F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	1
	ILLINOIS	CONTRACT NO. 64E09		

LICENSED PROFESSIONAL ENGINEER
FRANCIS B. NELSON III
062-059187
STATE OF ILLINOIS

FRANCIS B. NELSON III ILLINOIS P.E. 062–059187 — 08/07/2026 DATE
EXPIRES 11/30/2027
SIGNATURE AND SEAL APPLY TO ALL SHEETS EXCEPT AS NOTED BELOW:
SHEETS 17–19, 25–26, 28–99

STATE OF ILLINOIS
MICHAEL D. CIMA
081-005984
SPRINGFIELD, ILL.
LICENSED STRUCTURAL ENGINEER

MICHAEL D. CIMA ILLINOIS S.E. 081–005984 — 08/07/2026 DATE
EXPIRES 11/30/2026
SIGNATURE AND SEAL APPLY ONLY TO SHEETS LISTED BELOW:
SHEETS 41–99

KOSHY J. VAIDYAN
37286
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

KOSHY J. VAIDYAN ILLINOIS P.E. 37286 — 08/07/2026 DATE
EXPIRES 11/30/2027
SIGNATURE AND SEAL APPLY ONLY TO SHEETS LISTED BELOW:
SHEETS 36–40

LICENSED PROFESSIONAL ENGINEER
MUTHAYAB AHMED MOHAMMED
062-072419
OF ILLINOIS

MUTHAYAB AHMED MOHAMMED — 08/07/2026 DATE
ILLINOIS P.E. 062–072419
EXPIRES 11/30/2027
SIGNATURE AND SEAL APPLY ONLY TO SHEETS LISTED BELOW:
SHEETS 17–19, 25–26, 28–35

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

INDEX OF SHEETS

SEE SHEET 2 FOR "INDEX OF SHEETS"

HIGHWAY STANDARDS

SEE SHEET 2 FOR "HIGHWAY STANDARDS"

PROJECT ENGINEER : MICHAEL J. KUEHN (815)284-5307
PROJECT MANAGER : ANDREW DEWEY (815)284-5358,
Andrew.P.Dewey@Illinois.gov

CONTRACT NO. 64E09

STATE OF ILLINOIS

11-06-2026 LETTING ITEM 040

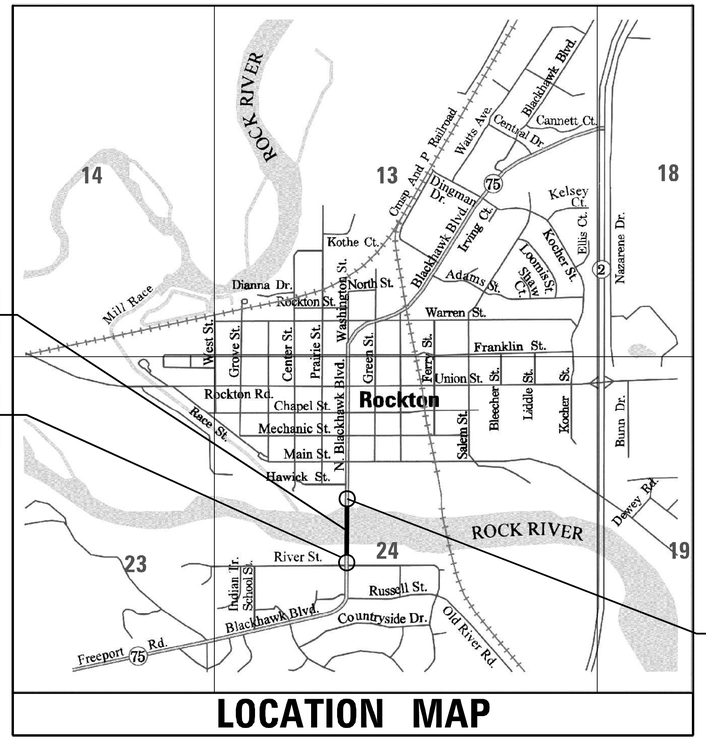
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 505 (IL 75)
SECTION 77BR
PROJECT BR-MJPV(881)
BRIDGE REPLACEMENT OVER ROCK RIVER
WINNEBAGO COUNTY

C-92-106-23

R 1 E



LOCATION MAP

GROSS LENGTH = 1028.53 FT. = 0.195 MILE
NET LENGTH = 1028.53 FT. = 0.195 MILE
(NOT TO SCALE)

EX SN 101–0109
PR SN 101–0230

PROJECT BEGINS STA 931 + 71.47
STRUCTURE BEGINS STA 934 + 51.75

PROJECT ENDS STA 942 + 00.00
STRUCTURE ENDS STA 940 + 41.75

TOWNSHIP: ROCKTON
SECTION: 24

D-92-058-08

LOCATION OF SECTION INDICATED THUS: -

DESIGN DESIGNATION

IL 75 : 1,420 (29) OTHER PRINCIPAL ARTERIAL 5.51 (PCC-20)

2026 ADT

ADT = 7200
PV = 6600 (91.67%)
SUV = 350 (4.86%)
MUV = 250 (3.47%)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 7 20 26
Trisha Thompson
REGIONAL ENGINEER

October 2 20 26
ENGINEER OF DESIGN AND ENVIRONMENT

October 2 20 26
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

QUIGG ENGINEERING INC
2351 S. DIRKSEN PKWY
SPRINGFIELD, ILLINOIS 62703
217-670-0563 (P)
www.quiggengineering.com
DESIGN FIRM REG. NO. 184.004721-0014

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REV. 9/8/26

INDEX OF SHEETS

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IDOT HIGHWAY STANDARDS

STD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
420101-07	24' (7.2 M) JOINTED PCC PAVEMENT
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
515001-04	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 MM) THRU 84" (2100 MM) DIAMETER
602406-11	PRECAST MANHOLE, TYPE A, 6' (1.83 M) DIAMETER
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS, TYPE 1
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-04	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 (B-15.60)
630001-13	STEEL PLATE BEAM GUARDRAIL
630116	BACK SIDE PROTECTION OF GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001-01	RACEWAYS EMBEDDED IN STRUCTURE
821101-03	LUMINAIRE WIRING IN POLE
825001-04	LIGHTING CONTROLLER, POLE MOUNTED, 240V
830001-03	LIGHT POLE ALUMINUM MAST ARM

MODEL: Unnamed Plan - Plan 1 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-gennote.dgn

QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - TO	REVISED -	
	DRAWN - TO	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	2
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

10. FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF THE SEEDING OR SODDING.

27. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 ½" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

37. THE NEW NUMBER FOR THIS STRUCTURE WILL BE SN 101-0230.

67. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.

70. LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE INLET.

80. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).

84. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

88. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

    1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
    2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
    3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
    4. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

89. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1 MILE OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 2 EACH.

90. PERMANENT SURVEY MARKERS, TYPE II PLACED IN URBAN AREAS SHOULD BE PLACED IN SIDEWALK AREAS. THE MARKER SHALL BE PLACED AS SHOWN ON DISTRICT STANDARD 66.2. THE SIDEWALK SHALL BE PLACED AROUND THE MARKER AND FLUSH WITH THE TOP.

91. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2, OR ANOTHER OPTION WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.

92. THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.

93. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES F 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.

GENERAL NOTES CONTINUED:

102. IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815-284-5469 AT LEAST 48 HOURS PRIOR TO WORK.
THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

UTILITY CONTACTS

TYPE	UTILITY	CONTACT	TELEPHONE #	JULIE MEMBER
TELEPHONE	FRONTIER	MR. KALIN HINSHAW 112 W. ELM STREET SYCAMORE, IL 60178	815–895–1515	YES
GAS & ELECTRIC	ROCK ENERGY COOPERATIVE	MR. ROD MAGNUSON P.O. BOX 126 15229 WILLOWBROOK ROAD SOUTH BELOIT, IL 61080–0126	866–752–4550	YES
WATER & SEWER	VILLAGE OF ROCKTON	MR. GORDY NYGREN 110 E. MAIN STREET ROCKTON, IL 61072	815–624–7600	NO
COMMUNICATIONS	CHARTER COMMUNICATIONS	MR. KEITH STEWART 1837 PARK AVENUE BELOIT, WI 53511	608–365–3382	YES
COMMUNICATIONS	KENTUCKY DATA LINK, INC.	MR. JAMES KUSTUCH 13935 BISHOPS DRIVE BROOKFIELD, WI 530005	414–313–9032	NO

105. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.

200. THE EXISTING HMA SHOULDER ASSOCIATED WITH GUARDRAIL POSTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE GUARDRAIL REMOVAL.

201. ALL IN-STREAM CONSTRUCTION ACTIVITIES, INCLUDING THE INSTALLATION OF THE DRILLED-SHAFT CONCRETE PIER FOUNDATIONS AND THE REMOVAL OF THE EXISTING PIERS, MUST BE CONDUCTED ENTIRELY FROM BARGES. NO TEMPORARY COFFERDAMS, CAUSEWAYS, WORK PADS, OR ACCESS FILLS ARE AUTHORIZED. ADDITIONALLY, APPROPRIATE CONTAINMENT MEASURES MUST BE IMPLEMENTED TO PREVENT ANY CONSTRUCTION DEBRIS FROM ENTERING THE ROCK RIVER.

COMMITMENTS:

1. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT CAN BE CLEARED FROM OCTOBER 1 THROUGH MARCH 31. THE US FISH AND WILDLIFE SERVICE CONCURRED WITH OUR DETERMINATION AND DATE RESTRICTION ON TREE CLEARING.

2. ALL TREE IMPACTS WILL BE MITIGATED UNDER INTER GOVERNMENTAL AGREEMENT NO. 21-IDNR-TREES-D2 WITH IDNR, THEREFORE NO TREE REPLACEMENT IS INCLUDED WITH THIS PROJECT. THIS AGREEMENT COVERS ALL PROJECTS FUNDED FROM FY 2025 THROUGH FY 2028.

3. THE CONTRACTOR SHALL CONTACT PROPERTY OWNERS MICHAEL & COLLEEN HILL AT PARCEL # 20623002 AT LEAST 2 WEEKS PRIOR TO CONSTRUCTION IN FRONT OF THEIR PROPERTY (STA 933+73.16 RT) AT 223 S BLACKHAWK BLVD TO NOTIFY OWNER OF START DATE TO ALLOW TIME TO REMOVE PERSONAL PROPERTY FROM THEIR DRIVEWAY. ACCESS TO THE PROPERTY SHALL BE PROVIDED AT ALL TIMES THROUGHOUT THE DURATION OF THE PROJECT, INCLUDING DURING THE FULL BRIDGE CLOSURE AND DETOUR ROUTE.

4. THE FOLLOWING COMMITMENTS SHALL APPLY TO AVOID IMPACTS TO THE ROCK RIVER ROCKTON INAI SEGMENT, AND AVOID AND MINIMIZE IMPACTS TO THE GRAVEL CHUB, AMERICAN BROOK LAMPREY, LAKE STURGEON AND THE PURPLE WARTYBACK MUSSEL:

5. BARGES USED DURING THE STREAMBED BORINGS AND CONSTRUCTION SHALL ONLY BE ANCHORED WITHIN THE PROPOSED CONSTRUCTION FOOTPRINT.

6. IF THE EXISTING BRIDGES ARE DEMOLISHED BY DROPPING THEM INTO THE RIVER, THEY WILL BE REMOVED FROM THE RIVER AS SOON AS PRACTICABLE.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING MEASURES TO PREVENT DEBRIS FROM FALLING IN THE RIVER. DEBRIS WILL NOT BE ALLOWED TO COLLECT AT THE BOTTOM OF THE RIVER.

8. THE CONTRACTOR SHALL REMOVE ANY DEBRIS FROM THE WATER OR RIVERBED AS SOON AS PRACTICABLE DURING THE SAME WORKDAY TO PREVENT THE ACCUMULATION OF POTENTIALLY POLLUTED MATERIALS.

9. THE DEPARTMENT'S EROSION AND SEDIMENT CONTROL POLICY WILL BE FOLLOWED AND WILL BE IN COMPLIANCE WITH THE U.S. ARMY CORPS OF ENGINEERS SECTION 404 PERMIT, THE IEPA SECTION 401 WATER QUALITY PERMIT, THE INDIVIDUAL IDNR-OWR PERMIT, AND REQUIREMENTS WITHIN THE NPDES CONSTRUCTION PERMIT.

10. SPILL PROTECTION MATERIAL (I.E. SPILL KIT) SHALL BE READILY AVAILABLE AT THE PROJECT SITE, AND ON WORK BARGES, TO CONTAIN AND ABSORB ACCIDENTAL SPILLS OF FLUIDS FROM CONSTRUCTION EQUIPMENT. PERSONNEL TRAINED IN THE IMPLEMENTATION OF THE SPILL KIT SHALL BE READILY AVAILABLE ONSITE TO RESPOND TO ACCIDENTAL SPILLS.

11. WHERE APPROPRIATE, ALL IMPACTED RIPARIAN AREAS WILL BE RE-SEEDED WITH IDOT CLASS 4 AND 5 NATIVE GRASS AND FORB MIXES AS OUTLINED IN SECTION 250 OF IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

12. BARGES AND WATERCRAFT USED FOR CONSTRUCTION ACTIVITIES SHALL BE INSPECTED FOR THE PRESENCE OF ZEBRA MUSSELS PRIOR TO PLACING THE BARGES INTO THE ROCK RIVER AND SHALL BE COMPLETELY OUT OF WATER FOR 10 DAYS TO ENSURE PROPERLY DRYING AND REDUCE POTENTIAL INFESTATION BY ZEBRA MUSSELS. IF THE BARGE IS OBTAINED FROM A LOCAL SOURCE, USFWS AND IDNR STAFF MUST STILL BE CONTACTED TO DISCUSS PREVIOUS LOCATIONS AT WHICH THE BARGE HAS BEEN USED.

13. IF UNFORESEEN CONSTRUCTION SITUATIONS OCCUR, THE IDOT AND IDNR WILL BE CONSULTED TO MAKE SURE ANY CORRECTIVE ACTIONS DO NOT ADVERSELY IMPACT THE GRAVEL CHUB OR OTHER LISTED SPECIES. POTENTIAL ADVERSE SITUATIONS INCLUDE FLOODING, EQUIPMENT SPILLS OR LEAKS, AND FUEL SPILLS.

14. EDUCATIONAL MATERIALS SHALL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING ABOUT THE PURPLE WARTYBACK MUSSEL, SPIKE MUSSEL, GRAVEL CHUB, AMERICAN BROOK LAMPREY, AND LAKE STURGEON. INFORMATION REGARDING REGULATIONS PROTECTING THE SPECIES, WHERE THE SPECIES MIGHT BE FOUND, EQUIPMENT AVOIDANCE AREAS, HOW TO REPORT SIGHTINGS OR INCIDENTS THAT MAY INVOLVE TAKE, AND THE IMPORTANCE OF AVOIDING TAKE OF THE SPECIES WILL ALSO BE PROVIDED.

15. THE PURPLE WARTYBACK MUSSEL, SPIKE MUSSEL, GRAVEL CHUB, AMERICAN BROOK LAMPREY, AND LAKE STURGEON ARE PROTECTED SPECIES. IF DURING CONSTRUCTION, ANY DISCOVERIES OF THESE PROTECTED SPECIES ARE MADE IN THE PROJECT AREA, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. THE ENGINEER SHALL HALT CONSTRUCTION ACTIVITIES IMMEDIATELY AND NOTIFY HEATH JORDAN, D-2 ENVIRONMENTAL UNIT HEAD (PHONE 815-284-5450). LOCATION INFORMATION (PHOTOGRAPH, MAP, AND GPS COORDINATES) SHALL ALSO BE PROVIDED.

CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE URBAN 80% FEDERAL 20% STATE ROADWAY 0010	URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	100% ROCKTON ROADWAY 0043
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6	6		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	29	29		
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25		
20101700	SUPPLEMENTAL WATERING	UNIT	42	42		
20200100	EARTH EXCAVATION	CU YD	320	320		
20200200	ROCK EXCAVATION	CU YD	150	150		
20300100	CHANNEL EXCAVATION	CU YD	250		250	
20300200	ROCK EXCAVATION IN CHANNEL	CU YD	86		86	
20400800	FURNISHED EXCAVATION	CU YD	334	334		
20800150	TRENCH BACKFILL	CU YD	424	424		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	916	916		
25200100	SODDING	SQ YD	916	916		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	31	31		
28000400	PERIMETER EROSION BARRIER	FOOT	1,110	1,110		

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 1 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D2264E09-smt-SOQ.dgn

CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE URBAN 80% FEDERAL 20% STATE ROADWAY 0010	 URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	 100% ROCKTON ROADWAY 0043
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1,496	1,496		
28100109	STONE RIPRAP, CLASS A5	SQ YD	1,093	21	1,072	
28200200	FILTER FABRIC	SQ YD	1,093	21	1,072	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	846	846		
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	382	382		
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	166	166		
42000411	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)	SQ YD	1,017	1,017		
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	91	91		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,637.5	4,637.5		
44000100	PAVEMENT REMOVAL	SQ YD	1,108	1,108		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	74	74		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	854	854		
44000600	SIDEWALK REMOVAL	SQ FT	1,384	1,384		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 2 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\D2264E09-snt-SOQ.dgn

QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - TO	REVISED -
	DRAWN - TO	REVISED -
	CHECKED - FBN	REVISED -
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 2 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	5
		CONTRACT NO. 64E09		
	ILLINOIS FED. AID PROJECT			

REV. 9/8/26

CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE URBAN 80% FEDERAL 20% STATE ROADWAY 0010	CONSTRUCTION TYPE CODE URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	CONSTRUCTION TYPE CODE 100% ROCKTON ROADWAY 0043
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1		
50200100	STRUCTURE EXCAVATION	CU YD	392		392	
50300225	CONCRETE STRUCTURES	CU YD	448.8		448.8	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,014.6		1,014.6	
50300260	BRIDGE DECK GROOVING	SQ YD	2,016		2,016	
50300300	PROTECTIVE COAT	SQ YD	4,418		4,418	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	12,416		12,416	
50800105	REINFORCEMENT BARS	POUND	80,590		80,590	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	422,410		422,410	
50800515	BAR SPLICERS	EACH	468		468	
50800530	MECHANICAL SPLICERS	EACH	144		144	
50901720	BICYCLE RAILING	FOOT	1,299		1,299	
50901750	PARAPET RAILING	FOOT	1,283		1,283	

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE: URBAN 80% FEDERAL 20% STATE ROADWAY 0010	CONSTRUCTION TYPE CODE: URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	CONSTRUCTION TYPE CODE: 100% ROCKTON ROADWAY 0043
51202110	FURNISHING STEEL PILES HP16X141	FOOT	698		698	
51202305	DRIVING PILES	FOOT	558		558	
51204110	TEST PILE STEEL HP16X141	EACH	1		1	
51204650	PILE SHOES	EACH	7		7	
51265001	DRILLING AND SETTING PILES (IN SOIL)	CU FT	85		85	
51265002	DRILLING AND SETTING PILES (IN ROCK)	CU FT	792		792	
51500100	NAME PLATES	EACH	1		1	
51602000	PERMANENT CASING	FOOT	682		682	
51603000	DRILLED SHAFT IN SOIL	CU YD	318.9		318.9	
51604000	DRILLED SHAFT IN ROCK	CU YD	73.0		73.0	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	95.5		95.5	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	8		8	
52100510	ANCHOR BOLTS, 3/4"	EACH	2		2	
52100520	ANCHOR BOLTS, 1"	EACH	70		70	

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 4 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\D2264E09-snt-SOQ.dgn

QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 4 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	7
		CONTRACT NO. 64E09		
		ILLINOIS FED. AID PROJECT		

REV. 9/15/26 REV. 9/8/26

CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE URBAN 80% FEDERAL 20% STATE ROADWAY 0010	URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	100% ROCKTON ROADWAY 0043
52100530	ANCHOR BOLTS, 1 1/4"	EACH	28		28	
54261236	CONCRETE END SECTION, STANDARD 542001, 36", 1:2	EACH	1	1		
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	35	35		
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	41	41		
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	308	308		
55100300	STORM SEWER REMOVAL 8"	FOOT	30	30		
55100400	STORM SEWER REMOVAL 10"	FOOT	42	42		
55100500	STORM SEWER REMOVAL 12"	FOOT	40	40		
55100700	STORM SEWER REMOVAL 15"	FOOT	6	6		
55101600	STORM SEWER REMOVAL 36"	FOOT	295	295		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	260		260	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	129		129	
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	178		178	
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 5 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\D2264E09-smt-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 5 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	8
		CONTRACT NO. 64E09		
	ILLINOIS FED. AID PROJECT			

REV. 9/8/26

				CONSTRUCTION TYPE CODE		
				URBAN 80% FEDERAL 20% STATE	URBAN 80% FEDERAL 20% STATE	100% ROCKTON
CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY	BRIDGE	ROADWAY
				0010	0010	0043
					S.N. 101-0230	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
60500040	REMOVING MANHOLES	EACH	3	3		
60500060	REMOVING INLETS	EACH	6	6		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	759.5	759.5		
60605500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)	FOOT	6.5	6.5		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	50		
* 63000035	BACK SIDE PROTECTION OF GUARDRAIL	FOOT	176	176		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3		
63200310	GUARDRAIL REMOVAL	FOOT	342	342		
64300240	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1		
* 66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	74	74		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		

* SPECIALTY ITEM

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

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	9
		CONTRACT NO. 64E09		
		ILLINOIS FED. AID PROJECT		

REV. 9/8/26

	CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE: URBAN 80% FEDERAL 20% STATE ROADWAY 0010	CONSTRUCTION TYPE CODE: URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	CONSTRUCTION TYPE CODE: 100% ROCKTON ROADWAY 0043
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	16	16		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12		
	67100100	MOBILIZATION	L SUM	1	1		
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1		
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	300	300		
*	72400735	REMOVE AND RELOCATE SIGN PANEL - TYPE 1	SQ FT	42	42		
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	32	32		
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	162	162		
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	2,152	2,152		

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 7 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	10
		CONTRACT NO. 64E09		
		ILLINOIS FED. AID PROJECT		

REV. 9/8/26

					CONSTRUCTION TYPE CODE		
					URBAN 80% FEDERAL 20% STATE	URBAN 80% FEDERAL 20% STATE	100% ROCKTON
	CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY	BRIDGE	ROADWAY
					0010	0010	0043
						S.N. 101-0230	
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	57	57		
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	99	99		
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	2,152	2,152		
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	57	57		
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	162	162		
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	99	99		
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	50			50
*	81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	442			442
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	50			50
*	81300550	JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE,12"x 12" x 6"	EACH	1			1
*	81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	123			123
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1,539			1,539
*	81702400	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	50			50
*	82110007	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	4			4

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 8 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	11
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	QUANTITY	CONSTRUCTION TYPE CODE: URBAN 80% FEDERAL 20% STATE ROADWAY 0010	CONSTRUCTION TYPE CODE: URBAN 80% FEDERAL 20% STATE BRIDGE 0010 S.N. 101-0230	CONSTRUCTION TYPE CODE: 100% ROCKTON ROADWAY 0043
*	82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1			1
*	83006100	LIGHT POLE, ALUMINUM, 30 FT. M.H., 4 FT. MAST ARM	EACH	1			1
*	83007100	LIGHT POLE, ALUMINUM, 35 FT. M.H., 4 FT. MAST ARM	EACH	3			3
	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4			4
	84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1			1
	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1			1
	85100600	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	4			4
	X0320051	CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT	891		891	
	X0320052	CROSSHOLE SONIC LOGGING TESTING	EACH	16		16	
	X0323407	FLAGPOLES	EACH	1			1
	X0326814	STATELINE MASS TRANSIT DISTRICT CREDITS	EACH	30	30		
	X0326899	SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2			2
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	328		328	
	X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	2,755		2,755	

* SPECIALTY ITEM

MODEL: Unnamed Plan - Plan 9 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: 1"=50' | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	12
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

REV. 9/15/26 REV. 9/8/26

					CONSTRUCTION TYPE CODE		
					URBAN 80% FEDERAL 20% STATE	URBAN 80% FEDERAL 20% STATE	100% ROCKTON
CODE NO.	ITEM	UNIT	QUANTITY		ROADWAY	BRIDGE	ROADWAY
					0010	0010	0043
						S.N. 101-0230	
X5060706	POWDER COATING OF PARAPET RAILING AND BRIDGE FENCE RAILING	L SUM	1				1
X5080530	BAR TERMINATORS	EACH	480			480	
X5211625	HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, GUIDED EXPANSION-500K	EACH	7			7	
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	12			12	
X6024240	INLETS (SPECIAL)	EACH	4		4		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1		
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	25		25		
X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	12	*	12		
X7820008	BARRIER WALL REFLECTORS (SPECIAL)	EACH	18		18		
X8040106	ELECTRIC SERVICE INSTALLATION AND CONNECTION	EACH	1	*			1
Z0003850	BENCHES	EACH	2				2
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1		
Z0049791	RELOCATING COMMEMORATIVE PLAQUES	EACH	3				3

*

* SPECIALTY ITEM

Ø Z0076600 TRAINEES HOUR 3,000 3,000

Ø Z0076604 TRAINEES - TRAINING PROGRAM GRADUATE HOUR 3,000 3,000

Ø 0042

MODEL: Unnamed Plan - Plan 10 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 75

SCALE: NONE | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	13
		CONTRACT NO. 64E09		
	ILLINOIS FED. AID PROJECT			

REV. 9/25/26 REV. 9/15/26 REV. 9/8/26

20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	LT / RT	UNIT
IL 75			
934+02.70	38.70	RT	6.00
TOTALS			6.00
USE			6

20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	LT / RT	UNIT
IL 75			
932+51.63	31.91	RT	29.00
TOTALS			29.00
USE			29

20100500	TREE REMOVAL, ACRES	
STATION	LT / RT	AREA (ACRE)
IL 75		
934+09.09 TO 934+82.04	LT	0.02
934+41.31 TO 934+91.30	RT	0.02
940+43.63 TO 940+67.17	RT	0.01
TOTALS		0.05
USE		0.25

EARTHWORK SCHEDULE

1	2	3	4	5	6	7	8
LOCATION	20200100 EARTH EXCAVATION	20200200 ROCK EXCAVATION	20300100 CHANNEL EXCAVATION	20300200 ROCK EXCAVATION IN CHANNEL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
IL 75		150	250	86			
931+80.00 to 934+70.00	190				143	495	-352
940+00.00 to 942+20.00	130				98	80	18
TOTALS	320	150	250	86	241	575	-334

COLUMN 1 - LOCATION FROM PLANS
COLUMN 2 - CUT QUANTITIES FROM CROSS SECTIONS
COLUMN 3 - ROCK EXCAVATION NEAR SOUTH ABUTMENT FOR DRAINAGE
COLUMN 4 - CHANNEL EXCAVATION AT NORTH AND SOUTH ABUTMENTS (NOT QUANTIFIED FOR REUSE)
COLUMN 5 - ROCK EXCAVATION IN CHANNEL AT SOUTH ABUTMENT
COLUMN 6 - ADJUSTED EARTH EXCAVATION QUANTITIES THAT ARE TO BE USED AS FILL MATERIAL IN EMBANKMENT
COLUMN 7 - FILL QUANTITIES FROM CROSS SECTIONS
COLUMN 8 - MATERIAL TO WASTE (+) OR FURNISHED EXCAVATION (-)

20800150	TRENCH BACKFILL							
LOCATION						TRENCH LENGTH	PIPE SIZE	VOLUME
STATION	TO	STATION	PIPE ID	STRUCTURE ID US	STRUCTURE ID DS	FOOT	INCHES	CU YD
IL 75								
931+76.66	-	931+76.62	P1	1	2	6	18	2.5
931+76.62	-	931+76.65	P2	2	3	29	18	19.0
931+76.65	-	931+76.68	P3	3	4	6	18	4.4
931+76.68	-	933+50.15	P4	4	5	174	36	216.0
933+50.08	-	933+50.24	P5	7	6	29	12	25.5
933+50.24	-	933+50.15	P6	6	5	6	12	5.5
933+50.15	-	934+35.40	P7	5	9	87	36	150.3
TOTAL								423.2
USE								424

28100109	STONE RIPRAP, CLASS A5	
STATION	LT / RT	AREA (SQ YD)
IL 75		
934+85.66 TO 934+98.42	RT	21.00
TOTALS		21.00
USE		21

28200200	FILTER FABRIC	
STATION	LT / RT	AREA (SQ YD)
IL 75		
934+85.66 TO 934+98.42	RT	21.00
TOTALS		21.00
USE		21

30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	
STATION	LT / RT	AREA (SQ YD)
IL 75		
931+71.47 TO 934+07.75	LT / RT	845.50
TOTALS		845.50
USE		846

31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	
STATION	LT / RT	AREA (SQ YD)
IL 75		
931+74.34 TO 931+86.33	RT	21.85
931+86.33 TO 933+56.51	RT	189.09
933+56.51 TO 933+66.51	RT	5.56
933+78.51 TO 933+88.51	RT	5.56
933+88.51 TO 934+07.75	RT	21.62
940+85.75 TO 941+82.50	RT	107.51
941+82.50 TO 942+10.54	RT	29.91
TOTALS		381.10
USE		382

42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	
STATION	LT / RT	AREA (SQ YD)
IL 75		
934+07.75 TO 934+22.75	LT / RT	82.88
940+70.75 TO 940+85.75	LT / RT	83.00
TOTALS		165.88
USE		166

42000411	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)	
STATION	LT / RT	AREA (SQ YD)
IL 75		
931+71.47 TO 934+06.82	LT / RT	682.72
940+85.75 TO 941+50.00	LT / RT	185.61
941+50.00 TO 942+00.00	LT / RT	148.61
TOTALS		1,016.94
USE		1,017

42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	
STATION	LT / RT	AREA (SQ YD)
IL 75		
933+72.82 TO 933+71.74	RT	90.09
TOTALS		90.09
USE		91

42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	
STATION	LT / RT	AREA (SQ FT)
IL 75		
SIDEWALK		
933+35.24 TO 934+07.75	LT	417.25
940+85.75 TO 940+90.75	LT	33.91
940+90.75 TO 942+00.00	LT	756.01
MULTI-USE PATH		
931+74.34 TO 931+86.33	RT	196.67
931+86.33 TO 933+56.51	RT	1,701.80
933+56.51 TO 933+66.51	RT	50.00
933+78.51 TO 933+88.51	RT	50.00
933+88.51 TO 934+07.75	RT	194.62
940+85.75 TO 941+82.50	RT	967.55
941+82.50 TO 942+10.54	RT	269.23
TOTALS		4,637.04
USE		4,637.5

44000100	PAVEMENT REMOVAL	
STATION	LT / RT	AREA (SQ YD)
IL 75		
931+71.47 TO 934+07.75	LT / RT	684.62
934+07.75 TO 934+22.75	LT / RT	43.33
940+70.75 TO 940+85.75	LT / RT	45.73
940+85.75 TO 941+50.00	LT / RT	185.61
941+50.00 TO 942+00.00	LT / RT	148.61
TOTALS		1,107.90
USE		1,108

44000200	DRIVEWAY PAVEMENT REMOVAL	
STATION	LT / RT	AREA (SQ YD)
IL 75		
933+72.83 TO 933+71.74	RT	73.74
TOTALS		73.74
USE		74

44000500	COMBINATION CURB AND GUTTER REMOVAL	
STATION	LT / RT	LENGTH (FOOT)
IL 75		
931+72.04 TO 934+52.75	LT	280.96
931+72.26 TO 933+59.74	RT	187.64
933+86.06 TO 934+52.75	RT	66.73
940+40.75 TO 942+00.00	LT	159.25
940+40.75 TO 942+00.00	RT	159.26
TOTALS		853.84
USE		854

44000600	SIDEWALK REMOVAL	
STATION	LT / RT	AREA (SQ FT)
IL 75		
933+35.31 TO 934+52.75	LT	490.97
940+40.75 TO 942+00.00	LT	892.62
TOTALS		1,383.59
USE		1,384

50104400	CONCRETE HEADWALL REMOVAL		
STATION	OFFSET	LT / RT	EACH
IL 75			
934+69.87	28.78	RT	1
TOTALS			1
USE			1

54261236	CONCRETE END SECTION, STANDARD 542001, 36", 1:2		
STATION	OFFSET	LT / RT	EACH
IL 75			
934+78.75	50.62	RT	1
TOTALS			1
USE			1

550A0340	STORM SEWERS, CLASS A, TYPE 2 12"				
STATION	PIPE ID	STRUCTURE ID		LT / RT	LENGTH (FOOT)
		US	DS		
IL 75					
933+50.08 TO 933+50.24	P5	7	6	LT / RT	29
933+50.24 TO 933+50.15	P6	6	5	RT	6
TOTALS					35
USE					35

550A0380	STORM SEWERS, CLASS A, TYPE 2 18"				
STATION	PIPE ID	STRUCTURE ID		LT / RT	LENGTH (FOOT)
		US	DS		
IL 75					
931+76.62 TO 931+76.66	P1	1	2	LT	6
931+76.62 TO 931+76.65	P2	2	3	LT / RT	29
931+76.65 TO 931+76.68	P3	3	4	RT	6
TOTALS					41
USE					41

550A0450	STORM SEWERS, CLASS A, TYPE 2 36"				
STATION	PIPE ID	STRUCTURE ID		LT / RT	LENGTH (FOOT)
		US	DS		
IL 75					
931+76.68 TO 933+50.15	P4	4	5	RT	174
933+50.15 TO 934+35.40	P7	5	9	RT	87
934+35.40 TO 934+78.75	P8	9	8	RT	47
TOTALS					308
USE					308

55100300	STORM SEWER REMOVAL 8"		
STATION		LT / RT	LENGTH (FOOT)
IL 75			
933+54.66 TO 933+55.50		LT / RT	30
TOTALS			30
USE			30

55100400	STORM SEWER REMOVAL 10"		
STATION		LT / RT	LENGTH (FOOT)
IL 75			
934+48.79 TO 934+52.08		LT / RT	31
934+48.79 TO 934+52.61		RT	11
TOTALS			42
USE			42

55100500	STORM SEWER REMOVAL 12"		
STATION		LT / RT	LENGTH (FOOT)
IL 75			
931+74.16 TO 933+82.44		LT / RT	32
933+55.09 TO 933+55.50		RT	8
TOTALS			40
USE			40

55100700	STORM SEWER REMOVAL 15"		
STATION		LT / RT	LENGTH (FOOT)
IL 75			
931+74.16 TO 931+76.68		RT	6
TOTALS			6
USE			6

55101600	STORM SEWER REMOVAL 36"		
STATION		LT / RT	LENGTH (FOOT)
IL 75			
931+76.68 TO 933+55.09		RT	179
933+55.09 TO 934+52.61		RT	98
934+52.61 TO 934+69.87		RT	18
TOTALS			295
USE			295

60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID		
STATION	OFFSET	LT / RT	EACH
IL 75			
931+76.66	20.32	LT	1
TOTALS			1
USE			1

60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID		
STATION	OFFSET	LT / RT	EACH
IL 75			
933+50.15	19.79	RT	1
934+35.40	32.93	RT	1
TOTALS			2
USE			2

60500040	REMOVING MANHOLES		
STATION	OFFSET	LT / RT	EACH
IL 75			
933+55.10	23.07	RT	1
934+19.18	18.43	RT	1
934+52.76	26.53	RT	1
TOTALS			3
USE			3

60500060	REMOVING INLETS		
STATION	OFFSET	LT / RT	EACH
IL 75			
931+74.16	15.38	RT	1
931+82.44	14.67	LT	1
933+55.50	14.20	RT	1
933+54.66	14.88	LT	1
934+48.79	15.46	RT	1
934+52.08	15.28	LT	1
TOTALS			6
USE			6

60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	
STATION	LT / RT	LENGTH (FOOT)
IL 75		
931+78.26 TO 934+22.75	LT	244.49
931+67.23 TO 931+76.28	RT	9.68
931+76.28 TO 934+22.75	RT	246.47
940+70.75 TO 942+00.00	LT	129.25
940+70.75 TO 941+50.00	RT	79.25
941+50.00 TO 942+00.00	RT	50.02
TOTALS		759.16
USE		759.5

60605500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (VARIABLE WIDTH GUTTER FLAG)	
STATION	LT / RT	LENGTH (FOOT)
IL 75		
931+71.96 TO 931+78.26	LT	6.36
TOTALS		6.36
USE		6.5

63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	
STATION	LT / RT	LENGTH (FOOT)
IL 75		
941+07.65 TO 941+57.65	LT	50.00
TOTALS		50.00
USE		50

63000035	BACK SIDE PROTECTION OF GUARDRAIL	
STATION	LT / RT	LENGTH (FOOT)
IL 75		
933+85.86 TO 934+22.75	LT	36.91
940+70.75 TO 940+97.50	RT	26.82
940+70.75 TO 941+82.65	LT	111.90
TOTALS		175.63
USE		176

63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	
STATION	LT / RT	EACH
IL 75		
934+22.75	LT	1
940+70.75	LT	1
940+70.75	RT	1
TOTALS		3
USE		3

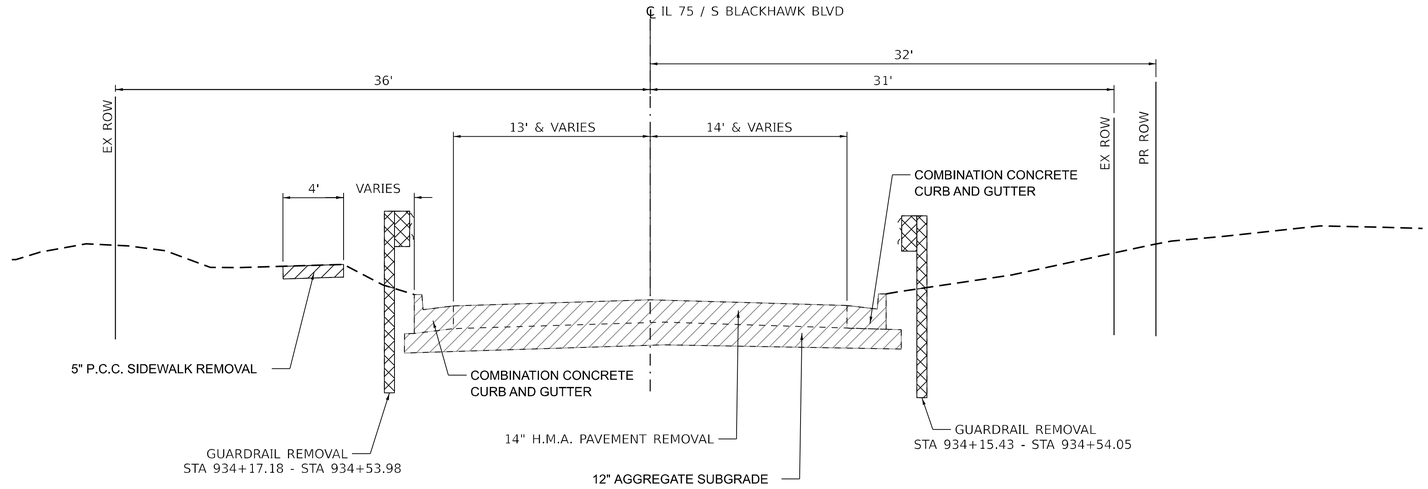
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
STATION	LT / RT	EACH
IL 75		
934+72.75	LT	1
941+57.65	LT	1
941+07.65	RT	1
TOTALS		3
USE		3

63200310	GUARDRAIL REMOVAL	
STATION	LT / RT	LENGTH (FOOT)
IL 75		
934+17.18 TO 934+53.97	LT	36.93
934+15.42 TO 934+54.03	RT	38.63
940+39.36 TO 942+09.76	LT	170.44
940+39.43 TO 941+35.25	RT	95.82
TOTALS		341.82
USE		342

64300240	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	
STATION	LT / RT	EACH
IL 75		
934+22.75	RT	1
TOTALS		1
USE		1

X6024240	INLETS (SPECIAL)		
STATION	OFFSET	LT / RT	EACH
IL 75			
931+76.62	15.53	LT	1
931+76.65	15.58	RT	1
933+50.24	15.58	RT	1
933+50.08	15.58	LT	1
TOTALS			4
USE			4

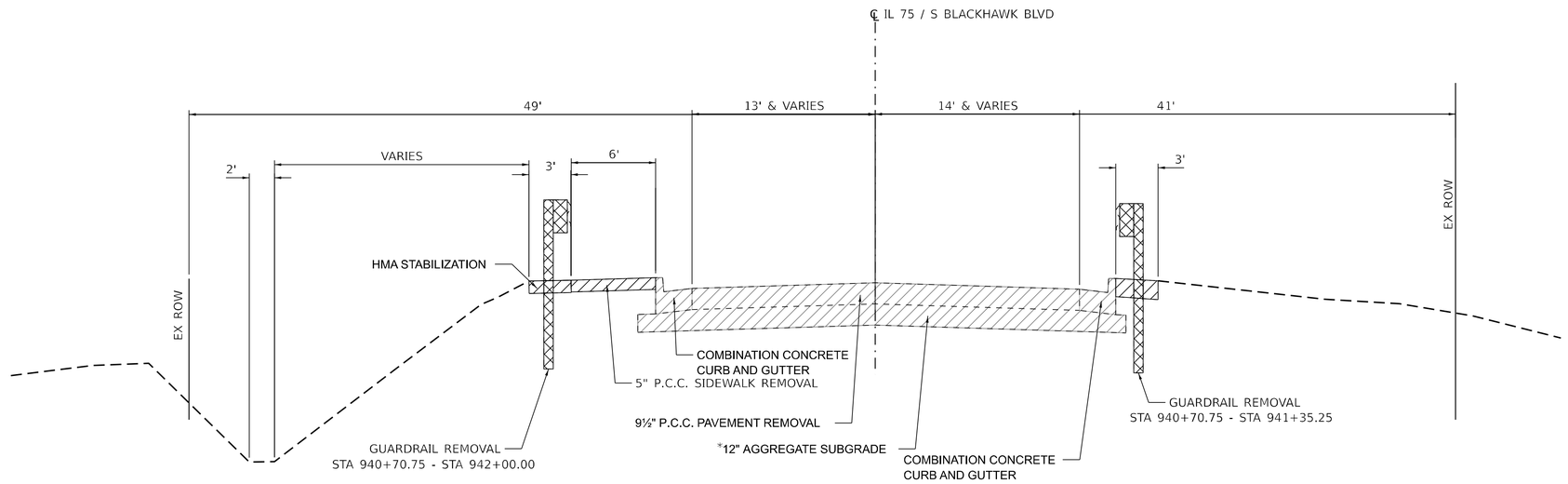
X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	
STATION	LT / RT	EACH
IL 75		
933+35.86 TO 934+22.75	LT	4
940+70.75 TO 942+07.65	LT	4
940+70.75 TO 941+57.42	RT	4
TOTALS		12
USE		12



EXISTING TYPICAL SECTION

STA 931+80.00 - 934+22.75

(LOOKING NORTH)



EXISTING TYPICAL SECTION

STA 940+70.75 - 942+00.00

(LOOKING NORTH)

* REMOVE AGGREGATE SUBGRADE FROM STA 940+70.75 TO 940+85.75
AGGREGATE SUBGRADE TO REMAIN IN PLACE FROM STA 940+85.75 TO STA 942+00

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OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - _____	
D264E09-SHT-EX_TYPICAL.dgn	CHECKED - ML	REVISED - _____	
PLOT SCALE = 10.000 ' / in.	DRAWN - AP	REVISED - _____	
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL 75 (S BLACKHAWK BLVD)

SHEET 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	17
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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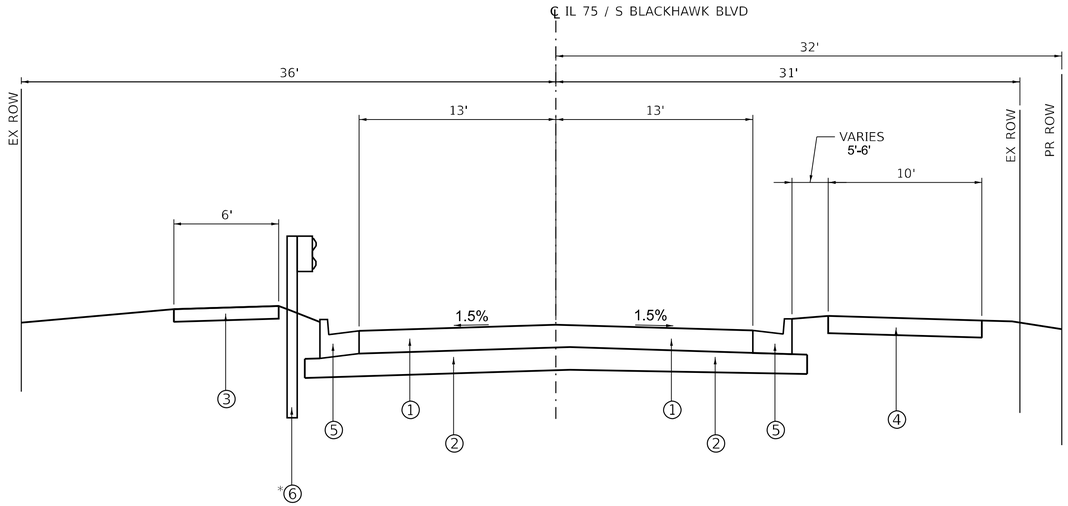
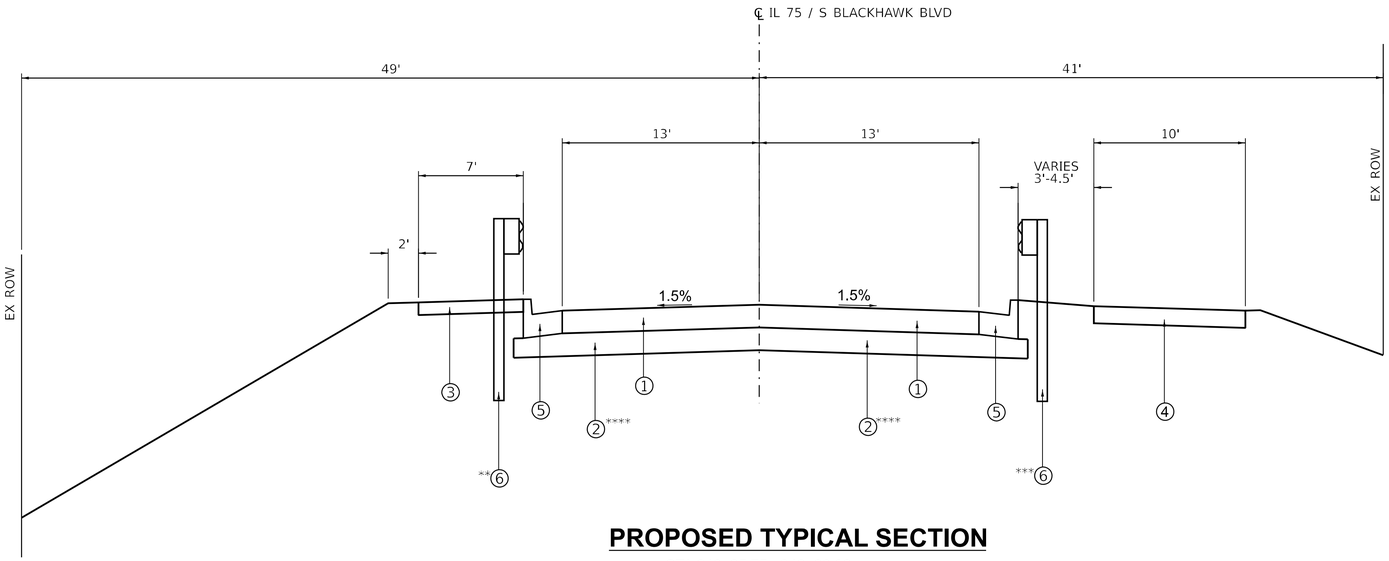


PROPOSED TYPICAL SECTION

STA 931+80.00 - 934+07.75
(LOOKING NORTH)

*STA 933+65.95 - STA 934+22.75
PCC PAVEMENT CONNECTOR FROM
STA 934+07.75 TO STA 934+22.75



PROPOSED TYPICAL SECTION

STA 940+85.75 - 942+00.00
(LOOKING NORTH)

PCC PAVEMENT CONNECTOR FROM
STA 940+70.75 TO STA 940+85.75

**STA 940+70.75 - STA 942+00.00
***STA 940+70.75 - STA 941+35.31
****AGGREGATE SUBGRADE TO REMAIN IN PLACE FROM STA 940+85.75TO STA 942+00

LEGEND

① PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED), 9½"
② AGGREGATE SUBGRADE IMPROVEMENT 12"
③ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
④ SHARED USE PATH
PORTLAND CEMENT CONCRETE SIDEWALK, 5"
SUBBASE GRANULAR MATERIAL, TYPE B 8"
⑤ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
⑥ STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FOOT POSTS

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OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS IL 75 (S BLACKHAWK BLVD)	
D264E09-SHT-PR_TYPICAL.dgn	CHECKED - ML	REVISED - _____			
PLOT SCALE = 10.000 ' / in.	DRAWN - AP	REVISED - _____			
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____		SHEET 2 OF 2 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	18
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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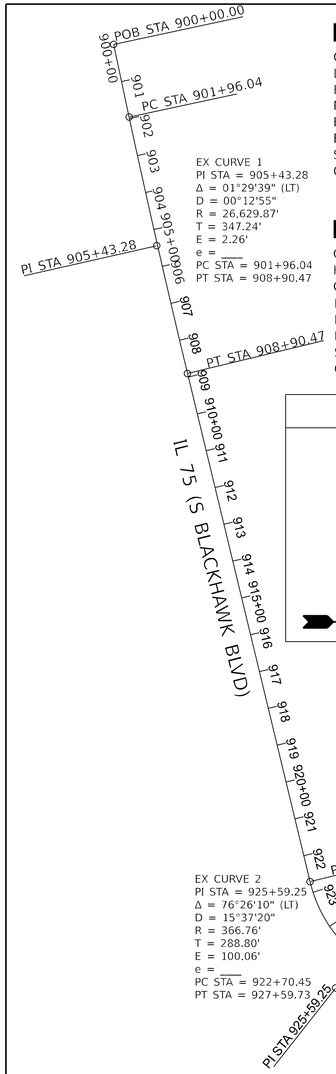


BENCHMARK "1"

CHISELED "X" ON SE BOLT OF A HYDRANT
LOCATED AT THE SE QUADARANT OF
BLACKHAWK BLVD AND HAWICK ST.
N : 2108939.8070
E : 2592037.0320
ELEV. 728.098
STATION: 943+00.00
OFFSET: 157.72' RT

BENCHMARK "2"

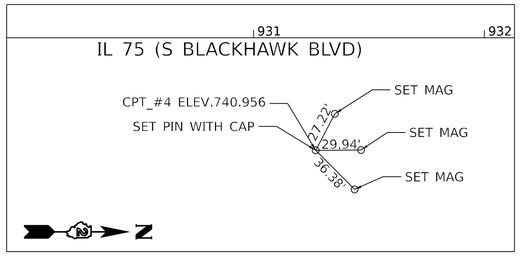
CHISELED "□" ON NE HEADWALL OF IL-75
BRIDGE GOING OVER ROCK RIVER
N : 2108676.9500
E : 2591899.4950
ELEV. 734.56
STATION: 940+38.59
OFFSET: 17.55' RT

BENCHMARK "3"

CHISELED "□" ON SW HEADWALL OF IL-75
BRIDGE GOING OVER ROCK RIVER
N : 2108092.7520
E : 2591866.8200
ELEV. 735.79
STATION: 934+54.75
OFFSET: 21.01' LT

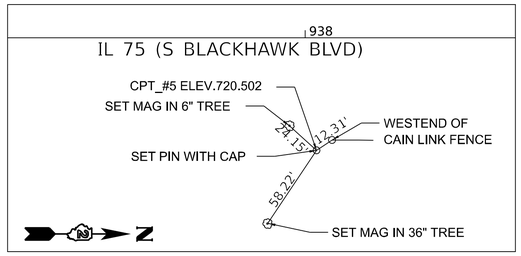
BENCHMARK "4"

CHISELED "X" ON NW BOLT OF A
HYDRANT LOCATED AT THE SW QUADARANT
OF IL 75 AND E RIVER ST
N : 2107762.9750
E : 2591952.4280
ELEV. 739.20
STATION: 931+24.13
OFFSET: 61.28' RT



CONTROL POINT #4

SET PIN WITH CAP ON SOUTHWEST
CORNER OF W RIVER ST AND
IL 75 (S BALCKHAWK BLVD).
STA. 931+25.17, 106.50' LT.
N 2107762.3210
E 2591784.6440
ELEV. 740.9560



CONTROL POINT #5

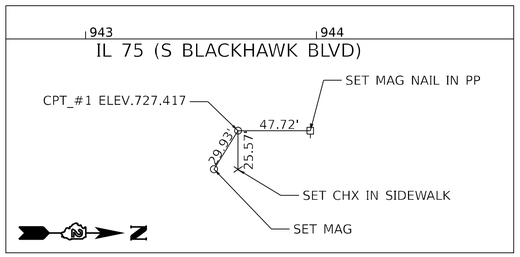
SET PIN WITH CAP ON 600 S. OF
FIRST NATIONAL BANK
STA. 938+97.97, 945.50' LT.
N 2108545.6770
E 2592828.8670
ELEV. 720.5020

ALIGNMENT NAME: EXCL IL 75
ALIGNMENT DESCRIPTION:
ALIGNMENT STYLE: ALIGNMENT\GE_EX_CENTERLINE

		STATION	NORTHING	EASTING
ELEMENT: LINEAR				
START	(START)	90000.000 R1	2106497.736	2589412.709
PC	(PC)	90196.040 R1	2106540.655	2589603.992
TANGENTIAL DIRECTION:		N77.354°E		
TANGENTIAL LENGTH:		196.040		
ELEMENT: CIRCULAR				
PC	(PC)	90196.040 R1	2106540.655	2589603.992
HPI	(HPI)	90543.276 R1	2106616.677	2589942.805
CC	(CC)		2132524.483	2583773.833
PT	(PT)	90890.474 R1	2106701.507	2590279.521
RADIUS:		26629.872		
DELTA:		1.494° LEFT		
DEGREE OF CURVATURE (ARC):		0.215°		
LENGTH:		694.434		
TANGENT:		347.237		
CHORD:		694.415		
MIDDLE ORDINATE:		2.264		
EXTERNAL:		2.264		
BACK TANGENT DIRECTION:		N77.354°E		
BACK RADIAL DIRECTION:		S12.646°E		
CHORD DIRECTION:		N76.607°E		
AHEAD RADIAL DIRECTION:		S14.140°E		
AHEAD TANGENT DIRECTION:		N75.860°E		
ELEMENT: LINEAR				
PT	(PT)	90890.474 R1	2106701.507	2590279.521
PC	(PC)	92270.450 R1	2107038.636	2591617.683
TANGENTIAL DIRECTION:		N75.860°E		
TANGENTIAL LENGTH:		1379.976		
ELEMENT: CIRCULAR				
PC	(PC)	92270.450 R1	2107038.636	2591617.683
HPI	(HPI)	92559.246 R1	2107109.189	2591897.728
CC	(CC)		2107394.278	2591528.084
PT	(PT)	92759.725 R1	2107397.970	2591894.821
RADIUS:		366.756		
DELTA:		76.436° LEFT		
DEGREE OF CURVATURE (ARC):		15.622°		
LENGTH:		489.275		
TANGENT:		288.796		
CHORD:		453.792		
MIDDLE ORDINATE:		78.610		
EXTERNAL:		100.056		
BACK TANGENT DIRECTION:		N75.860°E		
BACK RADIAL DIRECTION:		S14.140°E		
CHORD DIRECTION:		N37.641°E		
AHEAD RADIAL DIRECTION:		N89.423°E		
AHEAD TANGENT DIRECTION:		N0.577°W		

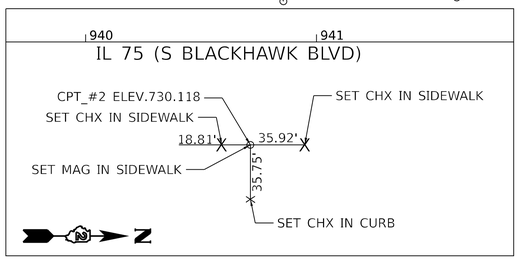
		STATION	NORTHING	EASTING
ELEMENT: LINEAR				
PT	(PT)	92759.725 R1	2107397.970	2591894.821
PC	(PC)	96311.093 R1	2110949.157	2591859.077
TANGENTIAL DIRECTION:		N0.577°W		
TANGENTIAL LENGTH:		3551.367		
ELEMENT: CIRCULAR				
PC	(PC)	96311.093 R1	2110949.157	2591859.077
HPI	(HPI)	96616.855 R1	2111254.904	2591855.999
CC	(CC)		2110953.459	2592286.483
PT	(PT)	96841.922 R1	2111356.569	2592144.365
RADIUS:		427.428		
DELTA:		71.156° RIGHT		
DEGREE OF CURVATURE (ARC):		13.405°		
LENGTH:		530.829		
TANGENT:		305.763		
CHORD:		497.367		
MIDDLE ORDINATE:		79.791		
EXTERNAL:		98.105		
BACK TANGENT DIRECTION:		N0.577°W		
BACK RADIAL DIRECTION:		N89.423°E		
CHORD DIRECTION:		N35.001°E		
AHEAD RADIAL DIRECTION:		S19.420°E		
AHEAD TANGENT DIRECTION:		N70.580°E		
ELEMENT: LINEAR				
PT	(PT)	96841.922 R1	2111356.569	2592144.365
END	(END)	97000.000 R1	2111409.129	2592293.450
TANGENTIAL DIRECTION:		N70.580°E		
TANGENTIAL LENGTH:		158.078		

ALIGNMENT COORDINATES - IL 75			
	STATION	N	E
POB	900+00.00	2106497.7356	2589412.7086
PC	901+96.04	2106540.6551	2589603.9921
PI	905+43.28	2106616.6767	2589942.8050
PT	908+90.47	2106701.5068	2590279.5205
PC	922+70.45	2107038.6356	2591617.6830
PI	925+59.25	**2107109.1885**	2591897.7282
PT	927.59.73	2107397.9697	2591894.8215
PC	963+11.09	2110949.1517	2591859.0766
PI	966+16.86	2111254.9044	2591855.9991
PT	968+41.92	2111356.5691	2592144.3654
POT	970+00.00	2111409.1294	2592293.4497



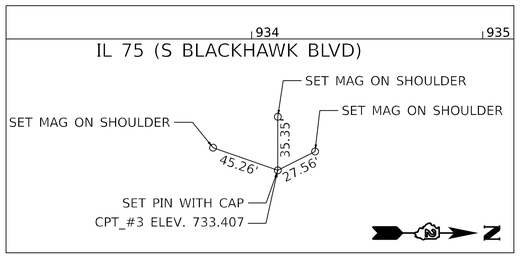
CONTROL POINT #1

SET CHX IN THE SIDEWALK AT NORTHEAST
CORNER OF IL 75 (S BALCKHAWK BLVD)
AND HAWICK ST.
STA. 943+55.46, 27.14' RT.
N 2108993.9070
E 2591905.8990
ELEV. 727.4170



CONTROL POINT #2

SET CHX IN THE CURB AND SIDEWALK
OF IL 75 (S BALCKHAWK BLVD).
STA. 940+50.56, 17.16' LT.
N 2108688.5550
E 2591864.6720
ELEV. 730.1180



CONTROL POINT #3

SET MAG ON THE SHOULDER
OF IL 75 (S BALCKHAWK BLVD).
STA. 934+04.48, 20.62' RT.
N 2108042.8970
E 2591908.9500
ELEV. 733.4070

0 50 100 150
SCALE IN FEET

MODEL: Default
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8/6/2026 9:54:04 AM

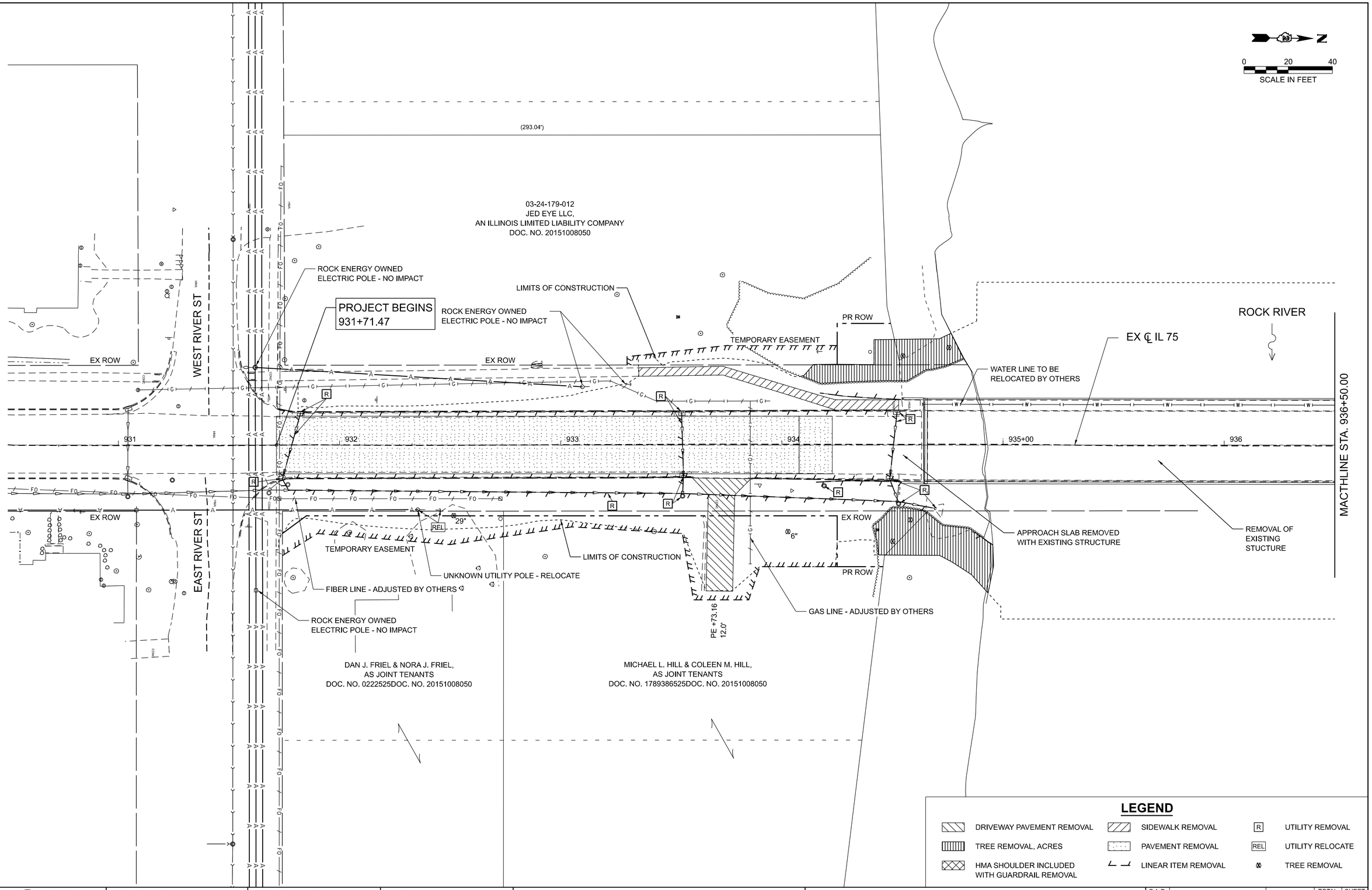
OSEH inc.
910 W VAN BUREN ST
SUITE 603
CHICAGO, IL 60607
WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - ____
D264E09-SHT-ATB.dgn	CHECKED - ML	REVISED - ____
PLOT SCALE = 100.000 ' / in.	DRAWN - AP	REVISED - ____
PLOT DATE = ____	DATE - 08-07-2026	REVISED - ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT & TIES
IL 75 (S BLACKHAWK BLVD)
SHEET 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	19
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- R — UTILITY REMOVAL
- TREE REMOVAL, ACRES
- PAVEMENT REMOVAL
- REL — UTILITY RELOCATE
- HMA SHOULDER INCLUDED WITH GUARDRAIL REMOVAL
- LINEAR ITEM REMOVAL
- TREE REMOVAL

MODEL: IL 75 - Plan 1 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-removal.dgn

QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - TO	REVISED -	
	DRAWN - TO	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
IL 75

SCALE: 1" = 20' | SHEET 1 OF 2 SHEETS | STA. 931+80.00 | TO STA. 936+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	20
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

0 20 40
SCALE IN FEET

MACTHLINE STA. 936+50.00

ROCK RIVER

EX ℄ IL 75

WATER LINE TO BE
RELOCATED BY OTHERS

937 938 939 940+00 941 942

REMOVAL OF EXISTING STUCTURE

APPROACH SLAB REMOVED
WITH EXISTING STRUCTURE

03-24-176-002
VILLAGE OF ROCKTON, ILLINOIS,
AN ILLINOIS MUNICIPAL CORPORATION
DOC. NO. 2021038699

PROJECT ENDS
942+00.00

TEMPORARY EASEMENT

LIMITS OF CONSTRUCTION

EX ROW

EX AGG BASE TO BE REMOVED

EX AGG BASE TO REMAIN

+85.75

ADJ

LIMITS OF CONSTRUCTION

EX ROW

ROCK ENERGY OWNED
ELECTRIC POLE - NO IMPACT

IDOT OWNED ELECTRIC POLE
AND SERVICE - ADJUST OR RELOCATE

TEMPORARY EASEMENT

TEMPORARY EASEMENT

03-24-178-001
VILLAGE OF ROCKTON
DOC. NO. 0348951

FORMER CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILWAY COMPANY
03-24-178-003

LEGEND

- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- R — UTILITY REMOVAL
- TREE REMOVAL, ACRES
- PAVEMENT REMOVAL
- REL — UTILITY RELOCATE
- HMA SHOULDER INCLUDED WITH GUARDRAIL REMOVAL
- LINEAR ITEM REMOVAL
- TREE REMOVAL

MODEL: IL 75 - Plan 2 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-removal.dgn

QUIGG ENGINEERING INC

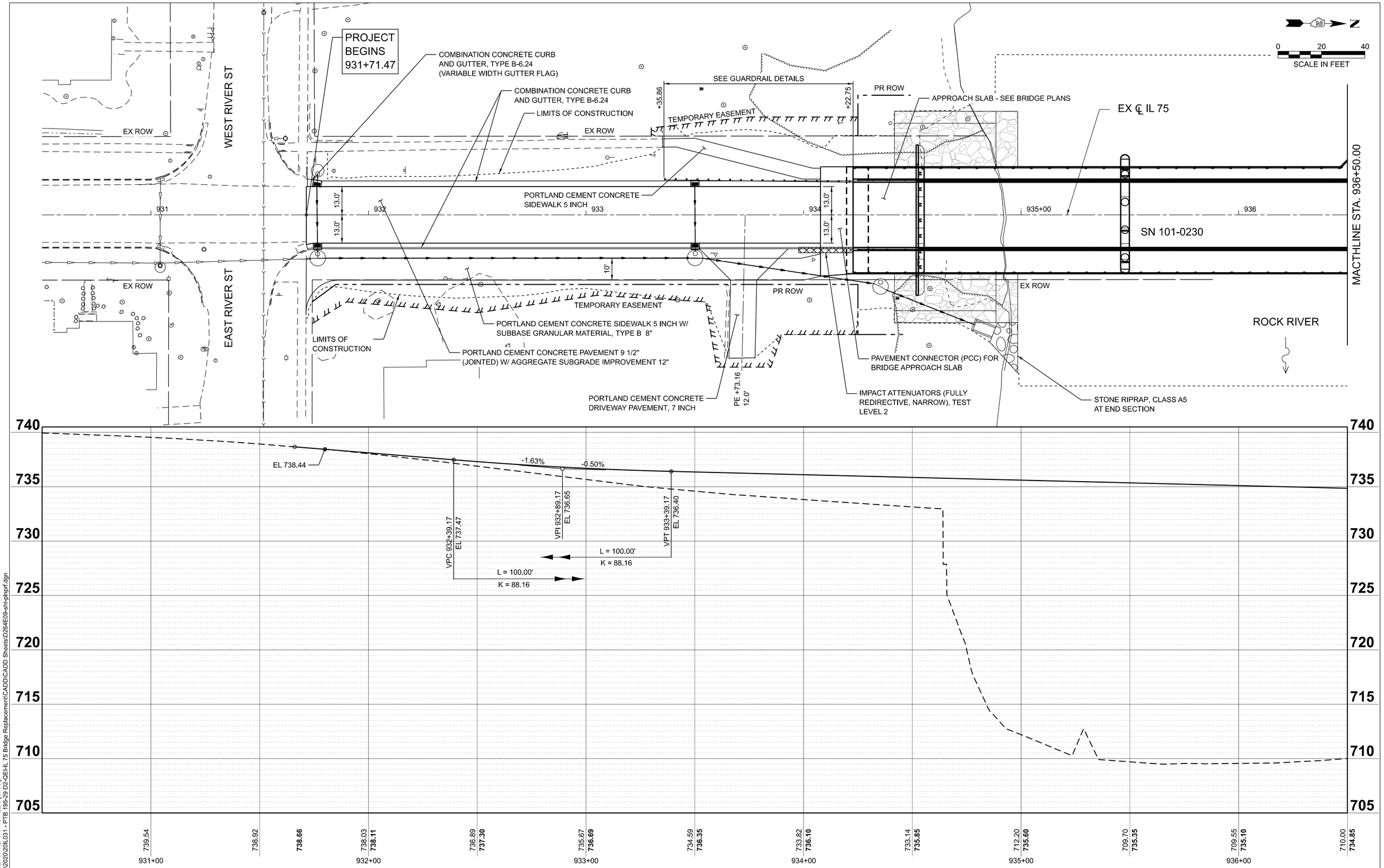
USER NAME = MGlime	DESIGNED - TO	REVISED -	
	DRAWN - TO	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
IL 75

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. 936+50.00 | TO STA. 942+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	21
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



MODEL: ExCL IL 75 - PLAN PROFILE 3 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\HL 75 Bridge Replacement\CADD\CADD Sheets\D2264E09-sht-plnprf.dgn

QUIGG ENGINEERING INC

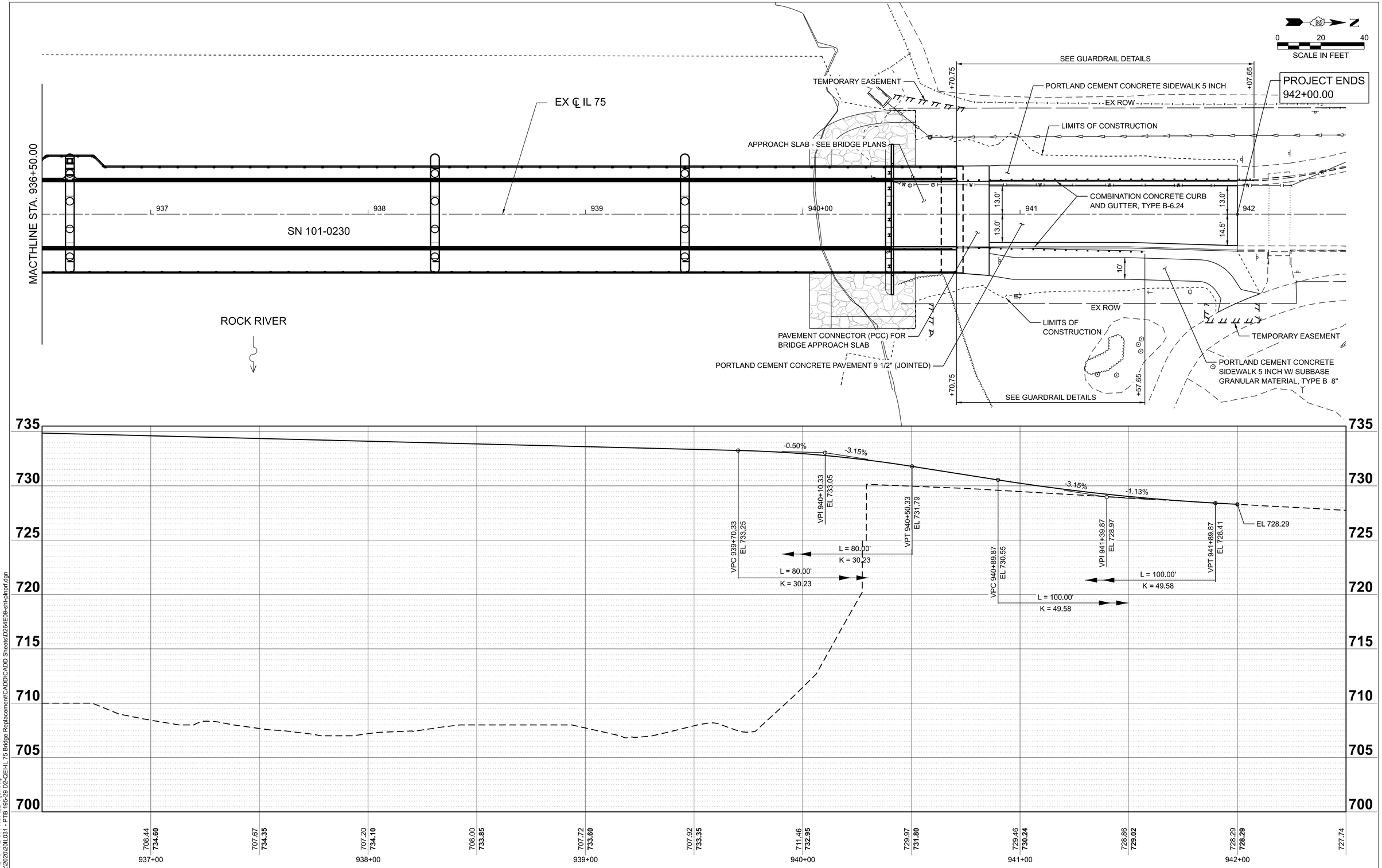
USER NAME = TOverton	DESIGNED - TO	REVISED -	
	DRAWN - TO	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/16/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
IL 75

SCALE: | SHEET 1 OF 2 SHEETS | STA. 930+50.00 | TO STA. 936+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	22
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



MODEL: ExCL IL 75 - PLAN PROFILE 4 [Sheet]
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QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - TO	REVISED -	
	DRAWN - TO	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
IL 75

SCALE: | SHEET 2 OF 2 SHEETS | STA. 936+50.00 | TO STA. 942+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	23
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

SOUTH OF ROCK RIVER

N

0 10 20
SCALE IN FEET

EX ℄ IL 75

TEMPORARY EASEMENT

EX ROW

TR BAR TRM T1 SPL TAN

TRAF BAR TERM T6

BCK SD PRO OF GRDRL

+35.86

+85.86

+22.75

PR ROW

BICYCLE RAILING
(SEE BRIDGE PLANS)

LON AT STA
933+82.36

933

934

LON AT STA
933+95.00

PR ROW

TEMPORARY EASEMENT

IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2

NORTH OF ROCK RIVER

N

0 10 20
SCALE IN FEET

EX ℄ IL 75

TEMPORARY EASEMENT

EX ROW

TRAF BAR TERM T6

BCK SD PROT OF GRDRL

SPBGR TY A 6FT POSTS

BCK SD PROT OF GRDRL

TR BAR TRM T1 SPL TAN

LON AT STA.
942+00.00

BCK SD PROT OF GRDRL

+70.75

+07.65

+57.65

+07.65

+82.65

BICYCLE RAILING
(SEE BRIDGE PLANS)

941

942

LON AT STA.
941+02.75

+97.50

BCK SD PROT OF GRDRL

EX ROW

+70.75

+07.75

TRAF BAR TERM T6

TR BAR TRM T1 SPL TAN

+57.65

TEMPORARY EASEMENT

TEMPORARY EASEMENT

MODEL: Unnamed Plan - Plan 1 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_GR.dgn

QUIGG ENGINEERING INC

USER NAME = TOverton	DESIGNED - TO	REVISED -	
	DRAWN - TO	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/14/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAIL
IL 75

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	24
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

