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MODEL: General - General [Sheet]
FILE NAME: S:\2022\12\11\031 - PTB 195-32 D8 - HMG - Various Ph II\W011 OUS 51 Roadway\Plans\CADD\CADD Sheets\D8\76A37-shr-002_GenNotes&Data.dgn

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS
3 - 8	SUMMARY OF QUANTITIES
9 - 11	SCHEDULE OF QUANTITIES
12	TYPICAL SECTIONS
13 - 15	ALIGNMENT, TIES AND BENCHMARKS
16 - 18	REMOVAL PLANS
19 - 21	ROADWAY PLAN AND PROFILES
22	DETOUR MAP
23 - 25	EROSION CONTROL PLAN
26 - 58	STRUCTURE PLANS (SN 061-0092)
59 - 65	CROSS SECTIONS

HIGHWAY STANDARDS

STD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGES
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-ROAD OPERATIONS, 2L, 2W, DAY ONLY

PAVEMENT MIX DETAILS

MIXTURE USE	SURFACE	BINDER	SHOULDER ≤ 8 FEET WIDE	
			SHOULDER (LOWER)	SHOULDER (SURFACE)
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ NDES=70	4.0% @ NDES=70	4.0% @ NDES=30	4.0% @ NDES=30
MIXTURE COMPOSITION (GRADATION)	IL 9.5	IL 19.0	IL 19.0L	IL 9.5L
FRICTION AGG	MIXTURE "C"	MIXTURE "B"		
QUALITY MGMT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA
MTD REQUIRED?	NO	NO	NO	NO

GENERAL NOTES

1. UTILITIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA:

UTILITY

TYPE

AMEREN

GAS/ELECTRIC

AT&T

COMMUNICATIONS

CHARTER COMMUNICATIONS

COMMUNICATIONS

VILLAGE OF CENTRAL CITY

WATER

CITY OF CENTRALIA

WATER

WINDSTREAM

COMMUNICATIONS

METRO COMMUNICATIONS

COMMUNICATIONS

VILLAGE OF SANDOVAL

WATER

THE FOLLOWING FACILITIES ARE NOT MEMBERS OF J.U.L.I.E.:
IDOT
18. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
21. THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING, INTELLIGENT TRANSPORTATION SYSTEMS (I.T.S.) UTILITIES, AND/OR ELECTRICAL CABLES ASSOCIATED WITH TRAFFIC SIGNALS WITHIN THE PROJECT LIMITS. IF ANY OF THESE EXIST WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
25. THE CONTRACTOR SHALL PROVIDE POSITIVE AND ADEQUATE DRAINAGE AT ALL TIMES.
28. ALL ELEVATIONS REFER TO THE USGS MEAN SEA LEVEL DATUM.
57. FACTORS FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

AGGREGATE (SURFACE, BASE, & BACKFILL)

2.0 TON/CU YD

BITUMINOUS MATERIALS:

PRIME COAT FOR BITUMINOUS CONCRETE:

-ON PAVEMENT

0.0002 TON/SQ YD

-ON AGGREGATE

0.002 TON/SQ YD

-ON COLD MILLED SURFACE

0.0004 TON/SQ YD

-FOG COAT ON NEW BINDER

0.00012 TON/SQ

AGGREGATE (PRIME COAT)

-ON EXISTING PAVEMENT

0.002 TON/SQ YD

-ON COLD MILLED SURFACE

0.002 TON/SQ YD

-FOG COAT ON NEW BINDER

0.001 TON/SQ YD

RIPRAP

1.5 TON/CU YD

CRACK ROUTING

0.4 LBS/FT
65. ALL REMOVED GUARDRAIL COMPONENTS ARE THE PROPERTY OF THE CONTRACTOR AND THE SALVAGE VALUE OF SAID COMPONENTS SHALL BE REFLECTED IN THE CONTRACTOR'S BID.

COMMITMENTS

1. TREES THREE INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30 OF ANY GIVEN YEAR TO ASSURE BAT SPECIES ARE NOT ADVERSELY AFFECTED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES
& COMMITMENTS

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

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	2
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 1 [Sheet]
FILE NAME: S:\2021\21IL031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway Plans\CADD\CADD Sheets\ID676A37-sht-003_SQO.dgn

80% FED 20% STATE				CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0010
				RURAL
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25
20200100	EARTH EXCAVATION	CU YD	409	409
20300100	CHANNEL EXCAVATION	CU YD	1,635	1,635
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	9	9
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	9	9
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	9	9
25100115	MULCH, METHOD 2	ACRE	0.25	0.25
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	9	9
28000305	TEMPORARY DITCH CHECKS	FOOT	10	10
28000400	PERIMETER EROSION BARRIER	FOOT	1,183	1,183
28100109	STONE RIPRAP, CLASS A5	SQ YD	2,546	2,546
28200200	FILTER FABRIC	SQ YD	2,546	2,546
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	338	338

* SPECIALTY ITEM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
OLD US 51

SCALE: NONE SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	3
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

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80% FED 20% STATE				CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0010
				RURAL
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	7	7
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1,396	1,396
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	335	335
40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	255	255
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	107	107
44000100	PAVEMENT REMOVAL	SQ YD	782	782
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	449	449
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	406	406
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50200100	STRUCTURE EXCAVATION	CU YD	369	369
50200300	COFFERDAM EXCAVATION	CU YD	97	97
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	50	50
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1	1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1	1

* SPECIALTY ITEM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
OLD US 51

SCALE: NONE SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	4
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 3 [Sheet]
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80% FED 20% STATE				CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0010
				RURAL
50300100	FLOOR DRAINS	EACH	12	12
50300225	CONCRETE STRUCTURES	CU YD	221.5	221.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	326.6	326.6
50300260	BRIDGE DECK GROOVING	SQ YD	1,010	1,010
50300300	PROTECTIVE COAT	SQ YD	1,427	1,427
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	94.8	94.8
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	6,732	6,732
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	137,340	137,340
51201900	FURNISHING STEEL PILES HP14X89	FOOT	280	280
51202100	FURNISHING STEEL PILES HP14X117	FOOT	408	408
51202305	DRIVING PILES	FOOT	280	280
51203900	TEST PILE STEEL HP14X89	EACH	2	2
51265001	DRILLING AND SETTING PILES (IN SOIL)	CU FT	78	78

* SPECIALTY ITEM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
OLD US 51

SCALE: NONE SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	5
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 4 [Sheet]
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES OLD US 51				
SCALE: NONE	SHEET 4	OF 6	SHEETS	STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	6
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

80% FED 20% STATE				CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0010
				RURAL
51265002	DRILLING AND SETTING PILES (IN ROCK)	CU FT	552	552
51500100	NAME PLATES	EACH	1	1
52100510	ANCHOR BOLTS, 3/4"	EACH	24	24
52100520	ANCHOR BOLTS, 1"	EACH	24	24
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	234	234
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	136	136
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	575	575
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	929	929
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	104	104
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
OLD US 51

SCALE: NONE SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	7
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

80% FED 20% STATE				CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0010
				RURAL
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8
67100100	MOBILIZATION	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	260	260
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	957	957
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2	2
78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	18	18
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	16	16
X5080530	BAR TERMINATORS	EACH	422	422
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	6	6
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
* X7200075	REMOVE AND REINSTALL SIGN PANEL	SQ FT	57	57
X7200203	DETOUR SIGNING	L SUM	1	1

* SPECIALTY ITEM

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MODEL: Unnamed Plan - Plan 6 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES OLD US 51			
SCALE: NONE	SHEET 6	OF 6 SHEETS	STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	8
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

80% FED 20% STATE				CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0010
				RURAL
Ø Z0076600	TRAINEES	HOUR	2500	2500
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2500	2500

* SPECIALTY ITEM

Ø 0042

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EARTHWORK SCHEDULE							
LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	STRUCTURE EXCAVATION	COFFERDAM EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
NORTH OF BRIDGE							
STA 1543+93.94 TO STA 1548+24.00	223				190	56	134
SOUTH OF BRIDGE							
STA 1551+27.00 TO STA 1553+57.90	186				158	6	152
BRIDGE							
STA 1548+24.00 TO STA 1551+27.00		1,635	369	97	0		0
TOTALS	409	1,635	369	97	348	62	286

REMOVAL SCHEDULE				
LOCATION			GUARDRAIL REMOVAL	PAVEMENT REMOVAL
ROADWAY	STATION	REMARKS	FOOT	SQ YD
OLD US 51	1544+27.57 TO 1548+39.50	RT	282.17	
OLD US 51	1547+52.63 TO 1548+39.50	LT	206.65	
OLD US 51	1547+50.00 TO 1548+14.50	LT / RT		440.03
OLD US 51	1551+35.50 TO 1551+75.00	LT / RT		341.39
OLD US 51	1551+48.90 TO 1553+23.90	RT	207.18	
OLD US 51	1551+48.90 TO 1553+23.90	LT	232.55	
SUBTOTALS			928.55	781.42
USE			929	782

PAVEMENT SCHEDULE											
LOCATION				AGGREGATE SUBGRADE IMPROVEMENT 12"	SUBBASE GRANULAR MATERIAL, TYPE C	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	AGGREGATE SHOULDERS, TYPE A 6"	HOT-MIX ASPHALT SHOULDERS, 8"
ROADWAY	STATION	LT / RT	REMARKS	SQ YD	CU YD	POUND	POUND	SQ YD	SQ YD	SQ YD	SQ YD
OLD US 51	1543+93.99 TO 1548+09.00	RT	SHOULDERS			370.51	74.10			192.34	180.95
OLD US 51	1547+18.63 TO 1548+09.00	LT	SHOULDERS			86.45	17.29			48.44	39.57
OLD US 51	1547+50.00 TO 1548+09.00	LT / RT	MAINLINE	216.33	4.14	354.00	106.20	163.36			
OLD US 51	1548+09.00 TO 1548+24.00	LT / RT	CONNECTOR						53.33		
OLD US 51	1551+20.50 TO 1551+42.00	LT / RT	CONNECTOR						53.33		
OLD US 51	1551+42.00 TO 1553+57.90	RT	SHOULDERS			193.04	38.61			103.95	92.51
OLD US 51	1551+42.00 TO 1553+57.90	LT	SHOULDERS			193.04	38.61			103.95	92.51
OLD US 51	1551+42.00 TO 1551+75.00	LT / RT	MAINLINE	121.00	2.32	198.00	59.40	91.37			
SUBTOTALS				337.33	6.46	1,395.04	334.21	254.73	106.66	448.68	405.54
USE				338	7	1,396	335	255	107	449	406



QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
OLD US 51

SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	9
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 2 [Sheet]
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TREE REMOVAL SCHEDULE			
LOCATION			TREE REMOVAL, ACRES
ROADWAY	STATION	REMARKS	ACRE
OLD US 51	1548+27.99 TO 1549+06.50		0.024
OLD US 51	1548+39.74 TO 1549+31.23		0.009
OLD US 51	1550+25.87 TO 1550+65.79		0.019
OLD US 51	1550+33.24 TO 1551+13.53		0.017
SUBTOTALS			0.069
USE			0.25

SEEDING SCHEDULE							
LOCATION			SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2
ROADWAY	STATION	REMARKS	ACRE	POUND	POUND	POUND	ACRE
OLD US 51	1543+93.94 TO 1548+43.00	RT	0.056	8.10	8.10	8.10	0.056
OLD US 51	1547+18.63 TO 1548+43.00	LT	0.007				0.007
OLD US 51	1551+08.00 TO 1553+57.90	RT	0.010				0.010
OLD US 51	1551+08.00 TO 1553+57.90	LT	0.017				0.017
SUBTOTALS			0.090	8.10	8.10	8.10	0.090
USE			0.25	9	9	9	0.25

EROSION CONTROL SCHEDULE					
LOCATION			TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
ROADWAY	STATION	REMARKS	POUND	FOOT	FOOT
OLD US 51	1543+93.94 TO 1548+43.00	RT	5.6		
OLD US 51	1543+93.99 TO 1547+80.00	RT			400.5
OLD US 51	1547+12.00 TO 1549+40.00	LT			258.7
OLD US 51	1547+18.63 TO 1548+43.00	LT	0.7		
OLD US 51	1550+95.10 TO 1551+25.10	LT		10.0	
OLD US 51	1551+13.00 TO 1553+57.90	RT	1.0		269.5
OLD US 51	1551+20.00 TO 1553+57.90	LT	1.7		253.9
SUBTOTALS			9.0	10.0	1,182.6
USE			9	10	1,183

PAVEMENT MARKING SCHEDULE				
LOCATION			MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	RAISED REFLECTIVE PAVEMENT MARKER
ROADWAY	STATION	REMARKS	FOOT	EACH
OLD US 51	1547+50.00 TO 1551+75.00	LT	425.00	
OLD US 51	1547+50.00 TO 1551+75.00	CENTERLINE	106.25	2
OLD US 51	1547+50.00 TO 1551+75.00	RT	425.00	
SUBTOTALS			956.25	2.00
USE			957	2



USER NAME = FNelson	DESIGNED - TO	REVISED -
	DRAWN - TO	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - FBN	REVISED -
PLOT DATE = 10/13/2025	DATE - 7/25/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
OLD US 51

SCALE: NONE SHEET 2 OF 3 SHEETS STA. TO STA.

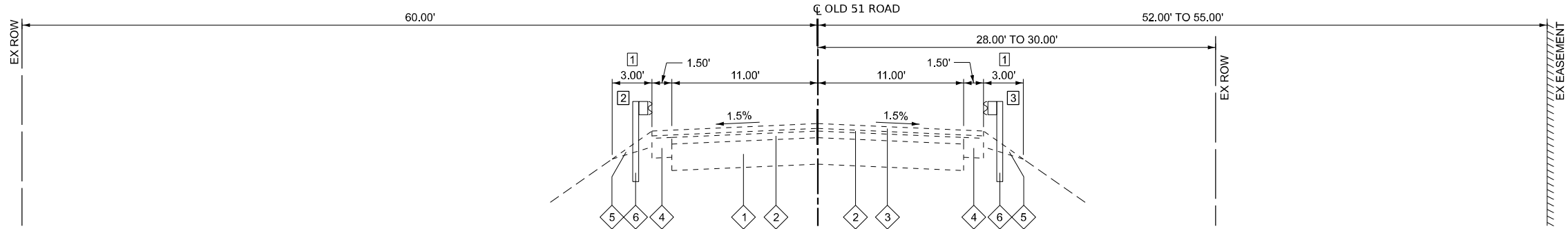
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	10
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 3 [Sheet]
FILE NAME: S:\2022\12\11\031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway Plans\CADD\CADD Sheets\D8\6A37-srh-002_Schedules.dgn

GUARDRAIL SCHEDULE								
LOCATION			STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE C
ROADWAY	STATION	REMARKS	FOOT	EACH	EACH	EACH	EACH	EACH
OLD US 51	1544+27.57 TO 1548+39.50	RT	325.00	1	1	1	6	
OLD US 51	1547+52.63 TO 1548+39.50	LT		1	1	1	4	
OLD US 51	1548+44.50 TO 1551+05.50	LT						8
OLD US 51	1548+44.50 TO 1551+05.50	RT						8
OLD US 51	1551+12.00 TO 1553+23.90	RT	125.00	1	1	1	4	
OLD US 51	1551+12.00 TO 1553+23.90	LT	125.00	1	1	1	4	
SUBTOTALS			575.00	4	4	4	18	16
USE			575	4	4	4	18	16

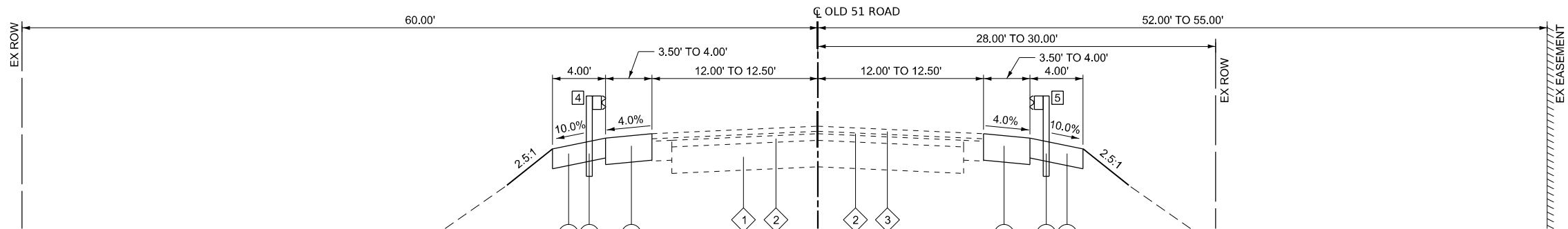
SIGNING SCHEDULE									
LOCATION	SIGN CODE	STATION	LT/RT	DESCRIPTION	MOUNTING TYPE	SIGN PANEL WIDTH	SIGN PANEL HEIGHT	SIGN PANEL AREA	REMOVE AND REINSTALL SIGN PANEL
(ROAD)	(MUTCD or IDOT)	(STA)				(INCH)	(INCH)	(SQ FT)	(SQFT)
OLD US 51	W3-1	1546+95	RT	STOP AHEAD	TELESCOPING STEEL	36,00	36,00	9,00	9,00
OLD US 51	I-3	1548+55	RT	CROOKED CREEK		30,00	24,00	5,00	5,00
OLD US 51	I-3	1551+02	LT	CROOKED CREEK		30,00	24,00	5,00	5,00
OLD US 51	I1-I100	1552+08	RT	CENTRAL CITY POPULATION		48,00	42,00	14,00	14,00
OLD US 51	R2-1			SPEED LIMIT 40		36,00	48,00	12,00	12,00
OLD US 51	R2-1	1552+12	LT	SPEED LIMIT 55		36,00	48,00	12,00	12,00
SUBTOTALS									57.0
USE									57

MODEL: Ex_Type01 [Sheet]
FILE NAME: S:\2021\2-IL031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway Plans\CADD\CADD Sheets\D876A37-srh-004_Typical.dgn



EXISTING TYPICAL SECTION

STA. 1543+98.33 TO STA. 1548+14.50
STA. 1551+75.00 TO STA. 1553+52.00

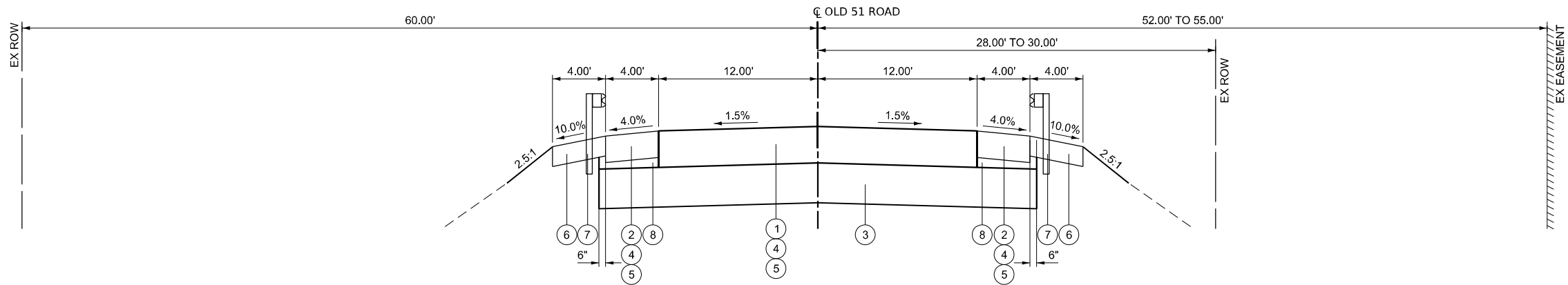


PROPOSED TYPICAL SECTION

STA. 1547+18.63
STA. 1543+93.99 TO STA. 1547+50.00
STA. 1551+75.00 TO STA. 1553+57.90

BRIDGE OMISSION

STA. 1548+09.00 TO STA. 1551+42.00



PROPOSED TYPICAL SECTION

STA. 1547+50.00 TO STA. 1548+09.00
STA. 1551+42.00 TO STA. 1551+75.00

TYPICAL SECTION LEGEND

- 1 EXISTING PCC BASE COURSE (UNKNOWN THICKNESS)
- 2 EXISTING HMA BINDER COURSE (UNKNOWN THICKNESS)
- 3 EXISTING HMA SURFACE COURSE 1 1/2"
- 4 EXISTING HMA SHOULDER (UNKNOWN THICKNESS)
- 5 EXISTING AGGREGATE WEDGE SHOULDER
- 6 EXISTING GUARDRAIL

- 1 HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"
- 2 HOT-MIX ASPHALT SHOULDERS, 8"
- 3 AGGREGATE SUBGRADE IMPROVEMENT 12"
- 4 BITUMINOUS MATERIALS (PRIME COAT)
- 5 BITUMINOUS MATERIALS (TACK COAT)
- 6 AGGREGATE SHOULDERS, TYPE A, 6"
- 7 STEEL PLATE BEAM GUARDRAIL
- 8 SUBBASE GRANULAR MATERIAL, TYPE C

TYPICAL SECTION NOTES

- 1 AGGREGATE SHOULDER VARIES AT GUARDRAIL LOCATIONS
- 2 EXISTING GUARDRAIL BEGINS AT STA. 1546+57.65 LT AND ENDS AT STA. 1553+28.68 LT
- 3 EXISTING GUARDRAIL BEGINS AT STA. 1545+82.16 RT AND ENDS AT STA. 1553+03.38 RT
- 4 PROPOSED GUARDRAIL BEGINS AT STA. 1547+52.63 LT AND ENDS AT STA. 1553+23.90 LT
- 5 PROPOSED GUARDRAIL BEGINS AT STA. 1544+27.57 RT AND ENDS AT STA. 1553+23.90 RT



QUIGG ENGINEERING INC

USER NAME = TNeffSmith

DRAWN - MAW

PLOT SCALE = 0.16666633" / in.

PLOT DATE = 8/20/2025

DESIGNED - MAW

DRAWN - MAW

CHECKED - FBN

DATE - 7/25/2025

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
OLD US 51

SCALE: NONE

SHEET 1

OF 1

SHEETS

STA.

TO STA.

F.A.S

RTE.

1791

SECTION

29-2BR

COUNTY

MARION

TOTAL

SHEETS

65

SHEET

NO.

12

CONTRACT NO. 76A37

ILLINOIS

FED. AID PROJECT

LOW DISTORTION PROJECTION - MARION COUNTY

CONTROL POINTS				
POINT #	STATION	NORTHING	EASTING	DESCRIPTION
CP 11	1548+28.39	31880.4999	9305.4858	IP + ALUMINIUM CAP
CP 12	1551+26.33	31594.0826	9213.1398	IP + PLASTIC CAP
CP 13	1555+83.61	31137.3043	9187.7318	IP + PLASTIC CAP
CP 14		30726.6517	9211.6613	IP + ALUMINIUM CAP
CP 15		33218.1903	9511.6585	IP + ALUMINIUM CAP
CP 16		32711.7346	9409.1566	IP + PLASTIC CAP

PERIMETER CONTROL			
POINT #	NORTHING	EASTING	DESCRIPTION
cazm	21499.6361	2617.2731	DISK IN CONCRETE
fm39	34513.2536	10054.7846	STAINLESS STEEL ROD IN SLEEVE
fm40	30605.1588	9236.6274	STAINLESS STEEL ROD IN SLEEVE
fm42	24980.7886	8662.2592	STAINLESS STEEL ROD IN SLEEVE
MR02	21059.6965	14599.2683	IP + ALUMINIUM CAP
MR09	43416.0410	15171.2236	IP + ALUMINIUM CAP
MR10	43624.8512	3088.4569	IP + ALUMINIUM CAP

COORDINATE DATA			
POINT TYPE	STATION	NORTHING	EASTING
POT	1542+70.10	32434.402	9378.703
POT	1547+68.81	31942.796	9294.846
PC	1553+69.69	31350.643	9192.790
PI	1555+40.96	31181.861	9163.701
PCC	1557+11.08	31010.669	9168.863

SITE CONTROL

BASIS OF BEARING/COORDINATES

LOW DISTORTION PROJECTION - MARION COUNTY
PROJECTION: LAMBERT CONFORMAL CONIC (SINGLE PARALLEL)
LATITUDE OF ORIGIN: 38°39'00"N
CENTRAL MERIDIAN: 88°55'00"W
FALSE NORTHING: 65,000 SFT
FALSE EASTING: 70,000 SFT
CM SCALE FACTOR: 1.00001913

BM 1100

SET RR SPIKE IN THE E. SIDE OF
POWER POLE ON THE W. SIDE OF OLD
US 51 AT THE "T" INTERSECTION OF OLD
US 51 & COMMUNITY BEACH RD.
ELEV. = 464.64'

BM 1101

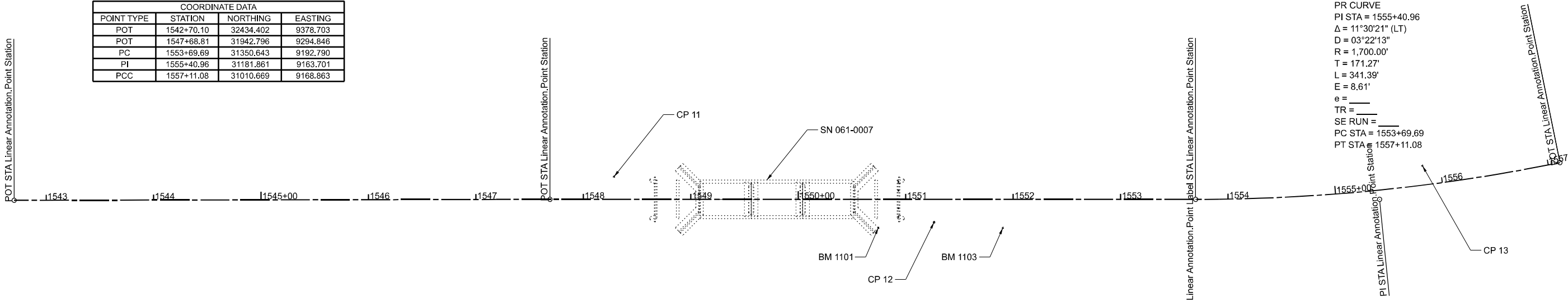
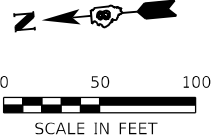
FOUND CHISELED " " ON THE SE
CORNER OF THE SW PARAPET WALL.
ELEV. = 470.786'

BM 1102

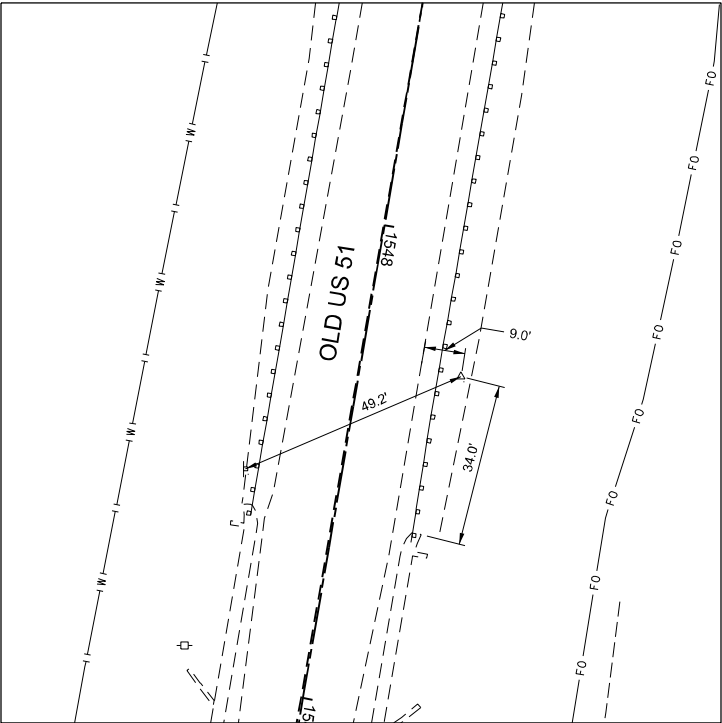
FOUND RR SPIKE IN E. SIDE OF
POWER POLE ON THE W. SIDE OF
OLD US 51, +/-1000' S. OF SN 061-0007
ELEV. = 467.389'

BM 1103

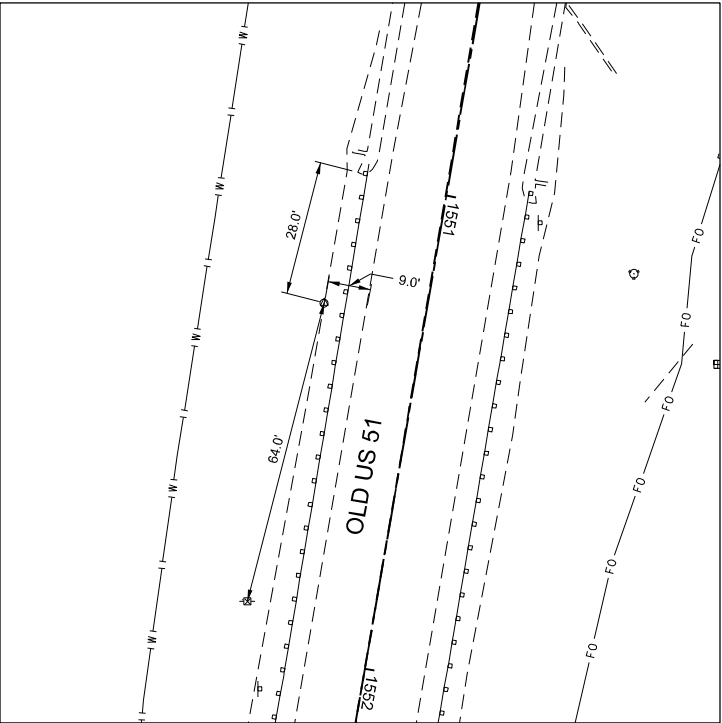
SET RR SPIKE IN THE E. SIDE OF A POWER
POLE ON THE W. SIDE OF OLD US 51 +/-
211' S. OF THE CENTER OF SN 061-0007
OVER CROOKED CREEK
ELEV. = 466.998'



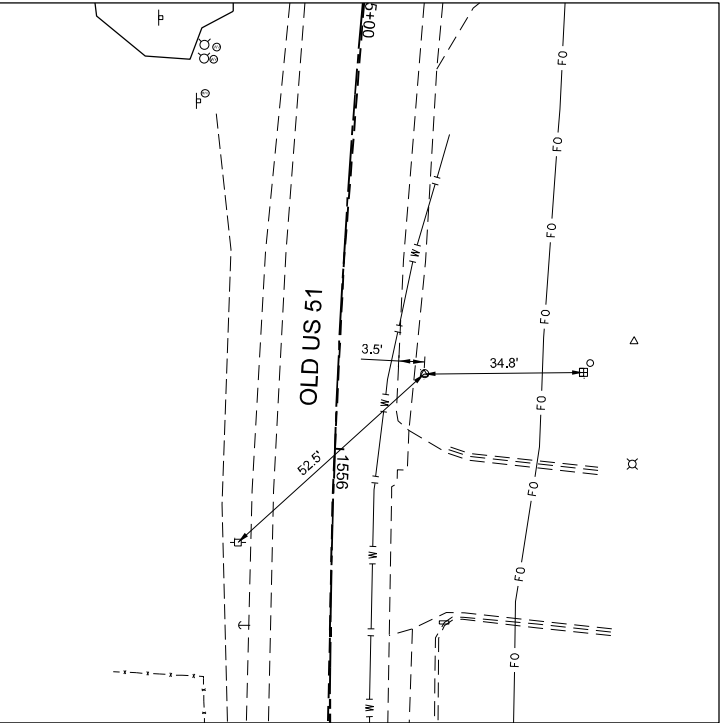
CP 11



CP 12



CP 13



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QUIGG ENGINEERING INC

USER NAME = TNeftSmith
PLOT SCALE = 0.16666633' / in.
PLOT DATE = 8/20/2025

DESIGNED - MAW
DRAWN - MAW
CHECKED - FBN
DATE - 7/25/2025

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

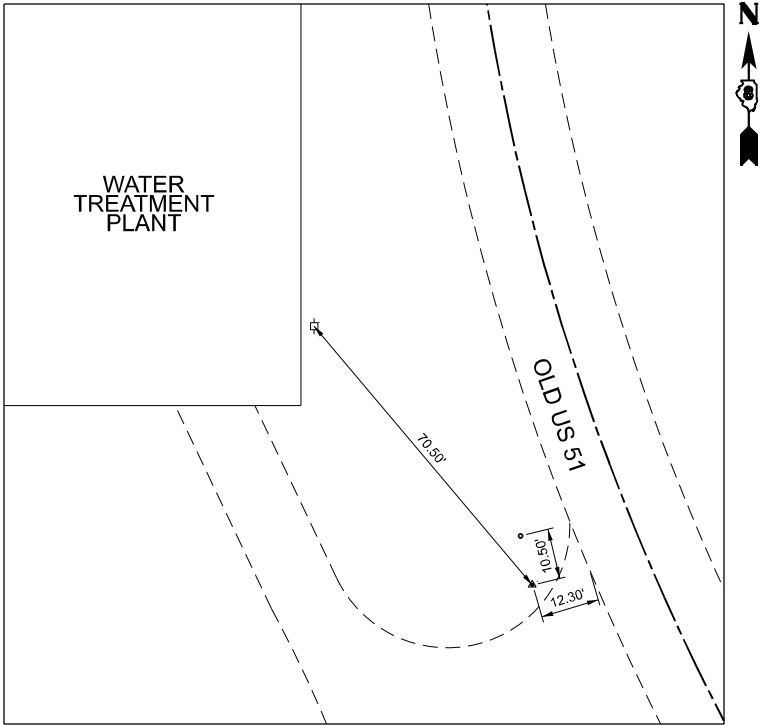
ALIGNMENT TIES AND BENCHMARKS
OLD US 51

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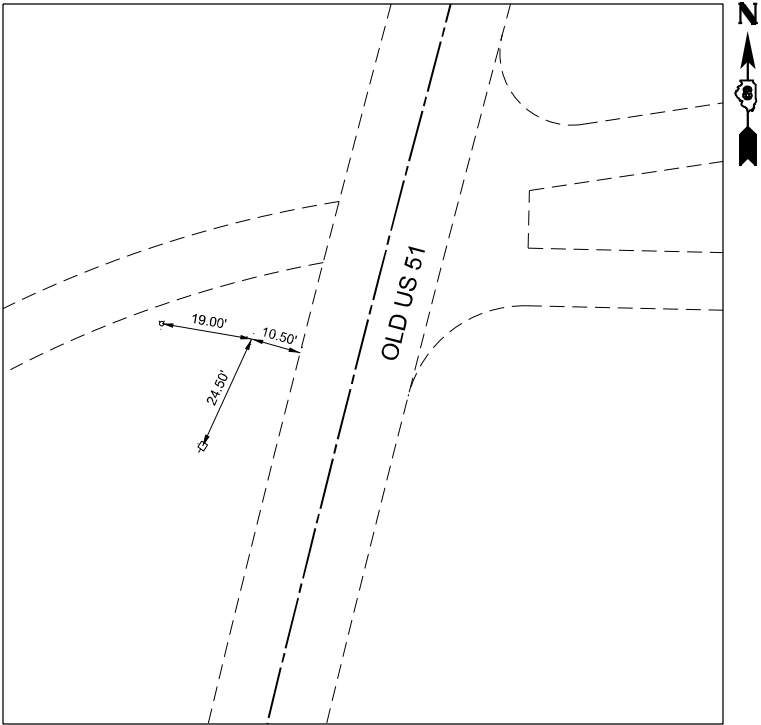
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	13
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

