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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

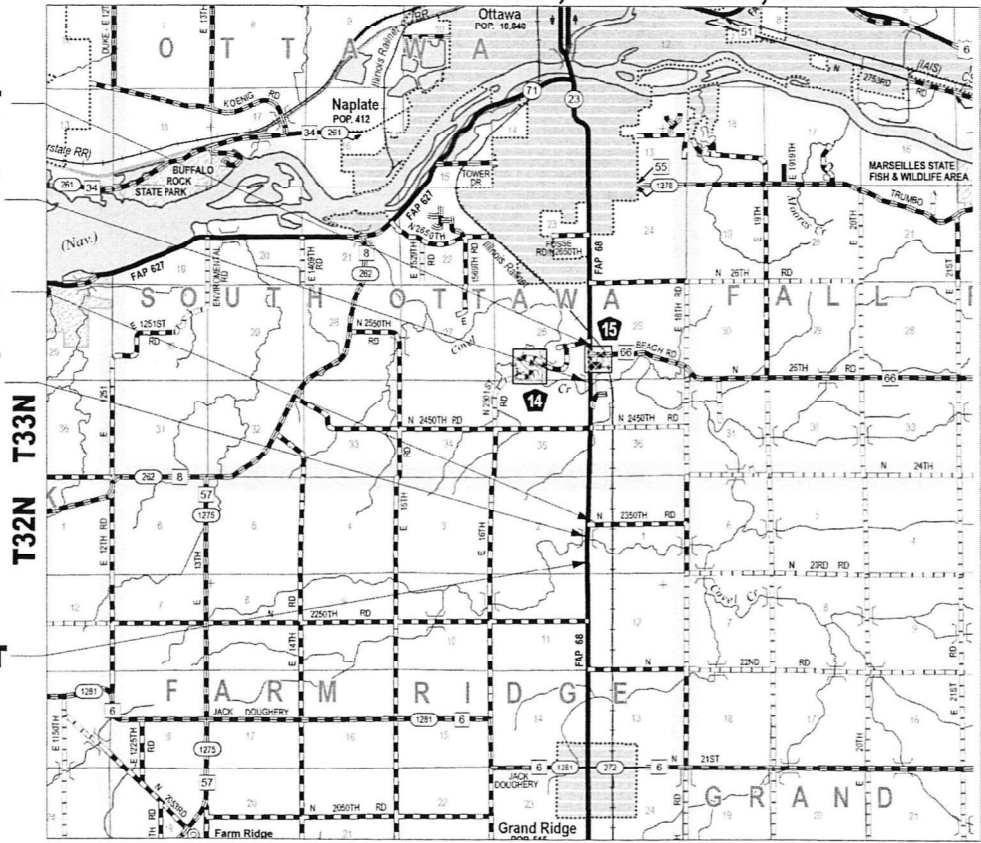
FAP ROUTE 68 (IL 23)
SECTION (1BR)D,(1BR-1)BR-1
PROJECT NHPP-UJ53(016)
BRIDGE DECK REPLACEMENT AND
BRIDGE REPLACEMENT
LASALLE COUNTY

C-93-149-25

R3E, 3RD PM R4E, 3RD PM

END IMPROVEMENT
STA. 631+47.00
BRIDGE DECK REPLACEMENT
EXIST SN 050-0047
STA. 626+41.00
OMISSION STA. 546+84.00
TO STA. 619+72.00
BRIDGE REPLACEMENT
EXIST SN 050-0048
PROP SN 050-0251
STA. 542+97.00

BEGIN IMPROVEMENT
STA. 540+00.00



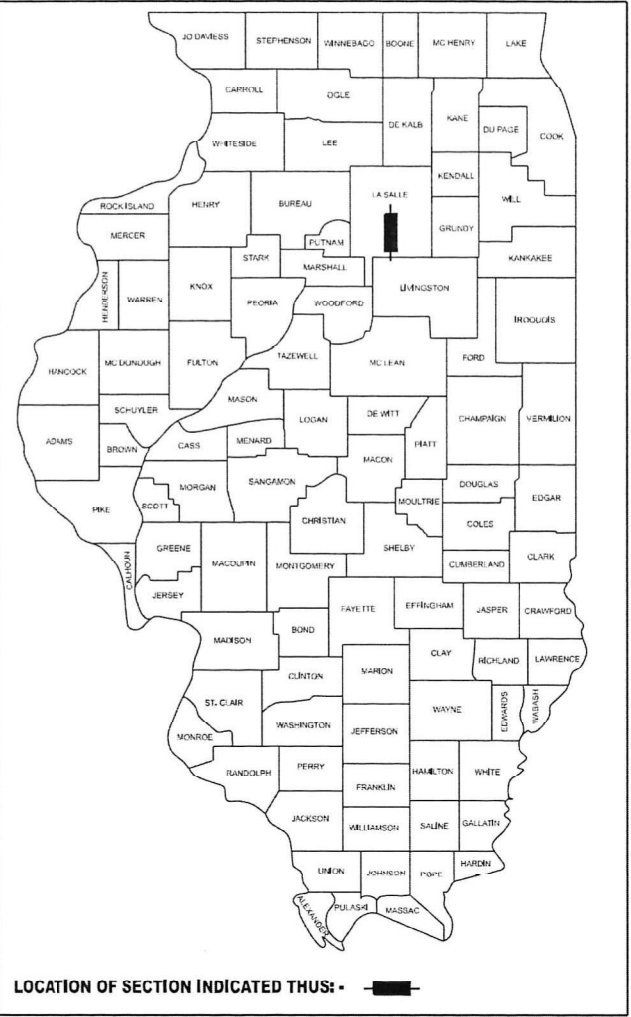
LOCATION MAP

GROSS LENGTH = 9,147.00 FT. = 1.732 MILE
NET LENGTH = 1,859.00 FT. = 0.352 MILE



FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	1

D-93-110-25



LOCATION OF SECTION INDICATED THUS: ■

FUNCTIONAL CLASSIFICATION

OTHER PRINCIPAL ARTERIAL

2026 ADT = 5717

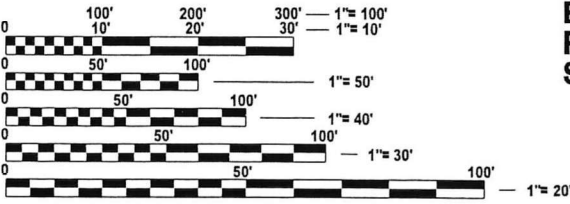
2046 ADT = 6827

P.V. = 91.4% S.U. = 4.6% M.U. = 4.1%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 30, 2026
Trisha Thompson REGIONAL ENGINEER
August 14, 2026
Scott Etk ENGINEER OF DESIGN AND ENVIRONMENT
August 14, 2026
Director of Highways Project Implementation

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



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: DAVE ALEXANDER, PE
SQUAD LEADER: MOHAMED YOUSIF
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66926



Lindsey N. Jones
5/21/2026
EXPIRES: 11/30/2027
SHEETS: 1,2,4-14,17-20,26-28,30,32,33,
39-44,46,48,49,101-105,120-144



Anne E. Hevrdejs
5/21/2026
EXPIRES: 11/30/2027
SHEETS: 3,15,16,21-25,29,31,
34-38,45,47,100,106-119

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420001-11	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-04	NAME PLATE FOR BRIDGES
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606401-02	PAVED DITCH
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

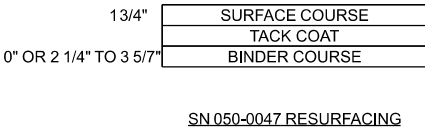
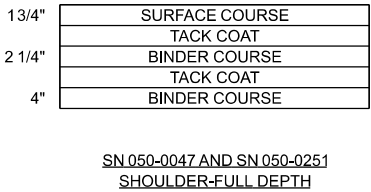
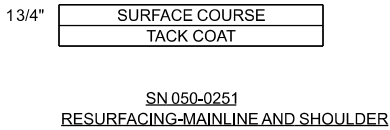
COMMITMENTS

1. TREES THREE (3) INCHES IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.
2. THE BRIDGE BAT ASSESSMENT EXPIRES TWO YEARS AFTER COMPLETION. A VALID ASSESSMENT IS REQUIRED PRIOR TO PERFORMING ANY WORK UNDER THE EXISTING BRIDGE DECK SURFACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING A BRIDGE BAT ASSESSMENT UTILIZING THE U.S. FISH AND WILDLIFE SERVICE'S CURRENT BRIDGE/STRUCTURE BAT ASSESSMENT FORM IF THE PRIOR BAT ASSESSMENT EXPIRES PRIOR TO COMPLETION OF CONSTRUCTION.

MIX DESIGN TABLE

HMA MIXTURE REQUIREMENT TABLE						
LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BINDER	HMA SURFACE	HMA 8" SHOULDER BOTTOM LIFT(S)	HMA SHOULDER HMA 8" SHOULDER TOP LIFT	HMA INCIDENTAL	HMA TEMPORARY RAMPS
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N70
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 19.0	IL 9.5	IL 19.0	IL 9.5	IL 9.5	IL 9.5
FRICTION AGGREGATE:	MIXTURE D	MIXTURE D	MIXTURE D	MIXTURE D	MIXTURE D	MIXTURE D
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	*	*	*	*	*	*
DENSITY TEST METHOD:	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	SATISFACTION OF ENGINEER	SATISFACTION OF ENGINEER
MATERIAL TRANSFER DEVICE (REQUIRED):	NO	NO	NO	NO	NO	NO

* THE DEPARTMENT WILL TAKE A MINIMUM OF ONE RANDOM SAMPLE PER MIX TYPE PER YEAR. *



GENERAL NOTES

1. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
2. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
3. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
4. 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.
5. ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
6. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
7. 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
TACK COAT = 0.05 LB / SQ FT

8. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT NO EXPENSE TO THE DEPARTMENT. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

9. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

AMEREN
AT&T
COMED
CORNBELT ENERGY
FRONTIER
IFIBER
NICOR
MEDIACOM
METRO COMMUNICATIONS
NICOR
STRATUS

10. NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
NONE

11. EXISTING WEIGHT LIMIT RESTRICTION SIGNS SHALL BE SALVAGED AND RETURNED TO IDOT AT:
THE IDOT REGION 2, DISTRICT 3, OTTAWA MAINTENANCE YARD, 700 E NORRIS DRIVE, OTTAWA, IL 61350.

12. MINIMUM CLEARING LIMITS OF BRUSH/OTHER VEGETATION WITHIN THE SIGHT LINES OF PRIVATE ENTRANCES SHALL BE DETERMINED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

13. THE CONTRACTOR SHALL NOTIFY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 TRAFFIC SIGNALS SECTION AT (815) 343-8506 A MINIMUM OF 72 HOURS IN ADVANCE OF ANY INSTALLATION, MODIFICATION, ACTIVATION, OR REMOVAL OF TEMPORARY TRAFFIC SIGNALS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION:

INSPECTORS:

design firm
no. 164001036

whks

engineers + planners + land surveyors

USER NAME = kfair	DESIGNED - BGC	REVISED -
	DRAWN - BGC	REVISED -
PLOT SCALE = 99.999800000 ' / In.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
FAP 68 (IL 23)

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

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	2
		CONTRACT NO. 66926		
		ILLINOIS	FED. AID PROJECT	

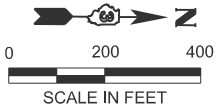
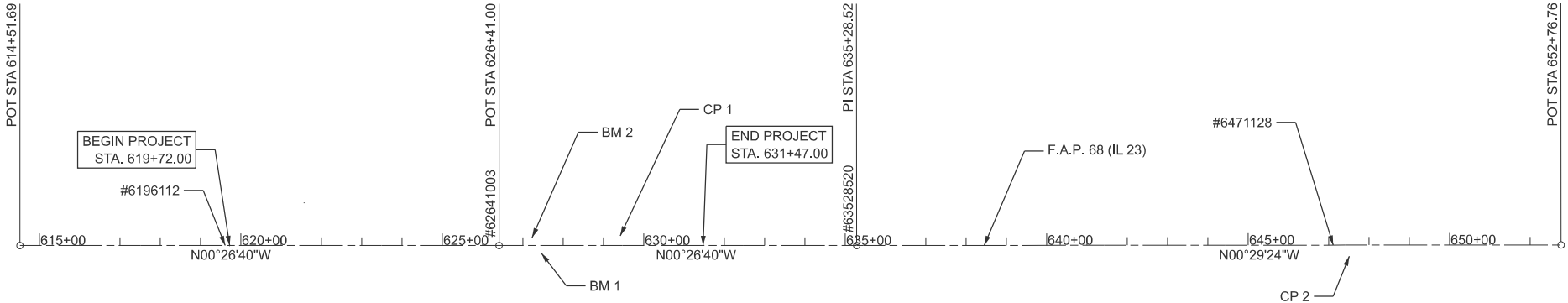
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CONTROL POINTS AND BENCHMARKS

POINT NUMBER	NORTHING	EASTING	ELEVATION	STATION	OFFSET	DESCRIPTION
IL 23						
IDOT2222	1683559.5200	847282.4200	603.16	603+11.62	1684.7' RT	NGS MONUMENT
6196112	1685199.3480	846029.2610	N/A	619+61.12	0	MAG NAIL
62641003	1685879.2110	846023.9850	N/A	626+41.00	0	CUT "X"
BM2	1685961.0740	846003.7140	566.30	627+23.02	19.6' LT	CUT SQUARE TOP ON NORTHWEST ABUTMENT ON SN 050-0047
BM1	1685984.7190	846042.6160	566.26	627+46.36	19.4' RT	CUT SQUARE TOP ON NORTHEAST ABUTMENT ON SN 050-0047
CP1	1686176.4940	845997.4000	563.53	629+38.48	24.3' LT	5/8" REBAR WITH CAP
63528520	1686766.7020	846017.0990	N/A	635+28.52	0	MAG NAIL
6471128	1687949.4180	846006.9820	N/A	647+11.28	0	MAG NAIL
CP2	1687989.4840	846034.2850	N/A	647+51.11	27.6' RT	5/8" REBAR WITH CAP

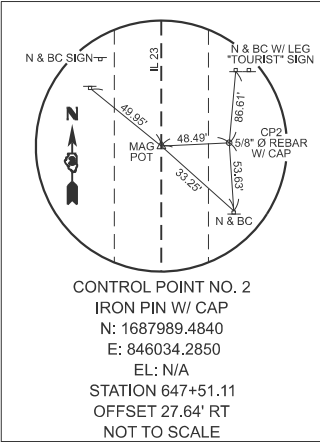
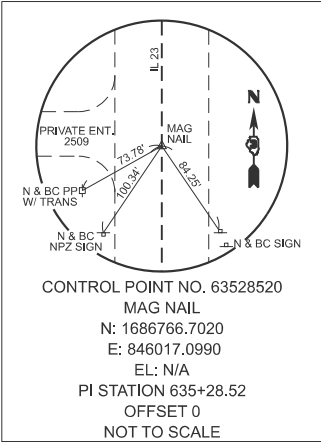
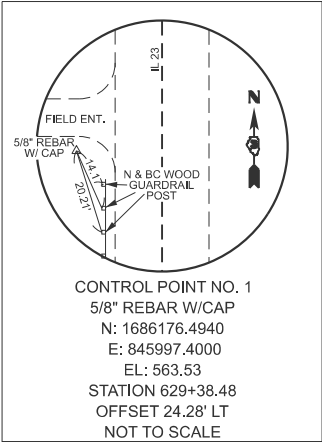
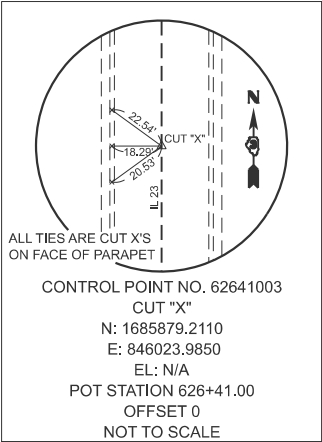
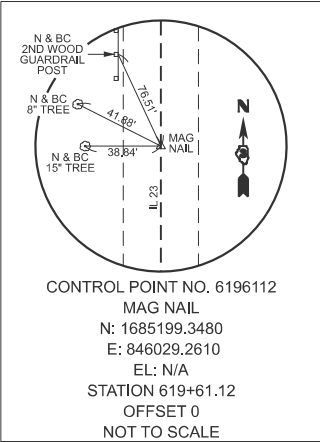
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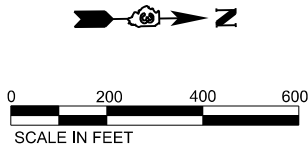
1. TOPOGRAPHIC SURVEY OF IL 23 IS REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (IL83/2011-EF)



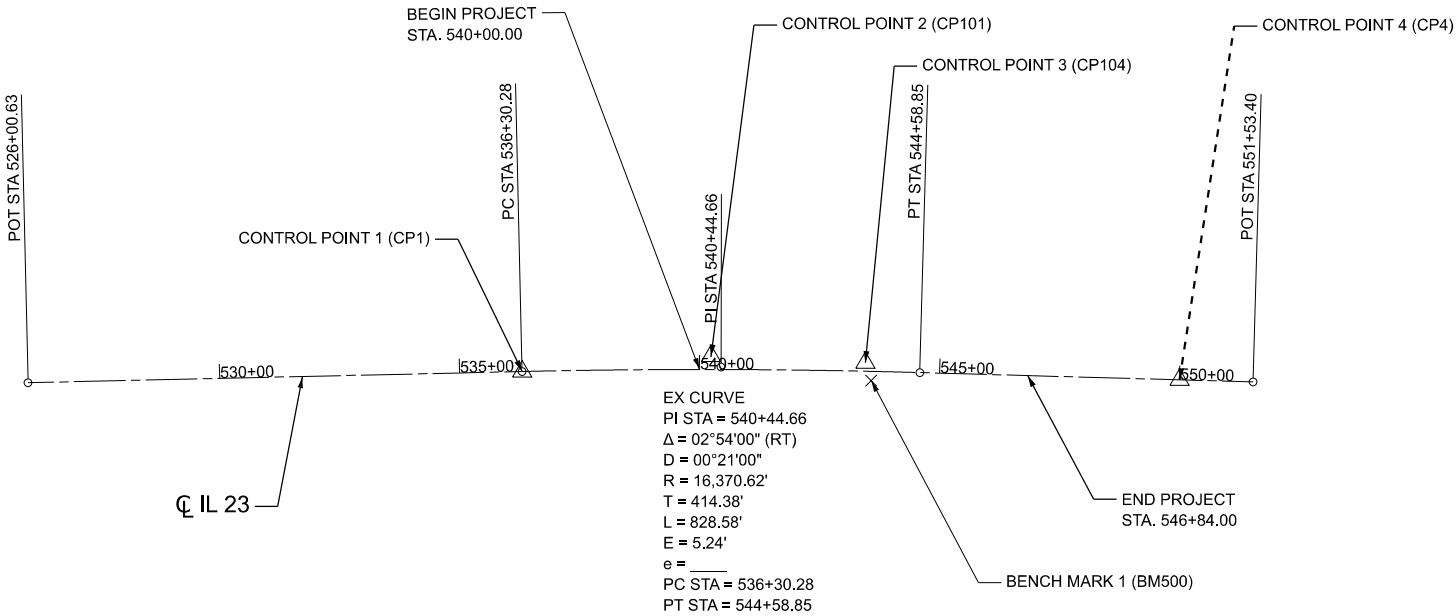
COORDINATE TABLE

STATION	OFFSET	NORTHING	EASTING
IL 23			
POT 614+51.69	0.00	1684689.934	846033.213
POT 626+41.00	0.00	1685879.211	846023.985
PI 635+28.52	0.00	1686766.702	846017.099
POT 652+76.76	0.00	1688514.878	846002.146



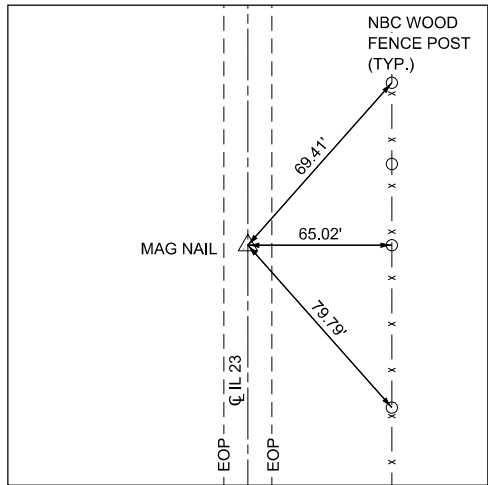


POINT TYPE	STATION	NORTHING	EASTING
IL 23			
POT	526+00.63	1675843.32	845852.67
PC	536+30.28	1676872.89	845840.64
PI	540+44.66	1677287.24	845835.80
PT	544+58.85	1677701.31	845851.93
POT	551+53.40	1678395.33	845878.96



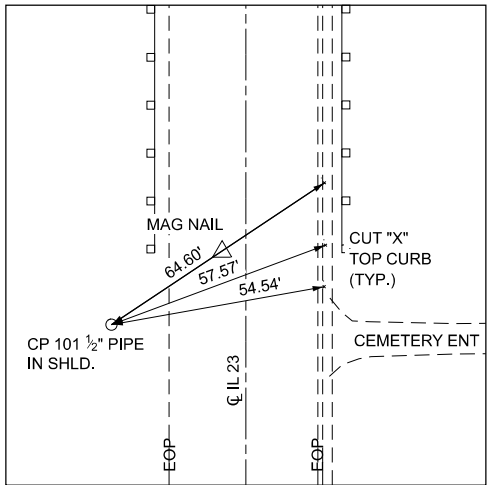
BENCH MARK 1 (BM500)

CHISELED  ON TOP NORTHEAST WING
STA. 543+57.88
OFF. 19.32' RT
N: 1677599.763
E: 845867.616
ELEV. 622.055'



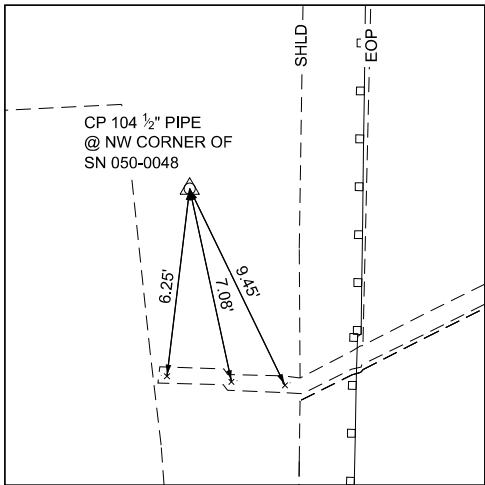
CONTROL POINT 1 (CP1)

MAG NAIL
STA. 536+30.28
OFF. 0.00' LT.
N: 1676872.894
E: 845840.640



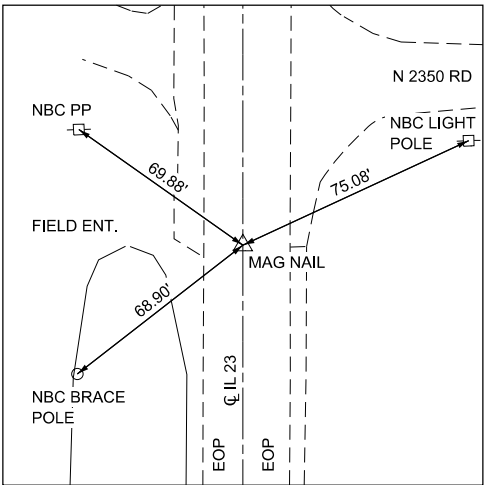
CONTROL POINT 2 (CP101)

1/2" PIPE
STA. 540+06.06
OFF. 21.13' LT.
N: 1677588.161
E: 845830.091



CONTROL POINT 3 (CP104)

1/2" PIPE
STA. 543+45.07
OFF. 17.81' LT.
N: 1677588.650
E: 845829.255



CONTROL POINT 4 (CP4)

MAG NAIL
STA. 550+00.00
OFF. 0.00' LT.
N: 1678424.040
E: 845872.986

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design firm
no. 184001036



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

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

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	4
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SOQ (Sheet)
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	956	956	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	132	132	
20101000	TEMPORARY FENCE	FOOT	110		110
20200100	EARTH EXCAVATION	CU YD	235	130	105
20300100	CHANNEL EXCAVATION	CU YD	142		142
20400800	FURNISHED EXCAVATION	CU YD	1050	545	505
25000210	SEEDING, CLASS 2A	ACRE	0.5		0.5
25000300	SEEDING, CLASS 3	ACRE	0.75	0.75	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	93	68	25
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	93	68	25
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	93	68	25
25100115	MULCH, METHOD 2	ACRE	0.25		0.25
25100630	EROSION CONTROL BLANKET	SQ YD	3910	3191	719
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	131	75	56

Design firm
No. 184001036

whks

engineers + planners + land surveyors

USER NAME = kfair	DESIGNED - KNF	REVISED -
	DRAWN - KNF	REVISED -
PLOT SCALE = 99.99980000' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAP 68 (IL 23)

SCALE: SHEET 1 OF 10 SHEETS STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	5
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SOQ-1 (Sheet)
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSE\CADD Data\Sheets\036692.sht-SOQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
28000400	PERIMETER EROSION BARRIER	FOOT	2978	2101	877
28000500	INLET AND PIPE PROTECTION	EACH	1		1
28100107	STONE RIPRAP, CLASS A4	SQ YD	1331	111	1220
28200200	FILTER FABRIC	SQ YD	1339	119	1220
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	246	227	19
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	74	49	25
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	4185	2567	1618
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1384	893	491
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	106	106	
40600990	TEMPORARY RAMP	SQ YD	188	112	76
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	21	21	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	364	234	130
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	18	18	
42000060	WELDED WIRE REINFORCEMENT	SQ YD	277	142	135

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USER NAME = kfair	DESIGNED - KNF	REVISED -
	DRAWN - KNF	REVISED -
PLOT SCALE = 99.99980000" / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
FAP 68 (IL 23)

SCALE: SHEET 2 OF 10 SHEETS STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	6
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SQ02 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSEICADD\10.12\CADD Data\Sheet\036692-shh-SQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE 0013 S.N. 050-0251	BRIDGE 0010 S.N. 050-0047
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	325	212	113
44000100	PAVEMENT REMOVAL	SQ YD	260	135	125
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 13/4"	SQ YD	1267		1267
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	34		34
44004000	PAVED DITCH REMOVAL	FOOT	227	227	
44004250	PAVED SHOULDER REMOVAL	SQ YD	1577	1198	379
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	5		5
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1740	1241	499
48203100	HOT-MIX ASPHALT SHOULDERS	TON	82		82
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50102400	CONCRETE REMOVAL	CU YD	18.9	18.9	
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	26	26	
50200100	STRUCTURE EXCAVATION	CU YD	95	31	64

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PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 3	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	7
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SQ0-3 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSEICADD\10.12\CADD Data\Sheet\ID38692.sht-SQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
50300225	CONCRETE STRUCTURES	CU YD	113.5	27.2	86.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	435.7	255.7	180
50300260	BRIDGE DECK GROOVING	SQ YD	1476	869	607
50300300	PROTECTIVE COAT	SQ YD	1857	1107	750
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	225.4	106.0	119.4
50401315	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL36N	FOOT	498		498
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	3370	3370	
50500505	STUD SHEAR CONNECTORS	EACH	1704	1704	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	197390	107730	89660
50800515	BAR SPLICERS	EACH	1353	768	585
50800530	MECHANICAL SPLICERS	EACH	18	18	
51200963	FURNISHING METAL SHELL PILES 16" X 0.375"	FOOT	325		325
51202305	DRIVING PILES	FOOT	325		325
51203200	TEST PILE METAL SHELLS	EACH	2		2

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PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 4	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	8
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SQ0-4 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSEICADD\10.12\CADD Data\Sheet\ID38692.sht-SQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
51204650	PILE SHOES	EACH	10		10
51500100	NAME PLATES	EACH	2	1	1
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12	
52100510	ANCHOR BOLTS, 3/4"	EACH	48	48	
52200010	TEMPORARY SHEET PILING	SQ FT	195	195	
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	78		78
* 53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	14	14	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	227	80	147
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	156	70	86
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	5	5	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4		4
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	252	110	142
60500060	REMOVING INLETS	EACH	1	1	
60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	3	3	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 5	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	9
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SQ0-5 [Sheet]
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	34		34
60920018	PIPE CULVERTS TO BE CLEANED 18"	FOOT	64		64
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1413	1063	350
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	7	4	3
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	6	3	3
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) FLARED	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	1368	1368	
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1		1
64301090	ATTENUATOR BASE	SQ YD	34		34
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	4	4
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.5	0.5
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	70	35	35

*= SPECIALTY ITEM

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PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 6	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	10
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SQ0-6 (Sheet)
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-319712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSEICADD\10.12\CADD Data\SheetID38692.sht-SQ0.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	12	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	773	288	485
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	262	96	166
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	2708		2708
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	340		340
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1350	550	800
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	96	78	18
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1275	525	750
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	200	200	
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	2	2
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE,NARROW), TEST LEVEL 3	EACH	4	2	2
* 72000100	SIGN PANEL - TYPE 1	SQ FT	6	6	

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	DRAWN - KNF	REVISED -
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PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 7	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	11
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SQ0-7 [Sheet]
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE 0013 S.N. 050-0251	BRIDGE 0010 S.N. 050-0047
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1		1
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	18	6	12
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1		1
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	7	4	3
73000100	WOOD SIGN SUPPORT	FOOT	30	16	14
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	11978	6564	5414
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1297	620	677
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	28	12	16
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	20	10	10
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	8	4	4
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	28	12	16
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2538	388	2150
X4062952	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	757	552	205
X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SQ YD	90		90

*= SPECIALTY ITEM

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USER NAME = kfair	DESIGNED - KNF	REVISED -
	DRAWN - KNF	REVISED -
PLOT SCALE = 99.99980000 ' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 8	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	12
		CONTRACT NO. 66926		
ILLINOIS		FED. AID PROJECT		

MODEL: SQ0-8 [Sheet]
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	DRAWN - KNF	REVISED -
PLOT SCALE = 99.99980000 ' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES FAP 68 (IL 23)			
SCALE:	SHEET 9	OF 10 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	13
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3139	2264	875
X5010523	REMOVE CONCRETE END SECTION	EACH	1	1	
X5080530	BAR TERMINATORS	EACH	656	136	520
X5110308	SLOPE WALL CRACK SEALING	FOOT	50	50	
X5110310	SLOPE WALL REPAIR	SQ YD	5	5	
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	2	2	
X6061460	PAVED DITCH (SPECIAL)	FOOT	211	211	
X6320100	GUARDRAIL REMOVAL (SPECIAL)	FOOT	670		670
X6350120	DELINEATOR REMOVAL	EACH	2	2	
X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	26	16	10
X6350206	LINEAR DELINEATOR PANELS, 6 INCH	EACH	8	6	2
X6640108	FENCE REMOVAL AND REINSTALLATION	FOOT	82	82	
* X6670106	FURNISH PERMANENT SURVEY MARKERS	EACH	1	1	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	84	42	42

*= SPECIALTY ITEM

MODEL: SQQ-9 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\036682-eh-SQQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE
				NHPP	NHPP
				80% FED / 20% STATE	80% FED / 20% STATE
				BRIDGE	BRIDGE
				0013	0010
				S.N. 050-0251	S.N. 050-0047
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	12	12	
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1	
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	1		1
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	63	63	
* 66901001	REGULATED SUBSTANCES PRECONSTRUCTION PLAN	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	6	6	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
Ø Z0076600	TRAINEES	hour	1,000	1,000	
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	hour	1,000	1,000	

*= SPECIALTY ITEM Ø 0042

EXISTING LEGEND

- A

HMA SURFACE, 1 1/2"
- B

LEVELING BINDER, 3/4"
- C

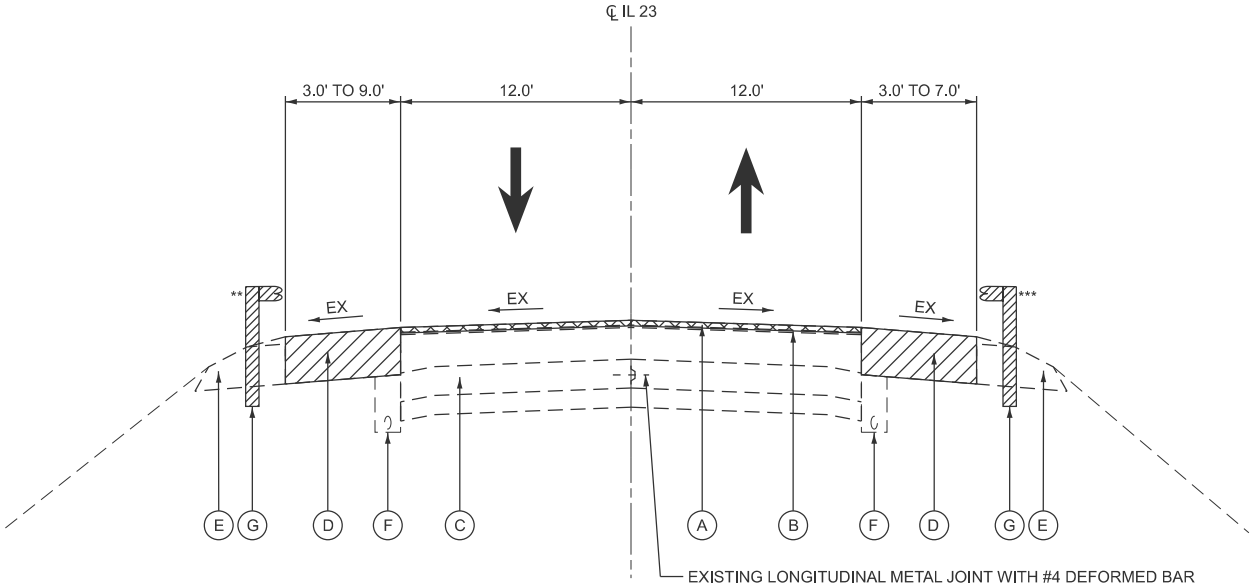
EXISTING PAVEMENT
HMA OVERLAY, MIN 9"
PCC BASE COURSE, 9"
SUB-BASE GRANULAR MATERIAL, 6" COMPACTED
- D

HMA SHOULDERS, 8" TO 14 1/2"
- E

AGGREGATE SHOULDER
- F

PIPE UNDERDRAINS (SEE NOTE 2)
- G

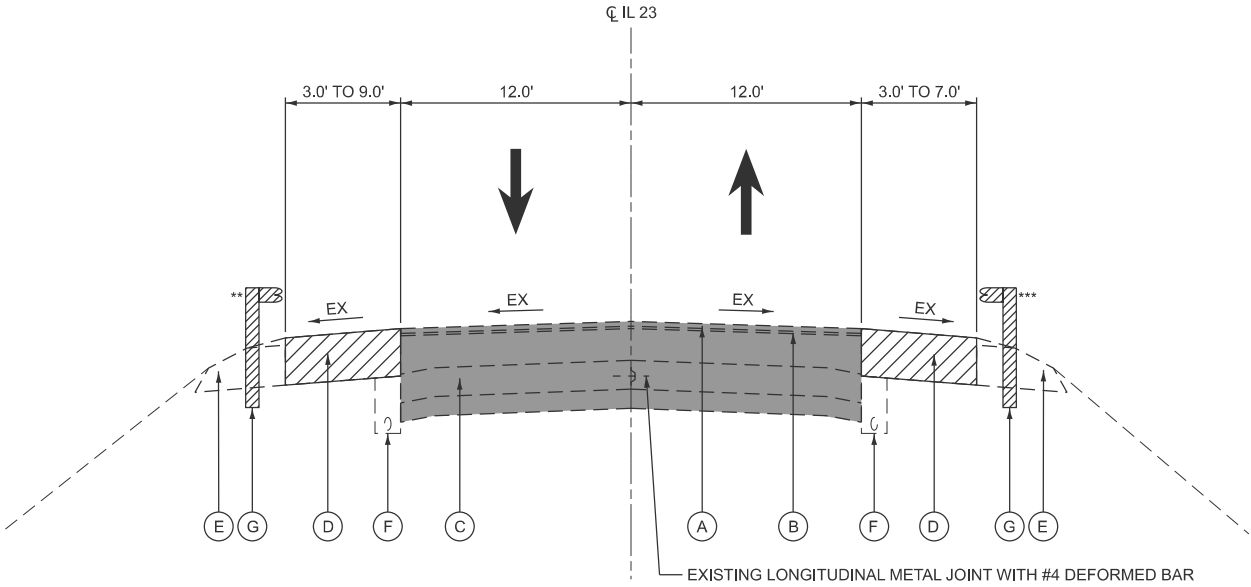
GUARDRAIL
- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SEE NOTE 1)
- PAVED SHOULDER REMOVAL
- GUARDRAIL REMOVAL
- PAVEMENT REMOVAL



TYPICAL SECTION 1 - EXISTING

STA. 619+72.00 TO STA. 624+99.63
STA. 627+82.37 TO STA. 631+47.00

** EXISTING GUARDRAIL (LEFT)
STA. 620+26.82 TO STA. 625+36.45
STA. 627+23.03 TO STA. 629+31.36



TYPICAL SECTION 2 - EXISTING

STA. 624+99.63 TO STA. 625+26.10
STA. 627+55.90 TO STA. 627+82.37

*** EXISTING GUARDRAIL (RIGHT)
STA. 622+24.39 TO STA. 625+62.61
STA. 627+45.81 TO STA. 630+55.83

- NOTES:
- SEE PAVEMENT ELEVATION DETAIL - SN 050-0047 SHEET FOR VARIABLE PAVEMENT MILLING DEPTHS AND ELEVATIONS.
 - PIPE UNDERDRAIN WITHIN THE LIMITS OF PAVEMENT REMOVAL SHALL BE REMOVED. ENDS OF THE PIPES SHALL BE PLUGGED ACCORDING TO STANDARD SPECIFICATION ARTICLE 601.04. COST OF REMOVAL AND PLUGGING OF PIPE UNDERDRAINS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

EX BRIDGE OMISSION
STA. 625+26.10 TO STA. 627+55.90

EFK Moen
Civil Engineering Design

USER NAME	= ahevrdajs	DESIGNED	- AEH	REVISED	-
		DRAWN	- JK	REVISED	-
		CHECKED	- JRD	REVISED	-
PLOT DATE	= 5/21/2026	DATE	- 3/5/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	15
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

PROPOSED LEGEND

- 1

HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70, 1 3/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (SEE NOTE 1)
- 2

HOT-MIX ASPHALT SHOULDER, 8"
- 3

GUARDRAIL (SEE PLAN FOR TYPES)
** STA. 620+17.75 TO STA. 625+29.63
** STA. 627+30.61 TO STA. 629+17.51
** STA. 621+39.50 TO STA. 625+51.40
** STA. 627+52.37 TO STA. 630+51.77
- 4

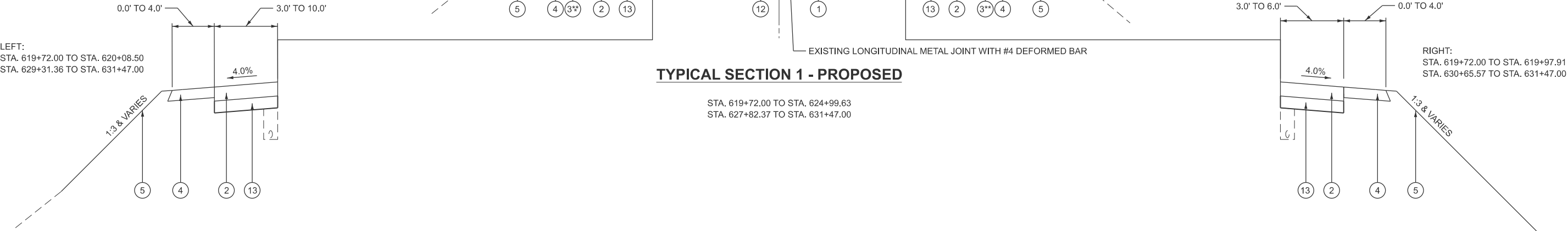
HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
- 5

FINISHED GRADE (SEE EROSION CONTROL PLAN FOR DETAILS)
- 6

PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- 12

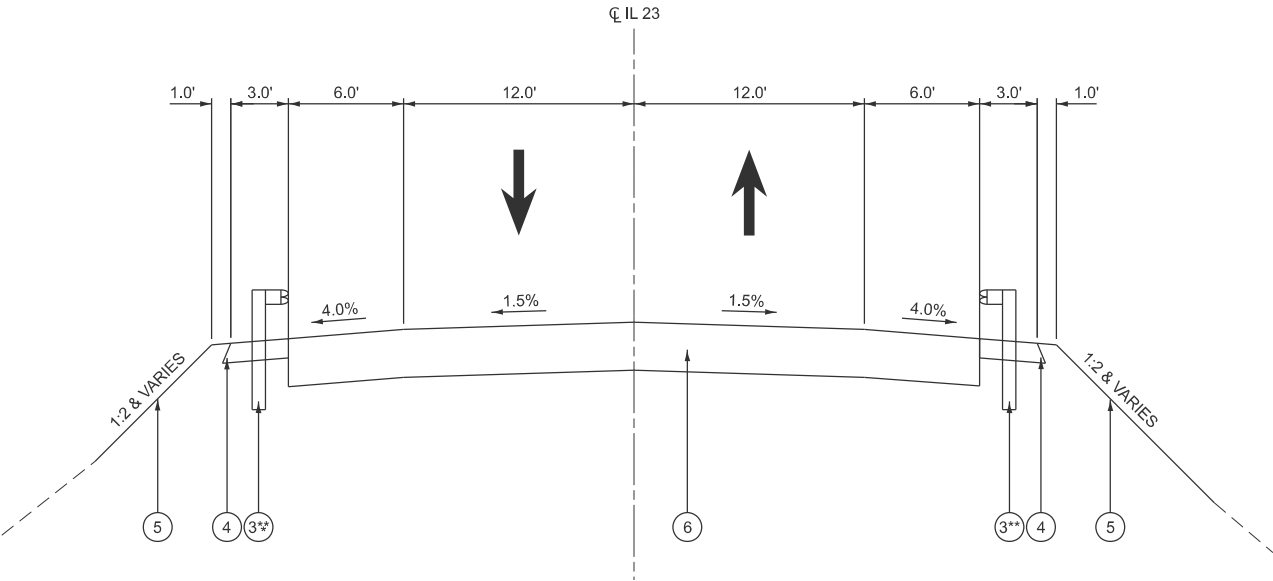
LONGITUDINAL JOINT SEALANT (UNDER SURFACE COURSE)
- 13

SUBBASE GRANULAR MATERIAL, TYPE B



TYPICAL SECTION 1 - PROPOSED

STA. 619+72.00 TO STA. 624+99.63
STA. 627+82.37 TO STA. 631+47.00



TYPICAL SECTION 2 - PROPOSED

STA. 624+99.63 TO STA. 625+26.10
STA. 627+55.90 TO STA. 627+82.37

BRIDGE OMISSION
STA. 625+26.10 TO STA. 627+55.90

- NOTES:
- SEE PAVEMENT ELEVATION DETAIL - SN 050-0047 SHEET FOR VARIABLE BINDER COURSE DEPTHS AND ELEVATIONS.
 - PIPE UNDERDRAIN WITHIN THE LIMITS OF PAVEMENT REMOVAL SHALL BE REMOVED. ENDS OF THE PIPES SHALL BE PLUGGED ACCORDING TO STANDARD SPECIFICATION ARTICLE 601.04. COST OF REMOVAL AND PLUGGING OF PIPE UNDERDRAINS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

EFK•Moen
Civil Engineering Design

USER NAME	= ahevrdjs	DESIGNED	- AEH	REVISED	-
		DRAWN	- JK	REVISED	-
		CHECKED	- JRD	REVISED	-
PLOT DATE	= 5/21/2026	DATE	- 3/5/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

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

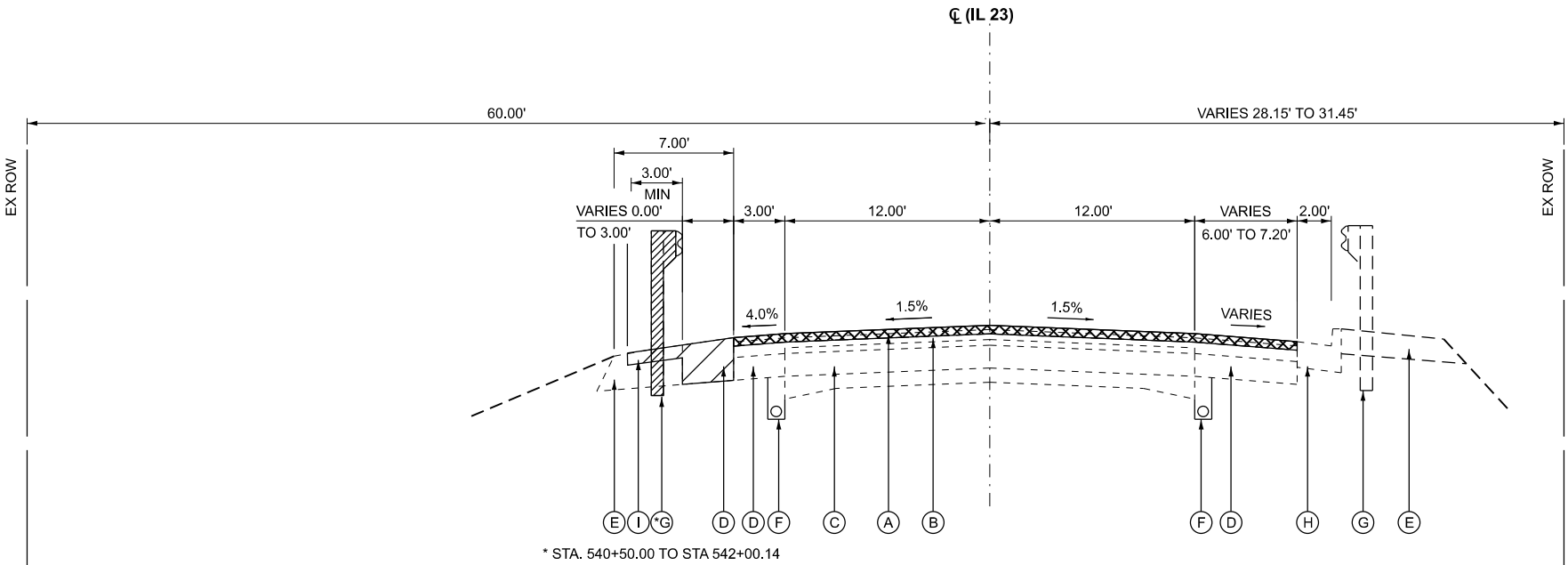
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	16
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: TYP02-5 [Sheet]
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MODEL: TYP-1 [Sheet]
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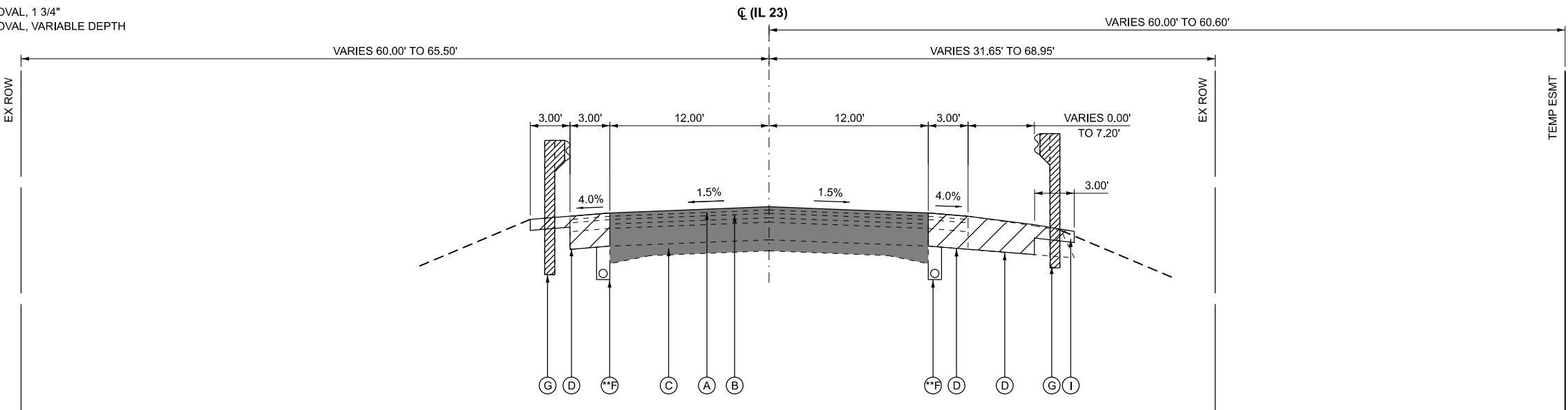
EXISTING LEGEND

- (A) HMA SURFACE, 1 1/2"
- (B) HMA BINDER, 3/4"
- (C) EXISTING PAVEMENT
9.75" HMA PAVEMENT
9"-6"-9" PCC PAVEMENT
- (D) EXISTING SHOULDERS
HMA 5"
AGG 8"
- (E) AGGREGATE SHOULDER
- (F) PIPE UNDERDRAINS
- (G) GUARDRAIL
- (H) CURB AND GUTTER TYPE B-6.24
- (I) HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- (X) HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (/) PAVED SHOULDER REMOVAL
- (\) GUARDRAIL REMOVAL (SPECIAL)
- (■) PAVEMENT REMOVAL



TYPICAL SECTION 1 - EXISTING

STA. 540+00.00 TO STA. 542+00.14



TYPICAL SECTION 2 - EXISTING

STA. 542+00.14 TO STA. 542+23.08
BRIDGE STA. 542+23.08 TO STA. 543+70.74
STA. 543+70.74 TO STA. 543+94.14

** PIPE UNDERDRAIN WITHIN THE LIMITS OF PAVEMENT REMOVAL SHALL BE REMOVED.
ENDS OF THE PIPES SHALL BE PLUGGED ACCORDING TO STANDARD SPECIFICATION
ARTICLE 601.04. COST OF REMOVAL AND PLUGGING OF PIPE UNDERDRAINS SHALL BE
INCLUDED IN THE COST OF PAVEMENT REMOVAL.

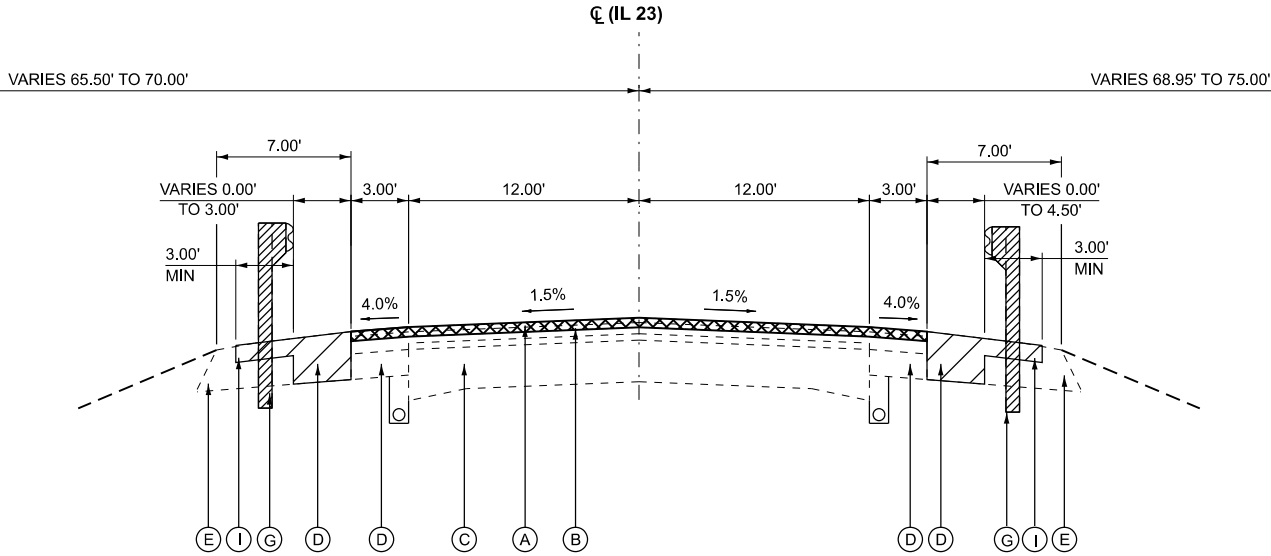
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	DRAWN - KNF	REVISED -
PLOT SCALE = 9.99998000" / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	17
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: TYP-2 (Sheet)
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EXISTING LEGEND

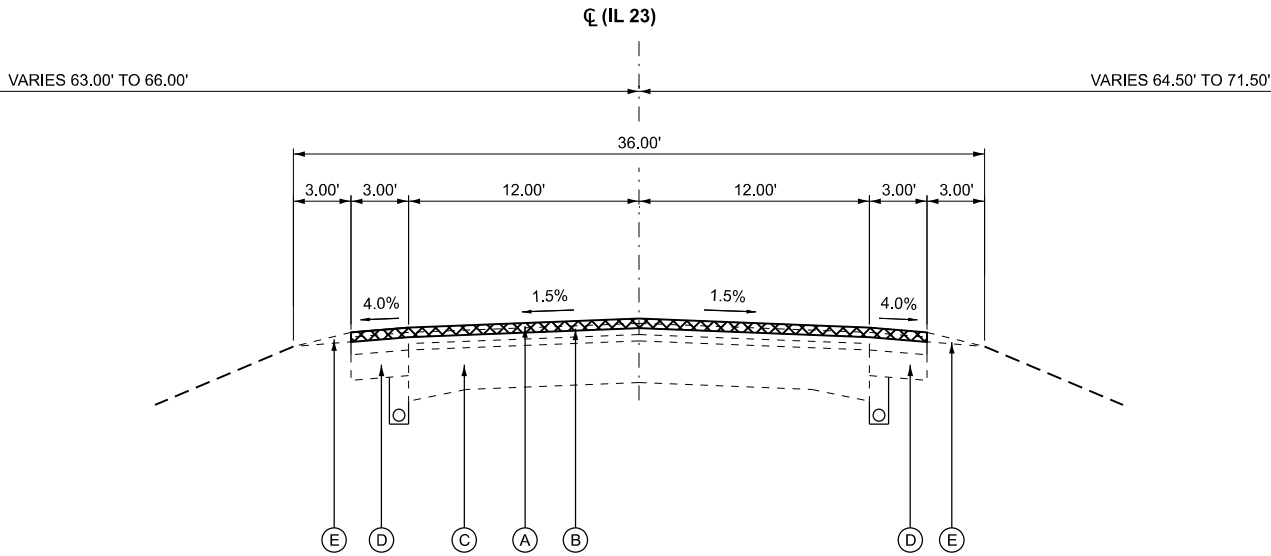
- (A) HMA SURFACE, 1 1/2"
- (B) HMA BINDER, 3/4"
- (C) EXISTING PAVEMENT
9.75" HMA PAVEMENT
9"-6"-9" PCC PAVEMENT
- (D) EXISTING SHOULDERS
HMA 5"
AGG 8"
- (E) AGGREGATE SHOULDER
- (F) PIPE UNDERDRAINS
- (G) GUARDRAIL
- (H) CURB AND GUTTER TYPE B-6.24
- (I) HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- (X) HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
- (Y) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (Z) PAVED SHOULDER REMOVAL
- (AA) GUARDRAIL REMOVAL (SPECIAL)
- (AB) PAVEMENT REMOVAL



TYPICAL SECTION 3 - EXISTING

LEFT SIDE
STA. 543+94.14 TO STA. 545+92.00

RIGHT SIDE
STA. 543+94.14 TO STA. 545+50.00



TYPICAL SECTION 4 - EXISTING

LEFT SIDE
STA. 545+92.00 TO STA. 546+84.00

RIGHT SIDE
STA. 545+50.00 TO STA. 546+84.00

USER NAME = kfair	DESIGNED - KNF	REVISED -
DRAWN - KNF	REVISED -	
PLOT SCALE = 9.99998000' / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	18
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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design firm
no. 184001036

whks

engineers + planners + land surveyors

EXISTING LEGEND

- (A)

HMA SURFACE, 1 1/2"
- (B)

HMA BINDER, 3/4"
- (C)

EXISTING PAVEMENT
9.75" HMA PAVEMENT
9"-6"-9" PCC PAVEMENT
- (D)

EXISTING SHOULDERS
HMA 5"
AGG 8"
- (E)

AGGREGATE SHOULDER
- (F)

PIPE UNDERDRAINS
- (G)

GUARDRAIL
- (H)

CURB AND GUTTER TYPE B-6.24

PROPOSED LEGEND

- (1)

HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 (1 3/4")
- (2)

HOT-MIX ASPHALT SHOULDERS, 8" (CONSTRUCTED STAGE I/STAGE II)
- (3)

GUARDRAIL (SEE PLAN FOR TYPES)
- (4)

HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
SEE HIGHWAY STANDARD 630201
- (5)

FINISHED GRADE (SEE EROSION CONTROL PLAN FOR DETAILS)
- (6)

PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- (7)

AGGREGATE WEDGE SHOULDER, TYPE B
- (8)

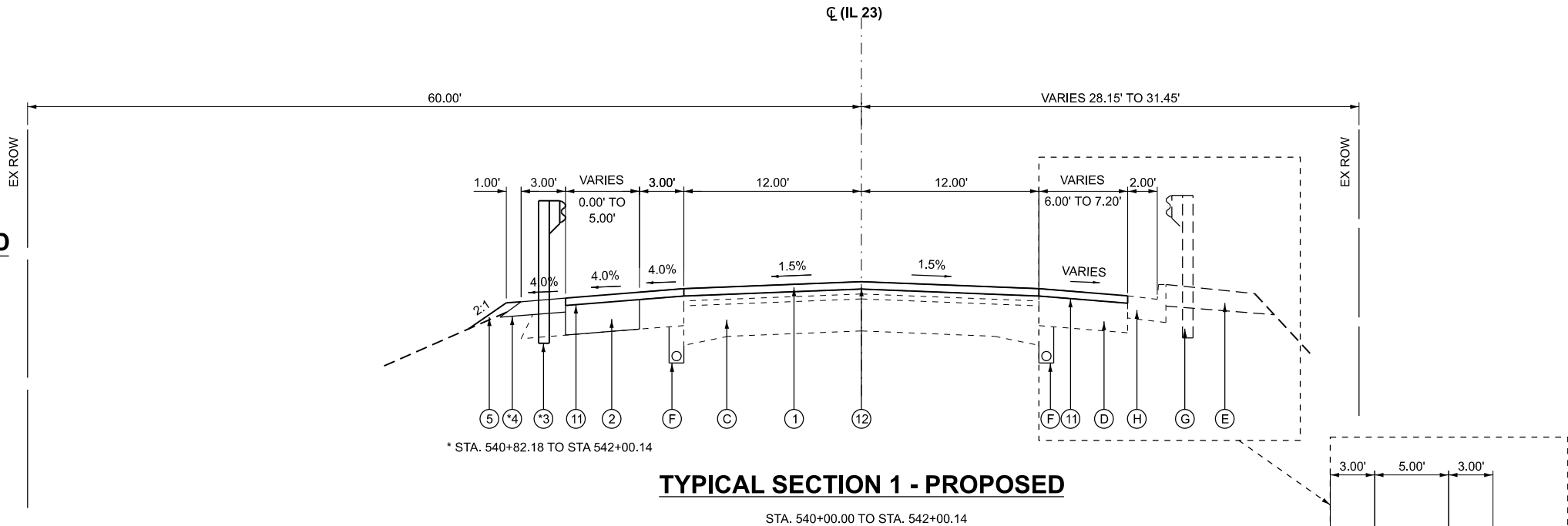
IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- (9)

ATTENUATOR BASE
SEE PAVEMENT CONNECTOR (SPECIAL) DETAIL
- (10)

BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)
SEE PAVEMENT CONNECTOR (SPECIAL) DETAIL
- (11)

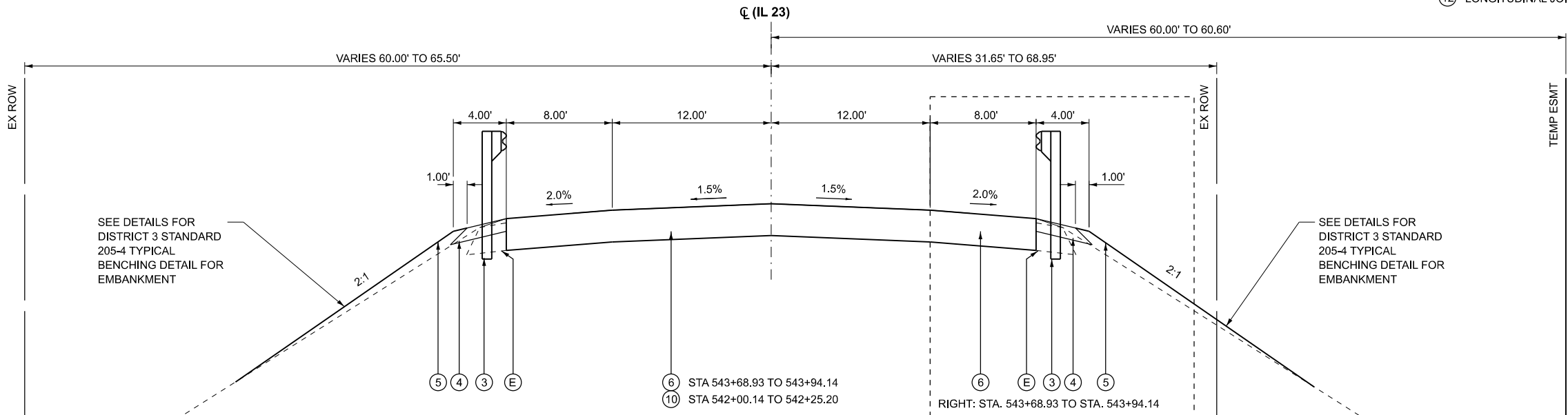
HOT-MIX ASPHALT SHOULDER (1 3/4") (CONSTRUCTED STAGE III)
- (12)

LONGITUDINAL JOINT SEALANT (UNDER SURFACE COURSE)



TYPICAL SECTION 1 - PROPOSED

STA. 540+00.00 TO STA. 542+00.14



TYPICAL SECTION 2 - PROPOSED

STA. 542+00.14 TO STA. 542+25.20
BRIDGE STA. 542+25.20 TO STA. 543+68.93
STA. 543+68.93 TO STA. 543+94.14

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

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

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	19
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

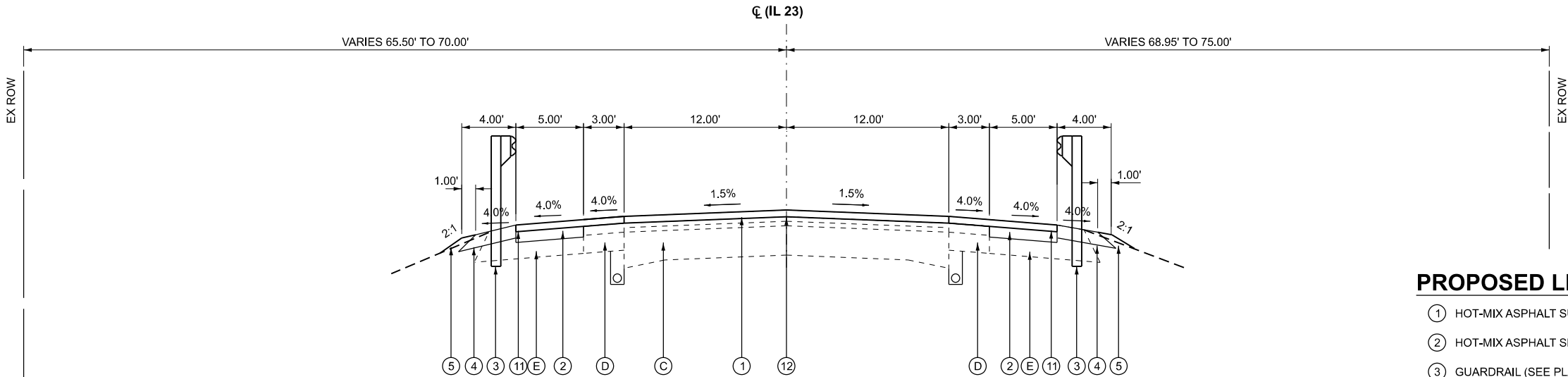
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EXISTING LEGEND

- (A) HMA SURFACE, 1 1/2"
- (B) HMA BINDER, 3/4"
- (C) EXISTING PAVEMENT
9.75" HMA PAVEMENT
9"-6"-9" PCC PAVEMENT
- (D) EXISTING SHOULDERS
HMA 5"
AGG 8"
- (E) AGGREGATE SHOULDER
- (F) PIPE UNDERDRAINS
- (G) GUARDRAIL
- (H) CURB AND GUTTER TYPE B-6.24

PROPOSED LEGEND

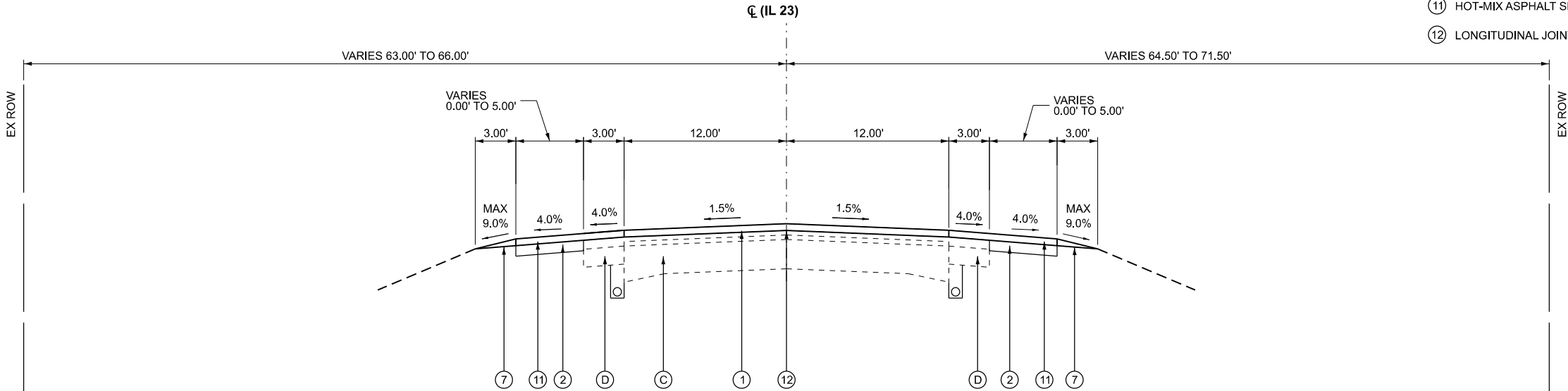
- (1) HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 (1 3/4")
- (2) HOT-MIX ASPHALT SHOULDERS, 8" (CONSTRUCTED STAGE I/STAGE II)
- (3) GUARDRAIL (SEE PLAN FOR TYPES)
- (4) HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
SEE HIGHWAY STANDARD 630201
- (5) FINISHED GRADE (SEE EROSION CONTROL PLAN FOR DETAILS)
- (6) PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- (7) AGGREGATE WEDGE SHOULDER, TYPE B
- (8) IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- (9) ATTENUATOR BASE
SEE PAVEMENT CONNECTOR (SPECIAL) DETAIL
- (10) BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)
SEE PAVEMENT CONNECTOR (SPECIAL) DETAIL
- (11) HOT-MIX ASPHALT SHOULDER (1 3/4") (CONSTRUCTED STAGE III)
- (12) LONGITUDINAL JOINT SEALANT (UNDER SURFACE COURSE)



TYPICAL SECTION 3 - PROPOSED

LEFT SIDE
STA. 543+94.14 TO STA. 545+78.26

RIGHT SIDE
STA. 543+94.14 TO STA. 545+49.77



TYPICAL SECTION 4 - PROPOSED

LEFT SIDE
STA. 545+78.26 TO STA. 546+84.00

RIGHT SIDE
STA. 545+49.77 TO STA. 546+84.00

USER NAME = kfair	DESIGNED - KNF	REVISED -
DRAWN - KNF	REVISED -	
PLOT SCALE = 9.99998000" / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	20
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: Sched01 [Sheet]
FILE NAME: Q:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Coval Creek\CADD Data\CADsheets\0366926-sht-Schedule.dgn

MAINLINE PAVEMENT SCHEDULE																			
START	OFFSET		END	OFFSET		LENGTH	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	WELDED WIRE REINFORCEMENT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	SUBBASE GRANULAR MATERIAL, TYPE B	HOT-MIX ASPHALT SHOULDERS, 8"	BITUMINOUS MATERIALS (TACK COAT)	LONGITUDINAL JOINT SEALANT
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	SQ YD	POUND	FOOT
619+72.00	12.0'	LT	619+72.00	12.0'	RT	0.00	15.6												
631+47.00	12.0'	LT	631+47.00	12.0'	RT	0.00	15.6												
624+87.23	18.0'	LT	624+99.63	18.0'	LT	12.40	24.8												
624+87.23	18.0'	RT	624+99.63	18.0'	RT	12.40	24.8												
627+82.37	18.0'	LT	627+89.96	18.0'	LT	7.59	15.2												
627+82.37	18.0'	LT	627+89.96	18.0'	LT	7.59	15.2												
619+72.00	0.0'		619+92.00	0.0'		20.00		52.4											
631+27.00	0.0'		631+47.00	0.0'		20.00		52.9											
619+92.00	0.0'		624+99.63	0.0'		507.63			1355.1										
624+99.63	0.0'		625+25.52	0.0'		25.89				67.1									
627+56.88	0.0'		627+82.37	0.0'		25.49				67.6									
627+82.37	0.0'		631+27.00	0.0'		344.63			908.0										
619+72.00	11.6'	LT	625+17.74	12.7'	LT	545.74					310.2								
619+72.00	12.0'	RT	625+36.52	18.0'	RT	564.52					303.1								
627+45.41	18.9'	LT	631+47.00	11.9'	LT	401.59					347.2								
627+64.07	11.6'	RT	631+47.00	12.0'	RT	382.93					236.9								
624+99.63	0.0'		625+26.10	0.0'		26.47						70.6	105.9						
627+55.90	0.0'		627+82.37	0.0'		26.47						70.6	105.9						
619+72.00	0.0'		624+99.63	0.0'		527.63								137.8				708.0	527.6
627+82.37	0.0'		631+47.00	0.0'		364.63								95.3				437.5	364.6
624+37.06	0.0'		624+99.63	0.0'		62.57									21.0				
619+72.00	11.6'	LT	624+99.63	12.0'	LT	527.63										80.2	344.8	310.4	
619+72.00	12.0'	RT	624+99.63	12.0'	RT	527.63										61.3	348.0	313.2	
627+82.37	12.0'	LT	631+47.00	12.0'	LT	364.63										51.8	311.7	280.6	
627+82.37	12.0'	RT	631+47.00	12.0'	RT	364.63										32.9	235.9	212.3	
SUBTOTAL							111.2	105.3	2263.1	134.7	1197.4	141.2	211.8	233.1	21.0	226.2	1240.4	2262.0	892.2
TOTAL							112	106	2264	135	1198	142	212	234	21	227	1241	2262	893

NOTE: SEE ENTRANCE AND INCIDENTAL PAVEMENT SCHEDULE AND GUARDRAIL SCHEDULE FOR ADDITIONAL BITUMINOUS MATERIALS (TACK COAT) QUANTITY.

GUARDRAIL SCHEDULE																
START	OFFSET		END	OFFSET		LENGTH	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	BITUMINOUS MATERIALS (TACK COAT)	GUARDRAIL REFLECTORS, TYPE A	TERMINAL MARKER - DIRECT APPLIED	LINEAR DELINEATOR PANELS, 4 INCH
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	FOOT	FOOT	EACH	EACH	EACH	SQ YD	POUND	EACH	EACH	EACH
620+26.82	19.1'	LT	625+36.45	18.1'	LT	509.63	510									
622+24.39	18.3'	RT	625+62.61	18.1'	RT	338.22	339									
627+23.03	18.0'	LT	629+31.36	21.4'	LT	208.33	209									
627+45.81	18.0'	RT	630+55.83	19.9'	RT	310.02	310									
619+72.00	14.9'	LT	625+29.63	18.5'	LT	557.63			1		1	186.0	97.7	2	1	
621+05.50	18.0'	RT	625+51.40	18.5'	RT	445.90			1		1	150.5	78.9	5	1	
627+52.37	18.5'	RT	630+65.57	27.4'	RT	313.20			1	1		144.1	73.0	1	1	
627+30.61	18.5'	LT	629+31.36	21.4'	LT	200.75			1		1	71.1	37.0	2	1	
620+67.75	18.0'	LT	624+92.73	18.0'	LT	424.98		425								6
621+89.50	18.0'	RT	625+14.50	18.0'	RT	325.00		325								5
627+67.51	18.0'	LT	628+67.51	18.0'	LT	100.00		100								2
627+89.27	18.0'	RT	630+01.77	18.0'	RT	212.50		212.5								3
SUBTOTAL							1368	1062.5	4	1	3	551.7	286.6	10	4	16
TOTAL							1368	1063	4	1	3	552	287	10	4	16

NOTE: SEE ENTRANCE AND INCIDENTAL PAVEMENT SCHEDULE AND MAINLINE PAVEMENT SCHEDULE FOR ADDITIONAL BITUMINOUS MATERIALS (TACK COAT) QUANTITY.

NOTE: SEE SN 050-0251 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY.



USER NAME = ahevrdejs	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES - SN 050-0047
FAP 68 (IL 23) OVER COVAL CREEK

SCALE: N/A SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	21
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

MODEL: Sched02 [Sheet]
FILE NAME: Q:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Covel Creek\CADD Data\CADsheets\0366926-sh-Schedule.dgn

REMOVAL SCHEDULE 1 (SHEET 1 OF 2)															
START	OFFSET		END	OFFSET		LENGTH	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	PAVED DITCH REMOVAL	PIPE CULVERT REMOVAL	REMOVING INLETS	REMOVING INLETS TO MAINTAIN FLOW	REMOVE CONCRETE END SECTION	FENCE REMOVAL AND REINSTALLATION	DELINEATOR REMOVAL
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	UNIT	UNIT	FOOT	FOOT	EACH	EACH	EACH	FOOT	EACH
621+36.00	28.3'	LT					11								
622+30.00	34.5'	LT					8								
622+42.00	32.0'	LT					6								
622+49.00	33.0'	LT					10								
622+53.00	37.8'	LT					8								
622+63.00	42.6'	LT					10								
622+86.00	68.7'	LT					6								
622+87.00	29.9'	LT					8								
622+88.00	66.3'	LT					12								
623+00.00	33.2'	LT					7								
623+00.00	33.2'	LT					6								
623+04.00	67.1'	LT					13								
623+06.00	29.5'	LT					6								
623+12.00	40.5'	LT					8								
623+17.00	29.1'	LT					7								
623+22.00	70.5'	LT					8								
623+26.00	41.3'	LT					6								
623+27.00	65.5'	LT					7								
623+28.00	37.5'	LT					8								
623+30.00	68.8'	LT					14								
623+40.00	29.5'	LT					6								
623+40.00	29.5'	LT					6								
623+40.00	29.5'	LT					6								
623+41.00	31.2'	LT					7								
623+43.00	35.5'	LT					6								
623+44.00	68.8'	LT					8								
623+46.00	36.8'	LT					7								
623+49.00	46.6'	LT					14								
623+50.00	33.8'	LT					6								
623+53.00	37.8'	LT					10								
623+56.00	27.5'	LT					6								
623+63.00	42.2'	LT					8								
623+71.00	33.3'	LT					14								
623+76.00	36.4'	LT					8								
623+84.00	46.0'	LT					12								
623+98.00	33.3'	LT					8								
624+08.00	33.2'	LT					6								
624+08.00	33.2'	LT					7								
624+33.00	31.4'	LT					13								
624+40.00	47.9'	LT					6								
624+49.00	34.1'	LT					8								
624+49.00	34.1'	LT					6								
624+63.00	27.2'	LT					6								
624+64.00	43.6'	LT					12								
624+72.00	27.9'	LT					8								
624+75.00	48.4'	LT					10								
624+76.00	31.5'	LT					8								
624+82.00	49.3'	LT					8								
624+88.00	29.8'	LT					10								
624+89.00	46.5'	LT					6								
624+93.00	34.6'	LT					7								
625+06.00	47.8'	LT					14								
625+11.00	43.5'	LT					6								
625+15.00	43.9'	LT					8								
625+18.00	29.1'	LT					6								
625+24.00	29.2'	LT					14								
625+40.00	55.6'	LT					7								
623+48.00	42.5'	RT					8								
623+66.00	31.5'	RT					6								
623+68.00	43.7'	RT					7								
623+69.00	30.4'	RT					6								
REMOVAL SCHEDULE 1 SUBTOTAL							504	0	0	0	0	0	0	0	0

NOTE: SEE SN 050-0251 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY.

MODEL: Sched03 (Sheet)
FILE NAME: Q:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Covel Creek\CADD Data\CADsheets\0366926-sht-Schedule.dgn

REMOVAL SCHEDULE 2 (SHEET 2 OF 2)															
START	OFFSET		END	OFFSET		LENGTH	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	PAVED DITCH REMOVAL	PIPE CULVERT REMOVAL	REMOVING INLETS	REMOVING INLETS TO MAINTAIN FLOW	REMOVE CONCRETE END SECTION	FENCE REMOVAL AND REINSTALLATION	DELINEATOR REMOVAL
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	UNIT	UNIT	FOOT	FOOT	EACH	EACH	EACH	FOOT	EACH
623+71.00	34.6'	RT					10								
623+77.00	42.3'	RT					14								
623+83.00	43.4'	RT					14								
623+83.00	43.4'	RT					8								
623+88.00	31.0'	RT					12								
623+96.00	38.3'	RT					14								
623+96.00	38.3'	RT					8								
623+96.00	38.3'	RT					8								
623+96.00	27.9'	RT					7								
624+09.00	51.2'	RT					8								
624+12.00	47.5'	RT					10								
624+14.00	51.2'	RT					14								
624+16.00	30.2'	RT					10								
624+31.00	50.7'	RT					14								
624+31.00	50.7'	RT					10								
624+49.00	41.8'	RT					6								
624+53.00	44.0'	RT					12								
624+61.00	51.9'	RT					10								
624+67.00	36.0'	RT					12								
624+68.00	33.4'	RT					8								
624+71.00	30.1'	RT					11								
624+75.00	48.6'	RT					6								
624+78.00	48.8'	RT					8								
624+81.00	60.3'	RT					14								
624+85.00	29.1'	RT					10								
624+88.00	45.9'	RT					12								
624+88.00	45.9'	RT					12								
624+88.00	45.9'	RT					7								
624+93.00	32.9'	RT					14								
625+00.00	39.0'	RT					6								
625+07.00	33.0'	RT					10								
625+07.00	33.0'	RT					10								
625+10.00	35.6'	RT					7								
625+14.00	36.8'	RT					10								
625+14.00	36.8'	RT					10								
625+14.00	42.1'	RT					12								
625+19.00	37.6'	RT					12								
625+32.00	46.5'	RT					12								
625+53.00	32.0'	RT					6								
625+54.00	52.1'	RT					12								
625+76.00	56.7'	RT					7								
625+82.00	43.3'	RT					12								
625+89.00	46.6'	RT					10								
626+01.00	42.6'	RT					6								
627+65.00	38.8'	RT					7								
622+78.00	38.0'	LT						16							
622+81.00	65.7'	LT						16							
624+08.00	41.4'	LT						16							
625+38.00	55.7'	LT						30							
625+40.00	52.4'	LT						20							
625+27.00	27.3'	RT						16							
625+55.00	36.8'	RT						18							
619+89.01	30.72'	LT	621+40.73	33.68'	LT				152						
621+16.88	31.59'	RT	621+80.68	31.53'	RT				64						
622+79.94	74.4'	LT	622+90.58	75.5'	LT				11						
627+28.72	18.0'	LT	627+28.81	42.0'	LT					26	1		1		
625+30.11	18.3'	RT										1			
625+47.21	17.8'	RT										1			
627+52.01	18.2'	RT										1			
622+79.52	71.31'	LT	623+60.71	71.4'	LT									82	
622+24.39		RT													1
629+31.36		LT													1
REMOVAL SCHEDULE 2 SUBTOTAL							452	132	227	26	1	3	1	82	2
						TOTAL	956	132	227	26	1	3	1	82	2

NOTE: SEE SN 050-0251 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY.



USER NAME = ahevrdejs	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
PLOT DATE = 5/21/2026	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: N/A SHEET 3 OF 5 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	23
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

MODEL: Sched04 [Sheet]
FILE NAME: Q:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Covel Creek\CADD Data\CADsheets\0366926-sht-Schedule.dgn

PAVEMENT MARKING SCHEDULE										
START	OFFSET		END	OFFSET		LENGTH	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"		MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	
							SOLID WHITE	SOLID YELLOW	10' SKIP - 30' DASH, YELLOW	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	FOOT	FOOT	FOOT	EACH
619+72.00	11.67'	LT	631+47.00	11.67'	LT	1175.00	2350			
619+72.00	11.67'	RT	631+47.00	11.67'	RT	1175.00	2350			
619+72.00	0.90'	LT	629+04.00	0.48'	LT	932.00		1864	480	
629+04.00	0.48'	LT	631+47.00	0.37'	LT	243.00			140	
619+72.00	0.90'	LT	625+25.69	0.65'	LT	553.69				7
627+55.55	0.54'	LT	631+47.00	0.37'	LT	391.45				5
SUBTOTAL							6564		620	12
TOTAL							6564		620	12

NOTE: PAVEMENT MARKINGS REQUIRE TWO SEPARATE APPLICATIONS WITH A MINIMUM OF 14 DAYS BETWEEN APPLICATIONS.

