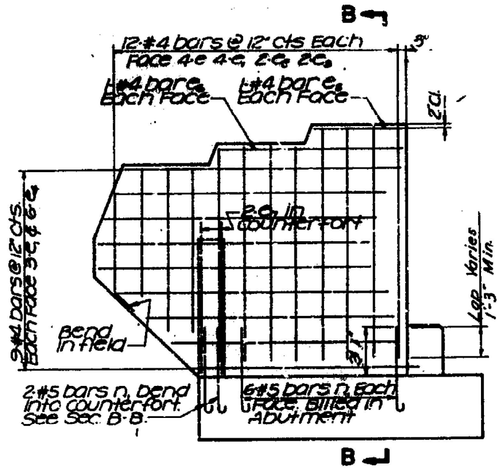
SHEET NO. 32

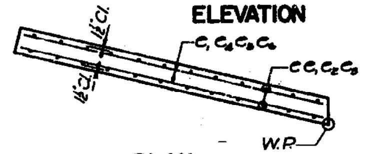
42 SHEETS

F.A.I.-80	99-38	WILL	71	51

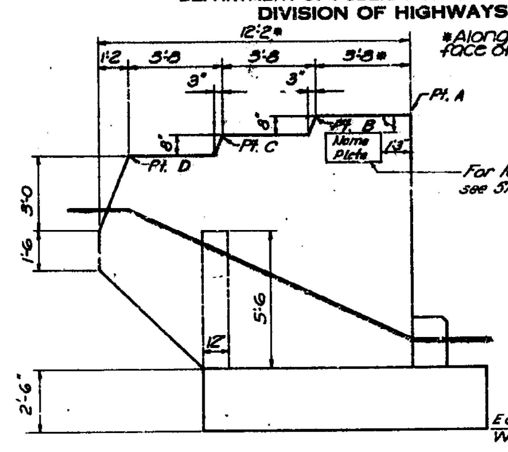
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



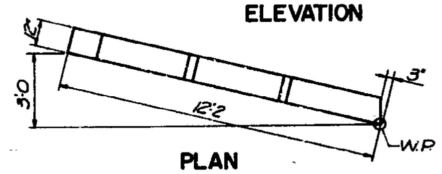
ELEVATION



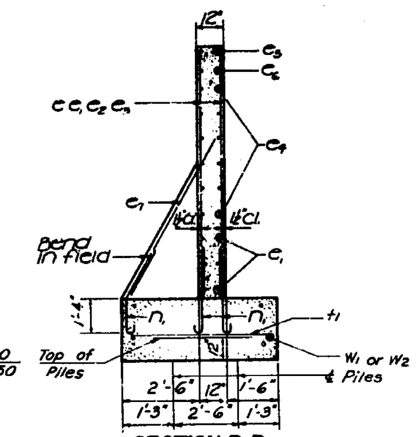
PLAN



ELEVATION



PLAN



SECTION B-B

ONE END POST
BILL OF MATERIAL *

Bar	No.	Size	Lgth	Shape
e	8	#4	9-3	—
e1	14	#4	8-6	—
e2	4	#4	6-6	—
e3	4	#4	5-0	—
e4	12	#4	10-6	—
e5	2	#4	3-6	—
e6	2	#4	7-0	—
e7	2	#5	7-0	—
Reinforcement Bars			lbs	270

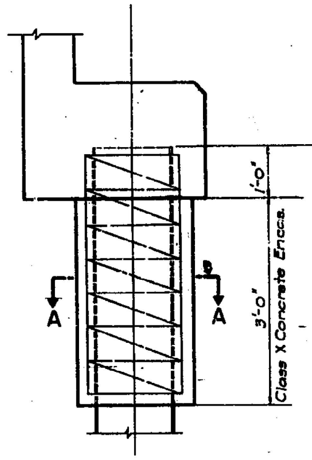
* Concrete, Reinforcement Bars and Piles are included in Bills of Material for Abutments, sh. 41

Pt.	North West Abut. South W.W.	North West Abut. North W.W.	South West Abut. South W.W.	South West Abut. North W.W.	North East Abut. South W.W.	North East Abut. North W.W.	South East Abut. South W.W.	South East Abut. North W.W.
A	581.95	582.39	581.04	581.64	562.49	562.09	563.06	562.63
B	581.84	582.28	580.93	581.53	562.38	561.98	562.95	562.52
C	581.08	581.53	580.17	580.77	561.62	561.22	562.19	561.76
D	580.32	580.77	579.41	580.01	560.87	560.46	561.43	561.00

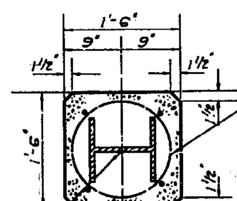
STATION 387+94.50
BUILT 196_ BY
STATE OF ILLINOIS
F.A.I. RT. 80 SEC. 99-38-D-E-F-P
F.A. PROJ. I-80-4
LOADING H20-S16 & ALT.

See Standard 2113

LETTERING FOR NAME PLATES



ENCASEMENT DETAIL
FOR STEEL H PILES



SECTION A-A

15" Dia. spiral #2 Wire, 6" pitch. 2 extra turns top and bottom. 4-#4 tie bars. The cost of Class "X" Concrete. Encasement and Reinforcement is incidental to the cost of furnishing piles.

Note: Driving and bearing ends of pile shall be cut square.

DESIGNED	JTL
CHECKED	HcM
DRAWN	SEF
CHECKED	HcM

ABUTMENT DETAILS
FAI-80 OVER DES PLAINES RIVER
STA. 387 + 94.50
F A I ROUTE 80 SECTION 99-38
PROJECT I-80-4(15) 133 WILL COUNTY
Scale: No Scale
Date: Jan. 25, 1961
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/03-WSP/CAD/62R23-R8-1/Sheets/Structural/Existing Plans/Sheets/0998309-62R24-Existing53.dgn

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2 ½" / in.	DRAWN -	REVISED -
PLOT DATE = 11/5/2025	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

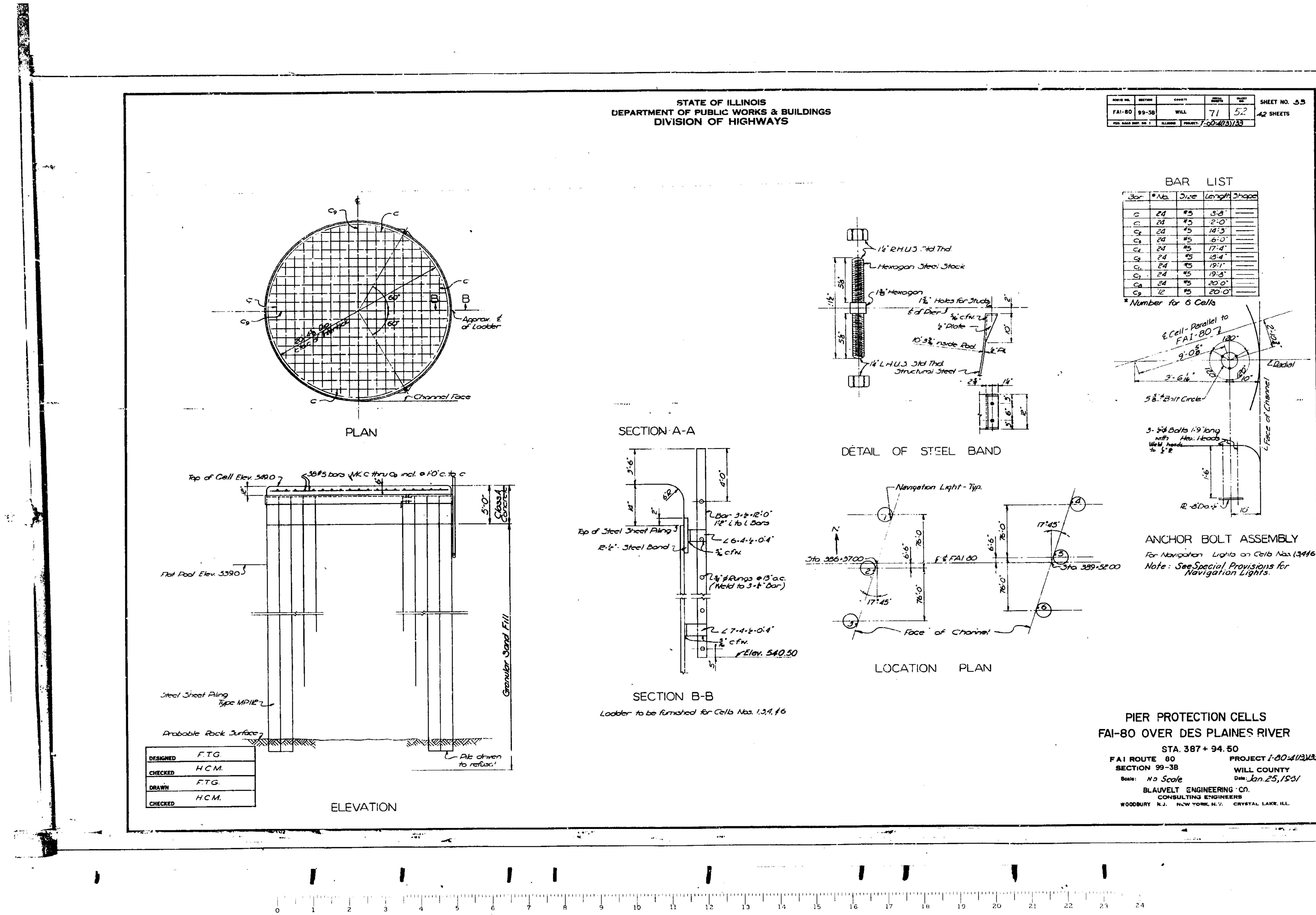
EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 53 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1001

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



BAR LIST

Bar	* No.	Size	Length	Shape
c	24	#5	3'-8"	——
c1	24	#5	2'-0"	——
c2	24	#5	14'-3"	——
c3	24	#5	6'-0"	——
c4	24	#5	17'-4"	——
c5	24	#5	18'-4"	——
c6	24	#5	19'-1"	——
c7	24	#5	19'-8"	——
c8	24	#5	20'-0"	——
c9	12	#5	20'-0"	——

* Number for 6 Cells

FOR INFORMATION ONLY

WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -	
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 54 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1002

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE CO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-38	WILL	71	53
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT I-80-4(13)133		

SHEET NO. 34
42 SHEETS

PIER NO 1N

MARK	SIZE	NO	LENGTH	TYPE
P	#4	6	23'-10"	
P_1	#10	6	30'-11"	
P_2	#10	8	35'-10"	
P_3	#7	3	20'-0"	
P_4	#10	4	53'-9"	
P_5	#5	6	7'-10"	
P_6	#6	2	23'-6"	
P_7	#6	4	21'-0"	
P_8	#9	8	13'-1	
V	#11	64	22'-6"	
S	#5	112	12'-6"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	76	12'-8"	
S_4	#5	39	28'-7"	
h	#5	44	29'-4	
h_1	#8	8	37'-8	
t	#6	28	5'-6"	
W	#9	32	9'-6"	
U	#6	6	8'-11"	
n	#11	64	16'-10	
n_1	#11	64	7'-2	

PIER NO 2N

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	31'-6"	
P_1	#11	5	44'-0"	
P_2	#11	8	13'-6"	
P_3	#8	4	10'-3	
P_4	#9	8	11'-0"	
P_5	#9	5	45'-4"	
P_6	#5	6	8'-4"	
P_7	#11	5	20'-5"	
V	#11	48	24'-10"	
S	#5	40	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	63	12'-8"	
S_4	#5	36	37'-5"	
h	#5	64	25'-2	
h_1	#8	8	49'-3"	
t	#6	21	5'-6"	
W	#8	24	9'-6"	
U	#6	6	8'-11"	
n	#11	48	21'-3	
n_1	#11	48	7'-2	

PIER NO 3N

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	28'-6"	
P_1	#11	5	38'-0"	
P_2	#11	8	13'-6"	
P_4	#8	8	11'-0"	
P_5	#9	5	39'-3"	
P_6	#5	6	8'-4"	
P_7	#11	5	20'-2"	
V	#10	48	19'-3	
V_1	#10	48	18'-5	
V_2	#10	96	6'-6	
S	#5	34	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	51	12'-8"	
S_4	#5	34	22'-8"	
S_5	#4	45	16'-8	
S_6	#4	34	14'-2	
h	#5	32	22'-7"	
h_1	#8	8	44'-2"	
h_2	#11	12	42'-5	
h_3	#4	4	21'-9	
t	#6	21	5'-6"	
W	#8	24	9'-6"	
U	#6	6	8'-11"	
n	#10	48	13'-1	

PIER NO 4N

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	25'-7"	
P_1	#11	4	50'-2"	
P_2	#11	6	14'-9"	
P_3	#10	4	34'-5"	
P_4	#5	6	7'-10"	
h	#11	12	37'-8	
h_1	#4	4	19'-4	
V	#10	36	19'-3	
V_1	#10	36	17'-10	
S_7	#4	18	14'-2	
S	#5	20	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	51	12'-8"	
S_5	#4	36	20'-8	
S_6	#4	45	16'-8	
t	#6	24	5'-6"	
W	#9	21	10'-6"	
U	#6	6	8'-11"	
n	#10	48	15'-8	
n_1	#10	72	6'-6	

PIER NO 1S

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	31'-1"	
P_1	#11	5	43'-2"	
P_2	#11	8	13'-6"	
P_3	#8	4	10'-3"	
P_4	#9	8	11'-0"	
P_5	#9	5	44'-6"	
P_6	#5	6	8'-4"	
P_7	#11	5	20'-5"	
V	#11	48	21'-6"	
S	#5	38	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	54	12'-8"	
S_4	#5	36	28'-6"	
h	#5	44	24'-9	
h_1	#8	8	48'-4	
t	#6	21	5'-6"	
W	#8	24	9'-6"	
U	#6	6	8'-11"	
n	#11	48	16'-10	
n_1	#11	48	7'-2	

PIER NO 2S

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	30'-8"	
P_1	#11	5	42'-4"	
P_2	#11	8	13'-6"	
P_3	#8	4	10'-3"	
P_4	#9	8	11'-0"	
P_5	#9	5	43'-9"	
P_6	#5	6	8'-4"	
P_7	#11	5	20'-5"	
V	#11	48	23'-10"	
S	#5	38	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	60	12'-8"	
S_4	#5	34	34'-5"	
h	#5	56	24'-4	
h_1	#8	8	47'-8	
t	#6	21	5'-6"	
W	#8	24	9'-6"	
U	#6	6	8'-11"	
n	#11	48	19'-9	
n_1	#11	48	7'-2	

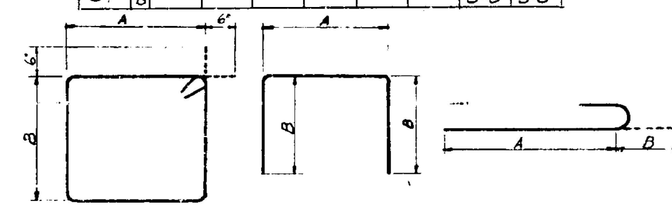
PIER NO 3S

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	30'-7"	
P_1	#11	5	42'-2"	
P_2	#11	8	13'-6"	
P_4	#8	8	11'-0"	
P_5	#9	5	43'-6"	
P_6	#5	6	8'-4"	
P_7	#11	5	20'-2"	
V	#10	48	19'-3	
V_1	#10	48	18'-3	
V_2	#10	96	6'-6	
S	#5	38	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	51	12'-8"	
S_4	#5	38	14'-0"	
S_5	#4	45	16'-8	
S_6	#4	38	14'-2	
h	#5	16	24'-9	
h_1	#8	8	48'-5	
h_2	#11	12	46'-9	
h_3	#4	4	23'-11	
t	#6	21	5'-6"	
W	#8	24	9'-6"	
U	#6	6	8'-11"	
n	#10	48	9'-1	

PIER NO 4S

MARK	SIZE	NO	LENGTH	TYPE
P	#4	4	26'-5"	
P_1	#11	4	51'-10"	
P_2	#11	6	14'-9"	
P_3	#10	4	36'-1"	
P_4	#5	6	7'-10"	
h	#11	12	39'-4	
h_1	#4	4	20'-2	
V	#10	36	19'-3	
V_1	#10	36	17'-10	
S_7	#4	20	14'-2	
S	#5	22	14'-2"	
S_1	#5	16	7'-8"	
S_2	#5	12	6'-11"	
S_3	#4	51	12'-8"	
S_5	#4	27	20'-8	
S_6	#4	45	16'-8	
t	#6	24	5'-6"	
W	#9	21	10'-6"	
U	#6	6	8'-11"	
n	#10	48	12'-8	
n_1	#10	72	6'-6	

Pier No.		1N	1S	2N	2S	3N	3S	4N	4S
S	A	2'-1"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
	B	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"
S_1	A	2'-11"	2'-11"	2'-11	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
	B	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"
S_2	A	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
	B	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
S_3	A	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
	B	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
S_4	A	3'-11"	3'-11	3'-11"	3'-11"	4'-11"	4'-11"		
	B	12'-4"	12'-3½"	16'-9"	15'-3"	8'-10½"	4'-10½"		
U	A	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
	B	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"
n	A	15'-3	15'-3	19'-8	18'-2	11'-8	7'-8	14'-3	11'-3
	B	1'-7"	1'-7"	1'-7"	1'-7"	1'-5"	1'-5"	1'-5"	1'-5"
S_5	A					3'-11	3'-11	4'-11	4'-11
	B					3'-11	3'-11	4'-11	4'-11
S_6	A					2'-11	2'-11	3'-11	3'-11
	B					3'-8	3'-8	3'-11	3'-11
S_7	A							2'-11	2'-11
	B							3'-8	3'-8



S, S_3, S_5, S_6, S_7 S_1, S_2, S_4, U. n.

Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 1S mk P_1.

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	P.vd M.
CHECKED	H.C.M.

BAR LISTS-PIERS 1-4
FAI-80 OVER DES PLAINES RIVER
STA. 387+94.50

F.A.I. ROUTE 80 PROJECT I-80-4(13)133
SECTION 99-38 WILL COUNTY
Scale: Date: Jan 25, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

F.A. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-38	WILL	71	54
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT I-80-4(13)133		

SHEET NO. 35
42 SHEETS

PIER NO. 5N

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-11"	
P_1	#11	6	46'-10"	
P_2	#10	10	17'-5"	
P_3	#11	9	28'-3"	
P_4	#5	6	9'-4"	
V	#11	32	20'-7"	
V_1	#11	32	21'-0"	
S	#5	46	16'-2"	
S_1	#5	40	8'-8"	
S_2	#5	32	7'-11"	
S_3	#4	36	16'-8"	
S_4	#5	25	23'-1	
S_5	#4	24	16'-2	
S_6	#4	36	20'-8	
t	#6	16	6'-3"	
w	#9	18	10'-6"	
h	#5	32	17'-7"	
h_1	#9	8	34'-1	
h_2	#11	16	33'-2	
h_3	#4	4	17'-1	
n	#11	32	13'-2	
n_1	#11	64	7'-2	

PIER NO. 5S

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	24'-6"	
P_1	#11	6	48'-0"	
P_2	#10	10	17'-5"	
P_3	#11	9	29'-4"	
P_4	#5	6	9'-4"	
V	#11	32	20'-7	
V_1	#11	32	20'-4	
S	#5	46	15'-10"	
S_1	#5	40	7'-6"	
S_2	#5	32	6'-9"	
S_3	#4	36	16'-8"	
S_4	#5	26	23'-9	
S_5	#4	17	16'-2	
S_6	#4	34	20'-8	
t	#6	16	6'-3"	
w	#9	18	10'-6"	
h	#5	32	18'-2	
h_1	#9	8	35'-3"	
h_2	#11	16	34'-3	
h_3	#4	4	17'-8	
n	#11	32	13'-6	
n_1	#11	64	7'-2	

PIER NO. 6N

MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	12	21'-3"	
* P_3	#10	8	53'-6"	
P_4	#5	12	24'-9"	
P_5	#5	4	19'-6"	
P_6	#5	4	12'-0"	
V_1	#11	80	51'-10"	
V_2	#11	24	27'-0"	
S_1	#5	116	11'-4"	
S_2	#5	336	9'-0"	
S_3	#5	992	3'-1"	
S_4	#5	352	4'-10"	
n	#11	104	8'-5	
W_1	#8	22	9'-6"	
t_1	#8	20	10'-6"	

PIER NO. 6S

MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	12	21'-3"	
* P_3	#10	8	53'-6"	
P_4	#5	12	24'-9"	
P_5	#5	4	19'-6"	
P_6	#5	4	12'-0"	
V_1	#11	80	50'-9	
V_2	#11	24	27'-0	
S_1	#5	116	11'-4"	
S_2	#5	328	9'-0"	
S_3	#5	960	3'-1"	
S_4	#5	352	4'-10"	
n	#11	104	8'-5"	
W_1	#8	22	9'-6"	
t_1	#8	20	10'-6"	

PIER NO. 7N

MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	8	15'-9"	
* P_3	#10	8	53'-6"	
P_5	#5	12	23'-6"	
P_6	#5	4	19'-6"	
P_7	#5	4	12'-0"	
V_1	#11	176	33'-9"	
V_2	#11	24	45'-0"	
W_1	#8	36	31'-6"	
t_1	#11	70	17'-6"	
n_1	#11	112	8'-10"	
n_2	#8	86	7'-9"	
h_1	#5	40	23'-6"	
h_2	#8	43	33'-0"	
S_4	#5	576	4'-2"	
S_1	#5	116	11'-4"	
S_2	#5	440	9'-8"	
S_3	#5	1184	2'-8"	

PIER NO. 7S

MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	8	15'-9"	
* P_3	#10	8	53'-6"	
P_5	#5	12	23'-6"	
P_6	#5	4	19'-6"	
P_7	#5	4	12'-0"	
V_1	#11	176	33'-2	
V_2	#11	24	45'-0"	
W_1	#8	36	31'-6"	
t_1	#11	70	17'-6"	
n_1	#11	112	8'-10"	
n_2	#8	86	7'-9"	
h_1	#5	44	23'-6"	
h_2	#8	43	31'-8"	
S_1	#5	116	11'-4"	
S_2	#5	432	9'-8	
S_3	#5	1152	2'-8	
S_4	#5	576	4'-2"	

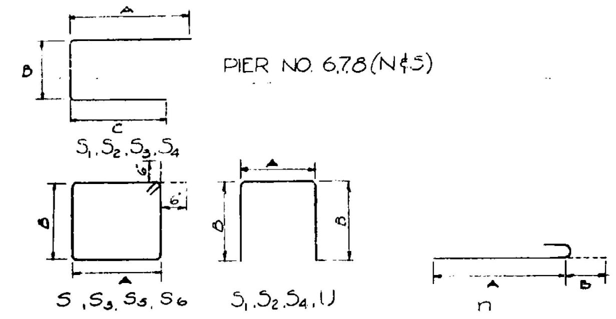
PIER NO. 8N

MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	8	15'-9"	
* P_3	#10	8	53'-6"	
P_5	#5	12	23'-6"	
P_6	#5	4	19'-6"	
P_7	#5	4	12'-0"	
V_1	#11	176	34'-9	
V_2	#11	24	45'-0	
W_1	#8	36	31'-6"	
t_1	#11	70	17'-6"	
n_1	#11	112	8'-10"	
n_2	#8	86	7'-9"	
h_1	#5	40	23'-6"	
h_2	#8	43	30'-8"	
S_4	#5	576	4'-2"	
S_1	#5	116	11'-4"	
S_2	#5	424	9'-8"	
S_3	#5	1120	2'-8"	

PIER NO. 8S

MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	8	15'-9"	
* P_3	#10	8	53'-6"	
P_5	#5	12	23'-6"	
P_6	#5	4	19'-6"	
P_7	#5	4	12'-0"	
V_1	#11	176	37'-0	
V_2	#11	24	45'-0	
W_1	#8	36	31'-6"	
t_1	#11	70	17'-6"	
n_1	#11	112	8'-10"	
n_2	#8	86	7'-9"	
h_1	#5	44	23'-6"	
h_2	#8	43	35'-0"	
S_1	#5	116	11'-4"	
S_2	#5	456	9'-8"	
S_3	#5	1248	2'-8"	
S_4	#5	576	4'-2"	

PIER NO.		5N	5S	6N	6S	7N	7S	8N	8S
S_1	A	2'-9"	2'-9"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"
	B	2'-4½"	2'-4½"	2'-10"	2'-10"	2'-10"	2'-10"	2'-10"	2'-10"
	C			4'-3"	4'-3"	4'-3"	4'-3"	4'-3"	4'-3"
S_2	A	2'-9"	2'-9"	4'-6"	4'-6"	4'-10	4'-10	4'-10	4'-10
	B	2'-0	2'-0"	4'-6"	4'-6"	4'-10	4'-10	4'-10	4'-10
	C			0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"
S_3	A	3'-11"	3'-11"	1'-2"	1'-2"	1'-0"	1'-0"	1'-0"	1'-0"
	B	3'-11"	3'-11"	0'-9"	0'-9"	0'-8"	0'-8"	0'-8"	0'-8"
	C			1'-2"	1'-2"	1'-0"	1'-0"	1'-0"	1'-0"
S_4	A	5'-11"	5'-11"	2'-4"	2'-4"	2'-0"	2'-0"	2'-0"	2'-0"
	B	8'-7"	8'-11"	0'-9"	0'-9"	0'-8"	0'-8"	0'-8"	0'-8"
	C			1'-9"	1'-9"	1'-6"	1'-6"	1'-6"	1'-6"
S	A	2'-9"	2'-9"						
	B	3'-8"	3'-8"						
U	A	3'-11"	3'-11"						
	B	3'-0"	3'-0"						
n	A	11'-7	11'-11	6'-10	6'-10				
	B	1'-7"	1'-7"	1'-7	1'-7				
S_5	A	3'-11	3'-11						
	B	3'-8	3'-8						
S_6	A	4'-11	4'-11						
	B	4'-11	4'-11						



PIER NO. 6,7,8 (N&S)

PIER NO. 5N & 5S

Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 15, mk P_1.

* Drape P_3 bars in field. (Piers 6, 7 and 8)

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	P.v.d.M.
CHECKED	H.C.M.

BAR LISTS - PIERS 5-8
FAI-80 OVER DES PLAINES RIVER
STA. 387 + 94.50

FAI ROUTE 80 PROJECT I-80-4(13)133
SECTION 99-38 WILL COUNTY
Scale: Date: Jan. 25, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3B	WILL	71	55
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT I-80-4(13)133		

SHEET No. 36
42 SHEETS

PIER NO. 9N				
MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	12	18'-3"	
* P_3	#10	8	53'-6"	
P_4	#5	12	24'-9"	
P_5	#5	4	19'-6"	
P_6	#5	4	12'-0"	
v_1	#11	88	43'-7"	
v_2	#11	120	32'-0"	
s_1	#5	116	11'-4"	
s_2	#5	464	9'-6"	
s_3	#5	1456	2'-8"	
s_4	#5	400	4'-2"	
n	#11	120	8'-5	
w_1	#8	28	10'-0"	
t_1	#8	22	13'-6"	

PIER NO. 10N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-11"	
P_1	#11	1	46'-10"	
P_2	#11	14	18'-4"	
P_3	#11	7	27'-11"	
P_4	#5	6	9'-6"	
P_5	#6	8	19'-2"	
P_6	#6	4	17'-0"	
h	#11	20	33'-0	
h_1	#4	4	17'-1	
v	#11	40	23'-10	
v_1	#11	40	22'-7	
v_2	#11	40	26'-0'	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_5	#4	40	21'-8	
S_6	#4	54	25'-8	
s	#5	16	16'-8"	
s_1	#5	16	8'-11"	
s_2	#5	16	8'-2"	
s_3	#4	40	17'-8"	
S_4	#4	16	18'-8	
u	#6	6	10'-2"	
n_1	#11	80	7'-2	
n	#11	40	7'-11"	

PIER NO. 11N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-2"	
P_3	#11	7	27'-8"	
P_4	#5	6	9'-6"	
P_5	#6	4	19'-2"	
P_6	#6	2	17'-0"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#11	40	23'-10	
v_1	#11	40	22'-7	
v_2	#11	40	21'-4	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_5	#4	40	21'-8	
S_6	#4	44	25'-8	
s	#5	16	16'-8"	
s_1	#5	16	8'-11"	
s_2	#5	16	8'-2"	
s_3	#4	40	17'-8"	
S_4	#4	16	18'-8	
u	#6	6	10'-2"	
n_1	#11	80	7'-2	
n	#11	40	7'-11"	

PIER NO. 12N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-2"	
P_3	#11	7	27'-8"	
P_4	#5	6	9'-6"	
P_5	#6	4	19'-2"	
P_6	#6	2	17'-0"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#11	40	23'-10	
v_1	#11	40	22'-7	
v_2	#11	40	20'-6	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_5	#4	40	21'-8	
S_6	#4	42	23'-8	
s	#5	16	16'-8"	
s_1	#5	16	8'-11"	
s_2	#5	16	8'-2"	
s_3	#4	40	17'-8"	
S_4	#4	16	18'-8	
u	#6	6	10'-2"	
n_1	#11	80	7'-2	
n	#11	40	7'-11"	

PIER NO. 9S				
MARK	SIZE	NO.	LENGTH	TYPE
P_1	#9	8	52'-0"	
P_2	#9	12	18'-3"	
* P_3	#10	8	53'-6"	
P_4	#5	12	24'-9"	
P_5	#5	4	19'-6"	
P_6	#5	4	12'-0"	
v_1	#11	88	37'-2"	
v_2	#11	120	32'-0"	
s_1	#5	116	11'-4"	
s_2	#5	424	9'-6"	
s_3	#5	1296	2'-8"	
s_4	#5	400	4'-2"	
n	#11	120	8'-5	
w_1	#8	28	10'-0"	
t_1	#8	22	13'-6"	

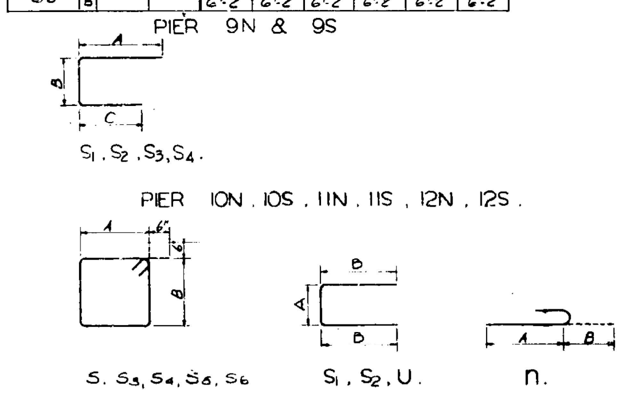
PIER NO. 10S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-11"	
P_1	#11	7	46'-10"	
P_2	#11	14	18'-4"	
P_3	#11	7	27'-11"	
P_4	#5	6	9'-6"	
P_5	#6	4	19'-2"	
P_6	#6	4	17'-0"	
h	#11	20	33'-0	
h_1	#4	4	17'-1	
v	#11	40	23'-10	
v_1	#11	40	22'-7	
v_2	#11	40	24'-4	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_6	#4	50	25'-8	
s	#5	16	16'-8"	
s_1	#5	16	8'-11"	
s_2	#5	16	8'-2"	
s_3	#4	40	17'-8"	
S_4	#4	16	18'-8	
S_5	#4	40	21'-8	
u	#6	6	10'-2"	
n_1	#11	80	7'-2	
n	#11	40	7'-11"	

PIER NO. 11S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-2"	
P_3	#11	7	27'-8"	
P_4	#5	6	9'-6"	
P_5	#6	4	21'-6"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#11	40	23'-10	
v_1	#11	40	22'-7	
v_2	#11	40	22'-4	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_6	#4	46	25'-8	
s	#5	16	16'-8"	
s_1	#5	16	8'-11"	
s_2	#5	16	8'-2"	
s_3	#4	40	17'-8"	
S_4	#4	16	18'-8	
S_5	#4	40	21'-8	
u	#6	6	10'-2"	
n_1	#11	80	7'-2	
n	#11	40	7'-11"	

PIER NO. 12S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-2"	
P_3	#11	7	27'-8"	
P_4	#5	6	9'-6"	
P_5	#6	4	21'-6"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#11	40	23'-10	
v_1	#11	40	22'-7	
v_2	#11	40	21'-0	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_6	#4	44	25'-8	
s	#5	16	16'-8"	
s_1	#5	16	8'-11"	
s_2	#5	16	8'-2"	
s_3	#4	40	17'-8"	
S_4	#4	16	18'-8	
S_5	#4	40	21'-8	
u	#6	6	10'-2"	
n_1	#11	80	7'-2	
n	#11	40	7'-11"	

* Drape P_3 bars in field (Piers 9)

Pier No		9N	9S	10N	10S	11N	11S	12N	12S
S_1	A	4'-3"	4'-3"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"
	B	2'-10"	2'-10"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"
	C	4'-3"	4'-3"						
S_2	A	4'-9"	4'-9"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"
	B	4'-9"	4'-9"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
	C	0'-0"	0'-0"						
S_3	A	1'-0"	1'-0"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"
	B	0'-8"	0'-8"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"
	C	1'-0"	1'-0"						
S_4	A	2'-0"	2'-0"	4'-8	4'-8	4'-8	4'-8	4'-8	4'-8
	B	0'-8"	0'-8"	4'-2	4'-2	4'-2	4'-2	4'-2	4'-2
	C	1'-6"	1'-6"						
S	A			4'-2"	4'-2"	4'-2"	4'-2"	4'-2"	4'-2"
	B			3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"
U	A			4'-2"	4'-2"	4'-2	4'-2"	4'-2"	4'-2"
	B			3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"
n	A	6'-10	6'-10	6'-4"	6'-4	6'-4"	6'-4"	6'-4"	6'-4"
	B	1'-7	1'-7	1'-7"	1'-7	1'-7	1'-7"	1'-7"	1'-7"
S_5	A			5'-2	5'-2	5'-2	5'-2	5'-2	5'-2
	B			5'-2	5'-2	5'-2	5'-2	5'-2	5'-2
S_6	A			6'-2	6'-2	6'-2	6'-2	6'-2	6'-2
	B			6'-2	6'-2	6'-2	6'-2	6'-2	6'-2



Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 1S mk P_1.

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	R.v.d.M.
CHECKED	H.C.M.

BAR LISTS-PIERS 9-12
FAI-80 OVER DES PLAINES RIVER

STA. 387 + 94.50

FAI ROUTE 80 — PROJECT I-80-4(13)133
SECTION 99-3B — WILL COUNTY
Scale: — Date: Jan 25, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY

WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	1005
	PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -					CONTRACT NO. 62R23		
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -		SHEET 57 OF 87 SHEETS			ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-38	WILL	71	56
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT- I-80-4(13)133		

SHEET NO. 37
42 SHEETS

PIER NO. 13N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-1"	
P_3	#11	7	27'-11"	
P_4	#5	6	9'-4"	
P_5	#6	4	19'-2"	
P_6	#6	2	17'-0"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#10	40	23'-10	
v_1	#10	40	22'-3	
v_2	#10	40	19'-6	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_6	#4	40	24'-8	
s	#5	16	16'-2"	
s_1	#5	16	8'-8"	
s_2	#5	16	7'-11"	
s_3	#4	40	16'-8"	
S_4	#4	16	18'-2	
S_5	#4	40	20'-8	
u	#6	6	9'-11"	
n_1	#10	80	6'-6	
n	#10	40	7'-5"	

PIER NO. 14N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-1"	
P_3	#11	7	27'-11"	
P_4	#5	6	9'-4"	
P_5	#6	4	19'-2"	
P_6	#6	2	17'-0"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#10	40	23'-10	
v_1	#10	40	22'-3	
v_2	#10	40	19'-5	
t	#6	20	6'-6'	
w	#10	18	13'-6"	
S_6	#4	40	24'-8	
s	#5	16	16'-2"	
s_1	#5	16	8'-8"	
s_2	#5	16	7'-11"	
s_3	#4	40	16'-8"	
S_4	#4	16	18'-2	
S_5	#4	40	20'-8	
u	#6	6	9'-11"	
n_1	#10	80	6'-6	
n	#10	40	7'-5"	

PIER NO. 15N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	24'-4"	
P_1	#11	5	47'-8"	
P_2	#10	8	17'-11"	
P_3	#10	5	29'-0"	
P_4	#9	4	29'-0"	
P_5	#5	6	9'-4"	
P_6	#6	2	16'-9"	
P_7	#6	4	19'-8"	
v	#10	32	23'-3	
v_1	#10	32	23'-10	
v_2	#10	64	6'-6	
t	#6	20	6'-6"	
w	#10	20	13'-6"	
h_3	#4	4	17'-2	
h	#5	24	17'-9	
h_1	#8	10	34'-5	
h_2	#11	14	33'-5	
S_7	#5	23	19'-9	
s	#5	29	15'-2"	
s_1	#5	20	8'-2"	
s_2	#5	20	7'-5"	
s_3	#4	40	14'-8"	
s_4	#4	26	22'-8	
S_5	#4	16	15'-2	
S_6	#4	40	18'-8	
u	#6	6	9'-5"	
n_1	#11	32	19'-4	
n	#11	32	7'-9	

PIER NO. 16N				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	24'-0"	
P_1	#11	5	47'-1"	
P_2	#10	8	17'-11"	
P_3	#10	5	28'-6"	
P_4	#9	4	28'-6"	
P_5	#5	6	9'-4"	
P_6	#6	2	16'-9"	
P_7	#6	8	19'-8"	
v	#10	32	23'-3	
v_1	#10	32	23'-10	
v_2	#10	64	6'-6	
t	#6	20	6'-6"	
w	#10	20	13'-6"	
h_3	#4	4	16'-11	
h	#5	16	17'-5"	
h_1	#8	10	33'-8	
h_2	#11	14	32'-8	
S_7	#5	22	15'-3	
s	#5	29	15'-2"	
s_1	#5	20	8'-2"	
s_2	#5	20	7'-5"	
s_3	#4	40	14'-8"	
s_4	#4	22	22'-8	
S_5	#4	16	15'-2	
S_6	#4	40	18'-8	
u	#6	6	9'-5"	
n_1	#11	32	15'-6	
n	#11	32	7'-9"	

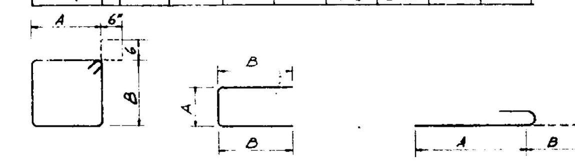
PIER NO. 13S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-1"	
P_3	#11	7	27'-11"	
P_4	#5	6	9'-4"	
P_5	#6	4	21'-6"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#10	40	23'-10	
v_1	#10	40	22'-3	
v_2	#10	40	20'-6	
t	#6	20	6'-6"	
w	#10	18	13'-6"	
S_6	#4	42	24'-8	
s	#5	16	16'-2"	
s_1	#5	16	8'-8"	
s_2	#5	16	7'-11"	
s_3	#4	40	16'-8"	
S_4	#4	16	18'-2	
S_5	#4	40	20'-8	
u	#6	6	9'-11"	
n_1	#10	80	6'-6	
n	#10	40	7'-5"	

PIER NO. 14S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P_1	#11	7	46'-7"	
P_2	#11	14	18'-1"	
P_3	#11	7	27'-11"	
P_4	#5	6	9'-4"	
P_5	#6	8	21'-6"	
h	#11	20	32'-10	
h_1	#4	4	16'-11	
v	#10	40	23'-10	
v_1	#10	40	22'-3	
v_2	#10	40	19'-10	
t	#6	20	6'-6'	
w	#10	18	13'-6"	
S_6	#4	40	24'-8	
s	#5	16	16'-2"	
s_1	#5	16	8'-8"	
s_2	#5	16	7'-11"	
s_3	#4	40	16'-6"	
S_4	#4	16	18'-2	
S_5	#4	40	20'-8	
u	#6	6	9'-11"	
n_1	#10	80	6'-6	
n	#10	40	7'-5"	

PIER NO. 15S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	24'-4"	
P_1	#11	5	47'-8"	
P_2	#10	8	17'-11"	
P_3	#10	5	29'-0"	
P_4	#9	4	29'-0"	
P_5	#5	6	9'-4"	
P_6	#6	4	16'-9"	
P_7	#6	4	19'-8"	
v	#10	32	23'-3	
v_1	#10	32	23'-10	
v_2	#10	64	6'-6	
t	#6	20	6'-6"	
w	#10	20	13'-6"	
h_3	#4	4	17'-2	
h	#5	20	17'-9	
h_1	#8	10	34'-5	
h_2	#11	14	33'-5	
S_7	#5	23	17'-1	
s	#5	29	15'-2"	
s_1	#5	20	8'-2"	
s_2	#5	20	7'-5"	
s_3	#4	40	14'-8"	
s_4	#4	22	22'-8	
S_5	#4	16	15'-2	
S_6	#4	40	18'-8	
u	#6	6	9'-5"	
n_1	#11	32	16'-3	
n	#11	32	7'-9	

PIER NO. 16S				
MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	24'-0"	
P_1	#11	5	47'-1"	
P_2	#10	8	17'-11"	
P_3	#10	5	28'-6"	
P_4	#9	4	28'-6"	
P_5	#5	6	9'-4"	
P_6	#6	2	16'-9"	
P_7	#6	8	19'-8"	
v	#10	32	23'-3	
v_1	#10	32	23'-10	
v_2	#10	64	6'-6	
t	#6	20	6'-6"	
w	#10	20	13'-6"	
h_3	#4	4	16'-11	
h	#5	12	17'-5"	
h_1	#8	10	33'-8	
h_2	#11	14	32'-8	
S_7	#5	22	12'-11	
s	#5	29	15'-2"	
s_1	#5	20	8'-2"	
s_2	#5	20	7'-5"	
s_3	#4	40	14'-8"	
s_4	#4	18	10'-11	
S_5	#4	16	16'-2	
S_6	#4	40	18'-8	
u	#6	6	9'-5"	
n_1	#11	32	12'-6	
n	#11	32	7'-9	

PIER NO.		13N	13S	14N	14S	15N	15S	16N	16S
S	A	3'-11"	3'-11"	3'-11"	3'-11"	3'-5"	3'-5"	3'-5"	3'-5"
	B	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"
S_1	A	3'-11"	3'-11"	3'-11"	3'-11"	3'-5"	3'-5"	3'-5"	3'-5"
	B	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½	2'-4½"	2'-4½"
S_2	A	3'-11"	3'-11"	3'-11"	3'-11"	3'-5"	3'-5"	3'-5"	3'-5"
	B	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
S_3	A	3'-11"	3'-11"	3'-11"	3'-11"	3'-5"	3'-5"	3'-5"	3'-5"
	B	3'-11"	3'-11"	3'-11"	3'-11"	3'-5"	3'-5"	3'-5"	3'-5"
S_4	A	3'-11	3'-11	3'-11	3'-11	5'-5"	5'-5"	5'-5"	5'-5"
	B	4'-8	4'-8	4'-8	4'-8	5'-5	5'-5	5'-5	5'-5
U	A	3'-11"	3'-11"	3'-11"	3'-11"	3'-5"	3'-5"	3'-5"	3'-5"
	B	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"
n	A	6'-0"	6'-0"	6'-0"	6'-0"	6'-4	6'-4	6'-4	6'-4
	B	1'-5"	1'-5"	1'-5"	1'-5"	1'-5"	1'-5"	1'-5"	1'-5"
S_5	A	4'-11	4'-11	4'-11	4'-11	3'-8	3'-8	3'-8	3'-8
	B	4'-11	4'-11	4'-11	4'-11	3'-5	3'-5	3'-5	3'-5
S_6	A	5'-11	5'-11	5'-11	5'-11	4'-6	4'-5	4'-5	4'-5
	B	5'-11	5'-11	5'-11	5'-11	4'-5	4'-5	4'-5	4'-5
S_7	A					5'-5	3'-5	3'-5	5'-5
	B					7'-2	5'-10	4'-11	3'-9



S, S_3, S_4, S_5, S_6 S_1, S_2, S_7, U n

Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 15 mk P_1.

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	P.vd.M.
CHECKED	H.C.M.

BAR LISTS–PIERS 13-16
FAI-80 OVER DES PLAINES RIVER
STA. 387 + 94.50

FAI ROUTE 80 PROJECT I-80-4(13)133
SECTION 99-38 WILL COUNTY
Scale: Date: Jan 25, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

FOR INFORMATION ONLY

WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	1006
	PLOT SCALE = 0:2 '/" / in.	DRAWN -	REVISED -			CONTRACT NO. 62R23				
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -		SHEET 58 OF 87 SHEETS			ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3B	WILL	71	57
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT: I-80-4(13)133		

SHEET NO. 38
42 SHEETS

PIER NO. 17N

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P1	#10	10	46'-6"	
P2	#11	12	13'-1"	
P3	#10	10	27'-11"	
P4	#5	6	9'-4"	
P5	#6	4	18'-8"	
V2	#11	80	7'-2	
V	#11	40	22'-7	
V1	#11	40	23'-10	
t	#6	18	5'-9"	
w	#9	22	11'-6"	
h2	#11	14	32'-2	
h3	#4	4	16'-7	
s	#5	24	15'-2"	
s1	#5	16	8'-2"	
s2	#5	16	7'-5"	
s3	#4	40	14'-8"	
S5	#4	42	18'-8	
S6	#4	24	22'-8	
S7	#4	16	15'-2	
u	#6	6	9'-5"	
n1	#11	40	10'-11	
n	#11	40	7'-11"	

PIER NO. 18N

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P1	#10	10	46'-6"	
P2	#11	12	13'-1"	
P3	#10	10	27'-11"	
P4	#5	6	9'-4"	
P5	#6	4	18'-8"	
h2	#11	14	32'-2	
h3	#4	4	16'-7	
V	#11	40	22'-7	
V1	#11	40	23'-10	
V2	#11	80	7'-2	
t	#6	18	5'-9"	
w	#9	22	11'-6"	
S7	#4	16	15'-2	
s	#5	24	15'-2"	
s1	#5	16	8'-2"	
s2	#5	16	7'-5"	
s3	#4	40	14'-8"	
S5	#4	42	18'-8	
S6	#4	18	22'-8	
u	#6	6	9'-5"	
n1	#11	40	8'-3	
n	#11	40	7'-11"	

PIER NO. 19N

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	26'-1"	
P1	#11	4	51'-3"	
P2	#11	6	14'-9"	
P3	#10	4	35'-4"	
P4	#5	6	7'-10"	
P5	#6	4	24'-4"	
V1	#10	36	23'-10	
V	#10	36	22'-3	
h	#11	12	38'-9	
h1	#4	4	19'-11	
t	#6	24	5'-6"	
w	#9	21	10'-6"	
S7	#4	20	14'-2	
s	#5	22	14'-2"	
s1	#5	16	7'-8"	
s2	#5	12	8'-11"	
s3	#4	60	12'-8"	
S5	#4	21	20'-8	
S6	#4	63	16'-8	
u	#6	6	8'-11"	
n1	#10	72	6'-6	
n	#10	48	10'-8	

PIER NO. 20N

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	28'-0"	
P1	#11	4	55'-1"	
P2	#10	6	13'-7"	
P3	#10	4	39'-5"	
P4	#5	6	7'-10"	
P5	#6	4	22'-2"	
V	#10	36	22'-3	
V1	#10	72	6'-6	
t	#6	24	5'-6"	
w	#8	30	10'-6"	
h	#5	16	22'-8	
h1	#8	8	44'-1	
h2	#10	14	43'-1	
h3	#4	4	22'-1	
s	#5	24	13'-8"	
s1	#5	16	7'-5"	
s2	#5	12	6'-8"	
s3	#4	40	11'-8"	
s4	#5	34	16'-2"	
S5	#4	60	15'-8	
S6	#4	24	13'-8	
u	#6	6	8'-8"	
n1	#10	36	23'-3	
n	#10	36	10'-1	

PIER NO. 17S

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P1	#10	10	46'-5"	
P2	#11	12	13'-1"	
P3	#10	10	27'-10"	
P4	#5	6	9'-4"	
P5	#6	10	18'-6"	
h2	#11	14	32'-2	
h3	#4	4	16'-7	
V	#11	40	22'-7	
V1	#11	40	23'-7	
V2	#11	80	7'-2	
t	#6	18	5'-9"	
w	#9	22	11'-6"	
s	#5	24	15'-2"	
s1	#5	16	8'-2"	
s2	#5	16	7'-5"	
s3	#4	40	14'-8"	
S5	#4	42	18'-8	
S6	#4	22	22'-8	
S7	#4	16	15'-2	
u	#6	6	9'-5	
n1	#11	40	10'-1	
n	#11	40	7'-11"	

PIER NO. 18S

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P1	#10	10	46'-5"	
P2	#11	12	13'-1"	
P3	#10	10	27'-10"	
P4	#5	6	9'-4"	
P5	#6	4	18'-8"	
h2	#11	14	32'-2	
h3	#4	4	16'-7	
V	#11	40	22'-7	
V1	#11	40	23'-10	
V2	#11	80	7'-2	
t	#6	18	5'-9"	
w	#9	22	11'-6"	
S7	#4	16	15'-2	
s	#5	24	15'-2"	
s1	#5	16	8'-2"	
s2	#5	16	7'-5"	
s3	#4	40	14'-8"	
S5	#4	42	18'-8	
S6	#4	18	22'-8	
u	#6	6	9'-5"	
n1	#11	40	7'-11	
n	#11	40	7'-11"	

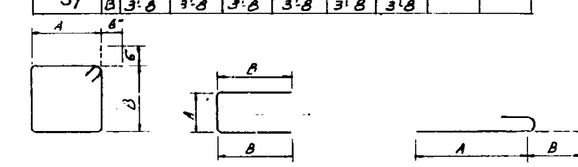
PIER NO. 19S

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-9"	
P1	#10	10	46'-5"	
P2	#11	12	13'-1"	
P3	#10	10	27'-10"	
P4	#5	6	9'-4"	
P5	#6	4	18'-8"	
h2	#11	14	32'-2	
h3	#4	4	16'-7	
V	#11	40	22'-7	
V1	#11	40	23'-10	
V2	#11	80	7'-2	
t	#6	18	5'-9	
w	#9	22	11'-6"	
S7	#4	16	15'-2	
s	#5	24	15'-2"	
s1	#5	16	8'-2"	
s2	#5	16	7'-5"	
s3	#4	40	14'-8"	
S5	#4	42	18'-8	
S6	#4	16	22'-8	
u	#6	6	9'-5"	
n1	#11	40	6'-10	
n	#11	40	7'-11"	

PIER NO. 20S

MARK	SIZE	NO.	LENGTH	TYPE
P	#4	4	23'-10"	
P1	#11	4	46'-5"	
P2	#11	12	17'-1"	
P3	#10	10	27'-10"	
P4	#5	6	9'-4"	
P5	#6	4	18'-2"	
V	#11	24	22'-7	
V1	#11	24	22'-8	
V2	#11	48	7'-2	
t	#6	16	5'-6"	
w	#9	16	10'-6"	
h	#5	16	17'-1	
h1	#9	8	32'-11"	
h2	#10	16	31'-9	
h3	#4	4	16'-8	
s	#5	46	12'-8"	
s1	#5	32	6'-11"	
s2	#5	32	6'-2"	
s3	#4	40	13'-8	
s4	#5	25	16'-2	
S5	#4	38	17'-8	
S6	#4	22	14'-8	
u	#6	6	9'-2"	
n	#11	24	10'-1	

PIER NO		17N	17S	13N	18S	19N	19S	20N	20S
S	A	3'-5"	3'-5"	3'-5"	3'-5"	2'-11"	3'-5"	2'-8"	2'-2"
	B	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"
S1	A	3'-5"	3'-5"	3'-5"	3'-5"	2'-11"	3'-5"	2'-8"	2'-2"
	B	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"
S2	A	3'-5"	3'-5"	3'-5"	3'-5"	2'-11"	3'-5"	2'-8"	2'-2"
	B	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
S3	A	3'-5"	3'-5"	3'-5"	3'-5"	2'-11"	3'-5"	2'-8"	3'-2"
	B	3'-5"	3'-5"	3'-5"	3'-5"	2'-11"	3'-5"	2'-8"	3'-2"
S4	A							4'-8"	5'-2"
	B							5'-9"	5'-6"
U	A	3'-5"	3'-5"	3'-5"	3'-5"	2'-11"	3'-5"	2'-8"	3'-2"
	B	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"
n	A	6'-4"	6'-4"	6'-4"	6'-4"	9'-3	6'-4"	8'-8	8'-6
	B	1'-7"	1'-7"	1'-7"	1'-7"	1'-5"	1'-7"	1'-5"	1'-7"
S5	A	4'-5	4'-5	4'-5	4'-5	4'-11	4'-5	3'-8	4'-2
	B	4'-5	4'-5	4'-5	4'-5	4'-11	4'-5	3'-8	4'-2
S6	A	3'-5	5'-5	5'-5	5'-5	3'-11	5'-5	2'-8	3'-2
	B	5'-5	5'-5	5'-5	5'-5	3'-11	5'-5	3'-8	3'-8
S7	A	3'-5	3'-5	3'-5	3'-5	2'-11	3'-5		
	B	3'-8	3'-8	3'-8	3'-8	3'-8	3'-8		



S, S3, S5, S6, S7 S1, S2, S4, U n

Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 15, mk A.

BAR LISTS-PIERS 17-20
FAI-80 OVER DES PLAINES RIVER
STA. 387 + 94.50

FAI ROUTE 80
SECTION 99-3B
Scale:

PROJECT I-80-4(13)133
WILL COUNTY
Date: Jan. 25. 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	RvdM.
CHECKED	H.C.M.

FOR INFORMATION ONLY

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB
SHEET 59 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1007
		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

FAI-80	99-38	WILL	71	58
			PROJECT	I-80-4(15)133

SHEET NO. 39
42 SHEETS

PIER NO. 21N

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	29'-4"	
p1	#11	4	57'-8"	
p2	#10	6	13'-7"	
p3	#10	4	42'-0"	
p4	#5	6	7'-10"	
p5	#6	4	22'-2"	
v	#10	36	22'-3	
v1	#10	72	6'-6	
t	#6	24	5'-6"	
w	#8	30	10'-6"	
h3	#4	4	23'-3	
h	#5	16	23'-10	
h1	#8	8	46'-6	
h2	#10	14	43'-6	
S6	#4	26	13'-8	
s	#5	26	13'-8"	
s1	#5	16	7'-5"	
s2	#5	12	6'-8"	
s3	#4	40	11'-8"	
s4	#5	36	15'-0"	
S5	#4	54	13'-8	
u	#6	6	8'-8"	
n1	#10	36	21'-1	
n	#10	36	9'-6	

PIER NO. 22N

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	30'-0"	
p1	#10	4	40'-5"	
p2	#10	4	20'-6"	
p3	#10	8	14'-10"	
p4	#10	4	13'-0"	
p5	#11	6	42'-4"	
p6	#5	6	8'-4"	
p7	#6	4	27'-2"	
v	#10	36	22'-3	
v1	#10	36	23'-8	
v2	#10	36	6'-6	
t	#6	21	5'-6"	
w	#8	24	9'-6"	
s	#5	60	11'-8"	
s1	#5	32	6'-5"	
s2	#5	24	5'-8"	
s3	#4	60	11'-8"	
S5	#4	63	15'-8	
S6	#4	24	13'-8	
u	#6	6	8'-8"	
h	#10	14	46'-0	
h1	#4	4	23'-6	
n	#10	36	7'-5"	

PIER NO. 23N

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	30'-7"	
p1	#10	4	41'-7"	
p2	#10	4	20'-6"	
p3	#10	8	14'-10"	
p4	#10	4	13'-0"	
p5	#11	6	43'-7"	
p6	#5	6	8'-4"	
p7	#6	4	26'-2"	
p8	#6	4	23'-8"	
v	#10	36	22'-3	
v1	#10	36	20'-9"	
v2	#10	36	6'-6	
t	#6	21	5'-6"	
w	#8	24	9'-6"	
h	#10	14	47'-2	
h1	#4	4	24'-1	
s	#5	64	11'-8"	
s1	#5	32	6'-5"	
s2	#5	24	5'-8"	
s3	#4	60	11'-8"	
S5	#4	54	15'-8	
S6	#4	26	13'-8	
u	#6	6	8'-8"	
n	#10	36	7'-5"	

PIER NO. 24N

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	31'-1"	
p1	#10	4	42'-8"	
p2	#10	4	20'-6"	
p3	#10	8	14'-10"	
p4	#10	4	13'-0"	
p5	#11	6	44'-7"	
p6	#5	6	8'-4"	
p7	#6	4	26'-2"	
p8	#6	2	25'-0"	
v	#10	36	22'-3	
v1	#10	36	18'-11	
v2	#10	36	6'-6	
t	#6	21	5'-6"	
w	#8	24	9'-6"	
h	#10	14	48'-3	
h1	#4	4	24'-7	
s	#5	64	11'-8"	
s1	#5	32	6'-5"	
s2	#5	24	5'-8"	
s3	#4	60	11'-8"	
S5	#4	48	15'-8	
S6	#4	26	13'-8	
u	#6	6	8'-8"	
n	#10	36	7'-5"	

PIER NO. 21S

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	23'-10"	
p1	#11	4	46'-5"	
p2	#11	12	17'-1"	
p3	#10	10	27'-10"	
p4	#5	6	9'-4"	
p5	#6	4	18'-2"	
v	#11	24	22'-7	
v1	#11	24	20'-7	
v2	#11	48	7'-2	
t	#6	16	5'-6"	
w	#9	16	10'-6"	
s	#5	46	12'-8"	
s1	#5	32	6'-11"	
s2	#5	32	6'-2"	
s3	#4	40	13'-8"	
s4	#5	25	15'-1"	
S5	#4	36	17'-8	
S6	#4	22	14'-8	
h	#5	16	17'-1"	
h1	#9	8	32'-11"	
h2	#10	16	31'-9	
h3	#4	4	16'-5	
u	#6	6	9'-2"	
n	#11	24	9'-5	

PIER NO. 22S

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	23'-8"	
p1	#10	5	46'-5"	
p2	#10	18	19'-4"	
p3	#11	9	27'-10"	
p4	#5	6	9'-4"	
p5	#6	4	19'-2"	
p6	#6	4	18'-2"	
v	#11	24	23'-7	
v1	#11	24	22'-5	
v2	#11	24	7'-2	
t	#6	14	5'-6"	
w	#9	14	9'-6"	
h	#10	16	31'-10	
h1	#4	4	16'-6	
s	#5	24	14'-8"	
s1	#5	16	7'-11"	
s2	#5	16	7'-2"	
s3	#4	40	13'-8"	
S5	#4	38	17'-8	
S6	#4	16	14'-8	
u	#6	6	9'-2"	
n	#11	24	7'-11"	

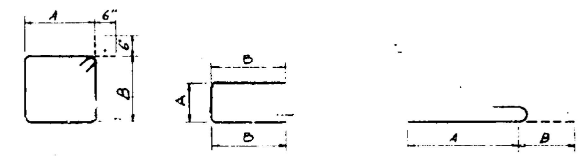
PIER NO. 23S

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	23'-10"	
p1	#10	5	46'-8"	
p2	#10	18	19'-4"	
p3	#11	9	28'-1"	
p4	#5	6	9'-4"	
p5	#6	2	16'-0"	
p6	#6	8	19'-2"	
v	#11	24	23'-7	
v1	#11	24	18'-2	
v2	#11	24	7'-2	
t	#6	14	5'-6"	
w	#9	14	9'-6"	
h	#10	16	32'-2	
h1	#4	4	16'-6	
s	#5	24	14'-8"	
s1	#5	16	7'-11"	
s2	#5	16	7'-2"	
s3	#4	40	13'-8"	
S5	#4	30	17'-8	
S6	#4	16	14'-8	
u	#6	6	9'-2"	
n	#11	24	7'-11"	

PIER NO. 24S

MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	23'-8"	
p1	#11	6	46'-4"	
p2	#11	8	17'-7"	
p3	#11	9	27'-8"	
p4	#5	6	9'-6"	
p5	#6	4	18'-8"	
p6	#6	2	16'-0"	
v	#10	24	23'-3	
v1	#10	24	13'-5	
v2	#10	24	6'-6	
s	#5	48	11'-8"	
s1	#5	32	6'-5"	
s2	#5	40	5'-8"	
s3	#4	40	11'-8"	
S5	#4	20	15'-8	
S6	#4	17	13'-8	
u	#6	6	8'-8"	
h	#10	14	31'-4	
h1	#4	4	16'-2	
n	#10	24	7'-5"	
t	#6	14	5'-6"	
w	#9	16	9'-6"	

Pier No.		21 N	21 S	22N	22S	23N	23S	24N	24S
S	A	2'-8"	2'-2"	1'-8"	3'-2"	1'-8"	3'-2"	1'-8"	1'-8"
	B	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"	3'-8"
S1	A	2'-8"	2'-2"	1'-8"	3'-2"	1'-8"	3'-2"	1'-8"	1'-8"
	B	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"	2'-4½"
S2	A	2'-8"	2'-2"	1'-8"	3'-2"	1'-8"	3'-2"	1'-8"	1'-8"
	B	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
S3	A	2'-8"	3'-2"	2'-8"	3'-2"	2'-8"	3'-2"	2'-8"	2'-8"
	B	2'-8"	3'-2"	2'-8"	3'-2"	2'-8"	3'-2"	2'-8"	2'-8"
S4	A	4'-8"	5'-2"						
	B	5'-2"	4'-11½"						
U	A	2'-8	2'-2	2'-8"	3'-2"	2'-8"	3'-2"	2'-8"	2'-8"
	B	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"
n	A	8'-1	7'-10	6'-0"	6'-4"	6'-0"	6'-4"	6'-0"	6'-0"
	B	1'-5"	1'-7"	1'-5"	1'-7"	1'-5"	1'-7"	1'-5"	1'-5"
S5	A	3'-8	4'-2	3'-8	4'-2	3'-8	4'-2	3'-8	3'-8
	B	3'-8	4'-2	3'-8	4'-2	3'-8	4'-2	3'-8	3'-8
S6	A	2'-8	3'-2	2'-8	3'-2	2'-8	3'-2	2'-8	2'-8
	B	3'-8	3'-8	3'-8	3'-8	3'-8	3'-6	3'-8	3'-8



S, S3, S5, S6. S1, S2, S4, U n

Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 15, mk p1.

BAR LISTS-PIERS 21-24
FAI-80 OVER DES PLAINES RIVER
STA. 387 + 94.50

FAI ROUTE 80 PROJECT I-80-4(13)133
SECTION 99-38 WILL COUNTY
Scale: Date: Jan 25, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	P.vd M.
CHECKED	H.C.M.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

FOR INFORMATION ONLY

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/03-WSP/CAD/62R23-RB-1/Sheets/Structural/Existing Plans/Sheets/099830-62R24-Existing60.dgn

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -
PLOT DATE = 11/5/2025	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB
SHEET 60 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1008
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-3B	WILL	71	59
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT I-80-4(13)133		

SHEET NO. 40
42 SHEETS

PIER NO. 25N				
MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	31'-11"	
p1	#9	6	43'-5"	
p2	#9	6	21'-0"	
p3	#10	8	14'-6"	
p4	#10	4	11'-6"	
p5	#11	6	45'-0"	
p6	#5	6	8'-9"	
p7	#6	4	23'-2"	
p8	#6	2	29'-0"	
v	#10	36	22'-3	
v1	#10	36	6'-6	
t	#6	21	5'-6"	
w	#8	27	9'-6"	
h	#5	28	25'-0	
h1	#8	8	48'-8	
s	#5	60	11'-8"	
s1	#5	16	7'-5"	
s2	#5	16	6'-8"	
s3	#4	60	11'-8"	
s4	#5	38	20'-2"	
s5	#6	27	13'-8	
u	#6	6	8'-8"	
n1	#10	36	16'-9	
n	#10	36	7'-5	

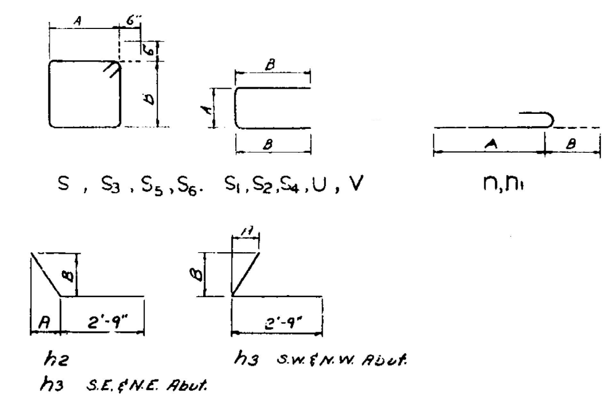
PIER NO. 25S				
MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	23'-11"	
p1	#11	6	46'-10"	
p2	#11	8	16'-5"	
p3	#10	5	28'-3"	
p4	#10	4	28'-3"	
p5	#5	6	9'-4"	
p6	#6	2	29'-0"	
p7	#6	4	19'-5"	
v	#11	32	22'-7	
v1	#11	32	7'-2	
t	#6	14	5'-6"	
w	#8	18	9'-6"	
h	#5	12	16'-7"	
h1	#8	8	32'-1"	
s	#5	48	12'-0"	
s1	#5	32	6'-7"	
s2	#5	40	5'-10"	
s3	#4	40	12'-8"	
s4	#5	29	12'-3"	
s5	#4	12	16'-8	
u	#6	6	8'-11"	
n1	#11	32	10'-1	
n	#11	32	7'-11	

PIER NO. 26N				
MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	32'-5"	
p1	#10	4	45'-4"	
p2	#10	4	20'-6"	
p3	#10	8	14'-10"	
p4	#10	4	13'-0"	
p5	#11	6	47'-3"	
p6	#5	6	8'-4"	
p7	#6	4	23'-11"	
p8	#6	4	17'-2"	
v2	#10	36	6'-6	
v	#10	36	22'-3	
v1	#10	36	14'-9	
t	#6	21	5'-6"	
w	#8	24	9'-6"	
h	#10	14	50'-10	
h1	#4	4	26'-0	
s	#5	68	11'-8"	
s1	#5	32	6'-5"	
s2	#5	24	5'-8"	
s3	#4	60	11'-8"	
s5	#4	36	15'-8	
s6	#4	28	13'-8	
u	#6	6	8'-8"	
n	#10	36	7'-5"	

PIER NO. 26S				
MARK	SIZE	NO.	LENGTH	TYPE
p	#4	4	24'-2"	
p1	#11	6	47'-5"	
p2	#11	8	17'-7"	
p3	#11	9	28'-9"	
p4	#5	6	9'-6"	
p5	#6	4	18'-8"	
h	#10	14	32'-5	
h1	#4	4	16'-8	
v	#10	24	22'-3	
v2	#10	24	6'-6	
t	#6	14	5'-6"	
w	#9	16	9'-6"	
s	#5	46	11'-8"	
s1	#5	32	6'-5"	
s2	#5	40	5'-8"	
s3	#4	40	11'-8"	
s5	#4	8	15'-8	
s6	#4	17	13'-8	
u	#6	6	8'-8"	
n	#10	24	11'-4	

Pier No		25N	25S	26N	26S
S	A	1'-8"	1'-10"	1'-8"	1'-8"
	B	3'-8"	3'-8"	3'-8"	3'-8"
S1	A	2'-8"	1'-10"	1'-8"	1'-8"
	B	2'-4½"	2'-4½"	2'-4½"	2'-4½"
S2	A	2'-8"	1'-10"	1'-8"	1'-8"
	B	2'-0"	2'-0"	2'-0"	2'-0"
S3	A	2'-8"	2'-11"	2'-8"	2'-8"
	B	2'-8"	2'-11"	2'-8"	2'-8"
S4	A	3'-8"	3'-11"		
	B	8'-3"	4'-2"		
U	A	2'-8"	2'-11"	2'-8"	2'-8"
	B	3'-0"	3'-0"	3'-0"	3'-0"
n	A	6'-0	6'-4	6'-0"	9'-11
	B	1'-5"	1'-7"	1'-5"	1'-5"
S5	A	3'-8	3'-11	3'-8	3'-8
	B	3'-8	3'-11	3'-8	3'-8
S6	A			2'-8	2'-8
	B			3'-8	3'-8

Abut.		S.E.	N.E.	S.W.	N.W.
S1	A	2'-6"	2'-6"	2'-6"	2'-6"
	B	2'-6"	2'-0"	2'-0"	3'-0"
S2	A	2'-6"	2'-6"	2'-6"	2'-6"
	B	2'-3"	1'-9"	1'-9"	2'-9"
U	A	2'-6"	2'-6"	2'-6"	2'-6"
	B	1'-6"	1'-6"	1'-6"	1'-6"
V	A	1'-3"	1'-3"	1'-3"	1'-3"
	B	0'-9"	0'-9"	0'-9"	0'-9"
n	A	3'-2"	3'-2"	3'-2"	3'-2"
	B	0'-7"	0'-7"	0'-7"	0'-7"
n1	A	4'-5"	4'-5"	4'-5"	4'-5"
	B	0'-7"	0'-7"	0'-7"	0'-7"
h2	A	0'-9¼"	0'-9½"	1'-1¼"	1'-1¼"
	B	1'-10"	1'-10"	1'-8"	1'-8"
h3	A	0'-3"	0'-2½"	0'-2"	0
	B	2'-0"	2'-0"	2'-0"	2'-0"



S.E. ABUTMENT				
MARK	SIZE	NO	LENGTH	TYPE
w	#5	12	24'-0"	
w1	#5	6	10'-6"	
w2	#5	6	11'-3"	
t	#5	47	5'-0"	
t1	#5	25	4'-6"	
n	#5	100	3'-9"	
n1	#5	28	5'-0"	
p	#7	10	26'-0"	
s1	#4	26	7'-6"	
s2	#4	26	7'-0"	
u	#5	6	5'-6"	
v	#4	45	2'-9"	
v1	#4	100	7'-0"	
h	#4	20	26'-0"	
h2	#5	12	4'-9"	
h3	#5	12	4'-9"	

N.E. ABUTMENT				
MARK	SIZE	NO	LENGTH	TYPE
w	#5	18	21'-6"	
w1	#5	6	10'-6"	
w2	#5	6	11'-6"	
t	#5	63	5'-0"	
t1	#5	23	4'-6"	
n	#5	132	3'-9"	
n1	#5	28	5'-0"	
p	#7	15	23'-0"	
s1	#4	33	6'-6"	
s2	#4	33	6'-0"	
u	#5	6	5'-6"	
v	#4	61	2'-9"	
v1	#4	132	6'-6"	
h	#4	30	23'-0"	
h2	#5	12	4'-9"	
h3	#5	12	4'-9"	

S.W. ABUTMENT				
MARK	SIZE	NO	LENGTH	TYPE
w	#5	18	21'-6"	
w1	#5	6	10'-6"	
w2	#5	6	11'-3"	
t	#5	63	5'-0"	
t1	#5	19	4'-6"	
n	#5	128	3'-9"	
n1	#5	28	5'-0"	
p	#7	15	21'-0"	
s1	#4	32	6'-6"	
s2	#4	32	6'-0"	
u	#5	6	5'-6"	
v	#4	58	2'-9"	
v1	#4	126	6'-6"	
h	#4	30	22'-0"	
h2	#5	12	4'-9"	
h3	#5	12	4'-9"	

N.W. ABUTMENT				
MARK	SIZE	NO	LENGTH	TYPE
w	#5	18	26'-9"	
w1	#5	6	10'-6"	
w2	#5	6	11'-6"	
t	#5	79	5'-0"	
t1	#5	18	4'-6"	
n	#5	156	3'-9"	
n1	#5	28	5'-0"	
p	#7	15	27'-0"	
s1	#4	39	8'-6"	
s2	#4	39	8'-0"	
u	#5	6	5'-6"	
v	#4	73	2'-9"	
v1	#4	156	7'-6"	
h	#4	30	27'-0"	
h2	#5	12	4'-9"	
h3	#5	12	4'-9"	
Class X Concrete			C.Y.	95.3

Note:
Fabricator shall identify bars by location and bar mark, i.e. Pier 15 mk p1.

