

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	1
		ILLINOIS	CONTRACT NO. 62R55	

FOR INDEX OF SHEETS, SEE SHEET NO. 3

**DESIGN DESIGNATION**

1385(35) MINOR ARTERIAL 16.90(FD-20)

**TRAFFIC DATA**

I-80 (BRIGGS ST TO US 30)  
EXISTING ADT: 75,700 (2019)  
DESIGN ADT: 113,300 (2050)

BRIGGS STREET - NORTH OF I-80  
EXISTING ADT: 12,700 (2019)  
DESIGN ADT: 16,800 (2050)

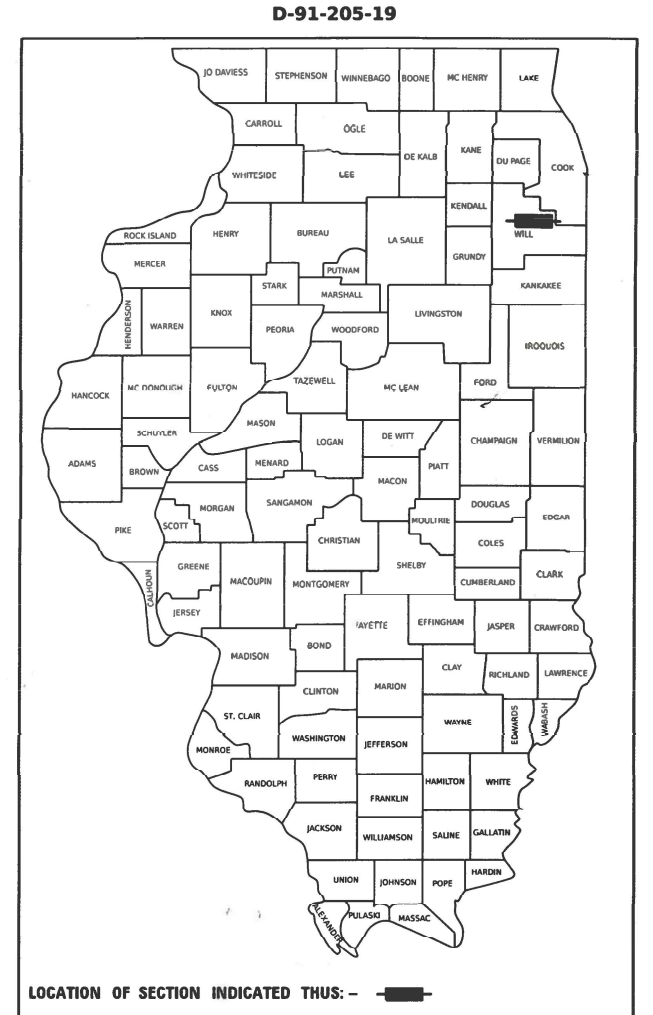
BRIGGS STREET - SOUTH OF I-80  
EXISTING ADT: 11,900 (2019)  
DESIGN ADT: 21,000 (2050)

DESIGN SPEED LIMIT (NORTH OF I-80): 35 MPH  
DESIGN SPEED LIMIT (SOUTH OF I-80): 30 MPH  
POSTED SPEED LIMIT: 30 MPH

**PROPOSED  
HIGHWAY PLANS**

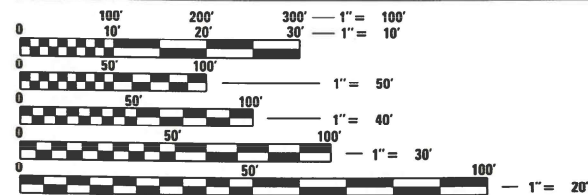
FAI ROUTE 80 (I-80)  
SECTION FAI 80 22 BR  
PROJECT NHPP-6GX9(144)  
BRIDGE REPLACEMENT AND BRIDGE WIDENING  
WILL COUNTY

C-91-188-22



LOCATION OF SECTION INDICATED THUS: — ■ —

**PROJECT IS LOCATED IN JOLIET TOWNSHIP**



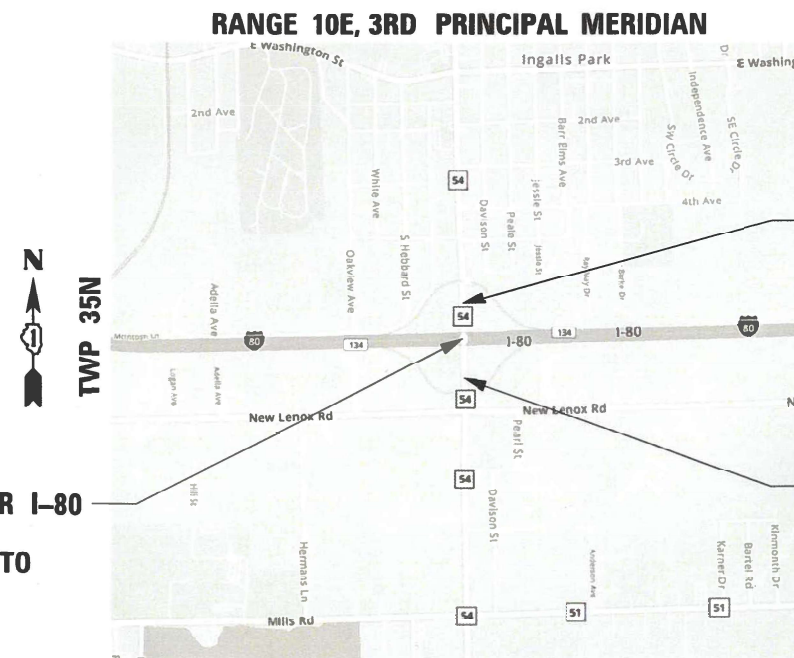
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

MEADE ELECTRIC CO.  
DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR  
FOR LOCATING IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES  
773-287-7672

PROJECT ENGINEER: SUNG BYUN (847) 705-4288  
PROJECT MANAGER: KIM HARVEY (847) 705-4055

CONTRACT NO. 62R55



BRIGGS ST OVER I-80  
(SN 099-8307)  
STA 59+05.96 TO  
STA 61+15.96

PROJECT ENDS  
STA. 64+80

PROJECT BEGINS  
STA. 55+00

SCALE 1" = 1200'

GROSS LENGTH = 980 FT. = 0.186 MILE  
NET LENGTH = 980 FT. = 0.186 MILE

exp. **HNTB** **TransSmart**  
100 S. Wacker Drive Suite 400  
Chicago, Illinois 60606

Geo Services, Inc. **SE3**  
Government, Environmental, Civil Engineering and Structural Services  
An ISO 9001 Firm

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

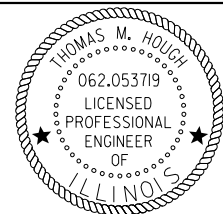
SUBMITTED NOVEMBER 30, 2022  
Jose Rios  
REGIONAL ENGINEER

February 3, 2023  
Scott A. Etk  
ENGINEER OF DESIGN AND ENVIRONMENT

February 3, 2023  
Stephen M. Smith  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

# FAI ROUTE 80 AT BRIGGS STREET BRIDGE REPLACEMENT AND BRIDGE WIDENING SECTION FAI 80 22 BR



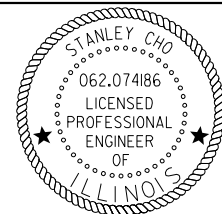
SEAL

SIGNATURE: *Thomas M. Hough*

DATE SIGNED: 12-15-2022

LICENSE EXPIRATION DATE: 11-30-2023

THIS SEAL APPLIES TO SHEETS:  
1-24, 46-52, 100-133



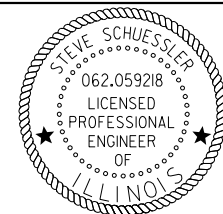
SEAL

SIGNATURE: *Stanley Cho*

DATE SIGNED: 12-15-2022

LICENSE EXPIRATION DATE: 11-30-2023

THIS SEAL APPLIES TO SHEETS:  
25-34



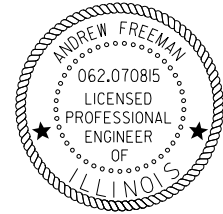
SEAL

SIGNATURE: *Steve Schuessler*

DATE SIGNED: 12-15-2022

LICENSE EXPIRATION DATE: 11-30-2023

THIS SEAL APPLIES TO SHEETS:  
35-39, 43-45, 53



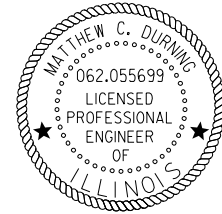
SEAL

SIGNATURE: *Andrew Freeman*

DATE SIGNED: 12-15-2022

LICENSE EXPIRATION DATE: 11-30-2024

THIS SEAL APPLIES TO SHEETS:  
54-57



SEAL

SIGNATURE: *Matthew C. Durning*

DATE SIGNED: 12-15-2022

LICENSE EXPIRATION DATE: 11-30-2023

THIS SEAL APPLIES TO SHEETS:  
58-62



SEAL

SIGNATURE: *Vinod C. Patel*

DATE SIGNED: 12-15-2022

LICENSE EXPIRATION DATE: 11-30-2024

THIS SEAL APPLIES TO SHEETS:  
63-99

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORTSYSTEMS\LOCAL\TRANSPORTSYSTEMS-PW\201\DM508081\62R55-SHT-SEALS-01.DGN



USER NAME = AVILAC	DESIGNED - CMA	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	CHECKED - BRH	REVISED -
PLOT DATE = 12/14/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIGGS STREET PROFESSIONAL SEALS</b>	
SCALE: N.T.S.	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	2
CONTRACT NO. 62R55				
ILLINOIS			FED. AID PROJECT	

## INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET
2	PROFESSIONAL SEALS
3	INDEX OF SHEETS AND STANDARDS
4	GENERAL NOTES AND COMMITMENTS
5 - 14	SUMMARY OF QUANTITIES
15 - 16	SCHEDULE OF QUANTITIES
17	EARTHWORK SCHEDULE
18	TYPICAL SECTIONS
19 - 21	ALIGNMENT, TIES AND BENCHMARKS
22	BRIGGS STREET - EXISTING CONDITIONS AND REMOVAL PLAN
23	BRIGGS STREET - ROADWAY PLAN & PROFILE
24	I-80 - REMOVAL AND PROPOSED PLAN
25	SUGGESTED STAGING AND TRAFFIC CONTROL GENERAL NOTES
26 - 28	SUGGESTED STAGING AND TRAFFIC CONTROL - TYPICAL SECTIONS
29 - 34	SUGGESTED STAGING AND TRAFFIC CONTROL - STAGING PLANS
35	EROSION AND SEDIMENT CONTROL GENERAL NOTES
36 - 38	EROSION AND SEDIMENT CONTROL PLANS
39	EROSION AND SEDIMENT CONTROL SCHEDULE
40 - 42	EXISTING UTILITIES
43	BRIGGS ST - DRAINAGE PLANS
44	DRAINAGE SCHEDULE
45	DRAINAGE DETAILS
46	BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN
47	EXISTING AND PROPOSED SIGN SCHEDULE
48	SIGN DETAIL
49 - 51	BRIDGE MOUNT SIGN STRUCTURES
52	GRADING PLAN
53	LANDSCAPING PLAN
54 - 57	TRAFFIC SIGNAL PLANS
58 - 62	LIGHTING PLANS
63 - 99	STRUCTURAL PLANS SN. 099-8307
100 - 110	DISTRICT ONE DETAILS
111 - 133	BRIGGS STREET CROSS SECTIONS

## HIGHWAY STANDARDS

000001-08	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
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 MM) THRU 84" (2100 MM) DIAMETER
542311-07	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALLS FOR PIPE UNDERDRAINS
602001-02	CATCH BASIN, TYPE A
602401-07	PRECAST MANHOLE, TYPE A, 4' (1.22 M) DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS, TYPE 1
604091-05	FRAME AND GRATE, TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
630116	BACK SIDE PROTECTION OF 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
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701400-11	APPROACH TO LANE CLOSURE, FREEWAY/ EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/ EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/ EXPRESSWAY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A&B METAL POSTS (FOR SIGNS & MARKERS)
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001-01	RACEWAYS EMBEDDED IN STRUCTURE
814001-03	HANDHOLES
878001-11	CONCRETE FOUNDATION DETAILS

## IDOT DISTRICT ONE DETAILS

TC-09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-18	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-51	BENCHING DETAIL FOR EMBANKMENT

MODEL: 00 SHEET: 1  
FILE NAME: C:\WORKSYSTEMS\LOCAL\TRANSPORT\SYSTEMS\HW-01\DM50808\162855-SHT-GENNOTE-01.DGN



USER NAME = HECHTBR	DESIGNED - CMA	REVISED -
	DRAWN - FYW	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
INDEX OF SHEETS AND STANDARDS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	3
CONTRACT NO. 62R55				
		ILLINOIS	FED. AID PROJECT	

# GENERAL NOTES

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
3. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
4. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
5. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
8. STORM SEWER CONSTRUCTED UNDER THE ROADWAY SHALL BE BACKFILLED ACCORDING TO METHOD 1 OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.
9. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
10. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
11. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
12. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
13. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT (847)-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
14. THE ENGINEER SHALL CONTACT REGINA COOPER, AREA TRAFFIC FIELD ENGINEER (or TECHNICIAN), AT (847) 705-4153 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, IDOT'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
16. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
17. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
18. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), UNLESS OTHERWISE NOTED.
19. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
20. SEVENTY-TWO (72) HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT 1-800-892-0123 OR 811 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.
21. IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. AS OF THE LETTING DATE, CONTACT MEADE ELECTRIC COMPANY AT 773-287-7672.
22. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITY LOCATIONS MUST BE CONSIDERED APPROXIMATE.
23. CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 72 HOURS IN ADVANCE OF WEED CONTROL AND SELECTIVE CLEARING.
24. THE DEPARTMENT HAS NOT OBTAINED PERMITS FOR OFFSITE BORROW, WASTE USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.G.1 AND 2 OF THE SWPPP. THE COST OF MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE PAY ITEMS.
25. THE PAVEMENT ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.
26. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
27. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED OR DAMAGED BY THE CONTRACTOR'S VEHICLES OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
28. SUBGRADE STABILITY TO BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
29. THE NEED FOR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION & AGGREGATE SUBGRADE IMPROVEMENT SHALL BE DETERMINED IN THE FIELD BY THE GEOTECHNICAL ENGINEER FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
30. REMOVAL OF EXISTING PIPE UNDERDRAIN AND PIPE UNDERDRAIN OUTFALL STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. PIPE UNDERDRAINS SHALL BE INSTALLED AFTER THE PLACEMENT OF THE AGGREGATE SUBGRADE IMPROVEMENT LAYER.
31. SUFFICIENT DRAINAGE FACILITIES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION TO FACILITATE SURFACE RUNOFF. WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTER, OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLAN HIS OPERATIONS, WITH THE APPROVAL OF THE ENGINEER IN THE FIELD, SO AS TO UTILIZE THE FACILITIES PROVIDED TO PREVENT LOCAL FLOODING AND ENSURE PROPER SURFACE RUNOFF. MINOR DITCH GRADING AND ANY BULKHEADING AS DIRECTED BY THE ENGINEER, NECESSARY TO PROVIDE FOR THE INTERIM DRAINAGE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
32. ALL STORM SEWERS, PIPE CULVERTS, CATCH BASINS, MANHOLES, INLETS AND SIMILAR STRUCTURES NEWLY CONSTRUCTED, ADJUSTED OR RECONSTRUCTED UNDER THE CONTRACT SHALL BE CLEANED OF ANY ACCUMULATION OF SILT, DEBRIS, OR FOREIGN MATTER OF ANY KIND AND SHALL BE FREE FROM SUCH ACCUMULATIONS AT THE TIME OF FINAL INSPECTION. THE COST OF ANY CLEANING REQUIRED TO COMPLY WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE APPLICABLE ITEM.
33. THE CONTRACTOR SHALL VERIFY EXISTING OUTLET STRUCTURE LOCATION AND INVERTS PRIOR TO STARTING UPSTREAM STORM SEWER CONNECTION AND CONSTRUCTION.
34. ALL DAMAGE BY THE CONTRACTOR'S OPERATIONS TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
35. THE COST OF FULL OR PARTIAL DEPTH SAW CUTS REQUIRED FOR REMOVAL ITEMS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE OF THE ITEM.
36. THE AGGREGATE GRADITION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS1 OR RR1.
37. STATION AND OFFSETS SHOWN IN THE PLANS ARE BASED OFF THE PROPOSED BRIGGS STREET BASELINE.
38. A QUANTITY OF 2,065 CU YD OF FURNISHED EXCAVATION HAS BEEN INCLUDED IN THE CONTRACT TO BALANCE THE LOSS OF THE NON-SPECIAL WASTE DISPOSAL QUANTITY. IF TESTING DETERMINES THAT SOME OF THE NON-SPECIAL WASTE MATERIAL CAN BE USED ON SITE AS EMBANKMENT, THE EXCESS FURNISHED EXCAVATION SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER PRIOR TO PLACING FURNISHED EXCAVATION.

BRIGGS STREET HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
<b>PAVEMENT RESURFACING (SOUTH OF I-80) &gt; 3 3/4" RESURFACING</b>		
HMA SURFACE COURSE, IL-9.5, MIX "D", N70 (1 1/2")	4.0% @ 70 GYR.	QC/QA
HMA BINDER COURSE, IL-19.0, N70 (VARIES, 2 1/4" MINIMUM)	4.0% @ 70 GYR.	QC/QA
<b>PAVEMENT RESURFACING (NORTH &amp; SOUTH OF I-80) &lt; 3 3/4" RESURFACING</b>		
HMA SURFACE COURSE, IL-9.5, MIX "D", N70 (1 1/2")	4.0% @ 70 GYR.	QC/QA
HMA BINDER COURSE, IL-9.5, N70 (VARIES, 1 1/2" MINIMUM)	4.0% @ 70 GYR.	QC/QA
<b>PAVEMENT RECONSTRUCTION (HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13 1/2") (SEE NOTE 4)</b>		
POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 (2")	3.5% @ 80 GYR.	QC/QA
POLYMERIZED HMA BINDER COURSE, IL-19.0, N90 (2 1/4")	4.0% @ 90 GYR.	QC/QA
HMA BINDER COURSE, IL-19.0, N90 (9 1/4")	4.0% @ 90 GYR.	QC/QA
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4.0% @ 70 GYR.	QC/QA
<b>TEMPORARY PAVEMENT</b>		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70 (2")	4.0% @ 70 GYR.	QC/QA
HMA BINDER COURSE, IL-19.0 N70 (8")	4.0% @ 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP).		

### MIXTURE TABLE NOTES

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/ SQ YD/ IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS, PCC PAVEMENT 8". TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS. ALL TEMPORARY PAVEMENT SHALL BE PROVIDED OVER 4" SUBBASE GRANULAR MATERIAL.
4. LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT AND UNDER THE TOP BINDER LIFT.

MODEL: 70 SHEET 4  
FILE NAME: C:\BANSYSTEMS\BPM LOCAL\TRANS\SYSTEMS-PW\01\DKS08081\62R55-SHT-GENNOTE-02.DGN



USER NAME = HECHTBR	DESIGNED - CMA	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	DRAWN - FYW	REVISED -
PLOT DATE = 12/15/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

### BRIGGS STREET GENERAL NOTES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	4
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
20101000	TEMPORARY FENCE	FOOT	310	310			
20101100	TREE TRUNK PROTECTION	EACH	50	50			
20101200	TREE ROOT PRUNING	EACH	50	50			
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	25	25			
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	25	25			
20200100	EARTH EXCAVATION	CU YD	3,278	3,278			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	959	959			
20400800	FURNISHED EXCAVATION	CU YD	32,990	32,990			
20800150	TRENCH BACKFILL	CU YD	254	254			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	425	425			
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,164	1,164			
25000210	SEEDING, CLASS 2A	ACRE	1.50	1.50			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	125	125			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	125	125			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	125	125			
25100115	MULCH, METHOD 2	ACRE	0.75	0.75			

\* SPECIALTY ITEM

MODEL: 20 SHEET 1  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\FW\01\DM50808162R55-SHT-500-01.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	5
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
					BRIDGE		
				ROADWAY 0003 URBAN	0010 SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
25100630	EROSION CONTROL BLANKET	SQ YD	14,039	14,039			
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	16,655	16,655			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	610	610			
28000305	TEMPORARY DITCH CHECKS	FOOT	690	690			
28000400	PERIMETER EROSION BARRIER	FOOT	2,461	2,461			
28000510	INLET FILTERS	EACH	12	12			
28100105	STONE RIPRAP, CLASS A3	SQ YD	57	57			
28100109	STONE RIPRAP, CLASS A5	SQ YD	123	123			
28200200	FILTER FABRIC	SQ YD	220	220			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	47	47			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,591	1,591			
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2,318	2,318			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,650	3,650			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1,516	1,516			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	34	34			
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	43	43			

\* SPECIALTY ITEM

MODEL: 20 SHEET 4  
FILE NAME: C:\TRANSSYSTEMS\LOCAL\TRANSSYSTEMS\FW-01\DM50808162R55-SHT-500-02.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	DRAWN - CMA	REVISED -
PLOT DATE = 12/15/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	6
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	234	234			
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	154	154			
40701951	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13 1/2"	SQ YD	1,215	1,215			
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	200	200			
44000100	PAVEMENT REMOVAL	SQ YD	1,649	1,649			
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,746	1,746			
44004250	PAVED SHOULDER REMOVAL	SQ YD	774	774			
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	87	87			
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	122	122			
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	157	157			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4			
50157300	PROTECTIVE SHIELD	SQ YD	320		320		
50200100	STRUCTURE EXCAVATION	CU YD	666		666		
50300100	FLOOR DRAINS	EACH	8		8		
50300225	CONCRETE STRUCTURES	CU YD	418.2		418.2		

\* SPECIALTY ITEM

MODEL: 00 SHEET: 1  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\FW\01\DM50808\162R55-SRT-500-03.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	DRAWN - CMA	REVISED -
PLOT DATE = 12/15/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	7
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
50300255	CONCRETE SUPERSTRUCTURE	CUYD	755.1		755.1		
50300260	BRIDGE DECK GROOVING	SQ YD	1,844		1,844		
50300300	PROTECTIVE COAT	SQ YD	2,946		2,946		
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CUYD	234.5		234.5		
50401325	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL45N	FOOT	2,270		2,270		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	334,140		334,140		
50800515	BAR SPLICERS	EACH	1,064		1,064		
50901739	BRIDGE FENCE RAILING, CURVED	FOOT	526		526		
50901750	PARAPET RAILING	FOOT	263		263		
51100100	SLOPE WALL 4 INCH	SQ YD	774		774		
* 51201900	FURNISHING STEEL PILES HP14X89	FOOT	2,075		2,075		
* 51202305	DRIVING PILES	FOOT	2,075		2,075		
* 51203900	TEST PILE STEEL HP14X89	EACH	3		3		
* 51204650	PILE SHOES	EACH	52		52		
* 51500100	NAME PLATES	EACH	1		1		
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	1,023		1,023		

\* SPECIALTY ITEM

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\PM\01\DM50808\162R55-SRT-500-04.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	8
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	78	78			
54261215	CONCRETE END SECTION, STANDARD 542001, 15", 1:2	EACH	1	1			
54261236	CONCRETE END SECTION, STANDARD 542001, 36", 1:2	EACH	2	2			
54261315	CONCRETE END SECTION, STANDARD 542001, 15", 1:3	EACH	1	1			
54261336	CONCRETE END SECTION, STANDARD 542001, 36", 1:3	EACH	2	2			
54261415	CONCRETE END SECTION, STANDARD 542001, 15", 1:4	EACH	1	1			
54261436	CONCRETE END SECTION, STANDARD 542001, 36", 1:4	EACH	2	2			
542A4021	PIPE CULVERTS, CLASS A, TYPE 6 36"	FOOT	249	249			
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	326	326			
550A1250	STORM SEWERS, CLASS A, TYPE 5 15"	FOOT	64	64			
550A1550	STORM SEWERS, CLASS A, TYPE 6 15"	FOOT	144	144			
55201300	STORM SEWERS JACKED IN PLACE, 36"	FOOT	436	436			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CUYD	367		367		
58700300	CONCRETE SEALER	SQ FT	2,819		2,819		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	183		183		
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4			

\* SPECIALTY ITEM

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSSYSTEMS\LOCAL\TRANSSYSTEMS\FW-01\DM50808162R55-SHT-500-05.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	9
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	141	141			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	220		220		
60146305	PIPE UNDERDRAINS FOR STRUCTURES (SPECIAL) 4"	FOOT	233	233			
60201340	CATCH BASINS, TYPEA, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	8	8			
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4			
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	434	434			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPEA, 6 FOOT POSTS	FOOT	112.5	112.5			
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPEA, 9 FOOT POSTS	FOOT	225	225			
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	4	4			
63200310	GUARDRAIL REMOVAL	FOOT	1,321	1,321			
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
64301090	ATTENUATOR BASE	SQ YD	42	42			
* 64401100	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	490	490			
* 64401300	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	4	4			

\* SPECIALTY ITEM

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\FW\01\DM50808162R55-SRT-500-06.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	10
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2,065	2,065			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5			
* 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	20	20			
67100100	MOBILIZATION	L SUM	1	1			
67201000	SEALING ABANDONED WATER WELLS	EACH	2	2			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	36	36			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	892	892			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	297	297			
70301120	TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY	FOOT	7,313	7,313			
70301130	TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY	FOOT	160	160			
70301140	TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY	FOOT	766	766			
70301160	TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY	FOOT	134	134			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3,718	3,718			
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	618	618			

\* SPECIALTY ITEM

MODEL: 00 SHEET 1  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\FW\01\DM50808162R55-SRT-500-07.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 "/>		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	11
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,172	1,172			
70600275	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 2	EACH	4	4			
70600280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	4	4			
70600355	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2	EACH	2	2			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	31	31			
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2			
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	26	26			
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	72	72			
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	30	30			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	142	142			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4,058	4,058			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	448	448			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	48	48			
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,193	1,193			
* 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	24	24			

\* SPECIALTY ITEM

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORT\SYSTEMS\LOCAL\TRANSPORT\SYSTEMS\RW-01\DM50808162R55-SHT-500-08.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	12
CONTRACT NO. 62R55				
ILLINOIS		FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
				BRIDGE			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	388	388			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	50	50			
78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	2,000	2,000			
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2,916	2,916			
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	273				273
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	858			594	264
* 81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2				2
* 81400100	HANDHOLE	EACH	2				2
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2				2
* 87900200	DRILL EXISTING HANDHOLE	EACH	1				1
* 89502380	REMOVE EXISTING HANDHOLE	EACH	3				3
X0325222	WEED CONTROL, BASAL TREATMENT	GALLON	30	30			
* X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1				1
* X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	450	450			
X0327112	STUMP REMOVAL, ACRES	ACRE	2.00	2.00			
X0327120	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	ACRE	3.00	3.00			

\* SPECIALTY ITEM

MODEL: 00 SHEET: 1  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\FW\01\DM50808162R55-SRT-500-09.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	13
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

				CONSTRUCTION CODE			
				90% FEDERAL, 10% STATE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE			
				0010			
				ROADWAY 0003 URBAN	SN 099-8307 URBAN	LIGHTING 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN
* X1400156	RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, FAR BACK	EACH	1				1
* X1400338	UNDERGROUND CONDUIT, STAINLESS STEEL, 2" DIA.	FOOT	32			32	
* X6330190	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL	EACH	2	2			
X6431110	REMOVE ATTENUATOR BASE	EACH	2	2			
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	2	2			
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	23	23			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1			
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	5	5			
Z0000100	ABANDON EXISTING CULVERT	EACH	2	2			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4			
Z0062456	TEMPORARY PAVEMENT	SQ YD	2,318	2,318			
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2				2
Ø Z0076600	TRAINEES	HOURS	1,000	1,000			
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	1,000	1,000			

\* SPECIALTY ITEM

MODEL: 00 SHEET: 14  
FILE NAME: C:\TRANSPORT\SYSTEMS\LOCAL\TRANSPORT\SYSTEMS\RW-01\DM50808162R55-SRT-500-10.DGN



USER NAME = HECHTBR	DESIGNED - BH	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	14
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	

Ø 0042

REV-SEP

SCHEDULE OF QUANTITIES

30300112 AGGREGATE SUBGRADE IMPROVEMENT 12"					TOTAL	1591	SQ YD
LOCATION	FROM STA.	TO STA.	OFFSET LT/RT	AREA SQ FT	SUBTOTALS		
BRIGGS ST	57+85.00	57+95.00	RT	53	6		
BRIGGS ST	57+95.00	58+76.96	LT/RT	5536	615		
BRIGGS ST	61+44.36	62+75.00	LT/RT	8733	970		

40600290 BITUMINOUS MATERIALS (TACK COAT)						TOTAL	3650	POUND
PAVEMENT LAYER	AREA SQ FT	RATE LBS/ SQ FT	APPLICATION	SUBTOTALS				
N80 SURFACE RECONSTRUCTION	10933	0.05	1			547		
N90 BINDER RECONSTRUCTION	10933	0.05	2			1,093		
HMA BASE RECONSTRUCTION	10933	0.05	1			547		
IL-9.5 N70 SURFACE RESURFACING	16538	0.06	1			992		
IL-9.5 N70 BINDER RESURFACING	2780	0.06	1			167		
IL-19 N70 BINDER RESURFACING	5079	0.06	1			305		

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT					TOTAL	34	SQ YD
LOCATION	FROM STA.	TO STA.	OFFSET LT/RT	AREA SQ FT	SUBTOTALS		
BRIGGS ST	55+00.00	55+04.50	LT/RT	145.6	16		
BRIGGS ST	64+75.50	64+80.00	LT/RT	161.6	18		

40602985 HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70								TOTAL	43	TON
LOCATION	FROM STA.	TO STA.	WIDTH FOOT	AREA SQ FT	THICKNESS INCH	UNIT WEIGHT LB/SQ YD/IN	SUBTOTALS			
BRIGGS ST	55+60.40	55+92.48	32' - 28'	2780	1.9	112	32			
BRIGGS ST	55+00.00	56+00.00	8'	800	1.5	112	7			
BRIGGS ST	62+75.00	64+80.00	27' - 36'	6442	1.5	112	2			
BRIGGS ST	62+75.00	64+80.00	7'	1436	1.5	112	2			

40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70								TOTAL	234	TON
LOCATION	FROM STA.	TO STA.	WIDTH FOOT	AREA SQ FT	THICKNESS INCH	UNIT WEIGHT LB/SQ YD/IN	SUBTOTALS			
BRIGGS ST	55+92.48	57+95.00	28' - 24'	5079	7.4	112	234			

40604062 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70								TOTAL	154	TON
LOCATION	FROM STA.	TO STA.	WIDTH FOOT	AREA SQ FT	THICKNESS INCH	UNIT WEIGHT LB/SQ YD/IN	SUBTOTALS			
BRIGGS ST	55+00.00	57+95.00	32' - 24'	7859	1.5	112	73			
BRIGGS ST	55+00.00	56+00.00	8'	800	1.5	112	7			
BRIGGS ST	62+75.00	64+80.00	27' - 36'	6442	1.5	112	60			
BRIGGS ST	62+75.00	64+80.00	7'	1436	1.5	112	13			

40701951 HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13 1/2"						TOTAL	1215	SQ YD
LOCATION	FROM STA.	TO STA.	WIDTH FOOT	AREA SQ FT	SUBTOTALS			
BRIGGS ST	57+95.00	58+61.96	62' - 60'	4040	449			
BRIGGS ST	61+59.69	62+75.00	60'	6894	766			

42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB						TOTAL	200	SQ YD
LOCATION	FROM STA.	TO STA.	WIDTH FOOT	AREA SQ FT	SUBTOTALS			
BRIGGS ST	58+61.96	58+76.96	60'	900	100			
BRIGGS ST	61+44.96	61+59.96	60'	900	100			

44000100 PAVEMENT REMOVAL						TOTAL	1649	SQ YD
LOCATION	FROM STA.	TO STA.	OFFSET LT/RT	AREA SQ FT	SUBTOTALS			
BRIGGS ST	57+95.00	59+02.00	LT/RT	2559.0	284			
BRIGGS ST	61+21.00	62+75.00	LT/RT	3814.3	424			
TEMPORARY PAVEMENT REMOVAL								
BRIGGS ST	57+46.59	58+76.96	LT	732.2	81			
BRIGGS ST	61+44.96	62+81.27	LT	468.1	52			
BRIGGS ST	56+00.00	59+00.00	RT	1448.0	161			
BRIGGS ST	61+44.96	61+87.10	RT	479.5	53			
I-80	810+63.64	815+88.50	RT	2613.0	290			
I-80	810+77.60	816+88.00	LT	2722.5	303			

44000155 HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"						TOTAL	1746	SQ YD
LOCATION	FROM STA.	TO STA.	OFFSET LT/RT	AREA SQ FT	SUBTOTALS			
BRIGGS ST	55+00.00	57+95.00	LT/RT	7810	868			
BRIGGS ST	62+75.00	64+80.00	LT/RT	6452	717			
BRIGGS ST	62+75.00	64+80.00	RT	1447	161			

44004250 PAVED SHOULDER REMOVAL						TOTAL	774	SQ YD
LOCATION	FROM STA.	TO STA.	OFFSET LT/RT	AREA SQ FT	SUBTOTALS			
BRIGGS ST	55+39.65	57+85.00	RT	1854	206			
BRIGGS ST	55+00.00	57+86.00	LT	1717	191			
BRIGGS ST	61+87.00	62+75.00	RT	688	76			
BRIGGS ST	61+88.00	65+32.29	LT	2703	300			

50104400 CONCRETE HEADWALL REMOVAL						TOTAL	4	EACH
LOCATION	STA.	OFFSET LT/RT	SUBTOTALS					
BRIGGS ST	56+11.00	84.38' RT	1					
BRIGGS ST	56+11.00	78.52' LT	1					
BRIGGS ST	62+11.00	90.77' RT	1					
BRIGGS ST	62+13.00	85.17' LT	1					

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS								TOTAL	112.5	FOOT
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
BRIGGS ST	61+81.86	38.9	LT	62+06.86	38.6	LT	25.0			
I-80	810+97.23	67.2	RT	811+09.73	67.2	RT	12.5			
I-80	815+63.27	67.7	LT	816+38.27	67.7	LT	75.0			

63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS								TOTAL	225	FOOT
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
BRIGGS ST	57+01.96	33.0	RT	58+39.46	33.0	RT	137.5			
BRIGGS ST	61+82.46	33.0	RT	62+70.0	33.0	RT	87.5			

63100045 TRAFFIC BARRIER TERMINAL, TYPE 2								TOTAL	1	EACH
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
BRIGGS ST	62+69.96	33.0	RT	62+82.46	33.0	RT	1			

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6								TOTAL	3	EACH
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
BRIGGS ST	58+39.46	33.0	RT	58+76.96	33.0	RT	1			
BRIGGS ST	61+44.96	33.0	RT	61+82.41	33.0	RT	1			
BRIGGS ST	61+44.96	38.6	LT	61+82.46	38.6	LT	1			

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT								TOTAL	4	EACH
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
BRIGGS ST	56+55.09	33.0	RT	57+01.96	33.0	RT	1			
BRIGGS ST	62+53.73	39.5	LT	62+06.86	38.6	LT	1			
I-80	810+50.36	68.2	RT	810+97.23	67.2	RT	1			
I-80	816+85.10	68.6	LT	816+38.27	67.7	LT	1			

63200310 GUARDRAIL REMOVAL								TOTAL	1321	FOOT
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
BRIGGS ST	54+53.74	28.7	RT	59+01.48	21.5	RT	448			
BRIGGS ST	54+11.19	23.0	LT	59+01.56	12.5	LT	490			
BRIGGS ST	61+34.61	23.4	RT	63+72.40	30.5	RT	238			
BRIGGS ST	61+22.70	13.2	LT	62+67.92	17.0	LT	145			

64300450 IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3								TOTAL	2	EACH
LOCATION	FROM STA.	OFFSET FOOT	OFFSET LT/RT	TO STA.	OFFSET FOOT	OFFSET LT/RT	SUBTOTALS			
I-80	813+02.00		RT			RT	1			
I-80	814+27.00		LT			LT	1			

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSSYSTEMS\LOCAL\TRANSSYSTEMS-PW\201\DM508081\62R55-SHT-SCHEDULE-01.DGN



USER NAME = AVILAC	DESIGNED - CMA	REVISED -
PLOT SCALE = 0.16666667 "/>		

DESIGNED - CMA	REVISED -
DRAWN - CMA	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/15/2022	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIGGS STREET  
SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	15
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				





EARTHWORK SCHEDULE															
LOCATION		EARTH EXCAVATION		EXCAVATION AVAILABLE FOR EMBANKMENT (SHRINKAGE - 15%)		EMBANKMENT		EARTHWORK WASTE (+) OR SHORTAGE (-)		TOPSOIL EXCAVATION		TOPSOIL PLACEMENT		TOPSOIL WASTE (+) OR SHORTAGE (-)	
		STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2
STATION TO STATION		(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
BRIGGS ST															
START	53+50.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53+50.00	54+00.00	50.5	0.0	42.9	0.0	8.8	0.0	34.1	0.0	8.6	0.0	0.0	0.0	8.6	0.0
54+00.00	54+50.00	93.9	0.0	79.8	0.0	19.8	17.0	60.0	-17.0	17.9	17.0	0.0	0.0	17.9	17.0
54+50.00	55+00.00	80.9	0.0	68.7	0.0	581.6	353.3	-512.8	-353.3	43.4	38.1	0.0	0.0	43.4	38.1
55+00.00	55+50.00	73.8	0.0	62.8	0.0	1253.5	748.9	-1190.8	-748.9	69.6	44.2	0.0	0.0	69.6	44.2
55+50.00	56+00.00	101.6	4.2	86.3	3.6	1456.3	877.3	-1370.0	-873.7	74.1	49.3	0.0	0.0	74.1	49.3
56+00.00	56+50.00	136.1	19.3	115.7	16.4	1631.9	999.9	-1516.2	-983.5	77.8	55.6	0.0	0.0	77.8	55.6
56+50.00	57+00.00	129.9	52.2	110.4	44.4	1809.0	1066.4	-1698.6	-1022.0	79.7	61.7	0.0	0.0	79.7	61.7
57+00.00	57+50.00	116.3	87.2	98.8	74.1	2047.8	1084.3	-1949.0	-1010.2	85.2	66.9	0.0	0.0	85.2	66.9
57+50.00	57+75.00	55.8	47.7	47.5	40.5	1145.8	529.7	-1098.4	-489.2	46.3	34.3	0.0	0.0	46.3	34.3
57+75.00	57+95.00	41.8	33.7	35.5	28.6	937.8	378.9	-902.3	-350.3	39.0	27.6	0.0	12.5	39.0	15.1
57+95.00	58+00.00	9.8	8.2	8.4	6.9	231.8	86.7	-223.5	-79.8	10.0	7.0	0.0	6.2	10.0	0.7
58+00.00	58+14.00	26.1	18.5	22.2	15.7	653.8	227.4	-631.6	-211.7	27.9	18.9	0.0	16.9	27.9	2.0
58+14.00	58+23.30	16.5	7.0	14.1	5.9	426.6	139.1	-412.6	-133.1	18.2	12.0	0.0	10.8	18.2	1.2
58+23.30	58+50.00	48.3	11.1	41.1	9.4	1190.6	358.7	-1149.5	-349.3	48.6	32.6	0.0	29.1	48.6	3.4
58+50.00	59+00.00	56.0	34.2	47.6	29.1	2101.0	541.0	-2053.3	-512.0	79.0	56.3	88.4	114.7	-9.3	-58.4
59+00.00	59+06.96	1.9	6.1	1.6	5.2	229.3	66.8	-227.7	-61.6	9.8	7.1	24.3	24.3	-14.5	-17.2
59+06.96	61+14.96	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
61+14.96	61+50.00	31.2	44.9	26.5	38.2	965.6	256.1	-939.1	-217.9	49.9	34.0	72.5	69.3	-22.6	-35.2
61+50.00	61+55.00	8.9	5.4	7.6	4.6	160.6	36.5	-153.0	-31.9	7.5	4.9	5.6	4.8	1.9	0.2
61+55.00	61+92.00	99.7	37.5	84.7	31.8	1122.1	295.8	-1037.4	-263.9	56.6	39.8	44.0	38.7	12.6	1.1
61+92.00	62+00.00	28.7	8.9	24.4	7.5	235.2	73.5	-210.8	-66.0	12.4	9.3	10.1	9.1	2.4	0.2
62+00.00	62+50.00	233.5	96.6	198.5	82.1	1421.0	542.5	-1222.6	-460.4	82.5	59.7	67.8	58.8	14.7	0.9
62+50.00	62+75.00	146.3	47.7	124.3	40.5	634.1	272.5	-509.8	-232.0	42.9	29.4	39.2	29.3	3.7	0.2
62+75.00	63+00.00	152.8	26.5	129.9	22.6	564.7	210.9	-434.8	-188.3	41.6	27.3	41.5	27.3	0.0	0.0
63+00.00	63+05.00	31.0	4.7	26.4	4.0	106.2	34.5	-79.8	-30.5	8.1	5.2	8.1	5.2	0.0	0.0
63+05.00	63+50.00	253.7	38.5	215.6	32.7	895.2	208.9	-679.6	-176.2	69.9	43.9	69.9	43.8	0.0	0.0
63+50.00	64+00.00	232.0	19.8	197.2	16.9	858.0	73.3	-660.8	-56.5	71.1	25.6	71.2	25.6	-0.1	0.0
64+00.00	64+50.00	179.2	0.0	152.3	0.0	731.5	10.5	-579.2	-10.5	64.2	4.2	64.3	7.6	-0.1	-3.4
64+50.00	64+80.00	70.2	0.0	59.7	0.0	391.4	3.0	-331.7	-3.0	35.0	1.6	18.2	4.4	16.8	-2.8
64+80.00	65+00.00	16.8	0.0	14.3	0.0	205.4	0.9	-191.1	-0.9	19.7	0.5	0.0	1.0	19.7	-0.5
65+00.00	65+30.00	0.0	0.0	0.0	0.0	119.8	0.0	-119.8	0.0	12.7	0.0	0.0	0.0	12.7	0.0
65+30.00	65+50.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65+50.00	END	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TEMPORARY PAVEMENT EXCAVATION															
PRE-STAGE		94.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL:		2617.9	659.9	2144.7	560.9	24136.2	9494.2	-21991.5	-8933.3	1309.2	813.7	625.0	539.2	684.2	274.6

- NOTES:  
1. THE REMOVAL OF TOPSOIL WASTE (+) WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.  
2. TOPSOIL REMOVAL DEPTH IS ASSUMED TO BE 4 INCHES.

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORT\SYSTEMS\LOCAL\TRANSPORT\SYSTEMS\FW\01\DM508081\62R55-SHT-EW-SCHEDULE-01.DGN



USER NAME = AVILAC	DESIGNED - CMA	REVISED -
PLOT SCALE = 0.16666667 "/>		

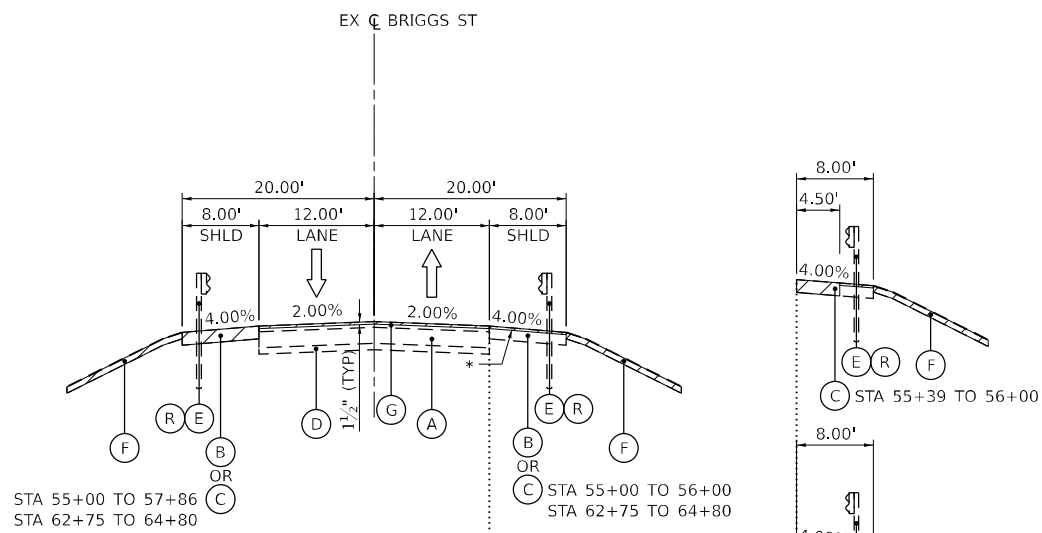
DRAWN - CMA	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
EARTHWORK SCHEDULE**

SCALE: NTS SHEET OF SHEETS STA. TO STA.

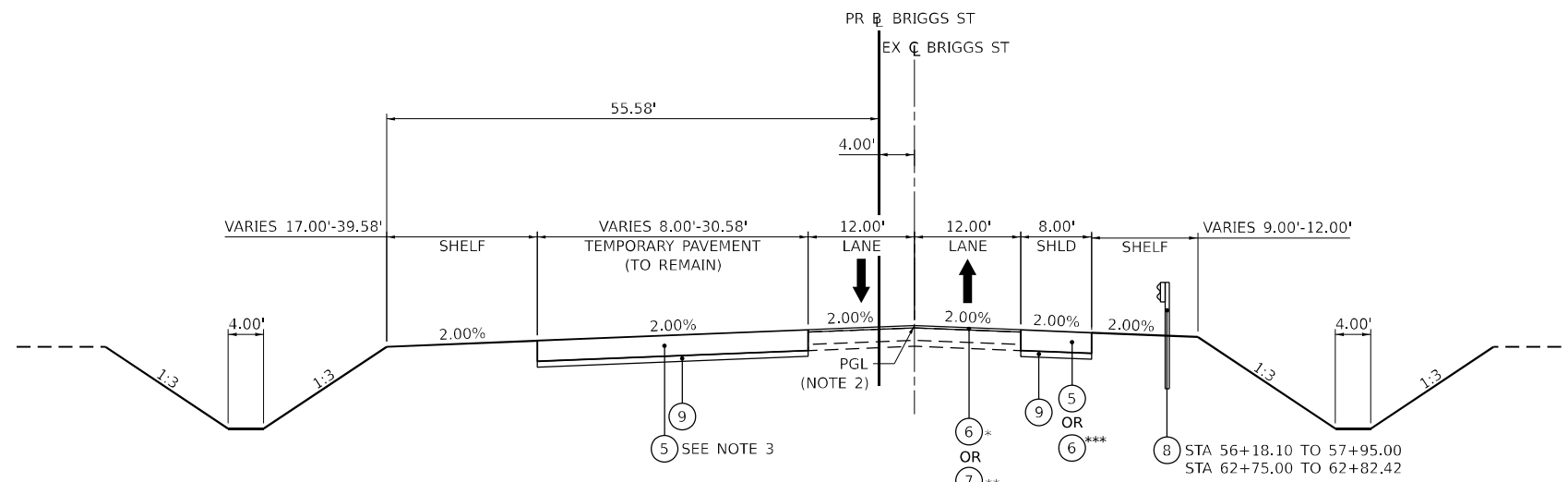
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	17
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**EXISTING BRIGGS ST**

STA. 55+00.00 TO STA. 57+95.00  
 STA. 62+75.00 TO STA. 64+80.00  
 (LOOKING NORTH)

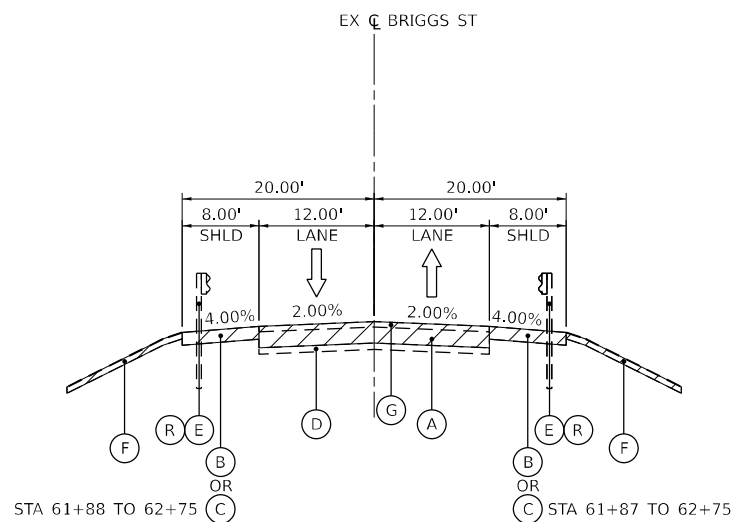
\* SHOULDER HOT-MIX ASPHALT SURFACE REMOVAL, 1½" (440000155)  
 FROM STA 55+00 TO STA 56+00  
 FROM STA 62+75 TO STA 64+80



**PROPOSED BRIGGS ST**

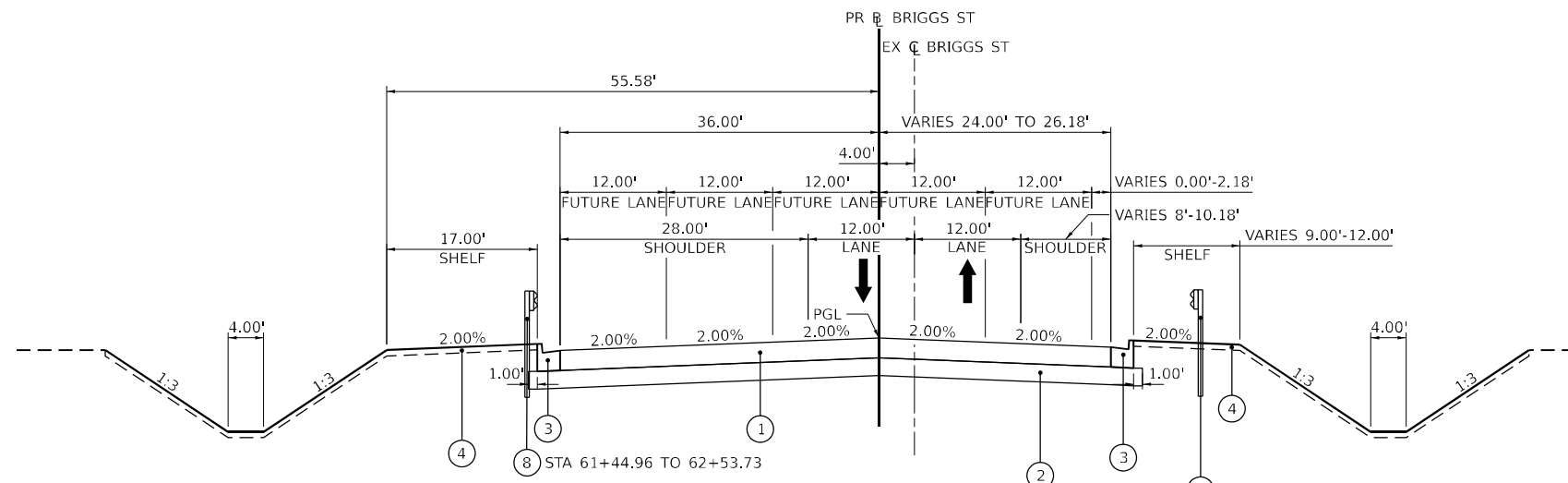
STA. 55+00.00 TO STA. 57+95.00  
 STA. 62+75.00 TO STA. 64+80.00  
 (LOOKING NORTH)

\* STA 55+00 TO STA 55+92.48 & STA 62+75 TO STA 64+80  
 \*\* STA 55+92.48 TO STA 57+95  
 \*\*\* STA 62+75 TO STA 64+80



**EXISTING BRIGGS ST**

STA. 57+95.00 TO STA. 62+75.00  
 (EX BRIDGE STA. 59+01.86 TO STA. 61+20.86)  
 (LOOKING NORTH)



**PROPOSED BRIGGS ST**

STA. 57+95.00 TO STA. 62+75.00  
 (BRIDGE OMISSION STA. 58+61.96 TO STA. 61+59.96)  
 (LOOKING NORTH)

**EXISTING LEGEND**

- (R) OR [diagonal line] REMOVAL
- (A) PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (B) AGGREGATE SHOULDERS, TYPE B, 6"
- (C) BITUMINOUS SHOULDERS, 8"
- (D) SUBBASE GRANULAR MATERIAL, TYPE A, 4"
- (E) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (F) TOPSOIL (4")
- (G) HOT-MIX ASPHALT (3½" MIN)

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13½" (40701951)  
 POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2"  
 POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, 2¼"  
 HMA BINDER COURSE, IL-19.0, N90 9¼"
- (2) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (60605000)
- (4) TOPSOIL EXCAVATION AND PLACEMENT (21101505)
- (5) TEMPORARY PAVEMENT (TO REMAIN IN PLACE FROM STAGING)  
 (Z0062456) SEE SHEET 26 FOR PAVEMENT DESIGN DETAILS

**NOTES:**

1. MINIMUM THICKNESS OF TOPSOIL PLACEMENT IS 4".
2. PGL TRANSITIONS FROM EX C BRIGGS ST (55+00.00) TO PR B BRIGGS ST (56+00.00).  
 PGL TRANSITIONS FROM PR B BRIGGS ST (63+80.00) TO EX C BRIGGS ST (64+80.00).
3. TEMPORARY PAVEMENT PLACED IN STAGE 1 TO REMAIN IN PLACE.

MODEL: 20 SHEET 4  
 FILE NAME: C:\TRANSPORT\SYSTEMS\RW\01\DM508081\62R55-SHT-TYPICAL-01.DGN



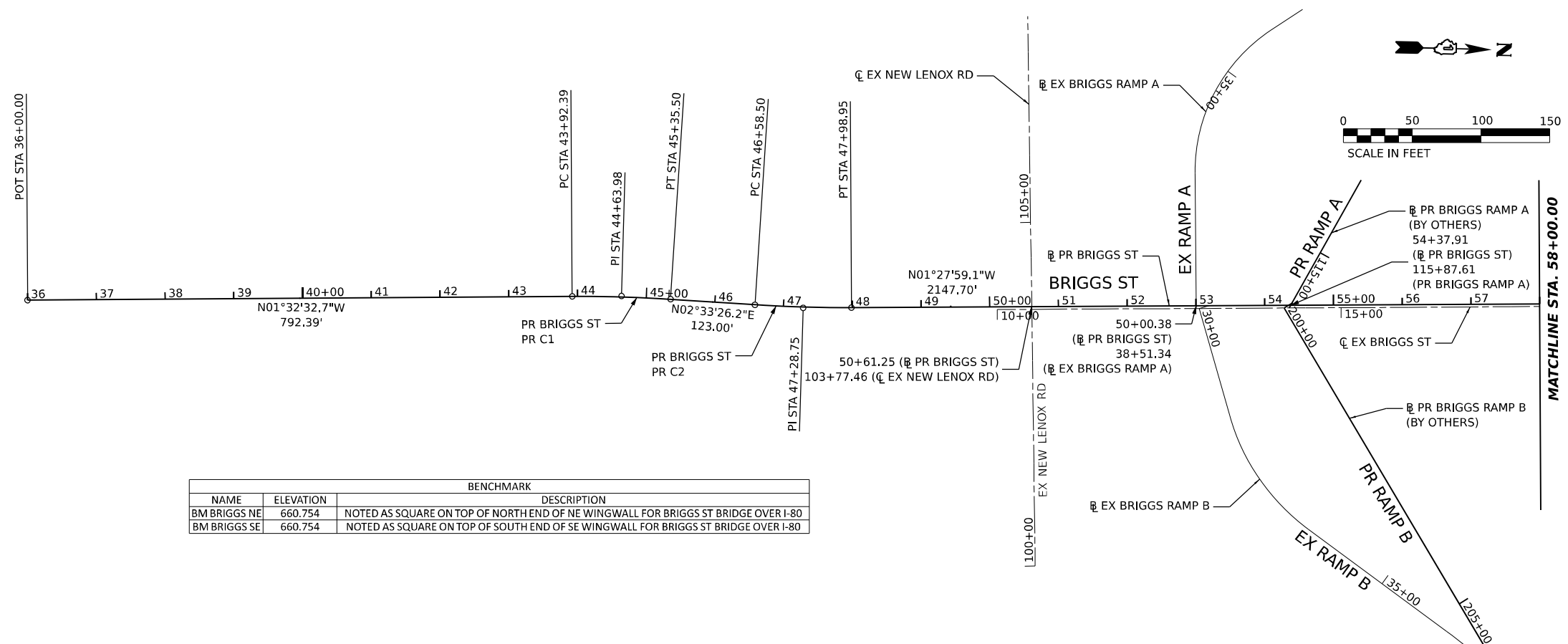
USER NAME = AVILAC	DESIGNED - CMA	REVISED -
PLOT SCALE = 0.16666667 "/> <td>DRAWN - FYW</td> <td>REVISED -</td>	DRAWN - FYW	REVISED -
PLOT DATE = 12/14/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

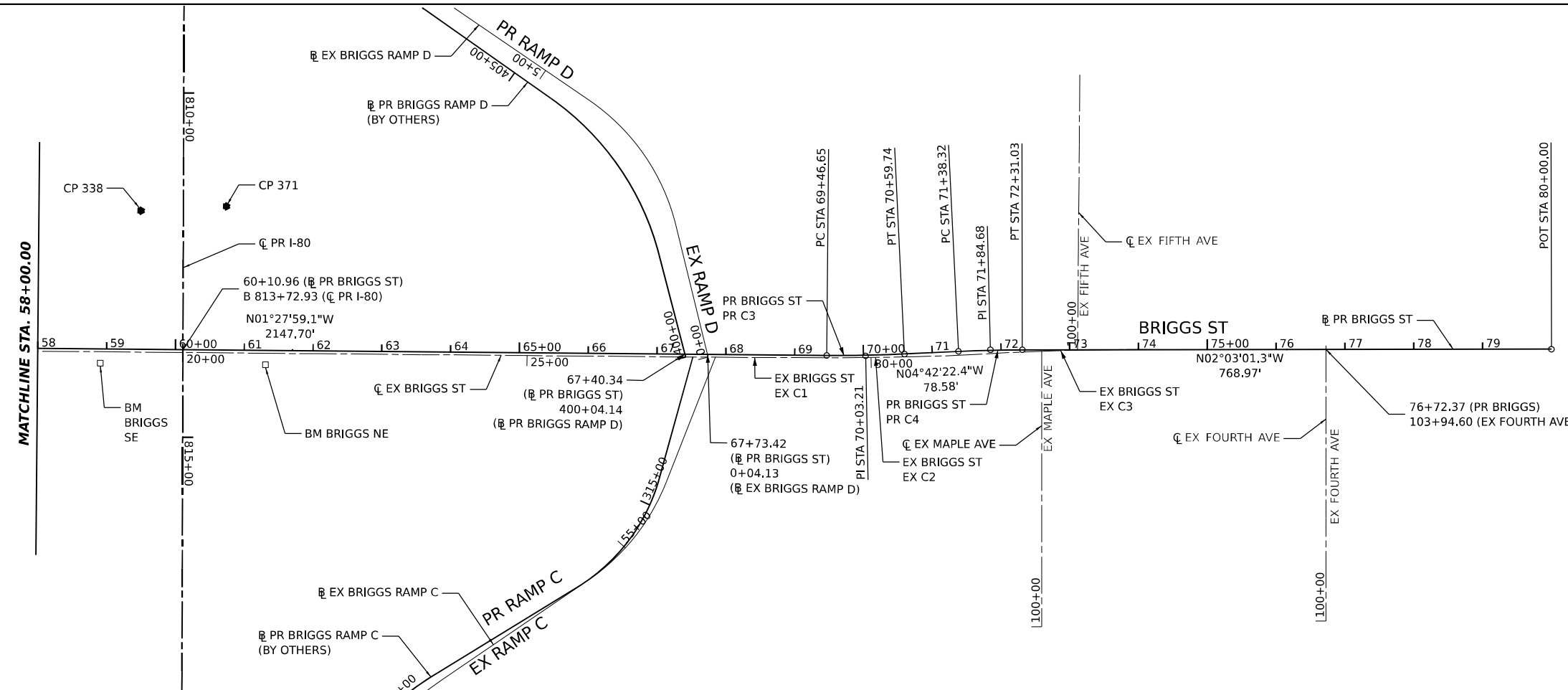
**BRIGGS STREET  
 TYPICAL SECTIONS**

SCALE: N.T.S SHEET OF SHEETS STA. TO STA.

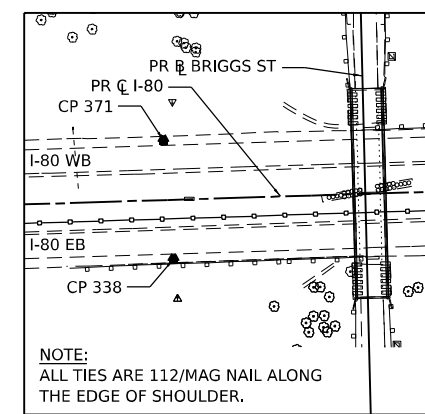
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	18
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



BENCHMARK		
NAME	ELEVATION	DESCRIPTION
BM BRIGGS NE	660.754	NOTED AS SQUARE ON TOP OF NORTH END OF NE WINGWALL FOR BRIGGS ST BRIDGE OVER I-80
BM BRIGGS SE	660.754	NOTED AS SQUARE ON TOP OF SOUTH END OF SE WINGWALL FOR BRIGGS ST BRIDGE OVER I-80



CONTROL POINTS			
NUMBER	ELEVATION	NORTHING	EASTING
338	639.682	1765247.6680	1063648.2530
371	639.651	1765371.4490	1063637.6400



NOTE:  
SEE SHEET 20 FOR ALIGNMENT CURVE DATA  
AND SHEET 21 FOR ALIGNMENT TANGENT DATA.