1. W20-2(O)-48
2. M4-8P(O)-24X12, M1-I100-24X24
3. M4-5(O)-24X12, M3-4(O)-24X12, M1-I100-24X24
4. M4-8P(O)-24X12, M3-2(O)-24X12, M1-I100-24X24
5. M4-8P(O)-24X12, M3-4(O)-24X12, M1-I100-24X24
6. M4-5(O)-24X12, M3-2(O)-24X12, M1-I100-24X24
7. M3-2(O)-24X12, M1-I100-24X24
8. M3-4(O)-24X12, M1-I100-24X24
9. M4-8A(O)-24X18
10. W20-3(O)-48
11. R11-3a-60X30
12. W20-I103(O)-48
13. M1-I100-24X24
14. R11-2B-48X30
15. W20-3(O)-48
16. W20-3(O)-48
17. W20-3(O)-48
18. R11-4-60X30

A. M6-1R(O)-21X15
B. M6-1L(O)-21X15
C. M5-1R(O)-21X15
D. M5-1L(O)-21X15
E. M6-30(O)-21X15

EXISTING SIGN MODIFICATIONS

I. M6-3(O)-21X15 — ROCKTON / FREEPORT

II. ROCKFORD / ROCKTON / FREEPORT — M6-3(O)-21X15

III. M4-8P(O)-24X12 WEST ILLINOIS 75 DETOUR; M6-3(O)-21X15

IV. M4-8A(O)-24X18 END DETOUR; NORTH EAST ILLINOIS 2 ILLINOIS 75

V. M4-8P(O)-24X12 DETOUR ILLINOIS 2 ILLINOIS 75; M6-3(O)-21X15

VI. M4-8P(O)-24X12 DETOUR ILLINOIS 2 ILLINOIS 75; M6-3(O)-21X15

WAGON WHEEL RD
N MAIN ST
WILLIAMSON PKWY
IL 2
IL 75 (FREEPORT RD)
SCHOOL ST
S BLACKHAWK BLVD
W RIVER ST
E RIVER ST
E RUSSELL ST
ROCK RIVER
HAWICK ST
W MAIN ST
W MECHANIC ST
E MECHANIC ST
W CHAPEL ST
ROCKTON RD
W FRANKLIN ST
IL 75 (S BLACKHAWK BLVD)
GREEN ST
E MAIN ST
E UNION ST
KOCHER ST
OLD RIVER RD
DINGMAN DR
CENTRAL DR
N BLACKHAWK BLVD
PRAIRIE HILL RD

IL 75 CLOSED AT ROCK RIVER — CUSTOM 60X30, 6" HEIGHT LETTERS, BLACK ON WHITE BACKGROUND

EASTBOUND IL-75 FOLLOW DETOUR — CUSTOM 60X30, 6" HEIGHT LETTERS, BLACK ON WHITE BACKGROUND

TEMPORARY INFORMATION SIGNING

* ** ON SHOULDERS ONE IN WB LANE AND ONE IN STRIPED MEDIAN

PLACE NEXT TO EXISTING IL 2 SIGN

LEGEND

- TYPE III BARRICADE
- SIGN SUPPORT
- DETOUR ROUTE
- WORK AREA

MODEL: Default
FILE NAME: Z:\Shared\Projects\IDOT\QUIG-002-000\03_Design\02_CADD Sheets\D264E09-SHT-DETOUR.dgn

8/6/2026 9:54:08 AM

OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED -	
D264E09-SHT-DETOUR.dgn	CHECKED - ML	REVISED -	
PLOT SCALE = 1000.001 ' / in.	DRAWN - AP	REVISED -	
PLOT DATE =	DATE - 08-07-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

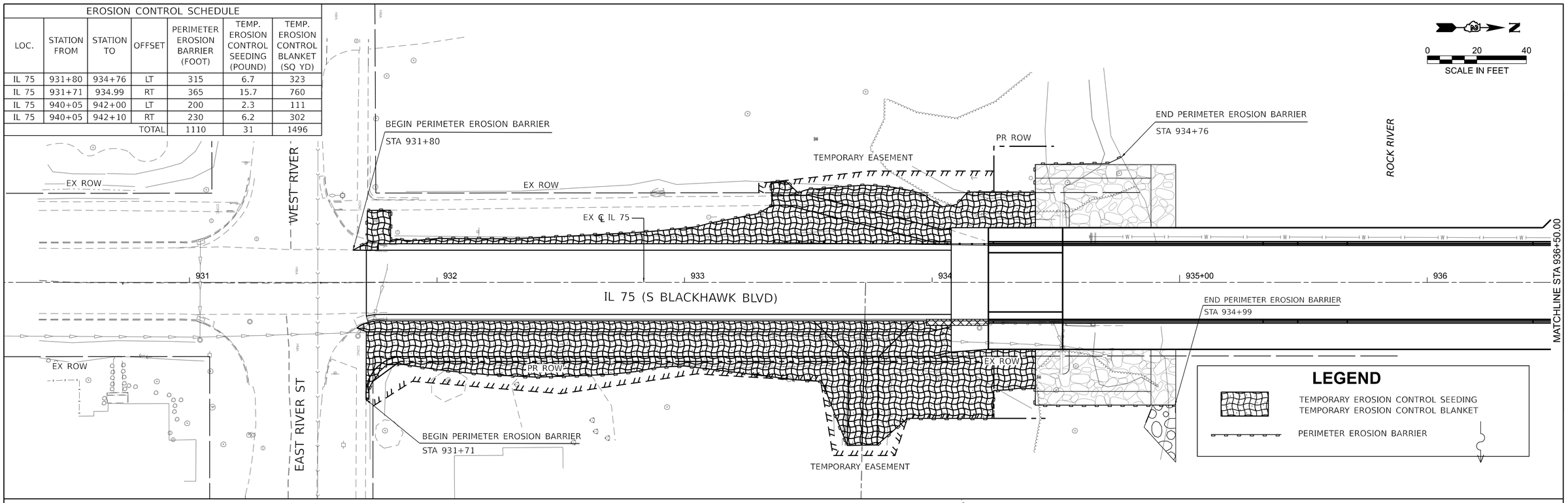
DETOUR PLAN
IL 75 (S BLACKHAWK BLVD)

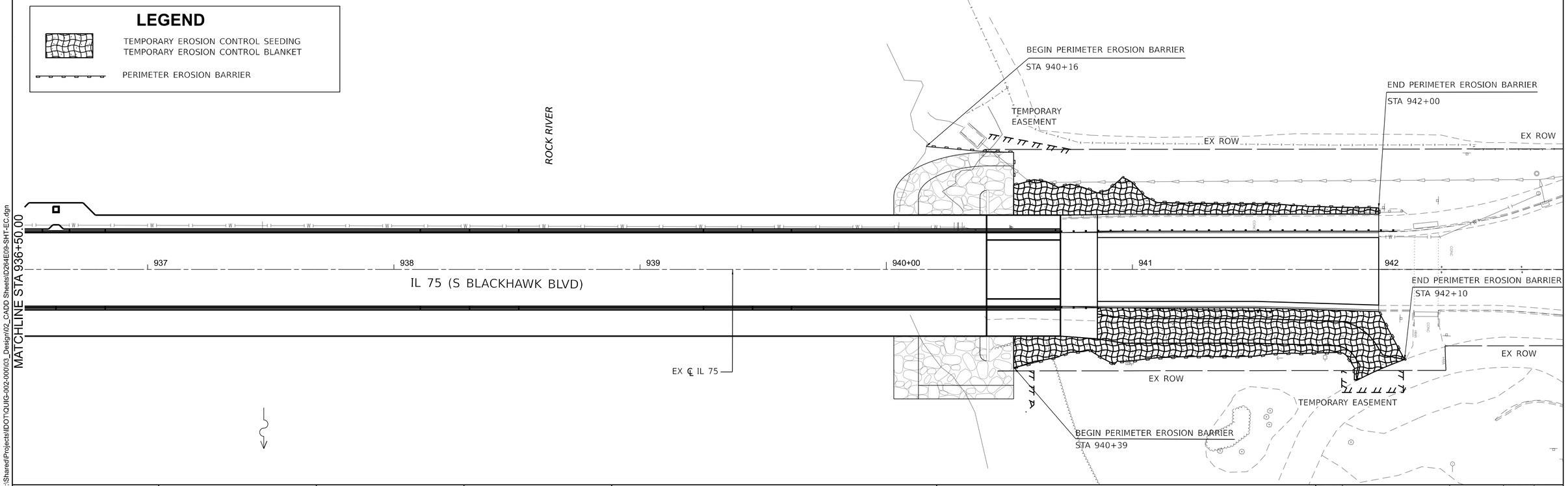
SHEET 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	25
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL SCHEDULE

LOC.	STATION FROM	STATION TO	OFFSET	PERIMETER EROSION BARRIER (FOOT)	TEMP. EROSION CONTROL SEEDING (POUND)	TEMP. EROSION CONTROL BLANKET (SQ YD)
IL 75	931+80	934+76	LT	315	6.7	323
IL 75	931+71	934.99	RT	365	15.7	760
IL 75	940+05	942+00	LT	200	2.3	111
IL 75	940+05	942+10	RT	230	6.2	302
			TOTAL	1110	31	1496





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8/6/2026 9:54:12 AM

OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN IL 75 (S BLACKHAWK BLVD)
D264E09-SHT-EC.dgn	CHECKED - ML	REVISED - ____		
PLOT SCALE = 40.000 ' / in.	DRAWN - AP	REVISED - ____		
PLOT DATE = ____	DATE - 08-07-2026	REVISED - ____		SHEET 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	26
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

PROJECT BEGINS
931+71.47

EX ROW

WEST RIVER ST

EAST RIVER ST

1 STA 931+76.66, 20.32' LT
MANHOLES, TY A, 5' DIA
TY 1 FRAME, CL
RIM ELEV 738.73
E ℄ ELEV 732.60

2 STA 931+76.62, 15.53' LT
INLETS, SPECIAL
EOP ELEV 738.68
W ℄ ELEV 732.50
E ℄ ELEV 732.50

3 STA 931+76.65, 15.58' RT
INLETS, SPECIAL
EOP ELEV 738.68
W ℄ ELEV 732.00
E ℄ ELEV 732.00

4 STA 931+76.68, 19.89' RT
EXISTING IN-PLACE
MANHOLES, TY A, 6' DIA
TY 1 FRAME, CL
RIM ELEV 738.77
N ℄ ELEV 731.67
S ℄ ELEV 732.30
W ℄ ELEV 731.80

5 STA 933+50.15, 19.79' RT
MANHOLES, TY A, 6' DIA
TY 1 FRAME, CL
RIM ELEV 736.71
N ℄ ELEV 725.70
S ℄ ELEV 727.00
W ℄ ELEV 728.50

6 STA 933+50.24, 15.58' RT
INLETS, SPECIAL
EOP ELEV 736.53
E ℄ ELEV 728.53
W ℄ ELEV 728.53

7 STA 933+50.08, 15.58' LT
INLETS, SPECIAL
EOP ELEV 736.54
E ℄ ELEV 728.71

8 STA 934+78.75, 50.62' RT
CONCRETE END SECTION,
STANDARD 542001, 36", 1:2
INV ELEV 716.90

9 STA 934+35.40, 32.93' RT
MANHOLES, TY A, 6' DIA
TY 1 FRAME, CL
RIM ELEV 734.39
NE ℄ ELEV 717.34
SW ℄ ELEV 724.50
2' SUMP ELEV 715.34

P1 STORM SEWERS, CL A, TY 2
18" X 6' @ 1.7%

P2 STORM SEWERS, CL A, TY 2
18" X 29' @ 1.7%

P3 STORM SEWERS, CL A, TY 2
18" X 6' @ 3.7%

P4 STORM SEWERS, CL A, TY 2
36" X 174' @ 2.7%

P5 STORM SEWERS, CL A, TY 2
12" X 29' @ 0.6%

P6 STORM SEWERS, CL A, TY 2
12" X 6' @ 0.6%

P7 STORM SEWERS, CL A, TY 2
36" X 87' @ 1.4%

P8 STORM SEWERS, CL A, TY 2
36" X 47' @ 0.9%

P9 EXISTING IN-PLACE
STORM SEWERS, CL A, TY 2
36" X 9' @ 1.2%

TEMPORARY EASEMENT

PR ROW

MATCH EX SIDEWALK

EX ℄ IL 75

SN 101-0230

ROCK RIVER

STONE RIPRAP, CLASS A5
AT END SECTION

PE +73.16
12.0'

13.0'

10'

0 20 40
SCALE IN FEET

931 932 933 934 935+00 936

740 735 730 725 720 715 710 705

EX PROFILE GRADE LINE

PR PROFILE GRADE LINE

EX STORM SEWERS, 36" @ 1.2%

739.54 738.92 **738.66** 738.03 **738.11** 736.89 **737.30** 735.67 **736.69** 734.59 **736.35** 733.82 **736.10** 733.14 **735.85** 712.20 **735.60** 709.70 **735.35** 709.55 **735.10** 710.00 **734.85**

931+00 932+00 933+00 934+00 935+00 936+00

MODEL: ExCL IL 75 - PLAN PROFILE 3 [Sheet] - Copy-1
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-drain.dgn

QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/13/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE
IL 75

SCALE: | SHEET 1 OF 1 SHEETS | STA. 931+66.06 | TO STA. 936+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	27
		CONTRACT NO. 64E09		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT PREPARED BY AND AFTER RECORDING, RETURN TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
ATTN: BUREAU OF LAND ACQUISITION
819 DEPOT AVENUE
DIXON, IL 61021

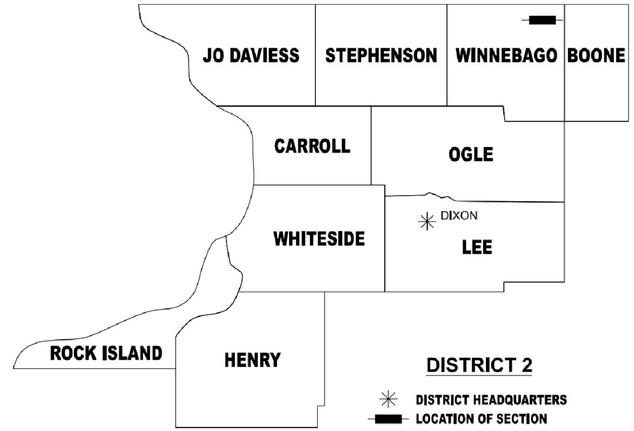
SPACE RESERVED FOR RECORDING OFFICER

PLAT OF HIGHWAYS

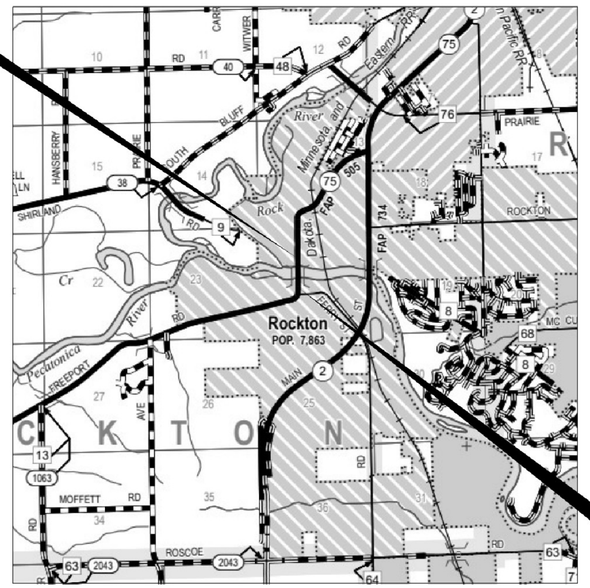
FAP ROUTE 505 (IL 75)
SECTION 77BR
WINNEBAGO COUNTY
JOB NO. R-92-006-23

SHEET INDEX		
SHEET NO.	STATION to STATION	DESCRIPTION
1	N/A	COVER
2	N/A	GENERAL NOTES & LEGEND
3	931+74.14 to 934+65.99	PLAT OF HIGHWAYS
4	940+39.85 to 942+10.00	PLAT OF HIGHWAYS
5	931+74.14 to 942+10.00	TOTAL HOLDINGS

PARCEL NO.	OWNER	SHEET NUMBER(S)	PERMANENT TAX NUMBER(S) AFFECTED	PROPERTY ACQUIRED BY
20623001	DAN J. FRIEL AND NORA J. FRIEL, AS JOINT TENANTS	3,5	03-24-181-002	
20623002	MICHAEL L. HILL AND COLLEEN M. HILL, AS JOINT TENANTS	3,5	03-24-181-001	
20623003	JED EYE LLC, AN ILLINOIS LIMITED ABILITY COMPANY	3,5	03-24-179-012	
20623004	VILLAGE OF ROCKTON, ILLINOIS, AN ILLINOIS MUNICIPAL CORPORATION	4	03-24-176-002	
20623005	VILLAGE OF ROCKTON	4	03-24-178-001	



PLAT OF HIGHWAYS ENDS
STA. 942+10.00



PLAT OF HIGHWAYS BEGINS
STA. 931+74.14

PREPARED BY:

QUIGG ENGINEERING INC
2351 S DIRKSEN PKWY
SPRINGFIELD, IL 62703
217-670-0563 PHONE
217-679-2204 FAX

IL Professional Design
Firm No. 184-004721

SHEET 1 OF 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF LAND ACQUISITION/REGION 2/DISTRICT 2
819 DEPOT AVENUE
DIXON, IL 61021

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO		
		CONTRACT NO. 64E09		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: Z:\Shared\Projects\IDOT\QUIG-002-000003_Design\02_CADD Sheets\D264E09-SHT-ROW-Cover.dgn

OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY IL 75 (S BLACKHAWK BLVD)	
D264E09-SHT-ROW-Cover.dgn	CHECKED - ML	REVISED - _____			
PLOT SCALE = 50.000 ' / in.	DRAWN - AP	REVISED - _____		SHEET 1 OF 5 SHEETS	
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	28
		CONTRACT NO. 64E09		
		ILLINOIS FED. AID PROJECT		

8/6/2026 9:54:15 AM

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

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

BASIS OF COORDINATE & BEARING STATEMENT

ALL COORDINATES, BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE (WEST ZONE) NAD83 (2011 ADJUSTMENT)

GROUND DISTANCE = GRID DISTANCE DIVIDED BY PROJECT COMBINATION FACTOR OF 0.99992761

AREAS SHOWN BASED ON GRID DISTANCES

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS SURVEYED BY QUIGG ENGINEERING, INC. THE SURVEYOR VISUALLY VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN. THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS ON 05/12/2021:

1. TOPOGRAPHIC SURVEY POINTS
2.
3.

PREPARED BY:

QUIGG ENGINEERING INC
2351 S DIRKSEN PKWY
SPRINGFIELD, IL 62703
217-670-0563 PHONE
217-679-2204 FAX

IL Professional Design
Firm No. 184-004721

WILLIAM T. MACK
LICENSED LAND SURVEYOR
WILLIAM T MACK
035-004087
SPRINGFIELD
ILLINOIS
STATE OF ILLINOIS

WILLIAM T. MACK, PLS NO. 035-004087
LICENSE EXPIRATION DATE: 11/30/2026

RIGHT OF WAY LEGEND

SECTION CORNERS

QUARTER SECTION CORNERS

	EXISTING CENTERLINE
	EXISTING RIGHT-OF-WAY LINE
	FORMER RIGHT OF WAY LINE
	EXISTING EASEMENT LINE
	BUILDING SETBACK LINE
AC	EXISTING ACCESS CONTROL LINE
AC	EXISTING RIGHT OF WAY & ACCESS CONTROL LINE
AC	PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
	PROPOSED CENTERLINE
	PROPOSED RIGHT-OF-WAY LINE
	PROPOSED TEMPORARY EASEMENT LINE
	PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE
P	PROPERTY LINE (TITLE)
	RECORDED PLAT/DEED LINE
APL	APPARENT PROPERTY LINE
	SAME OWNERSHIP
121.45'	MEASURED DIMENSION
(121.45')	RECORDED DIMENSION
□	FOUND STONE
○	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
•	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
△	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
+	FOUND CUT CROSS
+	SET CUT CROSS

■ STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DEPARTMENT OF TRANSPORTATION SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

■B STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS IN CULTIVATED AREA, A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

LEGEND FOR ABBREVIATIONS

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

SPACE RESERVED FOR RECORDING OFFICER

PROPOSED PARCEL NUMBER LEGEND

20123001	PROPOSED FEE SIMPLE ACQUISITION
20123001PE	PROPOSED PERMANENT EASEMENT
20123001TE	PROPOSED TEMPORARY EASEMENT
20123001DED	PROPOSED DEDICATION
20123001AC	PROPOSED ACCESS CONTROL LINE
20123001-A	PROPOSED FEE SIMPLE ACQUISITION WITH MULTIPLE TRACTS
20123001TE-A	PROPOSED TEMPORARY EASEMENT WITH MULTIPLE TRACTS

CURVE ABBREVIATIONS

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

TOTAL HOLDING AREA SOURCE TABLE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 505 (IL 75)
SECTION 77BR
WINNEBAGO COUNTY
JOB NO. R-92-006-23
GENERAL NOTES AND LEGEND

SHEET 2 OF 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF LAND ACQUISITION/REGION 2/DISTRICT 2
819 DEPOT AVENUE
DIXON, IL 61021

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO		
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: Z:\Shared\Projects\IDOT\QUIG-002-000003_Design\02_CADD Sheets\D264E09-SHT-ROW-Legend.dgn
8/6/2026 9:54:20 AM

OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

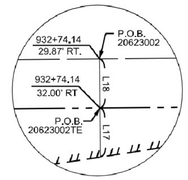
USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY IL 75 (S BLACKHAWK BLVD)	F.A.P. RTE. 505 / SECTION 77BR / COUNTY WINNEBAGO / TOTAL SHEETS 130 / SHEET NO. 29
D264E09-SHT-ROW-Legend.dgn	CHECKED - ML	REVISED - _____			CONTRACT NO. 64E09
PLOT SCALE = 50.000 ' / in.	DRAWN - AP	REVISED - _____		SHEET 2 OF 5 SHEETS	ILLINOIS / FED. AID PROJECT
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____			

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

PART OF SECTION 24, T. 46N., R.1 E., 3RD P.M., WINNEBAGO COUNTY, ILLINOIS

PARCEL NO.	OWNER	TITLE COMMITMENT	TOTAL HOLDING *SEE SOURCE TABLE				ROW REQUIRED				EASEMENTS		
							AREA REQUIRED		AREA REMAINING		PE=PERMANENT TE=TEMPORARY		EASEMENT PURPOSE
			*	ACRES	*	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	
20623001	DAN J. FRIEL AND NORA J. FRIEL, AS JOINT TENANTS	I2-WB-4852.0	1	0.476		20724	0.006	254	0.470	20470	TE 0.024	TE 1064	GRADING & MULTI-USE PATH CONSTRUCTION
20623002	MICHAEL L. HILL AND COLLEEN M. HILL, AS JOINT TENANTS	I2-WB-4853.0	1	0.775		33777	0.024	1063	0.751	32714	TE 0.059	TE 2571	GRADING & MULTI-USE PATH CONSTRUCTION
20623003	JED EYE LLC, AN ILLINOIS LIMITED ABILITY COMPANY	I2-WB-4851.0	1	0.650		28307	0.011	493	0.639	27814	TE 0.017	TE 720	GRADING

SPACE RESERVED FOR RECORDING OFFICER



DETAIL "A"
NOT TO SCALE

PREPARED BY:

QUIGG ENGINEERING INC

2351 S DIRKSEN PKWY
SPRINGFIELD, IL 62703
217-670-0563 PHONE
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IL Professional Design
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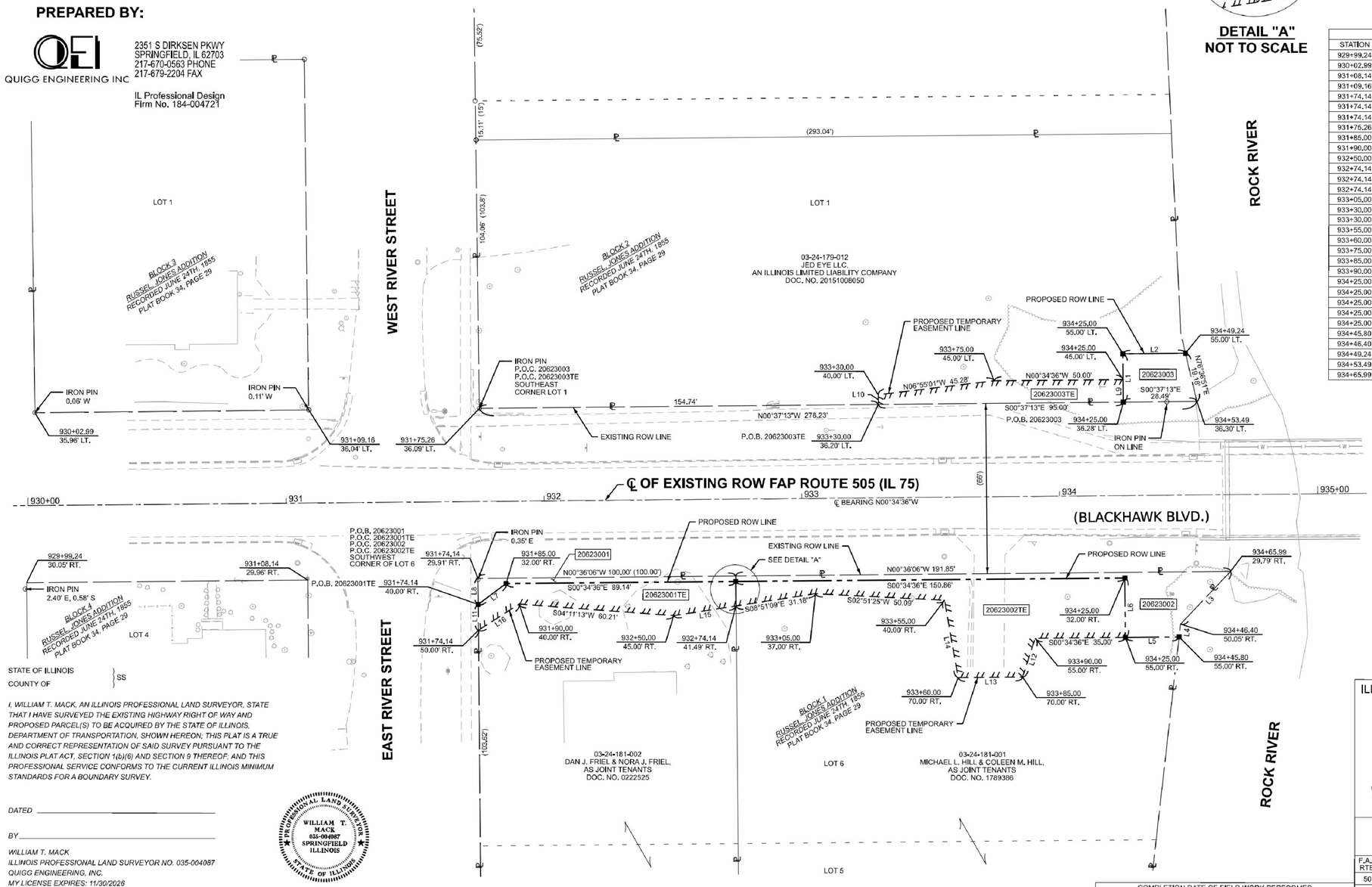

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
929+99.24	30.05'	2107637.7782	2591922.4566
930+02.99	-35.96'	2107640.8590	2591856.4194
931+08.14	29.96'	2107746.6718	2591921.2774
931+09.16	-36.04'	2107747.0222	2591855.2698
931+74.14	50.00'	2107812.8665	2591940.6478
931+74.14	40.00'	2107812.7677	2591930.6483
931+74.14	29.91'	2107812.6680	2591920.5624
931+75.26	-36.09'	2107813.1240	2591854.5540
931+85.00	32.00'	2107823.5448	2591922.5394
931+90.00	40.00'	2107828.6251	2591930.4887
932+50.00	45.00'	2107888.6724	2591934.8845
932+74.14	29.87'	2107912.6625	2591919.5124
932+74.14	32.00'	2107912.6835	2591921.6422
932+74.14	41.49'	2107912.7773	2591931.1302
933+05.00	37.00'	2107943.5890	2591926.3313
933+30.00	-36.20'	2107967.8510	2591852.8785
933+30.00	-40.00'	2107967.8128	2591849.0836
933+55.00	40.00'	2107993.6167	2591928.8279
933+60.00	70.00'	2107998.9184	2591958.7761
933+75.00	-45.00'	2108012.7602	2591843.6309
933+85.00	70.00'	2108023.9171	2591958.5245
933+90.00	55.00'	2108028.7659	2591943.4749
934+25.00	-55.00'	2108062.6570	2591833.1282
934+25.00	-45.00'	2108062.7576	2591843.1277
934+25.00	-36.28'	2108062.8454	2591851.8499
934+25.00	55.00'	2108063.7641	2591943.1226
934+25.00	32.00'	2108063.5326	2591920.1238
934+45.80	55.00'	2108084.5601	2591942.9133
934+46.40	50.05'	2108085.1154	2591937.9610
934+49.24	-55.00'	2108086.8985	2591832.8842
934+53.49	-36.30'	2108091.3384	2591851.5414
934+65.99	29.79'	2108104.5016	2591917.4978

LINE TABLE		
LINE NUMBER	BEARING	DISTANCE
L1	S89°25'24"W	18.72'
L2	N00°34'36"W	24.24'
L3	S46°32'53"E	28.19'
L4	S83°36'08"E	4.98'
L5	S00°34'36"E	20.80'
L6	S89°25'24"W	23.00'
L7	S36°57'30"E	13.49'
L8	S89°26'01"W	10.09'
L9	N89°25'24"E	8.72'
L10	S89°25'24"W	3.80'
L11	S89°26'01"W	10.00'
L12	S72°08'30"E	15.81'
L13	S00°34'36"E	25.00'
L14	S79°57'40"W	30.41'
L15	S08°51'09"E	24.40'
L16	S32°48'32"E	18.75'
L17	N89°26'01"E	9.49'
L18	N89°26'01"E	2.13'

STATE OF ILLINOIS }
COUNTY OF } SS

I, WILLIAM T. MACK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE EXISTING HIGHWAY RIGHT OF WAY AND PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON; THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY PURSUANT TO THE ILLINOIS PLAT ACT, SECTION 1(b)(6) AND SECTION 9 THEREOF; AND THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED _____

BY _____

WILLIAM T. MACK
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004087
QUIGG ENGINEERING, INC.
MY LICENSE EXPIRES: 11/30/2026

COMPLETION DATE OF FIELD WORK PERFORMED			
LAND SURVEY:	05/12/2021	ROW STAKING:	mm/dd/year

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 505 (IL 75)
SECTION 77BR
WINNEBAGO COUNTY
JOB NO. R-92-006-23
STATION 931+74.14 TO STATION 934+65.99
0 20 40
SCALE IN FEET
SHEET 3 OF 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF LAND ACQUISITION/REGION 2/DISTRICT 2
819 DEPOT AVENUE
DIXON, IL 61021

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO		
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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8/6/2026 9:54:25 AM

OSEH inc. 510 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - ____
D264E09-SHT-ROW-1.dgn	CHECKED - ML	REVISED - ____
PLOT SCALE = 50.000 ' / in.	DRAWN - AP	REVISED - ____
PLOT DATE = ____	DATE - 08-07-2026	REVISED - ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

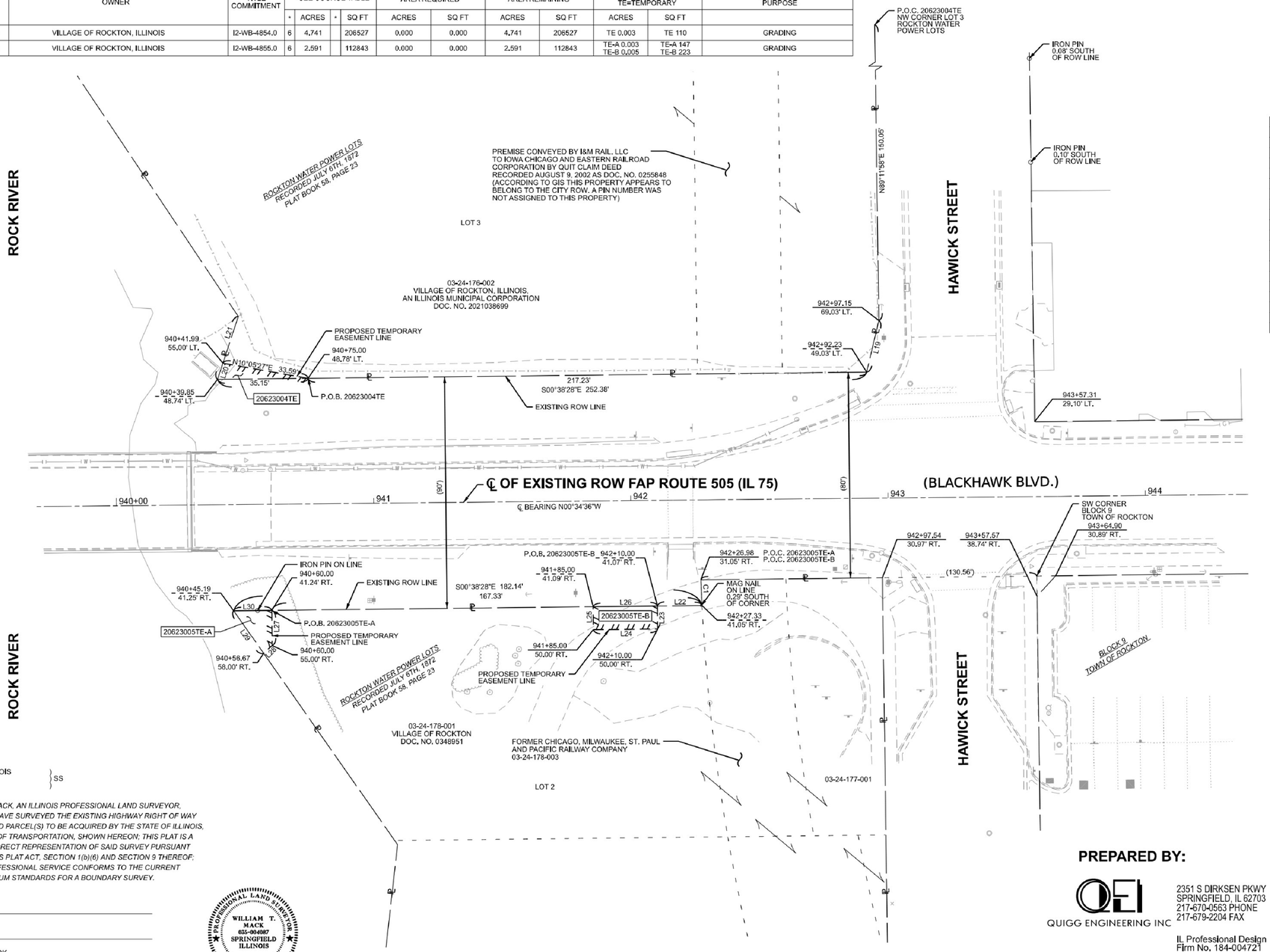
RIGHT OF WAY
IL 75 (S BLACKHAWK BLVD)
SHEET 3 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	30
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

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

PART OF SECTION 24, T. 46N., R.1 E., 3RD P.M., WINNEBAGO COUNTY, ILLINOIS

PARCEL NO.	OWNER	TITLE COMMITMENT	TOTAL HOLDING *SEE SOURCE TABLE				ROW REQUIRED				EASEMENTS		
							AREA REQUIRED		AREA REMAINING		PE=PERMANENT TE=TEMPORARY		EASEMENT PURPOSE
			*	ACRES	*	SQ FT	ACRES	SQ FT	ACRES	SQ FT	ACRES	SQ FT	
20623004	VILLAGE OF ROCKTON, ILLINOIS	I2-WB-4854.0	6	4.741		206527	0.000	0.000	4.741	206527	TE 0.003	TE 110	GRADING
20623005	VILLAGE OF ROCKTON, ILLINOIS	I2-WB-4855.0	6	2.591		112843	0.000	0.000	2.591	112843	TE-A 0.003 TE-B 0.005	TE-A 147 TE-B 223	GRADING



SPACE RESERVED FOR RECORDING OFFICER

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
940+39.85	-48.74'	2108677.5431	2591833.1975
940+41.99	-55.00'	2108679.6120	2591826.9182
940+45.19	41.25'	2108683.7872	2591923.1332
940+56.67	58.00'	2108695.4328	2591939.7647
940+60.00	55.00'	2108698.7320	2591936.7313
940+60.00	41.24'	2108693.0750	2591922.9980
940+75.00	-48.78'	2108712.6866	2591832.8042
941+85.00	41.09'	2108823.5857	2591921.5687
941+85.00	50.00'	2108823.6753	2591930.4734
942+10.00	41.07'	2108848.5841	2591921.2890
942+10.00	50.00'	2108848.6740	2591930.2218
942+26.98	31.05'	2108865.4637	2591911.1018
942+27.33	41.05'	2108865.9128	2591921.0950
942+92.23	-49.03'	2108929.9049	2591830.3732
942+97.15	-69.03'	2108934.6215	2591810.3193
942+97.54	30.97'	2108936.0194	2591910.3116
943+57.31	-29.10'	2108995.1768	2591849.6440
943+57.57	38.74'	2108996.1230	2591917.4794
943+64.90	30.89'	2109003.3695	2591909.5561

LINE TABLE		
LINE NUMBER	BEARING	DISTANCE
L19	S76°45'53"E	20.60'
L20	N71°45'49"W	6.61'
L21	N71°45'49"W	25.71'
L22	S00°38'28"E	17.33'
L23	N89°25'24"E	8.93'
L24	S00°34'36"E	25.00'
L25	S89°25'24"W	8.91'
L26	N00°38'28"W	25.00'
L27	N89°25'24"E	13.76'
L28	S42°35'47"E	4.48'
L29	S54°59'59"W	20.30'
L30	N00°38'28"W	14.81'

STATE OF ILLINOIS }
COUNTY OF } SS

I, WILLIAM T. MACK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE EXISTING HIGHWAY RIGHT OF WAY AND PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON; THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY PURSUANT TO THE ILLINOIS PLAT ACT, SECTION 1(b)(6) AND SECTION 9 THEREOF; AND THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED _____

BY _____

WILLIAM T. MACK
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004087
QUIGG ENGINEERING, INC.
MY LICENSE EXPIRES: 11/30/2026

PROFESSIONAL LAND SURVEYOR
WILLIAM T. MACK
035-004087
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

PREPARED BY:

QUIGG ENGINEERING INC
2351 S DIRKSEN PKWY
SPRINGFIELD, IL 62703
217-670-0563 PHONE
217-679-2204 FAX
IL Professional Design Firm No. 184-004721

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 05/12/2021	ROW STAKING: mm/dd/year

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 505 (IL 75)
SECTION 77BR
WINNEBAGO COUNTY
JOB NO. R-92-006-23
STATION 940+39.85 TO STATION 942+10.00
0 20 40
SCALE IN FEET
SHEET 4 OF 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF LAND ACQUISITION/REGION 2/DISTRICT 2
819 DEPOT AVENUE
DIXON, IL 61021

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO		
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: Z:\Shared\Projects\IDOT\QUIG-002-000\03_Design\02_CADD Sheets\D264E09-SHT-ROW-2.dgn

8/6/2026 9:54:31 AM

OSEH inc. 910 W VAN BUREN ST SUITE 603 CHICAGO, IL 60607 WWW.OSEHINC.COM

USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - _____	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**RIGHT OF WAY IL 75 (S BLACKHAWK BLVD)**	
D264E09-SHT-ROW-2.dgn	CHECKED - ML	REVISED - _____			
PLOT SCALE = 50.000 ' / in.	DRAWN - AP	REVISED - _____		SHEET 4 OF 5 SHEETS	
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	31
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

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

PART OF SECTION 24, T. 46N., R.1 E., 3RD P.M., WINNEBAGO COUNTY, ILLINOIS

SPACE RESERVED FOR RECORDING OFFICER

PREPARED BY:

QUIGG ENGINEERING INC
2351 S DIRKSEN PKWY
SPRINGFIELD, IL 62703
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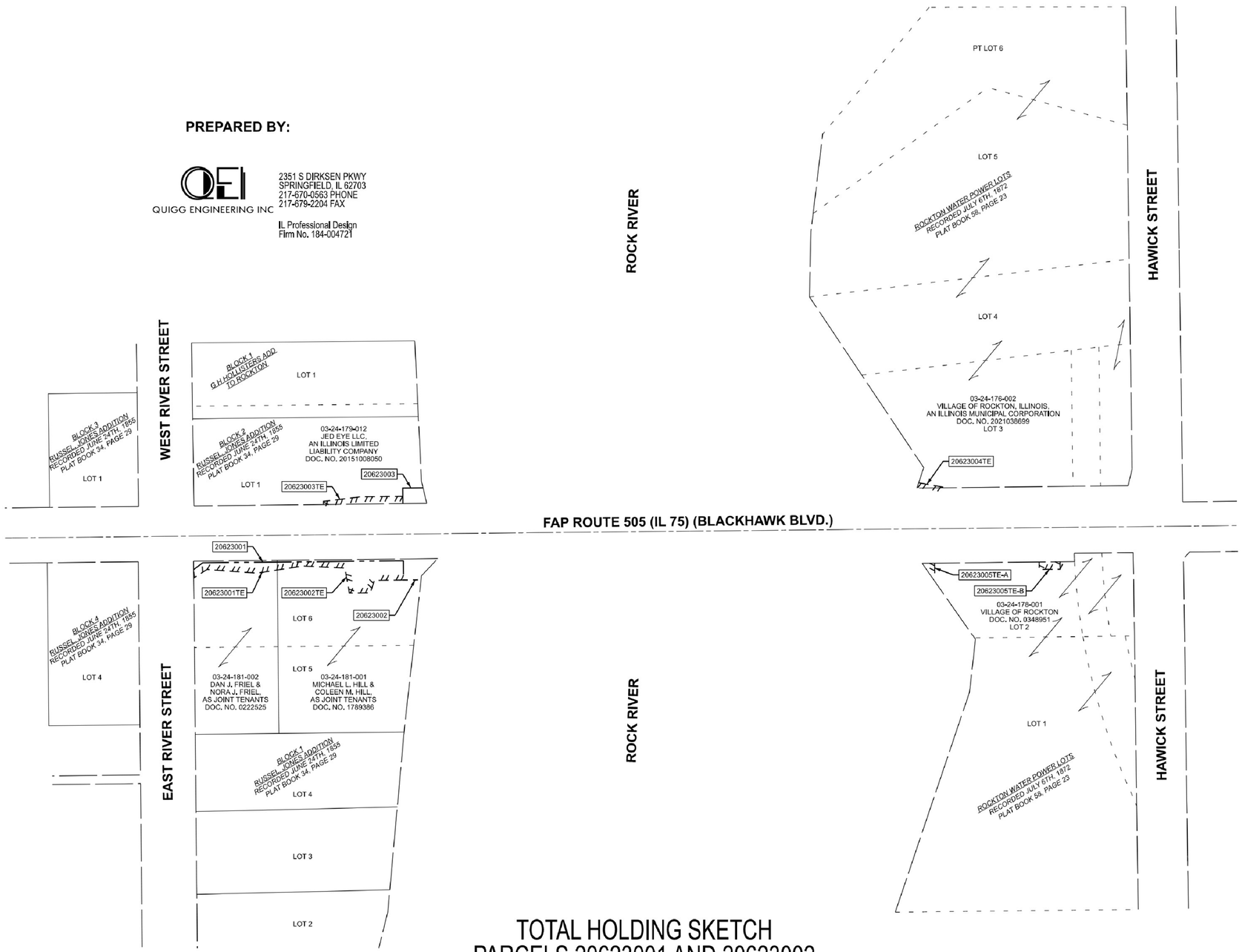
IL Professional Design
Firm No. 184-004721



TOTAL HOLDING SKETCH
PARCELS 20623001 AND 20623002

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 05/12/2021	ROW STAKING: mm/dd/year

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 505 (IL 75)
SECTION 77BR
WINNEBAGO COUNTY
JOB NO. R-92-006-23
STATION 931+74.14 TO STATION 942+10.00
0 60 120
SCALE IN FEET
SHEET 5 OF 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF LAND ACQUISITION/REGION 2/DISTRICT 2
819 DEPOT AVENUE
DIXON, IL 61021

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO		
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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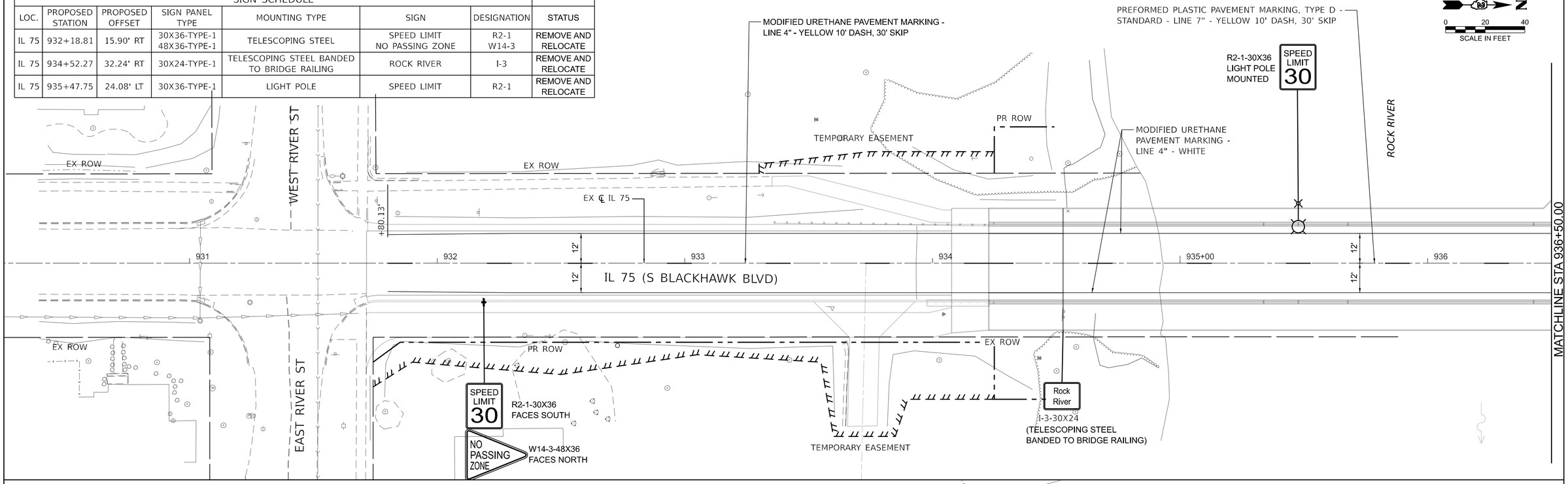
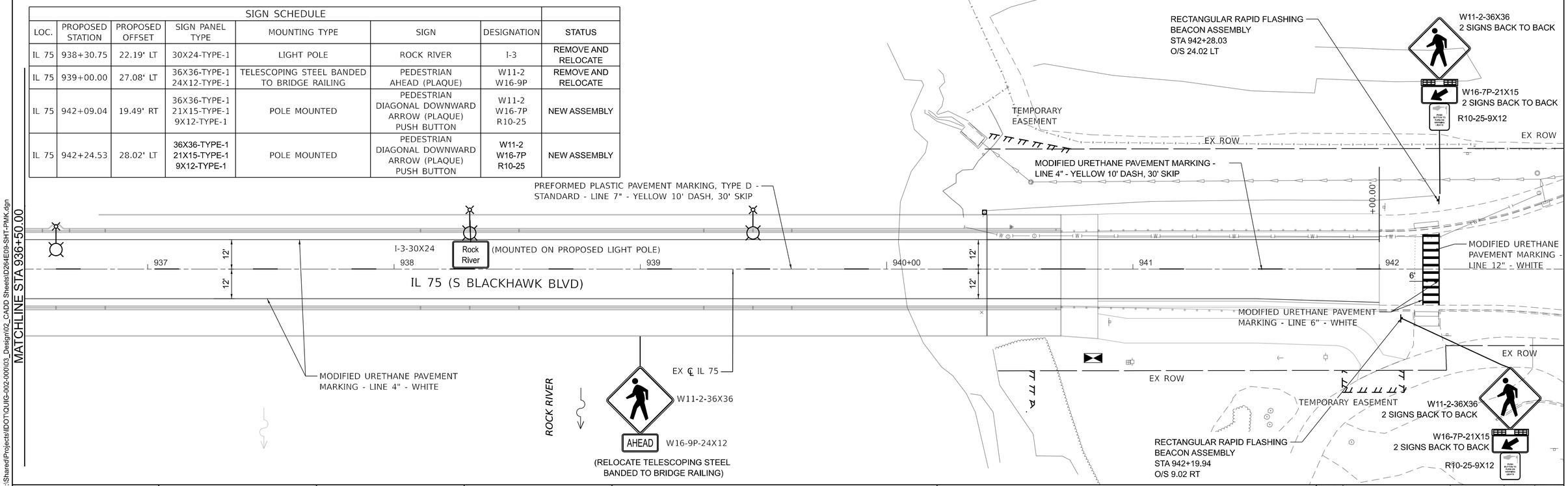
USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED - _____	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**RIGHT OF WAY IL 75 (S BLACKHAWK BLVD)**	
D264E09-SHT-ROW-3.dgn	CHECKED - ML	REVISED - _____			
PLOT SCALE = 50.000 ' / in.	DRAWN - AP	REVISED - _____			
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____		SHEET 5 OF 5 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	32
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

SIGN SCHEDULE							
LOC.	PROPOSED STATION	PROPOSED OFFSET	SIGN PANEL TYPE	MOUNTING TYPE	SIGN	DESIGNATION	STATUS
IL 75	932+18.81	15.90' RT	30X36-TYPE-1 48X36-TYPE-1	TELESCOPING STEEL	SPEED LIMIT NO PASSING ZONE	R2-1 W14-3	REMOVE AND RELOCATE
IL 75	934+52.27	32.24' RT	30X24-TYPE-1	TELESCOPING STEEL BANDED TO BRIDGE RAILING	ROCK RIVER	I-3	REMOVE AND RELOCATE
IL 75	935+47.75	24.08' LT	30X36-TYPE-1	LIGHT POLE	SPEED LIMIT	R2-1	REMOVE AND RELOCATE



SIGN SCHEDULE							
LOC.	PROPOSED STATION	PROPOSED OFFSET	SIGN PANEL TYPE	MOUNTING TYPE	SIGN	DESIGNATION	STATUS
IL 75	938+30.75	22.19' LT	30X24-TYPE-1	LIGHT POLE	ROCK RIVER	I-3	REMOVE AND RELOCATE
IL 75	939+00.00	27.08' LT	36X36-TYPE-1 24X12-TYPE-1	TELESCOPING STEEL BANDED TO BRIDGE RAILING	PEDESTRIAN AHEAD (PLAQUE)	W11-2 W16-9P	REMOVE AND RELOCATE
IL 75	942+09.04	19.49' RT	36X36-TYPE-1 21X15-TYPE-1 9X12-TYPE-1	POLE MOUNTED	PEDESTRIAN DIAGONAL DOWNWARD ARROW (PLAQUE) PUSH BUTTON	W11-2 W16-7P R10-25	NEW ASSEMBLY
IL 75	942+24.53	28.02' LT	36X36-TYPE-1 21X15-TYPE-1 9X12-TYPE-1	POLE MOUNTED	PEDESTRIAN DIAGONAL DOWNWARD ARROW (PLAQUE) PUSH BUTTON	W11-2 W16-7P R10-25	NEW ASSEMBLY



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OSEH inc.
910 W VAN BUREN ST
SUITE 603
CHICAGO, IL 60607
WWW.OSEHINC.COM

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D264E09-SHT-PMK.dgn	CHECKED - ML	REVISED - ____	
PLOT SCALE = 40.000 ' / in.	DRAWN - AP	REVISED - ____	
PLOT DATE = ____	DATE - 08-07-2026	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE
IL 75 (S BLACKHAWK BLVD)

SHEET 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	33
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

OPERATION NOTES

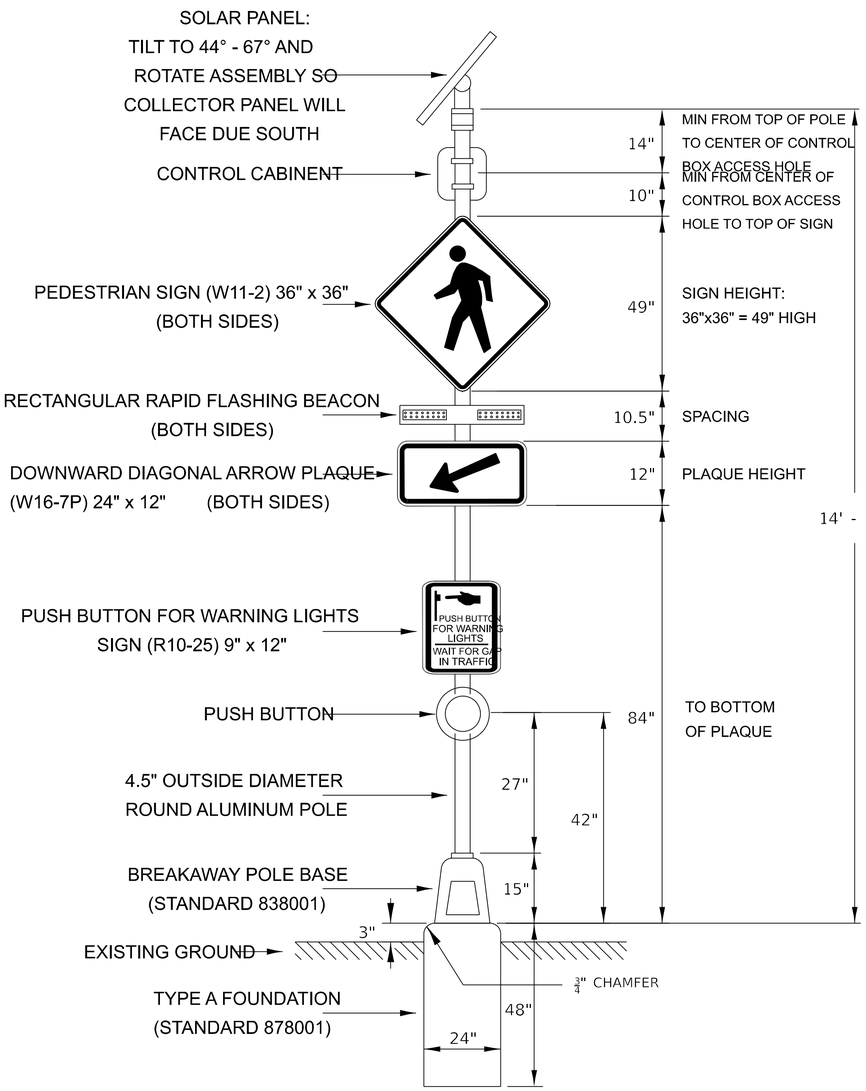
PATTERN: DURING EACH FLASHING PERIOD ONE INDICATION SHALL EMIT TWO RADIO PULSES OF LIGHT AND THE OTHER INDICATION SHALL EMIT THREE RAPID PULSES OF LIGHT. THE PATTERN THEN SWITCHES BETWEEN THE INDICATIONS FOR THE NEXT PERIOD.

UPON PEDESTRIAN ACTIVATION ALL RRFB UNITS SHALL BECOME ACTIVE.

1. DARK UNTIL ACTIVATED

2. 70 TO 80 PERIODS OF FLASHING PER MINUTE. (25 SECONDS)

3. DARK AGAIN UNTIL ACTIVATED.



TYPICAL SOLAR POWERED FLASHING BEACON ASSEMBLY (COMPLETE) CONFIGURATION

NOTES

1. THE SCHEDULE OF QUANTITIES PER ASSEMBLY TABLE LISTS ITEMS REQUIRED FOR ONE COMPLETE ASSEMBLY.
2. SEE THE SPECIAL PROVISIONS FOR RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE) FOR FURTHER DETAILS.
3. PEDESTRIAN SIGNS, DOWNWARD DIAGONAL ARROW PLAQUES, AND RRFB SHALL BE INSTALLED FACING BOTH DIRECTIONS OF VEHICLE TRAFFIC ON EACH SIDE OF THE ROADWAY.
4. PREFERRED OFFSET FOR RRFB IS 1.5' TO 6' FROM EDGE OF SHOULDER, WITH A MAXIMUM OF 10 FEET.
5. MOUNT CROSSWALK SIGN AND PUSH BUTTON FOR EASIEST ACCESS BY PEDESTRIANS, BICYCLISTS, AND THE DISABLED: FOR MORE ADA GUIDELINES REFER TO www.access-board.gov/ada
6. SEE PAVEMENT MARKING AND SIGNAGE SHEET FOR RRFB LOCATIONS.

SCHEDULE OF QUANTITIES PER ASSEMBLY

ITEM	UNIT	QUANTITY
SOLAR PANEL	EACH	1
CONTROL CABINET AND ELECTRICAL COMPONENTS	EACH	1
RRFB-XL	EACH	2
PEDESTRIAN PUSH BUTTON	EACH	1
4.5" DIAMETER ALUMINUM POLE AND BREAKAWAY BASE	EACH	1
P.C.C. FOUNDATION	EACH	1
PEDESTRIAN SIGN	EACH	2
DOWNWARD DIAGONAL ARROW PLAQUE	EACH	2
PUSH BUTTON FOR WARNING LIGHTS SIGN	EACH	1

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USER NAME = AmulyaPusuluri	DESIGNED - AP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RECTANGULAR RAPID FLASHING BEACON CONSTRUCTION DETAILS	
D264E09-SHT-DETAIL.dgn	CHECKED - ML	REVISED -			
PLOT SCALE = 50.000 ' / in.	DRAWN - AP	REVISED -			
PLOT DATE =	DATE - 08-07-2026	REVISED -		SHEET 2 OF 2 SHEETS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	34
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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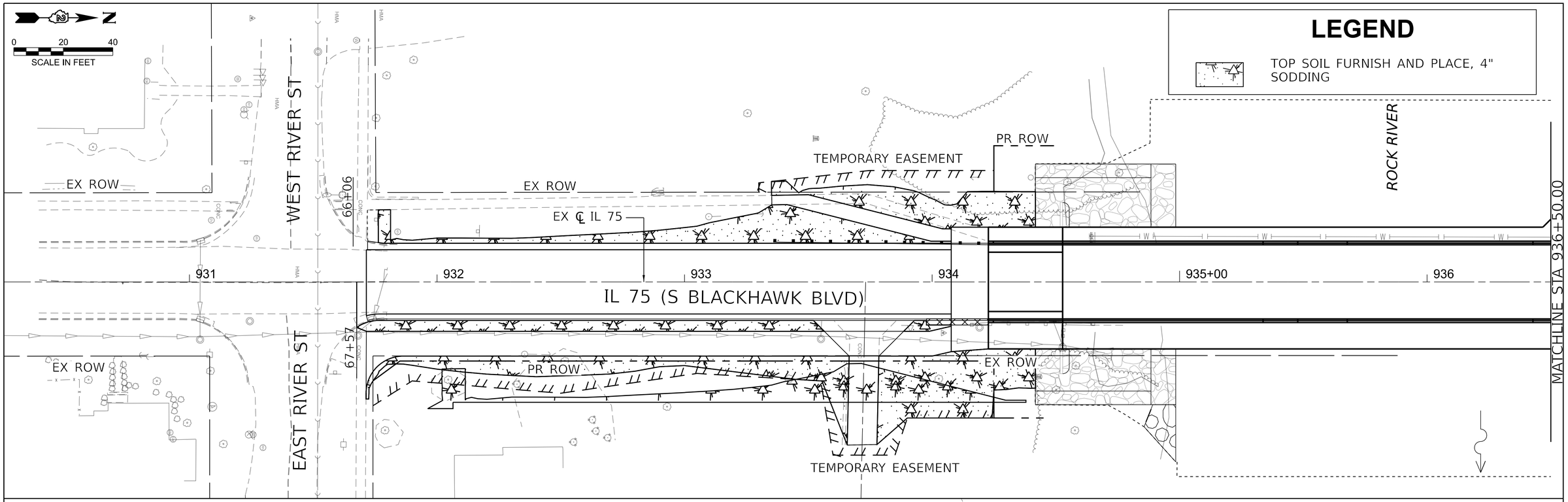

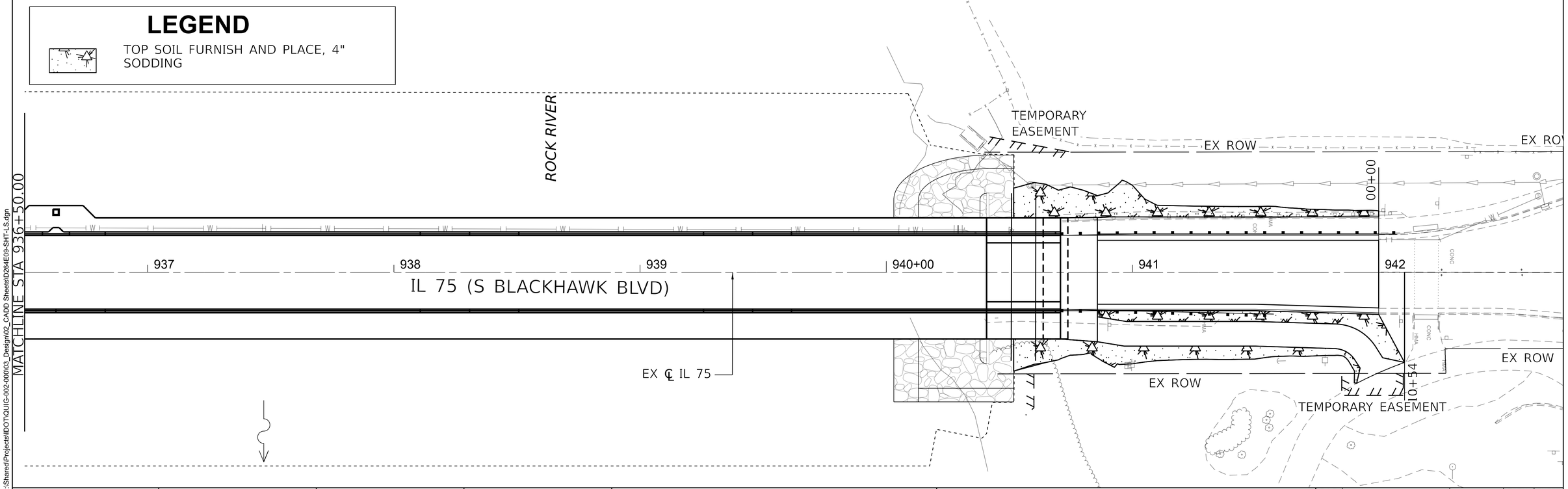

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PLOT SCALE = 40.000 ' / in.	DRAWN - AP	REVISED - _____	
PLOT DATE = _____	DATE - 08-07-2026	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN
IL 75 (S BLACKHAWK BLVD)

SHEET 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	35
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

1. THIS PROJECT INCLUDES THE REPLACEMENT OF LIGHTING UNITS ON THE WEST PARAPET OF IL 75 BRIDGE OVER ROCK RIVER. THE LIGHTINGS IS OWNED AND MAINTAINED BY IDOT.
2. THE QUANTITIES OF RACEWAYS WHEREVER INDICATED ON THESE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
3. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES. IDOT IS NOT A MEMBER OF J.U.L.I.E AND THOSE FACILITIES NEED TO BE LOCATED BY THE CONTRACTOR.
4. THE CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND/OVERHEAD UTILITIES PRIOR TO INSTALLATION OF LIGHT POLES AND CONDUITS. IF THERE IS A CONFLICT WITH THE LIGHT POLES/CONDUITS INSTALLATION AS SHOWN ON THE PLANS, THE CONTRACTOR SHALL SUGGEST ALTERNATIVE LOCATIONS AND COORDINATE WITH THE ENGINEER PRIOR TO PERFORMING ANY CONSTRUCTION WORK. IT SHALL ALSO BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION ACTIVITIES.
5. TRENCHES FOR LIGHTING RACEWAYS SHALL HAVE A MINIMUM DEPTH OF 30".
6. LIGHTING SYSTEM INSTALLATION SHALL CONFORM TO THE LATEST IDOT STANDARDS, AND NEC.
7. ALL ELECTRICAL EQUIPMENT AND PRODUCTS SHALL BE UL LISTED AND LABELED.
8. THE CONTRACTOR SHALL TAKE PRECAUTION WHEN INSTALLING UNIT CONDUIT AND CABLE TO AVOID CONFLICTS WITH EXISTING UNDERGROUND UTILITIES AND TREES ROOTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AS DETERMINED BY THE ENGINEER.

BILL OF MATERIALS

DESCRIPTION	UNIT	TOTAL
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	50
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	442
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	50
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	1
UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	123
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1539
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	50
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	4
LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1
LIGHT POLE, ALUMINUM, 30 FT. M.H., 4 FT. MAST ARM	EACH	1
LIGHT POLE, ALUMINUM, 35 FT. M.H., 4 FT. MAST ARM	EACH	3
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4
REMOVAL OF LIGHTING CONTROLLER	EACH	1
REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	4
ELECTRIC SERVICE INSTALLATION AND CONNECTION	EACH	1

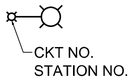
LEGEND

- ELECTRIC CABLE IN CONDUIT, 2-1/C NO. 8 AND 1-1/C NO. 8 GROUND, WITHIN CONDUIT EMBEDDED IN STRUCTURE, 2" DIA PVC
- EXISTING LIGHTING CONTROLLER
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED 240 VOLT, 60AMP
- EXISTING LIGHTING UNIT TO BE REMOVED NO SALVAGED
- PROPOSED LIGHTING UNIT (BRIDGE MOUNTED, 35 FT. M.H., 4 FT. MAST ARM) (UNLESS OTHERWISE INDICATED)
- UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
- UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
- PROPOSED JUNCTION BOX STAINLESS STEEL ATTACHED TO STRUCTURE 12"X12"X6"

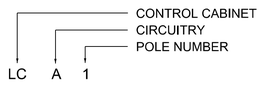
HIGHWAY STANDARDS

812001-01	RACEWAYS EMBEDDED IN STRUCTURE
821101-03	LUMINAIRE WIRING IN POLE
825011-04	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V
830001-03	LIGHT POLE ALUMINUM MAST ARM

CALL - OUT DESCRIPTIONS



CIRCUIT NUMBER EXAMPLE



EL-01

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CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME = mdeltche	DESIGNED - BL	REVISED -
	DRAWN - SR	REVISED -
PLOT SCALE = 40.0000 ' / In.	CHECKED - KV	REVISED -
PLOT DATE = 8/3/2026	DATE - 8-7-2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, BILL OF MATERIALS AND LEGEND
IL 75 OVER ROCK RIVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B - 1	WINNEBAGO	130	36
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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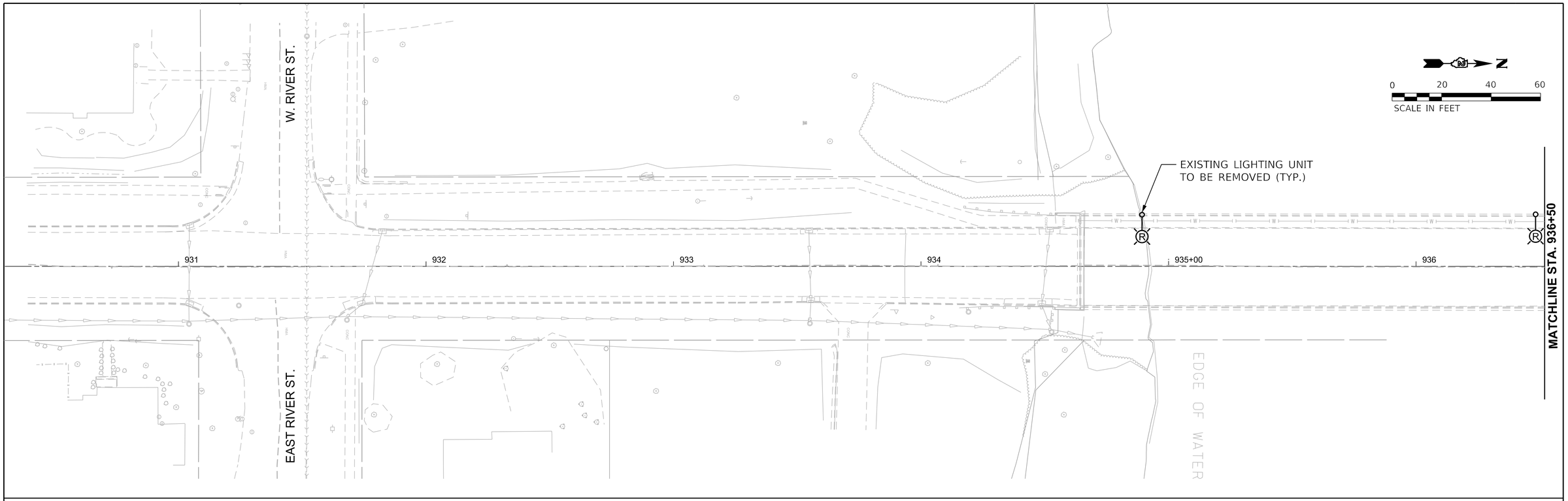

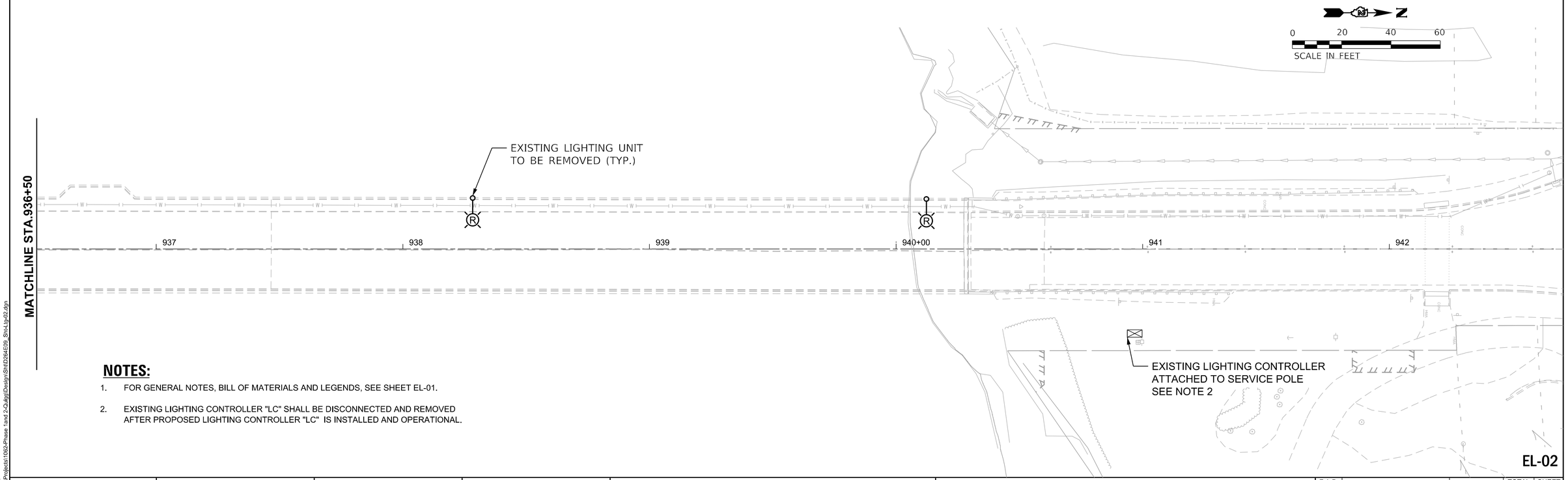

NOTES:

1. FOR GENERAL NOTES, BILL OF MATERIALS AND LEGENDS, SEE SHEET EL-01.
2. EXISTING LIGHTING CONTROLLER "LC" SHALL BE DISCONNECTED AND REMOVED AFTER PROPOSED LIGHTING CONTROLLER "LC" IS INSTALLED AND OPERATIONAL.

EL-02

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Downers Grove, IL 60516

USER NAME = mdeltche	DESIGNED - BL	REVISED -	
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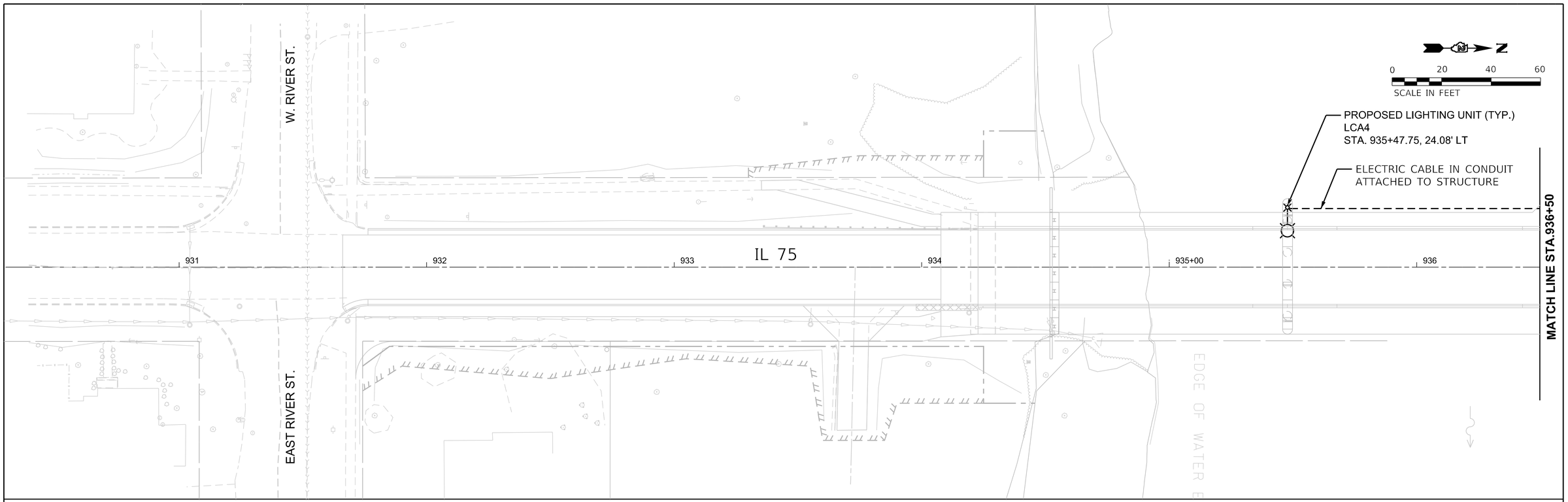
PLOT SCALE = 40.0000 ' / In.	CHECKED - KV	REVISED -	
PLOT DATE = 8/3/2026	DATE - 8-7-2026	REVISED -	

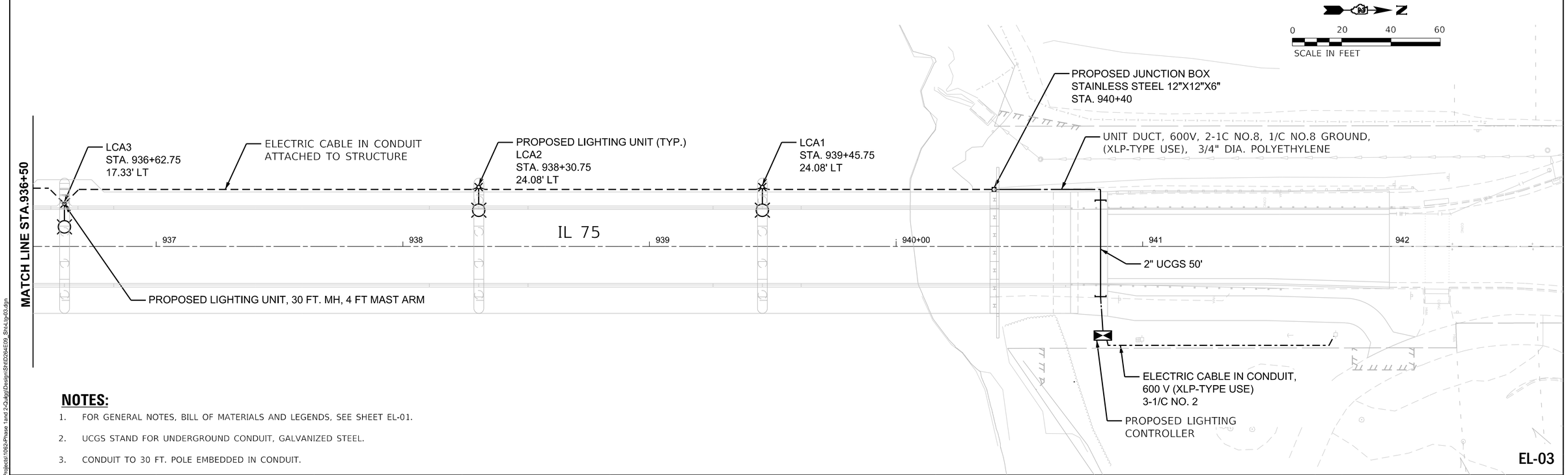
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL LIGHTING PLAN
IL 75 OVER ROCK RIVER

SCALE: 1"=20' | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B - 1	WINNEBAGO	130	37
		CONTRACT NO. 64E09		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. FOR GENERAL NOTES, BILL OF MATERIALS AND LEGENDS, SEE SHEET EL-01.
2. UCGS STAND FOR UNDERGROUND CONDUIT, GALVANIZED STEEL.
3. CONDUIT TO 30 FT. POLE EMBEDDED IN CONDUIT.