MAINTENANCE OF TRAFFIC PAVEMENT MARKING AND SIGNING SCHEDULE									
START	OFFSET		END	OFFSET		LENGTH	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL - WATER BLASTING
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	FOOT	SQ FT	SQ FT
614+72.00			619+72.00			500.00			21
631+47.00			636+47.00			500.00			21
623+56.00	11.8'	RT	629+26.00	11.4'	RT	570.00			190.0
621+90.00	0.33'	RT	623+56.00	0.33'	RT	166.00			55.3
621+90.00	0.42'	LT	623+56.00	0.42'	LT	166.00			20.8
629+26.00	0.0'		630+98.00	0.0'		172.00			21.5
STAGE 1 SUBTOTAL									287.6
623+44.00	11.3'	LT	624+94.62	12.5'	LT	150.62			50.2
627+87.36	11.3'	LT	629+38.00	11.3'	LT	150.64			50.2
STAGE 2 SUBTOTAL									100.4
619+72.00	0.9'	LT	631+47.00	0.4'	LT	1175.00	240	96	
619+72.00	11.7'	RT	631+47.00	11.7'	RT	1175.00	24		
619+72.00	11.7'	LT	631+47.00	11.7'	LT	1175.00	24		
STAGE 3A SUBTOTAL							288	96	
SUBTOTAL							288	96	388.0
TOTAL							288	96	388

SIGNAGE SCHEDULE												
START	OFFSET		MOUNTING TYPE	DESIGNATION	SHEETING TYPE	DESCRIPTION	PANEL WIDTH	PANEL HEIGHT	PANEL AREA	SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 1	WOOD SIGN SUPPORT
							INCH	INCH	SQ FT			
629+03.30	22.54'	RT	GROUND	W14-3	AP	NO PASSING	48	36	5.6	5.6	5.6	15.2
SUBTOTAL										5.6	5.6	15.2
TOTAL										6	6	16

MAINTENANCE OF TRAFFIC SCHEDULE															
STAGE	START	OFFSET		END	OFFSET		LENGTH	TEMPORARY BRIDGE TRAFFIC SIGNALS	TEMPORARY RUMBLE STRIPS	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3
	STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	EACH	EACH	FOOT	EACH	FOOT	FOOT	EACH	EACH
STAGE 1	622+46.00	14.0'	RT					1							
	622+71.00	13.5'	LT												
	630+23.00	15.4'	RT												
	630+48.00	13.4'	LT												
	630+81.75	21.1'	LT												
	614+90.00	0.0'							1						
	609+90.00	0.0'							1						
	604+90.00	0.0'							1						
	637+98.00	0.0'							1						
	642+98.00	0.0'							1						
	647+98.00	0.0'							1						
	623+78.50	4.2'	LT	629+03.50	4.2'	LT	525.00			525	78		100	2	2
STAGE 1 SUBTOTAL								1	6	525	78	0	100	2	0
STAGE 2	623+66.00	4.3'	RT	629+16.00	4.3'	RT	550.00			25		525			2
	624+64.50	19.0'	RT	628+39.27	19.0'	RT							100	2	
STAGE 2 SUBTOTAL								0	0	25	0	525	100	2	2
TOTAL								1	6	550	78	525	200	4	2

NOTE: SEE SN 050-0251 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY.

EFK♦Moen Civil Engineering Design	USER NAME = ahevrdejs	DESIGNED - AEH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES - SN 050-0047 FAP 68 (IL 23) OVER COVEL CREEK				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ZJW	REVISED -						68	(1BR)D,(1BR-1)BR-1	LASALLE	144	24
		CHECKED - JRD	REVISED -		CONTRACT NO. 66926								
	PLOT DATE = 5/21/2026	DATE - 3/5/2026	REVISED -		SCALE: N/A	SHEET 4	OF 5	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT	

MODEL: Sched05 (Sheet)
FILE NAME: Q:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Coval Creek\CADD Data\CADsheets\0366926-sh-Schedule.dgn

EROSION CONTROL AND SEEDING SCHEDULE															
START	OFFSET		END	OFFSET		LENGTH	PERIMETER EROSION BARRIER	STONE RIPRAP, CLASS A4	FILTER FABRIC	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	FOOT	SQ YD	SQ YD	SQ YD	POUND	ACRE	POUND	POUND	POUND
619+67.00	27.6'	LT	625+43.00	55.3'	LT	576.00	589.0								
627+13.00	57.8'	LT	629+36.51	60.4'	LT	223.51	226.0								
629+61.85	60.4'	LT	631+57.00	22.5'	LT	195.15	209.7								
619+67.00	28.6'	RT	625+69.00	55.9'	RT	602.00	624.6								
627+05.00	57.4'	RT	630+65.21	37.5'	RT	360.21	369.8								
630+79.00	40.0'	RT	631+57.00	19.4'	RT	78.00	81.0								
623+26.55	32.0'	RT	624+00.22	56.0'	RT	73.67		54.6	54.6						
627+34.51	42.0'	LT	627+49.02	21.0'	LT	14.51		24.9	28.3						
627+62.43	21.0'	RT	627+76.97	50.1'	RT	14.54		30.8	35.4						
619+72.00		LT	625+36.51		LT	564.51			1411.5	29.2	0.292		26.2	26.2	26.2
619+72.00		RT	625+36.51		RT	564.51			554.7	11.5	0.115		10.3	10.3	10.3
627+44.44		LT	631+47.00		LT	402.56			784.0	16.2	0.162		14.6	14.6	14.6
627+67.18		RT	631+47.00		RT	379.82			440.1	9.1	0.091		8.2	8.2	8.2
SUBTOTAL							2100.1	110.3	118.3	3190.4	65.9	0.66	59.3	59.3	59.3
TOTAL							2101	111	119	3191	75	0.75	68	68	68

DRAINAGE SCHEDULE						
START	OFFSET		END	OFFSET		PAVED DITCH (SPECIAL)
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT
619+89.92	30.8'	LT	621+29.34	33.0'	LT	139.42
621+19.10	31.7'	RT	621+79.90	31.5'	RT	60.80
622+79.94	74.4'	LT	622+90.58	75.5'	LT	10.64
SUBTOTAL						211.0
TOTAL						211

PERMANENT SURVEY MARKER SCHEDULE						
MONUMENT NUMBER	DESCRIPTION	APPROXIMATE LOCATION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
023156	SW CORNER SECTION 25, T33N, R3E, 3RD PM	STA. 629+75+/- IN SB LANE	BRASS PLAQUE	TYPE 1	YES	1
NOTE: FOR BIDDING PURPOSES NO CONTRACTED LAND SURVEYING SERVICES WILL BE REQUIRED.						
PLATS AND PLANS WILL PREPARE AND RECORD THE REQUIRED MONUMENT RECORD.						
TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENGINEER TO INSTALL ALL MONUMENT TYPES.						
RESPONSIBILITY:						
1) RESIDENT TO COORDINATE WITH PLATS AND PLANS STAFF TO RE-ESTABLISH MONUMENT (PAY ITEM REQUIRED ACCORDING TO THE SPECIAL PROVISION "FURNISH PERMANENT SURVEY MARKER")						
2) PLATS AND PLANS TO RE-ESTABLISH MONUMENT						

EARTHWORK SCHEDULE					
FOR INFORMATION ONLY					
START	END	EARTH EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE) (EXC. X 0.75)	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) AND SHORTAGE (-)
STATION	STATION	CU YD	CU YD	CU YD	CU YD
IL 23 RIGHT SIDE					
619+72.00	625+26.10	39.3	29.5	96.7	-67.2
627+55.90	631+47.00	33.6	25.2	112.8	-87.7
IL 23 LEFT SIDE					
619+72.00	625+26.10	21.7	16.2	231.6	-215.3
627+55.90	631+47.00	33.2	24.9	197.3	-172.4
SUBTOTAL		127.8	95.8	638.4	-542.6
TOTAL		130	100	640	-545

EARTH EXCAVATION SHRINKAGE FACTOR = 25%

BARRIER WALL REFLECTOR AND DELINEATOR SCHEDULE							
START	OFFSET		END	OFFSET		LENGTH	BARRIER WALL REFLECTORS, TYPE C
STATION	FOOT	LT/RT	STATION	FOOT	LT/RT	FOOT	EACH
625+97.00	18.0'	LT					2
626+77.00	18.0'	LT					2
625+29.63	18.6'	LT	627+30.61	18.6'	LT	200.98	3
625+51.40	18.5'	RT	627+52.37	18.6'	RT	200.97	3
TOTAL							4
							6

ENTRANCE AND INCIDENTAL PAVEMENT SCHEDULE						
START	END	OFFSET		LENGTH	AGGREGATE SURFACE COURSE, TYPE B	INCIDENTAL HOT- MIX ASPHALT SURFACING
STATION	STATION	FOOT	LT/RT	FOOT	TON	TON
629+28.00	629+69.17		LT	41.17	37.1	
630+66.16	630+91.43		RT	25.27	11.2	
630+56.16	631+01.43		RT	45.27		17.6
						17.6
SUBTOTAL					48.3	17.6
						17.6
TOTAL					49	18

NOTE: SEE MAINLINE PAVEMENT SCHEDULE AND GUARDRAIL SCHEDULE FOR ADDITIONAL BITUMINOUS MATERIALS (TACK COAT) QUANTITY.

NOTE: SEE SN 050-0251 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY.

MODEL: SCH-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSE\CADD Data\Sheet\ID36692-shh-schedule.dgn

MAINLINE PAVEMENT SCHEDULE												
START	END	WELDED WIRE REINFORCEMENT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	HOT-MIX ASPHALT SHOULDERS, 8"	BITUMINOUS MATERIALS (TACK COAT)	LONGITUDINAL JOINT SEALANT	AGGREGATE WEDGE SHOULDER, TYPE B	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	HOT-MIX ASPHALT SHOULDERS	SUBBASE GRANULAR MATERIAL, TYPE B
STATION	STATION	SQ YD	SQ YD	SQ YD	TON	SQ YD	POUND	FOOT	TON	FOOT	TON	TON
537+00.00	537+70.30					39	36		1.2	34		
540+00.00	542+00.14				53	103	494	201	0.5		30	
542+00.14	542+25.20	67		90			7					19
BRIDGE												
543+68.93	543+94.14	68	113				30					
543+94.14	544+00.00				2	6	24	6			2	
544+00.00	546+84.00				75	351	1027	284	3.1		50	
TOTAL		135	113	90	130	499	1618	491	5	34	82	19

REMOVAL SCHEDULE								
START	END	HOT-MIX ASPHALT SURFACE REMOVAL, 13/4"	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	PAVED SHOULDER REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	DRAINAGE STRUCTURES TO BE CLEANED	PIPE CULVERTS TO BE CLEANED 18"
STATION	STATION	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	EACH	FOOT
537+00.00	540+00.00							
540+00.00	542+00.14			848	84	34	1	64
542+00.14	542+23.08		62		46			
BRIDGE								
543+70.74	543+94.14		63		15			
543+94.14	546+84.00	1267		27	234			
TOTAL		1267	125	875	379	34	1	64

EROSION CONTROL AND SEEDING SCHEDULE														
START	END	OFFSET	PERIMETER EROSION BARRIER	EROSION CONTROL BLANKET	INLET AND PIPE PROTECTION	STONE RIPRAP, CLASS A4	FILTER FABRIC	TEMPORARY EROSION CONTROL SEEDING	MULCH, METHOD 2	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	CONCRETE HEADWALLS FOR PIPE DRAINS
STATION	STATION	LT/RT	FOOT	SQ YD	EACH	SQ YD	SQ YD	POUND	ACRE	ACRE	POUND	POUND	POUND	EACH
537+00.00	537+70.30	RT						1	0.01	0.01	1	1	1	
540+00.00	542+60.00	LT	192	171	1	77	77	8	0.02	0.06	6	6	6	
540+00.00	542+60.00	RT	112			108	108	3						4
BRIDGE								25						
542+60.00	546+84.00	LT	310	303				10	0.03	0.10	9	9	9	
542+60.00	546+84.00	RT	263	245				9	0.04	0.10	9	9	9	
TOTAL			877	719	1	185	185	56	0.25	0.5	25	25	25	4

SEE NOTE

SEE NOTE

NOTE:ADDITIONAL STONE RIPRAP AND FILTER FABRIC QUANTITIES IN SN 050-0251 STRUCTURE PLANS.

NOTE: SEE SN 050-0047 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY

design firm
no. 184001036


engineers + planners + land surveyors

USER NAME = kfair	DESIGNED - KNF	REVISED -
	DRAWN - KNF	REVISED -
PLOT SCALE = 0.16666633''/In.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=50'

SHEET 1 OF 3 SHEETS

STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	26
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: SCH-2 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSE\ICADD\10.12\CADD Data\Sheets\ID36692-sht-schedule.dgn

MAINTENANCE OF TRAFFIC SCHEDULE										
START	END	TEMPORARY BRIDGE TRAFFIC SIGNALS	TEMPORARY RUMBLE STRIPS	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	TEMPORARY RAMP	TEMPORARY INFORMATION SIGNING
STATION	STATION	EACH	EACH	FOOT	EACH	FOOT	EACH	EACH	SQ YD	SQ FT
STAGE I										
535+00.00	540+00.00	1	3	62.5			1			21
540+00.00	544+00.00			625	18					
544+00.00	549+00.00		3	62.5			1			21
STAGE I SUB-TOTAL		1	6	750	18		2			42
STAGE II										
535+00.00	540+00.00					62.5		1		
540+00.00	544+00.00					625			3	
544+00.00	549+00.00			50		62.5		1	3	
STAGE II SUB-TOTAL				50		750		2	6	
STAGE III										
535+00.00	535+00.00									
540+00.00	540+00.00								35	
544+00.00	544+00.00								35	
STAGE III SUB-TOTAL									70	
TOTAL										
TOTAL		1	6	800	18	750	2	2	76	42

PAVEMENT MARKING SCHEDULE										
START	END	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	PAVEMENT MARKING REMOVAL - WATER BLASTING
		SOLID WHITE	SKIP-DASH YELLOW (10' DASH 30' SKIP)							
STATION	STATION	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	FOOT	FOOT	SQ FT
535+35.00	542+00.14	2662	333	264	89	9	9	1332	167	1056
542+00.14	543+94.14	776	97	26	10			388	49	310
543+94.14	548+88.00	1976	247	195	67	7	7	988	124	784
TOTAL		5414	677	485	166	16	16	2708	340	2150

SEE NOTE

SEE NOTE

NOTE: PAVEMENT MARKINGS REQUIRE TWO SEPARATE APPLICATIONS WITH A MINIMUM OF 14 DAYS BETWEEN APPLICATIONS.

NOTE: SEE SN 050-0047 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY

MODEL: SCH-3 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSE\ICADD Data\Sheets\ID36692-shh-schedule.dgn

GUARDRAIL SCHEDULE													
START	END		GUARDRAIL REMOVAL (SPECIAL)	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	GUARDRAIL REFLECTORS, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	ATTENUATOR BASE	LINEAR DELINEATOR PANELS, 4 INCH	LINEAR DELINEATOR PANELS, 6 INCH	TERMINAL MARKER - DIRECT APPLIED
STATION	STATION	LT/RT	FOOT	FOOT	EACH	EACH	EACH	SQ YD	EACH	SQ YD	EACH	EACH	EACH
540+00.00	542+75.00	LT	189	75	3	1	1	54			2		1
BRIDGE		LT										1	
543+25.00	545+00.00	LT	239	162.5	4	1	1	84			3		1
540+00.00	542+75.00	RT	52					0	1	34	2		0
BRIDGE		RT										1	
543+25.00	545+00.00	RT	190	112.5	3	1	1	67			3		1
TOTAL			670	350	10	3	3	205	1	34	10	2	3

EARTHWORK SCHEDULE						
			FOR INFORMATION ONLY			
START	END	EARTH EXCAVATION	CHANNEL EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE) (EXC. X 0.75)	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) AND SHORTAGE (-)
STATION	STATION	CU YD	CU YD	CU YD	CU YD	CU YD
539+50.00	542+54.03	30	0	0	195	-195
BRIDGE		0	142	0	0	0
543+40.03	547+00.00	75	0	0	310	-310
		105	142	0	505	-505

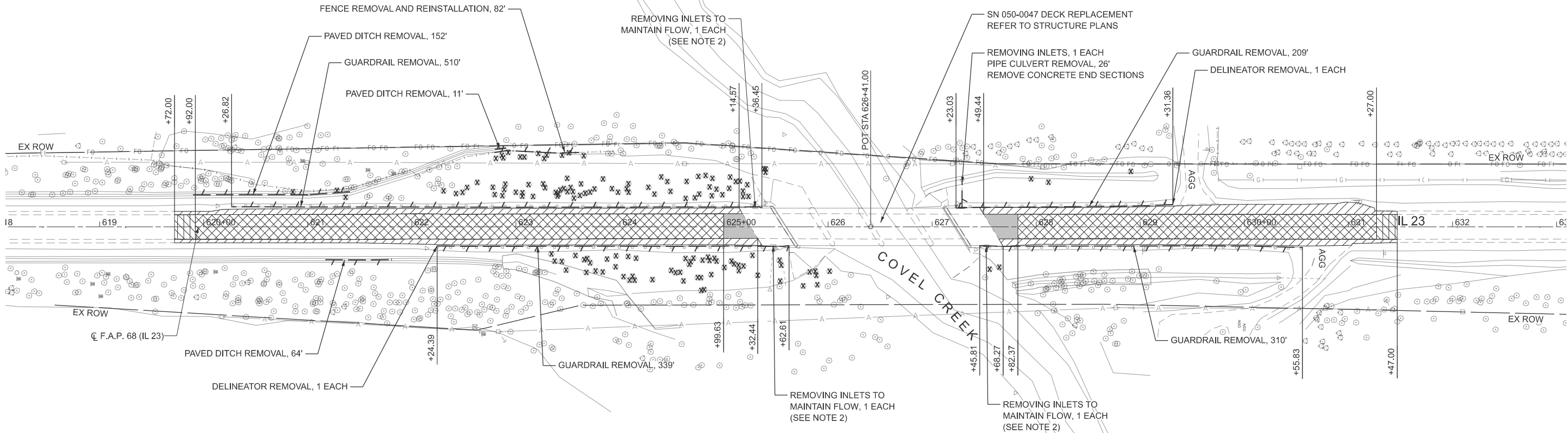
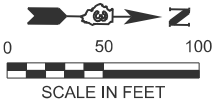
EARTH EXCAVATION SHRINKAGE FACTOR = 25%
EARTH EXCAVATION ASSUMED SUITABLE FOR USE IN EMBANKMENT = 0%

TEMPORARY FENCE			
START	END	OFFSET	TEMPORARY FENCE
STATION	STATION	LT/RT	FOOT
537+00.00	537+70.30	RT	
540+00.00	542+60.00	LT	
540+00.00	542+60.00	RT	110
BRIDGE			
542+60.00	546+84.00	LT	
542+60.00	546+84.00	RT	
TOTAL			110

DRIVEWAY SCHEDULE				
START	END	OFFSET	WIDTH	AGGREGATE SURFACE COURSE, TYPE B
STATION	STATION	LT/RT	FOOT	TON
538+53.88	538+72.33	RT	18.45	7
540+09.15	540+29.61	RT	20.46	7
541+70.99	541+98.53	RT	27.54	11
TOTAL				25

SIGNAGE SCHEDULE							
START	END	REMOVE SIGN PANEL ASSEMBLY - TYPE A	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	REMOVE SIGN PANEL - TYPE 1	GUARDRAIL REFLECTORS, TYPE A	WOOD SIGN SUPPORT	BARRIER WALL REFLECTORS, TYPE C
STATION	STATION	EACH	EACH	SQ FT	EACH	FOOT	EACH
540+00.00	542+75.00			6	3		
BRIDGE							4
543+25.00	545+00.00	1	1	6	7	14	
TOTAL		1	1	12	10	14	4

NOTE: SEE SN 050-0047 SCHEDULE SHEETS FOR ADDITIONAL QUANTITY



REMOVAL LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SEE NOTE 1)
- PAVED SHOULDER REMOVAL
- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- GUARDRAIL REMOVAL
- TREE REMOVAL
- PIPE CULVERT REMOVAL
- PAVED DITCH REMOVAL
- FENCE REMOVAL AND REINSTALLATION

NOTE:
1. SEE PAVEMENT ELEVATION DETAIL - SN 050-0047 SHEET FOR VARIABLE MILLING DEPTHS AND ELEVATIONS.
2. EXISTING PIPE UNDERDRAINS AND FIELD TILE DRAINAGE MUST BE MAINTAINED.

EFK Moen
Civil Engineering Design

USER NAME = jkratz	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 5/19/2026		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

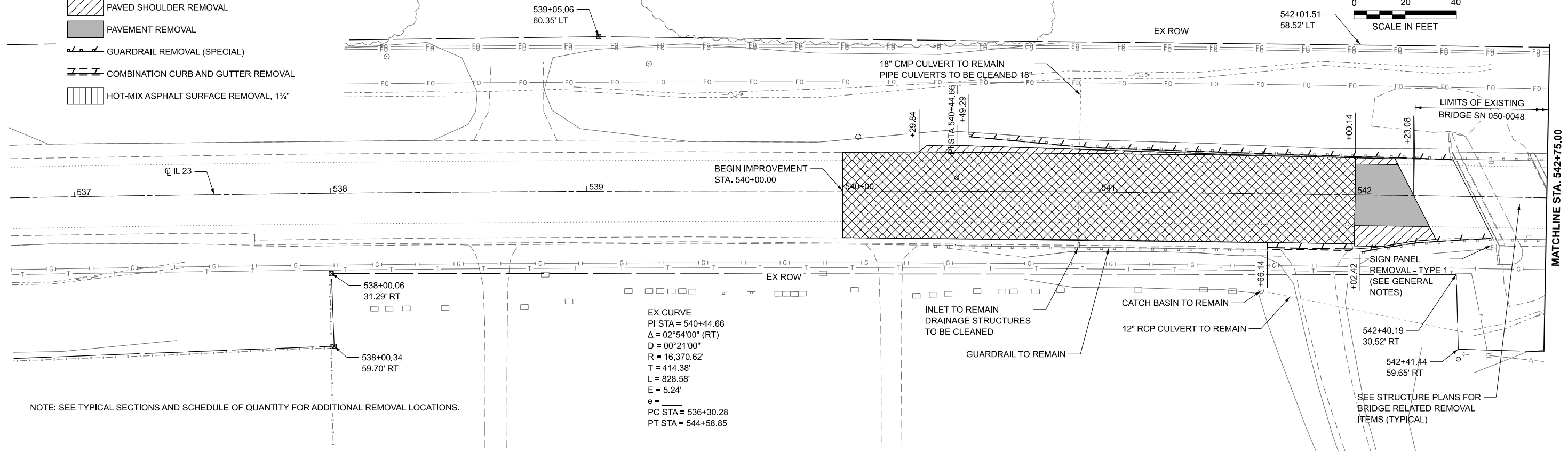
REMOVAL PLAN - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 618+10.00 TO STA. 633+10.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	29
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

REMOVAL LEGEND

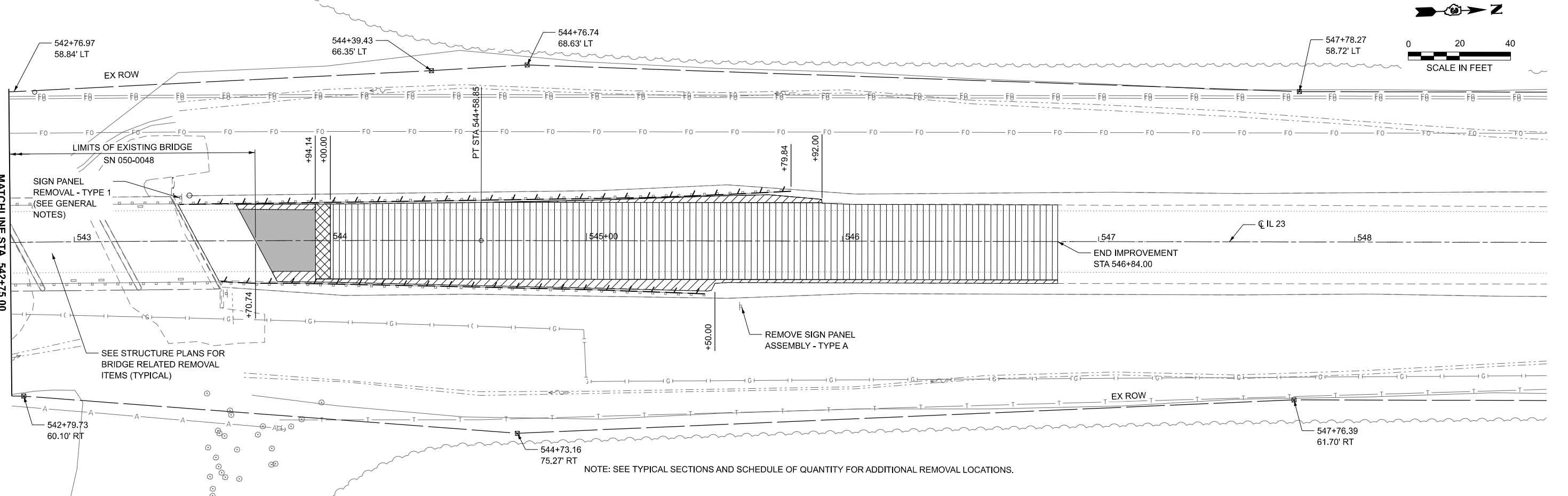
-  HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (1¾" TO 1¾")
-  PAVED SHOULDER REMOVAL
-  PAVEMENT REMOVAL
-  GUARDRAIL REMOVAL (SPECIAL)
-  COMBINATION CURB AND GUTTER REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1¾"



NOTE: SEE TYPICAL SECTIONS AND SCHEDULE OF QUANTITY FOR ADDITIONAL REMOVAL LOCATIONS.

EX CURVE
PI STA = 540+44.66
Δ = 02°54'00" (RT)
D = 00°21'00"
R = 16,370.62'
T = 414.38'
L = 828.58'
E = 5.24'
PC STA = 536+30.28
PT STA = 544+58.85

SEE STRUCTURE PLANS FOR
BRIDGE RELATED REMOVAL
ITEMS (TYPICAL)



NOTE: SEE TYPICAL SECTIONS AND SCHEDULE OF QUANTITY FOR ADDITIONAL REMOVAL LOCATIONS.

MODEL: EXCL IL23 - Removal plan 1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-31712.00 D-3 On-Call\9712.15 050-0047 and 0251 PSEICADD10.12\CADD Data\Sheets\36692-shr-removal.dgn



USER NAME	= kfair	DESIGNED	- BGC	REVISED	-
		DRAWN	- BGC	REVISED	-
PLOT SCALE	= 39.99992000" / in.	CHECKED	- LNJ	REVISED	-
PLOT DATE	= 7/16/2026	DATE	-	REVISED	-

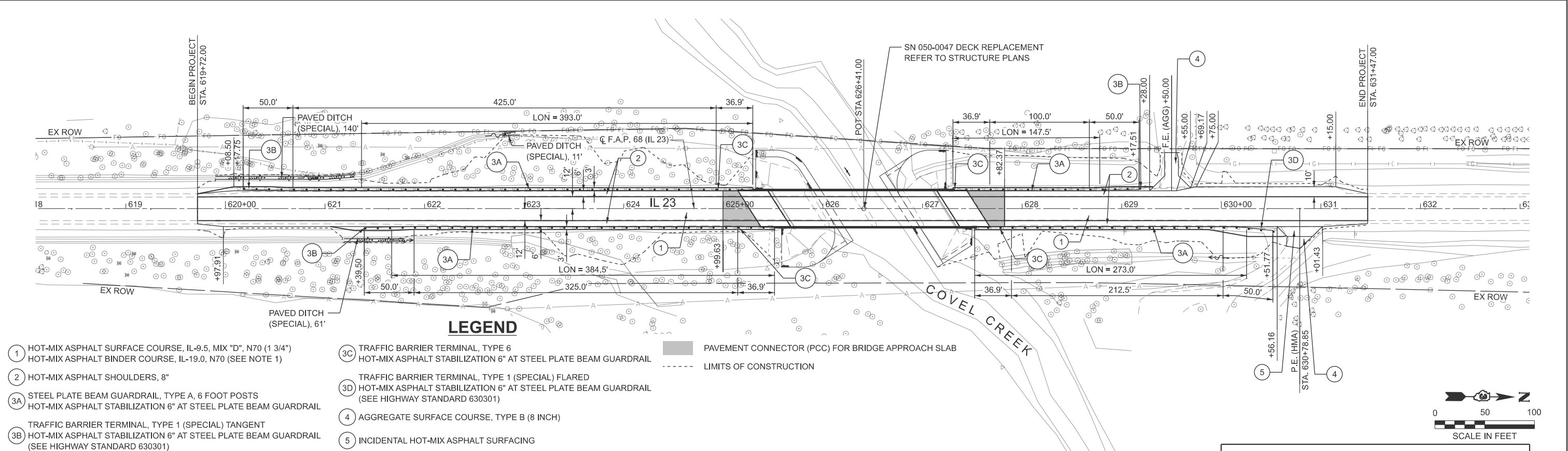
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 536+75.00 TO STA. 548+75.00

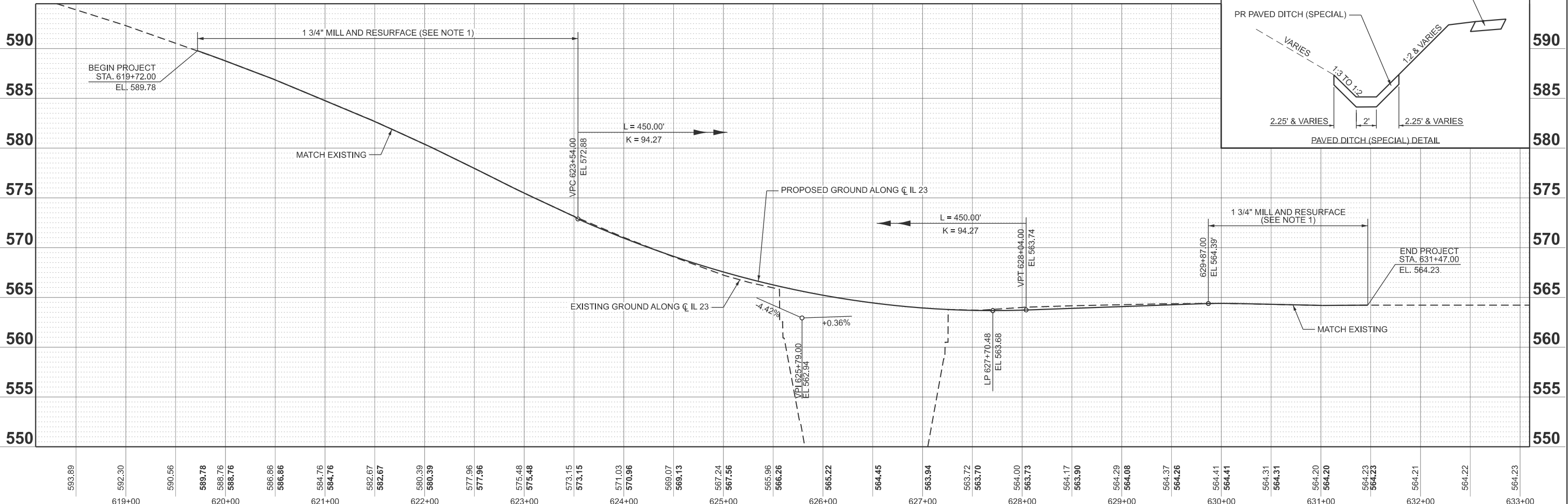
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	30
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: P1nPr01
FILE NAME: C:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Covet Creek\CADD Data\CAD sheets\366926-sh1nPr01.dgn



- LEGEND**
- 1 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 (1 3/4")
 - 2 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (SEE NOTE 1)
 - 3A STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
 - 3B HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
 - 3C TRAFFIC BARRIER TERMINAL, TYPE 6
 - 3D HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL (SEE HIGHWAY STANDARD 630301)
 - 4 AGGREGATE SURFACE COURSE, TYPE B (8 INCH)
 - 5 INCIDENTAL HOT-MIX ASPHALT SURFACING

NOTE:
1. SEE PAVEMENT ELEVATION DETAIL - SN 050-0047 SHEET FOR VARIABLE BINDER COURSE DEPTHS AND ELEVATIONS.



EFK♦Moen Civil Engineering Design	USER NAME = zbackes	DESIGNED - AEH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE - SN 050-0047 FAP 68 (IL 23) OVER COVEL CREEK				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ZJW	REVISED -						68	(1BR)D,(1BR-1)BR-1	LASALLE	144	31
		CHECKED - JRD	REVISED -						CONTRACT NO. 66926				
	PLOT DATE = 1/16/2026	DATE - 3/5/2026	REVISED -		SCALE: 1"=50'	SHEET 1	OF 1	SHEETS	STA. 618+10.00	TO STA. 633+10.00	ILLINOIS FED. AID PROJECT		

LEGEND

- 1

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 (1 3/4")
- 2

HOT-MIX ASPHALT SHOULDERS, 8"
HOT-MIX ASPHALT SHOULDERS (1 3/4")
- 3A

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
- 3B

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
- 3C

TRAFFIC BARRIER TERMINAL, TYPE 6
HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
- 3E

IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- 4

AGGREGATE SURFACE COURSE, TYPE B (8 INCH)
- 6

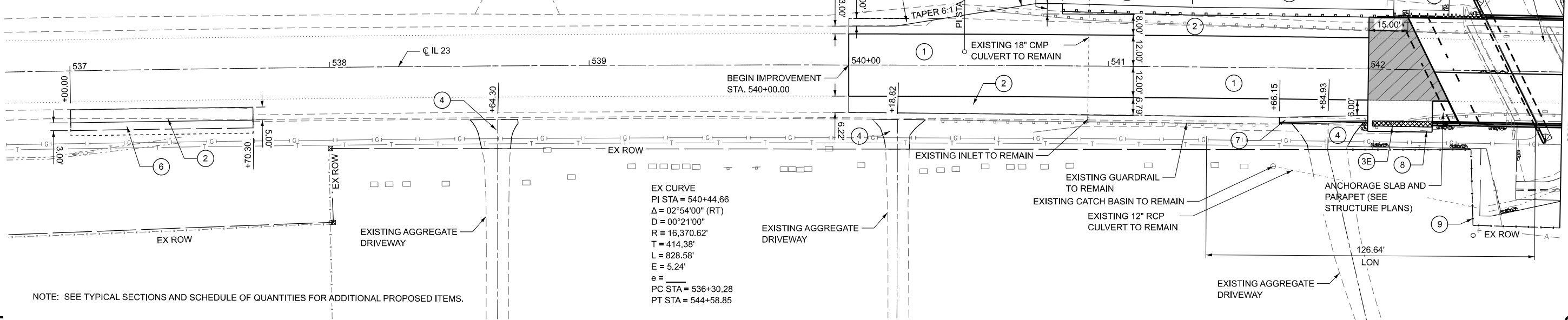
AGGREGATE WEDGE SHOULDER, TYPE B
- 7

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- 8

ATTENUATOR BASE, SEE PAVEMENT CONNECTOR (SPECIAL) DETAIL
- 9

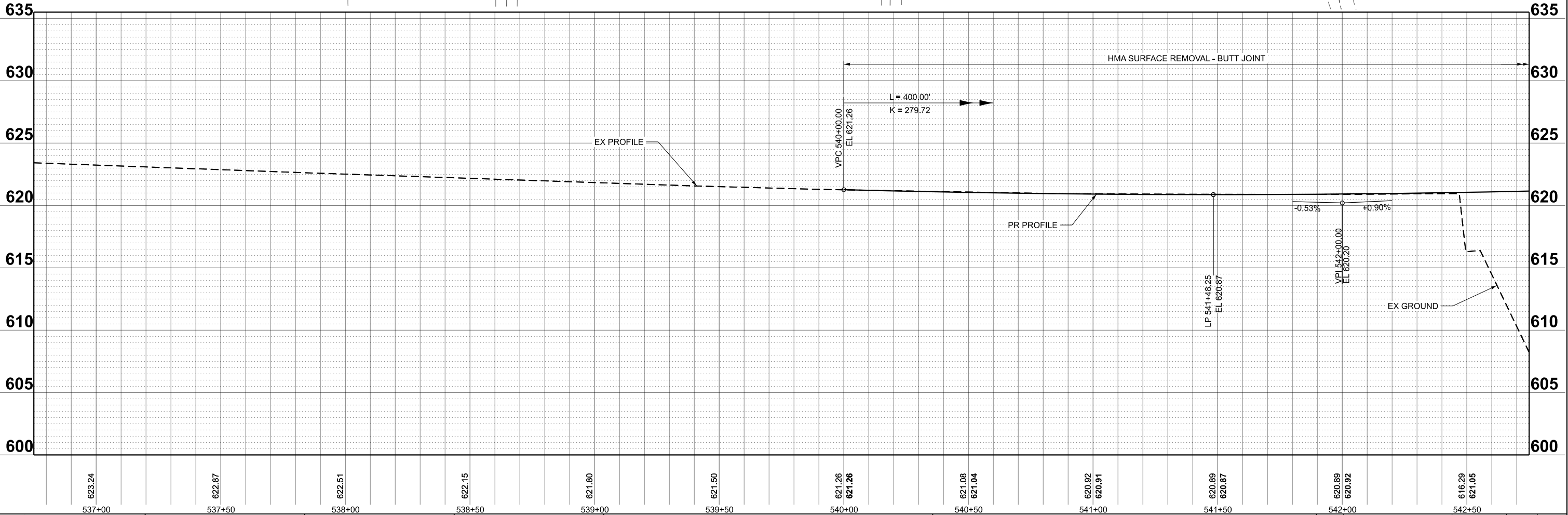
TEMPORARY FENCE
- BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)
SEE PAVEMENT CONNECTOR (SPECIAL) DETAIL
- LIMITS OF CONSTRUCTION

* TRANSITION TO TIE INTO EXISTING.



NOTE: SEE TYPICAL SECTIONS AND SCHEDULE OF QUANTITIES FOR ADDITIONAL PROPOSED ITEMS.

EX CURVE
PI STA = 540+44.66
Δ = 02°54'00" (RT)
D = 00°21'00"
R = 16,370.62'
T = 414.38'
L = 828.58'
E = 5.24'
e =
PC STA = 536+30.28
PT STA = 544+58.85



design firm
no. 184001036
whks
engineers + planners + land surveyors

USER NAME = kfair	DESIGNED - BGC	REVISED -
	DRAWN - BGC	REVISED -
PLOT SCALE = 39,999,920.00' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/16/2026	DATE -	REVISED -

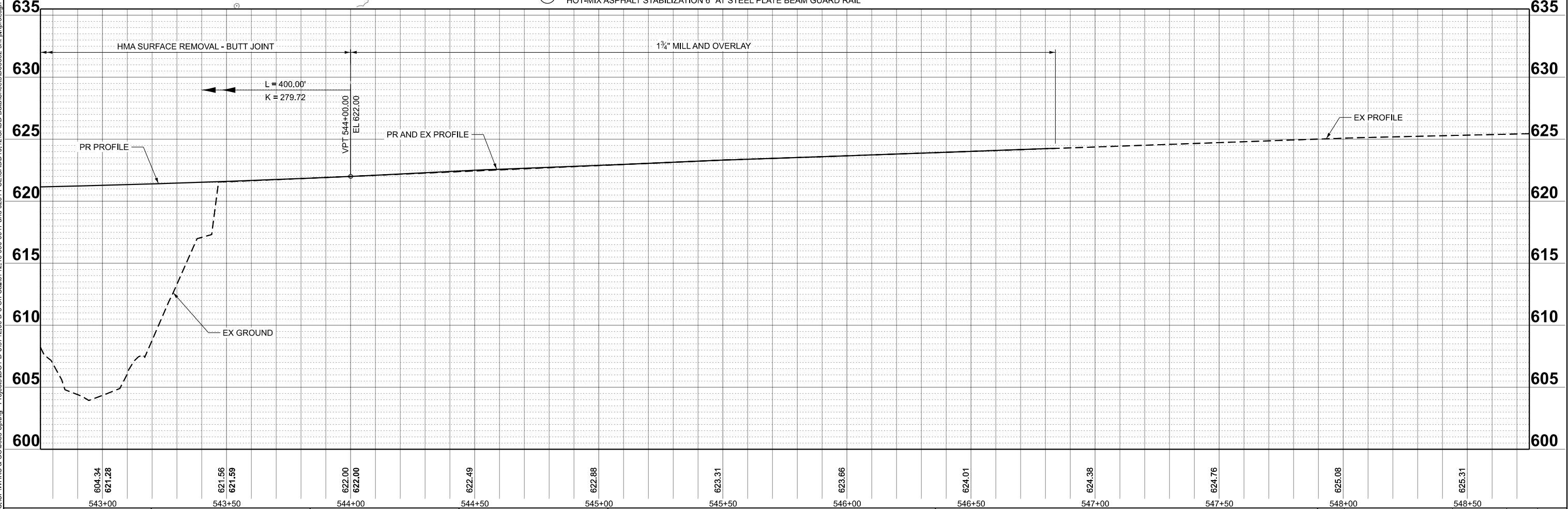
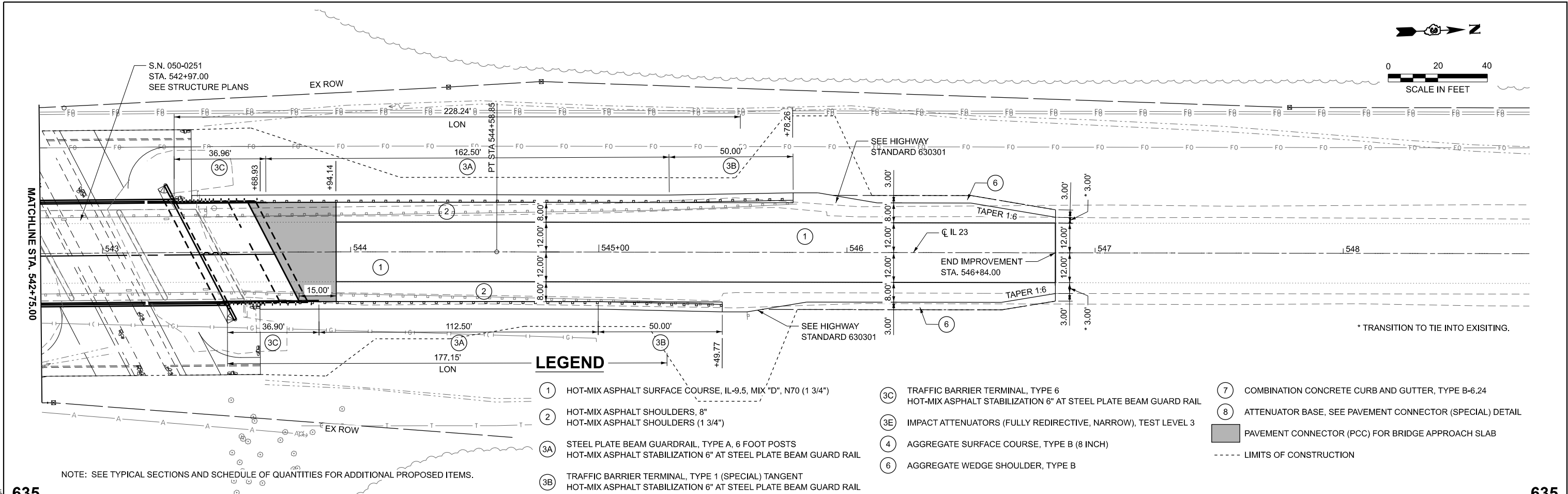
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 536+75.00 TO STA. 542+75.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	32
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL IL23 - Plan 2 (Sheet)
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design firm
no. 184001036

whks

engineers + planners + land surveyors

USER NAME = kfair	DESIGNED - BGC	REVISED -
	DRAWN - BGC	REVISED -
PLOT SCALE = 39,999,920.00' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 542+75.00 TO STA. 548+75.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	33
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: Gennote01 (Sheet)
FILE NAME: C:\2022R3\DOTCAD CONNECT\2306215 WHKS IL 23 over Covel Creek\CADD Data\CADsheets\0366926-sht-mol-gennote.dgn

STAGING - GENERAL NOTES

1.
- THE STAGING PLAN SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THE CONTRACT. THE CONTRACTOR MAY MODIFY THE STAGING PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
2.
- ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS FROM PRIOR STAGES THAT ARE IN CONFLICT SHALL BE REMOVED.
3.
- ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE ENGINEER.
4.
- SIGNS DESIGNATED AS (O) SHALL HAVE FLUORESCENT ORANGE SHEETING MATERIAL.
5.
- THE CONTRACTOR SHALL REMOVE OR COVER ALL EXISTING SIGNS THAT CONFLICT WITH OR DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS AND SHALL RESTORE THE SIGNS AT THE END OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. DO NOT PLACE TAPE OR DRILL INTO THE FACE OF THE SIGN WHEN COVERING.
6.
- THE CONTRACTOR SHALL STORE ANY UNUSED TEMPORARY CONCRETE BARRIER OUTSIDE OF THE CLEAR ZONE AND/OR OUTSIDE OF THE PROJECT LIMITS. THE STORAGE OF UNUSED TEMPORARY CONCRETE BARRIER SHALL NOT POSE A HAZARD TO MOTORISTS OR ABUTTING PROPERTIES/APPURTENANCES.
7.
- TEMPORARY TRAFFIC SIGNAL DEVICES ADJACENT TO AN OPEN LANE OF TRAFFIC SHALL BE PROTECTED WITH TRAFFIC CONTROL DEVICES.
8.
- FLAGGERS MAY BE NECESSARY DURING THE INSTALLATION OF GUARDRAIL AND/OR HMA SHOULDERS BEYOND WHAT IS SHOWN ON MAINTENANCE OF TRAFFIC PLANS.

IL 23 SUGGESTED SEQUENCE OF CONSTRUCTION

STAGE 1 - TRAFFIC

1.
- UTILIZE STANDARD 701321 AND THE STAGING PLANS TO INSTALL TEMPORARY SIGNALS, TEMPORARY CONCRETE BARRIER, AND OTHER TRAFFIC CONTROL DEVICES.
2.
- MAINTAIN ONE 12' LANE WITH 1' INSIDE AND OUTSIDE SHOULDERS ON EX NB PAVEMENT/SHOULDER THROUGH THE PROJECT WORK AREA. BEYOND THE TRAFFIC CONTROL SETUP THAT IS SHOWN ON THE STAGING PLANS, MAINTAIN TWO 12' LANES.
3.
- UTILIZE STANDARD 701006 TO SET UP TRAFFIC CONTROL DEVICES IN COMBINATION WITH THE STAGING PLANS AND 701321 STANDARD TRAFFIC CONTROL SETUP.

STAGE 1 - CONSTRUCTION

1.
- REMOVE EX SB BRIDGE DECK, APPROACHES, AND CONNECTORS.
2.
- CONSTRUCT PR SB PAVEMENT CONNECTOR AND TEMPORARY RAMPS. PERFORM ALL SB BRIDGE DECK WORK.
3.
- REMOVE PORTION OF EX GUARDRAIL AND INSTALL TEMPORARY GUARDRAIL AND TEMPORARY TRAFFIC BARRIER TERMINAL CONNECTING EX GUARDRAIL TO PR SB PARAPET WALL.

STAGE 2 - TRAFFIC

1.
- UTILIZE STANDARD 701321 AND THE STAGING PLANS TO RELOCATE TEMPORARY CONCRETE BARRIER AND OTHER TRAFFIC CONTROL DEVICES.
2.
- MAINTAIN ONE 11' LANE WITH 1' INSIDE AND OUTSIDE SHOULDER ON PR SB PAVEMENT/SHOULDER THROUGH THE PROJECT WORK AREA. BEYOND THE TRAFFIC CONTROL SETUP THAT IS SHOWN ON THE STAGING PLANS, MAINTAIN TWO 12' LANES.
3.
- UTILIZE STANDARD 701006 TO SET UP TRAFFIC CONTROL DEVICES IN COMBINATION WITH THE STAGING PLANS AND 701321 STANDARD TRAFFIC CONTROL SETUP.

STAGE 2 - CONSTRUCTION

1.
- REMOVE EX NB BRIDGE DECK, APPROACHES, AND CONNECTORS.
2.
- CONSTRUCT PR NB PAVEMENT CONNECTOR AND TEMPORARY RAMPS. PERFORM ALL NB BRIDGE DECK WORK.
3.
- REMOVE PORTION OF EX GUARDRAIL AND INSTALL TEMPORARY GUARDRAIL AND TEMPORARY TRAFFIC BARRIER TERMINAL CONNECTING EX GUARDRAIL TO PR NB PARAPET WALL.

STAGE 3A - TRAFFIC (NOT SHOWN IN PLAN VIEW)

1.
- UTILIZE STANDARDS 701006, 701011, AND 701306 AS NEEDED TO SET UP TRAFFIC CONTROL.

STAGE 3A - CONSTRUCTION

1.
- REMOVE EX NB HMA SHOULDERS, GUARDRAIL, AND TEMPORARY GUARDRAIL SYSTEMS. PERFORM NB PAVING OPERATIONS INCLUDING MILLING, REMOVING TEMPORARY RAMPS, INSTALLING BINDER, SHOULDERS, STABILIZATION, AND SURFACE, AND CONSTRUCTING PE AT STA 630+78.68.
2.
- APPLY FINAL NB GRADING

STAGE 3B - TRAFFIC (NOT SHOWN IN PLAN VIEW)

1.
- UTILIZE STANDARDS 701006, 701011, AND 701306 AS NEEDED TO SET UP TRAFFIC CONTROL.

STAGE 3B - CONSTRUCTION

1.
- REMOVE EX SB HMA SHOULDERS, GUARDRAIL, AND TEMPORARY GUARDRAIL SYSTEMS. PERFORM SB PAVING OPERATIONS INCLUDING MILLING, REMOVING TEMPORARY RAMPS, INSTALLING BINDER, SHOULDERS, STABILIZATION, AND SURFACE, AND CONSTRUCTING FE AT STA 629+50.00.
2.
- APPLY FINAL SB GRADING

STAGE 4 - TRAFFIC (NOT SHOWN IN PLAN VIEW)

1.
- UTILIZE STANDARDS 701311 TO SET UP TRAFFIC CONTROL.

STAGE 4 - CONSTRUCTION

1.
- APPLY PR PAVEMENT MARKINGS.

USER NAME	= jkratzt	DESIGNED -	AEH	REVISED -	
		DRAWN -	ZJW	REVISED -	
		CHECKED -	JRD	REVISED -	
PLOT DATE	= 5/20/2026	DATE -	3/5/2026	REVISED -	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	34
		CONTRACT NO. 66926		
		ILLINOIS	FED. AID PROJECT	

LEGEND

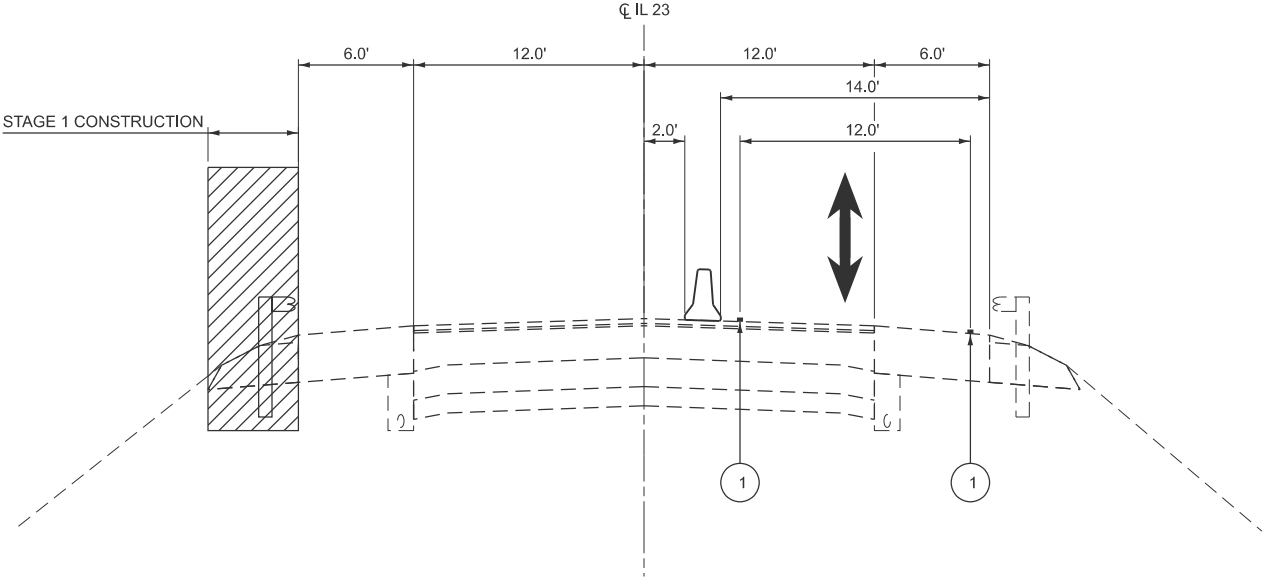
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TEMPORARY CONCRETE BARRIER PINNED ON TRAFFIC SIDE
- 

TEMPORARY CONCRETE BARRIER
- 

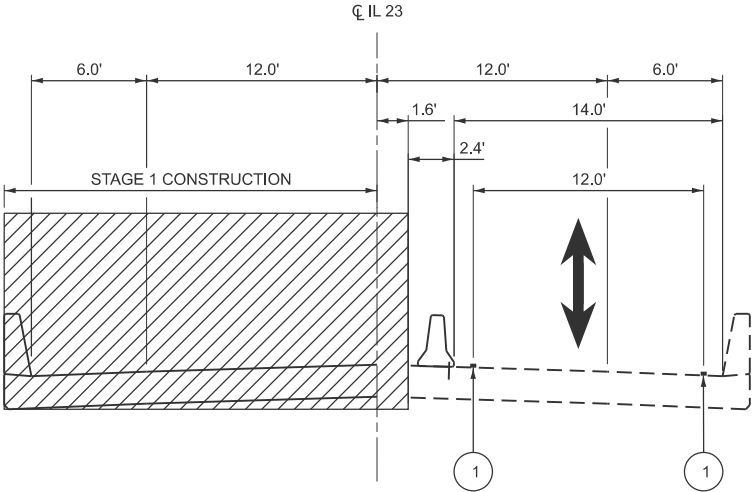
WORK AREA
- 1

TEMPORARY PAVEMENT MARKING -
LINE 4" - TAPE TYPE IV (SOLID WHITE)



STAGE 1 TYPICAL SECTION - 1

STA. 624+42.73 TO STA. 624+87.23
STA. 627+89.96 TO STA. 628+17.51
(FACING NORTH)



STAGE 1 TYPICAL SECTION - 2

STA. 624+87.23 TO STA. 627+89.96
(FACING NORTH)

MODEL: TYP01-5 [Sheet]
FILE NAME: Q:\2022R3\DOTCAD CONNECT\23062.15 WHKS IL 23 over Covel Creek\CADD Data\CADsheets\366926-sht-no1Typicals.dgn

EFK Moen
Civil Engineering Design

USER NAME = ahevdejs	DESIGNED - AEH	REVISED -
	DRAWN - JK	REVISED -
	CHECKED - JRD	REVISED -
PLOT DATE = 5/15/2026	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

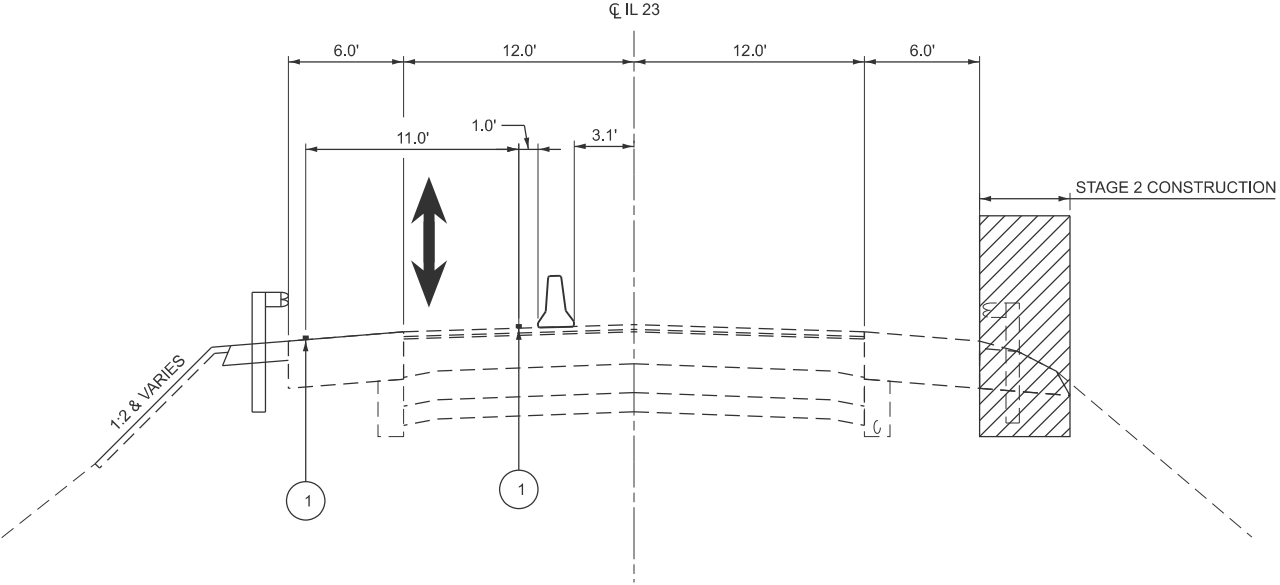
MAINTENANCE OF TRAFFIC - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: NTS SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	35
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

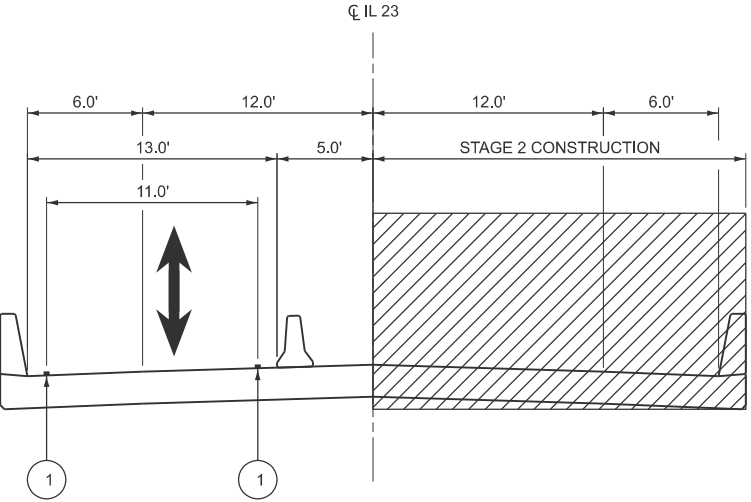
LEGEND

- TEMPORARY CONCRETE BARRIER PINNED ON TRAFFIC SIDE
- TEMPORARY CONCRETE BARRIER
- WORK AREA
- TEMPORARY PAVEMENT MARKING - LINE 4" - TAPE TYPE IV (SOLID WHITE)



STAGE 2 TYPICAL SECTION - 1

STA. 624+64.50 TO STA. 624+87.23
STA. 627+89.96 TO STA. 628+39.27
(FACING NORTH)



STAGE 2 TYPICAL SECTION - 2

STA. 624+87.23 TO STA. 627+89.96
(FACING NORTH)

MODEL: TYP02-5 (Sheet)
FILE NAME: Q:\2022R3\DOTCAD CONNECT\2306215 WHKS IL 23 over Covel Creek\CADD Data\CADsheets\366926-shl-molTypicals.dgn

EFK Moen
Civil Engineering Design

USER NAME = jkratz	DESIGNED - AEH	REVISED -
	DRAWN - JK	REVISED -
	CHECKED - JRD	REVISED -
PLOT DATE = 5/13/2026	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: NTS SHEET 3 OF 5 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	36
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: STG1
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STAGE 1 LEGEND

- TEMPORARY RAMP
- DIRECTION OF TRAFFIC
- TRAFFIC FLOWS BOTH DIRECTIONS
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM
- TEMPORARY TRAFFIC SIGNAL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS AND LINEAR DELINEATOR PANELS PER DISTRICT STANDARD 782-6
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3
- TEMPORARY PAVEMENT MARKING - LINE 4" - TAPE TYPE IV (SOLID WHITE)
- TEMPORARY PAVEMENT MARKING - LINE 24" - TAPE TYPE IV (SOLID WHITE)

NOTE: SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS.

EFK•Moen
Civil Engineering Design

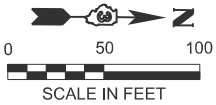
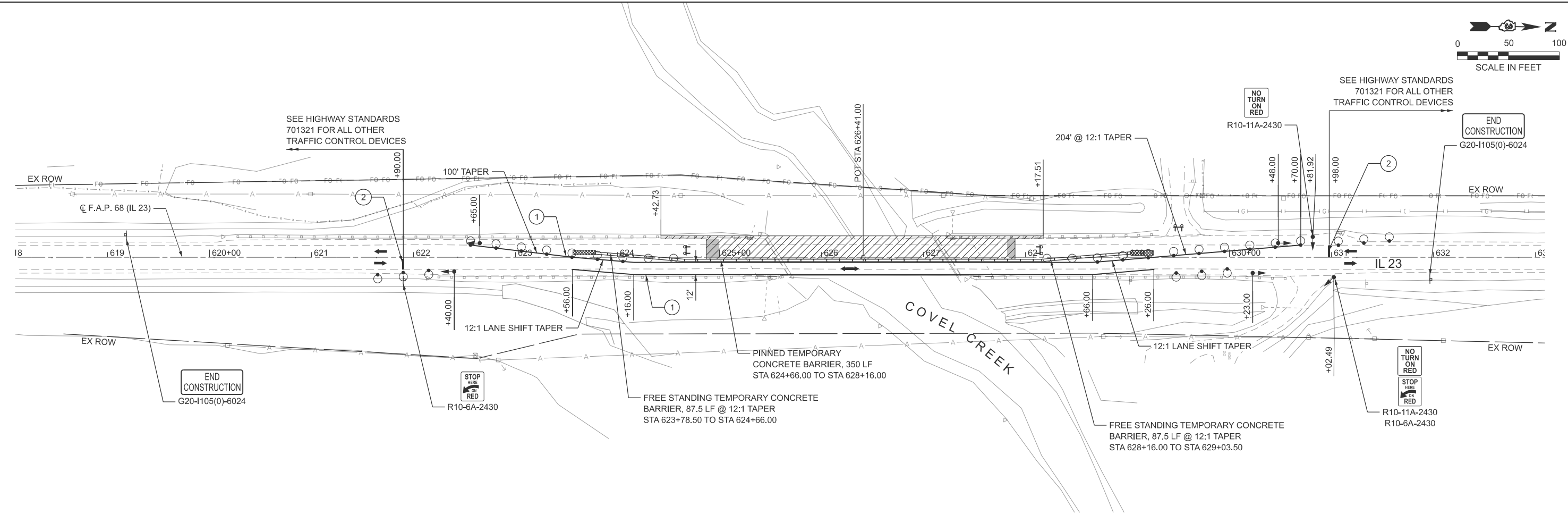
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	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 5/20/2026		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

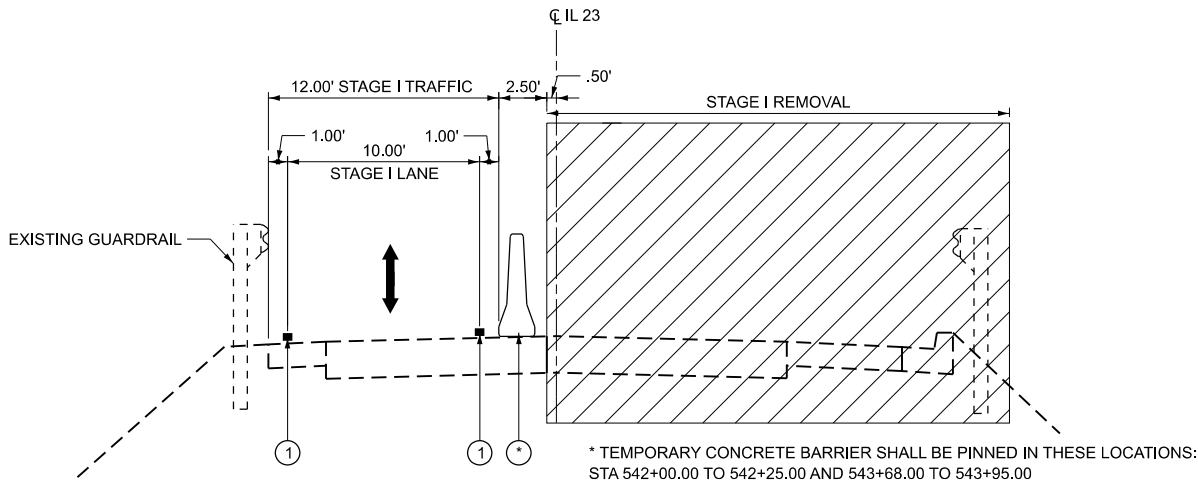
MAINTENANCE OF TRAFFIC - STAGE 1 - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 1"=50' SHEET 4 OF 5 SHEETS STA. 618+10.00 TO STA. 633+10.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	37
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

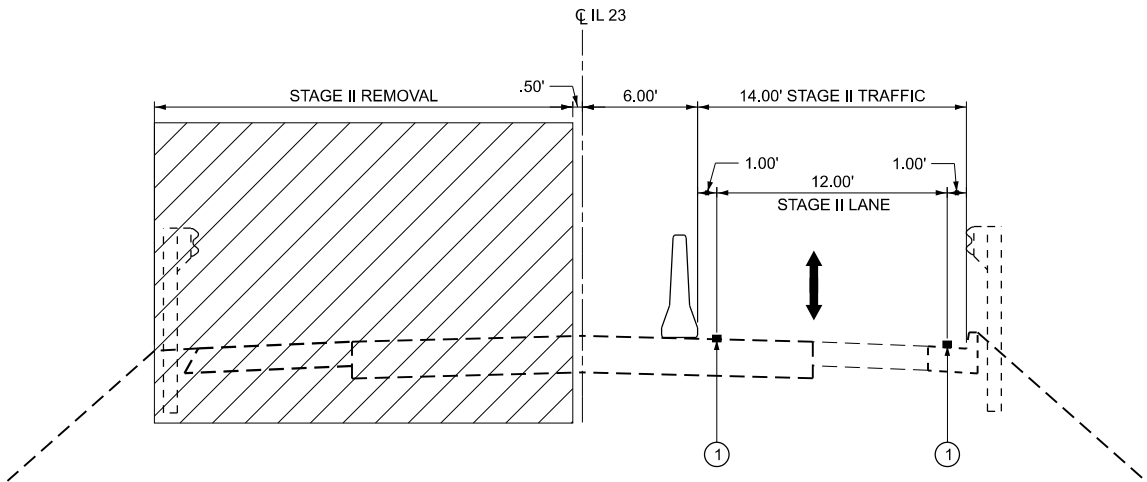


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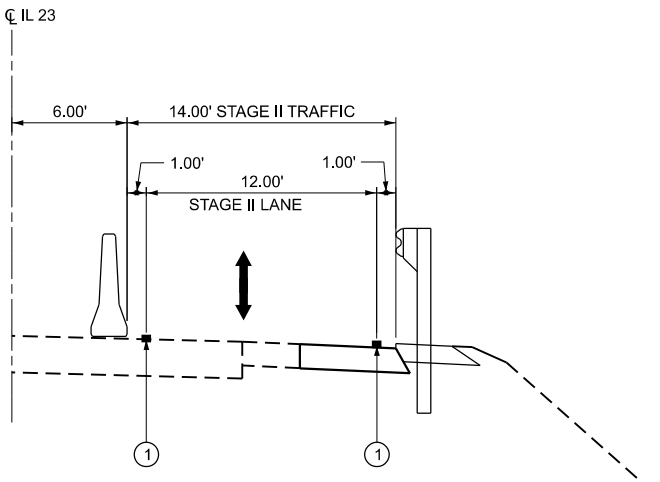
MAINTENANCE OF TRAFFIC - STAGE I

(LOOKING NORTH)
SOUTH AND NORTH OF BRIDGE



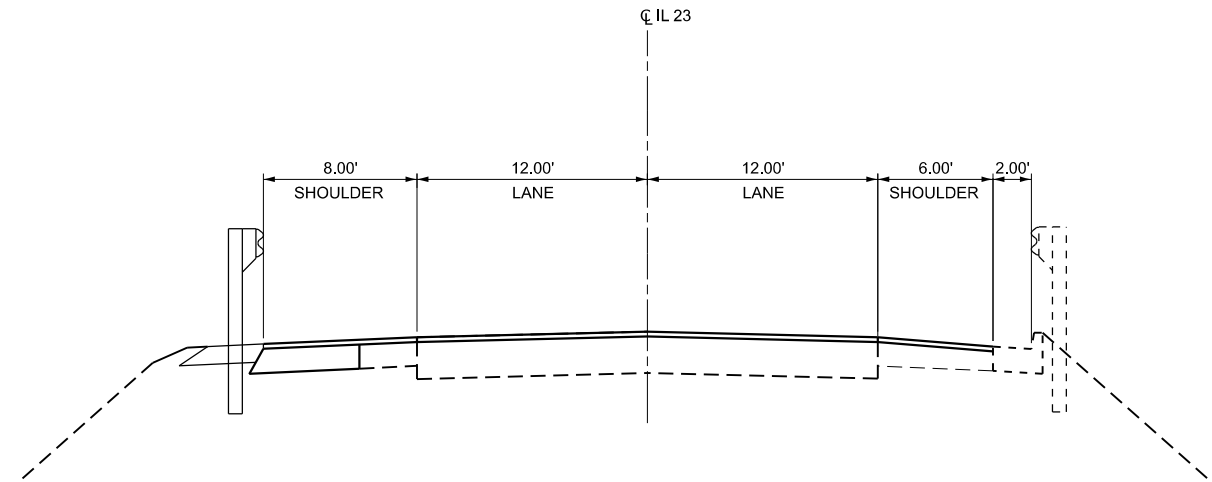
MAINTENANCE OF TRAFFIC - STAGE II

LT: SOUTH AND NORTH OF BRIDGE (LOOKING NORTH) RT: SOUTH OF BRIDGE



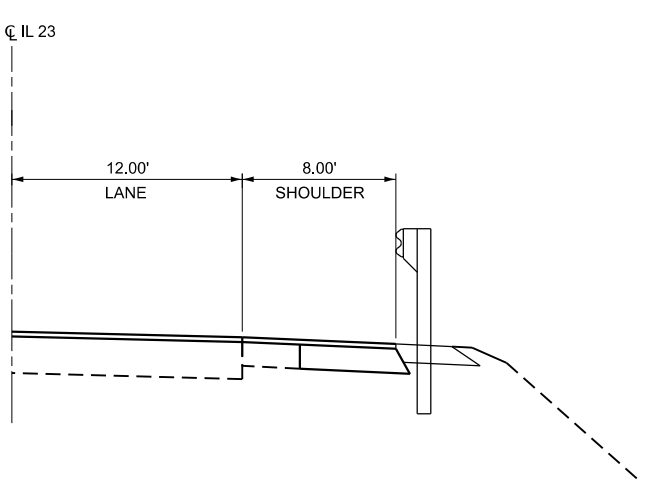
MAINTENANCE OF TRAFFIC - STAGE II

(LOOKING NORTH) RT: NORTH OF BRIDGE



MAINTENANCE OF TRAFFIC - STAGE III

LT: SOUTH AND NORTH OF BRIDGE (LOOKING NORTH) RT: SOUTH OF BRIDGE



MAINTENANCE OF TRAFFIC - STAGE III

(LOOKING NORTH) RT: NORTH OF BRIDGE

LEGEND

- TEMPORARY CONCRETE BARRIER
- WORK AREA
- TEMPORARY PAVEMENT MARKING - LINE 4" TAPE IV (SOLID WHITE)

MAINTENANCE OF TRAFFIC - SUGGESTED SEQUENCE

STAGE I
INSTALL TRAFFIC CONTROL FOR STAGE I AND SHIFT TRAFFIC AS SHOWN WITH THE APPLICABLE PORTIONS OF THE HIGHWAY STANDARDS USED. CONSTRUCT BRIDGE, PAVEMENT CONNECTOR, GUARDRAIL AND HMA STABILIZATION UNDER THE GUARDRAIL TO FINAL GRADE. CONSTRUCT HMA SHOULDERS 8" TO MATCH EDGE OF EXISTING SHOULDER.

HIGHWAY STANDARDS USED:
- 701321

TRAFFIC CONTROL DETAILS (SIGN, PAVEMENT MARKINGS, ETC.) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER THE HIGHWAY STANDARDS LISTED ABOVE.

STAGE II
RELOCATE TRAFFIC CONTROL FOR STAGE II AND SHIFT TRAFFIC AS SHOWN WITH THE APPLICABLE PORTIONS OF THE HIGHWAY STANDARDS USED. CONSTRUCT BRIDGE, PAVEMENT CONNECTOR, GUARDRAIL AND HMA STABILIZATION UNDER THE GUARDRAIL TO FINAL GRADE. CONSTRUCT HMA SHOULDERS 8" TO MATCH EDGE OF EXISTING SHOULDER.

HIGHWAY STANDARDS USED:
- 701321

TRAFFIC CONTROL DETAILS (SIGN, PAVEMENT MARKINGS, ETC.) NOT SHOWN IN THESE STAGE CONSTRUCTION DETAILS SHALL BE AS PER THE HIGHWAY STANDARDS LISTED ABOVE.

STAGE III
REMOVE STAGE II TRAFFIC CONTROL. MILL AND OVERLAY THE LANES AND SHOULDERS WITH FINAL SURFACE LIFT TO FINAL GRADE. PLACE PAVEMENT MARKING WITH THE APPLICABLE PORTIONS OF THE HIGHWAY STANDARDS USED.

HIGHWAY STANDARDS USED:
- 701306
- 701311

TRAFFIC CONTROL GENERAL NOTES

- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE RELATED PAVEMENT MARKING PAY ITEMS.
- EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT CONFLICT WITH THE REVISED TRAFFIC PATTERN SHALL BE REMOVED FROM THE EXISTING CASTINGS LOCATED IN THE PAVEMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR RAISED REFLECTIVE PAVEMENT MARKER REMOVAL.
- THE CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE FOLLOWING STAGE OR THE FINAL PAVEMENT MARKING. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL - WATER BLASTING.
- ALL TRAFFIC CONTROL DEVICES SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE TRAFFIC CONTROL SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- SEE STRUCTURAL PLANS FOR ADDITIONAL STAGING INFORMATION.

USER NAME = kfair	DESIGNED - BGC	REVISED -
PLOT SCALE = 9.99998000" / 1in.	DRAWN - BGC	REVISED -
PLOT DATE = 5/21/2026	CHECKED - LNJ	REVISED -
	DATE -	REVISED -

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	39
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

LEGEND



TEMPORARY RAMP



DIRECTION OF TRAFFIC



TRAFFIC FLOWS BOTH DIRECTIONS



WORK AREA



SIGN



DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT



DRUM



TEMPORARY TRAFFIC SIGNAL



TYPE III BARRICADE WITH FLASHING LIGHTS



TEMPORARY CONCRETE BARRIER WITH
TYPE C REFLECTORS AND LINEAR DELINEATOR
PANELS PER DISTRICT STANDARD 782-6



IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3

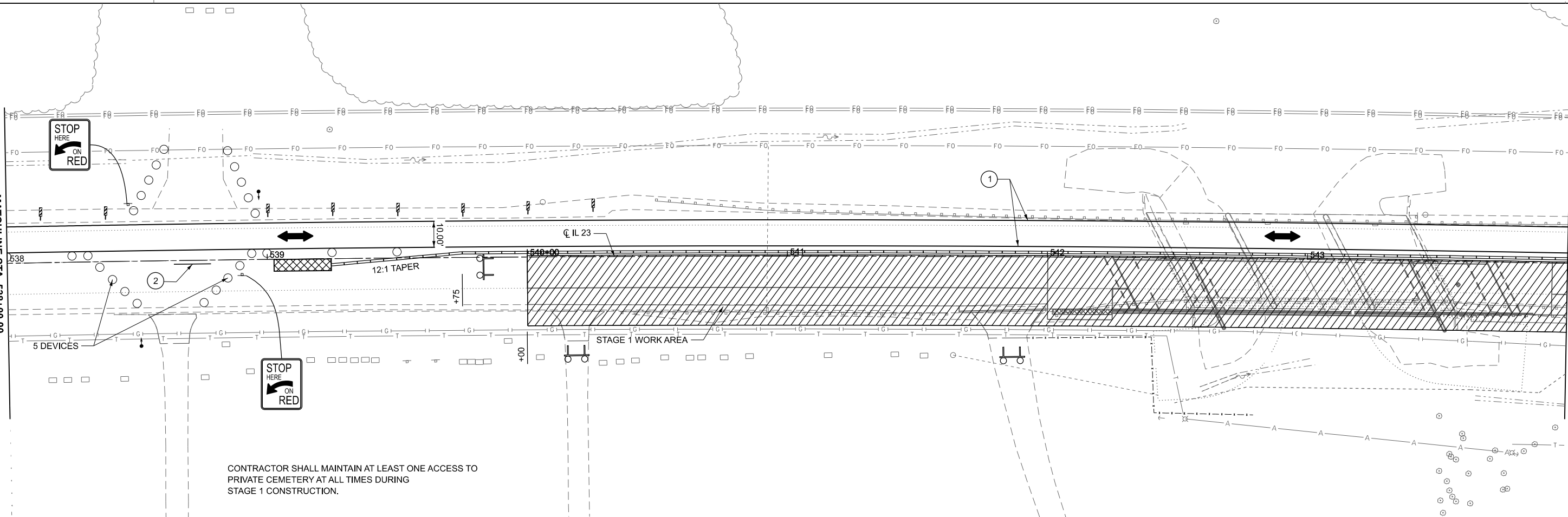
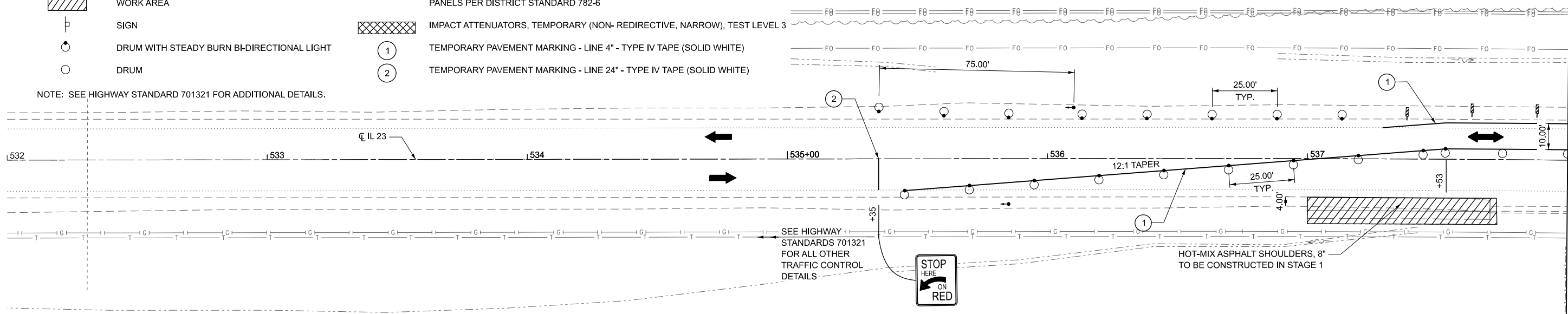


TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)



TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE (SOLID WHITE)

NOTE: SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS.



CONTRACTOR SHALL MAINTAIN AT LEAST ONE ACCESS TO
PRIVATE CEMETERY AT ALL TIMES DURING
STAGE 1 CONSTRUCTION.