MODEL: BRIGGS ST - BRIGGS ST  
 FILE NAME: C:\ROADSYSTEMS\BRIGGS ST\LOCAL\TRANS\SYSTEMS-PW\01\DM508081\62R55-SHT-ATB-01.DGN



USER NAME = AVILAC	DESIGNED -	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED -</td> <td>REVISED -</td>	CHECKED -	REVISED -
PLOT DATE = 12/14/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
ALIGNMENT, TIES AND BENCHMARKS**

SCALE: 1"=100'    SHEET    OF    SHEETS    STA. 36+00.00    TO STA. 80+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	19
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

EXISTING CURVE AND COORDINATE DATA

BASELINE	CURVE	PC STA.	PI STA.	PT STA.	Delta			D			T	L	R	e	S.E. RUN	DESIGN SPEED	PC		PI		PT		CC	
					6'	07.0"	1°	30'	0.0"	NORTH							EAST	NORTH	EAST	NORTH	EAST	NORTH	EAST	
EX I-80	EX C13	920+65.97	950+55.59	971+39.18	76°	6'	07.0"	1°	30'	0.0"	2,989.62	5,073.21	3,819.53	3.70%	203.00	60	1,765,646.0500	1,074,394.7570	1,765,739.5980	1,077,382.9120	1,768,662.7420	1,078,009.8440	1,769,463.7100	1,074,275.2410
EX BRIGGS ST	EX C1	28+26.21	28+30.99	28+35.77	0°	27'	24.0"	4°	46'	29.0"	4.78	9.56	1,200.00	NC	N/A	35	1,766,141.8640	1,063,830.8450	1,766,146.6440	1,063,830.7220	1,766,151.4230	1,063,830.5620	1,766,111.1550	1,062,631.2380
EX BRIGGS ST	EX C2	29+57.88	30+65.76	31+73.59	3°	14'	09.0"	1°	30'	00.0"	107.89	215.72	3,819.72	NC	N/A	35	1,766,273.4610	1,063,826.4650	1,766,381.2870	1,063,822.8440	1,766,488.7380	1,063,813.1430	1,766,145.2840	1,060,008.8960
EX BRIGGS ST	EX C3	31+73.59	32+95.78	34+17.89	3°	39'	52.0"	1°	30'	00.0"	122.19	244.30	3,819.72	NC	N/A	35	1,766,488.7380	1,063,813.1430	1,766,610.4350	1,063,802.1560	1,766,732.5850	1,063,798.9700	1,766,832.1920	1,067,617.3910
EX BRIGGS RAMP A	EX C1	20+00.00	22+76.88	25+53.34	5°	32'	13.2"	1°	0'	3.6"	276.88	553.34	5,725.72	6.00%	190.00	50	1,765,209.7690	1,062,252.9220	1,765,217.9050	1,062,529.6870	1,765,199.2970	1,062,805.9450	1,759,486.5210	1,062,421.1630
EX BRIGGS RAMP A	EX C2	25+53.34	28+86.11	31+73.47	51°	29'	42.0"	8°	18'	14.4"	332.78	620.14	690.00	6.00%	180.00	45	1,765,199.2970	1,062,805.9450	1,765,176.9340	1,063,137.9690	1,764,903.1860	1,063,327.1830	1,764,510.8570	1,062,759.5760
EX BRIGGS RAMP A	EX C3	34+13.43	35+46.96	36+58.10	56°	59'	09.6"	23°	17'	27.6"	133.53	244.67	246.00	6.00%	145.00	30	1,764,705.7920	1,063,463.6210	1,764,595.9490	1,063,539.5440	1,764,599.7670	1,063,673.0180	1,764,845.6660	1,063,665.9850
EX BRIGGS RAMP B	EX C1	31+62.62	32+68.57	33+66.80	37°	44'	16.8"	18°	28'	58.8"	105.95	204.18	310.00	6.00%	145.00	30	1,764,657.4320	1,064,025.5740	1,764,688.4210	1,064,126.8890	1,764,774.9390	1,064,188.0440	1,764,953.8740	1,063,934.9000
EX BRIGGS RAMP B	EX C2	36+17.34	39+57.37	42+49.80	52°	8'	24.0"	18°	14'	38.4"	340.03	632.46	695.00	6.00%	180.00	45	1,764,979.5270	1,064,332.6580	1,765,257.1900	1,064,528.9260	1,765,272.6450	1,064,868.6010	1,764,578.3640	1,064,900.1910
EX BRIGGS RAMP B	EX C3	48+29.04	48+83.30	49+37.52	4°	4'	22.8"	3°	45'	14.4"	54.26	108.48	1,526.10	6.00%	180.00	45	1,765,298.9740	1,065,447.2380	1,765,301.4400	1,065,501.4450	1,765,307.7500	1,065,555.3400	1,766,823.4960	1,065,377.8720
EX BRIGGS RAMP B	EX C4	49+37.52	50+02.61	50+67.63	4°	53'	06.0"	3°	45'	14.4"	65.09	130.11	1,526.10	6.00%	272.00	55	1,765,307.7500	1,065,555.3400	1,765,315.3200	1,065,619.9930	1,765,317.3570	1,065,685.0550	1,763,792.0040	1,065,732.8080
EX BRIGGS RAMP C	EX C1	40+00.00	42+88.03	45+75.58	5°	45'	36.0"	1°	0'	3.6"	288.03	575.58	5,725.72	6.00%	272.00	55	1,765,420.3590	1,065,395.9010	1,765,411.3420	1,065,108.0110	1,765,431.2610	1,064,820.6700	1,771,143.2730	1,065,216.6420
EX BRIGGS RAMP C	EX C2	45+75.58	48+95.62	51+74.91	49°	46'	1.2"	8°	18'	14.4"	320.05	599.33	690.00	6.00%	180.00	45	1,765,431.2610	1,064,820.6700	1,765,453.3950	1,064,501.3900	1,765,711.4370	1,064,312.0650	1,766,119.6090	1,064,868.3880
EX BRIGGS RAMP C	EX C3	54+28.04	55+23.62	56+13.46	34°	16'	15.6"	18°	28'	58.8"	95.58	185.43	310.00	6.00%	145.00	30	1,765,915.5240	1,064,162.3270	1,765,992.5860	1,064,105.7870	1,766,024.4310	1,064,015.6690	1,765,732.1420	1,063,912.3850
EX BRIGGS RAMP D	EX C1	01+96.43	03+15.06	04+23.03	41°	52'	51.6"	18°	28'	58.8"	118.63	226.60	310.00	6.00%	145.00	30	1,766,025.7330	1,063,643.3740	1,765,993.5850	1,063,529.1830	1,765,893.4180	1,063,465.6270	1,765,727.3330	1,063,727.3820
EX BRIGGS RAMP D	EX C2	06+78.90	10+37.67	13+40.60	54°	56'	45.6"	18°	18'	14.4"	358.78	661.70	690.00	6.00%	180.00	45	1,765,677.3720	1,063,328.5450	1,765,374.4300	1,063,136.3270	1,765,357.7870	1,062,777.9360	1,766,047.0440	1,062,745.9280
EX BRIGGS RAMP D	EX C3	19+02.11	19+56.09	20+10.02	4°	3'	3.6"	3°	45'	14.4"	53.98	107.91	1,526.10	6.00%	180.00	45	1,765,331.7400	1,062,217.0250	1,765,329.2360	1,062,163.1050	1,765,322.9290	1,062,109.4970	1,763,807.2830	1,062,287.8170
EX BRIGGS RAMP D	EX C4	20+10.02	20+75.48	21+40.86	4°	54'	43.2"	3°	45'	14.4"	65.46	130.83	1,526.10	6.00%	272.00	55	1,765,322.9290	1,062,109.4970	1,765,315.2800	1,062,044.4890	1,765,313.2260	1,061,979.0650	1,766,838.5750	1,061,931.1770

PROPOSED CURVE AND COORDINATE DATA

BASELINE	CURVE	PC STA.	PI STA.	PT STA.	Delta			D			T	L	R	e	S.E. RUN	DESIGN SPEED	PC		PI		PT		CC	
					6'	03.0"	1°	30'	0.0"	NORTH							EAST	NORTH	EAST	NORTH	EAST	NORTH	EAST	
PR I-80	PR C13	919+24.96	949+14.51	969+98.08	76°	6'	03.0"	1°	30'	0.0"	2,989.55	5,073.12	3,819.51	3.70%	203.00	60	1,765,646.0530	1,074,394.8560	1,765,739.6660	1,077,382.9360	1,768,662.7420	1,078,009.8440	1,769,463.6940	1,074,275.2550
PR BRIGGS ST	C1	43+92.39	44+63.98	45+35.50	4°	5'	59.0"	2°	51'	53.00"	71.58	143.11	2,000.00	NC	N/A	35	1,763,697.6620	1,063,870.9190	1,763,697.6620	1,063,870.9190	1,763,697.6620	1,063,870.9190	1,763,697.6620	1,063,870.9190
PR BRIGGS ST	C2	46+58.50	47+28.75	47+98.95	4°	1'	25.0"	2°	51'	53.00"	70.26	140.45	2,000.00	NC	N/A	35	1,763,963.6050	1,063,877.6740	1,764,033.7900	1,063,880.8090	1,764,104.0230	1,063,879.0110	1,764,052.8410	1,061,879.6660
PR BRIGGS ST	C3	69+46.65	70+03.21	70+59.74	3°	14'	23.0"	2°	51'	53.00"	56.56	113.09	2,000.00	NC	N/A	35	1,766,251.0200	1,063,824.0490	1,766,307.5610	1,063,822.6020	1,766,363.9310	1,063,817.9610	1,766,199.8380	1,061,824.7040
PR BRIGGS ST	C4	71+38.32	71+84.68	72+31.03	2°	39'	21.0"	2°	51'	53.00"	46.36	92.71	2,000.00	NC	N/A	35	1,766,442.2460	1,063,811.5140	1,766,488.4520	1,063,807.7100	1,766,534.7840	1,063,806.0510	1,766,606.3400	1,065,804.7710
PR BRIGGS RAMP A	C1	104+70.99	106+63.77	108+49.91	26°	0'	00.0"	6°	51'	42.00"	192.78	387.91	835.00	6.00%	190.00	50	1,765,189.9690	1,062,850.0330	1,765,182.5500	1,063,042.6650	1,765,091.4370	1,063,212.5500	1,764,355.5880	1,062,817.8980
PR BRIGGS RAMP B	C1	207+95.10	210+09.92	212+15.61	28°	51'	15.0"	6°	51'	42.00"	214.81	420.51	835.00	6.00%	190.00	50	1,765,152.0630	1,064,542.7000	1,765,265.2420	1,064,725.2790	1,765,276.2600	1,064,939.8090	1,764,442.3590	1,064,982.6380
PR BRIGGS RAMP C	C1	304+79.69	306+72.90	308+59.41	26°	3'	20.0"	6°	51'	42.00"	193.201	379.721	835.00	6.00%	190.00	50	1,765,441.8180	1,064,843.0830	1,765,449.2530	1,064,650.0250	1,765,540.7330	1,064,479.8530	1,766,276.1990	1,064,875.2190
PR BRIGGS RAMP C	C2	308+59.41	309+81.76	310+99.11	28°	19'	01.2"	11°	48'	50.4"	122.35	239.699	485.00	6.00%	165.00	40	1,765,540.7330	1,064,479.8530	1,765,598.6640	1,064,372.0880	1,765,700.7820	1,064,304.6980	1,765,967.9200	1,064,709.4970
PR BRIGGS RAMP C	C3	313+37.80	314+44.27	315+40.64	43°	02'	42.0"	21°	13'	15.6"	106.477	202.8425	270.00	6.00%	165.00	30	1,765,899.9970	1,064,173.2300	1,765,988.8670	1,064,114.5830	1,766,013.7840	1,064,011.0620	1,765,751.2810	1,063,947.8780
PR BRIGGS RAMP D	C1	401+53.43	403+00.48	404+35.25	40°	22'	04.8"	14°	19'	26.4"	147.045	281.8234	400.00	6.00%	155.00	35	1,766,002.4610	1,063,686.1630	1,765,960.7800	1,063,545.1490	1,765,837.6890	1,063,464.7060	1,765,618.8660	1,063,799.5440
PR BRIGGS RAMP D	C2	406+60.25	409+87.13	412+65.08	53°	53'	38.4"	8°	54'	39.6"	326.879	604.8289	643.00	6.00%	180.00	45	1,765,649.3430	1,063,341.6190	1,765,375.7140	1,063,162.7970	1,765,358.9470	1,062,836.3480	1,766,001.1010	1,062,803.3660

MODEL: 20 SHEET 11  
FILE NAME: C:\TRANSPORT\SYSTEMS\HW\20\DWG\080816\2025-SHT-ATB-02.DWG



USER NAME = AVILAC	DESIGNED - CMA	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	DRAWN - CMA	REVISED -
PLOT DATE = 12/14/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIGGS STREET  
CURVE DATA

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	20
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

EXISTING TANGENT ALIGNMENT DATA													
BASELINE	PT STA.	POT STA.	DESIGN SPEED	BEARING					DISTANCE	PT		POT	
				N	°	'	"	E		NORTH	EAST	NORTH	EAST
PR I-80	815+18.38	920+65.97	70	N	88°	12'	25.20"	E	10,547.59	1,765,316.0090	1,063,852.3300	1,765,646.0500	1,074,394.7570
EX BRIGGS ST	10+00.00	28+26.21	35	N	1°	27'	57.60"	W	1,826.21	1,764,316.2560	1,063,877.5790	1,766,141.8640	1,063,830.8450
EX BRIGGS ST	28+35.77	29+57.88	35	N	1°	55'	22.80"	W	122.11	1,766,151.4230	1,063,830.5620	1,766,273.4610	1,063,826.4650
EX BRIGGS RAMP A	0+00.00	3+51.45	50	S	88°	1'	1.20"	E	351.45	1,765,215.0050	1,062,407.2360	1,765,202.8410	1,062,758.4720
EX BRIGGS RAMP A	10+23.44	12+59.04	45	S	34°	39'	7.20"	E	235.60	1,764,899.1570	1,063,329.9680	1,764,705.3460	1,063,463.9300
EX BRIGGS RAMP A	15+02.71	17+01.80	30	N	88°	21'	43.20"	E	199.08	1,764,599.7510	1,063,672.4760	1,764,605.4430	1,063,871.4760
EX BRIGGS RAMP B	0+00.00	1+61.29	30	N	72°	59'	34.80"	E	161.29	1,764,610.2560	1,063,871.3420	1,764,657.4320	1,064,025.5740
EX BRIGGS RAMP B	3+65.47	6+16.01	45	N	35°	15'	18.00"	E	250.54	1,764,774.9390	1,064,188.0440	1,764,979.5270	1,064,332.6580
EX BRIGGS RAMP B	12+48.47	18+30.26	45	N	87°	23'	42.00"	E	581.79	1,765,272.6450	1,064,868.6010	1,765,299.0900	1,065,449.7890
EX BRIGGS RAMP C	0+00.00	2+04.37	55	N	87°	58'	4.80"	W	204.37	1,765,413.7970	1,065,198.7180	1,765,421.0430	1,064,994.4790
EX BRIGGS RAMP C	9+77.83	12+27.87	45	N	36°	16'	1.20"	W	250.04	1,765,711.4370	1,064,312.0650	1,765,913.0380	1,064,164.1510
EX BRIGGS RAMP C	14+19.28	16+10.79	30	N	70°	32'	20.40"	W	191.51	1,766,025.4580	1,064,012.7620	1,766,089.2650	1,063,832.1910
EX BRIGGS RAMP D	0+00.00	1+44.63	40	S	74°	16'	33.60"	W	144.63	1,766,079.0100	1,063,832.6150	1,766,039.8170	1,063,693.4010
EX BRIGGS RAMP D	4+53.30	6+75.68	35	S	32°	23'	42.00"	W	222.38	1,765,865.1450	1,063,447.6880	1,765,677.3720	1,063,328.5450
EX BRIGGS RAMP D	13+37.39	18+80.65	45	S	87°	20'	27.60"	W	543.27	1,765,357.7870	1,062,777.9360	1,765,332.5860	1,062,235.2540
EX BRIGGS RAMP D	19+33.34	19+91.89	55	S	84°	49'	30.00"	W	58.54	1,765,328.9870	1,062,182.6890	1,765,328.9870	1,062,182.6890

PROPOSED TANGENT ALIGNMENT DATA													
BASELINE	PT STA.	POT STA.	DESIGN SPEED	BEARING					DISTANCE	PT		POT	
				N	°	'	"	E		NORTH	EAST	NORTH	EAST
PR I-80	777+57.56	919+24.96	70	N	88°	12'	21.60"	E	14,167.41	1,765,202.4260	1,060,234.3970	1,765,646.0530	1,074,394.8560
PR BRIGGS ST	36+00.00	43+92.39	35	N	1°	32'	31.2"	W	792.39	1,762,905.5550	1,063,892.2480	1,763,697.6620	1,063,870.9190
PR BRIGGS ST	45+35.50	46+58.50	35	N	2°	33'	25.20"	E	123.00	1,763,840.7310	1,063,872.1860	1,763,963.6050	1,063,877.6740
PR BRIGGS ST	47+98.95	69+46.65	35	N	1°	27'	57.60"	W	2,147.70	1,764,104.0230	1,063,879.0110	1,766,251.0200	1,063,824.0490
PR BRIGGS ST	70+59.74	71+38.32	35	N	4°	42'	21.60"	W	78.58	1,766,363.9310	1,063,817.9610	1,766,442.2460	1,063,811.5140
PR BRIGGS ST	72+31.03	80+00.00	35	N	2°	3'	0.00"	W	768.97	1,766,534.7840	1,063,806.0510	1,767,303.2650	1,063,778.5390
PR BRIGGS RAMP A	100+00.00	104+70.99	50	S	87°	47'	38.40"	E	470.99	1,765,208.0950	1,062,379.3880	1,765,189.9690	1,062,850.0330
PR BRIGGS RAMP A	108+49.91	115+92.22	50	S	61°	47'	38.40"	E	742.31	1,765,091.4370	1,063,212.5500	1,764,740.5940	1,063,866.7160
PR BRIGGS RAMP B	200+00.00	207+95.10	50	N	58°	12'	21.60"	E	795.10	1,764,733.1450	1,063,866.9070	1,765,152.0630	1,064,542.7000
PR BRIGGS RAMP B	212+15.61	218+17.91	50	N	87°	3'	36.00"	E	602.31	1,765,276.2600	1,064,939.8090	1,765,307.1540	1,065,541.3200
PR BRIGGS RAMP B	218+17.91	228+17.91	50	N	88°	12'	21.60"	E	1,000.00	1,765,307.1540	1,065,541.3200	1,765,338.4680	1,066,540.8300
PR BRIGGS RAMP B	228+17.91	233+67.91	50	N	87°	3'	36.00"	E	550.00	1,765,338.4680	1,066,540.8300	1,765,366.6810	1,067,090.1060
PR BRIGGS RAMP C	300+00.00	304+79.69	50	N	87°	47'	38.40"	W	479.69	1,765,423.3570	1,065,322.4210	1,765,441.8180	1,064,843.0830
PR BRIGGS RAMP C	310+99.11	313+37.80	40	N	33°	25'	19.20"	W	238.68	1,765,700.7820	1,064,304.6980	1,765,899.9970	1,064,173.2300
PR BRIGGS RAMP C	315+40.64	317+23.76	30	N	76°	27'	57.6"	W	183.12	1,766,013.7840	1,064,011.0620	1,766,056.6370	1,063,833.0270
PR BRIGGS RAMP D	400+00.00	401+53.43	35	S	73°	32'	2.4"	W	153.43	1,766,045.9510	1,063,833.3000	1,766,002.4610	1,063,686.1630
PR BRIGGS RAMP D	404+35.25	406+60.25	35	S	33°	9'	54.0"	W	225.00	1,765,837.6890	1,063,464.7060	1,765,649.3430	1,063,341.6190
PR BRIGGS RAMP D	412+65.08	419+38.65	45	S	87°	3'	36.00"	W	673.57	1,765,358.9470	1,062,836.3480	1,765,324.3970	1,062,163.6620
PR BRIGGS RAMP D	419+38.65	429+38.65	50	S	88°	12'	21.60"	W	1,000.00	1,765,324.3970	1,062,163.6620	1,765,293.0840	1,061,164.1520
PR BRIGGS RAMP D	429+38.65	434+88.76	50	S	87°	3'	36.00"	W	550.11	1,765,293.0840	1,061,164.1520	1,765,264.8670	1,060,614.7660

MODEL: 20 SHEET 14  
 FILE NAME: C:\TRANSSYSTEMS\LOCAL\TRANSSYSTEMS-FW\01\DM508081\62R55-SHT-ATB-03.DGN



USER NAME = AVILAC	DESIGNED - CMA	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	DRAWN - CMA	REVISED -
PLOT DATE = 12/14/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

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

**BRIGGS STREET**  
**TANGENT DATA**

SCALE: NTS      SHEET      OF      SHEETS      STA.      TO STA.

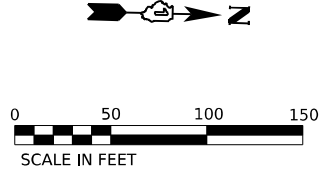
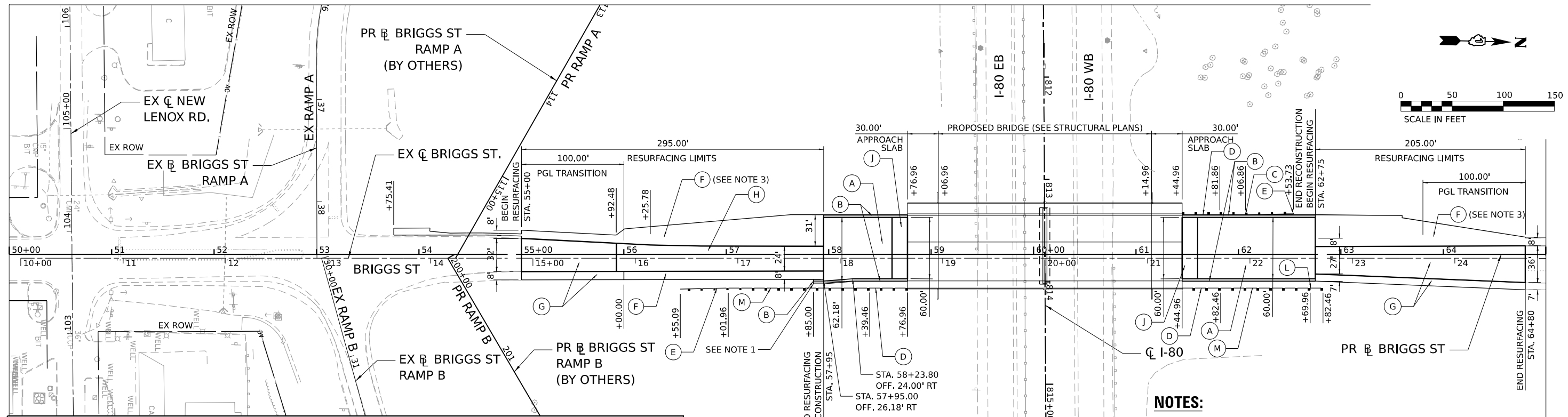
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	21
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	NO. _____	
	NOTE BOOK	
	NO. _____	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	NO. _____	
	NOTE BOOK	
	NO. _____	
	STRUCTURE NOTATIONS CHKD	

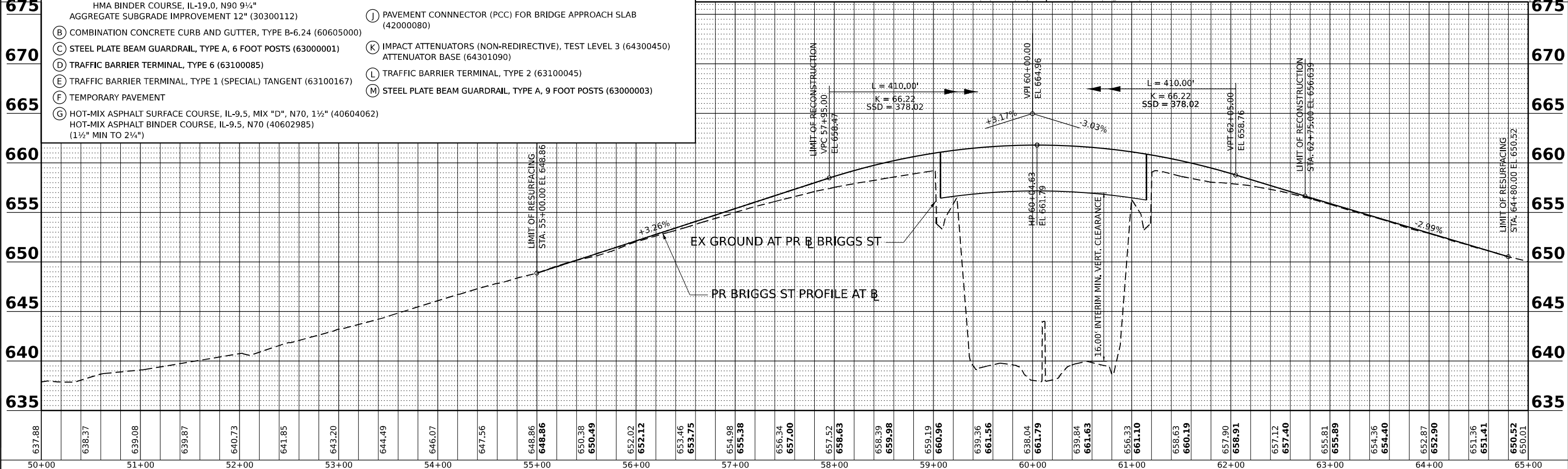
MODEL: PL\_BRIGGS - PLAN 2  
 FILE NAME: C:\TRANSYS\TRNSW\LOCAL\TRANSYS\SYSTEMS\FW\21\DM50881\62R53-SHT-40V-01.DGN



- NOTES:**
- CONCRETE CURB HEIGHT TRANSITIONS FROM 0" AT 57+85.00 TO 6" AT 57+95.00.
  - PGL TRANSITIONS FROM EX BRIGGS ST (55+00.00) TO PR BRIGGS ST (56+00.00). PGL TRANSITIONS FROM PR BRIGGS ST (63+80.00) TO EX BRIGGS ST (64+80.00).
  - TEMPORARY PAVEMENT PLACED DURING STAGING TO REMAIN IN PLACE.

**ROADWAY LEGEND**

(A) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 1 3/4" (40701951) POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, 2 1/4" HMA BINDER COURSE, IL-19.0, N90 9 1/4"	(H) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2" (40604062) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (40603085) (FOR >2 1/4" COURSE THICKNESS)
(B) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (60605000)	(J) PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB (42000080)
(C) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (63000001)	(K) IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3 (64300450) ATTENUATOR BASE (64301090)
(D) TRAFFIC BARRIER TERMINAL, TYPE 6 (63100085)	(L) TRAFFIC BARRIER TERMINAL, TYPE 2 (63100045)
(E) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (63100167)	(M) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS (63000003)
(F) TEMPORARY PAVEMENT	
(G) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2" (40604062) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70 (40602985) (1 1/2" MIN TO 2 1/4")	



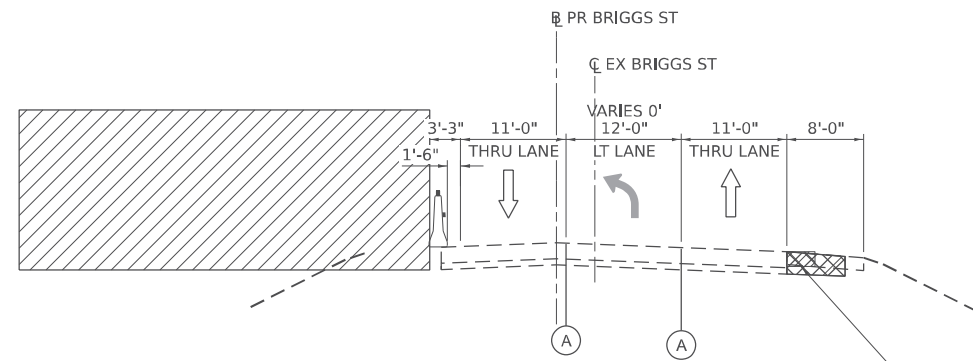
637.88	638.37	639.08	639.87	640.73	641.85	643.20	644.49	646.07	647.56	648.86	650.38	650.49	652.02	652.12	653.46	653.75	654.98	655.38	656.34	657.00	657.52	658.63	658.39	659.98	659.19	660.96	639.36	661.56	638.04	661.79	639.84	661.63	656.33	661.10	658.63	660.19	657.90	658.91	657.12	657.40	655.81	655.89	654.36	654.40	652.87	652.90	651.36	651.41	650.52	650.01
50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00																																			

exp.	USER NAME = WONGF	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: 1"=50'	SHEET OF SHEETS	STA. 50+00 TO STA. 65+00	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666633 1/IN.	CHECKED - DDH	REVISED -					80	FAI 80 22 BR	WILL	133	23
	PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -					CONTRACT NO. 62R55		ILLINOIS FED. AID PROJECT		





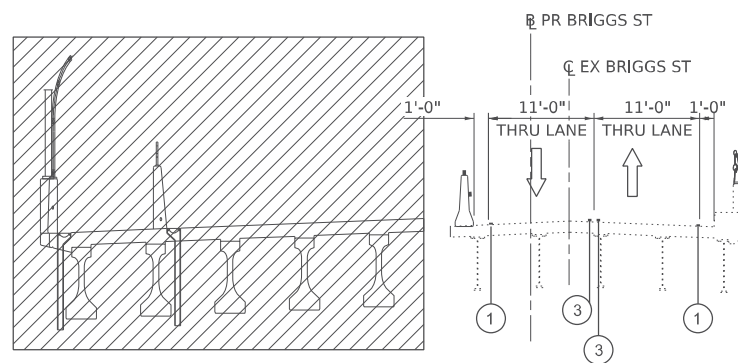




**STAGE I BRIGGS ST**

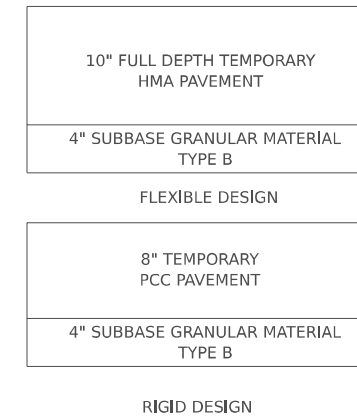
STA. 54+00 TO STA. 59+01.86  
 STA. 61+20.86 TO STA. 66+00  
 (LOOKING NORTH)

TEMPORARY PAVEMENT (SEE DETAIL, THIS SHEET), WIDTH VARIES SEE PLAN DRAWINGS



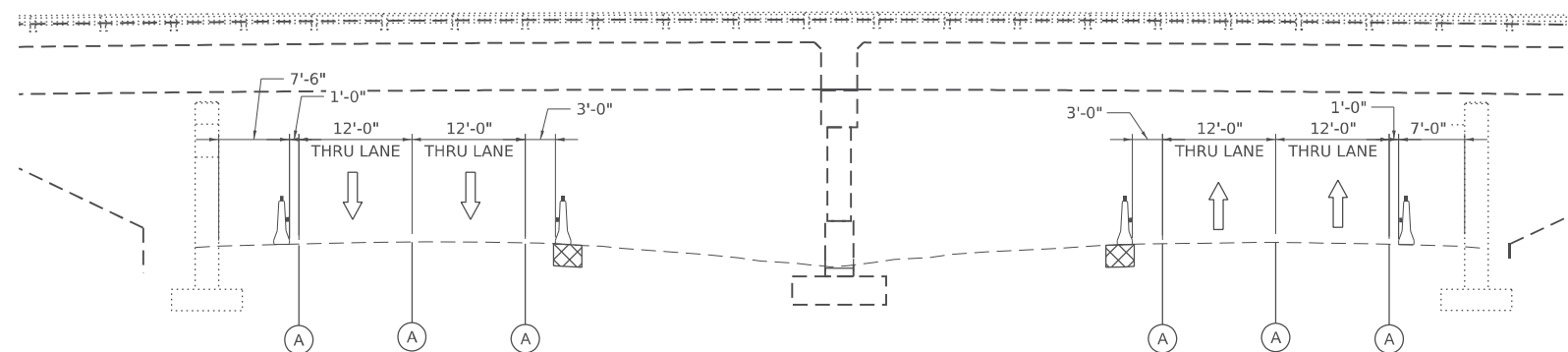
**STAGE I BRIGGS ST ON BRIDGE**

STA. 59+01.86 TO STA. 61+20.86  
 (LOOKING NORTH)



**TEMPORARY PAVEMENT DETAIL**

OPTIONAL HMA VS PCC TEMPORARY PAVEMENT (REFER TO HMA MIXTURE REQUIREMENTS ON SHEET 4 AND SPECIAL PROVISION FOR TEMPORARY PAVEMENT)



**MAINLINE STAGE I-80 UNDER BRIDGE**

(LOOKING EAST)

**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD 704001 AND 782006

- ① PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV - LINE 6" (SOLID WHITE)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV - LINE 8" (SOLID WHITE)
- Ⓐ EXISTING PAVEMENT MARKING
- Ⓑ PERMANENT PAVEMENT MARKING

NOTE:  
 FOR PINNED TEMPORARY CONCRETE BARRIER LOCATIONS,  
 SEE MOT STAGE PLAN SHEETS.

MODEL: 20 SHEET 14  
 FILE NAME: C:\TRANSPORT\SYSTEMS\FAI\01\STAGE\EX\CHO\HMS\0808162855-SHT-STAGING-TYPICAL-01.DGN



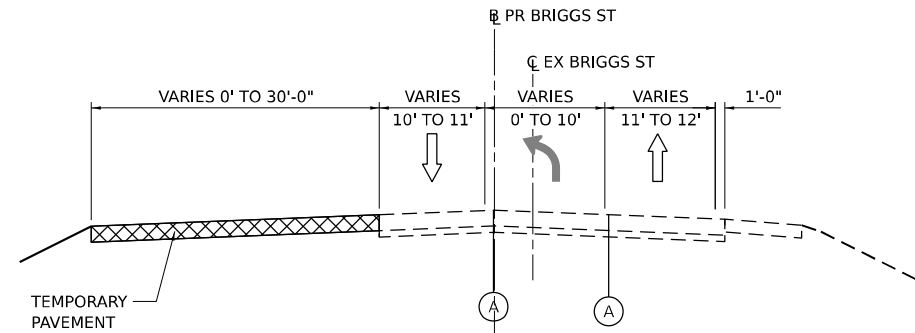
USER NAME = SCHO	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	CHECKED - ARM	REVISED -
PLOT DATE = 1/31/2023	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

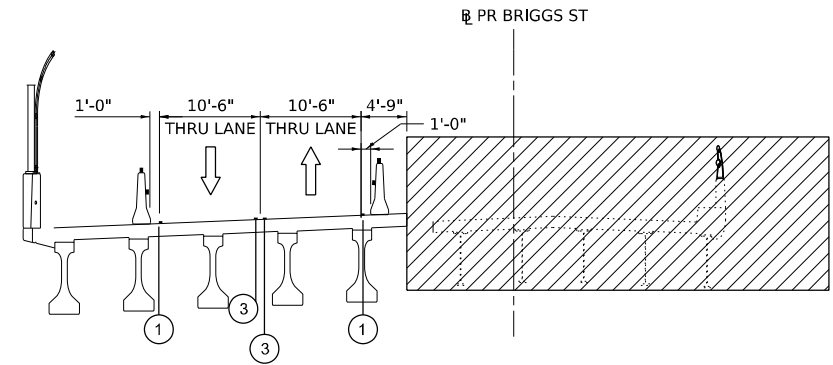
**BRIGGS STREET  
 SUGGESTED STAGING AND TRAFFIC CONTROL - TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

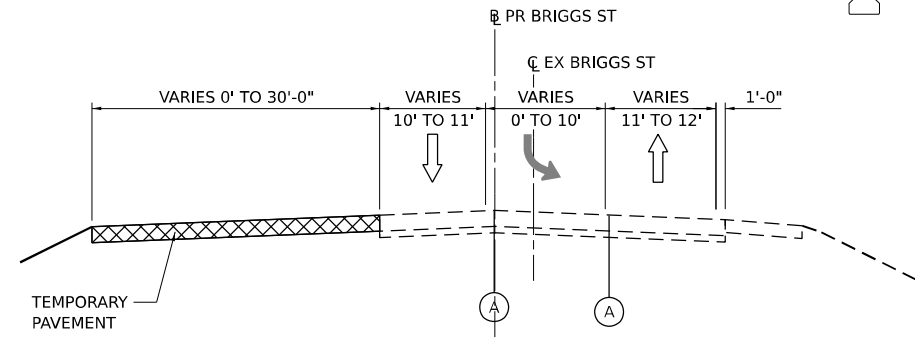
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	26
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



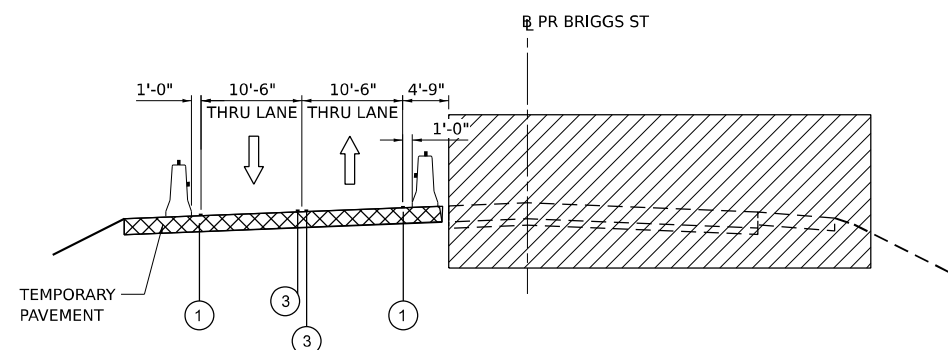
**STAGE II BRIGGS ST  
WITH TURN LANES**  
FROM STA. 64+78.70  
TO STA. 62+72  
(LOOKING NORTH)



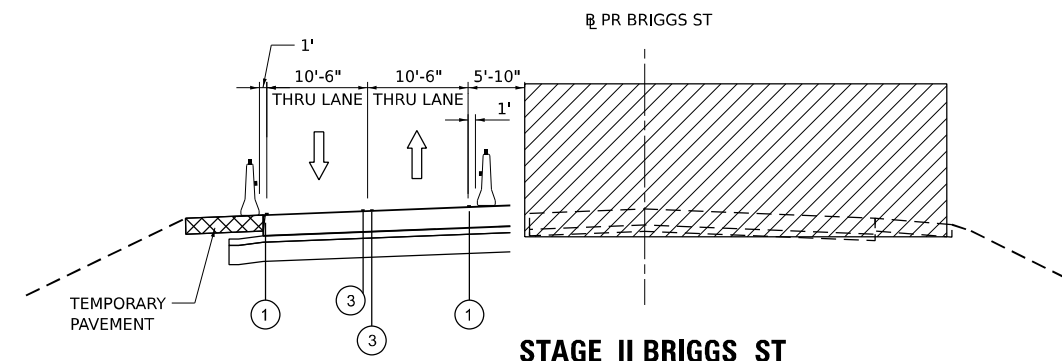
**STAGE II BRIGGS ST  
ON BRIDGE**  
STA. 59+01.86 TO STA. 61+20.86  
(LOOKING NORTH)



**STAGE II BRIGGS ST  
WITH TURN LANES**  
TO STA. 55+00  
(LOOKING NORTH)



**STAGE II BRIGGS ST  
APPROACHING BRIDGE - TRAFFIC ON  
TEMP. PAVEMENT**  
STA. 57+53 TO STA. 58+76.96  
STA. 61+44.96 TO STA. 62+72  
(LOOKING NORTH)



**STAGE II BRIGGS ST  
APPROACHING BRIDGE -  
TRAFFIC ON NEW PAVEMENT**  
STA. 58+76.96 TO STA. 59+01.86  
STA. 61+20.86 TO STA. 61+44.96  
(LOOKING NORTH)

**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD 704001 AND 782006

- ① PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV - LINE 6" (SOLID WHITE)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV - LINE 8" (SOLID WHITE)
- (A) EXISTING PAVEMENT MARKING
- (B) PERMANENT PAVEMENT MARKING

NOTE:  
FOR PINNED TEMPORARY CONCRETE BARRIER LOCATIONS,  
SEE MOT STAGE PLAN SHEETS.

MODEL: 20 SHEET 14  
FILE NAME: C:\BARRIERSYSTEMS\LOCAL\TRANS\SYSTEMS-FW\013\REV\JL\JOHNSON\MDM508081\62R55-SHT-STAGING-TYPICAL-02.DGN

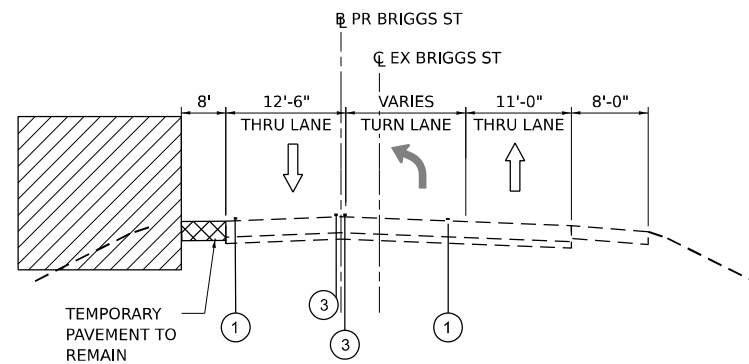


USER NAME = SJOHNSON	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - ARM</td> <td>REVISED -</td>	CHECKED - ARM	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

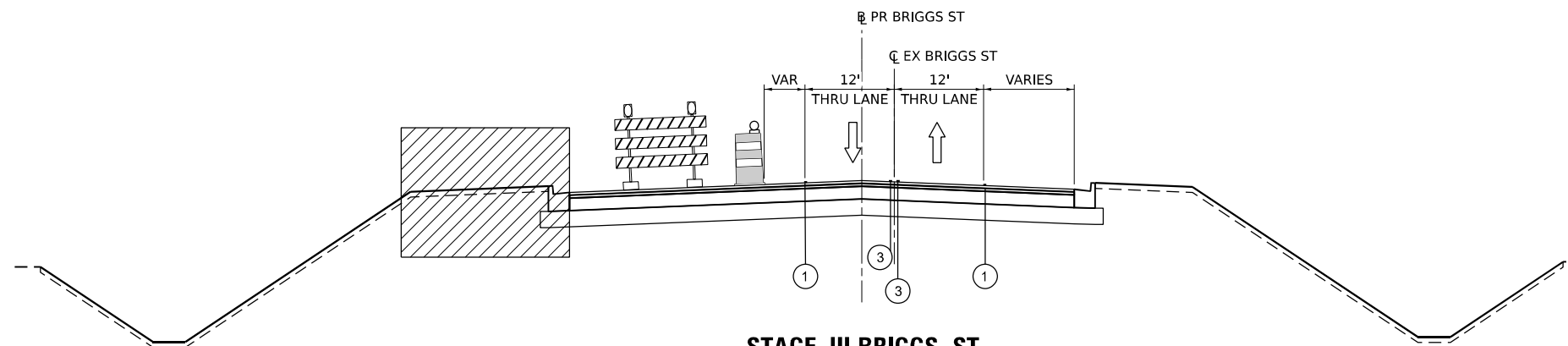
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

BRIGGS STREET			
SUGGESTED STAGING AND TRAFFIC CONTROL - TYPICAL SECTIONS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

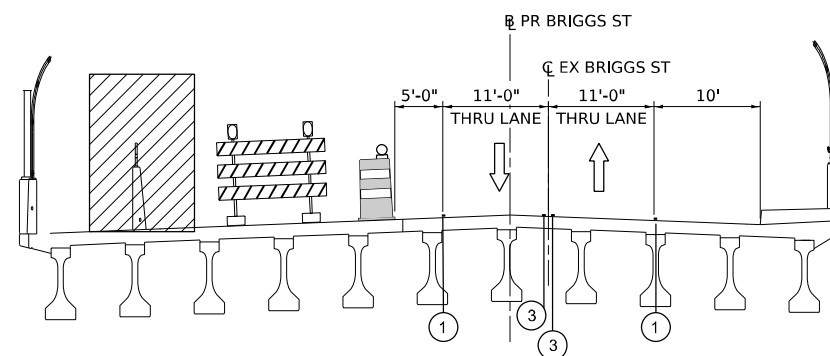
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	27
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**STAGE III BRIGGS ST**  
 STA. 54+00 TO STA. 57+95.00  
 STA. 62+75.00 TO STA. 66+00  
 (LOOKING NORTH)



**STAGE III BRIGGS ST**  
 STA. 57+95.00 TO STA. 62+75.00  
 (BRIDGE OMISSION STA. 59+06.96 TO STA. 61+14.96)  
 (LOOKING NORTH)



**STAGE III BRIGGS ST**  
 (PR BRIDGE STA. 58+76.96 TO STA. 61+44.96)  
 (LOOKING NORTH)

**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD 704001 AND 782006

- ① PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV - LINE 6" (SOLID WHITE)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV - LINE 8" (SOLID WHITE)
- Ⓐ EXISTING PAVEMENT MARKING
- Ⓑ PERMANENT PAVEMENT MARKING

NOTE:  
 FOR PINNED TEMPORARY CONCRETE BARRIER LOCATIONS,  
 SEE MOT STAGE PLAN SHEETS.

MODEL: 00 SHEET: 4  
 FILE NAME: C:\TRAFFIC\SYSTEMS\LOCAL\TRAFFIC\SYSTEMS\HW\013\REV\JL\JOHNSON\MD5080816\PR55-SHT-STAGING-TYPICAL-03.DGN



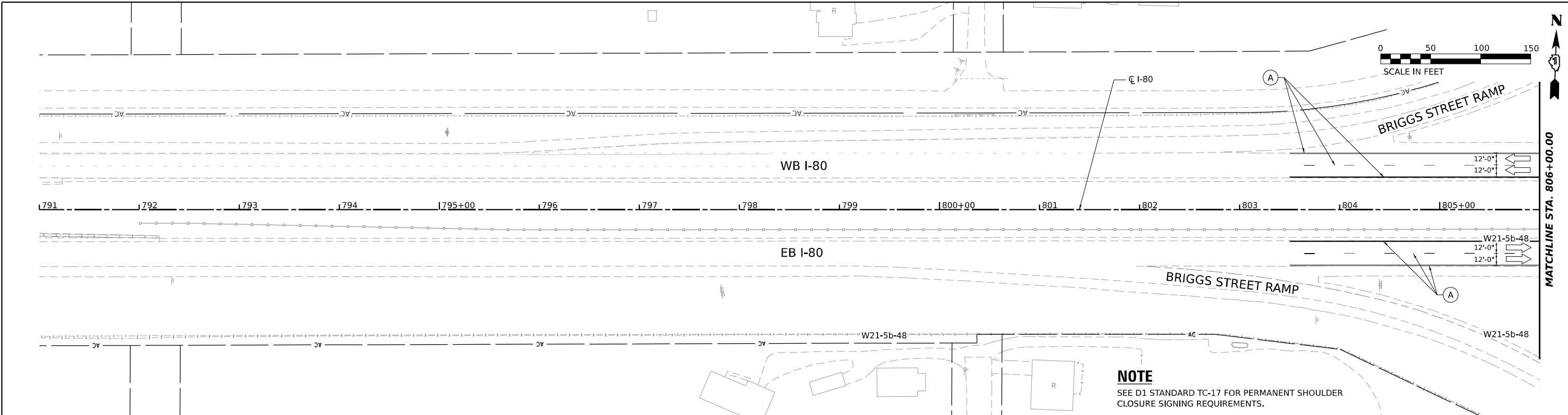
USER NAME = SJOHNSON	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - ARM</td> <td>REVISED -</td>	CHECKED - ARM	REVISED -
PLOT DATE = 12/15/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

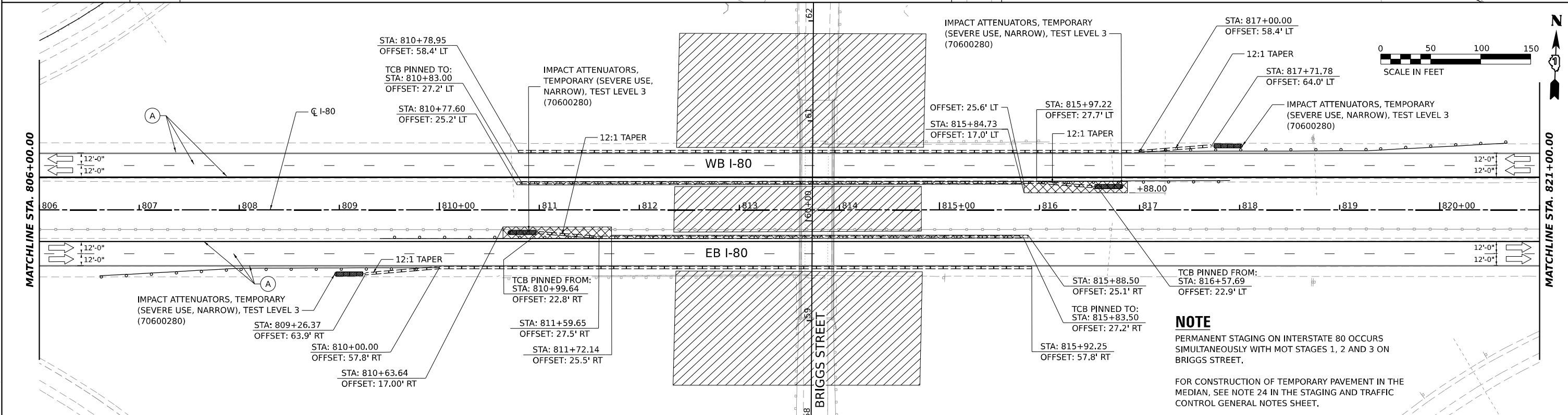
**BRIGGS STREET  
 SUGGESTED STAGING AND TRAFFIC CONTROL - TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	28
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**NOTE**  
SEE D1 STANDARD TC-17 FOR PERMANENT SHOULDER CLOSURE SIGNING REQUIREMENTS.



**NOTE**  
PERMANENT STAGING ON INTERSTATE 80 OCCURS SIMULTANEOUSLY WITH MOT STAGES 1, 2 AND 3 ON BRIGGS STREET.  
  
FOR CONSTRUCTION OF TEMPORARY PAVEMENT IN THE MEDIAN, SEE NOTE 24 IN THE STAGING AND TRAFFIC CONTROL GENERAL NOTES SHEET.

**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY PLASTIC DRUMS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- VERTICAL PANELS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- TRAFFIC SIGN
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, OF TYPE SPECIFIED

- ① PAVEMENT MARKING, EPOXY - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING, EPOXY - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING, EPOXY - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING, EPOXY - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING, EPOXY - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING, EPOXY - LINE 6" (SOLID YELLOW)
- ⑦ PAVEMENT MARKING, EPOXY - LINE 8" (SOLID WHITE)

- (A) EXISTING PAVEMENT MARKING
- (B) PROPOSED PERMANENT PAVEMENT MARKING (SEE BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN)

**NOTES**

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE SHEET 25 FOR TRAFFIC CONTROL AND STAGING GENERAL NOTES.
5. SEE SIGNING PLAN SHEETS FOR PERMANENT SIGN REMOVAL/RELOCATION.
6. TEMPORARY CONCRETE BARRIER OFFSETS ARE GIVEN TO THE CENTERLINE OF BARRIER.
7. CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 AND W20-7 SIGNS, WHEN WORKER ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.

MODEL: I-80 - PLAN 1  
FILE NAME: C:\TRAFFIC\SYSTEMS\PH-01\STAGE\EX-CHO\I-80\815-SHT-STAGING-FERMASTAGE01.DGN



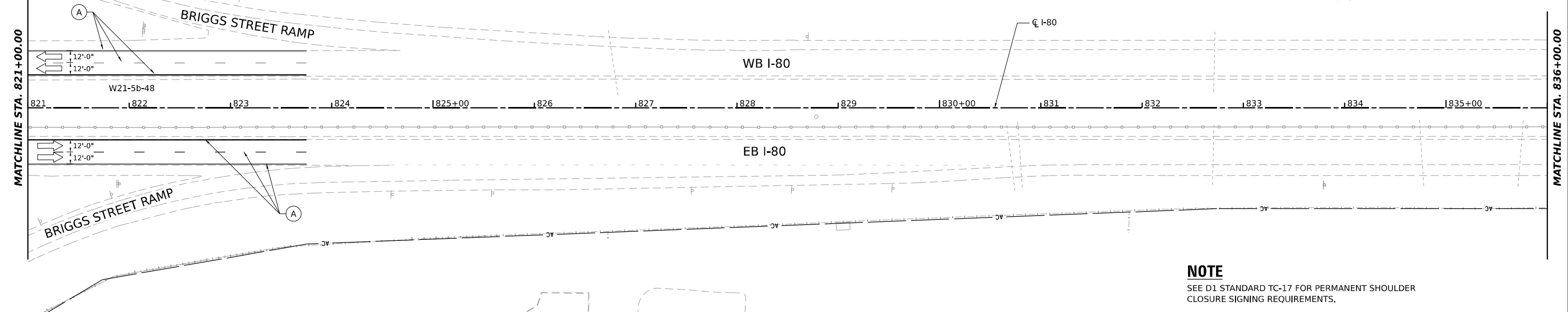
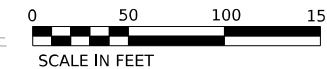
USER NAME = SCHO	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 "/>IN.	CHECKED - ARM	REVISED -
PLOT DATE = 1/31/2023	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-80  
SUGGESTED STAGING AND TRAFFIC CONTROL - MAINLINE STAGE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	29
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	



**NOTE**  
SEE D1 STANDARD TC-17 FOR PERMANENT SHOULDER CLOSURE SIGNING REQUIREMENTS.

MODEL: I80\_P1AN3.DWG FILE: I80\_P1AN3.DWG LOCAL: TRANSPORTATION\LOCAL\TRANSPORTATION\I80\_P1AN3.DWG PROJECT: I80\_P1AN3.DWG

**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY PLASTIC DRUMS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- VERTICAL PANELS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- TRAFFIC SIGN
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, OF TYPE SPECIFIED

- ① PAVEMENT MARKING, EPOXY - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING, EPOXY - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING, EPOXY - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING, EPOXY - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING, EPOXY - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING, EPOXY - LINE 6" (SOLID YELLOW)
- ⑦ PAVEMENT MARKING, EPOXY - LINE 8" (SOLID WHITE)
- (A) EXISTING PAVEMENT MARKING
- (B) PROPOSED PERMANENT PAVEMENT MARKING (SEE BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN)

**NOTES**

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE SHEET 25 FOR TRAFFIC CONTROL AND STAGING GENERAL NOTES.
5. SEE SIGNING PLAN SHEETS FOR PERMANENT SIGN REMOVAL/RELOCATION.
6. TEMPORARY CONCRETE BARRIER OFFSETS ARE GIVEN TO THE CENTERLINE OF BARRIER.
7. CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 AND W20-7 SIGNS, WHEN WORKER ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.



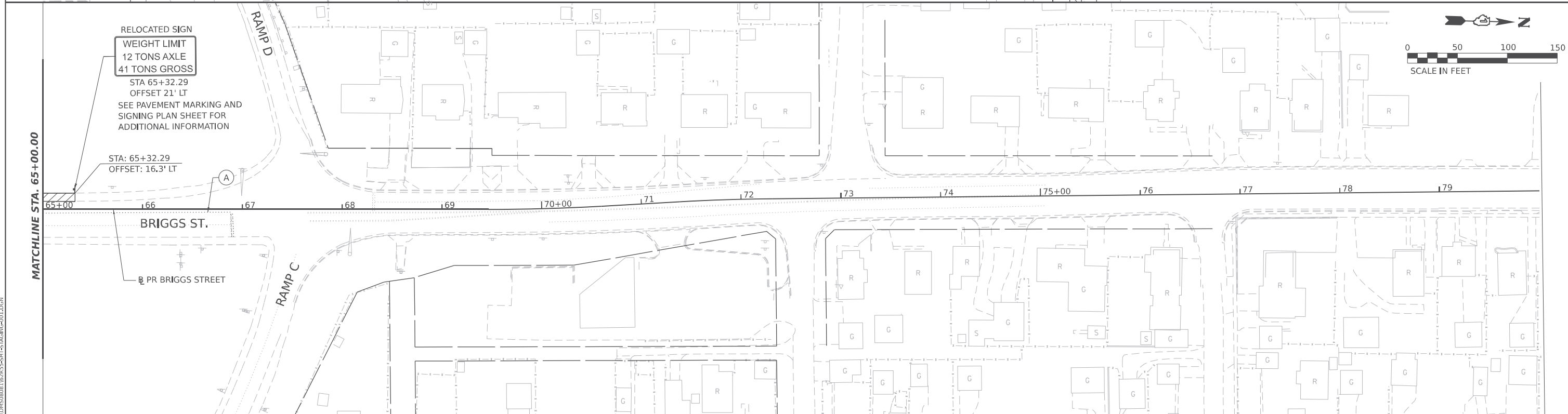
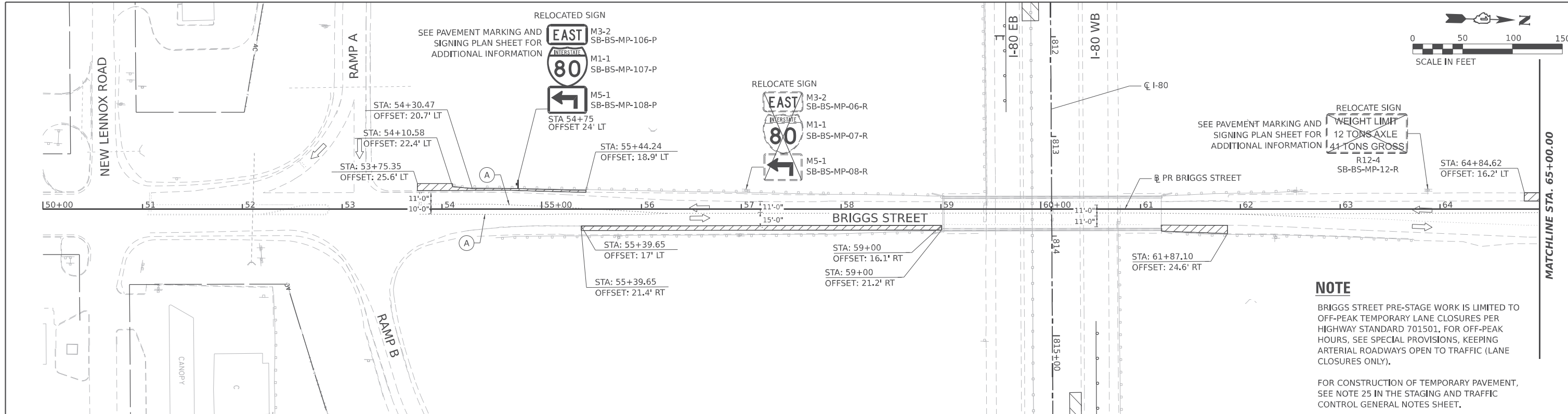
USER NAME = SJOHNSON	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 1/IN.	CHECKED - ARM	REVISED -
PLOT DATE = 12/15/2022	DATE - 9/01/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-80  
SUGGESTED STAGING AND TRAFFIC CONTROL - MAINLINE STAGE**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	617	30
CONTRACT NO. 62R29				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



STAGING LEGEND		NOTES	
	WORK AREA	1	PAVEMENT MARKING, EPOXY - LINE 4" (SOLID WHITE)
	TEMPORARY PAVEMENT	2	PAVEMENT MARKING, EPOXY - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
	COMPLETED PAVEMENT	3	PAVEMENT MARKING, EPOXY - LINE 4" (SOLID YELLOW)
	DIRECTION OF TRAFFIC	4	PAVEMENT MARKING, EPOXY - LINE 24" (SOLID WHITE)
	TEMPORARY PLASTIC DRUMS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)	5	PAVEMENT MARKING, EPOXY - LETTERS AND SYMBOLS (SOLID WHITE)
	VERTICAL PANELS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)	6	PAVEMENT MARKING, EPOXY - LINE 6" (SOLID YELLOW)
	TRAFFIC SIGN	7	PAVEMENT MARKING, EPOXY - LINE 8" (SOLID WHITE)
	TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS	(A)	EXISTING PAVEMENT MARKING
	TEMPORARY CONCRETE BARRIER	(B)	PROPOSED PERMANENT PAVEMENT MARKING (SEE BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN)
	IMPACT ATTENUATORS, OF TYPE SPECIFIED		

USER NAME	= SCHO	DESIGNED	-	REVISED	-
DRAWN	- SVJ	DRAWN	- SVJ	REVISED	-
PLOT SCALE	= 0.16666667"/IN.	CHECKED	- ARM	REVISED	-
PLOT DATE	= 1/20/2023	DATE	= 12/15/2022	REVISED	-

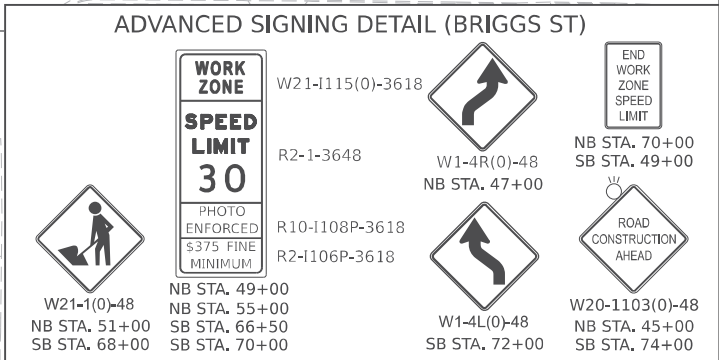
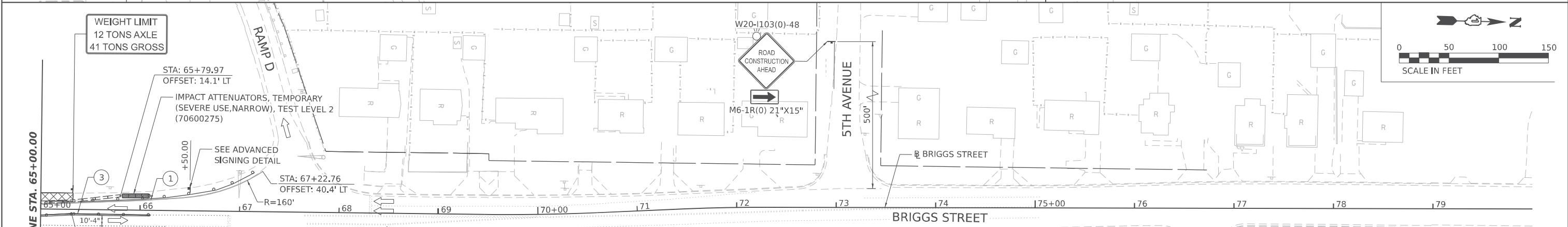
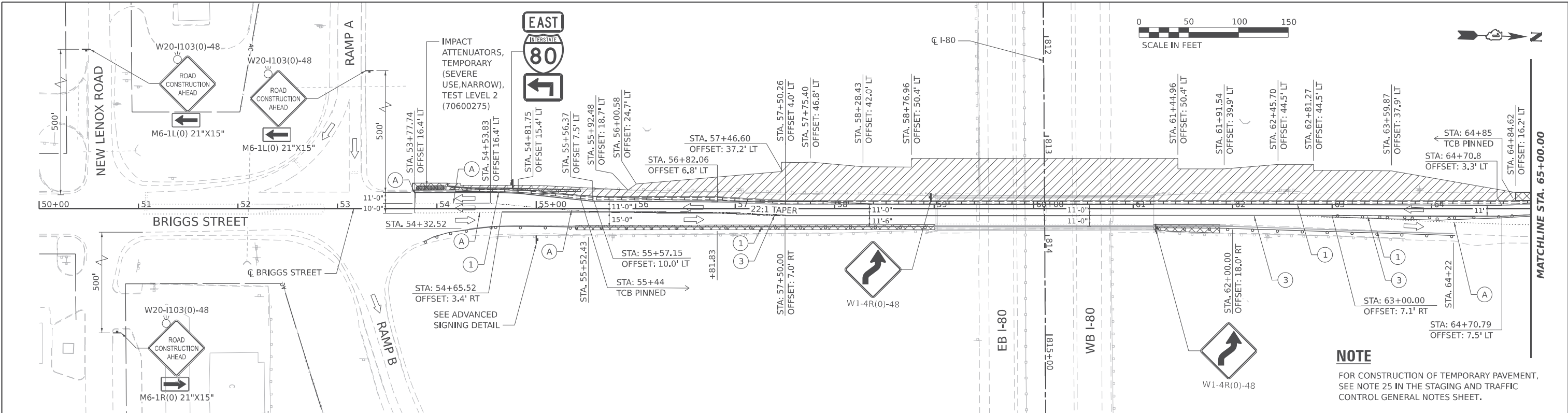
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET**  
**SUGGESTED STAGING AND TRAFFIC CONTROL - PRE-STAGE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	31
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

MODEL: PR\_BRIGGS - SHEET  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS\FAI\01\STAGE\EX\CHO\DM5808167855-SHT-STAGING-001.DGN



**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY PLASTIC DRUMS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- VERTICAL PANELS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- TRAFFIC SIGN
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, OF TYPE SPECIFIED

- ① PAVEMENT MARKING, EPOXY - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING, EPOXY - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING, EPOXY - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING, EPOXY - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING, EPOXY - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING, EPOXY - LINE 6" (SOLID YELLOW)
- ⑦ PAVEMENT MARKING, EPOXY - LINE 8" (SOLID WHITE)
- (A) EXISTING PAVEMENT MARKING
- (B) PROPOSED PERMANENT PAVEMENT MARKING (SEE BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN)

**NOTES**

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE SHEET 25 FOR TRAFFIC CONTROL AND STAGING GENERAL NOTES.
5. SEE SIGNING PLAN SHEETS FOR PERMANENT SIGN REMOVAL/RELOCATION.
6. TEMPORARY CONCRETE BARRIER OFFSETS ARE GIVEN TO THE CENTERLINE OF BARRIER.
7. CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 AND W20-7 SIGNS, WHEN WORKER ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.



USER NAME = SCHO	DESIGNED -	REVISED -
PLOT SCALE = 0.16666667"/IN.	DRAWN - SVJ	REVISIED -
PLOT DATE = 1/20/2023	CHECKED - ARM	REVISIED -
	DATE - 12/15/2022	REVISIED -

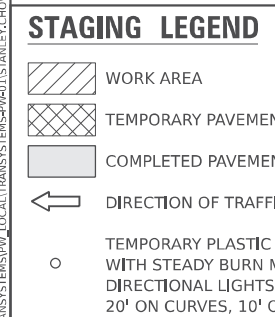
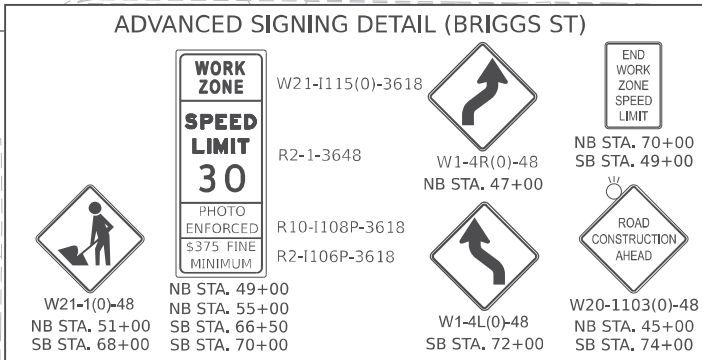
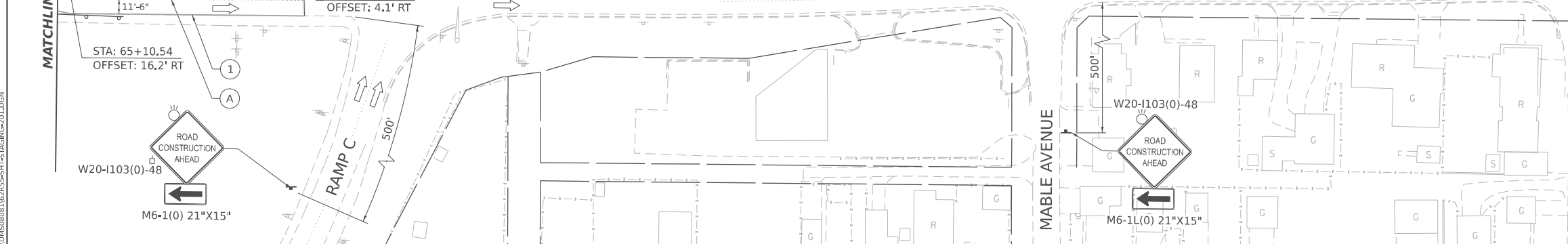
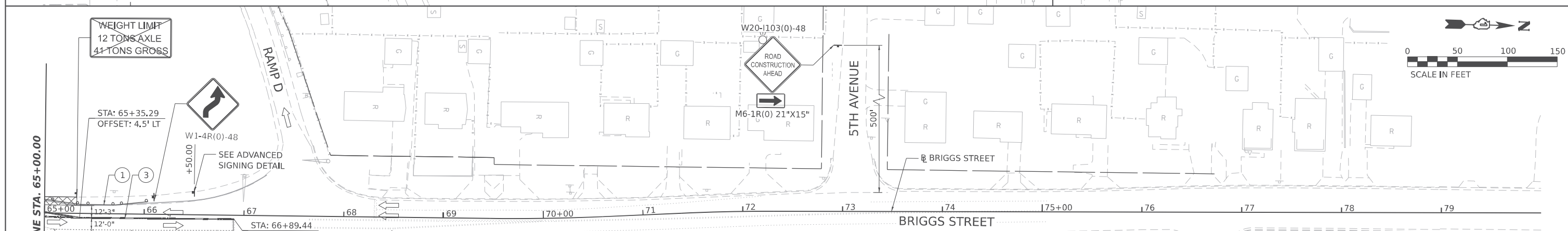
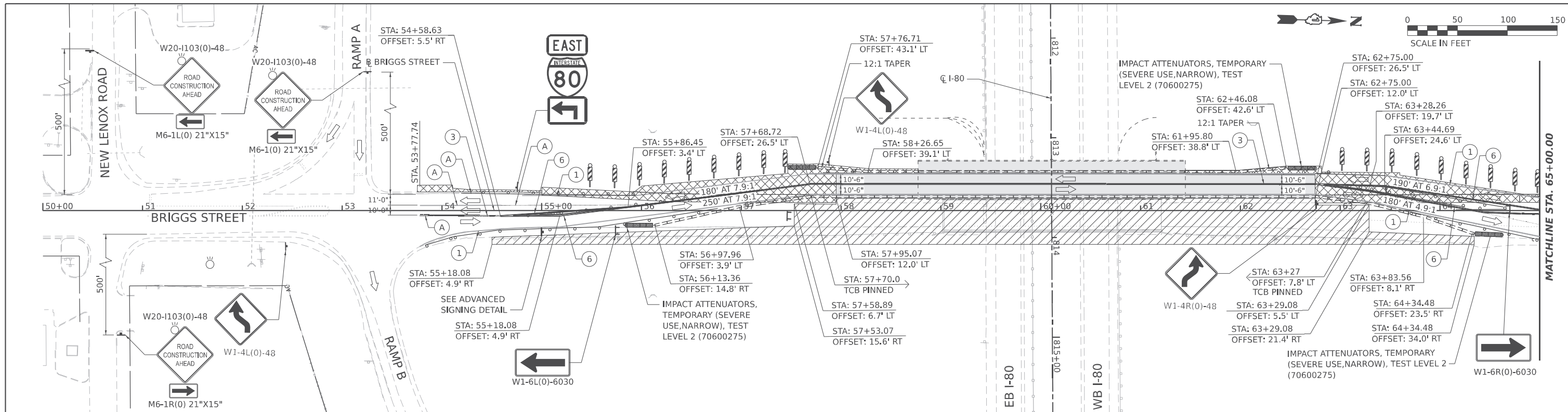
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUGGESTED STAGING AND TRAFFIC CONTROL - STAGE 1**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	32
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

MODEL: RP\_BRI003 - SHEET  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS\FAI\01\STAGE\CKO\CH050808167855-SHT-STAGING-101.DGN



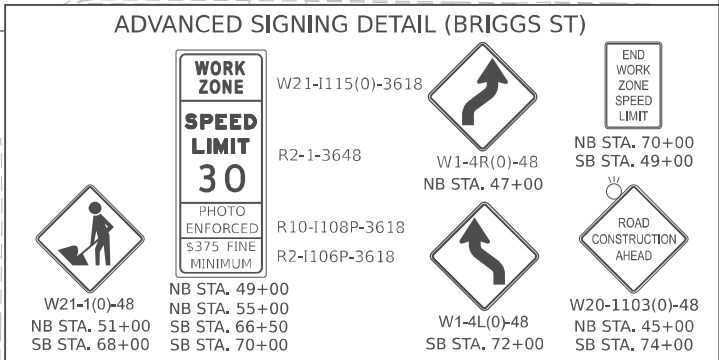
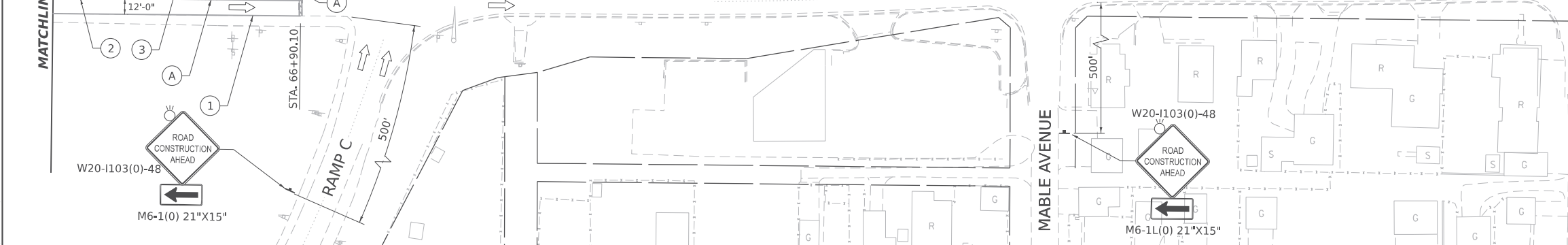
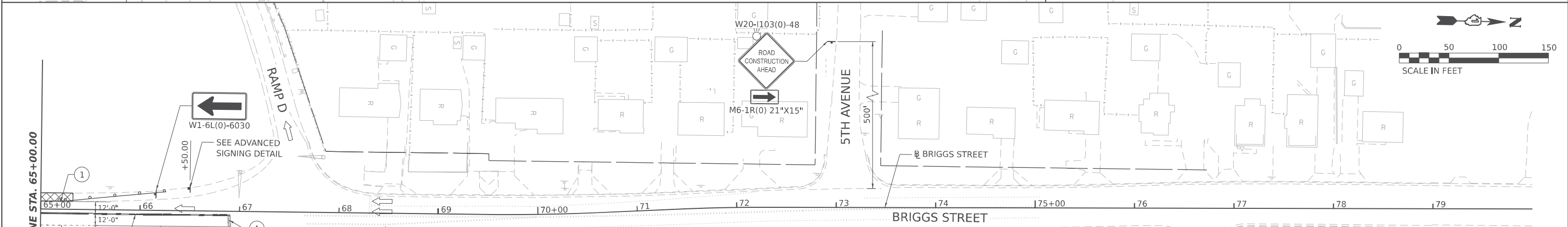
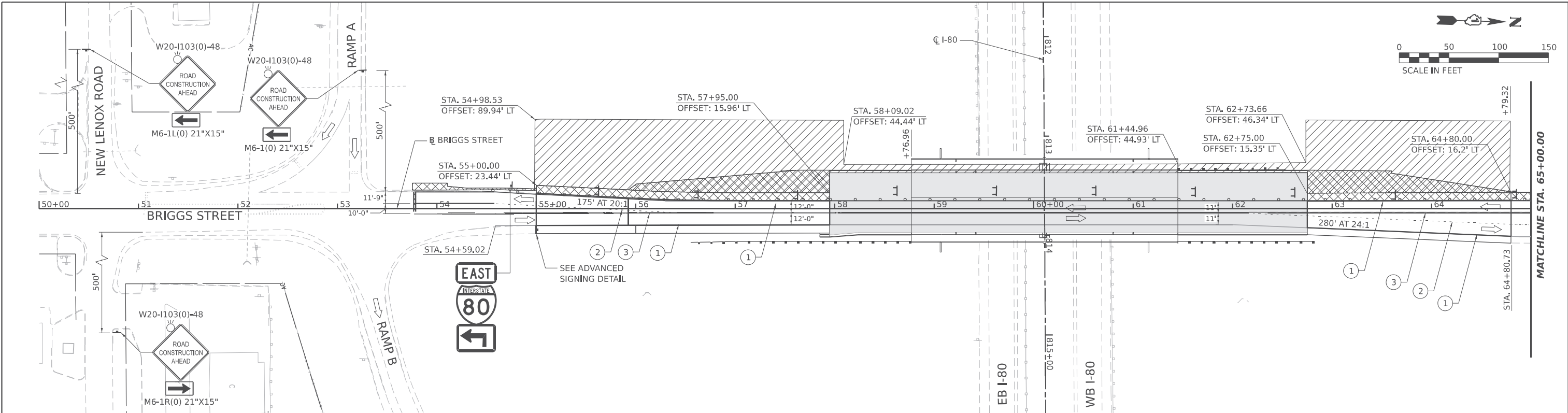


- 1 PAVEMENT MARKING, EPOXY - LINE 4" (SOLID WHITE)
- 2 PAVEMENT MARKING, EPOXY - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- 3 PAVEMENT MARKING, EPOXY - LINE 4" (SOLID YELLOW)
- 4 PAVEMENT MARKING, EPOXY - LINE 24" (SOLID WHITE)
- 5 PAVEMENT MARKING, EPOXY - LETTERS AND SYMBOLS (SOLID WHITE)
- 6 PAVEMENT MARKING, EPOXY - LINE 6" (SOLID YELLOW)
- 7 PAVEMENT MARKING, EPOXY - LINE 8" (SOLID WHITE)
- (A) EXISTING PAVEMENT MARKING
- (B) PROPOSED PERMANENT PAVEMENT MARKING (SEE BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN)

- ### NOTES
- PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
  - PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
  - ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
  - SEE SHEET 25 FOR TRAFFIC CONTROL AND STAGING GENERAL NOTES.
  - SEE SIGNING PLAN SHEETS FOR PERMANENT SIGN REMOVAL/RELOCATION.
  - TEMPORARY CONCRETE BARRIER OFFSETS ARE GIVEN TO THE CENTERLINE OF BARRIER.
  - CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 AND W20-7 SIGNS, WHEN WORKER ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.