DESIGNED	F.T.G.
CHECKED	J.T.L.
DRAWN	P.v.d.M.
CHECKED	H.C.M.

BAR LISTS-PIERS 25-26
& ABUTMENTS
FAI-80 OVER DES PLAINES RIVER
STA. 387 + 94.50

FAI ROUTE 80 PROJECT I-80-4(13)133
SECTION 99-3B WILL COUNTY
Scale: Date: Jan. 26, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

FOR INFORMATION ONLY

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -
PLOT DATE = 11/5/2025	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1009
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-80	99-38	WILL	71	60

PROJECT I-80-4(13)133

SHEET NO. 41
42 SHEETS

ITEM	UNIT	N.W. ABUT.	PIER 1N	PIER 2N	PIER 3N	PIER 4N	PIER 5N	PIER 6N	PIER 7N	PIER 8N	PIER 9N	PIER 10N	PIER 11N	PIER 12N
Class A Excav. for Structures	CU.YD.	—	190	145	135	93	67	115	—	—	201	122	72	78
Rock Excav. for Structures	CU.YD.	—	9	7	7	7	6	8	44	42	12	7	7	7
Cofferdams	EA.	—	—	—	—	—	—	—	1	1	—	—	—	—
Cofferdam Excavation	CU.YD.	—	—	—	—	—	—	—	367	300	—	—	—	—
Class A Concrete	CU.YD.	—	—	—	—	—	—	247.1	652.3	634.1	352.7	—	—	—
Class X Concrete	CU.YD.	95.3	208.4	210.6	199.5	150.7	199.3	—	—	—	—	242.0	226.8	224.0
Reinforcement Bars	LB.	5,316	26,992	23,519	24,394	18,832	23,882	45,297	76,223	74,681	63,885	32,342	30,963	30,752
Steel Piles 10BP42	L.F.	660	—	—	—	—	—	—	—	—	—	—	—	—
Test Piles 10BP42	EA.	1	—	—	—	—	—	—	—	—	—	—	—	—

ITEM	PIER 13N	PIER 14N	PIER 15N	PIER 16N	PIER 17N	PIER 18N	PIER 19N	PIER 20N	PIER 21N	PIER 22N	PIER 23N	PIER 24N	PIER 25N	PIER 26N	N.E. ABUT.
Class A Excav. for Structures	82	106	156	111	53	55	88	140	134	103	110	118	183	135	—
Rock Excav. for Structures	7	7	7	7	6	6	7	7	7	7	7	7		7	—
Cofferdams	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cofferdam Excavation	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Class A Concrete	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Class X Concrete	205.8	205.3	210.7	187.9	144.7	138.3	153.4	171.4	171.0	126.6	124.4	121.6	147.9	115.5	76.7
Reinforcement Bars	26,468	26,454	24,114	23,116	26,802	26,144	19,568	20,454	20,324	18,826	18,613	18,318	17,474	17,923	4,466
Steel Piles 10BP42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	740
Test Piles 10BP42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

ITEM	UNIT	S.W. ABUT.	PIER 1S	PIER 2S	PIER 3S	PIER 4S	PIER 5S	PIER 6S	PIER 7S	PIER 8S	PIER 9S	PIER 10S	PIER 11S	PIER 12S
Class A Excav. for Structures	CU.YD.	—	142	127	90	53	77	103	—	—	74	78	84	90
Rock Excav. for Structures	CU.YD.	—	7	7	7	7	6	8	44	139	11	7	9	7
Cofferdams	EA.	—	—	—	—	—	—	—	1	1	—	—	—	—
Cofferdam Excavation	CU.YD.	—	—	—	—	—	—	—	335	322	—	—	—	—
Class A Concrete	CU.YD.	—	—	—	—	—	—	242.4	641.0	677.1	321.0	—	—	—
Class X Concrete	CU.YD.	73.5	169.9	192.7	172.6	143.2	204.4	—	—	—	—	236.1	228.5	224.1
Reinforcement Bars	LB.	4,308	20,501	22,276	23,649	18,311	23,800	44,659	75,453	78,059	60,044	31,805	31,173	30,856
Steel Piles 10BP42	L.F.	570	—	—	—	—	—	—	—	—	—	—	—	—
Test Piles 10BP42	EA.	—	—	—	—	—	—	—	—	—	—	—	—	—

ITEM	PIER 13S	PIER 14S	PIER 15S	PIER 16S	PIER 17S	PIER 18S	PIER 19S	PIER 20S	PIER 21S	PIER 22S	PIER 23S	PIER 24S	PIER 25S	PIER 26S	S.E. ABUT.
Class A Excav. for Structures	103	114	115	86	53	60	81	111	107	67	77	67	75	48	—
Rock Excav. for Structures	7	7	9	7	6	6	6	5	5	4	4	4	4	4	—
Cofferdams	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cofferdam Excavation	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Class A Concrete	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Class X Concrete	207.1	205.9	195.7	176.1	143.6	137.4	134.6	144.2	137.0	103.3	98.7	76.3	84.0	69.1	64.5
Reinforcement Bars	26,636	26,617	23,439	22,278	25,753	26,067	25,806	19,079	18,677	16,437	15,896	13,406	15,181	12,279	3,719
Steel Piles 10BP42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	420
Test Piles 10BP42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1

Note: For Seal Coat Concrete under pier 8N see sheet 35.

DESIGNED
CHECKED
DRAWN F.C.
CHECKED R.S.

BILL OF MATERIAL
FAI-80 OVER DES PLAINES RIVER

STA. 387+94.50

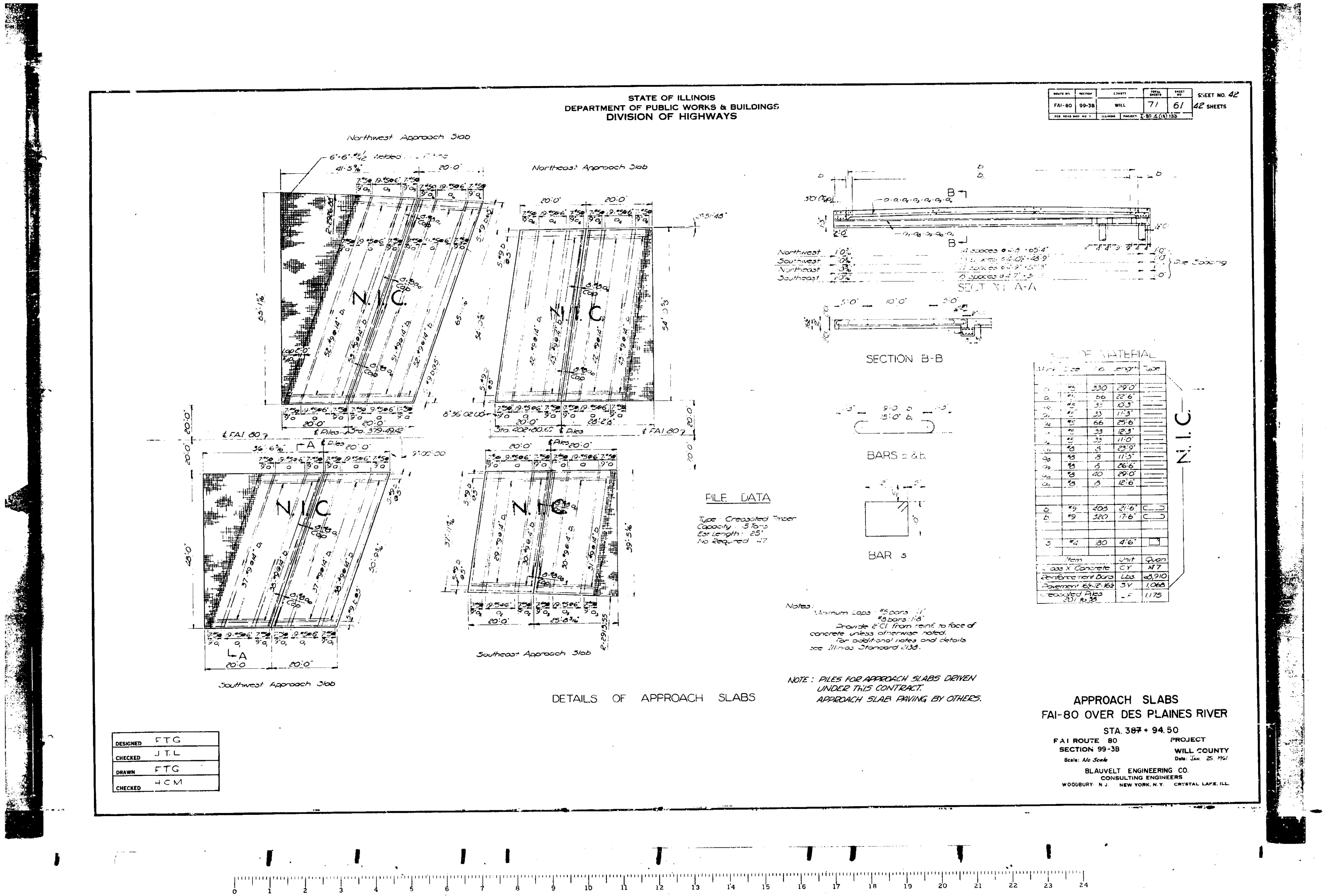
FAI ROUTE 80
SECTION 99-38
Scale:

PROJECT I-80-4(13)133
WILL COUNTY
Date: Jan. 25, 1961

BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY, N.J. NEW YORK, N.Y. CRYSTAL LAKE, ILL.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

FOR INFORMATION ONLY



FOR INFORMATION ONLY

WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE = 0:2 '/" / in.	DRAWN -	REVISED -	
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 63 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1011
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
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SHEET 37A OF 71

ADDITIONAL QUANTITIES

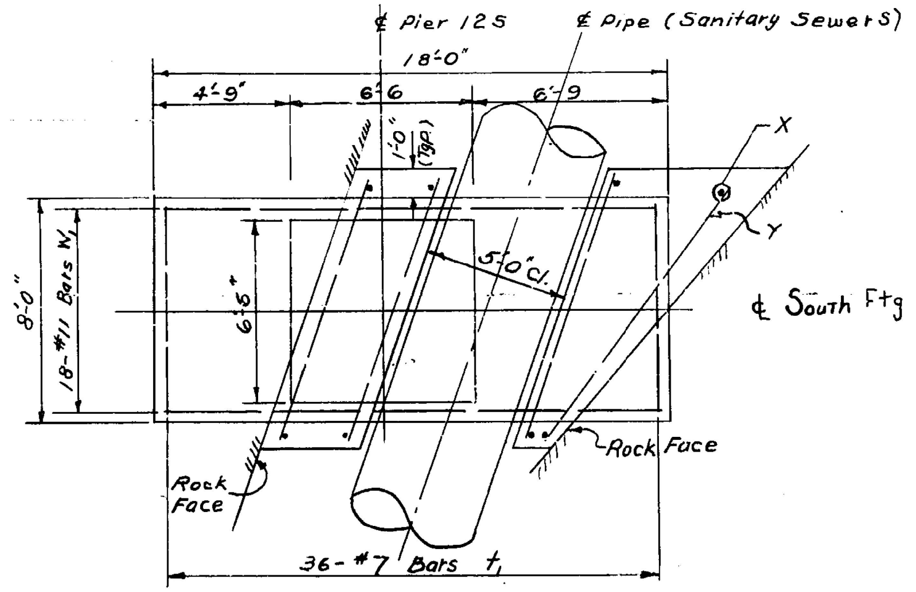
CLASS X Concrete	Cu. YDS.	31.8
REINFORCEMENT BARS	LBS.	4320

BAR LIST (NEW BARS)

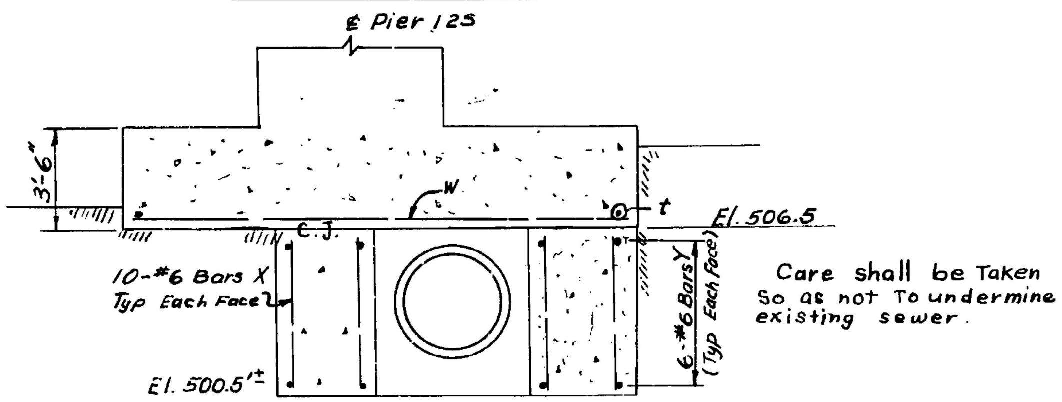
Mark	Size	No.	Length	Type
t_1	#7	36	7'-6"	——
W_1	#11	18	17'-6"	——
X	#6	40	5'-6"	——
Y	#6	24	10'-0"	——
n_2	#11	20	12'-5"	——⊃
S_6	#4	5	*	*

*See Sheet 55 of plans.

Column Dowels as per Contract Plan



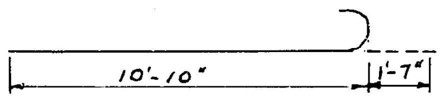
FOOTING PLAN



SECTION

Care shall be Taken So as not To undermine existing sewer.

Rock & Sewer locations from P.E. Tanner's letter of 12/20/62



BAR n_2

FAI-80 OVER DES-PLAINES RIVER

Proposed Footing Revision Pier # 12 S			
DWG NO. 174X1	SCALE 1/4"=1'-0	DATE 1/7/63	BLAUVELT ENGINEERING CO. CONSULTING ENGINEERS

S.F.M.

FAI ROUTE 80 PROJECT I-80-4(13) 133
SECTION 99-3B WILL COUNTY
STATION 387 + 94.50

This sheet added to plans 1-30-63 W.C.K. Construction revisions south pad pier 12S.

FOR INFORMATION ONLY

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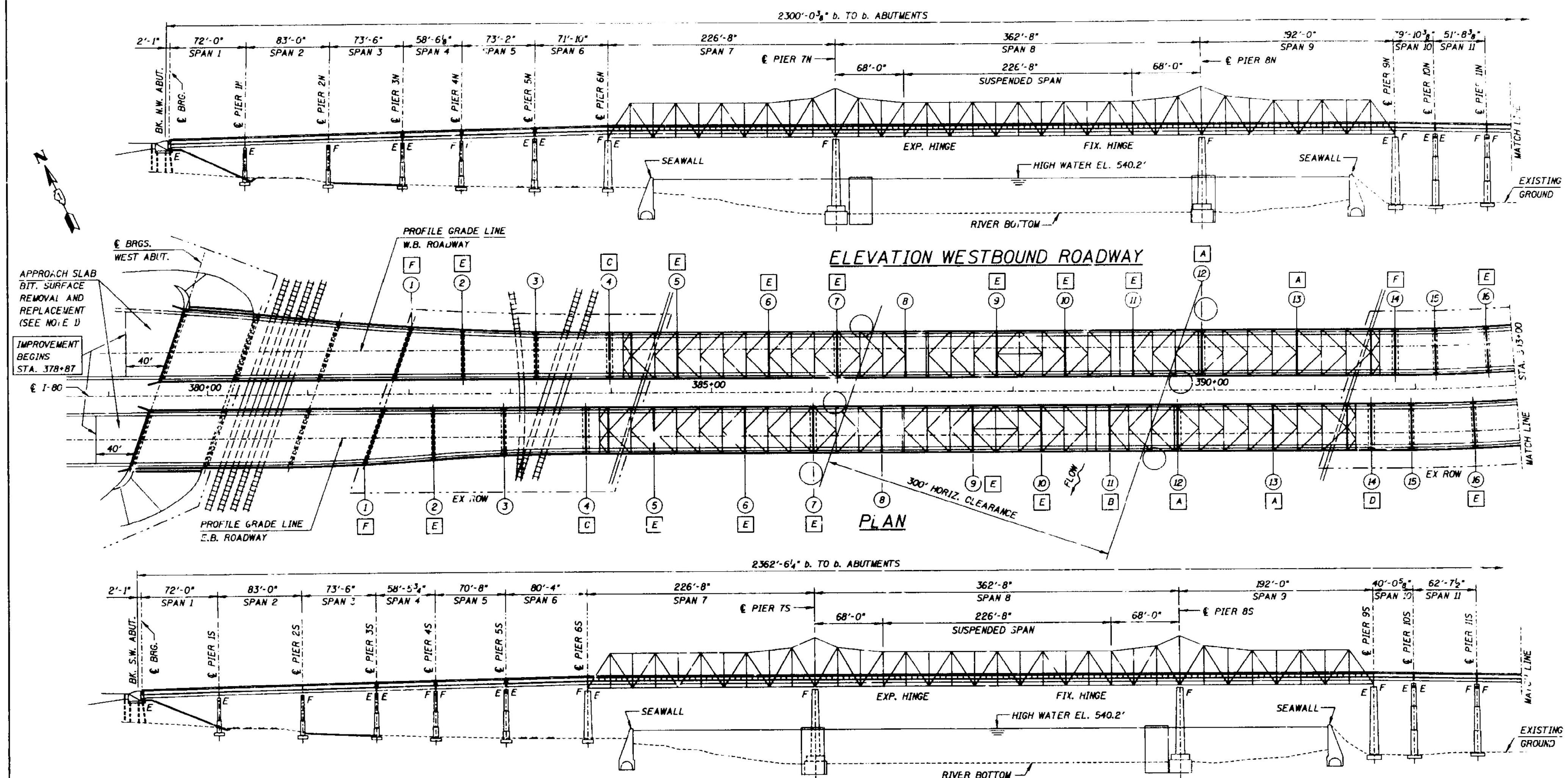
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/03-WSP/CAD/62R23-RB-1/Sheets/Structural/Existing Plans/Sheets/0998309-62R24-Existing64.dgn

WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB
		CHECKED -	REVISED -		
	PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -		
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -		SHEET 64 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1012
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(I)E,F&PH	WILL	44	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



LEGEND:

- [A] REMOVE AND REPLACE PREFORMED JOINT SEAL 4"
- [B] REMOVE AND REPLACE PREFORMED JOINT SEAL 2½"
- [C] REMOVE AND REPLACE NEOPRENE JOINT 4"
- [D] REMOVE AND REPLACE NEOPRENE JOINT 2½"
- [E] REMOVE EXISTING PREFORMED JOINT SEAL (1¾", 2½") AND REPLACE WITH SILICONE SEALER
- [F] REMOVE EXISTING NEOPRENE JOINT SEAL 2" AND REPLACE WITH POLYMER CONCRETE AND SILICONE SEALER
- ○ INDICATES JOINT NUMBERS

NOTES:

1. BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH), POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, CLASS I, TYPE 1; POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE 1.

DESIGNED	HR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE DES PLAINES RIVER

GENERAL PLAN & ELEVATION-1

STEINMAN

APRIL 1999 | DRAWING NO. 180-03

D C B A 0 A B C D
TAMERAN

FOR INFORMATION ONLY

MODEL: Default
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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

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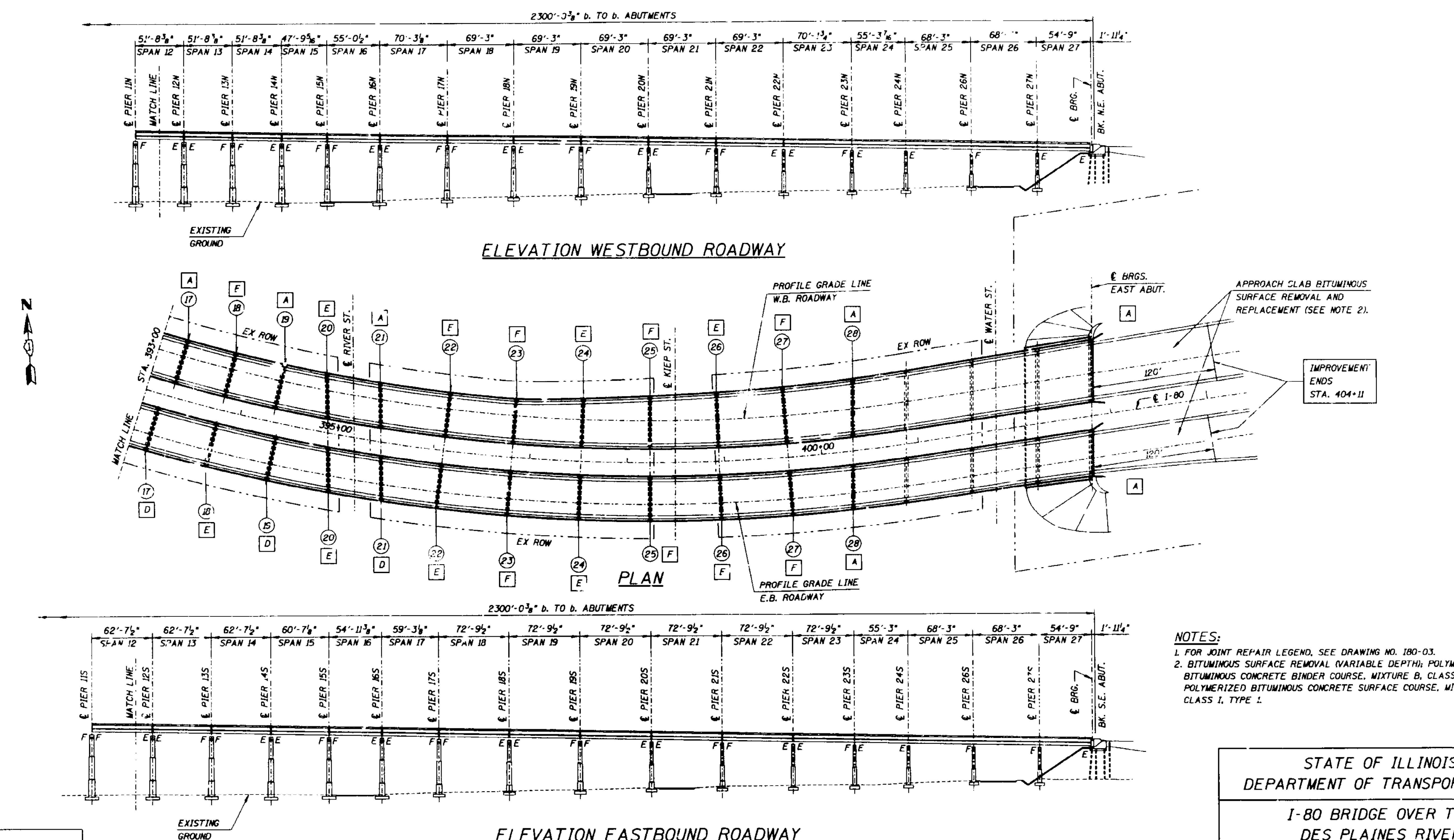
		CHECKED -		REVISED -	
PLOT SCALE = 0:2 ':" / in.		DRAWN -		REVISED -	
PLOT DATE = 11/5/2025		CHECKED -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 65 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1013
		CONTRACT NO. 62R23		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. FOR JOINT REPAIR LEGEND, SEE DRAWING NO. 180-03.
2. BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH); POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, CLASS I, TYPE I; POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE I.

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION | DATE | DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THF
DES PLAINES RIVER

GENERAL PLAN & ELEVATION-2

STEINMAN

APRIL 1999 | DRAWING NO. 180-04

D C B A 0 A B C D
TAMERAN

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30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
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FAX: (312) 782-1684

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	CHECKED -	REVISED -	
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PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB
SHEET 66 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1014
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

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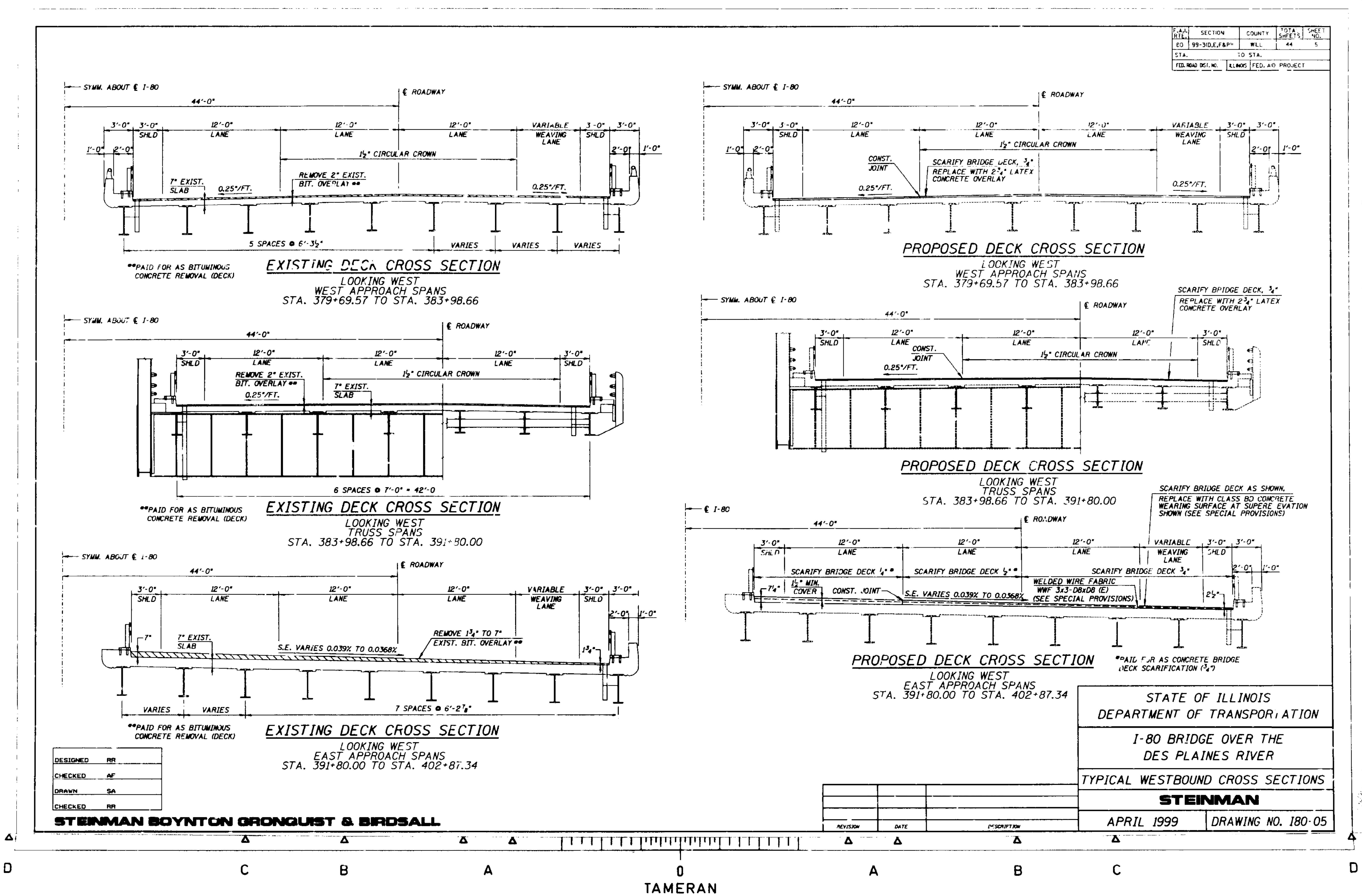

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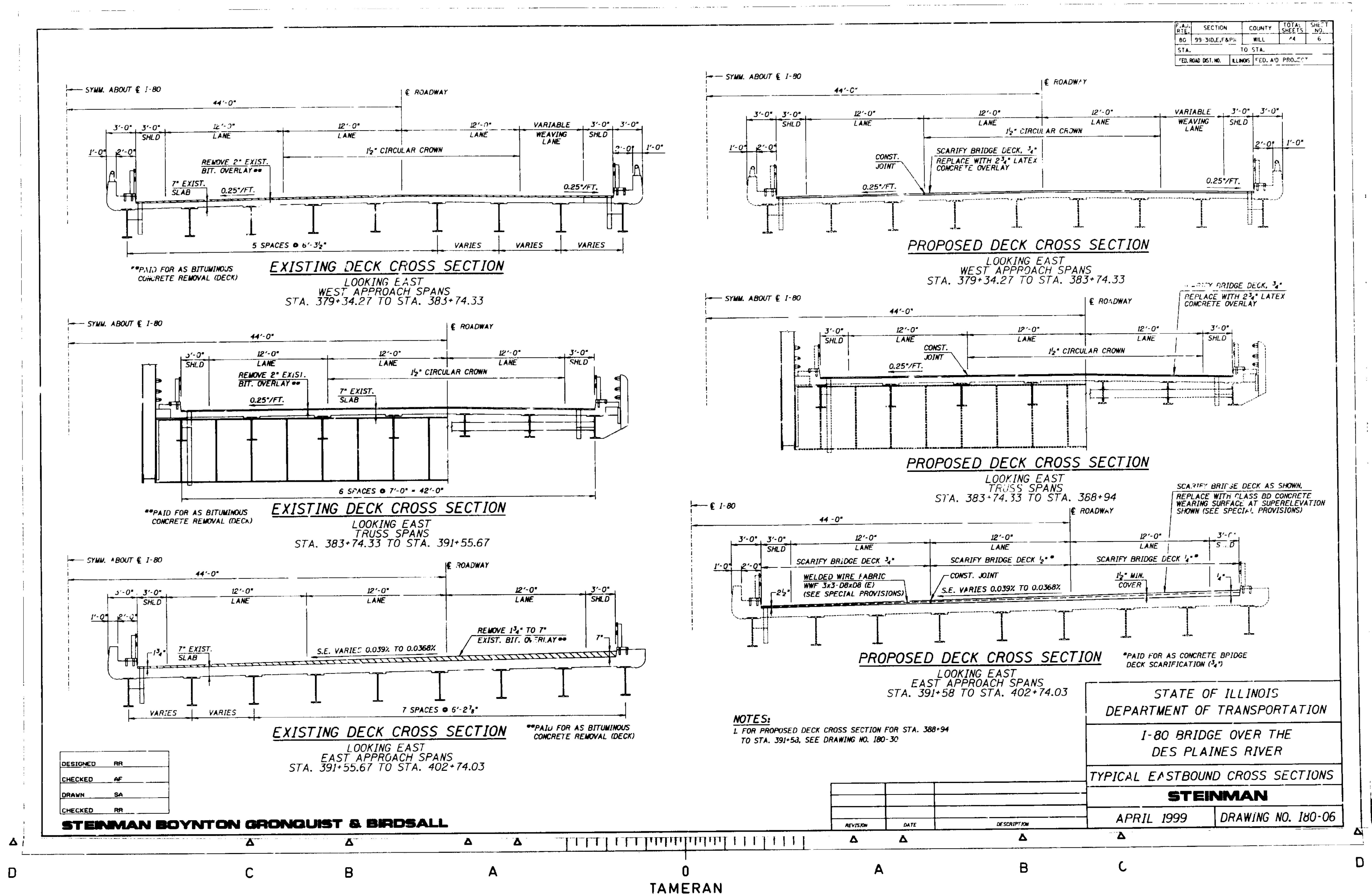
		CHECKED -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	1015
	PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -			CONTRACT NO. 62R23				
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -		SHEET 67 OF 87 SHEETS	ILLINOIS FED. AID PROJECT				



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FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 68 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1016
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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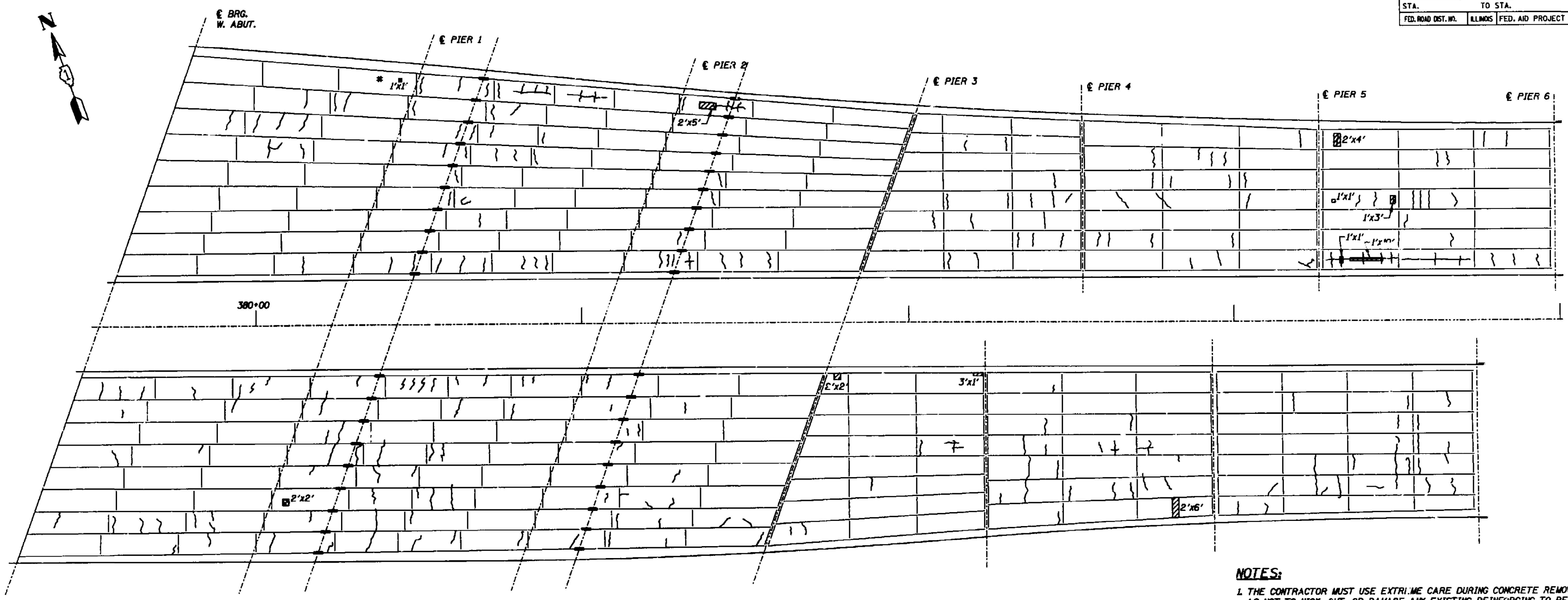
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	17

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



PLAN

LEGEND:

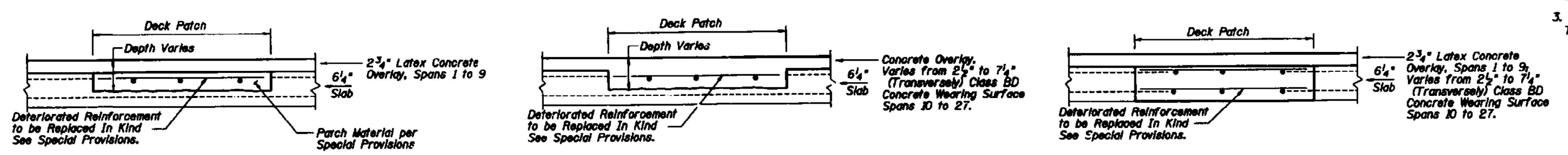
- DETERIORATED CONCRETE
- CONCRETE SPALL
- CRACKS W/EFFLORESCENCE
- EXPOSED REINFORCEMENT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	2
Deck Slab Repair (Full Depth, Type II)	Sq Yd	4

NOTES:

1. THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVALS AS NOT TO NICK, CUT, OR DAMAGE ANY EXISTING REINFORCING TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTORS EXPENSE. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED USING AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCIDENTAL TO "DECK SLAB REPAIR"
2. AREAS OF DECK REPAIRS ARE ESTIMATED THE ACTUAL TYPE AND LOCATION OF THE DECK REPAIRS ARE TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
3. THE ENGINEER SHALL MARK THE LOCATIONS OF THE REPAIRS ON THE AS-BUILT PLANS.



PARTIAL DEPTH PATCH - SPANS 1 TO 9

$3\frac{1}{2}$" MAXIMUM ALLOWABLE THICKNESS FOR LATEX CONCRETE

PARTIAL DEPTH PATCH - SPANS 10 TO 27

PARTIAL DEPTH PATCH TO BE INTEGRAL WITH CLASS BD CONCRETE OVERLAY

FULL DEPTH PATCH

TOP OF FULL DEPTH PATCH TO MEET TOP OF EXISTING CONCRETE

DECK PATCHING DETAILS

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE DES PLAINES RIVER

BOTTOM DECK SURVEY - SPANS 1-6

STEINMAN

APRIL 1999 | DRAWING NO. 180-17

D C B A 0 A B C D

TAMERAN

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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
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FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -
	CHECKED -	REVISED -
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PLOT DATE = 11/5/2025	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1017

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT

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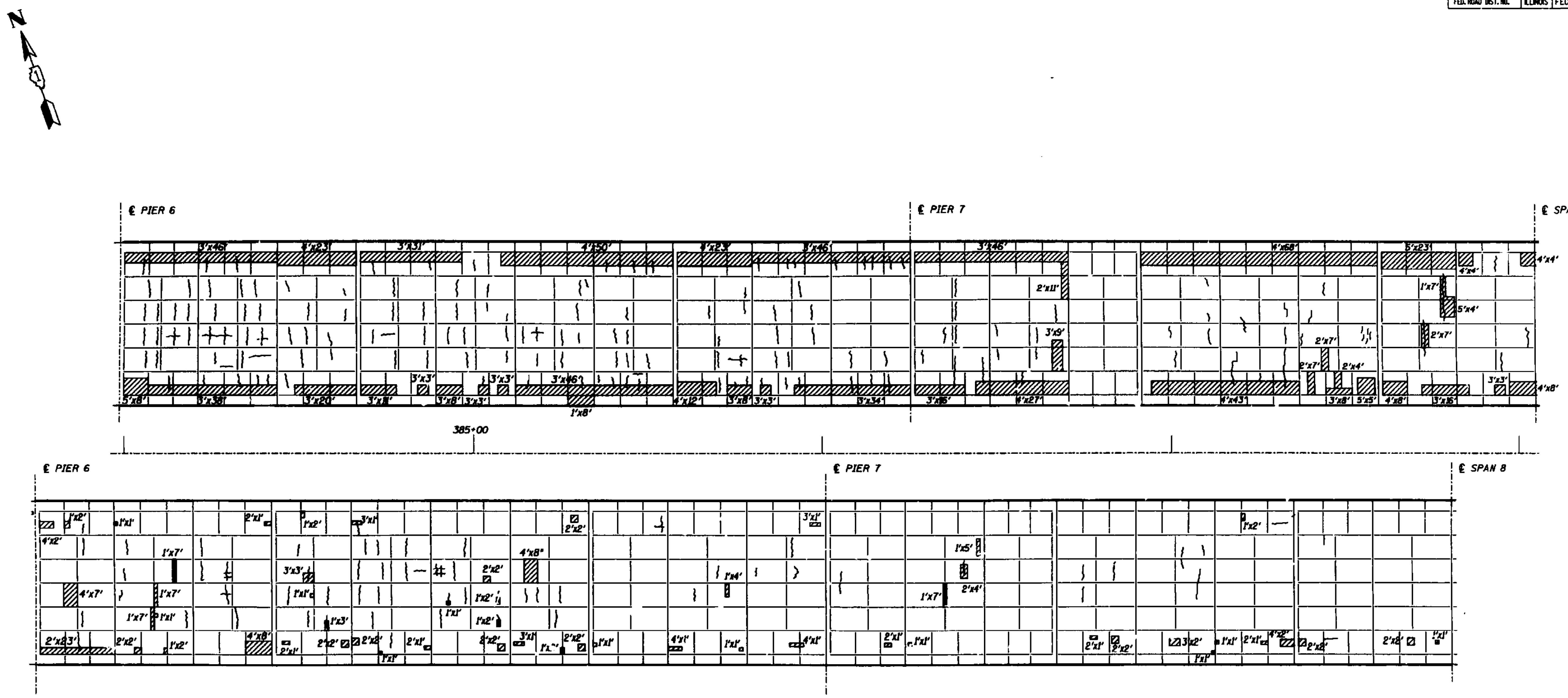
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	18

STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



PLAN

LEGEND:

- DETERIORATED CONCRETE
- CONCRETE SPALL
- CRACKS W/EFFLORESCENCE
- EXPOSED REINFORCEMENT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	11
Deck Slab Repair (Full Depth, Type II)	Sq Yd	294

NOTES:

1. THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVALS AS NOT TO NICK, CUT, OR DAMAGE ANY EXISTING REINFORCING TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTORS EXPENSE. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED USING AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCIDENTAL TO "DECK SLAB REPAIR"
2. AREAS OF DECK REPAIRS ARE ESTIMATED THE ACTUAL TYPE AND LOCATION OF THE DECK REPAIRS ARE TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
3. THE ENGINEER SHALL MARK THE LOCATIONS OF THE REPAIRS ON THE AS-BUILT PLANS.
4. FOR FULL DEPTH AND PARTIAL DEPTH DECK PATCHING DETAILS, SEE DWG. NO. I80-17.

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

BOTTOM DECK SURVEY - SPANS 7-8

STEINMAN

APRIL 1999 | DRAWING NO. I80-18

D C B A 0 A B C D
TAMERAN

FOR INFORMATION ONLY

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1018

CONTRACT NO. 62R23

ILLINOIS FED. AID PROJECT

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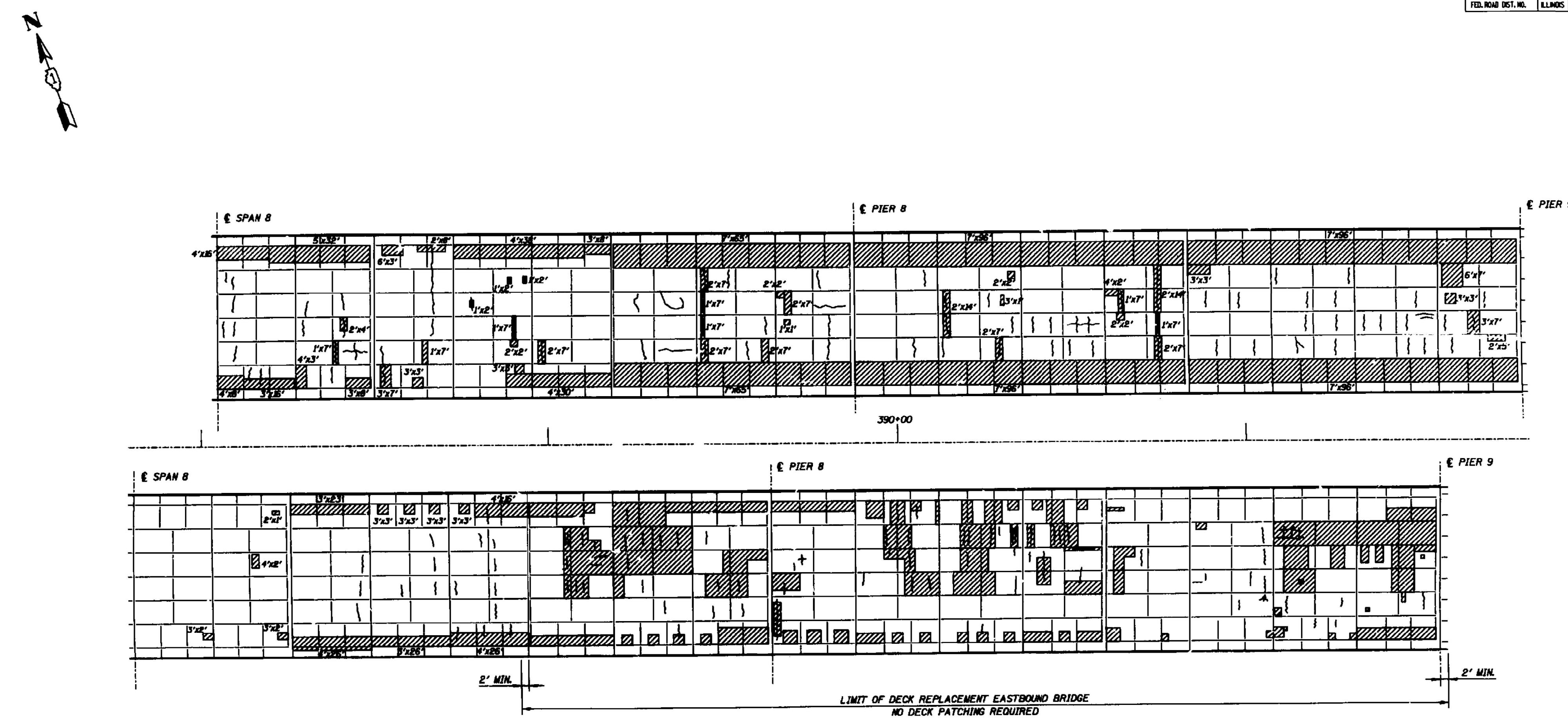
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

NOTES:

1. THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVALS AS NOT TO NICK, CUT, OR DAMAGE ANY EXISTING REINFORCING TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTORS EXPENSE. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED USING AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCIDENTAL TO "DECK SLAB REPAIR"
2. AREAS OF DECK REPAIRS ARE ESTIMATED THE ACTUAL TYPE AND LOCATION OF THE DECK REPAIRS ARE TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
3. THE ENGINEER SHALL MARK THE LOCATIONS OF THE REPAIRS ON THE AS-BUILT PLANS.
4. FOR FULL DEPTH AND PARTIAL DEPTH DECK PATCHING DETAILS. SEE DWG. NO. 180-17.

LEGEND:

- DETERIORATED CONCRETE
- CONCRETE SPALL
- CRACKS W/EFFLORESCENCE
- EXPOSED REINFORCEMENT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	2
Deck Slab Repair (Full Depth, Type II)	Sq Yd	569

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

BOTTOM DECK SURVEY - SPANS 8-9

STEINMAN

APRIL 1999 | DRAWING NO. 180-19

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WSP USA Inc.
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TEL: (312) 782-8150
FAX: (312) 782-1684

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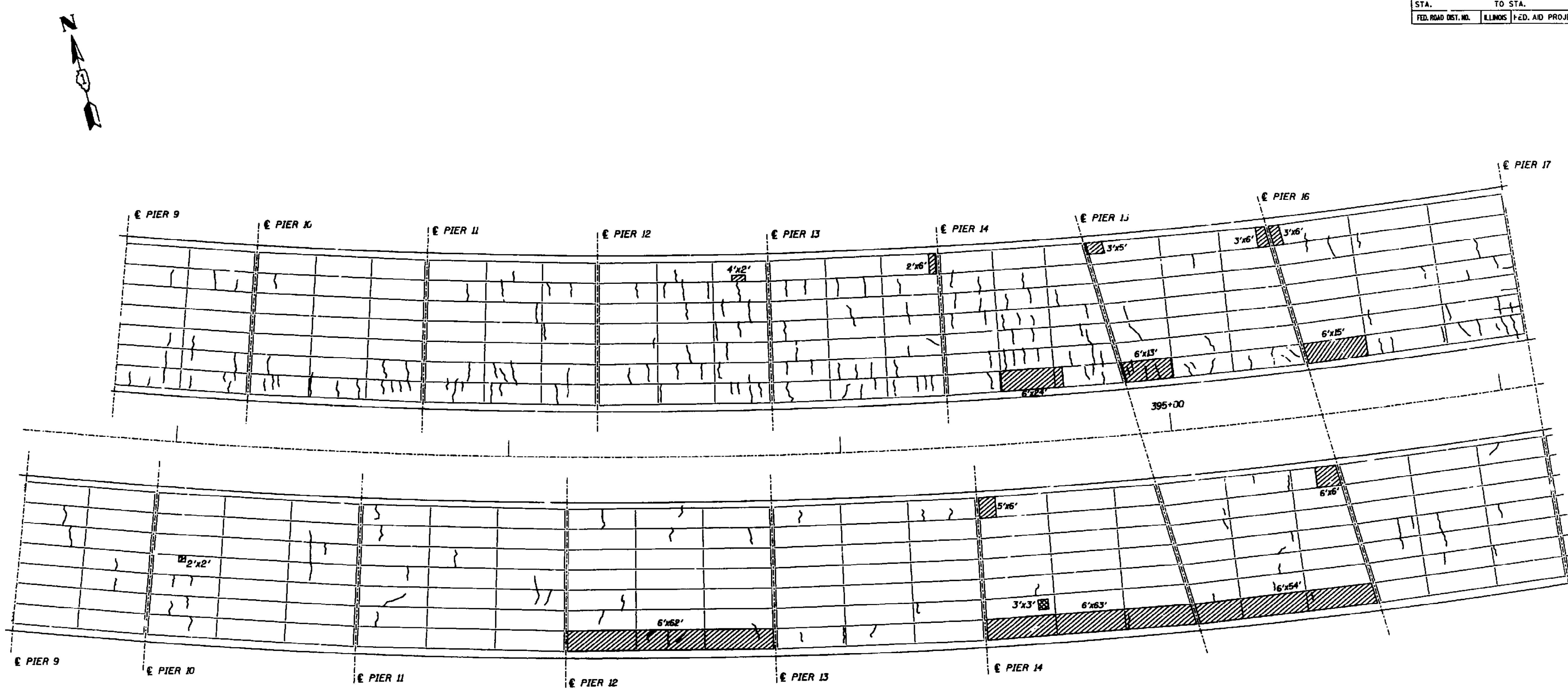
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 71 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1019
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	20
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

LEGEND:

- DETERIORATED CONCRETE
- CONCRETE SPALL
- CRACKS W/EFFLORESCENCE
- EXPOSED REINFORCEMENT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	--
Deck Slab Repair (Full Depth, Type II)	Sq Yd	138

NOTES:

1. THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVALS AS NOT TO NICK, CUT, OR DAMAGE ANY EXISTING REINFORCING TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTORS EXPENSE. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED USING AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCIDENTAL TO "DECK SLAB REPAIR"
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3. THE ENGINEER SHALL MARK THE LOCATIONS OF THE REPAIRS ON THE AS-BUILT PLANS.
4. FOR FULL DEPTH AND PARTIAL DEPTH DECK PATCHING DETAILS, SEE DWG. NO. I80-17.

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

BOTTOM DECK SURVEY - SPANS 10-17

STEINMAN

APRIL 1999 | DRAWING NO. I80-20

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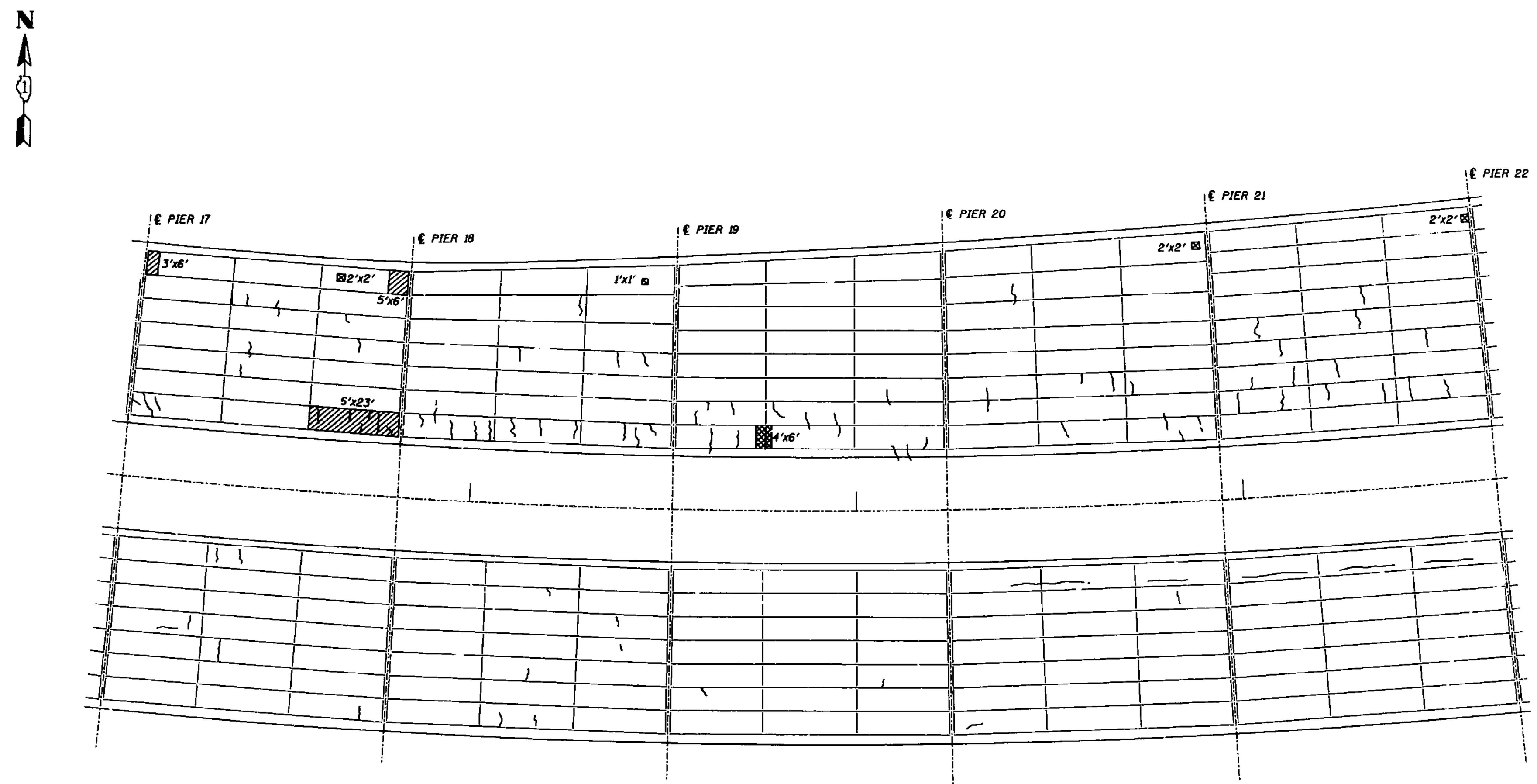
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 72 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1020
		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

LEGEND:

- DETERIORATED CONCRETE
- CONCRETE SPALL
- CRACKS W/EFFLORESCENCE
- EXPOSED REINFORCEMENT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	1
Deck Slab Repair (Full Depth, Type II)	Sq Yd	23

NOTES:

1. THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVALS AS NOT TO NICK, CUT, OR DAMAGE ANY EXISTING REINFORCING TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTORS EXPENSE. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED USING AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCIDENTAL TO "DECK SLAB REPAIRS"
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3. THE ENGINEER SHALL MARK THE LOCATIONS OF THE REPAIRS ON THE AS-BUILT PLANS.
4. FOR FULL DEPTH AND PARTIAL DEPTH DECK PATCHING DETAILS. SEE DWG. NO. I80-17.

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

BOTTOM DECK SURVEY - SPANS 13-22

STEINMAN

APRIL 1999 | DRAWING NO. I80-21

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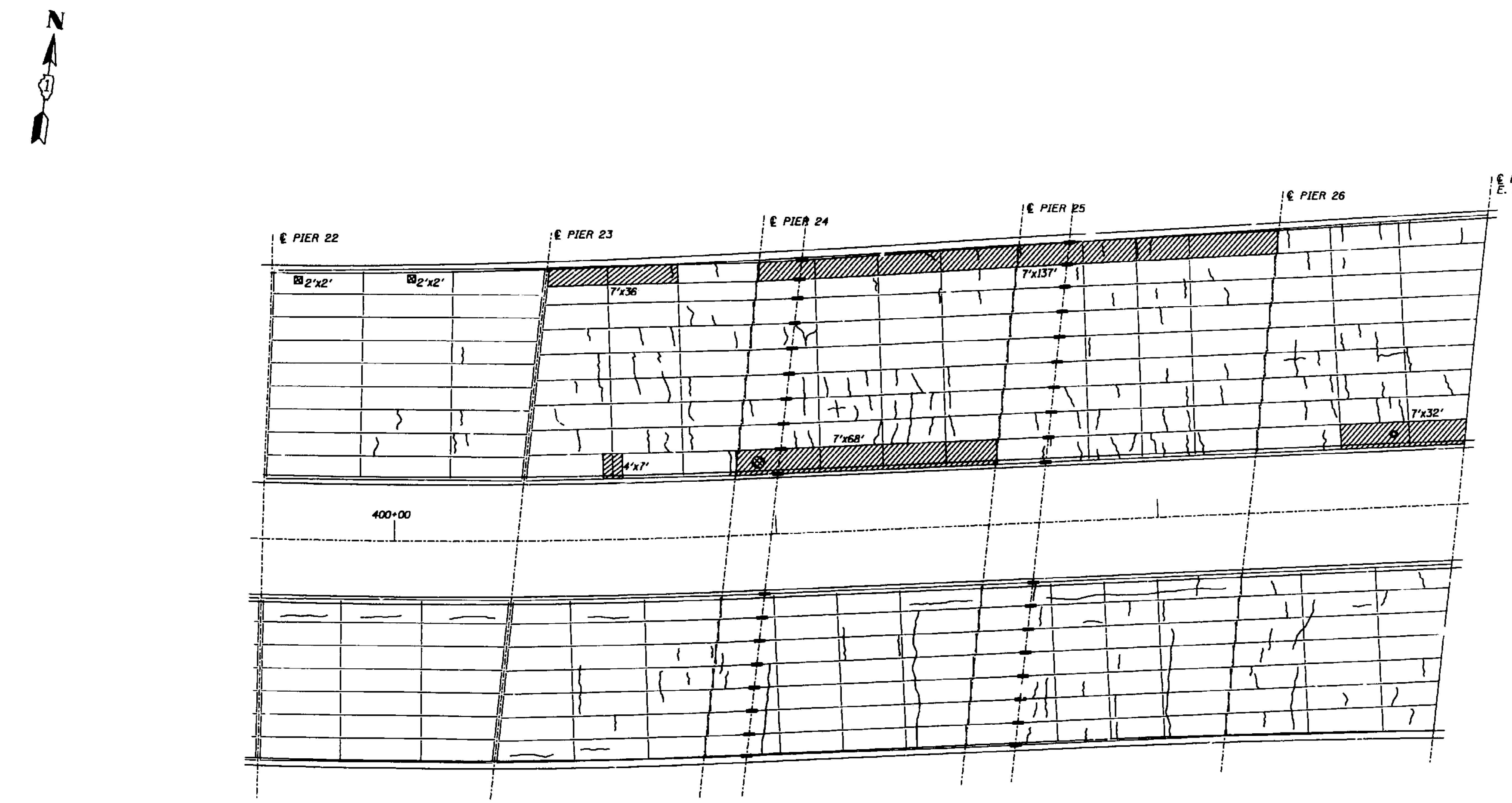
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 73 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1021
CONTRACT NO. 62R23				
ILLINOIS	FED. AID PROJECT			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

LEGEND:

- DETERIORATED CONCRETE
- CONCRETE SPALL
- CRACKS W/EFFLORESCENCE
- EXPOSED REINFORCEMENT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq Yd	--
Deck Slab Repair (Full Depth, Type II)	Sq Yd	216

NOTES:

1. THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVALS AS NOT TO NICK, CUT, OR DAMAGE ANY EXISTING REINFORCING TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED AT CONTRACTORS EXPENSE. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED USING AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCIDENTAL TO "DECK SLAB REPAIRS"
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3. THE ENGINEER SHALL MARK THE LOCATIONS OF THE REPAIRS ON THE AS-BUILT PLANS.
4. FOR FULL DEPTH AND PARTIAL DEPTH DECK PATCHING DETAILS, SEE DWG. NO. 180-17.

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

BOTTOM DECK SURVEY - SPANS 23-27

STEINMAN

APRIL 1999 | DRAWING NO. 180-22

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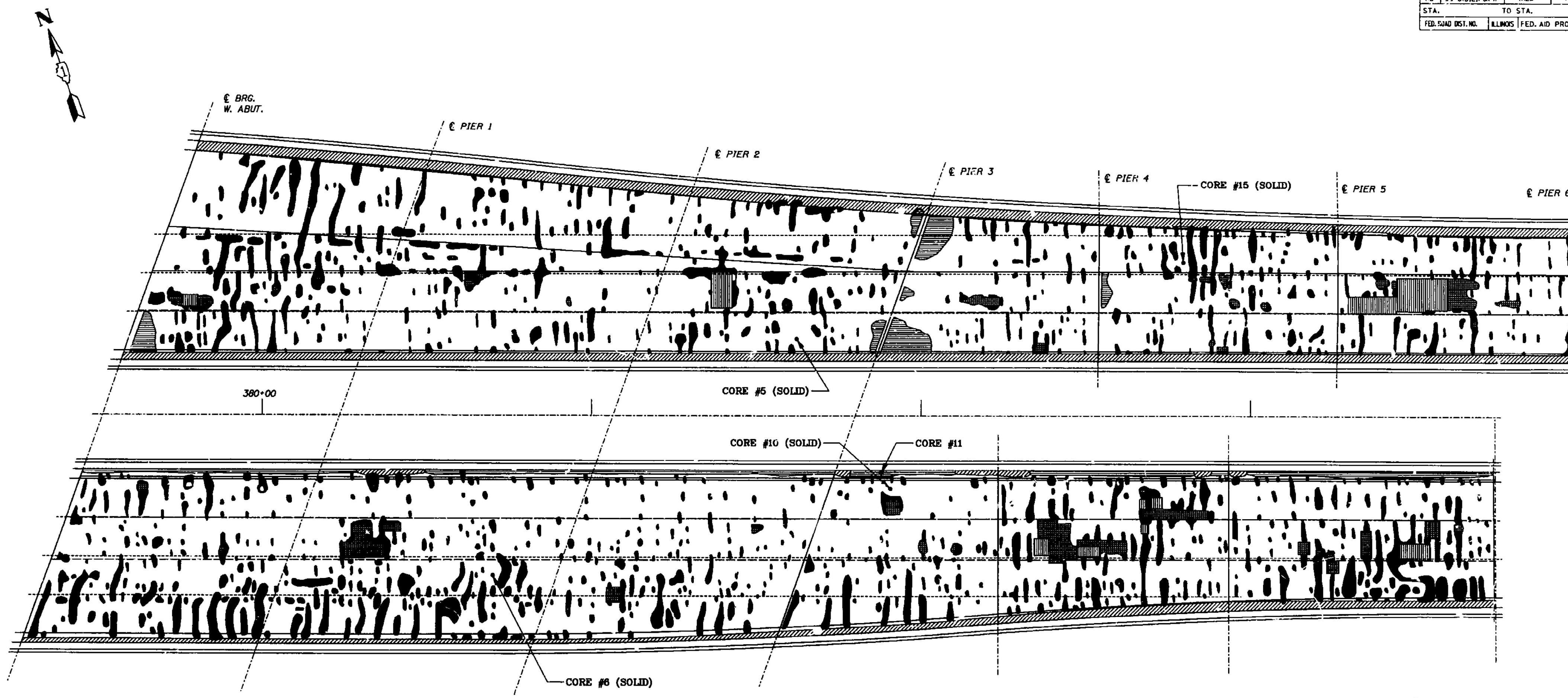
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 74 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1022
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	95-3(D,E,F&P)	WILL	44	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

SPANS 1-6 ESTIMATED QUANTITY*

ITEM	UNIT	QUANTITY
W.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	530
E.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	647

*Actual Repair Locations to be determined

DECK INSPECTION RESULTS

SPANS 1 – 6

FIELD OBSERVATIONS SUMMARY		EASTBOUND		WESTBOUND	
ITEM	UNIT	QUANT.	%	QUANT.	%
TOTAL AREA	ft²	21735		22307	
SHADE/DEBRIS	ft²	923		2305	
DELAMINATION	ft²	3314	15.9	2738	13.7
SPALL	ft²	5	<0.1	3	<0.1
DEBOND	ft²	529	2.5	366	1.8
ASPHALT PATCH	ft²	502	2.4	236	1.2
CONCRETE PATCH	ft²	126	0.6	324	1.6

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

SURFACE TYPE: ASPHALT OVERLAY

INFRARED INSPECTION DATES: 3/1/99, 3/12/99 & 3/15/99

INFRARED THERMOGRAPHIC INSPECTION BY

EARTH TECH

DESIGNED
CHECKED
DRAWN
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STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

TOP DECK SURVEY - SPANS 1-6

STEINMAN

APRIL 1999 | DWG. NO. I80-23

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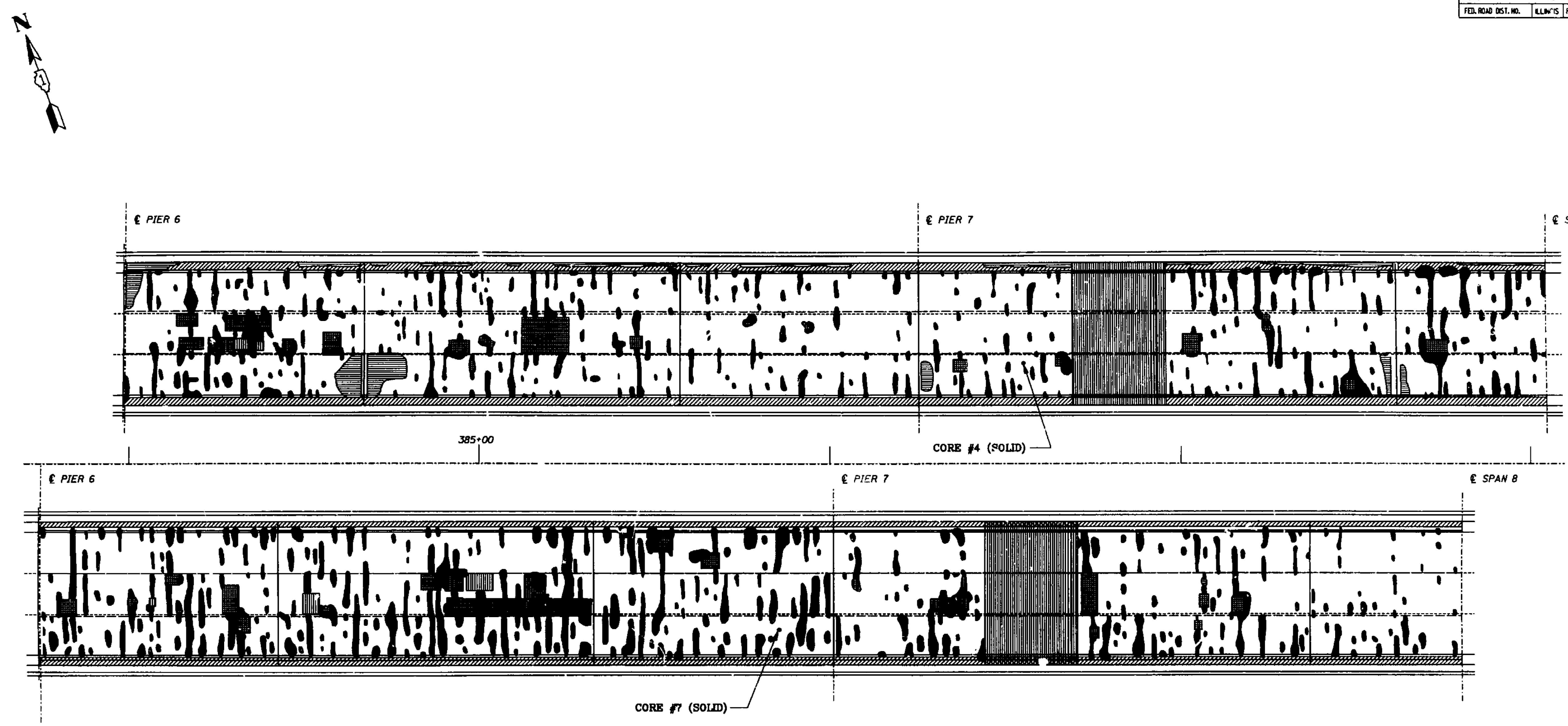
FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

SPANS 7-8 ESTIMATED QUANTITY*

ITEM	UNIT	QUANTITY
W.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	753
E.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	567

*Actual Repair Locations to be determined

DECK INSPECTION RESULTS

SPANS 7 - 8

FIELD OBSERVATIONS SUMMARY		EASTBOUND		WESTBOUND		LEGEND
ITEM	UNIT	QUANT.	%	QUANT.	%	
TOTAL AREA	ft^2	24773		24773		DELAMINATION
SHADE/DEBRIS	ft^2	2251		2364		SPALL
DELAMINATION	ft^2	3798	16.9	2781	12.4	DEBOND
SPALL	ft^2	0	0	0	0	ASPHALT PATCH
DEBOND	ft^2	0	0	641	2.9	CONCRETE PATCH
ASPHALT PATCH	ft^2	783	3.5	704	3.1	SHADE/DEBRIS
CONCRETE PATCH	ft^2	1605	7.1	1084	4.8	

SURFACE TYPE: ASPHALT OVERLAY

INFRARED INSPECTION DATES: 3/1/99, 3/12/99 & 3/15/99

INFRARED THERMOGRAPHIC INSPECTION BY

EARTH TECH

NOTE: QUANTITIES INCLUDE RESULTS FOR ENTIRE SPAN 7 AND SPAN 8. SEE DWG. NO. I80-25 FOR REMAINING SPAN 8 PLAN.