MODEL: EXCL IL23 - Stage 1 plan 1 (Sheet)
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design firm
no. 184001036
whks
engineers + planners + land surveyors

USER NAME	= kfair	DESIGNED	- BGC	REVISED	-
DRAWN	- BGC	REVIS	-	REVISED	-
PLOT SCALE	= 39.99992000" / in.	CHECKED	- LNJ	REVISED	-
PLOT DATE	= 7/23/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE I - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20' SHEET 2 OF 5 SHEETS STA. 532+00.00 TO STA. 544+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	40
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23 - Stage 1 plan 3 (Sheet)
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design firm
no. 184001036

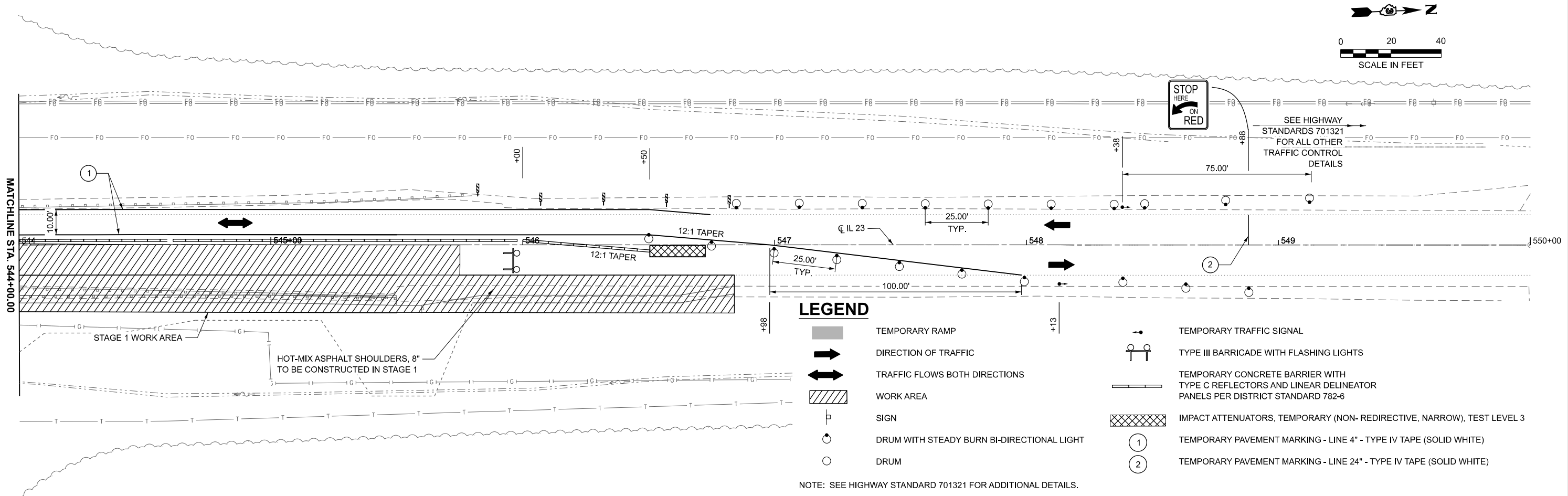
whks
engineers + planners + land surveyors

USER NAME	= kfair	DESIGNED	- BGC	REVISED	-
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PLOT SCALE	= 39.99992000" / in.	CHECKED	- LNJ	REVISED	-
PLOT DATE	= 7/20/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE I - SN 050-0251			
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK			
SCALE: 1"=20'	SHEET 3	OF 5 SHEETS	STA. 544+00.00 TO STA. 550+00.00

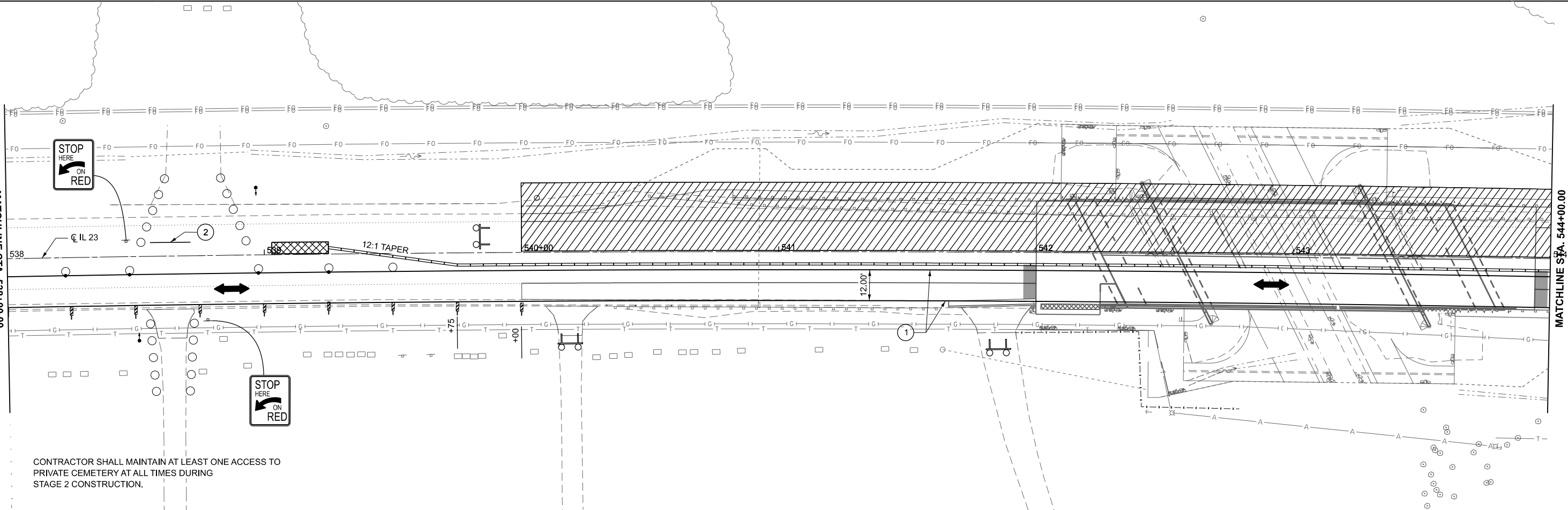
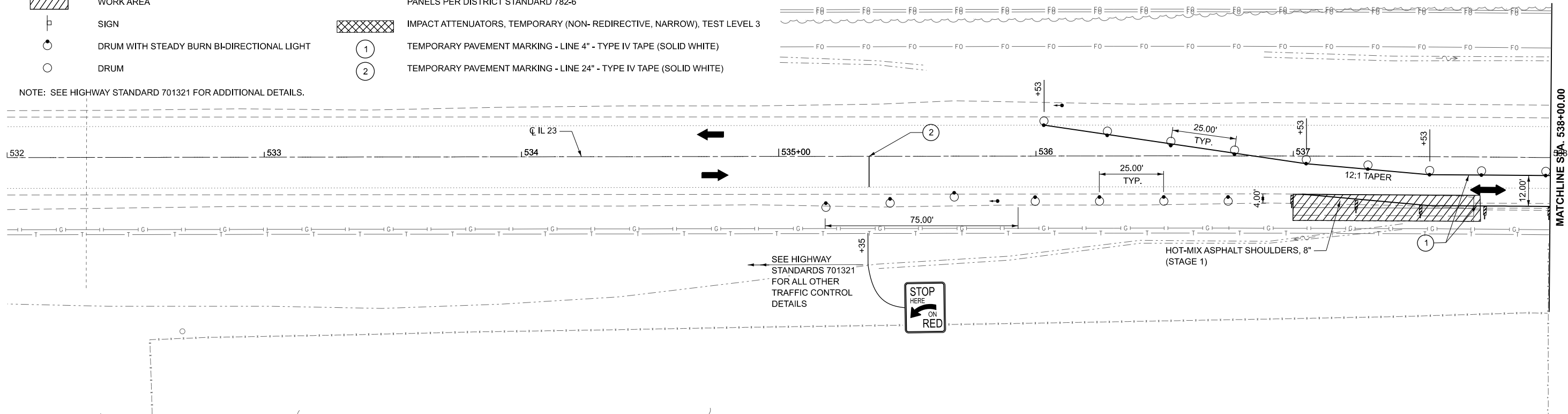
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	41
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	



LEGEND

- TEMPORARY RAMP
- DIRECTION OF TRAFFIC
- TRAFFIC FLOWS BOTH DIRECTIONS
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DRUM
- TEMPORARY TRAFFIC SIGNAL
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WITH
TYPE C REFLECTORS AND LINEAR DELINEATOR
PANELS PER DISTRICT STANDARD 782-6
- IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3
- TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
- TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE (SOLID WHITE)

NOTE: SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS.



CONTRACTOR SHALL MAINTAIN AT LEAST ONE ACCESS TO
PRIVATE CEMETERY AT ALL TIMES DURING
STAGE 2 CONSTRUCTION.

MODEL: EXCL_IL23 - Stage 1 plan 1 (Sheet)
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USER NAME	= kfair	DESIGNED -	BGC	REVISED -	
DRAWN	-	BGC	REVISED -		
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PLOT DATE	= 7/20/2026	DATE	-	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE II - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVELL CREEK

SCALE: 1"=20' SHEET 4 OF 5 SHEETS STA. 532+00.00 TO STA. 544+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	42
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23 - Stage 1 plan 3 (Sheet)
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design firm
no. 184001036

whks

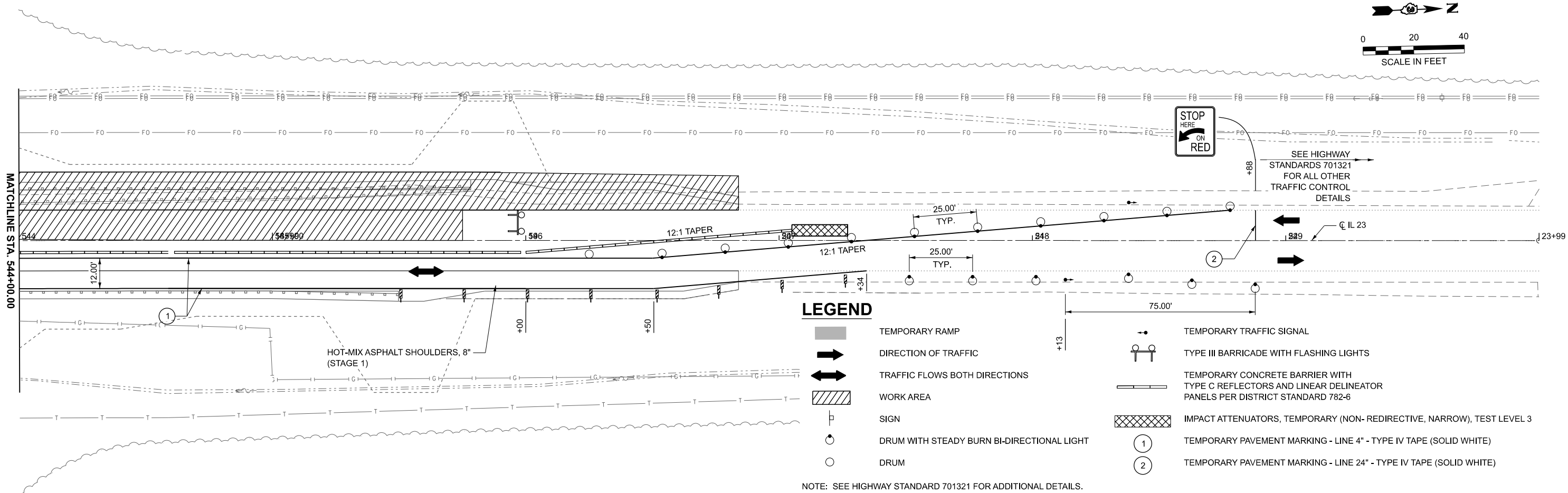
engineers + planners + land surveyors

USER NAME	= kfair	DESIGNED -	BGC	REVISED -	
DRAWN -	BGC	REVISED -			
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PLOT DATE	= 7/16/2026	DATE -		REVISED -	

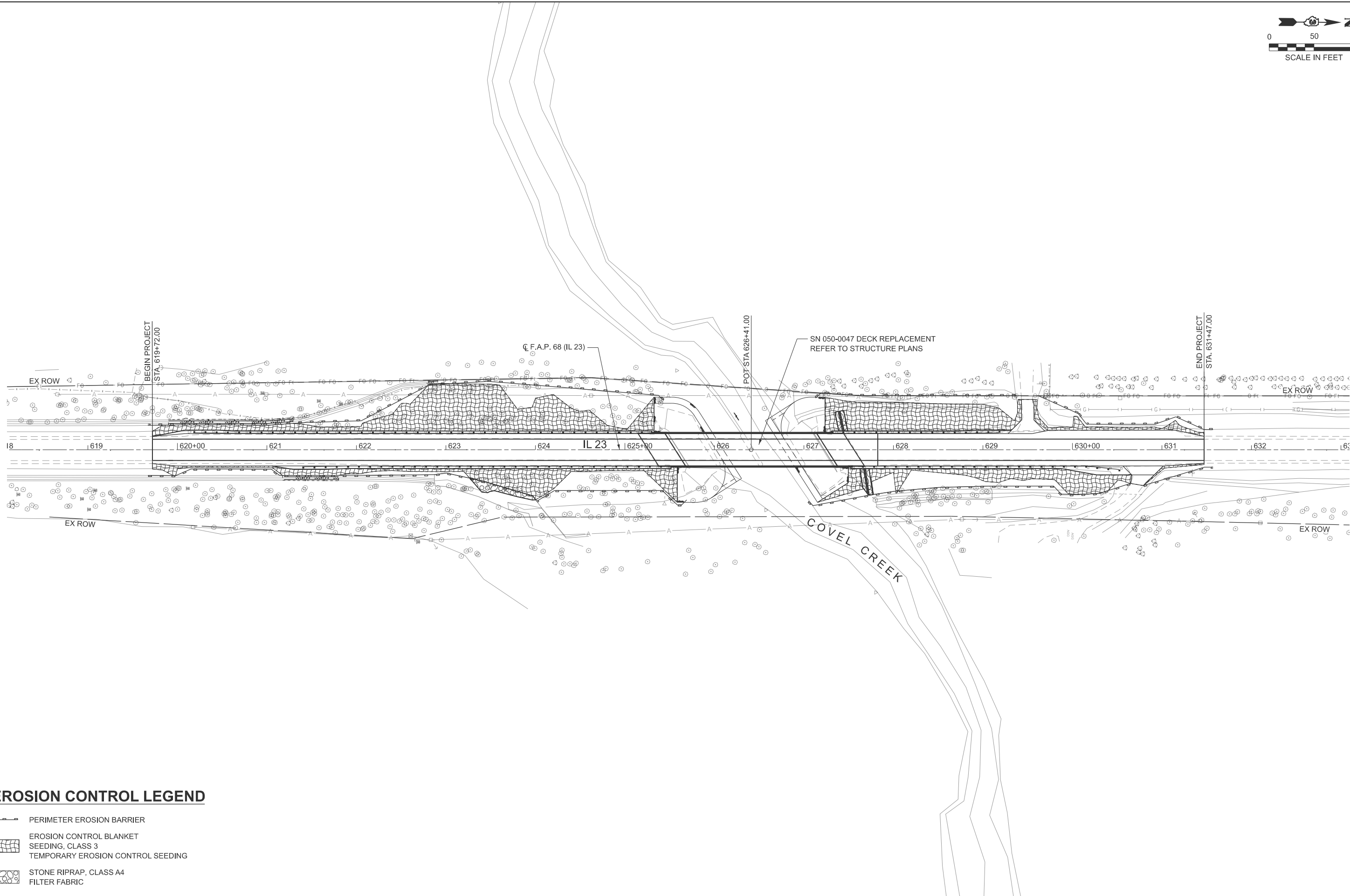
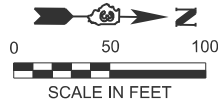
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE II - SN 050-0251			
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK			
SCALE: 1"=20'	SHEET 5	OF 5 SHEETS	STA. 544+00.00 TO STA. 550+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	43
CONTRACT NO. 66926				
ILLINOIS		FED. AID PROJECT		



NOTE: SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS.



EROSION CONTROL LEGEND

- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET
SEEDING, CLASS 3
TEMPORARY EROSION CONTROL SEEDING
- STONE RIPRAP, CLASS A4
FILTER FABRIC

EFK Moen
Civil Engineering Design

USER NAME = jkratz	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 5/19/2026		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

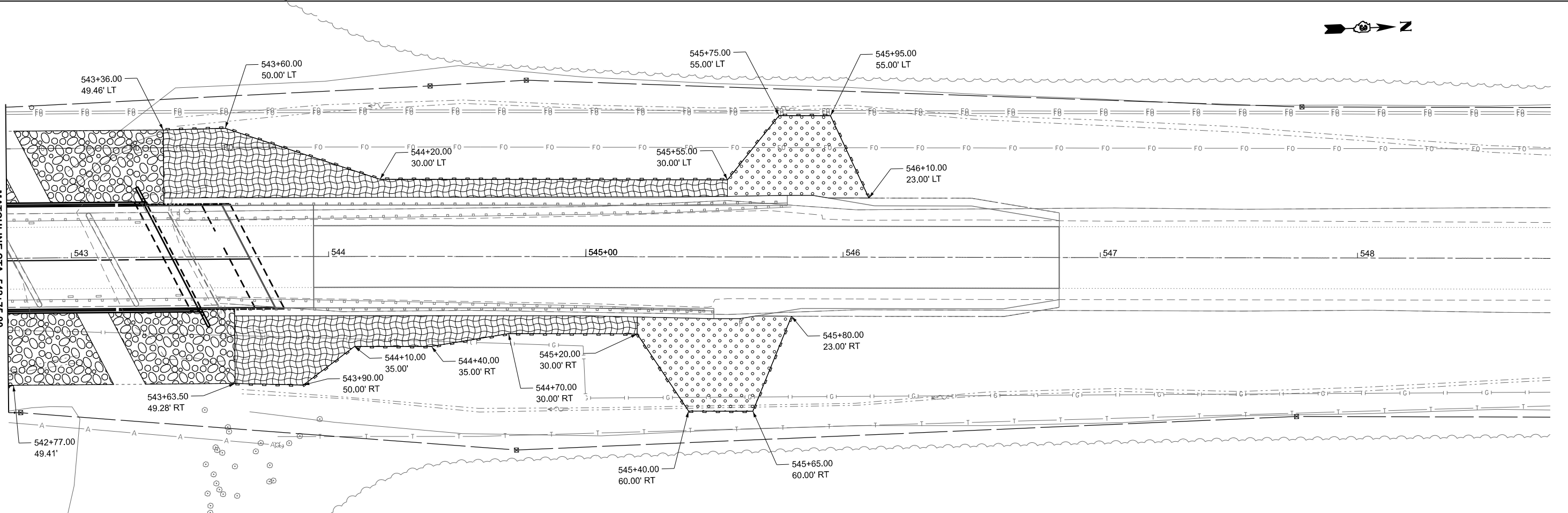
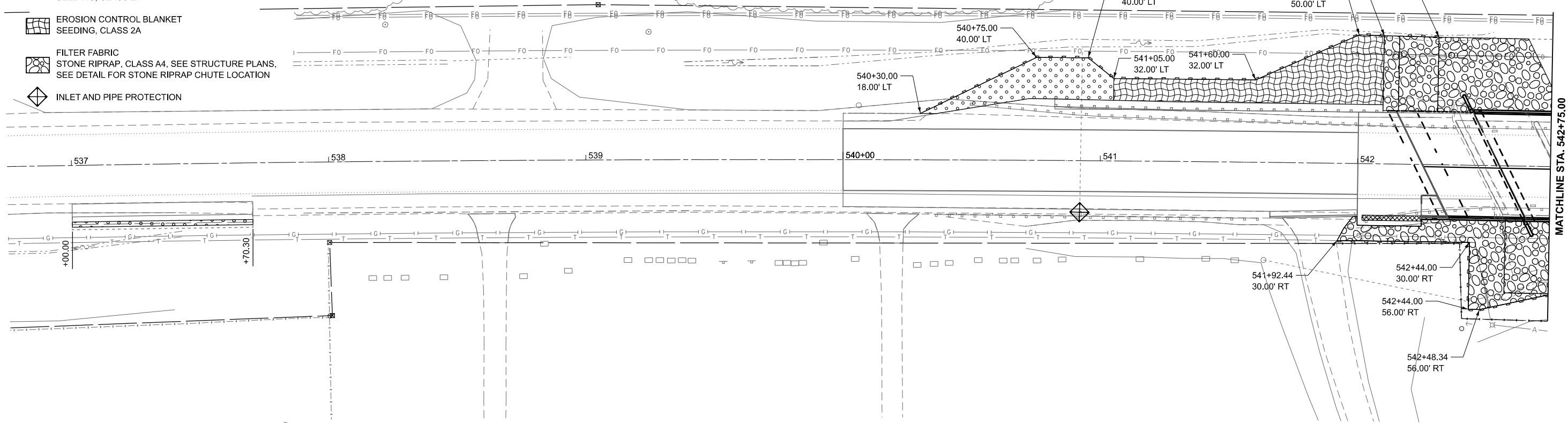
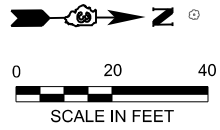
EROSION CONTROL PLAN - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 618+10.00 TO STA. 633+10.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	45
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

LEGEND

- PERIMETER EROSION BARRIER
- MULCH, METHOD 2
SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
SEEDING, CLASS 2A
- FILTER FABRIC
- STONE RIPRAP, CLASS A4, SEE STRUCTURE PLANS,
SEE DETAIL FOR STONE RIPRAP CHUTE LOCATION
- INLET AND PIPE PROTECTION



MODEL: EXCL_IL23 - Eros plan 1 [Sheet]
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design firm
no. 184001036
whks
engineers + planners + land surveyors

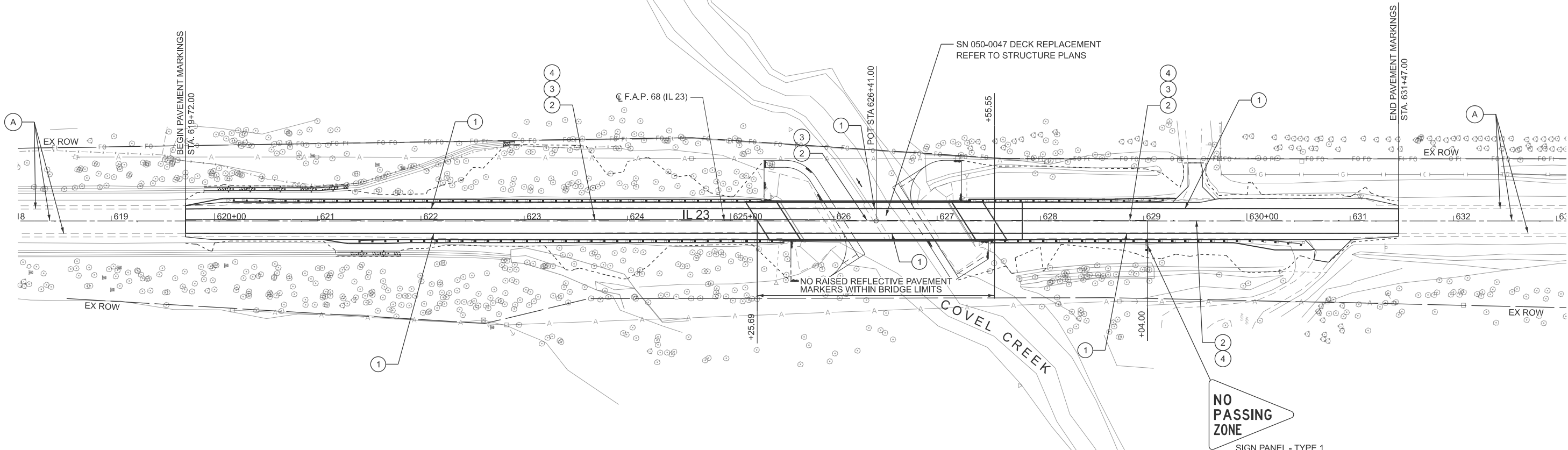
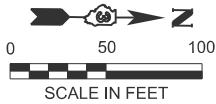
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	DRAWN - BGC	REVISED -
PLOT SCALE = 39.99992000' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/16/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN - SN 050-0251 FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 536+75.00 TO STA. 548+75.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	46
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- 1 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- 2 MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (YELLOW, 10' SKIP - 30' DASH)
- 3 MODIFIED URETHANE PAVEMENT MARKING - 4" (SOLID YELLOW)
- 4 RAISED REFLECTIVE PAVEMENT MARKER (1 @ 80' C-C)
- A EXISTING PAVEMENT MARKING

NOTE: PAVEMENT MARKINGS REQUIRE TWO SEPARATE APPLICATIONS WITH A MINIMUM OF 14 DAYS BETWEEN APPLICATIONS.

EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 618+10.00 TO STA. 633+10.00

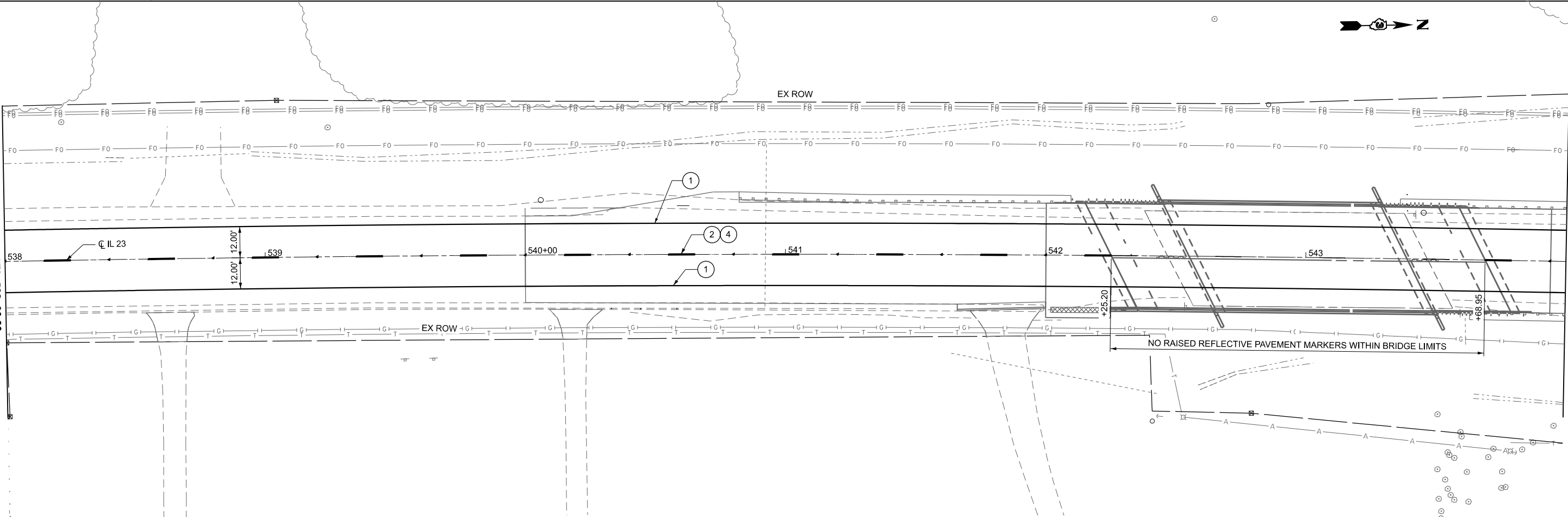
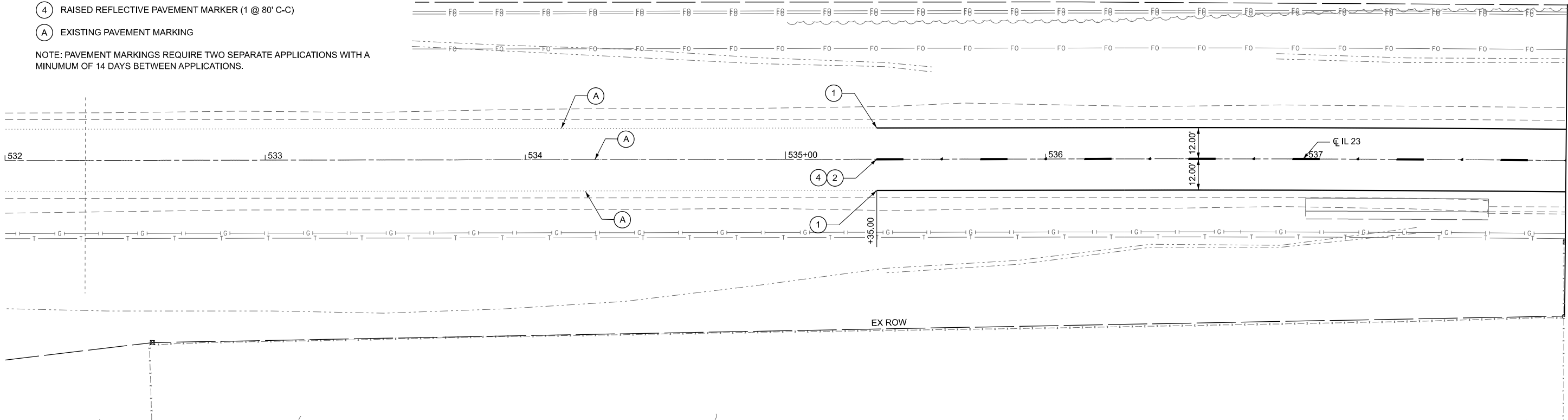
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	47
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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PAVEMENT MARKING LEGEND

- 1 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- 2 MODIFIED URETHANE PAVEMENT MARKING LINE, 6" (YELLOW, 10' SKIP - 30' DASH)
- 4 RAISED REFLECTIVE PAVEMENT MARKER (1 @ 80' C-C)
- A EXISTING PAVEMENT MARKING

NOTE: PAVEMENT MARKINGS REQUIRE TWO SEPARATE APPLICATIONS WITH A MINIMUM OF 14 DAYS BETWEEN APPLICATIONS.



MODEL: EXCL_IL23 - Stage 1 plan 1 (Sheet)
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design firm
no. 184001036

whks

engineers + planners + land surveyors

USER NAME	= kfair	DESIGNED -	BGC	REVISED -	
DRAWN -	BGC	REVISED -			
PLOT SCALE	= 39.99992000" / in.	CHECKED -	LNJ	REVISED -	
PLOT DATE	= 7/16/2026	DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 532+00.00 TO STA. 544+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	48
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL_IL23 - Stage 1 plan 3 [Sheet]
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design firm
no. 184001036

whks

engineers + planners + land surveyors

USER NAME	= kfair	DESIGNED	- BGC	REVISED	-
		DRAWN	- BGC	REVISED	-
PLOT SCALE	= 39.99992000" / in.	CHECKED	- LNJ	REVISED	-
PLOT DATE	= 7/20/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

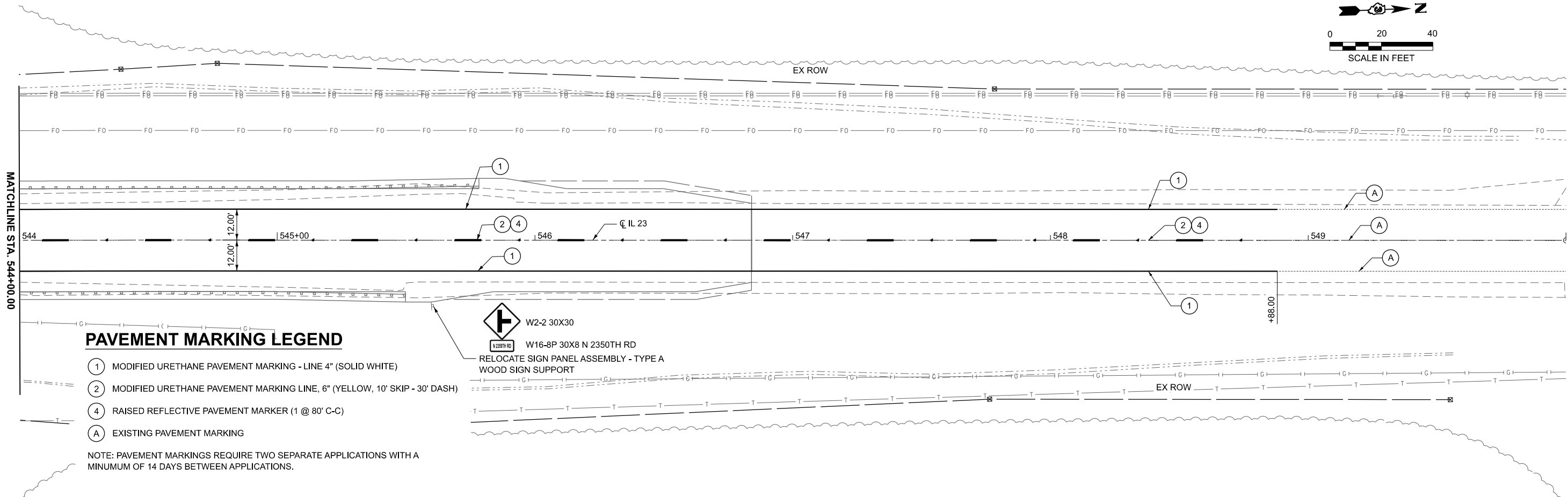
PAVEMENT MARKING PLAN - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=20'

SHEET 2 OF 2 SHEETS

STA. 544+00.00 TO STA. 550+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	49
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	



Benchmark: BM1 - Chiseled "□" top of existing NE abutment, Sta. 627+44.21. 19.99' Rt., Elev. 566.26 (NAD83)

Existing Structure: SN 050-0047 was originally built in 1953 as S.B.I Rte. 23, Section 1-BR. The original superstructure consisted of a 7" thick reinforced concrete deck on 5 reinforced concrete T-beams at 7'-10" spacing, 9½" concrete curbs, and metal railings. The superstructure was replaced in 1996 and consists of a 7½" reinforced concrete deck on steel wide flange beams and new approach pavements. The superstructure is supported by pile bent abutments on precast concrete piles and solid wall concrete piers on spread footings. The structure has a 32.50° skew with back-to-back abutments of 172'-2" and out-to-out deck of 39'-2".

Traffic Control: To be maintained using stage construction.

Salvage: None

- SCOPE OF WORK**
1. Remove and replace existing concrete deck and approach slabs. Make new deck composite full length.
 2. Clean and paint all structural steel.
 3. Convert existing abutments and wingwalls to semi-integral configuration.
 4. Replace existing bearings at abutments.
 5. Repair existing substructure as needed.
 6. Repair existing slopewalls as needed.

LOADING HL-93

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications for Highway Bridges, 10th Edition

2006 Seismic Retrofitting Manual for Highway Structures: Part I - Bridges (FHWA-HRT-06-032)

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

$f_c = 4,000$ psi (Superstructure)
 $f_y = 60,000$ psi (Reinforcement)

FIELD UNITS (1996 CONSTRUCTION)

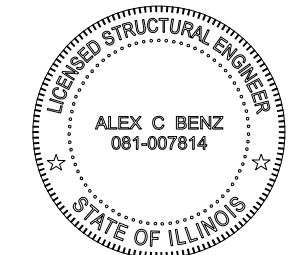
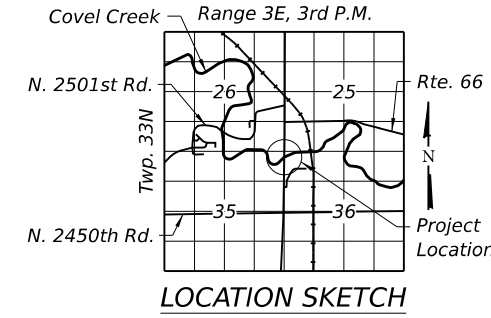
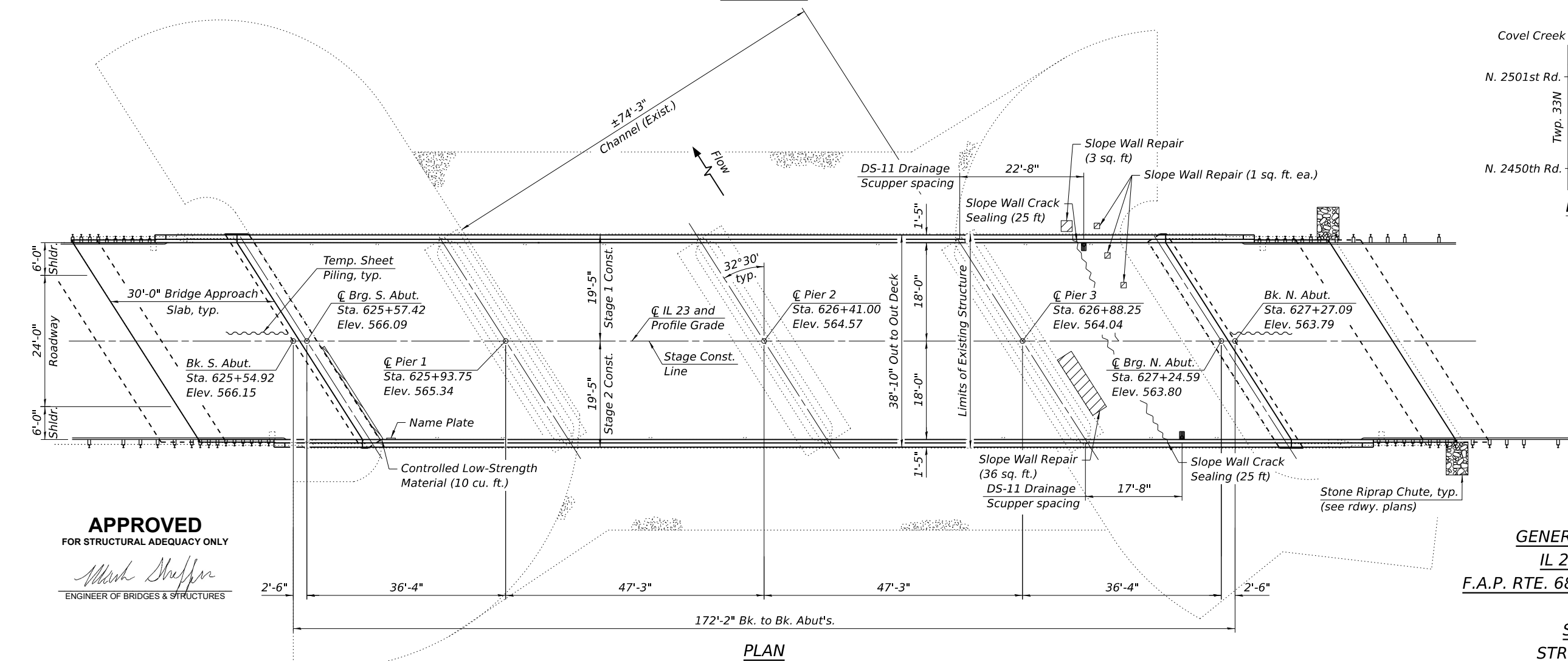
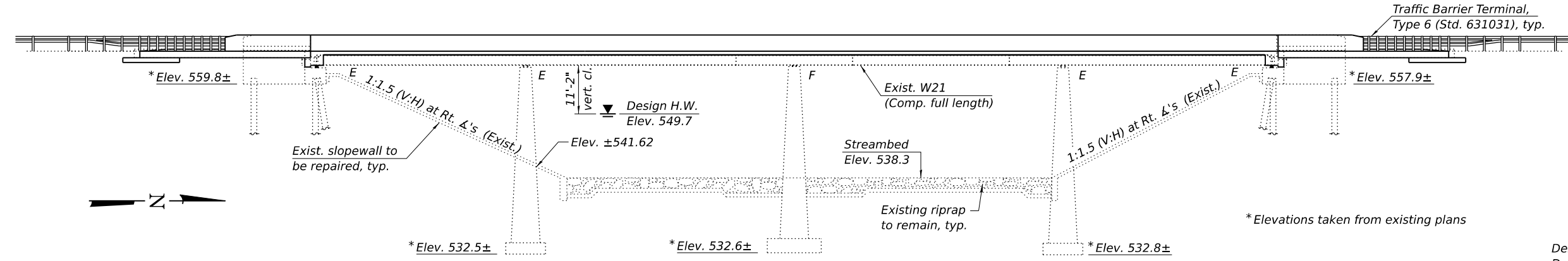
$f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Steel Beams)
 $f_y = 36,000$ psi (Bearing Steel)

FIELD UNITS (1953 CONSTRUCTION)

$f_c = 800$ psi (Substructure)
 $f_s = 20,000$ psi (Reinforcement)

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.071g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.126g
Soil Site Class = C
Performance Level = PL-1



Signed: *Alex C. Benz*
Date: 5/13/2026
License Expires: 11/30/2026

GENERAL PLAN AND ELEVATION
IL 23 OVER COVEL CREEK
F.A.P. RTE. 68 - SECTION (1BR)D,(1BR-1)BR-1
LASALLE COUNTY
STATION 626+41.00
STRUCTURE NO. 050-0047

GENERAL NOTES

1. No field welding is permitted except as specified in the contract documents.
2. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.
- As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. 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.
5. Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. The existing bearings contain lead plates. The Contractor shall take precautions to deal with the presence of lead on this project.
7. Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC-SP15.

The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of the Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat (OZ/E/U) paint system. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

BYPASS FLOWRATE FROM BRIDGE LIMITS
(END OF APPROACH SLAB) TO ROADWAY

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	0.386	N/A	0.404	N/A

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)					Item 113
	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.	
Q100	559.8	537.4	537.4	537.4	557.9	8
Q200	559.8	537.3	537.3	537.3	557.9	
Design	559.8	532.5	532.6	532.8	557.9	
Check	559.8	532.5	532.6	532.8	557.9	

WATERWAY INFORMATION

Drainage Area = 66.9 sq. mi.									
Exist. Overtopping Elev. 563.72 at Sta. 627+53.8									
Prop. Overtopping Elev. 563.72 at Sta. 627+53.8									
Flood	Freq. Yr.	Q C.F.S.	Opening Ft²		Nat. H.W.E.	Head - Ft.		Headwater Elev.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year	10	4,020	664	664	547.9	0.4	0.4	548.2	548.2
Design	50	6,380	846	846	549.7	0.5	0.5	550.2	550.2
Base	100	7,420	914	914	550.4	0.6	0.6	551.0	551.0
Scour Check	200	8,490	974	974	551.0	0.7	0.7	551.7	551.7
Max. Calc.	500	9,930	1,045	1,045	551.7	0.8	0.8	552.5	552.5

10 - Year velocity through existing: 6.4 ft./sec.
10 - Year velocity through proposed: 6.4 ft./sec.

INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Stage Construction Details
4. Temporary Sheet Piling
5. Temporary Concrete Barrier
6. Top of Slab Elevations
7. Top of Slab Elevations
8. Top of South Approach Slab Elevations
9. Top of North Approach Slab Elevations
10. Superstructure
11. Superstructure Details
12. Diaphragm Details
13. Bridge Approach Slab Details
14. Bridge Approach Slab Details
15. Drainage Scuppers, DS-11
16. Structural Steel Framing
17. Structural Steel Framing
18. Bearing Details
19. South Abutment Removal Details
20. North Abutment Removal Details
21. Pier Repairs
22. Bar Splicer Assembly and Mechanical Splicer Details
23. Concrete Parapet Slipforming Option

STA. 626+41.00
RE-BUILT 20 BY
STATE OF ILLINOIS
Rt. 68 Sec. (1BR)ES
LOADING HL-93
STR. NO. 050-0047

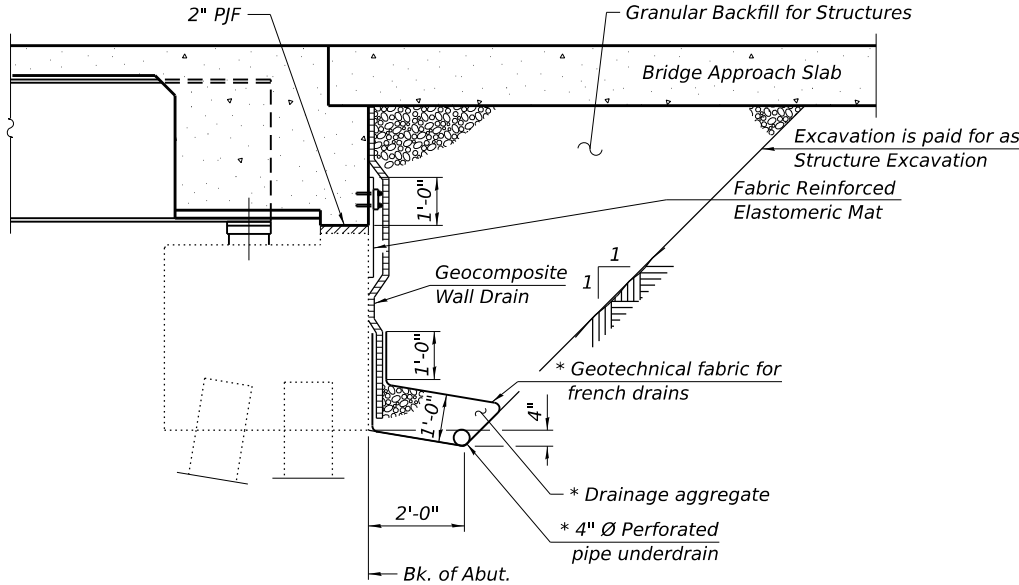
NAME PLATE

See Std. 515001

Existing Name Plates shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		18.9	18.9
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		31	31
Concrete Structures	Cu. Yd.		27.2	27.2
Concrete Superstructure	Cu. Yd.	255.7		255.7
Bridge Deck Grooving	Sq. Yd.	869		869
Protective Coat	Sq. Yd.	1,107		1,107
Concrete Superstructure (Approach Slab)	Cu. Yd.	106		106
Furnishing and Erecting Structural Steel	Pound	3,370		3,370
Stud Shear Connectors	Each	1,704		1,704
Reinforcement Bars, Epoxy Coated	Pound	102,980	4,750	107,730
Bar Splicers	Each	768		768
Mechanical Splicers	Each	18		18
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 3/4"	Each	48		48
Temporary Sheet Piling	Sq. Ft.		195	195
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		14	14
Granular Backfill for Structures	Cu. Yd.		80	80
Geocomposite Wall Drain	Sq. Yd.		70	70
Controlled Low-Strength Material	Cu. Yd.		5	5
Pipe Underdrains for Structures 4"	Foot		110	110
Bar Terminators	Each	136		136
Slope Wall Crack Sealing	Foot		50	50
Slope Wall Repair	Sq. Yd.		5	5
Drainage Scuppers, DS-11	Each	2		2
Jack and Remove Existing Bearings	Each	12		12
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L Sum	1		1
Cleaning and Painting Steel Bridge No. 1	L Sum	1		1



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. at Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:

All drainage system components shall extend parallel to the back of abutment until they intersect the wingwalls. The pipe shall extend under the wingwall until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

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		CHECKED -	ACB	REVISED -	
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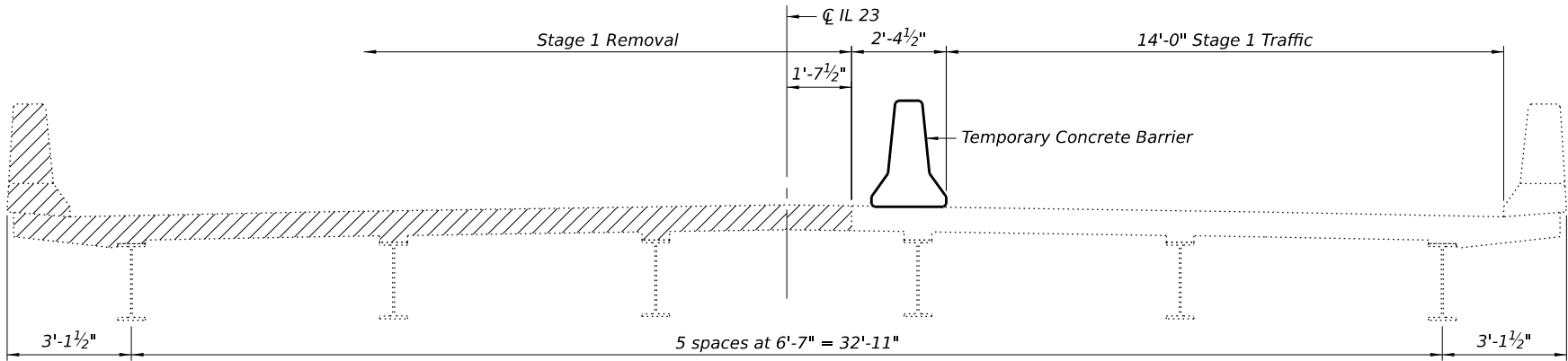
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DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 050-0047

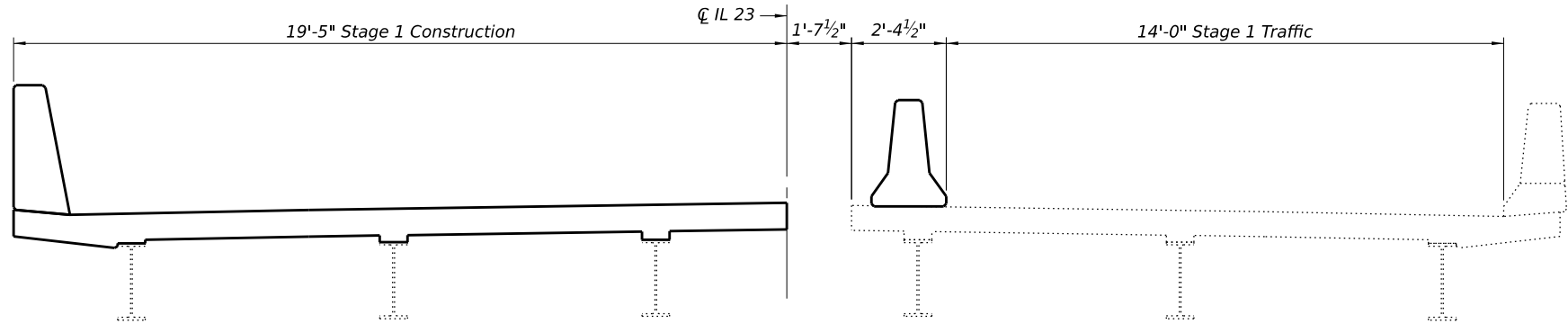
SHEET 2 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

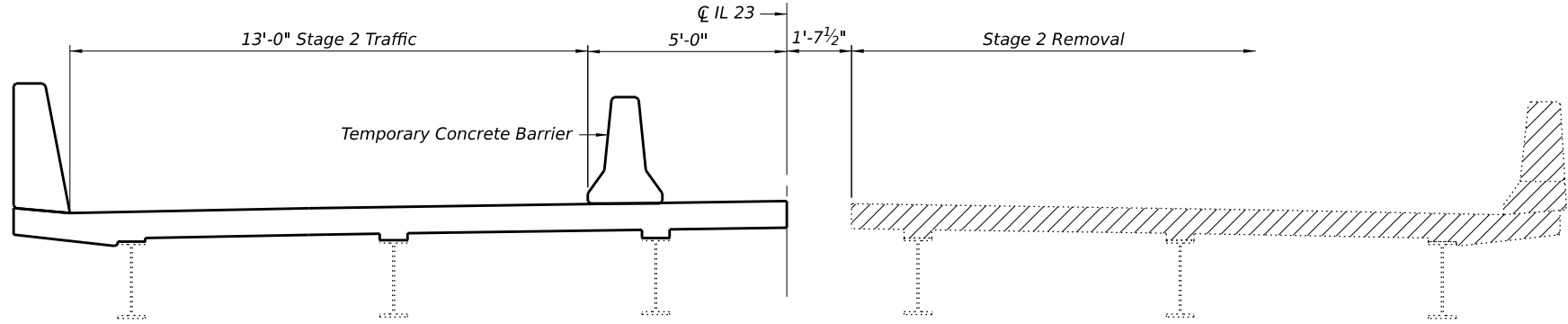
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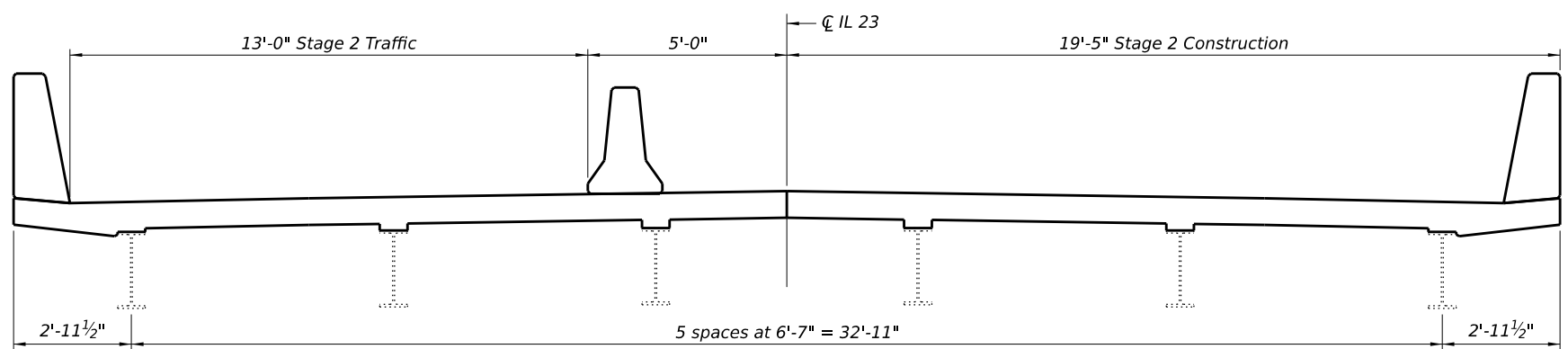
STAGE 1 REMOVAL
(Looking North)



STAGE 1 CONSTRUCTION
(Looking North)



STAGE 2 REMOVAL
(Looking North)



STAGE 2 CONSTRUCTION
(Looking North)

Notes:
Hatched area indicates Removal of Existing Concrete Deck.
For quantity of temporary concrete barrier, see Roadway plans.
For details of temporary concrete barrier, see Sheet 5 of 23.

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Civil Engineering Design

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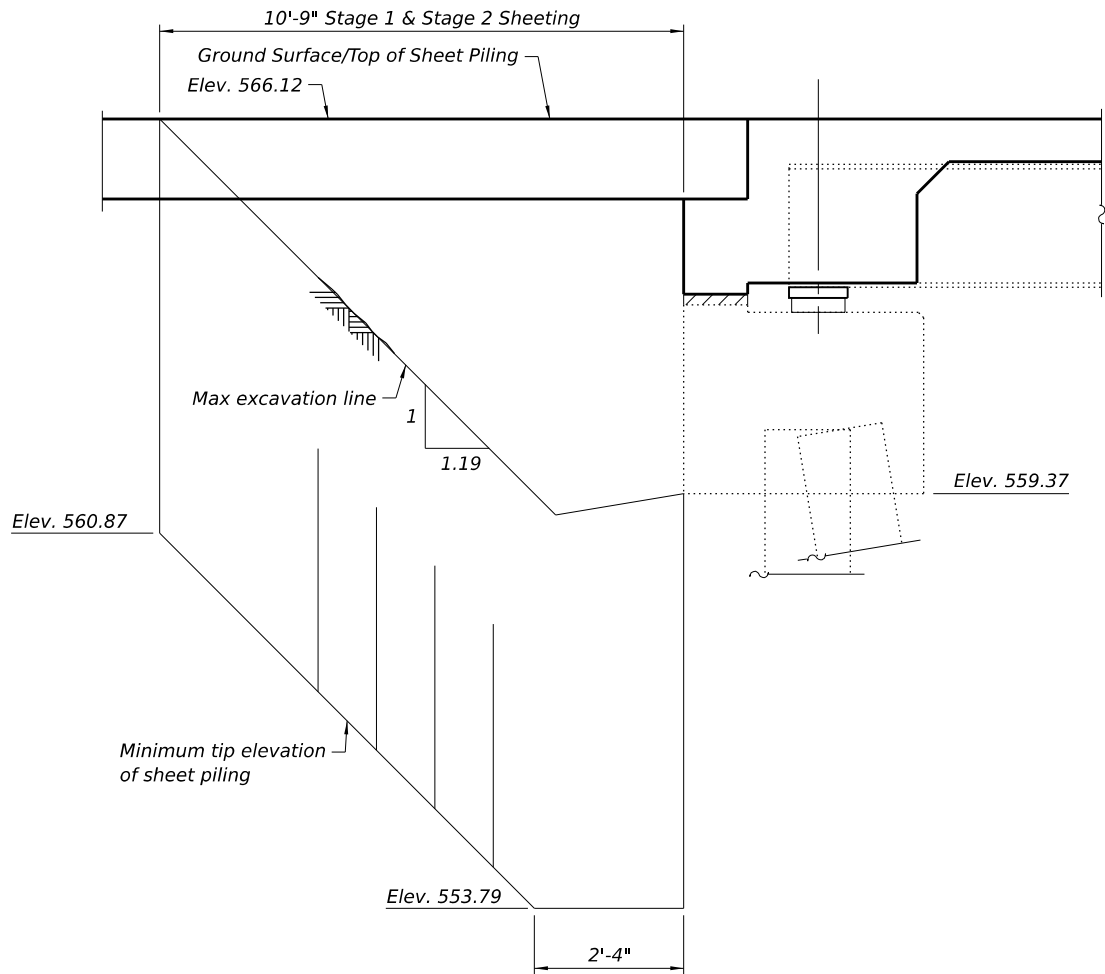
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
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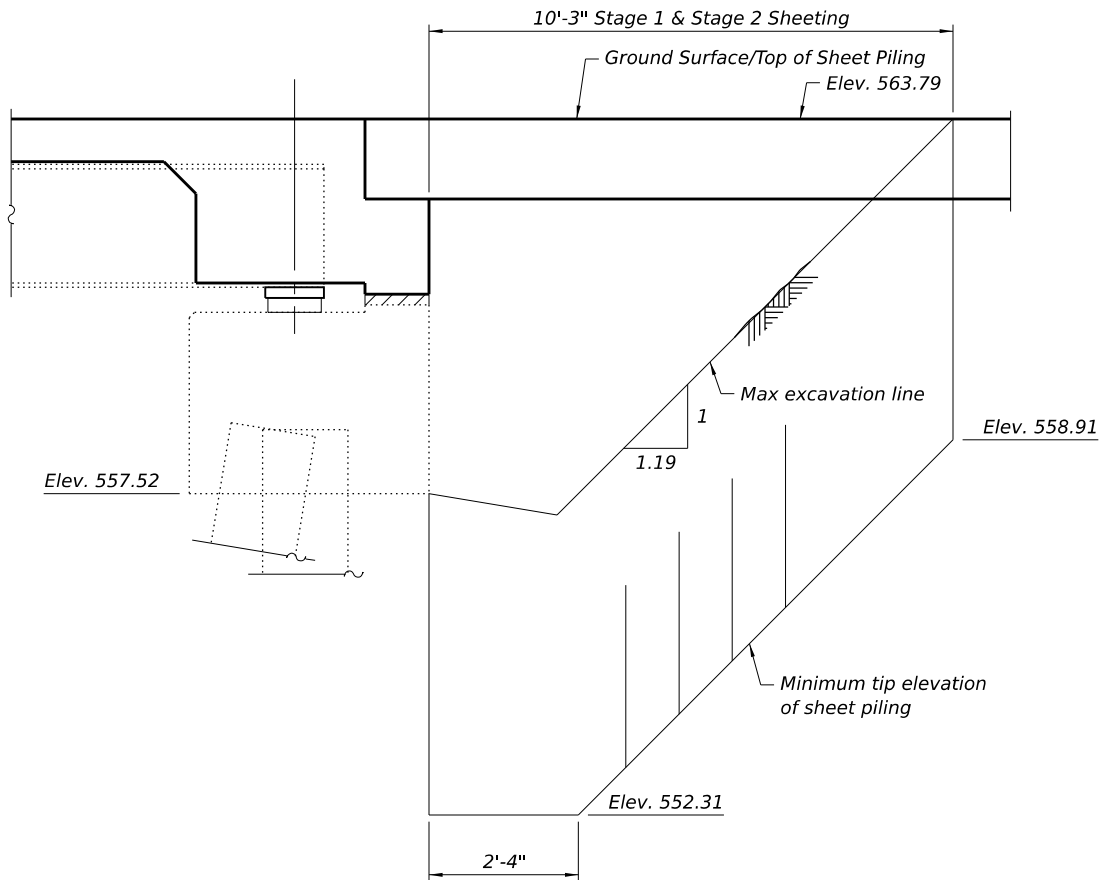
SHEET 3 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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SOUTH ABUTMENT
(Minimum Section Modulus = 2.79 in³/ft)



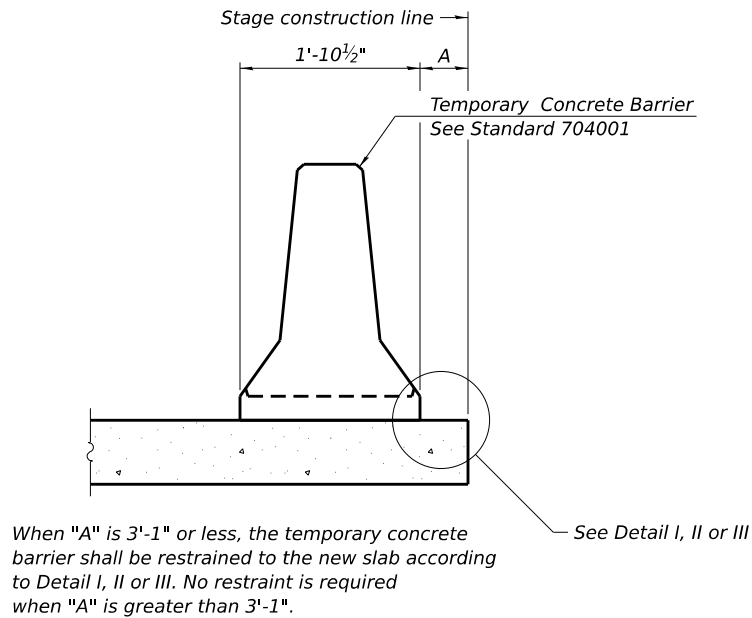
NORTH ABUTMENT
(Minimum Section Modulus = 2.15 in³/ft)

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

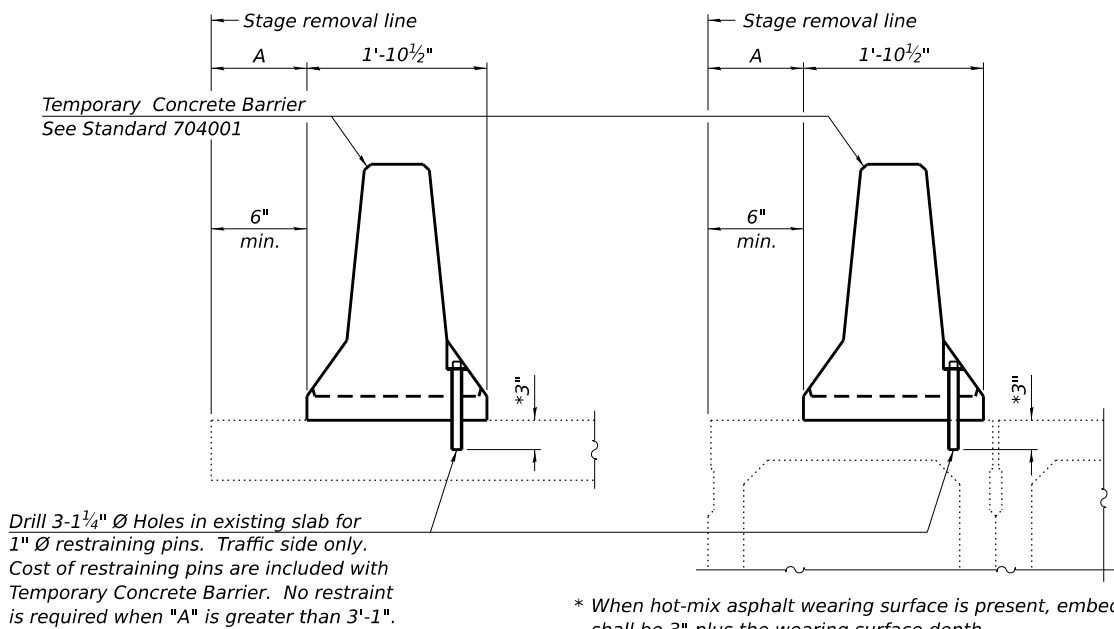
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

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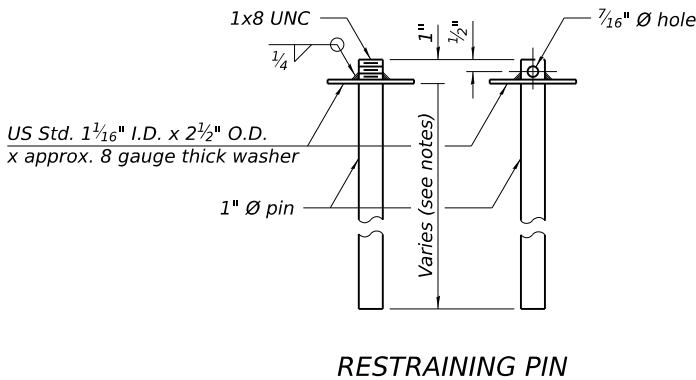


NEW SLAB OR NEW DECK BEAM



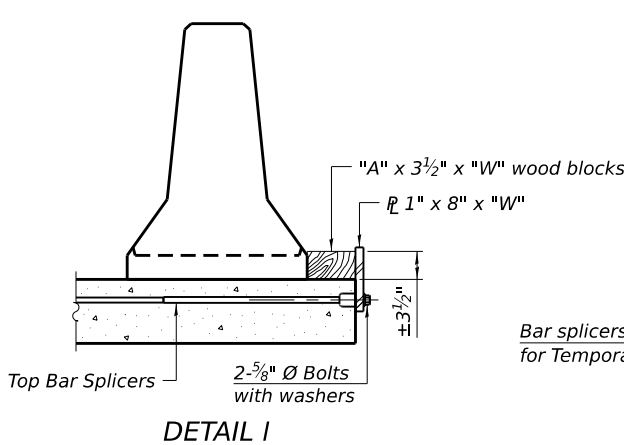
EXISTING SLAB

EXISTING DECK BEAM

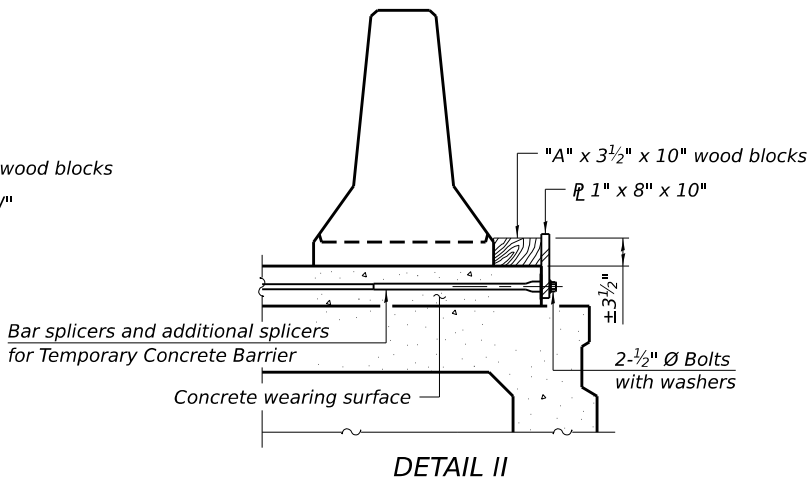


RESTRAINING PIN

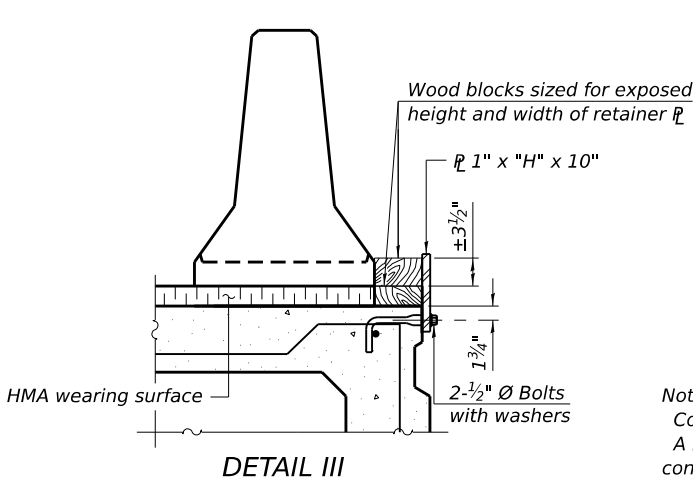
SECTIONS THRU SLAB OR DECK BEAM



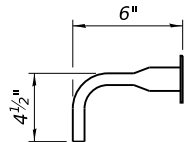
DETAIL I



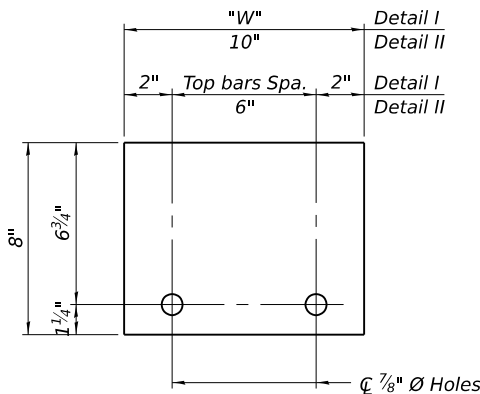
DETAIL II



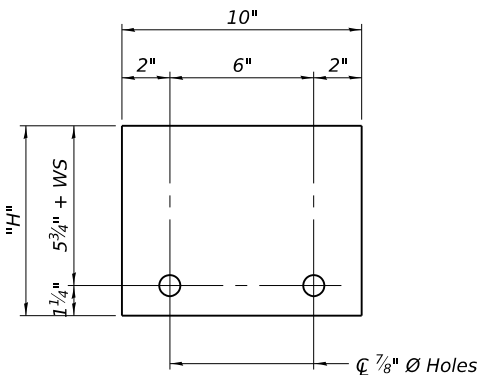
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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PLOT SCALE =	
PLOT DATE =	5/13/2026

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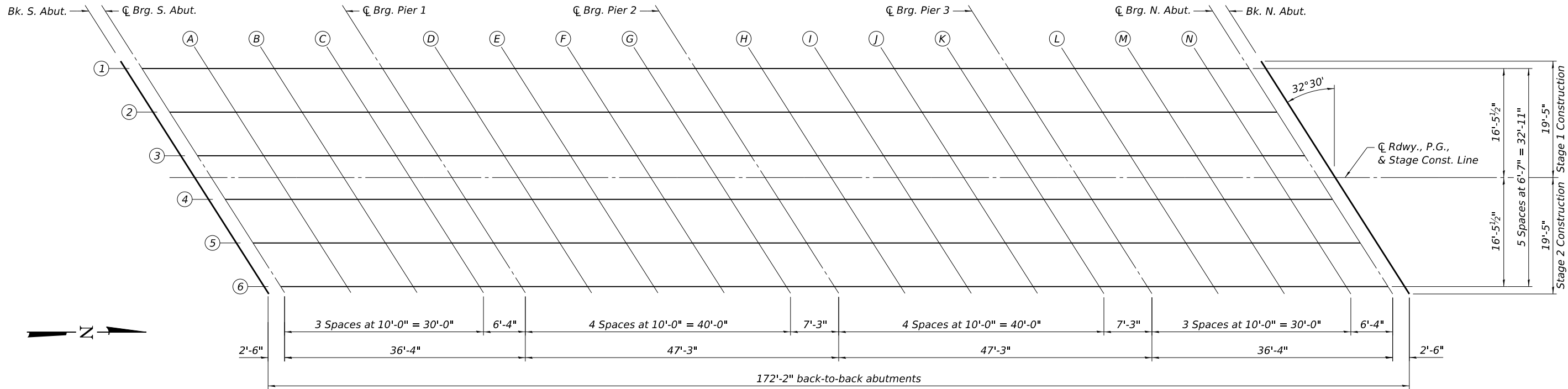
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 050-0047

SHEET 5 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	54
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

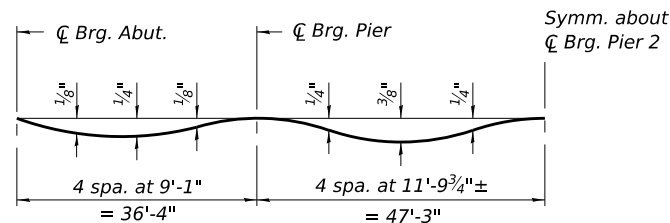
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PLAN

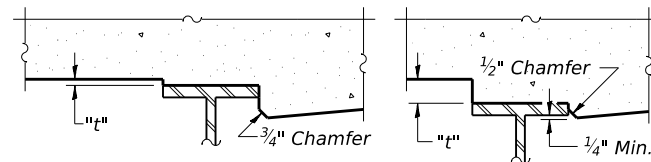
BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+44.43	-16.46	566.12	566.12
Cl Brg. S. Abut.	625+46.93	-16.46	566.07	566.07
A	625+56.93	-16.46	565.83	565.85
B	625+66.93	-16.46	565.61	565.63
C	625+76.93	-16.46	565.40	565.41
Cl Brg. Pier 1	625+83.26	-16.46	565.27	565.27
D	625+93.26	-16.46	565.08	565.09
E	626+03.26	-16.46	564.90	564.93
F	626+13.26	-16.46	564.73	564.75
G	626+23.26	-16.46	564.57	564.57
Cl Brg. Pier 2	626+30.51	-16.46	564.45	564.45
H	626+40.51	-16.46	564.31	564.32
I	626+50.51	-16.46	564.18	564.21
J	626+60.51	-16.46	564.06	564.08
K	626+70.51	-16.46	563.95	563.96
Cl Brg. Pier 3	626+77.76	-16.46	563.87	563.87
L	626+87.76	-16.46	563.78	563.79
M	626+97.76	-16.46	563.70	563.72
N	627+07.76	-16.46	563.63	563.64
Cl Brg. N. Abut.	627+14.10	-16.46	563.59	563.59
Bk. N. Abut.	627+16.60	-16.46	563.57	563.57



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

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on Sheet 7.



At Minimum Fillet
At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet and on Sheet 7, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+48.63	-9.88	566.15	566.15
☐ Brg. S. Abut.	625+51.13	-9.88	566.09	566.09
A	625+61.13	-9.88	565.86	565.88
B	625+71.13	-9.88	565.64	565.66
C	625+81.13	-9.88	565.44	565.44
☐ Brg. Pier 1	625+87.46	-9.88	565.31	565.31
D	625+97.46	-9.88	565.12	565.14
E	626+07.46	-9.88	564.95	564.97
F	626+17.46	-9.88	564.78	564.80
G	626+27.46	-9.88	564.62	564.63
☐ Brg. Pier 2	626+34.71	-9.88	564.51	564.51
H	626+44.71	-9.88	564.38	564.39
I	626+54.71	-9.88	564.25	564.27
J	626+64.71	-9.88	564.13	564.16
K	626+74.71	-9.88	564.02	564.03
☐ Brg. Pier 3	626+81.96	-9.88	563.95	563.95
L	626+91.96	-9.88	563.87	563.87
M	627+01.96	-9.88	563.79	563.81
N	627+11.96	-9.88	563.72	563.73
☐ Brg. N. Abut.	627+18.30	-9.88	563.68	563.68
Bk. N. Abut.	627+20.80	-9.88	563.67	563.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+52.82	-3.29	566.15	566.15
☐ Brg. S. Abut.	625+55.32	-3.29	566.09	566.09
A	625+65.32	-3.29	565.87	565.88
B	625+75.32	-3.29	565.65	565.67
C	625+85.32	-3.29	565.45	565.46
☐ Brg. Pier 1	625+91.65	-3.29	565.33	565.33
D	626+01.65	-3.29	565.15	565.16
E	626+11.65	-3.29	564.97	565.00
F	626+21.65	-3.29	564.81	564.83
G	626+31.65	-3.29	564.66	564.67
☐ Brg. Pier 2	626+38.90	-3.29	564.55	564.55
H	626+48.90	-3.29	564.42	564.43
I	626+58.90	-3.29	564.30	564.32
J	626+68.90	-3.29	564.18	564.21
K	626+78.90	-3.29	564.08	564.09
☐ Brg. Pier 3	626+86.15	-3.29	564.01	564.01
L	626+96.15	-3.29	563.93	563.94
M	627+06.15	-3.29	563.86	563.88
N	627+16.15	-3.29	563.79	563.81
☐ Brg. N. Abut.	627+22.49	-3.29	563.76	563.76
Bk. N. Abut.	627+24.99	-3.29	563.75	563.75

☐ ROADWAY, P.G. & STAGE CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+54.92	0.00	566.15	566.15
☐ Brg. S. Abut.	625+57.42	0.00	566.09	566.09
A	625+67.42	0.00	565.87	565.89
B	625+77.42	0.00	565.66	565.68
C	625+87.42	0.00	565.46	565.47
☐ Brg. Pier 1	625+93.75	0.00	565.34	565.34
D	626+03.75	0.00	565.16	565.17
E	626+13.75	0.00	564.99	565.01
F	626+23.75	0.00	564.83	564.85
G	626+33.75	0.00	564.68	564.68
☐ Brg. Pier 2	626+41.00	0.00	564.57	564.57
H	626+51.00	0.00	564.44	564.46
I	626+61.00	0.00	564.32	564.35
J	626+71.00	0.00	564.21	564.24
K	626+81.00	0.00	564.11	564.12
☐ Brg. Pier 3	626+88.25	0.00	564.04	564.04
L	626+98.25	0.00	563.96	563.97
M	627+08.25	0.00	563.89	563.91
N	627+18.25	0.00	563.83	563.84
☐ Brg. N. Abut.	627+24.59	0.00	563.80	563.80
Bk. N. Abut.	627+27.09	0.00	563.79	563.79

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+57.02	3.29	566.05	566.05
☐ Brg. S. Abut.	625+59.52	3.29	566.00	566.00
A	625+69.52	3.29	565.78	565.79
B	625+79.52	3.29	565.57	565.59
C	625+89.52	3.29	565.37	565.38
☐ Brg. Pier 1	625+95.85	3.29	565.25	565.25
D	626+05.85	3.29	565.07	565.09
E	626+15.85	3.29	564.90	564.93
F	626+25.85	3.29	564.74	564.77
G	626+35.85	3.29	564.60	564.60
☐ Brg. Pier 2	626+43.10	3.29	564.50	564.50
H	626+53.10	3.29	564.37	564.38
I	626+63.10	3.29	564.25	564.27
J	626+73.10	3.29	564.14	564.16
K	626+83.10	3.29	564.04	564.05
☐ Brg. Pier 3	626+90.35	3.29	563.98	563.98
L	627+00.35	3.29	563.90	563.91
M	627+10.35	3.29	563.83	563.85
N	627+20.35	3.29	563.77	563.78
☐ Brg. N. Abut.	627+26.69	3.29	563.74	563.74
Bk. N. Abut.	627+29.19	3.29	563.73	563.73

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+61.21	9.88	565.86	565.86
☐ Brg. S. Abut.	625+63.71	9.88	565.80	565.80
A	625+73.71	9.88	565.59	565.61
B	625+83.71	9.88	565.39	565.40
C	625+93.71	9.88	565.19	565.20
☐ Brg. Pier 1	626+00.04	9.88	565.08	565.08
D	626+10.04	9.88	564.90	564.92
E	626+20.04	9.88	564.74	564.76
F	626+30.04	9.88	564.58	564.61
G	626+40.04	9.88	564.44	564.45
☐ Brg. Pier 2	626+47.29	9.88	564.34	564.34
H	626+57.29	9.88	564.22	564.23
I	626+67.29	9.88	564.10	564.13
J	626+77.29	9.88	564.00	564.02
K	626+87.29	9.88	563.91	563.91
☐ Brg. Pier 3	626+94.54	9.88	563.84	563.84
L	627+04.54	9.88	563.77	563.78
M	627+14.54	9.88	563.70	563.72
N	627+24.54	9.88	563.65	563.66
☐ Brg. N. Abut.	627+30.88	9.88	563.62	563.62
Bk. N. Abut.	627+33.38	9.88	563.61	563.61

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	625+65.41	16.46	565.65	565.65
☐ Brg. S. Abut.	625+67.91	16.46	565.59	565.59
A	625+77.91	16.46	565.38	565.40
B	625+87.91	16.46	565.18	565.20
C	625+97.91	16.46	564.99	565.00
☐ Brg. Pier 1	626+04.24	16.46	564.88	564.88
D	626+14.24	16.46	564.71	564.72
E	626+24.24	16.46	564.55	564.58
F	626+34.24	16.46	564.40	564.42
G	626+44.24	16.46	564.26	564.27
☐ Brg. Pier 2	626+51.49	16.46	564.17	564.17
H	626+61.49	16.46	564.05	564.06
I	626+71.49	16.46	563.94	563.96
J	626+81.49	16.46	563.84	563.86
K	626+91.49	16.46	563.75	563.76
☐ Brg. Pier 3	626+98.74	16.46	563.69	563.69
L	627+08.74	16.46	563.62	563.63
M	627+18.74	16.46	563.56	563.58
N	627+28.74	16.46	563.51	563.52
☐ Brg. N. Abut.	627+35.08	16.46	563.49	563.49
Bk. N. Abut.	627+37.58	16.46	563.48	563.48



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		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 050-0047

SHEET 7 OF 23 SHEETS

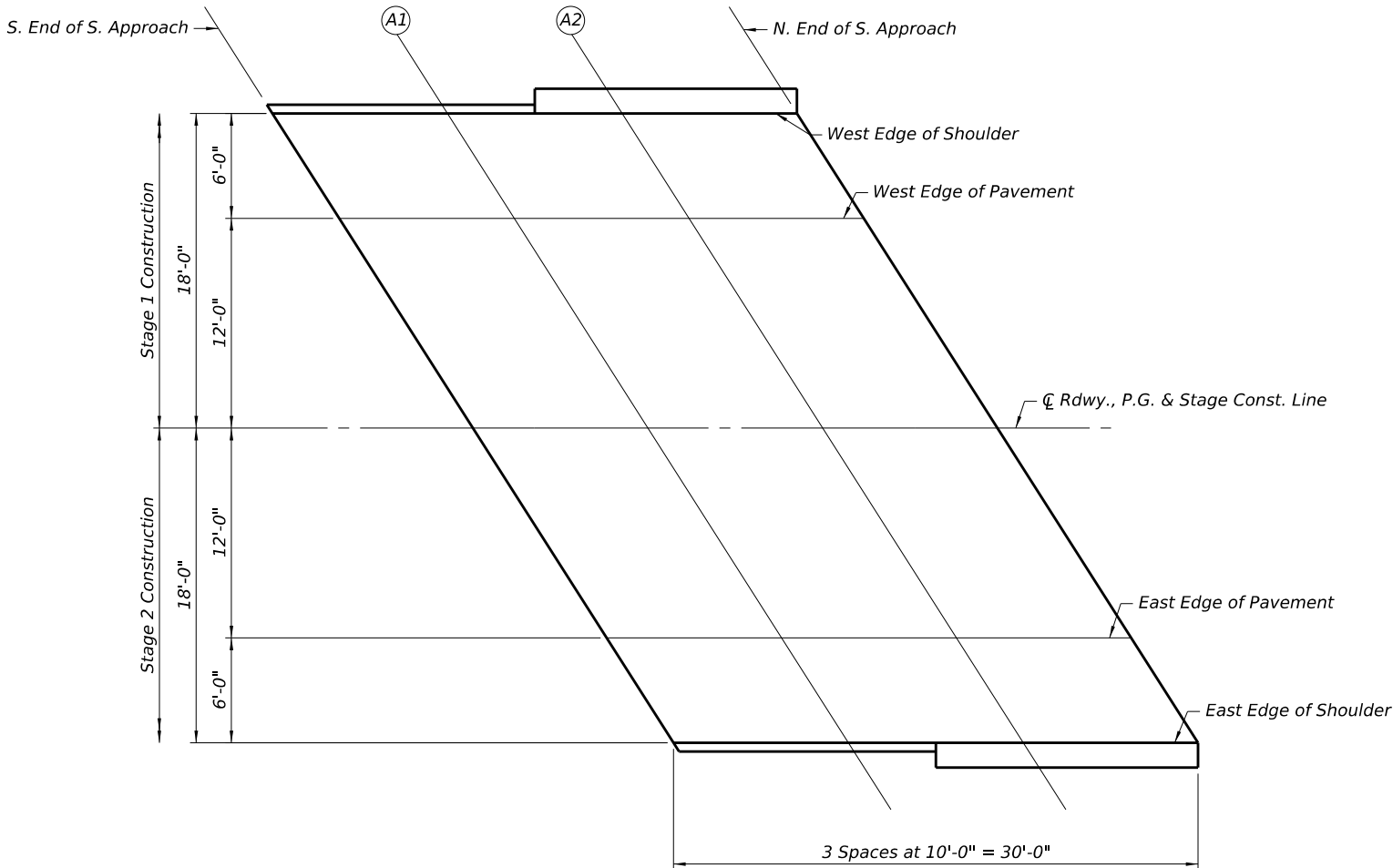
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	56
		CONTRACT NO. 66926		
		ILLINOIS	FED. AID PROJECT	

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WEST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	625+14.64	-18.00	566.86
A1	625+24.64	-18.00	566.59
A2	625+34.64	-18.00	566.33
N. End of S. Approach	625+44.64	-18.00	566.09

WEST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	625+18.47	-12.00	566.87
A1	625+28.47	-12.00	566.61
A2	625+38.47	-12.00	566.36
N. End of S. Approach	625+48.47	-12.00	566.12

C ROADWAY, P.G. & STAGE CONST. LINE			
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	625+26.11	0.00	566.85
A1	625+36.11	0.00	566.60
A2	625+46.11	0.00	566.35
N. End of S. Approach	625+56.11	0.00	566.12



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	625+33.76	12.00	566.48
A1	625+43.76	12.00	566.23
A2	625+53.76	12.00	566.00
N. End of S. Approach	625+63.76	12.00	565.77

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	625+37.58	18.00	566.26
A1	625+47.58	18.00	566.02
A2	625+57.58	18.00	565.79
N. End of S. Approach	625+67.58	18.00	565.57

E-AS

5-15-2023

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Civil Engineering Design

USER NAME =	SUSERS\$
PLOT SCALE =	
PLOT DATE =	5/13/2026

DESIGNED -	KRH
CHECKED -	ACB
DRAWN -	KRH
CHECKED -	ACB

REVISED -	
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REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0047

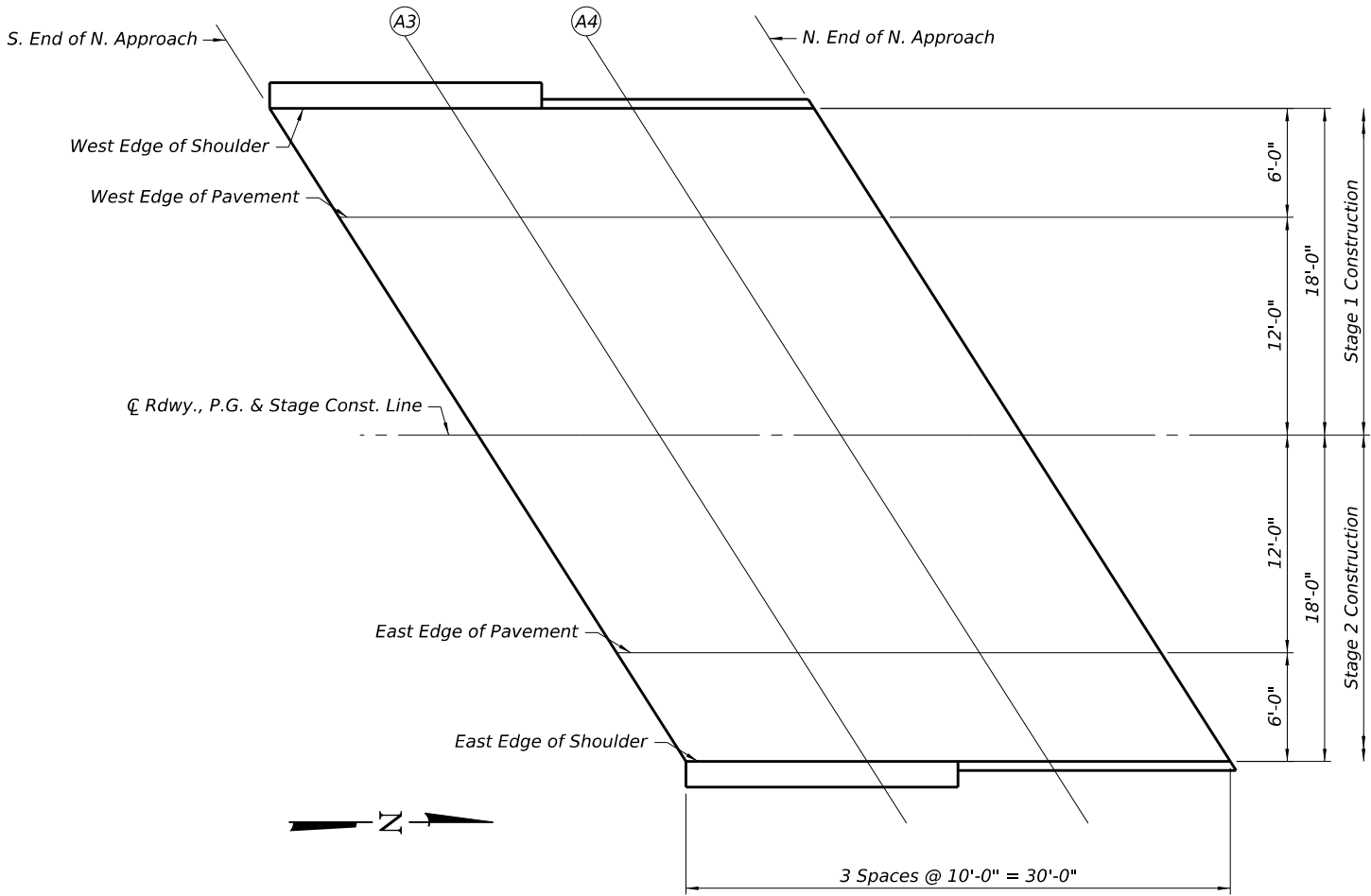
SHEET 8 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	57
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Approach	627+14.43	-18.00	563.55
A3	627+24.43	-18.00	563.50
A4	627+34.43	-18.00	563.46
N. End of N. Approach	627+44.43	-18.00	563.42

WEST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Approach	627+18.25	-12.00	563.65
A3	627+28.25	-12.00	563.60
A4	627+38.25	-12.00	563.56
N. End of N. Approach	627+48.25	-12.00	563.53

CL ROADWAY, P.G. & STAGE CONST. LINE			
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Approach	627+25.90	0.00	563.79
A3	627+35.90	0.00	563.75
A4	627+45.90	0.00	563.72
N. End of N. Approach	627+55.90	0.00	563.70



PLAN

EAST EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Approach	627+33.54	12.00	563.58
A3	627+43.54	12.00	563.55
A4	627+53.54	12.00	563.52
N. End of N. Approach	627+63.54	12.00	563.51

EAST EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Approach	627+37.37	18.00	563.45
A3	627+47.37	18.00	563.42
A4	627+57.37	18.00	563.40
N. End of N. Approach	627+67.37	18.00	563.39

E-AS

5-15-2023

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Civil Engineering Design

USER NAME =	SUSERS\$	DESIGNED -	KRH	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

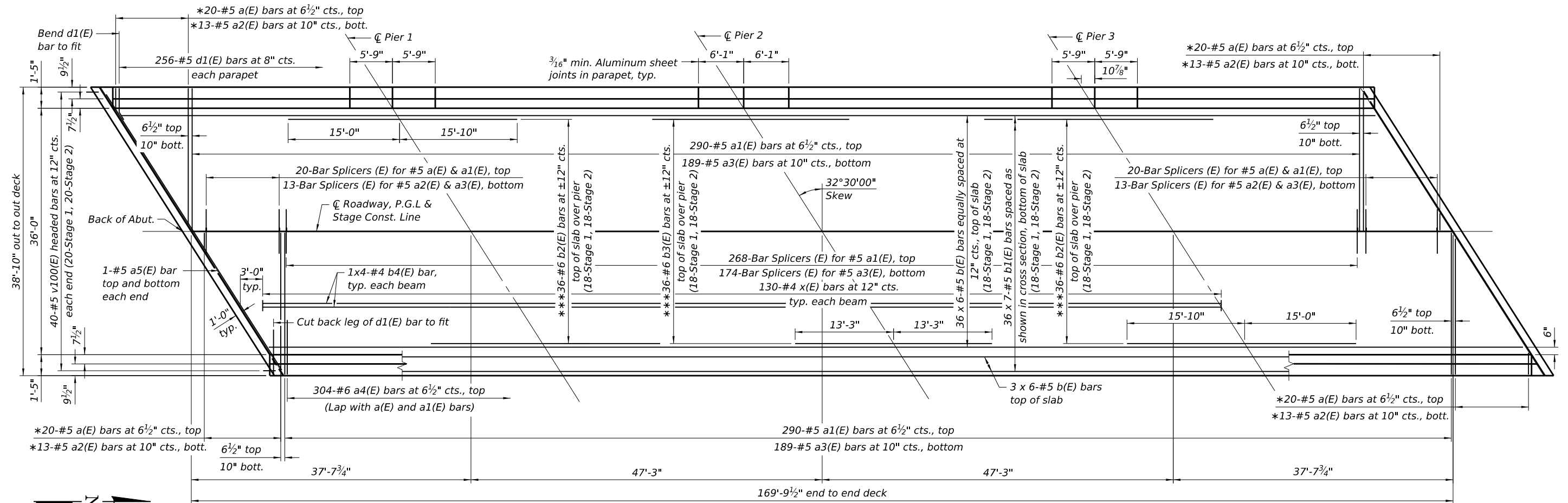
TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0047

SHEET 9 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	58
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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MINIMUM BAR LAP

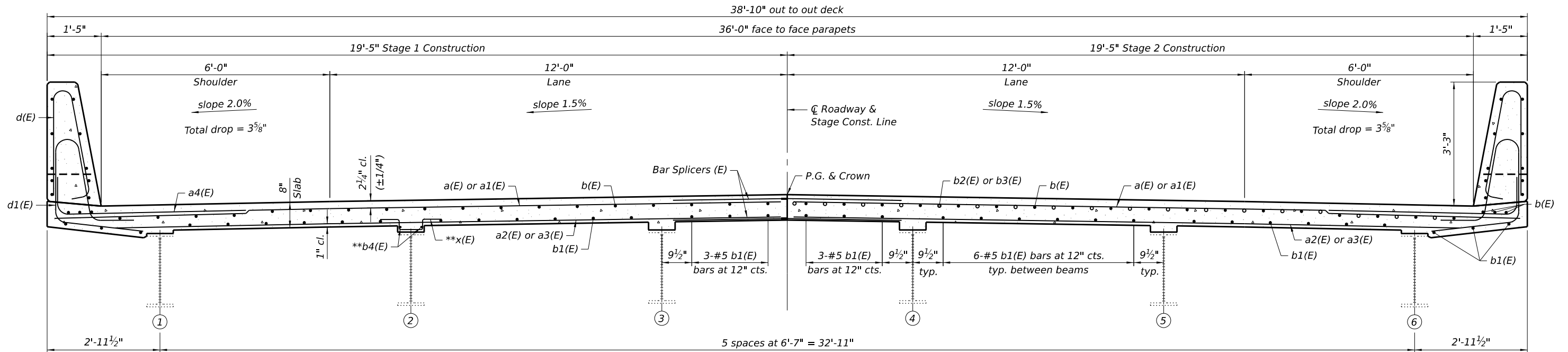
#4 bar = 2'-2"
#5 bar = 3'-10"

* See Field Cutting Diagram on sheet 11 of 23.
** All fillets for all beams in Spans 1 thru 3 will be reinforced.
*** Place one bar in first space on each side of Stage Jt.