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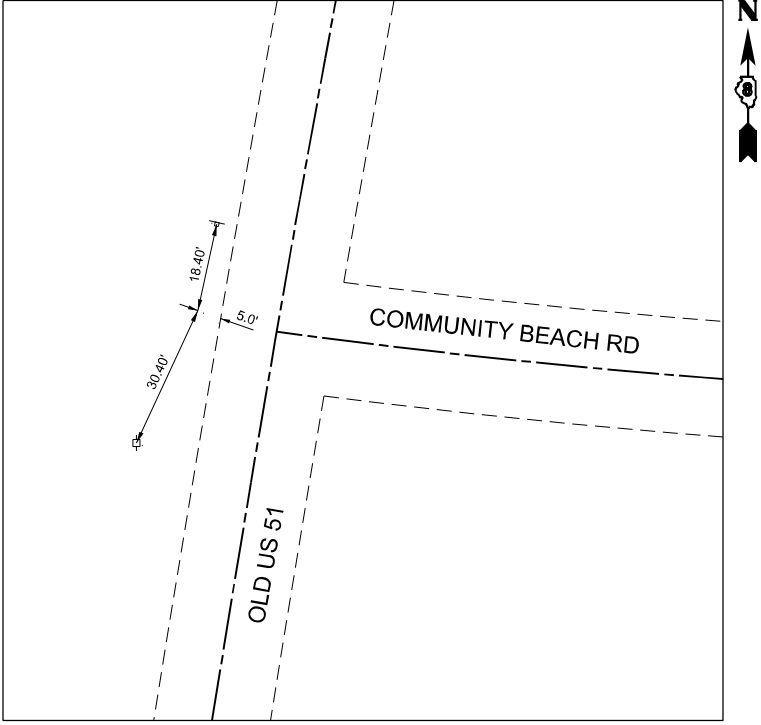
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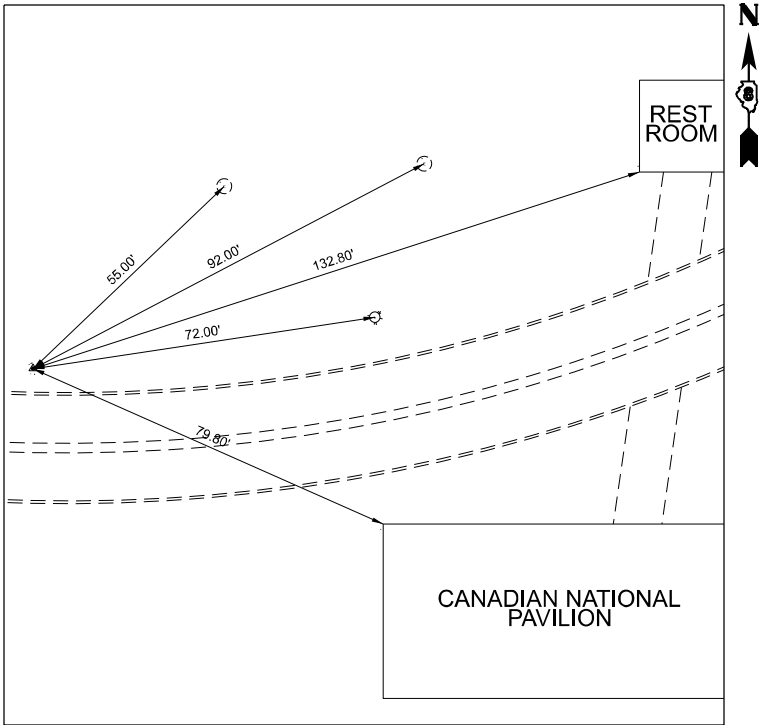
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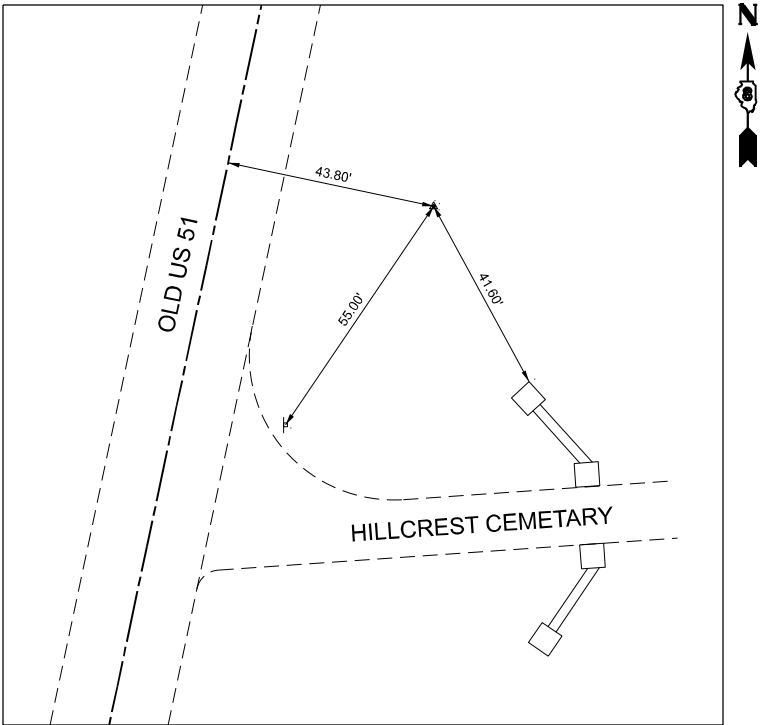
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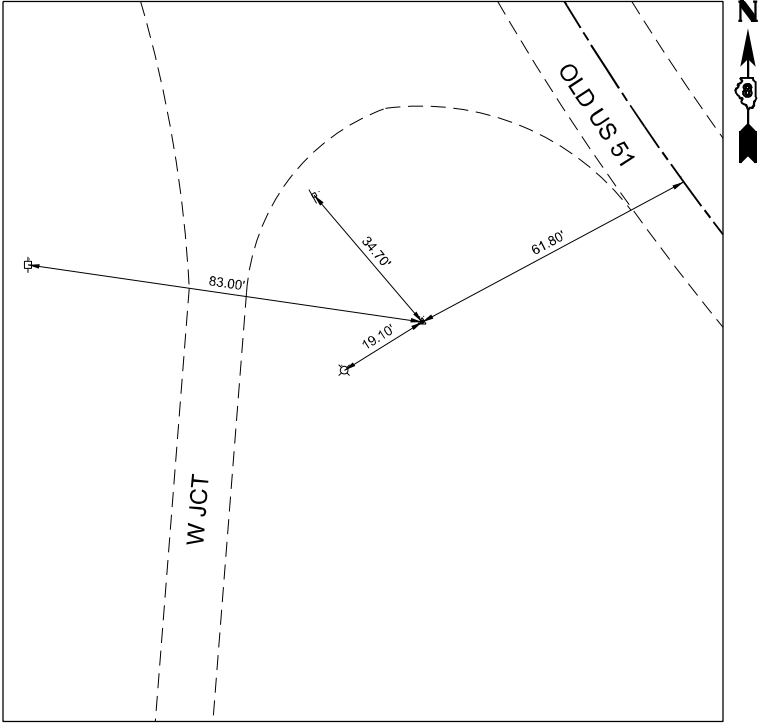
CAZM



FM39



FM40



USER NAME = F.Nelson	DESIGNED - SKL	REVISED -
DRAWN - SKL	REVIS	REVISED -
PLOT SCALE = 0.16666633" / 1 in.	CHECKED - FBN	REVISED -
PLOT DATE = 10/13/2025	DATE - 7/25/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS
OLD US 51

SCALE: NONE SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	64	14
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 2 [Sheet]
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USER NAME	= FNelson
PLOT SCALE	= 0.166666633" / lin.
PLOT DATE	= 10/13/2025

DESIGNED	- SKL
DRAWN	- SKL
CHECKED	- FBN
DATE	= 7/25/2025

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REVISED	-
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REVISED	-

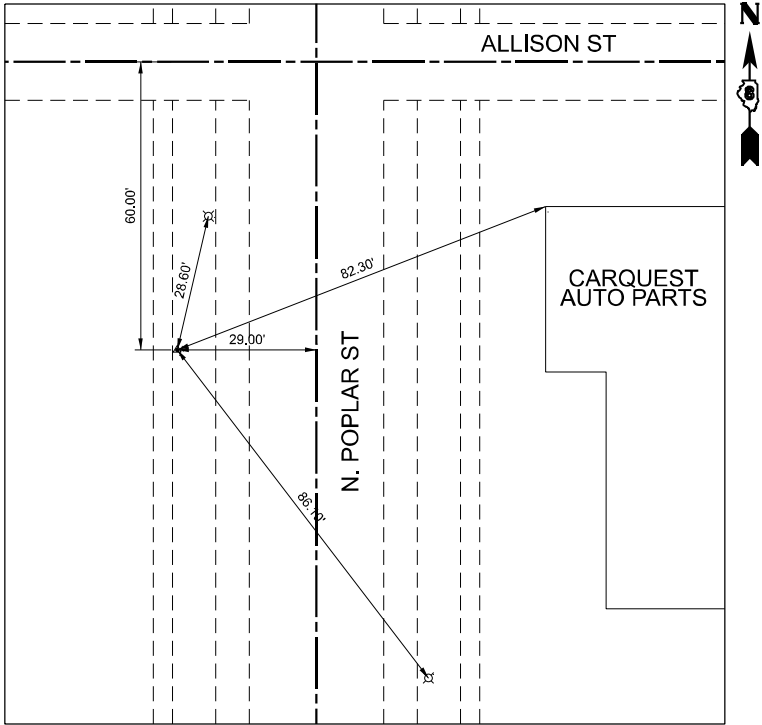
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS
OLD US 51

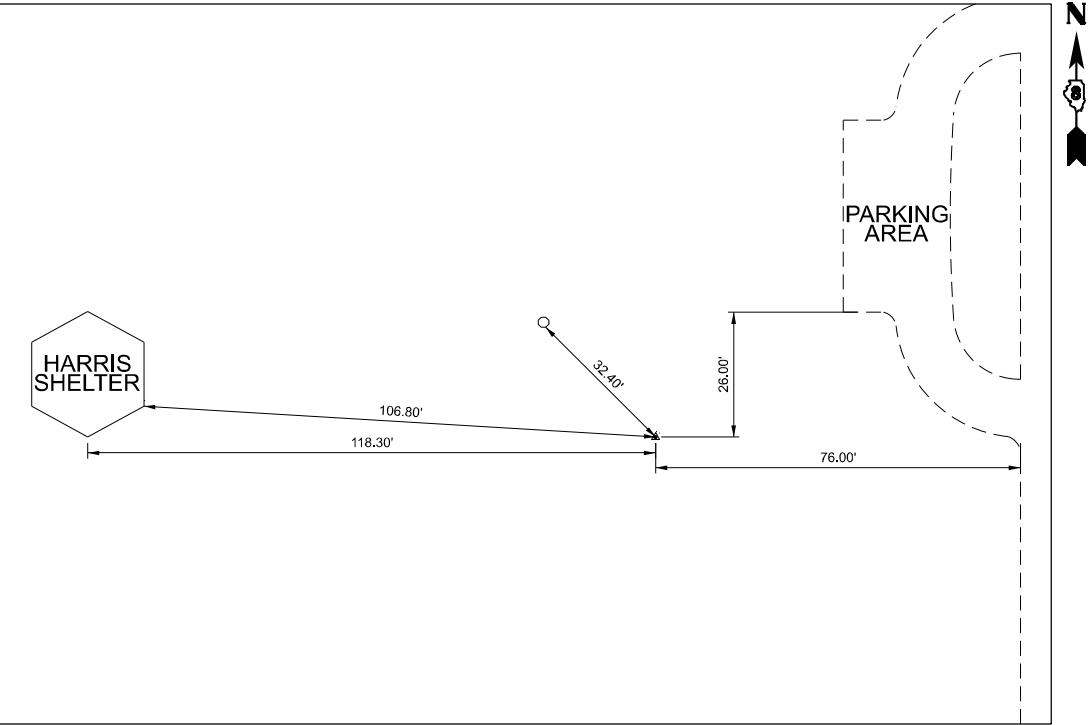
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F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	15
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

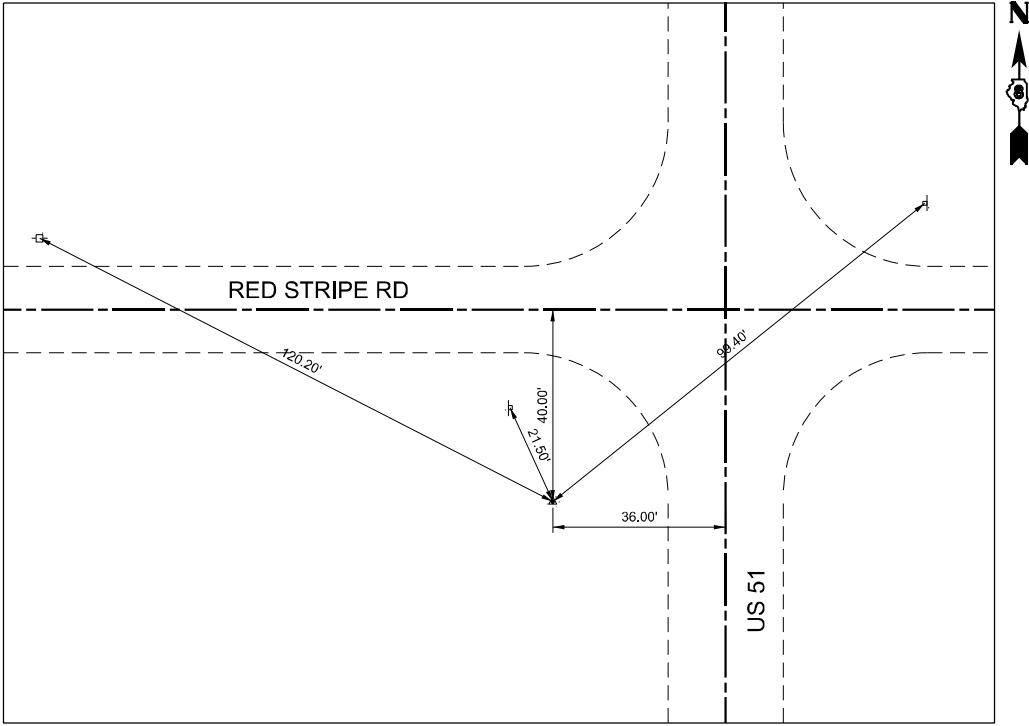
FM 42



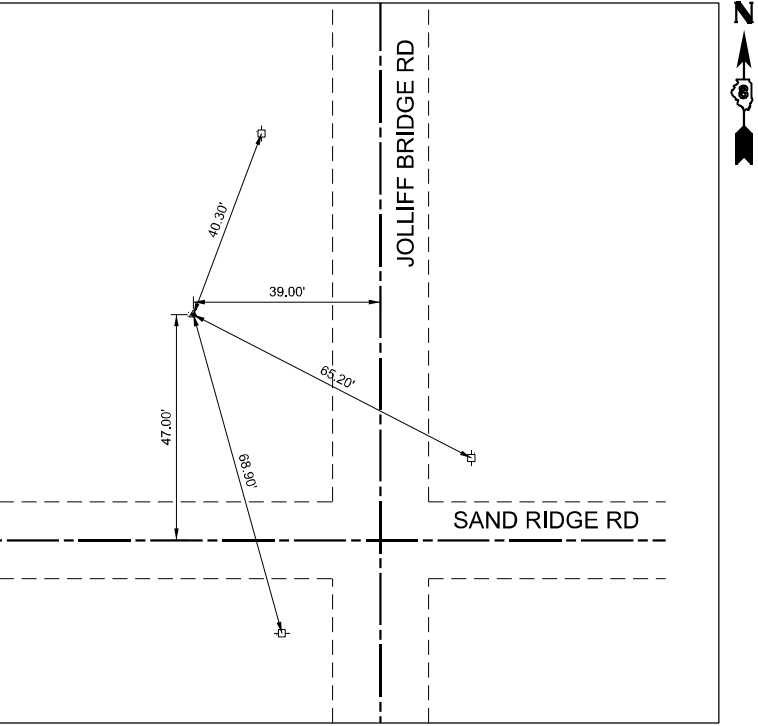
MR2



MR9



MR10



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		DRAWN -	MAW	REVISED -	
PLOT SCALE	= 0.16666633''/in.	CHECKED -	FBN	REVISED -	
PLOT DATE	= 8/20/2025	DATE -	7/25/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

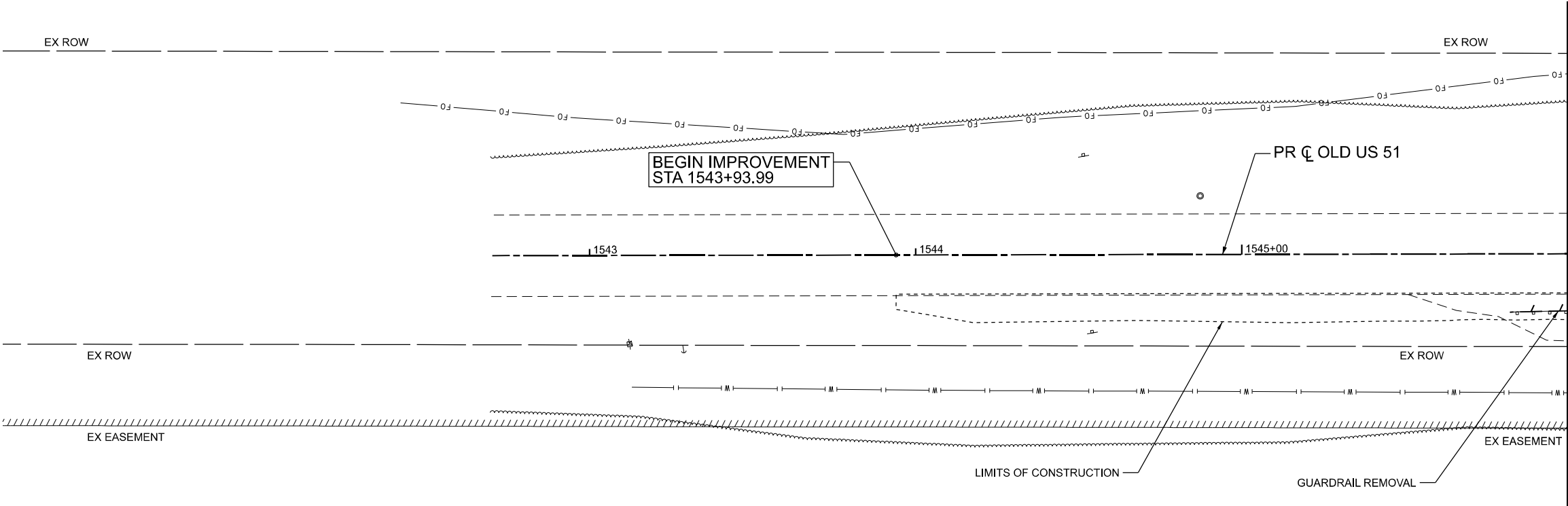
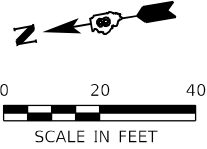
REMOVAL PLAN
OLD US 51

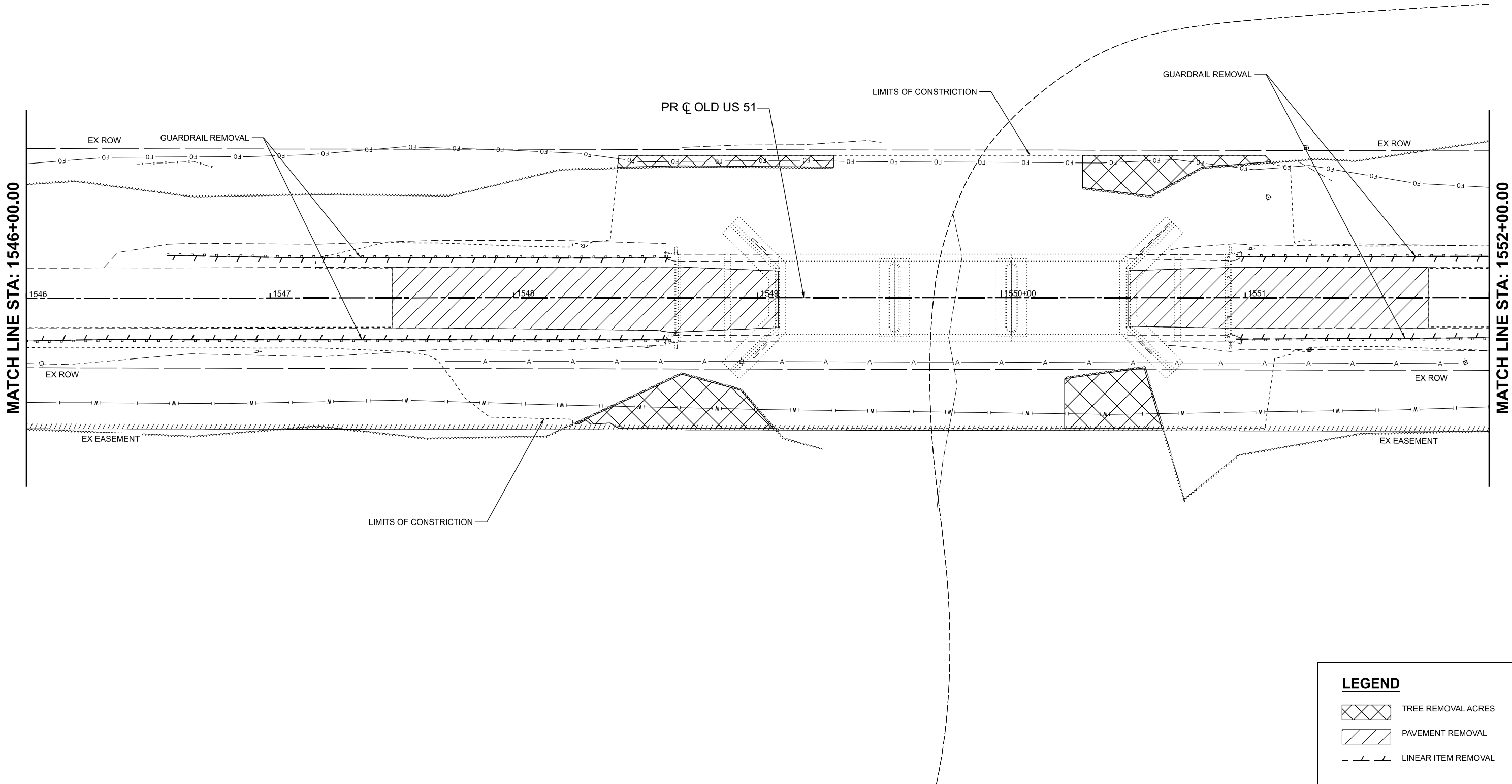
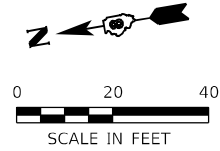
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F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	16
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

LEGEND

-
- TREE REMOVAL ACRES
-
-
- PAVEMENT REMOVAL
-
-
- LINEAR ITEM REMOVAL



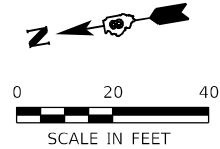


LEGEND

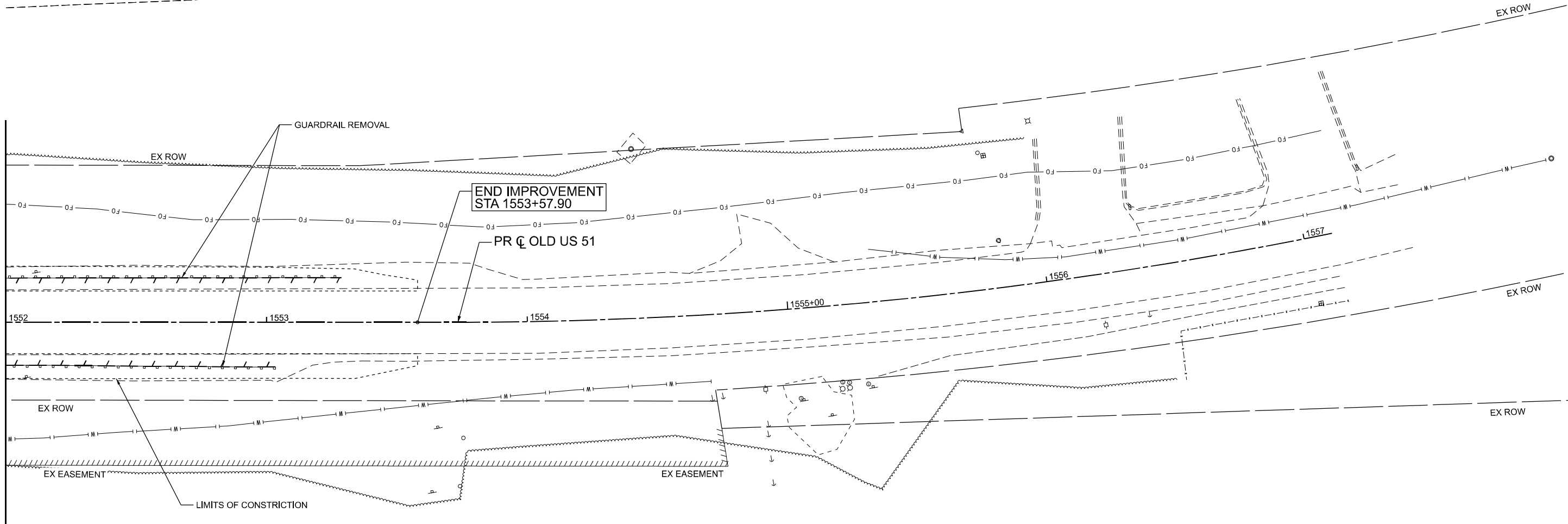
- TREE REMOVAL ACRES
- PAVEMENT REMOVAL
- LINEAR ITEM REMOVAL

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 QUIGG ENGINEERING INC	USER NAME = TNeffSmith	DESIGNED - MAW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN OLD US 51					F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MAW	REVISED -							1791	29-2BR	MARION	65	17
	PLOT SCALE = 0.16666633" / in.	CHECKED - FBN	REVISED -		CONTRACT NO. 76A37									
	PLOT DATE = 8/20/2025	DATE - 7/25/2025	REVISED -		ILLINOIS FED. AID PROJECT									
					SCALE: 1"=20'	SHEET 2	OF 3	SHEETS	STA. 1546+00.00	TO STA. 1552+00.00				



MATCH LINE STA: 1552+00.00



LEGEND

- TREE REMOVAL ACRES
- PAVEMENT REMOVAL
- LINEAR ITEM REMOVAL

MODEL: Removal_3 [Sheet]
FILE NAME: S:\2024\12\IL031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway\Plans\CADD\CADD Sheets\ID676A37-srh-008_Removals.dgn



QUIGG ENGINEERING INC

USER NAME = TNeffSmith	DESIGNED - MAW	REVISED -
	DRAWN - MAW	REVISED -
PLOT SCALE = 0.16666633" / lin.	CHECKED - FBN	REVISED -
PLOT DATE = 8/20/2025	DATE - 7/25/2025	REVISED -

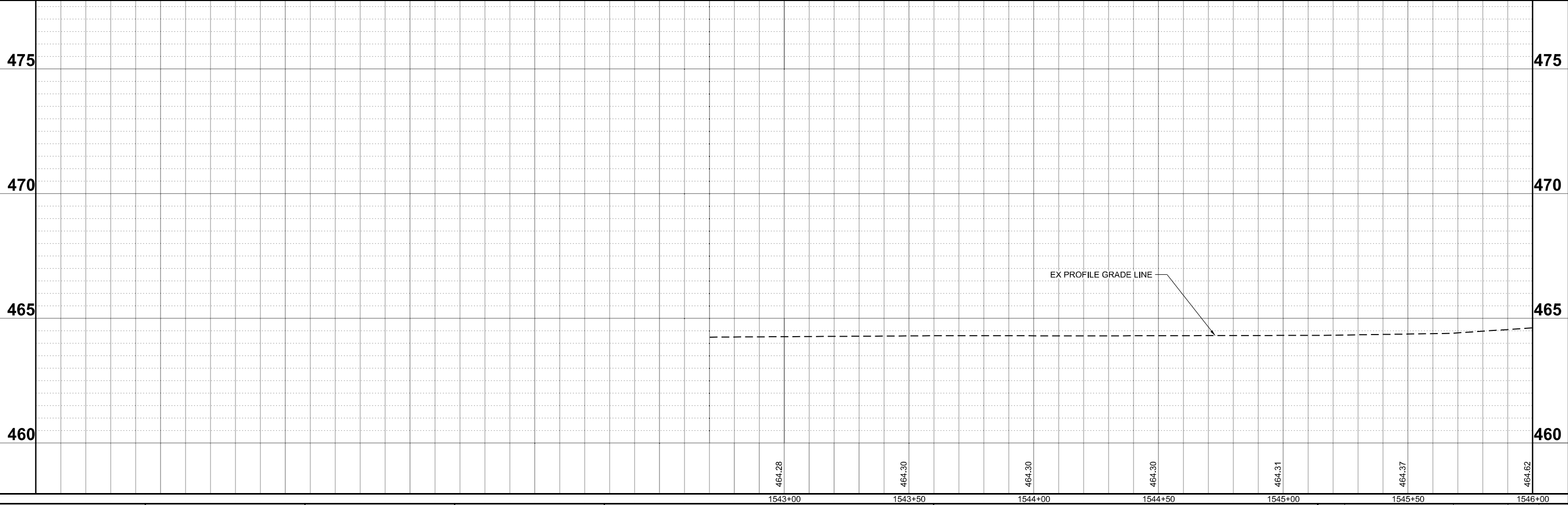
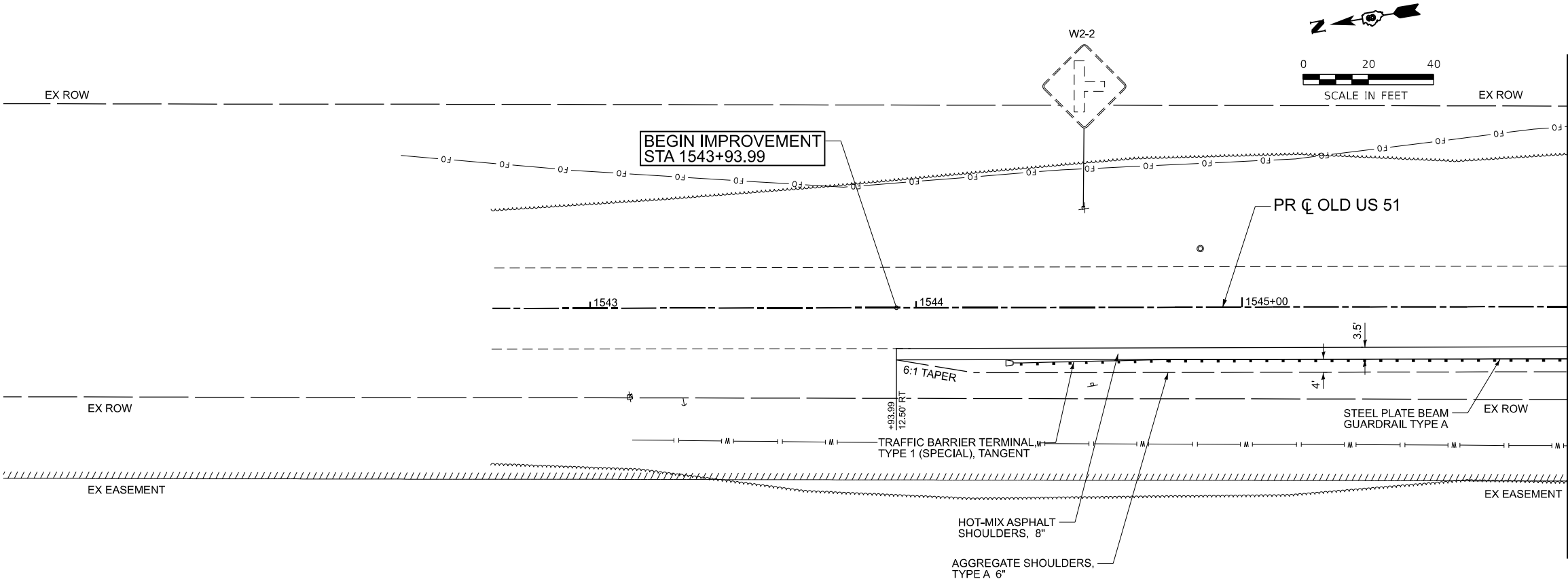
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
OLD US 51