EL-03

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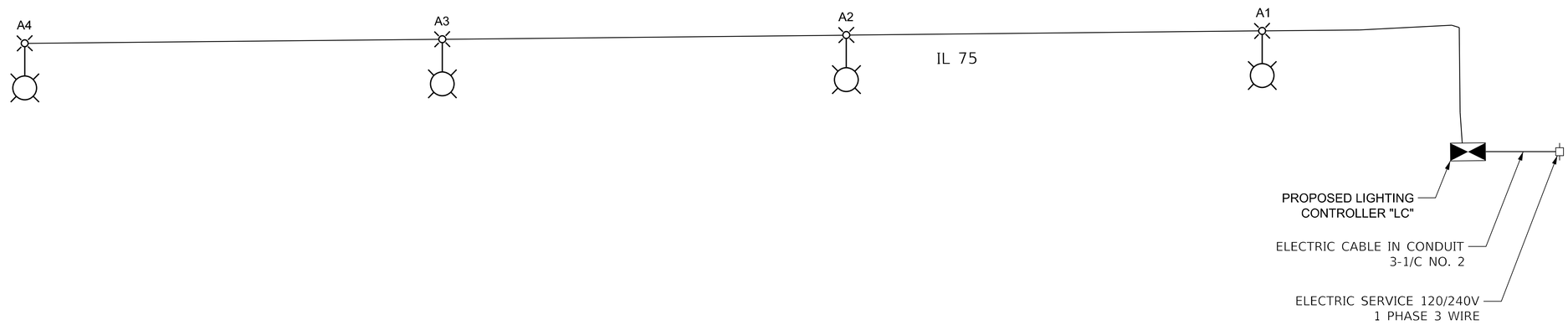
AMES Engineering, Inc. CONSULTING ENGINEERS 6330 Belmont Road, Suite 4B Downers Grove, IL 60516	USER NAME = mdeltche	DESIGNED - BL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED LIGHTING PLAN IL 75 OVER ROCK RIVER
		DRAWN - SR	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - KV	REVISED -		
	PLOT DATE = 8/3/2026	DATE - 8-7-2026	REVISED -		SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B - 1	WINNEBAGO	130	38
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



LEGEND

LUMINAIRE, LED, 240V, (LINE TO LINE) .62A 149W

UNIT DUCT, 3-1/C NO. 8 1/C NO. 8 GROUND (XLP-TYPE USE)

LOAD TABLE LIGHTING CONTROLLER "LC"

120/240V AC, 1 ∅, 3 WIRE, 60A

CIRCUIT	TOTAL LUM.	TOTAL CURRENT IN AMPS	TOTAL WATTAGE
A	4	2.48	596
B	-	-	-
C	-	-	-
D	-	-	-
TOTAL		2.48	596

EL-04

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Downers Grove, IL 60516

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PLOT SCALE = 40.0000 ' / In.	CHECKED - KV	REVISED -	
PLOT DATE = 8/3/2026	DATE - 8-7-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SINGLE LINE WIRING DIAGRAM
IL 75 OVER ROCK RIVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B - 1	WINNEBAGO	130	39

CONTRACT NO. 64E09

ILLINOIS | FED. AID PROJECT

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
12/10/25	64E09		Winnebago

Marked Route Number	Municipality
IL 75	Rockton

Roadway

Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value
15 FT	2	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)
35 FT	4 FT	0 FT	

Luminaire

Description	I.E.S. Lateral Distribution	I.E.S. Vertical Distribution
ROADWAY, OUTPUT DESIGNATION G	TYPE II OR TYPE III	MEDIUM

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.7	U=0	N/A	N/A

Layout

Spacing (to Nearest 5 ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)
175 FT	1 SIDED

Performance

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
1.1	3:1

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
0.9	3:1	5:1	0.3:1

Light Tresspass

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
4. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

Compliance with performance criteria shall be held to one significant digit.

Initial lumens of the proposed luminaire may vary from the values specifies in the table given in Article 1067.06 of the BDE Special Provision for Luminaires, LED

Printed 12/10/25

BDE 5630 (04/10/19)

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME = mdeltche	DESIGNED - BL	REVISED -	
	DRAWN - SR	REVISED -	
PLOT SCALE = 40.0000 ' / In.	CHECKED - KV	REVISED -	
PLOT DATE = 8/3/2026	DATE - 8-7-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE PERFORMANCE TABLE
IL 75 OVER ROCK RIVER

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

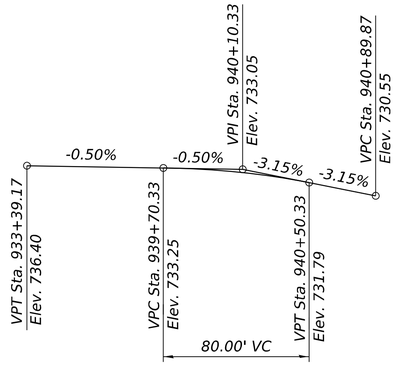
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B - 1	WINNEBAGO	130	40
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: F:\Projects\10924-Phase 1and 2-Culligi\Design\Shlt\D264E09_ShtHLtg-05.dgn

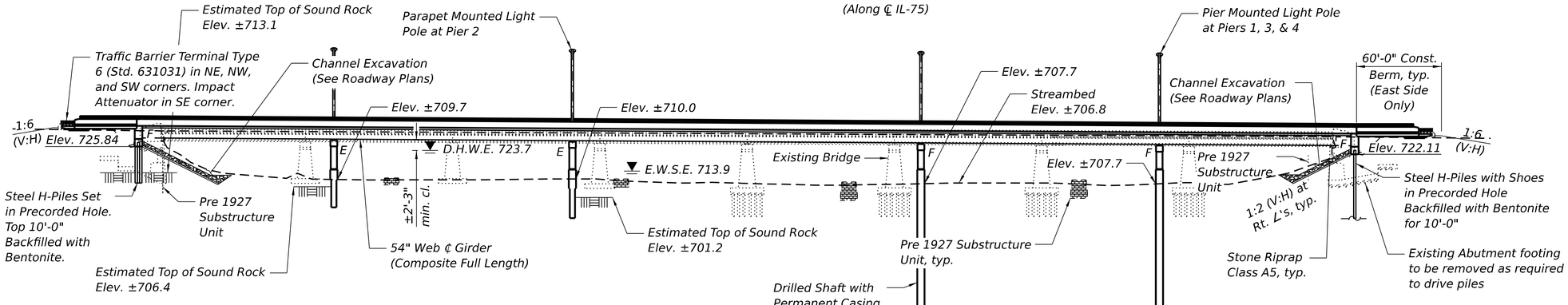
Benchmark: Chiseled "□" on top of NE wingwall of IL-75 Bridge going over Rock River Sta. 940+38.60, Offset 17.55' Rt., Elev. 734.57

Existing Structure: 101-0109 was originally built in 1927 as SBI Rte 2, Section 77B and was reconstructed with a superstructure replacement in 1974. The bridge is 568'-3" bk-bk abutments and 39'-0" out-out of deck. The superstructure consists of 48" PPC I-beams on hammerhead style piers and closed abutments. The deck has an HMA wearing surface and waterproofing membrane in place. The structure will be replaced using road closure and a detour to maintain traffic.

Salvage: The three commemorative plaques located at the sidewalk bump out on the west side of the bridge will be salvaged and placed on the new structure. The flagpole and benches located at the sidewalk bump out on the west side of bridge will be salvaged and delivered to the Village of Rockton.



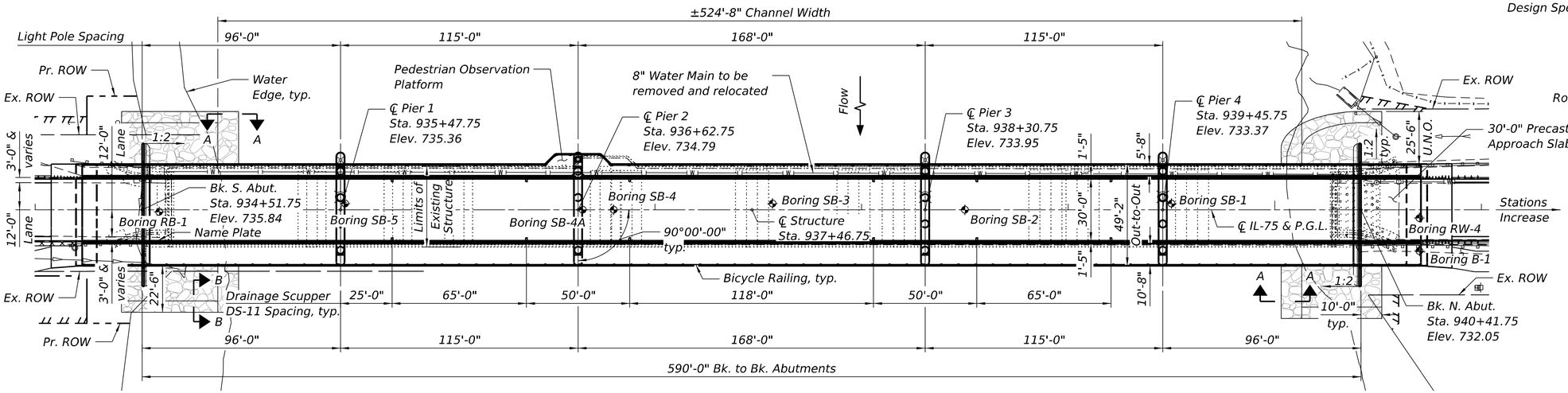
PROFILE
(Along ℄ IL-75)



Note:
For Sections A-A and B-B, see sheet 2 of 59.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES & STRUCTURES

ELEVATION



PLAN

DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

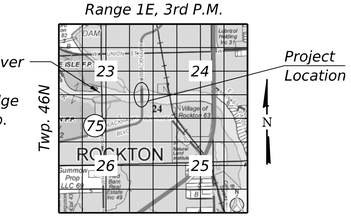
LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

LIVE LOAD DEFLECTION
Δ LL+I = Span Length/1000

DESIGN STRESSES
FIELD UNITS
$f'c$ = 3,500 psi
$f'c$ = 4,000 psi (Superstructure)
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (M270 Grade 50) *

∗ All structural steel shall be metallized

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.053g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.091g
Soil Site Class = C



LOCATION SKETCH

STATE OF ILLINOIS
MICHAEL D. CIMA
081-005984
SPRINGFIELD, ILL.
LICENSED STRUCTURAL ENGINEER

Michael D. Cima 8/5/2026
Michael D. Cima, Illinois S.E. 081-005984 Date
Expires 11/30/2026

GENERAL PLAN & ELEVATION
IL ROUTE 75 OVER ROCK RIVER
(PUBLIC WATERS)
FAP ROUTE 505 - SECTION 77BR
WINNEBAGO COUNTY
STATION 937+46.75
STRUCTURE NUMBER 101-0230

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI\IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-001-GPE.dgn
8/5/2026 11:03:05 AM

QUIGG ENGINEERING INC	USER NAME = SCaro	DESIGNED - KFO	REVISED -
DESIGN FIRM REG. NO. 184.004721	1010230-64E09-001-GPE.dgn	CHECKED - RPW	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
	PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 101-0230
SHEET 1 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	41
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

All new structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel."

Calculated weight of Structural Steel = 70,220 lbs (M270 Grade 36)
1,068,690 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 bolts in uncoated metallized areas. Bolts $\frac{7}{8}$ in. diameter, holes $1\frac{5}{16}$ in. diameter, unless otherwise noted. See special provision for "Metallizing of Structural Steel".

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ 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 embankment configuration with 60 ft. berm shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

Exterior fascia and bottom of bottom flange areas shall be metallized and shop painted with System 3. The color of the final finish coat of paint of fascia areas shall be Reddish Brown, Munsell No. 2.5YR 3/4. See special provision for "Metallizing of Structural Steel." The interior metallized areas shall be painted with System 1.

The three commemorative plaques located at the sidewalk bumpout on the west side of the bridge will be removed without damage and stored until reattached to the new bridge. The commemorative plaque attached to the existing flagpole base shall be attached to the proposed flagpole base per the recommendation of the Engineer. The two commemorative plaques attached to the existing parapet shall be attached in the west face of the west parapet near Pier 2 per the recommendation of the Engineer.

The existing flagpole and benches located at the sidewalk bump out on the west side of the bridge will be removed without damage and delivered to the Village of Rockton. Cost included with Removal of Existing Structures.

One bench shall be installed on each side of the flagpole on the bumpout at Pier 2 per the recommendation of the Engineer.

Parapet Railing and Bicycle Railing shall be powder coated black. Cost included with Powder Coating of Parapet Railing and Bridge Fence Railing. See special provisions.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Substructure Layout
4-7. Top of Slab Elevations
8-9. Top of Approach Slab Elevations
10-11. Superstructure
12-15. Superstructure Details
16. Diaphragm Details
17. Drainage Scupper, DS-11
18-20. Preformed Joint Strip Seal - Sidewalk
21-24. Partial Depth Precast Bridge Approach Slab
25-26. Bicycle Railing and Parapet Railing
27-29. Framing Plan
30-31. Structural Steel Details
32. Design Data Tables
33-34. Bearing Details
35. Guided Expansion HLMR Disc Bearing Details
36. South Abutment
37. North Abutment
38. Abutment Details
39. Pier 1
40. Pier 2
41. Pier 3
42. Pier 4
43. Pier Details
44. HP Pile Details
45. Concrete Parapet Slipforming Option
46. Bar Splicer Assembly and Mechanical Splicer Details
47-59. Boring Logs

STA. 937+46.75
BUILT BY
STATE OF ILLINOIS
F.A.P. RT. 505 SEC. 77BR
LOADING HL-93
STR. NO. 101-0230

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		1,072	1,072
Filter Fabric	Sq. Yd.		1,072	1,072
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		392	392
Concrete Structures	Cu. Yd.		448.8	448.8
Concrete Superstructure	Cu. Yd.	1,014.6		1,014.6
Bridge Deck Grooving	Sq. Yd.	2,016		2,016
Protective Coat	Sq. Yd.	4,418		4,418
Furnishing & Erecting Structural Steel	L. Sum.	1		1
Stud Shear Connectors	Each	12,416		12,416
Reinforcement Bars	Pound		80,590	80,590
Reinforcement Bars, Epoxy Coated	Pound	284,770	137,640	422,410
Bar Splicers	Each		468	468
Mechanical Splicers	Each		144	144
Bicycle Railing	Foot	1,299		1,299
Parapet Railing	Foot	1,283		1,283
Furnishing Steel Piles HP16x141	Foot		698	698
Driving Piles	Foot		558	558
Test Pile Steel HP16x141	Each		1	1
Pile Shoes	Each		7	7
Drilling and Setting Piles (In Soil)	Cu. Ft.		85	85
Drilling and Setting Piles (In Rock)	Cu. Ft.		792	792
Name Plates	Each	1		1
Permanent Casing	Foot		682	682
Drilled Shaft in Soil	Cu. Yd.		318.9	318.9
Drilled Shaft in Rock	Cu. Yd.		73.0	73.0
Preformed Joint Strip Seal	Foot	95.5		95.5
Elastomeric Bearing Assembly, Type I	Each	8		8
Anchor Bolts, ¾"	Each	2		2
Anchor Bolts, 1"	Each	70		70
Anchor Bolts, 1¼"	Each	28		28
Granular Backfill for Structures	Cu. Yd.		260	260
Geocomposite Wall Drain	Sq. Yd.		129	129
Pipe Underdrains for Structures 4"	Foot		178	178
Benches	Each	2		2
Flagpoles	Each	1		1
Relocating Commemorative Plaques	Each	3		3
Crosshole Sonic Logging Access Ducts	Foot		891	891
Crosshole Sonic Logging Access Testing	Each		16	16
Concrete Wearing Surface, 5"	Sq. Yd.	328		328
Precast Bridge Approach Slab	Sq. Ft.	2,755		2,755
Powder Coating of Parapet Railing and Bridge Fence Railing	L. Sum.	1		1
Bar Terminators	Each		480	480
High Load Multi-Rotational Bearings, Disc, Guided Expansion-500k	Each	7		7
Drainage Scuppers, DS-11	Each	12		12

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)						Item 113
	S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	N. Abut.	
Q100	725.84	703.5	705.3	702.0	704.8	722.11	5
Q200	725.84	703.5	705.1	702.0	704.5	722.11	
Design	725.84	703.5	705.3	702.0	704.8	722.11	
Check	725.84	703.5	705.1	702.0	704.5	722.11	

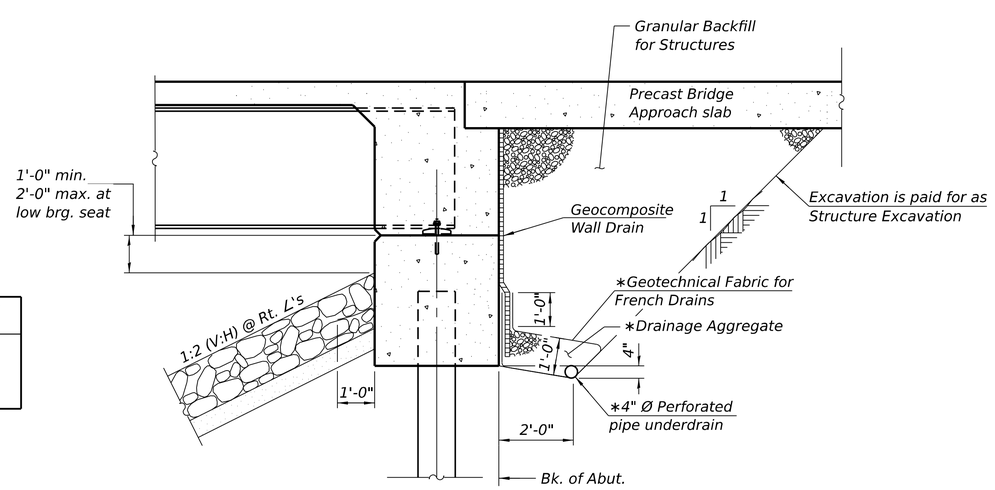
WATERWAY INFORMATION

Drainage Area = 6,363 sq. mi.

Existing Overtopping Elev. 727.3 at Sta. (NA-220 ft north of North Abutment)
Proposed Overtopping Elev. 727.3 at Sta. (NA-220 ft north of North Abutment)

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	25,000	5,917	6,415	721.5	0.1	0.0	721.6	721.5
Design	50	33,300	6,996	7,579	723.7	0.1	0.1	723.8	723.7
Base	100	36,600	7,412	8,028	724.5	0.1	0.1	724.6	724.6
Scour Check	200	39,700	7,778	8,422	725.1	0.1	0.1	725.1	725.1
Max. Calc.	500	44,000	8,253	8,930	726.1	0.1	0.1	726.2	726.2

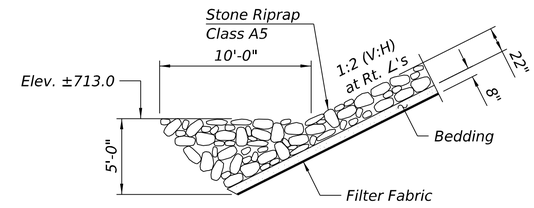
10 year velocity through existing bridge = 4.2 fps
10 year velocity through proposed bridge = 3.9 fps



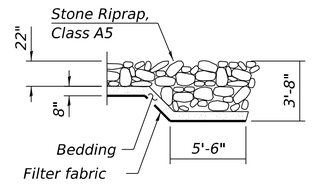
SECTION THRU INTEGRAL ABUTMENT

* Included in the cost of Pipe Underdrains for Structures.

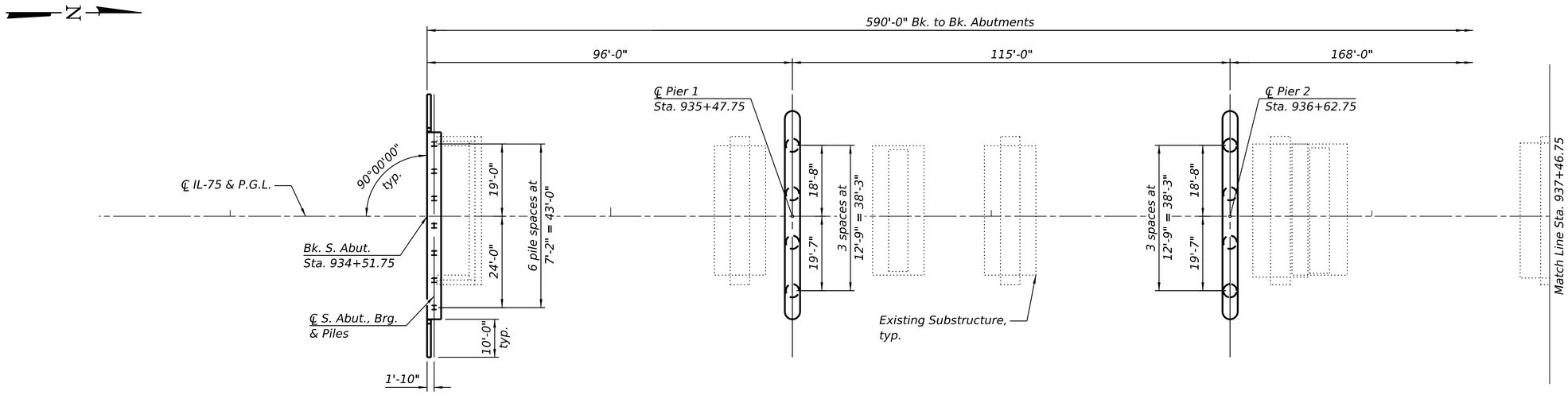
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



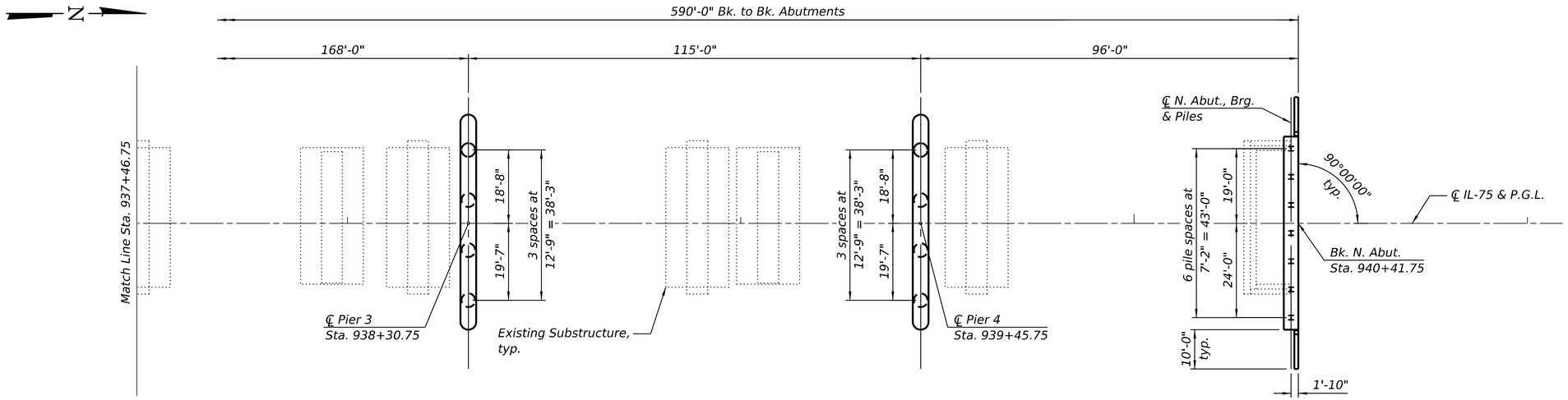
SECTION A-A



SECTION B-B



PARTIAL SUBSTRUCTURE LAYOUT



PARTIAL SUBSTRUCTURE LAYOUT

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DESIGN FIRM REG. NO. 184.004721

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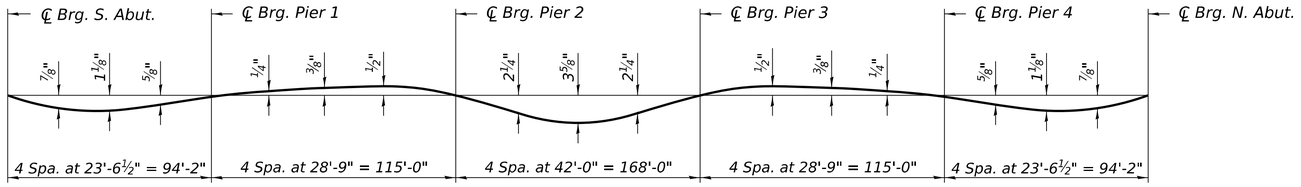
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

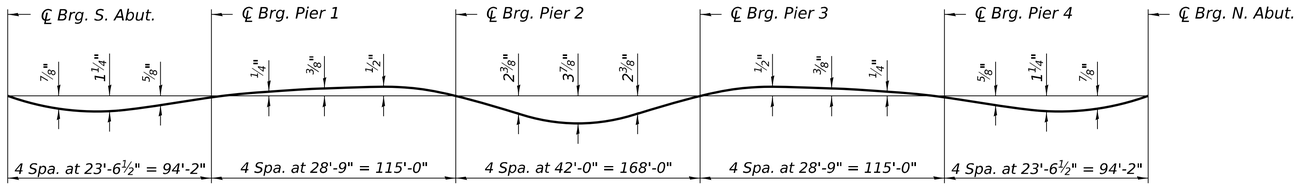
SUBSTRUCTURE LAYOUT
STRUCTURE NO. 101-0230
SHEET 3 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	43
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



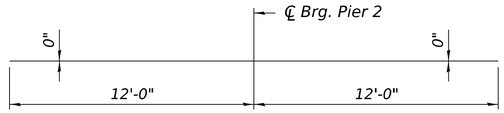
EXTERIOR GIRDER DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
(Girders 1 and 7)



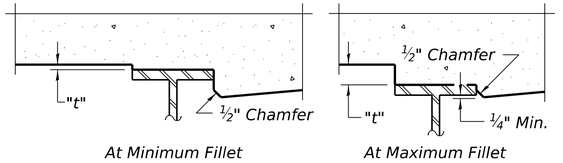
INTERIOR GIRDER DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
(Girders 2 through 6)



GIRDER 1A DEFLECTION DIAGRAM

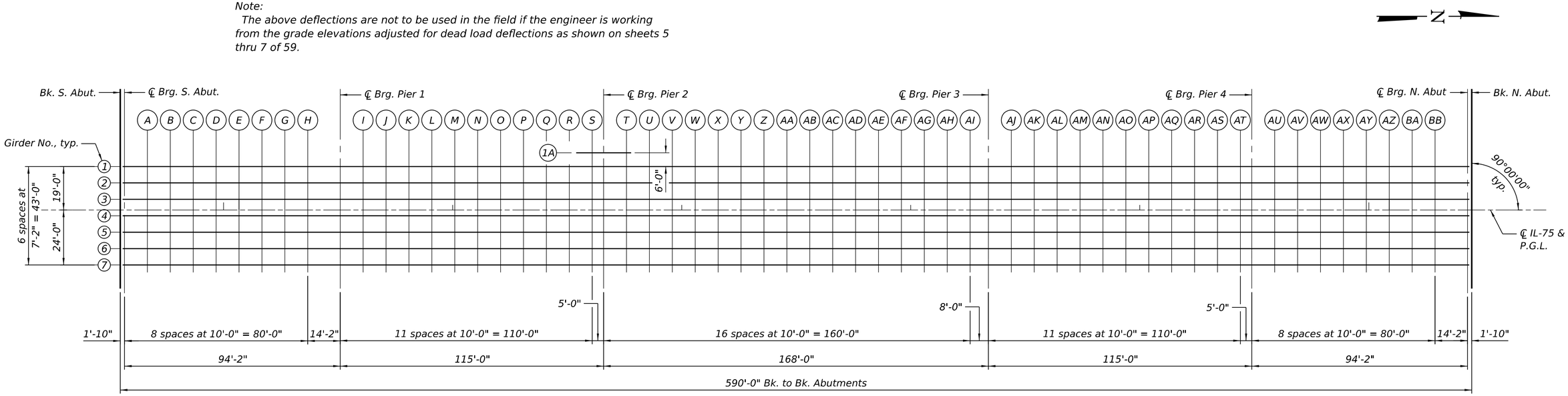
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 thru 7 of 59.



At Minimum Fillet *At Maximum Fillet*

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 thru 7 of 59, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN

GIRDER 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S	936+57.75	-25.00	734.37	734.37
℄ Brg. Pier 2	936+62.75	-25.00	734.35	734.35
T	936+72.75	-25.00	734.30	734.30

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	-19.00	735.52	735.52
℄ Brg. South Abut.	934+53.58	-19.00	735.51	735.51
A	934+63.58	-19.00	735.46	735.50
B	934+73.58	-19.00	735.41	735.48
C	934+83.58	-19.00	735.36	735.45
D	934+93.58	-19.00	735.31	735.41
E	935+03.58	-19.00	735.26	735.35
F	935+13.58	-19.00	735.21	735.29
G	935+23.58	-19.00	735.16	735.22
H	935+33.58	-19.00	735.11	735.14
℄ Brg. Pier 1	935+47.75	-19.00	735.04	735.04
I	935+57.75	-19.00	734.99	734.98
J	935+67.75	-19.00	734.94	734.92
K	935+77.75	-19.00	734.89	734.87
L	935+87.75	-19.00	734.84	734.82
M	935+97.75	-19.00	734.79	734.76
N	936+07.75	-19.00	734.74	734.71
O	936+17.75	-19.00	734.69	734.65
P	936+27.75	-19.00	734.64	734.60
Q	936+37.75	-19.00	734.59	734.55
R	936+47.75	-19.00	734.54	734.51
S	936+57.75	-19.00	734.49	734.48
℄ Brg. Pier 2	936+62.75	-19.00	734.47	734.47
T	936+72.75	-19.00	734.42	734.45
U	936+82.75	-19.00	734.37	734.44
V	936+92.75	-19.00	734.32	734.44
W	937+02.75	-19.00	734.27	734.44
X	937+12.75	-19.00	734.22	734.44
Y	937+22.75	-19.00	734.17	734.43
Z	937+32.75	-19.00	734.12	734.40
AA	937+42.75	-19.00	734.07	734.37
AB	937+52.75	-19.00	734.02	734.32
AC	937+62.75	-19.00	733.97	734.25
AD	937+72.75	-19.00	733.92	734.17
AE	937+82.75	-19.00	733.87	734.08
AF	937+92.75	-19.00	733.82	733.98
AG	938+02.75	-19.00	733.77	733.88
AH	938+12.75	-19.00	733.72	733.78
AI	938+22.75	-19.00	733.67	733.69
℄ Brg. Pier 3	938+30.75	-19.00	733.63	733.63
AJ	938+40.75	-19.00	733.58	733.55
AK	938+50.75	-19.00	733.53	733.49
AL	938+60.75	-19.00	733.48	733.43
AM	938+70.75	-19.00	733.43	733.39
AN	938+80.75	-19.00	733.38	733.34
AO	938+90.75	-19.00	733.33	733.30
AP	939+00.75	-19.00	733.28	733.25
AQ	939+10.75	-19.00	733.23	733.20
AR	939+20.75	-19.00	733.18	733.16
AS	939+30.75	-19.00	733.13	733.11
AT	939+40.75	-19.00	733.08	733.07
℄ Brg. Pier 4	939+45.75	-19.00	733.05	733.05
AU	939+55.75	-19.00	733.00	733.02
AV	939+65.75	-19.00	732.95	733.00
AW	939+75.75	-19.00	732.90	732.97
AX	939+85.75	-19.00	732.81	732.90
AY	939+95.75	-19.00	732.69	732.79
AZ	940+05.75	-19.00	732.54	732.63
BA	940+15.75	-19.00	732.36	732.43
BB	940+25.75	-19.00	732.14	732.19
℄ Brg. North Abut.	940+39.92	-19.00	731.78	731.78
Bk. North Abut.	940+41.75	-19.00	731.73	731.73

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	-11.83	735.66	735.66
℄ Brg. South Abut.	934+53.58	-11.83	735.65	735.65
A	934+63.58	-11.83	735.60	735.64
B	934+73.58	-11.83	735.55	735.62
C	934+83.58	-11.83	735.50	735.60
D	934+93.58	-11.83	735.45	735.55
E	935+03.58	-11.83	735.40	735.50
F	935+13.58	-11.83	735.35	735.44
G	935+23.58	-11.83	735.30	735.36
H	935+33.58	-11.83	735.25	735.29
℄ Brg. Pier 1	935+47.75	-11.83	735.18	735.18
I	935+57.75	-11.83	735.13	735.12
J	935+67.75	-11.83	735.08	735.07
K	935+77.75	-11.83	735.03	735.01
L	935+87.75	-11.83	734.98	734.96
M	935+97.75	-11.83	734.93	734.90
N	936+07.75	-11.83	734.88	734.85
O	936+17.75	-11.83	734.83	734.79
P	936+27.75	-11.83	734.78	734.74
Q	936+37.75	-11.83	734.73	734.69
R	936+47.75	-11.83	734.68	734.65
S	936+57.75	-11.83	734.63	734.62
℄ Brg. Pier 2	936+62.75	-11.83	734.61	734.61
T	936+72.75	-11.83	734.56	734.60
U	936+82.75	-11.83	734.51	734.59
V	936+92.75	-11.83	734.46	734.59
W	937+02.75	-11.83	734.41	734.59
X	937+12.75	-11.83	734.36	734.59
Y	937+22.75	-11.83	734.31	734.58
Z	937+32.75	-11.83	734.26	734.56
AA	937+42.75	-11.83	734.21	734.53
AB	937+52.75	-11.83	734.16	734.48
AC	937+62.75	-11.83	734.11	734.41
AD	937+72.75	-11.83	734.06	734.33
AE	937+82.75	-11.83	734.01	734.23
AF	937+92.75	-11.83	733.96	734.13
AG	938+02.75	-11.83	733.91	734.03
AH	938+12.75	-11.83	733.86	733.93
AI	938+22.75	-11.83	733.81	733.84
℄ Brg. Pier 3	938+30.75	-11.83	733.77	733.77
AJ	938+40.75	-11.83	733.72	733.69
AK	938+50.75	-11.83	733.67	733.63
AL	938+60.75	-11.83	733.62	733.57
AM	938+70.75	-11.83	733.57	733.53
AN	938+80.75	-11.83	733.52	733.48
AO	938+90.75	-11.83	733.47	733.44
AP	939+00.75	-11.83	733.42	733.39
AQ	939+10.75	-11.83	733.37	733.35
AR	939+20.75	-11.83	733.32	733.30
AS	939+30.75	-11.83	733.27	733.25
AT	939+40.75	-11.83	733.22	733.21
℄ Brg. Pier 4	939+45.75	-11.83	733.19	733.19
AU	939+55.75	-11.83	733.14	733.17
AV	939+65.75	-11.83	733.09	733.14
AW	939+75.75	-11.83	733.04	733.11
AX	939+85.75	-11.83	732.95	733.05
AY	939+95.75	-11.83	732.84	732.94
AZ	940+05.75	-11.83	732.69	732.78
BA	940+15.75	-11.83	732.50	732.58
BB	940+25.75	-11.83	732.29	732.34
℄ Brg. North Abut.	940+39.92	-11.83	731.92	731.92
Bk. North Abut.	940+41.75	-11.83	731.87	731.87

Notes:
Stations are measured along ℄ IL-75.
Offsets are measured from ℄ IL-75.

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-005-Top of Slab Elevations.dgn

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -	
1010230-64E09-005-Top of Slab Elevations.dgn	CHECKED - RPW	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 101-0230
SHEET 5 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	45
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

8/5/2026 11:03:18 AM

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	-4.67	735.77	735.77
℄ Brg. South Abut.	934+53.58	-4.67	735.76	735.76
A	934+63.58	-4.67	735.71	735.75
B	934+73.58	-4.67	735.66	735.73
C	934+83.58	-4.67	735.61	735.70
D	934+93.58	-4.67	735.56	735.66
E	935+03.58	-4.67	735.51	735.61
F	935+13.58	-4.67	735.46	735.54
G	935+23.58	-4.67	735.41	735.47
H	935+33.58	-4.67	735.36	735.39
℄ Brg. Pier 1	935+47.75	-4.67	735.29	735.29
I	935+57.75	-4.67	735.24	735.23
J	935+67.75	-4.67	735.19	735.17
K	935+77.75	-4.67	735.14	735.12
L	935+87.75	-4.67	735.09	735.07
M	935+97.75	-4.67	735.04	735.01
N	936+07.75	-4.67	734.99	734.96
O	936+17.75	-4.67	734.94	734.90
P	936+27.75	-4.67	734.89	734.85
Q	936+37.75	-4.67	734.84	734.80
R	936+47.75	-4.67	734.79	734.76
S	936+57.75	-4.67	734.74	734.73
℄ Brg. Pier 2	936+62.75	-4.67	734.72	734.72
T	936+72.75	-4.67	734.67	734.70
U	936+82.75	-4.67	734.62	734.70
V	936+92.75	-4.67	734.57	734.70
W	937+02.75	-4.67	734.52	734.70
X	937+12.75	-4.67	734.47	734.70
Y	937+22.75	-4.67	734.42	734.69
Z	937+32.75	-4.67	734.37	734.67
AA	937+42.75	-4.67	734.32	734.63
AB	937+52.75	-4.67	734.27	734.58
AC	937+62.75	-4.67	734.22	734.52
AD	937+72.75	-4.67	734.17	734.43
AE	937+82.75	-4.67	734.12	734.34
AF	937+92.75	-4.67	734.07	734.24
AG	938+02.75	-4.67	734.02	734.14
AH	938+12.75	-4.67	733.97	734.04
AI	938+22.75	-4.67	733.92	733.94
℄ Brg. Pier 3	938+30.75	-4.67	733.88	733.88
AJ	938+40.75	-4.67	733.83	733.80
AK	938+50.75	-4.67	733.78	733.74
AL	938+60.75	-4.67	733.73	733.68
AM	938+70.75	-4.67	733.68	733.63
AN	938+80.75	-4.67	733.63	733.59
AO	938+90.75	-4.67	733.58	733.54
AP	939+00.75	-4.67	733.53	733.50
AQ	939+10.75	-4.67	733.48	733.45
AR	939+20.75	-4.67	733.43	733.41
AS	939+30.75	-4.67	733.38	733.36
AT	939+40.75	-4.67	733.33	733.32
℄ Brg. Pier 4	939+45.75	-4.67	733.30	733.30
AU	939+55.75	-4.67	733.25	733.27
AV	939+65.75	-4.67	733.20	733.25
AW	939+75.75	-4.67	733.15	733.22
AX	939+85.75	-4.67	733.06	733.15
AY	939+95.75	-4.67	732.94	733.04
AZ	940+05.75	-4.67	732.79	732.89
BA	940+15.75	-4.67	732.61	732.69
BB	940+25.75	-4.67	732.39	732.44
℄ Brg. North Abut.	940+39.92	-4.67	732.03	732.03
Bk. North Abut.	940+41.75	-4.67	731.98	731.98

℄ IL-75 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	0.00	735.84	735.84
℄ Brg. South Abut.	934+53.58	0.00	735.83	735.83
A	934+63.58	0.00	735.78	735.82
B	934+73.58	0.00	735.73	735.80
C	934+83.58	0.00	735.68	735.77
D	934+93.58	0.00	735.63	735.73
E	935+03.58	0.00	735.58	735.68
F	935+13.58	0.00	735.53	735.61
G	935+23.58	0.00	735.48	735.54
H	935+33.58	0.00	735.43	735.46
℄ Brg. Pier 1	935+47.75	0.00	735.36	735.36
I	935+57.75	0.00	735.31	735.30
J	935+67.75	0.00	735.26	735.24
K	935+77.75	0.00	735.21	735.19
L	935+87.75	0.00	735.16	735.14
M	935+97.75	0.00	735.11	735.08
N	936+07.75	0.00	735.06	735.03
O	936+17.75	0.00	735.01	734.97
P	936+27.75	0.00	734.96	734.92
Q	936+37.75	0.00	734.91	734.87
R	936+47.75	0.00	734.86	734.83
S	936+57.75	0.00	734.81	734.80
℄ Brg. Pier 2	936+62.75	0.00	734.79	734.79
T	936+72.75	0.00	734.74	734.77
U	936+82.75	0.00	734.69	734.77
V	936+92.75	0.00	734.64	734.77
W	937+02.75	0.00	734.59	734.77
X	937+12.75	0.00	734.54	734.77
Y	937+22.75	0.00	734.49	734.76
Z	937+32.75	0.00	734.44	734.74
AA	937+42.75	0.00	734.39	734.70
AB	937+52.75	0.00	734.34	734.65
AC	937+62.75	0.00	734.29	734.59
AD	937+72.75	0.00	734.24	734.50
AE	937+82.75	0.00	734.19	734.41
AF	937+92.75	0.00	734.14	734.31
AG	938+02.75	0.00	734.09	734.21
AH	938+12.75	0.00	734.04	734.11
AI	938+22.75	0.00	733.99	734.01
℄ Brg. Pier 3	938+30.75	0.00	733.95	733.95
AJ	938+40.75	0.00	733.90	733.87
AK	938+50.75	0.00	733.85	733.81
AL	938+60.75	0.00	733.80	733.75
AM	938+70.75	0.00	733.75	733.70
AN	938+80.75	0.00	733.70	733.66
AO	938+90.75	0.00	733.65	733.61
AP	939+00.75	0.00	733.60	733.57
AQ	939+10.75	0.00	733.55	733.52
AR	939+20.75	0.00	733.50	733.48
AS	939+30.75	0.00	733.45	733.43
AT	939+40.75	0.00	733.40	733.39
℄ Brg. Pier 4	939+45.75	0.00	733.37	733.37
AU	939+55.75	0.00	733.32	733.34
AV	939+65.75	0.00	733.27	733.32
AW	939+75.75	0.00	733.22	733.29
AX	939+85.75	0.00	733.13	733.22
AY	939+95.75	0.00	733.01	733.11
AZ	940+05.75	0.00	732.86	732.96
BA	940+15.75	0.00	732.68	732.76
BB	940+25.75	0.00	732.46	732.51
℄ Brg. North Abut.	940+39.92	0.00	732.10	732.10
Bk. North Abut.	940+41.75	0.00	732.05	732.05

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	2.50	735.80	735.80
℄ Brg. South Abut.	934+53.58	2.50	735.79	735.79
A	934+63.58	2.50	735.74	735.78
B	934+73.58	2.50	735.69	735.76
C	934+83.58	2.50	735.64	735.74
D	934+93.58	2.50	735.59	735.69
E	935+03.58	2.50	735.54	735.64
F	935+13.58	2.50	735.49	735.58
G	935+23.58	2.50	735.44	735.50
H	935+33.58	2.50	735.39	735.43
℄ Brg. Pier 1	935+47.75	2.50	735.32	735.32
I	935+57.75	2.50	735.27	735.26
J	935+67.75	2.50	735.22	735.21
K	935+77.75	2.50	735.17	735.15
L	935+87.75	2.50	735.12	735.10
M	935+97.75	2.50	735.07	735.04
N	936+07.75	2.50	735.02	734.99
O	936+17.75	2.50	734.97	734.93
P	936+27.75	2.50	734.92	734.88
Q	936+37.75	2.50	734.87	734.83
R	936+47.75	2.50	734.82	734.79
S	936+57.75	2.50	734.77	734.76
℄ Brg. Pier 2	936+62.75	2.50	734.75	734.75
T	936+72.75	2.50	734.70	734.74
U	936+82.75	2.50	734.65	734.73
V	936+92.75	2.50	734.60	734.73
W	937+02.75	2.50	734.55	734.73
X	937+12.75	2.50	734.50	734.73
Y	937+22.75	2.50	734.45	734.72
Z	937+32.75	2.50	734.40	734.70
AA	937+42.75	2.50	734.35	734.67
AB	937+52.75	2.50	734.30	734.62
AC	937+62.75	2.50	734.25	734.55
AD	937+72.75	2.50	734.20	734.47
AE	937+82.75	2.50	734.15	734.37
AF	937+92.75	2.50	734.10	734.27
AG	938+02.75	2.50	734.05	734.17
AH	938+12.75	2.50	734.00	734.07
AI	938+22.75	2.50	733.95	733.98
℄ Brg. Pier 3	938+30.75	2.50	733.91	733.91
AJ	938+40.75	2.50	733.86	733.83
AK	938+50.75	2.50	733.81	733.77
AL	938+60.75	2.50	733.76	733.71
AM	938+70.75	2.50	733.71	733.67
AN	938+80.75	2.50	733.66	733.62
AO	938+90.75	2.50	733.61	733.58
AP	939+00.75	2.50	733.56	733.53
AQ	939+10.75	2.50	733.51	733.49
AR	939+20.75	2.50	733.46	733.44
AS	939+30.75	2.50	733.41	733.39
AT	939+40.75	2.50	733.36	733.35
℄ Brg. Pier 4	939+45.75	2.50	733.33	733.33
AU	939+55.75	2.50	733.28	733.31
AV	939+65.75	2.50	733.23	733.28
AW	939+75.75	2.50	733.18	733.25
AX	939+85.75	2.50	733.09	733.19
AY	939+95.75	2.50	732.98	733.08
AZ	940+05.75	2.50	732.83	732.92
BA	940+15.75	2.50	732.64	732.72
BB	940+25.75	2.50	732.43	732.48
℄ Brg. North Abut.	940+39.92	2.50	732.06	732.06
Bk. North Abut.	940+41.75	2.50	732.01	732.01

Notes:
Stations are measured along ℄ IL-75.
Offsets are measured from ℄ IL-75.

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-006-Top of Slab Elevations.dgn

8/5/2026 11:03:21 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-006-Top of Slab Elevations.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 101-0230
SHEET 6 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	46
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	9.67	735.70	735.70
℄ Brg. South Abut.	934+53.58	9.67	735.69	735.69
A	934+63.58	9.67	735.64	735.67
B	934+73.58	9.67	735.59	735.66
C	934+83.58	9.67	735.54	735.63
D	934+93.58	9.67	735.49	735.59
E	935+03.58	9.67	735.44	735.53
F	935+13.58	9.67	735.39	735.47
G	935+23.58	9.67	735.34	735.40
H	935+33.58	9.67	735.29	735.32
℄ Brg. Pier 1	935+47.75	9.67	735.22	735.22
I	935+57.75	9.67	735.17	735.15
J	935+67.75	9.67	735.12	735.10
K	935+77.75	9.67	735.07	735.04
L	935+87.75	9.67	735.02	734.99
M	935+97.75	9.67	734.97	734.94
N	936+07.75	9.67	734.92	734.88
O	936+17.75	9.67	734.87	734.82
P	936+27.75	9.67	734.82	734.77
Q	936+37.75	9.67	734.77	734.72
R	936+47.75	9.67	734.72	734.68
S	936+57.75	9.67	734.67	734.65
℄ Brg. Pier 2	936+62.75	9.67	734.64	734.64
T	936+72.75	9.67	734.59	734.63
U	936+82.75	9.67	734.54	734.62
V	936+92.75	9.67	734.49	734.62
W	937+02.75	9.67	734.44	734.63
X	937+12.75	9.67	734.39	734.63
Y	937+22.75	9.67	734.34	734.62
Z	937+32.75	9.67	734.29	734.60
AA	937+42.75	9.67	734.24	734.56
AB	937+52.75	9.67	734.19	734.51
AC	937+62.75	9.67	734.14	734.44
AD	937+72.75	9.67	734.09	734.36
AE	937+82.75	9.67	734.04	734.27
AF	937+92.75	9.67	733.99	734.17
AG	938+02.75	9.67	733.94	734.06
AH	938+12.75	9.67	733.89	733.96
AI	938+22.75	9.67	733.84	733.87
℄ Brg. Pier 3	938+30.75	9.67	733.80	733.80
AJ	938+40.75	9.67	733.75	733.73
AK	938+50.75	9.67	733.70	733.66
AL	938+60.75	9.67	733.65	733.61
AM	938+70.75	9.67	733.60	733.56
AN	938+80.75	9.67	733.55	733.51
AO	938+90.75	9.67	733.50	733.47
AP	939+00.75	9.67	733.45	733.42
AQ	939+10.75	9.67	733.40	733.38
AR	939+20.75	9.67	733.35	733.33
AS	939+30.75	9.67	733.30	733.29
AT	939+40.75	9.67	733.25	733.24
℄ Brg. Pier 4	939+45.75	9.67	733.23	733.23
AU	939+55.75	9.67	733.18	733.20
AV	939+65.75	9.67	733.13	733.17
AW	939+75.75	9.67	733.07	733.14
AX	939+85.75	9.67	732.99	733.08
AY	939+95.75	9.67	732.87	732.97
AZ	940+05.75	9.67	732.72	732.82
BA	940+15.75	9.67	732.53	732.61
BB	940+25.75	9.67	732.32	732.37
℄ Brg. North Abut.	940+39.92	9.67	731.95	731.95
Bk. North Abut.	940+41.75	9.67	731.90	731.90

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	16.83	735.56	735.56
℄ Brg. South Abut.	934+53.58	16.83	735.56	735.56
A	934+63.58	16.83	735.51	735.54
B	934+73.58	16.83	735.46	735.52
C	934+83.58	16.83	735.41	735.50
D	934+93.58	16.83	735.36	735.46
E	935+03.58	16.83	735.31	735.40
F	935+13.58	16.83	735.26	735.34
G	935+23.58	16.83	735.21	735.26
H	935+33.58	16.83	735.16	735.19
℄ Brg. Pier 1	935+47.75	16.83	735.08	735.08
I	935+57.75	16.83	735.03	735.02
J	935+67.75	16.83	734.98	734.97
K	935+77.75	16.83	734.93	734.91
L	935+87.75	16.83	734.88	734.86
M	935+97.75	16.83	734.83	734.81
N	936+07.75	16.83	734.78	734.75
O	936+17.75	16.83	734.73	734.69
P	936+27.75	16.83	734.68	734.64
Q	936+37.75	16.83	734.63	734.59
R	936+47.75	16.83	734.58	734.55
S	936+57.75	16.83	734.53	734.52
℄ Brg. Pier 2	936+62.75	16.83	734.51	734.51
T	936+72.75	16.83	734.46	734.50
U	936+82.75	16.83	734.41	734.49
V	936+92.75	16.83	734.36	734.49
W	937+02.75	16.83	734.31	734.49
X	937+12.75	16.83	734.26	734.49
Y	937+22.75	16.83	734.21	734.48
Z	937+32.75	16.83	734.16	734.46
AA	937+42.75	16.83	734.11	734.43
AB	937+52.75	16.83	734.06	734.38
AC	937+62.75	16.83	734.01	734.31
AD	937+72.75	16.83	733.96	734.23
AE	937+82.75	16.83	733.91	734.13
AF	937+92.75	16.83	733.86	734.03
AG	938+02.75	16.83	733.81	733.93
AH	938+12.75	16.83	733.76	733.83
AI	938+22.75	16.83	733.71	733.74
℄ Brg. Pier 3	938+30.75	16.83	733.67	733.67
AJ	938+40.75	16.83	733.62	733.60
AK	938+50.75	16.83	733.57	733.53
AL	938+60.75	16.83	733.52	733.47
AM	938+70.75	16.83	733.47	733.43
AN	938+80.75	16.83	733.42	733.38
AO	938+90.75	16.83	733.37	733.34
AP	939+00.75	16.83	733.32	733.29
AQ	939+10.75	16.83	733.27	733.25
AR	939+20.75	16.83	733.22	733.20
AS	939+30.75	16.83	733.17	733.15
AT	939+40.75	16.83	733.12	733.11
℄ Brg. Pier 4	939+45.75	16.83	733.09	733.09
AU	939+55.75	16.83	733.04	733.07
AV	939+65.75	16.83	732.99	733.04
AW	939+75.75	16.83	732.94	733.01
AX	939+85.75	16.83	732.86	732.95
AY	939+95.75	16.83	732.74	732.84
AZ	940+05.75	16.83	732.59	732.68
BA	940+15.75	16.83	732.40	732.48
BB	940+25.75	16.83	732.19	732.24
℄ Brg. North Abut.	940+39.92	16.83	731.82	731.82
Bk. North Abut.	940+41.75	16.83	731.77	731.77

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	934+51.75	24.00	735.42	735.42
℄ Brg. South Abut.	934+53.58	24.00	735.41	735.41
A	934+63.58	24.00	735.36	735.40
B	934+73.58	24.00	735.31	735.38
C	934+83.58	24.00	735.26	735.35
D	934+93.58	24.00	735.21	735.31
E	935+03.58	24.00	735.16	735.25
F	935+13.58	24.00	735.11	735.19
G	935+23.58	24.00	735.06	735.12
H	935+33.58	24.00	735.01	735.04
℄ Brg. Pier 1	935+47.75	24.00	734.94	734.94
I	935+57.75	24.00	734.89	734.88
J	935+67.75	24.00	734.84	734.82
K	935+77.75	24.00	734.79	734.77
L	935+87.75	24.00	734.74	734.72
M	935+97.75	24.00	734.69	734.66
N	936+07.75	24.00	734.64	734.61
O	936+17.75	24.00	734.59	734.55
P	936+27.75	24.00	734.54	734.50
Q	936+37.75	24.00	734.49	734.45
R	936+47.75	24.00	734.44	734.41
S	936+57.75	24.00	734.39	734.38
℄ Brg. Pier 2	936+62.75	24.00	734.37	734.37
T	936+72.75	24.00	734.32	734.35
U	936+82.75	24.00	734.27	734.34
V	936+92.75	24.00	734.22	734.34
W	937+02.75	24.00	734.17	734.34
X	937+12.75	24.00	734.12	734.34
Y	937+22.75	24.00	734.07	734.33
Z	937+32.75	24.00	734.02	734.30
AA	937+42.75	24.00	733.97	734.27
AB	937+52.75	24.00	733.92	734.22
AC	937+62.75	24.00	733.87	734.15
AD	937+72.75	24.00	733.82	734.07
AE	937+82.75	24.00	733.77	733.98
AF	937+92.75	24.00	733.72	733.88
AG	938+02.75	24.00	733.67	733.78
AH	938+12.75	24.00	733.62	733.68
AI	938+22.75	24.00	733.57	733.59
℄ Brg. Pier 3	938+30.75	24.00	733.53	733.53
AJ	938+40.75	24.00	733.48	733.45
AK	938+50.75	24.00	733.43	733.39
AL	938+60.75	24.00	733.38	733.33
AM	938+70.75	24.00	733.33	733.29
AN	938+80.75	24.00	733.28	733.24
AO	938+90.75	24.00	733.23	733.20
AP	939+00.75	24.00	733.18	733.15
AQ	939+10.75	24.00	733.13	733.10
AR	939+20.75	24.00	733.08	733.06
AS	939+30.75	24.00	733.03	733.01
AT	939+40.75	24.00	732.98	732.97
℄ Brg. Pier 4	939+45.75	24.00	732.95	732.95
AU	939+55.75	24.00	732.90	732.92
AV	939+65.75	24.00	732.85	732.90
AW	939+75.75	24.00	732.80	732.87
AX	939+85.75	24.00	732.71	732.80
AY	939+95.75	24.00	732.59	732.69
AZ	940+05.75	24.00	732.44	732.53
BA	940+15.75	24.00	732.26	732.33
BB	940+25.75	24.00	732.04	732.09
℄ Brg. North Abut.	940+39.92	24.00	731.68	731.68
Bk. North Abut.	940+41.75	24.00	731.63	731.63

Notes:
Stations are measured along ℄ IL-75.
Offsets are measured from ℄ IL-75.

MODEL: Default
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8/5/2026 11:03:23 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 101-0230
SHEET 7 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	47
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

WEST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	-22.08	735.62
A1	934+32.75	-22.08	735.57
A2	934+42.75	-22.08	735.52
N. End of S. Appr. Slab	934+52.75	-22.08	735.47

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	-16.42	735.72
A1	934+32.75	-16.42	735.67
A2	934+42.75	-16.42	735.62
N. End of S. Appr. Slab	934+52.75	-16.42	735.57

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	-15.00	735.75
A1	934+32.75	-15.00	735.70
A2	934+42.75	-15.00	735.65
N. End of S. Appr. Slab	934+52.75	-15.00	735.60

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	-12.00	735.81
A1	934+32.75	-12.00	735.76
A2	934+42.75	-12.00	735.71
N. End of S. Appr. Slab	934+52.75	-12.00	735.66

℄ IL-75 & P.G.L.

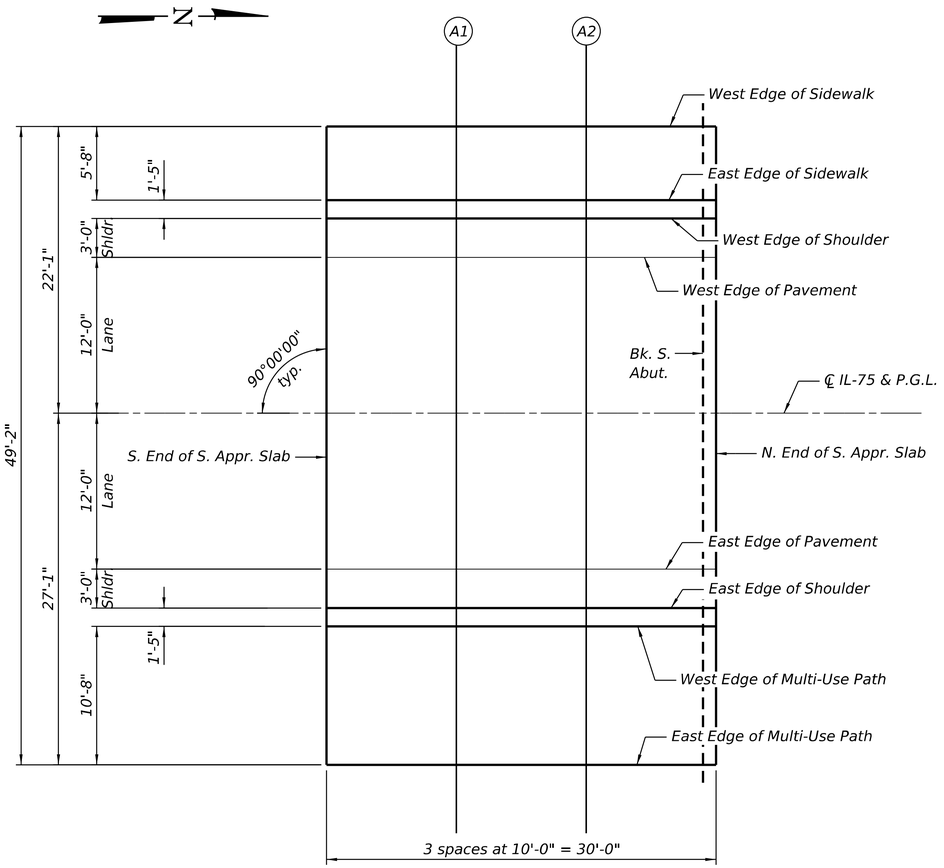
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	0.00	735.99
A1	934+32.75	0.00	735.94
A2	934+42.75	0.00	735.89
N. End of S. Appr. Slab	934+52.75	0.00	735.84

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	12.00	735.81
A1	934+32.75	12.00	735.76
A2	934+42.75	12.00	735.71
N. End of S. Appr. Slab	934+52.75	12.00	735.66

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	15.00	735.75
A1	934+32.75	15.00	735.70
A2	934+42.75	15.00	735.65
N. End of S. Appr. Slab	934+52.75	15.00	735.60



PLAN

WEST EDGE OF MULTI-USE PATH

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	16.42	735.72
A1	934+32.75	16.42	735.67
A2	934+42.75	16.42	735.62
N. End of S. Appr. Slab	934+52.75	16.42	735.57

EAST EDGE OF MULTI-USE PATH

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	934+22.75	27.08	735.52
A1	934+32.75	27.08	735.47
A2	934+42.75	27.08	735.42
N. End of S. Appr. Slab	934+52.75	27.08	735.37

Notes:
Stations are measured along ℄ IL-75.
Offsets are measured from ℄ IL-75.

MODEL: Default
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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0230
SHEET 8 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	48
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

WEST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	-22.08	731.71
A3	940+50.75	-22.08	731.41
A4	940+60.75	-22.08	731.10
N. End of N. Appr. Slab	940+70.75	-22.08	730.78

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	-16.42	731.81
A3	940+50.75	-16.42	731.51
A4	940+60.75	-16.42	731.19
N. End of N. Appr. Slab	940+70.75	-16.42	730.88

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	-15.00	731.84
A3	940+50.75	-15.00	731.54
A4	940+60.75	-15.00	731.22
N. End of N. Appr. Slab	940+70.75	-15.00	730.91

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	-12.00	731.90
A3	940+50.75	-12.00	731.60
A4	940+60.75	-12.00	731.28
N. End of N. Appr. Slab	940+70.75	-12.00	730.97

℄ IL-75 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	0.00	732.08
A3	940+50.75	0.00	731.78
A4	940+60.75	0.00	731.46
N. End of N. Appr. Slab	940+70.75	0.00	731.15

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	12.00	731.90
A3	940+50.75	12.00	731.60
A4	940+60.75	12.00	731.28
N. End of N. Appr. Slab	940+70.75	12.00	730.97

EAST EDGE OF SHOULDER

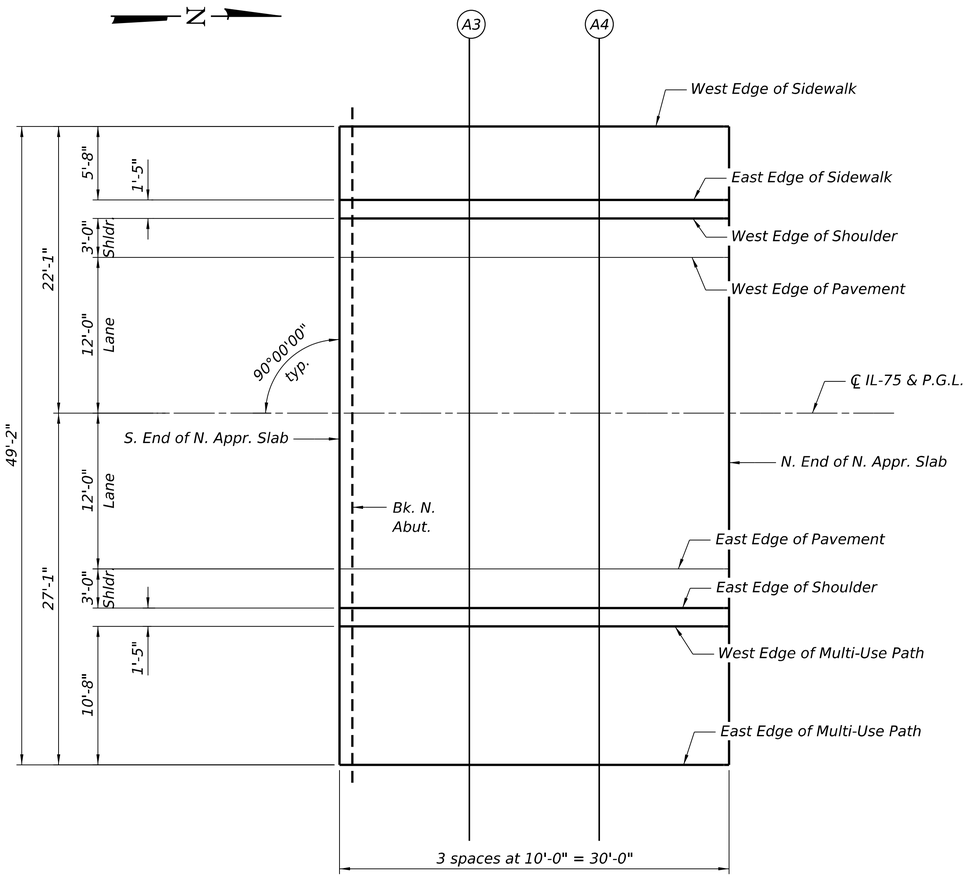
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	15.00	731.84
A3	940+50.75	15.00	731.54
A4	940+60.75	15.00	731.22
N. End of N. Appr. Slab	940+70.75	15.00	730.91

WEST EDGE OF MULTI-USE PATH

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	16.42	731.81
A3	940+50.75	16.42	731.51
A4	940+60.75	16.42	731.19
N. End of N. Appr. Slab	940+70.75	16.42	730.88

EAST EDGE OF MULTI-USE PATH

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	940+40.75	27.08	731.61
A3	940+50.75	27.08	731.31
A4	940+60.75	27.08	731.00
N. End of N. Appr. Slab	940+70.75	27.08	730.68



PLAN

Notes:
Stations are measured along ℄ IL-75.
Offsets are measured from ℄ IL-75.

MODEL: Default
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8/5/2026 11:03:28 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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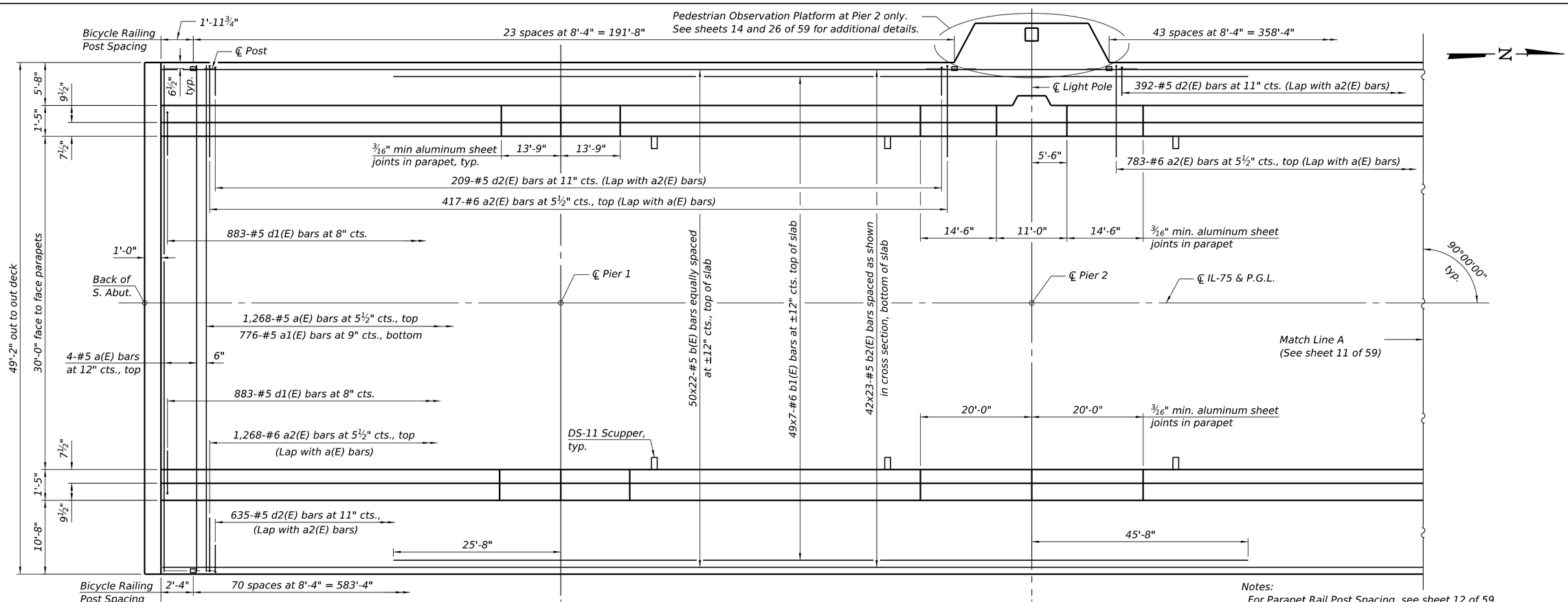
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 101-0230
SHEET 9 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	49
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

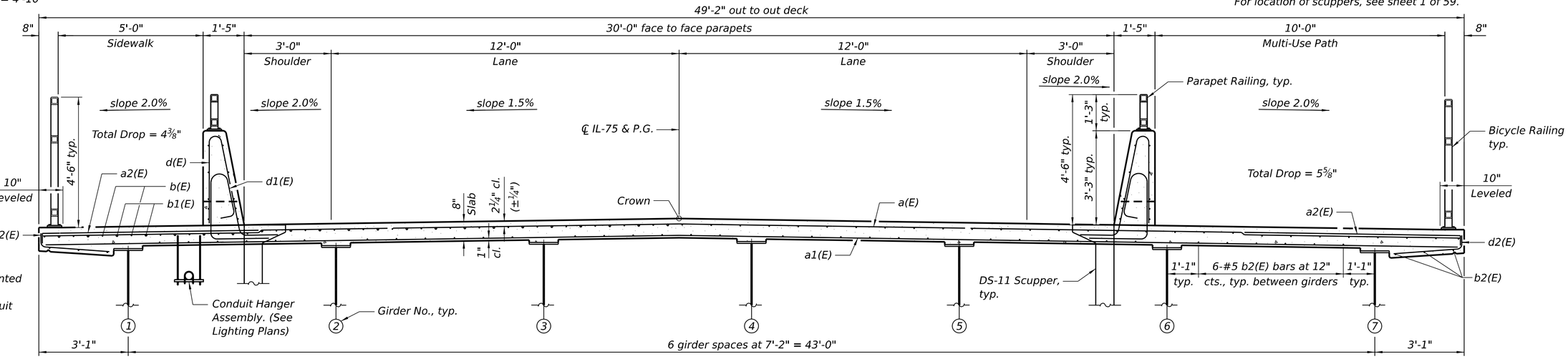


MINIMUM BAR LAP

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

PARTIAL PLAN

Notes:
For Parapet Rail Post Spacing, see sheet 12 of 59.
See sheet 11 thru 14 of 59 for additonal notes, 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 scuppers, see sheet 1 of 59.



Note:
Externally mounted conduit:
1 - 2" dia. conduit Spans 2-5. See lighting plans.

NEAR PIER — NEAR MIDSPAN

CROSS SECTION

(Looking North)

QUIGG ENGINEERING INC	USER NAME = SCaro	DESIGNED - KFO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 101-0230
DESIGN FIRM REG. NO. 184.004721	1010230-64E09-010-Superstructure.dgn	CHECKED - RPW	REVISED -		SHEET 10 OF 59 SHEETS
	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
	PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	50
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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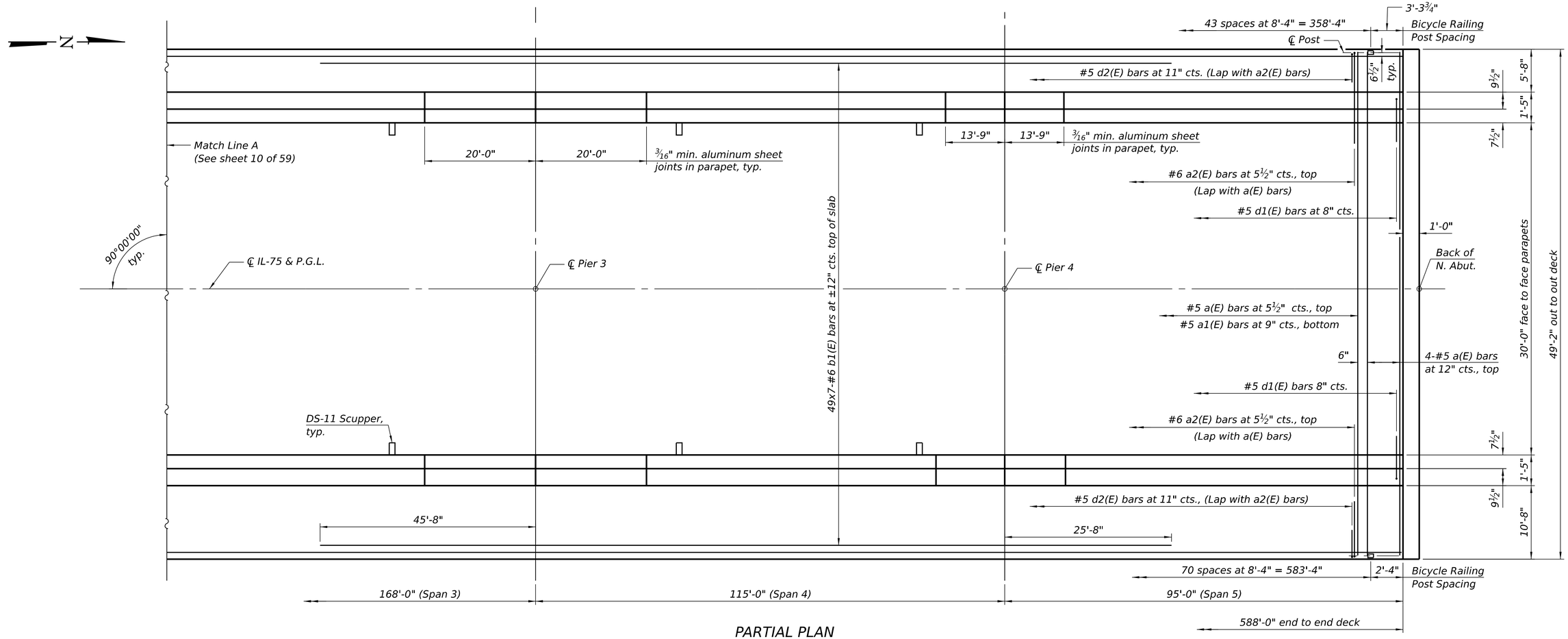
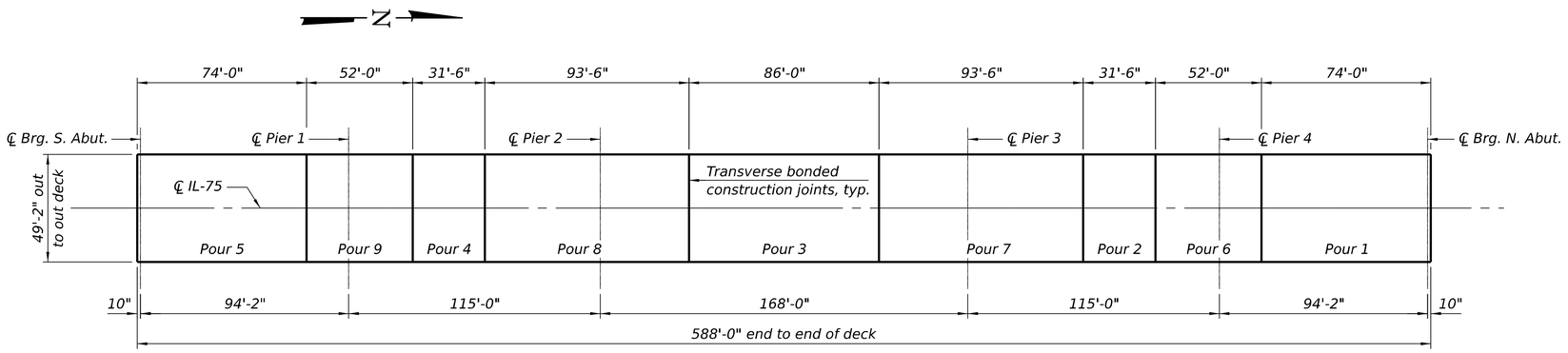


PARTIAL PLAN

MINIMUM BAR LAP

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



DECK POURING SEQUENCE

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. *At least 72 hours shall have elapsed from the end of the previous pour.*
2. *The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.*

For additional notes, superstructure details, and Bill of Material, see sheets 10 and 12 thru 15 of 59.