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

TOP DECK SURVEY - SPANS 7-8

STEINMAN

APRIL 1999 | DWG. NO. I80-24

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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
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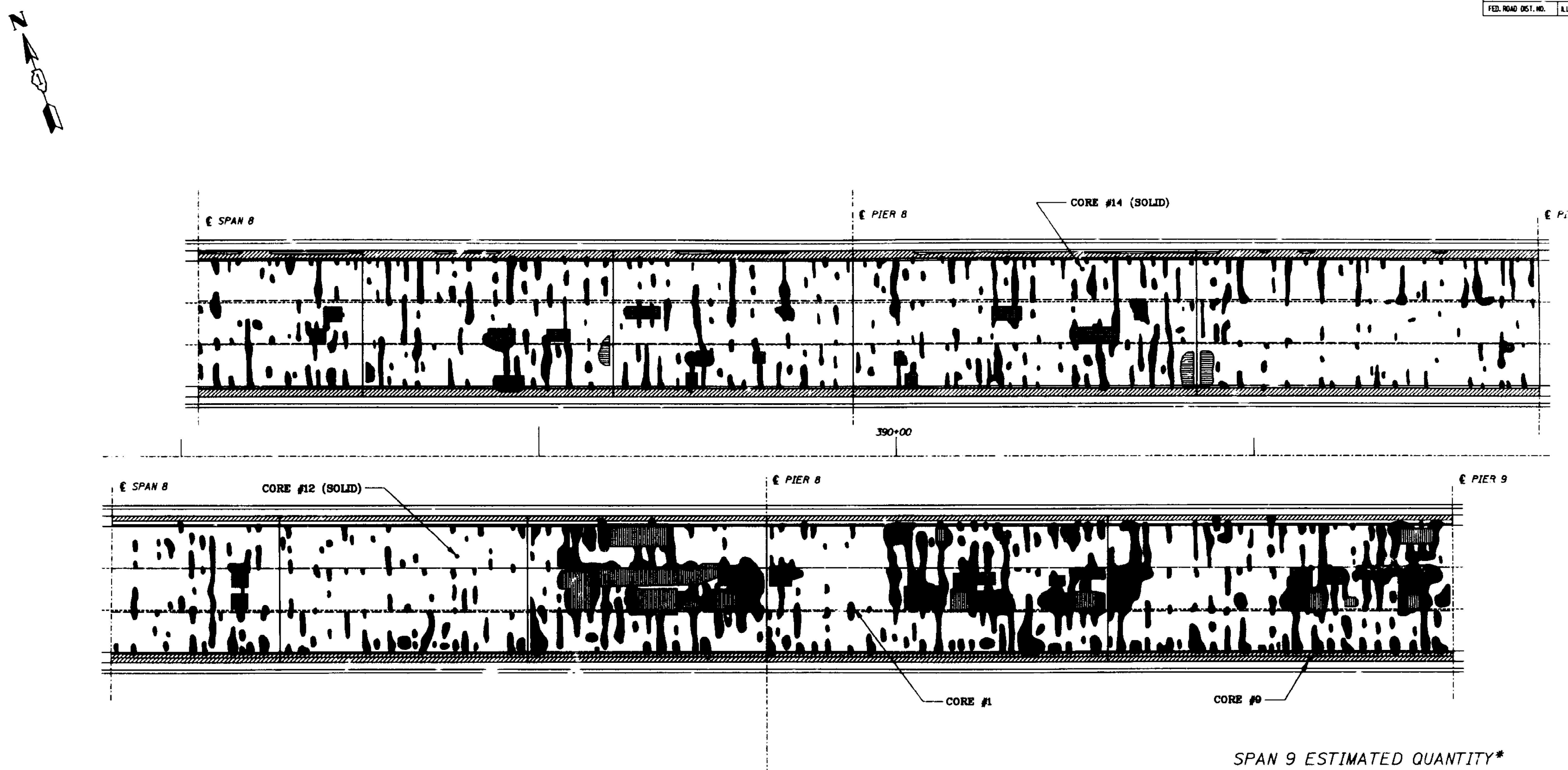
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 76 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1024
CONTRACT NO. 62R23				
ILLINOIS	FED. AID PROJECT			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3ID,E,F&"H	WILL	44	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

SPAN 9 ESTIMATED QUANTITY*

ITEM	UNIT	QUANTITY
W.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	173
E.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	--

*Actual Repair Locations to be determined

DECK INSPECTION RESULTS

SPAN 9

FIELD OBSERVATIONS SUMMARY		EASTBOUND		WESTBOUND	
ITEM	UNIT	QUANT.	%	QUANT.	%
TOTAL AREA	ft²	8064		8064	
SHADE/DEBRIS	ft²	770		818	
DELAMINATION	ft²	1931	26.5	901	12.4
SPALL	ft²	0	0	0	0
DEBOND	ft²	0	0	158	2.2
ASPHALT PATCH	ft²	521	7.1	142	2.0
CONCRETE PATCH	ft²	166	2.3	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

SURFACE TYPE: ASPHALT OVERLAY

INFRARED INSPECTION DATES: 3/1/99, 3/12/99 & 3/15/99

INFRARED THERMOGRAPHIC INSPECTION BY

E A R T H T E C H

NOTE: QUANTITIES INCLUDE RESULTS FOR SPAN 9 ONLY. FOR SPAN 8 QUANTITIES SEE DWG. NO. I80-24.

DESIGNED
CHECKED
DRAWN
CHECKED

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

TOP DECK SURVEY - SPANS 8-9

STEINMAN

APRIL 1999 | DWG. NO. I80-25

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TAMERAN

FOR INFORMATION ONLY

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30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

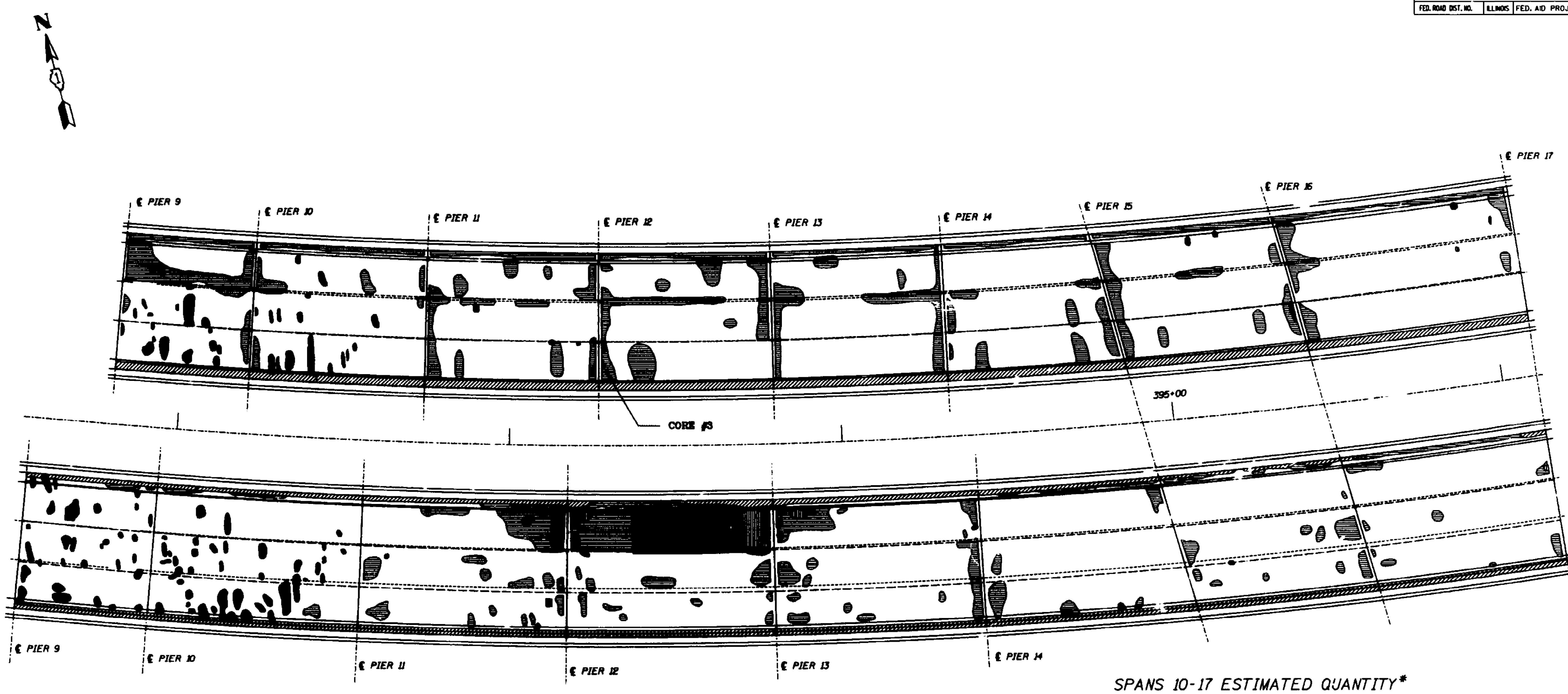
SHEET 77 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1025

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	39-3(D,E,F&P)I	WILL	44	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

NOTE: ASPHALT OVERLAY DEPTH VARIES FROM 1.75 INCHES TO 7.0 INCHES BETWEEN PIER 11 AND PIER 23.

SPANS 10-17 ESTIMATED QUANTITY*

ITEM	UNIT	QUANTITY
W.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	534
E.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	367

*Actual Repair Locations to be determined

DECK INSPECTION RESULTS

SPANS 10 - 17

FIELD OBSERVATIONS SUMMARY		EASTBOUND		WESTBOUND	
ITEM	UNIT	QUANT.	%	QUANT.	%
TOTAL AREA	ft²	18495		17666	
SHADE/DEBRIS	ft²	1438		1027	
DELAMINATION	ft²	378	2.1	202	1.2
SPALL	ft²	0	0	0	0
DEBOND	ft²	1471	8.1	2463	14.7
ASPHALT PATCH	ft²	566	3.1	17	0.1
CONCRETE PATCH	ft²	138	0.8	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

SURFACE TYPE: ASPHALT OVERLAY

INFRARED INSPECTION DATES: 3/1/99, 3/12/99 & 3/15/99

INFRARED THERMOGRAPHIC INSPECTION BY

EARTH TECH

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

TOP DECK SURVEY - SPANS 10-17

STEINMAN

APRIL 1999 | DWG. NO. 180-26

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TAMERAN

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FAX: (312) 782-1684

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PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

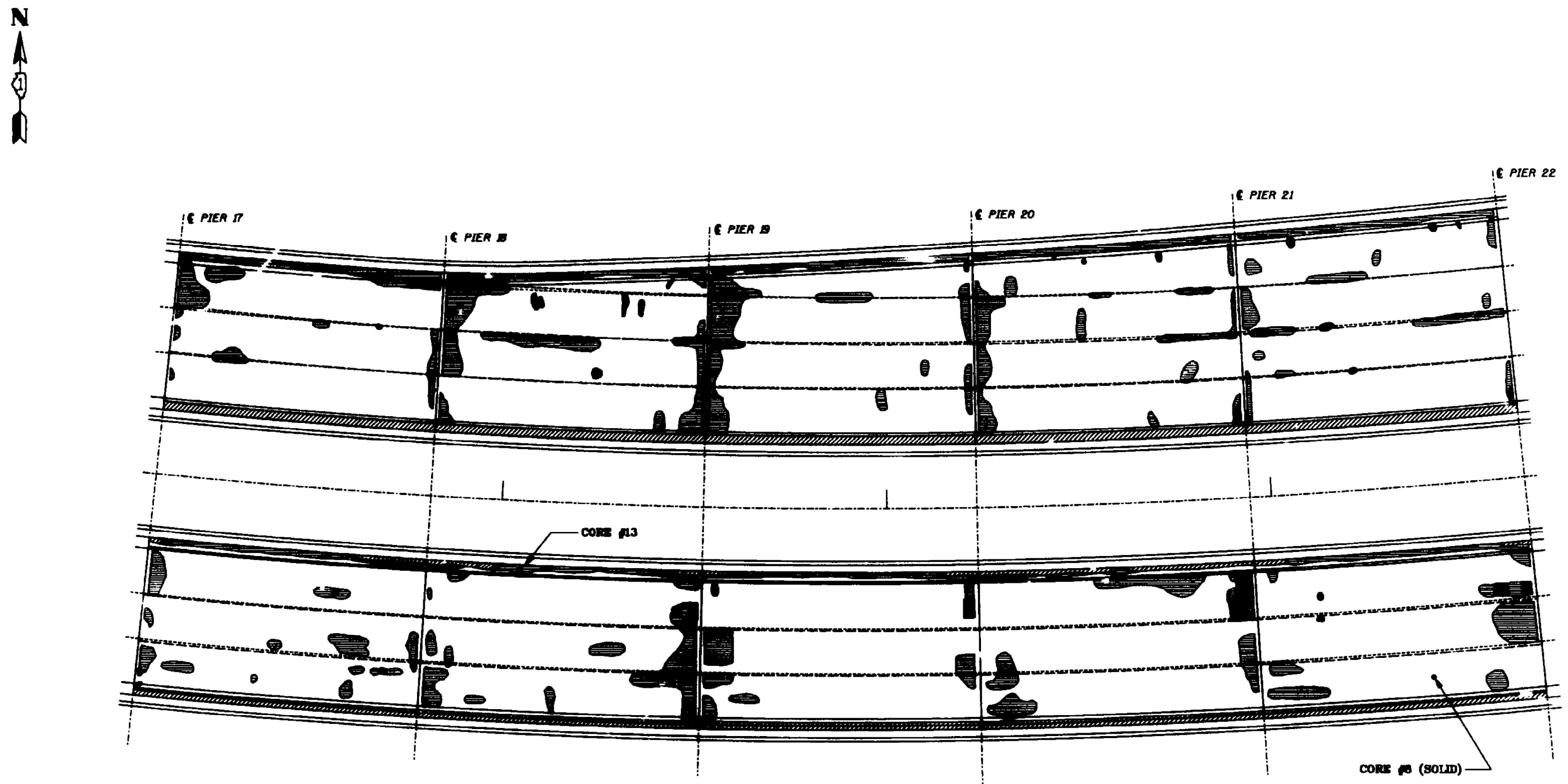
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 78 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1026
CONTRACT NO. 62R23				
ILLINOIS	FED. AID PROJECT			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

NOTE: ASPHALT OVERLAY DEPTH VARIES FROM 1.75 INCHES TO 7.0 INCHES BETWEEN PIER 11 AND PIER 23.

SPANS 18-22 ESTIMATED QUANTITY*

ITEM	UNIT	QUANTITY
W.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	285
E.P Bridge - Deck Slab Repair (Partial)	Sq Yd	250

*Actual Repair Locations to be determined

DECK INSPECTION RESULTS

SPANS 18 - 22

FIELD OBSERVATIONS SUMMARY		EASTBOUND		WESTBOUND	
ITEM	UNIT	QUANT.	%	QUANT.	%
TOTAL AREA	ft²	15239		16700	
SHADE/DEBRIS	ft²	911		793	
DELAMINATION	ft²	0	0	42	0.3
SPALL	ft²	0	0	0	0
DEBOND	ft²	1902	11.2	1896	11.9
ASPHALT PATCH	ft²	125	0.9	29	0.2
CONCRETE PATCH	ft²	0	0	0	0

LEGEND
DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH
SHADE/DEBRIS

SURFACE TYPE: ASPHALT OVERLAY
INFRARED INSPECTION DATES: 3/1/99, 3/12/99 & 3/15/99

INFRARED THERMOGRAPHIC INSPECTION BY
EARTH TECH

DESIGNED
CHECKED
DRAWN
CHECKED

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

TOP DECK SURVEY - SPANS 18-22

STEINMAN

APRIL 1999 | DWG. NO. I80-27

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FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/4011800022/03-WSP/CAD/62R23-R8-1/Sheets/Structural/Existing Plans/Sheets/0998309-62R24-Existing79.dgn

WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -

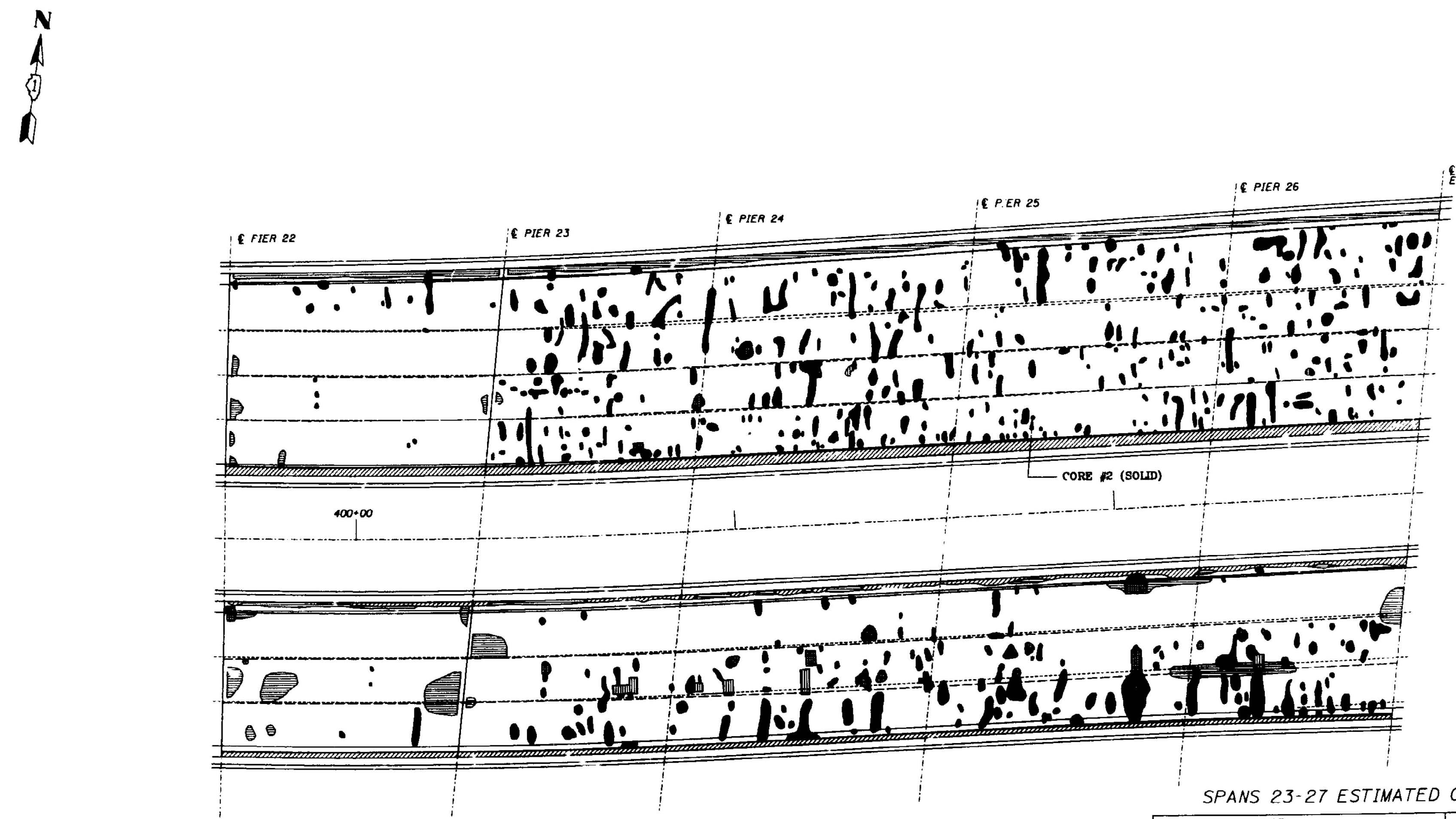
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 79 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1027
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

NOTE: ASPHALT OVERLAY DEPTH VARIES FROM 1.75 INCHES TO 7.0 INCHES BETWEEN PIER 11 AND PIER 23.

SPANS 23-27 ESTIMATED QUANTITY*

ITEM	UNIT	QUANTITY
W.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	317
E.B. Bridge - Deck Slab Repair (Partial)	Sq Yd	247

*Actual Repair Locations to be determined

DECK INSPECTION RESULTS

SPANS 23 – 27

FIELD OBSERVATIONS SUMMARY		EASTBOUND		WESTBOUND	
ITEM	UNIT	QUANT.	%	QUANT.	%
TOTAL AREA	ft²	13060		18060	
SHADE/DEBRIS	ft²	727		614	
DELAMINATION	ft²	925	7.5	1628	9.4
SPALL	ft²	0	0	0	0
DEBOND	ft²	570	4.6	518	3.0
ASPHALT PATCH	ft²	151	1.2	42	0.2
CONCRETE PATCH	ft²	62	0.5	6	<0.1

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

SURFACE TYPE: ASPHALT OVERLAY

INFRARED INSPECTION DATES: 3/1/99, 3/12/99 & 3/15/99

INFRARED THERMOGRAPHIC INSPECTION BY

EARTH TECH

DESIGNED
CHECKED
DRAWN
CHECKED

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

TOP DECK SURVEY - SPANS 23-27

STEINMAN

APRIL 1999 | DWG. NO. 180-28

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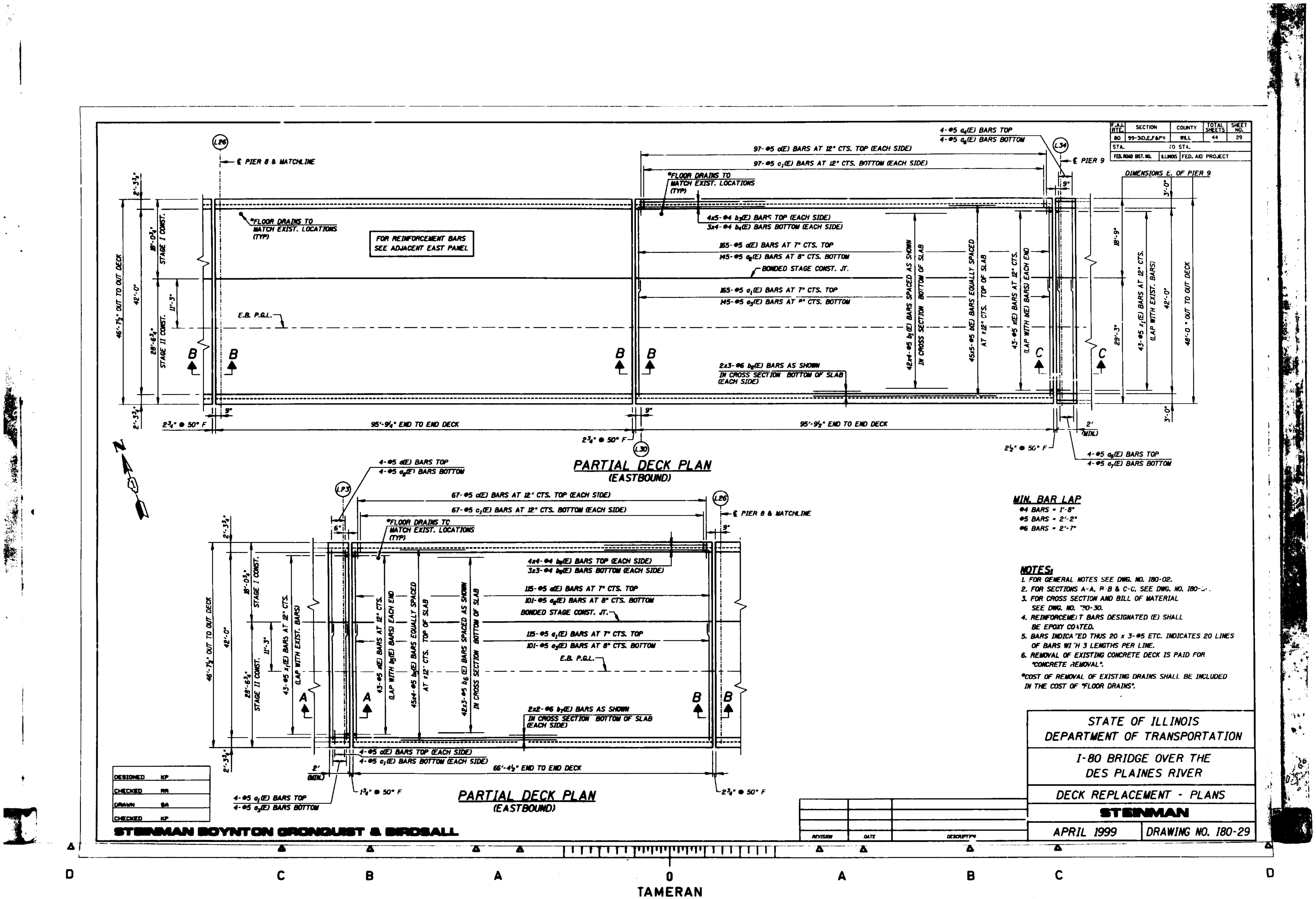

FOR INFORMATION ONLY

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		CHECKED -	REVISED -	
	PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -	
	PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

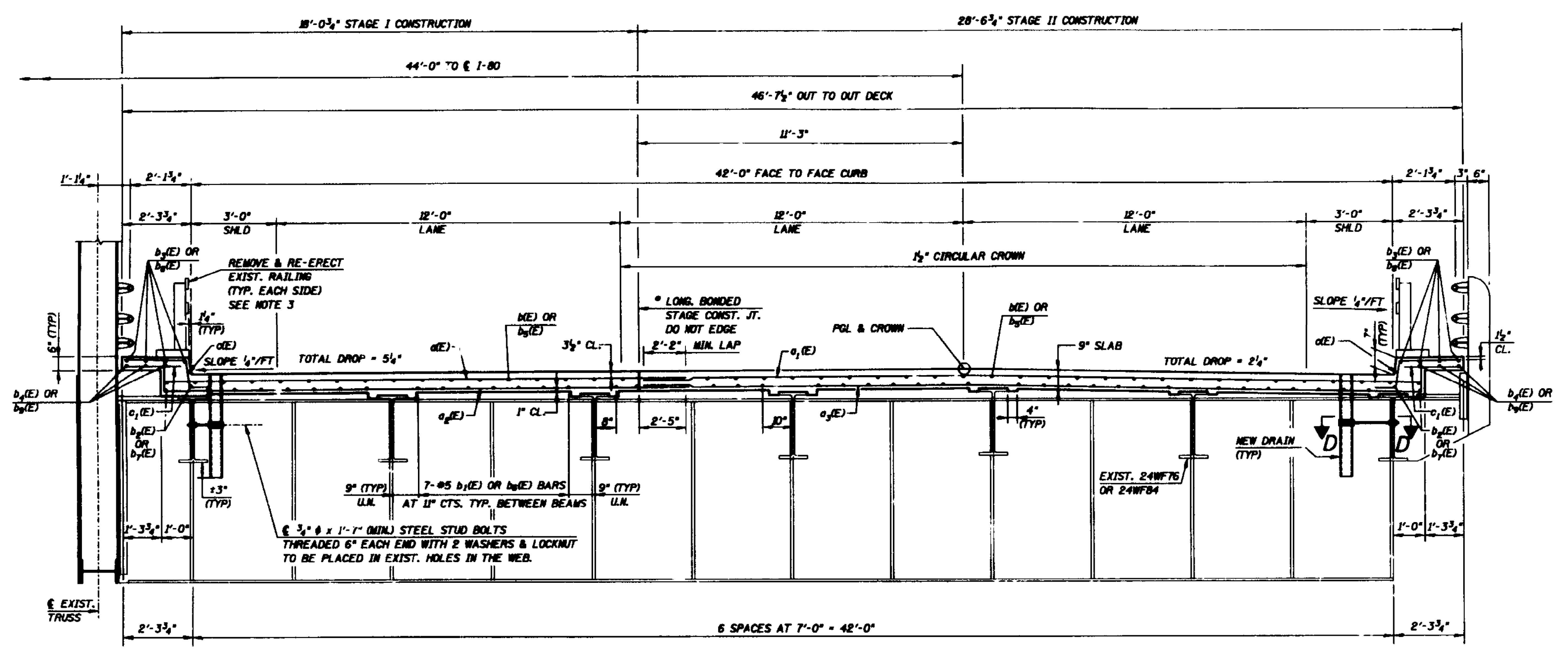
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 81 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1029
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

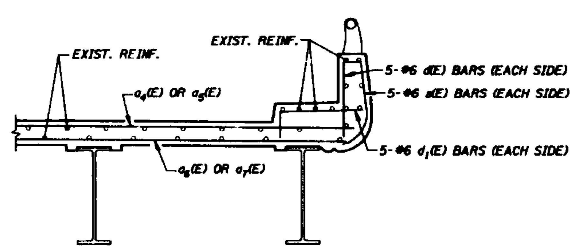
MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com:transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/03-WSP/CAD/62R23-R8-1/Sheets/Structural/Existing Plans/Sheets/0998309-62R24-Existing81.dgn



EASTBOUND CROSS SECTION AT TRUSS SPANS

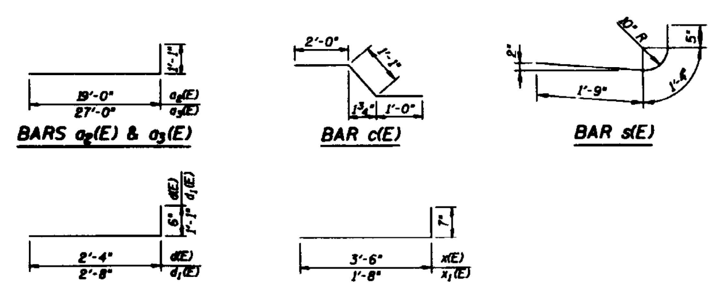
(LOOKING EAST)
(STA. 388+94 TO STA. 391+56)

*LAPPED BARS AT THIS LOCATION SHALL BE TIED WITH DOUBLE THE NUMBER OF TIES NORMALLY USED.



PARTIAL CROSS SECTION

(EAST OF PIER 9)
(STA. 391+56 TO STA. 391+58)



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	449	#5	19'-0"	
a_1(E)	449	#5	27'-0"	
a_2(E)	395	#5	20'-1"	
a_3(E)	395	#5	28'-1"	
a_4(E)	4	#5	20'-11"	
a_5(E)	4	#5	28'-11"	
a_6(E)	4	#5	20'-5"	
a_7(E)	4	#5	28'-5"	
b(E)	450	#5	20'-11"	
b_1(E)	336	#5	25'-7"	
b_2(E)	24	#6	33'-8"	
b_3(E)	80	#4	20'-7"	
b_4(E)	48	#4	25'-3"	
b_5(E)	180	#5	18'-3"	
b_6(E)	126	#5	23'-7"	
b_7(E)	8	#6	34'-5"	
b_8(E)	32	#4	17'-11"	
b_9(E)	18	#4	23'-3"	
c(E)	530	#5	4'-1"	
c_1(E)	530	#5	2'-0"	
d(E)	10	#6	2'-10"	
d_1(E)	10	#6	3'-9"	
s(E)	10	#6	3'-6"	
x(E)	258	#5	4'-1"	
x_1(E)	86	#5	2'-3"	

Item	Unit	Quantity
Concrete Removal	Cu Yd	288
Concrete Superstructure	Cu Yd	357
Reinforcement Bars, Epoxy Coated	Pound	76120
Removing and Re-erecting Existing Railing	Foot	526
Protective Shield	Sq Yd	1364
Floor Drains	Each	66

NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost shall be included in the cost of "Concrete Superstructure".
3. For section at rail post see dwg. no. 180-34.
4. For section D-D and floor drain details see dwg. no. 180-34.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)(H)	WILL	44	30

DESIGNED	KP
CHECKED	RR
DRAWN	SA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

DECK REPLACEMENT - DETAILS

STEINMAN

APRIL 1999 | DRAWING NO. 180-30

REVISION | DATE | DESCRIPTION

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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -
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PLOT DATE = 11/5/2025	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 82 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1030

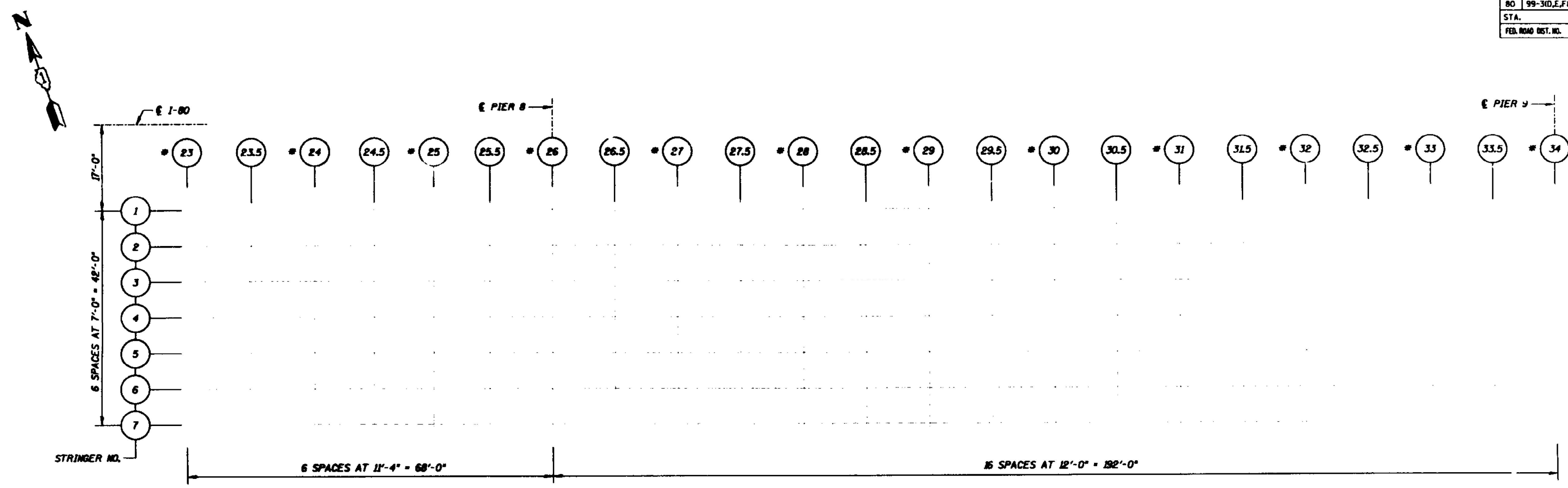
CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	31

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



* DENOTES FLOORBEAM LOCATIONS (TYP)

EASTBOUND PLAN

STR.	PANEL POINT 23	23.5	24	24.5	25	25.5	26	26.5	27	27.5	28
1	592.58	592.53	592.48	592.42	592.35	592.29	592.21	592.13	592.04	591.94	591.84
2	592.72	592.68	592.62	592.56	592.50	592.43	592.36	592.27	592.18	592.09	591.99
3	592.87	592.82	592.77	592.71	592.65	592.58	592.50	592.42	592.33	592.23	592.13
4	592.98	592.94	592.88	592.82	592.76	592.69	592.62	592.53	592.44	592.35	592.25
5	593.01	592.97	592.91	592.85	592.79	592.72	592.65	592.56	592.47	592.38	592.28
6	592.96	592.91	592.86	592.80	592.74	592.67	592.59	592.51	592.42	592.32	592.22
7	592.83	592.78	592.73	592.67	592.60	592.54	592.46	592.38	592.29	592.19	592.09

STR.	28.5	29	29.5	30	30.5	31	31.5	32	32.5	33	33.5	34
1	591.73	591.62	591.50	591.38	591.25	591.11	590.97	590.82	590.67	590.50	590.30	590.09
2	591.88	591.77	591.65	591.52	591.39	591.26	591.11	590.97	590.81	590.64	590.45	590.25
3	592.02	591.91	591.79	591.67	591.54	591.40	591.26	591.11	590.96	590.79	590.60	590.41
4	592.14	592.03	591.91	591.78	591.65	591.52	591.38	591.23	591.07	590.91	590.73	590.55
5	592.17	592.06	591.94	591.81	591.68	591.55	591.41	591.26	591.10	590.95	590.79	590.62
6	592.11	592.00	591.88	591.76	591.63	591.49	591.35	591.20	591.05	590.90	590.77	590.63
7	591.98	591.87	591.75	591.63	591.50	591.36	591.22	591.07	590.92	590.78	590.69	590.58

TOP OF SLAB ELEVATIONS

NOTES:

1. ELEVATIONS SHOWN ARE FROM ORIGINAL DESIGN PLANS DATED DEC. 28, 1980 PLUS AN ADDITIONAL 2".
2. ELEVATIONS ARE FINAL TOP OF CONCRETE SLAB ELEVATION AT ℄ OF STRINGER.

DESIGNED	RR
CHECKED	AF
DRAWN	BA
CHECKED	RR

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION | DATE | DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

DECK REPLACEMENT - ELEVATIONS

STEINMAN

APRIL 1999 | DRAWING NO. 180-31

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TAMERAN

FOR INFORMATION ONLY

WSP
WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = USSJ696614	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
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PLOT DATE = 11/5/2025	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB

SHEET 83 OF 87 SHEETS

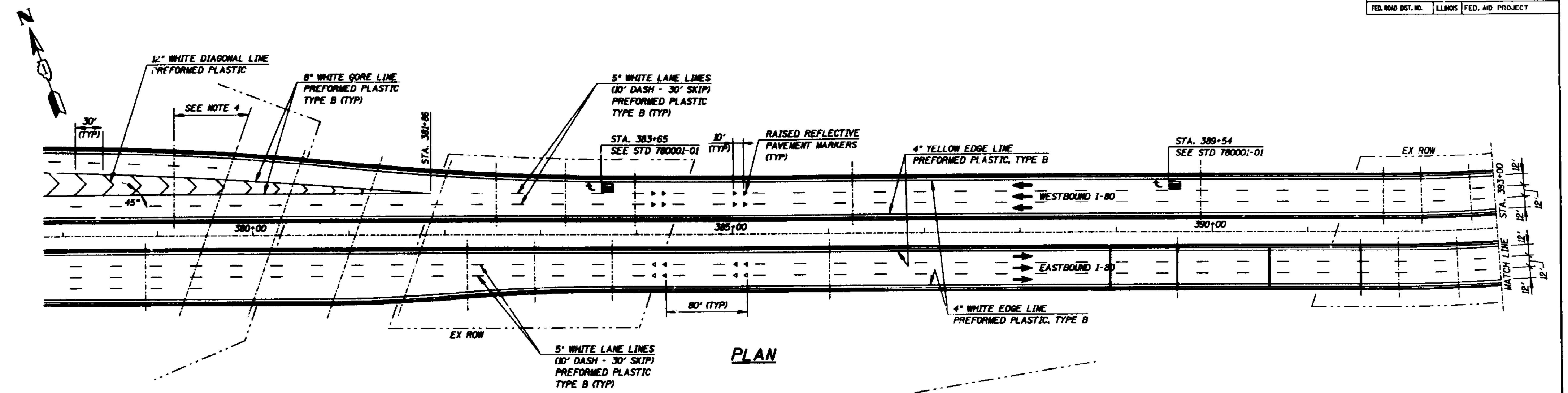
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1031

CONTRACT NO. 62R23

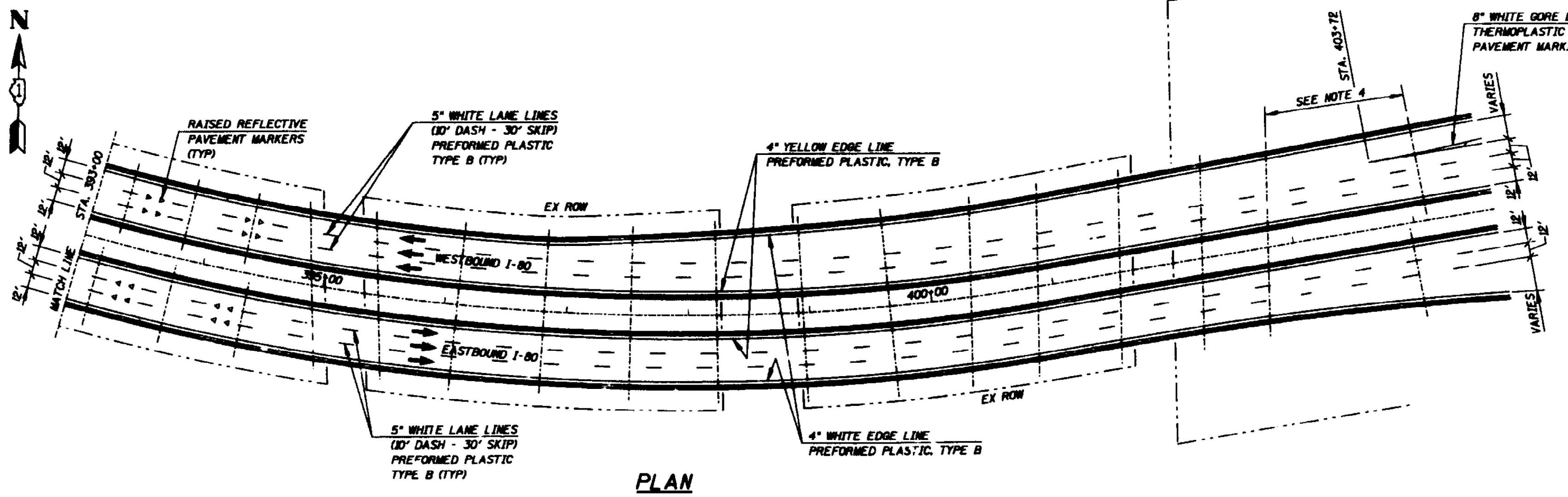
ILLINOIS | FED. AID PROJECT

MODEL: Default
FILE NAME: pw://transystems-pw.bentley.com/transyscorp-pw1-hosted/Documents/Projects_2018/CH401/401180022/03-WSP/CAD/62R23-RB-1/Sheets/Structural/Existing Plans/Sheets/0998309-62R24-Existing83.dgn

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)X	WILL	44	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLAN



PLAN

NOTES:

1. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, MR. DON ANGELOS AT (847) 705-4153 AT LEAST TWO (2) WEEKS PRIOR TO INSTALLATION OF FINAL PAVEMENT MARKINGS.
2. PERMANENT PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12).
3. RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE PLACED THROUGHOUT THE PROJECT LIMITS. SEE DETAIL "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS".
4. ALL EDGE LINES AND GORE LINES ON BITUMINOUS APPROACH SLABS ARE THERMOPLASTIC PAVEMENT MARKING. ALL LANE LINES ARE PREFORMED PLASTIC PAVEMENT MARKING.

DESIGNED	RR
CHECKED	AF
DRAWN	SA
CHECKED	KP

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

PAVEMENT MARKING PLANS

STEINMAN

APRIL 1999 | DRAWING NO. I80-32

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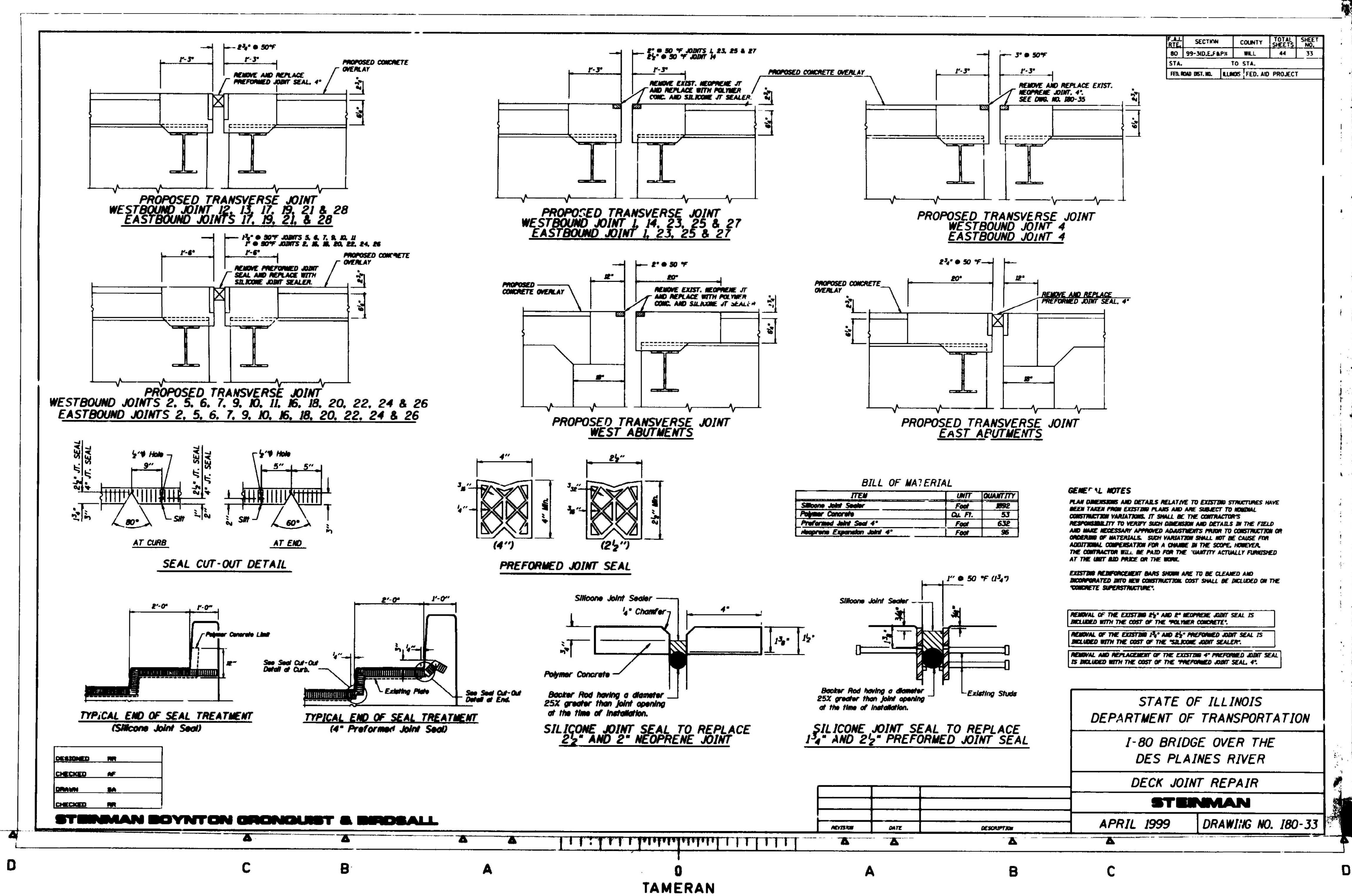
WSP	WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684	USER NAME = USSJ696614	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLAN STRUCTURE NUMBER 099-0056 EB AND 099-0057 WB
			CHECKED -	REVISED -		
		PLOT SCALE = 0:2 ':" / in.	DRAWN -	REVISED -		
		PLOT DATE = 11/5/2025	CHECKED -	REVISED -		SHEET 84 OF 87 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1032
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Silicone Joint Sealer	Foot	1892
Polymer Concrete	Cu. Ft.	53
Preformed Joint Seal 4"	Foot	632
Neoprene Expansion Joint 4"	Foot	96

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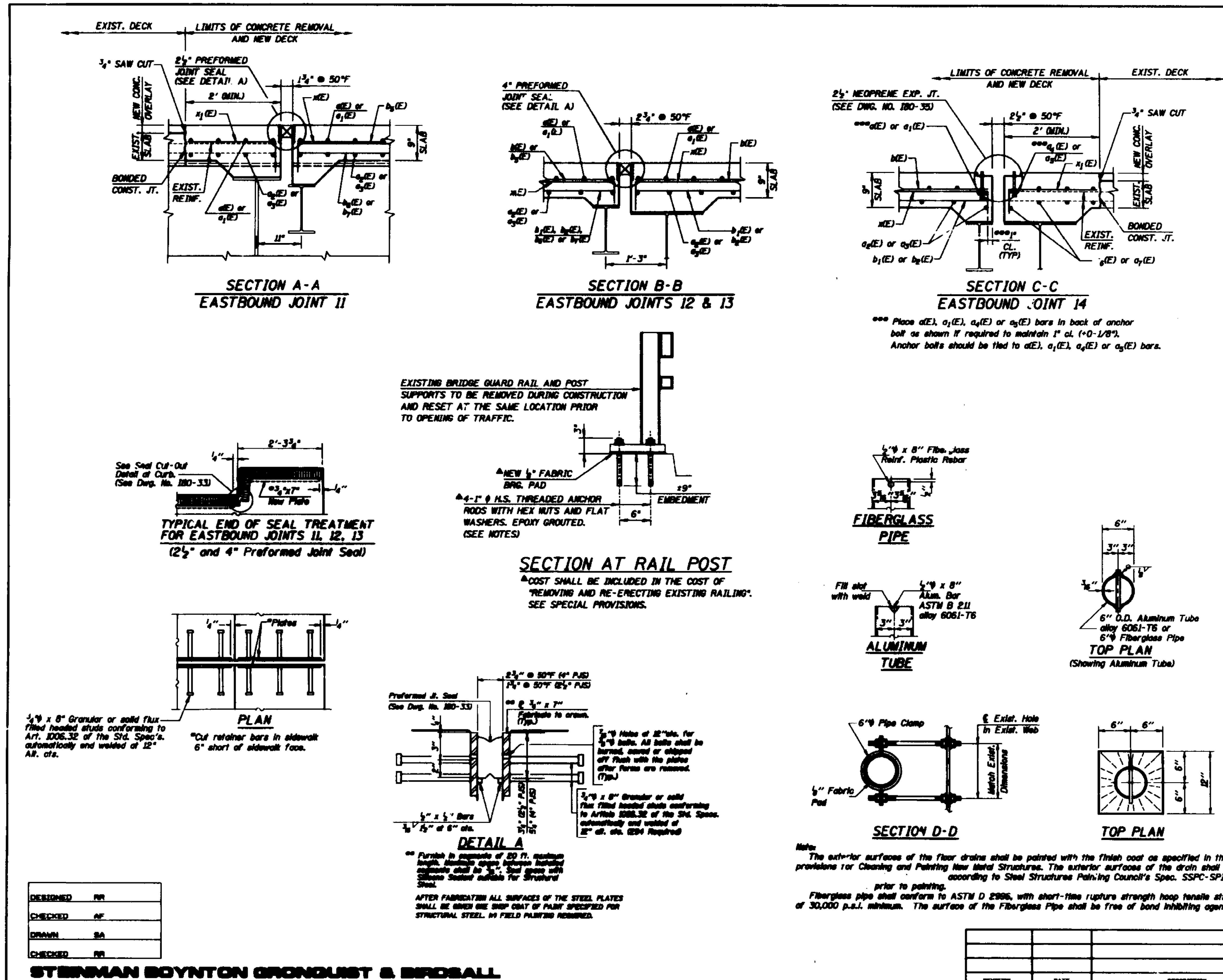


NOTES:

1. THREADED RODS, NUTS AND WASHERS SHALL CONFORM TO AASHTO M 164.
2. ALL BOLTS, NUTS, WASHERS AND LOCK WASHERS SHALL BE GALVANIZED ACCORDING TO AASHTO M 232.
3. ANCHOR RODS SHALL BE GALVANIZED AFTER SHOP FABRICATION ACCORDING TO AASHTO M111 AND ASTM A 385.
4. PROVIDE ONE $\frac{1}{8}$" AND TWO $\frac{1}{16}$" STEEL SHIMS FOR 25% OF THE POSTS. SHIMS SHALL BE SIMILAR TO BASE PLATES IN SIZE AND HOLES.
5. THE CONTRACTOR SHALL USE THE CAPSULE OR THE ADHESIVE CARTRIDGE TYPE ANCHOR RODS THAT HAVE BEEN PREVIOUSLY TESTED AND GIVEN A PRIOR APPROVAL BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL THESE ANCHOR RODS IN PRE-DRILLED HOLES ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS OR PROCEDURES.
6. THE CAPSULE OR THE ADHESIVE CARTRIDGE SHALL BE A SEALED GLASS CAPSULE OR A SEALED GLASS ADHESIVE CARTRIDGE CONTAINING PREMEASURED AMOUNTS OF THE ADHESIVE CHEMICAL.
7. NUTS FOR 1" ϕ THREADED ANCHOR RODS CONNECTING THE BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL $\frac{1}{8}$" TURN.
8. WHERE 9" OF EMBEDMENT CAN'T BE ACHIEVED, PLACE HEX NUT AND LOCK WASHER ON THREADED ANCHOR ROD UNDERNEATH THE SLAB.
9. EXISTING REINFORCEMENT BARS SHOWN ARE TO BE CLEANED AND INCORPORATED INTO NEW CONSTRUCTION. COST SHALL BE INCLUDED IN THE COST OF "CONCRETE SUPERSTRUCTURE". BENDING OF EXISTING BARS IS NOT ALLOWED.
10. COST OF REMOVAL OF THE EXISTING EASTBOUND JOINTS 11, 12, 13 & 14 SHALL BE INCLUDED IN THE COST OF "CONCRETE REMOVAL".

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Preformed Joint Seal $2\frac{1}{2}$"	Foot	48
Preformed Joint Seal 4"	Foot	96
Furnishing and Erecting Structural Steel	Pound	5590

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE
DES PLAINES RIVER

DECK JOINT REPLACEMENT

STEINMAN

APRIL 1999 | DRAWING NO. I80-34

D C B A 0 A B C D
TAMERAN

FOR INFORMATION ONLY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-3(D,E,F&P)I	WILL	44	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1½" Min.
2½"	2½"	1¾" Min.
4"	3"	2½" Min.

INSTALLATION NOTES

① Install continuous seal in roadway, parapet, curb, and sidewalk.

② Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

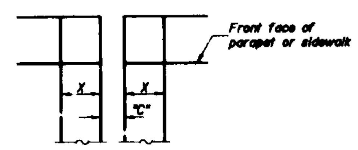
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

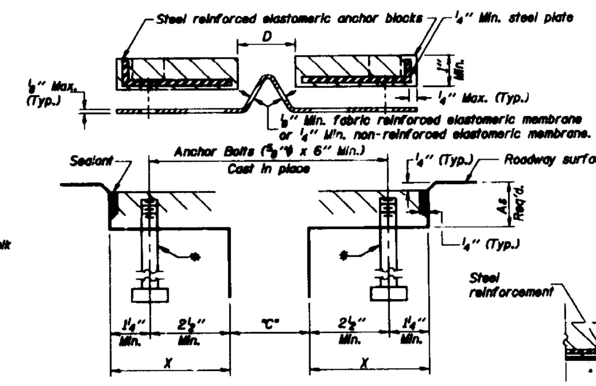
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1½" from centerline of anchor studs to edge of parapet

shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.

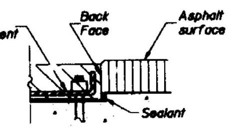
opening. The anchor blocks and the elastomeric membrane



FORMING BLOCKOUT SKETCH



CROSS SECTION



ANCHOR BLOCK WITH ASPHALT SURFACE

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

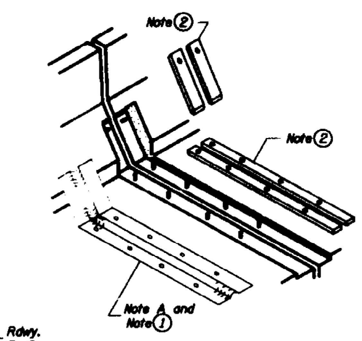
Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.

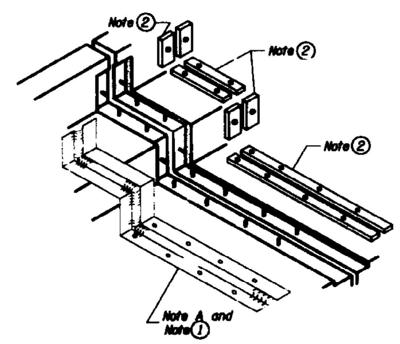
* At Eastbound and Westbound Jt. 14, Epoxy Grout ⅝" ϕ Threaded Studs in accordance with Article 584 of the Standard Specifications. Space to miss existing studs. Threaded studs shall conform to the requirements of AASHTO M 164 and Zinc-Coated according to Article 1006.08.

BILL OF MATERIAL

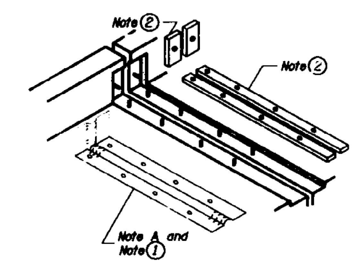
ITEM	UNIT	QUANTITY
Neoprene Expansion Joint 2½"	FOOT	48



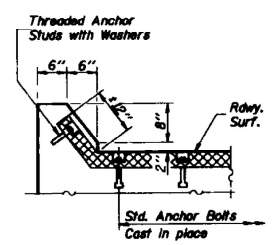
AT PARAPET



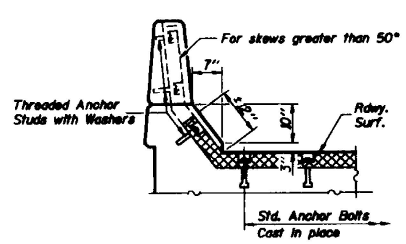
AT SIDEWALK OR MEDIAN



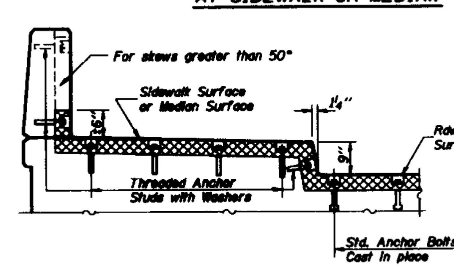
AT WALL



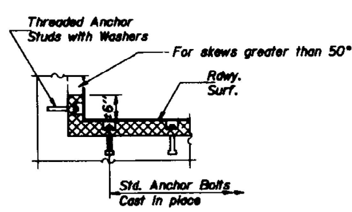
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS



AT WALL

DESIGNED	KP
CHECKED	RR
DRAWN	SA
CHECKED	KP

STEINMAN BOYNTON GRONQUIST & BIRDSALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80 BRIDGE OVER THE DES PLAINES RIVER

NEOPRENE EXPANSION JOINTS

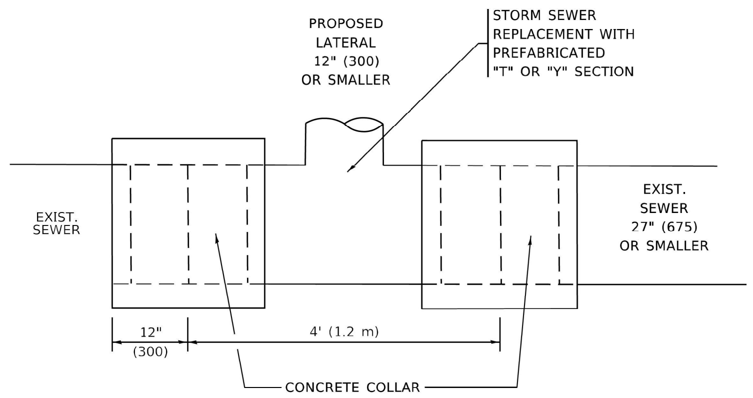
STEINMAN

APRIL 1999 | DRAWING NO. 180-35

D C B A 0 A B C D

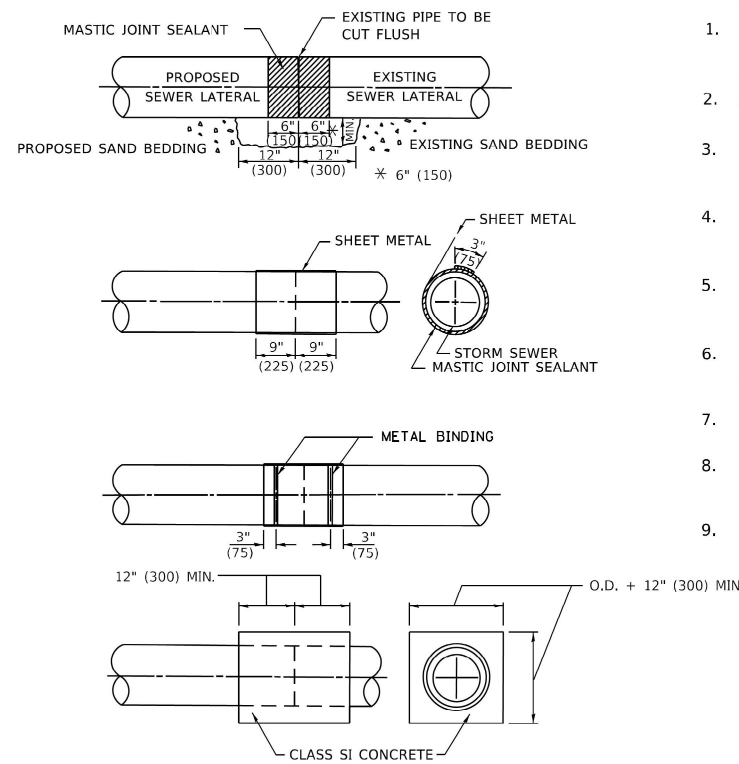
TAMERAN

FOR INFORMATION ONLY



DETAIL "A"

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

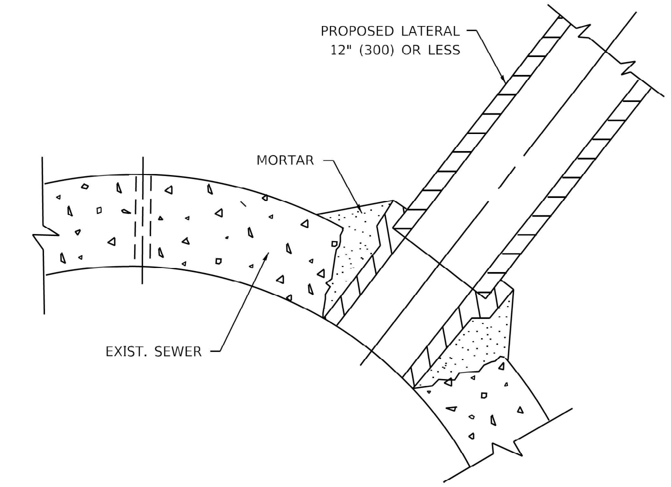


DETAIL "B"

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.

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	DRAWN -	REVISED - R. SHAH 10-25-94	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. SHAH 06-12-96	
PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

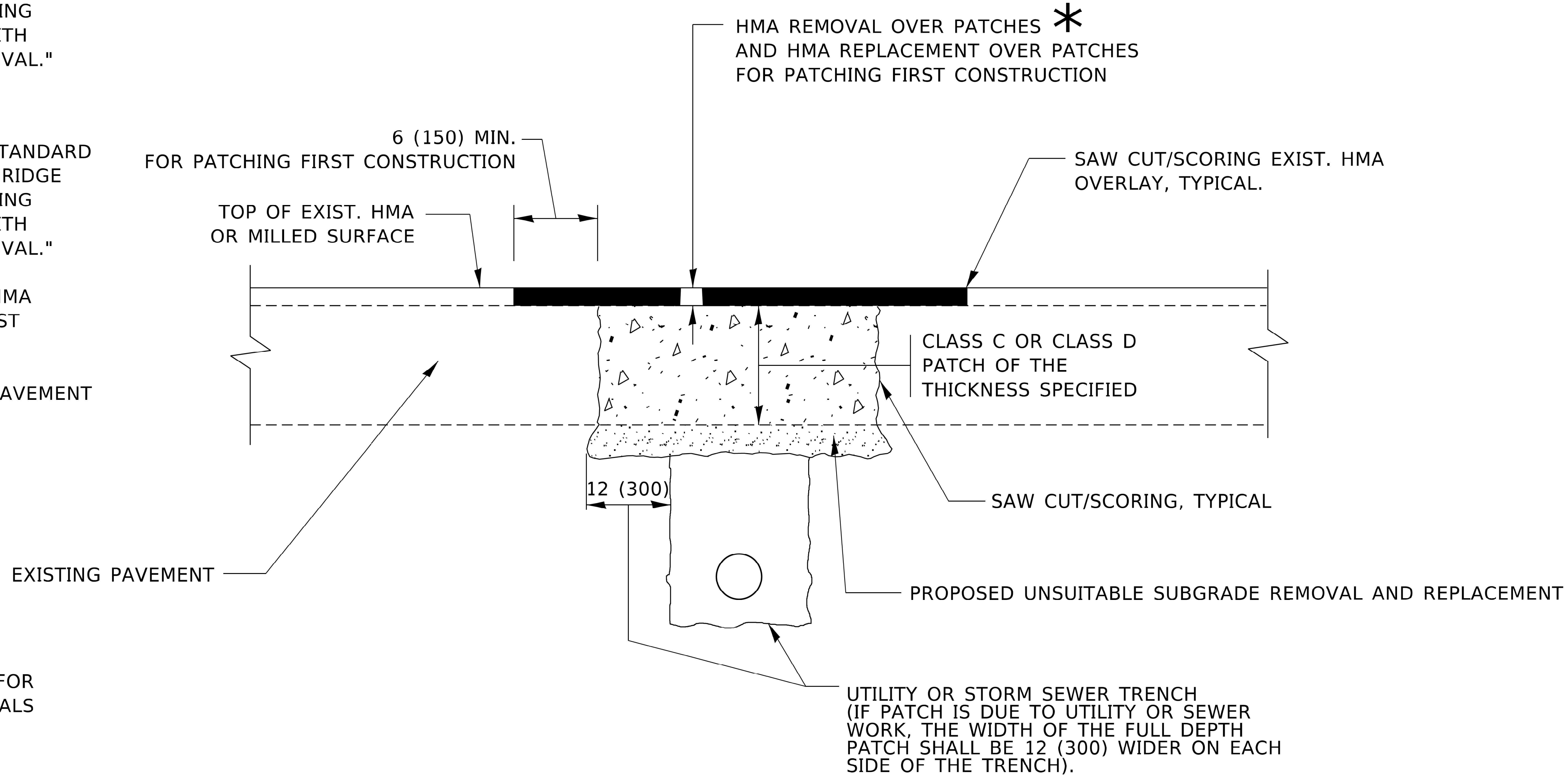
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1036
	BD500–01 (BD–07)	CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

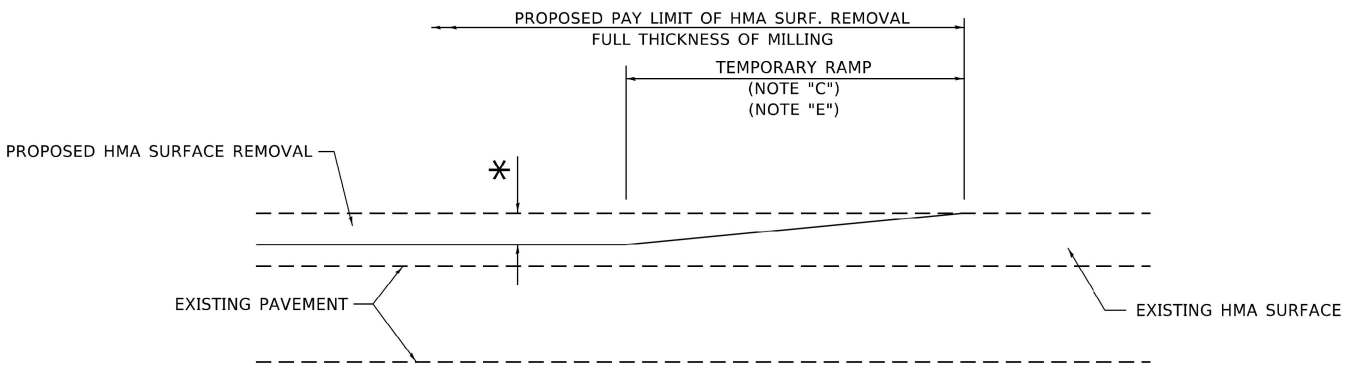
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

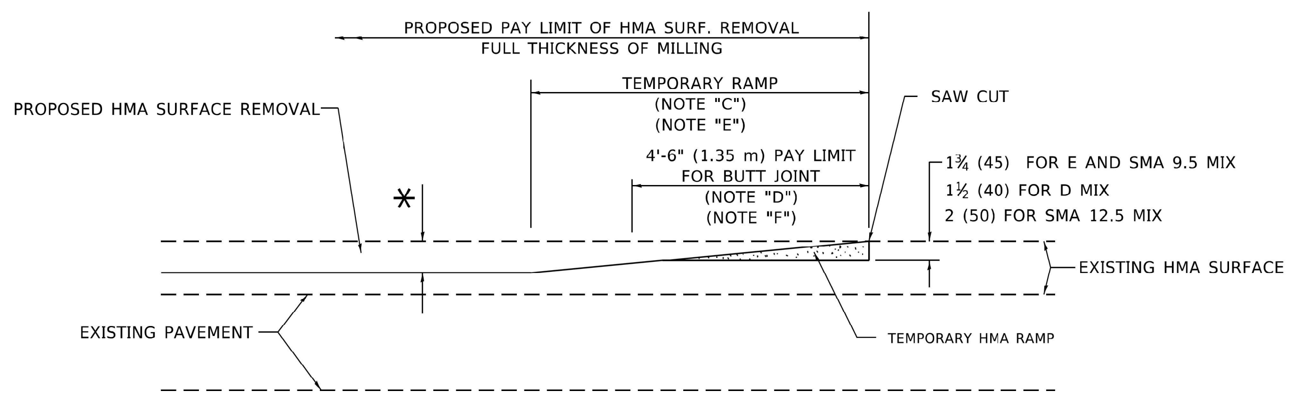
USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07			80	FAI 80 21 STRUCTURE 2	WILL	1230 / 1037
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08			BD400–04 (BD–22)		CONTRACT NO. 62R23	
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

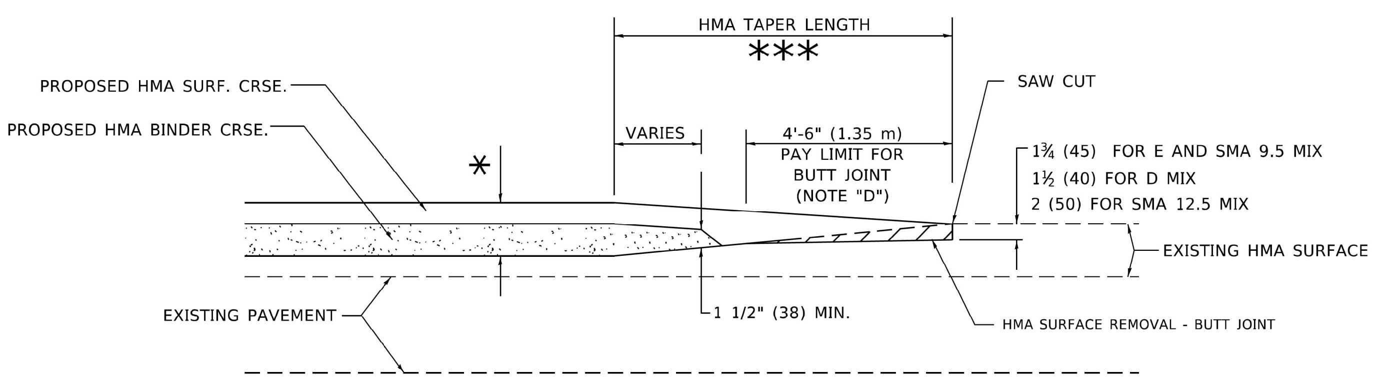


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

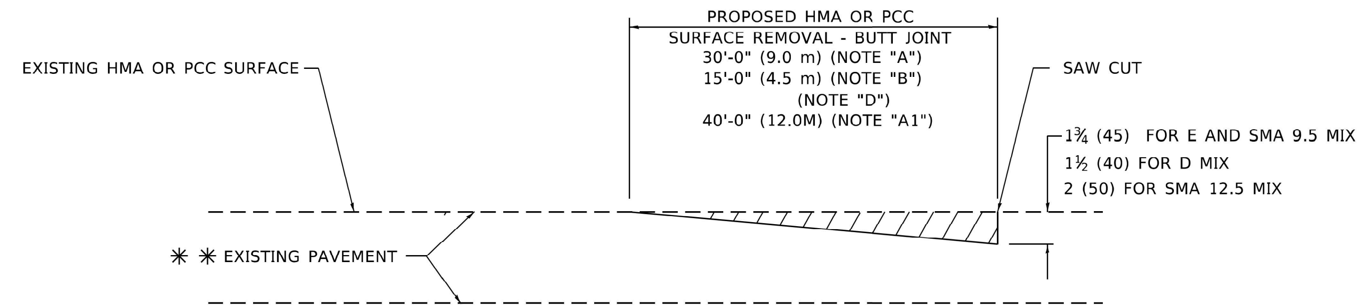
OPTION 2

TYPICAL TEMPORARY RAMP

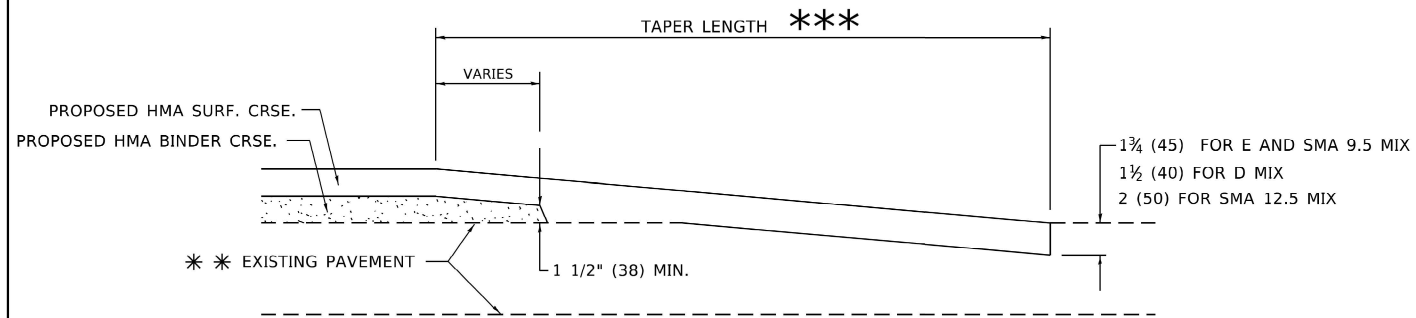


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

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.