	USER NAME = SCHO	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BRIGGS STREET</b> <b>SUGGESTED STAGING AND TRAFFIC CONTROL - STAGE 2</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666667"/IN.	CHECKED - ARM	REVISED -		80	FAI 80 22 BR	WILL	133	33	CONTRACT NO. 62R55	
	PLOT DATE = 1/20/2023	DATE = 12/15/2022	REVISED -	SCALE:	SHEET	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

MODEL: RP\_BRISSG - SHEET  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS\4401\STAGE\CKO\CH01\855-SHT-STAGING-201.DGN



**STAGING LEGEND**

- WORK AREA
- TEMPORARY PAVEMENT
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY PLASTIC DRUMS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- VERTICAL PANELS WITH STEADY BURN MONO-DIRECTIONAL LIGHTS (50' C-C, 20' ON CURVES, 10' ON TAPERS)
- TRAFFIC SIGN
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, OF TYPE SPECIFIED

- ① PAVEMENT MARKING, EPOXY - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING, EPOXY - LINE 4" (SKIP-DASH WHITE, 30' SKIP - 10' DASH)
- ③ PAVEMENT MARKING, EPOXY - LINE 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING, EPOXY - LINE 24" (SOLID WHITE)
- ⑤ PAVEMENT MARKING, EPOXY - LETTERS AND SYMBOLS (SOLID WHITE)
- ⑥ PAVEMENT MARKING, EPOXY - LINE 6" (SOLID YELLOW)
- ⑦ PAVEMENT MARKING, EPOXY - LINE 8" (SOLID WHITE)
- (A) EXISTING PAVEMENT MARKING
- (B) PROPOSED PERMANENT PAVEMENT MARKING (SEE BRIGGS STREET - PAVEMENT MARKING AND SIGNING PLAN)

**NOTES**

1. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
2. PORTABLE CHANGEABLE MESSAGE SIGNS TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.
3. ALL PAVEMENT MARKING USED FOR SUGGESTED STAGES OF CONSTRUCTION ARE TEMPORARY AND PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 703.
4. SEE SHEET 25 FOR TRAFFIC CONTROL AND STAGING GENERAL NOTES.
5. SEE SIGNING PLAN SHEETS FOR PERMANENT SIGN REMOVAL/RELOCATION.
6. TEMPORARY CONCRETE BARRIER OFFSETS ARE GIVEN TO THE CENTERLINE OF BARRIER.
7. CONTRACTOR SHALL REMOVE OR COVER ALL W21-1 AND W20-7 SIGNS, WHEN WORKER ARE NOT PRESENT OR IF THE SIGN IS NOT APPLICABLE.



USER NAME = SCHO	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667"/IN.	CHECKED - ARM	REVISED -
PLOT DATE = 1/20/2023	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
SUGGESTED STAGING AND TRAFFIC CONTROL - STAGE 3**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	34
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

MODEL: RP\_BNDSG - SHEET  
FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS\FAI\80\STAGE\CKO\CH050808167855-SHT-STAGING-301.DGN

## EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. THE WORK DESCRIBED ON THESE DRAWINGS ARE AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN A NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT, OF ANY STORM WATERDISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS, ON DOWNSTREAM AREAS.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
5. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
6. ALL PERMANENT SEDIMENT BASINS, PERMANENT STORM WATER CONTROL MEASURES, AND RUNOFF CONTROL MEASURES REQUIRED TO KEEP OFF-SITE RUNOFF FROM FLOWING OVER THE CONSTRUCTION AREA WILL BE INSTALLED BEFORE CLEARING AND STRIPPING OF THE SITE PROCEEDS, PRIOR TO PROCEEDING WITH GENERAL EARTHWORK ON A PROJECT THE CONTRACTOR WILL OBTAIN APPROVAL OF HIS PROPOSED EARTHWORK AND STABILIZATION SCHEDULE.
7. A MAXIMUM OF 10 ACRES MAY BE IN SOME STAGE OF GRADING AT A SINGLE TIME. ADDITIONAL AREAS (UP TO 10 ACRES) MAY BE CLEARED BUT WILL NOT BE STRIPPED OF VEGETATION UNTIL THE GRADED AREAS HAVE BEEN PROTECTED FROM EROSION THROUGH INSTALLATION OF EITHER TEMPORARY OR PERMANENT MEASURES. WHENEVER POSSIBLE, THE GRADING WILL BE COMPLETED TO THE DESIGN GRADE AND THE PERMANENT VEGETATION PLAN IMPLEMENTED PRIOR TO STARTING GRADING ACTIVITIES ON THE NEXT SITE.
  - (A) WHEN BALANCING EARTHWORK (BORROW FROM A CUT USED AS FILL AT A LOCATION DISTANT FROM THE CUT) THE ENGINEER WILL CONSIDER ALLOWING MORE THAN 10 ACRES OF GRADING AT A TIME. THE 10 ACRES LIMITATION DOES NOT INCLUDE HAUL ROADS, BRIDGE CONSTRUCTION WORK AREAS AND STORAGE AREAS.
  - (B) VARIATIONS TO THE ABOVE MAY BE CONSIDERED BY THE ENGINEER UNDER ALL THE FOLLOWING CONDITIONS:
    - IF THE CONTRACTOR FALLS BEHIND SCHEDULE THROUGH NO FAULT OF HIS OWN.
    - THE CONTRACTOR MUST PRESENT A SCHEDULE DEMONSTRATING THE NEED FOR SUCH VARIATION IN ORDER TO COMPLETE THE WORK ON TIME.
    - THE CONTRACTOR MUST COMPLY WITH ALL OTHER CONTRACT REQUIREMENTS.
8. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 1 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 1/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.
9. STABILIZATION MEASURES SHOULD BE INSTALLED ON CUT OR FILL SLOPES IN ACCORDANCE WITH THE ILR10 PERMIT REGARDLESS OF HEIGHT OF CUT OR FILL SLOPE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL OR EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.
10. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH OR EQUIVALENT SNOWFALL AND AFTER EACH SIGNIFICANT SNOWMELT.
11. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION (DATED JULY 1, 2010) AND IDOT'S BEST MANAGEMENT PRACTICES: ([HTTP://WWW.IDOT.ILLINOIS.GOV/ASSETS/UPLOADS/FILES/TRANSPORTATION-SYSTEM/MANUALS-GUIDES-&HANDBOOKS/HIGHWAYS/ENVIRONMENT/EROSION%20AND%20SEDIMENT%20CONTROL%20FIELD%20GUIDE%20FOR%20CONSTRUCTION%20INSPECTION.PDF](http://www.idot.illinois.gov/assets/uploads/files/transportation-system/manuals-guides-&handbooks/highways/environment/erosion%20and%20sediment%20control%20field%20guide%20for%20construction%20inspection.pdf))
12. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND LIVE STREAMS OR WETLANDS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE AND STABILIZED IMMEDIATELY AFTER FINAL SHAPING OF THE PILE IN ACCORDANCE WITH MULCH, METHOD 2. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
13. MATERIALS EXCAVATED FOR THE CONSTRUCTION OR CLEANOUT OF SEDIMENT TRAPS OR SEDIMENT BASINS SHALL NOT BE STOCKPILED IN THE VICINITY OF THE TRAP OR BASIN. IT WILL EITHER BE PLACED IN AN EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.
14. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR THE COST OF THE CONTROLS ARE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER THE DEPARTMENT WILL ASSUME THE COST OF THE CONTROLS.
15. SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.
16. WHEN THE CONTRACTOR REQUESTS A CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH PROVIDING THE FOLLOWING CONDITIONS ARE MET:
  - (A) ALL AREAS BEING STABILIZED ARE 3:1 SLOPES OR FLATTER.
  - (B) THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH STRAW MULCH.
  - (C) ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.
17. SEEDING USAGE  
TEMPORARY EROSION CONTROL SEEDING - USED ON SHORT TERM TEMPORARY SEEDING. CLASS 2A - SALT TOLERANT ROADSIDE MIX USED FOR NEW CONSTRUCTION OF LIMITED ACCESS ROUTES INTENDED TO BE MOWED BY IDOT.
18. TOP SOIL PLACEMENT  
TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE, NOR ON TEMPORARILY STEEP SLOPES.
19. INLET FILTERS ARE REQUIRED FOR THE STRUCTURES SHOWN ON THE PLANS. STRUCTURE OPENINGS VARY SUCH THAT FIELD MEASUREMENT AND/OR CONTRACTOR DESIGN WILL BE REQUIRED. COST OF DESIGN, LABOR AND MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "INLET FILTER".
20. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
21. THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE SEDIMENT CONTROL, SILT FENCE.
22. SEE EROSION AND SEDIMENT CONTROL PLANS FOR PLACEMENT OF ALL EROSION AND SEDIMENT CONTROL PAY ITEMS.
23. SEE PROPOSED DRAINAGE PLANS FOR FINAL DRAINAGE STRUCTURE, STORM SEWER AND PIPE CULVERT INFORMATION.
24. SEE EXISTING DRAINAGE AND UTILITY PLANS FOR INFORMATION CONCERNING THE REMOVAL, ADJUSTMENT, RECONSTRUCTION, ETC. OF EXISTING STRUCTURE AND PIPES.
25. THE ACTUAL NEED FOR TEMPORARY DRAINAGE FACILITIES, AS WELL AS THE STAGING OF THE PERMANENT DRAINAGE SYSTEM CONSTRUCTION, MAY BE MODIFIED BY THE ENGINEER, WHO SHALL BE CONSULTED BEFORE THE INSTALLATION.
26. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY WHERE INDICATED ON THE PLANS. COST OF REMOVAL SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TYPE OF MEASURE INDICATED ON THE PLANS.
27. THE COST OF STABILIZED CONSTRUCTION ENTRANCES REQUIRED TO PREVENT THE TRACKING OF SEDIMENTS ONTO THE ROADWAYS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.
28. WHEN STORM SEWER IS UNDER CONSTRUCTION, CONTRACTOR SHALL PROVIDE A PLAN ACCEPTABLE TO THE ENGINEER TO PREVENT EROSION AND SEDIMENTATION FROM RUNOFF ENTERING OR EXITING THE STORM SEWER CONSTRUCTION.
29. IN THE SPECIAL PROVISIONS, THERE IS GUIDANCE FOR CONSTRUCTING A SEDIMENT TRAP USING MATERIALS THAT ARE IN THE CONTRACT. THESE GUIDELINES ARE TO FACILITATE SEDIMENT TRAP CONSTRUCTION, IF A SEDIMENT TRAP IS NEEDED, BASED ON NPDES INSPECTIONS. THE GUIDELINES FOLLOW THE SWPPP DOCUMENT.
30. THE CONTRACTOR SHOULD PROVIDE TO THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
31. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED IN THE COST OF EARTH EXCAVATION.
32. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
33. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.
34. THE CONTRACT SHALL CONTACT THE ILLINOIS DEPARTMENT OF TRANSPORTATION ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 AT LEAST TWO WEEKS PRIOR TO FORESTRY WORK TO IDENTIFY AND MARK TREES TO SAVE WITHIN TREE REMOVAL AREAS.

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORTATION\LOCAL\TRANSPORTATION\PROJECTS\62R55-SHT-EROS-GEN\NOTES01.DGN



USER NAME = SSCHUESSLER	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 '1' IN.	CHECKED - SMS	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -









**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

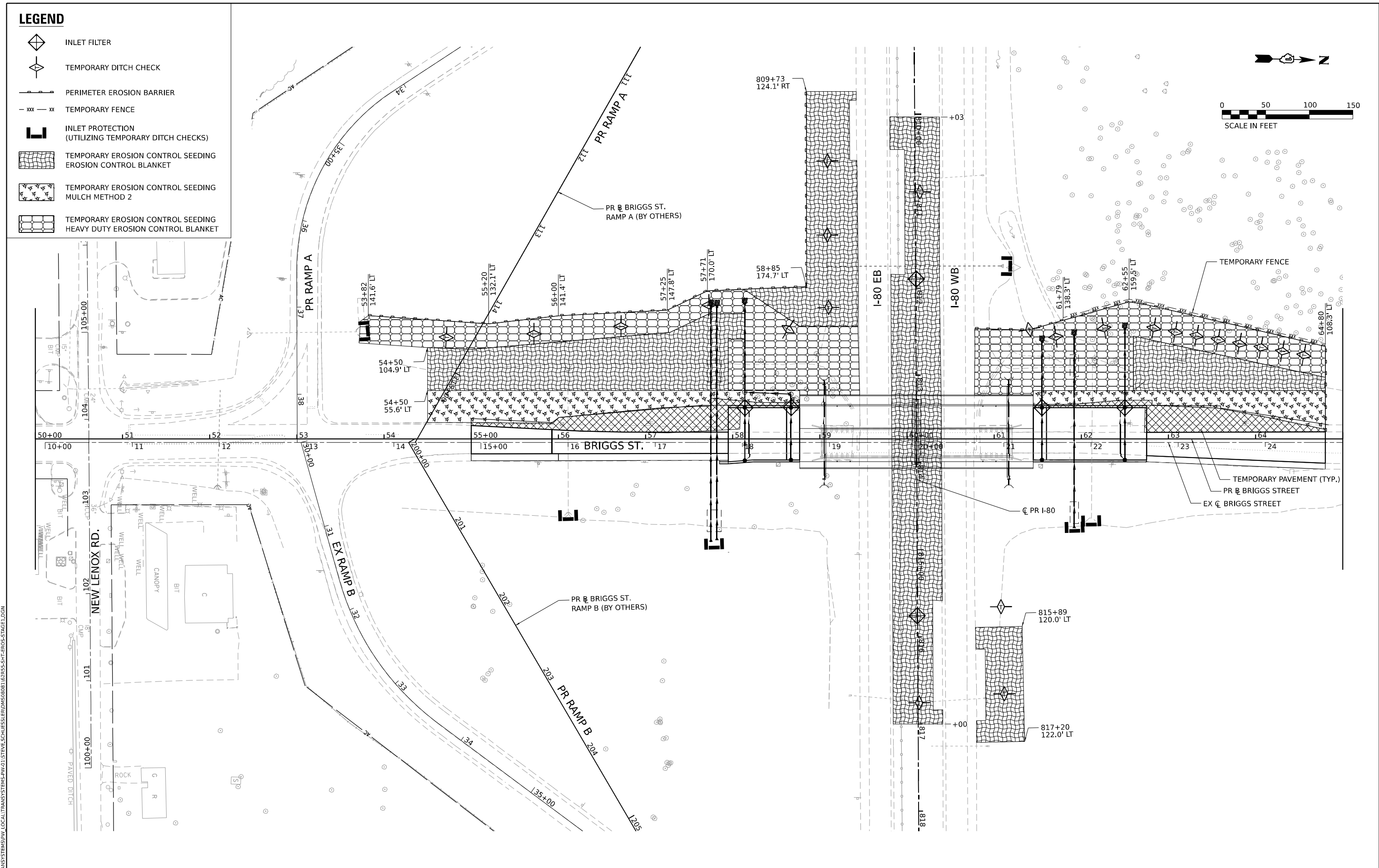
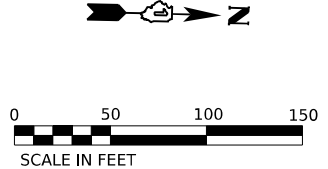
**BRIGGS STREET  
EROSION AND SEDIMENT CONTROL GENERAL NOTES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	36
CONTRACT NO. 62R55				
		ILLINOIS	FED. AID PROJECT	

**LEGEND**

-  INLET FILTER
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE
-  INLET PROTECTION  
(UTILIZING TEMPORARY DITCH CHECKS)
-  TEMPORARY EROSION CONTROL SEEDING  
EROSION CONTROL BLANKET
-  TEMPORARY EROSION CONTROL SEEDING  
MULCH METHOD 2
-  TEMPORARY EROSION CONTROL SEEDING  
HEAVY DUTY EROSION CONTROL BLANKET



MODEL: PR BRIGGS - PLAN 1  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS-PW\01\STEVE.SCHUESSLER\EROSION\62R55-SHT-EROS-STAGE1.DGN



USER NAME = SSSCHUESSLER	DESIGNED -	REVISED -
DRAWN - SVJ	REVISOR -	
PLOT SCALE = 0.16666667 "/> <td>CHECKED - SMS</td> <td>REVISED -</td>	CHECKED - SMS	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -










**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

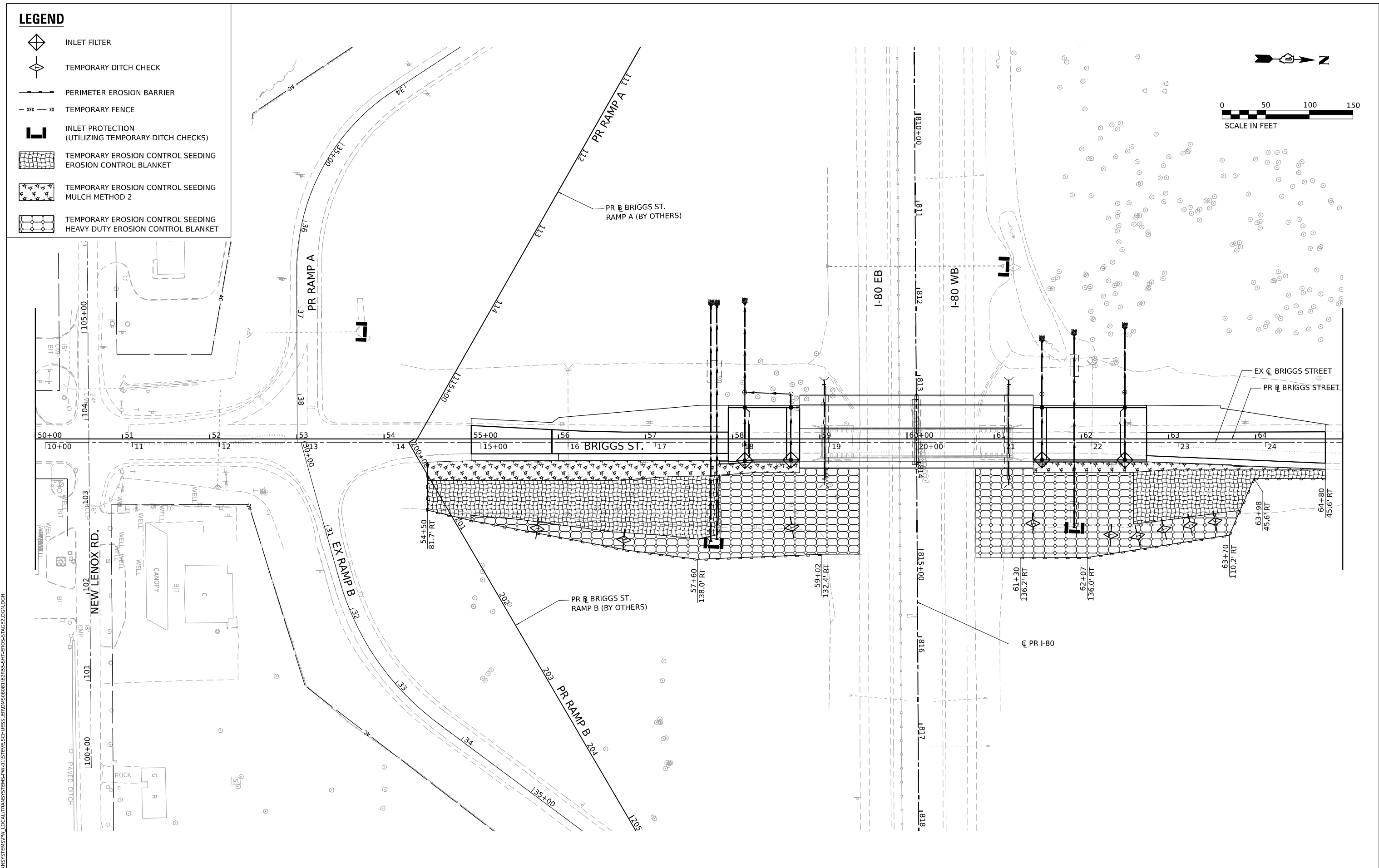
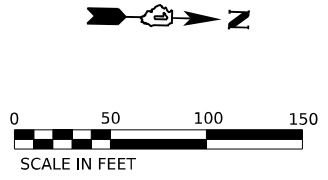
**BRIGGS STREET  
EROSION AND SEDIMENT CONTROL PLAN - STAGE 1**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	36
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  INLET FILTER
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE
-  INLET PROTECTION  
(UTILIZING TEMPORARY DITCH CHECKS)
-  TEMPORARY EROSION CONTROL SEEDING
-  EROSION CONTROL BLANKET
-  TEMPORARY EROSION CONTROL SEEDING  
MULCH METHOD 2
-  TEMPORARY EROSION CONTROL SEEDING  
HEAVY DUTY EROSION CONTROL BLANKET



MODEL: PR BRIGGS - PLAN 1  
 FILE NAME: C:\GIS\SYSTEMS\PIV\LOCAL\TRANS\SYSTEMS-PW\01\STEVE.SCHUESSLER\EROSION\0808162055-SHT-EROS-STAGE2.DGN.DGN



USER NAME =	SSCHUESSLER	DESIGNED -		REVISED -	
DRAWN -	SVJ	CHECKED -	SMS	REVISED -	
PLOT SCALE =	0.16666667 "/> IN.	DATE -	12/15/2022	REVISED -	
PLOT DATE =	12/13/2022				









**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

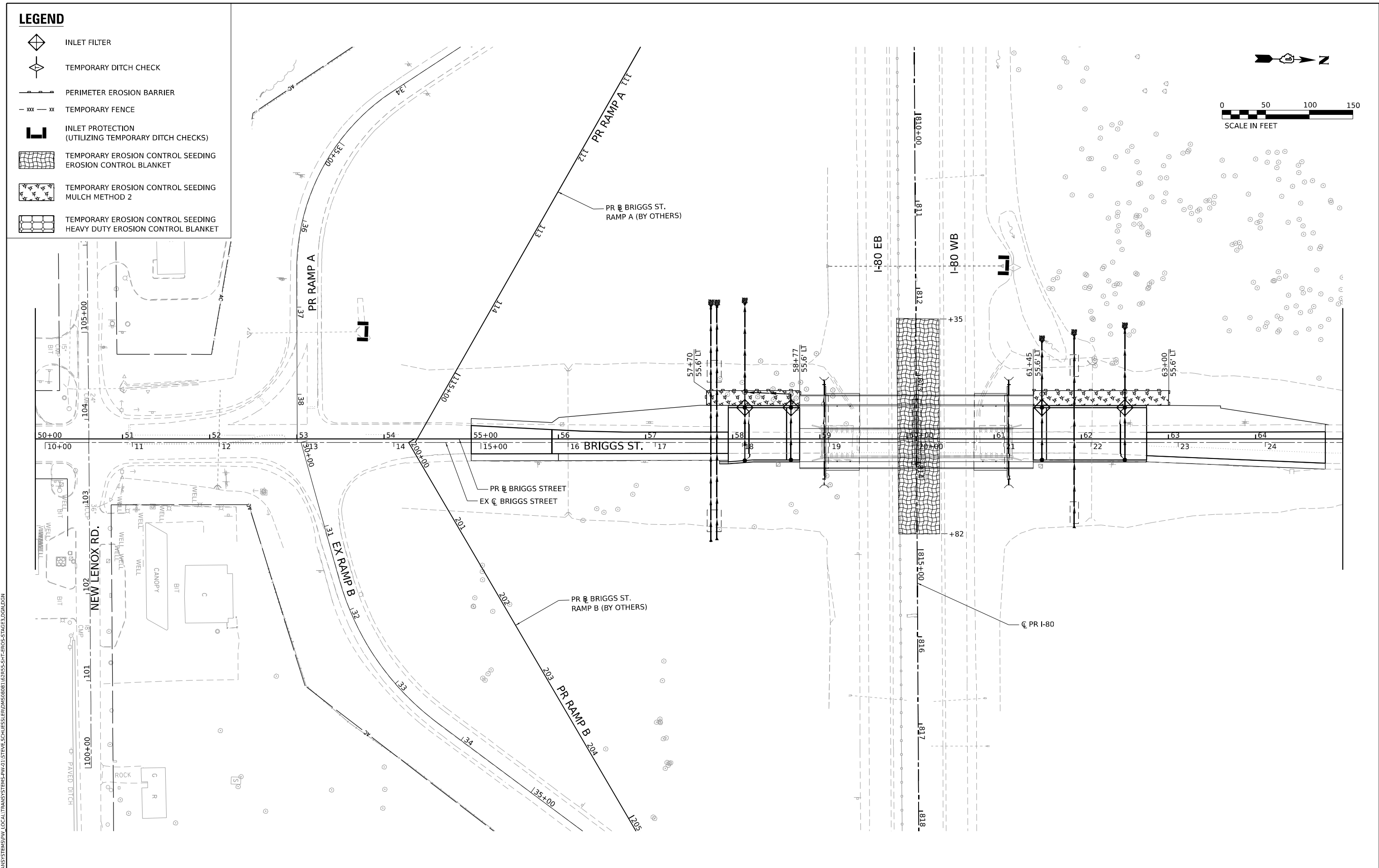
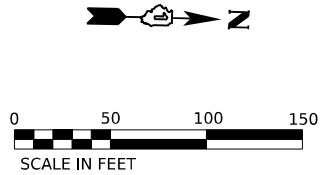
**BRIGGS STREET  
EROSION AND SEDIMENT CONTROL PLAN - STAGE 2**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	37
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

**LEGEND**

-  INLET FILTER
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE
-  INLET PROTECTION  
(UTILIZING TEMPORARY DITCH CHECKS)
-  TEMPORARY EROSION CONTROL SEEDING  
EROSION CONTROL BLANKET
-  TEMPORARY EROSION CONTROL SEEDING  
MULCH METHOD 2
-  TEMPORARY EROSION CONTROL SEEDING  
HEAVY DUTY EROSION CONTROL BLANKET



MODEL: PR BRIGGS - PLAN 1  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS-FW\01\STEVE.SCHUESSLER\EROSION\62R55-SHT-EROS-STAGES.DGN.DGN



USER NAME =	SSCHUESSLER	DESIGNED -		REVISED -	
DRAWN -	SVJ	DRAWN -	SVJ	REVISED -	
PLOT SCALE =	0.16666667 "/> IN.	CHECKED -	SMS	REVISED -	
PLOT DATE =	12/13/2022	DATE -	12/15/2022	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
EROSION AND SEDIMENT CONTROL PLAN - STAGE 3**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	38
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

# EROSION AND SEDIMENT CONTROL SCHEDULE

SCHEDULE OF EROSION CONTROL								
STAGE	20101000 TEMPORARY FENCE	25100115 MULCH, METHOD 2	25100630 EROSION CONTROL BLANKET	25100635 HEAVY DUTY EROSION CONTROL BLANKET	28000250 TEMPORARY EROSION CONTROL SEEDING	28000305 TEMPORARY DITCH CHECKS	28000400 PERIMETER EROSION BARRIER	28000510 INLET FILTERS
	FOOT	ACRE	SQ YD	SQ YD	POUND	FOOT	FOOT	EACH
STAGE 1	310	0.42	9,852	5,408	348	410	1,235	4
STAGE 2	-	0.25	2,871	4,604	185	220	919	4
STAGE 3	-	0.08	1,316	-	77	60	307	4
TOTAL	310	0.75	14,039	10,012	610	690	2,461	12

MODEL: 20 SHEET 14  
 FILE NAME: C:\GIS\SYSTEMS\DWG\_LOCAL\TRANS\SYSTEMS-PW\015\STEVE.SCHUESSLER\DWG\062025-SHT-EROS-SCHED.DGN.DGN



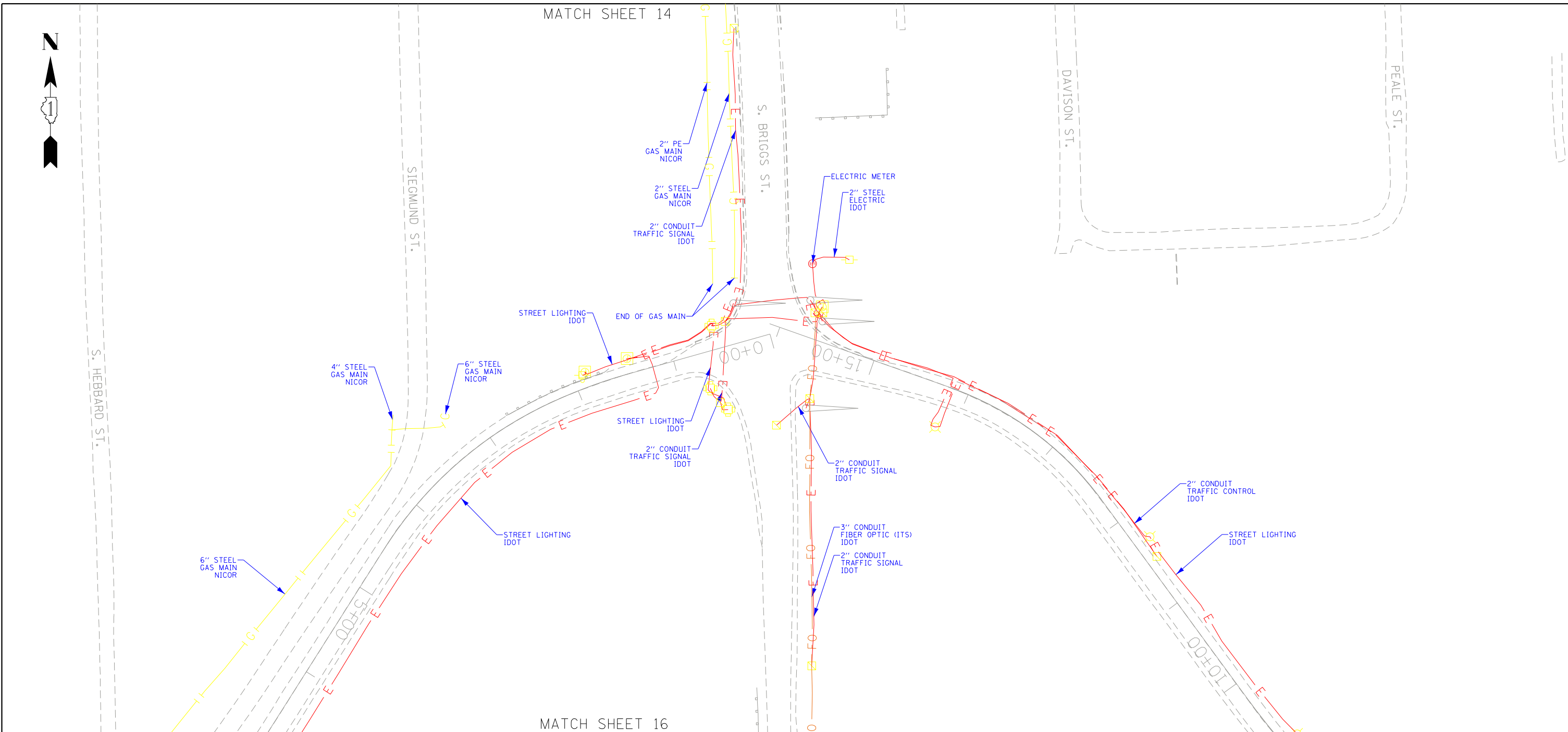
USER NAME = SSCHUESSLER	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - SMS</td> <td>REVISED -</td>	CHECKED - SMS	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -

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

**BRIGGS STREET**  
**EROSION AND SEDIMENT CONTROL SCHEDULE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	39
CONTRACT NO. 62R55				
ILLINOIS			FED. AID PROJECT	



**ASCE STANDARDS OF DEPICTION OF SUBSURFACE UTILITIES**

**QUALITY LEVEL A (OLA)**  
PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES) USING MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT TO MINIMIZE POTENTIAL FOR UTILITY DAMAGE, AND SUBSEQUENT MEASUREMENT OF THE SUBSURFACE UTILITIES WITH OTHER UTILITY ATTRIBUTES SUCH AS TYPE, SIZE & MATERIAL OF UTILITY.

**QUALITY LEVEL B (OLB)**  
INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QUALITY LEVEL B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

**QUALITY LEVEL C (OLC)**  
INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGEMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D INFORMATION.

**QUALITY LEVEL D (OLD)**  
INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS.

**GENERAL NOTES:**

WGI INC. HAS EXERCISED ITS BEST PROFESSIONAL EXPERTISE AND GEOPHYSICAL PROSPECTING TECHNIQUES TO DEVELOP THIS MAPPING OF SUBSURFACE UTILITIES WITHIN THE PROJECT LIMITS.

WGI INC. DOES NOT GUARANTEE THAT UTILITIES SHOWN COMPRISE ALL UTILITIES WITHIN THE PROJECT AREA.

WGI'S FIELD INVESTIGATION WAS PERFORMED 02/14/19 THROUGH 04/01/20. CHANGES TO UTILITIES AFTER 04/01/20 MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION. REVISIONS WERE MADE TO SHEETS 7, 8, 10 AND 11 BETWEEN 11/18/2021 THROUGH 12/14/2021.

FIELD LOCATED UTILITIES MEET THE FEDERAL HIGHWAY ADMINISTRATION DEFINITION FOR "QUALITY LEVEL B" (OLB) STANDARDS.

ALL UTILITIES SHOWN ARE QUALITY LEVEL B (OLB) UNLESS NOTED OTHERWISE.

REVISION 1 - SHEETS 24 AND 25 UPDATED WITH QUALITY LEVEL B (OLB) DATA. DESIGNATES PERFORMED 03/01/22 THROUGH 03/02/22.

**UTILITY LEGEND:**

- A - AERIAL
- UNKNOWN - UNKNOWN UTILITY
- O - OIL
- CTV - CABLE TV
- T - TELEPHONE
- G - GAS
- E - ELECTRIC
- E - TRAFFIC SIGNAL/LIGHTING
- W - WATER
- FM - FORCE MAIN
- FO - FIBER OPTIC
- EH - END OF INFORMATION
- ED - ELECTRONIC DEPTH



*John J. Bellis*  
signature  
**03/14/2022**  
date

License Expires 11/30/2023



American Surveying & Engineering, P.C.  
30 N. LaSalle St., Suite 3440  
Chicago, IL 60602  
Phone No. (312) 277-2000



Accurate Group, Inc.  
101 Schekter Road, Suite 200B  
Lincolnshire, IL 60069  
Phone No. (847) 613-1100



2001 Butterfield Road, Suite 410  
Downers Grove, IL 60515  
Phone No. (630) 307-3800  
Fax No. (630) 307-7030  
Cert No. 6091 - LB No. 7055

USER NAME = Erick.Maleza	DESIGNED -	REVISED -
	DRAWN - EM	REVISED -
PLOT SCALE = 100,000' / in.	CHECKED - EG	REVISED -
PLOT DATE = 3/13/2022	DATE -	REVISED -

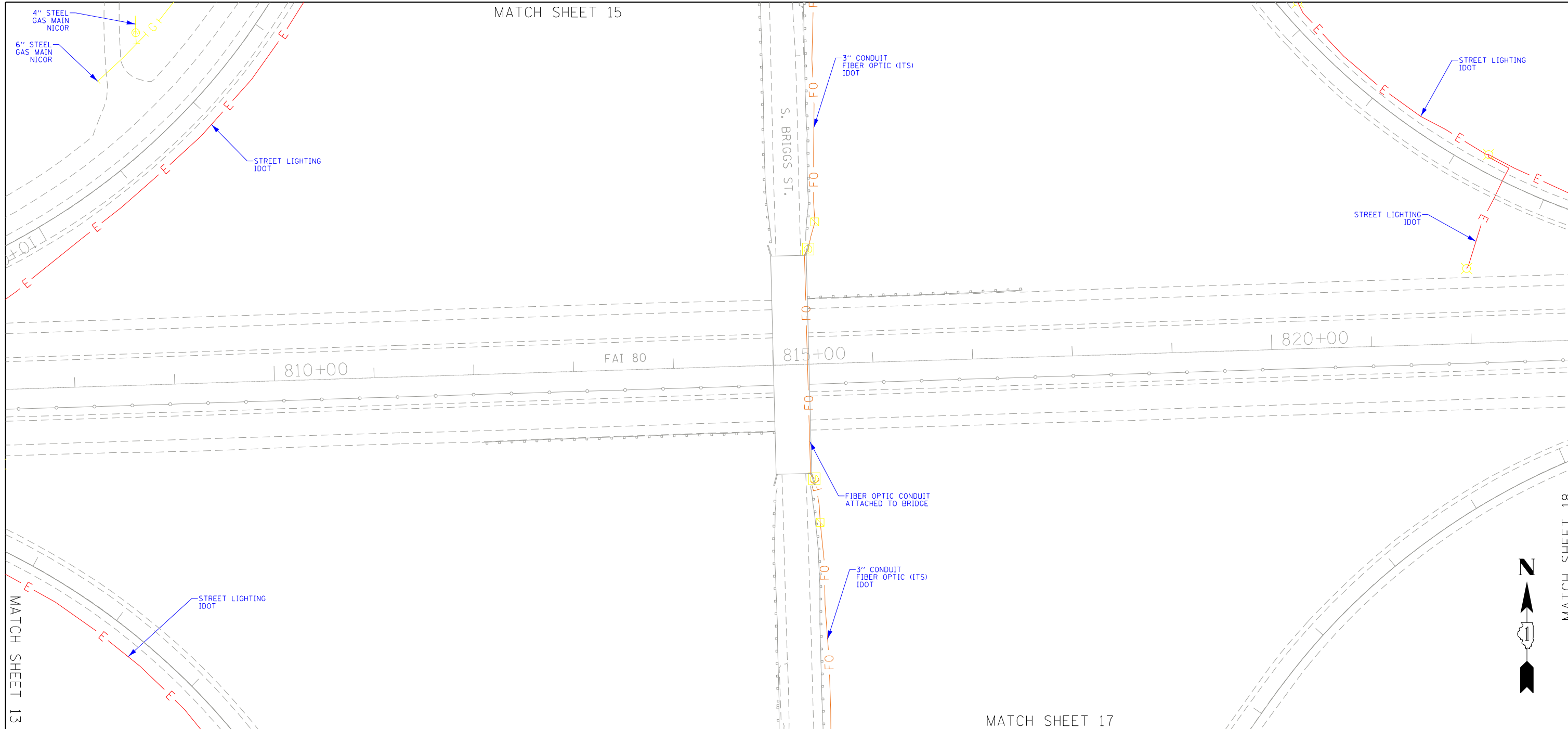
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-80 FROM WATER ST. TO US 30  
JOLIET, ILLINOIS**

SCALE: SHEET 15 OF 25 SHEETS STA. TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	40
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				





MATCH SHEET 13

MATCH SHEET 18



**ASCE STANDARDS OF DEPICTION OF SUBSURFACE UTILITIES**

**QUALITY LEVEL A (OLA)**  
PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES) USING MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT TO MINIMIZE POTENTIAL FOR UTILITY DAMAGE, AND SUBSEQUENT MEASUREMENT OF THE SUBSURFACE UTILITIES WITH OTHER UTILITY ATTRIBUTES SUCH AS TYPE, SIZE & MATERIAL OF UTILITY.

**QUALITY LEVEL B (OLB)**  
INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QUALITY LEVEL B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

**QUALITY LEVEL C (OLC)**  
INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGEMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D INFORMATION.

**QUALITY LEVEL D (OLD)**  
INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS.

**GENERAL NOTES:**

WGI INC. HAS EXERCISED ITS BEST PROFESSIONAL EXPERTISE AND GEOPHYSICAL PROSPECTING TECHNIQUES TO DEVELOP THIS MAPPING OF SUBSURFACE UTILITIES WITHIN THE PROJECT LIMITS.

WGI INC. DOES NOT GUARANTEE THAT UTILITIES SHOWN COMPRISE ALL UTILITIES WITHIN THE PROJECT AREA.

WGI'S FIELD INVESTIGATION WAS PERFORMED 02/14/19 THROUGH 04/01/20. CHANGES TO UTILITIES AFTER 04/01/20 MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION. REVISIONS WERE MADE TO SHEETS 7, 8, 10 AND 11 BETWEEN 11/18/2021 THROUGH 12/14/2021.

FIELD LOCATED UTILITIES MEET THE FEDERAL HIGHWAY ADMINISTRATION DEFINITION FOR "QUALITY LEVEL B" (OLB) STANDARDS.

ALL UTILITIES SHOWN ARE QUALITY LEVEL B (OLB) UNLESS NOTED OTHERWISE.

REVISION 1 - SHEETS 24 AND 25 UPDATED WITH QUALITY LEVEL B (OLB) DATA. DESIGNATES PERFORMED 03/01/22 THROUGH 03/02/22.

**UTILITY LEGEND:**

- AERIAL
- UNKNOWN UTILITY
- OIL
- CABLE TV
- TELEPHONE
- GAS
- ELECTRIC
- TRAFFIC SIGNAL/LIGHTING
- WATER
- FORCE MAIN
- FIBER OPTIC
- TEST HOLE
- END OF INFORMATION
- ELECTRONIC DEPTH



*John J. Bellis*  
signature  
**03/14/2022**  
date

License Expires 11/30/2023

**AMERICAN SURVEYING & ENGINEERING**  
American Surveying & Engineering, P.C.  
30 N. LaSalle St., Suite 3440  
Chicago, IL 60602  
Phone No. (312) 277-2000

**Accurate GROUP, INC.**  
Accurate Group, Inc.  
101 Schekter Road, Suite 200B  
Lincolnshire, IL 60069  
Phone No. (847) 613-1100

**WGI**  
2001 Butterfield Road, Suite 410  
Downers Grove, IL 60515  
Phone No. (630) 307-3800  
Fax No. (630) 307-7030  
Cert No. 6091 - LB No. 7055

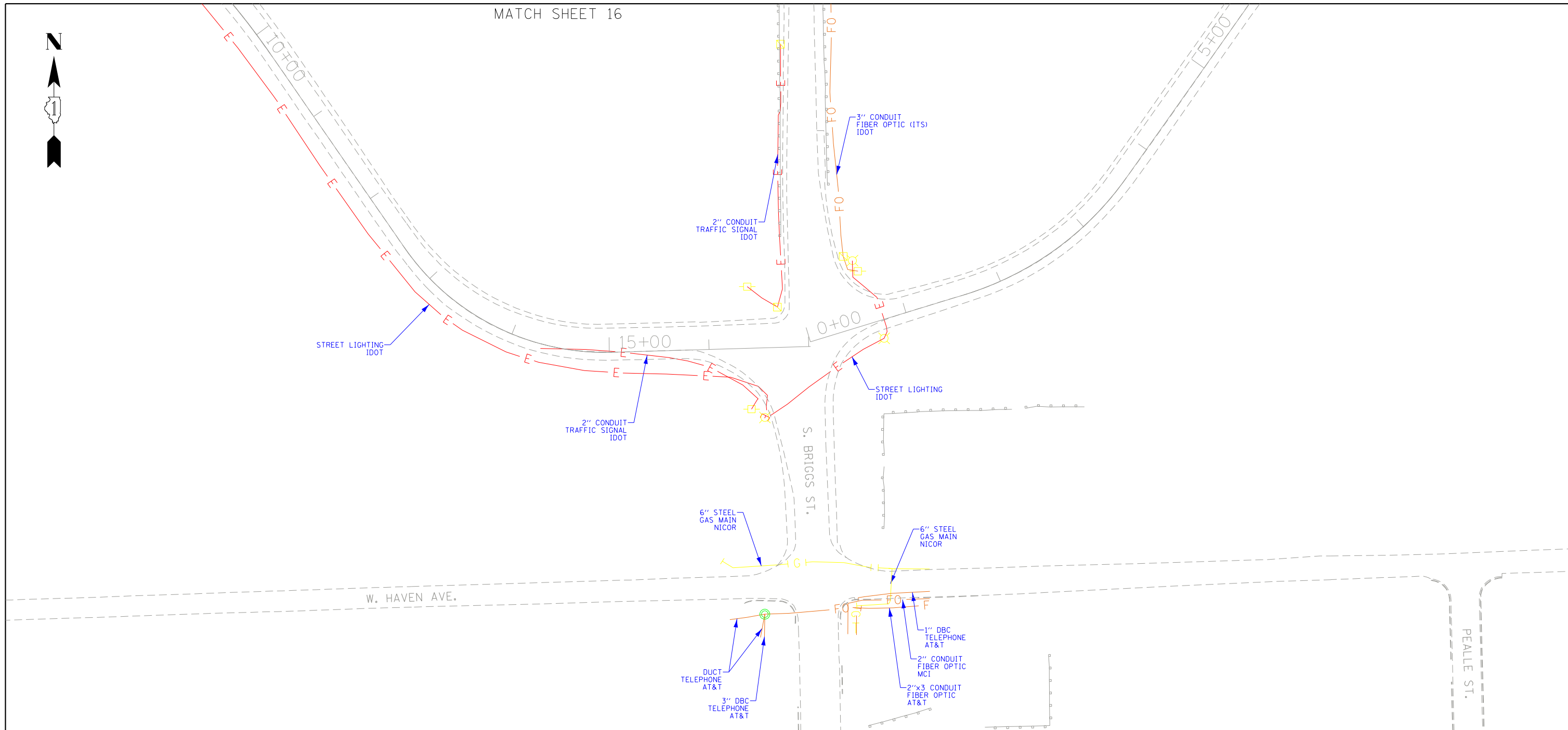
USER NAME = Erick_Maleza	DESIGNED -	REVISED -
	DRAWN - EM	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - EG	REVISED -
PLOT DATE = 3/13/2022	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-80 FROM WATER ST. TO US 30  
JOLIET, ILLINOIS**

SCALE: SHEET 16 OF 25 SHEETS STA. TO STA.

F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	41
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**ASCE STANDARDS OF DEPICTION OF SUBSURFACE UTILITIES**

**QUALITY LEVEL A (OLA)**  
 PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES) USING MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT TO MINIMIZE POTENTIAL FOR UTILITY DAMAGE, AND SUBSEQUENT MEASUREMENT OF THE SUBSURFACE UTILITIES WITH OTHER UTILITY ATTRIBUTES SUCH AS TYPE, SIZE & MATERIAL OF UTILITY.

**QUALITY LEVEL B (OLB)**  
 INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QUALITY LEVEL B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

**QUALITY LEVEL C (OLC)**  
 INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGEMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D INFORMATION.

**QUALITY LEVEL D (OLD)**  
 INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS.

**GENERAL NOTES:**

WGI INC. HAS EXERCISED ITS BEST PROFESSIONAL EXPERTISE AND GEOPHYSICAL PROSPECTING TECHNIQUES TO DEVELOP THIS MAPPING OF SUBSURFACE UTILITIES WITHIN THE PROJECT LIMITS.

WGI INC. DOES NOT GUARANTEE THAT UTILITIES SHOWN COMPRISE ALL UTILITIES WITHIN THE PROJECT AREA.

WGI'S FIELD INVESTIGATION WAS PERFORMED 02/14/19 THROUGH 04/01/20. CHANGES TO UTILITIES AFTER 04/01/20 MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION. REVISIONS WERE MADE TO SHEETS 7, 8, 10 AND 11 BETWEEN 11/18/2021 THROUGH 12/14/2021.

FIELD LOCATED UTILITIES MEET THE FEDERAL HIGHWAY ADMINISTRATION DEFINITION FOR "QUALITY LEVEL B" (OLB) STANDARDS.

ALL UTILITIES SHOWN ARE QUALITY LEVEL B (OLB) UNLESS NOTED OTHERWISE.

REVISION 1 - SHEETS 24 AND 25 UPDATED WITH QUALITY LEVEL B (OLB) DATA. DESIGNATES PERFORMED 03/01/22 THROUGH 03/02/22.

**UTILITY LEGEND:**

- A — - AERIAL
- — — - UNKNOWN UTILITY
- O — - OIL
- CTV — - CABLE TV
- T — - TELEPHONE
- G — - GAS
- E — - ELECTRIC
- E — - TRAFFIC SIGNAL/LIGHTING
- W — - WATER
- — — — — - FORCE MAIN
- FO — - FIBER OPTIC
- — — — — - TEST HOLE
- EOI — - END OF INFORMATION
- ED — - ELECTRONIC DEPTH



*John J. Bellis*  
 signature  
 03/14/2022  
 date

License Expires 11/30/2023



American Surveying & Engineering, P.C.  
 30 N. LaSalle St., Suite 3440  
 Chicago, IL 60602  
 Phone No. (312) 277-2000



Accurate Group, Inc.  
 101 Schekter Road, Suite 200B  
 Lincolnshire, IL 60069  
 Phone No. (847) 613-1100



2001 Butterfield Road, Suite 410  
 Downers Grove, IL 60515  
 Phone No. (630) 307-3800  
 Fax No. (630) 307-7030  
 Cert No. 6091 - LB No. 7055

USER NAME = Erick.Maleza	DESIGNED -	REVISED -
	DRAWN - EM	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - EG	REVISED -
PLOT DATE = 3/13/2022	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-80 FROM WATER ST. TO US 30  
 JOLIET, ILLINOIS**

SCALE: SHEET 17 OF 25 SHEETS STA. TO STA.

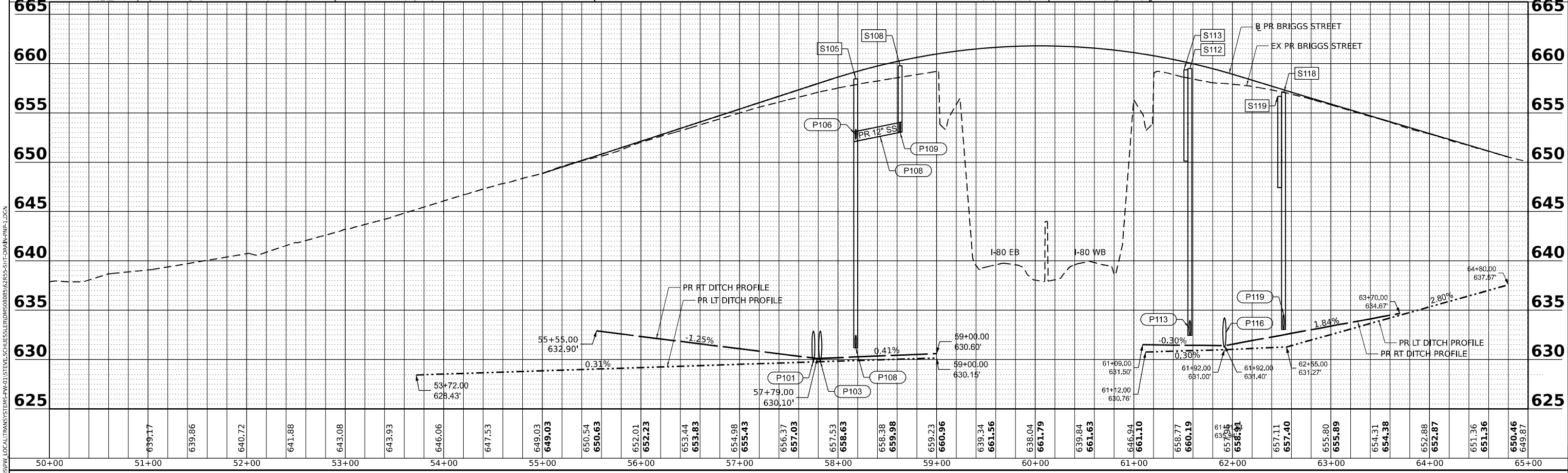
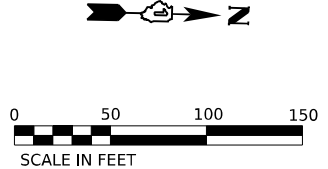
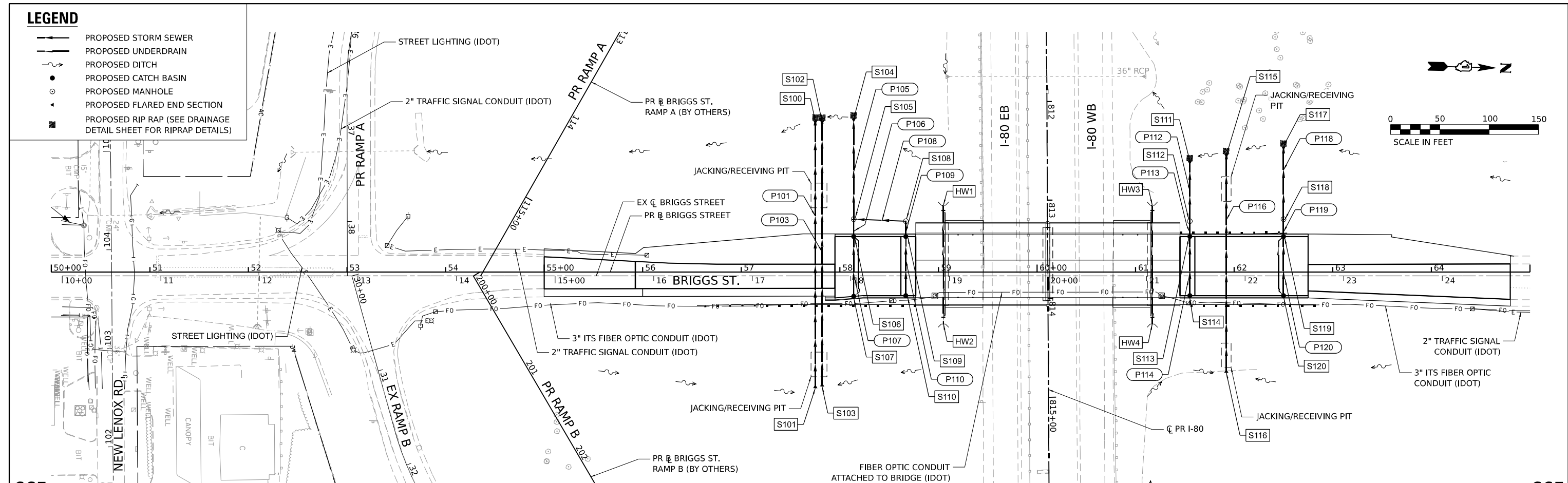
F.A. I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	42
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

**LEGEND**

- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- - - PROPOSED DITCH
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- ▲ PROPOSED FLARED END SECTION
- PROPOSED RIP RAP (SEE DRAINAGE DETAIL SHEET FOR RIPRAP DETAILS)

DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
DATE	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
GRADES	
CHECKED	
STRUCTURE	
NOTATIONS	
CHKD	
NO.	