MODEL: Default
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8/5/2026 11:03:33 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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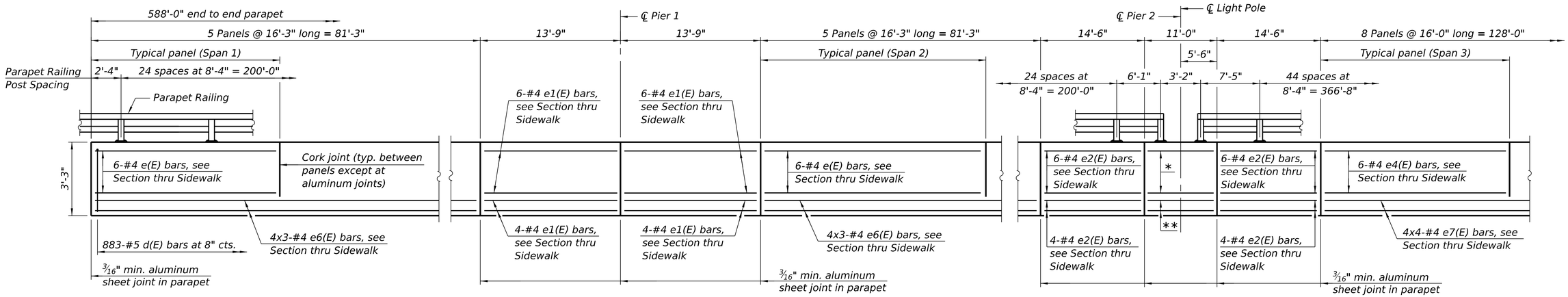
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

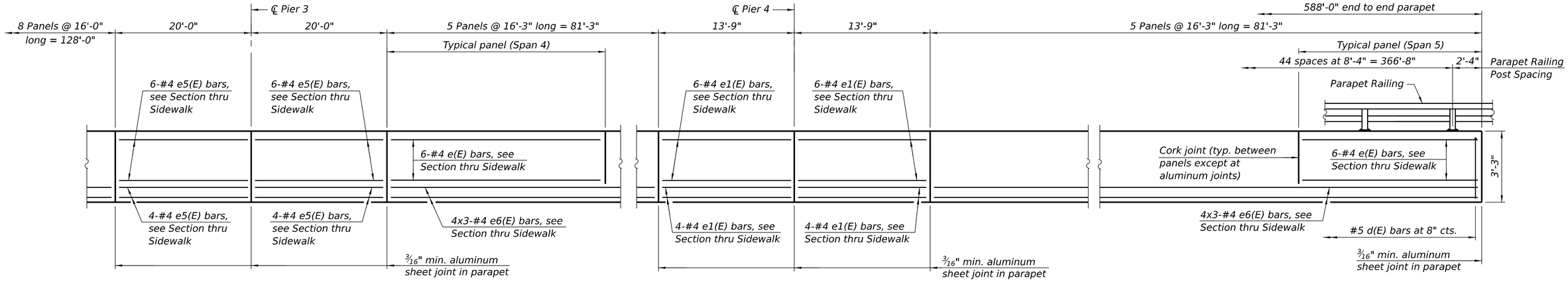
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 101-0230
SHEET 11 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	51
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



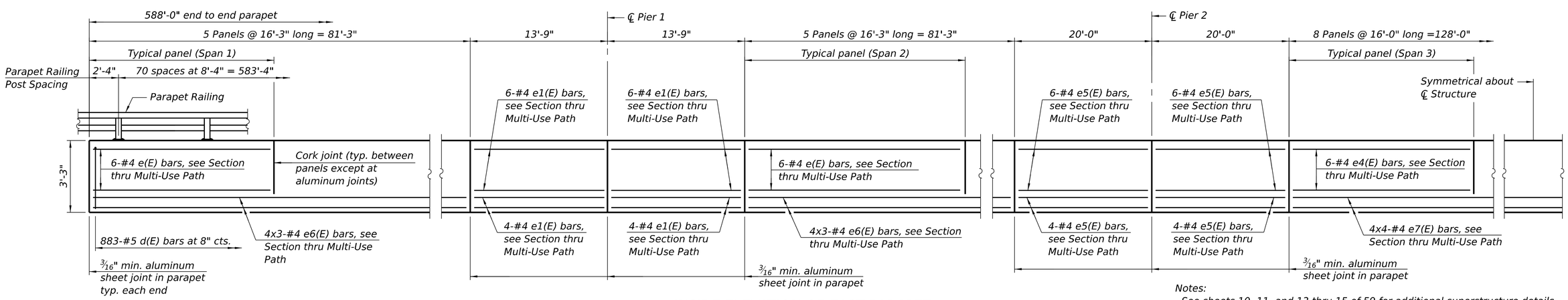
∗ 6-#4 e3(E) bars, see Section thru Sidewalk
∗∗ 4-#4 e3(E) bars, see Section thru Sidewalk



INSIDE ELEVATION OF WEST PARAPET

MINIMUM BAR LAP

#4 bar = 2'-2"

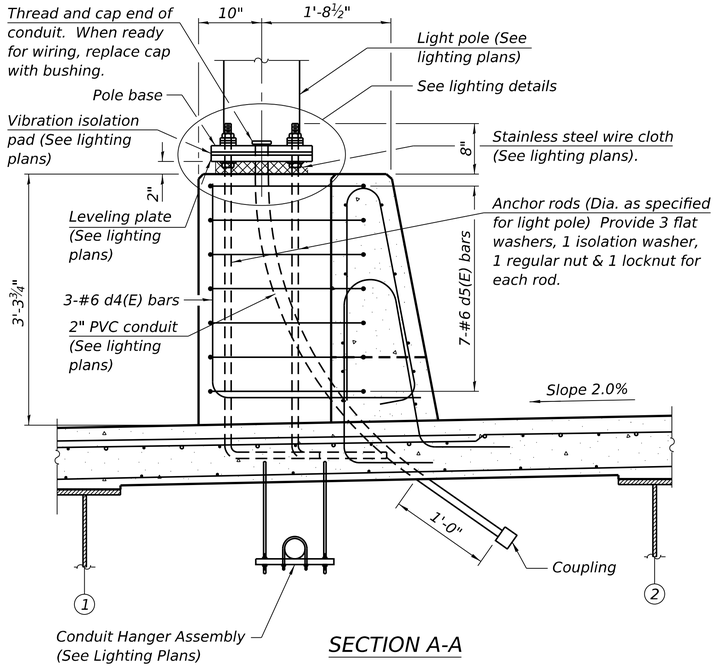


INSIDE ELEVATION OF EAST PARAPET

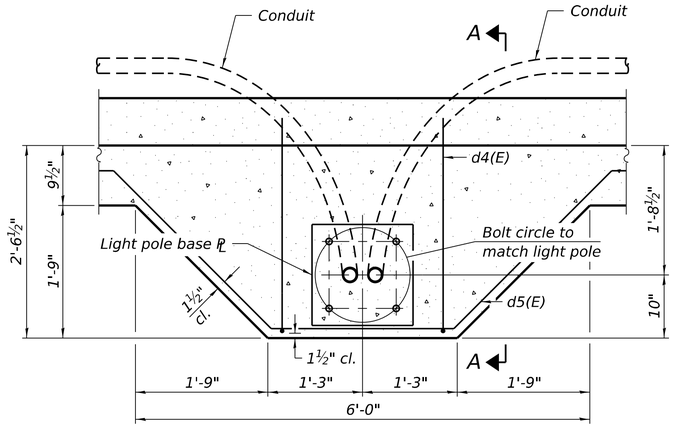
Notes:

See sheets 10, 11, and 13 thru 15 of 59 for additional superstructure details and Bill of Material.

Bars indicated thus 4x3-#4 etc, indicates 4 line of bars with 3 length per line.

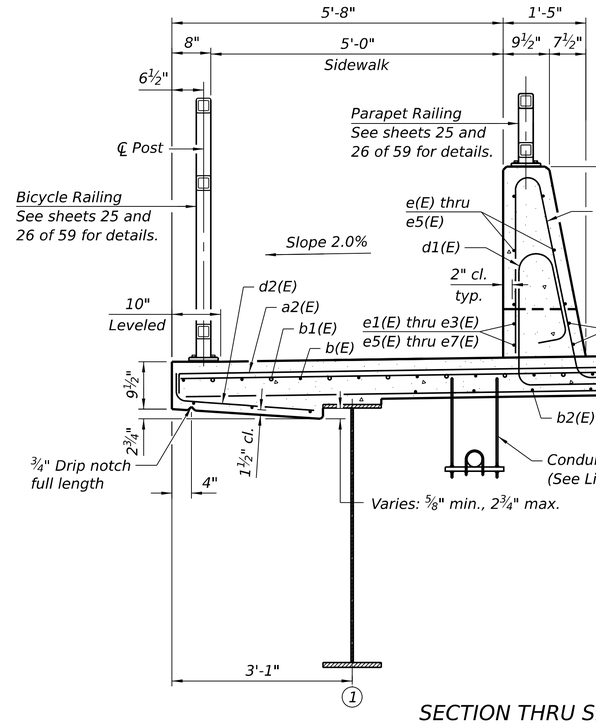


SECTION A-A



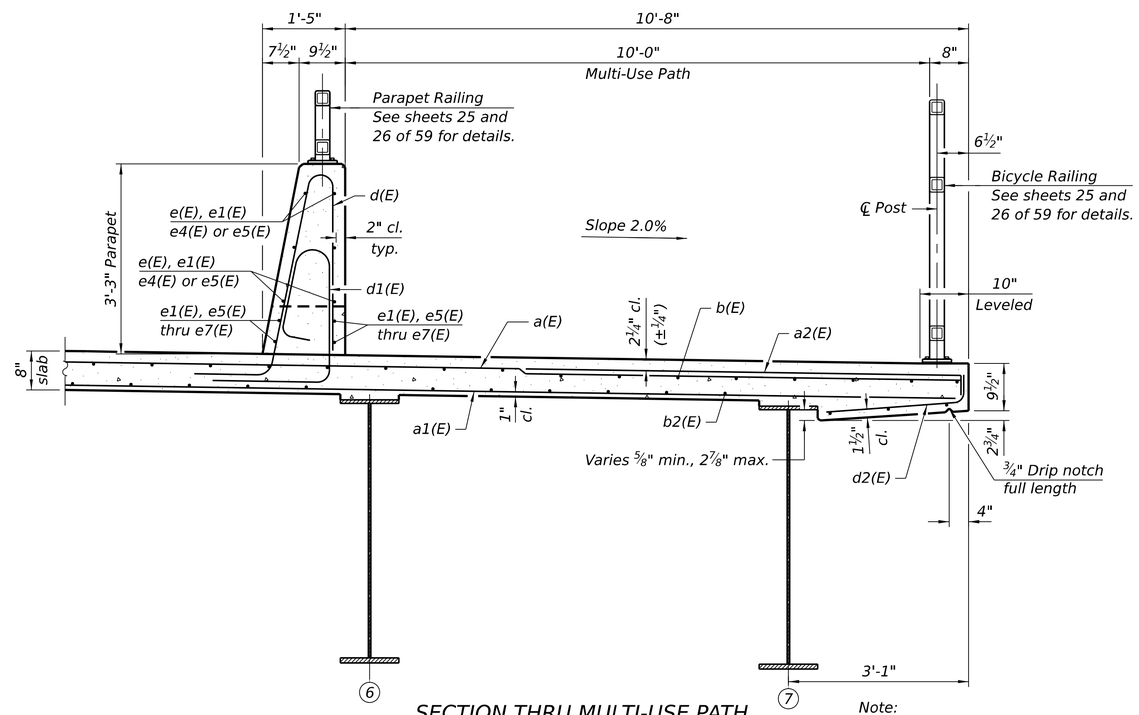
PLAN AT LIGHT POLE

Note:
Cost of anchor rods is included with Concrete Superstructure.



SECTION THRU SIDEWALK

NEAR PIER (OTHER THAN PIER 2)



SECTION THRU MULTI-USE PATH

NEAR MIDSPAN

Note:
See sheets 10 thru 12, 14 and 15 of 59 for additional superstructure details and Bill of Material.

MODEL: Default
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8/5/2026 11:03:39 AM

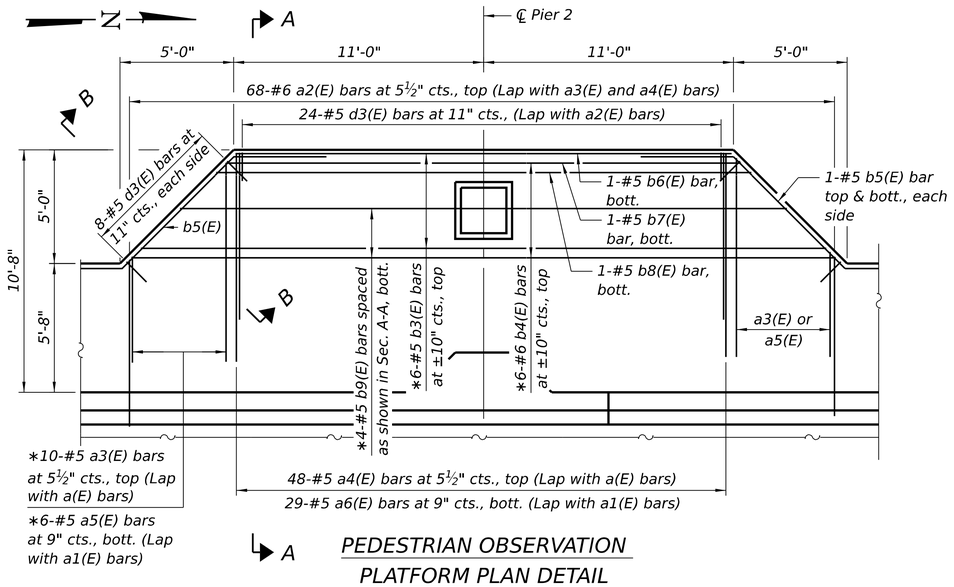
QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro		DESIGNED - KFO		REVISED -
1010230-64E09-013-Superstructure Details.dgn		CHECKED - RPW		REVISED -
PLOT SCALE = $SCALE$		DRAWN - ASC		REVISED -
PLOT DATE = 8/7/2026		CHECKED - MDC		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0230
SHEET 13 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	53
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



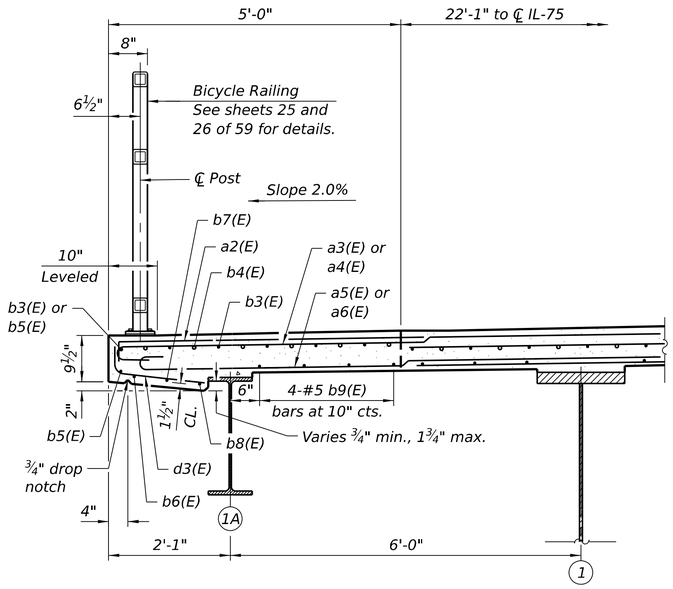
PEDESTRIAN OBSERVATION PLATFORM PLAN DETAIL

(Bicycle and Parapet Rail not shown for clarity. See sheets 25 and 26 of 59 for bicycle post spacing at pedestrian platform and additional details. Flagpole concrete pedestal reinforcement not shown for clarity.)

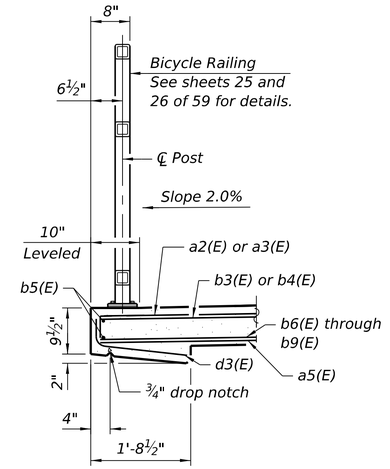
∗ See Field Cutting Diagram of sheet 15 of 59.

MINIMUM BAR LAP

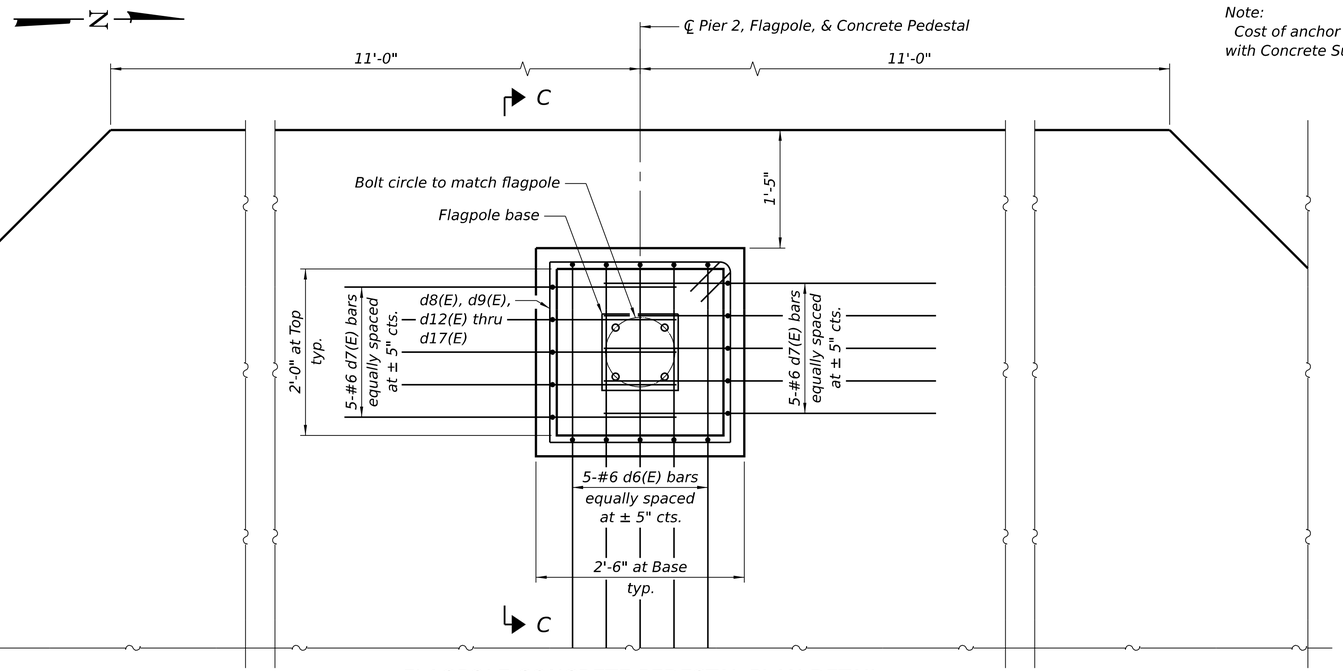
#5 bar = 3'-10"
#6 bar = 4'-10"



SECTION A-A



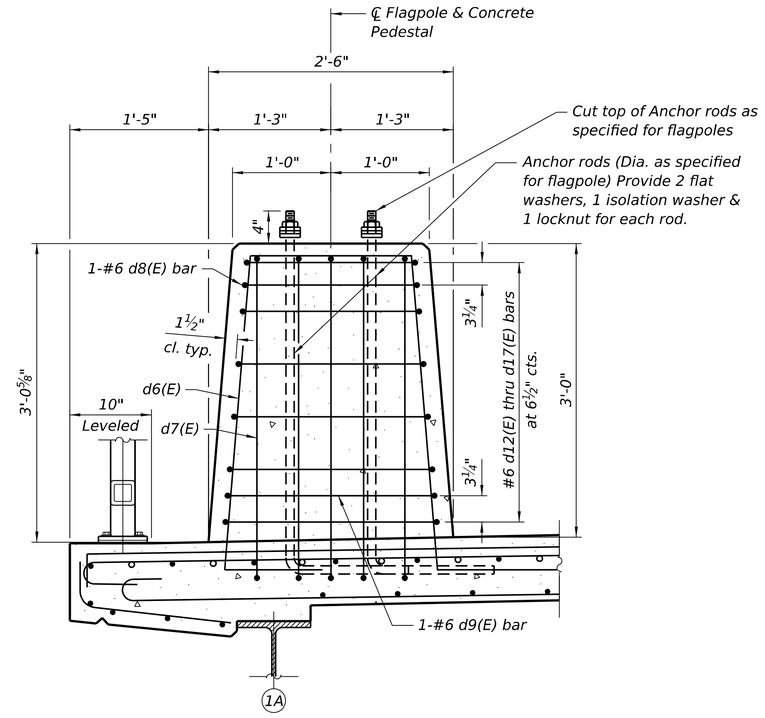
SECTION B-B



FLAGPOLE CONCRETE PEDESTAL PLAN DETAIL

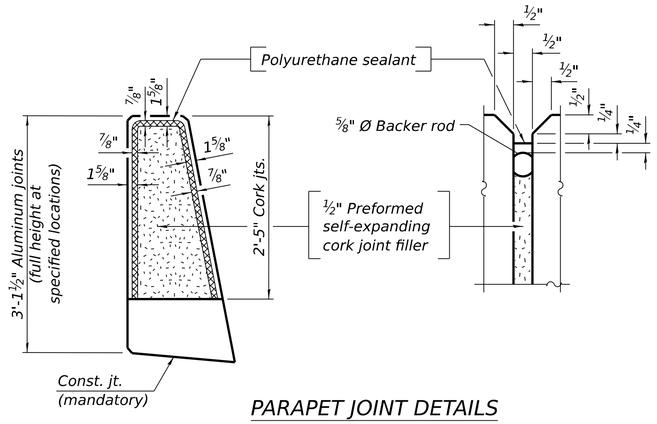
(Bicycle Rail, Parapet Rail, and Deck Reinforcement not shown for clarity. See sheets 25 and 26 of 59 for bicycle post spacing at pedestrian platform and additional details.)

Note:
Cost of anchor rods is included with Concrete Superstructure.



SECTION C-C

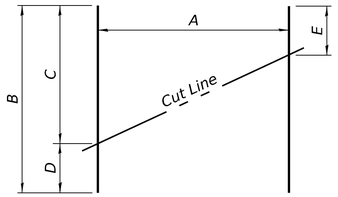
Note:
See sheets 10 thru 13 and 15 of 59 for additional superstructure details and Bill of Material.



PARAPET JOINT DETAILS

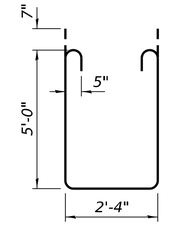
FIELD CUTTING DIAGRAM TABLE

Bar	A	B	C	D	E
a3(E)	10-#5 a3(E) bars	13'-6"	8'-10"	4'-8"	4'-8"
a5(E)	6-#5 a5(E) bars	14'-9"	9'-3"	5'-6"	5'-6"
b3(E)	3-#5 b3(E) bars	52'-0"	30'-2"	21'-10"	21'-10"
b4(E)	3-#6 b4(E) bars	53'-8"	31'-0"	22'-8"	27'-8"
b9(E)	2-#5 b9(E) bars	51'-8"	31'-0"	26'-8"	28'-2"

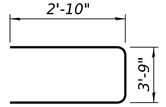


FIELD CUTTING DIAGRAM

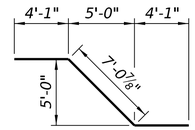
Order a3(E), a5(E), b3(E), b4(E), and b9(E) bars full length. Cut as shown and use remainder of bars in opposite end of pedestrian platform deck.



BAR s11(E)



BAR s10(E)

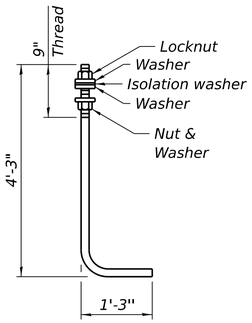


BAR b5(E)

SUPERSTRUCTURE BILL OF MATERIAL

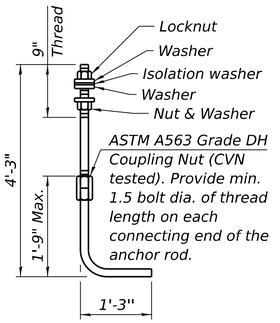
Bar	No.	Size	Length	Shape
a(E)	1,276	#5	48'-10"	
a1(E)	776	#5	47'-10"	
a2(E)	2,536	#6	7'-9"	
a3(E)	10	#5	13'-6"	
a4(E)	48	#5	9'-6"	
a5(E)	6	#5	14'-9"	
a6(E)	29	#5	10'-0"	
a7(E)	96	#5	1'-6"	
b(E)	1,100	#5	30'-6"	
b1(E)	686	#6	30'-11"	
b2(E)	966	#5	29'-4"	
b3(E)	3	#5	52'-0"	
b4(E)	3	#6	53'-8"	
b5(E)	4	#5	15'-3"	
b6(E)	1	#5	22'-0"	
b7(E)	1	#5	23'-4"	
b8(E)	1	#5	24'-8"	
b9(E)	2	#5	57'-8"	
d(E)	1,766	#5	6'-5"	
d1(E)	1,766	#5	8'-2"	
d2(E)	1,236	#5	2'-5"	
d3(E)	40	#5	1'-9"	
d4(E)	3	#6	5'-7"	
d5(E)	7	#6	12'-3"	
d6(E)	5	#6	11'-8"	
d7(E)	10	#6	7'-1"	
d8(E)	1	#6	8'-7"	
d9(E)	1	#6	10'-0"	
d12(E)	1	#6	8'-6"	
d13(E)	1	#6	8'-9"	
d14(E)	1	#6	9'-2"	
d15(E)	1	#6	9'-6"	
d16(E)	1	#6	9'-10"	
d17(E)	1	#6	10'-2"	
e(E)	240	#4	15'-11"	
e1(E)	80	#4	13'-5"	
e2(E)	20	#4	14'-2"	
e3(E)	10	#4	10'-8"	
e4(E)	96	#4	15'-8"	
e5(E)	60	#4	19'-8"	
e6(E)	96	#4	28'-7"	
e7(E)	32	#4	33'-9"	
m10(E)	24	#6	26'-0"	
m11(E)	60	#6	6'-9"	
m12(E)	20	#6	2'-8"	
s10(E)	100	#6	9'-5"	
s11(E)	100	#6	13'-6"	
Reinforcement Bars, Epoxy Coated		Lbs.	274,910	
Concrete Superstructure		Cu. Yds.	998.5	

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

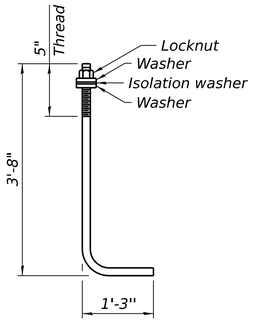


ANCHOR ROD AT LIGHT POLE

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

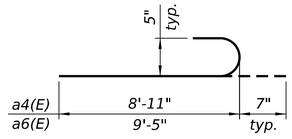


ALTERNATE ANCHOR ROD AT LIGHT POLE



ANCHOR ROD AT FLAGPOLE

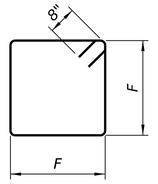
Diameter as specified for flagpoles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



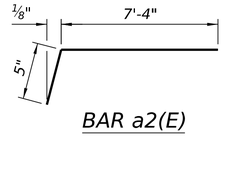
BARS a4(E) & a6(E)

F DIMENSIONS

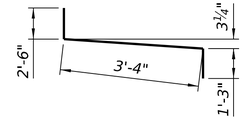
Bar	F
d8(E)	1'-9¾"
d9(E)	2'-2"
d12(E)	1'-9½"
d13(E)	1'-10¼"
d14(E)	1'-11½"
d15(E)	2'-0½"
d16(E)	2'-1½"
d17(E)	2'-2½"



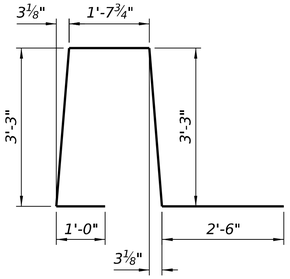
BARS d8(E), d9(E) & d12(E) THRU d17(E)



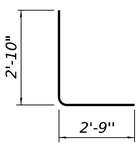
BAR a2(E)



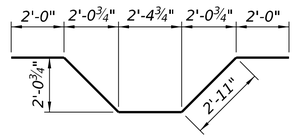
BAR d7(E)



BAR d6(E)



BAR d4(E)



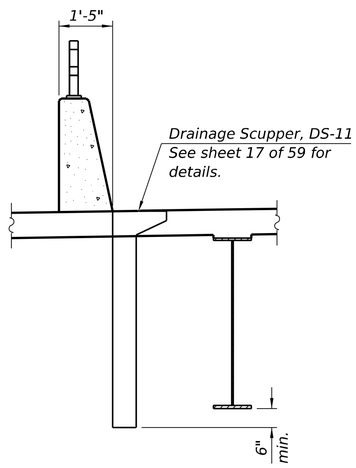
BAR d5(E)

Diameter as specified for flagpoles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.

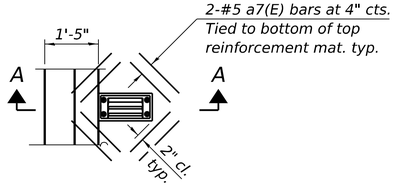
Notes:

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.

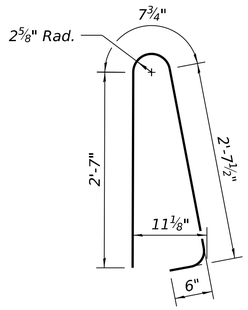


SECTION A-A

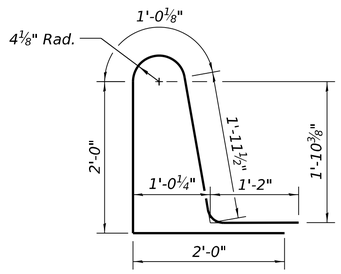


PLAN AT DS-11 SCUPPER

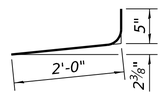
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



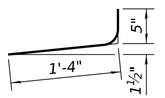
BAR d(E)



BAR d1(E)



BAR d2(E)



BAR d3(E)

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

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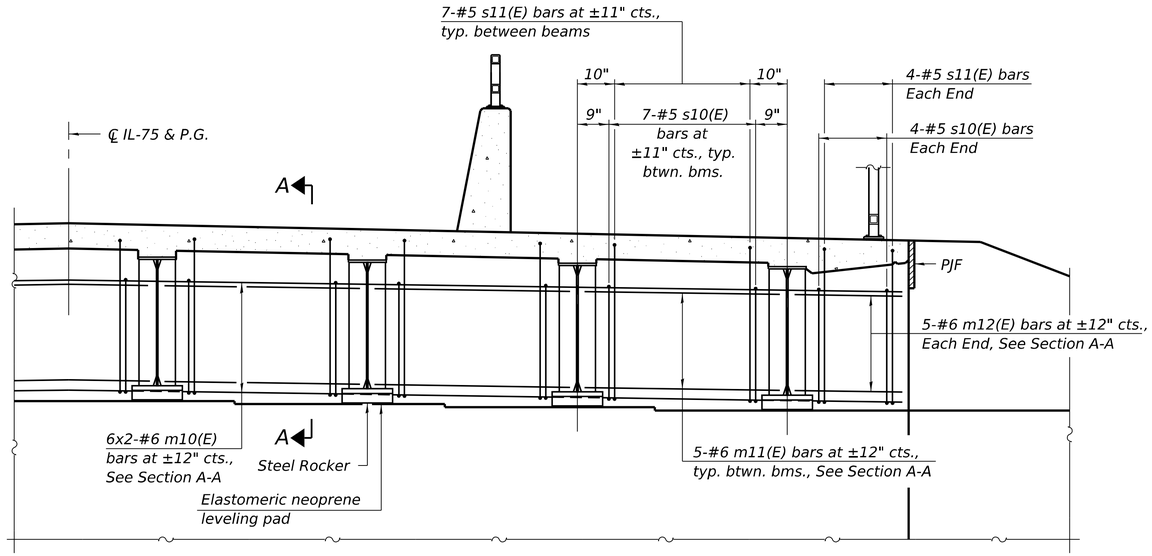
	PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 101-0230
SHEET 15 OF 59 SHEETS

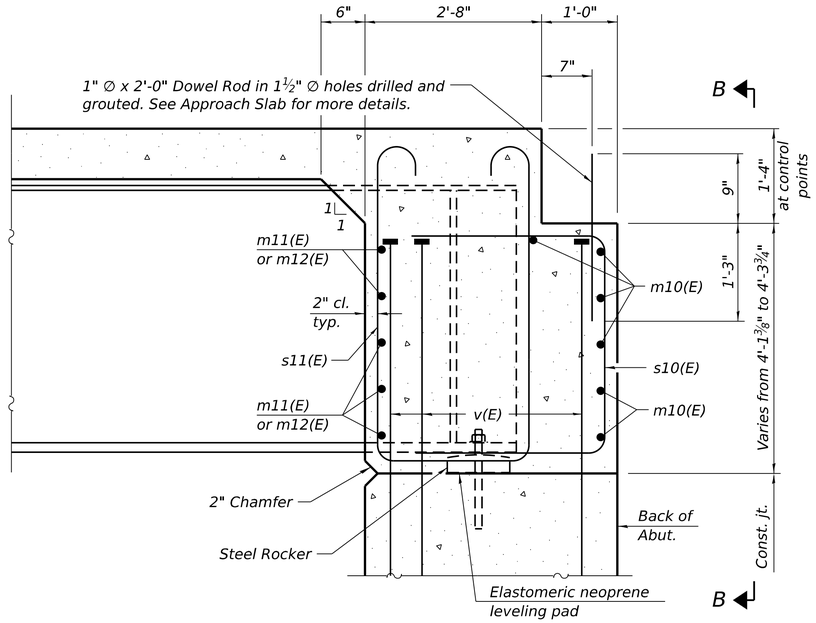
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	55
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

8/5/2026 11:03:44 AM



DIAPHRAGM AT ABUTMENT

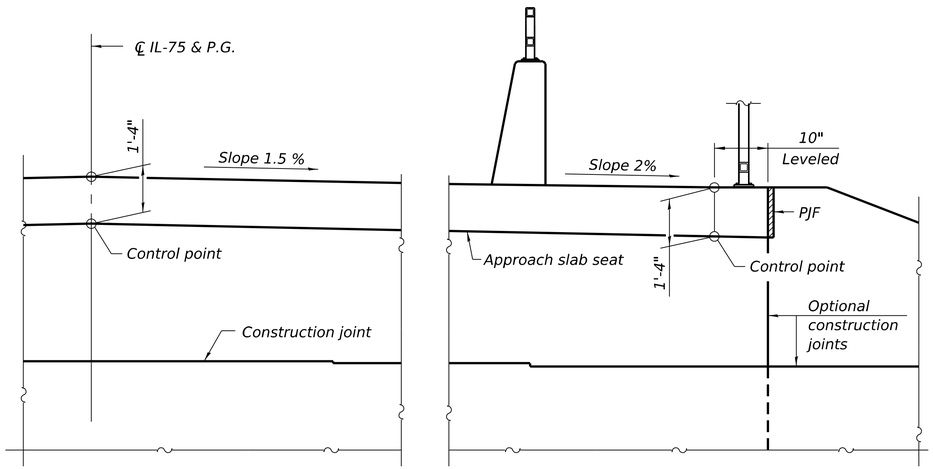
(North Abutment Shown, South Abutment Similar)



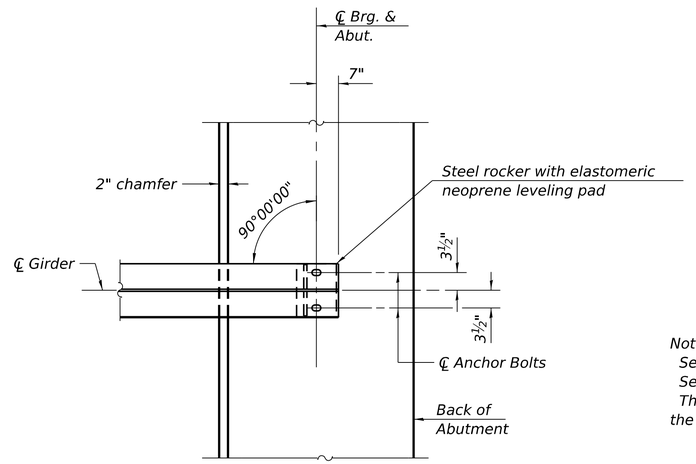
SECTION A-A

MINIMUM BAR LAP

#6 bar = 3'-0"



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of girder)

Notes:
See sheets 10 thru 15 of 59 for superstructure details and Bill of Material.
See sheet 22 of 59 for PJF details.
The approach slab seat shall have a constant slope determined from the control points shown.

MODEL: Default
FILE NAME: S:\2020\20ILL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-016-Diaphragm Details.dgn

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
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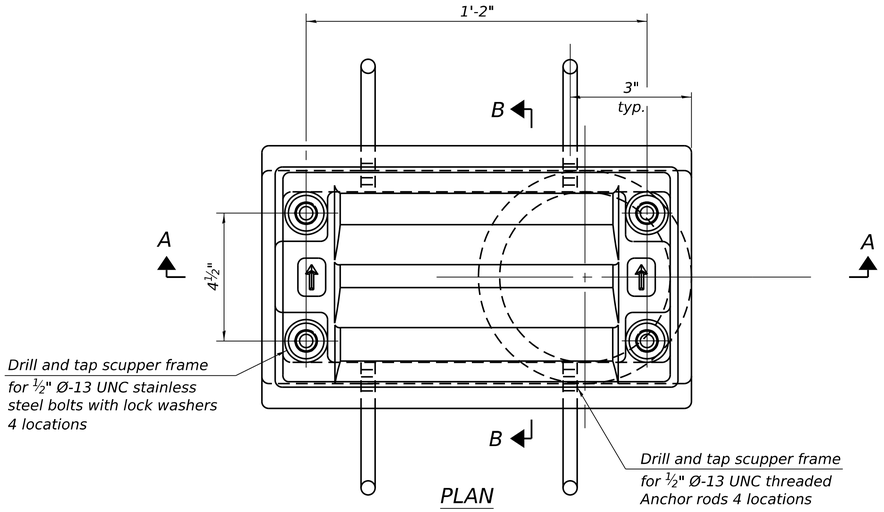
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

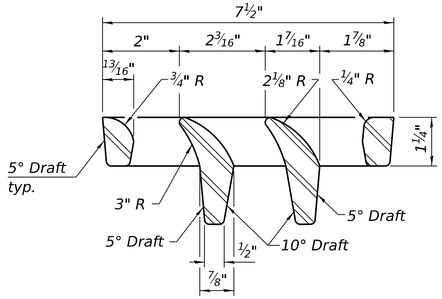
DIAPHRAGM DETAILS
STRUCTURE NO. 101-0230
SHEET 16 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	56
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

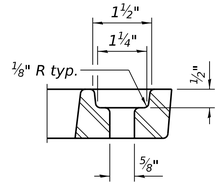
8/5/2026 11:03:46 AM



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

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.

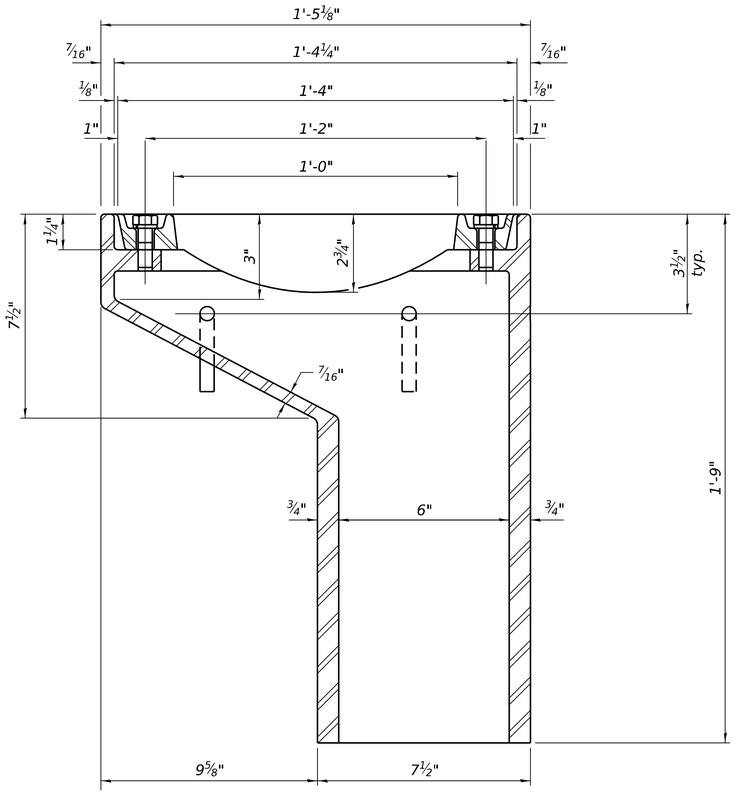
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

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 girder.

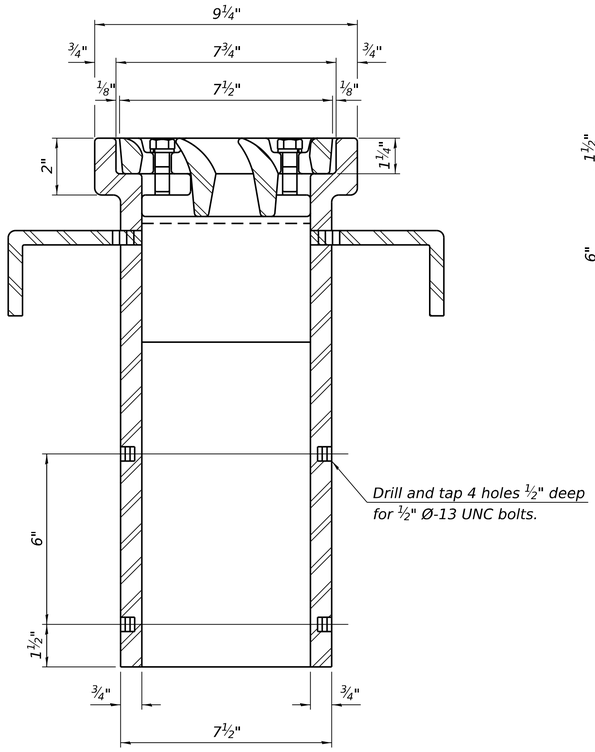
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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.

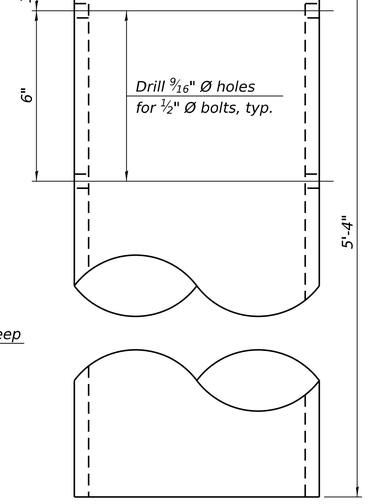


SECTION A-A

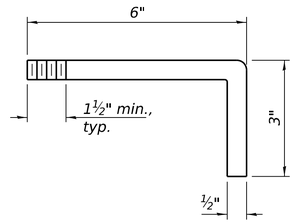
See sheet 15 of 59 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	12

DS-11

4-4-2025

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-017-Drainage Scupper.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 101-0230
SHEET 17 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	57
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-017-Drainage Scupper.dgn

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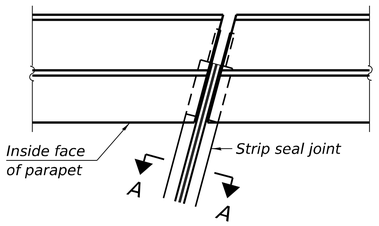
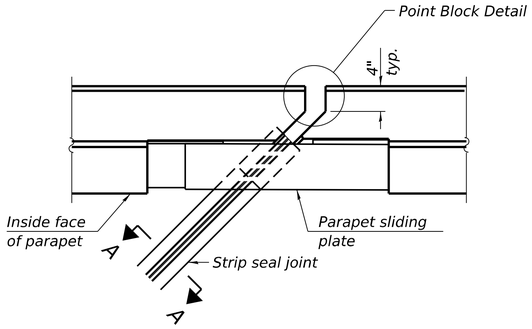
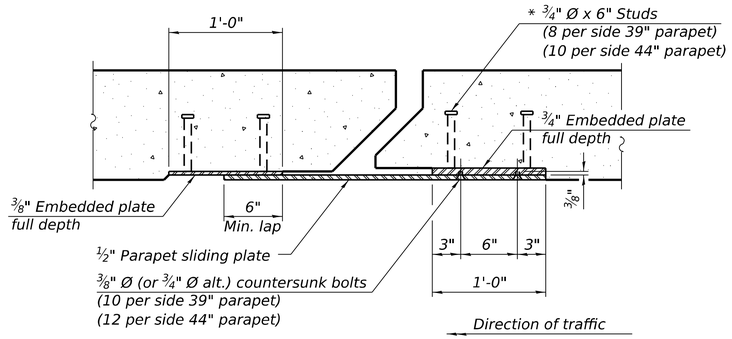


FOR SKEWS ≤ 30°



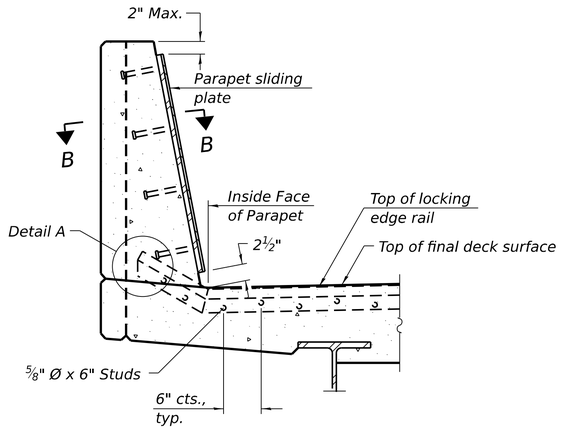
FOR SKEWS > 30°

PLAN AT PARAPET



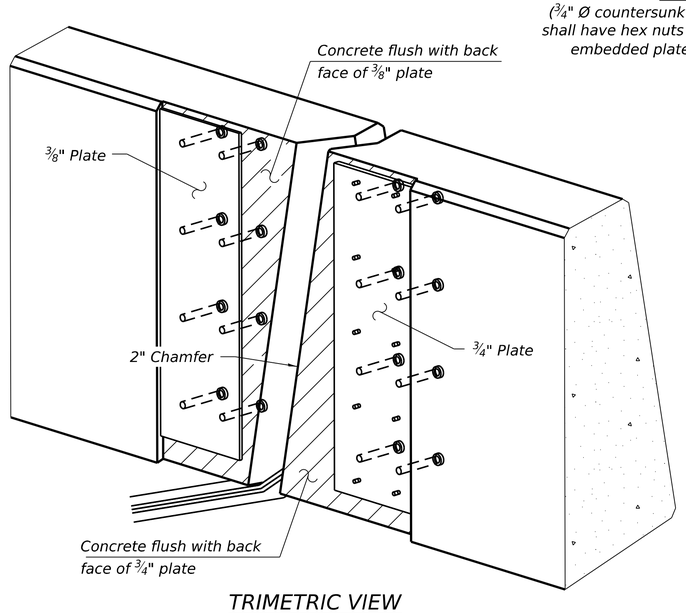
SECTION B-B

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



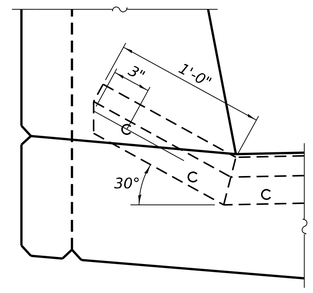
SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

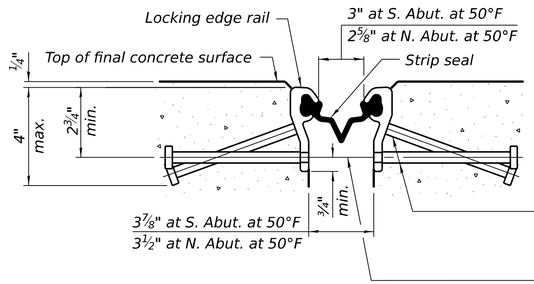
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

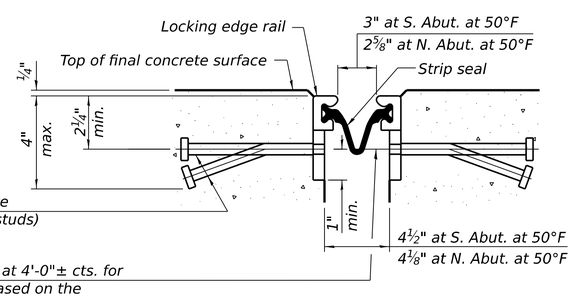
Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT



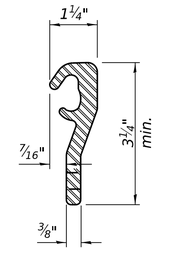
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

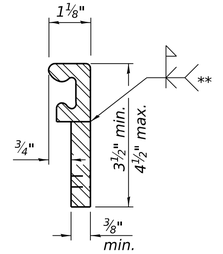
⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates within 90 minutes after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



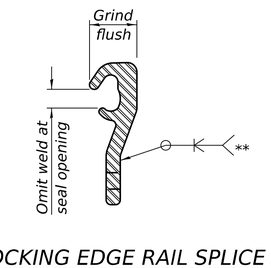
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	95.5

EJ-SS-S

10-3-2025

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-018-Performed Joint Strip Seal.dgn

8/5/2026 11:03:51 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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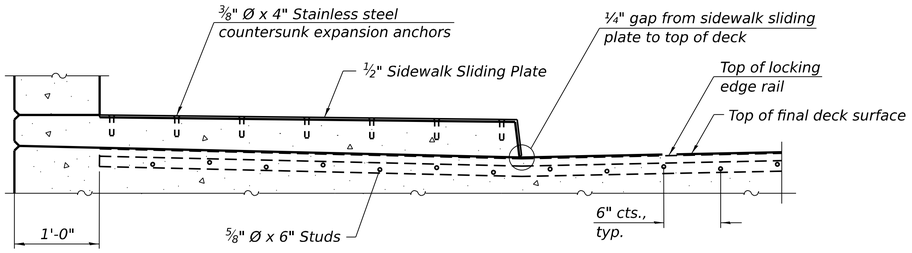
1010230-64E09-018-Performed Joint Strip Seal.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

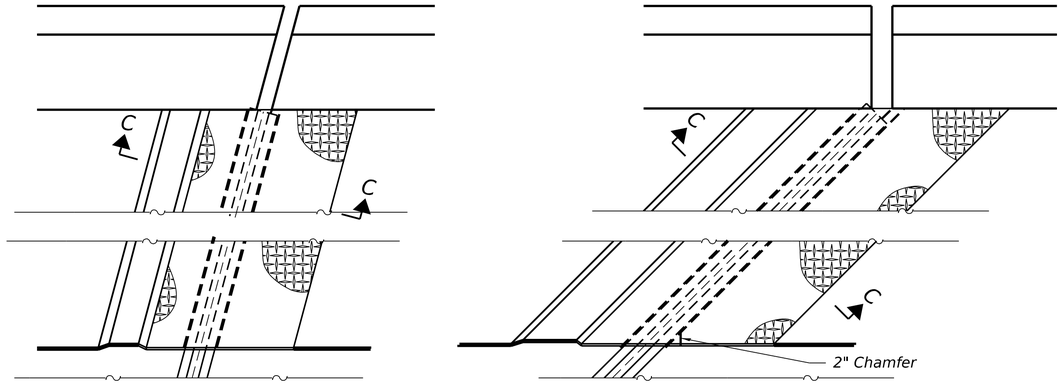
PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 101-0230

SHEET 18 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	58
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



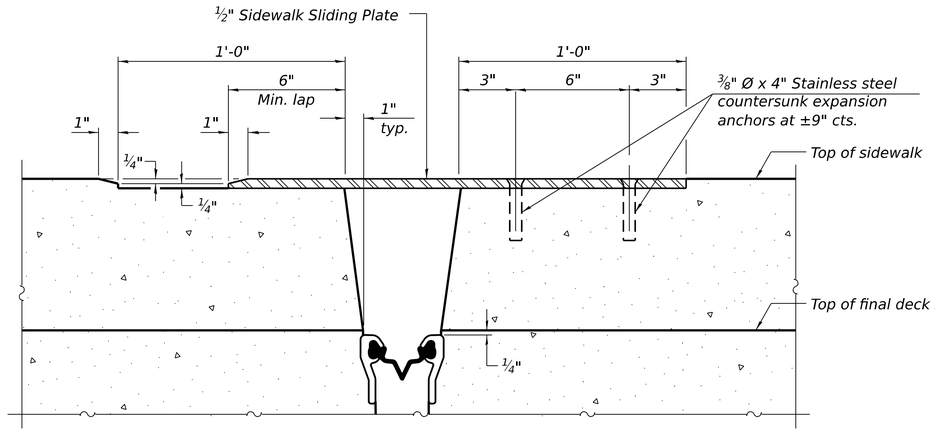
SECTION AT RAISED SIDEWALK



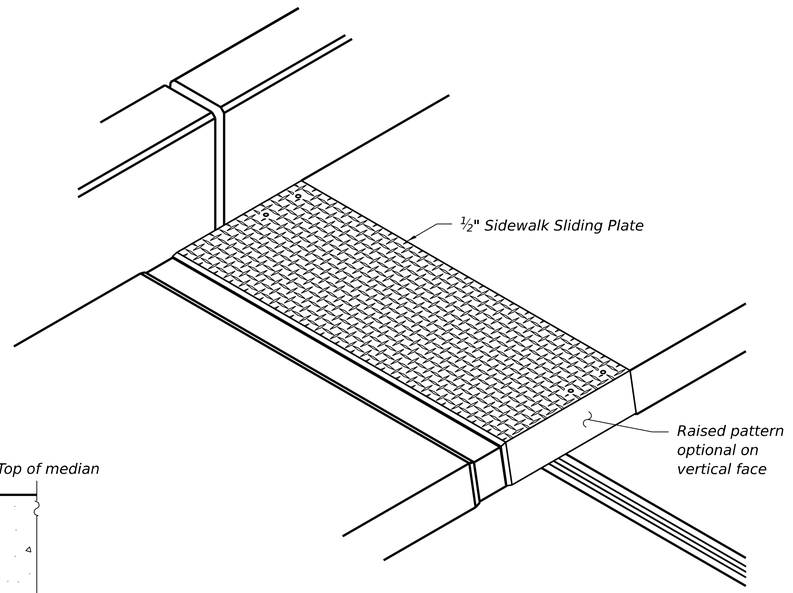
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

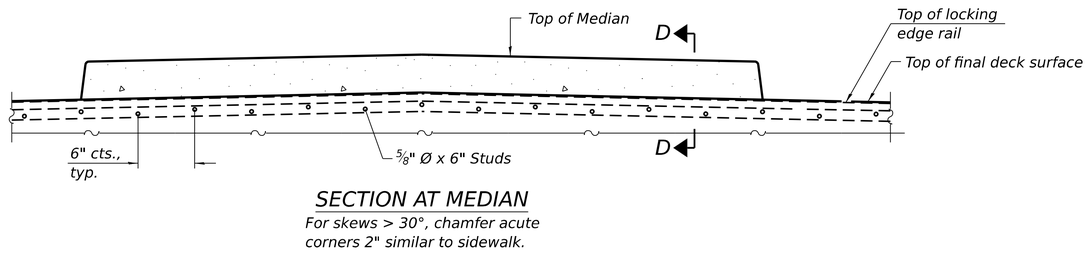
PLAN AT RAISED SIDEWALK



SECTION C-C

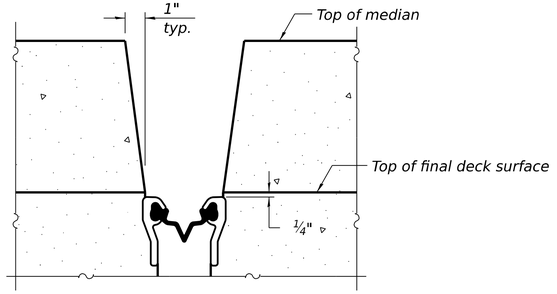


TRIMETRIC VIEW



SECTION AT MEDIAN

For skews > 30°, chamfer acute corners 2" similar to sidewalk.



SECTION D-D

(at Rt. ∠'s)

EJ-SS-S

10-3-2025

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8/5/2026 11:03:53 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

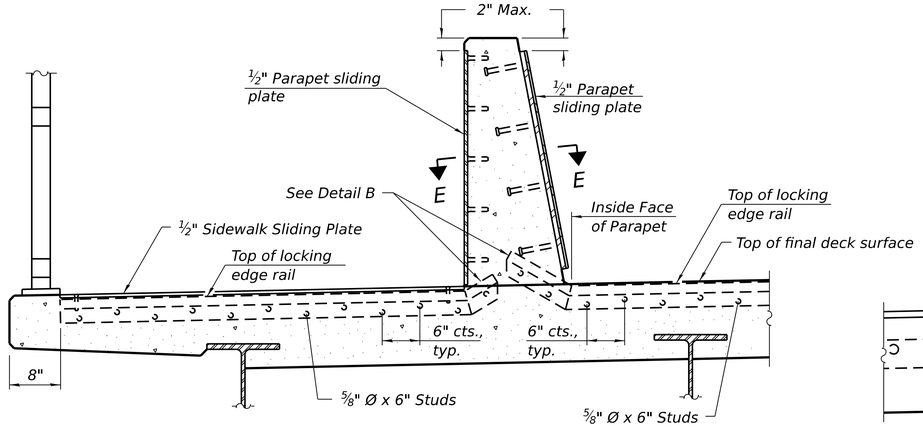
USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-019-Performed Joint Strip Seal.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 101-0230

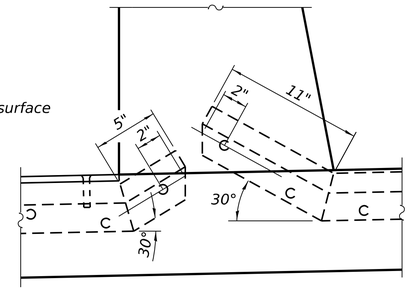
SHEET 19 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	59
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



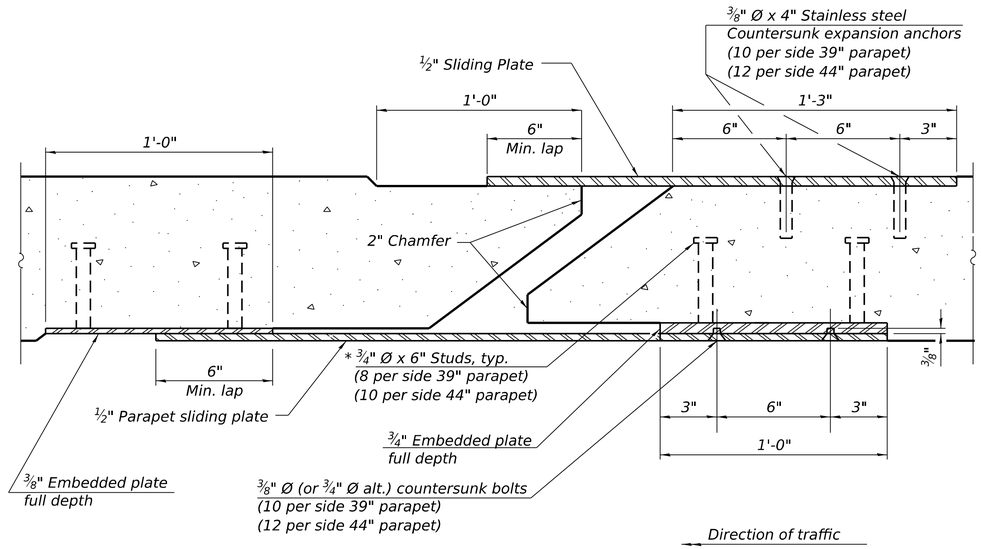
SECTION AT DECK LEVEL SIDEWALK

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



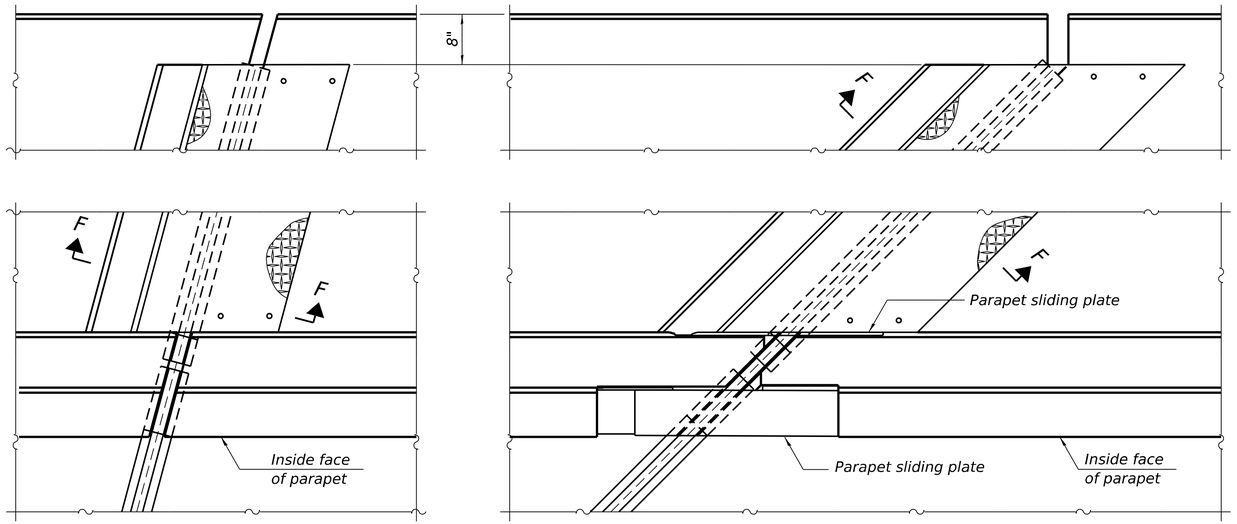
DETAIL B

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



SECTION E-E

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK

SECTION F-F

EJ-SS-S 10-3-2025

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-020-Performed Joint Strip Seal.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 101-0230
SHEET 20 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	60
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-020-Performed Joint Strip Seal.dgn

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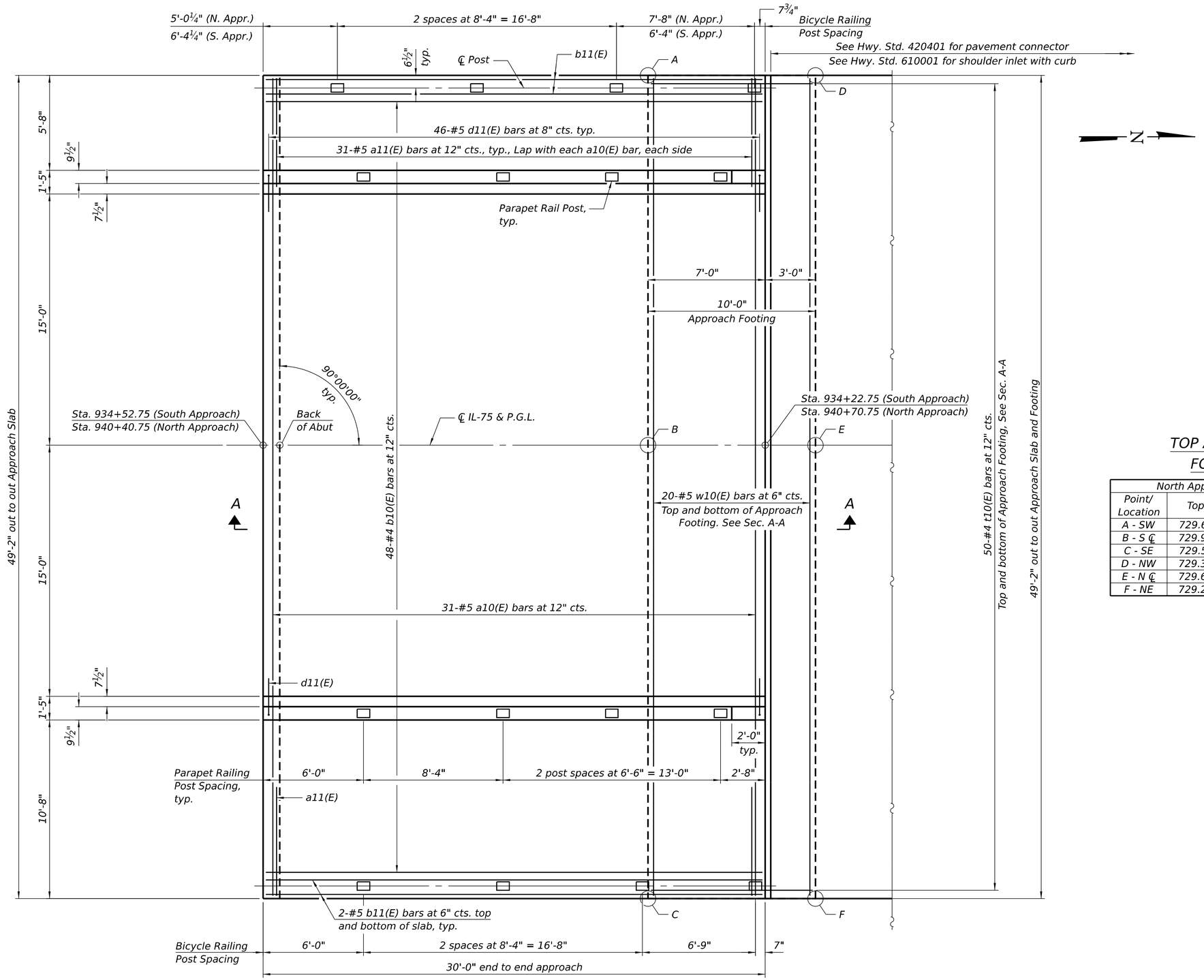

PLAN

(Beams: 36" min. width; 72" max. width)

(North approach slab shown; South approach slab similar)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A - SW	729.61	728.78	A - NW	734.19	733.36
B - S ℄	729.99	729.16	B - N ℄	734.58	733.74
C - SE	729.51	728.68	C - NE	734.09	733.26
D - NW	729.30	728.46	D - SW	734.24	733.41
E - N ℄	729.68	728.84	E - S ℄	734.63	733.79
F - NE	729.20	728.36	F - SE	734.14	733.31

Notes:
For Cross Section of Approach Slab, see sheet 22 of 59.
For Section A-A, see sheet 24 of 59.

(Sheet 1 of 4)

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\HL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-021-Bridge Appr. Slab Details.dgn

8/5/2026 11:03:58 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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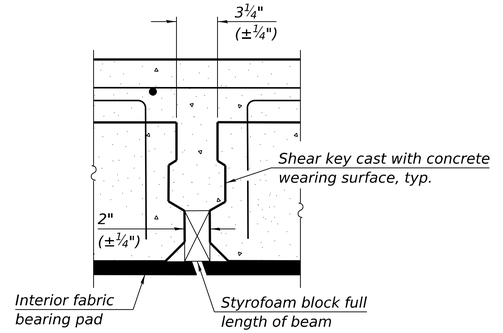
1010230-64E09-021-Bridge Appr. Slab Details.dgn	CHECKED - RPW	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 101-0230

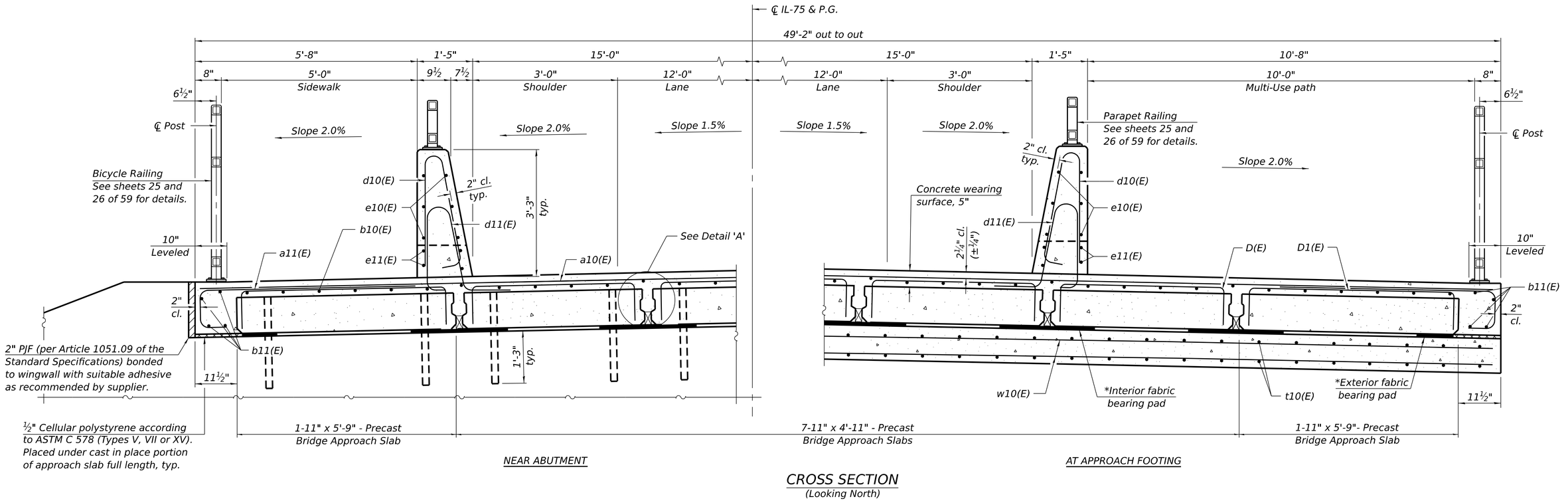
SHEET 21 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	61
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



DETAIL 'A'

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION
(Looking North)

(Beams: 36" min. width; 72" max. width)

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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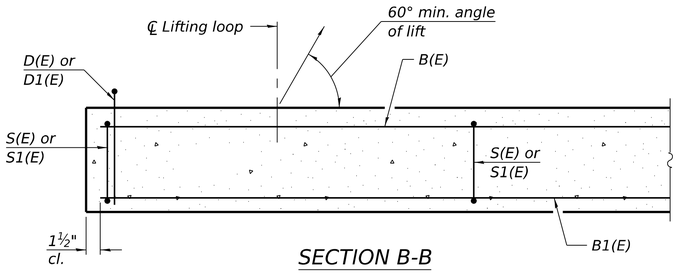
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

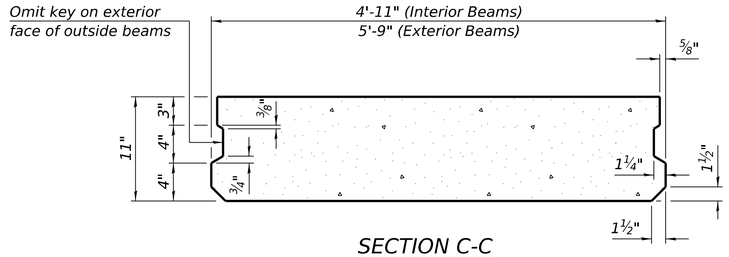
PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 101-0230

SHEET 22 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	62
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



SECTION B-B



SECTION C-C
(Showing dimensions)

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

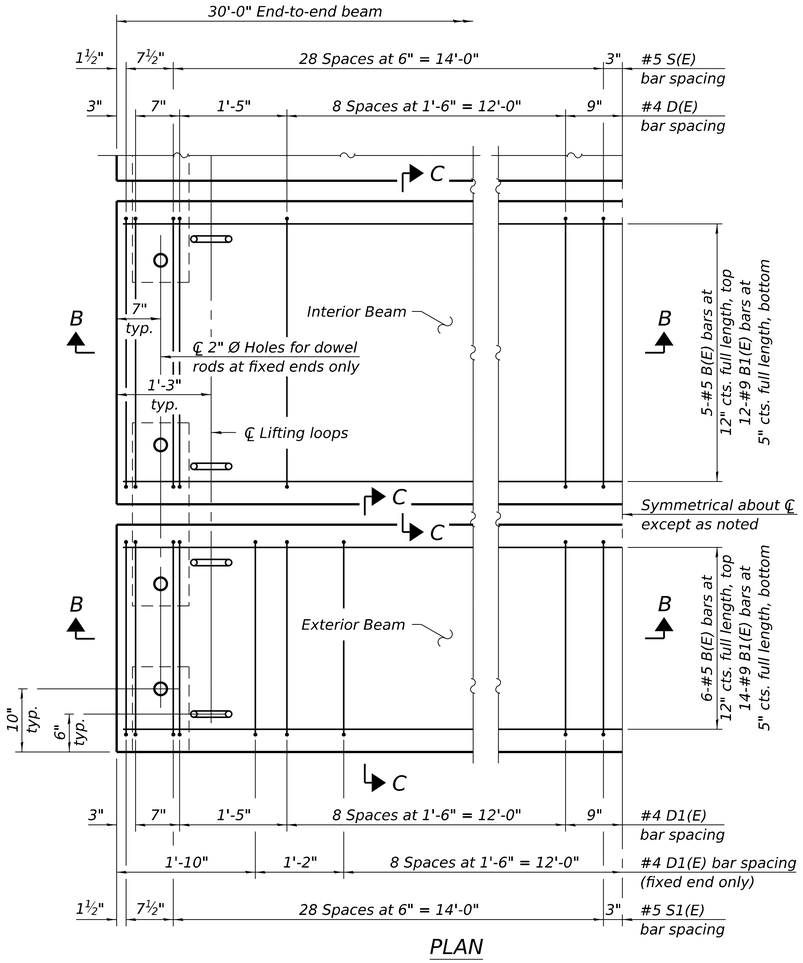
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.

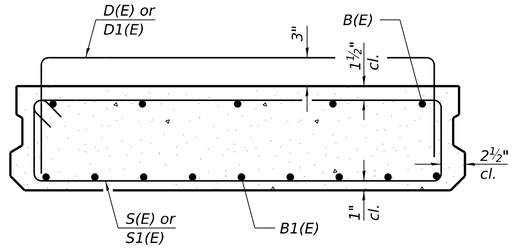
Compressive strength of precast concrete, f 'c shall be 6,000 psi.

Compressive strength of precast concrete during initial lifting, f 'ci shall be 5,000 psi.

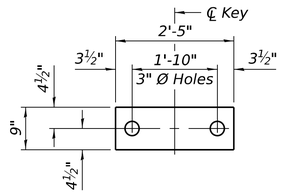


PLAN

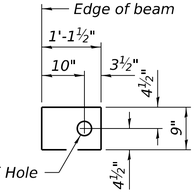
(Beams: 36" min. width; 72" max. width)



SECTION C-C
(Showing reinforcement)



INTERIOR



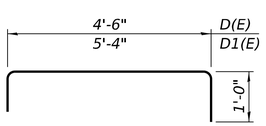
EXTERIOR

FABRIC BEARING PAD

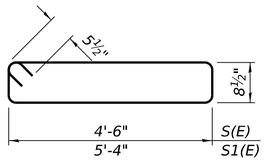
Notes:

Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.

Omit holes for fabric bearing pads at approach slab footing end of beams.



