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- 515001-04 NAME PLATE FOR BRIDGES
- 606001-08 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CONCRETE CURB AND GUTTER
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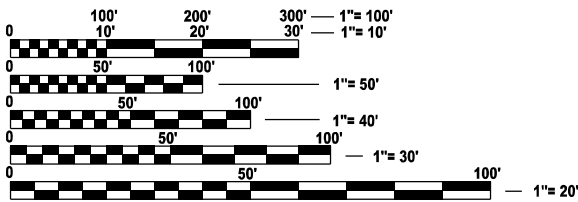
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED  
HIGHWAY PLANS  
F.A.P. ROUTE 673 (IL 116)  
SECTION (112X)CLV-1  
CMP ENTRANCE CULVERT REM/REPL  
WITH PRECAST CONCRETE  
BOX CULVERT  
LIVINGSTON COUNTY

C-93-075-25

PROJECT LOCATION

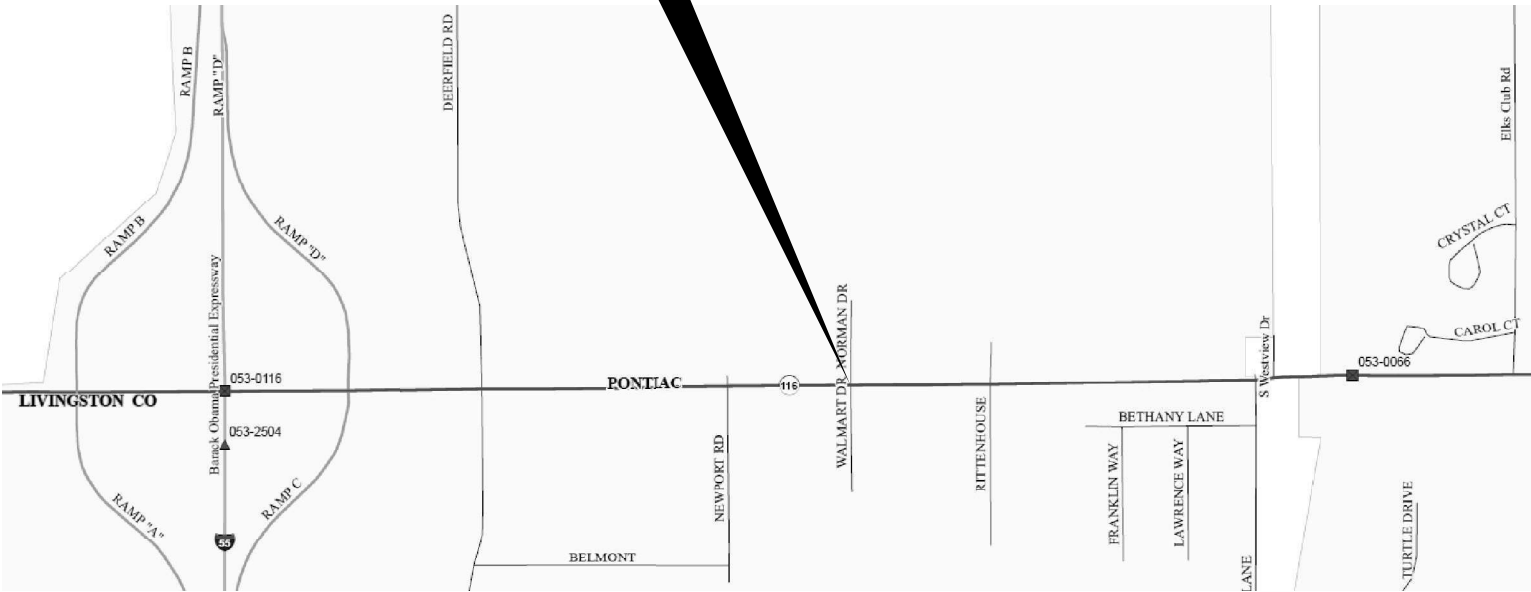
0.61 MI. EAST OF F.A.I. ROUTE 55 (I-55)  
AT COMMERCIAL ENTRANCE (WALMART DR.)  
STRUCTURE NO. 053-2598 AT STA. 122+40 RT.



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

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

PROJECT ENGINEER JUNIOR SENAT  
UNIT CHIEF RON WOODSHANK  
DISTRICT 3 (815)434-6131  
CONTRACT NO. 66R28



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
673	(112X)CLV-1	LIVINGSTON	14	1
ILLINOIS CONTRACT NO. 66R28				

D-93-050-25



FUNCTIONAL CLASSIFICATION  
URBAN - OTHER PRINCIPAL ARTERIAL (OPA)  
F.A.P. ROUTE 673 (IL 116)  
2023 ADT = 9,550  
P.V. 96.1 % S.U. 1.9 % M.U. 2.0 %

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED February 5, 2025  
*Trisha Thompson* REGIONAL ENGINEER

March 21, 2025  
*Scott A. Etkin* ENGINEER OF DESIGN AND ENVIRONMENT

March 21, 2025  
*Chadley* DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION 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 SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

ADDITIONAL CONSTRUCTION PROJECTS MAY BE UNDER CONTRACT WITHIN OR NEAR THE LIMITS OF THIS PROJECT WHEN IT IS IN FORCE. THE CONTRACTOR FOR THIS PROJECT SHALL COOPERATE WITH THE CONTRACTORS ON THE OTHER PROJECTS ACCORDING TO ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS. CONTRACTS ANTICIPATED TO BE IN THE VICINITY OF THIS CONTRACT ARE:

CONTRACT 66E54: IMPROVEMENT BEGINS AT EWING DR. (EAST OF I-55) AND END AT O.R. 66

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING BOX CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES ( 100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN

KNOWN UTILITIES TO BE WITHIN THE PROJECT LIMITS

CAMPUS COMMUNICATIONS	COMED
FRONTIER	CIRBN LLC
NICOR	IL - AMERICAN WATER
PONTIAC, CITY OF	MEDIACOM

COMMITMENTS

THE ENGINEER SHALL NOTIFY ADJACENT BUSINESSES, EMERGENCY SERVICES, COUNTY ENGINEER A MINIMUM OF 72 HOURS IN ADVANCE OF CLOSING A SIDE ROAD OR COMMERCIAL ENTRANCES. THE ENGINEER SHALL ALSO SUPPLY AN APPROXIMATE LENGTH OF CLOSURE

IDOT'S TRAFFIC SECTION IS TO BE CONTACTED 48 HOURS PRIOR TO WORK BEING PERFORMED AT THIS LOCATION THAT WILL DAMAGE THE EXISTNG DETECTOR LOOPS ON WALMART DR. EXISTING DETECTOR LOOPS ARE TO BE REPLACE WITH VIDEO DETECTION BY OTHERS.

HMA MIXTURE REQUIREMENT TABLE

LOCATION(S):	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	CLASS D PATCH SURFACE LIFT 3"	CLASS D PATCH INTERMEDIATE LIFT 4"	CLASS D PATCH BOTTOM LIFT 4"
BINDER GRADE (PG):	SBS PG 70-28	SBS PG 70-28	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N70	4.0% @ N70	4.0% @ N70
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 9.5	IL 9.5
FRICTION AGGREGATE:	MIXTURE D		
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A	N/A
DENSITY TEST METHOD:	NUCLEAR / CORES	NUCLEAR / CORES	NUCLEAR / CORES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES  
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(112X)CLV-1	LIVINGSTON	14	2
		CONTRACT NO. 66R28		
		ILLINOIS	FED. AID PROJECT	

SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.
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				CONSTRUCTION CODE
				100% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BOX CULVERT
				0004
				URBAN
20400800	FURNISHED EXCAVATION	CU YD	30	30
20700110	POROUS GRANULAR EMBANKMENT	TON	406	406
21400100	GRADING AND SHAPING DITCHES	FOOT	250	250
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23	23
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	900	900
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	168	168
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	48	48
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	65	65
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	186	186
50104650	SLOPE WALL REMOVAL	SQ YD	46	46
50105220	PIPE CULVERT REMOVAL	FOOT	252	252

\*SPECIALITY ITEMS

	USER NAME = ronald.woodshank	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RW	REVISED -						(112X)CLV-1	LIVINGSTON	14	3
		CHECKED - JS	REVISED -					CONTRACT NO. 66R28				
	PLOT DATE = 1/24/2025	DATE - 12/4/2024	REVISED -		SCALE:	SHEET 1	OF 3 SHEETS	STA.	TO STA.	ILLINOIS   FED. AID PROJECT		

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				CONSTRUCTION CODE
				100% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BOX CULVERT
				0004
				URBAN
51500100	NAME PLATES	EACH	1	1
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2	2
54010804	PRECAST CONCRETE BOX CULVERTS 8' X 4'	FOOT	78	78
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	103	103
60600605	CONCRETE CURB, TYPE B	FOOT	65	65
* 60623800	CONCRETE BARRIER MEDIAN	SQ FT	128	128
67100100	MOBILIZATION	L SUM	1	1
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	20	20
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	40	40
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	40	40
X4403300	CONCRETE MEDIAN REMOVAL	SQ FT	128	128
X5810103	MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	103	103
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
* X8860100	LOOP DETECTOR TESTING	EACH	1	1

