06-13-2025 LETTING ITEM 198

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	1
	ILLINOIS	CONTRACT NO. 62U39		

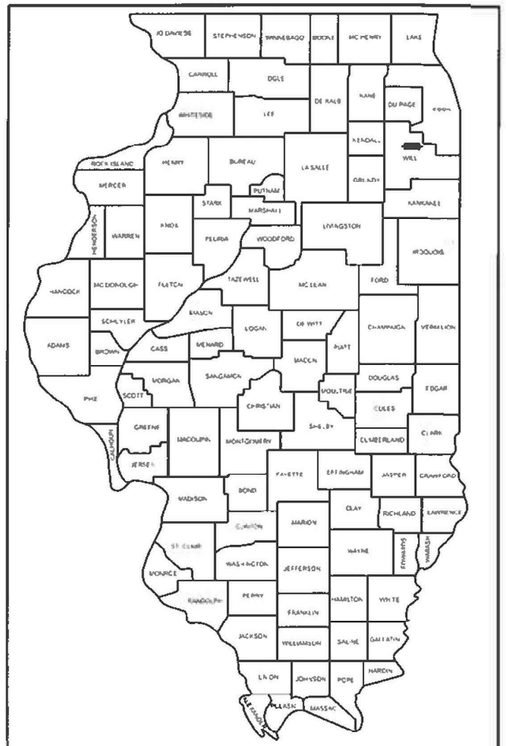
* 86 + 1 = 87 TOTAL SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAI ROUTE 80 (AT FRANCIS RD)
SECTION FAI 80 22 FRANCIS BR
BRIDGE REPLACEMENT
WILL COUNTY

D-91-044-23



LOCATION OF SECTION INDICATED THUS:-

FOR INDEX OF SHEETS, SEE SHEET NO. 2

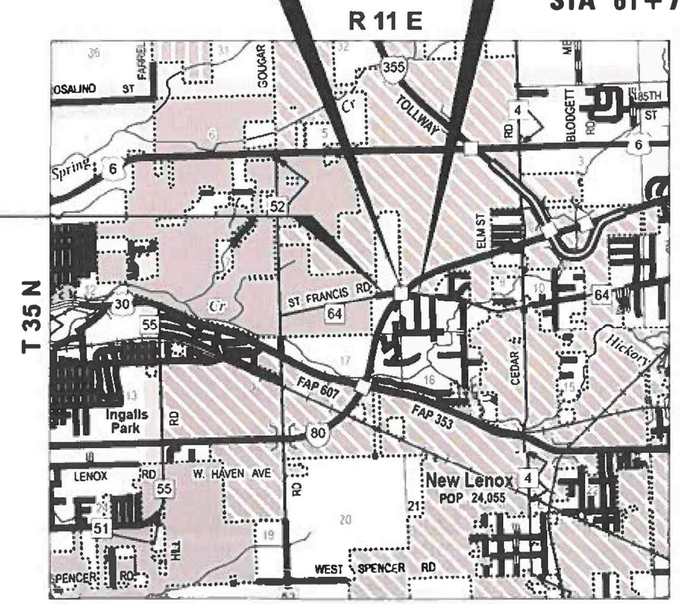
Thomas P. Paolicchi, P.E. 03/20/2025 Date Lic. No. 062.056747 Expires: 11/30/2025 ABNA ENGINEERING (SHTS 1-32, 63-86)	SEAL
Stephen E. Alsbury, S.E. 03/20/2025 Date Lic. No. 081.5261 Expires: 11/30/2026 ABNA ENGINEERING (SHTS 33-62)	SEAL

C-91-054-23

BRIDGE REPLACEMENT
STA 53 + 90.01
EXIST SN 099-0205
PROP SN 099-8336

END IMPROVEMENT
STA 61 + 77.27

BEGIN IMPROVEMENT
STA 49 + 95.00



FRANCIS ROAD
FUNCTIONAL CLASSIFICATION
MAJOR COLLECTOR
2050 ADT = 6,700
P.V.=94.8% S.U.=4.2% M.U.=1.0%
SPEED LIMIT : 30 MPH
MUNCIPALITY: VILLAGE OF NEW LENOX

1"= 100' 1"= 10' 1"= 50' 1"= 40' 1"= 30' 1"= 20'

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 20th 25 IR
REGIONAL ENGINEER

May 9 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT MANAGER: PRAVEEN KAINI, PE 847-705-4237

GROSS LENGTH = 1182.27 FT. = 0.2239 MILE
NET LENGTH = 531.36 FT. = 0.1006 MILE

ABNA DESIGN FIRM REG. 184.002117

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62U39

REV-SEP

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
631046-04	TRAFFIC BARRIER TERMINAL, TYPE 10
664001-02	CHAIN LINK FENCE
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	MULTI-LANE, TRAFFIC CONTROL AT ENTRANCE OR EXIT RAMPS
701428-01	TRAFFIC CONTROL SETUP & REMOVAL FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

COMMITMENTS

1. TO CONSERVE THE NORTHERN LONG EARED BAT (NLEB), NO TREE REMOVAL SHALL OCCUR BETWEEN APRIL AND OCTOBER 31 OF GIVEN YEAR.

GENERAL NOTES

1. ALL REFERENCES TO "HMA" = "HOT-MIX ASPHALT".
2. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

   *NICOR
   *AT&T
   *COMED

   MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY *, NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
4. ALL TEMPORARY PAVEMENT MARKINGS WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
5. THE CONTRACTOR SHALL BE AWARE THAT THERE ARE MANHOLES AND VALVES LOCATED WITHIN THE RESURFACING LIMITS. CARE SHALL BE TAKEN IN THESE LOCATIONS DURING MILLING OPERATIONS.
6. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7. ALL SIDE ROADS AND ENTRANCES WILL REMAIN OPEN.
8. STATIONING SHALL BE PLACED EVERY 300 FEET ON PROJECT BY ENGINEER WITH THE COOPERATION OF THE CONTRACTOR.
9. THE RESIDENT ENGINEER SHALL CONTACT AREA TRAFFIC FIELD ENGINEER, MR. ERIC CAMPOS, VIA EMAIL AT ERIC.CAMPOS@ILLINOIS.GOV AT LEAST (2) TWO WEEKS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.
10. BEFORE BEGINNING ANY WORK THE CONTRACTOR SHALL RETAIN AND RECORD, FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
11. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1".
12. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
13. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM 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 OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
14. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
15. THE CONTRACTOR SHALL CONTACT KALPANA.KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

MIXTURE REQUIREMENT CHART

HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
MIXTURE TYPE		AIR VOIDS @Ndesign	QMP
PAVEMENT RECONSTRUCTION (HMA PAVT (FD) 7.5")			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 2"		4% @70 Gyr.	QC/QA
HMA BINDER COURSE , IL-19.0, N70; 5.5"		4% @70 Gyr.	QC/QA
PAVEMENT RESURFACING 2"			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 2"		4% @70 Gyr.	QC/QA
HMA SHOULDER 8"			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 2"		4% @70 Gyr.	QC/QA
HMA BINDER COURSE IL-19.0, N70; 6"		4% @70 Gyr.	QC/QA
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 2"		4% @70 Gyr.	QC/QA
HMA BINDER COURSE , IL-19.0, N70; 5.5"		4% @70 Gyr.	QC/QA
PATCHING			
CLASS D PATCH (HMA BINDER IL-19.0)		4% @70 Gyr.	QC/QA
QMP DESIGNATIONS : QUALITY CONTROL/QUALITY ASSSURANCE (QC/QA): QUALITY CONTROL FOR PERFORMANCE (QCP): PAY FOR PERFORMANCE (PFP), MATERIAL TRANSFER DEVICE (MTD)			

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.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
20200100	EARTH EXCAVATION	CU YD	840	840
20400800	FURNISHED EXCAVATION	CU YD	715	715
20800150	TRENCH BACKFILL	CU YD	62	62
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	123	123
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	213	213
25000300	SEEDING, CLASS 3	ACRE	0.58	0.58
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	52	52
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	52	52
25100630	EROSION CONTROL BLANKET	SQ YD	2792	2792
28000305	TEMPORARY DITCH CHECKS	FOOT	60	60
28000400	PERIMETER EROSION BARRIER	FOOT	686	686
28000500	INLET AND PIPE PROTECTION	EACH	3	3
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	123	123
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	490	490

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1153	1153
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	644	644
40600370	LONGITUDINAL JOINT SEALANT	FOOT	810	810
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	66	66
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	214	214
40701831	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/2"	SQ YD	490	490
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	67	67
44000100	PAVEMENT REMOVAL	SQ YD	490	490
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1853	1853
44001980	CONCRETE BARRIER REMOVAL	FOOT	144	144
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	287	287
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	5	5
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	714	714

* INDICATES SPECIALTY ITEM

MODEL: SOQ-1 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 3/11/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 1 OF 4 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	3

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50157300	PROTECTIVE SHIELD	SQ YD	774	774
50200100	STRUCTURE EXCAVATION	CU YD	220	220
50300225	CONCRETE STRUCTURES	CU YD	253.40	253.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	408.30	408.3
50300260	BRIDGE DECK GROOVING	SQ YD	1279	1279
50300300	PROTECTIVE COAT	SQ YD	1659.00	1659
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	98.60	98.6
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	6528	6528
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	185620	185620
51100100	SLOPE WALL 4 INCH	SQ YD	609	609
* 51201600	FURNISHING STEEL PILES HP12X53	FOOT	714	714
* 51201800	FURNISHING STEEL PILES HP14X73	FOOT	600	600

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
* 51202305	DRIVING PILES	FOOT	1314	1314
* 51203600	TEST PILE STEEL HP12X53	EACH	1	1
* 51203800	TEST PILE STEEL HP14X73	EACH	2	2
* 51204650	PILE SHOES	EACH	27	27
* 51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	24	24
52100540	ANCHOR BOLTS, 1 1/2"	EACH	12	12
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	689	689
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	40	40
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	8	8
54248510	CONCRETE COLLAR	CU YD	1	1
55101600	STORM SEWER REMOVAL 36"	FOOT	20	20
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	204	204
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	90	90

* INDICATES SPECIALTY ITEM

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ABNA DESIGN FIRM REG. 184.002117

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	4

CONTRACT NO. 62U39
ILLINOIS | FED. AID PROJECT

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	150	150
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	37.5	37.5
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	912.5	912.5
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	1	1
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	1242	1242
* 63500105	DELINEATORS	EACH	14	14
* 63700805	CONCRETE BARRIER TRANSITION	FOOT	67	67
* 63700900	CONCRETE BARRIER BASE	FOOT	67	67
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	10800	10800
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	270	270
66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10
67100100	MOBILIZATION	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	40	40
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	15400	15400
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	35200	35200
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	8800	8800
70400100	TEMPORARY CONCRETE BARRIER	FOOT	450	450
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	450	450
70600270	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2	2
70600327	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2	2
* 72400735	REMOVE AND RELOCATE SIGN PANEL - TYPE 1	SQ FT	102	102
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	22330	22330
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	240	240

* INDICATES SPECIALTY ITEM

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ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 1/29/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	5

CONTRACT NO. 62U39
ILLINOIS | FED. AID PROJECT

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	4400	4400
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	24	24
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	23	23
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	24	24
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	15400	15400
	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1
	K1005418	TEMPORARY SEEDING	ACRE	0.58	0.58
**	78004640	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD LINE 8",	FOOT	4400	4400
	X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	947	947
	X5080530	BAR TERMINATORS	EACH	1024	1024
	X6420002	FILLING EXISTING RUMBLE STRIP	FOOT	10800	10800
	X6650208	WOVEN WIRE FENCE REMOVAL AND REPLACEMENT	FOOT	860	860
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	24	24
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0010 099-8336
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	20	20
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	352	352
	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	352	352
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	X5230174	DRAINAGE SCUPPERS, DS-11	EACH	2	2
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	106	106
	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	8	8
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500

** INDICATES SPECIALTY PROVISIONS

* INDICATES SPECIALTY ITEM

Ø 0042

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ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - GA	REVISED - ####	
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PLOT DATE = 1/29/2025	DATE - 10/09/2024	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
SUMMARY OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	6

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

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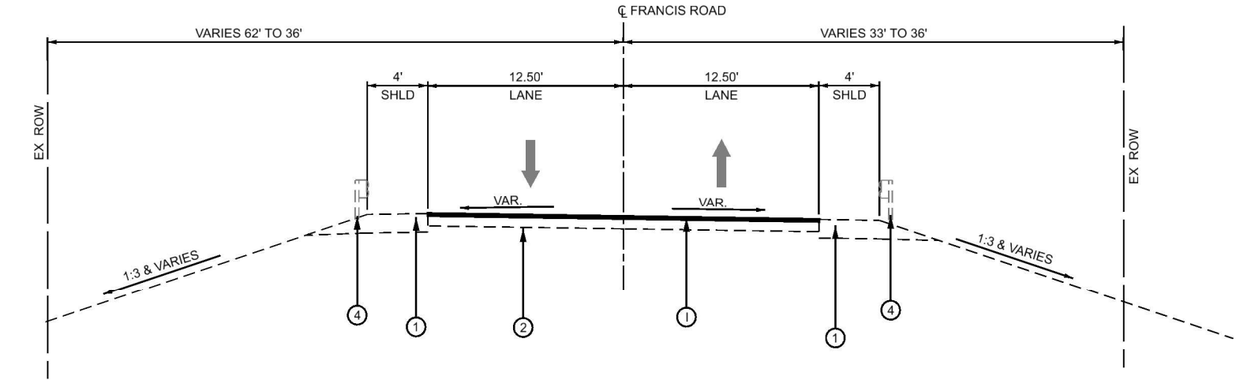
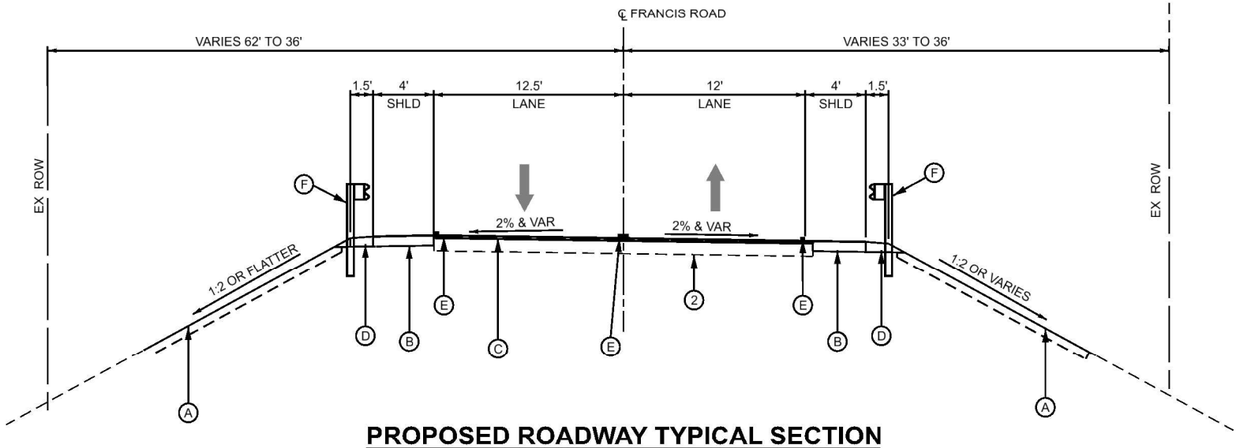
REV-SEP



EXISTING ROADWAY TYPICAL SECTION

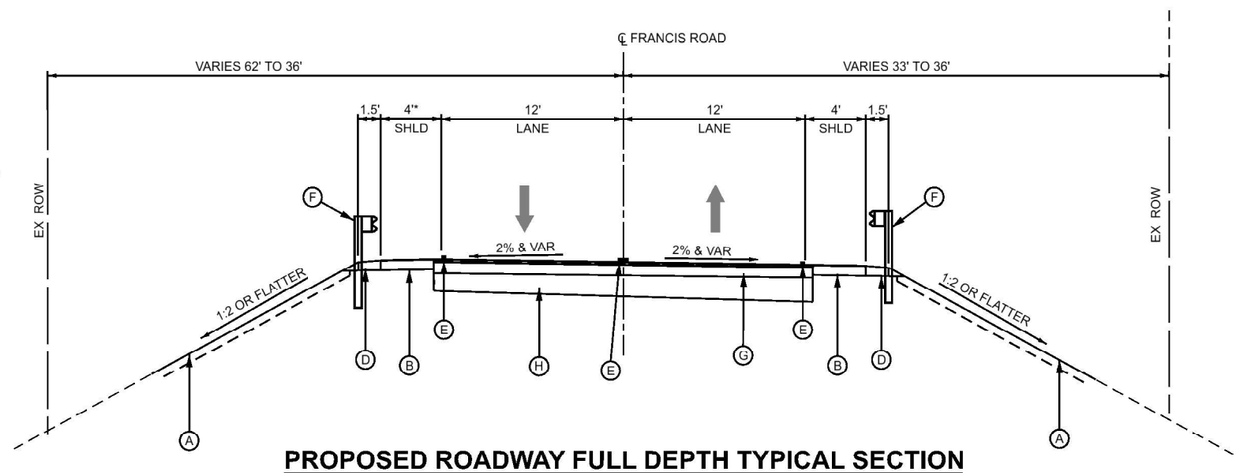


PROPOSED ROADWAY TYPICAL SECTION

STA 49+95.00 TO STA 51+28.89
STA 56+74.58 TO STA 61+77.27

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE MILLED SURFACE.

* NORTH SHOULDER AT EACH END OF BRIDGE TRANSITIONS TO 6' SHOULDER (SEE PLAN)



PROPOSED ROADWAY FULL DEPTH TYPICAL SECTION

STA 51+28.89 TO STA 52+02.74
STA 55+75.04 TO STA 56+74.58

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE HMA BINDER MIX.

LEGEND

- (1) EXISTING AGGREGATE SHOULDER
- (2) EXISTING PAVEMENT
- (3) EXISTING BRIDGE DECK
- (4) EXISTING GUARDRAIL
- (A) TOP SOIL & SEEDING (SEE EROSION & SEDIMENT CONTROL PLAN)
- (B) PROPOSED HMA SHOULDER, 8"
- (C) 2" HMA SURFACE COURSE, MIX "D", IL-9.5, N70
- (D) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- (E) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
- (F) PROPOSED GUARDRAIL
- (G) HMA PAVEMENT (FULL DEPTH) 7 1/2"
- (H) 12" AGGREGATE SUB GRADE IMPROVEMENT
- (I) HMA SURFACE REMOVAL 2"

MODEL: TYPSECTION-1 [Sheet]
FILE NAME: J:\2022\941-13\D162U39\CADD Data\Sheets\D162U39-sht-TYPICALS.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - TP	REVISED -	
PLOT DATE = 2/19/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
TYPICAL SECTIONS

SCALE: 1"=5' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	7
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

GUARDRAIL SCHEDULE

LOCATION	STATION	STATION	RT/LT	PAY ITEM NUMBER 63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (FOOT)	63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS (FOOT)	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	63100105 TRAFFIC BARRIER TERMINAL, TYPE 10 (EACH)	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (EACH)	63500105 DELINEATORS (EACH)	72501000 TERMINAL MARKER - DIRECT APPLIED (EACH)	78200005 GUARDRAIL REFLECTORS, TYPE A (EACH)
FRANCIS ROAD	51+91.43	52+28.33	RT			1					
	51+16.43	51+91.43	RT		75						4
	50+69.55	51+16.43	RT					1		1	
	52+27.66	52+64.56	LT			1					
	52+27.66	52+27.66	LT	0							4
	51+80.78	52+27.66	LT					1		1	
	55+13.15	55+50.05	RT			1					
	55+50.05	59+50.05	RT		400				14		7
	59+50.05	59+96.93	RT					1		1	
	55+46.80	55+83.70	LT			1					
	55+83.70	60+21.20	LT		437.5						7
	60+21.20	60+68.08	LT					1		1	
I-80 WB	742+40.29	742+77.79	LT	37.5							1
	742+77.79	742+77.79	LT				1				
TOTAL				37.5	912.5	4	1	4	14	4	23

SCHEDULE OF EARTHWORK

FRANCIS ROAD

STATION (XX+XX)	DISTANCE (FT.)	EARTH EXCAVATION (CU. YD.)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU. YD.)	EMBANKMENT (CU. YD.)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. YD.)
50+00.00					
	50	20.28	17.24	3.71	13.52
50+50.00					
	49.01	21.46	18.24	1.79	16.45
50+99.01					
	44.21	57.73	49.07	0.18	48.88
51+43.22					
	6.78	14.19	12.07	0.00	12.07
51+50.00					
	50	87.33	74.23	23.53	50.70
52+00.00					
	36.34		0.00		
52+36.34					
	13.66		0.00		
52+50.00					
	50		0.00		
53+00.00					
	200	60.62	45.47		45.47
55+00.00					
	50		0.00		
55+50.00					
	50	63.38	53.88	195.86	-141.98
56+00.00					
	50	88.80	75.48	26.71	48.77
56+50.00					
	24.58	30.26	25.72	8.90	16.82
56+74.58					
	25.42	10.76	9.14	12.65	-3.51
57+00.00					
	50	23.79	20.23	65.47	-45.25
57+50.00					
	50	23.38	19.88	102.59	-82.71
58+00.00					
	50	19.25	16.36	66.92	-50.56
58+50.00					
	50	18.66	15.86	23.33	-7.48
59+00.00					
	50	18.24	15.50	21.81	-6.31
59+50.00					
	50	18.25	15.52	19.88	-4.36
60+00.00					
	50	20	17.00	21.16	-4.16
60+50.00					
	50	20	17.00	21.16	-4.16
61+00.00					
	50	20	17.00	21.16	4.16
61+50.00					
	27.27	20	17.00	21.16	-4.16
61+77.27					
TOTAL		656.38	551.86	657.98	-106.12

SHRINKAGE FACTOR: EARTH EXCAVATION = 15%

MODEL: SCHED-1 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\D162U39-sht-SCHEDULES.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 10/9/2024	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
SCHEDULE OF QUANTITIES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	56	8
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

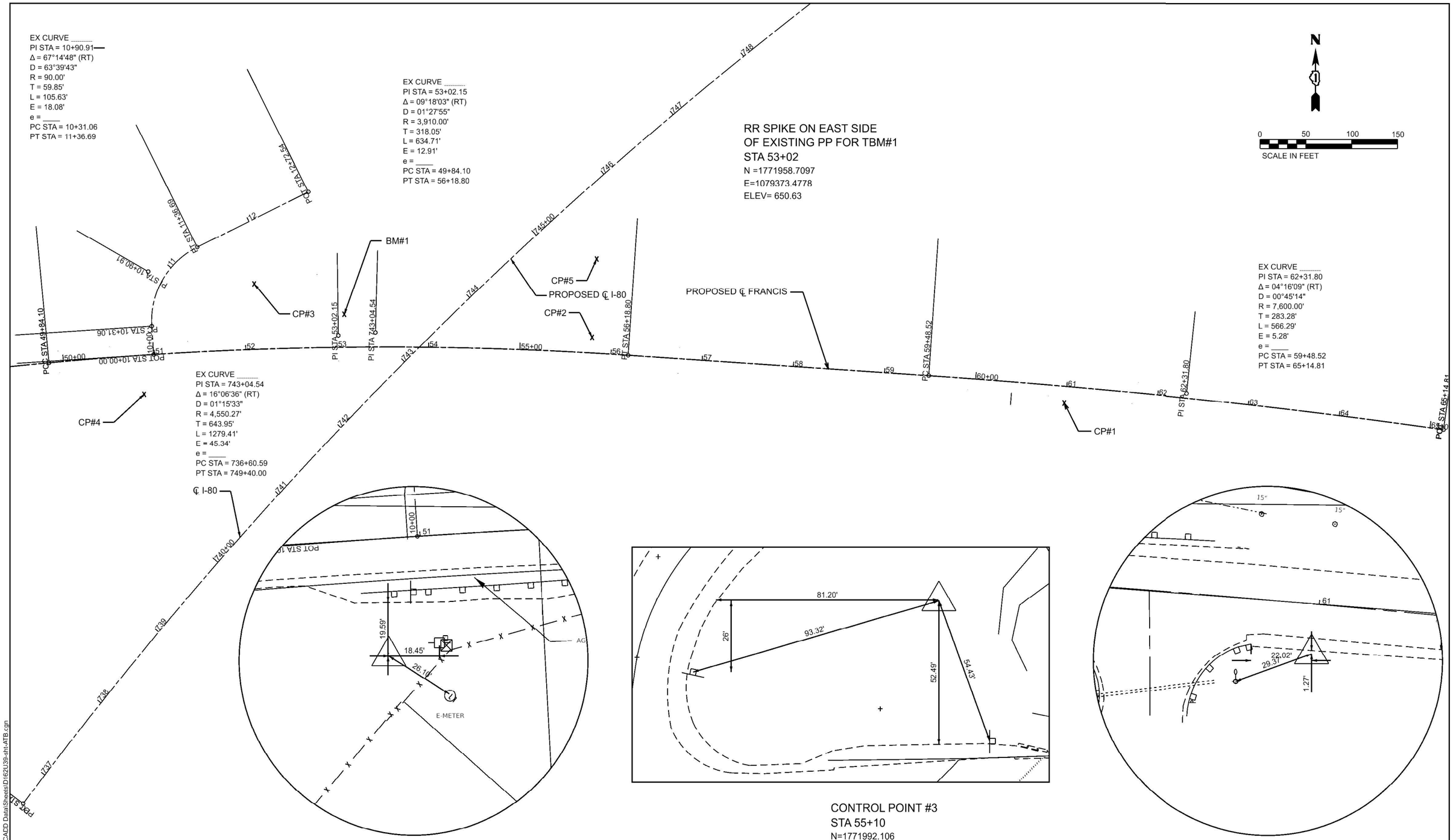
EX CURVE _____
PI STA = 10+90.91
Δ = 67°14'48" (RT)
D = 63°39'43"
R = 90.00'
T = 59.85'
L = 105.63'
E = 18.08'
e = ____
PC STA = 10+31.06
PT STA = 11+36.69

EX CURVE _____
PI STA = 53+02.15
Δ = 09°18'03" (RT)
D = 01°27'55"
R = 3,910.00'
T = 318.05'
L = 634.71'
E = 12.91'
e = ____
PC STA = 49+84.10
PT STA = 56+18.80

RR SPIKE ON EAST SIDE
OF EXISTING PP FOR TBM#1
STA 53+02
N =1771958.7097
E=1079373.4778
ELEV= 650.63

N

0 50 100 150
SCALE IN FEET



CONTROL POINT #4
STA 50+88
N =1771871.09
E=1079157.47
ELEV= 665.01

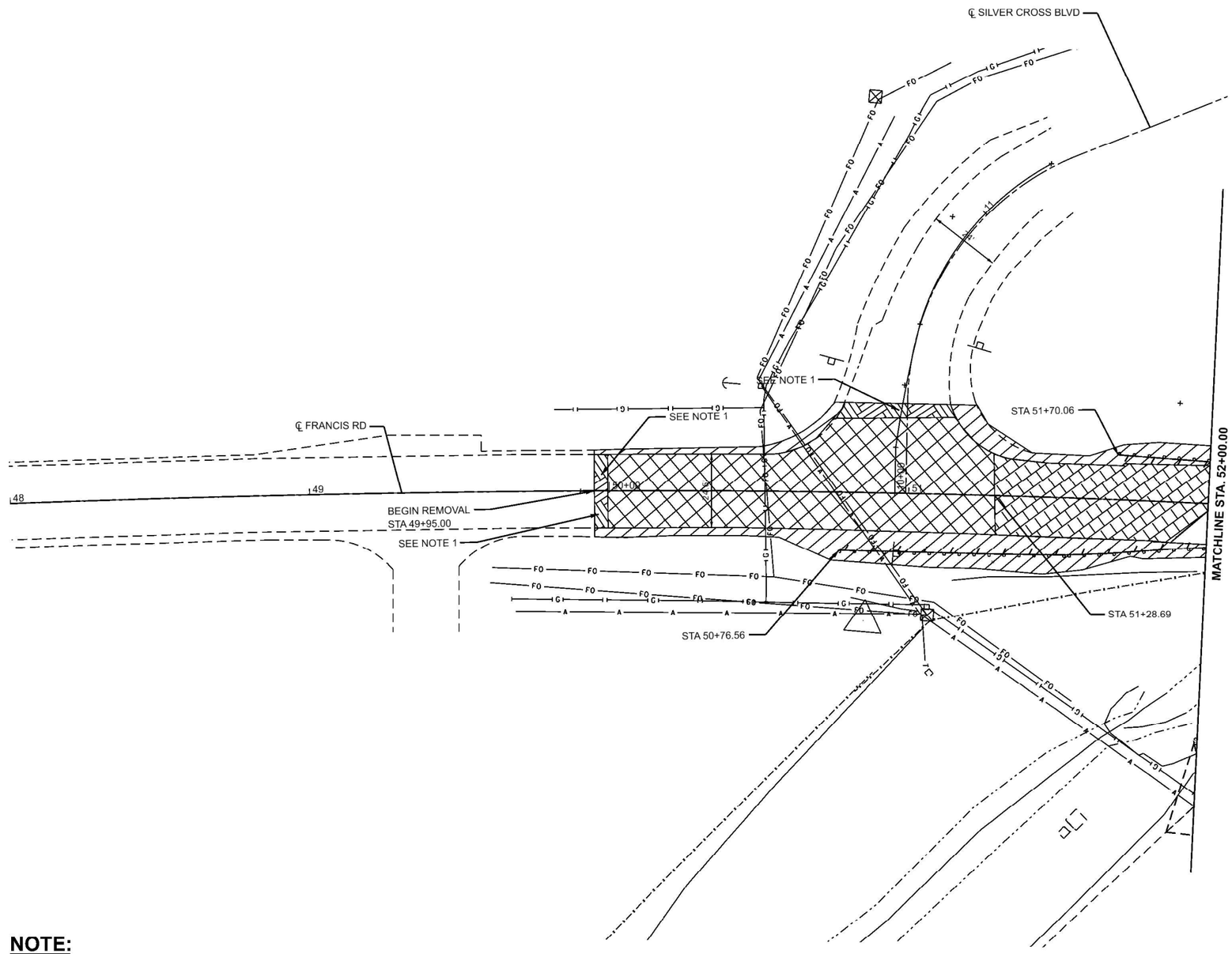
CONTROL POINT #3
STA 55+10
N=1771992.106
E=1079274.932
ELEV= 665.62

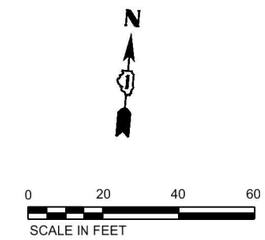
CONTROL POINT #1
STA 60+97
N=1771861.663
E=1080161.502
ELEV= 664.51

MODEL: ATB-1 [Sheet]
FILE NAME: J:\2022\6341-13\D162U39\CADD Data\Sheets\D162U39-sht-ATB.dgn

ABNA DESIGN FIRM REG. 184.002117	USER NAME = aasyed	DESIGNED - CT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRANCIS ROAD OVER I-80 ALIGNMENT TIES AND BENCHMARK
		DRAWN - ABD	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - TP	REVISED -		
	PLOT DATE = 3/20/2025	DATE - 01/10/2025	REVISED -		SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. _____ TO STA. _____

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	9
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	





NOTE:

1. SEE DISTRICT 1 STANDARDS (BD-32) FOR BUTT JOINT REMOVAL.

REMOVAL LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- AGGREGATE SHOULDER REMOVAL
- PAVEMENT REMOVAL
- CONCRETE BARRIER REMOVAL
- LINEAR ITEM (GUARDRAIL/CONCRETE BARRIER REMOVAL)

MODEL: REM-pla-1 [Sheet]
FILE NAME: J:\2022\6941-13\D162U39\CADD Data\Sheets\D162U39-sht-removal-1.dgn

ABNA DESIGN FIRM REG. 184.002117

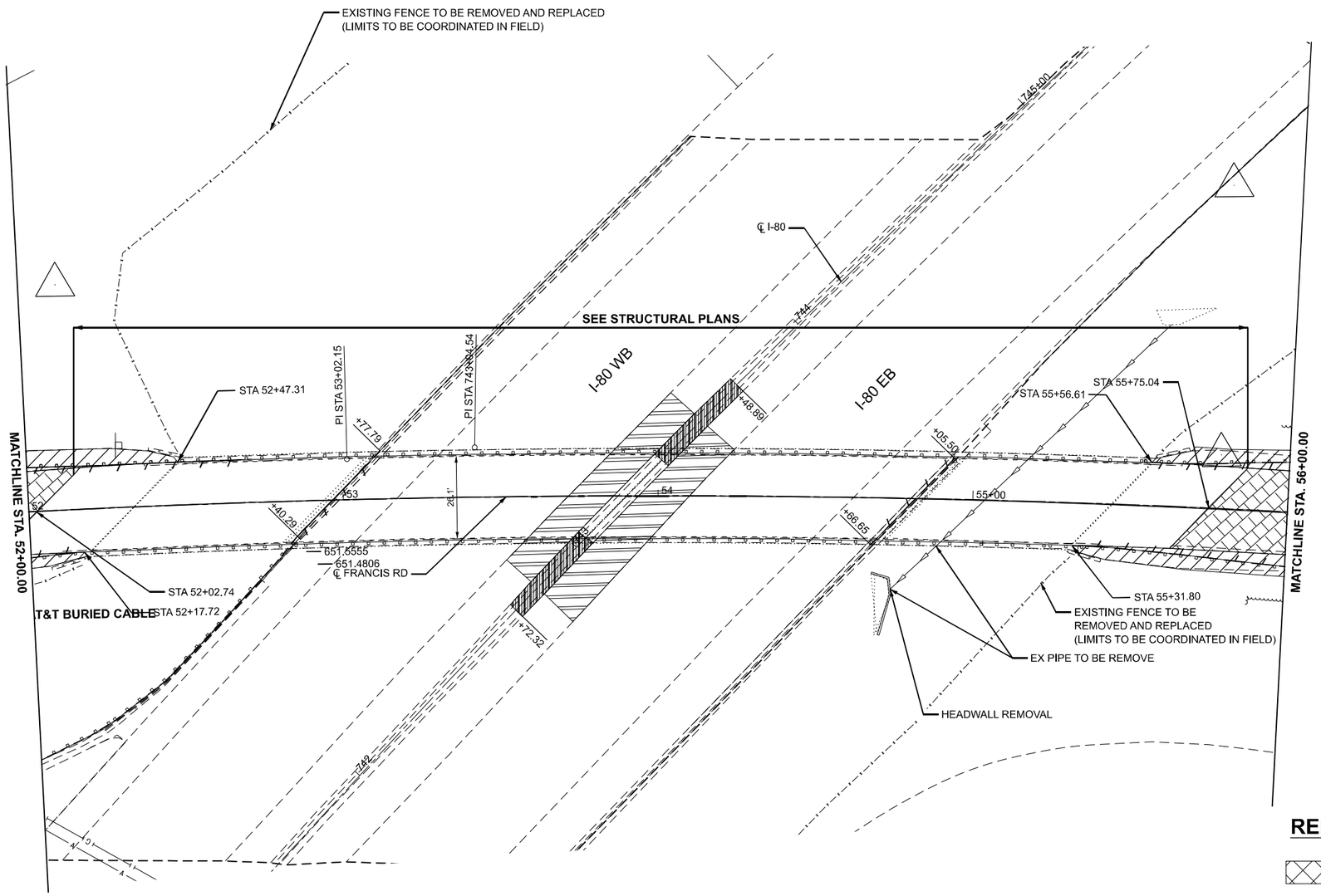
USER NAME = galsailani	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
REMOVAL PLAN - I

SCALE: 1"=20' | SHEET 1 OF 4 SHEETS | STA. 48+00.00 TO STA. 52+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	10
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		



NOTE:

1. SEE DISTRICT 1 STANDARDS (BD-32) FOR BUTT JOINT REMOVAL.

REMOVAL LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- AGGREGATE SHOULDER REMOVAL
- PAVEMENT REMOVAL
- CONCRETE BARRIER REMOVAL
- LINEAR ITEM (GUARDRAIL/CONCRETE BARRIER REMOVAL)

MODEL: REM-plan-2 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\D162U39-sht-removal-2.dgn

ABNA DESIGN FIRM REG. 184.002117

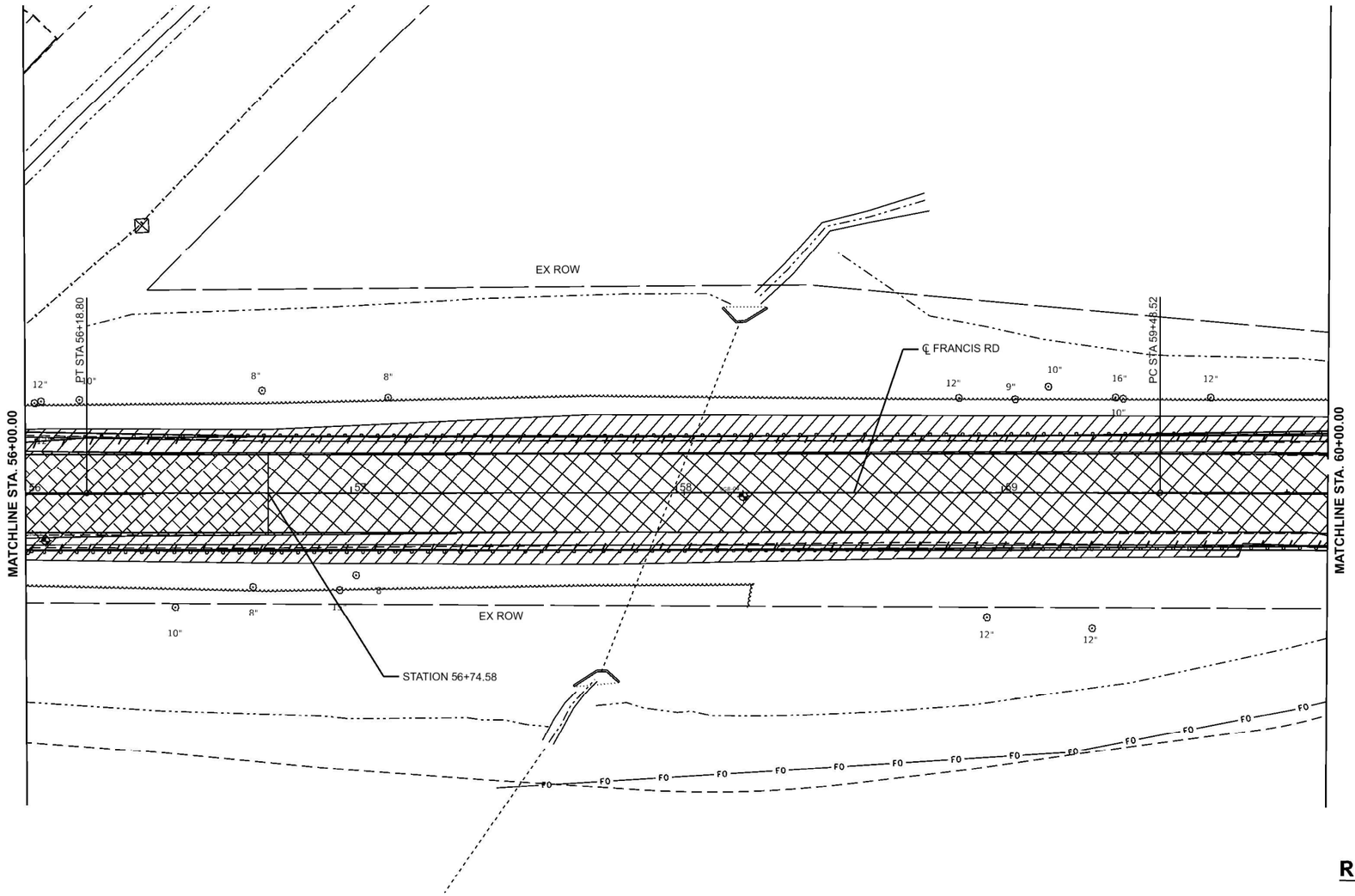
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - TP	REVISED -	
PLOT DATE = 3/20/2025	DATE - 10/09/2024	REVISED -	

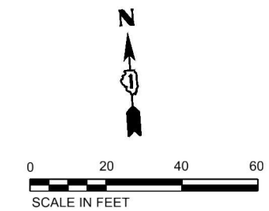
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
REMOVAL PLAN - II

SCALE: 1"=20' | SHEET 2 OF 4 SHEETS | STA. 52+00.00 TO STA. 56+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	11
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		





REMOVAL LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- AGGREGATE SHOULDER REMOVAL
- PAVEMENT REMOVAL
- CONCRETE BARRIER REMOVAL
- LINEAR ITEM (GUARDRAIL/CONCRETE BARRIER REMOVAL)

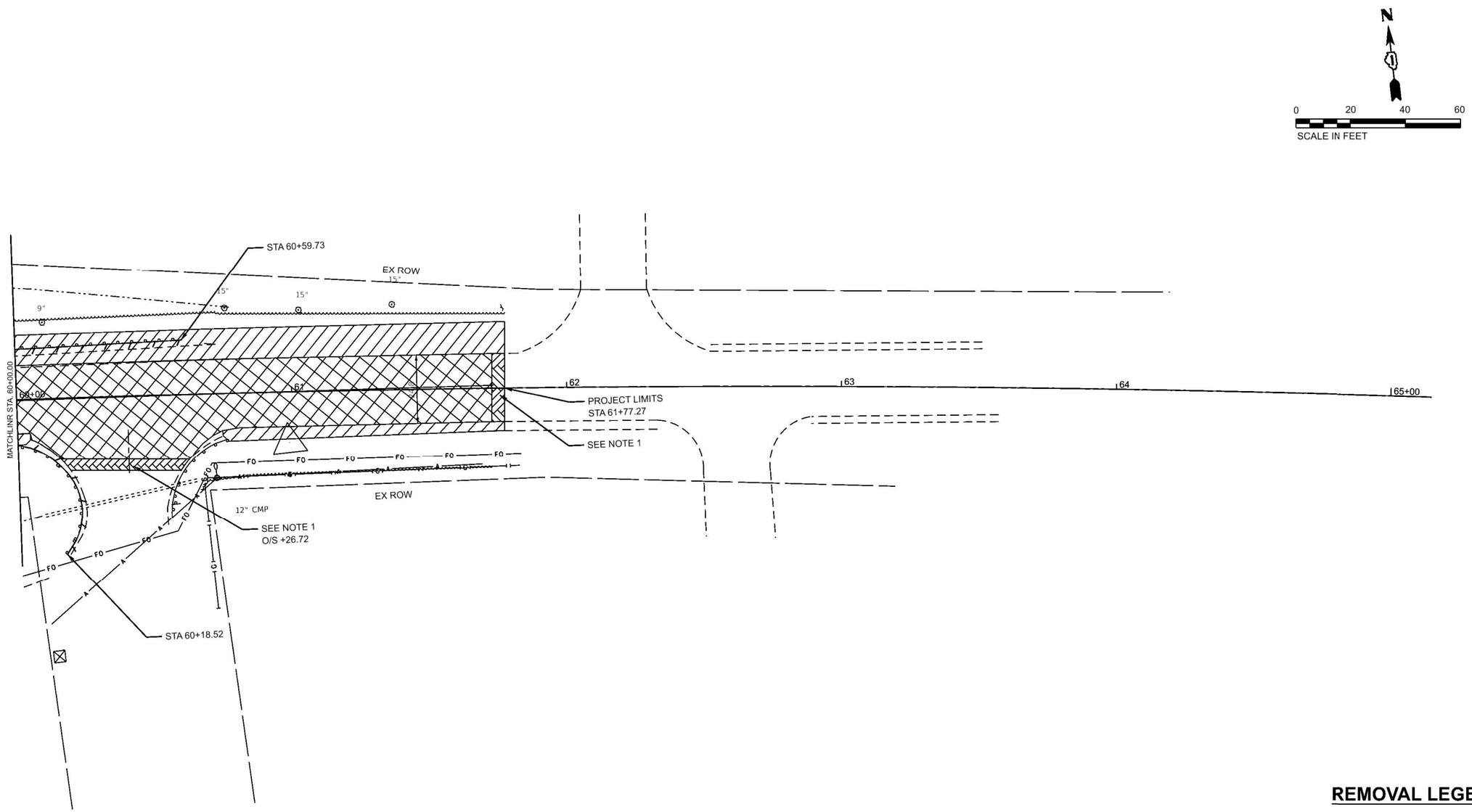
NOTE:

1. SEE DISTRICT 1 STANDARDS (BD-32) FOR BUTT JOINT REMOVAL.

MODEL: REM-pla1-3 [Sheet]
FILE NAME: J:\2022\6941-13\D162U39\CADD Data\Sheets\D162U39-sht-removal-3.dgn

ABNA DESIGN FIRM REG. 184.002117	USER NAME = galsailani	DESIGNED - CT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRANCIS ROAD OVER I-80 REMOVAL PLAN - III
		DRAWN - ABD	REVISED -		
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -		
	PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -		SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. 56+00.00 TO STA. 60+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	12
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		



NOTE:

1. SEE DISTRICT 1 STANDARDS (BD-32) FOR BUTT JOINT REMOVAL.

REMOVAL LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- AGGREGATE SHOULDER REMOVAL
- PAVEMENT REMOVAL
- CONCRETE BARRIER REMOVAL
- LINEAR ITEM (GUARDRAIL/CONCRETE BARRIER REMOVAL)

MODEL: REM 4 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

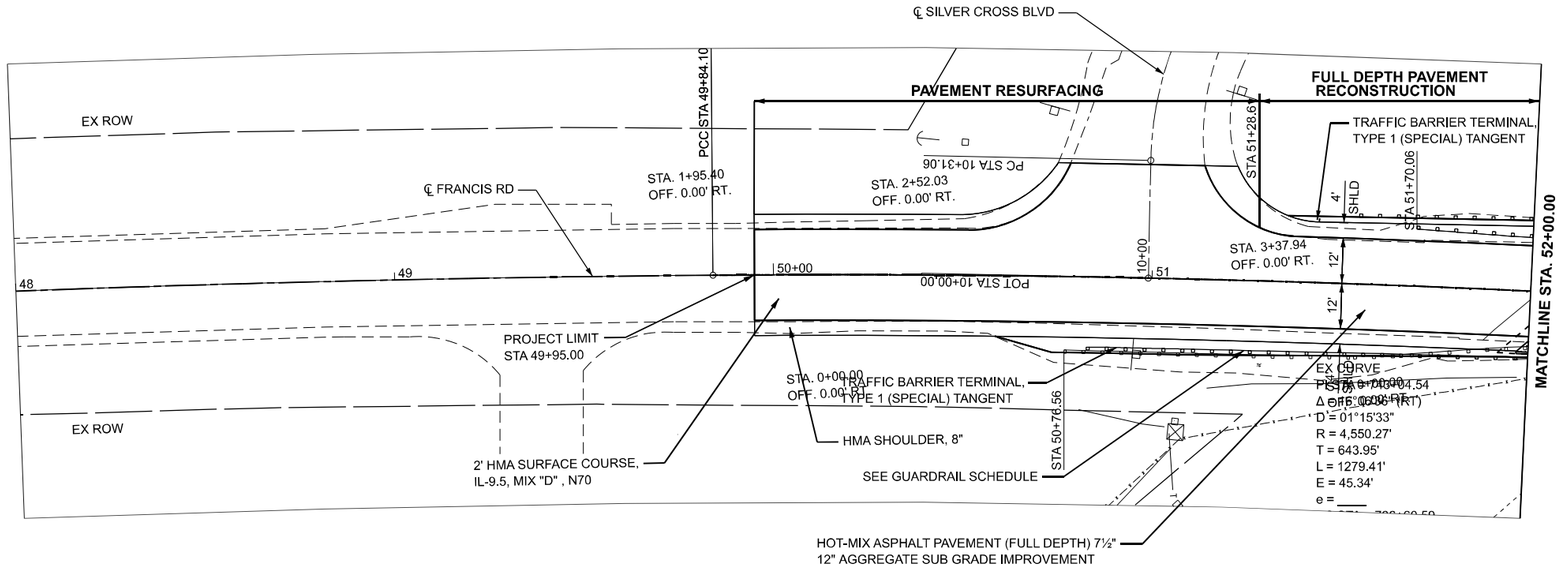
FRANCIS ROAD OVER I-80
REMOVAL PLAN - IV

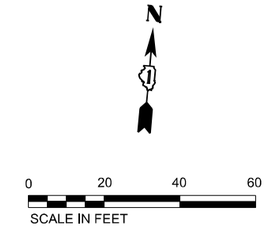
SCALE:1"=20' | SHEET 4 OF 4 SHEETS | STA. 60+00.00 TO STA. 65+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	13

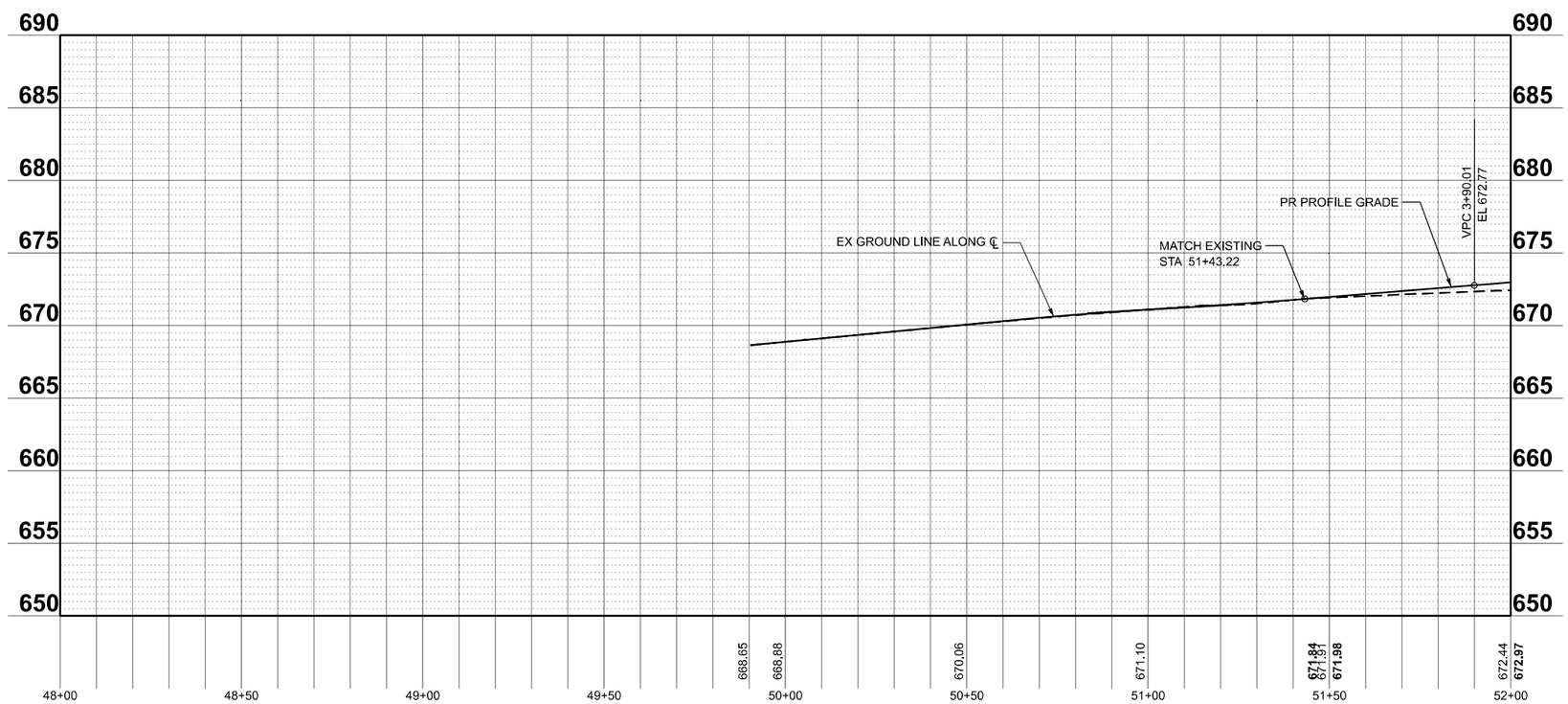
CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT





CURVE DATA
FRANCIS ROAD
PI STA = 53+02.15
Δ = 09°18'03" (RT)
D = 01°27'55"
R = 3,910.00'
T = 318.05'
L = 634.71'
E = 12.91'
e = 2.0%
PC STA = 49+84.10
PT STA = 56+18.80



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ABNA DESIGN FIRM REG. 184.002117

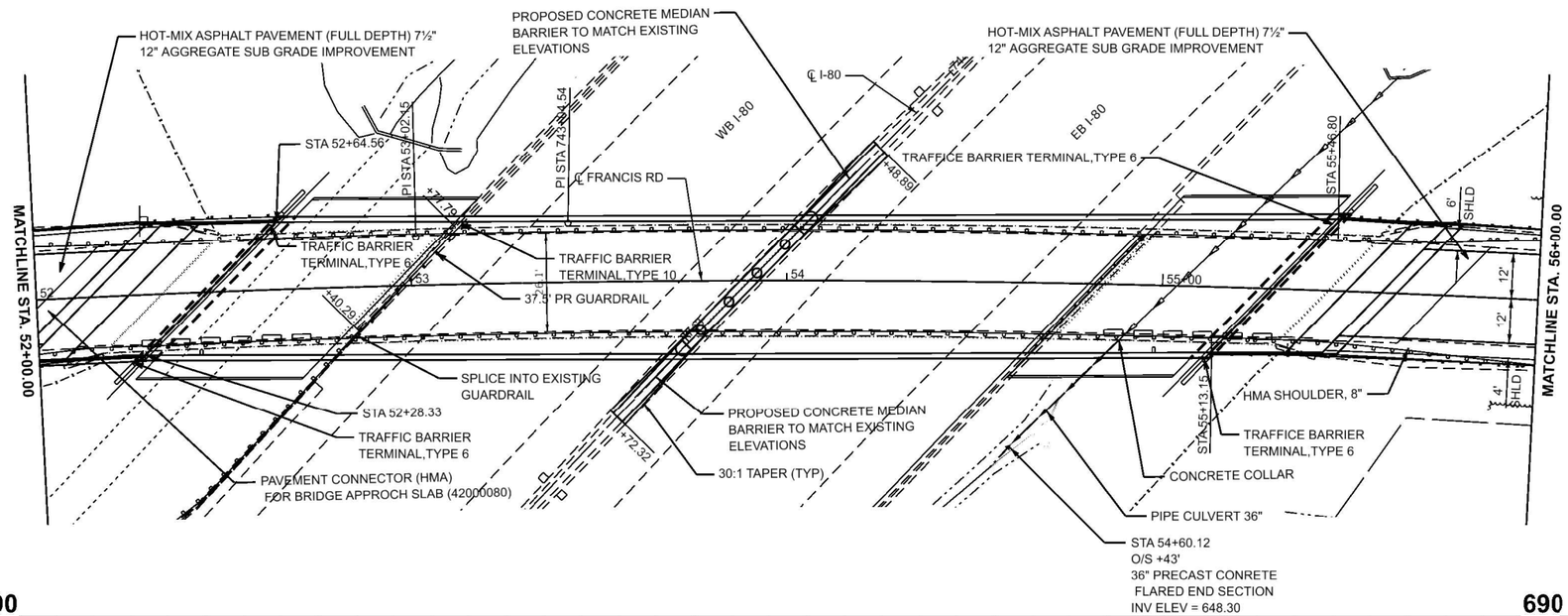
USER NAME = mjones	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - TP	REVISED -	
PLOT DATE = 1/29/2025	DATE - 10/09/2024	REVISED -	

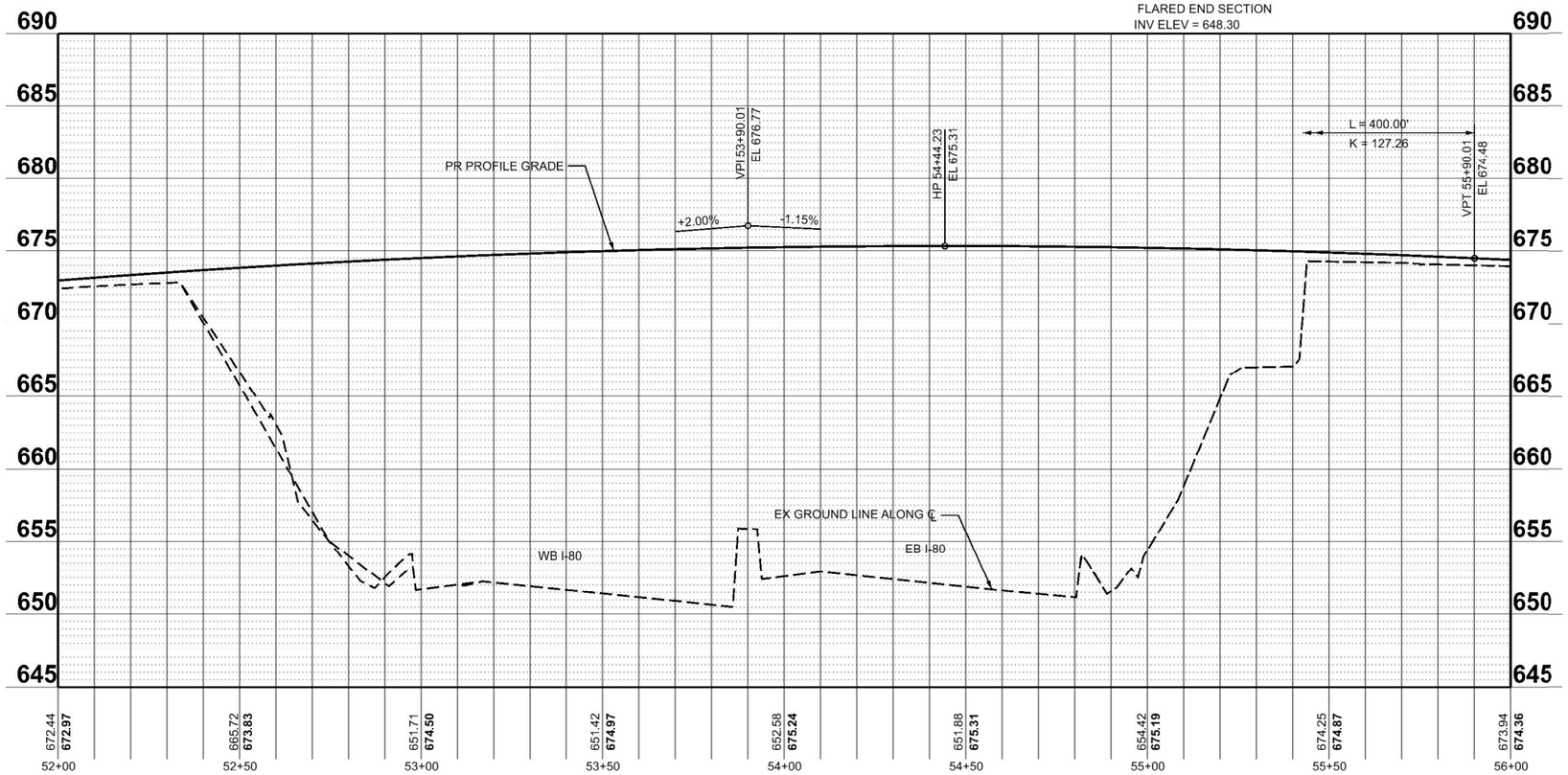
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PLAN AND PROFILE - I

