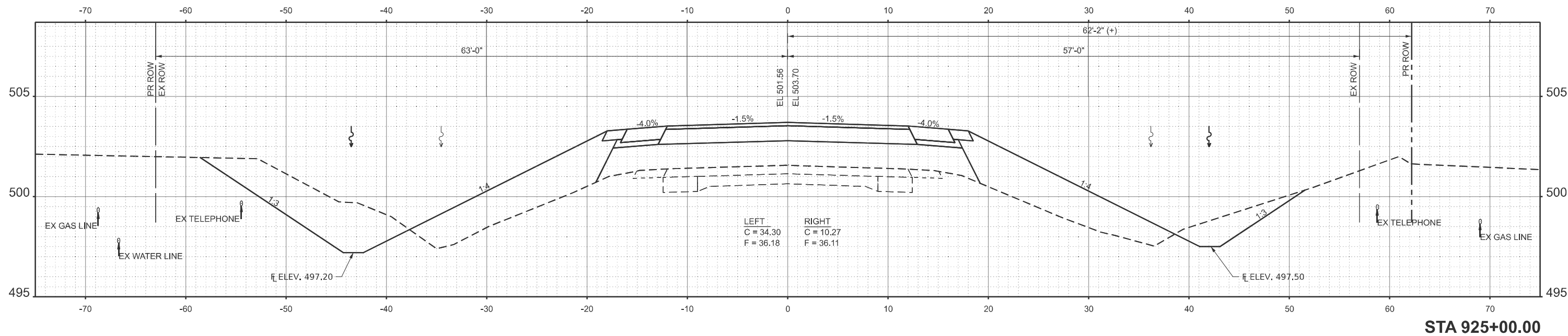
US 51 CROSS SECTIONS

SCALE: AS SHOWN SHEET 12 OF 16 SHEETS STA. 923+50.00 TO STA. 924+00.00

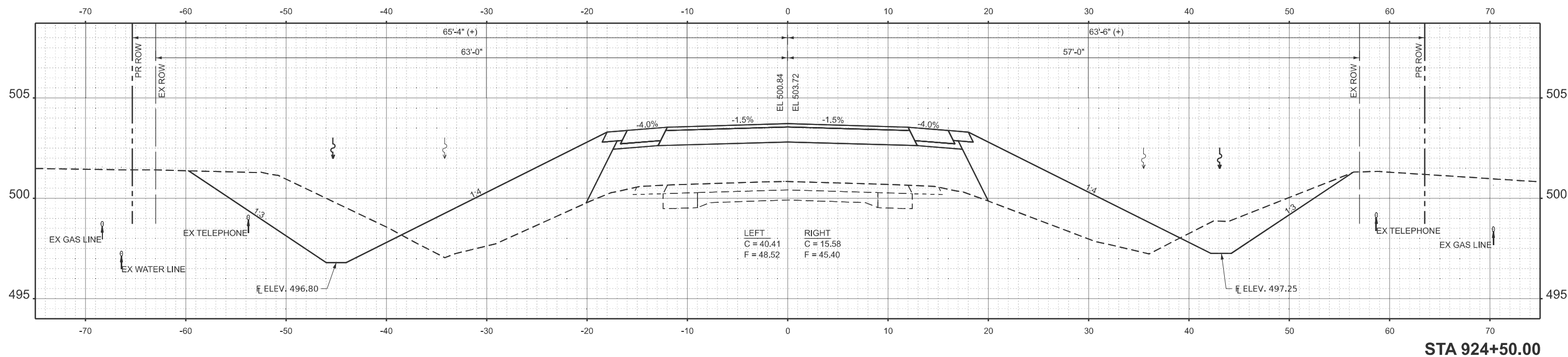
\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	79
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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



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



MODEL: P:\CL\US 51 - 924+50.00 (Sheet.dgn)  
FILE NAME: T:\DOT\11406-03\_76B42\76B42 Design\CAD\_Sheets\0876B42\_S1\01-2095-sh1-xssh.dgn



USER NAME =	atn	DESIGNED -	ATN	REVISED -	
ESCA PROJECT NO. =	1406.03	DRAWN -	ATN/NHC	REVISED -	
		CHECKED -	ELH	REVISED -	
PLOT DATE =	8/4/2025	DATE -	07/25	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US 51 CROSS SECTIONS

SCALE: AS SHOWN SHEET 13 OF 16 SHEETS STA. 924+50.00 TO STA. 925+00.00

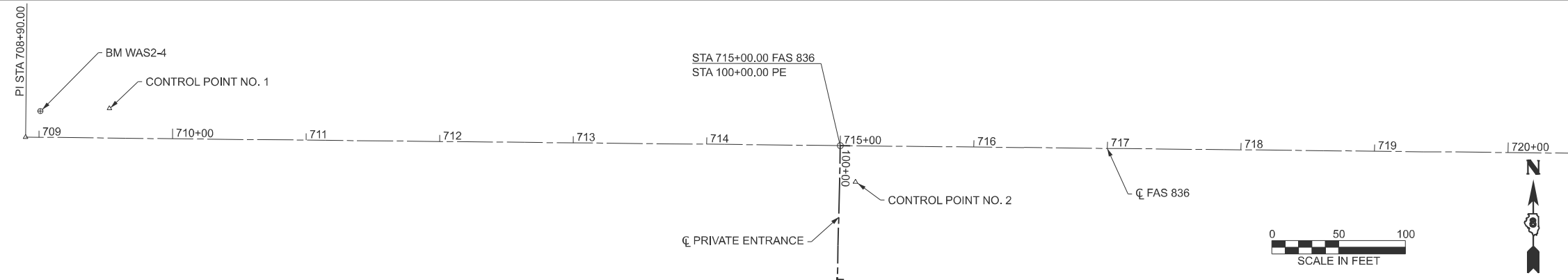
\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	80
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

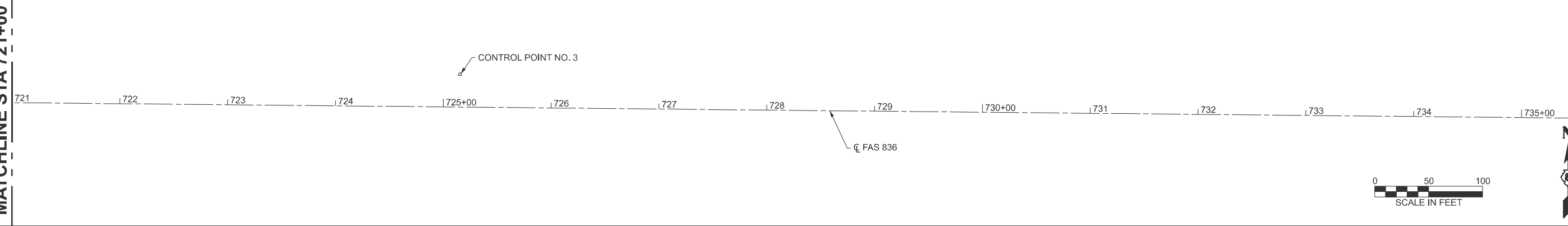






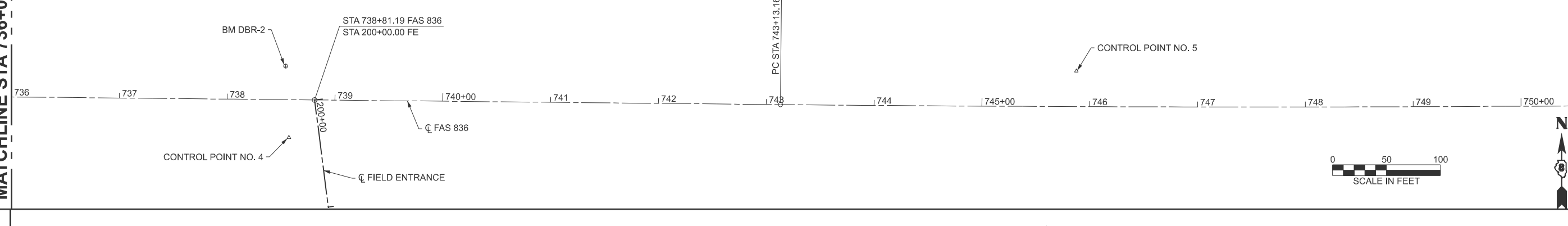


MATCHLINE STA 721+00



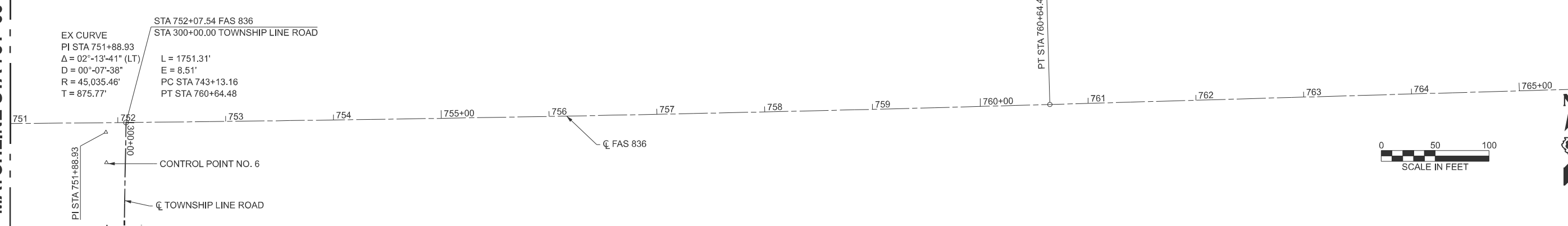
MATCHLINE STA 721+00

MATCHLINE STA 736+00



MATCHLINE STA 736+00

MATCHLINE STA 751+00



MATCHLINE STA 751+00

MATCHLINE STA 766+00

MODEL: DUBOISRD - Alignment Plan 1 (Sheet)  
FILE NAME: Y:\DOT\1140B-C4\_76B42\76B42\_Design\CADD sheets\B076B42\_SN 095-2404-shr-ATB.dgn

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
PLOT DATE = 10/9/2025	CHECKED - ELH	REVISED -
	DATE - 06/25	REVISED -

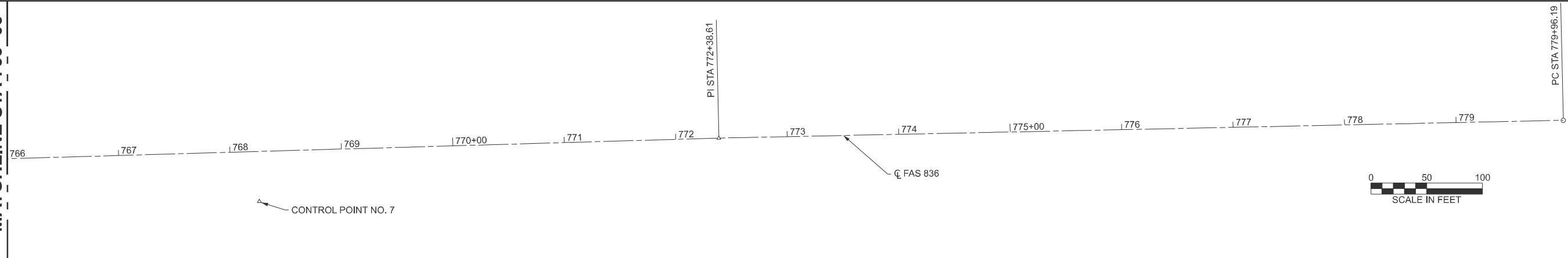
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DUBOIS BLACKTOP ROAD  
ALIGNMENTS, TIES, AND BENCHMARKS

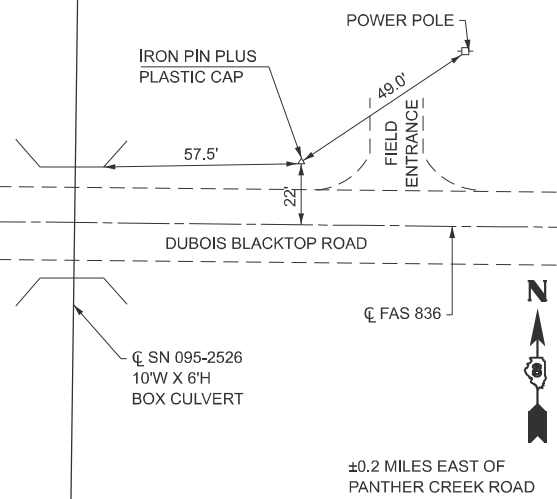
SCALE: 1" = 50' SHEET 1 OF 3 SHEETS STA. 708+90.00 TO STA. 766+00.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	84
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MATCHLINE STA 766+00

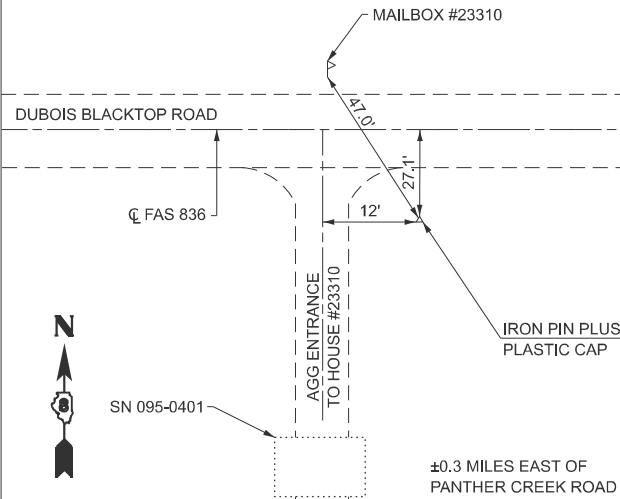


**SITE CONTROL - ICS83: 33 ZONE - ICS83 - MOUNT VERNON, ZONE 30**



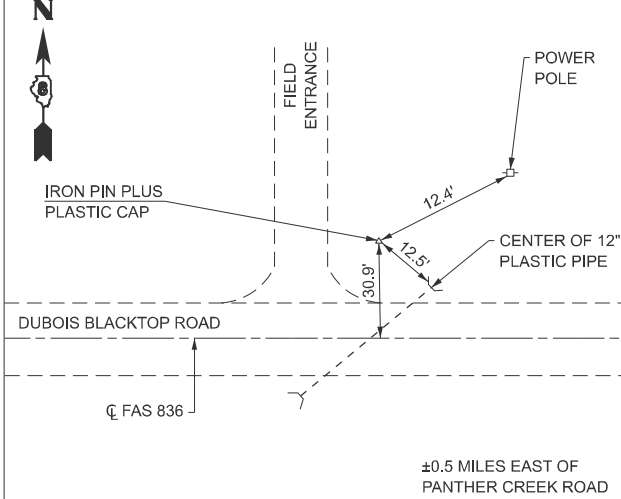
**CONTROL POINT NO. 1**

STA 709+52.50 22.11' LT, C FAS 836, EL 505.75  
N = 3,691,150.3863 E = 292,468.5385



**CONTROL POINT NO. 2**

STA 715+11.33 27.08' RT, C FAS 836, EL 507.93  
N = 3,691,095.6693 E = 293,027.1224



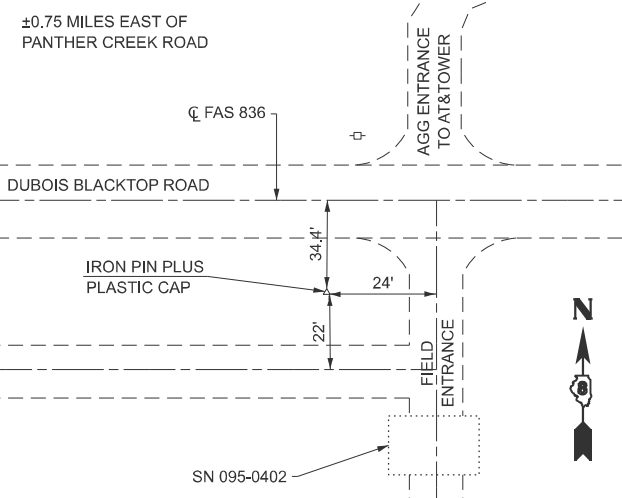
**CONTROL POINT NO. 3**

STA 725+15.01 30.40' LT, C FAS 836, EL 510.33  
N = 3,691,143.2337 E = 294,031.0598

**BENCHMARKS**

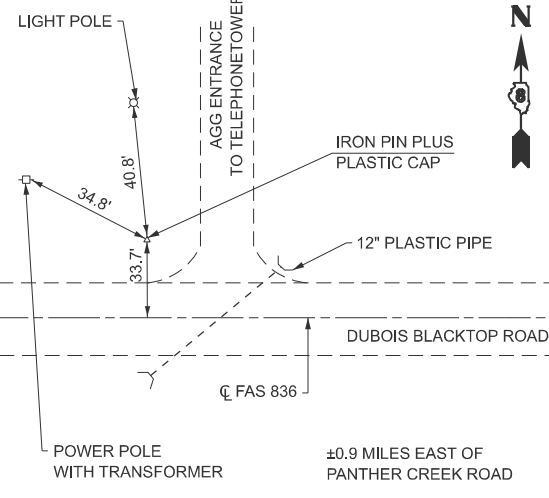
NAV/D88  
BM WAS 2-4 - DISK STAMPED "WAS 2-4" IN THE CENTER OF THE NORTH HEADWALL OF A 10'W X 6'H BOX CULVERT SN 095-2526, ±0.2 MILES EAST OF PANTHER CREEK ROAD ALONG DUBOIS BLACKTOP ROAD & ±2.35 MILES WEST OF US 51. EL 506.643  
BM DBR-2 - SET RAILROAD SPIKE IN THE SOUTH SIDE OF A POWER POLE IN THE NORTHWEST QUAD OF THE ENTRANCE TO AT&T TOWER & THE FIELD ENTRANCE OVER SN 095-0402, ±0.75 MILES EAST OF PANTHER CREEK ROAD & ±1.75 MILES WEST OF US 51. EL 520.406

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON



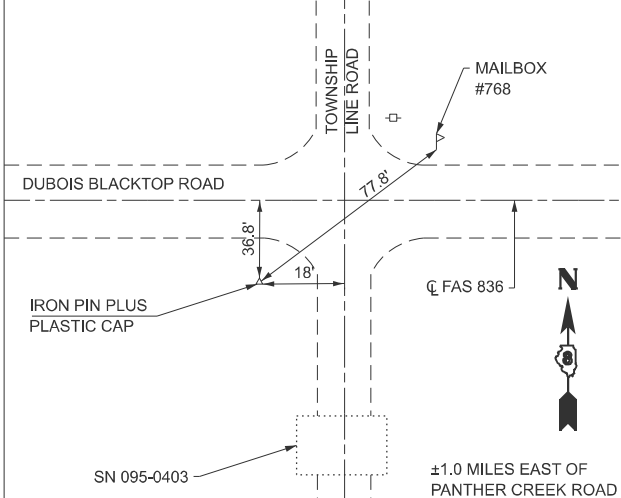
**CONTROL POINT NO. 4**

STA 738+57.69 34.82' RT, C FAS 836, EL 518.13  
N = 3,691,064.5913 E = 295,373.0269



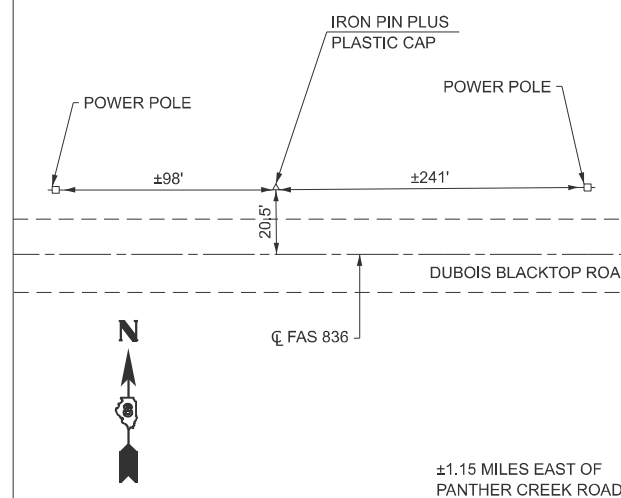
**CONTROL POINT NO. 5**

STA 745+87.61 32.94' LT, C FAS 836, EL 521.36  
N = 3,691,126.1328 E = 296,103.3912



**CONTROL POINT NO. 6**

STA 751+89.18 37.02' RT, C FAS 836, EL 523.19  
N = 3,691,057.9225 E = 296,705.0269



**CONTROL POINT NO. 7**

STA 768+25.11 44.90' RT, C FAS 836, EL 527.74  
N = 3,691,130.6428 E = 297,524.3315

MODEL: DUBOISRD - Alignment Plan 2 (Sheet)  
FILE NAME: Y:\DOT11406-C4\_76842\76842\_Design\CADD sheets\0876842\_SN 095-2404-shr-ATB.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
PLOT DATE = 10/10/2025	CHECKED - ELH	REVISED -
	DATE - 06/25	REVISED -

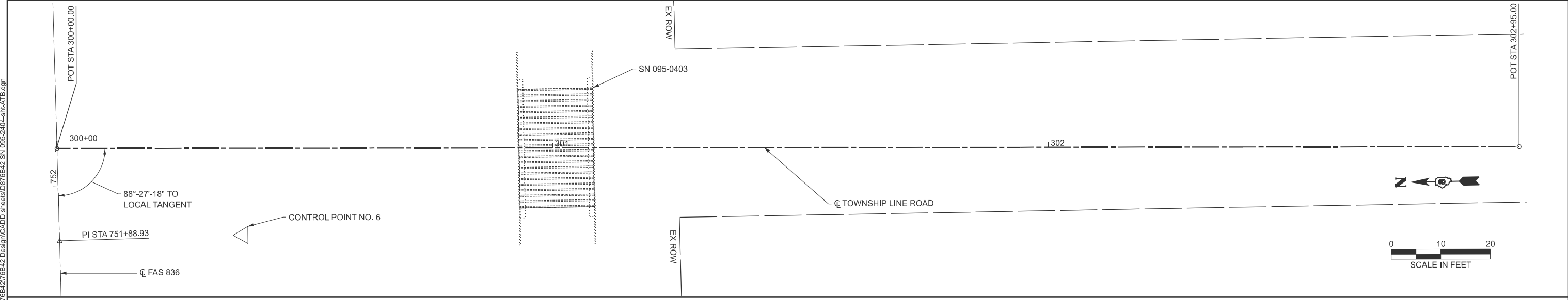
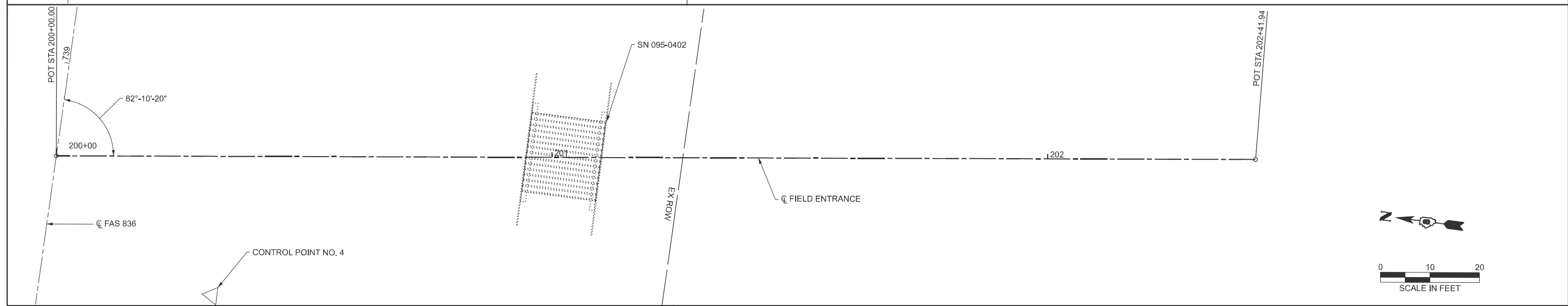
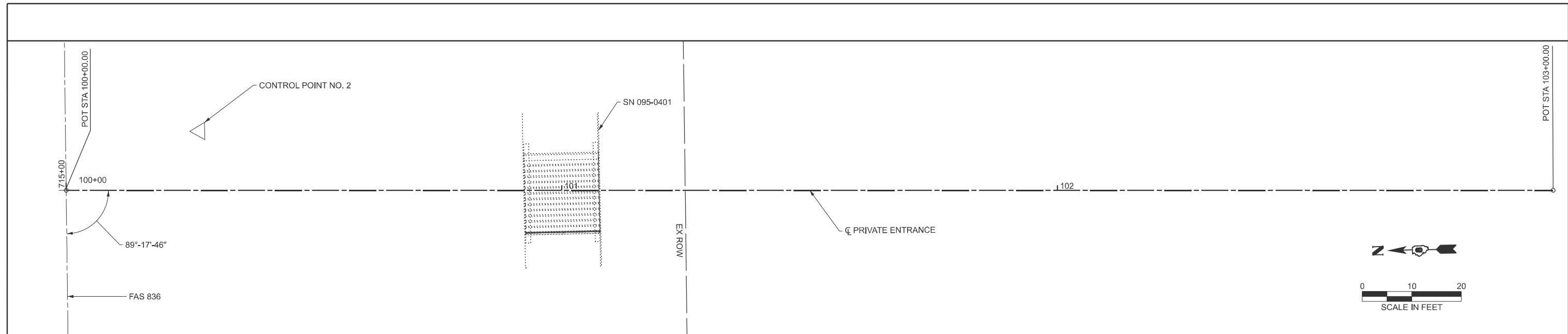
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DUBOIS BLACKTOP ROAD  
ALIGNMENTS, TIES, AND BENCHMARKS

SCALE: NONE SHEET 2 OF 3 SHEETS STA. 766+00.00 TO STA. 779+96.19

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	85
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MODEL: DUBOISRSD - Alignment Plan 3 (Sheet)  
 FILE NAME: Y:\DOT\1140B-C4\_76B42\76B42 Design\CADD sheets\B876B42\_SN 095-2404-shr-ATB.dgn



\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



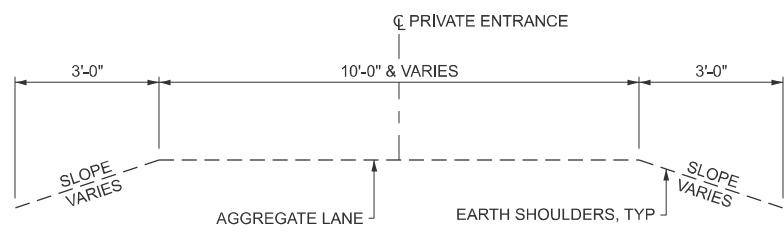
USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
PLOT DATE = 10/9/2025	CHECKED - ELH	REVISED -
	DATE - 10/25	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

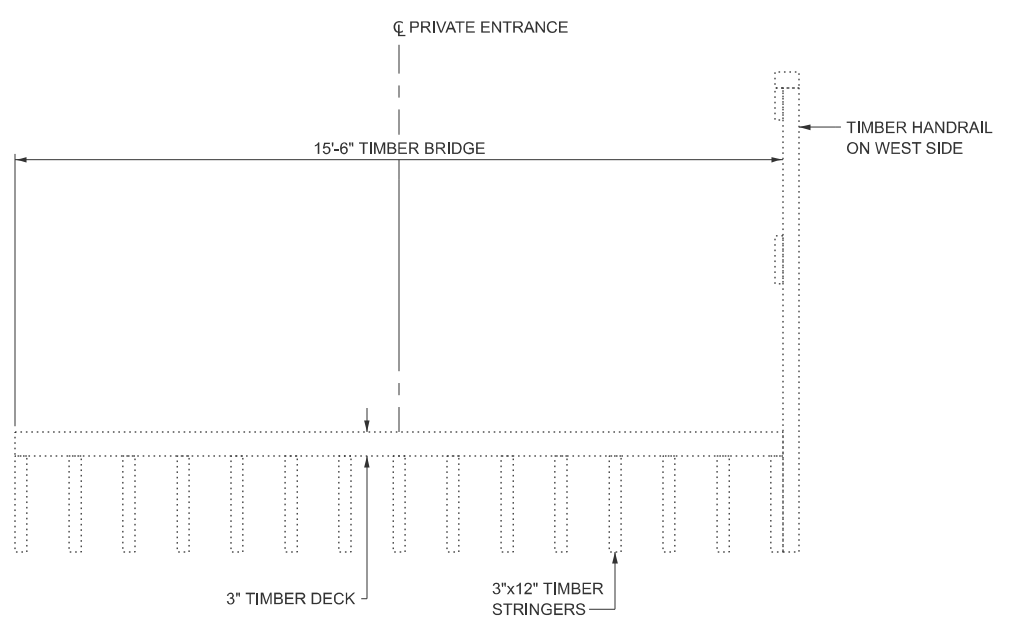
**DUBOIS BLACKTOP ROAD  
 ALIGNMENTS, TIES, AND BENCHMARKS**

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

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	86
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**  
**STA 100+11.00 TO STA 100+92.50**  
**STA 101+07.70 TO STA 103+00.00**



**EXISTING TYPICAL SECTION**  
**STA 100+92.50 TO STA 101+07.70**

MODEL: 401 Existing Typical Sections Sheet  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD sheets\0876B42\_SN 095-2404-ehc-typical.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 7/16/2025	DATE - 06/25	REVISED -

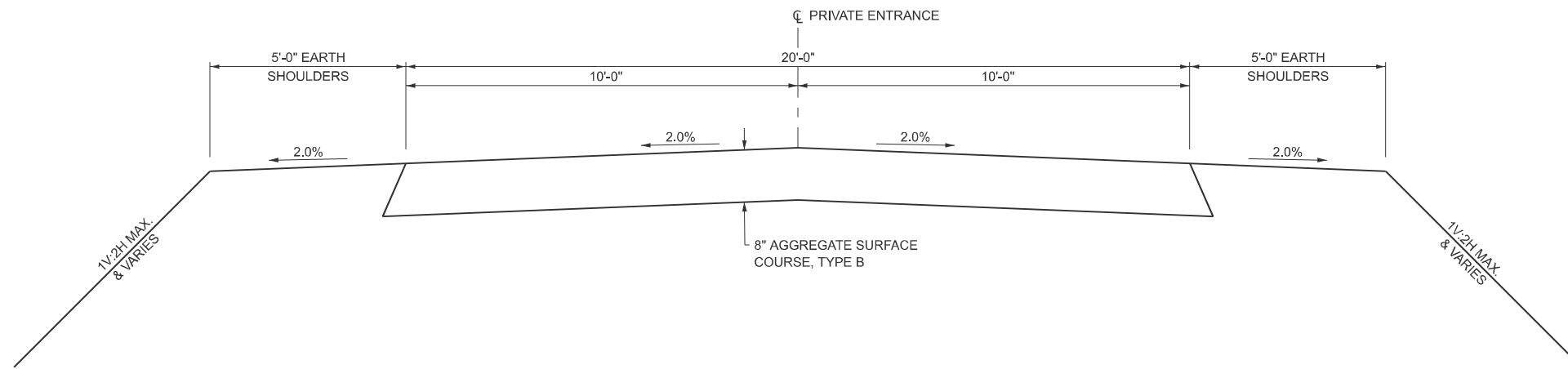
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SN 095-2404**  
**TYPICAL SECTIONS**