\*SPECIALITY ITEMS

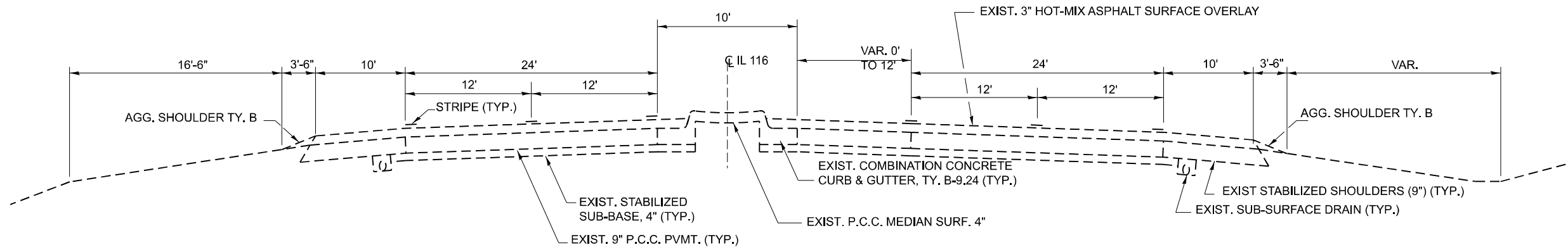
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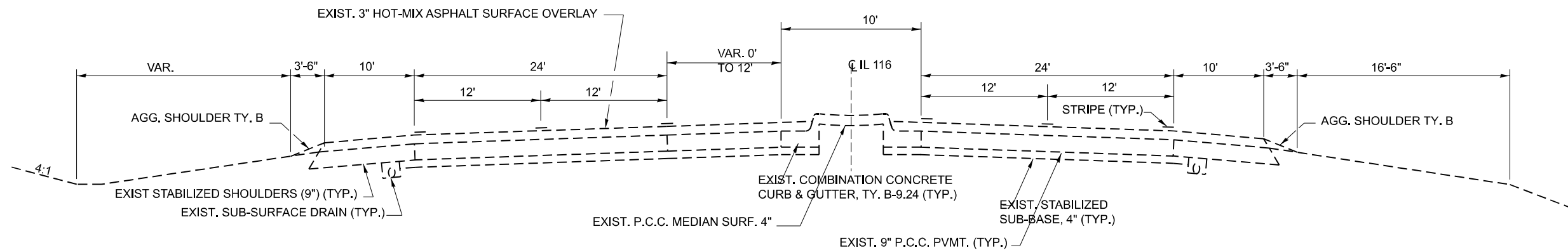
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				100% STATE
				BOX CULVERT
				0004 URBAN
* X8860105	DETECTOR LOOP REPLACEMENT	FOOT	100	100

\*SPECIALITY ITEMS

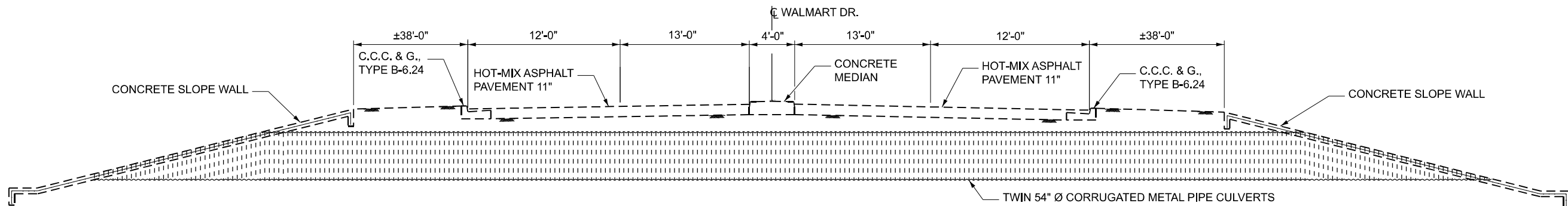
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	PLOT DATE = 1/24/2025	DATE - 12/4/2024	REVISED -		SCALE:	SHEET 3	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