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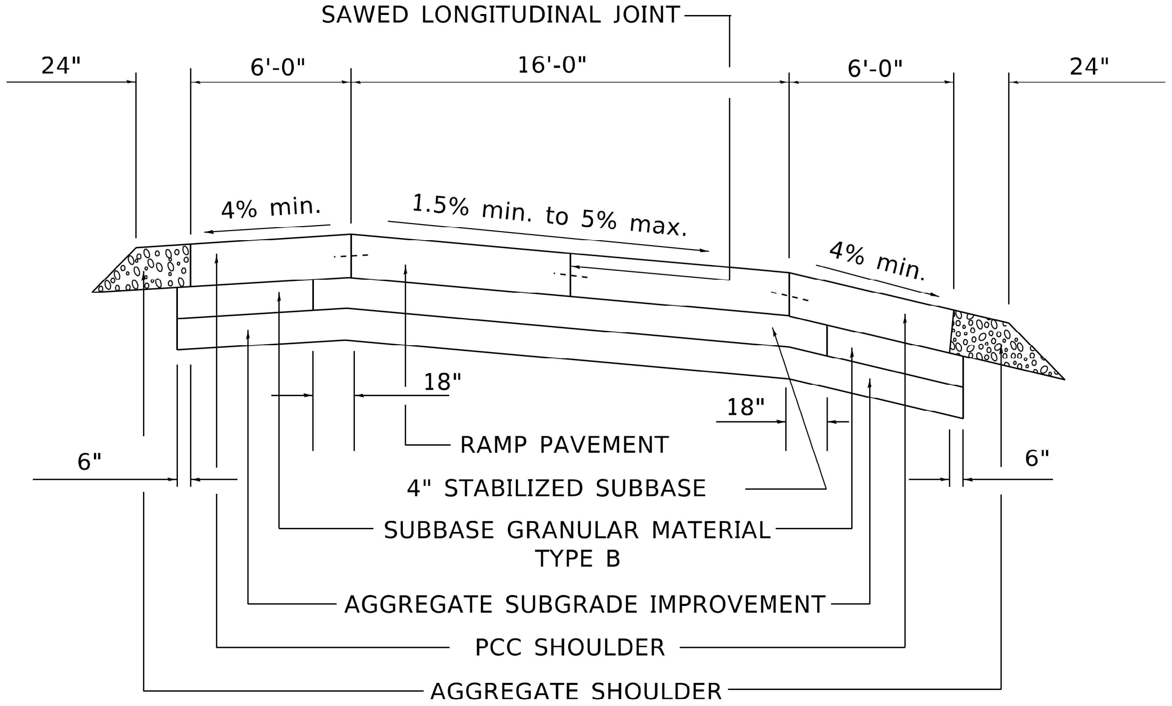
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

BUTT JOINT AND HMA TAPER DETAILS

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

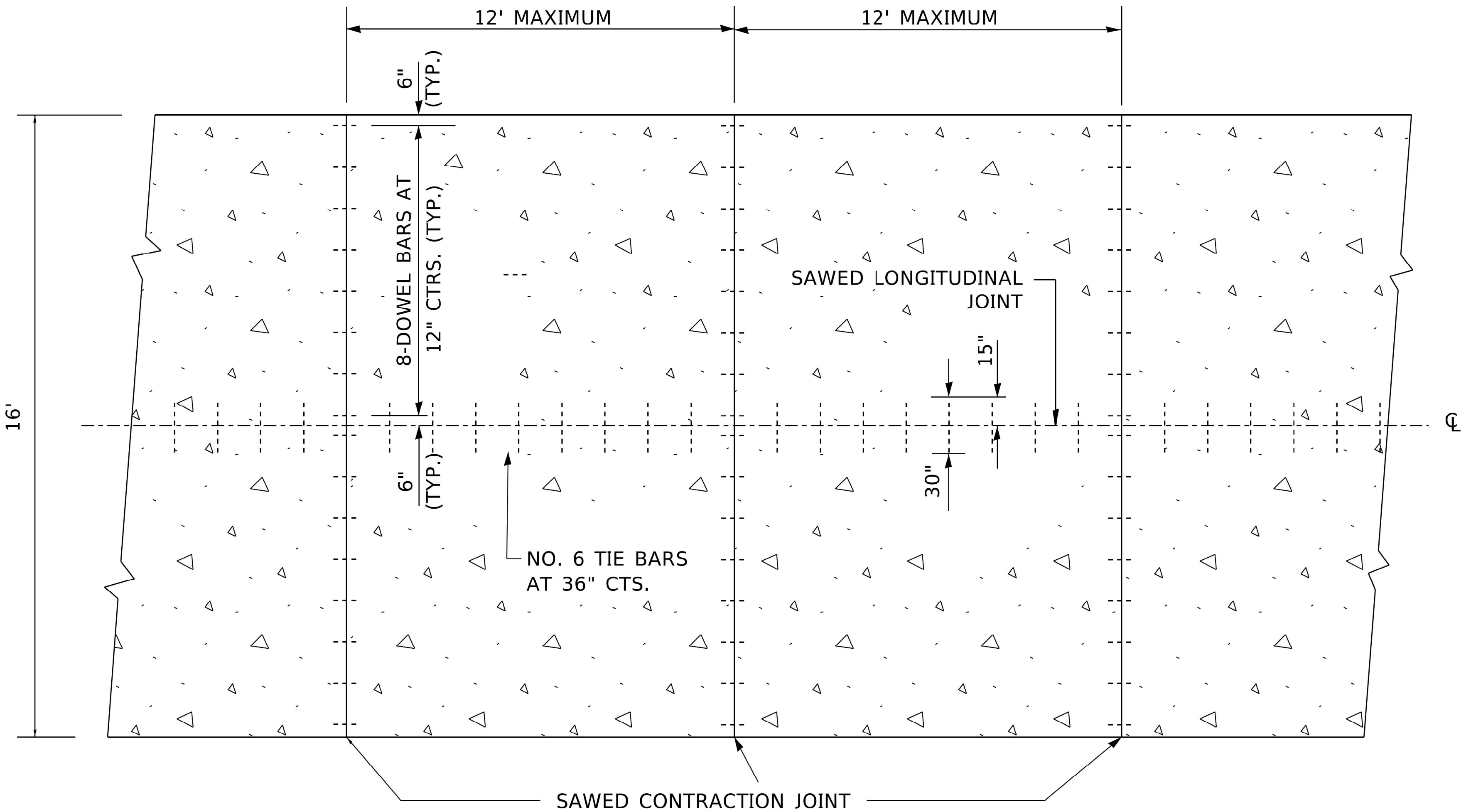
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1038
BD400-05 BD-32		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		



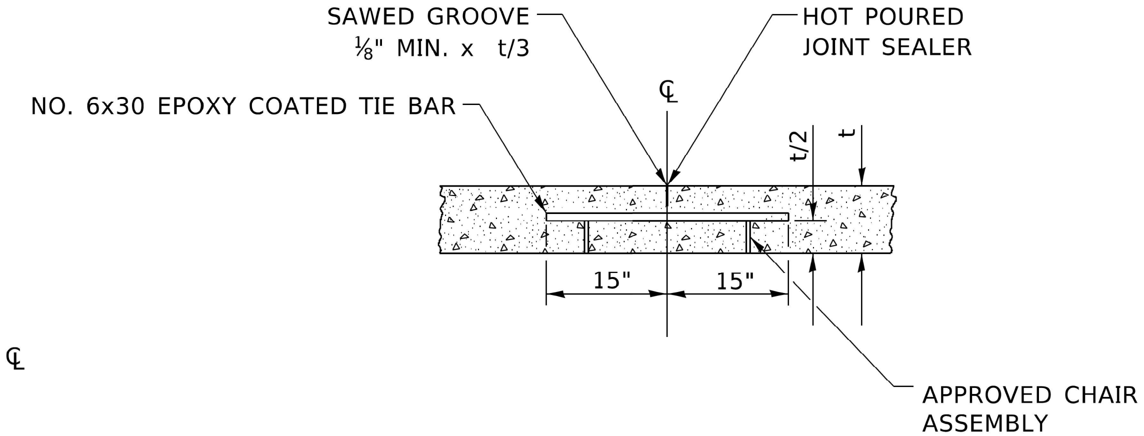
SECTION

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12'.
2. ALL BARS TO BE EPOXY COATED.



PLAN



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

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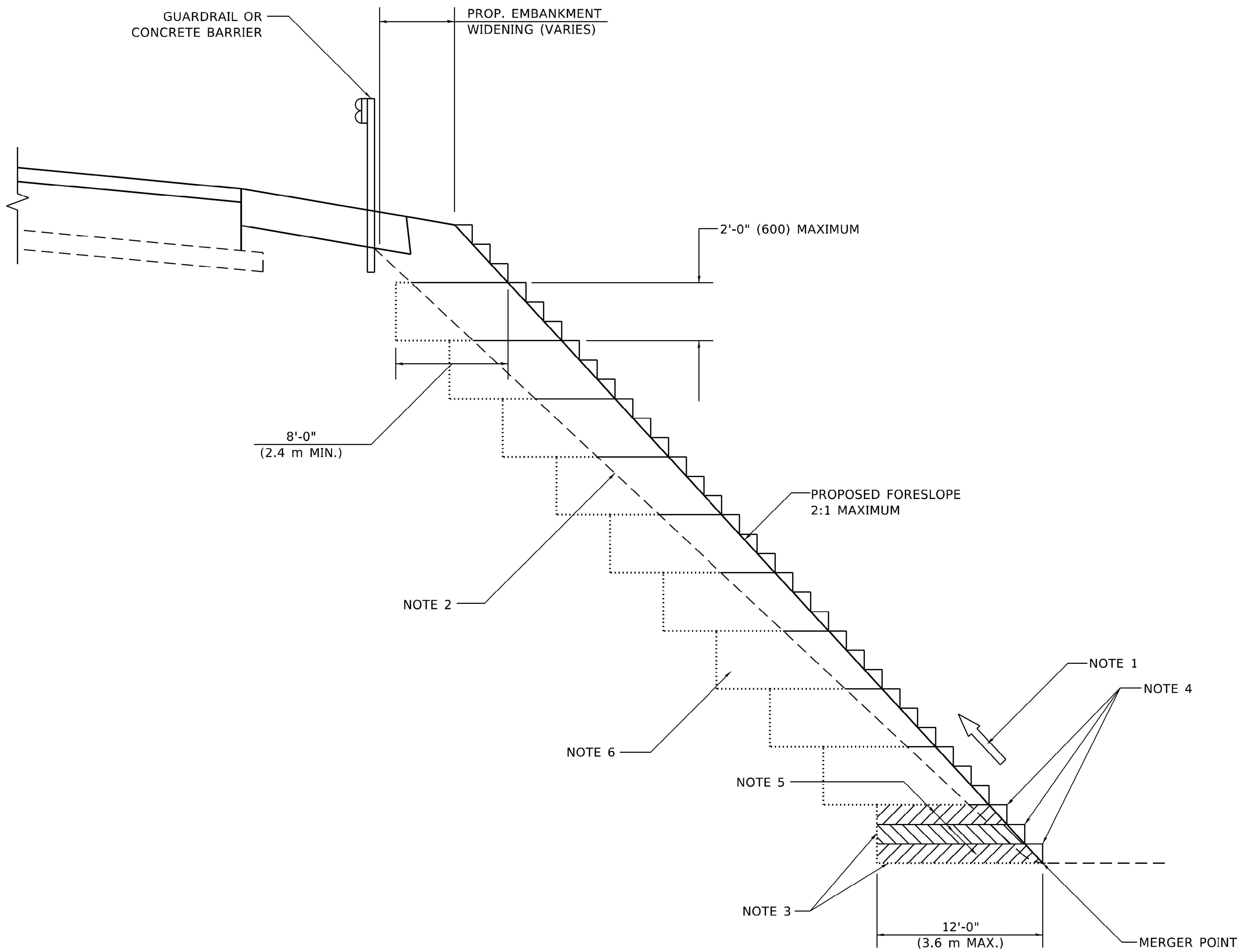
USER NAME = Lawrence.DeManche	DESIGNED -	REVISED -TOM MATOUSEK 08/19/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TOM MATOUSEK	REVISED - K. SMITH 11-18-22	
PLOT SCALE = 100.0000 ' / in.	CHECKED - A. ABBAS	REVISED -	
PLOT DATE = 11/18/2022	DATE - 10-18-02	REVISED -	

DETAIL FOR CENTERLINE SAW CUT 16' AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1039
	BD-49	CONTRACT NO. 62R23		
	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.

USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CADD	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - S.E.B.	REVISED -	
PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -	

BENCHING DETAIL FOR EMBANKMENT WIDENING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1040
BD–51		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

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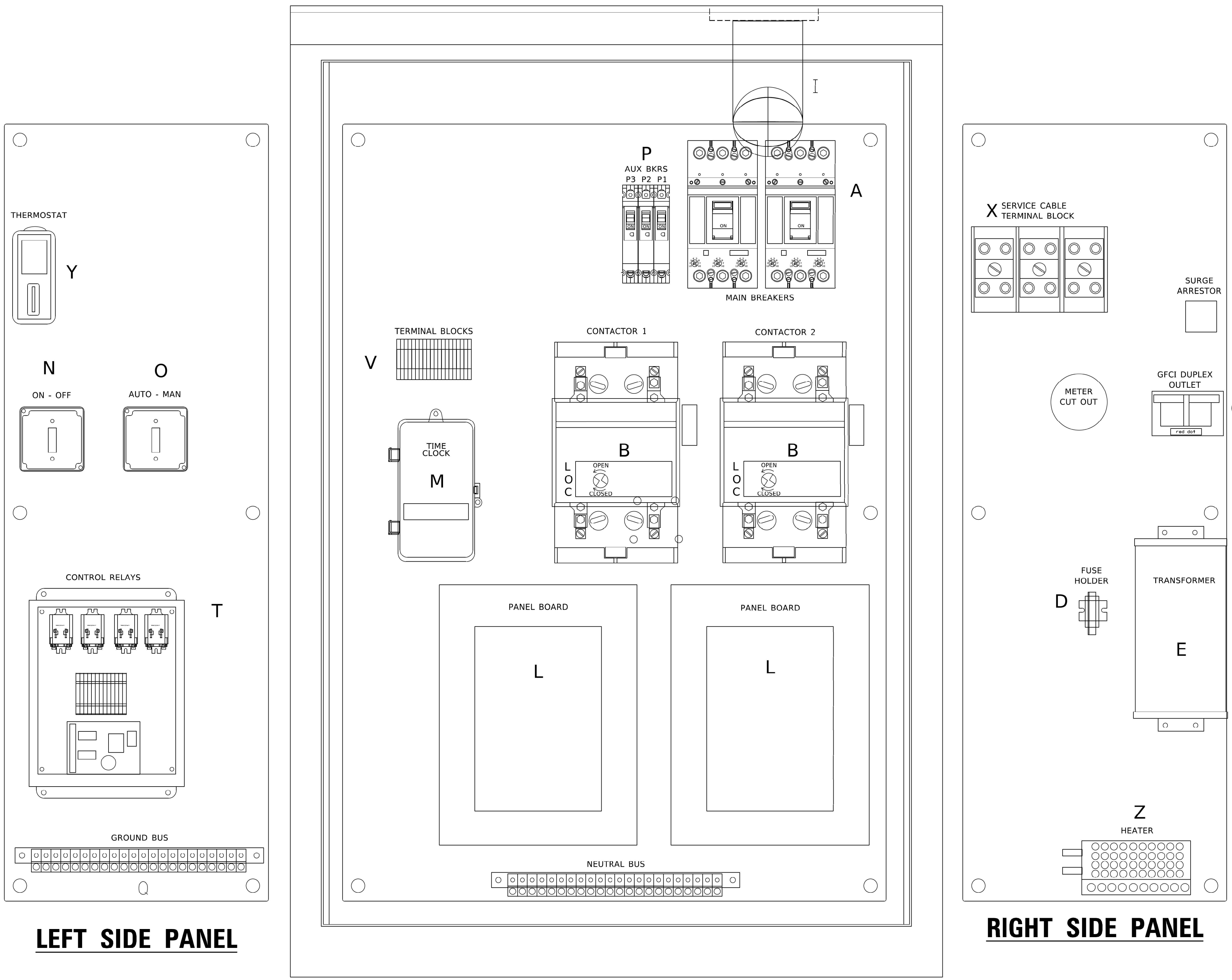


BILL OF MATERIALS

ITEM *	QTY	DESCIPTION
A	2	MAIN BREAKERS 2 POLE 200 AMP WITH AUX CONTACT
B	2	MECHANICAL CONTRACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	SECTIONAL FUSE HOLDER
E	1	2.0 KVA 277V-240/120 TRASFORMER
G	1	15 AMP GFCI
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OF
O	1	DPDT 20 AMP AUTO-MANUAL
P1	1	BREAKER 1P 15A
P2	1	BREAKER 1P 15A
P3	1	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 X 16 X ¼
T	1	CONTROL RELAY ASSEMBLY 240V COILS WITH DPDT 25 AMP RELAYS (R1,R2,R3,R4). MOMENTARY CONTACT ADAPTER. QTY 12 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X	1	620 AMP SPLICE BLOCK
Y	1	CHROMALOX WR 80, 40-80 DEG THERMOSTAT
Z	1	HEATREX 276-10 375 WATT HEATER

*

E–200

USER NAME = footemj	DESIGNED -	REVISED - R. TOMSONS 03-29-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CADD	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/19/2019	DATE - 12-18-02	REVISED -	

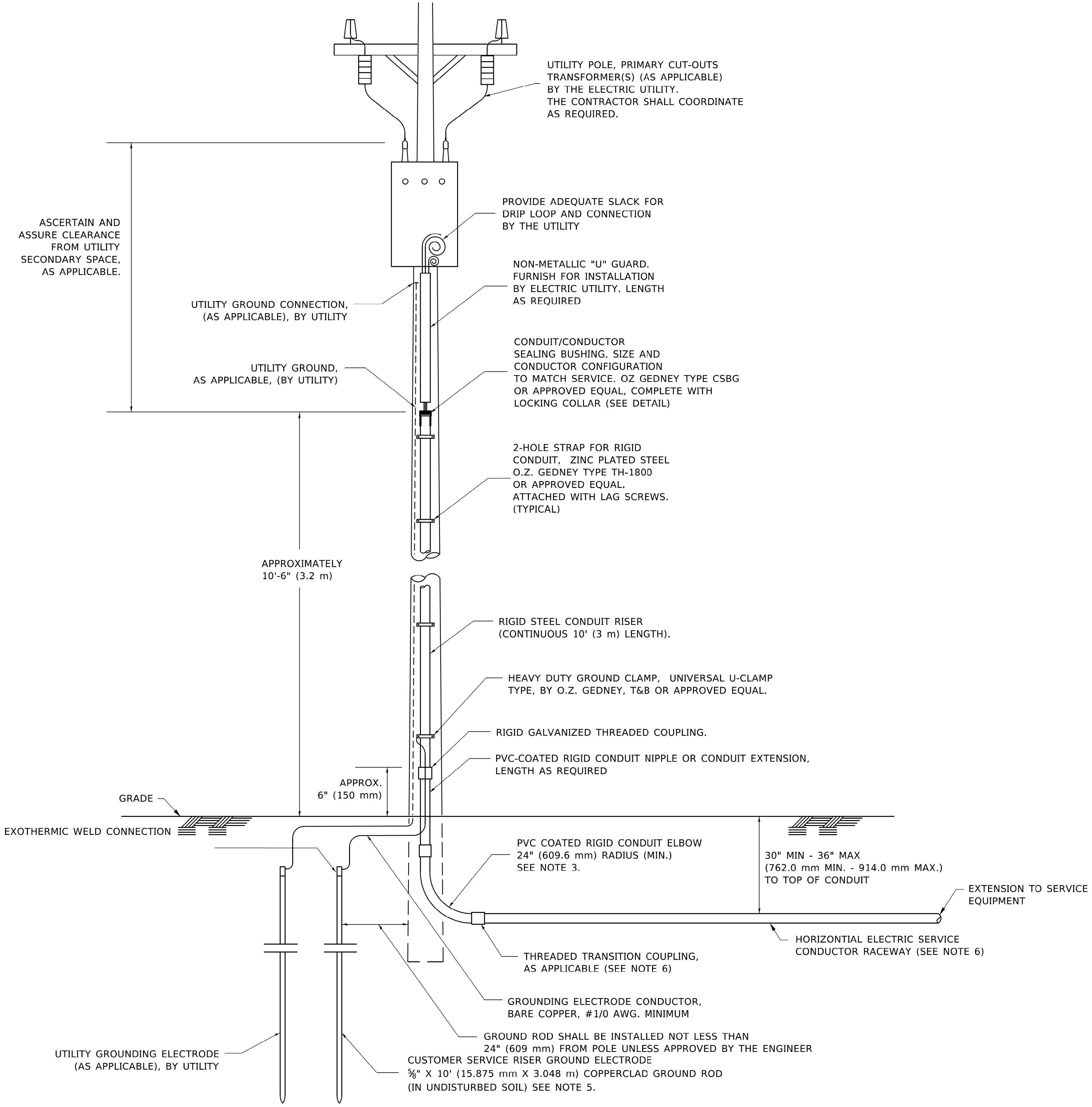
LIGHTING CONTROLLER, BASE MOUNTED
480 VOLT, 200 AMP, (DUAL)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1041

E–200 (BE–200) CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.

2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.

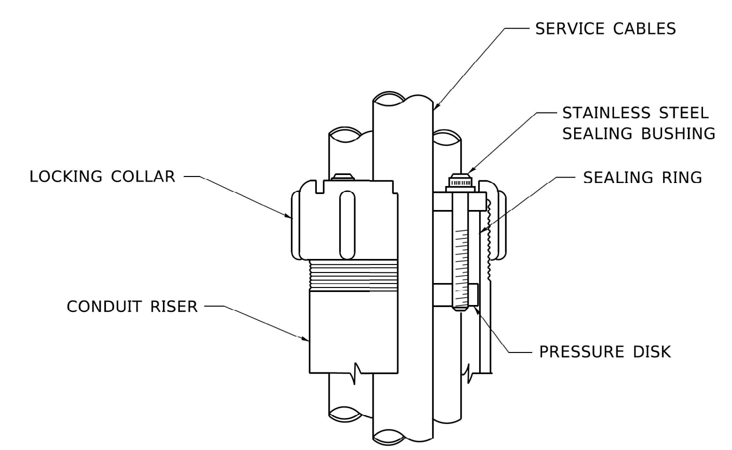
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.

4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.

5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.

6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.

7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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PLOT SCALE = 50.0000 ' / in.	CHECKED - MEA	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

ELECTRIC SERVICE INSTALLATION
AERIAL, REMOTE DISCONNECT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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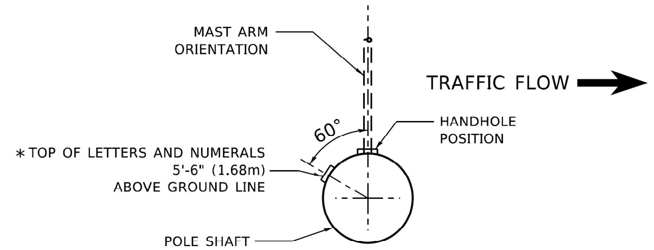
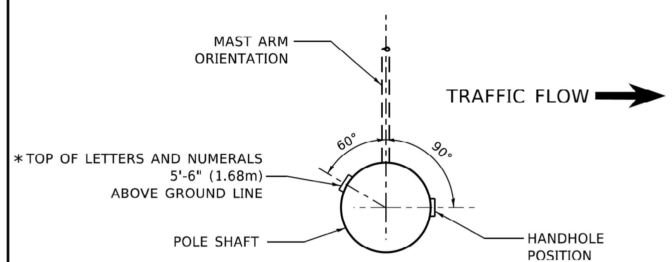
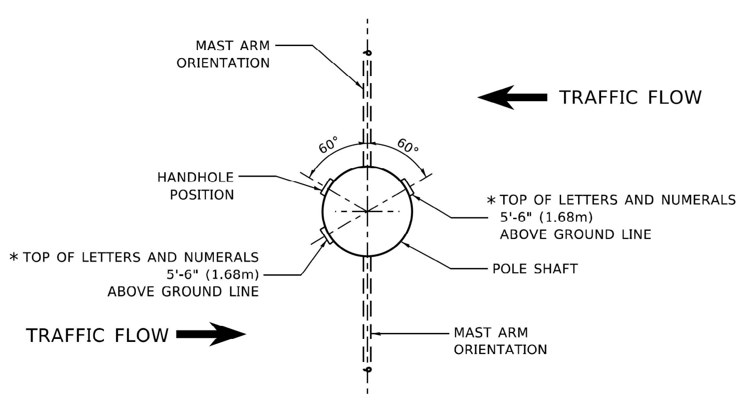
	BE-220	CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



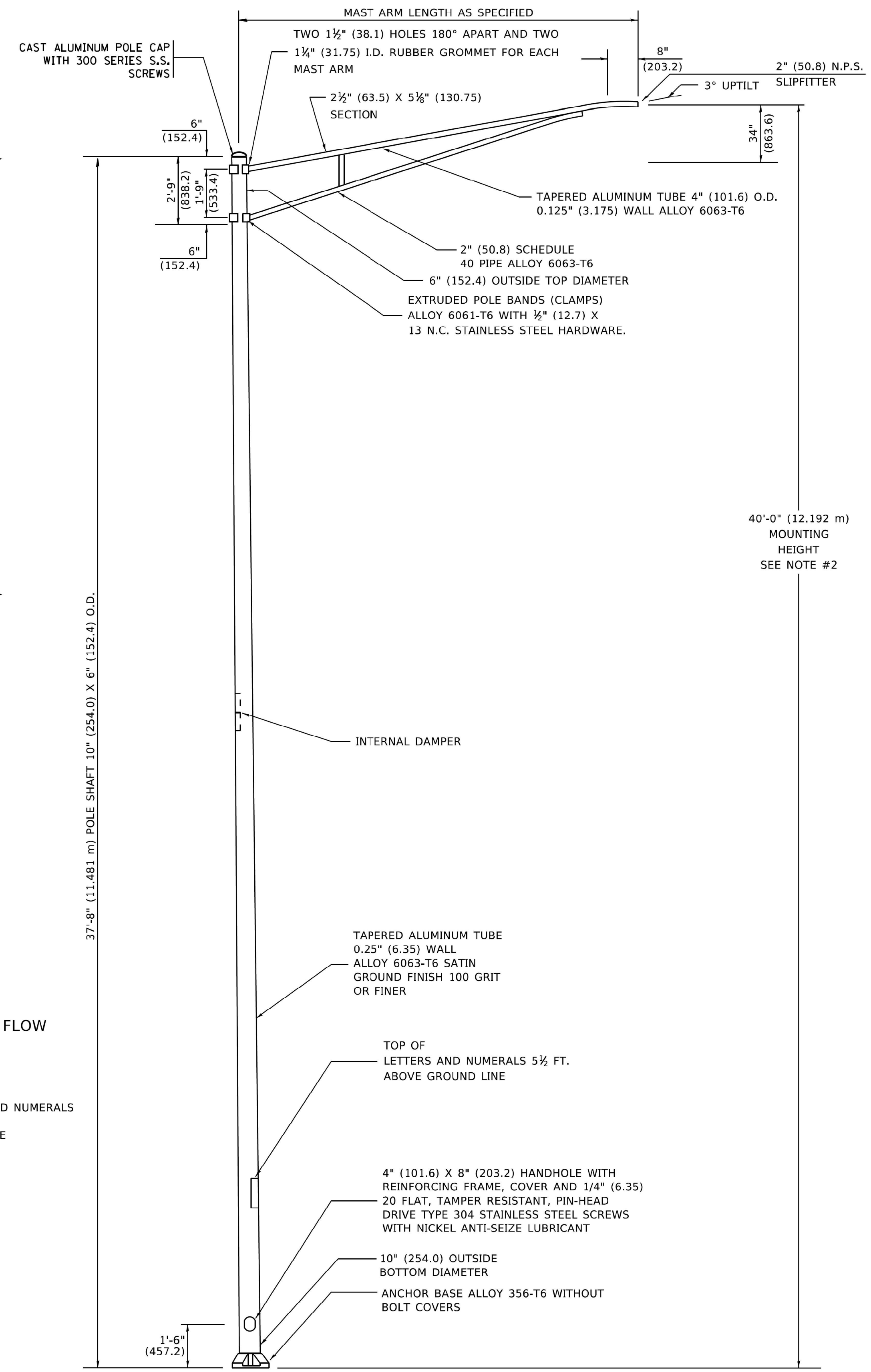
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

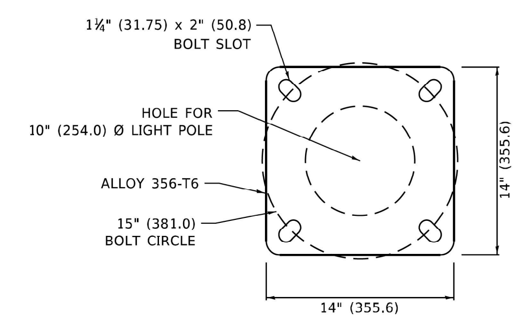


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



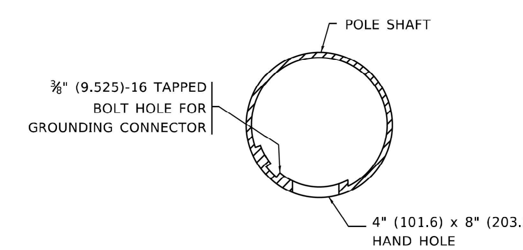
NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
4. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
5. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL

(N.T.S.)

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	DRAWN -	REVISED - R. TOMSONS 01-18-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - TG 06-13-22	
PLOT DATE = 12/19/2023	DATE -	REVISED - R. TOMSONS 12-19-23	

ALUMINUM LIGHT POLE
40'-0" (12.192 m) MOUNTING HEIGHT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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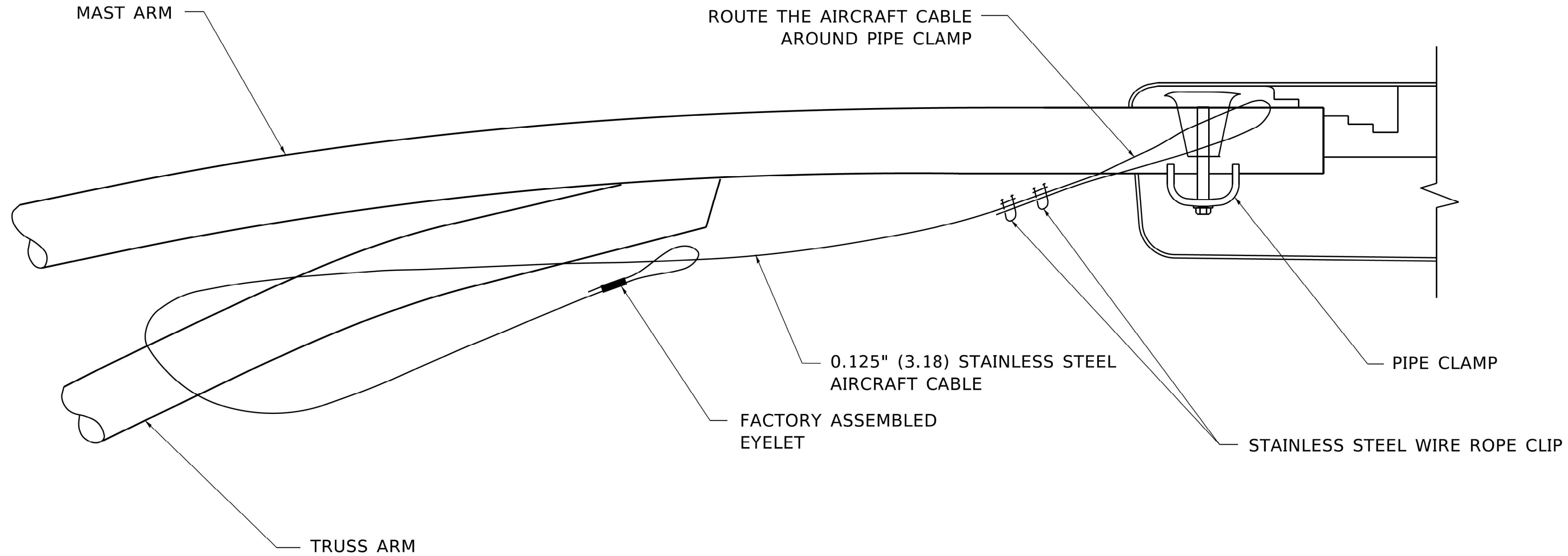
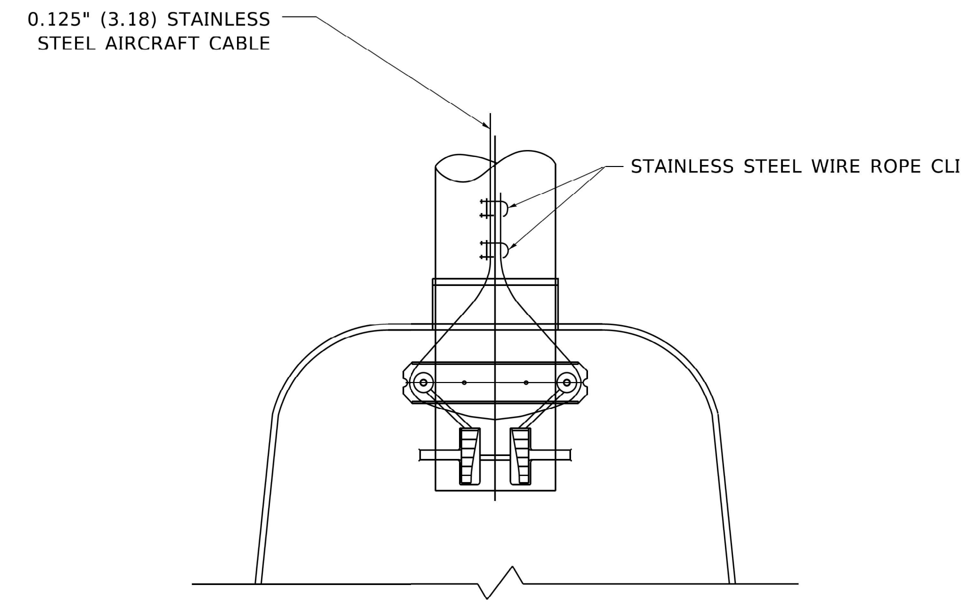
BE-401		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		



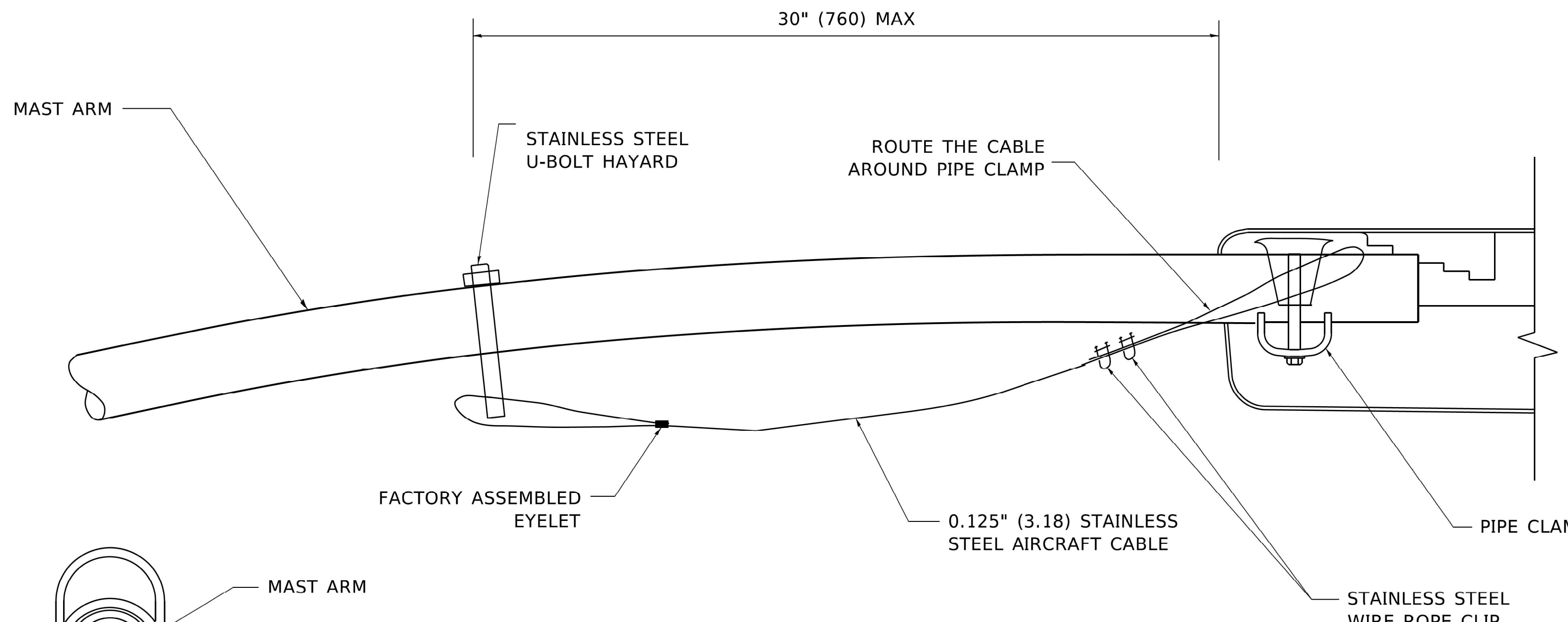
SIDE VIEW (TRUSS ARM)

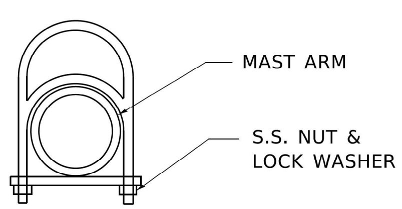
N.T.S.



BOTTOM VIEW

N.T.S.





STAINLESS STEEL
U-BOLT HAYARD

SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)

N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

USER NAME = footemj	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

LUMINAIRE SAFETY CABLE ASSEMBLY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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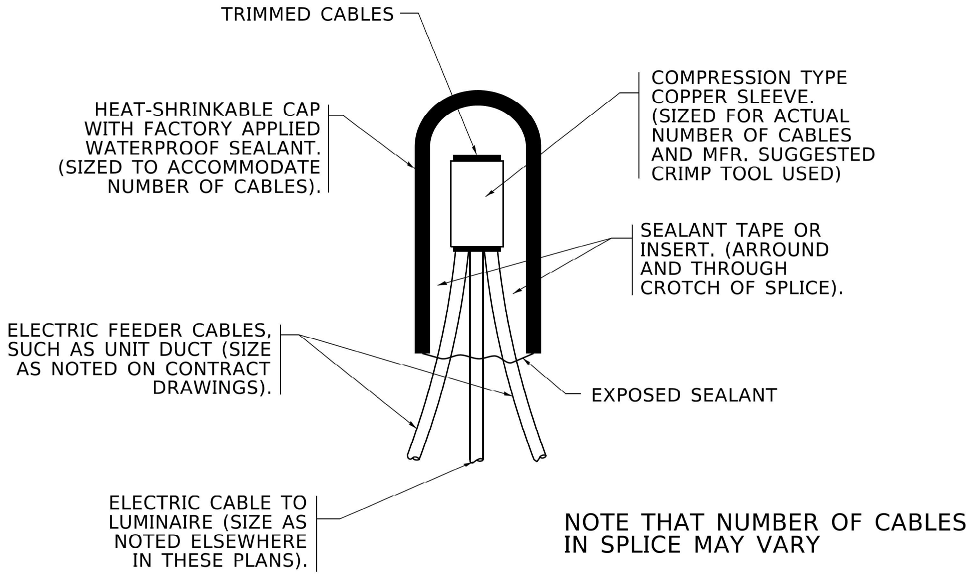
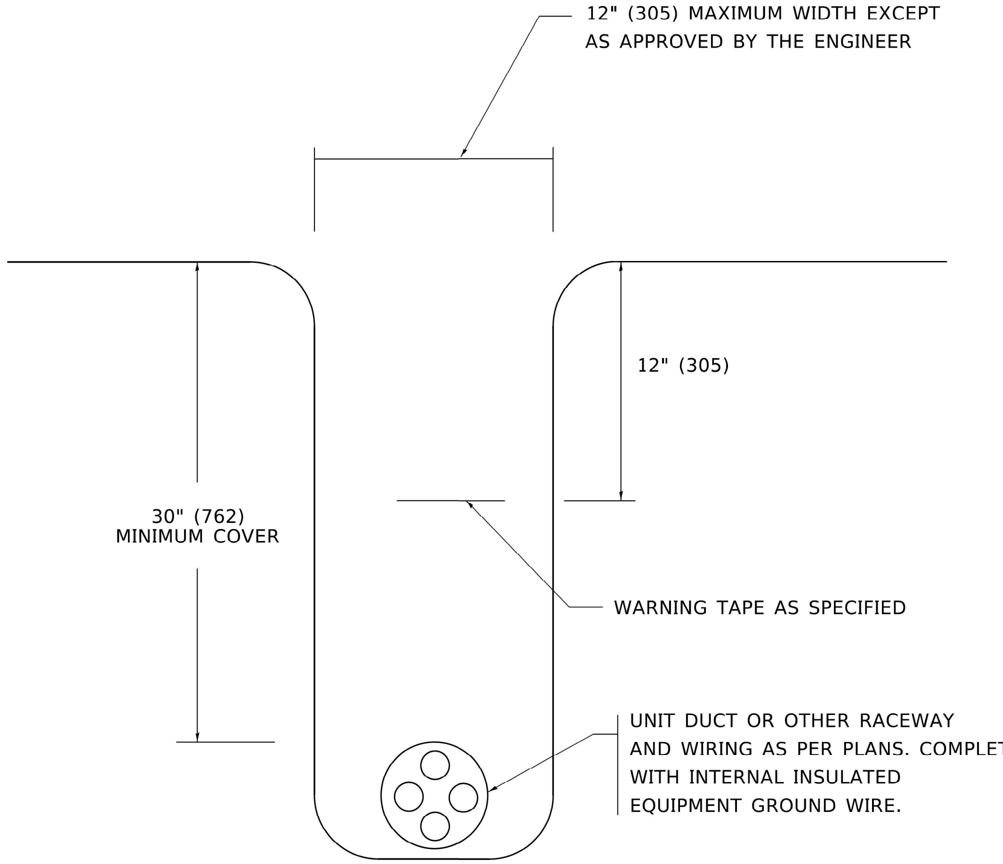
BE-701		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

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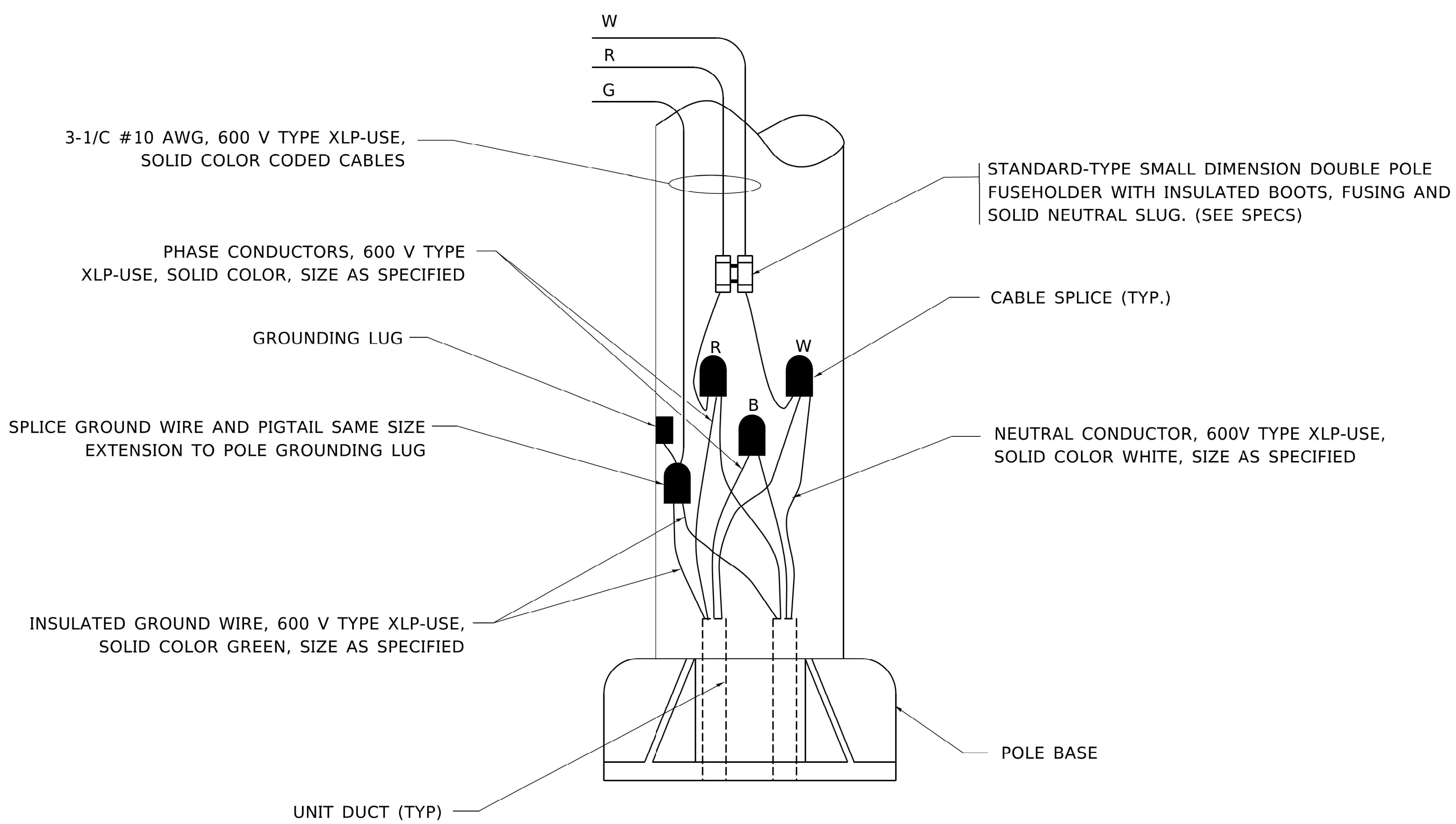

POLE WIRING DETAIL

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PLOT DATE = 3/2/2020	DATE - 08/08/2003	REVISED -	

MISC. ELECTRICAL DETAILS
SHEET A

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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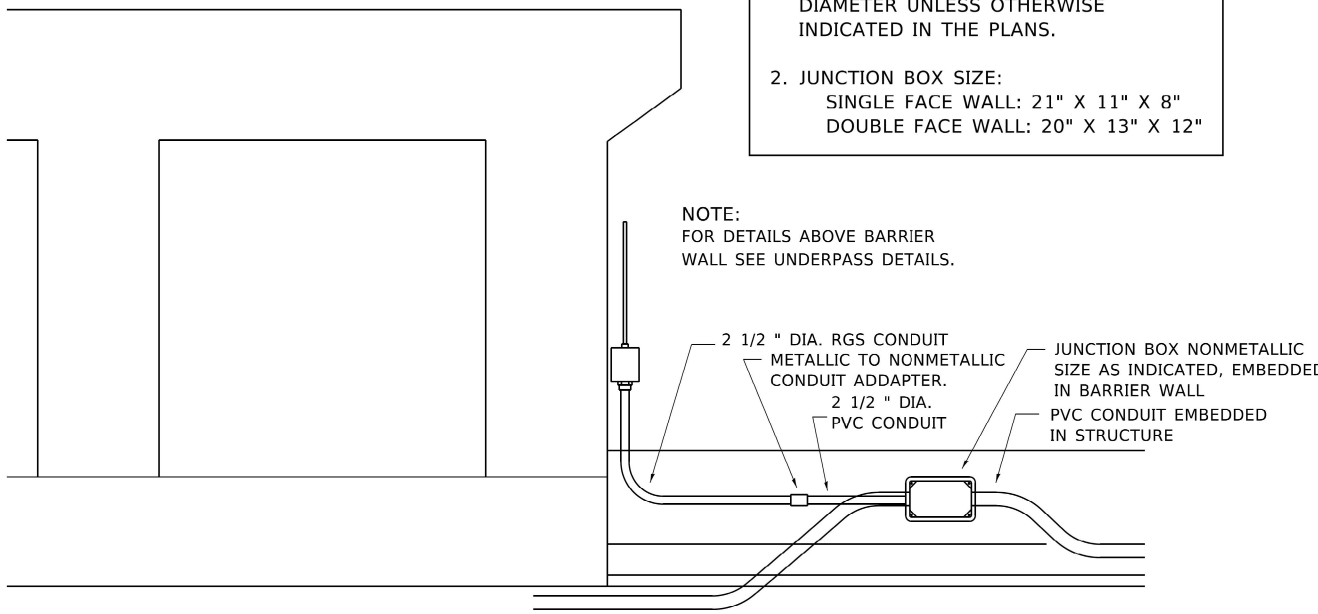
	BE-702	CONTRACT NO. 62R23		
	ILLINOIS FED. AID PROJECT			



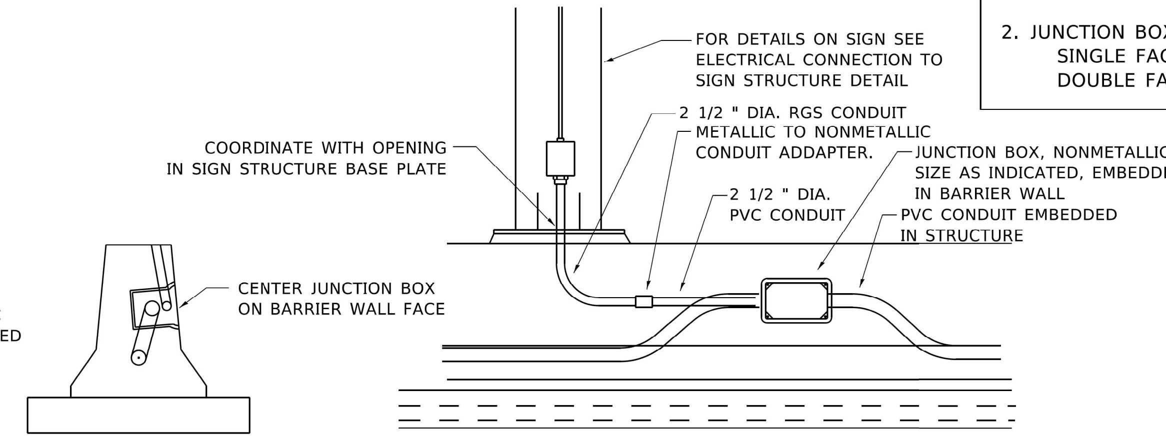
NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.

2. JUNCTION BOX SIZE:
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - BWD

ELECTRIC CONNECTION TO UNDERPASS LIGHTING



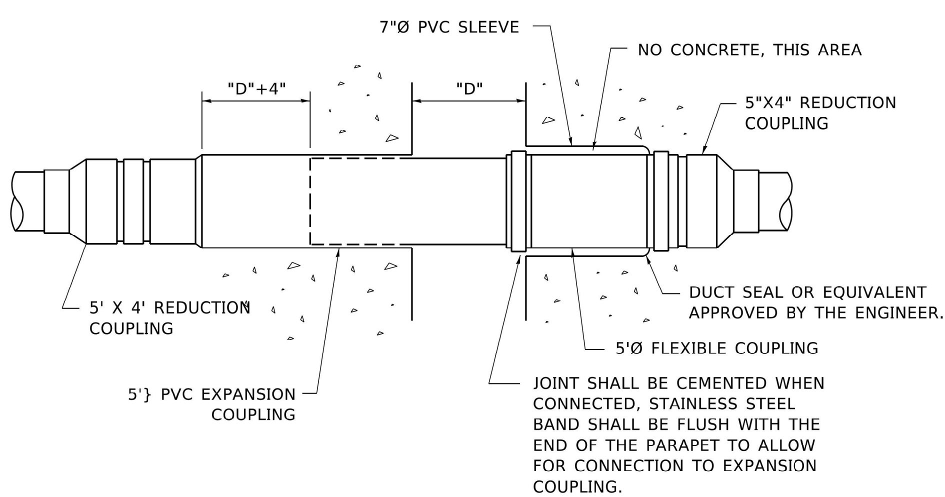
NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.

2. JUNCTION BOX SIZE:
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

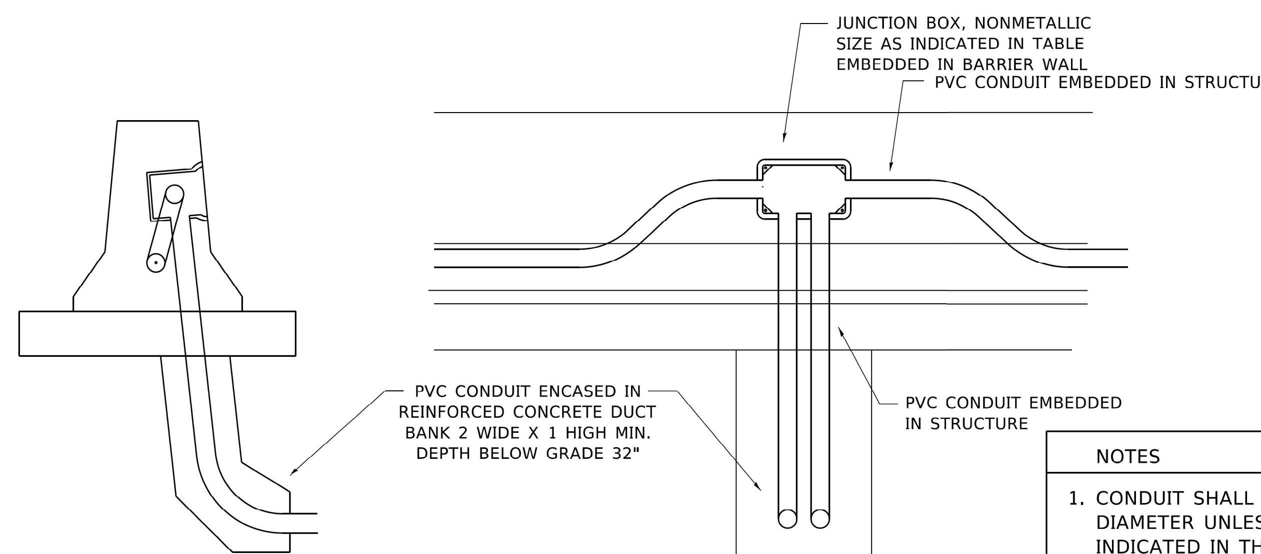
ED - SGN

JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING



INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT

(N.T.S.)



NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.

2. JUNCTION BOX SIZE:
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - BW

JUNCTION BOX EMBEDDED IN BARRIER WALL

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PLOT DATE = 4/19/2019	DATE - 01-20-2009	REVISED -	

MISCELLANEOUS ELECTRICAL DETAILS, SHEET B
J BOX EMBEDDED IN BARRIER WALL – INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT – ELECTRIC CONNECTION TO UNDERPASS LIGHTING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1046
	BE-703	CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

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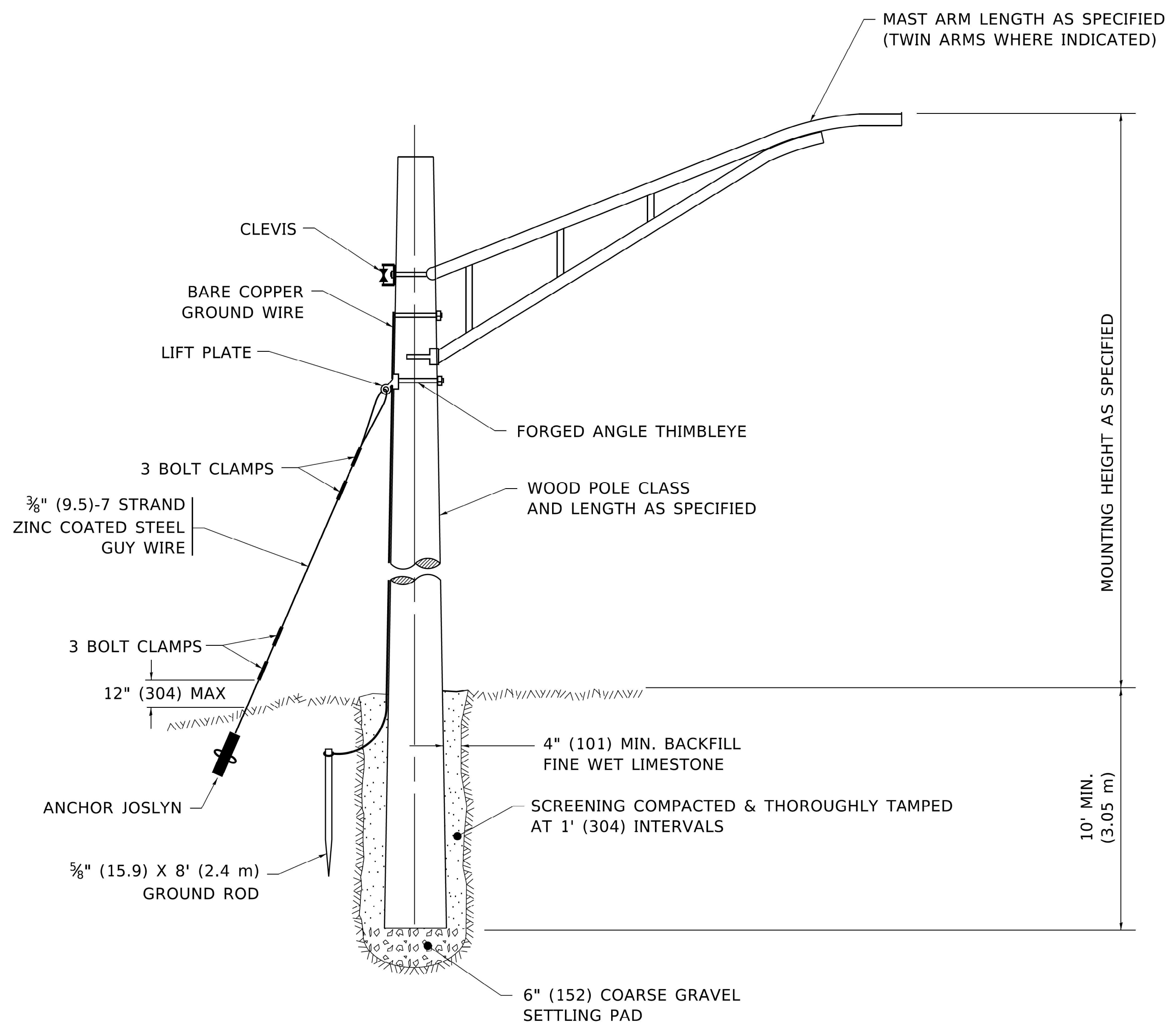
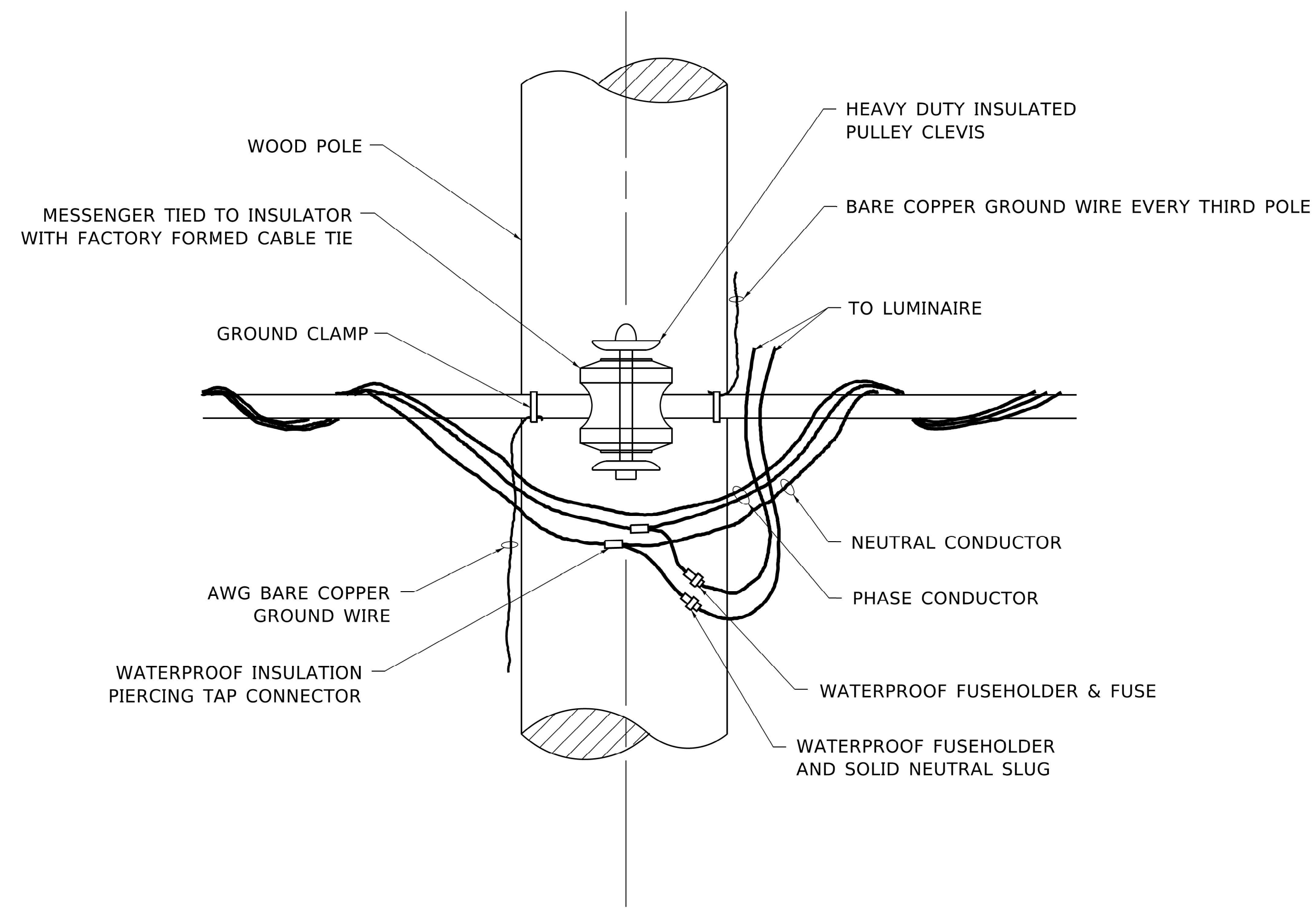


TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

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PLOT DATE = 4/19/2019	DATE -	REVISED -	

TEMPORARY LIGHT POLE DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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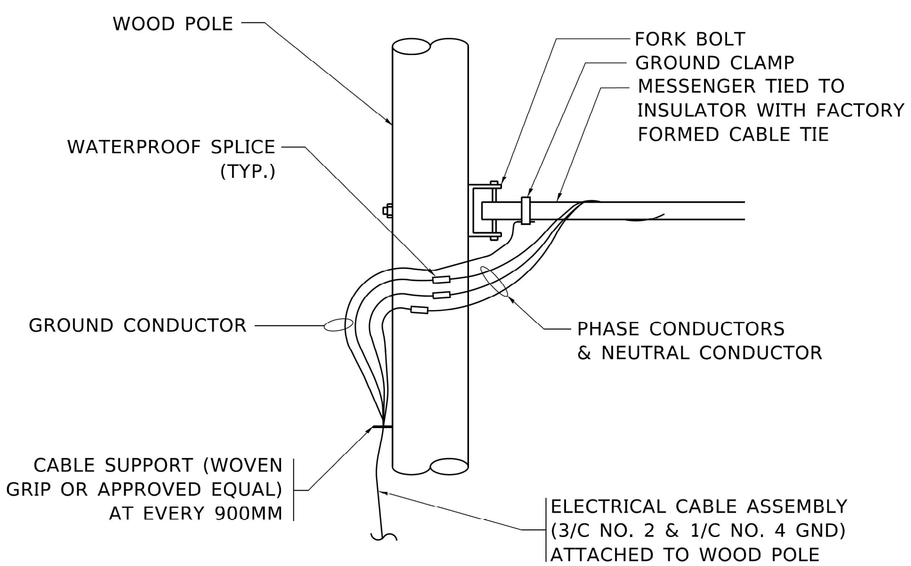
BE-800		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		



AERIAL CABLE CONNECTION DETAIL

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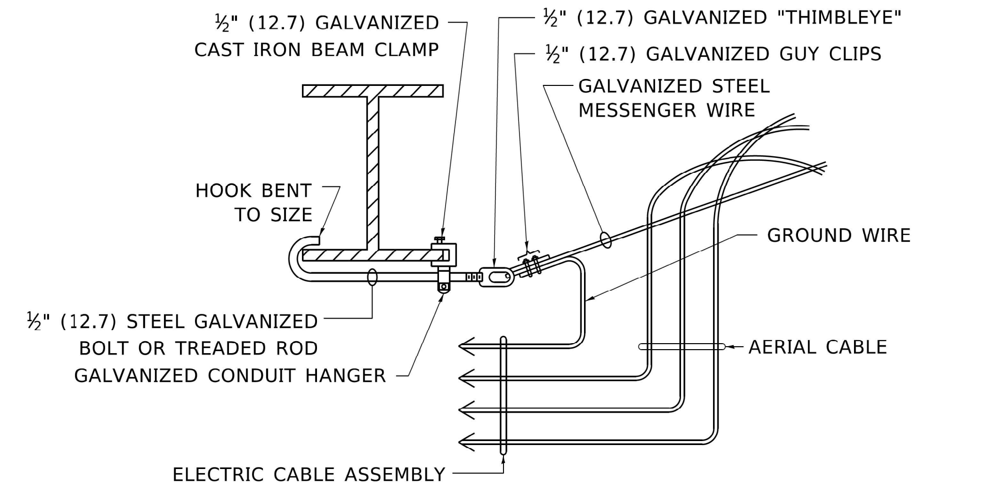
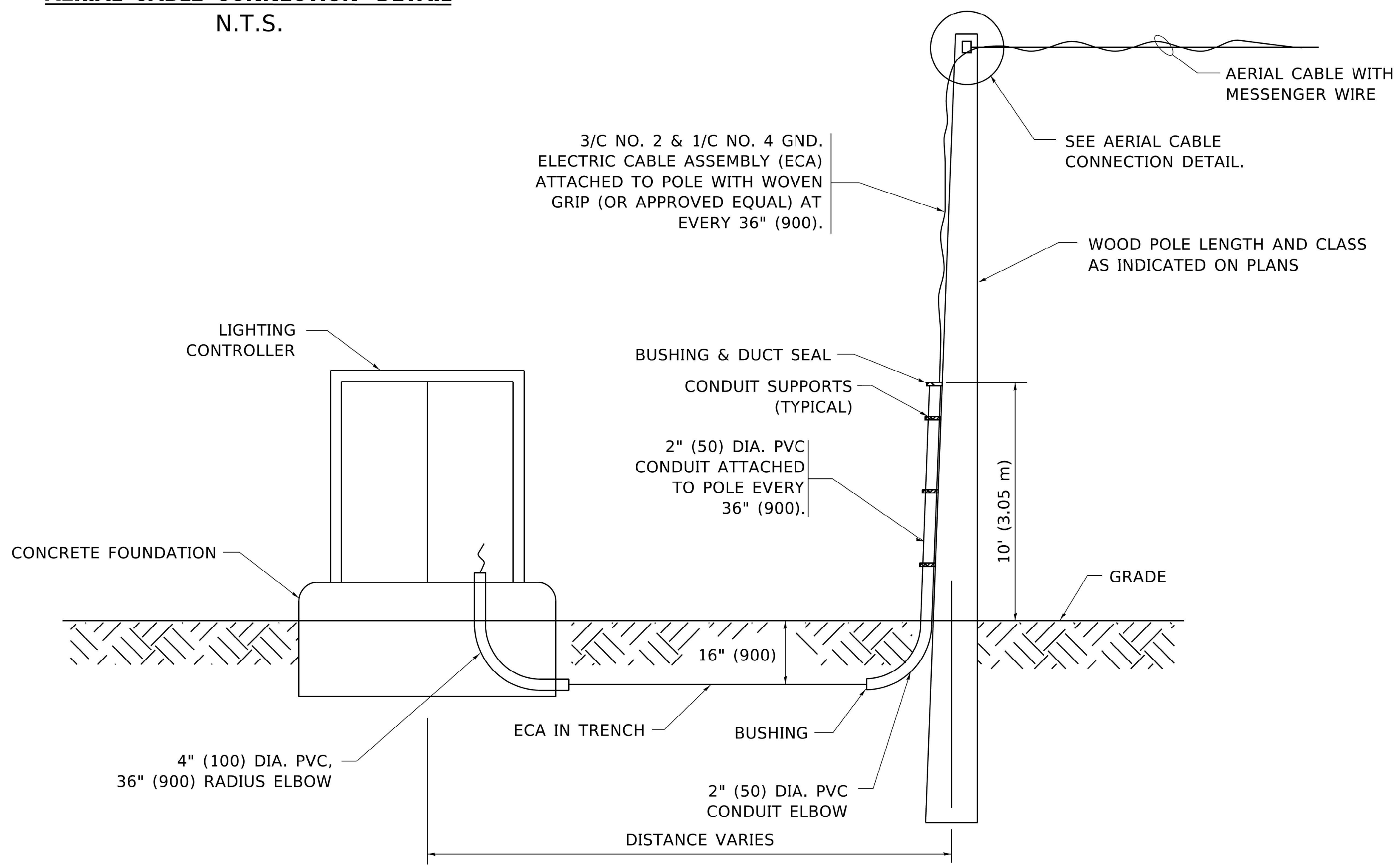


AERIAL CABLE

ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER

WIRING CONNECTION DETAIL

N.T.S.