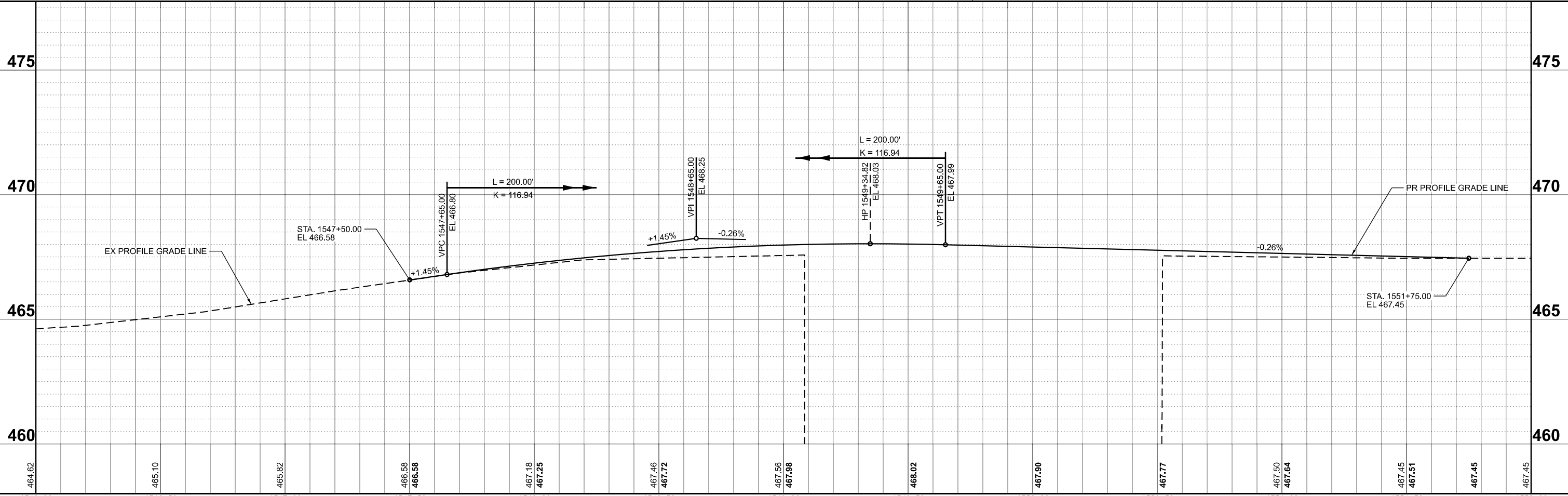
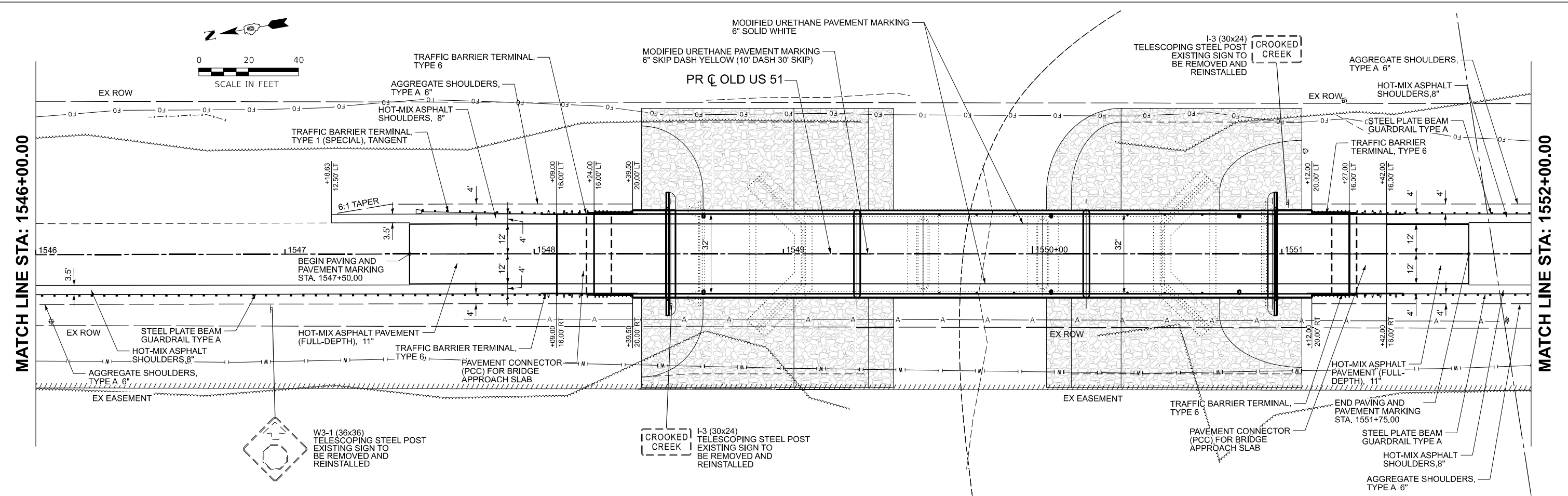
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F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	18
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Roadway Plan 1 [Sheet]
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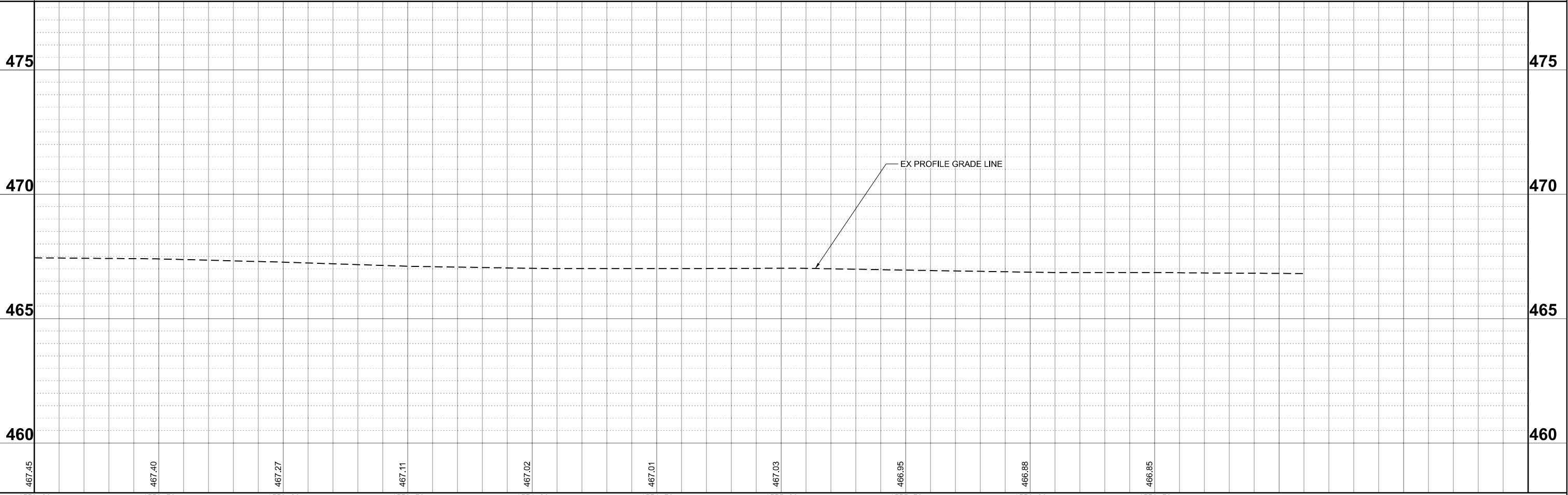
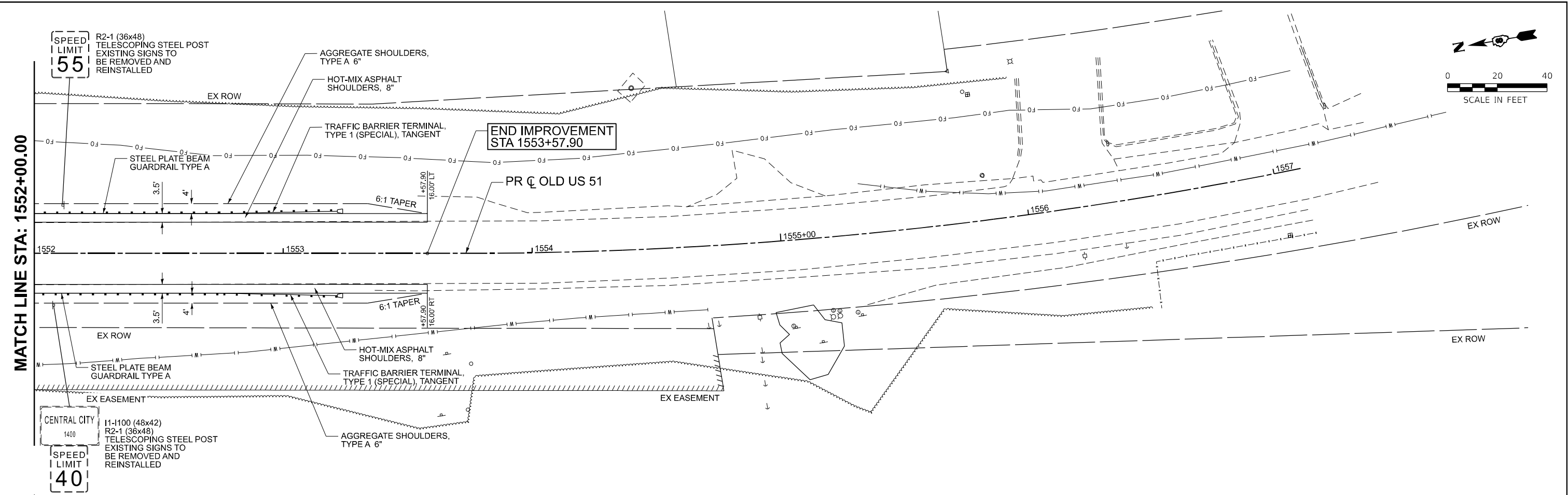



MODEL: Roadway Plan 2 (Sheet)
FILE NAME: S:\2021\12\11\031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway Plans\CADD\CADD Sheets\0676A37-sht007_P&P.dgn



1546+00	1546+50	1547+00	1547+50	1548+00	1548+50	1549+00	1549+50	1550+00	1550+50	1551+00	1551+50	1552+00				
 QUIGG ENGINEERING INC	USER NAME = FNelson	DESIGNED - MAW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN AND PROFILE OLD US 51				F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MAW	REVISED -									1791	29-2BR	MARION	65	20
	PLOT SCALE = 0.16666633' / in.	CHECKED - FBN	REVISED -									CONTRACT NO. 76A37				
	PLOT DATE = 10/14/2025	DATE - 7/25/2025	REVISED -													
	SCALE: 1"=20'											SHEET 2	OF 3	SHEETS	STA. 1546+00.00	TO STA. 1552+00.00

MODEL: Roadway Plan 3 (Sheet)
FILE NAME: S:\2021\21IL031 - PTB 195-32 DB - HMG - Various Ph\H1W011 OUS 51 Roadway\Plans\CADD\CADD Sheets\0676A37-sht007_P&P.dgn



 QUIGG ENGINEERING INC	USER NAME = FNelson	DESIGNED - MAW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE OLD US 51		F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666633" / in.	DRAWN - MAW	REVISED -				1791	29-2BR	MARION	65	21
	PLOT DATE = 10/14/2025	CHECKED - FBN	REVISED -				CONTRACT NO. 76A37				
		DATE - 7/25/2025	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE: 1"=20'		SHEET 3	OF 3 SHEETS	STA. 1552+00.00	TO STA. END STATION						

MODEL: Detour_1 [Sheet]
FILE NAME: S:\2021\21IL031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway Plans\CADD\CADD Sheets\ID676A37-shH010_Detour.dgn

OLD ROUTE 51

W16-8P-(O)
VARIES
(A)

AHEAD

W16-9P-(O)
2412
(B)

DETOUR

M4-8-(O)
2412
(C)



M6-1L
2115
(D)



M6-3
2115
(E)



M5-1L
2115
(F)

END
DETOUR

M4-8a-(O)
2418
(G)

BRIDGE OUT
1/4 MILE AHEAD
LOCAL TRAFFIC ONLY

R11-3b
6030
(H)

BRIDGE
OUT

R11-2b
4830
(I)



R3-2
2424
(J)



R3-1
2424
(K)

BRIDGE OUT
3 1/2 MILES AHEAD
LOCAL TRAFFIC ONLY

R11-3b
6030
(L)



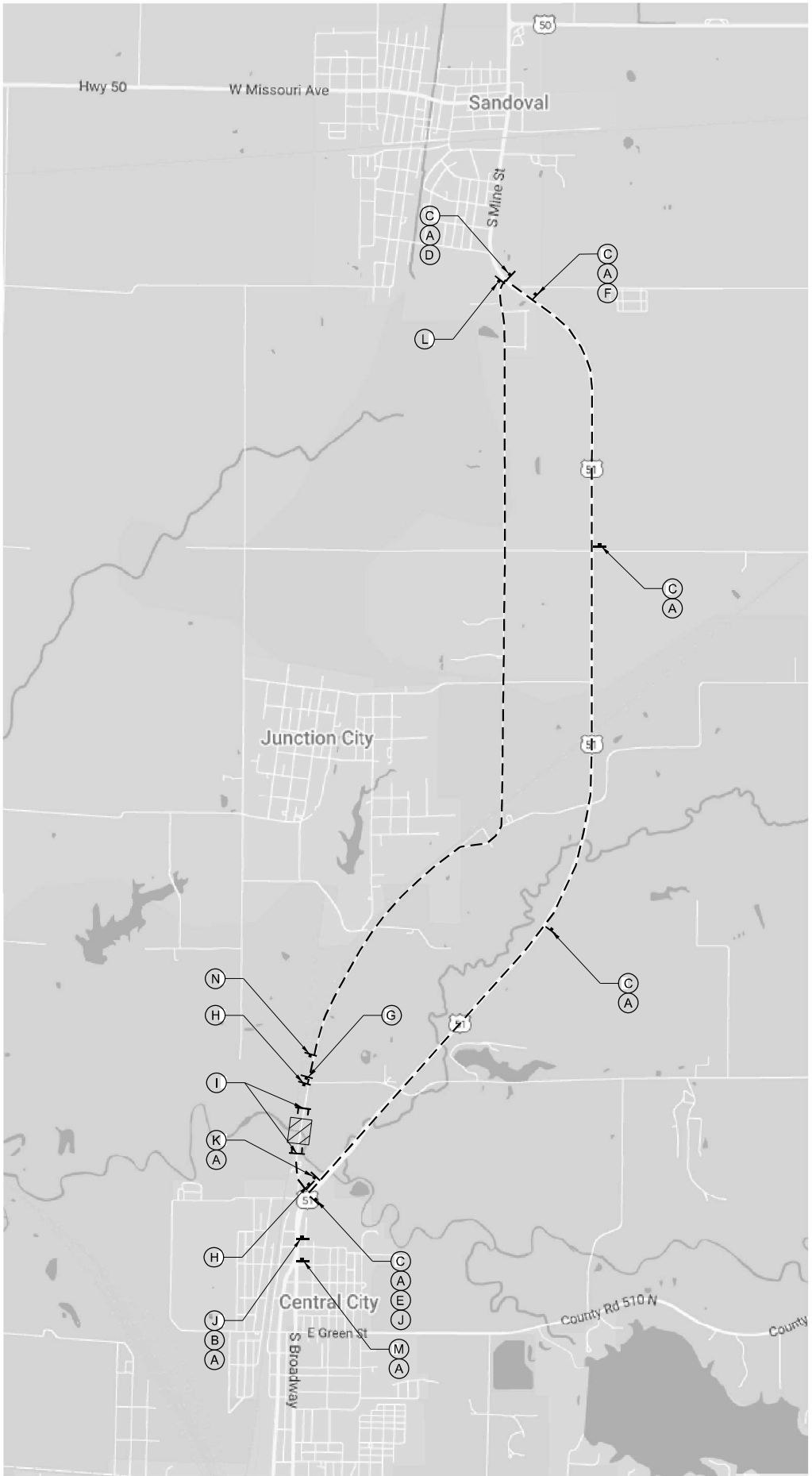
W20-2-(O)
3636
(M)



W20-3-(O)
3636
(N)

LEGEND

- WORK ZONE
- DETOUR ROUTE
- DETOUR SIGNAGE
- TYPE 3 BARRICADE



QUIGG ENGINEERING INC

USER NAME	= TNeffSmith
PLOT SCALE	= 0.16666633" / in.
PLOT DATE	= 8/20/2025

DESIGNED	- MAW
DRAWN	- MAW
CHECKED	- FBN
DATE	- 7/25/2025

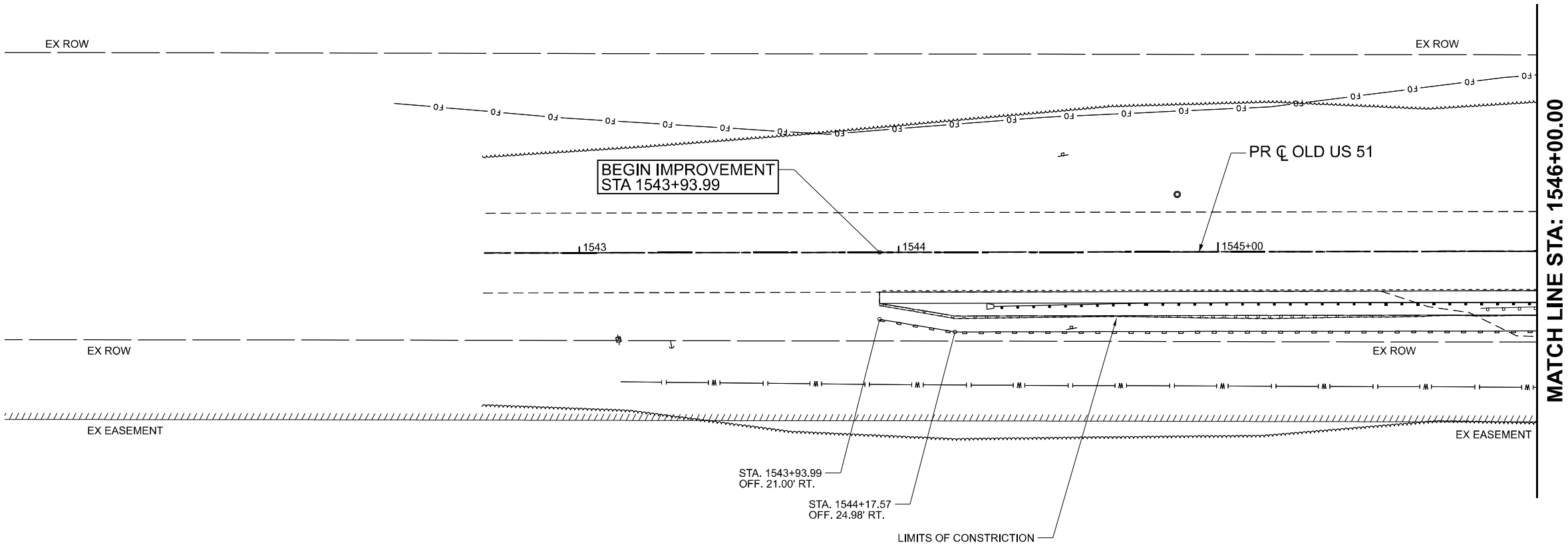
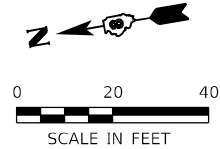
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR MAP
OLD US 51

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

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	22
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



LEGEND

- TEMPORARY EROSION CONTROL SEEDING AND MULCH, METHOD 2
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK

MODEL: Erosion_1 [Sheet]
FILE NAME: S:\2021\21IL031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway\Plans\CADD\CADD Sheets\ID676A37-srh-009_Erosion.dgn



QUIGG ENGINEERING INC

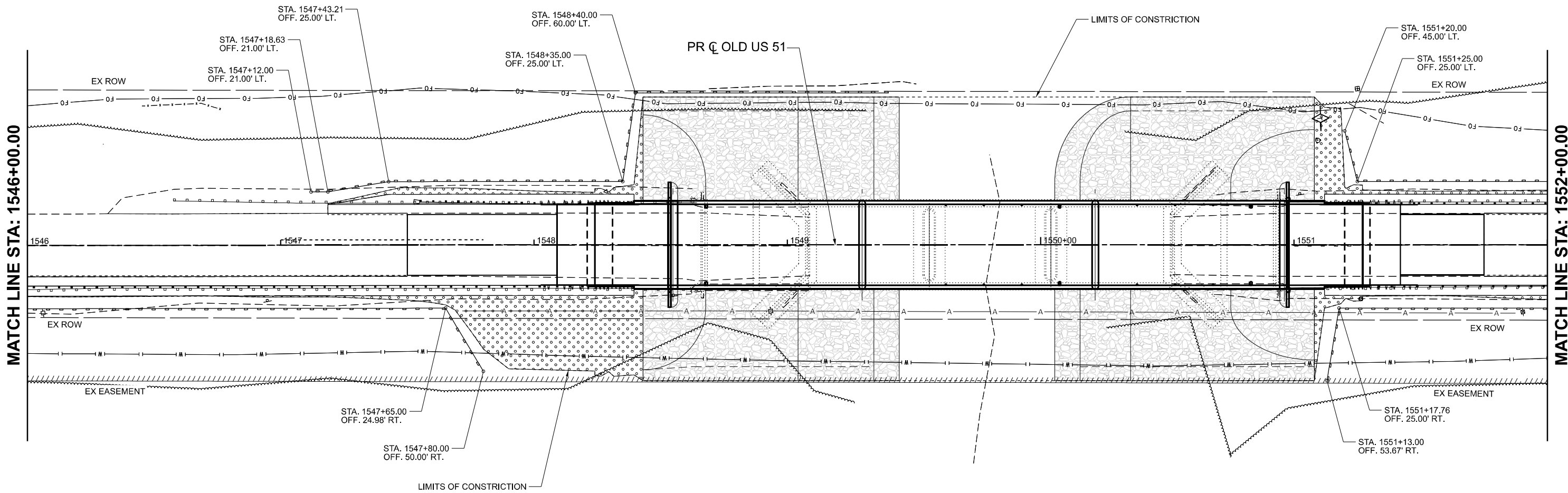
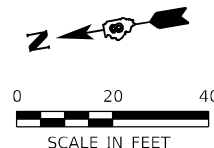
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	DRAWN - MAW	REVISED -
PLOT SCALE = 0.16666633 1/ in.	CHECKED - FBN	REVISED -
PLOT DATE = 8/20/2025	DATE - 7/25/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**EROSION CONTROL PLAN
OLD US 51**

SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. BEGIN STATION TO STA. 1546+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	23
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA: 1546+00.00

MATCH LINE STA: 1552+00.00

LEGEND

- TEMPORARY EROSION CONTROL SEEDING AND MULCH, METHOD 2
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	24
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



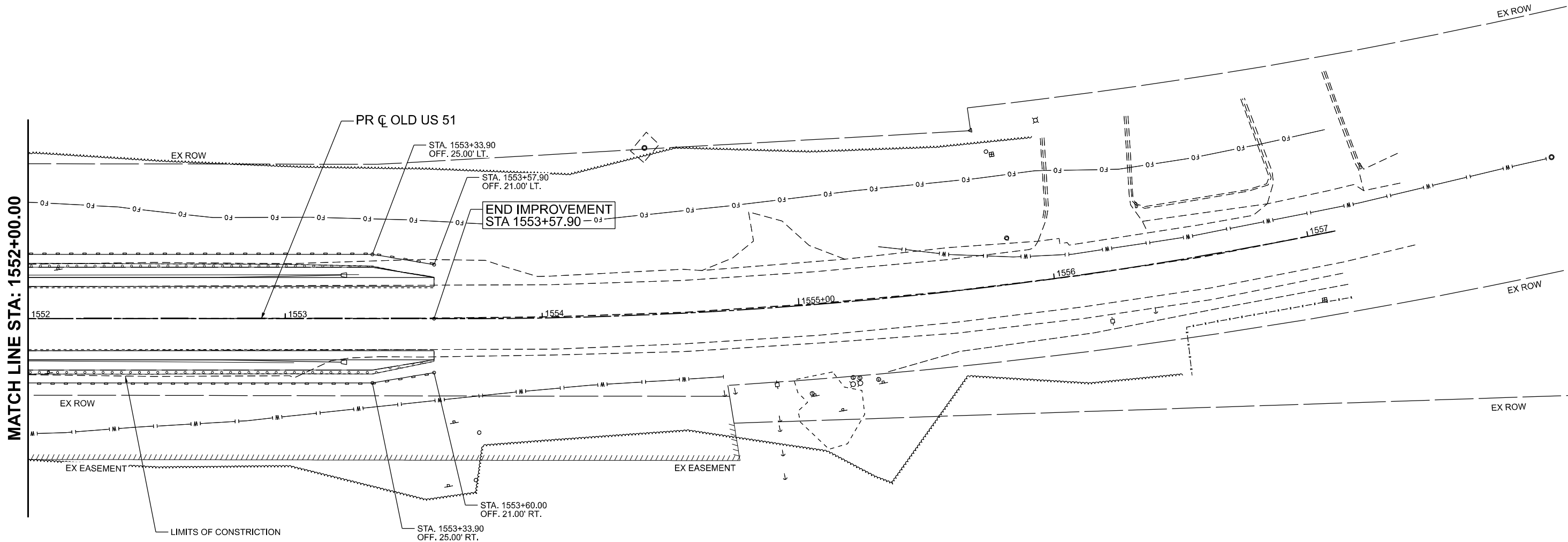
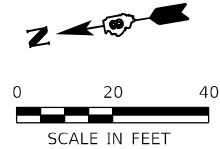
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DRAWN - MAW	REVISED -	
PLOT SCALE = 0.16666633' / in.	CHECKED - FBN	REVISED -
PLOT DATE = 8/20/2025	DATE - 7/25/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
OLD US 51

SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. 1546+00.00 TO STA. 1552+00.00

MODEL: Erosion_2 [Sheet]
FILE NAME: S:\2022\12\IL031 - PTB 195-32 D8 - HMG - Various Ph HillWO11 OUS 51 Roadway Plans\CADD\CADD Sheets\ID676A37-sinH009_Erosion.dgn



LEGEND				
	TEMPORARY EROSION CONTROL SEEDING AND MULCH, METHOD 2			
	PERIMETER EROSION BARRIER			
	TEMPORARY DITCH CHECK			

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	25
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Erosion_3 [Sheet]
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	DRAWN - MAW	REVISED -
PLOT SCALE = 0.16666633" / lin.	CHECKED - FBN	REVISED -
PLOT DATE = 8/20/2025	DATE - 7/25/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
OLD US 51

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 1552+00.00 TO STA. END STATION

Existing Structure: SN 061-0007 was originally built in 1954 as SBI Route 2, Section 29-2B. The bridge is 145'-8" bk.-to-bk. abutments and 35'-8" out-to-out of deck. The superstructure consists of 3 spans of wide flange beams on closed abutments and solid wall piers. The bridge has a bituminous overlay in place. The structure will be replaced using road closure and a detour to maintain traffic.

This elevation view illustrates the bridge structure with the following components and elevations:

- Top Structure:** Traffic Barrier Terminal Type 6 (Std. 631031), typ. at Elev. 459.59; Earth Excavation (See Roadway Plans) at Elev. 457.00; D.H.W.E. 465.72; Elev. 452.00; Earth Excavation (See Roadway Plans) at Elev. 459.48.
- Bridge Deck:** W36 Beam (Composite Full Length) at Elev. ±443.80; E.W.S.E. 448.30; Elev. ±444.00.
- Abutments and Piers:** Steel H-Piles; Estimated Top of Rock; Cofferdam (Type II) at Elev. 439.50; Steel H-Piles Set in Rock; Existing Ground Line.
- Channel and Foundation:** Streambed at Elev. ±442.00; Channel Excavation (See Roadway Plans); Est. Top of Competent Rock/Rock Socket at Elev. ±436.80; Est. Top of Competent Rock/Rock Socket at Elev. ±434.80.
- Other Features:** 1:2 (V:H) at Rt. L's; Stone Riprap Class A5, typ. at Elev. 439.50; Steel H-Piles Set in Rock.

ELEVATION

* All structural steel shall be as specified in the contract documents.

2023 AASHTO Seismic Hazard
Seismic Design Category (SDC) = B
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.23g
Soil Site Class = CD
Performance Level = Operational
Latitude = 38.56° N
Longitude = 89.13° W

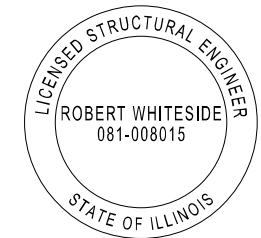
Allow 50#/sq. ft. for future wearing surface.

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

FIELD UNITS

$f'_c = 4,000 \text{ psi}$ (Superstructure)
 $f'_c = 3,500 \text{ psi}$ (Substructure)
 $f_y = 60,000 \text{ psi}$ (Reinforcement)
 $f_y = 50,000 \text{ psi}$ (M270 Grade 50)*

Engineer of Bridges & Structures

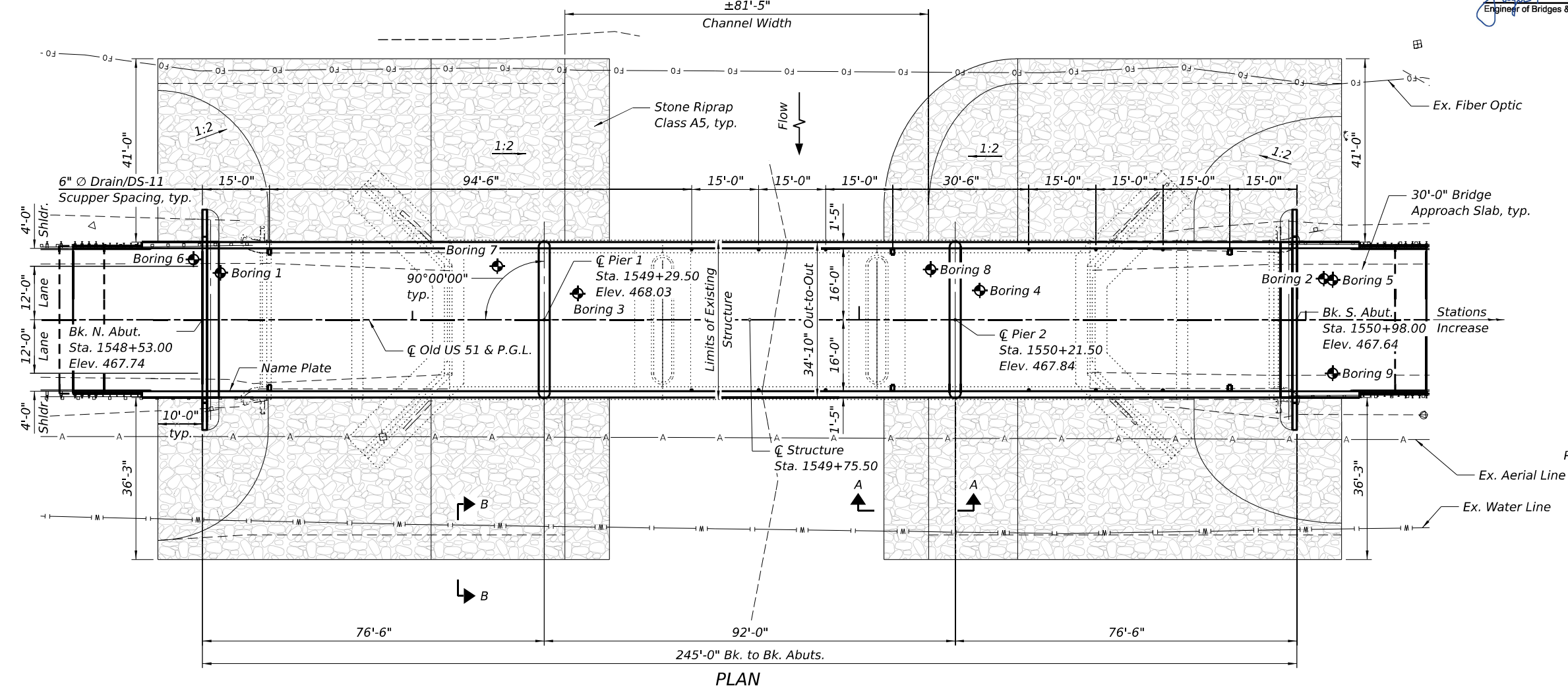


7/15/2025

Date _____

LOCATION SKETCH

GENERAL PLAN & ELEVATION
OLD U.S. ROUTE 51 OVER CROOKED CREEK
F.A.S. ROUTE 1791 - SECTION 29-2BR
MARION COUNTY
STATION 1549+75.50
STRUCTURE NO. 061-0092



**GENERAL PLAN & ELEVATION
STRUCTURE NO. 061-0092**

SHEET 1 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	26
		CONTRACT NO. 76A37		
		ILLINOIS	FED. AID PROJECT	

ILLINOIS	FED. AID PROJECT
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MODEL: Default
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GENERAL NOTES

All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

Calculated weight of Structural Steel = 21,590 lbs (M270 Grade 36)
252,910 lbs (M270 Grade 50)

No field welding is permitted except as specified in the contract documents.

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.

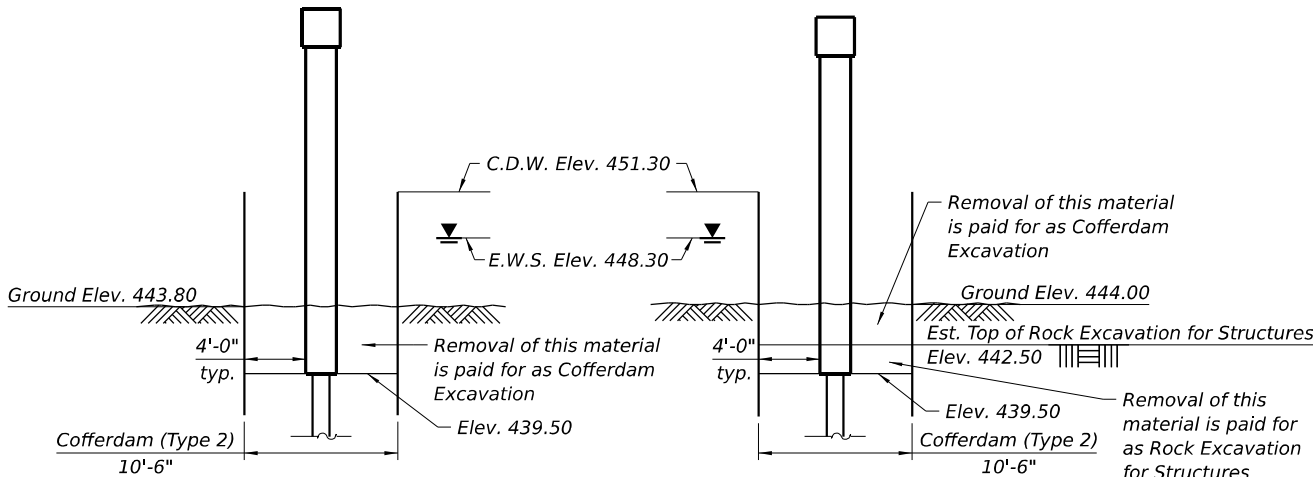
Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Final cofferdam design and details shall be submitted to the Engineer for approval.



COFFERDAM DETAIL AT PIER 1

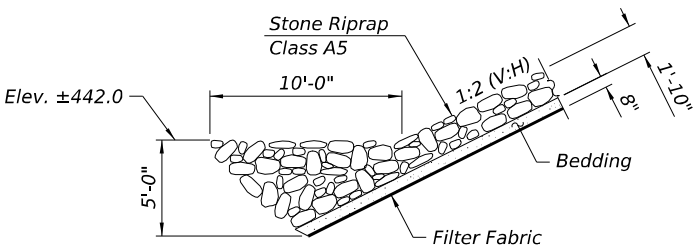
COFFERDAM DETAIL AT PIER 2

TOTAL BILL OF MATERIAL

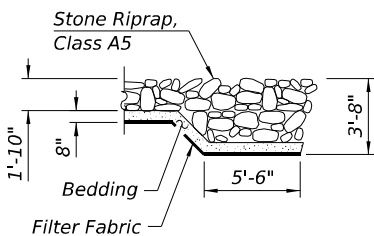
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		2,546	2,546
Filter Fabric	Sq. Yd.		2,546	2,546
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		369	369
Cofferdam Excavation	Cu. Yd.		97	97
Rock Excavation for Structures	Cu. Yd.		50	50
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		221.5	221.5
Concrete Superstructure	Cu. Yd.	326.6		326.6
Bridge Deck Grooving	Sq. Yd.	1,010		1,010
Protective Coat	Sq. Yd.	1,427		1,427
Concrete Superstructure (Approach Slab)	Cu. Yd.	94.8		94.8
Furnishing & Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	6,732		6,732
Reinforcement Bars, Epoxy Coated	Pound	114,030	23,310	137,340
Furnishing Steel Piles HP14x89	Foot		280	280
Furnishing Steel Piles HP14x117	Foot		408	408
Driving Piles	Foot		280	280
Test Pile Steel HP14x89	Each		2	2
Drilling and Setting Piles (In Soil)	Cu. Ft.		78	78
Drilling and Setting Piles (In Rock)	Cu. Ft.		552	552
Name Plates	Each	1		1
Anchor Bolts, 3/4"	Each	24		24
Anchor Bolts, 1"	Each	24		24
Granular Backfill for Structures	Cu. Yd.		234	234
Pipe Underdrains for Structures 4"	Foot		136	136
Bar Terminators	Each	70	352	422
Drainage Scuppers, DS-11	Each	6		6

INDEX OF SHEETS

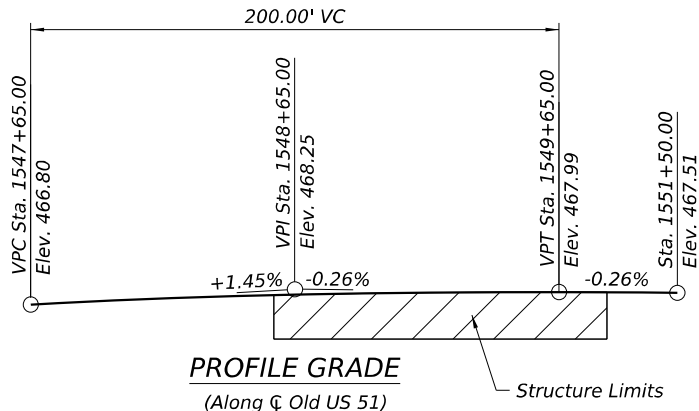
- General Plan and Elevation
- General Data
- Top of Slab Elevations
- Top of Approach Slab Elevations
- Superstructure
- Superstructure Details
- Diaphragm Details
- Drainage Scuppers, DS-11
- Bridge Approach Slab Details
- Framing Plan
- Beam Details
- Design Data Tables
- Bearing Details
- North Abutment
- South Abutment
- Pier 1
- Pier 2
- HP Pile Details
- Concrete Parapet Slipforming Option
- Boring Logs



SECTION A-A



SECTION B-B



PROFILE GRADE

(Along C of Old US 51)

STA. 1549+75.50
BUILT BY
STATE OF ILLINOIS
F.A.S. RT. 1791 SEC. 29-2BR
LOADING HL-93
STR. NO. 061-0092

NAME PLATE

See Std. 515001

DESIGN SCOUR ELEVATION TABLE

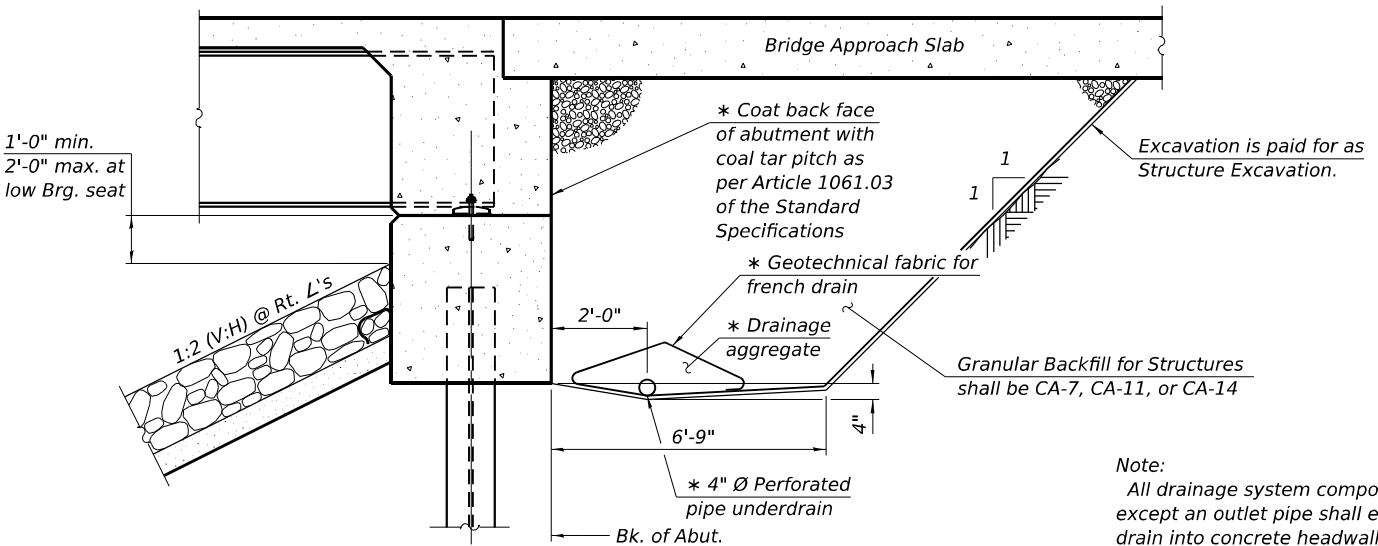
Event / Limit	Design Scour Elevations (ft.)				Item
	N. Abut.	Pier 1	Pier 2	S. Abut.	
Q100	459.59	433.3	433.1	459.48	5
Q200	459.59	433.5	433.3	459.48	
Design	459.59	433.3	433.1	459.48	
Check	459.59	433.5	433.3	459.48	

WATERWAY INFORMATION

Drainage Area = 146.4 sq. mi.		Existing Overtopping Elev. = 463.97 @ Sta. Proposed Overtopping Elev. = 463.97 @ Sta.					
Flood	Freq. Yr.	Q C.F.S.	Opening Ft²		Nat. H.W.E.		Headwater El.
			Exist.	Prop.	Exist.	Prop.	Exist. Prop.
Ten-Year	10	13,975	1,875	2,154	461.06	0.35	0.21 461.41 461.27
Design	50	22,316	2,356	2,772	465.72	1.23	0.91 466.95 466.63
Base	100	26,195	2,356	2,772	467.40	1.80	0.70 469.20 468.10
Scour Check	200	28,784	2,356	2,772	468.57	0.97	0.97 469.54 469.54
Max. Calc.	500	35,909	2,356	2,772	470.95	1.21	1.22 472.16 472.17

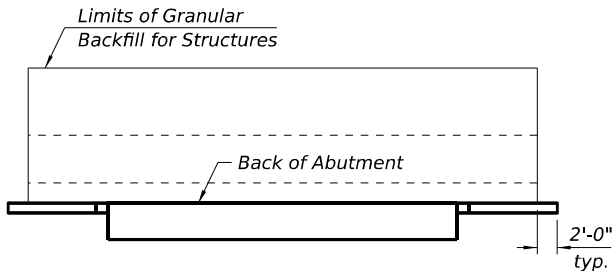
10-Year Velocity through Existing Structure = 7.5 fps

10-Year Velocity through Proposed Structure = 6.5 fps



SECTION THRU INTEGRAL ABUTMENT

* Included in the cost of Pipe Underdrains for Structures.