**TYPICAL SECTION 1**  
STA. 118+00 to STA. 122+40



**TYPICAL SECTION 2**  
STA. 122+40 to STA. 126+50

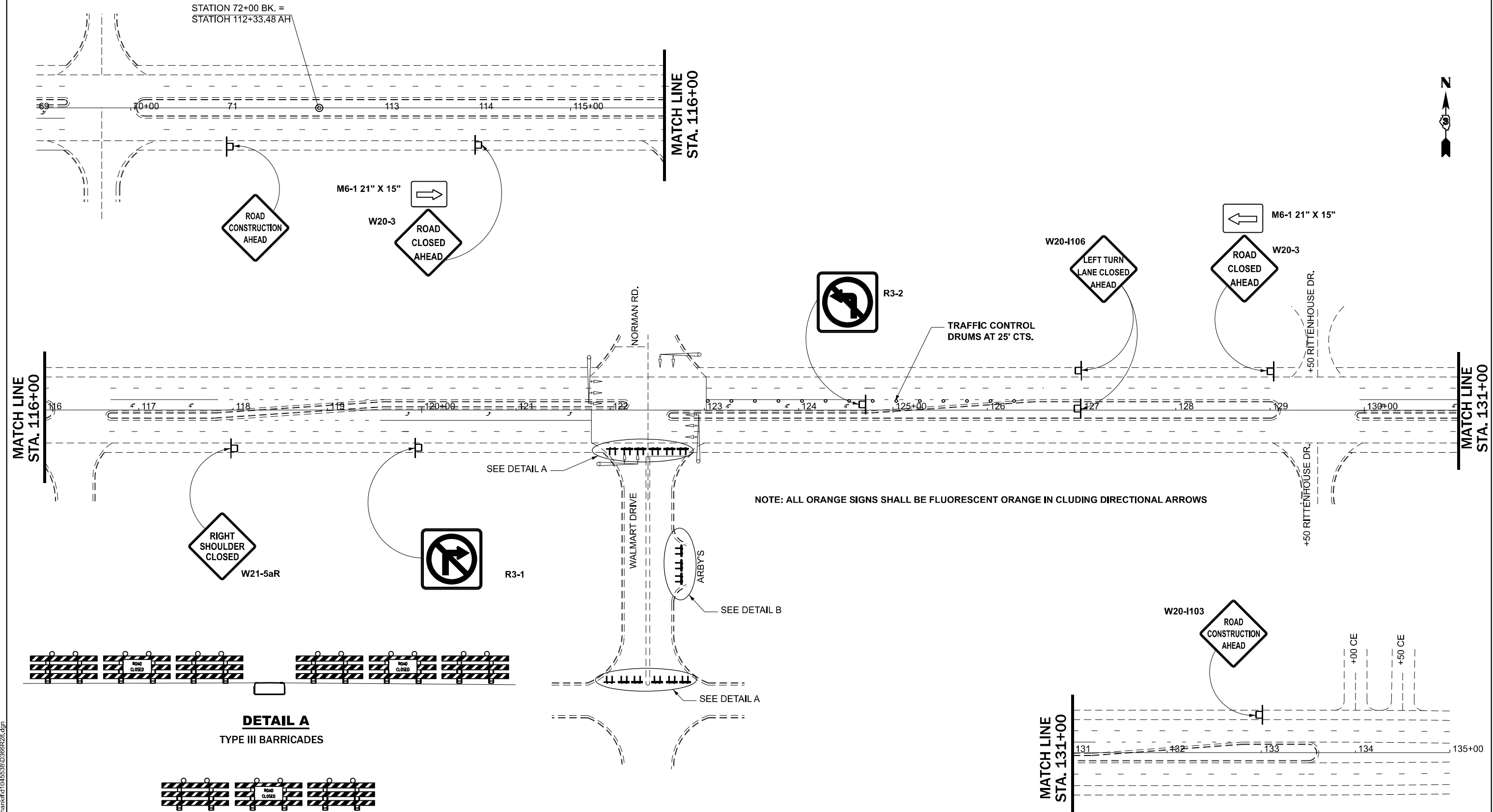


**TYPICAL SECTION 3**  
**WALMART DR.**

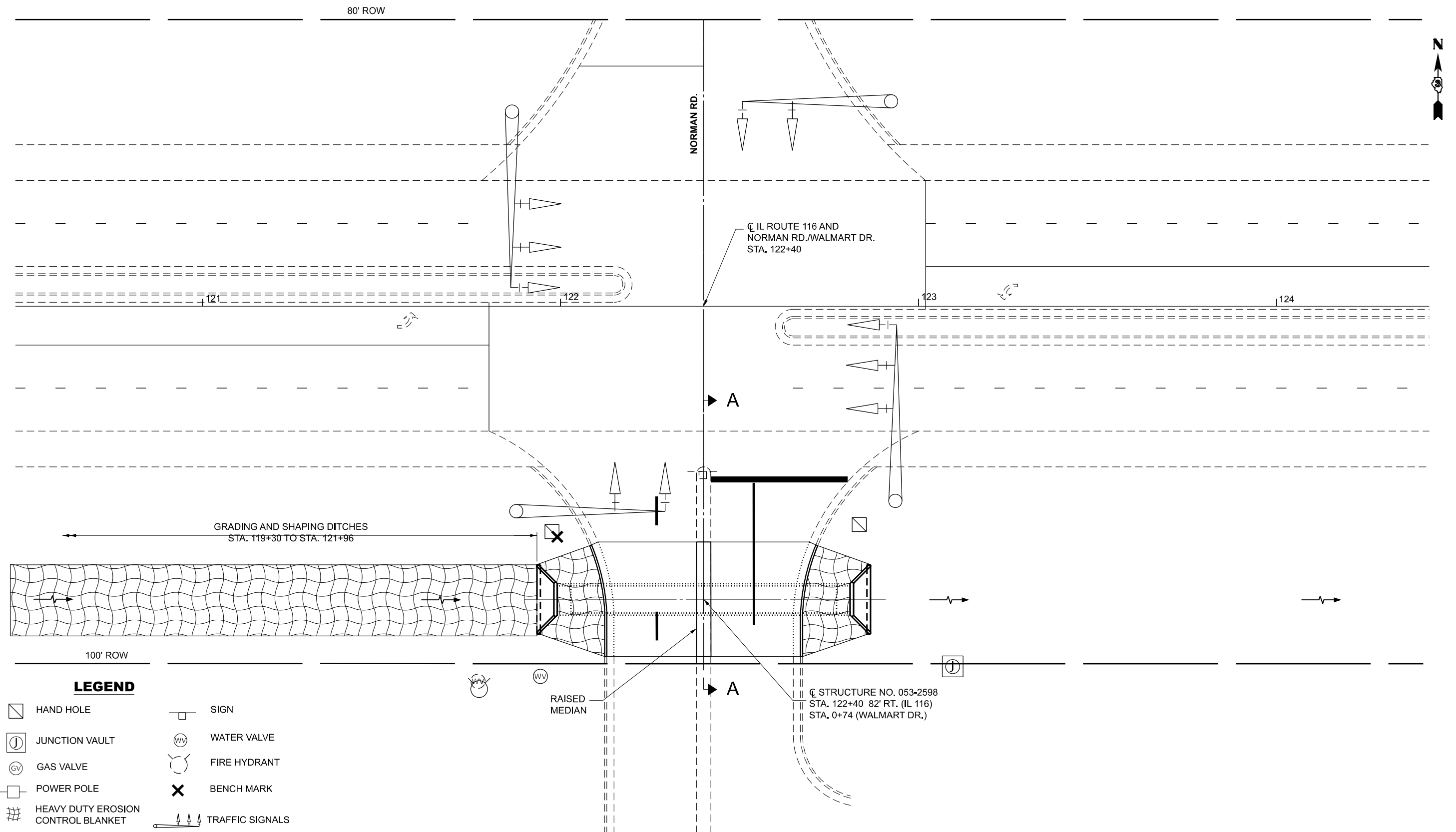
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		DRAWN - RW	REVISED -						(112X)CLV-1	LIVINGSTON	14	6
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FILE NAME:	USER NAME = ronald.woodshank	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION (SPECIAL)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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**PLAN**  
**STRUCTURE NO. 053-2598**  
**STA. 122+40**

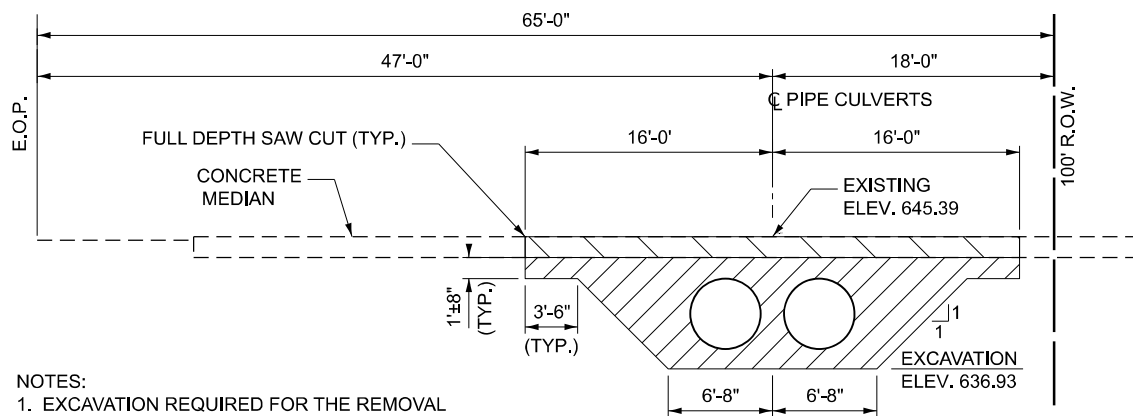
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	PLOT DATE = 1/24/2025	DATE = 12/4/2024	REVISED -		SCALE:	SHEET 2 OF 2 SHEETS	STA.	TO STA.					
									ILLINOIS FED. AID PROJECT				



- LEGEND**
- |  |                |  |              |
|--|----------------|--|--------------|
|  | HAND HOLE      |  | SIGN         |
|  | JUNCTION VAULT |  | WATER VALVE  |
|  | GAS VALVE      |  | FIRE HYDRANT |
|  | POWER POLE     |  | BENCH MARK   |

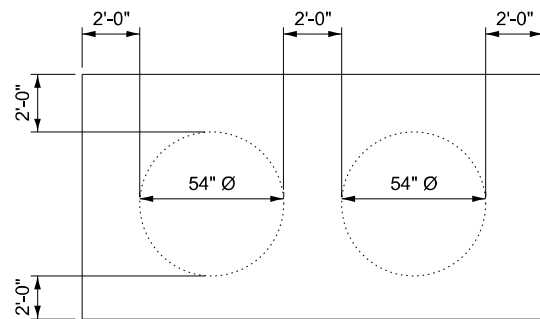
- LEGEND**
- |  |                       |
|--|-----------------------|
|  | PAVEMENT REMOVAL      |
|  | CURB & GUTTER REMOVAL |
|  | MEDIAN REMOVAL        |
|  | STRUCTURE EXCAVATION  |
|  | EARTH EXCAVATION      |

"GRADING AND SHAPING DITCHES: STA. 119+30 TO STA. 121+80" (DRAINAGE SHALL FLOW WEST TO EAST).

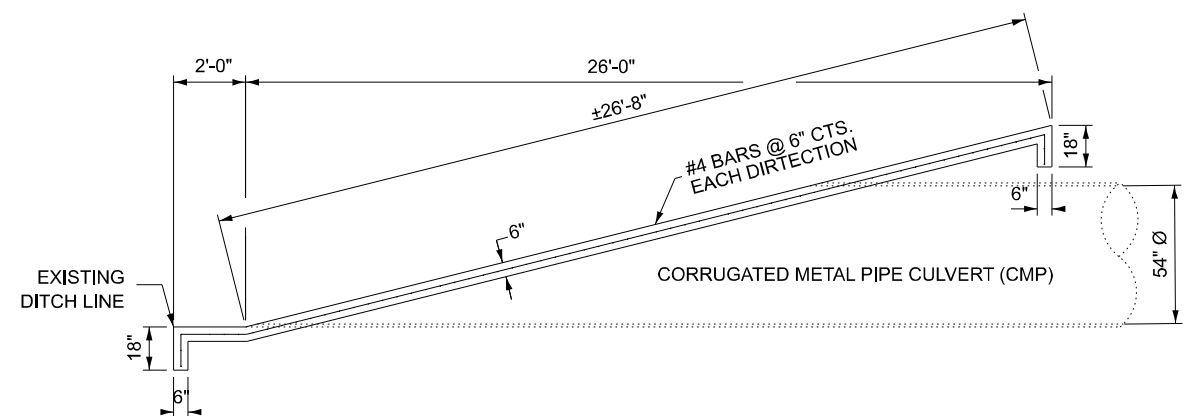


**EXISTING SECTION A-A**  
ALONG C OF WALMART DR.

- NOTES:
- EXCAVATION REQUIRED FOR THE REMOVAL OF THE EXISTING CORRUGATED METAL PIPE CULVERTS (CMP'S) TO THE ELEVATION SHOWN SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PIPE REMOVAL PER ARTICLE 501.06 OF THE STANDARD SPECIFICATIONS.
  - HATCHED ARE SHOWN SHALL BE CONSIDERED AS EXCAVATION FOR REMOVAL OF THE PIPES.



**END VIEW**



**ELEVATION**

**EXISTING CONCRETE SLOPE WALL DETAILS**  
FOR INFORMATION ONLY

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	DRAWN - RW	REVISED -
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PLOT DATE = 1/24/2025	DATE - 12/4/2024	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

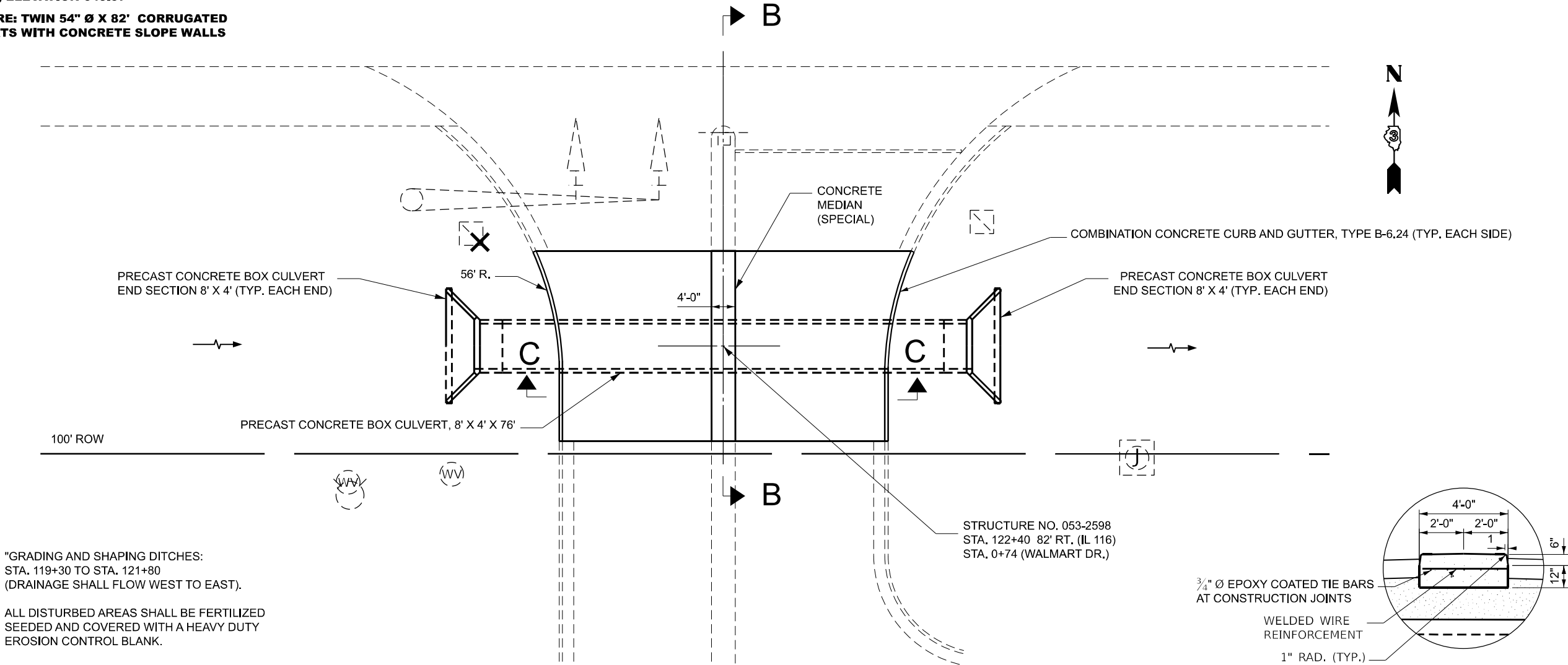
REMOVAL DETAILS FOR COMMERCIAL ENTRANCE  
STA. 122+40 (WALMART DR.)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(112X)CLV-1	LIVINGSTON	14	9
CONTRACT NO. 66R28				
ILLINOIS FED. AID PROJECT				