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

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PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY AERIAL CABLE INSTALLATION

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1048

BE-801 | CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT

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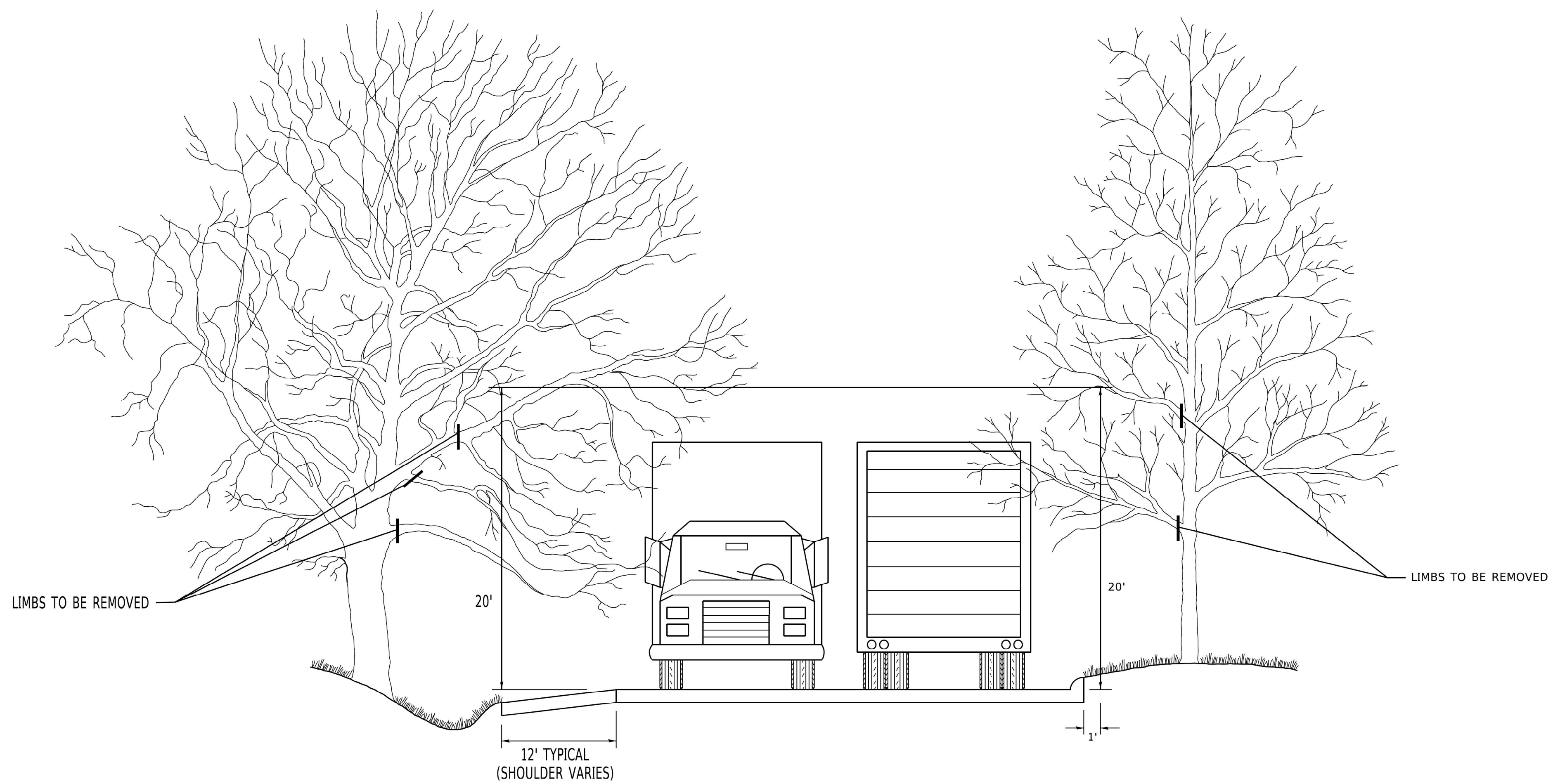

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PLOT DATE = 3/11/2019	DATE -	REVISED -	

PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1049
BM–20		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

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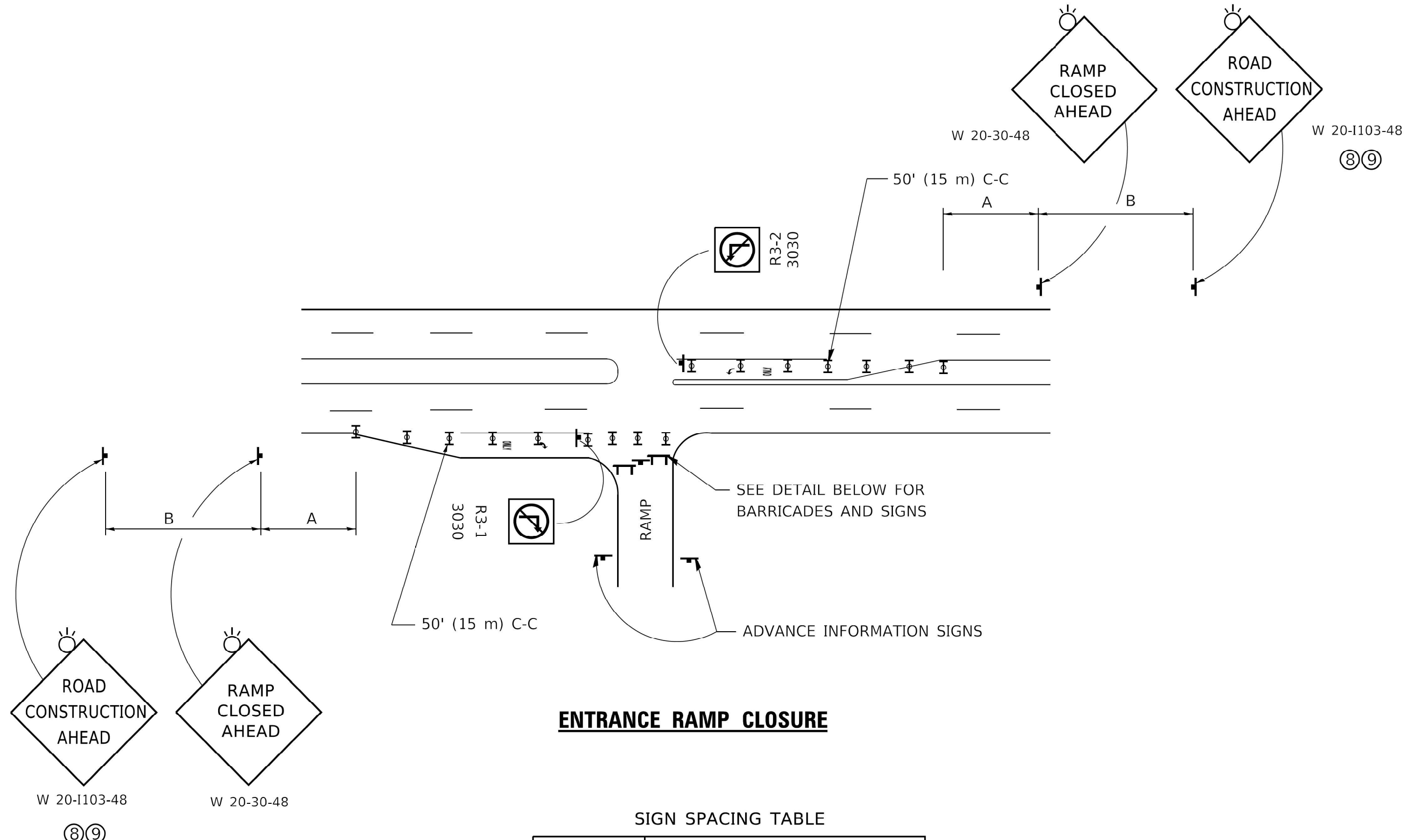
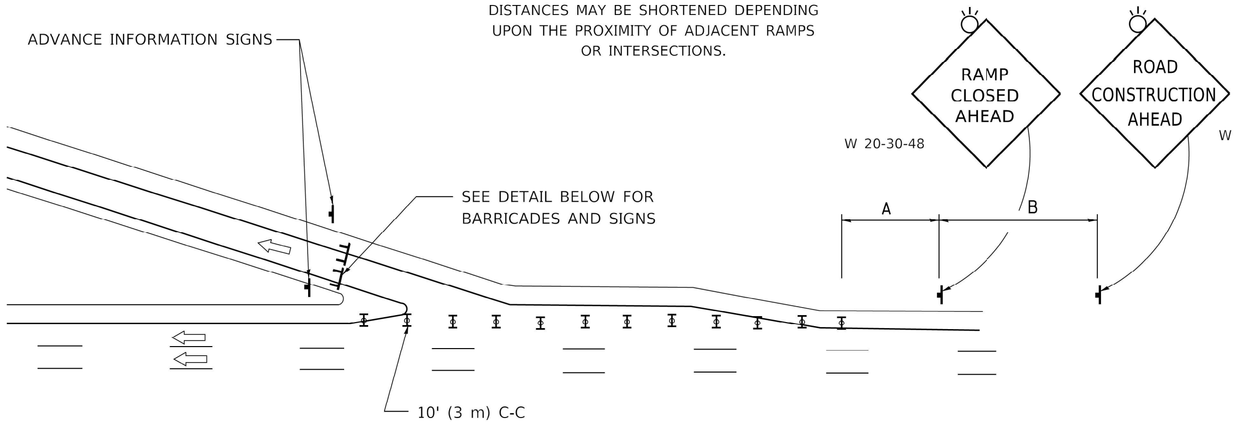


ENTRANCE RAMP CLOSURE

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.

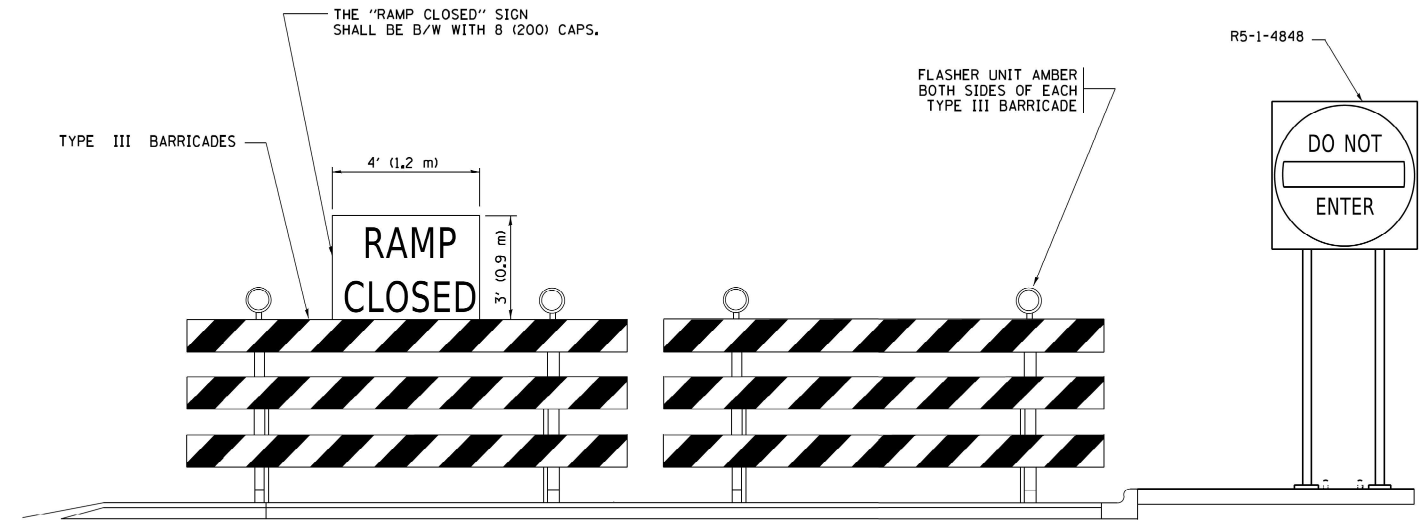


EXIT RAMP CLOSURE

SYMBOLS

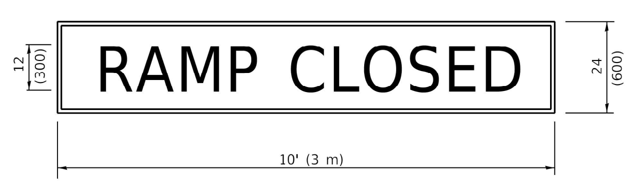
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



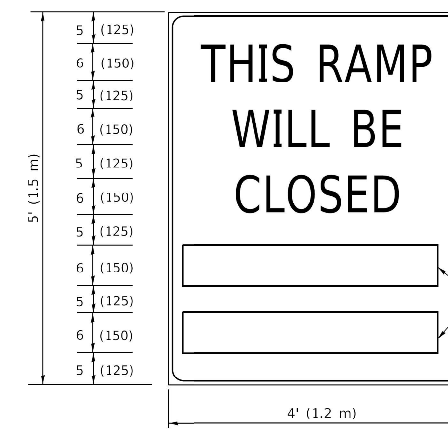
DETAIL FOR REQUIRED BARRICADES & SIGNS

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



BLACK LEGEND ON WHITE BACKGROUND

½ (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

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.

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	DRAWN -	REVISED - S.P.B._12-09
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D._06-13
PLOT DATE = 3/4/2019	DATE - 02-83	REVISED - M.D._01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE_AND_EXIT_RAMP
CLOSURE_DETAILS

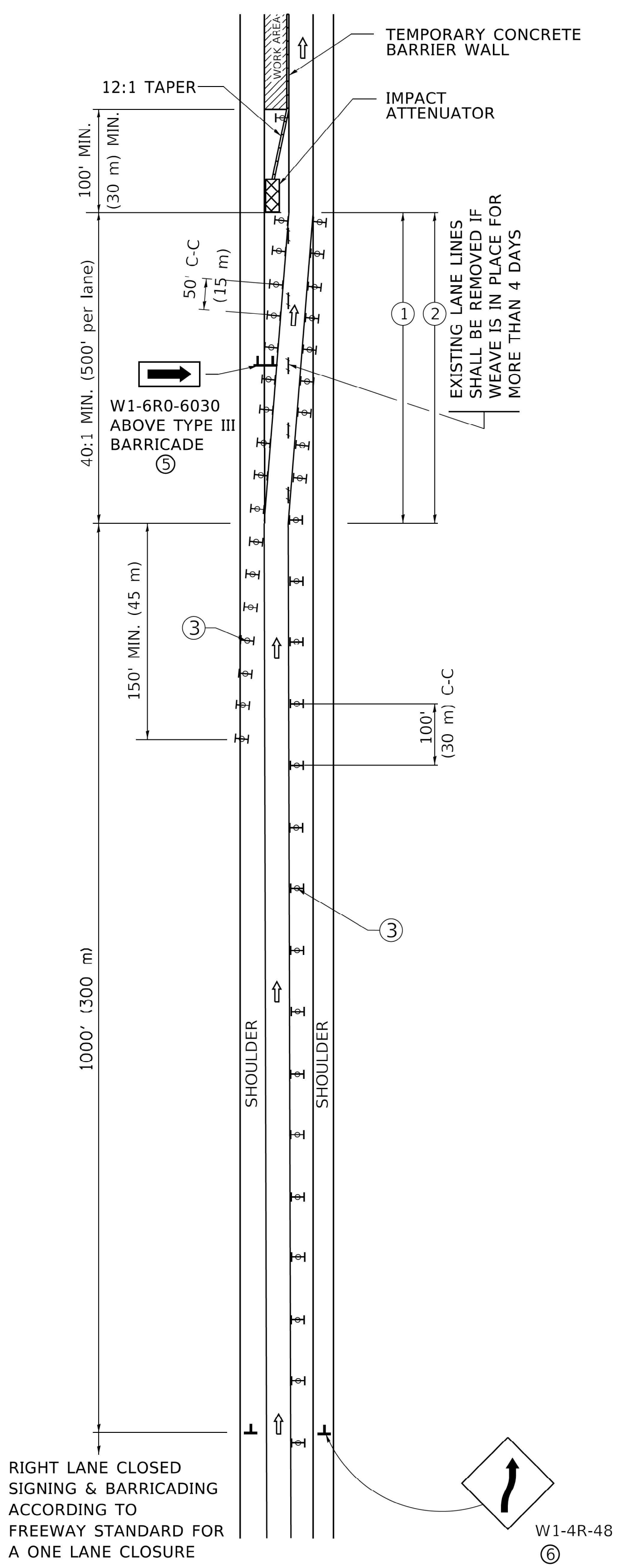
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1050

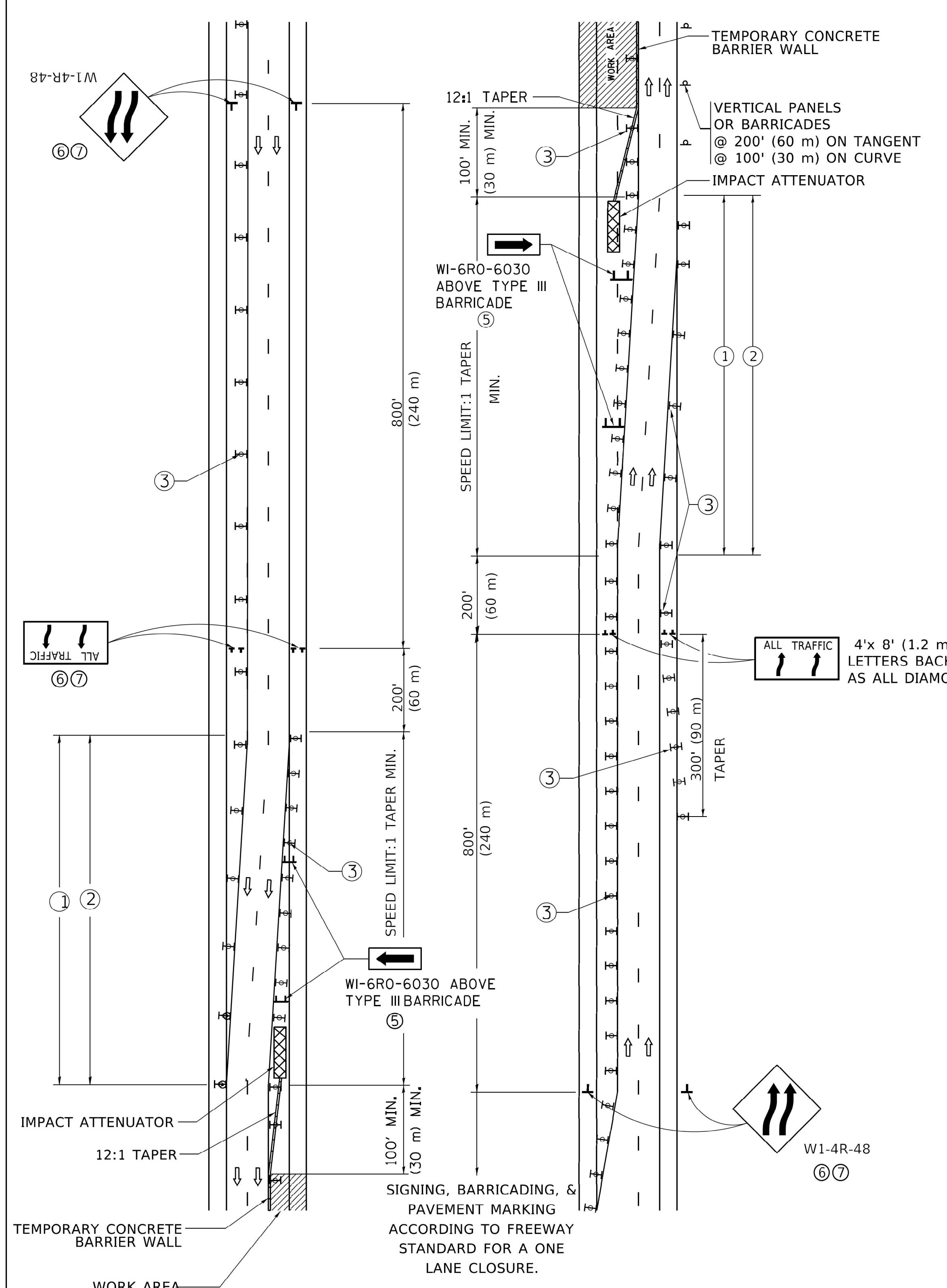
TC-08 | CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT

SINGLE LANE WEAVE



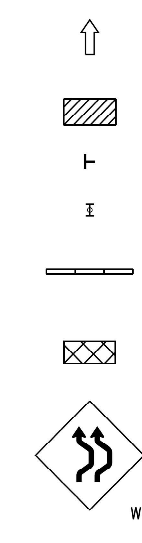
MULTI-LANE WEAVE



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



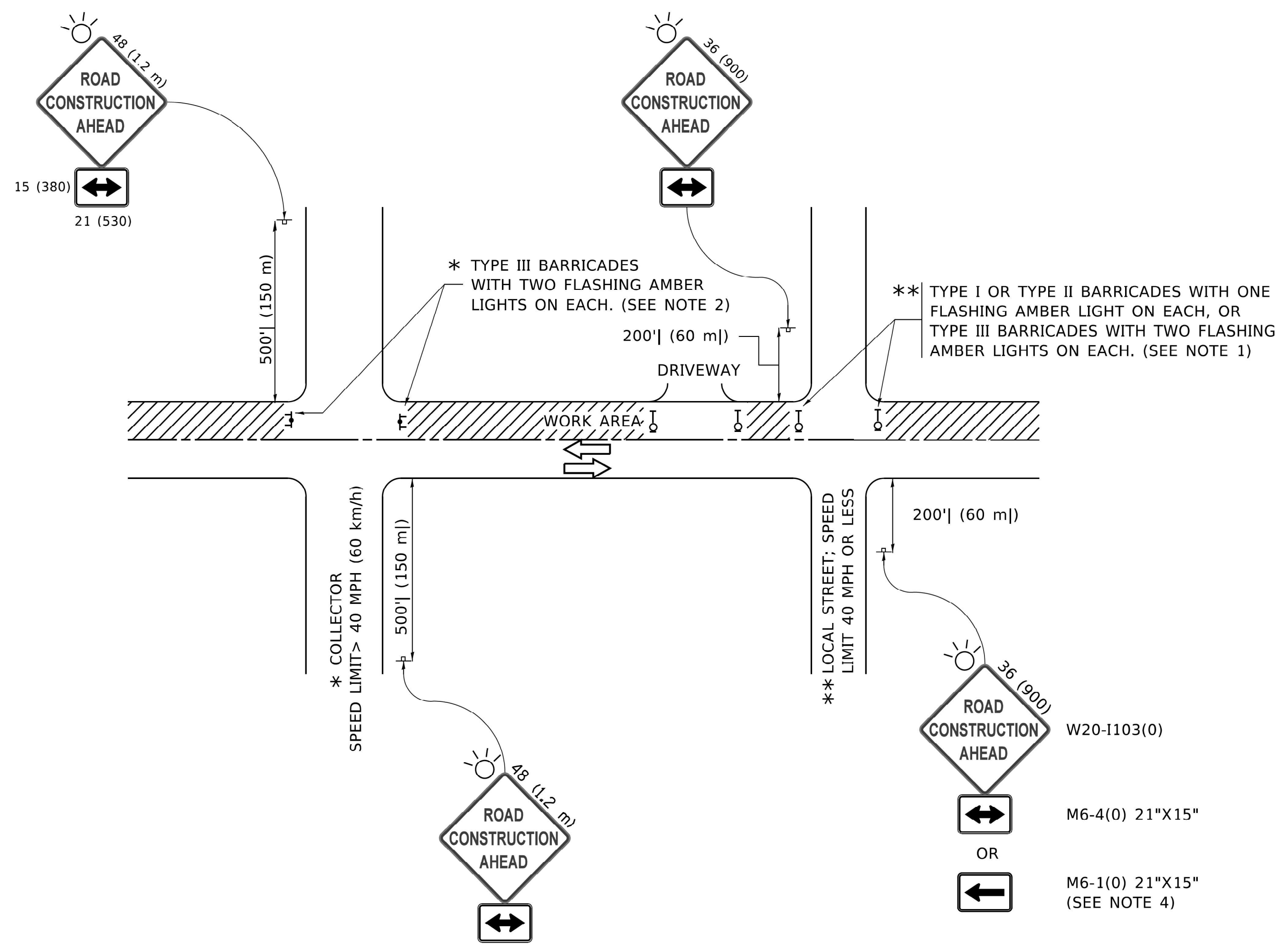
- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR

W24-1-48
⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A. RTE. 80 / SECTION FAI 80 21 STRUCTURE 2 / COUNTY WILL / TOTAL SHEETS 1230 / SHEET NO. 1051
	DRAWN -	REVISED - S.P.B. 01-07			TC-09
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09			CONTRACT NO. 62R23
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. TO STA.	ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Std22x34\CADData\CADSheets\tc09.dgn



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.

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

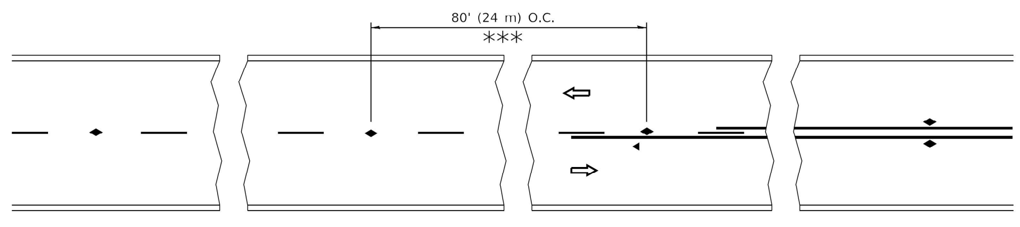
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

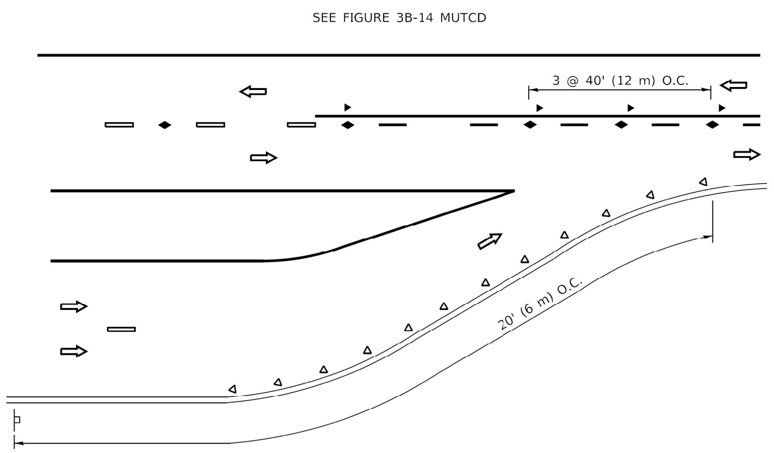
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1052
TC-10		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

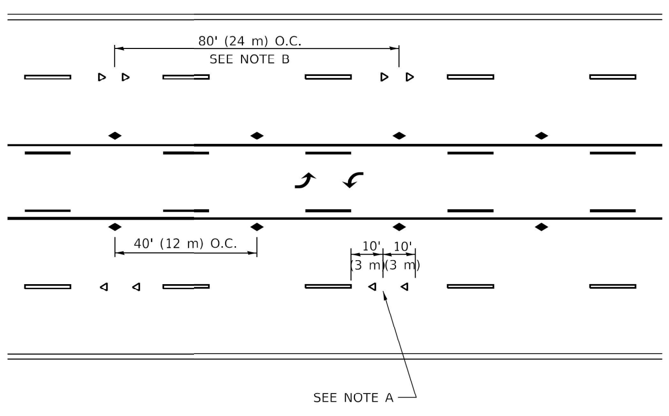
MODEL: Default



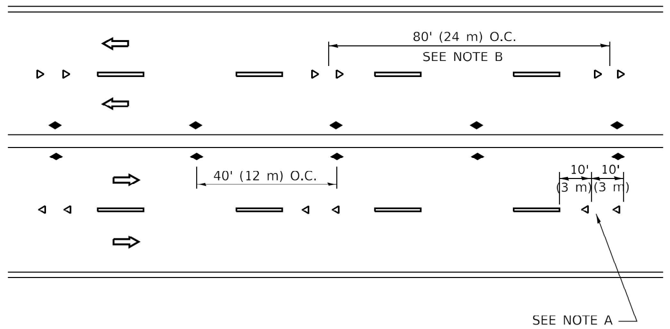
TWO–LANE/TWO–WAY



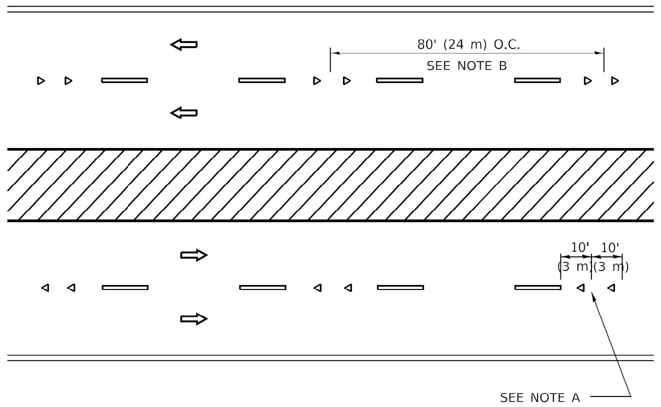
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

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

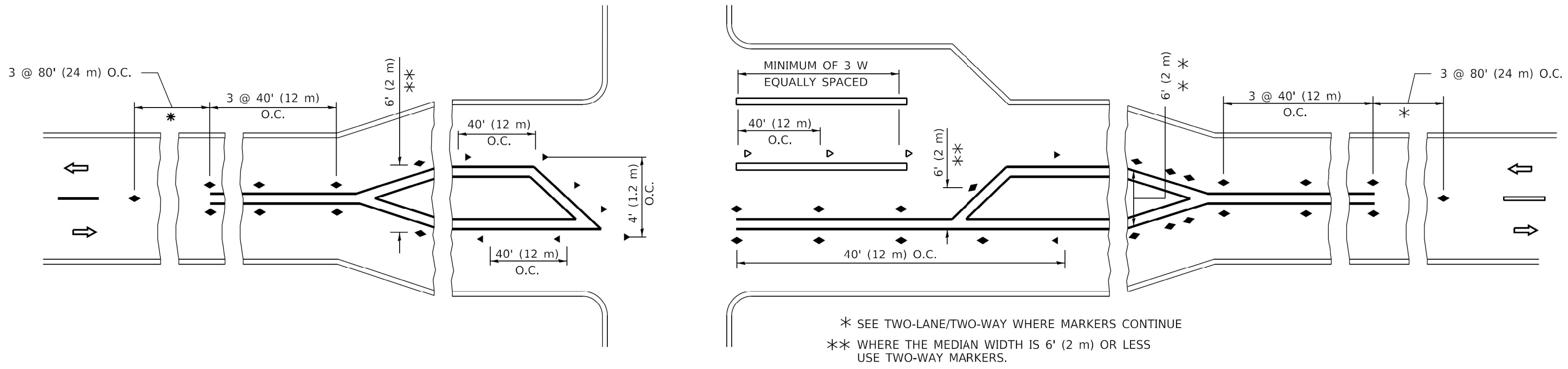
LANE MARKER NOTES

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.



TURN LANES

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

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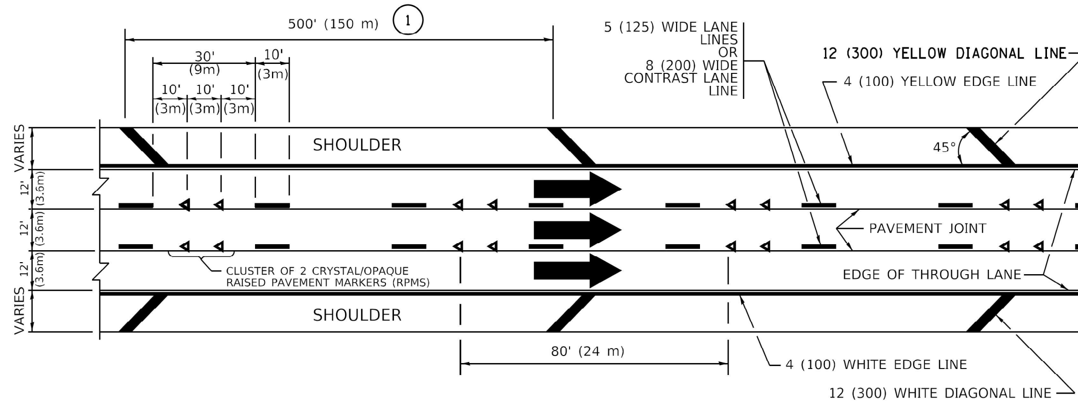
USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

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

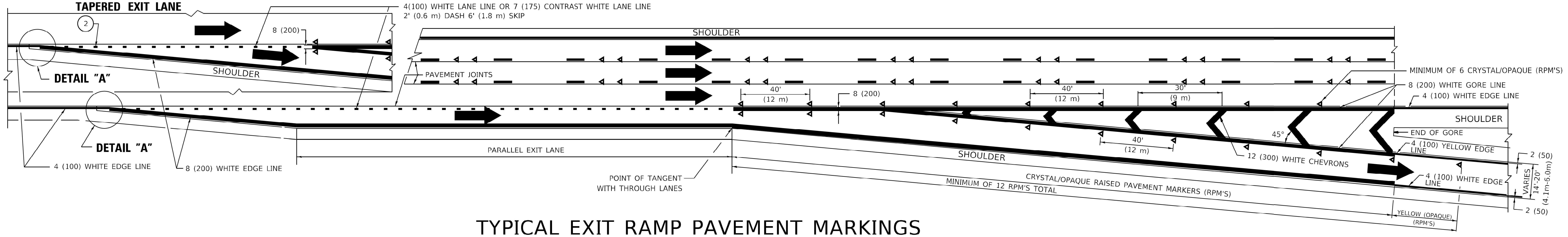
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1053
TC-11		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		



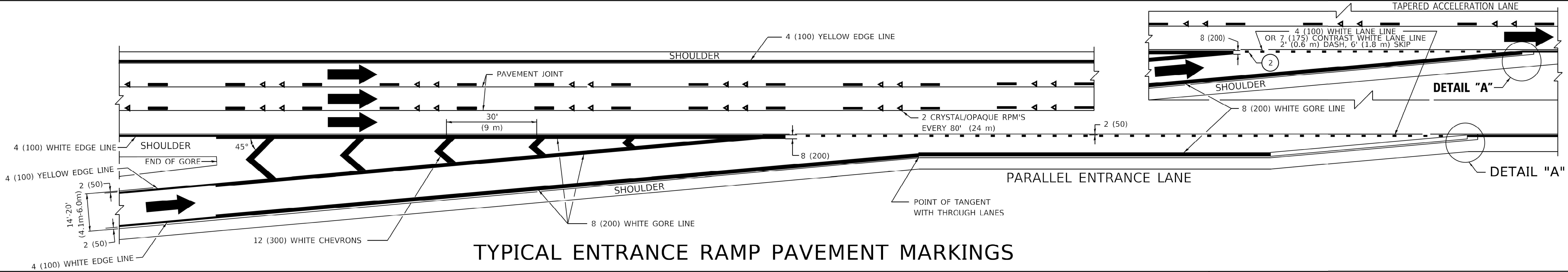
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

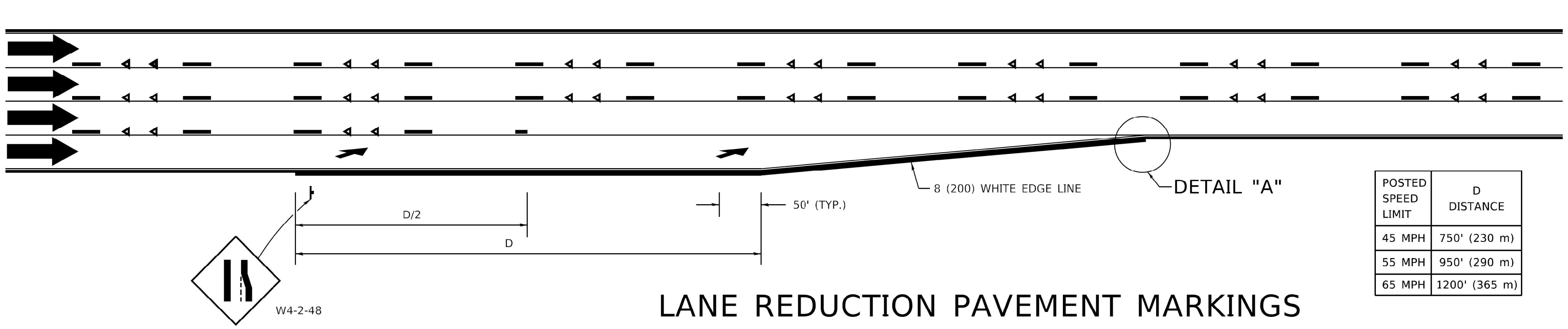
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE 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

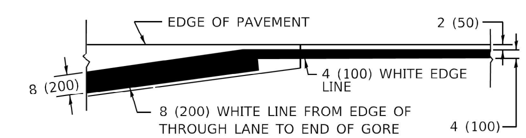


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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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USER NAME = Lawrence.DeManche	DESIGNED - D.W.S.	REVISED - S.P.B. 01-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
	DRAWN -	REVISED - M.D. 05-13		
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M.D. 09-17		
PLOT DATE = 11/18/2022	DATE - 01-90	REVISED - K. SMITH 11-18-22		SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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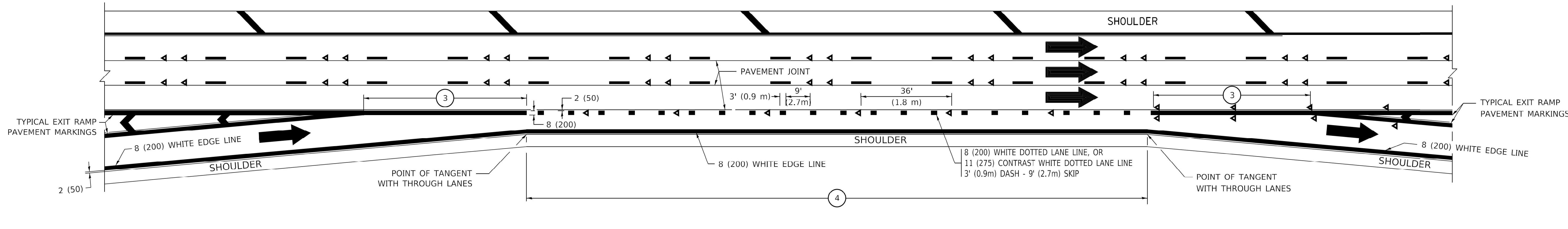
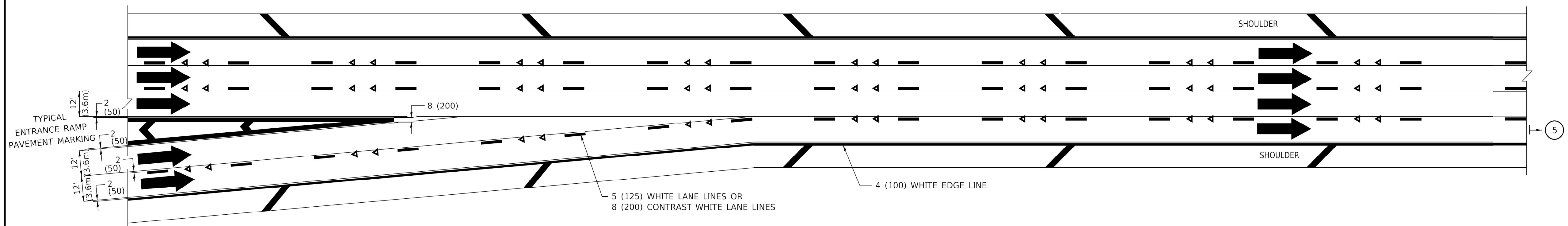
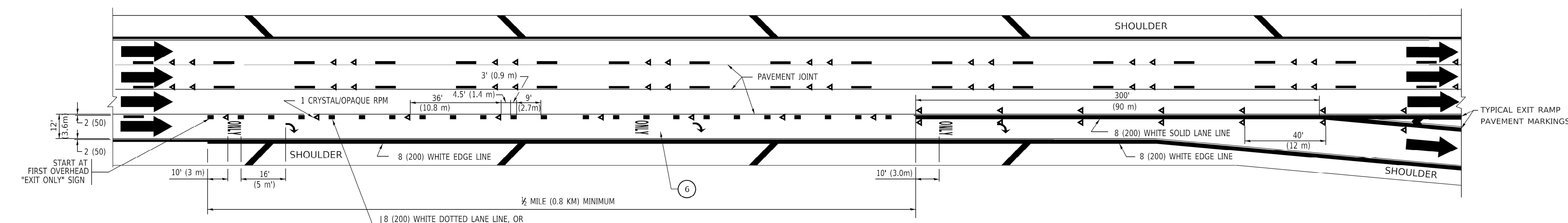
TC-12		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



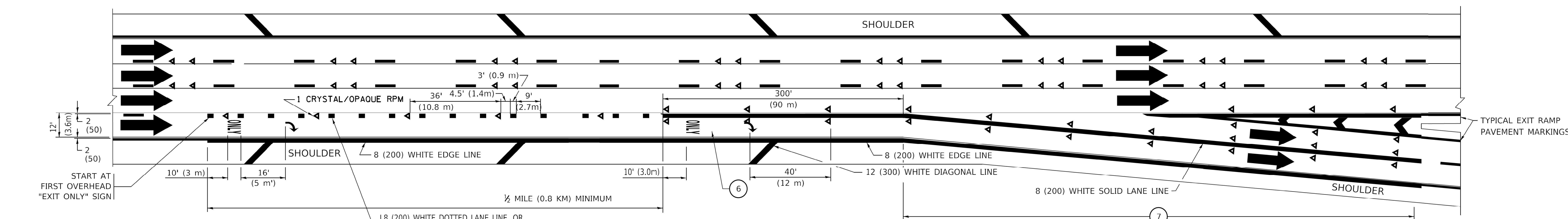
AUXILIARY LANE MARKINGS



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.

MODEL: Default
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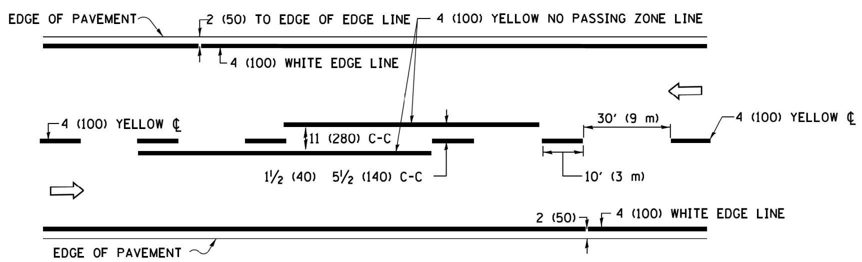
USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10	
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17	

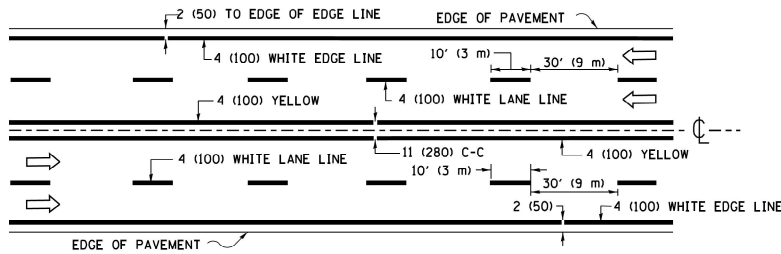
MULTI–LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. TO STA.

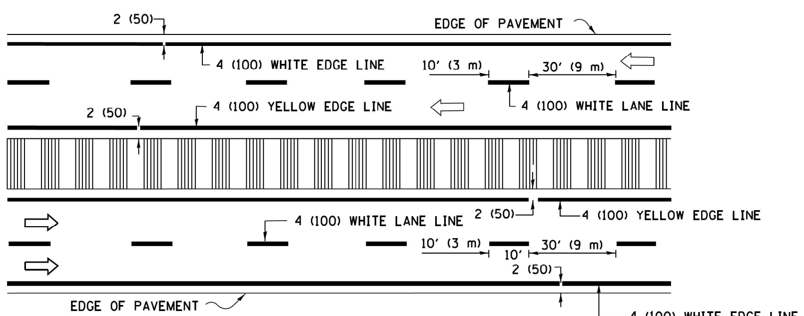
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1055
TC–12		CONTRACT NO. 62R23		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

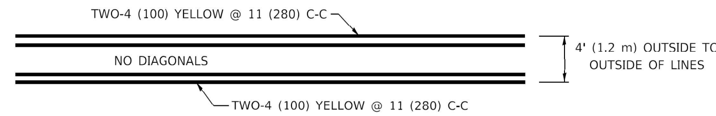


MULTI–LANE UNDIVIDED

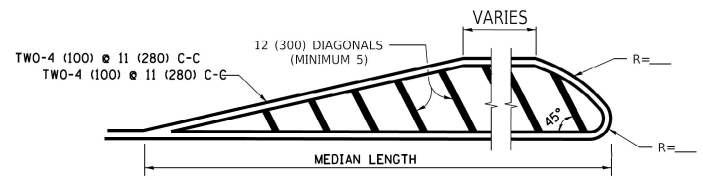


MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



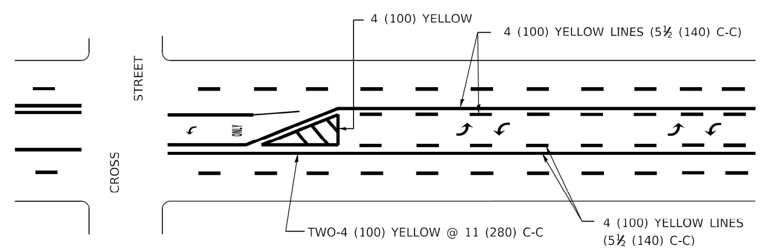
4' (1.2 m) WIDE MEDIANS ONLY



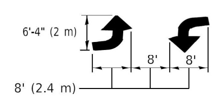
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

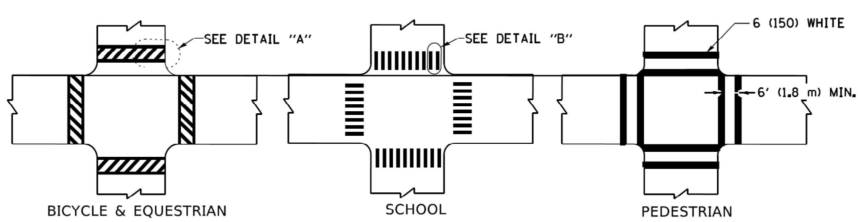


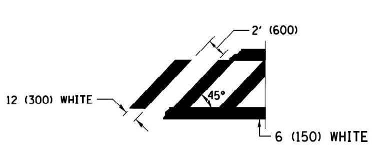
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



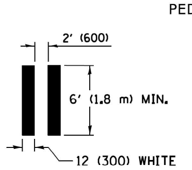
MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING





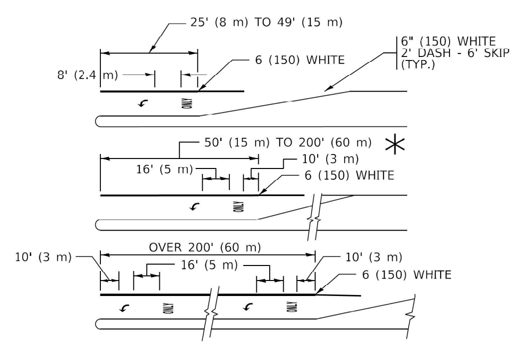
DETAIL "A"



DETAIL "B"

TYPICAL CROSSWALK MARKING

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

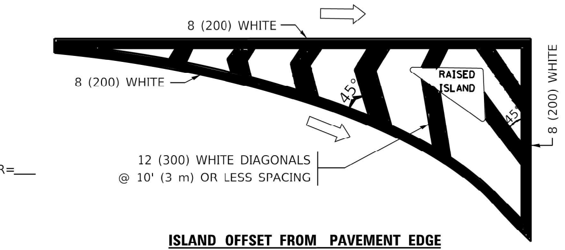


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

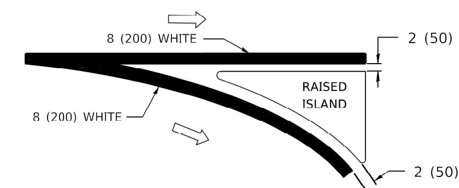
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

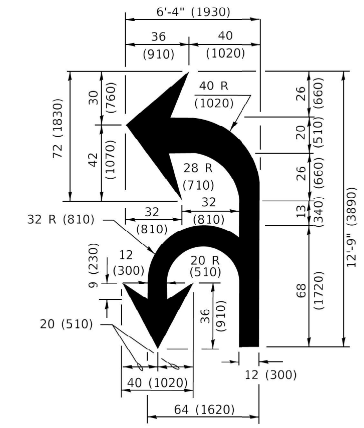


ISLAND OFFSET FROM PAVEMENT EDGE

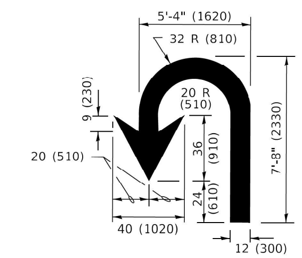


ISLAND AT PAVEMENT EDGE

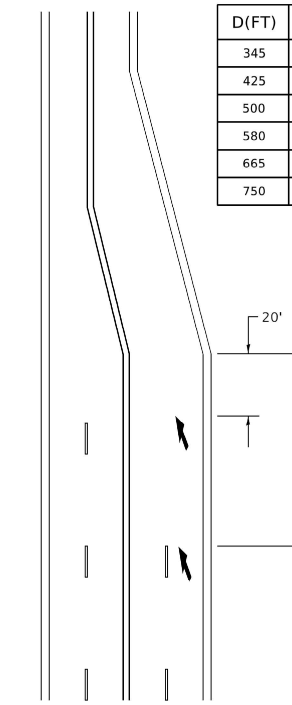
TYPICAL ISLAND MARKING



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.

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 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
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: Default
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USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1056
TC–13		CONTRACT NO. 62R23		
ILLINOIS	FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

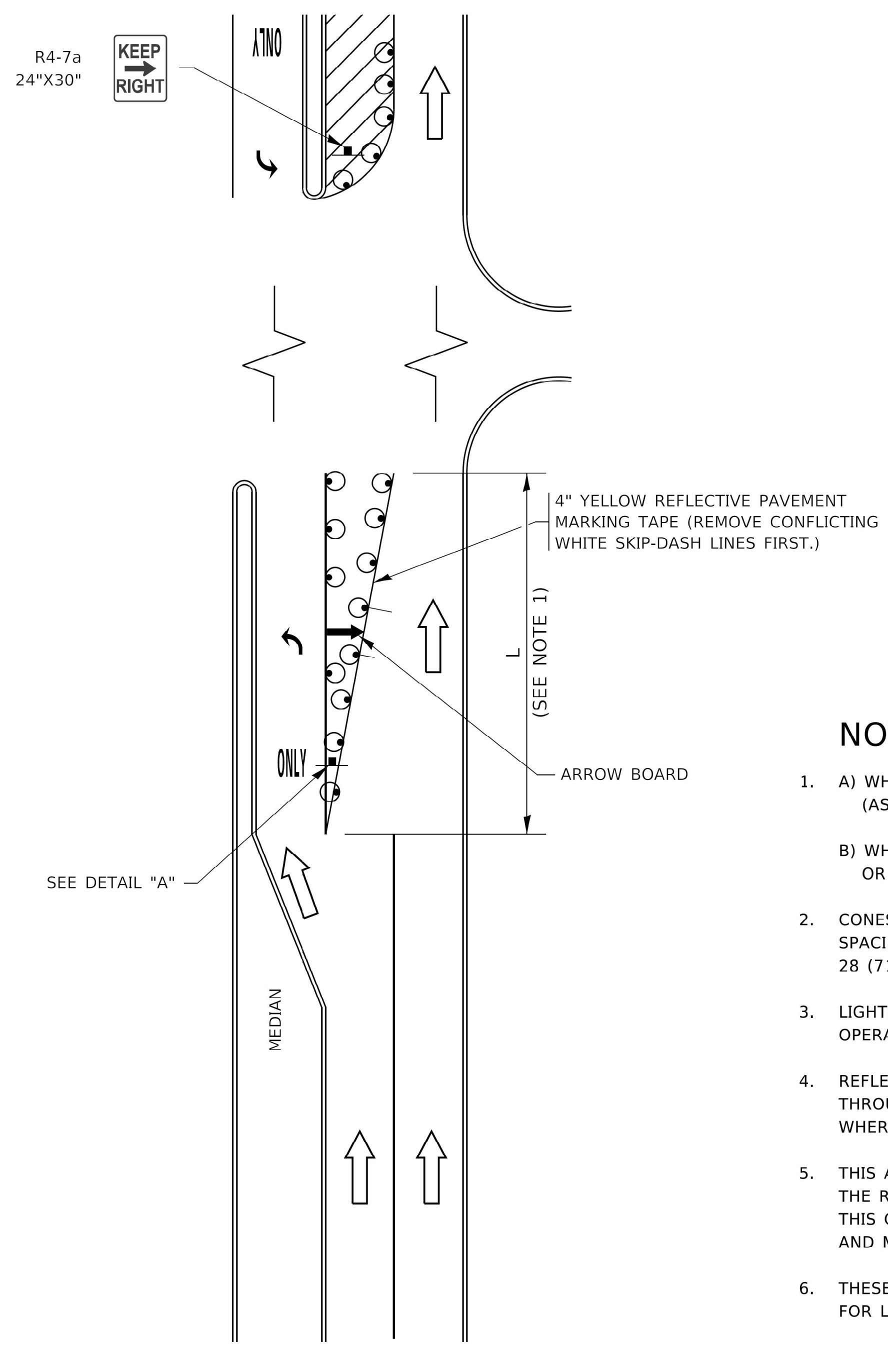
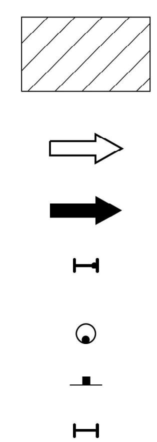


FIGURE 1

LEGEND



WORK AREA

LANE OPEN TO TRAFFIC

ARROW BOARD

TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

SIGN ASSEMBLY

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. 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.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

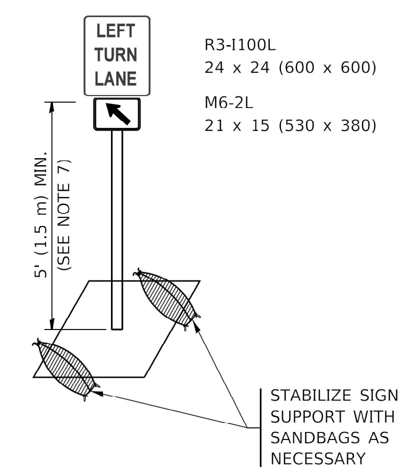
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

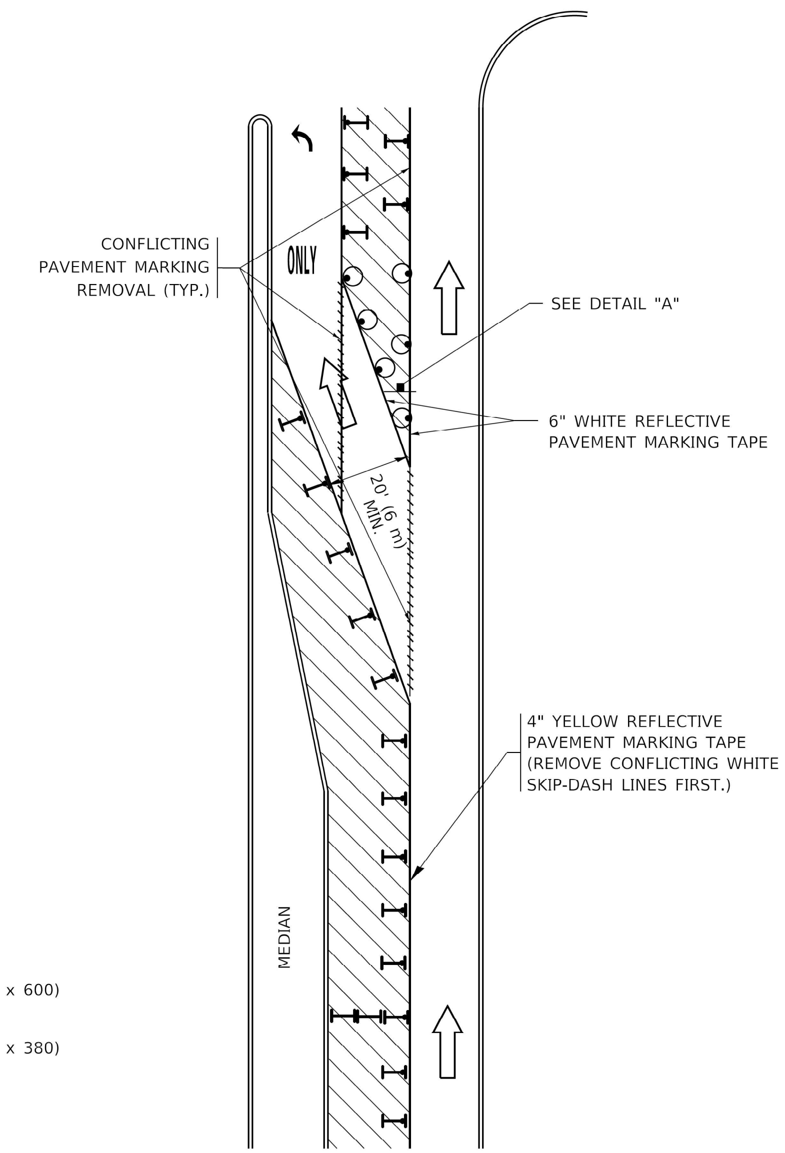


FIGURE 2

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

USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1057
TC-14		CONTRACT NO. 62R23		
ILLINOIS	FED. AID PROJECT			

MODEL: Default
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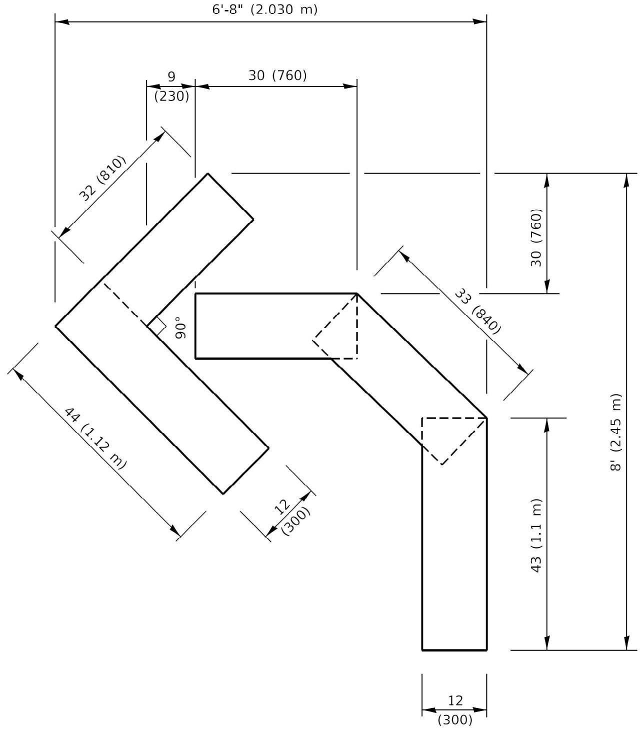
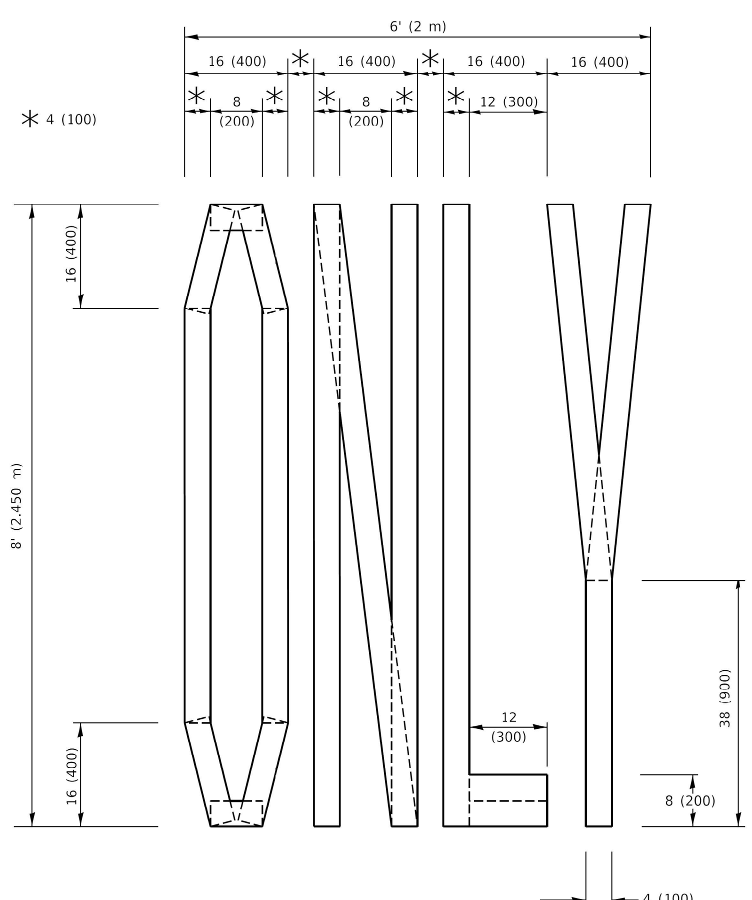


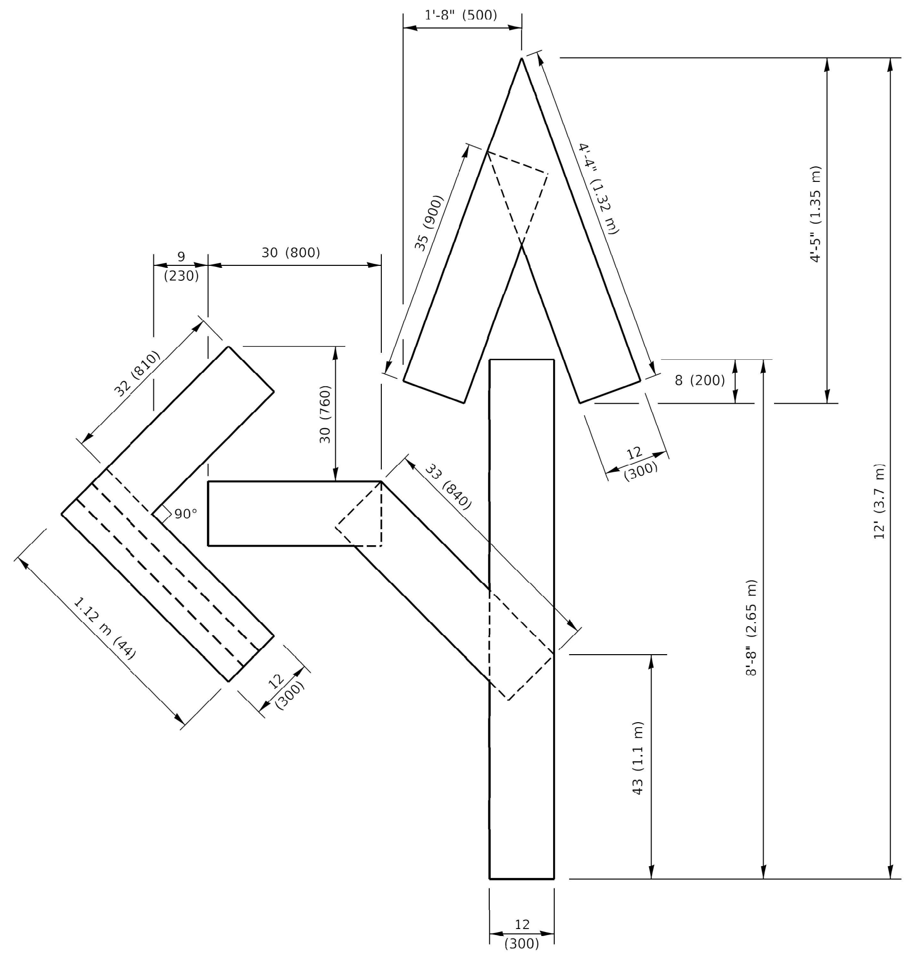
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

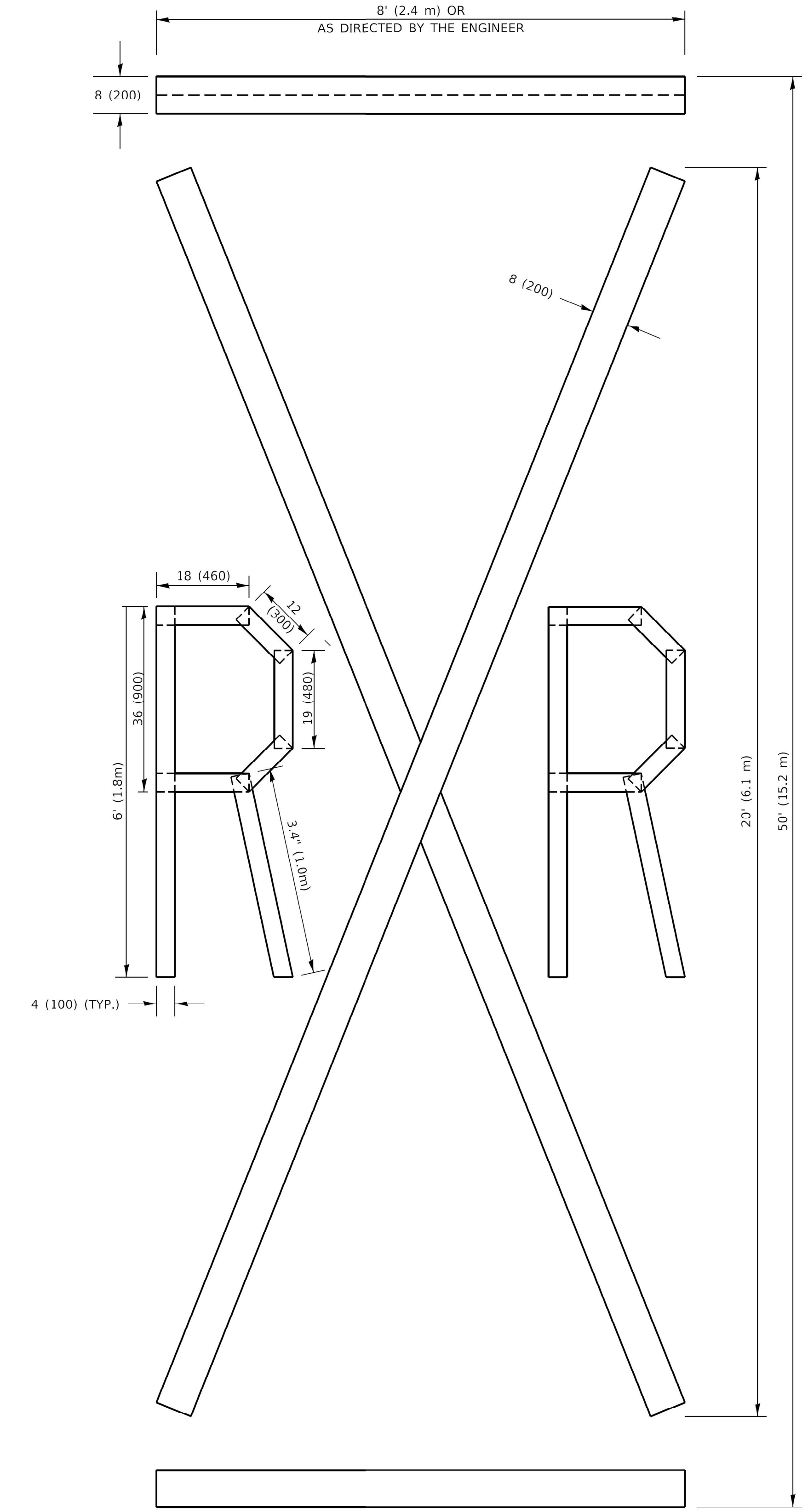


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

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FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\Dist-1c 1\Projects\DistStd22x34\CADData\CADsheets\tc16.dgn

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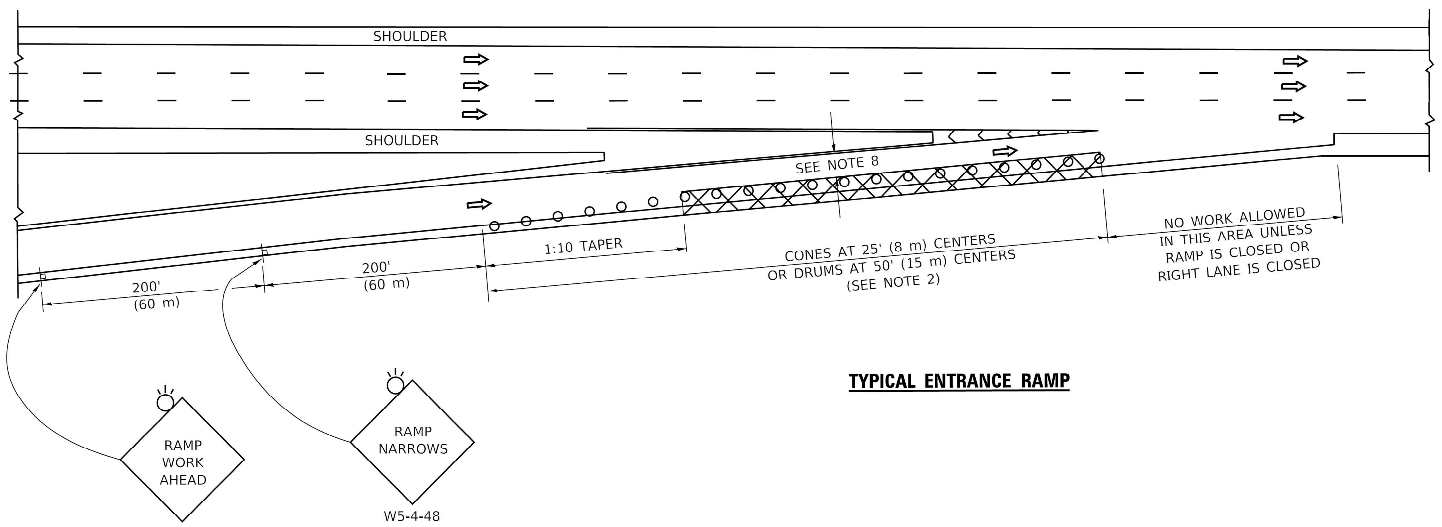
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

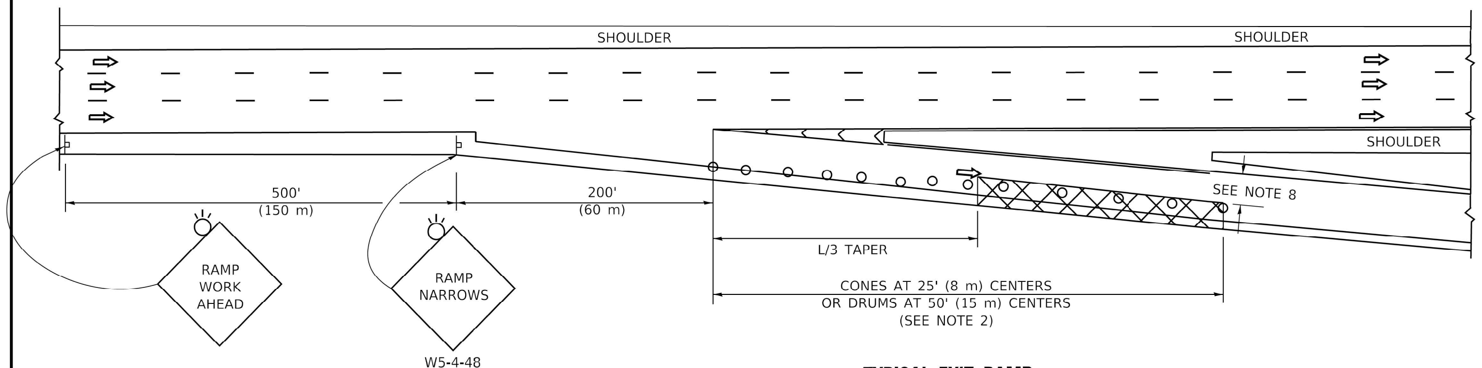
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1058
	TC-16	CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

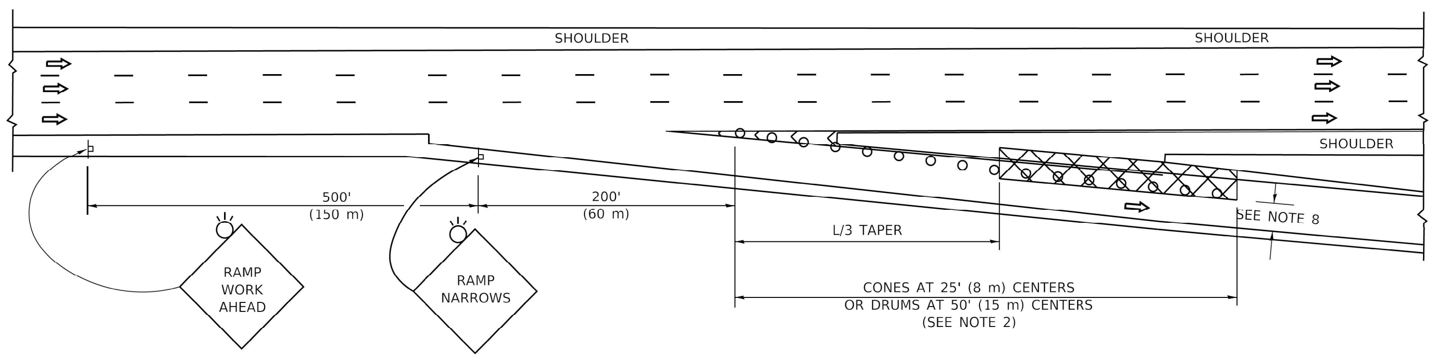
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

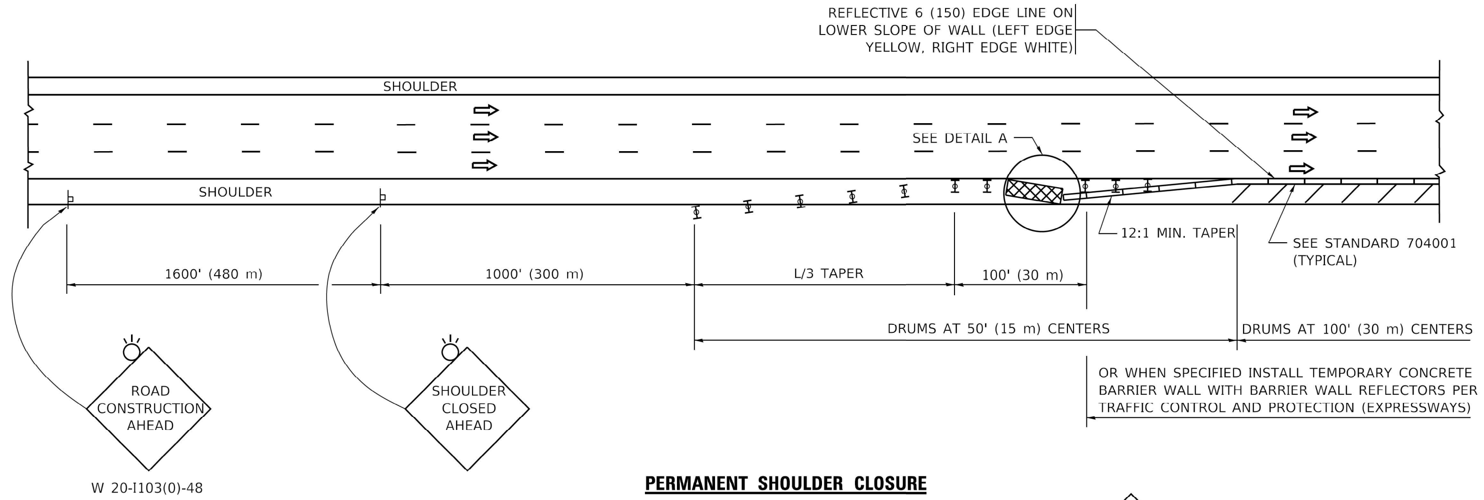


TYPICAL EXIT RAMP

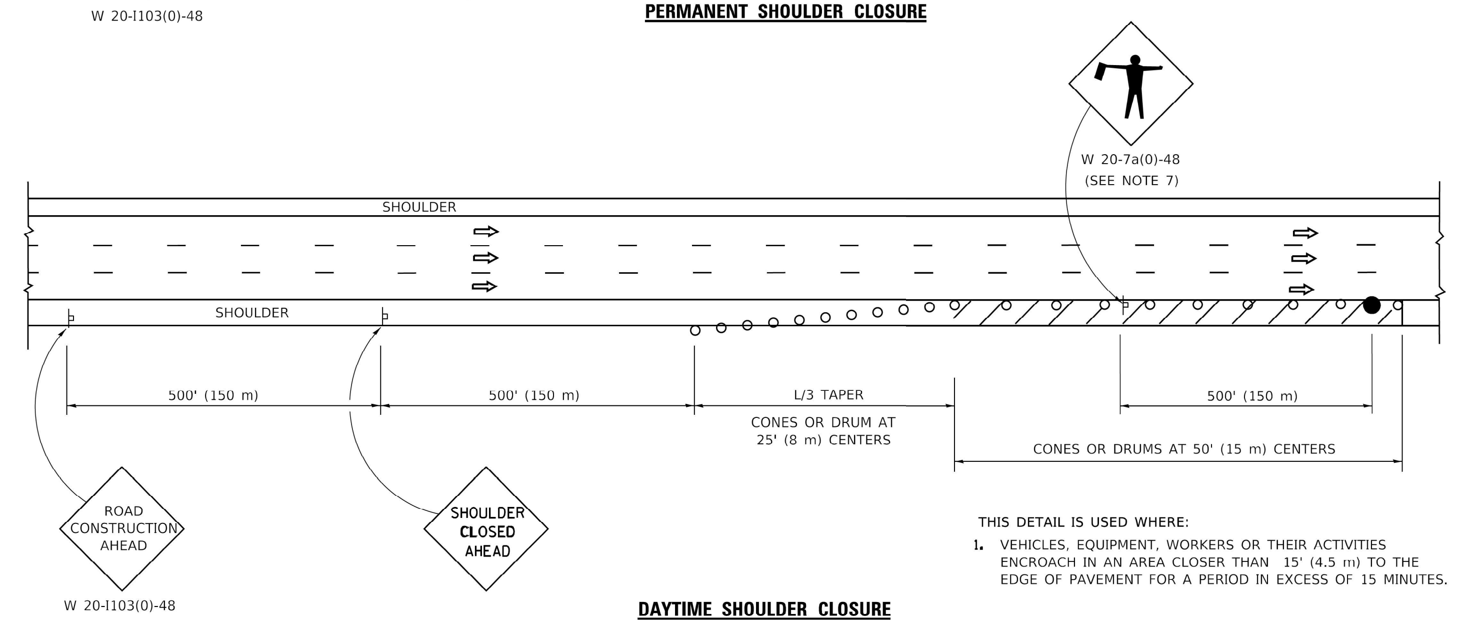


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



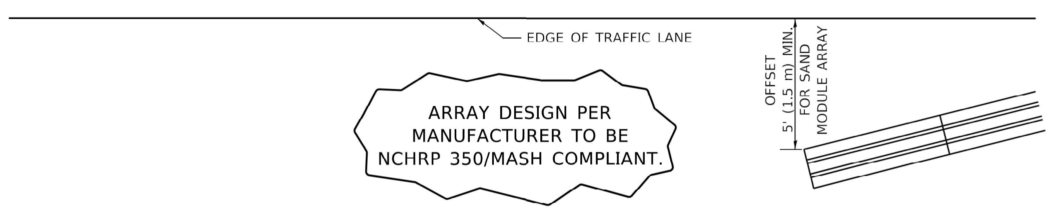
PERMANENT SHOULDER CLOSURE



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.