PLAN

Notes:

See Sheet 11 of 23 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.



NEAR MIDSPAN

CROSS SECTION

(Looking North)

NEAR PIER

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		CHECKED -	ACB	REVISED -	
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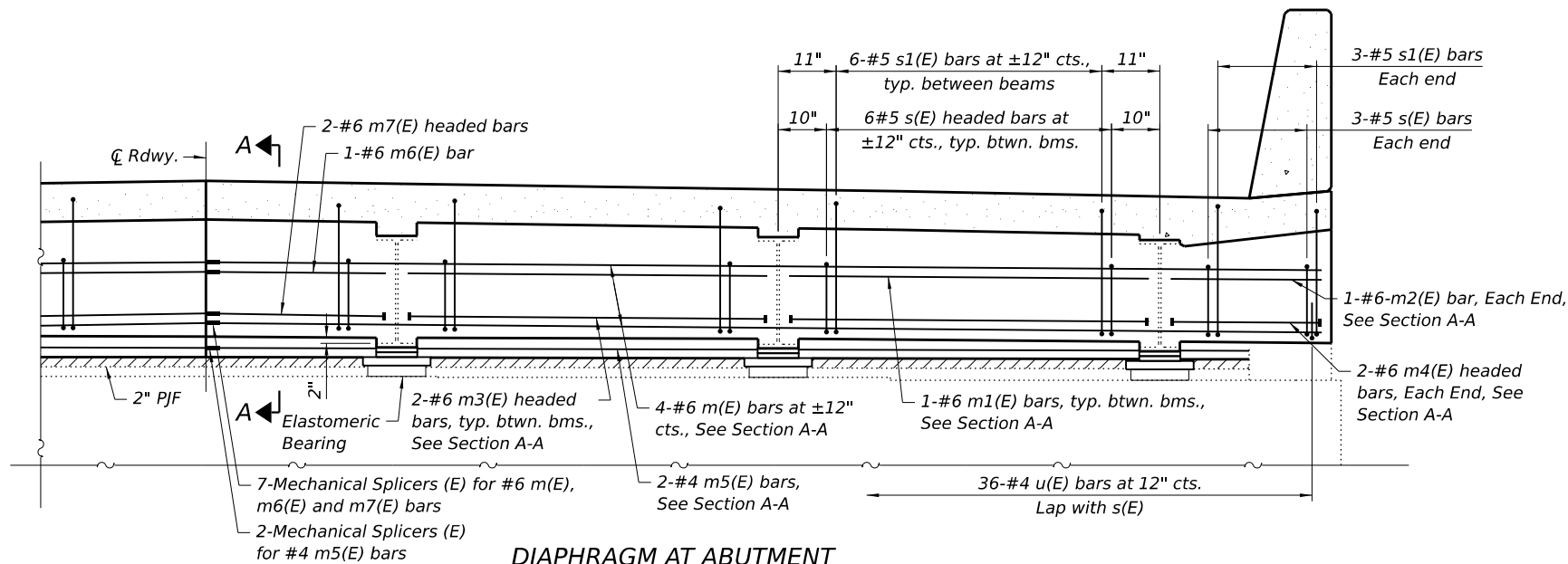
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 050-0047

SHEET 10 OF 23 SHEETS

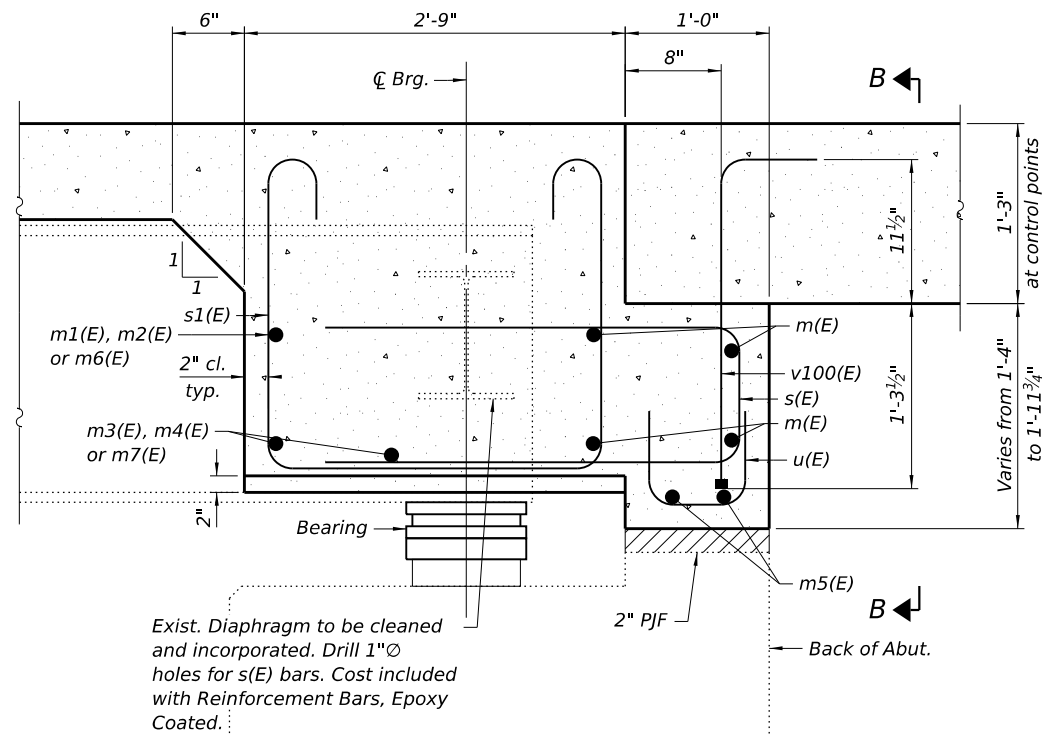
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68	(1BR)D,(1BR-1)BR-1	LASALLE	144	59
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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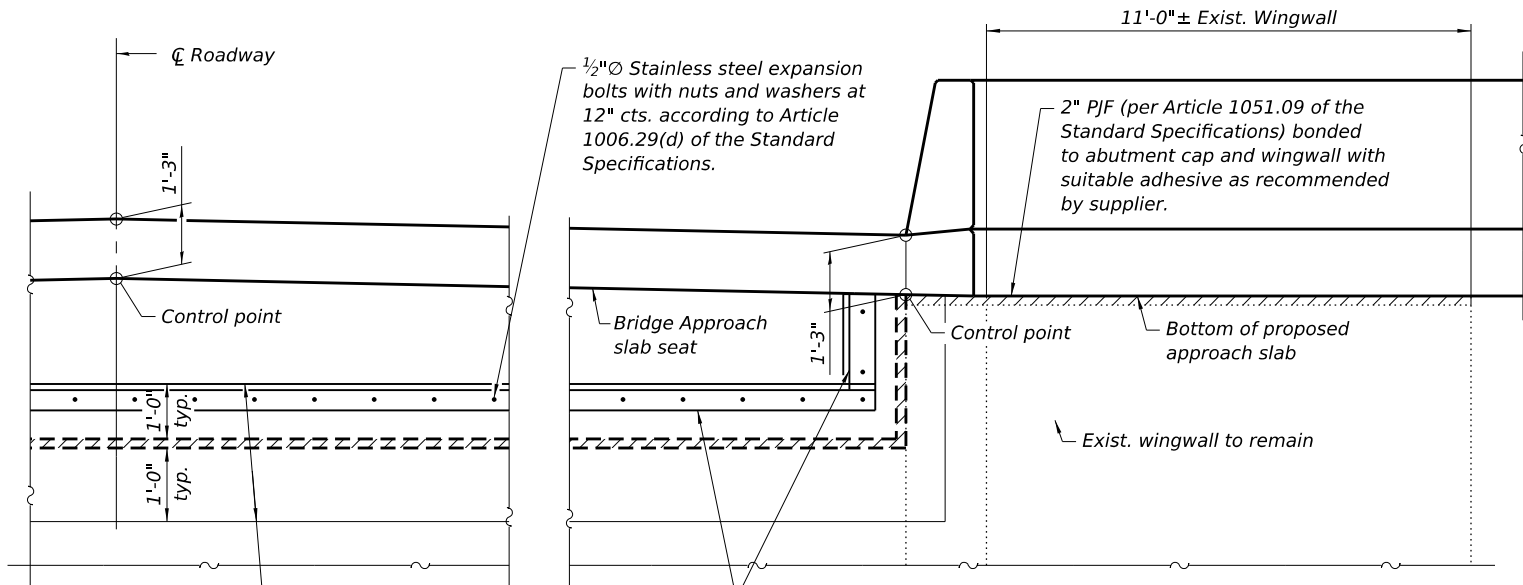
DIAPHRAGM AT ABUTMENT

(North Abutment shown, South Abutment similar)



SECTION A-A

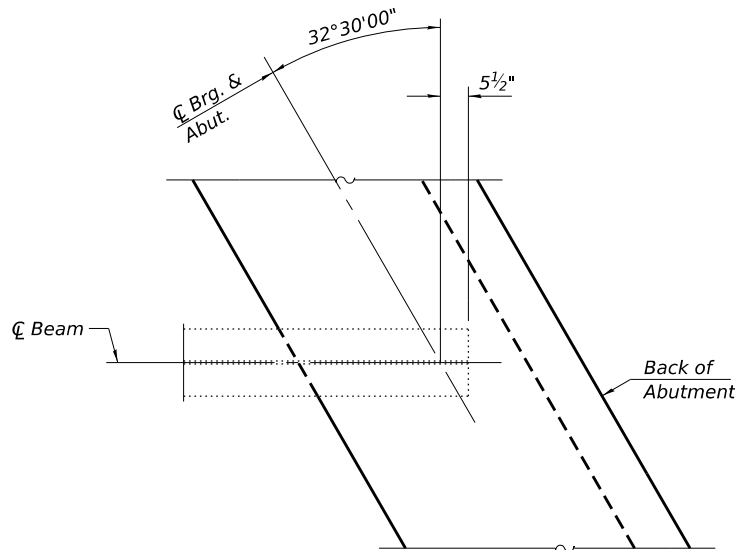
(at Rt. L's)



VIEW B-B

Note:

Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

See sheet 11 of 23 for superstructure details and Bill of Material.
The s(E) and s1(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

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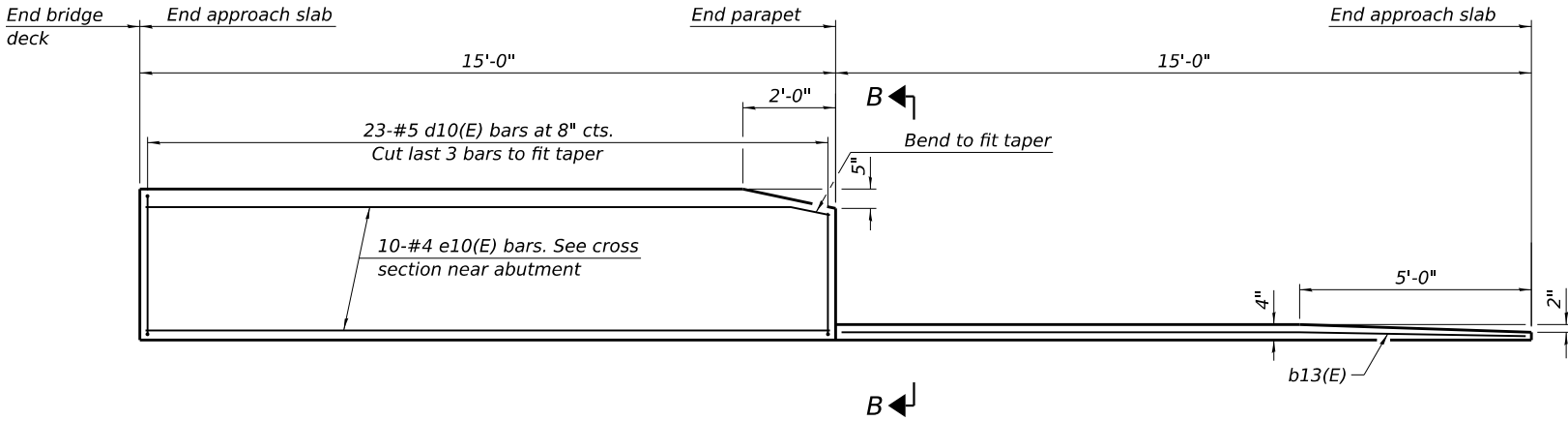
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

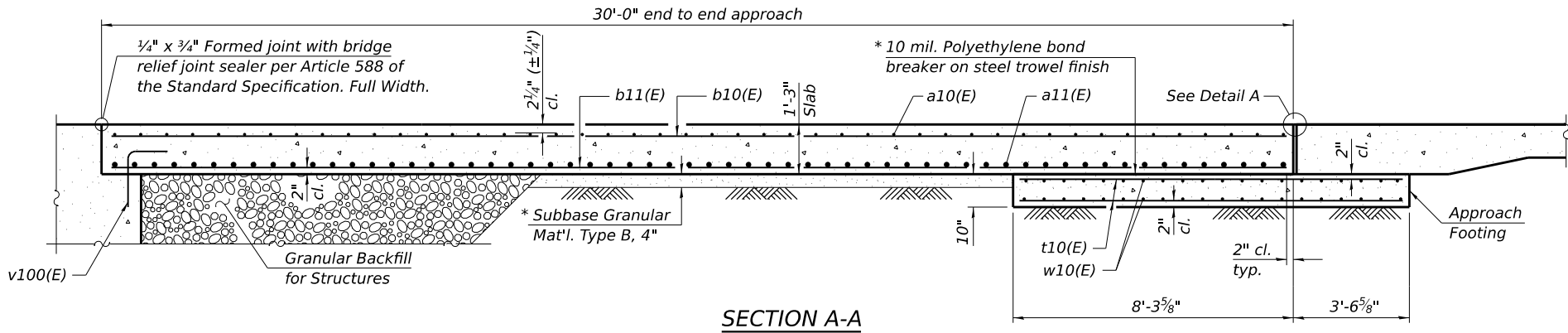
DIAPHRAGM DETAILS
STRUCTURE NO. 050-0047

SHEET 12 OF 23 SHEETS

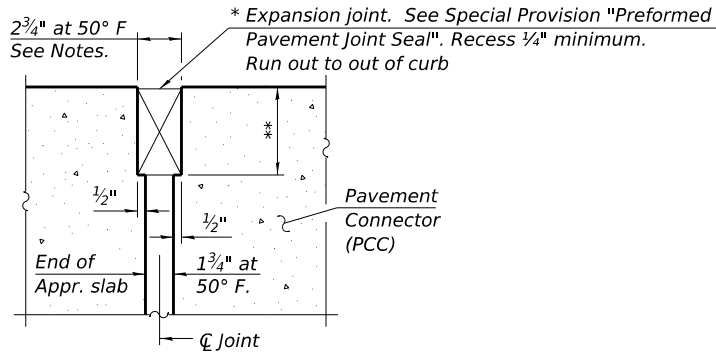
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



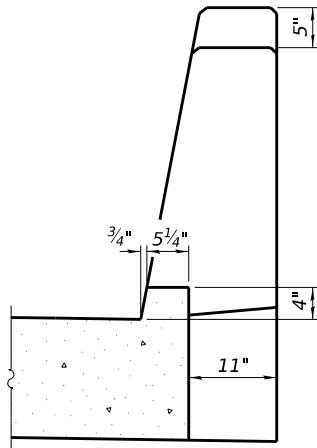
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



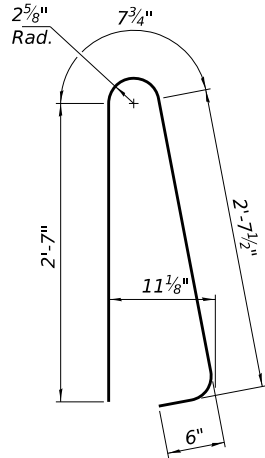
DETAIL A
(at Rt. L's)



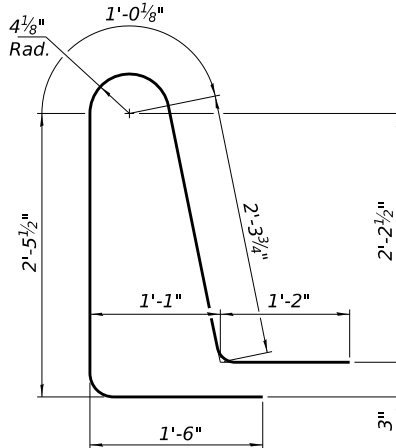
VIEW B-B

Notes:

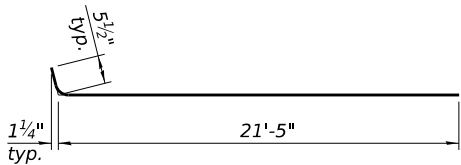
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 23.



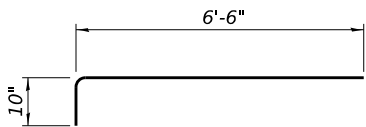
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	156	#5	21'-11"	
a11(E)	204	#8	21'-6"	
a12(E)	84	#5	7'-4"	
b10(E)	112	#5	29'-8"	
b11(E)	180	#9	29'-8"	
b12(E)	8	#5	15'-1"	
b13(E)	8	#5	13'-11"	
b14(E)	2	#4	14'-6"	
b15(E)	2	#4	14'-9"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	152	#4	11'-5"	
w10(E)	160	#5	21'-6"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	106.0
Concrete Structures			Cu. Yd.	27.2
Reinforcement Bars, Epoxy Coated			Pound	44,400

BAIA-CIP-39CS-R(>30°)

10-3-2025

EFK•Moen
Civil Engineering Design

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		CHECKED -	ACB	REVISED -	
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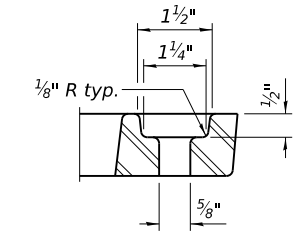
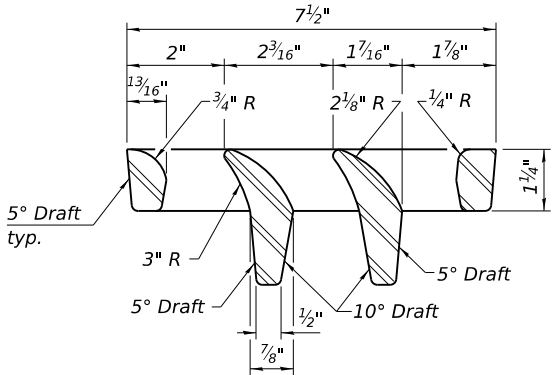
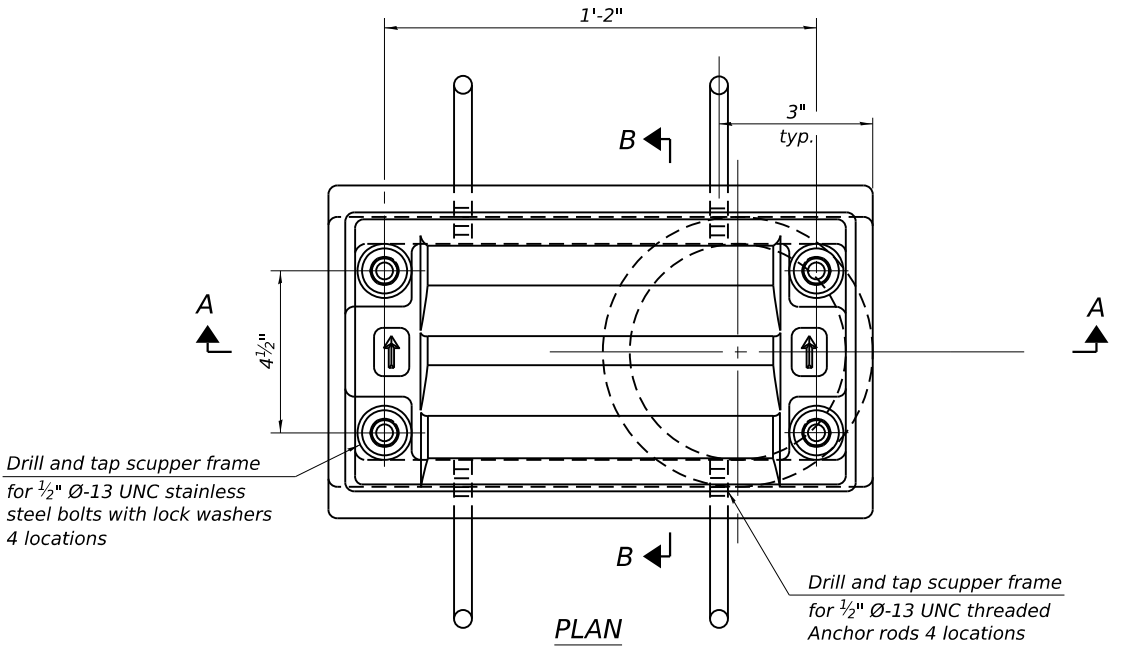
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 050-0047

SHEET 14 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	63
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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Notes:

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

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

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

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron.

Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

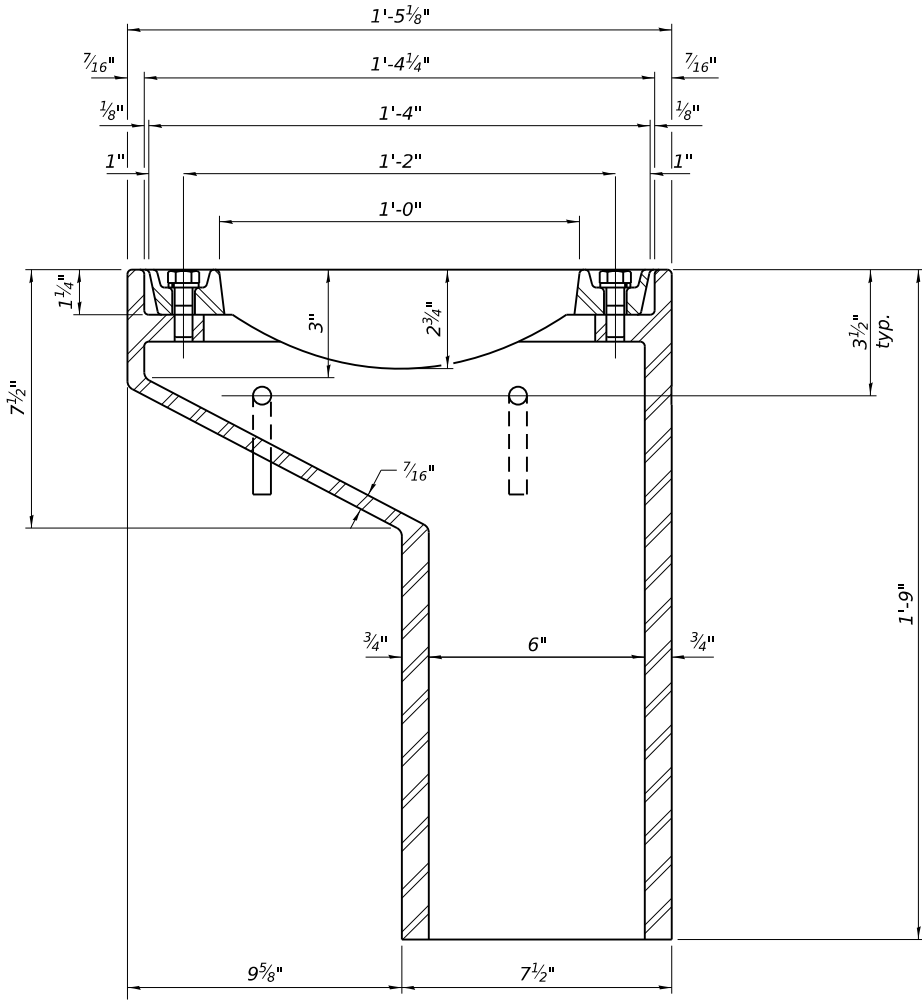
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

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

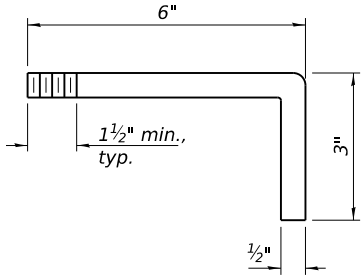
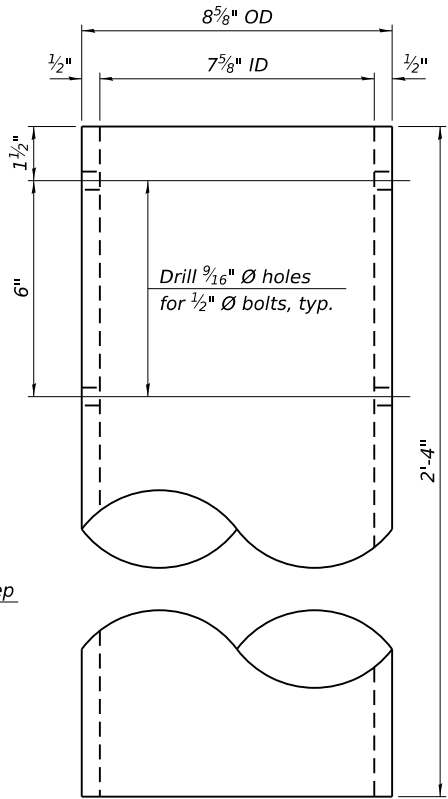
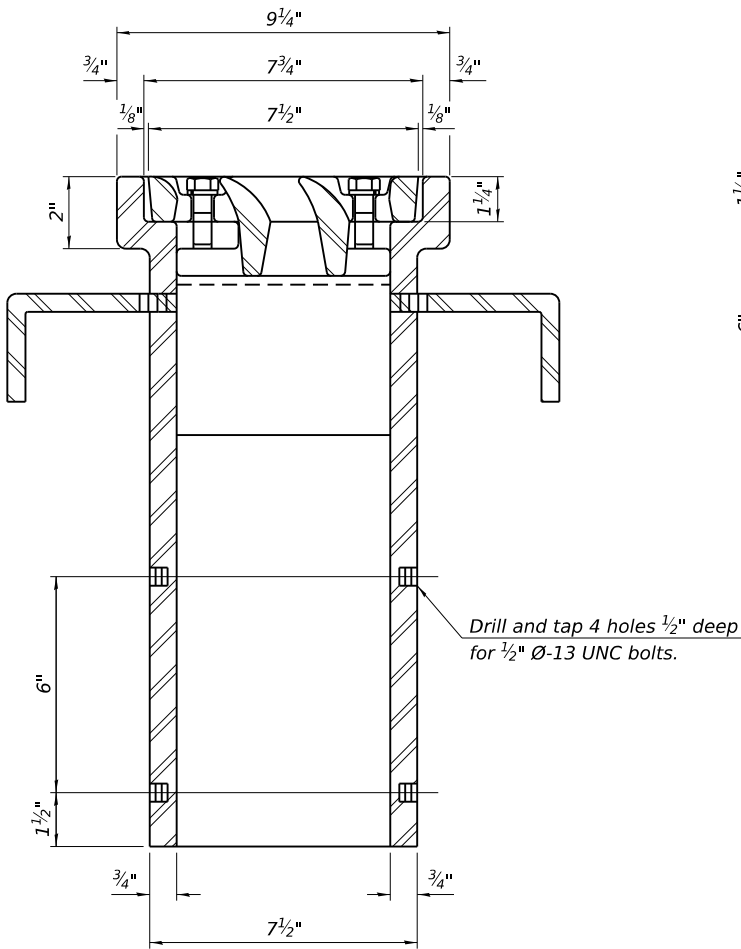
Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent beam.

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

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



See sheet 11 of 23 for scupper location relative to parapet.



BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	2

DS-11

4-4-2025

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USER NAME =	SUSERS\$	DESIGNED -	KRH	REVISED -	
		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

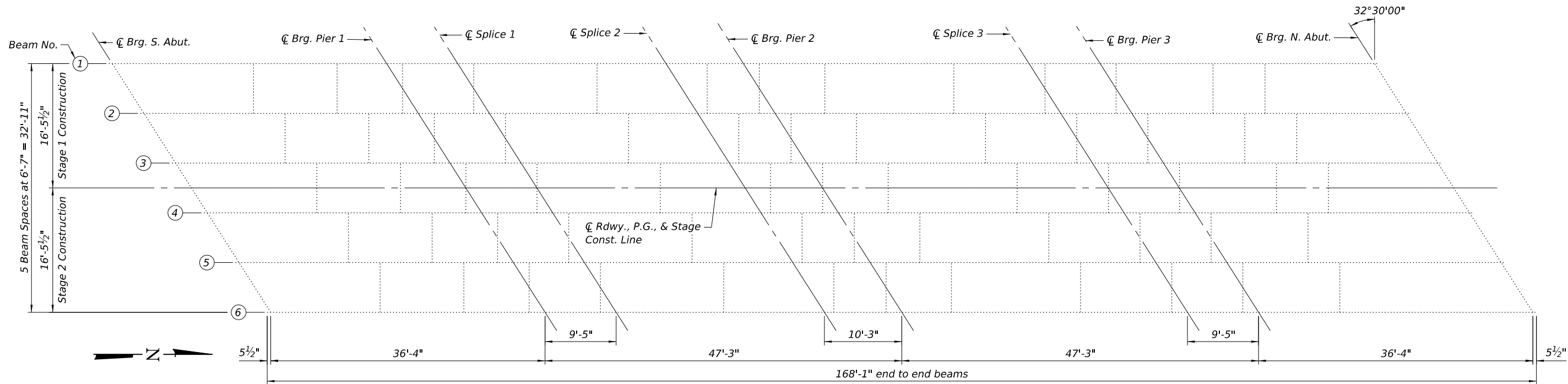
DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 050-0047

SHEET 15 OF 23 SHEETS

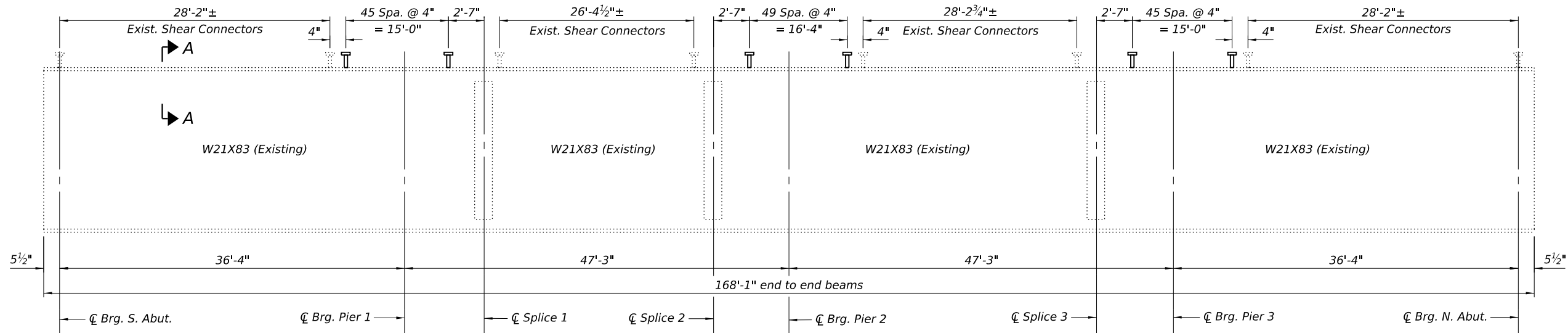
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	64
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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MODEL: Default
FILE NAME: O:\2022R3\IDOTCAD CONNECT\23062.15 WHKS IL 23 over Covell Creek\CADD Data\Structures\Plotsheets\0500047_016_Steel Framing_Plan.dgn



FRAMING PLAN



BEAM ELEVATION

Note:
For Section A-A, see sheet 17 of 23.

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Civil Engineering Design

USER NAME =	SUSER\$	DESIGNED -	KRH	REVISED -	
		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL FRAMING
STRUCTURE NO. 050-0047

SHEET 16 OF 23 SHEETS

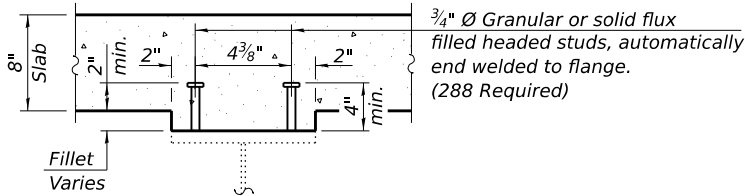
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	65
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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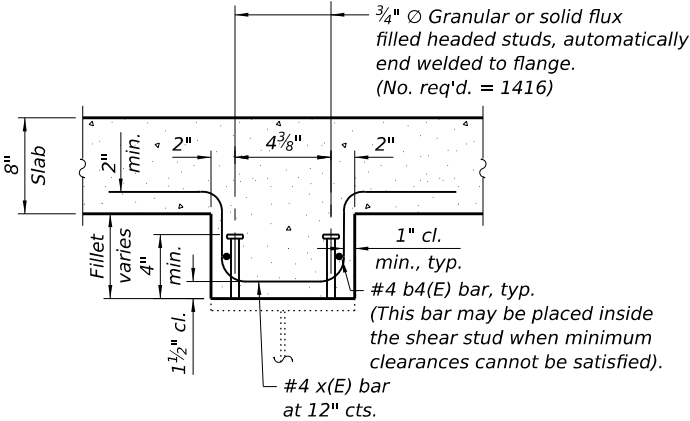
INTERIOR BEAM MOMENT TABLE					
		0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or Pier 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier 2
I_s	(in ⁴)	1,830	1,830	1,830	1,830
$I_c(n)$	(in ⁴)	6,410	-	6,410	-
$I_c(3n)$	(in ⁴)	4,846	-	4,846	-
$I_c(cr)$	(in ⁴)	-	2,976	-	2,976
S_s	(in ³)	171.0	171.0	171.0	171.0
$S_c(n)$	(in ³)	289.0	-	289.0	-
$S_c(3n)$	(in ³)	259.5	-	259.5	-
$S_c(cr)$	(in ³)	-	214.1	-	214.1
S_x	(in ³)	-	-	-	-
DC1	(k/')	0.776	0.776	0.776	0.776
M_{DC1}	('k)	69	138	75	149
DC2	(k/')	0.175	0.175	0.175	0.175
M_{DC2}	('k)	16	32	17	34
DW	(k/')	0.150	0.150	0.150	0.150
M_{DW}	('k)	14	26	14	29
LLDF		0.5819	0.5611	0.5435	0.5435
$M_{\ell} + IM$	('k)	298	345	321	370
f_t (Strength I)	(ksi)	0	0	0	0
$M_u + \frac{1}{3} f_t S_x$	('k)	649	855	698	919
$\Phi_f M_n$	('k)	1,458	-	1,458	-
f_s DC1	(ksi)	4.9	9.6	5.2	10.5
f_s DC2	(ksi)	0.8	1.8	0.8	1.9
f_s DW	(ksi)	0.6	1.5	0.7	1.6
$f_s(\ell + IM)$	(ksi)	12.3	19.3	13.1	20.7
f_t (Service II)	(ksi)	0	0	0	0
$f_s + \frac{f_t}{2}$ (Service II)	(ksi)	22.3	38.0	23.7	40.9
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5
$f_s + \frac{f_t}{3}$ (Strength I)	(ksi)	-	-	-	-
$\Phi_f F_n$	(ksi)	-	50.0	-	50.0
V_f	(k)	23.1	26.0	20.8	25.5

GIRDER REACTION TABLE			
	Abut.	Pier 1 & 3	Pier 2
LLDF	0.8426	0.8481	0.8532
OCF	-	-	-
R_{DC1}	(k)	40.1	36.3
R_{DC2}	(k)	4.4	8.3
R_{DW}	(k)	2.0	7.2
R_{ℓ}	(k)	49.4	83.8
R_{IM}	(k)	13.1	20.2
R_{Total} (Strength I) (Impact)	(k)	167.5	247.9
R_{Total} (Strength I) (No Impact)	(k)	144.6	212.6

Note:
Abutment reaction included dead load from approach slab and concrete diaphragm.



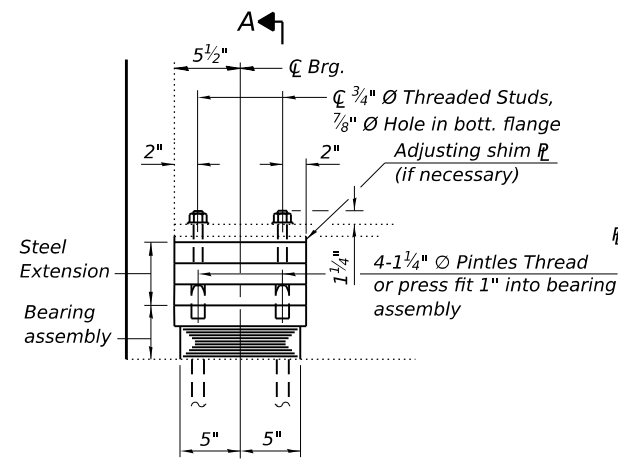
SECTION A-A
Span 4



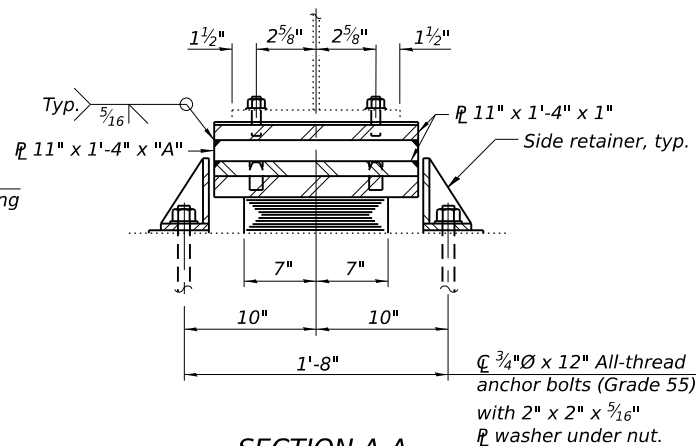
SECTION A-A
Span 1 thru Span 3

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- $M_{\ell + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u : Strength I load combination of factored design moments (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$
- 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.
- $f_s(\ell + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\ell + IM} / S_c(n)$ or $M_{\ell + IM} / S_c(cr)$ 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 $f_s(\ell + IM)$ + $f_t / 2$
- Service II Resistance: Composite (0.95 $R_n F_y r$) or noncomposite (0.80 $R_n F_y r$) 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 $f_s(\ell + IM)$ + $f_t / 3$
- $\Phi_f F_n$: 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_{ℓ} : Un-factored live load reaction (kip).
- R_{IM} : Un-factored dynamic load allowance (impact) (kip).
- R_{Total} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell} + R_{IM})$
- R_{Total} (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell})$

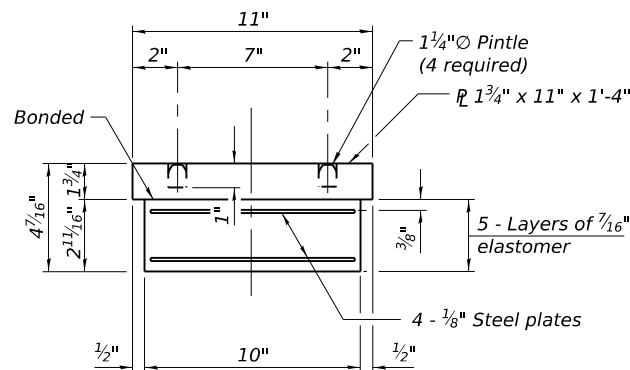


ELEVATION AT ABUT.



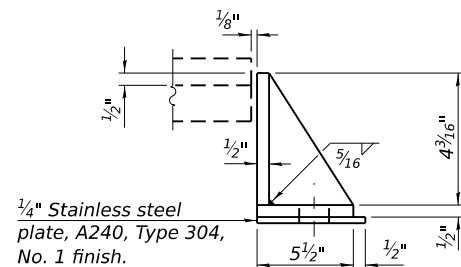
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(South Abutment)



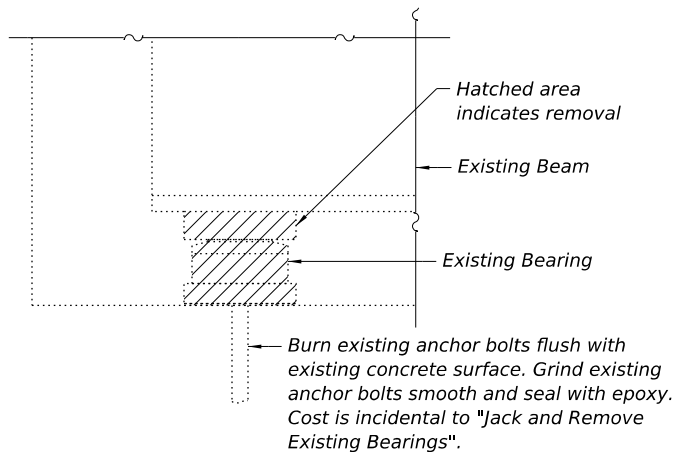
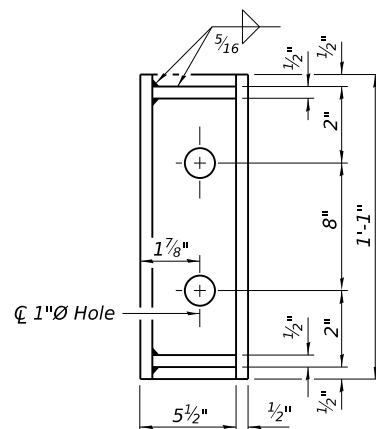
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

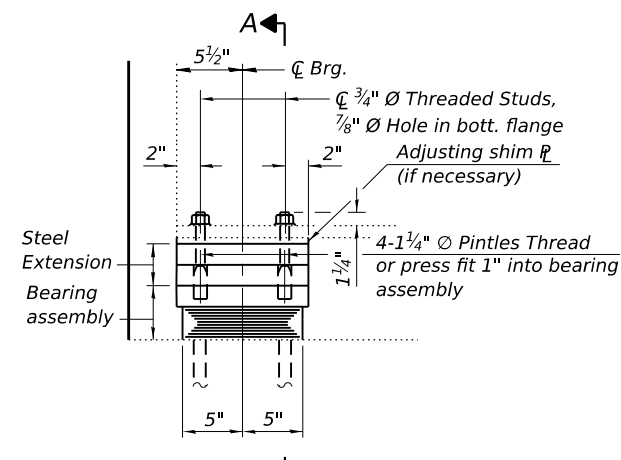


SIDE RETAINER

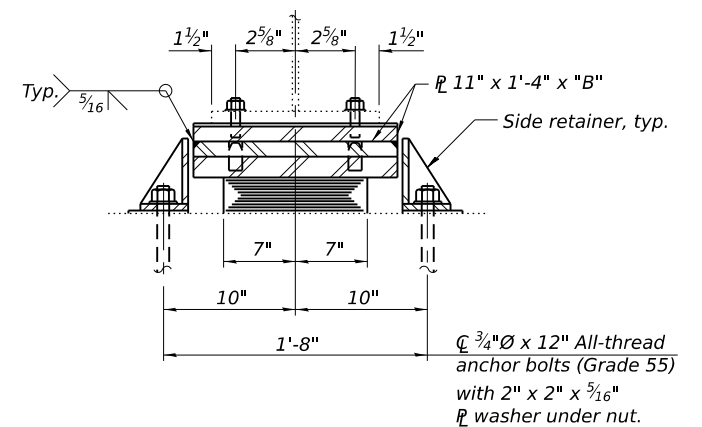
*Equivalent rolled angle with stiffeners
will be allowed in lieu of welded plates.*



EXISTING BEARING REMOVAL DETAIL



ELEVATION AT ABUT.

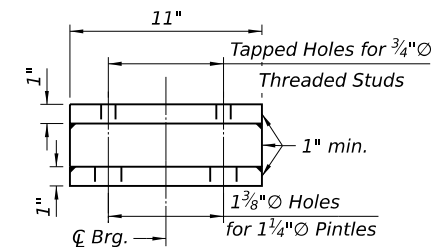


SECTION A-A

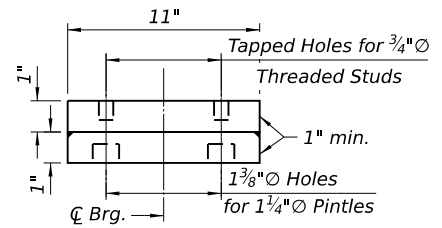
TYPE I ELASTOMERIC EXP. BRG.
(North Abutment)

TABLE OF PLATE THICKNESSES

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
"A"	$1^{13}_{16}''$	$1^{5}_{16}''$	$3^{7}_{16}''$	$1^{13}_{16}''$	$1^{11}_{16}''$	$1^{15}_{16}''$
"B"	$1^{3}_{8}''$	$1^{1}_{8}''$	$2^{1}_{4}''$	$1^{3}_{8}''$	$1^{1}_{4}''$	$1^{3}_{8}''$

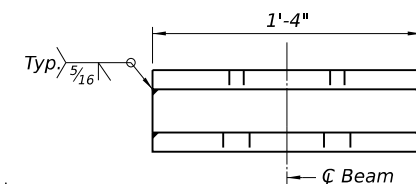


S. ABUT.

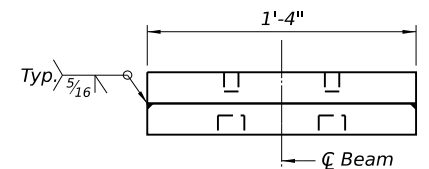


N. ABUT.

ELEVATION STEEL EXTENSION

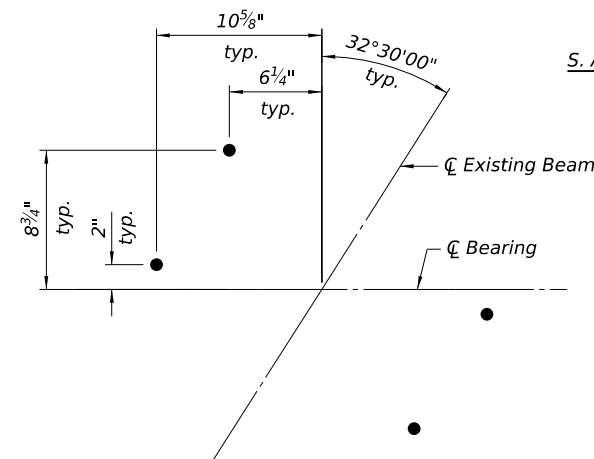


S. ABUT.



N. ABUT.

END VIEW STEEL EXTENSION

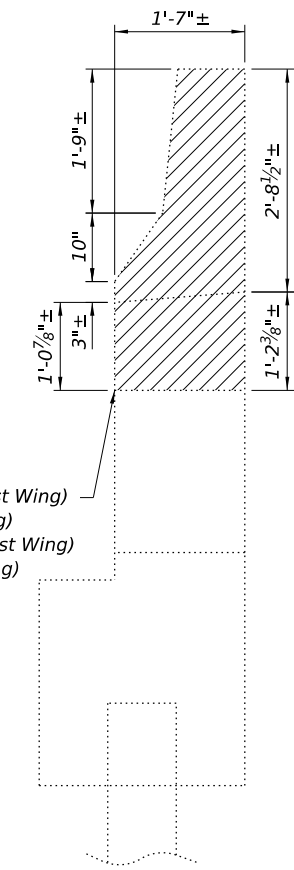
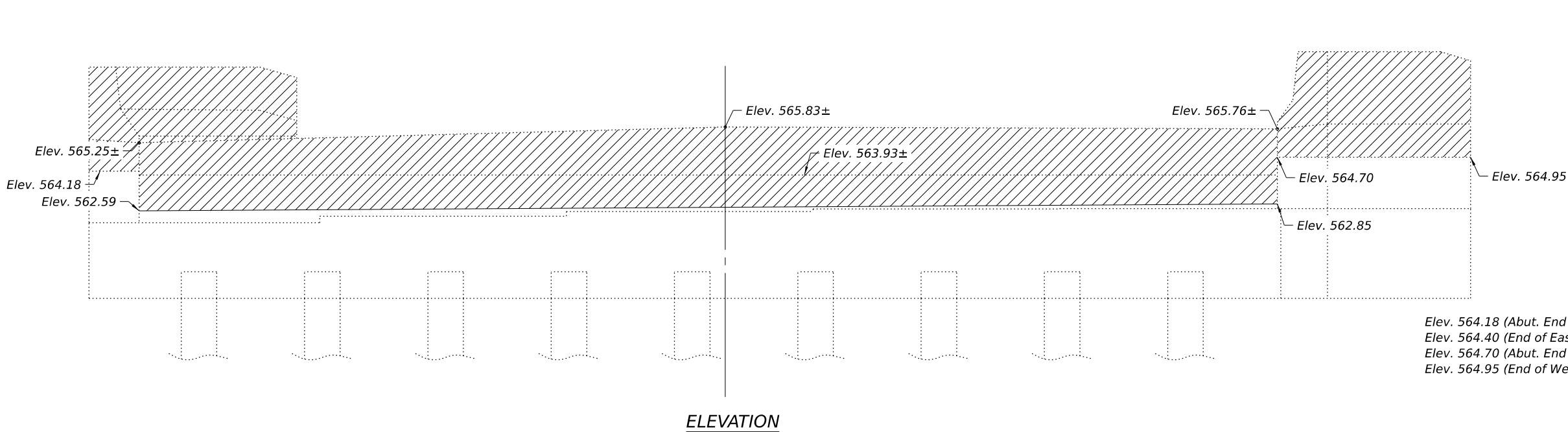


ANCHOR BOLT LAYOUT

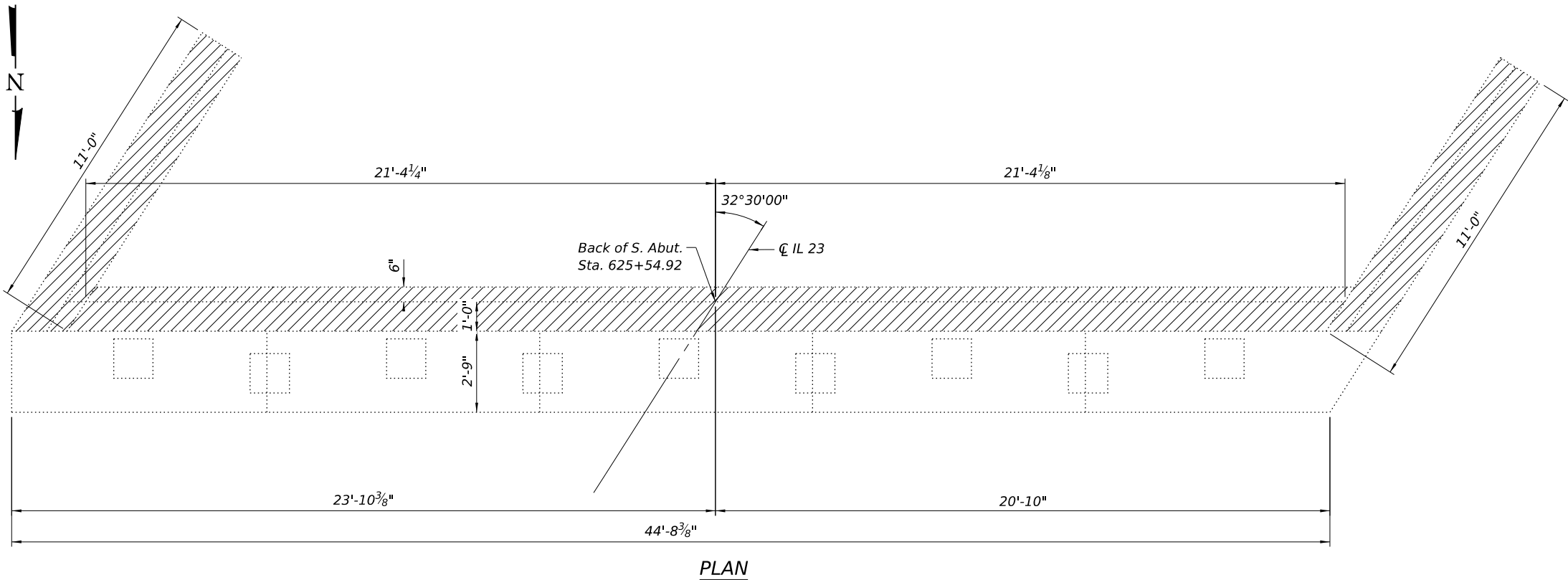
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 3/4"	Each	48
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	Pound	3,370

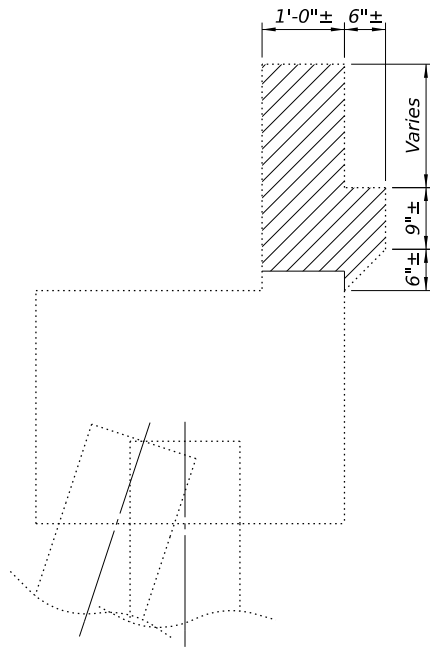
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Elev. 564.18 (Abut. End of East Wing)
Elev. 564.40 (End of East Wing)
Elev. 564.70 (Abut. End of West Wing)
Elev. 564.95 (End of West Wing)



SECTION THRU WING



SECTION THRU ABUTMENT

Notes:
Elevations shown herein have been determined from existing survey data and are subject to field verification and adjustment during construction.
Existing reinforcement bars shall be cut flush with the removal line. Grind smooth and seal with epoxy. Cost included with Concrete Removal.
Concrete removal quantities have been determined from existing plan data. Quantities and limits shown herein are estimated. Actual quantities shall be determined in the field by the Engineer.
Any reinforcement damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system in accordance with Article 501.03 in IDOT Standard Specifications. Cost included with Concrete Removal.

LEGEND

Concrete Removal

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	9.3

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USER NAME =	SUSER\$	DESIGNED -	KRH	REVISED -	
		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

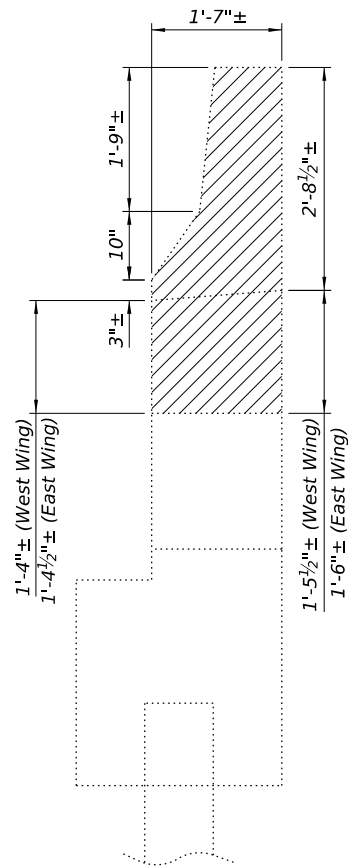
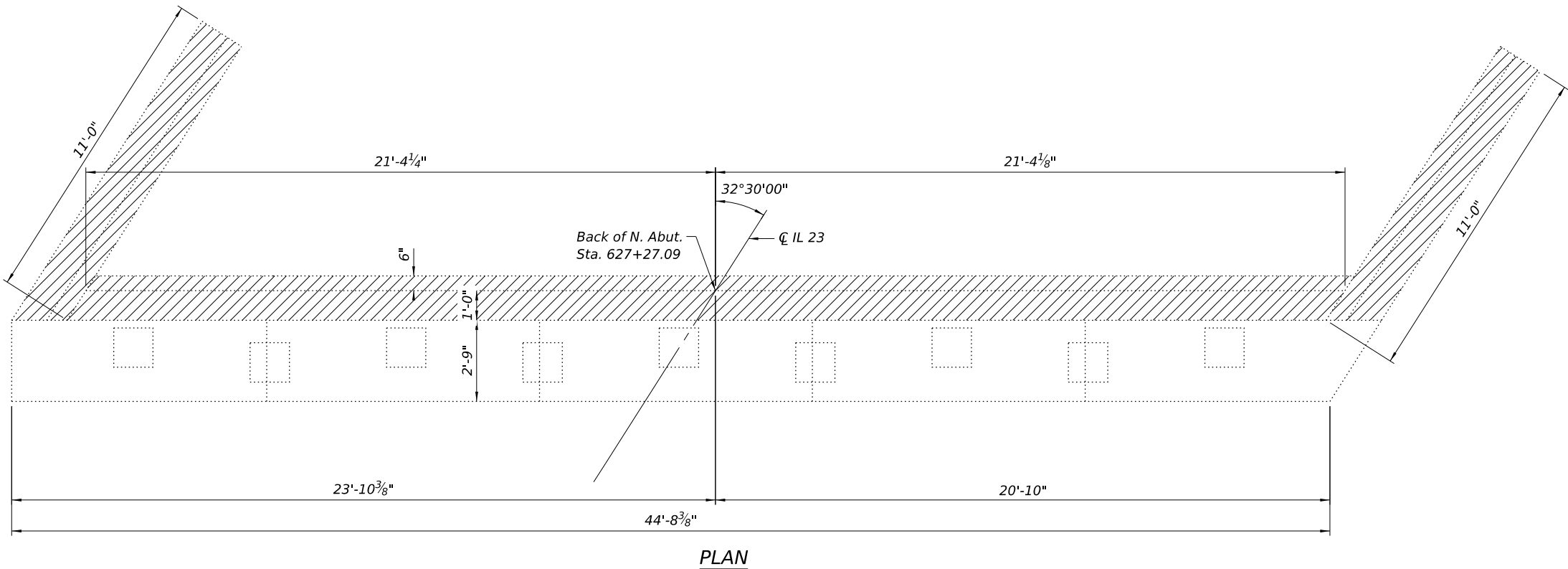
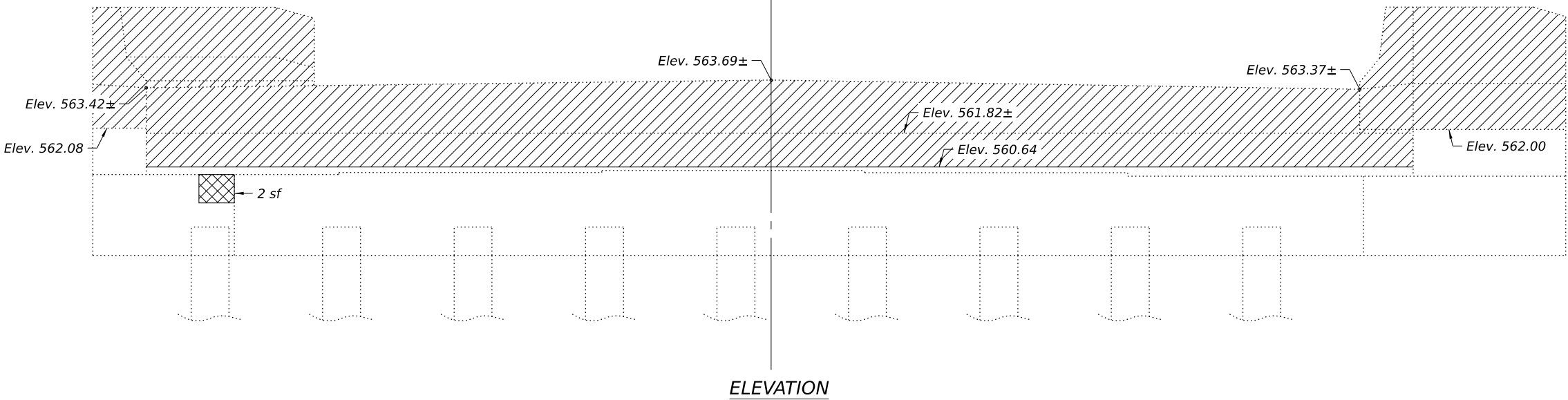
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 050-0047

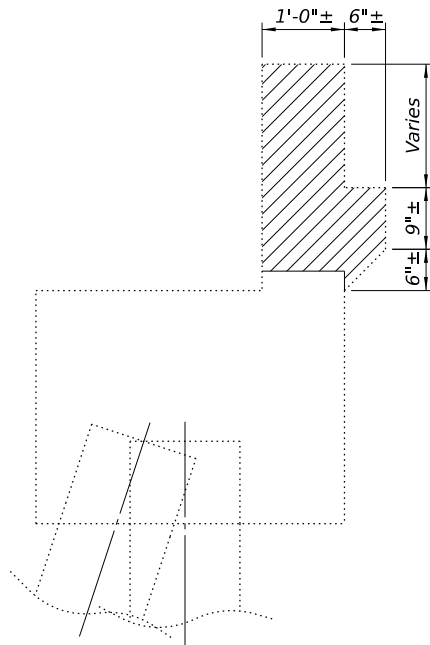
SHEET 19 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	68
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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SECTION THRU WING



SECTION THRU ABUTMENT

Notes:
Elevations shown herein have been determined from existing survey data and are subject to field verification and adjustment during construction.
Existing reinforcement bars shall be cut flush with the removal line. Grind smooth and seal with epoxy. Cost included with Concrete Removal.
Concrete removal quantities have been determined from existing plan data. Quantities and limits shown herein are estimated. Actual quantities shall be determined in the field by the Engineer.
Any reinforcement damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system in accordance with Article 501.03 in IDOT Standard Specifications. Cost included with Concrete Removal.