BENCHMARK NO. 1: CHISLED "X" ON CORNER OF HANDHOLE  
STA. 121+98. 63' RT., ELEVATION 645.07

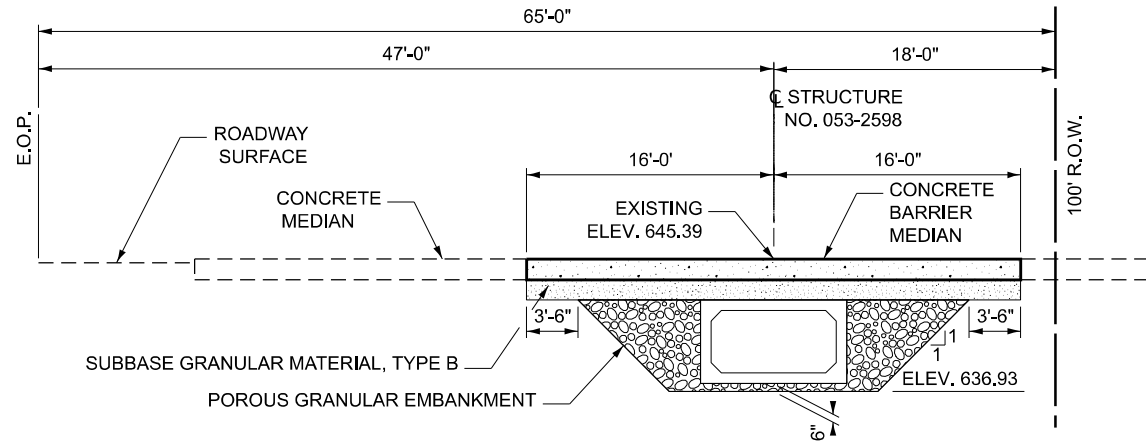
EXISTING STRUCTURE: TWIN 54" Ø X 82' CORRUGATED  
METAL PIPE CULVERTS WITH CONCRETE SLOPE WALLS



"GRADING AND SHAPING DITCHES:  
STA. 119+30 TO STA. 121+80  
(DRAINAGE SHALL FLOW WEST TO EAST).

ALL DISTURBED AREAS SHALL BE FERTILIZED  
SEEDED AND COVERED WITH A HEAVY DUTY  
EROSION CONTROL BLANK.

PROPOSED PLAN



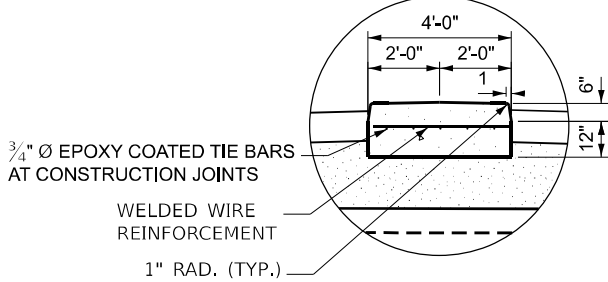
LEGEND

- HAND HOLE
- JUNCTION VAULT
- GAS VALVE
- POWER POLE
- SIGN
- WATER VALVE
- FIRE HYDRANT
- BENCH MARK

PROPOSED SECTION B-B  
ALONG CL OF WALMART DR.

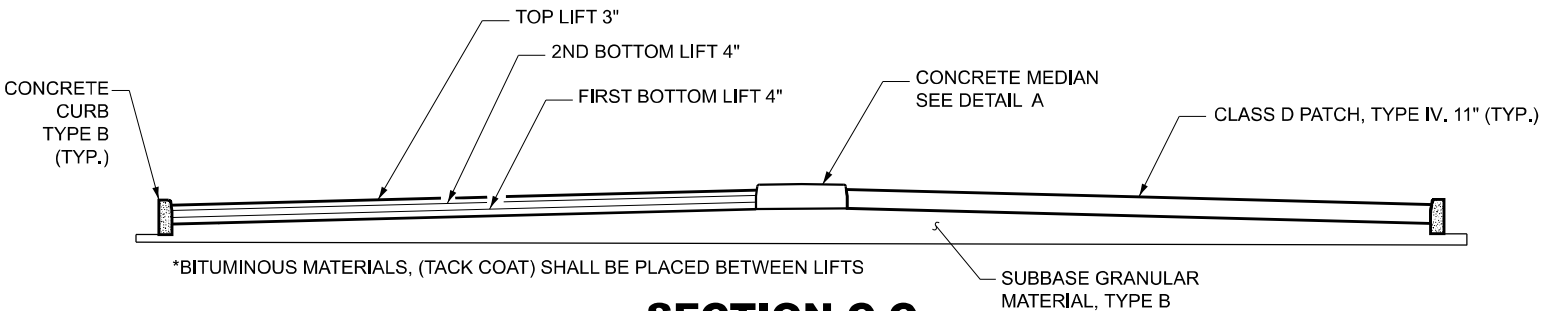
LEGEND

- CONCRETE BARRIER MEDIAN
- SUBBASE GRANULAR MATERIAL, TYPE B
- POROUS GRANULAR EMBANKMENT



CONCRETE MEDIAN (SPECIAL) DETAIL

WELDED WIRE REINFORCEMENT AND EPOXY COATED TIE BARS SHALL  
BE INCLUDE IN THE COST OF THE CONCRETE BARRIER MEDIAN



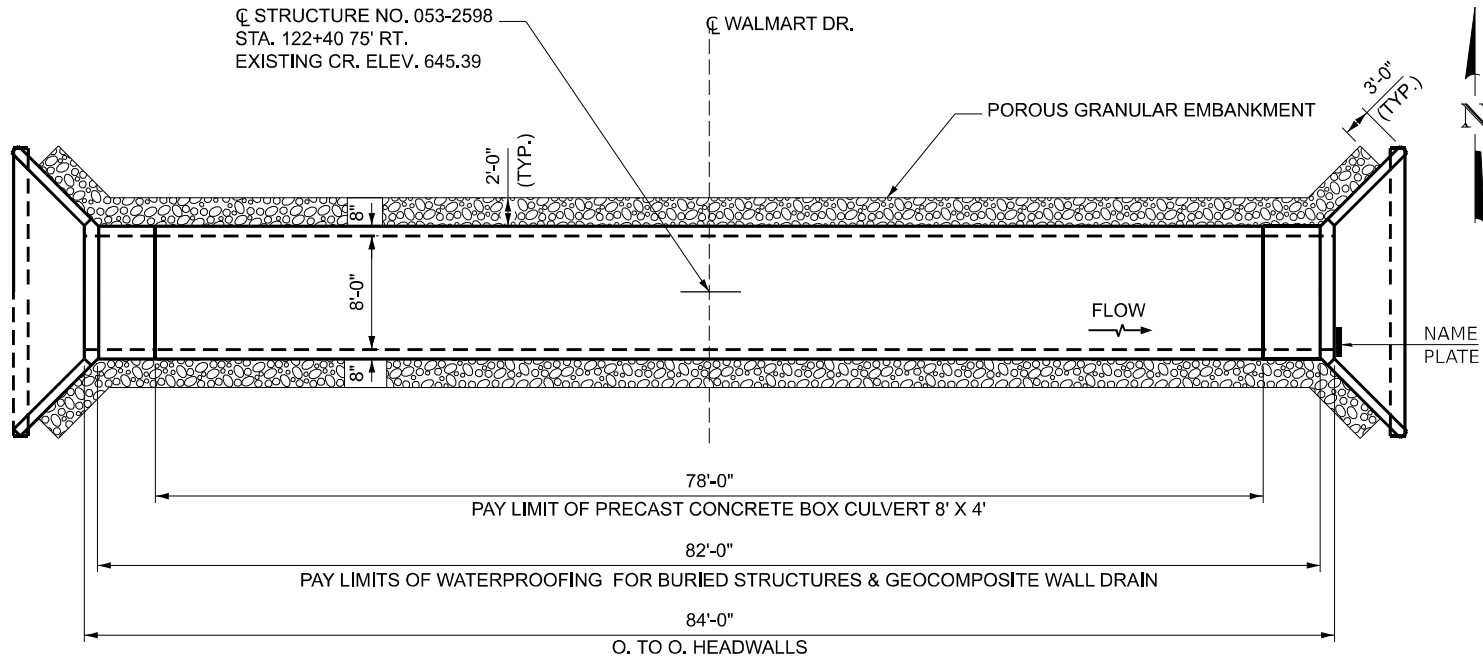
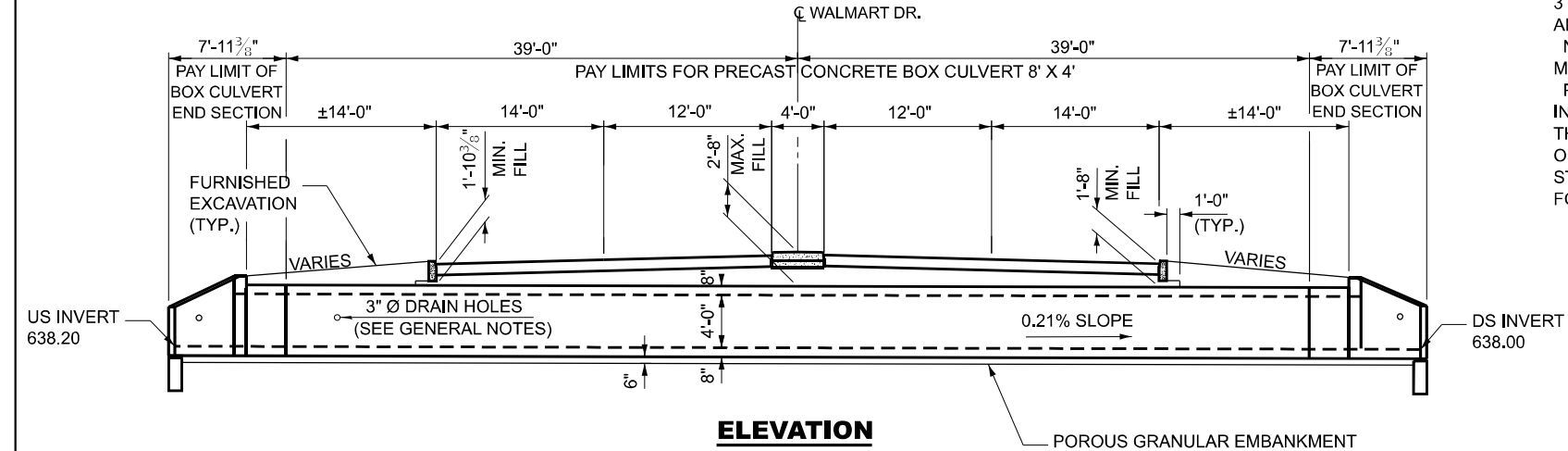
SECTION C-C