SCALE:1"=20' | SHEET 1 OF 4 SHEETS | STA. 48+00.00 TO STA. 52+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	14
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		





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ABNA DESIGN FIRM REG. 184.002117

USER NAME = aasyed	DESIGNED - CT	REVISED - ####	
	DRAWN - ABD	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - TP	REVISED - ####	
PLOT DATE = 3/20/2025	DATE - 10/09/2024	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PLAN AND PROFILE - II

SCALE:1"=20' | SHEET 2 OF 4 SHEETS | STA. 52+00.00 TO STA. 56+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	15
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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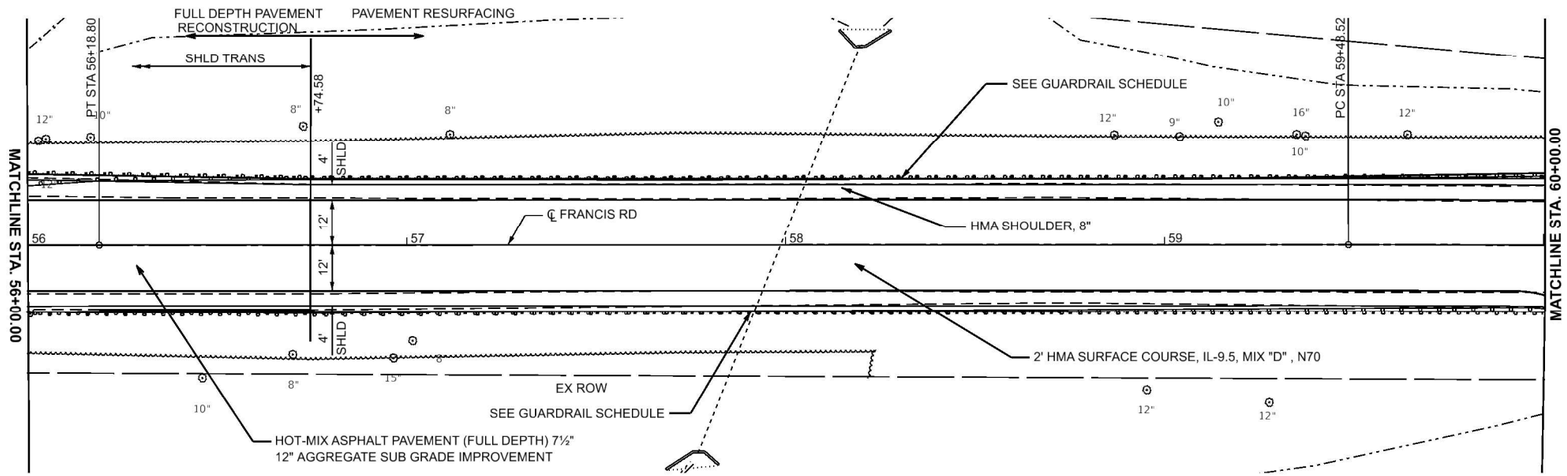

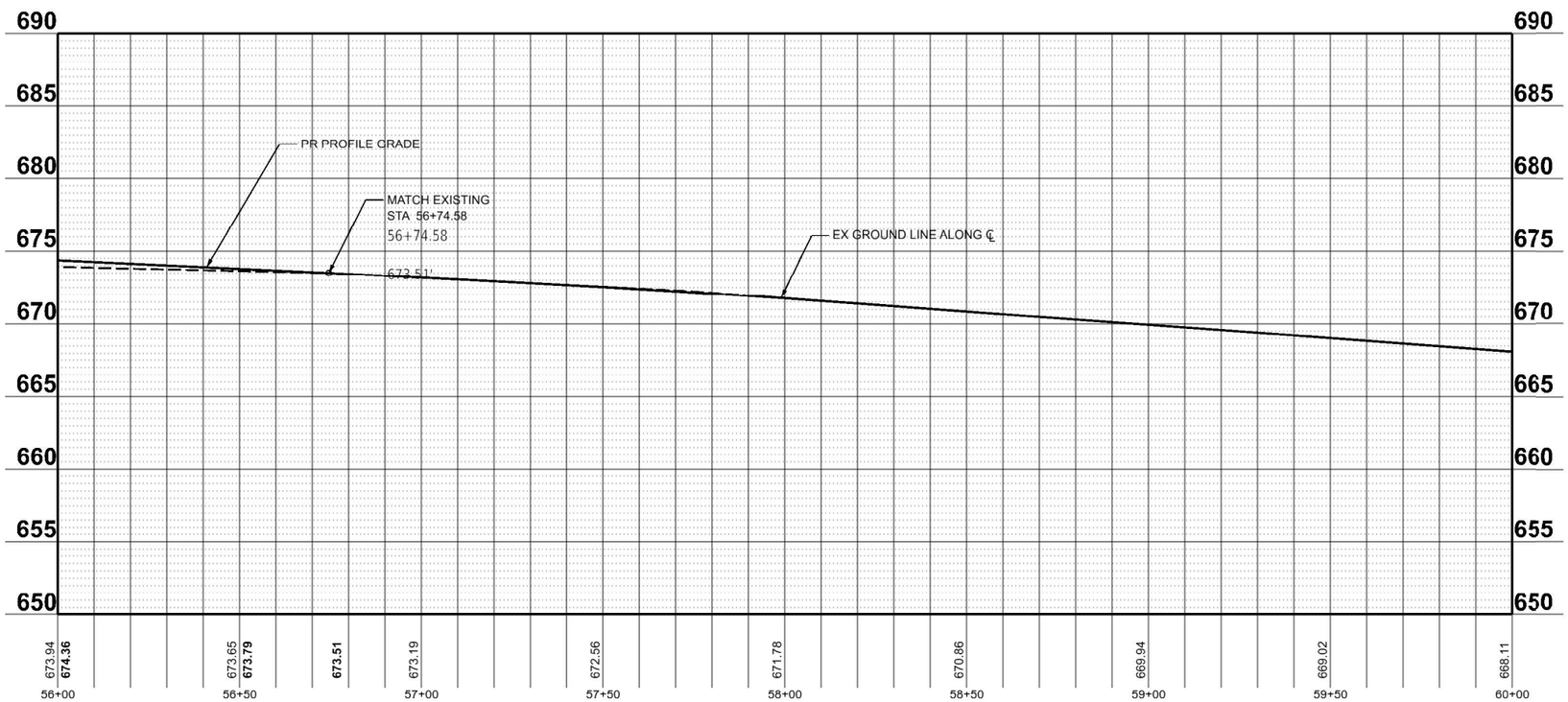

N

0 20 40 60
SCALE IN FEET

MODEL: D162U39-plan-profile-3 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - ABD	REVISED - ####	
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PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PLAN AND PROFILE - III

SCALE: 1"=20' | SHEET 3 OF 4 SHEETS | STA. 56+00.00 TO STA. 60+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	16

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

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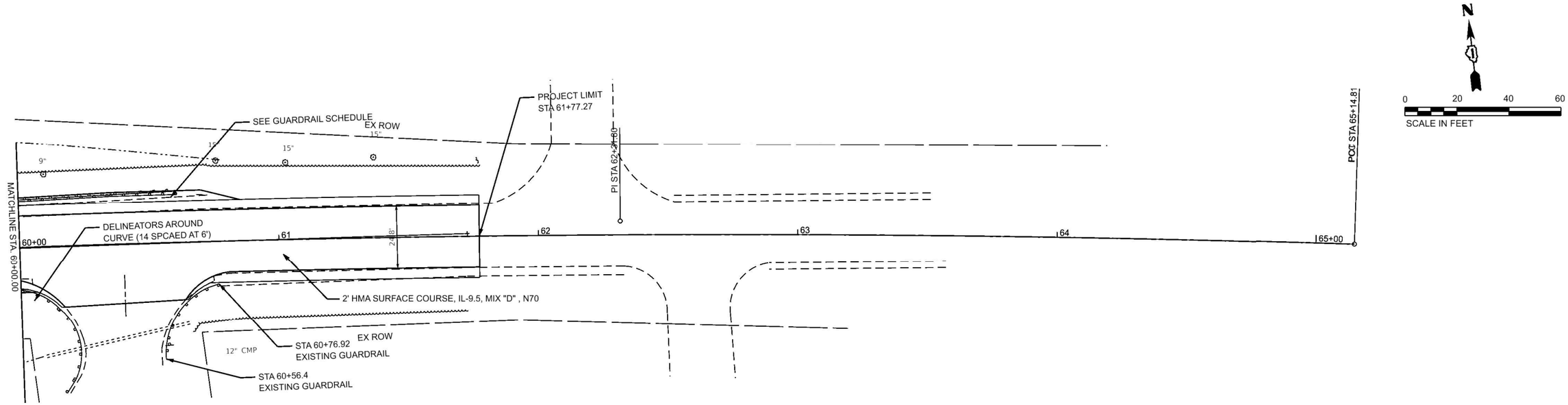

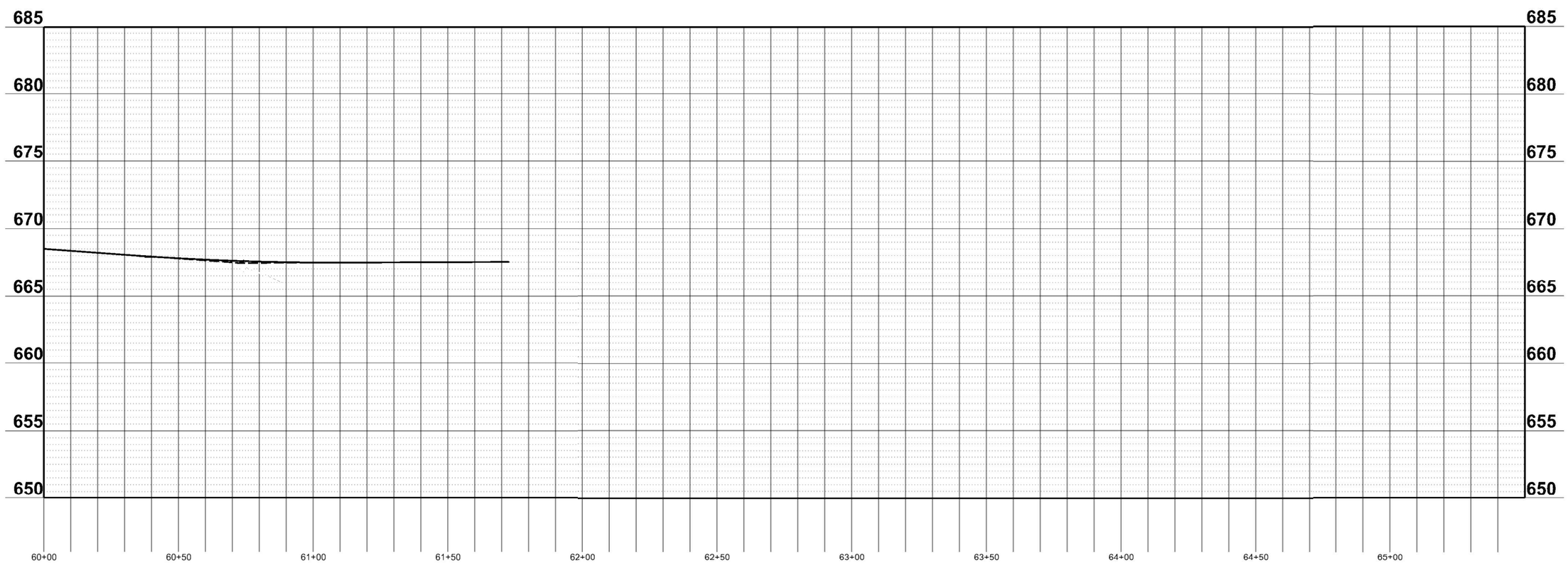

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ABNA DESIGN FIRM REG. 184.002117

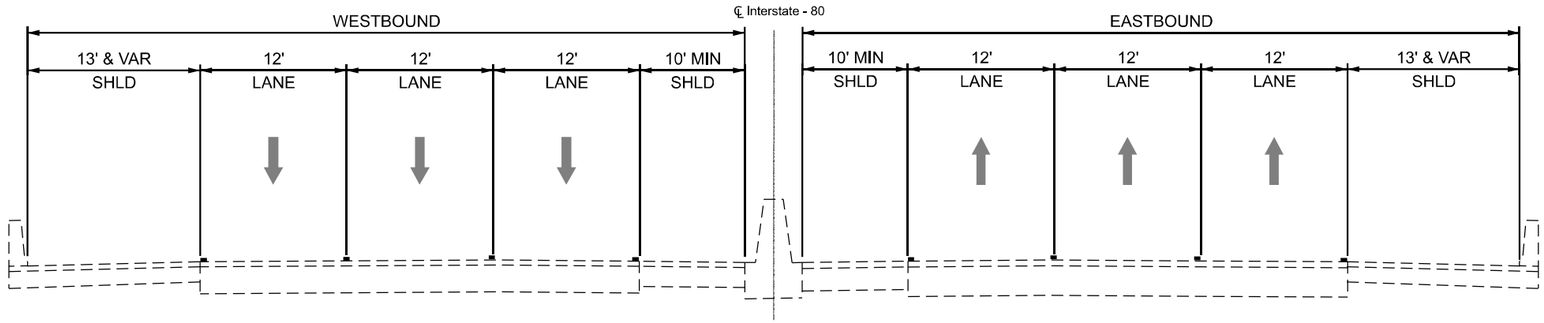
USER NAME = galsailani	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PLAN AND PROFILE - IV

SCALE:1"=20' | SHEET 4 OF 4 SHEETS | STA. 60+00.00 TO STA. 65+50.00

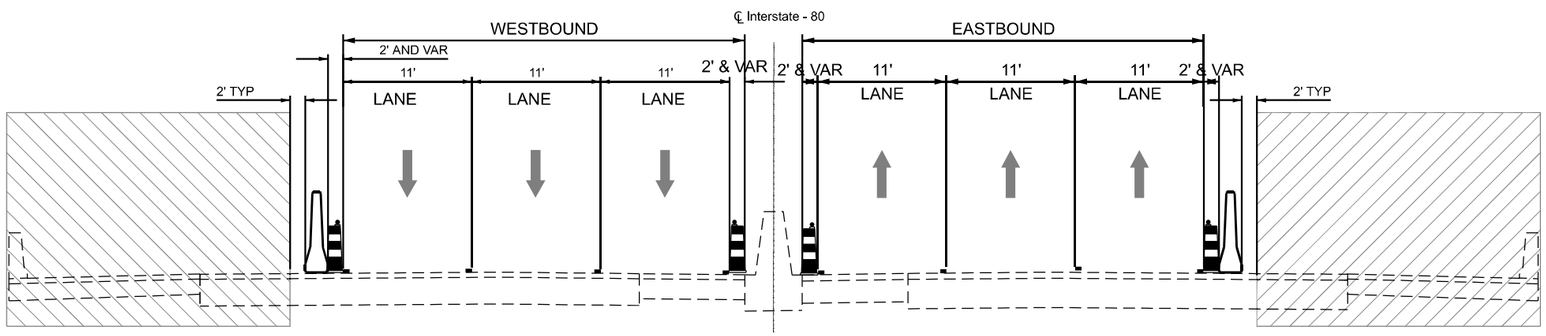
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	17
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

(LOOKING NORTH)

STA 742+25 TO STA 744+25

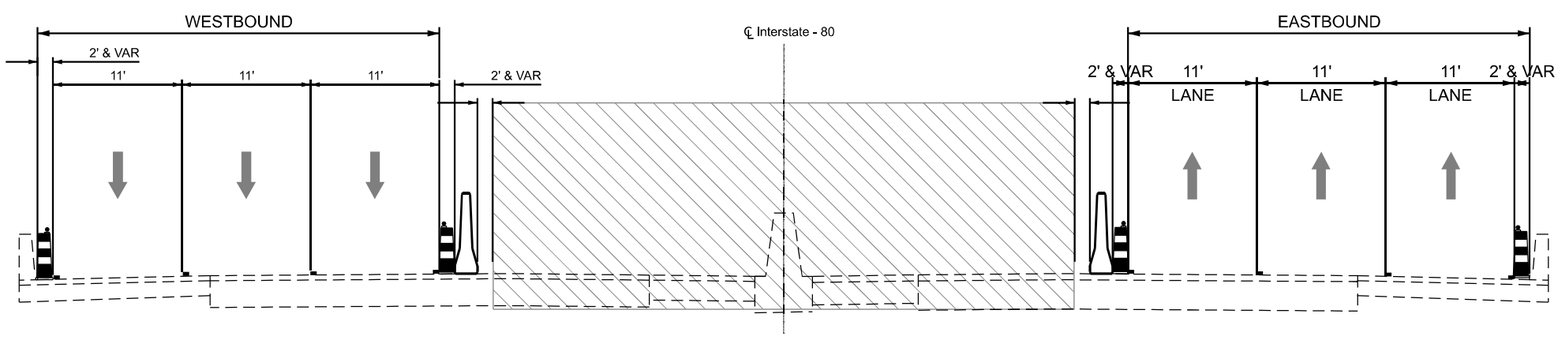


TYPICAL SECTION SHOULDER WORK - STAGE 1

(LOOKING NORTH)

WB I-80 STA 775+50 TO 736+00

EB I-80 STA 750+00 TO 701+50



TYPICAL SECTION MEDIAN WORK - STAGE 2

(LOOKING NORTH)

WB I-80 STA 775+50 TO 736+00

EB I-80 STA 750+00 TO 701+50

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- 50 C-C DRUMS
- TEMPORARY CONCRETE BARRIER

MAINTENANCE OF TRAFFIC NOTES:

1. THE CONTRACTOR SHALL REQUEST AND GAIN THE APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT 1. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORK WEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
2. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATION.
3. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A MINIMUM OF 3 11' THROUGH LANES IN EACH DIRECTION ON I-80 EXCEPT AS OTHERWISE INDICATED ON THE PLANS. LANE CLOSURES AT NIGHT WILL BE ALLOWED FOR CONSTRUCTION ACTIVITY ONLY AS APPROVED BY THE ENGINEER.
4. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, VERTICAL PANELS, TYPE III BARRICADES CHANNELIZATION DRUMS, TYPE II BARRICADES, ALL TEMPORARY CONCRETE BARRIERS AND PROTECTION NECESSARY FOR WORK ZONE TRAFFIC CONTROL AND PROTECTION, OR AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL USE TEMPORARY PAVEMENT MARKING ON SURFACES TO BE REMOVED AND IN AREAS THAT DO NOT CONFLICT WITH OTHER STAGES.DURING ALL WINTER STAGING MONTHS (NOVEMBER 1 - APRIL 1) PAVEMENT MARKINGS SHALL BE PAINT. THE PLACEMENT AND REMOVAL OF PAVEMENT MARKINGS FOR WINTER MONTHS SHALL BE PAID FOR AT THE CONTRACT UNIT COST FOR TEMPOARY PAVEMENT MARKING OF THE SIZE SPECIFIED ON THE PLANS AND PAVEMENT MARKING REMOVAL-WATER BLASTING.
6. ALL DRUMS, VERTICAL PANELS, AND TYPE II BARRICADES (IF REQUIRED) SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS ON MULTILANE ROADWAYS, WHILE BI-DIRECTIONAL LIGHTS ARE REQUIRED ON ALL, TWO-WAY, TWO-LANE ROADWAYS.
7. ALL DRUMS, VERTICAL PANELS, AND TYPE II BARRICADES SHALL BE SPACED AT 40 FEET CENTER TO CENTER THROUGHOUT THE WORK ZONE, EXCEPT IN TAPER AREAS, GORE AREAS, AND ALONG CORNER RADII, WHERE THEY SHALL BE SPACED AT 20 FEET CENTER TO CENTER EXCEPT AS OTHERWISE INDICATED ON THE PLANS.
8. TYPE II BARRICADES SHALL BE USED IN LIEU OF DRUMS IN LOCATIONS WHERE TYPE II MUST BE PLACED IN EXCAVATED AREAS DUE TO LIMITED SPACE. THESE BARICADES SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH IDOT HIGHWAY STANDARD 701901. DRUMS AND BARRICADES SHALL NOT BE PLACED TOGETHER WITHIN AN INDIVIDUAL RUN OF DEVICES.
9. TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH TYPE "C" REFLECTORS, IN ACCORDANCE WITH HIGHWAY STANDARD 704001 SPACED AT 25' CENTERS.
10. ALL CONSTRUCTION WARNING SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND.
11. ALL CONSTRUCTION WARNING SIGN DIMENSIONS SHALL BE 48" X 48", EXCEPT AS OTHERWISE
12. THE CONTRACTOR SHALL INSTALL AND COVER ALL TEMPORARY SIGNING BEFORE EXISTING SIGNS ARE REMOVED. THE CONTRACTOR SHALL RELOCATE EXISTING SIGNS AS INDICATED ON THE PLANS.
13. THE CONTRACTOR SHALL INSTALL AND COVER ALL PERMANENT SIGNING BEFORE TEMPORARY SIGNS ARE REMOVED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION - X7010216 (SPECIAL) & X7011015 (EXPRESSWAYS).
14. ALL EXISTING GUIDE SIGNS (i.e. STREET NAME SIGNS, ADVANCE STREET NAME SIGNS, ROUTE MARKERS, ETC.) SHALL BE MAINTAINED AND VISIBLE TO TRAFFIC DURING CONSTRUCTION.
15. EXISTING, TEMPORARY AND PROPOSED TRAFFIC/GUIDE SIGNS IN CONFLICT WITH STAGING SHALL BE COVERED AS INDICATED ON THE MAINTENANCE OF TRAFFIC PLANS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
16. THE FABRICATION, INSTALLATION, MAINTENANCE AND REMOVAL OF TEMPORARY GUIDE SIGNS, TEMPORARY SIGN PANELS AND BLANK-OUT PANELS, AS SHOWN IN THE MAINTENANCE OF TRAFFIC SIGN PANEL DETAILS AND PLANS WILL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL). THE RELOCATION OF THESE TEMPORARY PANELS/SIGNS FOR SUBSEQUENT STAGES SHALL ALSO BE CONSIDERED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
17. DIRECTION INDICATOR BARRICADES SHALL BE USED AT LANE CLOSURE TAPER LOCATIONS FOR ROADWAYS WITH SPEEDS GREATER THAN OR EQUAL TO 45 MPH OR AS OTHERWISE DIRECTED BY THE ENGINEER.
18. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL BACKFILL OR COVER ALL TRENCHES AND OPEN EXCAVATION HOLES FOR PROPOSED STORM SEWER, DRAINAGE STRUCTURES, AND WATER MAINS IN ORDER TO PROVIDE A SAFE CONDITION FOR MOTORISTS AND THE PUBLIC DURING NON-WORKING HOURS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
19. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MAINTENANCE OF TRAFFIC PLAN. ALL CHANGES TO THE MAINTENANCE OF TRAFFIC PLANS SHALL BE APPROVED BY TRAFFIC.
20. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
21. FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR AND NO ADDITIONAL COMPENSATION WILL BE APPLIED.
22. PAVEMENT MARKING TAPE, TYPE IV, SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
23. CONTRACTOR SHALL COORDINATE WITH THE BUREAU OF TRAFFIC, EXPRESSWAY SECTION 7 DAYS IN ADVANCE OF PROPOSED WORK ON I-80.

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PLOT DATE = 10/10/2024	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

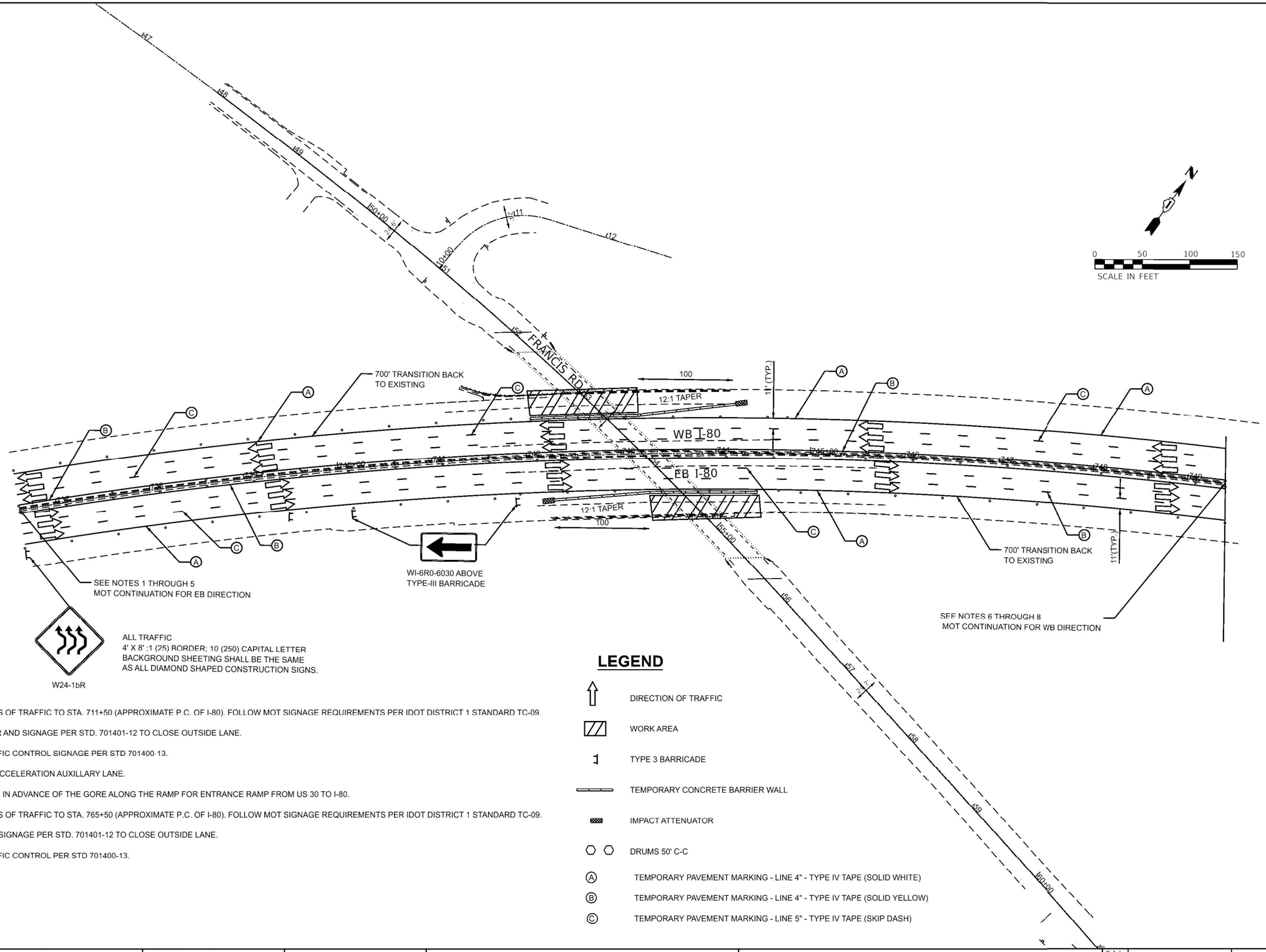
FRANCIS ROAD OVER I-80
MAINTENANCE OF TRAFFIC GENERAL NOTES

SCALE: NONE | SHEET 1 OF 5 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	56	18

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT



NOTE:

1. CONTINUE THREE (3) LANES OF TRAFFIC TO STA. 711+50 (APPROXIMATE P.C. OF I-80). FOLLOW MOT SIGNAGE REQUIREMENTS PER IDOT DISTRICT 1 STANDARD TC-09.
2. THEN PROVIDE 1000' TAPER AND SIGNAGE PER STD. 701401-12 TO CLOSE OUTSIDE LANE.
3. PROVIDE APPROACH TRAFFIC CONTROL SIGNAGE PER STD 701400-13.
4. PROVIDE 500' TAPER FOR ACCELERATION AUXILLARY LANE.
5. INSTALL W20-I103(O)-48 200' IN ADVANCE OF THE GORE ALONG THE RAMP FOR ENTRANCE RAMP FROM US 30 TO I-80.
6. CONTINUE THREE (3) LANES OF TRAFFIC TO STA. 765+50 (APPROXIMATE P.C. OF I-80). FOLLOW MOT SIGNAGE REQUIREMENTS PER IDOT DISTRICT 1 STANDARD TC-09.
7. PROVIDE 1000' TAPER AND SIGNAGE PER STD. 701401-12 TO CLOSE OUTSIDE LANE.
8. PROVIDE APPROACH TRAFFIC CONTROL PER STD 701400-13.

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TYPE 3 BARRICADE
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- DRUMS 50' C-C
- (A) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
- (B) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
- (C) TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE (SKIP DASH)

MODEL: Plan 50 - MOT STAGE -1 PLAN
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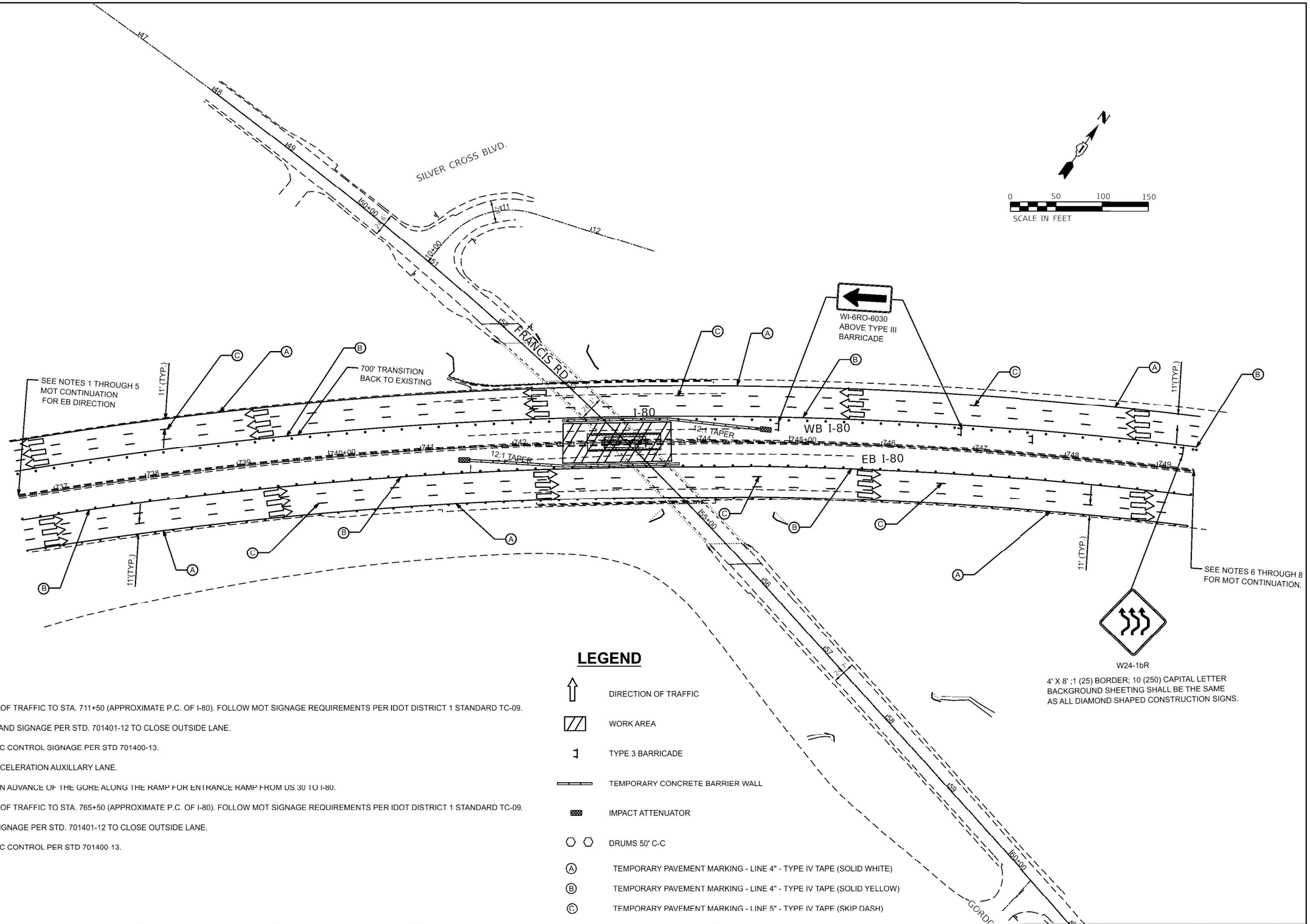
	PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -		SCALE: 1"=50' SHEET 2 OF 5 SHEETS STA. 736+60.59 TO STA 749+40.00			ILLINOIS FED. AID PROJECT		



NOTE:

1. CONTINUE THREE (3) LANES OF TRAFFIC TO STA. 711+50 (APPROXIMATE P.C. OF I-80). FOLLOW MOT SIGNAGE REQUIREMENTS PER IDOT DISTRICT 1 STANDARD TC-09.
2. THEN PROVIDE 1000' TAPER AND SIGNAGE PER STD. 701401-12 TO CLOSE OUTSIDE LANE.
3. PROVIDE APPROACH TRAFFIC CONTROL SIGNAGE PER STD 701400-13.
4. PROVIDE 500' TAPER FOR ACCELERATION AUXILLARY LANE.
5. INSTALL W20-I103(O)-48 200' IN ADVANCE OF THE GORE ALONG THE RAMP FOR ENTRANCE RAMP FROM US 30 TO I-80.
6. CONTINUE THREE (3) LANES OF TRAFFIC TO STA. 765+50 (APPROXIMATE P.C. OF I-80). FOLLOW MOT SIGNAGE REQUIREMENTS PER IDOT DISTRICT 1 STANDARD TC-09.
7. PROVIDE 1000' TAPER AND SIGNAGE PER STD. 701401-12 TO CLOSE OUTSIDE LANE.
8. PROVIDE APPROACH TRAFFIC CONTROL PER STD 701400-13.

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TYPE 3 BARRICADE
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- DRUMS 50' C-C
- (A) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
- (B) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
- (C) TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE (SKIP DASH)

MODEL: Plan 50 - MOT STAGE -2 PLAN
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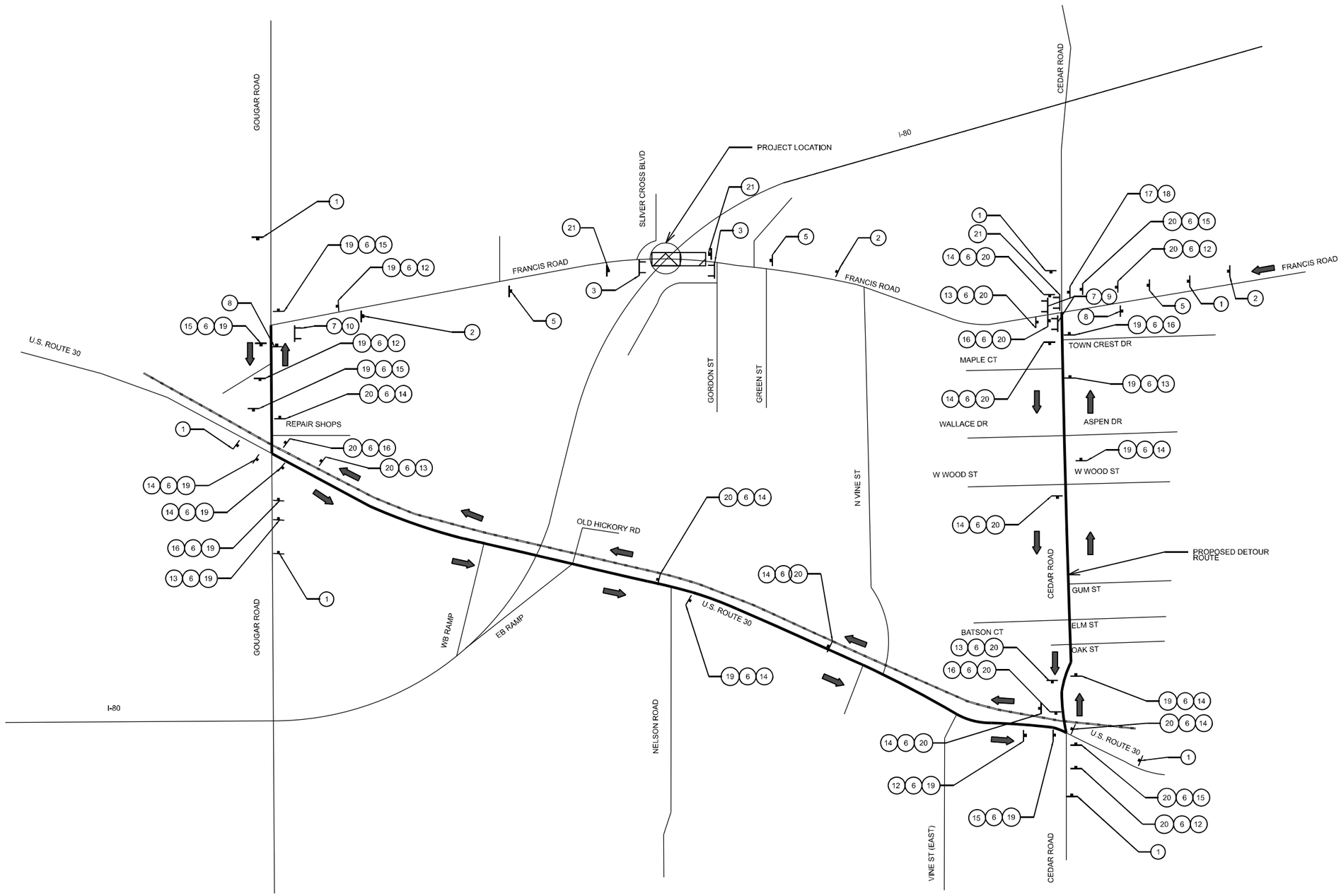
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
MAINTENANCE OF TRAFFIC STAGE-2

SCALE: 1"=50' | SHEET 3 OF 5 SHEETS | STA. 736+41.47 TO STA. 57+75.48

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	20
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	



DETOUR ROUTE INFORMATION

FRANCIS RD - BRIDGE TO GOUGAR RD
JURISDICTION: WILL COUNTY
ADT: 3,950 (TWO-WAY)
2-LANE UNDIVIDED
TRAVEL DISTANCE: 1 MILE

GOUGAR RD - FRANCIS RD TO US 30
JURISDICTION: WILL COUNTY
ADT: 13,600 (TWO-WAY)
2-LANE UNDIVIDED
TRAVEL DISTANCE: 0.4 MILES

US 30 - GOUGAR RD TO N CEDAR RD
JURISDICTION: IDOT
ADT: 27,700 (TWO-WAY)
4-LANE UNDIVIDED
TRAVEL DISTANCE: 2.2 MILES

N CEDAR RD - US 30 TO FRANCIS RD
JURISDICTION: VILLAGE OF NEW LENOX
ADT: 15,400 (TWO-WAY)
3-LANE UNDIVIDED
TRAVEL DISTANCE: 1.1 MILES

DETOUR PLAN LEGEND

- PROJECT AREA FOR DETOUR
- SIGN POST MOUNTED
- (1) (2) (3) DETOUR SIGN TYPE
- DETOUR ROUTE
- TYPE III BARRICADES WITH TWO FLASHING LIGHTS
- DIRECTION OF TRAFFIC
- RAILROAD

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
MAINTENANCE OF TRAFFIC - DETOUR PLAN

SCALE: NONE | SHEET 4 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	56	21

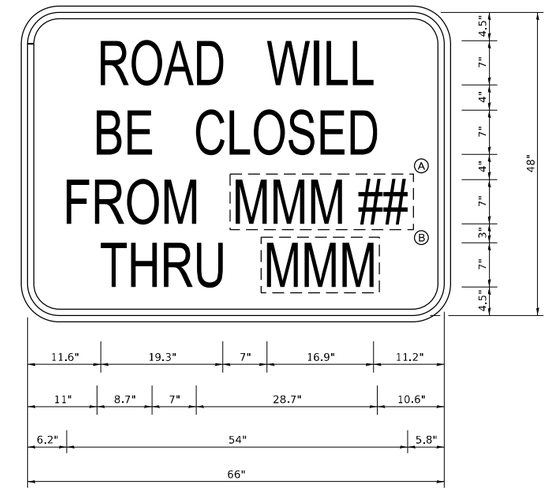
CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

SIGN LEGEND

1	DETOUR AHEAD	W20-2(0) 4848
2	ROAD CLOSED AHEAD	W20-3(0) 4848
3	ROAD CLOSED	R11-2 4830
4	NOT USED	
5	ROAD CLOSED 500 FT	W20-3(0) 4848
6	FRANCIS ROAD	6" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND
7	ROAD CLOSED TO THRU TRAFFIC	R11-4 6030
8	END DETOUR	M4-8A(0) 2418
9	DETOUR	M4-10L-4818
10	DETOUR	M4-10R-4818
11	DETOUR	M4-8(0) 2412
12	DETOUR	M4-9L(O)-3030
13	DETOUR	M4-9R(O)-3030
14	DETOUR	M4-9(O)-3024
15	DETOUR	M4-9L(O)-3024
16	DETOUR	M4-9R(O)-3024
17	H	D9-2
18		M6-1 (BLUE)
19	EAST	M3-3 2412
20	WEST	M3-3 2412

21



ARTERIAL ROAD INFORMATION SIGN
FOR ROADS TO BE FULLY CLOSED
AND DETOURED (SEE NOTE 9)

NOTES:

1. SIGNS FOR THE DETOUR ARE INCLUDED IN THE CONTRACT LUMP SUM COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
2. SIGN PLACEMENT AND SPACING SHALL BE DONE ACCORDING TO DISTRICT STANDARDS TC-10 AND TC-21. SEE DISTRICT DETAIL SHEETS.
3. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF THE DETOUR SIGNAGE.
4. A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE CLOSURE OF FRANCIS RD, THE CONTRACTOR SHALL ERECT ONE ARTERIAL ROAD INFORMATION SIGN AT EACH END OF THE PROJECTED CLOSURE AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CLOSURE. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY INFORMATION SIGNING.
5. OVERLAY PANEL (A) TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (I.E. "FROM APR 2"), ACTUAL DATE TBD.
6. THE CONTRACTOR SHALL NOTIFY THE AREA ENGINEER. MASHAMA GREEN, OF THESE TEMPORARY TIMINGS.
7. OVERLAY PANEL (B) TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR (I.E. "THRU JULY"). OMIT THE DATE ON PANEL (B); MONTH ONLY, ACTUAL MONTH TBD.
8. ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS (A) AND (B) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE, REMOVE ASSEMBLY AFTER CLOSURE.
9. THIS SIGN SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING ONE SIGN ASSEMBLY EQUALS 27.5 SQ.FT.
10. TEMPORARY TRAFFIC SIGNAL TIMING HAS BEEN INCLUDED AT THE FOLLOWING INTERSETIONS TO ADDRESS IMPACT TO THE EXISTING SIGNAL TIMING CAUSED BY THE THIS DETOUR:

    A. TS452 - US 30 AT GOUGAR ROAD
    B. TS7400 - US 30 AT I-80 WEST RAMP
    C. TS7395 - US 30 AT I-80 EAST RAMP
    D. TS7440 - US 30 AT NELSON ROAD
    E. TS7465 - US 30 AT VINE STREET WEST
    F. TS7455 - US 30 AT VINE STREET EAST
    G. TS7435 - US 30 AT CEDAR ROAD
    H. TS934- CEDAR ROAD AT FRANCIS ROAD

EROSION AND SEDIMENT CONTROL NOTES

1. ALL CONTROL MEASURES NECESSARY MUST MEET THE MINIMUM REQUIREMENTS AS DESCRIBED IN THE LATEST EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. ADDITIONAL DETAILS AND BMPs ARE ALSO AVAILABLE AND CAN BE UTILIZED AS SHOWN IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).

2. ALL THE SOIL EROSION AND SEDIMENT CONTROL FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND THE 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 MUST BE APPROVED BY THE ENGINEER, WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.

4. 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 ACTIVITIES.

5. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION ACTIVITY, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN ONE (1) CALENDAR DAY.

6. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF THE ENGINEER OR AUTHORIZED IDOT PERSONNEL.

7. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10-FT VERTICALLY OR THE FINISHED SLOPE EQUALS 30-FT, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.

8. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES TO BE RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS THROUGHOUT THE PROJECT.

9. THE CONTRACTOR'S REPRESENTATIVE HAS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES AND HAVE TAKEN AN ILLINOIS DEPARTMENT OF TRANSPORTATION OR APPROVED EQUAL EROSION AND SEDIMENT CONTROL COURSE. THIS PERSON SHALL HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTION CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN PROVIDED BY THE ENGINEER. THIS INDIVIDUAL AND THE ENGINEER MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING:

   A. DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED.
   B. STRUCTURAL CONTROL MEASURES (SUCH AS PERIMETER EROSION BARRIER, ETC.)
   C. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE PROJECT SITE.
   D. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE WITHIN 24-HOURS AFTER A 24-HOUR RAINFALL OR EQUIVALENT SNOWFALL EVENT GREATER THAN 0.5-INCH. DURING WINTER MONTHS, ALL MEASURES MUST BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.

10. ALL THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON, AS WELL AS OVER THE WINTER SHUTDOWN PERIOD AND OTHER PERIODS WHEN THE PROJECT IS CLOSED DOWN FOR A LONGER DURATION. ANY CONTROL MEASURES FILLED MORE THAN 75% OF CAPACITY MUST BE CLEANED AND RESET AND THESE SPOILS REMOVED TO AN APPROVED SITE.

11. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND ACTIVE DRAINAGE PATHS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE. IMMEDIATELY AFTER THE FINAL SHAPING OF THE STOCKPILE, THE TOPSOIL WILL BE STABILIZED IN ACCORDANCE WITH THE METHOD APPROVED BY IDOT. THE CONTRACTOR WILL PROVIDE ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.

12. 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 WILL BE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER, THE DEPARTMENT WILL ASSUME THE COST OF INSTALLING AND MAINTAINING THE CONTROLS.

13. IF AND/OR WHEN THE CONTRACTOR REQUESTS 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 25 FEET AWAY FROM THE SHOULDER OF THE ROAD PROVIDED THE FOLLOWING CONDITIONS ARE MET:

   A. ALL AREAS BEING STABILIZED ARE 1:3 SLOPES OR FLATTER
   B. THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH MULCH METHOD 3.
   C. ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.

14. TOPSOIL 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 TEMPORARY STEEP SLOPES.

15. IN AREAS WHERE A PERMANENT VEGETATIVE COVER IS PRACTICABLE AND INCLUDED IN THE CONTRACT DOCUMENTS, A SPECIAL EFFORT SHOULD BE MADE TO ESTABLISH A COVER AS SOON AS A DISTURBED AREA IS BROUGHT TO FINAL GRADE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

16. THE CONTRACTOR'S REPRESENTATIVE AND THE ENGINEER MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTIONS. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORTS MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.

17. ANY SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING CONTROL MEASURE PRIOR TO RELEASE FROM THE PROJECT SITE.

18. NO WORK IS ALLOWED BEYOND THE PERMITTED AREA. ANY WORK WITHIN A CREEK OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BYPASS PUMP OR DEWATER ANY AREAS IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DEWATERING IS NOT POSSIBLE OR PRACTICAL, SILT FENCE OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW. DEWATERING MUST BE DISCHARGED TO A STABLE, NON-ERODIBLE SURFACE AND IN-STREAM WORK BARRIERS MUST BE COMPOSED OF NON-ERODIBLE MATERIAL.

19. SEEDING USAGE

    CLASS 3
    USED ON FINAL DISTURBED CONSTRUCTION AREAS INDICATED ON THE PLANS.

    TEMPORARY EROSION CONTROL SEEDING:
    USED IN AREAS REQUIRING SHORT TERM TEMPORARY SEEDING DURING CONSTRUCTION.

20. THE CONTRACTOR MUST COOPERATE WITH THE ENGINEER AND HIS/HER REPRESENTATIVE WHO WILL MAKE SITE VISITS TO REVIEW THE COMPLIANCE OF THE PLANS IN THE FIELD AND AUDIT IF NECESSARY. THE CONTRACTOR MUST PREPARE THE LOGS AND RECORDS WHEN REQUIRED AND SUBMIT TO IDOT AND/OR APPROPRIATE AGENCIES.

21. THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR PERIMETER EROSION BARRIER. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION CONTROL BARRIER MUST BE RESTORED TO THEIR ORIGINAL CONDITION.

22. THE CONTRACTOR WILL PROVIDE THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THIS IS IMPORTANT WHERE NEW STORM SEWER CONNECTS TO EXISTING STORM SEWERS/CULVERTS. 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 FORECAST, SO THAT FLOW WILL NOT BE EROSIVE. THE LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.

23. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC., WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORK DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

24. STABILIZATION MEASURES SHALL BE INITIATED IMMEDIATELY WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN ONE (1) DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF FOURTEEN (14) OR MORE CALENDAR DAYS.

25. 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, THE McHENRY-LAKE COUNTY SOIL & WATER CONSERVATION DISTRICT AND/OR THE US ARMY CORPS OF ENGINEERS.

26. THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES TO COMPLY WITH EROSION CONTROL PERMITS.

27. THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES AND STABILIZED CONSTRUCTION ENTRANCES TO COMPLY WITH THE EROSION CONTROL REQUIREMENTS.

28. THE CONTRACTOR SHOULD PROVIDE TO THE RE 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.

SOIL PROTECTION SCHEDULE

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
PERMANENT SEEDING					→	→					→	
DORMANT SEEDING	→	→	→							→	→	→
TEMPORARY SEEDING			→	→	→	→	→	→	→	→		
EROSION BLANKET / HYDROMULCH											→	

EROSION AND SEDIMENT CONTROL STRATEGY

1. ERECT PERIMETER EROSION BARRIERS AND TEMPORARY FENCES AS SHOWN ON PLANS.

2. INSTALL INLET FILTERS AS SHOWN ON THE PLANS.

3. CLEAR AND GRUB, REMOVE EXISTING TREES AND BUSHES AS NECESSARY.

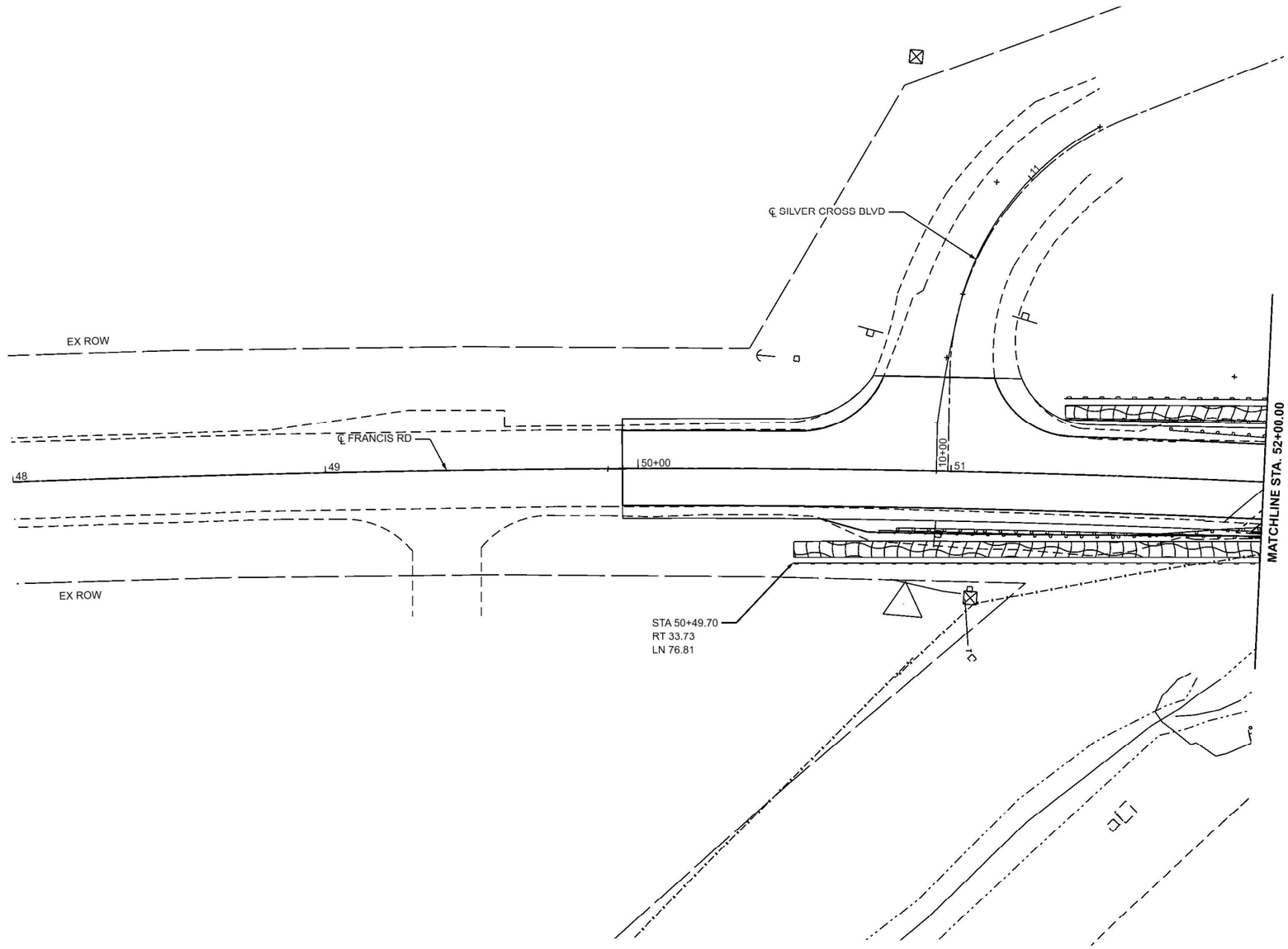
4. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES FOR THE DURATION OF CONSTRUCTION.

5. STABILIZE DISTURBED AREAS WITH TEMPORARY EROSION CONTROL MEASURES. USE THE PERMANENT SEEDING WITH EROSION CONTROL BLANKET FOR PERMANENT STABILIZATION AS SHOWN ON THE PLANS.