LEGEND

Concrete Removal

Structural Repair of Concrete (Depth Equal to or Less Than 5")

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	9.6
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	2

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Civil Engineering Design

USER NAME =	SUSERS\$	DESIGNED -	KRH	REVISED -	
		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

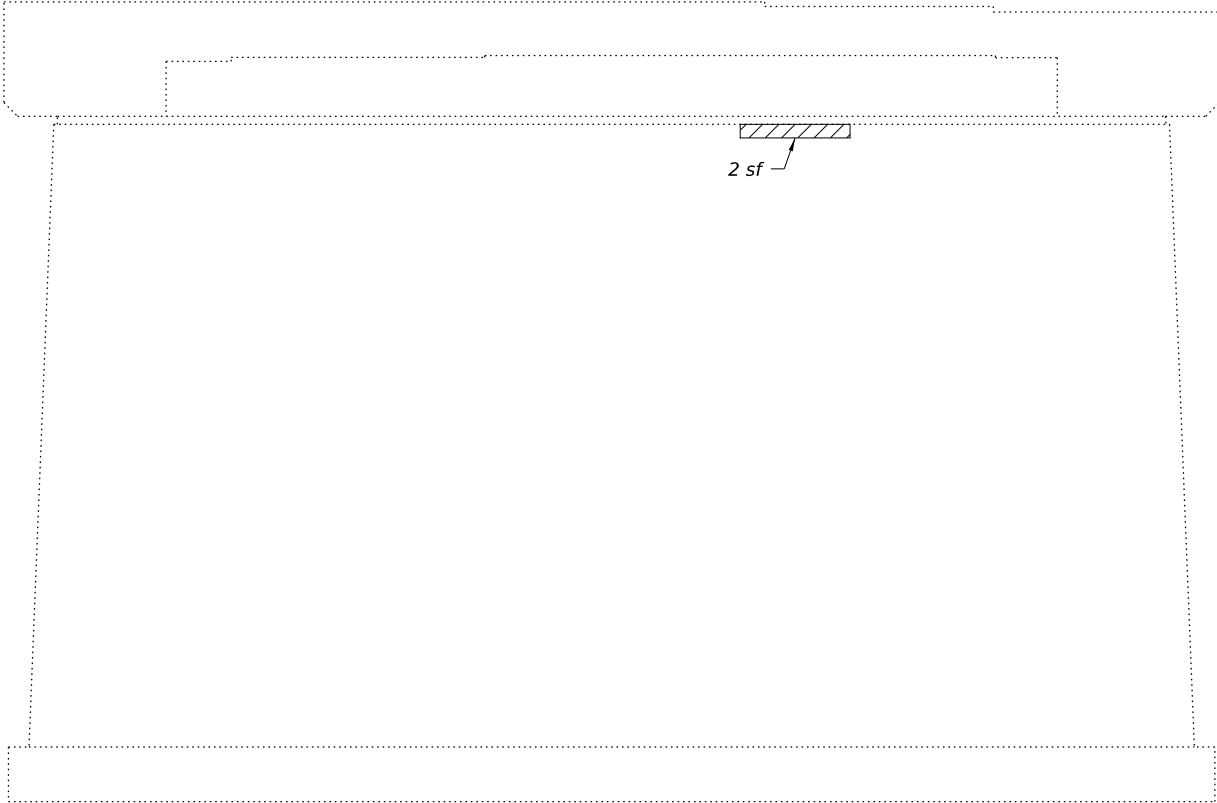
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 050-0047

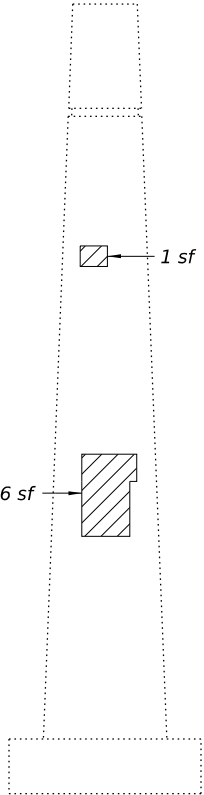
SHEET 20 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	69
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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PIER 1 ELEVATION - SOUTH FACE
(Looking North)



PIER 1 END VIEW - EAST FACE
(Looking West)



PIER 3 ELEVATION - NORTH FACE
(Looking South)

LEGEND

 Structural Repair of Concrete (Depth Equal to or Less Than 5")

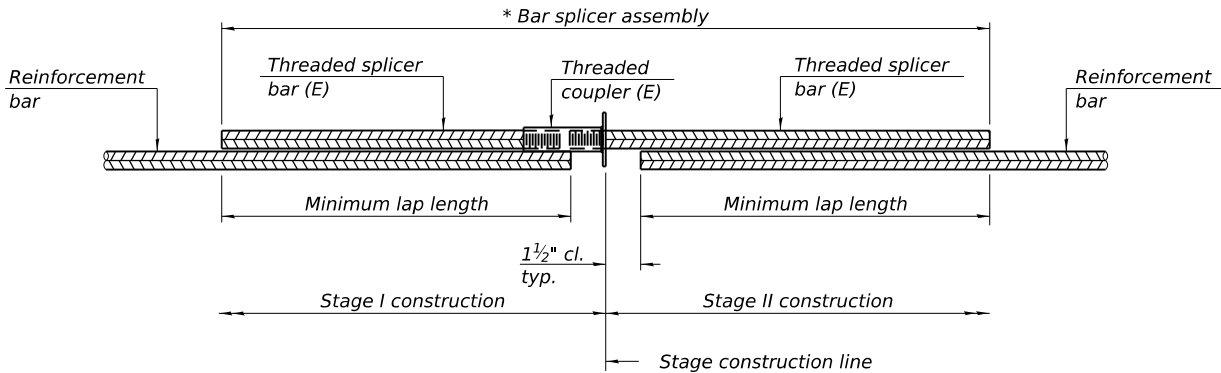
BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	12

USER NAME =	SUSERS\$	DESIGNED -	KRH	REVISED -	
		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	70
		CONTRACT NO. 66926		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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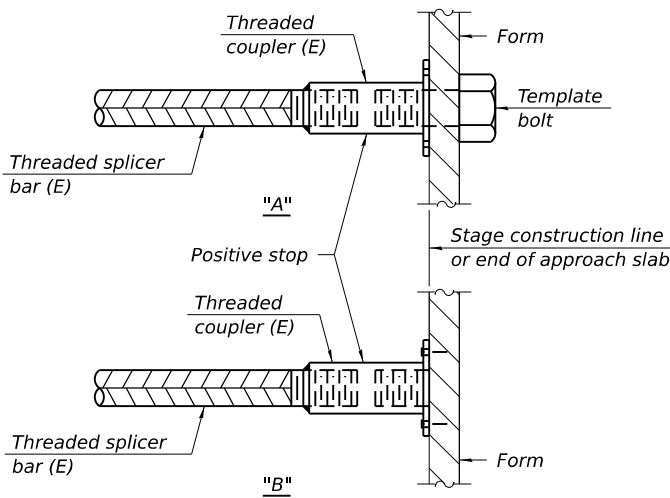
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	508	3'-10"
Approach Slab	#5	78	2'-6"
Approach Slab	#8	102	5'-2"
Approach Footing	#5	80	2'-0"

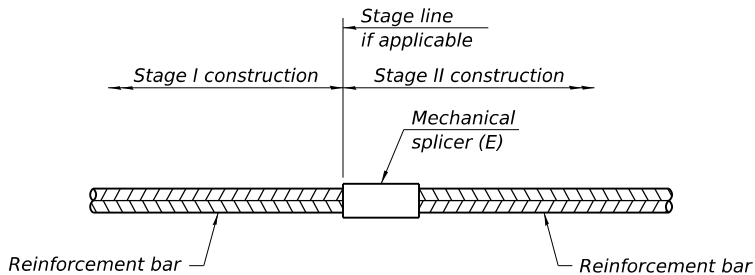


INSTALLATION AND SETTING METHODS

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

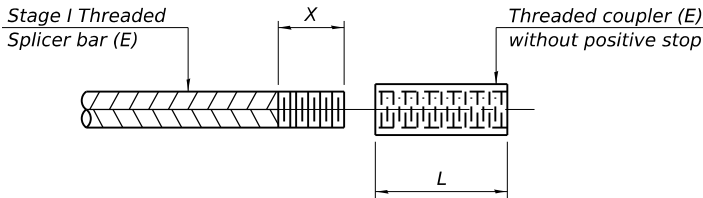
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Diaphragm	#4	4
Diaphragm	#6	14



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed

Notes:

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

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

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

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

BSD-1

4-4-2025

EFK•Moen
Civil Engineering Design

USER NAME =	SUSER\$	DESIGNED -	KRH	REVISED -	
		CHECKED -	ACB	REVISED -	
PLOT SCALE =		DRAWN -	KRH	REVISED -	
PLOT DATE =	5/13/2026	CHECKED -	ACB	REVISED -	

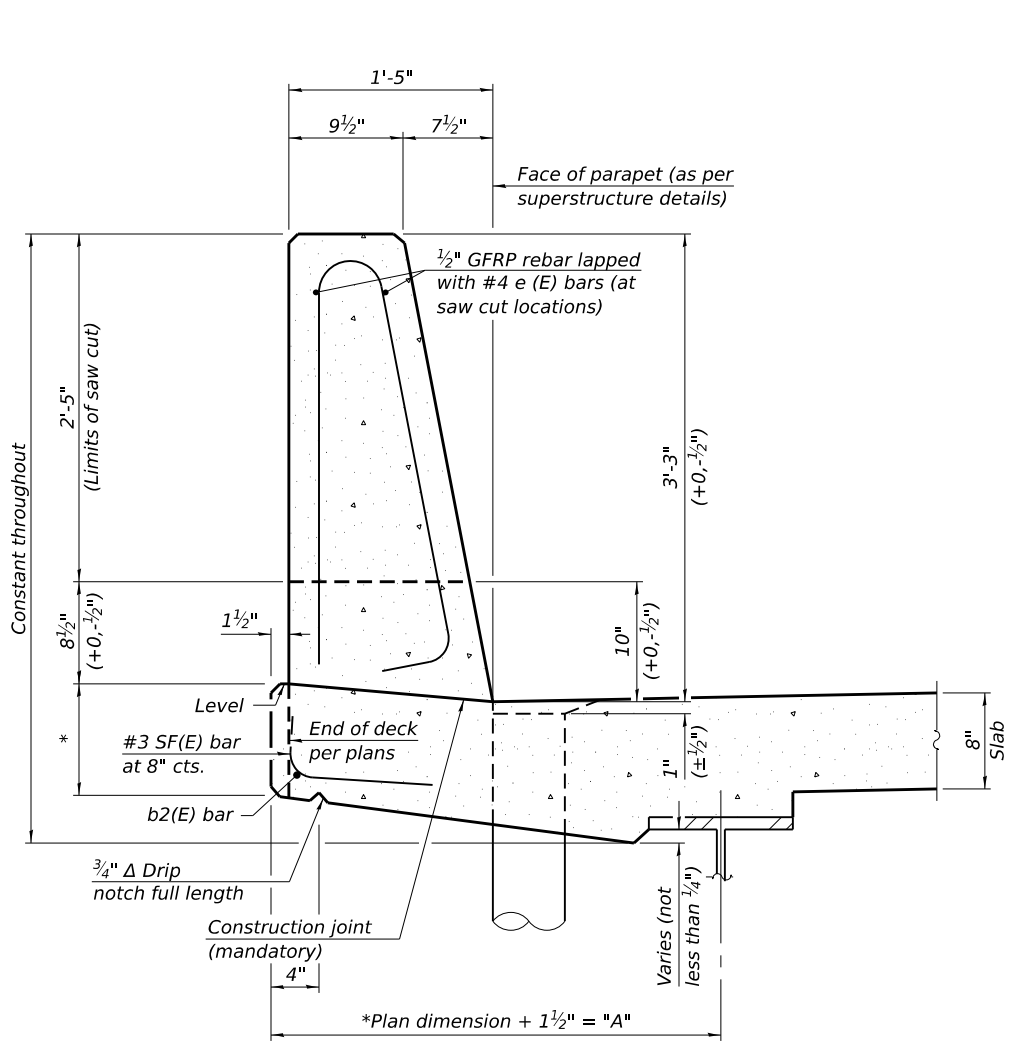
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 050-0047**

SHEET 22 OF 23 SHEETS

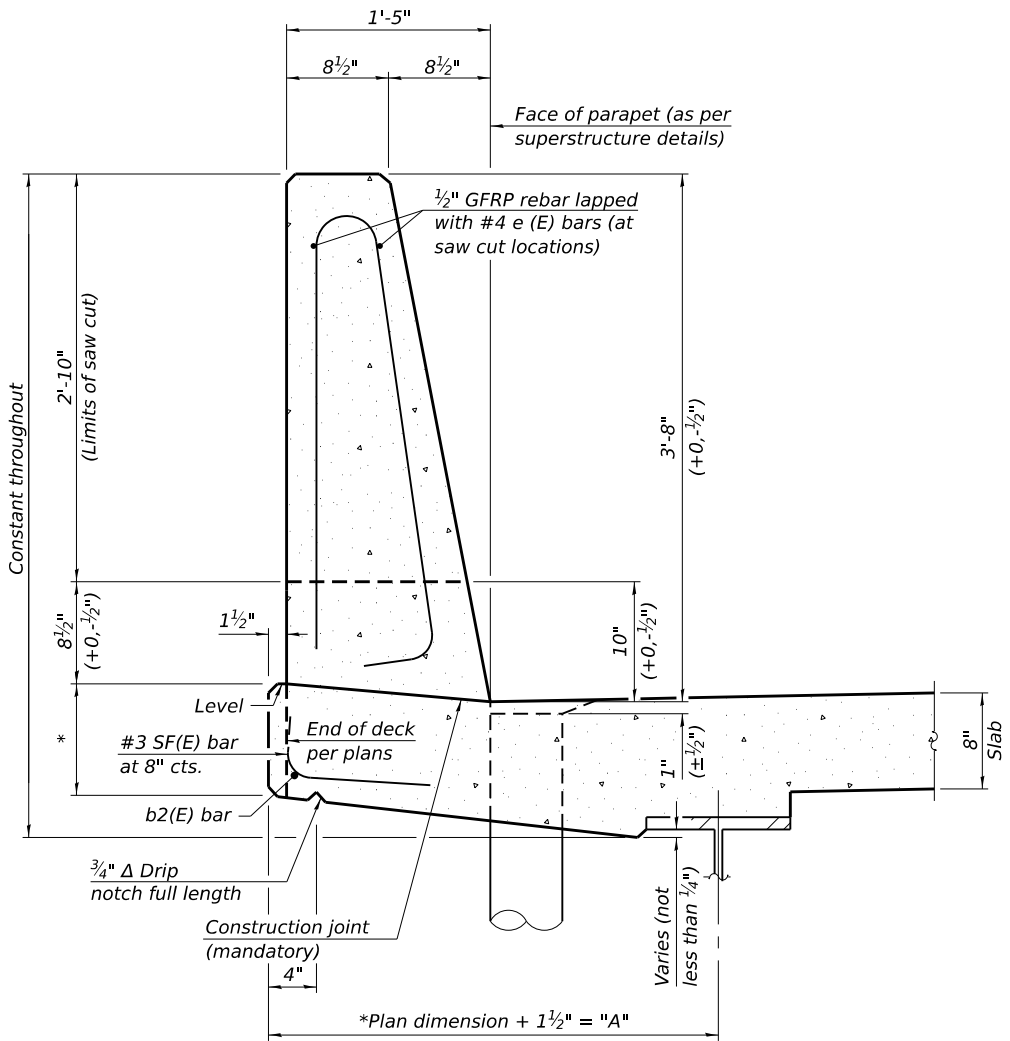
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	71
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: O:\2022R23\IDOTCAD CONNECT\23062.15 WHKS IL 23 over Covet Creek\CADD Data\Structures\Plotsheets\0500047_023_Concrete Parapet Slipforming Option.dgn



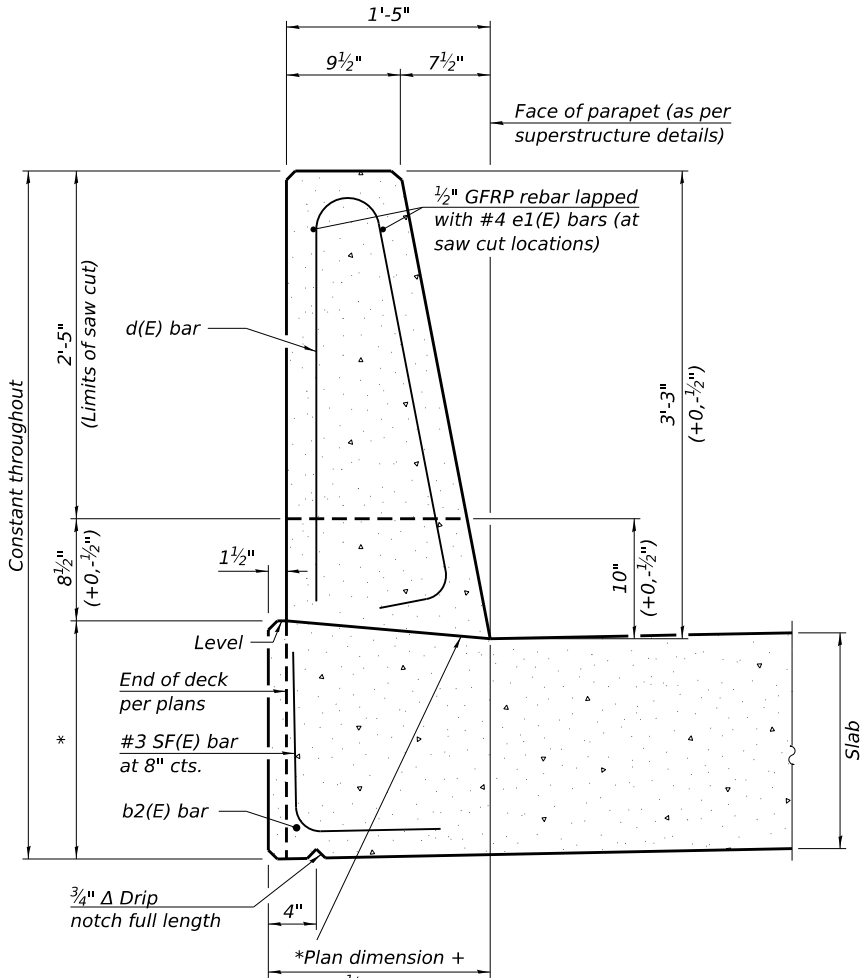
**39" CONSTANT-SLOPE
PARAPET SECTION**

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



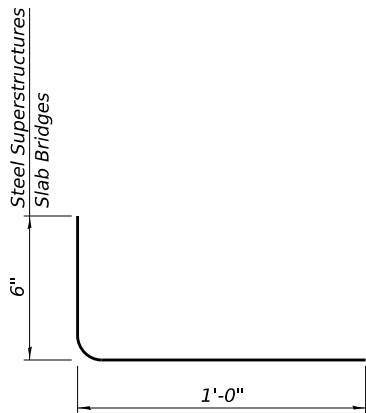
**44" CONSTANT-SLOPE
PARAPET SECTION**

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

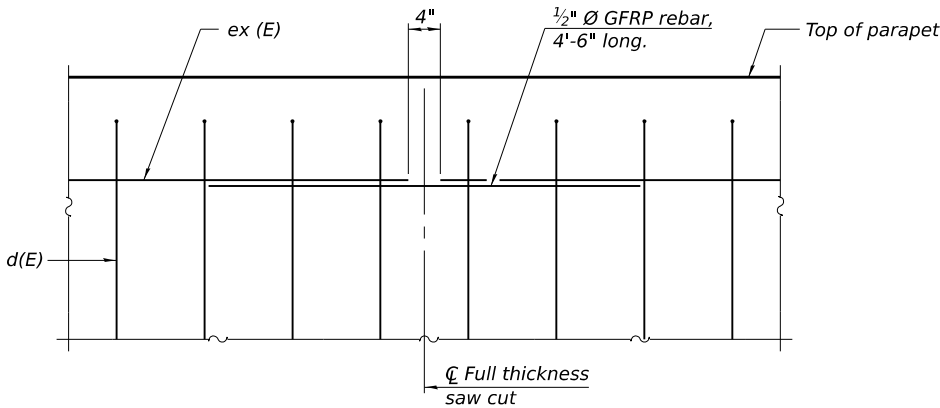


**39" CONSTANT-SLOPE
PARAPET SECTION**

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



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

EFK•Moen
Civil Engineering Design

USER NAME = \$USER\$
PLOT SCALE =
PLOT DATE = 5/13/2026

DESIGNED - KRH
CHECKED - ACB
DRAWN - KRH
CHECKED - ACB
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

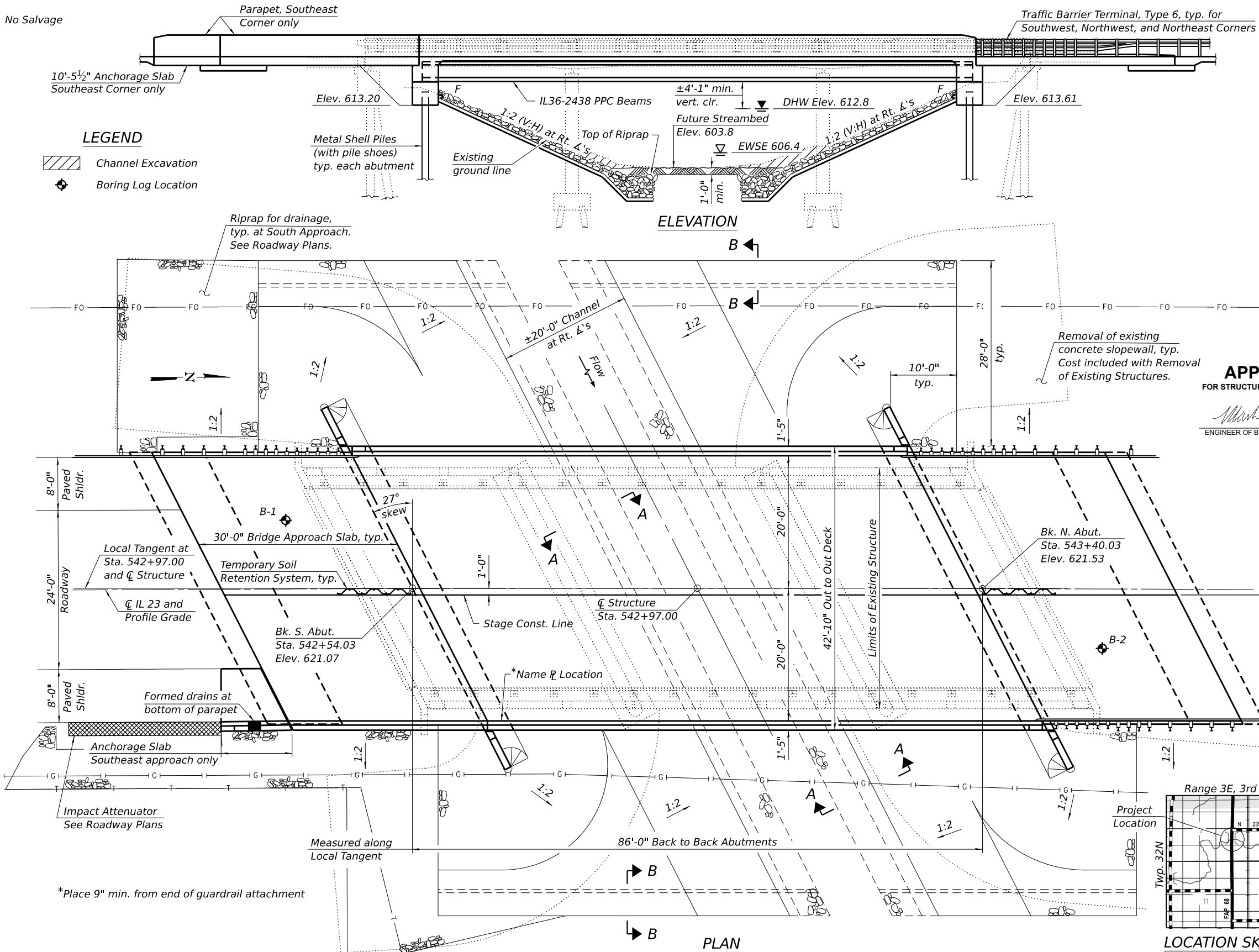
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 050-0047

SHEET 23 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	72
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled "□" top of existing NE wingwall S.N. 050-0048. Sta. 543+57.88, 19.32' Rt., Elev. 622.06

Existing Structure: SN 050-0048 was built in 1960 as S.B.I Rte. 23, Section 1BR-1 as a three-span haunched continuous reinforced concrete (RC) slab bridge. The superstructure consists of a 13" thick RC Slab, 9½" concrete curbs, and RC bridge rail. The superstructure is supported by RC stub abutments founded on precast concrete piles and solid wall concrete piers founded on timber piles. Repairs in 1994 consisted of waterproofing membrane and wearing surface replacement, partial and full depth deck repairs, bearing replacement at each substructure unit, new floor drains, and Steel Railing Type 2399 installation. Repairs in 2002 consisted of waterproofing membrane and wearing surface replacement, plugging existing deck drains, repair of abutment cap cracks, and riprap erosion protection. The structure has a 27.63° skew with a back-to-back abutment length of 102'-6" and an out-to-out of deck width of 36'-4". Existing structure to be removed and replaced. Traffic to be maintained using stage construction.



INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Stage Construction Details
- Temporary Soil Retention System
- Temporary Concrete Barrier
- Top of Slab Elevation Location Plan
- Top of Slab Elevations
- South Approach Elevations
- North Approach Elevations
- Superstructure
- Superstructure Details
- Diaphragm Details
- Bridge Approach and Anchorage Slab Details
- Framing Plan
- Framing Details
- IL36-2438 Beams
- IL36-2438 Beam Details
- South Abutment
- North Abutment
- Metal Shell Pile Details
- Concrete Parapet Slipforming Option
- Bar Splicer Assembly and Mechanical
- Splicer Details
- Boring Logs

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications
9th Edition

DESIGN STRESSES

FIELD UNITS

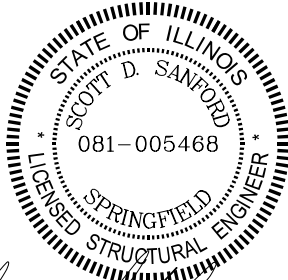
f'_c = 4,000 psi (Superstructure)
 f'_c = 3,500 psi (Substructure)
 f_y = 60,000 psi (Reinforcement)

PRECAST UNITS

f'_c = 8,500 psi
 f'_{ci} = 6,500 psi
 f_{pu} = 270,000 psi (0.6" low lax strands)
 f_{pbt} = 202,300 psi (0.6" low lax strands)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.101g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.168g
Soil Site Class = D



5-22-2026
Expires: 11/30/2026

GENERAL PLAN AND ELEVATION

IL 23 OVER BRANCH OF COVELL CREEK

F.A.P. RTE. 68 - SECTION (1BR)D,(1BR-1)BR-1

LASALLE COUNTY

STATION 542+97.00

STRUCTURE NO. 050-0251

USER NAME = jmontrey	DESIGNED - JLM	REVISED -
	CHECKED - BRD	REVISED -
PLOT SCALE = 62" x 1 in.	DRAWN - JLM	REVISED -
PLOT DATE = 7/21/2026	CHECKED - BRD / SDS	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	73
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

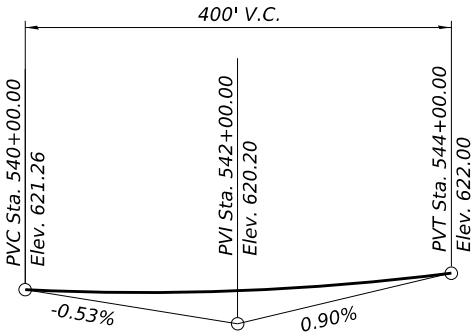
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
3. Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

STA. 542+97.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 68 SEC. (1BR)D,(1BR-1)BR-1
LOADING HL93
STR. NO. 050-0251

NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

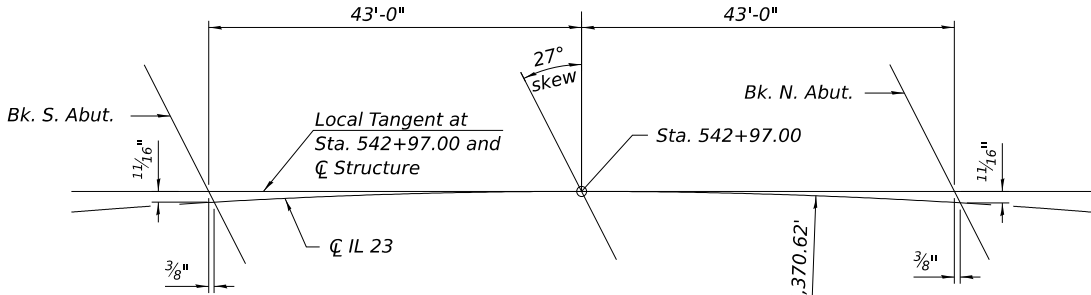
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1,035	1,035
Filter Fabric	Sq. Yd.		1,035	1,035
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		64	64
Concrete Structures	Cu. Yd.		86.3	86.3
Concrete Superstructure	Cu. Yd.	180.0		180.0
Bridge Deck Grooving	Sq. Yd.	607		607
Protective Coat	Sq. Yd.	750		750
Concrete Superstructure (Approach Slab)	Cu. Yd.	119.4		119.4
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Foot	498		498
Reinforcement Bars, Epoxy Coated	Pound	75,110	14,550	89,660
Bar Splicers	Each	485	100	585
Furnishing Metal Shell Piles 16" X 0.375"	Foot		325	325
Driving Piles	Foot		325	325
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		10	10
Name Plates	Each	1		1
Temporary Soil Retention System	Sq. Ft.		78	78
Granular Backfill for Structures	Cu. Yd.		147	147
Geocomposite Wall Drain	Sq. Yd.		86	86
Pipe Underdrains for Structures 4"	Foot		142	142
Bar Terminators	Each		520	520



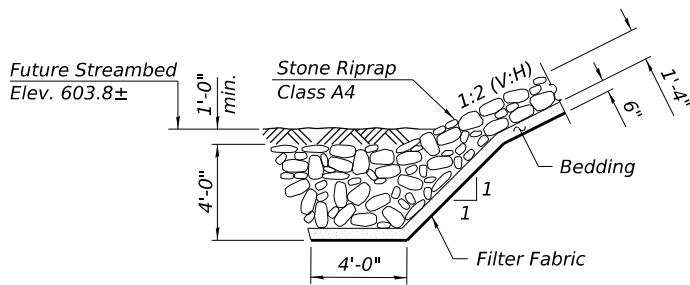
PROFILE GRADE
(Along C IL 23)

CURVE DATA

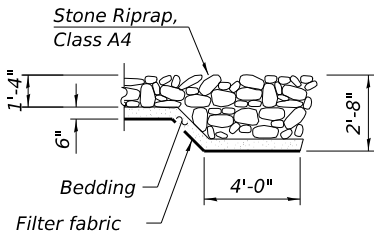
P.I. Sta. = 540+44.66
Δ = 2°54'00" (RT)
D = 0°21'00"
R = 16,370.62'
T = 414.38'
L = 828.58'
E = 5.24'
e = Normal Crown
P.C. Sta. = 536+30.28
P.T. Sta. = 544+58.85



OFFSET SKETCH



SECTION A-A

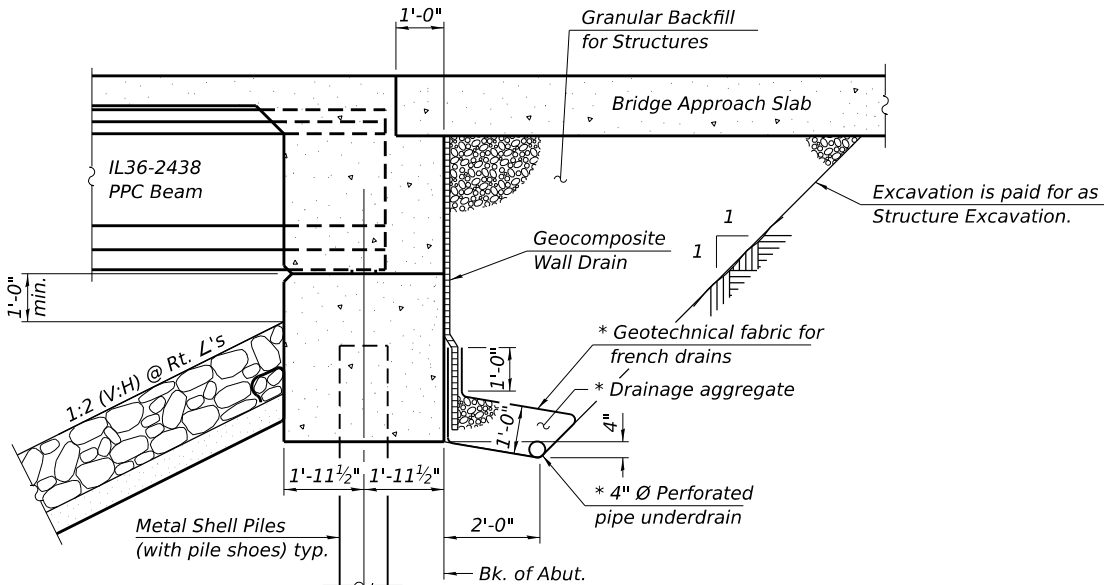


SECTION B-B

WATERWAY INFORMATION

Exist. Low Grade Elev. 620.93 at Sta. 540+92 Prop. Low Grade Elev. 621.30 at Sta. 541+60									
Drainage Area = 8.7 sq. mi.									
Flood	Freq. Yr.	Q C.F.S.	Opening Ft²		Nat. H.W.E.	Head - Ft.		Headwater Elev.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year	10	918	229	288	612.0	0.1	0.0	612.1	612.0
Design	50	1,470	268	331	612.8	0.5	0.1	613.3	612.8
Base	100	1,720	283	348	613.1	0.7	0.2	613.8	613.3
Scour Check	200	1,980	298	364	613.4	0.9	0.4	614.3	613.7
Max. Calc.	500	2,320	316	383	613.7	1.2	0.6	614.8	614.3

10 - Year velocity through existing: 4.0 ft./sec.
10 - Year velocity through proposed: 3.4 ft./sec.



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

* Included in the cost of Pipe Underdrains for Structures.

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

BYPASS FLOWRATE FROM BRIDGE LIMITS
(END OF APPROACH SLAB) TO ROADWAY

	NW Curbline	SW Curbline	NE Curbline	SE Curbline
Q (C.F.S.)	N/A	0.402	N/A	0.402

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)		Item 113
	S. Abut.	N. Abut.	
Q100	613.20	613.61	8
Q200	613.20	613.61	
Design	613.20	613.61	
Check	613.20	613.61	

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7/21/2026 12:08:43 PM

design firm
no. 184001036



USER NAME = jmontrey

DESIGNED - JLM

REVISED -

CHECKED - BRD

REVISED -

PLOT SCALE = 62' = 1"

DRAWN - JLM

REVISED -

PLOT DATE = 7/21/2026

CHECKED - BRD / SDS

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 050-0251

SHEET 2 OF 27 SHEETS

F.A.P.
RTE.

SECTION

COUNTY

TOTAL
SHEETS

SHEET
NO.

68

(1BR)D,(1BR-1)BR-1

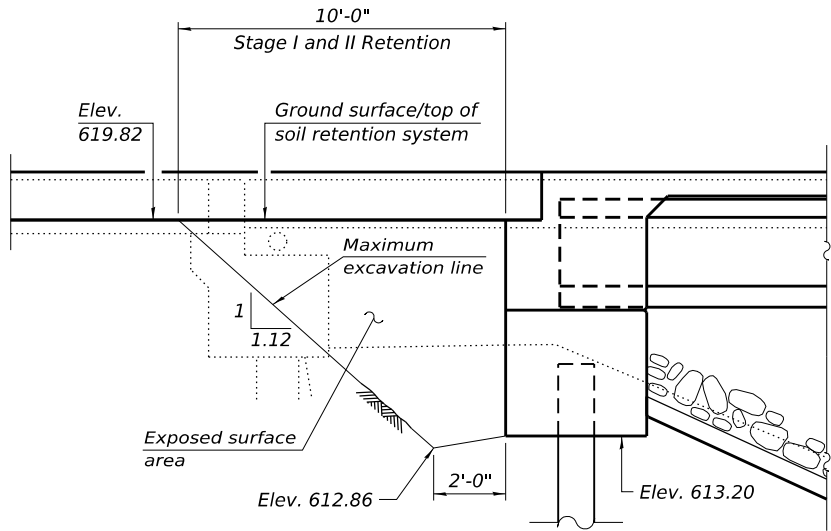
LASALLE

144

74

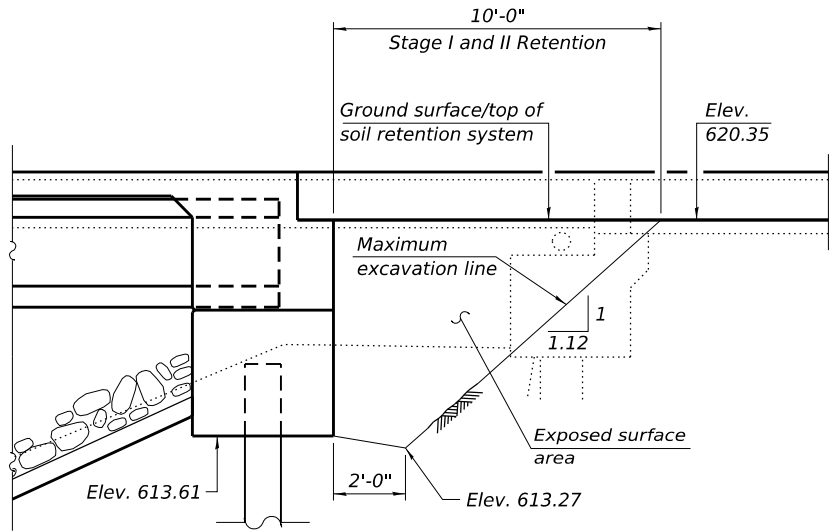
CONTRACT NO. 66926

ILLINOIS FED. AID PROJECT



TEMPORARY SOIL RETENTION AT SOUTH ABUTMENT

(Dimensions are parallel to $\varnothing$ structure.)



TEMPORARY SOIL RETENTION AT NORTH ABUTMENT

(Dimensions are parallel to $\varnothing$ structure.)

Notes:

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

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	78

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5/22/2026 7:32:43 AM

design firm
no. 184001036


engineers + planners + land surveyors

USER NAME = jmont	DESIGNED - JLM	REVISED -
CHECKED - BRD	REVISIONS	
PLOT SCALE = 0.2" = 1'	DRAWN - JLM	REVISED -
PLOT DATE = 5/22/2026	CHECKED - BRD / SDS	REVISED -

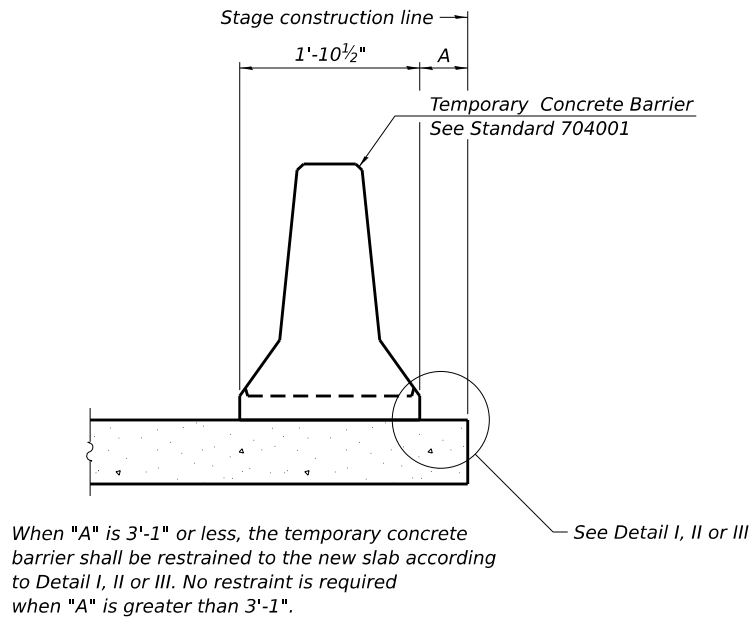
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 050-0251

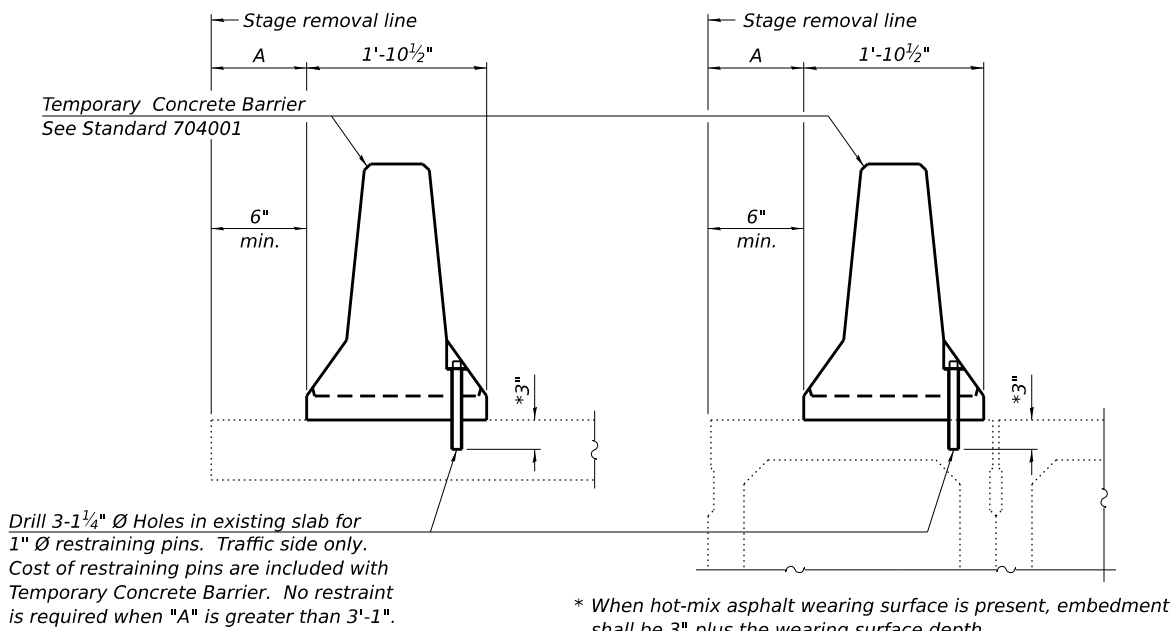
SHEET 4 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	76
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

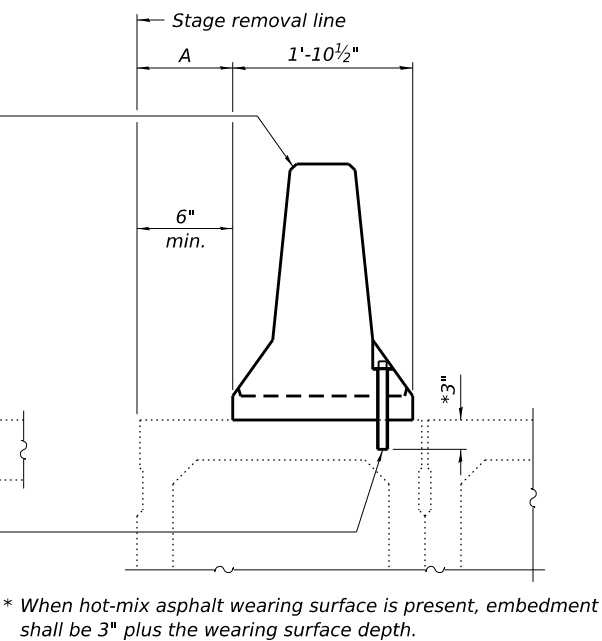
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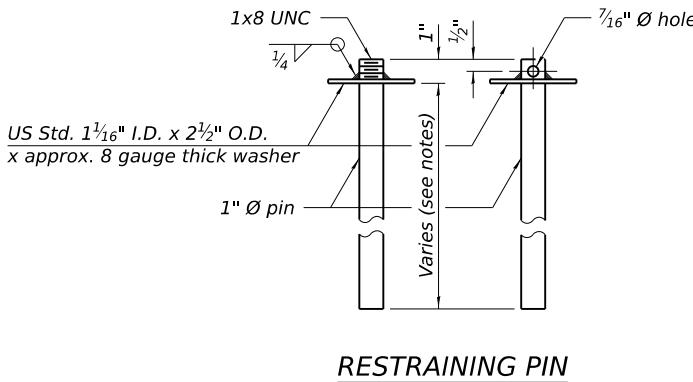
NEW SLAB OR NEW DECK BEAM



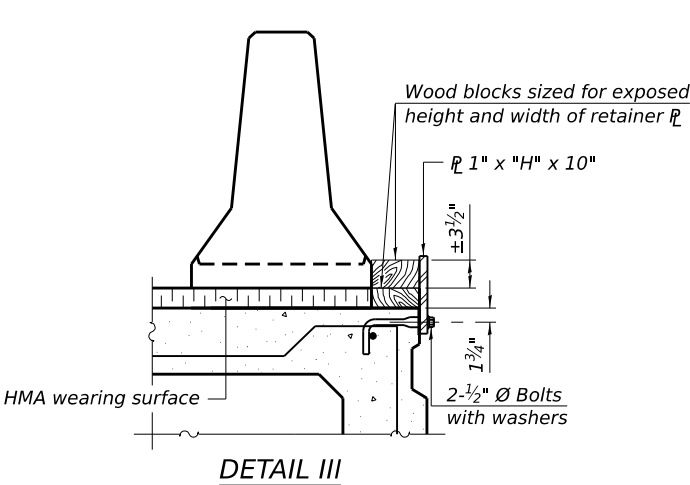
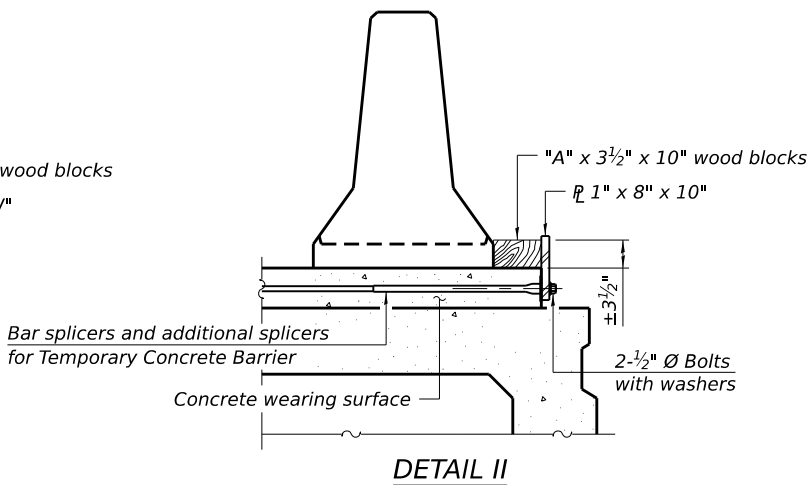
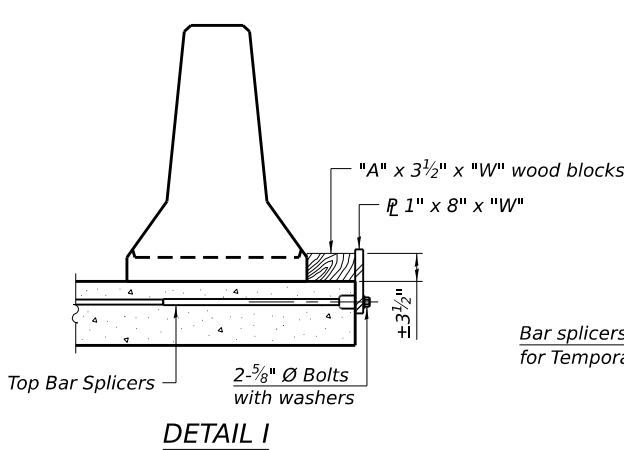
EXISTING SLAB



EXISTING DECK BEAM



SECTIONS THRU SLAB OR DECK BEAM



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

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

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

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

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

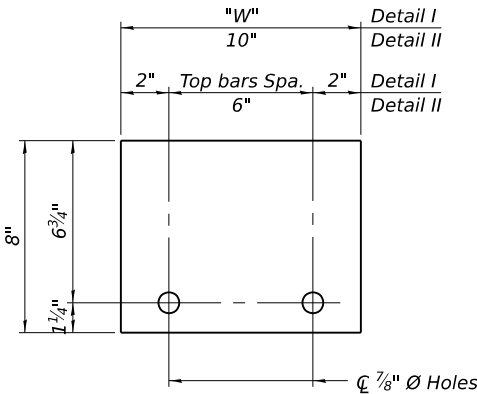
RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

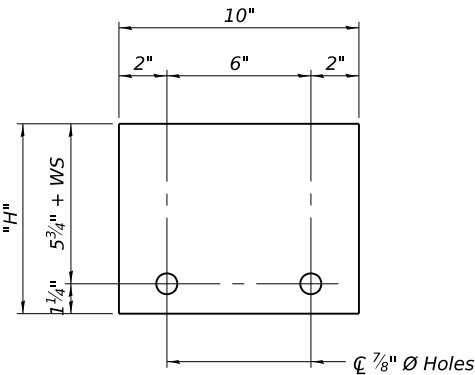
R-27

5-15-2023

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



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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 050-0251

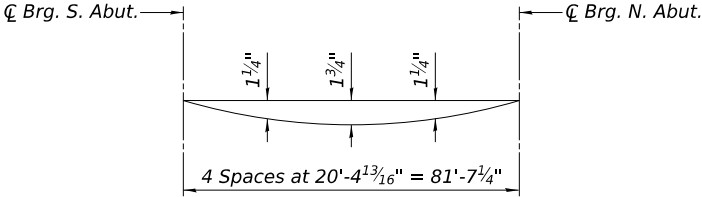
SHEET 5 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	77
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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7/21/2026 12:09:44 PM

BEAM 1

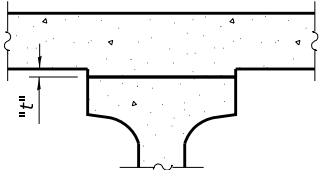
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+44.82	-18.21	620.73	620.73
☐ Brg. S. Abut.	542+47.02	-18.20	620.74	620.74
A	542+57.01	-18.17	620.78	620.83
B	542+67.00	-18.15	620.82	620.92
C	542+76.98	-18.14	620.86	620.99
D	542+86.97	-18.13	620.91	621.05
E	542+96.96	-18.13	620.96	621.09
F	543+06.95	-18.13	621.01	621.12
G	543+16.94	-18.14	621.07	621.14
☐ Brg. N. Abut.	543+28.53	-18.16	621.15	621.15
Bk. N. Abut.	543+30.73	-18.16	621.16	621.16



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on Sheet 8.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below and on Sheet 8, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+48.49	-10.95	620.88	620.88
☐ Brg. S. Abut.	542+50.69	-10.94	620.89	620.89
A	542+60.68	-10.92	620.93	620.98
B	542+70.67	-10.90	620.97	621.07
C	542+80.67	-10.88	621.02	621.15
D	542+90.66	-10.88	621.07	621.21
E	543+00.65	-10.88	621.12	621.25
F	543+10.65	-10.88	621.18	621.28
G	543+20.64	-10.89	621.24	621.30
☐ Brg. N. Abut.	543+32.24	-10.91	621.31	621.31
Bk. N. Abut.	543+34.43	-10.92	621.32	621.32

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+52.16	-3.69	621.01	621.01
☐ Brg. S. Abut.	542+54.36	-3.68	621.01	621.01
A	542+64.36	-3.66	621.05	621.11
B	542+74.36	-3.64	621.10	621.20
C	542+84.35	-3.63	621.14	621.28
D	542+94.35	-3.63	621.19	621.34
E	543+04.35	-3.63	621.25	621.38
F	543+14.35	-3.63	621.31	621.41
G	543+24.34	-3.65	621.37	621.43
☐ Brg. N. Abut.	543+35.95	-3.67	621.44	621.44
Bk. N. Abut.	543+38.14	-3.68	621.46	621.46

☐ STRUCTURE, LOCAL TANGENT, AND CROWN LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+54.00	-0.06	621.07	621.07
☐ Brg. S. Abut.	542+56.20	-0.05	621.08	621.08
A	542+66.20	-0.03	621.12	621.17
B	542+76.20	-0.01	621.16	621.26
C	542+86.20	0.00	621.21	621.34
D	542+96.20	0.00	621.26	621.40
E	543+06.20	0.00	621.31	621.45
F	543+16.20	-0.01	621.37	621.48
G	543+26.20	-0.03	621.43	621.50
☐ Brg. N. Abut.	543+37.80	-0.05	621.51	621.51
Bk. N. Abut.	543+40.00	-0.06	621.52	621.52

☐ IL 23 & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+54.03	0	621.07	621.07
☐ Brg. S. Abut.	542+56.22	0	621.08	621.08
A	542+66.21	0	621.12	621.17
B	542+76.20	0	621.16	621.26
C	542+86.20	0	621.21	621.34
D	542+96.20	0	621.26	621.40
E	543+06.20	0	621.31	621.45
F	543+16.20	0	621.37	621.48
G	543+26.21	0	621.43	621.50
☐ Brg. N. Abut.	543+37.83	0	621.51	621.51
Bk. N. Abut.	543+40.03	0	621.52	621.52

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+54.51	0.94	621.05	621.05
☐ Brg. S. Abut.	542+56.71	0.95	621.06	621.06
A	542+66.71	0.97	621.10	621.16
B	542+76.71	0.99	621.15	621.25
C	542+86.71	1.00	621.19	621.33
D	542+96.71	1.00	621.25	621.39
E	543+06.71	1.00	621.30	621.44
F	543+16.71	0.99	621.36	621.47
G	543+26.71	0.97	621.42	621.48
☐ Brg. N. Abut.	543+38.31	0.95	621.50	621.50
Bk. N. Abut.	543+40.51	0.94	621.51	621.51

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+55.84	3.57	621.02	621.02
☐ Brg. S. Abut.	542+58.04	3.58	621.03	621.03
A	542+68.04	3.60	621.07	621.12
B	542+78.04	3.61	621.11	621.21
C	542+88.04	3.62	621.16	621.29
D	542+98.05	3.62	621.21	621.36
E	543+08.05	3.62	621.27	621.40
F	543+18.05	3.61	621.33	621.43
G	543+28.05	3.60	621.39	621.45
☐ Brg. N. Abut.	543+39.66	3.57	621.47	621.47
Bk. N. Abut.	543+41.86	3.56	621.48	621.48

(Sheet 1 of 2)

MODEL_009
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 055-0047 and 0251 PSECADD10.12\CADD Data\Bridg\050-0251-0366926.dgn

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+59.52	10.83	620.93	620.93
☒ Brg. S. Abut.	542+61.72	10.84	620.93	620.93
A	542+71.72	10.86	620.98	621.03
B	542+81.73	10.87	621.02	621.12
C	542+91.74	10.87	621.07	621.20
D	543+01.74	10.87	621.13	621.27
E	543+11.75	10.87	621.18	621.32
F	543+21.76	10.86	621.24	621.35
G	543+31.76	10.84	621.31	621.37
☒ Brg. N. Abut.	543+43.37	10.81	621.38	621.38
Bk. N. Abut.	543+45.57	10.80	621.40	621.40

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	542+63.20	18.09	620.80	620.80
☒ Brg. S. Abut.	542+65.40	18.09	620.81	620.81
A	542+75.41	18.11	620.85	620.91
B	542+85.42	18.12	620.90	621.00
C	542+95.43	18.12	620.95	621.08
D	543+05.44	18.12	621.01	621.15
E	543+15.45	18.11	621.06	621.20
F	543+25.46	18.10	621.13	621.23
G	543+35.48	18.08	621.19	621.25
☒ Brg. N. Abut.	543+47.09	18.05	621.27	621.27
Bk. N. Abut.	543+49.29	18.04	621.29	621.29

(Sheet 2 of 2)

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+15.03</i>	<i>-20.21</i>	<i>620.61</i>
<i>A1</i>	<i>542+25.02</i>	<i>-20.16</i>	<i>620.63</i>
<i>A2</i>	<i>542+35.01</i>	<i>-20.12</i>	<i>620.66</i>
<i>North End of South Appr. Pav't.</i>	<i>542+45.00</i>	<i>-20.08</i>	<i>620.69</i>

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+19.16</i>	<i>-12</i>	<i>620.78</i>
<i>A1</i>	<i>542+29.13</i>	<i>-12</i>	<i>620.80</i>
<i>A2</i>	<i>542+39.10</i>	<i>-12</i>	<i>620.83</i>
<i>North End of South Appr. Pav't.</i>	<i>542+49.08</i>	<i>-12</i>	<i>620.87</i>

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+25.12</i>	<i>-0.05</i>	<i>620.97</i>
<i>A1</i>	<i>542+35.12</i>	<i>-0.08</i>	<i>621.00</i>
<i>A2</i>	<i>542+45.12</i>	<i>-0.12</i>	<i>621.03</i>
<i>North End of South Appr. Pav't.</i>	<i>542+55.12</i>	<i>-0.16</i>	<i>621.07</i>

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+25.20</i>	<i>0</i>	<i>620.97</i>
<i>A1</i>	<i>542+35.18</i>	<i>0</i>	<i>621.00</i>
<i>A2</i>	<i>542+45.16</i>	<i>0</i>	<i>621.04</i>
<i>North End of South Appr. Pav't.</i>	<i>542+55.15</i>	<i>0</i>	<i>621.07</i>

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+25.63</i>	<i>0.84</i>	<i>620.96</i>
<i>A1</i>	<i>542+35.63</i>	<i>0.88</i>	<i>620.99</i>
<i>A2</i>	<i>542+45.63</i>	<i>0.92</i>	<i>621.02</i>
<i>North End of South Appr. Pav't.</i>	<i>542+55.63</i>	<i>0.95</i>	<i>621.06</i>

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+31.26</i>	<i>12</i>	<i>620.81</i>
<i>A1</i>	<i>542+41.24</i>	<i>12</i>	<i>620.84</i>
<i>A2</i>	<i>542+51.24</i>	<i>12</i>	<i>620.88</i>
<i>North End of South Appr. Pav't.</i>	<i>542+61.23</i>	<i>12</i>	<i>620.92</i>

<i>Location</i>	<i>Station</i>	<i>Offset</i>	<i>Theoretical Grade Elevations</i>
<i>South End of South Appr. Pav't.</i>	<i>542+35.24</i>	<i>19.88</i>	<i>620.66</i>
<i>A1</i>	<i>542+45.25</i>	<i>19.92</i>	<i>620.70</i>
<i>A2</i>	<i>542+55.26</i>	<i>19.95</i>	<i>620.73</i>
<i>North End of South Appr. Pav't.</i>	<i>542+65.27</i>	<i>19.97</i>	<i>620.77</i>



5-15-2023

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design firm
no. 184001036



USER NAME = jmontrey	DESIGNED - JLM	REVISED -
	CHECKED - BRD	REVISED -
PLOT SCALE = 0:2" = 1'-0"	DRAWN - JLM	REVISED -
PLOT DATE = 7/21/2026	CHECKED - BRD / SDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0251**

SHEET 9 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	81
		CONTRACT NO. 66926		
ILLINOIS		FED. AID PROJECT		

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+28.65	-20.03	621.11
A3	543+38.64	-20.05	621.18
A4	543+48.62	-20.08	621.24
North End of North Appr. Pav't.	543+58.61	-20.12	621.32

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+32.76	-12	621.30
A3	543+42.76	-12	621.36
A4	543+52.77	-12	621.43
North End of North Appr. Pav't.	543+62.78	-12	621.51

CL STRUCTURE, LOCAL TANGENT, AND CROWN LINE

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+38.88	-0.05	621.52
A3	543+48.88	-0.08	621.59
A4	543+58.88	-0.12	621.66
North End of North Appr. Pav't.	543+68.88	-0.16	621.73

CL IL 23 & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+38.91	0	621.52
A3	543+48.92	0	621.59
A4	543+58.94	0	621.66
North End of North Appr. Pav't.	543+68.96	0	621.74

STAGE CONSTRUCTION LINE

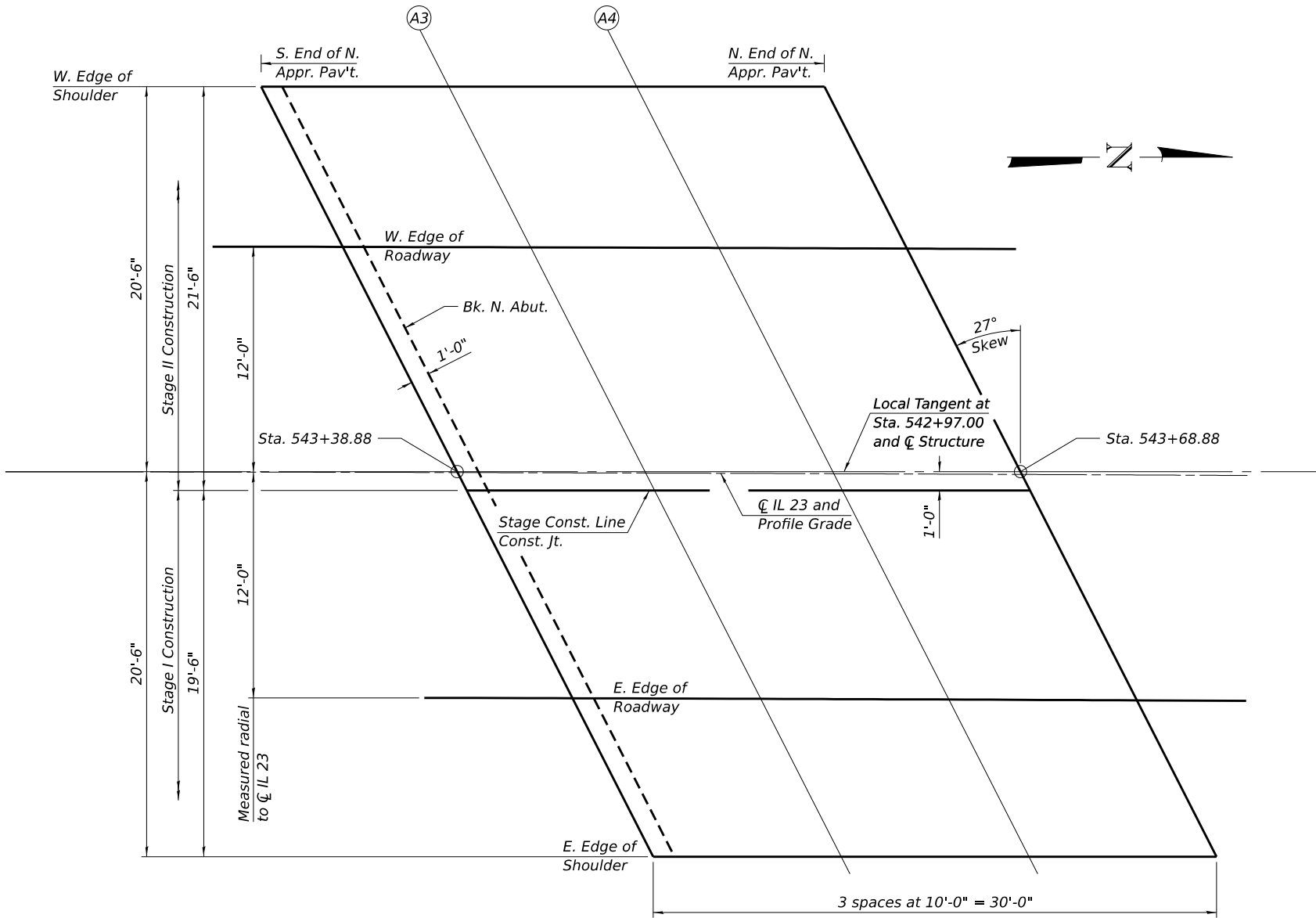
Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+39.39	0.95	621.51
A3	543+49.39	0.92	621.58
A4	543+59.39	0.88	621.65
North End of North Appr. Pav't.	543+69.39	0.84	621.73

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+45.06	12	621.38
A3	543+55.09	12	621.45
A4	543+65.11	12	621.53
North End of North Appr. Pav't.	543+75.14	12	621.61

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	543+49.13	19.92	621.25
A3	543+59.14	19.88	621.32
A4	543+69.16	19.84	621.40
North End of North Appr. Pav't.	543+79.17	19.79	621.48



PLAN

E-AS

5-15-2023

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7/21/2026 12:09:45 PM

design firm
no. 184001036



USER NAME	= jmontrey
PLOT SCALE	= 62' 0" / 1 in.
PLOT DATE	= 7/21/2026

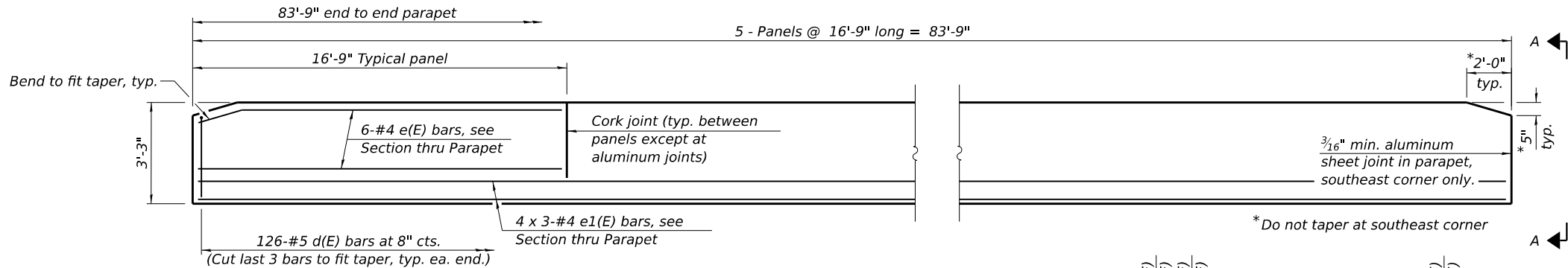
DESIGNED	- JLM	REVISED	-
CHECKED	- BRD	REVISED	-
DRAWN	- JLM	REVISED	-
CHECKED	- BRD / SDS	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

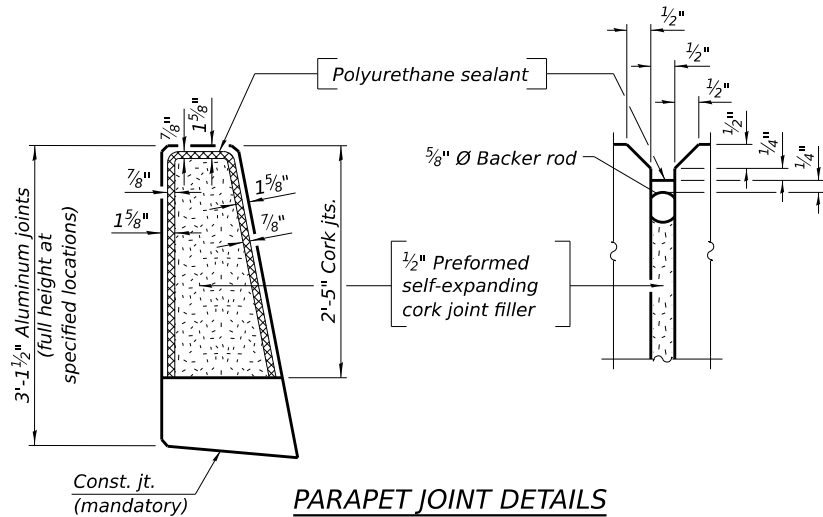
NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 050-0251

SHEET 10 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	82
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

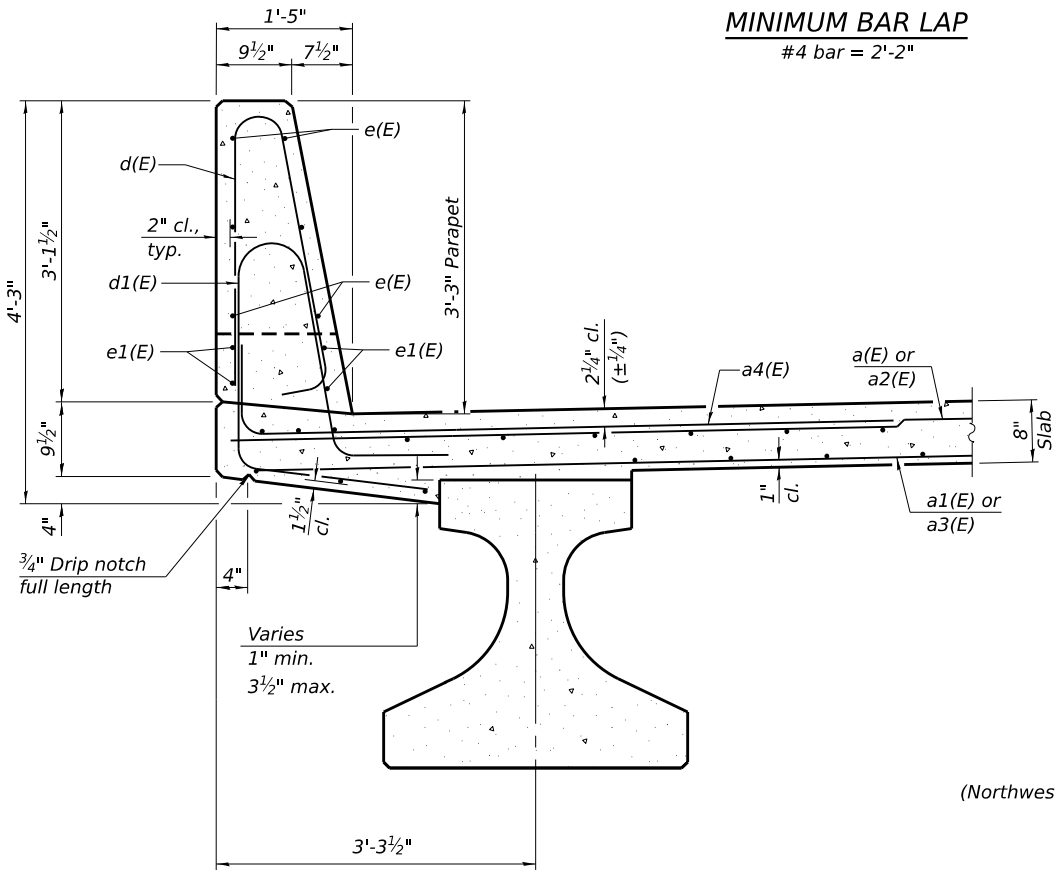


INSIDE ELEVATION OF PARAPET
(West parapet shown, east parapet similar unless otherwise noted)

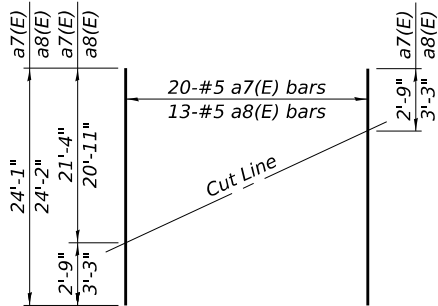


PARAPET JOINT DETAILS

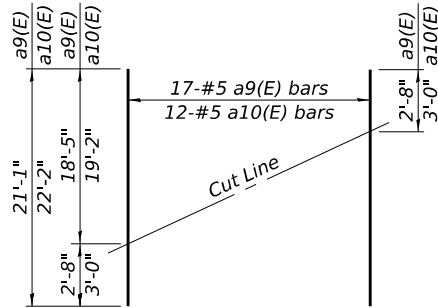
MINIMUM BAR LAP
#4 bar = 2'-2"



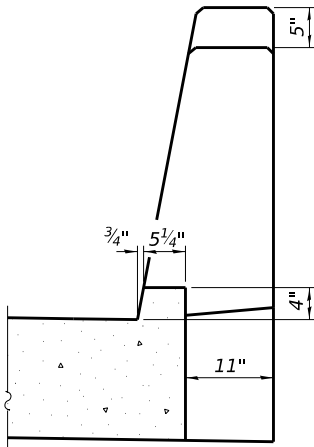
SECTION THRU PARAPET



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

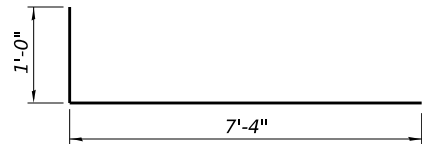


FIELD CUTTING DIAGRAM
Order a9(E) and a10(E) bars full length.
Cut as shown and use remainder of bars in opposite end of deck.

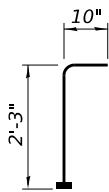


VIEW A-A

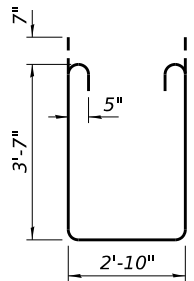
(Barrier Terminal not shown for clarity)
(Northwest end shown. Southwest and northeast ends similar.)



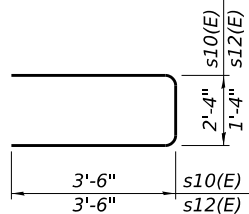
BAR a4(E)



BAR v100(E)
(Hheaded. 88-#5 Bar terminators)



BAR s11(E)



BARS s10(E) & s12(E)

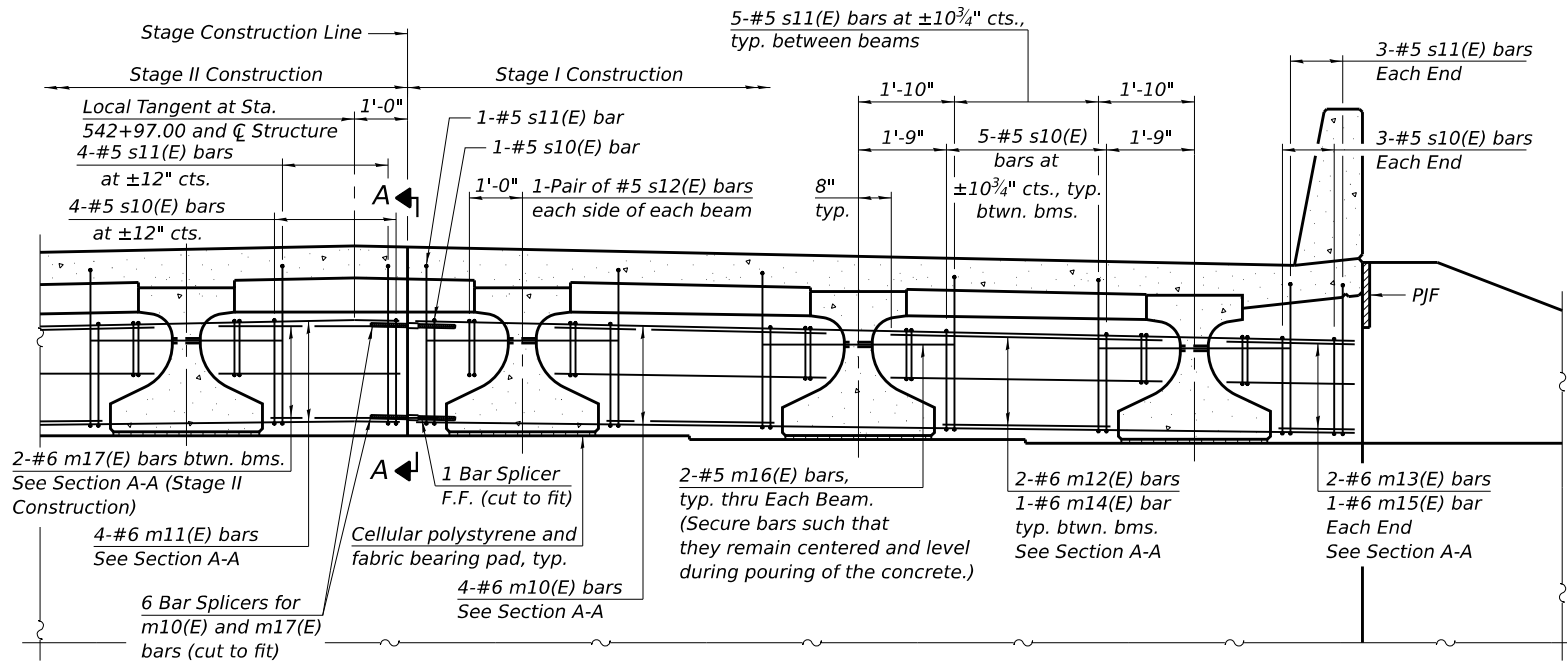
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	148	#5	20'-2"	—
a1(E)	98	#5	19'-9"	—
a2(E)	145	#5	22'-2"	—
a3(E)	97	#5	21'-9"	—
a4(E)	319	#6	8'-4"	└
a5(E)	4	#5	22'-7"	—
a6(E)	4	#5	24'-10"	—
a7(E)	20	#5	24'-1"	—
a8(E)	13	#5	24'-2"	—
a9(E)	17	#5	21'-1"	—
a10(E)	12	#5	22'-2"	—
b(E)	138	#5	30'-5"	—
b1(E)	124	#5	23'-9"	—
d(E)	252	#5	6'-5"	└
d1(E)	252	#5	8'-1"	└
e(E)	60	#4	16'-5"	—
e1(E)	24	#4	29'-3"	—
m10(E)	8	#6	22'-7"	—
m11(E)	8	#6	24'-10"	—
m12(E)	16	#6	6'-10"	—
m13(E)	8	#6	2'-10"	—
m14(E)	8	#6	4'-3"	—
m15(E)	4	#6	1'-8"	—
m16(E)	24	#5	4'-0"	—
m17(E)	2	#6	4'-1"	—
s10(E)	62	#5	9'-4"	└
s11(E)	62	#5	11'-2"	└
s12(E)	48	#5	8'-4"	└
v100(E)	88	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated			Lbs.	31,720
Concrete Superstructure			Cu. Yds.	174.8

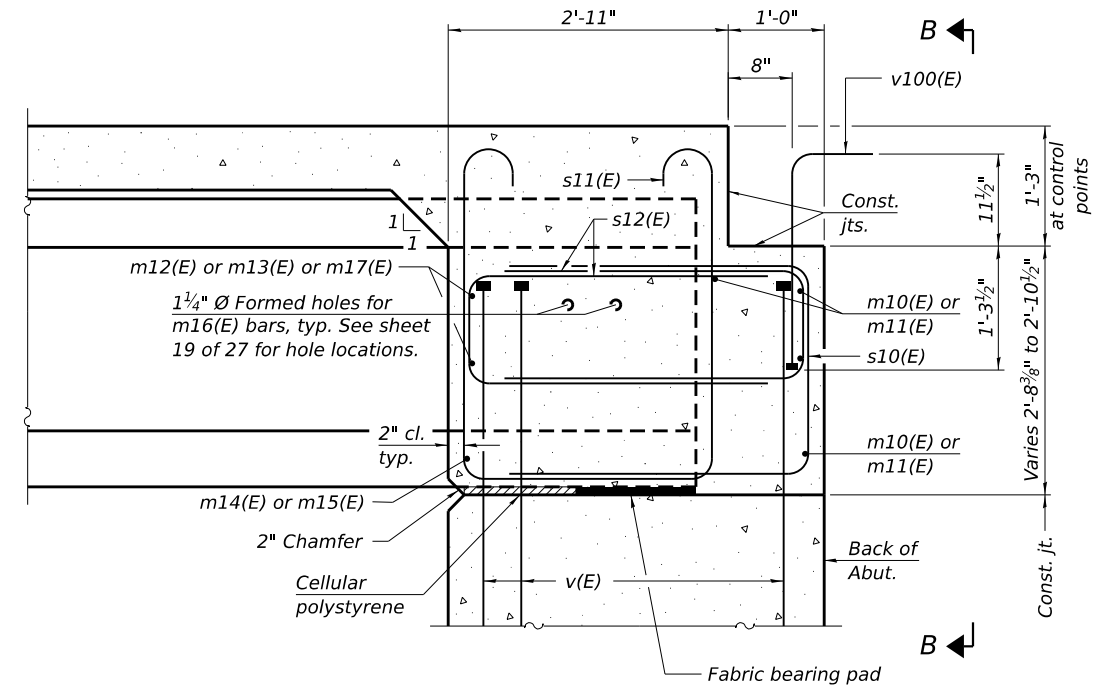
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

Notes:

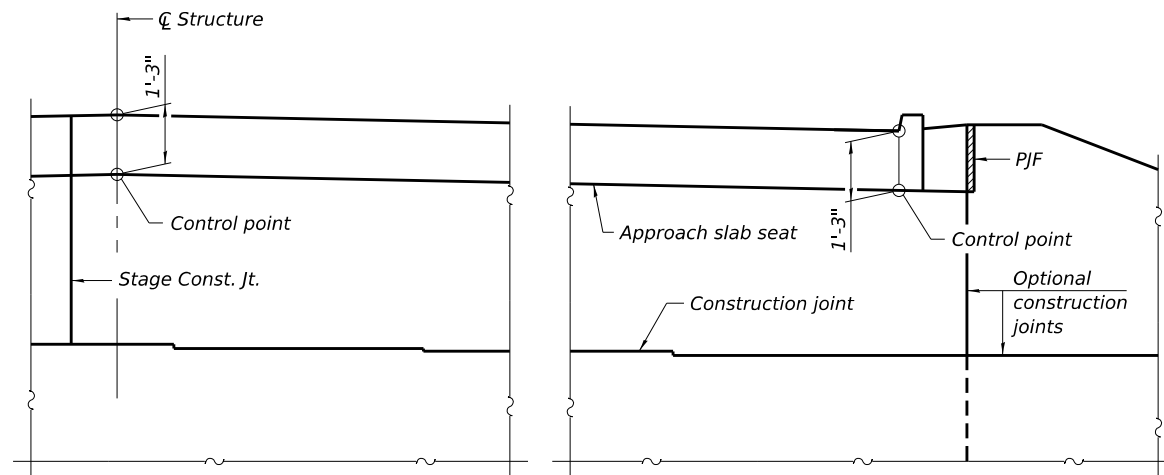
- Bar terminators, paid for separately. See Total Bill of Material.
- All edges shall have 3/4" chamfer.
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.



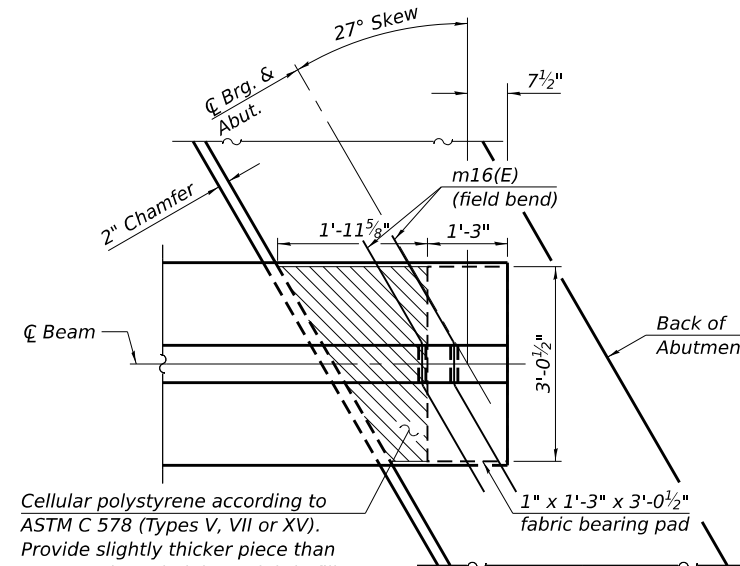
DIAPHRAGM AT ABUTMENT
(Looking North at North Diaphragm, South Diaphragm similar)



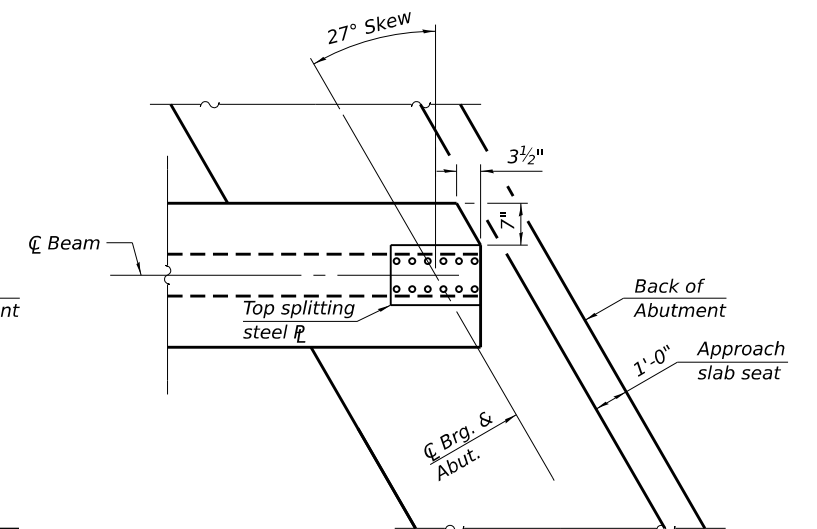
SECTION A-A
(at Rt. L's)



VIEW B-B
(Looking South at North Diaphragm, South Diaphragm similar)



PLAN AT ABUTMENT
(Showing bottom flange of beam)



TOP FLANGE PLAN - CLIPPED
(Showing top flange of beam)

Notes:

- See sheets 12 and 13 of 27 for superstructure details and Bill of Material.
- See sheet 15 of 27 for PJF details.
- The s10(E), s11(E) and s12(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

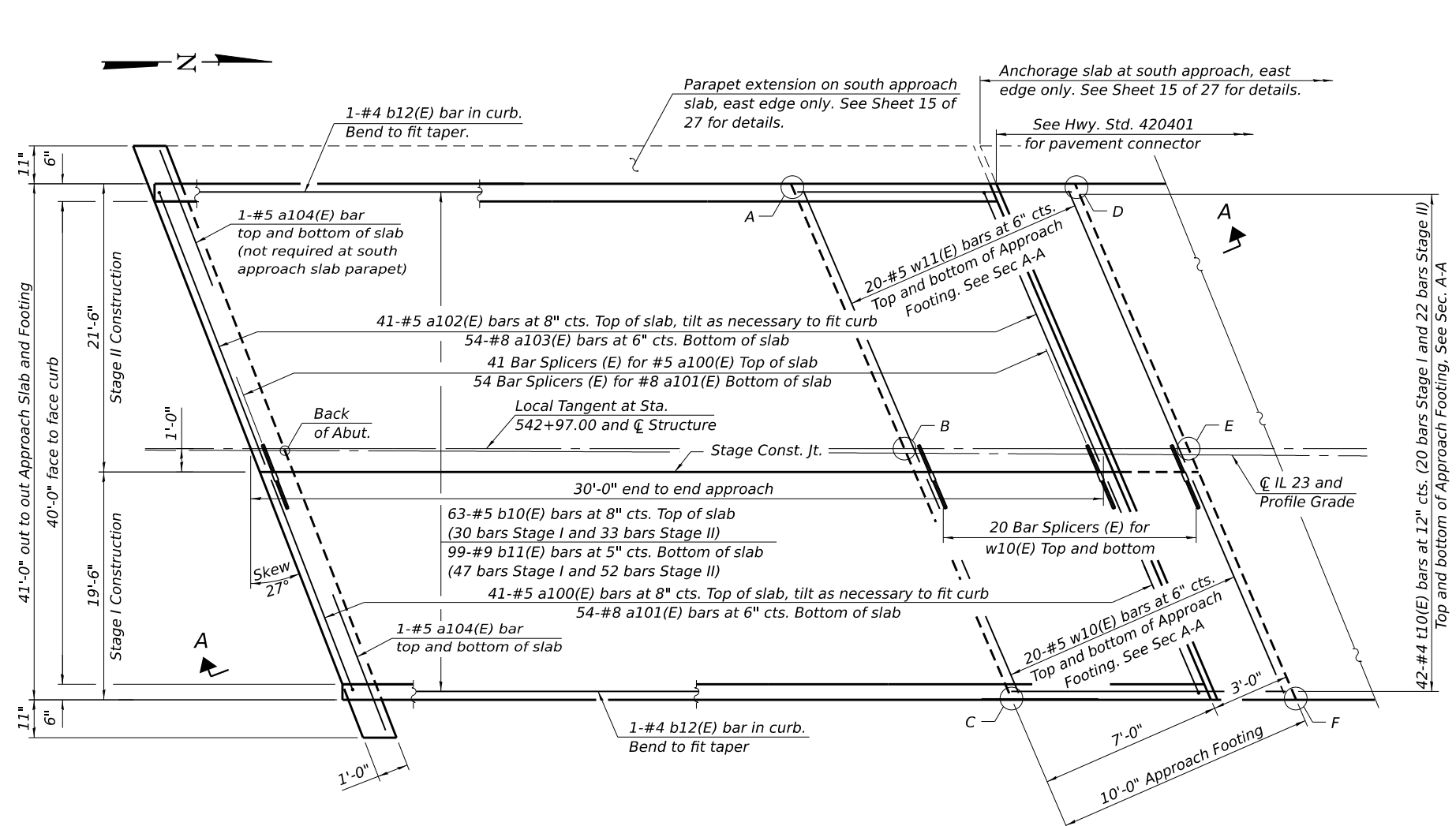
**DIAPHRAGM DETAILS
STRUCTURE NO. 050-0251**

SHEET 13 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	85
CONTRACT NO. 66926				

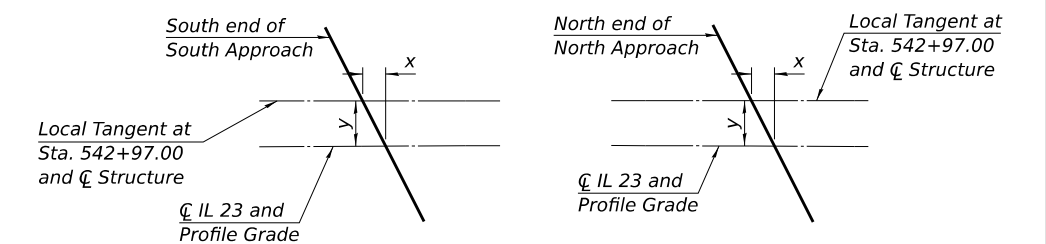
ILLINOIS FED. AID PROJECT

USER NAME = jmontrey	DESIGNED - JLM	REVISED -
	CHECKED - BRD	REVISED -
PLOT SCALE = 0.2" = 1'-0"	DRAWN - JLM	REVISED -
PLOT DATE = 7/21/2026	CHECKED - BRD / SDS	REVISED -



PLAN

(North approach slab shown; South approach slab similar by 180° rotation, unless noted otherwise)



APPROACH SLAB OFFSET SKETCH

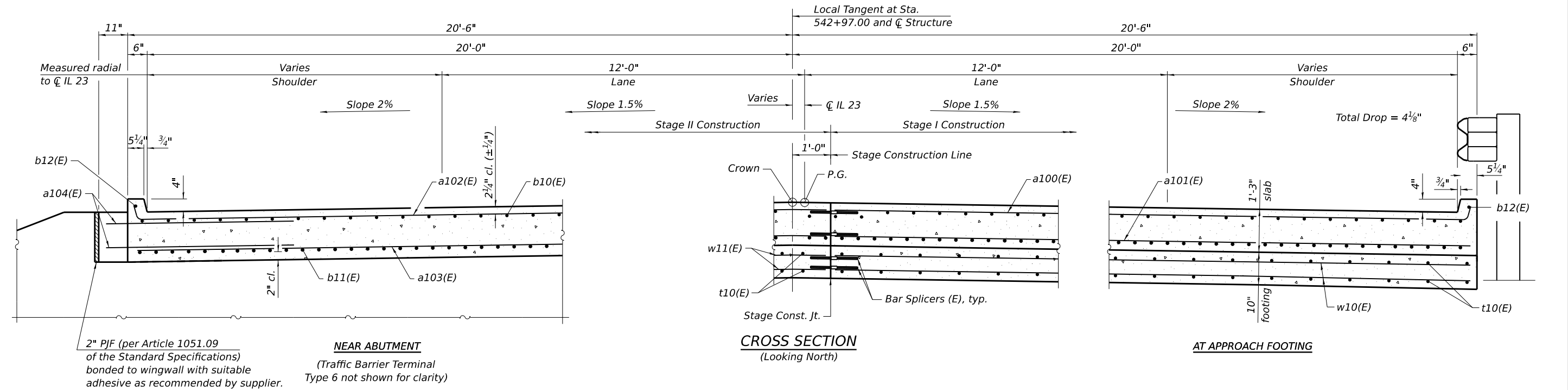
APPROACH SLAB OFFSET TABLE

Approach	South End			North End		
	PG Station	x	y	PG Station	x	y
South	542+25.19	1 ⁵ / ₁₆ "	1 ¹³ / ₁₆ "	542+55.14	5 ⁵ / ₁₆ "	9 ⁹ / ₁₆ "
North	543+38.90	5 ⁵ / ₁₆ "	9 ⁹ / ₁₆ "	543+68.95	15 ⁵ / ₁₆ "	1 ¹³ / ₁₆ "

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

South Approach			North Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - NE	619.36	618.53	A - SW	620.00	619.16
B - N CL	619.74	618.91	B - S CL	620.42	619.59
C - NW	619.43	618.60	C - SE	620.16	619.33
D - SE	619.33	618.50	D - NW	620.08	619.25
E - S CL	619.71	618.88	E - N CL	620.51	619.68
F - SW	619.40	618.56	F - NE	620.25	619.42

Note:
All dimensions are measured
perpendicular or along local tangent
unless noted otherwise



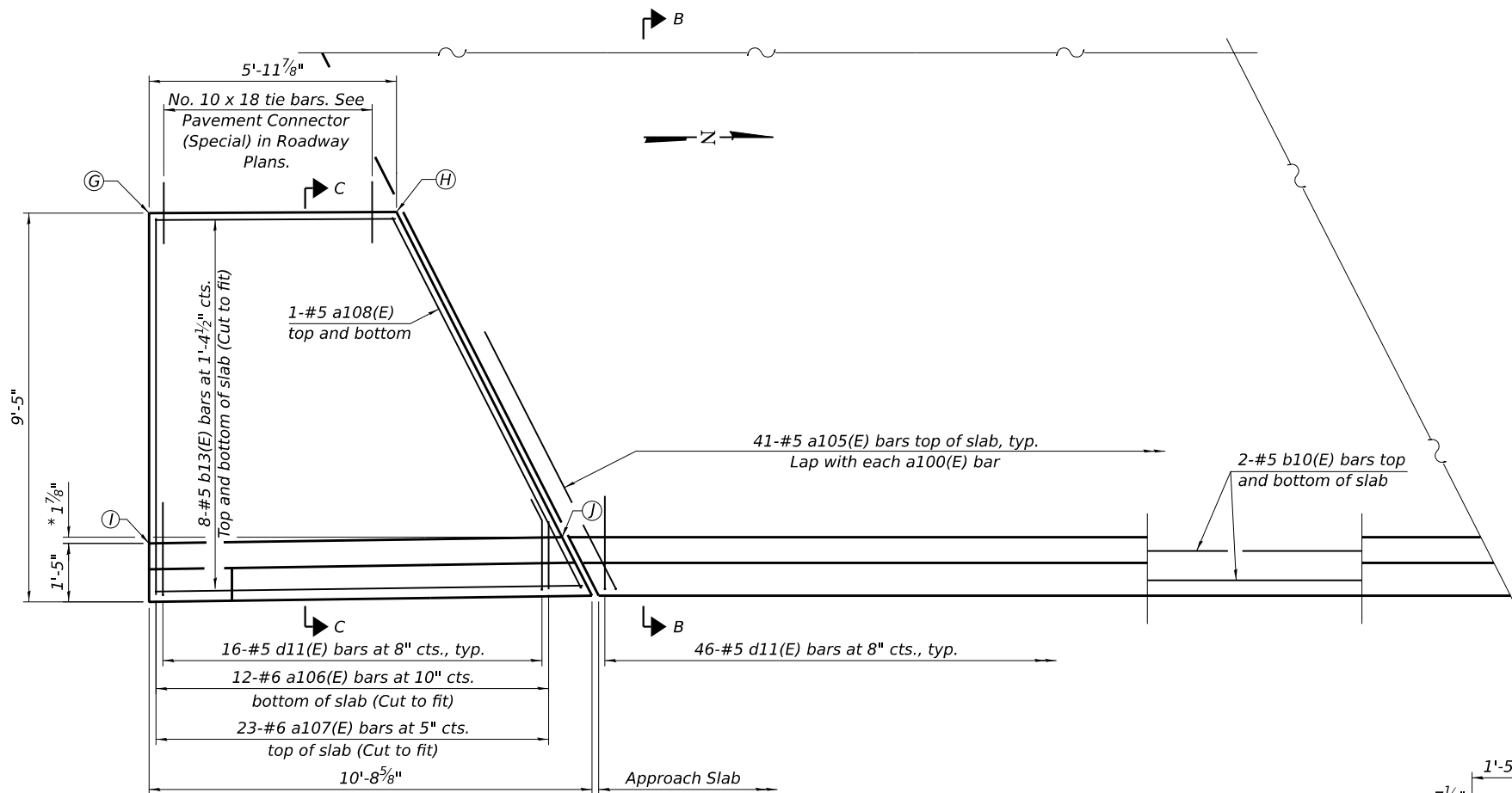
CROSS SECTION
(Looking North)

AT APPROACH FOOTING

(Sheet 1 of 3)

MODEL: 014
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7/21/2026 12:09:46 PM

MODEL 015
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7/21/2026 12:09:47 PM



PARTIAL PLAN

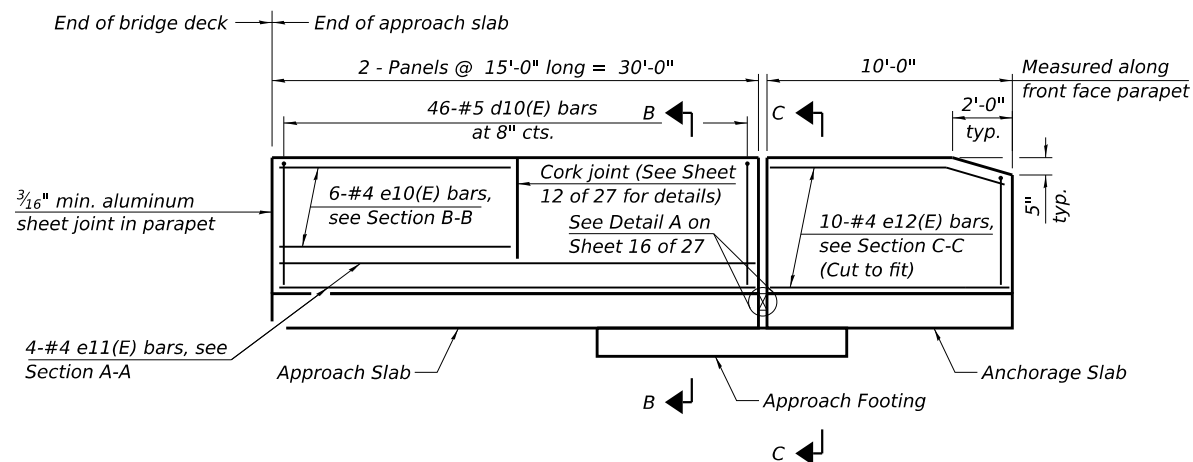
(Showing additional south approach slab detailing and anchorage slab)
* Parapet and anchorage slab flared at east edge only

ANCHORAGE SLAB ELEVATIONS

Location	Station	Offset	Theoretical Grade Elevations
G	542+25.10	12	620.79
H	542+31.09	12	620.81
I	542+25.06	20	620.63
J	542+35.07	19.88	620.66

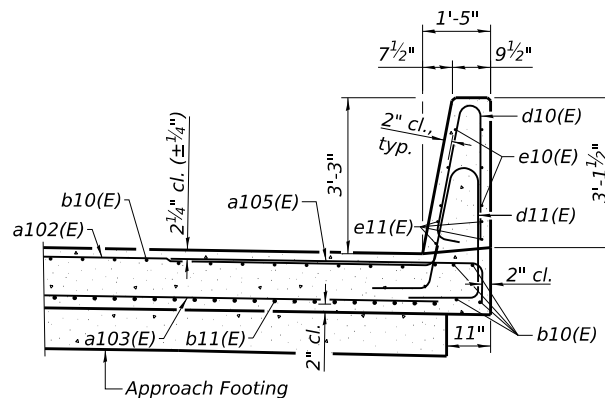
Notes:

- For parapet joint notes and details see Sheet 12 of 27.
- No. 10 x 18 tie bars included with the cost of Bridge Approach Pavement Connector (Special). See Roadway plans.