MODEL: PR\_BRIGGS - PLAN 2  
 FILE NAME: C:\TRANSPORT\BROW\_LOCAL\TRANS\SYSTEMS-PW\01\STATE\SCHUESSELER\DRMS\62R55-SIT-DRAIN-PLAN-1.DGN

USER NAME = SSCHUESSELER	DESIGNED -	REVISED -
PLOT SCALE = 0.16666667 "/>		
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIGGS STREET DRAINAGE AND UTILITIES PLAN AND PROFILE</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	43
CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	

**DRAINAGE STRUCTURE SCHEDULE**

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS				NOTES
						NORTH	EAST	SOUTH	WEST	
S100	57+75	153.7' LT	CONCRETE END SECTION, STANDARD 542001, 36", 1:4	-	-	-	629.60	-	-	INSTALL TRAVERSABLE PIPE GRATE
S101	57+75	117.9' RT	CONCRETE END SECTION, STANDARD 542001, 36", 1:3	-	-	-	-	-	630.10	INSTALL TRAVERSABLE PIPE GRATE
S102	57+82	153.5' LT	CONCRETE END SECTION, STANDARD 542001, 36", 1:4	-	-	-	629.60	-	-	INSTALL TRAVERSABLE PIPE GRATE
S103	57+82	116.1' RT	CONCRETE END SECTION, STANDARD 542001, 36", 1:3	-	-	-	-	-	630.10	INSTALL TRAVERSABLE PIPE GRATE
S104	58+14	155.8' LT	CONCRETE END SECTION, STANDARD 542001, 15", 1:4	-	-	-	629.60	-	-	
S105	58+14	53.6' LT	MANHOLES, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	658.40	652.08	651.65	-	631.20	INSTALL FRAME & CLOSED LID ON WEST SIDE OF MANHOLE
S106	58+14	36.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	658.33	-	651.80	-	651.80	
S107	58+14	24.7' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	658.56	-	-	-	652.37	
S108	58+67	51.6' LT	MANHOLES, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	659.76	-	653.06	653.06	-	INSTALL FRAME & CLOSED LID ON WEST SIDE OF MANHOLE
S109	58+67	36.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	659.64	-	653.18	-	653.18	
S110	58+67	24.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	659.88	-	-	-	653.75	
S111	61+55	112.5' LT	CONCRETE END SECTION, STANDARD 542001, 15", 1:2	-	-	-	631.80	-	-	
S112	61+55	51.6' LT	MANHOLES, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	659.48	-	652.80	-	632.45	INSTALL FRAME & CLOSED LID ON WEST SIDE OF MANHOLE
S113	61+55	36.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	659.36	-	652.94	-	652.94	
S114	61+55	24.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	659.60	-	-	-	653.50	
S115	61+92	119.7' LT	CONCRETE END SECTION, STANDARD 542001, 36", 1:2	-	-	-	631.00	-	-	INSTALL TRAVERSABLE PIPE GRATE
S116	61+92	102.3' RT	CONCRETE END SECTION, STANDARD 542001, 36", 1:2	-	-	-	-	-	631.40	INSTALL TRAVERSABLE PIPE GRATE
S117	62+50	127.3' LT	CONCRETE END SECTION, STANDARD 542001, 15", 1:3	-	-	-	632.25	-	-	
S118	62+50	53.6' LT	MANHOLES, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	656.76	-	650.10	-	633.05	INSTALL FRAME & CLOSED LID ON WEST SIDE OF MANHOLE
S119	62+50	36.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	656.68	-	650.25	-	650.25	
S120	62+50	24.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	656.92	-	-	-	650.82	

**STORM SEWER SCHEDULE**

PIPE NUMBER	STRUCTURE		DESCRIPTION	CLASS	TYPE	SIZE (INCH)	LENGTH (FOOT)	SLOPE (%)	TRENCH BACKFILL (CU YD)
	FROM	TO							
P101	S101	S100	PIPE CULVERTS	A	6	36	92	0.21	-
			STORM SEWERS JACKED IN PLACE, 36"	-	-	-	146	0.21	-
P103	S103	S102	PIPE CULVERTS	A	6	36	90	0.21	-
			STORM SEWERS JACKED IN PLACE, 36"	-	-	-	146	0.21	-
P105	S105	S104	STORM SEWERS	A	6	15	90	1.22	-
P106	S106	S105	STORM SEWERS	A	2	12	14	1.25	12
P107	S107	S106	STORM SEWERS	A	2	12	57	1.00	44
P108	S108	S105	STORM SEWERS	A	2	12	49	2.00	39
P109	S109	S108	STORM SEWERS	A	2	12	12	1.00	10
P110	S110	S109	STORM SEWERS	A	2	12	56	1.02	42
P112	S112	S111	STORM SEWERS	A	6	15	54	1.20	-
P113	S113	S112	STORM SEWERS	A	2	12	12	1.17	10
P114	S114	S113	STORM SEWERS	A	2	12	56	1.00	42
P116	S116	S115	PIPE CULVERTS	A	6	36	67	0.19	-
			STORM SEWERS JACKED IN PLACE, 36"	-	-	-	144	-	-
P118	S118	S117	STORM SEWERS	A	5	15	64	1.25	-
P119	S119	S118	STORM SEWERS	A	2	12	14	1.07	12
P120	S120	S119	STORM SEWERS	A	2	12	56	1.02	43

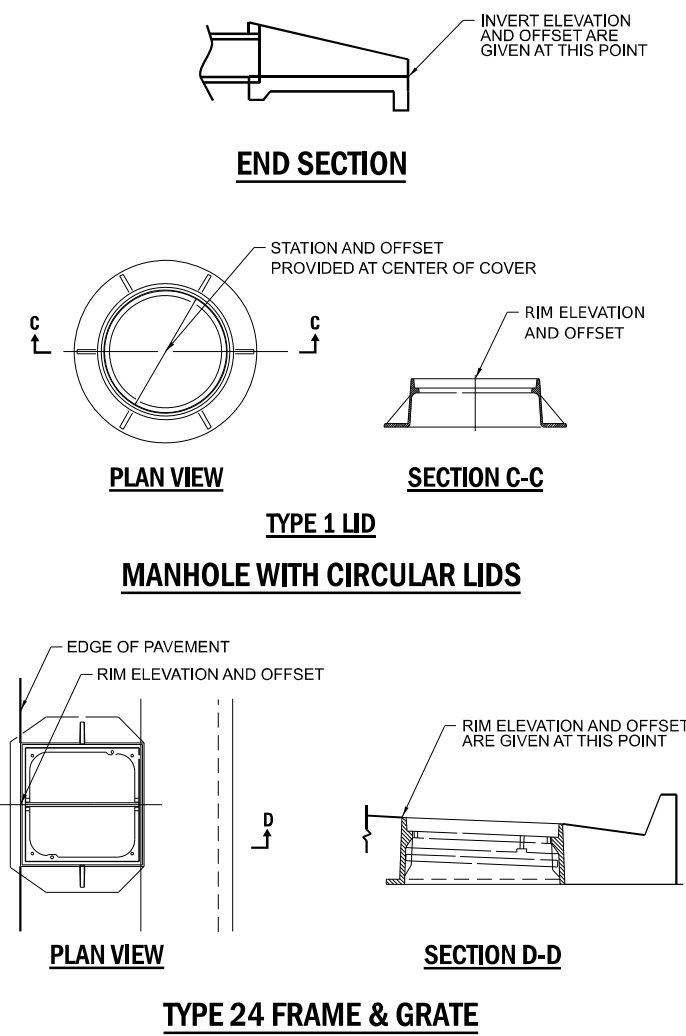
**PIPE UNDERDRAIN SCHEDULE**

FROM			TO				PIPE UNDERDRAINS, TYPE 2, 4" (FOOT)	PIPE UNDERDRAINS FOR STRUCTURES (SPECIAL) 4" (FOOT)
STATION	OFFSET	INVERT	STATION	OFFSET	STRUCTURE	INVERT	60108204	60146305
58+19	0.00' LT		58+19	36.0' LT	S106	655.35	38	-
58+19	0.00' RT		58+19	24.7' RT	S107	655.55	27	-
62+45	0.00' LT		62+45	36.0' LT	S119	653.70	38	-
62+45	0.00' RT		62+45	24.0' RT	S120	653.95	26	-
59+04	0.00' LT	652.32	59+04	62.4' LT	-	651.80	-	68
59+04	62.4' LT	651.80	59+04	64.4' LT	HW1	651.75	2	-
59+04	0.00' RT	652.32	59+04	46.0' RT	-	651.75	-	52
59+04	46.0' RT	651.75	59+04	49.2' RT	HW2	651.70	4	-
61+17	0.00' LT	652.12	61+17	62.4' LT	-	651.60	-	67
61+17	62.4' LT	651.60	61+17	64.4' LT	HW3	651.55	2	-
61+17	0.00' RT	652.12	61+17	46.0' RT	-	651.55	-	46
61+17	46.0' RT	651.55	61+17	49.3' RT	HW4	651.50	4	-

**PIPE UNDERDRAIN HEADWALL SCHEDULE**

STRUCTURE	STATION	OFFSET	INVERT	CONCRETE HEADWALLS FOR PIPE DRAINS (EACH)
				60100060
HW1	59+04	67.9' LT	651.54	1
HW2	59+04	52.7' RT	651.49	1
HW3	61+17	67.8' LT	651.34	1
HW4	61+17	52.8' RT	651.29	1

**STATION / OFFSET FOR DRAINAGE STRUCTURES**



MODEL: 20 SHEET 4  
FILE NAME: C:\DRAINSYSTEMS\LOCAL\DRAINSYSTEMS\FW\01\REVIEWSCHUESSLER\END\0608562855-SHT-DRAN-SCHED01.DGN



USER NAME = SSCHUESSLER	DESIGNED -	REVISED -
PLOT SCALE = 0.16666667 "/>		

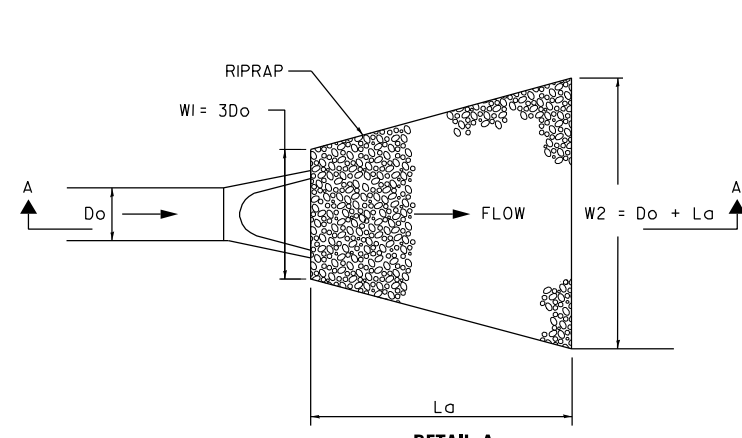
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
DRAINAGE STRUCTURE AND PIPE SCHEDULE**

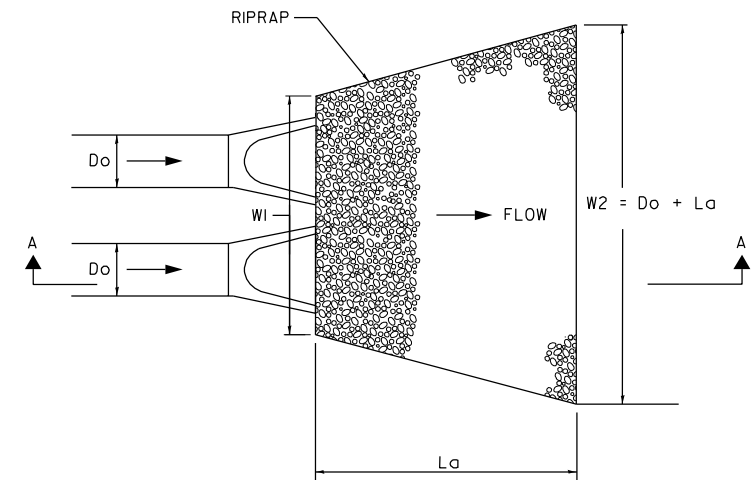
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	44
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

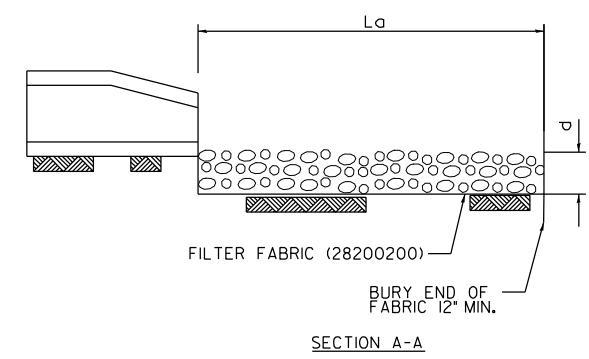
## ROCK OUTLET PROTECTION



**DETAIL A**  
RIPRAP OUTLET PROTECTION TO FLAT AREA  
OR PERPENDICULAR TO DITCH



**DETAIL B**  
RIPRAP OUTLET PROTECTION TO FLAT AREA  
OR PERPENDICULAR TO DITCH



RIPRAP OUTLET PROTECTION										
STRUCTURE NUMBER/ DESCRIPTION	RIPRAP CLASS	PIPE DIAMETER, Do (INCHES)	La (FT)	RIPRAP THICKNESS, d (INCHES)	W1 (FT)	W2 (FT)	AREA (SQ YD)	VOLUME (CU YD)	FILTER FABRIC AREA (SQ YD)	DETAIL
S100 & S102	A5	36	24	15	16.0	40.0	75	31	87	B
S104	A3	15	16	15	3.75	17.3	19	8	25	A
S111	A3	15	16	15	3.75	17.3	19	8	25	A
S115	A5	36	24	15	9.00	27.0	48	20	58	A
S117	A3	15	16	15	3.75	17.3	19	8	25	A

MODEL: 20 SHEET 14  
FILE NAME: C:\BARRISYSTEMS\BIPV\_LOCAL\TRANS\SYSTEMS-FW\01\STEVE.SCHUESSLER\DWG\62R55-SHT-DRAIN-DETAIL-01.DWG



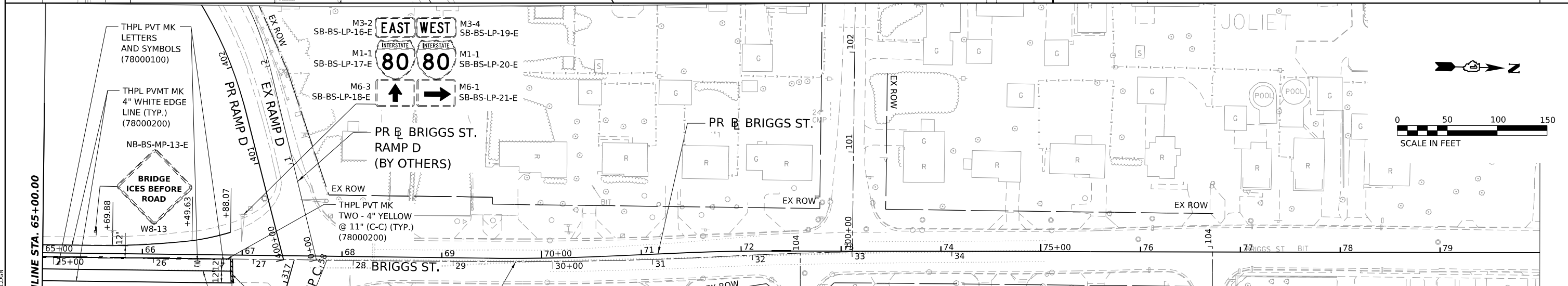
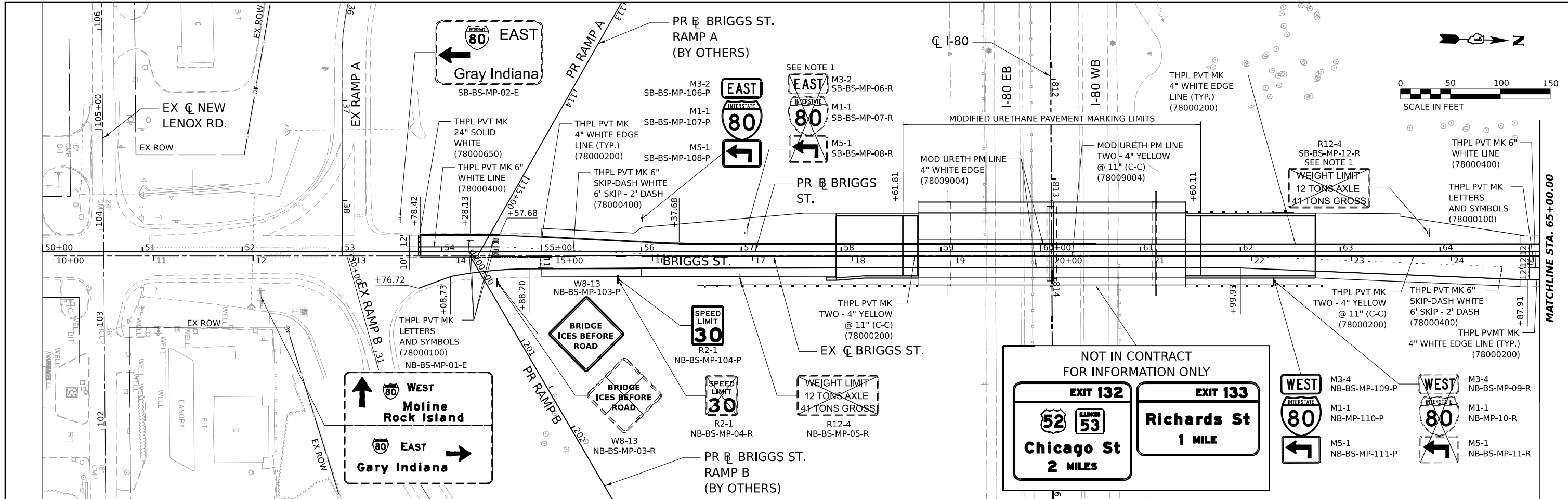
USER NAME = SSCHUESSLER	DESIGNED -	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - SMS</td> <td>REVISED -</td>	CHECKED - SMS	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
DRAINAGE DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	46
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



### GUIDE SIGN SEQUENCE

**NUMBERING CODE EXAMPLE**

NB - BS - MP - 01 - R

DIRECTION OF TRAFFIC  
NB - NORTHBOUND BRIGGS  
SB - SOUTHBOUND BRIGGS

ROADWAY  
BS - BRIGGS STREET

ACTION  
E - EXISTING TO REMAIN  
R - REMOVE  
REL - RELOCATE  
P - PROPOSED

SIGN PANEL NUMBER

MOUNTING TYPE  
WP - WOOD POST  
MP - METAL POST  
LP - LIGHT POLE

### SIGNING LEGEND

EXISTING SIGN PANEL TO REMAIN

REMOVE AND REPLACE SIGN PANEL

REMOVE SIGN PANEL & SUPPORT (NO REPLACEMENT)

NEW SIGN PANEL AND SUPPORT(S)

REMOVE AND REPLACE SIGN PANEL WITH NEW SUPPORT(S)

**NOTES:**

1. SIGNS SHALL BE REMOVED AND RELOCATED ON NEW POSTS PRIOR TO STAGE I AND PLACED PER SHEET 31. THE COST OF REMOVING AND RELOCATING SIGNS ON A NEW POST WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE LUMP SUM UNIT COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

MODEL: PR BRIGGS - SHEET  
 FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS\PK401\DN5080881\62R55-SHT-PMK401.DGN



USER NAME = WONGF	DESIGNED - CMA	REVISED -
	DRAWN - FYW	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/14/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
PAVEMENT MARKING AND SIGNING PLAN**

SCALE: 1"=50'    SHEET    OF    SHEETS    STA. 50+00    TO STA. 80+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	46
CONTRACT NO. 62R55				
ILLINOIS   FED. AID PROJECT				

## EXISTING AND PROPOSED SIGN SCHEDULE

BRIGGS STREET SIGN SCHEDULE																			
EXISTING				PROPOSED				IDOT/MUTCD SIGN NUMBER	SIGN DESCRIPTION	EXISTING PANEL DIMENSIONS			PROPOSED PANEL DIMENSIONS			REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL ASSEMBLY - TYPE A	SIGN PANEL - TYPE 1	TELESCOPING STEEL SIGN SUPPORT
SIGN CODE	STATION	OFFSET (FT)	OFFSET (LT/RT)	SIGN CODE	STATION	OFFSET (FT)	OFFSET (LT/RT)			WIDTH	HEIGHT	AREA	WIDTH	HEIGHT	AREA	72400310	72400100	72000100	72800100
										(FT)	(FT)	(SQ FT)	(FT)	(FT)	(SQ FT)	(SQ FT)	(EACH)	(SQ FT)	(FT)
NB-BS-MP-01-E	52+18.00	45.43	RT	-	-	-	-	TBD	I-80 WEST STRAIGHT; I-80 EAST RIGHT	14.50	12.00	174.00							
SB-BS-MP-02-E	53+57.00	34.23	LT	-	-	-	-	TBD	I-80 EAST LEFT	13.00	6.00	78.00							
NB-BS-MP-03-R	54+56.00	30.50	RT	NB-BS-MP-103-P	54+56.00	30.50	RT	W8-13	BRIDGE ICES BEFORE ROAD	3.00	3.00	9.00	3.00	3.00	9.00	9.00	9.00	18.50	
NB-BS-MP-04-R	55+77.00	27.94	RT	NB-BS-MP-104-P	55+77.00	27.94	RT	R2-1	SPEED LIMIT 30 MPH	2.00	2.50	5.00	2.00	2.50	5.00	5.00	5.00	16.50	
NB-BS-MP-05-R	56+99.00	25.86	RT	-	-	-	-	R12-4	WEIGHT LIMIT SIGN	2.00	3.00	6.00			6.00				
SB-BS-MP-06-R	57+04.00	18.97	LT	SB-BS-MP-106-P	56+00.00	33.77	LT	M3-2	EAST	2.00	1.00	2.00	2.00	1.00	2.00	1	2.00	18.25	
SB-BS-MP-07-R				SB-BS-MP-107-P				M1-1	INTERSTATE 80 SHIELD	2.00	2.00	4.00	2.00	2.00	4.00		4.00		
SB-BS-MP-08-R				SB-BS-MP-108-P				M5-1	LEFT TURN AHEAD	1.75	1.25	2.19	1.75	1.25	2.19		2.19		
NB-BS-MP-09-R	62+35.00	29.66	RT	NB-BS-MP-109-P	62+35.00	29.66	RT	M3-4	WEST	2.00	1.00	2.00	2.00	1.00	2.00	1	2.00	18.25	
NB-BS-MP-10-R				NB-BS-MP-110-P				M1-1	INTERSTATE 80 SHIELD	2.00	2.00	4.00	2.00	2.00	4.00		4.00		
NB-BS-MP-11-R				NB-BS-MP-111-P				M5-1	LEFT TURN AHEAD	1.75	1.25	2.19	1.75	1.25	2.19		2.19		
SB-BS-MP-12-R	63+86.00	19.04	LT	-	-	-	-	R12-4	WEIGHT LIMIT SIGN	2.00	3.00	6.00			6.00				
NB-BS-MP-13-E	65+53.00	21.02	LT	-	-	-	-	W8-13	BRIDGE ICES BEFORE ROAD	2.50	2.50	6.25							
NB-BS-MP-14-E	66+38.00	50.51	RT	-	-	-	-	TBD	I-80 WEST MOLINE ROCK ISLAND LEFT	15.50	8.00	124.00							
NB-BS-MP-15-E	66+59.00	39.75	RT	-	-	-	-	R3-1	RIGHT TURN PROHIBITION	2.50	2.50	6.25							
SB-BS-LP-16-E	66+99.00	39.80	LT	-	-	-	-	M3-2	EAST	2.00	1.00	2.00							
SB-BS-LP-17-E								M1-1	INTERSTATE 80 SHIELD	2.00	2.00	4.00							
SB-BS-LP-18-E								M6-3	STRAIGHT	1.75	1.25	2.19							
SB-BS-LP-19-E								M3-4	WEST	2.00	1.00	2.00							
SB-BS-LP-20-E								M1-1	INTERSTATE 80 SHIELD	2.00	2.00	4.00							
SB-BS-LP-21-E								M6-1	RIGHT TURN	1.75	1.25	2.19							
NB-BS-MP-22-E	70+01.00	30.36	RT	-	-	-	-	R2-1	SPEED LIMIT 30 MPH	2.00	2.50	5.00							
Total:														26	2	31	72		

MODEL: 20 SHEET 1  
FILE NAME: C:\TRANSPORT\SYSTEMS\PIK401\DN508081\02R55-SHT-SCHEDULE.DGN



USER NAME = WONGF	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	CHECKED -	REVISED -
PLOT DATE = 12/14/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS ST  
SIGN SCHEDULE**

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	47
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

SIGN DETAIL  
1:60



SIGN NUMBER	
WIDTH x HIGHT.	14'-6" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

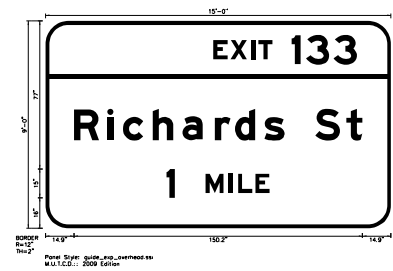
SYMBOL	ROT	X	Y	WID	HT
MI_4	0	41	68	36	36
MI-100A-2-32-1500		92,5	68	40,5	36

Panel Style: guide\_exp\_overhead.sst  
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE	
E	X	I	T	1	3	2					EM 2000	
84,5	93,3	104,1	107,9	125,3	132,7	148					75,6	10,15
C	h	i	c	a	g	o	S	t			EM 2000	
17,4	34,8	51,8	60	74	89,6	105,1	116	132	148,3		139,2	16/12
2	M	I	L	E	S						EM 2000	
51,3	79,4	91,5	96,3	105,3	114,5						71,4	15,10

SIGN DETAIL  
1:60



SIGN NUMBER	
WIDTH x HIGHT.	15'-0" x 9'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective COLOR: Green
LEGEND/BORDER	TYPE: Reflective COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: guide\_exp\_overhead.sst  
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE	
E	X	I	T	1	3	3					EM 2000	
87,5	96,3	107,1	110,9	128,3	135,7	150,1					74,7	10,15
R	i	c	h	a	r	d	s	S	t		EM 2000	
14,9	32,2	40,3	55,8	71,4	88,3	98,7	113,9	124,5	140,5	156,8	150,2	16/12
1	M	I	L	E							EM 2000	
63	83,5	95,6	100,4	109,4							53,8	15,10

**NOT IN CONTRACT  
FOR INFORMATION ONLY**

MODEL: 20 SHEET 1  
FILE NAME: C:\TRANSPORT\LOCAL\TRANSPORT\SYSTEMS-PW\01\DM50808\1\62R55-SHT-SIGNS-DET-01.DGN



USER NAME = AVILAC	DESIGNED - JP	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	DRAWN - JP	REVISED -
PLOT DATE = 12/14/2022	CHECKED - DDH	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>I-80 SIGNS DETAILS</b>			
SCALE: N.T.S.	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	48
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

**SPECIFICATIONS:**

**DESIGN:** AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

**CONSTRUCTION:** Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

**LOADING:** 90 M.P.H. WIND VELOCITY

**WALKWAY LOADING:** Dead load plus 500 lbs. concentrated live load.

**MINIMUM CLEARANCE:** 3" greater than bridge members at all locations. (All Obstructions)

**WELDING:** All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

**MATERIALS:** All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

**HIGH STRENGTH BOLTS:** All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

**GALVANIZING:** All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

**ANCHOR RODS:** All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

① Bracket spacing  $g \leq 6'-0"$ , max. Spacing shall be uniform if possible but may vary  $\pm 6"$  to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.

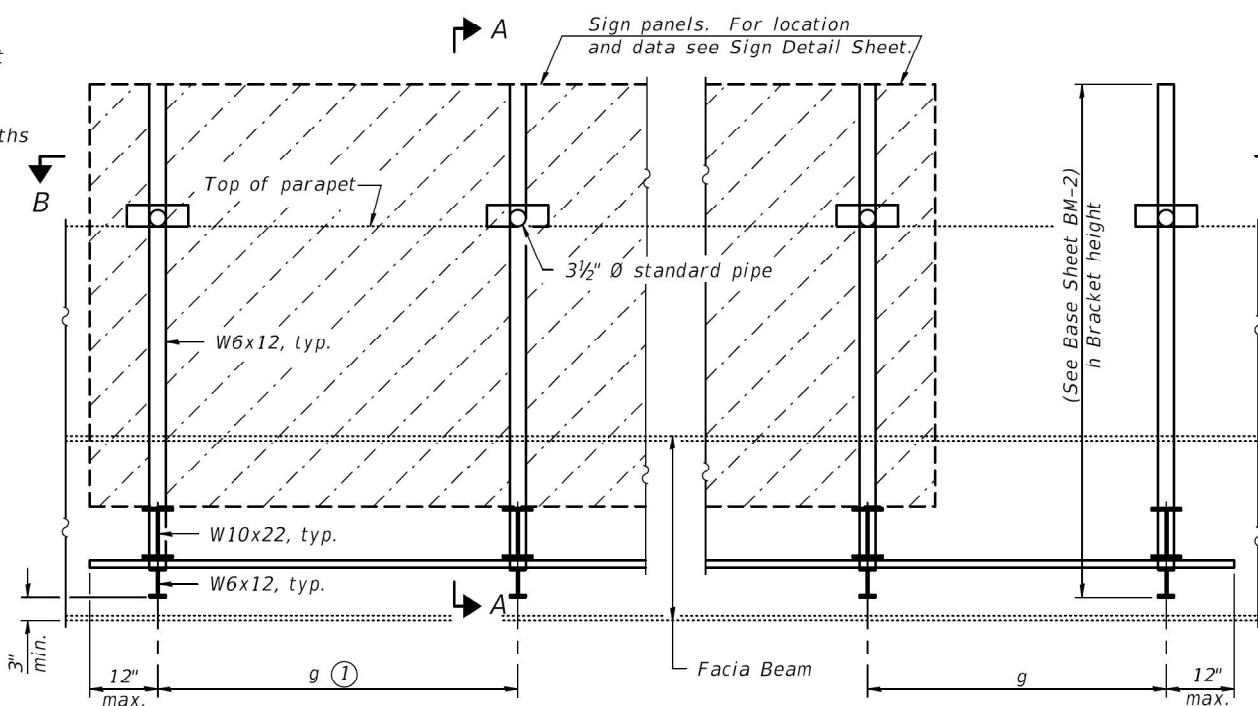
② Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.

③ Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4. Limits of payment are the overall width of the sign panel or total width of adjacent sign panels, including spacing between adjacent sign panels, to be installed on the sign structure.

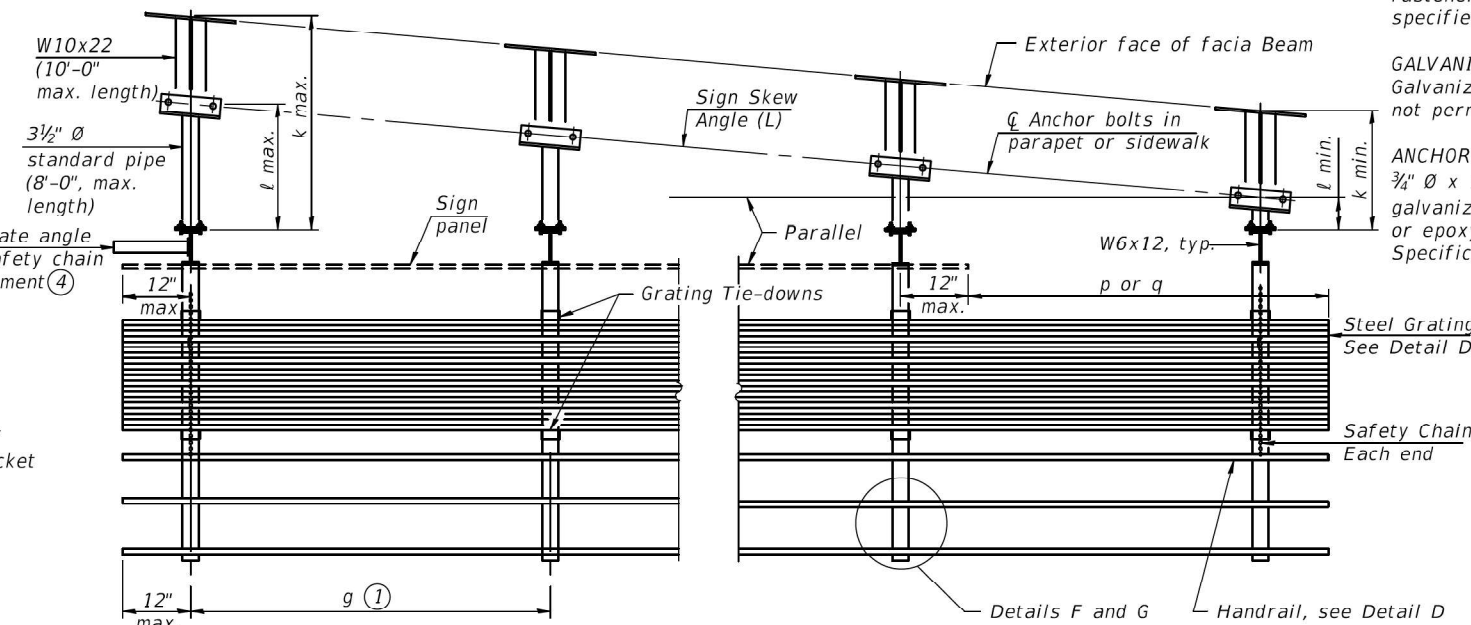
④ If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

**TOTAL BILL OF MATERIAL**

③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	30
--	------	----



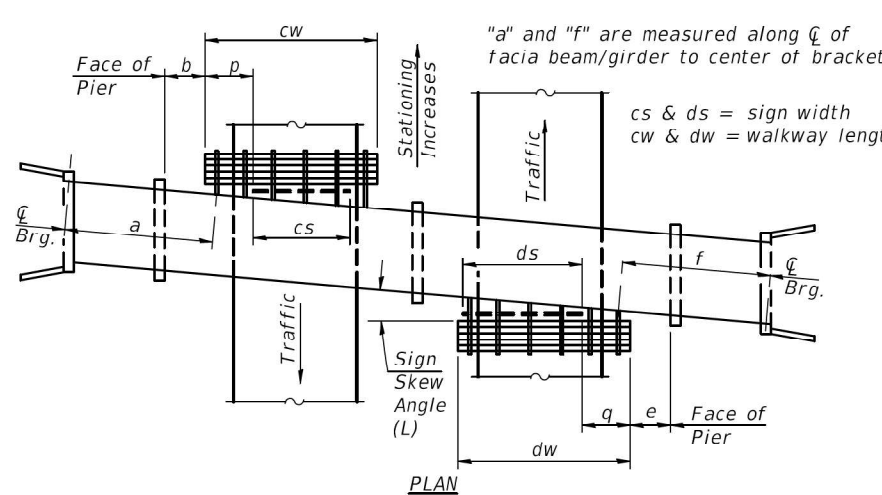
**TYPICAL FRONT ELEVATION**  
(With lights, safety chain and handrail omitted for clarity.)



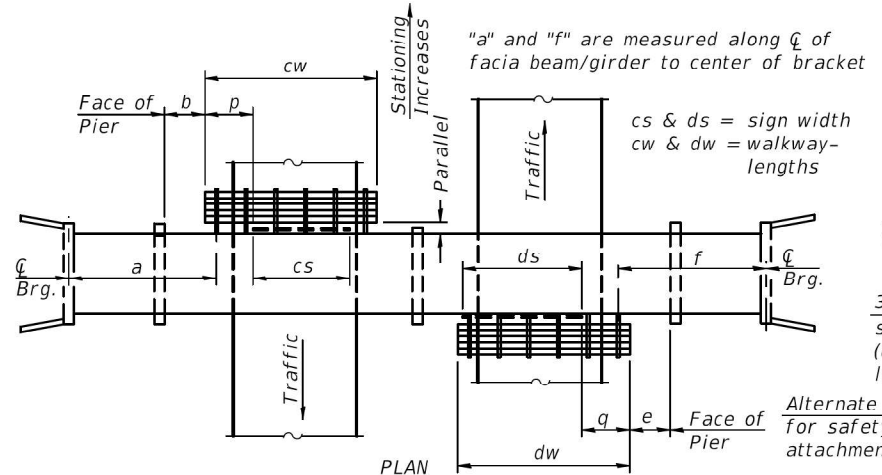
**SECTION B-B**  
(Shown: Left Sign Skew > 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/Hndrl. Lengths (cw + dw)
1B0991080L134.9-001	0°19'41"(L)	60+36	099-8307	FAI-80	70'-3 1/2"	68'-4"	14'-6"						4'-6"	4	0		
1B0991080L134.9-002	0°19'41"(L)	60+53	099-8307	FAI-80	53'-3 1/2"	51'-4"	15'-0"						4'-8"	4	0		

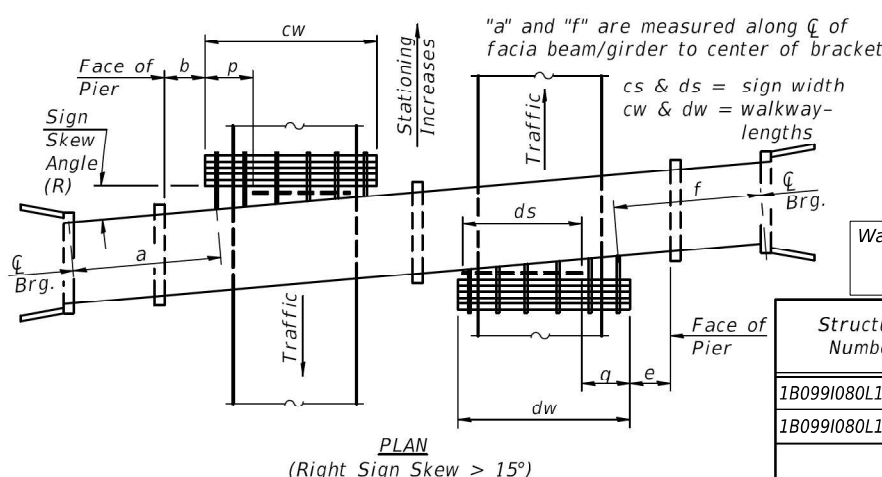
Dimensions a, b, e, f & g may vary as approved by the Engineer, see ①.  
When cw < cs and/or dw < ds, use alternate brackets without walkway supports where applicable, see ③.



**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)

MODEL: DEFLAINT; FILE NAME: C:\TRANSSYSTEMS\LOCAL\TRANSSYSTEMS\PHW\01\DM508081\62R55-SHT-SIGS-BMDET-01.DGN

BM-1 2-17-2017



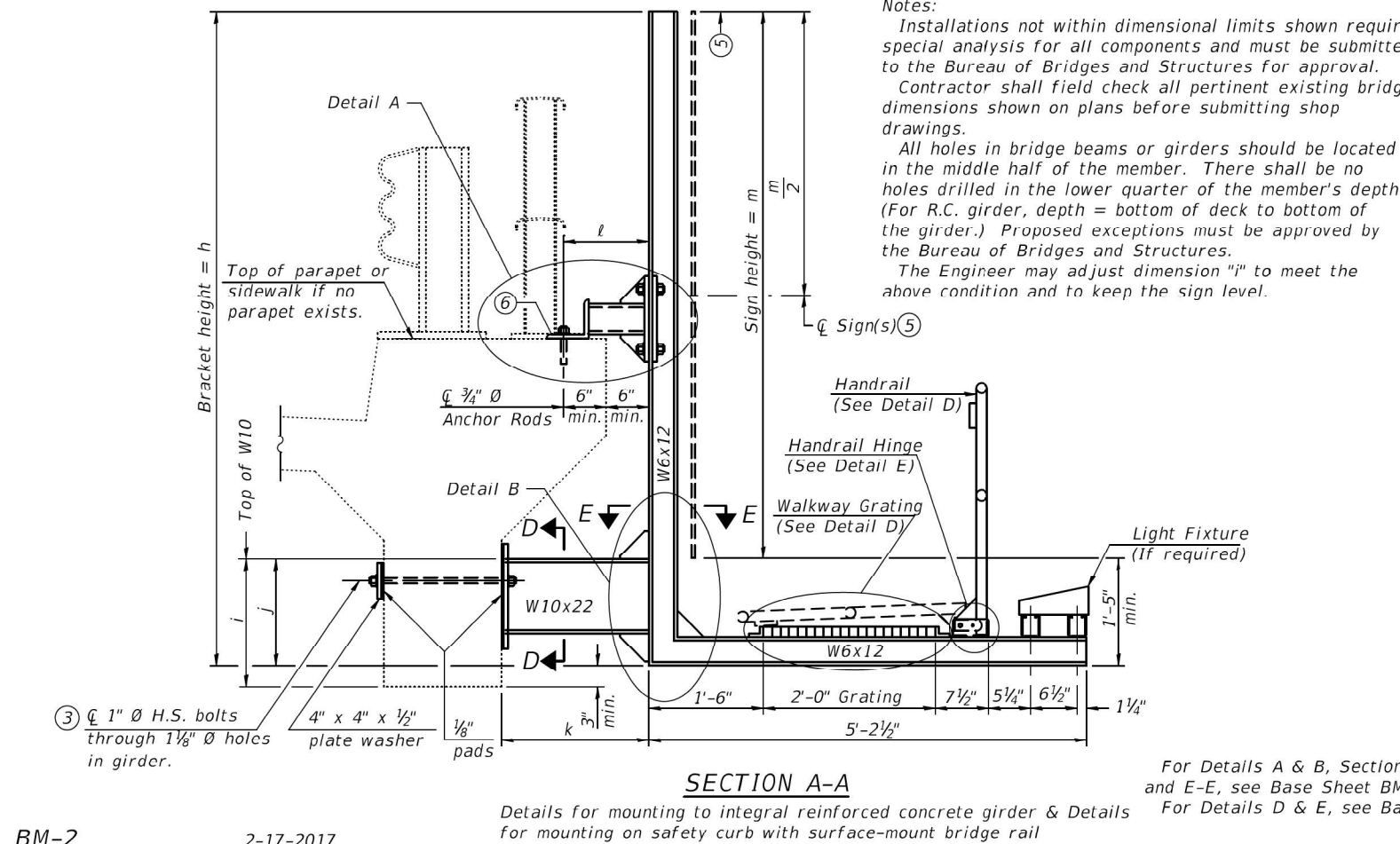
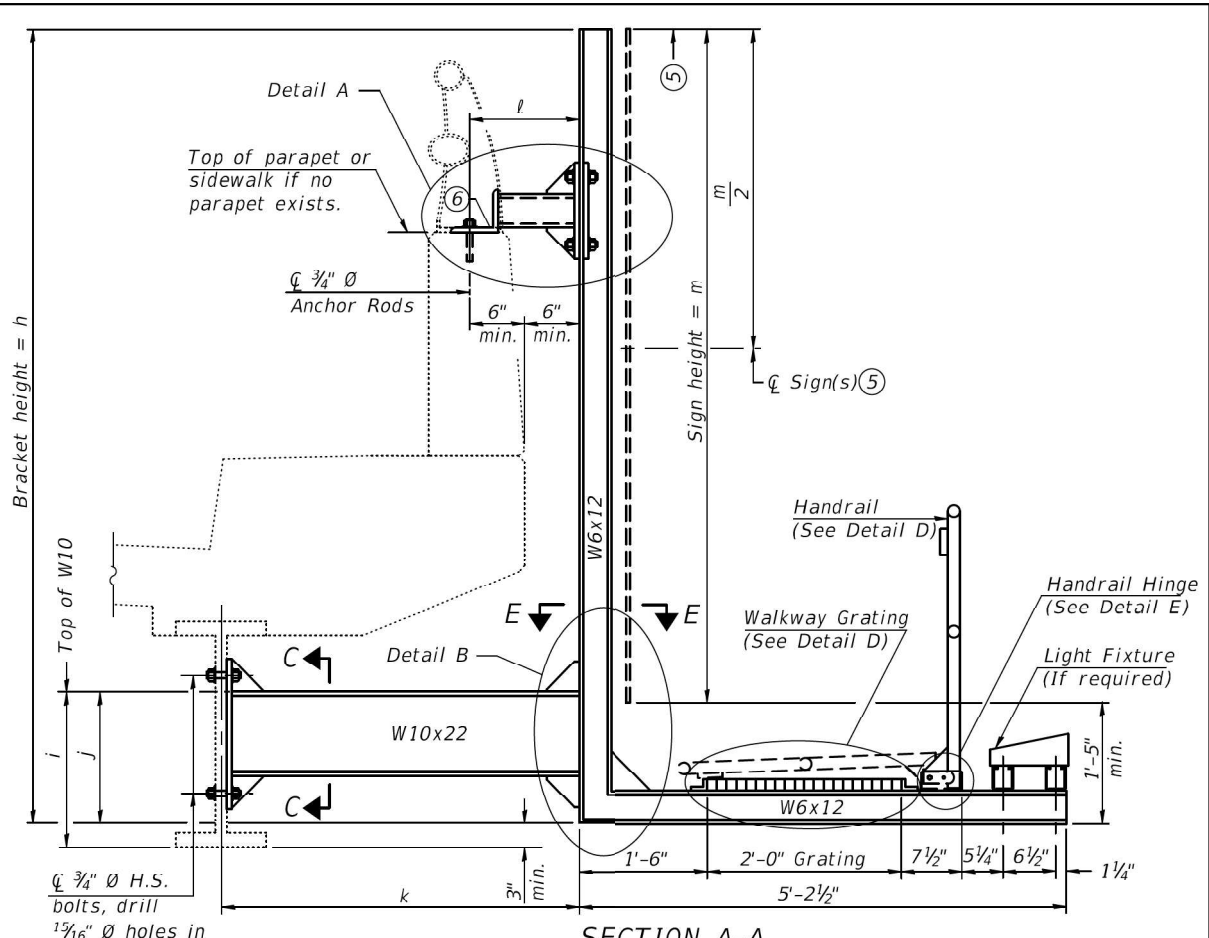
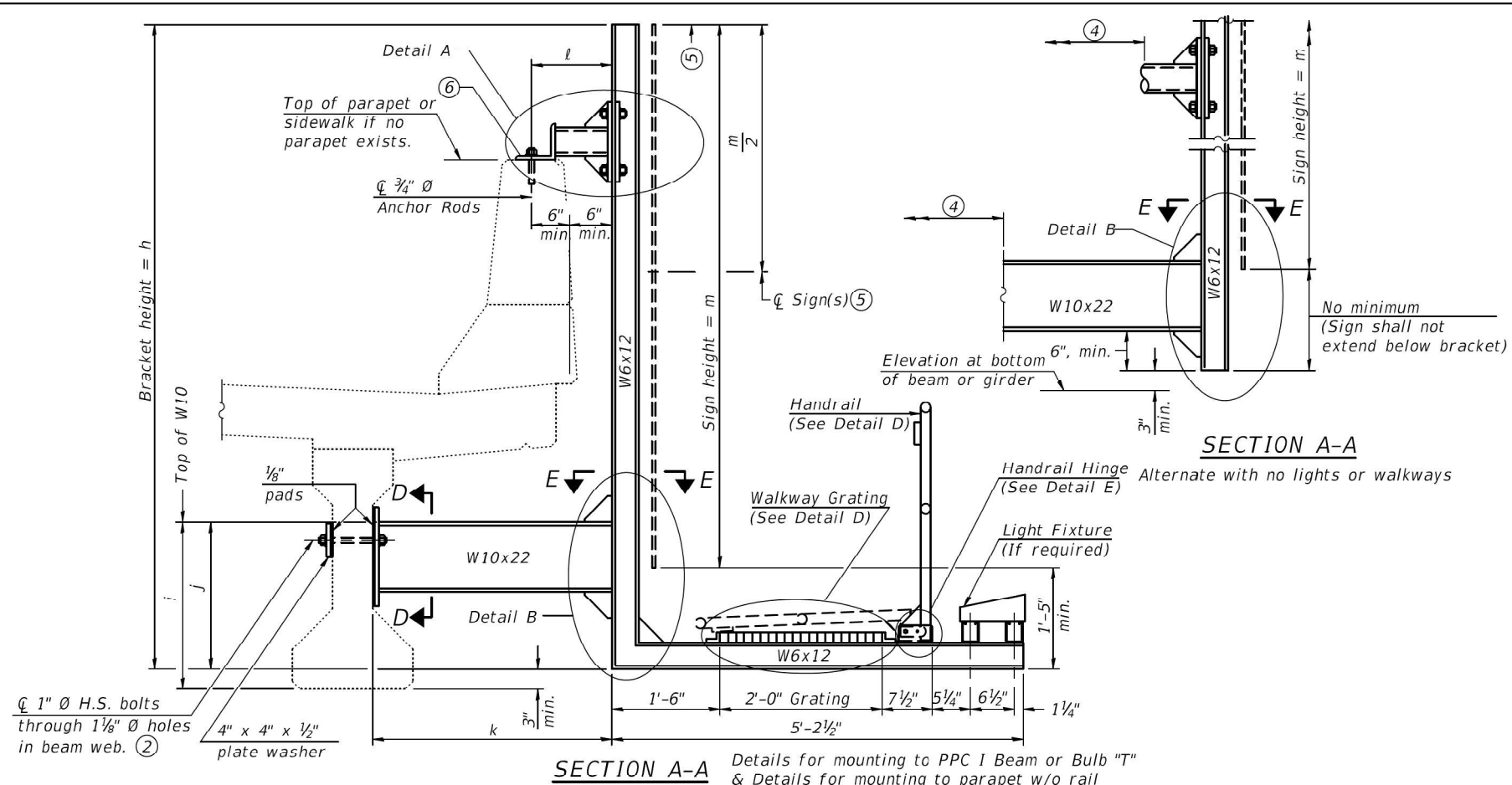
USER NAME = RUSSELLBR	DESIGNED - BAR	REVISED -
PLOT SCALE = 0.167" / IN.	DRAWN - BAR	REVISED -
PLOT DATE = 12/14/2022	CHECKED - TMM	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE MOUNT SIGN STRUCTURES  
GENERAL PLAN AND ELEVATION**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	49
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



**Notes:**  
 Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval. Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.  
 All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.  
 The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

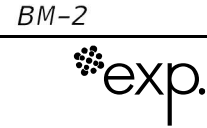
- ① Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- ② For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- ③ For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- ④ For attachment details of 3 1/2" pipe and W10x22, see other sections as applicable.
- ⑤ Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to location restraints on future uses. (See Detail A for minimum bracket height.)
- ⑥ For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Walkway grating, walkway brackets, handrail, lighting, and associated component shall not be included. Sign Panels are not included in this Contract.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
1B0991080L134.9-001	60+36	13'-11"	2'-8"	2'-5"	3'-7 1/2"	1'-1"	12'-0"
1B0991080L134.9-001	60+53	10'-11"	2'-8"	2'-5"	3'-7 1/2"	1'-1"	9'-0"

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3. For Details D & E, see Base Sheet BM-4.

MODEL: DRAFT; FILE NAME: C:\TRANSPORT\LOCAL\TRANS\SYSTEMS\PHV\01\DM508081\62R55-SHT-SIGNS-BMDDET-02.DGN



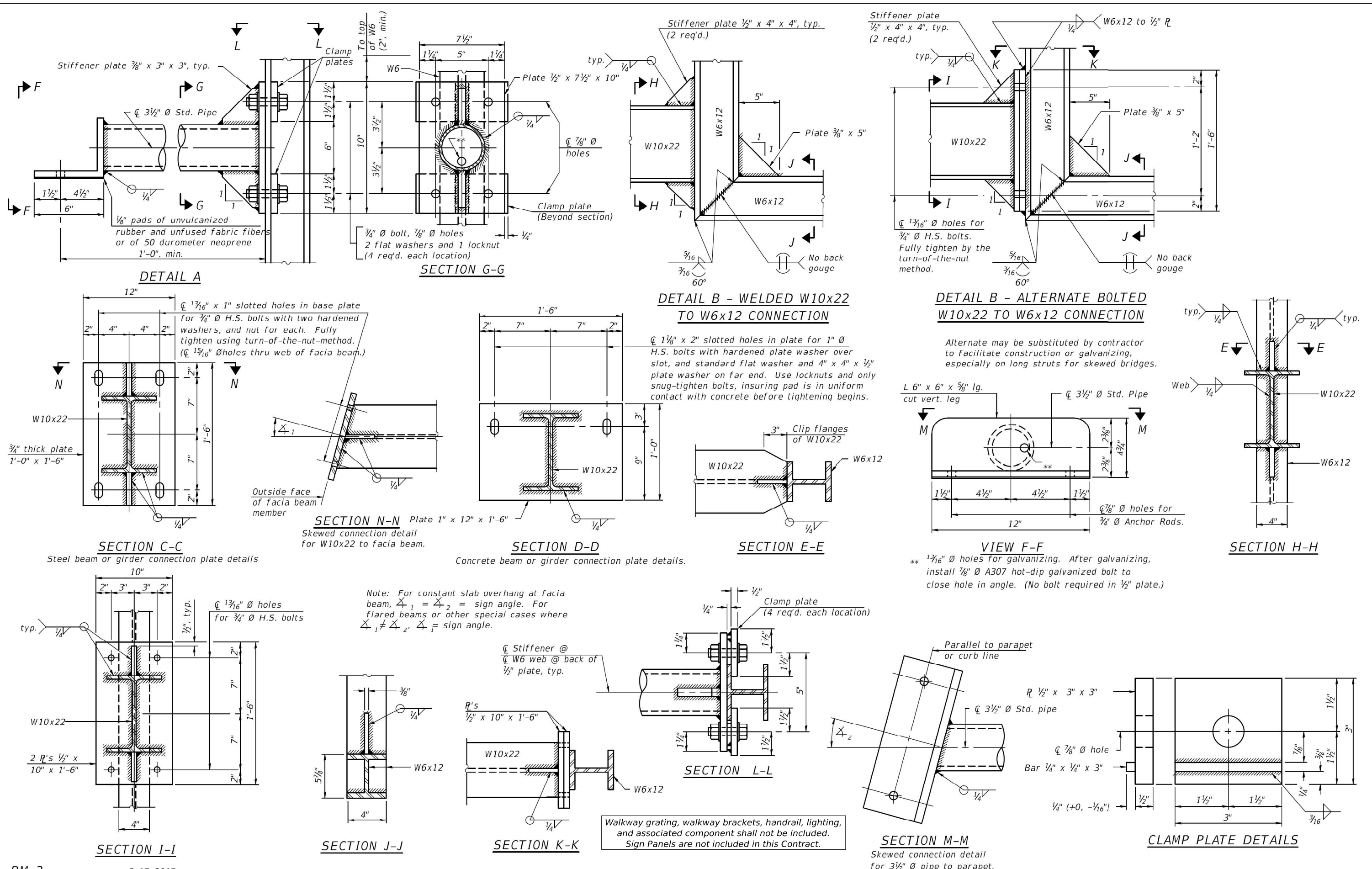
USER NAME = AVILAC	DESIGNED - BAR	REVISED -
PLOT SCALE = 0.167 1/16" IN.	DRAWN - BAR	REVISED -
PLOT DATE = 12/14/2022	CHECKED - TMM	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE MOUNT SIGN STRUCTURES  
 WALKWAY AND CONNECTION DETAILS**

F.A.I. RTE. 80	SECTION FAI 80 22 BR	COUNTY WILL	TOTAL SHEETS 133	SHEET NO. 50
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



MODEL: DEPLANT  
 FILE NAME: C:\TRANSPORT\SYSTEMS\PHW\01\DM508081\62R55-SHT-ENGINE-BMDDET-03.DGN  
 MODEL: DEPLANT  
 FILE NAME: C:\TRANSPORT\SYSTEMS\PHW\01\DM508081\62R55-SHT-ENGINE-BMDDET-03.DGN

BM-3 2-17-2017

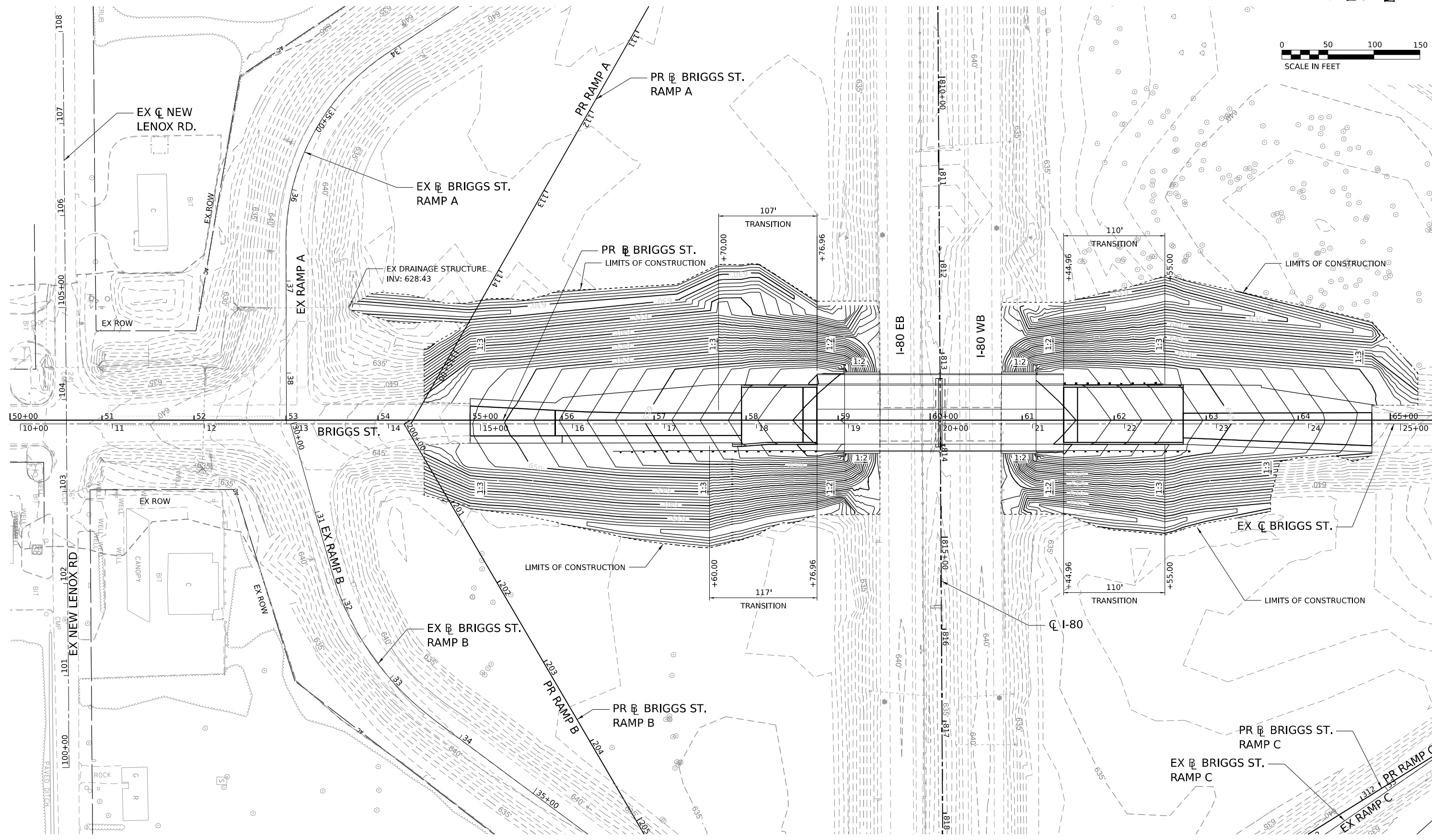
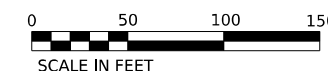
USER NAME = AVILAC	DESIGNED - BAR	REVISED -
PLLOT SCALE = 0.167 1/16" IN.	DRAWN - BAR	REVISED -
PLLOT DATE = 12/14/2022	CHECKED - TMM	REVISED -
	DATE - 12/15/2022	REVISED -

DESIGNED - BAR	REVISED -
DRAWN - BAR	REVISED -
CHECKED - TMM	REVISED -
DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIDGE MOUNT SIGN STRUCTURES CONNECTION DETAILS</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	51
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



MODEL: PR BRIGGS - SHEET  
FILE NAME: C:\TRANSPORT\SYSTEMS\PIK401\DN508081\62R55-SHT-LEVEL01.DGN



USER NAME = AVILAC	DESIGNED - CMA	REVISED -
	DRAWN - CMA	REVISED -
PLOT SCALE = 0.16666633 1/ IN.	CHECKED - DDH	REVISED -
PLOT DATE = 12/14/2022	DATE - 12/15/2022	REVISED -

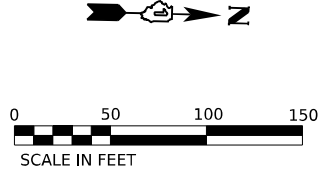
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
GRADING PLAN**

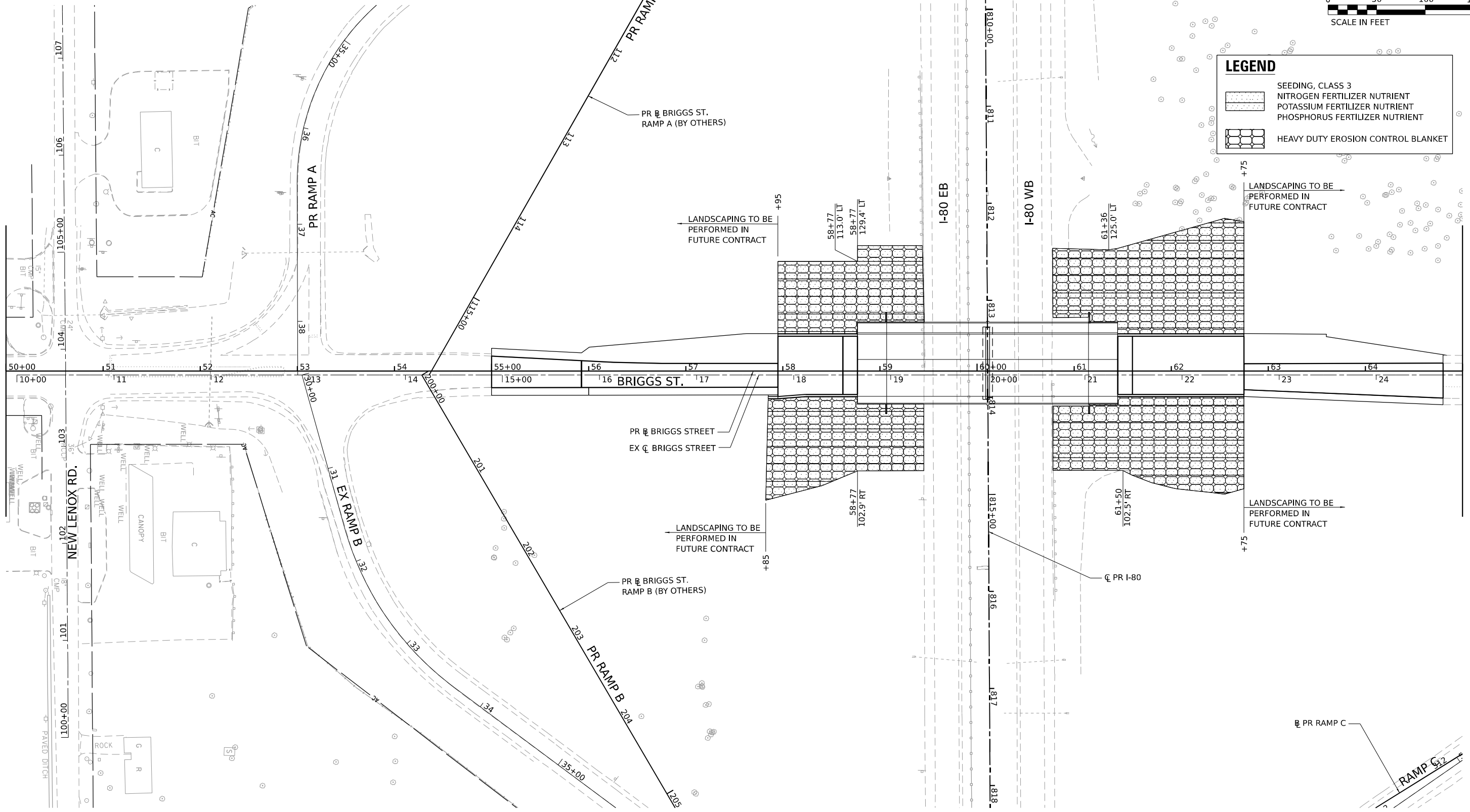
SCALE: 1"=50' SHEET OF SHEETS STA. 50+00 TO STA. 80+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	52
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

LANDSCAPE SCHEDULE					
	25000300	25000400	25000500	25000600	25100635
	SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	HEAVY DUTY EROSION CONTROL BLANKET
	ACRE	POUND	POUND	POUND	SQ YD
TOTAL	1.50	125	125	125	6,643



LEGEND	
	SEEDING, CLASS 3
	NITROGEN FERTILIZER NUTRIENT
	POTASSIUM FERTILIZER NUTRIENT
	PHOSPHORUS FERTILIZER NUTRIENT
	HEAVY DUTY EROSION CONTROL BLANKET



MODEL: PR BRIGGS - PLAN 1  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS-PW\2015\VIEW-SCHUESSLER\DWG\08162855-SHT-LANDSCAPE.DWG



USER NAME = SSCHUESSLER	DESIGNED -	REVISED -
DRAWN - SVJ	REVISOR -	REVISOR -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - SMS</td> <td>REVISOR -</td>	CHECKED - SMS	REVISOR -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISOR -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
LANDSCAPE PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	53
CONTRACT NO. 62R55				
ILLINOIS		FED. AID PROJECT		

# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

MODEL: 20 SHEET 4  
FILE NAME: C:\TRANSMART\SYSTEMS\LOCAL\TRANSMART\SYSTEMS\HW\01\DWG\0808162555-SHT4-01.DWG



USER NAME = AVILAC	DESIGNED -	REVISED -
	DRAWN - NS	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - SA</td> <td>REVISED -</td>	CHECKED - SA	REVISED -
PLOT DATE = 12/14/2022	DATE - 12/15/2022	REVISED -

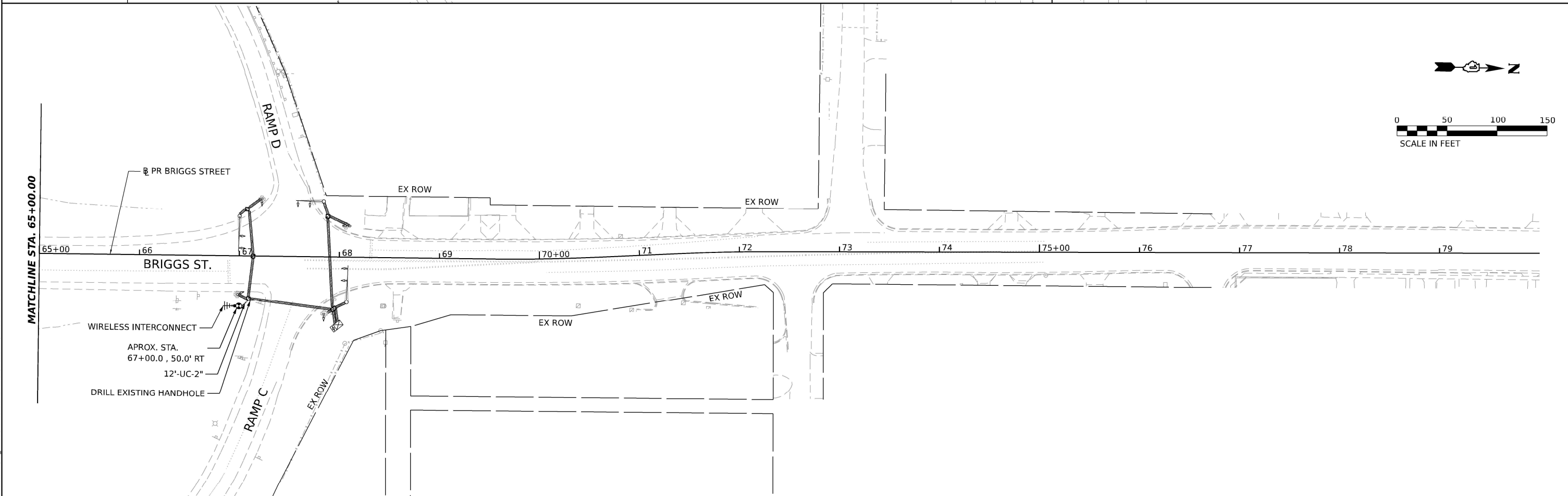
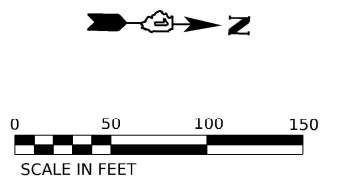
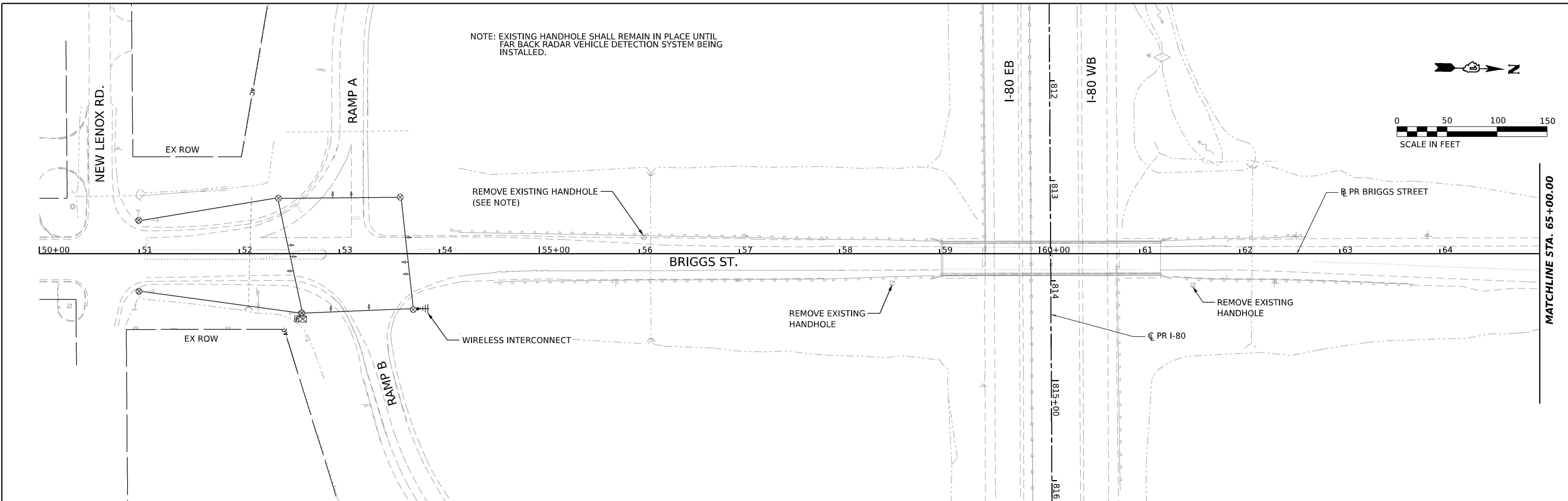
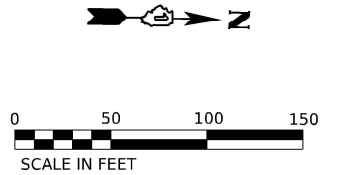
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	54
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

NOTE: EXISTING HANDHOLE SHALL REMAIN IN PLACE UNTIL FAR BACK RADAR VEHICLE DETECTION SYSTEM BEING INSTALLED.



MODEL: PR BRIGGS - SHEET  
 FILE NAME: C:\TRANSSYSTEMS\LOCAL\TRANSSYSTEMS\PR-01\DRAWINGS\BRIGGS\LOCAL\TRANSSYSTEMS\PR-01\DRAWINGS\BRIGGS-SHT-13-02.DGN

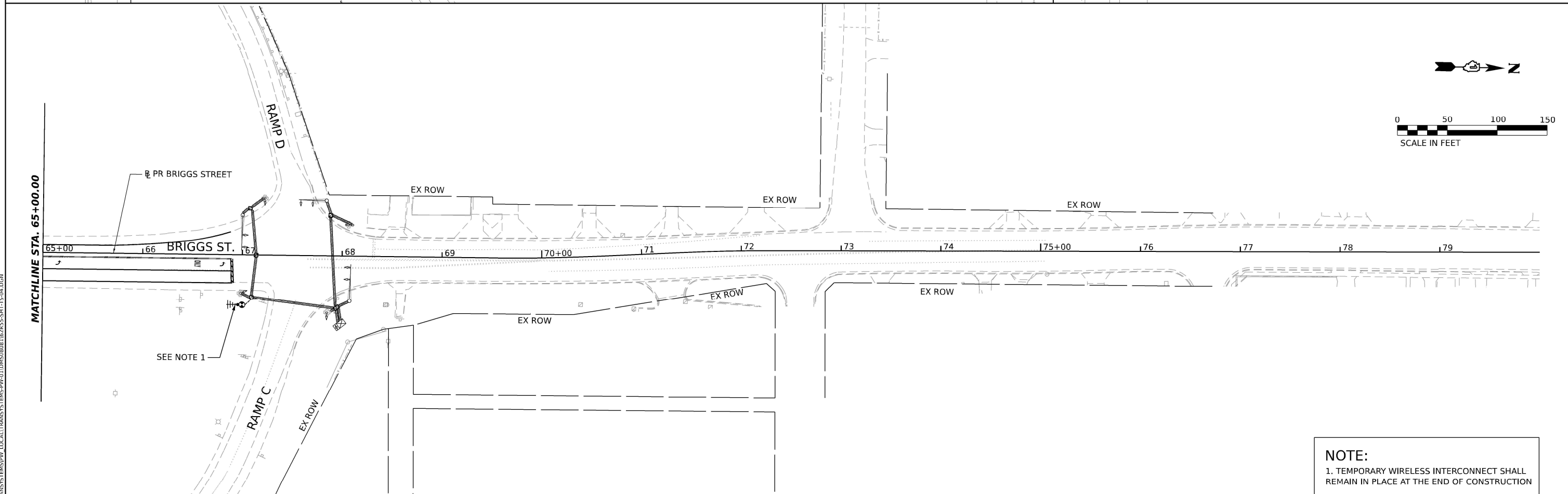
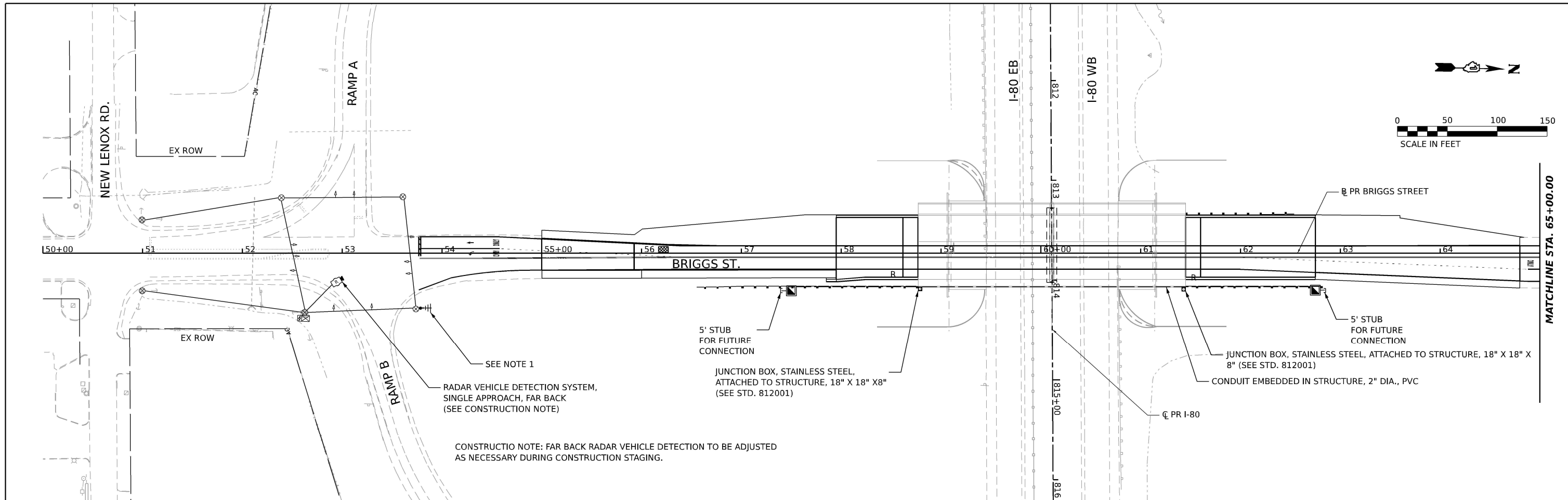


USER NAME = AVILAC	DESIGNED -	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	DRAWN - NS	REVISED -
PLOT DATE = 12/14/2022	CHECKED - SA	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIGGS STREET TEMPORARY INTERCONNECT PLAN</b>				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	55
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**NOTE:**  
 1. TEMPORARY WIRELESS INTERCONNECT SHALL REMAIN IN PLACE AT THE END OF CONSTRUCTION

MODEL: PR BRIGGS - SHEET  
 FILE NAME: C:\TRANSMART\SYSTEMS\PHW\01\DM\060801\62R55-SHT-13-04.DGN



USER NAME = AVILAC	DESIGNED -	REVISED -
DRAWN - NS	DRAWN - NS	REVISED -
CHECKED - SA	CHECKED - SA	REVISED -
DATE - 12/15/2022	DATE - 12/15/2022	REVISED -

DESIGNED -	REVISED -
DRAWN - NS	REVISED -
CHECKED - SA	REVISED -
DATE - 12/15/2022	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIGGS STREET PROPOSED INTERCONNECT PLAN				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

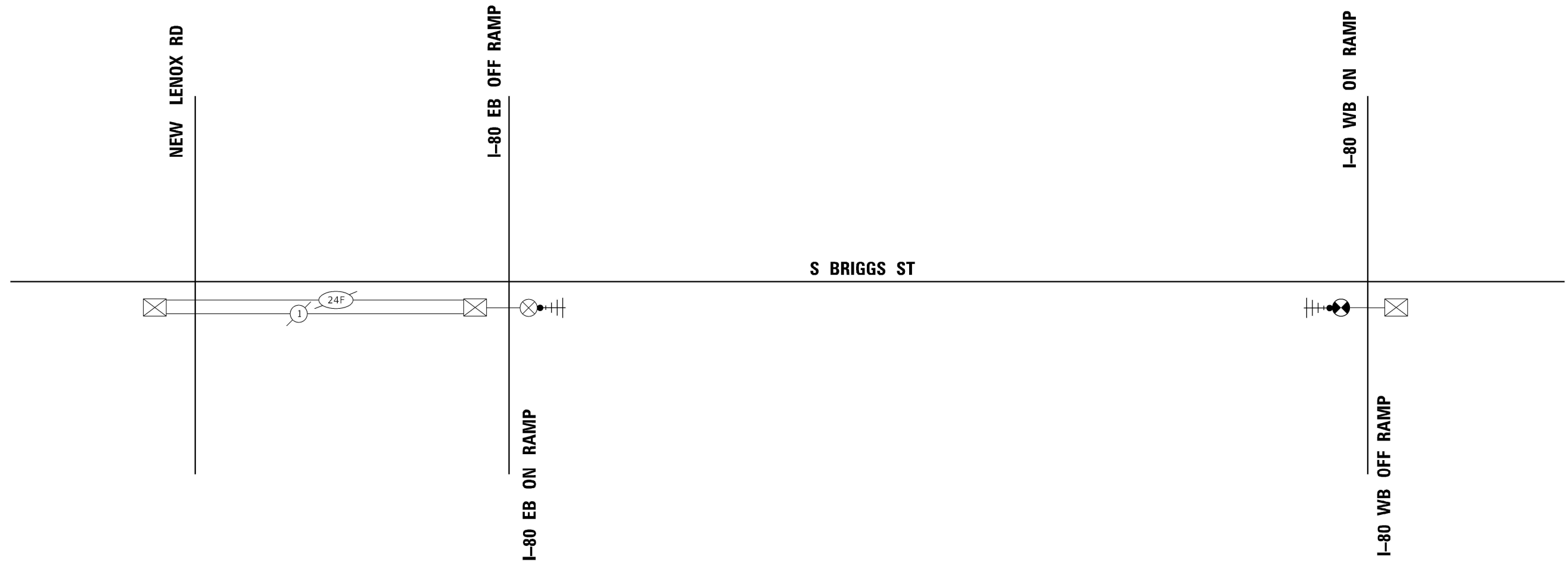
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	56
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**SCHEDULE OF QUANTITIES**



ITEM DESCRIPTION	UNIT	TOTAL QTY.
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	264
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	273
HANDHOLE	EACH	2
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2
TEMPORARY WIRELESS INTERCONNECT, COMPLETE	LSUM	1
RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, FAR BACK	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2
REMOVE EXISTING HANDHOLE	EACH	3
DRILL EXISTING HANDHOLE	EACH	1



MODEL: 20 SHEET 14  
 FILE NAME: C:\TRANSMEDIA\LOCAL\TRANSMEDIA\LOCAL\TRANSMEDIA\FW-01\DWG\080816\2R55-SHT-13-03.DWG



USER NAME = AVILAC	DESIGNED -	REVISED -
PLOT SCALE = 0.16666667 1/ IN.	DRAWN - NS	REVISED -
PLOT DATE = 12/14/2022	CHECKED - SA	REVISED -
	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIGGS STREET  
TEMPORARY & PROPOSED INTERCONNECT SCHEMATIC PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	57
			CONTRACT NO. 62R55	
			ILLINOIS FED. AID PROJECT	

**IDOT LIGHTING LEGEND**



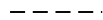
FUTURE 47' M.H., 6 FT. DAVIT ARM IDOT LIGHT POLE MOUNTED ON PARAPET WALL WITH FOUNDATION ONLY; SEE IDOT D1 DETAIL BE-330 ON SHEET E3 AND STRUCTURAL PLANS FOR ANCHOR BOLT INSTALLATION



JUNCTION BOX: TYPE AND SIZE INDICATED ON PLANS



UNDERGROUND CONDUIT, STAINLESS STEEL, 2" DIA. UNLESS NOTED OTHERWISE ON PLANS



CONDUIT EMBEDDED IN STRUCTURE, 2" SCHD. 40 PVC, UNLESS NOTED OTHERWISE ON PLANS

**ABBREVIATIONS**

ABBREVIATION	DESCRIPTION
AC	ALTERNATIVE CURRENT
A/C	AERIAL CABLE
AMP	AMPERE
ATS	ATTACHED TO STRUCTURE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CNC	COILABLE NONMETALLIC CONDUIT
CP	CONTROL PANEL
DIA	DIAMETER
ECA	ELECTRIC CABLE ASSEMBLY
EIS	EMBEDDED IN STRUCTURE
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
HMLT	HIGH MAST LIGHT TOWER
HPS	HIGH PRESSURE SODIUM
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M.A.	MAST ARM
M.H.	MOUNTING HEIGHT
NO.	NUMBER
P	POLE
RGC	RIGID GALVANIZED CONDUIT
RGS	RIGID GALVANIZED STEEL
PB	PUSH BUTTON
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
UD	UNIT DUCT
V	VOLT
W	WATT
WP	WOOD POLE
XFMR	TRANSFORMER

**NOTES:**

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

**IDOT LIGHTING SCHEDULE OF QUANTITIES**

CODE NO.	ITEM	UNIT	QUANTITY
X1400338	UNDERGROUND CONDUIT, STAINLESS STEEL, 2" DIA.	FOOT	32
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	594

NOTES:

1. SEE STRUCTURAL PLANS FOR LIGHT POLE FOUNDATION CONSTRUCTED AS PART OF BARRIER WALL.
2. STAINLESS STEEL JUNCTION BOXES ATTACHED TO STRUCTURE AS WELL AS FLEXIBLE NON-METALLIC CONDUIT ARE INCLUDED IN 'CONDUIT EMBEDDED IN STRUCTURE' ITEM AND WILL NOT BE PAID FOR SEPARATELY.