6. WHEN THE PERMANENT STABILIZATION IS ESTABLISHED, REMOVE ALL REMAINING TEMPORARY EROSION CONTROL MEASURES.

HIGHWAY STANDARDS

280001-07 TEMPORARY EROSION CONTROL SYSTEMS



N

0 20 40 60
SCALE IN FEET

LEGEND

- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY DITCH CHECK (TDC)
- EROSION CONTROL BLANKET AND SEEDING CLASS 3

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

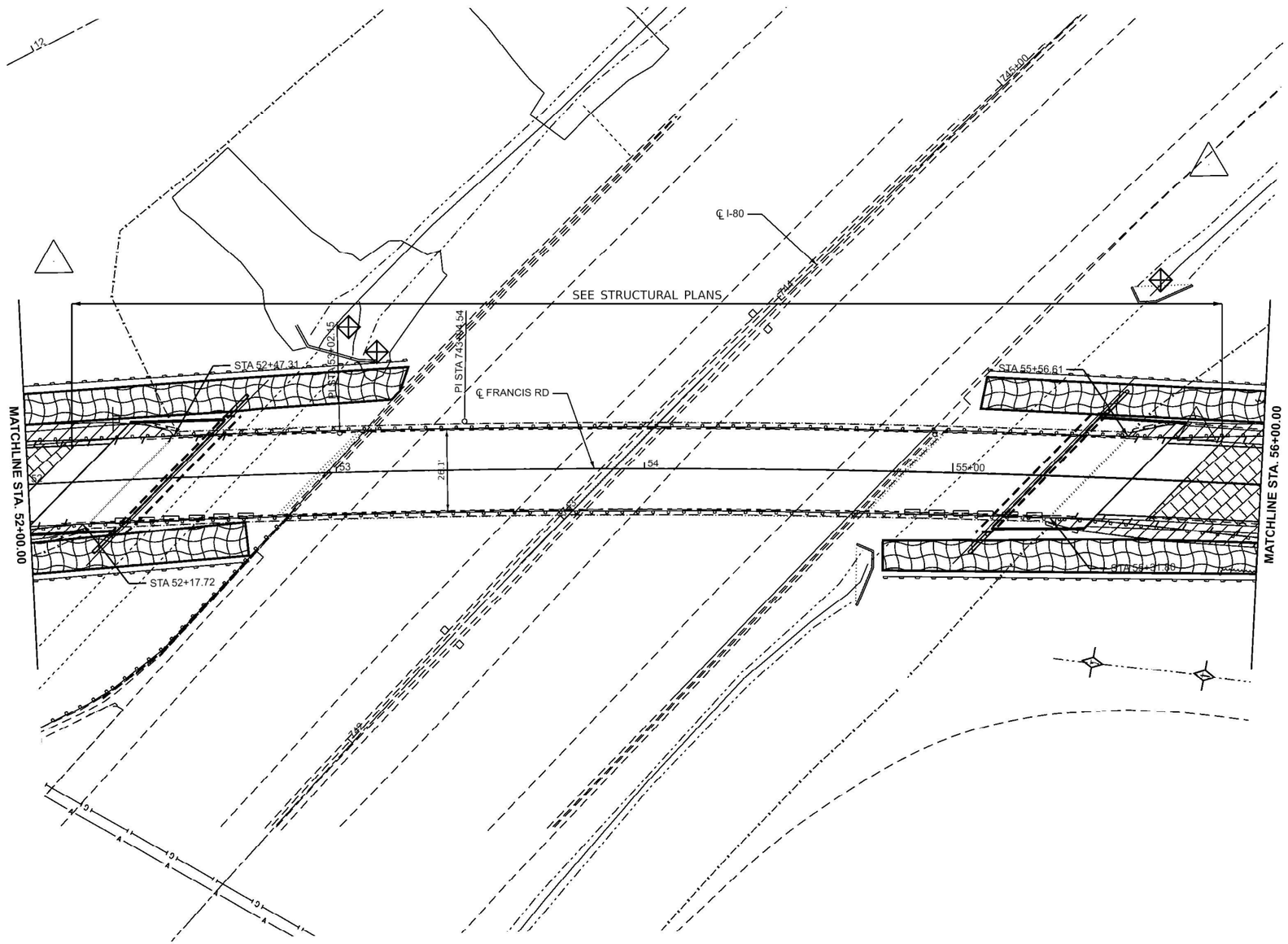
FRANCIS ROAD OVER I-80
EROSION & SEDIMENT CONTROL PLAN - I

SCALE: 1"=20' | SHEET 2 OF 5 SHEETS | STA. 48+00.00 TO STA. 52+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	66	24

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT



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SCALE IN FEET

LEGEND

- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY DITCH CHECK (TDC)
- EROSION CONTROL BLANKET AND SEEDING CLASS 3

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
EROSION & SEDIMENT CONTROL PLAN - II

SCALE: 1"=20' | SHEET 3 OF 5 SHEETS | STA. 52+00.00 TO STA. 56+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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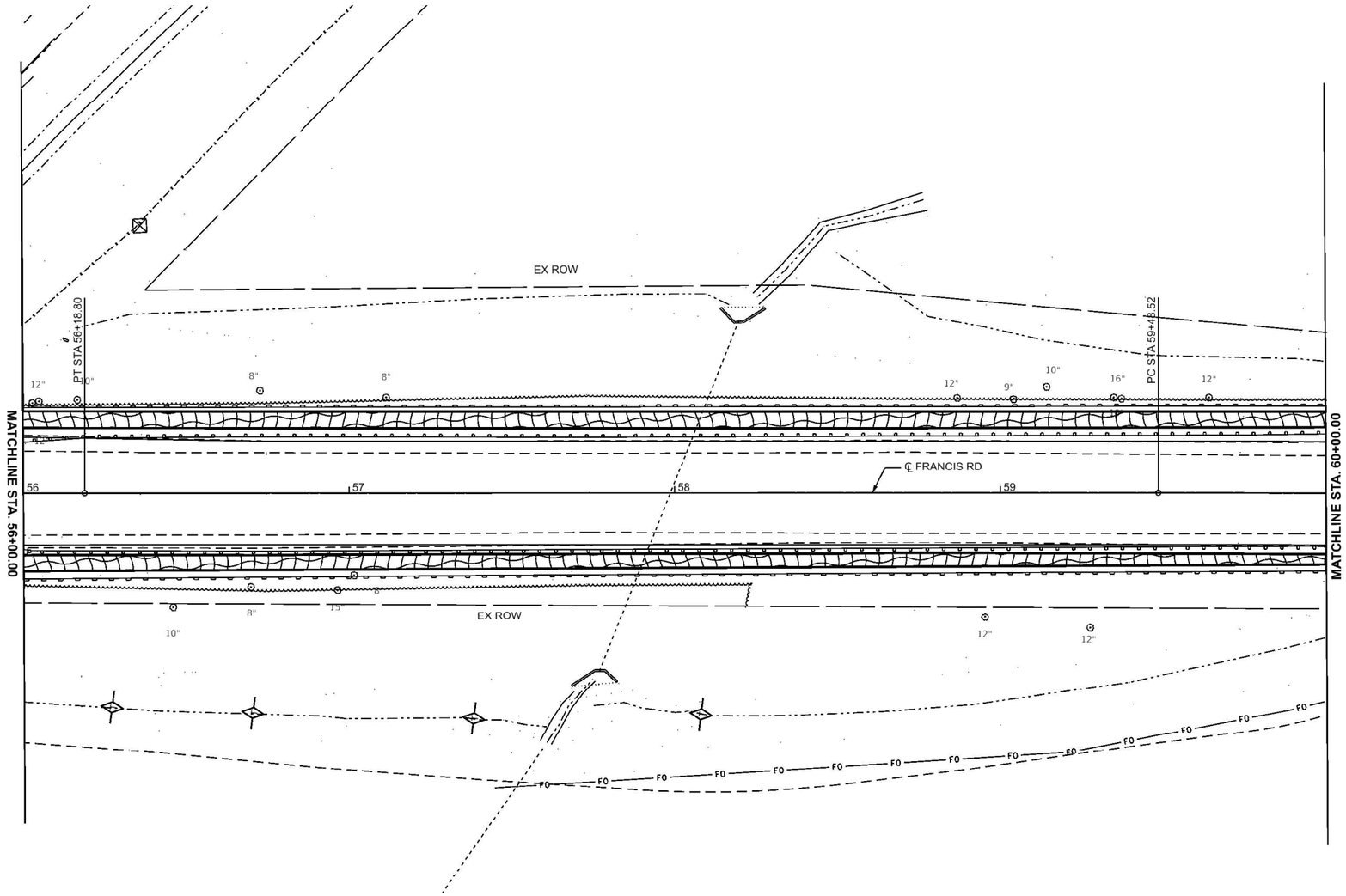
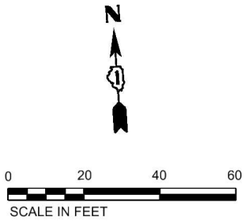
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		





LEGEND

- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY DITCH CHECK (TDC)
- EROSION CONTROL BLANKET AND SEEDING CLASS 3

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
EROSION & SEDIMENT CONTROL PLAN - III

SCALE: 1"=20' | SHEET 4 OF 5 SHEETS | STA. 56+00.00 TO STA. 60+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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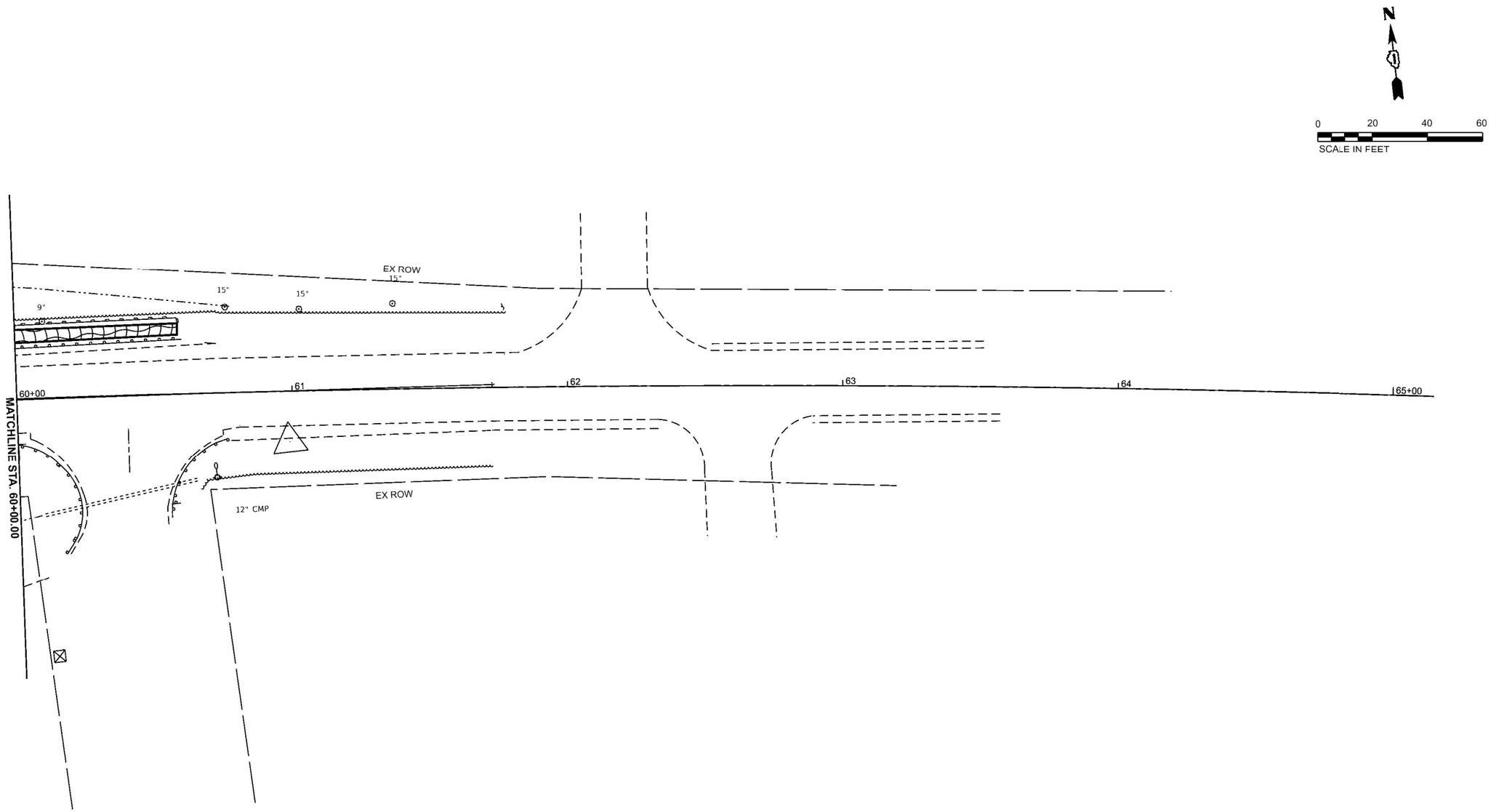
CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT



LEGEND

- INLET AND PIPE PROTECTION
- PERIMETER EROSION BARRIER (PEB)
- TEMPORARY DITCH CHECK (TDC)
- EROSION CONTROL BLANKET AND SEEDING CLASS 3

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANICS ROAD OVER I-80
EROSION & SEDIMENT CONTROL PLAN - IV

SCALE:1"=20' | SHEET 5 OF 5 SHEETS | STA. 60+00.00 TO STA. 65+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	27

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

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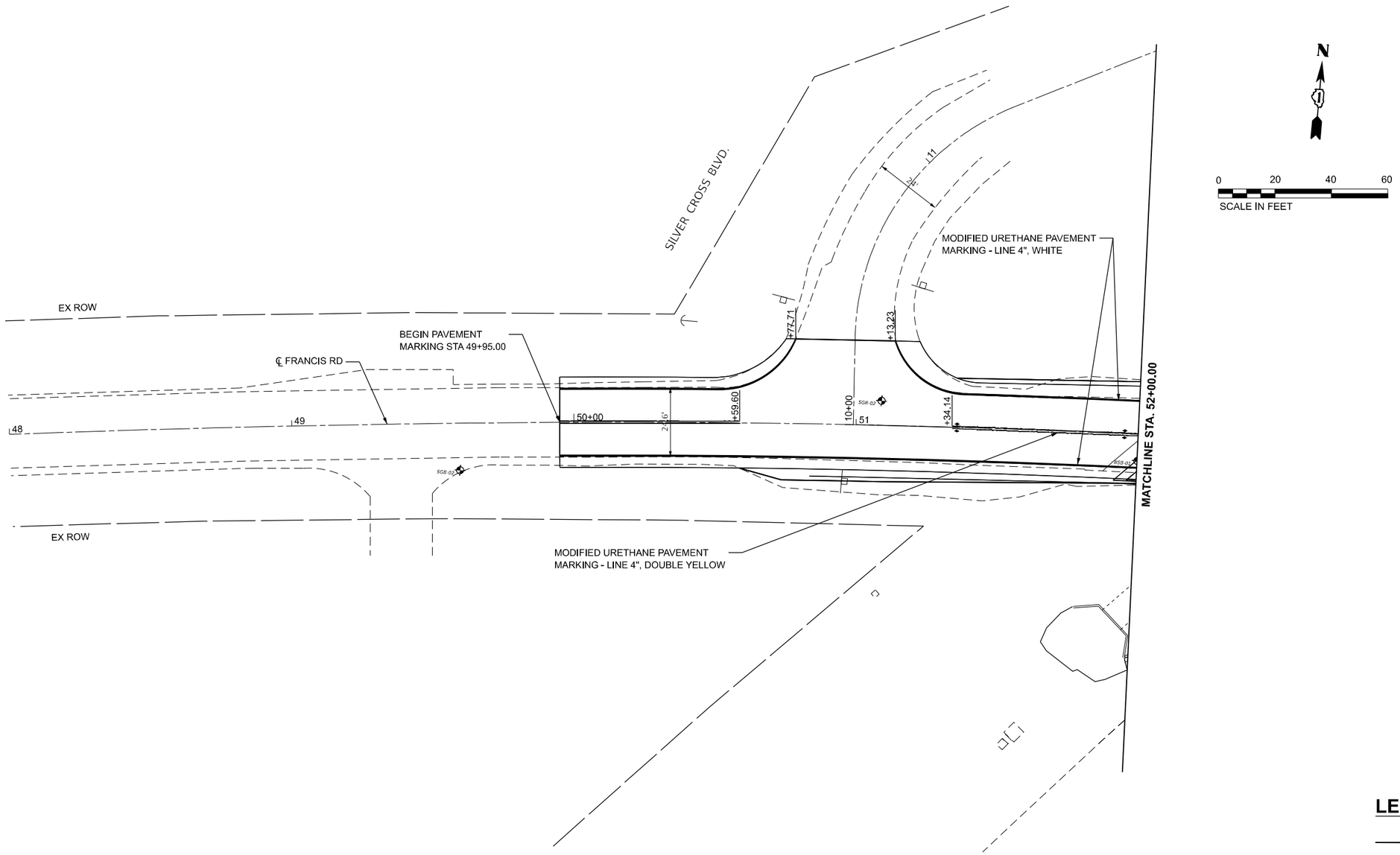

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SCALE IN FEET

LEGEND

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE OR YELLOW

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW WITH RAISED REFLECTORS

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ABNA
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PAVEMENT MARKING PLAN - I

SCALE: 1"=20' | SHEET 1 OF 5 SHEETS | STA. 48+00.00 TO STA. 52+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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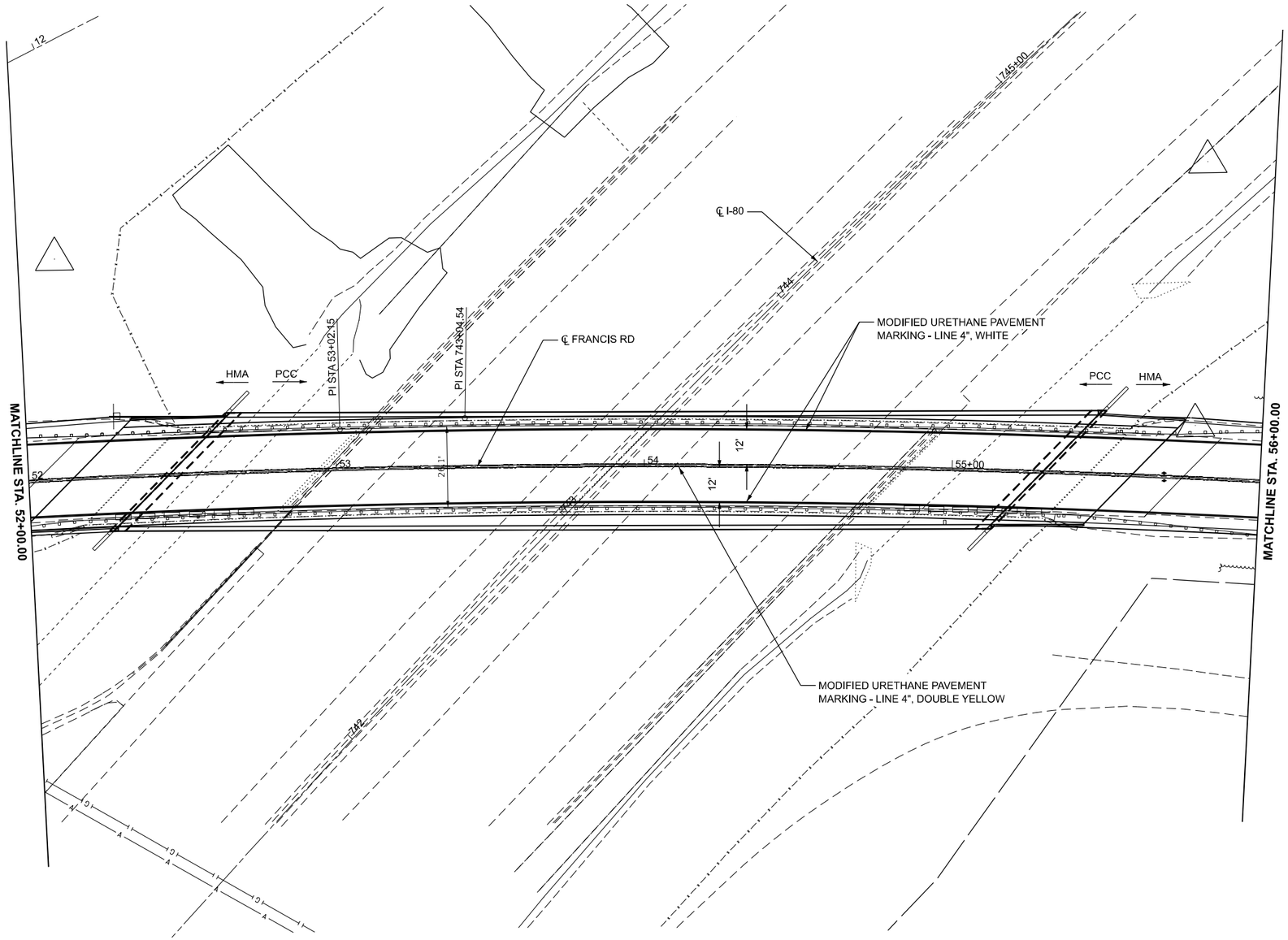
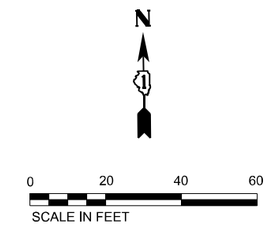
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	





LEGEND

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE OR YELLOW

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW WITH RAISED REFLECTORS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PAVEMENT MARKING PLAN - II

SCALE: 1"=20' | SHEET 2 OF 5 SHEETS | STA. 52+00.00 TO STA. 56+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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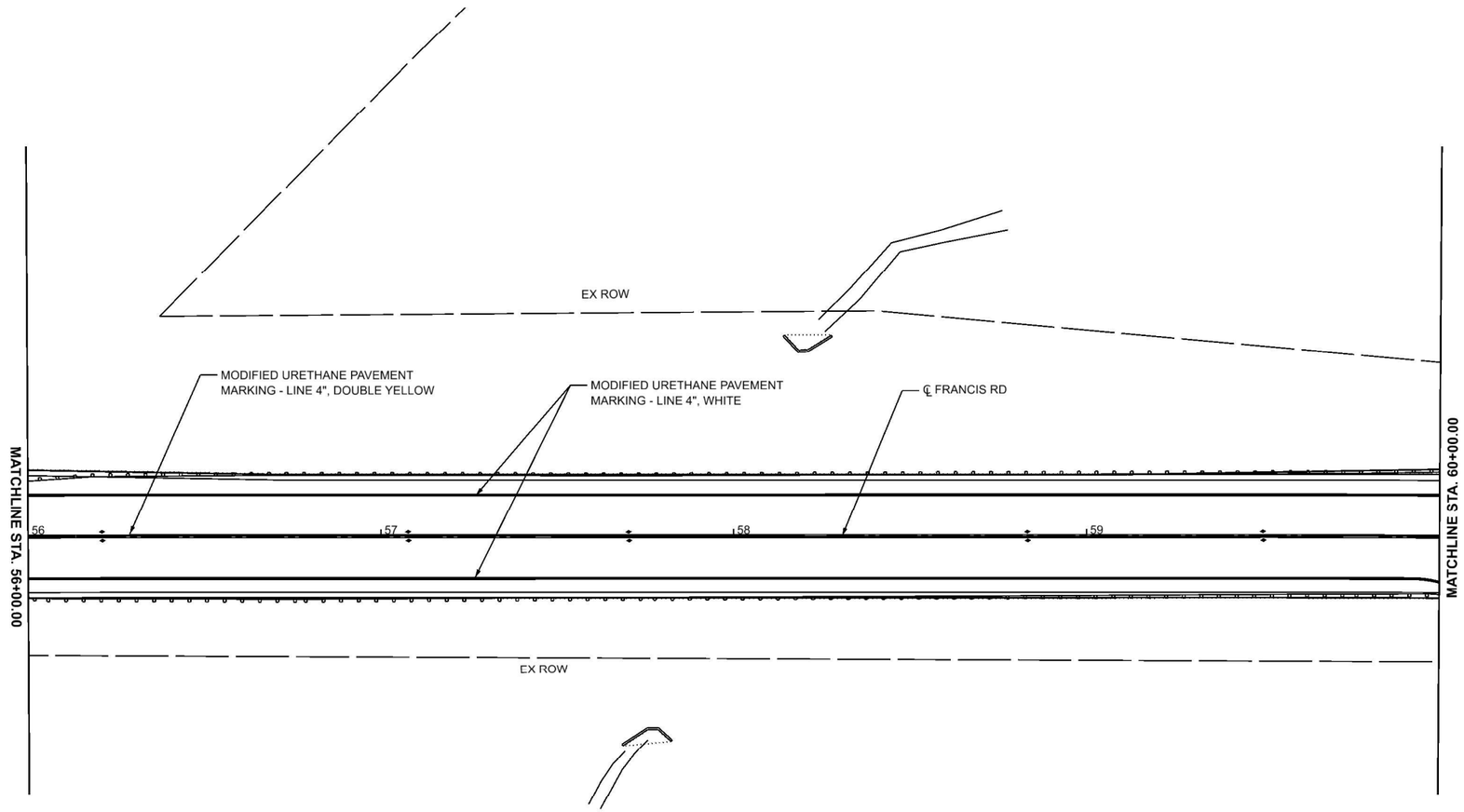
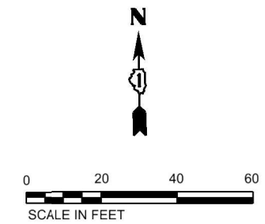
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		





LEGEND

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE OR YELLOW

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW WITH RAISED REFLECTORS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PAVEMENT MARKING PLAN - III

SCALE: 1"=20' | SHEET 3 OF 5 SHEETS | STA. 56+00.00 | TO STA. 60+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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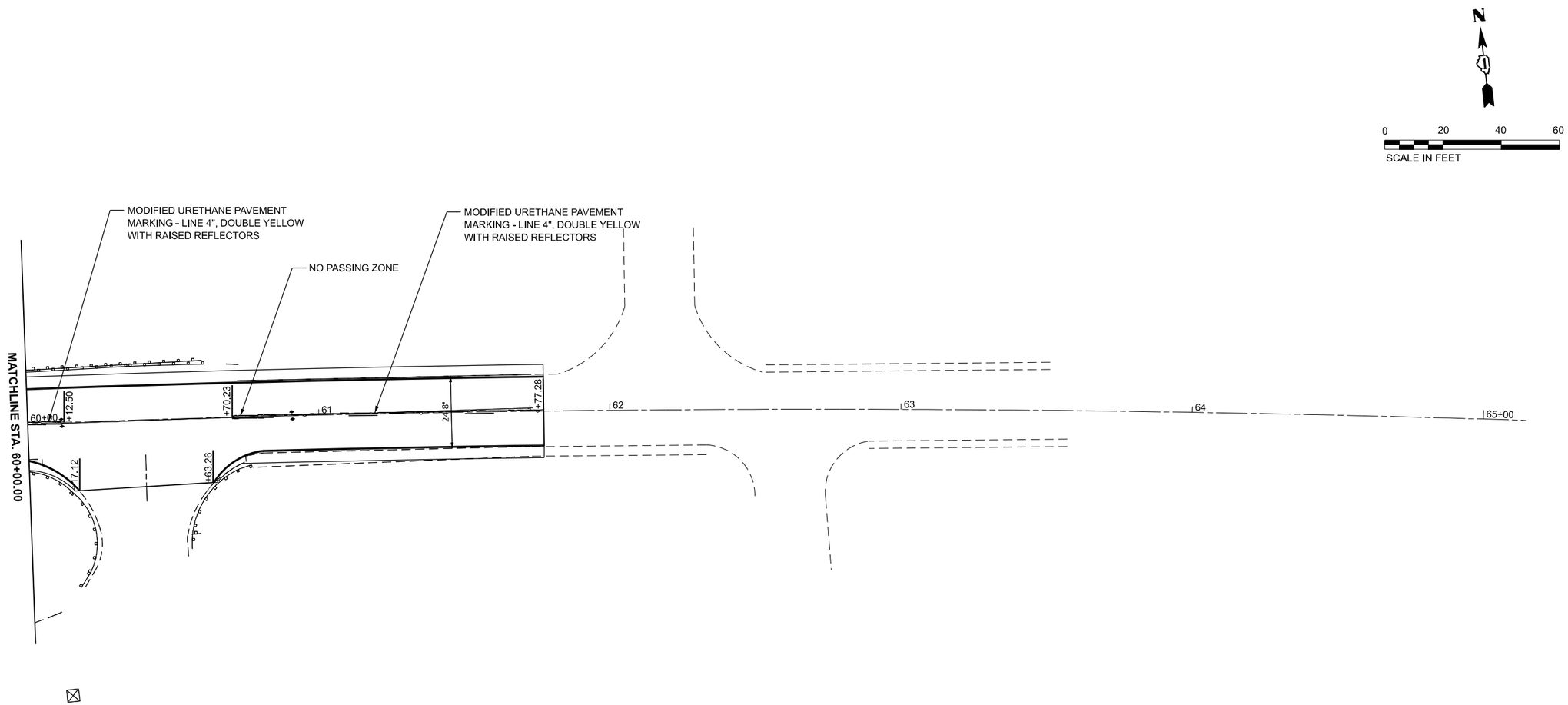

LEGEND

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE OR YELLOW

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW WITH RAISED REFLECTORS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

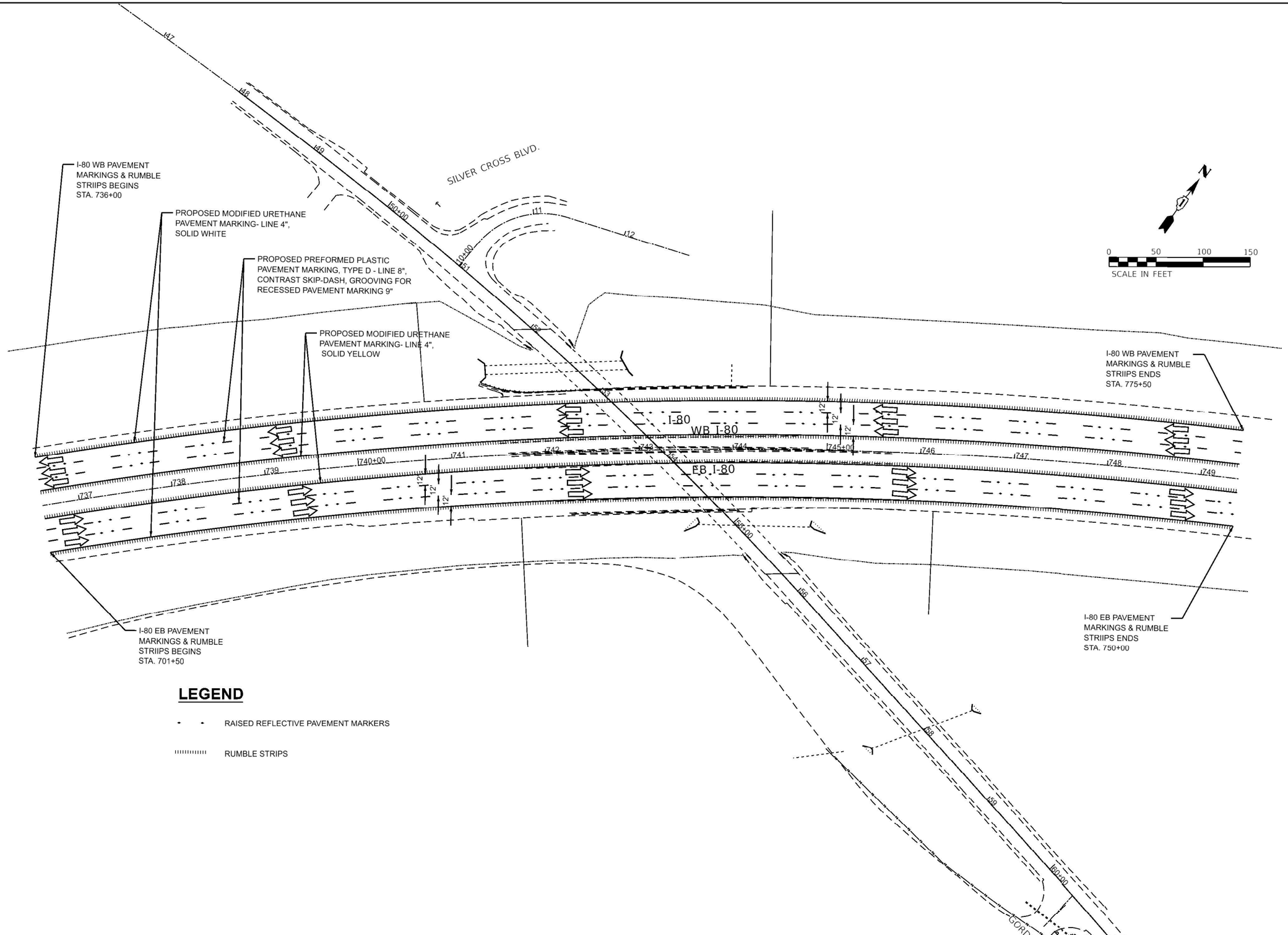
FRANCIS ROAD OVER I-80
PAVEMENT MARKING PLAN - IV

SCALE:1"=20' | SHEET 4 OF 5 SHEETS | STA. 60+00.00 TO STA. 65+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	31

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT



LEGEND

RAISED REFLECTIVE PAVEMENT MARKERS

RUMBLE STRIPS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
PAVEMENT MARKING I-80

SCALE: 1"=50' | SHEET 5 OF 5 SHEETS | STA. 736+60.59 TO STA. 749+40.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	32

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

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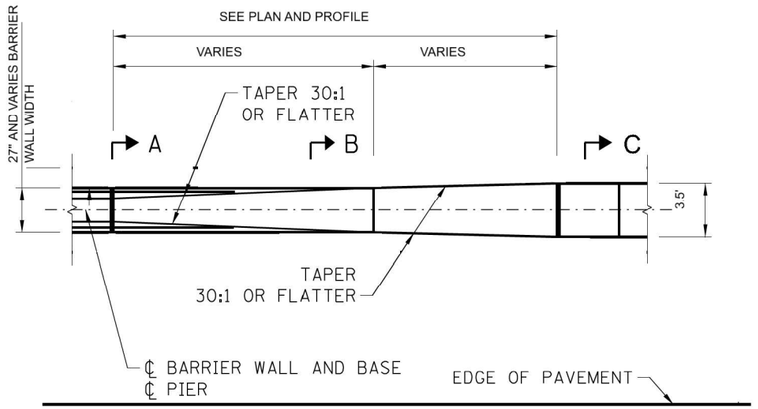

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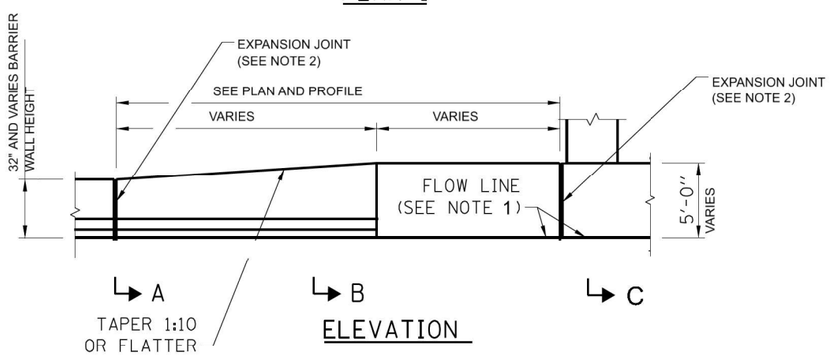
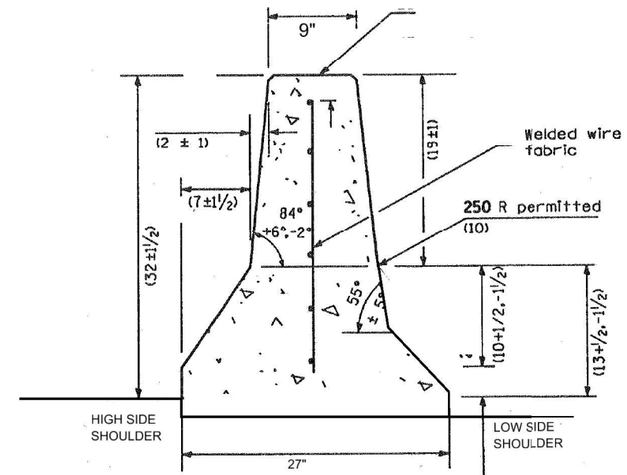
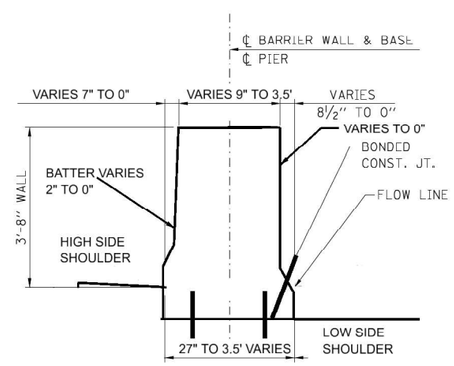


ELEVATION

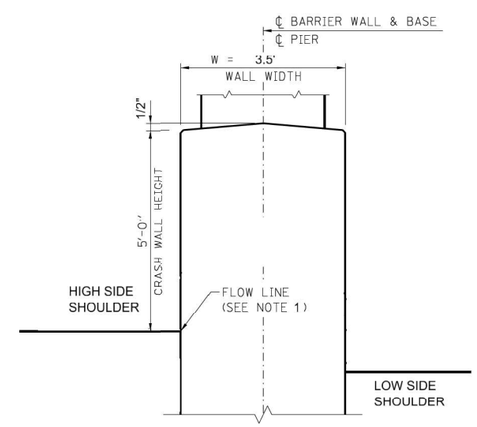
CONCRETE MEDIAN BARRIER TRANSITION, JERSY TO VERTICAL



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. GUTTER PROFILE IN THE VINCINITY OF SAG VERTICAL CURVES, ALONG FLAT GRADES AND AT THE MEETING OF PROPOSED AND EXISTINGGUTTER, SHALL BE CAREFULLY CONTROLLED AND FIELD ADJUST IF NECESSARY TO ENSURE POSITIVE DRAINAGE AND AVOID PONDING.

2.TWO PIECE PVC EXPANSION DEFELECTION COUPLING AT EXPANSION JOINT (TYP).

MODEL: Details [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\D162U39-sht-DET.dgn

ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - ABD	REVISED -	
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PLOT DATE = 3/20/2025	DATE - 01/10/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CONCRETE MEDIAN BARRIER TRANSITION, JERSY TO VERTICAL

SCALE: 1"=20' | SHEET OF 86 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	32A

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

Benchmark: Cut square on NW headwall Station 53+08.17, 35.92' Lt. Elevation 650.53

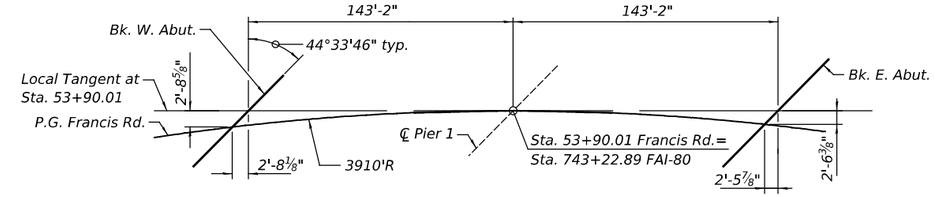
Existing structure: SN 099-0205 Built in 1965 under FAI 80, Section 99-5HB and reconstructed in 1998. A protective shield was added in 2011 and temporary cribbing installed in 2017 under Girders 1 and 2 at pier 1 and Girder 1 at pier 3. Structure is a four (4) curved span steel plate girders (63, 95-95, 61), 314'-0 ½"back to back of concrete stub abutments on piles, piers are open concrete on spread footings. Skewed 45 degrees 28 minutes left advanced. The concrete deck is 7"with 2 3/8" latex overlay, 31'-8"out to out of deck over 4-48"plate girders non composite spans 1 & 4 and composite in spans 2 & 3. Structure to be removed and replaced under road closure.

Traffic Control: Francis Road Closed

Salvage: Aluminum hand rail and bridge rail

Contact: Before salvaged railing drop-off to Bridge Office.

John Bilski (OSII)
1101 Biesterfield Road
Elk Grove, IL 60007
(847) 956-1444



OFFSET SKETCH

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 Sec. (SD1) = 0.095g
Design Spectral Acceleration at 0.2 Sec. (SDS) = 0.165g
Soil Site Class = D

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition with Interims

LOADING HL-93

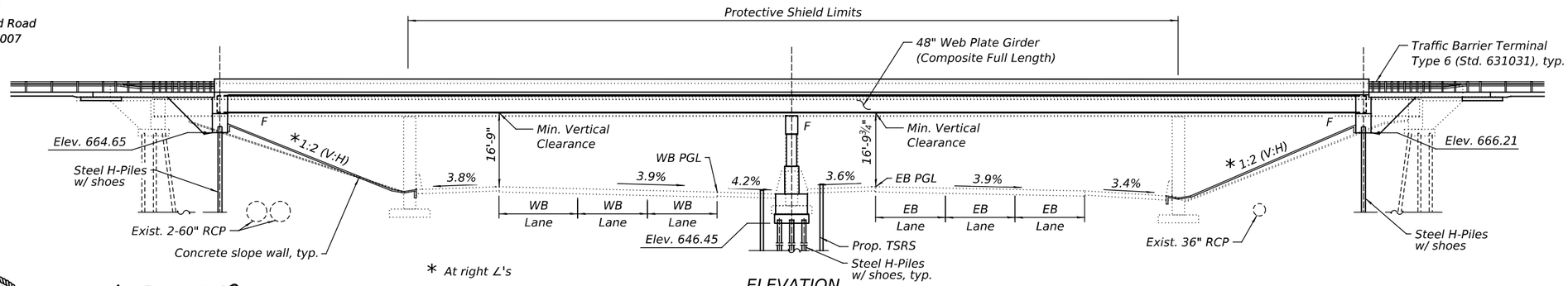
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

(FIELD UNITS)

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

Note: All structural steel shall be metalized.



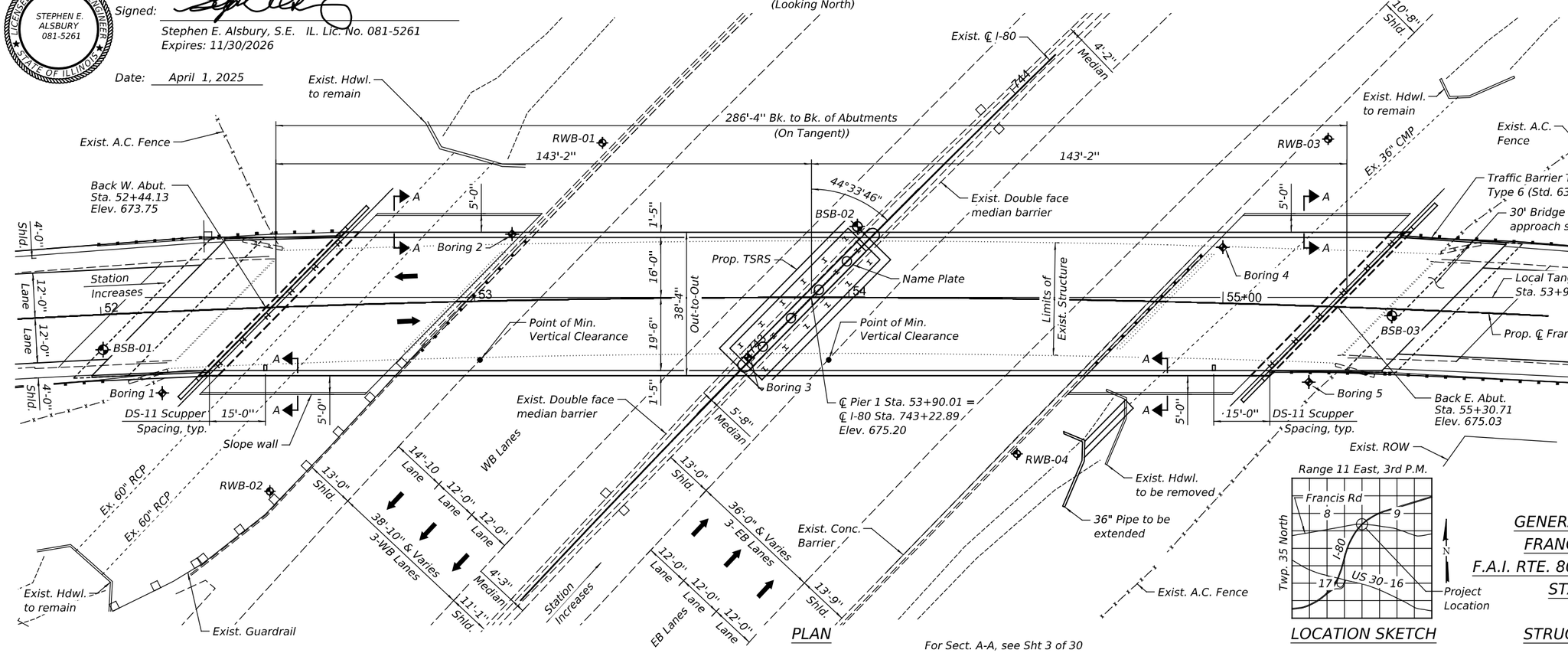
ELEVATION
(Looking North)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER
STEPHEN E. ALSBURY
081-5261
STATE OF ILLINOIS

Signed: _____
Stephen E. Alsbury, S.E. IL. Lic. No. 081-5261
Expires: 11/30/2026

Date: April 1, 2025



PLAN

For Sect. A-A, see Sht 3 of 30

LEGEND

1963 Plans - Boring locations
New Boring locations

LOCATION SKETCH

GENERAL PLAN & ELEVATION
FRANCIS ROAD OVER I-80
F.A.I. RTE. 80 - SECTION 22 FRANCIS BR
STATION 743+22.89
WILL COUNTY
STRUCTURE NO. 099-8336

MODEL: GPE [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 04/01/2025	DATE - 01/29/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: CUSTOM 1:186 | SHEET 1 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	33

CONTRACT NO. 62U39
ILLINOIS | FED. AID PROJECT

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts $^{7}/_{8}$ in. diameter, holes $^{15}/_{16}$ in. diameter, unless otherwise noted. See special provision for "Metalizing of Structural Steel".

Calculated weight of Structural Steel = 494,400 lbs.

All structural steel shall be AASHTO M270 Grade 50 and shall be metallized. See Special Provision for "Metallizing of Structural Steel."

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

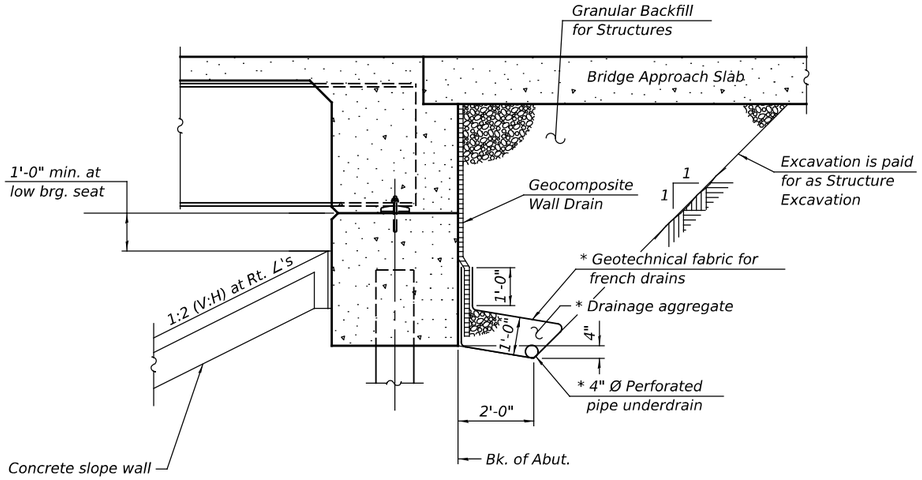
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Slip Forming of the parapets is not allowed.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
REMOVAL OF EXISTING STRUCTURES	EACH	-	-	1
PROTECTIVE SHIELD	SQ YD	774	-	774
STRUCTURE EXCAVATION	CU YD	-	220	220
CONCRETE STRUCTURES	CU YD	-	253.4	253.4
CONCRETE SUPERSTRUCTURE	CU YD	408.3	-	408.3
BRIDGE DECK GROOVING	SQ YD	1279	-	1279
PROTECTIVE COAT	SQ YD	1659	-	1659
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	98.6	-	98.6
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	-	1
STUD SHEAR CONNECTORS	EACH	6528	-	6528
REINFORCEMENT BARS, EPOXY COATED	POUND	151500	34120	185620
SLOPE WALL 4 INCH	SQ YD	-	609	609
FURNISHING STEEL PILES HP12X53	FOOT	-	714	714
FURNISHING STEEL PILES HP14X73	FOOT	-	600	600
DRIVING PILES	FOOT	-	1314	1314
TEST PILE STEEL HP12X53	EACH	-	1	1
TEST PILE STEEL HP14X73	EACH	-	2	2
PILE SHOES	EACH	-	27	27
NAME PLATES	EACH	-	-	1
ANCHOR BOLTS, 1"	EACH	-	24	24
ANCHOR BOLTS, 1 1/2"	EACH	-	12	12
TEMPORARY SOIL RETENTION SYSTEM	SQ FT	-	689	689
GRANULAR BACKFILL FOR STRUCTURES	CU YD	-	204	204
GEOCOMPOSITE WALL DRAIN	SQ YD	-	90	90
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	-	150	150
BAR TERMINATORS	EACH	-	1024	1024
DRAINAGE SCUPPERS, DS-11	EACH	2	-	2

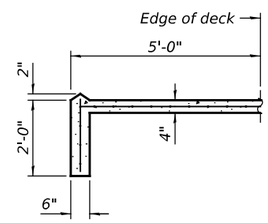


SECTION THRU INTEGRAL ABUTMENT

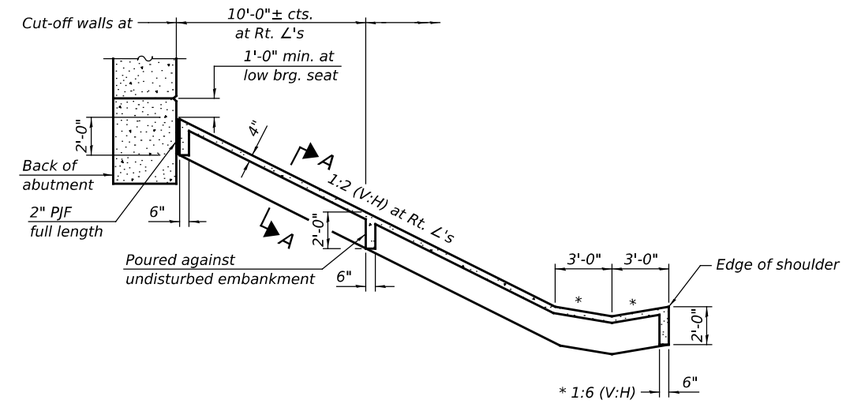
(Horiz. dim. at Rt. ∠'s)

* Included in the cost of Pipe Underdrains for Structures.

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



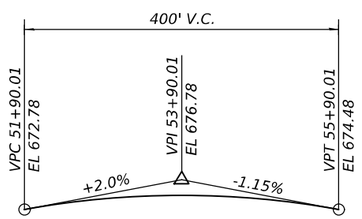
SECTION A-A



SECTION THRU CONCRETE SLOPEWALL

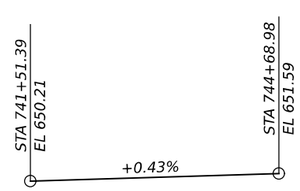
Notes:
Slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W 4.0 x W 4.0, weighing 55 lbs., per 100 sq. ft.

Removal of existing concrete slopewall shall be included in the cost of Removal of Existing Structures.



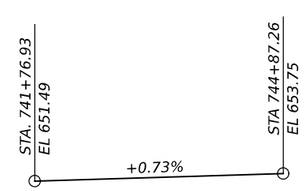
PROFILE GRADE

(Along ℄ Francis Road)



PROFILE GRADE

(WESTBOUND F.A.I. - 80)
(Along inside edge of pavement)



PROFILE GRADE

(EASTBOUND F.A.I. - 80)
(Along inside edge of pavement)

CURVE DATA

FRANCIS ROAD
PI STA = 53+02.15
Δ = 09°18'03" (RT)
D = 01°27'55"
R = 3,910.00'
T = 318.05'
L = 634.71'
E = 12.91'
e = 2.0%
PC STA = 49+84.10
PT STA = 56+18.80

CURVE DATA

EXIST. F.A.I. - 80
PI STA = 743+04.54
Δ = 16°06'36" (RT)
D = 01°15'33"
R = 4,550.27'
T = 643.95'
L = 1279.41'
E = 45.34'
e = 3.9%
PC STA = 736+60.59
PT STA = 749+40.00

STA. 743+22.89
BUILT 202_ BY
STATE OF ILLINOIS
FAI Rt. 80 Sec. 22
FRANCIS BR
LOADING HL-93
STR. NO. 099-8336

NAME PLATE

See Std. 515001

MODEL: GEN NOTES [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

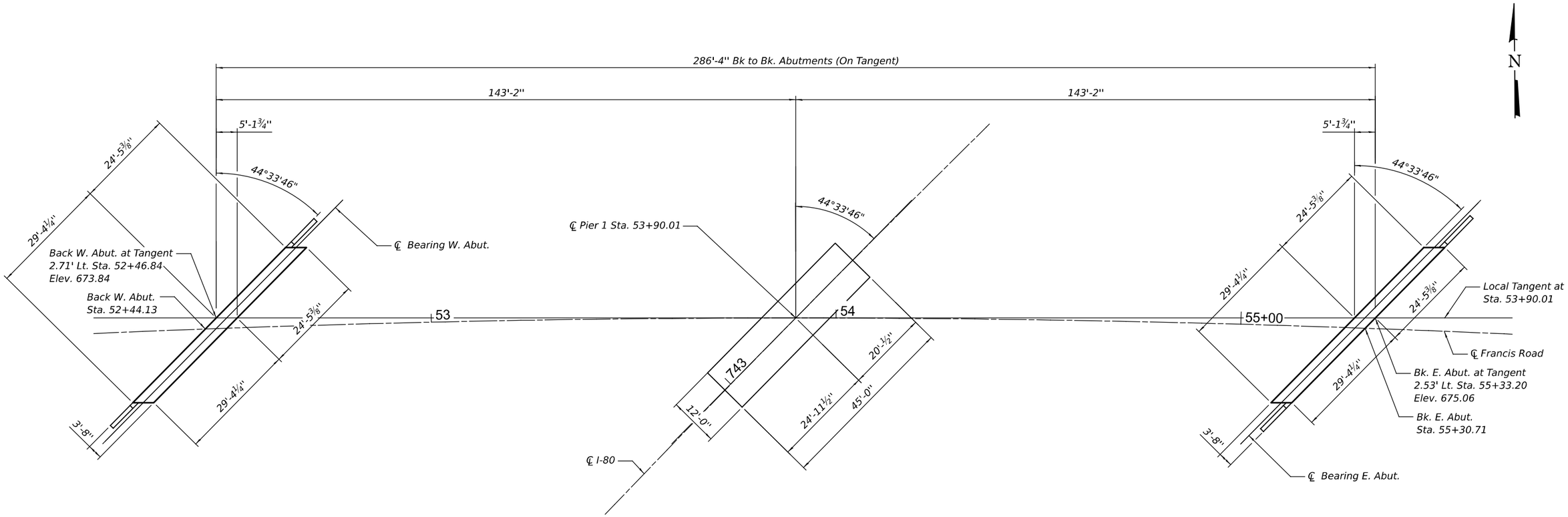
GENERAL DATA
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 3 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	35

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT



PLAN

MODEL: SUB STRUCT [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-004-SUBSTRUCT LAYOUT.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE LAYOUT
STRUCTURE NO. 099-8336

SCALE: CUSTOM 1:150 | SHEET 4 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	36
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	

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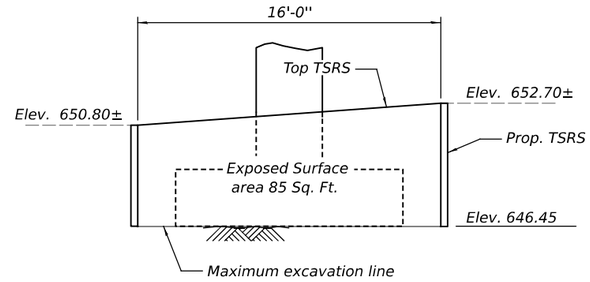
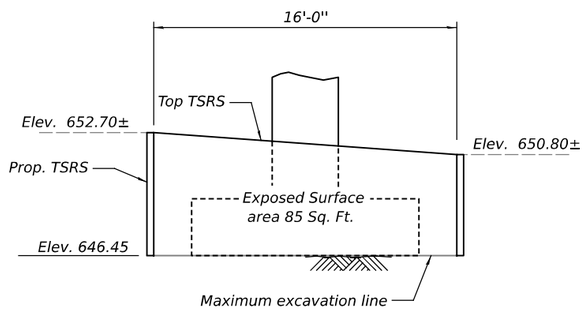
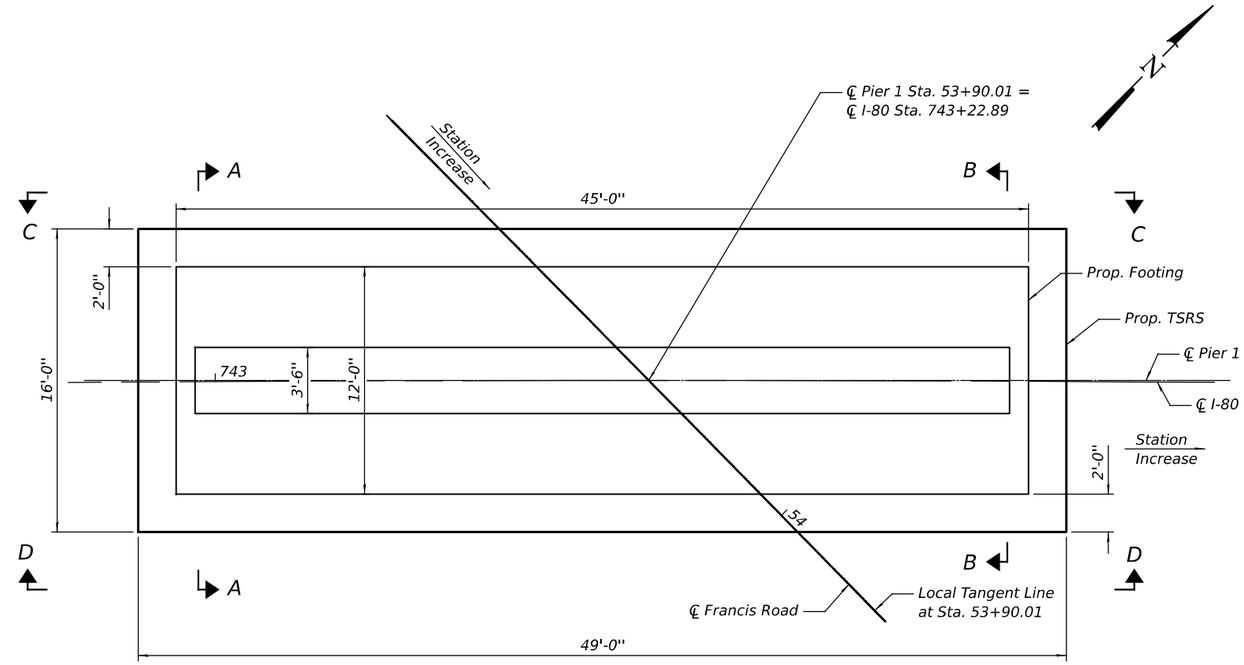


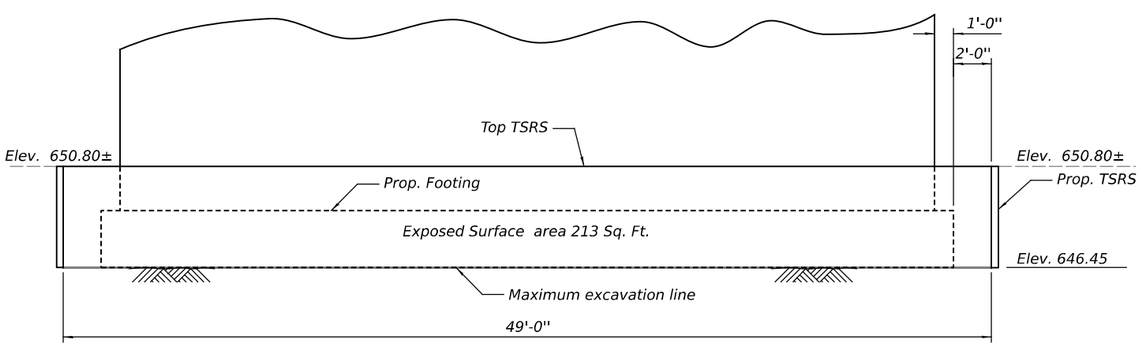
SECTION A-A



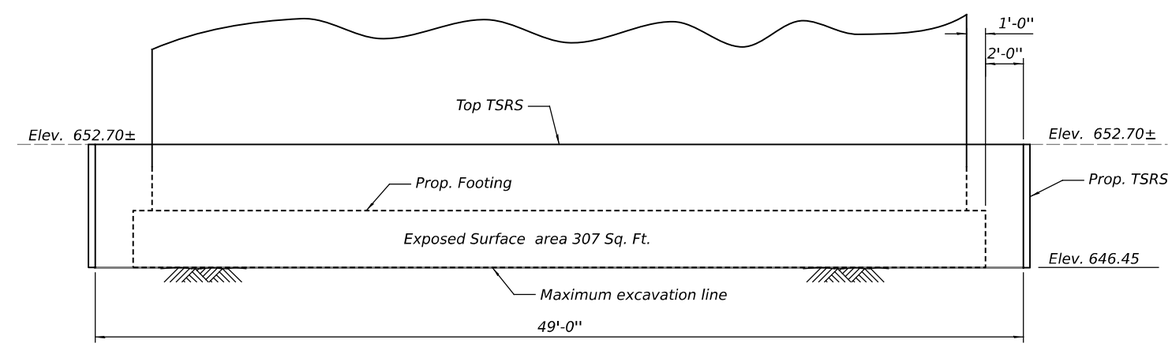
SECTION B-B



PLAN



ELEVATION C-C



ELEVATION D-D

Notes:

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

2. The Contractor shall field verify location of existing underground utilities. The Contractor shall take precautions to protect existing utilities during construction of the bridge. Any damage to the existing utilities shall be the responsibility of the Contractor. The existing utilities in conflict with the bridge construction shall be abandoned or relocated according to the directions given on the Civil Plans.