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		DRAWN    -   RW	REVISED   -						(112X)CLV-1	LIVINGSTON	14	10
		CHECKED   -   JS	REVISED   -					CONTRACT NO. 66R28				
	PLOT DATE   = 1/24/2025	DATE       -   12/4/2024	REVISED   -					ILLINOIS   FED. AID PROJECT				
						SCALE:	SHEET   2        OF   2   SHEETS	STA.	TO STA.			

**BENCHMARK NO. 1: CHISLED "X" ON CORNER OF HANDHOLE  
STA. 121+98. 63' RT., ELEVATION 645.07**

**EXISTING STRUCTURE: TWIN 54" Ø X 82' CORRUGATED  
METAL PIPE CULVERTS WITH CONCRETE SLOPE WALLS**



**STRUCTURE NO. 053-2598**

**DESIGN SPECIFICATIONS**

2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS  
CUSTOMARY U.S. UNITS, 9TH EDITION

**LOADING HL-93**

**DESIGN STRESSES**

**PRECAST UNITS**

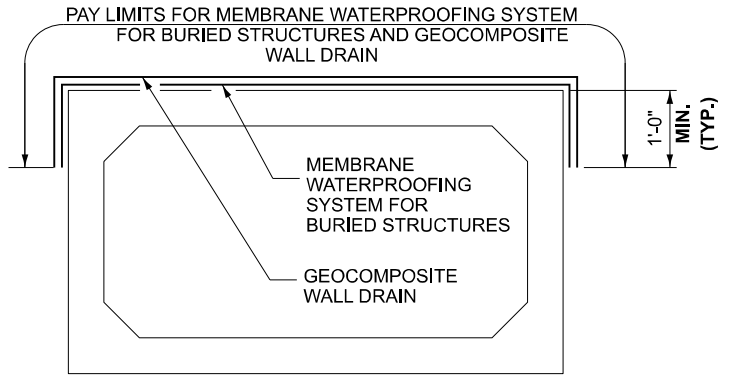
$f_c$  = 5,000 psi  
 $f_y$  = 65,000 PSI (WELDED WIRE REINFORCEMENT)

**GENERAL NOTES**

THE DESIGN FILL HEIGHT FOR THIS BOX IS 1.4 FT. THE PRECAST BOX CULVERT SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C 1577.  
DRAIN HOLES SHALL BE PROVIDED ON EXTERIOR CULVERT WALLS FOR EACH PRECAST BOX SEGMENT WITH A CLEAR RISE GREATER THAN 3 FT. THE DRAIN HOLE SHALL BE LOCATED WITHIN 1/3 OF THE CLEAR RISE OF THE BOX CULVERT, SHALL NOT INTERCEPT THE HAUNCH, AND SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 503.11 OF THE STANDARD SPECIFICATION.  
NONWOVEN GEOTEXTILE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ART. 1080.01 OF THE STANDARD SPECIFICATIONS. THE MINIMUM WEIGHT OF THE FABRIC SHALL BE 6 OUNCES PER SQUARE YARD.  
PRECAST CONCRETE BOX CULVERTS AND BOX CULVERT END SECTIONS SHALL BE BACKFILLED WITH POROUS GRANULAR EMBANKMENT IN THE REQUIRED EXCAVATION AREAS ON THE SIDES OF THE BOX CULVERT FROM THE TOP OF THE BOX CULVERT TO THE BOTTOM OF THE BOX CULVERT. THIS AREA OF PGE IS INCLUDED IN THE POROUS GRANULAR EMBANKMENT PAY ITEM. THE 6-INCH THICK LAYER OF POROUS GRANULAR MATERIAL REQUIRED UNDER THE PRECAST CONCRETE BOX CULVERT, ACCORDING TO SECTION 540.06 OF THE STANDARD SPECIFICATIONS, SHALL ALSO APPLY TO THE END SECTIONS. COST OF THIS POROUS GRANULAR MATERIAL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE OF THE WORK FOR WHICH IT IS REQUIRED.

\*\* SUIABLE EXCAVATED MATERIALS SHALL BE USED TO RECONSTRUCT EMBANKMENT SLOPES (TYP.).

IN THE EVENT THAT ADDITIONAL MATERIAL IS REQUIRED TO RECONSTRUCT THE EMBANKMENT ADJACENT TO THE NEW BOX CULVERT STRUCTURES, THE CONTRACTOR SHALL FURNISH AND PLACE MATERIAL ACCORDING TO SECTION 204 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER. COST OF FURNISHING, PLACING AND COMPACTING THE MATERIAL SHALL BE ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.



**MEMBRANE WATERPROOFING FOR BURIED STRUCTURE**

STATION 122+40  
BUILT BY  
STATE OF ILLINOIS  
F.A.P. RT. 673 SEC. (112X)CLV-1  
LOADING HL-93  
STRUCTURE NO. 053-2598

**NAME PLATE**  
SEE STD. 515001

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
PIPE CULVERT REMOVAL	FOOT	244
SLOPE WALL REMOVAL	SQ. YD.	106
NAME PLATES	EACH	1
BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2
PRECAST CONCRETE BOX CULVERTS, 8' X 4"	FOOT	78
POROUS GRANULAR EMBANKMENT	TONS	406
MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ. YD.	110
GEOCOMPOSITE WALL DRAIN	SQ. YD.	103

**GENERAL PLAN AND ELEVATION  
WALMART DR. OVER A DRAINAGE DITCH  
F.A.P. RTE. 673 SEC. (112X)CLV-1  
LIVINGSTON COUNTY  
STATION 122+40  
S.N. 053-2598**