**STANDARD DETAILS LIST:**

1. BE-330: LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL 15" (381 mm) BOLT CIRCLE.
2. 812001-01 RACEWAYS EMBEDDED IN STRUCTURE

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORT\SYSTEMS\HW\01\DM50808\62R55-SHT-LIGHT-DETAILS03-QUANTITIES.DGN



USER NAME = WONGF	DESIGNED - JB	REVISED -
	DRAWN - JB	REVISED -
PLOT SCALE = 0.166667 * / IN.	CHECKED - MCD	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

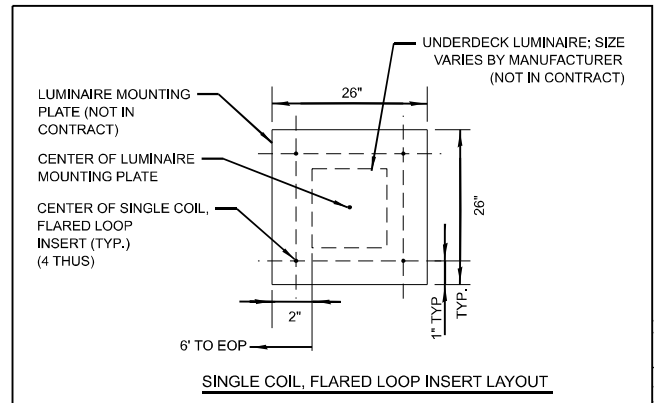
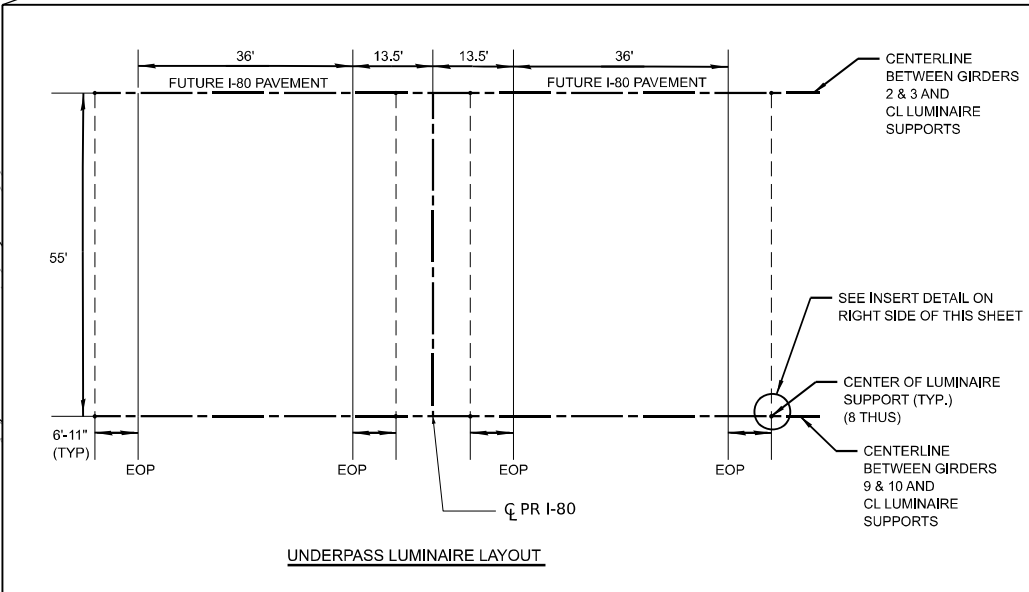
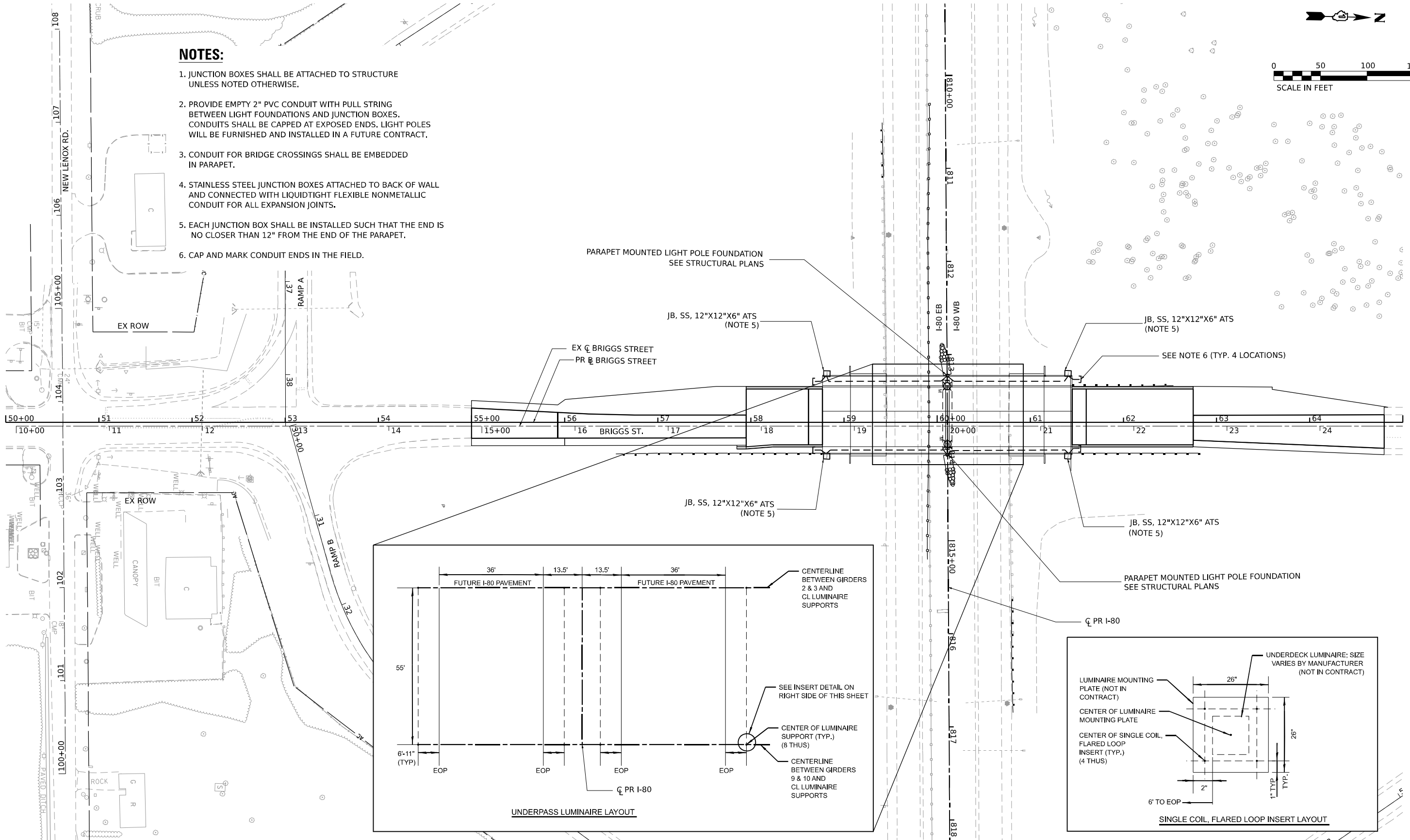
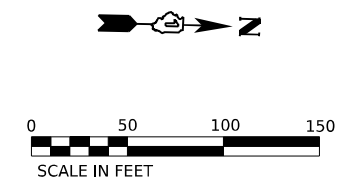
**BRIGGS ST.  
IDOT LIGHTING LEGEND AND SCHEDULE OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	58
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

**NOTES:**

1. JUNCTION BOXES SHALL BE ATTACHED TO STRUCTURE UNLESS NOTED OTHERWISE.
2. PROVIDE EMPTY 2" PVC CONDUIT WITH PULL STRING BETWEEN LIGHT FOUNDATIONS AND JUNCTION BOXES. CONDUITS SHALL BE CAPPED AT EXPOSED ENDS. LIGHT POLES WILL BE FURNISHED AND INSTALLED IN A FUTURE CONTRACT.
3. CONDUIT FOR BRIDGE CROSSINGS SHALL BE EMBEDDED IN PARAPET.
4. STAINLESS STEEL JUNCTION BOXES ATTACHED TO BACK OF WALL AND CONNECTED WITH LIQUDTIGHT FLEXIBLE NONMETALLIC CONDUIT FOR ALL EXPANSION JOINTS.
5. EACH JUNCTION BOX SHALL BE INSTALLED SUCH THAT THE END IS NO CLOSER THAN 12" FROM THE END OF THE PARAPET.
6. CAP AND MARK CONDUIT ENDS IN THE FIELD.



MODEL: PR BRIGGS - PLAN 1  
 FILE NAME: C:\GIS\SYSTEMS\LOCAL\TRANS\SYSTEMS\PR\01\DM50808\62R55-SHT-LIGHT-01.DGN



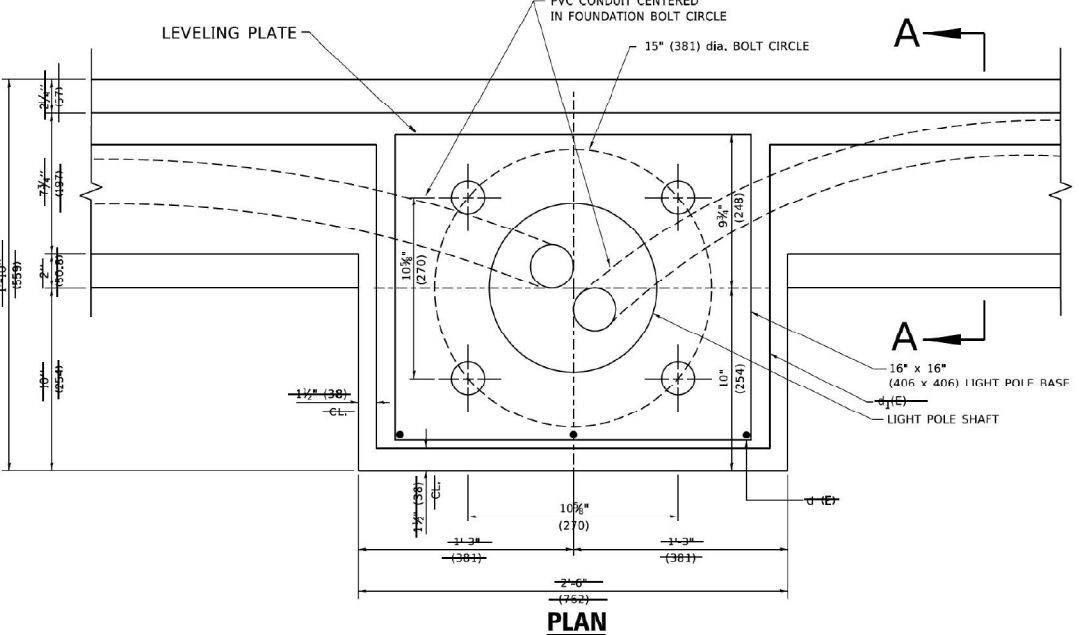
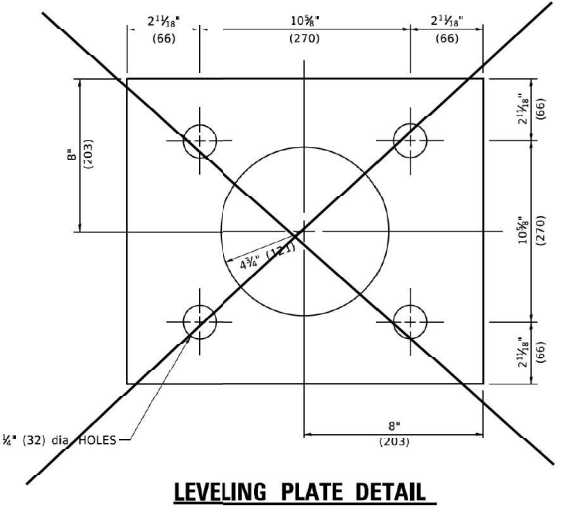
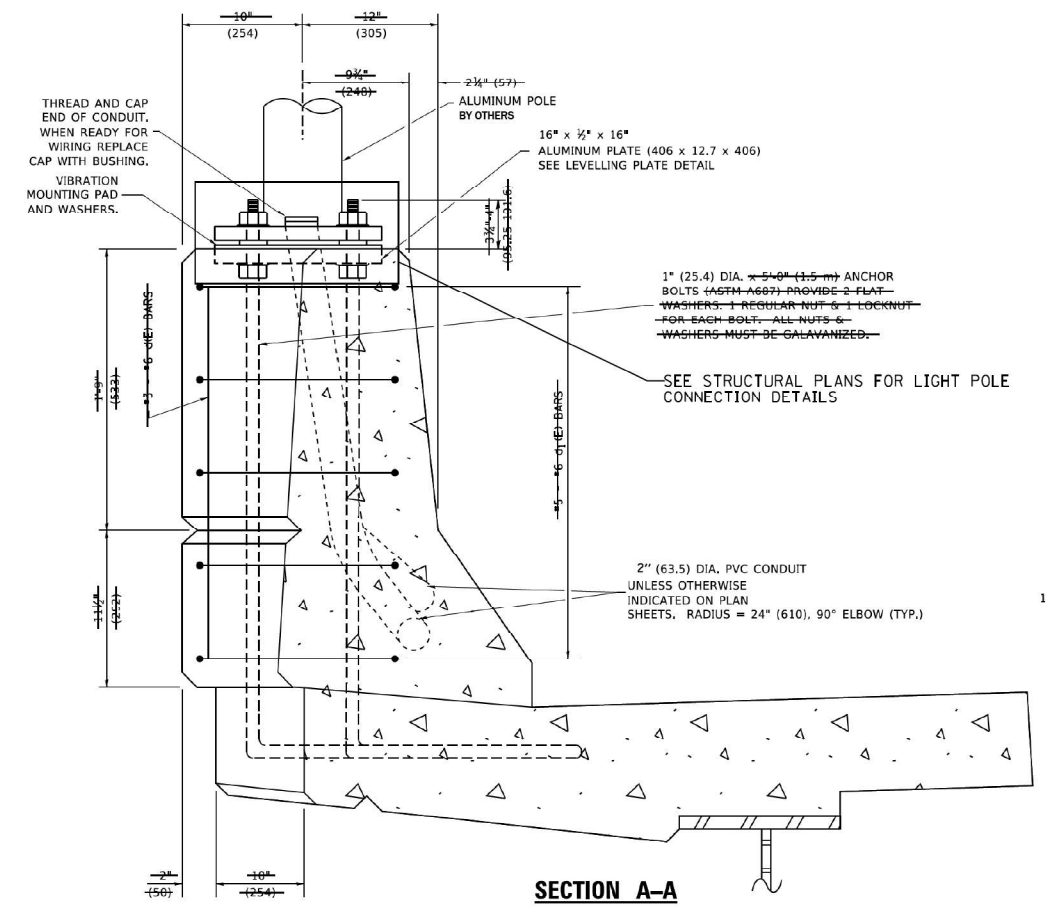
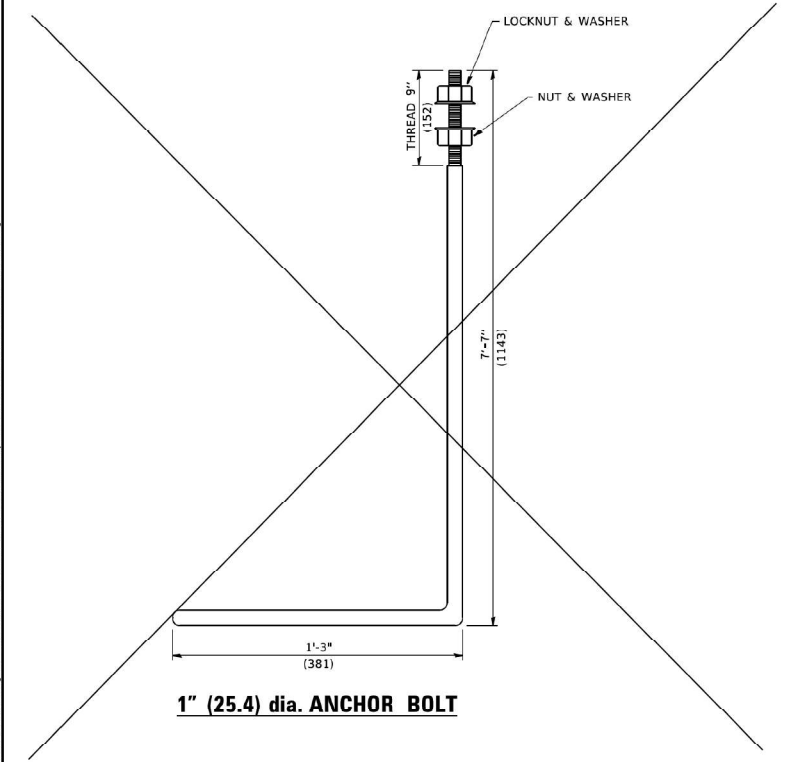
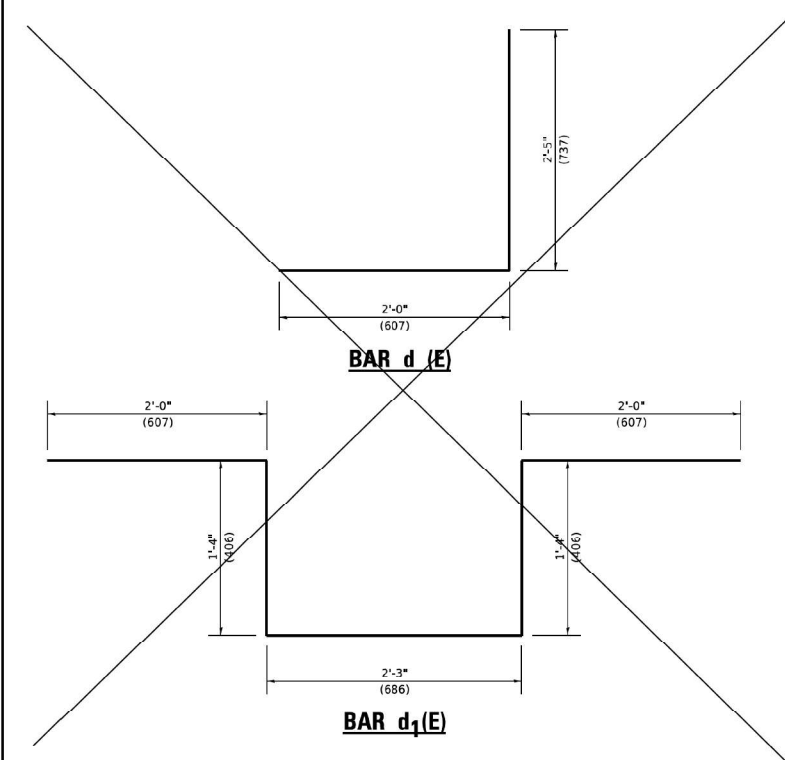
USER NAME = WONGF	DESIGNED - JB	REVISED -
DRAWN - JB	REVISED -	
PLOT SCALE = 0.166667"/IN.	CHECKED - MCD	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-80 - BRIGGS ST.  
PROPOSED LIGHTING PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	59
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



- NOTES**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
  2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
  3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.
2. SEE STRUCTURAL PLANS FOR PARAPET, ANCHOR BOLT AND REINFORCEMENT DETAILS.

USER NAME = foctorm	DESIGNED -	REVISED -	04-22-02
PLOT SCALE = 50.0000" / 1.	DRAWN -	REVISED -	
PLOT DATE = 4/19/2019	CHECKED -	REVISED -	
	DATE -	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL  
15" (381 mm) BOLT CIRCLE**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	2013-009B	WILL	465	247
BE-330			CONTRACT NO. 60W35	
ILLINOIS FED. AID PROJECT				

NOTE:  
1. COORDINATE IDOT D1 DETAIL BE-330 AS SHOWN HERE WITH STRUCTURAL PLANS.

MODEL: 2D SHEET 1  
FILE NAME: C:\TRANSPORT\LOCAL\SYSTEMS\RW\201\DM50808\62R55-SHT-LIGHT-DETAIL-S06-DGN.DGN



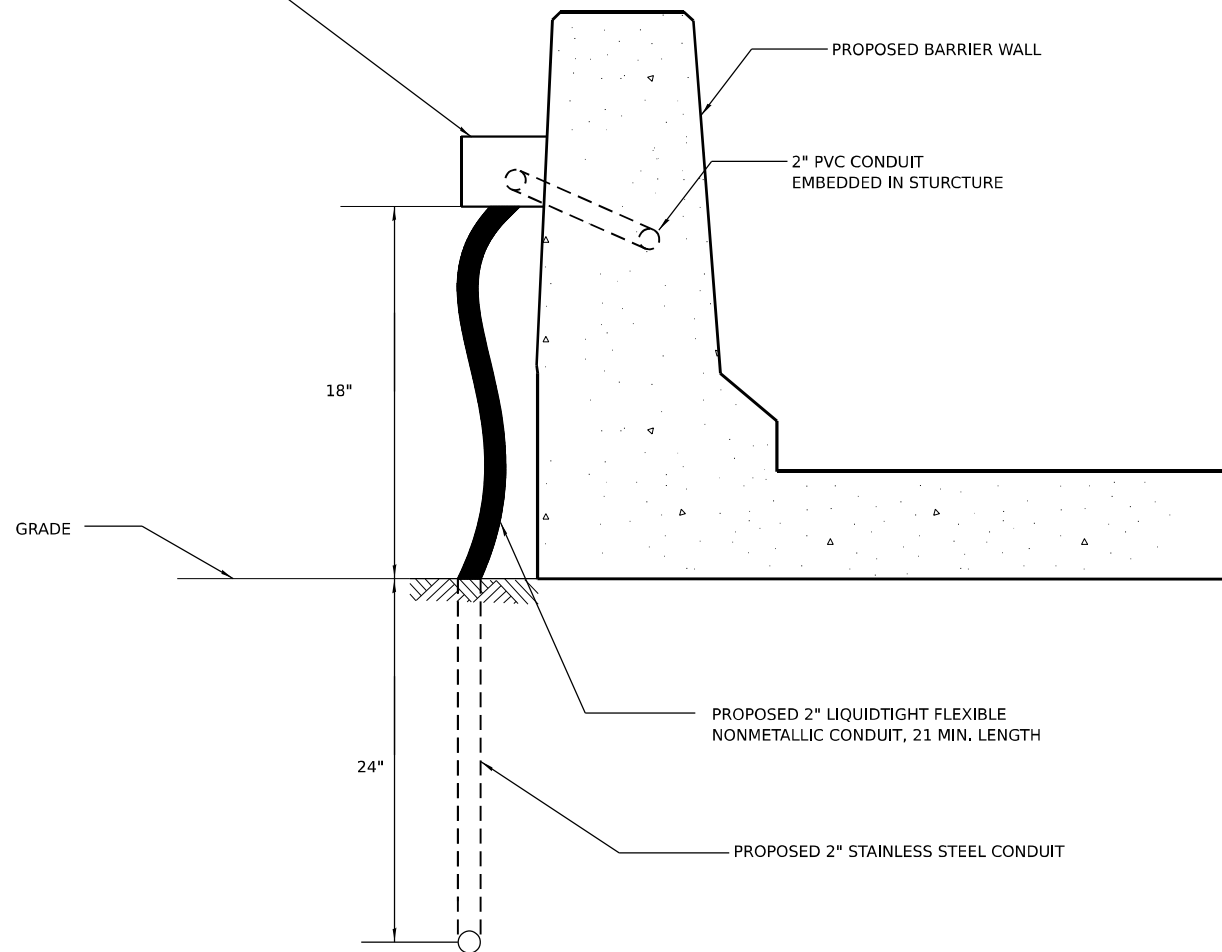
USER NAME = WONGF	DESIGNED -	REVISED -
PLOT SCALE = 0.166667" / IN.	DRAWN -	REVISED -
PLOT DATE = 12/13/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

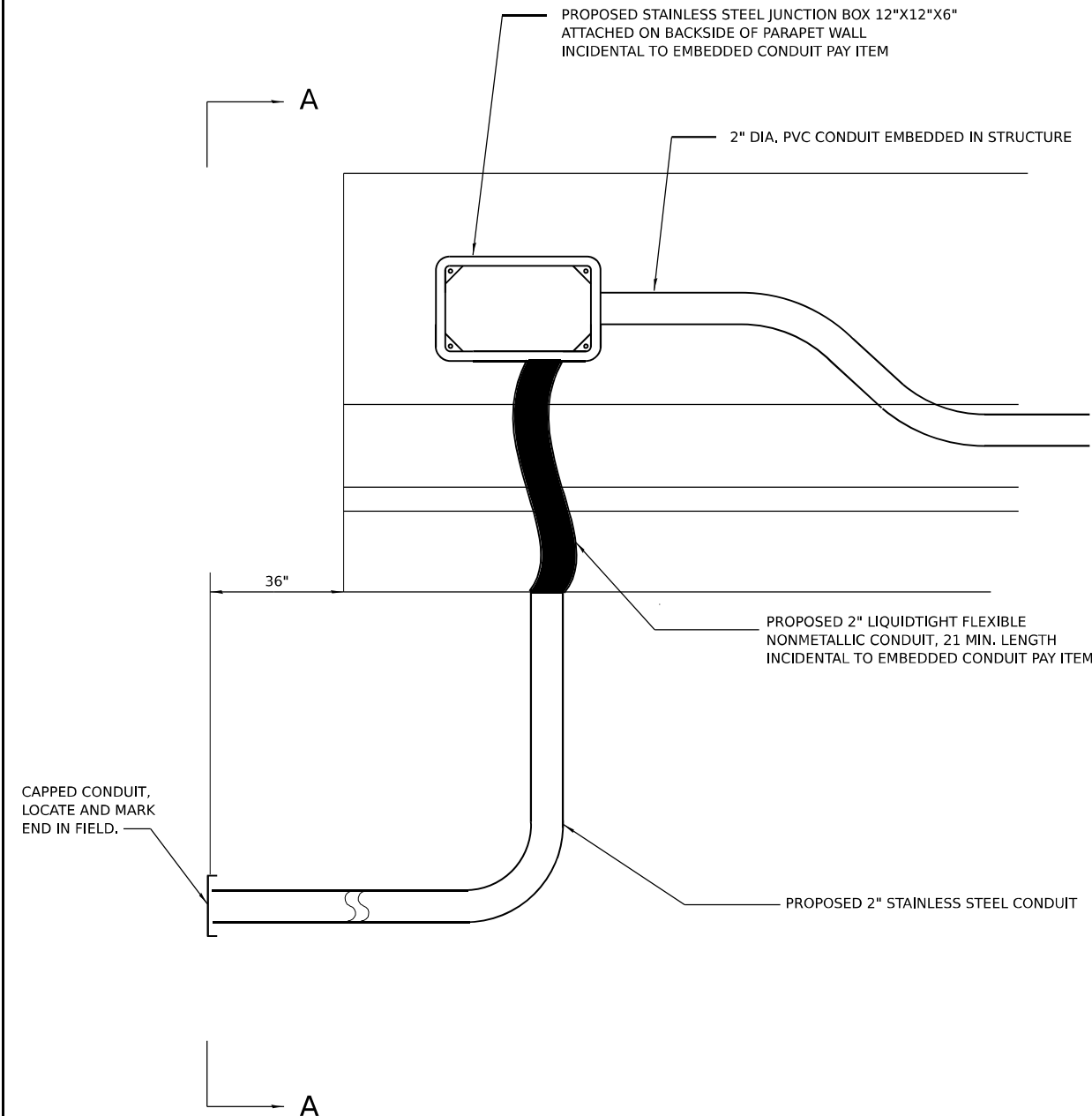
**I-80 - BRIGGS ST.  
LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	60
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				

PROPOSED STAINLESS STEEL JUNCTION BOX  
12"x12"x6" TO BE ATTACHED TO BACKSIDE OF  
PARAPET WALL



**SECTION A-A**  
**JUNCTION BOX ATTACHED TO**  
**BACK SIDE OF PARAPET WALL**



**DETAIL JUNCTION BOX ATTACHED TO**  
**BACK SIDE OF PARAPET WALL**

MODEL: 20 SHEET 14  
FILE NAME: C:\TRANSPORTATION\LOCAL\TRANSPORTATION\PROJECTS\62R55\62R55-SHT-14.DWG ELECTRICAL.DWG



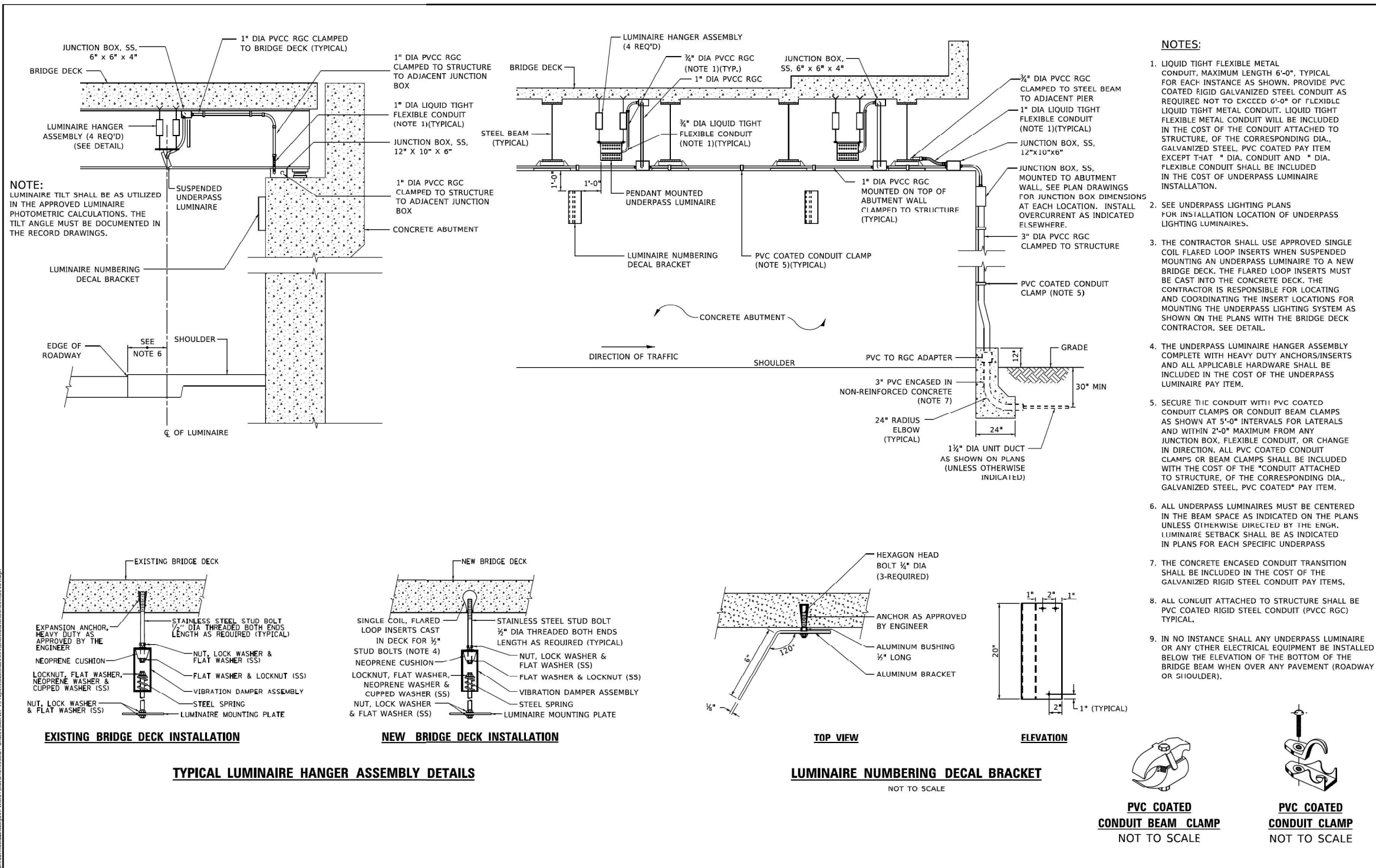
USER NAME = WONGF	DESIGNED - JB	REVISED -
	DRAWN - JB	REVISED -
PLOT SCALE = 0.166667 * / IN.	CHECKED - MCD	REVISED -
PLOT DATE = 12/13/2022	DATE - 12/15/2022	REVISED -

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

**I-80 - BRIGGS ST.**  
**JUNCTION BOX ATTACHED TO BARRIER WALL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	61
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



USER NAME = gaglanob	DESIGNED -	REVISED - 12-12-05	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 100,0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	<b>BE-901</b>		CONTRACT NO.		
PLOT DATE = 1/15/2020	CHECKED -	REVISED -				ILLINOIS		FED. AID PROJECT			
	DATE -	REVISED -									

- NOTES:**
- ONLY THE SINGLE-LOOP, FLARED-LOOP DECK INSERTS AS SHOWN IN IDOT D1 DETAIL BE-901 ARE INCLUDED UNDER THIS CONTRACT, ALL OTHER ITEMS SHALL BE INCLUDED UNDER SEPARATE, FUTURE CONTRACT BY OTHERS.
  - PROVIDE INSERTS TO SUPPORT A TOTAL OF EIGHT UNDERPASS LUMINAIRE, WITH FOUR INSERTS FOR EACH UNDERPASS LUMINAIRE.
  - POSITION INSERTS BETWEEN GIRDERS 2 & 3 AND BETWEEN GIRDERS 9 & 10 PER IDOT D1 DETAIL BE-901 NOTE 6, AND SUCH THAT:
    - THERE WILL BE A SEPARATION OF APPROXIMATELY 55-FEET ON CENTER BETWEEN LUMINAIRE MOUNTING PLATES.
    - THE FRONT EDGE OF THE FUTURE LUMINAIRE WILL BE SET BACK 6-FEET BEHIND EDGE-OF-PAVEMENT.
    - LUMINAIRE WILL BE CENTERED ON THE MOUNTING PLATE IN DIRECTION PARALLEL WITH ROAD AND THE LUMINAIRE WILL BE POSITIONED WITH FRONT OF LUMINAIRE 2-INCHES BEHIND FRONT OF MOUNTING PLATE.
    - THE MOUNTING PLATES WILL BE 26-INCHES BY 26-INCHES SQUARE.
    - SEE DETAILS ON SHEET 59.

USER NAME = WONGF	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-80 - BRIGGS ST.</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 0.166667' / IN.	DRAWN - JB	REVISED -		<b>INSERT LOCATIONS FOR SUSPENDED MOUNT LED UNDERPASS LUMINAIRE</b>		80	FAI 80 22 BR	WILL	133	62	
PLOT DATE = 12/13/2022	CHECKED - MCD	REVISED -				ILLINOIS		FED. AID PROJECT			
	DATE - 12/15/2022	REVISED -									

MODEL: 20 SHEET 14  
 FILE NAME: C:\TRANSPORT\LOCAL\SYSTEMS\HW\01\DM508089\62R55-SHT-1-LIGHT-DETAIL-UNDERPASS.DGN  
 HNTB

Benchmark: Set "□" on top of north end of NE wingwall for Briggs St. bridge over I-80. Sta. 61+31.30, 20.78' Rt, Elev. 660.75

Existing Structure: SN 099-0216 was constructed in 1965 as Project I-80-4(42)136, Section 99-4-1HB at Sta. 524+81.29 (I-80). The existing bridge is a continuous four-span steel rolled beam bridge supporting a non-composite reinforced concrete deck. The substructure consists of stub abutments and hammerhead piers, all on steel pile foundations. Span lengths are 41'-6", 67'-4", 67'-4" and 41'-6". The out-to-out deck width is 36'-0" and the overall structure length is 221'-3". The structure is to be removed and replaced. Portions of existing Piers 1 and 3 will be removed in future contract. One lane of traffic in each direction to be maintained utilizing staged construction.

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

**LOADING HL-93**

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

**DESIGN STRESSES**

**FIELD UNITS**

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

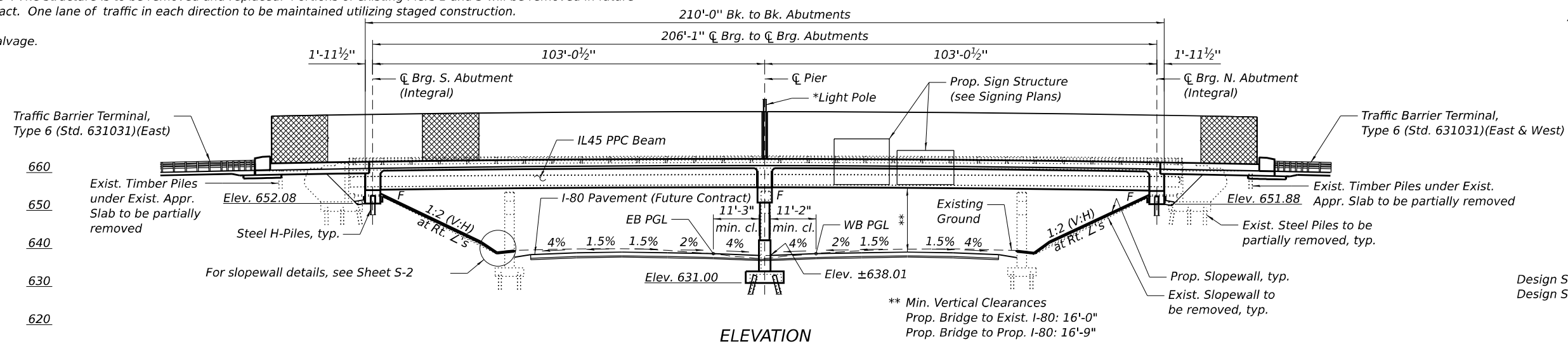
**PRECAST PRESTRESSED UNITS**

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

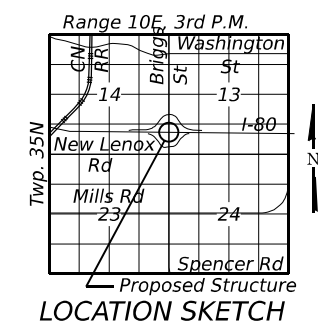
**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.125g  
Soil Site Class = C

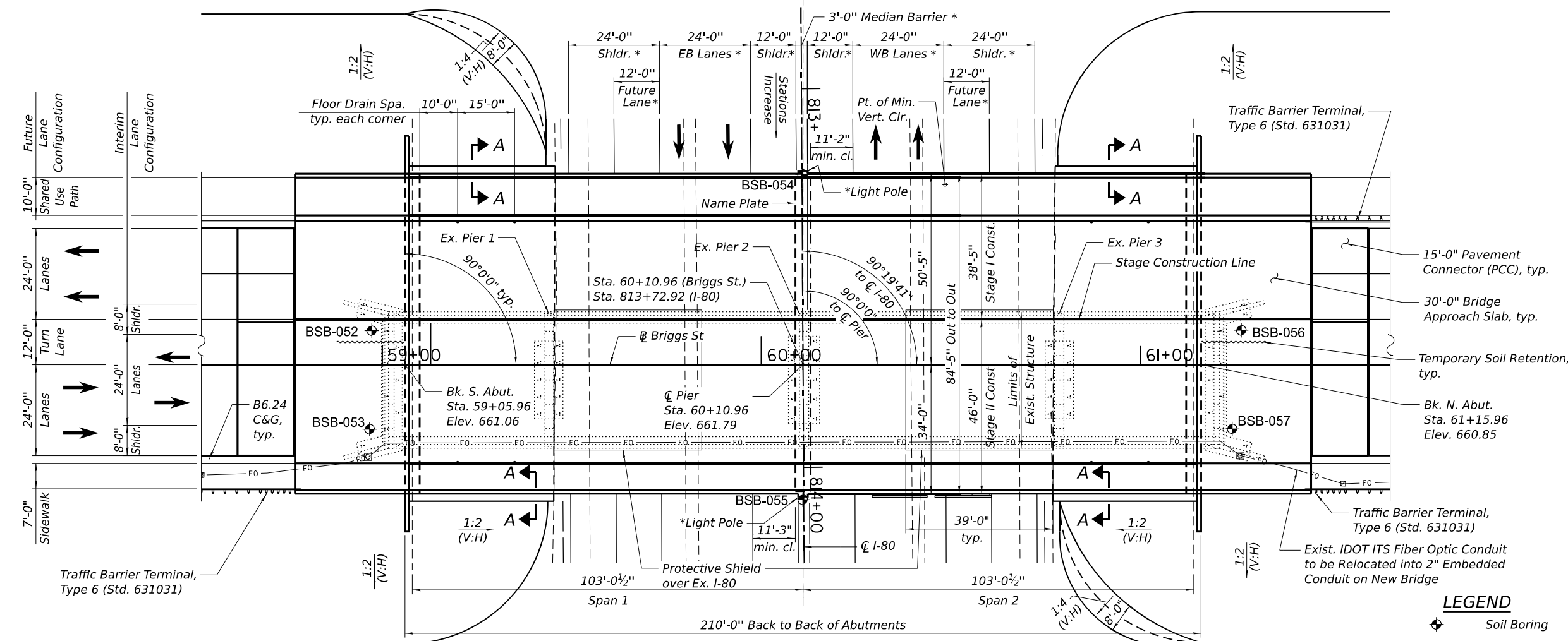
No Salvage.



**ELEVATION**



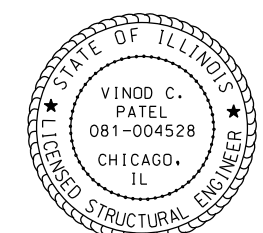
**LOCATION SKETCH**



**PLAN**

\* Not in Contract (Future Contract)

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



Signed: *[Signature]*  
Date: 12/15/22  
Exp: 11/30/2024  
Sheets: S-1 thru S-37

**GENERAL PLAN & ELEVATION**  
**BRIGGS ST. OVER I-80**

F.A.U. ROUTE 363 - SEC. FAI 80 22 BR

WILL COUNTY

STA. 60+10.96

STRUCTURE NO. 099-8307

- LEGEND**
- ◆ Soil Boring
  - FO Ex. Fiber Optic
  - Ex. Junction Box
  - Ex. Handhole

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-42R55-001-GPE1.DGN  
12/14/2022



USER NAME =	DESIGNED - BAR	REVISIONS -
CHECKED - KK	CHECKED - KK	REVISIONS -
PLOT SCALE =	DRAWN - BAR	REVISIONS -
PLOT DATE =	CHECKED - KK	REVISIONS -

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

**GENERAL PLAN & ELEVATION**  
**STRUCTURE NO. 099-8307**

SHEET S-1 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	63
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

**INDEX OF SHEETS**

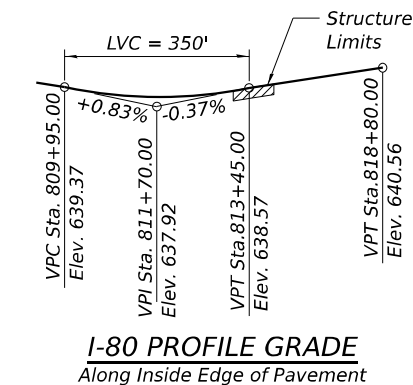
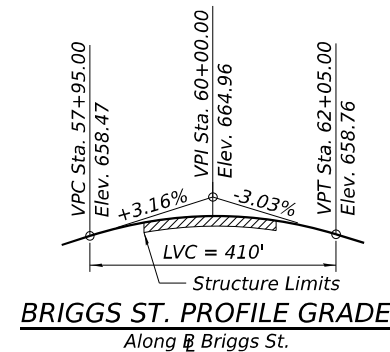
- S-1 General Plan & Elevation
- S-2 General Data
- S-3 Stage Construction Details
- S-4 Removal Details
- S-5 Temporary Concrete Barrier
- S-6 Top of Slab Elevations Layout
- S-7 Top of Slab Elevations 1
- S-8 Top of Slab Elevations 2
- S-9 Top of Slab Elevations 3
- S-10 Top of Approach Slab Elevations
- S-11 Deck Plan
- S-12 Deck Cross Section
- S-13 Parapet Elevations
- S-14 Superstructure Details
- S-15 Abutment Diaphragm Details
- S-16 Pier Diaphragm Details
- S-17 Bridge Approach Slab Details 1
- S-18 Bridge Approach Slab Details 2
- S-19 Bridge Approach Slab Details 3
- S-20 Parapet Railing
- S-21 Bridge Fence Railing, Curved
- S-22 Drainage Details
- S-23 Framing Plan
- S-24 IL45N Beam
- S-25 IL45N Beam Details
- S-26 Abutments
- S-27 Abutment Details
- S-28 Pier
- S-29 Pier Details
- S-30 HP Pile Details
- S-31 Bar Splicer Assembly and Mechanical Splicer Details
- S-32 Soil Boring Logs 1
- S-33 Soil Boring Logs 2
- S-34 Soil Boring Logs 3
- S-35 Soil Boring Logs 4
- S-36 Soil Boring Logs 5
- S-37 Soil Boring Logs 6

**GENERAL NOTES**

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Concrete Sealer shall be applied to all exposed faces of the pier.
3. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
4. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
5. Slipforming of the parapet is not allowed.
6. The protective shield system, along the bridge length, shall protect existing I-80 lanes and shoulders. The width to be protected shall be the out-to-out width of the existing structure.

STATION 60+10.96  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.U. RT 363  
SEC. FAI 80 22 BR  
LOADING HL-93  
STRUCTURE NO. 099-8307

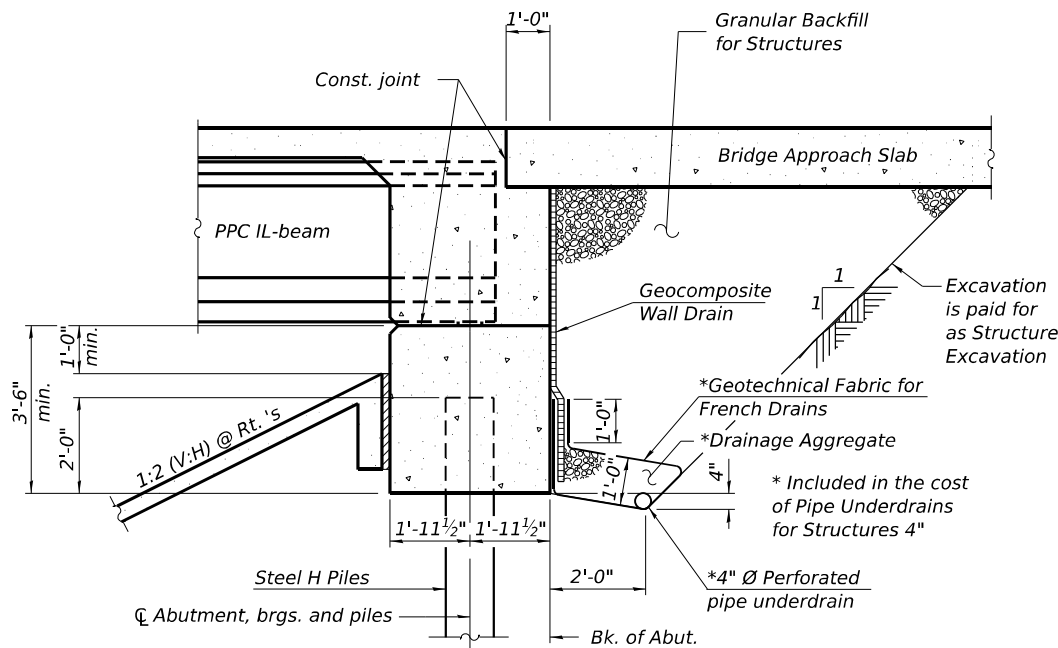
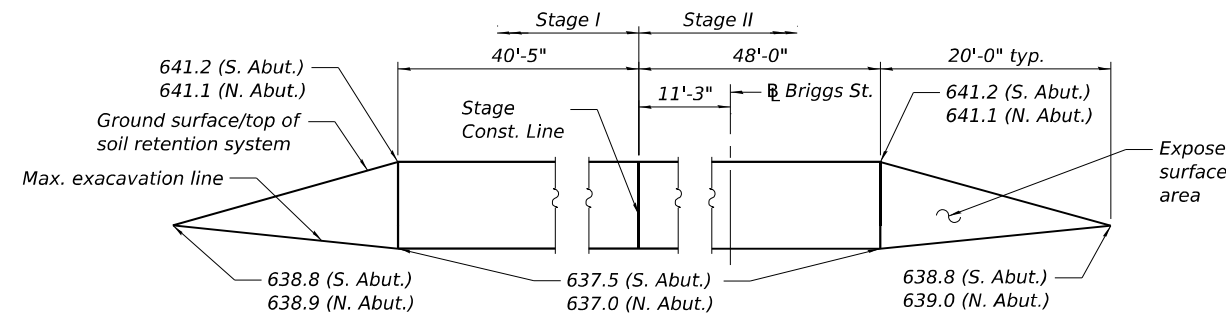
**NAME PLATE**  
See Std. 515001



TOTAL BILL OF MATERIAL				
ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Structures	Each	-	-	1
Protective Shield	Sq Yd	320	-	320
Structure Excavation	Cu Yd	-	666	666
Floor Drains	Each	8	-	8
Concrete Structures	Cu Yd	-	418.2	418.2
Concrete Superstructure	Cu Yd	755.1	-	755.1
Bridge Deck Grooving	Sq Yd	1,844	-	1,844
Protective Coat	Sq Yd	2,946	-	2,946
Concrete Superstructure (Approach Slab)	Cu Yd	234.5	-	234.5
Furnishing And Erecting Precast Prestressed Concrete Beams, IL45N	Foot	2,270	-	2,270
Reinforcement Bars, Epoxy Coated	Pound	279,360	54,780	334,140
Bar Splicers	Each	974	90	1,064
Bridge Fence Railing, Curved	Foot	526	-	526
Parapet Railing	Foot	263	-	263
Slope Wall 4 Inch	Sq Yd	-	774	774
Furnishing Steel Piles HP14X89	Foot	-	2,075	2,075
Driving Piles	Foot	-	2,075	2,075
Test Pile Steel HP14X89	Each	-	3	3
Pile Shoes	Each	-	52	52
Name Plates	Each	1	-	1
Temporary Soil Retention System	Sq Ft	-	1,023	1,023
Granular Backfill For Structures	Cu Yd	-	367	367
Concrete Sealer	Sq Ft	-	2,819	2,819
Geocomposite Wall Drain	Sq Yd	-	183	183
Pipe Underdrains For Structures 4"	Foot	-	220	220

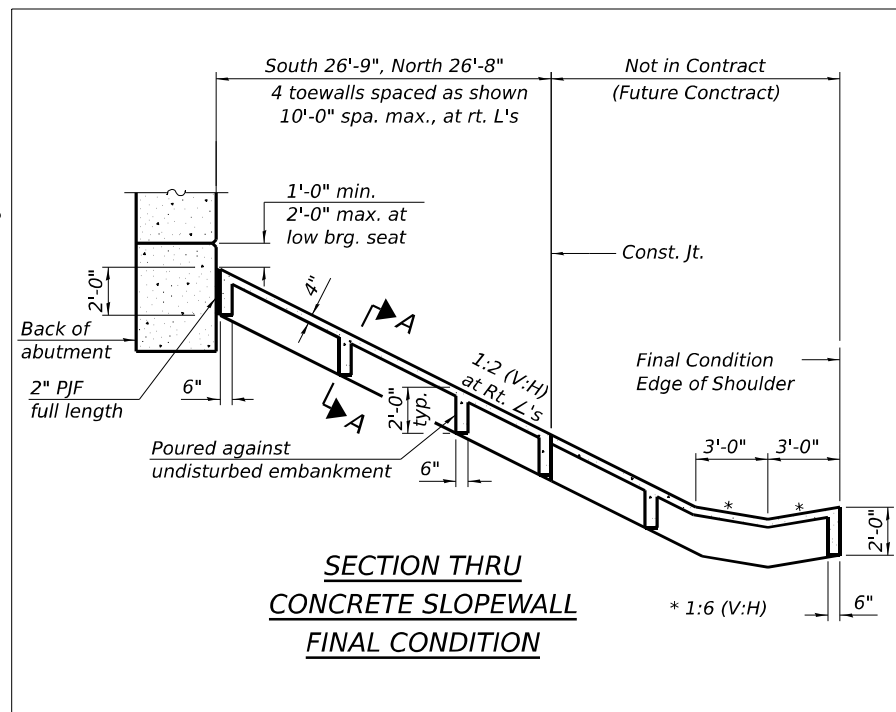
**Temporary Soil Retention Notes:**

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. The temporary soil retention shall remain in place at the end of this contract. The system is required for work in a future contract, including for I-80 maintenance of traffic and removal of the remainder of existing Piers 1 and 3.

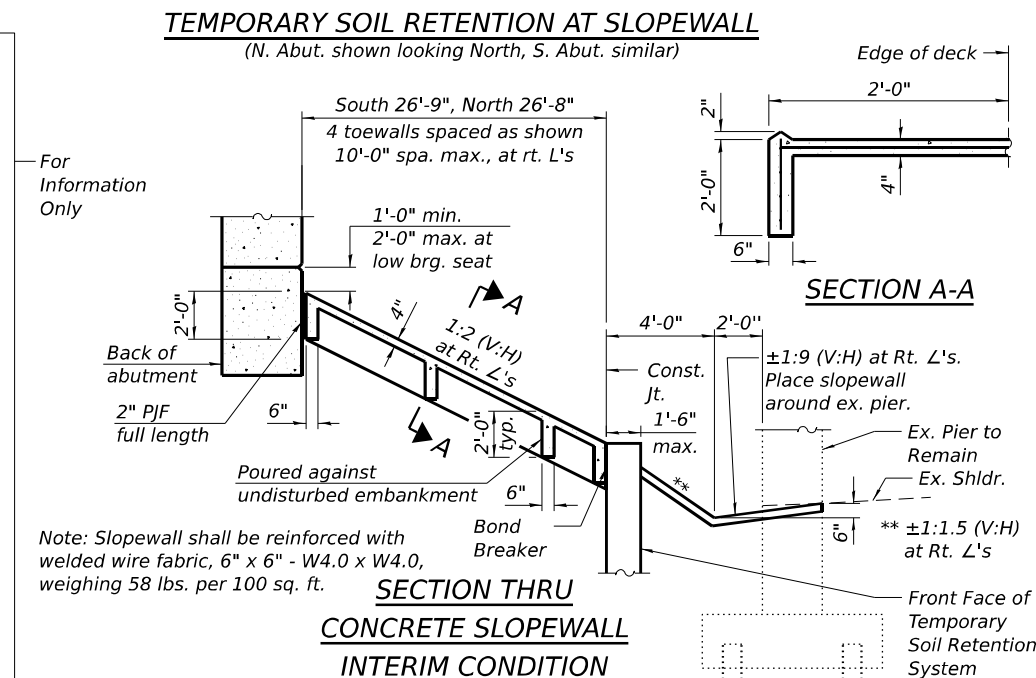


**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

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 THRU CONCRETE SLOPEWALL FINAL CONDITION**



Note: Construct slopewall in this Contract as shown in the Interim Condition detail. Slopewall will be partially removed and reconstructed in a Future Contract, as shown in the Final Condition detail.

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS-PW-01\1\MS08078\0998307-62R55-002-GPE2.DGN  
1/30/2023



USER NAME =	DESIGNED - BAR	REVISD -
PLOT SCALE =	CHECKED - KK	REVISD -
PLOT DATE =	DRAWN - BAR	REVISD -
	CHECKED - KK	REVISD -

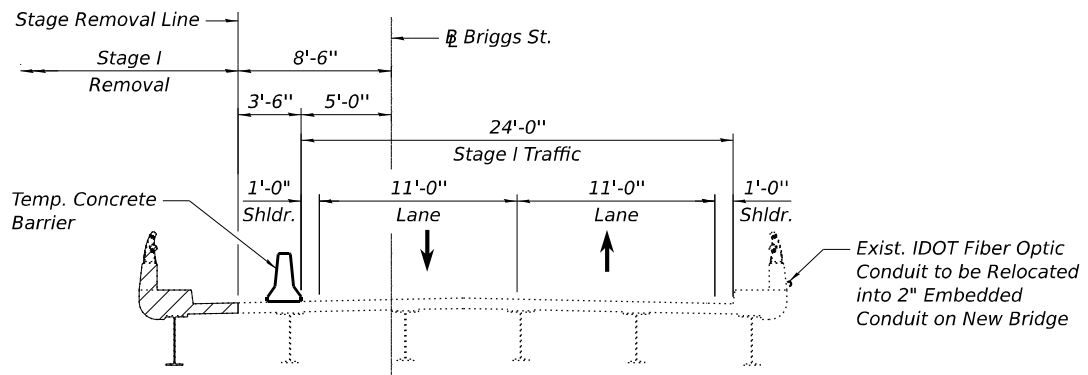
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
STRUCTURE NO. 099-8307**

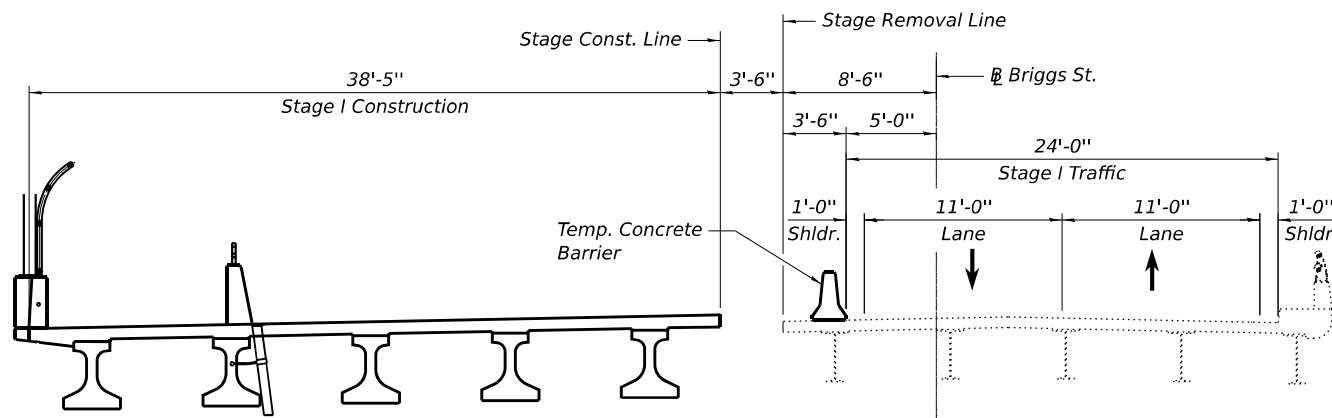
SHEET S-2 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	64
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				

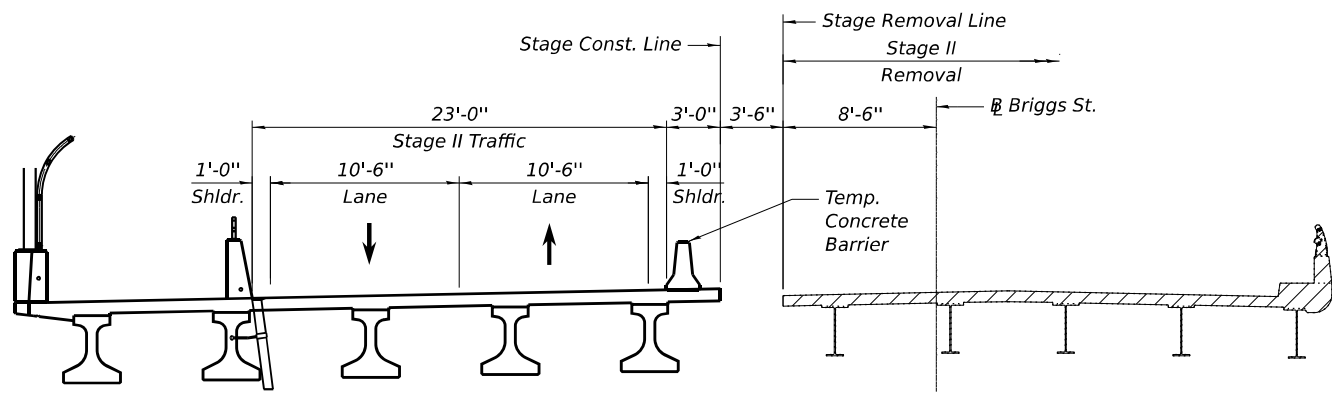




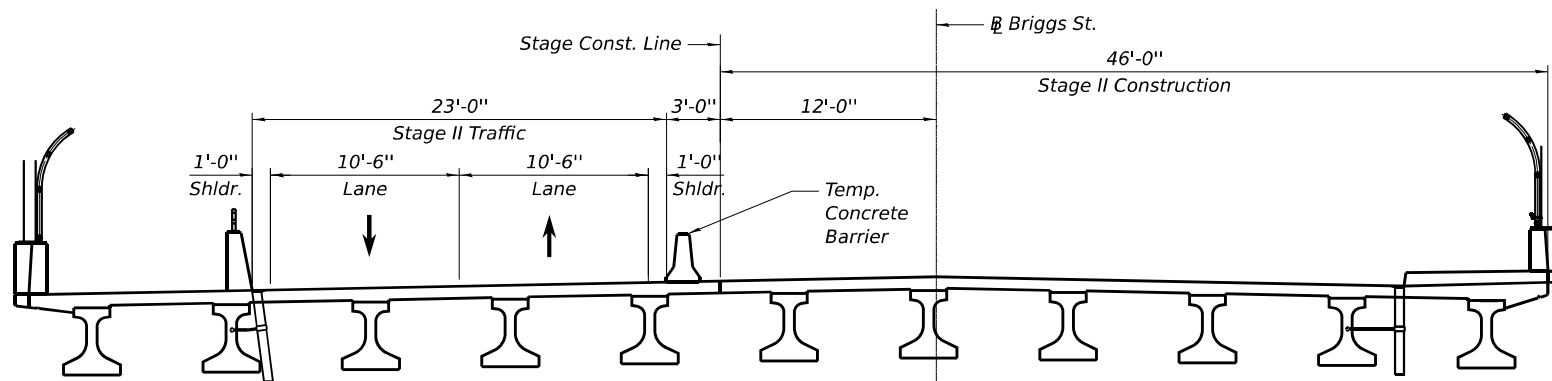
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**

**NOTES:**

1. All views are looking North.
2. Hatched areas indicate removal of existing structures.
3. For Temporary Concrete Barrier details, see Sheet S-5.
4. For Temporary Concrete Barrier quantity, see Roadway Plans.
5. For Abutment and Pier removal details, see Sheet S-4. Removal lines at the abutments differ from the removal lines for the superstructure.