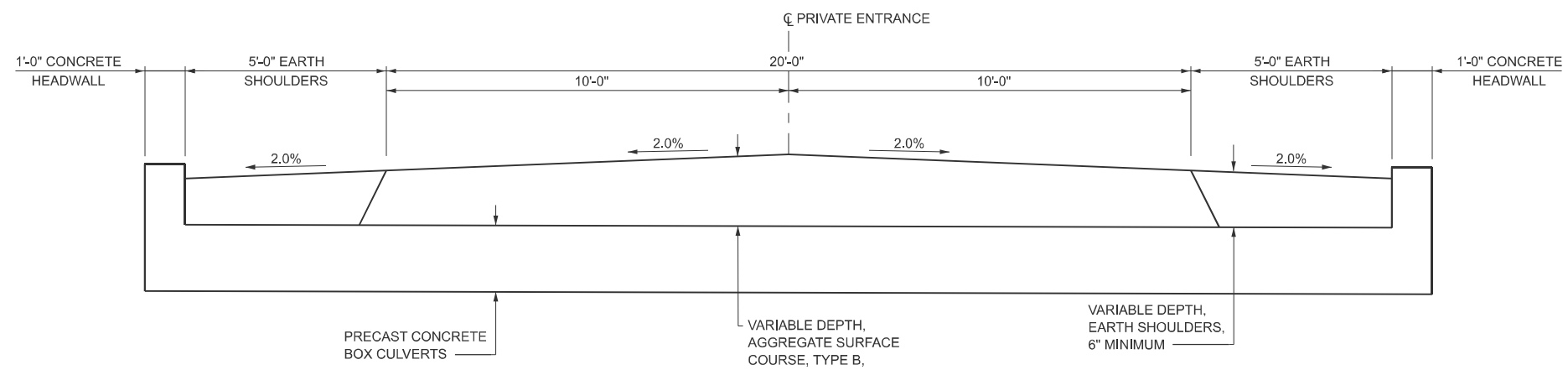
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	87
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION**  
**STA 100+49.64 TO STA 100+94.19**  
**STA 101+05.85 TO STA 101+19.50**



**PROPOSED TYPICAL SECTION**  
**STA 100+94.19 TO STA 101+05.85**

MODEL: 401 Proposed Typical Sections Sheet  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD sheets\0876B42\_SN 095-2404-est-typical.dgn



USER NAME = atn  
 ESCA PROJECT NO. = 1406.04  
 PLOT DATE = 6/25/2025

DESIGNED - ATN  
 DRAWN - ATN  
 CHECKED - ELH  
 DATE - 06/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

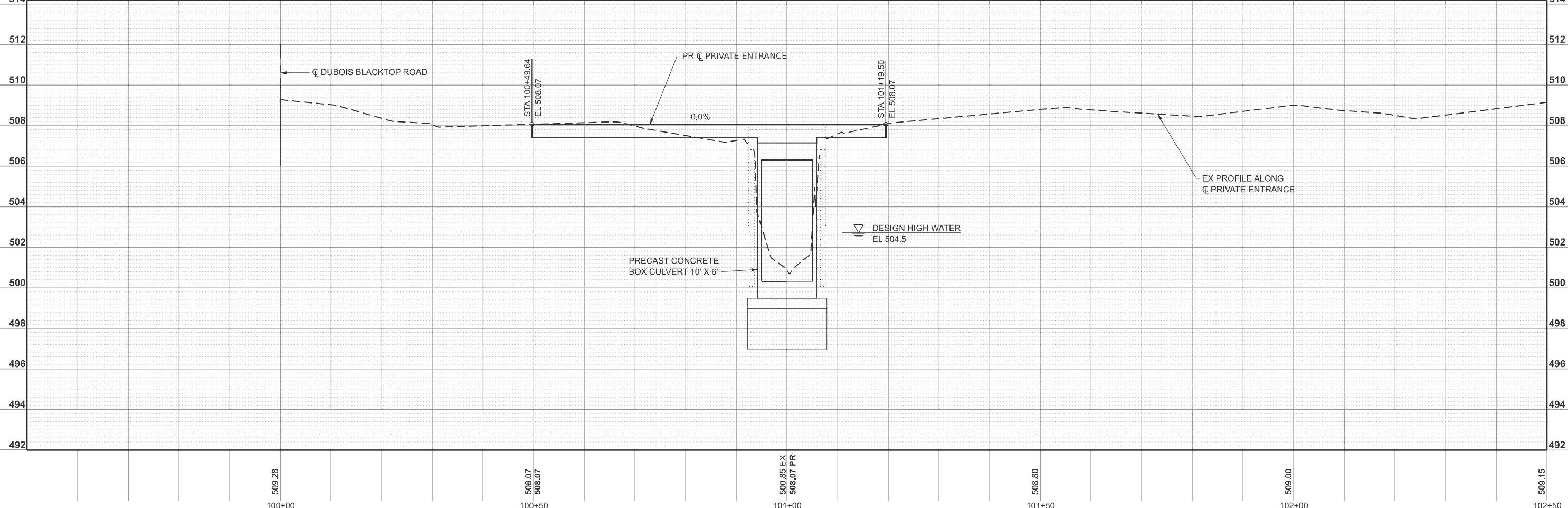
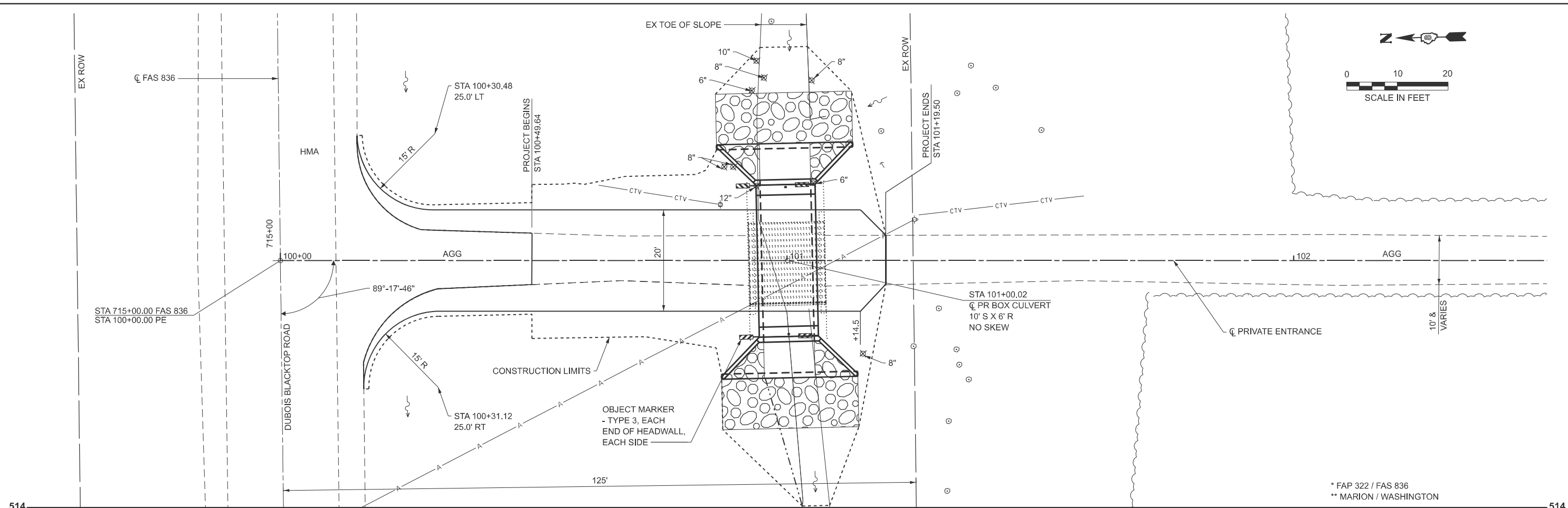
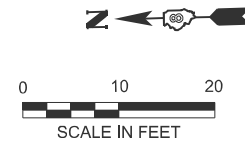
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SN 095-2404**  
**TYPICAL SECTIONS**

SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	88
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



MODEL: 401 - 401 Plan (Sheet)  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\_sheets\0876B42\_SN 095-2404-shr-plnpr.dgn

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406,04	DRAWN - ATN	REVISED -
PLOT DATE = 8/25/2025	CHECKED - ELH	REVISED -
	DATE - 08/25	REVISED -





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

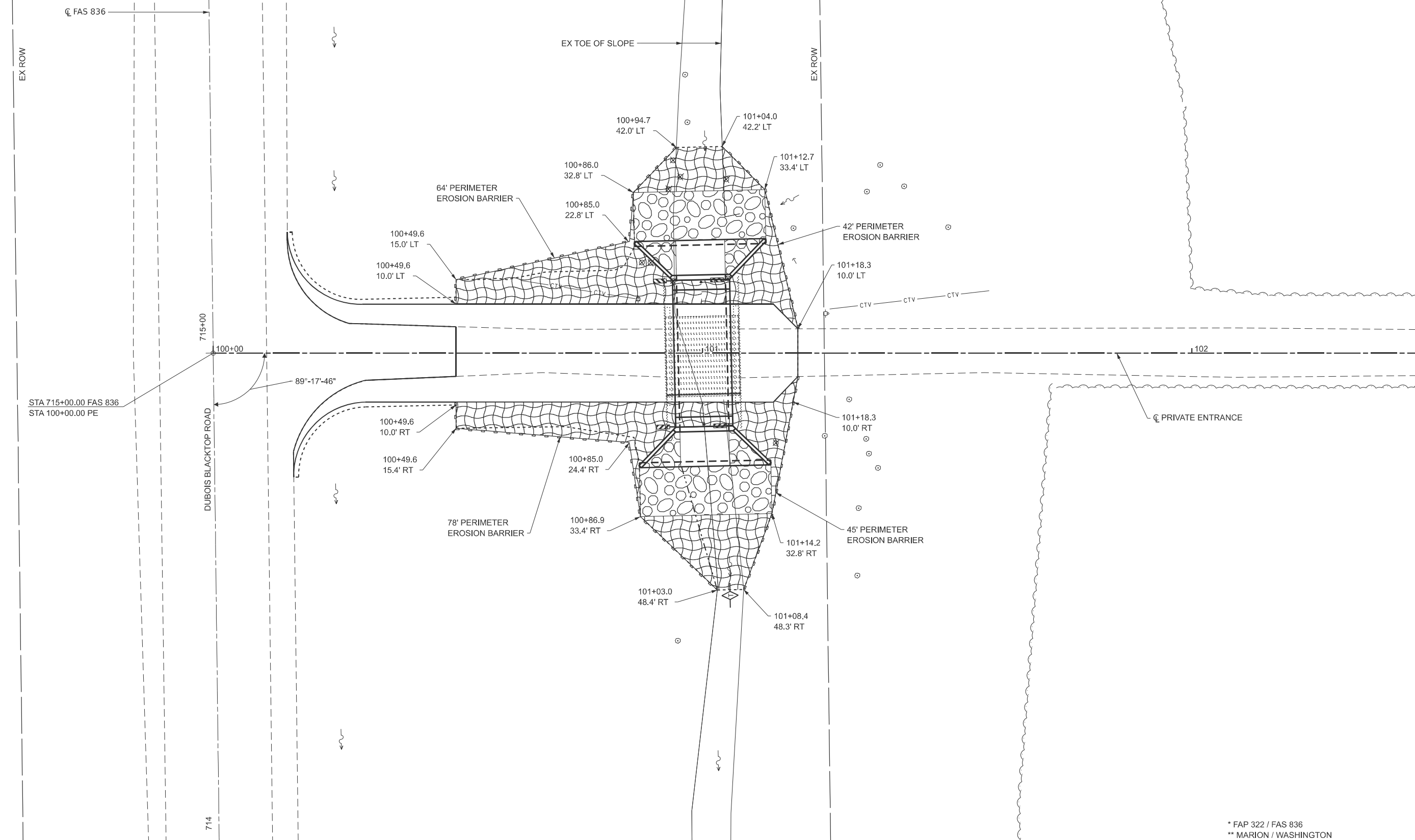
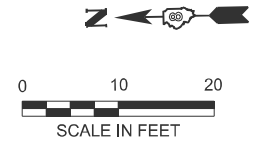
**SN 095-2404**  
**PLAN & PROFILE**

SCALE: AS SHOWN    SHEET 1 OF 1 SHEETS    STA. 99+50.00    TO STA. 102+50.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	89
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  STONE RIPRAP
-  CONSTRUCTION LIMITS



MODEL: 0401BL - Erosion Plan 1 [Sheet]  
FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\_sheets\0876B42\_SN 095-2404-eh-eros.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 10/9/2025	DATE - 08/25	REVISED -

DESIGNED - ATN	REVISED -
DRAWN - ATN	REVISED -
CHECKED - ELH	REVISED -
DATE - 08/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SN 095-2404  
EROSION CONTROL PLAN**

SCALE: 1" = 10'      SHEET 1 OF 1 SHEETS      STA. 99+50.00      TO STA. 102+50.00

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	90
CONTRACT NO. 76B42				

ILLINOIS FED. AID PROJECT

Benchmark: BM WAS 2-4 disk stamped "WAS 2-4" in the center of the N. headwall of a 10'W x 6'H box culvert SN 095-2526, +/-0.2 mi. E. of Panther Creek Rd. along Du Bois Blacktop Rd. & +/-2.35 mi. W of US 51, elev. 506.643' (NAVD 88).

Existing Structure: SN 095 0401 was built in 1937 as F.A. Route 167, Section 11G. It is a single-span timber bridge that has no skew. The bridge deck is 15.2' long and 15.5' wide. The superstructure is 3" timber planks on 3" x 12" timber joists. The abutments are 10" x 12" timber posts. A short-term closure of the entrance will be used for construction.

No Salvage.

**WATERWAY INFORMATION**

Drainage Area = 169 acres				Du Bois Rd. low EOP elev. 509.26 at sta. 716+00					
Flood	Freq. Yr.	Q. C.F.S.	Opening (Sq. Ft.)		Nat. H.W.E.	Head (Ft.)		Headwater Elevation	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
10		112	40	38	504.4	0.0	0.0	504.4	504.4
Design	15	123	41	39	504.5	0.0	0.0	504.5	504.5
Base	100	195	52	47	505.3	0.0	0.0	505.3	505.3

**GENERAL NOTES**

The design fill height for this box is 0.6 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 the lower 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 Specifications.

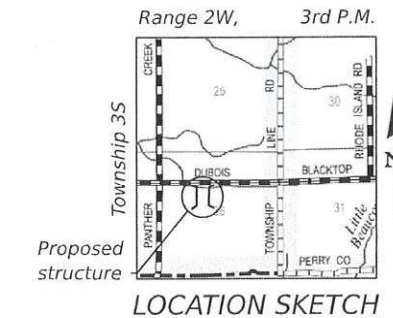
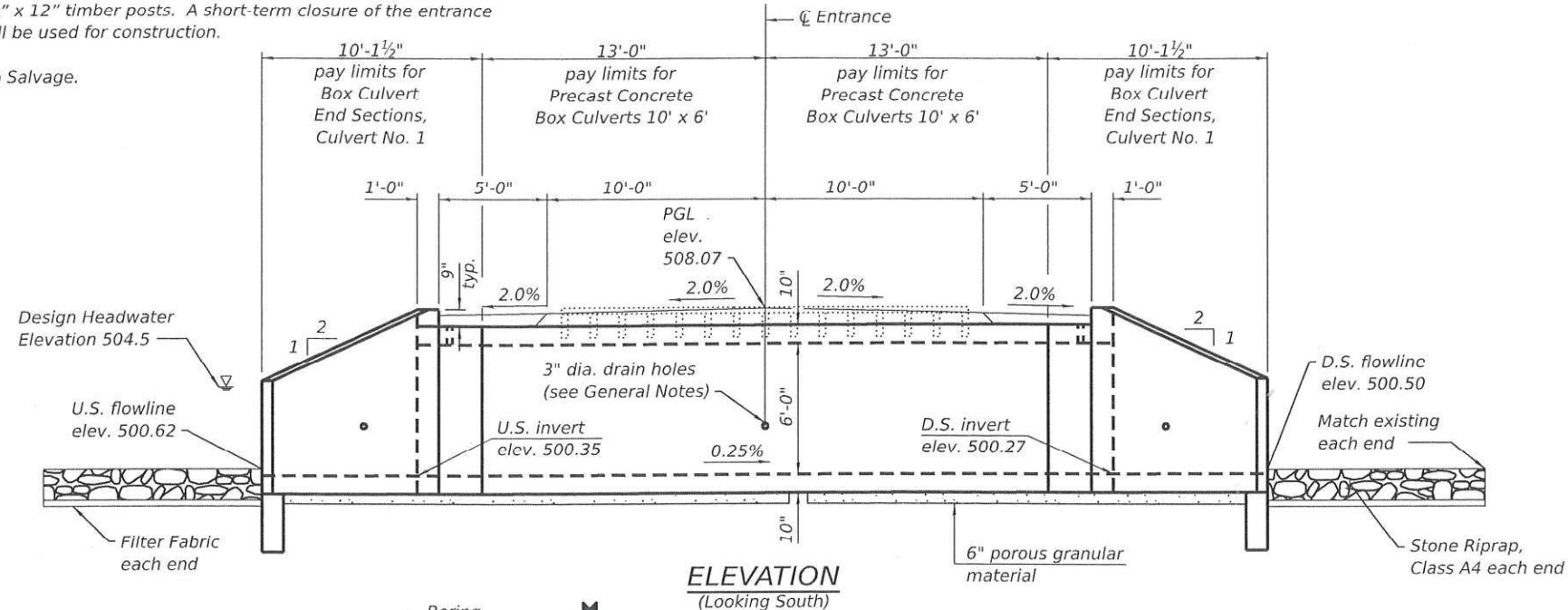
Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.

Precast concrete box culverts and box culvert end sections shall be backfilled with Granular Backfill for Structures 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 granular backfill is included in the Granular Backfill for Structures 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.

If the Contractor elects to use cast-in-place construction for the end sections, any temporary soil retention required will be at the Contractor's expense.

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

Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.

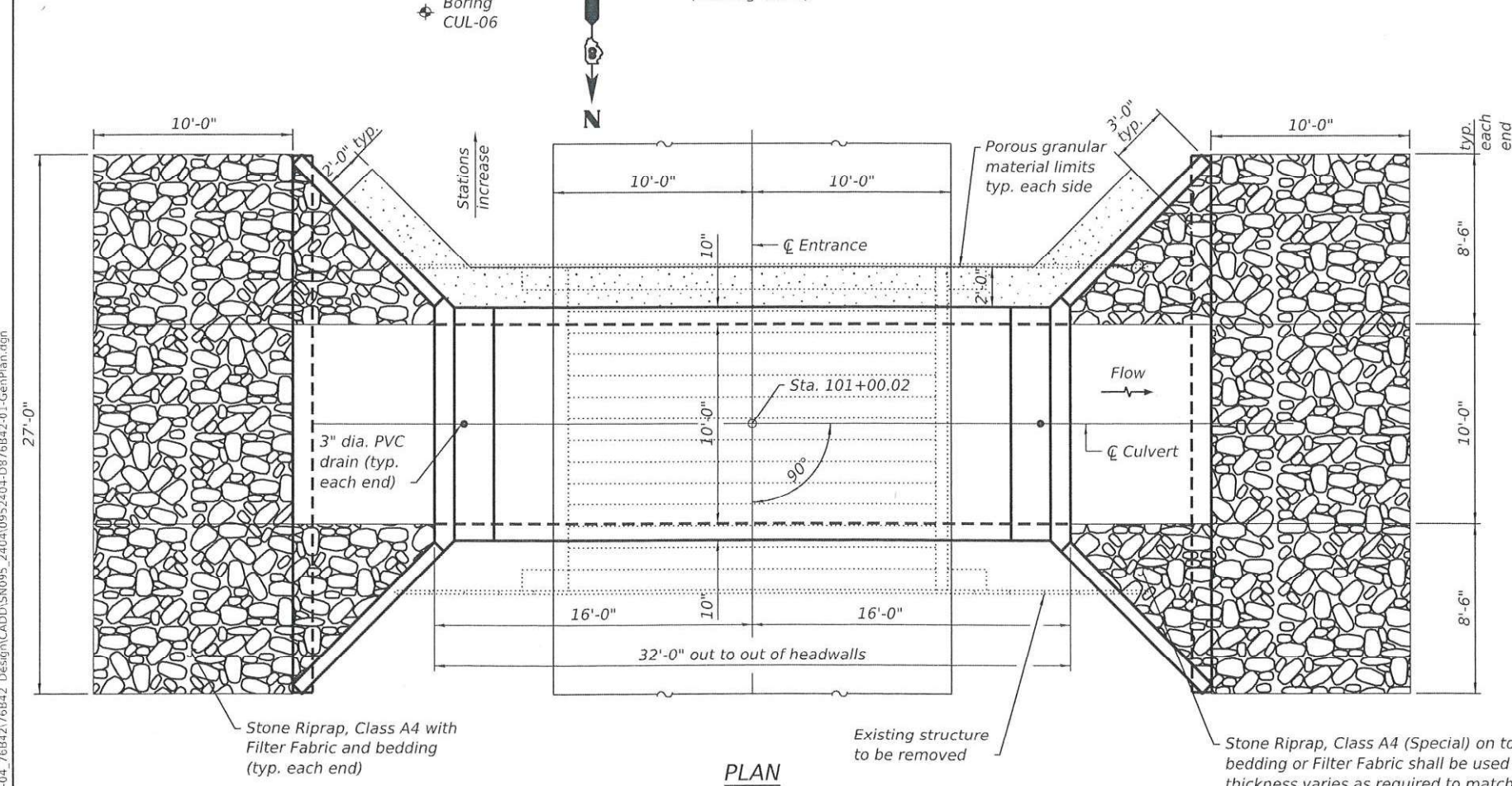
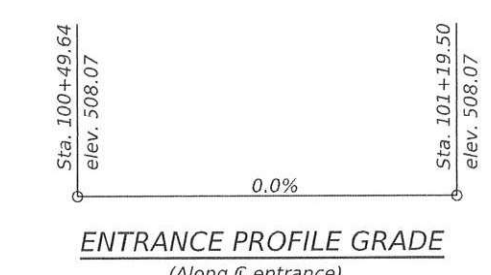


**INDEX OF SHEETS**

1. General Plan and Elevation
2. General Data
- 3.-4. Precast Concrete Box Culvert Apron End Section Details
5. Soil Borings



EXPIRES 11-30-2026  
 SIGNATURE  
 10-07-25  
 DATE



**DESIGN SPECIFICATIONS**

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

**LOADING HL-93**

**DESIGN STRESSES**

**PRECAST UNITS**

f<sub>c</sub> = 5,000 psi  
 f<sub>y</sub> = 65,000 psi (welded wire reinforcement)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq. Yd.	65
Filter Fabric	Sq. Yd.	65
Removal of Existing Structures No. 2	Each	1
Box Culvert End Sections, Culvert No. 1	Each	2
Precast Concrete Box Culverts 10' x 6'	Foot	26
Granular Backfill for Structures	Cu. Yd.	125
Geocomposite Wall Drain	Sq. Yd.	46
Stone Riprap, Class A4 (Special)	Sq. Yd.	16
Membrane Waterproofing System for Buried Structures	Sq. Yd.	46

**GENERAL PLAN AND ELEVATION**  
**ENTRANCE OVER CREEK**  
**FAS 836 (DUBOIS BLACKTOP RD) - SECTION 11BR-1**

**WASHINGTON COUNTY**  
**STATION 101+00.02**  
**PROPOSED SN 095-2404**

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Proposed Structure Sheet  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42.dgn  
 Design\CADD\SN095\_2404\0952404-04-08\76B42-01-GenPlan.dgn

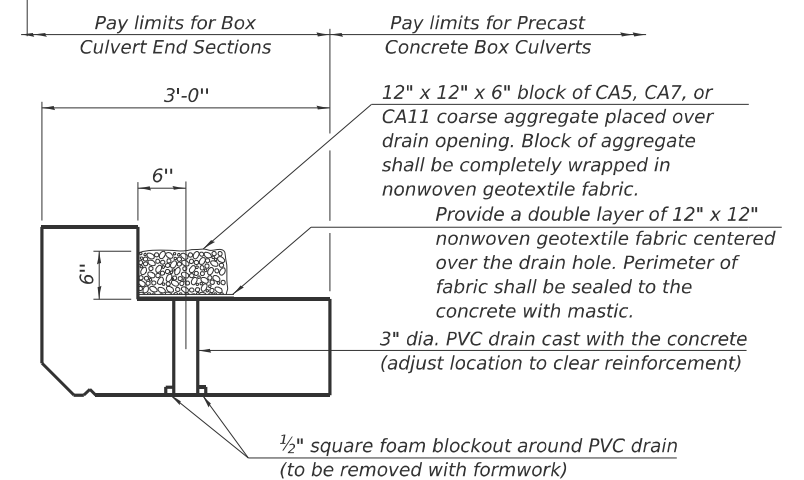
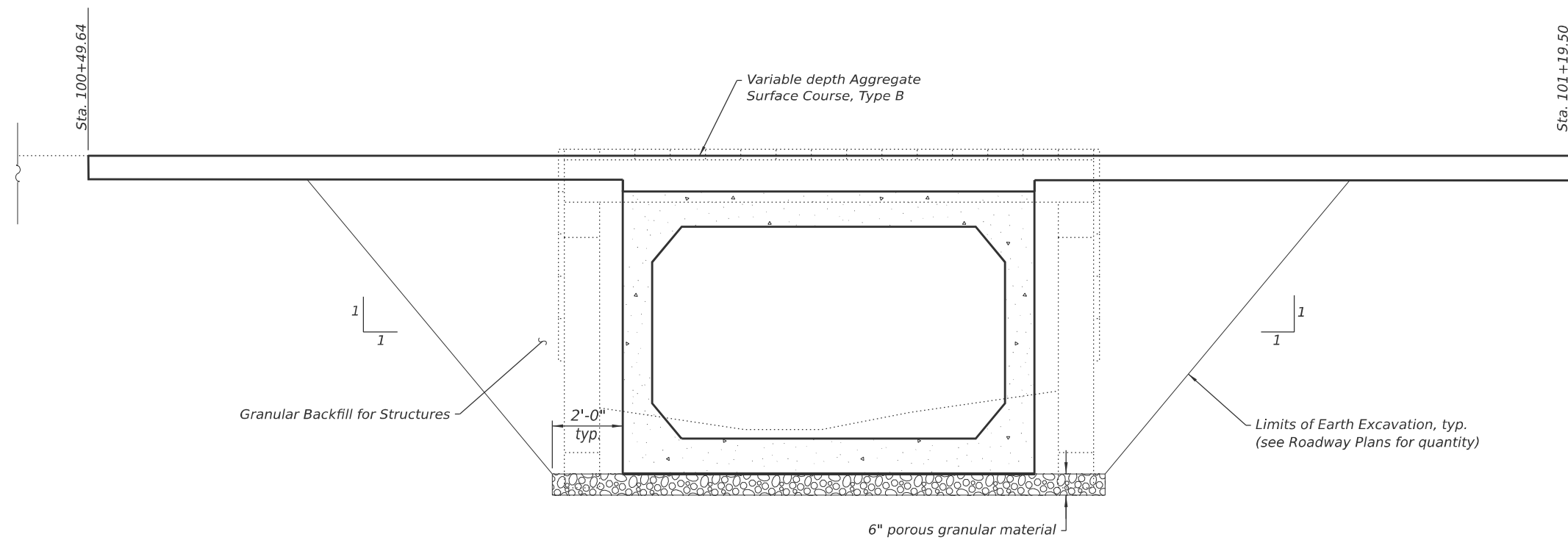
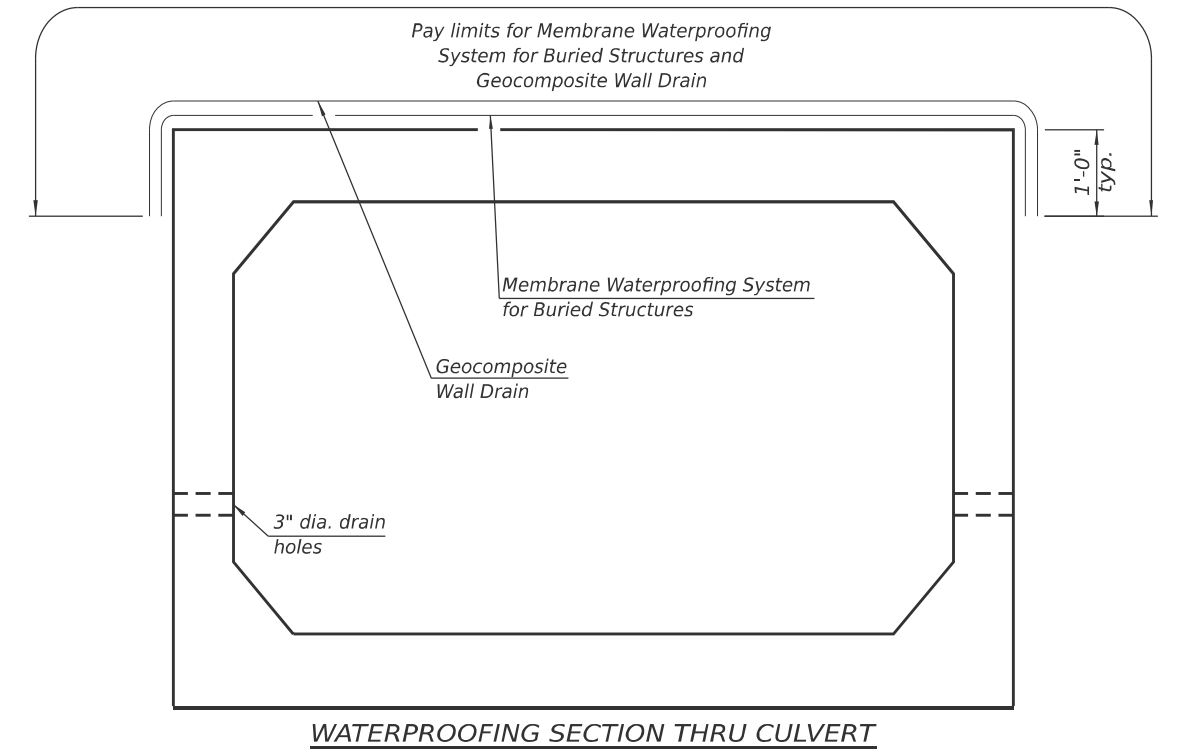
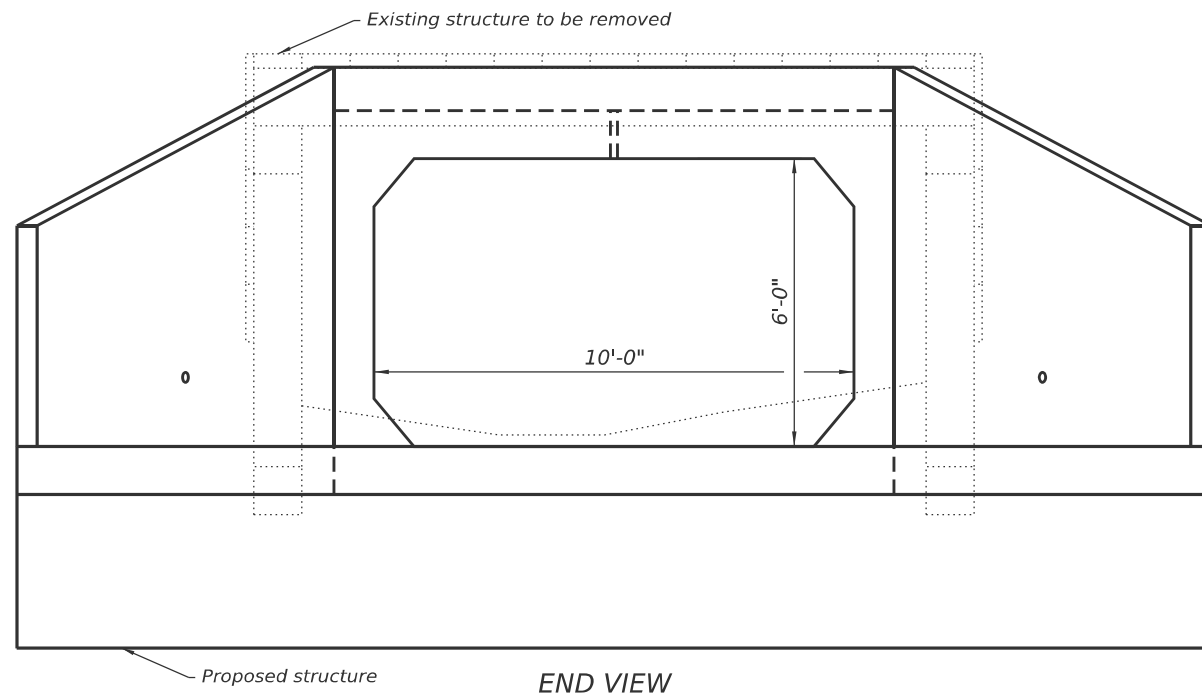


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ESCA PROJECT NO. = 1406.04	CHECKED - RDP 06/25	REVISED -
PLOT SCALE = 0.2" = 1'	DRAWN - BMG/NHC 10/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 10/25	REVISED -

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

SHEET 1 OF 5 SHEETS

FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	91
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



(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.)