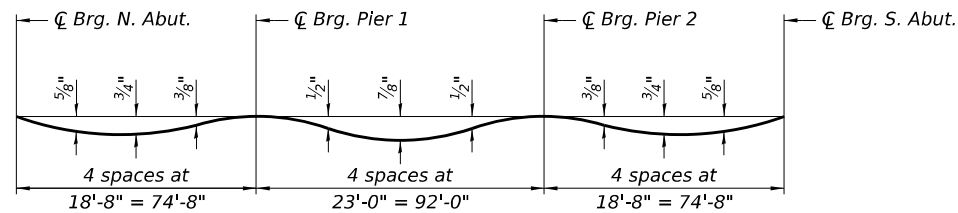


PLAN SHOWING GRANULAR BACKFILL FOR STRUCTURES

Note:

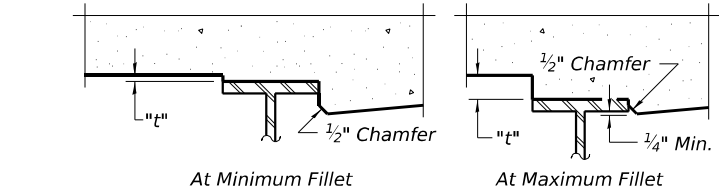
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.



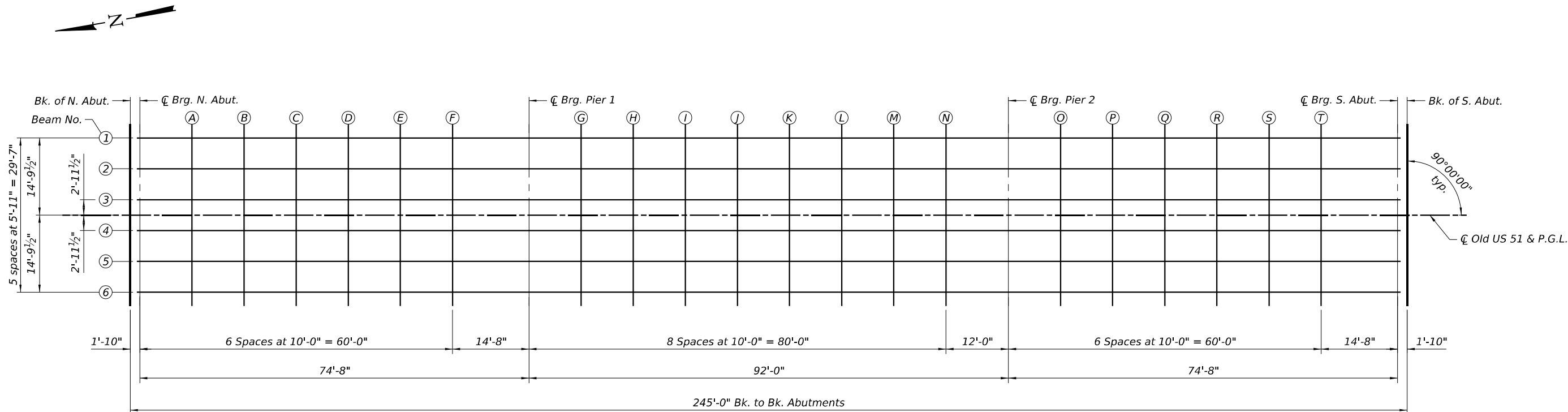
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

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 on sheets 4 thru 6 of 33.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 thru 6 of 33, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

MODEL: Default
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10/14/2025 9:46:16 AM



QUIGG ENGINEERING INC

DESIGN FIRM REG. NO. 184.004721-0014

USER NAME =	DESIGNED - ZLD	REVISED -
	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 4)
STRUCTURE NO. 061-0092

SHEET 3 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	28
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

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BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	-14.79	467.51	467.51
Brg. N. Abut.	1548+54.83	-14.79	467.52	467.52
A	1548+64.83	-14.79	467.59	467.62
B	1548+74.83	-14.79	467.64	467.69
C	1548+84.83	-14.79	467.69	467.75
D	1548+94.83	-14.79	467.73	467.78
E	1549+04.83	-14.79	467.76	467.79
F	1549+14.83	-14.79	467.78	467.80
Brg. Pier 1	1549+29.50	-14.79	467.79	467.79
G	1549+39.50	-14.79	467.79	467.80
H	1549+49.50	-14.79	467.78	467.81
I	1549+59.50	-14.79	467.77	467.82
J	1549+69.50	-14.79	467.74	467.81
K	1549+79.50	-14.79	467.72	467.78
L	1549+89.50	-14.79	467.69	467.74
M	1549+99.50	-14.79	467.66	467.70
N	1550+09.50	-14.79	467.64	467.65
Brg. Pier 2	1550+21.50	-14.79	467.61	467.61
O	1550+31.50	-14.79	467.58	467.59
P	1550+41.50	-14.79	467.56	467.58
Q	1550+51.50	-14.79	467.53	467.58
R	1550+61.50	-14.79	467.50	467.56
S	1550+71.50	-14.79	467.48	467.53
T	1550+81.50	-14.79	467.45	467.49
Brg. S. Abut.	1550+96.17	-14.79	467.41	467.41
Bk. S. Abut.	1550+98.00	-14.79	467.41	467.41

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	-8.88	467.61	467.61
Brg. N. Abut.	1548+54.83	-8.88	467.62	467.62
A	1548+64.83	-8.88	467.69	467.72
B	1548+74.83	-8.88	467.74	467.80
C	1548+84.83	-8.88	467.79	467.85
D	1548+94.83	-8.88	467.83	467.89
E	1549+04.83	-8.88	467.86	467.90
F	1549+14.83	-8.88	467.88	467.90
Brg. Pier 1	1549+29.50	-8.88	467.90	467.90
G	1549+39.50	-8.88	467.90	467.91
H	1549+49.50	-8.88	467.89	467.92
I	1549+59.50	-8.88	467.87	467.92
J	1549+69.50	-8.88	467.85	467.91
K	1549+79.50	-8.88	467.82	467.89
L	1549+89.50	-8.88	467.79	467.85
M	1549+99.50	-8.88	467.77	467.80
N	1550+09.50	-8.88	467.74	467.76
Brg. Pier 2	1550+21.50	-8.88	467.71	467.71
O	1550+31.50	-8.88	467.68	467.69
P	1550+41.50	-8.88	467.66	467.69
Q	1550+51.50	-8.88	467.63	467.68
R	1550+61.50	-8.88	467.61	467.67
S	1550+71.50	-8.88	467.58	467.64
T	1550+81.50	-8.88	467.55	467.60
Brg. S. Abut.	1550+96.17	-8.88	467.52	467.52
Bk. S. Abut.	1550+98.00	-8.88	467.51	467.51

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	-2.96	467.70	467.70
Brg. N. Abut.	1548+54.83	-2.96	467.71	467.71
A	1548+64.83	-2.96	467.78	467.81
B	1548+74.83	-2.96	467.83	467.89
C	1548+84.83	-2.96	467.88	467.94
D	1548+94.83	-2.96	467.92	467.97
E	1549+04.83	-2.96	467.95	467.99
F	1549+14.83	-2.96	467.97	467.99
Brg. Pier 1	1549+29.50	-2.96	467.98	467.98
G	1549+39.50	-2.96	467.98	467.99
H	1549+49.50	-2.96	467.98	468.01
I	1549+59.50	-2.96	467.96	468.01
J	1549+69.50	-2.96	467.93	468.00
K	1549+79.50	-2.96	467.91	467.98
L	1549+89.50	-2.96	467.88	467.94
M	1549+99.50	-2.96	467.86	467.89
N	1550+09.50	-2.96	467.83	467.84
Brg. Pier 2	1550+21.50	-2.96	467.80	467.80
O	1550+31.50	-2.96	467.77	467.78
P	1550+41.50	-2.96	467.75	467.78
Q	1550+51.50	-2.96	467.72	467.77
R	1550+61.50	-2.96	467.69	467.76
S	1550+71.50	-2.96	467.67	467.73
T	1550+81.50	-2.96	467.64	467.69
Brg. S. Abut.	1550+96.17	-2.96	467.60	467.60
Bk. S. Abut.	1550+98.00	-2.96	467.60	467.60



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STATE OF ILLINOIS
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TOP OF SLAB ELEVATIONS (2 OF 4)
STRUCTURE NO. 061-0092

SHEET 4 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	29
CONTRACT NO. 76A37				
		ILLINOIS	FED. AID PROJECT	

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☐ OLD US 51 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	0.00	467.74	467.74
Brg. N. Abut.	1548+54.83	0.00	467.76	467.76
A	1548+64.83	0.00	467.82	467.85
B	1548+74.83	0.00	467.88	467.93
C	1548+84.83	0.00	467.92	467.99
D	1548+94.83	0.00	467.96	468.02
E	1549+04.83	0.00	467.99	468.03
F	1549+14.83	0.00	468.01	468.03
Brg. Pier 1	1549+29.50	0.00	468.03	468.03
G	1549+39.50	0.00	468.03	468.04
H	1549+49.50	0.00	468.02	468.05
I	1549+59.50	0.00	468.00	468.06
J	1549+69.50	0.00	467.98	468.04
K	1549+79.50	0.00	467.95	468.02
L	1549+89.50	0.00	467.93	467.98
M	1549+99.50	0.00	467.90	467.94
N	1550+09.50	0.00	467.87	467.89
Brg. Pier 2	1550+21.50	0.00	467.84	467.84
O	1550+31.50	0.00	467.82	467.83
P	1550+41.50	0.00	467.79	467.82
Q	1550+51.50	0.00	467.77	467.82
R	1550+61.50	0.00	467.74	467.80
S	1550+71.50	0.00	467.71	467.77
T	1550+81.50	0.00	467.69	467.73
Brg. S. Abut.	1550+96.17	0.00	467.65	467.65
Bk. S. Abut.	1550+98.00	0.00	467.64	467.64

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	2.96	467.70	467.70
Brg. N. Abut.	1548+54.83	2.96	467.71	467.71
A	1548+64.83	2.96	467.78	467.81
B	1548+74.83	2.96	467.83	467.89
C	1548+84.83	2.96	467.88	467.94
D	1548+94.83	2.96	467.92	467.97
E	1549+04.83	2.96	467.95	467.99
F	1549+14.83	2.96	467.97	467.99
Brg. Pier 1	1549+29.50	2.96	467.98	467.98
G	1549+39.50	2.96	467.98	467.99
H	1549+49.50	2.96	467.98	468.01
I	1549+59.50	2.96	467.96	468.01
J	1549+69.50	2.96	467.93	468.00
K	1549+79.50	2.96	467.91	467.98
L	1549+89.50	2.96	467.88	467.94
M	1549+99.50	2.96	467.86	467.89
N	1550+09.50	2.96	467.83	467.84
Brg. Pier 2	1550+21.50	2.96	467.80	467.80
O	1550+31.50	2.96	467.77	467.78
P	1550+41.50	2.96	467.75	467.78
Q	1550+51.50	2.96	467.72	467.77
R	1550+61.50	2.96	467.69	467.76
S	1550+71.50	2.96	467.67	467.73
T	1550+81.50	2.96	467.64	467.69
Brg. S. Abut.	1550+96.17	2.96	467.60	467.60
Bk. S. Abut.	1550+98.00	2.96	467.60	467.60

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	8.88	467.61	467.61
Brg. N. Abut.	1548+54.83	8.88	467.62	467.62
A	1548+64.83	8.88	467.69	467.72
B	1548+74.83	8.88	467.74	467.80
C	1548+84.83	8.88	467.79	467.85
D	1548+94.83	8.88	467.83	467.89
E	1549+04.83	8.88	467.86	467.90
F	1549+14.83	8.88	467.88	467.90
Brg. Pier 1	1549+29.50	8.88	467.90	467.90
G	1549+39.50	8.88	467.90	467.91
H	1549+49.50	8.88	467.89	467.92
I	1549+59.50	8.88	467.87	467.92
J	1549+69.50	8.88	467.85	467.91
K	1549+79.50	8.88	467.82	467.89
L	1549+89.50	8.88	467.79	467.85
M	1549+99.50	8.88	467.77	467.80
N	1550+09.50	8.88	467.74	467.76
Brg. Pier 2	1550+21.50	8.88	467.71	467.71
O	1550+31.50	8.88	467.68	467.69
P	1550+41.50	8.88	467.66	467.69
Q	1550+51.50	8.88	467.63	467.68
R	1550+61.50	8.88	467.61	467.67
S	1550+71.50	8.88	467.58	467.64
T	1550+81.50	8.88	467.55	467.60
Brg. S. Abut.	1550+96.17	8.88	467.52	467.52
Bk. S. Abut.	1550+98.00	8.88	467.51	467.51



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DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (3 OF 4)
STRUCTURE NO. 061-0092

SHEET 5 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	30
CONTRACT NO. 76A37				
		ILLINOIS	FED. AID PROJECT	

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BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. N. Abut.	1548+53.00	14.79	467.51	467.51
Brg. N. Abut.	1548+54.83	14.79	467.52	467.52
A	1548+64.83	14.79	467.59	467.62
B	1548+74.83	14.79	467.64	467.69
C	1548+84.83	14.79	467.69	467.75
D	1548+94.83	14.79	467.73	467.78
E	1549+04.83	14.79	467.76	467.79
F	1549+14.83	14.79	467.78	467.80
Brg. Pier 1	1549+29.50	14.79	467.79	467.79
G	1549+39.50	14.79	467.79	467.80
H	1549+49.50	14.79	467.78	467.81
I	1549+59.50	14.79	467.77	467.82
J	1549+69.50	14.79	467.74	467.81
K	1549+79.50	14.79	467.72	467.78
L	1549+89.50	14.79	467.69	467.74
M	1549+99.50	14.79	467.66	467.70
N	1550+09.50	14.79	467.64	467.65
Brg. Pier 2	1550+21.50	14.79	467.61	467.61
O	1550+31.50	14.79	467.58	467.59
P	1550+41.50	14.79	467.56	467.58
Q	1550+51.50	14.79	467.53	467.58
R	1550+61.50	14.79	467.50	467.56
S	1550+71.50	14.79	467.48	467.53
T	1550+81.50	14.79	467.45	467.49
Brg. S. Abut.	1550+96.17	14.79	467.41	467.41
Bk. S. Abut.	1550+98.00	14.79	467.41	467.41



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TOP OF SLAB ELEVATIONS (4 OF 4)
STRUCTURE NO. 061-0092

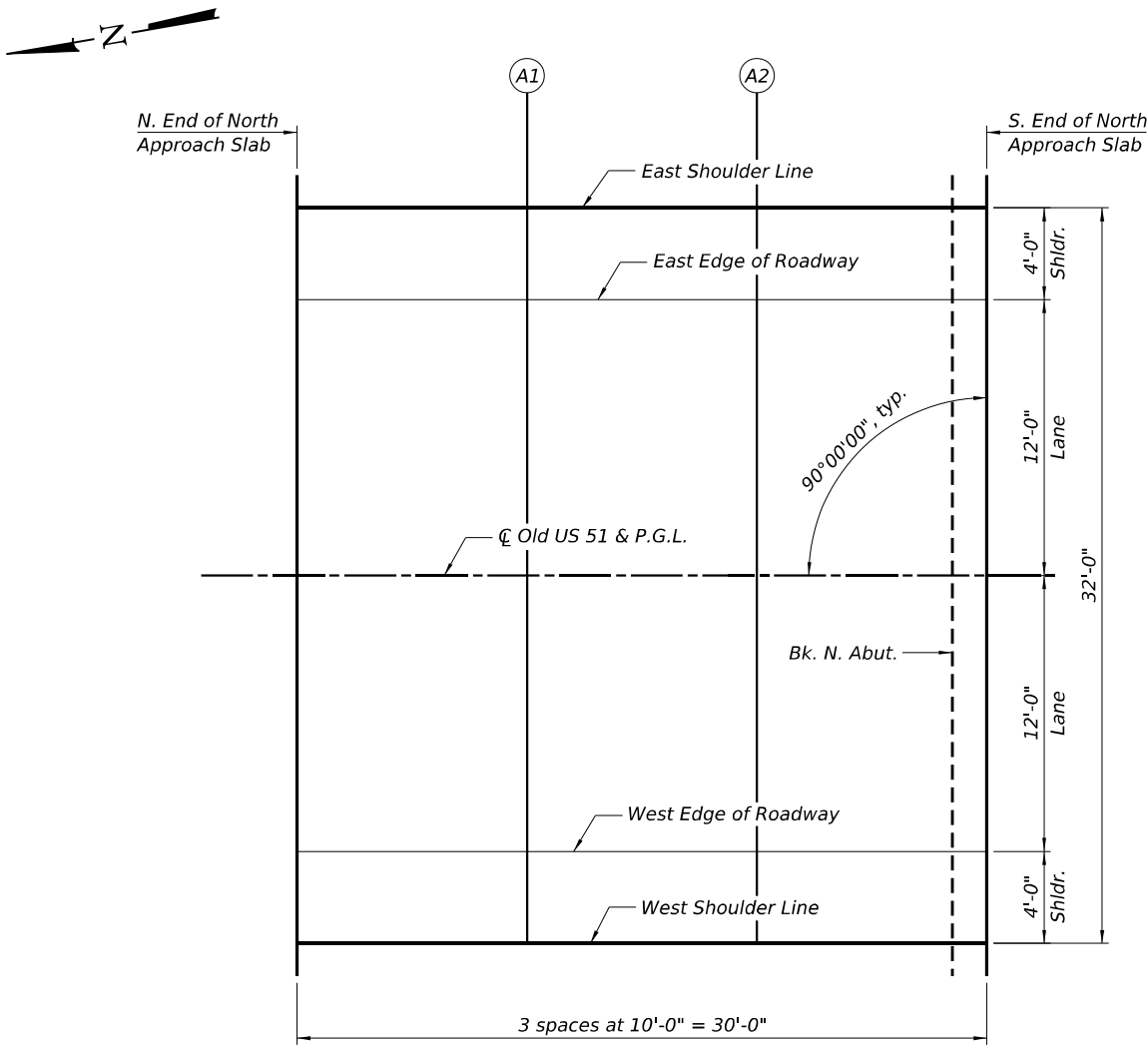
SHEET 6 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	31
		CONTRACT NO. 76A37		
		ILLINOIS	FED. AID PROJECT	

EAST SHOULDER LINE			
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprpr. Slab	1548+24.00	-16.00	467.25
A1	1548+34.00	-16.00	467.34
A2	1548+44.00	-16.00	467.42
S. End of N. Aprpr. Slab	1548+54.00	-16.00	467.49

EAST EDGE OF ROADWAY			
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprpr. Slab	1548+24.00	-12.00	467.33
A1	1548+34.00	-12.00	467.42
A2	1548+44.00	-12.00	467.50
S. End of N. Aprpr. Slab	1548+54.00	-12.00	467.57

CL OLD US 51 & P.G.L.			
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprpr. Slab	1548+24.00	0.00	467.51
A1	1548+34.00	0.00	467.60
A2	1548+44.00	0.00	467.68
S. End of N. Aprpr. Slab	1548+54.00	0.00	467.75



PLAN

WEST EDGE OF ROADWAY			
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprpr. Slab	1548+24.00	12.00	467.33
A1	1548+34.00	12.00	467.42
A2	1548+44.00	12.00	467.50
S. End of N. Aprpr. Slab	1548+54.00	12.00	467.57

WEST SHOULDER LINE			
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprpr. Slab	1548+24.00	16.00	467.25
A1	1548+34.00	16.00	467.34
A2	1548+44.00	16.00	467.42
S. End of N. Aprpr. Slab	1548+54.00	16.00	467.49

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TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 061-0092

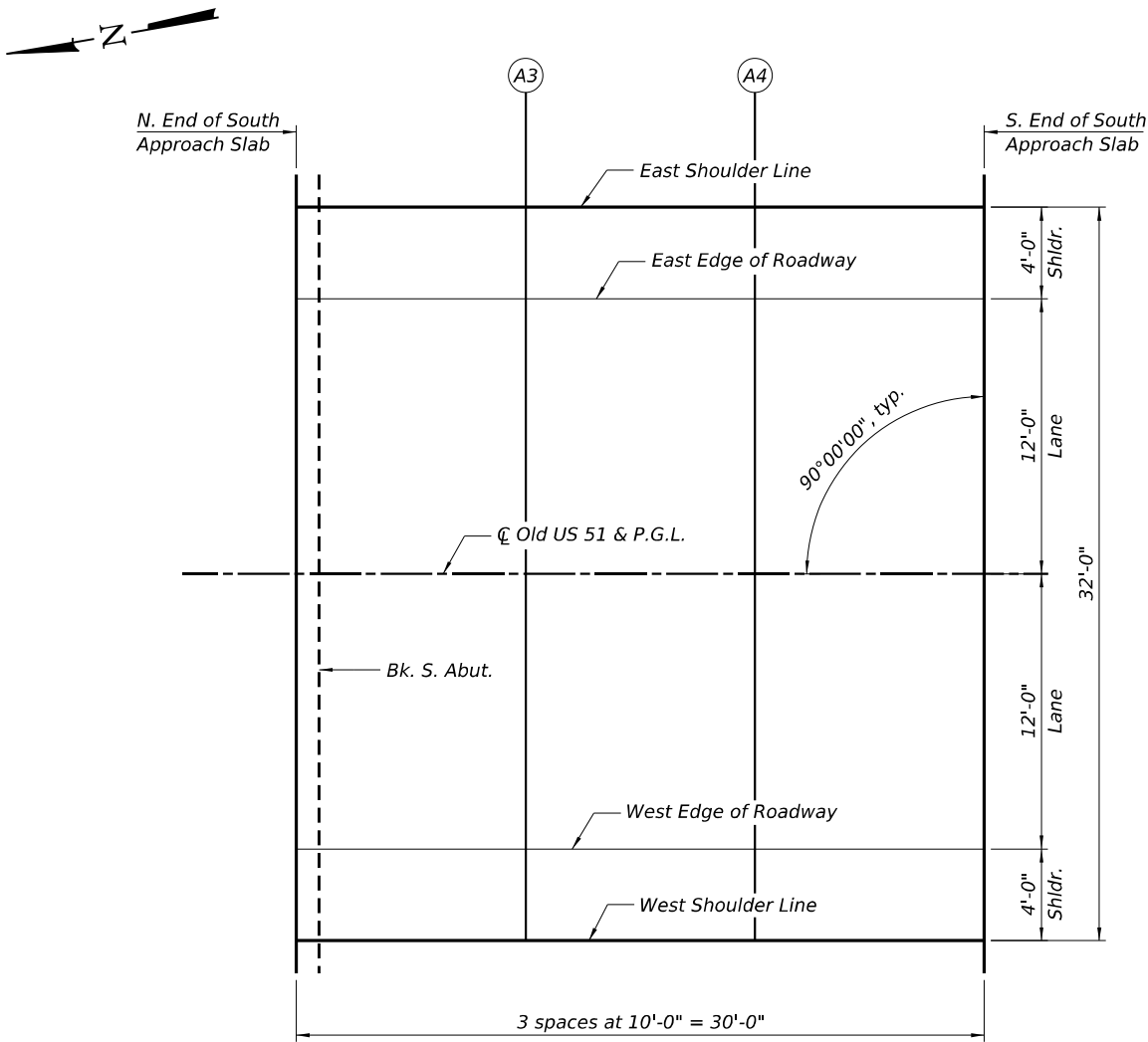
SHEET 7 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	32
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

EAST SHOULDER LINE			
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr. Slab	1550+97.00	-16.00	467.39
A3	1551+07.00	-16.00	467.36
A4	1551+17.00	-16.00	467.33
S. End of S. Aprpr. Slab	1551+27.00	-16.00	467.31

EAST EDGE OF ROADWAY			
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr. Slab	1550+97.00	-12.00	467.47
A3	1551+07.00	-12.00	467.44
A4	1551+17.00	-12.00	467.41
S. End of S. Aprpr. Slab	1551+27.00	-12.00	467.39

CL OLD US 51 & P.G.L.			
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr. Slab	1550+97.00	0.00	467.65
A3	1551+07.00	0.00	467.62
A4	1551+17.00	0.00	467.59
S. End of S. Aprpr. Slab	1551+27.00	0.00	467.57



PLAN

WEST EDGE OF ROADWAY			
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr. Slab	1550+97.00	12.00	467.47
A3	1551+07.00	12.00	467.44
A4	1551+17.00	12.00	467.41
S. End of S. Aprpr. Slab	1551+27.00	12.00	467.39

WEST SHOULDER LINE			
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr. Slab	1550+97.00	16.00	467.39
A3	1551+07.00	16.00	467.36
A4	1551+17.00	16.00	467.33
S. End of S. Aprpr. Slab	1551+27.00	16.00	467.31

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TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 061-0092

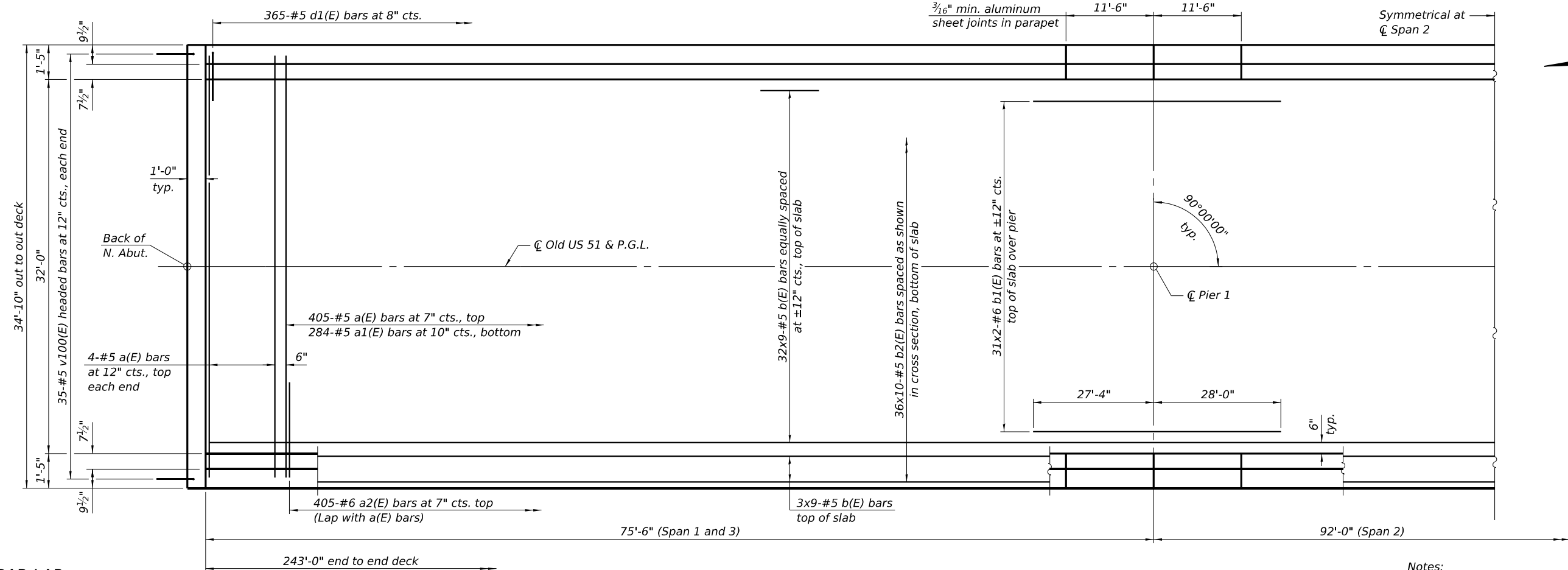
SHEET 8 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	33
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

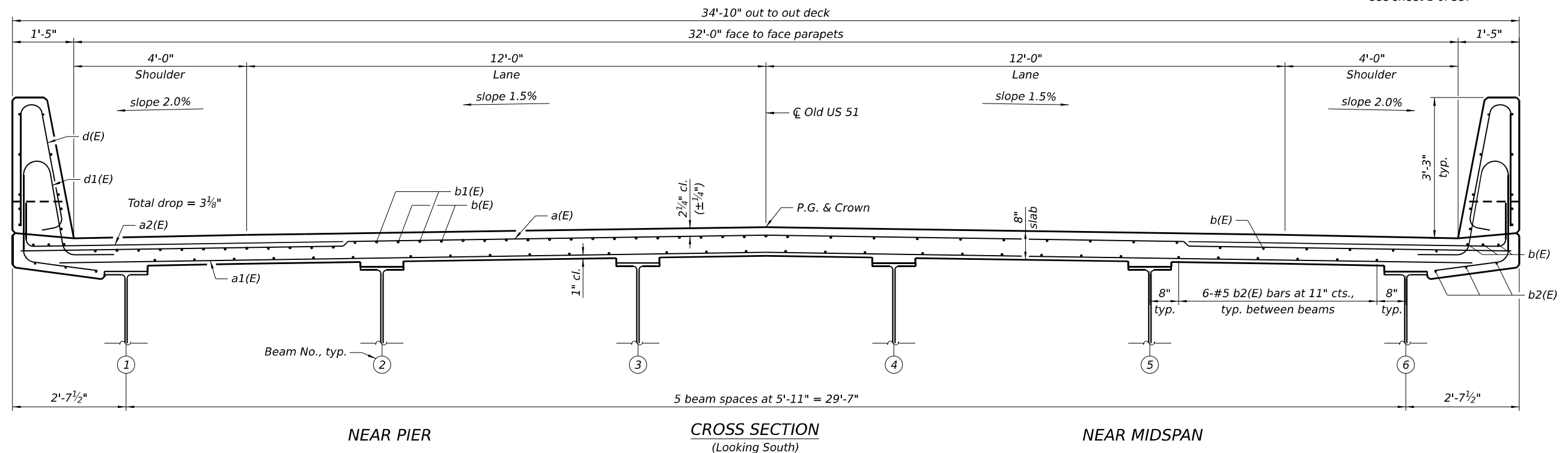
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MINIMUM BAR LAP

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



Notes:
See sheet 10 and 11 of 33 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.
For location of floor drains and scuppers, see sheet 1 of 33.



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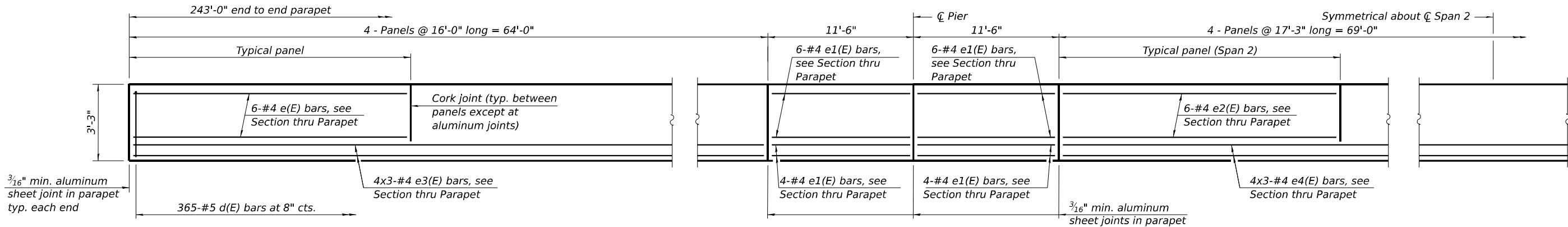
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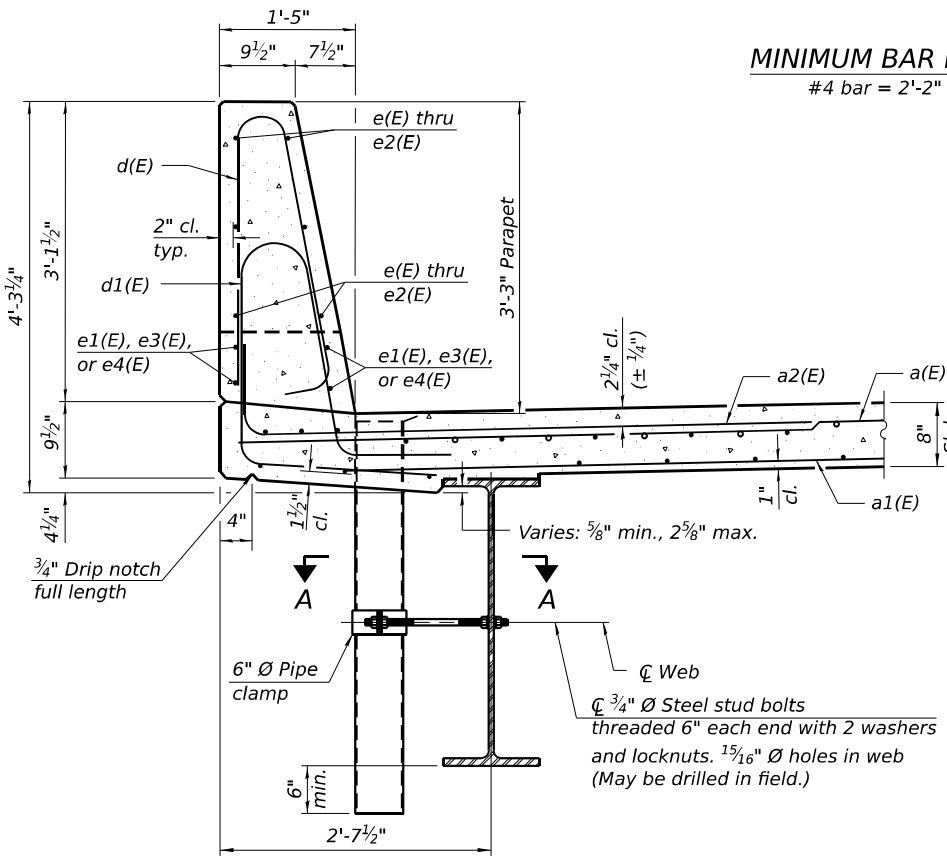
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SHEET 9 OF 33 SHEETS

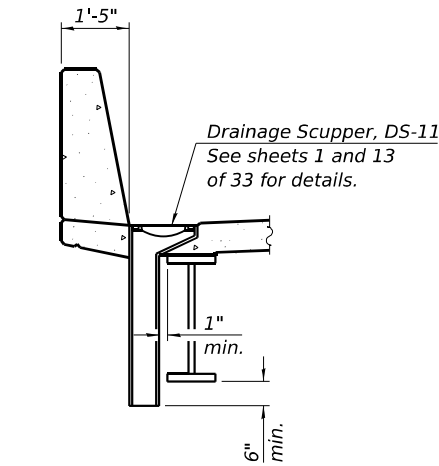
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CONTRACT NO. 76A37				
ILLINOIS		FED. AID PROJECT		



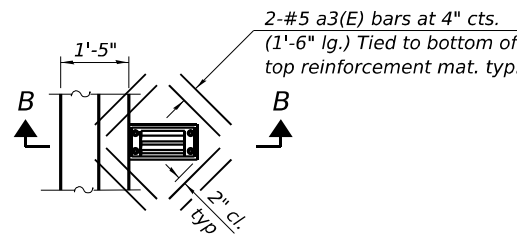
INSIDE ELEVATION OF PARAPET



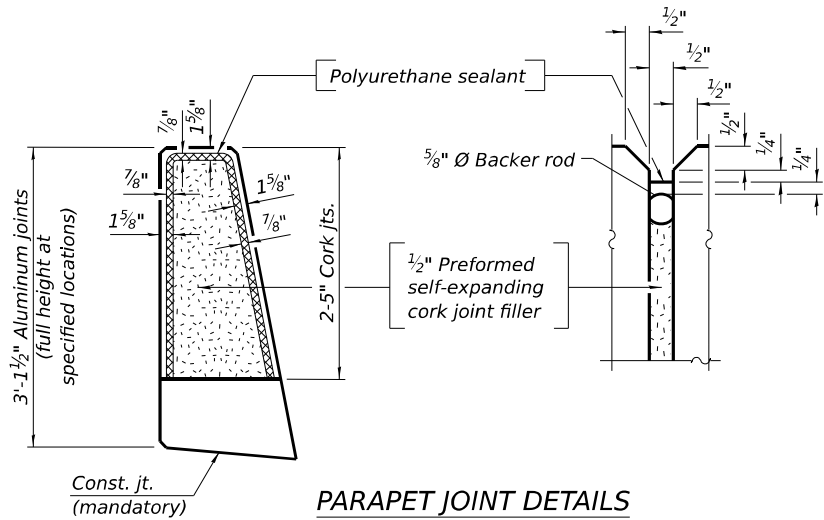
SECTION THRU PARAPET



SECTION B-B



PLAN AT DS-11 SCUPPER



PARAPET JOINT DETAILS

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

Floor drains need not be painted.