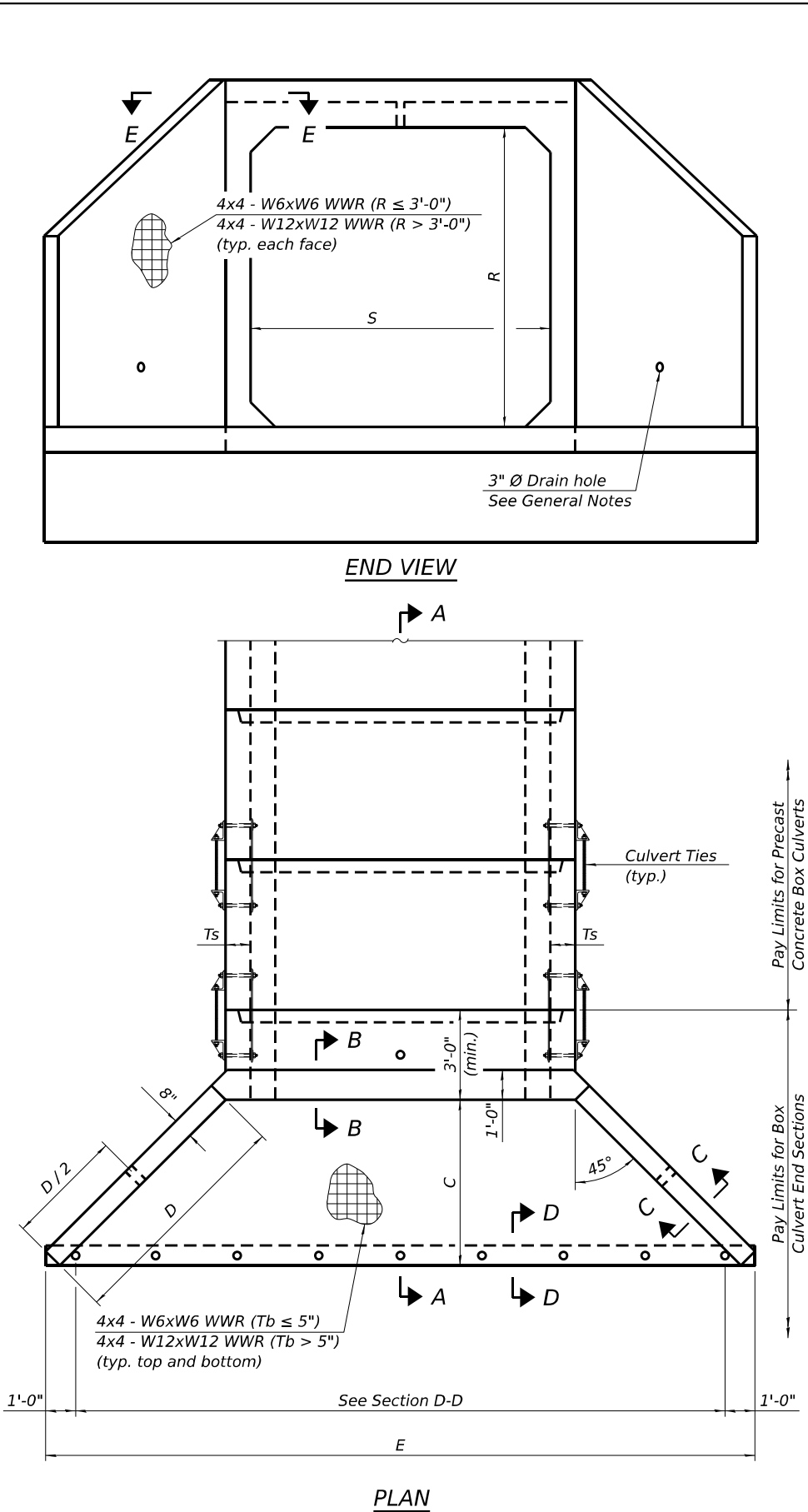
**WATERWAY INFORMATION**

DRAINAGE AREA =		SQ MI.		LOW GRADE ELEV. =		@ STA.	
FLOOD	FREQ.	Q	OPENING SQ. FT.	NAT.	HEAD - FT.	HEADWATER EL.	
TEN - YEAR	10	97	23	33	641.5	0.5	0.0
DESIGN	50	154	28	38	642.1	1	0.3
BASE	100	178	29	40	642.3	1.3	0.5
SCOUR CHECK	200	204	30	40	642.5	1.7	0.7
MAX. CALC.	500	238	31	40	642.7	2.5	1.1

MODEL: Default  
FILE NAME: c:\pwwork\woodshank\1045538\0366P28.dgn

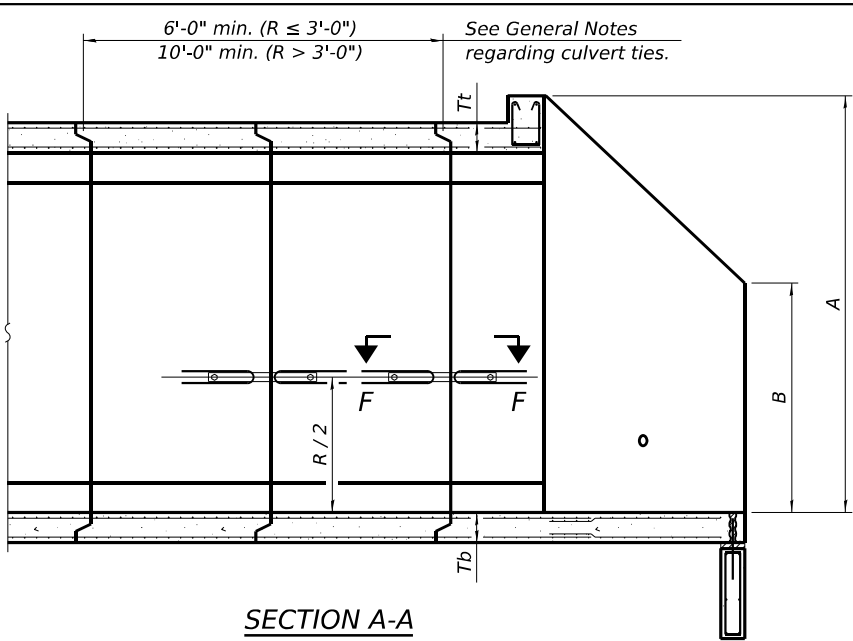
	USER NAME   =  ronald.woodshank	DESIGNED   -   RW	REVISED   -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN    -   RW	REVISED   -							(112X)CLV-1	LIVINGSTON	14	11
		CHECKED   -   JS	REVISED   -		CONTRACT NO. 66R28								
	PLOT DATE   =  3/27/2025	DATE       -   12/4/2024	REVISED   -		SCALE:		SHEET   1    OF   1    SHEETS	STA.	TO STA.				
										ILLINOIS	FED. AID PROJECT		

MODEL: Default  
FILE NAME: c:\pwwork\woodshank\1045538\0366R28.dgn



SCB-AES

5-15-2023



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.

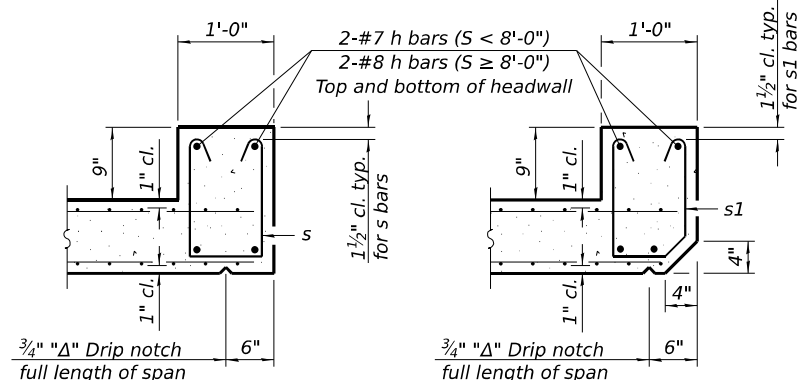
One drain hole shall be provided in each wingwall for end sections of box culverts having an opening with a clear rise greater than 3 ft. The drain hole shall be located within the lower 1/3 of the clear rise of the box culvert and shall conform to the requirements of Article 503.11 of the Standard Specifications.

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"	3'-8 <sup>1</sup> / <sub>2</sub> "	3'-10"	11'-2 <sup>3</sup> / <sub>8</sub> "	2.8	Yes
4'-0"	3'-0"	7.5"	6"	5"	4'-4 <sup>1</sup> / <sub>2</sub> "	2'-8 <sup>1</sup> / <sub>2</sub> "	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	13'-8 <sup>1</sup> / <sub>8</sub> "	4.2	Yes
4'-0"	3'-0"	5"	5"	5"	4'-2"	2'-7"	3'-8 <sup>1</sup> / <sub>2</sub> "	5'-3"	13'-2 <sup>3</sup> / <sub>8</sub> "	3.7	Yes
4'-0"	4'-0"	7.5"	6"	5"	5'-4 <sup>1</sup> / <sub>2</sub> "	3'-2 <sup>1</sup> / <sub>2</sub> "	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	15'-8 <sup>1</sup> / <sub>8</sub> "	5.3	Yes
4'-0"	4'-0"	5"	5"	5"	5'-2"	3'-1"	4'-8 <sup>5</sup> / <sub>8</sub> "	6'-8"	15'-2 <sup>1</sup> / <sub>2</sub> "	4.7	Yes
5'-0"	2'-0"	8"	7"	6"	3'-5"	2'-3"	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	12'-10"	3.9	Yes
5'-0"	2'-0"	6"	6"	6"	3'-3"	2'-2"	2'-10"	4'-0"	12'-7 <sup>1</sup> / <sub>4</sub> "	3.5	Yes
5'-0"	3'-0"	8"	7"	6"	4'-5"	2'-9"	3'-11 <sup>3</sup> / <sub>8</sub>	5'-7"	14'-10 <sup>1</sup> / <sub>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>8</sub> "	6.1	Yes
7'-0"	4'-0"	8"	8"	8"	5'-5"	3'-3"	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	19'-2 <sup>1</sup> / <sub>8</sub> "	7.4	Yes
7'-0"	5'-0"	8"	8"	8"	6'-5"	3'-9"	5'-11 <sup>3</sup> / <sub>8</sub> "	8'-5"	21'-2 <sup>1</sup> / <sub>8</sub> "	8.9	Yes
7'-0"	6'-0"	8"	8"	8"	7'-5"	4'-3"	6'-11 <sup>1</sup> / <sub>2</sub> "	9'-10"	23'-2 <sup>1</sup> / <sub>4</sub> "	10.6	Yes
8'-0"	2'-0"	8"	8"	8"	3'-5"	2'-3"	2'-11 <sup>3</sup> / <sub>8</sub> "	4'-2"	16'-2"	5.3	Yes
8'-0"	3'-0"	8"	8"	8"	4'-5"	2'-9"	3'-11 <sup>3</sup> / <sub>8</sub> "	5'-7"	18'-2 <sup>1</sup> / <sub>8</sub> "	6.5	Yes
8'-0"	4'-0"	8"	8"	8"	5'-5"	3'-3"	4'-11 <sup>3</sup> / <sub>8</sub> "	7'-0"	20'-2 <sup>1</sup> / <sub>8</sub> "	7.8	Yes
8'-0"	5'-0"	8"	8"	8"	6'-5"	3'-9"	5'-11 <sup>3</sup> / <sub>8</sub> "	8'-5"	22'-2 <sup>1</sup> / <sub>8</sub> "	9.3	Yes
8'-0"	6'-0"	8"	8"	8"	7'-5"	4'-3"	6'-11 <sup>1</sup> / <sub>2</sub> "	9'-10"	24'-2 <sup>1</sup> / <sub>4</sub> "	11.0	Yes
9'-0"	2'-0"	9"	9"	9"	3'-6"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	4'-4"	17'-6 <sup>7</sup> / <sub>8</sub> "	6.2	Yes
9'-0"	3'-0"	9"	9"	9"	4'-6"	2'-9"	4'-0 <sup>3</sup> / <sub>4</sub> "	5'-9"	19'-6 <sup>7</sup> / <sub>8</sub> "	7.5	Yes
9'-0"	4'-0"	9"	9"	9"	5'-6"	3'-3"	5'-0 <sup>3</sup> / <sub>4</sub> "	7'-2"	21'-6 <sup>7</sup> / <sub>8</sub> "	9.0	Yes
9'-0"	5'-0"	9"	9"	9"	6'-6"	3'-9"	6'-0 <sup>7</sup> / <sub>8</sub> "	8'-7"	23'-7"	10.6	Yes
9'-0"	6'-0"	9"	9"	9"	7'-6"	4'-3"	7'-0 <sup>1</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>1</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>1</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