LEGEND

Temporary Soil Retention System

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Soil Retention System	Sq Ft	689

TEMPORARY SOIL RETENTION SYSTEM

MODEL: TSRS [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-005-TSRS DETAILS.dgn

ABNA DESIGN FIRM REG. 184.002117

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 099-8336

SCALE: 1/4"=1'-0" | SHEET 5 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	37
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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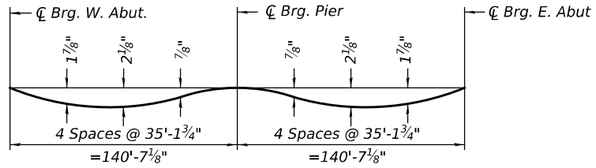
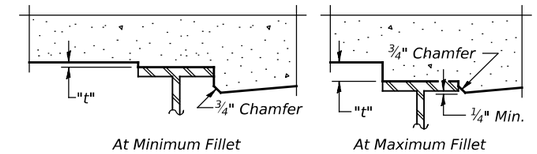


DEAD LOAD DEFLECTION DIAGRAM

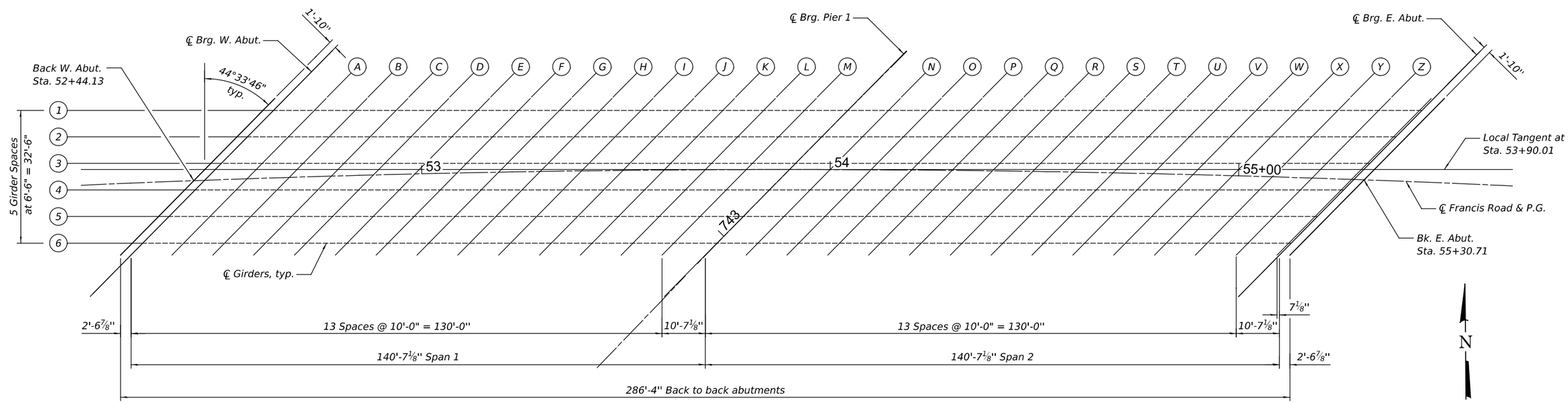
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 7 thru 9 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 7 thru 9 of 30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

Note:
Layout uses Local Tangent Sta. 53+90.01

MODEL: TOP SLAB ELEV-1 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION LAYOUT
STRUCTURE NO. 099-8336

SCALE: CUSTOM 1:150 | SHEET 6 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	38
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

LEFT EDGE OF DECK (NORTH)

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+63.97	-17.42	674.43	674.43
℄ Brg. W. Abut.	52+66.55	-17.42	674.46	674.46
A	52+76.55	-17.42	674.59	674.66
B	52+86.55	-17.42	674.71	674.84
C	52+96.55	-17.42	674.83	675.00
D	53+06.55	-17.42	674.94	675.15
E	53+16.55	-17.42	675.04	675.26
F	53+26.55	-17.42	675.13	675.36
G	53+36.55	-17.42	675.21	675.43
H	53+46.55	-17.42	675.29	675.49
I	53+56.55	-17.42	675.36	675.52
J	53+66.55	-17.42	675.43	675.54
K	53+76.55	-17.42	675.48	675.55
L	53+86.55	-17.42	675.53	675.56
M	53+96.55	-17.42	675.57	675.58
℄ Brg. Pier 1	54+07.17	-17.42	675.61	675.61
N	54+17.17	-17.42	675.63	675.64
O	54+27.17	-17.42	675.65	675.68
P	54+37.17	-17.42	675.66	675.73
Q	54+47.17	-17.42	675.67	675.78
R	54+57.17	-17.42	675.67	675.82
S	54+67.17	-17.42	675.66	675.85
T	54+77.17	-17.42	675.64	675.86
U	54+87.17	-17.42	675.61	675.84
V	54+97.17	-17.42	675.58	675.81
W	55+07.17	-17.42	675.54	675.75
X	55+17.17	-17.42	675.49	675.67
Y	55+27.17	-17.42	675.44	675.57
Z	55+37.17	-17.42	675.38	675.45
℄ Brg. E. Abut.	55+47.77	-17.42	675.30	675.30
Back East Abutment	55+50.36	-17.42	675.29	675.29

GIRDER NO. 1

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+61.09	-14.50	674.33	674.33
℄ Brg. W. Abut.	52+63.67	-14.50	674.37	674.37
A	52+73.67	-14.50	674.50	674.56
B	52+83.67	-14.50	674.62	674.75
C	52+93.67	-14.50	674.74	674.91
D	53+03.67	-14.50	674.85	675.06
E	53+13.67	-14.50	674.95	675.18
F	53+23.67	-14.50	675.04	675.28
G	53+33.67	-14.50	675.13	675.35
H	53+43.67	-14.50	675.21	675.41
I	53+53.67	-14.50	675.28	675.44
J	53+63.67	-14.50	675.35	675.46
K	53+73.67	-14.50	675.41	675.48
L	53+83.67	-14.50	675.46	675.49
M	53+93.67	-14.50	675.50	675.51
℄ Brg. Pier 1	54+04.29	-14.50	675.54	675.54
N	54+14.29	-14.50	675.57	675.57
O	54+24.29	-14.50	675.59	675.62
P	54+34.29	-14.50	675.60	675.67
Q	54+44.29	-14.50	675.61	675.72
R	54+54.29	-14.50	675.61	675.76
S	54+64.29	-14.50	675.60	675.79
T	54+74.29	-14.50	675.59	675.80
U	54+84.29	-14.50	675.56	675.79
V	54+94.29	-14.50	675.53	675.76
W	55+04.29	-14.50	675.49	675.71
X	55+14.29	-14.50	675.45	675.63
Y	55+24.29	-14.50	675.40	675.53
Z	55+34.29	-14.50	675.34	675.41
℄ Brg. E. Abut.	55+44.89	-14.50	675.27	675.27
Back East Abutment	55+47.48	-14.50	675.25	675.25

GIRDER NO. 2

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+54.69	-8.00	674.11	674.11
℄ Brg. W. Abut.	52+57.27	-8.00	674.15	674.15
A	52+67.27	-8.00	674.28	674.35
B	52+77.27	-8.00	674.41	674.54
C	52+87.27	-8.00	674.53	674.71
D	52+97.27	-8.00	674.65	674.86
E	53+07.27	-8.00	674.75	674.98
F	53+17.27	-8.00	674.85	675.09
G	53+27.27	-8.00	674.95	675.17
H	53+37.27	-8.00	675.03	675.22
I	53+47.27	-8.00	675.11	675.27
J	53+57.27	-8.00	675.18	675.29
K	53+67.27	-8.00	675.24	675.31
L	53+77.27	-8.00	675.30	675.33
M	53+87.27	-8.00	675.35	675.35
℄ Brg. Pier 1	53+97.89	-8.00	675.39	675.39
N	54+07.89	-8.00	675.42	675.42
O	54+17.89	-8.00	675.45	675.48
P	54+27.89	-8.00	675.47	675.53
Q	54+37.89	-8.00	675.48	675.59
R	54+47.89	-8.00	675.48	675.63
S	54+57.89	-8.00	675.48	675.67
T	54+67.89	-8.00	675.47	675.68
U	54+77.89	-8.00	675.45	675.68
V	54+87.89	-8.00	675.42	675.65
W	54+97.89	-8.00	675.39	675.60
X	55+07.89	-8.00	675.35	675.53
Y	55+17.89	-8.00	675.30	675.43
Z	55+27.89	-8.00	675.25	675.32
℄ Brg. E. Abut.	55+38.49	-8.00	675.18	675.18
Back East Abutment	55+41.08	-8.00	675.16	675.16

* From Local Tangent Sta. 53+90.01

MODEL: SLAB ELEV-1 [Sheet]
FILE NAME: J:\2022\6041-13\D\62U39\CADD Data\Bridge\0998336-007-SLAB ELEV.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 7 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	39
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

ALONG ℄ FRANCIS ROAD & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+44.13	0	673.75	673.75
℄ Brg. W. Abut.	52+46.80	0	673.79	673.79
A	52+57.17	0	673.95	674.01
B	52+67.51	0	674.06	674.19
C	52+77.82	0	674.23	674.40
D	52+88.10	0	674.36	674.57
E	52+98.35	0	674.48	674.71
F	53+08.57	0	674.59	674.82
G	53+18.77	0	674.70	674.92
H	53+28.94	0	674.80	675.00
I	53+39.09	0	674.89	675.05
J	53+49.21	0	674.97	675.09
K	53+59.30	0	675.03	675.10
L	53+69.36	0	675.10	672.13
M	53+79.40	0	675.15	675.15

ALONG ℄ FRANCIS ROAD & P.G. (Cont.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Brg. Pier 1	53+90.01	0	675.20	675.20
N	54+00.00	0	675.24	675.24
O	54+09.96	0	675.27	675.30
P	54+19.90	0	675.29	675.36
Q	54+29.81	0	675.31	675.42
R	54+39.70	0	675.32	675.48
S	54+49.56	0	675.32	675.51
T	54+59.41	0	675.31	675.52
U	54+69.22	0	675.29	675.52
V	54+79.02	0	675.27	675.50
W	54+88.79	0	675.24	675.45
X	54+98.54	0	675.20	675.38
Y	55+08.27	0	575.16	575.29
Z	55+18.00	0	675.10	675.18
℄ Brg. E. Abut.	55+28.23	0	675.04	675.04
Back East Abutment	55+30.71	0	675.02	675.02

GIRDER NO. 3

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+48.29	-1.50	673.89	673.89
℄ Brg. W. Abut.	52+50.87	-1.50	673.93	673.93
A	52+60.87	-1.50	674.07	674.13
B	52+70.87	-1.50	674.20	674.33
C	52+80.87	-1.50	674.33	674.50
D	52+90.87	-1.50	674.45	674.66
E	53+00.87	-1.50	674.56	674.79
F	53+10.87	-1.50	674.66	674.89
G	53+20.87	-1.50	674.76	674.98
H	53+30.87	-1.50	674.85	675.04
I	53+40.87	-1.50	674.93	675.09
J	53+50.87	-1.50	675.00	675.12
K	53+60.87	-1.50	675.07	675.14
L	53+70.87	-1.50	675.13	675.16
M	53+80.87	-1.50	675.18	675.19
℄ Brg. Pier 1	53+91.49	-1.50	675.23	675.23
N	54+01.49	-1.50	675.27	675.27
O	54+11.49	-1.50	675.30	675.33
P	54+21.49	-1.50	675.32	675.39
Q	54+31.49	-1.50	675.34	675.45
R	54+41.49	-1.50	675.35	675.50
S	54+51.49	-1.50	675.35	675.54
T	54+61.49	-1.50	675.34	675.56
U	54+71.49	-1.50	675.33	675.56
V	54+81.49	-1.50	675.31	675.54
W	54+91.49	-1.50	675.28	675.49
X	55+01.49	-1.50	675.25	675.42
Y	55+11.49	-1.50	675.20	675.33
Z	55+21.49	-1.50	675.15	675.22
℄ Brg. E. Abut.	55+32.09	-1.50	675.09	675.09
Back East Abutment	55+34.68	-1.50	675.08	675.08

TANGENT LINE

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+46.84	0.00	673.84	673.84
℄ Brg. W. Abut.	52+49.39	0.00	673.87	673.87
A	52+59.39	0.00	674.02	674.08
B	52+69.39	0.00	674.15	674.28
C	52+79.39	0.00	674.28	674.45
D	52+89.39	0.00	674.40	674.61
E	52+99.39	0.00	674.51	674.74
F	53+09.39	0.00	674.62	674.85
G	53+19.39	0.00	674.71	674.93
H	53+29.39	0.00	674.80	675.00
I	53+39.39	0.00	674.89	675.05
J	53+49.39	0.00	674.96	675.08
K	53+59.39	0.00	675.03	675.10
L	53+69.39	0.00	675.09	675.12
M	53+79.39	0.00	675.15	675.15
℄ Brg. Pier 1	53+90.01	0.00	675.20	675.20
N	54+00.01	0.00	675.24	675.24
O	54+10.01	0.00	675.27	675.30
P	54+20.01	0.00	675.29	675.36
Q	54+30.01	0.00	675.31	675.42
R	54+40.01	0.00	675.32	675.47
S	54+50.01	0.00	675.32	675.51
T	54+60.01	0.00	675.32	675.53
U	54+70.01	0.00	675.30	675.53
V	54+80.01	0.00	675.28	675.51
W	54+90.01	0.00	675.26	675.47
X	55+00.01	0.00	675.22	675.40
Y	55+10.01	0.00	675.18	675.31
Z	55+20.01	0.00	675.13	675.20
℄ Brg. E. Abut.	55+30.61	0.00	675.07	675.07
Back East Abutment	55+33.20	0.00	675.05	675.05

GIRDER NO. 4

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+41.88	5.00	673.66	673.66
℄ Brg. W. Abut.	52+44.47	5.00	673.70	673.70
A	52+54.47	5.00	673.85	673.91
B	52+64.47	5.00	673.99	674.11
C	52+74.47	5.00	674.12	674.29
D	52+84.47	5.00	674.24	674.45
E	52+94.47	5.00	674.36	674.59
F	53+04.47	5.00	674.47	674.70
G	53+14.47	5.00	674.57	674.79
H	53+24.47	5.00	674.66	674.85
I	53+34.47	5.00	674.75	674.91
J	53+44.47	5.00	674.83	674.94
K	53+54.47	5.00	674.90	674.97
L	53+64.47	5.00	674.96	675.00
M	53+74.47	5.00	675.02	675.03
℄ Brg. Pier 1	53+85.09	5.00	675.08	675.08
N	53+95.09	5.00	675.12	675.12
O	54+05.09	5.00	675.15	675.18
P	54+15.09	5.00	675.18	675.25
Q	54+25.09	5.00	675.20	675.31
R	54+35.09	5.00	675.21	675.37
S	54+45.09	5.00	675.22	675.41
T	54+55.09	5.00	675.22	675.44
U	54+65.09	5.00	675.21	675.44
V	54+75.09	5.00	675.19	675.42
W	54+85.09	5.00	675.17	675.38
X	54+95.09	5.00	675.14	675.32
Y	55+05.09	5.00	675.10	675.23
Z	55+15.09	5.00	675.06	675.13
℄ Brg. E. Abut.	55+25.69	5.00	675.00	675.00
Back East Abutment	55+28.28	5.00	674.98	674.98

* From Local Tangent Sta. 53+90.01

MODEL: SLAB ELEV-1 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-008-SLAB ELEV.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 8 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	40
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		

####

GIRDER NO. 5

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+35.48	11.50	673.44	673.44
℄ Brg. W. Abut.	52+38.06	11.50	673.48	673.48
A	52+48.06	11.50	673.63	673.69
B	52+58.06	11.50	673.77	673.89
C	52+68.06	11.50	673.90	674.08
D	52+78.06	11.50	674.03	674.24
E	52+88.06	11.50	674.15	674.38
F	52+98.06	11.50	674.27	674.50
G	53+08.06	11.50	674.37	674.59
H	53+18.06	11.50	674.47	674.67
I	53+28.06	11.50	674.56	674.72
J	53+38.06	11.50	674.65	674.76
K	53+48.06	11.50	674.72	674.79
L	53+58.06	11.50	674.79	674.82
M	53+68.06	11.50	674.86	674.86
℄ Brg. Pier 1	53+78.68	11.50	674.91	674.91
N	53+88.68	11.50	674.96	674.96
O	53+98.68	11.50	675.00	675.03
P	54+08.68	11.50	675.03	675.10
Q	54+18.68	11.50	675.06	675.17
R	54+28.68	11.50	675.08	675.23
S	54+38.68	11.50	675.09	675.28
T	54+48.68	11.50	675.09	675.31
U	54+58.68	11.50	675.09	675.32
V	54+68.68	11.50	675.07	675.30
W	54+78.68	11.50	675.06	675.27
X	54+88.68	11.50	675.03	675.21
Y	54+98.68	11.50	675.00	675.13
Z	55+08.68	11.50	674.96	675.03
℄ Brg. E. Abut.	55+19.28	11.50	674.90	674.90
Back East Abutment	55+21.87	11.50	674.89	674.89

GIRDER NO. 6

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+29.08	18.00	673.20	673.20
℄ Brg. W. Abut.	52+31.66	18.00	673.25	673.25
A	52+41.66	18.00	673.40	673.47
B	52+51.66	18.00	673.55	673.67
C	52+61.66	18.00	673.69	673.86
D	52+71.66	18.00	673.82	674.03
E	52+81.66	18.00	673.95	674.18
F	52+91.66	18.00	674.06	674.30
G	53+01.66	18.00	674.18	674.40
H	53+11.66	18.00	674.28	674.47
I	53+21.66	18.00	674.38	674.53
J	53+31.66	18.00	674.46	674.58
K	53+41.66	18.00	674.55	674.62
L	53+51.66	18.00	674.62	674.65
M	53+61.66	18.00	674.69	674.69
℄ Brg. Pier 1	53+72.28	18.00	674.75	674.75
N	53+82.28	18.00	674.80	674.81
O	53+92.28	18.00	674.85	674.87
P	54+02.28	18.00	674.88	674.95
Q	54+12.28	18.00	674.91	675.02
R	54+22.28	18.00	674.94	675.09
S	54+32.28	18.00	674.95	675.14
T	54+42.28	18.00	674.96	675.18
U	54+52.28	18.00	674.96	675.19
V	54+62.28	18.00	674.95	675.18
W	54+72.28	18.00	674.94	675.15
X	54+82.28	18.00	674.92	675.09
Y	54+92.28	18.00	674.89	675.02
Z	55+02.28	18.00	674.85	674.92
℄ Brg. E. Abut.	55+12.88	18.00	674.81	674.81
Back East Abutment	55+15.47	18.00	674.79	674.79

RIGHT EDGE OF DECK (SOUTH)

Location	Station	* Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back West Abutment	52+26.20	20.92	673.10	673.10
℄ Brg. W. Abut.	52+28.79	20.92	673.14	673.14
A	52+38.79	20.92	673.30	673.36
B	52+48.79	20.92	673.45	673.57
C	52+58.79	20.92	673.59	673.77
D	52+68.79	20.92	673.73	673.93
E	52+78.79	20.92	673.85	674.08
F	52+88.79	20.92	673.97	674.21
G	52+98.79	20.92	674.09	674.31
H	53+08.79	20.92	674.19	674.39
I	53+18.79	20.92	674.29	674.45
J	53+28.79	20.92	674.38	674.50
K	53+38.79	20.92	674.46	674.53
L	53+48.79	20.92	674.54	674.57
M	53+58.79	20.92	674.61	674.61
℄ Brg. Pier 1	53+69.41	20.92	674.68	674.68
N	53+79.41	20.92	674.73	674.73
O	53+89.41	20.92	674.78	674.80
P	53+99.41	20.92	674.82	674.88
Q	54+09.41	20.92	674.85	674.96
R	54+19.41	20.92	674.87	675.03
S	54+29.41	20.92	674.89	675.08
T	54+39.41	20.92	674.90	675.12
U	54+49.41	20.92	674.90	675.13
V	54+59.41	20.92	674.90	675.13
W	54+69.41	20.92	674.89	675.10
X	54+79.41	20.92	674.87	675.04
Y	54+89.41	20.92	674.84	674.97
Z	54+99.41	20.92	674.81	674.88
℄ Brg. E. Abut.	55+10.01	20.92	674.76	674.76
Back East Abutment	55+12.60	20.92	674.75	674.75

* From Local Tangent Sta. 53+90.01

MODEL: SLAB ELEV-1 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-009-SLAB ELEV.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 9 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	41
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		

####

NORTH EDGE OF SHOULDER

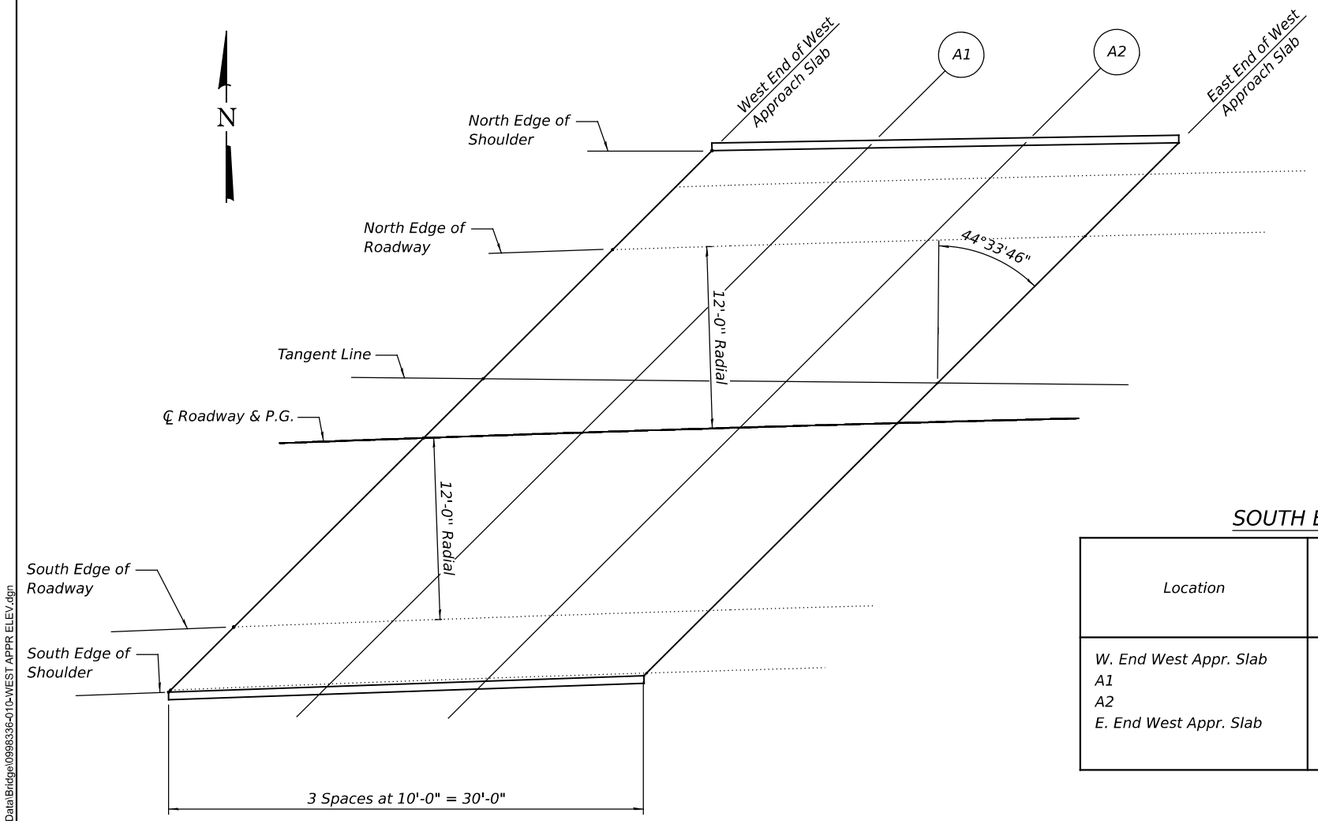
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	52+33.90	-18.32'	673.95
A1	52+44.12	-18.20'	674.11
A2	52+54.34	-18.10'	674.26
E. End West Appr. Slab	52+64.56	-18.02'	674.41

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	52+27.17	-12.00'	673.71
A1	52+37.56	-12.00'	673.88
A2	52+47.92	-12.00'	674.04
E. End West Appr. Slab	52+58.25	-12.00'	674.20

TANGENT LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	52+18.36	-3.77'	673.39
A1	52+28.34	-3.35'	673.58
A2	52+38.32	-2.94'	673.71
E. End West Appr. Slab	52+48.31	-2.57'	673.86



PLAN

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	52+14.30	0.00'	673.24
A1	52+24.76	0.00'	673.43
A2	52+35.19	0.00'	673.60
E. End West Appr. Slab	52+45.59	0.00'	673.77

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	51+96.81	16.00'	672.59
A1	52+07.31	16.00'	672.79
A2	52+17.82	16.00	672.99
E. End West Appr. Slab	52+28.33	16.00'	673.17

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	52+01.31	12.00'	672.76
A1	52+11.83	12.00'	672.96
A2	52+22.33	12.00'	673.14
E. End West Appr. Slab	52+32.80	12.00'	673.34

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	55+46.80	-19.16'	675.29
B1	55+56.15	-18.91'	675.21
B2	55+65.50	-18.69'	675.11
E. End East Appr. Slab	55+74.86	-18.49'	675.01

NORTH EDGE OF ROADWAY

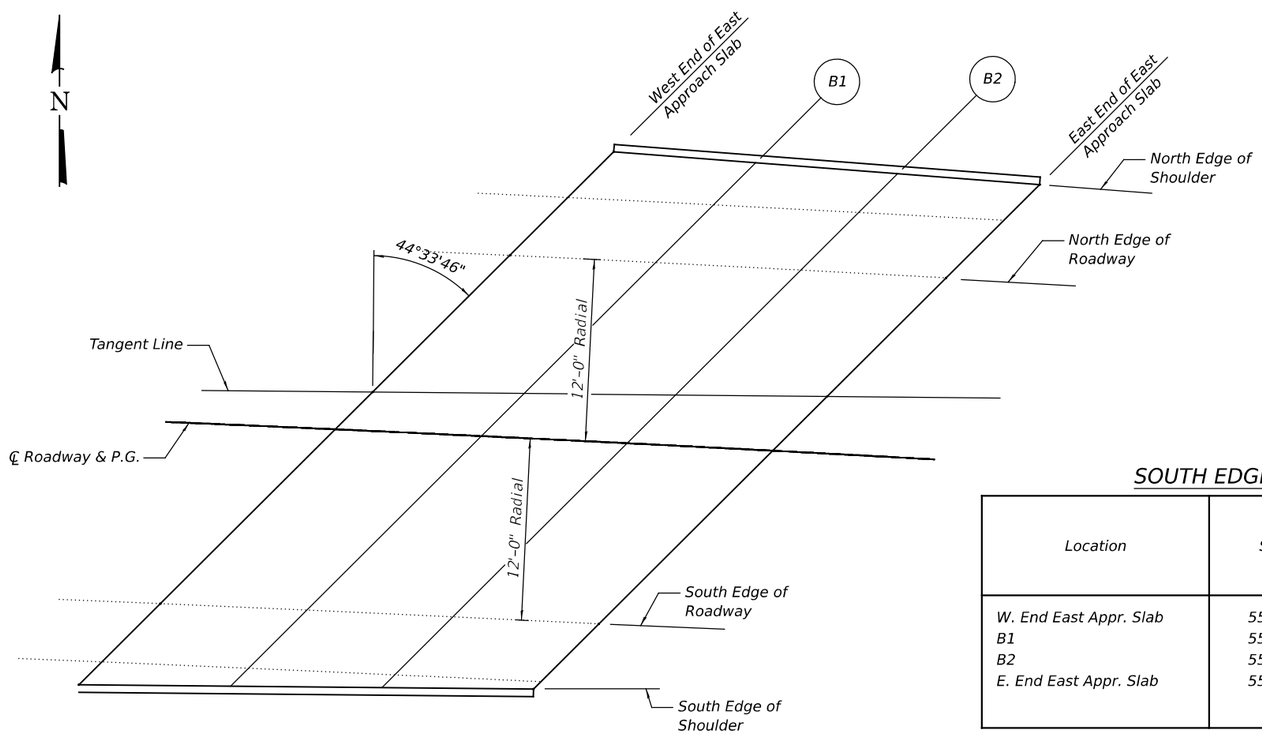
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	55+40.31	-12.00'	675.20
B1	55+49.91	-12.00'	675.12
B2	52+47.92	-12.00'	675.04
E. End East Appr. Slab	55+69.05	-12.00'	674.95

TANGENT LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	55+31.71	-2.57'	675.07
B1	55+41.70	-2.94'	675.01
B2	55+51.68	-3.35'	674.93
E. End East Appr. Slab	55+61.66	-3.77'	674.85

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	55+29.36	0.00'	675.04
B1	55+39.01	0.00'	674.97
B2	55+48.65	0.00'	674.90
E. End East Appr. Slab	55+58.26	0.00'	674.81



PLAN

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	55+13.14	17.57'	674.78
B1	55+23.18	17.24'	674.72
B2	55+33.22	16.89'	674.66
E. End East Appr. Slab	55+43.25	16.51'	674.59

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	55+18.30	12.00'	674.86
B1	55+27.01	12.00'	674.80
B2	55+37.70	12.00'	674.74
E. End East Appr. Slab	55+47.32	12.00'	674.66

MODEL: EAST APPR [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-011-EAST APPR ELEV.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

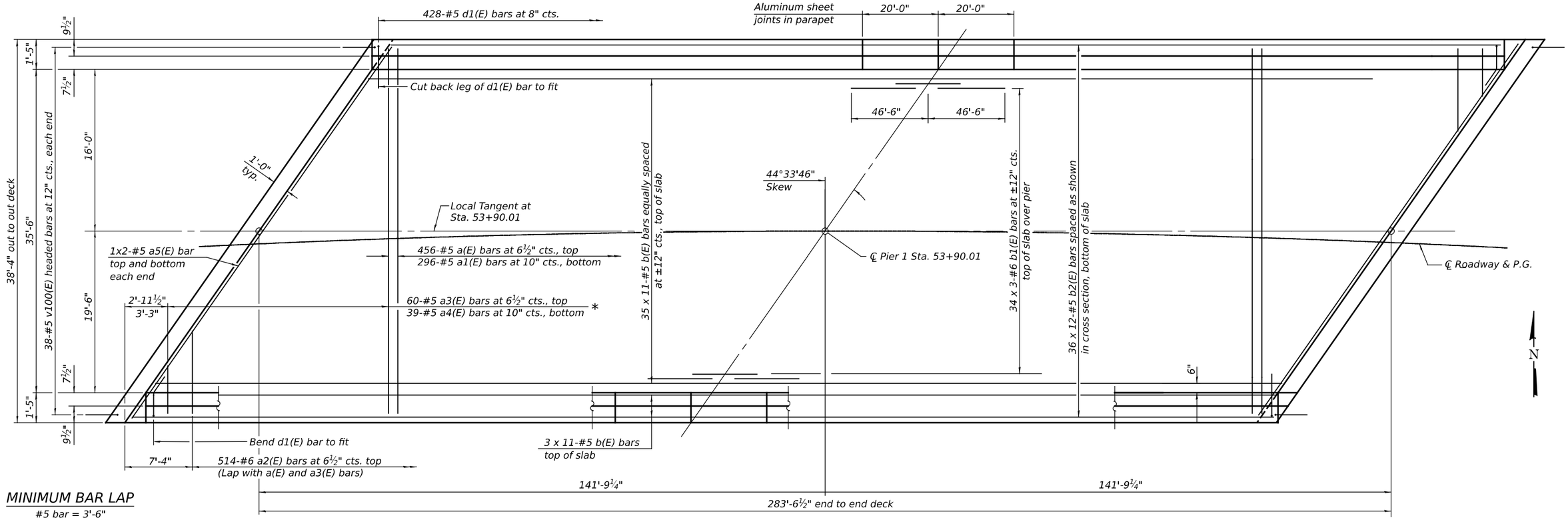
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-8336

SCALE: 1"=5' | SHEET 11 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	43
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

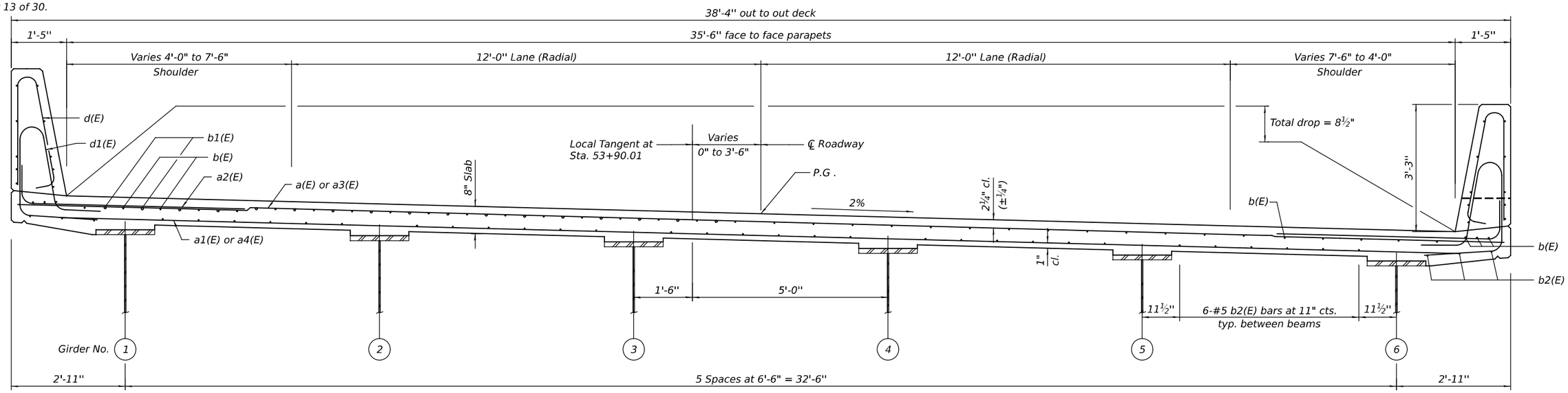
####



PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-10"
* See Field Cutting Diagram on sheet 13 of 30.



CROSS - SECTION

(Looking East)

Notes:
See sheet 13 of 30 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MODEL: SUPERSTRUCT [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-012-SUPERSTRUCTURE.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 3/18/2025	DATE - 01/29/2025	REVISED - ####	

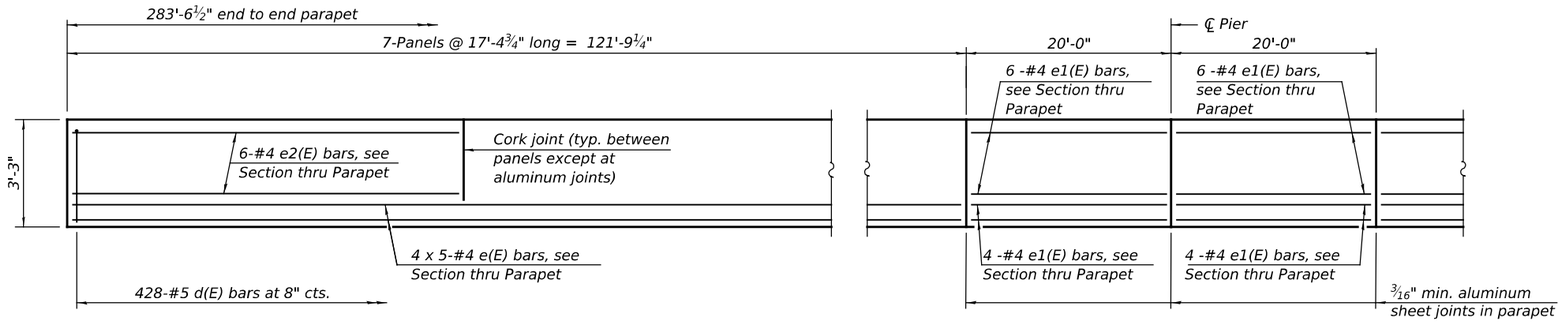
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 099-8336

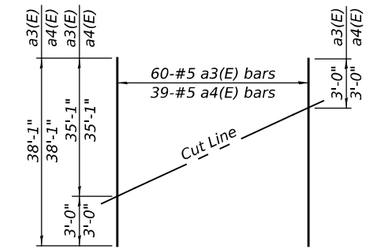
SCALE: 3/4"=1'-0" | SHEET 12 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	44
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

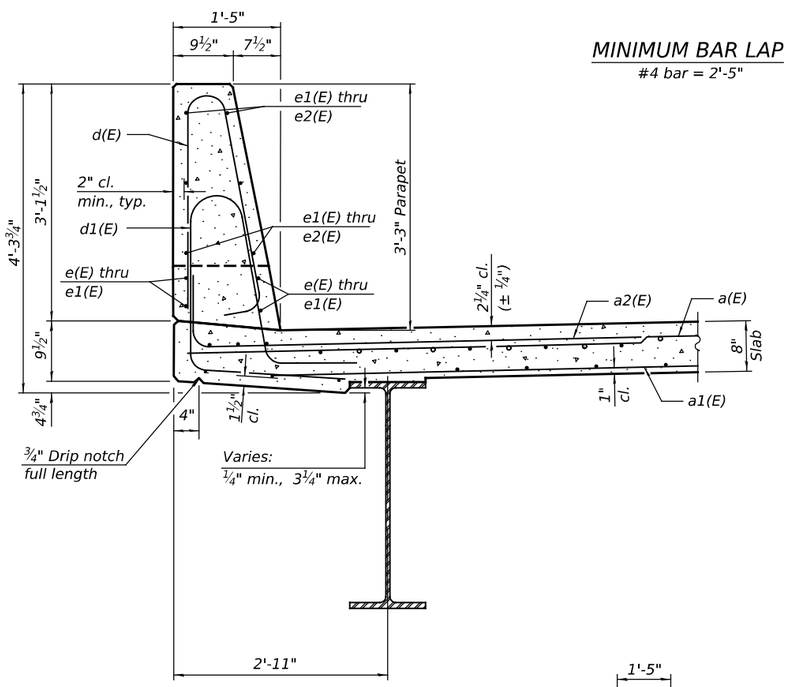


INSIDE ELEVATION OF PARAPET



FIELD CUTTING DIAGRAM

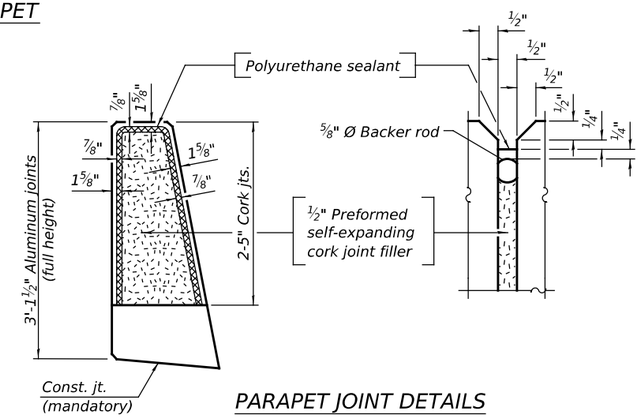
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



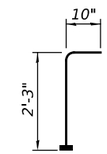
MINIMUM BAR LAP

#4 bar = 2'-5"

SECTION THRU PARAPET

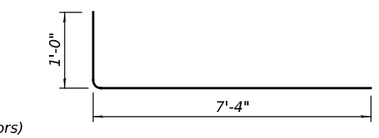


PARAPET JOINT DETAILS

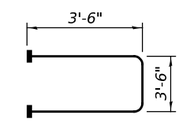


BAR v100(E)

(Headed. 76-#5 Bar terminators)

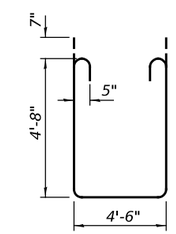


BAR a2(E)



BAR s10(E)

(Headed. 184-#5 Bar terminators)



BAR s11(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	456	#5	38'-1"	
a1(E)	296	#5	38'-1"	
a2(E)	1028	#6	8'-4"	
a3(E)	60	#5	38'-1"	
a4(E)	39	#5	38'-1"	
a5(E)	8	#5	28'-8"	
a6(E)	16	#5	2'-0"	
b(E)	451	#5	29'-0"	
b1(E)	102	#6	34'-3"	
b2(E)	432	#5	27'-0"	
d(E)	856	#5	6'-5"	
d1(E)	856	#5	8'-1"	
e(E)	80	#4	26'-5"	
e1(E)	40	#4	19'-9"	
e2(E)	168	#4	17'-1"	
m10(E)	20	#6	29'-6"	
m11(E)	40	#6	8'-10"	
m12(E)	16	#6	3'-10"	
s10(E)	92	#5	10'-6"	
s11(E)	100	#5	15'-0"	
v100(E)	76	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	103550
Concrete Superstructure			Cu. Yds.	408.3

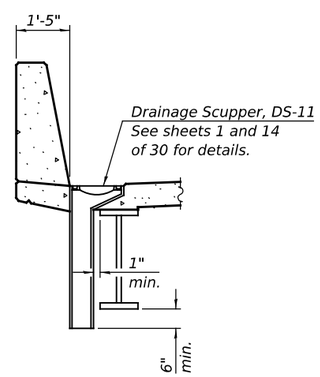
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

Notes:

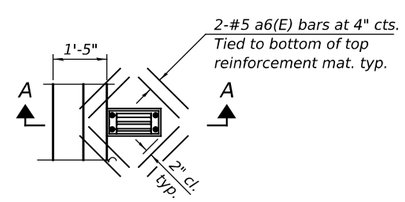
The 3/16" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

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

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

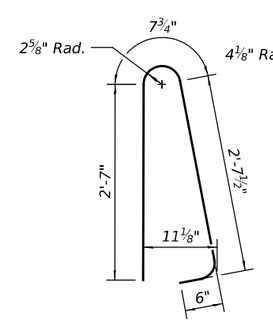


SECTION A-A

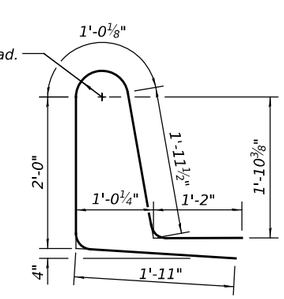


PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



BAR d(E)



BAR d1(E)

SDI-SB-2 10-27-2023

MODEL: SUPERSTRUCT DETAILS [Sheet]
FILE NAME: J:\2022\6041-13\D162\J39\CADD Data\Bridge\0998336-013-SUPERSTRUCTDETL01.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 4/1/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 13 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	45
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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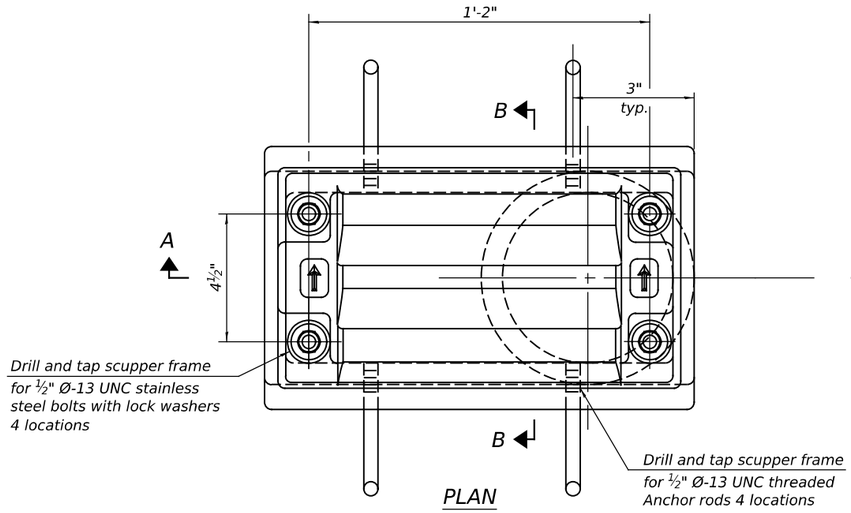
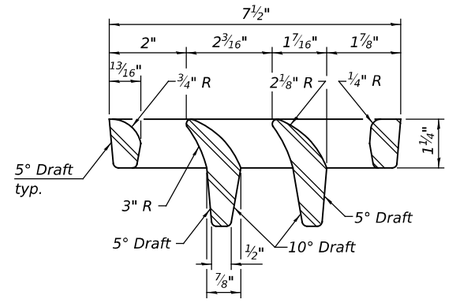
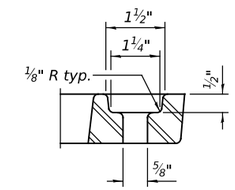


PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

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

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

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

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

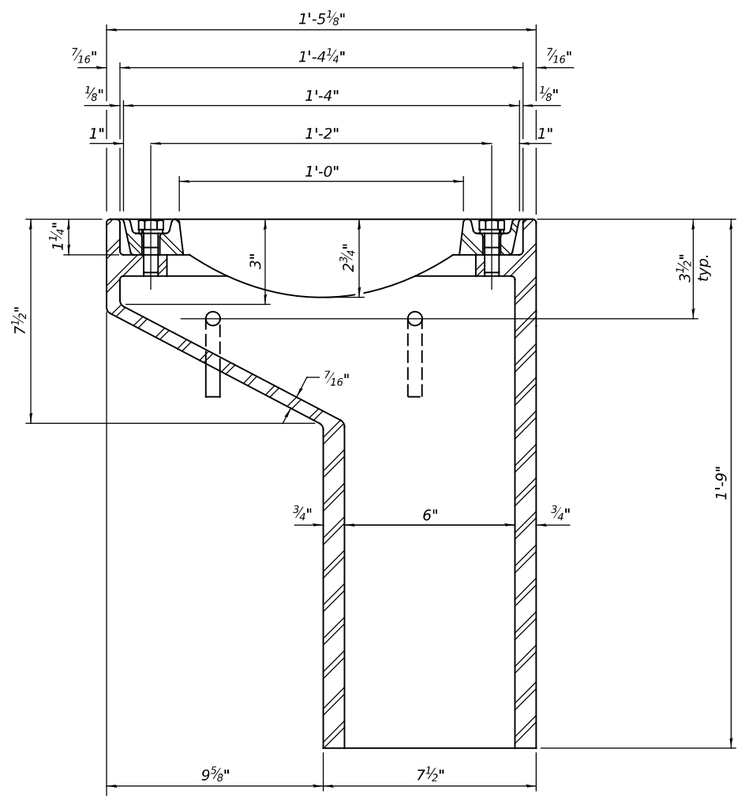
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

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

Floor drains need not be painted.

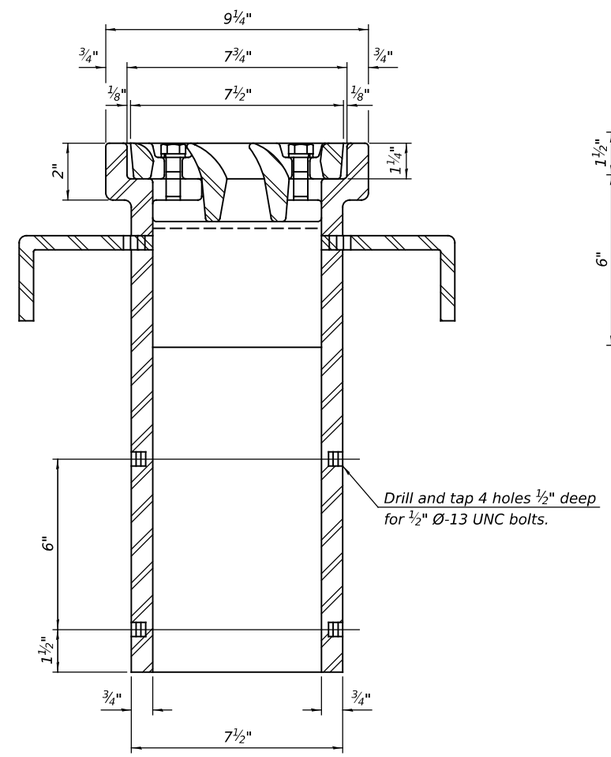
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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

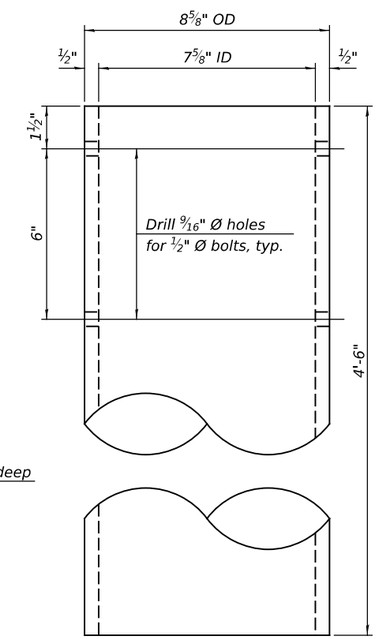


SECTION A-A

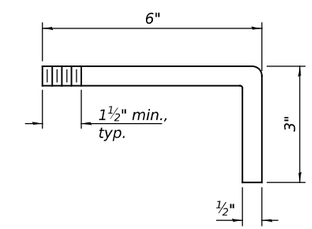
See sheet 13 of 30 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	2

DS-11 5-15-2023

MODEL: DS-11 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-014-SCUPPER.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DS-11 SCUPPER DETAILS STRUCTURE NO. 099-8336	
	DRAWN - MBJ	REVISED - ####			
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####			
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####		SCALE: Full Size 1 = 1	SHEET 14 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	46
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		

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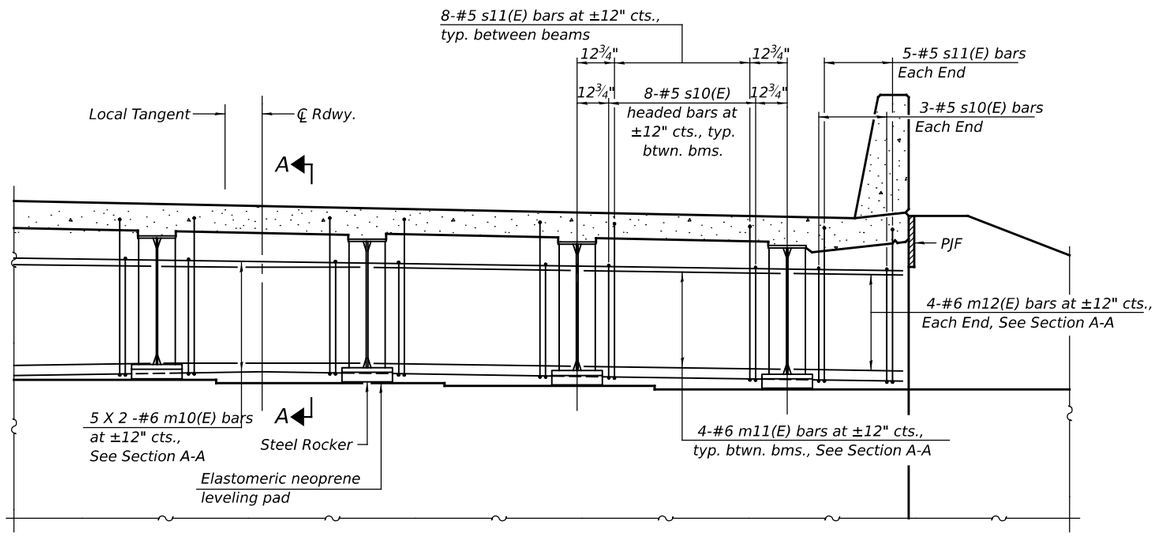
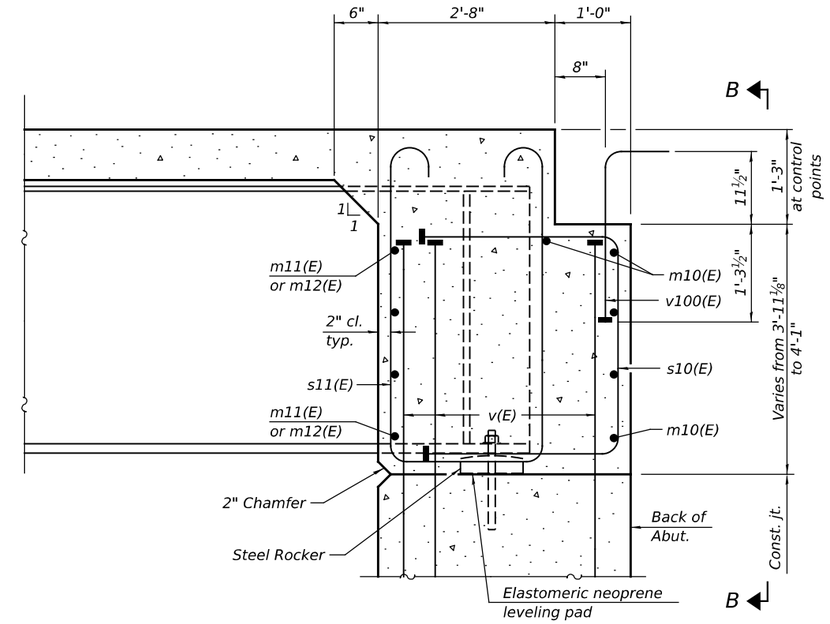


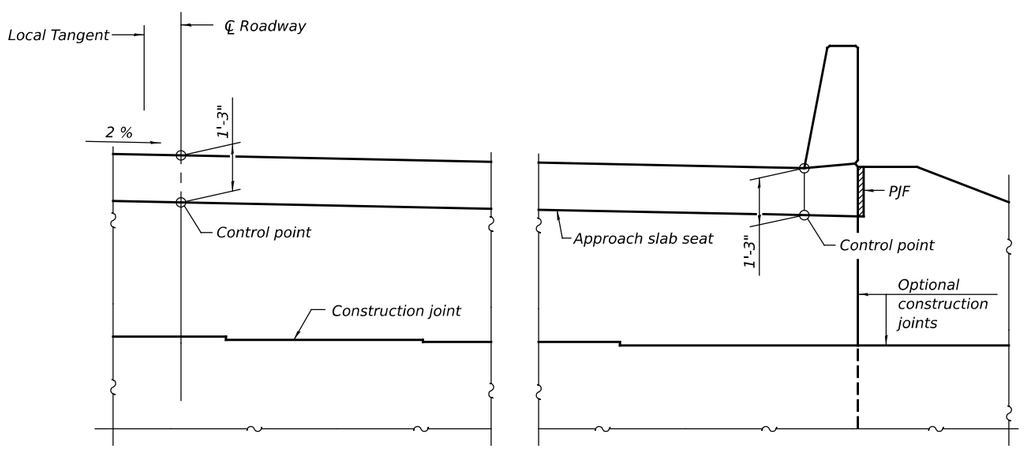
DIAPHRAGM AT ABUTMENT

(Partial elevation at West Abutment shown, East Abutment similar)

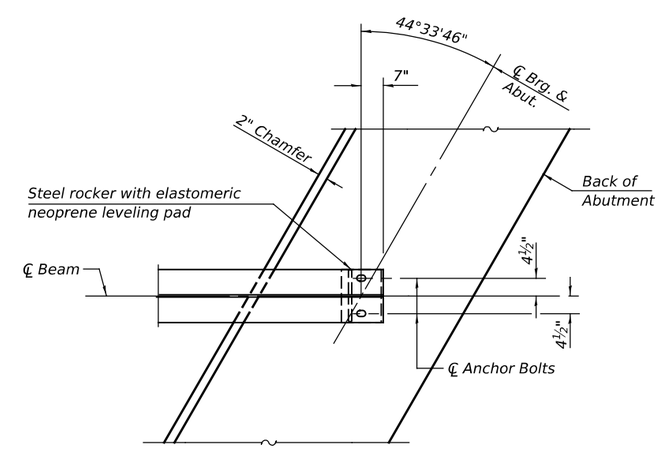


SECTION A-A

(at Rt. ∠'s)



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:
See sheets 12 and 13 of 30 for superstructure details and Bill of Material.
See sheet 16 of 30 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

MODEL: DIAPHRAGM [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-015-DIAPHRAGM DETL.dgn

DIA-SB-L 5-15-2023

ABNA DESIGN FIRM REG. 184.002117

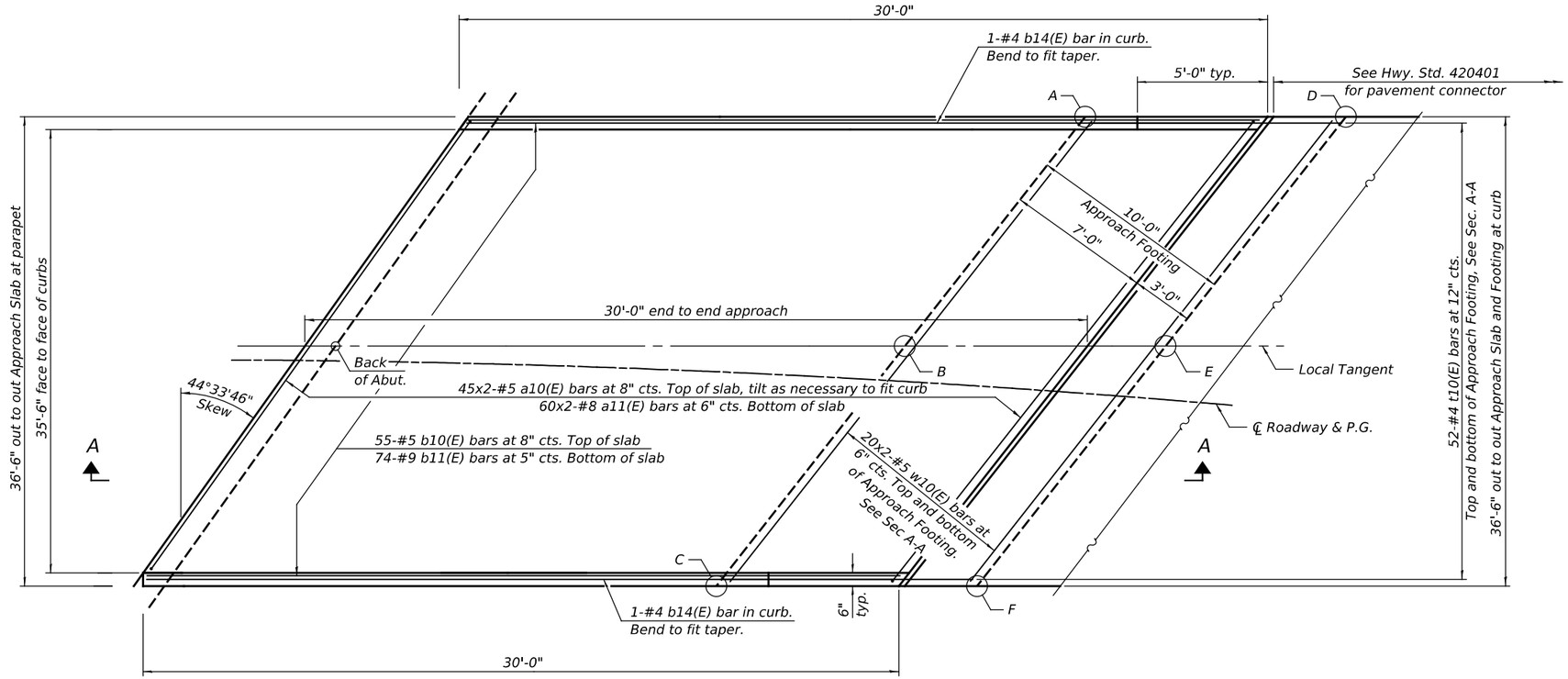
USER NAME = $USER$	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 3/20/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 15 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	47
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	



PLAN

(East approach slab shown; West approach slab similar by 180° rotation)

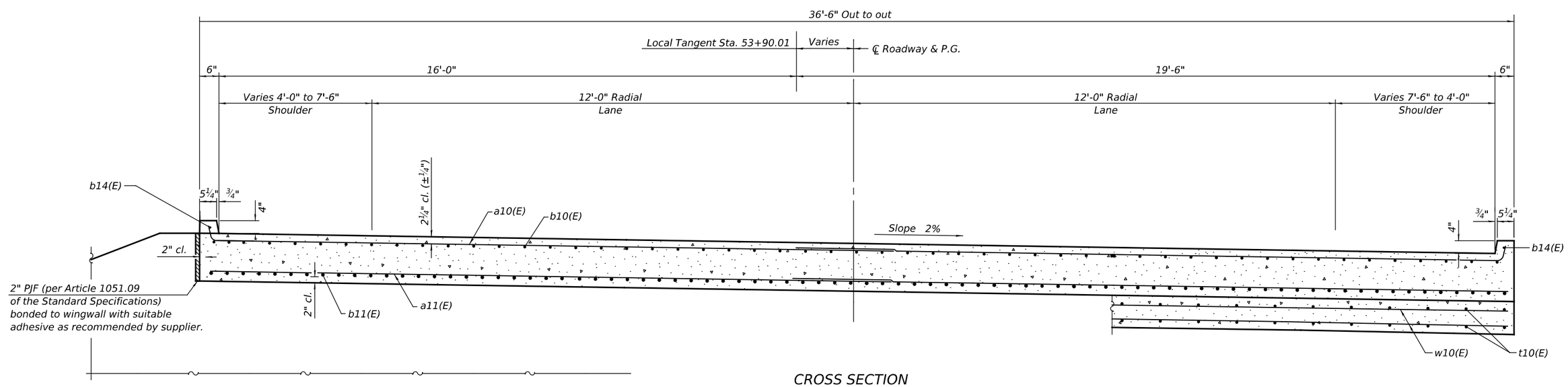
N

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point / Location	Top	Bottom	Point / Location	Top	Bottom
A - N	672.87	672.04	A - N	673.86	673.03
B - W	672.17	671.34	B - E	673.64	672.81
C - S	671.52	670.69	C - S	672.88	672.04
D - N	672.65	671.82	D - N	673.73	672.90
E - W	671.91	671.08	E - E	673.52	672.69
F - S	671.23	670.40	F - S	673.31	672.48

MINIMUM BAR LAP

#5 Bar 2'-6"
#8 Bar 5'-2"



NEAR ABUTMENT

CROSS SECTION

(Looking Up Station)

AT APPROACH FOOTING

BAIA-CIP-39CS-L(>30°) 5-15-2023

(Sheet 1 of 2)

MODEL: APPRDETL01 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-016-APPR DETL01.dgn

ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 4/1/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS I
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 16 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	

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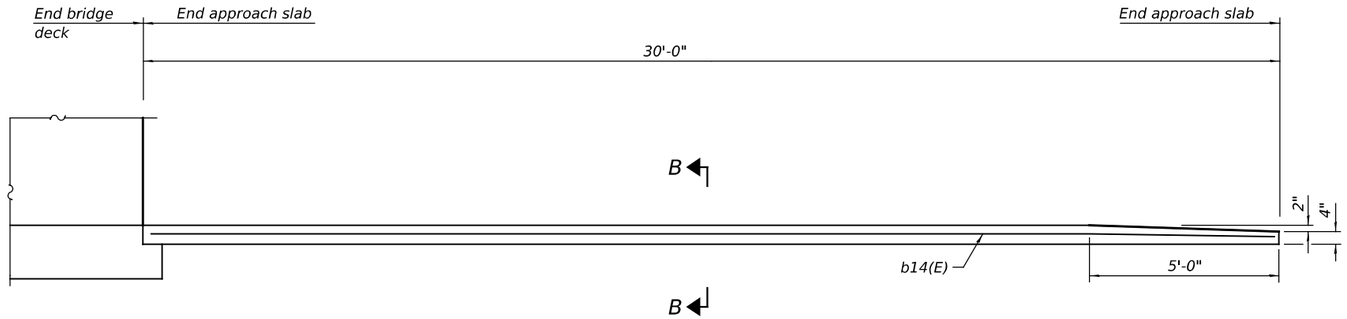
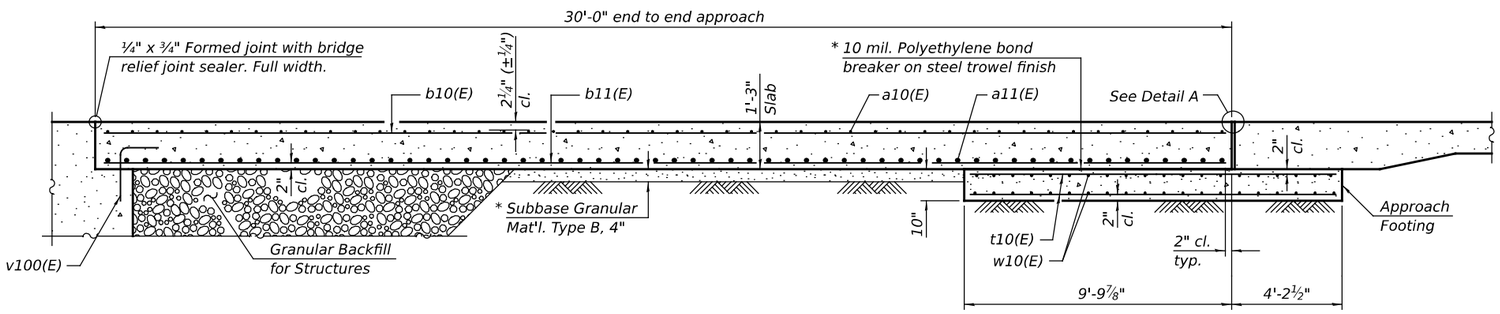


INSIDE ELEVATION OF PARAPET AND CURB

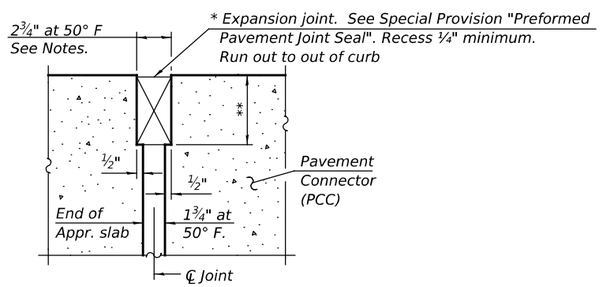
Notes:

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.