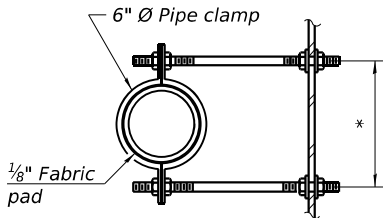
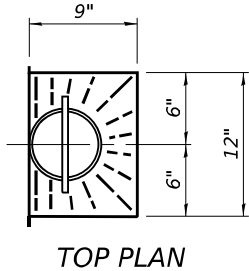
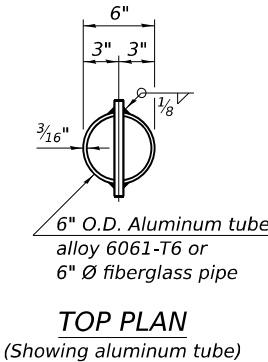
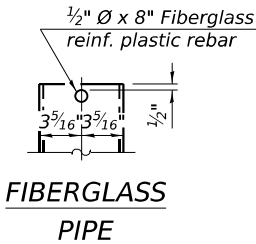
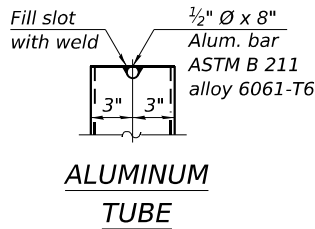
The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bar terminators, paid for separately. See Total Bill of Material.



SECTION A-A
*Dimension as required by pipe clamp

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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 061-0092

SHEET 10 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	35
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

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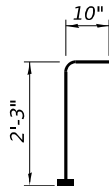
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STATE OF ILLINOIS
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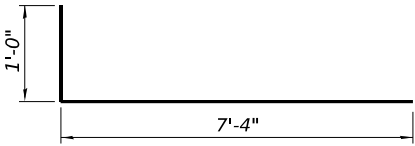
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 061-0092

SHEET 11 OF 33 SHEETS

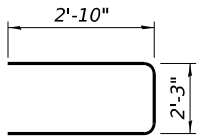
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1791	29-2BR	MARION	65	36
		CONTRACT NO. 76A37		
		ILLINOIS	FED. AID PROJECT	



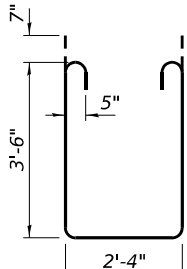
BAR v100(E)
(Headed. 70-#5 Bar terminators)



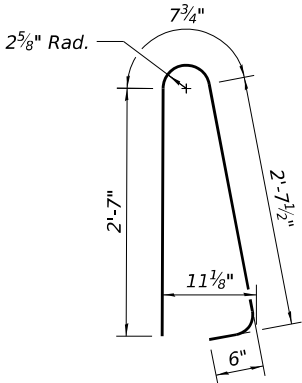
BAR a2(E)



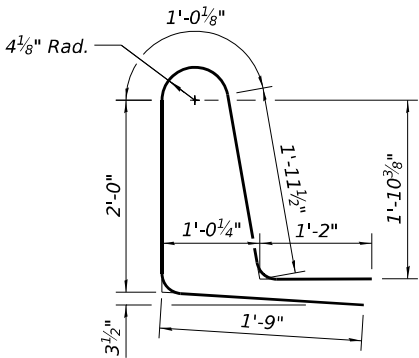
BAR s10(E)



BAR s11(E)



BAR d(E)



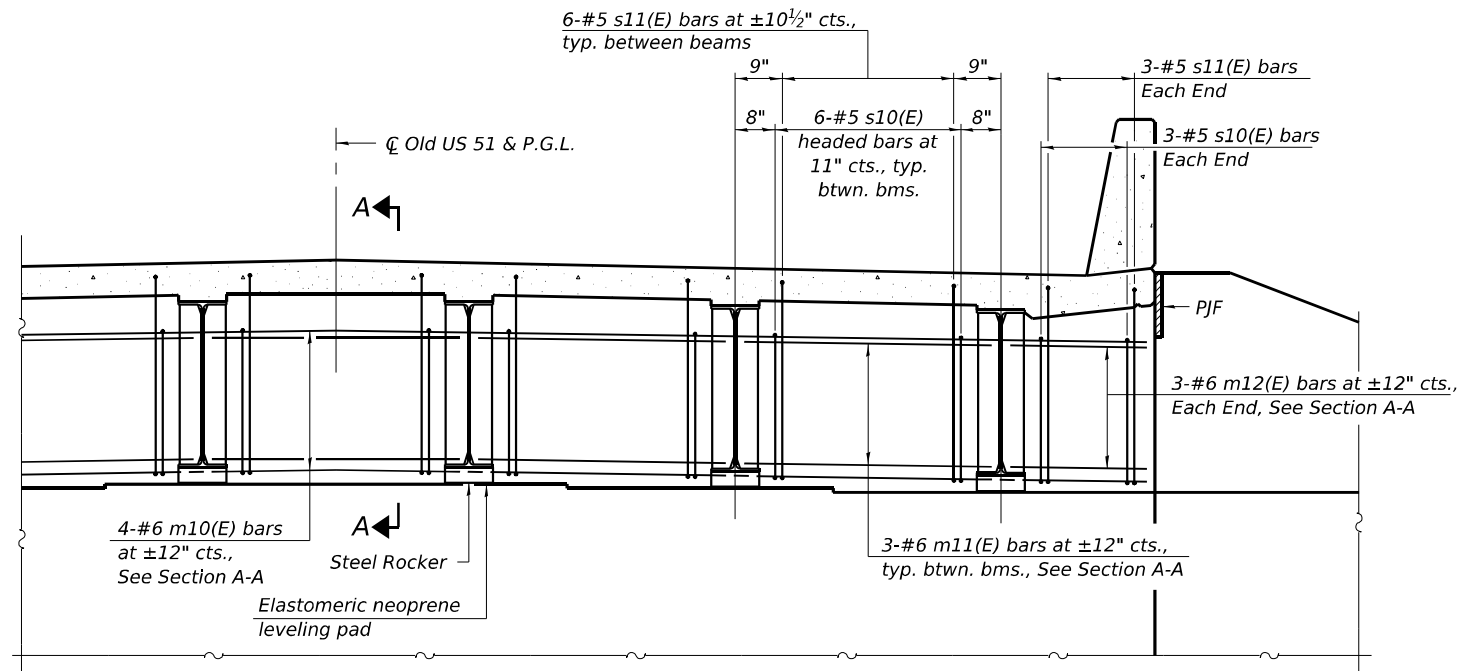
BAR d1(E)

SUPERSTRUCTURE
BILL OF MATERIAL

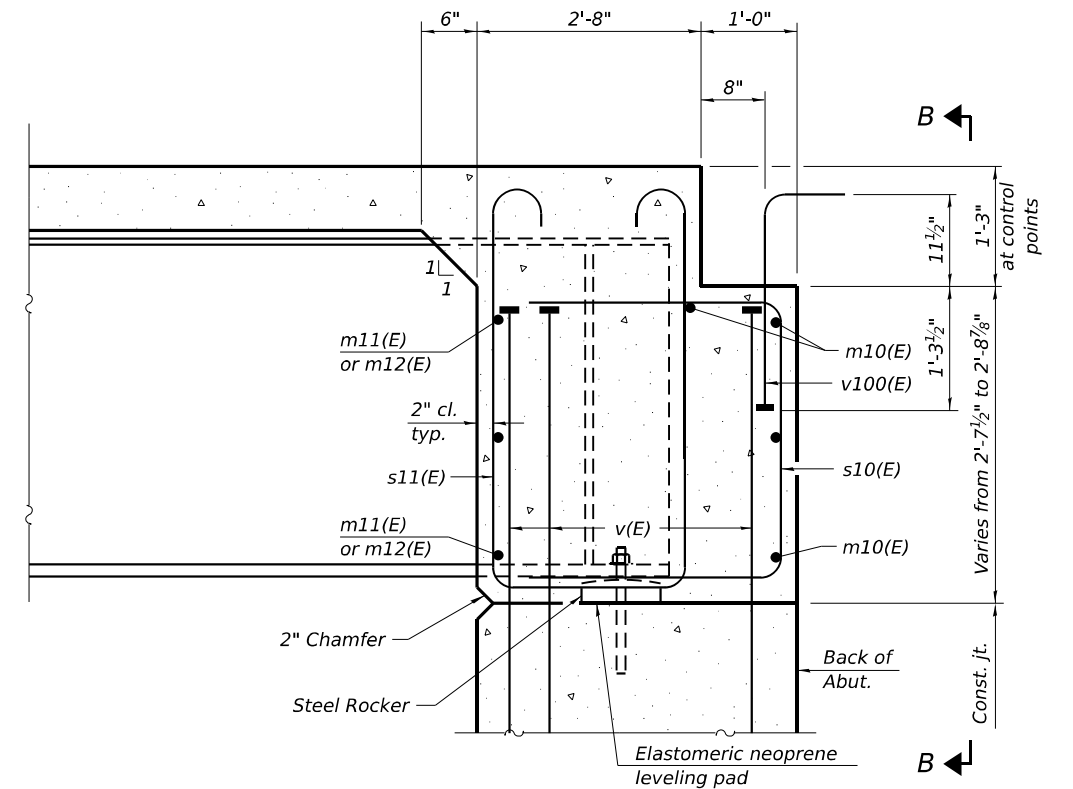
Bar	No.	Size	Length	Shape
a(E)	413	#5	34'-6"	—
a1(E)	284	#5	33'-6"	—
a2(E)	810	#6	8'-4"	—
a3(E)	48	#5	1'-6"	—
b(E)	342	#5	30'-7"	—
b1(E)	124	#6	30'-3"	—
b2(E)	360	#5	27'-11"	—
d(E)	730	#5	6'-5"	⌋
d1(E)	730	#5	7'-11"	⌋
e(E)	96	#4	15'-8"	—
e1(E)	80	#4	11'-2"	—
e2(E)	48	#4	16'-11"	—
e3(E)	48	#4	22'-11"	—
e4(E)	24	#4	24'-7"	—
m10(E)	8	#6	34'-6"	—
m11(E)	30	#6	5'-6"	—
m12(E)	12	#6	2'-3"	—
s10(E)	72	#5	7'-11"	⌋
s11(E)	72	#5	10'-6"	⌋
v100(E)	70	#5	3'-1"	⌋
Reinforcement Bars, Epoxy Coated			Lbs.	78,530
Concrete Superstructure			Cu. Yds.	318.8

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

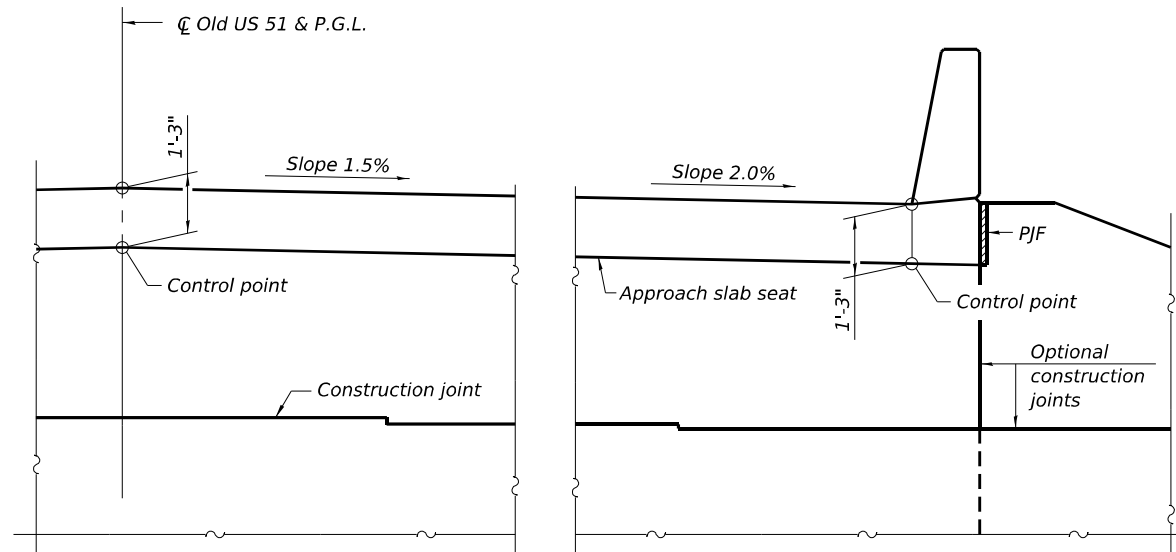
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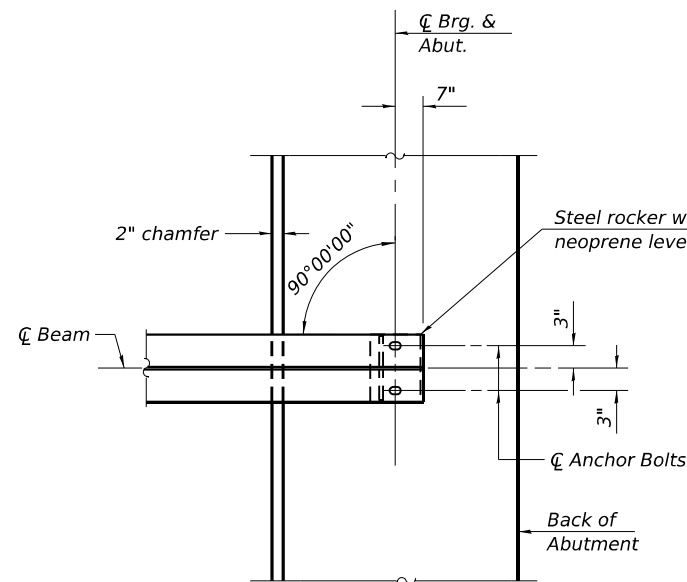
DIAPHRAGM AT ABUTMENT



SECTION A-A



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet 10 and 11 of 33 for superstructure details and Bill of Material.
See sheet 14 of 33 for PJF details.
The approach slab seat shall have a constant slope determined from the control points shown.

DIA-SB-0

4-4-2025

QEI
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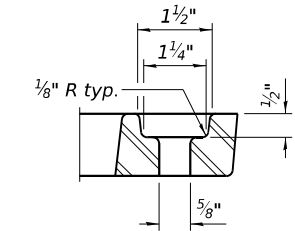
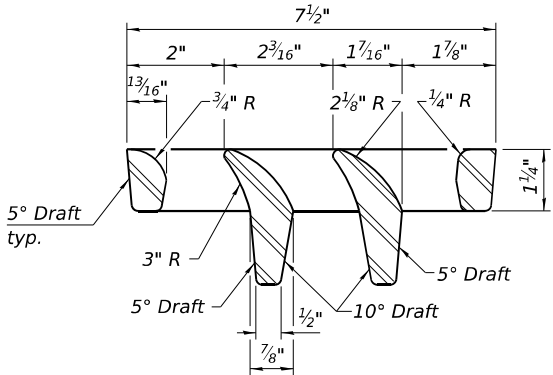
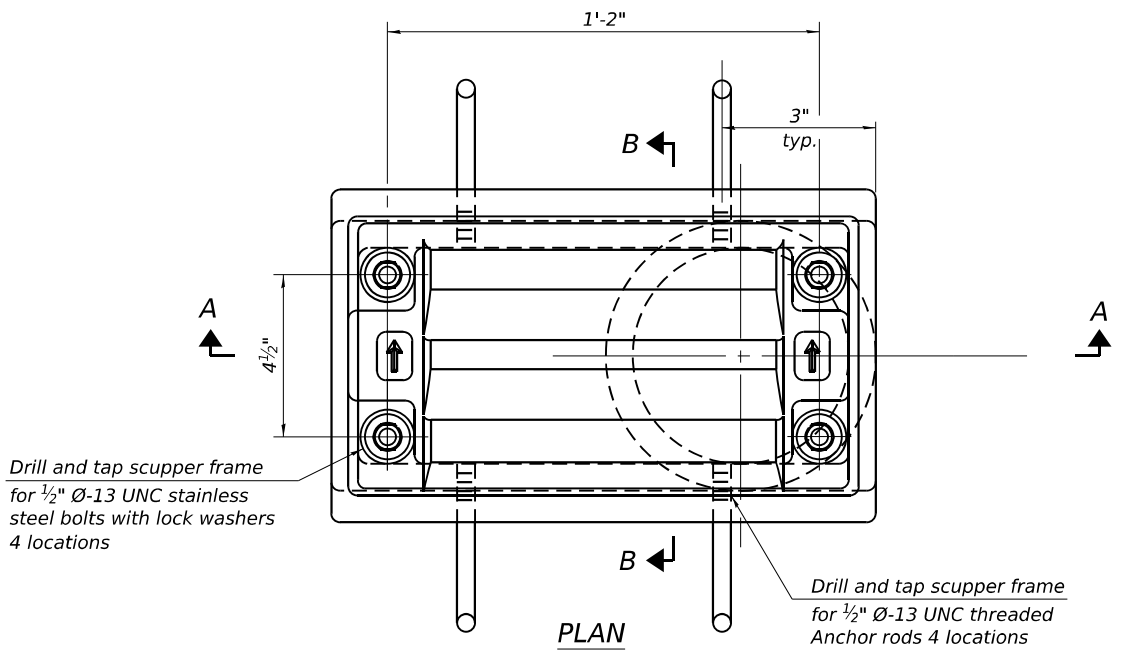
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	CHECKED - RPW	REVISED -
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PLOT DATE =	CHECKED - MDC	REVISED -

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DIAPHRAGM DETAILS
STRUCTURE NO. 061-0092

SHEET 12 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	37
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



Notes:

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

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

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

Structural steel weldments of equal sections and of the same 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.

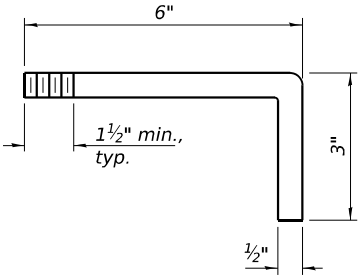
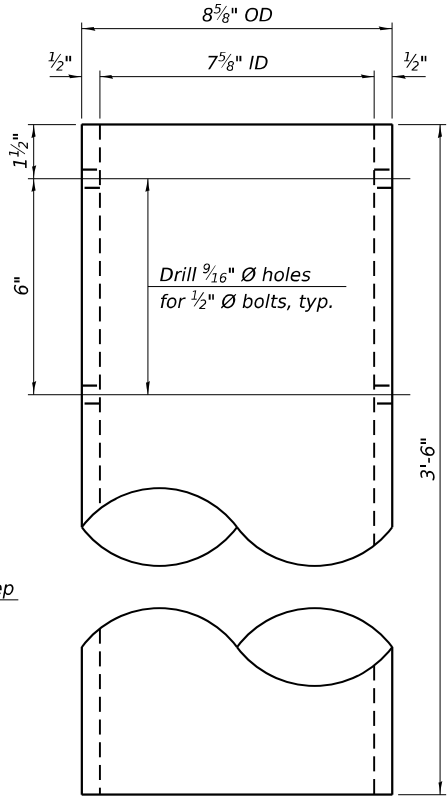
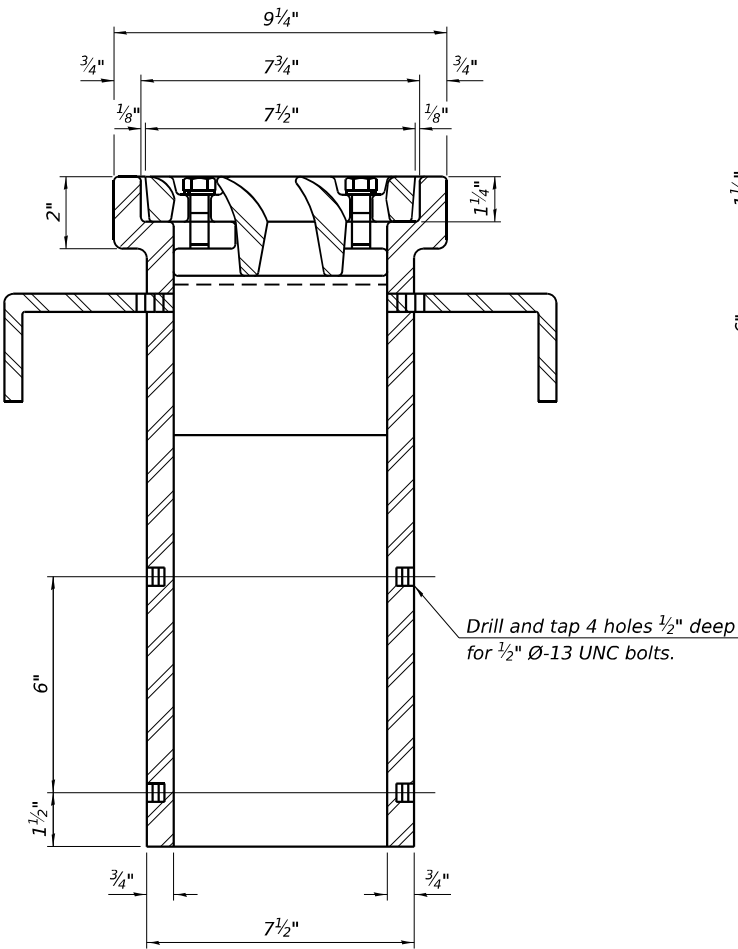
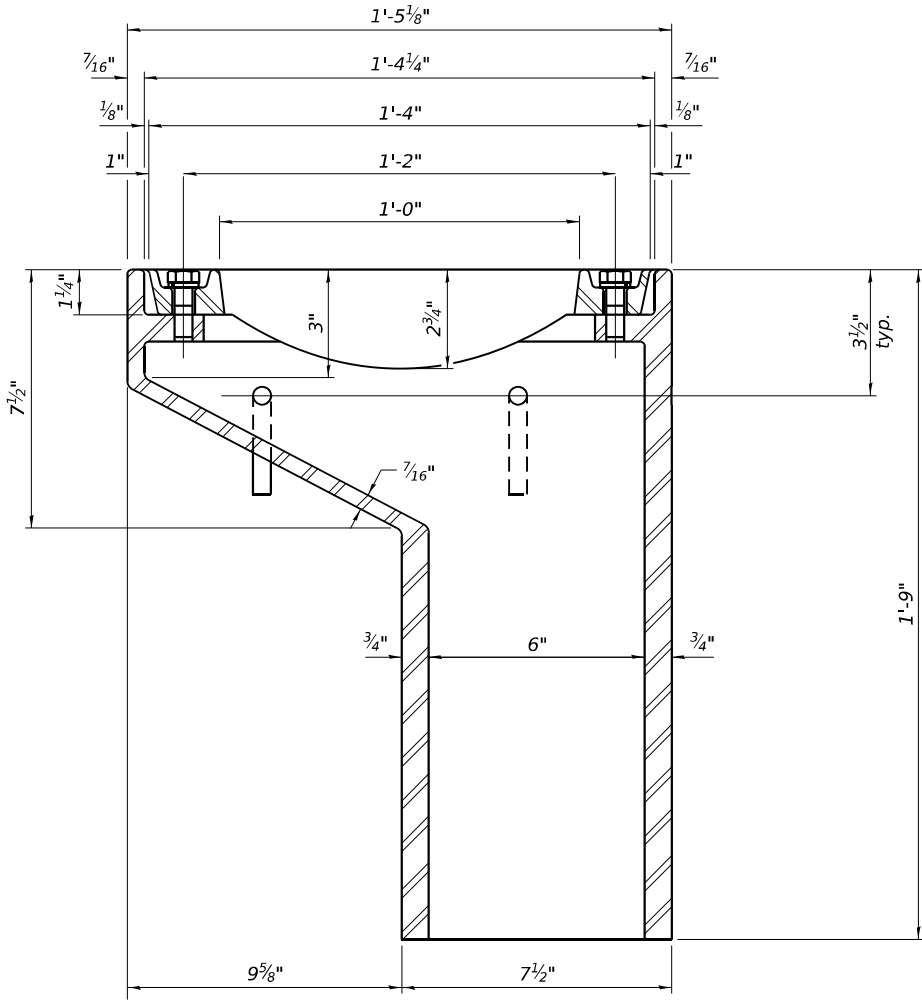
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

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 10 of 33 for scupper location relative to parapet.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	6

DS-11

4-4-2025

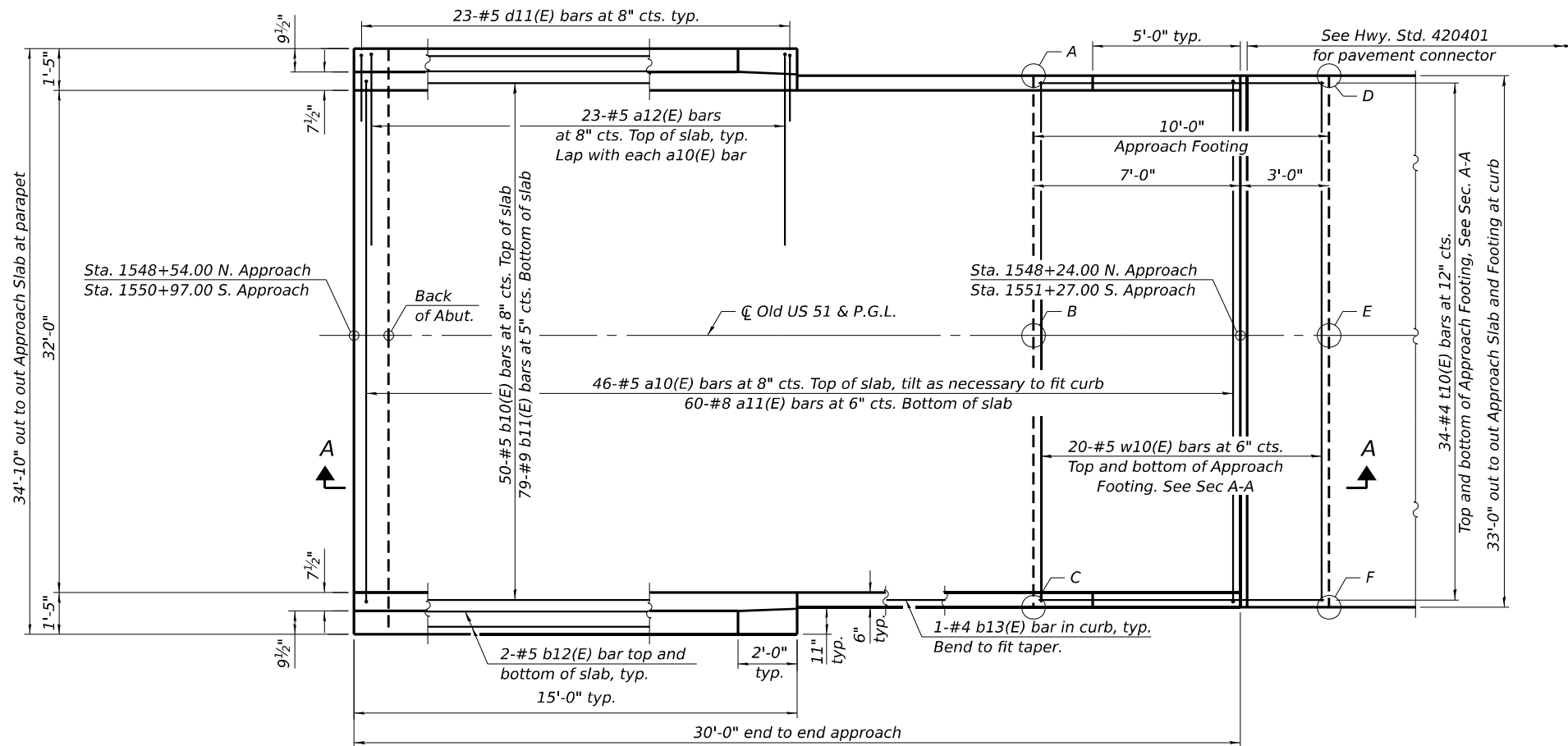
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 061-0092

SHEET 13 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	38
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

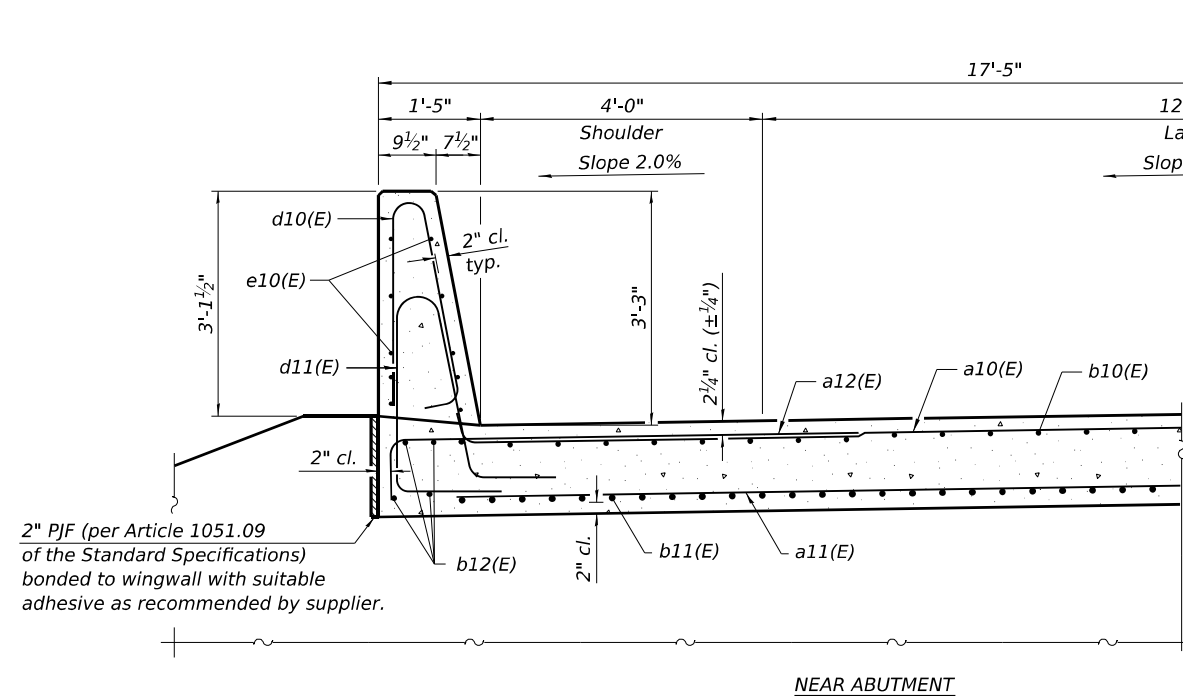
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PLAN
(South approach slab shown; North approach slab similar by 180° rotation)

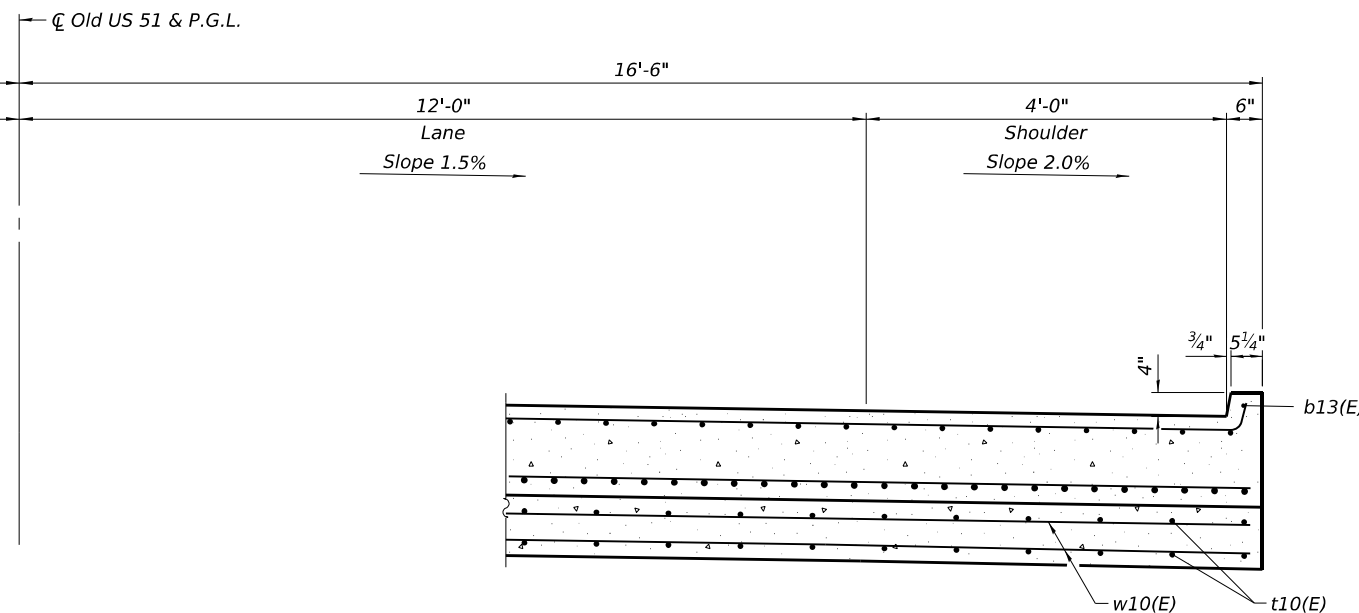
**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