BARS D(E) & D1(E)



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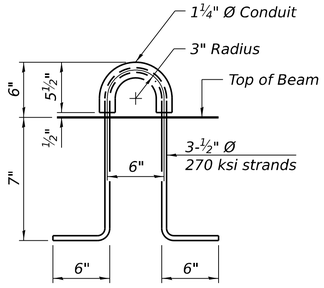

LIFTING LOOP DETAIL

(An alternate lifting loop with a Safe Working Load of 6,250 lbs. (25,000 lbs. Proof Load / Factor of Safety of 4) and utilized according to the manufacturer's recommendations may be used.)

BAR LIST
EACH INTERIOR BEAM

(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D(E)	22	#4	6'-6"	⌐
S(E)	60	#5	11'-4"	⌐

BAR LIST
EACH EXTERIOR BEAM

(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D1(E)	32	#4	7'-4"	⌐
S1(E)	60	#5	13'-0"	⌐

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 101-0230

SHEET 23 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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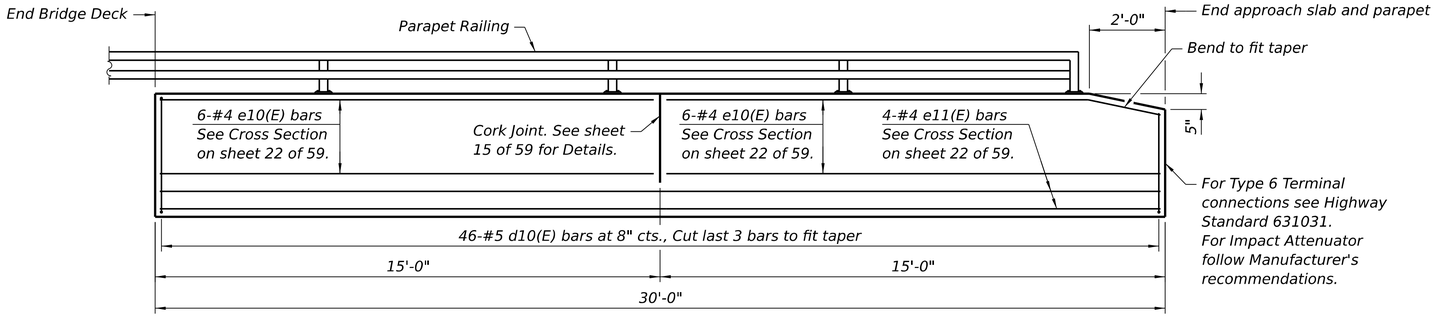
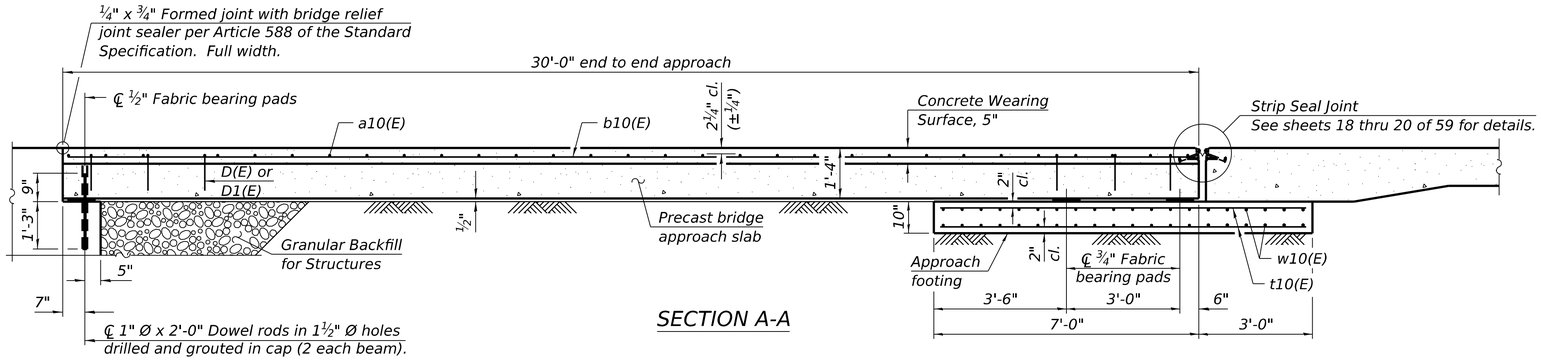
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

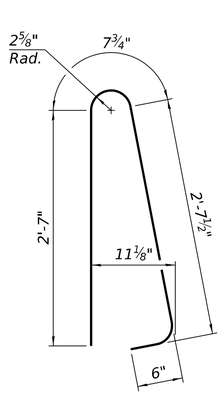


INSIDE ELEVATION PARAPET

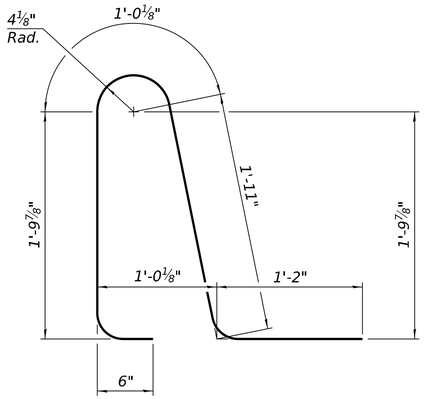


SECTION A-A

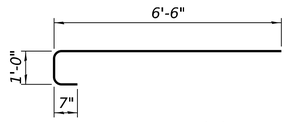
(Beams: 36" min. width; 72" max. width)



BAR d10(E)



BAR d11(E)



BAR a11(E)

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.

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

Parapet concrete shall be paid for as Concrete Superstructure.

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 59.

Cost of cellular polystyrene is included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	62	#5	48'-10"	
a11(E)	124	#5	8'-1"	
b10(E)	96	#4	29'-8"	
b11(E)	16	#5	29'-8"	
d10(E)	184	#5	6'-5"	
d11(E)	184	#5	6'-5"	
e10(E)	48	#4	14'-8"	
e11(E)	16	#4	29'-8"	
t10(E)	200	#4	9'-8"	
w10(E)	80	#5	48'-10"	
Concrete Superstructure			Cu. Yd.	16.1
Concrete Structures			Cu. Yd.	30.4
Reinforcement Bars, Epoxy Coated			Pound	15,230
Precast Bridge Approach Slab			Sq. Ft.	2,755
Concrete Wearing Surface, 5"			Sq. Yd.	328

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 101-0230

SHEET 24 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64E09		
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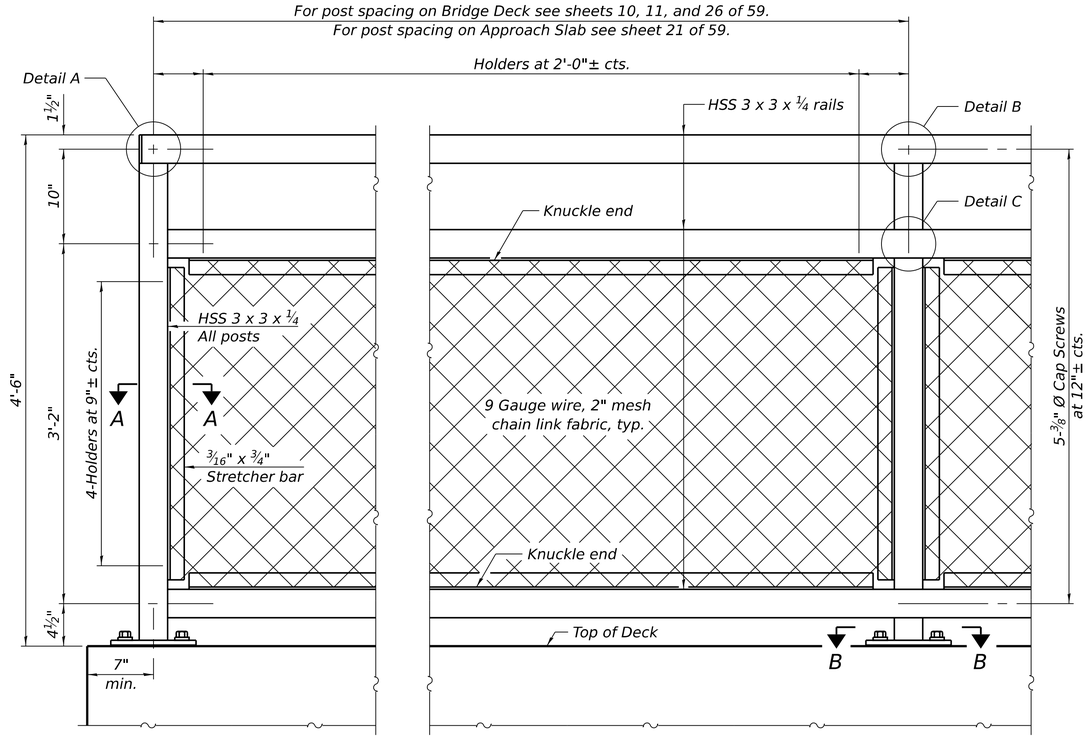
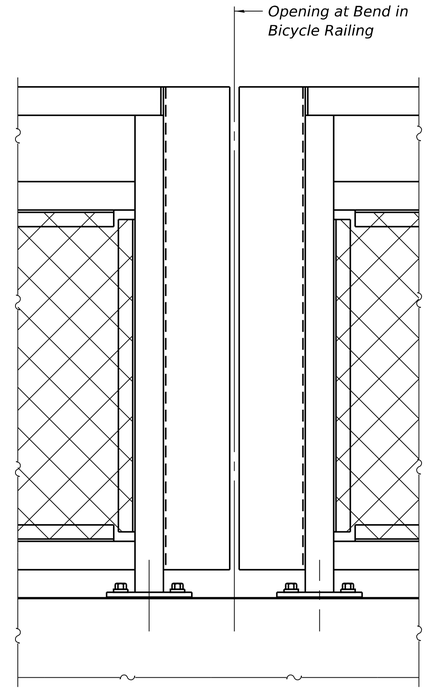
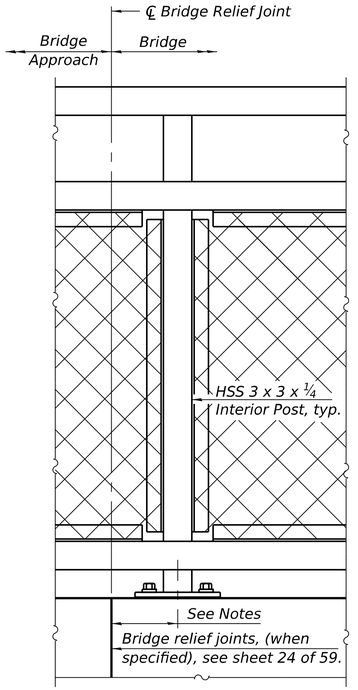


ENDS OF BRIDGE APPROACH

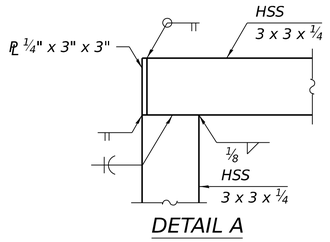
TYPICAL INTERIOR ELEVATION



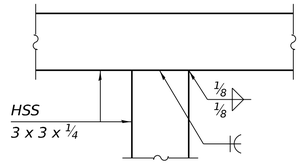
AT BEND IN BICYCLE RAILING



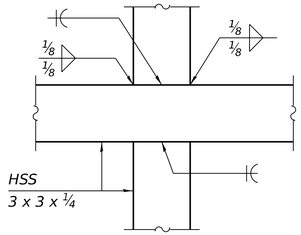
AT NON-EXPANSION JOINTS



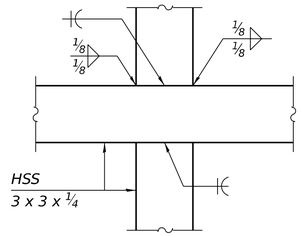
DETAIL A



DETAIL B



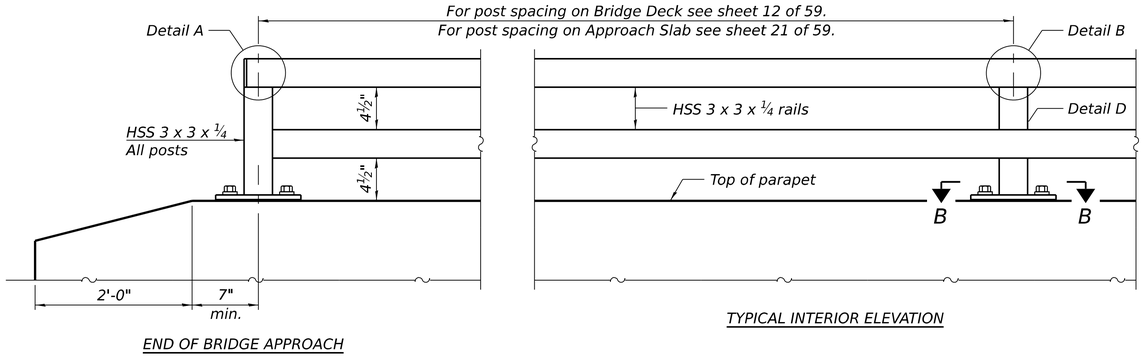
DETAIL C



DETAIL D

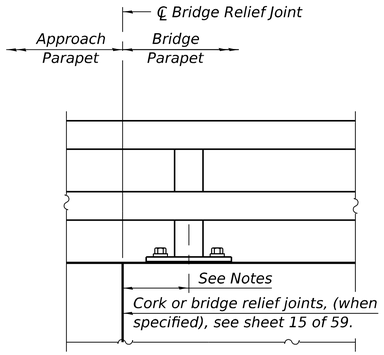
ELEVATION BICYCLE RAILING

(Inside face)



END OF BRIDGE APPROACH

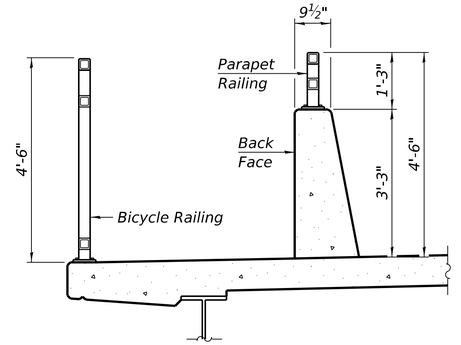
TYPICAL INTERIOR ELEVATION



AT NON-EXANSION JOINTS

ELEVATION PARAPET RAILING

(Inside face)

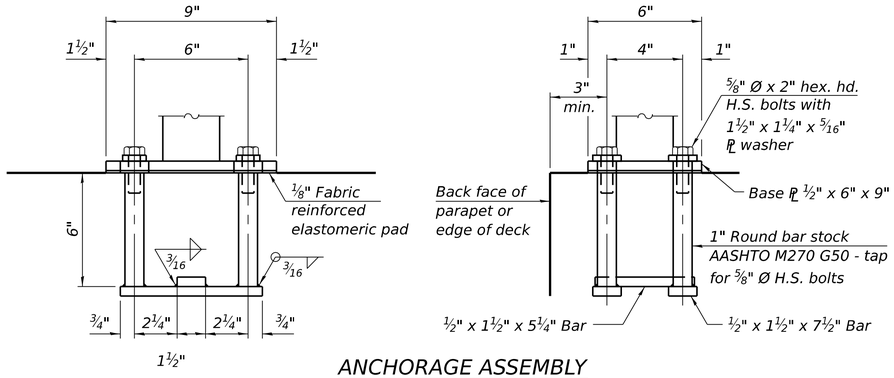


SECTION THRU DECK

RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

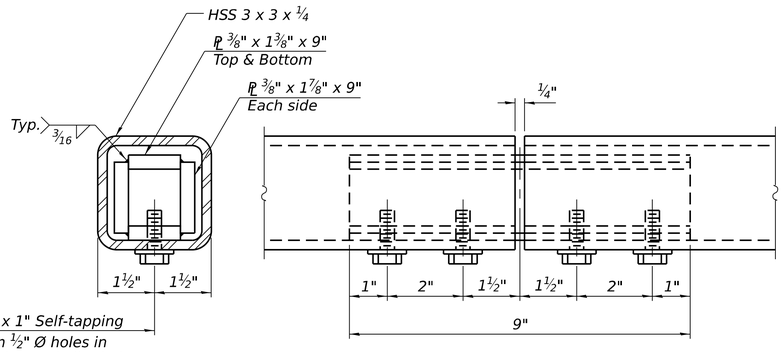
(Sheet 1 of 2)



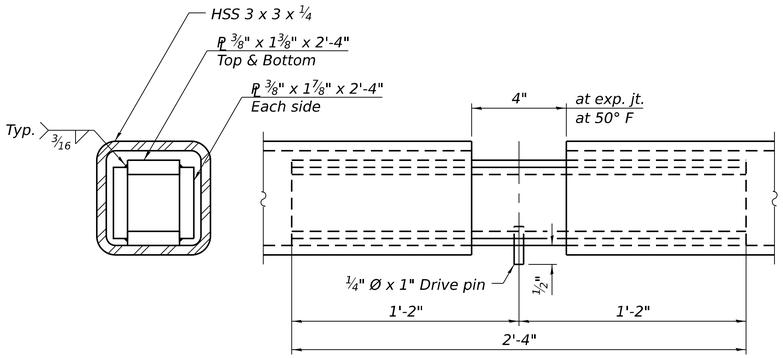
ANCHORAGE ASSEMBLY

The Bicycle Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

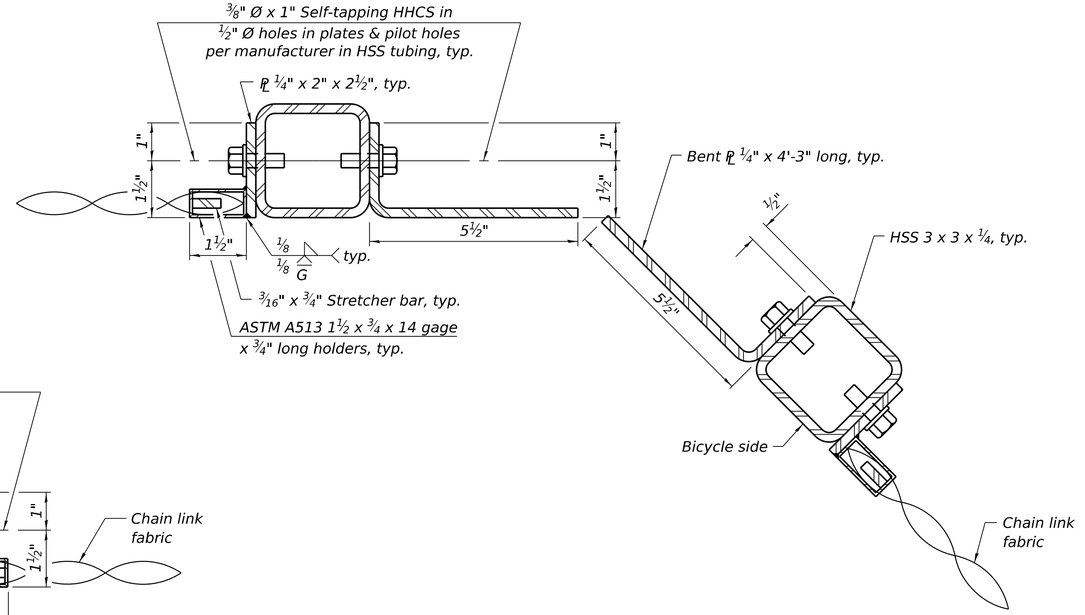


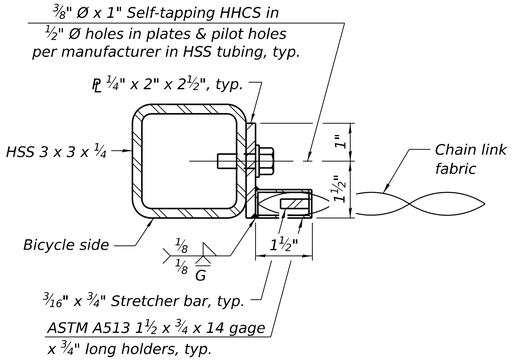
MATERIAL SPLICE



EXPANSION SPLICE

At approximately 190 feet from each abutment, instead of Material Splice use an Expansion Splice.

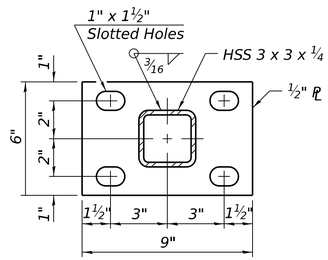




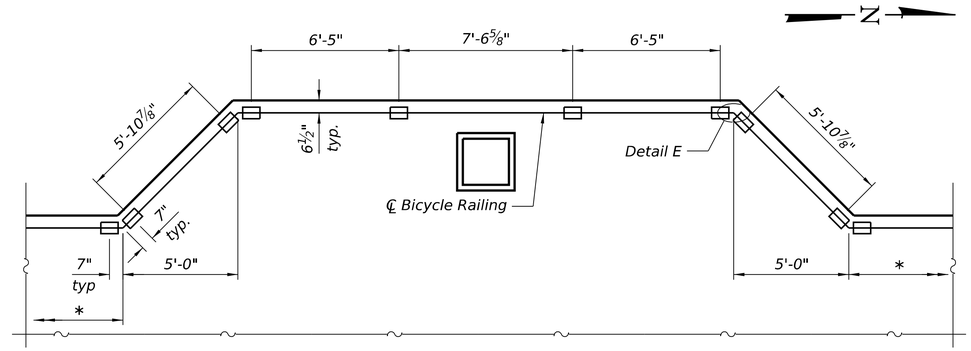
DETAIL E

(Other kinked points along pedestrian platform similar)

SECTION A-A



SECTION B-B



PLAN AT OBSERVATION PEDESTRIAN PLATFORM

(Showing Bicycle Railing)

∗ *See sheets 10 and 11 of 59 for bicycle rail post spacing.*

Notes:

Place reinforcement bars to miss anchor rod locations.

CVN testing is not required for the HSS tubing used in the Bicycle Railing.

All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.

All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.

All heavy hex nuts shall be according to ASTM A 563 grade DH.

All fully threaded anchor rods shall be ASTM F1554 grade 105.

The post base plate shall be fastened to the curb snug tight and given an additional ⅛" turn.

Contractor shall offset posts to miss any aluminum sheet or cork joints for sufficient installation of the anchorage assembly.

Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	1,299
Parapet Railing	Foot	1,283

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING AND PARAPET RAILING
STRUCTURE NO. 101-0230

SHEET 26 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 64E09		
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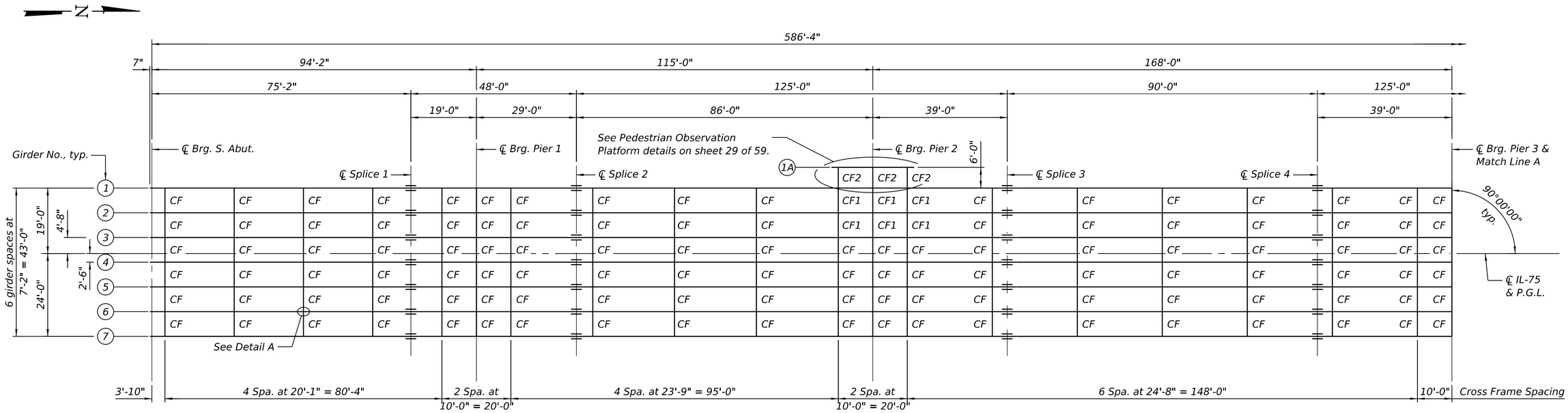
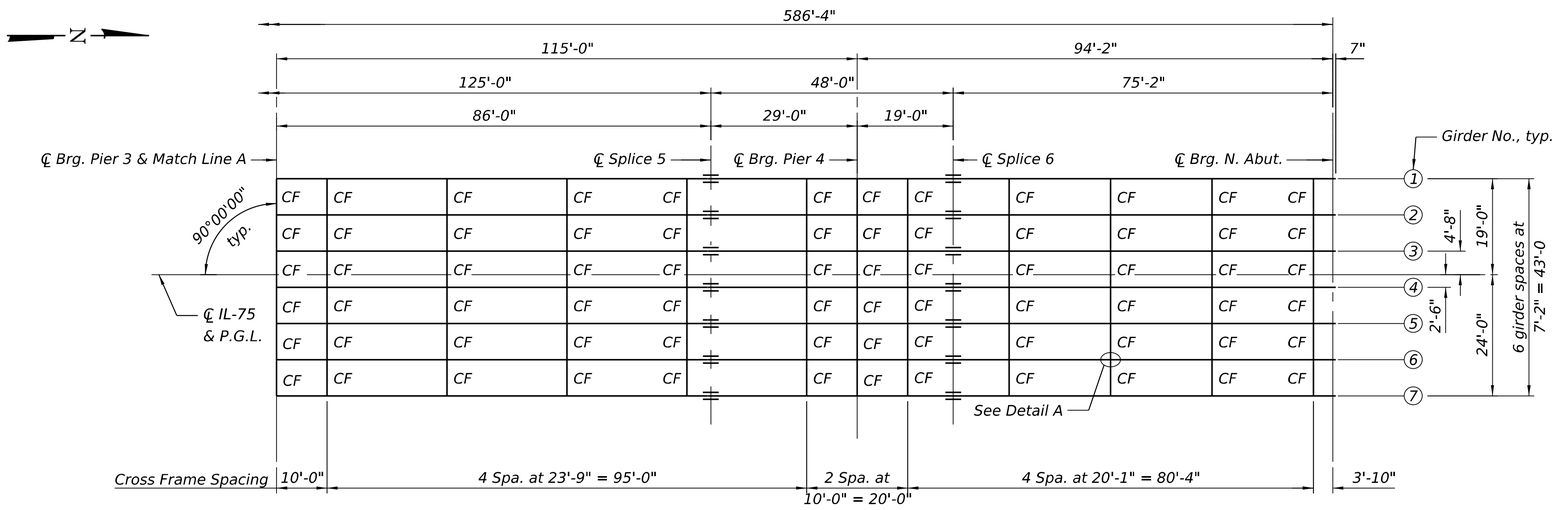


PARTIAL STEEL FRAMING PLAN



PARTIAL STEEL FRAMING PLAN

Note:
See sheet 29 of 59 for notes.

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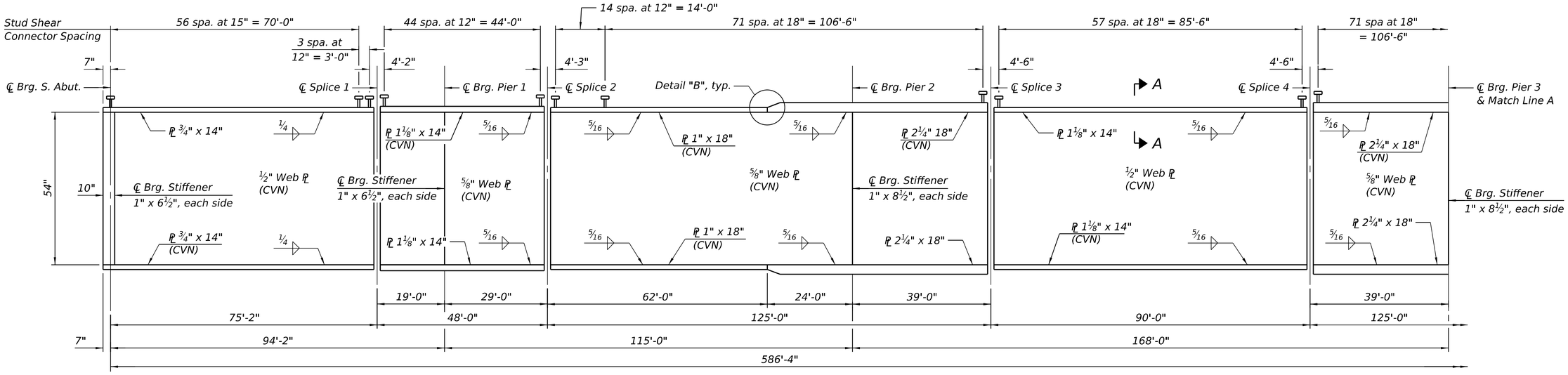
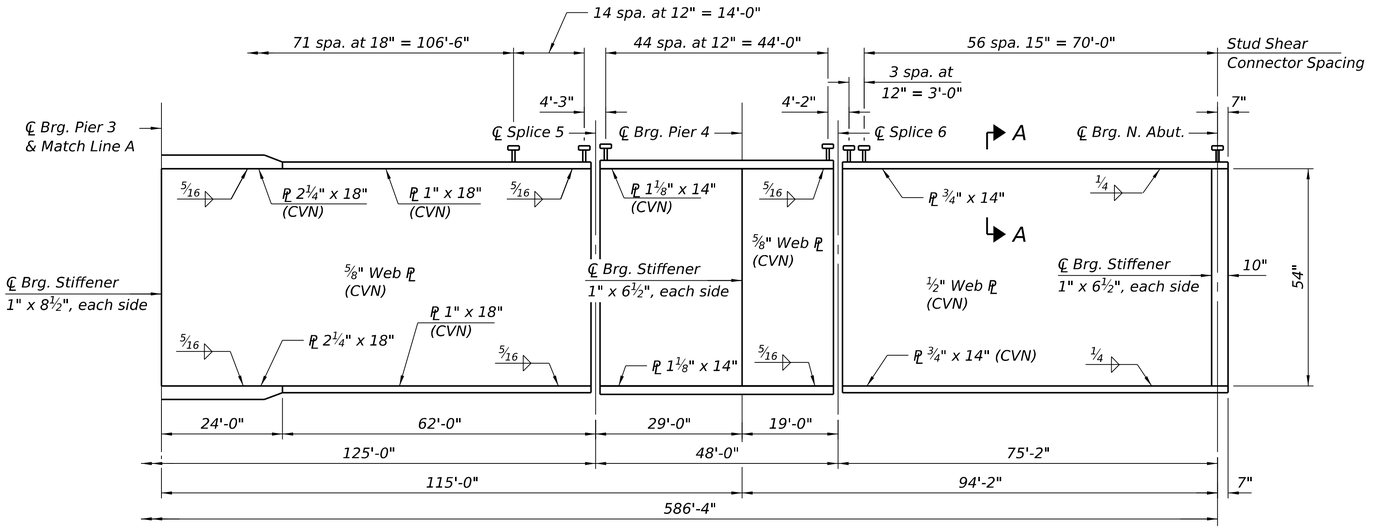
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 101-0230
SHEET 27 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	67
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



PARTIAL GIRDER ELEVATION

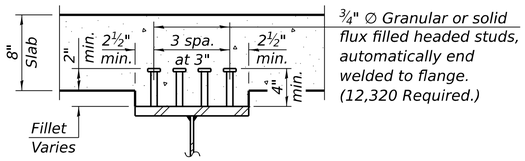


TOP OF WEB ELEVATIONS

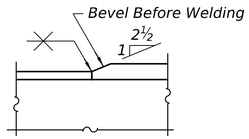
(For Fabrication Only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7
℄ Brg. S. Abut.	734.67	734.83	734.94	734.94	734.87	734.73	734.58
℄ Field Splice 1	734.28	734.44	734.55	734.55	734.48	734.34	734.19
℄ Brg. Pier 1	734.14	734.30	734.41	734.41	734.34	734.20	734.05
℄ Field Splice 2	733.93	734.09	734.20	734.20	734.13	733.99	733.84
℄ Brg. Pier 2	733.47	733.63	733.74	733.74	733.67	733.53	733.38
℄ Field Splice 3	733.47	733.63	733.74	733.74	733.67	733.53	733.38
℄ Field Splice 4	733.02	733.18	733.29	733.29	733.22	733.08	732.93
℄ Brg. Pier 3	732.63	732.79	732.90	732.90	732.83	732.69	732.54
℄ Field Splice 5	732.23	732.39	732.50	732.50	732.43	732.29	732.14
℄ Brg. Pier 4	732.15	732.31	732.42	732.42	732.35	732.21	732.06
℄ Field Splice 6	732.10	732.26	732.37	732.37	732.30	732.16	732.01
℄ Brg. N. Abut.	730.94	731.10	731.21	731.21	731.14	731.00	730.85

PARTIAL GIRDER ELEVATION



SECTION A-A



DETAIL "B"

Note:
See sheet 29 of 59 for notes.

MODEL: Default
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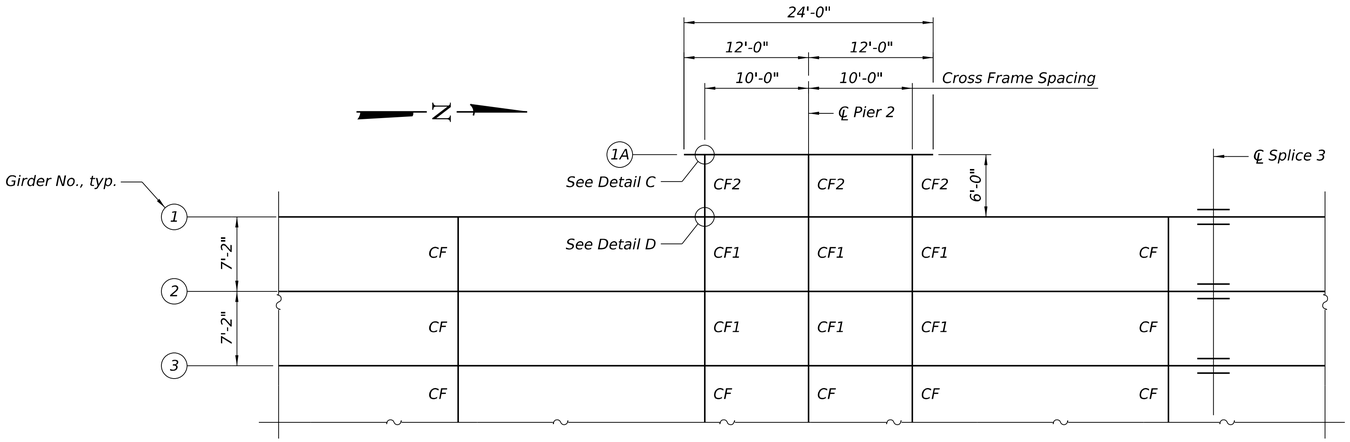
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

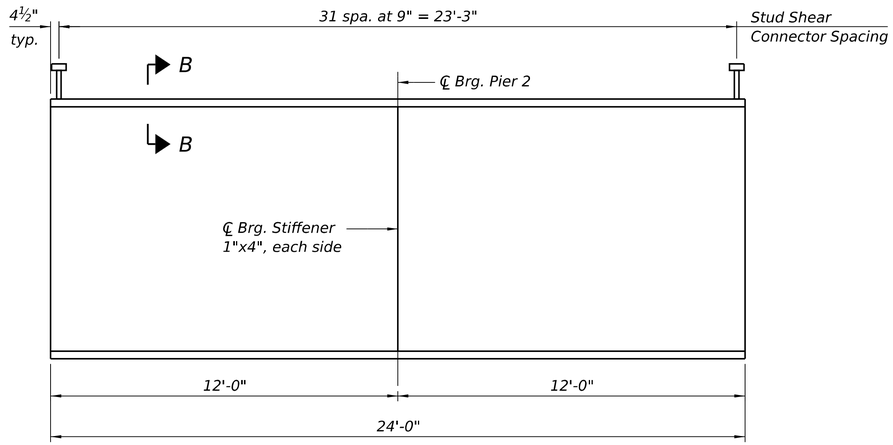
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 101-0230
SHEET 28 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	68
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

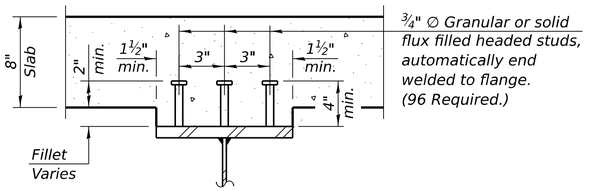


PARTIAL FRAMING PLAN AT PEDESTRIAN OBSERVATION PLATFORM



GIRDER 1A ELEVATION - W24x84

(AASHTO M270 Grade 50, CVN)



SECTION B-B

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Girder 1A
S. Girder End	733.55
℄ Brg. Pier 2	733.53
N. Girder End	733.51

Notes:

For cross frame details, field splice details, details A, C, and D see sheet 30 of 59.

All girders, bearing stiffeners, and splice plates, including filler plates, shall be AASHTO M270 Grade 50.

All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor bolts.

Girders shall be braced for stability during erection and Girder 1A shall remain braced until the deck is poured and cured.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Requirements, Zone 2.

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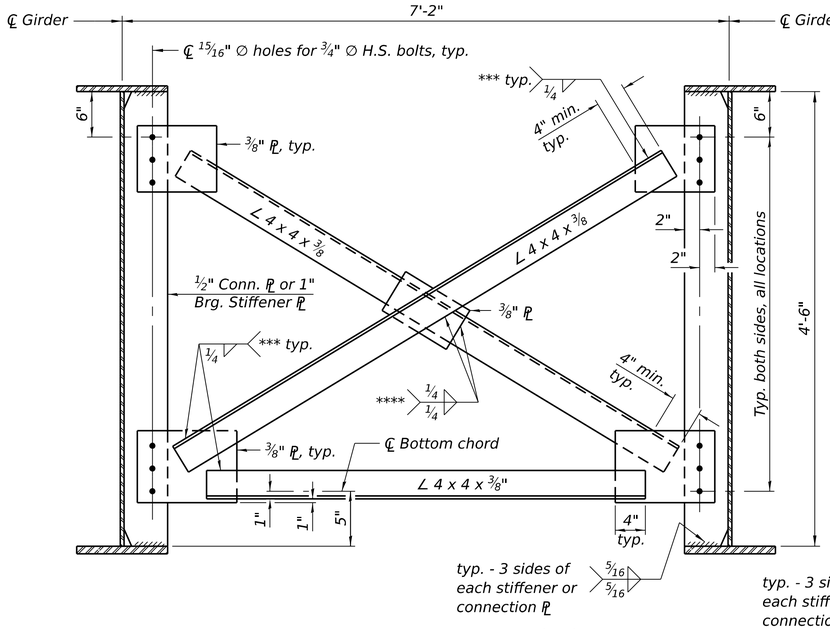
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

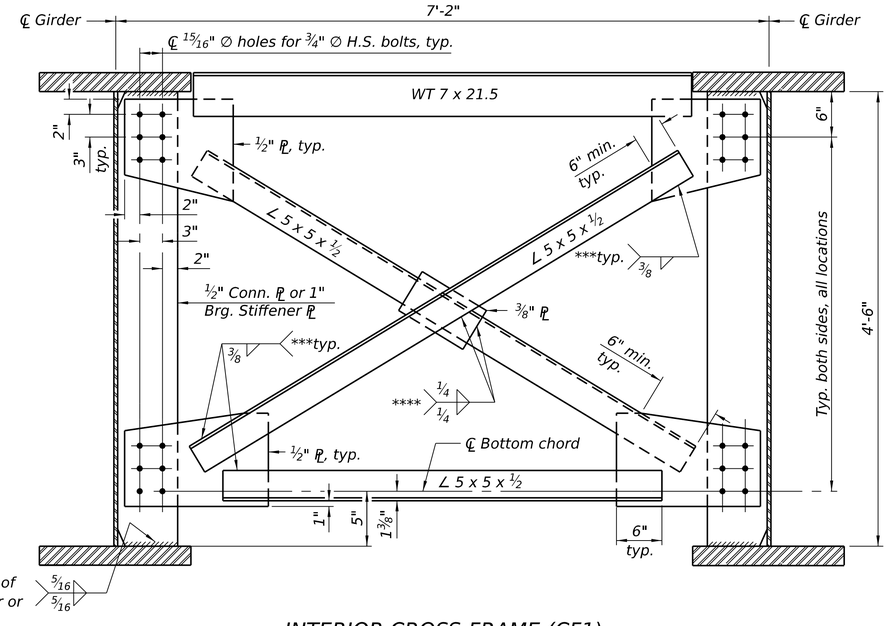
FRAMING PLAN
STRUCTURE NO. 101-0230
SHEET 29 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	69
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



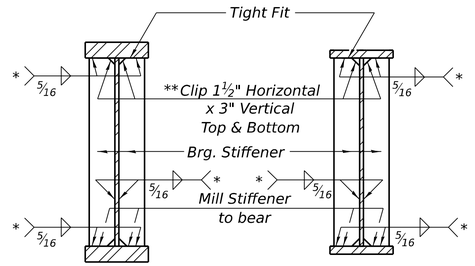
INTERIOR CROSS-FRAME (CF)

(180 Required)



INTERIOR CROSS-FRAME (CF1)

(6 Required)

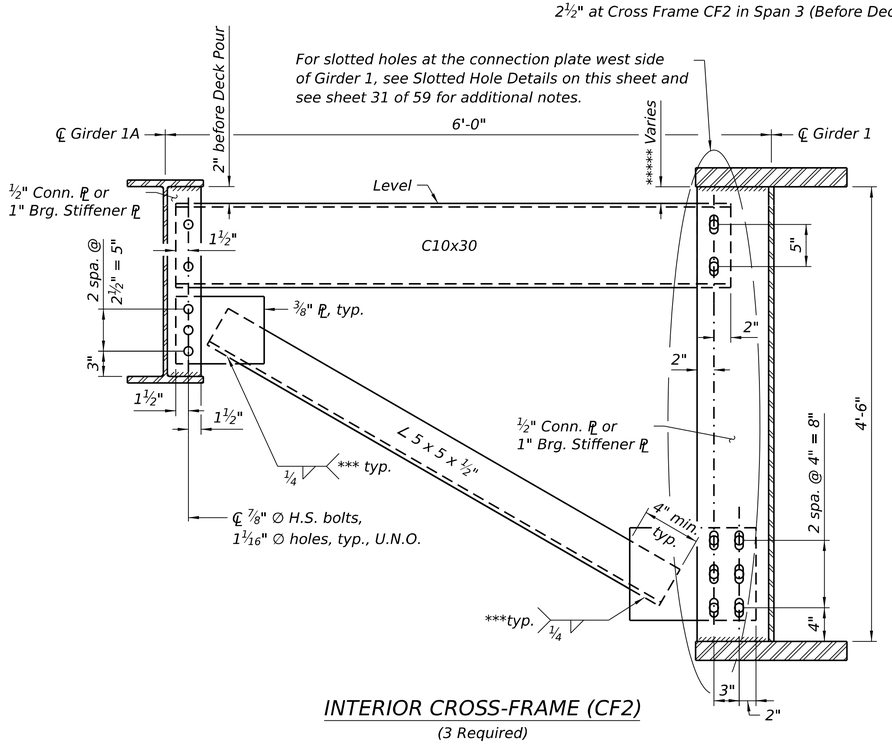


SECTION AT PIER

SECTION AT ABUTMENT

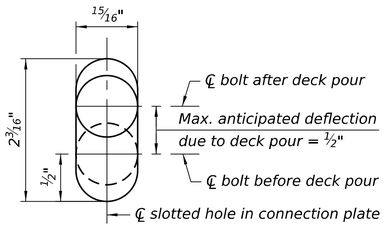
* Stop welds ¼" (±⅛") from edges as shown, typ.
** Clip may be rounded for ease of shop painting. See Weld Limits and Clip Details.
*** Fillet weld angles along 3 sides on one face of gusset plate; however, if cross-frames are galvanized, weld all-around.
**** If cross-frames are galvanized, weld all-around.

***** 1¾" at Cross Frame CF2 in Span 2 (Before Deck Pour)
2" at Cross Frame CF2 at ℄ Pier 2 (Before Deck Pour)
2½" at Cross Frame CF2 in Span 3 (Before Deck Pour)

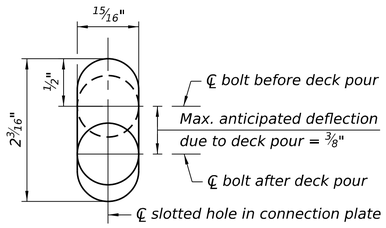


INTERIOR CROSS-FRAME (CF2)

(3 Required)



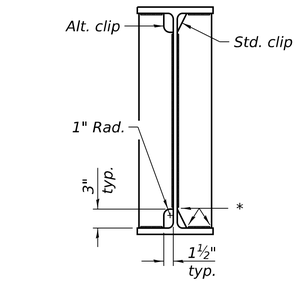
(Showing Slotted Hole for Interior Cross-Frame CF2 in Span 3)



(Showing Slotted Hole for Interior Cross-Frame CF2 in Span 2)

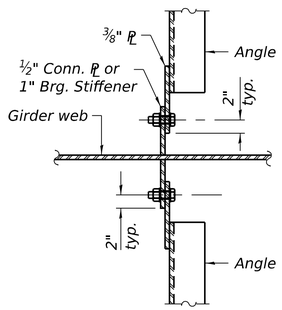
SLOTTED HOLE DETAILS

Notes:
The slotted holes shall be positioned as shown to allow vertical deflection to occur during deck pour without laterally stressing the girders.
For location of slotted holes see Interior Cross-Frame CF2.
For additional slotted hole notes, see sheet 31 of 59.



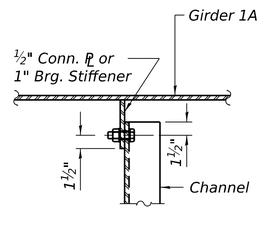
WELD LIMITS AND CLIP DETAILS

Note:
See sheet 31 of 59 for notes.



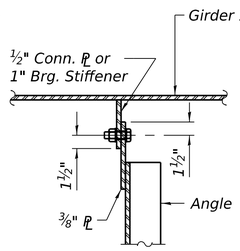
DETAIL A

(Detail Shown at Interior Cross-Frame CF. Interior Cross-Frame CF1 similar)



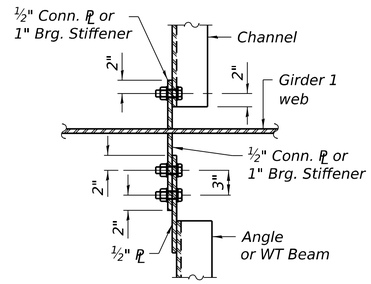
DETAIL C

(Showing Top Connection)



DETAIL C

(Showing Bottom Connection)



DETAIL D

(Showing Top Connection. Bottom Connection similar to Detail A)

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1010230-64E09-030-Structural Steel Details.dgn		CHECKED - RPW		REVISED -
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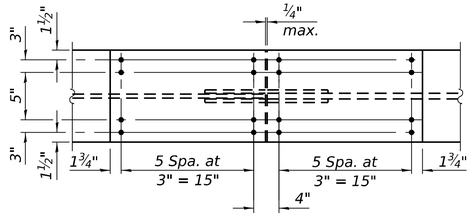
PLOT DATE = 8/7/2026		CHECKED - MDC		REVISED -

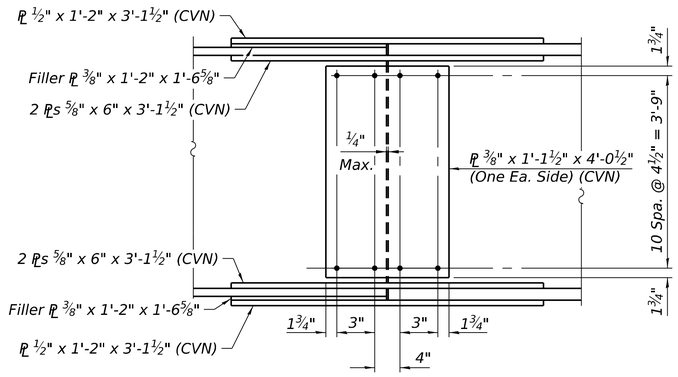
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 101-0230
SHEET 30 OF 59 SHEETS

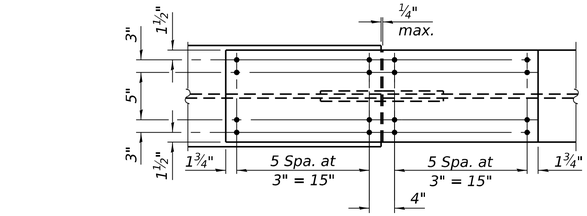
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	70
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



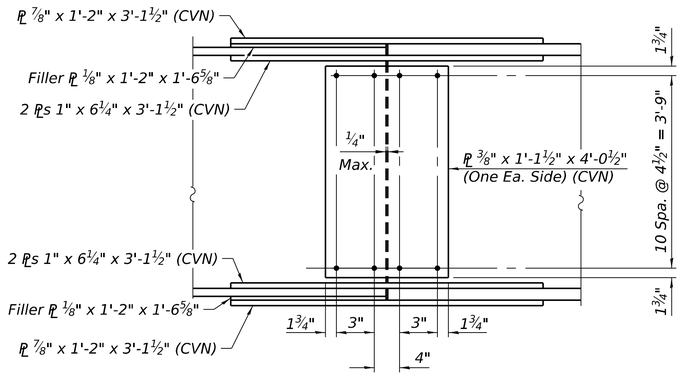
PLAN - TOP AND BOTTOM FLANGE



ELEVATION



PLAN - TOP AND BOTTOM FLANGE



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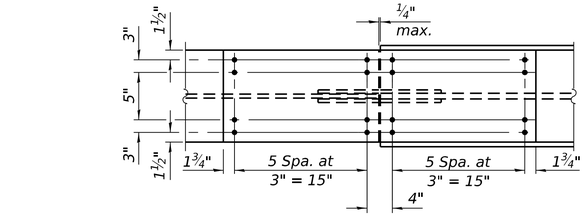
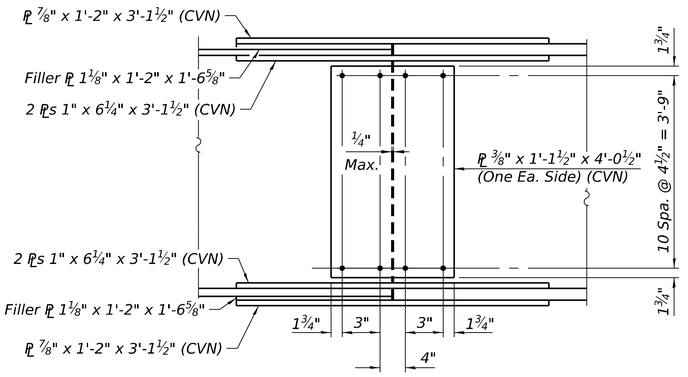


PLAN - TOP AND BOTTOM FLANGE



ELEVATION

FIELD SPLICE DETAIL SPAN 1 & 5

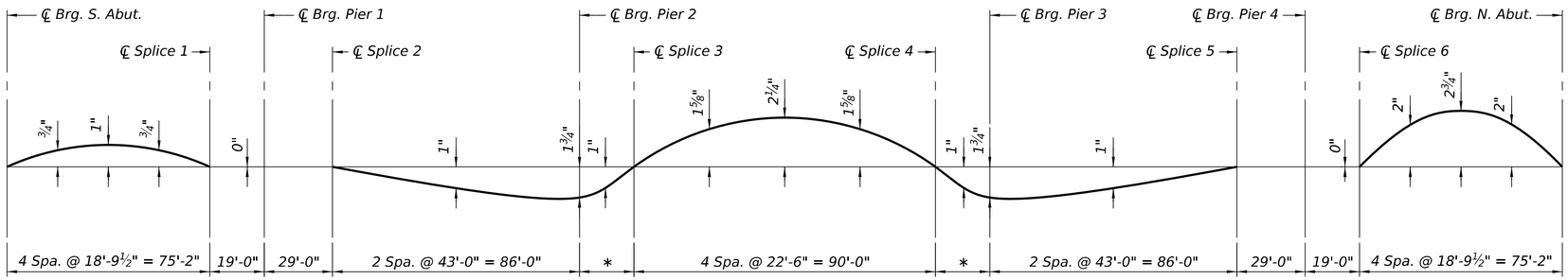
(Splice 1 & 6)

FIELD SPLICE DETAIL SPAN 2 & 4

(Splice 2 & 5)

FIELD SPLICE DETAIL SPAN 3

(Splice 3 & 4)



∗2 Spa. @ 19'-6" = 39'-0"

CAMBER DIAGRAM

Notes:

Detail 15⁵⁄₁₆" Ø holes for all ⅞" Ø H.S. bolts for Field Splices.

Detail 15⁵⁄₁₆" Ø holes for all ¾" Ø H.S. bolts for Interior Cross-Frames, except as noted.

Detail ⅞" Ø H.S. bolts for the Interior Cross-Frame CF2.

Detail 1¹⁄₁₆" ∅ holes for the Interior Cross-Frame CF2, except as noted.

Detail 15⁵⁄₁₆" x 2³⁄₁₆" vertical slotted holes in the connection plates on the west side of Girder 1 of the Interior Cross-Frame CF2 to accommodate the differential deflection between Girder 1A and Girder 1. No slotted holes are provided at the Interior Cross-Frame CF2 located at the centerline of Pier 2; use 1¹⁄₁₆" ∅ holes in the bearing stiffener at this location instead. The bolts in slotted holes shall be finger tightened until the deck pour is completed and then fully tightened as required by the standard specifications. Position slots so bolts move from one end with no concrete load to the opposite end under the deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the girders. See Slotted Hole Detail on sheet 30 of 59.

Two hardened washers required for each set of oversized holes at the Interior Cross-Frames.

See sheets 27 and 29 of 59 for the location of Detail A, C and D and additional details.

All girders, bearing stiffeners, and splice plates, including filler plates, shall be AASHTO M270 Grade 50.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 101-0230
SHEET 31 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	71
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1 or 0.6 Sp. 5	Pier 1 or Pier 4	0.5 Sp. 2 or 0.5 Sp. 4	Pier 2 or Pier 3	0.5 Sp. 3
I_s	(in^4)	22,299	32,135	35,429	72,308	30,495
I_c (n)	(in^4)	56,962	75,017	79,662	133,651	70,668
I_c (3n)	(in^4)	42,884	-	59,252	-	53,150
I_c (cr)	(in^4)	-	39,324	-	80,337	-
S_s	(in^3)	804	1,143	1,265	2,472	1,084
S_c (n)	(in^3)	1,151	-	1,695	-	1,454
S_c (3n)	(in^3)	1,053	-	1,548	-	1,338
S_c (cr)	(in^3)	-	1,251	-	2,568	-
S_x	(in^3)	1,053	1,227	1,686	2,540	1,312
DC1	(k/')	0.933	0.991	1.011	1.164	0.968
M_{DC1}	('k)	663	844	76	2,405	1,187
DC2	(k/')	0.200	0.200	0.200	0.200	0.200
M_{DC2}	('k)	143	174	17	454	252
DW	(k/')	0.358	0.358	0.358	0.358	0.358
M_{DW}	('k)	256	312	30	812	451
LLDF		0.576	0.577	0.566	0.566	0.507
$*M_{ℓ+IM}$	('k)	1,474	1,701	1,554	2,917	1,977
f_f (Strength I)	(ksi)	0.0	0.0	0.0	0.0	0.0
$M_u + \frac{1}{3} f_f S_x$	('k)	3,971	4,717	2,881	9,897	5,935
$\Phi_f M_n$	('k)	5,701	5,866	8,774	11,825	7,106
f_s DC1	(ksi)	9.9	8.9	0.7	11.7	13.1
f_s DC2	(ksi)	1.6	1.7	0.1	2.1	2.3
f_s DW	(ksi)	2.9	3.0	0.2	3.8	4.0
f_s ($f_ℓ$+IM)	(ksi)	15.4	16.3	11.0	13.6	16.3
f_f (Service II)	(ksi)	0.0	0.0	0.0	0.0	0.0
$f_s + f_f/2$ (Service II)	(ksi)	34.4	34.7	15.4	35.3	40.7
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5
$f_s + f_f/3$ (Total)(Strength I)	(ksi)	-	-	-	-	-
$\Phi_f F_n$	(ksi)	-	-	-	-	-
V_f	(k)	36.1	-	36.1	-	34.6

$*M_{ℓ+IM}$ includes service moment due to pedestrian loading.

GIRDER REACTION TABLE				
		Abut.	Pier 1 or Pier 4	Pier 2 or Pier 3
LLDF		0.755	0.755	0.755
OCF		1.000	-	-
R_{DC1}	(k)	36.0	98.7	165.0
R_{DC2}	(k)	7.6	20.3	31.1
R_{DW}	(k)	13.6	36.4	55.0
$**R_ℓ$	(k)	80.9	164.2	204.1
R_{Im}	(k)	15.7	25.2	28.8
R_{Total}(Strength I)(Impact)	(k)	244.0	534.8	735.2
R_{Total}(Strength I)(No Impact)	(k)	216.5	490.7	684.8

$**R_ℓ$ includes service reaction due to pedestrian loading.

INTERIOR GIRDER DEFLECTION TABLE		
$\triangle_{ALLOW}$	(in)	2.02
$\triangle_{ℓ+IM}$	(in)	1.65

$\triangle_{ALLOW}$: Maximum allowable Service I live load plus impact deflection according to AASHTO LRFD Bridge Design Specifications 9.5.2.

$\triangle_{ℓ+IM}$: Calculated value Service I live load plus impact deflection. Includes deflection due to pedestrian loading.

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.

$M_{ℓ+IM}$: 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 $M_{ℓ+IM}$

f_f : 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 ($f_ℓ$ + 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).
$M_{ℓ+IM}$/ S_c (n) or $M_{ℓ+IM}$/ S_c (cr) as applicable.

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

Service II Resistance: Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_f / 3$ (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 ($f_ℓ$+ IM) + f_f /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}) + 1.5R_{DW} + 1.75 ($R_ℓ$ + 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}) + 1.5R_{DW} + 1.75 ($R_ℓ$)

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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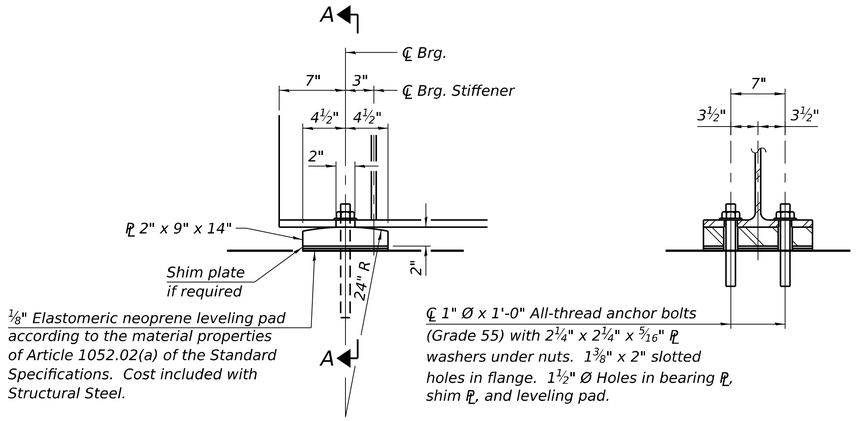
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGN DATA TABLES
STRUCTURE NO. 101-0230
SHEET 32 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	72
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

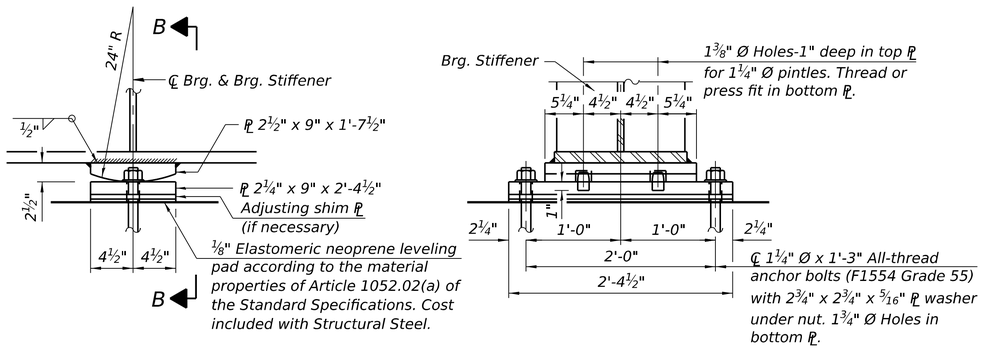


ELEVATION AT ABUTMENT

SECTION A-A

FIXED BEARING AT ABUTMENTS

(14 Required)

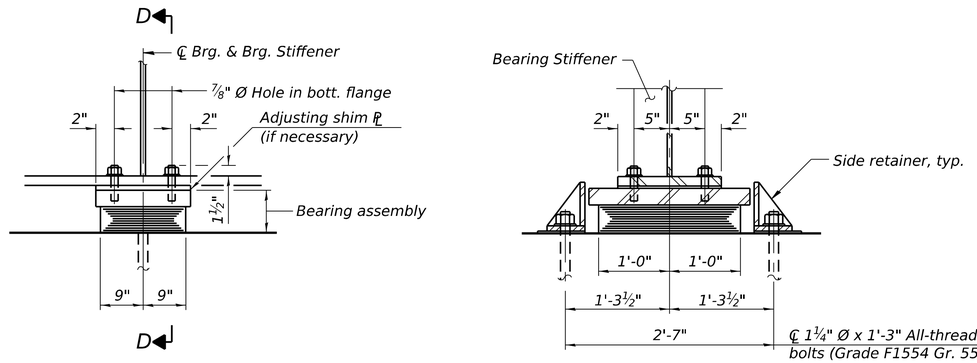


ELEVATION AT PIER 3

SECTION B-B

FIXED BEARING AT PIER 3

(7 Required)

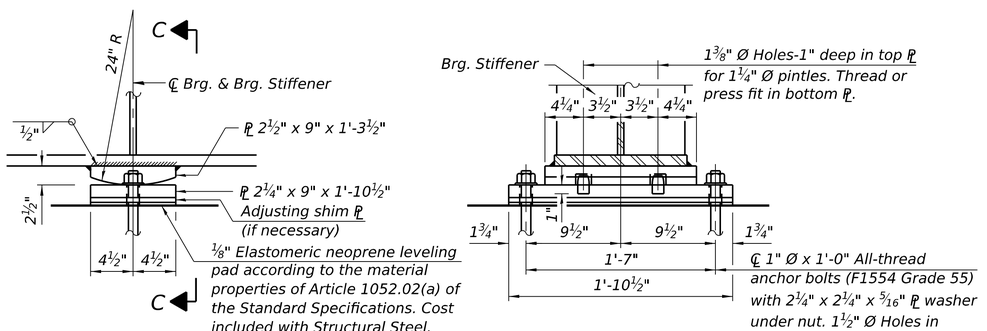


ELEVATION AT PIER 1

SECTION D-D

TYPE I ELASTOMERIC EXP. BRG. AT PIER 1

(7 Required)

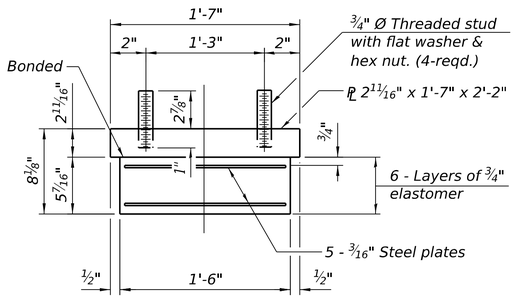


ELEVATION AT PIER 4

SECTION C-C

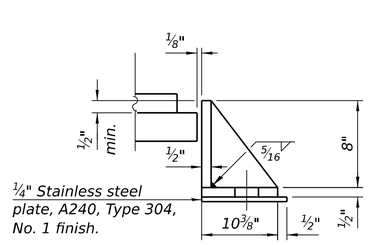
FIXED BEARING AT PIER 4

(7 Required)



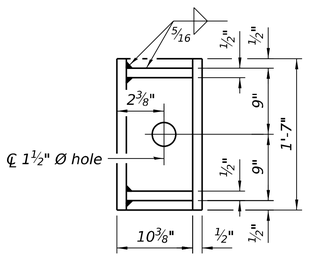
BEARING ASSEMBLY AT PIER 1

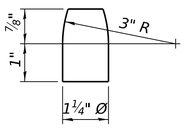
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER AT PIER 1

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





PINTLE

Note:
See sheet 34 of 59 for notes and bill of material.

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8/5/2026 11:04:28 AM

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	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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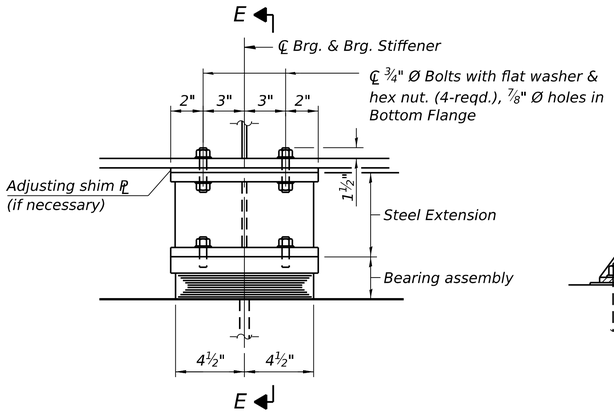
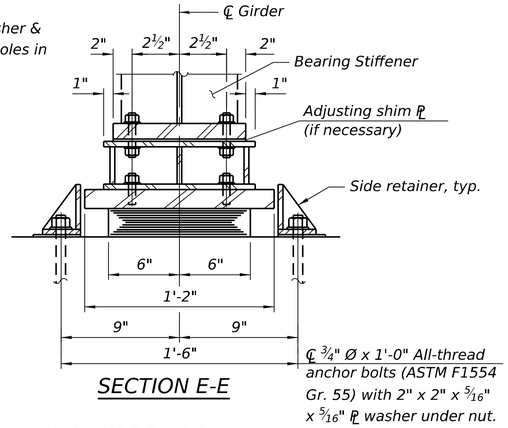
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



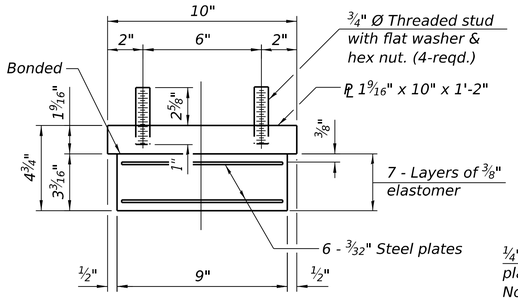
ELEVATION AT PIER 2 GIRDER 1A



SECTION E-E

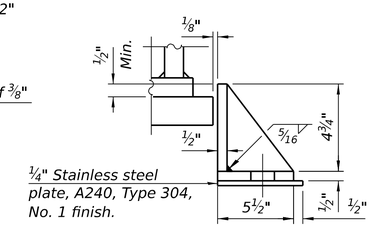
TYPE I ELASTOMERIC EXP. BRG. AT PIER 2 GIRDER 1A

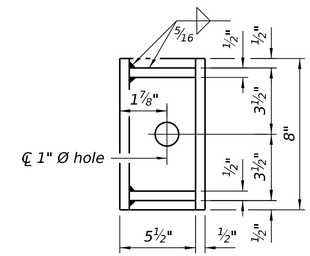
(1 Required)



BEARING ASSEMBLY AT PIER 2 GIRDER 1A

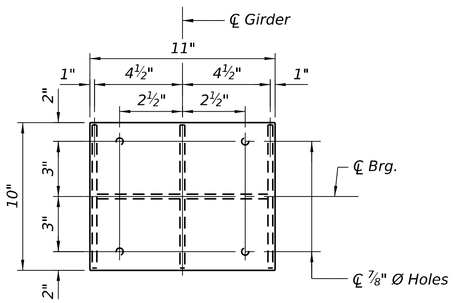
Note:
Shim plates shall not be placed under bearing assembly.



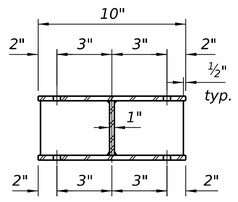


SIDE RETAINER AT PIER 2 GIRDER 1A

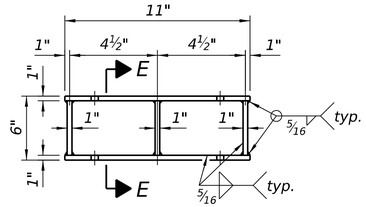
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN STEEL EXTENSION



SECTION E-E



ELEVATION STEEL EXTENSION

STEEL EXTENSION DETAIL

Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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

The structural steel plates of the Bearing Assembly, steel extensions and pintles shall conform to the requirements of AASHTO M270 Grade 50.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

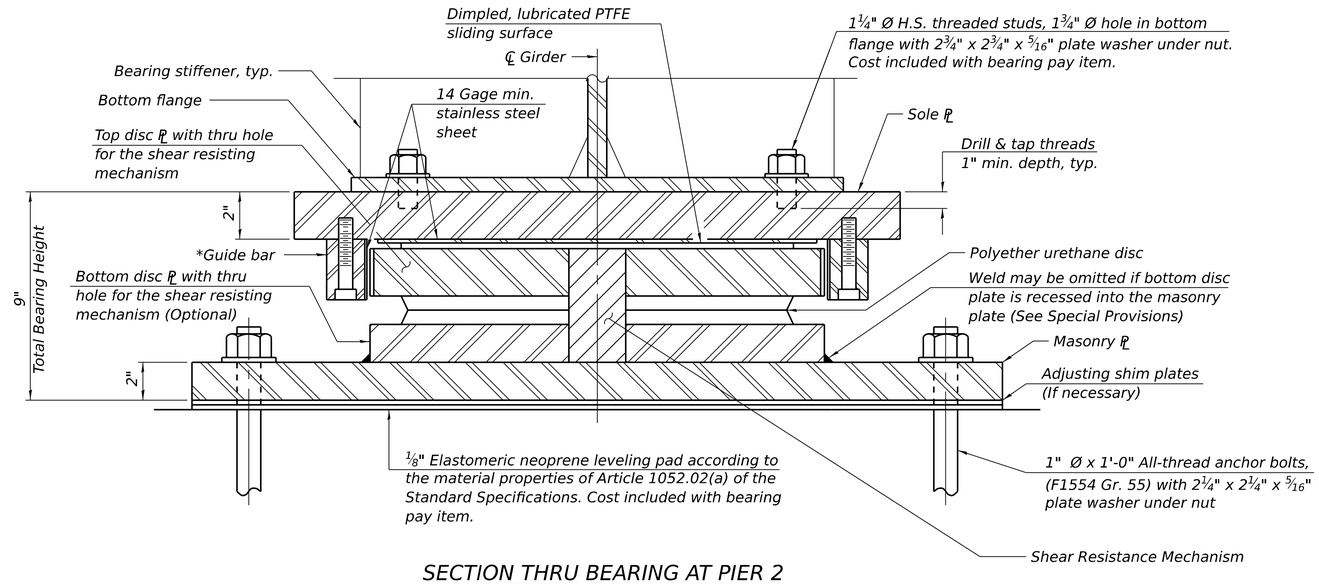
All steel extensions, bearing plates at expansion bearings, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable. Cost shall be included with Elastomeric Bearing Assembly, Type I.

At fixed bearings all bearing plates and pintles shall be metalized. See special provision for "Metallizing of Structural Steel."

Steel extensions, pintles, shim and fill plates shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	8
Anchor Bolts, ¾"	Each	2
Anchor Bolts, 1"	Each	42
Anchor Bolts, 1¼"	Each	28



SECTION THRU BEARING AT PIER 2

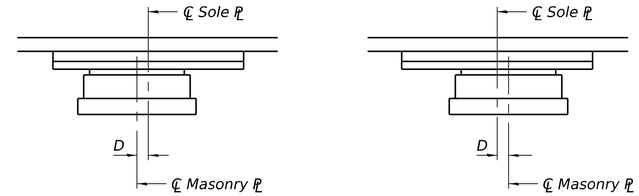
(Girders 1 thru 7)

*As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.

DESIGN DATA

Unfactored Vertical Dead Load Reaction (R_{DC})	195.8 kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	55.0 kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	204.1 kips
Maximum Strength or Extreme Event Lateral Reaction (H_U)	50.2 kips
Maximum Strength Limit State Rotation (Θ_U according to Article 14.4.2.2)	0.017 rad
Unfactored Design Thermal Movement from 50° F (ΔT)	0.69 in.
Service I Factored Lateral Reaction	5.9 kips
Service I Rotation	0.009 rad
Strength I Factored Longitudinal Movement	0.83 in.
Service I Factored Vertical Reaction	454.9 kips
Strength I Factored Vertical Reaction	684.4 kips

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL
Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU
Extreme Event Load Factors = 1.0EQ



BELOW 50°F.
(Move masonry ℙ away from fixed bearing)

ABOVE 50°F.
(Move masonry ℙ toward fixed bearing)

SETTING ANCHOR BOLTS AT EXPANSION BEARING

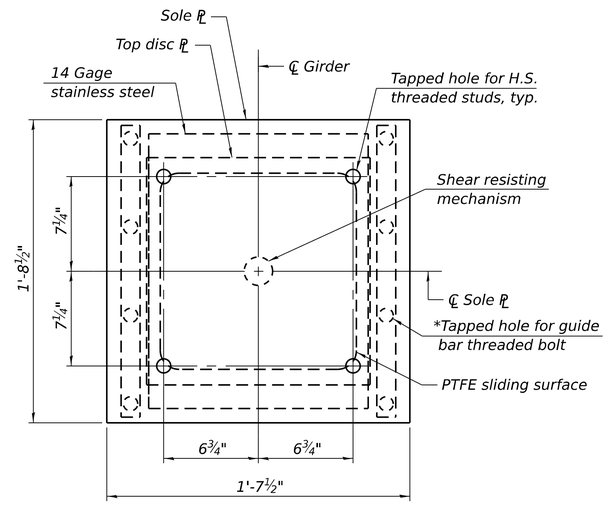
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

NOTES:

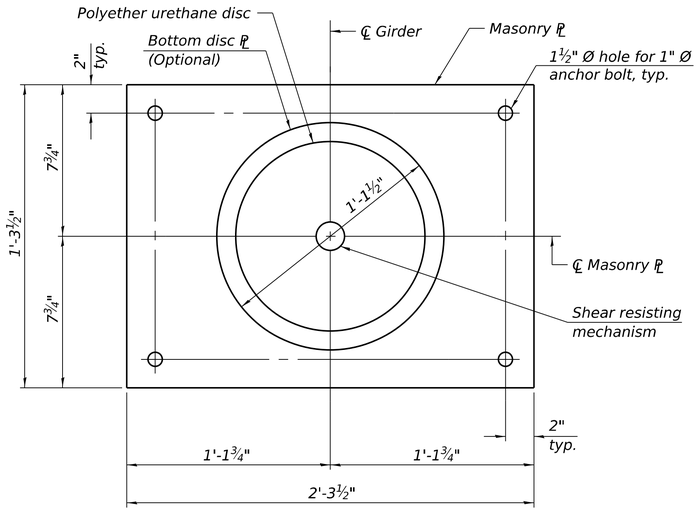
1. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.

2. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.