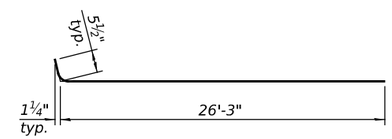
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 30.



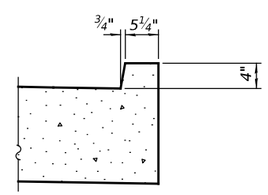
SECTION A-A



DETAIL A
(at Rt. ∠'s)



BAR a10(E)



VIEW B-B

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	180	#5	26'-9"	
a11(E)	240	#8	28'-3"	
b10(E)	110	#5	29'-8"	
b11(E)	148	#9	29'-8"	
b14(E)	4	#4	29'-8"	
t10(E)	204	#4	13'-9"	
w10(E)	160	#5	27'-3"	
Concrete Superstructure (Approach Slab)			Cu. Yd.	98.6
Concrete Structures			Cu. Yd.	38.0
Reinforcement Bars, Epoxy Coated			Pound	47950

BAIA-CIP-39CS-L(>30°) 5-15-2023

(Sheet 2 of 2)

MODEL: APPRDETL02 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-017-APPR DETL02.dgn

ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - MBJ	REVISED - ####	
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PLOT DATE = 3/19/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS II
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 17 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	49
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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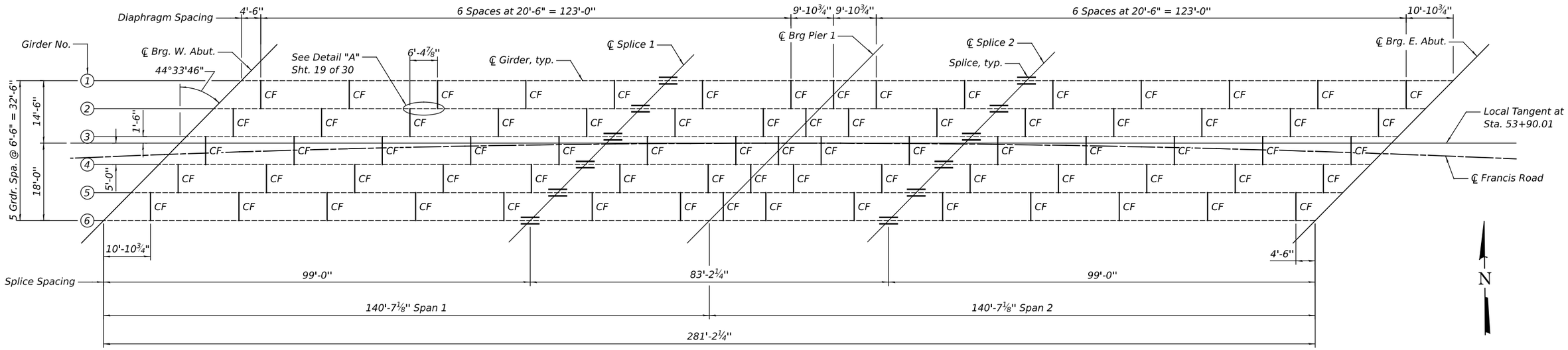
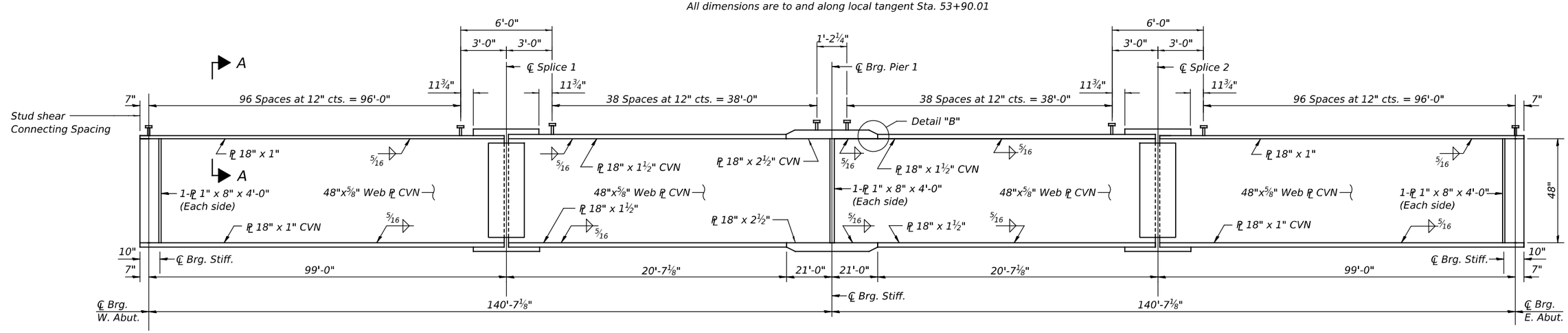
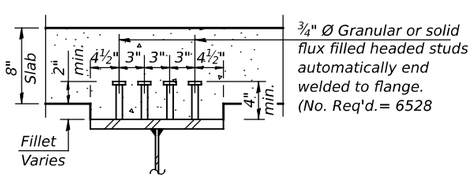


FRAMING PLAN

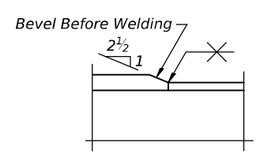
All dimensions are to and along local tangent Sta. 53+90.01



GIRDER ELEVATION



SECTION A-A



DETAIL "B"

Notes:

All girder flanges, webs and bearing stiffeners shall be AASHTO M270 Grade 50.

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

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

MODEL: FRAMING [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-018-FRAMING PLAN.dgn

ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - MBJ	REVISED -	
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PLOT DATE = 3/19/2025	DATE - 01/29/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 099-8336

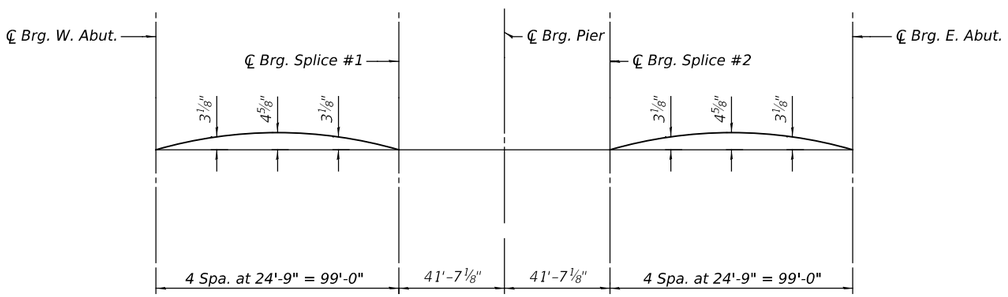
SCALE: CUSTOM 1:140 | SHEET 18 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	50
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		

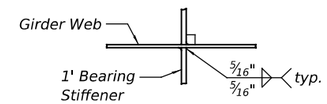
TOP OF WEB ELEVATIONS (FOR FABRICATION ONLY)

Location / Beam	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
℄ Brg. W. Abut.	673.53	573.31	673.09	672.87	672.64	672.41
℄ Brg. Splice #1	674.44	674.27	674.10	673.92	673.74	673.56
℄ Brg. Pier	674.58	674.43	674.28	674.12	674.96	673.79
℄ Brg. Splice #2	674.70	674.56	674.43	674.29	674.15	674.00
℄ Brg. E. Abut.	674.43	674.35	674.26	674.17	674.07	673.97

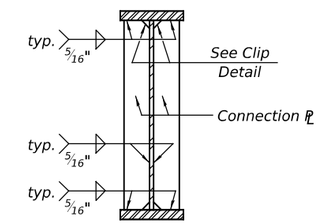
All Structural Steel shown shall be M270 Gr. 50.



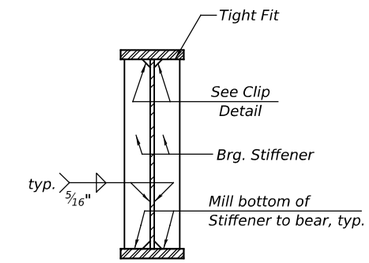
CAMBER DIAGRAM



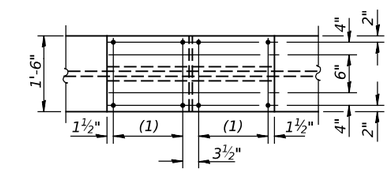
WEB WELD DETAIL

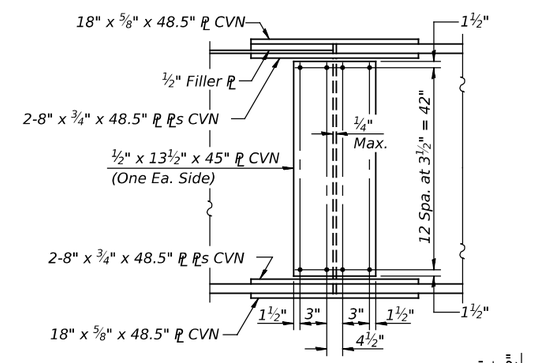


CONNECTION ℙ DETAIL



BEARING STIFFENER DETAIL



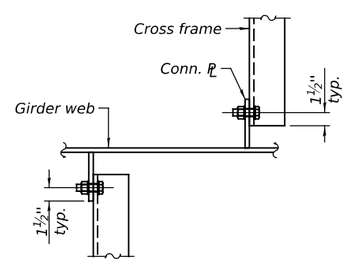


FIELD SPLICE 1 & 2 DETAIL

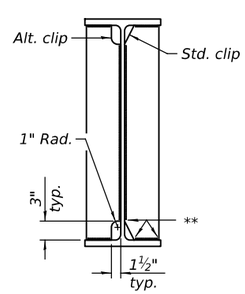
(12 Required)

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

High strength bolts shall be 7/8" ∅ in 15/16" ∅ holes.

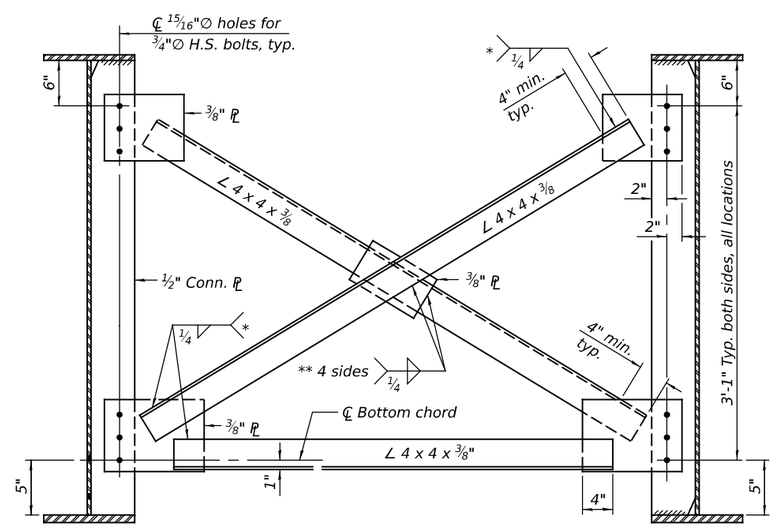


DETAIL A



WELD LIMITS AND CLIP DETAILS

** Stop welds 1/4" (±1/8") from edges as shown. Typical.



* Fillet weld angles along 3 sides on one face of gusset plate; however, if cross-frames are galvanized, weld all-around.

** If cross-frames are galvanized, weld all-around.

INTERIOR CROSS-FRAME

(75 Required)

Notes:

Detail 15/16" Ø holes for all 3/4" Ø bolts.
Two hardened washers required for each set of oversized holes.

MODEL: STEEL DETL [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-019-STRUCT STEEL.dgn

ABNA DESIGN FIRM REG. 184.002117

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PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 19 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	51
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

Symmetrical 2 span

GIRDER MOMENT TABLE					
		0.4 Sp. 1 or 0.6 Sp. 2		Pier 1	
		Interior	Exterior	Interior	Exterior
I_s	(in^4)	27372	27372	63188	63188
I_c (n)	(in^4)	60152	59413	-	-
I_c (3n)	(in^4)	45117	44483	-	-
I_c (cr)	(in^4)	-	-	68970	68553
S_s	(in^3)	1095	1095	2384	2384
S_c (n)	(in^3)	1437	1432	-	-
S_c (3n)	(in^3)	1320	1314	-	-
S_c (cr)	(in^3)	-	-	2765	2736
S_x	(in^3)	1193	1373	2230	2385
DC1	(k/')	0.919	0.877	1.102	1.061
M_{DC1}	('k)	1061.2	1014.2	2869.9	2745.0
DC2	(k/')	0.175	0.175	0.175	0.175
M_{DC2}	('k)	210.6	210.5	511.3	511.7
DW	(k/')	0.299	0.299	0.299	0.299
M_{DW}	('k)	359.4	359.1	872.5	873.1
LLDF		0.465	0.600	0.489	0.595
$M_{Ł+IM}$	('k)	1623.2	2086.6	2146.8	2605.1
f_f (Strength I)	(ksi)	0	0	0	0
$M_u + {}^1/_3 f_f S_x$	('k)	4969.3	5721.1	9292.1	9939.3
$\Phi_f M_n$	('k)	7161.6	7152.6	-	-
f_s DC1	(ksi)	11.63	11.12	14.44	13.81
f_s DC2	(ksi)	1.91	1.92	2.22	2.24
f_s DW	(ksi)	3.27	3.28	3.79	3.83
f_s (Ł+IM)	(ksi)	13.56	17.49	9.32	11.42
f_f (Service II)	(ksi)	0	0	0	0
$f_s + {}^{f_f}/_2$ (Service II)	(ksi)	34.44	39.05	32.56	34.74
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5
$f_s + {}^{f_f}/_3$ (Strength I)	(ksi)	-	-	42.82	45.81
$\Phi_f F_n$	(ksi)	-	-	50.00	50.00
V_f	(k)	28.9	25.6	37.7	33.3

I_s , S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

I_c (n), S_c (n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

I_c (3n), S_c (3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

I_c (cr), S_c (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

$M_{Ł+IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u : Strength I load combination of factored design moments (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{Ł+IM}$

f_f : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_s

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_c (3n) or M_{DC2} / S_c (cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.

f_s (Ł+ IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{Ł+IM} / S_c$ (n) or $M_{Ł+IM} / S_c$ (cr) as applicable.

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

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

$f_s + f_f / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (Ł+ IM) + f_f /3

$\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1}: Un-factored reaction due to non-composite dead load (kip).

R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

$R_{Ł}$: Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip).
$1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_{Ł} + R_{IM})$

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
$1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_{Ł})$

Note:
$M_{Ł}$ and $R_{Ł}$ include the effects of centrifugal force and superelevation.

GIRDER REACTION TABLE							
		W. Abut.		Pier 1		E. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.864	0.770	0.835	0.744	0.864	0.770
OCF		1.223	1.223	1.181	1.181	1.223	1.223
R_{DC1}	(k)	44.92	42.94	179.68	172.1	44.92	42.94
R_{DC2}	(k)	8.66	8.66	31.88	31.88	8.66	8.66
R_{DW}	(k)	14.78	14.78	54.4	54.4	14.78	14.78
$R_{Ł}$	(k)	89.75	79.96	187.22	166.79	89.75	79.96
R_{Im}	(k)	18.86	16.80	33.23	29.60	18.86	16.80
R_{Total} (Strength I)(Impact)	(k)	279.22	256	731.84	680.25	279.22	256
R_{Total} (Strength I)(No Impact)	(k)	246.21	226.6	673.69	628.45	246.21	226.6

MODEL: LFRD TABLE [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-020-GRDR MOMENT TBLS.dgn

ABNA DESIGN FIRM REG. 184.002117

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER MOMENT AND REACTION TABLES
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 20 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	52

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT

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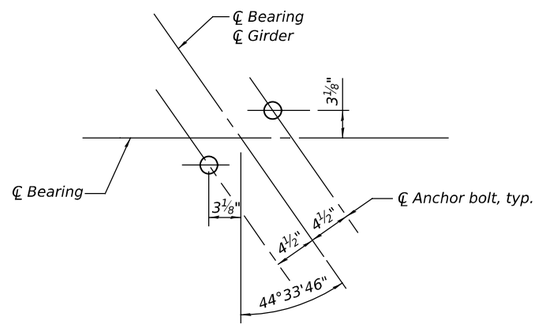
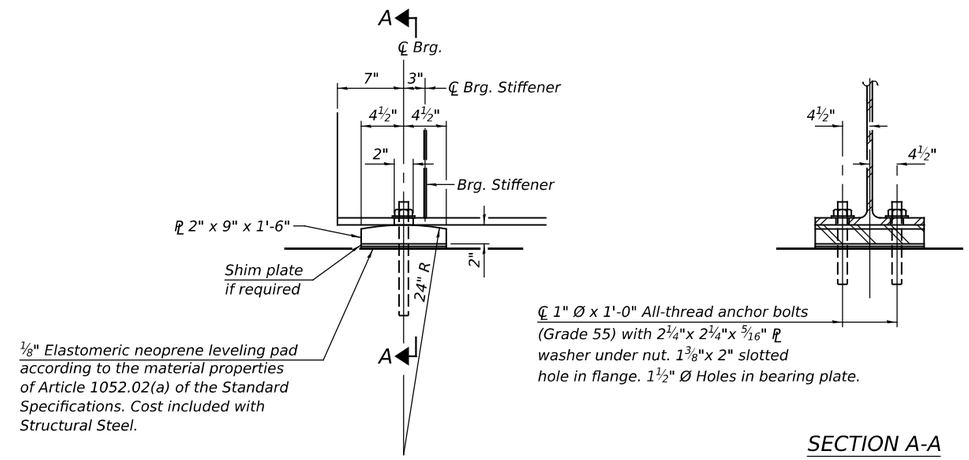


ANCHOR BOLT DETAIL AT ABUTMENTS



ELEVATION AT ABUTMENT

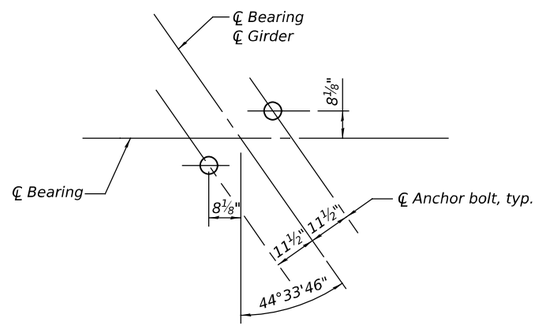
SECTION A-A

FIXED BEARING AT ABUTMENTS

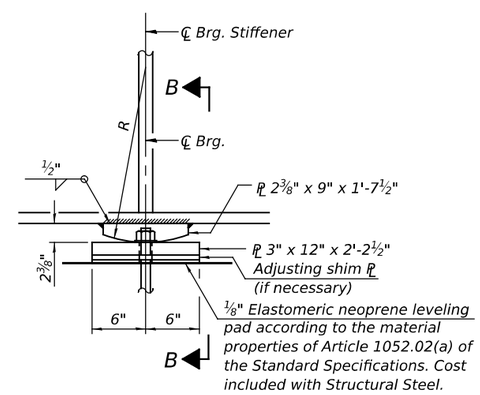
(12 Required)

Notes:

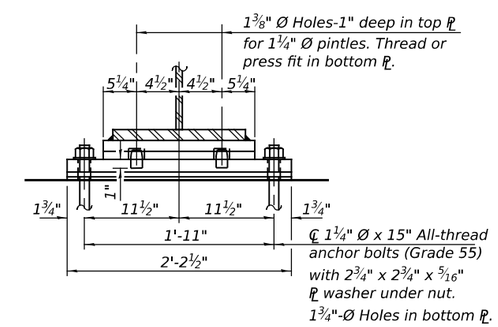
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.



ANCHOR BOLT DETAIL AT PIER



ELEVATION AT PIER



SECTION B-B

FIXED BEARING AT PIER

(6 Required)

Notes:

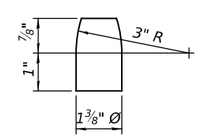
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral support is used.

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

All bearing plates, shim plates, bearing seat, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

The structural steel plates and pintles of the fixed bearing and the structural steel shall conform to the requirements of AASTHO M270 Grade 50.

All fixed bearings are included in the calculated weight of the Structural Steel and is included in the Furnishing and Erecting Structural Steel.



PINTLE

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts 1"	Each	24
Anchor Bolts 1¾"	Each	12

I-2E-1

5/15/2023

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED -	
	DRAWN - MBJ	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 3/13/2025	DATE - 01/29/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 099-8336

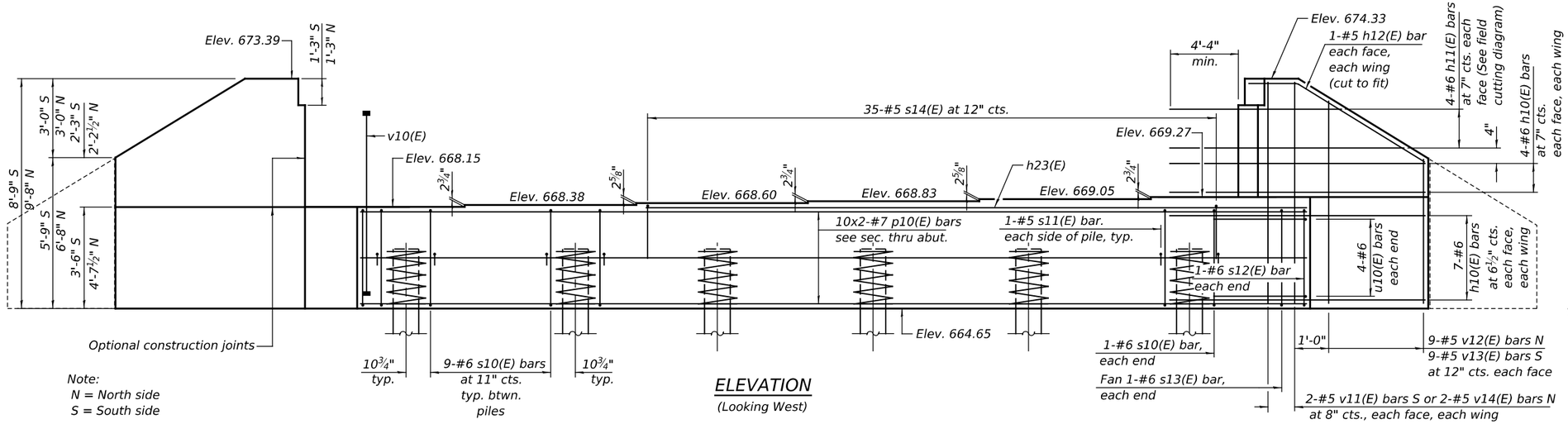
SCALE: Full Size 1 = 1 | SHEET 21 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	53

CONTRACT NO. 62U39

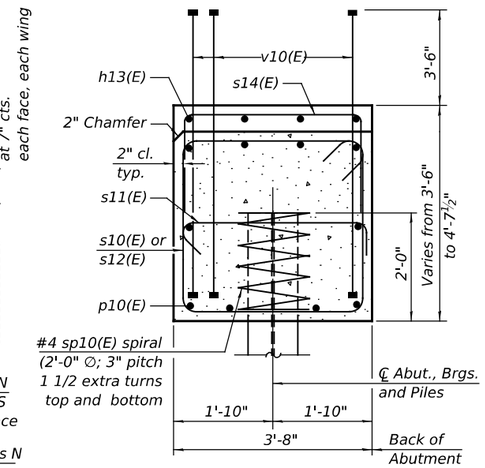
ILLINOIS | FED. AID PROJECT

MODEL: BEARING DETLS [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-021-BEARING DETLS.dgn



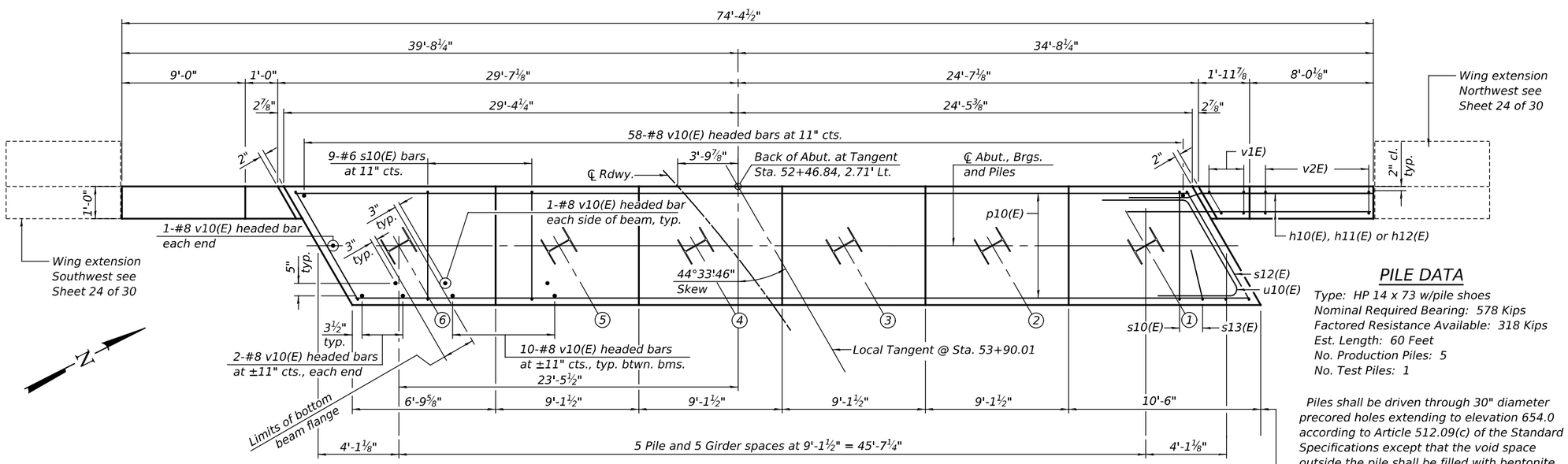
Note:
N = North side
S = South side

ELEVATION
(Looking West)



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

Min. Bar Lap
#7 = 5'-0"



PLAN

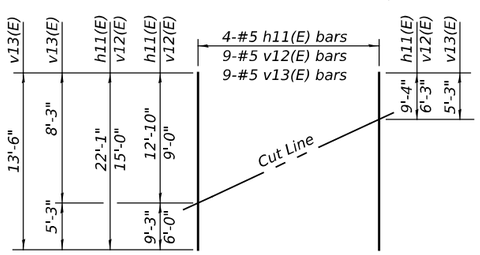
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	16	#6	14'-4"	
h11(E)	18	#6	12'-10	
h12(E)	4	#5	10'-6"	
h13(E)	8	#5	20'-0"	
p10(E)	20	#7	29'-4"	
s10(E)	47	#6	14'-4"	
s11(E)	10	#5	4'-4"	
s12(E)	2	#6	17'-0"	
s13(E)	2	#6	9'-2"	
s14(E)	35	#5	7'-4"	
* sp10(E)	6	#4	2'-0"	
u10(E)	8	#6	13'-1"	
v10(E)	126	#8	6'-8"	
v11(E)	4	#5	9'-5"	
v12(E)	9	#5	15'-0"	
v13(E)	9	#5	13'-6"	
v14(E)	4	#5	8'-6"	
Structure Excavation			Cu. Yd.	22
Concrete Structures			Cu. Yd.	35.3
Reinforcement Bars, Epoxy Coated			Pound	6420
Furnishing Steel Piles, HP 14 x 73			Foot	300
Driving Piles			Foot	300
Test Pile Steel HP 14 x 73			Each	1
Pile Shoes			Each	5

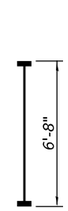
* Length is height of spiral

PILE DATA
Type: HP 14 x 73 w/pile shoes
Nominal Required Bearing: 578 Kips
Factored Resistance Available: 318 Kips
Est. Length: 60 Feet
No. Production Piles: 5
No. Test Piles: 1

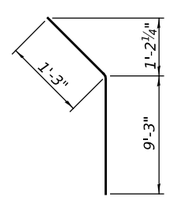
Piles shall be driven through 30" diameter precored holes extending to elevation 654.0 according to Article 512.09(c) of the Standard Specifications except that the void space outside the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf. Cost included in driving piles.



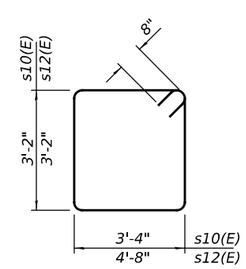
FIELD CUTTING DIAGRAM
Order h11(E), v12(E) & v13(E) full length. Cut as shown and use remainder of bars in opposite wing.



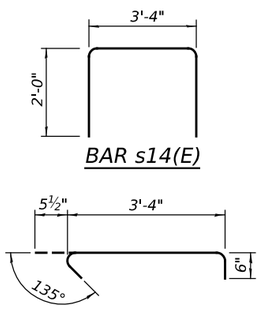
BAR v10(E)
(Headed 252 #8 Bar terminators)



BAR h12(E)

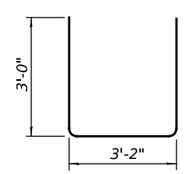


BAR s10(E) & s12(E)

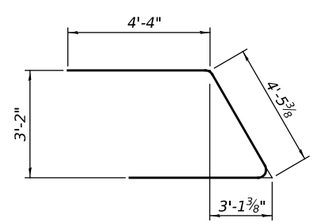


BAR s14(E)

BAR s11(E)



BAR s13(E)



BAR u10(E)

Notes:
Pour steps monolithically with cap.
Bar terminators paid for seperately, see Total Bill of Materials.
For details of piles see sheet 26 of 30.
See sheet 21 of 30 for Anchor Bolt Layout.

AI-SB-L 5-15-2023

MODEL: W ABUT [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-022-W ABUT DETLS.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED -	
	DRAWN - MBJ	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 4/1/2025	DATE - 01/29/2025	REVISED -	

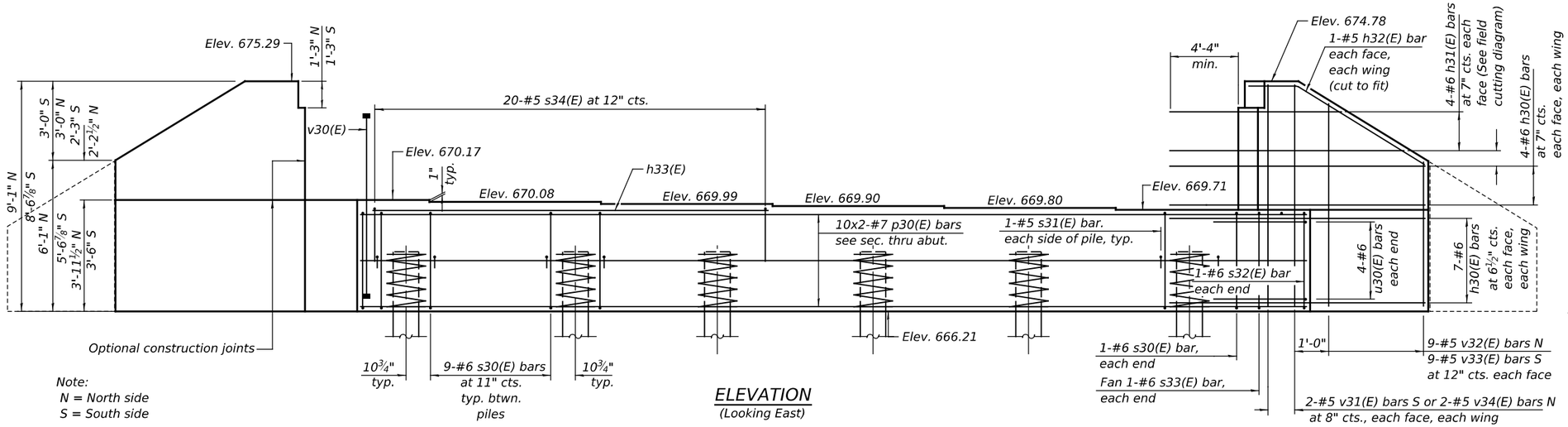
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 22 OF 30 SHEETS

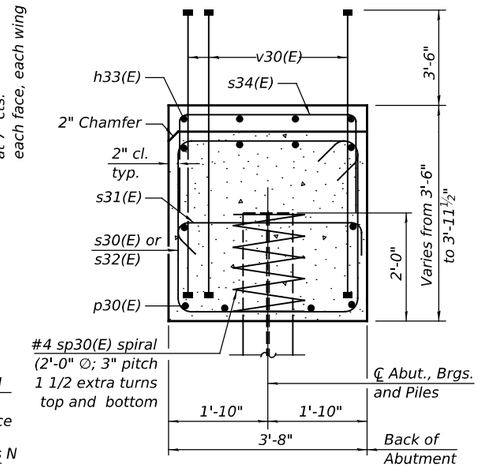
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	54

CONTRACT NO. 62U39
ILLINOIS | FED. AID PROJECT



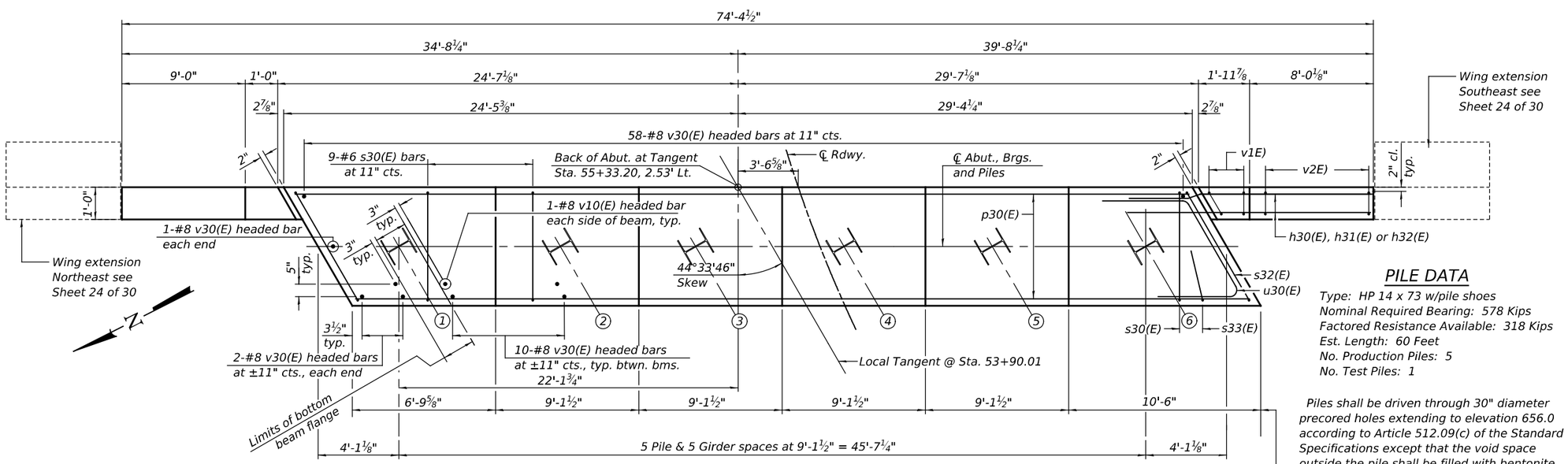
Note:
N = North side
S = South side

ELEVATION
(Looking East)



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

Min. Bar Lap
#7 = 5'-0"



PLAN

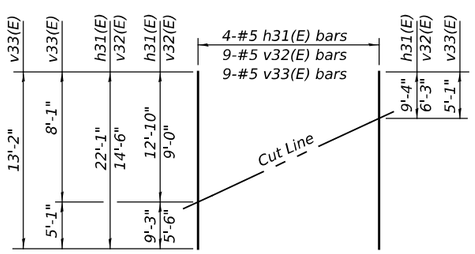
PILE DATA
Type: HP 14 x 73 w/pile shoes
Nominal Required Bearing: 578 Kips
Factored Resistance Available: 318 Kips
Est. Length: 60 Feet
No. Production Piles: 5
No. Test Piles: 1

Piles shall be driven through 30" diameter precored holes extending to elevation 656.0 according to Article 512.09(c) of the Standard Specifications except that the void space outside the pile shall be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf. Cost included in driving piles.

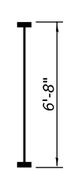
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	16	#6	14'-4"	
h31(E)	18	#6	12'-10	
h32(E)	4	#5	10'-6"	
h33(E)	8	#5	20'-0"	
p30(E)	20	#7	29'-4"	
s30(E)	47	#6	14'-4"	
s31(E)	10	#5	4'-4"	
s32(E)	2	#6	17'-0"	
s33(E)	2	#6	9'-2"	
s34(E)	35	#5	7'-4"	
* sp30(E)	6	#4	2'-0"	
u30(E)	8	#6	13'-1"	
v30(E)	126	#8	6'-8"	
v31(E)	4	#5	9'-5"	
v32(E)	9	#5	14'-6"	
v33(E)	9	#5	13'-2"	
v34(E)	4	#5	8'-6"	
Structure Excavation		Cu. Yd.	13	
Concrete Structures		Cu. Yd.	33.1	
Reinforcement Bars, Epoxy Coated		Pound	6410	
Furnishing Steel Piles, HP 14 x 73		Foot	300	
Driving Piles		Foot	300	
Test Pile Steel HP 14 x 73		Each	1	
Pile Shoes		Each	5	

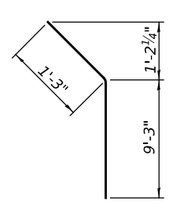
* Length is height of spiral



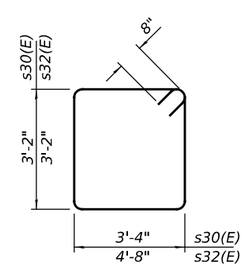
FIELD CUTTING DIAGRAM
Order h31(E), v32(E) & v33(E) full length. Cut as shown and use remainder of bars in opposite wing.



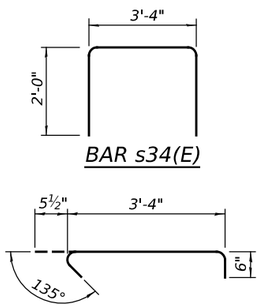
BAR v30(E)
(Headed 252 #8 Bar terminators)



BAR h32(E)

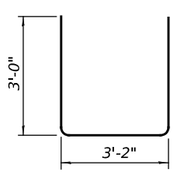


BAR s30(E) & s32(E)

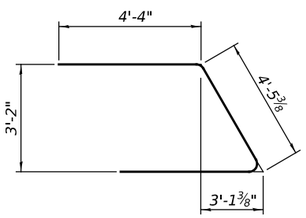


BAR s34(E)

BAR s31(E)



BAR s33(E)



BAR u30(E)

Notes:
Pour steps monolithically with cap.
Bar terminators paid for seperately, see Total Bill of Materials.
For details of piles see sheet 26 of 30.
See sheet 21 of 30 for Anchor Bolt Layout.

AI-SB-L 5-15-2023

MODEL: E ABUT [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-023-E ABUT DETLS.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 4/1/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 23 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	55
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		

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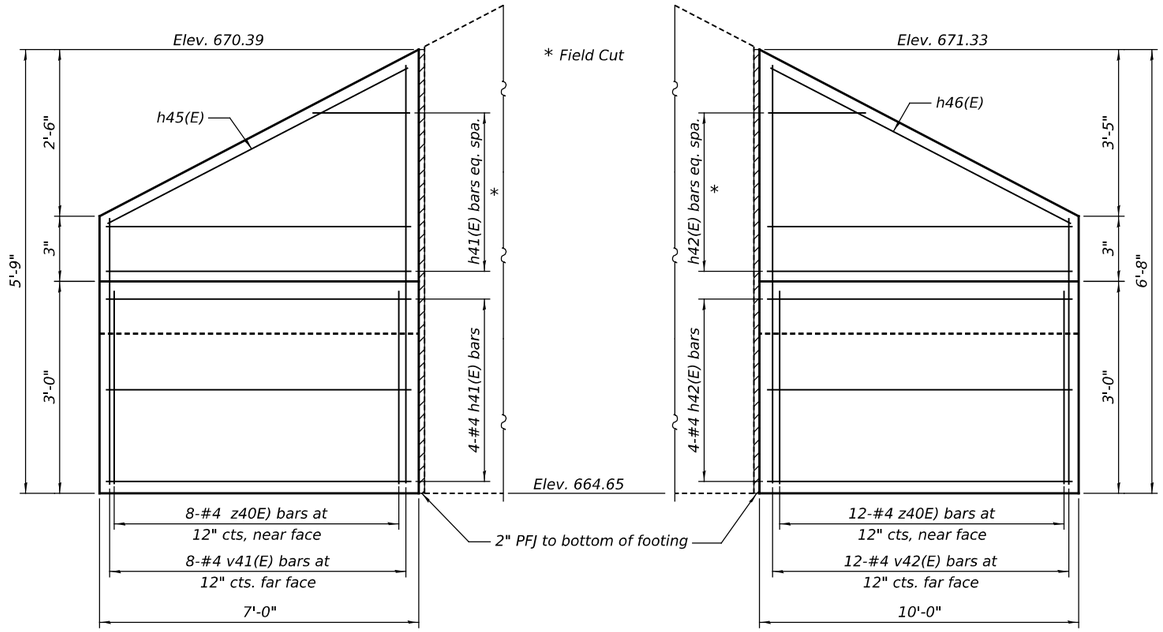
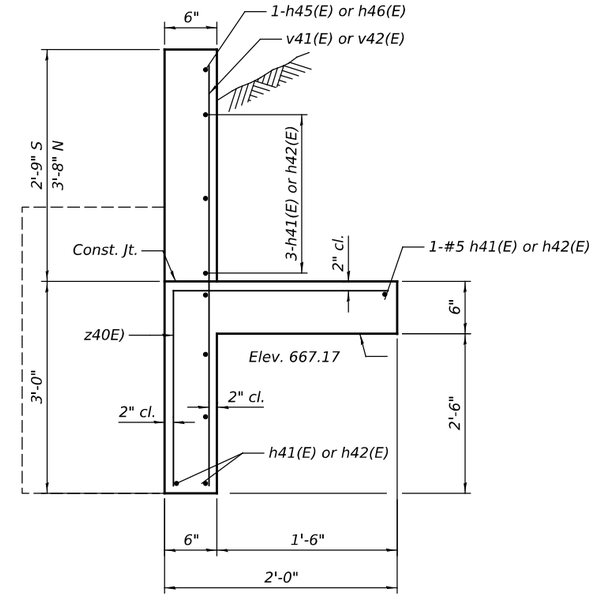


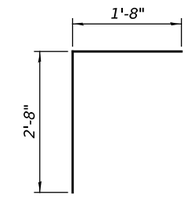
ELEVATION SOUTHWEST WING EXTENSION

ELEVATION NORTHWEST WING EXTENSION

WEST ABUTMENT

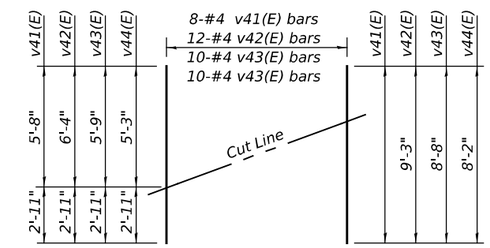


END VIEW



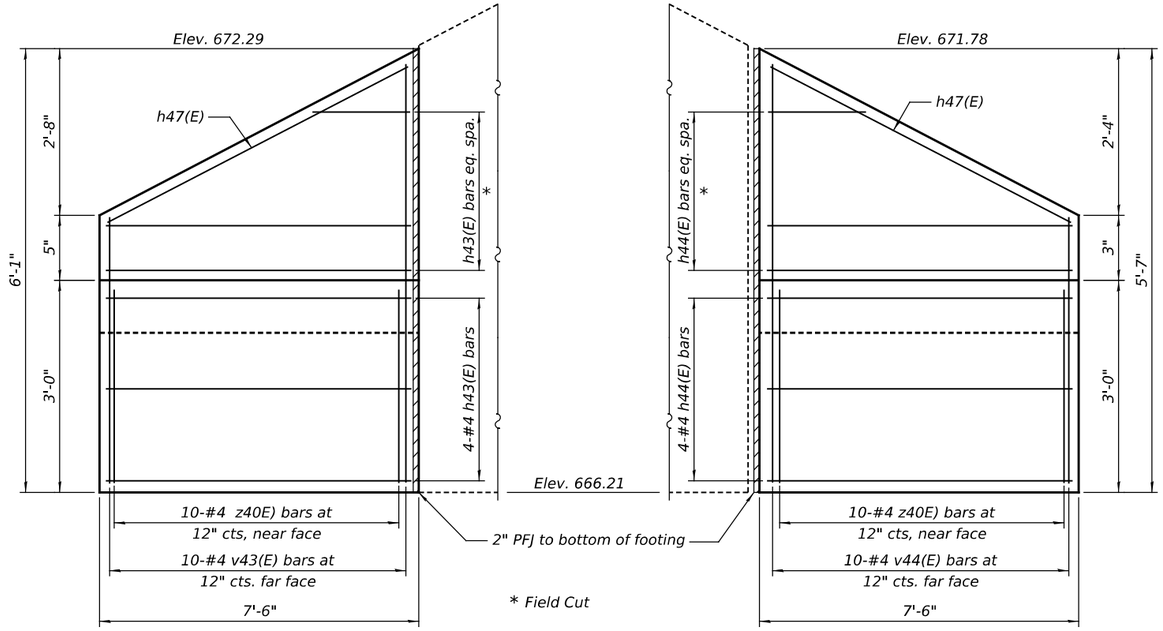
BAR z40E)

Maximum applied service bearing pressure, Qmax = 0.48 ksf



FIELD CUTTING DIAGRAM

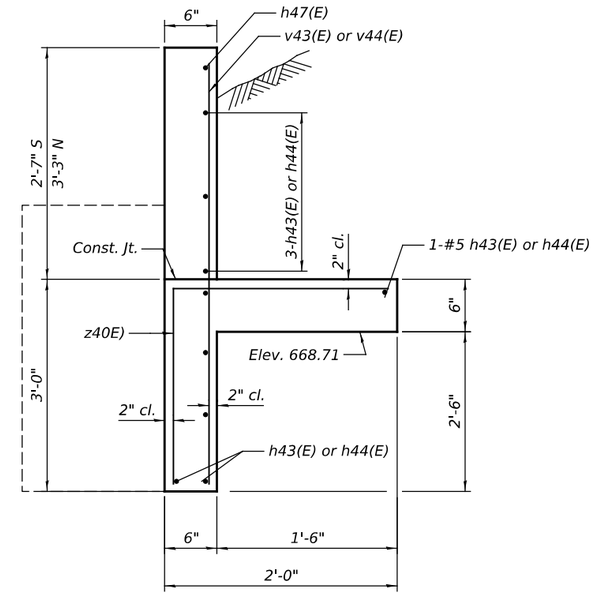
Order v(E) full length. Cut as shown and use remainder of bars in opposite wing.



ELEVATION NORTHEAST WING EXTENSION

ELEVATION SOUTHEAST WING EXTENSION

EAST ABUTMENT



END VIEW

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h41(E)	8	#4	6'-8"	
h42(E)	8	#4	9'-8"	
h43(E)	8	#4	7'-2"	
h44(E)	8	#4	7'-2"	
h45(E)	1	#4	7'-2"	
h46(E)	1	#4	10'-3"	
h47(E)	2	#4	7'-11"	
v41(E)	4	#4	8'-7"	
v42(E)	6	#4	9'-3"	
v43(E)	5	#4	8'-8"	
v44(E)	5	#4	8'-2"	
z40E)	40	#4	4'-4"	
Structure Excavation			Cu. Yd.	8
Concrete Structures			Cu. Yd.	3.8
Reinforcement Bars, Epoxy Coated			Pound	420

MODEL: E ABUT [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-024-WING EXTEN.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 3/19/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WING WALL EXTENSION DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 24 OF 30 SHEETS

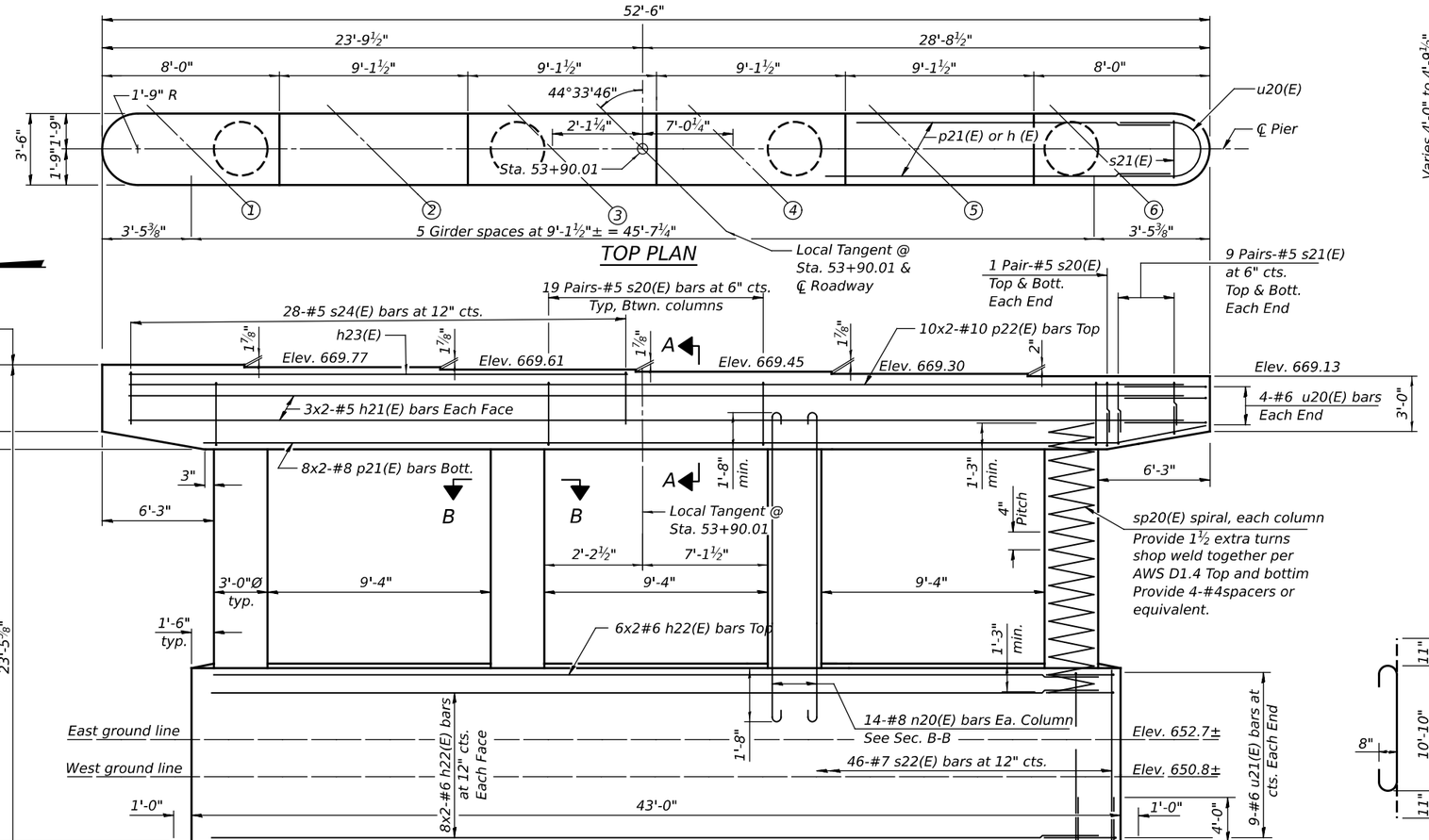
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	56
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 26 of 30.
For anchor bolt layout, see sheet 21 of 30.