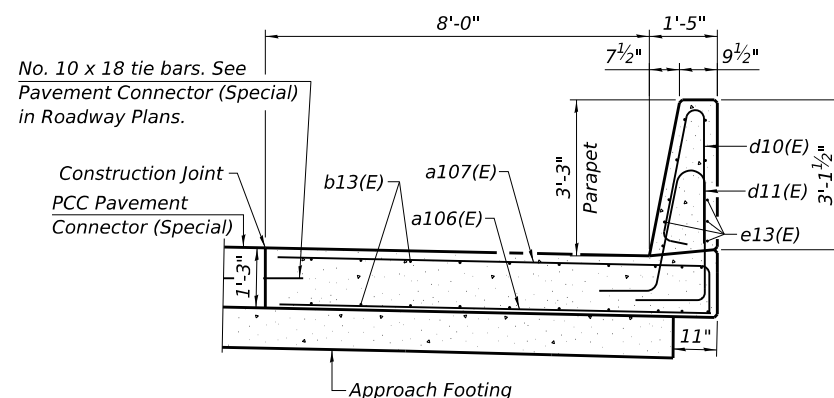


INSIDE ELEVATION OF SOUTHEAST PARAPET

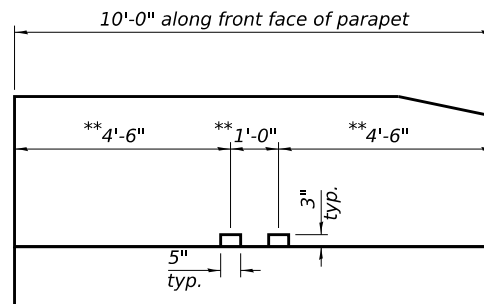
(Formed drains not shown for clarity)



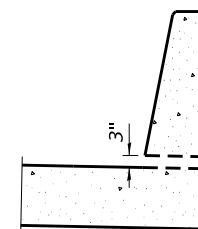
SECTION B-B



SECTION C-C



INSIDE ELEVATION OF PARAPET



SECTION THRU DRAIN

ANCHORAGE SLAB PARAPET FORMED DRAIN DETAIL

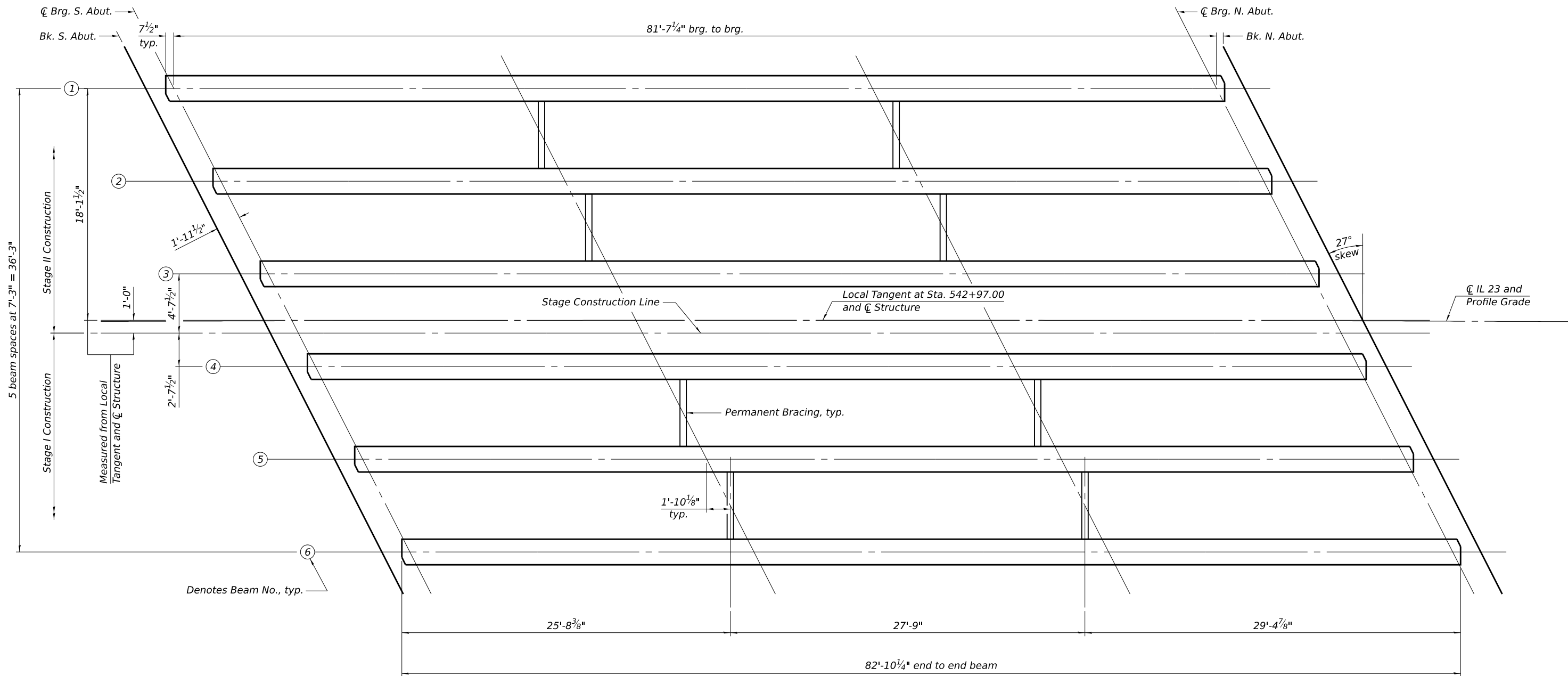
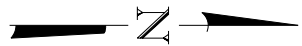
(Sheet 2 of 3)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH AND ANCHORAGE SLAB DETAILS
STRUCTURE NO. 050-0251**

SHEET 15 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	87
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN

Note:
For additional beam details see sheets 19 thru 20 of 27.

MODEL 017
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7/21/2026 12:09:47 PM

design firm
no. 184001036


engineers + planners + land surveyors

USER NAME = jmontrey	DESIGNED - JLM	REVISED -
	CHECKED - BRD	REVISED -
PLOT SCALE = 0x2" = 1/8"	DRAWN - JLM	REVISED -
PLOT DATE = 7/21/2026	CHECKED - BRD / SDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 050-0251

SHEET 17 OF 27 SHEETS

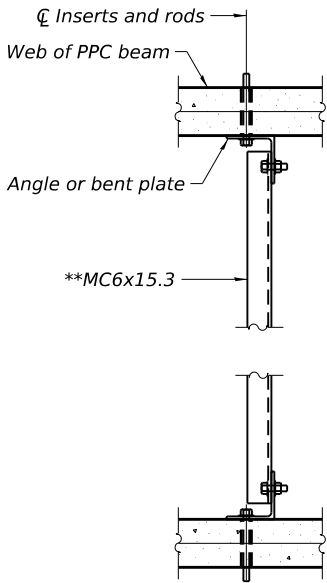
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	89
CONTRACT NO. 66926				
ILLINOIS		FED. AID PROJECT		

MODEL: 018
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7/21/2026 12:09:47 PM

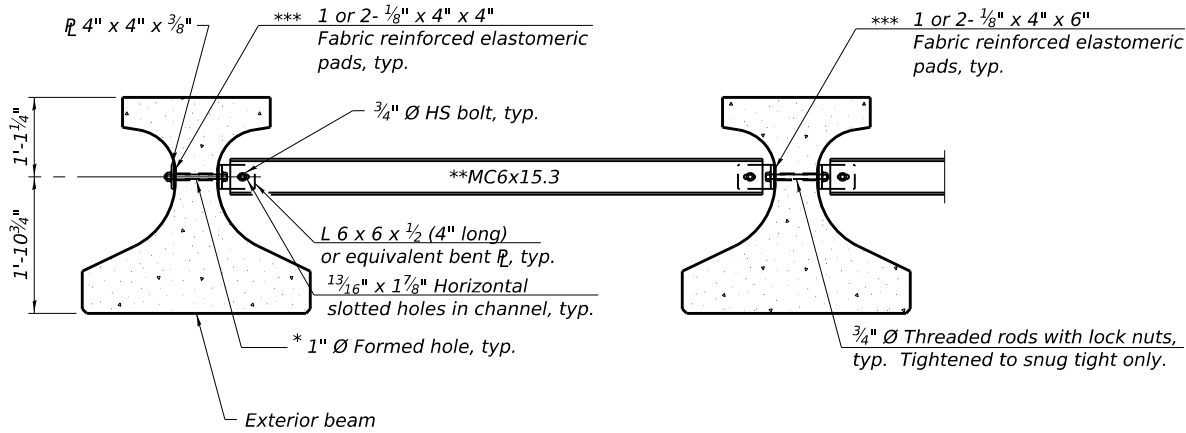
- I : Non-composite moment of inertia of beam section (in.⁴).
 I' : Composite moment of inertia of beam section (in.⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in.³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in.³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (in.³).
 $DC1$: Un-factored non-composite dead load (kips/ft.).
 M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
 $DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $LLDF$: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
 $M_k + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 OCF : Obtuse Correction Factor computed 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_k : Un-factored live load reaction (kip).
 R_{IM} : Un-factored dynamic load allowance (impact) (kip).
 $R_{Total}(Strength I)(Impact)$: Total factored reaction including dynamic load allowance (impact) (kip).
 $R_{Total}(Strength I)(No Impact)$: Total factored reaction not including dynamic load allowance (impact) (kip).

INTERIOR BEAM REACTION TABLE		
	Abutments	
LLDF		0.761
OCF		1.10
R_{DC1}	(k)	62.7
R_{DC2}	(k)	7.8
R_{DW}	(k)	14.7
R_k	(k)	57.2
R_{IM}	(k)	17.5
$R_{Total}(Strength I)(Impact)$	(k)	240.9
$R_{Total}(Strength I)(No Impact)$	(k)	210.3

INTERIOR BEAM MOMENT TABLE		
	0.5 Sp. 1	
I	(in ⁴)	100433
I'	(in ⁴)	296796
S_b	(in ³)	6832
S_b'	(in ³)	11772
S_t	(in ³)	4715
S_t'	(in ³)	27510
$DC1$	(k')	1.55
M_{DC1}	(k')	1290
$DC2$	(k')	0.18
M_{DC2}	(k')	150
DW	(k')	0.36
M_{DW}	(k')	300
LLDF	(k')	0.623
$M_k + IM$	(k')	1317



PLAN



ELEVATION

PERMANENT BRACING DETAILS

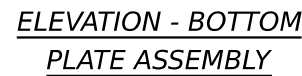
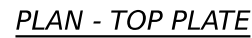
- * Fabricator shall locate to miss strands within permissible tolerances.
- ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
- *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

Notes:

1. All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
2. Two hardened washers are required for each set of oversized holes.
3. All holes shall be $\frac{15}{16}$ " $\varnothing$ unless otherwise noted.
4. $\frac{5}{16}$ " $\varnothing$ x 3" x 3" plate washers are required over all slotted holes.
5. All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
6. Threaded rods shall be ASTM F 1554 Grade 55.
7. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
8. Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

USER NAME = jmontrey	DESIGNED - JLM	REVISED -
CHECKED - BRD	REVISED -	
PLOT SCALE = 62' = 1 in.	DRAWN - JLM	REVISED -
PLOT DATE = 7/21/2026	CHECKED - BRD / SDS	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	90
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



*** 2 Spaces at 3" = 6"



TABLE OF DIMENSIONS

SPAN 1

M5 THRU M8 WWR DETAIL

NOTES

- ### LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	498

4-4-2025



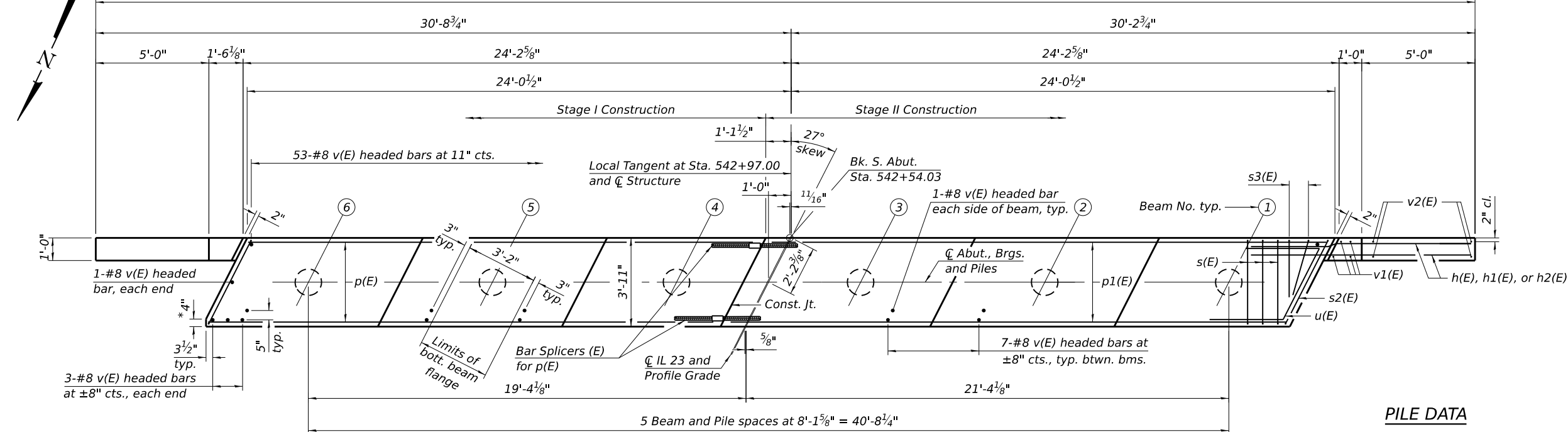
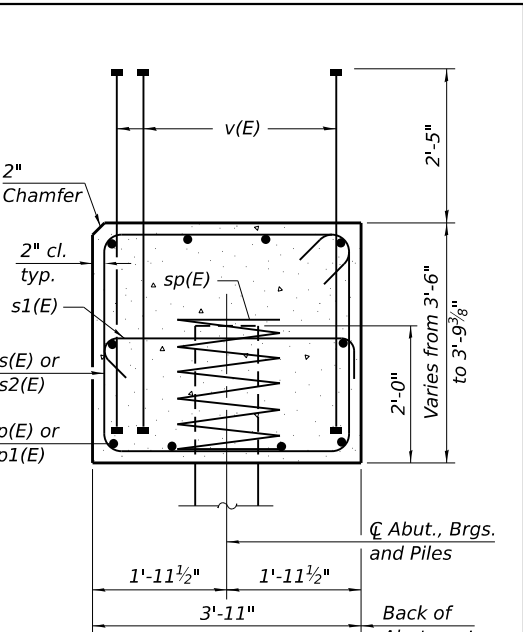
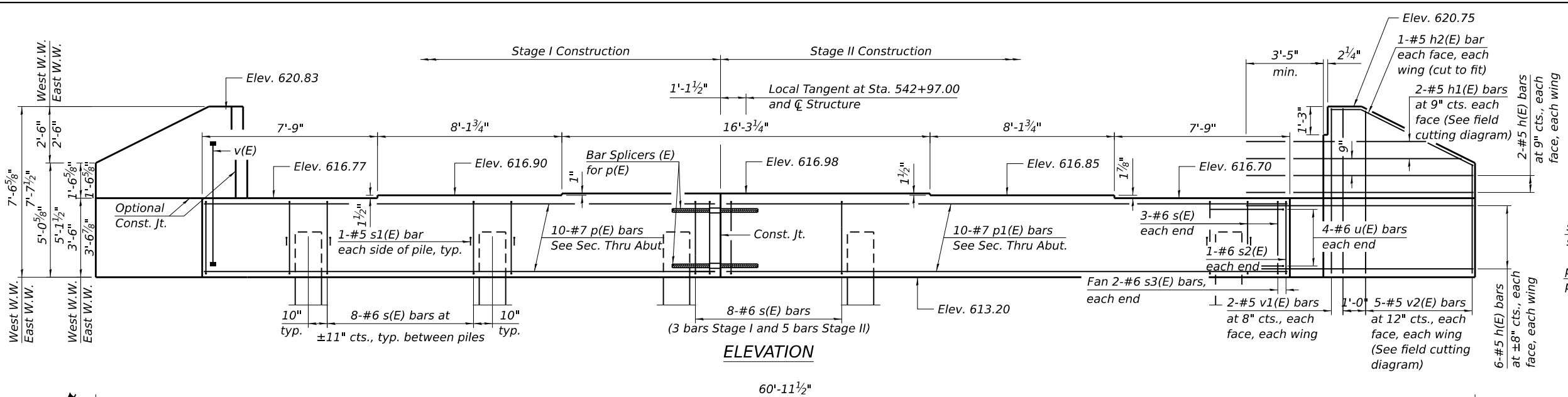
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PLOT DATE = 5/22/2026	CHECKED - BRD / SDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL36-2438 BEAM DETAILS
STRUCTURE NO. 050-0251

SHEET 20 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	92
		CONTRACT NO. 66926		
ILLINOIS		FED. AID PROJECT		



SEC. THRU ABUT.
Dimensions at right angles to abutment.

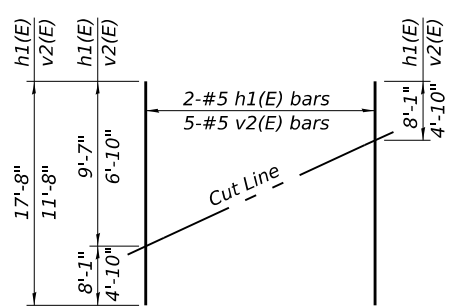
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
h(E)	32	#5	10'-0"	
h1(E)	4	#5	17'-8"	
h2(E)	4	#5	6'-10"	
p(E)	10	#7	22'-7"	
p1(E)	10	#7	24'-10"	
s(E)	46	#6	14'-10"	
s1(E)	12	#5	4'-7"	
s2(E)	2	#6	15'-10"	
s3(E)	4	#6	8'-2"	
u(E)	8	#6	10'-4"	
v(E)	108	#8	5'-7"	
v1(E)	8	#5	7'-3"	
v2(E)	10	#5	11'-8"	
sp(E)	6	#4	1'-10"	
Structure Excavation			Cu. Yd.	30
Concrete Structures			Cu. Yd.	28.8
Reinforcement Bars, Epoxy Coated			Pound	4,770
Furnishing Metal Shell Piles 16" x 0.375"			Foot	165
Driving Piles			Foot	165
Test Pile Metal Shells			Each	1
Pile Shoes			Each	5

PILE DATA
Type: Metal Shell - 16" Ø x 0.375" walls (w/ pile shoes)
Nominal Required Bearing: 780 kips
Factored Resistance Available: 429 kips
Est. Length: 33 ft.
No. Production Piles: 5
No. Test Piles: 1

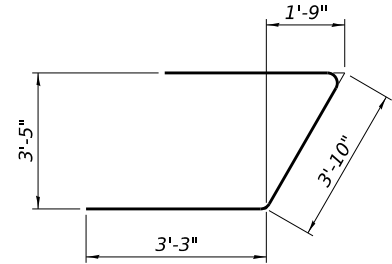
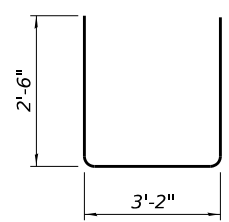
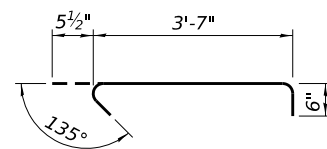
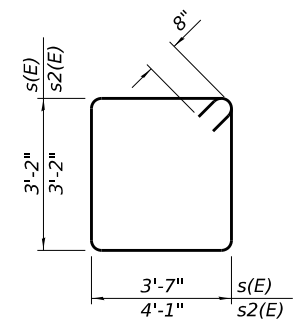
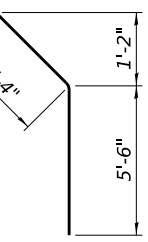
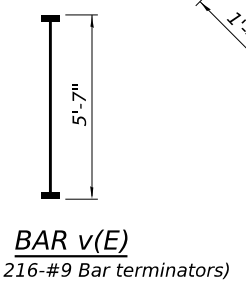
** Length is height of spiral. Provide 2'-0" Ø, 3" pitch, and 1½ extra turns at top and bottom.

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 23 of 27.
Bar terminators, paid for separately.
See Total Bill of Material.
Plan dimensions are from Local Tangent and C Structure.

* Block out sharp corner of abutment cap and diaphragm



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



MODEL: 021
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7/21/2026 12:09:48 PM



****Length is height of spiral. Provide 2'-0"Ø, 3" pitch, and 1½ extra turns at top and bottom.**

Notes:

- Pour steps monolithically with cap.*
- For details of piles see sheet 23 of 27.*
- Bar terminators, paid for separately.*
- See Total Bill of Material.*
- Plan dimensions are from Local Tangent*
- and ϕ Structure.*

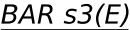
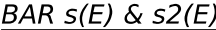
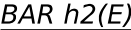
Type: Metal Shell - 16" $\varnothing$ x 0.375" walls (w/ pile shoes)
Nominal Required Bearing: 625 kips
Factored Resistance Available: 344 kips
Est. Length: 32 ft.
No. Production Piles: 5
No. Test Piles: 1

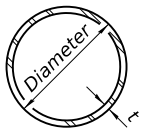


Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite wing.



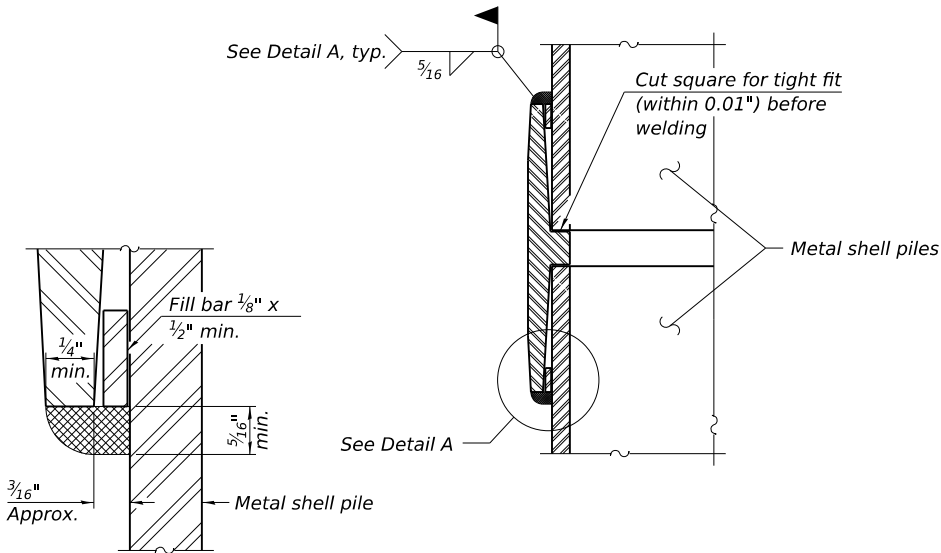
(Headed. 216-#9 Bar terminators)



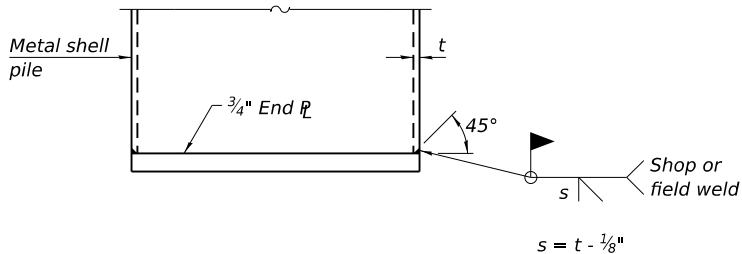


METAL SHELL PILE TABLE

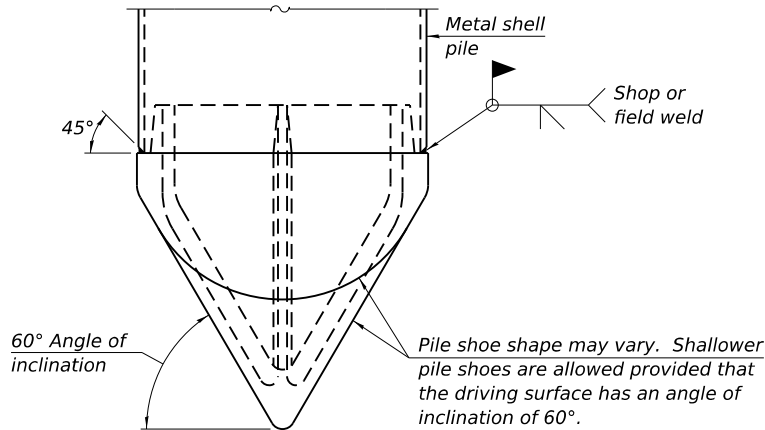
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A



END PLATE ATTACHMENT

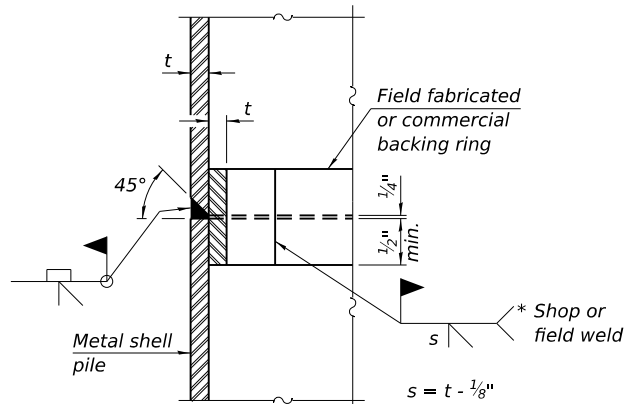


PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

WELDED COMMERCIAL SPLICE

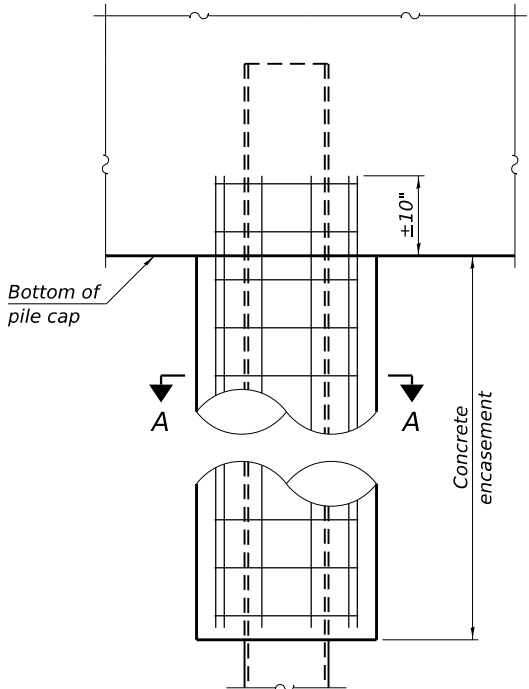
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



COMPLETE PENETRATION WELD SPLICE

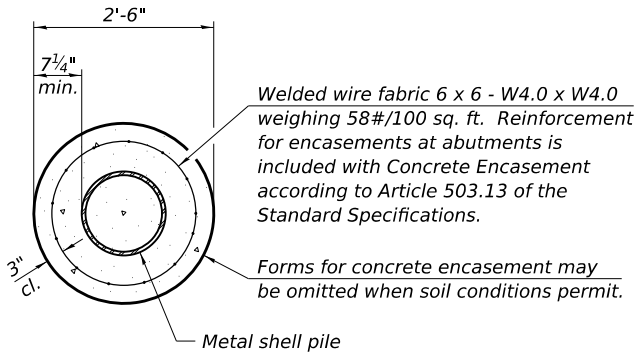
* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

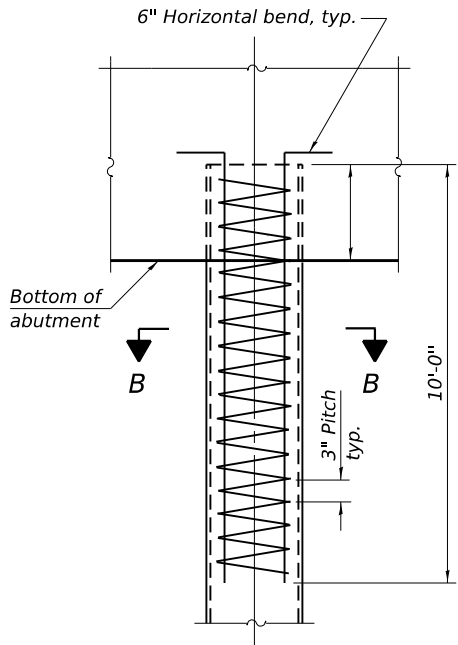


ELEVATION

INDIVIDUAL PILE
CONCRETE ENCASUREMENT
(When specified)

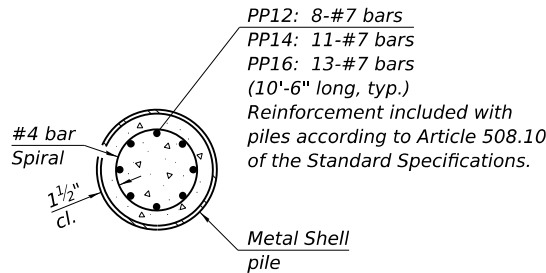


SECTION A-A



ELEVATION

REINFORCEMENT AT ABUTMENTS
(Omit when concrete encasement is specified)



SECTION B-B

F-MS

4-4-2025

MODEL: 003
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-39712.00 D-3 On-Call\8712.15 055-0047 and 0251 PSEC\ADD10.12\CADD Data\Bldg\0500251-0366926.dgn



USER NAME = jmont	DESIGNED - JLM	REVISED -
PLOT SCALE = 62' x 1 in.	CHECKED - BRD	REVISED -
PLOT DATE = 5/22/2026	DRAWN - JLM	REVISED -
	CHECKED - BRD / SDS	REVISED -

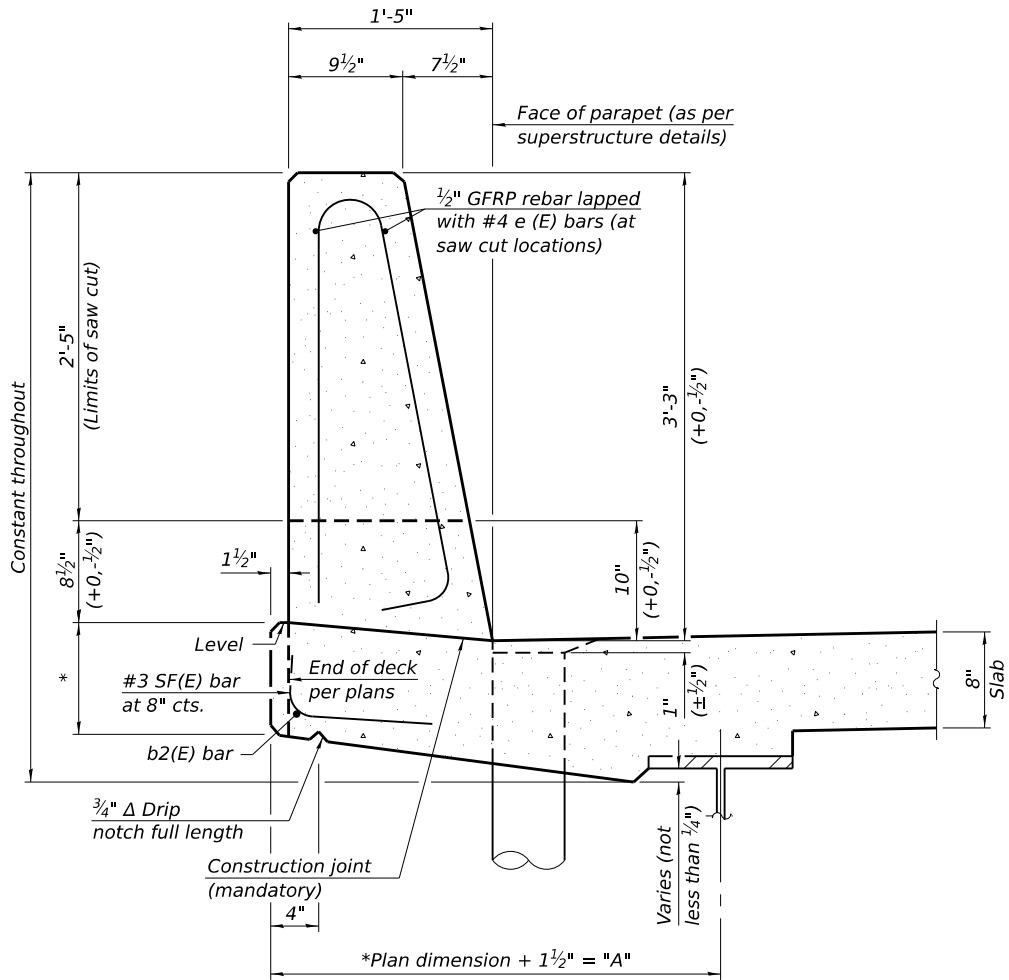
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 050-0251

SHEET 23 OF 27 SHEETS

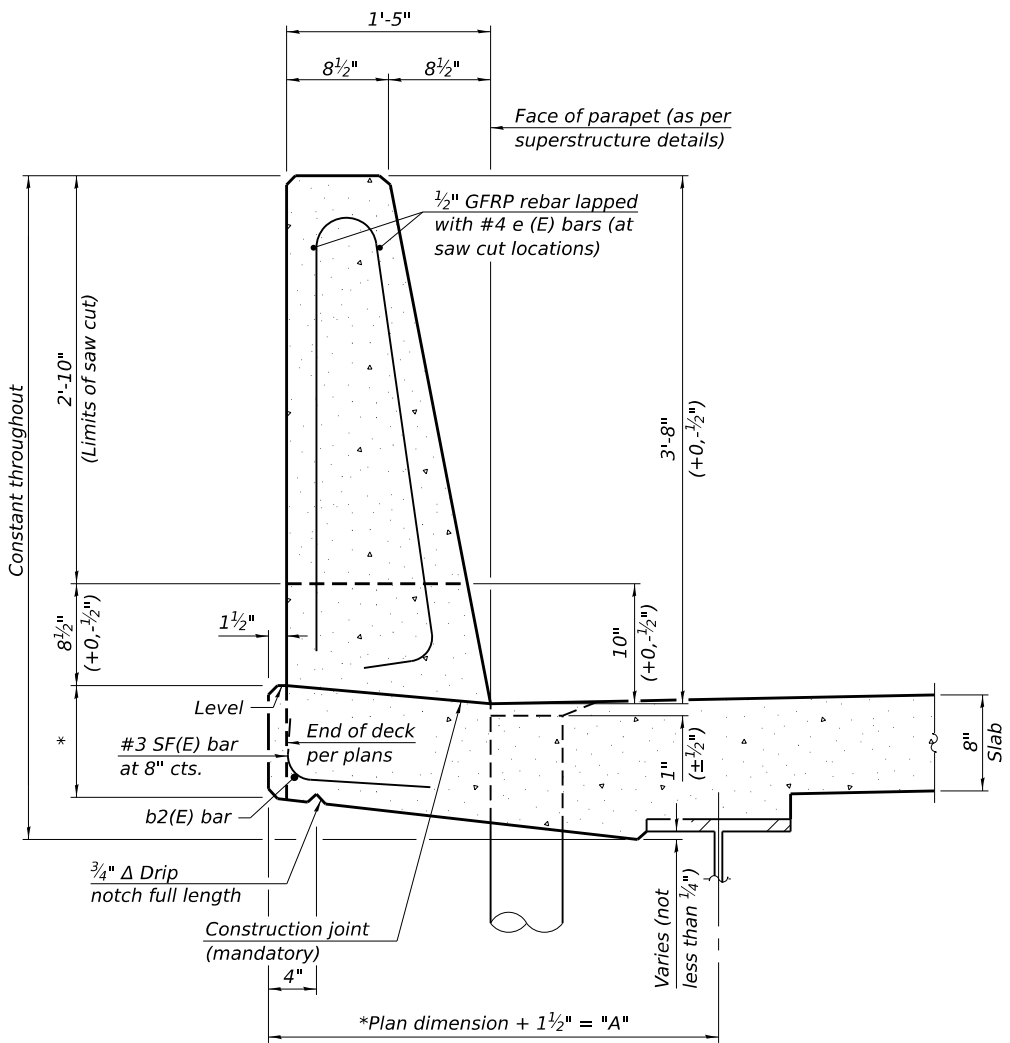
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	95
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: 024
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-39712.00 D-3 On-Call\8712.15 050-047 and 0251 PSECADD10.12\CADD Data\Bridges\050251-03\66926.dgn
5/22/2026 7:32:53 AM



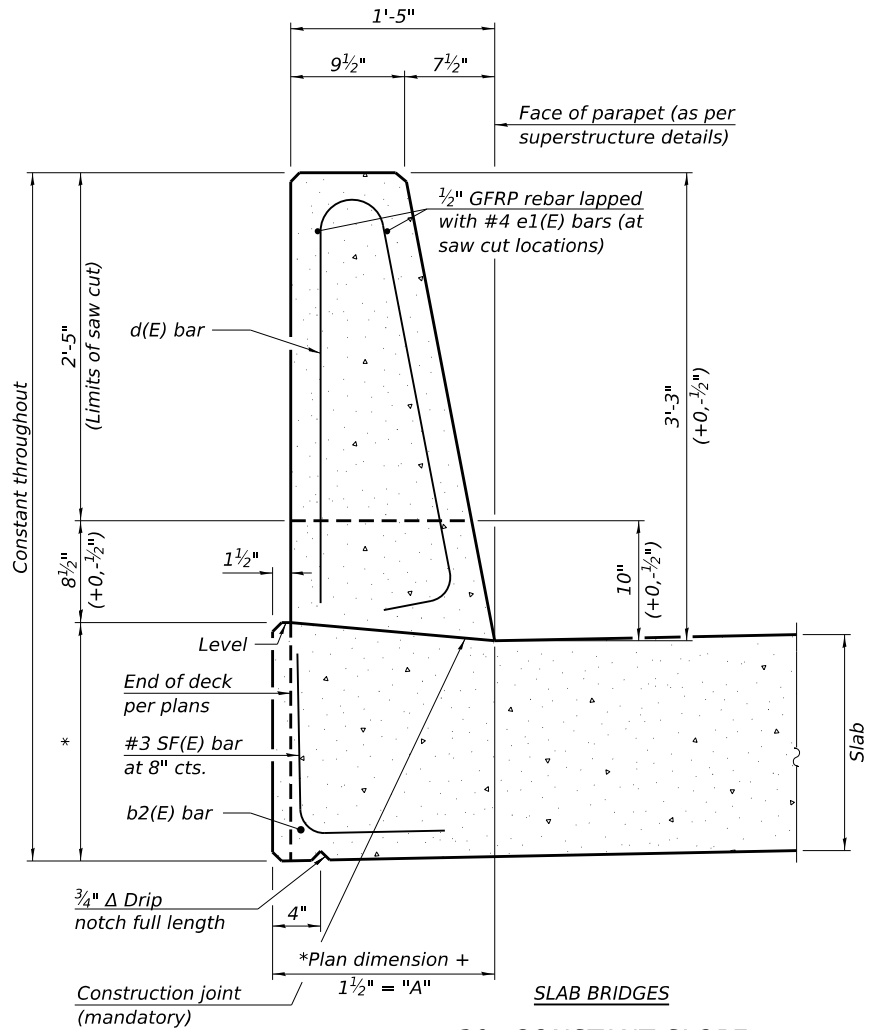
39" CONSTANT-SLOPE
PARAPET SECTION

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



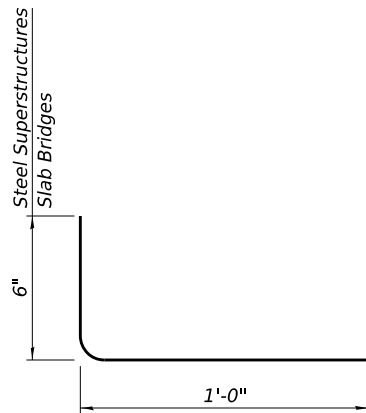
44" CONSTANT-SLOPE
PARAPET SECTION

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

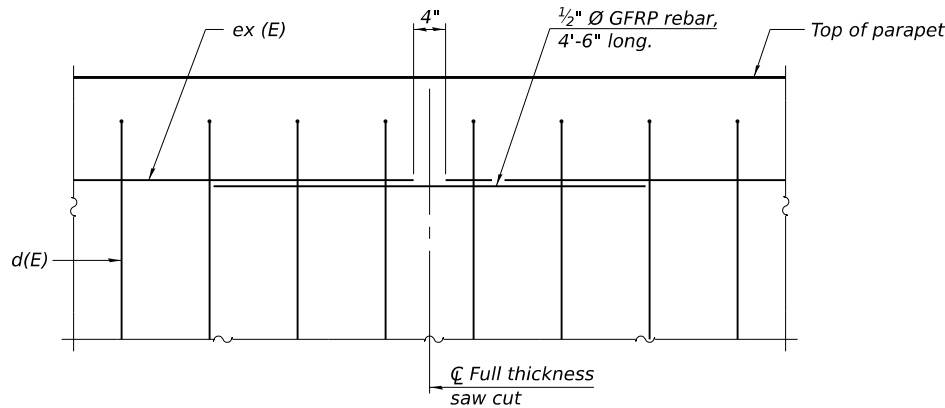


39" CONSTANT-SLOPE
PARAPET SECTION

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



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
Additional concrete needed to revise dimension "A" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: cu. yds./ft.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023



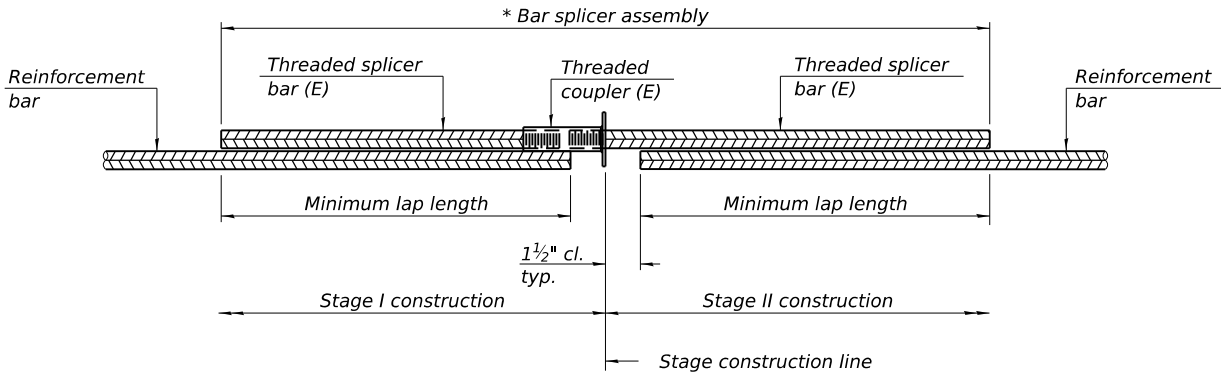
USER NAME = jmont	DESIGNED - JLM	REVISED -
CHECKED - BRD	REVISED -	
PLOT SCALE = 62'"/1 in.	DRAWN - JLM	REVISED -
PLOT DATE = 5/22/2026	CHECKED - BRD / SDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 050-0251

SHEET 24 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	96
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



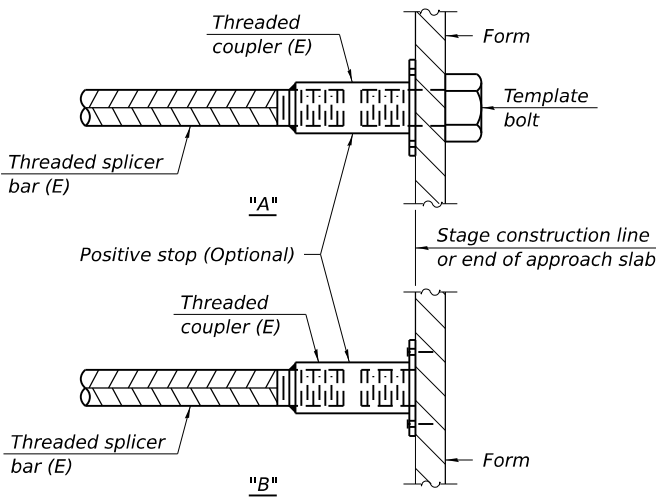
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Top of Slab	#5	169	3'-10"
Bottom of Slab	#5	114	3'-10"
Diaphragms	#6	12	5'-6"
Top of Approach	#5	82	3'-10"
Bottom of Approach	#8	108	5'-2"
Top of Approach Ftg.	#5	40	3'-0"
Bottom of Approach Ftg.	#5	40	3'-0"
South Abutment	#7	10	4'-11"
North Abutment	#7	10	4'-11"

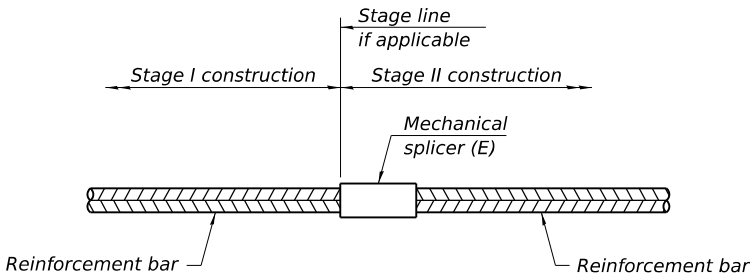


INSTALLATION AND SETTING METHODS

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

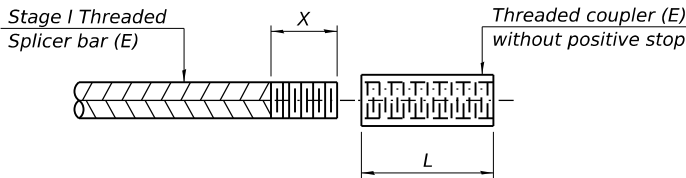
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

4-4-2025

MODEL: 025
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-39712.00 D-3 On-Call\8712.15.05-0047 and 0251 PSECADD10.12\CADD Data\Bldg\0500251-0366926.dgn

design firm
no. 184001036



USER NAME = jmontrey	DESIGNED - JLM	REVISED -
CHECKED - BRD	REVISIED -	
PLOT SCALE = 0x2" = 1/4"	DRAWN - JLM	REVISED -
PLOT DATE = 7/21/2026	CHECKED - BRD / SDS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 050-0251

SHEET 25 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	97
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

7/21/2026

12:09:50 PM

Page 1 of 2

Date 7/5/01

ROUTE FAP 68 (IL23) **DESCRIPTION** IL 23 over Covell Creek, 4.95 miles South of IL 71 **LOGGED BY** B.S.

SECTION 1BR-1 LOCATION SE 1/4, SEC. 2, TWP. 32N, RNG. 3E, 3rd PM,
Latitude , Longitude

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	050-0048 (Exist.)
	050-0251 (Prop.)
Station	542+97

BORING NO. 1 (S.W. Quad.)
Station 542+37
Offset 8.0 ft Lt.
Ground Surface Elev. 621.21

DEPTH	BLOWS	UCS	MOISTURE
(ft)	(/6")	(tsf)	(%)

Surface Water Elev. 607.89 ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 608.7 ft ▼
Upon Completion None ft
After Hrs. ft

D E P T H	B L O W S	U C S Qu	M O I S T
(ft)	(/6")	(tsf)	(%)

SOIL BORING 050-0048.GPJ IL_DOT.GDT 9/7/18

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)

Page 2 of 2

Date 7/5/01

ROUTE FAP 68 (IL23) **DESCRIPTION** IL 23 over Covell Creek, 4.95 miles South of IL 71 **LOGGED BY** B.S.

SECTION 1BR-1 LOCATION SE 1/4, SEC. 2, TWP. 32N, RNG. 3E, 3rd PM,
Latitude , Longitude

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	050-0048 (Exist.)
	050-0251 (Prop.)
Station	542+97

BORING NO. 1 (S.W. Quad.)
Station 542+37
Offset 8.0 ft Lt.
Ground Surface Elev. 621.21

D E P T H	B L O W S	U C S Qu	M O I S T
(ft)	(/6")	(tsf)	(%)

Surface Water Elev. 607.89 ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 608.7 ft ▼
Upon Completion None ft
After Hrs. ft

SOIL BORING 050-0048.GPJ IL_DOT.GDT 9/7/18

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)

(Sheet 1 of 2)

Page 1 of 2

Date 7/13/01

ROUTE FAP 68 (IL23) **DESCRIPTION** IL 23 over Covel Creek, 4.95 miles South of IL 71 **LOGGED BY** B.S.

SECTION 1BR-1 **LOCATION** SW 1/4, SEC. 1, TWP. 32N, RNG. 3E, 3rd PM,

Latitude , Longitude

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	050-0048 (Exist.)
	050-0251 (Prop.)
Station	542+97

BORING NO. 2 (N.E. Quad.)
Station 543+60
Offset 9.0 ft Rt.
Ground Surface Elev. 621.67

Surface Water Elev.	607.89	ft
Stream Bed Elev.		ft
Groundwater Elev.:		
First Encounter	609.2	ft
Upon Completion	None	ft
After _____ Hrs.		ft

D E P T H	B L O W S	U C S Qu	M O I S T
(ft)	(/6")	(tsf)	(%)

Augered Brown Loam				Stiff Gray Silty Clay Till <i>(continued)</i>			
					1		
					1	1.9	18
				600.17	7	B	
619.17							
	1				4		
Medium Black Clay	1	1.0	30		7		13
	1	P			8		
	-5			-25			
	1				7		
615.67	2				10		
					12		
Medium Dark Brown Silty Clay with Organics	1		28				
614.67							
Medium Black Silty Clay							
	1				8		
	2	0.5	25		11		
	2	P			10		
Bottom Abutment = 613.74							
612.17							
Stiff Black Silty Clay	-10			-30			
	2				5		
	4	1.5	27		10		15
	5	B			18		
				589.67			
	▼						
	1				4		
	2	1.3	31		8	4.5	16
	2	P			11	B	
607.17				587.17			
Medium Black Silty Clay	-15			-35			
	2				12		
	1	0.9	32		18	4.2	18
	2	B			22	S	
604.67							
Very Stiff Gray Silty Clay Till							
	2						
	3	3.3	16	583.67			
	5	B					
602.17							
Stiff Gray Silty Clay Till	-20			-40			

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)

Page 2 of 2

Date 7/13/01

ROUTE FAP 68 (IL23) **DESCRIPTION** IL 23 over Covel Creek, 4.95 miles South of IL 71 **LOGGED BY** B.S.

SECTION 1BR-1 **LOCATION** SW 1/4, SEC. 1, TWP. 32N, RNG. 3E, 3rd PM,

Latitude , Longitude

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	050-0048 (Exist.)
	050-0251 (Prop.)
Station	542+97

BORING NO. 2 (N.E. Quad.)
Station 543+60
Offset 9.0 ft Rt.
Ground Surface Elev. 621.67

Surface Water Elev.	<u>607.89</u>	ft
Stream Bed Elev.	<u> </u>	ft
Groundwater Elev.:		
First Encounter	<u>609.2</u>	ft
Upon Completion	<u>None</u>	ft
After _____ Hrs.	<u> </u>	ft

		13		
Hard Pinkish / Gray Loam Till <i>(continued)</i>	-26	26	6.0	11
	-28	28	B	
	-45	27		
		28	11.1	9
		79	B	
	-50	20		
		30	11.1	11
		39	B	
End of Boring	570.17			
	-55			
	-60			

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)

(Sheet 2 of 2)

MODEL: Gennotes01 [Sheet]
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EFK♦Moen

Civil Engineering Design

USER NAME = ahevrdajs	DESIGNED - ZJB	REVISED -
	DRAWN - AEH	REVISED -
	CHECKED - JRD	REVISED -
PLOT DATE = 5/15/2026	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT ELEVATION DETAIL - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

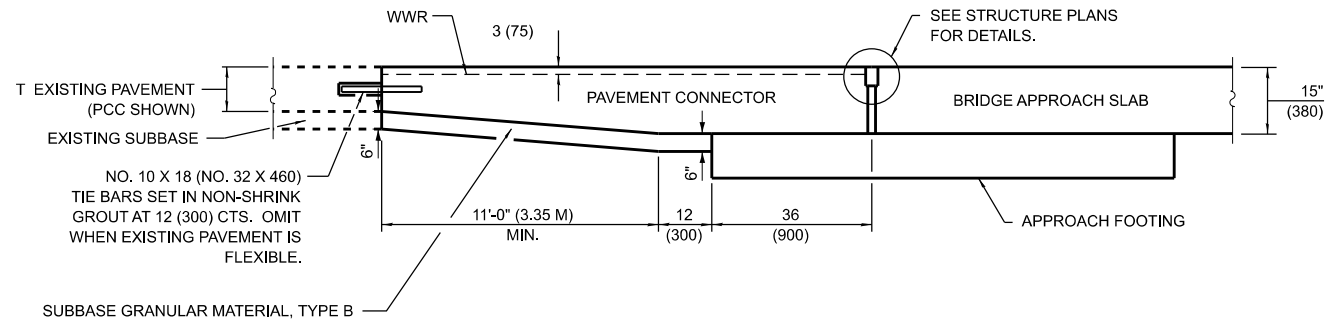
SCALE: N/A

SHEET 1 OF 1 SHEETS

STA. TO STA.

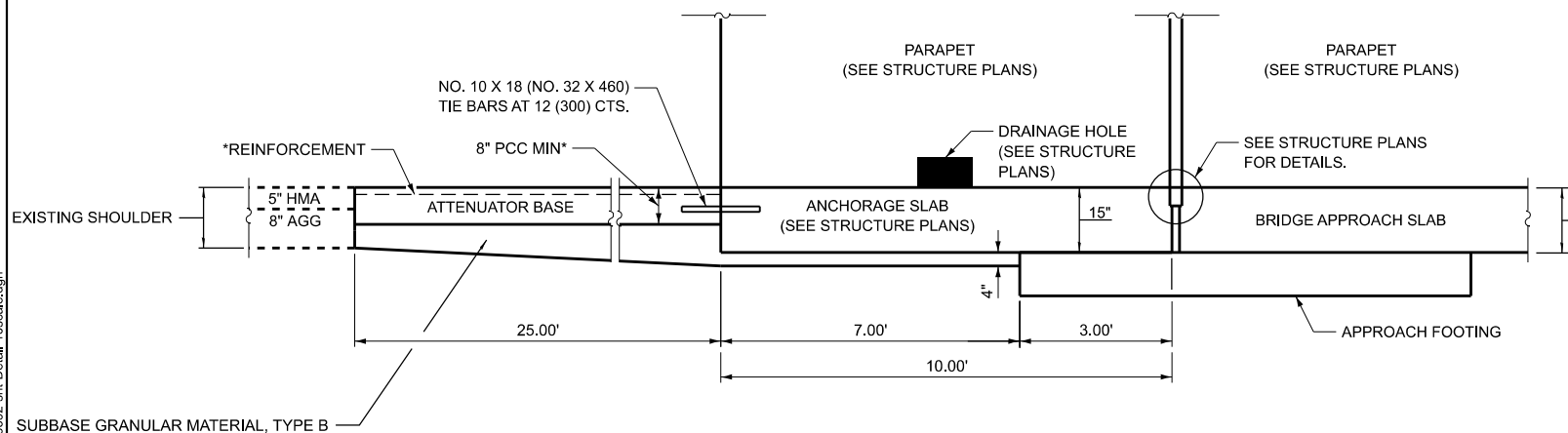
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	100
		CONTRACT NO. 66926		
		ILLINOIS	FED. AID PROJECT	

VARIABLE MILLING, BINDER COURSE, AND SURFACE COURSE ELEVATIONS AND DEPTHS ALONG IL 23																								
STA	AT LEFT EOP								AT PGL								AT RIGHT EOP							
	EX SURF EL	MILL EL	MILL DEPTH	PR TOP BIND EL	PR IL-19.0 BIND DEPTH	PR TOP SURF EL	PR SURF DEPTH	PR TOP SURF EL - MILL EL	EX SURF EL	MILL EL	MILL DEPTH	PR TOP BIND EL	PR IL-19.0 BIND DEPTH	PR TOP SURF EL	PR SURF DEPTH	PR TOP SURF EL - MILL EL	EX SURF EL	MILL EL	MILL DEPTH	PR TOP BIND EL	PR IL-19.0 BIND DEPTH	PR TOP SURF EL	PR SURF DEPTH	PR TOP SURF EL - MILL EL
			INCH		INCH		INCH	INCH			INCH		INCH		INCH	INCH			INCH		INCH		INCH	INCH
619+72.00	589.54	589.39	1 3/4			589.54	1 3/4	1 3/4	589.78	589.63	1 3/4			589.78	1 3/4	1 3/4	589.65	589.49	1 3/4			589.64	1 3/4	1 3/4
620+00.00	588.51	588.43	1			588.58	1 3/4	1 3/4	588.76	588.61	1 3/4			588.76	1 3/4	1 3/4	588.62	588.43	2 1/4			588.58	1 3/4	1 3/4
620+50.00	586.60	586.53	4/5			586.68	1 3/4	1 3/4	586.86	586.71	1 3/4			586.86	1 3/4	1 3/4	586.73	586.52	2 2/4			586.67	1 3/4	1 3/4
621+00.00	584.55	584.43	1 2/5			584.58	1 3/4	1 3/4	584.76	584.61	1 3/4			584.76	1 3/4	1 3/4	584.67	584.43	2 3/4			584.58	1 3/4	1 3/4
621+50.00	582.40	582.34	2/3			582.49	1 3/4	1 3/4	582.67	582.52	1 3/4			582.67	1 3/4	1 3/4	582.55	582.33	2 2/4			582.48	1 3/4	1 3/4
622+00.00	580.07	580.05	1/5			580.20	1 3/4	1 3/4	580.39	580.24	1 3/4			580.39	1 3/4	1 3/4	580.23	580.06	2			580.21	1 3/4	1 3/4
622+50.00	577.72	577.63	1			577.78	1 3/4	1 3/4	577.96	577.81	1 3/4			577.96	1 3/4	1 3/4	577.84	577.63	2 2/4			577.78	1 3/4	1 3/4
623+00.00	575.25	575.15	1 1/7			575.30	1 3/4	1 3/4	575.48	575.33	1 3/4			575.48	1 3/4	1 3/4	575.31	575.16	1 3/4			575.31	1 3/4	1 3/4
623+50.00	572.90	572.81	1			572.96	1 3/4	1 3/4	573.15	573.00	1 3/4			573.15	1 3/4	1 3/4	572.96	572.82	1 3/4			572.97	1 3/4	1 3/4
624+00.00	570.79	570.62	2			570.77	1 3/4	1 3/4	571.04	570.81	2 5/7			570.96	1 3/4	1 3/4	570.87	570.64	2 3/4			570.79	1 3/4	1 3/4
624+50.00	568.89	568.61	3 3/7	568.79	2 1/4	568.94	1 3/4	4	569.07	568.80	3 1/3	568.98	2 1/4	569.13	1 3/4	4	568.96	568.80	1 3/4			568.95	1 3/4	1 3/4
624+99.63	567.12	566.97	1 4/5	567.24	3 2/7	567.39	1 3/4	5	567.26	567.11	1 3/4	567.42	3 5/7	567.57	1 3/4	5 1/2	567.16	567.01	1 3/4	567.24	2 4/5	567.39	1 3/4	4 5/9
627+82.37	563.73	563.36	4 2/5			563.51	1 3/4	1 3/4	563.88	563.54	4			563.69	1 3/4	1 3/4	563.65	563.36	3 2/4			563.51	1 3/4	1 3/4
628+00.00	563.82	563.40	5			563.55	1 3/4	1 3/4	564.00	563.58	5			563.73	1 3/4	1 3/4	563.79	563.40	4 3/4			563.55	1 3/4	1 3/4
628+50.00	563.99	563.57	5			563.72	1 3/4	1 3/4	564.17	563.75	5			563.90	1 3/4	1 3/4	564.00	563.58	5			563.73	1 3/4	1 3/4
629+00.00	564.12	563.75	4 2/5			563.90	1 3/4	1 3/4	564.29	563.93	4 1/4			564.08	1 3/4	1 3/4	564.12	563.76	4 1/4			563.91	1 3/4	1 3/4
629+50.00	564.22	563.93	3 3/7			564.08	1 3/4	1 3/4	564.37	564.11	3			564.26	1 3/4	1 3/4	564.17	563.94	2 3/4			564.09	1 3/4	1 3/4
630+00.00	564.26	564.08	2 1/9			564.23	1 3/4	1 3/4	564.41	564.26	1 3/4			564.41	1 3/4	1 3/4	564.15	564.08	3/4			564.23	1 3/4	1 3/4
630+50.00	564.17	563.98	2 2/9			564.13	1 3/4	1 3/4	564.31	564.16	1 3/4			564.31	1 3/4	1 3/4	564.08	563.98	1 1/4			564.13	1 3/4	1 3/4
631+00.00	564.01	563.87	1 5/8			564.02	1 3/4	1 3/4	564.20	564.05	1 3/4			564.20	1 3/4	1 3/4	563.98	563.87	1 1/4			564.02	1 3/4	1 3/4
631+47.00	564.05	563.90	1 3/4			564.05	1 3/4	1 3/4	564.23	564.08	1 3/4			564.23	1 3/4	1 3/4	564.04	563.90	1 3/4			564.05	1 3/4	1 3/4



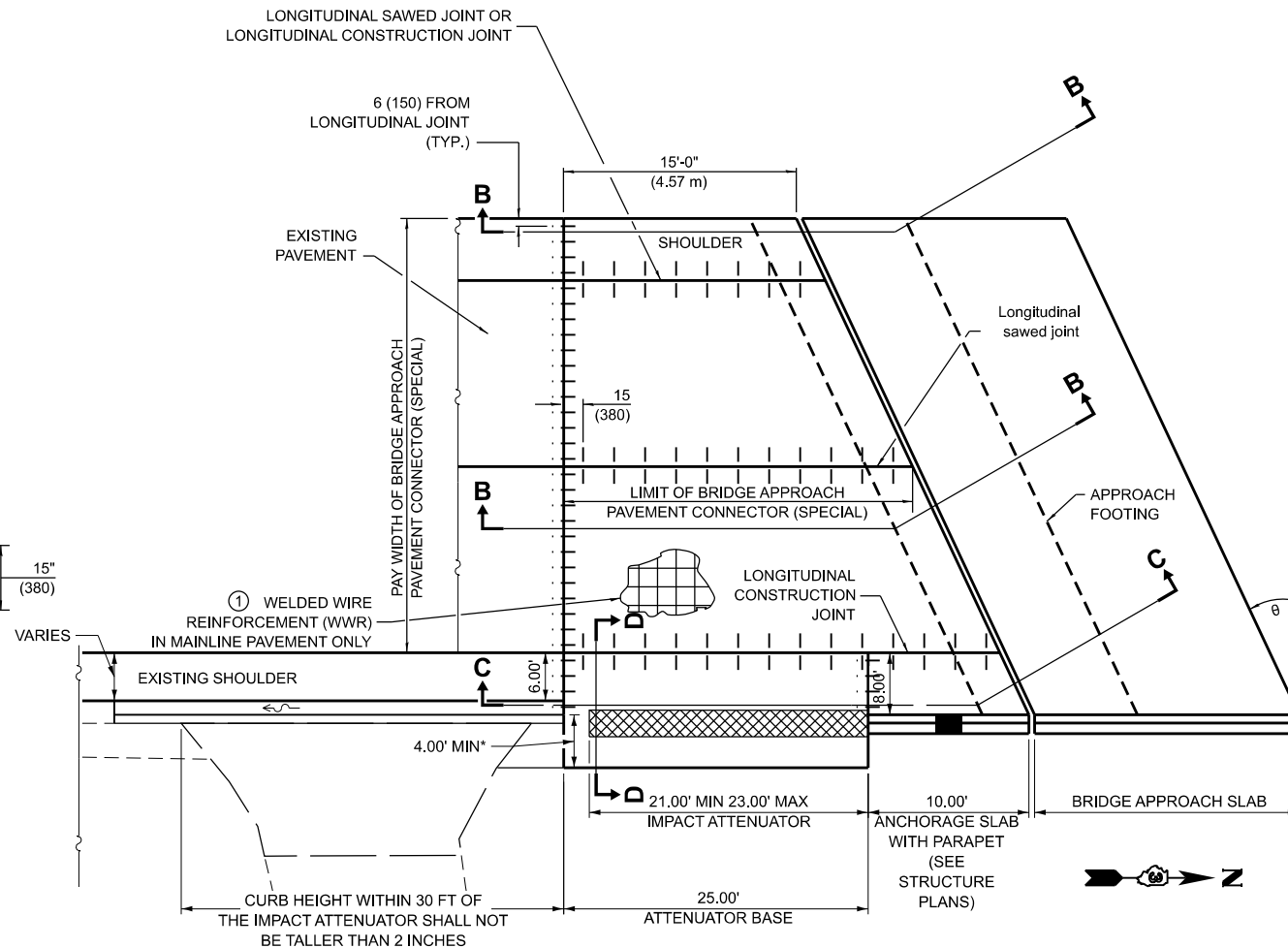
SECTION B-B FOR LANES AND SOUTHWEST CORNER

SAME AS SECTION B-B ON HIGHWAY STANDARD 420401



SECTION C-C FOR SOUTHEAST CORNER

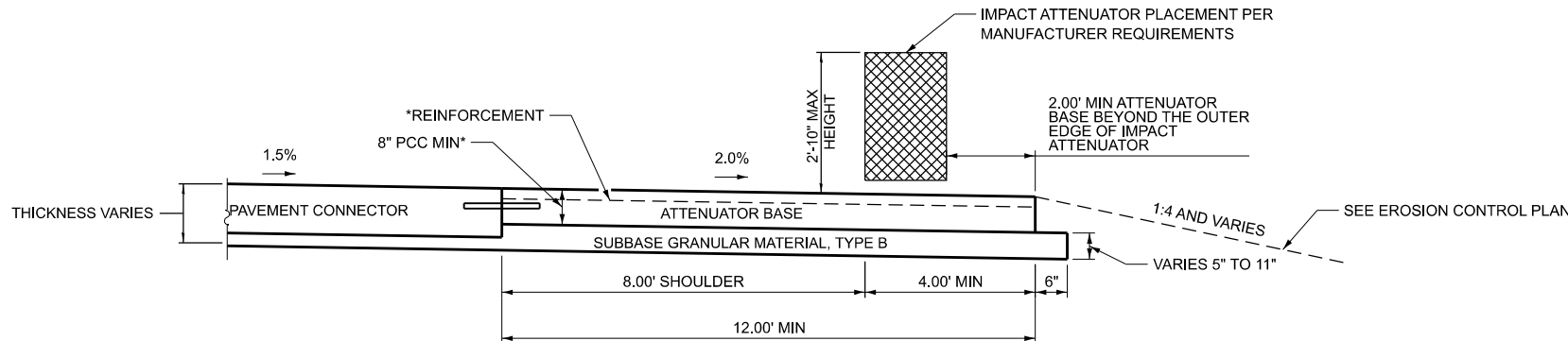
* OR PER IMPACT ATTENUATOR MANUFACTURER REQUIREMENTS. COST INCLUDED IN THE COST OF ATTENUATOR BASE.



PLAN

① WWR SHALL BE 0.11 SQ. IN./FT. (230 SQ. MM/M) IN BOTH DIRECTIONS. MAXIMUM WIRE SPACING SHALL BE 6 (150). MINIMUM LAP DISTANCE SHALL BE TWO CROSS WIRES.

* OR PER IMPACT ATTENUATOR MANUFACTURER REQUIREMENTS. COST INCLUDED IN THE COST OF ATTENUATOR BASE.



SECTION D-D FOR SOUTHEAST CORNER

PAVEMENT CONNECTOR (SPECIAL) DETAIL

GENERAL NOTES

THICKNESS - "T" = THICKNESS OF PAVEMENT.

SEE STANDARD 420001 FOR PAVEMENT JOINT DETAILS NOT SHOWN.