North Approach			South Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - SE	466.05	465.22	A - NE	466.07	465.23
B - S C	466.32	465.49	B - N C	466.34	465.50
C - SW	466.05	465.22	C - NW	466.07	465.23
D - NE	465.96	465.12	D - SE	466.04	465.21
E - N C	466.23	465.39	E - S C	466.31	465.48
F - NW	465.96	465.12	F - SW	466.04	465.21



NEAR ABUTMENT

CROSS SECTION
(Looking South)



AT APPROACH FOOTING

BAIA-CIP-39CS-0

4-4-2025

(Sheet 1 of 2)

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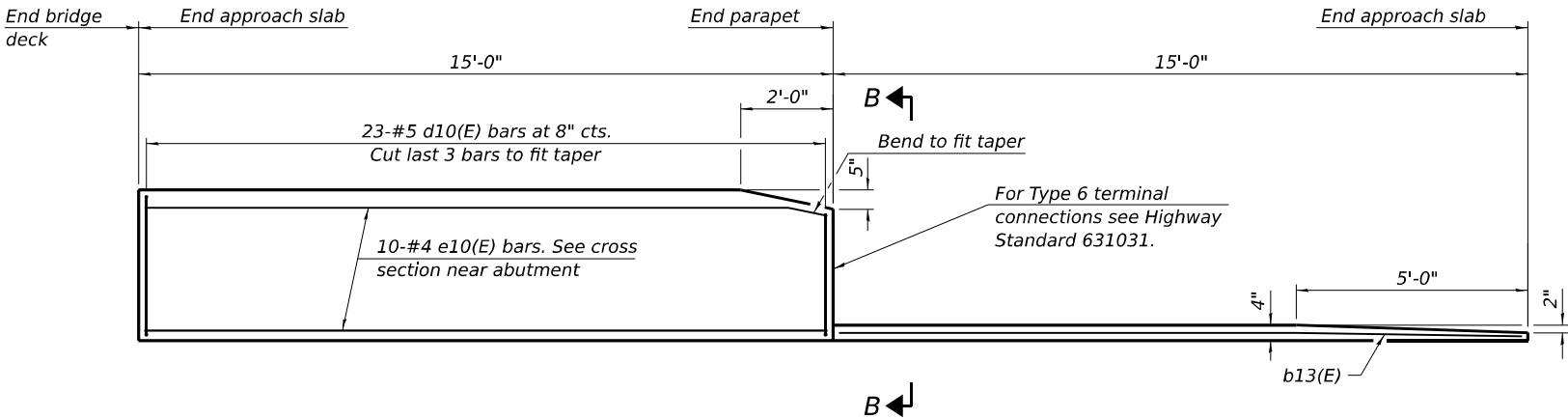
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

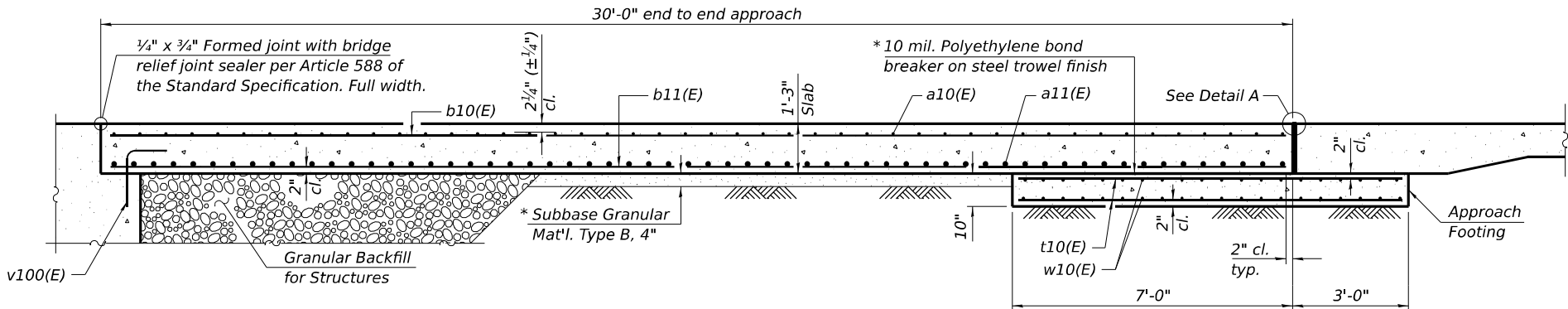
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 061-0092

SHEET 14 OF 33 SHEETS

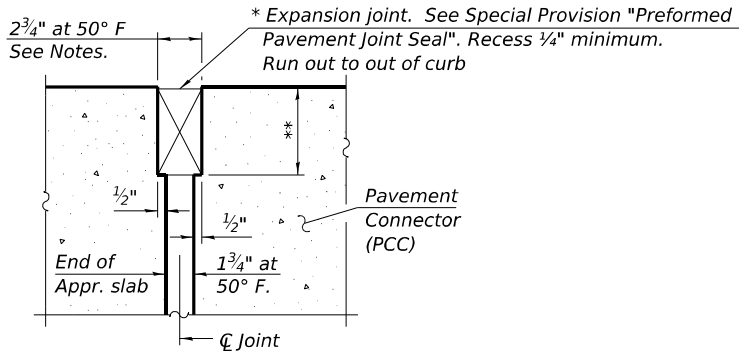
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	39
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



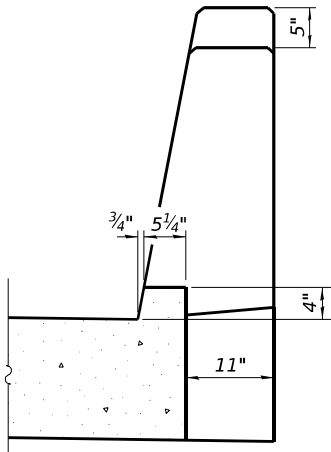
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



DETAIL A



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.

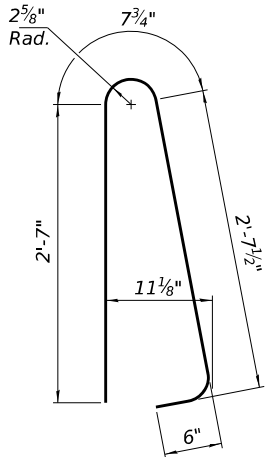
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

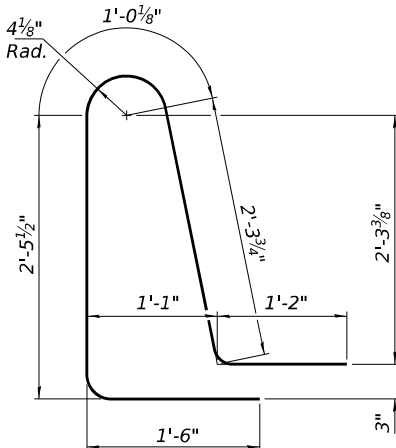
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

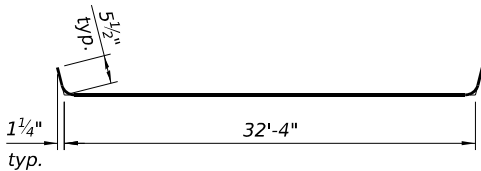
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 33.



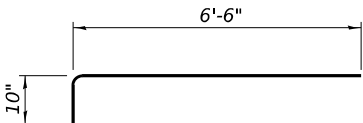
BAR d10(E)



BAR d11(E)



BAR a10(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	33'-3"	
a11(E)	120	#8	32'-8"	
a12(E)	92	#5	7'-4"	
b10(E)	100	#5	29'-8"	
b11(E)	158	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	136	#4	9'-8"	
w10(E)	80	#5	32'-8"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	94.8
Concrete Structures			Cu. Yd.	20.4
Reinforcement Bars, Epoxy Coated			Pound	39,110

BAIA-CIP-39CS-0

4-4-2025

(Sheet 2 of 2)

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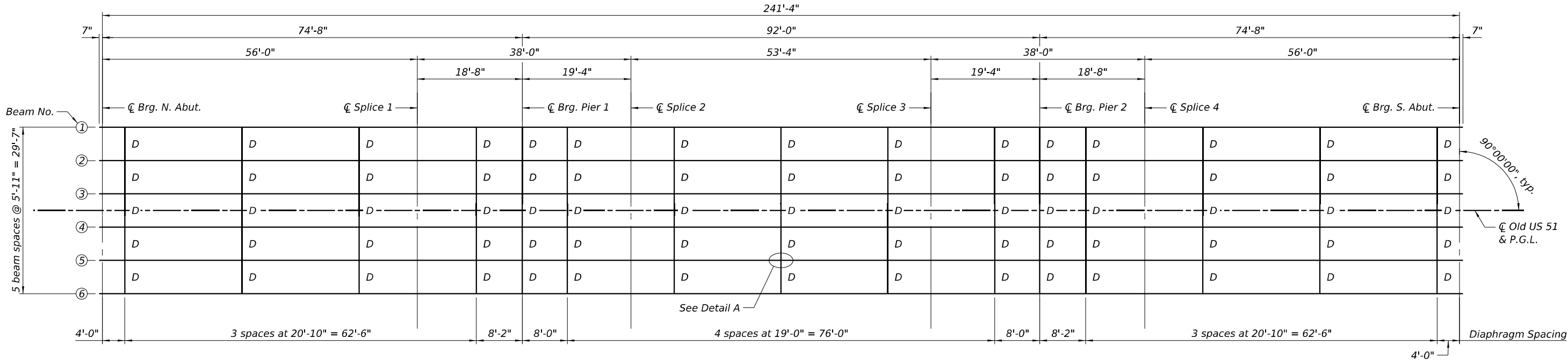
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 061-0092

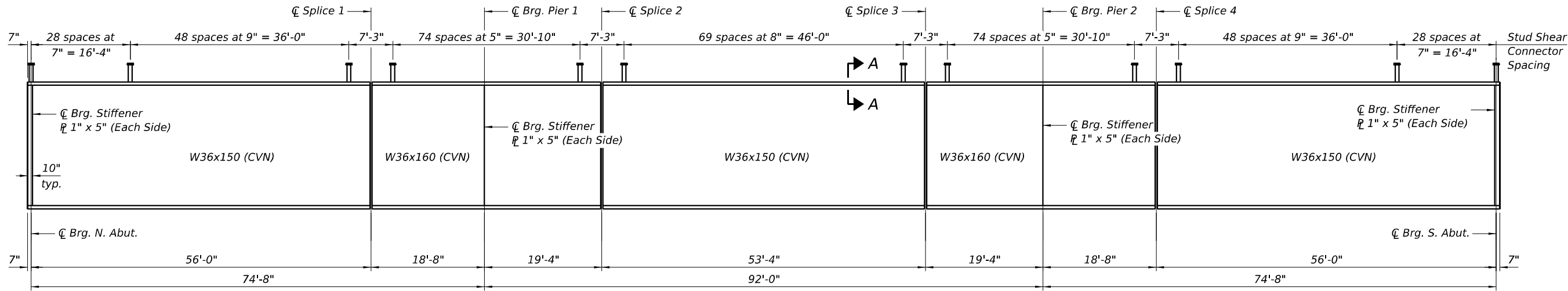
SHEET 15 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	40
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

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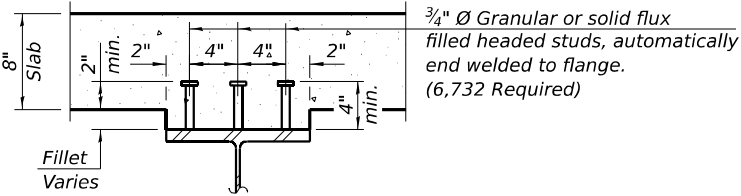
STEEL FRAMING PLAN



BEAM ELEVATION

TOP OF BEAM ELEVATION
(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
⌀ Brg. N. Abut.	466.77	466.87	466.96	466.96	466.87	466.77
Field Splice 1	466.95	467.05	467.14	467.14	467.05	466.95
⌀ Brg. Pier 1	466.95	467.05	467.14	467.14	467.05	466.95
Field Splice 2	466.96	467.06	467.15	467.15	467.06	466.96
Field Splice 3	466.83	466.93	467.02	467.02	466.93	466.83
⌀ Brg. Pier 2	466.78	466.88	466.97	466.97	466.88	466.78
Field Splice 4	466.73	466.83	466.92	466.92	466.83	466.73
⌀ Brg. S. Abut.	466.66	466.76	466.85	466.85	466.76	466.66



SECTION A-A

Notes:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
See sheet 17 of 33 for Detail A and additional details.
All beams, bearing stiffeners and splice plates, including filler plates, shall be AASHTO M270 Grade 50.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.



PLAN - TOP AND BOTTOM FLANGE



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BEAM DETAILS
STRUCTURE NO. 061-0092

SHEET 17 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	42
		CONTRACT NO. 76A37		
ILLINOIS		FED. AID PROJECT		

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INTERIOR BEAM MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
I_s	(in ⁴)	9,040	9,760
I_c (n)	(in ⁴)	24,325	25,701
I_c (3n)	(in ⁴)	17,810	-
I_c (cr)	(in ⁴)	-	12,699
S_s	(in ³)	504	542
S_c (n)	(in ³)	746	-
S_c (3n)	(in ³)	673	-
S_c (cr)	(in ³)	-	613
S_x	(in ³)	695	591
DC1	(k/')	0.805	0.814
M_{DC1}	('k)	310	571
DC2	(k/')	0.175	0.175
M_{DC2}	('k)	67	124
DW	(k/')	0.296	0.296
M_{DW}	('k)	114	210
LLDF		0.499	0.487
$M_{\ell + IM}$	('k)	754	808
f_t (Strength I)	(ksi)	0.0	0.0
$M_u + \frac{1}{2} f_t S_x$	('k)	1,962	2,598
$\Phi_f M_n$	('k)	3,763	3,139
f_s DC1	(ksi)	7.4	12.6
f_s DC2	(ksi)	1.2	2.4
f_s DW	(ksi)	2.0	4.1
f_s ($\ell + IM$)	(ksi)	12.1	15.8
f_t (Service II)	(ksi)	0.0	0.0
$f_s + \frac{f_t}{2}$ (Service II)	(ksi)	26.4	39.7
Service II Resistance	(ksi)	47.5	47.5
$f_s + \frac{f_t}{3}$ (Strength I)	(ksi)	-	-
$\Phi_f F_n$	(ksi)	-	-
V _f	(k)	31.3	-

BEAM REACTION TABLE		
	Abut.	Piers
LLDF	0.665	0.665
OCF	-	-
R_{DC1}	(k) 23.1	75.1
R_{DC2}	(k) 4.9	16.3
R_{DW}	(k) 8.2	27.5
R_{ℓ}	(k) 55.0	95.4
R_{IM}	(k) 13.4	19.0
R_{Total} (Strength I) (Impact)	(k) 167.0	355.7
R_{Total} (Strength I) (No Impact)	(k) 143.6	322.5

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).

Service II Resistance: Composite (0.95R_tF_{yt}) or noncomposite (0.80R_tF_{yt}) 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).

$1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell})$



QUIGG ENGINEERING INC

DESIGN FIRM REG. NO. 184.004721-0014

USER NAME =	DESIGNED - ZLD	REVISED -
	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

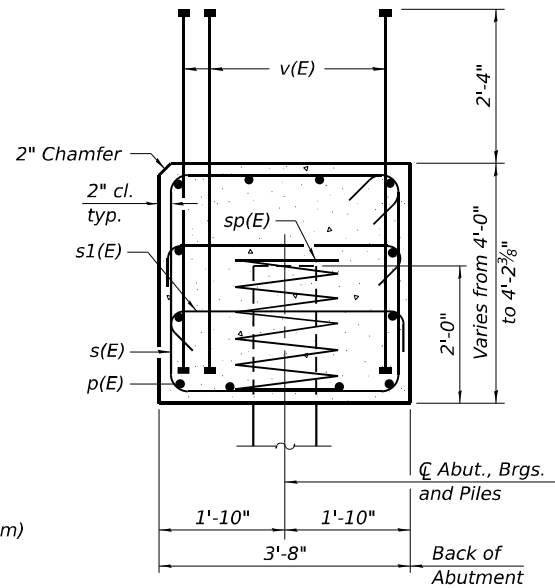
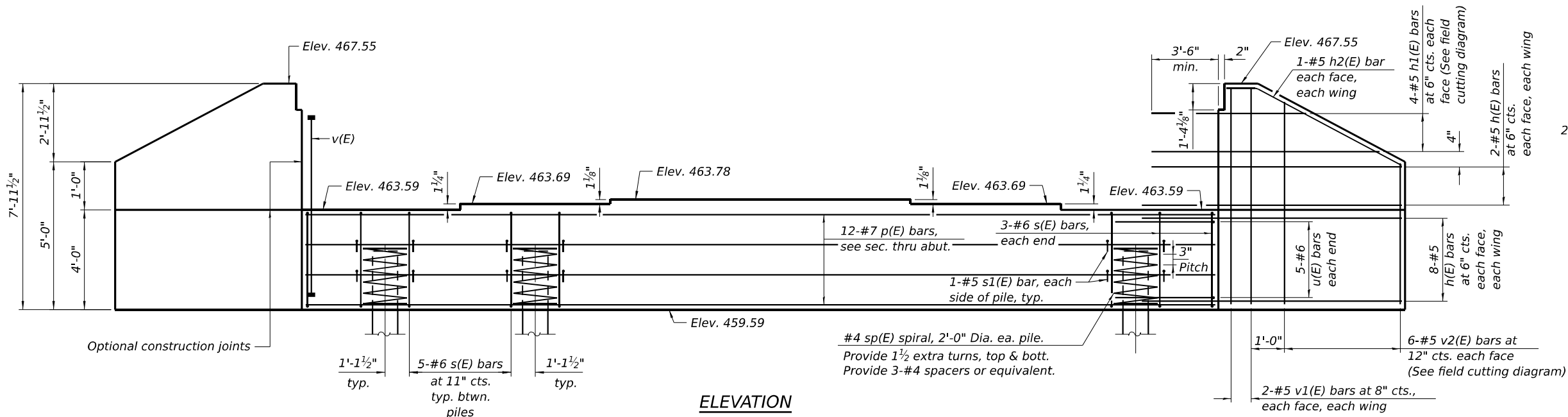
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGN DATA TABLES
STRUCTURE NO. 061-0092

SHEET 18 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	43
CONTRACT NO. 76A37				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: S:\2020\2010\11 - PTB 194-59 DB - HWG - Various Phase - INWO-18 OU5-51 BR Plans\CADD\CADD Sheets\0610092-76A37-020-North Abutment.dgn
10/14/2025 9:46:41 AM



PILE DATA

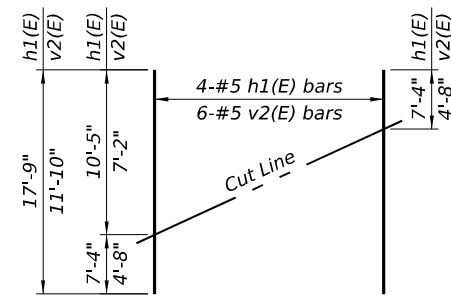
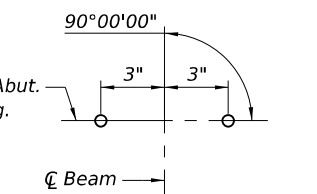
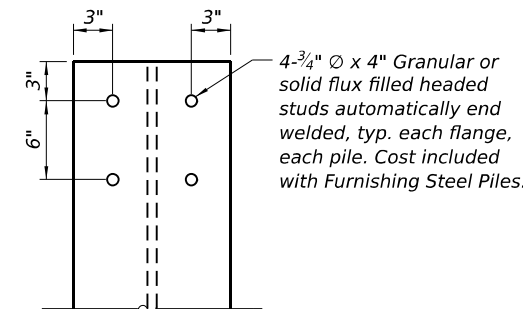
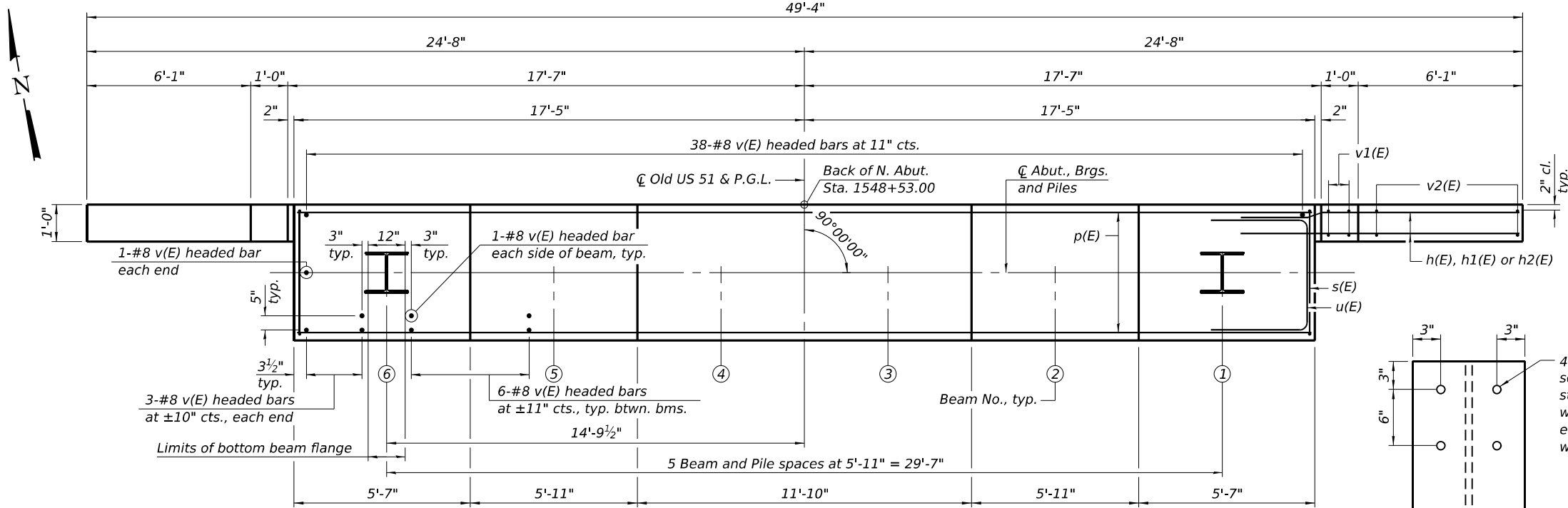
Type: HP14x89
Nominal Required Bearing: 691 kips
Factored Resistance Available: 380 kips
Est. Length: 27 ft.
No. Production Piles: 5
No. Test Piles: 1

BILL OF MATERIAL

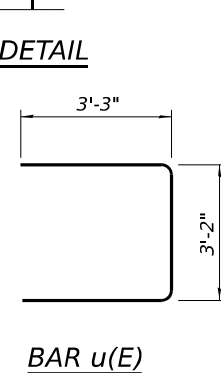
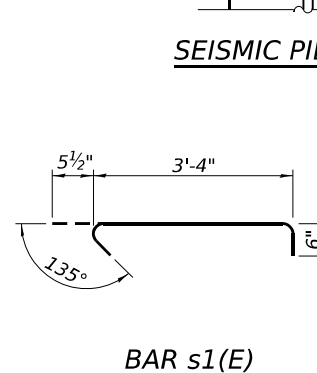
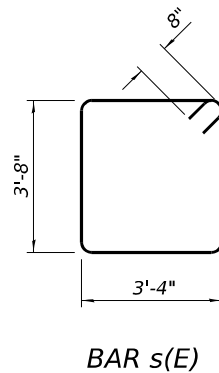
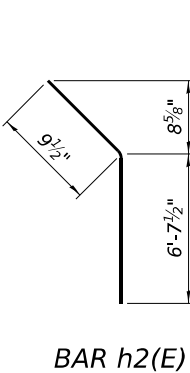
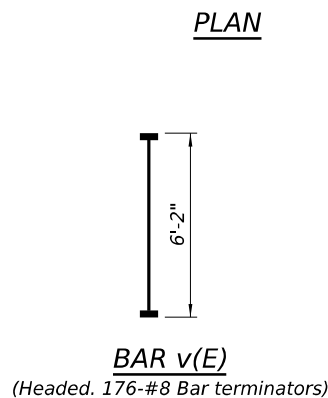
Bar	No.	Size	Length	Shape
h(E)	40	#5	10'-7"	—
h1(E)	8	#5	17'-9"	—
h2(E)	4	#5	7'-5"	—
p(E)	12	#7	34'-6"	—
s(E)	31	#6	15'-4"	—
s1(E)	24	#5	4'-4"	—
sp(E)	6	#4	2'-0"	—
u(E)	10	#6	9'-8"	—
v(E)	88	#8	6'-2"	—
v1(E)	8	#5	7'-7"	—
v2(E)	12	#5	11'-10"	—
Structure Excavation			Cu. Yd.	185
Concrete Structures			Cu. Yd.	23.0
Reinforcement Bars, Epoxy Coated			Pound	4,380
Furnishing Steel Piles, HP14x89			Foot	135
Driving Piles			Foot	135
Test Pile, HP14x89			Each	1

* Length is height of spiral.

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 24 of 33.
Bar terminators, paid for separately.
See Total Bill of Material.



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



AI-SBS-0

4-4-2025

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME =	DESIGNED - ZLD	REVISED -
PLOT SCALE =	CHECKED - RPW	REVISED -
PLOT DATE =	DRAWN - JDC	REVISED -
	CHECKED - MDC	REVISED -

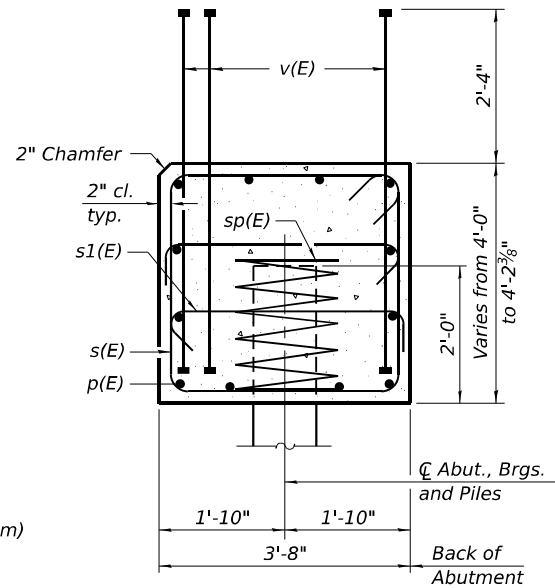
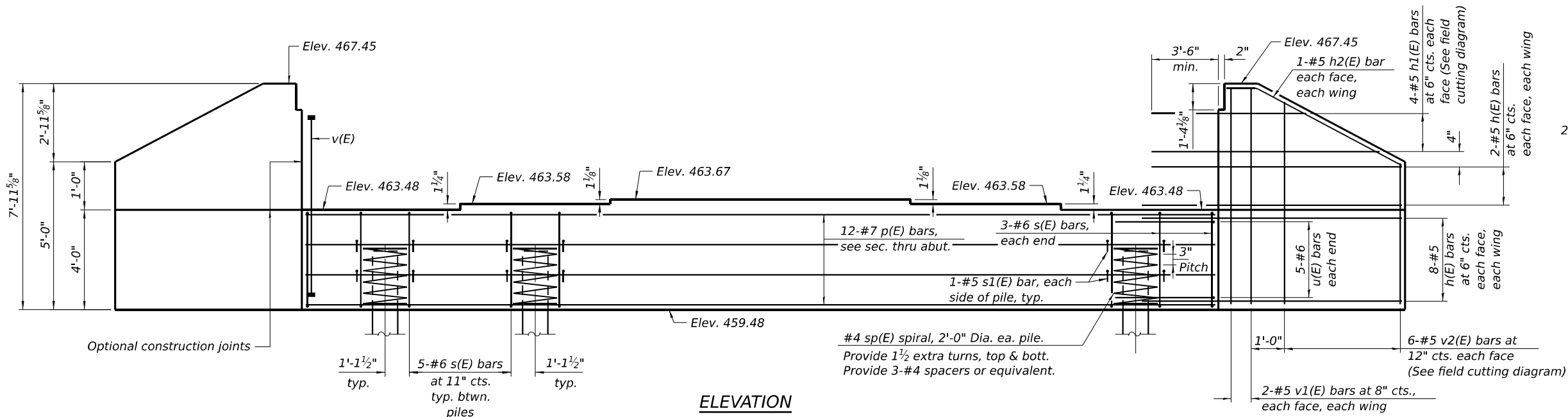
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT
STRUCTURE NO. 061-0092**

SHEET 20 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	45
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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PILE DATA

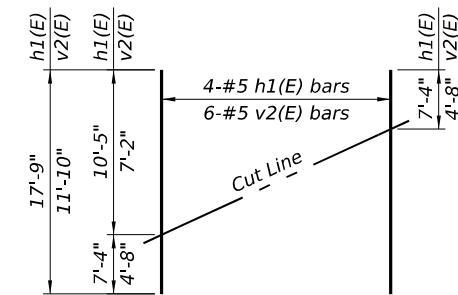
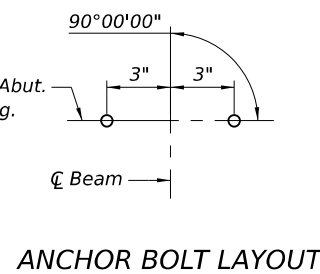
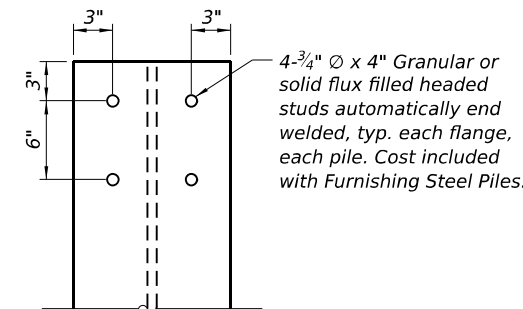
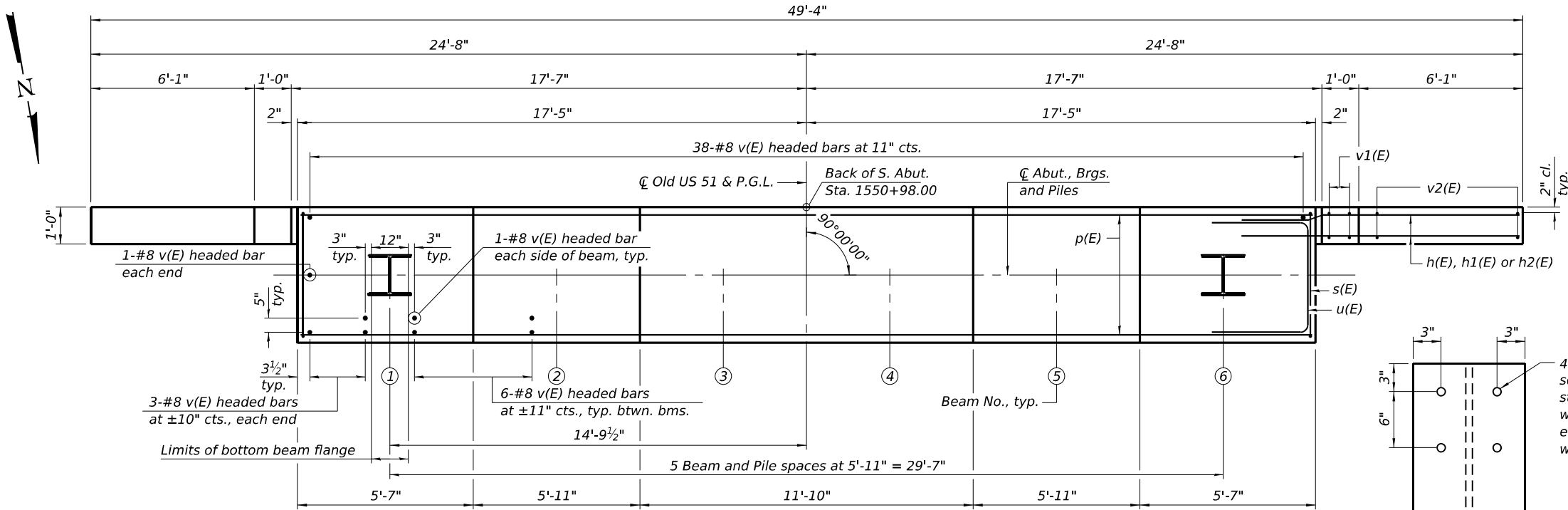
Type: HP14x89
Nominal Required Bearing: 703 kips
Factored Resistance Available: 386 kips
Est. Length: 29 ft.
No. Production Piles: 5
No. Test Piles: 1

BILL OF MATERIAL

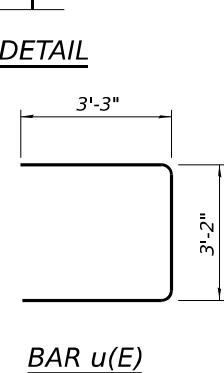
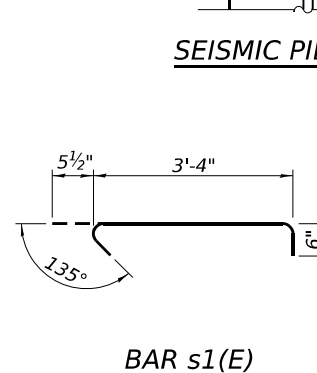
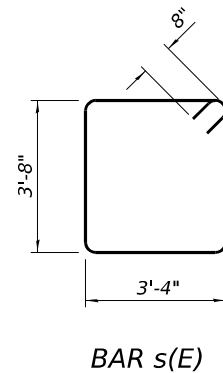
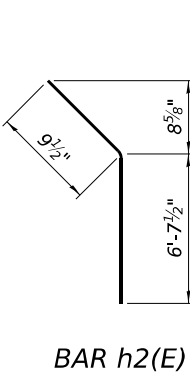
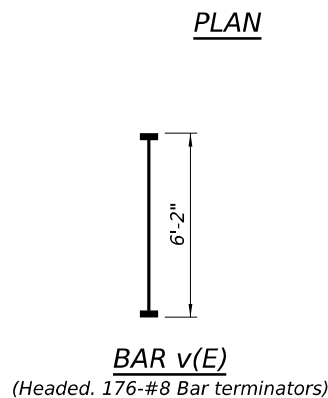
Bar	No.	Size	Length	Shape
h(E)	40	#5	10'-7"	
h1(E)	8	#5	17'-9"	
h2(E)	4	#5	7'-5"	
p(E)	12	#7	34'-6"	
s(E)	31	#6	15'-4"	
s1(E)	24	#5	4'-4"	
sp(E)	6	#4	2'-0"	
u(E)	10	#6	9'-8"	
v(E)	88	#8	6'-2"	
v1(E)	8	#5	7'-7"	
v2(E)	12	#5	11'-10"	
Structure Excavation			Cu. Yd.	184
Concrete Structures			Cu. Yd.	23.0
Reinforcement Bars, Epoxy Coated			Pound	4,380
Furnishing Steel Piles, HP14x89			Foot	145
Driving Piles			Foot	145
Test Pile, HP14x89			Each	1

* Length is height of spiral.

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 24 of 33.
Bar terminators, paid for separately.
See Total Bill of Material.