3. High Load Multi-Rotational bearings shall be installed for Girders 1 through 7 at Pier 2.



SOLE PLATE AND TOP DISC PLATE PLAN



MASONRY PLATE AND BOTTOM DISC PLATE PLAN

BILL OF MATERIAL

	Item	Unit	Total
**	High Load Multi-Rotational Bearings, Disc, Guided Expansion-500k	Each	7
	Anchor Bolts, 1"	Each	28

** The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.

HLMR-D-GE 5/15/2023

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUIDED EXPANSION HLMR DISC BEARING DETAILS STRUCTURE NO. 101-0230
1010230-64E09-035-HLMR Bearing Details.dgn	CHECKED - RPW	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		SHEET 35 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	75
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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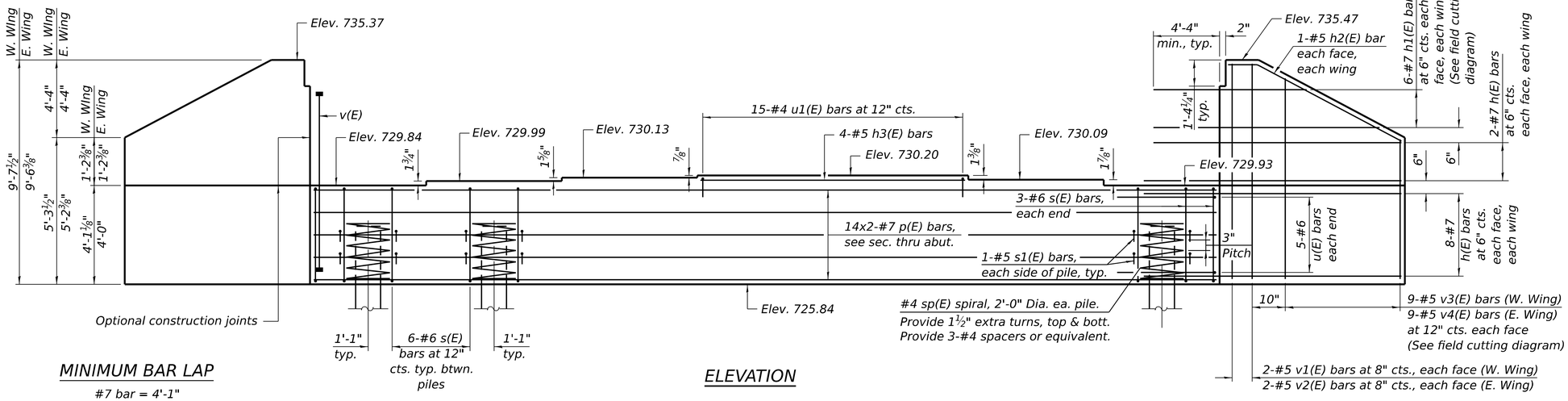
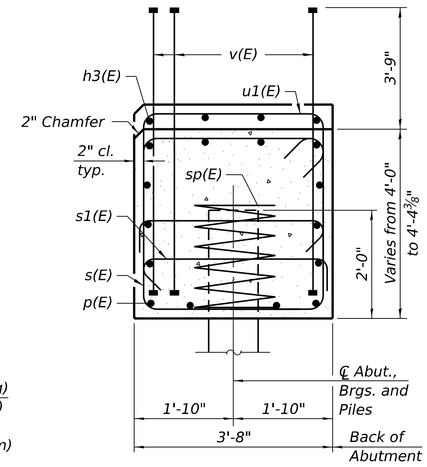


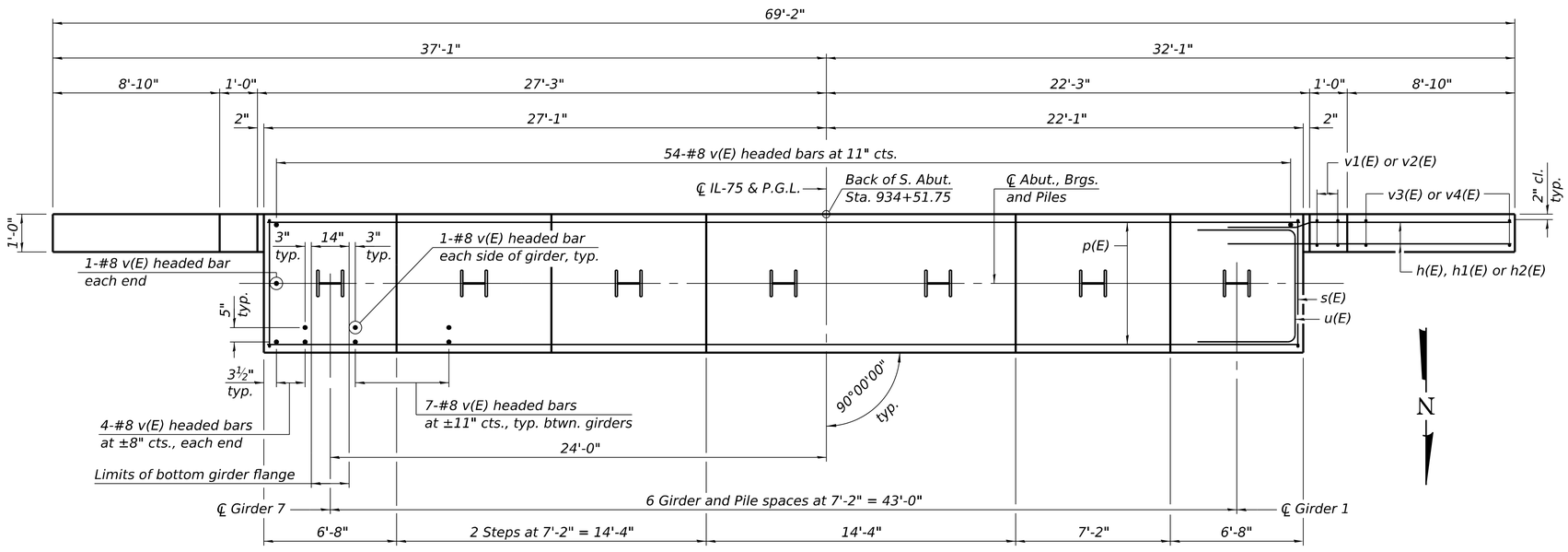
MINIMUM BAR LAP

#7 bar = 4'-1"

ELEVATION

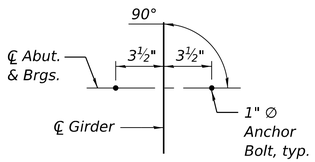


SEC. THRU ABUT.



PLAN

ROCK SOCKET DETAIL



ANCHOR BOLT LAYOUT

PILE DATA

Type: HP16x141
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 1,460 kips
Est. Length: 20 ft
No. Production Piles: 7

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 44 of 59.
See sheet 38 of 59 for additional details and Bill of Material.
Piles shall be set in 36" diameter precored holes extending to elevation 708.13 according to Article 512.09(c) of the Standard Specifications. The void space outside the pile between elevations 708.13 and 715.84 shall be filled with concrete. The void space outside the pile between elevations 715.84 and 725.76 shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf.
Precored holes are required to allow lateral movement of the abutment piles within the very dense native soil. Pile sleeves and hydrated bentonite shall be placed around each pile from 1 inch below the bottom of the proposed abutment to a minimum depth of 10 feet below the bottom of abutment.
The precored hole for each pile shall remain open and clear until the pile has been set. The hole shall be backfilled after the pile has been set. Contractor shall utilize pile sleeves and remove any sloughed soil as required to maintain the minimum clearance specified.
The pile sleeve furnished by the Contractor shall have adequate strength to withstand earth pressures without collapse. Pile sleeve material, shape, and wall thickness shall be submitted to the Engineer for approval.
Cost of pile sleeve, precoring, and hydrated bentonite shall be included with Drilling and Setting Piles (In Soil) and Drilling and Setting Piles (In Rock).

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 101-0230
SHEET 36 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	76
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

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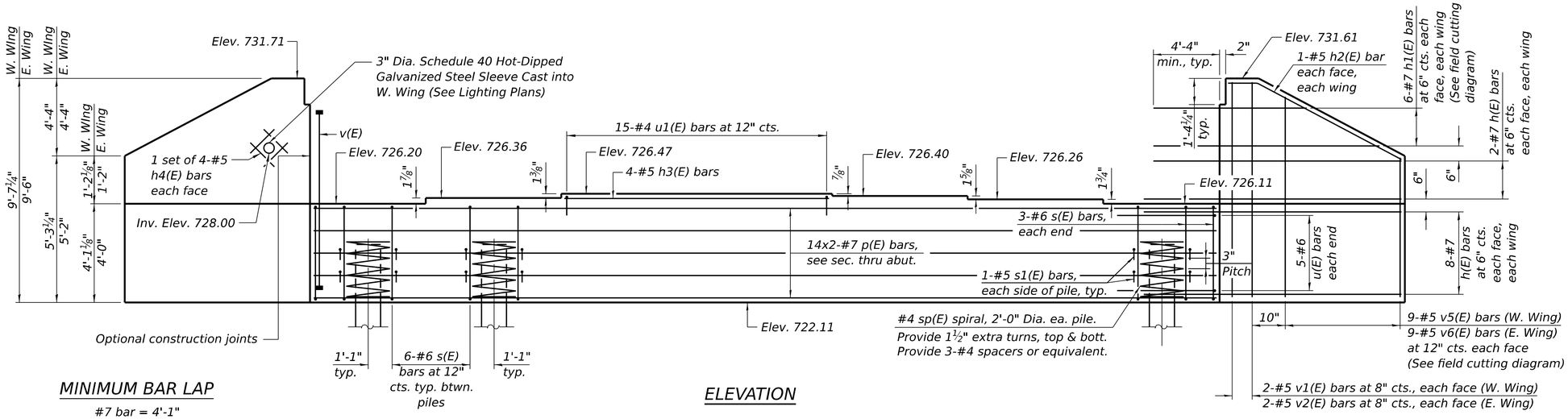
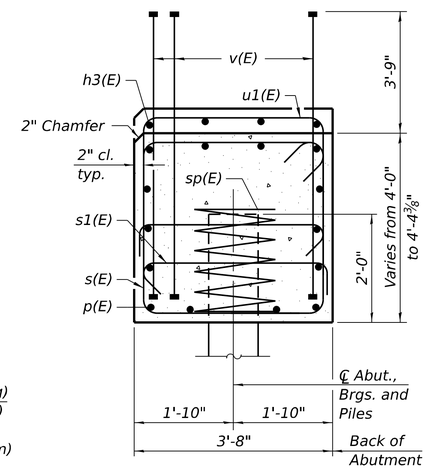


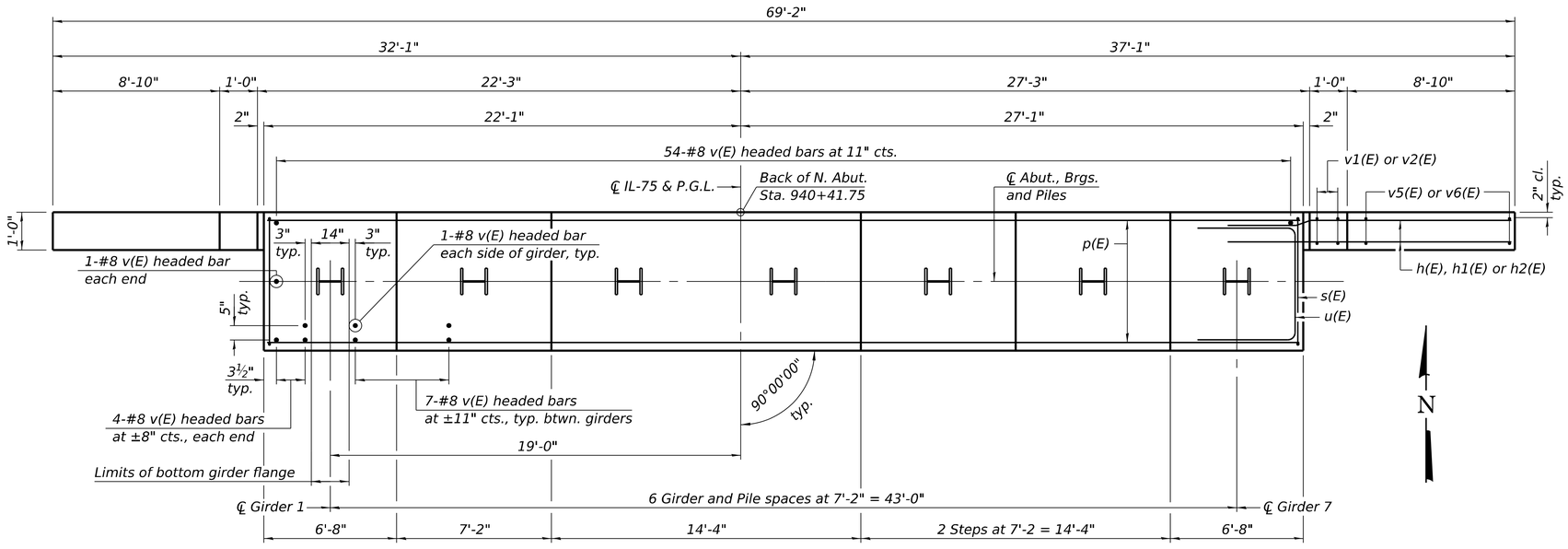
MINIMUM BAR LAP

#7 bar = 4'-1"

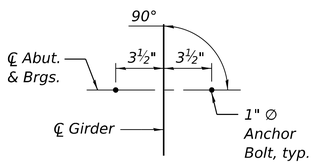
ELEVATION



SEC. THRU ABUT.



PLAN



ANCHOR BOLT LAYOUT

PILE DATA

Type: HP16x141 with Pile Shoes
Nominal Required Bearing: 1,126 kips
Factored Resistance Available: 619 kips
Est. Length: 93 ft
No. Production Piles: 6
No. Test Piles: 1

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 44 of 59.
See sheet 38 of 59 for additional details and Bill of Material.
Piles shall be driven through 36" diameter precored holes extending to elevation 712.11 according to Article 512.09(c) of the Standard Specifications except that the void space outside the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf.
Precored holes are required to allow lateral movement of the abutment piles within the very dense native soil. Pile sleeves and hydrated bentonite shall be placed around each pile from 1 inch below the bottom of the proposed abutment to a minimum depth of 10 feet below the bottom of abutment.
The precored hole for each pile shall remain open and clear until the pile has been driven. The hole shall be backfilled after the pile has been driven. Contractor shall utilize pile sleeves and remove any sloughed soil as required to maintain the minimum clearance specified.
The pile sleeve furnished by the Contractor shall have adequate strength to withstand earth pressures during pile driving without collapse. Pile sleeve material, shape, and wall thickness shall be submitted to the Engineer for approval.
Cost of pile sleeve, precoring, and hydrated bentonite shall be included with driving piles.
Space h and v bars in the west wingwall to miss conduit casing and steel casing pipe.

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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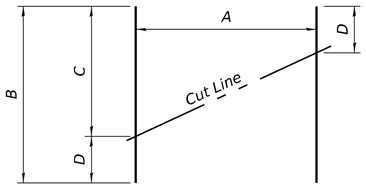
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 101-0230
SHEET 37 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	77
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

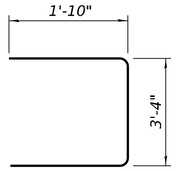


FIELD CUTTING DIAGRAM

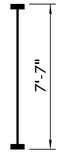
Order bars full length. Cut as shown and use remainder of bars in opposite face.

FIELD CUTTING DIAGRAM TABLE

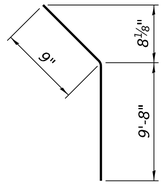
Bar	A	B	C	D
h1(E)	6-#7 h1(E) bars	23'-1"	14'-1"	9'-0"
v3(E)	9-#5 v3(E) bars	13'-11"	8'-11"	5'-0"
v4(E)	9-#5 v4(E) bars	13'-9"	8'-10"	4'-11"
v5(E)	9-#5 v5(E) bars	13'-11"	8'-11"	5'-0"
v6(E)	9-#5 v6(E) bars	13'-7"	8'-9"	4'-10"



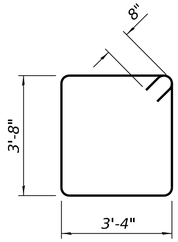
BAR u1(E)



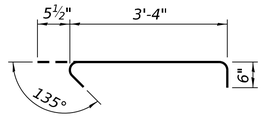
BAR v(E)
(Headed. 480-#5 Bar terminators)



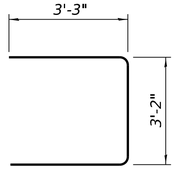
BAR h2(E)



BAR s(E)



BAR s1(E)



BAR u(E)

Notes:
Bar terminators, paid for seperately. See Total Bill of Material.
For additional notes and details see sheets 36 and 37 of 59.

SOUTH ABUTMENT BILL OF MATERIAL

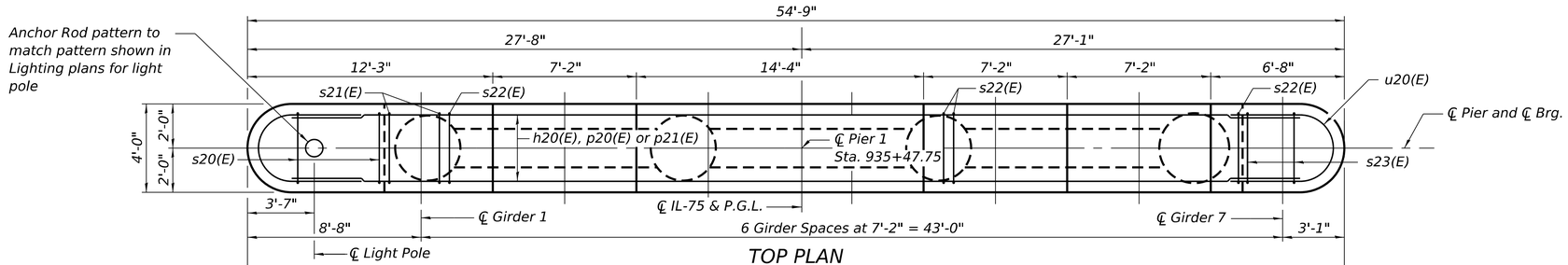
	Bar	No.	Size	Length	Shape
	h(E)	40	#7	14'-3"	
	h1(E)	12	#7	23'-1"	
	h2(E)	4	#5	10'-5"	
	h3(E)	4	#5	14'-0"	
	p(E)	28	#7	26'-7"	
	s(E)	42	#6	15'-4"	
	s1(E)	28	#5	4'-4"	
*	sp(E)	7	#4	2'-0"	
	u(E)	10	#6	9'-8"	
	u1(E)	15	#4	7'-0"	
	v(E)	120	#5	7'-7"	
	v1(E)	4	#5	9'-3"	
	v2(E)	4	#5	9'-2"	
	v3(E)	9	#5	13'-11"	
	v4(E)	9	#5	13'-9"	
	Structure Excavation			Cu. Yd.	187
	Concrete Structures			Cu. Yd.	33.9
	Reinforcement Bars, Epoxy Coated			Pound	6,280
	Furnishing Steel Piles HP16x141			Foot	140
	Drilling and Setting Piles (In Soil)			Cu. Ft.	85
	Drilling and Setting Piles (In Rock)			Cu. Ft.	792

NORTH ABUTMENT BILL OF MATERIAL

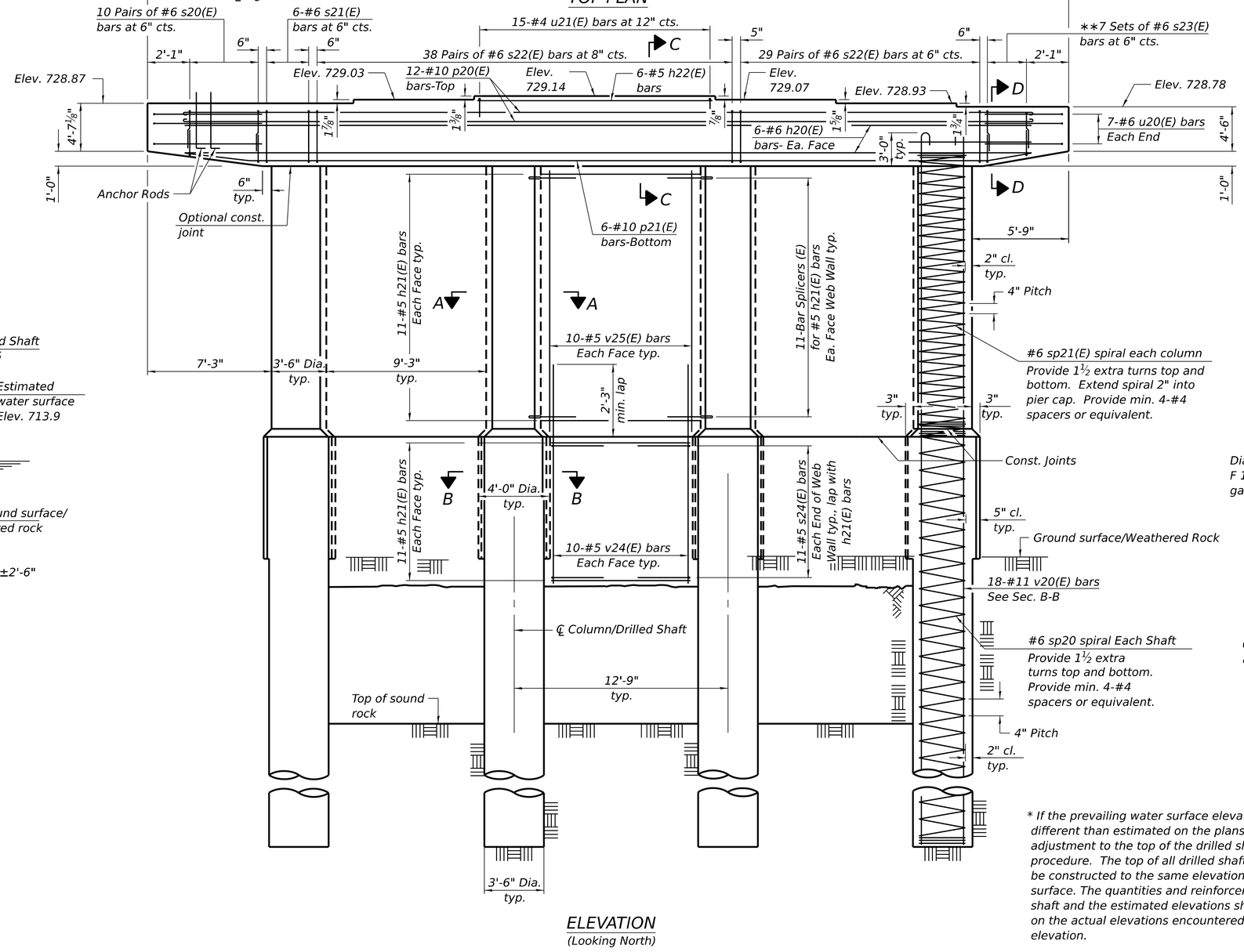
	Bar	No.	Size	Length	Shape
	h(E)	40	#7	14'-3"	
	h1(E)	12	#7	23'-1"	
	h2(E)	4	#5	10'-5"	
	h3(E)	4	#5	14'-0"	
	h4(E)	8	#5	2'-0"	
	p(E)	28	#7	26'-7"	
	s(E)	42	#6	15'-4"	
	s1(E)	28	#5	4'-4"	
*	sp(E)	7	#4	2'-0"	
	u(E)	10	#6	9'-8"	
	u1(E)	15	#4	7'-0"	
	v(E)	120	#5	7'-7"	
	v1(E)	4	#5	9'-3"	
	v2(E)	4	#5	9'-2"	
	v5(E)	9	#5	13'-11"	
	v6(E)	9	#5	13'-7"	
	Structure Excavation			Cu. Yd.	205
	Concrete Structures			Cu. Yd.	33.9
	Reinforcement Bars, Epoxy Coated			Pound	6,290
	Furnishing Steel Piles HP16x141			Foot	558
	Driving Piles			Foot	558
	Test Pile Steel HP16x141			Each	1
	Pile Shoes			Each	7

*Length is height of spiral

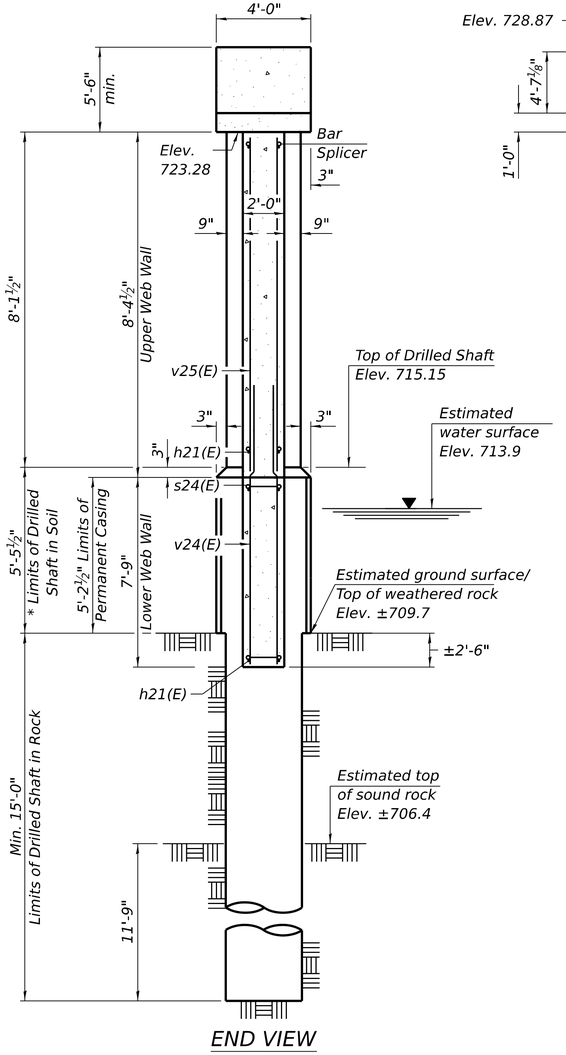
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Minimum lap for spirals = 4'-4".
See sheet 43 of 59 for additional details and the Bill of Material.
The Contractor is responsible for determining the permanent casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. The minimum thickness shall be 0.25".
For Bar Splicer Details, see sheet 46 of 59.
Cost of anchor rods is included with Concrete Structures.



TOP PLAN

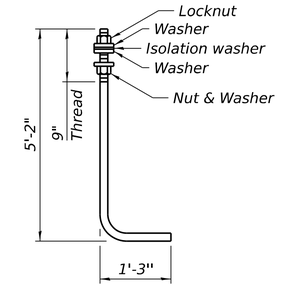


ELEVATION
(Looking North)



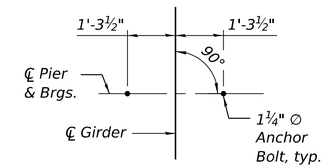
END VIEW

** Each set of s23(E) bars has 4 bars total (2 top and 2 bottom). See Section D-D.



ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



ANCHOR BOLT LAYOUT

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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QUIGG ENGINEERING INC
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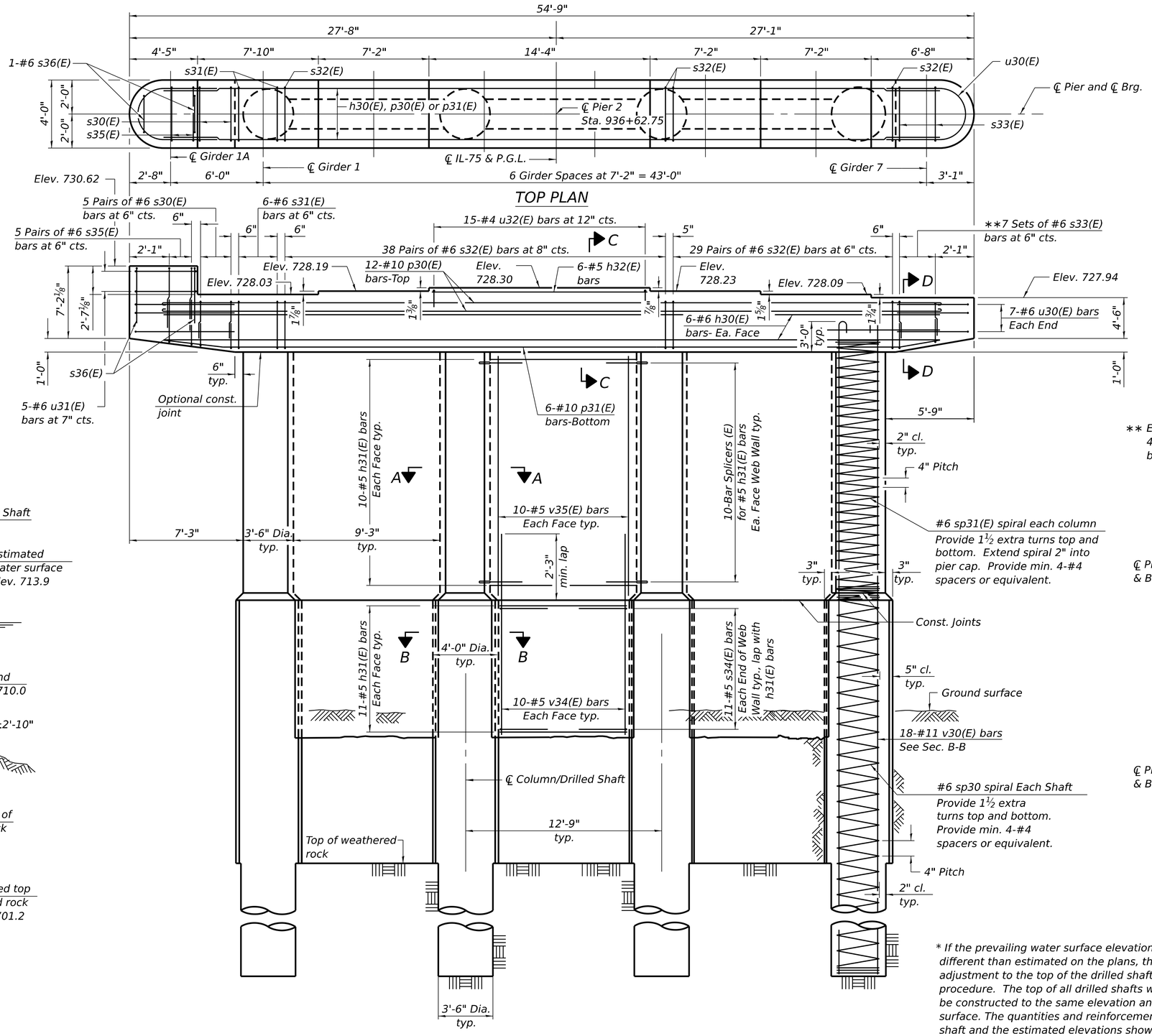
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 101-0230
SHEET 39 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	79
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Minimum lap for spirals = 4'-4".
See sheet 43 of 59 for additional details and the Bill of Material.
The Contractor is responsible for determining the permanent casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. The minimum thickness shall be 0.25".
For Bar Splicer Details, see sheet 46 of 59.



* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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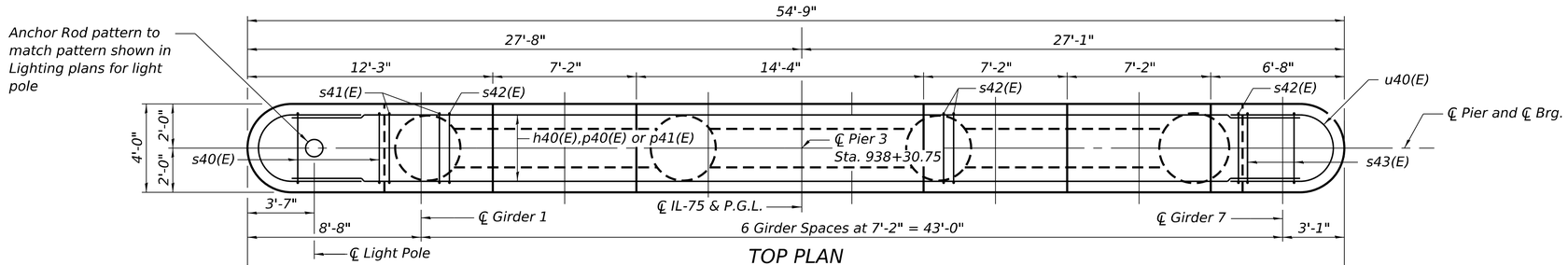
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

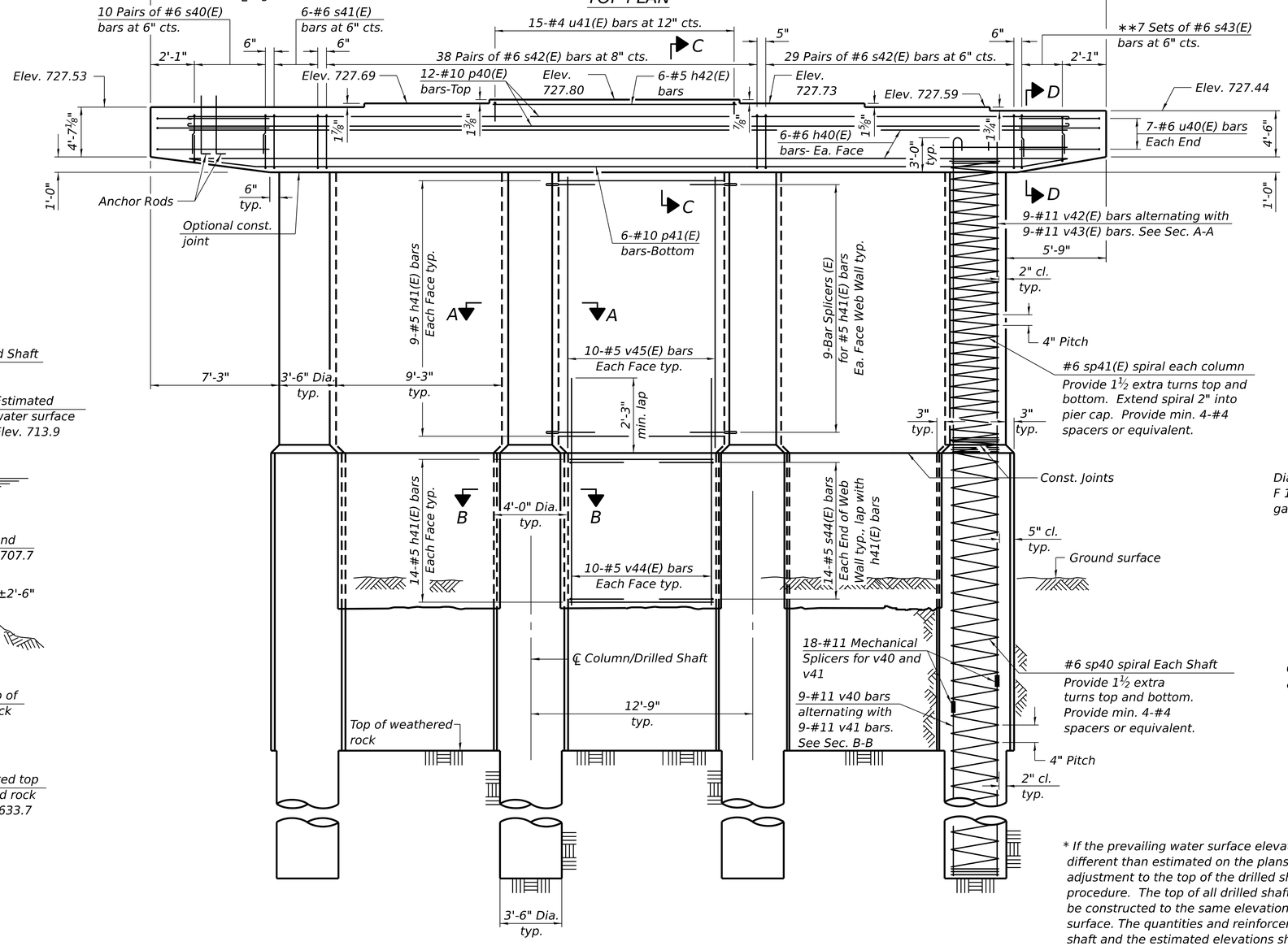
PIER 2
STRUCTURE NO. 101-0230
SHEET 40 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	80
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

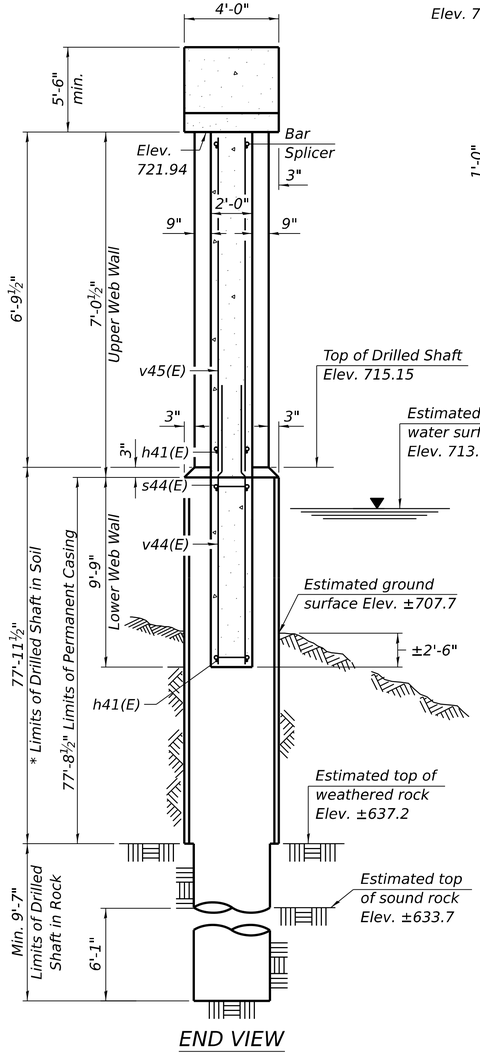
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Minimum lap for spirals = 4'-4".
See sheet 43 of 59 for additional details and the Bill of Material.
The Contractor is responsible for determining the permanent casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. The minimum thickness shall be 0.25".
For Bar Splicer Details and Mechanical Splicer Details, see sheet 46 of 59.
Cost of anchor rods is included with Concrete Structures.



TOP PLAN

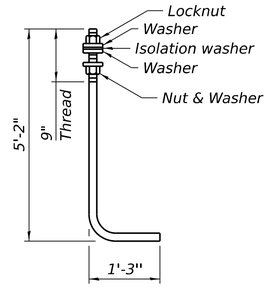


ELEVATION
(Looking North)



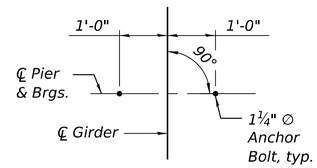
END VIEW

** Each set of s43(E) bars has 4 bars total (2 top and 2 bottom). See Section D-D.



ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



ANCHOR BOLT LAYOUT

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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QUIGG ENGINEERING INC
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3
STRUCTURE NO. 101-0230
SHEET 41 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	81
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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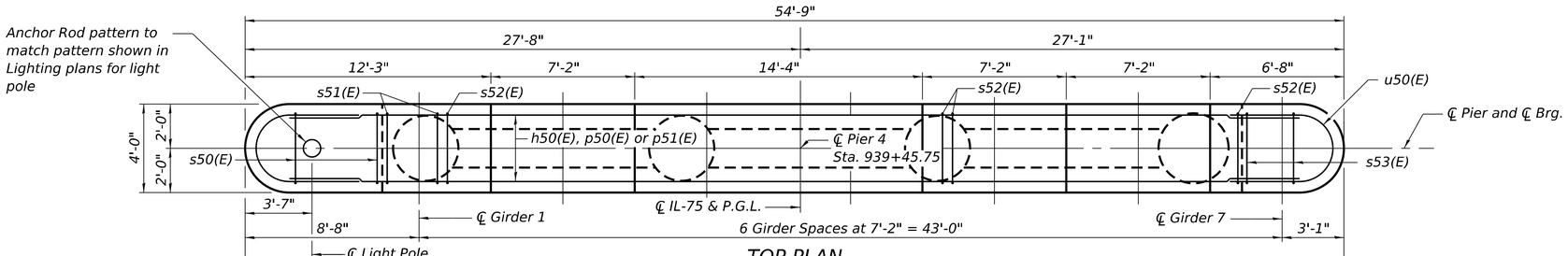
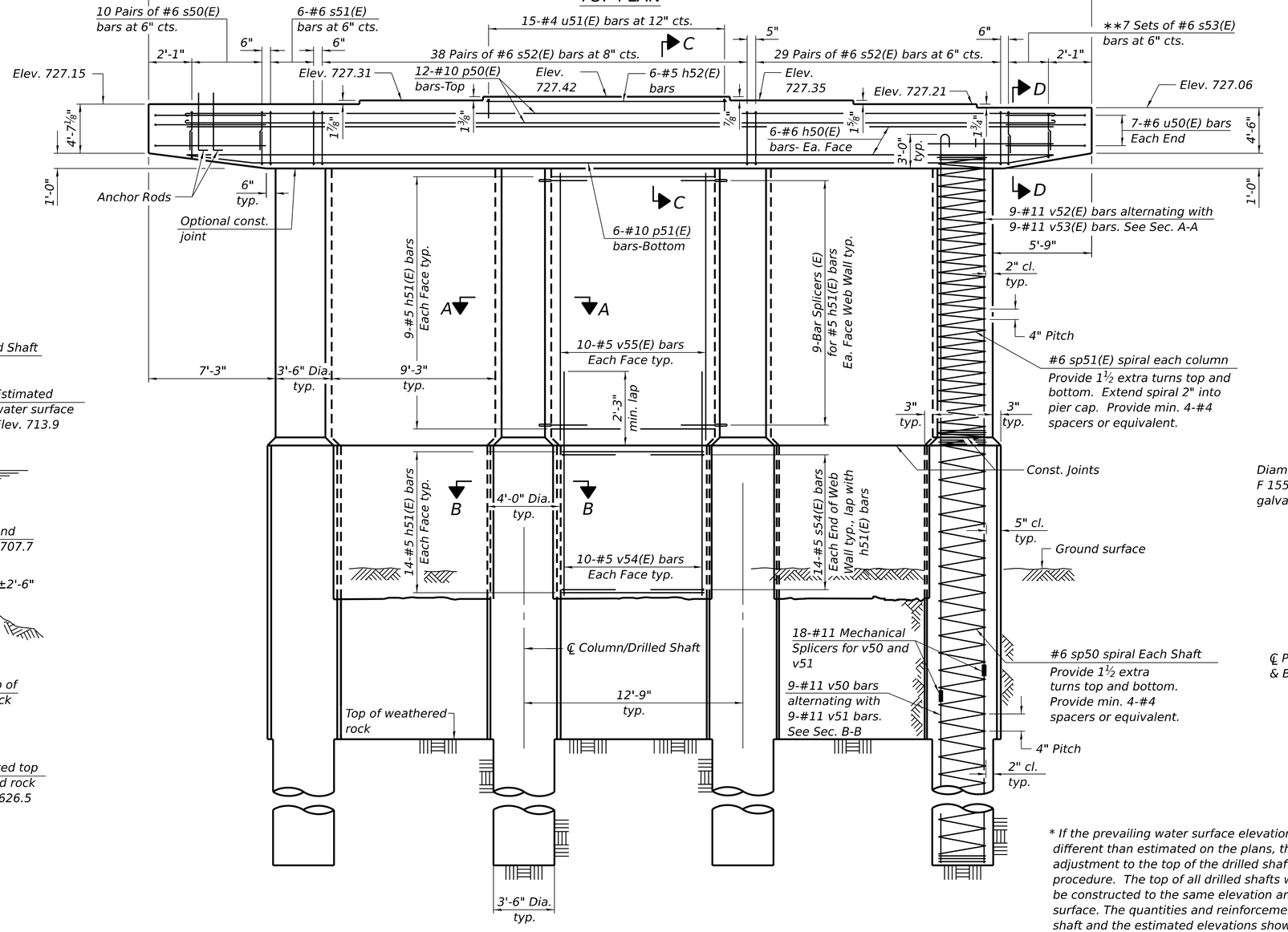
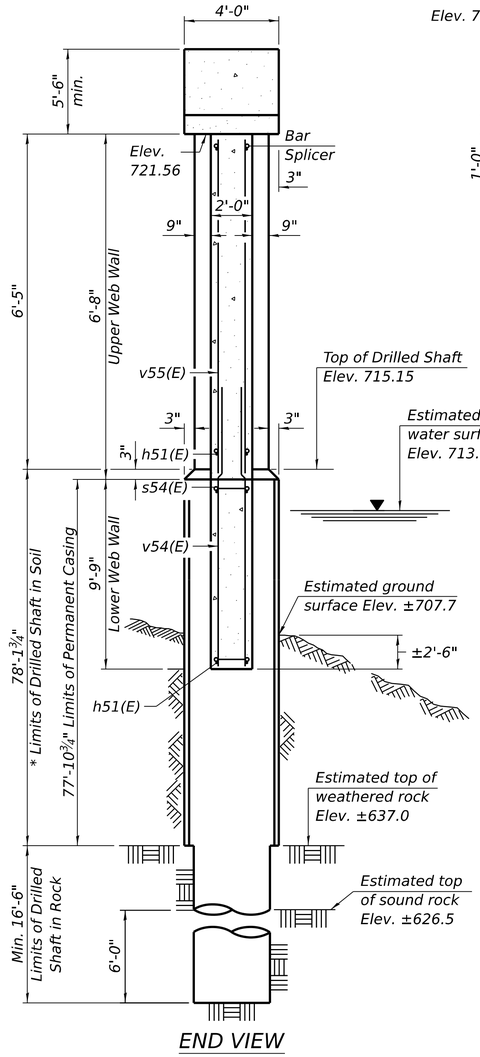
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Minimum lap for spirals = 4'-4".
See sheet 43 of 59 for additional details and the Bill of Material.
The Contractor is responsible for determining the permanent casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. The minimum thickness shall be 0.25".
For Bar Splicer Details and Mechanical Splicer Details, see sheet 46 of 59.
Cost of anchor rods is included with Concrete Structures.



TOP PLAN

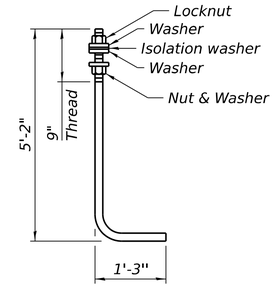


ELEVATION
(Looking North)



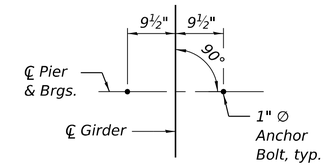
END VIEW

** Each set of s53(E) bars has 4 bars total (2 top and 2 bottom). See Section D-D.



ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



ANCHOR BOLT LAYOUT

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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PLOT DATE = 8/7/2026		CHECKED - MDC		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

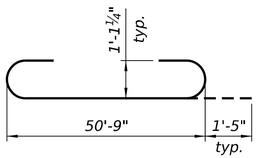
PIER 4
STRUCTURE NO. 101-0230
SHEET 42 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	82
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

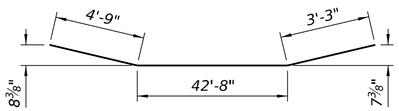
8/5/2026 11:04:50 AM

A DIMENSIONS

Bar	A
v20(E)	31'-5"
v30(E)	29'-10"
v42(E)	50'-0"
v43(E)	47'-0"
v52(E)	50'-0"
v53(E)	47'-0"

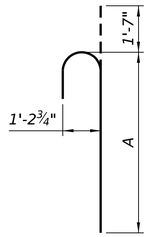


BARS p20(E), p30(E), p40(E), and p50(E)

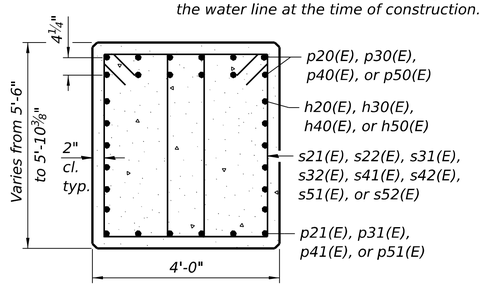


BARS p21(E), p31(E), p41(E), and p51(E)

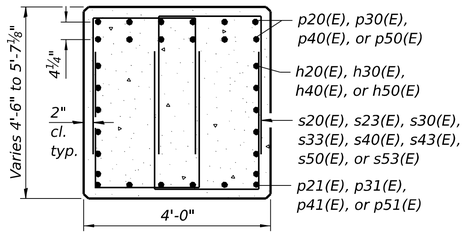
Notes:
For location of Sections A-A, B-B, C-C, and D-D, see sheets 39 through 42 of 59.
For additional notes, see sheets 39 through 42 of 59.
If a portion of the drilled shaft web walls is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.



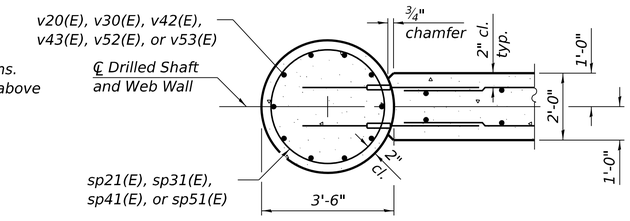
BARS v20(E), v30(E), v42(E), v43(E), v52(E), and v53(E)



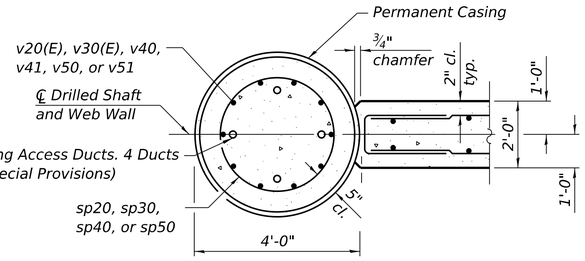
SECTION C-C



SECTION D-D

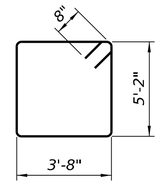


SECTION A-A

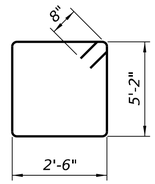


SECTION B-B

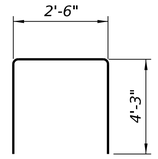
BARS s20(E), s30(E), s40(E), and s50(E)



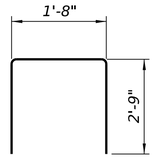
BARS s21(E), s31(E), s41(E), and s51(E)



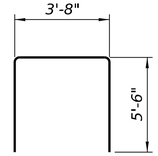
BARS s22(E), s32(E), s42(E), and s52(E)



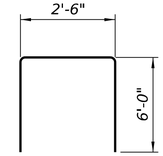
BARS s23(E), s33(E), s43(E), and s53(E)



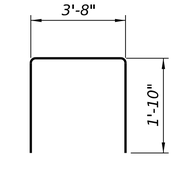
BARS s24(E), s34(E), s44(E), and s54(E)



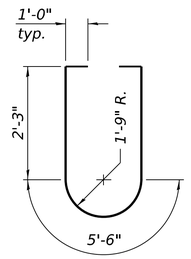
BAR s35(E)



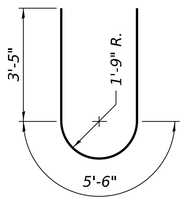
BAR s36(E)



BARS u21(E), u32(E), u41(E), and u51(E)



BAR u31(E)



BARS u20(E), u30(E), u40(E), and u50(E)

PIER 1 BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h20(E)	12	#6	50'-9"	
	h21(E)	132	#5	8'-5"	
	h22(E)	6	#5	14'-0"	
	p20(E)	12	#10	53'-7"	
	p21(E)	6	#10	50'-8"	
	s20(E)	20	#6	12'-2"	
	s21(E)	6	#6	19'-0"	
	s22(E)	134	#6	16'-8"	
	s23(E)	28	#6	11'-0"	
	s24(E)	66	#5	7'-2"	
*	sp20	4	#6	20'-5"	
*	sp21(E)	4	#6	8'-3"	
	u20(E)	14	#6	12'-4"	
	u21(E)	15	#4	7'-4"	
	v20(E)	72	#11	33'-0"	
	v24(E)	60	#5	10'-0"	
	v25(E)	60	#5	8'-0"	
	Concrete Structures		Cu. Yd.	88.7	
	Reinforcement Bars		Pound	3,890	
	Reinforcement Bars, Epoxy Coated		Pound	26,850	
	Bar Splicers		Each	132	
	Drilled Shaft in Soil		Cu. Yd.	10.2	
	Drilled Shaft in Rock		Cu. Yd.	21.4	
	Permanent Casing		Foot	21	
	Crosshole Sonic Logging Access Ducts		Foot	82	
	Crosshole Sonic Logging Access Testing		Each	4	

PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	12	#6	50'-9"	
h31(E)	126	#5	8'-5"	
h32(E)	6	#5	14'-0"	
p30(E)	12	#10	53'-7"	
p31(E)	6	#10	50'-8"	
s30(E)	10	#6	12'-2"	
s31(E)	6	#6	19'-0"	
s32(E)	134	#6	16'-8"	
s33(E)	28	#6	11'-0"	
s34(E)	66	#5	7'-2"	
s35(E)	10	#6	14'-8"	
s36(E)	2	#6	14'-6"	
* sp30	4	#6	19'-7"	
* sp31(E)	4	#6	7'-5"	
u30(E)	14	#6	12'-4"	
u31(E)	5	#6	12'-0"	
u32(E)	15	#4	7'-4"	
v30(E)	72	#11	31'-5"	
v34(E)	60	#5	10'-0"	
v35(E)	60	#5	7'-2"	
Concrete Structures		Cu. Yd.	87.3	
Reinforcement Bars		Pound	3,710	
Reinforcement Bars, Epoxy Coated		Pound	26,190	
Bar Splicers		Each	120	
Drilled Shaft in Soil		Cu. Yd.	18.0	
Drilled Shaft in Rock		Cu. Yd.	14.3	
Permanent Casing		Foot	38	
Crosshole Sonic Logging Access Ducts		Foot	79	
Crosshole Sonic Logging Access Testing		Each	4	

PIER 3 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	12	#6	50'-9"	
h41(E)	138	#5	8'-5"	
h42(E)	6	#5	14'-0"	
p40(E)	12	#10	53'-7"	
p41(E)	6	#10	50'-8"	
s40(E)	20	#6	12'-2"	
s41(E)	6	#6	19'-0"	
s42(E)	134	#6	16'-8"	
s43(E)	28	#6	11'-0"	
s44(E)	84	#5	7'-2"	
* sp40	4	#6	87'-6"	
* sp41(E)	4	#6	6'-11"	
u40(E)	14	#6	12'-4"	
u41(E)	15	#4	7'-4"	
v40	36	#11	47'-4"	
v41	36	#11	50'-4"	
v42(E)	36	#11	51'-7"	
v43(E)	36	#11	48'-7"	
v44(E)	60	#5	12'-0"	
v45(E)	60	#5	6'-8"	
Concrete Structures		Cu. Yd.	88.0	
Reinforcement Bars		Pound	34,590	
Reinforcement Bars, Epoxy Coated		Pound	33,370	
Bar Splicers		Each	108	
Drilled Shaft in Soil		Cu. Yd.	145.2	
Drilled Shaft in Rock		Cu. Yd.	13.7	
Permanent Casing		Foot	311	
Crosshole Sonic Logging Access Ducts		Foot	351	
Crosshole Sonic Logging Access Testing		Each	4	

PIER 4 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	12	#6	50'-9"	
h51(E)	138	#5	8'-5"	
h52(E)	6	#5	14'-0"	
p50(E)	12	#10	53'-7"	
p51(E)	6	#10	50'-8"	
s50(E)	20	#6	12'-2"	
s51(E)	6	#6	19'-0"	
s52(E)	134	#6	16'-8"	
s53(E)	28	#6	11'-0"	
s54(E)	84	#5	7'-2"	
* sp50	4	#6	94'-7"	
* sp51(E)	4	#6	6'-7"	
u50(E)	14	#6	12'-4"	
u51(E)	15	#4	7'-4"	
v50	36	#11	54'-0"	
v51	36	#11	57'-0"	
v52(E)	36	#11	51'-7"	
v53(E)	36	#11	48'-7"	
v54(E)	60	#5	12'-0"	
v55(E)	60	#5	6'-4"	
Concrete Structures		Cu. Yd.	86.6	
Reinforcement Bars		Pound	38,400	
Reinforcement Bars, Epoxy Coated		Pound	33,290	
Bar Splicers		Each	108	
Drilled Shaft in Soil		Cu. Yd.	145.5	
Drilled Shaft in Rock		Cu. Yd.	23.6	
Permanent Casing		Foot	312	
Crosshole Sonic Logging Access Ducts		Foot	379	
Crosshole Sonic Logging Access Testing		Each	4	

* Length is height of spiral.

Construction Sequence for Web Wall:
1. Excavate between shafts to elevation of web wall base.
2. Set lower web wall forms through water to bear on the circular edge of drilled shafts and secure in place with fill, struts or tie forms together as required.
3. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
4. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
5. Construct Columns.
6. Construct upper web walls.

MODEL: Default
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8/5/2026 11:04:53 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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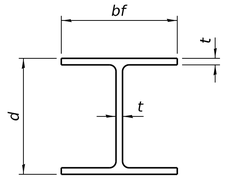
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

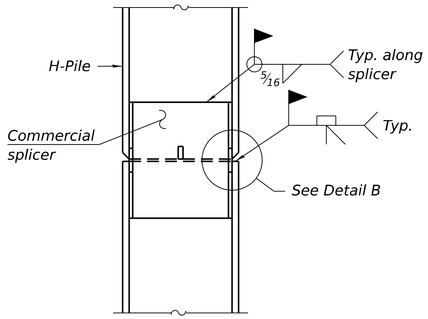
PIER DETAILS
STRUCTURE NO. 101-0230
SHEET 43 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	83
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

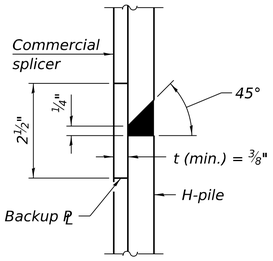


STEEL PILE TABLE

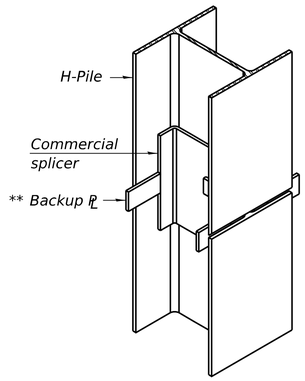
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17¾"	17⅞"	⅞"	36"
x135	17½"	17¾"	¾"	36"
HP 16x183	16½"	16½"	1⅛"	36"
x162	16¼"	16⅛"	1"	36"
x141	16	16	⅞"	36"
x121	15¾"	15⅞"	¾"	36"
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



ELEVATION

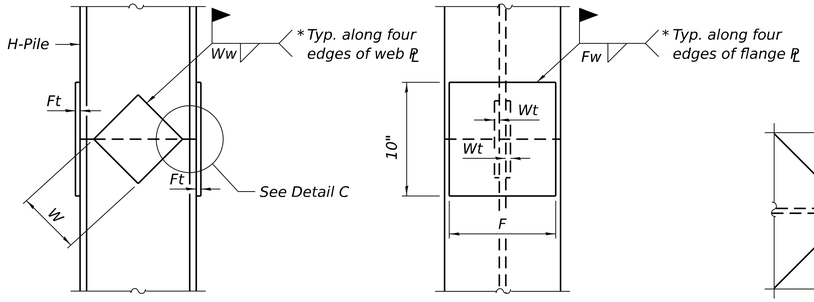


DETAIL B



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



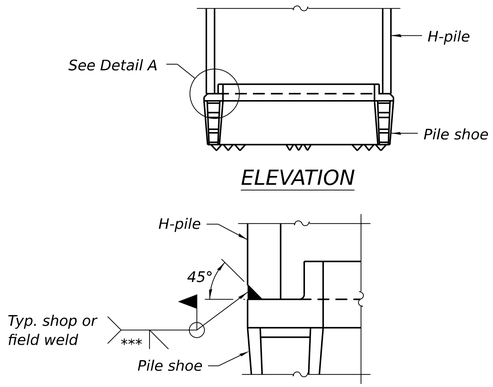
ELEVATION

END VIEW

DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15½"	1½"	1"	9½"	⅞"	¾"
x157	15¼"	1¼"	1"	9½"	⅞"	¾"
x135	15¼"	1¼"	1"	9½"	⅞"	¾"
HP 16x183	13¾"	1½"	1"	8¼"	⅞"	¾"
x162	13½"	1½"	1"	8¼"	¾"	⅝"
x141	13½"	1¼"	⅞"	8¼"	¾"	⅝"
x121	13½"	1¼"	⅞"	8¼"	¾"	⅝"
HP 14x117	12½"	1¼"	⅞"	7¾"	⅝"	½"
x102	12½"	1"	¾"	7¾"	⅝"	½"
x89	12½"	⅞"	11/16"	7¾"	⅝"	½"
x73	12½"	¾"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	1"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	¾"	½"	6½"	½"	⅜"
x53	10"	¾"	½"	6½"	½"	⅜"
HP 10x57	8"	⅞"	9/16"	5¼"	½"	⅜"
x42	8"	¾"	9/16"	5¼"	½"	⅜"
HP 8x36	6¾"	⅝"	7/16"	4"	½"	⅜"

WELDED PLATE FIELD SPLICE

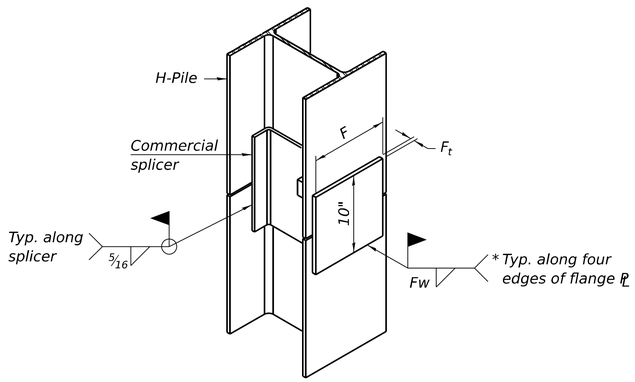


ELEVATION

DETAIL A

SHOE ATTACHMENT

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



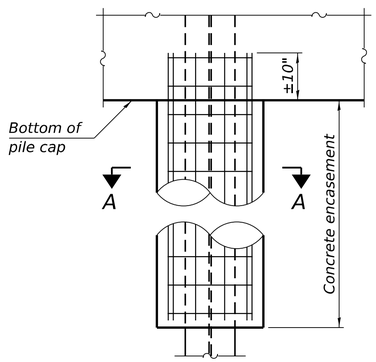
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

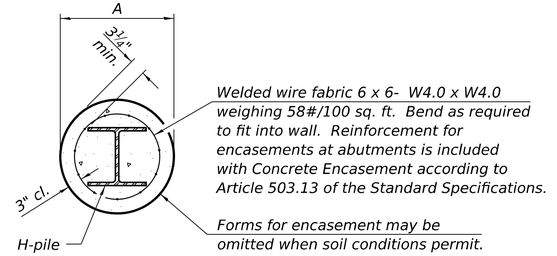
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup PL's that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT
(when specified)

F-HP 4-4-2025

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-044-HP Pile Details.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 101-0230
SHEET 44 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	84
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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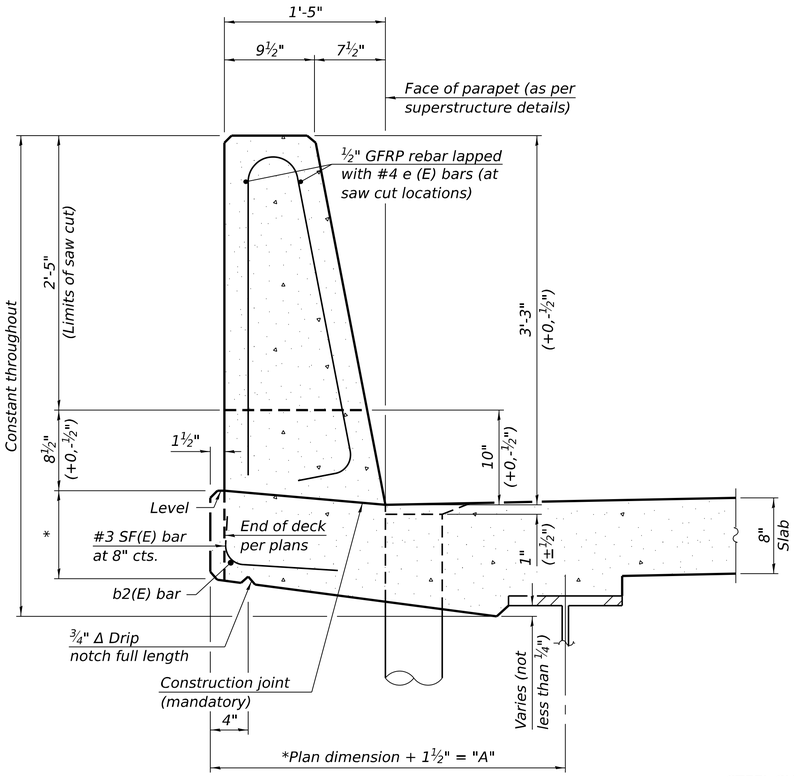
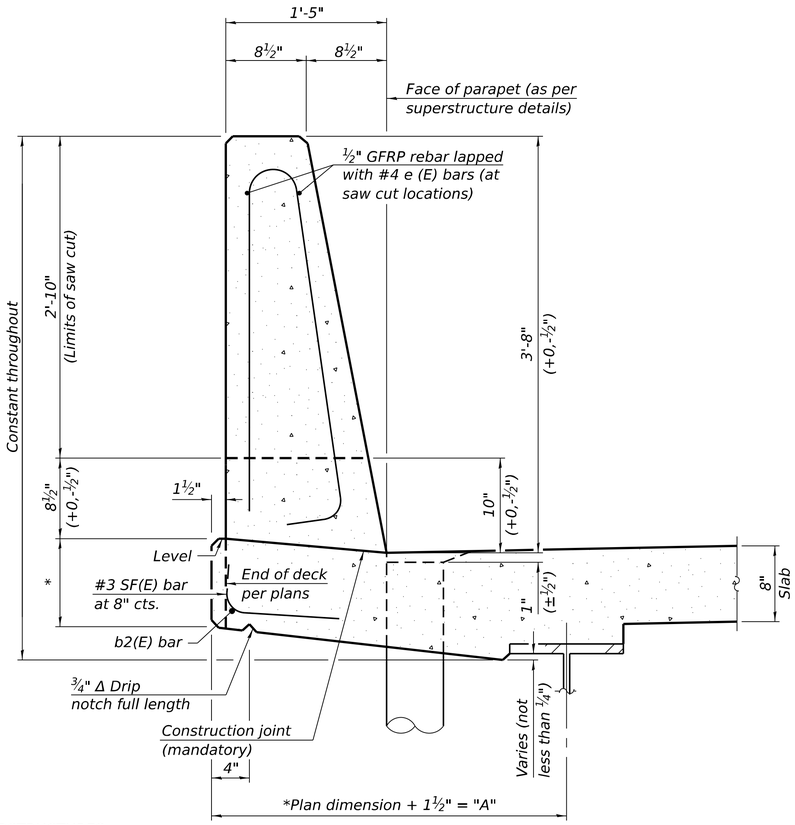


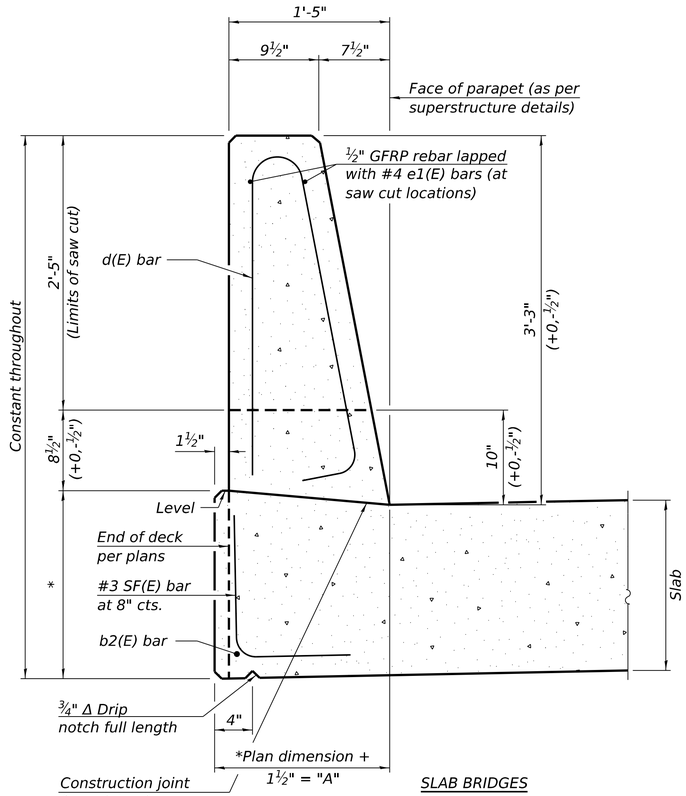
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



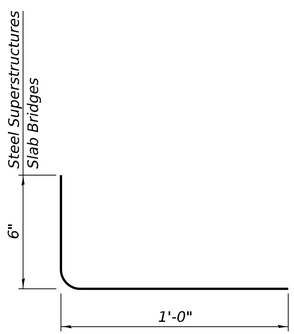
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

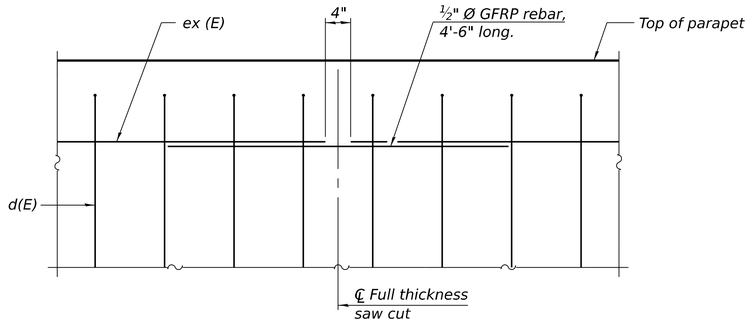
STEEL SUPERSTRUCTURES

SLAB BRIDGES

*See Superstructure Details.



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

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

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.

Additional concrete needed to revise dimension "A" (39" and 44" parapets):

Steel Superstructures: 0.00348 cu. yds./ft.