MODEL: Sheet  
FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2404\0952404-D876B42-02-GenData.dgn



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ESCA PROJECT NO. = 1406.04  
PLOT SCALE = 0.2" / in.  
PLOT DATE = 10/7/2025

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CHECKED - RDP 06/25  
DRAWN - BMG/ATN 08/25  
CHECKED - ELH 08/25

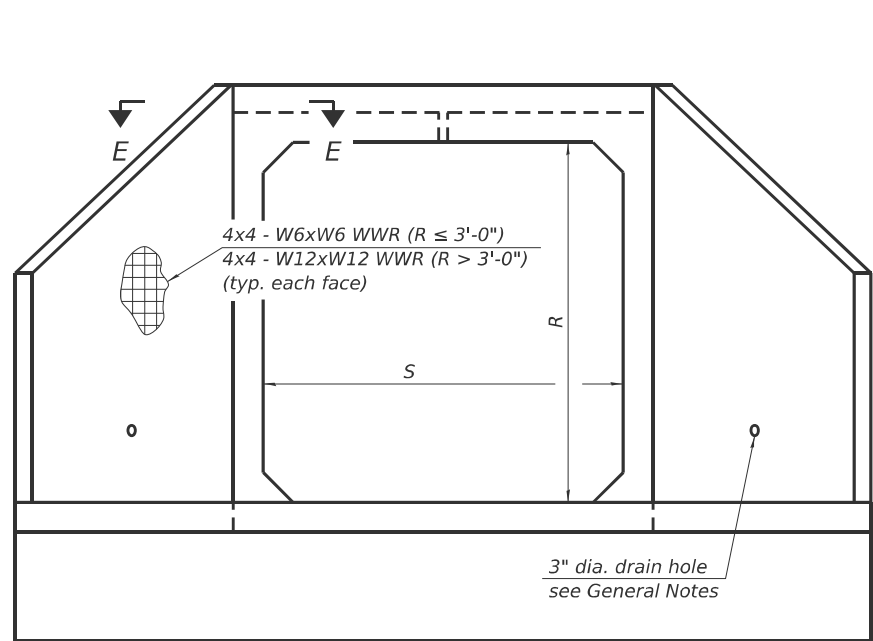
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

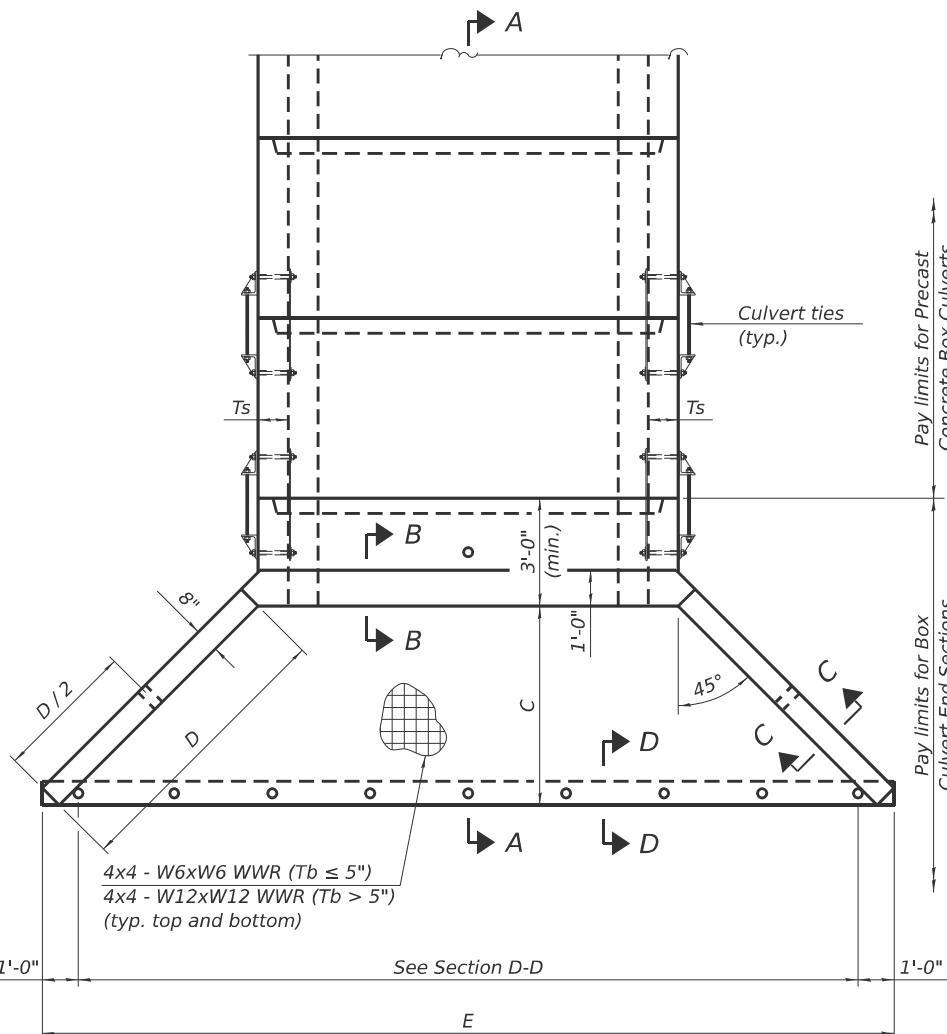
GENERAL DATA  
PROPOSED SN 095-2404

SHEET 2 OF 5 SHEETS

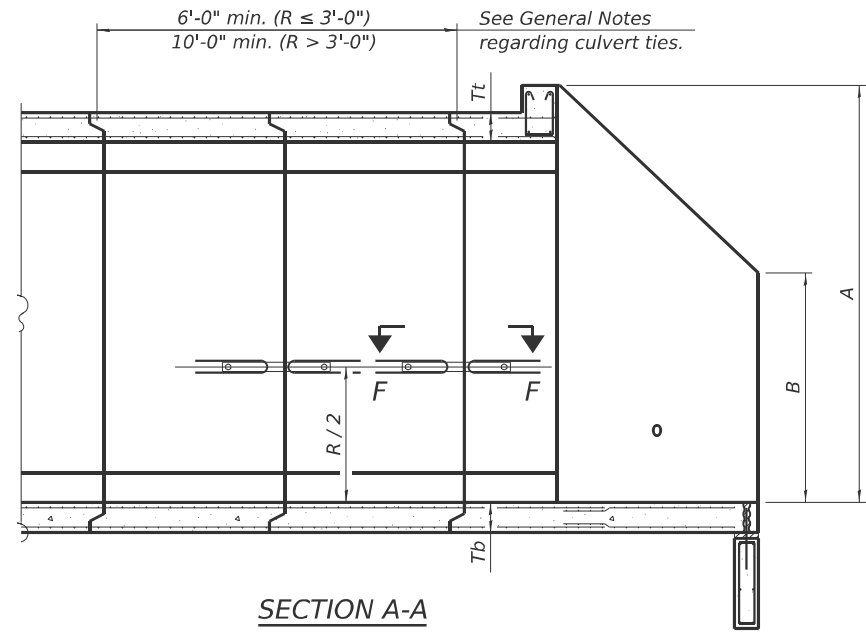
* FAP 322 / FAS 836		**MARION / WASHINGTON	
FA RTE	SECTION	COUNTY	TOTAL SHEETS
	26BR,11BR-1	**	123
			SHEET NO. 92
CONTRACT NO. 76B42			
ILLINOIS FED. AID PROJECT			



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 on 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>2</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>2</sub> "	5.3	Yes
4'-0"	4'-0"	5"	5"	5"	5'-2"	3'-1"	4'-8 <sup>3</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>8</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>2</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>2</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)

MODEL: Sheet  
FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2404\0952404-D876B42-03-PrecastBCAEndSecDils.dgn

SCB-AES 5-15-2023

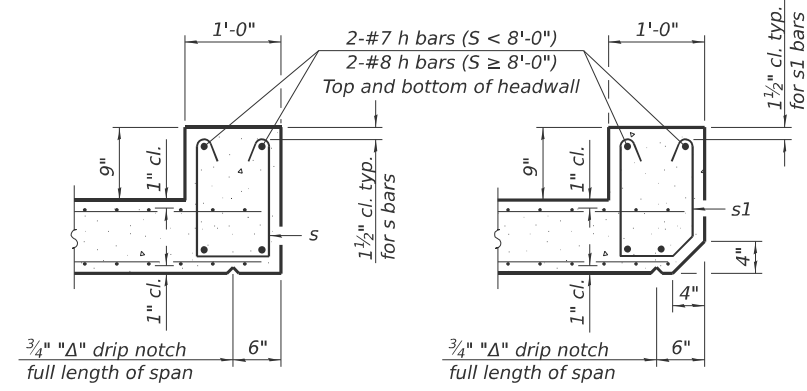
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PLOT SCALE = 0:2" = 1' / in.	DRAWN - BMG 06/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 06/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END  
SECTION DETAILS - PROPOSED SN 095-2404

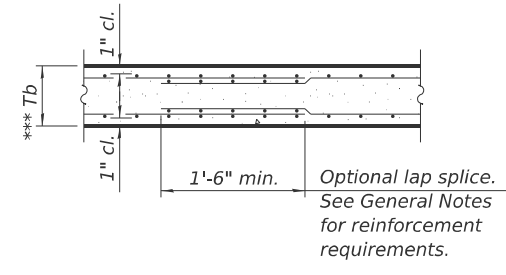
SHEET 3 OF 5 SHEETS

* FAP 322 / FAS 836	**MARION / WASHINGTON		
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26BR,11BR-1	**	123	93
CONTRACT NO. 76B42			
ILLINOIS FED. AID PROJECT			



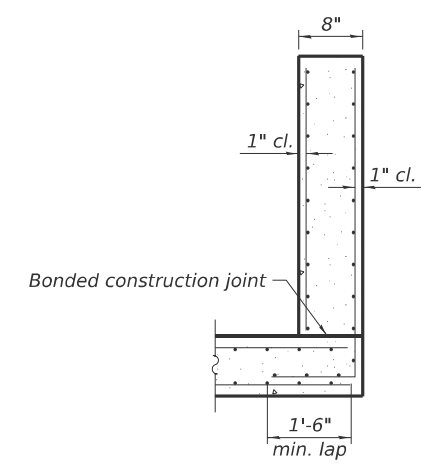
**SECTION B-B**  
(Top slab at downstream end)

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

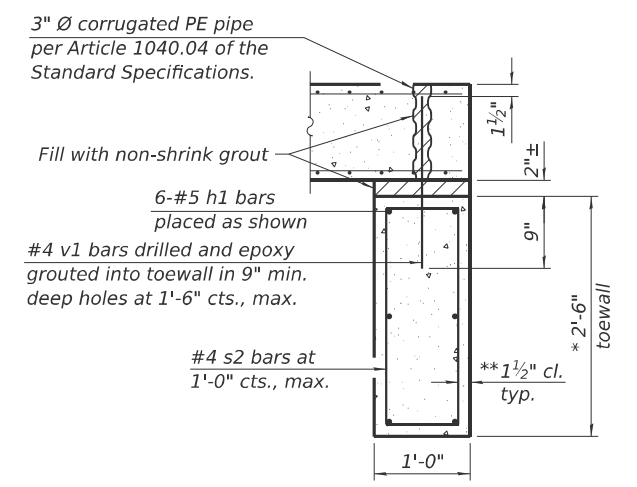


**SECTION B-B**  
(Bottom Slab)

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



**SECTION C-C**



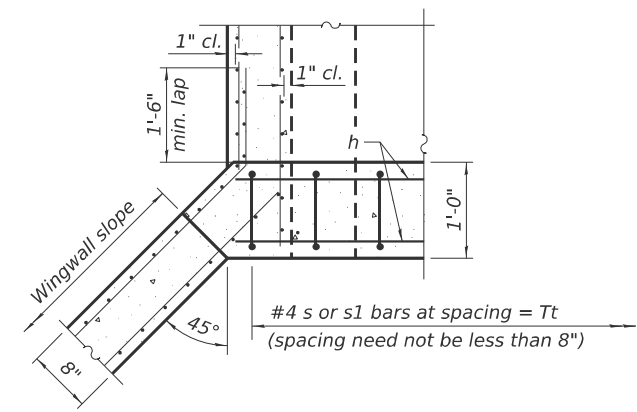
**SECTION D-D**

**TOEWALL CONSTRUCTION SEQUENCE**

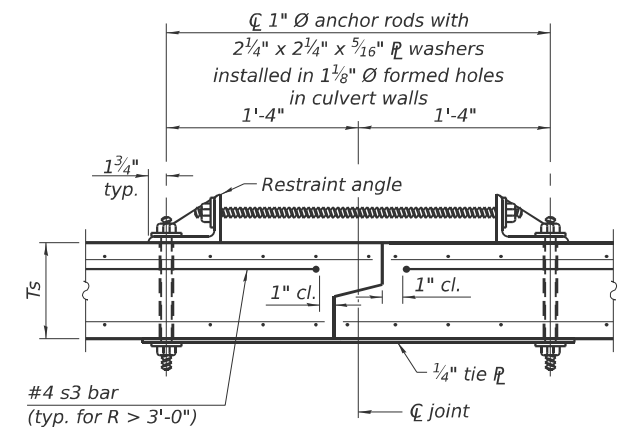
1. Perform excavation and construct toewall.
2. Backfill accordingly and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids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

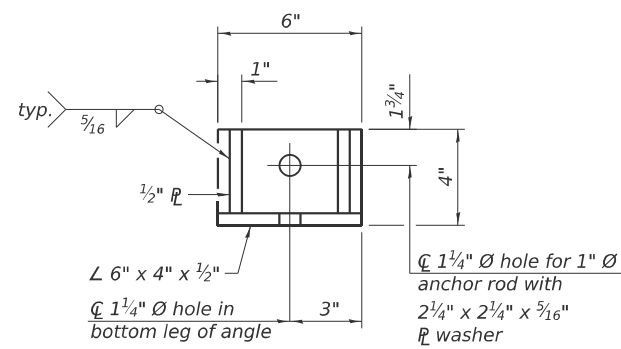
\*\* If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



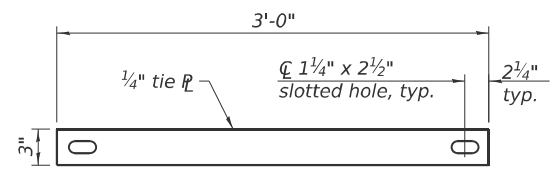
**SECTION E-E**



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

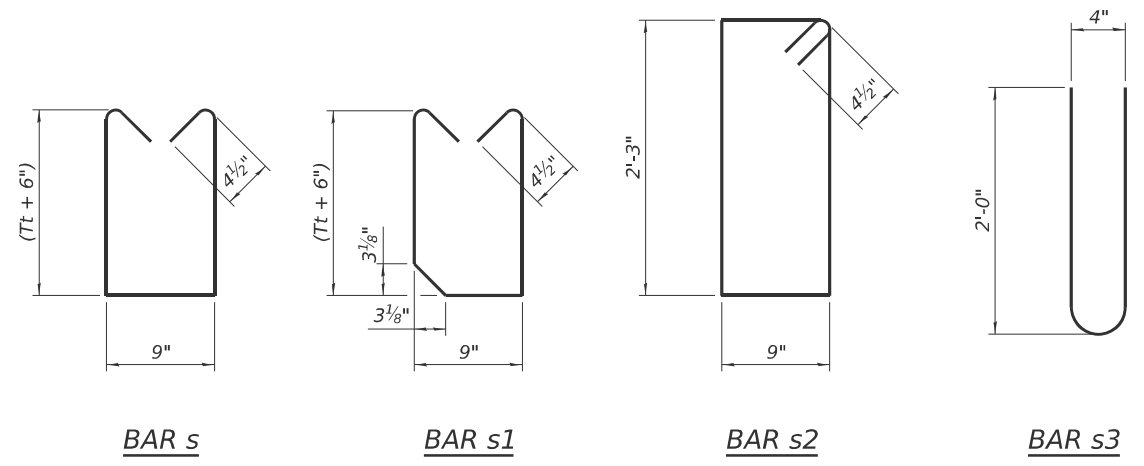


**RESTRAINT ANGLE DETAIL**



**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.



**BAR s**

**BAR s1**

**BAR s2**

**BAR s3**

SCB-AES

5-15-2023

(Sheet 2 of 2)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
FILE NAME: Y:\IDOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2404\0952404-D876B42-04-PrecastBCAEndSecDils.dgn



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ESCA PROJECT NO. = 1406.04	CHECKED - RDP 06/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - BMG 06/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 06/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END  
SECTION DETAILS - PROPOSED SN 095-2404

SHEET 4 OF 5 SHEETS

FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	94
CONTRACT NO. 76B42				

ILLINOIS FED. AID PROJECT



# BORING LOG CUL-05

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: (630) 953-9928  
Fax:

WEI Job No.: KE235265

Client: **ESCA Consultants, Inc.**  
Project: **Dubois Road Bridge Replacements**  
Location: **Dubois, Illinois**

Datum: NAVD 88  
Elevation: 507.60 ft  
North: 568601.75 ft  
East: 2553644.91 ft  
Station: 714+89.98  
Offset: 80.08 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample No. recovery	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample No. recovery	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
507.16	16-inch thick, brown SILTY LOAM --TOPSOIL-- Stiff to very stiff, brown and gray CLAY to CLAY LOAM, trace gravel; damp --RDR 2--		1		3 3 6	2.05 B	23	482.1	Very stiff, brown and gray SILTY CLAY; damp --RDR 2--		11		4 9 13	3.28 B	21
		5	2		4 6 4	1.48 B	18	479.6 478.6	Very dense, brown SILTY LOAM, some shale fragments --Weathered BEDROCK-- Boring terminated at 29.00 ft	30	12		50/5"	NP	11
			3		2 3 4	1.31 B	19								
		10	4		2 2 4	1.69 B	22								
	--L <sub>L</sub> (%)=37, P <sub>L</sub> (%)=12-- --%Gravel=2.5-- --%Sand=30.3-- --%Silt=38.1-- --%Clay=28.9--		5		3 4 6	1.80 B	21								
494.6	Loose, brown SILTY LOAM; wet --RDR 1--	15	6		3 3 3	NP	23								
492.1	Very stiff to hard, brown and gray CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp --RDR 2--		7		11 14 16	2.75 P	15								
		20	8		16 15 14	7.63 B	12								
			9		8 12 16	7.87 B	12								
		25	10		7 9 14	4.18 B	14								

### GENERAL NOTES

Begin Drilling **09-26-2023** Complete Drilling **09-26-2023**  
 Drilling Contractor **Wang Testing Services** Drill Rig **21GeoA[96%]**  
 Driller **A&K** Logger **F. Bozga** Checked by **C. Marin**  
 Drilling Method **2.25" ID HSA; backfilled upon completion**

### WATER LEVEL DATA

While Drilling  $\nabla$  **13.00 ft**  
 At Completion of Drilling  $\nabla$  **Dry**  
 Time After Drilling **NA**  
 Depth to Water  $\nabla$  **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG KE235265.GPJ WANGENG.GDT 1/26/24

Along  $\phi$  Entrance: station 100+80.12, 9.28' Rt.



# BORING LOG CUL-06

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: (630) 953-9928  
Fax:

WEI Job No.: KE235265

Client: **ESCA Consultants, Inc.**  
Project: **Dubois Road Bridge Replacements**  
Location: **Dubois, Illinois**

Datum: NAVD 88  
Elevation: 507.80 ft  
North: 568551.24 ft  
East: 2553670.43 ft  
Station: 715+14.69  
Offset: 130.88 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample No. recovery	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample No. recovery	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
507.36	16-inch thick, brown SILTY LOAM --TOPSOIL-- Hard, brown SILTY CLAY LOAM, damp		1		6 6 9	4.50 P	21	482.3	Very dense, brown SILTY LOAM; damp --RDR 2--		11		25 35 25	NP	16
504.8	Medium dense, brown and gray SILTY LOAM; dry --RDR 2-- --L <sub>L</sub> (%)=34, P <sub>L</sub> (%)=18-- --%Gravel=0.1-- --%Sand=8.7-- --%Silt=69.2-- --%Clay=21.8--		2		5 10 9	NP	8	479.8	Hard, brown SILTY CLAY LOAM --RDR 2--	30	12		19 18 50/5"	4.51 B	16
			3		4 6 5	4.02 B	15	478.1 477.8	Light brown SHALE Boring terminated at 30.00 ft						
502.3	Stiff to hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	10	4		2 3 3	1.72 B	22								
			5		5 7 8	1.75 P	16								
	--1" sand seam; moist to wet--	15	6		2 3 4	1.00 P	17								
492.3	Very stiff to hard, brown to gray CLAY LOAM, trace gravel; damp --RDR 2--		7		9 16 19	6.40 B	15								
		20	8		6 9 12	3.85 B	12								
			9		7 11 14	4.43 B	11								
		25	10		7 9 13	5.49 B	11								

### GENERAL NOTES

Begin Drilling **09-26-2023** Complete Drilling **09-26-2023**  
 Drilling Contractor **Wang Testing Services** Drill Rig **21GeoA[96%]**  
 Driller **A&K** Logger **F. Bozga** Checked by **C. Marin**  
 Drilling Method **2.25" ID HSA; backfilled upon completion**

### WATER LEVEL DATA

While Drilling  $\nabla$  **14.00 ft**  
 At Completion of Drilling  $\nabla$  **Dry**  
 Time After Drilling **NA**  
 Depth to Water  $\nabla$  **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENG KE235265.GPJ WANGENG.GDT 1/26/24

Along  $\phi$  Entrance: station 101+30.08, 16.45' Lt.

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
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 PLOT DATE = 10/7/2025

DESIGNED - ELH 06/25  
 CHECKED - RDP 06/25  
 DRAWN - BMG 06/25  
 CHECKED - ELH 06/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS  
PROPOSED SN 095-2404

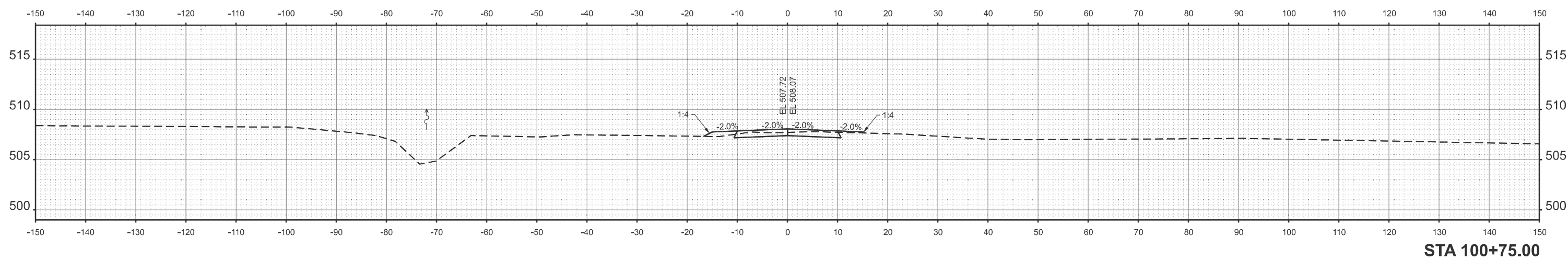
SHEET 5 OF 5 SHEETS

F A R T E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

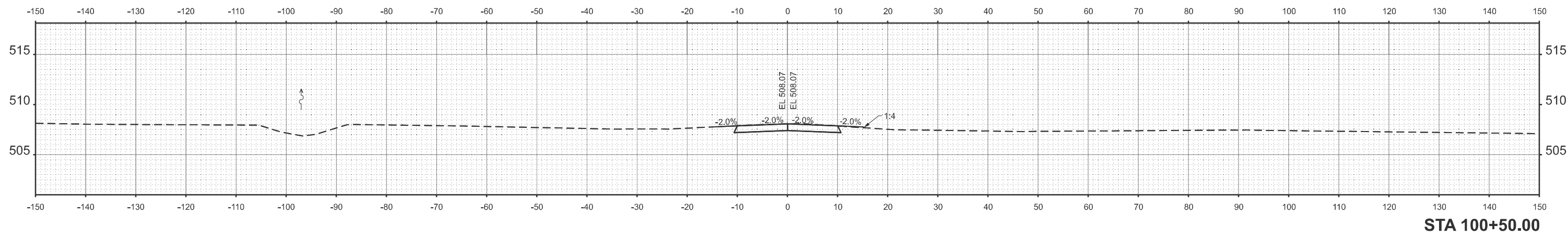
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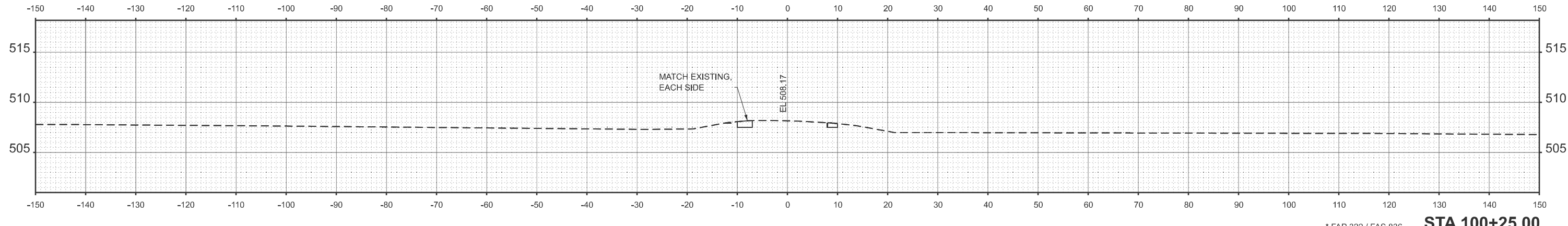
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**STA 100+75.00**



**STA 100+50.00**



**STA 100+25.00**

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



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ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SN 095-2404  
 CROSS SECTIONS**

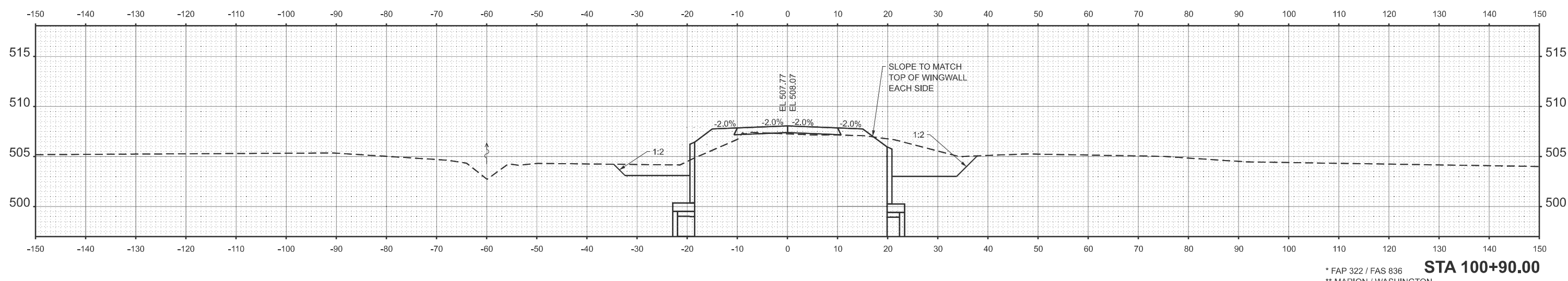
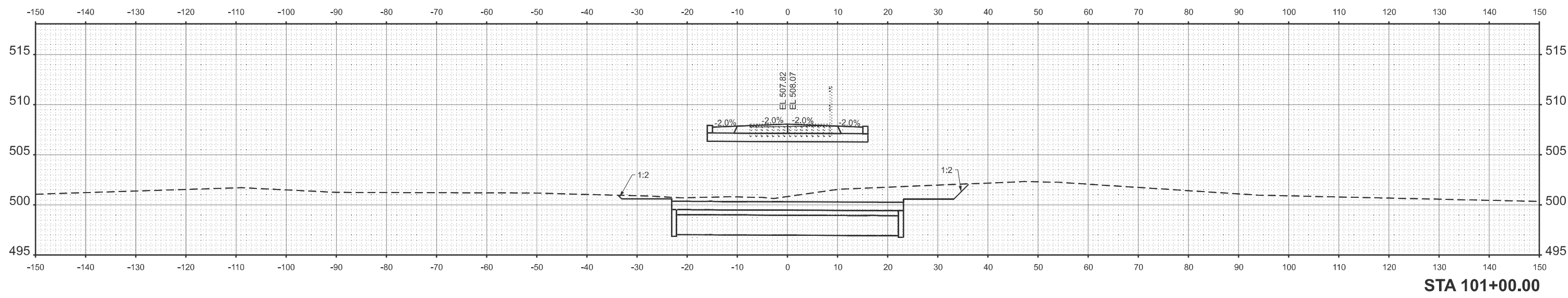
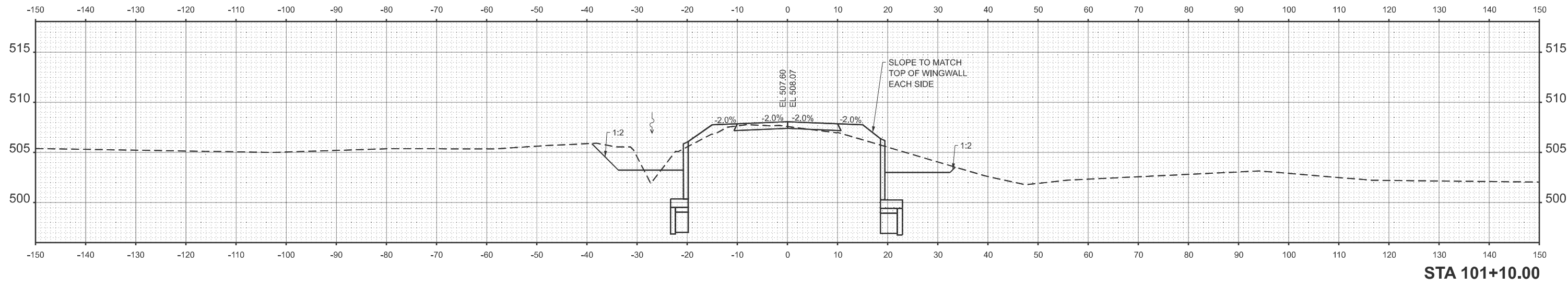
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