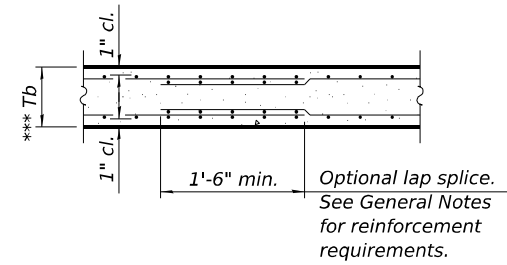
Note:  
Two sets of apron end section dimensions are shown above for some box culvert sizes due to the top and bottom slabs having different thicknesses per ASTM C 1577 for design fill heights less than 2 ft.  
(Sheet 1 of 2)

	USER NAME = ronald.woodshank	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE BOX CULVERT APRON END SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RW	REVISED -						(112X)CLV-1	LIVINGSTON	14	12
		CHECKED - JS	REVISED -									CONTRACT NO. 66R28
	PLOT DATE = 3/27/2025	DATE - 12/4/2024	REVISED -						ILLINOIS	FED. AID PROJECT		
SCALE:		SHEET 1	OF 2	SHEETS	STA.	TO STA.						



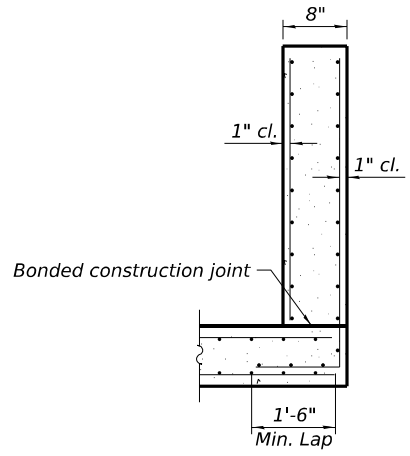
**SECTION B-B**  
(Top slab at downstream end)

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

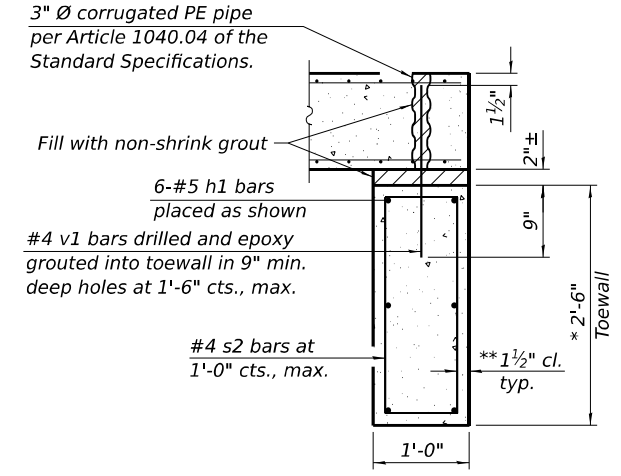


**SECTION B-B**  
(Bottom Slab)

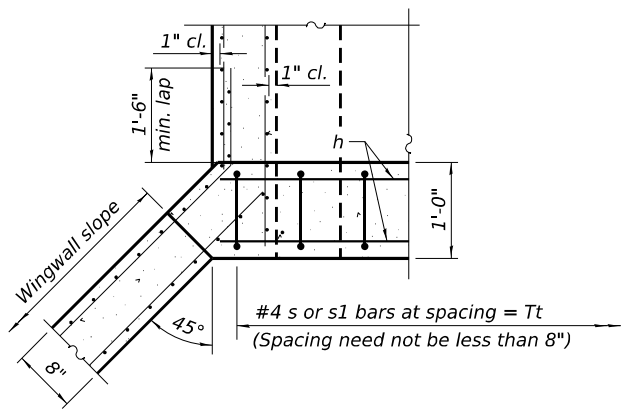
\*\*\* This dimension shall be increased by 2" for CIP construction.



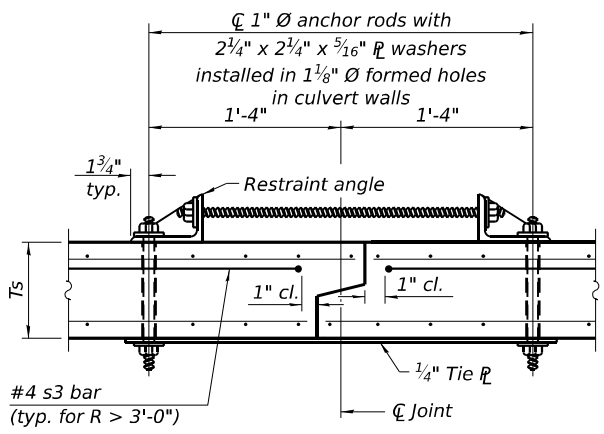
**SECTION C-C**



**SECTION D-D**



**SECTION E-E**



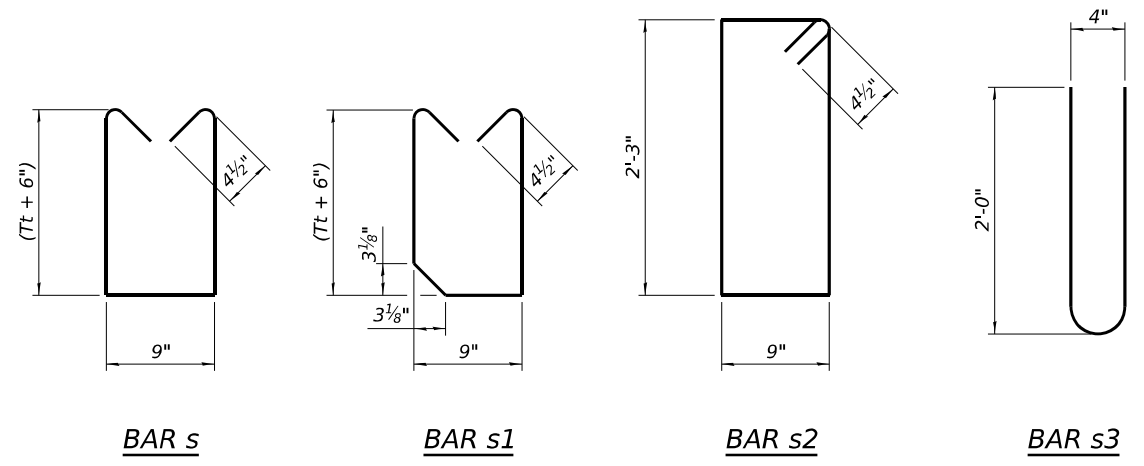
**SECTION F-F**  
(Showing culvert tie details)

**TOEWALL CONSTRUCTION SEQUENCE**

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

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

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

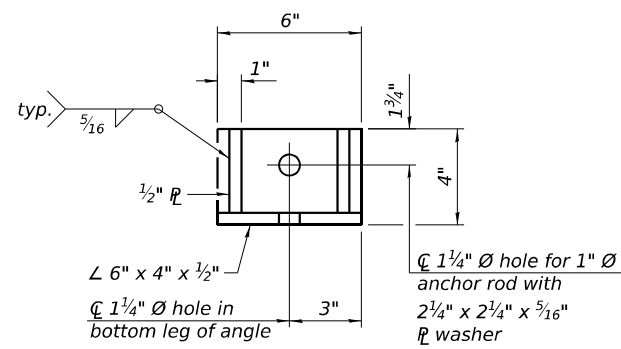


**BAR s**

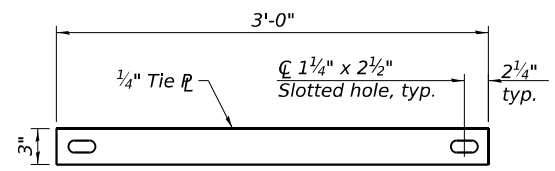
**BAR s1**

**BAR s2**

**BAR s3**



**RESTRAINT ANGLE DETAIL**



**TIE PLATE DETAIL**

Notes:  
1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for the tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4"x2 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.