Slab Bridge Superstructures: cu. yds./ft.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

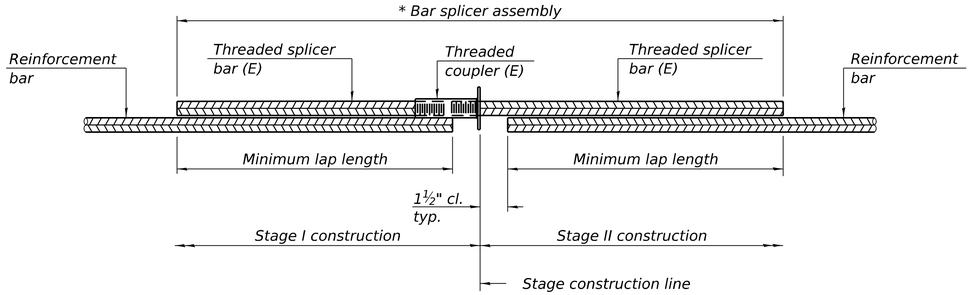
QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 101-0230
1010230-64E09-045-Slipforming.dgn	CHECKED - RPW	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		SHEET 45 OF 59 SHEETS
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	85
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-045-Slipforming.dgn

8/5/2026 11:04:58 AM



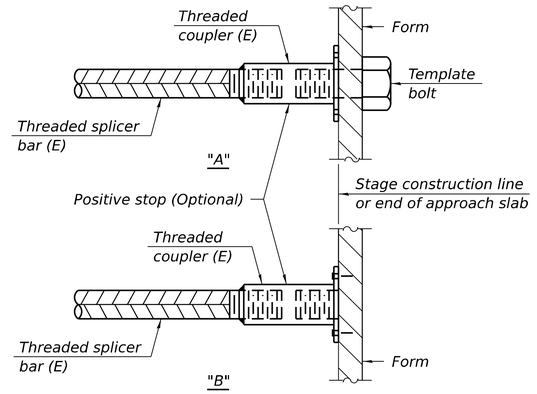
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

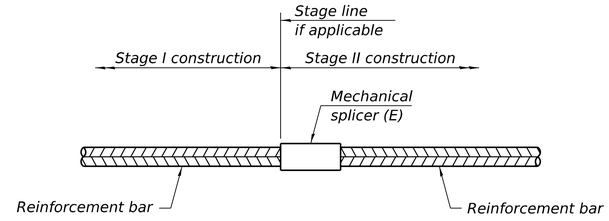
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Pier 1	#5	132	2'-9"
Pier 2	#5	120	2'-9"
Pier 3	#5	108	2'-9"
Pier 4	#5	108	2'-9"



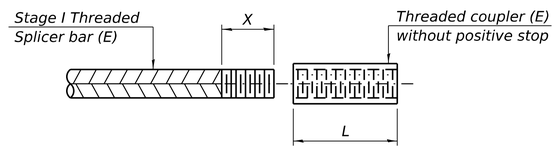
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier 3	#11	72
Pier 4	#11	72



THREADING OF ASSEMBLIES

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

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

BSD-1 4-4-2025

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - RPW	REVISED -	
1010230-64E09-046-Bar Splicer Details.dgn	CHECKED - KFO	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 101-0230
SHEET 46 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	86
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-046-Bar Splicer Details.dgn
8/5/2026 11:05:00 AM

MILLENNIA PROFESSIONAL SERVICES
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RB-1
SOIL BORING LOG

Sheet 1 of 1

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/9/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: Continuous Flight Auger
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
RIG TYPE: CME-55
HAMMER TYPE: Automatic
EFFICIENCY:

BORING NO.: RB-1
Station: 934+60 (approx)
Offset: 1 ft East
Northing: 42°26'56.90"
Easting: 89° 4'21.07"
Ground Surface Elev.: 734.25 ft

Surface Water Elev.: ft
Stream Bed Elev.: ft
Groundwater Elev.:
First Encounter: N/E ft
Upon Completion: Dry ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (13.0")	733.15		10		
FILL: Brown and grey, LOAMY SAND, medium-dense, dry, with cinders and crushed rock			9 8 7		
		-5	9 9		
Brown, CLAY, medium-stiff, dry	728.75		3		
	726.25		4 4	3.0 B	22
Tan, SAND, medium-dense, dry, with weathered limestone			3		
	724.25	-10	10 13		
End of Boring					
		-15			
		-20			

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
		-25			
		-30			
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

Printed 9/8/2021

MILLENNIA PROFESSIONAL SERVICES
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RB-2
SOIL BORING LOG

Sheet 1 of 1

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/9/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: Continuous Flight Auger
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
RIG TYPE: CME-55
HAMMER TYPE: Automatic
EFFICIENCY:

BORING NO.: RB-2
Station: 933+50 (approx)
Offset: 1 ft West
Northing: 42°26'55.96"
Easting: 89° 4'20.83"
Ground Surface Elev.: 735.00 ft

Surface Water Elev.: ft
Stream Bed Elev.: ft
Groundwater Elev.:
First Encounter: N/E ft
Upon Completion: Dry ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (14.0")	733.80		6		
FILL: Brown and grey, LOAMY SAND, medium-dense, dry, with gravel			13 12		
	732.00				
Tan LIMESTONE, highly weathered			50/5"		
		-5			
			50/4"		
			25		
	725.00	-10	34 20		
End of Boring					
		-15			
		-20			

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
		-25			
		-30			
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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RW-1
SOIL BORING LOG

Sheet 1 of 1

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/7/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: Hollow Stem Auger
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
RIG TYPE: CME-55
HAMMER TYPE: Automatic
EFFICIENCY:

BORING NO.: RW-1
Station: 942+10 (approx)
Offset: 4 ft East
Northing: 42°27'4.28"
Easting: 89° 4'21.41"
Ground Surface Elev.: 729.75 ft

Surface Water Elev.: ft
Stream Bed Elev.: ft
Groundwater Elev.:
First Encounter: 713.8 ft ▼
Upon Completion: 715.8 ft ▽
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CONCRETE (9.75")	728.95				
FILL: Brown, SAND AND GRAVEL, dense to very-dense, dry, with crushed rock			28		
			30		
			34		
			18		
			28	>4.5	
		-5	16	S	
- trace brick fragments below 6.0 ft.			12		
			7		
			4		
		-10			
FILL: Brown, SANDY LOAM, medium-stiff, dry, with trace organics	719.25		1		
			3	2.0	
			3	S	
Brown, SAND, fine- to medium-grained, loose, moist to wet, with trace shell fragments	716.50		2		
			3		
		-15	4		
			1		
			1		
			5		
			1		
		-20	1		
			2		
Brown, SAND AND GRAVEL, loose to medium-dense, with trace shell fragments	709.25		4		
			7		
			8		
			2		
		-25	2		
			4		
Brown, SAND, fine- to coarse-grained, medium-dense, with trace gravel and shell fragments	704.25		3		
			5		
			10		
- coarse-grained from 28.5 to 30.0 ft.			5		
		-30	10		
			15		
			6		
			7		
	694.75	-35	12		
End of Boring					
		-40			

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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MILLENNIA PROFESSIONAL SERVICES
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RW-2
SOIL BORING LOG

Sheet 1 of 1

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/8/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: Hollow Stem Auger
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
RIG TYPE: CME-55
HAMMER TYPE: Automatic
EFFICIENCY:

BORING NO.: RW-2
Station: 941+70 (approx)
Offset: 4 ft East
Northing: 42°27'3.80"
Easting: 89° 4'21.40"
Ground Surface Elev.: 729.25 ft

Surface Water Elev.: ft
Stream Bed Elev.: ft
Groundwater Elev.:
First Encounter: 713.3 ft ▼
Upon Completion: 714.3 ft ▽
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CONCRETE (9.75")	728.45				
FILL: Tan to grey, GRAVEL AND SAND, dense, dry, with trace crushed rock			18		
			18		
			22		
			20		
			25		
		-5	20		
	723.75				
FILL: Tan to grey, SANDY CLAY LOAM, medium-stiff, dry, with trace brick fragments			3		
			2	2.5	11
		-10	4	B	
	717.75		2		
Grey to brown, SAND AND GRAVEL, loose to medium-dense, moist to wet, with trace cobbles and shell fragments			3		
			4		
			5		
		-15	5		
			3		
			7		
			6		
			4		
		-20	4		
			5		
Grey to brown, SAND AND GRAVEL, loose to medium-dense, moist to wet, with trace cobbles and shell fragments *(continued)*			8		
			7		
			7		
			4		
			7		
		-25	8		
	703.75				
Brown, SAND, fine- to coarse-grained, loose to medium-dense, with trace gravel, cobbles, and shell fragments			8		
			11		
			13		
			5		
			7		
		-30	7		
			4		
			3		
		-35	3		
- coarse-grained below 38.5 ft.			3		
			7		
	689.25	-40	10		
End of Boring					

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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RW-3 SOIL BORING LOG

Sheet 1 of 1

COUNTY Winnebago
SECTION 77BR
ROUTE IL-75
JOB NO. MG21035
DATE 7/8/2021

DESCRIPTION IL-75 over Rock River
LOCATION Rockton, Illinois
DRILLED BY Testing Service Corporation
DRILLING METHOD Hollow Stem Auger

DISTRICT 2
CONSULTANT Millennia Professional Services
LOGGED BY B. Fisher
RIG TYPE CME-55
HAMMER TYPE Automatic
EFFICIENCY

BORING NO. RW-3
Station 941+20 (approx)
Offset 4 ft East
Northing 42°27'3.31"
Easting 89° 4'21.39"
Ground Surface Elev. 729.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 713.0 ft ▼
Upon Completion 714.0 ft ▽
After ____ Hrs. ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CONCRETE (9.75")	728.20				
FILL: Brown to grey, SAND AND GRAVEL, dense, dry, with trace crushed rock			20		
			18		
			21		
			7		
		-5	14		
			19		
			10		
			8		
	721.25		7		
Black, SANDY CLAY LOAM, medium-stiff, dry, with trace gravel					
		-10			
			3		
			2	1.5	26
			5	B	
	715.00		2		
Brown, GRAVEL, loose to medium-dense, with trace sand		▽ -15	5		
			10		
		▼	3		
			5		
			5		
			5		
		-20	6		
			7		

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	708.50				
Brown, SAND, fine- to coarse-grained, loose to medium-dense, with trace gravel and shell fragments			4		
			3		
			6		
			5		
- medium- to coarse-grained below 23.5 ft.			7		
		-25	9		
			5		
			5		
			8		
			4		
- fine- to coarse-grained below 28.5 ft.			5		
		-30	7		
			5		
			5		
		-35	7		
			5		
			5		
- medium- to coarse-grained below 38.5 ft.			5		
	689.00	-40	8		

End of Boring

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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RW-4 SOIL BORING LOG

Sheet 1 of 1

COUNTY Winnebago
SECTION 77BR
ROUTE IL-75
JOB NO. MG21035
DATE 7/8/2021

DESCRIPTION IL-75 over Rock River
LOCATION Rockton, Illinois
DRILLED BY Testing Service Corporation
DRILLING METHOD Hollow Stem Auger

DISTRICT 2
CONSULTANT Millennia Professional Services
LOGGED BY B. Fisher
RIG TYPE CME-55
HAMMER TYPE Automatic
EFFICIENCY

BORING NO. RW-4
Station 940+70 (approx)
Offset 4 ft East
Northing 42°27'2.85"
Easting 89° 4'21.39"
Ground Surface Elev. 728.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 709.0 ft ▼
Upon Completion 708.5 ft ▽
After ____ Hrs. ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (12.0")	727.50				
FILL: Grey to brown, SAND AND GRAVEL, loose to medium-dense, dry, with trace crushed rock			25		
			14		
			15		
			4		
		-5	7		
			13		
			5		
			5		
			5		
			6		
		-10	6		
			7		
			8		
	715.50		9		
Dark grey to black, CLAY, very-soft, moist, with trace sand and shell fragments			0		
			0	0.0	28
		-15	0		
			0		
			1	0.5	47
			1	B	
- trace coal fragments and an organic odor below 18.0 ft.			1		
	709.00	▼	1	0.5	29
		▽ -20	2	B	

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Grey, SAND, fine- to coarse-grained, medium-dense, with trace gravel and shell fragments *(continued)*			8		
	706.50		7		
			7		
Red to brown, SAND AND GRAVEL, medium-dense, with trace crushed rock			4		
			5		
		-25	9		
			16		
			13		
	701.00		10		
Brown, GRAVEL, medium-dense to very dense, with trace coarse sand			10		
			13		
		-30	16		
			23		
			27		
		-35	27		
	691.00				
Brown, SAND, fine- to coarse-grained, medium-dense, with trace gravel			7		
			8		
	688.50	-40	16		

End of Boring

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

Printed 9/8/2021

MODEL: Default
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8/5/2026 11:05:12 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-049-Boring Logs.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 49 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	89
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MILLENNIA PROFESSIONAL SERVICES
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SB-1
SOIL BORING LOG

Sheet 1 of 3

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/15/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-1
Station: 939+50 (approx)
Offset: 3 ft West
Northing: 42°27'1.91"
Easting: 89° 4'20.77"
Ground Surface Elev.: 730.50 ft

Surface Water Elev.: 19.25 ft
Stream Bed Elev.: 23.00 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (1.0")	730.40				
CONCRETE (7.5")	729.80				
- 0.75" rebar at 0.25 ft.					
- 0.75" rebar at 0.5 ft.					
		-5			
		-10			
		-15			
Top of River at 19.25 ft.	711.25				
		-20			
Top of Soil Profile at 23.0 ft.	707.50				
Black and grey, GRAVEL AND SAND, loose, with trace organics			3		
		-25	5 4		
			7		
			12 12		
	702.00		9 7		
Grey, SAND, coarse-grained, medium-dense, with fine gravel			8 8		
	700.50	-30			
Grey, GRAVEL, loose, with coarse sand					
			8		
		-35	5 5		
			9		
			5 3		
			4		
			4 5		
			3		
	690.50	-40	2		

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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SB-1
SOIL BORING LOG

Sheet 2 of 3

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/15/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-1
Station: 939+50 (approx)
Offset: 3 ft West
Northing:
Easting:
Ground Surface Elev.: 730.50 ft

Surface Water Elev.: 19.25 ft
Stream Bed Elev.: 23.00 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Grey, SAND, medium- to coarse-grained, medium-dense to dense, with trace gravel			6		
			11		
			8 8		
			13		
- fine- to coarse-grained below 44.0 ft.		-45	11 10		
			10		
			10 15		
			17		
		-50	10 11		
			10		
			10 15		
		-55			
			20		
			32 41		
		-60			
Grey, SAND, medium- to coarse-grained, medium-dense to dense, with trace gravel *(continued)*			14		
			12 14		
		-65			
			30		
			42 50/5"		
		-70			
			33		
			27 24		
		-75			
			27		
			40 42		
		-80			

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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SB-1
SOIL BORING LOG

Sheet 3 of 3

COUNTY Winnebago
SECTION 77BR
ROUTE IL-75
JOB NO. MG21035
DATE 7/15/2021

DESCRIPTION IL-75 over Rock River
LOCATION Rockton, Illinois
DRILLED BY Testing Service Corporation
DRILLING METHOD 4" Drill Casing

DISTRICT 2
CONSULTANT Millennia Professional Services
LOGGED BY B. Fisher
HAMMER TYPE Cathead
RIG TYPE GP-750C
EFFICIENCY

BORING NO. SB-1
Station 939+50 (approx)
Offset 3 ft West
Northing
Easting
Ground Surface Elev. 730.50 ft

Surface Water Elev. 19.25 ft
Stream Bed Elev. 23.00 ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After ___ Hrs. ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Grey, SAND, medium- to coarse-grained, medium-dense to dense, with trace gravel *(continued)*			15		
- medium- to coarse-grained below 81.5 ft.			29 43		
	645.25	-85			
Grey, SANDY CLAY LOAM, very stiff			10		
			13 15		
	640.50	-90			
Grey, LOAMY SAND, fine- to medium-grained, dense			18		
			20 13		
	637.00				
White, DOLOMITE, slightly fractured, hard			50/0"		
		-95			
	634.75				
COBBLES AND BOULDERS					
		-100			

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
COBBLES AND BOULDERS *(continued)*					
	626.50				
Borehole continued with rock coring.		-105			
		-110			
		-115			
		-120			

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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ROCK CORE LOG

Page 1 of 1
Date 7/15/21

ROUTE IL-75 DESCRIPTION IL-75 over Rock River LOGGED BY B. Fisher
SECTION 77BR LOCATION Rockton, Illinois, SEC. , TWP. , RNG. , Latitude , Longitude
COUNTY Winnebago CORING METHOD Drill Casing

STRUCT. NO. MG21035
Station 101-0109
BORING NO. SB-1
Station 939+50 (approx)
Offset 3.0 ft West
Ground Surface Elev. 730.50 ft

CORING BARREL TYPE & SIZE NQ
Core Diameter 2 in
Top of Rock Elev. 626.50 ft
Begin Core Elev. 635.50 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SANDSTONE Highly weathered, moderately to highly fractured, tan to grey, soft, sandy, coarse grained, with orange banding, trace iron inclusions	626.50	4	92	14	2	
	-105					
- compressive strength at 108.0 ft. = 146.2 tsf						146.2
	-110					
- compressive strength at 110.0 ft. = 105.1 tsf						105.1
		5	96	58	2	
	-115					
	-120					184.3
	606.50					

End of Boring
Color pictures of the cores _____
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)

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-051-Boring Logs.dgn

QUIGG ENGINEERING INC DESIGN FIRM REG. NO. 184.004721	USER NAME = SCaro	DESIGNED - KFO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 101-0230 SHEET 51 OF 59 SHEETS
	1010230-64E09-051-Boring Logs.dgn	CHECKED - RPW	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
	PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	91
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

8/5/2026 11:05:22 AM

MILLENNIA PROFESSIONAL SERVICES
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SB-2
SOIL BORING LOG

Sheet 1 of 3

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/22/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-2
Station: 938+50 (approx)
Offset: ft
Northing: 42°27'0.78"
Easting: 89° 4'21.03"
Ground Surface Elev.: 732.25 ft

Surface Water Elev.: 19.60 ft
Stream Bed Elev.: 23.50 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (1.5")	732.05				
CONCRETE (7.5")	731.45				
- 0.75" rebar at 0.5 ft.					
		-5			
		-10			
		-15			
Top of River at 19.6 ft.	712.65	-20			
Top of Soil Profile at 23.5 ft.	708.75				
Grey, GRAVEL AND SAND, medium-dense		-25	6		
	705.75		5 8		
Grey, SAND, fine-grained, medium-dense			10		
	703.25		8 6 6		
Grey, GRAVEL AND SAND, medium-dense		-30	7 7		
	700.50				
Grey, SAND, fine- to coarse-grained, loose to medium-dense, with trace gravel and shell fragments			10 10 10		
		-35	6		
			4 6		
			5		
		-40	8 9 8		

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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SB-2
SOIL BORING LOG

Sheet 2 of 3

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/22/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-2
Station: 938+50 (approx)
Offset: ft
Northing:
Easting:
Ground Surface Elev.: 732.25 ft

Surface Water Elev.: 19.60 ft
Stream Bed Elev.: 23.50 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Grey, SAND, fine- to coarse-grained, loose to medium-dense, with trace gravel and shell fragments *(continued)*			7 6 9		
			9 9		
		-45	7		
			6 17 6		
			4 5		
- brown below 48.5 ft.			6		
		-50	3 4		
			10		
			8 10		
			12		
		-55	13 12		
			10 13		
Grey, SAND, fine- to coarse-grained, loose to medium-dense, with trace gravel and shell fragments *(continued)*			14		
		-65	8 16		
			18		
- fine-grained, dense to very-dense below 68.5 ft.		-70	19 23		
			20		
		-75	30 36		
			14		
		-80	22 20		

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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SB-2
SOIL BORING LOG

Sheet 3 of 3

COUNTY Winnebago
SECTION 77BR
ROUTE IL-75
JOB NO. MG21035
DATE 7/22/2021

DESCRIPTION IL-75 over Rock River
LOCATION Rockton, Illinois
DRILLED BY Testing Service Corporation
DRILLING METHOD 4" Drill Casing

DISTRICT 2
CONSULTANT Millennia Professional Services
LOGGED BY B. Fisher
HAMMER TYPE Cathead
RIG TYPE GP-750C
EFFICIENCY

BORING NO. SB-2
Station 938+50 (approx)
Offset ft
Northing
Easting
Ground Surface Elev. 732.25 ft

Surface Water Elev. 19.60 ft
Stream Bed Elev. 23.50 ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After ___ Hrs. ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Grey, SAND, fine- to coarse-grained, loose to medium-dense, with trace gravel and shell fragments *(continued)*			16 14 16		
	645.75	-85			
Grey, SAND AND GRAVEL, very dense, with trace rock fragments			43 31 23		
	637.25	-90			
		-95	50/5"		
Brown to white, WEATHERED SANDSTONE, very dense	633.75				
Borehole continued with rock coring.		-100			

LITHOLOGY

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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ROCK CORE LOG

Page 1 of 1
Date 7/22/21

ROUTE IL-75 DESCRIPTION IL-75 over Rock River LOGGED BY B. Fisher
SECTION 77BR LOCATION Rockton, Illinois, SEC. , TWP. , RNG. , Latitude , Longitude
COUNTY Winnebago CORING METHOD Drill Casing

STRUCT. NO. MG21035
Station 101-0109

BORING NO. SB-2
Station 938+50 (approx)
Offset
Ground Surface Elev. 732.25 ft

CORING BARREL TYPE & SIZE NQ
Core Diameter 2 in
Top of Rock Elev. 633.75 ft
Begin Core Elev. 633.75 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SANDSTONE Moderately to highly weathered, moderately to highly fractured, white, soft, sandy, coarse grained, with tan banding	633.75	1	102	0	1	
	-100					
	-105					
		2	68	15	1	
	-110					
- trace iron inclusions below 111.5 ft. - tan below 112.0 ft.						
- compressive strength at 114.5 ft. = 77.8 tsf	-115					77.8
	616.25					
End of Boring						

Color pictures of the cores _____
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)

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-053-Boring Logs.dgn

8/5/2026 11:05:31 AM

QUIGG ENGINEERING INC DESIGN FIRM REG. NO. 184.004721	USER NAME = SCaro	DESIGNED - KFO	REVISED -
	1010230-64E09-053-Boring Logs.dgn	CHECKED - RPW	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
	PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 53 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	93
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MILLENNIA PROFESSIONAL SERVICES
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SB-3
SOIL BORING LOG

Sheet 1 of 2

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/19/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-3
Station: 937+50 (approx)
Offset: 3 ft West
Northing: 42°26'59.93"
Easting: 89° 4'20.78"
Ground Surface Elev.: 732.25 ft

Surface Water Elev.: 20.00 ft
Stream Bed Elev.: 22.50 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (1.5")	732.05				
CONCRETE (8.0")	731.35				
- 0.75" rebar at 0.25 ft.					
- 0.75" rebar at 0.75 ft.					
		-5	6		
			9		
			7		
			9		
		-10	4		
			5		
			7		
			6		
			7		
			9		
		-15			
			8		
			9		
			12		
			11		
			11		
		-20			
Top of River at 20.0 ft.	712.25				
Top of Soil Profile at 22.5 ft.	709.75	-25			
Grey to brown, GRAVEL AND SAND, medium-dense					
	698.75	-30			
Tan, SAND, fine-grained, dense			14		
			18		
	696.75	-35			
Grey, GRAVEL AND SAND, medium-dense			6		
			9		
			12		
	694.25				
Grey, GRAVELLY LOAM, medium-dense			17		
		-40	13		
			10		

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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SB-3
SOIL BORING LOG

Sheet 2 of 2

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/19/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-3
Station: 937+50 (approx)
Offset: 3 ft West
Northing:
Easting:
Ground Surface Elev.: 732.25 ft

Surface Water Elev.: 20.00 ft
Stream Bed Elev.: 22.50 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	691.75				
Brown, GRAVEL AND SAND, medium-dense			12		
			12		
			10		
	689.25				
Grey, SAND, fine- to coarse-grained, dense, with trace gravel			11		
		-45	13		
			19		
- coarse-grained below 46.0 ft.			15		
			22		
			26		
			20		
		-50	22		
			27		
	681.75				
Grey, SANDY LOAM, very stiff, with trace gravel			7		
			9		
			10		
	679.25				
Grey, SAND, fine-grained, medium-dense, with trace gravel			12		
			10		
		-55	10		
			21		
			11		
		-60	13		
Grey, SAND, fine-grained, medium-dense, with trace gravel *(continued)*	671.25				
Brown to grey, LOAMY SAND, loose, with trace gravel			16		
			4		
		-65	1		
	666.25				
Brown, SAND, medium- to coarse-grained, medium-dense, with trace gravel and rock fragments			9		
			11		
		-70	8		
			11		
			9		
		-75	9		
	655.50				
White, highly weathered SANDSTONE					
	653.25		50/5"		
End of Boring		-80			

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-GEI-IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-054-Boring Logs.dgn

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -	
1010230-64E09-054-Boring Logs.dgn	CHECKED - RPW	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 54 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	94
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

8/5/2026 11:05:36 AM

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SB-4
SOIL BORING LOG

Sheet 1 of 1

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/21/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-4
Station: 936+75 (approx)
Offset: 5 ft north
Northing: 42°26'59.10"
Easting: 89° 4'21.06"
Ground Surface Elev.: 732.25 ft

Surface Water Elev.: 20.40 ft
Stream Bed Elev.: 21.50 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (1.0")	732.15				
CONCRETE (7.5")	731.55				
- 0.75" rebar at 0.25 ft.					
- 0.75" rebar at 0.4 ft.					
- 0.75" rebar at 0.6 ft.					
Top of River at 20.4 ft.	711.85				
Top of Soil Profile at 21.5 ft.	710.75				
Grey, SAND, coarse-grained, medium-dense, with trace gravel			12		
			11		
			13		
	708.75		9		
Grey, GRAVEL, medium-dense, with trace sand			7		
			10		
		-25	8		
	706.75				
Grey, LOAMY SAND, medium-dense, with gravel			11		
			30		
			13		
			15		
	703.75		10		
COBBLES			20		
			50/1"		
		-30			
	701.75		50/0"		
CONCRETE (5.0")	701.25				
Rebar at bottom of hole prevented further penetration. See boring SB-4A.					
End of Boring					

-5, -10, -15, -20, -35, -40

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

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SB-4A
SOIL BORING LOG

Sheet 1 of 1

COUNTY: Winnebago
SECTION: 77BR
ROUTE: IL-75
JOB NO.: MG21035
DATE: 7/23/2021

DESCRIPTION: IL-75 over Rock River
LOCATION: Rockton, Illinois
DRILLED BY: Testing Service Corporation
DRILLING METHOD: 4" Drill Casing
DISTRICT: 2
CONSULTANT: Millennia Professional Services
LOGGED BY: B. Fisher
HAMMER TYPE: Cathead
RIG TYPE: GP-750C
EFFICIENCY:

BORING NO.: SB-4A
Station: 936+65 (approx)
Offset: ft
Northing: 42°26'59.10"
Easting: 89° 4'21.06"
Ground Surface Elev.: 732.25 ft

Surface Water Elev.: 20.50 ft
Stream Bed Elev.: 21.50 ft
Groundwater Elev.:
First Encounter: ft
Upon Completion: ft
After ____ Hrs.: ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (1.0")	732.15				
CONCRETE (7.0")	731.55				
- 0.75" rebar at 0.25 ft.					
- 0.75" rebar at 0.5 ft.					
Top of River at 20.5 ft.	711.75				
Top of Soil Profile at 21.5 ft.	710.75				
Blind Drilling					
	707.75				
Brown and grey, GRAVEL, medium-dense, with trace cobbles		-25	20		
			10		
			10		
	705.50				
Brown, SANDSTONE, highly weathered			50/5"		
		-30			
	701.25				
Borehole continued with rock coring.					

-5, -10, -15, -20, -35, -40

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

Printed 9/8/2021

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEI\IL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-055-Boring Logs.dgn

8/5/2026 11:05:41 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 101-0230
1010230-64E09-055-Boring Logs.dgn	CHECKED - RPW	REVISED -		
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -		
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -		SHEET 55 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	95
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MILLENNIA PROFESSIONAL SERVICES
www.millennia.pro

ROCK CORE LOG

Page 1 of 1

Date 7/23/21

ROUTE IL-75 DESCRIPTION IL-75 over Rock River LOGGED BY B. Fisher

SECTION 77BR LOCATION Rockton, Illinois, SEC. , TWP. , RNG. ,
Latitude , Longitude

COUNTY Winnebago CORING METHOD Drill Casing

STRUCT. NO. MG21035
Station 101-0109

BORING NO. SB-4A
Station 936+65 (approx)
Offset 13.0 ft South
Ground Surface Elev. 732.25 ft

CORING BARREL TYPE & SIZE NQ
Core Diameter 2 in
Top of Rock Elev. 701.25 ft
Begin Core Elev. 701.25 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
701.25 DOLOMITE Highly weathered, highly fractured, grey to tan, hard, slightly vuggy, slightly pitted	1	2	0		
	2	2	0	2	
- compressive strength at 32.0 ft. = 318.2 tsf	3	2	0	2	318.2
	4	3	0		
698.25	5	1	0		
	6	69	30		
SANDY DOLOMITE Highly weathered, highly fractured, tan, moderately hard, slightly pitted					
-35					
694.25					
DOLOMITIC SANDSTONE Highly weathered, highly fractured, tan to orange, moderately hard, pitted, with oxidation stains					438.5
	7	58	22	2	
-40 - compressive strength at 38.5 ft. = 438.5 tsf					
- compressive strength at 43.5 ft. = 293.0 tsf					293.0
688.25					
SANDSTONE Moderately to highly weathered, highly fractured, grey to tan to orange, slightly vuggy, with orange banding					
-45	8	6	0		
	9	6	0		
	10	66	6	3	
- compressive strength at 47.25 ft. = 64.8 tsf					64.8
-50					
681.25					

End of Boring
Color pictures of the cores _____
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)

MILLENNIA PROFESSIONAL SERVICES
www.millennia.pro

SB-5
SOIL BORING LOG

Sheet 1 of 1

COUNTY Winnebago
SECTION 77BR
ROUTE IL-75
JOB NO. MG21035
DATE 7/20/2021

DESCRIPTION IL-75 over Rock River DISTRICT 2
LOCATION Rockton, Illinois CONSULTANT Millennia Professional Services
DRILLED BY Testing Service Corporation LOGGED BY B. Fisher RIG TYPE GP-750C
DRILLING METHOD 4" Drill Casing HAMMER TYPE Cathead EFFICIENCY

BORING NO. SB-5
Station 935+50 (approx)
Offset 3 ft West
Northing 42°26'57.97"
Easting 89° 4'20.77"
Ground Surface Elev. 732.50 ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT (1.5")	732.30				
CONCRETE (7.0")	731.80				
-5					
-10					
-15					
-20					

Surface Water Elev. 21.00 ft
Stream Bed Elev. 22.50 ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

LITHOLOGY	ELEV (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Top of River at 21.0 ft.	711.50				
Top of Soil Profile at 22.5 ft.	710.00				
Brown, LIMESTONE, highly weathered			50/5"		
-25					
	706.40		50/1"		
End of Boring					
-30					
-35					
-40					

The Unconfined Compressive Strength (UCS) Qu column represents either the IDOT Rimac or AASHTO T 208 Test Procedure. The Qu failure mode is indicated by B for Bulge or S for Shear. P is a Pocket Penetrometer test. The Standard Penetration Test (SPT) N value is the sum of the second and third Blows /6 in. values in each sample using AASHTO T 206.

Printed 9/8/2021

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8/5/2026 11:05:46 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 56 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	96
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 2/2/20

ROUTE FAP 505 (IL 75) DESCRIPTION P92-058-08 - Bridge carrying IL 75 over Rock River LOGGED BY W. Garza

SECTION 77BR LOCATION W 1/2 24, Rockton, SEC. , TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. 101-0109
Station

Latitude 42° 27' 02.94" Northing 2,108,708.3756
Longitude -89° 04' 20.65" Easting 2,591,901.5582

BORING NO. B-1
Station 204+74
Offset 24.00ft Lt of CL
Ground Surface Elev. 729.90 ft

Surface Water Elev. ft
Stream Bed Elev. 705.00 ft

Groundwater Elev.:
First Encounter 708.9 ft
Upon Completion Wash ft
After 24 Hrs. 711.9 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SANDY LOAM			0.5 P	12.0
	726.40			
LOOSE tan SANDY GRAVEL		3 3 3		
	724.90 -5			
MEDIUM tan SANDY GRAVEL		3 6 9		
	722.40			
STIFF brown SANDY LOAM with GRAVEL		5 10 9	1.1 P	23.0
	719.90 -10			
MEDIUM gray SANDY LOAM		3 3 4	0.5 P	26.0
	717.40			
SOFT brown LOAM with GRAVEL		4 3 5	0.4 P	19.0
	714.90 -15			
No Recovery		3 4 5		
	712.40			
MEDIUM tan moist SANDY GRAVEL		5 16 13		
	709.90 -20			
LOOSE tan SANDY GRAVEL		4 4 4		
	707.40			
MEDIUM tan MEDIUM SAND		6 7 9		
8" Wash	704.90 -25			
MEDIUM tan MEDIUM SAND		4 7 13		
	702.40			
MEDIUM tan SANDY GRAVEL		12 13 15		
	699.90 -30			
MEDIUM tan MEDIUM SAND		5 12 6		
	697.40			
MEDIUM tan FINE SAND		11 9 9		
	694.90 -35			
DENSE tan MEDIUM SAND		12 17 19		
6" Wash	692.40			
MEDIUM tan MEDIUM SAND		7 9 14		
	689.90 -40			

Northing and Easting were calculated using the ILHP-WF coordinate system

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 2/2/20

ROUTE FAP 505 (IL 75) DESCRIPTION P92-058-08 - Bridge carrying IL 75 over Rock River LOGGED BY W. Garza

SECTION 77BR LOCATION W 1/2 24, Rockton, SEC. , TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. 101-0109
Station

Latitude 42° 27' 02.94" Northing 2,108,708.3756
Longitude -89° 04' 20.65" Easting 2,591,901.5582

BORING NO. B-1
Station 204+74
Offset 24.00ft Lt of CL
Ground Surface Elev. 729.90 ft

Surface Water Elev. ft
Stream Bed Elev. 705.00 ft

Groundwater Elev.:
First Encounter 708.9 ft
Upon Completion Wash ft
After 24 Hrs. 711.9 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM tan FINE SAND		10 14		
Wash	687.40	14		
MEDIUM tan SANDY GRAVEL		8 8		
Wash	684.90 -45	9		
No Recovery		9 12		
10" Wash	682.40	16		
DENSE tan SANDY GRAVEL		13 14		
8" Wash	679.90 -50	16		
No Recovery		7 10		
24" Wash	677.40	16		
DENSE tan FINE SAND		6 13		
18" Wash	674.90 -55	19		
DENSE tan FINE SAND		10 15		
Wash	672.40	17		
MEDIUM gray FINE SAND		5 11		
Wash	669.90 -60	16		
No Recovery		2 4		
Wash	667.40	8		
MEDIUM gray FINE SAND		2 4		
	664.90 -65	9		
DENSE gray FINE SAND		9 15		
	662.40	15		
DENSE gray FINE SAND		8 13		
Wash	659.90 -70	17		
MEDIUM gray MEDIUM SAND		8 11		
12" Wash	657.40	13		
MEDIUM gray FINE SAND		5 11		
15" Wash	654.90 -75	11		
MEDIUM gray FINE SAND		6 10		
12" Wash	652.40	15		
MEDIUM gray FINE SAND		8 12		
18" Wash	649.90 -80	14		

Northing and Easting were calculated using the ILHP-WF coordinate system

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

BBS, from 137 (Rev. 8-99)

Note:
Boring log B-1 existing Sta. 204+74 is located at the proposed alignment Sta. 940+70.00.

MODEL: Default
FILE NAME: S:\2020\20L031 - PTB 195-29 D2-QEI\L 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-057-Boring Logs.dgn

8/5/2026 11:05:50 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -	
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 57 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	97
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 2/2/20

ROUTE FAP 505 (IL 75) DESCRIPTION P92-058-08 - Bridge carrying IL 75 over Rock River LOGGED BY W. Garza

SECTION 77BR LOCATION W 1/2 24, Rockton, SEC. , TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. 101-0109
Station

Latitude 42° 27' 02.94" Northing 2,108,708.3756
Longitude -89° 04' 20.65" Easting 2,591,901.5582

BORING NO. B-1
Station 204+74
Offset 24.00ft Lt of CL
Ground Surface Elev. 729.90 ft

Surface Water Elev. ft
Stream Bed Elev. 705.00 ft

Groundwater Elev.:
First Encounter 708.9 ft
Upon Completion Wash ft
After 24 Hrs. 711.9 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM gray FINE SAND		10		
		14		
Wash		15		
	647.40			
SOFT/MEDIUM gray SILTY CLAY with SAND LENS		4		
		4		
Wash	644.90 -85	5		
MEDIUM gray FINE SAND		5		
		10		
Wash	642.40	15		
MEDIUM gray MEDIUM SAND		6		
		11		
12" Wash	639.90 -90	18		
VERY DENSE gray FINE SAND		22		
		36		
12" Wash	637.40	36		
VERY DENSE light gray ST. PETER SANDSTONE		10		
		13		
	634.90 -95	100 for 5"		
End of Boring	-100			

Northing and Easting were calculated using the ILHP-WF coordinate system

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 3/4/20

ROUTE FAP 505 (IL 75) DESCRIPTION P92-058-08 - Bridge carrying IL 75 over Rock River LOGGED BY W. Garza

SECTION 77BR LOCATION W 1/2 24, Rockton, SEC. , TWP. 46N, RNG. 1E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. 101-0109
Station

Latitude 42° 26' 56.68" Northing 2,108,075.0353
Longitude -89° 04' 20.61" Easting 2,591,912.4235

BORING NO. B-2
Station 932+59
Offset 28.00ft Lt of CL
Ground Surface Elev. 733.13 ft

Surface Water Elev. ft
Stream Bed Elev. 705.00 ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			0.8 P	24.0
	729.63			
STIFF brown SANDY LOAM		5		
		5	2.6	11.0
	728.13 -5	5	P	
LOOSE tan DRY MEDIUM SAND		2		
		2		
	725.63	4		
VERY DENSE tan WEATHERED LIMESTONE		3		
		100 for 7"		
	723.13 -10			
Borehole continued with rock coring.	-15			
	-20			

Northing and Easting were calculated using the ILHP-WF coordinate system

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

BBS, from 137 (Rev. 8-99)

Note:
Boring log B-1 existing Sta. 204+74 is located at the proposed alignment Sta. 940+70.00.

MODEL: Default
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-GE\HL 75 Bridge Replacement\CADD\CADD Sheets\1010230-64E09-058-Boring Logs.dgn

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

USER NAME = SCaro	DESIGNED - KFO	REVISED -
1010230-64E09-058-Boring Logs.dgn	CHECKED - RPW	REVISED -
PLOT SCALE = $SCALE$	DRAWN - ASC	REVISED -
PLOT DATE = 8/7/2026	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 58 OF 59 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	98
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

8/5/2026 11:05:55 AM

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 3/4/20

ROUTE FAP 505 (IL 75) **DESCRIPTION** P92-058-08 - Bridge carrying IL 75 over Rock River **LOGGED BY** W. Garza

SECTION 77BR **LOCATION** W 1/2 24, Rockton, **SEC.** , **TWP.** 46N, **RNG.** 1E

COUNTY Winnebago **CORING METHOD** Diamond bit core barrel

CORING BARREL TYPE & SIZE NQZ, 3.0 in

STRUCT. NO. 101-0109
Station

Core Diameter 20 in
Top of Rock Elev. 724.13 ft
Begin Core Elev. 723.13 ft

BORING NO. B-2
Station 932+59
Offset 28.00ft Lt of CL
Ground Surface Elev. 733.13 ft

Latitude 42° 26' 56.68"
Longitude -89° 04' 20.61"
Northing 2,108,075.0353
Easting 2,591,912.4235

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Limestone: moderately hard, tan, moderately weathered in upper 1-2 ft, very intensely fractured, thin bedding planes No testable segments	723.13	1	70	0	2.2	
	718.13 -15					
Limestone: moderately hard to hard, tan, very intensely fractured, thin bedded No testable segments		2	80	0	2	
	713.13 -20					
Limestone: hard, tan to light gray, intensely to moderately fractured with some vertical fracturing, thin bedded, pitting and vugs from 1.5' to 5' T.S.F. - 710.77 to 709.89 Note: Length to diameter ratio not in conformance due to breaking during test preparation - results may not be representative		3	100	11	1.8	576.6
	708.13 -25					
Limestone: hard, tan to gray, intensely to moderately fractured, thin bedded, pitting throughout T.S.F. - 705.50 to 704.37		4	100	10	1.6	389.2
	703.13 -30					

End of Boring

Northing and Easting were calculated using the ILHP-WF coordinate system

Color pictures of the cores Yes
Cores will be stored for examination until construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS. form 138 (Rev. 8-99)

MODEL: Default
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8/5/2026 11:05:59 AM

QUIGG ENGINEERING INC
DESIGN FIRM REG. NO. 184.004721

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1010230-64E09-059-Boring Logs.dgn		CHECKED - RPW		REVISED -
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PLOT DATE = 8/7/2026		CHECKED - MDC		REVISED -

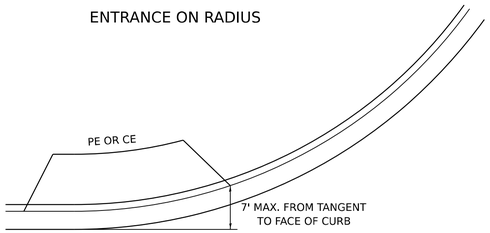
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-0230
SHEET 59 OF 59 SHEETS

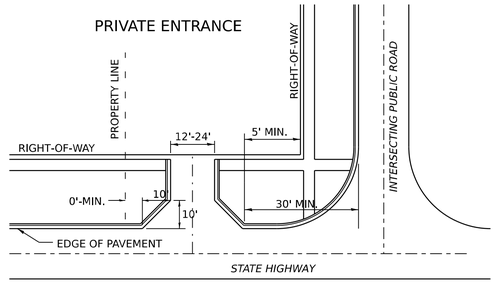
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77BR	WINNEBAGO	130	99
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

ENTRANCE APPROACHES – URBAN AREA

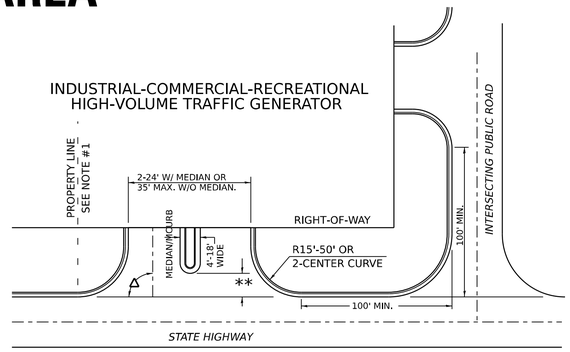
ENTRANCE ON RADIUS



PRIVATE ENTRANCE



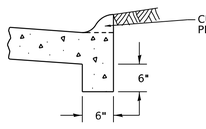
INDUSTRIAL-COMMERCIAL-RECREATIONAL
HIGH-VOLUME TRAFFIC GENERATOR



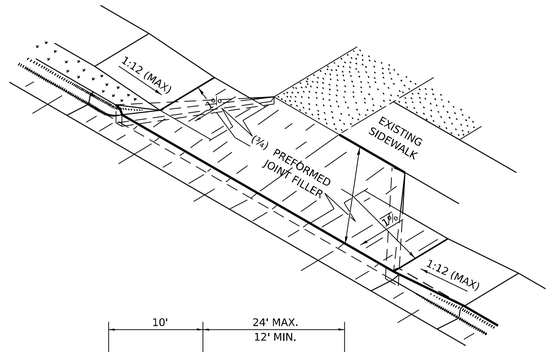
A MINIMUM OF 440 FEET SHALL BE MAINTAINED BETWEEN CENTER LINES OF ADJACENT DRIVEWAYS.
Δ90° DESIRABLE, 45° MIN. ANGLE PERMITTED ONLY FOR ONE-WAY DRIVEWAYS.
60° MIN. ANGLE FOR TWO-WAY DRIVEWAYS.

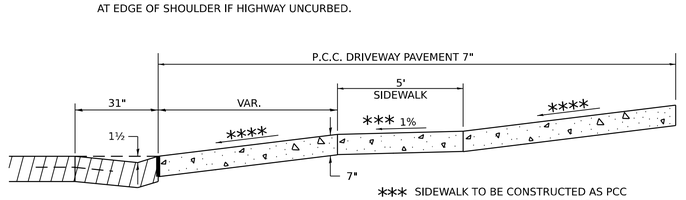
NOTE: #1 ENCROACHMENT ON THE ADJACENT PROPERTY OWNER LAND REQUIRES HIS OR HER WRITTEN APPROVAL.

** 4'-10' IF HIGHWAY CURBED.
AT EDGE OF SHOULDER IF HIGHWAY UNCURBED.



SEC B-B

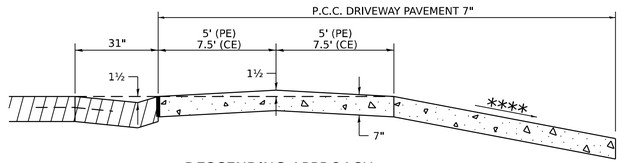




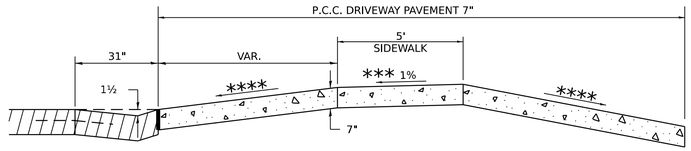
ASCENDING APPROACH

*** SIDEWALK TO BE CONSTRUCTED AS PCC DRIVEWAY PAVEMENT 7" THROUGH THE WIDTH OF THE DRIVEWAY. SEE DIST. STD. 35.4

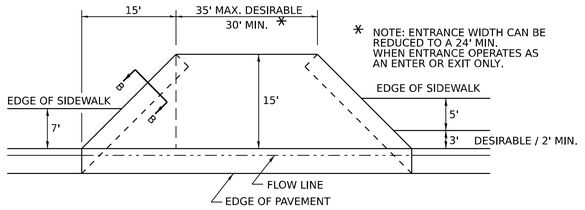
**** 4.0% DESIRABLE
6.0% MAX. COMMERCIAL
8.0% MAX. NON-COMMERCIAL



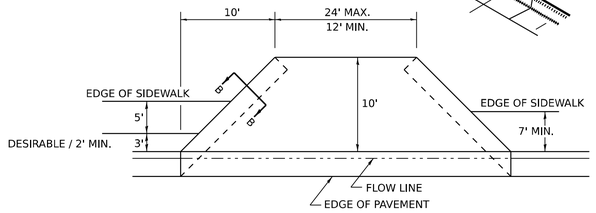
DESCENDING APPROACH
(NO SIDEWALK)



DESCENDING APPROACH
(WITH SIDEWALK)

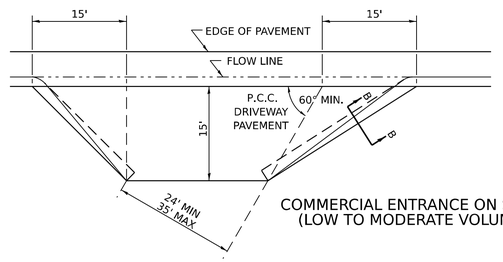


LOW TO MODERATE VOLUME COMMERCIAL ENTRANCE

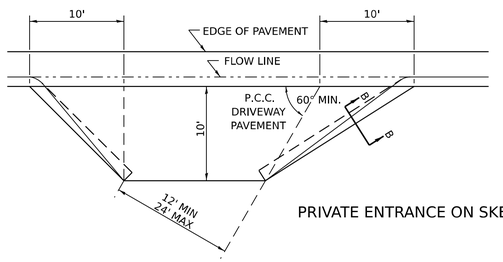


PRIVATE ENTRANCE

NOTE: CURVED ENTRANCE RETURNS MAY BE USED FOR LOW TO MODERATE VOLUME LOCATIONS WITH REVIEW ON A CASE-BY-CASE BASIS.



COMMERCIAL ENTRANCE ON SKEW
(LOW TO MODERATE VOLUME)



PRIVATE ENTRANCE ON SKEW

7-19-18
1-03-18
6-27-14
12-07-10

MODEL: Unnamed Plan - Plan 3 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\HL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

USER NAME = MGlime	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/30/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS
IL 75

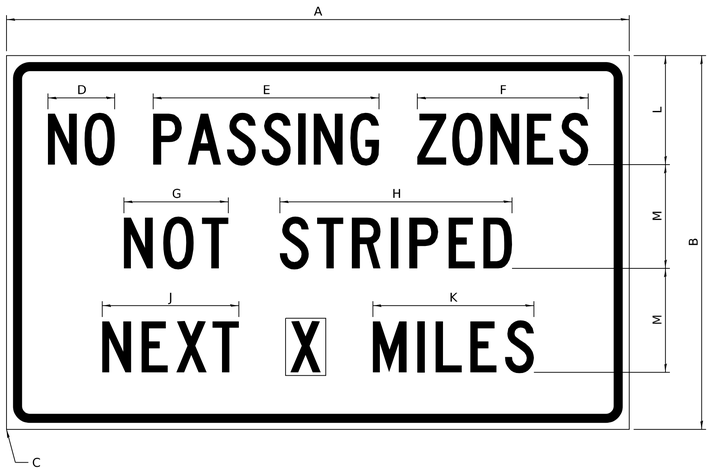
SCALE: | SHEET 1 OF 15 SHEETS | STA. | TO STA.

ENTRANCE APPROACHES – URBAN AREA **25.1**

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	100
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20–I100(FO)



COLOR — LEGEND AND BORDER: BLACK; BACKGROUND: ORANGE; NON-REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60.00	36.00	2.25	6.4	21.80	16.40	10.00	22.40	13.20	15.50	10.50	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

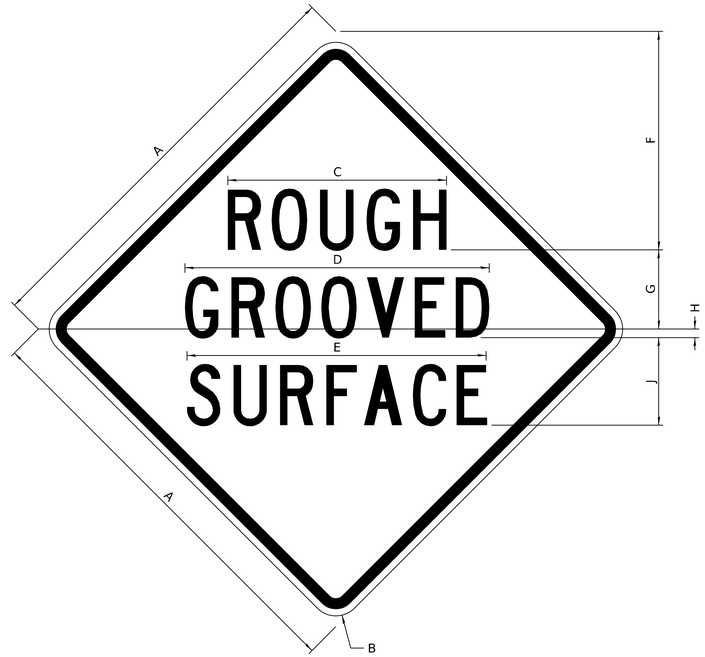
All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

5-22-25
3-02-16

ILLINOIS STANDARD W8–I107



COLOR — LEGEND AND BORDER: BLACK; BACKGROUND: ORANGE; NON-REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

USER NAME = KKehoe	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/9/2026	DATE -	REVISED -	

DISTRICT STANDARDS
IL 75

SCALE: | SHEET 2 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	101

CONTRACT NO. 64E09

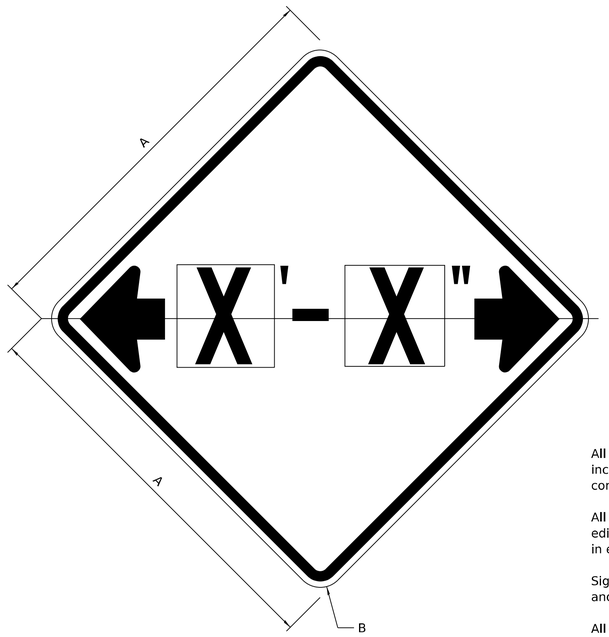
ILLINOIS | FED. AID PROJECT

MODEL: Unnamed Plan - Plan 4 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12–I102

(1)



GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	FL ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

(1) Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

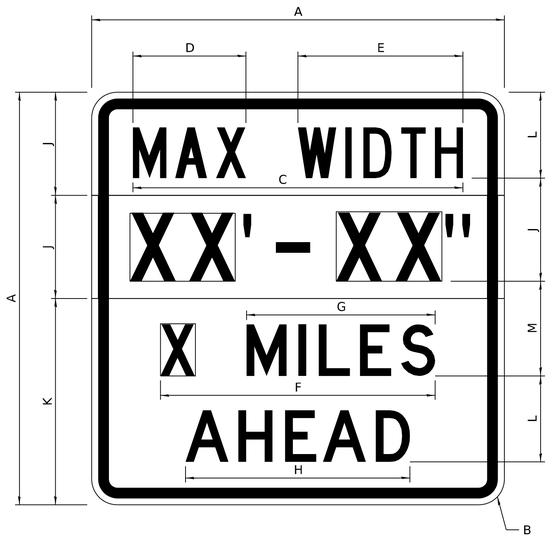
SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

3-02-16

ILLINOIS STANDARD W12–I103

(1)



COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED
	BACKGROUND (WIDTH)	FL ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

XX'-XX" WIDTH AND X MILES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

MODEL: Unnamed Plan - Plan 5 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

USER NAME = MGlime	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/30/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

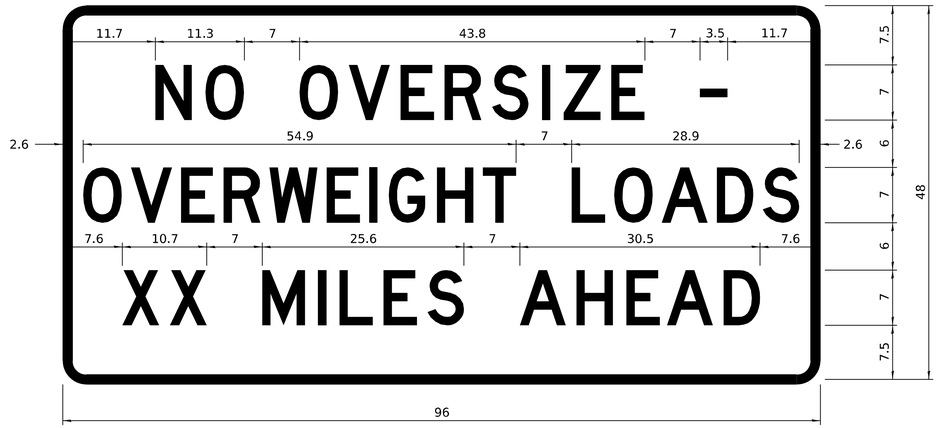
DISTRICT STANDARDS
IL 75

SCALE: | SHEET 3 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	102
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS



COLOR | LEGEND AND BORDER | BLACK | NON-REFLECTORIZED
BACKGROUND | ORANGE | REFLECTORIZED

Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border;
[NO OVERSIZE -] D; [OVERWEIGHT LOADS] D 85% spacing; [XX MILES AHEAD] D;
Table of letter and object lefts.

N	O	O	V	E	R	S	I	Z	E	-					
11.7	18.1	30.0	36.2	42.8	48.4	54.4	60.7	63.5	69.5	80.8					
O	V	E	R	W	E	I	G	H	T	L	O	A	D	S	
2.6	8.6	15.0	20.4	26.2	33.4	38.8	41.3	47.4	53.2	64.5	69.9	75.9	82.9	88.7	
X	X	M	I	L	E	S	A	H	E	A	D				
7.6	13.6	25.3	32.3	35.1	40.6	46.2	57.9	65.1	71.4	76.6	83.7				

Sign not to scale

STOP LINE SIGN FOR TEMPORARY SIGNALS

COLOR | LEGEND AND BORDER | BLACK | NON-REFLECTORIZED
BACKGROUND | WHITE | REFLECTORIZED

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

3-02-16

WORK ZONE SIGN DETAILS SHEET 3 OF 4 34.1

USER NAME = MGlime	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS
IL 75

SCALE: | SHEET 4 OF 15 SHEETS | STA. | TO STA.

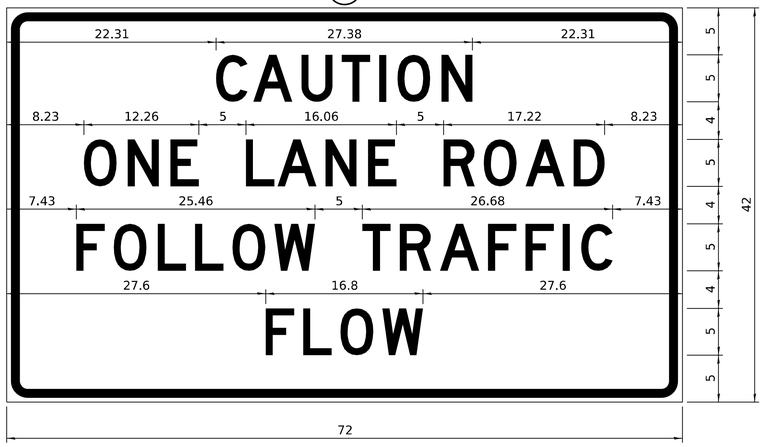
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	103
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Unnamed Plan - Plan 6 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D2664E09-sht-Details_D2_Standards.dgn

WORK ZONE SIGN DETAILS

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS

(2)



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" IndenT;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

(2) This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04	

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37	

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60

Sign not to scale

GENERAL NOTES

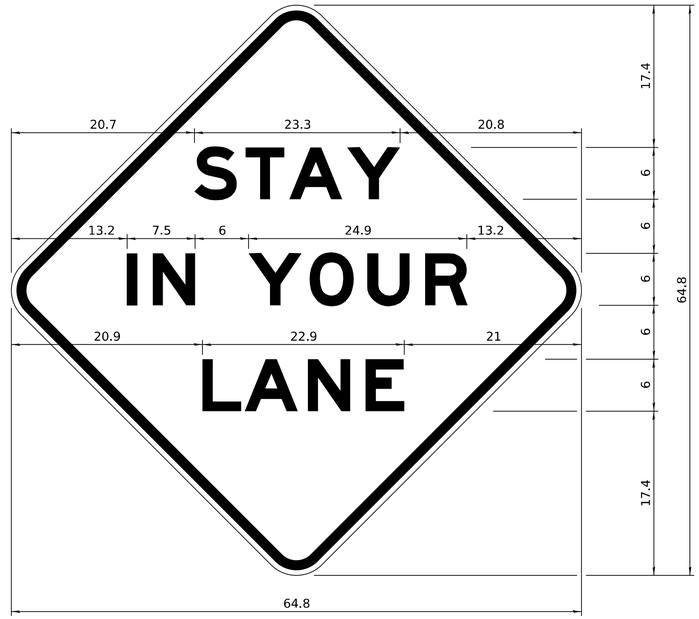
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent;
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of Letter and Object Lefts

S 20.7	T 26.8	A 31.6	Y 38.0

I 13.2	N 15.9	Y 26.7	O 33.9	U 40.5	R 46.8

L 20.9	A 25.8	N 33.1	E 39.4

Sign not to scale

3-02-16

USER NAME = MGlime	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

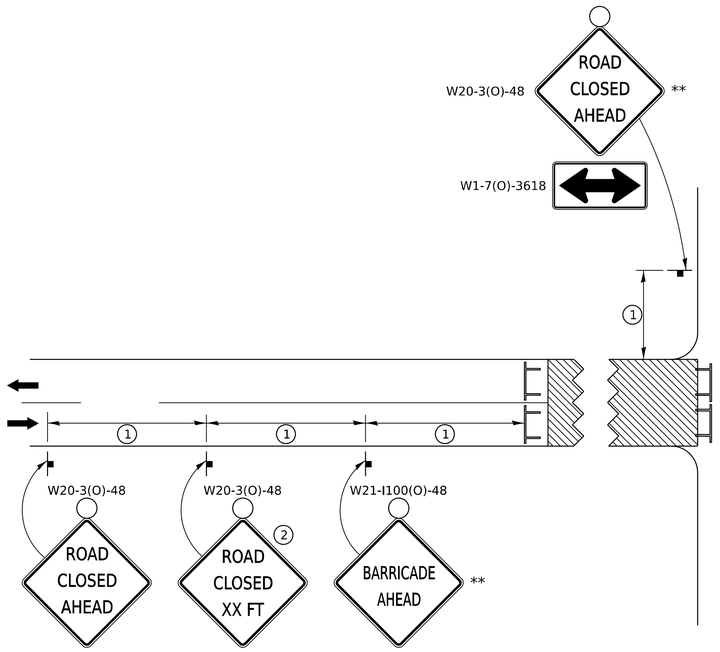
DISTRICT STANDARDS
IL 75

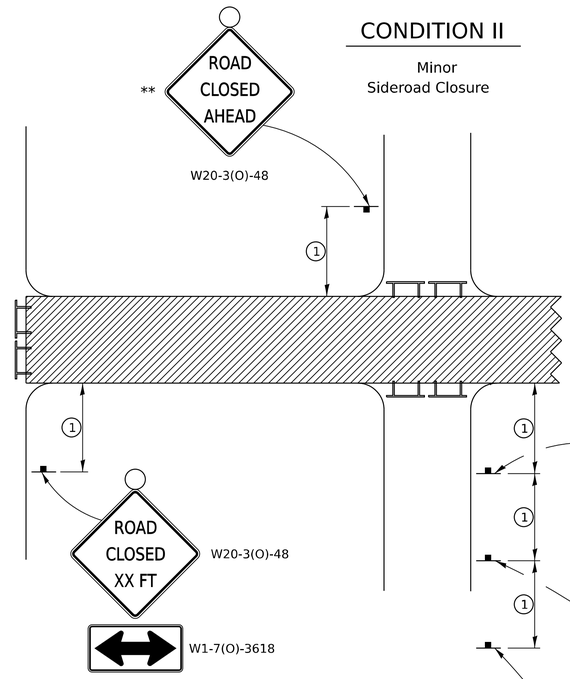
SCALE: | SHEET 5 OF 15 SHEETS | STA. | TO STA.

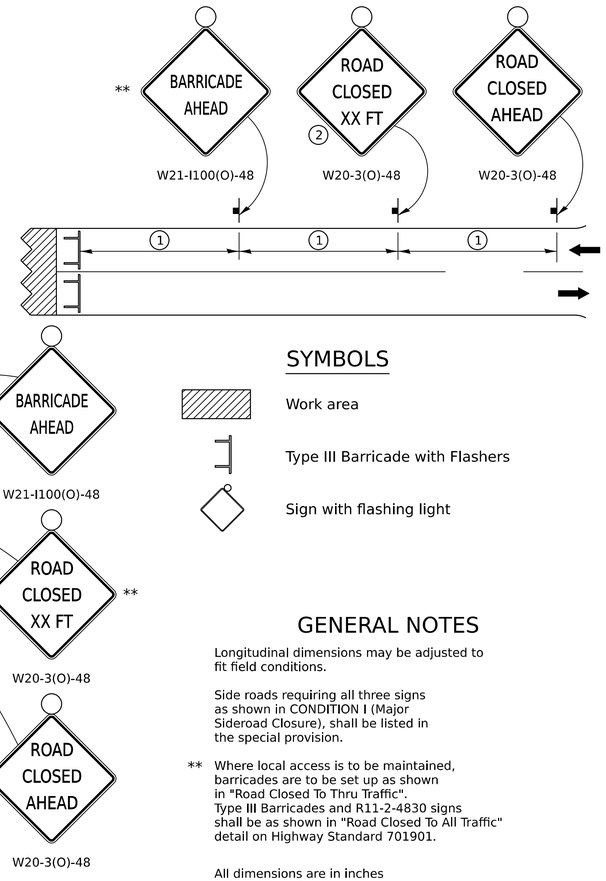
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	104
		CONTRACT NO. 64E09		
	ILLINOIS FED. AID PROJECT			

MODEL: Unnamed Plan - Plan 7 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D2E64E09-sht-Details_D2_Standards.dgn

TRAFFIC CONTROL FOR ROAD CLOSURE







SYMBOLS

- Work area
- Type III Barricade with Flashers
- Sign with flashing light

CONDITION I

Major
Sideroad Closure

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in "Road Closed To Thru Traffic". Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in inches unless otherwise shown.

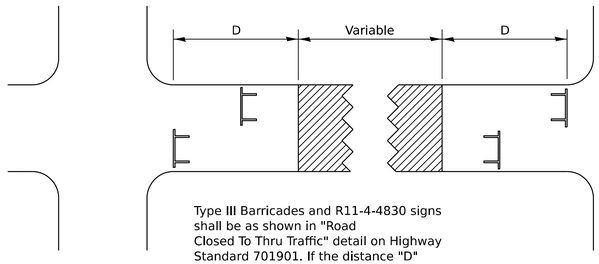
(1)

SIGN SPACING TABLE	
Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

(2)

SIGN LEGEND	
Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'

ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

5-22-25
8-03-17
1-05-16
8-27-13

TYPICAL APPLICATION FOR ROAD CLOSURE

TRAFFIC CONTROL FOR ROAD CLOSURE 40.1

MODEL: Unnamed Plan - Plan 8 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-OE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

USER NAME = MGlime	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

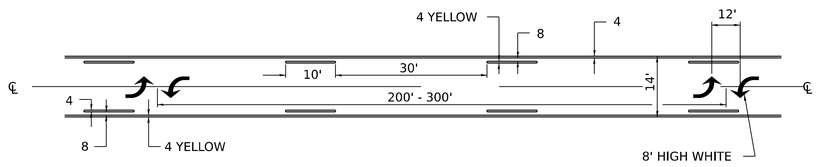
DISTRICT STANDARDS
IL 75

SCALE: | SHEET 6 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	105
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

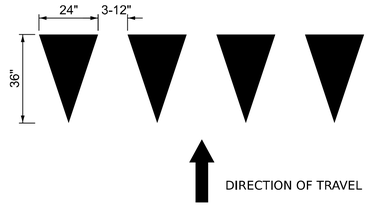
TYPICAL PAVEMENT MARKINGS

MEDIAN PAVEMENT MARKING

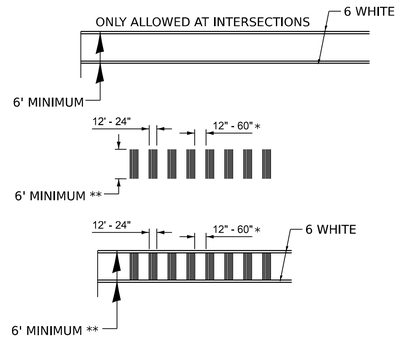


MINIMUM TWO (2) PAIRS OF ARROWS.

YIELD LINE

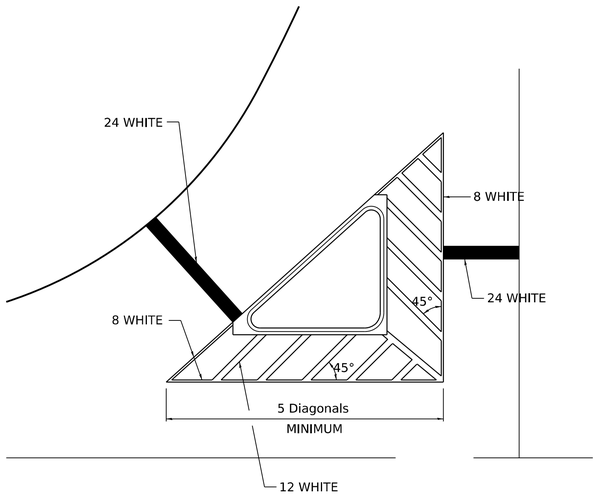


CROSS WALK MARKINGS

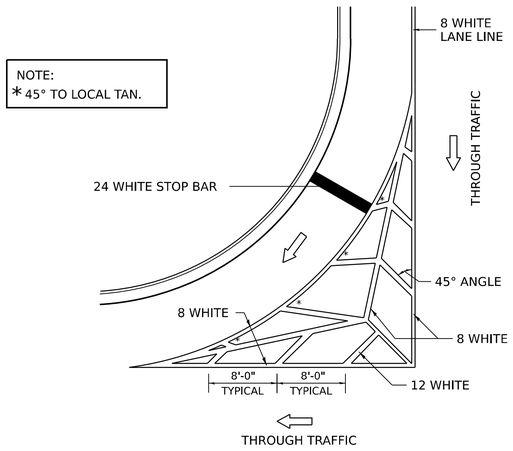


* - SPACE NOT TO EXCEED 2.5 TIMES THE WIDTH OF THE BAN
** - 8' MIN WHERE SPEED IS 40 MPH OR GREATER AT A NON-INTERSECTION

TYPICAL ISLAND OFFSET SHOULDER WIDTH

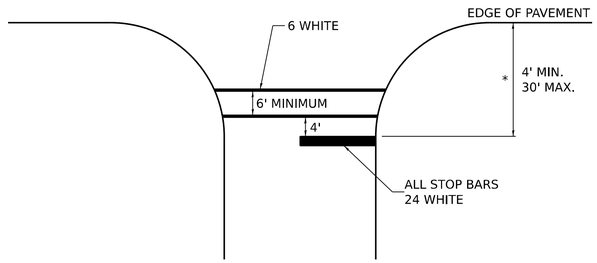


TYPICAL MARKING FOR PAINTED ISLANDS



STANDARD CROSSWALK MARKING

SEE SCHEDULES FOR LOCATIONS



* DISTANCE TO THE NEAREST EDGE OF THE INTERSECTING ROADWAY IN THE ABSENCE OF A MARKED CROSSWALK.

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

4-14-26
6-27-14
3-5-12

TYPICAL PAVEMENT MARKINGS SHEET 1 OF 6 41.1

USER NAME = MGlime	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS
IL 75

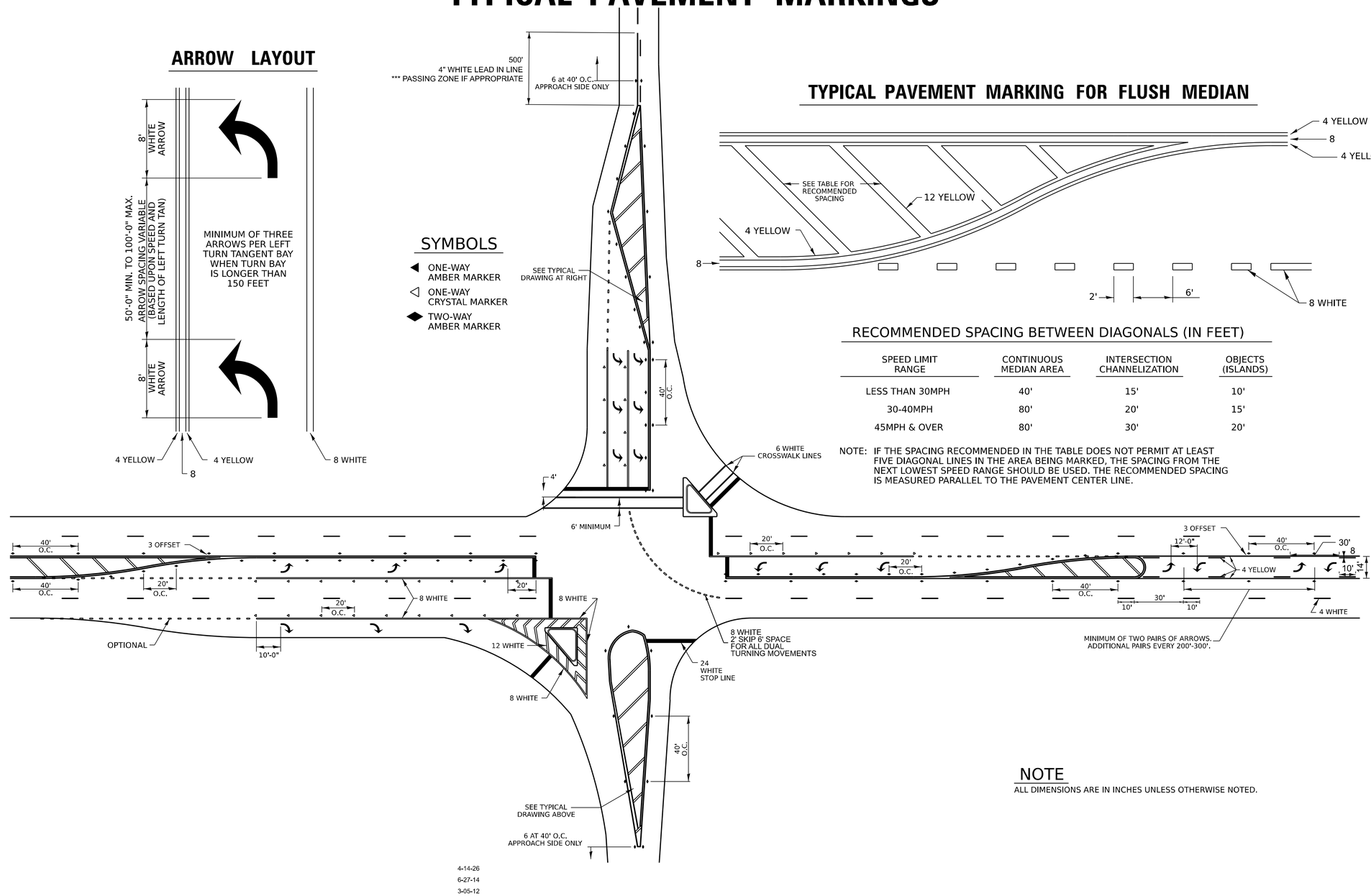
SCALE: | SHEET 7 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	106
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Unnamed Plan - Plan 9 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE-IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT



TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

SPEED LIMIT RANGE	CONTINUOUS MEDIAN AREA	INTERSECTION CHANNELIZATION	OBJECTS (ISLANDS)
LESS THAN 30MPH	40'	15'	10'
30-40MPH	80'	20'	15'
45MPH & OVER	80'	30'	20'

NOTE: IF THE SPACING RECOMMENDED IN THE TABLE DOES NOT PERMIT AT LEAST FIVE DIAGONAL LINES IN THE AREA BEING MARKED, THE SPACING FROM THE NEXT LOWEST SPEED RANGE SHOULD BE USED. THE RECOMMENDED SPACING IS MEASURED PARALLEL TO THE PAVEMENT CENTER LINE.

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

4-14-26
6-27-14
3-05-12

TYPICAL PAVEMENT MARKINGS SHEET 2 OF 6 41.1

USER NAME = MGlime	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/30/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

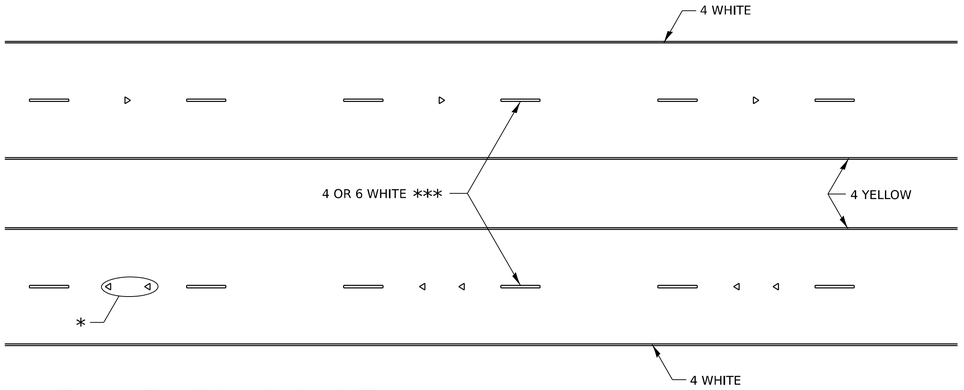
DISTRICT STANDARDS
IL 75

SCALE: | SHEET 8 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	107
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

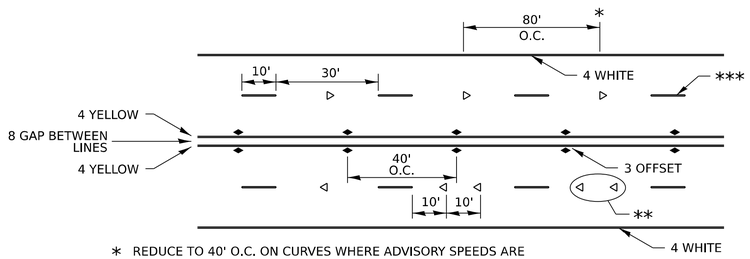
MODEL: Unnamed Plan - Plan 10 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\HL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI–LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 50 MPH AND OVER USE 6" LINE.

MULTI–LANE / UNDIVIDED & ONE WAY

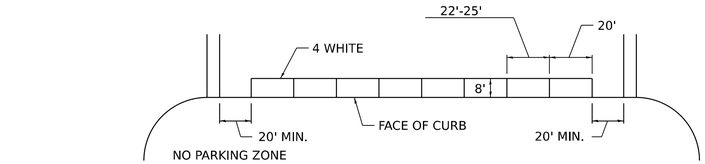
(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

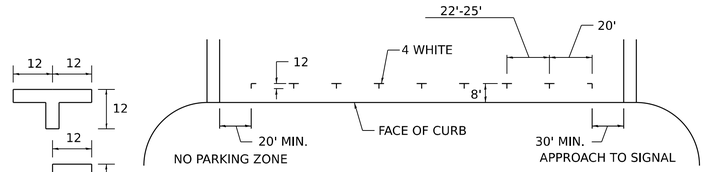
4-14-26
6-27-14
8-27-13
11-28-12

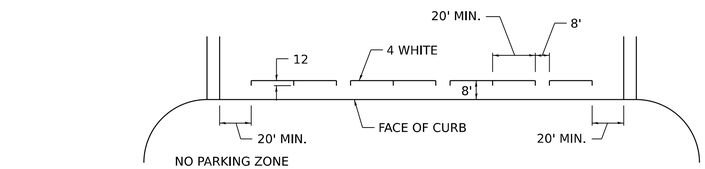
NOTE

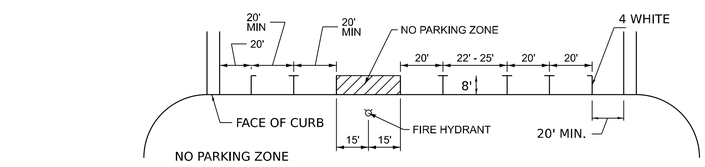
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

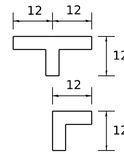
TYPICAL PARKING SPACING



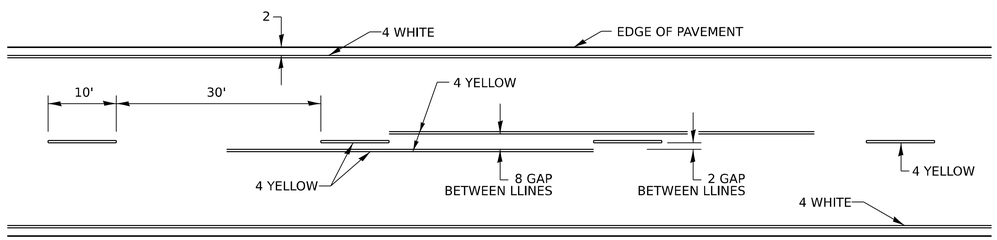








TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



TYPICAL PAVEMENT MARKINGS SHEET 3 OF 6 41.1

USER NAME = MGlime	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS
IL 75

SCALE: | SHEET 9 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	108
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

MODEL: Unnamed Plan - Plan 11 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D284E09-sht-Details_D2_Standards.dgn

TYPICAL PAVEMENT MARKINGS

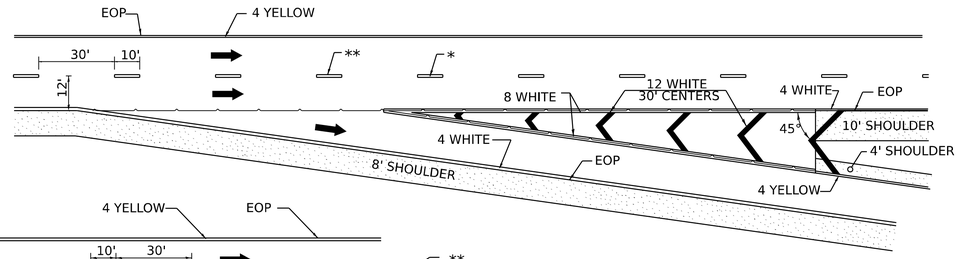
* 6" WHITE PREFORMED PLASTIC TYPE D ON MULTI LANE FACILITIES, WHERE THE SPEED LIMIT IS 50 MPH OR GREATER, OR WHEN DIRECTED BY THE ENGINEER.

4" WIDE AT ALL OTHER LOCATIONS.