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BY	
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CHECKED	
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NOTE BOOK	
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DATE	
BY	
SURVEYED	
PLOTTED	
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PLOT DATE = 8/29/2025	DATE - 06/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 095-2404  
CROSS SECTIONS

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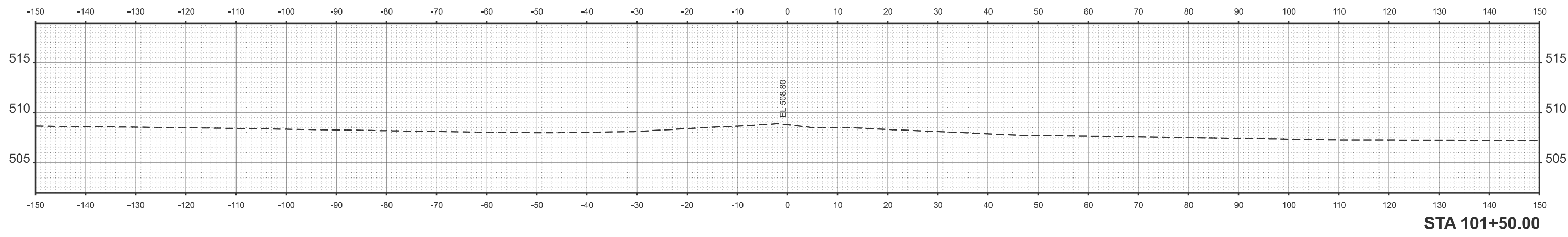
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** MARION / WASHINGTON		**		123	97
CONTRACT NO. 76B42					
ILLINOIS		FED. AID PROJECT			

STA 100+90.00

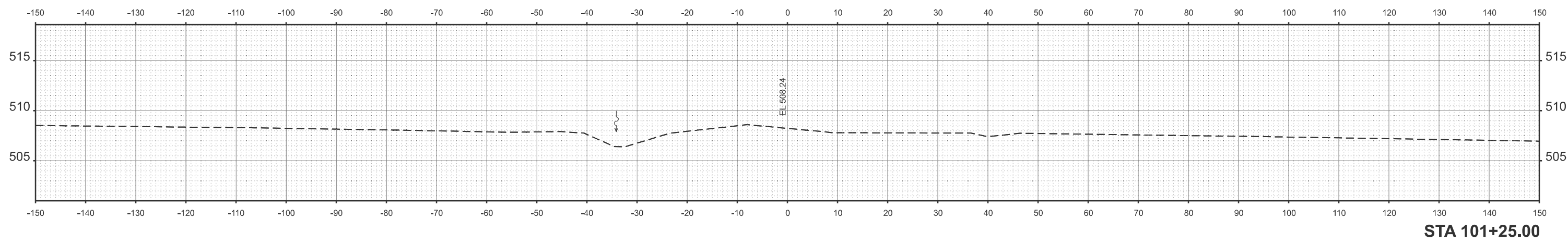
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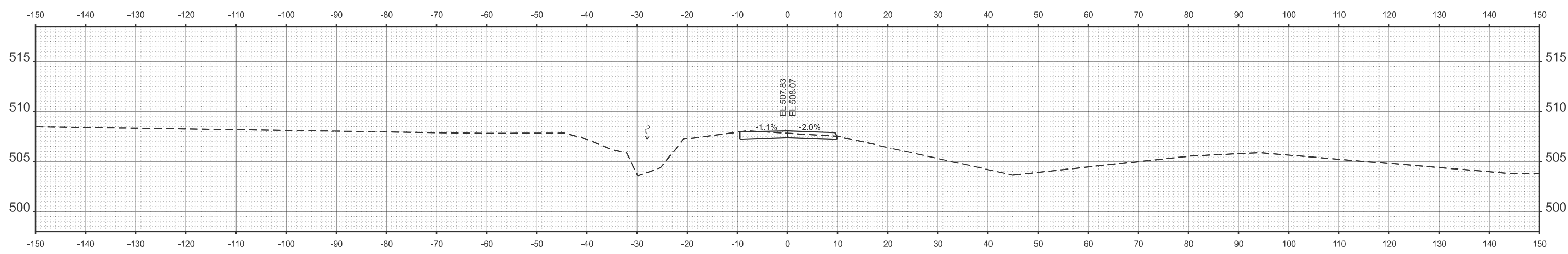
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**STA 101+50.00**



**STA 101+25.00**



**STA 101+15.00**

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



USER NAME = atn  
 ESCA PROJECT NO. = 1406.04  
 PLOT DATE = 8/29/2025

DESIGNED - ATN  
 DRAWN - ATN  
 CHECKED - ELH  
 DATE - 06/25

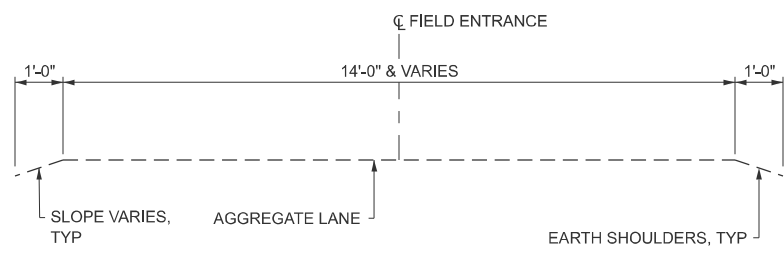
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

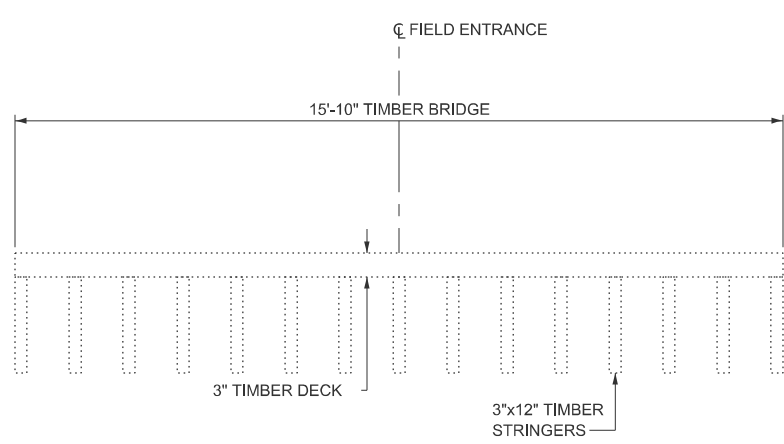
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 CROSS SECTIONS**

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FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	98
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**  
**STA 200+11.40 TO STA 200+95.20**  
**STA 201+09.80 TO STA 203+93.66**



**EXISTING TYPICAL SECTION**  
**STA 200+95.20 TO STA 201+09.80**

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\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



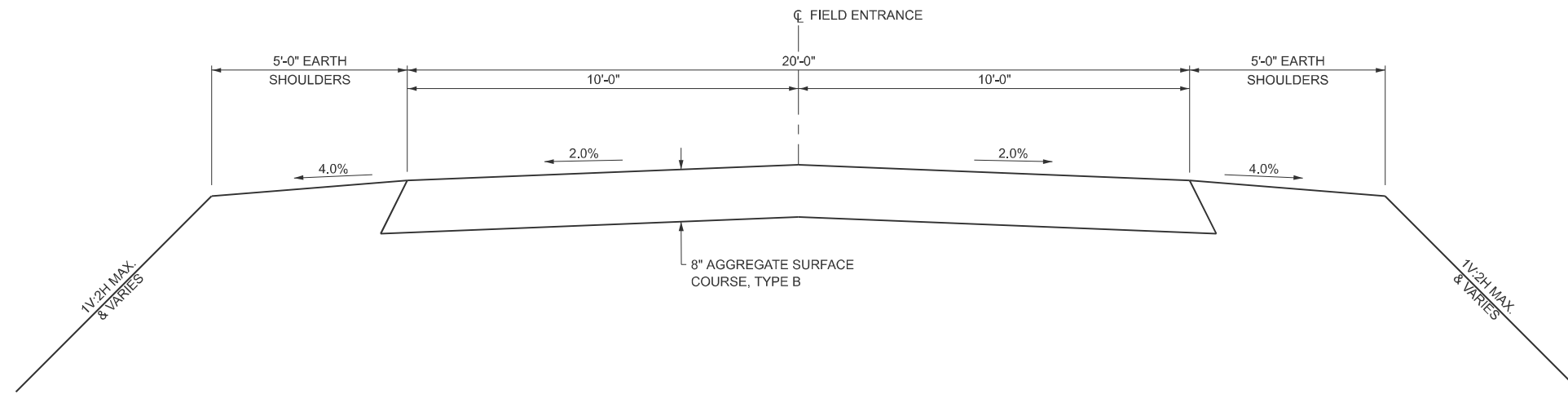
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

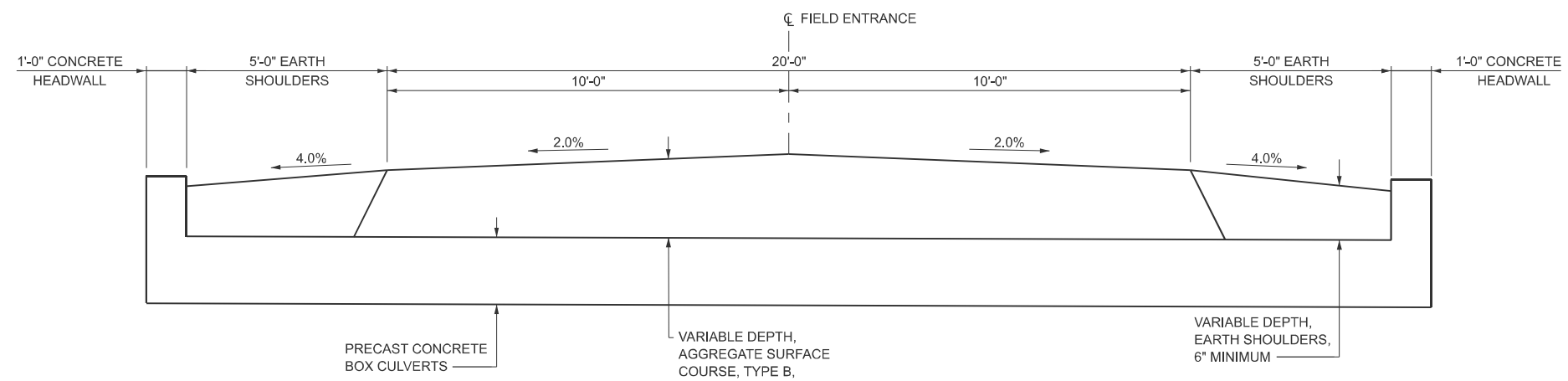
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**TYPICAL SECTIONS**

SCALE: NONE    SHEET 1 OF 1 SHEETS    STA.    TO STA.

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION**  
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**STA 201+08.19 TO STA 201+19.48**



**PROPOSED TYPICAL SECTION**  
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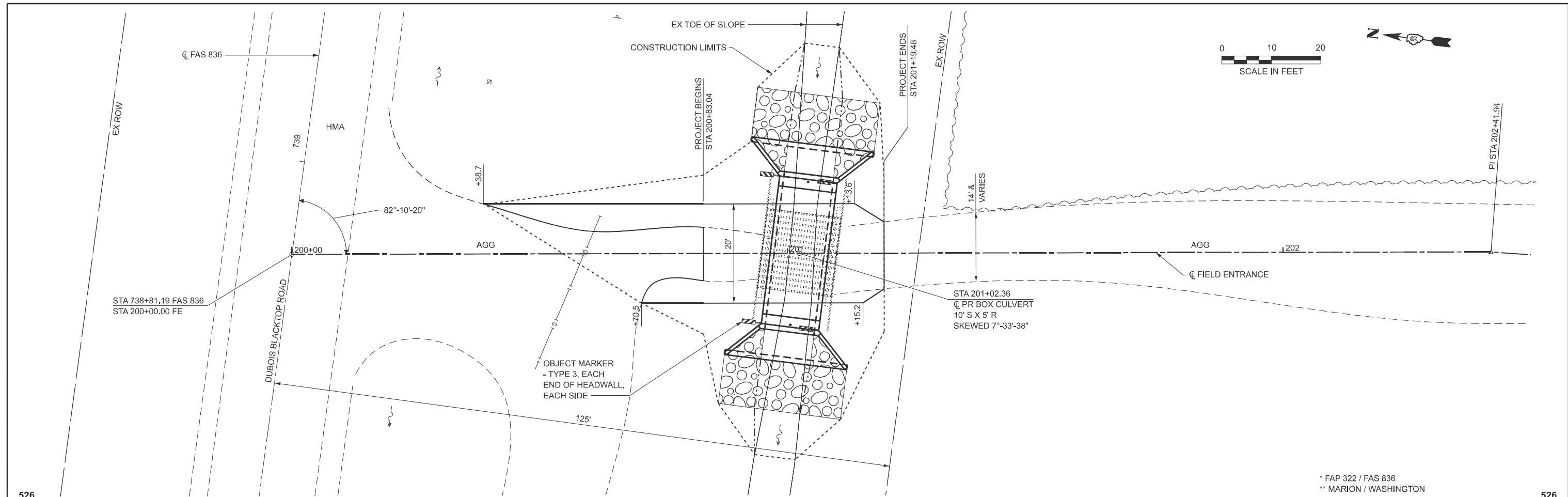
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SN 095-2405**  
**TYPICAL SECTIONS**

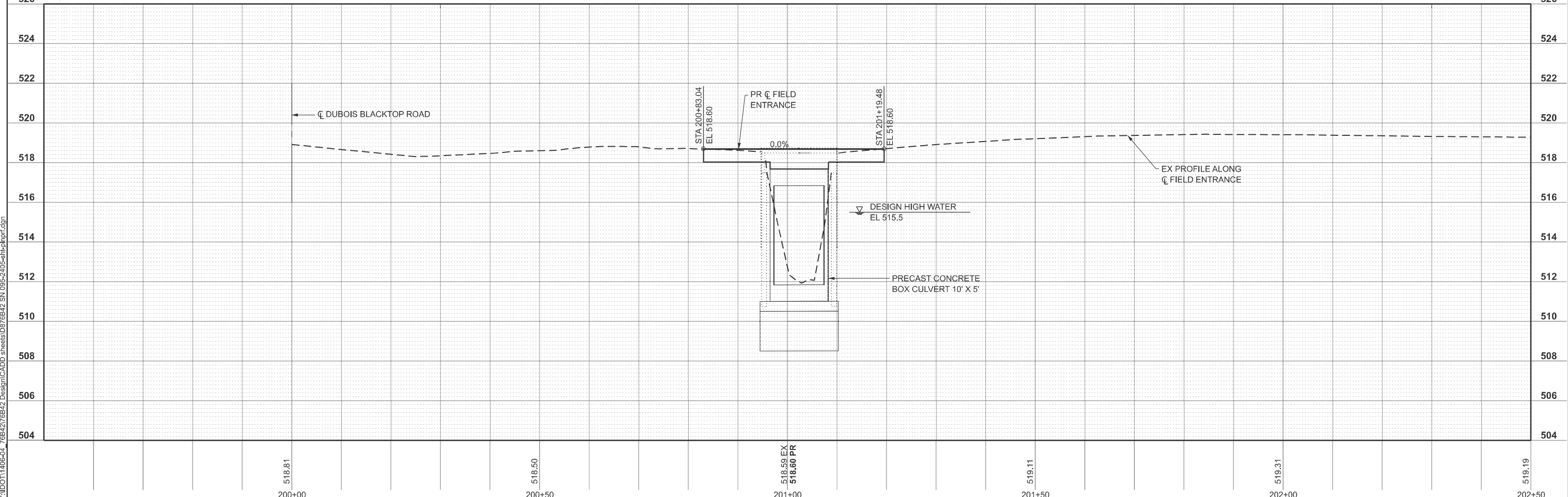
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\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	100
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



MODEL: 402 - 402 Plan (Sheet)  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\_sheets\0876B42\_SN 095-2405-sht-plnpr.dgn



USER NAME = atn  
 ESCA PROJECT NO. = 1406.04  
 PLOT DATE = 8/28/2025

DESIGNED - ATN	REVISED -
DRAWN - ATN	REVISED -
CHECKED - ELH	REVISED -
DATE - 08/25	REVISED -





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

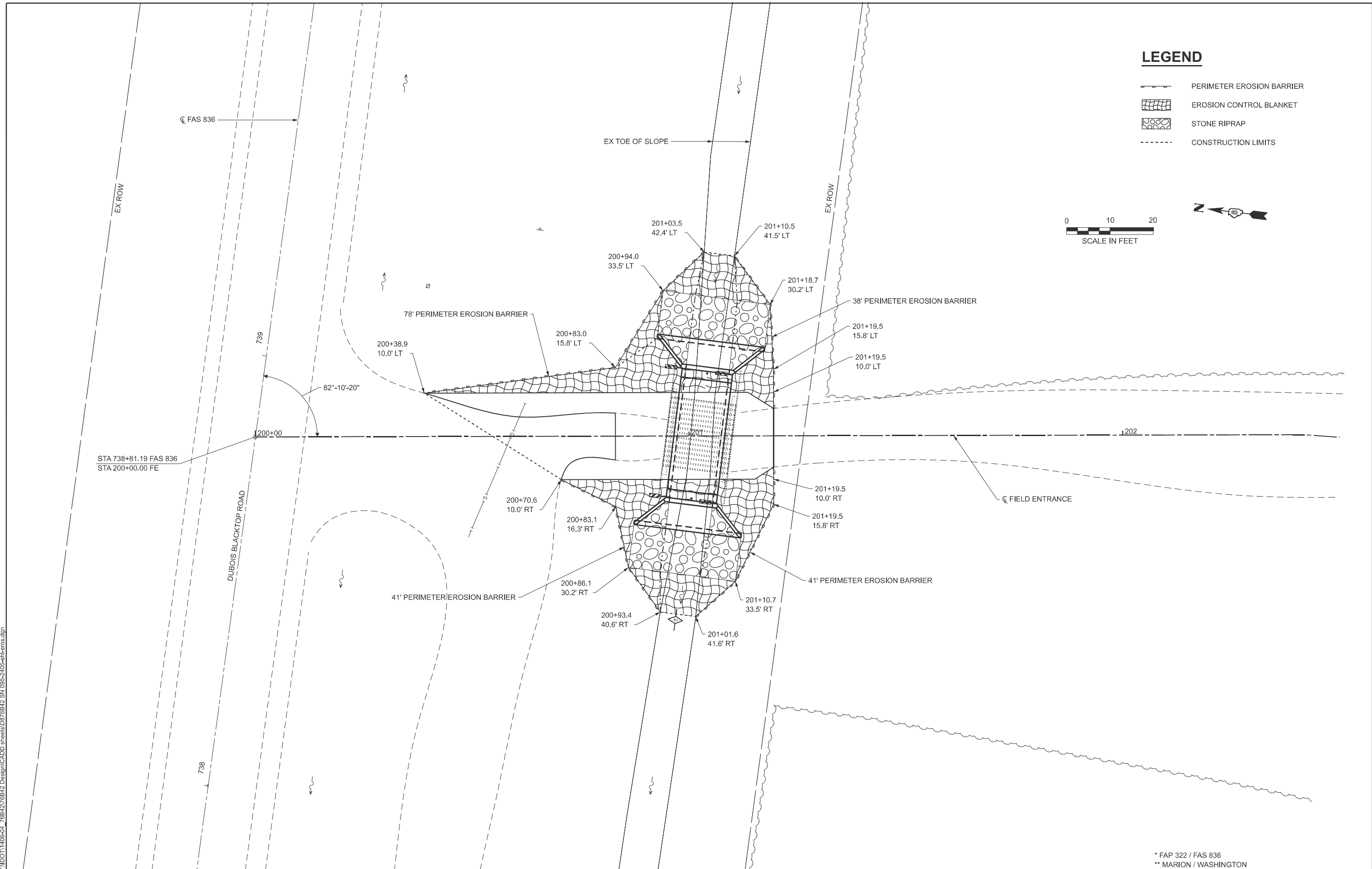
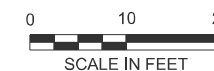
**SN 095-2405**  
**PLAN & PROFILE**

SCALE: AS SHOWN    SHEET 1 OF 1 SHEETS    STA. 200+00.00 TO STA. 202+50.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	101
CONTRACT NO. 76B42			ILLINOIS FED. AID PROJECT	

**LEGEND**

-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  STONE RIPRAP
-  CONSTRUCTION LIMITS



MODEL: 040281 - Erosion Plan\_1 (Sheet)  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\_sheets\0876B42\_SN 095-2405-eh-eros.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406,04	DRAWN - ATN	REVISED -
PLOT DATE = 10/10/2025	CHECKED - ELH	REVISED -
	DATE - 08/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SN 095-2405  
EROSION CONTROL PLAN**

SCALE: 1" = 10'      SHEET 1 OF 1 SHEETS      STA. 200+00.00      TO STA. 202+50.00

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	102
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

Benchmark: BM DBR-2 - set RR spike in the S. side of a power pole in the NW quad of the entrance to AT&T tower & the field entrance over SN 095-0402, +/-0.75 mi. E. of Panther Creek Rd. & +/-1.75 mi. W. of US 51 along Du Bois Blacktop Rd., elev. 520.406' (NAVD 88).

Existing Structure: SN 095-0402 was built in 1937 as F.A. Route 167, Section 11G. It is a single-span timber bridge that has no skew. The bridge deck is 14.6' long and 15.8' wide. The superstructure is 3" timber planks on 3" x 12" timber joists. The abutments are 10" x 12" timber posts. A short-term closure of the entrance will be used for construction.

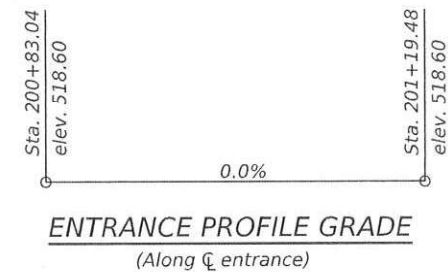
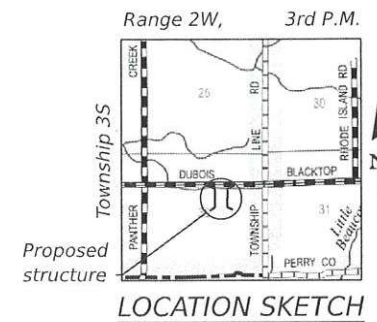
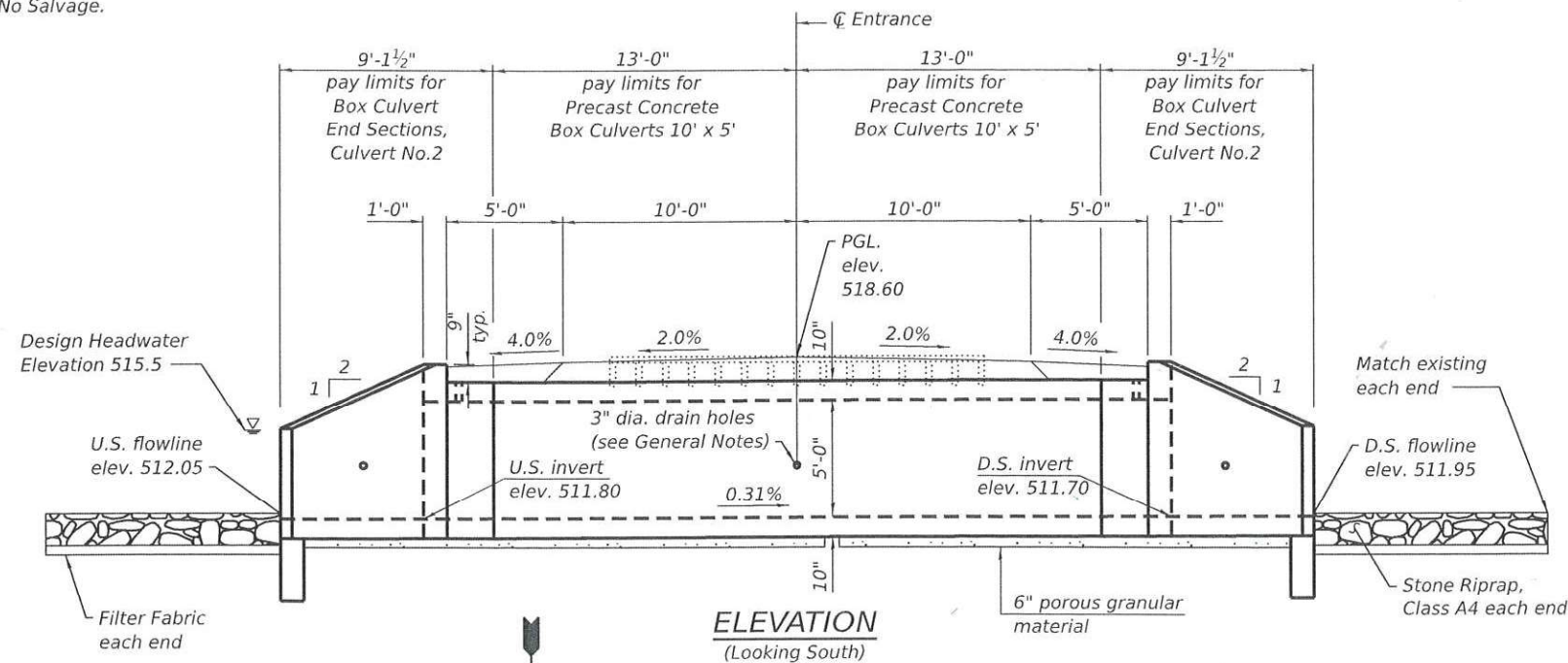
No Salvage.

**WATERWAY INFORMATION**

Drainage Area = 137 acres				Du Bois Rd. low EOP elev. 519.28 at sta. 740+00					
Flood	Freq. Yr.	Q. C.F.S.	Opening (Sq. Ft.)		Nat. H.W.E.	Head (Ft.)		Headwater Elevation	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
10		104	39	33	515.4	0.0	0.0	515.4	515.4
Design	15	113	41	34	515.5	0.0	0.0	515.5	515.5
Base	100	181	51	42	516.3	0.0	0.0	516.3	516.3

**GENERAL NOTES**

The design fill height for this box is 0.6 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 the lower 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 Specifications.  
 Nonwoven geotextile fabric shall conform to the requirements of Article 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 Granular Backfill for Structures 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 granular backfill is included in the Granular Backfill for Structures 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.  
 If the Contractor elects to use cast-in-place construction for the end sections, any temporary soil retention required will be at the Contractor's expense.  
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
 Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.