DAYTIME 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 NIGHTIME 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.

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

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	DRAWN -	D.W.S.	REVISED -	S.P.B. 12-09
PLOT SCALE = 50.0000 ' / in.	CHECKED -		REVISED -	M.D. 06-13
PLOT DATE = 3/4/2019	DATE -	11-96	REVISED -	M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

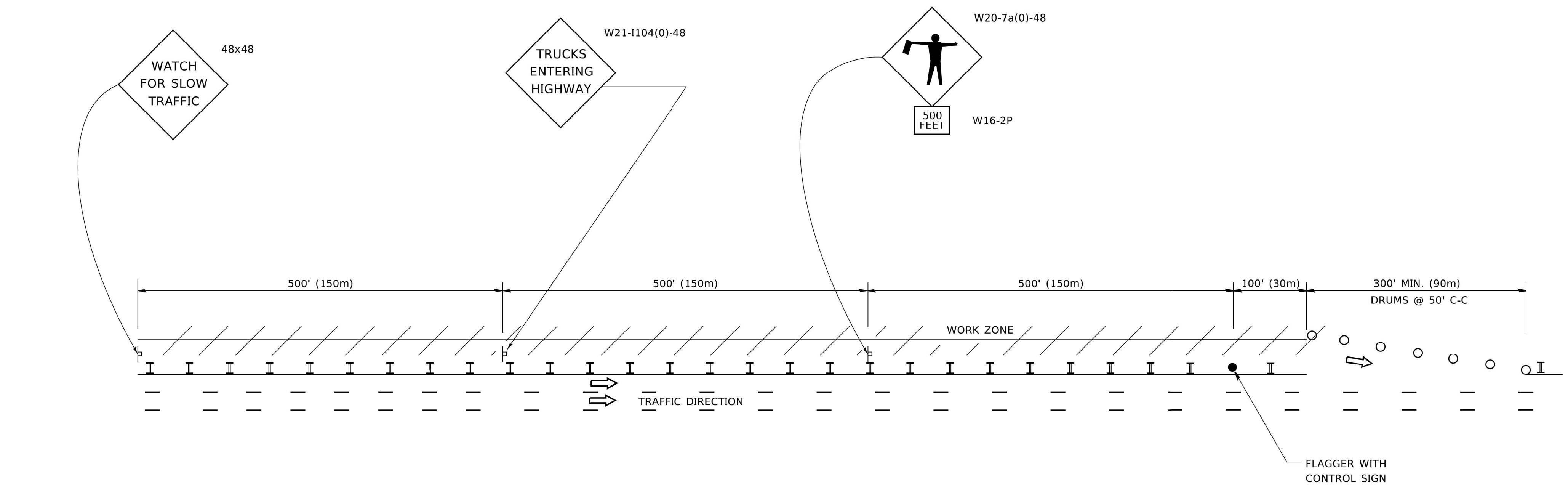
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

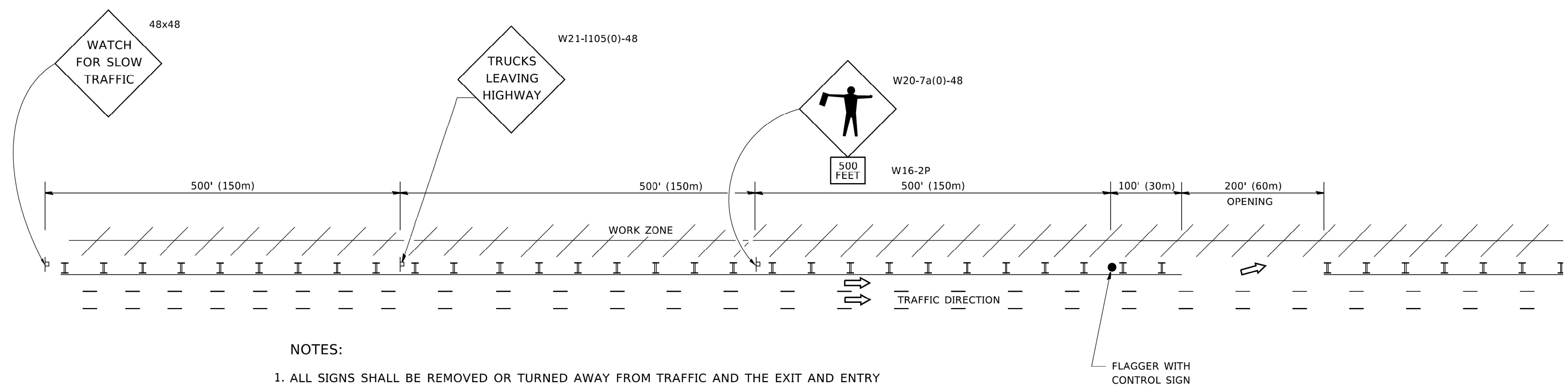
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1059
TC-17		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11

2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.

3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.

4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

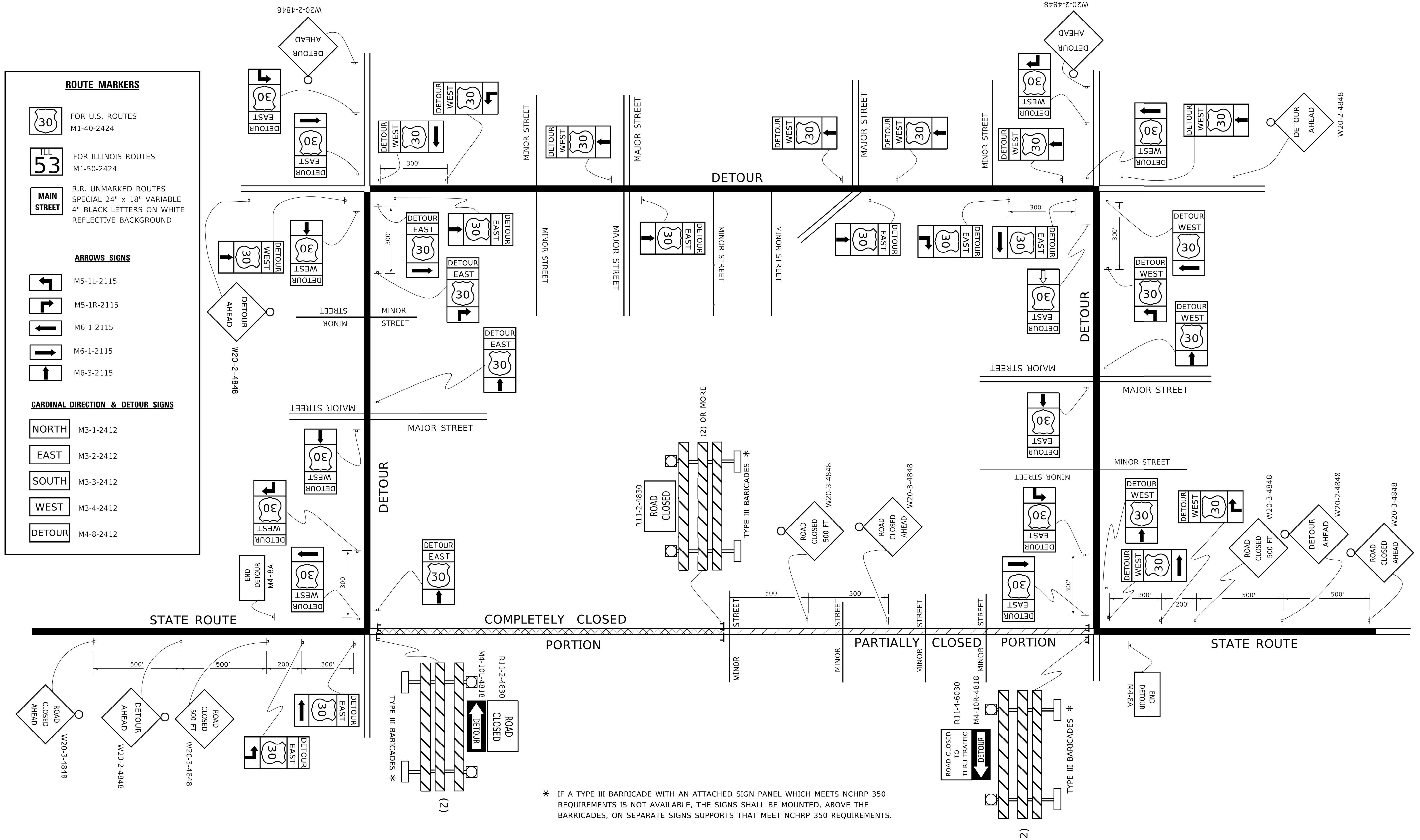
USER NAME = footemj	DESIGNED -	REVISED -	J.A.F. 02-06
	DRAWN -	REVISED -	S.P.B. 01-07
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	S.P.B. 12-09
PLOT DATE = 3/4/2019	DATE -	REVISED -	M.D.06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREEWAY /EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS /EXPRESSWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1060
TC-18		CONTRACT NO. 62R23		
		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.

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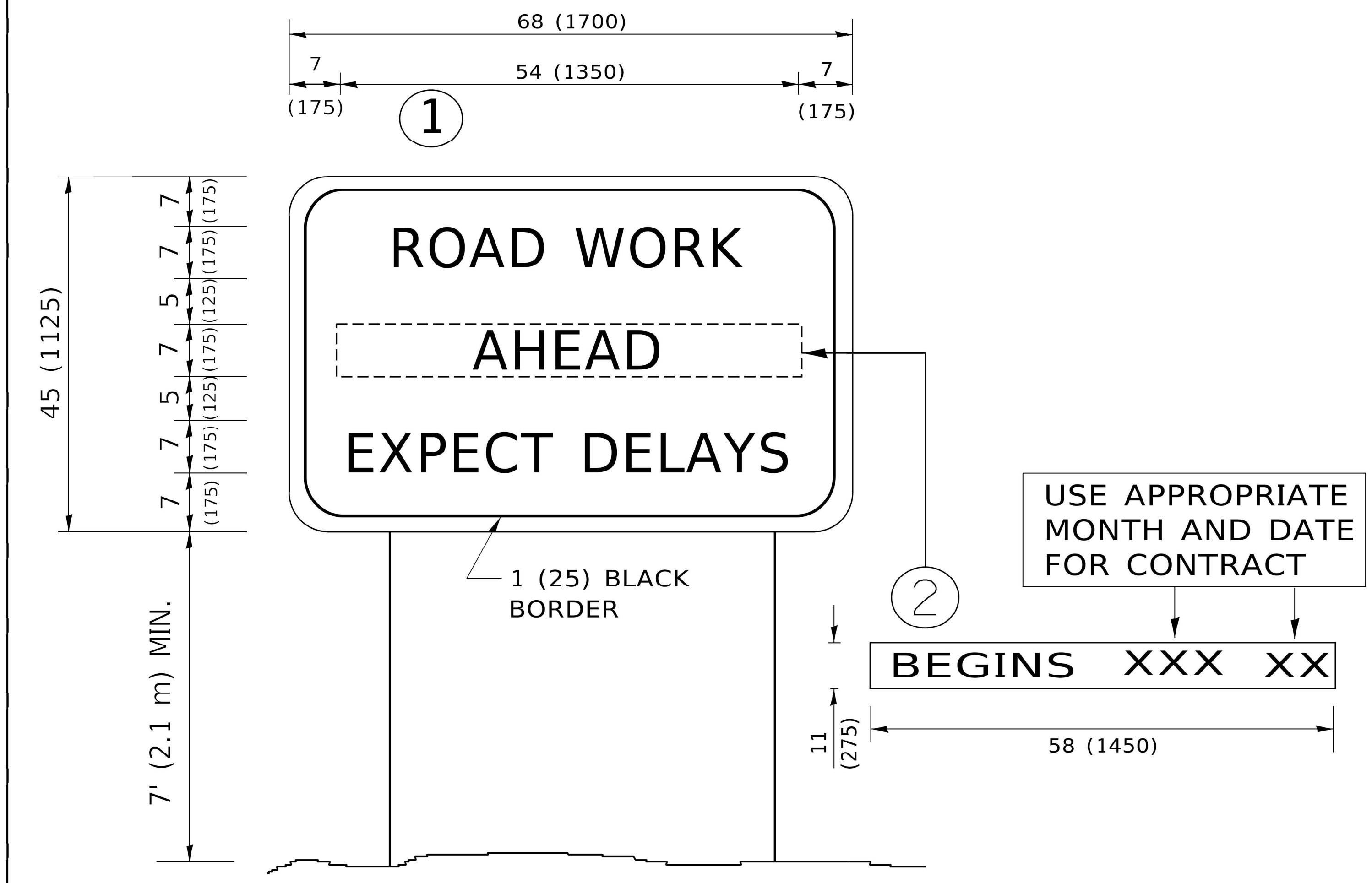
	DRAWN	REVISED -	R. BORO 09-14-09
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1061
TC-21		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		



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.

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - R. MIRS 12-11-97	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07	

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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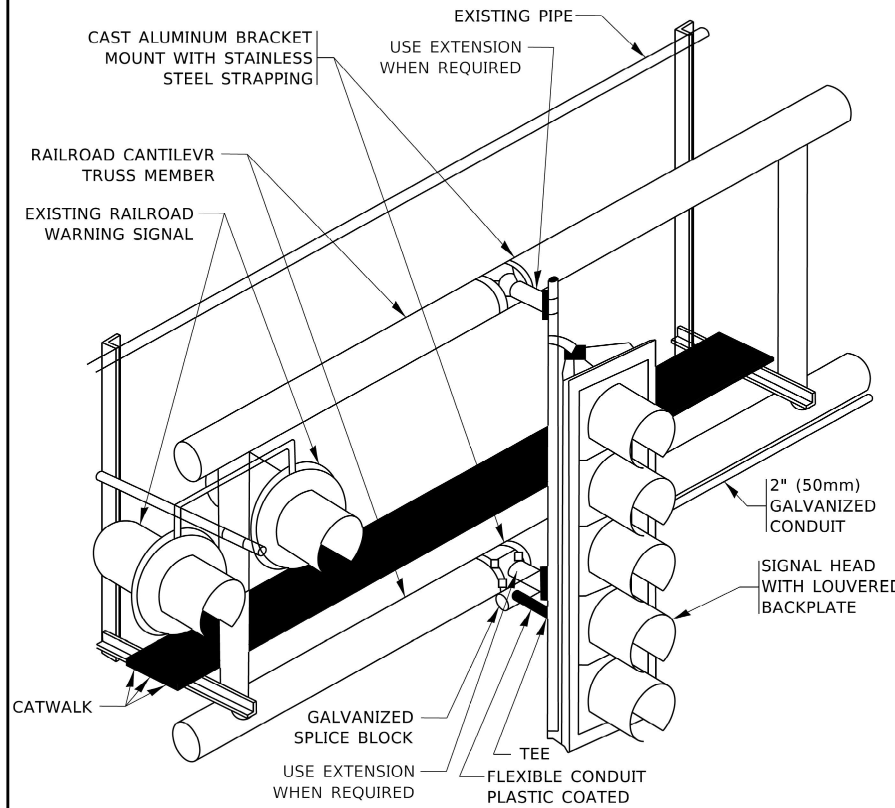
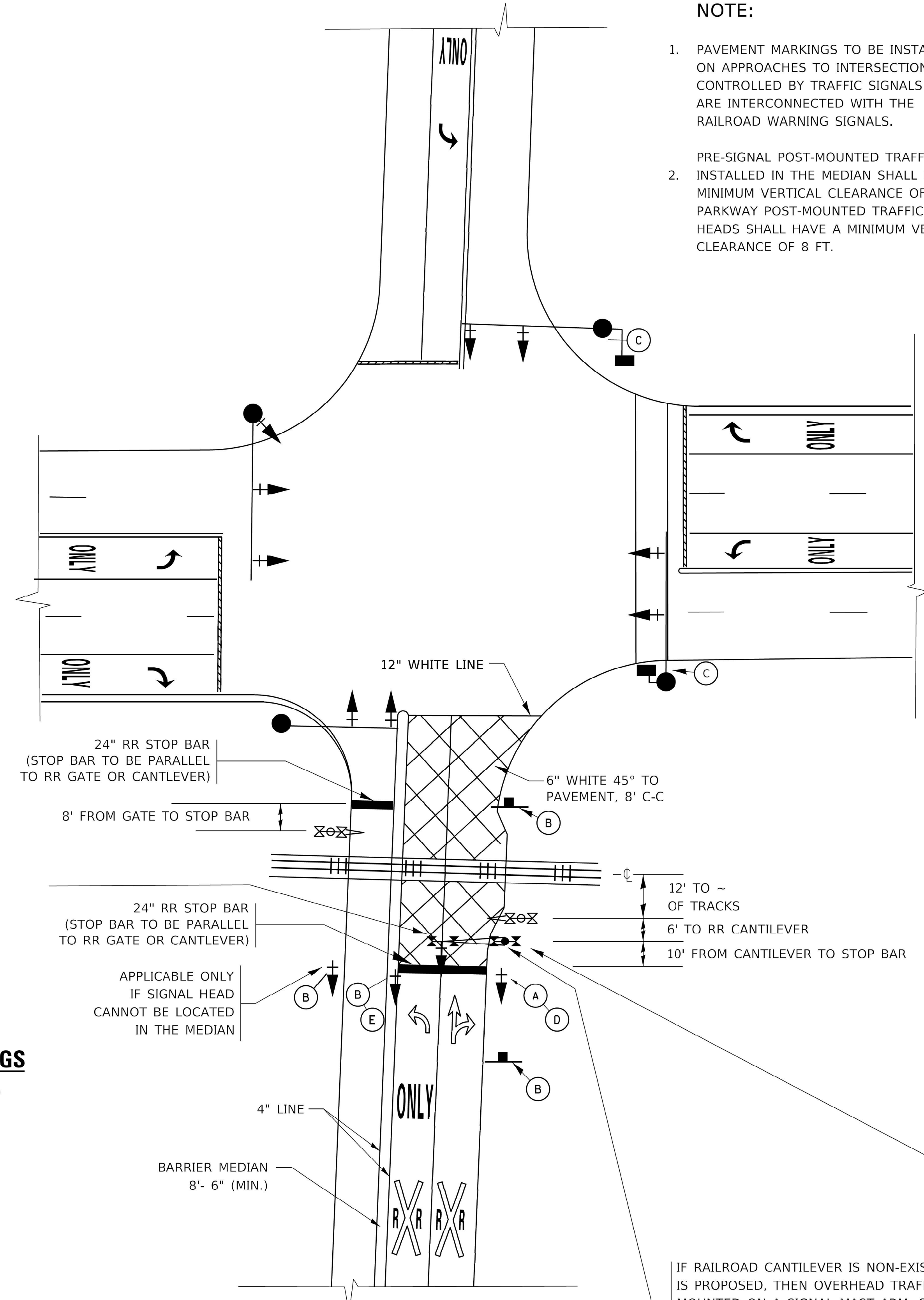
	TC-22	CONTRACT NO. 62R23		
	ILLINOIS FED. AID PROJECT			



RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION

N.T.S.

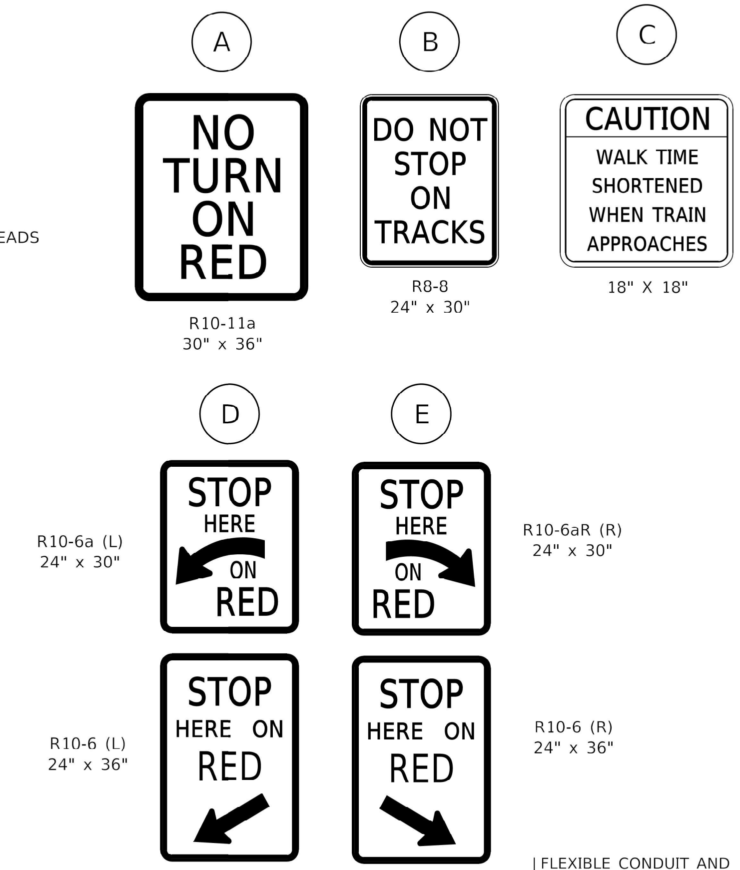


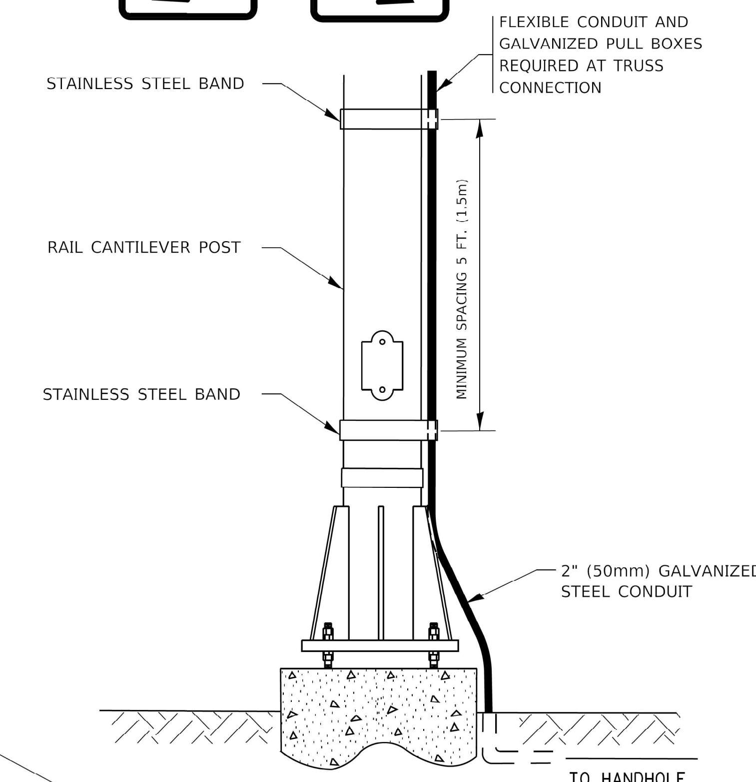
IF RAILROAD CANTILEVER IS NON-EXISTANT AND NONE IS PROPOSED, THEN OVERHEAD TRAFFIC SIGNAL TO BE MOUNTED ON A SIGNAL MAST ARM. SIGNAL MAST ARM AND SIGNAL HEADS SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE RAILROAD TRACKS WITHOUT OBSTRUCTING ANY RAILROAD WARNING DEVICES. SIGNAL MAST ARM SHALL BE AT LEAST 12 FT. FROM NEAREST RAIL.

SIGNALIZED INTERSECTION WITH NEAR–SIDE TRAFFIC SIGNAL

NOTE:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.





SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.

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

MODEL: Default
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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A.R. 07-11-16	
PLOT DATE = 8/22/2019	DATE -	REVISED - D.G. 8-22-19	

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

TC–23

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. TO STA.

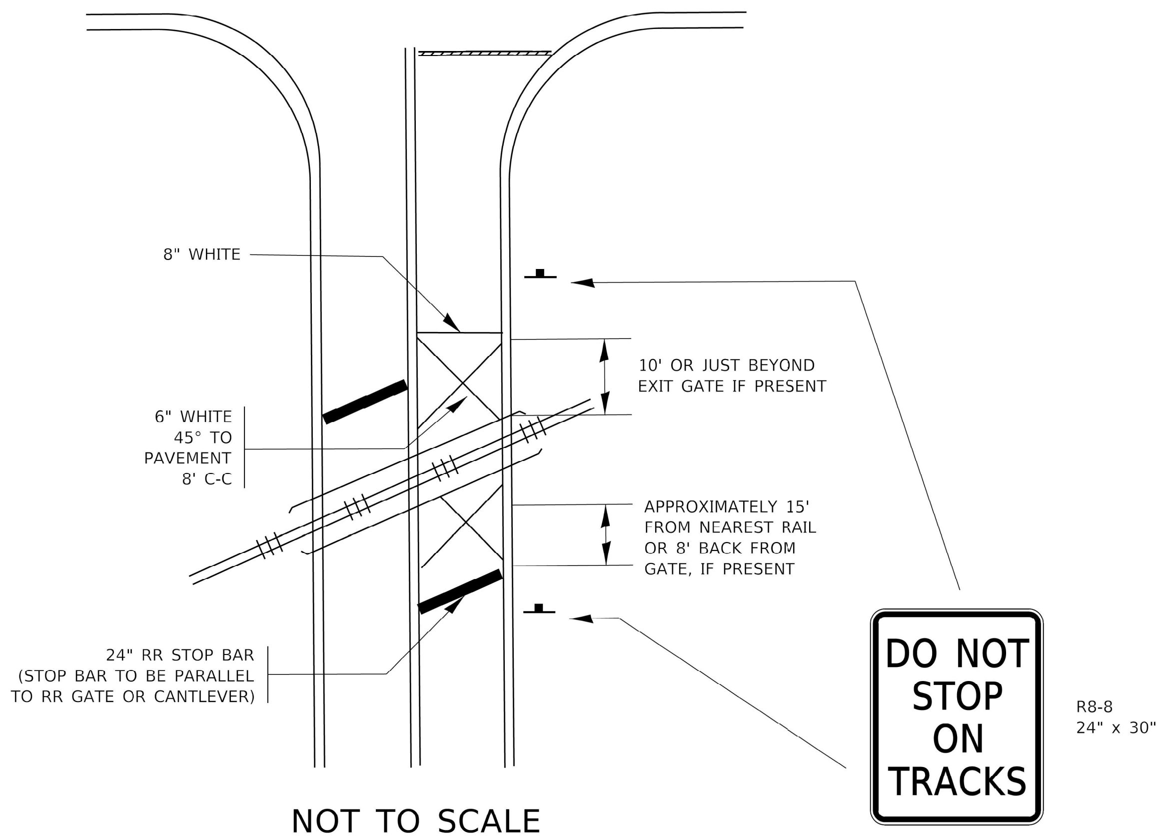
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1063

CONTRACT NO. 62R23

ILLINOIS FED. AID PROJECT

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

WITH SIGNALIZED INTERSECTION



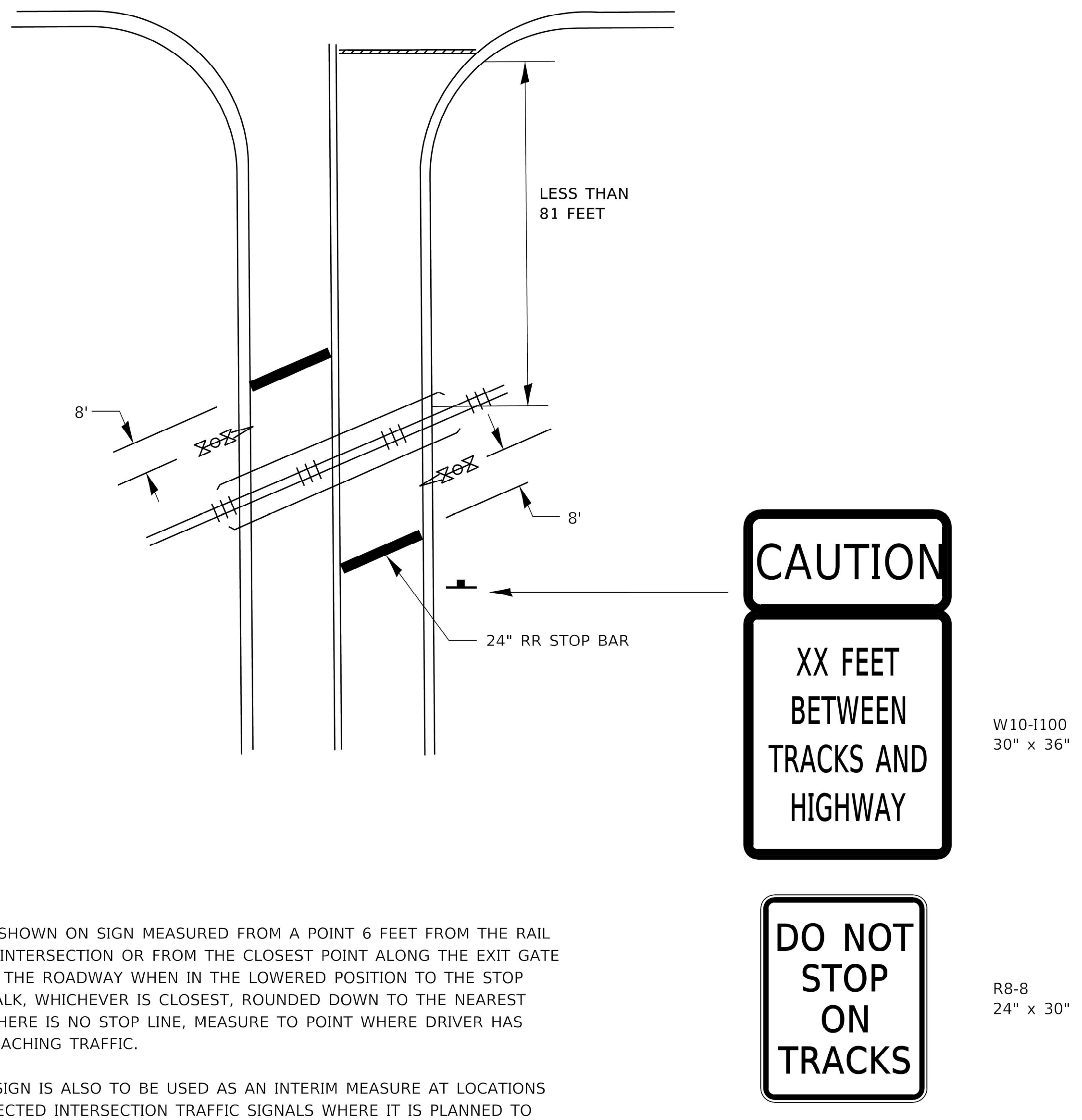
NOT TO SCALE

NOTE:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

WITH NON–SIGNALIZED INTERSECTION

81' OR LESS TO CLOSEST RAIL



NOTE:

1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

USER NAME = footemj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	1064
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -			TC–23		CONTRACT NO. 62R23		
PLOT DATE = 3/4/2019	DATE -	REVISED -		SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

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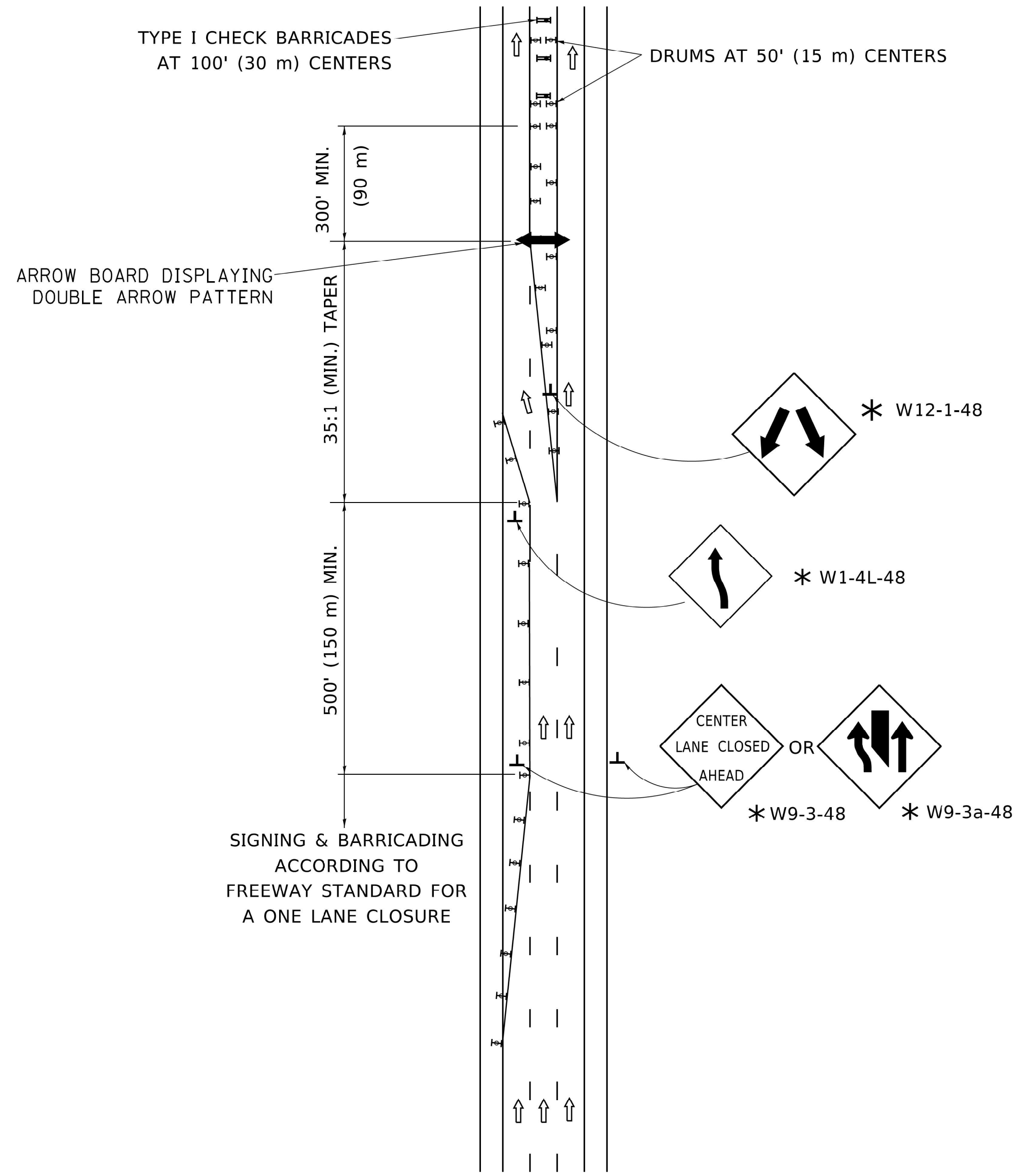
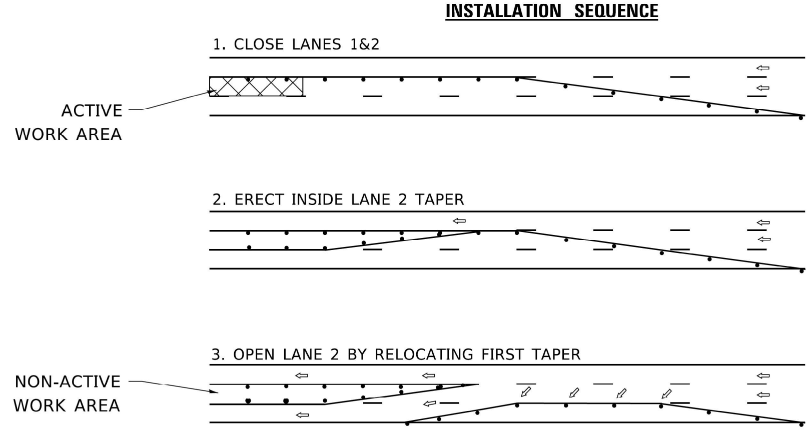
CENTER LANE CLOSURE



INSTALLATION SEQUENCE



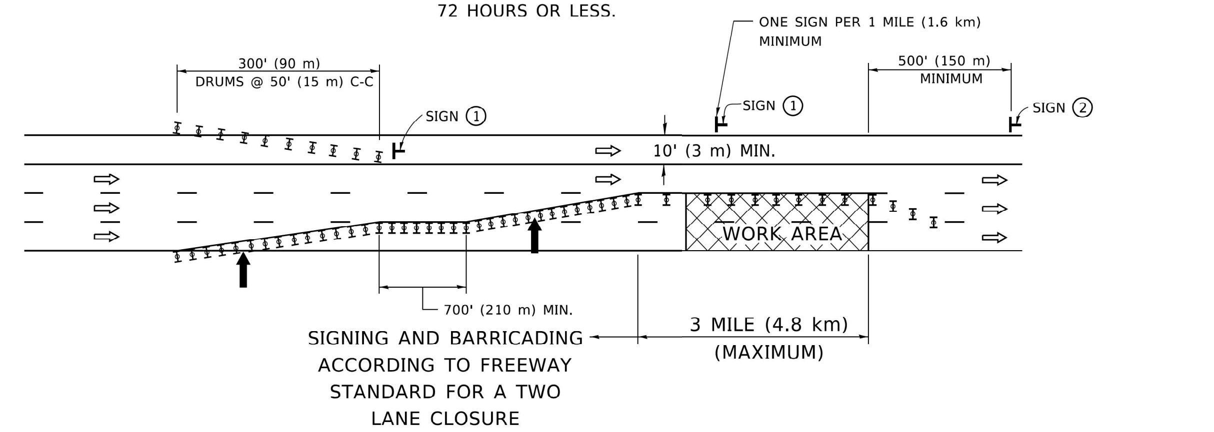
4. REMOVE CLOSURE IN REVERSE ORDER

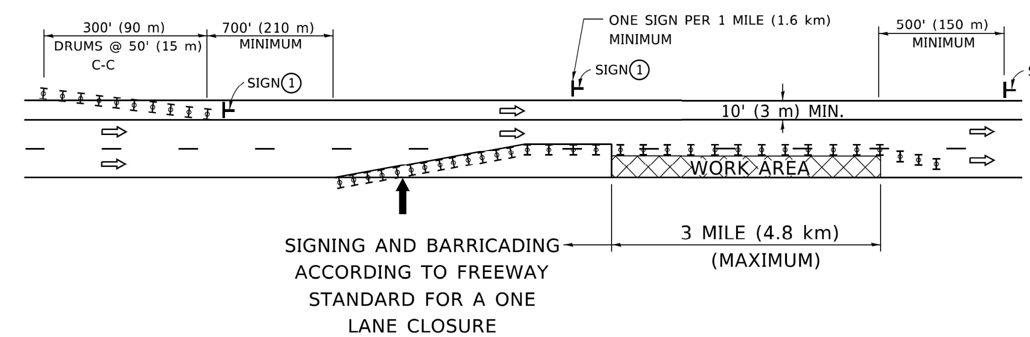
NOTES:

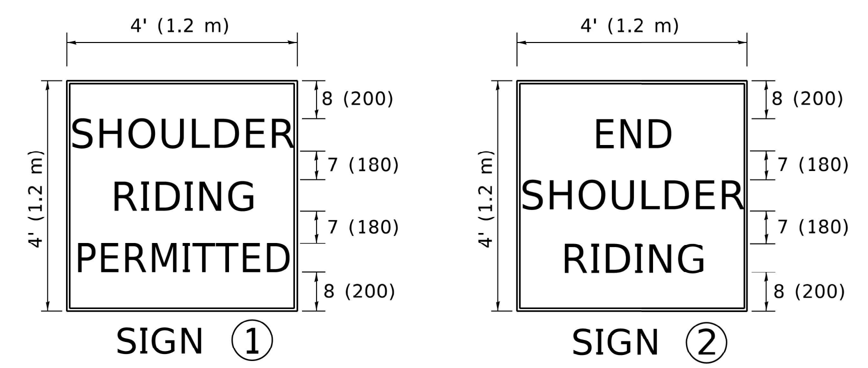
1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

NOTE:
CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.







6 (150) SERIES "C" LEGEND
BLACK LEGEND
WHITE REFLECT. BACKGROUND
1 (25) BORDER

SYMBOLS

- DIRECTION OF TRAFFIC
- ARROWBOARD
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT *
- TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).

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PLOT DATE = 3/4/2019	DATE -	REVISED -	

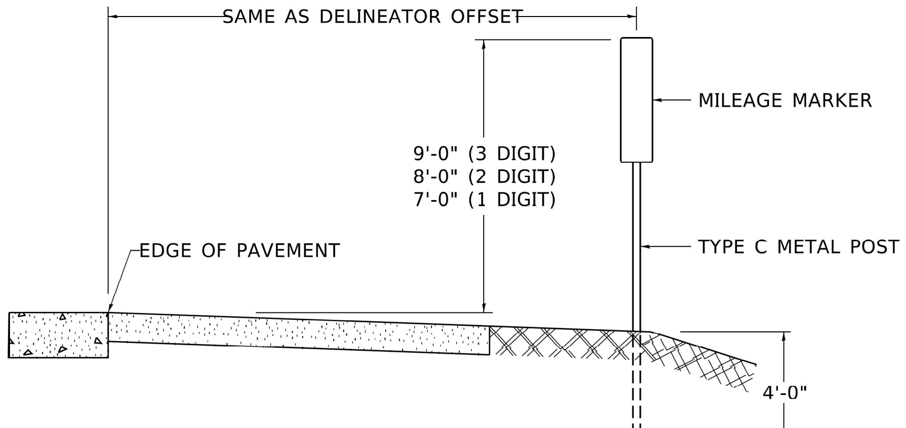
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
CENTER LANE CLOSURE SHOULDER LANE

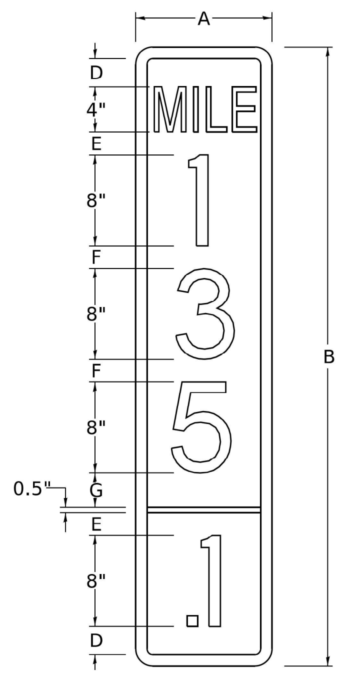
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

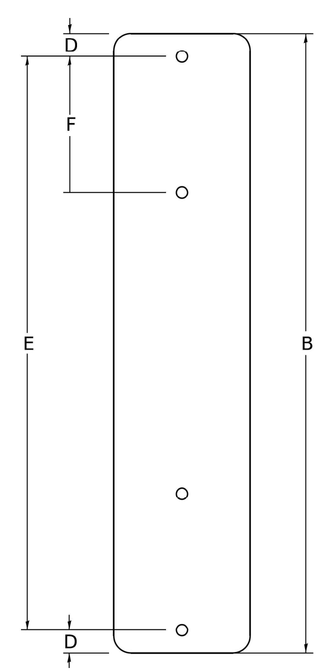
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1065
TC-25		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

STANDARD DESIGN FOR MILE POST



SHOULDER SECTIONAL VIEW



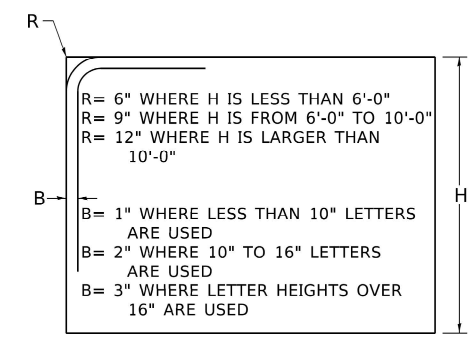


SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	DIGIT
12 x 24	12.0	24.0	1.5	1.5	1.5	N/A	1.5	1
12 x 36	12.0	36.0	1.5	2.0	2.0	2.0	1.5	2
12 x 48	12.0	48.0	1.5	2.5	2.0	2.0	2.5	3

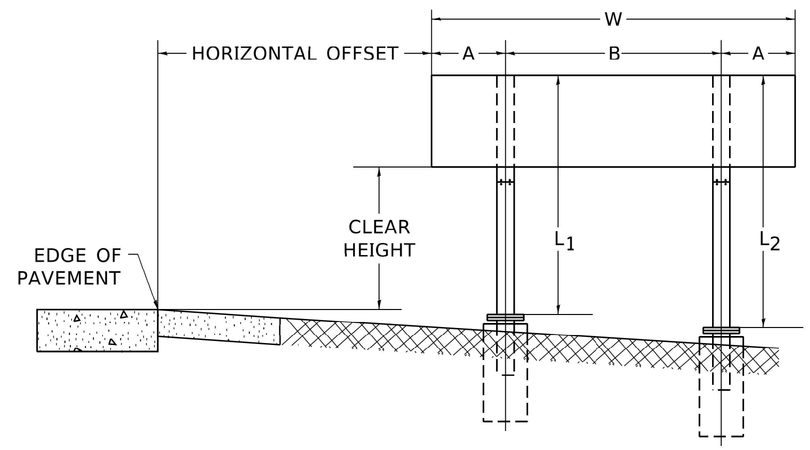
BLANK	A	B	C	D	E	F
B9-1224	12.0	24.0	1.5	2.0	20.0	N/A
B9-1236	12.0	36.0	1.5	2.0	32.0	12.0
B9-1248	12.0	48.0	1.5	2.0	44.0	12.0

SIGN SIZE	SERIES					BORDER	BLANK STD.
	LINES						
	1	2	3	4	5		
12 x 24	4C	8D	4C	N/A	N/A	0.5	B9-1224
12 x 36	4C	8D	8D	4C	N/A	0.5	B9-1236
12 x 48	4C	8D	8D	8D	4C	0.5	B9-1248

BORDER AND RADIUS LAYOUT



MAJOR GUIDE SIGN LAYOUT

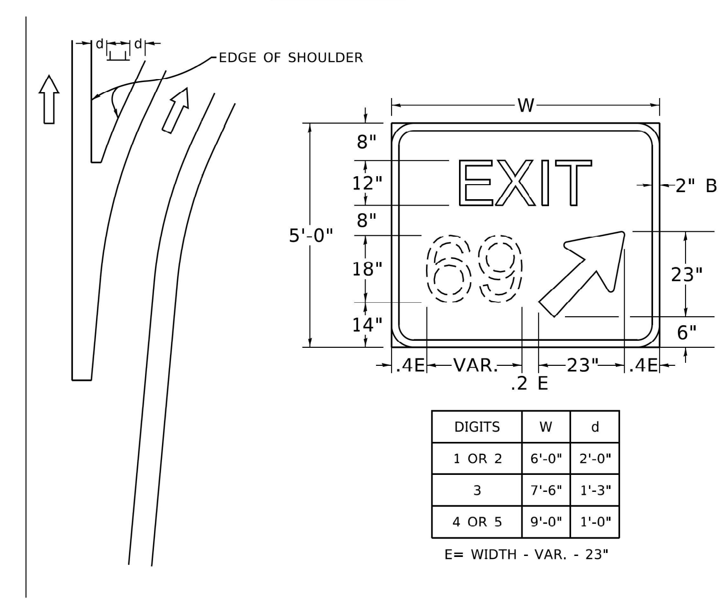


NUMBER OF STEEL SUPPORTS	A	B
2	.2 W	.6 W
3	.15 W	.35 W
4	.125 W	.25 W
5	.1 W	.2 W

"L_i IS THE LENGTH OF SUPPORT, NOT INCLUDING THE STUB PROJECTION, CLOSEST TO THE EDGE OF THE PAVEMENT.

"A" IS THE DISTANCE FROM THE SIGN EDGE TO THE CENTERLINE OF THE NEAREST SUPPORT. "B" IS THE DISTANCE BETWEEN CENTERLINES OF SUPPORTS.

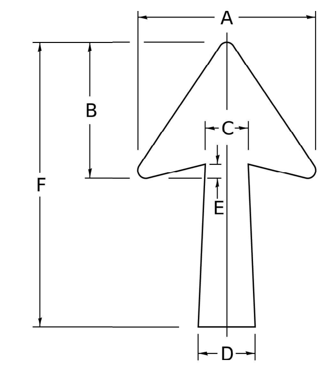
GORE SIGNS



DIGITS	W	d
1 OR 2	6'-0"	2'-0"
3	7'-6"	1'-3"
4 OR 5	9'-0"	1'-0"

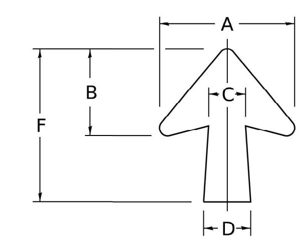
E= WIDTH - VAR. - 23"

STANDARD ARROWS FOR INTERSTATE GUIDE SIGNS



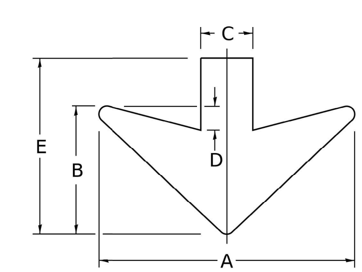
ARROW SYMBOL	A	B	C	D	E	F	R
24¼ x 15⅛	15⅛	11 9/16	3¾	5	1 5/16	24¼	13/16
29¼ x 18¼	18¼	14	4½	6	1½	29¼	¾
35⅝ x 22¼	22¼	17	5⅜	7⅛	1¾	35⅝	1
18¼ x 11¼	11¼	8¾	3⅛	3⅞		18¼	

NOTE: D & F ARE RECOMMENDED DIMENSIONS. TAPER SHOULD BE HELD CONSTANT FOR LONGER OR SHORTER SHAFT LENGTHS



ARROW SYMBOL	A	B	C	D	E	F	R
17¼ x 14¼	14¼	9 13/16	3⅜	4½	15/16	17¼	¾
20¼ x 17¼	17¼	11¾	4⅜	5⅝	1½	20¼	
25 x 21⅞	21⅞	14¼	5	6¾	1¾	25	1
9 9/16 x 8 7/16	8 7/16	5 7/16	2 5/16	2 15/16		9 9/16	½

DOWN ARROWS



ARROW SYMBOL	A	B	C	D	E	R
16½ x 24	24	12	5	1½	16½	¾
22 x 32	32	16	6½	3	22	1

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PLOT DATE = 3/4/2019	DATE - 03-08-1984	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILE POST MARKERS – GORE SIGNS
MAJOR GUIDE SIGN LAYOUT – ARROWS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1066
	TC–27 (TS–2341–1)	CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H H	H H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R Y G Y G R Y G Y G P	R Y G Y G R Y G Y G P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	R Y G Y G R Y G Y G R Y G Y G P RB	R Y G Y G R Y G Y G R Y G Y G P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1067
TS-05		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

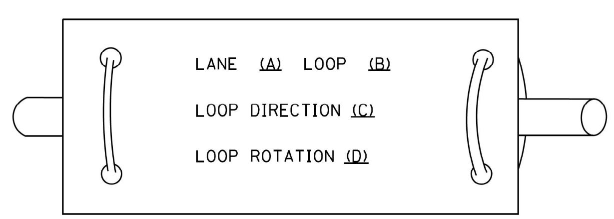
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD–IN CABLE TAG

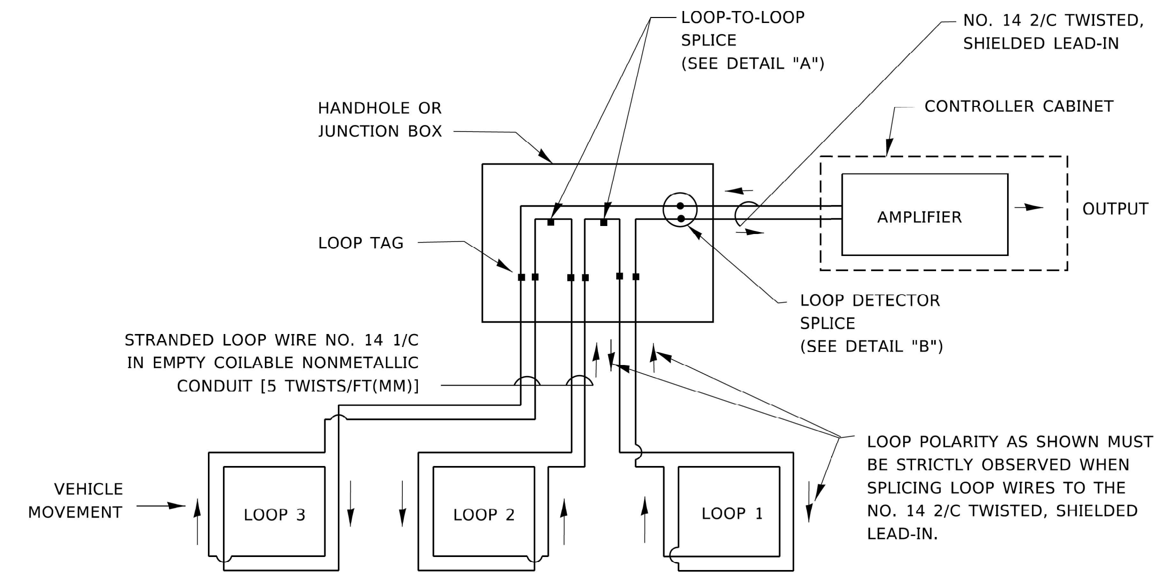


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

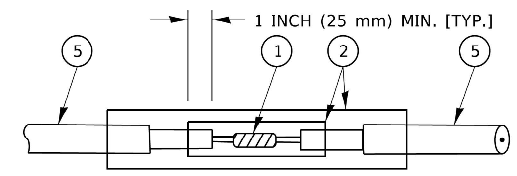
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

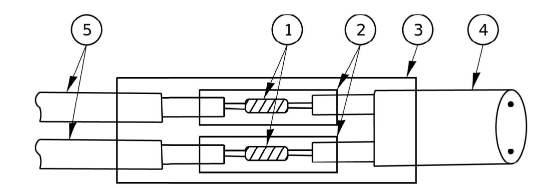


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
  SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

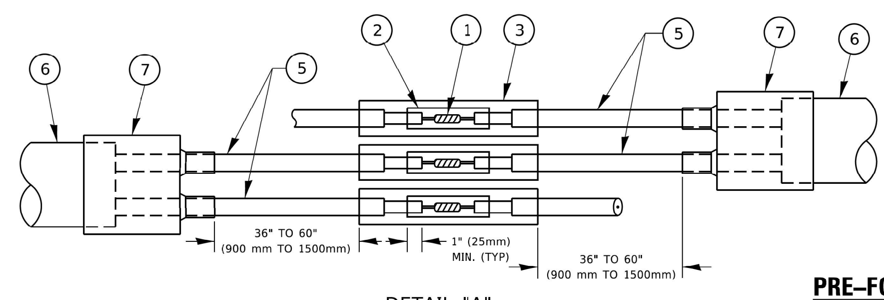


DETAIL "A"
LOOP-TO-LOOP SPLICE



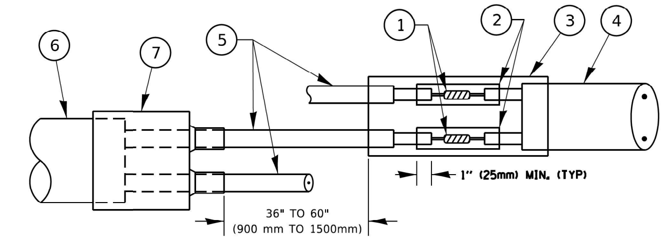
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE–FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

4 NO. 14 2/C TWISTED, SHIELDED CABLE.

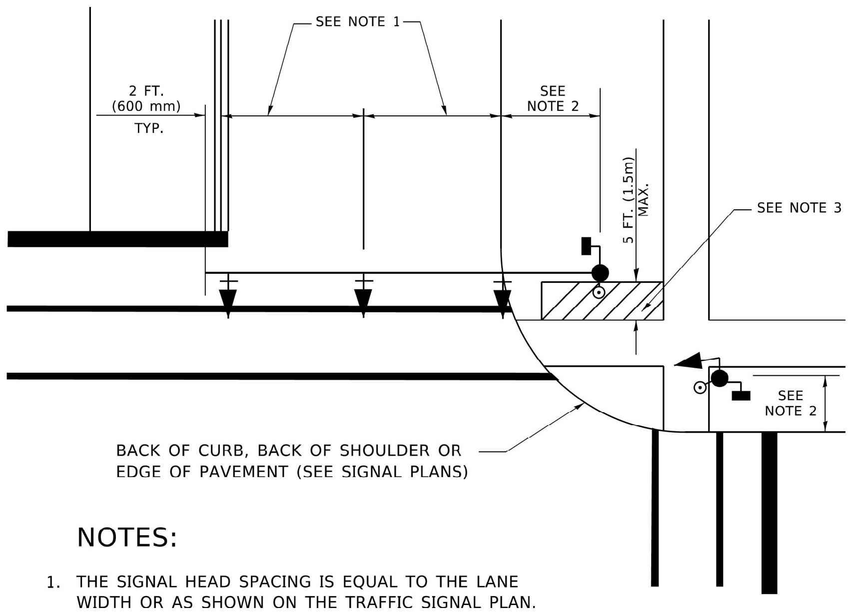
5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

6 XL POLYOLEFIN 2 CONDUCTOR

7 BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

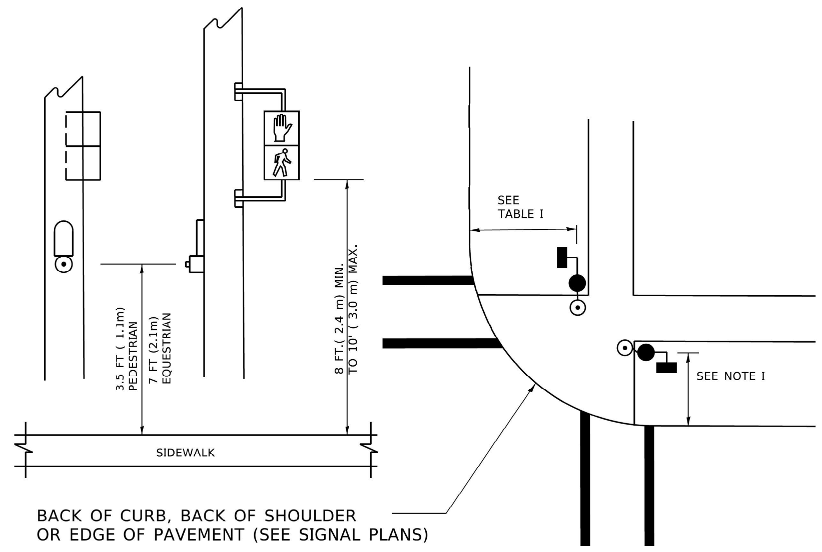
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

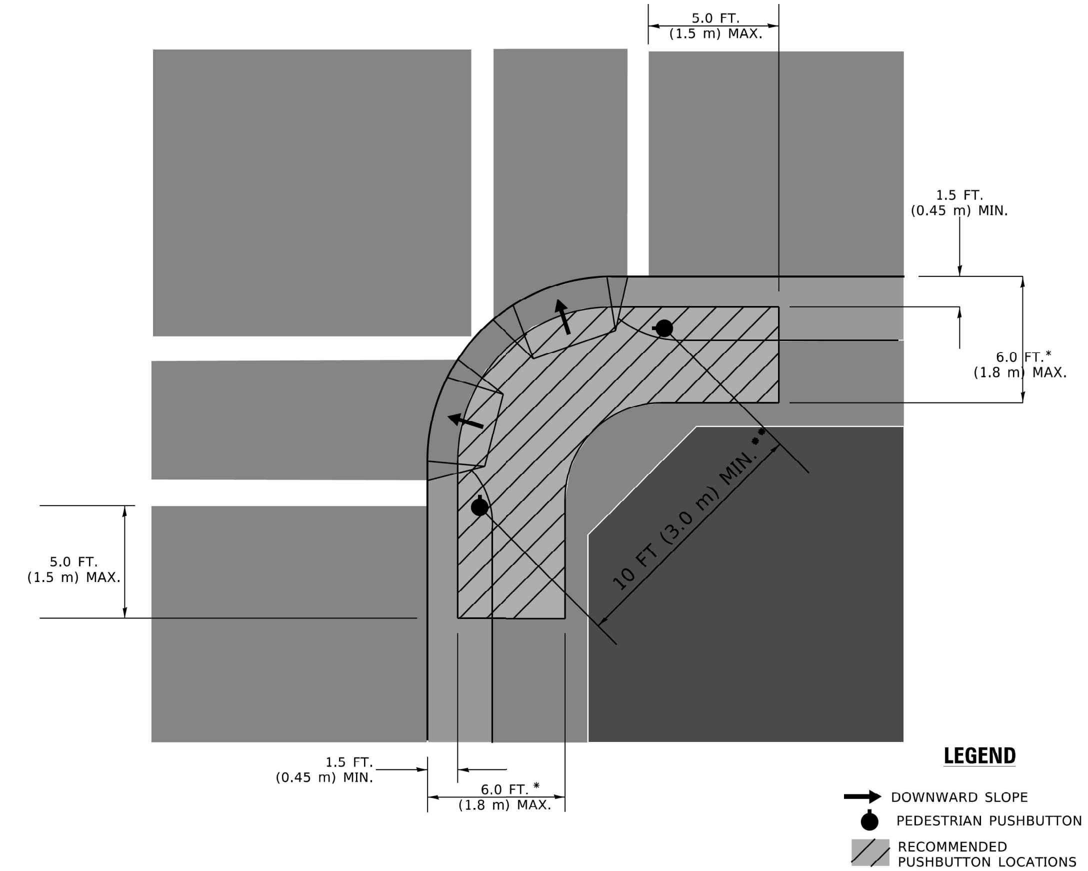
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

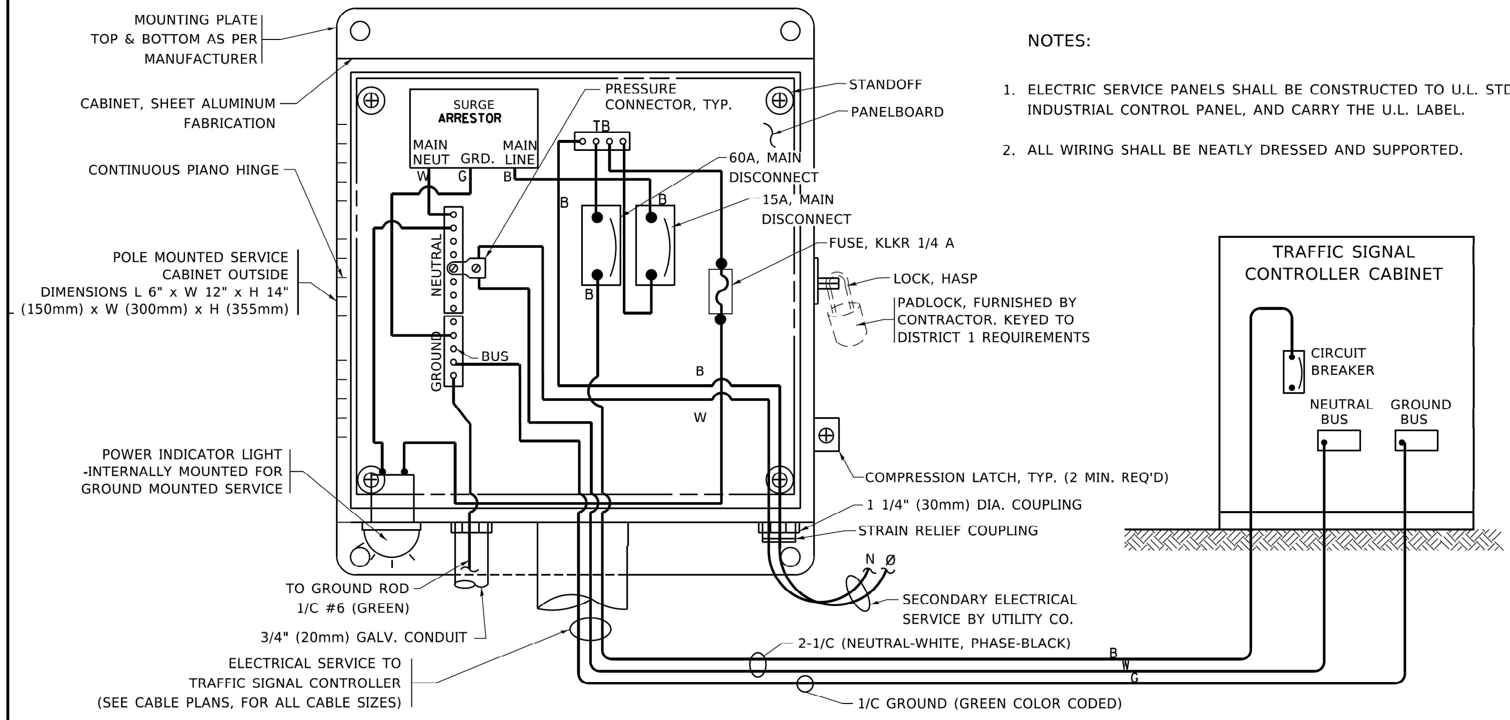
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.