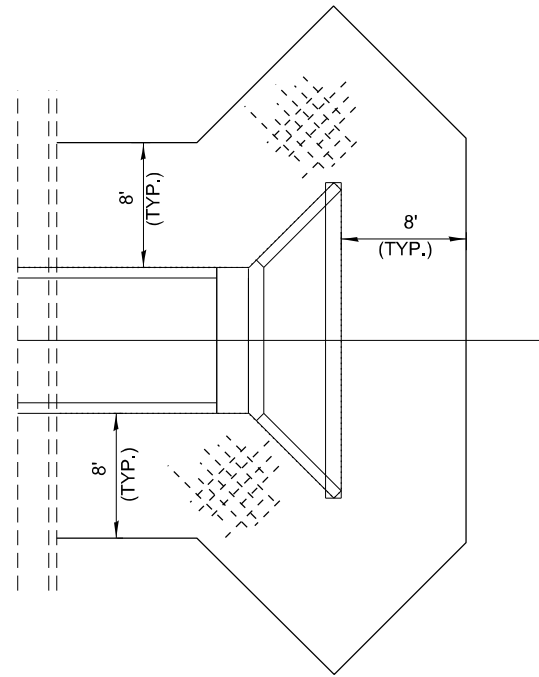
SCB-AES

5-15-2023

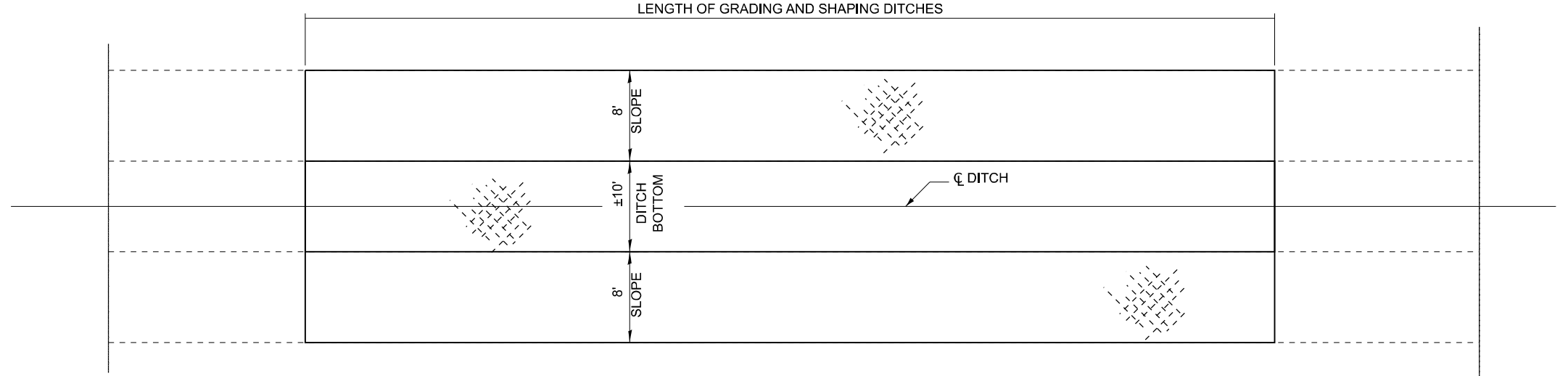
(Sheet 2 of 2)

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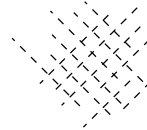
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		DRAWN - RW	REVISED -							(112X)CLV-1	LIVINGSTON	14	13
		CHECKED - JS	REVISED -										
	PLOT DATE = 3/27/2025	DATE - 12/4/2024	REVISED -						CONTRACT NO. 66R28				
									SCALE:	SHEET 2	OF 2	SHEETS	STA.



**AT END SECTION**



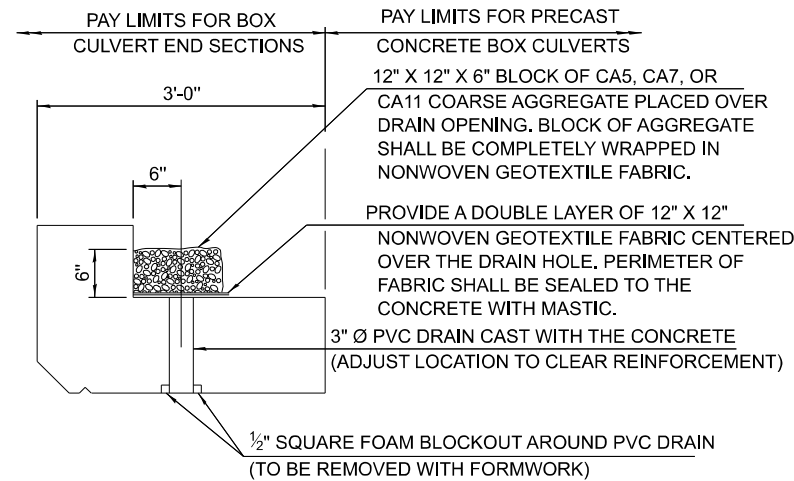
**LEGEND**



HEAVY DUTY EROSION CONTROL BLANKET

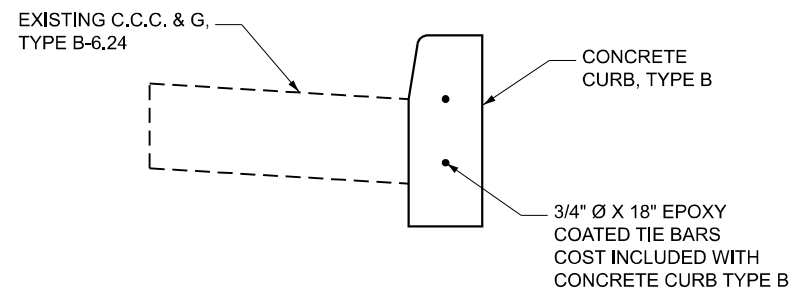
**AT GRADING AND SHAPING DITCH LOCATIONS**

**EROSION CONTROL BLANKET AT PRECAST CONCRETE BOX CULVERTS END SECTIONS AND DITCH CLEANING AREAS**

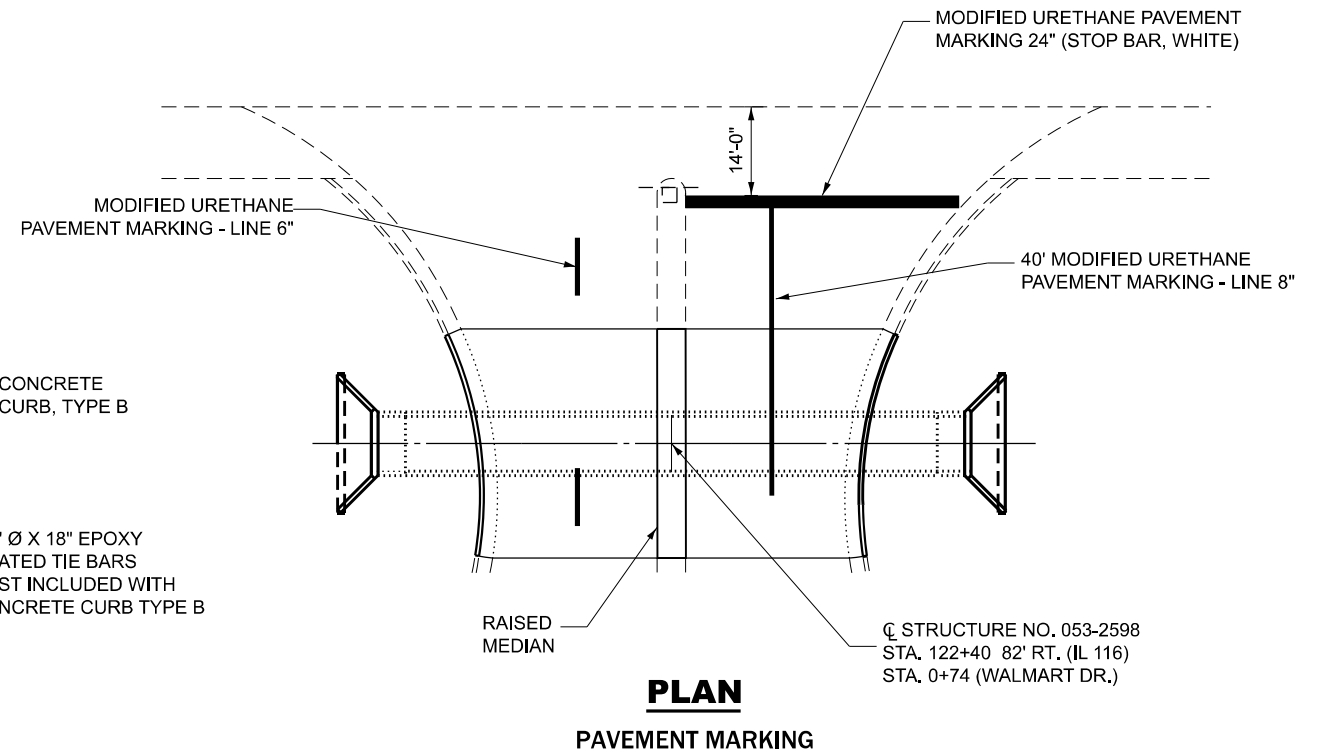


**DRAIN DETAIL**

(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.)



**CONCRETE CURB, TYPE B  
CONNECTION**



**PLAN**

PAVEMENT MARKING

MODEL: Default  
FILE NAME: c:\pwworkspace\woodshank\1045538\0366P28.dgn

	USER NAME = ronald.woodshank		DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN - RW	REVISED -						(112X)CLV-1	LIVINGSTON	14	14
			CHECKED - JS	REVISED -					CONTRACT NO. 66R28				
	PLOT DATE = 1/24/2025		DATE - 12/4/2024	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			