PILE DATA

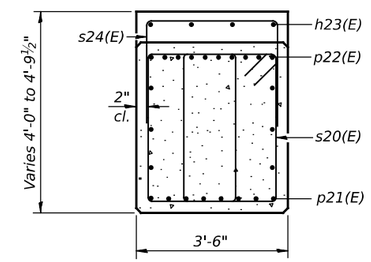
Type: HP 12 x 53 w/Pile shoes
Nominal Required Bearing: 418 Kips
Factored Resistance Available: 230 Kips
Est. Length: 42 Feet
No. Production Piles: 17
No. Test Piles: 1



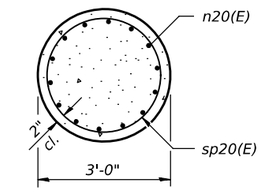
TOP PLAN

ELEVATION
(Looking East)

FOOTING PLAN



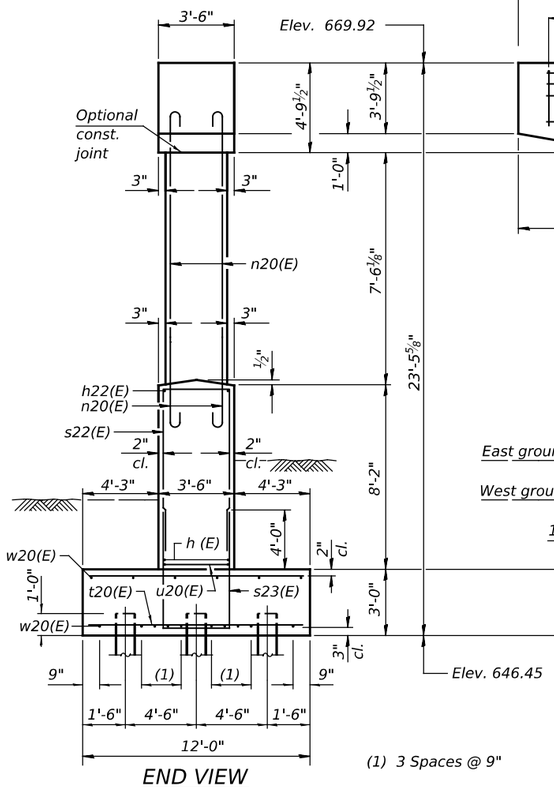
SEC. A-A



SEC. B-B

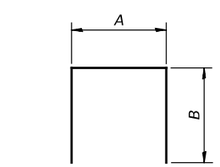
Min. Bar Lap

#10 = 10'-9"
#8 = 6'-9"
#6 = 4'-0"
#5 = 3'-4"



END VIEW

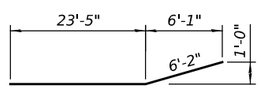
(1) 3 Spaces @ 9"



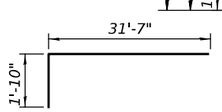
BARS

A & B DIMENSIONS

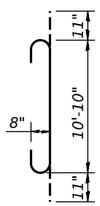
Bar	A	B
s21(E)	2'-1"	2'-8"
s2E)	3'-2"	7'-9"
s23(E)	3'-2"	6'-9"
s24(E)	3'-2"	2'-0"
u20(E)	3'-5"	5'-0"
u21(E)	3'-1"	5'-0"



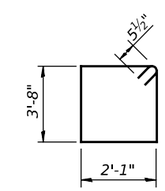
p1 BARS



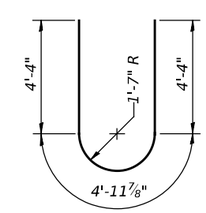
p2 BARS



BAR n20(E)



BAR s20(E)



BAR u20(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h21(E)	6	#5	28'-0"	
h22(E)	32	#6	23'-6"	
h23(E)	4	#5	26'-0"	
n20(E)	56	#8	12'-8"	
p21(E)	16	#8	29'-7"	
p22(E)	20	#10	33'-5"	
s20(E)	118	#5	12'-5"	
s21(E)	72	#5	7'-5"	
s22(E)	46	#7	18'-8"	
s23(E)	46	#7	16'-8"	
s24(E)	28	#5	7'-2"	
* sp20(E)	4	#5	10'-10"	
t20(E)	46	#5	11'-8"	
t21(E)	76	#8	11'-8"	
u20(E)	8	#6	13'-8"	
u21(E)	18	#6	13'-1"	
w20(E)	46	#8	25'-11"	
Structure Excavation		Cu. Yd.	17.7	
Concrete Structures		Cu. Yd.	143.2	
Reinforcement Bars, Epoxy Coated		Pound	20870	
Furnishing Steel Piles, HP 12 x 53		Foot	714	
Driving Piles		Foot	714	
Test Pile Steel HP 12 x 53		Each	1	
Pile Shoes		Each	17	

* Length is height of spiral.

P-24

5-15-2023

MODEL: PIER DETAIL [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-025-PIER DETL.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 099-8336

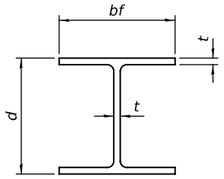
SCALE: Full Size 1 = 1 | SHEET 25 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	57

CONTRACT NO. 62U39

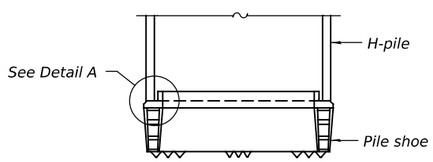
ILLINOIS | FED. AID PROJECT

####

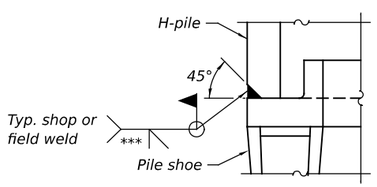


STEEL PILE TABLE

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



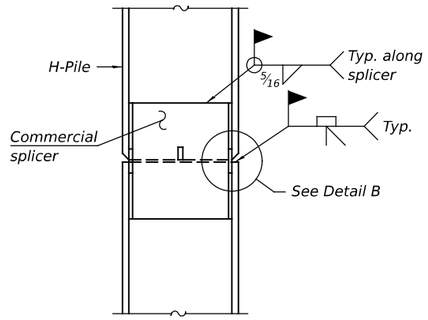
ELEVATION



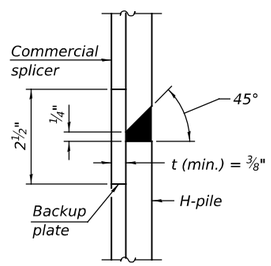
DETAIL A

SHOE ATTACHMENT

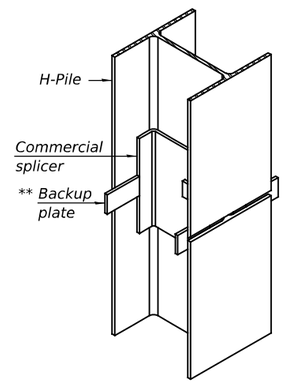
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION

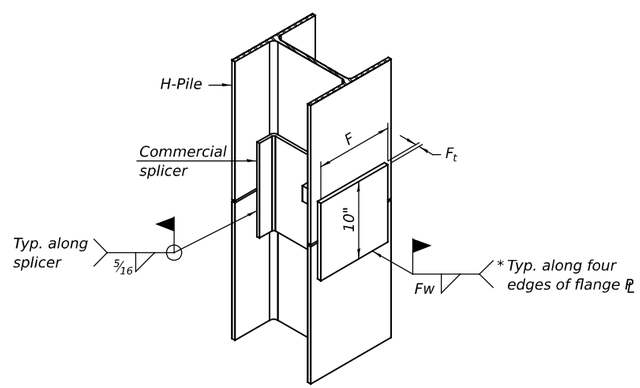


DETAIL B



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



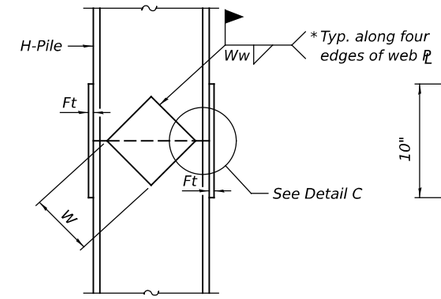
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

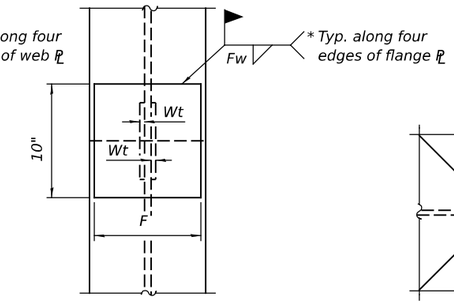
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

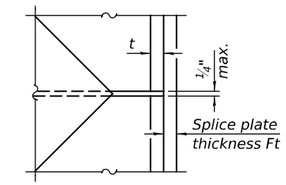
*** Weld size per pile shoe manufacturer (5/16" min.).



ELEVATION



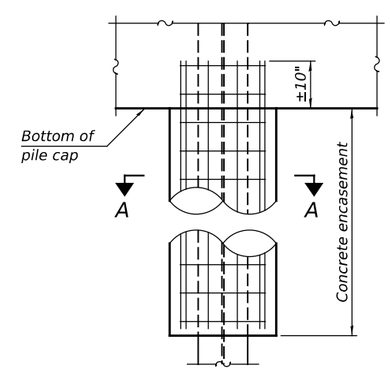
END VIEW



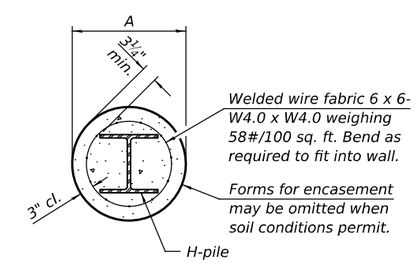
DETAIL C

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

WELDED PLATE FIELD SPLICE



ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT
(when specified)

F-HP 10-27-2023

MODEL: MS PILE DETAILS [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-026-PILE DETL.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 3/19/2025	DATE - 01/29/2025	REVISED - ####	

PILE DETAILS
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 26 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	58
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Date 12/6/23

ROUTE FAI 80 (I-80) DESCRIPTION Bridge Replacement Borings LOGGED BY DF

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road, SEC. 8, TWP. 35 N, RNG. 11 E, 3rd PM,
Latitude 41.53106902, Longitude -87.98628686

COUNTY Will DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-8336
Station N/A

BORING NO. BSB-01
Station N/A
Offset 13.00ft LT
Ground Surface Elev. 672.45 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 630.5 ft ▼
Upon Completion N/A ft
After N/A Hrs. N/A ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
14 inches of Asphalt	671.29				
6 inches of Aggregate base	670.78		10		
FILL: SILTY CLAY, trace gravel, trace organics, Brown, Moist			50/5"		4
			5		
		-5	4 3	3.5 B	15
			3		
			3 4		19
			3		
		-10	11 6	3.3 B	7
			1		
			3 4	2.1 B	23
SILTY CLAY (CL/ML), trace gravel, occasional sand seams, Brown, Very Stiff to Hard, Moist	658.95		1		
		-15	5 6	5.8 B	17
			1		
			5 6	6.2 B	16
			2		
		-20	5 5	4.0 B	17
SILTY CLAY (CL/ML), trace gravel, occasional sand seams, Brown, Very Stiff to Hard, Moist *(continued)*	650.45		3		
SILTY CLAY (CL/ML), trace gravel, Gray, Very Stiff, Moist			5 10	5.2 B	17
			3		
		-25	5 5	2.5 B	19
			2		
		-30	3 6	3.1 B	17
SILTY SAND (SM), trace gravel, Gray, Loose, Saturated	643.95		1		
		-30	1 3		15
SILTY CLAY (CL/ML), trace gravel, Gray, Very Stiff, Moist	638.95		1		
		-35	4 4	2.1 B	19
			2		
		-40	7 20	2.1 B	10

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)

Sta. 52+00.12, Offset 9.40' Rt.

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Date 12/6/23

ROUTE FAI 80 (I-80) DESCRIPTION Bridge Replacement Borings LOGGED BY DF

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road, SEC. 8, TWP. 35 N, RNG. 11 E, 3rd PM,
Latitude 41.53106902, Longitude -87.98628686

COUNTY Will DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-8336
Station N/A

BORING NO. BSB-01
Station N/A
Offset 13.00ft LT
Ground Surface Elev. 672.45 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 630.5 ft ▼
Upon Completion N/A ft
After N/A Hrs. N/A ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND with GRAVEL (SP-GP), trace gravel, Light Brown, Medium Dense, Saturated *(continued)*					
			7		
	627.95		23 39		6
GRAVEL (GP), Brown, Very Dense, Saturated		-45			
	623.95		10		
SAND (SP), trace gravel, Brown, Medium Dense, Saturated			7 10		14
	618.95		6		
GRAVEL (GP), Brown, Medium Dense, Saturated			10 20		9
Difficult drilling					
	612.45	-60			

End of Boring

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)

Sta. 52+00.12, Offset 9.40' Rt.

MODEL: BORING-1 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-027-BORINGS01.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 3/19/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS I
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 27 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	59
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

####

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Date 12/3/23

ROUTE FAI 80 (I-80) DESCRIPTION Bridge Replacement Borings LOGGED BY DF

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road, **SEC.** 9, **TWP.** 102, **RNG.** 11 E, 3rd **PM**, **Latitude** 41.5311702, **Longitude** -87.98560166

COUNTY Will DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-8336
Station N/A

BORING NO. BSB-02
Station N/A
Offset N/A
Ground Surface Elev. 650.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 639.6 ft ▼
Upon Completion N/A ft
After N/A Hrs. N/A ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12 inches of Concrete	649.60				
15 inches of Aggregate base	648.35		16 10 9		6
FILL: SILTY SAND (SM), tracc gravel, Dark Brown, Moist	647.10				
FILL: SILTY CLAY (CL/ML), trace gravel, Brown, Moist			3		
		-5	5 7	5.2 B	15
SILTY CLAY (CL/ML), trace gravel, Brown and Gray, Very Stiff to Hard, Moist	644.60		5		
			7 15	7.0 B	16
			4		
	640.60	-10	5 8	2.9 B	18
SANDY LOAM with GRAVEL (SM-GP), Gray, Medium Dense, Moist		▼	7		
			20 10		13
			12		
		-15	13 15		17
SILTY CLAY (CL/ML), trace gravel, Brown and Gray, Very Stiff, Moist	634.60		3		
			5 7	2.1 B	16
			3		
	631.10	-20	15 40	2.1 B	13
SILTY SAND (SM), with gravel, Brown, Moist *(continued)*	629.60				
GRAVEL (GP), Brown, Medium Dense to Dense, Saturated			2		
			11 10		10
			10		
		-25	35 12		7
			4		
			5 20		9
	622.60				
SAND (SP), trace gravel, Brown, Loose to Dense, Saturated			3		
		-30	4 6		10
			12		
		-35	17 20		11
	612.10				
GRAVEL (GP), Brown, Medium Dense, Saturated			10		
		-40	12 12		7

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)

Sta. 54+02.24, Offset 18.95' Lt.

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Date 12/3/23

ROUTE FAI 80 (I-80) DESCRIPTION Bridge Replacement Borings LOGGED BY DF

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road, **SEC.** 9, **TWP.** 102, **RNG.** 11 E, 3rd **PM**, **Latitude** 41.5311702, **Longitude** -87.98560166

COUNTY Will DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-8336
Station N/A

BORING NO. BSB-02
Station N/A
Offset N/A
Ground Surface Elev. 650.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 639.6 ft ▼
Upon Completion N/A ft
After N/A Hrs. N/A ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
GRAVEL (GP), Brown, Medium Dense, Saturated *(continued)*					
Refusal at 42 feet	608.60	-42			
End of Boring					

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)

Sta. 54+02.24, Offset 18.95' Lt.

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Date 12/5/23

ROUTE FAI 80 (I-80) DESCRIPTION Bridge Replacement Borings LOGGED BY DF

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road, **SEC.** 9, **TWP.** 102, **RNG.** 11 E, 3rd **PM**, **Latitude** 41.53112611, **Longitude** -87.98497604

COUNTY Will DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-8336
Station N/A

BORING NO. BSB-03
Station N/A
Offset 20.00ft RT
Ground Surface Elev. 674.10 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
14 inches of Asphalt	672.93				
6 inches of Aggregate base	672.43				
FILL: SILTY CLAY, trace gravel, trace organics, Brown to Gray, Moist			3		
			3 2	4.5 P	8
			1		
		-5	3 5	2.7 B	18
			2		
			3 5	4.2 B	19
			3		
		-10	4 6	3.5 B	16
			5		
			11 10	7.3 B	17
			4		
		-15	6 11	4.2 B	23
			3		
			4 7	2.1 B	21
			5		
		-20	5 8	4.5 P	21
SILTY CLAY (CL/ML), some gravel, Brown, Very Stiff to Hard, Moist	653.10		5		
			8 10	5.2 S	16
			6		
		-25	9 13	5.8 S	17
			4		
			7 7	4.2 B	19
			6		
		-30	8 9		16
			3		
		-35	5 9	4.0 B	19
SILTY CLAY (CL/ML), trace gravel, Gray, Stiff, Moist	635.60		5		
		-40	6 5	1.9 B	15

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)

Sta. 55+45.29, Offset 1.83' Rt.

-45

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Date 12/5/23

ROUTE FAI 80 (I-80) DESCRIPTION Bridge Replacement Borings LOGGED BY DF

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road, **SEC.** 9, **TWP.** 102, **RNG.** 11 E, 3rd **PM**, **Latitude** 41.53112611, **Longitude** -87.98497604

COUNTY Will DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 099-8336
Station N/A

BORING NO. BSB-03
Station N/A
Offset 20.00ft RT
Ground Surface Elev. 674.10 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY (CL/ML), trace gravel, Gray, Stiff, Moist *(continued)*					
SANDY GRAVEL (GPS), trace gravel, Brown, Medium Dense, Moist	630.60		13		
		-45	15 9		10
			11		
		-50	15 15		9
BOULDER and COBBLE, with gravel, Brown, Dense, Saturated	620.60		40		
	619.10	-55	19 23		8
Weathered Limestone	616.10	-58			
Auger Refusal at 58 feet End of Boring					

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)

Sta. 55+45.29, Offset 1.83' Rt.

MODEL: BORING-3 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-027-BORINGS01.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED -	
	DRAWN - MBJ	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS III
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 29 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	61
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Page 1 of 1

Date 3/28/24

ROUTE FAI 80 (I-80) DESCRIPTION Retaining Wall Borings LOGGED BY TS

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road (FAU 0306), SEC. 9, TWP. 102, RNG. 11 E, 3rd PM, Latitude 41.5312757900182, Longitude -87.98573732

COUNTY Will DRILLING RIG Rod Mobile HAMMER TYPE AUTO
DRILLING METHOD HSA HAMMER EFF (%) 102%

STRUCT. NO. 099-0205
Station N/A

BORING NO. RWB-01
Station ~~53+60.11~~
Offset ~~60.51ft LT~~
Ground Surface Elev. 652.10 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 631.1 ft ▼
Upon Completion N/A ft
After N/A Hrs. N/A ft

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12 inches of Concrete				
651.10				
FILL: SILTY SAND, with trace gravel, Dark Brown, Moist		8		
		8		5
		7		
648.60				
SILTY CLAY (CL/ML), trace gravel and sand, Brown and Gray, Very Stiff to Hard, Moist		5		
		7	5.2	16
	-5	7	B	
		5		
		6	7.7	16
		11	B	
		2		
		5	4.8	16
	-10	6	B	
		2		
		4	5.0	16
		10	B	
		3		
		8	2.1	14
	-15	7	B	
		1		
		4	2.7	18
		9	B	
		2		
		3	2.7	14
	-20	7	B	

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
631.10 ▼				
GRAVEL (GP-GM), with silt, Light Brown and Gray, Medium Dense to Very Dense, Moist to Wet		8		
		23		6
		28		
		9		
		9		7
	-25	9		
		3		
		7		4
		6		
		6		
		7		
	-30	14		
				8
		2		
		13		8
	-35	44		
613.60				
SILTY CLAY (CL/ML), trace sand and gravel, Gray, Very Stiff, Moist		5		
		6	2.5	14
612.10	-40	10	S	

End of Boring

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)

Sta. 53+34.73, Offset 41.69' Lt.

Illinois Department of Transportation
Division of Highways
GSG

SOIL BORING LOG

Page 1 of 1

Date 4/1/24

ROUTE FAI 80 (I-80) DESCRIPTION Retaining Wall Borings LOGGED BY TS

SECTION FAI 80 22 FRANCIS BR LOCATION I-80 at Francis Road (FAU 0306), SEC. 9, TWP. 102, RNG. 11 E, 3rd PM, Latitude 41.53091972, Longitude -87.98618432

COUNTY Will DRILLING RIG Rod Mobile HAMMER TYPE AUTO
DRILLING METHOD HSA HAMMER EFF (%) 102%

STRUCT. NO. 099-0205
Station N/A

BORING NO. RWB-02
Station ~~52+36.20~~
Offset ~~67.97ft RT~~
Ground Surface Elev. 651.40 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 632.9 ft ▼
Upon Completion N/A ft
After N/A Hrs. N/A ft

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12 inches of Concrete				
650.40				
FILL: CLAYEY SAND, with gravel, Dark Brown, Moist 649.90		16		
SILTY CLAY (CL/ML), trace gravel, Brown and Gray, Stiff to Hard, Moist		8	4.5	16
		4	P	
		2		
		5	4.6	19
	-5	5	B	
		2		
		4	5.2	17
		6	B	
		2		
		5	6.0	19
	-10	7	B	
		2		
		4	4.4	22
Pushed rock at 12 feet		17	B	
		9		
Pushed rock at 14 feet		36	2.3	17
	-15	17	P	
		2		
		3	2.5	14
		5	B	
▼				
		7		
		21	1.3	9
	-20	20	B	

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
630.40				
GRAVEL (GP), with trace sand, Brown and Gray, Medium Dense to Dense, Moist to Wet		3		
		8		12
		14		
		3		
		14		9
	-25	17		
		2		
		5		9
		14		
		4		
		12		7
	-30	31		
		10		
		8		5
	-35	5		
		4		
Cobbles at 39 feet		7		8
611.40	-40	6		

End of Boring

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)

Sta. 52+43.36, Offset 49.11' Rt.

MODEL: BORING-4 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Bridge\0998336-027-BORINGS01.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = mjones	DESIGNED - FH	REVISED - ####	
	DRAWN - MBJ	REVISED - ####	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED - ####	
PLOT DATE = 1/29/2025	DATE - 01/29/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS IV
STRUCTURE NO. 099-8336

SCALE: Full Size 1 = 1 | SHEET 30 OF 30 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	62
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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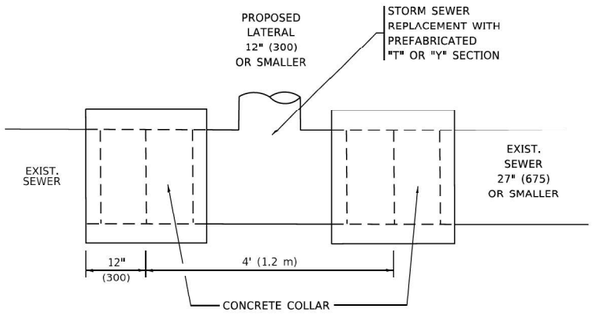
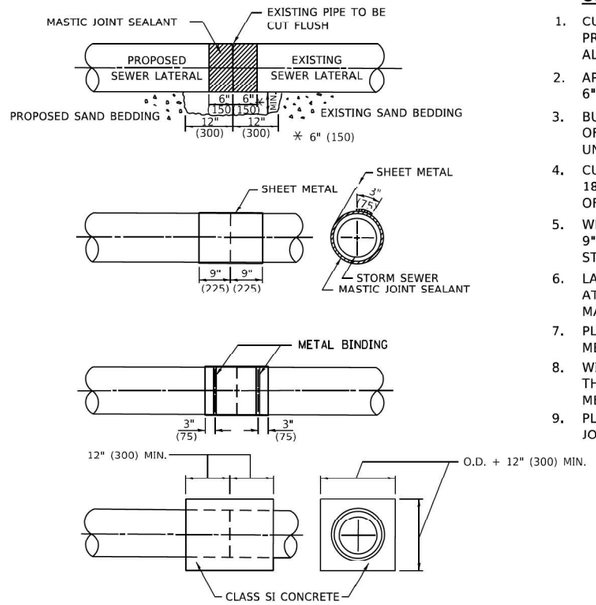


DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

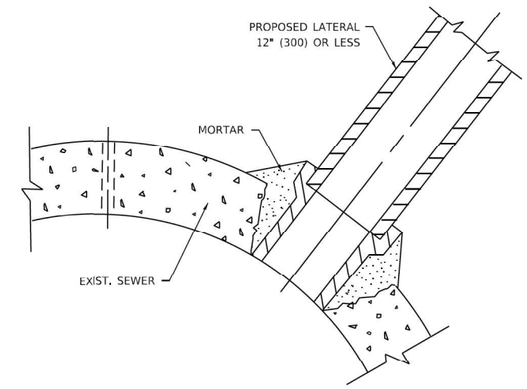


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES:

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

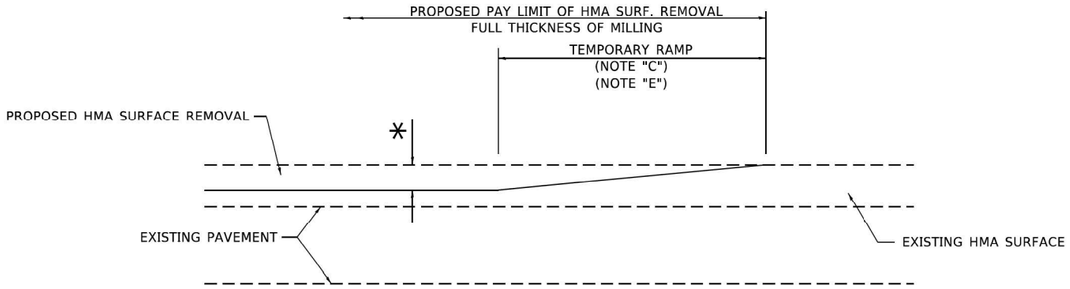
GENERAL

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

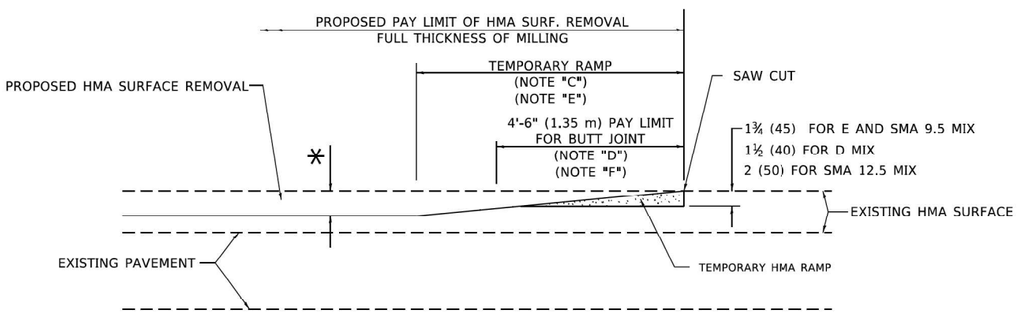
* ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

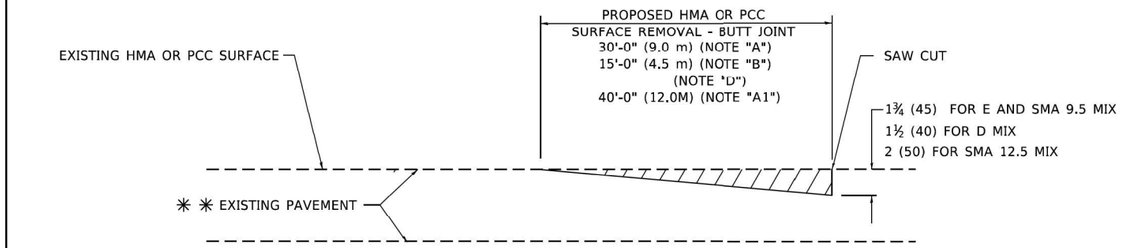


HMA CONSTRUCTED TEMPORARY RAMP

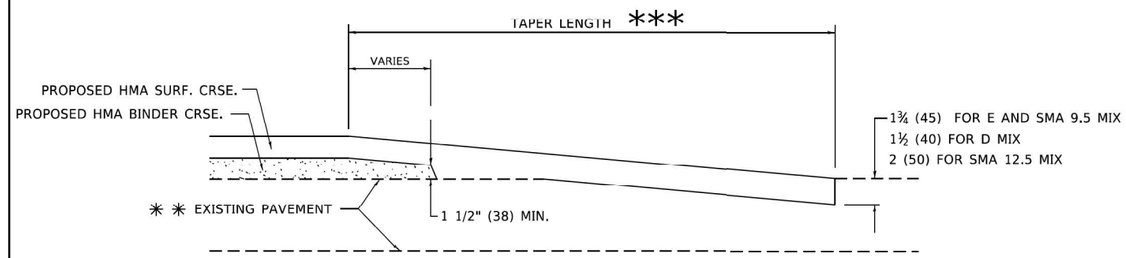
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



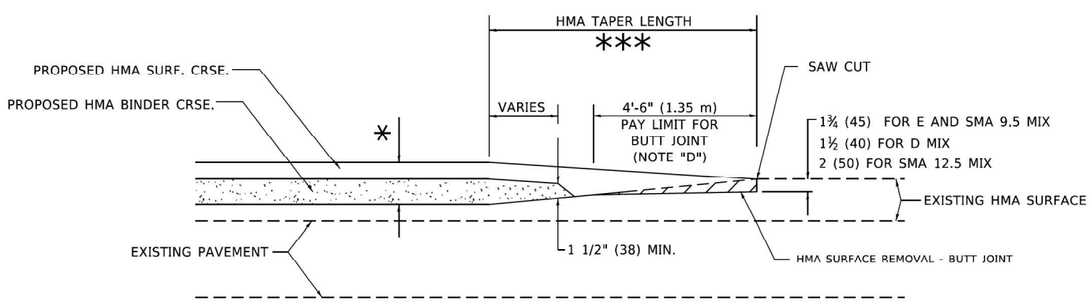
BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: D1 STDS01 [Sheet]
FILE NAME: J:\2022\6941-13\D162U39\CADD Data\Sheets\D162U39-sht-D1 STANDARDS.dgn

ABNA DESIGN FIRM REG. 184.002117

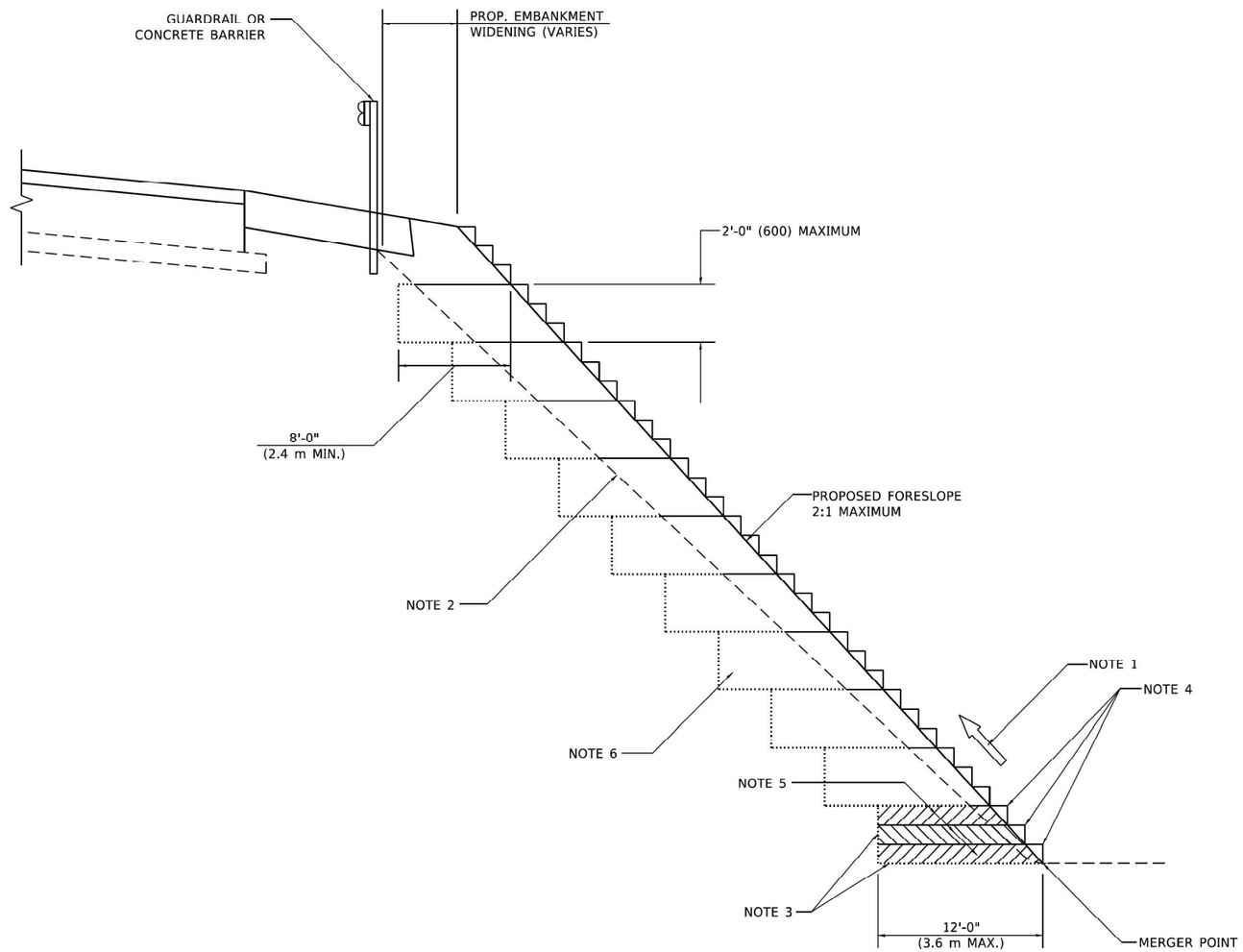
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (BD-32)

SCALE: 1"=1'-0" | SHEET 2 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	64
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

MODEL: D1 STD BD51 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

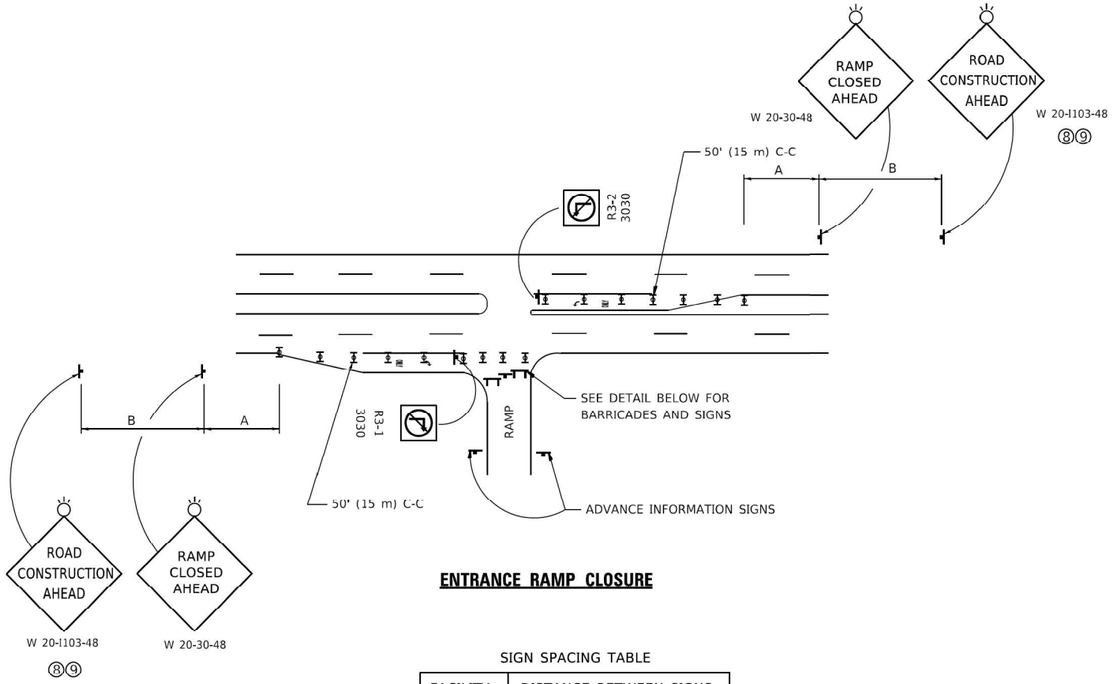
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (BD-51)

SCALE: 1"=1'-0" | SHEET 2 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	65
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

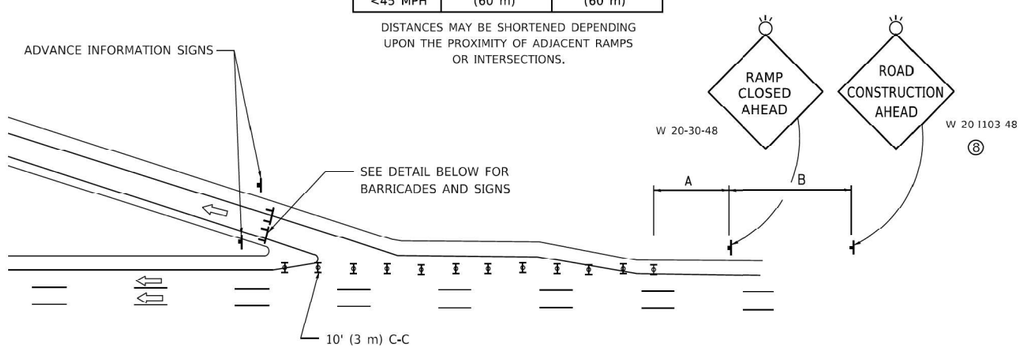


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

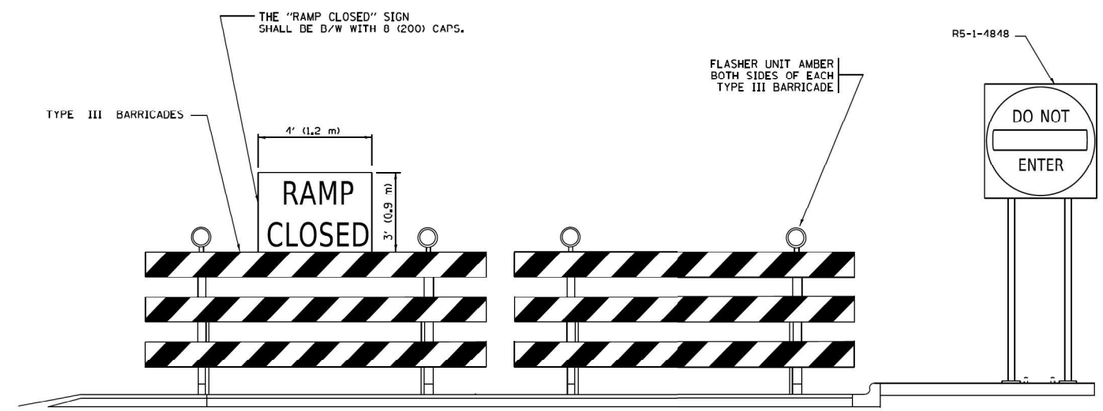


EXIT RAMP CLOSURE

SYMBOLS

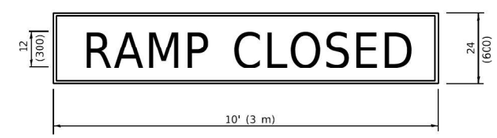
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



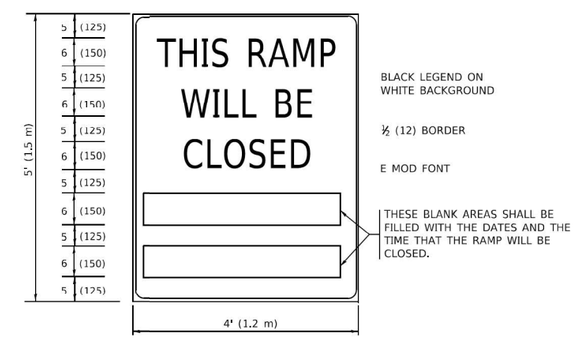
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

1. CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
2. VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
3. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
4. ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
5. THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
7. THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
8. ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
9. ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

MODEL: D1 STDS TC08 [Sheet]
FILE NAME: J:\2022\6941-13\D162U39\CADD Data\Sheets\D162U39-sht-D1 STANDARDS.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

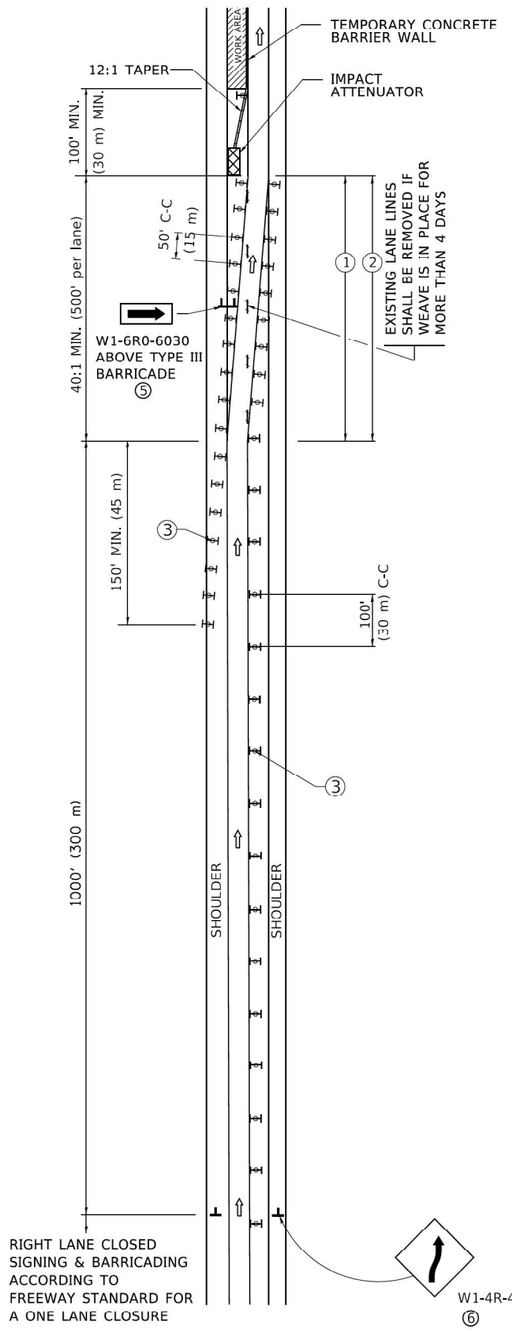
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-08)

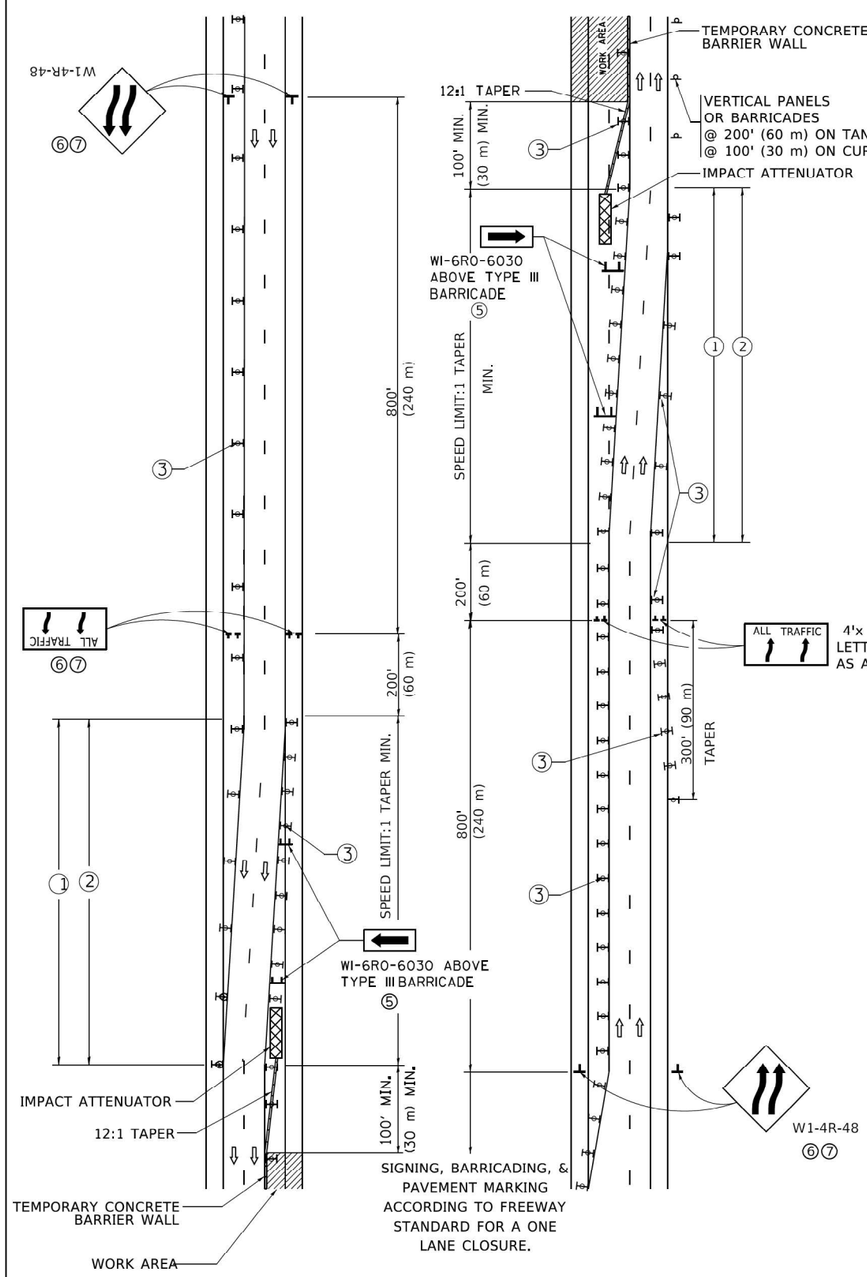
SCALE: 1"=1'-0" | SHEET 4 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	66
		CONTRACT NO. 62U39		
		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. CONTINOUS 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 OMMITTED 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
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: D1 STDS2 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

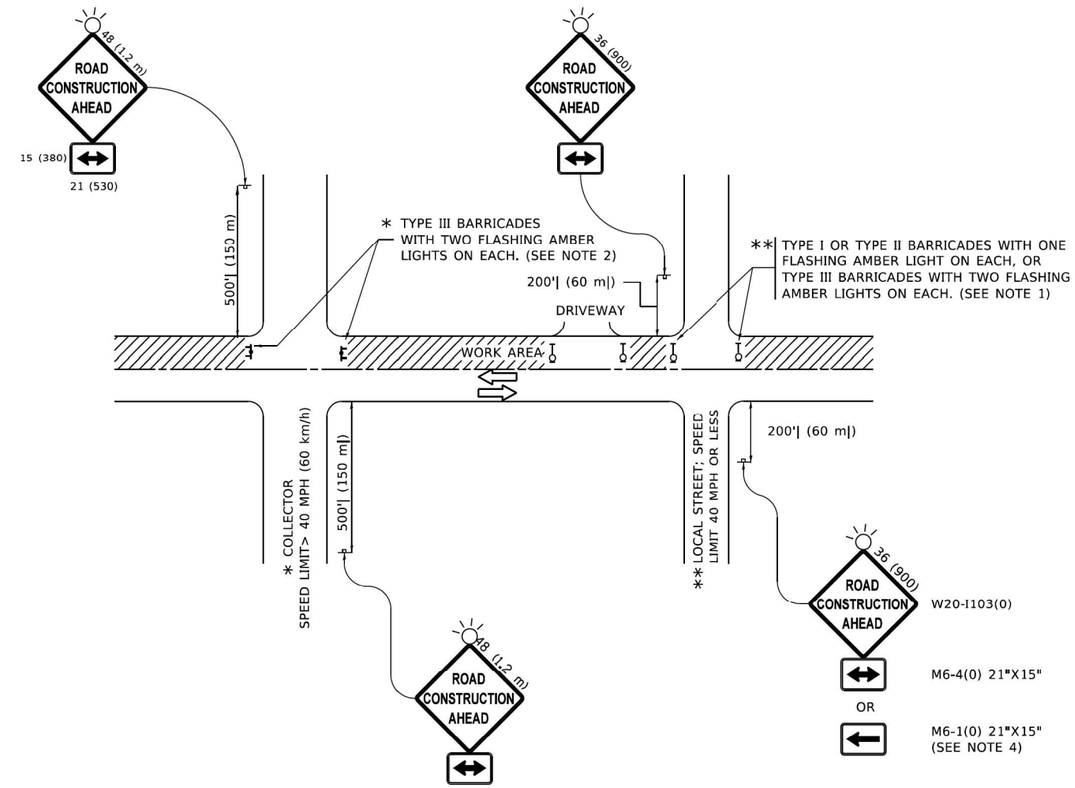
FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-09)

SCALE: 1"=1'-0" | SHEET 5 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	67

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-10)

SCALE: #### | SHEET 5 OF 11 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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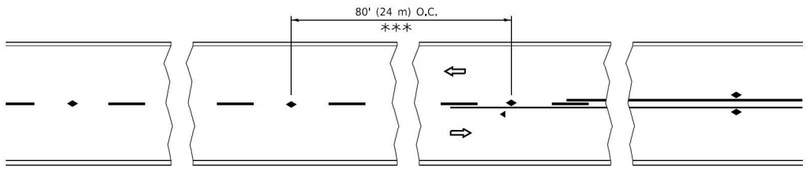
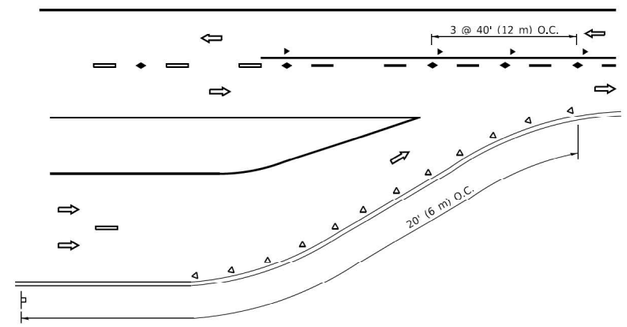


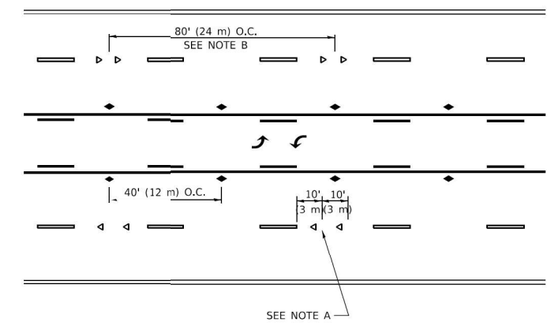
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

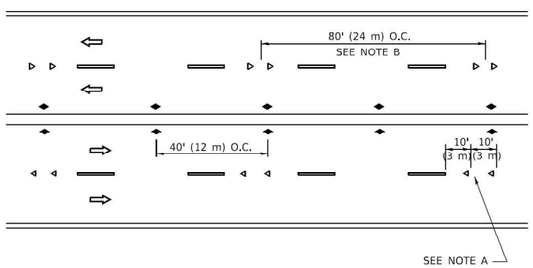
SEE FIGURE 3B-14 MUTCD



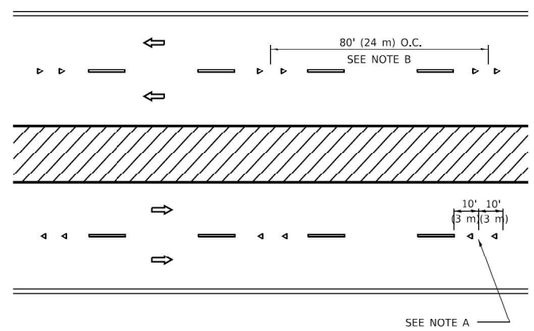
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



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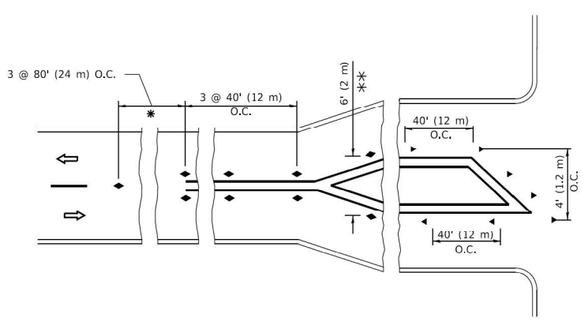

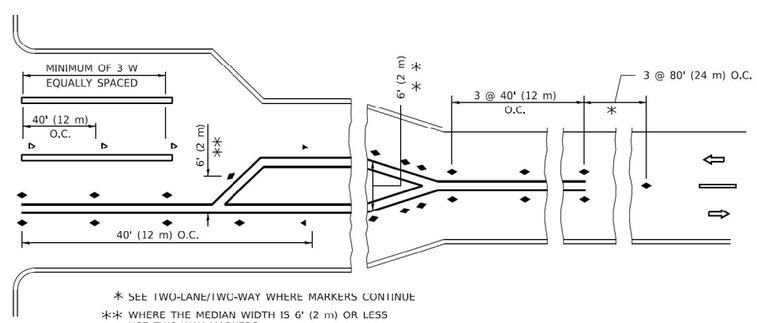

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

All dimensions are in inches (millimeters) unless otherwise shown.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-11)

SCALE: 1"=1'-0" | SHEET 7 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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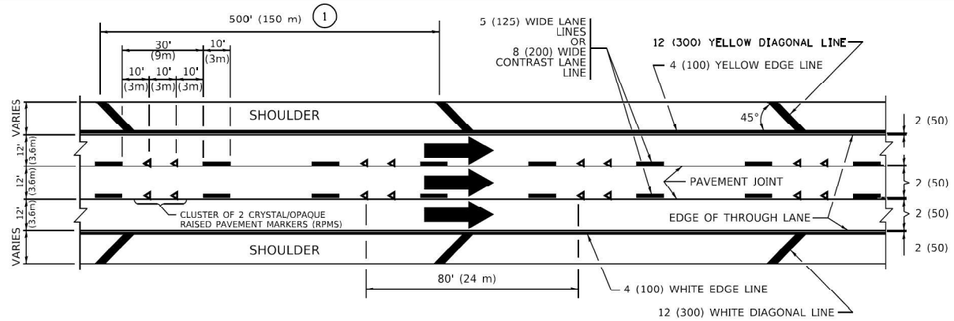
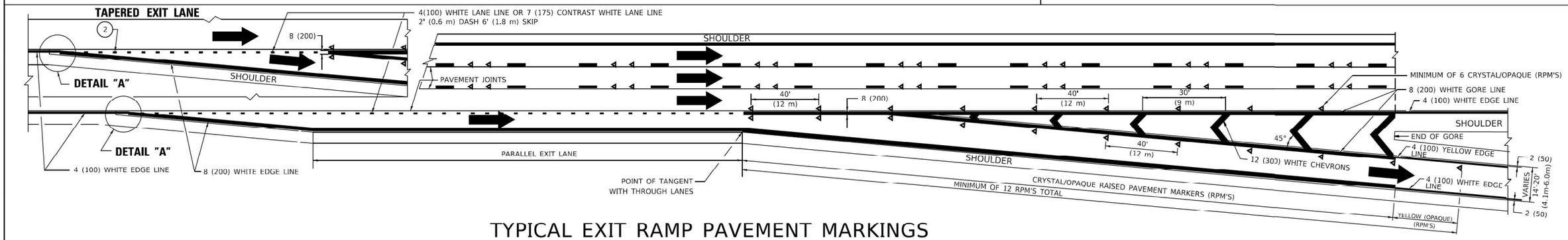
		CONTRACT NO. 62U39		
		ILLINOIS FED. AID PROJECT		



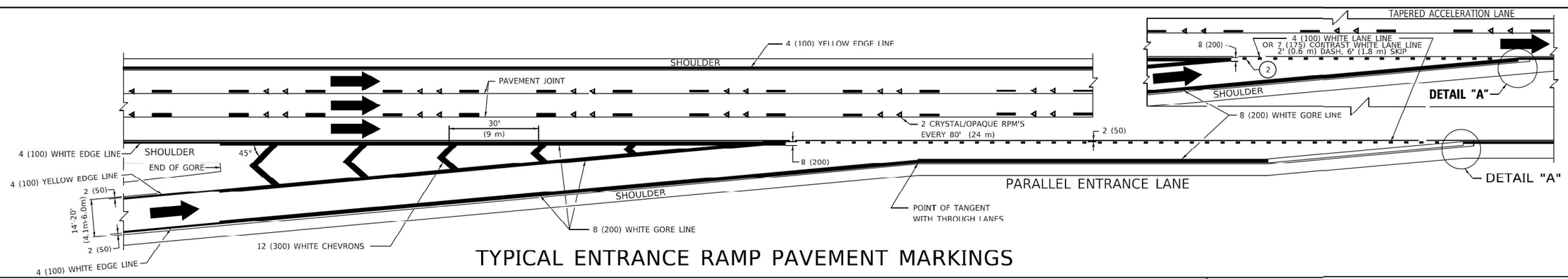
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