MODEL: SHEET  
FILE NAME: C:\TRANSPORT\SYSTEMS\PW\_LOCAL\TRANSPORT\SYSTEMS\PW-01\DM508078\0998307-62R55-003-STAGE.DGN



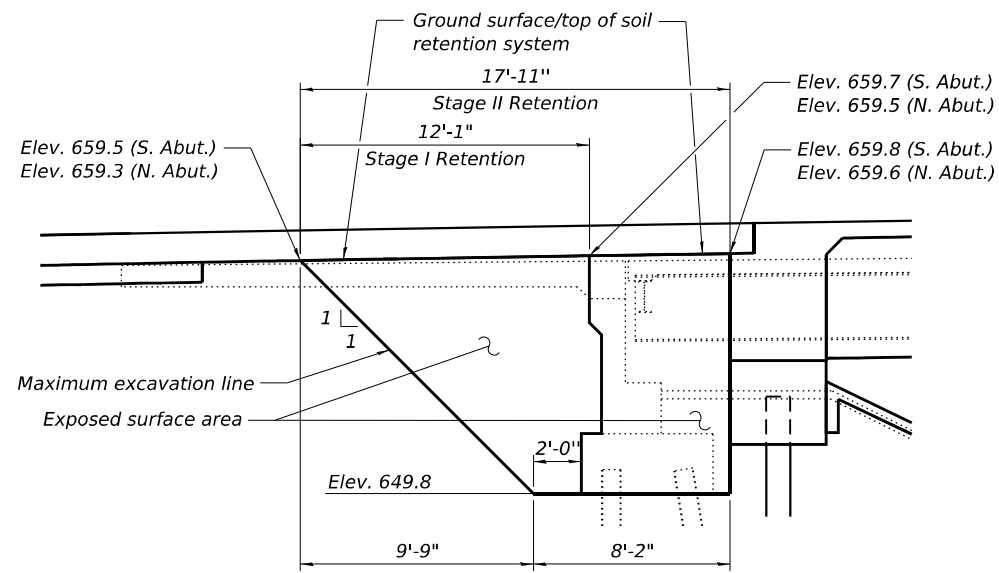
USER NAME =	DESIGNED - BAR	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - BAR	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 099-8307**

SHEET S-3 OF S-37 SHEETS

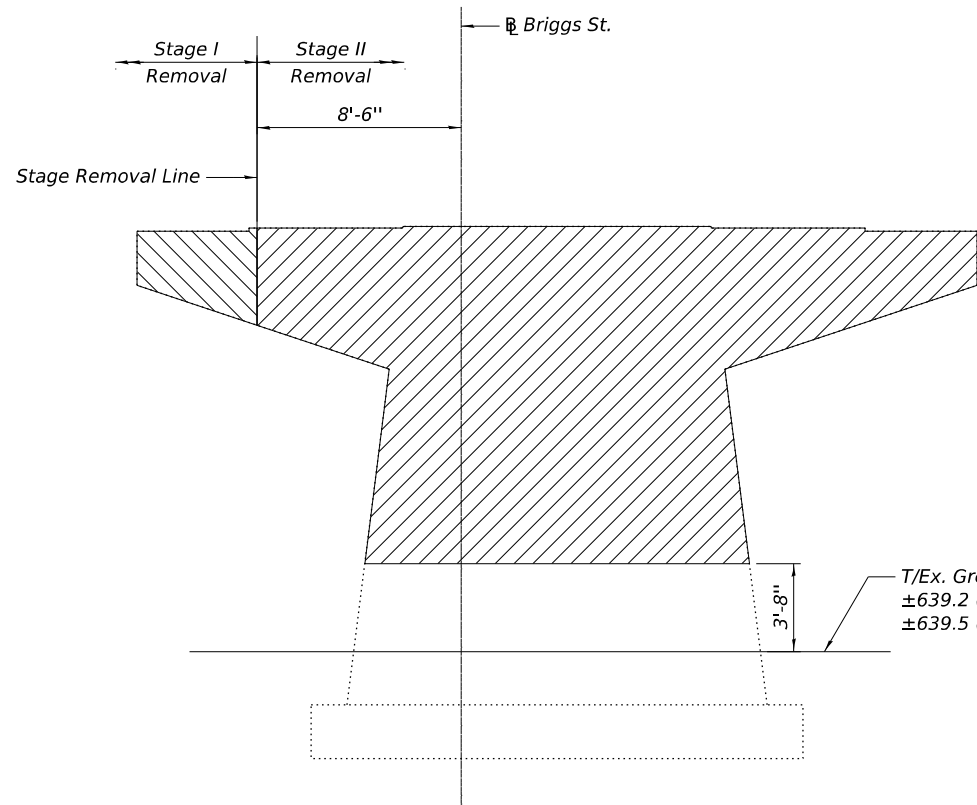
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	65
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	



**TEMPORARY SOIL RETENTION AT STAGE JOINT**

(South Abutment shown looking West,  
North Abutment similar except as noted)

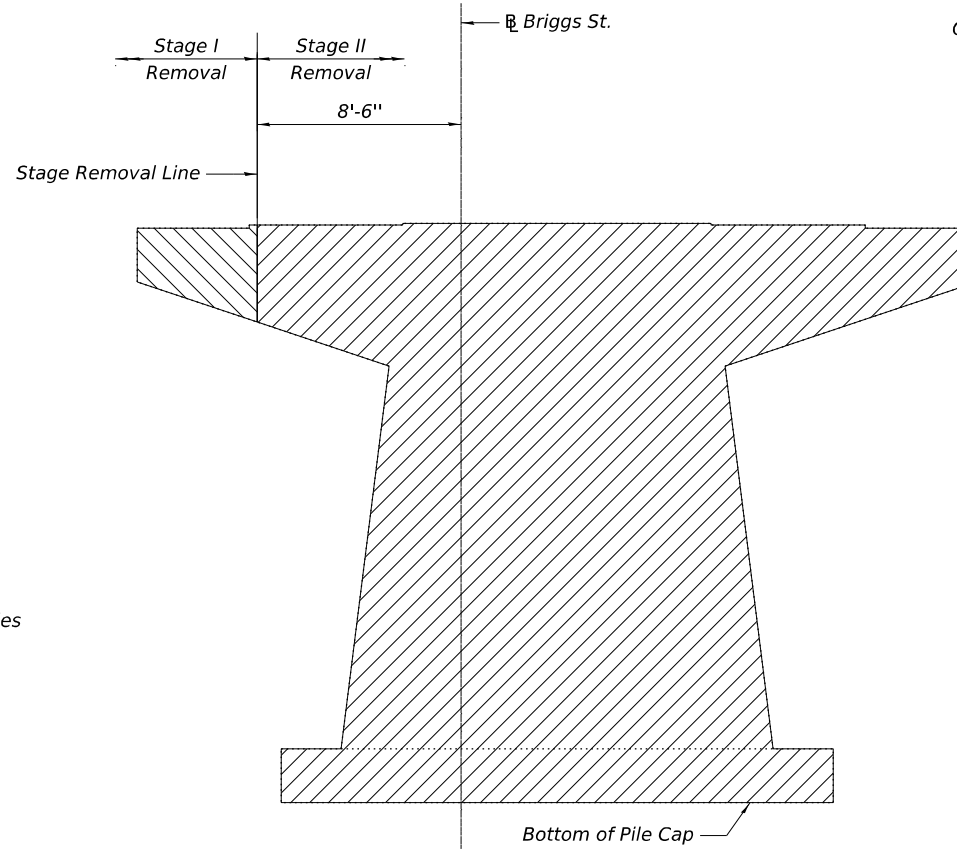
Note: A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



**EX. PIERS 1 & 3 REMOVAL - ELEVATION**

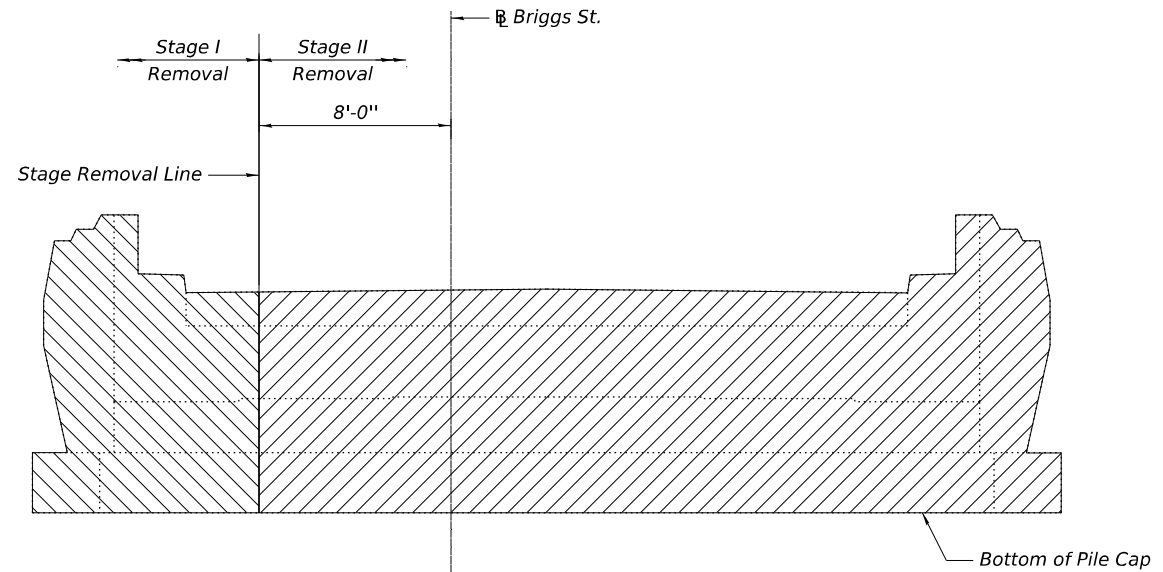
(Ex. Pier 1 shown looking North,  
Ex. Pier 3 similar)

T/Ex. Ground Elev Varies  
±639.2 (Ex. Pier 1)  
±639.5 (Ex. Pier 3)



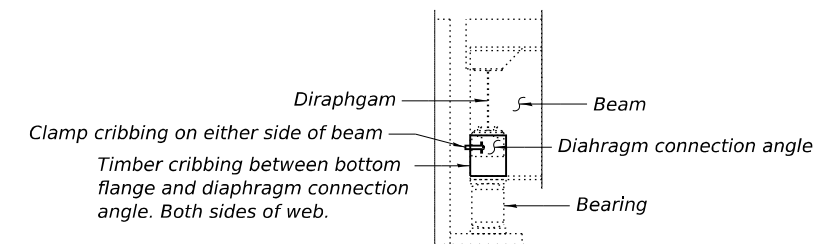
**EX. PIER 2 REMOVAL - ELEVATION**

(Ex. Pier 2 shown looking North)



**EX. ABUTMENT REMOVAL - ELEVATION**

(Ex. N. Abut. shown looking North,  
S. Abut. similar)



**TIMBER CRIBBING DETAIL AT ABUTMENTS**

Note: Provide cribbing at existing Beams B, C, E and F at S. Abut. and Beams B, E and F at N. Abut. Cost included with Removal of Existing Structures.

**LEGEND**

- Stage I Removal
- Stage II Removal

**NOTES:**

1. Removal shall be paid for as Removal of Existing Structures.
2. For superstructure removal, see Sheet S-3.
3. Existing piles not shown.
4. The Contractor shall monitor the existing and proposed timber cribbing at the abutments during construction. Any change to the cribbing condition during construction shall be remedied at the direction of the Engineer. The Contractor shall also monitor the existing deck underside between existing Beams E and F during construction. Notify the Engineer of any changes to this area that occur during construction. Cost is included in Removal of Existing Structures.

MODEL: SHEET  
FILE NAME: C:\TRANSPORT\SYSTEMS\LOCAL\TRANSPORT\SYSTEMS\PW-01\DM508078\0998307-62R55-004-REMOVAL.DGN



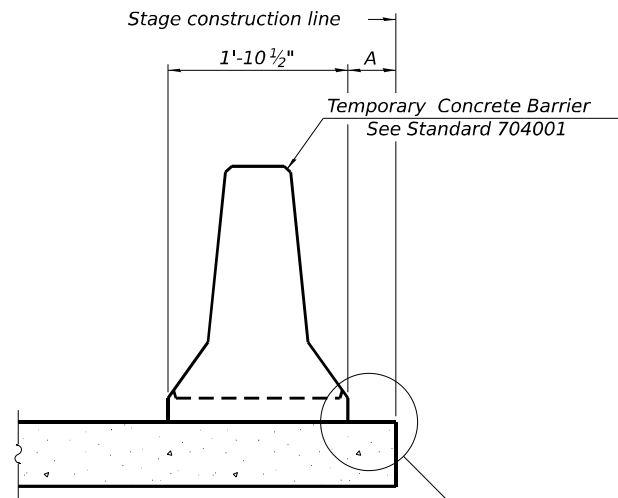
USER NAME =	DESIGNED - BAR	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - BAR	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL DETAILS  
STRUCTURE NO. 099-8307**

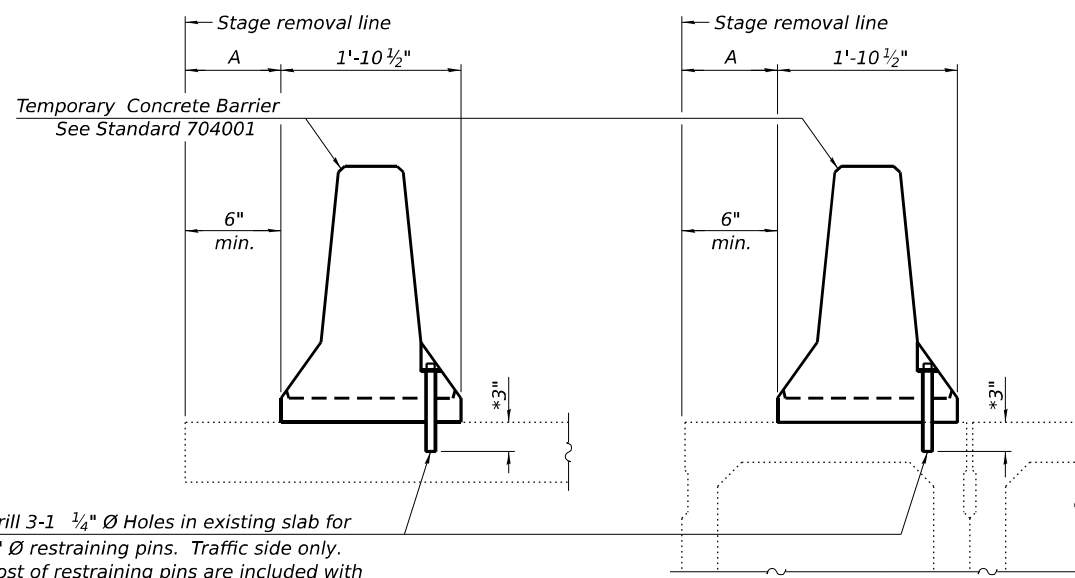
SHEET S-4 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	66
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

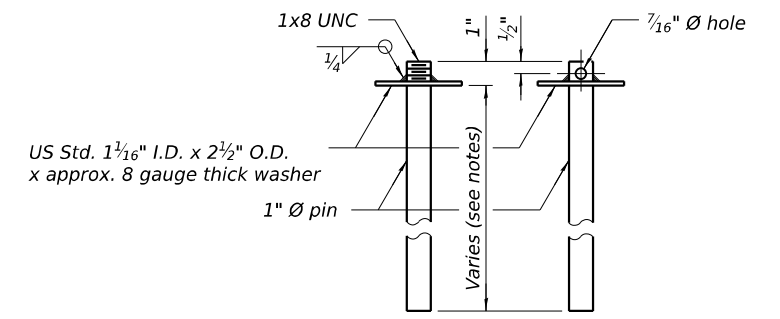


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

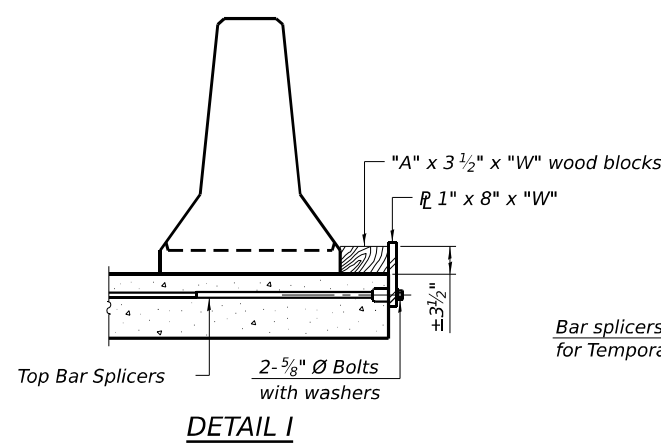
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

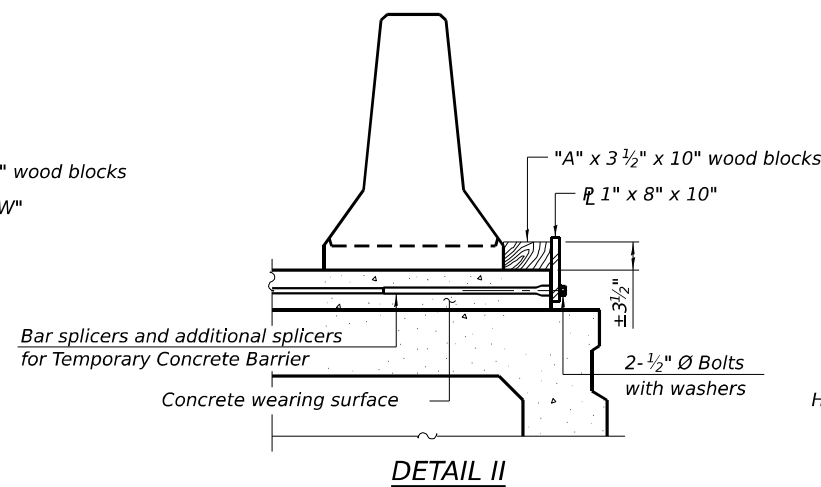


RESTRAINING PIN

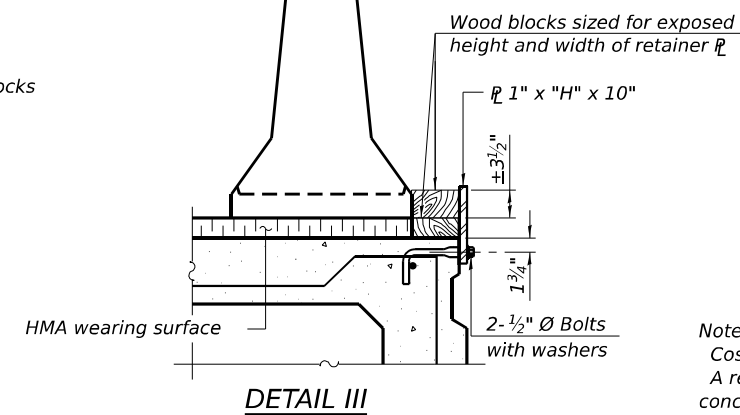
SECTIONS THRU SLAB OR DECK BEAM



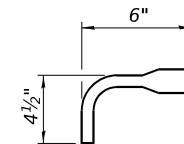
DETAIL I



DETAIL II



DETAIL III



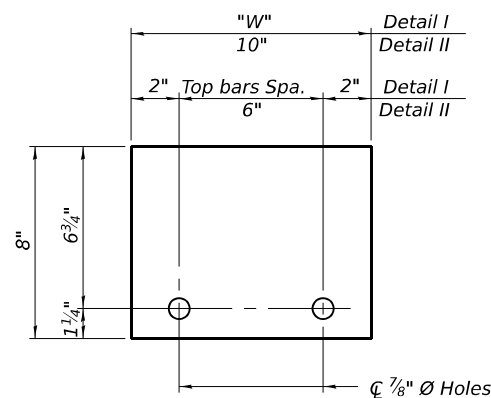
BAR SPLICER FOR #4 BAR - DETAIL III

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

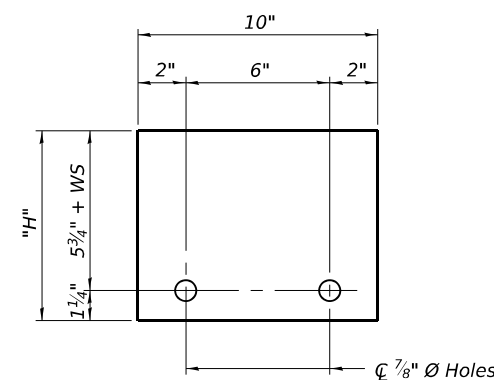
Detail I - Installation for a new bridge deck or bridge slab.

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

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



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



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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

MODEL: DEFAULT  
 FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS-PW-01\DM508078\0998307-42R55-005-TCB.DGN  
 12/14/2022



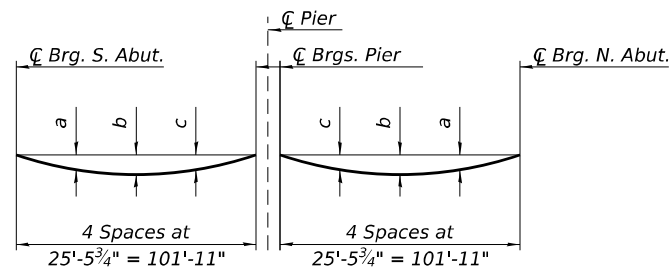
USER NAME =	DESIGNED - BAR	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - BAR	REVISED -
	CHECKED - KK	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
 STRUCTURE NO. 099-8307

SHEET S-5 OF S-37 SHEETS

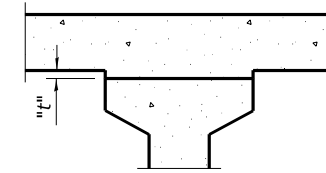
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	67
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete, excluding beams).

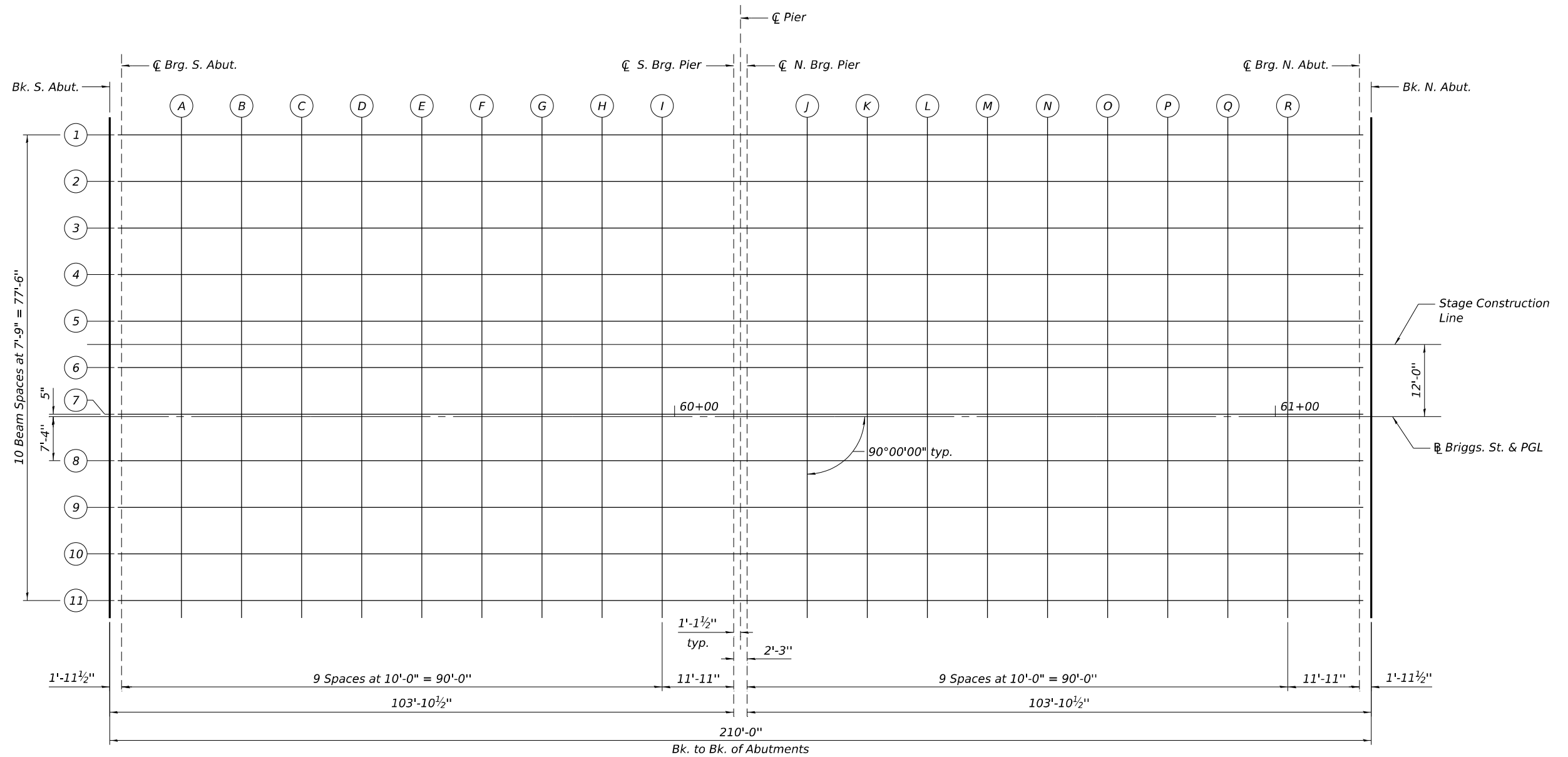
Beam	a	b	c
1	1 5/8"	2 3/8"	1 5/8"
2, 3	1 1/2"	2 1/8"	1 1/2"
4-8	1 1/2"	2"	1 1/2"
9, 10	1 5/8"	2 1/4"	1 1/2"
11	1 7/8"	2 5/8"	1 3/4"

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 S-7 thru S-9.

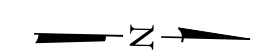


To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Sheets S-7 thru S-9, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**FILLET HEIGHTS**



**PLAN**



MODEL: SHEET  
FILE NAME: C:\TRANSPORT\SYSTEMS\PW-01\DM508078\0998307-62R55-006-TOSSELL.DGN



USER NAME =	DESIGNED - TMM	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - TMM	REVISED -
	CHECKED - KK	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT  
STRUCTURE NO. 099-8307

SHEET S-6 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	68
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., CL Brg. S. Abut., A through R, CL S. Brg. Pier, CL Pier, CL N. Brg. Pier, J through R, CL Brg. N. Abut., Bk. N. Abut.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., CL Brg. S. Abut., A through R, CL S. Brg. Pier, CL Pier, CL N. Brg. Pier, J through R, CL Brg. N. Abut., Bk. N. Abut.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., CL Brg. S. Abut., A through R, CL S. Brg. Pier, CL Pier, CL N. Brg. Pier, J through R, CL Brg. N. Abut., Bk. N. Abut.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., CL Brg. S. Abut., A through R, CL S. Brg. Pier, CL Pier, CL N. Brg. Pier, J through R, CL Brg. N. Abut., Bk. N. Abut.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., CL Brg. S. Abut., A through R, CL S. Brg. Pier, CL Pier, CL N. Brg. Pier, J through R, CL Brg. N. Abut., Bk. N. Abut.

STAGE CONST. LINE

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., CL Brg. S. Abut., A through R, CL S. Brg. Pier, CL Pier, CL N. Brg. Pier, J through R, CL Brg. N. Abut., Bk. N. Abut.

Notes:
1. Offsets are measured to the Briggs St.
2. Negative offsets are left of the Briggs St.

MODEL SHEET
FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS\PW-01\DM508078\0998307-42R55-007-T05EL2.DGN



Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include TMM, KK, TMM, KK.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 1
STRUCTURE NO. 099-8307

SHEET S-7 OF S-37 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 80, FAI 80 22 BR, WILL, 133, 69.

CONTRACT NO. 62R55
ILLINOIS FED. AID PROJECT

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	-8.17	660.89	660.89
CL Brg. S. Abut.	59+07.92	-8.17	660.92	660.92
A	59+17.92	-8.17	661.06	661.11
B	59+27.92	-8.17	661.18	661.28
C	59+37.92	-8.17	661.29	661.43
D	59+47.92	-8.17	661.38	661.55
E	59+57.92	-8.17	661.46	661.63
F	59+67.92	-8.17	661.52	661.69
G	59+77.92	-8.17	661.57	661.72
H	59+87.92	-8.17	661.61	661.71
I	59+97.92	-8.17	661.62	661.69
CL S. Brg. Pier	60+09.84	-8.17	661.62	661.62
CL Pier	60+10.96	-8.17	661.62	661.62
CL N. Brg. Pier	60+12.09	-8.17	661.62	661.62
J	60+22.09	-8.17	661.60	661.66
K	60+32.09	-8.17	661.57	661.67
L	60+42.09	-8.17	661.52	661.66
M	60+52.09	-8.17	661.46	661.62
N	60+62.09	-8.17	661.38	661.55
O	60+72.09	-8.17	661.28	661.45
P	60+82.09	-8.17	661.17	661.32
Q	60+92.09	-8.17	661.05	661.16
R	61+02.09	-8.17	660.91	660.97
CL Brg. N. Abut.	61+14.00	-8.17	660.72	660.72
Bk. N. Abut.	61+15.96	-8.17	660.69	660.69

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	-0.42	661.05	661.05
CL Brg. S. Abut.	59+07.92	-0.42	661.08	661.08
A	59+17.92	-0.42	661.21	661.27
B	59+27.92	-0.42	661.34	661.44
C	59+37.92	-0.42	661.45	661.58
D	59+47.92	-0.42	661.54	661.70
E	59+57.92	-0.42	661.62	661.79
F	59+67.92	-0.42	661.68	661.84
G	59+77.92	-0.42	661.73	661.87
H	59+87.92	-0.42	661.76	661.87
I	59+97.92	-0.42	661.78	661.84
CL S. Brg. Pier	60+09.84	-0.42	661.78	661.78
CL Pier	60+10.96	-0.42	661.78	661.78
CL N. Brg. Pier	60+12.09	-0.42	661.78	661.78
J	60+22.09	-0.42	661.76	661.81
K	60+32.09	-0.42	661.72	661.82
L	60+42.09	-0.42	661.67	661.81
M	60+52.09	-0.42	661.61	661.77
N	60+62.09	-0.42	661.53	661.70
O	60+72.09	-0.42	661.44	661.60
P	60+82.09	-0.42	661.33	661.47
Q	60+92.09	-0.42	661.20	661.31
R	61+02.09	-0.42	661.06	661.13
CL Brg. N. Abut.	61+14.00	-0.42	660.88	660.88
Bk. N. Abut.	61+15.96	-0.42	660.84	660.84

**PGL**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	0.00	661.06	661.06
CL Brg. S. Abut.	59+07.92	0.00	661.08	661.08
A	59+17.92	0.00	661.22	661.28
B	59+27.92	0.00	661.35	661.45
C	59+37.92	0.00	661.45	661.59
D	59+47.92	0.00	661.55	661.71
E	59+57.92	0.00	661.63	661.80
F	59+67.92	0.00	661.69	661.85
G	59+77.92	0.00	661.74	661.88
H	59+87.92	0.00	661.77	661.88
I	59+97.92	0.00	661.79	661.85
CL S. Brg. Pier	60+09.84	0.00	661.79	661.79
CL Pier	60+10.96	0.00	661.79	661.79
CL N. Brg. Pier	60+12.09	0.00	661.79	661.79
J	60+22.09	0.00	661.77	661.82
K	60+32.09	0.00	661.73	661.83
L	60+42.09	0.00	661.68	661.82
M	60+52.09	0.00	661.62	661.78
N	60+62.09	0.00	661.54	661.71
O	60+72.09	0.00	661.45	661.61
P	60+82.09	0.00	661.34	661.48
Q	60+92.09	0.00	661.21	661.32
R	61+02.09	0.00	661.07	661.13
CL Brg. N. Abut.	61+14.00	0.00	660.89	660.89
Bk. N. Abut.	61+15.96	0.00	660.85	660.85

**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	7.33	660.91	660.91
CL Brg. S. Abut.	59+07.92	7.33	660.94	660.94
A	59+17.92	7.33	661.08	661.13
B	59+27.92	7.33	661.20	661.30
C	59+37.92	7.33	661.31	661.45
D	59+47.92	7.33	661.40	661.56
E	59+57.92	7.33	661.48	661.65
F	59+67.92	7.33	661.54	661.71
G	59+77.92	7.33	661.59	661.73
H	59+87.92	7.33	661.62	661.73
I	59+97.92	7.33	661.64	661.70
CL S. Brg. Pier	60+09.84	7.33	661.64	661.64
CL Pier	60+10.96	7.33	661.64	661.64
CL N. Brg. Pier	60+12.09	7.33	661.64	661.64
J	60+22.09	7.33	661.62	661.67
K	60+32.09	7.33	661.59	661.69
L	60+42.09	7.33	661.54	661.67
M	60+52.09	7.33	661.47	661.63
N	60+62.09	7.33	661.39	661.56
O	60+72.09	7.33	661.30	661.46
P	60+82.09	7.33	661.19	661.33
Q	60+92.09	7.33	661.06	661.17
R	61+02.09	7.33	660.92	660.99
CL Brg. N. Abut.	61+14.00	7.33	660.74	660.74
Bk. N. Abut.	61+15.96	7.33	660.71	660.71

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	15.08	660.75	660.75
CL Brg. S. Abut.	59+07.92	15.08	660.78	660.78
A	59+17.92	15.08	660.92	660.98
B	59+27.92	15.08	661.04	661.15
C	59+37.92	15.08	661.15	661.30
D	59+47.92	15.08	661.25	661.42
E	59+57.92	15.08	661.32	661.51
F	59+67.92	15.08	661.39	661.56
G	59+77.92	15.08	661.43	661.59
H	59+87.92	15.08	661.47	661.58
I	59+97.92	15.08	661.48	661.55
CL S. Brg. Pier	60+09.84	15.08	661.49	661.49
CL Pier	60+10.96	15.08	661.48	661.48
CL N. Brg. Pier	60+12.09	15.08	661.48	661.48
J	60+22.09	15.08	661.46	661.52
K	60+32.09	15.08	661.43	661.54
L	60+42.09	15.08	661.38	661.53
M	60+52.09	15.08	661.32	661.49
N	60+62.09	15.08	661.24	661.42
O	60+72.09	15.08	661.14	661.32
P	60+82.09	15.08	661.03	661.19
Q	60+92.09	15.08	660.91	661.03
R	61+02.09	15.08	660.77	660.84
CL Brg. N. Abut.	61+14.00	15.08	660.58	660.58
Bk. N. Abut.	61+15.96	15.08	660.55	660.55

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	22.83	660.60	660.60
CL Brg. S. Abut.	59+07.92	22.83	660.63	660.63
A	59+17.92	22.83	660.77	660.82
B	59+27.92	22.83	660.89	661.00
C	59+37.92	22.83	661.00	661.15
D	59+47.92	22.83	661.09	661.27
E	59+57.92	22.83	661.17	661.35
F	59+67.92	22.83	661.23	661.41
G	59+77.92	22.83	661.28	661.43
H	59+87.92	22.83	661.31	661.43
I	59+97.92	22.83	661.33	661.39
CL S. Brg. Pier	60+09.84	22.83	661.33	661.33
CL Pier	60+10.96	22.83	661.33	661.33
CL N. Brg. Pier	60+12.09	22.83	661.33	661.33
J	60+22.09	22.83	661.31	661.36
K	60+32.09	22.83	661.28	661.38
L	60+42.09	22.83	661.23	661.37
M	60+52.09	22.83	661.16	661.34
N	60+62.09	22.83	661.08	661.27
O	60+72.09	22.83	660.99	661.17
P	60+82.09	22.83	660.88	661.03
Q	60+92.09	22.83	660.75	660.87
R	61+02.09	22.83	660.61	660.68
CL Brg. N. Abut.	61+14.00	22.83	660.43	660.43
Bk. N. Abut.	61+15.96	22.83	660.40	660.40

Notes:  
 1. Offsets are measured to the Briggs St.  
 2. Negative offsets are left of the Briggs St.

MODEL SHEET  
 FILE NAME: C:\TRANSPORT\SYSTEMS\LOCAL\TRANS\SYSTEMS\PW-01\DM508078\0998307-62R55-008-TOSEL3.DGN



USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - TMM	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**



**TOP OF SLAB ELEVATIONS 2  
 STRUCTURE NO. 099-8307**

SHEET S-8 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	70
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	59+05.96	30.58	660.66	660.66
CL Brg. S. Abut.	59+07.92	30.58	660.68	660.68
A	59+17.92	30.58	660.82	660.89
B	59+27.92	30.58	660.95	661.07
C	59+37.92	30.58	661.05	661.23
D	59+47.92	30.58	661.15	661.35
E	59+57.92	30.58	661.22	661.44
F	59+67.92	30.58	661.29	661.49
G	59+77.92	30.58	661.34	661.51
H	59+87.92	30.58	661.37	661.50
I	59+97.92	30.58	661.39	661.46
CL S. Brg. Pier	60+09.84	30.58	661.39	661.39
CL Pier	60+10.96	30.58	661.39	661.39
CL N. Brg. Pier	60+12.09	30.58	661.38	661.39
J	60+22.09	30.58	661.37	661.43
K	60+32.09	30.58	661.33	661.45
L	60+42.09	30.58	661.28	661.45
M	60+52.09	30.58	661.22	661.42
N	60+62.09	30.58	661.14	661.35
O	60+72.09	30.58	661.04	661.25
P	60+82.09	30.58	660.94	661.12
Q	60+92.09	30.58	660.81	660.95
R	61+02.09	30.58	660.67	660.75
CL Brg. N. Abut.	61+14.00	30.58	660.48	660.48
Bk. N. Abut.	61+15.96	30.58	660.45	660.45

- Notes:  
 1. Offsets are measured to  Briggs St.  
 2. Negative offsets are left of the  while looking upstation.

MODEL: SHEET  
 FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS\PW-01\DM508078\0998307-62R55-009-TOS\EL4.DGN  
 12/14/2022



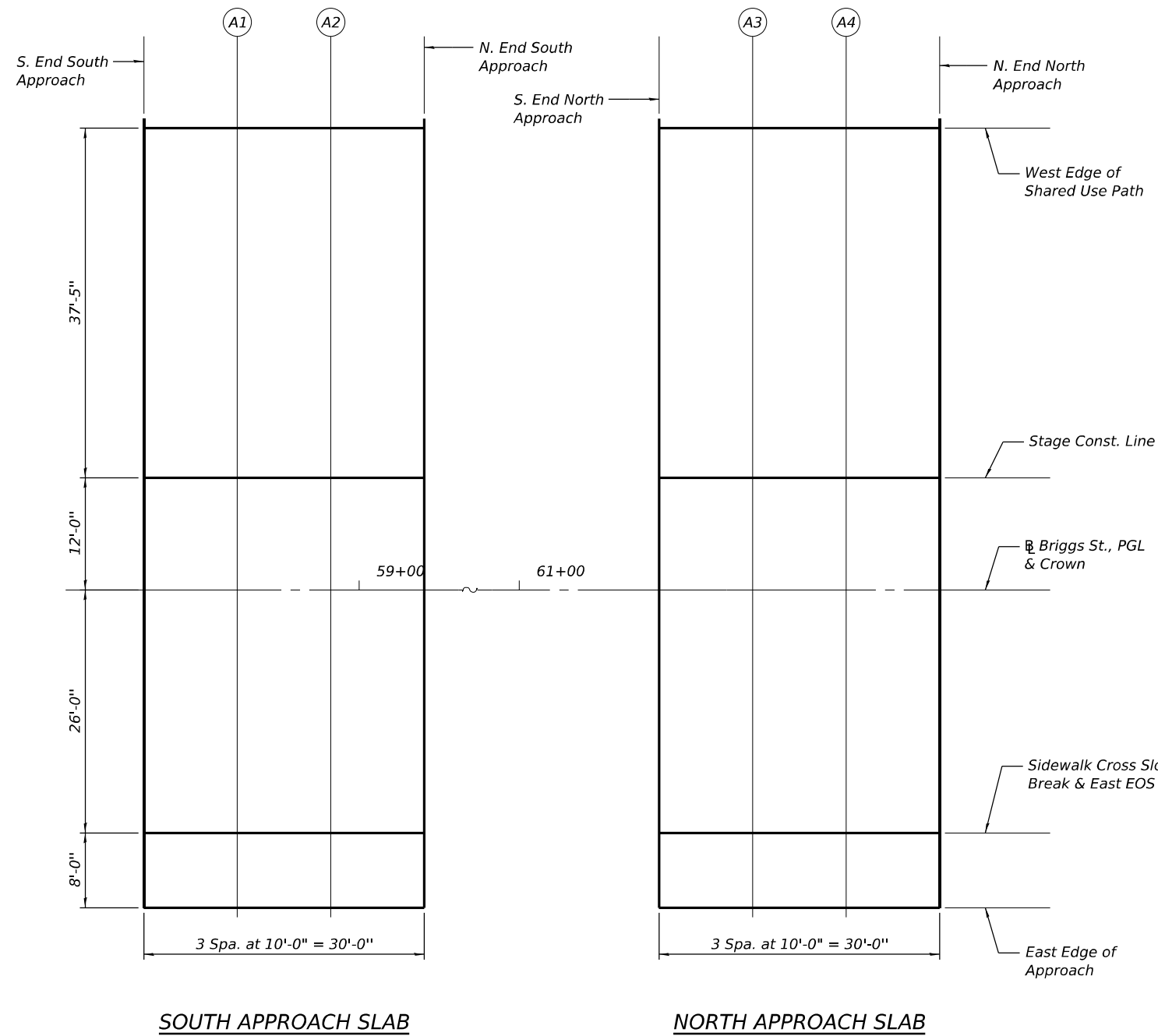
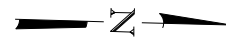
USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - TMM	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS 3  
 STRUCTURE NO. 099-8307**

SHEET S-9 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	71
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	



PLAN

**SOUTH APPROACH SLAB ELEVATIONS**

**WEST EDGE OF SHARED USE PATH**

Location	Station	Offset	Theoretical Grade Elevations
S. End	58+76.96	-49.42	659.57
A1	58+86.96	-49.42	659.76
A2	58+96.96	-49.42	659.93
N. End	59+06.96	-49.42	660.08

**STAGE CONST. JT.**

Location	Station	Offset	Theoretical Grade Elevations
S. End	58+76.96	-12.00	660.32
A1	58+86.96	-12.00	660.51
A2	58+96.96	-12.00	660.68
N. End	59+06.96	-12.00	660.83

**BRIGGS ST., PGL & CROWN**

Location	Station	Offset	Theoretical Grade Elevations
S. End	58+76.96	0.00	660.56
A1	58+86.96	0.00	660.75
A2	58+96.96	0.00	660.92
N. End	59+06.96	0.00	661.07

**SIDEWALK CROSS SLOPE BREAK & EAST EOS**

Location	Station	Offset	Theoretical Grade Elevations
S. End	58+76.96	26.00	660.04
A1	58+86.96	26.00	660.23
A2	58+96.96	26.00	660.40
N. End	59+06.96	26.00	660.55

**EAST EDGE OF APPROACH**

Location	Station	Offset	Theoretical Grade Elevations
S. End	58+76.96	34.00	660.25
A1	58+86.96	34.00	660.43
A2	58+96.96	34.00	660.60
N. End	59+06.96	34.00	660.76

**NORTH APPROACH SLAB ELEVATIONS**

**WEST EDGE OF SHARED USE PATH**

Location	Station	Offset	Theoretical Grade Elevations
S. End	61+14.96	-49.42	659.88
A3	61+24.96	-49.42	659.71
A4	61+34.96	-49.42	659.52
N. End	61+44.96	-49.42	659.31

**STAGE CONST. JT.**

Location	Station	Offset	Theoretical Grade Elevations
S. End	61+14.96	-12.00	660.63
A3	61+24.96	-12.00	660.46
A4	61+34.96	-12.00	660.27
N. End	61+44.96	-12.00	660.06

**BRIGGS ST., PGL & CROWN**

Location	Station	Offset	Theoretical Grade Elevations
S. End	61+14.96	0.00	660.87
A3	61+24.96	0.00	660.70
A4	61+34.96	0.00	660.51
N. End	61+44.96	0.00	660.30

**SIDEWALK CROSS SLOPE BREAK & EAST EOS**

Location	Station	Offset	Theoretical Grade Elevations
S. End	61+14.96	26.00	660.35
A3	61+24.96	26.00	660.18
A4	61+34.96	26.00	659.99
N. End	61+44.96	26.00	659.78

**EAST EDGE OF APPROACH**

Location	Station	Offset	Theoretical Grade Elevations
S. End	61+14.96	34.00	660.56
A3	61+24.96	34.00	660.38
A4	61+34.96	34.00	660.19
N. End	61+44.96	34.00	659.99

MODEL: SHEET  
FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS\PW-01\DM508078\0998307-62R55-010-TOSAPP.DGN



USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - TMM	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

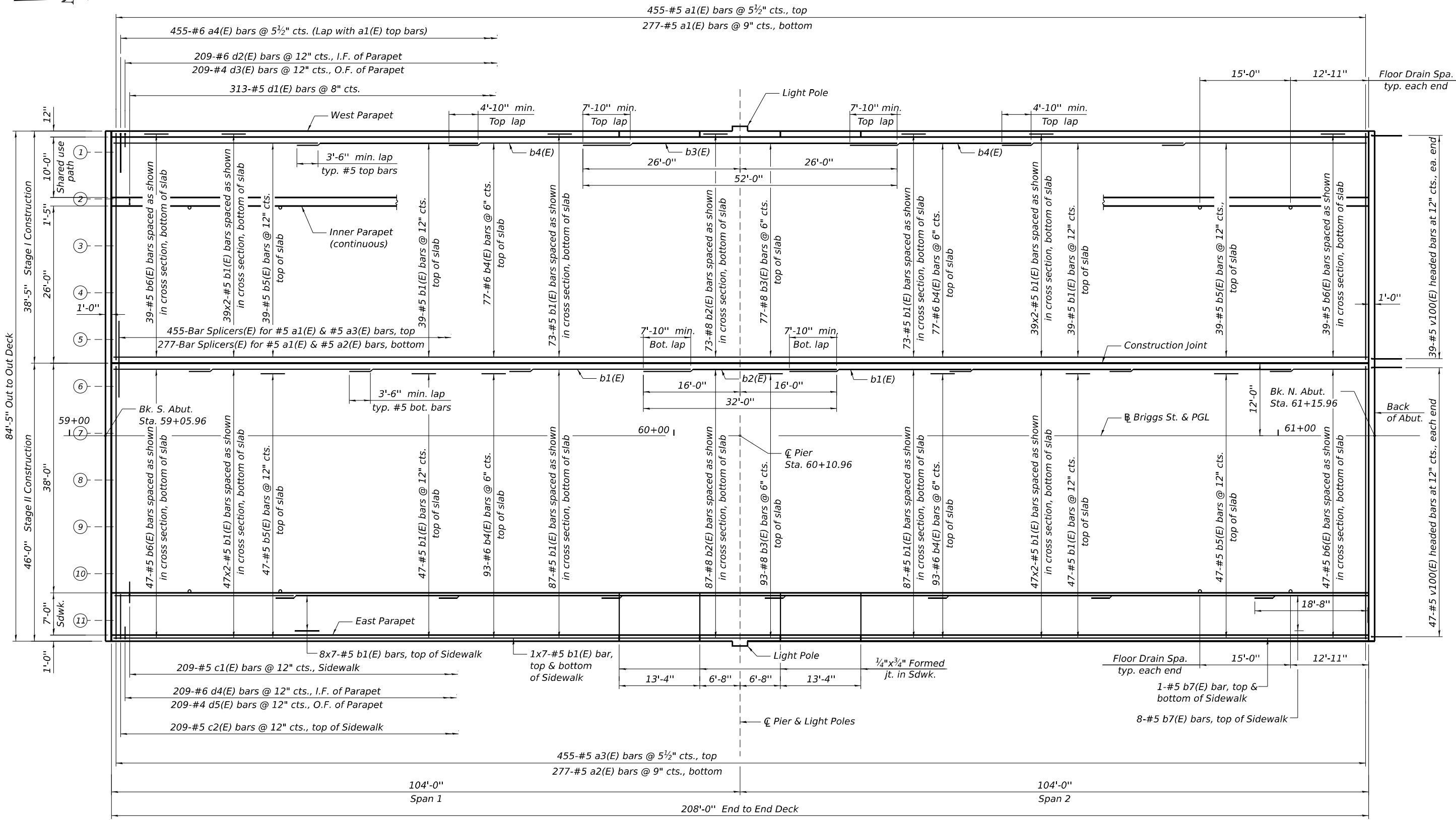
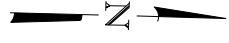
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 099-8307

SHEET S-10 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	72
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				





**PLAN**

**NOTES:**

1. Bars indicated thus 40 x 2-#5 etc. indicates 40 lines of bars with 2 lengths per line.
2. For deck cross section, see Sht. S-12.
3. For parapet elevations, see Sht. S-13.
4. For bar list and superstructure details, see Sht. S-14.

MODEL: DEFAULT  
 FILE NAME: C:\TRANSYSTEMS\PW\_LOCAL\TRANSYSTEMS-PW-01\DM508078\0998307-62R55-011-DECKPL.DGN  
 12/14/2022



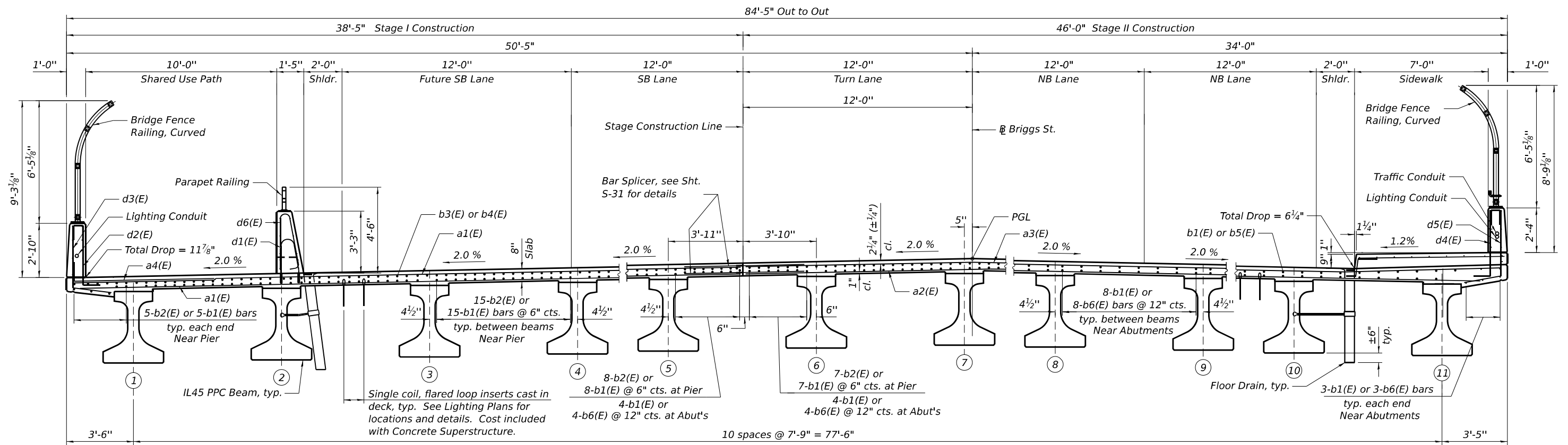
USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - HBJ	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN  
STRUCTURE NO. 099-8307**

SHEET S-11 OF S-37 SHEETS

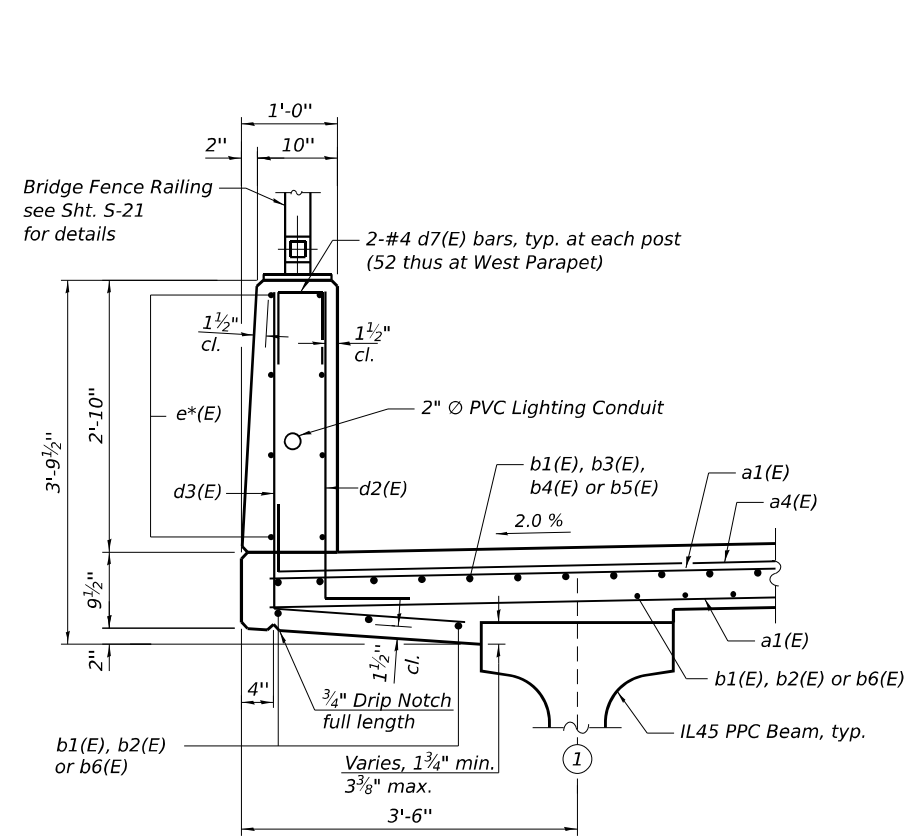
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	73
			CONTRACT NO. 62R55	
		ILLINOIS FED. AID PROJECT		



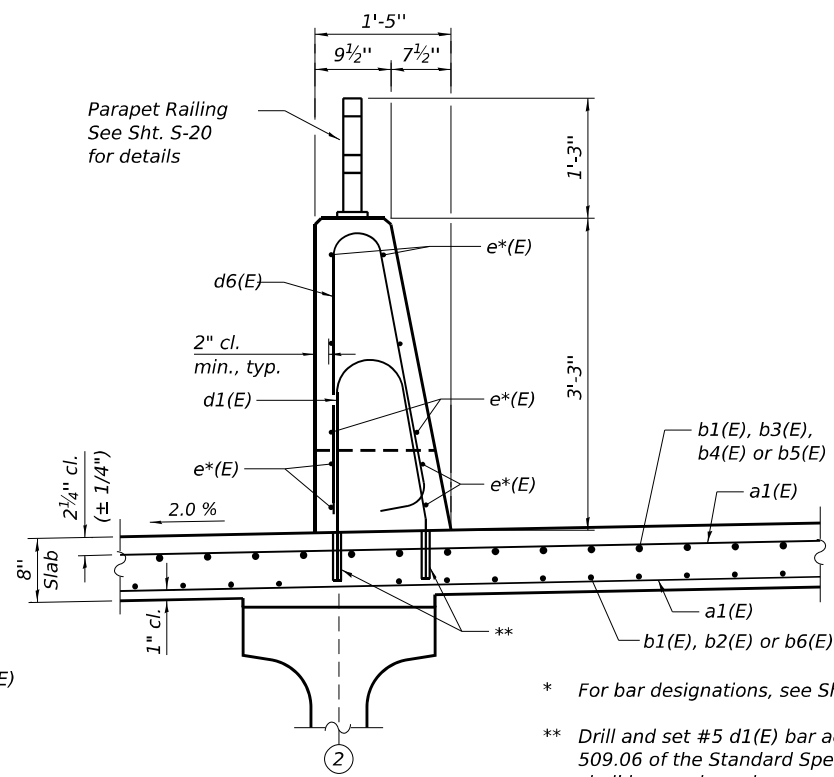
NEAR PIER

**CROSS SECTION**  
(Looking North)

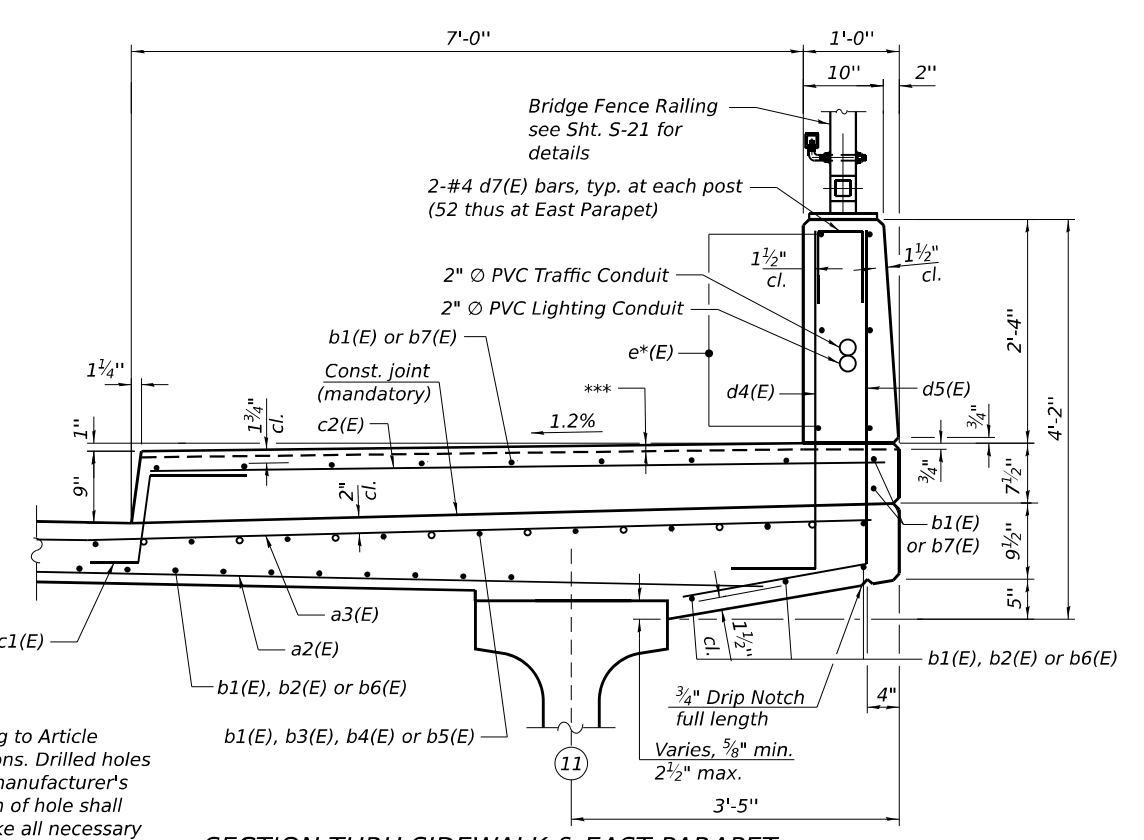
NEAR ABUTMENTS



**SECTION THRU WEST PARAPET**



**SECTION THRU INNER PARAPET**



**SECTION THRU SIDEWALK & EAST PARAPET**

\* For bar designations, see Sht. S-13

\*\* Drill and set #5 d1(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

\*\*\* 1/4" x 3/4" Formed joint with Bridge Relief Joint Sealer (full width along joint - backer rod not required) at Piers and either side. See Sht. S-11.

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-42R55-012-DECK-SECT.DGN  
12/14/2022



USER NAME =	DESIGNED - TMM	REVISED -
CHECKED - KK	REVISIONS -	
PLOT SCALE =	DRAWN - HBJ	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

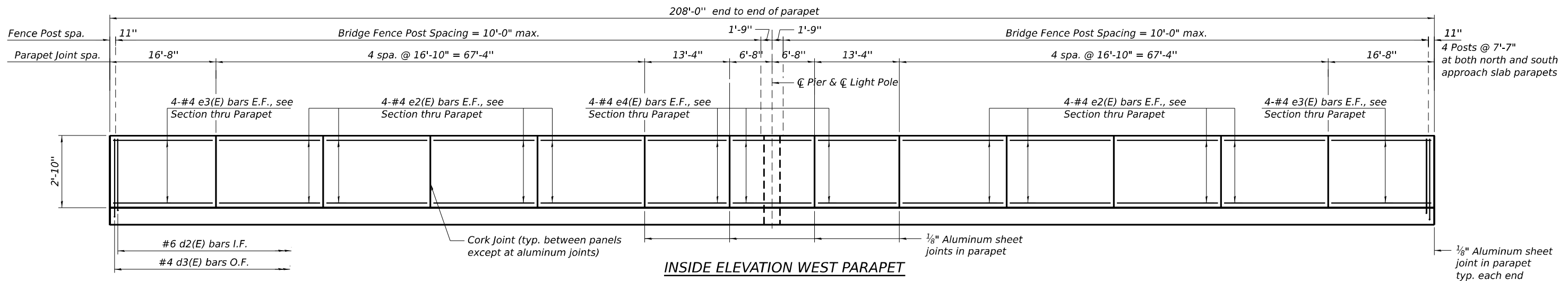
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DECK CROSS SECTION**  
**STRUCTURE NO. 099-8307**

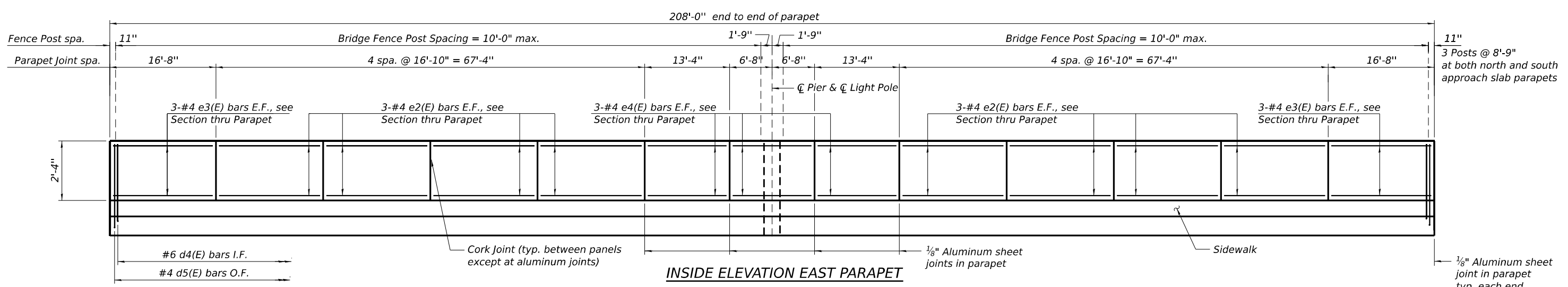
SHEET S-12 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	74
CONTRACT NO. 62R55				

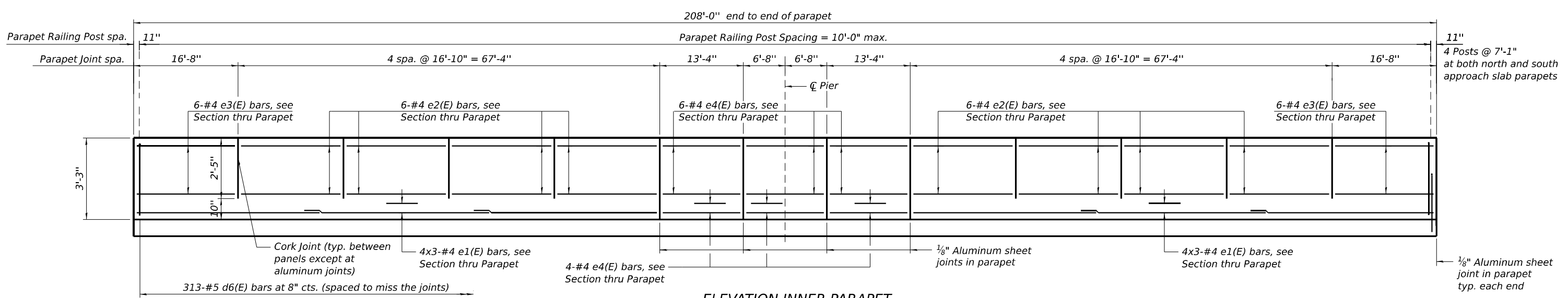
ILLINOIS FED. AID PROJECT



**INSIDE ELEVATION WEST PARAPET**



**INSIDE ELEVATION EAST PARAPET**



**ELEVATION INNER PARAPET**

**MINIMUM BAR LAP**  
#4 bar = 2'-5"

MODEL: DEFAULT  
FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS\PW-01\DM508078\0998307-62R55-013-PAR.DGN  
12/14/2022



USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - HBJ	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATIONS  
STRUCTURE NO. 099-8307**

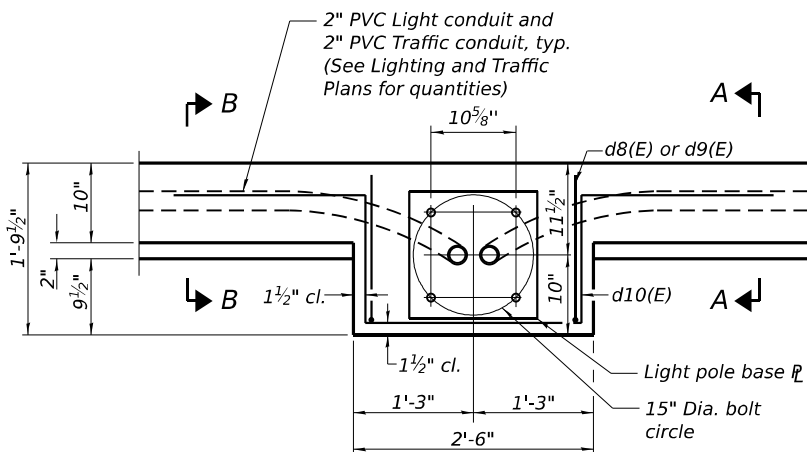
SHEET S-13 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	75
CONTRACT NO. 62R55				
ILLINOIS		FED. AID PROJECT		

**SUPERSTRUCTURE  
BILL OF MATERIAL**

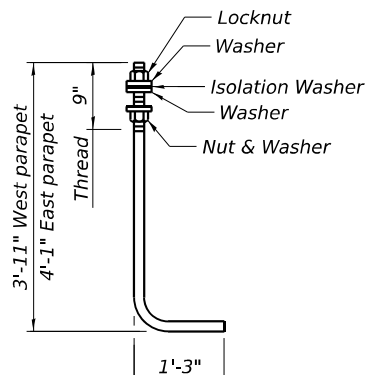
Bar	No.	Size	Length	Shape
a1(E)	732	#5	38'-1"	—
a2(E)	277	#5	44'-5"	—
a3(E)	455	#5	45'-8"	—
a4(E)	455	#6	8'-4"	└
b1(E)	906	#5	30'-0"	—
b2(E)	160	#8	32'-0"	—
b3(E)	170	#8	52'-0"	—
b4(E)	340	#6	30'-0"	—
b5(E)	172	#5	34'-0"	—
b6(E)	172	#5	16'-2"	—
b7(E)	10	#5	22'-3"	—
c1(E)	209	#5	2'-5"	└
c2(E)	209	#5	7'-7"	—
d1(E)	313	#5	5'-0"	└
d2(E)	209	#6	4'-3"	└
d3(E)	209	#4	5'-4"	└
d4(E)	209	#6	4'-5"	└
d5(E)	209	#4	5'-5"	└
d6(E)	313	#5	6'-5"	└
d7(E)	104	#4	2'-0"	└
d8(E)	3	#6	3'-11"	└
d9(E)	3	#6	4'-8"	└
d10(E)	10	#6	8'-11"	└
e1(E)	24	#4	29'-6"	—
e2(E)	160	#4	16'-6"	—
e3(E)	40	#4	16'-4"	—
e4(E)	72	#4	13'-0"	—
m9(E)	6	#6	38'-1"	—
m10(E)	6	#6	45'-8"	—
m11(E)	80	#6	6'-5"	—
m12(E)	16	#6	2'-7"	—
m13(E)	20	#6	4'-3"	—
m14(E)	4	#6	1'-7"	—
m15(E)	44	#5	4'-0"	—
m20(E)	20	#6	4'-3"	—
m21(E)	80	#6	6'-5"	—
m22(E)	22	#5	4'-0"	—
s10(E)	132	#5	9'-10"	└
s11(E)	132	#5	11'-9"	└
s12(E)	88	#5	8'-9"	└
s20(E)	60	#5	12'-10"	└
s21(E)	40	#5	7'-11"	└
v100(E)	172	#5	3'-1"	└

Item	Unit	Quantity
Concrete Superstructure	Cu Yd	724.1
Reinforcement Bars, Epoxy Coated	Pound	181,550
Bridge Deck Grooving	Sq Yd	1,433
Protective Coat	Sq Yd	2,286



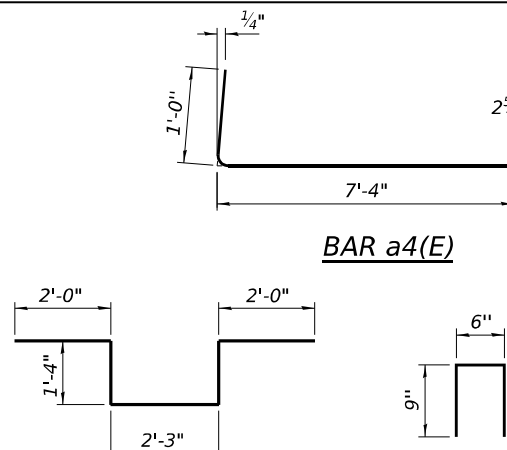
**PLAN**

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



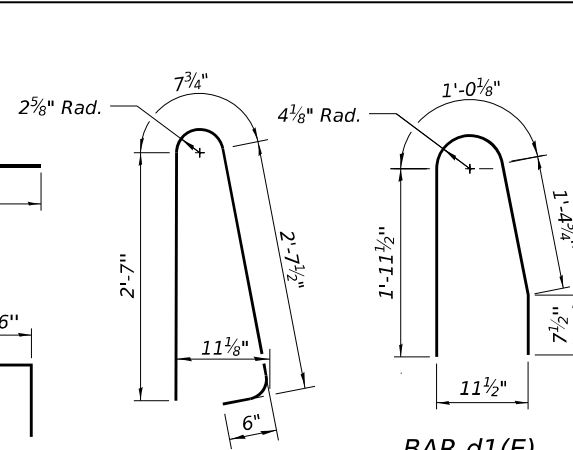
**ANCHOR ROD**

1" Diameter ASTM F 1554 Grade 105  
Full length hot dipped galvanized



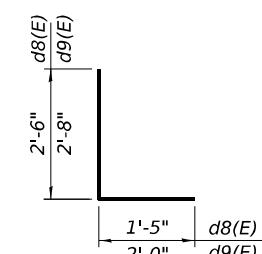
**BAR a4(E)**

**BAR d10(E)**

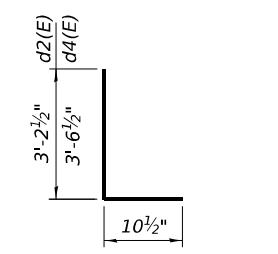


**BAR d6(E)**

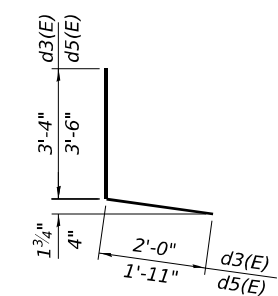
**BAR d1(E)**



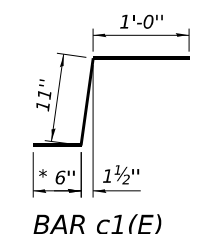
**BARS d8(E) & d9(E)**



**BARS d2(E) & d4(E)**

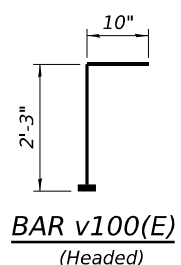


**BARS d3(E) & d5(E)**

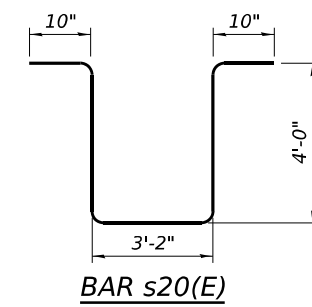


**BAR c1(E)**

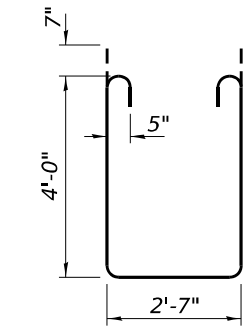
\* In lieu of bottom leg, c1(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened and scored per manufacturer's recommendations. Maximum depth of the hole shall not exceed 6".