**INDEX OF SHEETS**

1. General Plan and Elevation
2. General Data
- 3.-4. Precast Concrete Box Culvert Apron End Section Details
5. Soil Borings



EXPIRES 11-30-2026  
 Signature: *Eric L. Henkel*  
 DATE: 10-07-25

**DESIGN SPECIFICATIONS**  
 2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

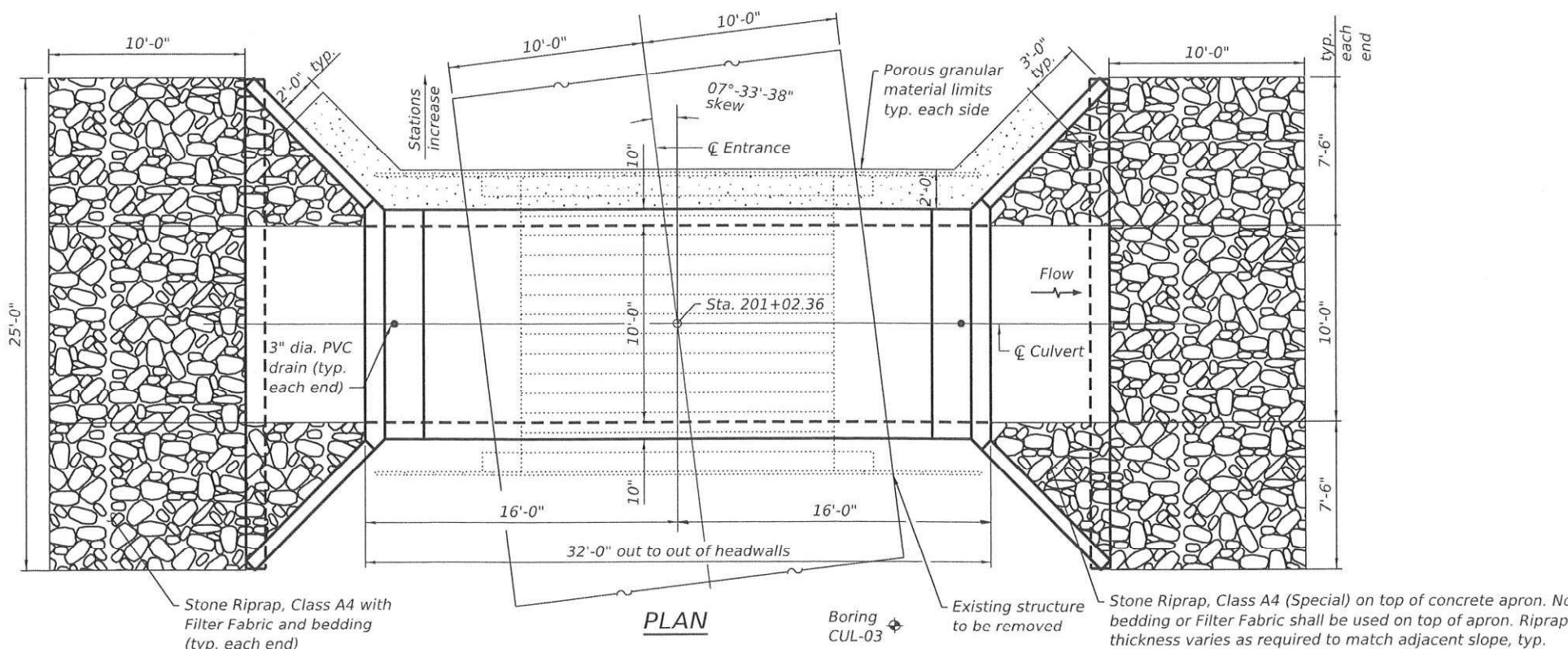
**LOADING HL-93**

**DESIGN STRESSES**

PRECAST UNITS  
 $f_c = 5,000$  psi  
 $f_y = 65,000$  psi (welded wire reinforcement)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq. Yd.	60
Filter Fabric	Sq. Yd.	60
Removal of Existing Structures No. 3	Each	1
Box Culvert End Sections, Culvert No. 2	Each	2
Precast Concrete Box Culverts 10' x 5'	Foot	26
Granular Backfill for Structures	Cu. Yd.	100
Geocomposite Wall Drain	Sq. Yd.	46
Stone Riprap, Class A4 (Special)	Sq. Yd.	12
Membrane Waterproofing System for Buried Structures	Sq. Yd.	46



**GENERAL PLAN AND ELEVATION**  
**ENTRANCE OVER CREEK**  
**FAS 836 (DUBOIS BLACKTOP RD) - SECTION 11BR-1**  
**WASHINGTON COUNTY**  
**STATION 201+02.36**  
**PROPOSED SN 095-2405**

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	103
CONTRACT NO. 76B42				
ILLINOIS / FED. AID PROJECT				

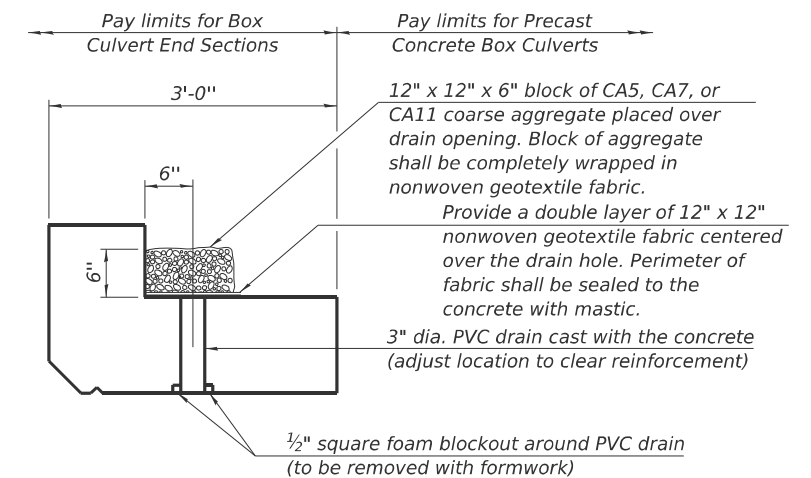
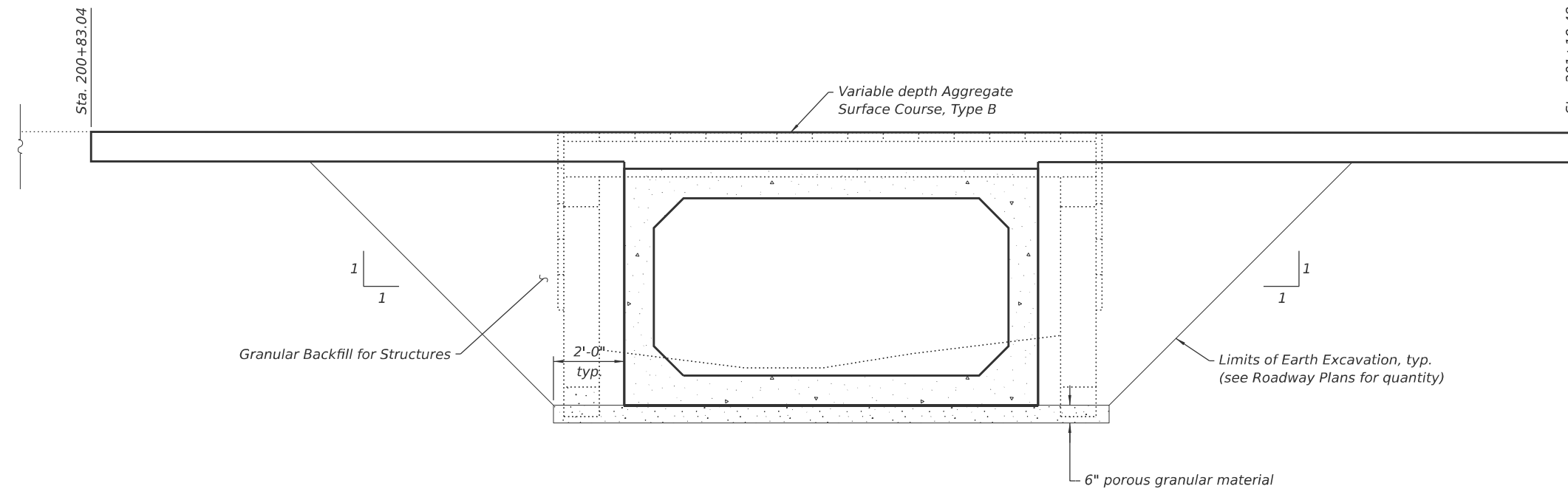
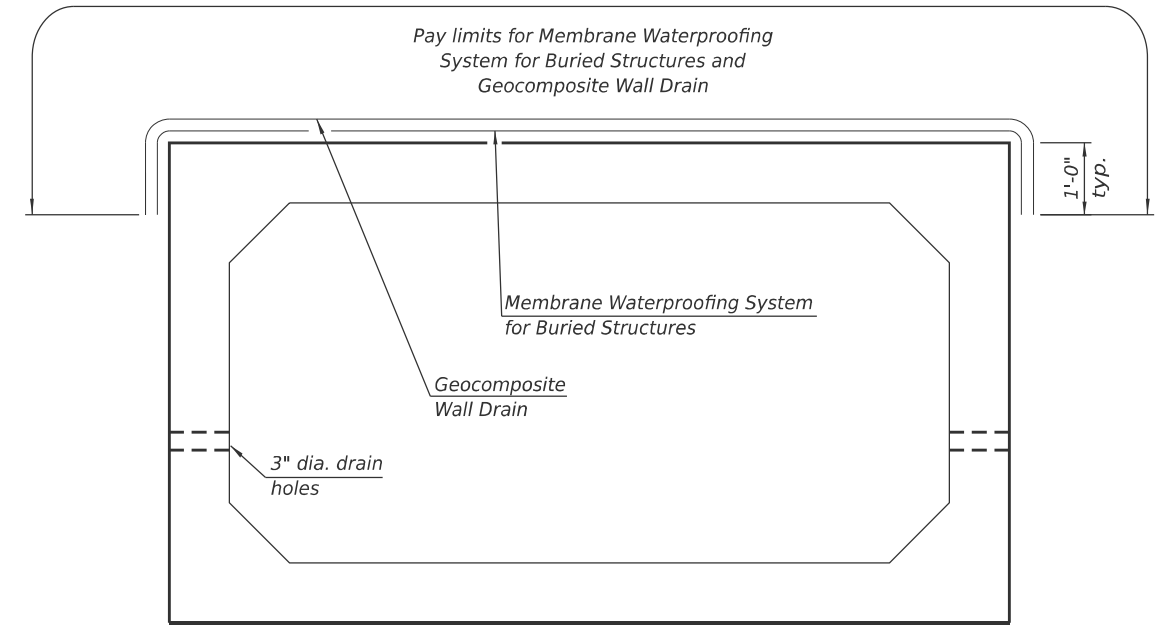
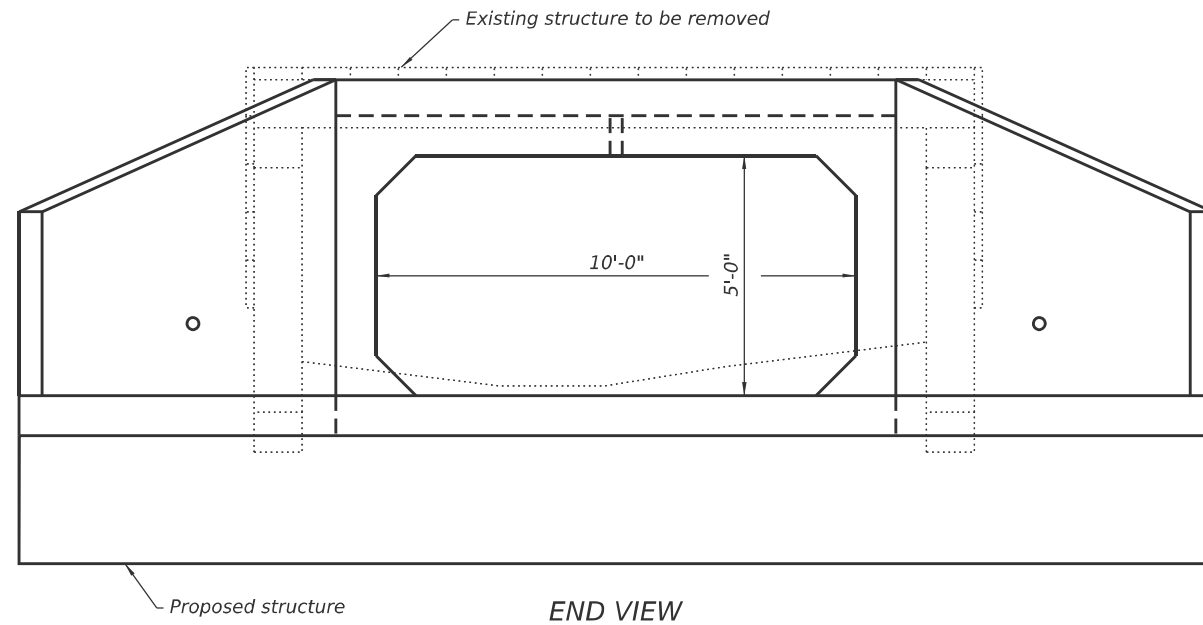
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 5 SHEETS

MODEL: Proposed Structure Sheet  
 FILE NAME: I:\DD011406-04\_76B42\76B42\_Design\CADD\SN095\_2405\0952405\_05\_D876B42-01-GenPlan.dgn  
 10/7/2025 4:14:37 PM



USER NAME = nhc	DESIGNED - ELH 08/25	REVISED -
ESCA PROJECT NO. = 1406.04	CHECKED - RDP 08/25	REVISED -
PLOT SCALE = 0.2" = 1'	DRAWN - BMG/NHC 10/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 10/25	REVISED -



**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.)

MODEL: Sheet  
 FILE NAME: Y:\IDOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2405\0952405-0876B42-02-GenData.dgn



USER NAME = nhc  
 ESCA PROJECT NO. = 1406.04  
 PLOT SCALE = 0.2" / in.  
 PLOT DATE = 10/7/2025

DESIGNED - ELH 06/25  
 CHECKED - RDP 06/25  
 DRAWN - BMG/ATN 08/25  
 CHECKED - ELH 08/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

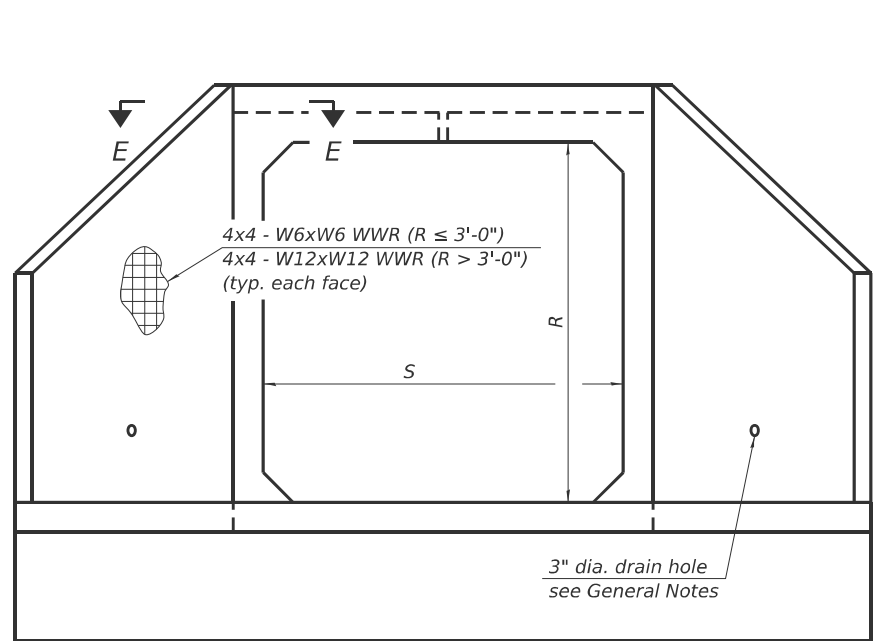
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA  
 PROPOSED SN 095-2405

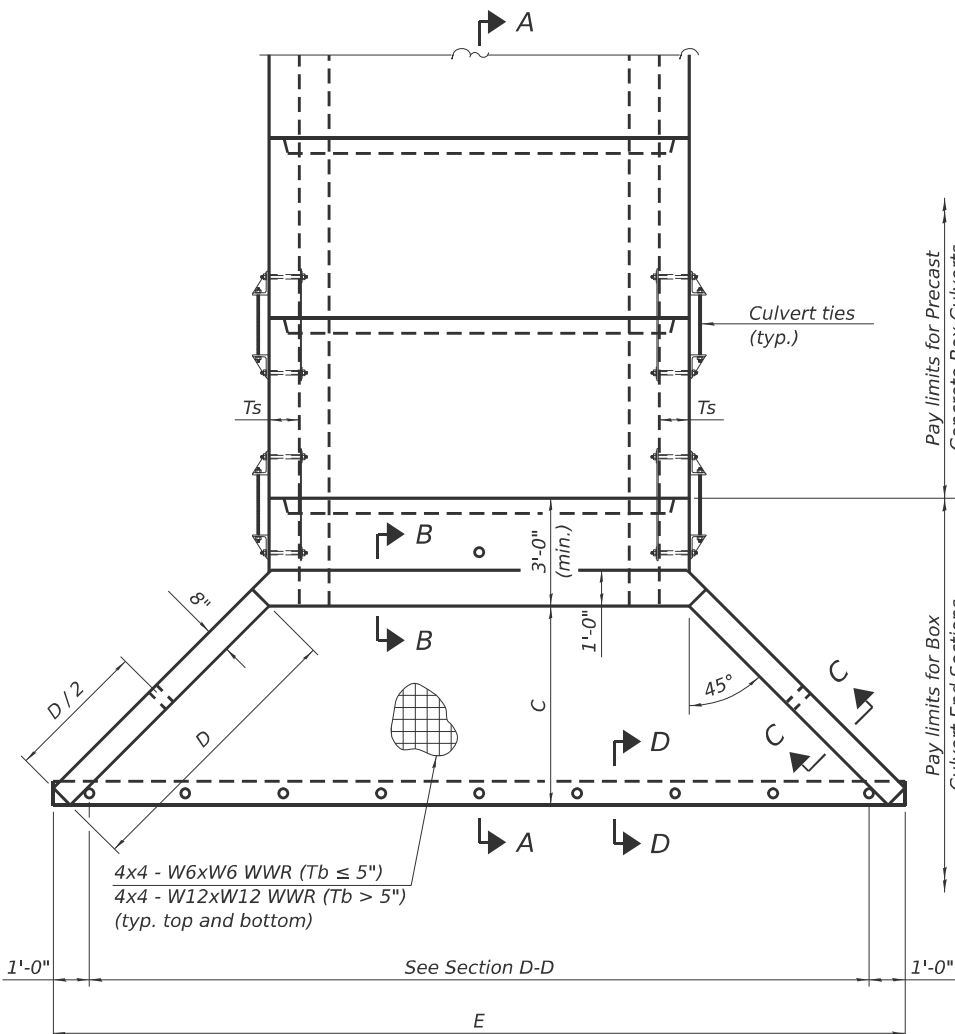
SHEET 2 OF 5 SHEETS

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

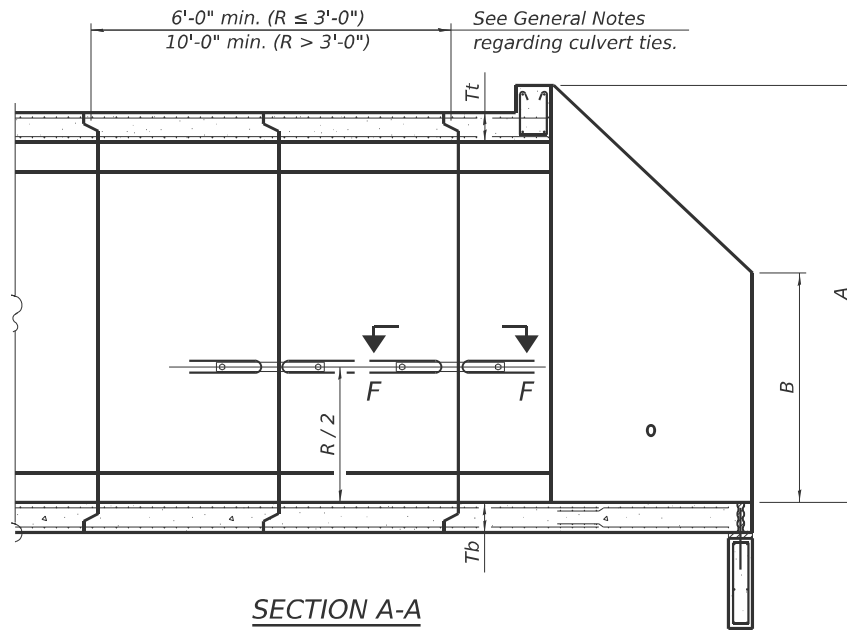
FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	104
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



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 on 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>2</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>2</sub> "	5.3	Yes
4'-0"	4'-0"	5"	5"	5"	5'-2"	3'-1"	4'-8 <sup>3</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>8</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>2</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>2</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)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

SCB-AES

5-15-2023

MODEL: Sheet  
FILE NAME: Y:\IDOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2405\0952405-D876B42-03-PrecastBCAEndSecDils.dgn



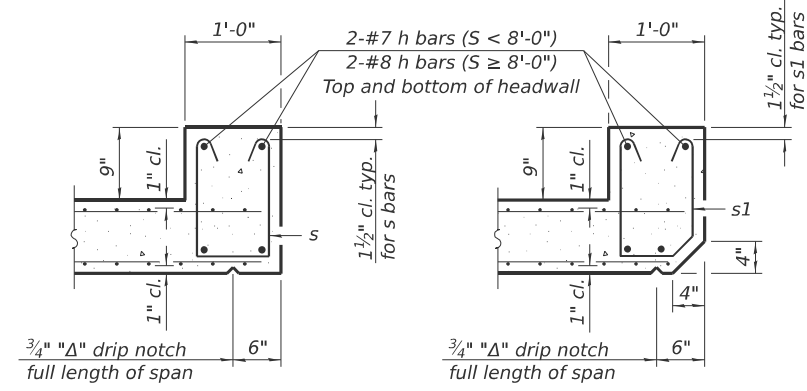
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ESCA PROJECT NO. = 1406.04	CHECKED - RDP 06/25	REVISED -
PLOT SCALE = 0:2" = 1' / in.	DRAWN - BMG 06/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 06/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END  
SECTION DETAILS - PROPOSED SN 095-2405

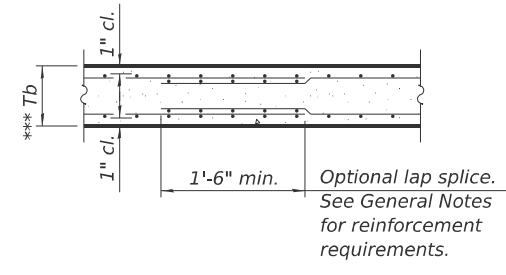
SHEET 3 OF 5 SHEETS

FA R/E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	105
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

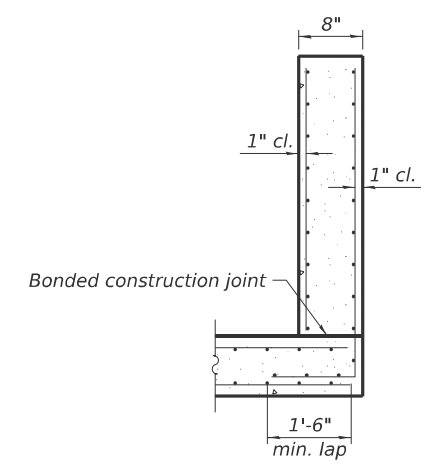


**SECTION B-B**  
(Top slab at downstream end)

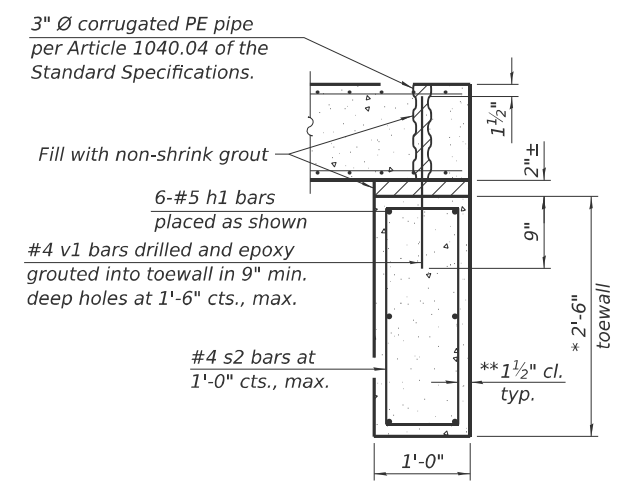
**SECTION B-B**  
(Top slab at upstream end)



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

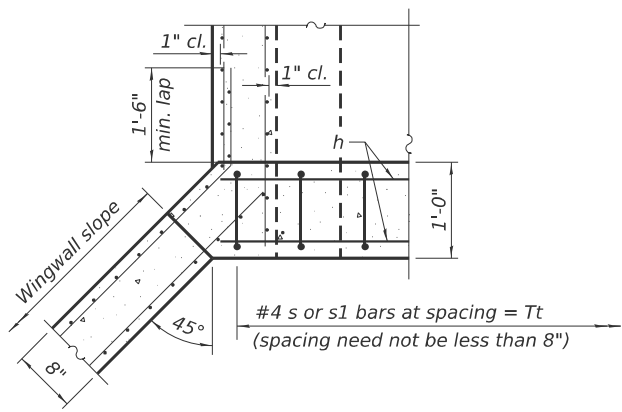


**SECTION C-C**

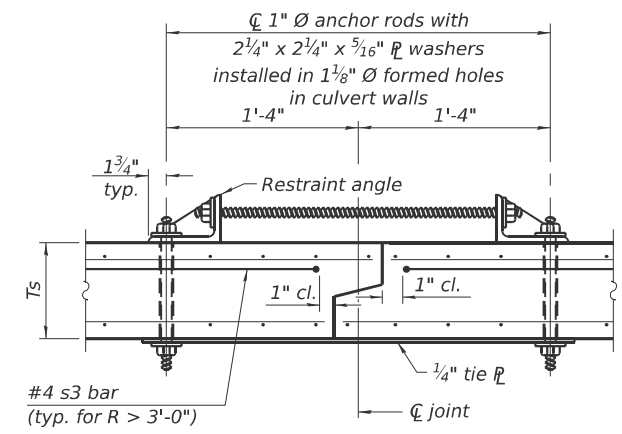


**SECTION D-D**

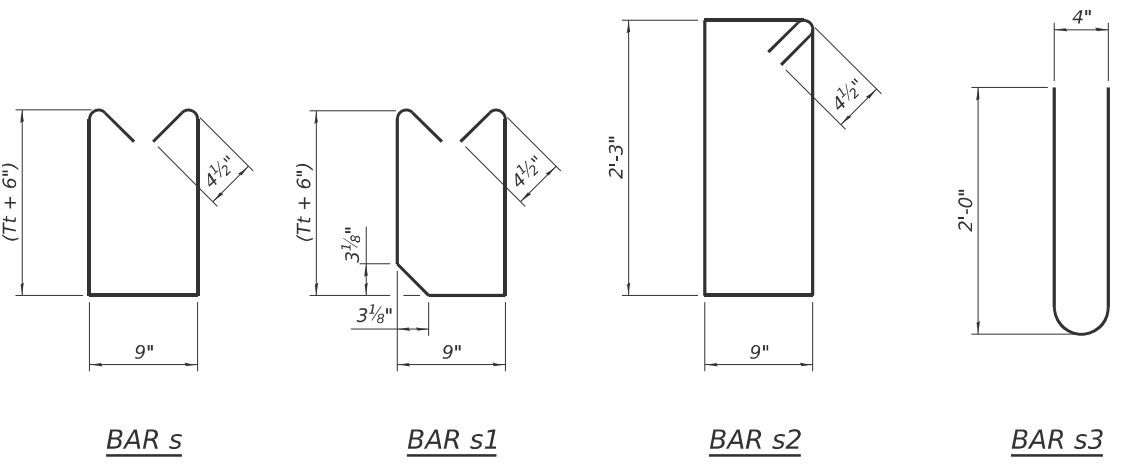
\*\*\* This dimension shall be increased by 2" for CIP construction.



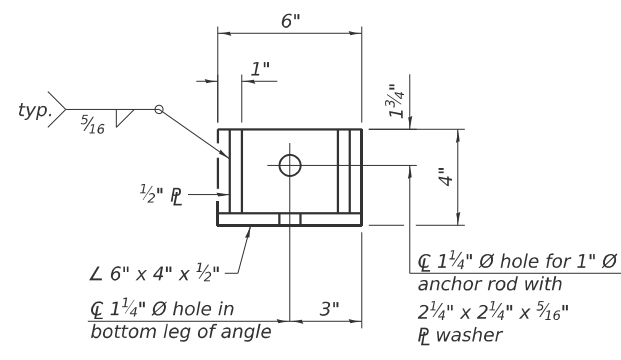
**SECTION E-E**



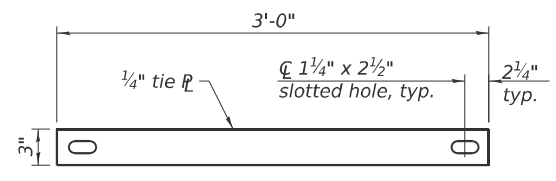
**SECTION F-F**  
(Showing culvert tie details)



**BAR s**      **BAR s1**      **BAR s2**      **BAR s3**



**RESTRAINT ANGLE DETAIL**



**TIE PLATE DETAIL**

**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.

Notes:  
1" diameter 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.

(Sheet 2 of 2)

\* FAP 322 / FAS 836      \*\*MARION / WASHINGTON

MODEL: Sheet  
FILE NAME: Y:\IDOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2405\0952405-D876B42-04-PrecastBCAEndSecDils.dgn

SCB-AES

5-15-2023



USER NAME = nhc	DESIGNED - ELH 06/25	REVISED -
ESCA PROJECT NO. = 1406.04	CHECKED - RDP 06/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - BMG 06/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 06/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END  
SECTION DETAILS - PROPOSED SN 095-2405

SHEET 4 OF 5 SHEETS

FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	106
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



# BORING LOG CUL-03

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: (630) 953-9928  
Fax:

WEI Job No.: KE235265

Client: **ESCA Consultants, Inc.**  
Project: **Dubois Road Bridge Replacements**  
Location: **Dubois, Illinois**

Datum: NAVD 88  
Elevation: 518.60 ft  
North: 568600.76 ft  
East: 2556040.35 ft  
Station: 738+84.34  
Offset: 85.14 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
518.25	25-inch thick, dark brown LOAM --TOPSOIL-- Very stiff, brown SILTY CLAY			1	5 5 7	3.28 B	26	493.1	Very stiff to hard, brown and gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--			11	4 9 13	3.53 B	21
515.6	Stiff, brown and gray SILTY CLAY LOAM; damp --RDR 2-- --L <sub>c</sub> (%)=45, P <sub>L</sub> (%)=15-- --%Gravel=0.3-- --%Sand=5.2-- --%Silt=66.7-- --%Clay=27.6--			2	5 5 5	1.56 B	23	488.6	Boring terminated at 30.00 ft	30		12	8 12 15	> 4.50 P	18
				3	3 3 3	NR									
				4	7 6 6	1.75 P	20								
	--trace gravel--			5	2 3 3	1.25 P	23								
505.6	Stiff, gray and black CLAY to SILTY CLAY; damp --RDR 2--			6	3 4 4	1.89 B	19								
503.1	Very stiff to hard, brown to gray CLAY LOAM to SILTY CLAY LOAM, trace gravel; damp --RDR 2--			7	2 6 14	3.28 B	13								
				8	8 12 20	4.84 B	12								
				9	22 28 26	> 10.25 B	9								
				10	13 17 21	8.45 S	10								

### GENERAL NOTES

Begin Drilling: 09-25-2023 Complete Drilling: 09-25-2023  
 Drilling Contractor: Wang Testing Services Drill Rig: 21GeoA[96%]  
 Driller: A&K Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" ID HSA; backfilled upon competition

### WATER LEVEL DATA

While Drilling:  Dry  
 At Completion of Drilling:  Dry  
 Time After Drilling: NA  
 Depth to Water:  NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Along C Entrance: station 200+87.04, 11.06' Rt.



# BORING LOG CUL-04

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: (630) 953-9928  
Fax:

WEI Job No.: KE235265

Client: **ESCA Consultants, Inc.**  
Project: **Dubois Road Bridge Replacements**  
Location: **Dubois, Illinois**

Datum: NAVD 88  
Elevation: 518.80 ft  
North: 568565.94 ft  
East: 2556068.57 ft  
Station: 739+09.39  
Offset: 119.55 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
518.54	54-inch thick, brown SILTY LOAM --TOPSOIL-- Hard, brown SILTY CLAY			1	16 5 6	> 4.50 P	20	493.3	Very stiff, brown and gray SILTY CLAY, trace gravel; damp --RDR 2--			11	5 8	2.79 B	18
515.8	Medium stiff to stiff, brown and gray SILTY CLAY LOAM --RDR 2--			2	6 4 5	1.50 P	22	490.8	Hard, light gray SHALE			12	29 50/5"	> 4.50 P	11
				3	4 4 6	0.90 B	18	489.3	Boring terminated at 29.50 ft	30					
				4	2 2 4	1.69 B	20								
508.3	Stiff, brown and gray CLAY to SILTY CLAY; damp --RDR 2--			5	2 2 4	1.69 B	26								
505.8	Very stiff to hard, brown SILTY CLAY LOAM, trace to little gravel; damp --RDR 2--15			6	2 4 6	2.46 B	19								
	--trace coal fragments--			7	3 8 10	3.85 B	15								
				8	4 9 10	4.18 B	14								
498.3	Hard, gray CLAY LOAM, trace gravel; damp --RDR 2-- --<0.25" sand seams; damp--			9	5 14 23	9.84 B	11								
				10	8 16 20	> 10.25 B	10								

### GENERAL NOTES

Begin Drilling: 09-25-2023 Complete Drilling: 09-25-2023  
 Drilling Contractor: Wang Testing Services Drill Rig: 21GeoA[96%]  
 Driller: A&K Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" ID HSA; backfilled upon competition

### WATER LEVEL DATA

While Drilling:  Dry  
 At Completion of Drilling:  Dry  
 Time After Drilling: NA  
 Depth to Water:  NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Along C Entrance: station 201+21.14, 15.62' Lt.