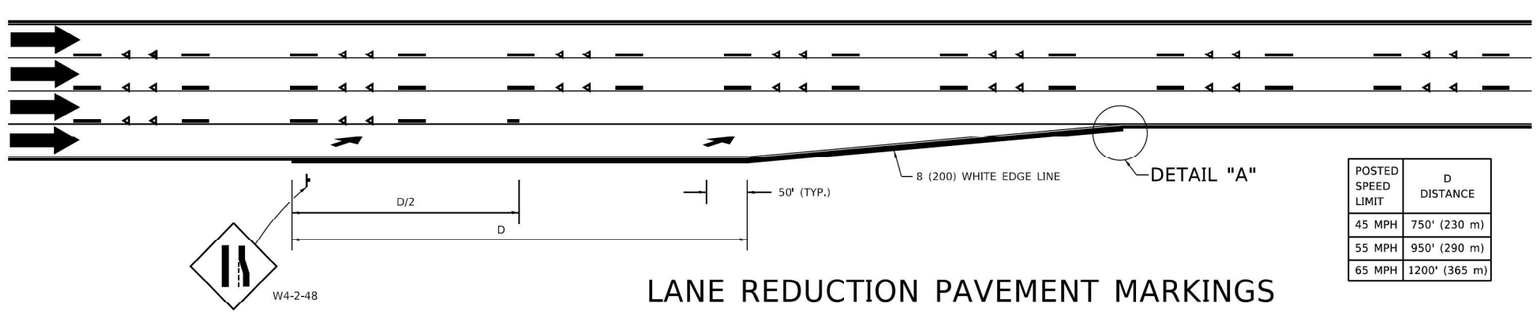
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

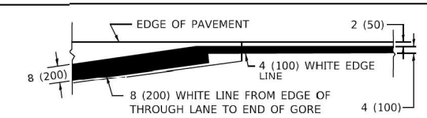


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
2. 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-12A)

SCALE: 1"=1'-0" | SHEET 8 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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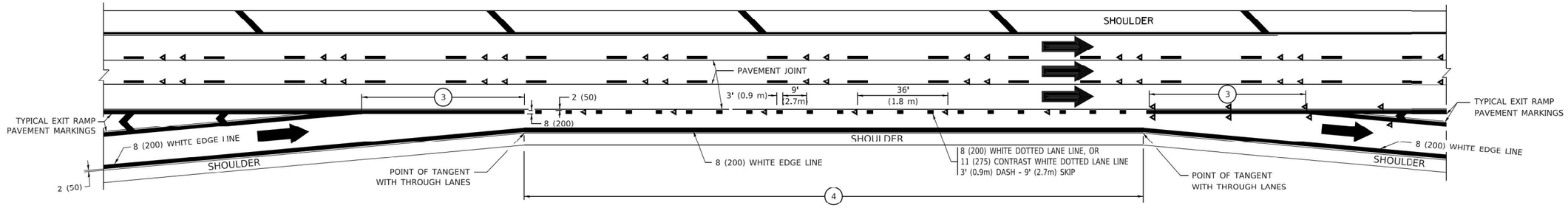
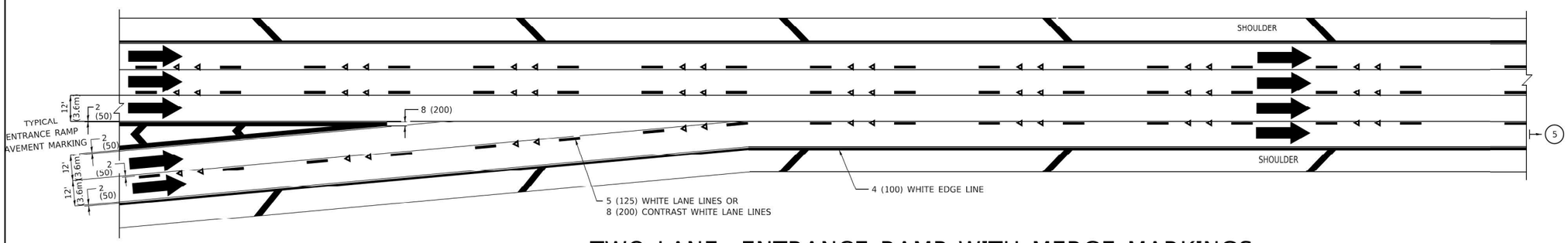
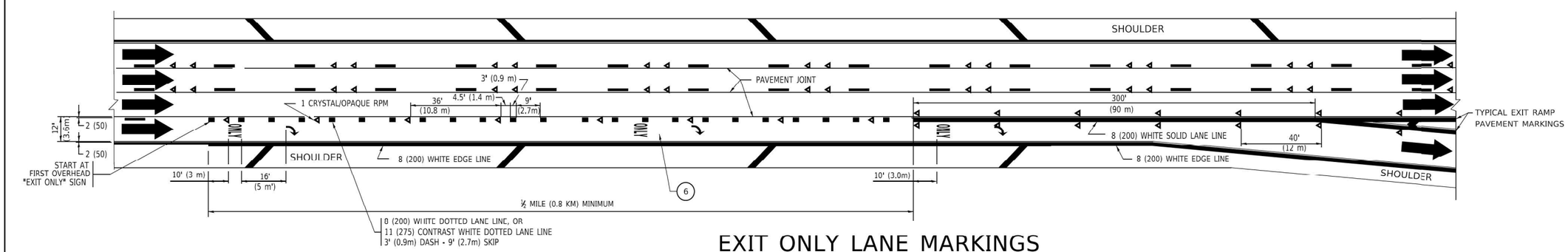
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		



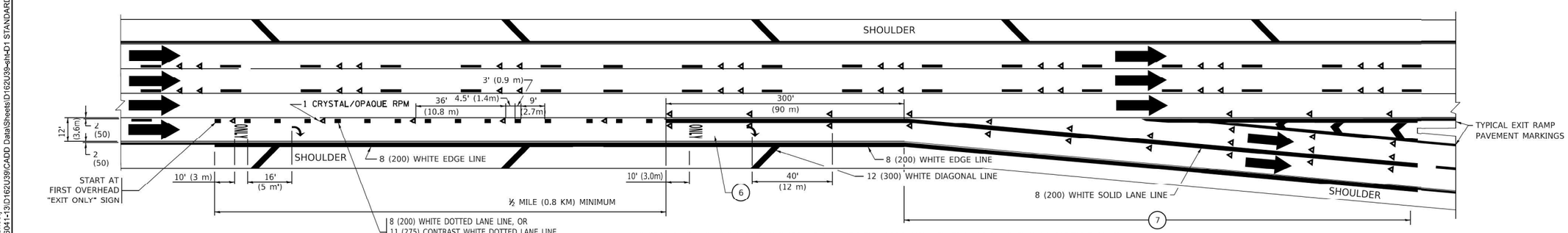
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

3. OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
4. 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
5. FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
6. ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED..
7. CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-12B)

SCALE: 1"=1'-0" | SHEET 9 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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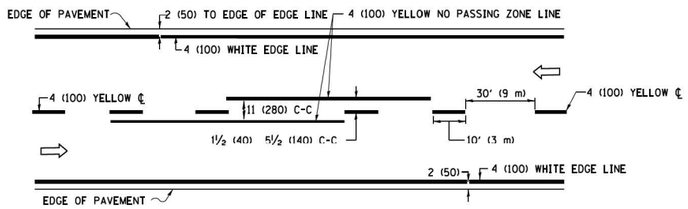
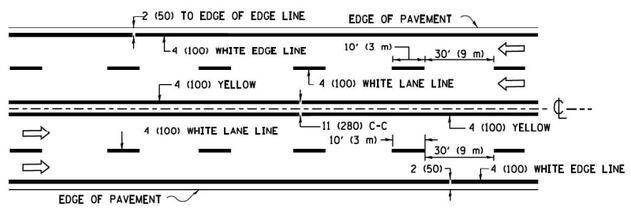
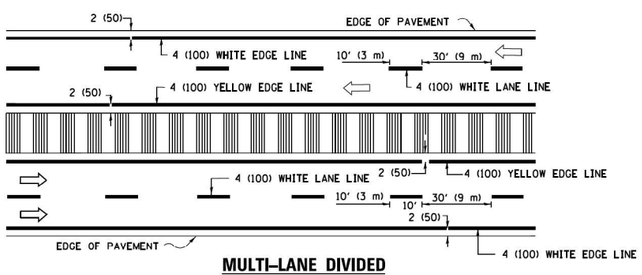
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY

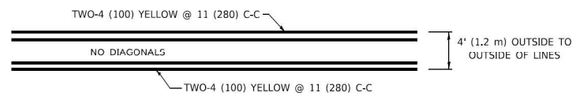


MULTI-LANE UNDIVIDED

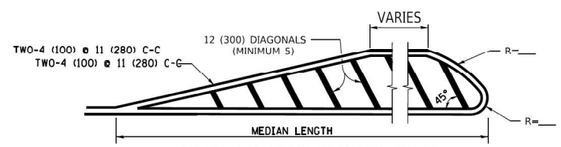


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



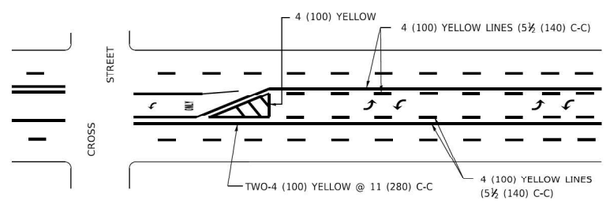
4' (1.2 m) WIDE MEDIANS ONLY



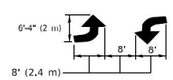
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

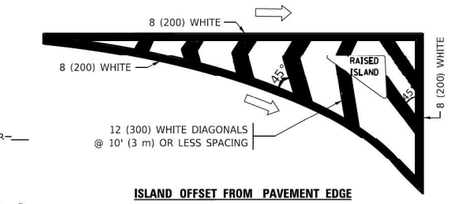


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

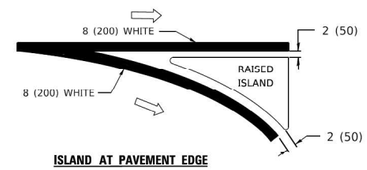


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

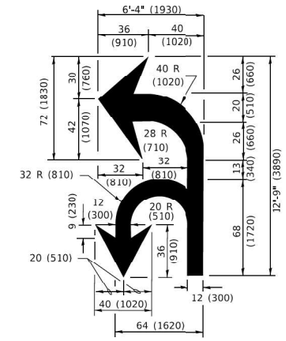


ISLAND OFFSET FROM PAVEMENT EDGE

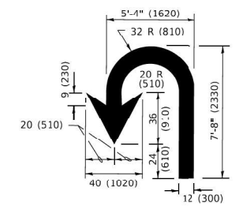


ISLAND AT PAVEMENT EDGE

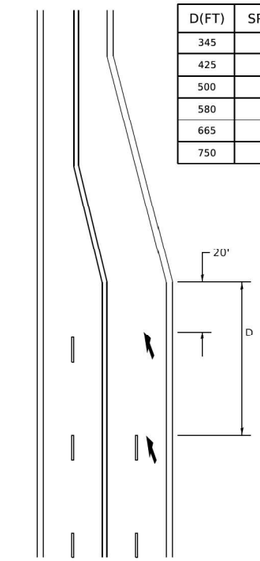
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



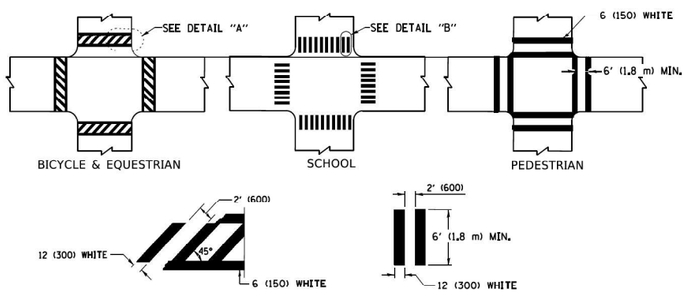
U-TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

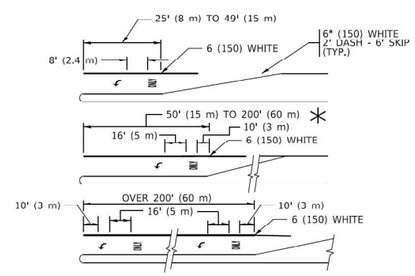
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.



DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

MODEL: D1 STDS6 [Sheet]
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\D162U39-sht-D1 STANDARDS.dgn

ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

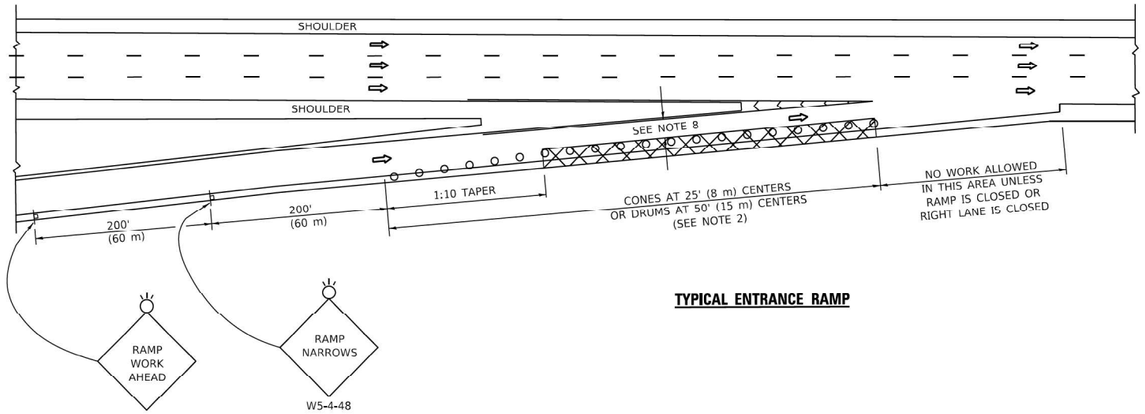
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-13)

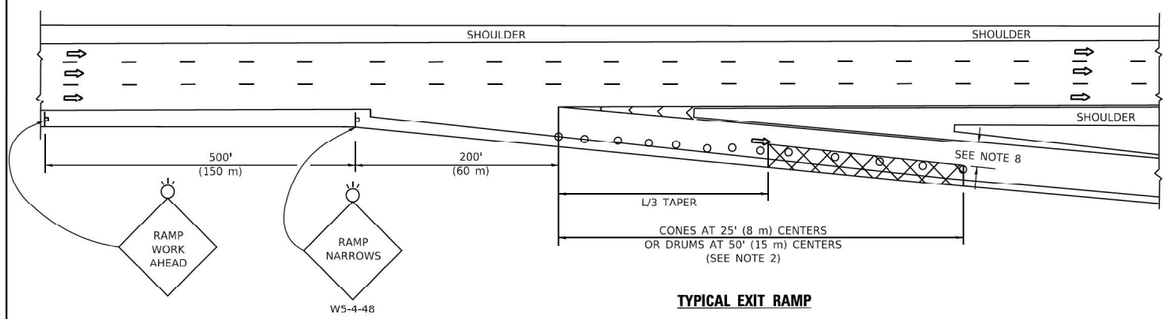
SCALE: 1"=1'-0" | SHEET 10 OF 13 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	72
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	

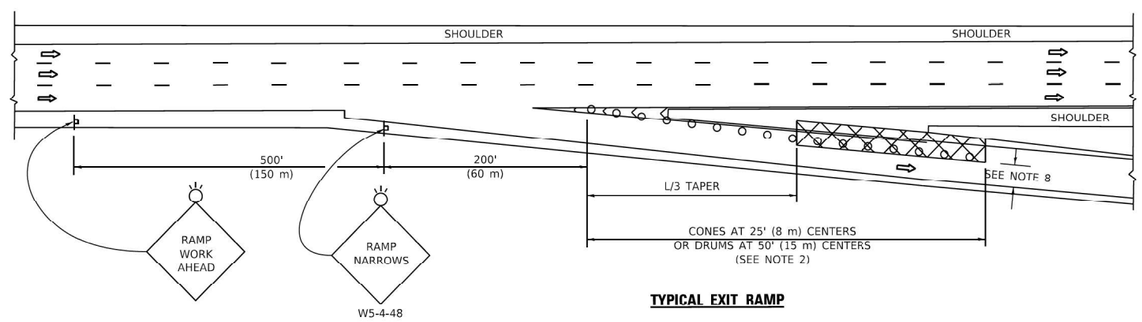
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

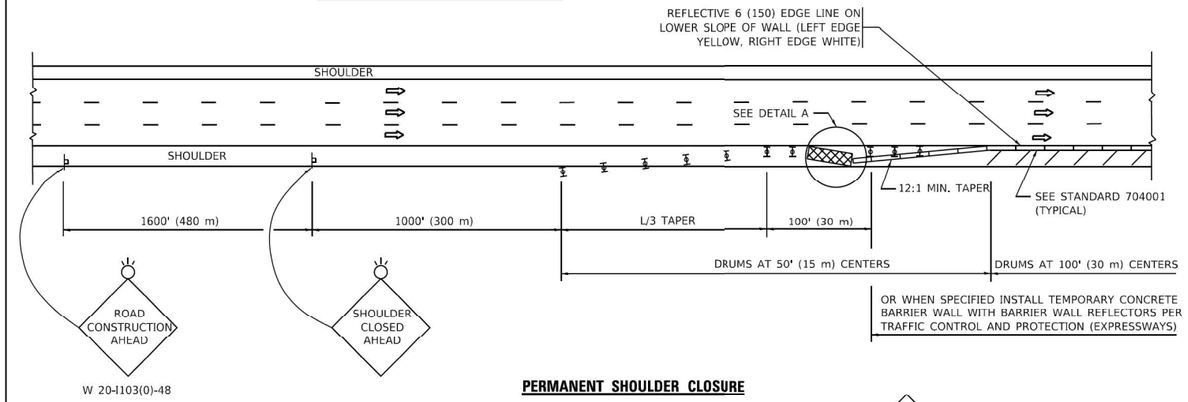


TYPICAL EXIT RAMP

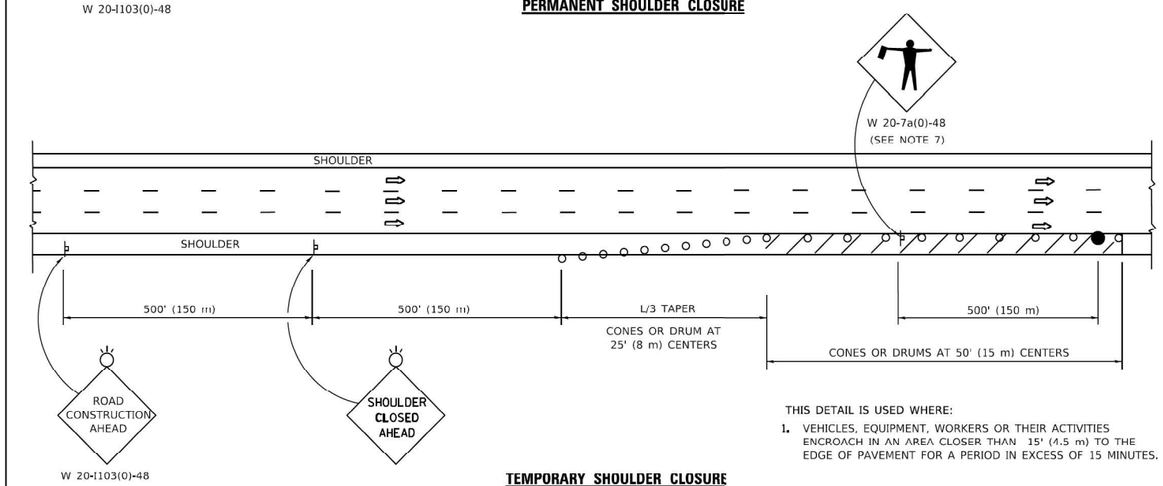


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



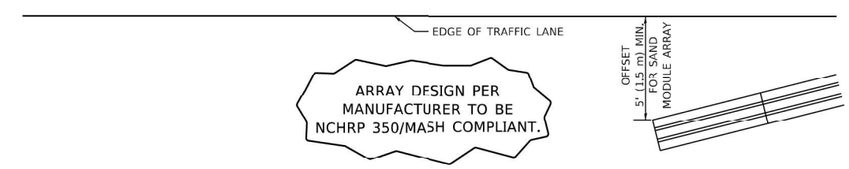
PERMANENT SHOULDER CLOSURE



THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

TEMPORARY SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
	METRIC	ENGLISH
45 mph (80 km/h) OR GREATER:	L=0.65(W)(S)	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.
9. TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

MODEL: D1 STDS7 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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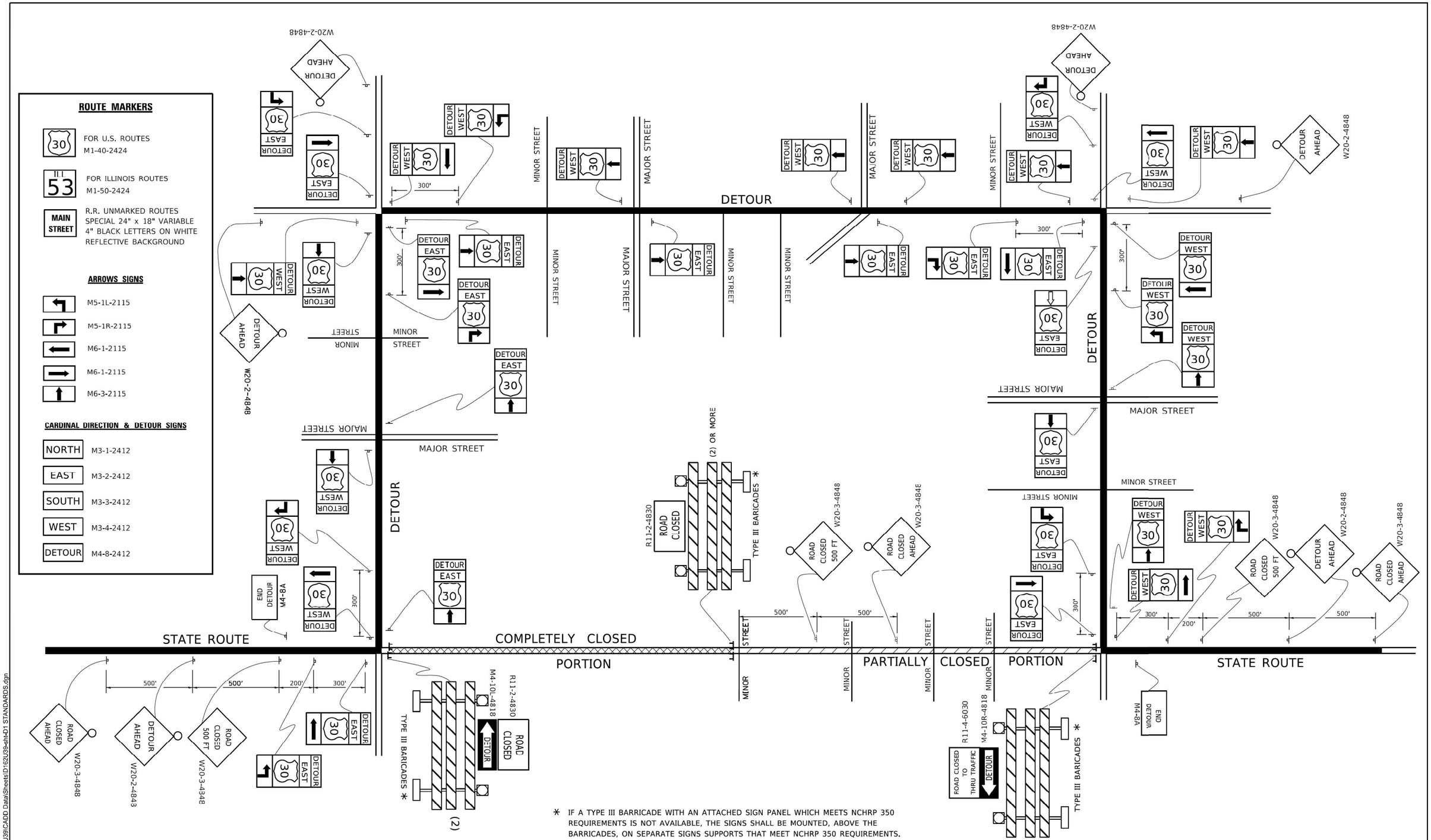
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-17)

SCALE: 1"=1'-0" | SHEET 11 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	73
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

MODEL: D1 STDS8 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED - ####	
PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-21)

SCALE: 1"=1'-0" | SHEET 12 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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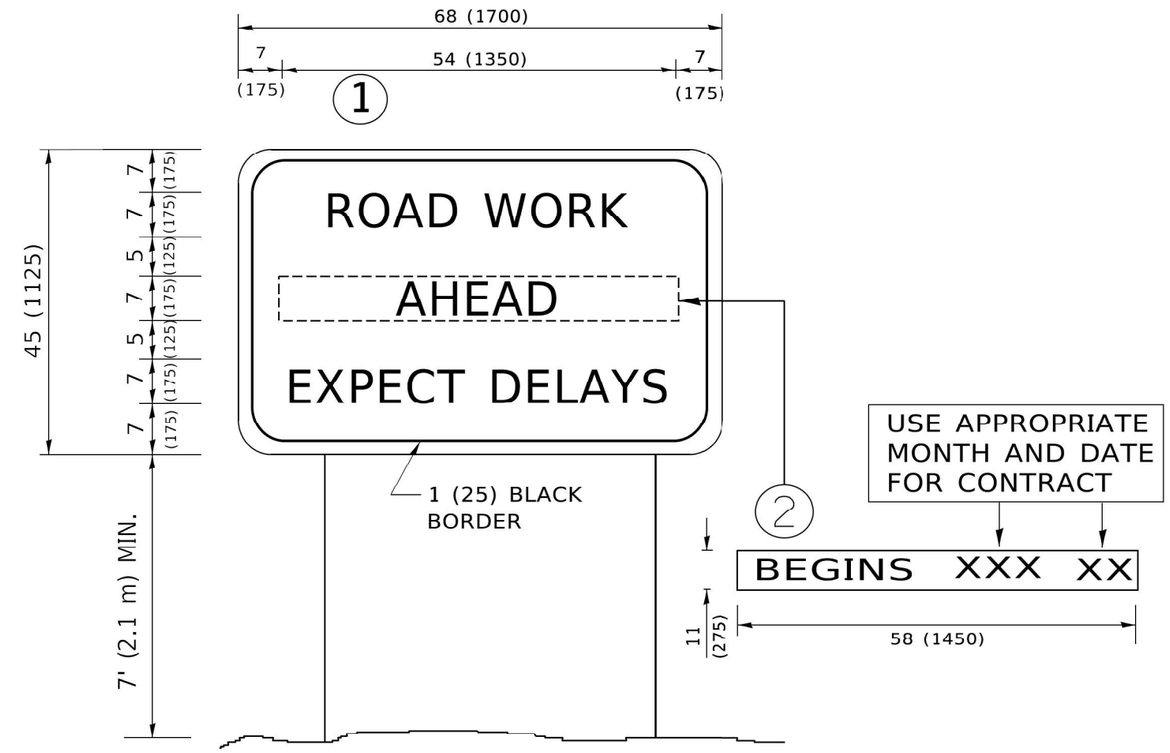

NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

MODEL: D1 STDS09 [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 1/14/2025	DATE - 10/09/2024	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
DISTRICT 1 STANDARDS (TC-22)

SCALE: 1"=1'-0" | SHEET 13 OF 13 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		

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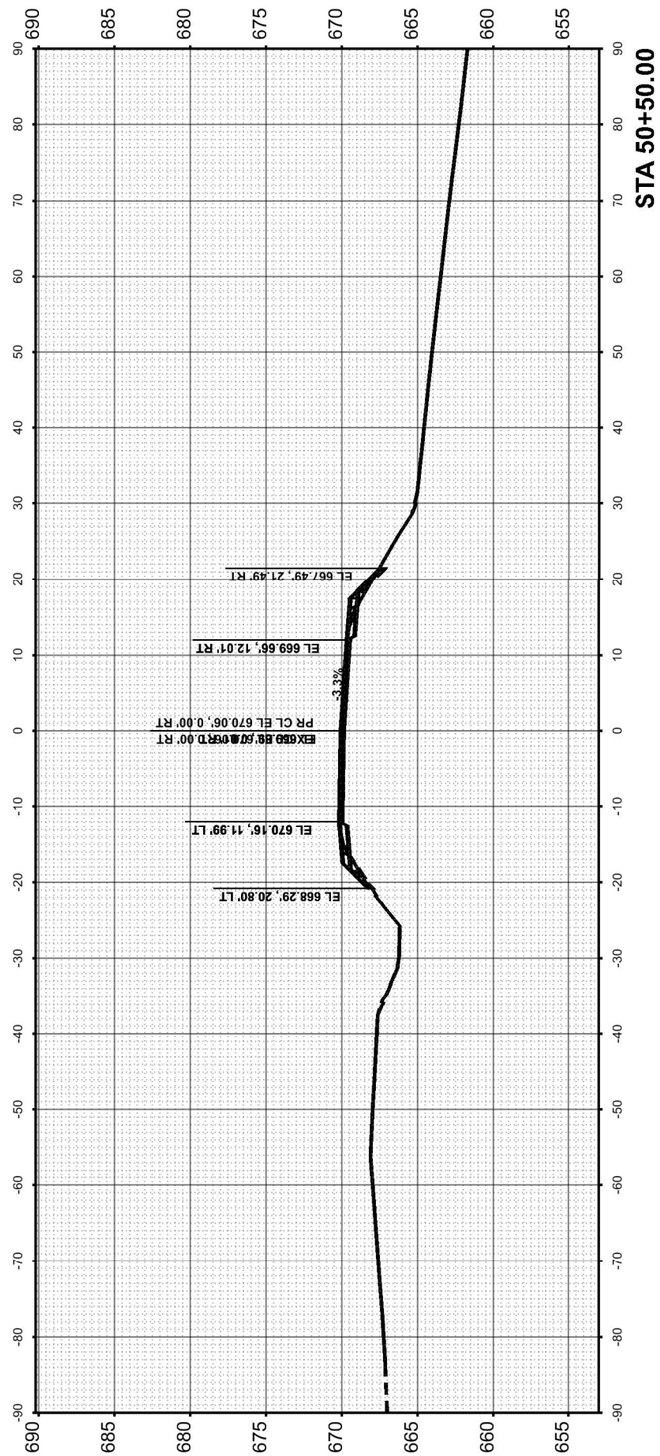

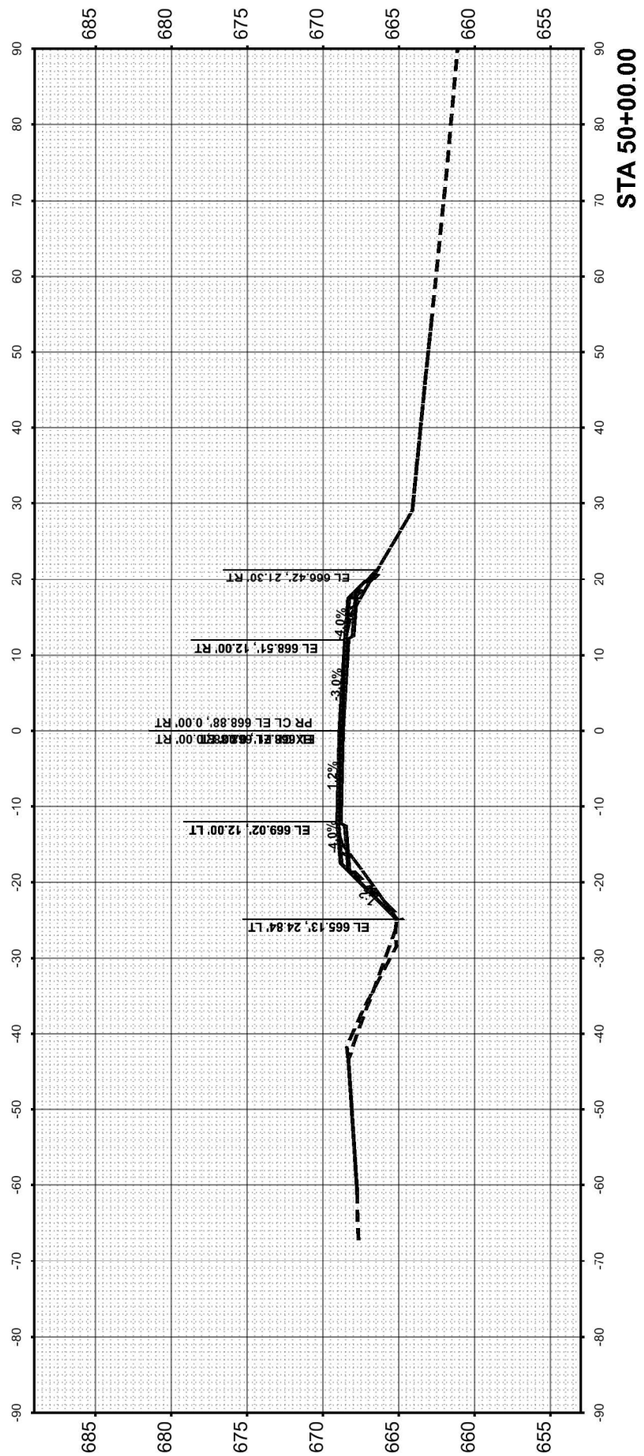

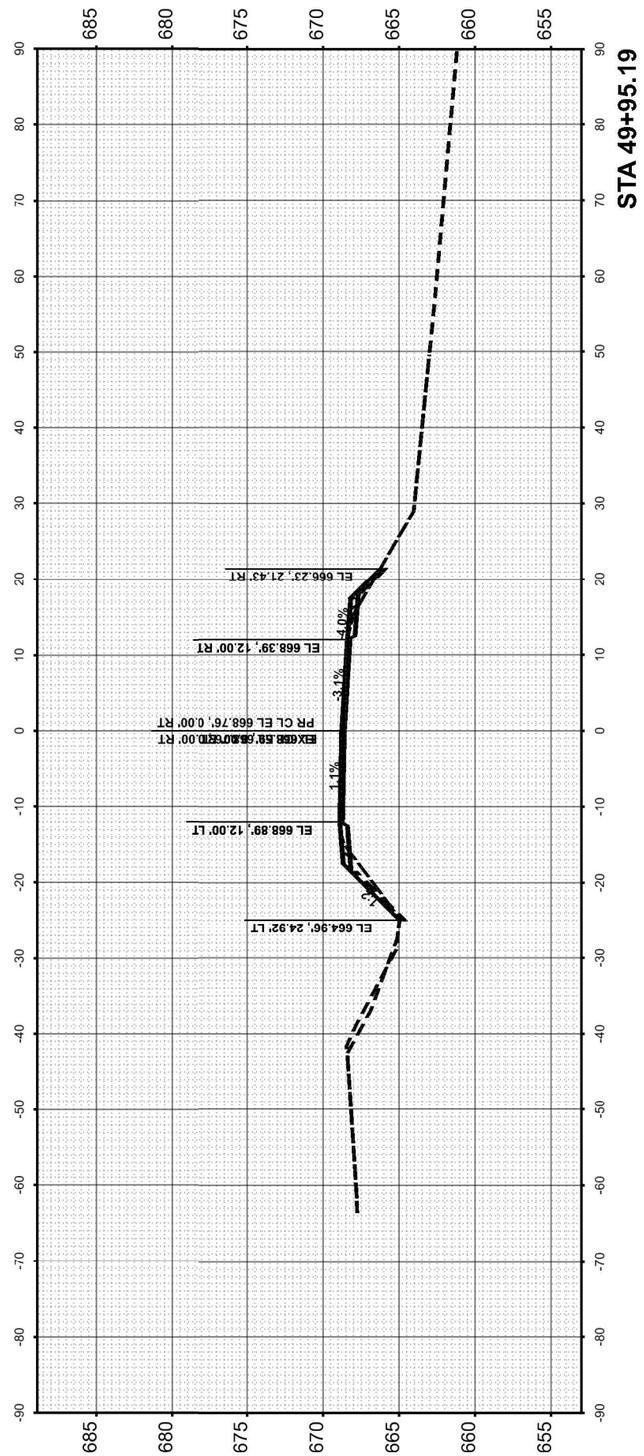

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

MODEL: PF_REV01 - 49+95.19
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ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED - ####	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET #### OF 11 SHEETS | STA. 49+95.19 TO STA. 50+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	76
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	

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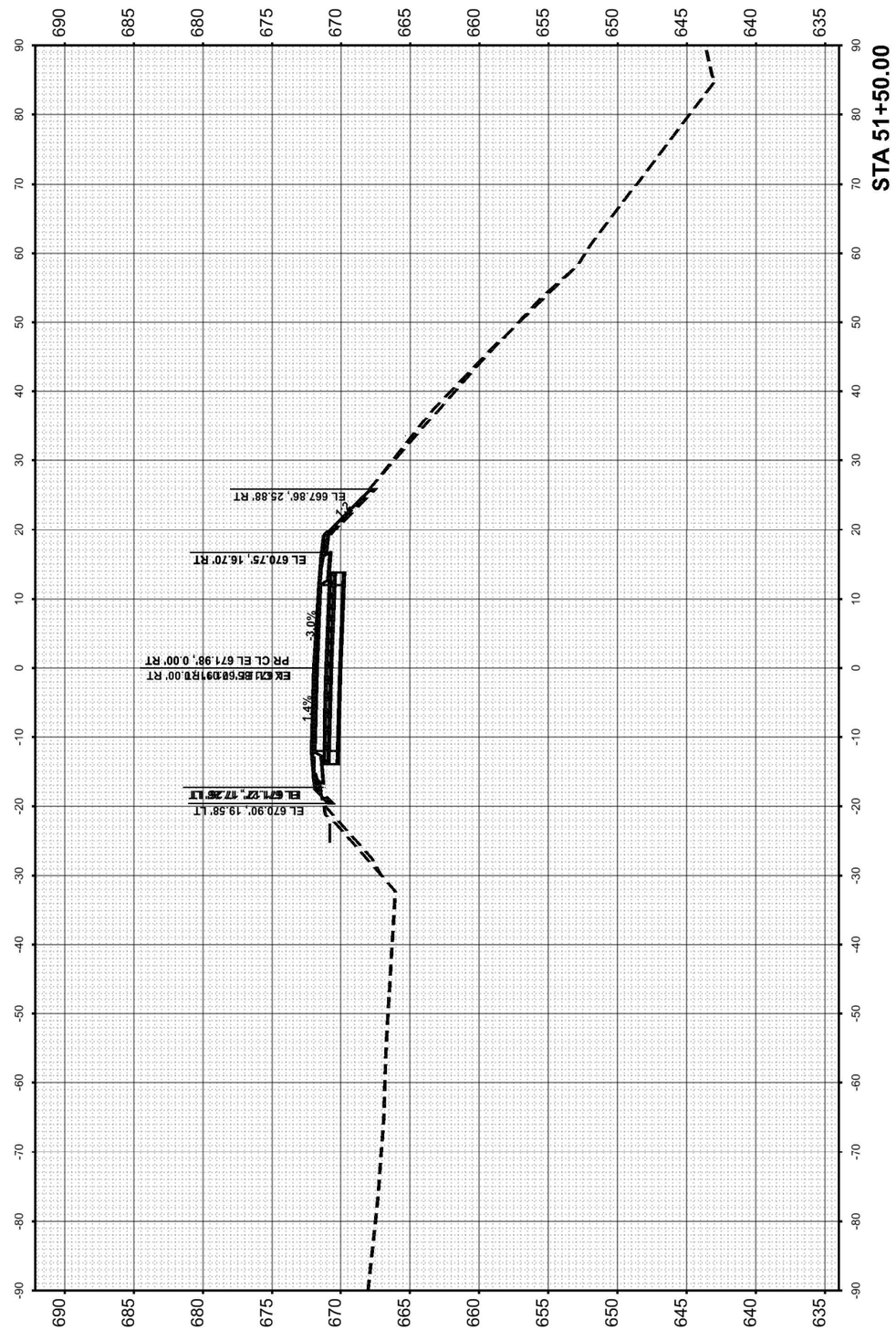

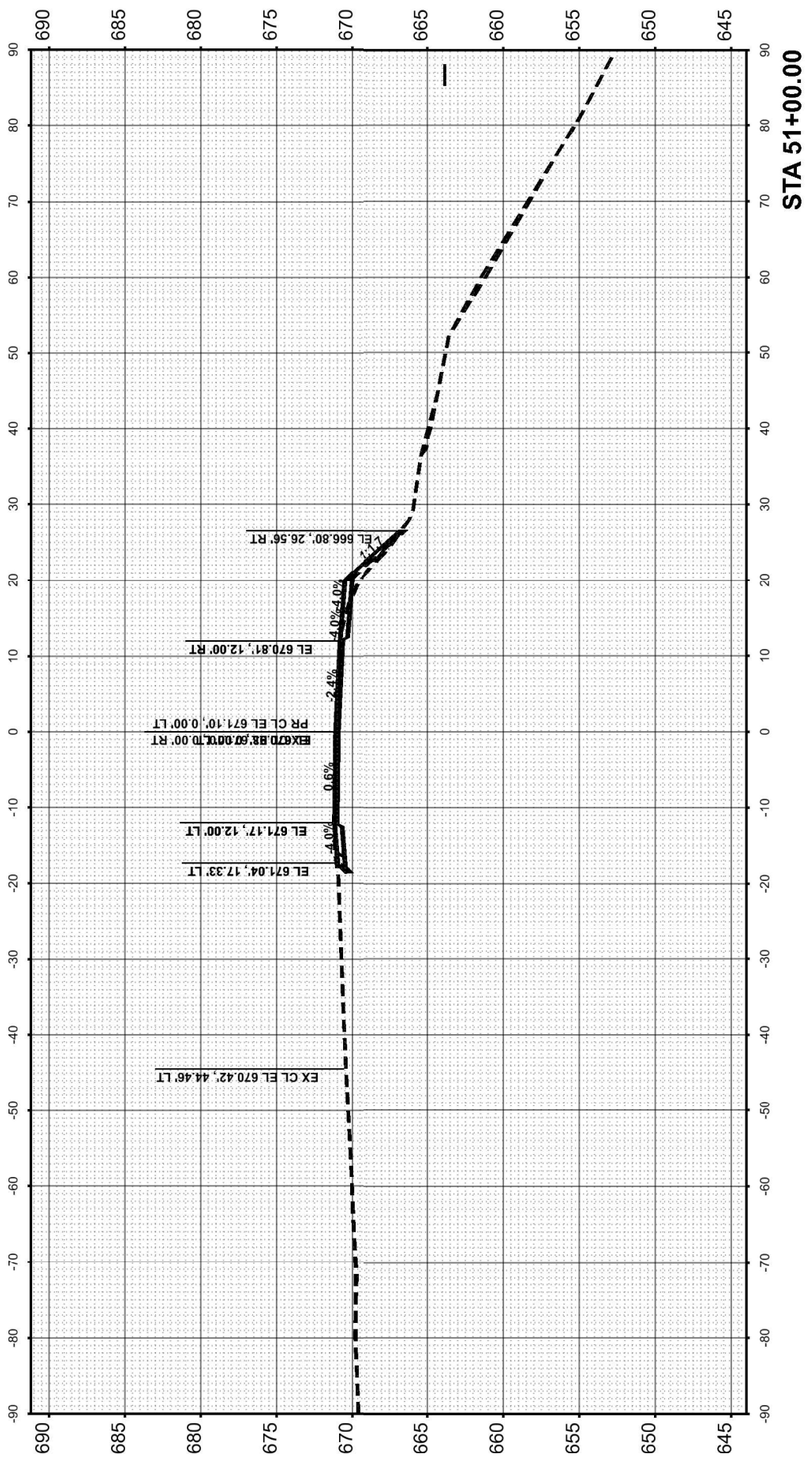

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NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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

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ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 51+00.00 TO STA. 51+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62U39		
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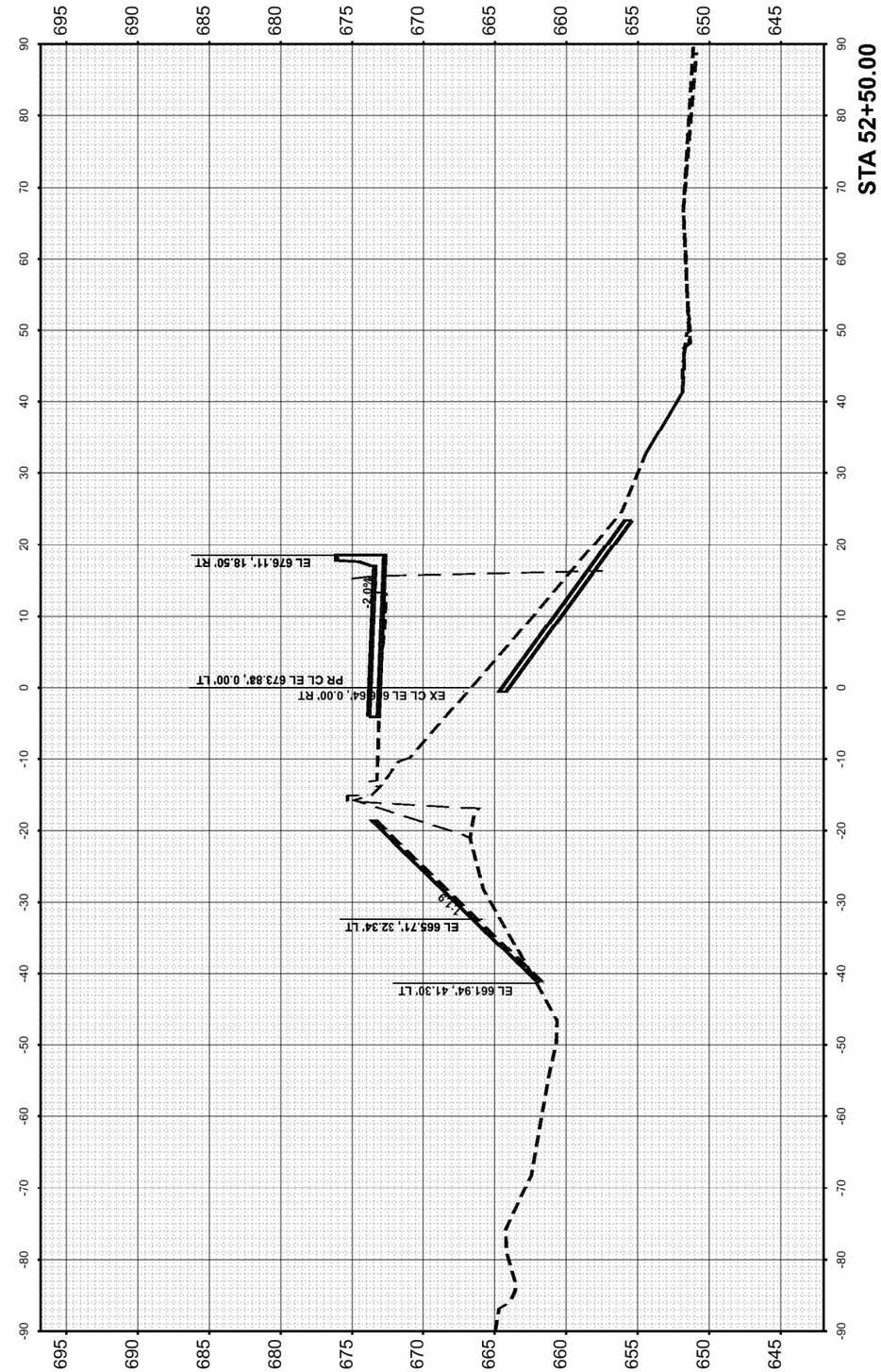

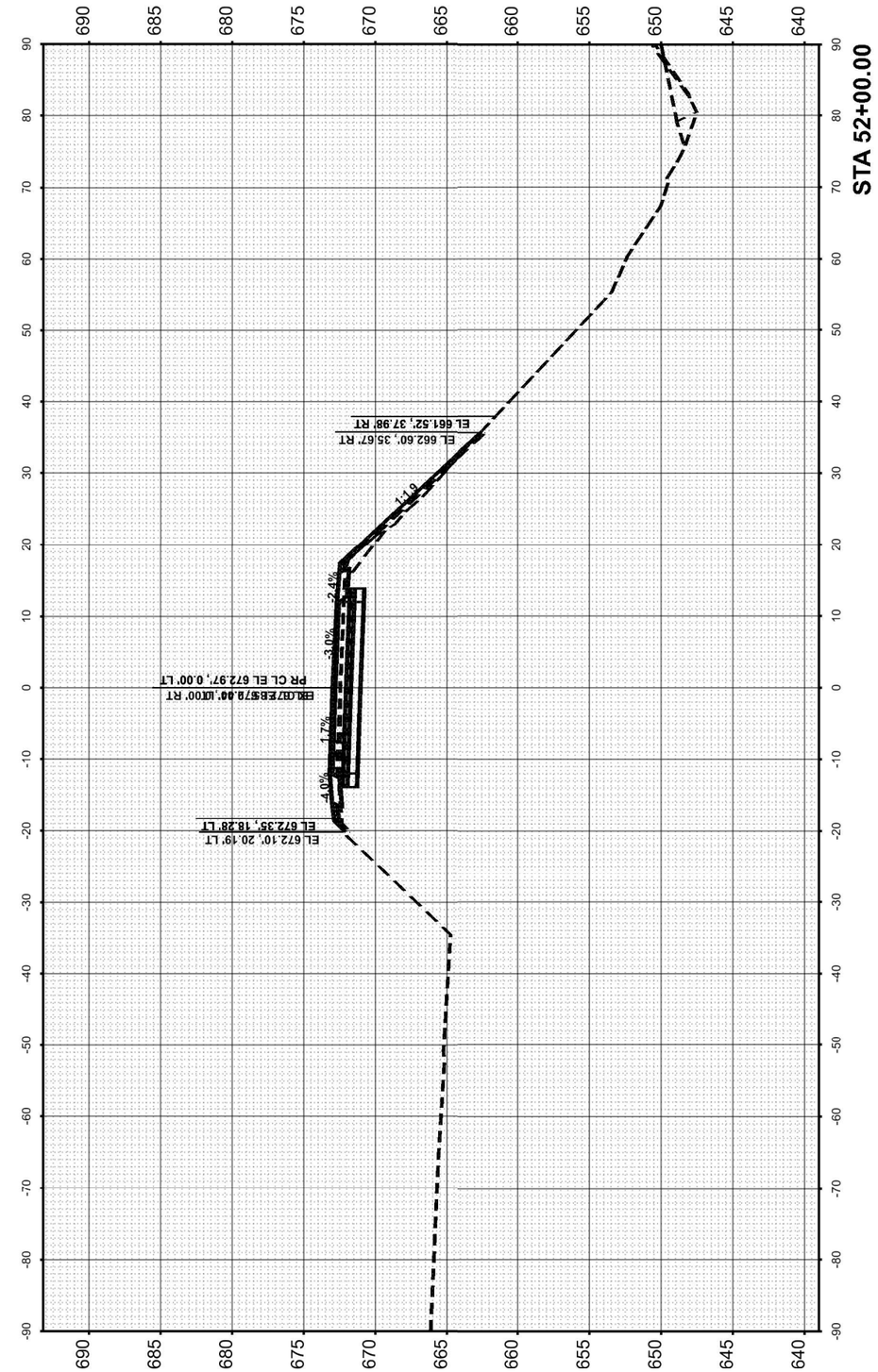

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

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ABNA
DESIGN FIRM REG. 184.002117

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PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 52+00.00 | TO STA. 52+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	78
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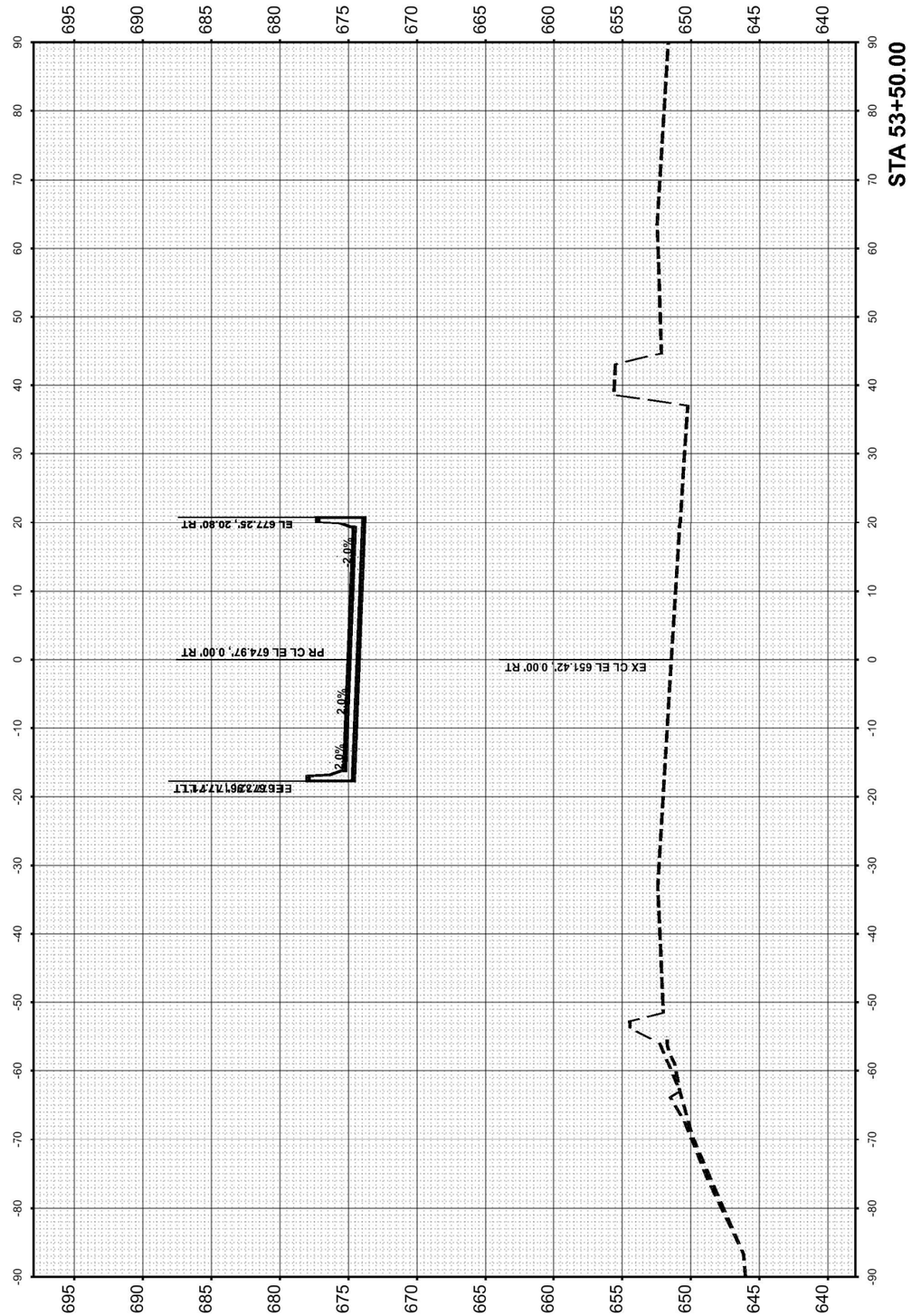
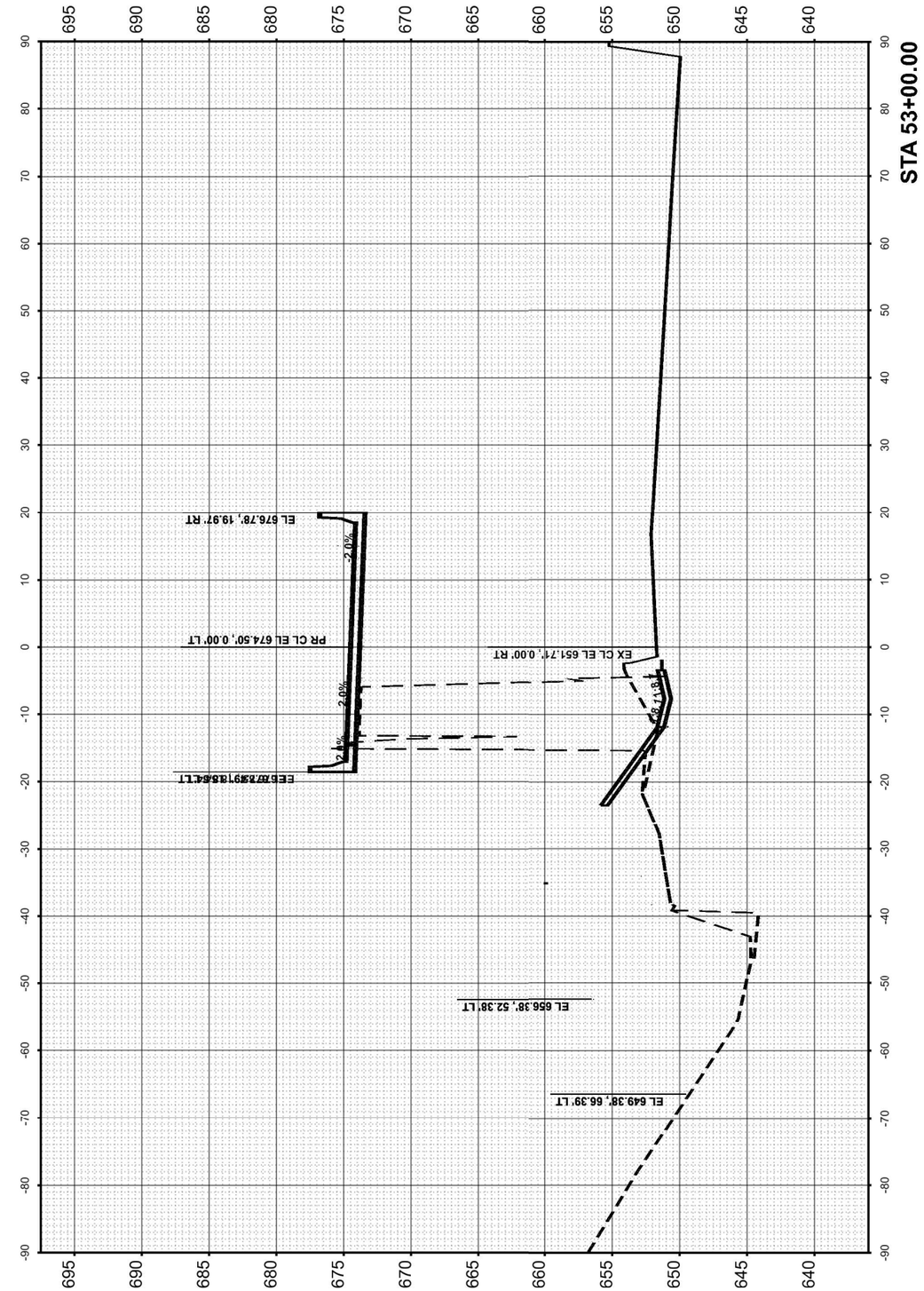




FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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

MODEL: PF_REV01 - 53+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA DESIGN FIRM REG. 184.002117

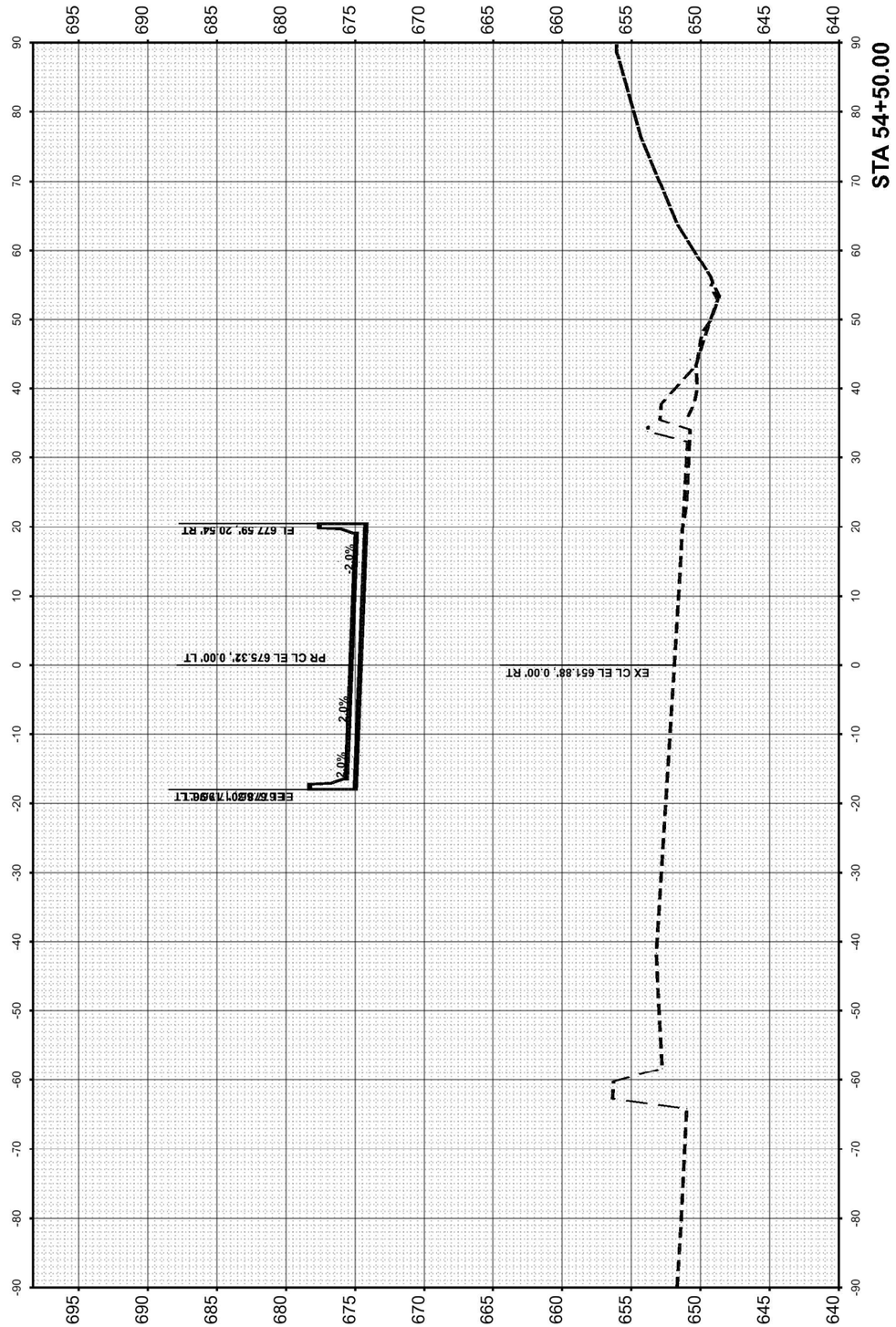
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

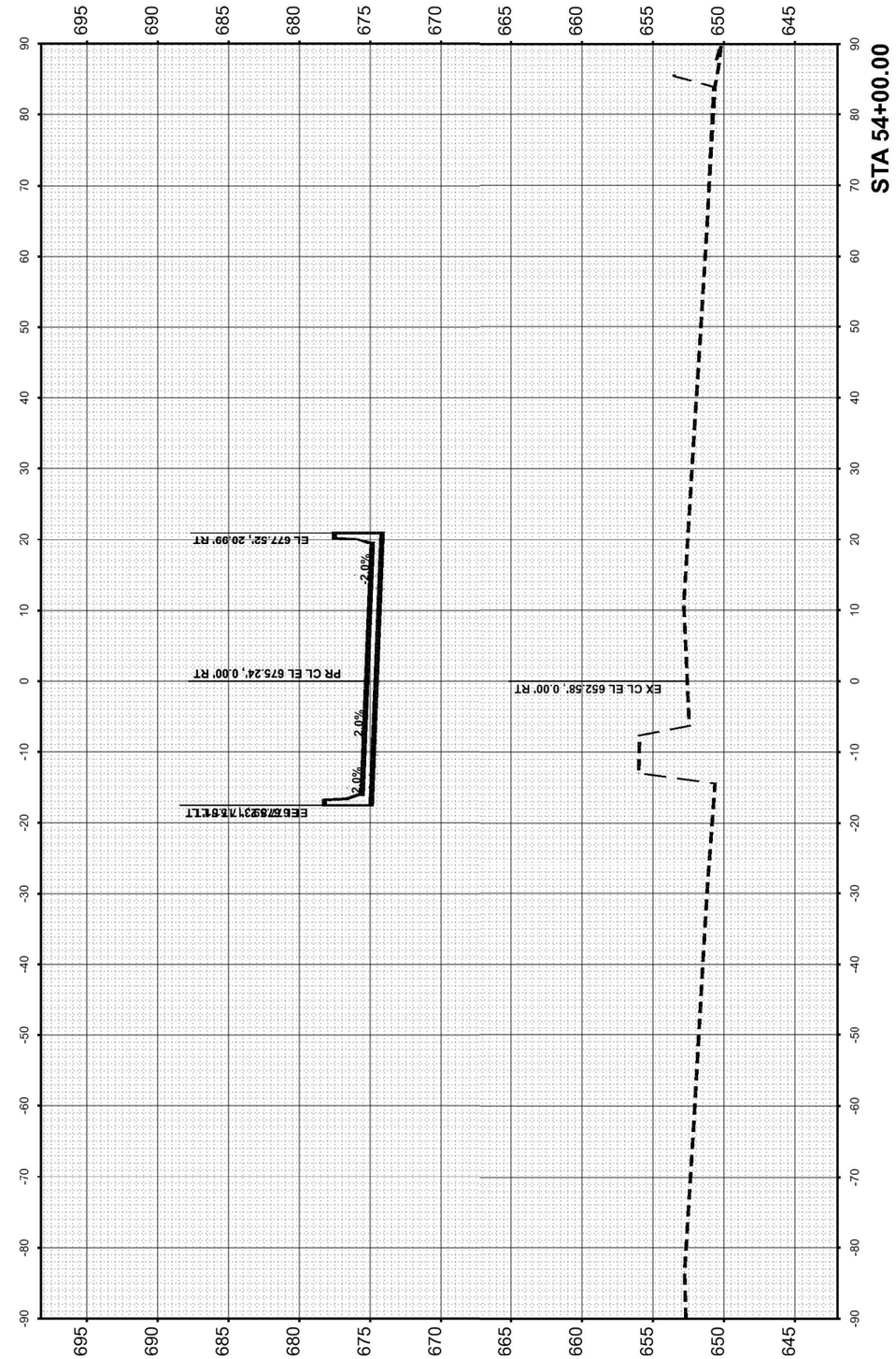
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 53+00.00 | TO STA. 53+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	79
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	





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

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

MODEL: PF_REV01 - 54+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA
DESIGN FIRM REG. 184.002117

USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

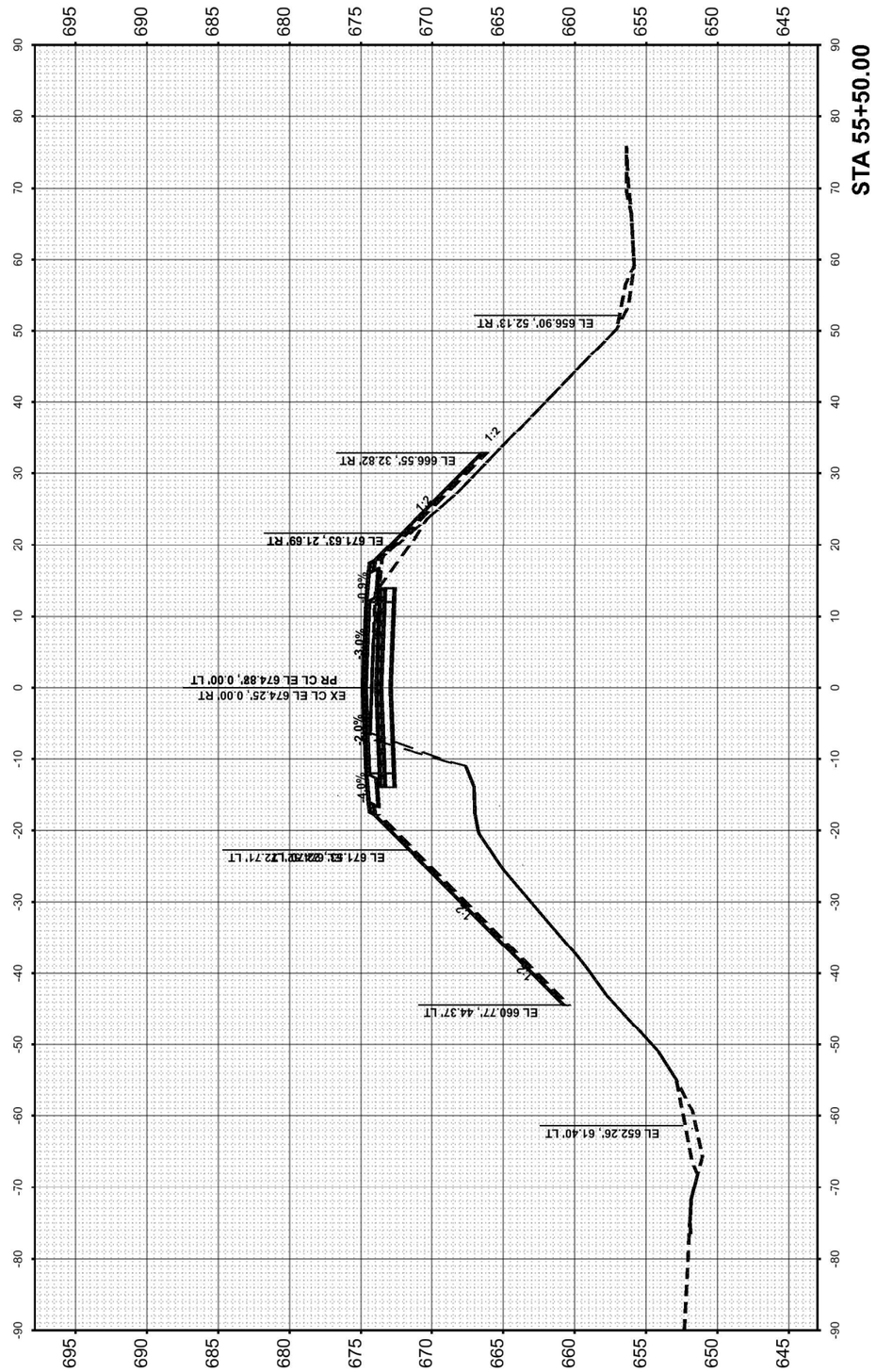
FRANCIS ROAD OVER I-80
CROSS SECTIONS

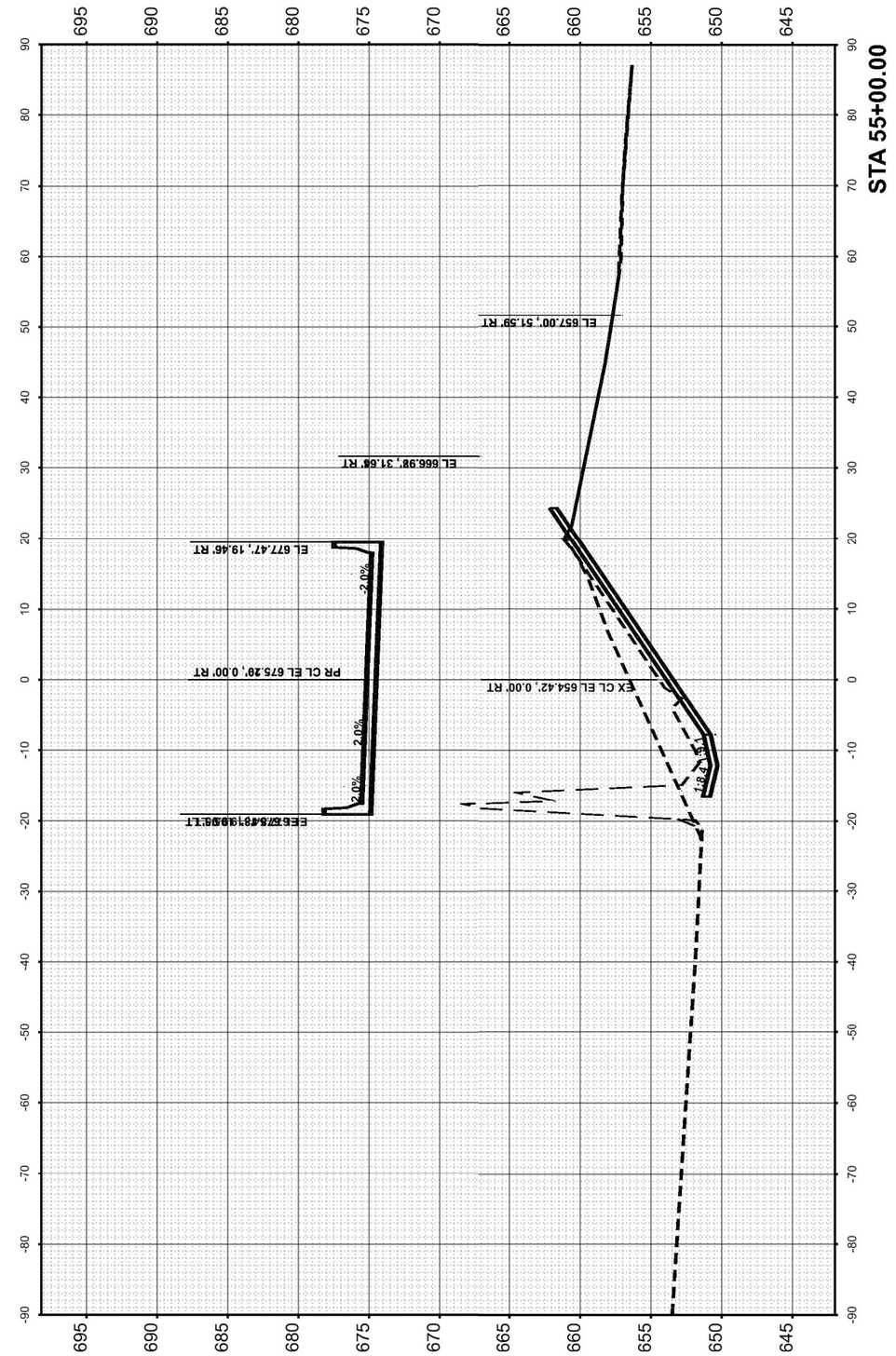
SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 54+00.00 | TO STA. 54+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	80

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT





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

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

MODEL: PF_REV01 - 55+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA DESIGN FIRM REG. 184.002117

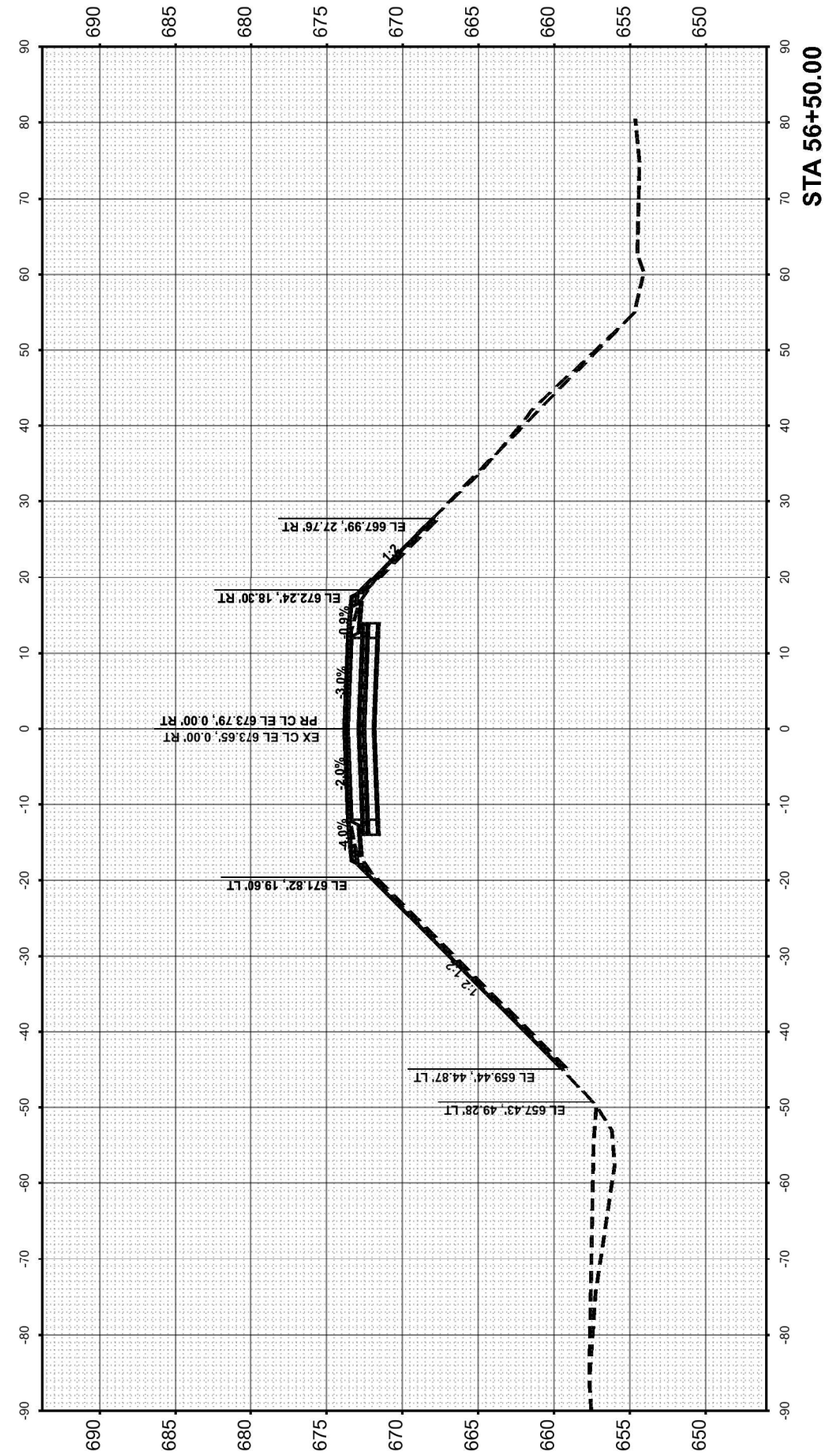
USER NAME = aasyed	DESIGNED - CT	REVISED -
	DRAWN - ABD	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -

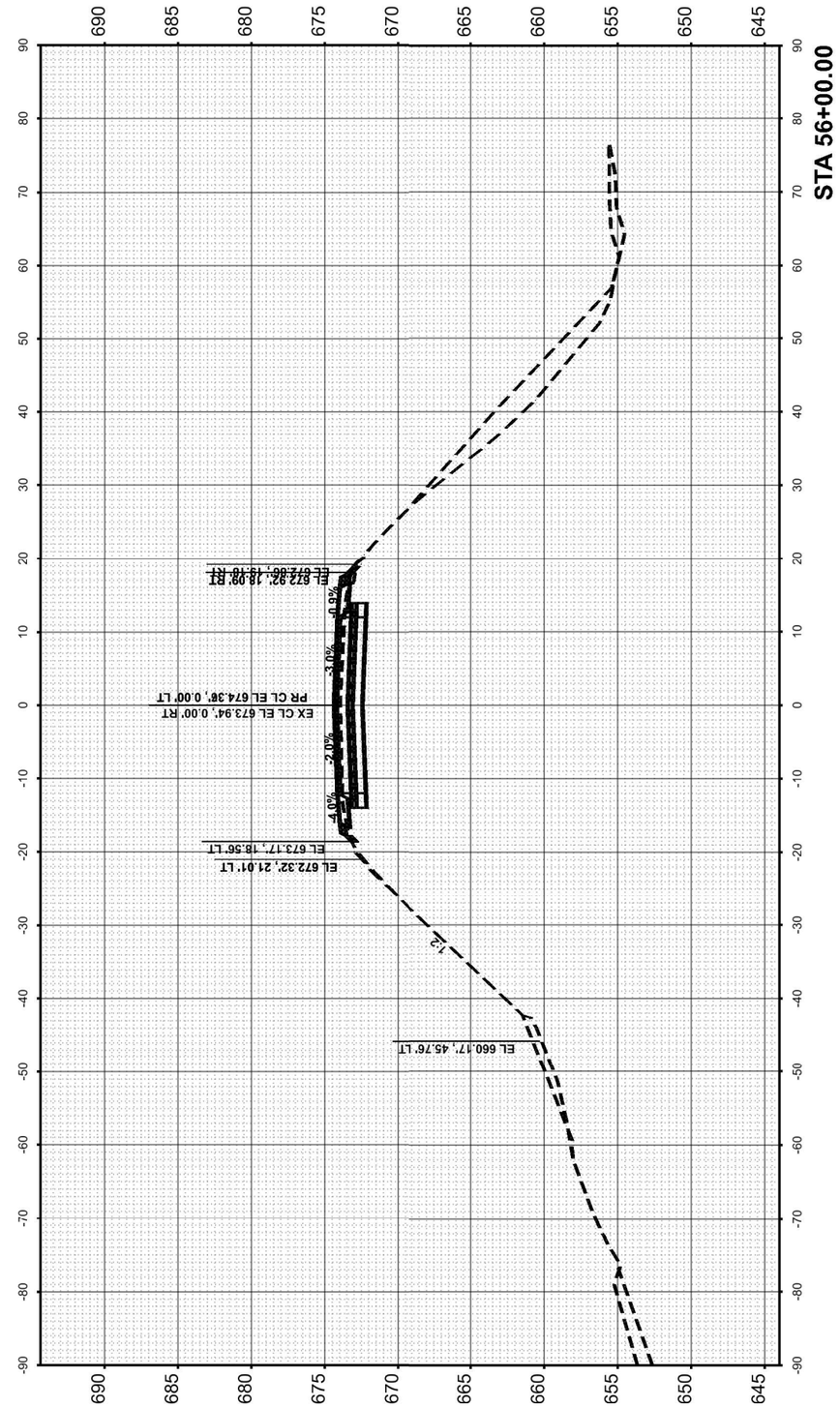
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 55+00.00 | TO STA. 55+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	81
		CONTRACT NO. 62U39		
	ILLINOIS	FED. AID PROJECT		





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

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

MODEL: PF_REV01 - 56+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA
DESIGN FIRM REG. 184.002117

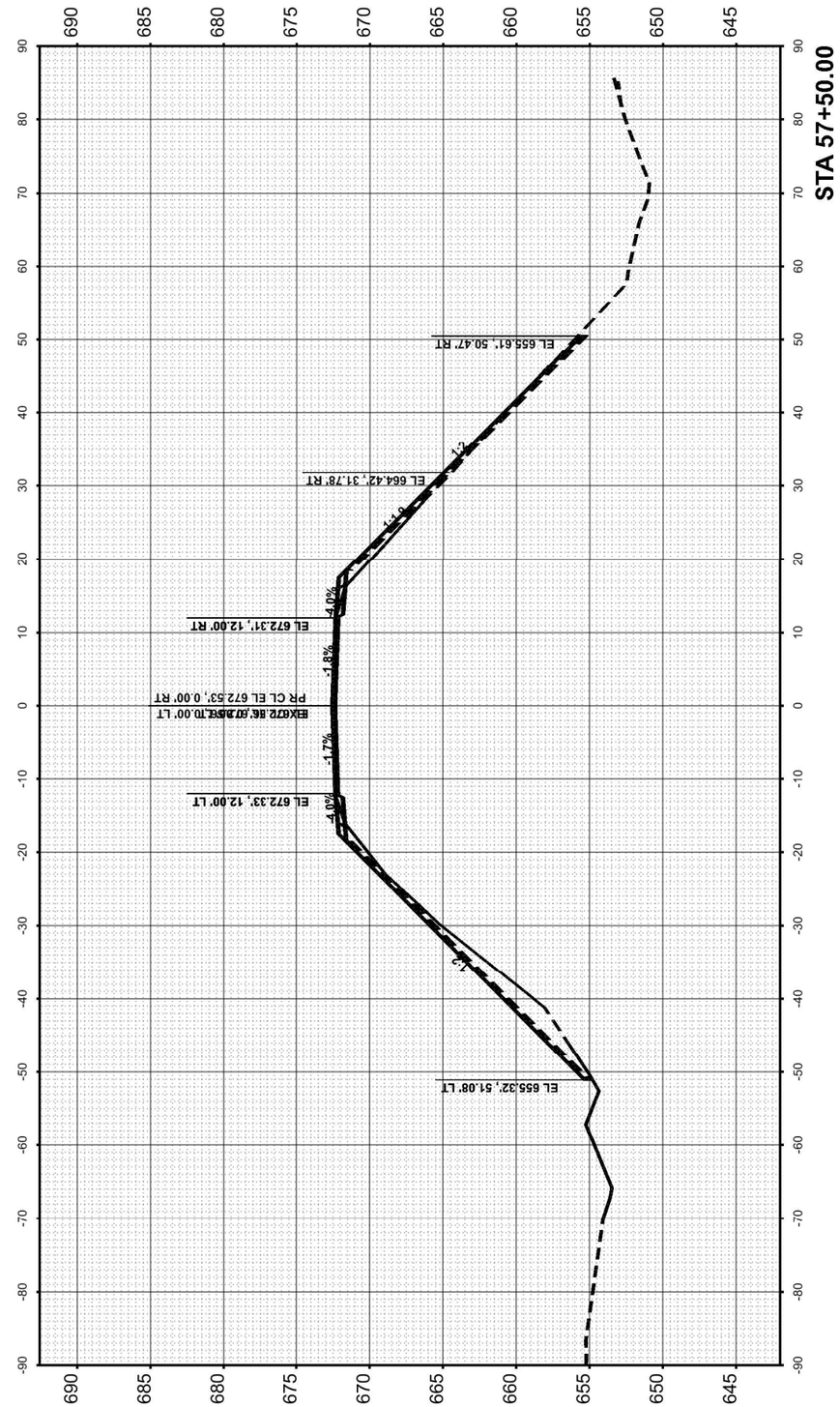
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

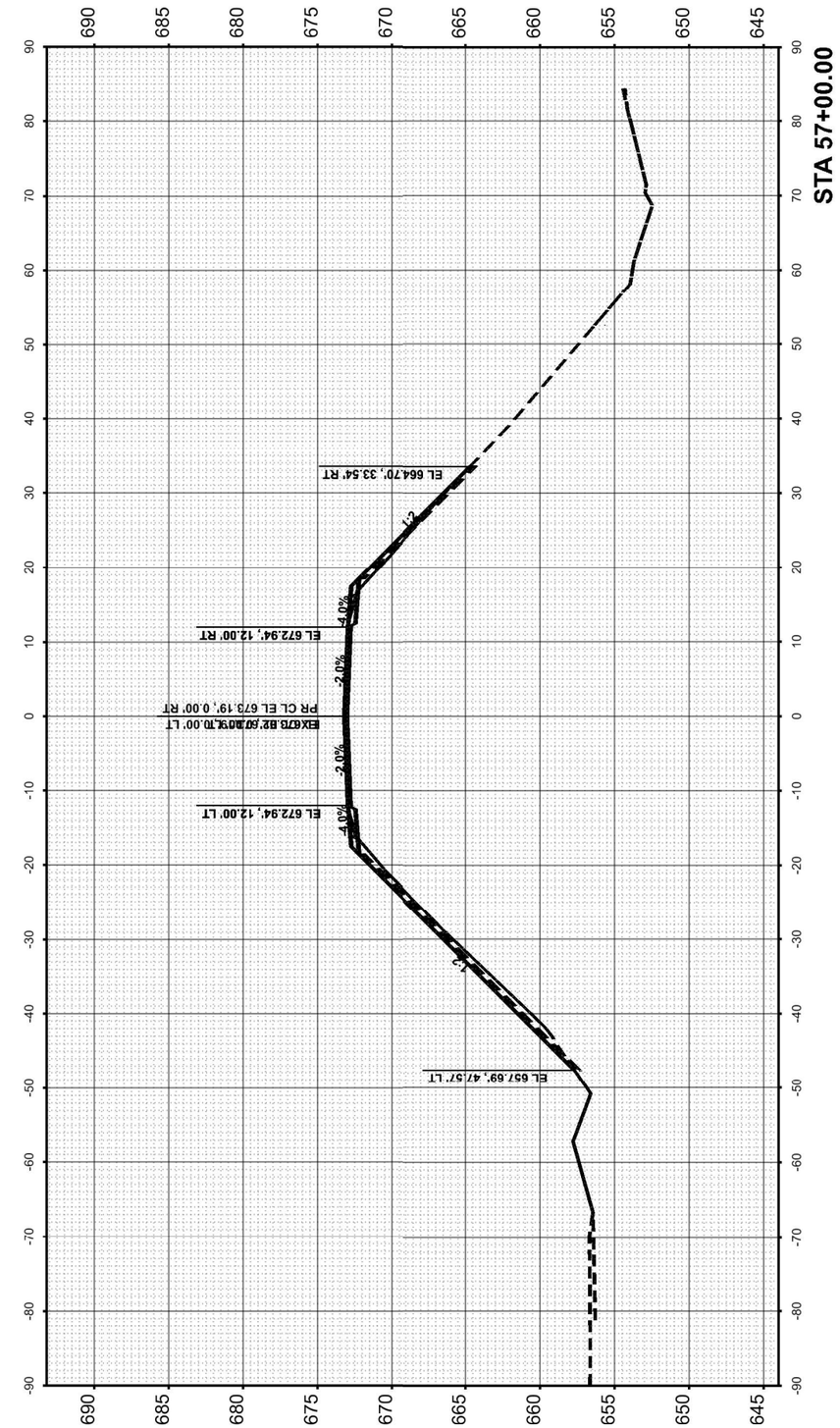
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 56+00.00 | TO STA. 56+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	82
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	





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

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

MODEL: PF_REV01 - 57+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA DESIGN FIRM REG. 184.002117

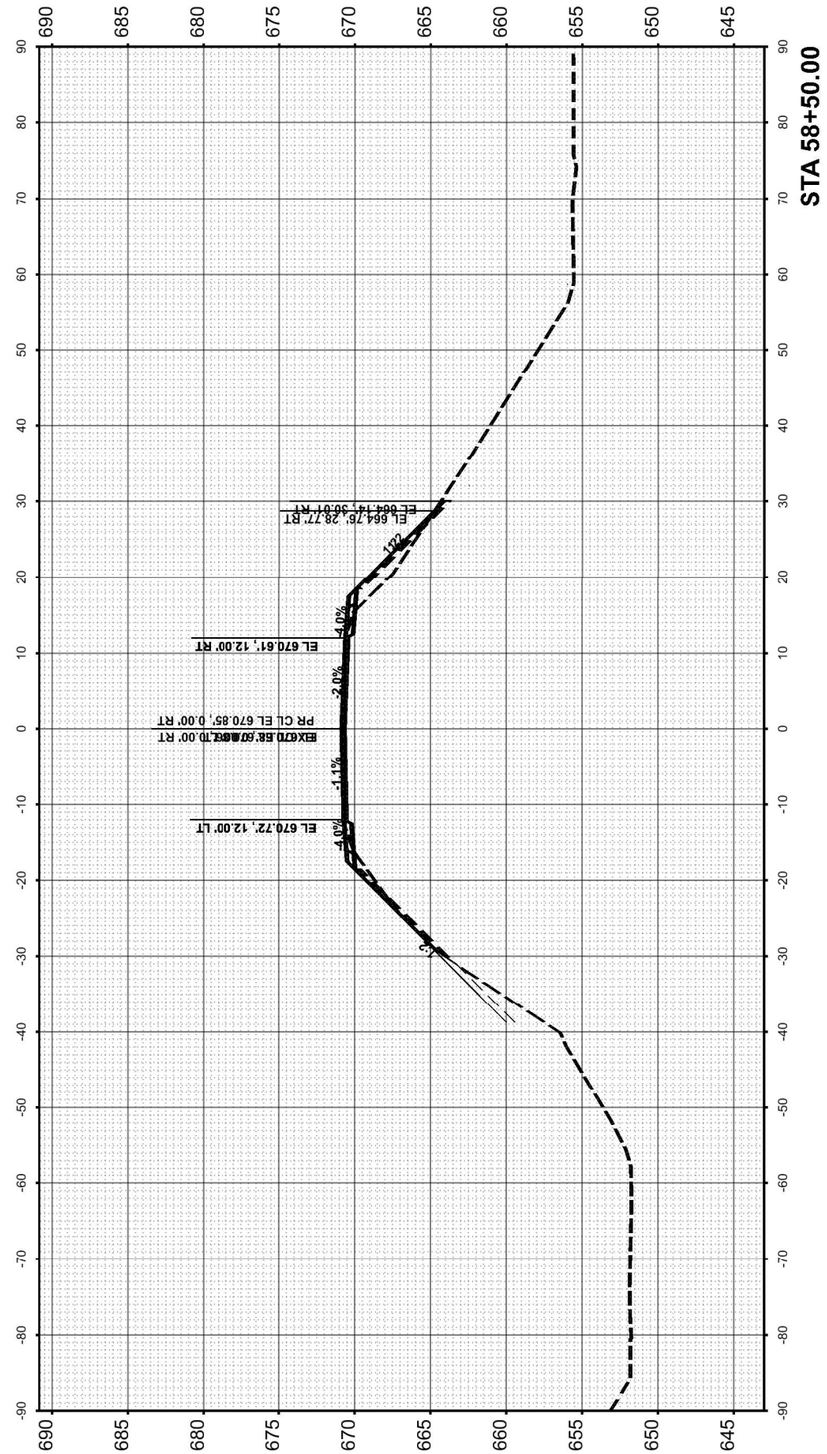
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

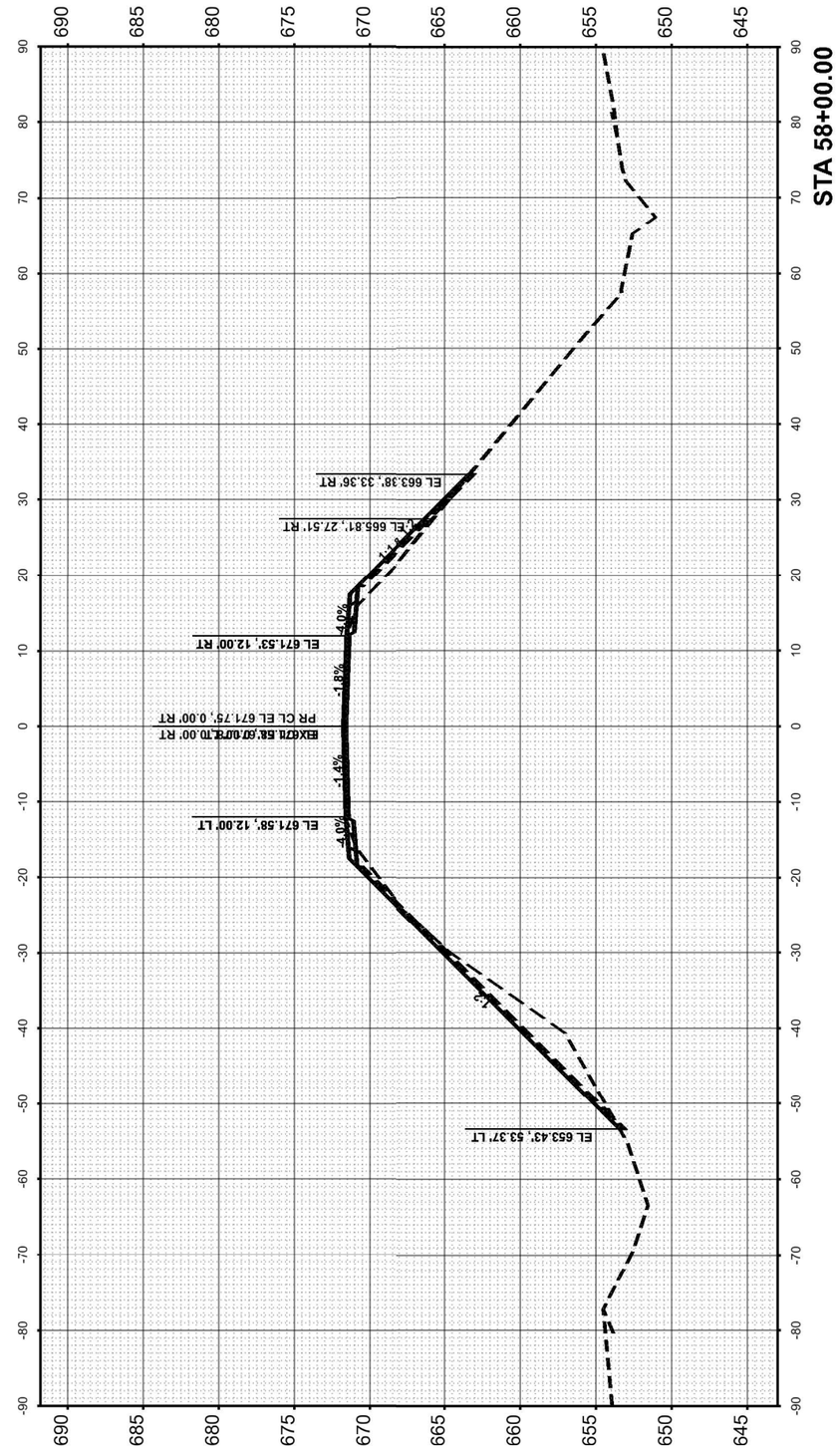
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET ___ OF 11 SHEETS | STA. 57+00.00 | TO STA. 57+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	83
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	





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

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

MODEL: PF_REV01 - 58+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

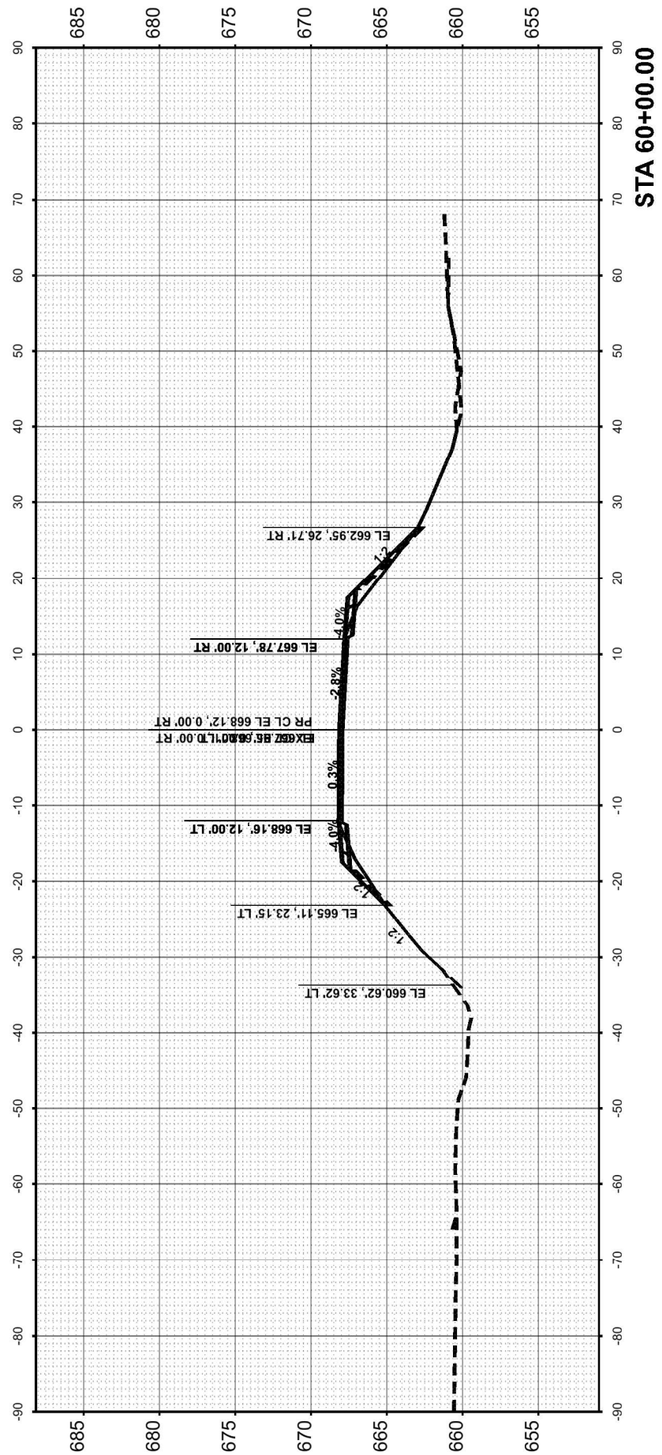
FRANCIS ROAD OVER I-80
CROSS SECTIONS

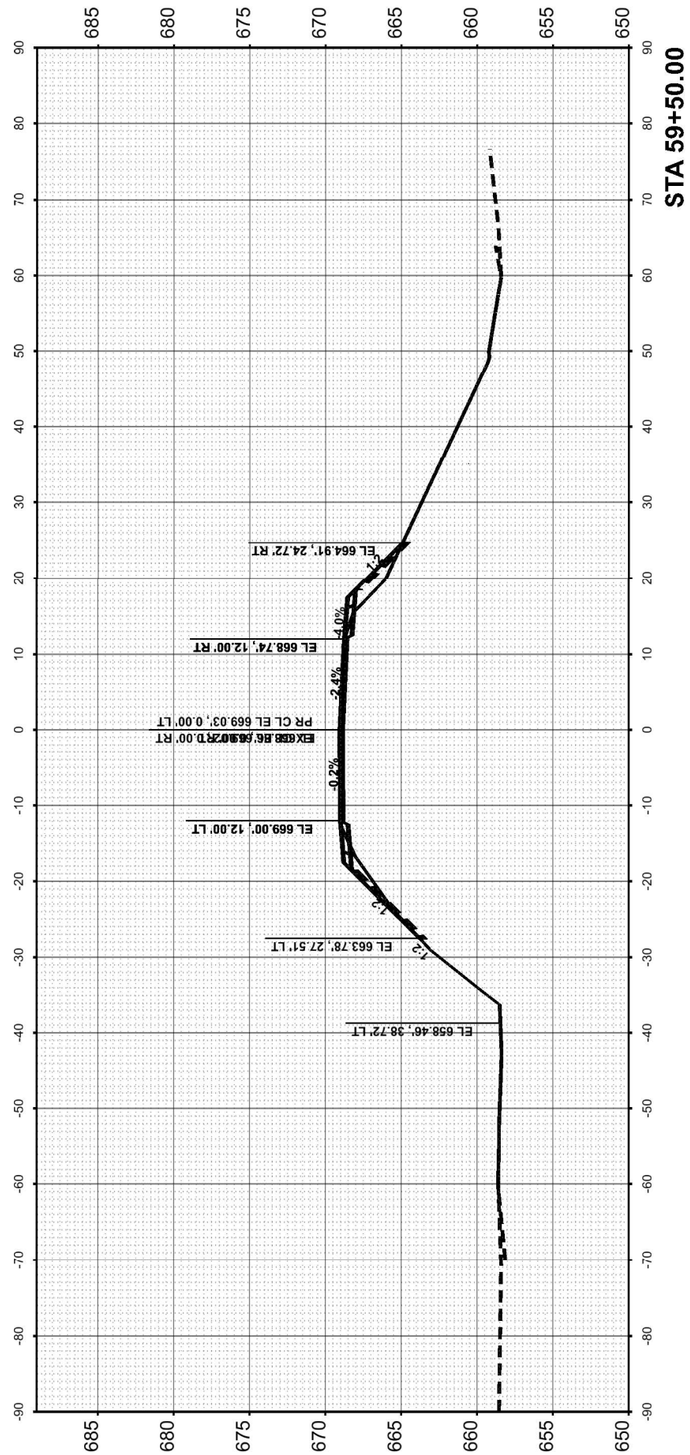
SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 58+00.00 | TO STA. 58+50.00

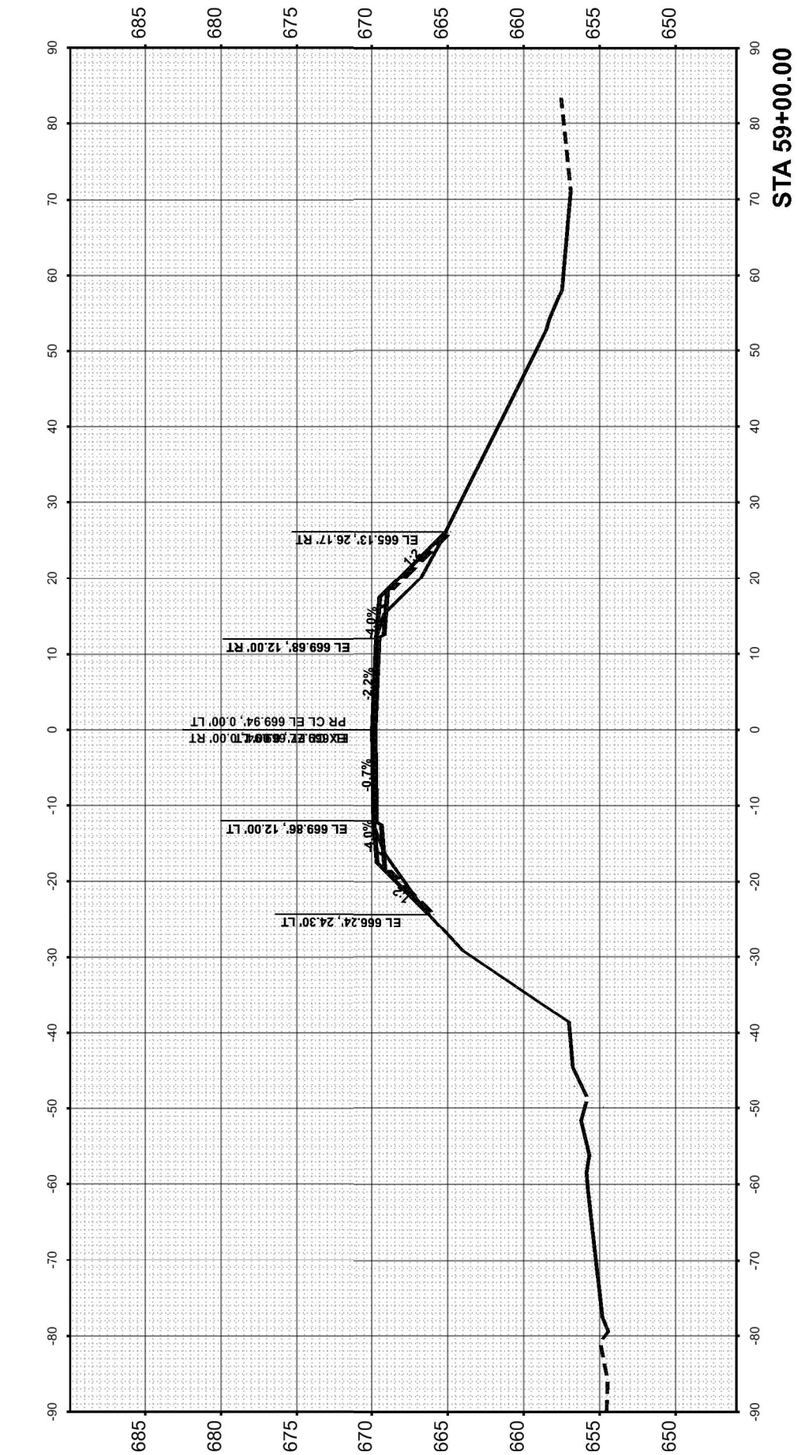
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	84

CONTRACT NO. 62U39

ILLINOIS | FED. AID PROJECT







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

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

MODEL: PF_REV01 - 59+00.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

ABNA DESIGN FIRM REG. 184.002117

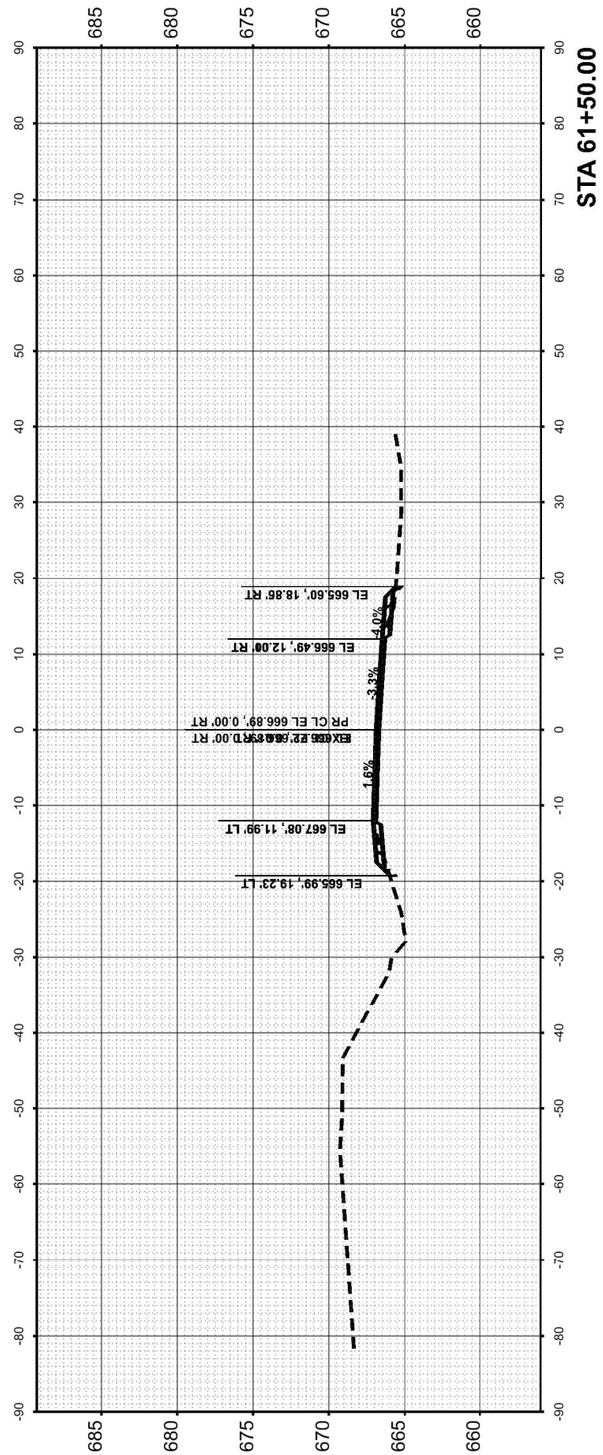
USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

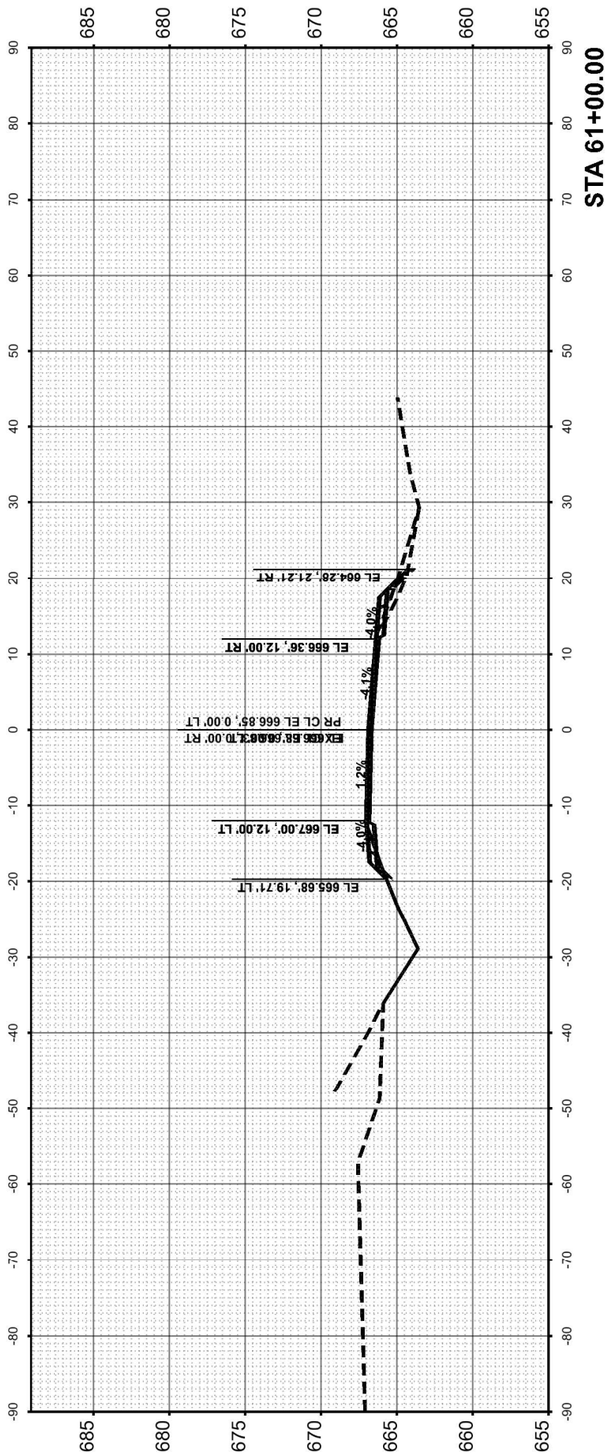
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

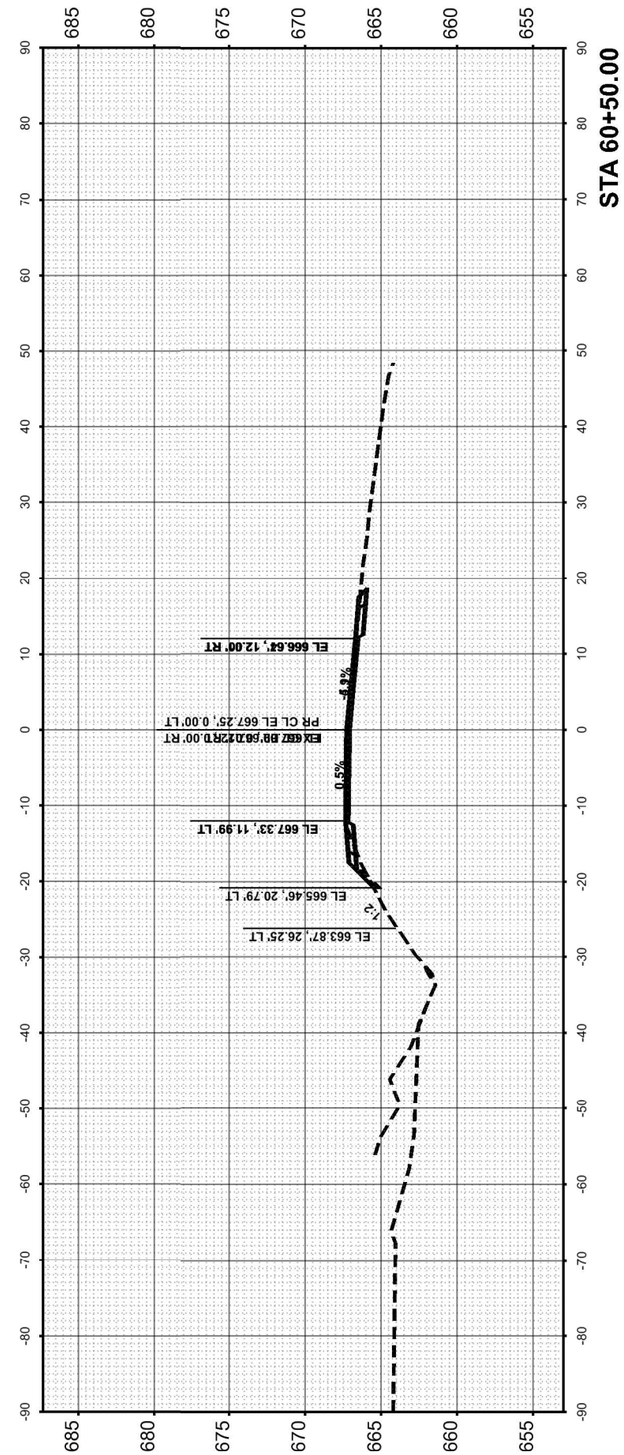
FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET ___ OF 11 SHEETS | STA. 59+00.00 | TO STA. 60+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	85
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	







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

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

MODEL: PF_REV01 - 60+50.00
FILE NAME: J:\2022\6041-13\D162U39\CADD Data\Sheets\XS\D162U39-xs.dgn

USER NAME = aasyed	DESIGNED - CT	REVISED -	
	DRAWN - ABD	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - TP	REVISED -	
PLOT DATE = 1/14/2025	DATE - 01/10/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANCIS ROAD OVER I-80
CROSS SECTIONS

SCALE: 1"=10' | SHEET __ OF 11 SHEETS | STA. 60+50.00 TO STA. 61+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 22 FRANCIS BR	WILL	86	86
		CONTRACT NO. 62U39		
		ILLINOIS	FED. AID PROJECT	