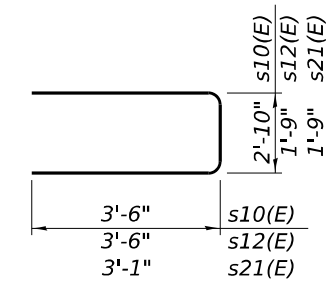
**BAR v100(E)  
(Headed)**



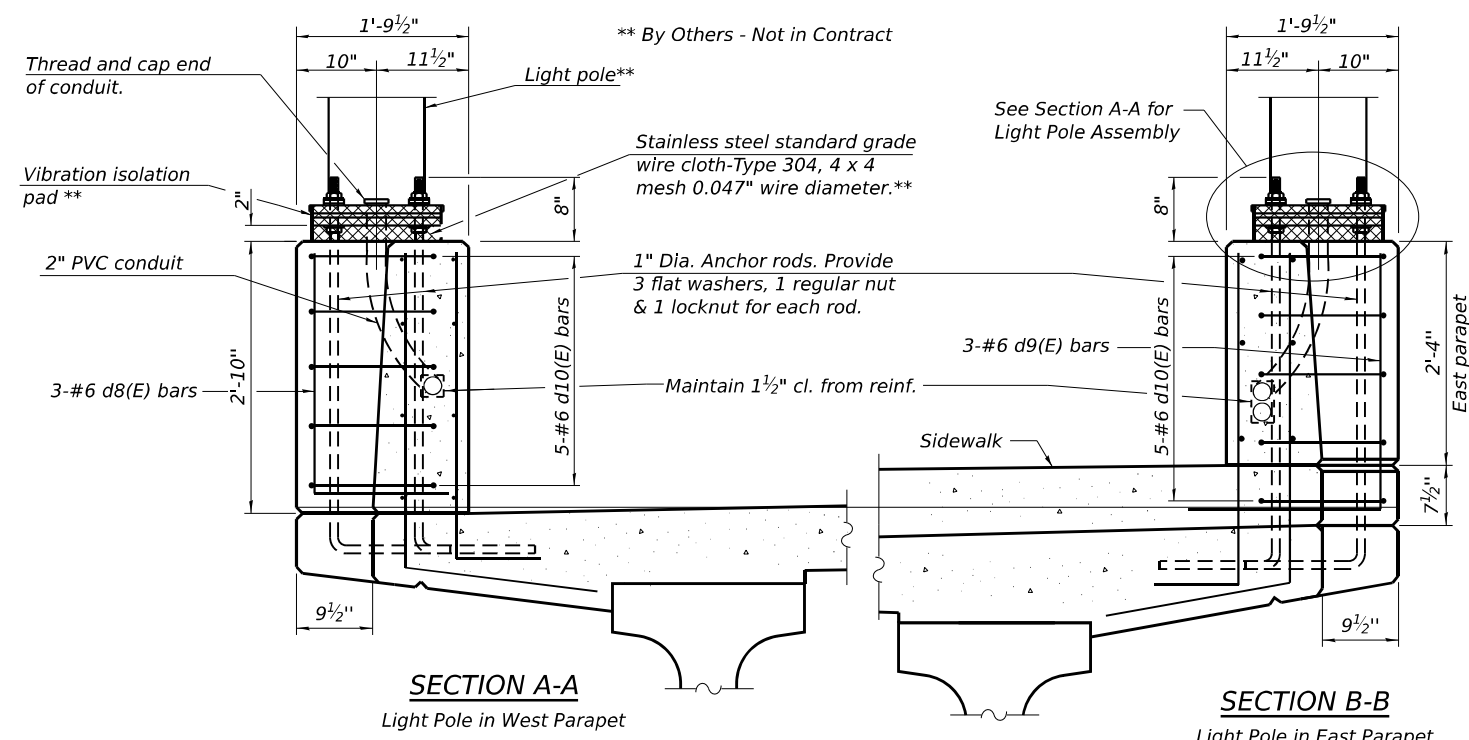
**BAR s20(E)**



**BAR s11(E)**



**BARS s10(E), s12(E) & s21(E)**



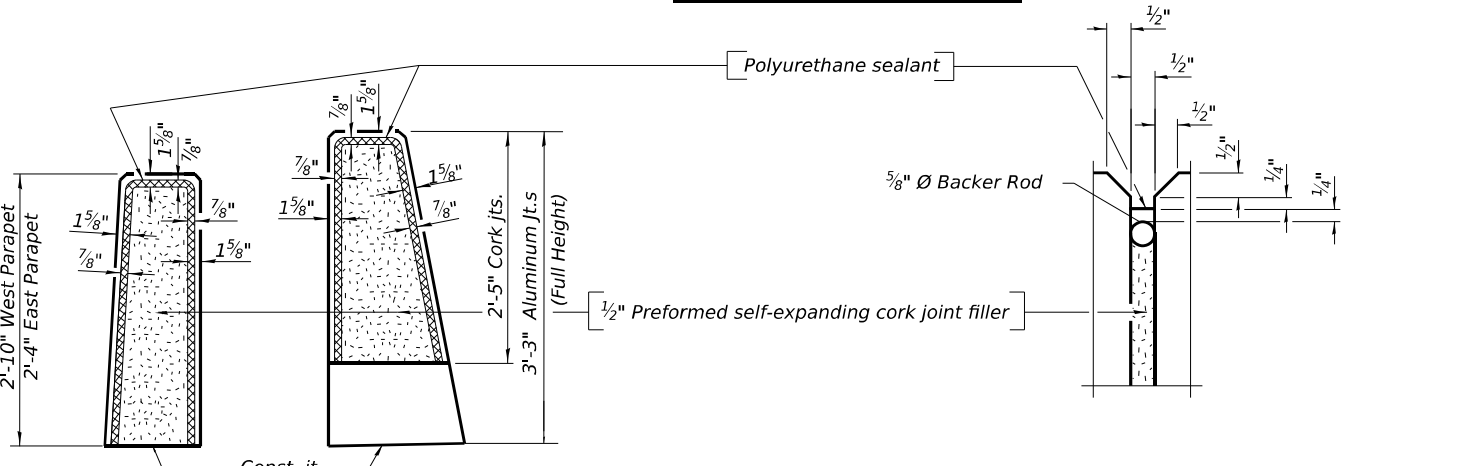
**SECTION A-A**

Light Pole in West Parapet

**SECTION B-B**

Light Pole in East Parapet

**LIGHT POLE BASE DETAILS**



**PARAPET JOINT DETAILS**

**Notes:**

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated 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.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-014-SUPDET.DGN



USER NAME =	DESIGNED - TMM	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - HBJ	REVISED -
	CHECKED - KK	REVISED -

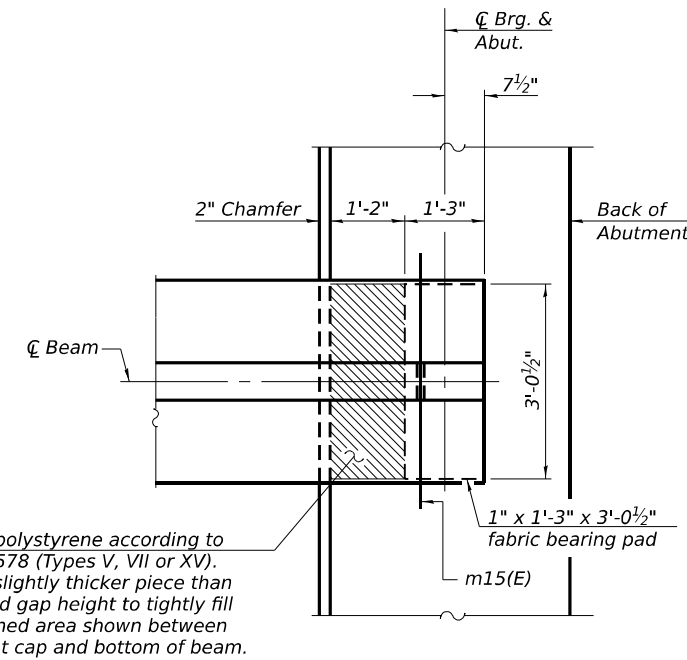
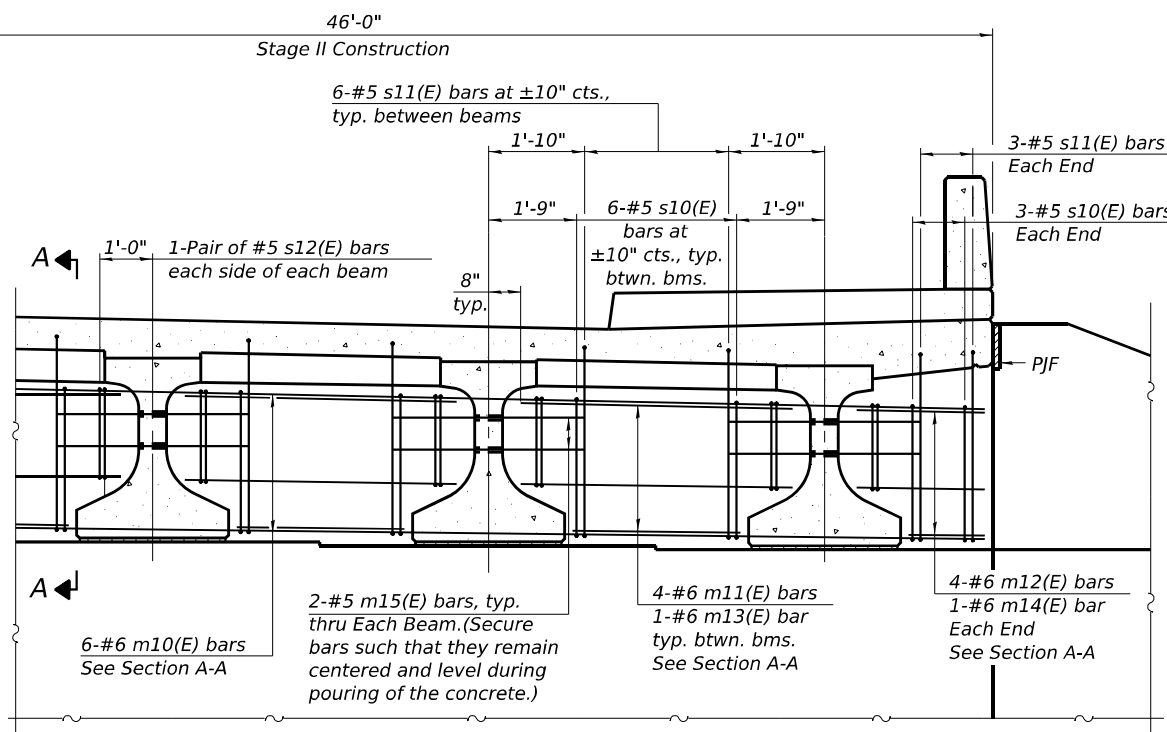
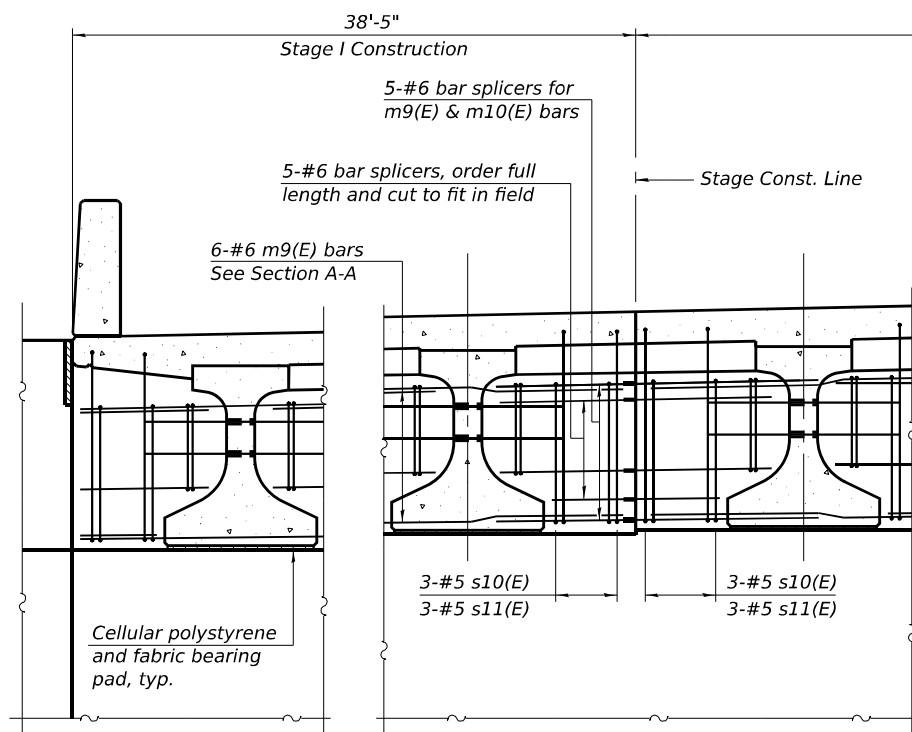
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 099-8307**

SHEET S-14 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	76
CONTRACT NO. 62R55				

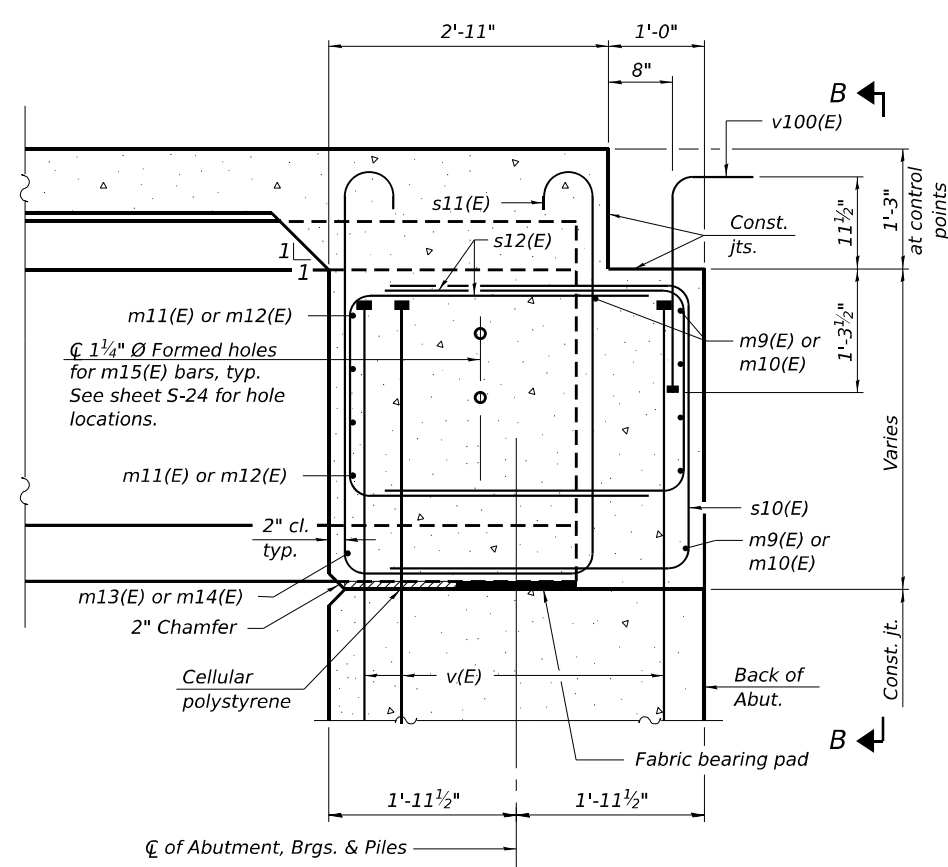
ILLINOIS FED. AID PROJECT



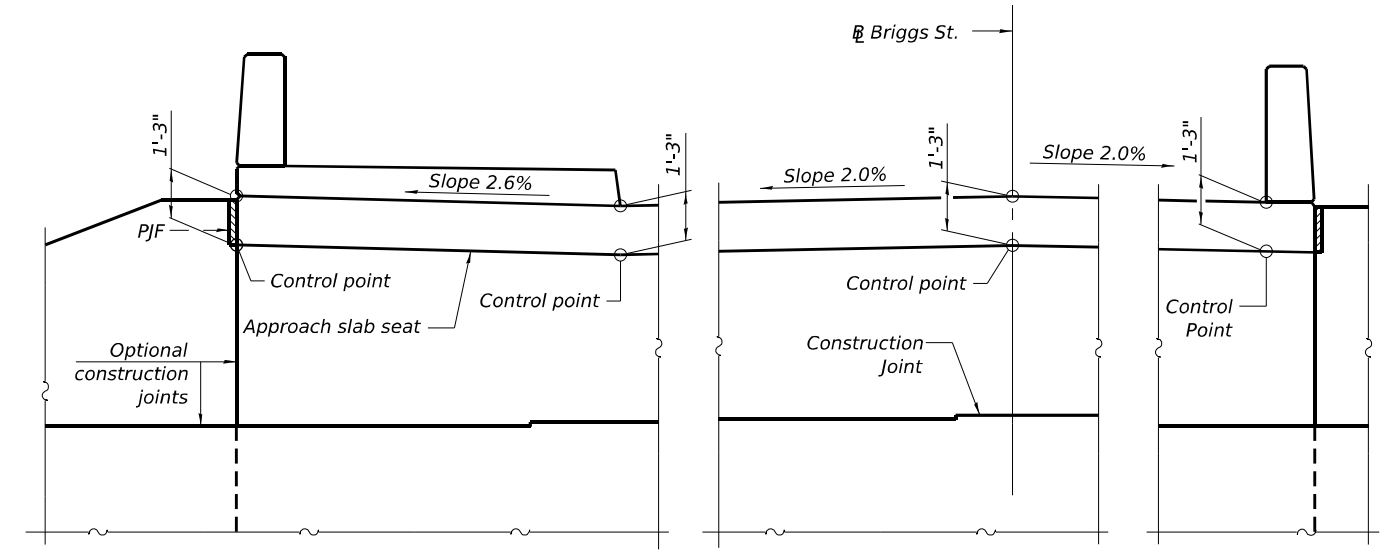
**DIAPHRAGM AT ABUTMENT**  
(N. Abut. Looking North, S. Abut. Similar)

**MIN. BAR LAP**  
#6 bar = 4'-0"

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



**SECTION A-A**



**VIEW B-B**

Notes:  
See sheet S-14 for superstructure details and Bill of Material.  
See sheet S-26 for P.J.F. details.  
The approach slab seat shall have a constant slope determined from the control points shown.  
Cost of cellular polystyrene is included with Concrete Superstructure.

MODEL: DEFAULT  
FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS\PW-01\1\MS08078\0998307-42R55-015-ABUTDIAPH.DGN  
12/14/2022



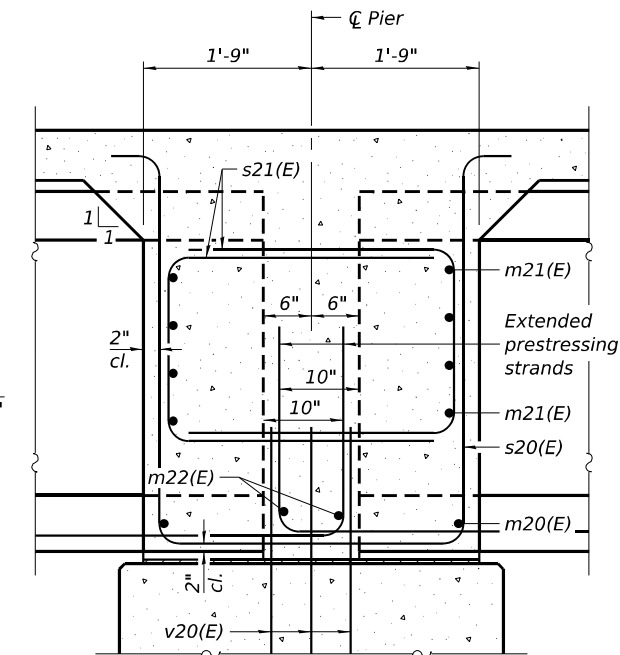
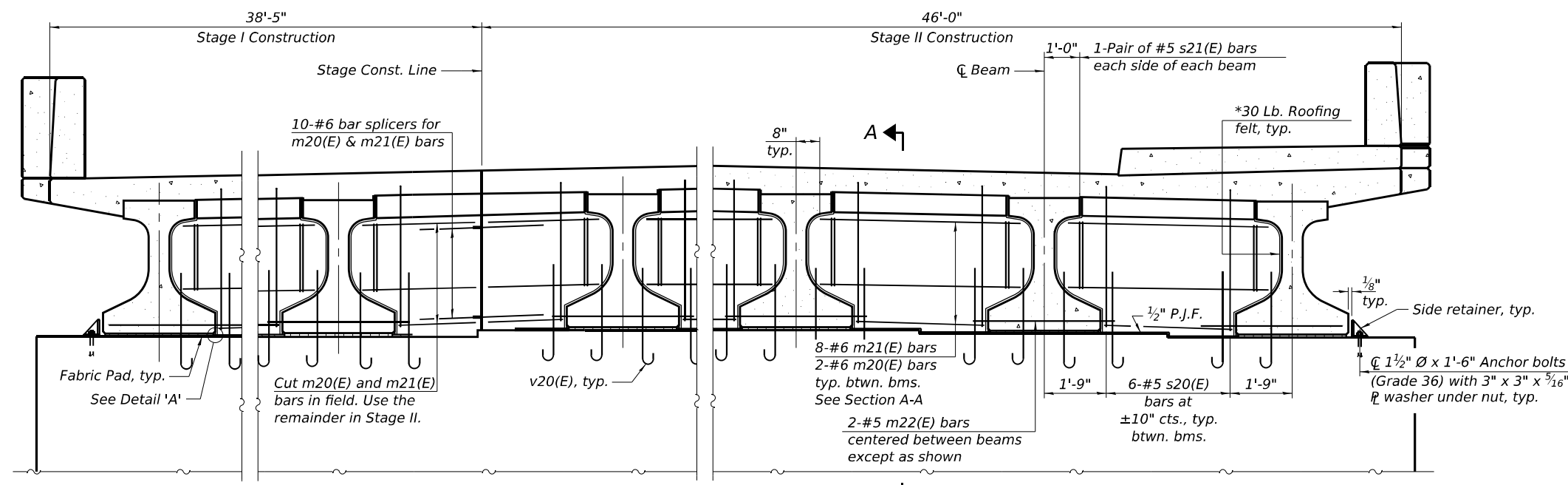
USER NAME =	DESIGNED - TMM	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - TMM	REVISED -
	CHECKED - KK	REVISED -

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

**ABUTMENT DIAPHRAGM DETAILS**  
**STRUCTURE NO. 099-8307**

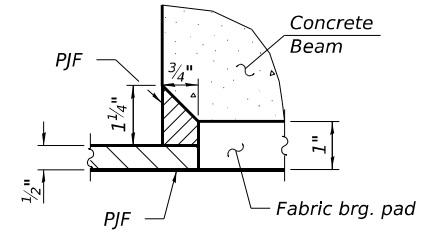
SHEET S-15 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	77
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

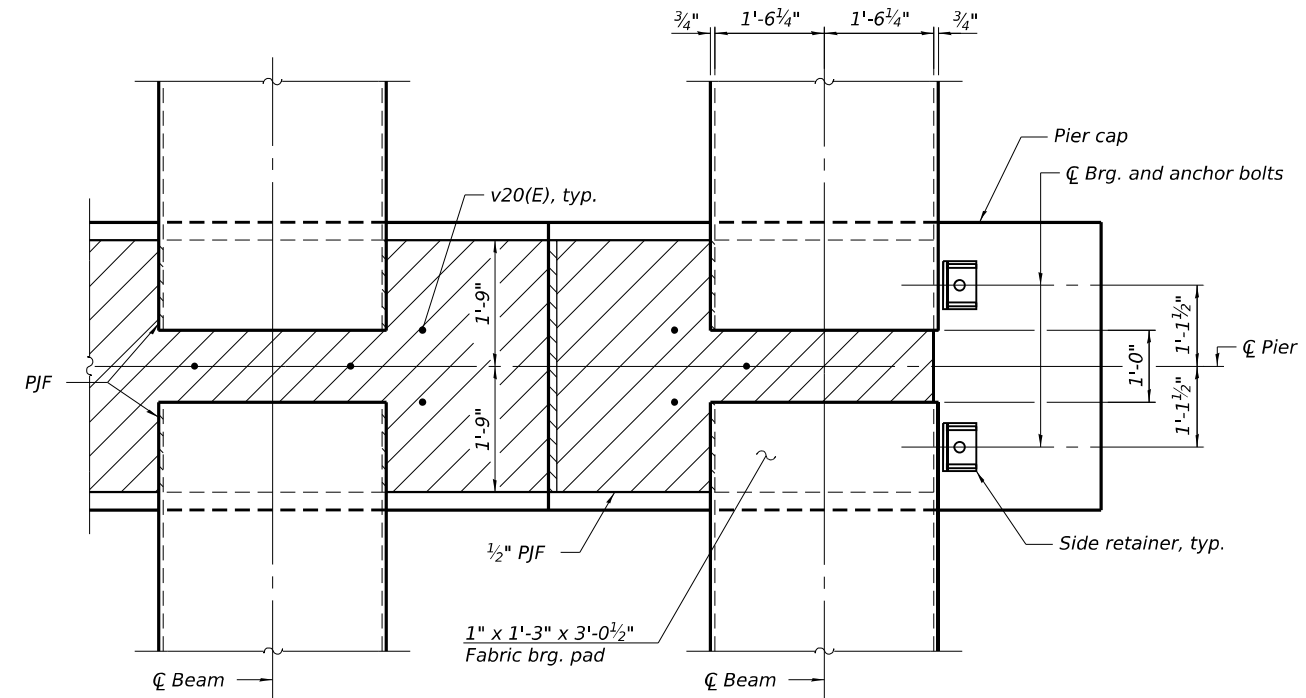


**DIAPHRAGM AT PIER**

\*Bonded to sides of beams embedded into diaphragm.

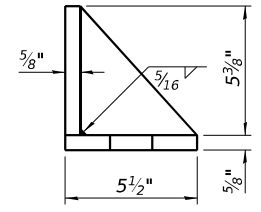


**DETAIL 'A'**



**PLAN AT PIER**

(Showing bearing pads and P.J.F details)



**MIN. BAR LAP**

#6 bar = 4'-0"

**SIDE RETAINER**

(2 required each side of pier).  
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

**Notes:**

- See sheet S-14 for superstructure details and Bill of Material.
- Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
- Cost of side retainer and anchor bolts shall be included with Concrete Structures.
- Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized.
- Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.

MODEL: SHEET  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-016-PIERDIAPH.DGN



USER NAME =	DESIGNED - BAR	REVISD -
	CHECKED - KK	REVISD -
PLOT SCALE =	DRAWN - BAR	REVISD -
PLOT DATE =	CHECKED - KK	REVISD -

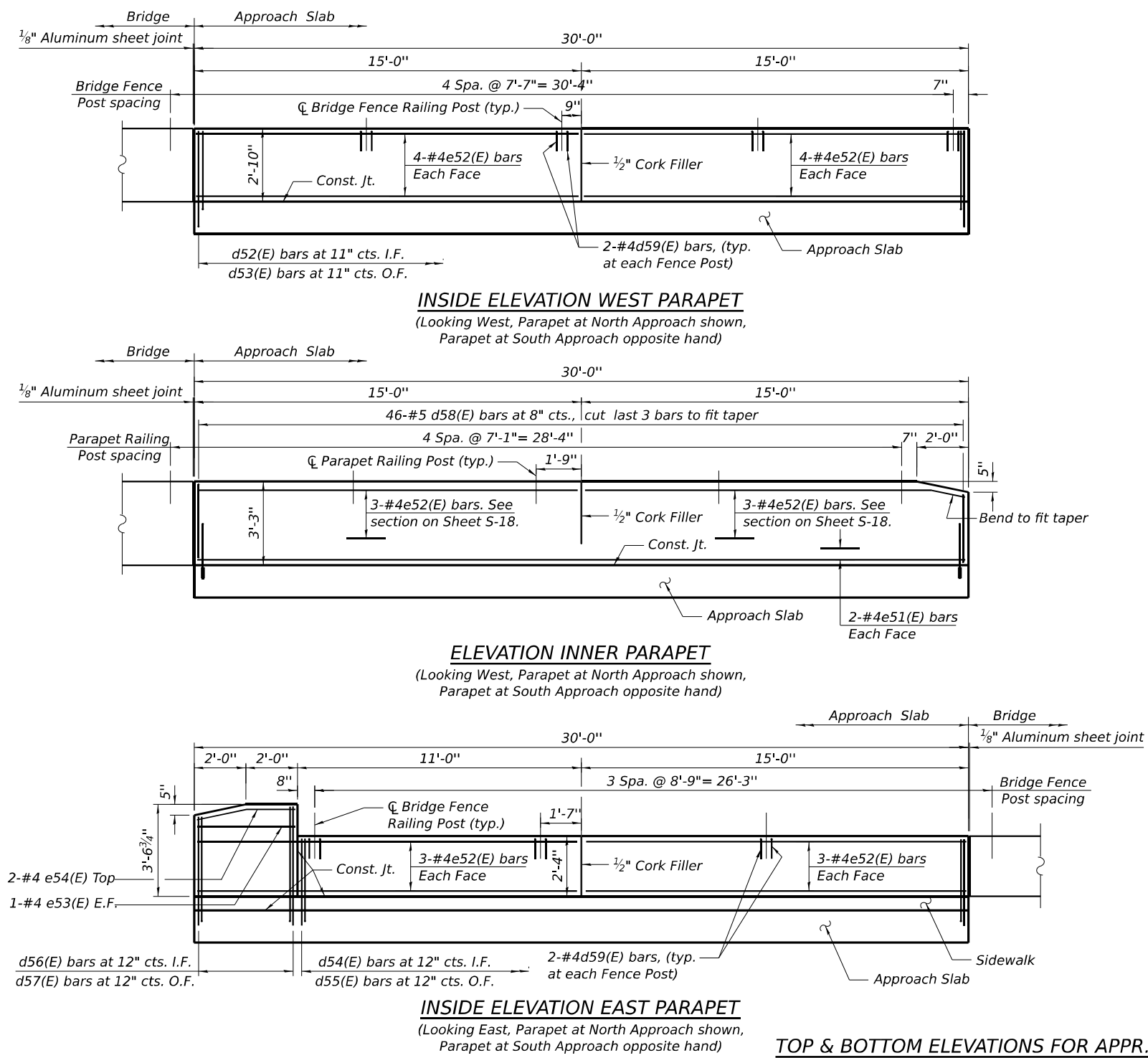
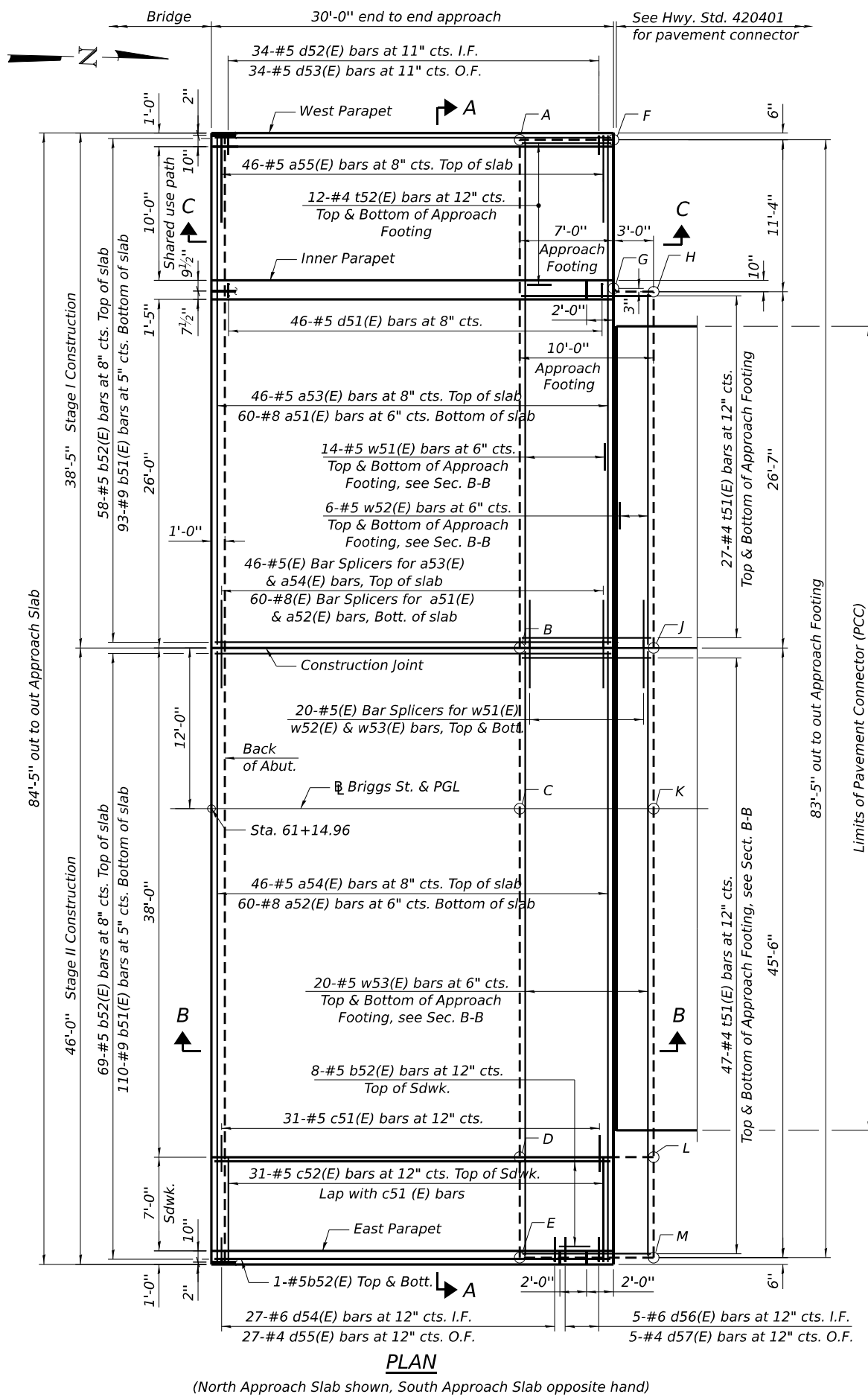
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PIER DIAPHRAGM DETAILS  
STRUCTURE NO. 099-8307**

SHEET S-16 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	78
CONTRACT NO. 62R55				
		ILLINOIS	FED. AID PROJECT	

MODEL: DEFAULT  
 FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS-PW-01\DM508078\0998307-62R55-017-APPR1.DGN



**TOP & BOTTOM ELEVATIONS FOR APPR. FOOTING**

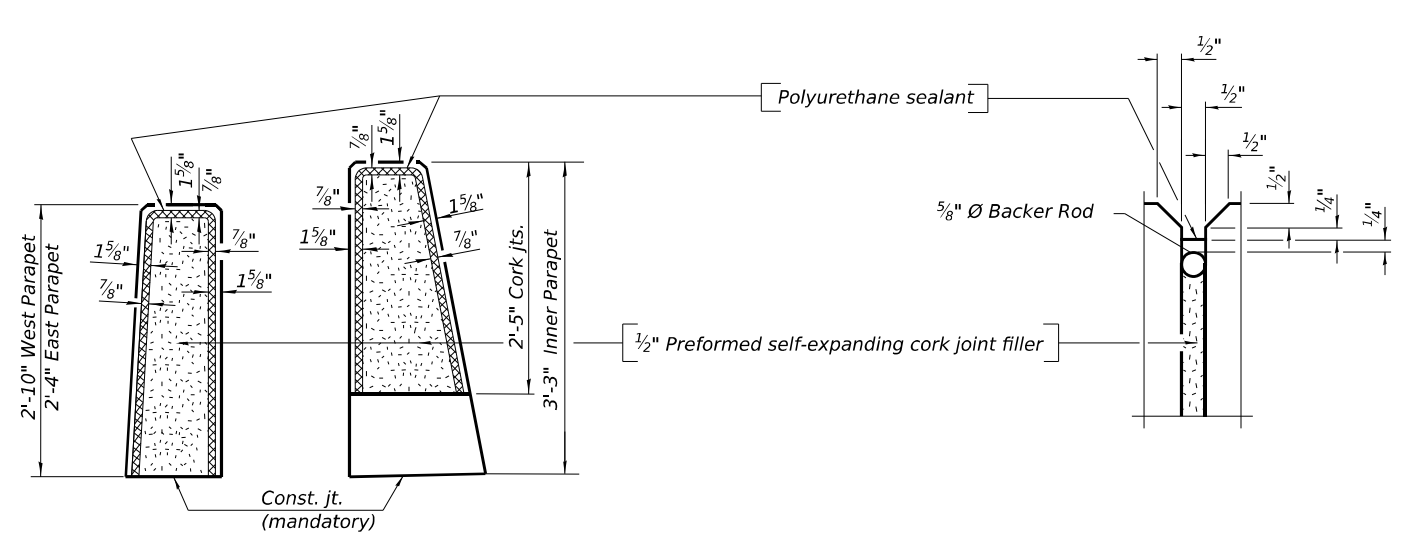
North Approach			South Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A	658.22	657.38	A	659.14	658.31
B	658.96	658.12	B	659.88	659.05
C	659.20	658.36	C	660.12	659.29
D	658.68	657.84	D	659.60	658.77
E	658.87	658.04	E	659.79	658.96
F	658.07	657.24	F	659.22	658.38
G	658.30	657.47	G	659.44	658.61
H	658.24	657.40	H	659.47	658.64
J	658.75	657.91	J	659.98	659.15
K	658.99	658.15	K	660.22	659.39
L	658.47	657.63	L	659.70	658.87
M	658.66	657.83	M	659.90	659.07

	USER NAME =	DESIGNED - TMM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE APPROACH SLAB DETAILS 1</b> <b>STRUCTURE NO. 099-8307</b>	F.A.I. RTE. = 80	SECTION = FAI 80 22 BR	COUNTY = WILL	TOTAL SHEETS = 133	SHEET NO. = 79
	PLOT SCALE =	DRAWN - HBJ	REVISED -			CONTRACT NO. 62R55				
	PLOT DATE =	CHECKED - KK	REVISED -	SHEET S-17 OF S-37 SHEETS			ILLINOIS FED. AID PROJECT			

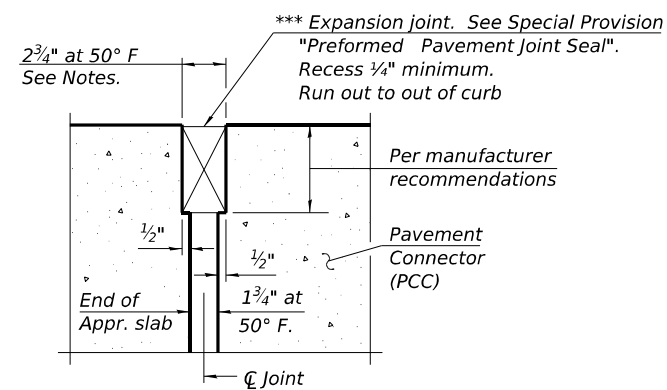




**TWO APPROACHES**  
**BILL OF MATERIAL**

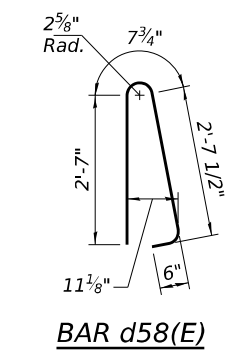
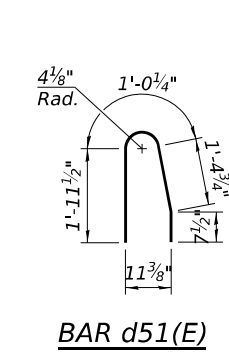
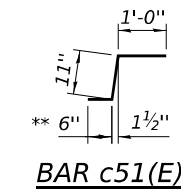
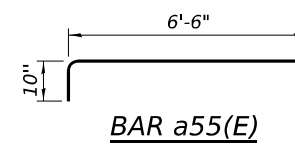
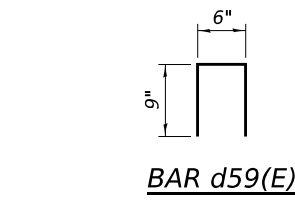


**PARAPET JOINT DETAILS**

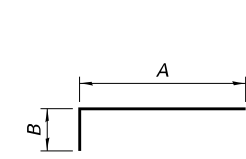


**DETAIL A**

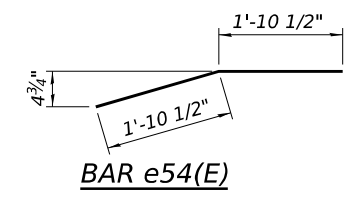
\*\*\* Cost included with Concrete Superstructure (Approach Slab).



\*\* In lieu of bottom leg, c51(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened and scored per manufacturer's recommendations. Maximum depth of the hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



Bar	A	B
d52(E)	3'-7 1/2"	10 1/2"
d53(E)	3'-7 1/2"	8 1/2"
d54(E)	3'-9 1/2"	10 1/2"
d55(E)	3'-9 1/2"	8 1/2"
d56(E)	4'-5"	10"
d57(E)	4'-8"	8"



Bar	No.	Size	Length	Shape
a51(E)	120	#8	38'-1"	—
a52(E)	120	#8	45'-8"	—
a53(E)	92	#5	38'-1"	—
a54(E)	92	#5	45'-8"	—
a55(E)	92	#5	7'-4"	—
b51(E)	406	#9	29'-8"	—
b52(E)	274	#5	29'-8"	—
c51(E)	62	#5	2'-5"	—
c52(E)	62	#5	7'-7"	—
d51(E)	92	#5	5'-0"	—
d52(E)	68	#6	4'-6"	—
d53(E)	68	#4	4'-4"	—
d54(E)	54	#6	4'-8"	—
d55(E)	54	#4	4'-6"	—
d56(E)	10	#6	5'-10"	—
d57(E)	10	#4	5'-8"	—
d58(E)	92	#5	6'-5"	—
d59(E)	28	#4	2'-0"	—
e51(E)	8	#4	29'-8"	—
e52(E)	80	#4	14'-8"	—
e53(E)	4	#4	3'-8"	—
e54(E)	4	#4	3'-9"	—
t51(E)	296	#4	9'-8"	—
t52(E)	48	#4	6'-8"	—
w51(E)	56	#5	37'-7"	—
w52(E)	24	#5	26'-3"	—
w53(E)	80	#5	45'-1"	—
Item		Unit	Quantity	
Concrete Structures		Cu Yd	52.2	
Concrete Superstructure		Cu Yd	31.0	
Concrete Superstructure (Approach Slab)		Cu Yd	234.5	
Reinforcement Bars, Epoxy Coated		Pound	97,810	
Bridge Deck Grooving		Sq Yd	411	
Protective Coat		Sq Yd	660	

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

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS\PW-01\DM508078\0998307-62R55-019-APPR3.DGN  
12/14/2022



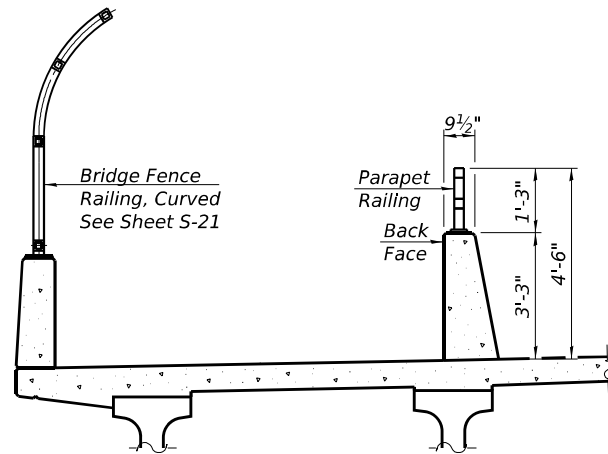
USER NAME =	DESIGNED - HBJ	REVISED -
CHECKED - KK	REVISED -	
PLOT SCALE =	DRAWN - HBJ	REVISED -
PLOT DATE =	CHECKED - TMM	REVISED -

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

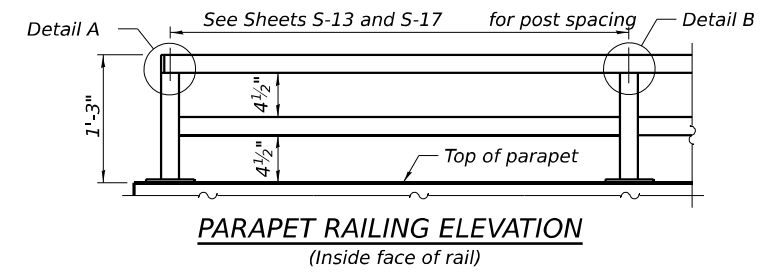
**BRIDGE APPROACH SLAB DETAILS 3**  
**STRUCTURE NO. 099-8307**

SHEET S-19 OF S-37 SHEETS

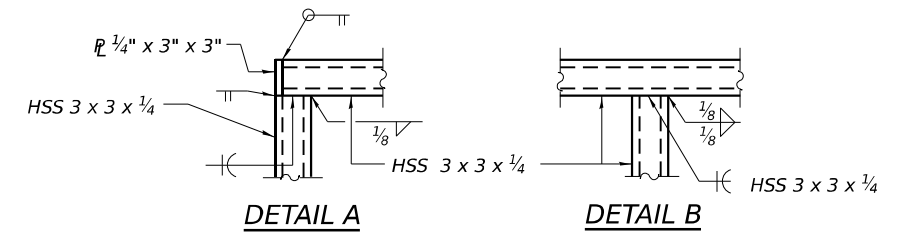
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	81
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				



SECTION THRU DECK

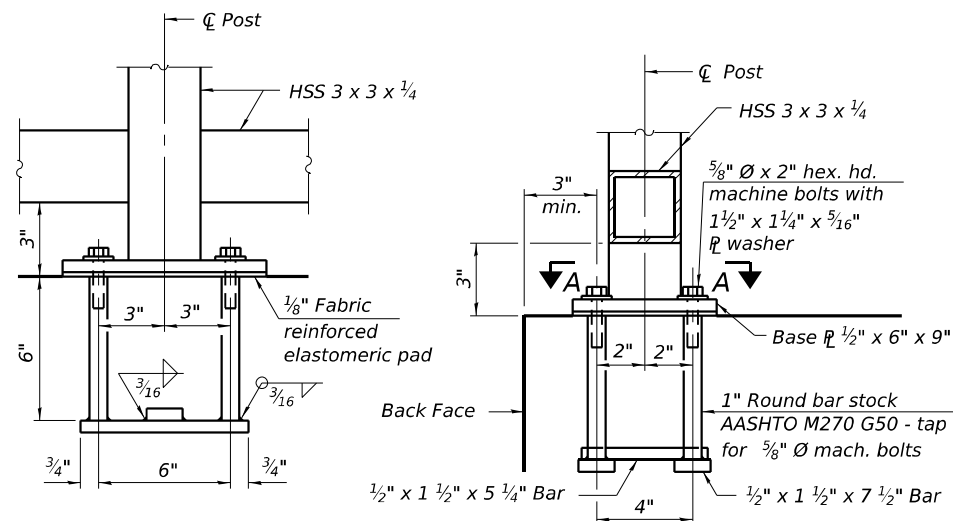


PARAPET RAILING ELEVATION  
(Inside face of rail)



DETAIL A

DETAIL B

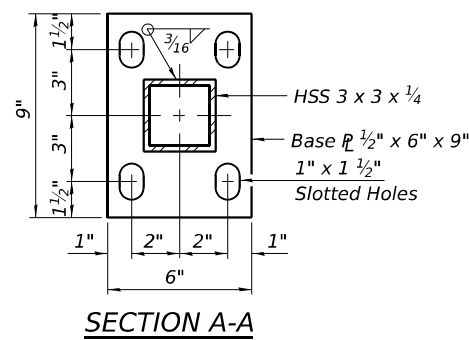


ANCHOR BOLT DETAILS

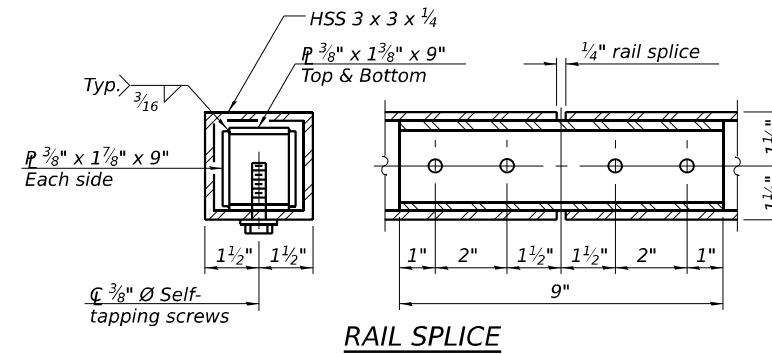
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

**RAILING CRITERIA**

NCHRP 350 Test Level	4
Railing Weight (plf)	25
Max Post Spacing	10'-0"



SECTION A-A



RAIL SPLICE

Notes:  
Place reinforcement bars to miss anchor rod locations.  
All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.  
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

**BILL OF MATERIAL**

Item	Unit	Quantity
Parapet Railing	Foot	263

MODEL: DEFAULT  
FILE NAME: C:\TRANSYS\SYSTEMS\LOCAL\TRANSYS\SYSTEMS\PW-01\DM508078\0998307-42R55-020-PARAPETRAIL.DGN  
12/14/2022



USER NAME =	DESIGNED - BAR	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - HBJ	REVISED -
	CHECKED - KK	REVISED -

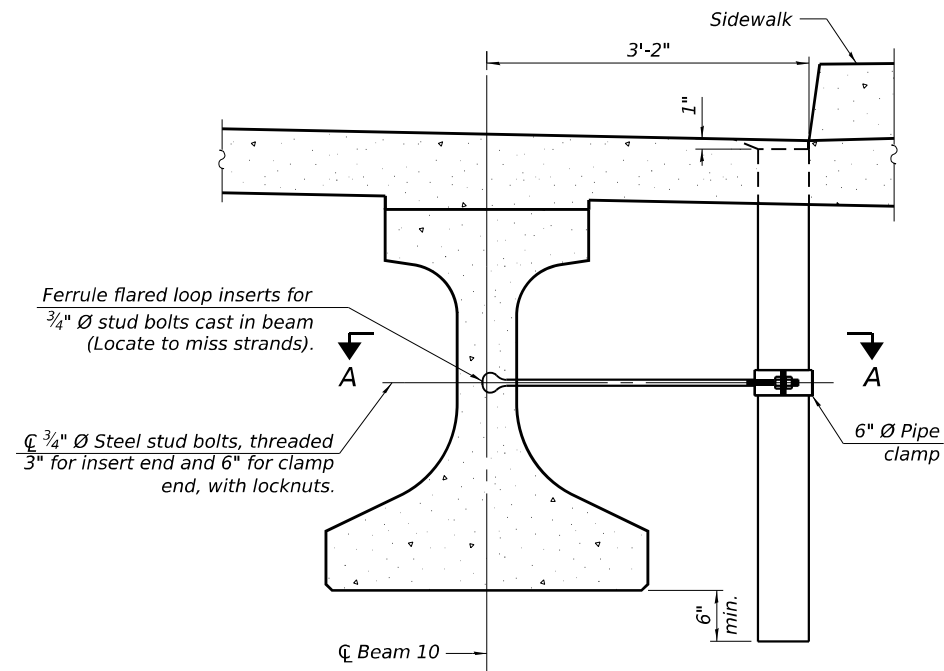
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PARAPET RAILING  
STRUCTURE NO. 099-8307

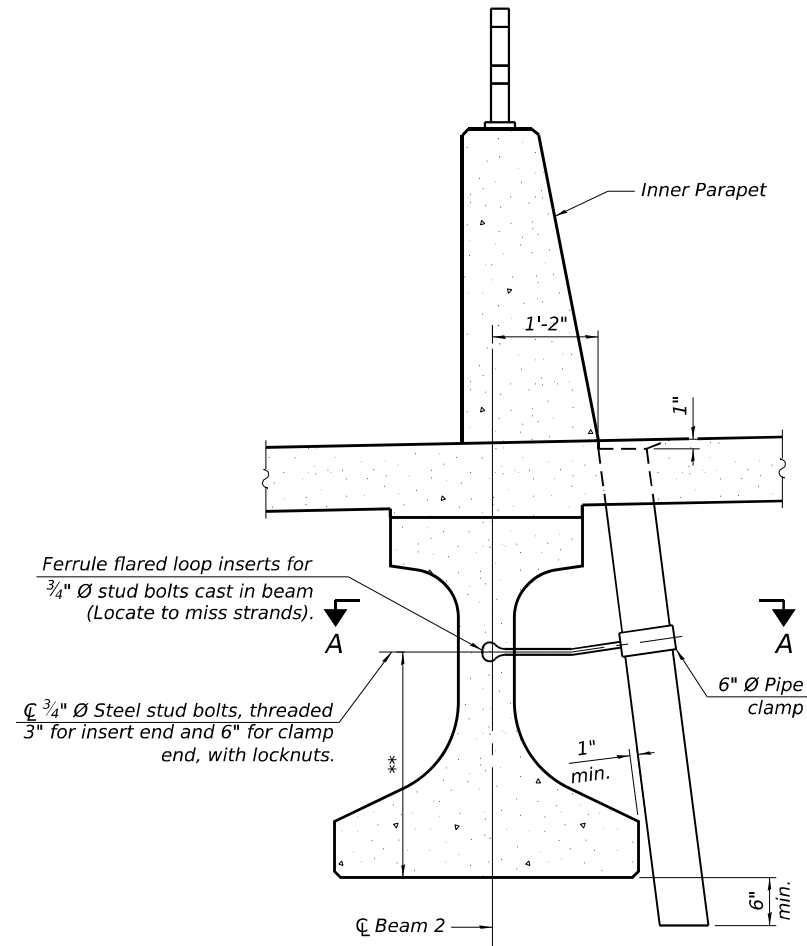
SHEET S-20 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	82
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

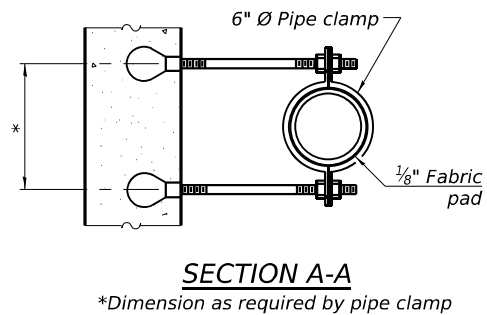
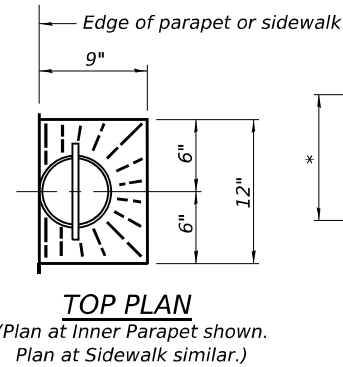
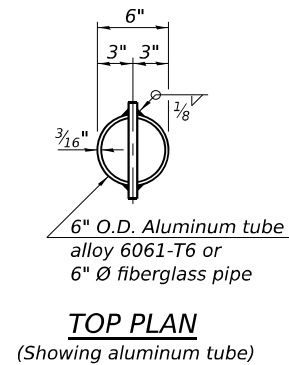
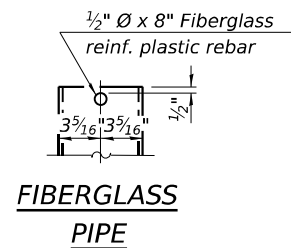
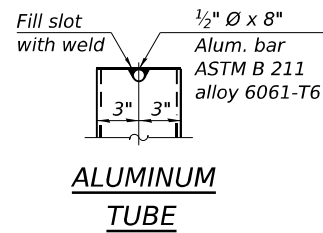




**SECTION THRU BEAM 10**  
 \*\*For insert locations See Sheet S-24.



**SECTION THRU INNER PARAPET**  
 \*\*For insert locations See Sheet S-24.



**Notes:**  
 Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
 The exterior surfaces of the fiberglass floor drains shall be pigmented by the manufacturer with a color that matches the concrete.  
 The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.  
 The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.

MODEL: DEFAULT  
 FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-42R55-022-SCUPPER.DGN



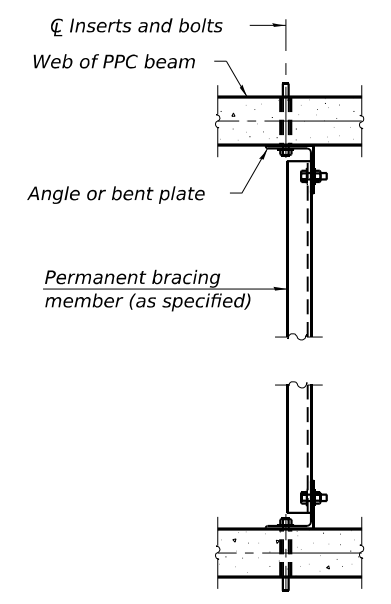
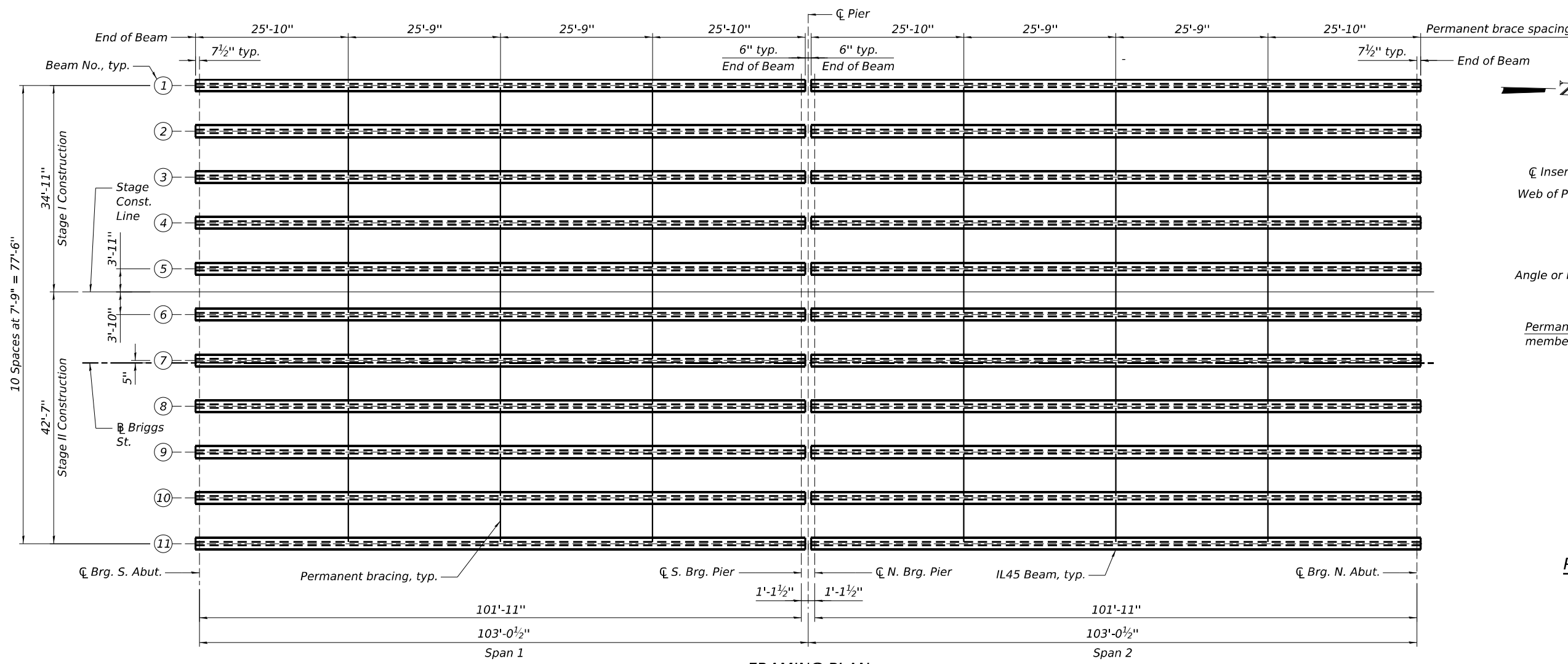
USER NAME =	DESIGNED - BAR	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - HBJ	REVISED -
	CHECKED - KK	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS  
 STRUCTURE NO. 099-8307

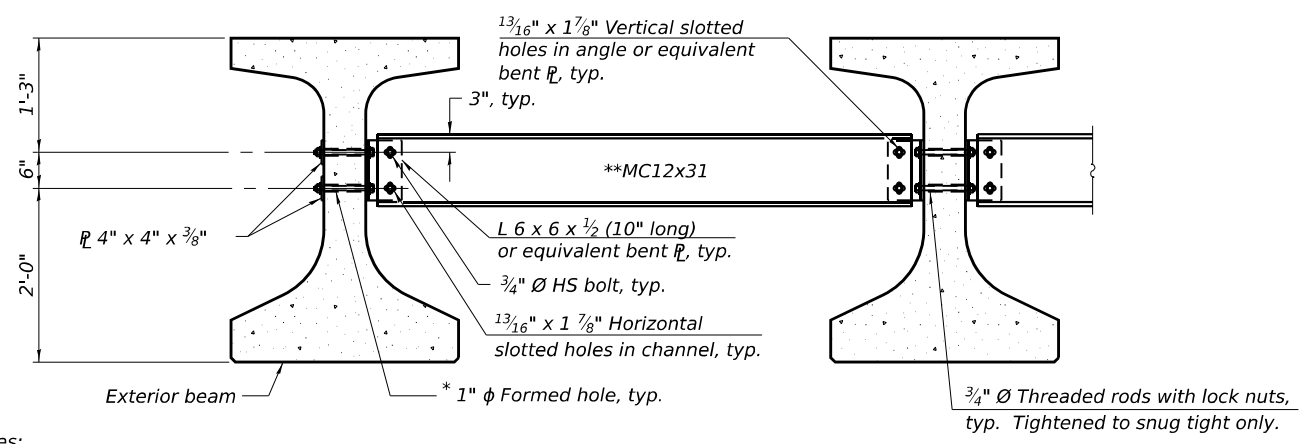
SHEET S-22 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	84
			CONTRACT NO. 62R55	
		ILLINOIS FED. AID PROJECT		



**PERMANENT BRACING PLAN**

**FRAMING PLAN**



**Notes:**  
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.  
 Two hardened washers are required for each set of oversized holes.  
 All holes shall be 1 5/16" Ø unless otherwise noted.  
 5/16" x 3" x 3" plate washers are required over all slotted holes.  
 All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.  
 Threaded rods shall be ASTM F 1554 Grade 55.  
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.  
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams, IL45N.

\* Fabricator shall locate to miss strands within permissible tolerances.  
 \*\* Alternate MC12x35 channels are permitted to facilitate material acquisition.

**PERMANENT BRACING DETAILS FOR IL45 BEAMS**

INTERIOR BEAM 9 MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
I	(in <sup>4</sup> ) 182623	182623	182623
I'	(in <sup>4</sup> ) 494762	494762	494762
Sb	(in <sup>3</sup> ) 10045	10045	10045
Sb'	(in <sup>3</sup> ) 16031	16031	16031
St	(in <sup>3</sup> ) 6809	6809	6809
St'	(in <sup>3</sup> ) 34997	34997	34997
DC1	(k/ft) 1.65	1.65	1.65
MDC1	(k) 2055	0	2055
DC2	(k/ft) 0.41	0.41	0.41
MDC2	(k) 305	-544	305
DW	(k/ft) 0.29	0.29	0.29
MDW	(k) 216	-386	216
M <sub>L</sub> + IM	(k) 1500	-1530	1500
LLDF	0.64	0.64	0.64

I: Non-composite moment of inertia of beam section (in.<sup>4</sup>).  
 I': Composite moment of inertia of beam section (in.<sup>4</sup>).  
 Sb: Non-composite section modulus for the bottom fiber of the prestressed beam (in.<sup>3</sup>).  
 Sb': Composite section modulus for the bottom fiber of the prestressed beam (in.<sup>3</sup>).  
 St: Non-composite section modulus for the top fiber of the prestressed beam (in.<sup>3</sup>).  
 St': Composite section modulus for the top fiber of the prestressed beam (in.<sup>3</sup>).  
 DC1: Un-factored non-composite dead load (kips/ft.).  
 MDC1: 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.).  
 MDC2: 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.).  
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 M<sub>L</sub> + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 LLDF: Live load distribution factor.