SEE PLANS FOR DETAILS OF BRIDGE APPROACH SLAB, APPROACH FOOTING AND JOINT TREATMENT.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT CONNECTOR (SPECIAL) DETAIL - SN 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

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

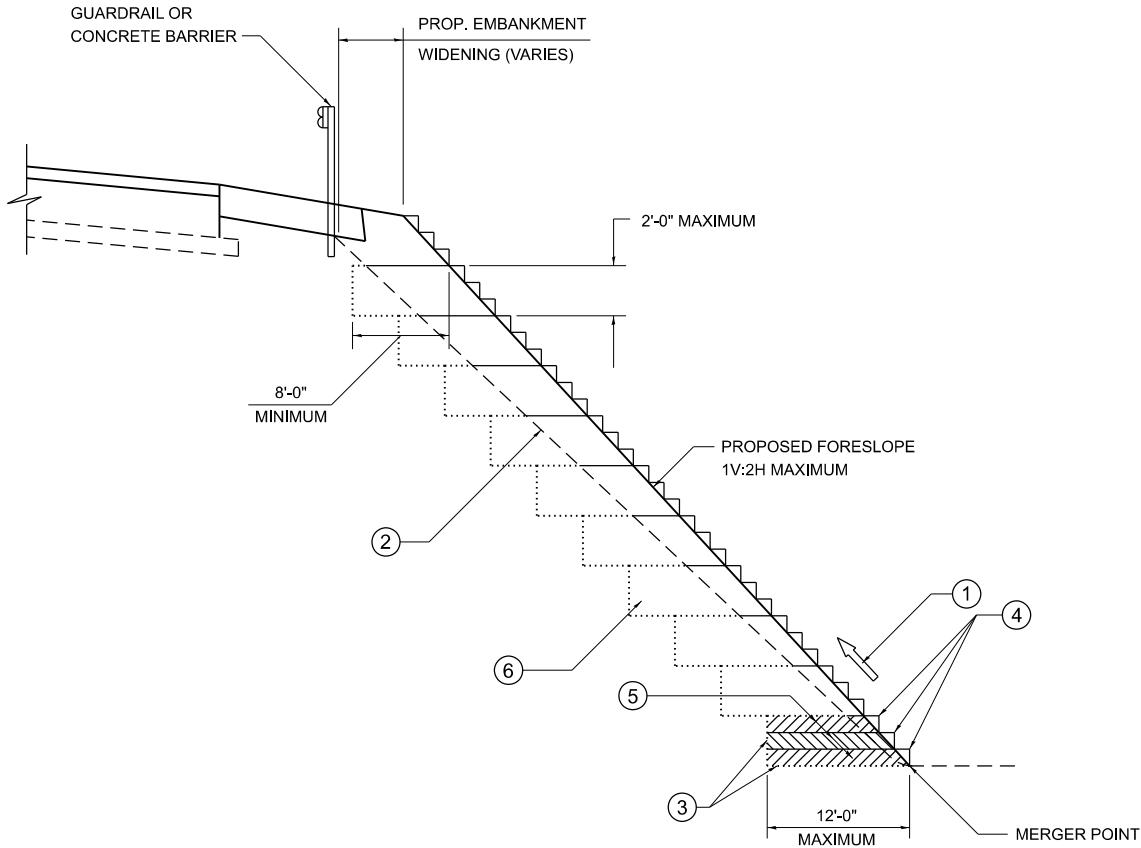
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	101
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: DETAIL 5 (Sheet)
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design firm
no. 184001036
whks
engineers + planners + land surveyors

USER NAME = tjones	DESIGNED - LNJ	REVISED -
DRAWN - LNJ	REVISED -	
PLOT SCALE = 19.99996000" / in.	CHECKED - RKA	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

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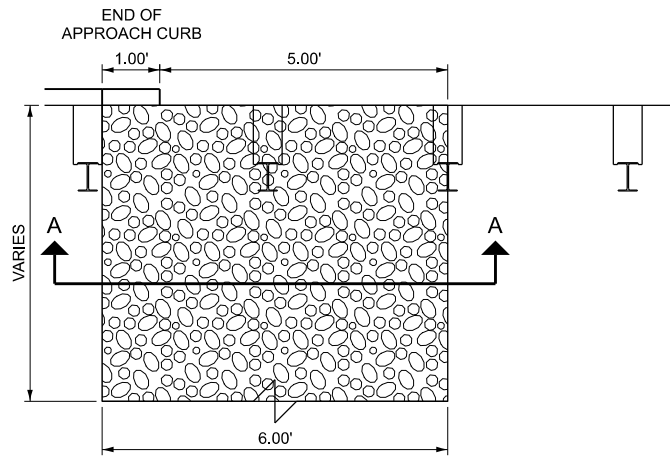
TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

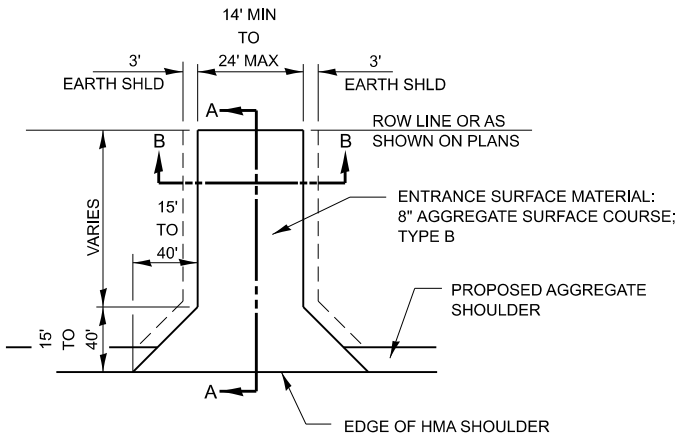
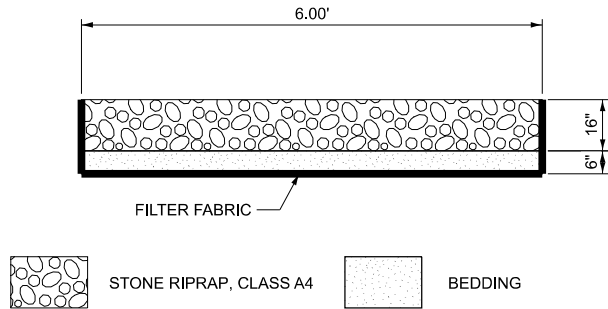
- 1 CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- 2 EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- 3 BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- 4 TRIM TO FINAL SLOPE.
- 5 EQUAL 8-INCH LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- 6 EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.
- 7 SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 1V:4H AND THE HEIGHT IS GREATER THAN 5'.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

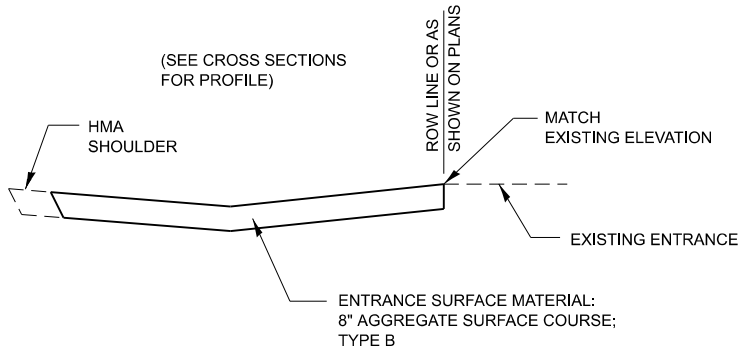
STONE RIPRAP CHUTE LOCATION DETAIL



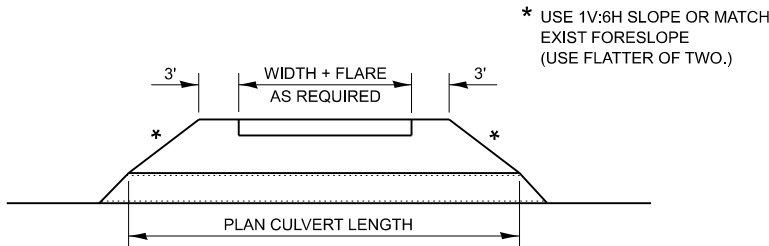
SECTION A-A



SECTION A-A



SECTION B-B



FIELD ENTRANCE DETAIL

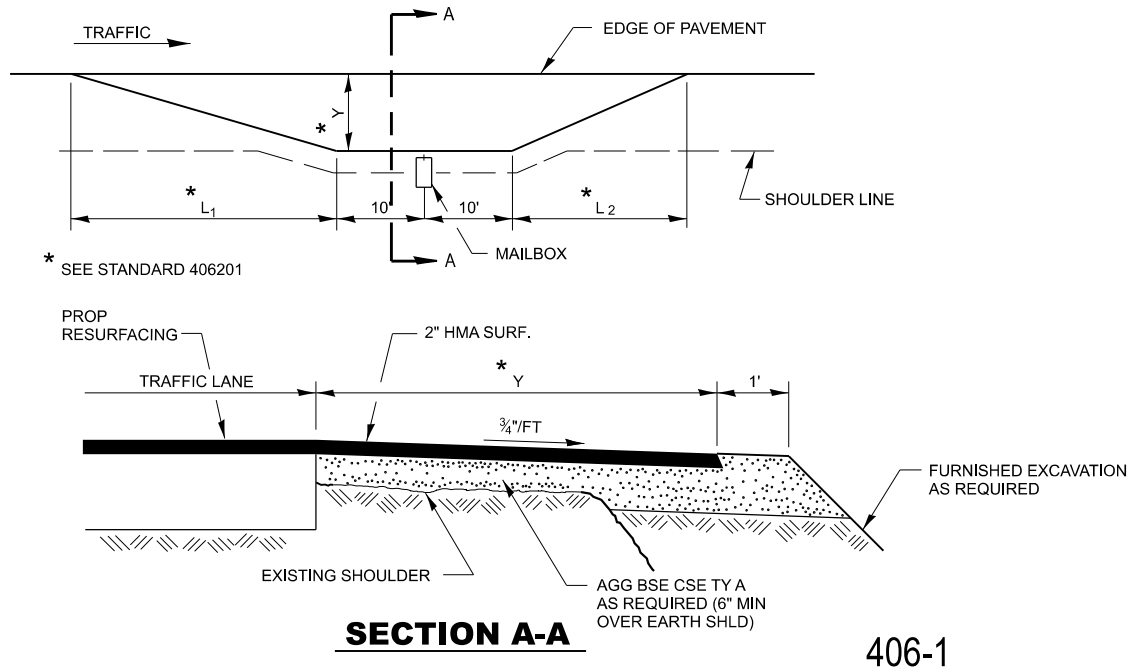
205-4

402-1

USER NAME = kfair	DESIGNED - KNF	REVISED -
DRAWN - KNF	REVISED -	
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PLOT DATE = 5/21/2026	DATE -	REVISED -

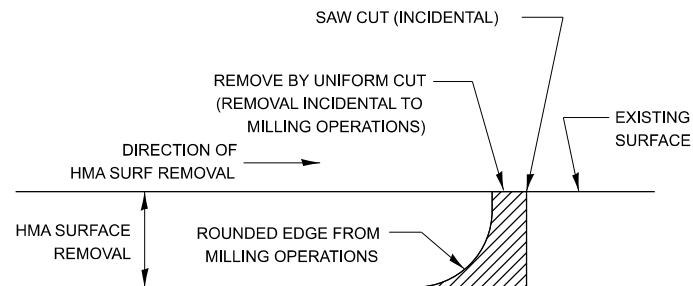
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	102
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: DETAIL 2 (Sheet)
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RURAL MAILBOX TURNOUT DETAILS

406-1

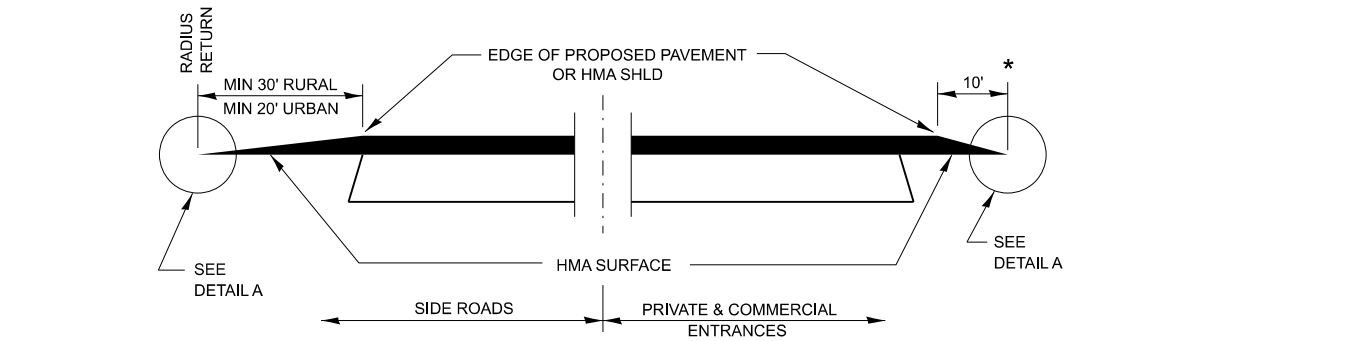


NOTE:

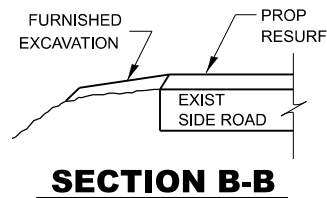
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA BUTT JOINT SAW CUTS

406-8

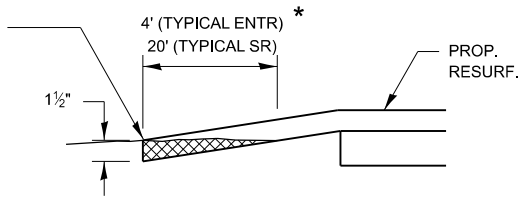


SECTION A-A DETAILS AT ENTRANCES & SIDE ROADS

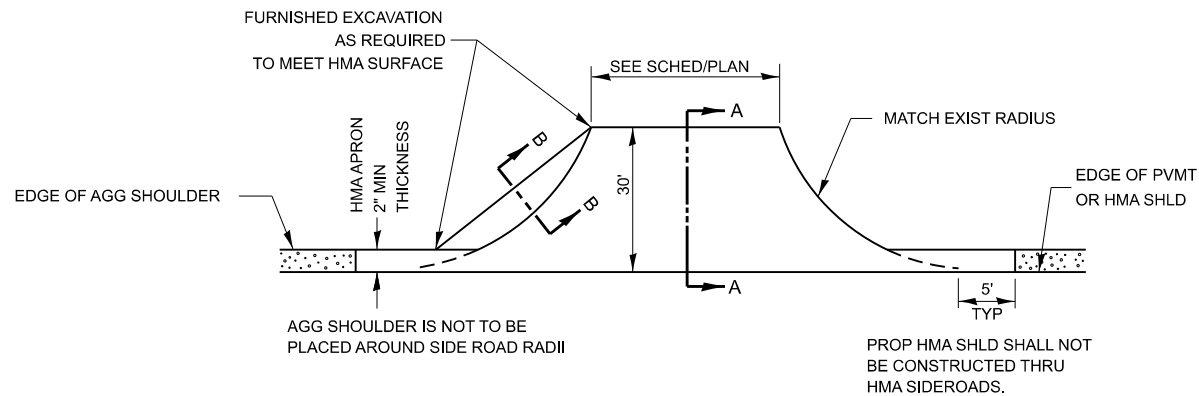


SECTION B-B

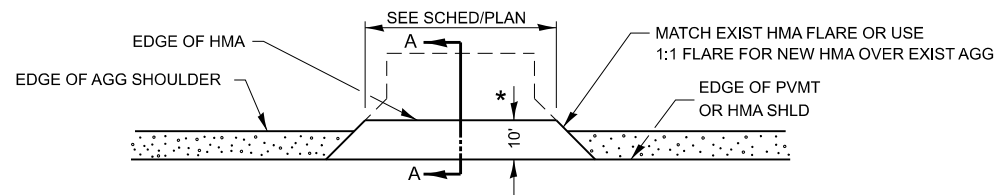
THE COST OF REMOVAL AT EXISTING HMA OR PCC LOCATIONS SHALL BE PAID FOR PER SQ YD BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



DETAIL A



PLAN AT SIDE ROADS



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

* PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.

406-2

design firm
no. 184001036

whks
engineers + planners + land surveyors

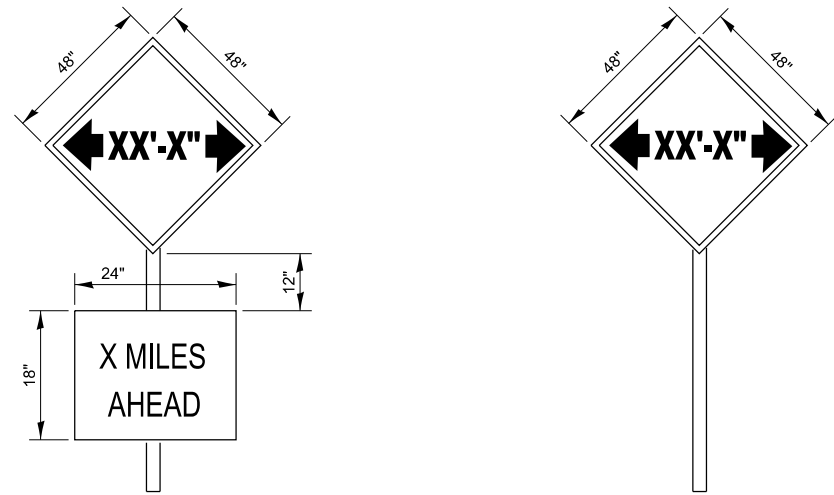
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DRAWN - KNF	REVISED -	
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PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
FAP 68 (IL 23)

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

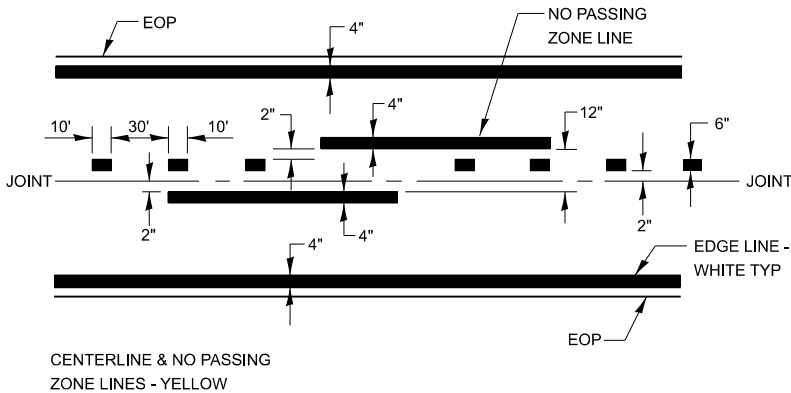
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	103
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

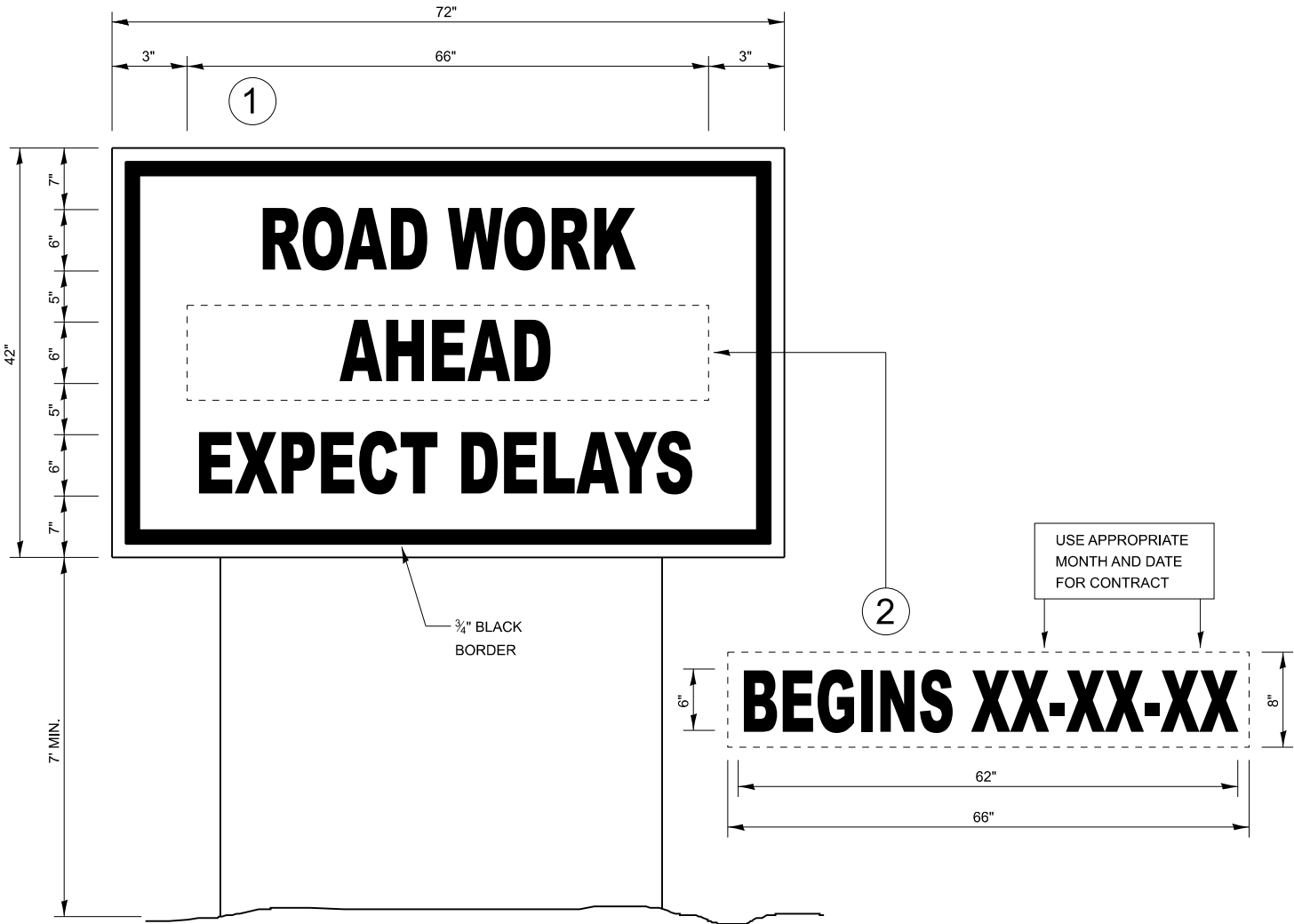
COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

WIDTH RESTRICTION SIGNING DETAILS 701-6



PAVEMENT MARKING

780-8



TEMPORARY INFORMATION SIGNING

NOTES:

- USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
- ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
- ERECT SIGN①WITH INSTALLED PANEL②A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
- REMOVE PANEL②ON THAT DATE.
- SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL②WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

720-8

MODEL: DETAIL 3 (Sheet)
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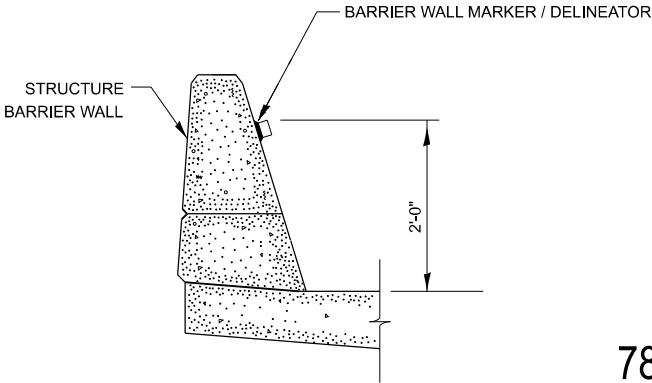
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
FAP 68 (IL 23)

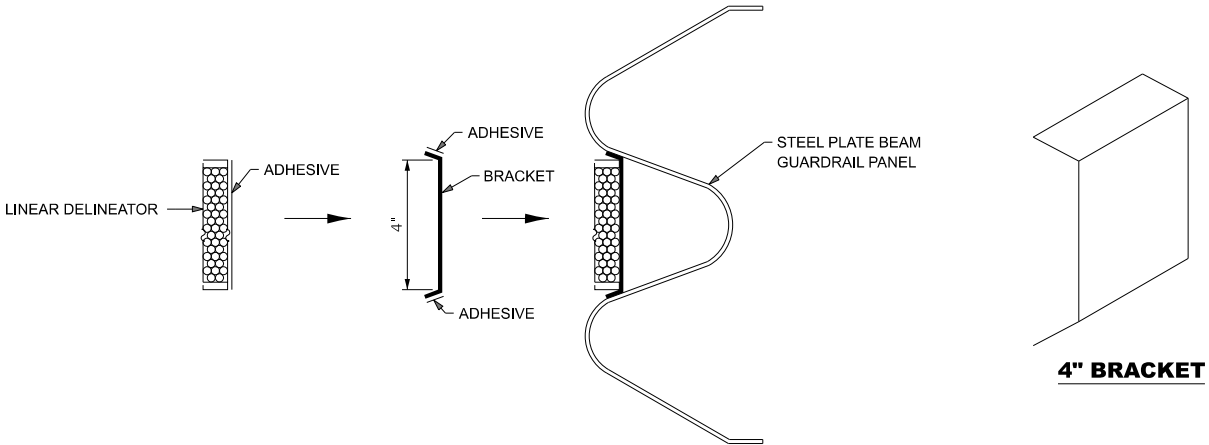
SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

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68	(1BR)D,(1BR-1)BR-1	LASALLE	144	104
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



782-4

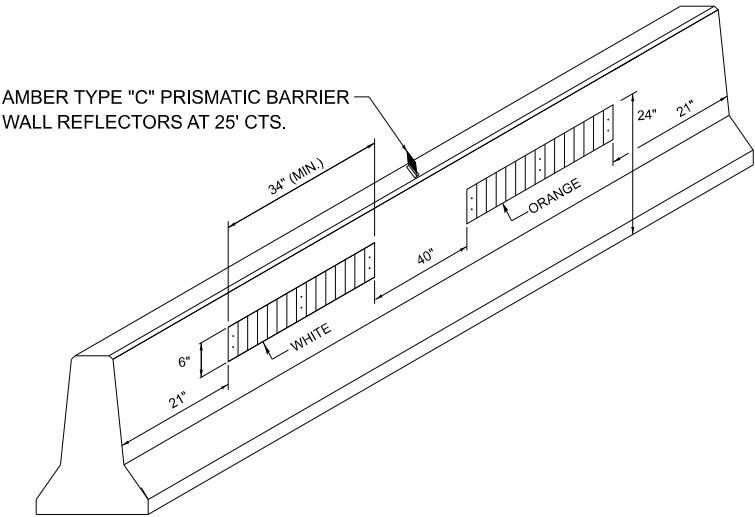
BARRIER WALL MARKER



LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS

782-5



**LINEAR DELINEATOR PANELS
FOR TEMPORARY CONCRETE BARRIER**

782-6

MODEL: DETAIL 4 [Sheet]
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design firm
no. 184001036

whks
engineers • planners • land surveyors

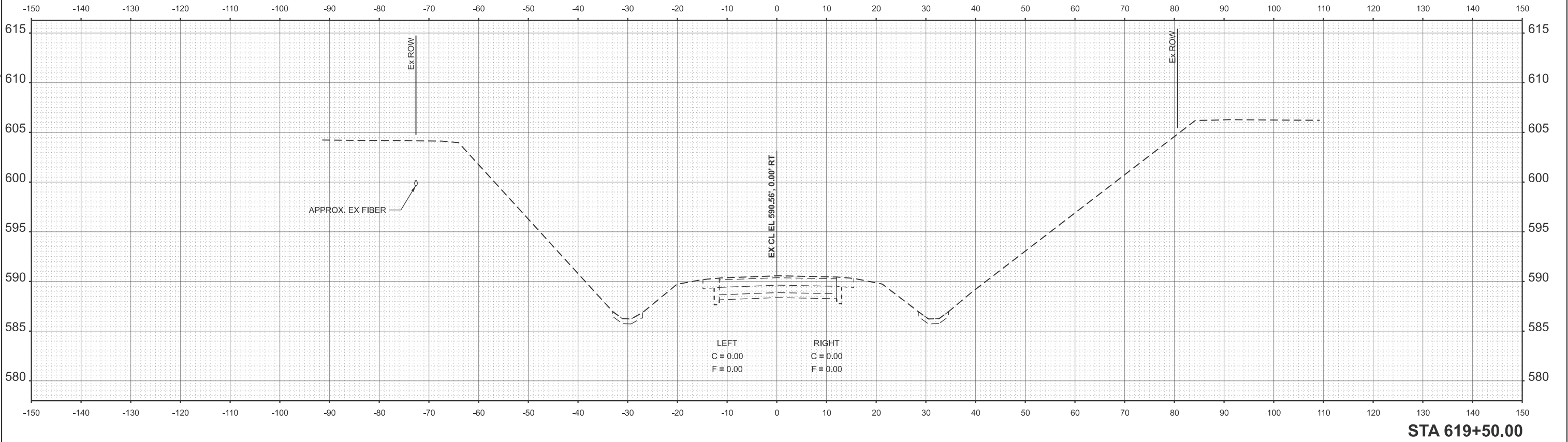
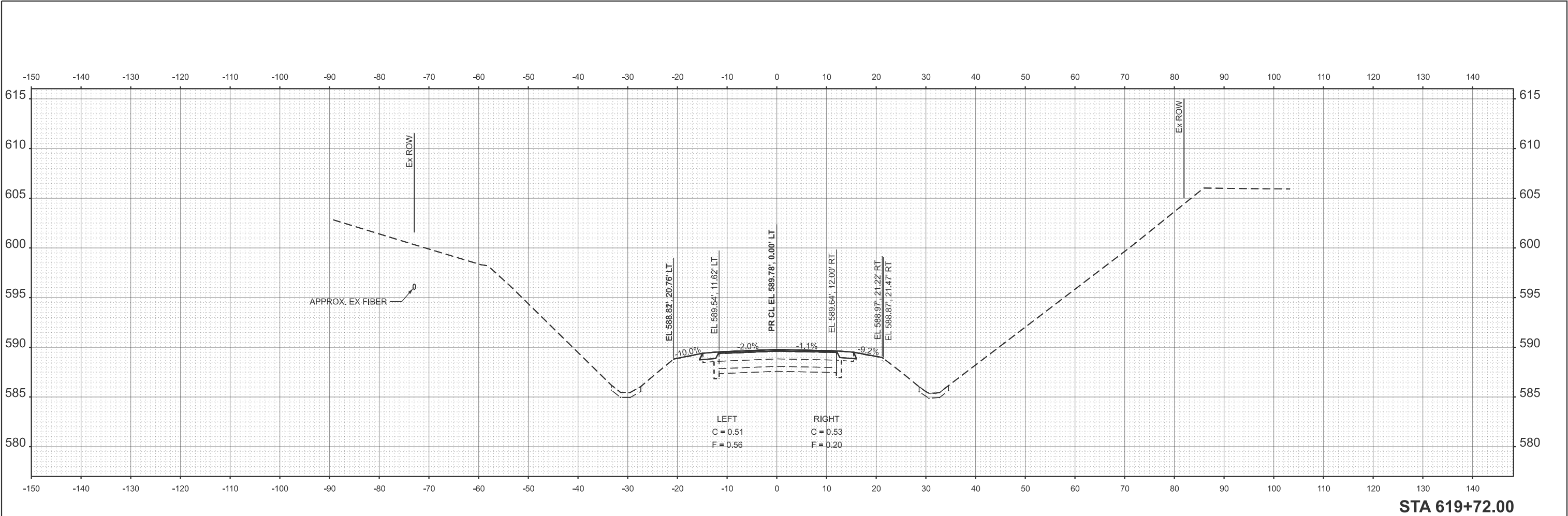
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PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FAP 68 (IL 23)			
SCALE:	SHEET 4	OF 4 SHEETS	STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	105
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: XSEC01 [Sheet]
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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

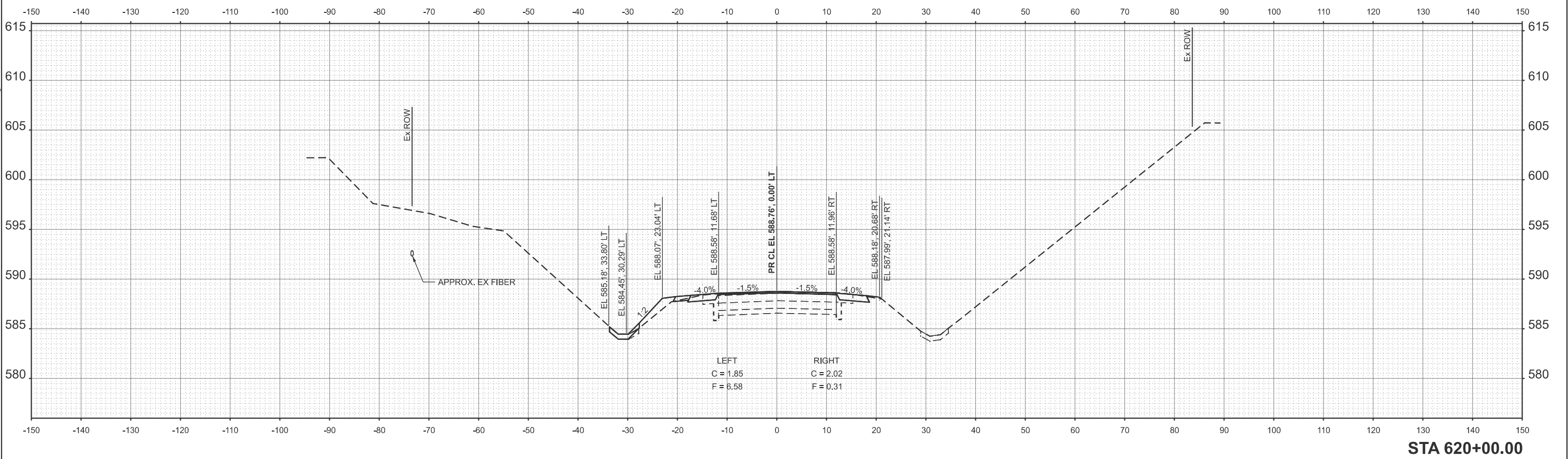
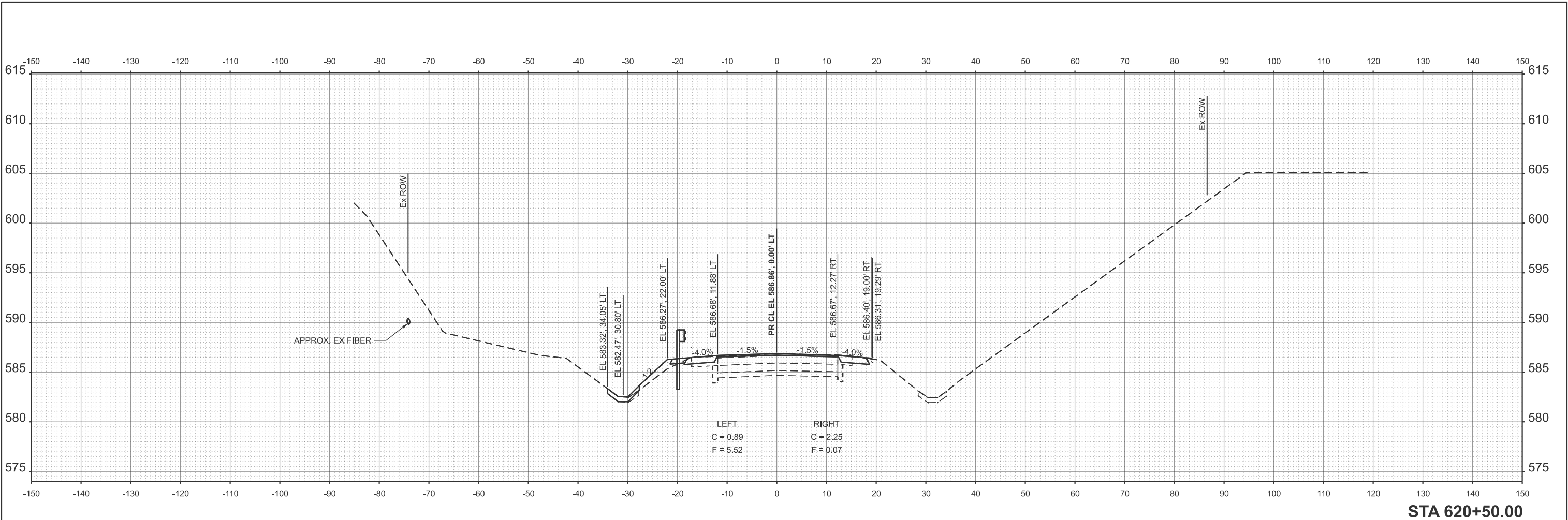
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 1 OF 14 SHEETS STA. 619+50.00 TO STA. 619+72.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	106
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJV	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 1/27/2026		

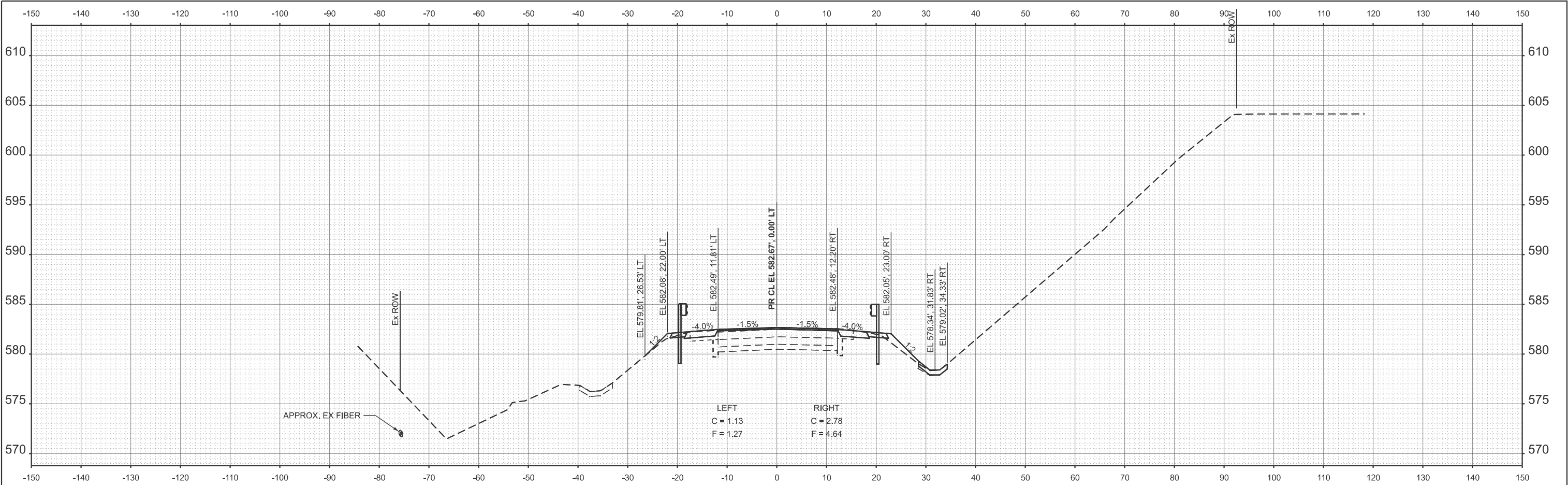
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

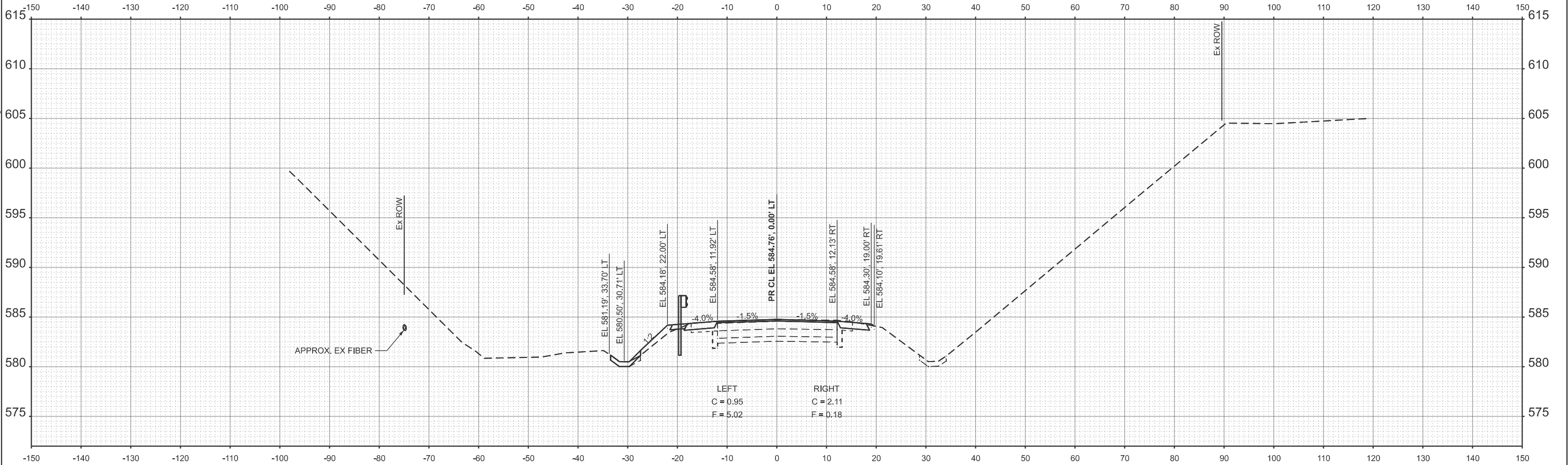
SCALE: 10'H:5'V SHEET 2 OF 14 SHEETS STA. 620+00.00 TO STA. 620+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	107
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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STA 621+50.00



STA 621+00.00

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	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
PLOT DATE = 1/27/2026	DATE - 3/5/2026	REVISED -

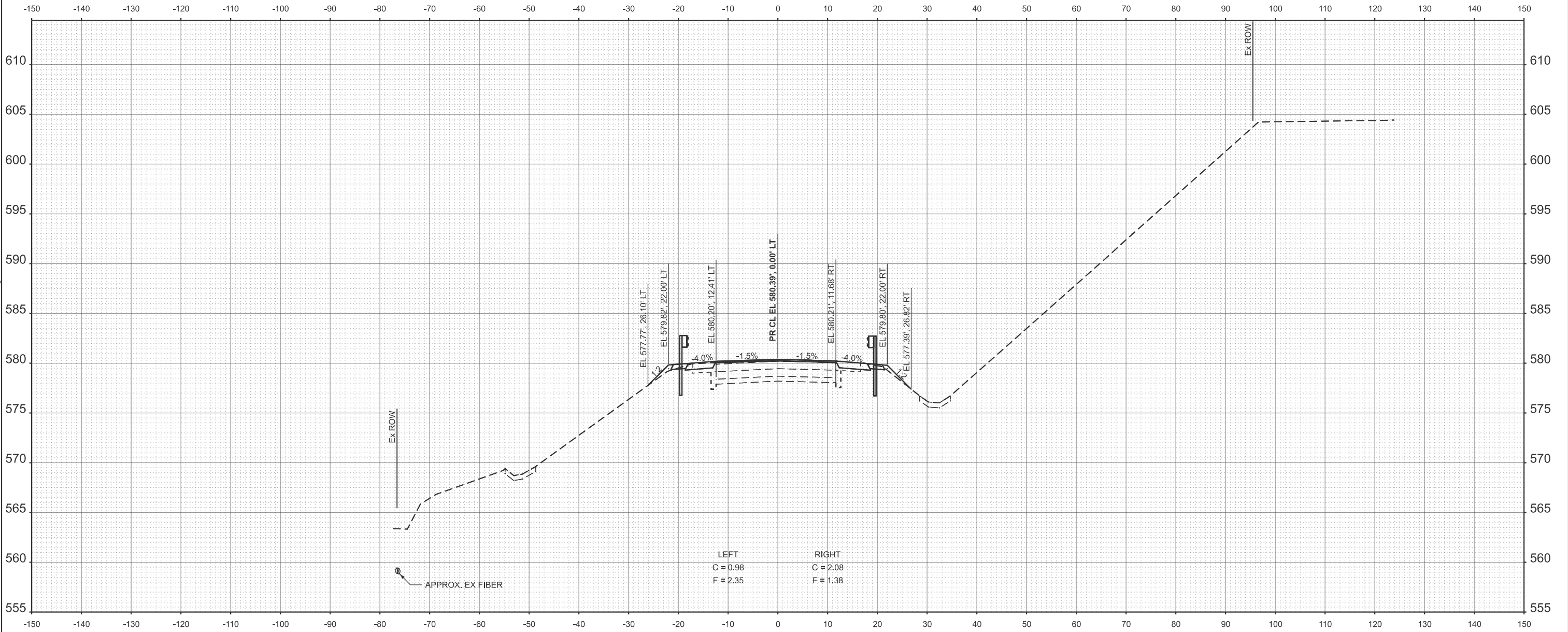
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 3 OF 14 SHEETS STA. 621+00.00 TO STA. 621+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	108
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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STA 622+00.00

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USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

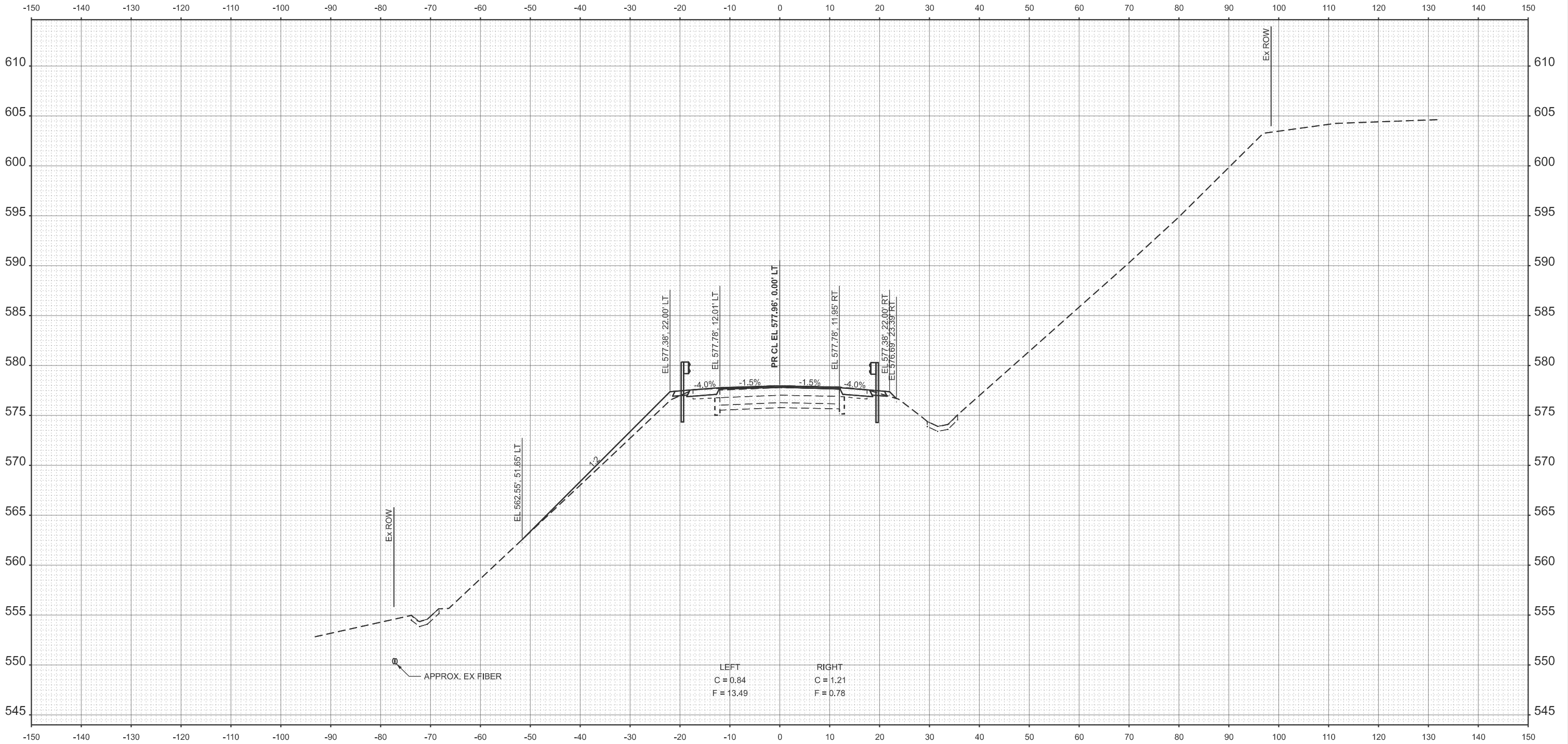
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 4 OF 14 SHEETS STA. 622+00.00 TO STA. 622+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	109
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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STA 622+50.00

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USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
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PLOT DATE = 1/26/2026		

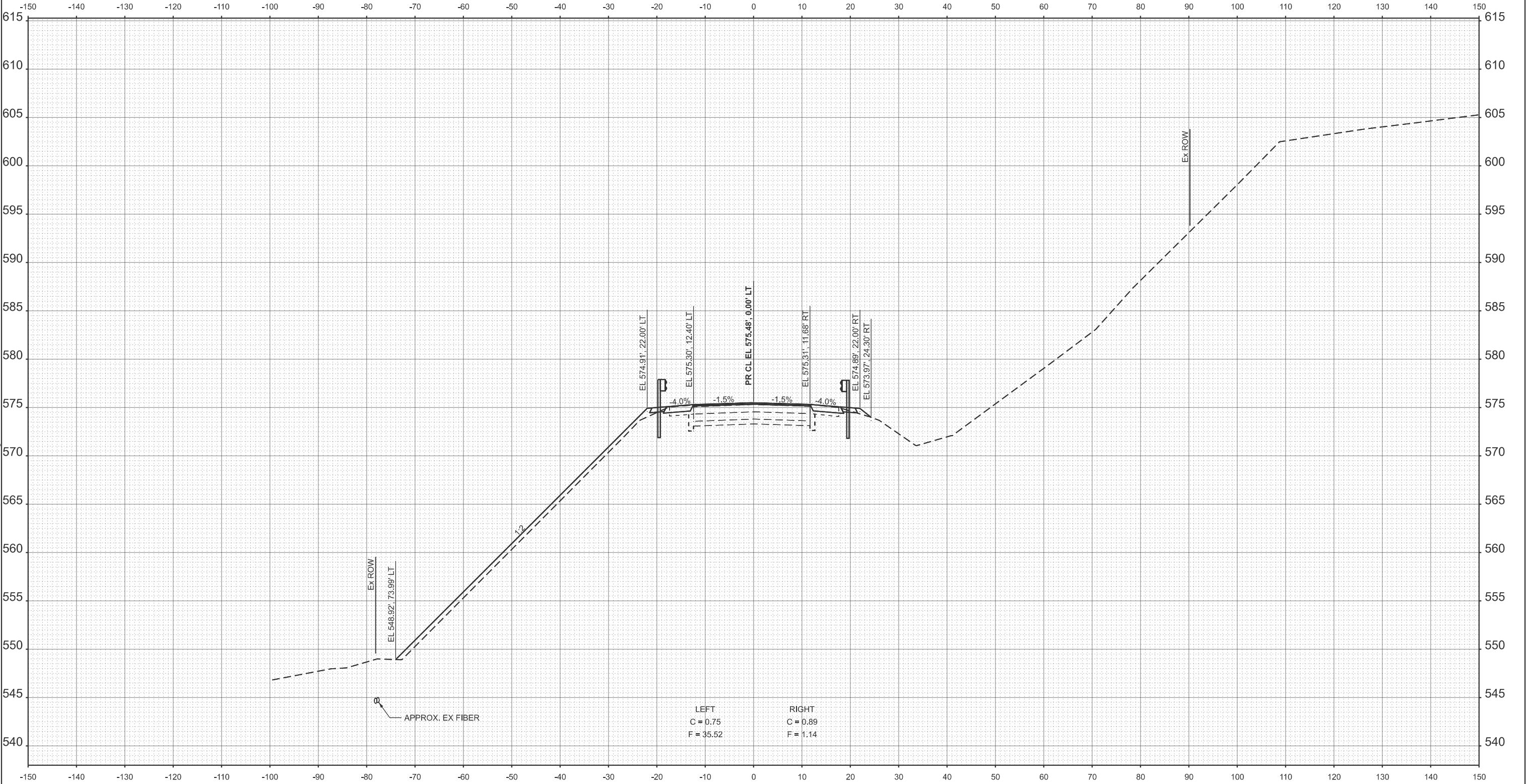
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 5 OF 14 SHEETS STA. 622+50.00 TO STA. 622+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	110
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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STA 623+00.00

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	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 1/27/2026		

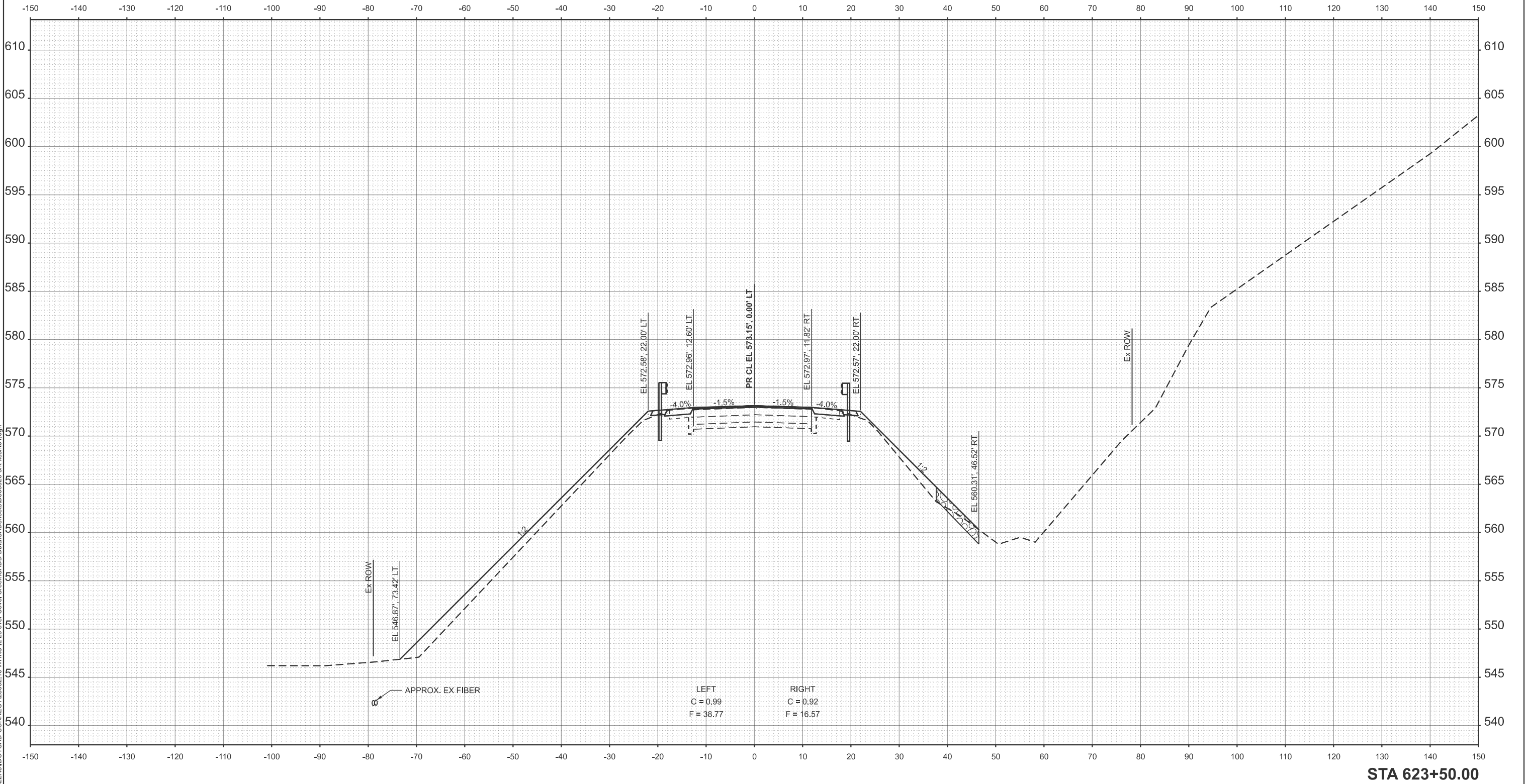
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 6 OF 14 SHEETS STA. 623+00.00 TO STA. 623+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	111
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 1/27/2026		

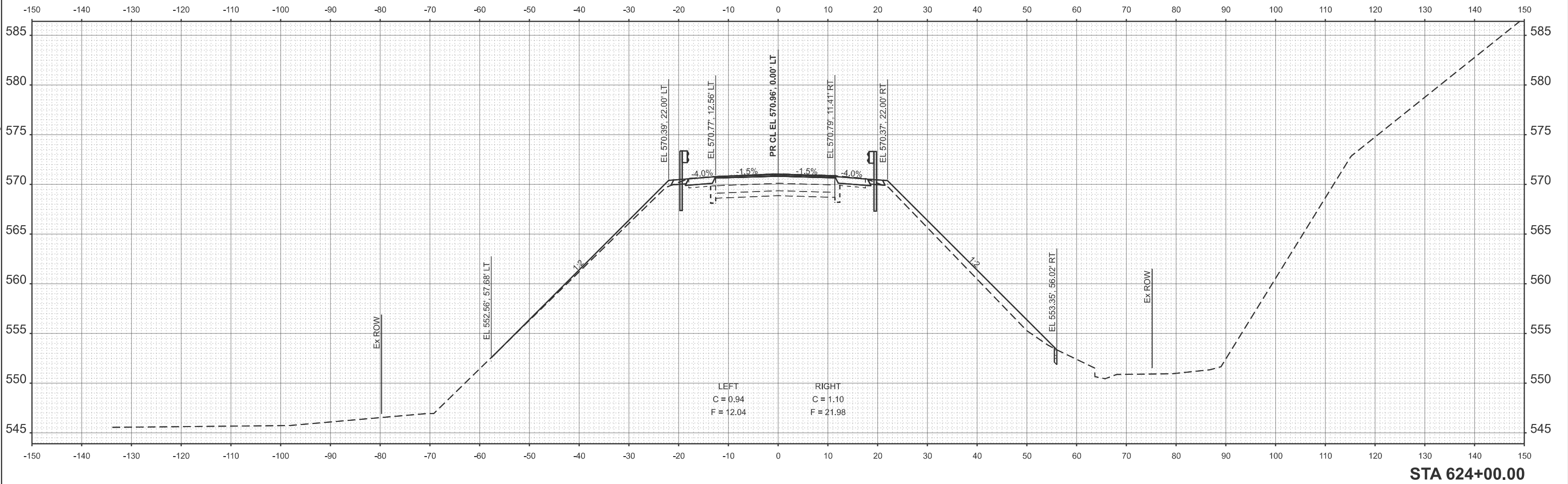
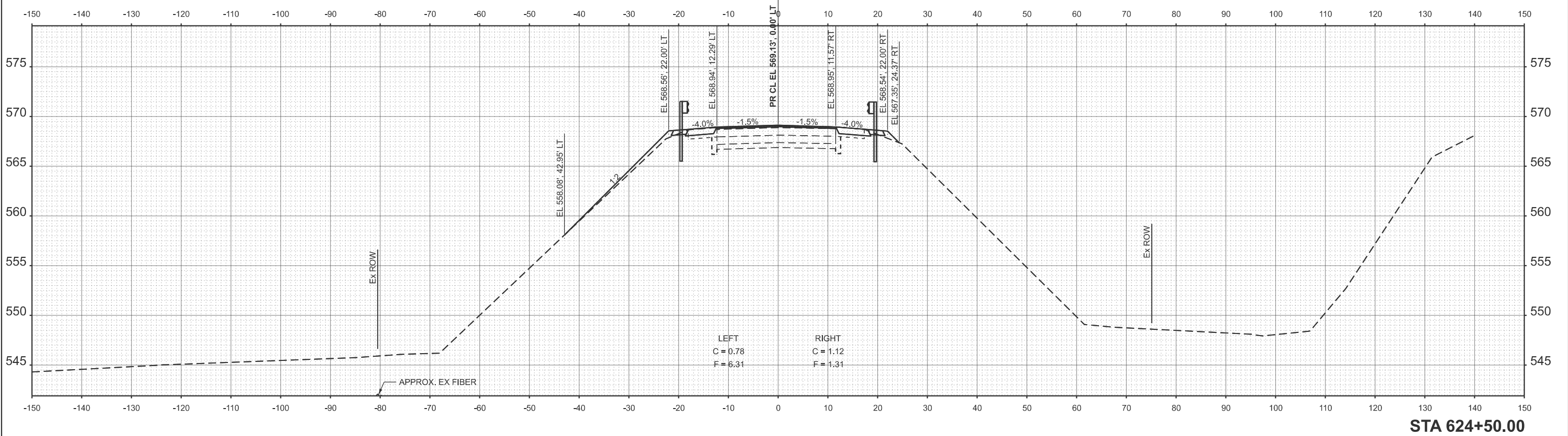
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

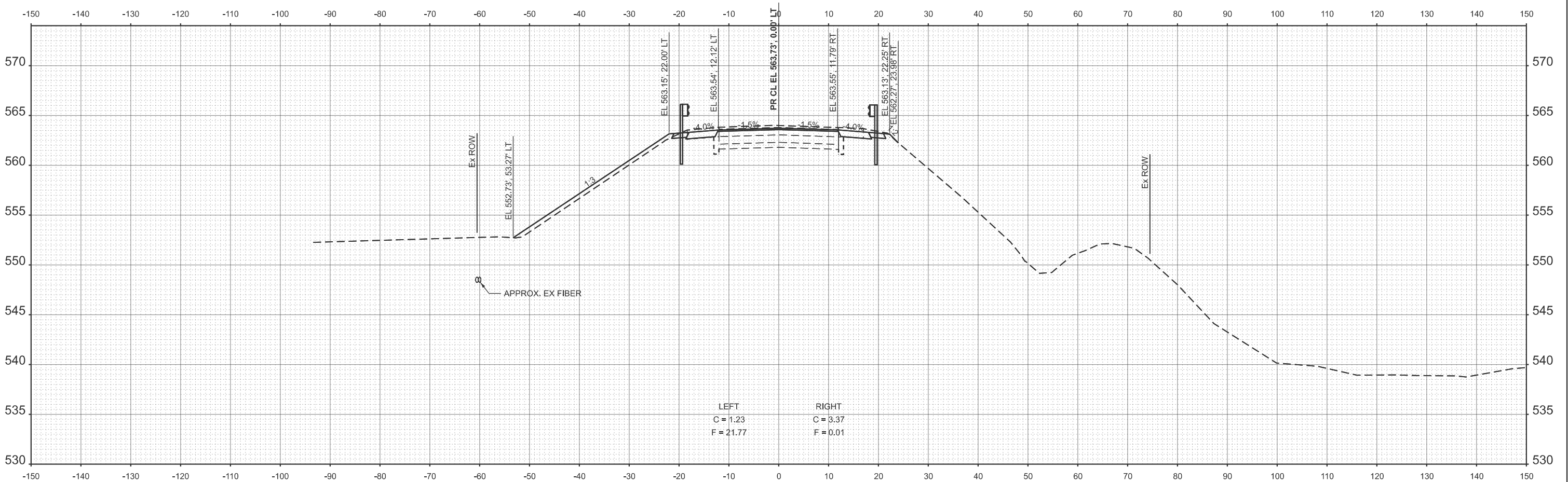
SCALE: 10'H:5'V SHEET 7 OF 14 SHEETS STA. 623+50.00 TO STA. 623+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	112
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

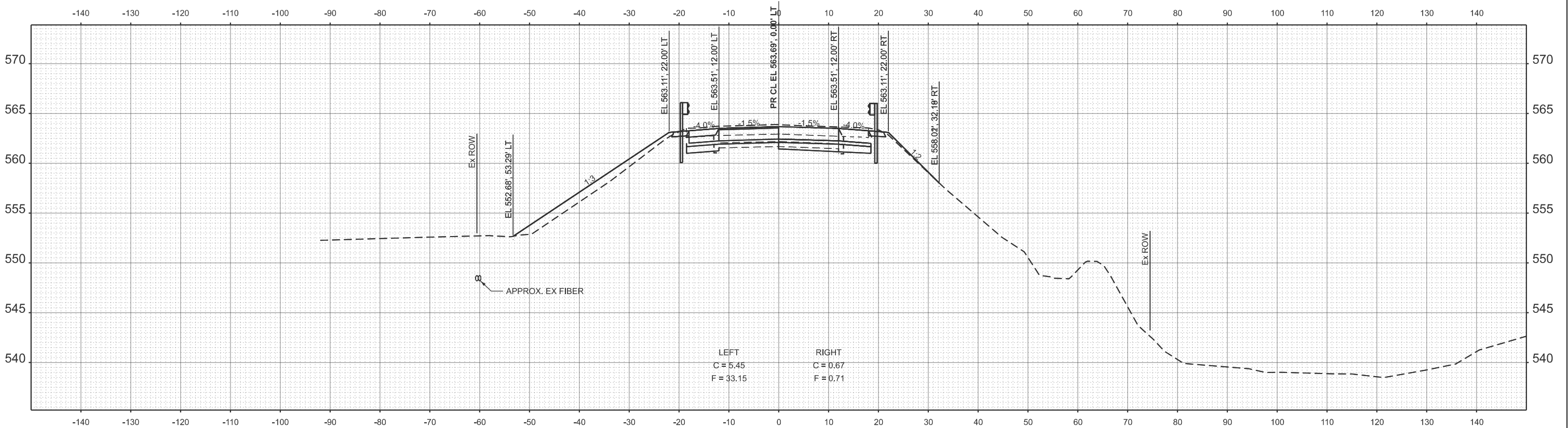
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STA 628+00.00



STA 627+82.37

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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

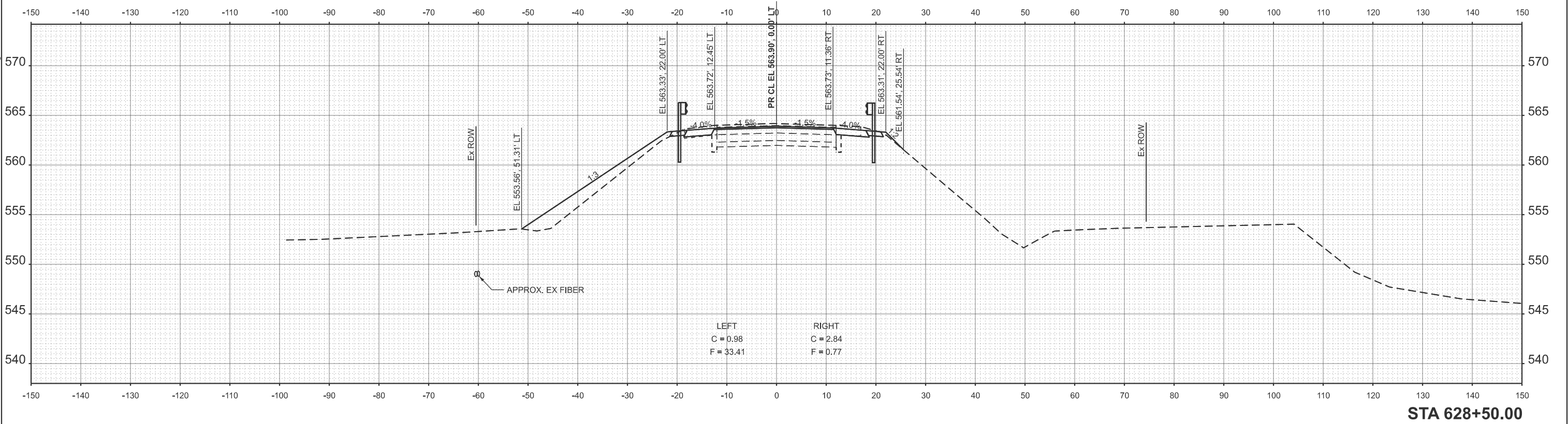
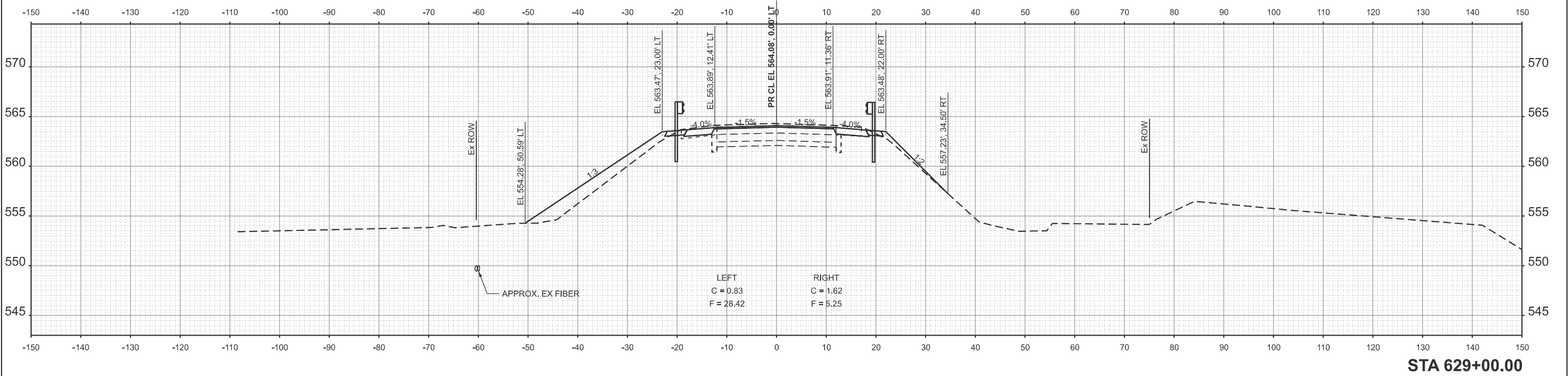
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H=5'V SHEET 10 OF 14 SHEETS STA. 627+82.37 TO STA. 628+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	115
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: XSEC011 [Sheet]
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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -
PLOT DATE = 1/26/2026		

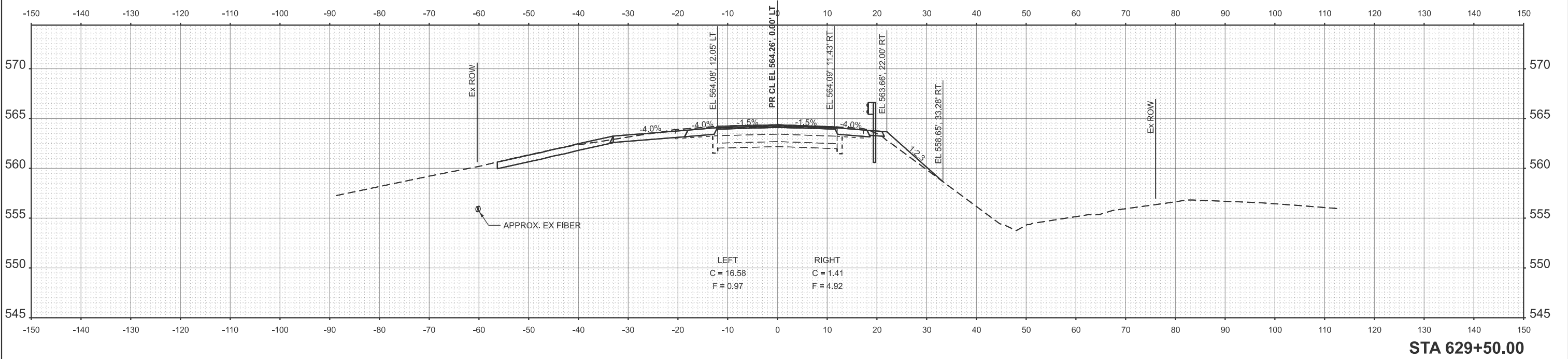
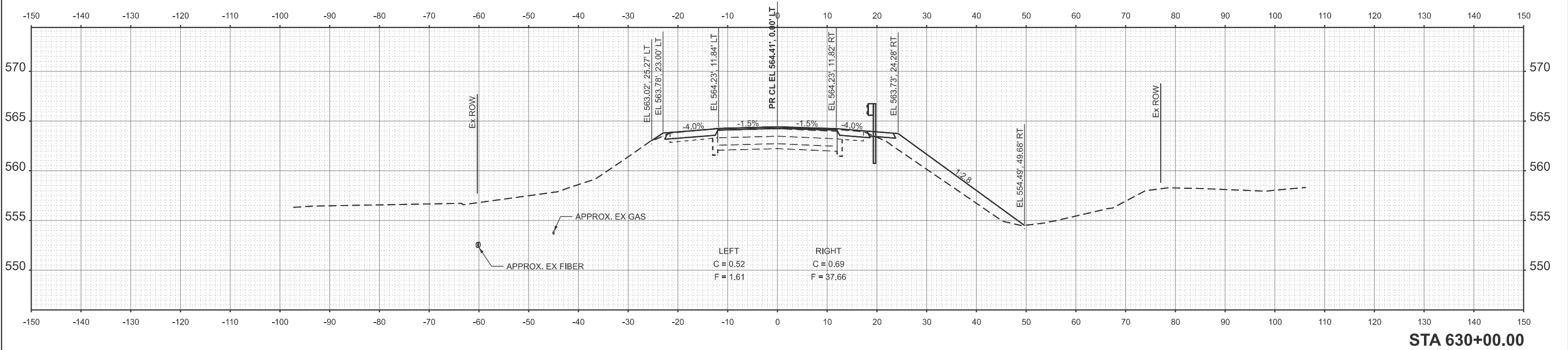
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 11 OF 14 SHEETS STA. 628+50.00 TO STA. 629+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	116
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
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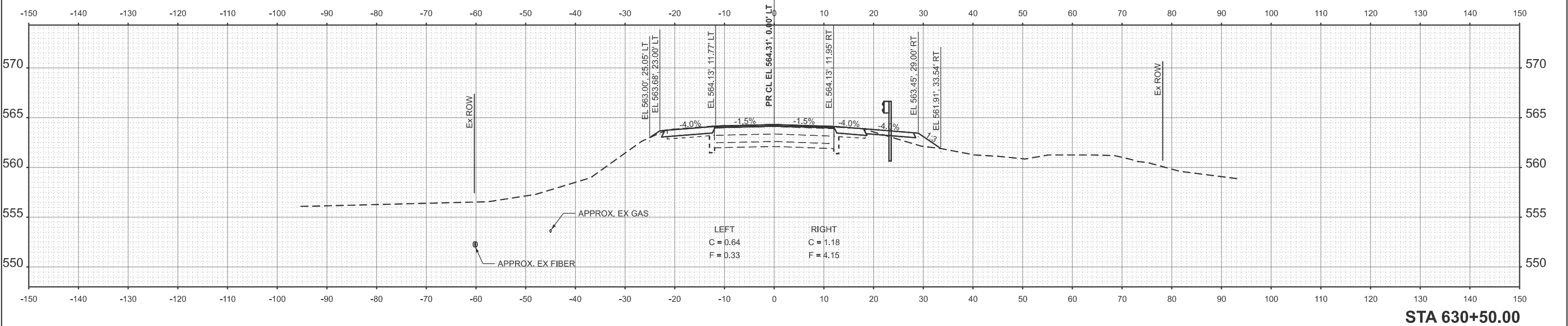
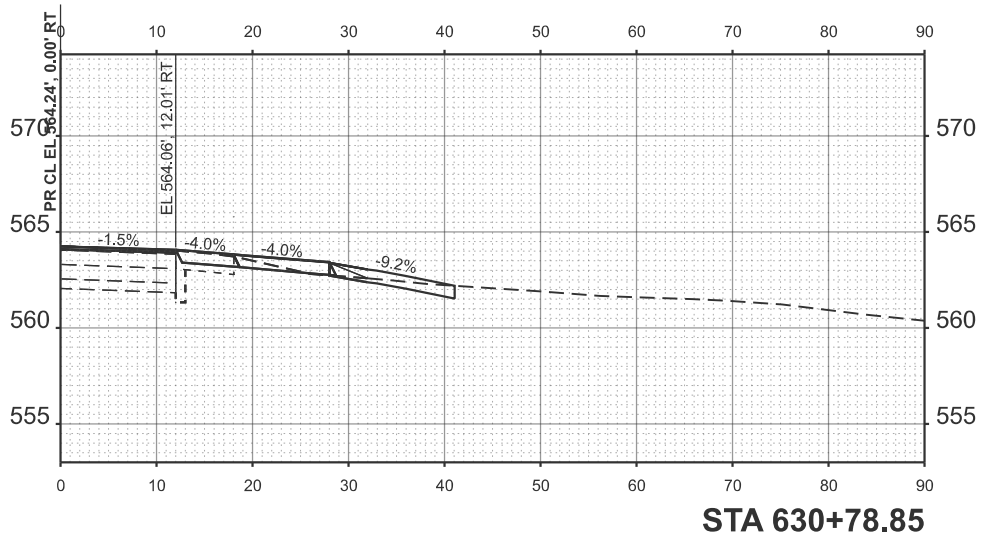
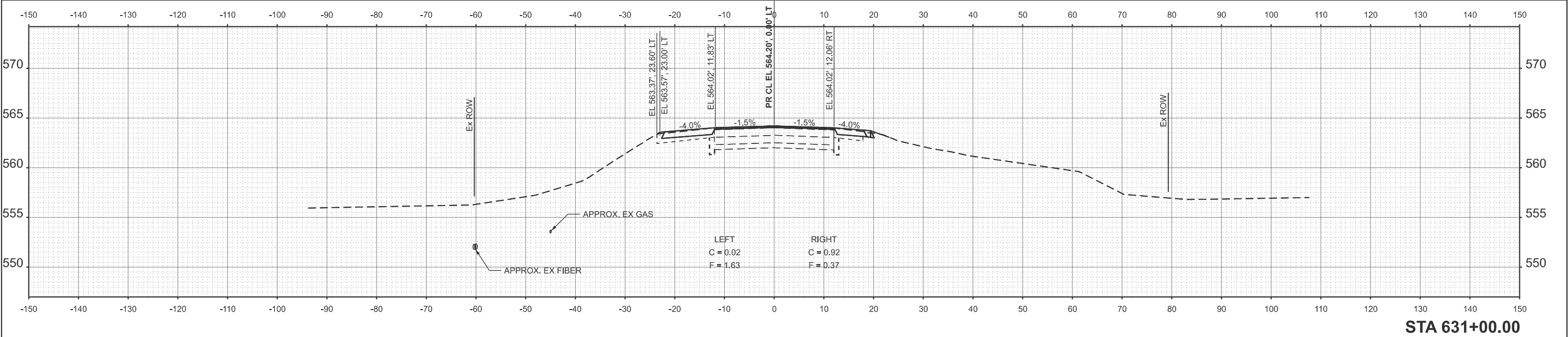
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 12 OF 14 SHEETS STA. 629+50.00 TO STA. 630+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	117
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: XSEC13 (Sheet)
FILE NAME: O:\2022R3\DOTCAD\CONNECT\2306215 WHKS IL 23 over Covell Creek\CADD Data\CAD Sheets\366926-elt-vssh01.dgn



EFK•Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

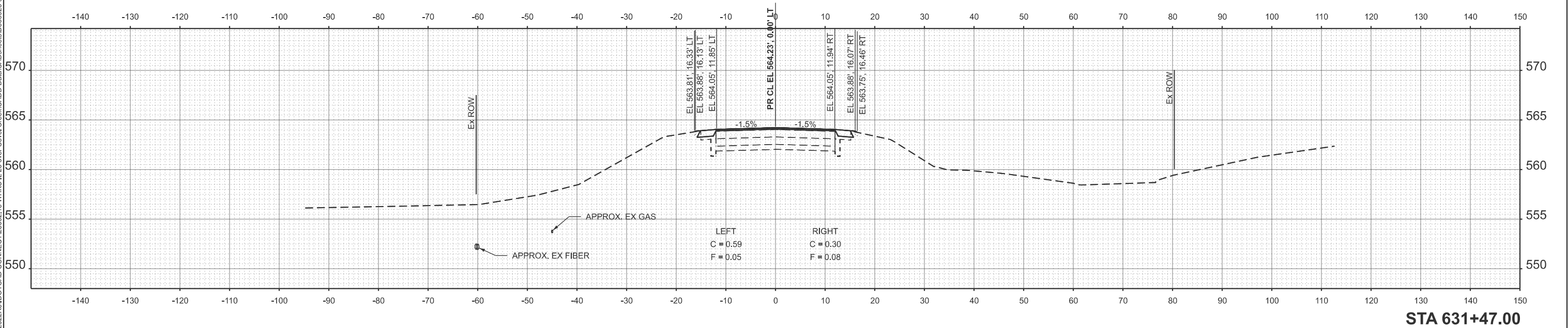
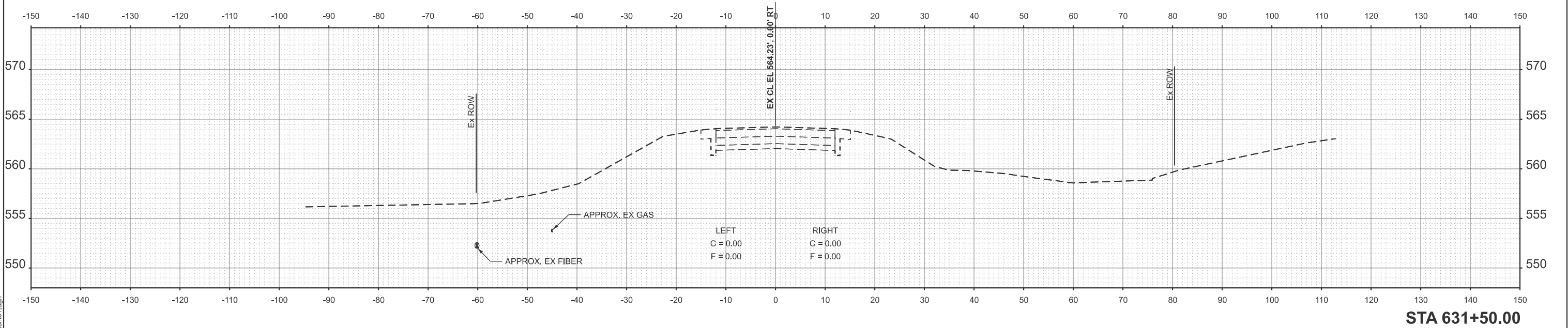
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

SCALE: 10'H:5'V SHEET 13 OF 14 SHEETS STA. 630+50.00 TO STA. 631+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	118
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

MODEL: XSEC14 (Sheet)
FILE NAME: C:\2022R3\DOTCAD\CONNECT\23062.15 WHKS IL 23 over Covell Creek\CADD Data\CAD sheets\366926-eh-vssh01.dgn



EFK Moen
Civil Engineering Design

USER NAME = ZWaters	DESIGNED - AEH	REVISED -
	DRAWN - ZJW	REVISED -
	CHECKED - JRD	REVISED -
	DATE - 3/5/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - SN 050-0047
FAP 68 (IL 23) OVER COVEL CREEK

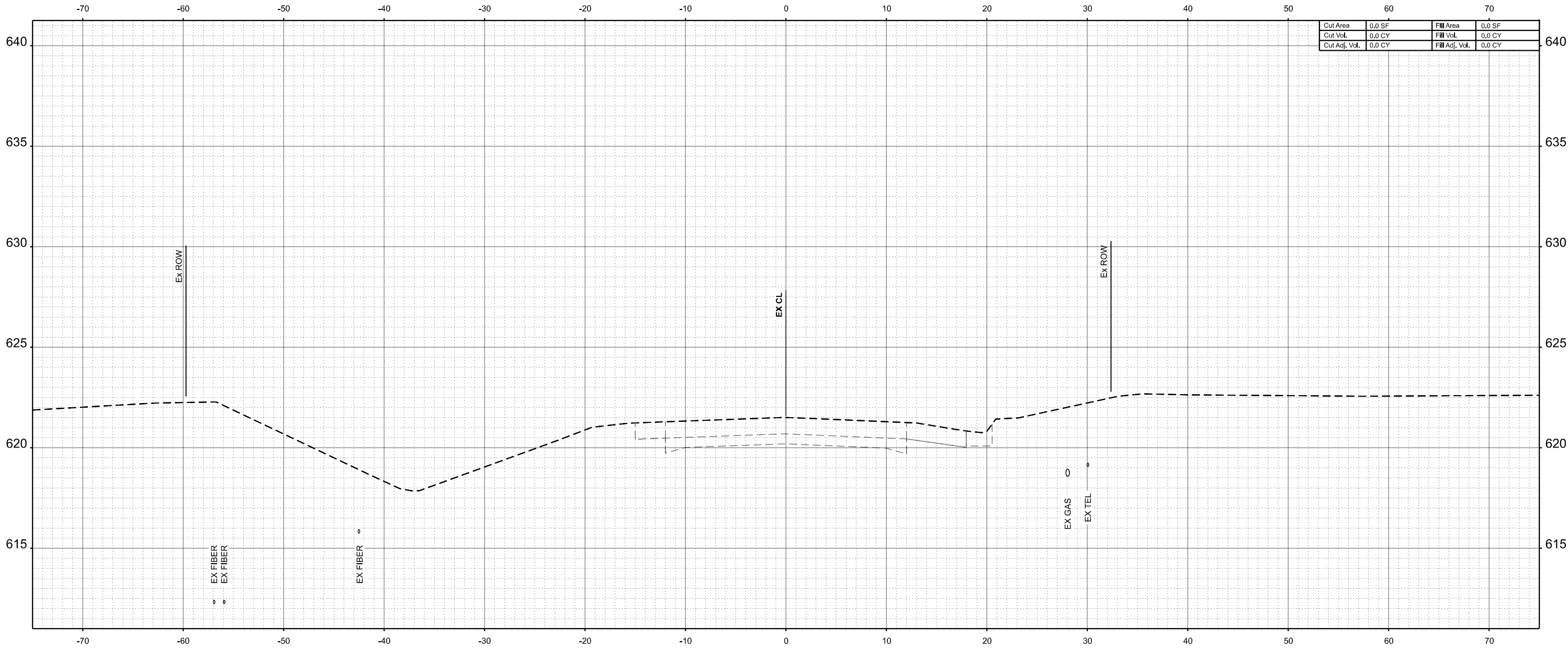
SCALE: 10'H=5'V SHEET 14 OF 14 SHEETS STA. 631+47.00 TO STA. 631+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	119
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.			

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.			