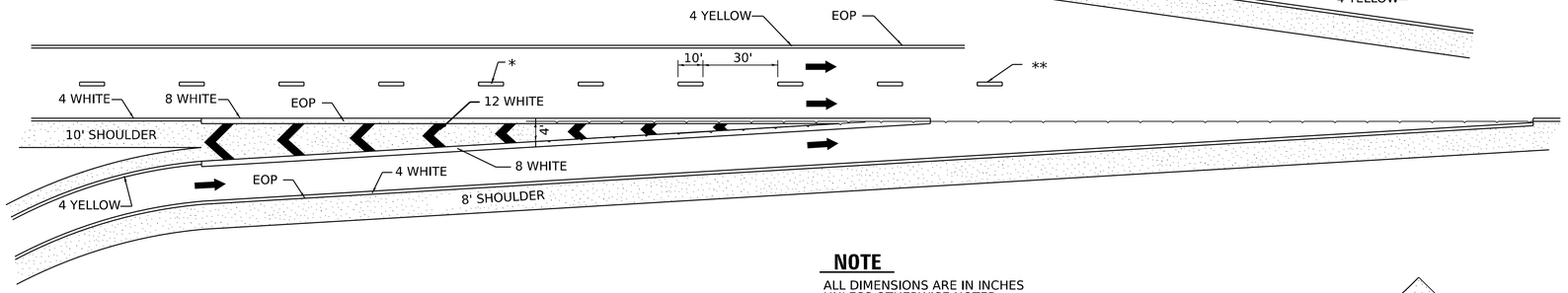
** 1½" BLACK CONTRAST ON EACH SIDE OF WHITE MARKING WHEN PREFORMED PLASTIC IS USED AND ON CONCRETE

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

EXIT RAMP



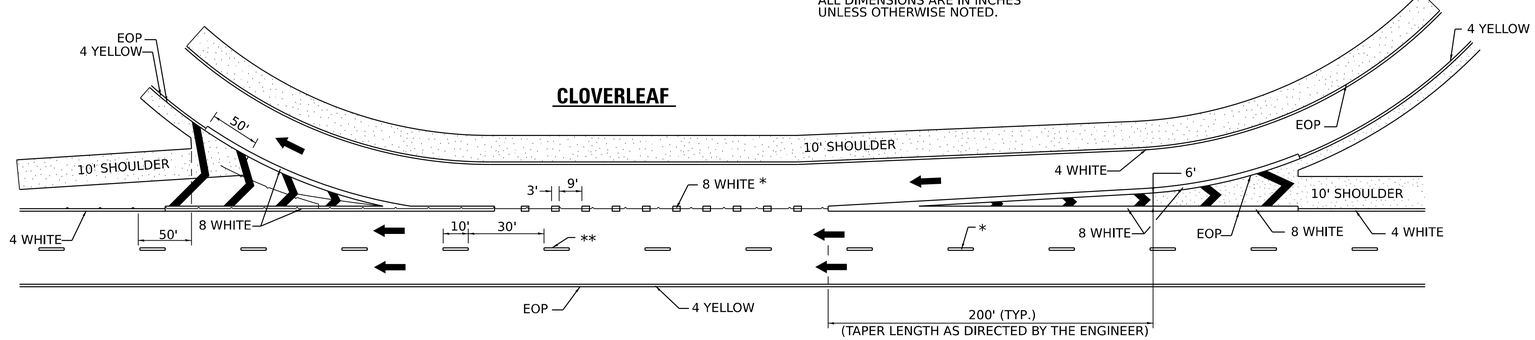
ENTRANCE RAMP



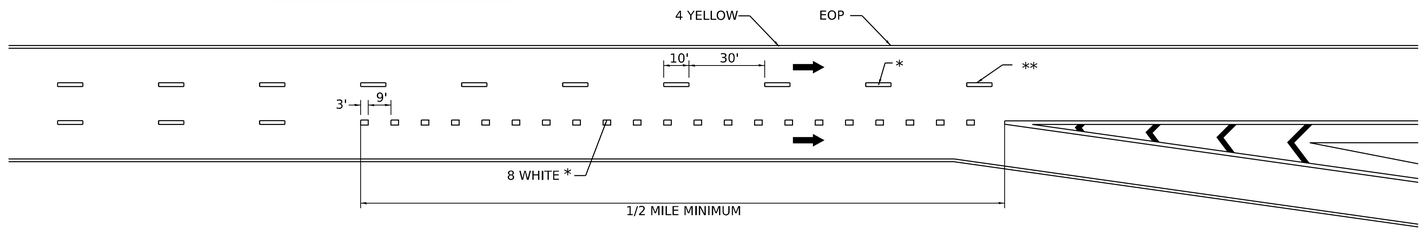
NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF



LANE ENDS BY EXITING



4-14-26
9-15-23
8-27-13
10-18-11

TYPICAL PAVEMENT MARKINGS SHEET 4 OF 6 41.1

USER NAME = MGlime	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

DISTRICT STANDARDS
IL 75

SCALE: SHEET 10 OF 15 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	109
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

MODEL: Unnamed Plan - Plan 12 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D284E09-sht-Details_D2_Standards.dgn

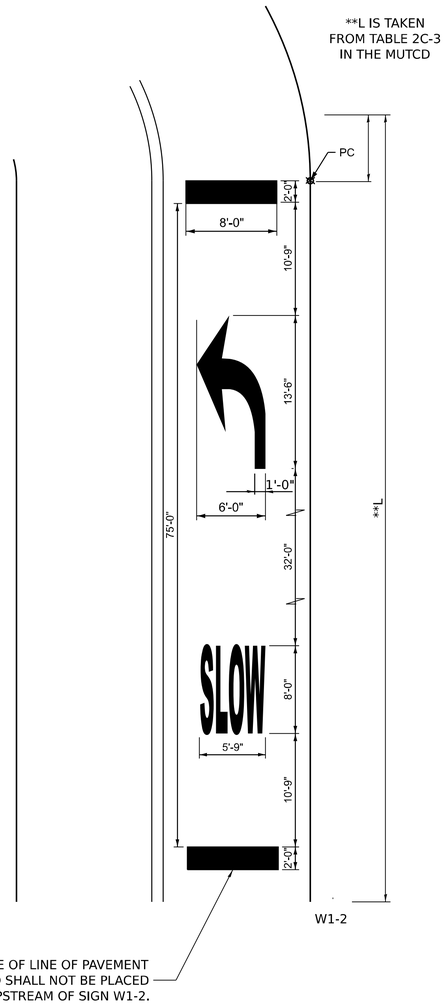
TYPICAL PAVEMENT MARKINGS

TABLE 1A

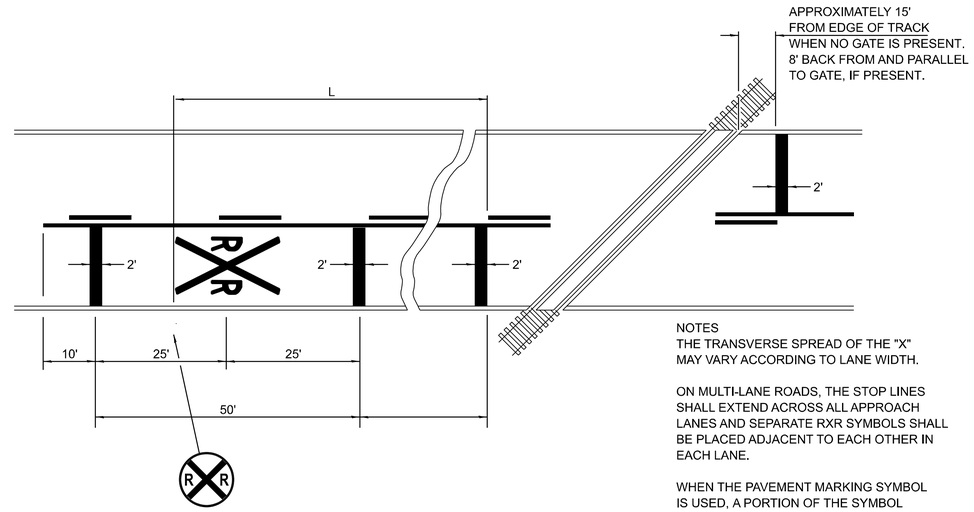
POSTED SPEED	WARNING SPEED / VALUE OF X (FT.)							
	20	25	30	35	40	45	50	55
20	100							
25	100	100						
30	100	100	100					
35	100	100	100	100				
40	100	100	100	100	100			
45	125	110	100	100	100	100		
50	225	200	175	135	100	100	100	
55	300	275	250	200	175	135	100	100

WHEN SPECIFIED AND/OR
SCHEDULED IN THE PLANS

DRAWING IS NOT TO SCALE



TYPICAL LAYOUT AND PLACEMENT OF SUPPLEMENTAL CURVE PLACEMENT MARKING AND SLOW CURVE ARROW



NOTES
THE TRANSVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

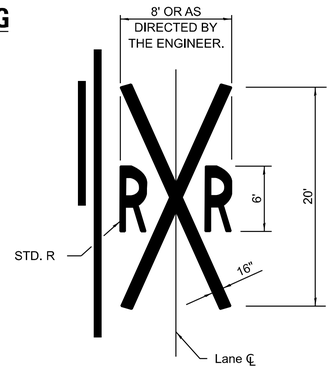
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1).

PAVEMENT MARKINGS AT RAILROAD–HIGHWAY GRADE CROSSING

SPEED	L (FT) MIN.
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

USE 10 MPH OVER THE POSTED SPEED
UNLESS DIRECTED OTHERWISE



4-14-26
10-8-25
4-17-25

TYPICAL PAVEMENT MARKINGS SHEET 5 OF 6 41.1

USER NAME = MGlime	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

DISTRICT STANDARDS
IL 75

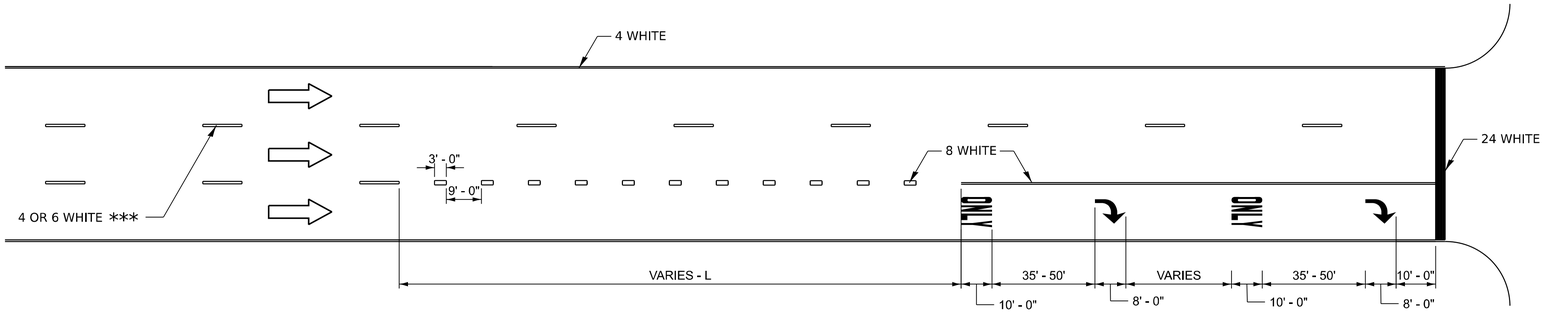
SCALE: | SHEET 11 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	110
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

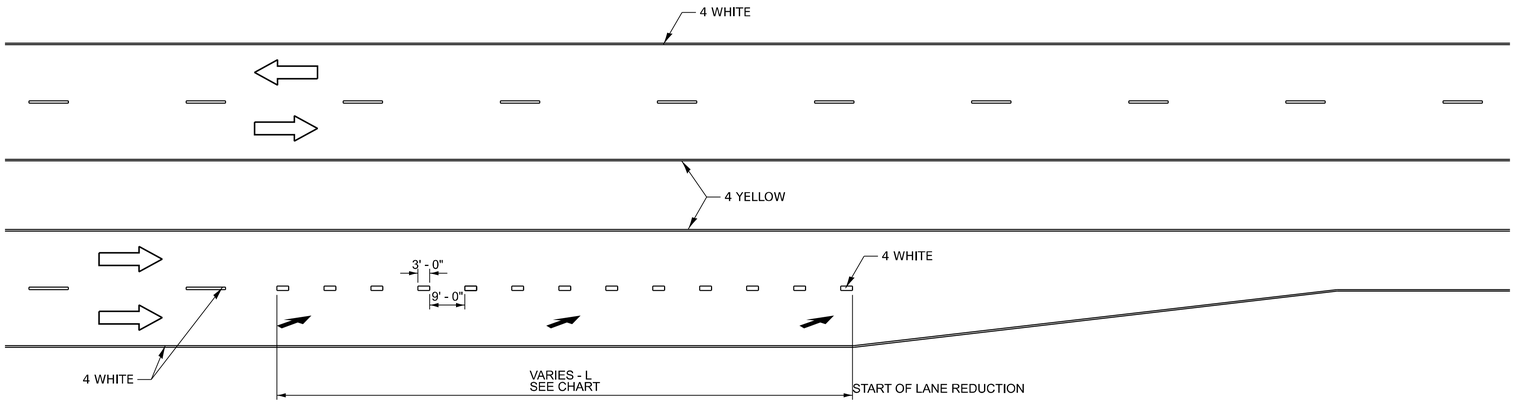
MODEL: Unnamed Plan - Plan 13 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

TYPICAL PAVEMENT MARKINGS

LANE DROP BY LANE TURNING



LANE DROP



POSTED SPEED (MPH)	L (FEET)
30	230 - 500
35	260 - 580
40	320 - 650
45	375 - 790
50	430 - 825
55	500 - 900
60	550 - 935
65	615 - 1010

NOTE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

LENGTH L VARIES BASED ON TRAFFIC DENSITY

THESE DETAILS ALSO APPLY WHEN THE LEFT LANE ENDS
OR BECOMES A MANDATORY TURN LANE.
WHEN APPLICABLE, THE PAVEMENT MARKING WOULD
BE A MIRROR IMAGE TO WHAT IS SHOWN.

4-14-26
6-27-14
8-27-13
11-28-12

MODEL: Unnamed Plan - Plan 2 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

USER NAME = MGlime	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

DISTRICT STANDARDS
IL 75

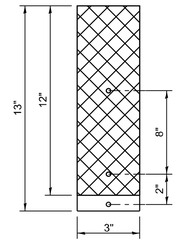
SCALE: | SHEET 12 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	111
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

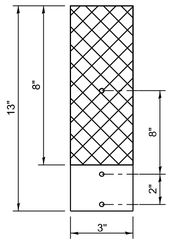
REFLECTORS (SPECIAL)

DELINEATOR REPLACEMENT

③ REPLACING 3 BUTTON DELINEATOR

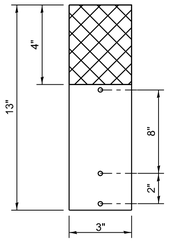


② REPLACING 2 BUTTON DELINEATOR

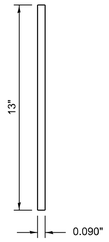


REFLECTORS FOR GUARDRAIL BLOCK OUT OR DELINEATOR POST

① STRAIGHT REFLECTOR / DELINEATOR



SIDE VIEW



NOTE:

REFLECTOR REPLACEMENT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH INCLUDES ALL MOUNTING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

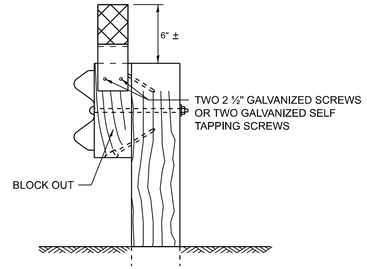
DELINEATOR INSTALLATION (REFLECTOR AND POST) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS (SPECIAL), WHICH INCLUDES ALL MOUTNING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER OR IN THE MEDIAN SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE YELLOW.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ON THE OUTSIDE OF THE ROADWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

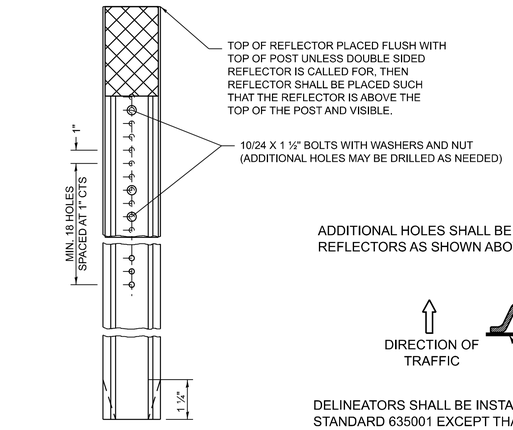


MOUNTED ON A GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO BLOCK OUTS.

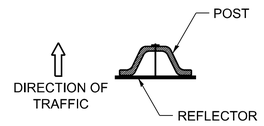
REFLECTORS MOUNTED ON WOODEN OR PLASTIC OR METAL BLOCK OUT SHALL BE MOUNTED USING TWO 2 ½" GALVANIZED SCREWS WITH WASHERS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS

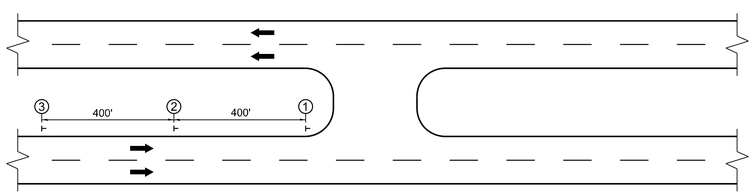


MOUNTED ON A DELINEATOR POST

ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHECD AS SHOWN ABOVE.

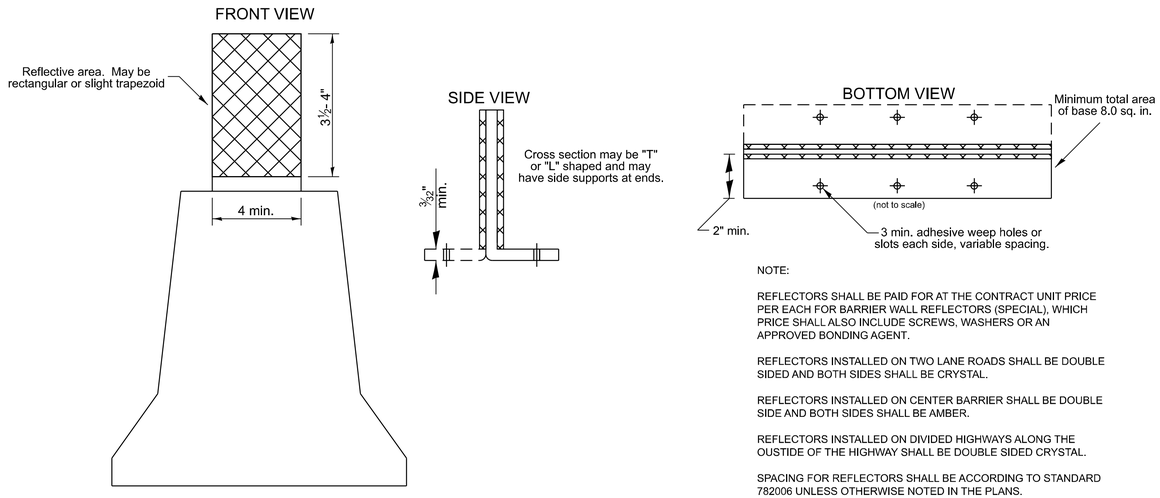


LEGEND

OR = DELINEATOR

= REFLECTIVE AREA

REFLECTORS MOUNTED ON BARRIER WALL



NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR BARRIER WALL REFLECTORS (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER SHALL BE DOUBLE SIDE AND BOTH SIDES SHALL BE AMBER.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ALONG THE OUSTIDE OF THE HIGHWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

3-07-25
3-07-24
4-27-23
6-21-21

REFLECTORS (SPECIAL) 55.1

MODEL: Unnamed Plan - Plan 14 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QEHL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

USER NAME = MGlime	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/30/2026	DATE -	REVISED -

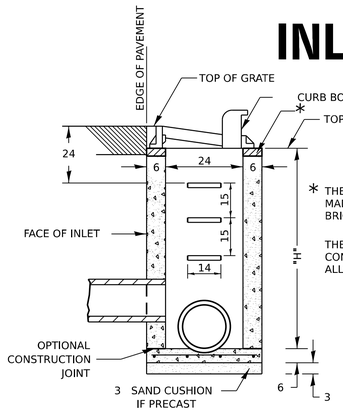
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS
IL 75

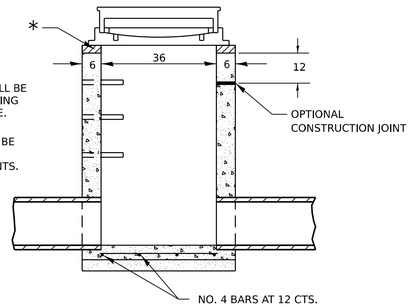
SCALE: | SHEET 13 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	112
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

INLETS, SPECIAL



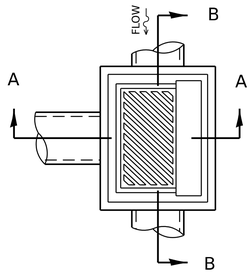
SEC. A-A



SEC. B-B

* THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE.

THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 6 SHORT TO ALLOW FOR FIELD ADJUSTMENTS.



NOTES

SEE STANDARD 602701 FOR DETAILS OF STEPS.

EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.

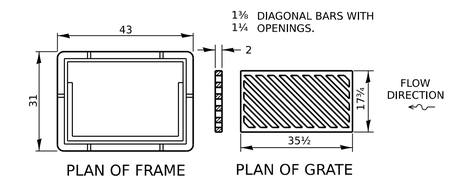
ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.

WEIGHT OF CAST IRON FRAME & GRATE = 530 lbs. ± . STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 5 ft.

CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ARTICLES 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 4,000 psi AFTER 28 DAYS.

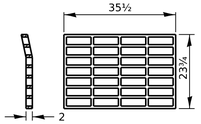
THE CONTRACT UNIT PRICE EACH FOR INLETS, SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.

DETAIL OF FRAME & GRATE

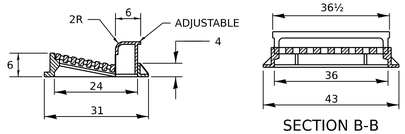


PLAN OF FRAME

PLAN OF GRATE



PLAN OF GRATE *



SECTION A-A

SECTION B-B

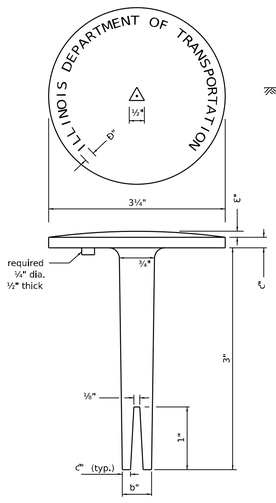
* THIS GRATE TO BE USED WITHOUT CURB BOX WHEN INLET IS IN DRIVEWAY.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

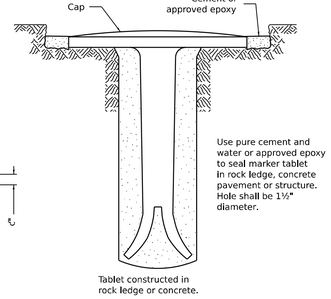
REVISED - 1-05-16
REVISED - 6-27-14
REVISED - 10-13-11

INLETS, SPECIAL 10.2

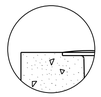
PERMANENT SURVEY MARKERS, TYPE II



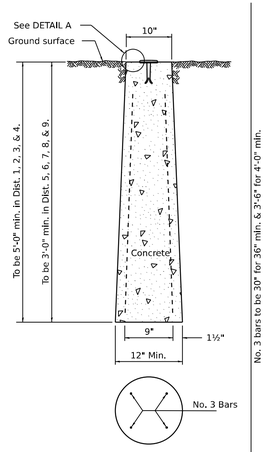
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A

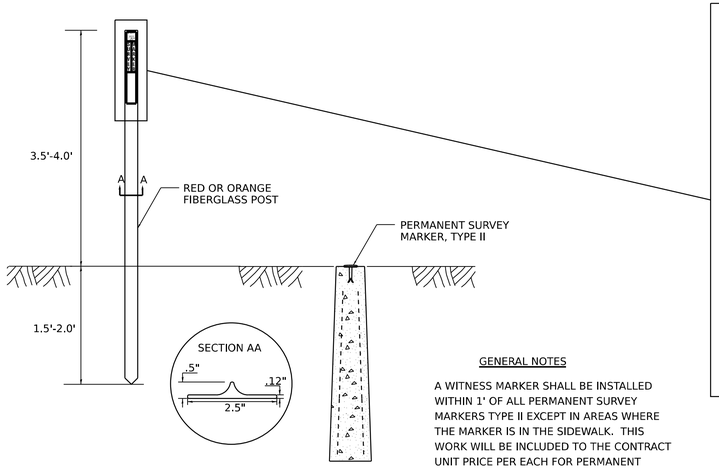


TYPE II

CAST-IN-PLACE MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

REVISED - 6-27-14
REVISED - 10-14-11

PERMANENT SURVEY MARKERS, TYPE II 66.2

MODEL: Unnamed Plan - Plan 15 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-OE\HL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-Details_D2_Standards.dgn

USER NAME = MGlime	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

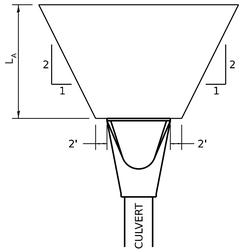
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS
IL 75

SCALE: | SHEET 14 OF 15 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	113
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

RIPRAP AT END SECTIONS

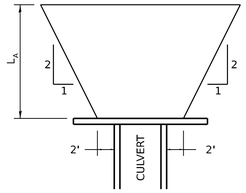


FLARED END SECTION

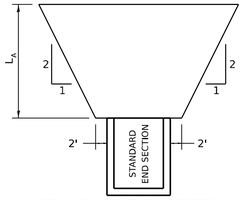
L_A = APRON LENGTH (ft)

IF THE CULVERT OUTLETS INTO A DEFINED CHANNEL, RIPRAP BANK TO BANK FOR LENGTH $(L)_A$

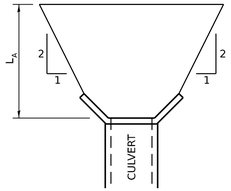
STANDARD END SECTION:
542001 (PIPE), 542011 (ELLIPTICAL)
DISTRICT STANDARD 10.1 (BOX).



CULVERT WITH HEADWALL



STANDARD END SECTION

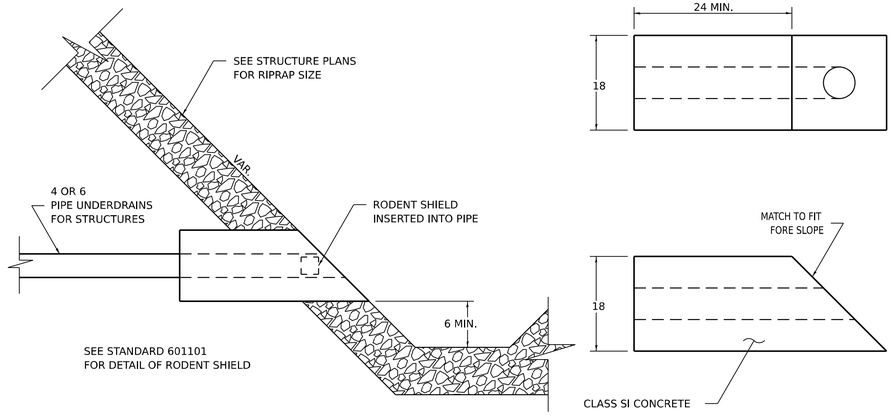


CULVERT WITH WING WALLS

REVISED - 7-13-16
REVISED - 11-12-14
REVISED - 2-10-14

RIPRAP AT END SECTIONS 19.4

CONCRETE HEADWALLS FOR PIPE UNDERDRAINS FOR STRUCTURES

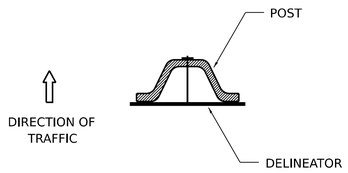


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 9-28-17
REVISED - 11-12-14
REVISED - 10-03-11

CONCRETE HEADWALLS FOR PIPE UNDERDRAINS FOR STRUCTURES 27.4

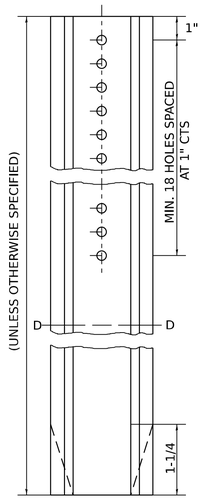
DELINEATOR AND POST ORIENTATION



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

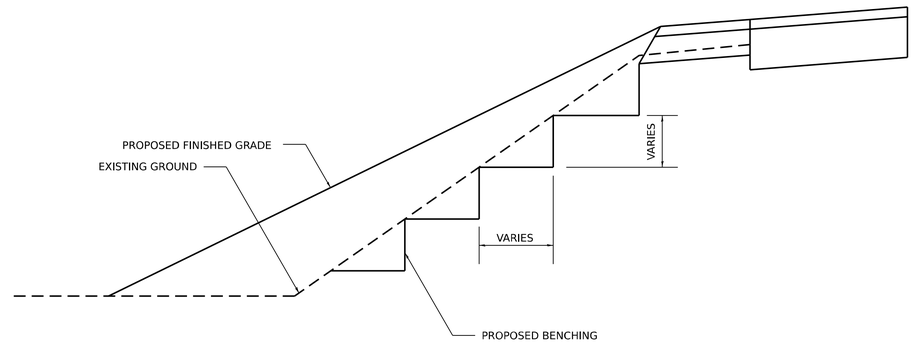
SECTION D-D



REVISED - 10-03-11

DELINEATOR AND POST ORIENTATION 37.4

TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

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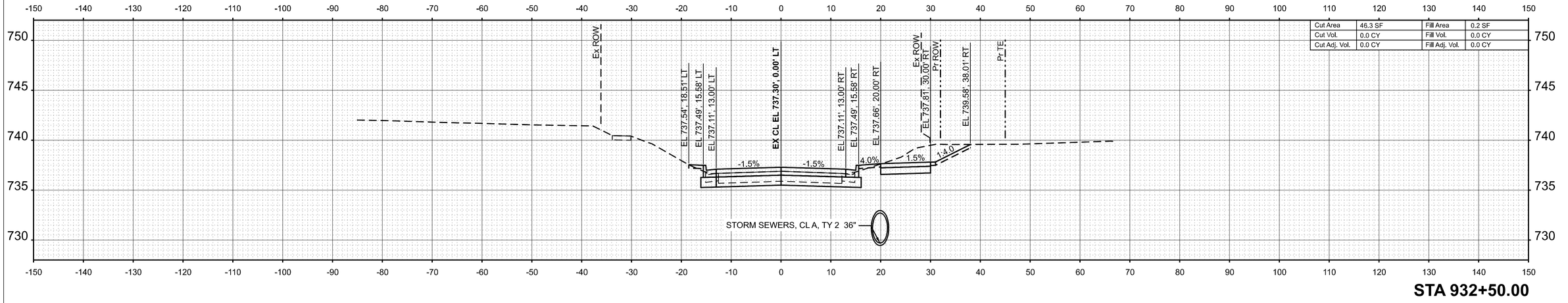
USER NAME = MGlime	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/30/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

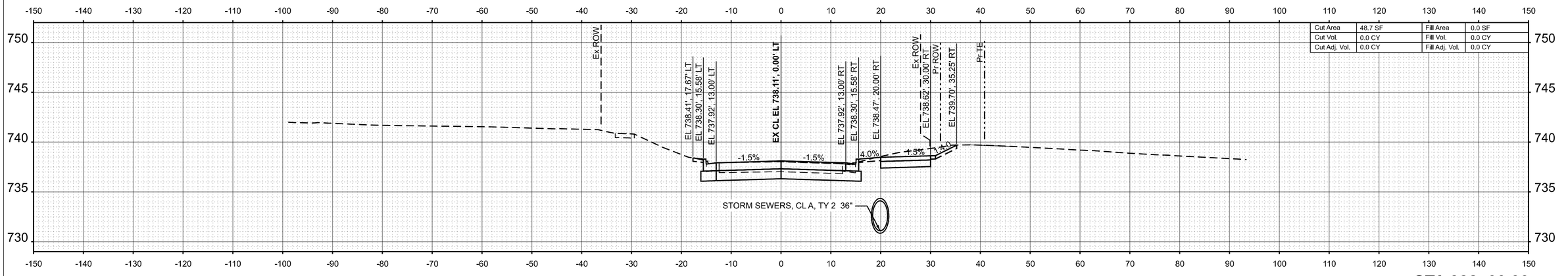
DISTRICT STANDARDS
IL 75

SCALE: 1"=1'-0" | SHEET 15 OF 15 SHEETS | STA. 0+00.00 | TO STA. 0+83.00

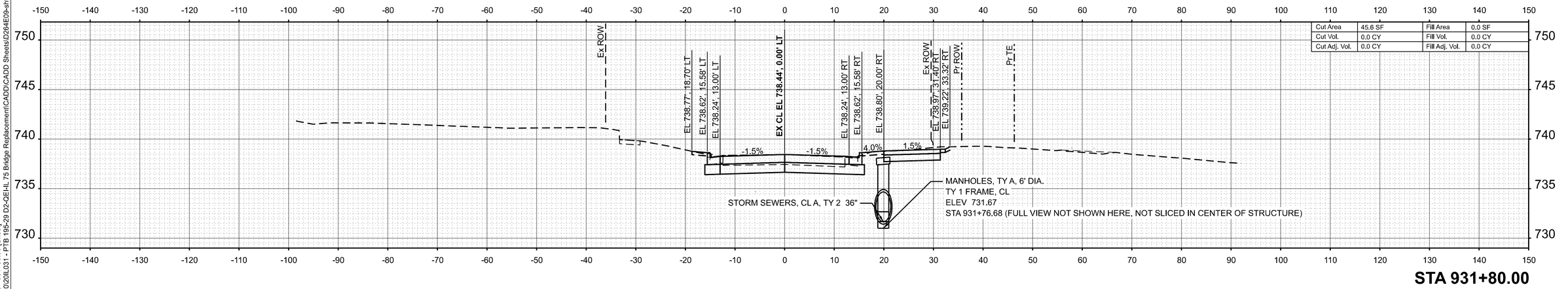
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	114
		CONTRACT NO. 64E09		
		ILLINOIS | FED. AID PROJECT		



STA 932+50.00



STA 932+00.00



STA 931+80.00

MODEL: ExCL IL 75 - 931+80.00 [Sheet]
FILE NAME: S:\2020\20IL031 - PTB 195-29 D2-QE\IL 75 Bridge Replacement\CADD\CADD Sheets\D264E09-sht-XS.dgn

QUIGG ENGINEERING INC

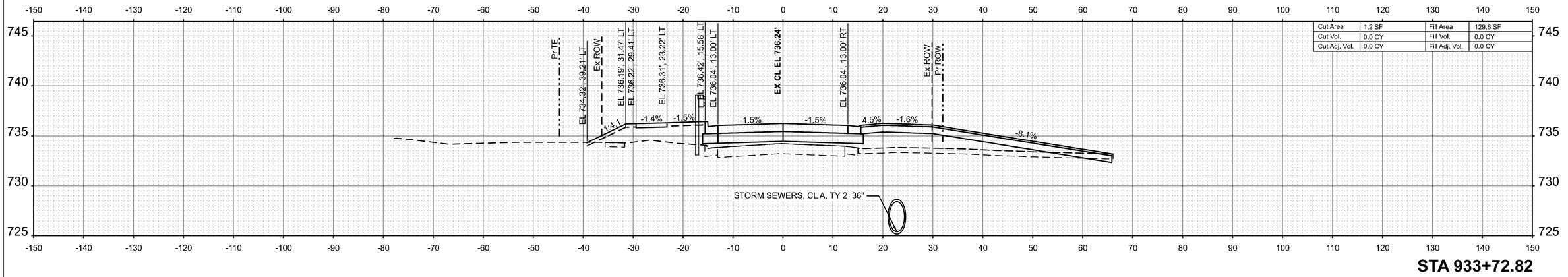
USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

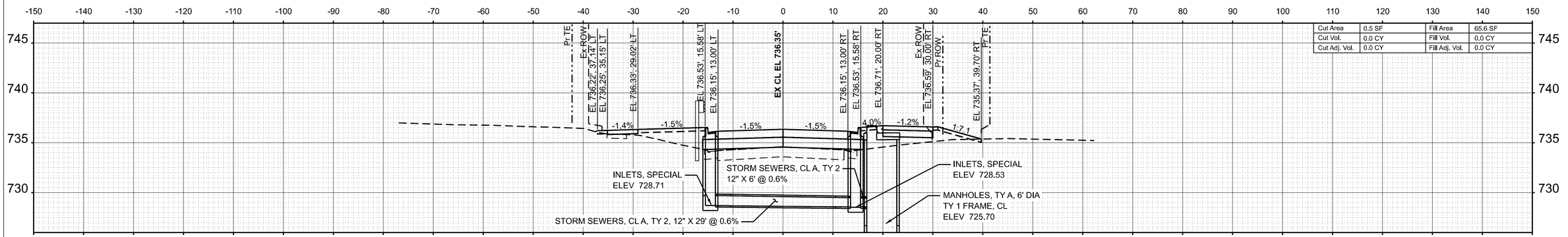
CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 1 OF 16 SHEETS | STA. | TO STA.

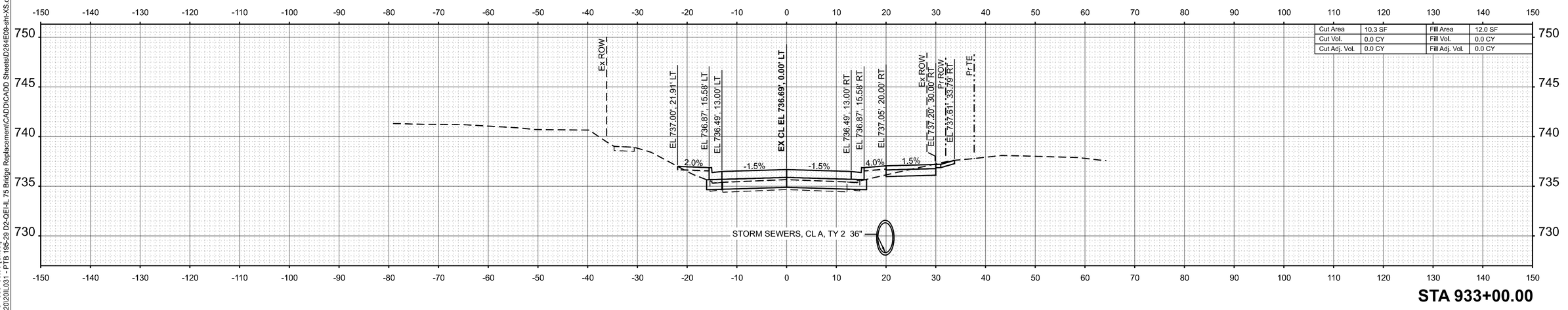
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	115
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



STA 933+72.82



STA 933+50.00



STA 933+00.00

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QUIGG ENGINEERING INC

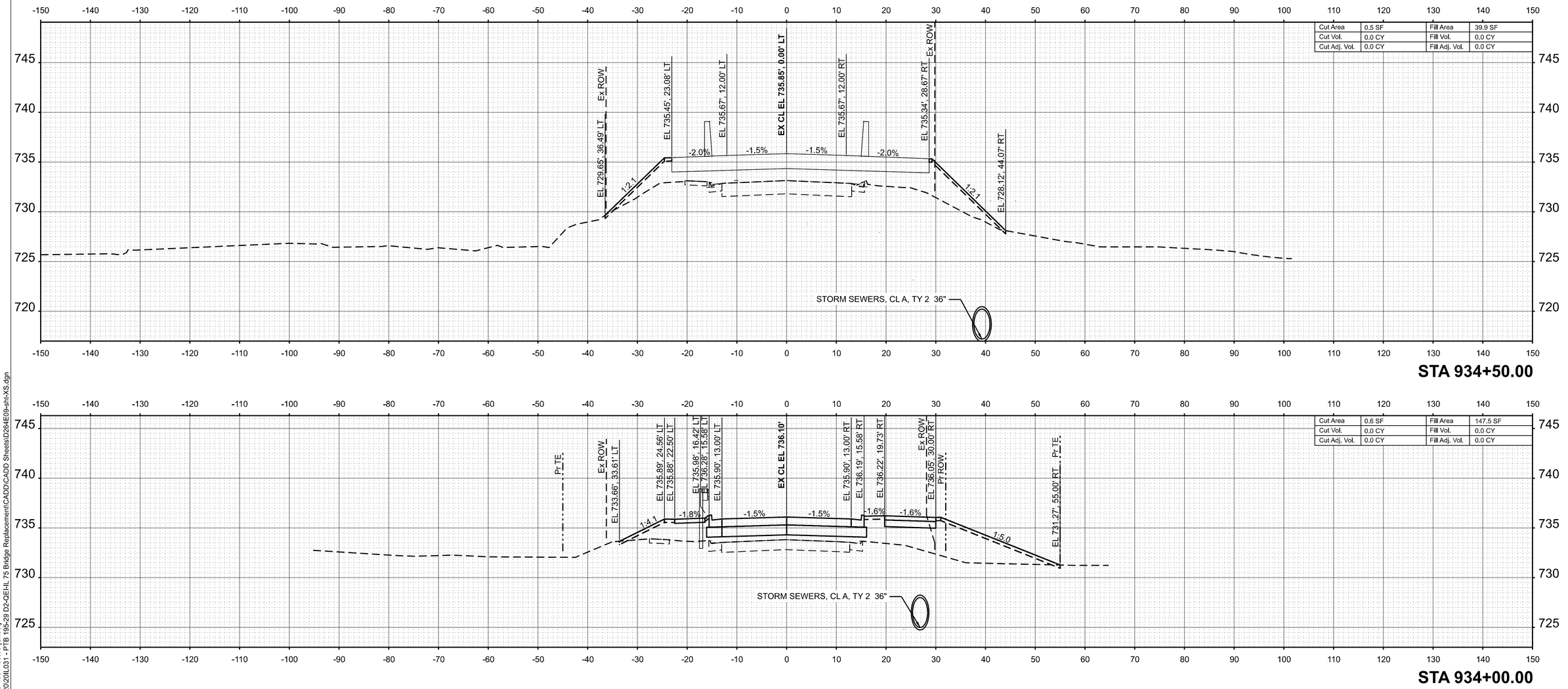
USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 2 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	116
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



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QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - MG	REVISED -	
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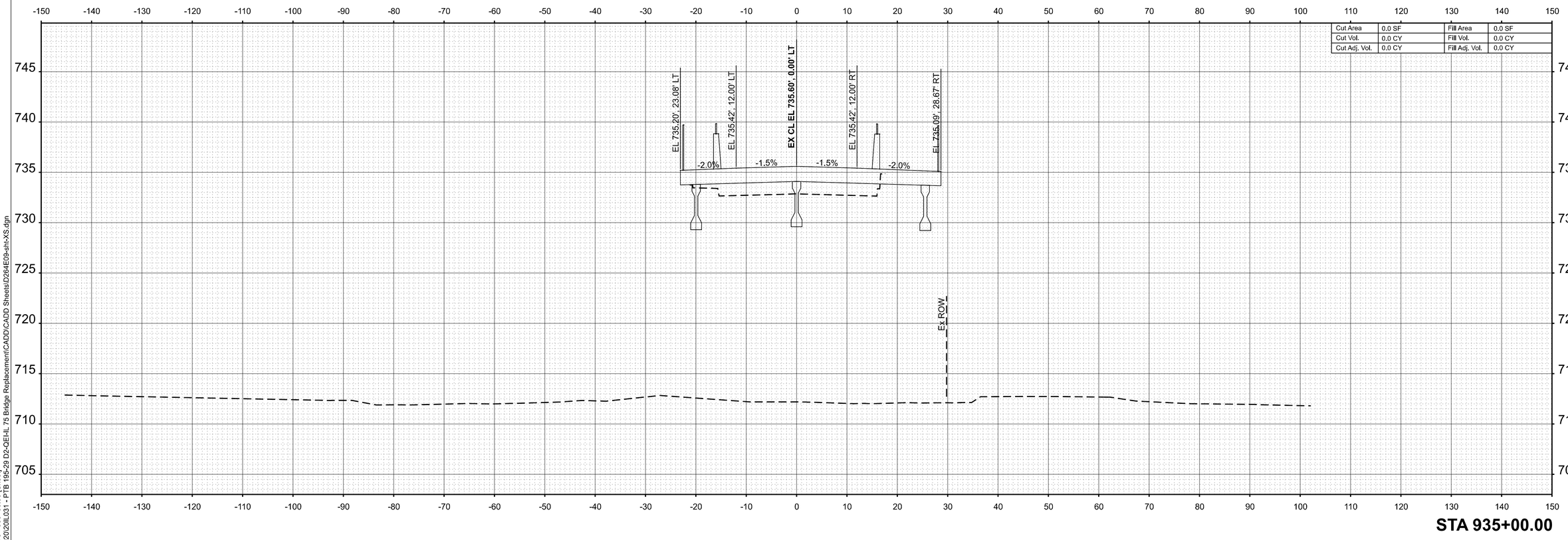
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/16/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 3 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	117
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



STA 935+00.00

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QUIGG ENGINEERING INC

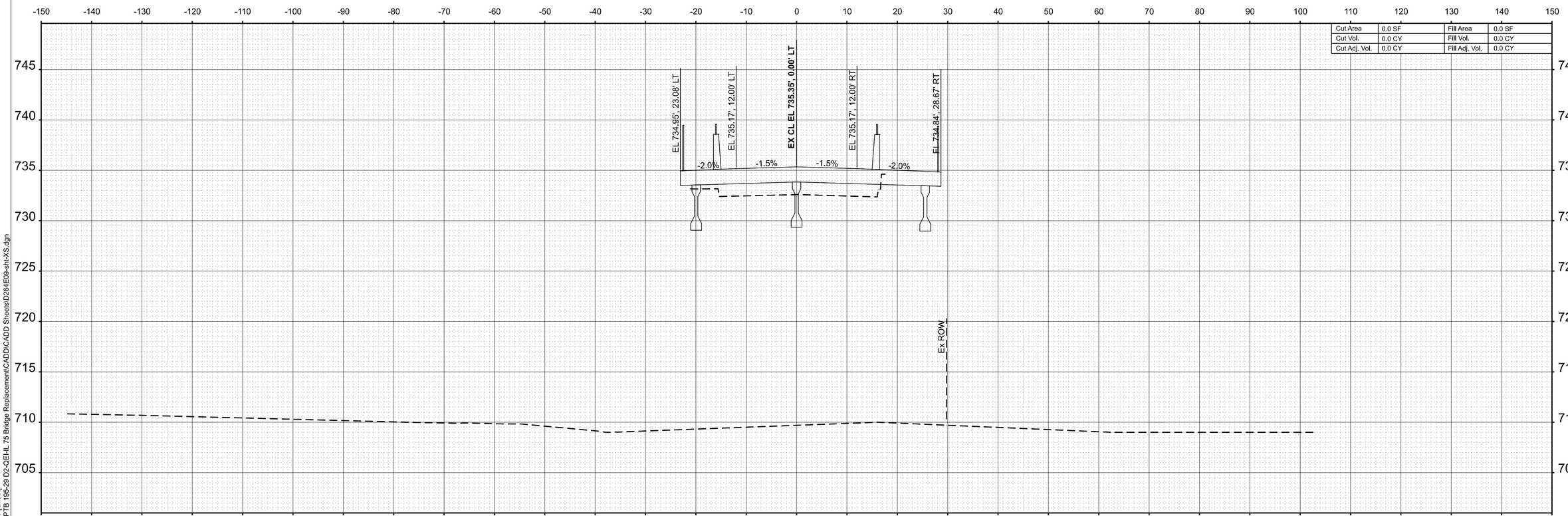
USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 4 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	118
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



STA 935+50.00

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QUIGG ENGINEERING INC

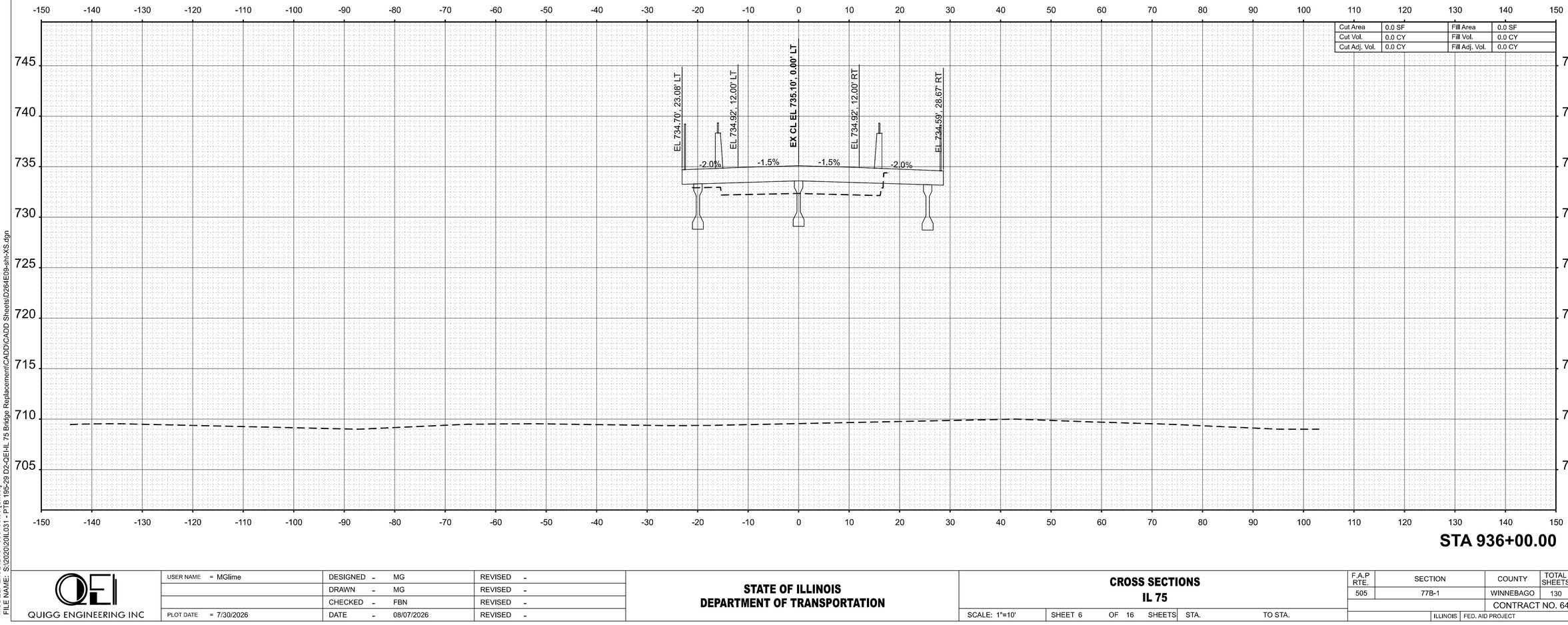
USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 5 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	119
		CONTRACT NO. 64E09		
		ILLINOIS FED. AID PROJECT		



STA 936+00.00

MODEL: ExCL IL 75 - 936+00.00 [Sheet]
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QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

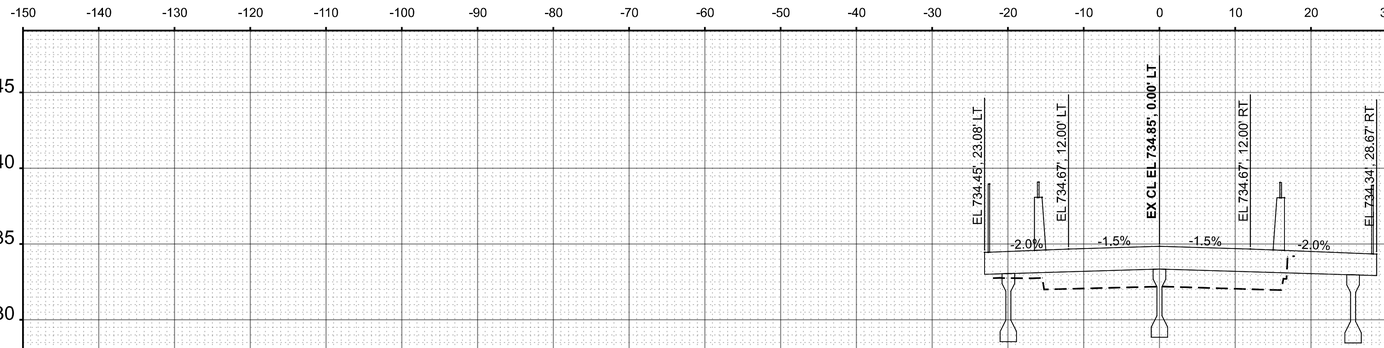
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 6 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	120
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

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



STA 936+50.00

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QUIGG ENGINEERING INC

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	DRAWN - MG	REVISED -			
	CHECKED - FBN	REVISED -			
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -			

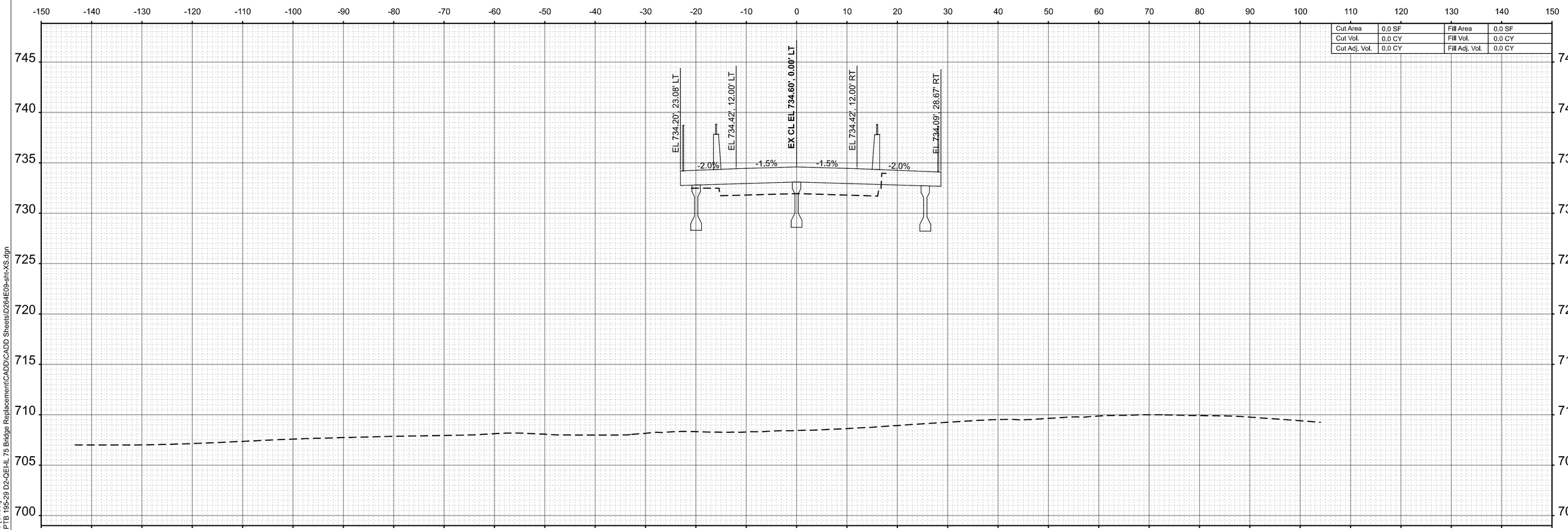
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 7 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	121
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		

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



STA 937+00.00

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QUIGG ENGINEERING INC

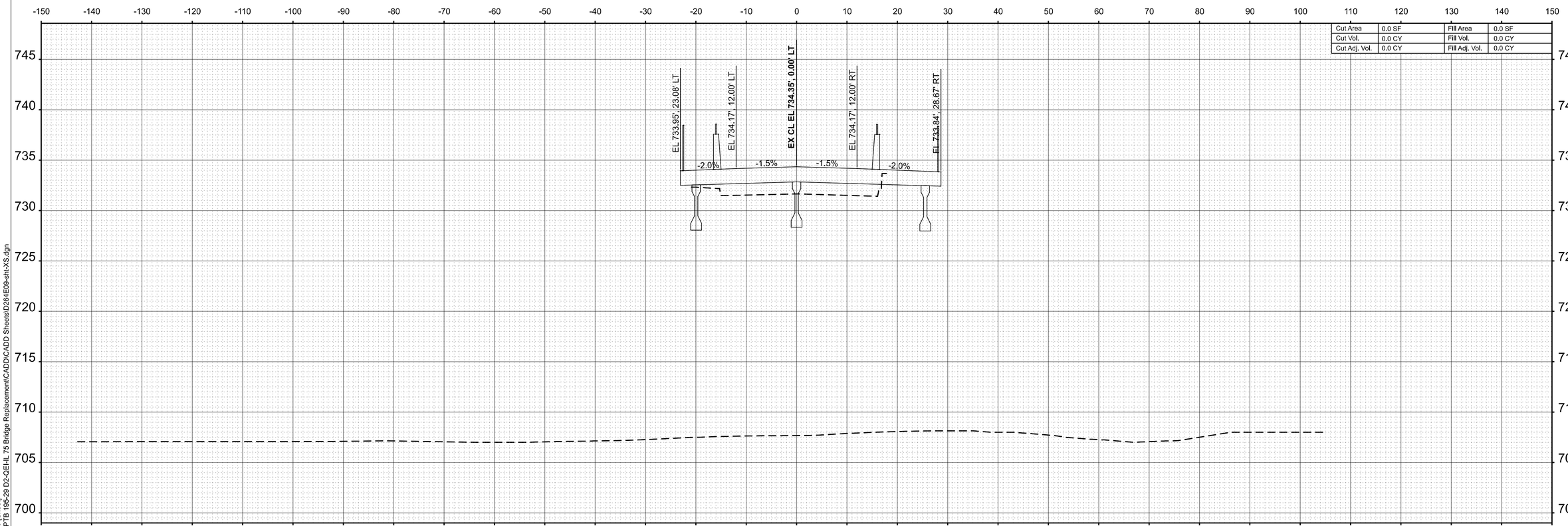
USER NAME = MGlime	DESIGNED - MG	REVISED -			
	DRAWN - MG	REVISED -			
	CHECKED - FBN	REVISED -			
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 8 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	122
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



STA 937+50.00

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QUIGG ENGINEERING INC

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	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

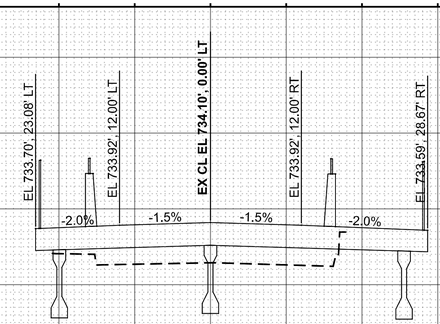
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 9 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	123
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

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



STA 938+00.00

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QUIGG ENGINEERING INC

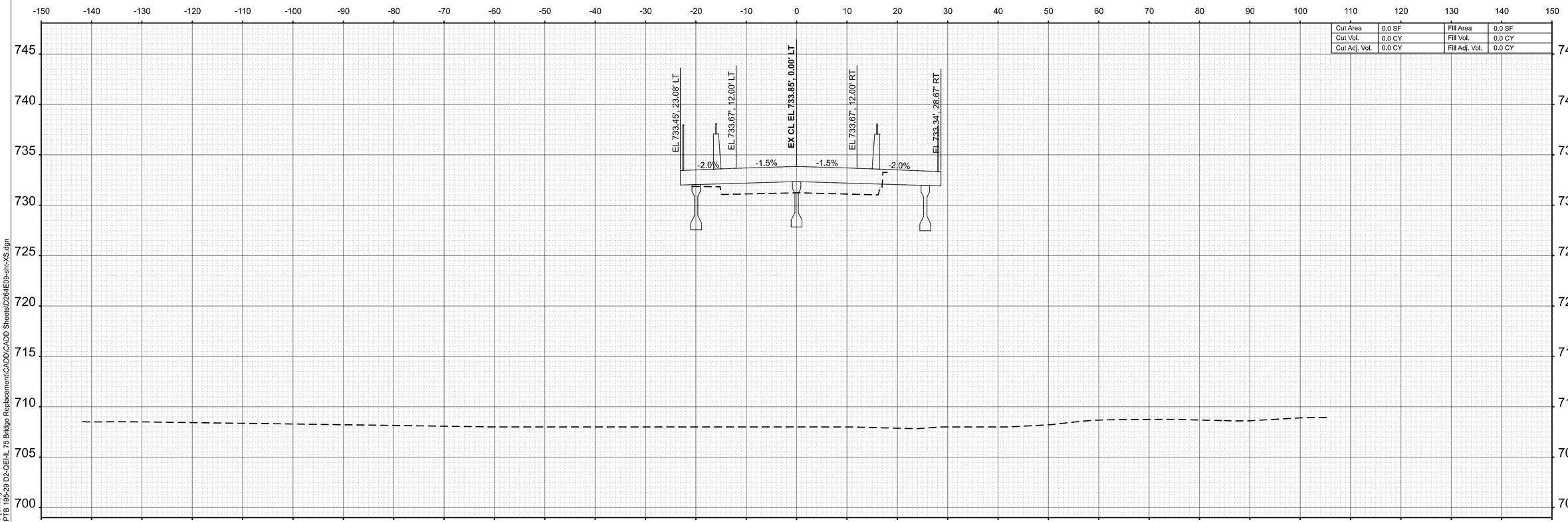
USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 10 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	124
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



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

STA 938+50.00

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QUIGG ENGINEERING INC

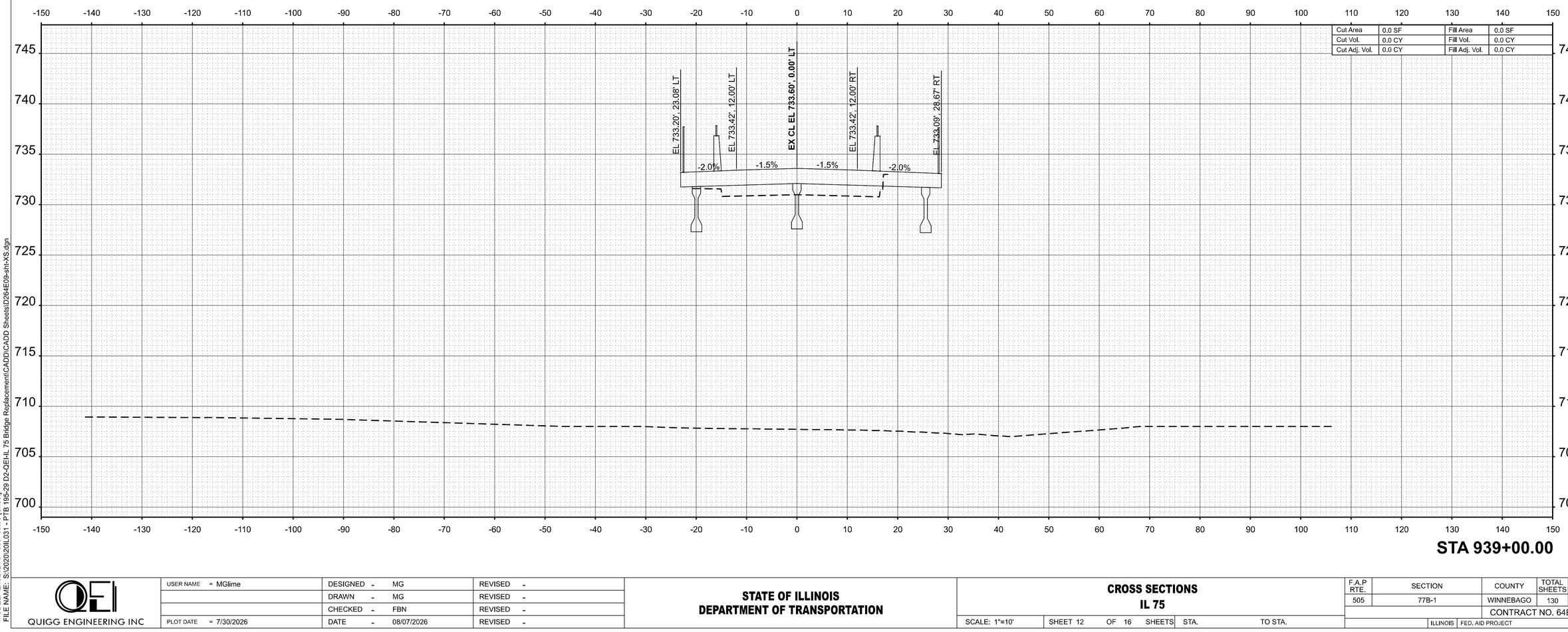
USER NAME = MGlime	DESIGNED - MG	REVISED -			
	DRAWN - MG	REVISED -			
	CHECKED - FBN	REVISED -			
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 11 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	125
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



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QUIGG ENGINEERING INC

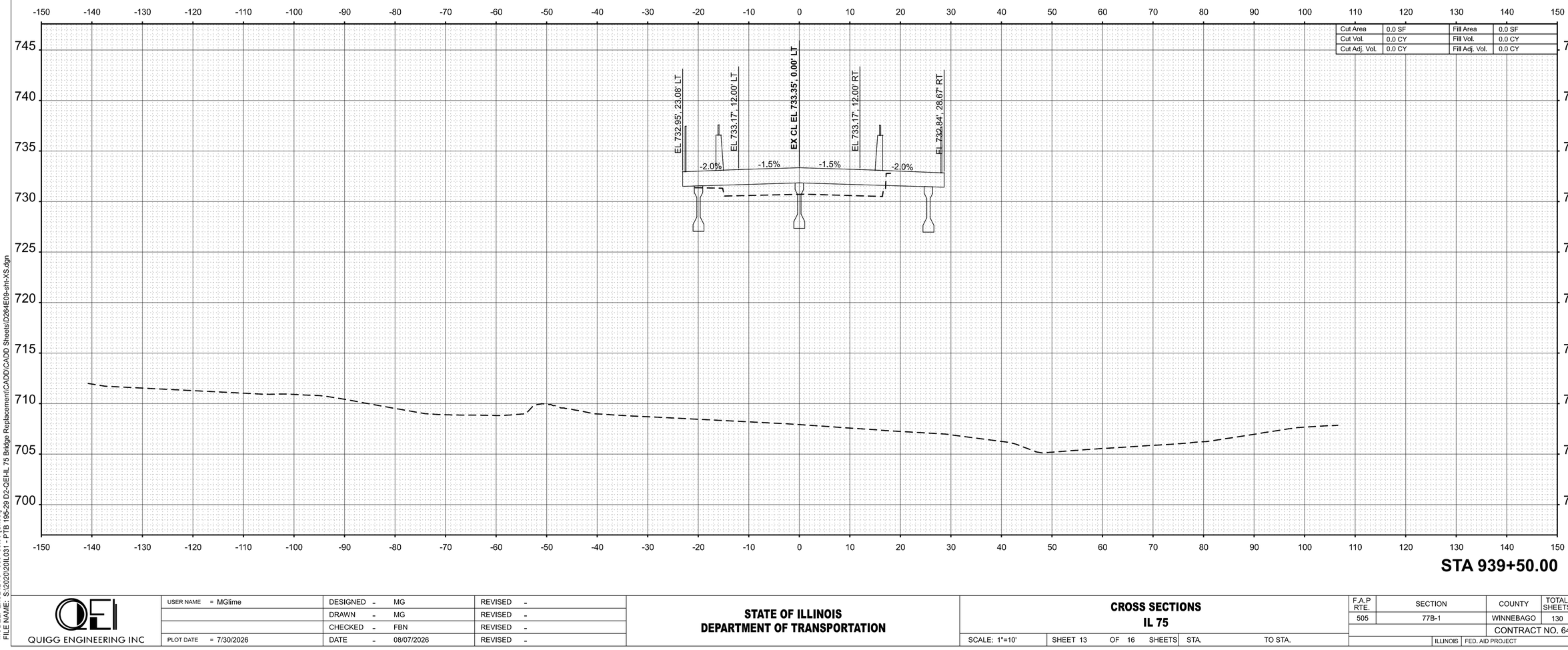
USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 12 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	126
		CONTRACT NO. 64E09		
	ILLINOIS	FED. AID PROJECT		



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QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 13 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	127
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	

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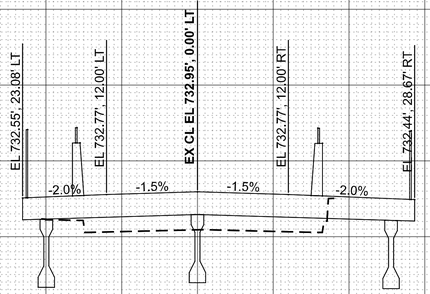
Cut Adj. Vol.	0.0 CY	Fill Adj. Vol.	0.0 CY



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QUIGG ENGINEERING INC

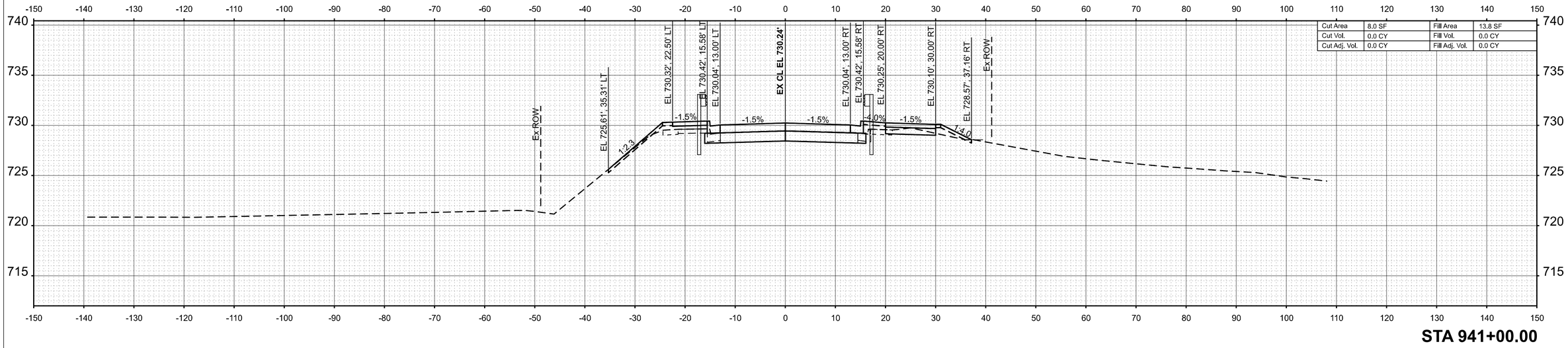
USER NAME = MGlime	DESIGNED - MG	REVISED -			
	DRAWN - MG	REVISED -			
	CHECKED - FBN	REVISED -			
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

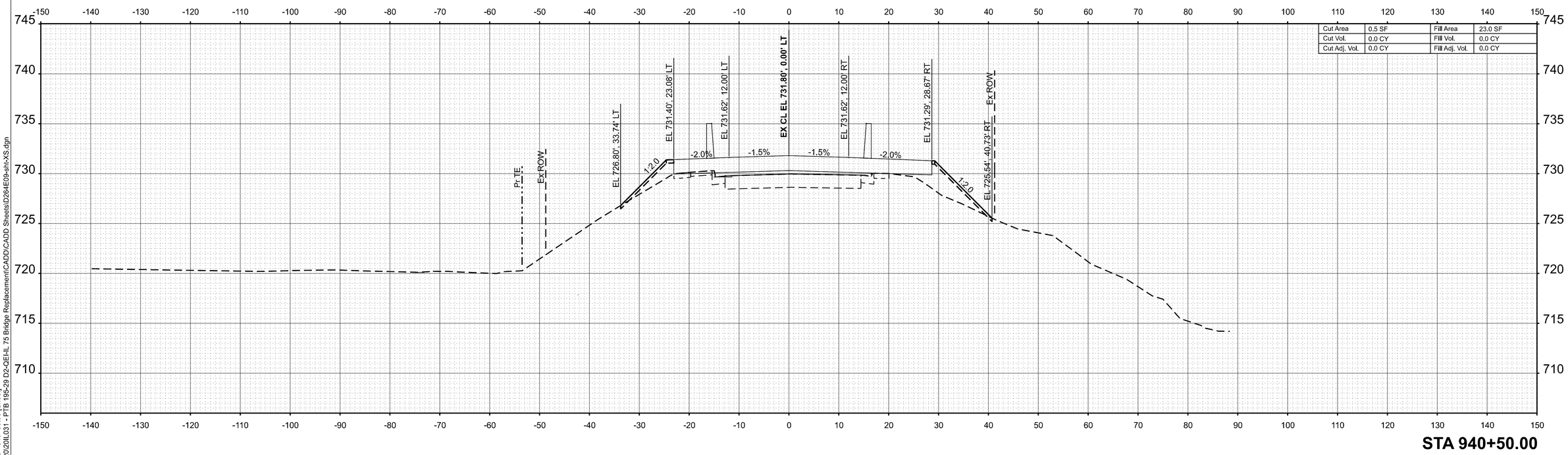
CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 14 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	128
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



STA 941+00.00



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QUIGG ENGINEERING INC

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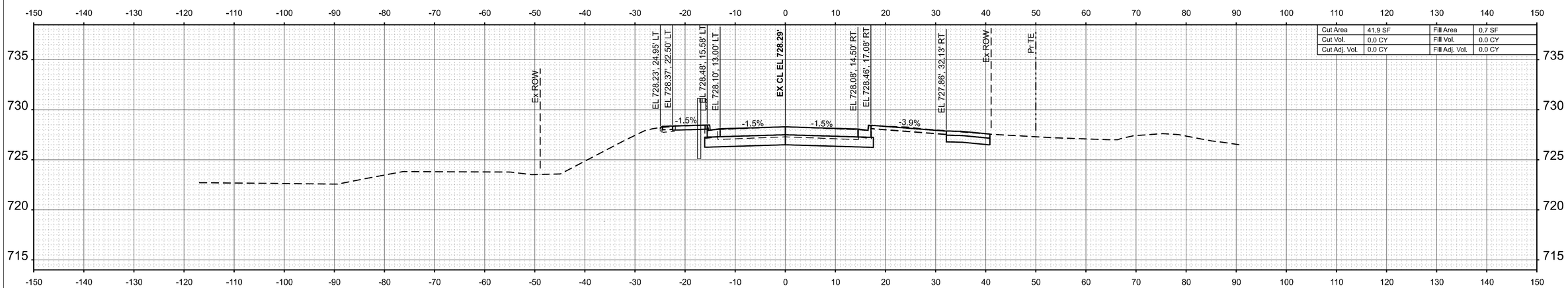
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 15 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	129
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	



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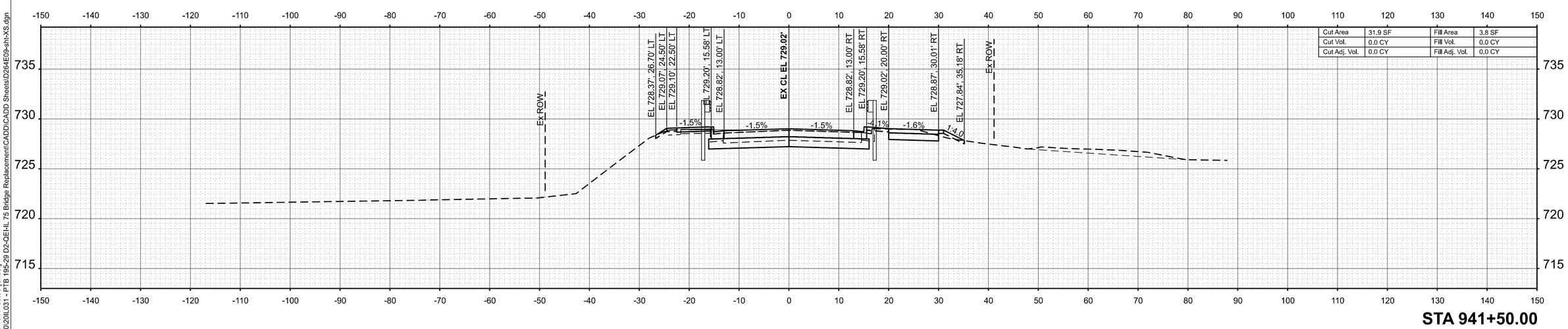

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QUIGG ENGINEERING INC

USER NAME = MGlime	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
	CHECKED - FBN	REVISED -	
PLOT DATE = 7/30/2026	DATE - 08/07/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 75

SCALE: 1"=10' | SHEET 16 OF 16 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	77B-1	WINNEBAGO	130	130
		CONTRACT NO. 64E09		
		ILLINOIS	FED. AID PROJECT	