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
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 ESCA PROJECT NO. = 1406.04  
 PLOT SCALE = 0:2" = 1'  
 PLOT DATE = 10/7/2025

DESIGNED - ELH 06/25  
 CHECKED - RDP 06/25  
 DRAWN - BMG 06/25  
 CHECKED - ELH 06/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS  
PROPOSED SN 095-2405

SHEET 5 OF 5 SHEETS

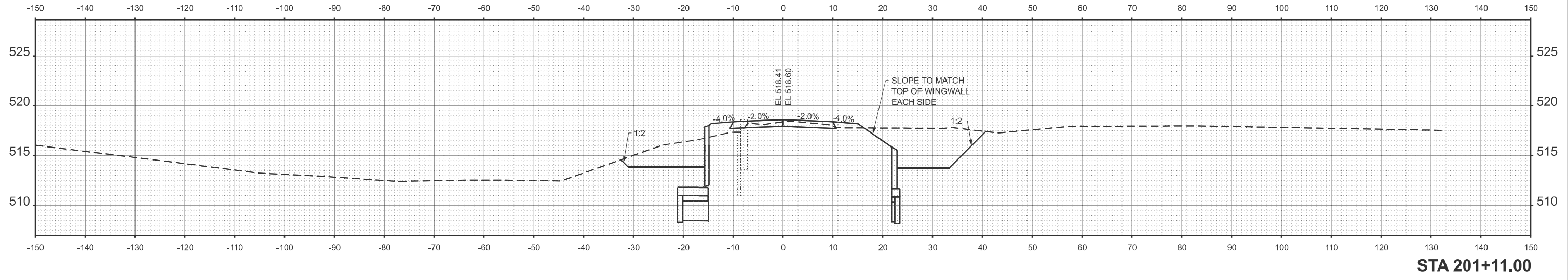
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



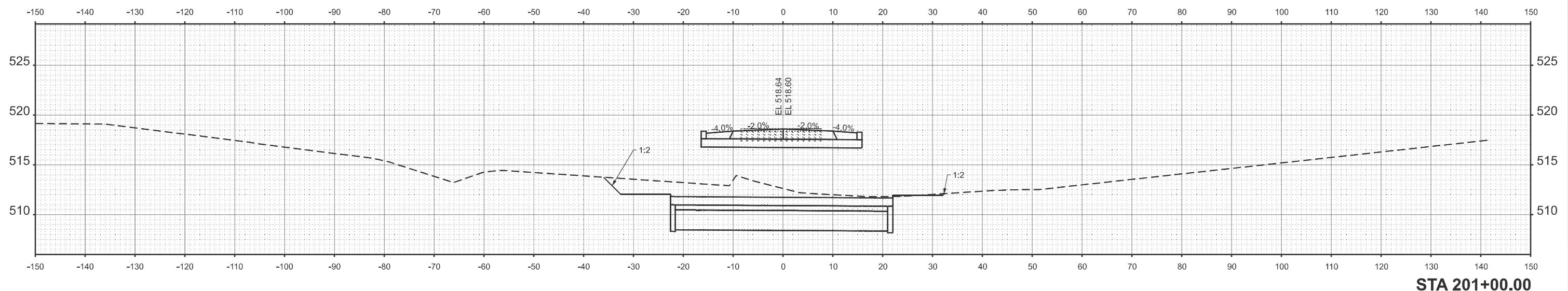
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
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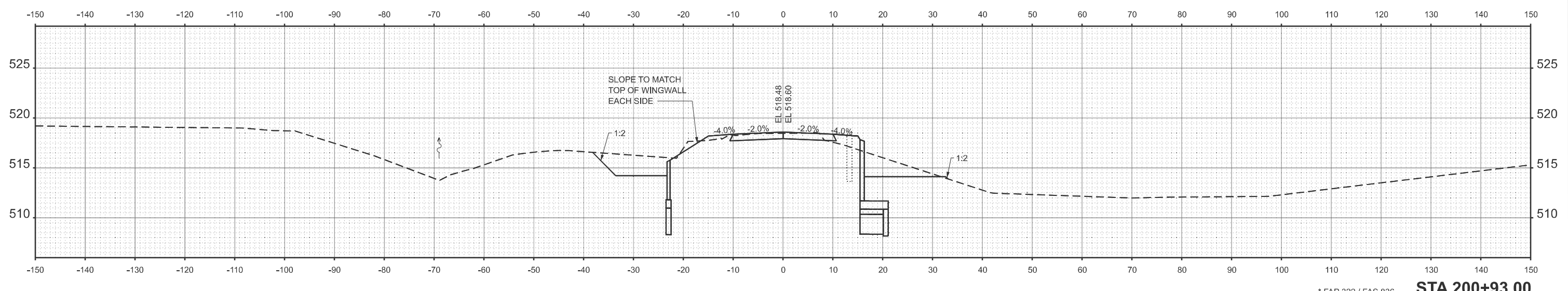
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STA 201+11.00



STA 201+00.00



STA 200+93.00



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ESCA PROJECT NO.	= 1406.04
PLOT DATE	= 6/25/2025
DESIGNED	- ATN
DRAWN	- ATN
CHECKED	- ELH
DATE	- 06/25
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SN 095-2405  
 CROSS SECTIONS

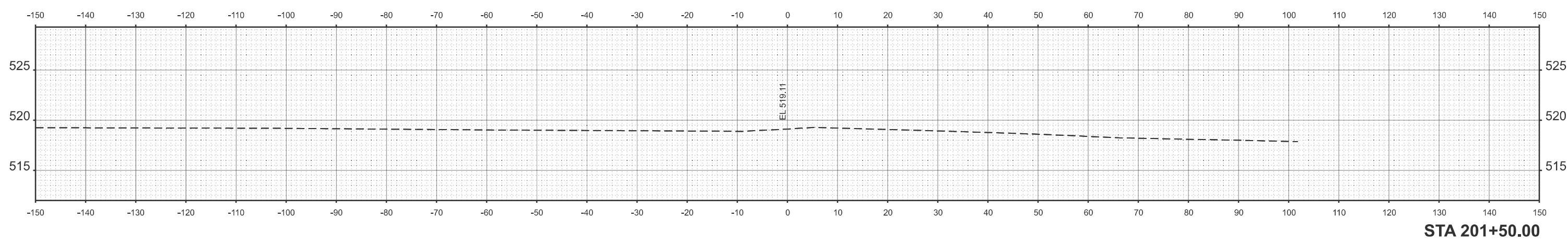
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* FAP 322 / FAS 836		** MARION / WASHINGTON	
FA RTE.	SECTION	COUNTY	TOTAL SHEETS
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			SHEET NO. 109
CONTRACT NO. 76B42			
ILLINOIS FED. AID PROJECT			

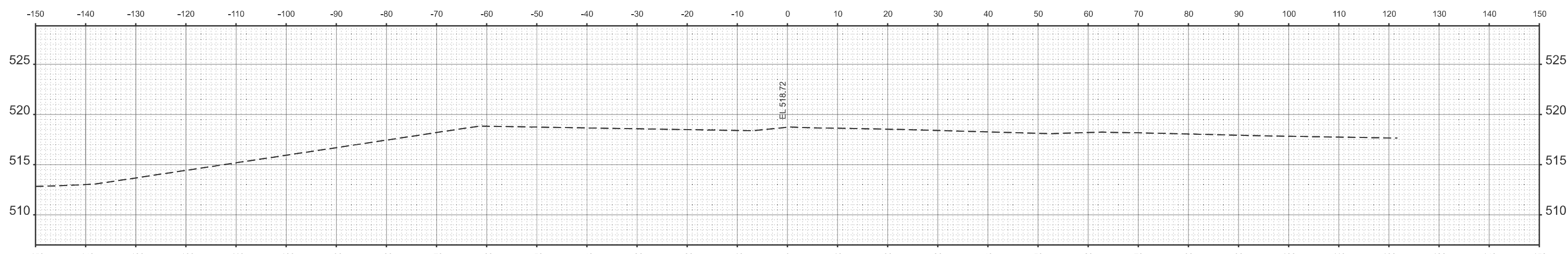
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DATE	
BY	
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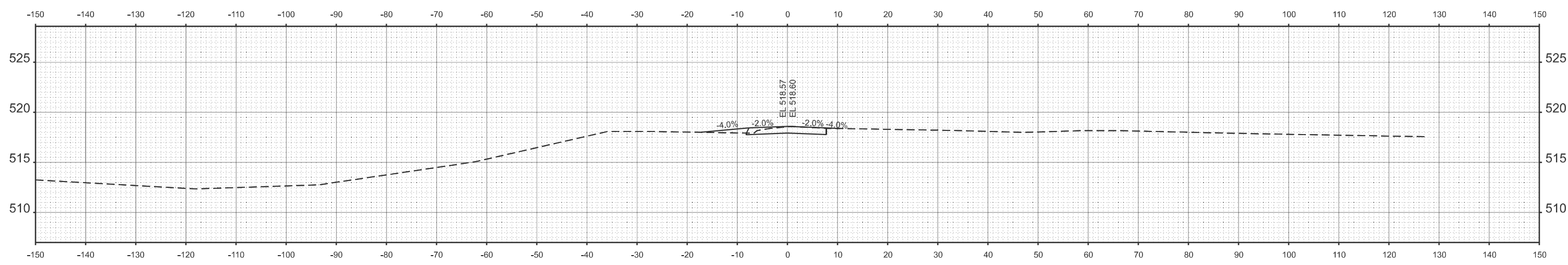
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**STA 201+50.00**



**STA 201+25.00**



**STA 201+18.00**

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



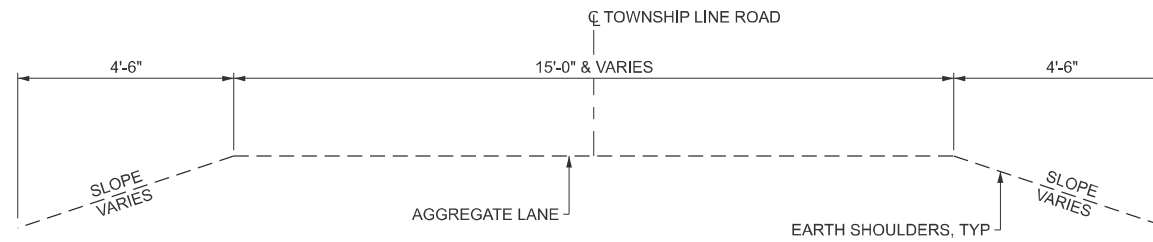
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PLOT DATE =	6/25/2025	DATE -	06/25	REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

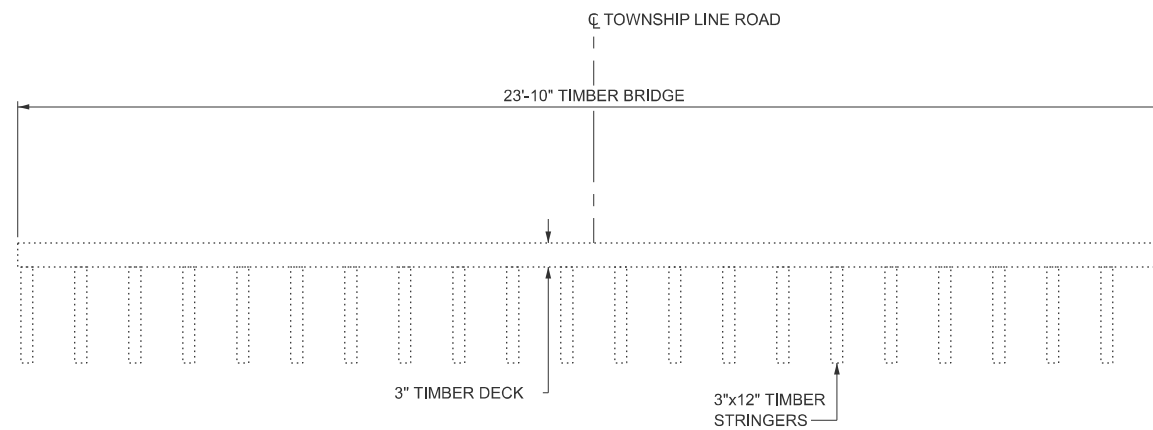
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 CROSS SECTIONS**

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FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	110
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**  
**STA 300+11.30 TO STA 300+93.20**  
**STA 301+08.50 TO STA 302+95.00**



**EXISTING TYPICAL SECTION**  
**STA 300+93.20 TO STA 301+08.50**

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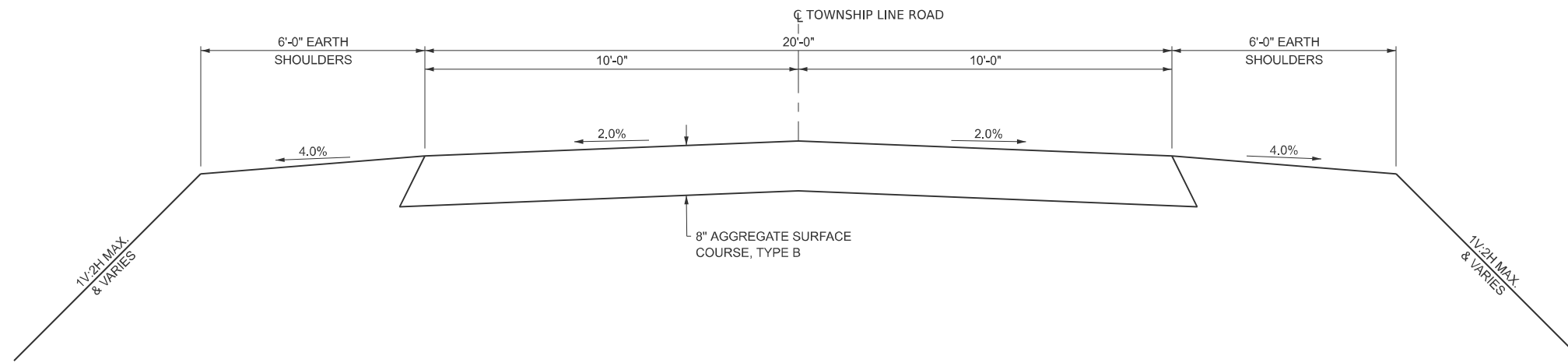
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SN 095-2406**  
**TYPICAL SECTIONS**

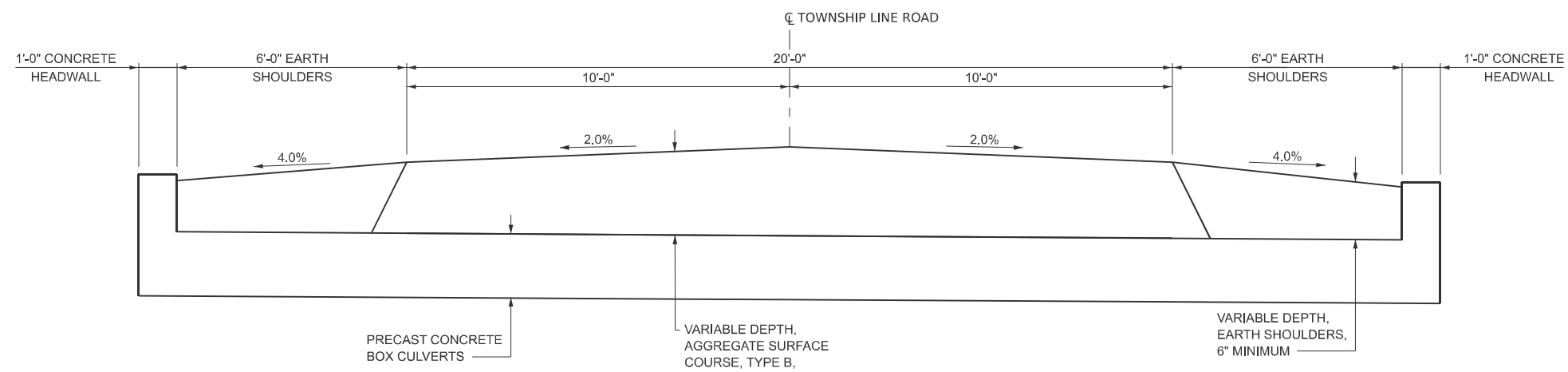
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\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	111
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION**  
**STA 300+48.16 TO STA 300+94.89**  
**STA 301+06.55 TO STA 301+25.00**



**PROPOSED TYPICAL SECTION**  
**STA 300+94.89 TO STA 301+06.55**

MODEL: 403 Proposed Typical Sections Sheet  
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	CHECKED - ELH	REVISED -
PLOT DATE = 6/25/2025	DATE - 06/25	REVISED -

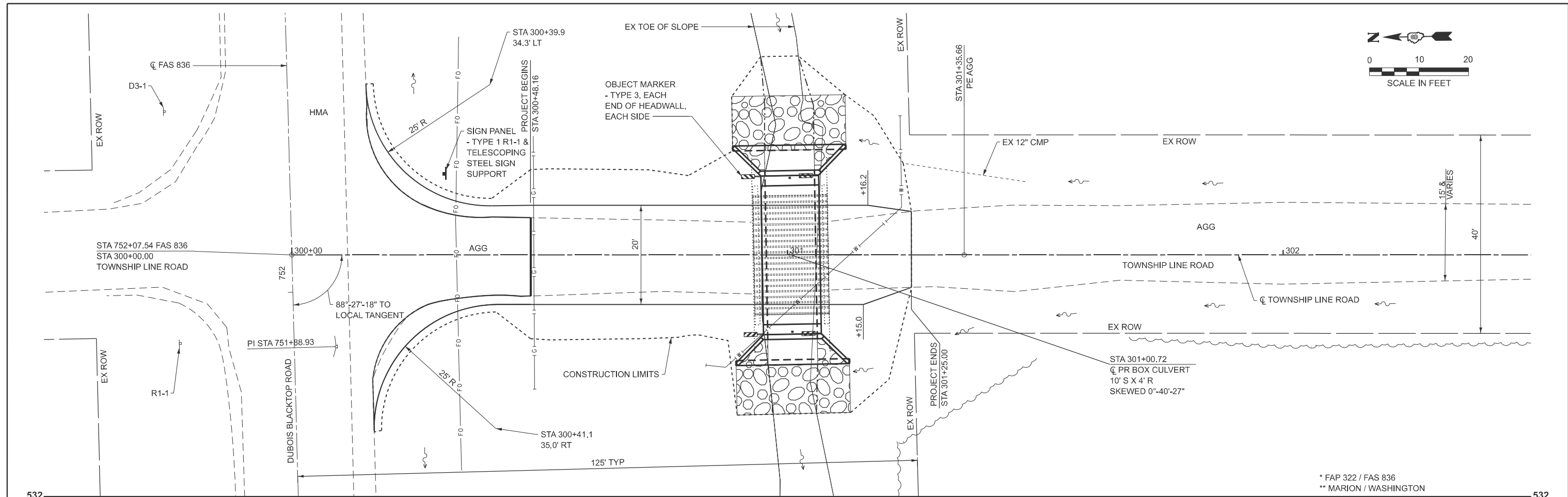
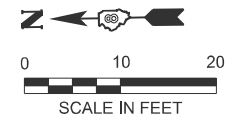
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SN 095-2406**  
**TYPICAL SECTIONS**

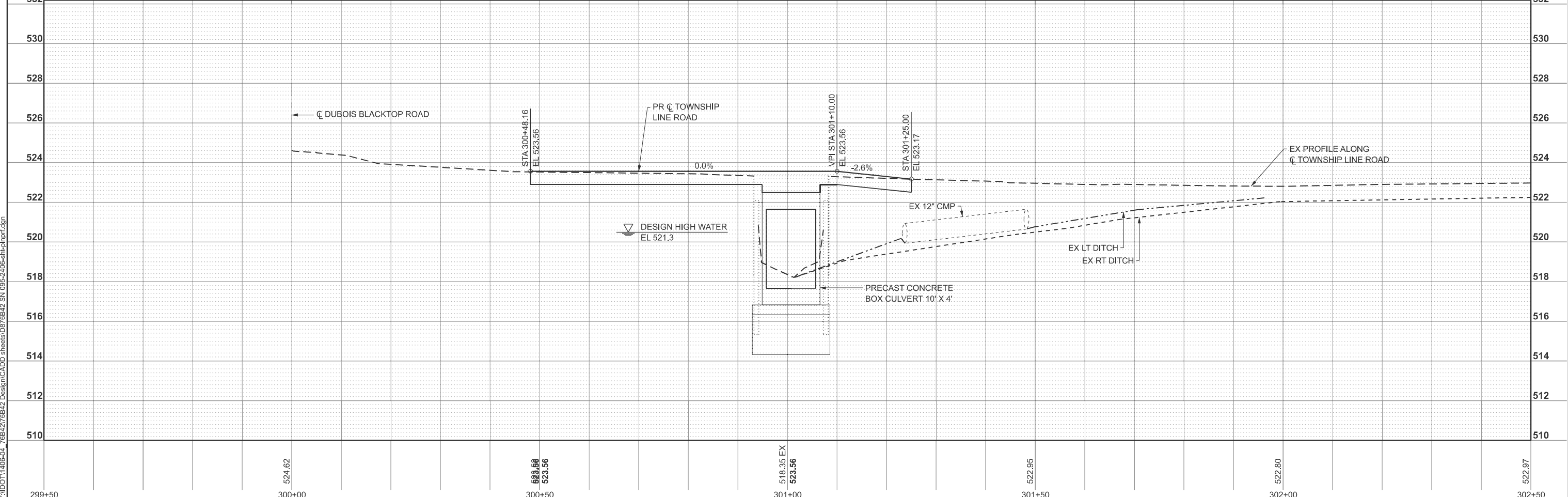
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\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	112
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



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DESIGNED - ATN  
 DRAWN - ATN  
 CHECKED - ELH  
 DATE - 08/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -





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

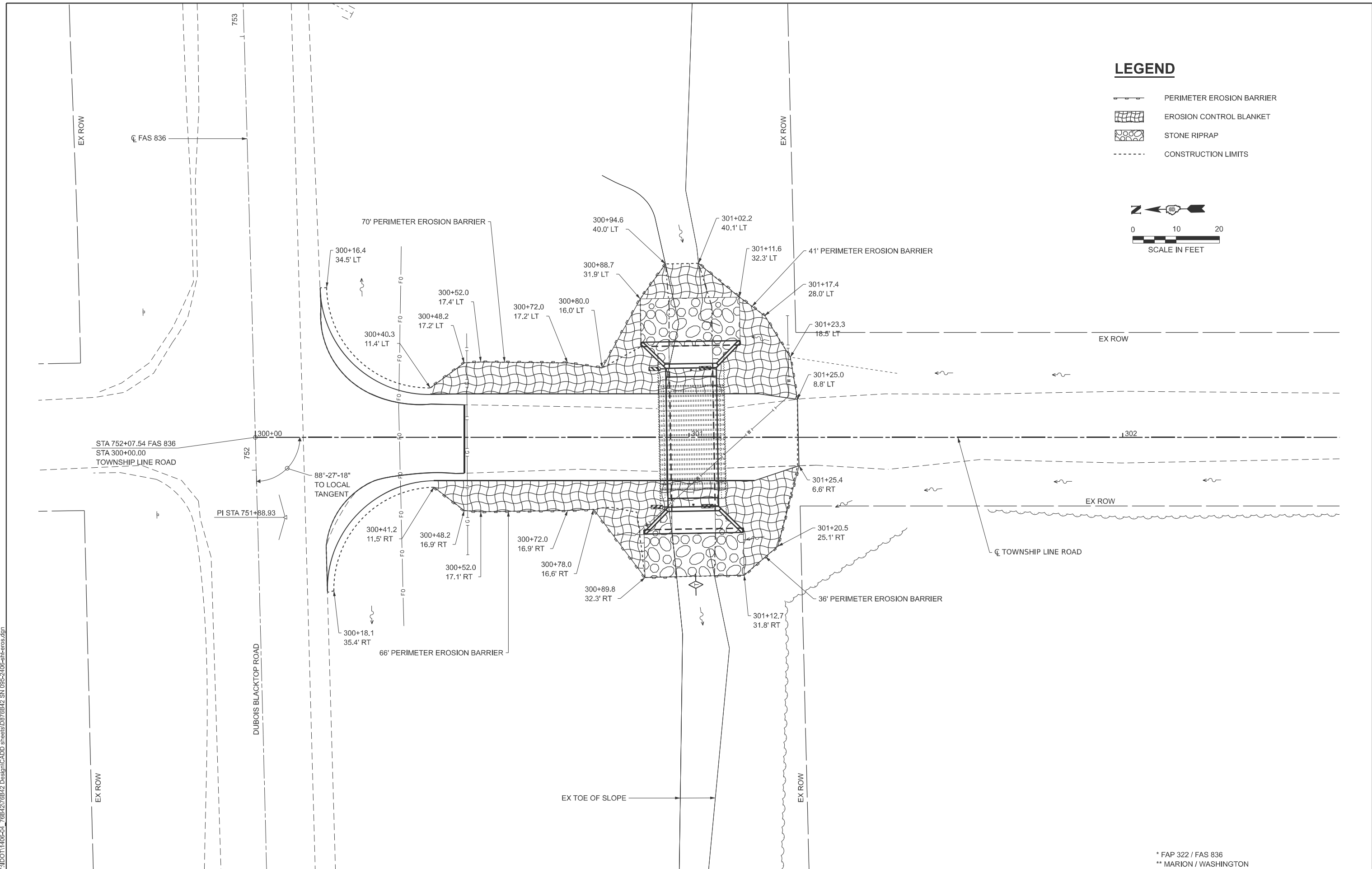
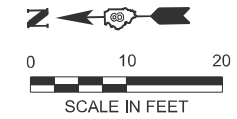
**SN 095-2406**  
**PLAN & PROFILE**

SCALE: AS SHOWN    SHEET 1 OF 1 SHEETS    STA. 299+50.00 TO STA. 302+50.00

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	113
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  STONE RIPRAP
-  CONSTRUCTION LIMITS



MODEL: 040381 - Erosion Plan Sheet 1  
 FILE NAME: Y:\DOT\1406-04\_76B42\76B42\_Design\CADD\_sheets\0876B42\_SN 095-2406-eh-eros.dgn



USER NAME = atn	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. = 1406.04	DRAWN - ATN	REVISED -
PLOT DATE = 10/9/2025	CHECKED - ELH	REVISED -
	DATE - 08/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SN 095-2406  
EROSION CONTROL PLAN**

SCALE: 1" = 10'    SHEET 1 OF 1 SHEETS    STA. 299+50.00 TO STA. 302+50.00

\* FAP 322 / FAS 836  
\*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	114
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

Benchmark: BM DBR-2 - set RR spike in the S. side of a power pole in the NW quad of the entrance to AT&T tower & the field entrance over SN 095-0402, +/-0.75 mi. E. of Panther Creek Rd. & +/-1.75 mi. W. of US 51 along Du Bois Blacktop Rd., elev. 520.406' (NAVD 88).

Existing Structure: SN 095-0403 was built in 1937 as F.A. Route 167, Section 11G. It is a single-span timber bridge that has no skew. The bridge deck is 15.3' long and 23.8' wide. The superstructure is 3" timber planks on 3" x 12" timber joists. The abutments are 10" x 12" timber posts. A short-term closure of Township Line Road will be used for construction.

No Salvage.

### WATERWAY INFORMATION

Drainage Area = 118 acres			Du Bois Rd. low EOP elev. 524.49 at sta. 752+58						
Flood	Freq. Yr.	Q. C.F.S.	Opening (Sq. Ft.)		Nat. H.W.E.	Head (Ft.)		Headwater Elevation	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
	10	94	32	32	521.2	0.0	0.0	521.2	521.2
Design	15	101	34	33	521.3	0.0	0.0	521.3	521.3
Base	100	168	44	36	522.1	0.0	0.0	522.1	522.1

### GENERAL NOTES

The design fill height for this box is 0.6 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 the lower 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 Specifications.

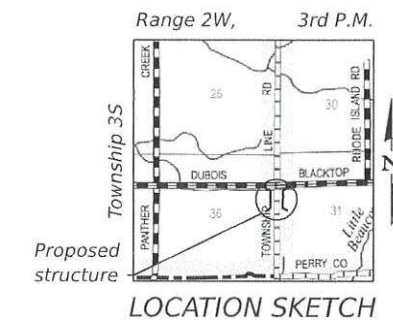
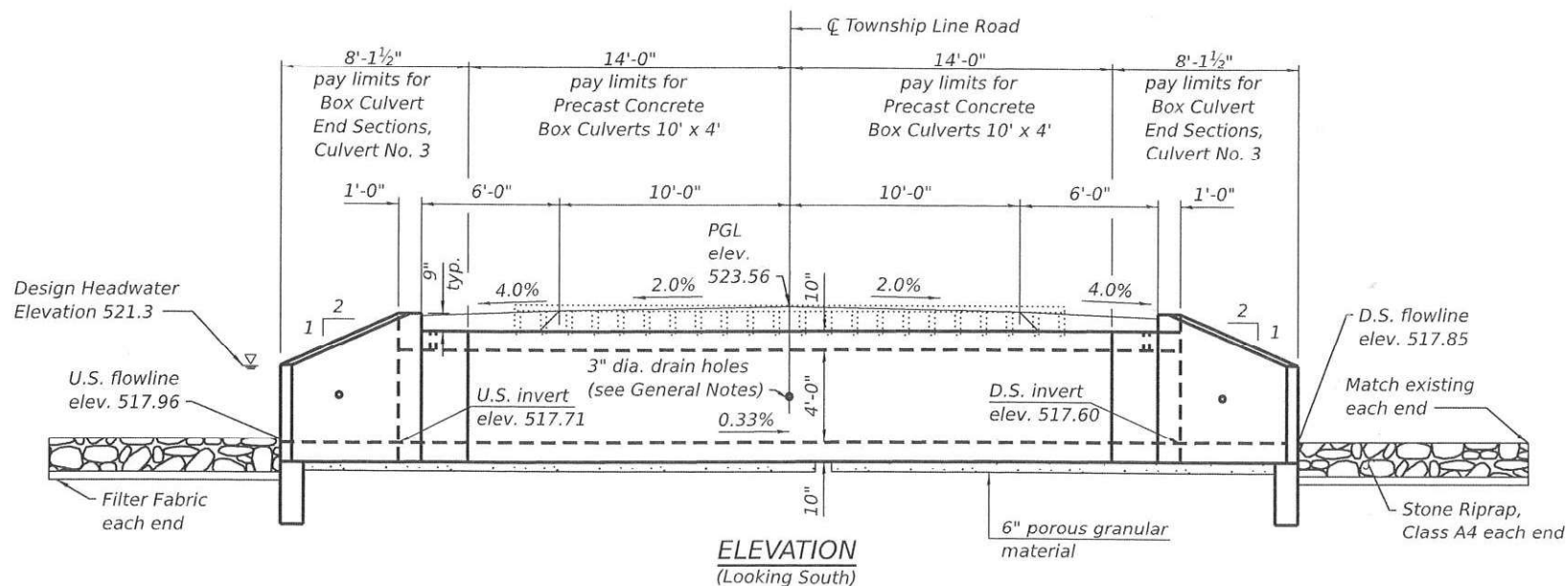
Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.

Precast concrete box culverts and box culvert end sections shall be backfilled with Granular Backfill for Structures 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 granular backfill is included in the Granular Backfill for Structures 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.

If the Contractor elects to use cast-in-place construction for the end sections, any temporary soil retention required will be at the Contractor's expense.

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

Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.