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



AI-SBS-0

4-4-2025

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

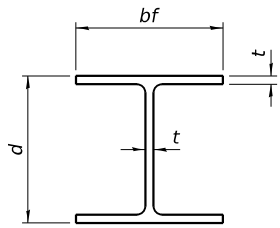
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PLOT SCALE =	CHECKED - RPW	REVISED -
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	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 061-0092

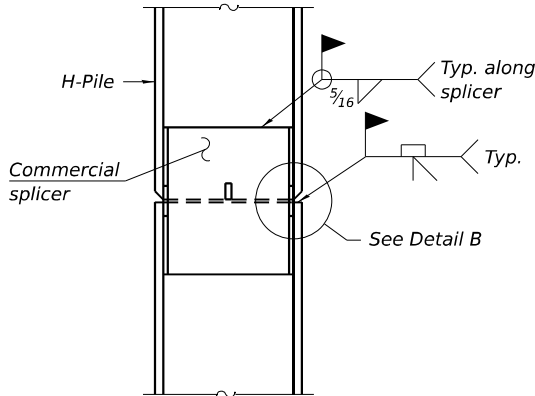
SHEET 21 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	46
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

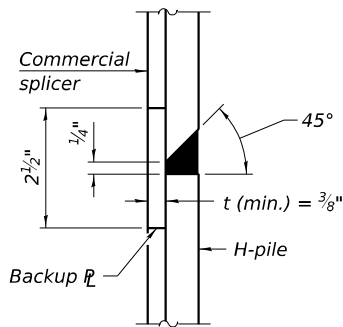


STEEL PILE TABLE

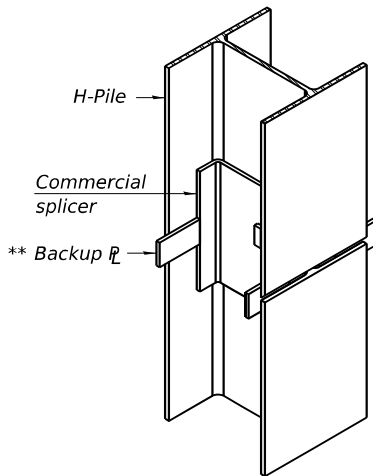
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 ³ / ₄ "	17 ⁷ / ₈ "	⁷ / ₈ "	36"
x135	17 ¹ / ₂ "	17 ³ / ₄ "	³ / ₄ "	36"
HP 16x183	16 ¹ / ₂ "	16 ¹ / ₂ "	1 ¹ / ₈ "	36"
x162	16 ¹ / ₄ "	16 ¹ / ₈ "	1"	36"
x141	16	16	⁷ / ₈ "	36"
x121	15 ³ / ₄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



ELEVATION

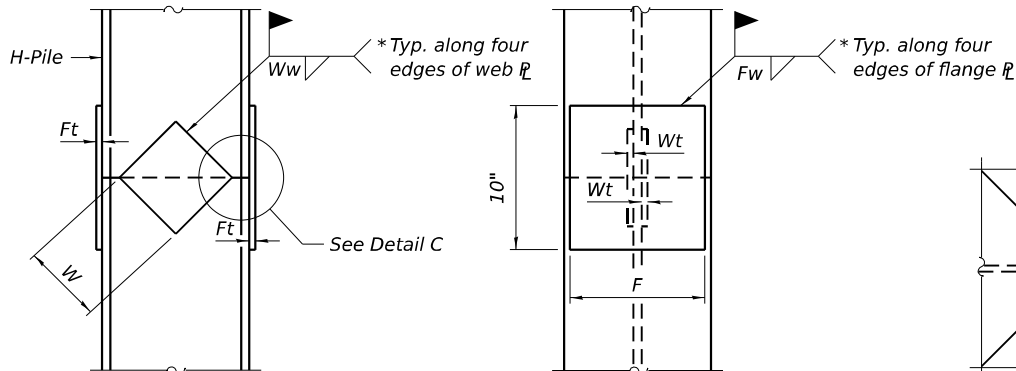


DETAIL B



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



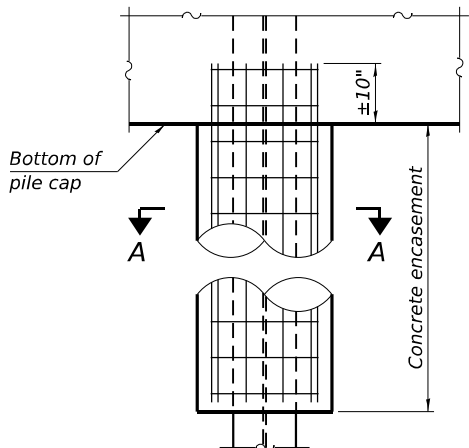
ELEVATION

END VIEW

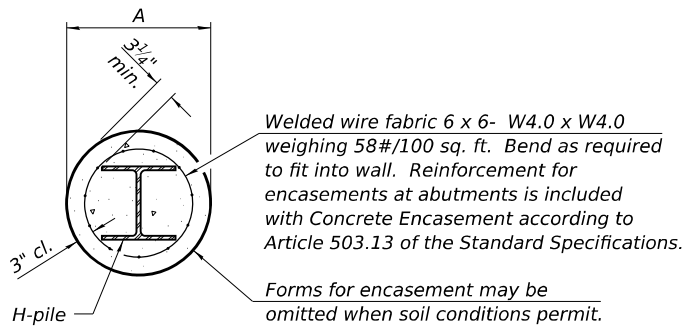
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 ¹ / ₂ "	1 ¹ / ₂ "	1"	9 ¹ / ₂ "	⁷ / ₈ "	³ / ₄ "
x157	15 ¹ / ₄ "	1 ¹ / ₄ "	1"	9 ¹ / ₂ "	⁷ / ₈ "	³ / ₄ "
x135	15 ¹ / ₄ "	1 ¹ / ₄ "	1"	9 ¹ / ₂ "	⁷ / ₈ "	³ / ₄ "
HP 16x183	13 ³ / ₄ "	1 ¹ / ₂ "	1"	8 ¹ / ₄ "	⁷ / ₈ "	³ / ₄ "
x162	13 ¹ / ₂ "	1 ¹ / ₂ "	1"	8 ¹ / ₄ "	³ / ₄ "	⁵ / ₈ "
x141	13 ¹ / ₂ "	1 ¹ / ₄ "	⁷ / ₈ "	8 ¹ / ₄ "	³ / ₄ "	⁵ / ₈ "
x121	13 ¹ / ₂ "	1 ¹ / ₄ "	⁷ / ₈ "	8 ¹ / ₄ "	³ / ₄ "	⁵ / ₈ "
HP 14x117	12 ¹ / ₂ "	1 ¹ / ₄ "	⁷ / ₈ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
x102	12 ¹ / ₂ "	1"	³ / ₄ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
x89	12 ¹ / ₂ "	⁷ / ₈ "	¹¹ / ₁₆ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
x73	12 ¹ / ₂ "	³ / ₄ "	⁹ / ₁₆ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
HP 12x84	10"	1"	¹¹ / ₁₆ "	6 ¹ / ₂ "	⁵ / ₈ "	¹ / ₂ "
x74	10"	⁷ / ₈ "	¹¹ / ₁₆ "	6 ¹ / ₂ "	⁵ / ₈ "	¹ / ₂ "
x63	10"	³ / ₄ "	¹ / ₂ "	6 ¹ / ₂ "	¹ / ₂ "	³ / ₈ "
x53	10"	³ / ₄ "	¹ / ₂ "	6 ¹ / ₂ "	¹ / ₂ "	³ / ₈ "
HP 10x57	8"	⁷ / ₈ "	⁹ / ₁₆ "	5 ¹ / ₄ "	¹ / ₂ "	³ / ₈ "
x42	8"	³ / ₄ "	⁹ / ₁₆ "	5 ¹ / ₄ "	¹ / ₂ "	³ / ₈ "
HP 8x36	6 ³ / ₄ "	⁵ / ₈ "	⁷ / ₁₆ "	4"	¹ / ₂ "	³ / ₈ "

WELDED PLATE FIELD SPLICE



ELEVATION



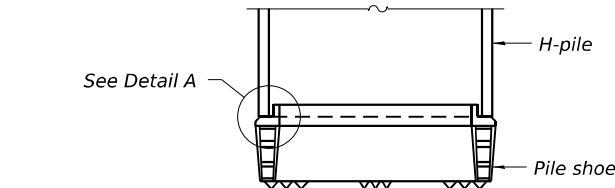
SECTION A-A

INDIVIDUAL PILE
CONCRETE ENCASEMENT
(when specified)

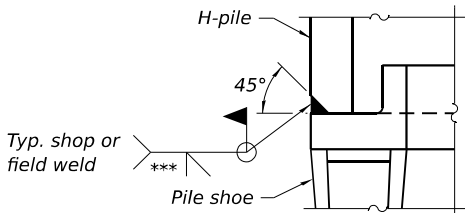
Note:
The steel H-piles shall be according to
AASHTO M270 Grade 50.

WELDED COMMERCIAL SPLICE ALTERNATE

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

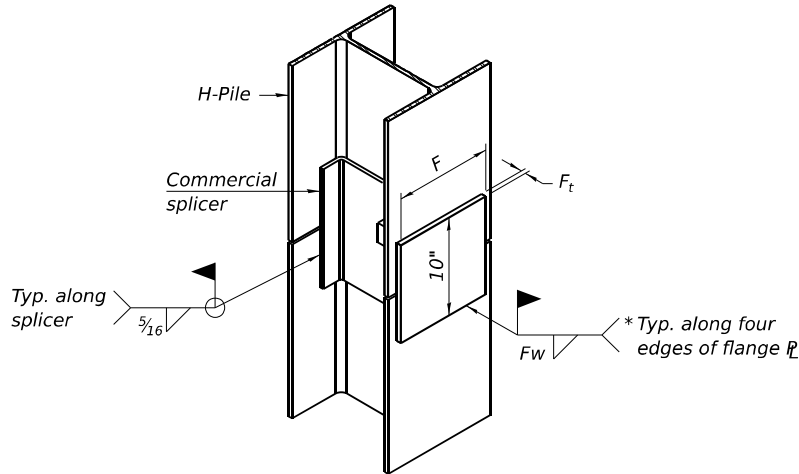


ELEVATION



DETAIL A

SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

F-HP

4-4-2025

MODEL: Default
FILE NAME: S:\2020\2010\1011 - PTB 194-59 DB - HWG - Various Phase - I\IWO-18 OUS-51 BR Plans\CADD\CADD Sheets\0610092-76A37-024-HP Pile Details.dgn

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721-0014

USER NAME =
PLOT SCALE =
PLOT DATE =

DESIGNED - ZLD
CHECKED - RPW
DRAWN - JDC
CHECKED - MDC

REVISED -
REVISED -
REVISED -
REVISED -

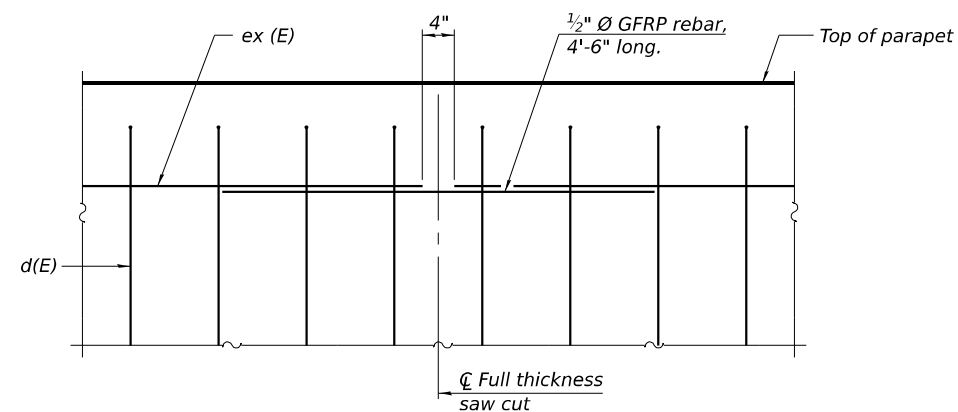
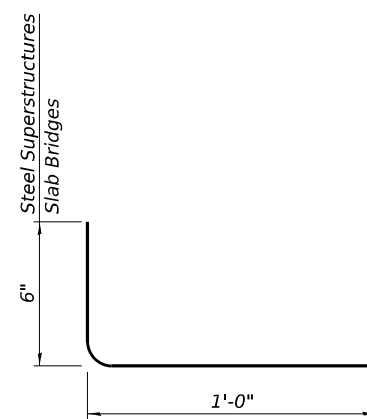
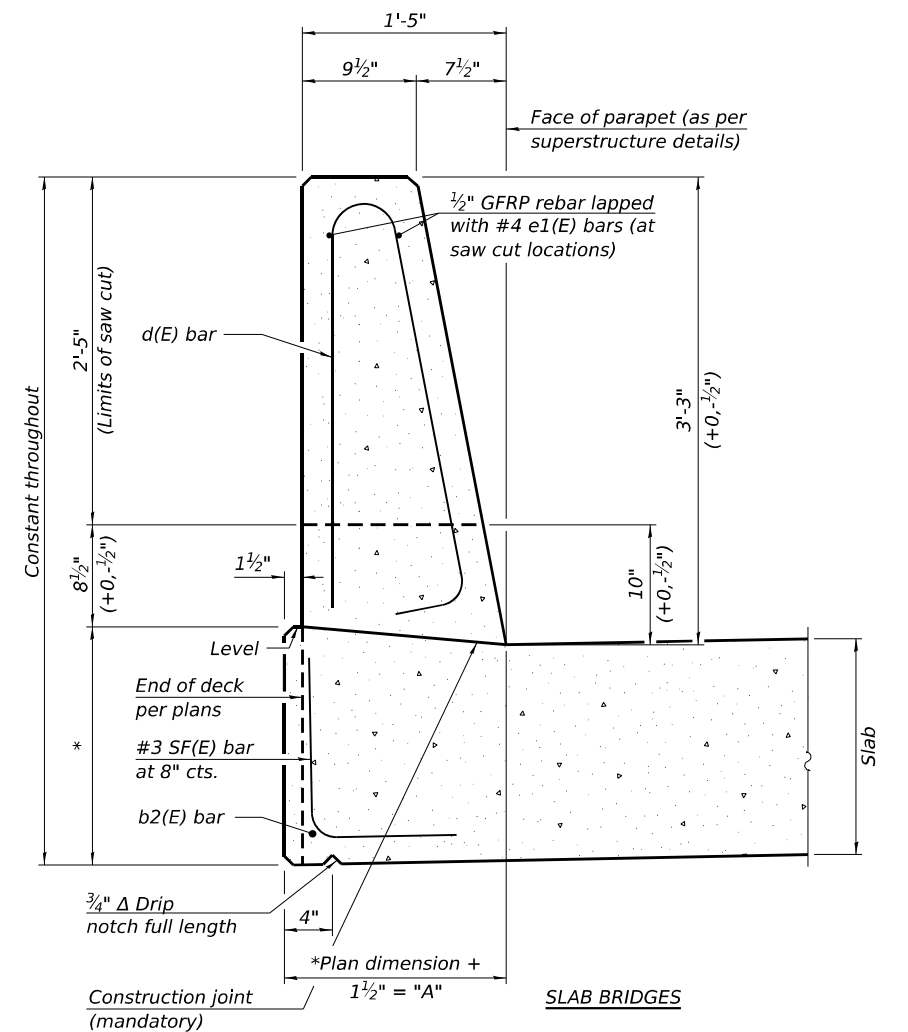
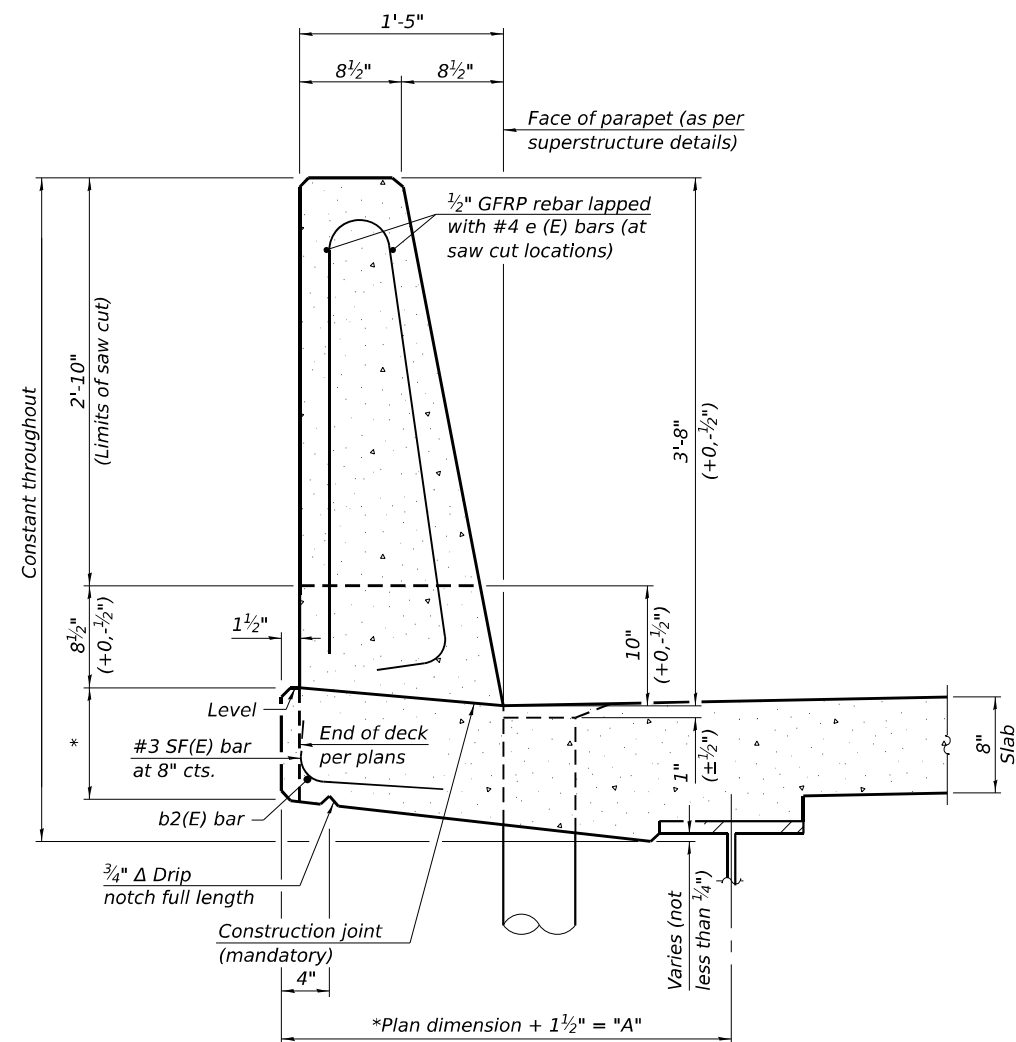
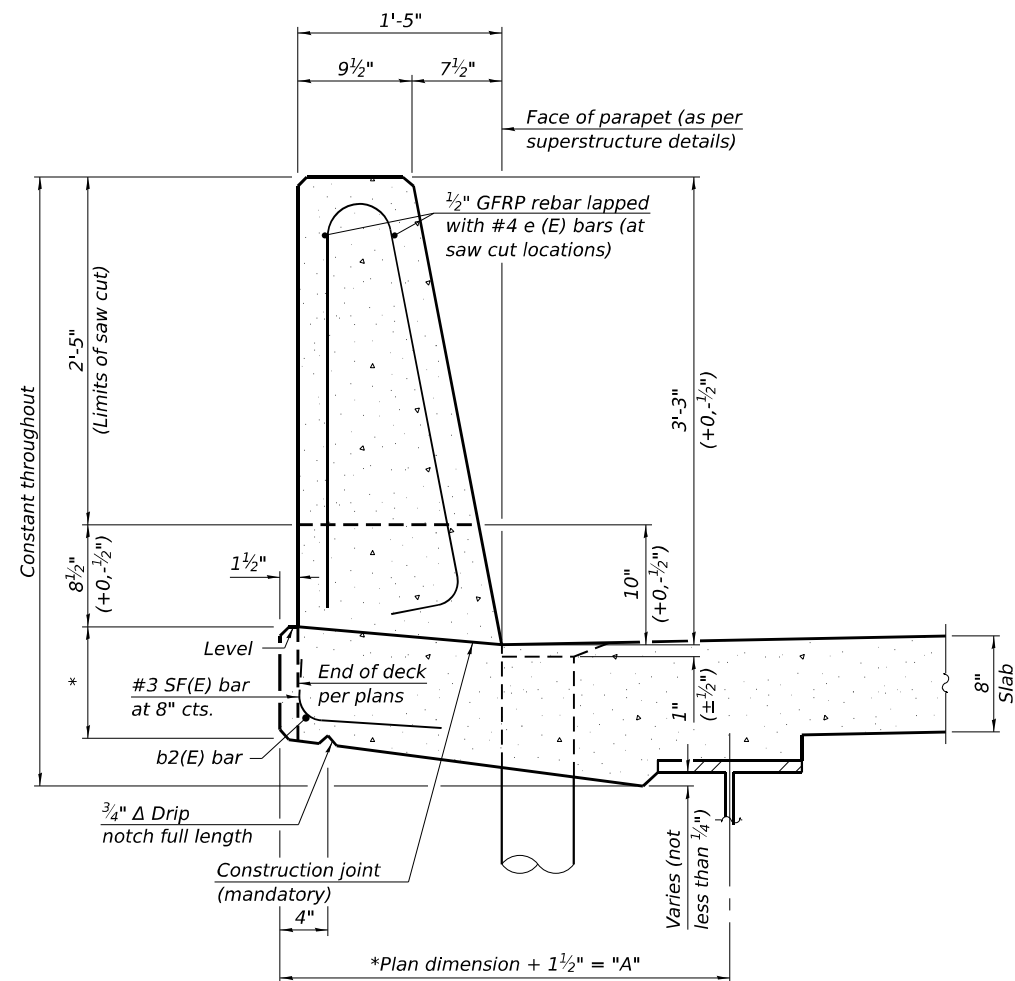
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 061-0092

SHEET 24 OF 33 SHEETS

F.A.S. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
1791 29-2BR MARION 65 49
CONTRACT NO. 76A37
ILLINOIS FED. AID PROJECT

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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.

Page 1 of 2

Date 11/21/94

COUNTY Marion DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

BORING NO. 1 N. Abut
Station 1548+57
Offset 10.50ft LT
Ground Surface Elev. 467.28

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ 446.3 ft
Upon Completion _____ 447.3 ft
After _____ Hrs. _____ ft

DEPTH	BLOWS	UCS Qu	MOIST
(ft)	(/6")	(tsf)	(%)

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

BBS, from 137 (Rev. 8-99)

Page 2 of 2

Date 11/21/94

COUNTY Marion DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

BORING NO. 1 N. Abut
Station 1548+57
Offset 10.50ft LT
Ground Surface Elev. 467.28

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

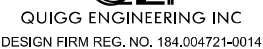
Surface Water Elev.	_____	ft
Stream Bed Elev.	_____	ft
Groundwater Elev.:		
First Encounter	446.3	ft
Upon Completion	447.3	ft
After _____ Hrs.	_____	ft

Assumed Elevation at Center of Existing Bridge = 100.0 ft

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)

The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



PLOT DATE =

CHECKED -

CHECKED -

CHECKED -

REVISÉ -

REVISÉ -

REVISÉ -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 061-0092

SHEET 26 OF 33 SHEETS

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ILLINOIS

PROJECT

PROJECT

PROJECT

ILLINOIS	FED. AID PROJECT
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MODEL: Default
FILE NAME: S:\2020\2010L011 - PTB 19459 D8 - HMG - Various Phase I\HW0-18 OUS-51 BR Plans\CADD\CADD Sheets\0610092-Z6A37-076-Boring Logs.dgn

10/14/2025 9:46:48 AM

Page 1 of 1

Date 12/5/94

COUNTY Marion DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion _____ 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)	(%)

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)

Page 1 of 1

Date 12/6/94

COUNTY Marion DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S	M O I S T
Stream Bed Elev. _____ ft				
Groundwater Elev.:				
First Encounter _____ 450.6 ft				
Upon Completion _____ 454.6 ft				
After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)

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

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)

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS
STRUCTURE NO. 061-0092

SHEET 28 OF 33 SHEETS

COUNTY	TOTAL SHEETS	SHEET NO.
MARION	65	53

EDR	MARION	99	99
	CONTRACT NO. 76A37		

		CONTRACT NO. 76A37
ILLINOIS	FED. AID PROJECT	

Page 1 of 2

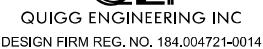
Date 12/8/94

BBS, from 137 (Rev. 8-99)

Page 2 of 2

Date 12/8/94

BBS, form 138 (Rev. 8-99)



SHEET 29 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	54
		CONTRACT NO. 76A37		
		ILLINOIS	FED. AID PROJECT	

Page 1 of 2

Date 11/9/07

Bridge Deck	467.86		Suspended Augers (continued)	
Suspended Augers				
			Ground Surface	444.36
	-5		See Previous Boring #3	-25
	-10			-30
			Borehole continued with rock coring.	436.86
	-15			-35
	-20			-40

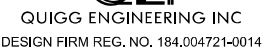
BBS, from 137 (Rev. 8-99)

Page 2 of 2

Date 11/9/07

Light Gray Thinly Bedded SANDSTONE (Closed Joints < 2")	436.86		88	48	5.75	
Gray Calcareous Sandy SHALE (Open Joints < 2")			88	48	11.73	485.4
Gray Thinly Bedded SANDSTONE			88	48	8.2	881.8
Gray Calcareous SHALE (Open Joints < 2")			88	48	8.1	
Gray Thinly Bedded LIMESTONE	-35		88	48	7.25	
Gray Calcareous SHALE (Open Joints < 2")			88	48	6.32	391.4
Limestone and Chert Pebble CONGLOMERATE with Lime Mud Cement			88	48	6.28	649.1
Gray Calcareous SHALE (Closed Joints > 2", < 2')			88	48	4.7	
Gray Thinly Bedded Calcareous SANDSTONE (Open Joints > 2", < 2')			88	48	5.37	
Gray to Dark Gray Calcareous SHALE (Open Joints < 2")	-40		88	48	4.42	
Gray Thinly Bedded LIMESTONE (Open Joints < 2")			88	48	5.98	504.5
Dark Gray Thinly Bedded Calcareous SHALE (Open Joints < 2")			88	48	9.85	502.5
Gray Thinly Bedded LIMESTONE with Shale Lenses (Close Joints > 2')			88	48	5.75	513
Dark Gray Thinly Bedded Calcareous SHALE (Open Joints < 2")	-45		88	48	7.07	552.3
Gray Thinly Bedded Calcareous SANDSTONE with Shale Lenses (Closed Joints > 2')			88	48	3.95	462.8
Gray to Gray-Green Thinly Bedded LIMESTONE			88	48	3.28	
			88	48	5.83	
	419.86					
End of Boring and Rock Core	-50					

BBS, form 138 (Rev. 8-99)



USER NAME =	DESIGNED - ZLD	REVISED -
	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS
STRUCTURE NO. 061-0092

SHEET 31 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	56
		CONTRACT NO. 76A37		
ILLINOIS		FED. AID PROJECT		

Page 1 of 2

Date 10/31/07

BORING NO. <u>8 Pier 2</u>	T	W	S	Groundwater Elev.:	T	W	S
Station <u>1550+16</u>	H	S	Qu	First Encounter <u>444.4</u> ft	H	S	Qu
Offset <u>11.25ft LT</u>				Upon Completion _____ ft			
Ground Surface Elev. <u>468.86</u> ft	(ft)	(/6")	(tsf)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)
			(%)				(%)

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)

Page 2 of 2

Date 10/31/07

BORING NO.	8 Pier 2	Top of Rock Elev.	434.86	ft	P T H	R E	E R Y	D .	E	S T H
Station	1550+16	Begin Core Elev.	434.86	ft						
Offset	11.25ft LT									
Ground Surface Elev.	468.86	ft								
					(ft)	(#)	(%)	(%)	(min/ft)	(tsf)

Color pictures of the cores Yes
 Cores will be stored for examination until _____
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
 BBS, form 138 (Rev. 8-99)

Page 1 of 2

Date 10/18/07

ASPHALT	468.30	2		Light Gray LOAM (continued)	0	0.13	
		1	1.11		0	B/20	
Medium Brown Silty CLAY		1	B/20				
		4			1		
		4	1.96		2	0.33	
		4	B/20		2	B/20	
	464.30						
	-5	1			10		
Light Brown with Red Speckly		1	0.20	SHALE	10	0.46	
Sandy LOAM		1	S/O		15	S/20	
	461.80						
		0			30		
Light Gray LOAM		0	0.65		50	2.93	
		0	B/20		-	S/20	
	-10	1			-30		
		1	0.43				
		1	B/20				
		3			20		
		2	0.33		50	3.10	
		1	B/20		-	B/5	
	-15	0			-35	50/2"	
		0	0.20				
		0	B/20	Borehole continued with rock coring.	433.30	-	
		0					
		0	0.10				
		0	B/20				
	-20	0			-40		

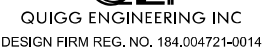
BBS, from 137 (Rev. 8-99)

Page 2 of 2

Date 10/18/07

Soft Gray Medium SHALE with Minor Rock	433.30		96	65	5.98	
			96	65	3.7	
			96	65	3.77	
			96	65	2.42	
	-40		96	65	3.05	
			96	65	5.95	
			96	65	4.37	
	425.30		96	65	4.5	
END OF BORING AND ROCK CORE						
	-45					
	-50					
	-55					

BBS, form 138 (Rev. 8-99)



USER NAME =	DESIGNED - ZLD	REVISED -
	CHECKED - RPW	REVISED -
PLOT SCALE =	DRAWN - JDC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS
STRUCTURE NO. 061-0092

SHEET 33 OF 33 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	58
		CONTRACT NO. 76A37		
		ILLINOIS	FED. AID PROJECT	

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10/14/2025 9:47:16 AM

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QUIGG ENGINEERING INC

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PLOT SCALE	= 0.16666633' / in.
PLOT DATE	= 8/20/2025

DESIGNED	- MAW
DRAWN	- MAW
CHECKED	- FBN
DATE	- 7/25/2025

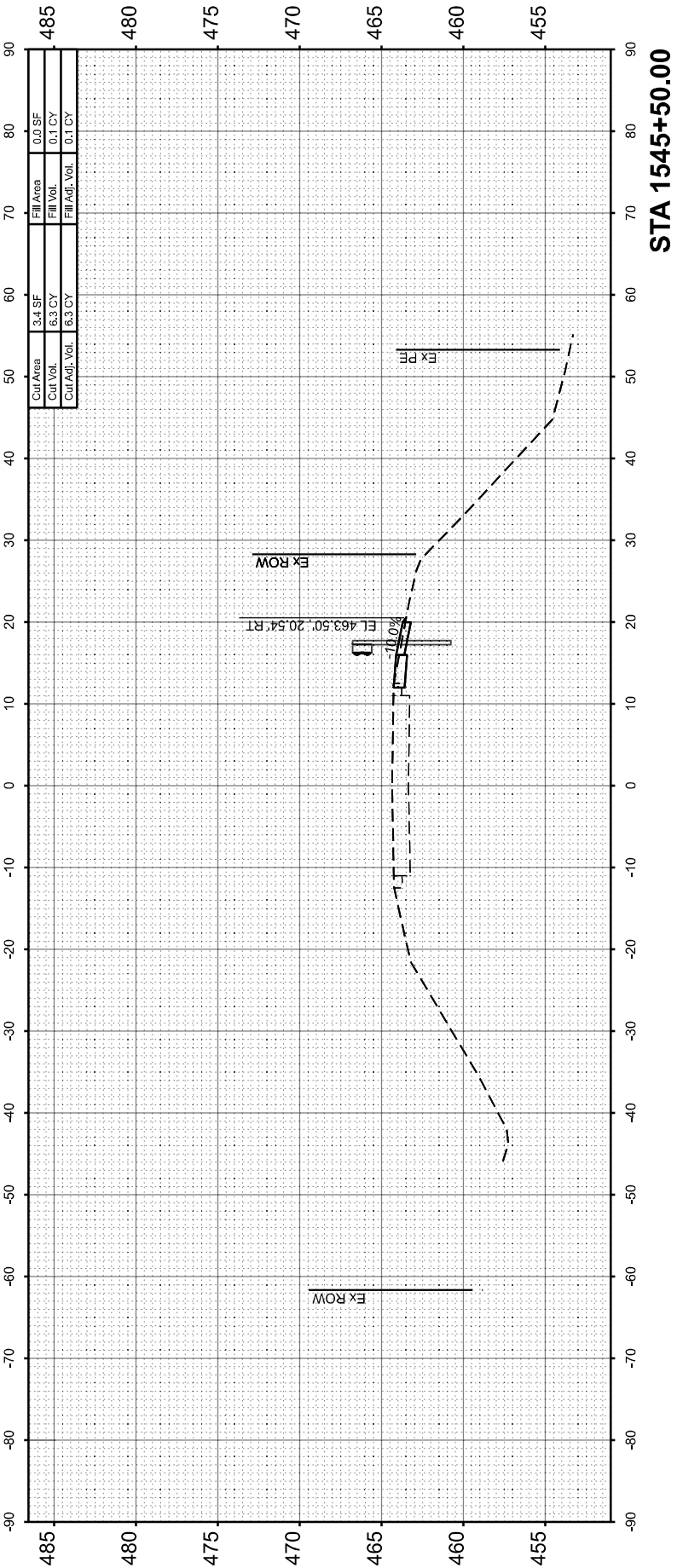
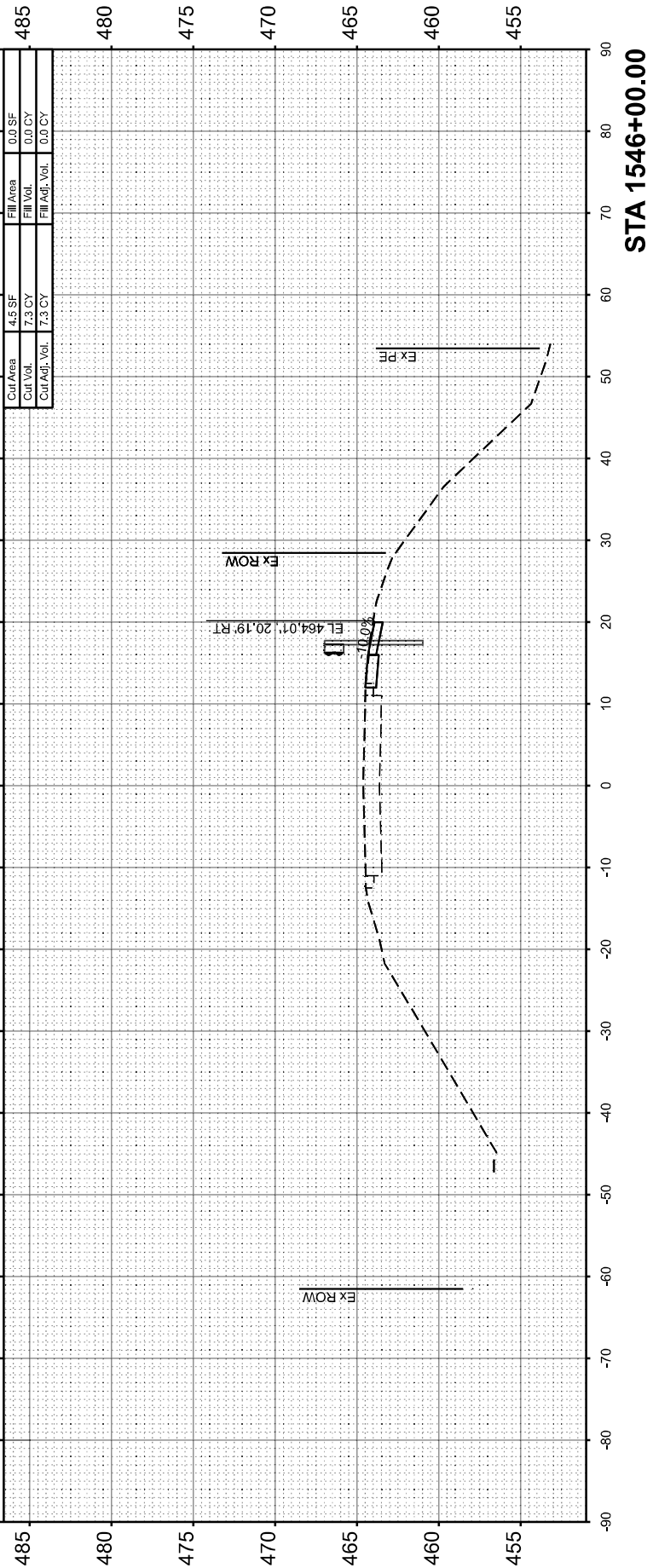
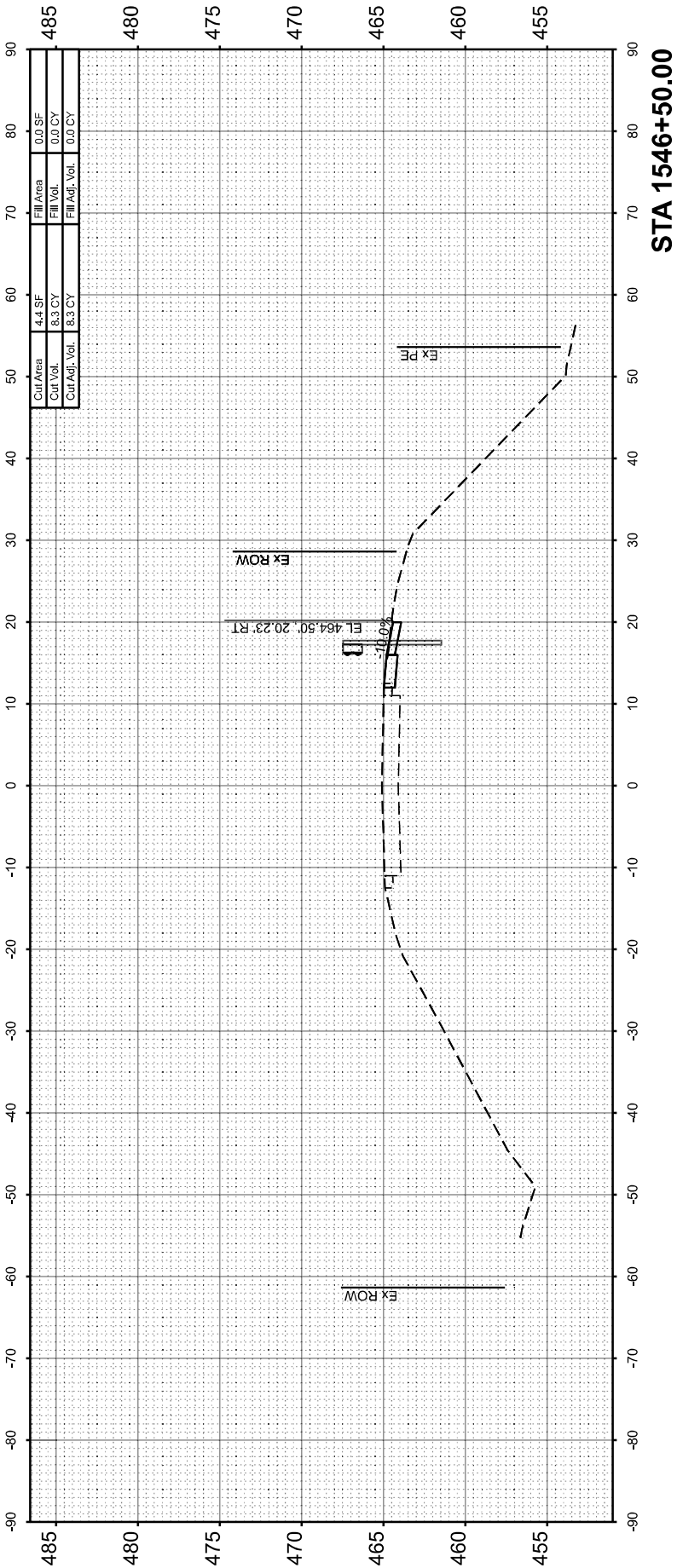
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REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OLD US 51