MODEL: EXCL IL24 - 539+50.00 [Sheet]
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Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY

STA 539+50.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

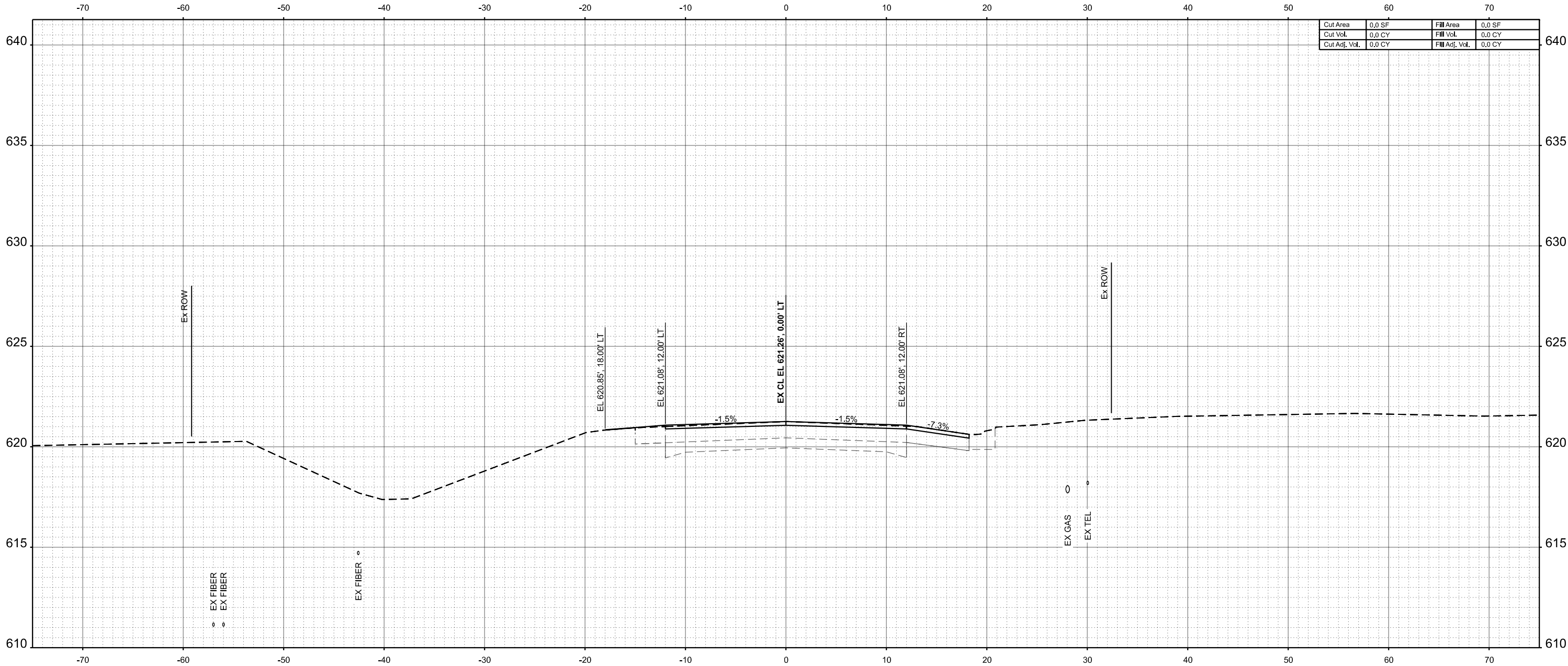
SCALE: 1"=5'	SHEET 1	OF 25 SHEETS	STA. 539+50.00	TO STA. 539+50.00
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	120
CONTRACT NO. 66926				
ILLINOIS		FED. AID PROJECT		

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

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

MODEL: EXCL IL24 - 540+00.00 [Sheet]
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Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY

STA 540+00.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

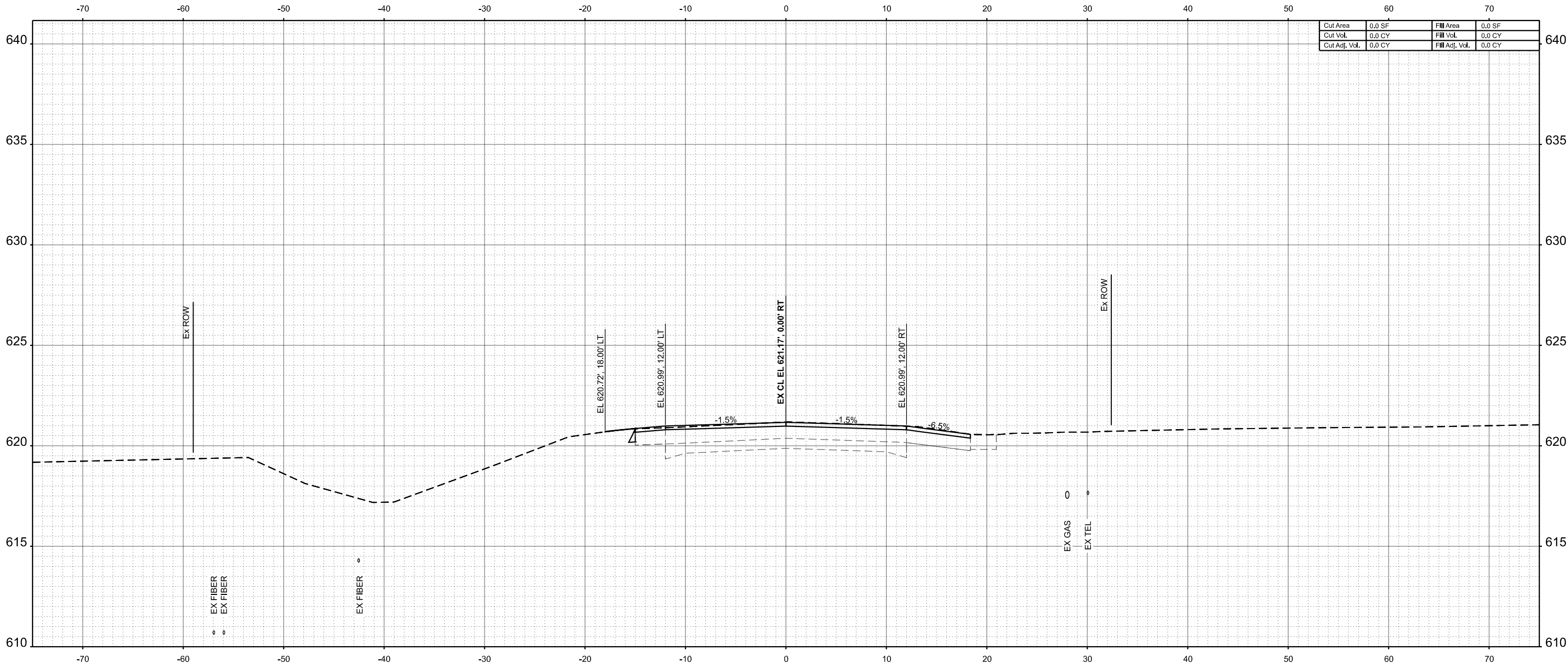
SCALE: 1"=5'	SHEET 2 OF 25 SHEETS	STA. 540+00.00 TO STA. 540+00.00
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	121
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: EXCL IL24-540+18.82-1 [Sheet]
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Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	0.0 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY

STA 540+18.82



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

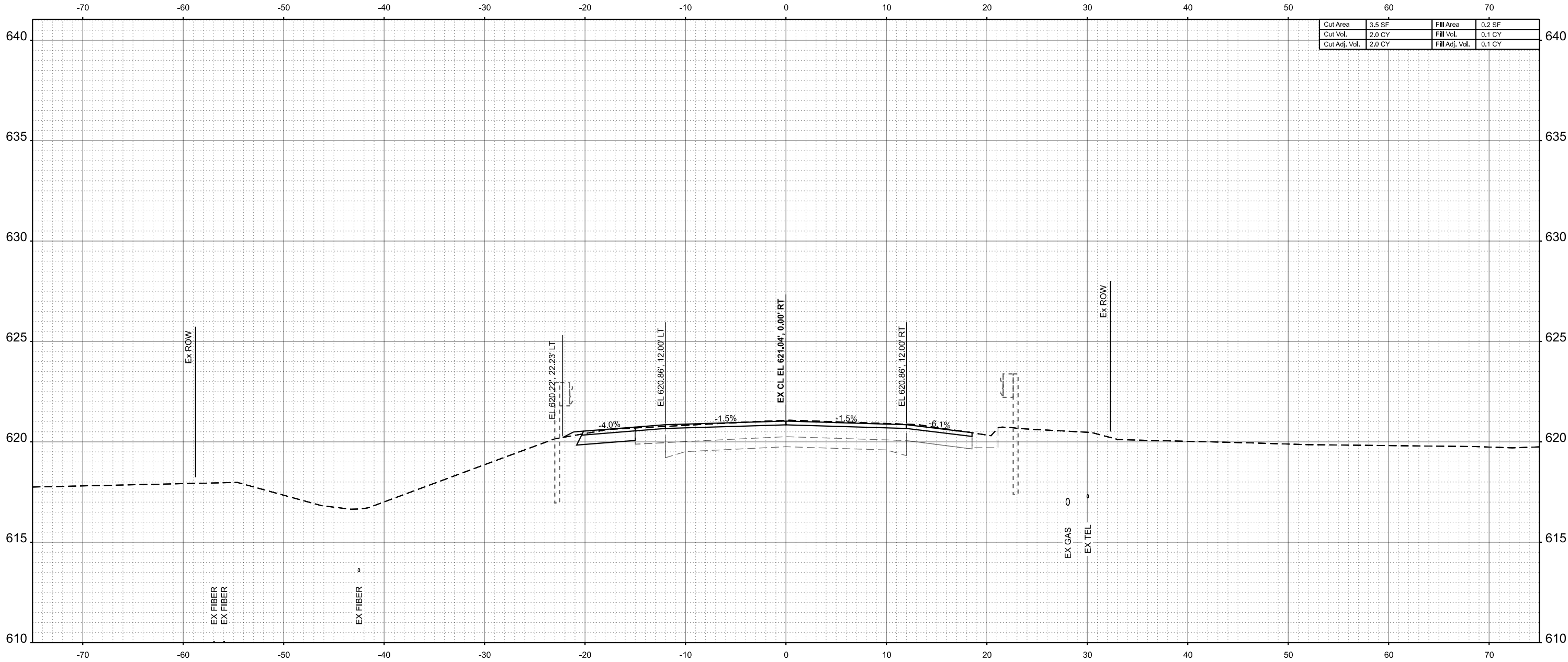
SCALE: 1"=5'	SHEET 3	OF 25	SHEETS	STA. 540+18.82	TO STA. 540+18.82
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	122
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 540+50.00 [Sheet]
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Cut Area	3.5 SF	Fill Area	0.2 SF
Cut Vol.	2.0 CY	Fill Vol.	0.1 CY
Cut Adj. Vol.	2.0 CY	Fill Adj. Vol.	0.1 CY

STA 540+50.00

design firm
no. 184001036



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

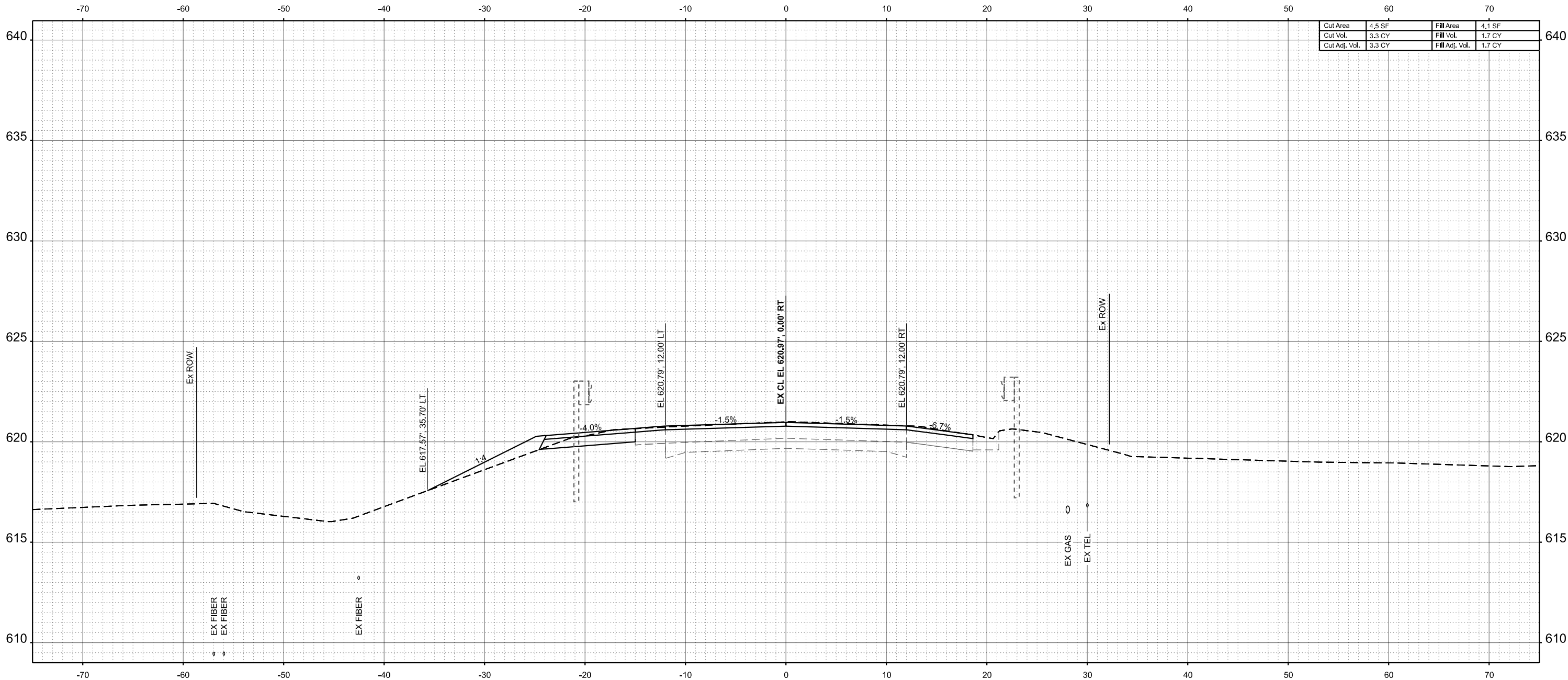
SCALE: 1"=5'	SHEET 4	OF 25	SHEETS	STA. 540+50.00	TO STA. 540+50.00
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	123
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

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STA 540+72.25



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

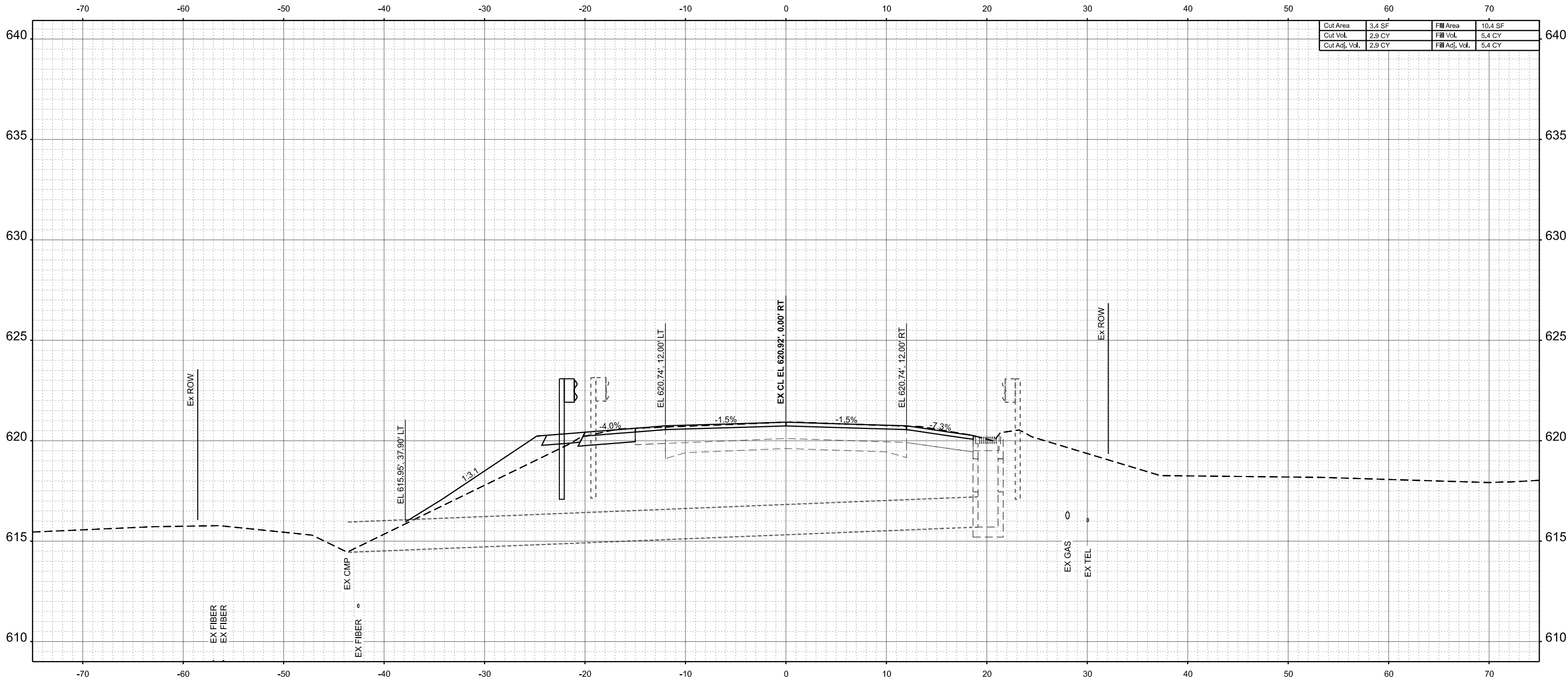
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	124
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 540+92.30 [Sheet]
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Cut Area	3.4 SF	Fill Area	10.4 SF
Cut Vol.	2.9 CY	Fill Vol.	5.4 CY
Cut Adj. Vol.	2.9 CY	Fill Adj. Vol.	5.4 CY

STA 540+92.30



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

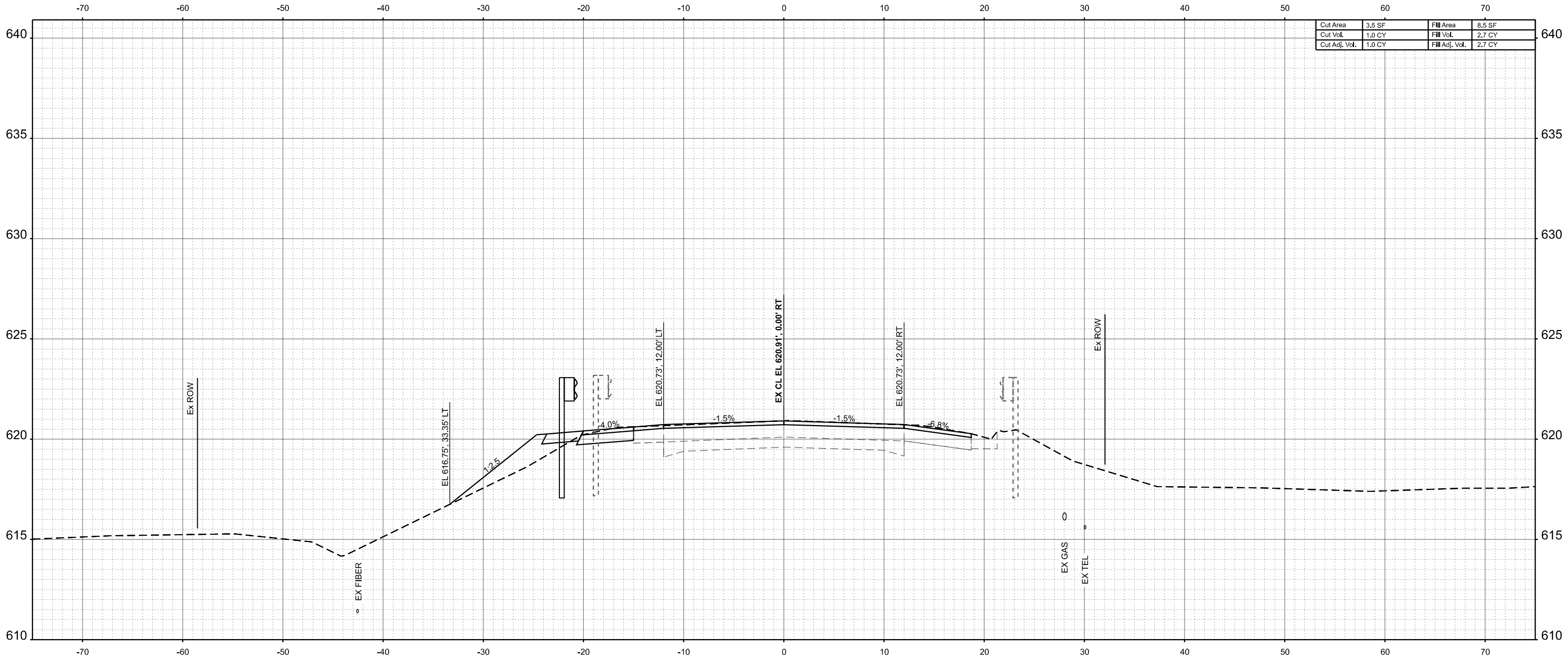
SCALE: 1"=5'	SHEET 6	OF 25	SHEETS	STA. 540+92.30	TO STA. 540+92.30
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	125
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: EXCL IL24 - 541+00.00 [Sheet]
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STA 541+00.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/16/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

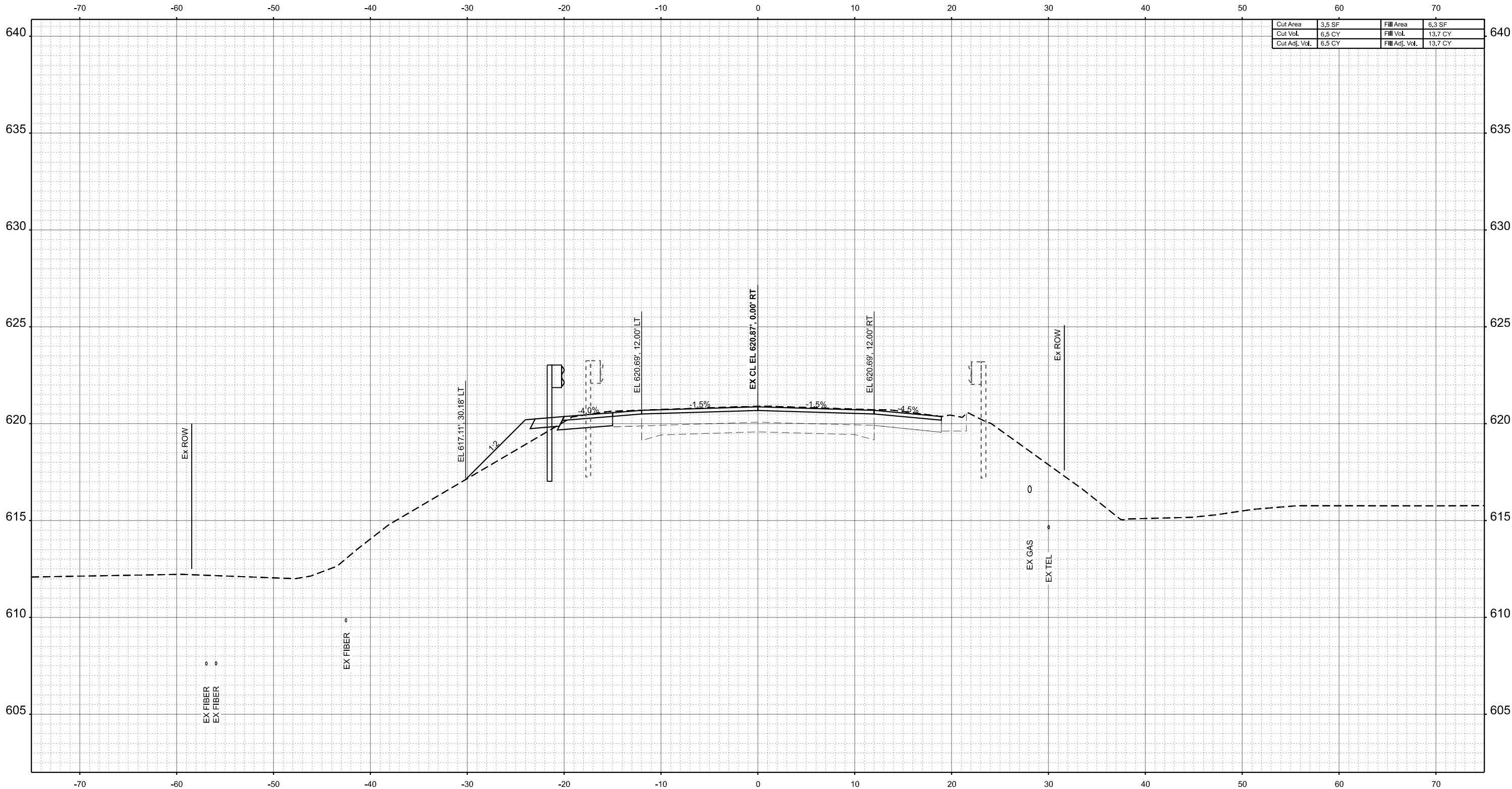
SCALE: 1"=5' SHEET 7 OF 25 SHEETS STA. 541+00.00 TO STA. 541+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	126
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: EXCL IL24 - 541+50.00 [Sheet]
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STA 541+50.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

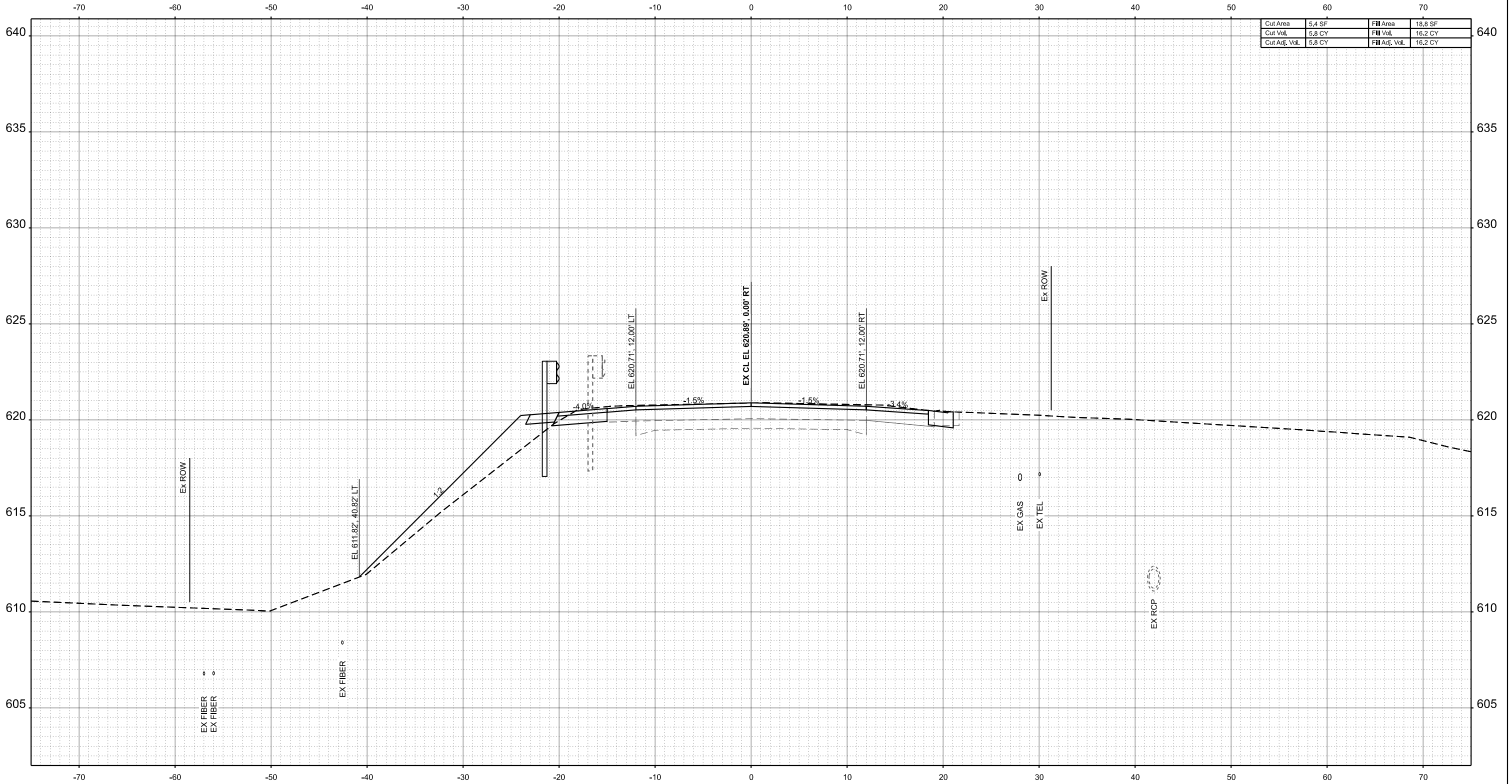
SCALE: 1"=5' SHEET 8 OF 25 SHEETS STA. 541+50.00 TO STA. 541+50.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	127
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 541+84.93 - 1 [Sheet]
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Cut Area	5.4 SF	Fill Area	18.8 SF
Cut Vol.	5.8 CY	Fill Vol.	16.2 CY
Cut Adj. Vol.	5.8 CY	Fill Adj. Vol.	16.2 CY

STA 541+84.93



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

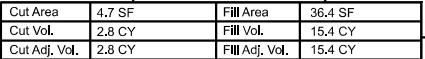
CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=5' SHEET 9 OF 25 SHEETS STA. 541+84.93 TO STA. 541+84.93

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	128
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

MODEL: EXCL |L24 - 542+00.00 [Sheet]



STA 542+00.00

design firm no. 184001036  whks engineers + planners + land surveyors	USER NAME = kfair DESIGNED - GSJ REVISED -	DRAWN - GSJ REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION										CROSS SECTIONS - 050-0251 FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK										FAP RTE. 68	SECTION (1BR)D,(1BR-1)BR-1	COUNTY LASALLE	TOTAL SHEETS 144	SHEET NO. 129	
	PLOT SCALE = 0.16666633" / in. PLOT DATE = 7/20/2026	CHECKED - LNJ DATE -	REVISED - REVISED -											SCALE: 1"=5' SHEET 10 OF 25 SHEETS STA. 542+00.00 TO STA. 542+00.00										CONTRACT NO. 66926				
																					ILLINOIS FED. AID PROJECT							

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

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

MODEL: EXCL IL24 - 542+40.50-1 [Sheet]
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design firm
no. 184001036



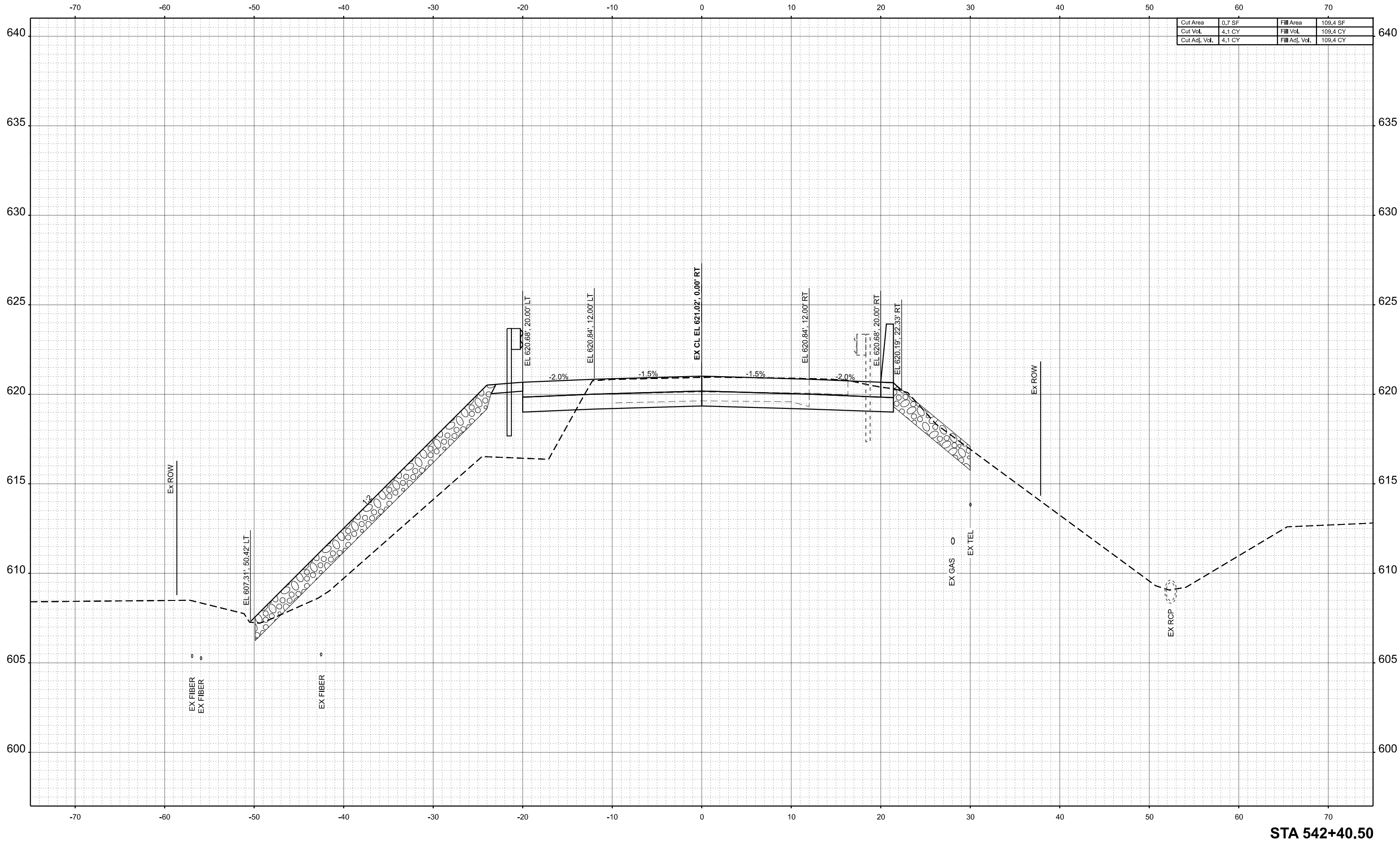
USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=5' SHEET 11 OF 25 SHEETS STA. 542+40.50 TO STA. 542+40.50

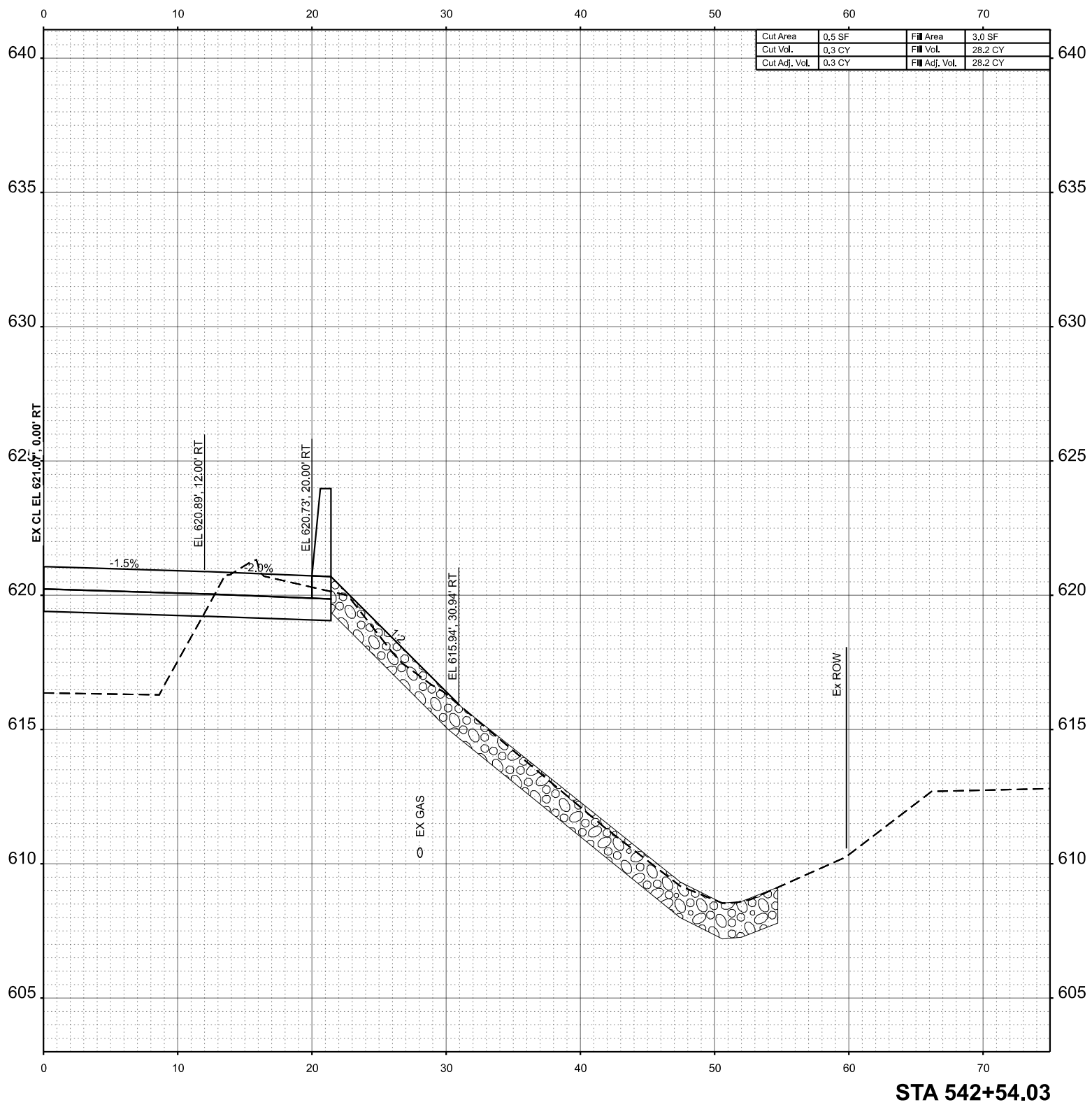
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	130
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				



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

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

MODEL: EXCL IL24 - 5/20/24.03 [Sheet]
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design firm
no. 184001036

whks
engineers • planners • land surveyors

USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 5/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

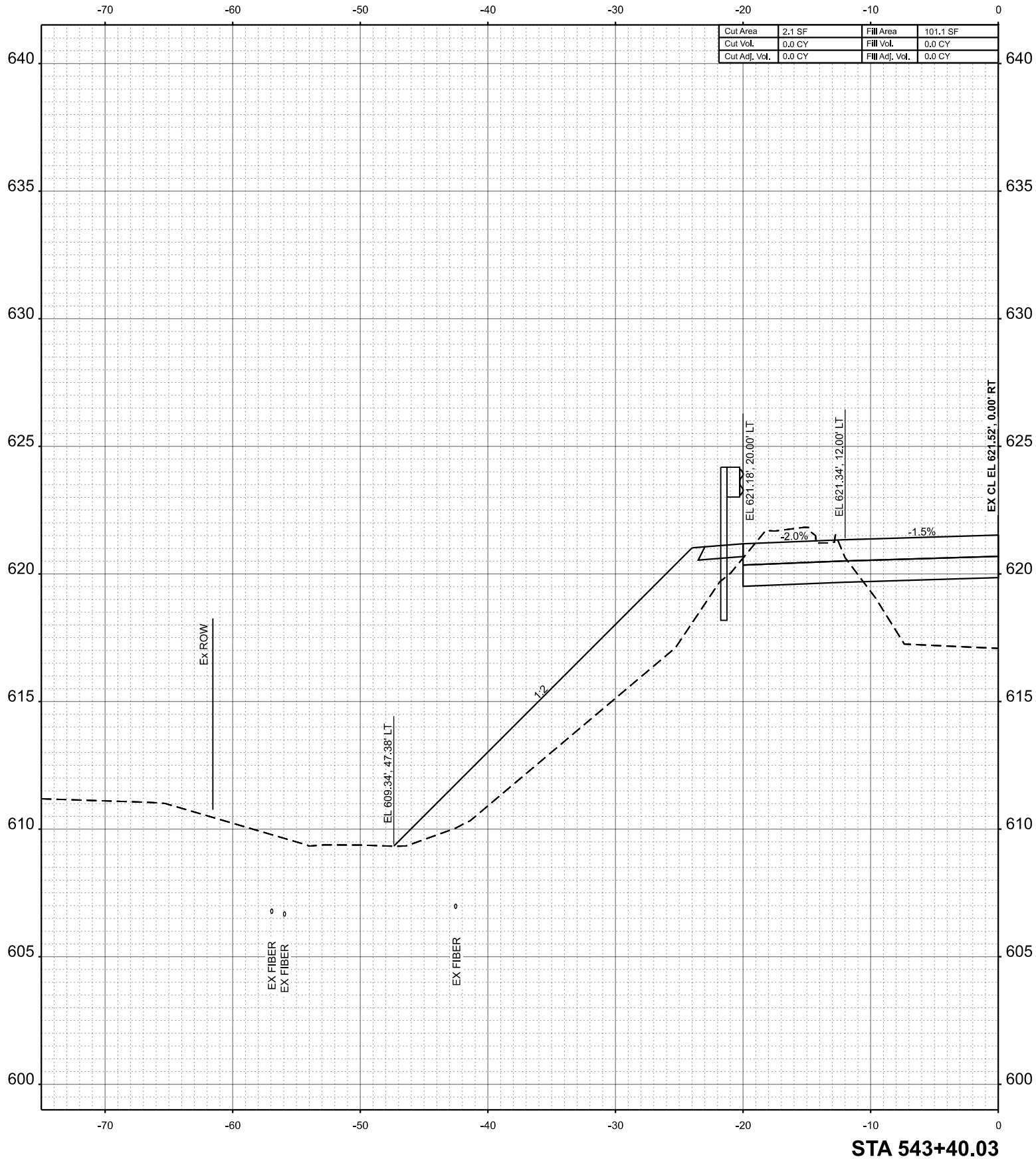
SCALE: 1"=5' SHEET 12 OF 25 SHEETS STA. 542+54.03 TO STA. 542+54.03

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	131
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: EXCL IL24-543+40.03 [Sheet]
FILE NAME: C:\SP\WHKS & CO\000-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\036692-sh-xsc.dgn



STA 543+40.03



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

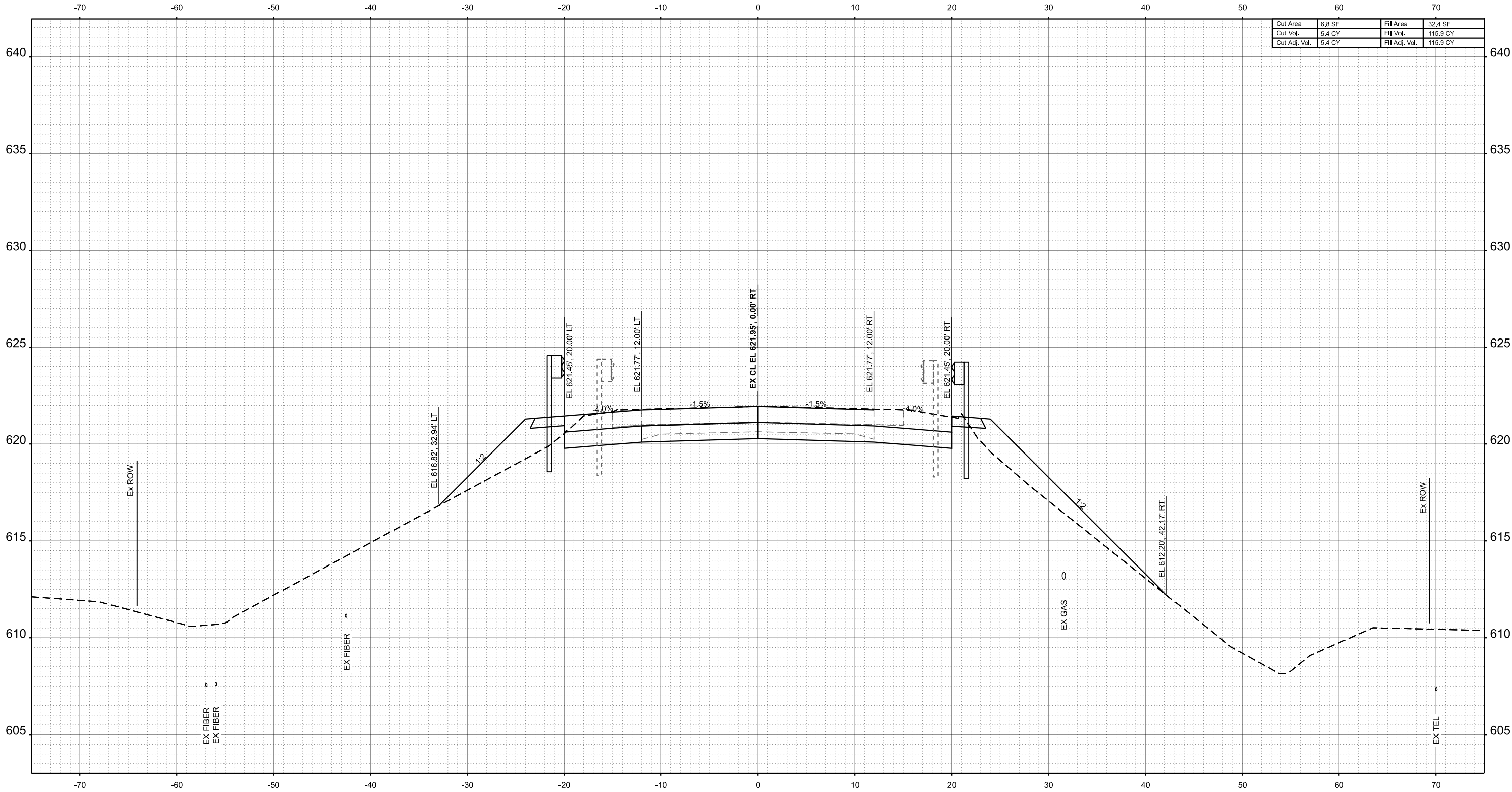
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	132
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24-543+94.144 [Sheet]
FILE NAME: C:\SP\WHKS & CO\000-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\03692-sht-xsc.dgn



Cut Area	6.8 SF	Fill Area	32.4 SF
Cut Vol.	5.4 CY	Fill Vol.	115.9 CY
Cut Adj. Vol.	5.4 CY	Fill Adj. Vol.	115.9 CY

STA 543+94.14



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

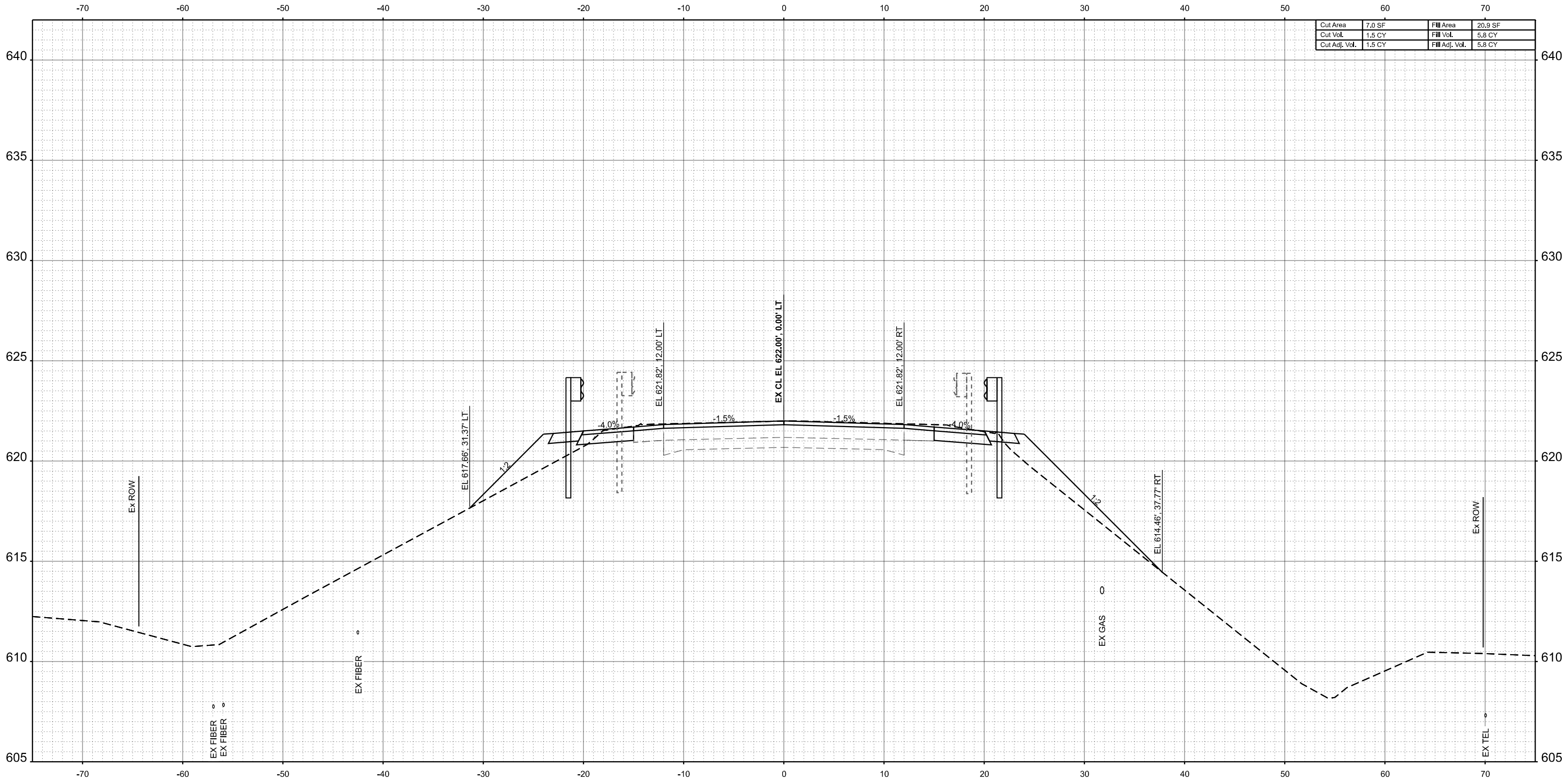
SCALE: 1"=5' SHEET 15 OF 25 SHEETS STA. 543+94.14 TO STA. 543+94.14

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	134
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 544+00.00 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\036992-sht-xsc.dgn



STA 544+00.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

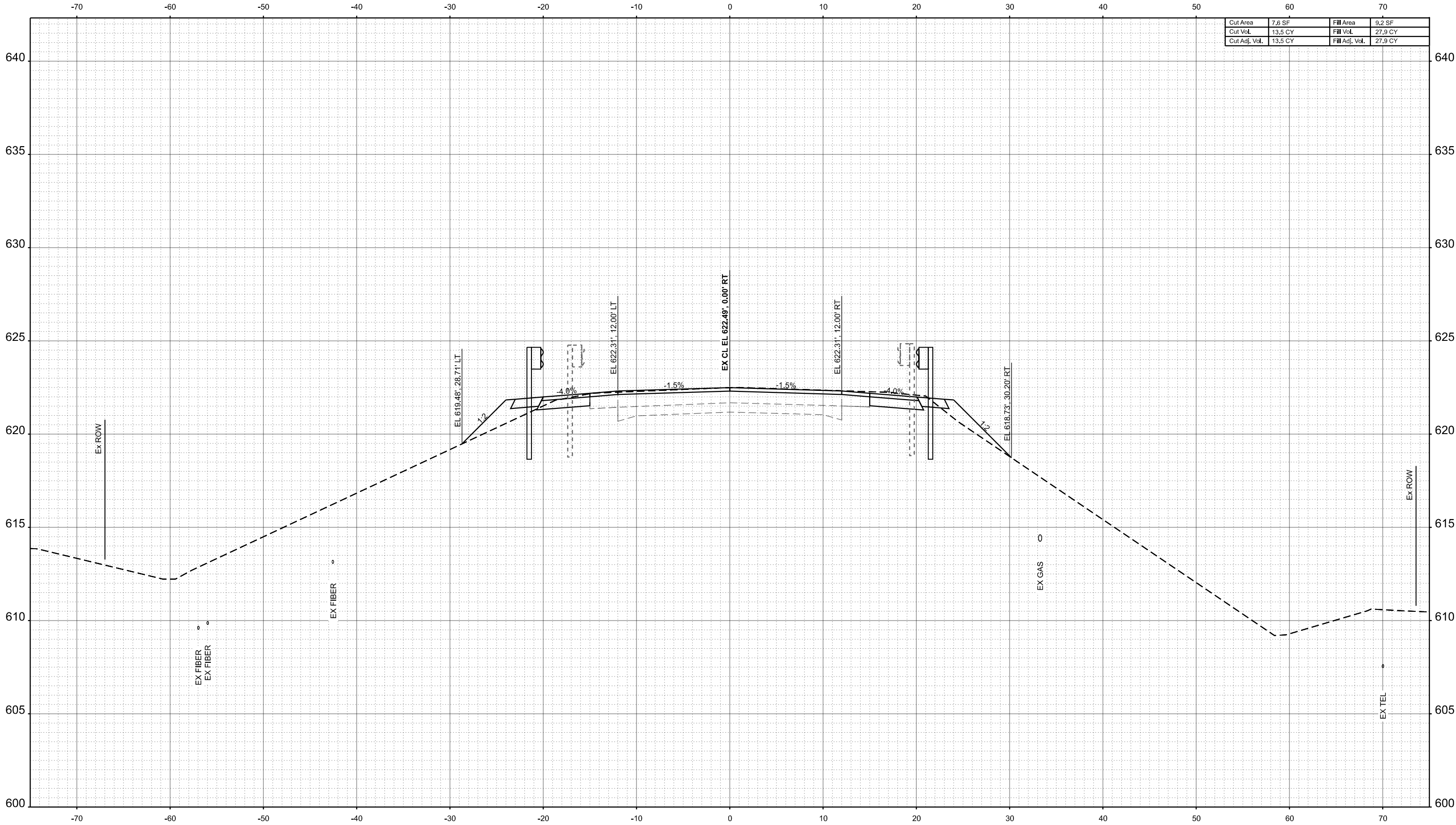
SCALE: 1"=5' SHEET 16 OF 25 SHEETS STA. 544+00.00 TO STA. 544+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	135
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED PLOTTED AREAS	BY	DATE
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED PLOTTED AREAS	BY	DATE
NO.	AREAS CHECKED		

MODEL: EXCL IL24 - 544+50.00 [Sheet]
FILE NAME: C:\SP\WHKS & CO\0005-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\036692-4th-xsc.dgn



Cut Area	7.6 SF	Fill Area	9.2 SF
Cut Vol.	13.5 CY	Fill Vol.	27.9 CY
Cut Adj. Vol.	13.5 CY	Fill Adj. Vol.	27.9 CY

STA 544+50.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

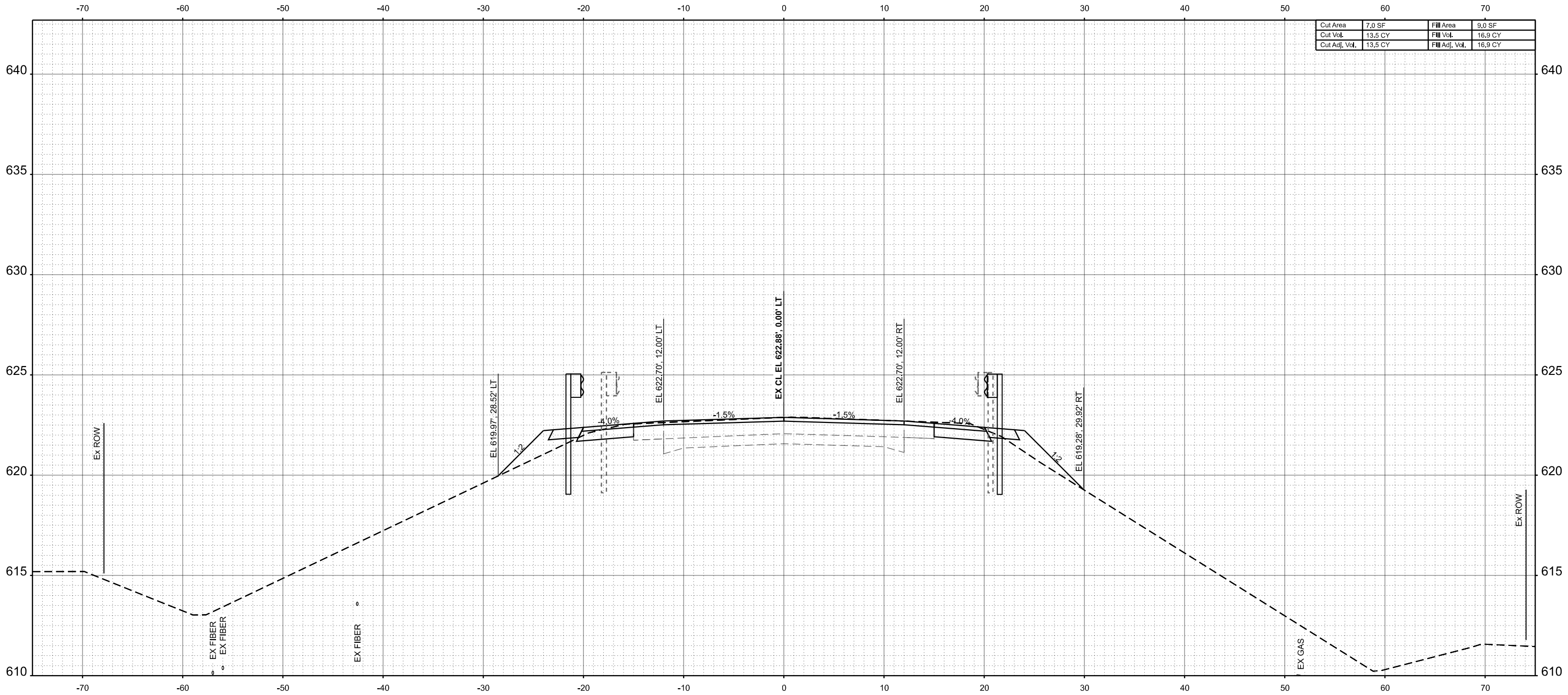
SCALE: 1"=5' SHEET 17 OF 25 SHEETS STA. 544+50.00 TO STA. 544+50.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	136
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 545+00.00 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs\Sprng - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD Data\Sheets\03692-shl-xsc.dgn



Cut Area	7.0 SF	Fill Area	9.0 SF
Cut Vol.	13.5 CY	Fill Vol.	16.9 CY
Cut Adj. Vol.	13.5 CY	Fill Adj. Vol.	16.9 CY

STA 545+00.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

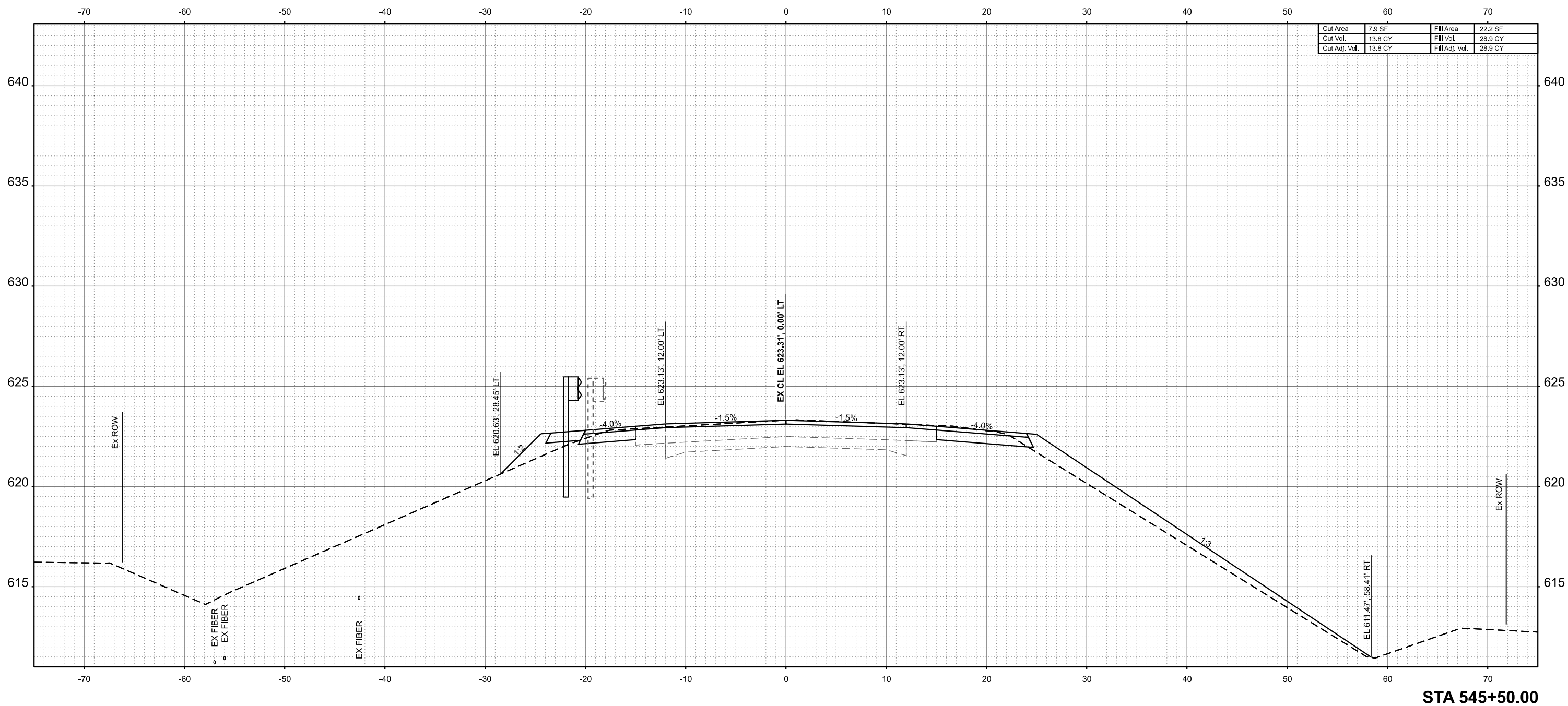
CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=5' SHEET 18 OF 25 SHEETS STA. 545+00.00 TO STA. 545+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	137
CONTRACT NO. 66926				
ILLINOIS				FED. AID PROJECT

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

MODEL: EXCL_IL24 - 545+50.00 [Sheet]
FILE NAME: C:\SPWHKS & CO\Jobs-Spring - Projects\IDOT D-3\9712.00 D-3 On-Call\712.15 050-0047 and 0251 PSE\CADD\10\12\CADD Data\Sheets\ID68692-2-shr-xsc.dgn



STA 545+50.00

design firm
no. 184001036



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

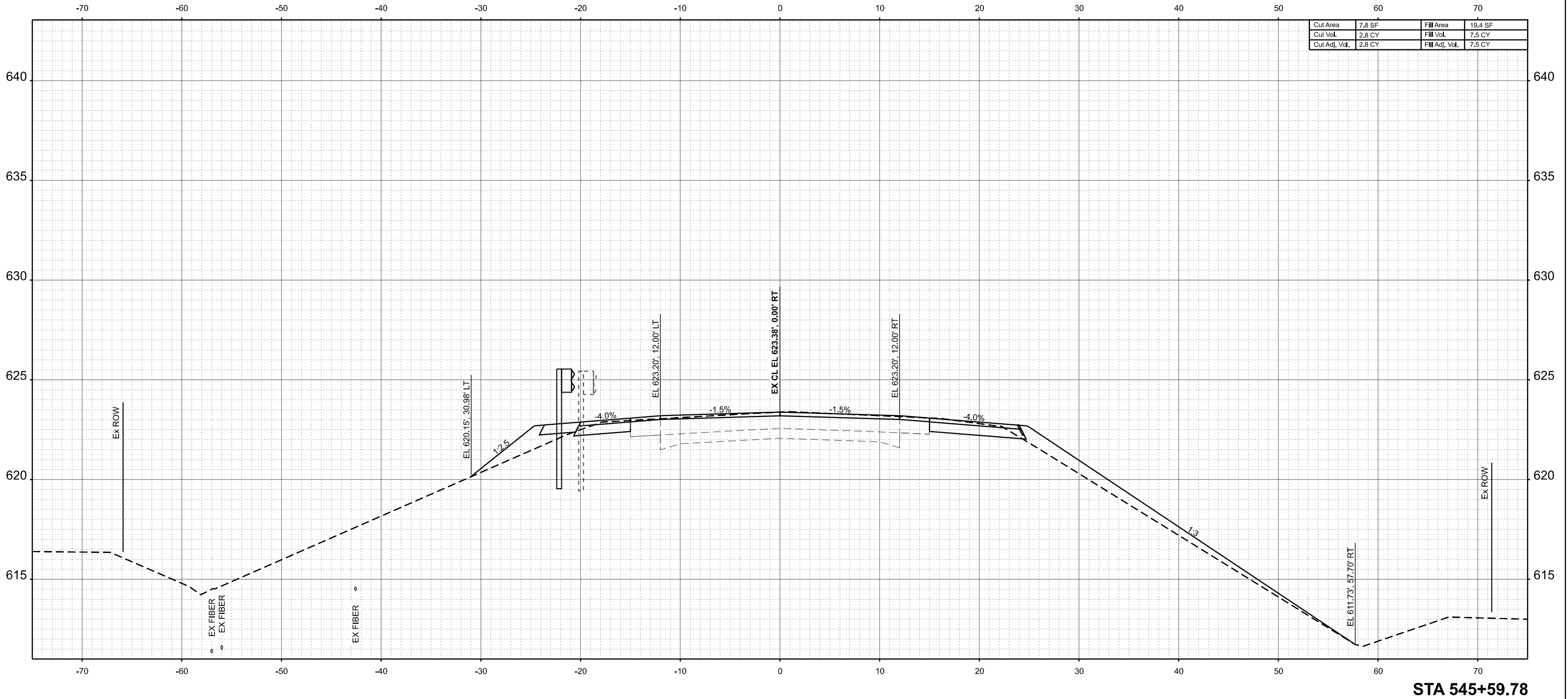
SCALE: 1"=5'	SHEET 19	OF 25	SHEETS	STA. 545+50.00	TO STA. 545+50.00
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	138
		CONTRACT NO. 66926		
ILLINOIS		FED. AID PROJECT		

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

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

MODEL: EXCL IL24-545+59.78-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\000-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\10.12\000-4th-xsc.dgn



Cut Area	7.8 SF	Fill Area	19.4 SF
Cut Vol.	2.8 CY	Fill Vol.	7.5 CY
Cut Adj. Vol.	2.8 CY	Fill Adj. Vol.	7.5 CY



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

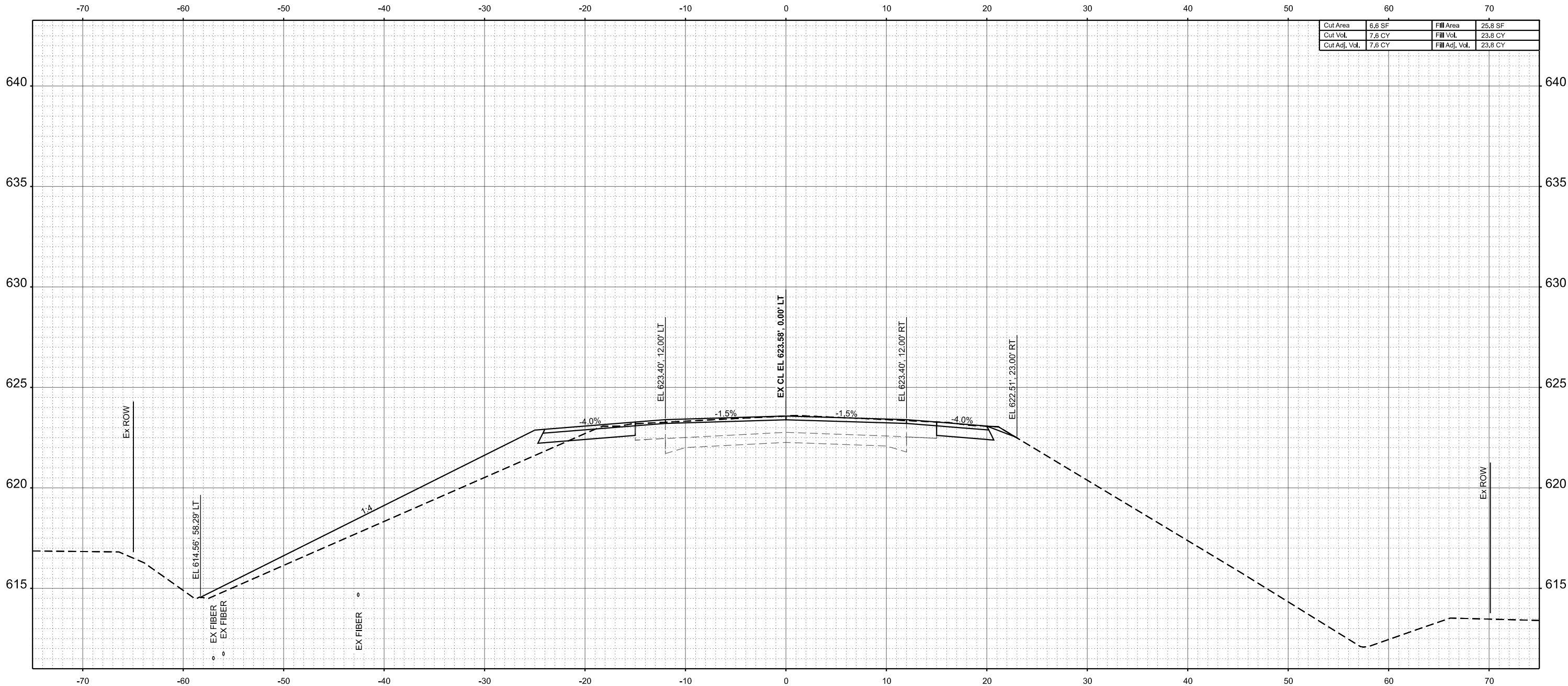
SCALE: 1"=5' SHEET 20 OF 25 SHEETS STA. 545+59.78 TO STA. 545+59.78

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	139
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 545+98.24 - 1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\000-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\10.12\545+98.24-1-xsc.dgn



STA 545+88.24



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

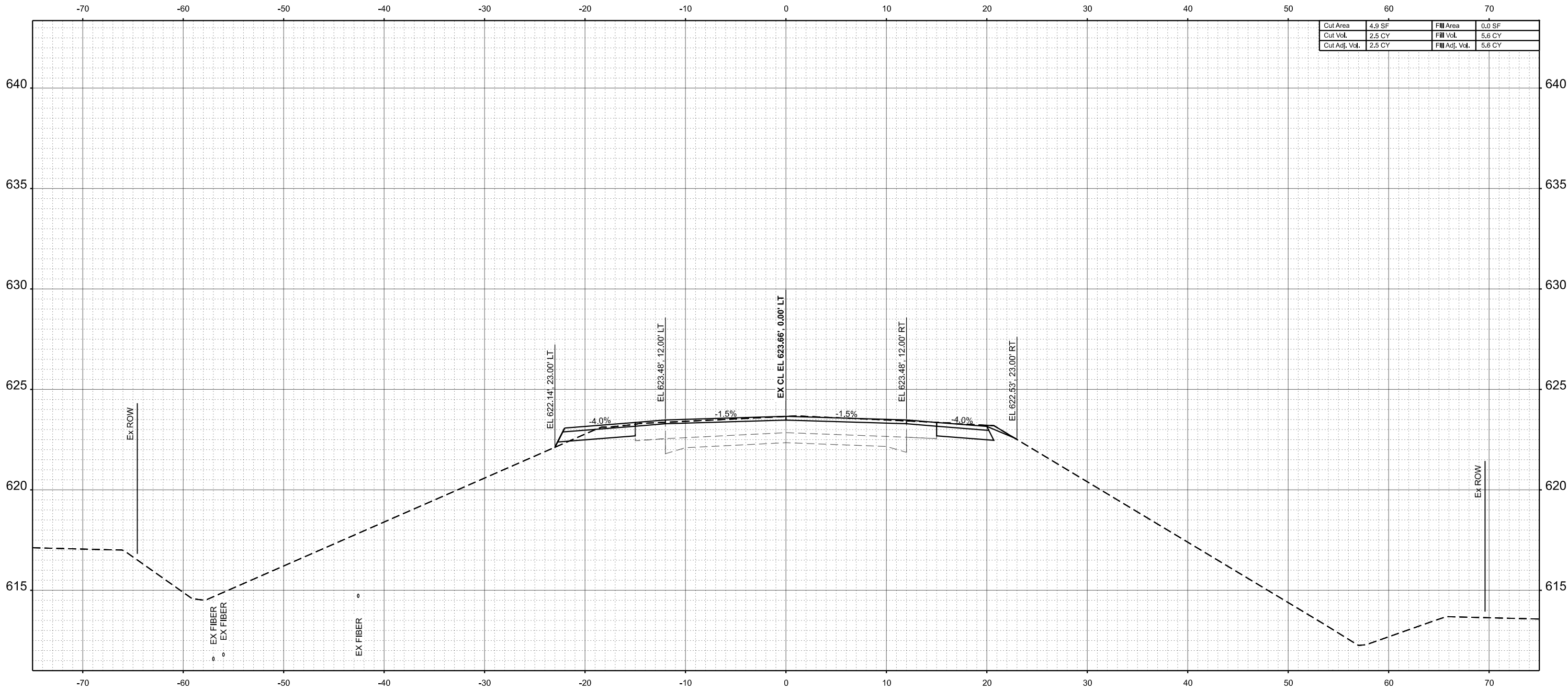
SCALE: 1"=5' SHEET 21 OF 25 SHEETS STA. 545+88.24 TO STA. 545+88.24

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	140
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 546+00.00 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD Data\Sheets\036902-shl-xsc.dgn



Cut Area	4.9 SF	Fill Area	0.0 SF
Cut Vol.	2.5 CY	Fill Vol.	5.6 CY
Cut Adj. Vol.	2.5 CY	Fill Adj. Vol.	5.6 CY

STA 546+00.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

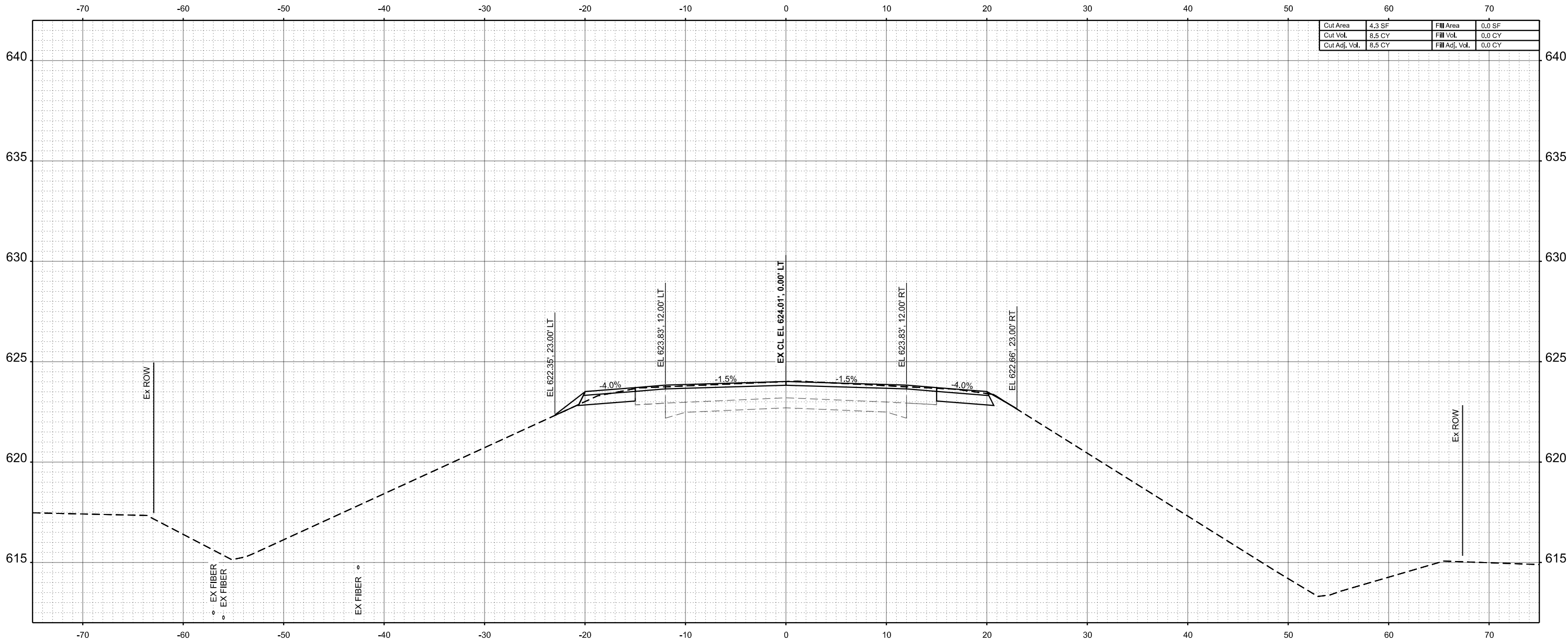
SCALE: 1"=5' SHEET 22 OF 25 SHEETS STA. 546+00.00 TO STA. 546+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	141
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24 - 546+50.00 [Sheet]
FILE NAME: C:\SP\WHKS & CO\Jobs-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD Data\Sheets\36692-sht-xsc.dgn



Cut Area	4.3 SF	Fill Area	0.0 SF
Cut Vol.	8.5 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	8.5 CY	Fill Adj. Vol.	0.0 CY

STA 546+50.00

design firm
no. 184001036

whks
engineers + planners + land surveyors

USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633" / 1in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

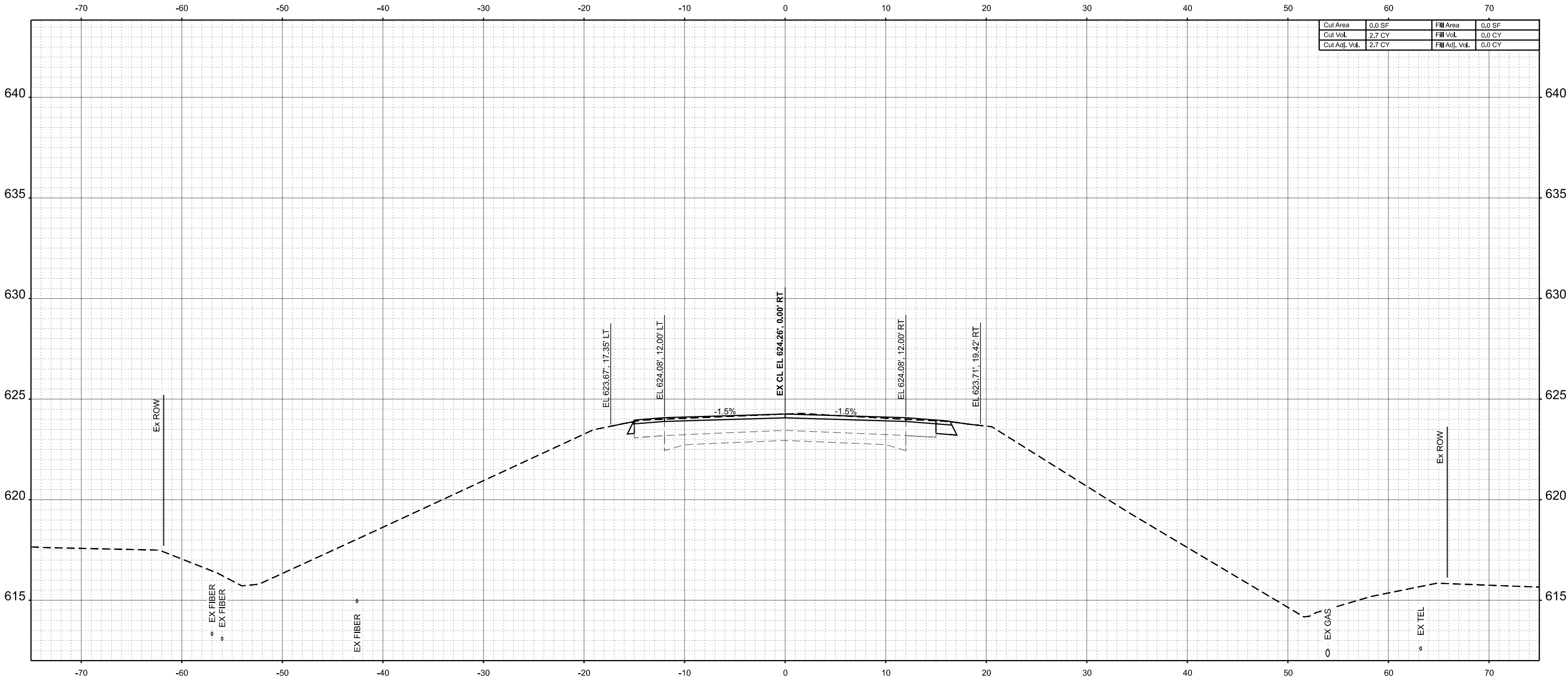
SCALE: 1"=5'	SHEET 23	OF 25	SHEETS	STA. 546+50.00	TO STA. 546+50.00
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FAP RTE. 68	SECTION (1BR)D,(1BR-1)BR-1	COUNTY LASALLE	TOTAL SHEETS 144	SHEET NO. 142
CONTRACT NO. 66926				
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: EXCL IL24-546+84.00-1 [Sheet]
FILE NAME: C:\SP\WHKS & CO\000-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\036902-shl-xsc.dgn



Cut Area	0.0 SF	Fill Area	0.0 SF
Cut Vol.	2.7 CY	Fill Vol.	0.0 CY
Cut Adj. Vol.	2.7 CY	Fill Adj. Vol.	0.0 CY

STA 546+84.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

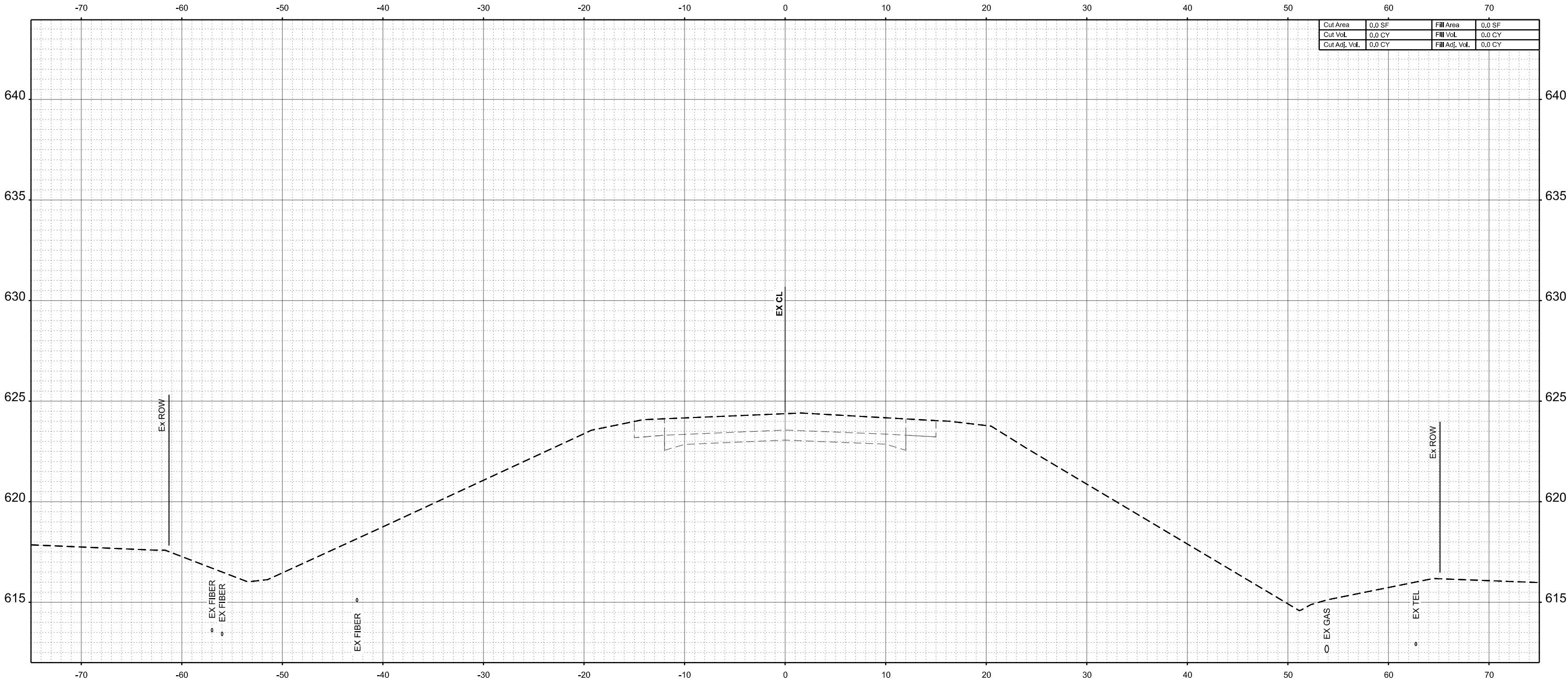
SCALE: 1"=5' SHEET 24 OF 25 SHEETS STA. 546+84.00 TO STA. 546+84.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	143
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: EXCL IL24-547+00.00-4 [Sheet]
FILE NAME: C:\SP\WHKS & CO\000-Spring - Projects\DOT D-3\9712.00 D-3 On-Call\9712.15 05A-0047 and 0251 PSE\CADD\10.12\CADD Data\Sheets\036902-shl-xsc.dgn



STA 547+00.00



USER NAME = kfair	DESIGNED - GSJ	REVISED -
	DRAWN - GSJ	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - LNJ	REVISED -
PLOT DATE = 7/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - 050-0251
FAP 68 (IL 23) OVER BRANCH OF COVEL CREEK

SCALE: 1"=5' SHEET 25 OF 25 SHEETS STA. 547+00.00 TO STA. 547+00.00

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68	(1BR)D,(1BR-1)BR-1	LASALLE	144	144
CONTRACT NO. 66926				
ILLINOIS FED. AID PROJECT				