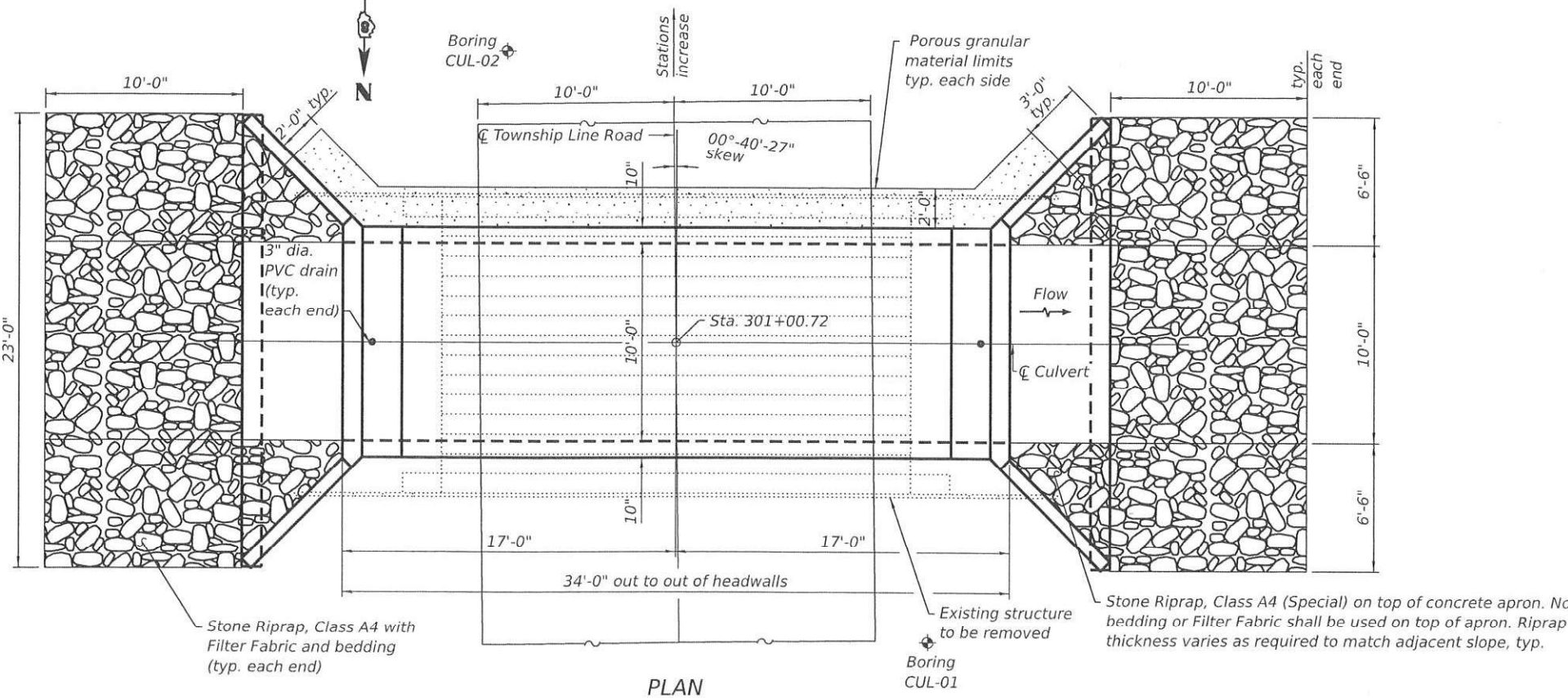
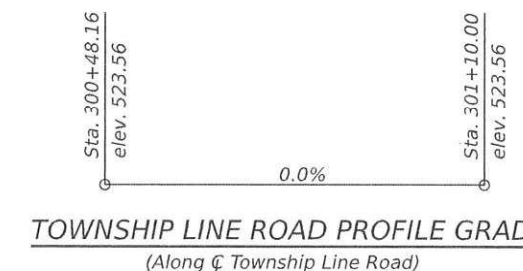
### INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
- 3-4. Precast Concrete Box Culvert Apron End Section Details
5. Soil Borings



EXPIRES 11-30-2026

*Eric L. Henkel*  
SIGNATURE  
10-07-25  
DATE



TOWNSHIP LINE ROAD PROFILE GRADE  
(Along Centerline of Township Line Road)

### TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq. Yd.	55
Filter Fabric	Sq. Yd.	55
Removal of Existing Structures No. 4	Each	1
Box Culvert End Sections, Culvert No. 3	Each	2
Precast Concrete Box Culverts 10' x 4'	Foot	28
Granular Backfill for Structures	Cu. Yd.	85
Geocomposite Wall Drain	Sq. Yd.	49
Stone Riprap, Class A4 (Special)	Sq. Yd.	9
Membrane Waterproofing System for Buried Structures	Sq. Yd.	49

### DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

### LOADING HL-93

### DESIGN STRESSES

#### PRECAST UNITS

$f_c = 5,000$  psi  
 $f_y = 65,000$  psi (welded wire reinforcement)

GENERAL PLAN AND ELEVATION  
TOWNSHIP LINE ROAD OVER CREEK  
FAS 836 (DUBOIS BLACKTOP RD) - SECTION 11BR-1

WASHINGTON COUNTY  
STATION 301+00.72  
PROPOSED SN 095-2406

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON



USER NAME = nhc  
ESCA PROJECT NO. = 1406.04  
PLOT SCALE = 0.2" = 1'  
PLOT DATE = 10/7/2025

DESIGNED - ELH 06/25  
CHECKED - RDP 06/25  
DRAWN - BMG/NHC 10/25  
CHECKED - ELH 10/25

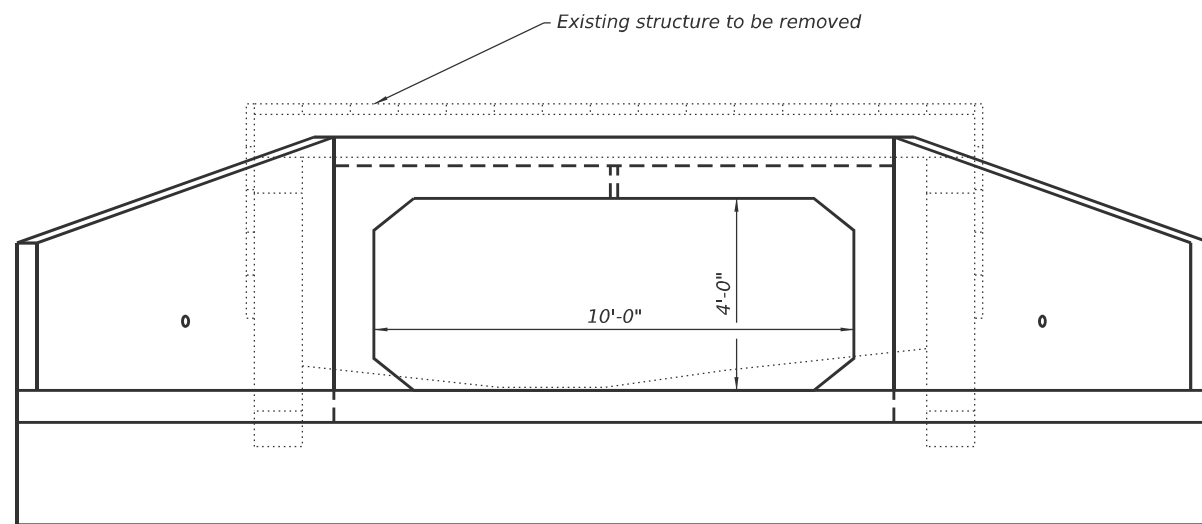
REVISED -  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

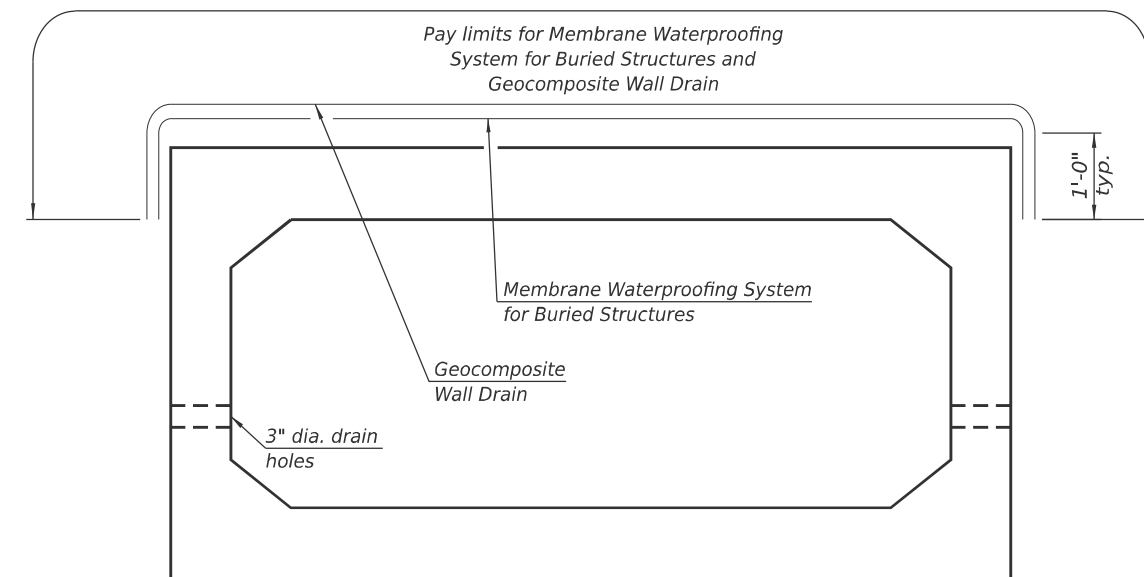
SHEET 1 OF 5 SHEETS

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26BR, 11BR-1	**	123	115
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

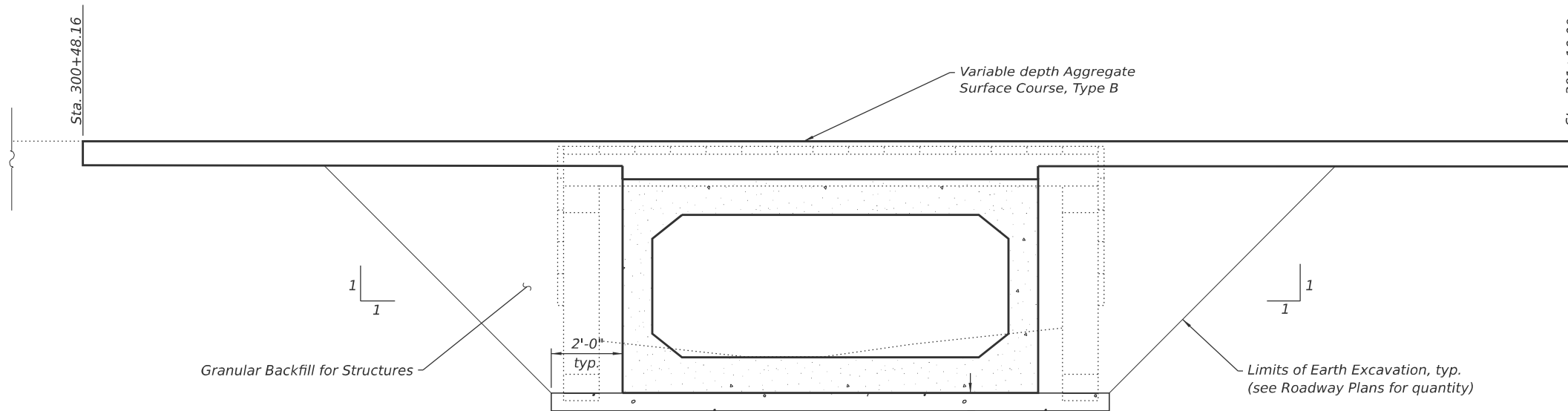
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10/7/2025 4:14:41 PM



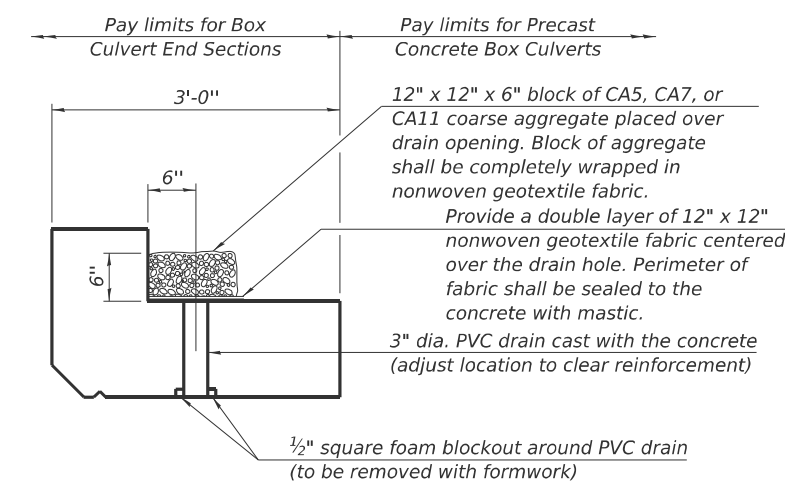
**END VIEW**



**WATERPROOFING SECTION THRU CULVERT**



**SECTION ALONG ROADWAY SHOWING GRANULAR BACKFILL FOR STRUCTURES**



**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.)

MODEL: Sheet  
FILE NAME: Y:\DOT\1406-04\_76842\76842 Design\CADD\SN095\_2406\0952406-D876842-02-GenData.dgn



USER NAME = rnhc  
ESCA PROJECT NO. = 1406.04  
PLOT SCALE = 0.2" / in.  
PLOT DATE = 10/7/2025

DESIGNED - ELH 06/25  
CHECKED - RDP 06/25  
DRAWN - BMG/ATN 08/25  
CHECKED - ELH 08/25

REVISED -  
REVISED -  
REVISED -  
REVISED -

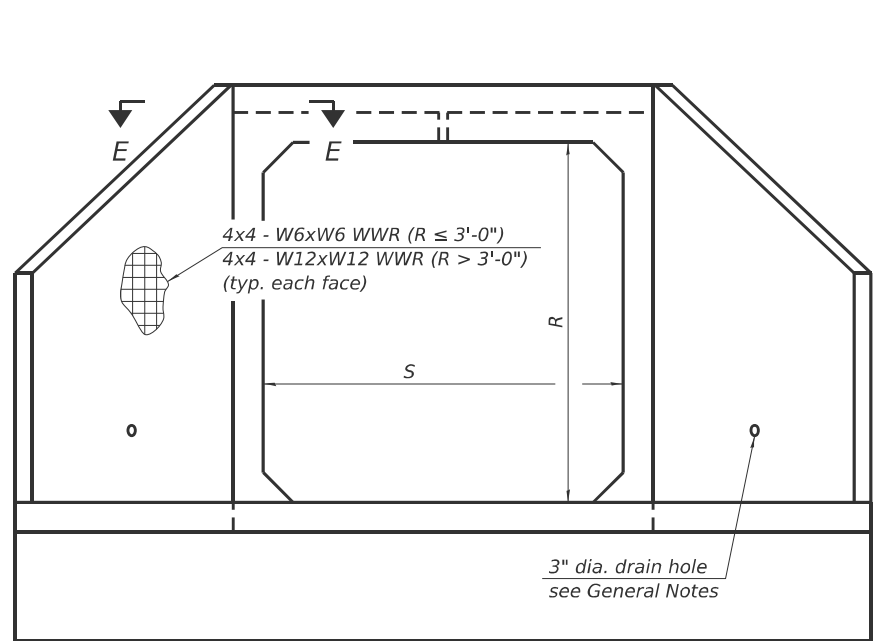
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
PROPOSED SN 095-2406**

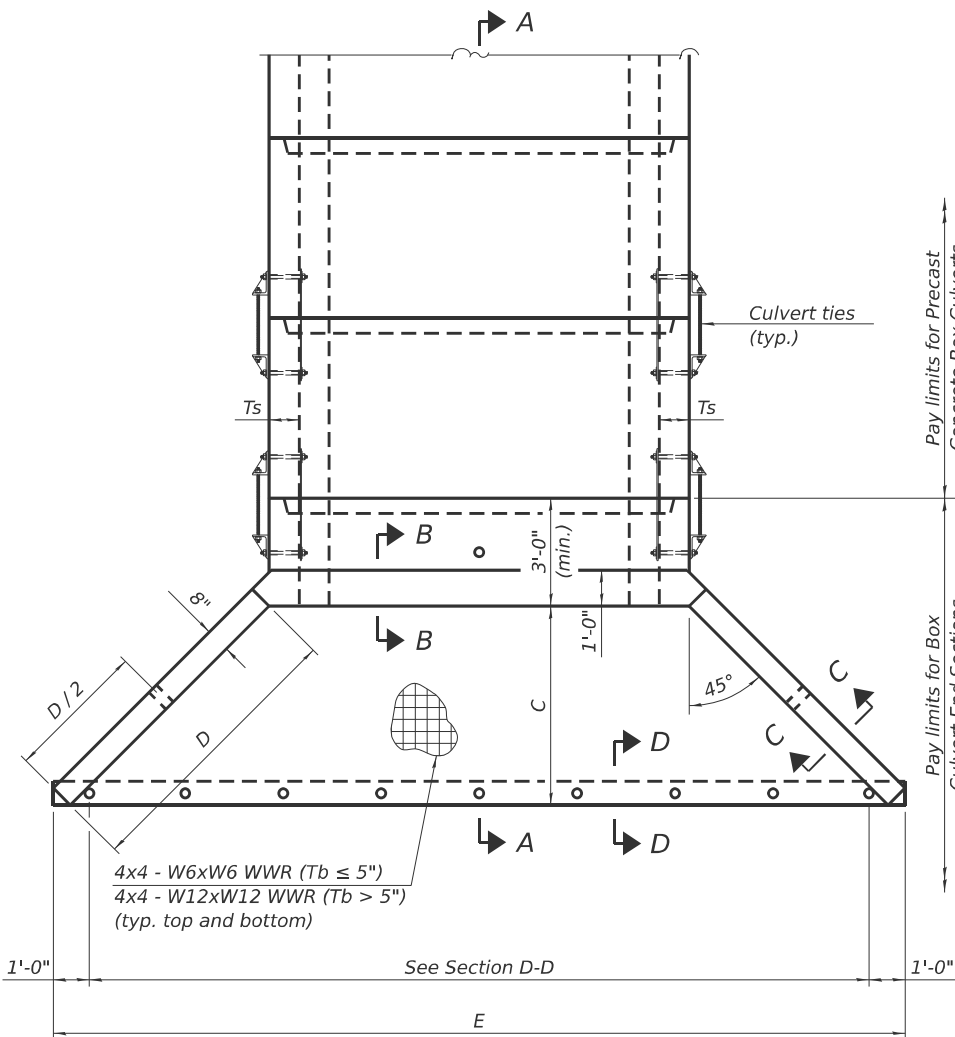
SHEET 2 OF 5 SHEETS

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

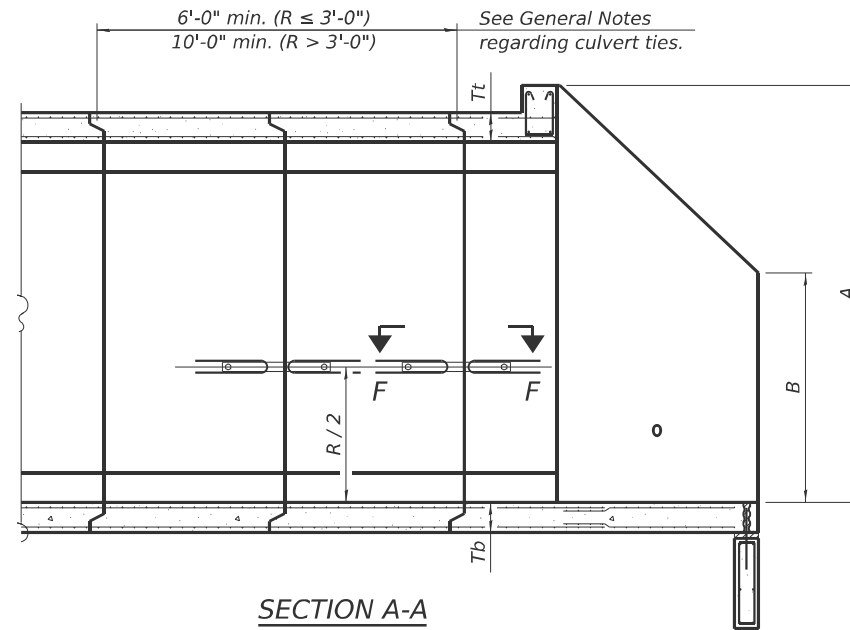
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	116
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



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 on 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>2</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>2</sub> "	5.3	Yes
4'-0"	4'-0"	5"	5"	5"	5'-2"	3'-1"	4'-8 <sup>3</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>8</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>2</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>2</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)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

SCB-AES

5-15-2023

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END  
SECTION DETAILS - PROPOSED SN 095-2406

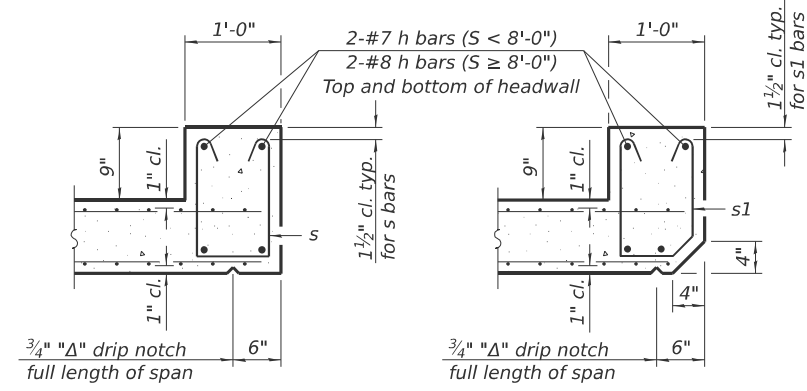
SHEET 3 OF 5 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	117
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet  
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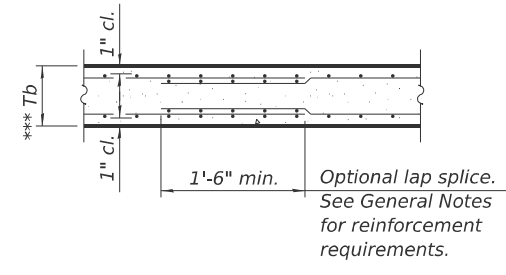


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ESCA PROJECT NO. = 1406.04	CHECKED - RDP 06/25	REVISED -
PLOT SCALE = 0:2" = 1' / in.	DRAWN - BMG 06/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 06/25	REVISED -



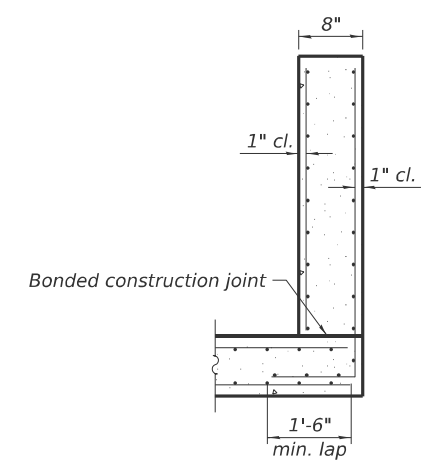
**SECTION B-B**  
(Top slab at downstream end)

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

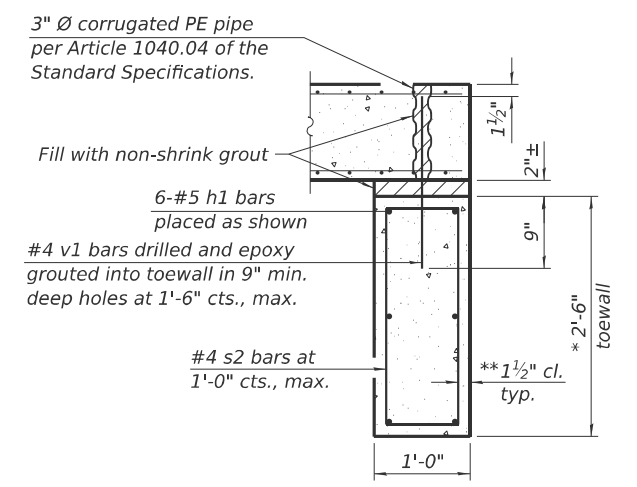


**SECTION B-B**  
(Bottom Slab)

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



**SECTION C-C**



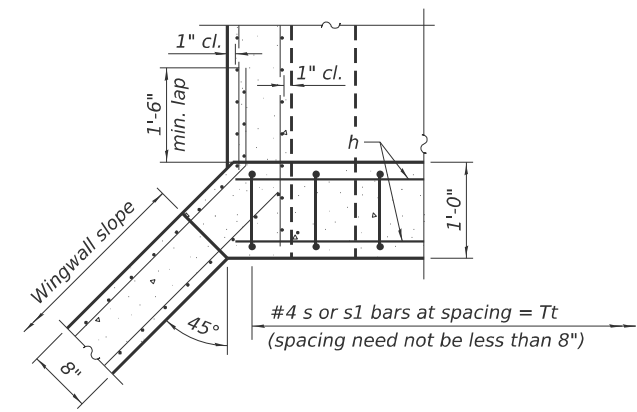
**SECTION D-D**

**TOEWALL CONSTRUCTION SEQUENCE**

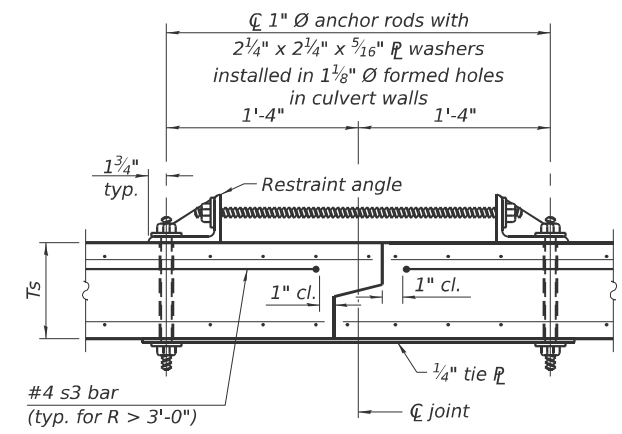
1. Perform excavation and construct toewall.
2. Backfill accordingly and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids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

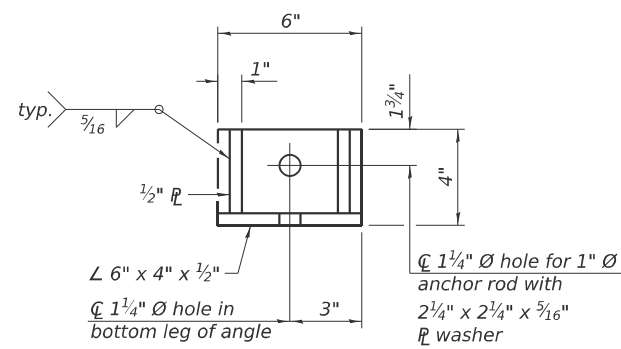
\*\* If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



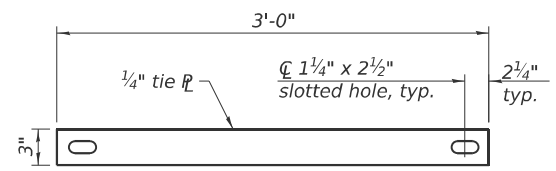
**SECTION E-E**



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

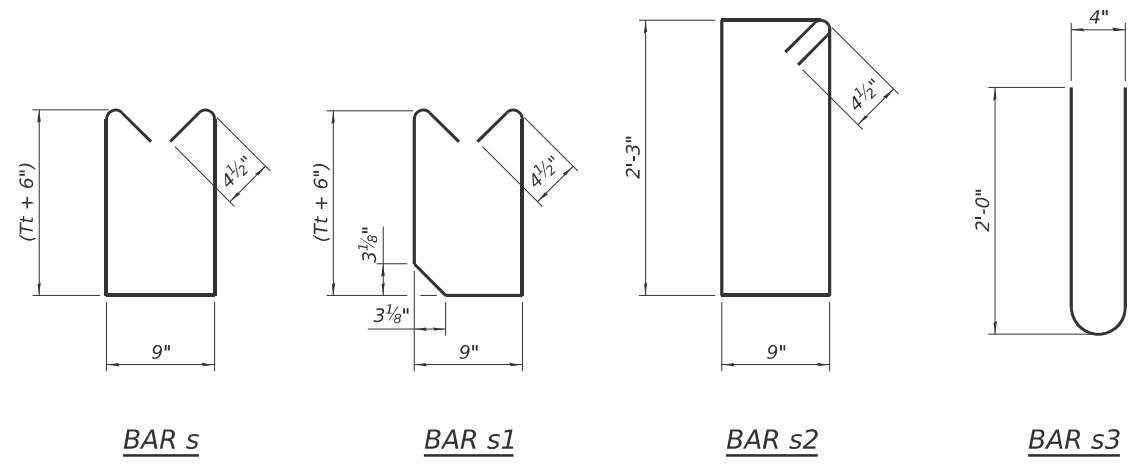


**RESTRAINT ANGLE DETAIL**



**TIE PLATE DETAIL**

Notes:  
1" diameter 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.



**BAR s**

**BAR s1**

**BAR s2**

**BAR s3**

SCB-AES

5-15-2023

(Sheet 2 of 2)

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
FILE NAME: Y:\IDOT\1406-04\_76B42\76B42\_Design\CADD\SN095\_2406\0952406-D876B42-04-PrecastBCAEndSecDils.dgn



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ESCA PROJECT NO. = 1406.04	CHECKED - RDP 06/25	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - BMG 06/25	REVISED -
PLOT DATE = 10/7/2025	CHECKED - ELH 06/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END  
SECTION DETAILS - PROPOSED SN 095-2406

SHEET 4 OF 5 SHEETS

FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR,11BR-1	**	123	118
CONTRACT NO. 76B42				

ILLINOIS FED. AID PROJECT



# BORING LOG CUL-01

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: (630) 953-9928  
Fax:

WEI Job No.: KE235265

Client: **ESCA Consultants, Inc.**  
Project: **Dubois Road Bridge Replacements**  
Location: **Dubois, Illinois**

Datum: NAVD 88  
Elevation: 522.80 ft  
North: 568607.99 ft  
East: 2557350.14 ft  
Station: 751+92.04  
Offset: 85.65 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
522.3	6-inch thick, brown SILTY LOAM --TOPSOIL-- Stiff to hard, brown and gray SILTY CLAY to SILTY CLAY LOAM; damp --RDR 2--	0-6	1	7 6 5	4.50 P	19		497.3	Very stiff, gray SILTY CLAY to SILTY CLAY LOAM, trace gravel; damp --RDR 2--	0-6	11	7 7 10	2.30 B	16	
		5	2	2 3 3	1.56 B	21		492.8	Boring terminated at 30.00 ft	30	12	8 9 11	2.62 B	15	
514.8	Medium stiff, brown, gray, and black CLAY to SILTY CLAY; damp --RDR 2--	10-15	4	2 2 4	0.98 B	23									
512.3	Stiff to very stiff, brown and gray SILTY CLAY LOAM, trace gravel --RDR 2--	15-20	5	3 4 6	2.46 B	20									
507.3	Dense, brown LOAM to SANDY LOAM; moist --RDR 2--	20-25	7	5 20 27	NP	12									
504.8	Dense, brown, medium SAND; moist to wet --RDR 2--	25-30	8	14 23 17	NP	16									
502.3	Hard, gray CLAY LOAM, trace gravel; damp --RDR 2--	30-35	9	8 12 19	5.82 B	12									
		35-40	10	10 12 15	5.99 B	12									

### GENERAL NOTES

Begin Drilling: 09-26-2023 Complete Drilling: 09-26-2023  
 Drilling Contractor: Wang Testing Services Drill Rig: 21GeoA[96%]  
 Driller: A&K Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" ID HSA; backfilled upon competition

### WATER LEVEL DATA

While Drilling: 18.00 ft  
 At Completion of Drilling: 27.00 ft  
 Time After Drilling: NA  
 Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Along Township Line Road: station 300+85.57, 12.82' Rt.