INTERIOR BEAM 9 REACTION TABLE		
	S. & N. Abut.	Pier Span 1 Pier Span 2
LLDF	0.80	0.80
RDC1	(k) 84.1	84.1
RDC2	(k) 15.7	26.4
RDW	(k) 11.2	18.7
R <sub>L</sub> + IM	(k) 90.7	84.4
RTotal	(k) 201.7	213.6

\* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

MODEL: SHEET  
 FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-023-FRAMINGPLAN.DGN  
 12/14/2022



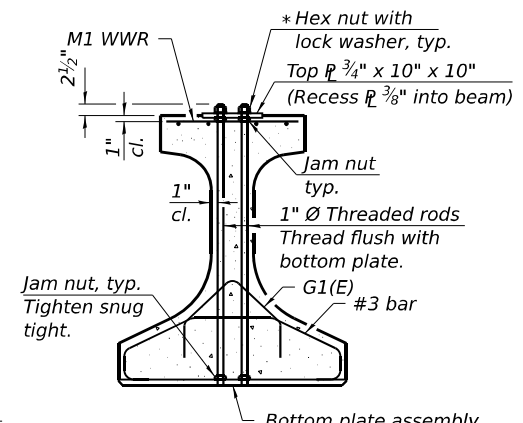
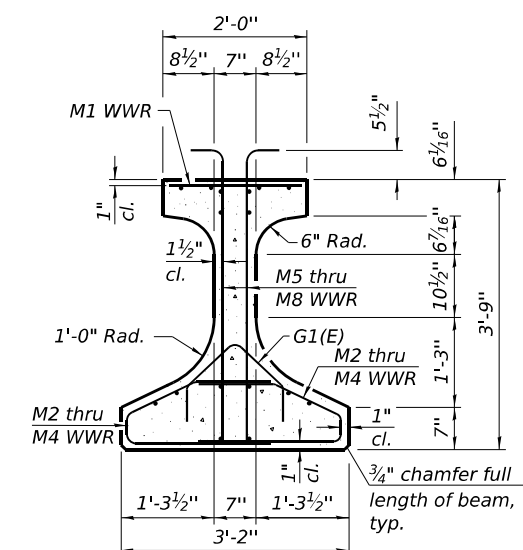
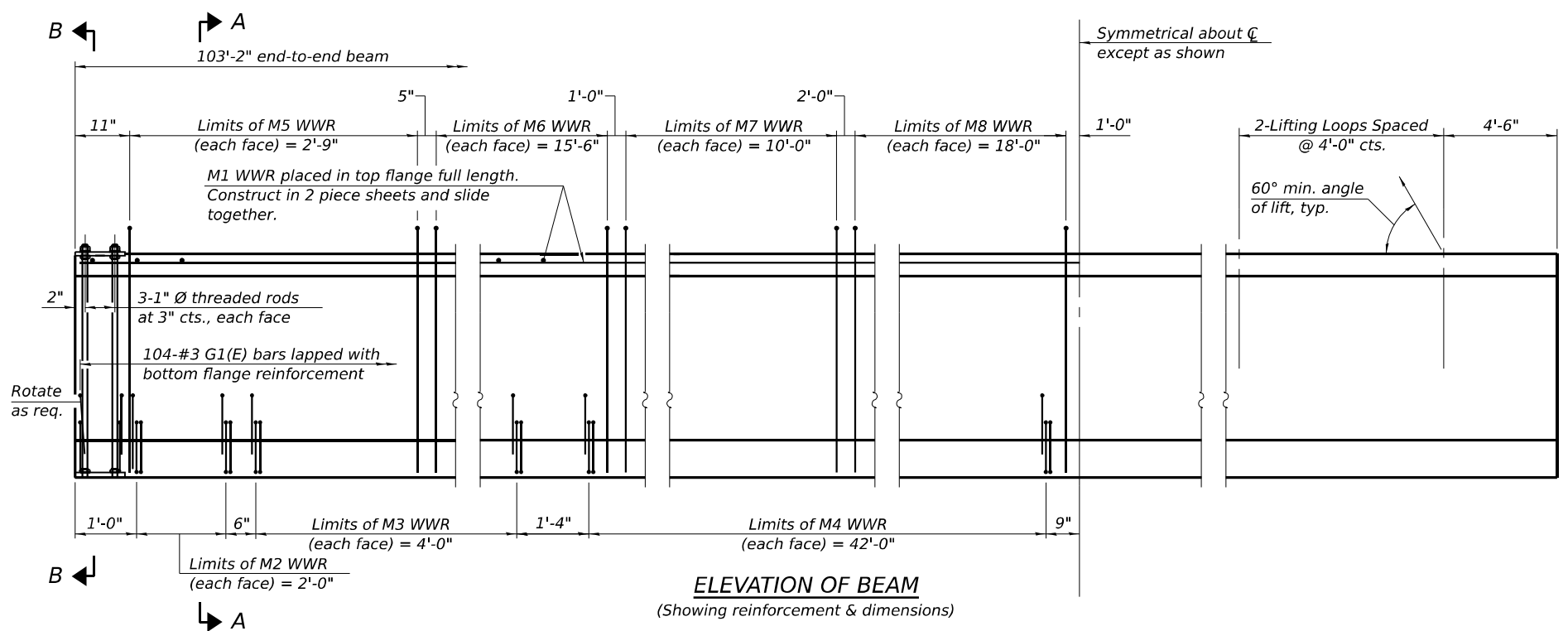
USER NAME =	DESIGNED - TMM	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - TMM	REVISED -
	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

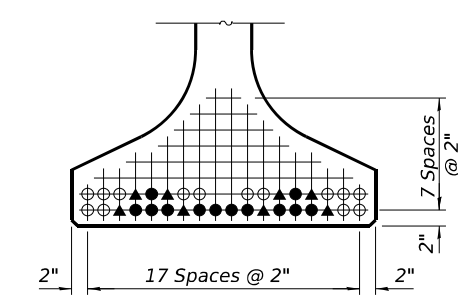
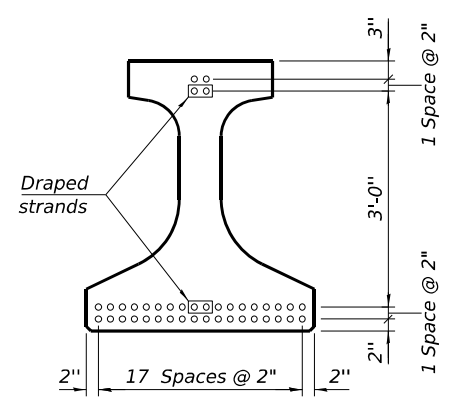
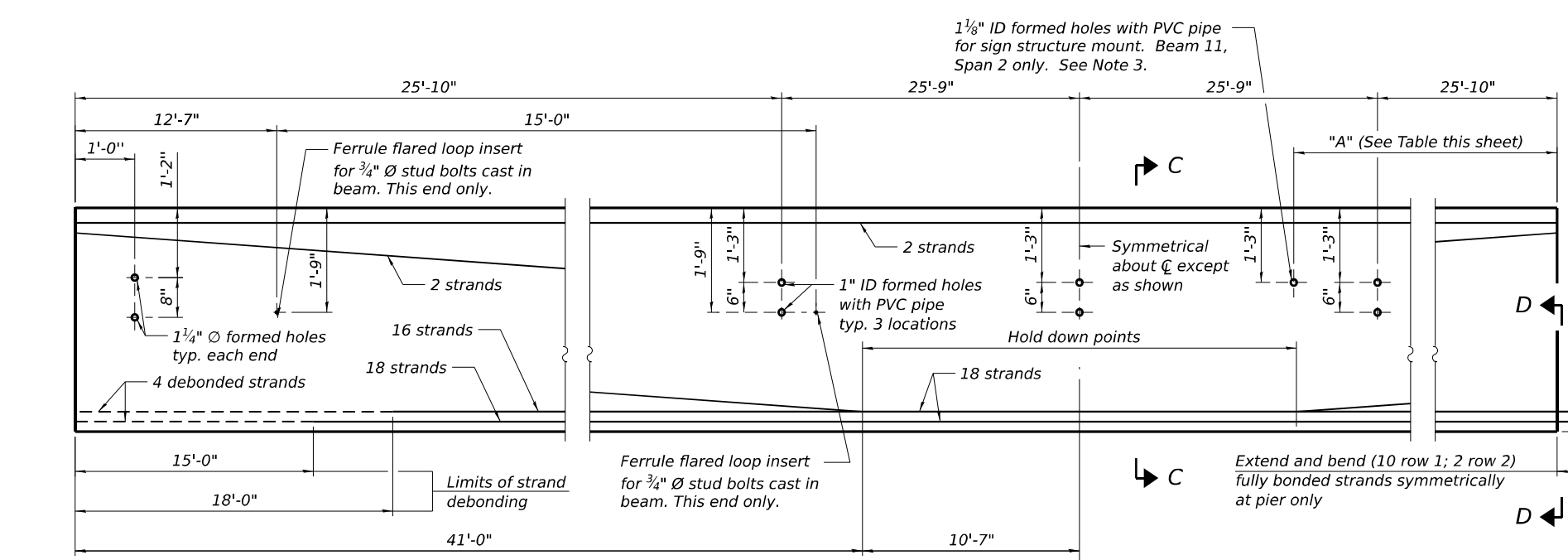
**FRAMING PLAN  
 STRUCTURE NO. 099-8307**

SHEET S-23 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	85
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				



**SECTION B-B**  
\*Only tighten sufficiently to compress lock washers



**HOLE LOCATIONS FOR BRIDGE MOUNTED SIGN STRUCTURE**

Hole No.	"A"	Hole No.	"A"
1	17'-8"	9	34'-2"
2	18'-10"	10	35'-4"
3	22'-2"	11	38'-10"
4	23'-4"	12	40'-0"
5	26'-8"	13	43'-6"
6	27'-10"	14	44'-8"
7	31'-2"	15	48'-2"
8	32'-4"	16	49'-4"

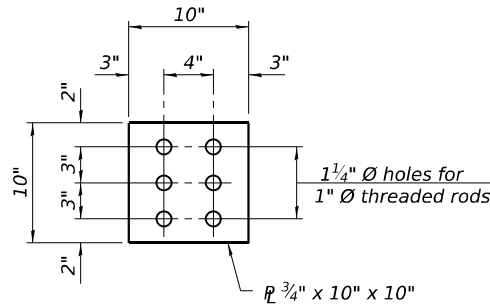
- VIEW D-D**
- Fully bonded strand
  - ▲ Partially debonded strand
  - Extended and bent strand (at pier only)

- Notes:**
- See Sheet S-25 for additional details and Bill of Material.
  - See Sheet S-22 for floor drain attachment details.
  - See Signing Plans for bridge mounted sign structure details.

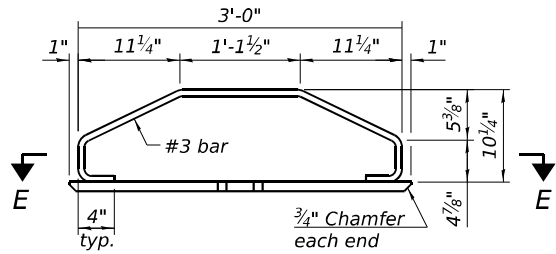
IL45-2438 8-13-2021

MODEL: SHEET  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS\PW-01\IL45\IL45BEAM.DGN

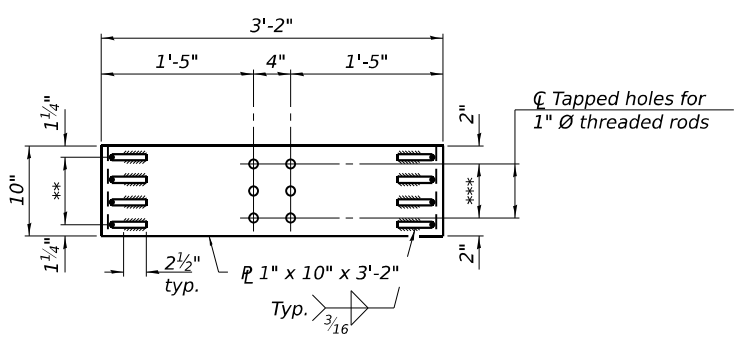
	USER NAME =	DESIGNED - TMM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL45N BEAM STRUCTURE NO. 099-8307</b>	F.A.I. RTE. 80	SECTION FAI 80 22 BR	COUNTY WILL	TOTAL SHEETS 133	SHEET NO. 86
	PLOT SCALE =	DRAWN - TMM	REVISED -			CONTRACT NO. 62R55			ILLINOIS FED. AID PROJECT	
	PLOT DATE =	CHECKED - KK	REVISED -	SHEET S-24 OF S-37 SHEETS						



**PLAN - TOP PLATE**

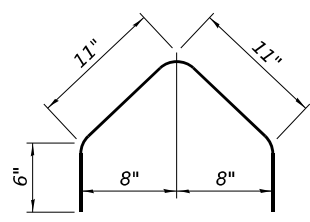


**ELEVATION - BOTTOM PLATE ASSEMBLY**

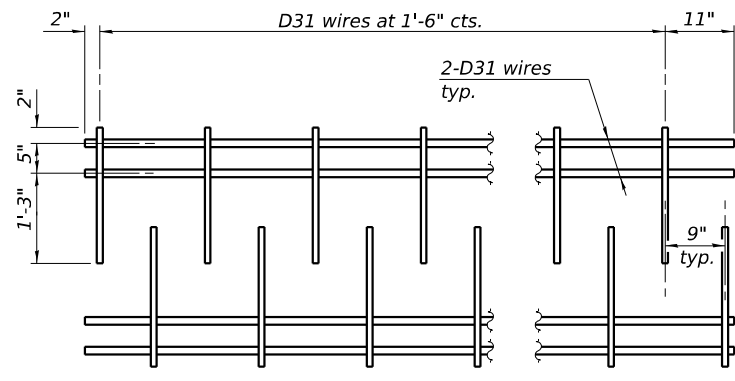


**SECTION E-E**

\*\* 3 Spaces at 2 1/2" = 7 1/2"  
 \*\*\* 2 Spaces at 3" = 6"

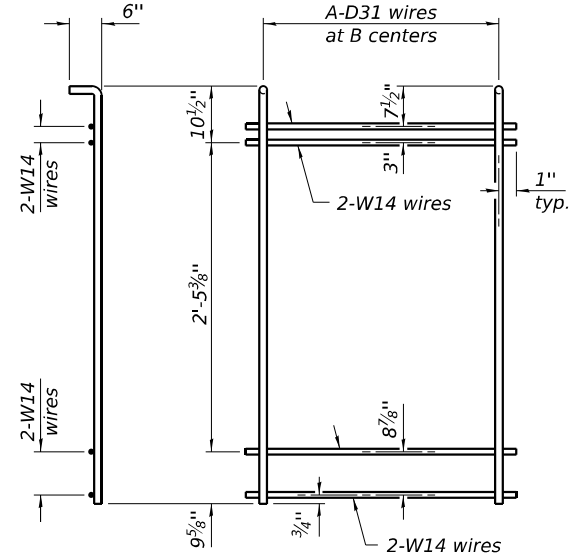


**BAR G1(E)**

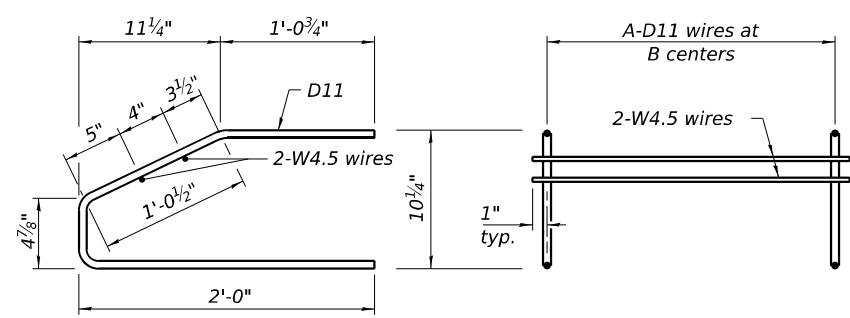


**M1 WWR DETAIL**

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



**M5 THRU M8 WWR DETAIL**  
(See Table of Dimensions)



**M2 THRU M4 WWR DETAIL**  
(See Table of Dimensions)

**TABLE OF DIMENSIONS**

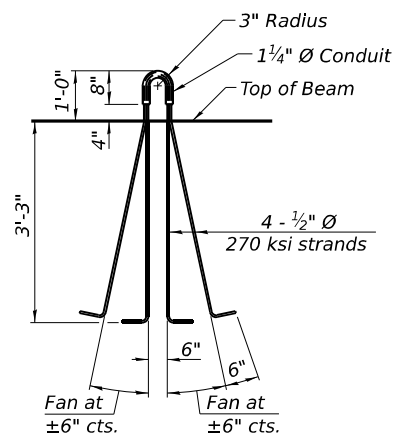
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

**SPANS 1 & 2**

WWR	A	B
M2	9	3"
M3	9	6"
M4	29	1'-6"
M5	12	3"
M6	32	6"
M7	11	1'-0"
M8	10	2'-0"

**NOTES**

Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.  
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.  
 The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.  
 A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling.  
 Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm.  
 The top and bottom plates shall be AASHTO M270 Grade 50.  
 The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111.  
 The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.  
 Threaded rods shall be ASTM F 1554 Grade 55.  
 Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



**LIFTING LOOP DETAIL**

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL45N	Foot	2,270

MODEL: SHEET  
 FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-42R55-025-IL45BEAMDETAILS.DGN  
 12/14/2022



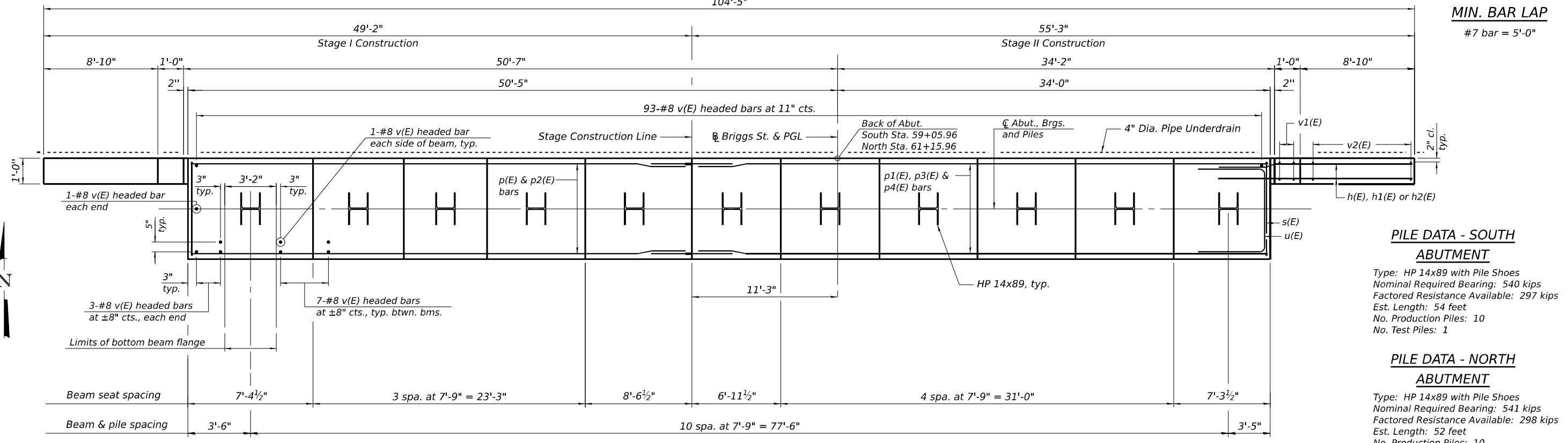
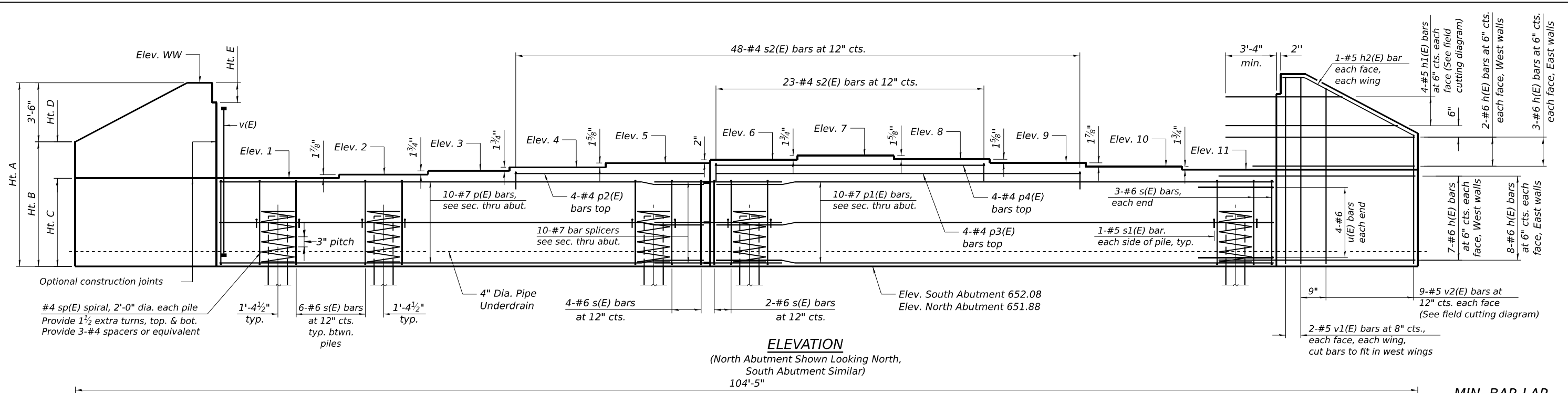
USER NAME =	DESIGNED - TMM	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - TMM	REVISED -
	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL45N BEAM DETAILS  
 STRUCTURE NO. 099-8307**

SHEET S-25 OF S-37 SHEETS

F.A.I. RTE. 80	SECTION FAI 80 22 BR	COUNTY WILL	TOTAL SHEETS 133	SHEET NO. 87
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				



**MIN. BAR LAP**  
#7 bar = 5'-0"

**PILE DATA - SOUTH ABUTMENT**  
 Type: HP 14x89 with Pile Shoes  
 Nominal Required Bearing: 540 kips  
 Factored Resistance Available: 297 kips  
 Est. Length: 54 feet  
 No. Production Piles: 10  
 No. Test Piles: 1

**PILE DATA - NORTH ABUTMENT**  
 Type: HP 14x89 with Pile Shoes  
 Nominal Required Bearing: 541 kips  
 Factored Resistance Available: 298 kips  
 Est. Length: 52 feet  
 No. Production Piles: 10  
 No. Test Piles: 1

**Notes:**  
 Pour steps monolithically with cap.  
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.  
 For details of piles see sheet S-30.

**WING WALL DIMENSIONS**

Dimension	SW	SE	NW	NE
Elev. WW	660.07	660.74	659.86	660.54
Ht. A	7'-11 7/8"	8'-8"	7'-11 7/8"	8'-8"
Ht. B	4'-5 7/8"	5'-2"	4'-5 7/8"	5'-2"
Ht. C	3'-6"	3'-10"	3'-6"	3'-10"
Ht. D	11 7/8"	1'-4"	11 7/8"	1'-4"
Ht. E	1'-3 1/4"	1'-3"	1'-3 1/4"	1'-3"

**BEAM SEAT ELEVATIONS**

Elev.	1	2	3	4	5	6	7	8	9	10	11
South Abut.	655.58	655.74	655.89	656.04	656.18	656.35	656.50	656.36	656.22	656.06	655.91
North Abut.	655.38	655.54	655.69	655.84	655.98	656.15	656.30	656.16	656.02	655.86	655.71

MODEL: DEFAULT  
 FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-42R55-026-S6NABUTMENTS.DGN  
 12/14/2022



USER NAME =	DESIGNED - TMM	REVISD -
PLOT SCALE =	CHECKED - KK	REVISD -
PLOT DATE =	DRAWN - TMM	REVISD -
	CHECKED - KK	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

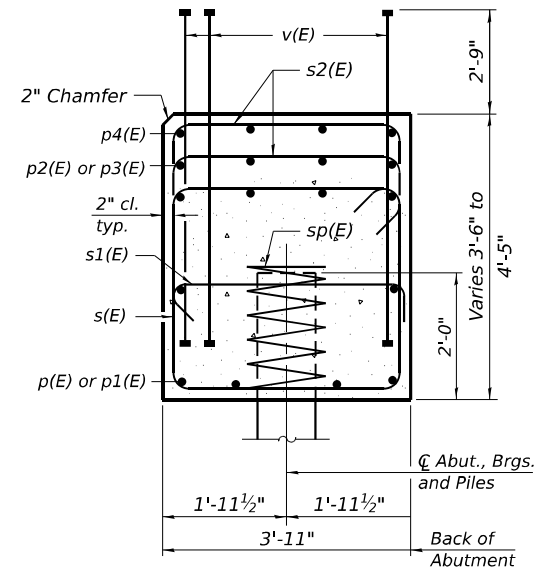
**ABUTMENTS  
STRUCTURE NO. 099-8307**

SHEET S-26 OF S-37 SHEETS

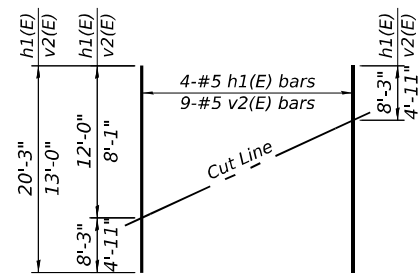
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	88

CONTRACT NO. 62R55  
ILLINOIS FED. AID PROJECT

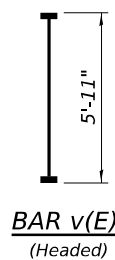




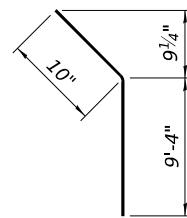
**SECTION THRU ABUTMENT**



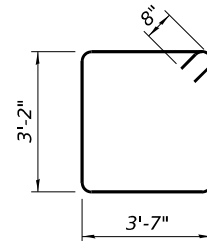
**FIELD CUTTING DIAGRAM**  
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



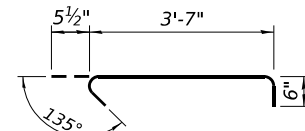
**BAR v(E)**  
(Headed)



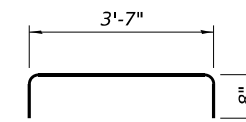
**BAR h2(E)**



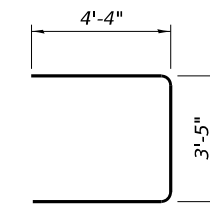
**BAR s(E)**



**BAR s1(E)**



**BAR s2(E)**



**BAR u(E)**

**BILL OF MATERIAL SOUTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	40	#6	13'-2"	—
h1(E)	8	#5	20'-3"	—
h2(E)	4	#5	10'-2"	—
p(E)	10	#7	38'-11"	—
p1(E)	10	#7	45'-0"	—
p2(E)	4	#4	16'-0"	—
p3(E)	4	#4	29'-10"	—
p4(E)	4	#4	22'-2"	—
s(E)	66	#6	14'-10"	□
s1(E)	22	#5	4'-7"	┌
s2(E)	71	#4	4'-11"	└
* sp(E)	11	#4	2'-0"	WWW
u(E)	8	#6	12'-1"	└
v(E)	193	#8	5'-11"	—
v1(E)	8	#5	8'-4"	—
v2(E)	18	#5	13'-0"	—
Item	Unit	Quantity		
Structure Excavation	Cu Yd	180		
Concrete Structures	Cu Yd	53.8		
Reinforcement Bars, Epoxy Coated	Pound	8,740		
Furnishing Steel Piles HP 14x89	Foot	540		
Driving Piles	Foot	540		
Test Pile, Steel HP 14x89	Each	1		
Pile Shoes	Each	11		

**BILL OF MATERIAL NORTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	40	#6	13'-2"	—
h1(E)	8	#5	20'-3"	—
h2(E)	4	#5	10'-2"	—
p(E)	10	#7	38'-11"	—
p1(E)	10	#7	45'-0"	—
p2(E)	4	#4	16'-0"	—
p3(E)	4	#4	29'-10"	—
p4(E)	4	#4	22'-2"	—
s(E)	66	#6	14'-10"	□
s1(E)	22	#5	4'-7"	┌
s2(E)	71	#4	4'-11"	└
* sp(E)	11	#4	2'-0"	WWW
u(E)	8	#6	12'-1"	└
v(E)	193	#8	5'-11"	—
v1(E)	8	#5	8'-4"	—
v2(E)	18	#5	13'-0"	—
Item	Unit	Quantity		
Structure Excavation	Cu Yd	180		
Concrete Structures	Cu Yd	53.8		
Reinforcement Bars, Epoxy Coated	Pound	8,740		
Furnishing Steel Piles HP 14x89	Foot	520		
Driving Piles	Foot	520		
Test Pile, Steel HP 14x89	Each	1		
Pile Shoes	Each	11		

\* Length is height of spiral

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-027-ABUTMENTDETAILS.DGN



USER NAME =	DESIGNED - TMM	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - TMM	REVISED -
	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DETAILS  
STRUCTURE NO. 099-8307**

SHEET S-27 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	89
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	

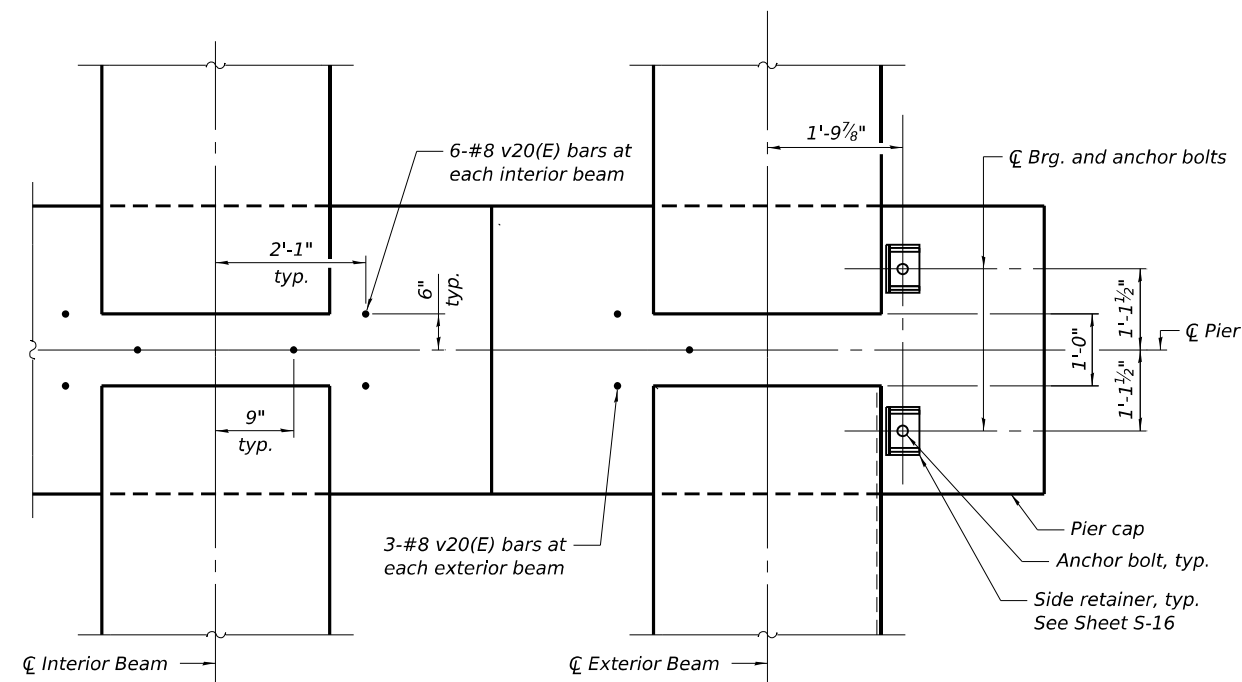


**BILL OF MATERIAL**

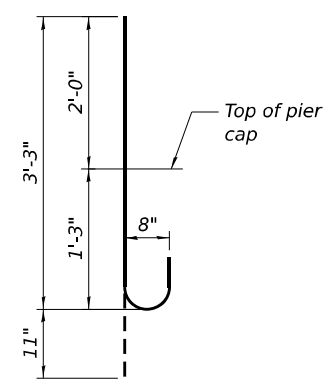
Bar	No.	Size	Length	Shape
h30(E)	24	#5	33'-5"	—
h31(E)	24	#5	39'-7"	—
h32(E)	6	#5	38'-1"	—
h33(E)	6	#5	44'-3"	—
h34(E)	4	#4	16'-0"	—
h35(E)	4	#4	22'-2"	—
h36(E)	4	#4	44'-3"	—
p30(E)	7	#8	38'-2"	—
p31(E)	7	#8	44'-4"	—
p32(E)	7	#9	38'-1"	—
p33(E)	7	#9	44'-3"	—
s30(E)	148	#6	15'-10"	□
s31(E)	148	#6	22'-8"	□
s32(E)	22	#5	10'-8"	□
s33(E)	60	#5	9'-6"	□
s34(E)	60	#5	10'-4"	□
s35(E)	298	#5	12'-11"	□
s36(E)	72	#5	8'-4"	□
s37(E)	85	#4	4'-10"	□
n30(E)	144	#9	8'-2"	—
u30(E)	8	#6	12'-0"	□
v20(E)	60	#8	4'-2"	—
v30(E)	144	#9	12'-9"	—
t30(E)	76	#5	9'-8"	—
t31(E)	119	#7	11'-4"	—
w30(E)	22	#5	33'-11"	—
w31(E)	22	#5	40'-1"	—

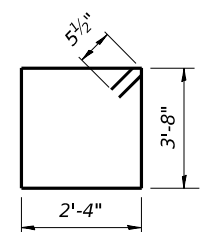
Item	Unit	Quantity
Structure Excavation	Cu Yd	306
Concrete Structures	Cu Yd	258.4
Reinforcement Bars, Epoxy Coated	Pound	37,300
Furnishing Steel Piles HP 14x89	Foot	1,015
Driving Piles	Foot	1,015
Test Pile Steel HP 14x89	Each	1
Pile Shoes	Each	30



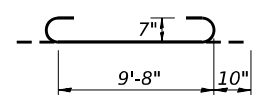
**PLAN AT PIER**  
(Showing layout for v20(E) dowel bars and anchor bolts)



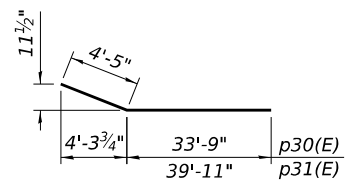
**BAR v20(E)**



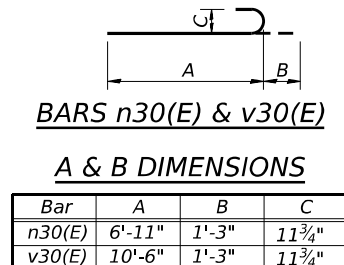
**BAR s35(E)**



**BAR t31(E)**

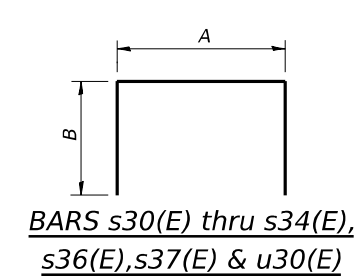


**BARS p30(E) & p31(E)**



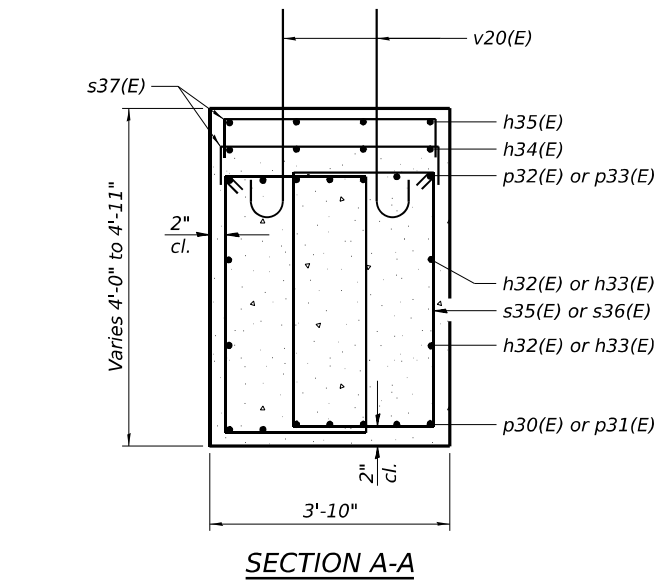
**BARS n30(E) & v30(E)**

**A & B DIMENSIONS**

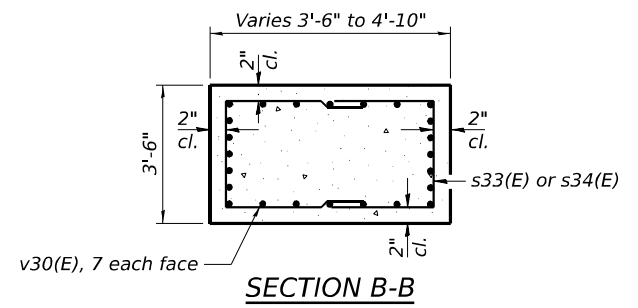


**BARS s30(E) thru s34(E), s36(E), s37(E) & u30(E)**

**A & B DIMENSIONS**



**SECTION A-A**



**SECTION B-B**

MODEL: SHEET  
FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-029-PIER DETAILS.DGN  
12/14/2022



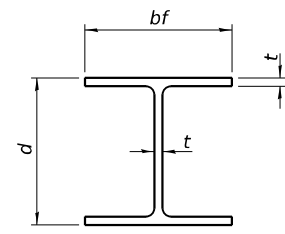
USER NAME =	DESIGNED - BAR	REVISED -
PLOT SCALE =	CHECKED - KK	REVISED -
PLOT DATE =	DRAWN - BAR	REVISED -
	CHECKED - KK	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS  
STRUCTURE NO. 099-8307**

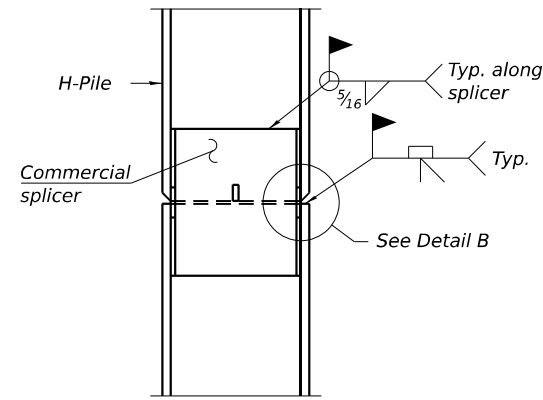
SHEET S-29 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	91
			CONTRACT NO. 62R55	
ILLINOIS FED. AID PROJECT				

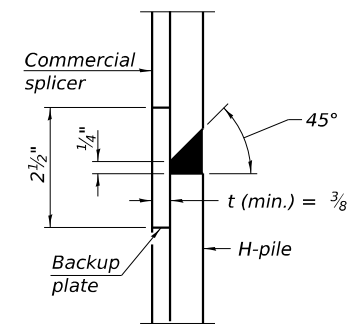


**STEEL PILE TABLE**

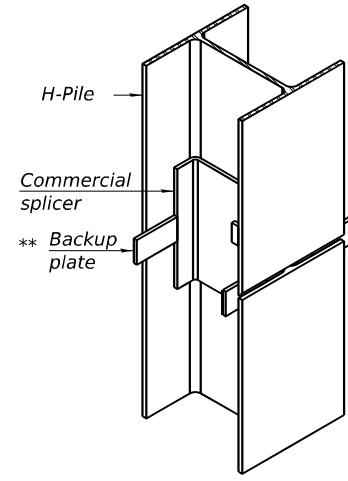
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



**ELEVATION**

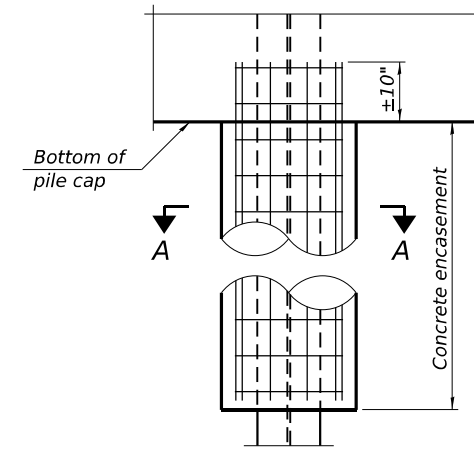


**DETAIL "B"**

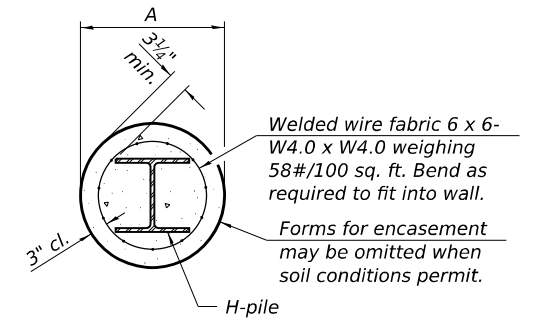


**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**

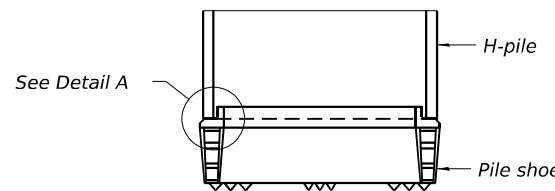


**ELEVATION**

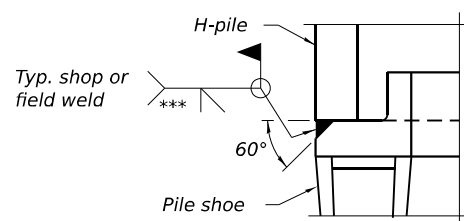


**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
(when specified)



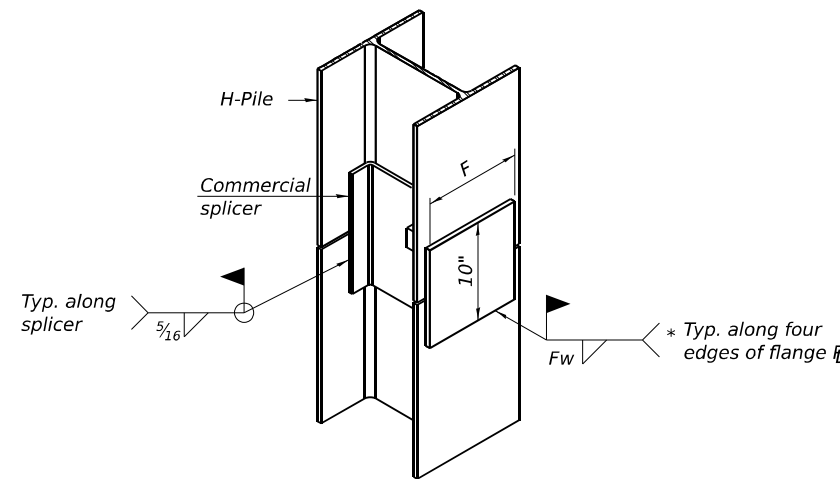
**ELEVATION**



**DETAIL A**

**SHOE ATTACHMENT**

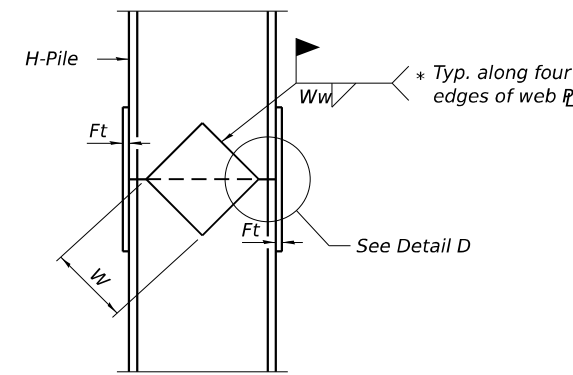
Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.



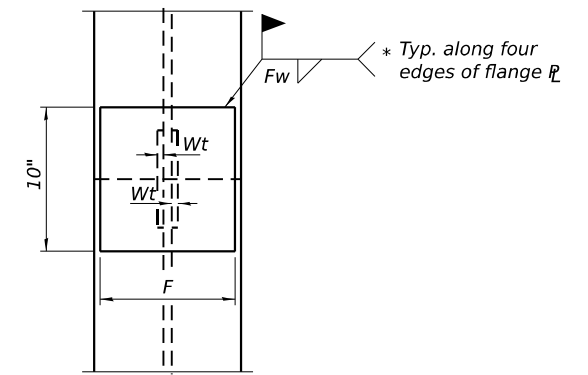
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

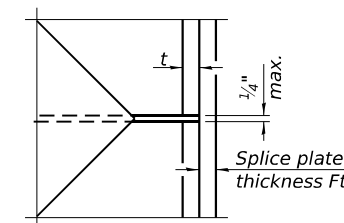
- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).



**ELEVATION**



**END VIEW**



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

MODEL: DEFAULT  
FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS\PW-01\DM508078\0998307-62R55-030-HP-PILE.DGN

F-HP 1-1-2020



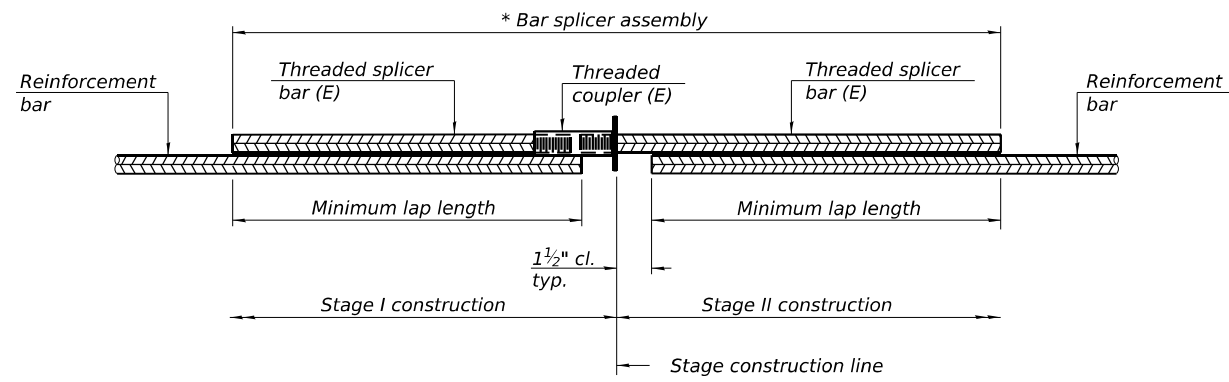
USER NAME =	DESIGNED - TMM	REvised -
PLOT SCALE =	CHECKED - KK	REvised -
PLOT DATE =	DRAWN - HBJ	REvised -
	CHECKED - KK	REvised -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 099-8307

SHEET S-30 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	92
CONTRACT NO. 62R55				
ILLINOIS FED. AID PROJECT				

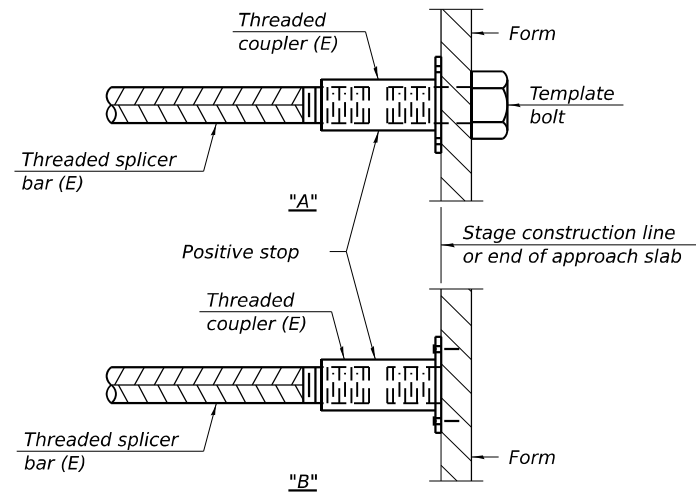


**STANDARD BAR SPLICER ASSEMBLY PLAN**  
 (All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	662	3'-6"
Diaphragms	#6	20	4'-0"
Approach Slabs	#5	172	3'-6"
Approach Slabs	#8	120	4'-9"
Abutments	#7	20	5'-0"
Pier	#5	56	3'-7"
Pier	#8	7	5'-1"
Pier	#9	7	6'-5"
	<b>Total</b>	<b>1,064</b>	

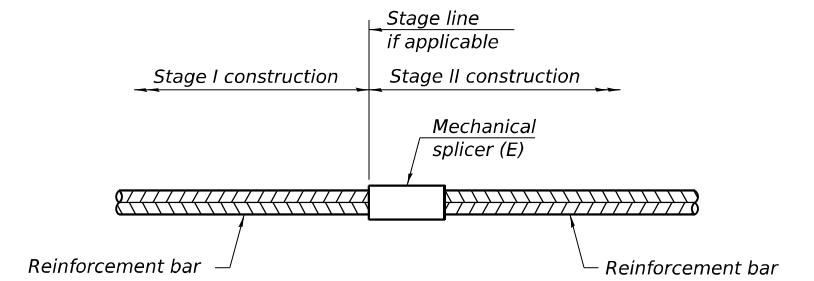


**INSTALLATION AND SETTING METHODS**

"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

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.

MODEL: DEFAULT  
 FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-031-BARSPL.DGN

BSD-1 1-1-2020



USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - HBJ	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 099-8307

SHEET S-31 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	93
			CONTRACT NO. 62R55	
		ILLINOIS	FED. AID PROJECT	



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2338

SOIL BORING LOG

Date 9/13/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MB

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765201.66, Easting 1063841.896

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-052 Station 58+97 Offset 9 ft Left Ground Surface Elev. 658.75 ft

Table with columns for Depth (ft), Blows (B), Penetration (P), Unconfined Compressive Strength (UCS), and Moisture Content (M). Includes soil descriptions like SAND, GRAVEL & STONE and SILTY CLAY LOAM.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2338

SOIL BORING LOG

Date 9/13/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MB

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765201.66, Easting 1063841.896

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-052 Station 58+97 Offset 9 ft Left Ground Surface Elev. 658.75 ft

Table with columns for Depth (ft), Blows (B), Penetration (P), Unconfined Compressive Strength (UCS), and Moisture Content (M). Includes soil descriptions like SILTY LOAM and GRAVEL, SAND & FRACTURED ROCK.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2338

ROCK CORE LOG

Date 9/13/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MB

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765201.66, Easting 1063841.896

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-052 Station 58+97 Offset 9 ft Left Ground Surface Elev. 658.75 ft

Table with columns for Depth (ft), Core Diameter (in), Core Length (ft), Recovery (%), and Core Strength (tsf). Includes descriptions for RUN 1 and RUN 2 rock cores.

Color pictures of the cores Yes Cores will be stored for examination until 5 yrs after const. 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: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-032-5B1.DGN



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their corresponding values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1 STRUCTURE NO. 099-8307 SHEET S-32 OF S-37 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2338

SOIL BORING LOG

Date 9/9/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765201.799, Easting 1063867.907

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-053 Station 58+97 Offset 17 ft Right Ground Surface Elev. 658.95 ft

Table with columns for Depth (ft), Blows (6"), UCS (tsf), Moisture (%), and Soil Description. Includes entries for SAND, GRAVEL & STONE-gray (Fill), SANDY CLAY LOAM with Stone, and SILTY CLAY LOAM.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2338

SOIL BORING LOG

Date 9/9/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765201.799, Easting 1063867.907

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-053 Station 58+97 Offset 17 ft Right Ground Surface Elev. 658.95 ft

Table with columns for Depth (ft), Blows (6"), UCS (tsf), Moisture (%), and Soil Description. Includes entries for SILTY LOAM-brown & gray-medium dense, SILTY CLAY-gray-very stiff (A-7), and FRACTURED ROCK-brown-very dense.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2338

ROCK CORE LOG

Date 9/9/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765201.799, Easting 1063867.907

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-053 Station 58+97 Offset 17 ft Right Ground Surface Elev. 658.95 ft

Table with columns for Depth (ft), Core Diameter (in), Core Length (ft), Recovery (%), and Core Strength (tsf). Includes entries for RUN 1 (-56.0' to -66.0') and RUN 2 (-66.0' to -71.0').

Color pictures of the cores Yes Cores will be stored for examination until 5 yrs after const. 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: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-033-5B2.DGN



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their respective values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 2 STRUCTURE NO. 099-8307 SHEET S-33 OF S-37 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838

SOIL BORING LOG

Date 9/3/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY AP

SECTION 13 LOCATION SW 1/4, SEC. 13, TWP. T35N, RNG. R10E, 3rd PM, Northing 1765314.239, Easting 1063797.754

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-054 Station 60+11 Offset 50.3 ft Left Ground Surface Elev. 637.32 ft

Table with columns for Depth (ft), Blows (16"), UCS (tsf), Moisture (%), and Soil Description. Includes entries for TOPSOIL-black, SILTY CLAY LOAM, FRACTURED ROCK, GRAVEL & SAND, and SILTY CLAY.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838

ROCK CORE LOG

Date 9/3/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY AP

SECTION 13 LOCATION SW 1/4, SEC. 13, TWP. T35N, RNG. R10E, 3rd PM, Northing 1765314.239, Easting 1063797.754

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-054 Station 60+11 Offset 50.3 ft Left Ground Surface Elev. 637.32 ft

Table with columns for Depth (ft), Core Recovered (%), Core Diameter (in), and Core Description. Includes entries for RUN 1 and RUN 2 SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE.

Color pictures of the cores Yes Cores will be stored for examination until 5 yrs after const. The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838

SOIL BORING LOG

Date 9/3/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY AP

SECTION 13 LOCATION SW 1/4, SEC. 13, TWP. T35N, RNG. R10E, 3rd PM, Northing 1765316.49, Easting 1063883.801

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-055 Station 60+11 Offset 35.6 ft Right Ground Surface Elev. 638.00 ft

Table with columns for Depth (ft), Blows (16"), UCS (tsf), Moisture (%), and Soil Description. Includes entries for TOPSOIL-black, SAND, GRAVEL & STONE, CLAY LOAM, and SILTY CLAY.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

MODEL: DEFAULT FILE NAME: C:\TRANSYSYSTEMS\LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-034-583.DGN



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their respective values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 3 STRUCTURE NO. 099-8307 SHEET S-34 OF S-37 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.





Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838

ROCK CORE LOG

Date 9/3/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY AP

SECTION 13 LOCATION SW 1/4, SEC. 13, TWP. T35N, RNG. R10E, 3rd PM, Northing 1765316.49, Easting 1063883.601

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. 099-8307 CORING BARREL TYPE & SIZE NX Double Swivel-10 ft Station 60+10.96 Core Diameter 2 in Top of Rock Elev. 607.50 ft Begin Core Elev. 605.50 ft BORING NO. BSB-055 Station 60+11 Offset 35.6 ft Right Ground Surface Elev. 638.00 ft

Table with columns: (ft), (#), (%), (min/ft), (tsf). Includes descriptions for RUN 1 (-32.5' to -42.5') and RUN 2 (-42.5' to -47.5') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE.

Color pictures of the cores Yes Cores will be stored for examination until 5 yrs after const. The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838

SOIL BORING LOG

Date 9/15/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765430.976, Easting 1063835.927

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-056 Station 61+27 Offset 9.1 ft Left Ground Surface Elev. 658.58 ft

Table with columns: (ft), (ft) (6"), (tsf), (%). Includes descriptions for 2.0" SAND, GRAVEL & STONE black and CLAY LOAM-dark brown & gray spotted black-stiff to very stiff (Fill).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2838

SOIL BORING LOG

Date 9/15/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765430.976, Easting 1063835.927

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-056 Station 61+27 Offset 9.1 ft Left Ground Surface Elev. 658.58 ft

Table with columns: (ft), (ft) (6"), (tsf), (%). Includes descriptions for CLAY-gray-very stiff (continued) and SILTY SAND & GRAVEL-gray-medium dense.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

MODEL: DEFAULT FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-035-584.DGN



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 4 STRUCTURE NO. 099-8307 SHEET S-35 OF S-37 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2339

ROCK CORE LOG

Date 9/15/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765430.976, Easting 1063835.927

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. 099-8307 CORING BARREL TYPE & SIZE NX Double Swivel-10 ft Station 60+10.96 Core Diameter 2 in Top of Rock Elev. 607.58 ft Begin Core Elev. 605.58 ft BORING NO. BSB-056 Station 61+27 Offset 9.1 ft Left Ground Surface Elev. 658.58 ft

Table with columns: (ft), (#), (%), (min/ft), (tsf). Rows include RUN 1 (-53.0' to -63.0') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE and RUN 2 (-63.0' to -68.0') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE.

Color pictures of the cores Yes Cores will be stored for examination until 5 yrs after const. The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2339

SOIL BORING LOG

Date 9/7/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765429.247, Easting 1063862.009

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-057 Station 61+24 Offset 16.9 ft Right Ground Surface Elev. 658.85 ft

Table with columns: D, B, U, M, S, P, L, O, C, S, T, W, H, S, Q, T, H, S, Qu, T, H, S, Qu, T, H, S, Qu, T, H, S, Qu, T. Rows include SAND, GRAVEL & STONE medium dense (Fill), LOAM-dark brown, gray & black-very loose to loose (A-6) Fill, SILTY CLAY LOAM-black-very stiff (A-7), CLAY LOAM-dark brown & gray spotted black-stiff (Fill), SANDY CLAY LOAM with Gravel-brown-medium dense (Fill), SILTY CLAY-gray-very stiff, CLAY LOAM-brown-very stiff (Fill).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Geo Services, Inc. Geotechnical, Environmental & Civil Engineering 805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 355-2339

SOIL BORING LOG

Date 9/11/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3rd PM, Northing 1765429.247, Easting 1063862.009

COUNTY Will DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 099-8307 Station 60+10.96 BORING NO. BSB-057 Station 61+24 Offset 16.9 ft Right Ground Surface Elev. 658.85 ft

Table with columns: D, B, U, M, S, P, L, O, C, S, T, W, H, S, Q, T, H, S, Qu, T, H, S, Qu, T, H, S, Qu, T. Rows include CLAY-gray-very stiff (continued), FRACTURED ROCK-gray-medium dense, GRAVEL with Sand-gray-medium dense, Borehole continued with rock coring.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

MODEL: DEFAULT FILE NAME: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-036-5B5.DGN



Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, TMM, KK, HBJ, KK, REVISED, REVISED, REVISED, REVISED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 5 STRUCTURE NO. 099-8307 SHEET S-36 OF S-37 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., ILLINOIS, FED. AID PROJECT.



**Geo Services, Inc.**  
 Geotechnical, Environmental & Civil Engineering  
 805 Amherst Court, Suite 204  
 Naperville, Illinois 60563  
 (630) 355-2828

**ROCK CORE LOG**

Date 9/7/21

ROUTE FAU-363 (Briggs St) DESCRIPTION I-80 Phase II LOGGED BY MM

SECTION 15 LOCATION SW 1/4, SEC. 15, TWP. T35N, RNG. R30E, 3<sup>rd</sup> PM, Northing 1765429.247, Easting 1063862.009

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. 099-8307 CORING BARREL TYPE & SIZE NX Double Swivel-10 ft  
 Station 60+10.96 Core Diameter 2 in  
 BORING NO. BSB-057 Top of Rock Elev. 607.15 ft  
 Station 61+24 Begin Core Elev. 607.15 ft  
 Offset 16.9 ft Right  
 Ground Surface Elev. 658.85 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	ROQ (%)	TIME (min/ft)	STRENGTH (tsf)
607.15	1	100	0		
RUN 1 (-51.5' to -54.0') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray to gray with horizontal to wavy bedding. Weathered with rust staining. Highly fractured throughout with some chert nodules.					
604.65	2	90	32		
RUN 2 (-54.0' to -62.0') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray to gray with horizontal to wavy bedding. Weathered with rust staining to -57.0'. Highly fractured throughout with some chert nodules.					
596.65	3	100	49		877.00
RUN 3 (-62.0' to -66.5') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray to gray with horizontal to wavy bedding. Some horizontal fractures throughout with some chert nodules.					
592.15					
End Of Boring @ -66.5'. Boring backfilled with cuttings. End of Boring					

Color pictures of the cores  Yes  
 Cores will be stored for examination until 5 yrs after const.  
 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: C:\TRANSYSYSTEMS\PW\_LOCAL\TRANSYSYSTEMS-PW-01\DM508078\0998307-62R55-037-586.DGN



USER NAME =	DESIGNED - TMM	REVISED -
	CHECKED - KK	REVISED -
PLOT SCALE =	DRAWN - HBJ	REVISED -
PLOT DATE =	CHECKED - KK	REVISED -

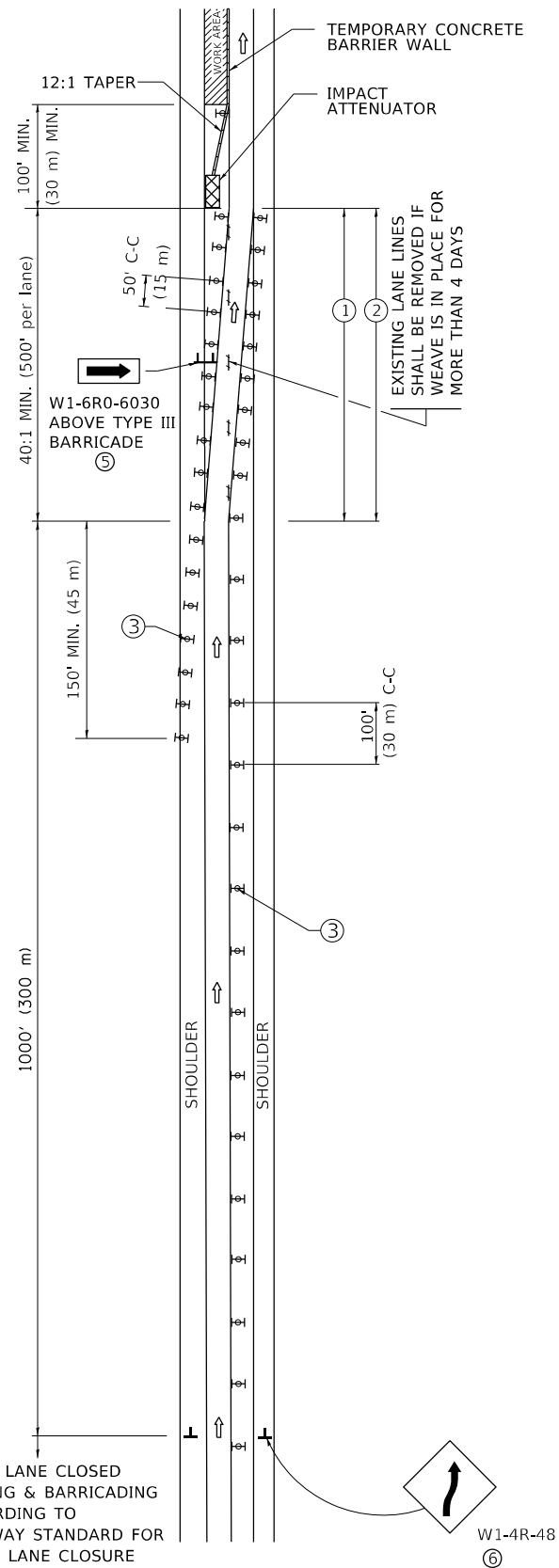
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 6  
 STRUCTURE NO. 099-8307

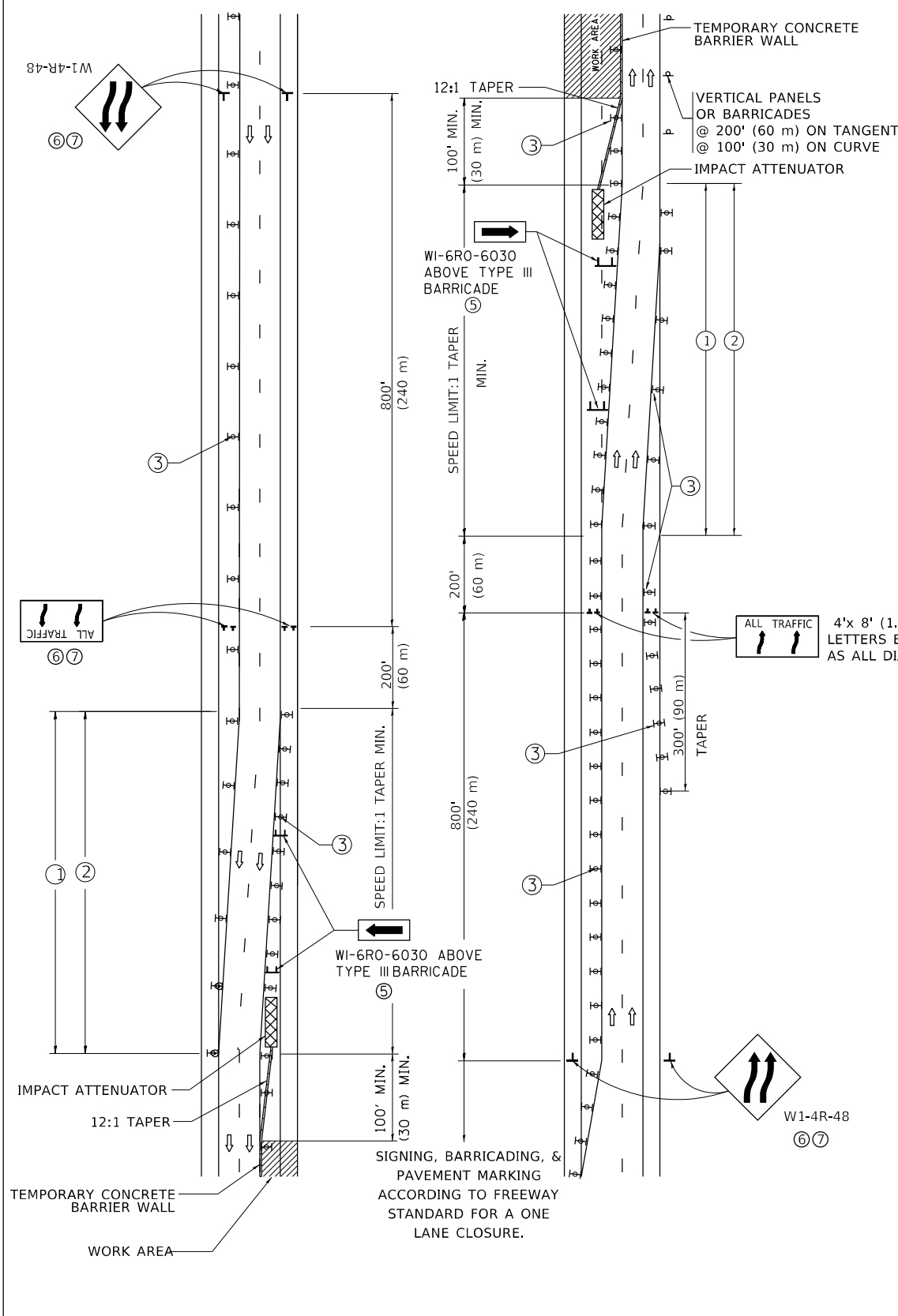
SHEET S-37 OF S-37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 BR	WILL	133	99
CONTRACT NO. 62R55				
		ILLINOIS	FED. AID PROJECT	

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES:

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

### SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: D:\draft... FILE NAME: ...

USER NAME = footem	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR  
FREEWAY SINGLE & MULTI-LANE WEAVE

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

F.A.I. RTE. 80	SECTION FAI 80 22 BR	COUNTY WILL	TOTAL SHEETS 133	SHEET NO. 100
TC-09		CONTRACT NO. 62R55		
ILLINOIS FED. AID PROJECT				