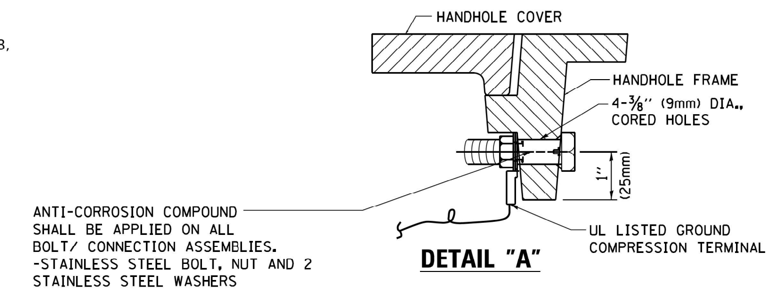
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

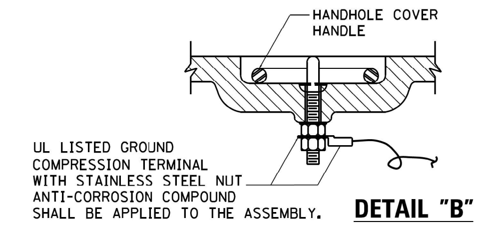
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

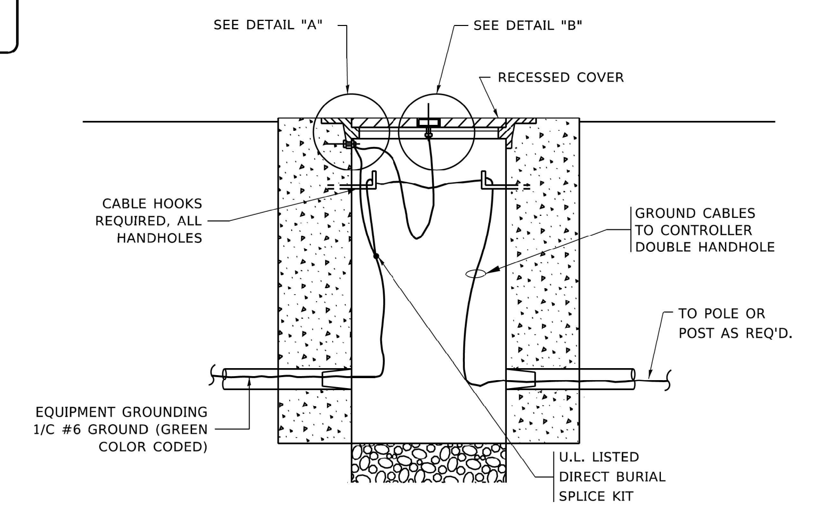


DETAIL "B"

NOTES:

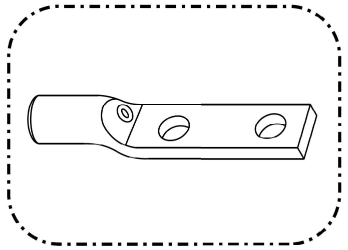
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC,). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

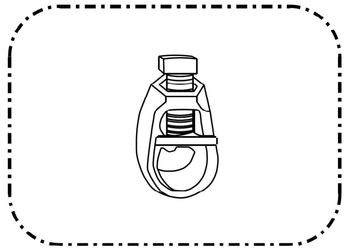


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



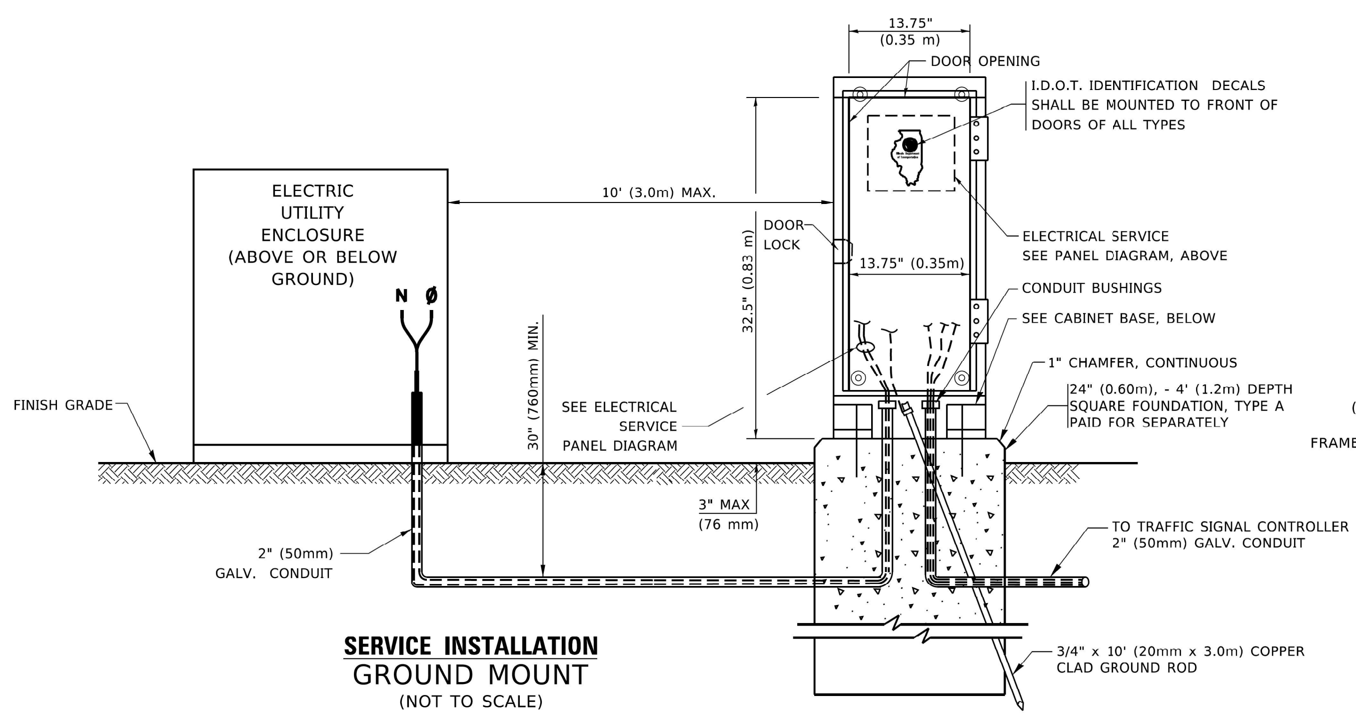
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

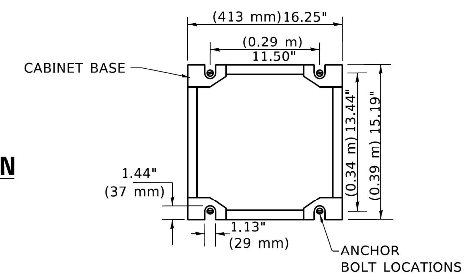
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION

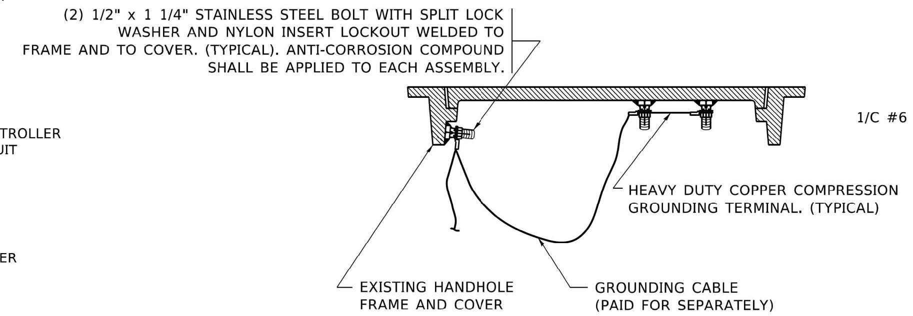
GROUND MOUNT

(NOT TO SCALE)



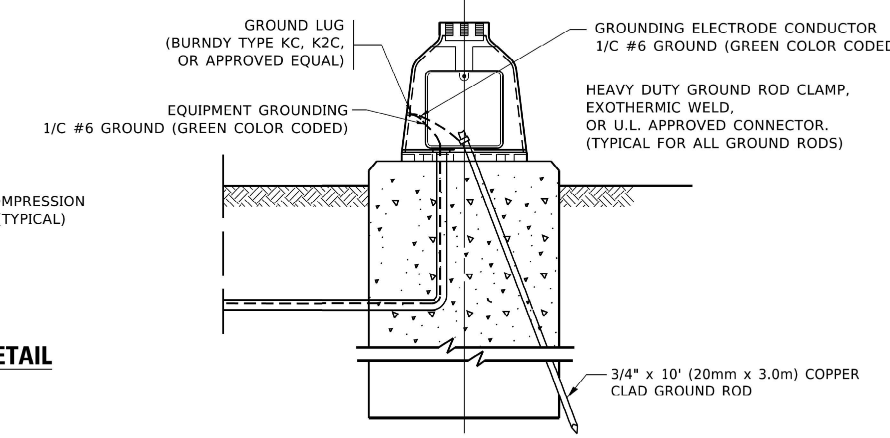
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

USER NAME = footemj	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1070
	TS-05	CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

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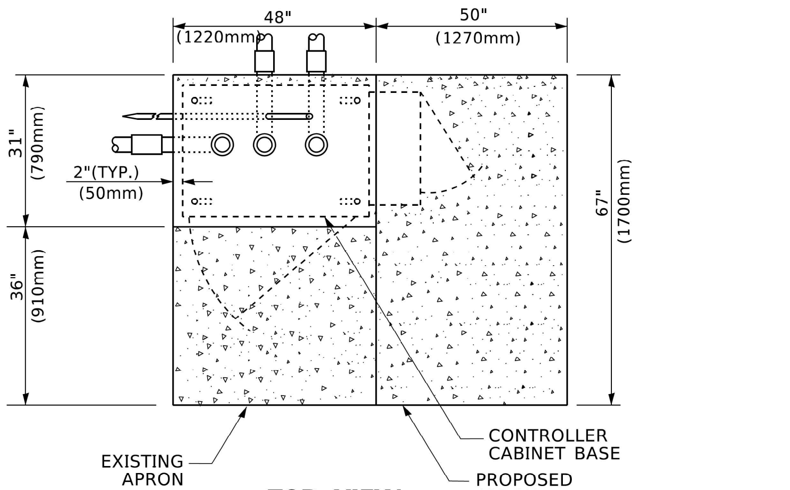
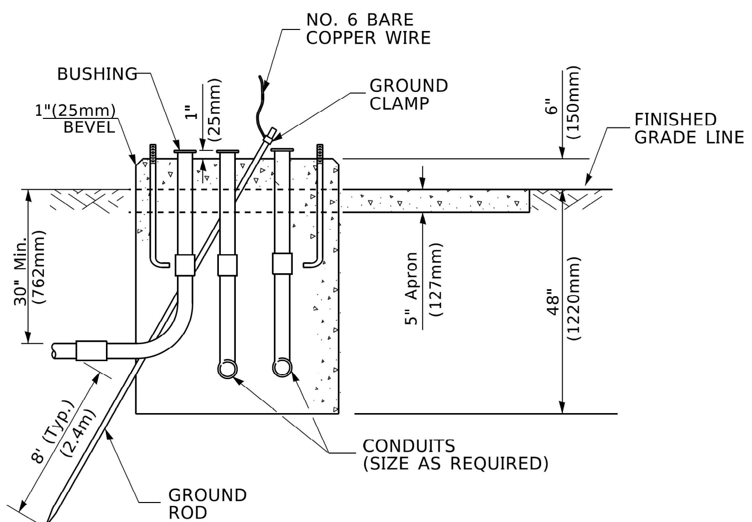
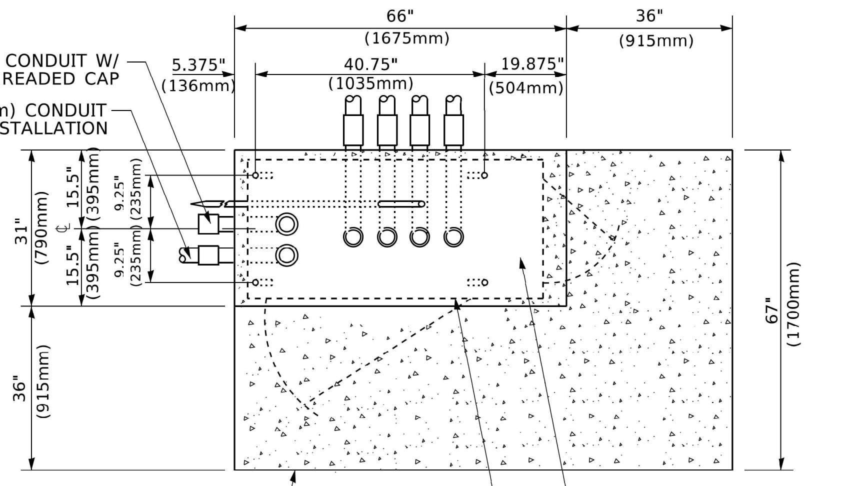


TOP VIEW



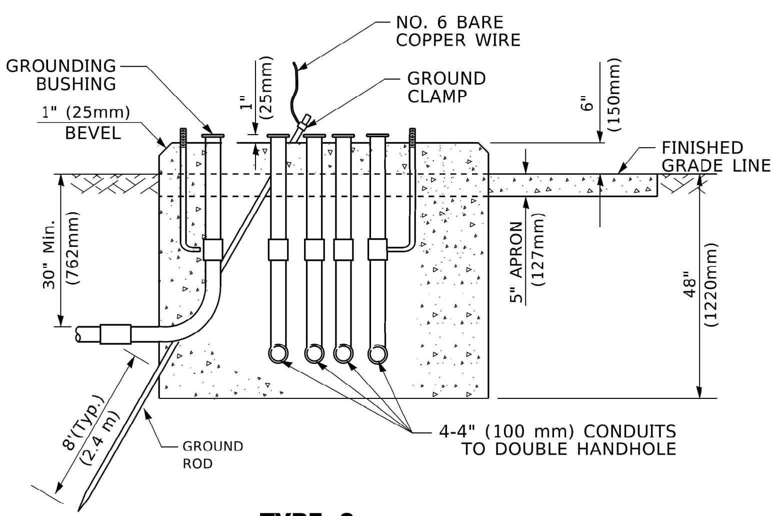
TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



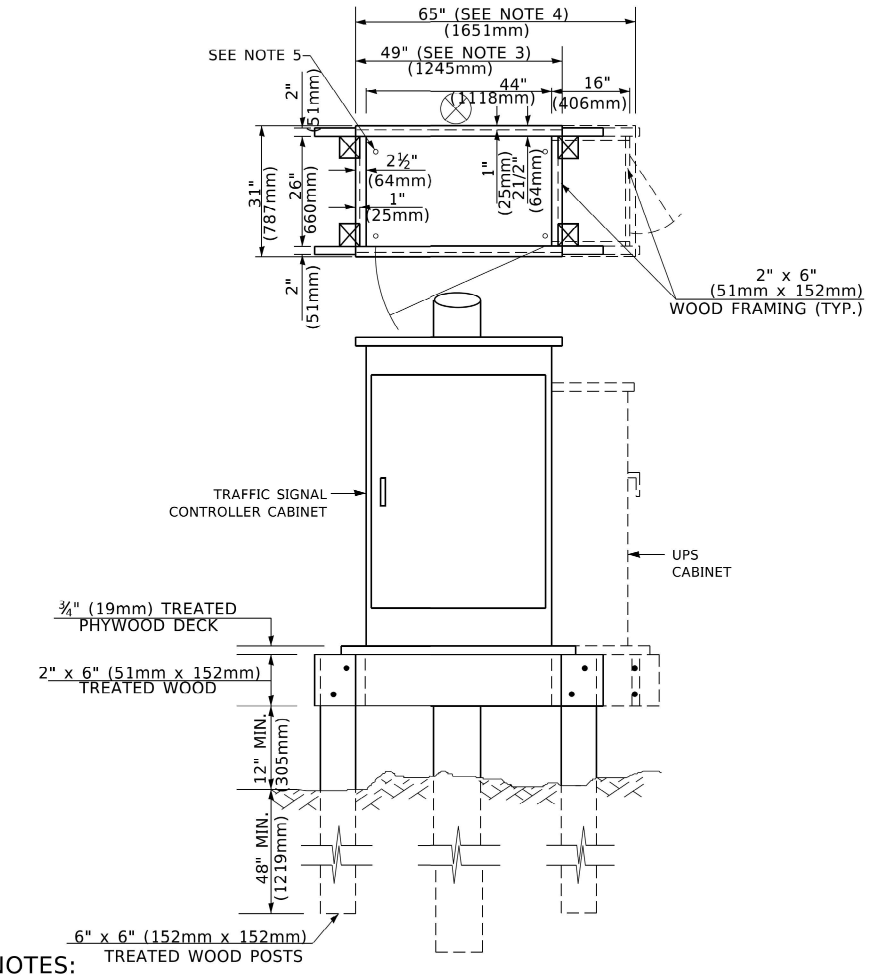
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



TYPE C
FOR GROUND MOUNTED SUPER P (TYPE IV) AND SUPER R (TYPE V) CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

USER NAME = footemj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1071
	TS-05	CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		

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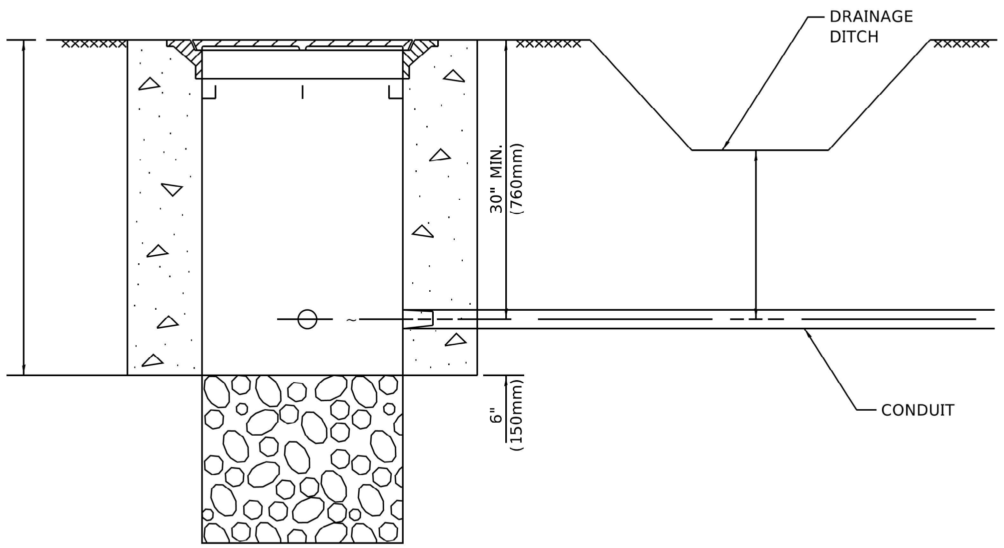
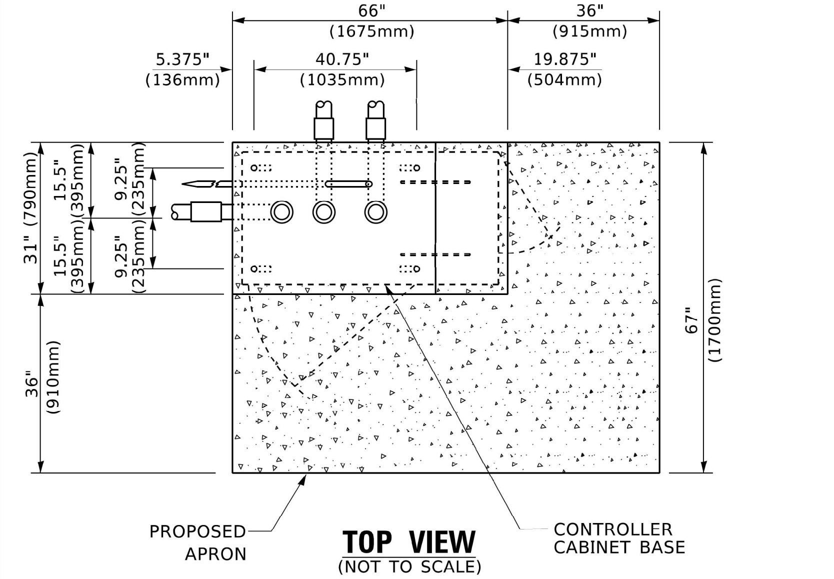


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

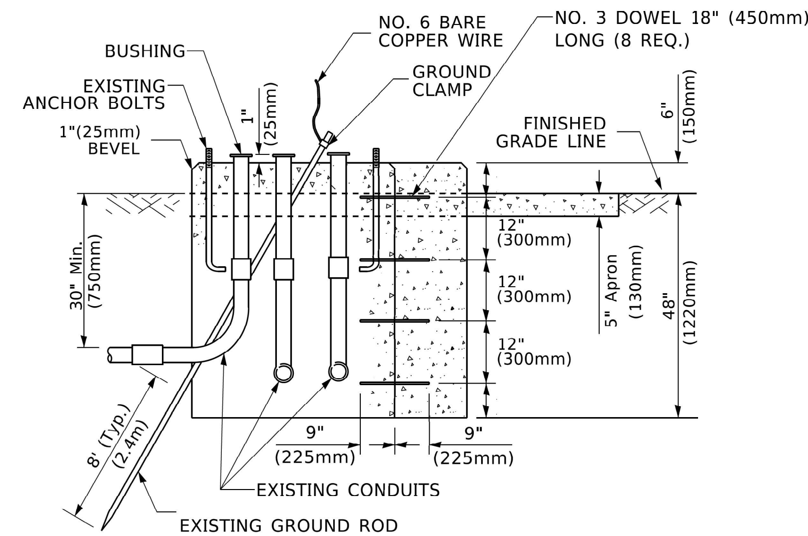
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



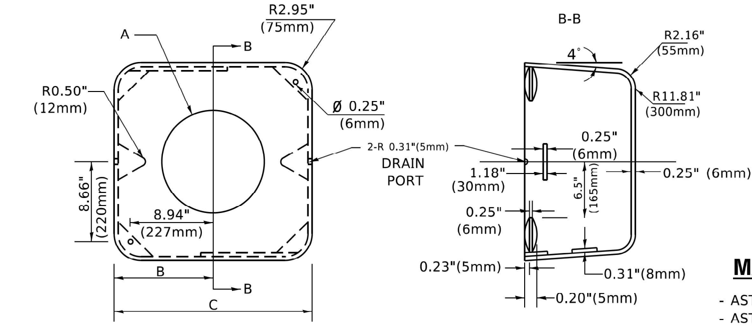
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL

- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

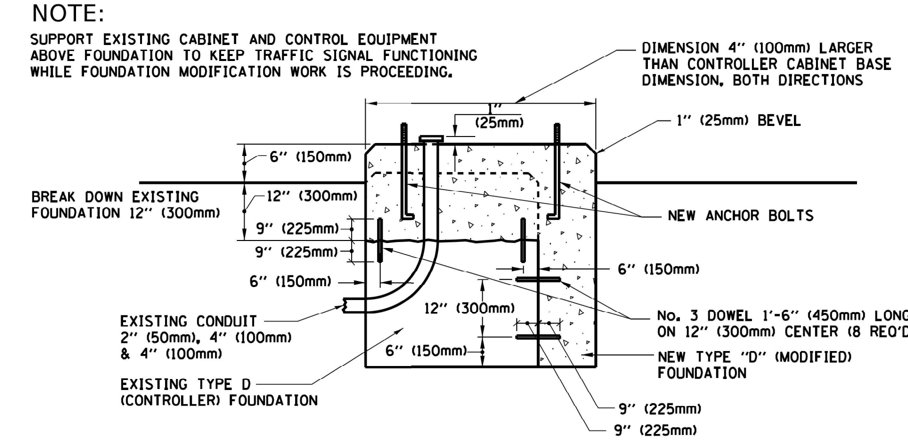
SHROUD

NOTES:

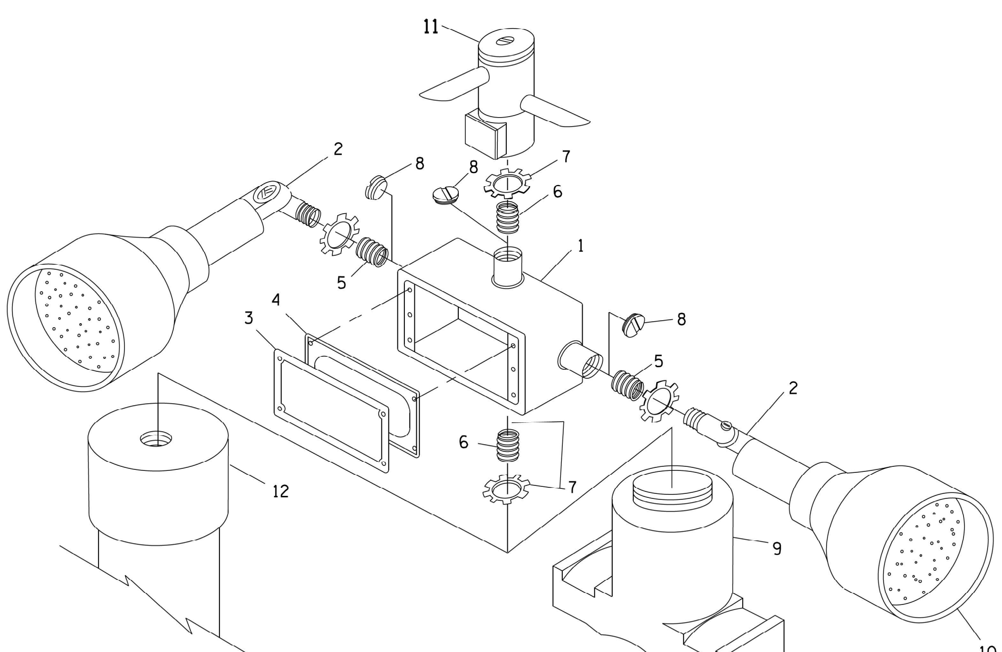
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

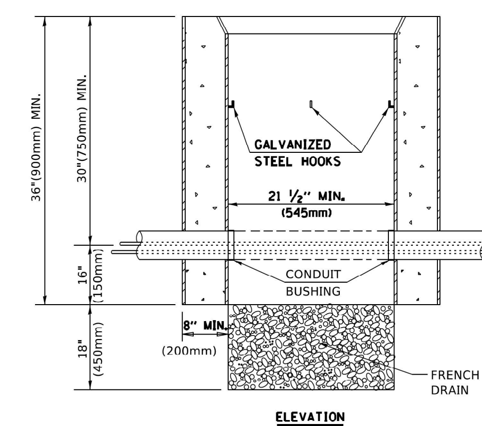
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

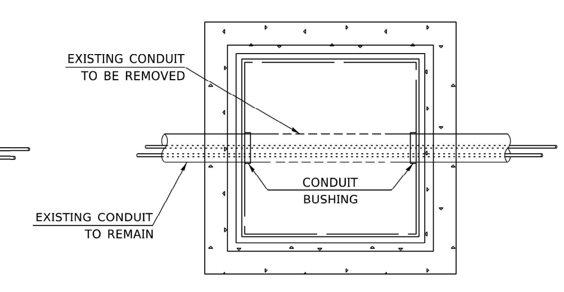
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	½"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



ELEVATION



PLAN

NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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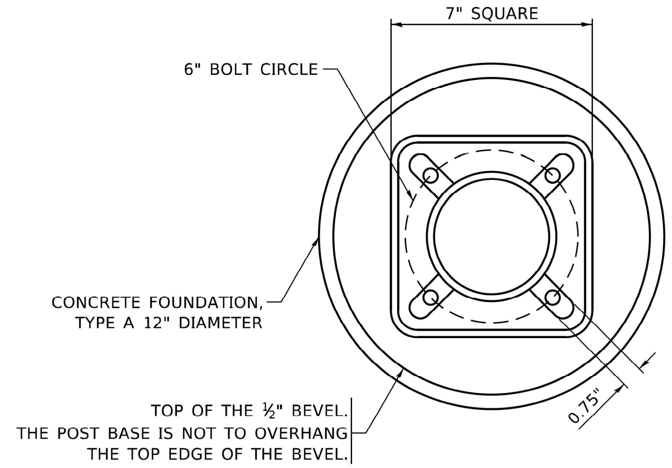
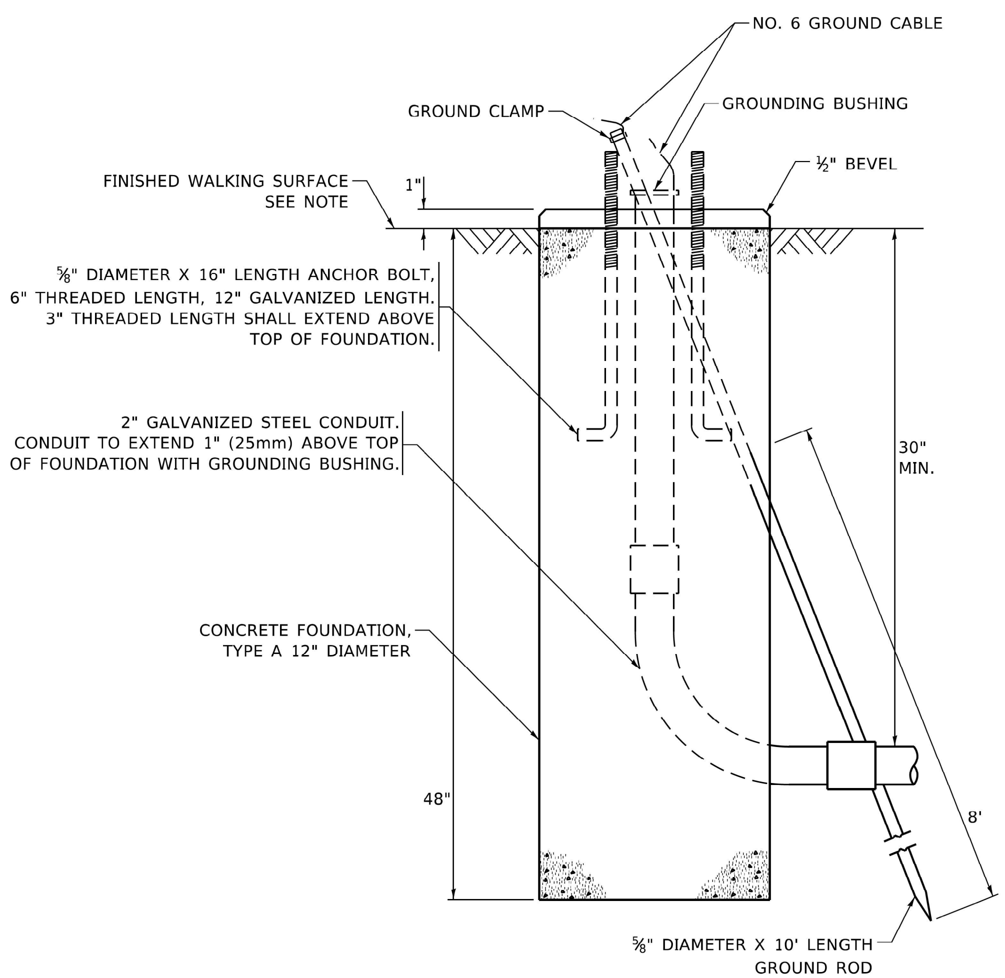
TS-05
CONTRACT NO. 62R23
ILLINOIS | FED. AID PROJECT



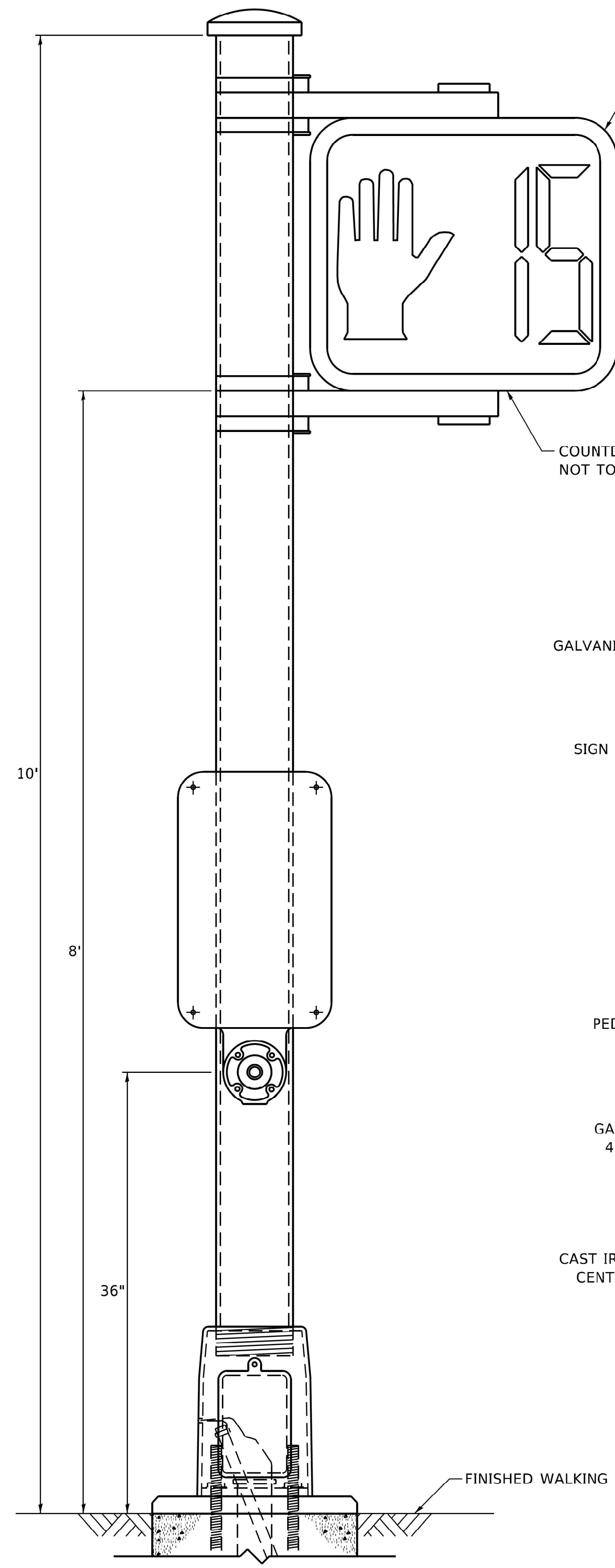
BOLT PATTERN

NOTE:

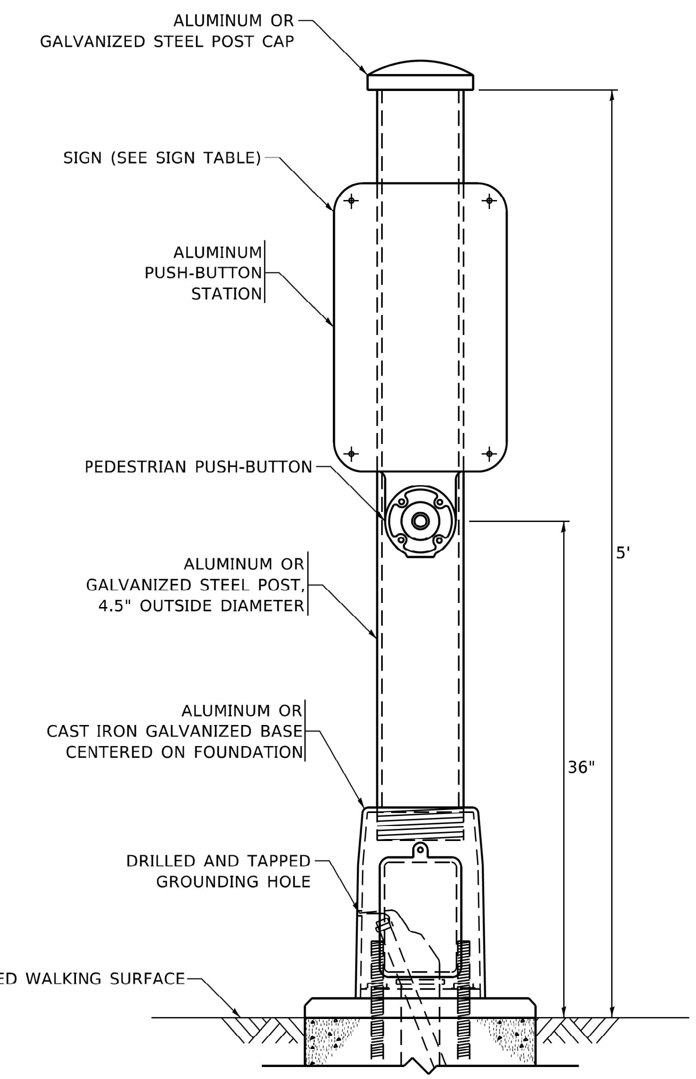
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



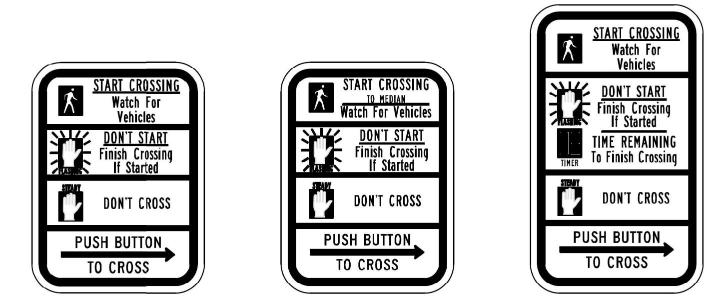
CONCRETE FOUNDATION, TYPE A 12–INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10–3b **R10–3d** **R10–3e**

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

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DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS–05		CONTRACT NO. 62R23		
ILLINOIS	FED. AID PROJECT			

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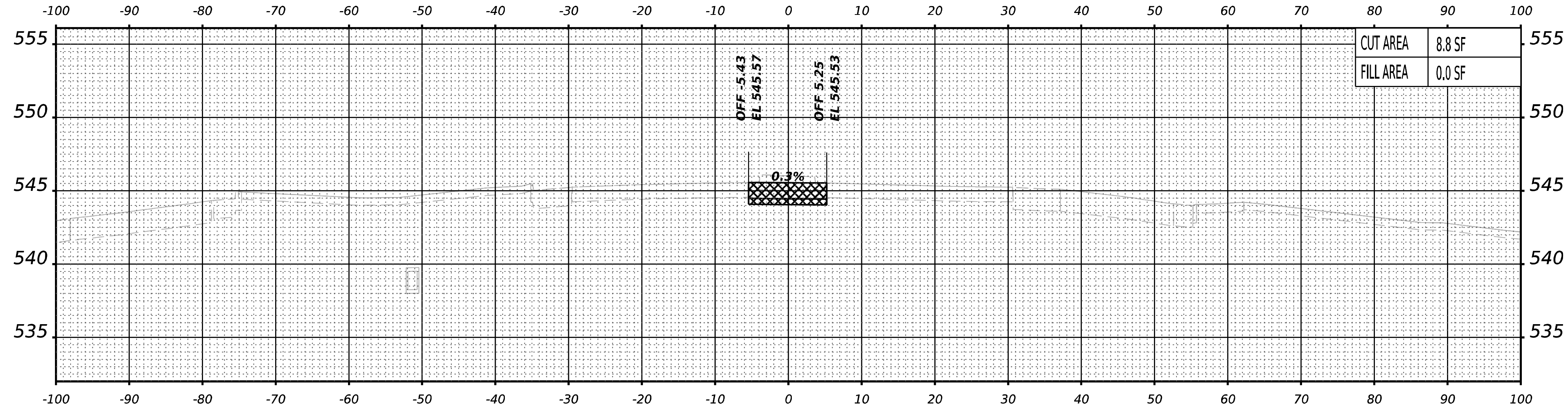

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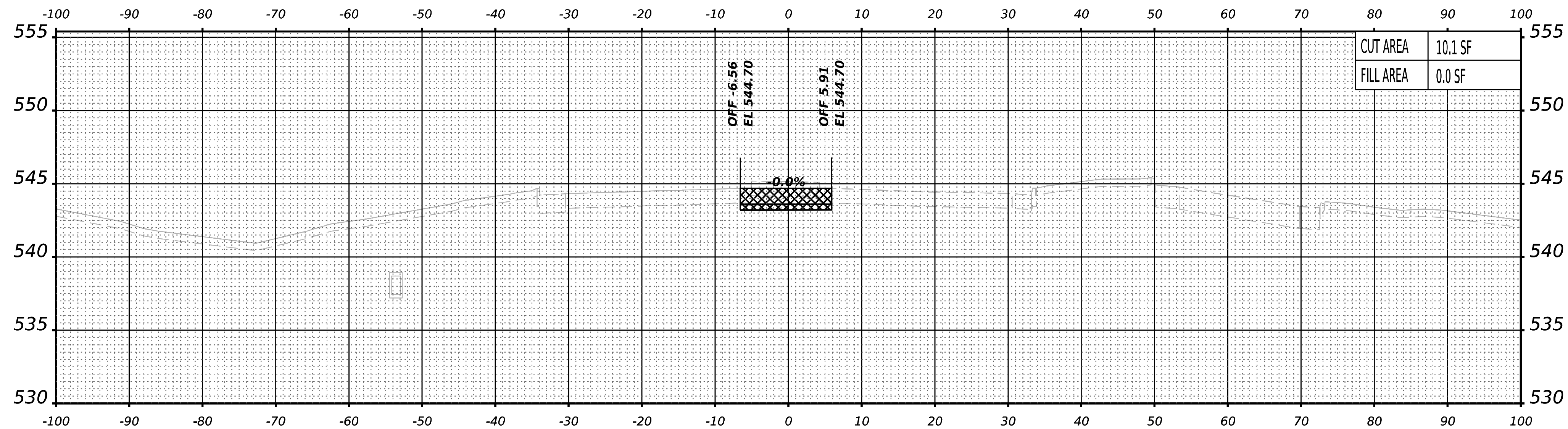

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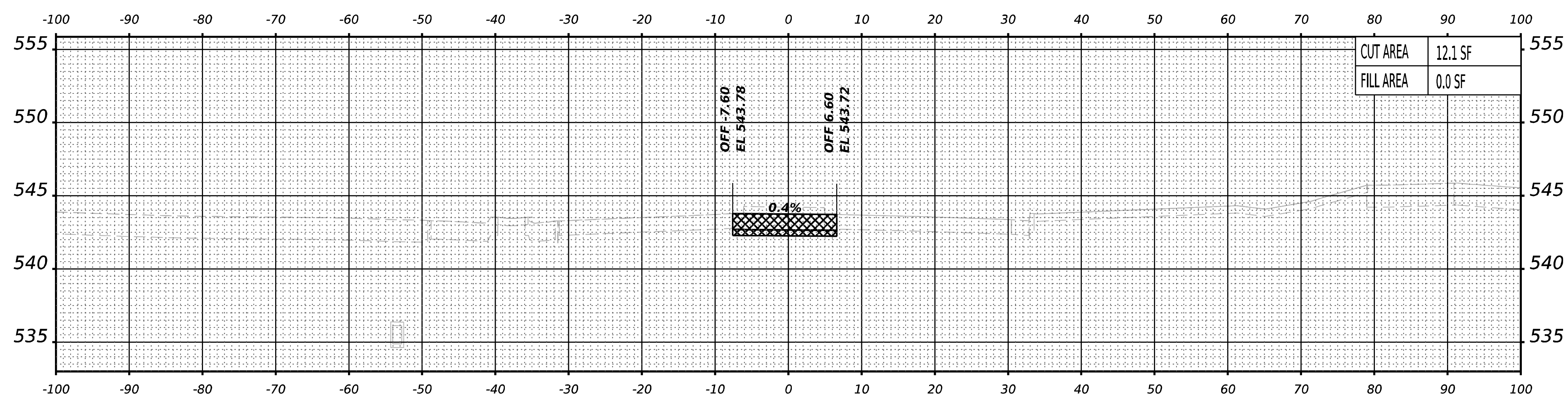

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PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
1. PROPOSED DRAINAGE ELEMENTS SHOWN ARE REPRESENTATIVE OF THE FINAL CONDITION. PLEASE REFER TO DRAINAGE PLANS AND EROSION AND SEDIMENT CONTROL PLANS FOR CONSTRUCTION STAGING AND TIMING OF INSTALLATION OF PROPOSED DRAINAGE ELEMENTS.
2. TOPSOIL, EXISTING PAVEMENT, AND TEMPORARY PAVEMENT SHOWN BELOW PROPOSED EMBANKMENT SHALL BE REMOVED PRIOR TO PLACING THE EMBANKMENT.

MODEL: e-s2-chicago - 30+00.00 [Sheet]

BURNS McDONNELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 1 OF 17 SHEETS | STA. TO STA.

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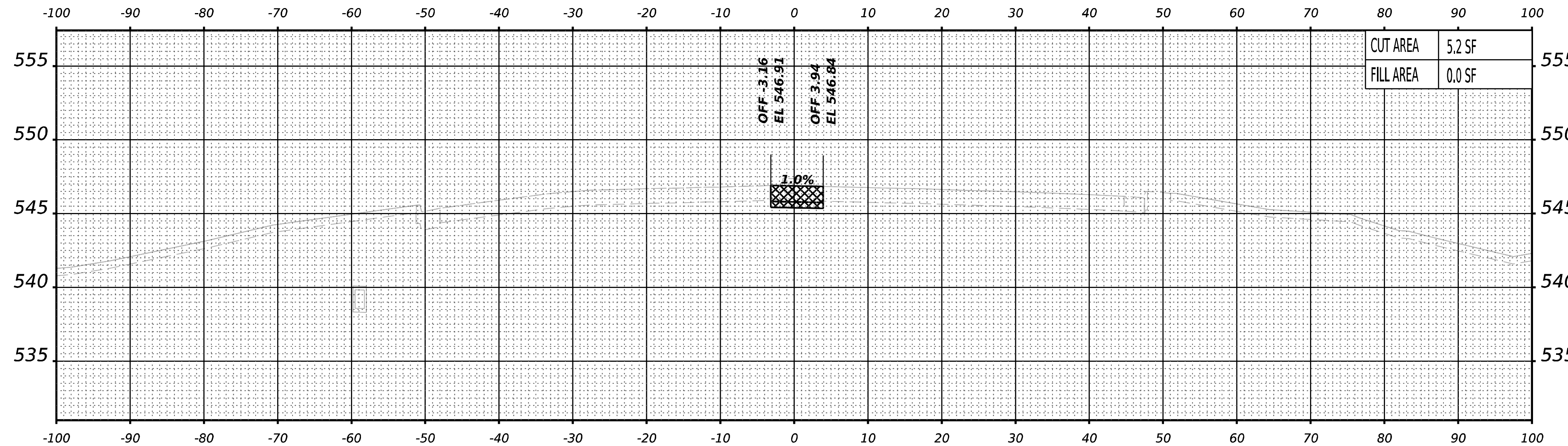
		ILLINOIS	FED. AID PROJECT	



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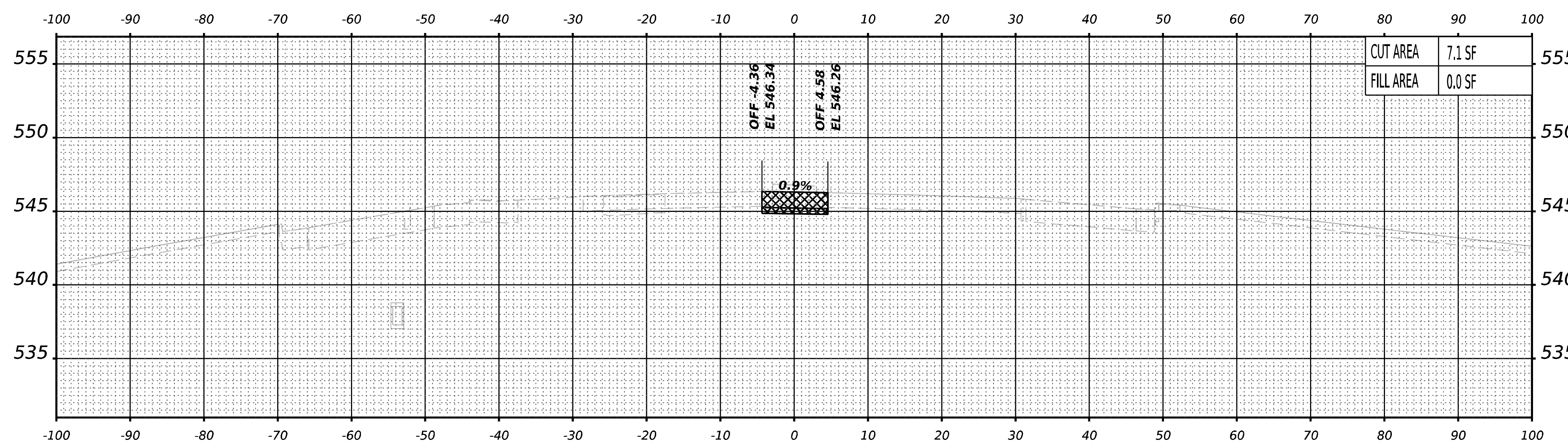

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PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

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MODEL: e-s2-chicago - 31+50.00 [Sheet]

BURNS McDONNELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 2 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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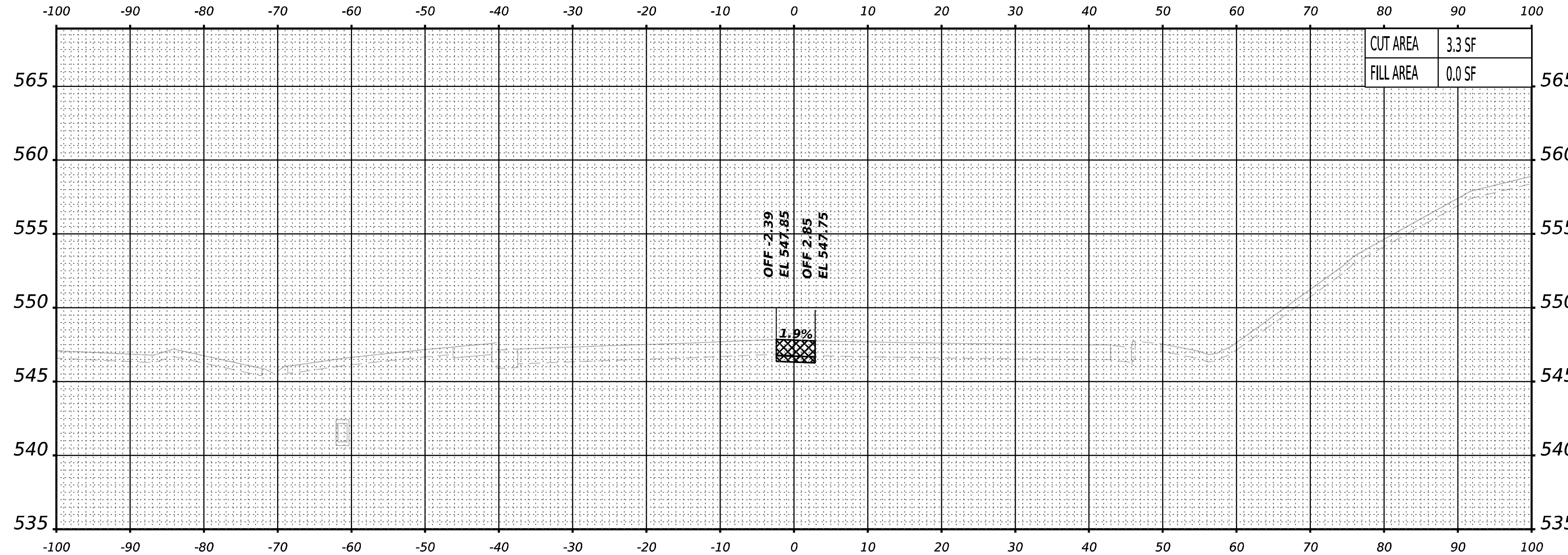
CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



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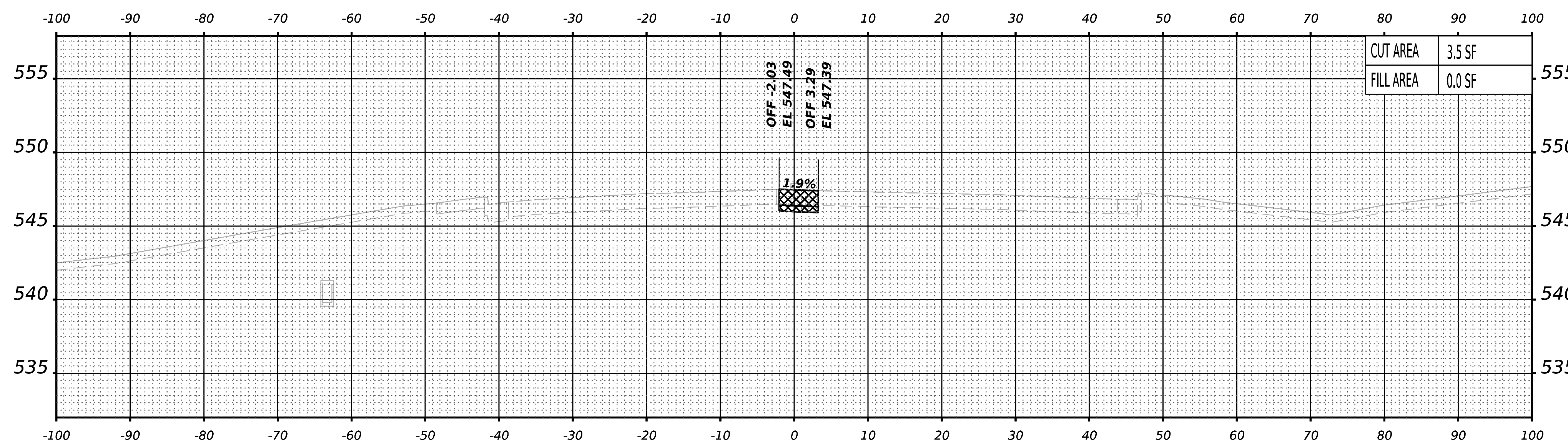

STA 32+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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MODEL: e-s2-chicago - 32+50.00 [Sheet]

BURNS McDONNELL

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CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 3 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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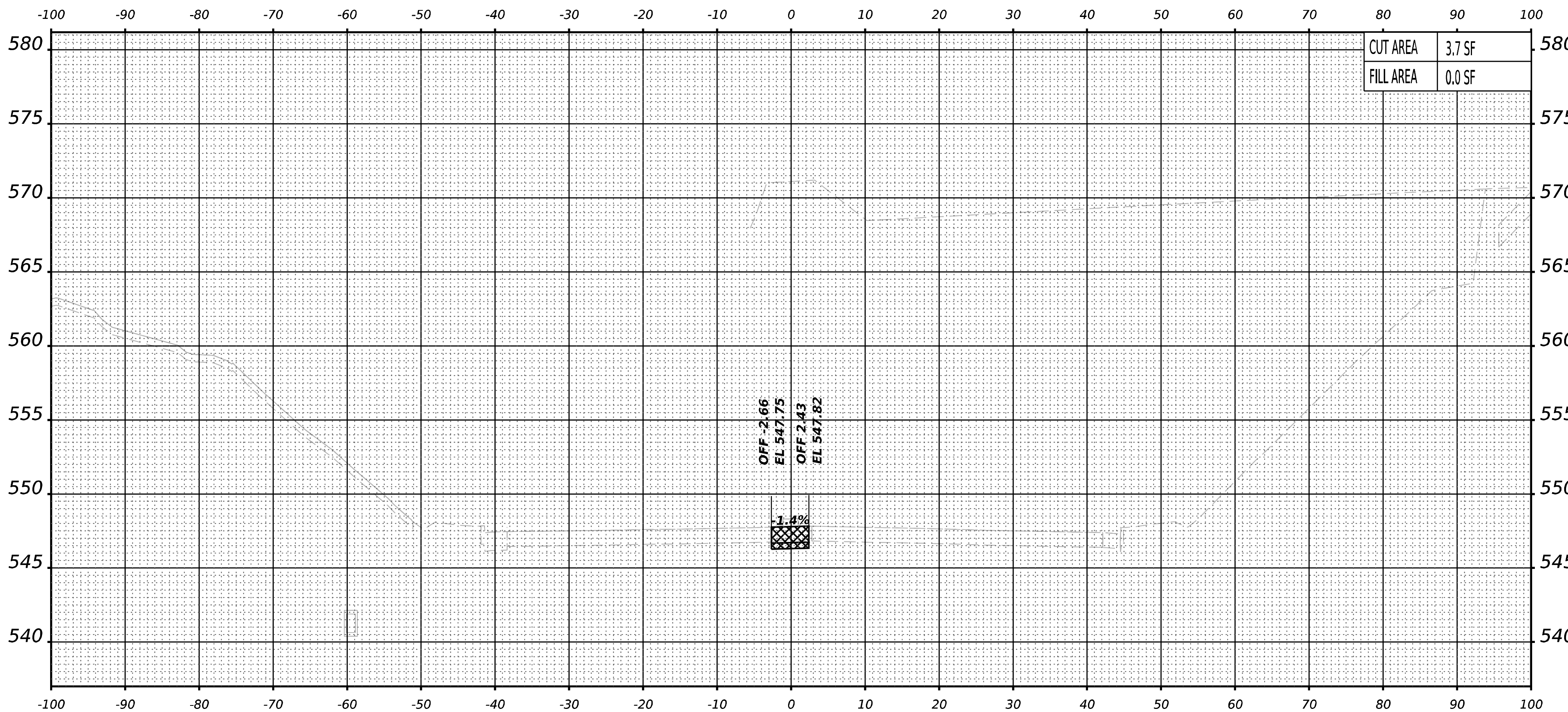
		CONTRACT NO. 62R23		

ILLINOIS | FED. AID PROJECT



CUT AREA	3.7 SF
FILL AREA	0.0 SF

STA 33+50.00

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MODEL: e-s2-chicago - 33+50.00 [Sheet]

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 4 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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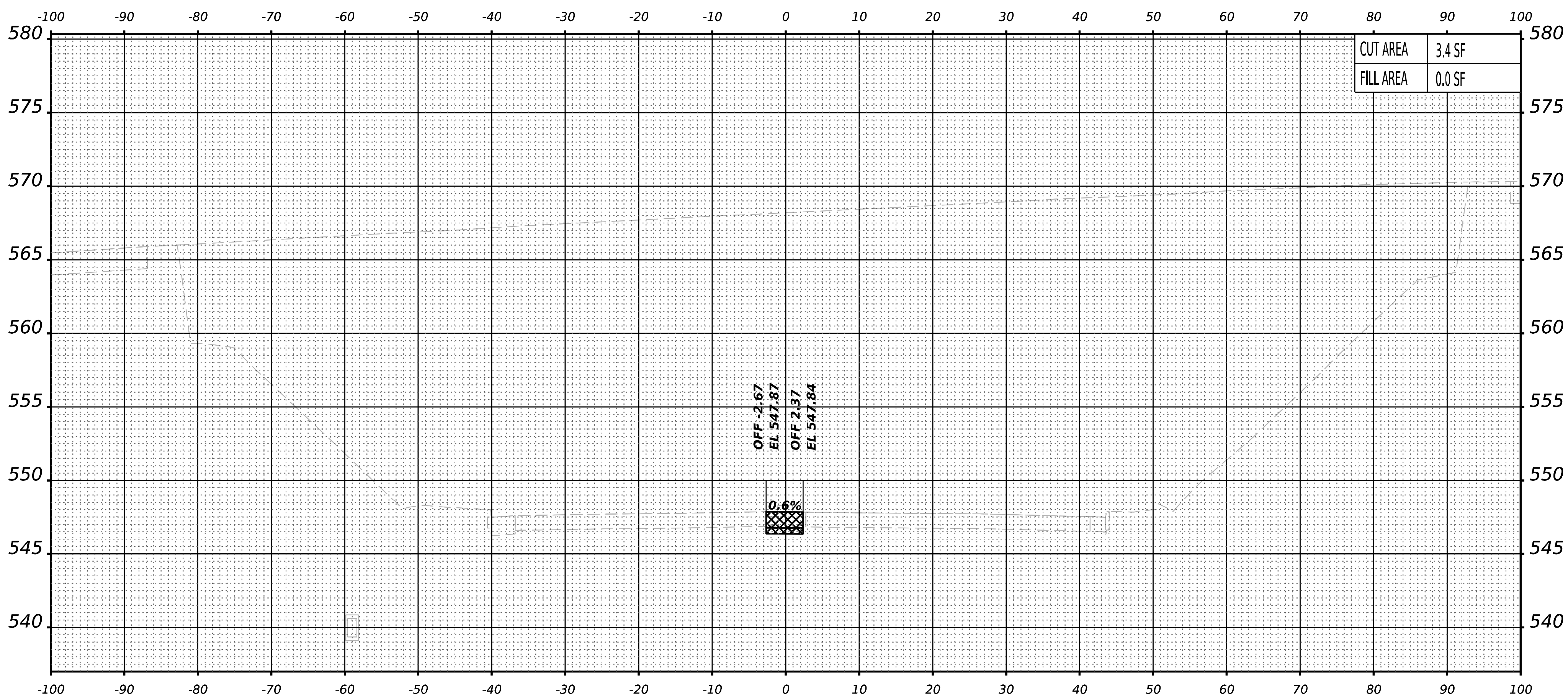
CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



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PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

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BURNS McDONNELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 5 OF 17 SHEETS | STA. TO STA.

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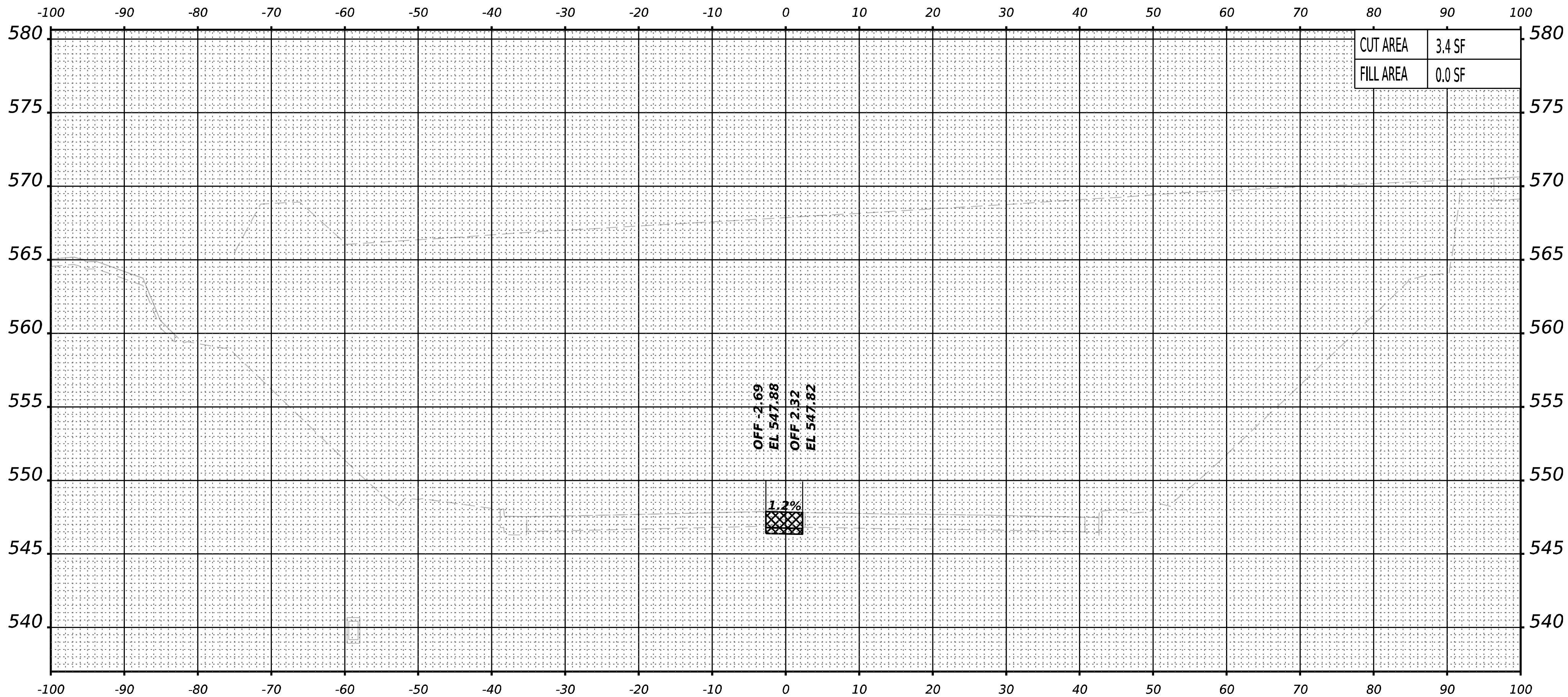

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PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 6 OF 17 SHEETS | STA. TO STA.

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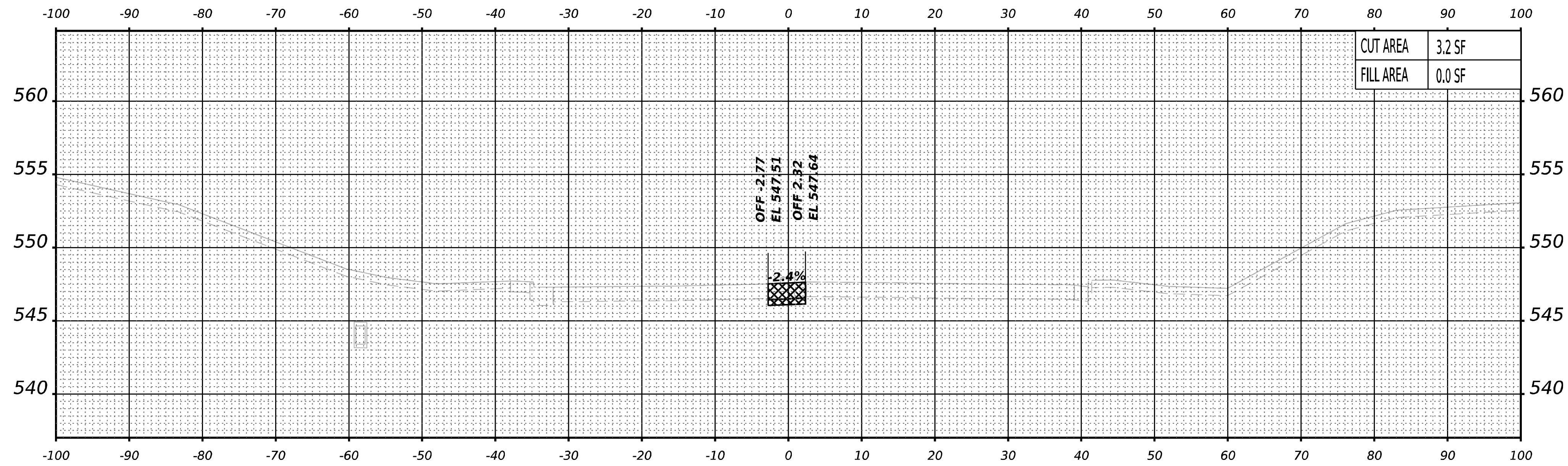

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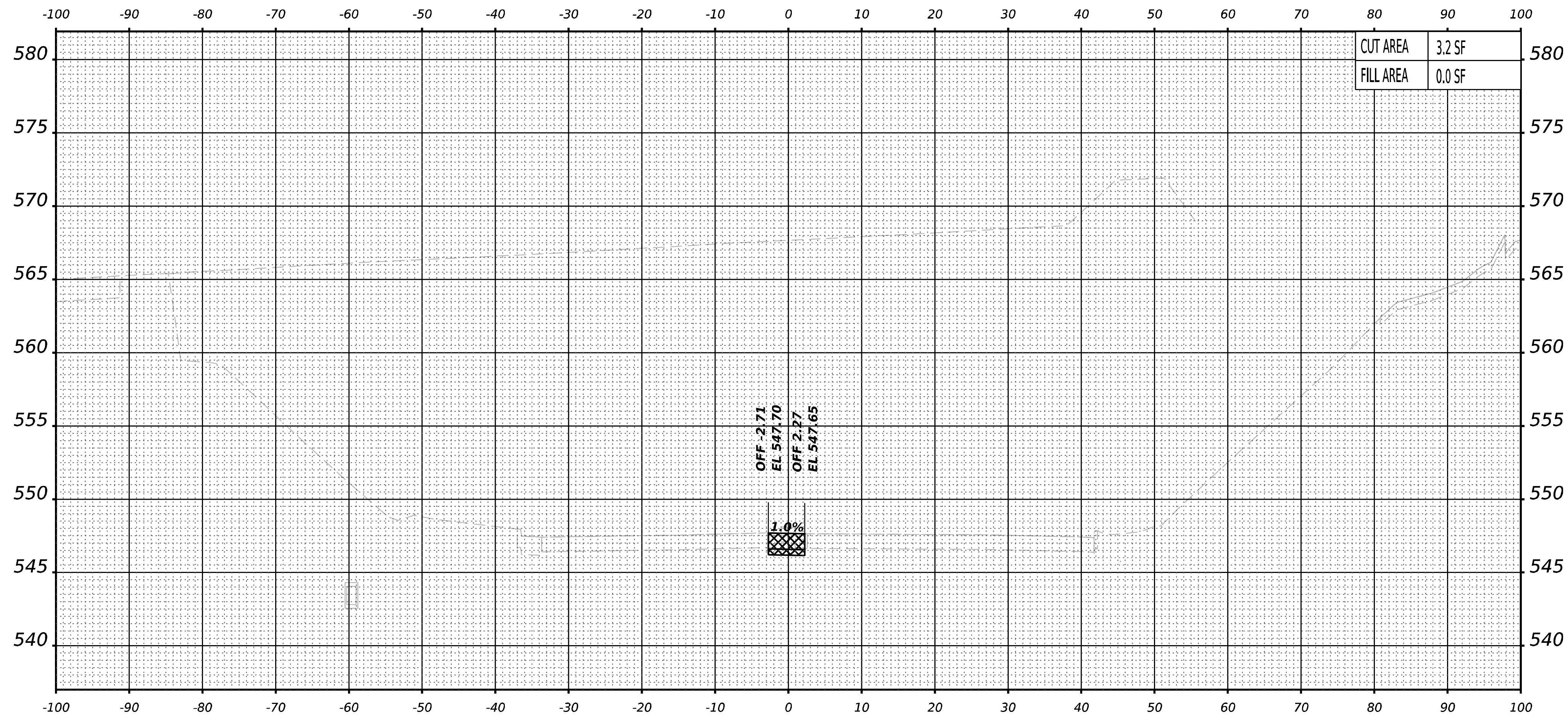

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PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

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BURNS McDONNELL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 7 OF 17 SHEETS | STA. | TO STA.