# BORING LOG CUL-02

wangeng@wangeng.com  
1145 N Main Street  
Lombard, IL 60148  
Telephone: (630) 953-9928  
Fax:

WEI Job No.: KE235265

Client: **ESCA Consultants, Inc.**  
Project: **Dubois Road Bridge Replacements**  
Location: **Dubois, Illinois**

Datum: NAVD 88  
Elevation: 523.20 ft  
North: 568578.78 ft  
East: 2557372.48 ft  
Station: 752+12.93  
Offset: 115.68 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
522.8	6.5-inch thick, brown SILTY LOAM --TOPSOIL-- Stiff to hard, brown to brown and gray SILTY CLAY to SILTY CLAY LOAM; damp --RDR 2--	0-6.5	1	7 6 5	4.50 P	20		497.7	Stiff to very stiff, gray SILTY CLAY, trace gravel; damp --RDR 2--	0-6.5	11	4 6 8	2.46 B	16	
		5	2	3 3 5	1.97 B	19		493.2	Boring terminated at 30.00 ft	30	12	4 6 6	1.89 B	19	
515.2	Stiff, brown, gray, and black SILTY CLAY; damp --RDR 2-- --L <sub>L</sub> (%)=49, P <sub>L</sub> (%)=13-- --%Gravel=0.4-- --%Sand=20.5-- --%Silt=43.4-- --%Clay=35.6--	35-40	4	2 2 4	1.64 B	25									
510.2	Very stiff, brown and gray SILTY CLAY LOAM, trace gravel; damp --RDR 2--	40-45	5	3 3 4	1.50 B	24									
505.2	Dense, brown Gravelly SAND; moist to wet --RDR 2--	45-50	6	4 5 6	2.05 B	18									
502.7	Hard, brown to gray CLAY LOAM, trace gravel; damp --RDR 2--	50-55	7	2 4 29	3.61 B	14									
		55-60	8	14 24 24	NP	12									
		60-65	9	10 16 15	5.99 B	13									
		65-70	10	8 12 12	10.80 B	11									

### GENERAL NOTES

Begin Drilling: 09-26-2023 Complete Drilling: 09-26-2023  
 Drilling Contractor: Wang Testing Services Drill Rig: 21GeoA[96%]  
 Driller: A&K Logger: F. Bozga Checked by: C. Marin  
 Drilling Method: 2.25" ID HSA; backfilled upon competition

### WATER LEVEL DATA

While Drilling: 18.00 ft  
 At Completion of Drilling: 26.00 ft  
 Time After Drilling: NA  
 Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Along Township Line Road: station 301+15.48, 8.61' Lt.

\* FAP 322 / FAS 836 \*\*MARION / WASHINGTON

MODEL: Sheet  
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 PLOT DATE = 10/7/2025

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 CHECKED - RDP 06/25 REVIS -  
 DRAWN - BMG 06/25 REVIS -  
 CHECKED - ELH 06/25 REVIS -

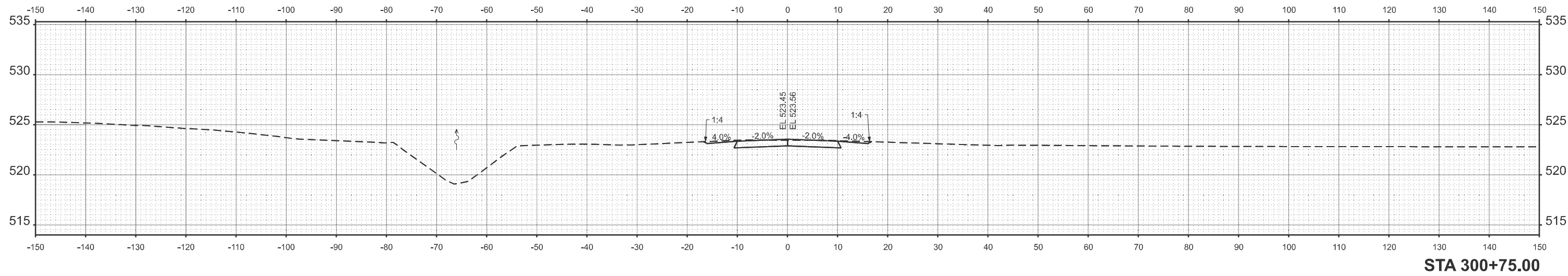
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS  
PROPOSED SN 095-2406

SHEET 5 OF 5 SHEETS

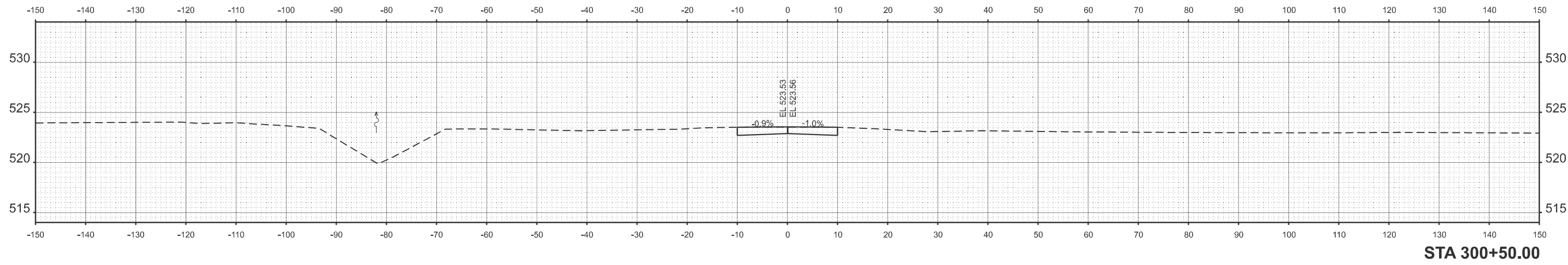
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CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



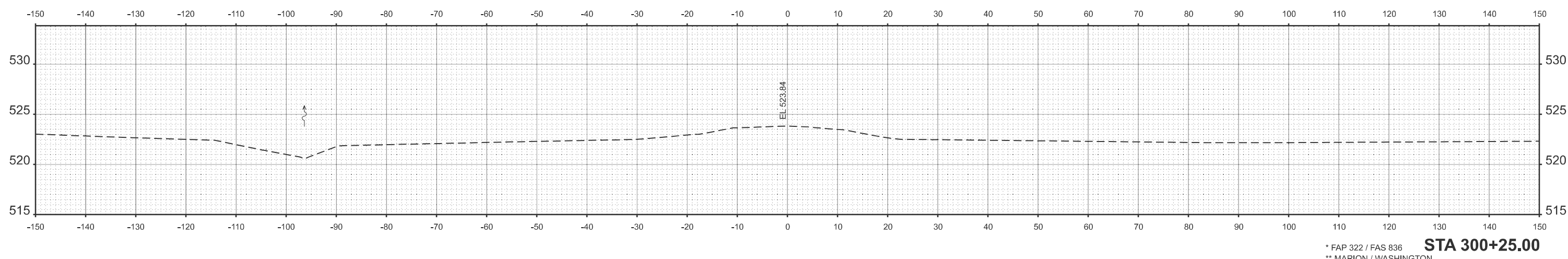
STA 300+75.00

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BY	
SURVEYED	
PLOTTED	
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AREAS	
CHECKED	
NO.	



STA 300+50.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



STA 300+25.00

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SN 095-2406  
 CROSS SECTIONS

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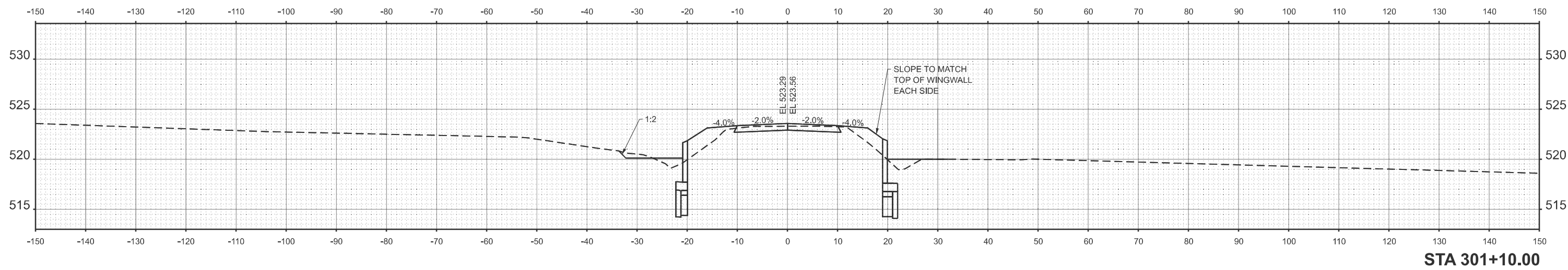
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*	26BR, 11BR-1	**	123	120
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

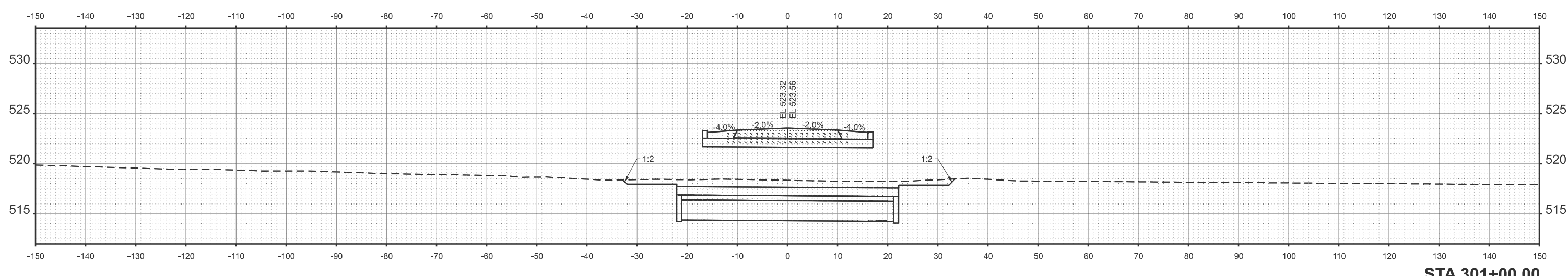
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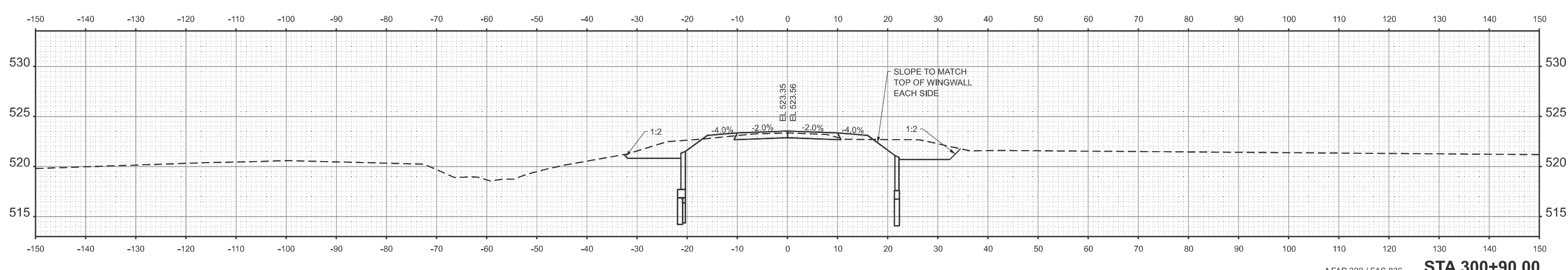
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STA 301+10.00



STA 301+00.00



STA 300+90.00

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		DATE - 06/25	REVISED -			ILLINOIS FED. AID PROJECT				

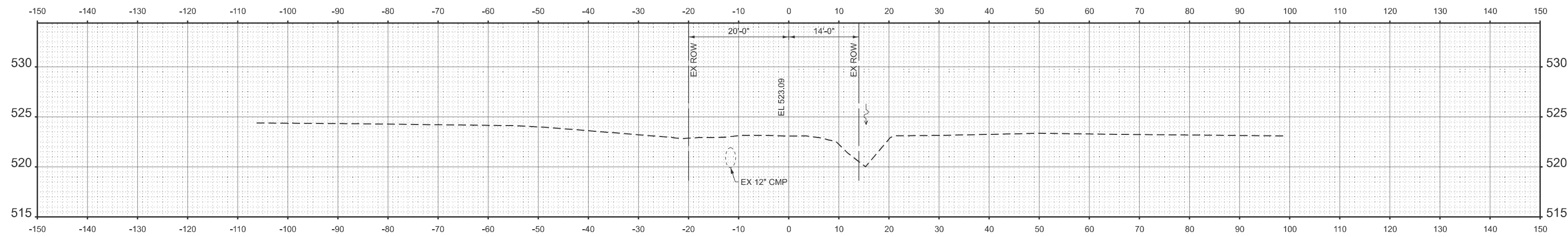
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\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

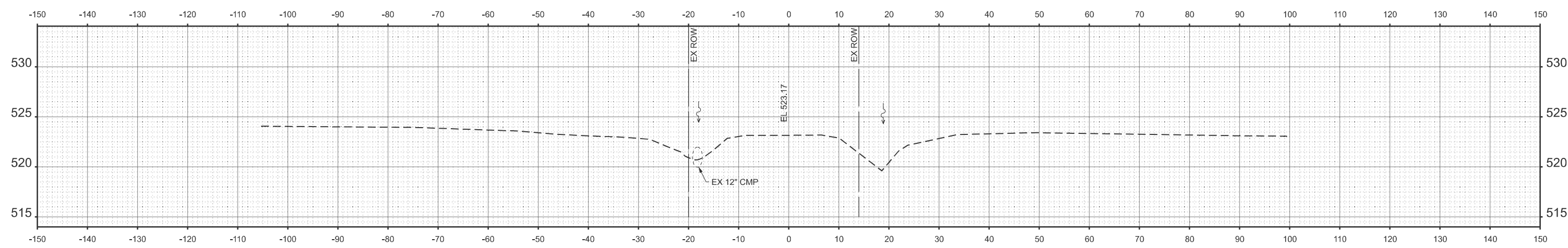
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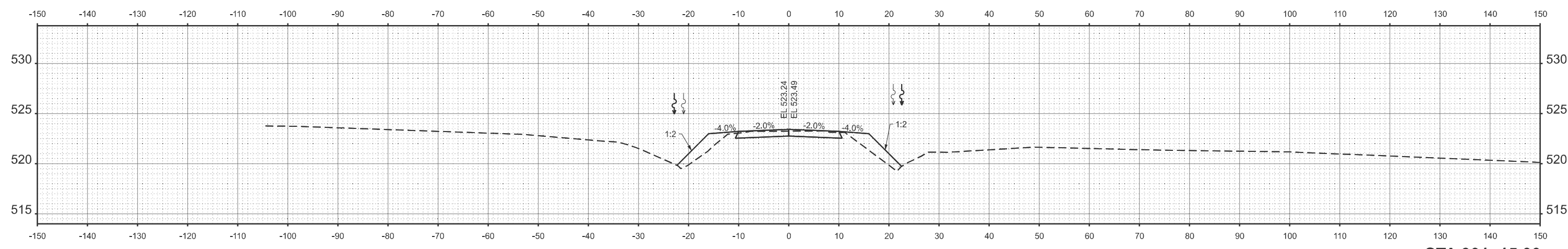
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**STA 301+35.66  
EX PE LT**



**STA 301+25.00**



**STA 301+15.00**

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON



USER NAME = atn  
 ESCA PROJECT NO. = 1406.04  
 PLOT DATE = 8/29/2025

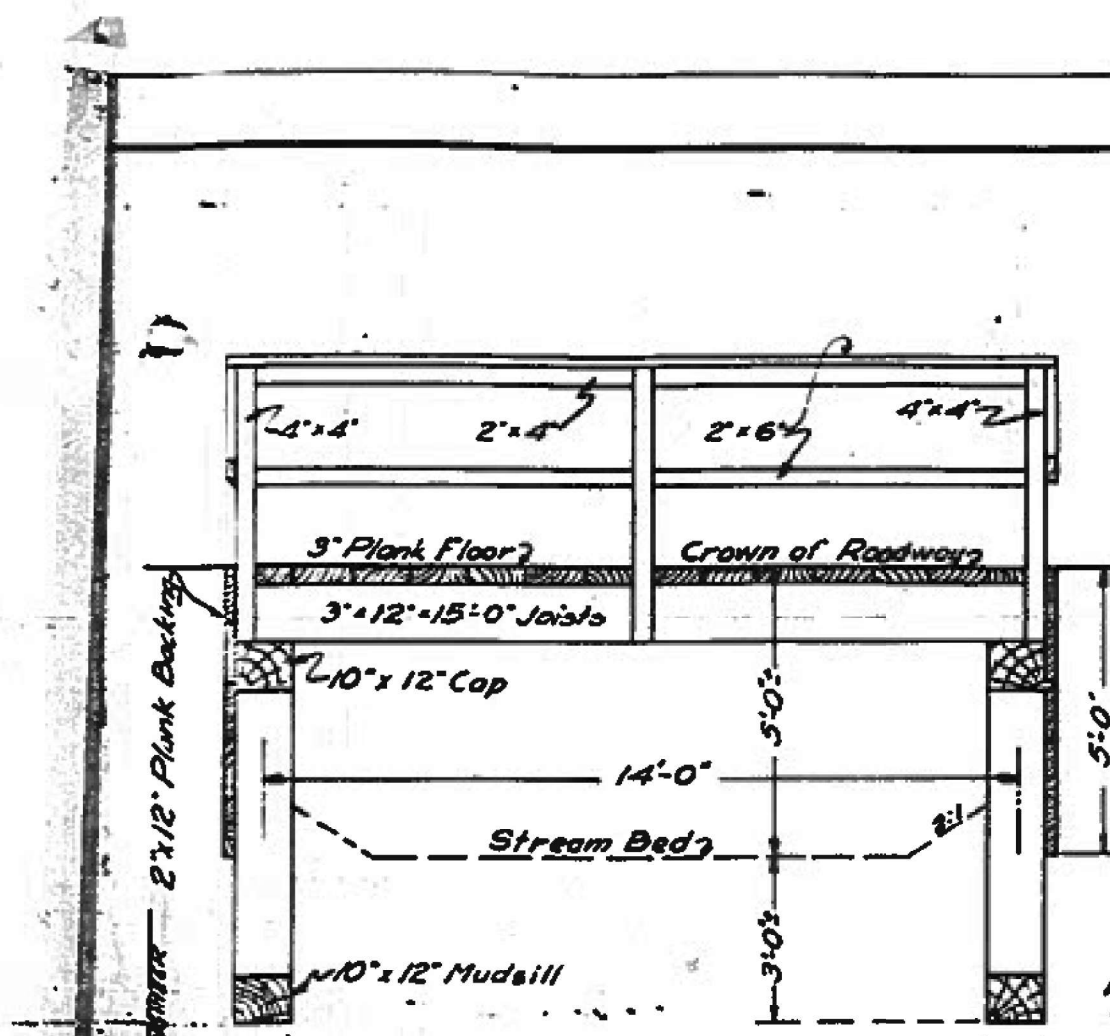
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DRAWN -	ATN	REVISED -	
CHECKED -	ELH	REVISED -	
DATE -	06/25	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

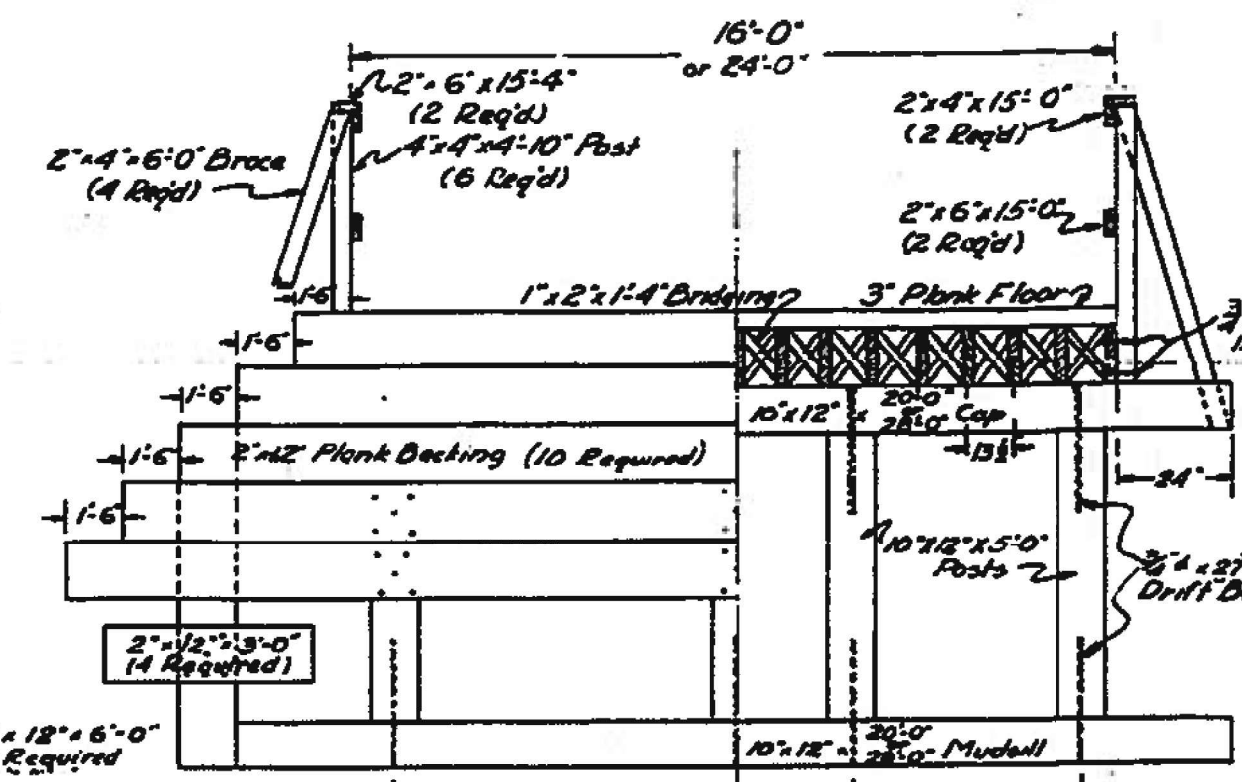
**SN 095-2406  
CROSS SECTIONS**

SCALE: AS SHOWN    SHEET 3 OF 3 SHEETS    STA. 301+15.00    TO STA. 301+35.66

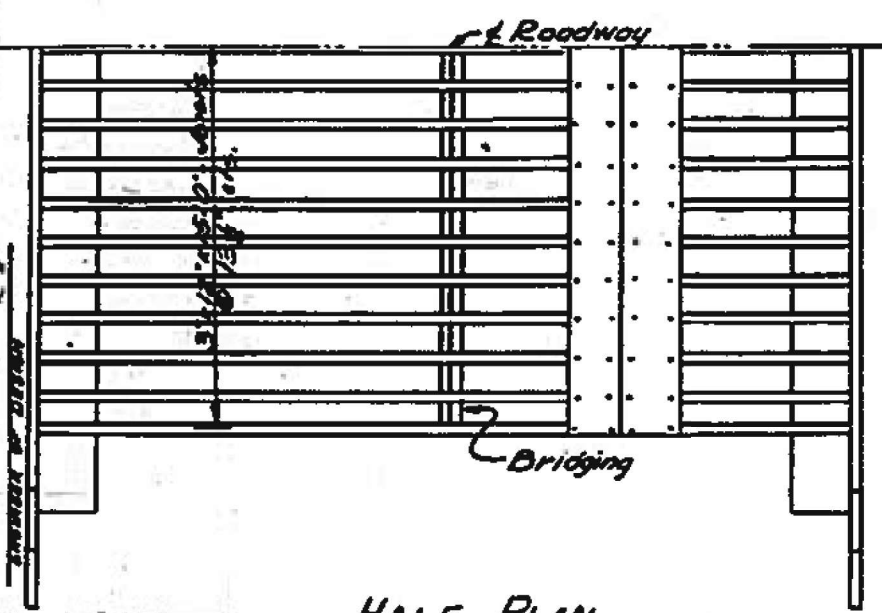
FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	26BR, 11BR-1	**	123	122
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				



ELEVATION



HALF END ELEVATION HALF CROSS SECTION



HALF PLAN

**GENERAL NOTES**

All spikes and drift bolts shall be galvanized steel.  
 All lumber shall be Southern Yellow Pine or Douglas fir and creosoted.  
 Floor planking shall be prime stpl. LL (1800) or dense stpl. 3L (800) pine or dense select stpl. (1800) fir. S4S. All other timbers stpl. spe. 3 sound L (1800) or dense stpl. spe. 3L (800) pine or select stpl. (1800) fir. Redwood Posts, S4S. Other full sawn rough.  
 All holes, cuts, and abrasions made in wood after treatment shall receive three heavy brush coats of hot creosote oil.  
 The floor shall be given a paint coat of asphalt not less than 1/8" thick and then covered with enough torpedo sand to take up any free asphalt.  
 Quantity of lumber based on lengths shown with no allowance made for waste.  
 Spike flooring to each joist with 2-60d spikes. Use 2-20d spikes in each end of bridging. Toenail joints to caps with 2-20d spikes in each end. Use 50d spikes in backing. Use 40d. spikes in railing.  
 Cap pieces and mudsills to be fastened to each post by 3/4" x 2" drift bolts.

BILL OF MATERIAL (1 BRIDGE)	16' Rdwy	24' Rdwy
Creosoted Lumber - S4S	2861	3579
Creos. Plank Floor - 3" x 12"	26.67	40.00
Hardware	Lbs. 120	160

TYPICAL DESIGN FOR WOOD BRIDGES BETWEEN STA. 715+00 AND STA 752+05.  
 RT. STA. 715+00 - 16' RDWY  
 " " 725+25 - 16' " "  
 " " 752+05 - 24' " "

Project No.	73
County	Washington
Sheet No.	11-A
Project Name	Illinois Federal Proj. 603-B

MODEL - Existing Plans Sheet  
 FILE NAME - Y:\DOT\11406-04\_76B42\76B42\_Design\CADD sheets\0876B42\_SN 095-0401-0402-0403-0404-0405-0406-0407-0408-0409-0410-0411-0412-0413-0414-0415-0416-0417-0418-0419-0420-0421-0422-0423-0424-0425-0426-0427-0428-0429-0430-0431-0432-0433-0434-0435-0436-0437-0438-0439-0440-0441-0442-0443-0444-0445-0446-0447-0448-0449-0450-0451-0452-0453-0454-0455-0456-0457-0458-0459-0460-0461-0462-0463-0464-0465-0466-0467-0468-0469-0470-0471-0472-0473-0474-0475-0476-0477-0478-0479-0480-0481-0482-0483-0484-0485-0486-0487-0488-0489-0490-0491-0492-0493-0494-0495-0496-0497-0498-0499-0500-0501-0502-0503-0504-0505-0506-0507-0508-0509-0510-0511-0512-0513-0514-0515-0516-0517-0518-0519-0520-0521-0522-0523-0524-0525-0526-0527-0528-0529-0530-0531-0532-0533-0534-0535-0536-0537-0538-0539-0540-0541-0542-0543-0544-0545-0546-0547-0548-0549-0550-0551-0552-0553-0554-0555-0556-0557-0558-0559-0560-0561-0562-0563-0564-0565-0566-0567-0568-0569-0570-0571-0572-0573-0574-0575-0576-0577-0578-0579-0580-0581-0582-0583-0584-0585-0586-0587-0588-0589-0590-0591-0592-0593-0594-0595-0596-0597-0598-0599-0600-0601-0602-0603-0604-0605-0606-0607-0608-0609-0610-0611-0612-0613-0614-0615-0616-0617-0618-0619-0620-0621-0622-0623-0624-0625-0626-0627-0628-0629-0630-0631-0632-0633-0634-0635-0636-0637-0638-0639-0640-0641-0642-0643-0644-0645-0646-0647-0648-0649-0650-0651-0652-0653-0654-0655-0656-0657-0658-0659-0660-0661-0662-0663-0664-0665-0666-0667-0668-0669-0670-0671-0672-0673-0674-0675-0676-0677-0678-0679-0680-0681-0682-0683-0684-0685-0686-0687-0688-0689-0690-0691-0692-0693-0694-0695-0696-0697-0698-0699-0700-0701-0702-0703-0704-0705-0706-0707-0708-0709-0710-0711-0712-0713-0714-0715-0716-0717-0718-0719-0720-0721-0722-0723-0724-0725-0726-0727-0728-0729-0730-0731-0732-0733-0734-0735-0736-0737-0738-0739-0740-0741-0742-0743-0744-0745-0746-0747-0748-0749-0750-0751-0752-0753-0754-0755-0756-0757-0758-0759-0760-0761-0762-0763-0764-0765-0766-0767-0768-0769-0770-0771-0772-0773-0774-0775-0776-0777-0778-0779-0780-0781-0782-0783-0784-0785-0786-0787-0788-0789-0790-0791-0792-0793-0794-0795-0796-0797-0798-0799-0800-0801-0802-0803-0804-0805-0806-0807-0808-0809-0810-0811-0812-0813-0814-0815-0816-0817-0818-0819-0820-0821-0822-0823-0824-0825-0826-0827-0828-0829-0830-0831-0832-0833-0834-0835-0836-0837-0838-0839-0840-0841-0842-0843-0844-0845-0846-0847-0848-0849-0850-0851-0852-0853-0854-0855-0856-0857-0858-0859-0860-0861-0862-0863-0864-0865-0866-0867-0868-0869-0870-0871-0872-0873-0874-0875-0876-0877-0878-0879-0880-0881-0882-0883-0884-0885-0886-0887-0888-0889-0890-0891-0892-0893-0894-0895-0896-0897-0898-0899-0900-0901-0902-0903-0904-0905-0906-0907-0908-0909-0910-0911-0912-0913-0914-0915-0916-0917-0918-0919-0920-0921-0922-0923-0924-0925-0926-0927-0928-0929-0930-0931-0932-0933-0934-0935-0936-0937-0938-0939-0940-0941-0942-0943-0944-0945-0946-0947-0948-0949-0950-0951-0952-0953-0954-0955-0956-0957-0958-0959-0960-0961-0962-0963-0964-0965-0966-0967-0968-0969-0970-0971-0972-0973-0974-0975-0976-0977-0978-0979-0980-0981-0982-0983-0984-0985-0986-0987-0988-0989-0990-0991-0992-0993-0994-0995-0996-0997-0998-0999-1000



USER NAME	= atn	DESIGNED	- ATN	REVISED	-
ESCA PROJECT NO.	= 1406.04	DRAWN	- ATN	REVISED	-
		CHECKED	- ELH	REVISED	-
PLOT DATE	= 8/21/2025	DATE	- 06/25	REVISED	-

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SN 095-0401/0402/0403  
 EXISTING STRUCTURE PLANS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

\* FAP 322 / FAS 836  
 \*\* MARION / WASHINGTON

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	26BR, 11BR-1	**	123	123
CONTRACT NO. 76B42				
ILLINOIS FED. AID PROJECT				