SCALE: 1"=10'	SHEET 2	OF 7	SHEETS	STA. 1545+50.00	TO STA. 1546+50.00
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F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	60
CONTRACT NO. 76A37				
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

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QUIGG ENGINEERING INC

USER NAME =	TNeffSmith
PLOT SCALE =	0.16666633' / in.
PLOT DATE =	8/20/2025

DESIGNED -	MAW
DRAWN -	MAW
CHECKED -	FBN
DATE -	7/25/2025

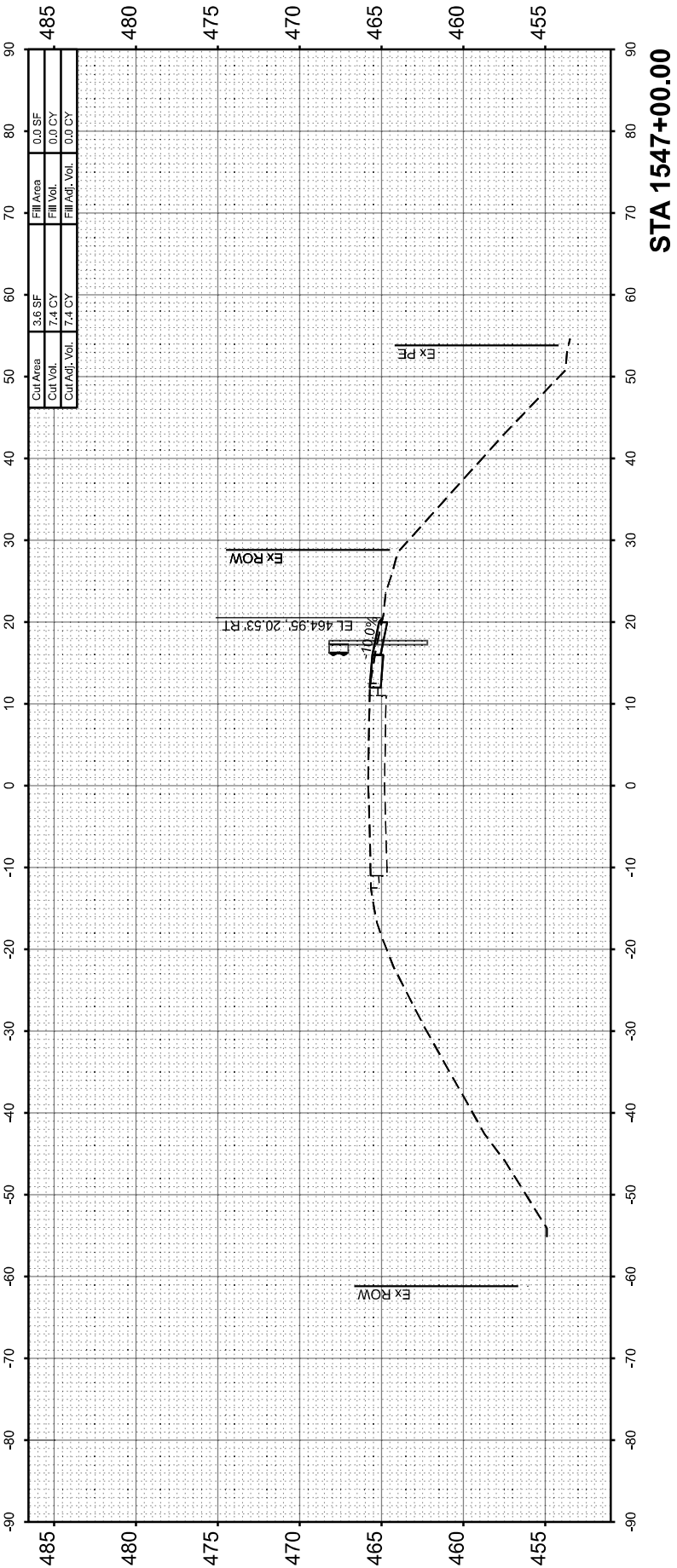
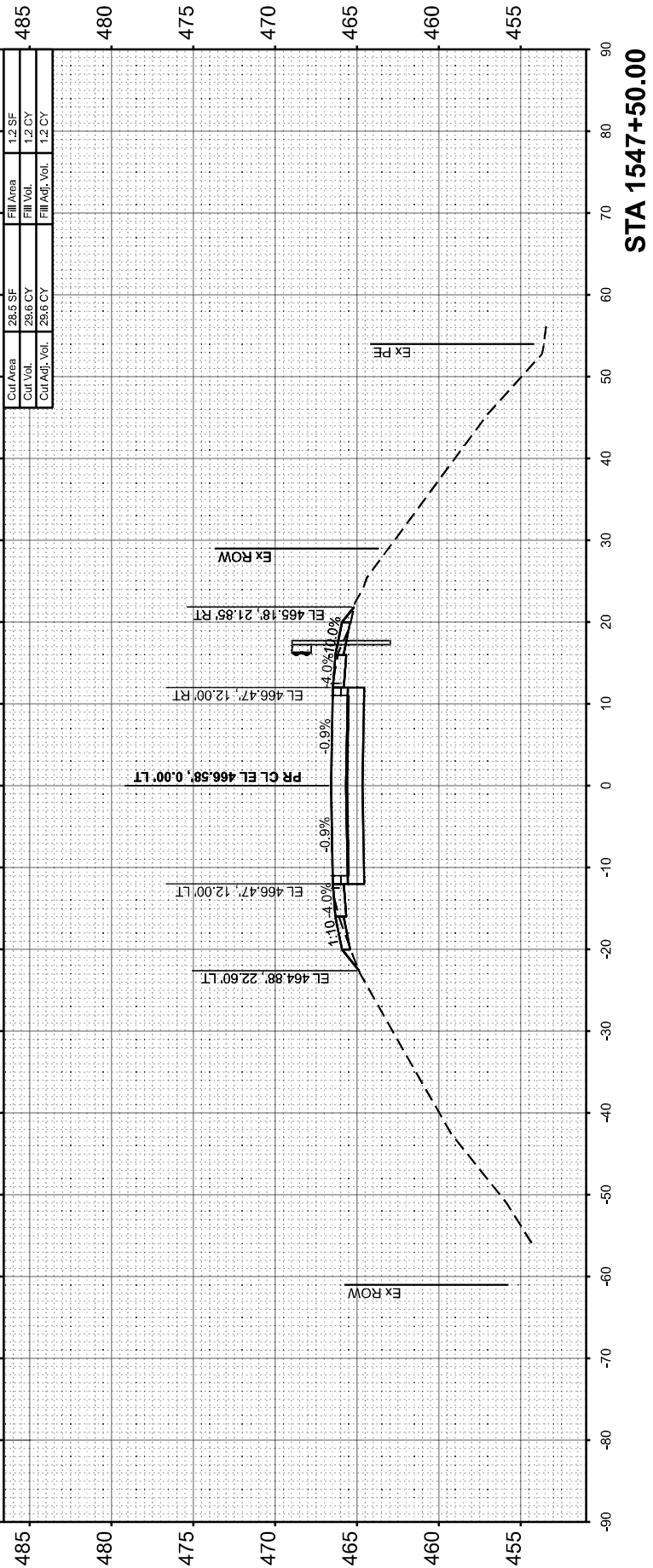
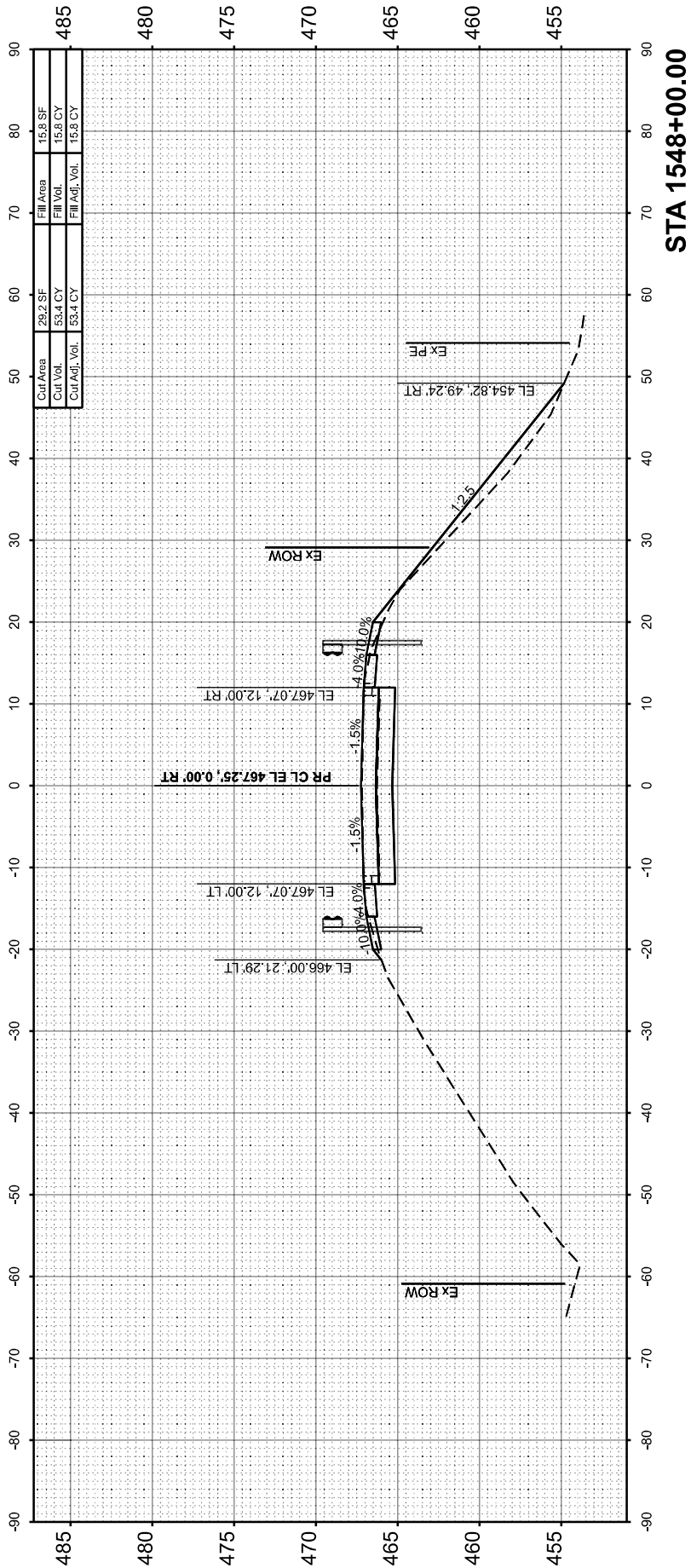
REVISED -	
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REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OLD US 51

SCALE: 1"=10'
SHEET 3 OF 7 SHEETS
STA. 1547+00.00 TO STA. 1548+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	61
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



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

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QUIGG ENGINEERING INC

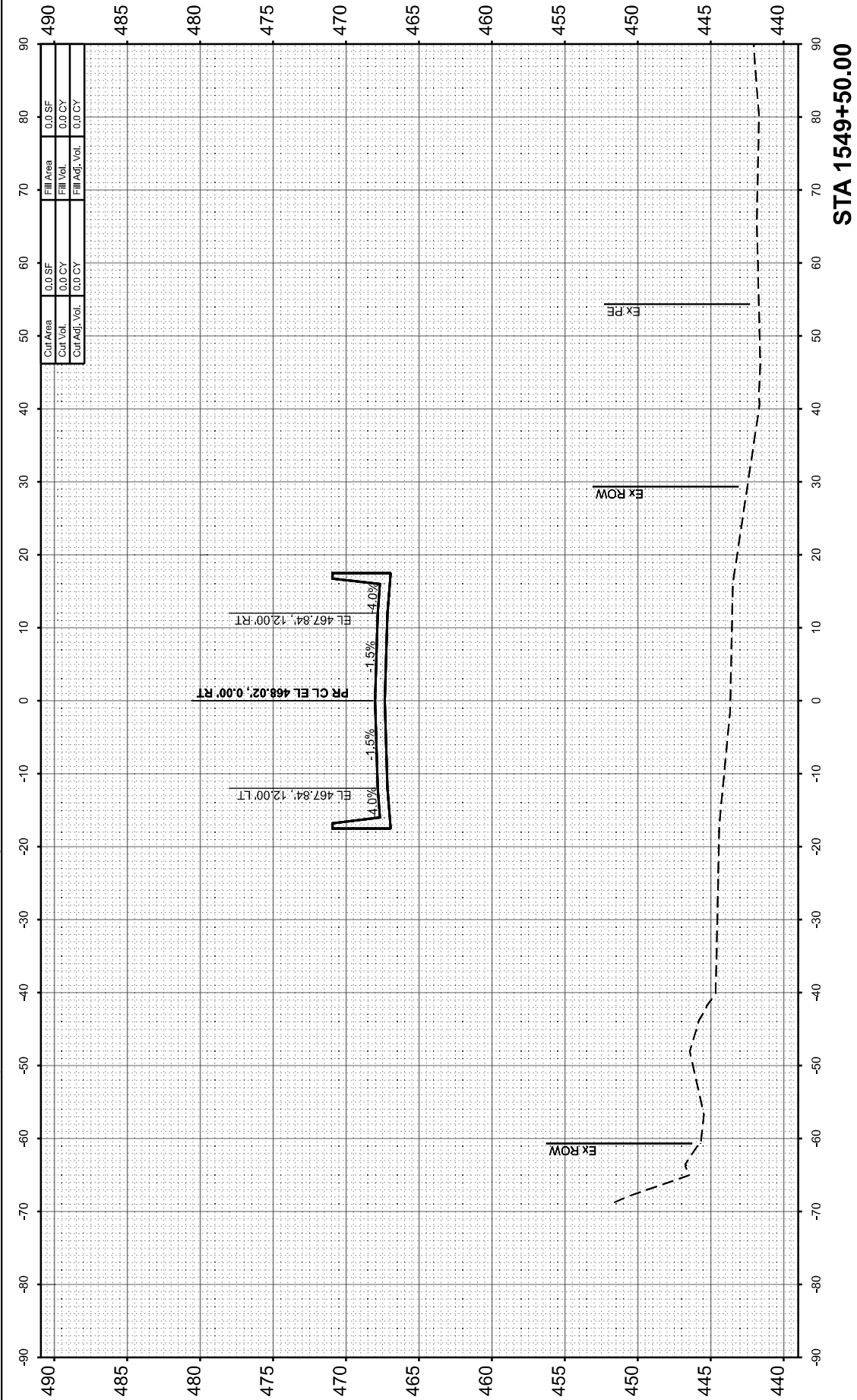
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	DRAWN - MAW	REVISED -
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PLOT DATE = 10/15/2025	DATE - 7/25/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

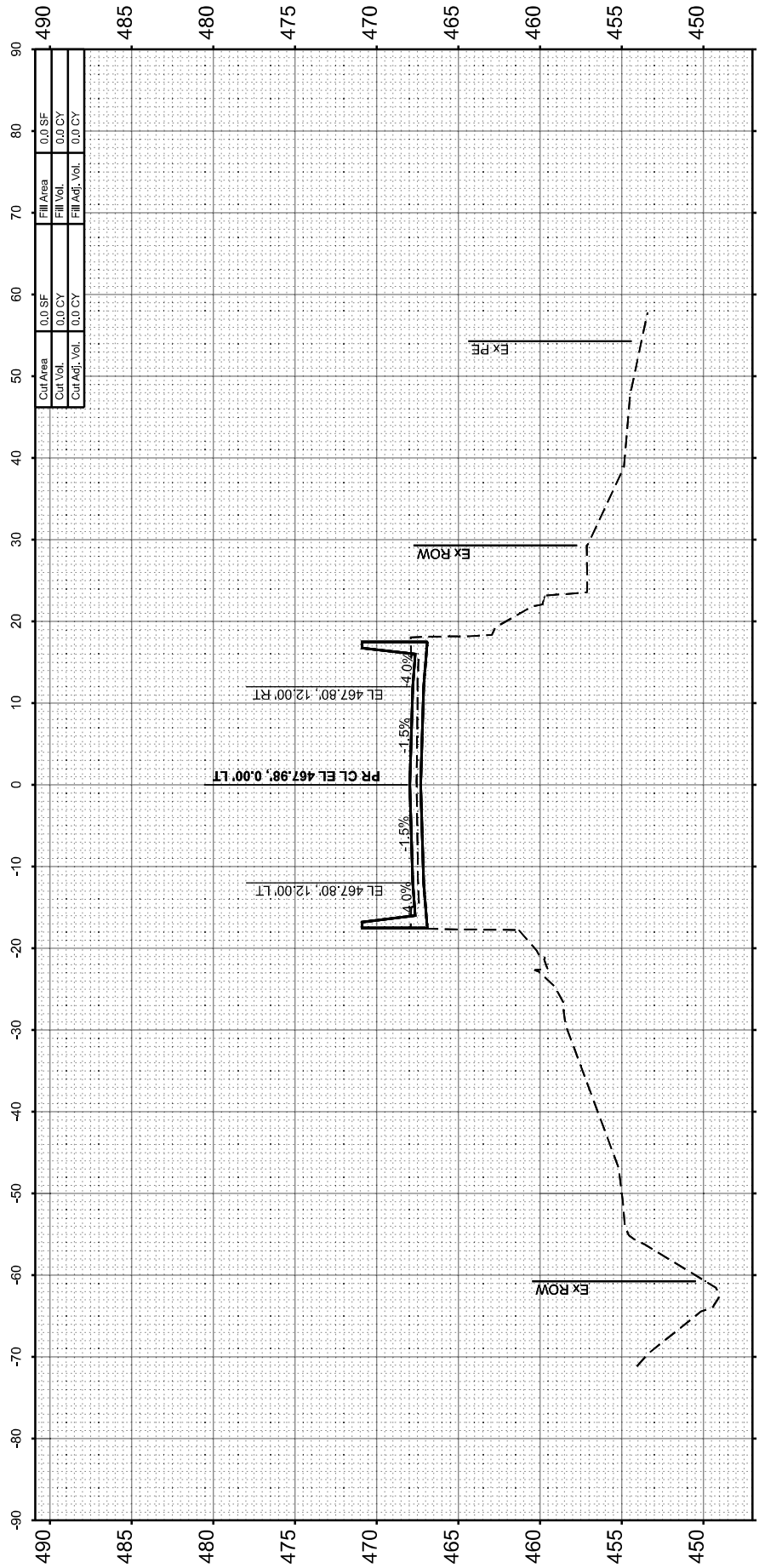
CROSS SECTIONS
OLD US 51

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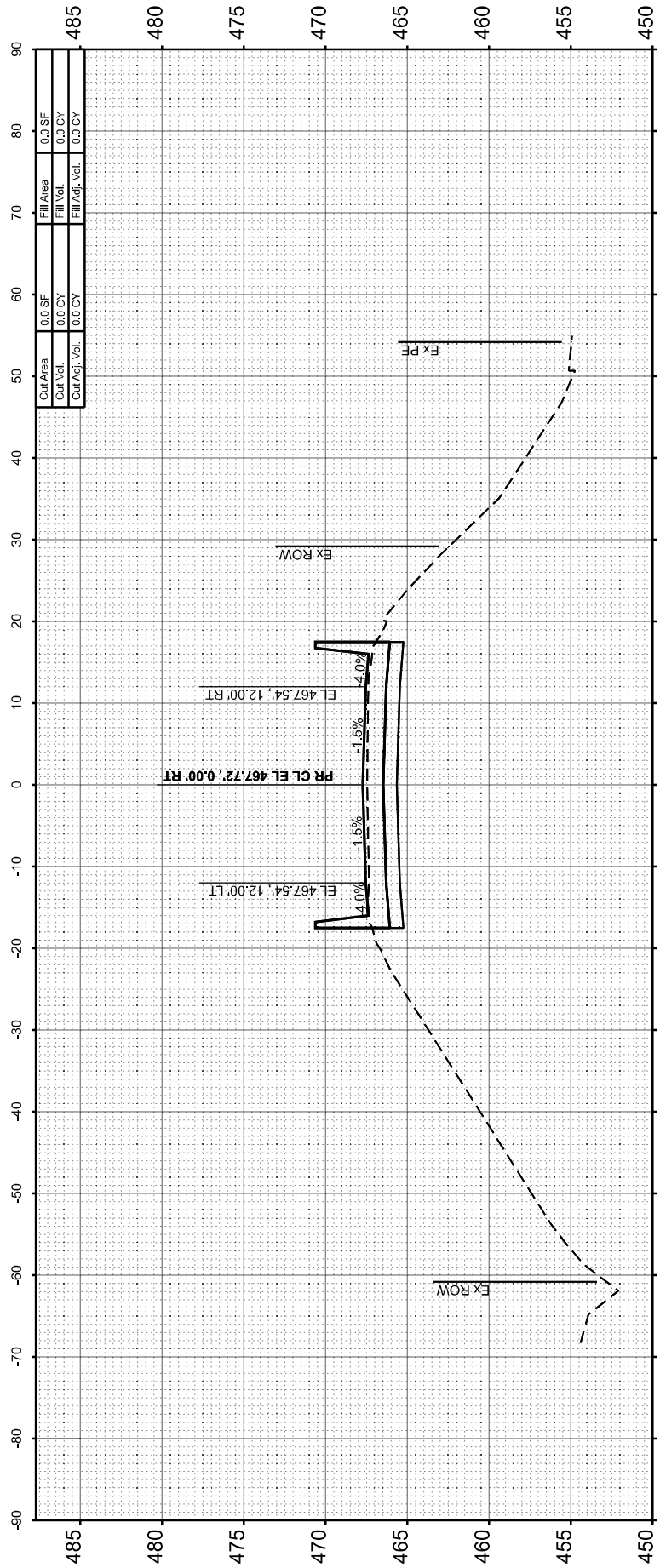
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	62
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				



STA 1549+50.00



STA 1549+00.00

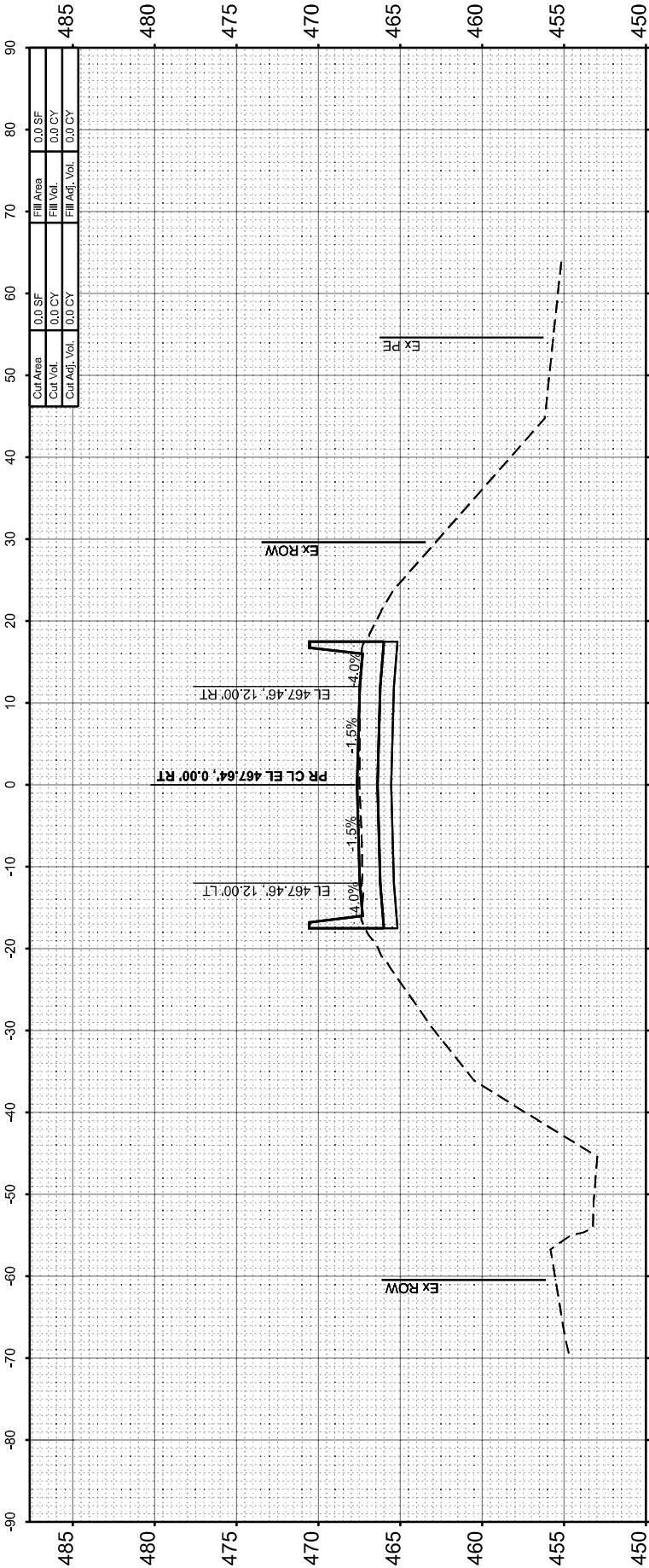


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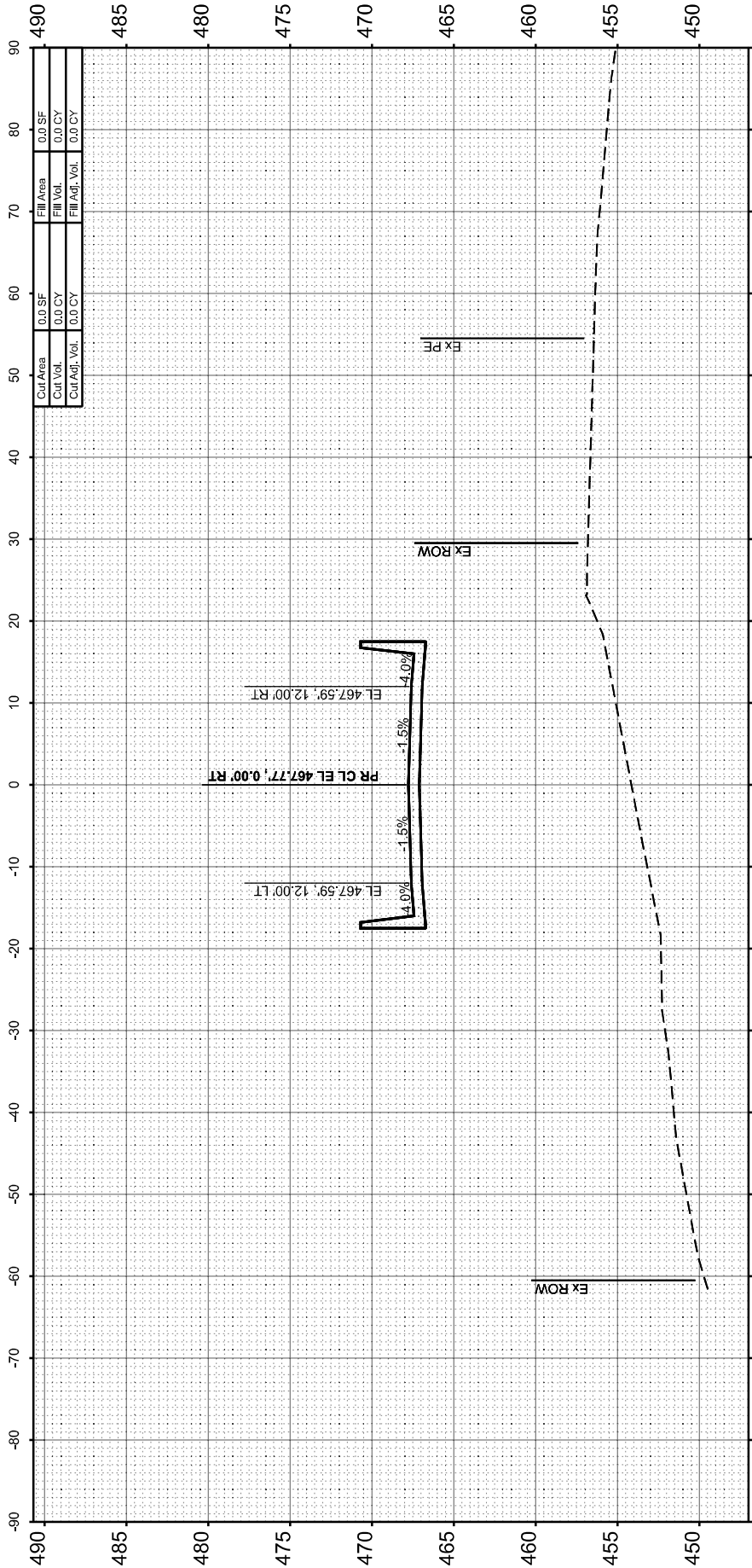
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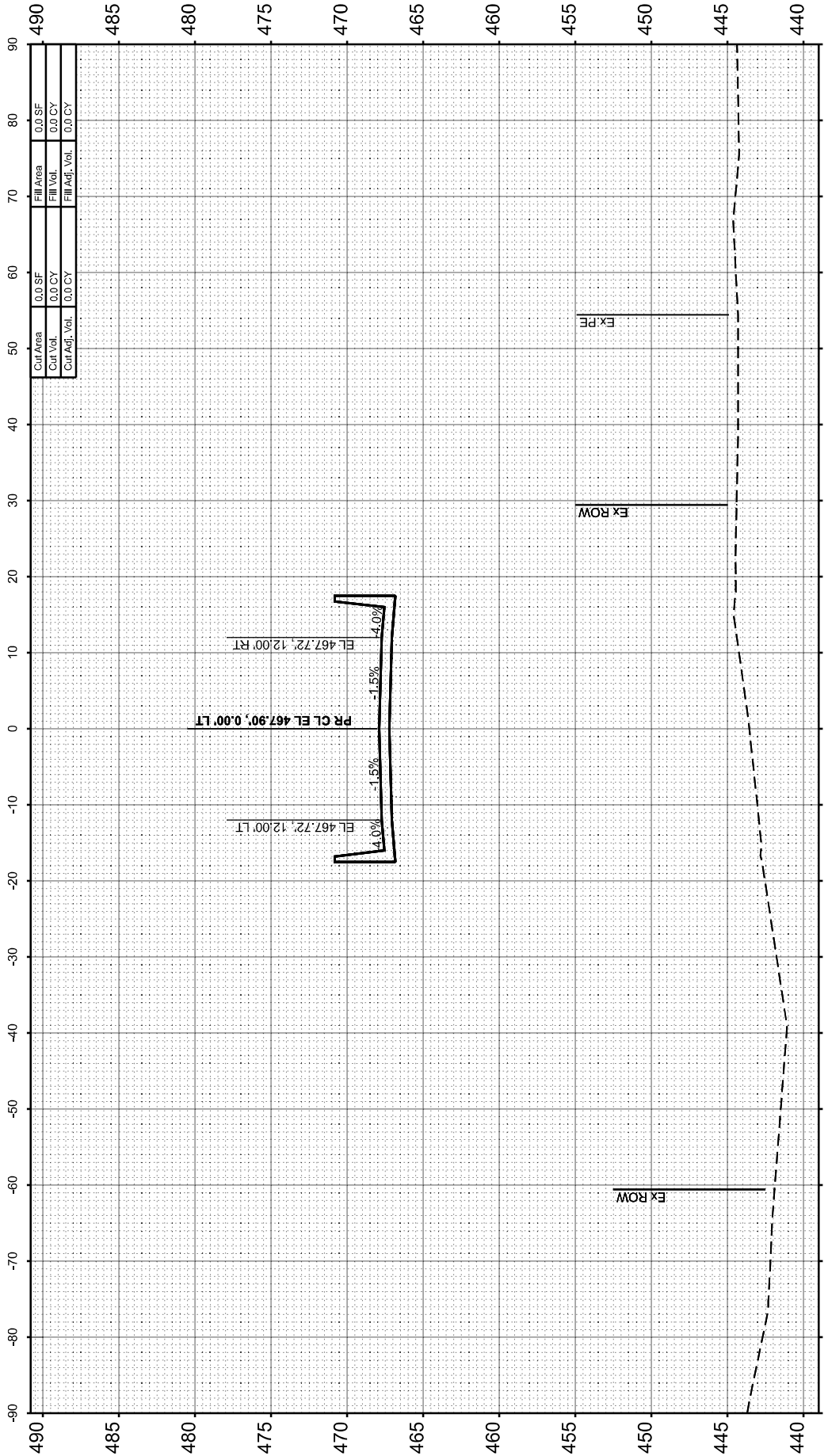
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STA 1551+00.00



STA 1550+50.00



STA 1550+00.00



QUIGG ENGINEERING INC

USER NAME	= FNelson
PLOT SCALE	= 0.16666633' / in.
PLOT DATE	= 10/15/2025

DESIGNED	- MAW
DRAWN	- MAW
CHECKED	- FBN
DATE	- 7/25/2025

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OLD US 51

SCALE: 1"=10'	SHEET 5	OF 7 SHEETS	STA. 1550+00.00	TO STA. 1551+00.00
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F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	63
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: QHUS51-1551+50.00 [Sheet]
FILE NAME: S:\2021\IL031 - FTB 19S-32 D8 - HMG - Various PH\HW011 CUS 51 Roadway Plans\CADD\CADD Sheets\076A37-sh-XS.dgn



QUIGG ENGINEERING INC

USER NAME =	TNeffSmith
DESIGNED -	MAW
DRAWN -	MAW
CHECKED -	FBN
DATE -	7/25/2025

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OLD US 51

SCALE: 1"=10' SHEET 6 OF 7 SHEETS STA. 1551+50.00 TO STA. 1552+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1791	29-2BR	MARION	65	64
CONTRACT NO. 76A37				
ILLINOIS FED. AID PROJECT				