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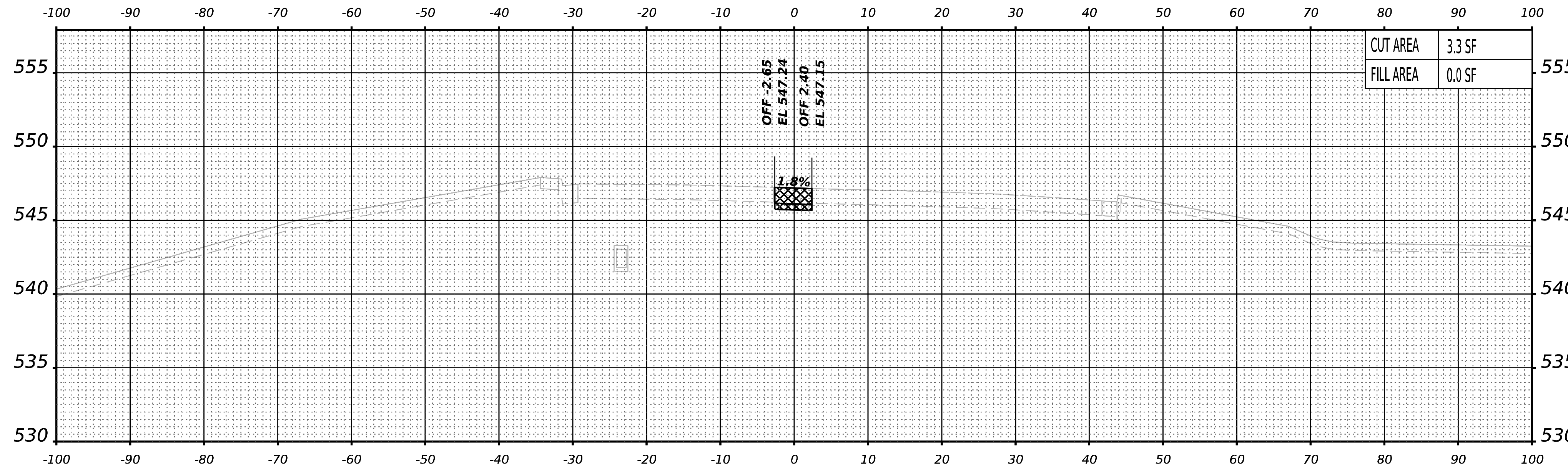
80	FAI 80 21 STRUCTURE 2	WILL	1230	1080
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

MODEL: e-s2-chicago - 35+00.00 [Sheet]



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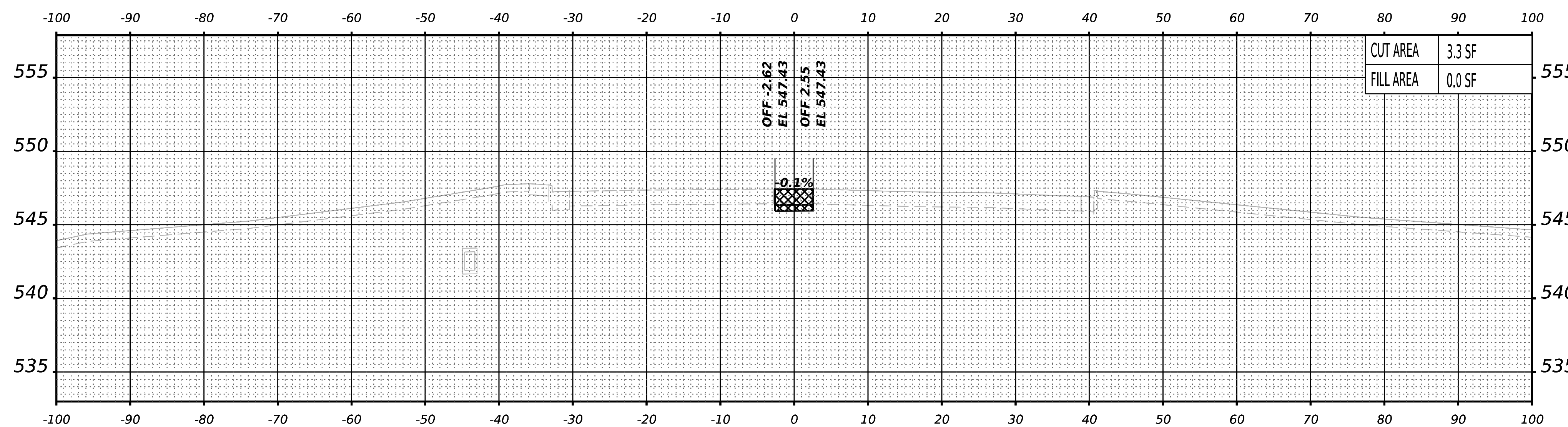

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PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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1. PROPOSED DRAINAGE ELEMENTS SHOWN ARE REPRESENTATIVE OF THE FINAL CONDITION. PLEASE REFER TO DRAINAGE PLANS AND EROSION AND SEDIMENT CONTROL PLANS FOR CONSTRUCTION STAGING AND TIMING OF INSTALLATION OF PROPOSED DRAINAGE ELEMENTS.
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MODEL: e-s2-chicago - 36+00.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

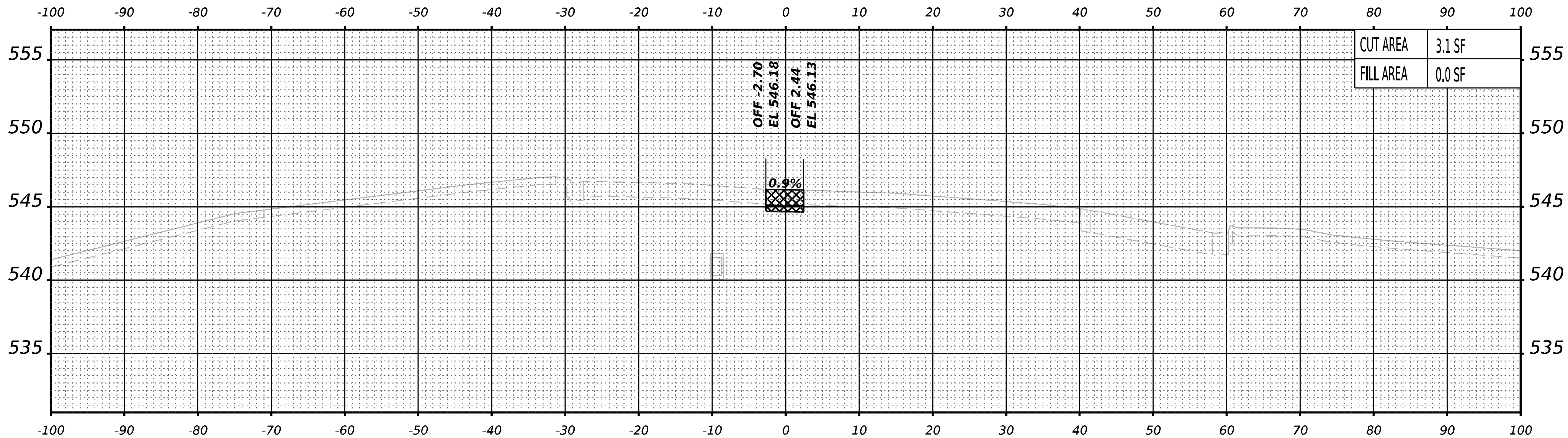
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 8 OF 17 SHEETS | STA. | TO STA.

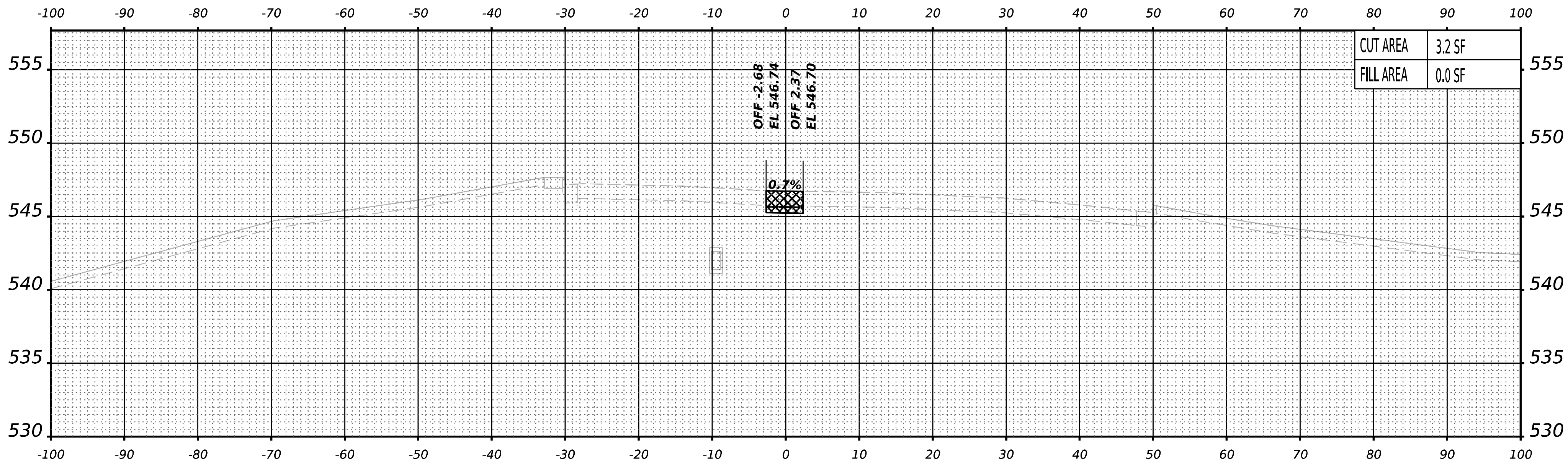
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1081

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



STA 37+50.00



STA 37+00.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
1. PROPOSED DRAINAGE ELEMENTS SHOWN ARE REPRESENTATIVE OF THE FINAL CONDITION. PLEASE REFER TO DRAINAGE PLANS AND EROSION AND SEDIMENT CONTROL PLANS FOR CONSTRUCTION STAGING AND TIMING OF INSTALLATION OF PROPOSED DRAINAGE ELEMENTS.
2. TOPSOIL, EXISTING PAVEMENT, AND TEMPORARY PAVEMENT SHOWN BELOW PROPOSED EMBANKMENT SHALL BE REMOVED PRIOR TO PLACING THE EMBANKMENT.

MODEL: e-s2-chicago - 37+00.00 [Sheet]

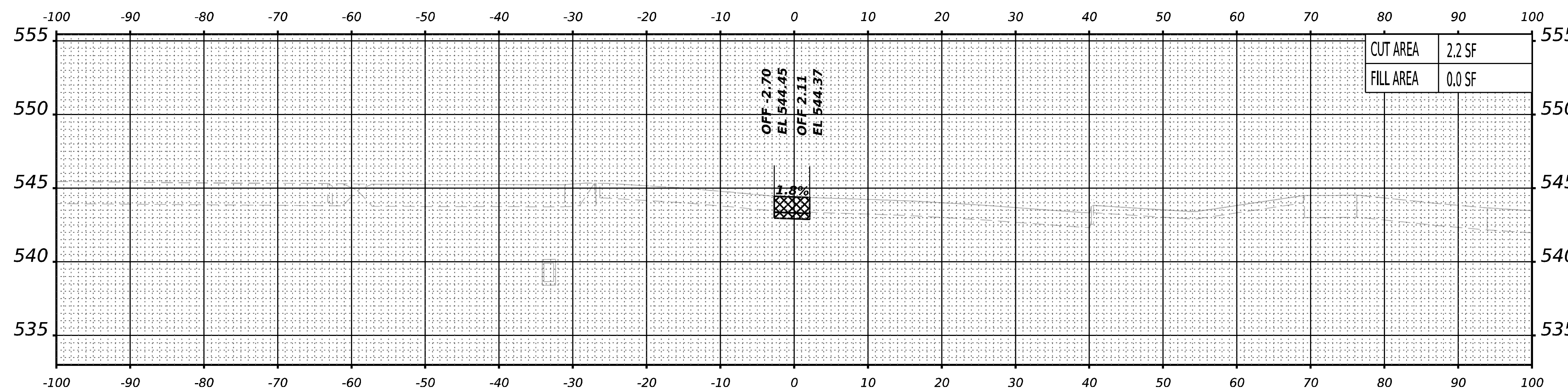
BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

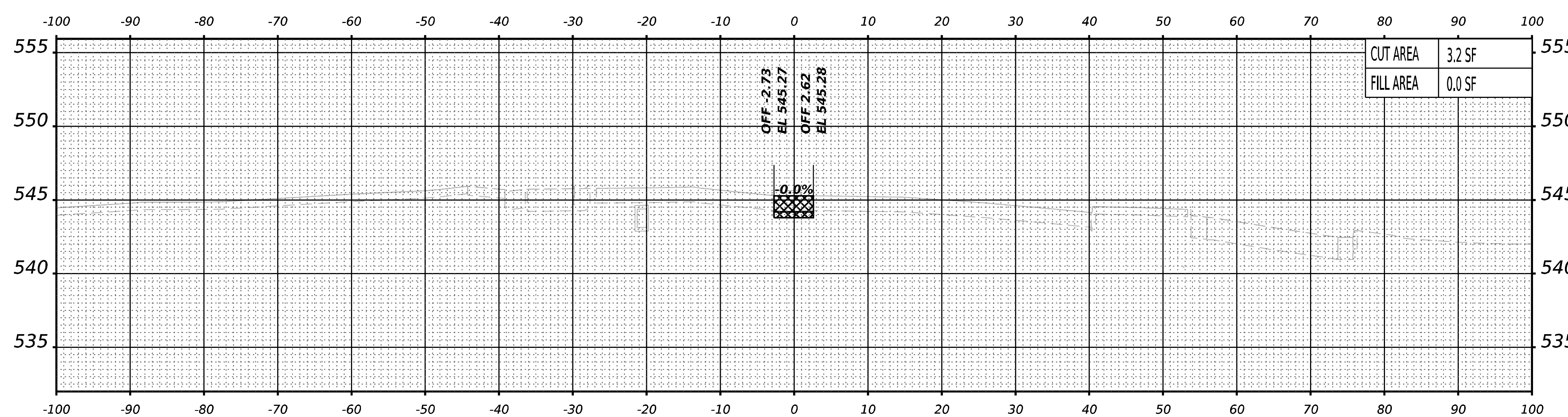
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 9 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1082
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



STA 38+50.00



STA 38+00.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
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MODEL: e-s2-chicago - 38+00.00 [Sheet]

BURNS McDONNELL

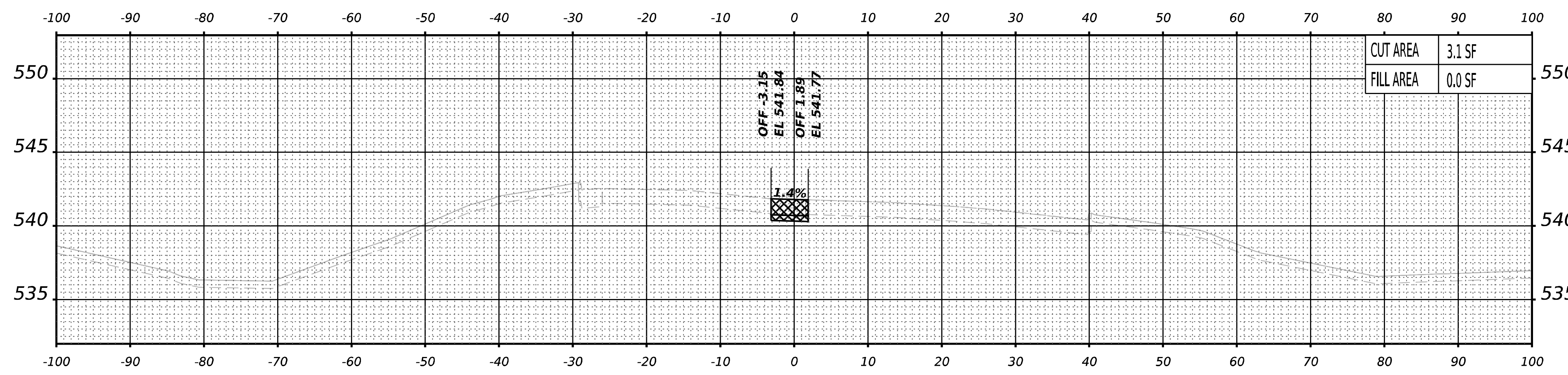
USER NAME = USGP718052	DESIGNED - TG	REVISED -	
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

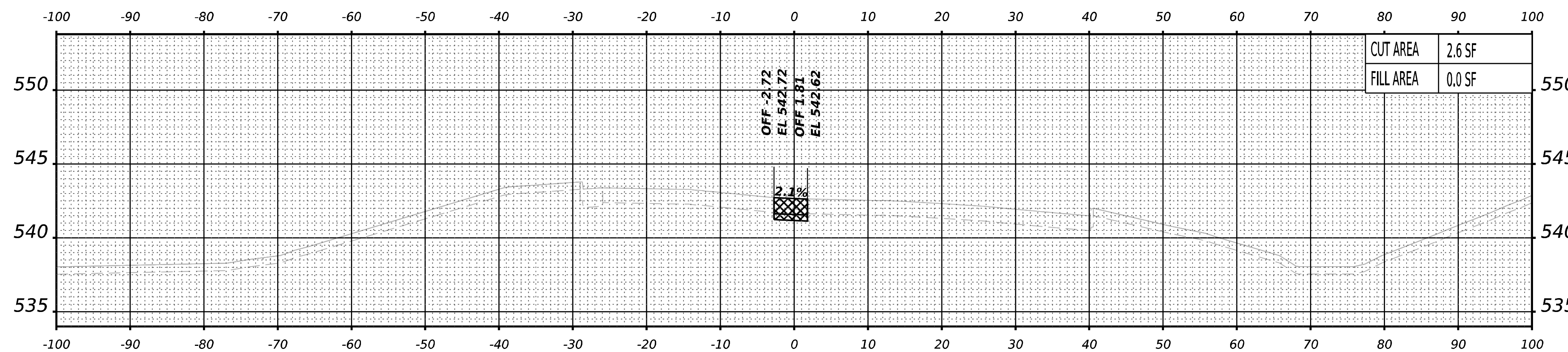
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 10 OF 17 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1083
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



STA 40+00.00



STA 39+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
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USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

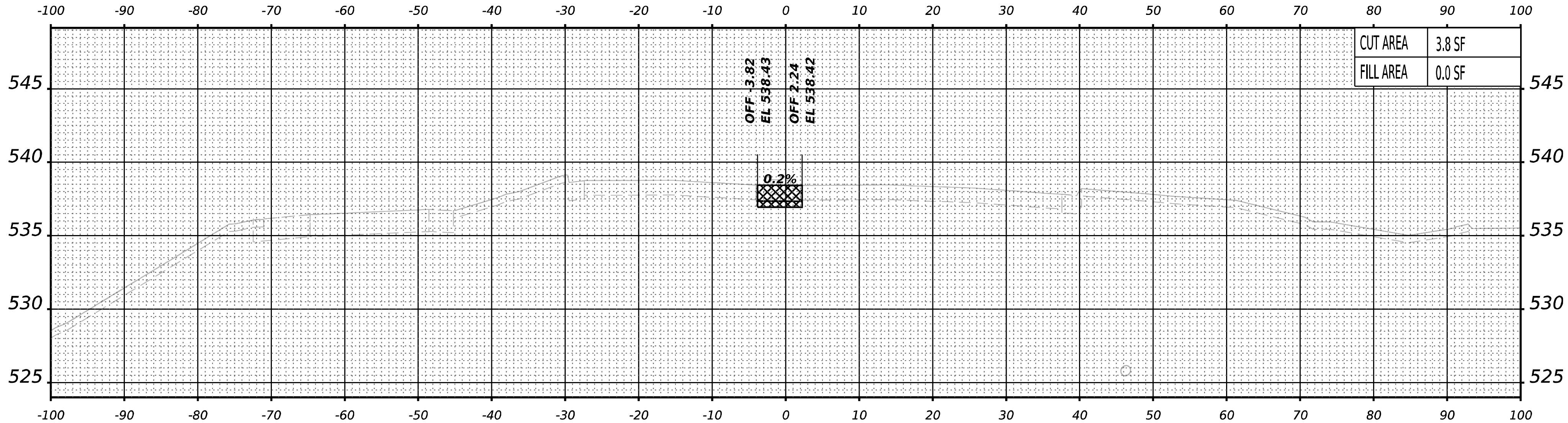
BURNS McDONNELL

CROSS SECTIONS – STAGE 2
CHICAGO STREET

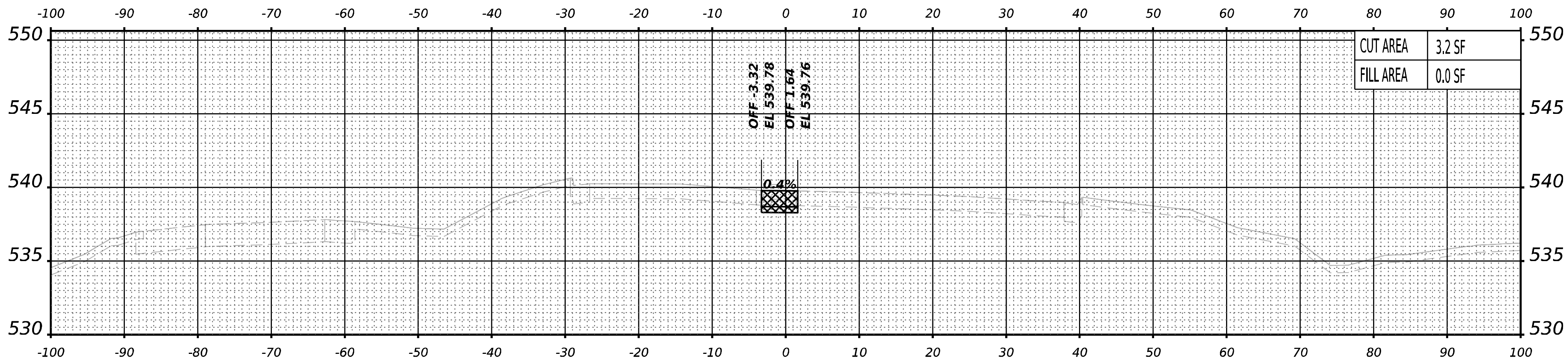
SCALE: 10:H 5:V | SHEET 11 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1084
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		

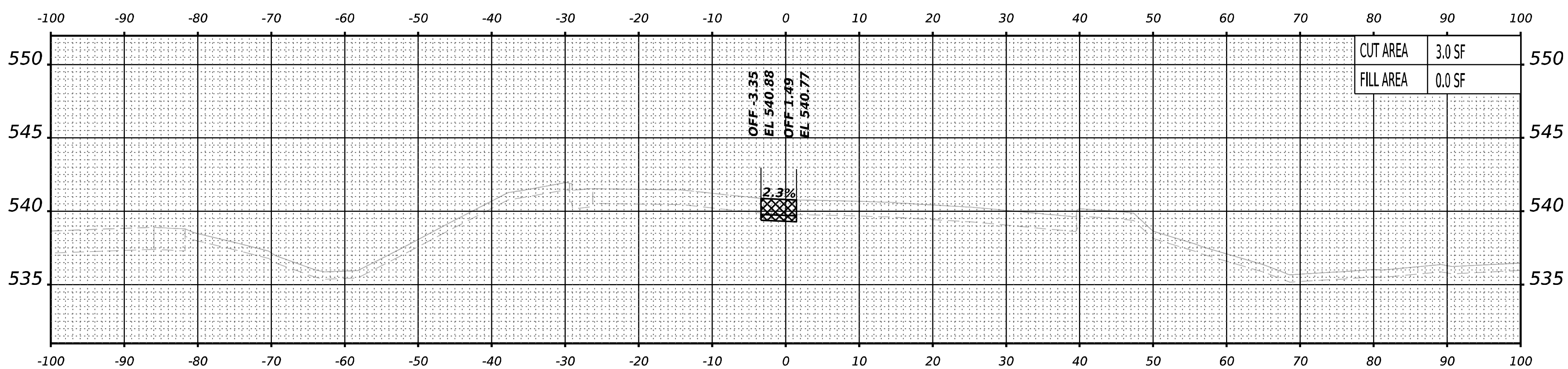
MODEL: e-s2-chicago - 39+00.00 [Sheet]



STA 41+50.00



STA 41+00.00



STA 40+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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MODEL: e-s2-chicago - 40+50.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

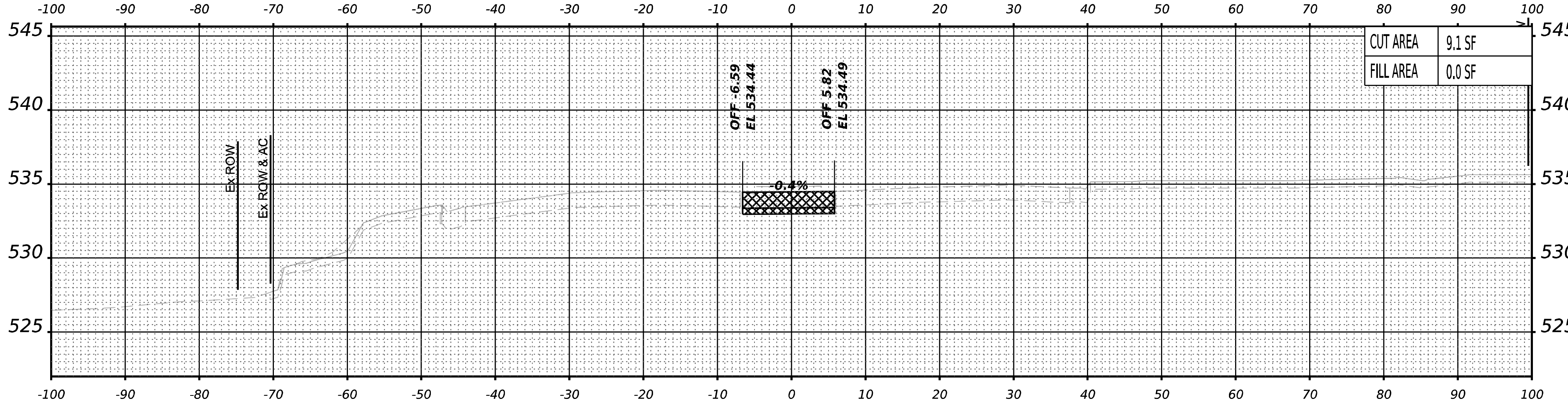
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 12 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1085

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



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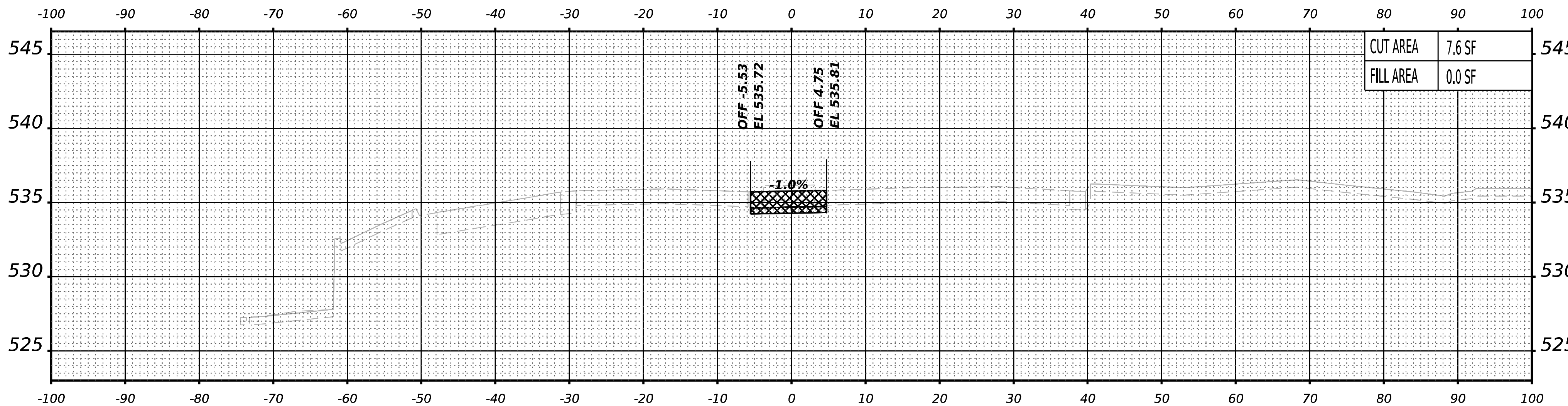
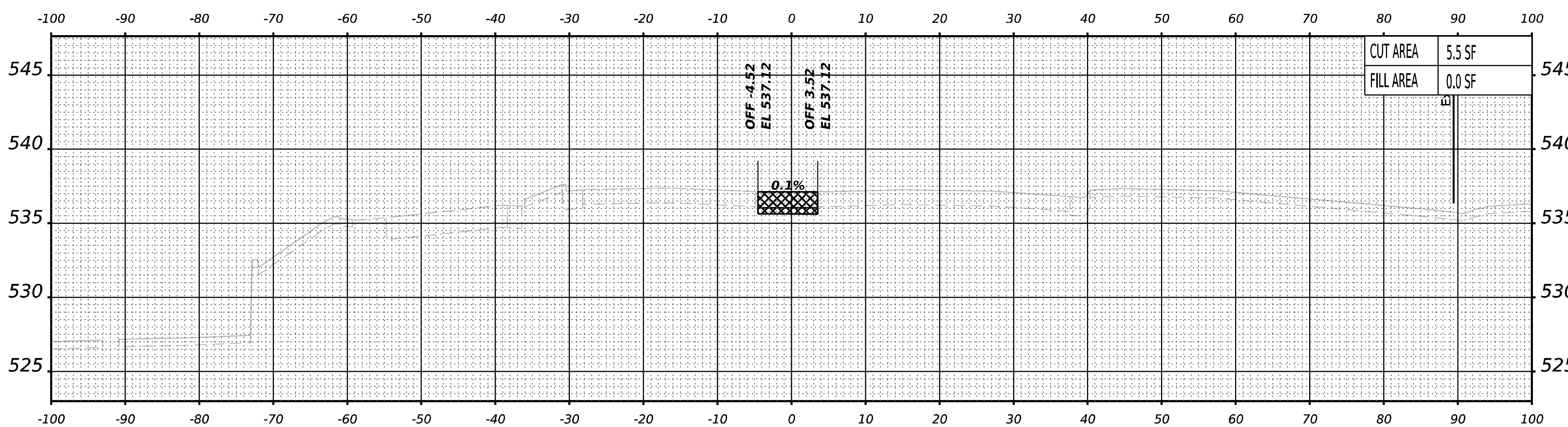


STA 42+50.00



STA 42+00.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
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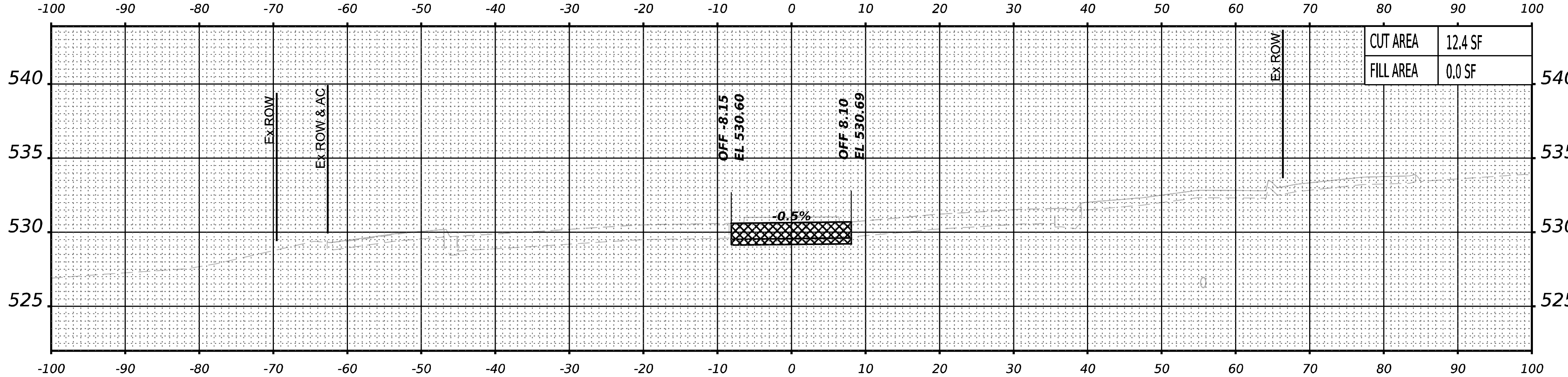
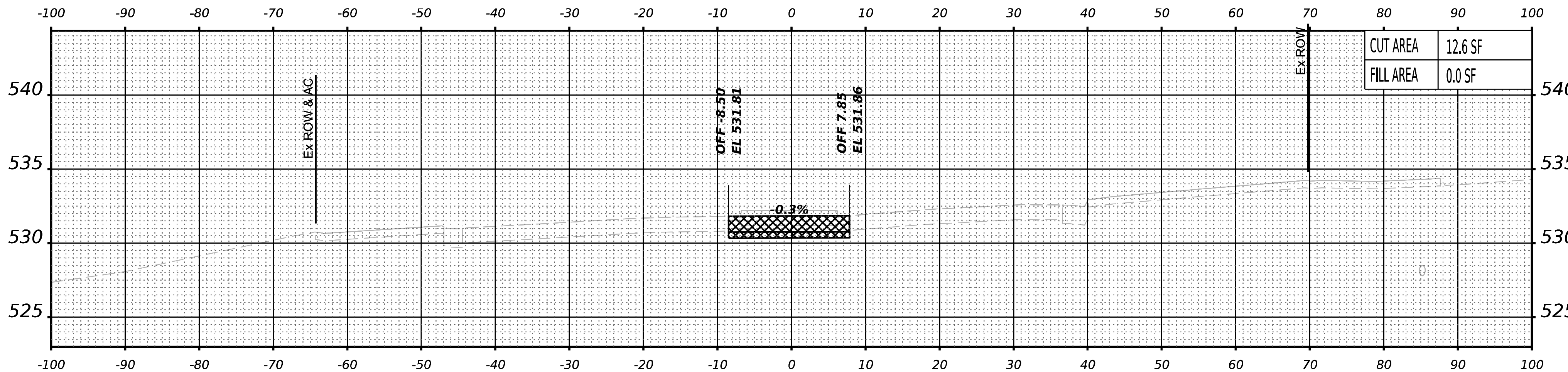
MODEL: e-s2-chicago - 42+00.00 [Sheet]

BURNS McDONNELL	USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS – STAGE 2 CHICAGO STREET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - TG	REVISED -			80	FAI 80 21 STRUCTURE 2	WILL	1230	1086
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -			CONTRACT NO. 62R23				
	PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -		SCALE: 10:H 5:V SHEET 13 OF 17 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				



STA 44+50.00



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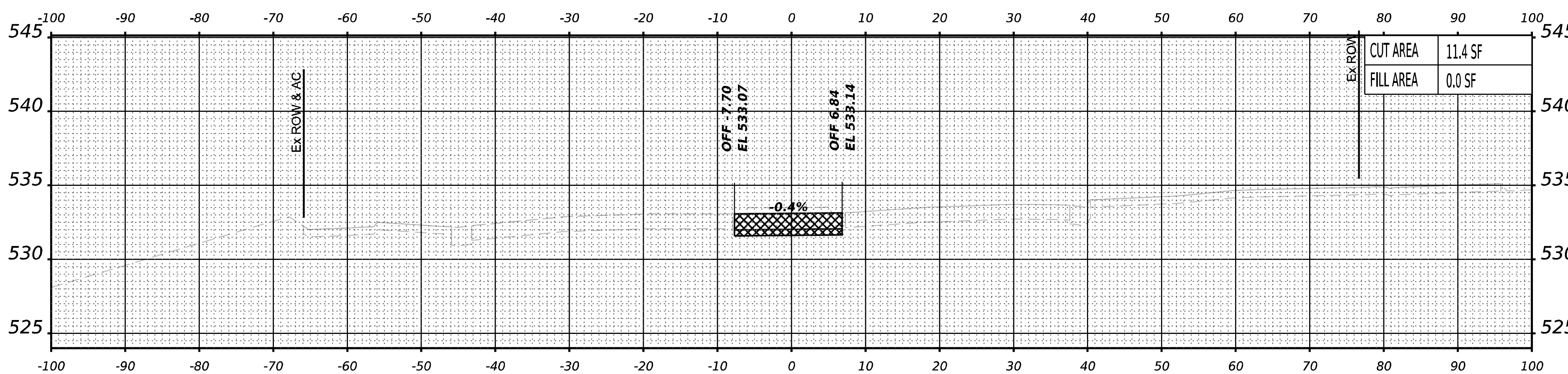

STA 43+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
1. PROPOSED DRAINAGE ELEMENTS SHOWN ARE REPRESENTATIVE OF THE FINAL CONDITION. PLEASE REFER TO DRAINAGE PLANS AND EROSION AND SEDIMENT CONTROL PLANS FOR CONSTRUCTION STAGING AND TIMING OF INSTALLATION OF PROPOSED DRAINAGE ELEMENTS.
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MODEL: e-s2-chicago - 43+50.00 [Sheet]

BURNS McDONNELL

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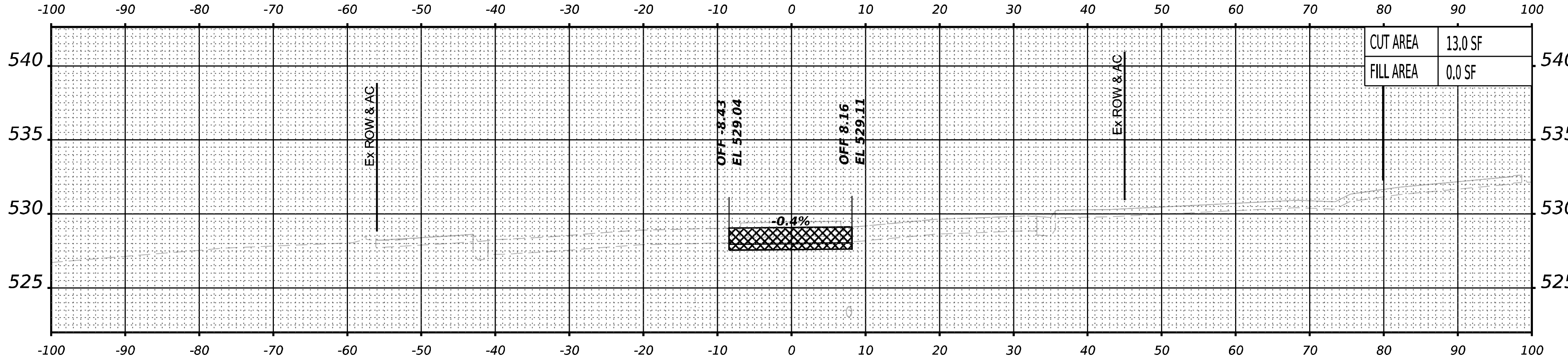
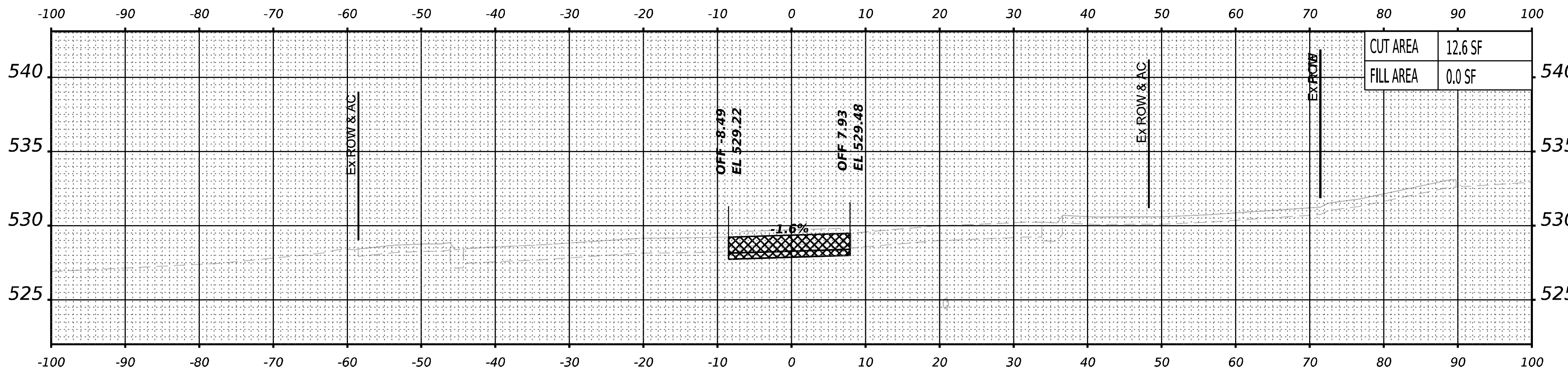
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 14 OF 17 SHEETS | STA. TO STA.

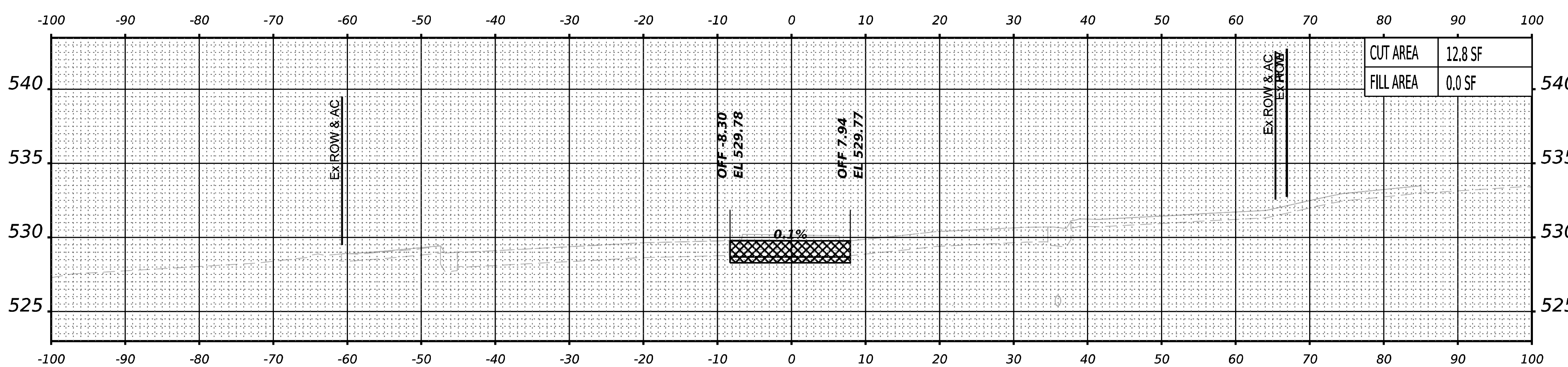
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1087
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



STA 46+00.00



STA 45+50.00



STA 45+00.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
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MODEL: e-s2-chicago - 45+00.00 [Sheet]

BURNS McDONNELL

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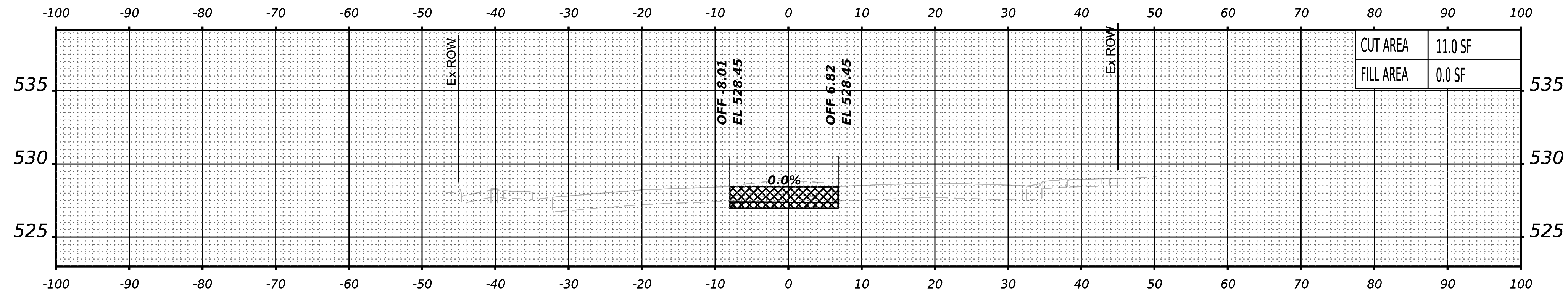
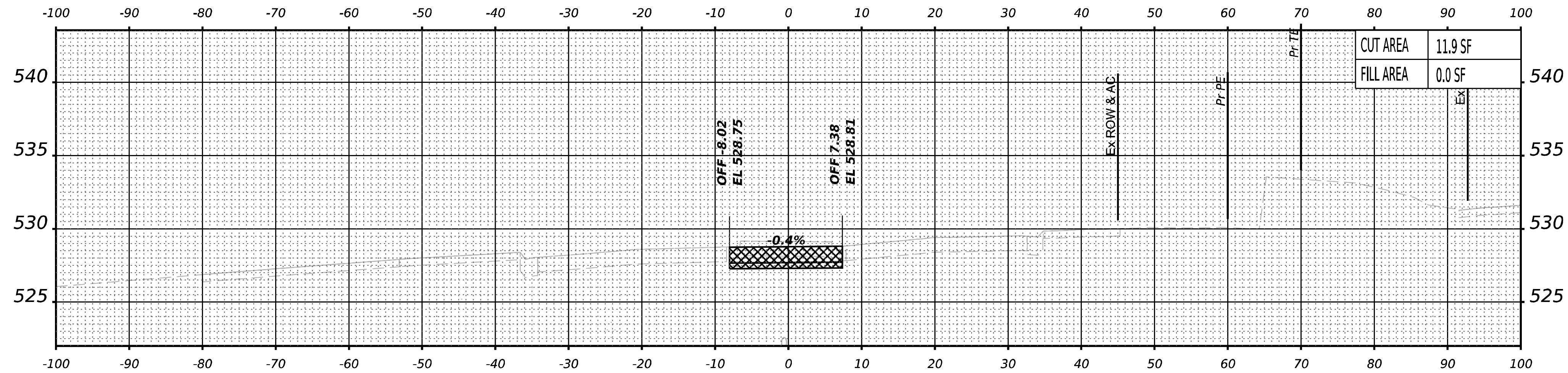
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 15 OF 17 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1088
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		



STA 47+50.00



STA 46+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
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MODEL: e-s2-chicago - 46+50.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TG	REVISED -	
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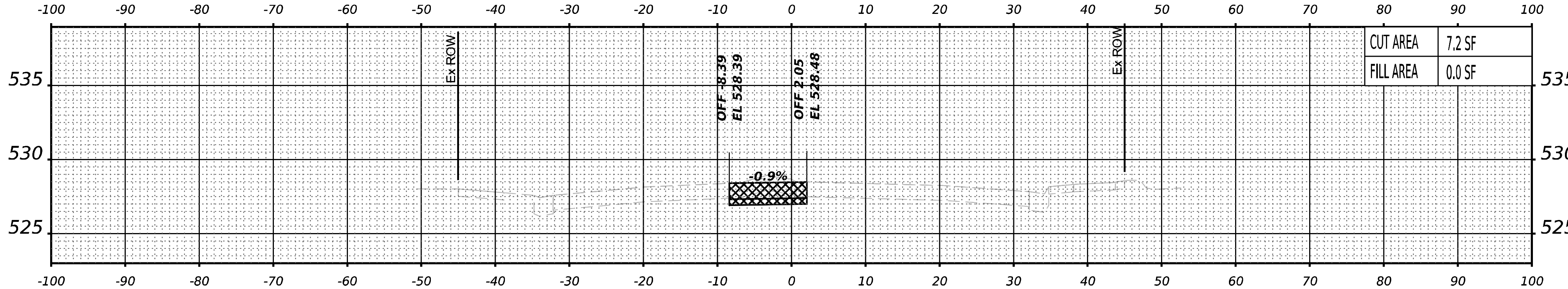
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

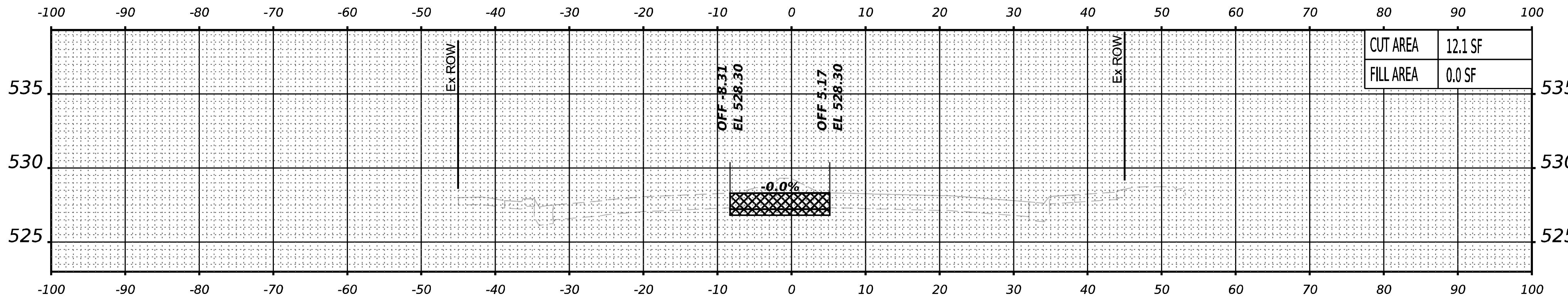
CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 16 OF 17 SHEETS | STA. | TO STA.

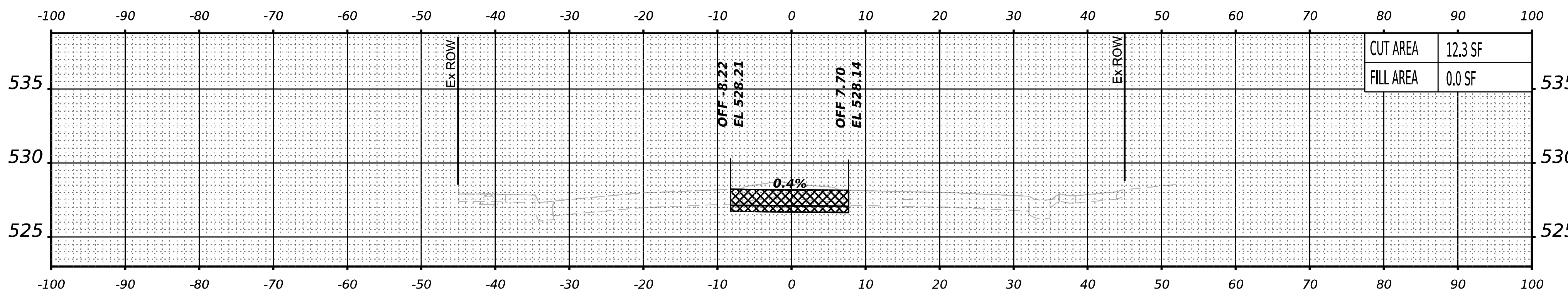
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1089
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



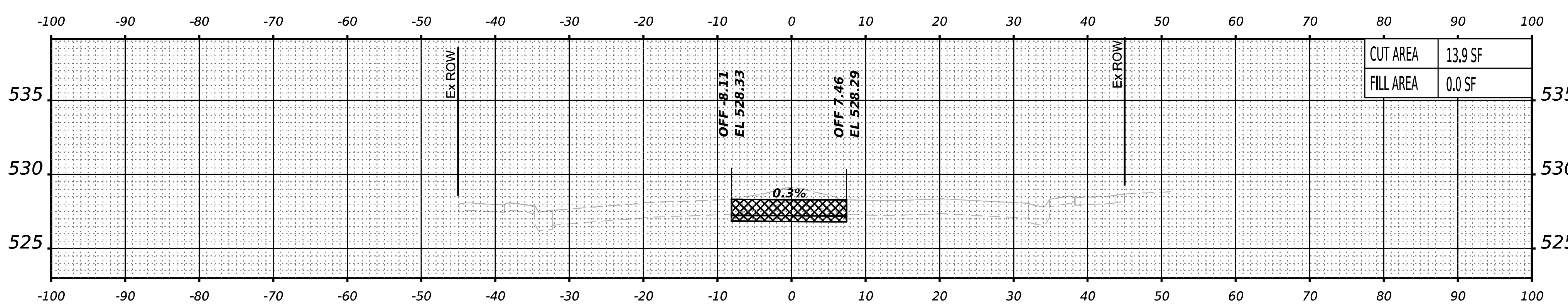
STA 49+50.00



STA 49+00.00



STA 48+50.00



STA 48+00.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
1. PROPOSED DRAINAGE ELEMENTS SHOWN ARE REPRESENTATIVE OF THE FINAL CONDITION. PLEASE REFER TO DRAINAGE PLANS AND EROSION AND SEDIMENT CONTROL PLANS FOR CONSTRUCTION STAGING AND TIMING OF INSTALLATION OF PROPOSED DRAINAGE ELEMENTS.
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MODEL: e-s2-chicago - 48+00.00 [Sheet]

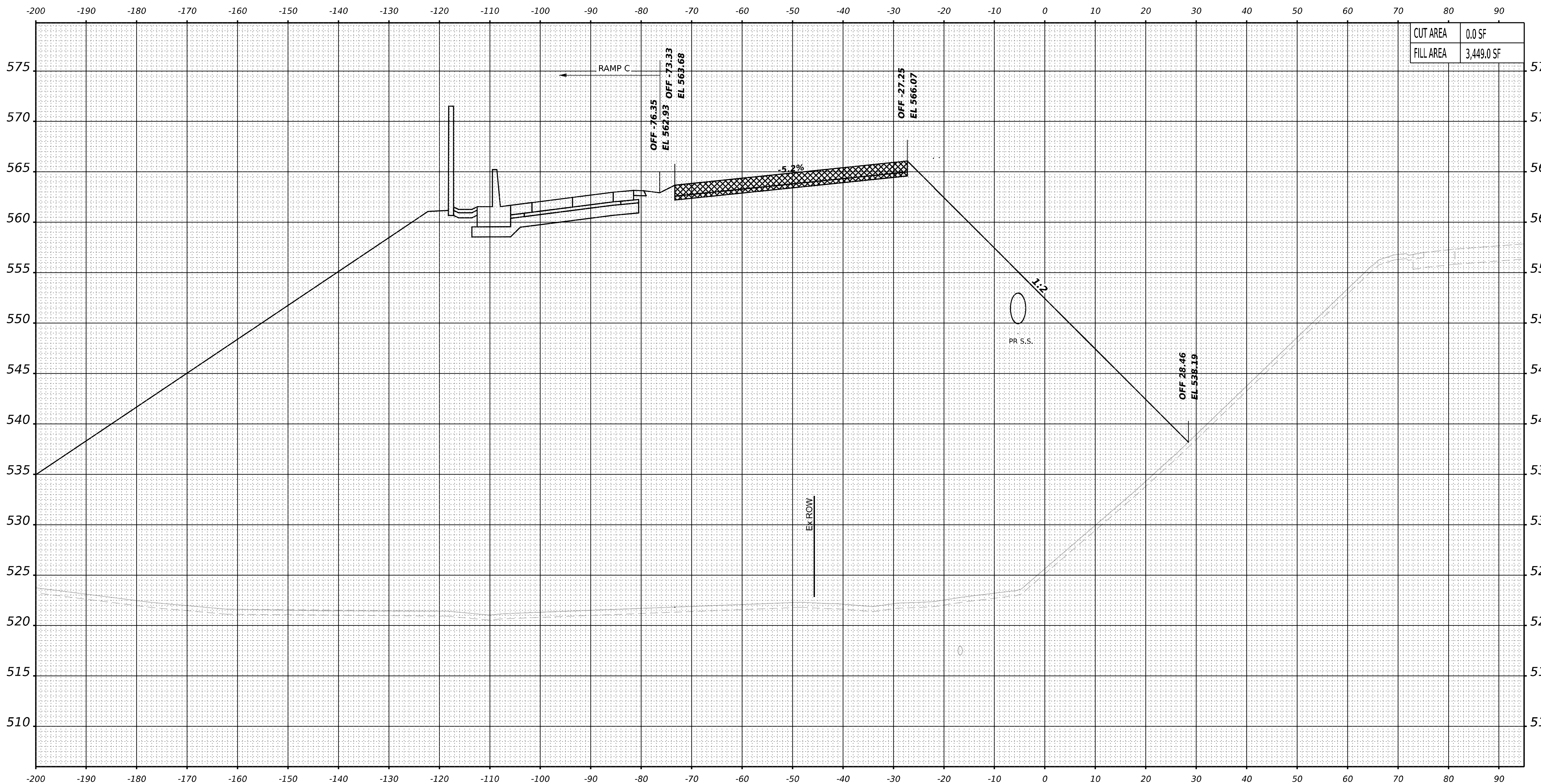
BURNS McDONNELL	USER NAME = USGP718052	DESIGNED - TG	REVISED -
		DRAWN - TG	REVISED -
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - JJR	REVISED -
	PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 2
CHICAGO STREET

SCALE: 10:H 5:V | SHEET 17 OF 17 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1090
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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STA 60+50.00

BURNS McDONNELL

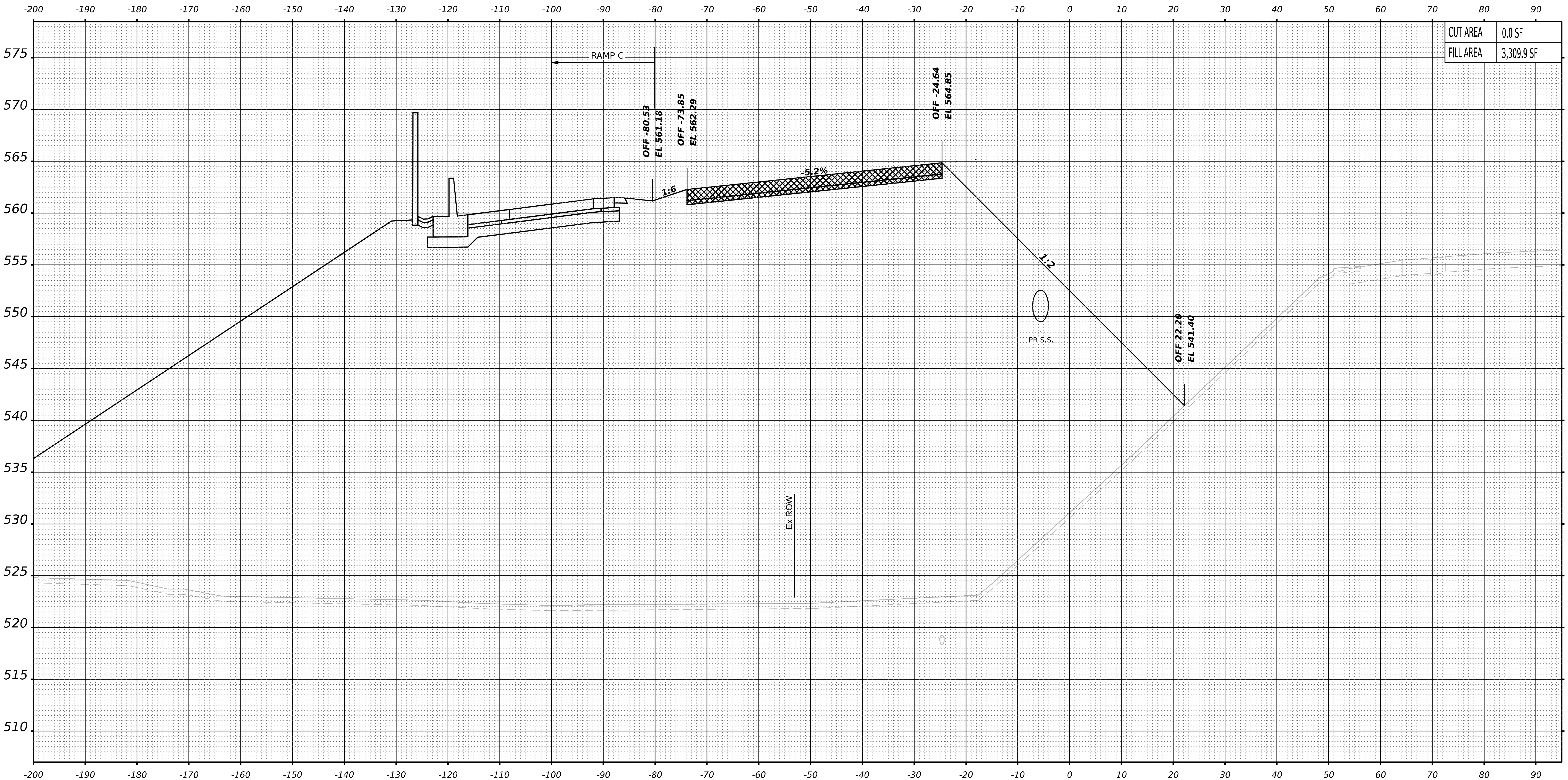
USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 1 OF 18 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1091
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

MODEL: E-S3-WB - A 60+50.00 [Sheet]



PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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STA 61+00.00

MODEL: E-53-WB - A 61+00.00 [Sheet]

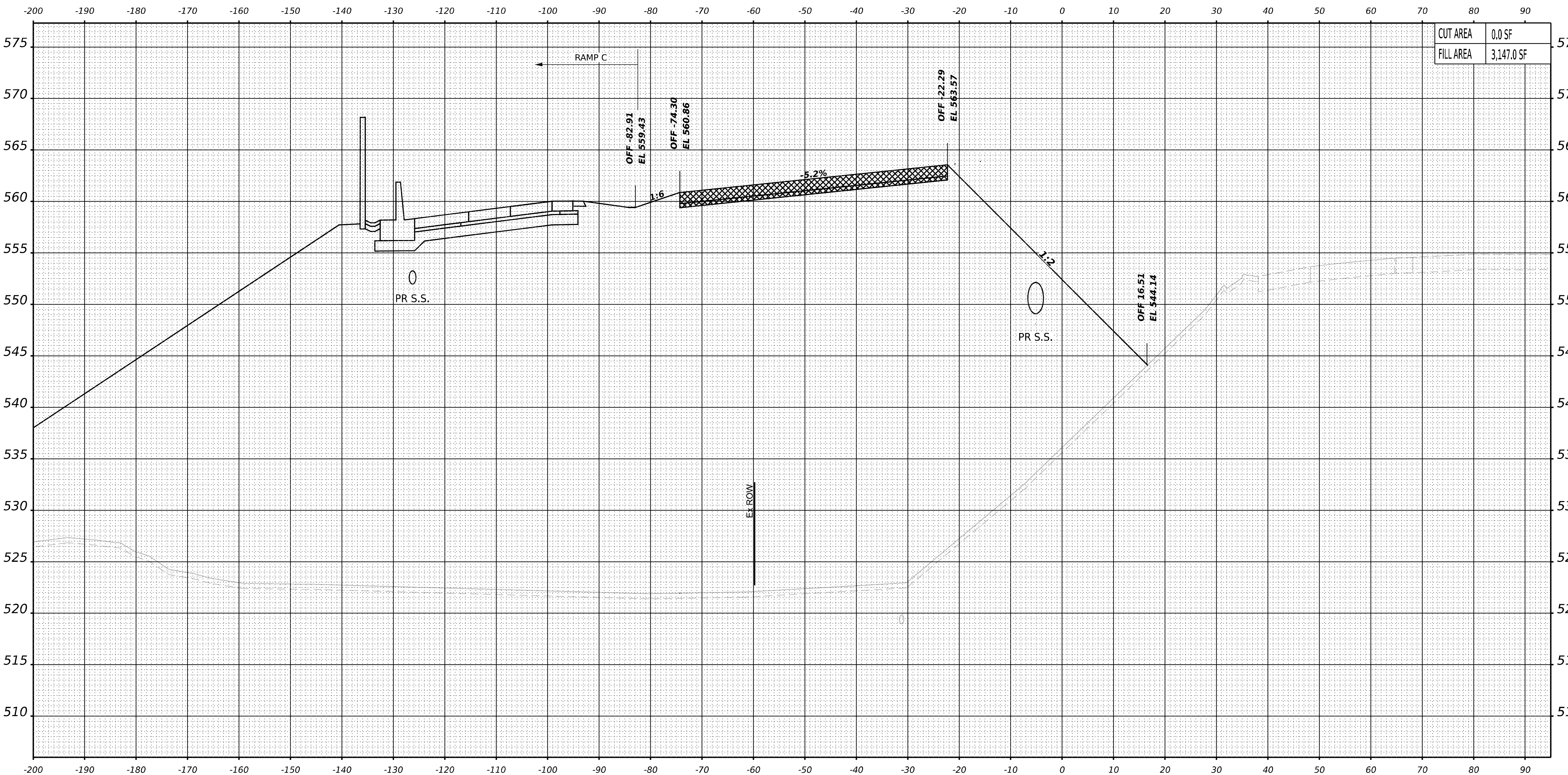
BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 2 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1092
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		



STA 61+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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MODEL: E-53-WB - A 61+50.00 [Sheet]

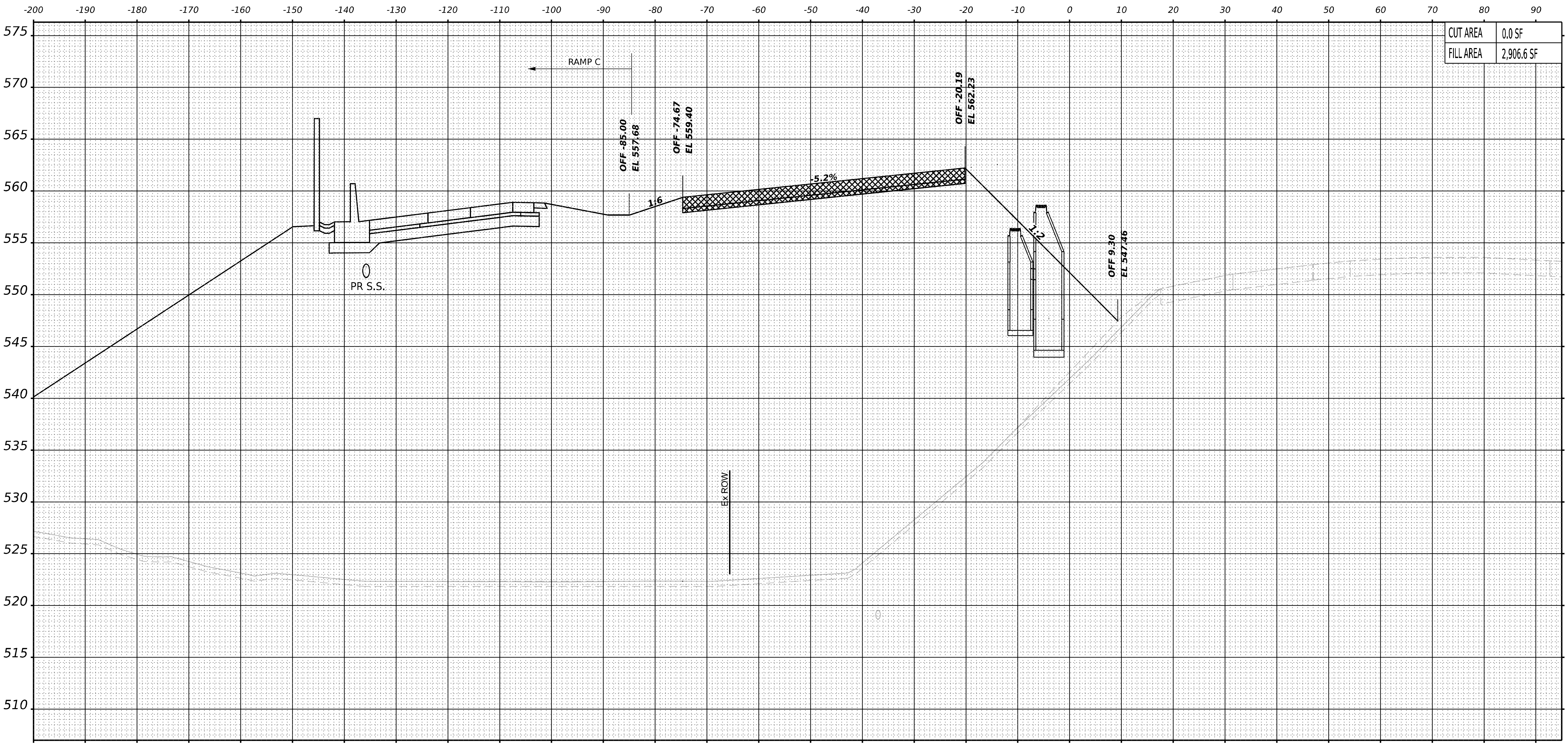
BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 3 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1093
CONTRACT NO. 62R23				
ILLINOIS	FED. AID PROJECT			



CUT AREA	0.0 SF
FILL AREA	2,906.6 SF

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

NOTES:
1. PROPOSED DRAINAGE ELEMENTS SHOWN ARE REPRESENTATIVE OF THE FINAL CONDITION. PLEASE REFER TO DRAINAGE PLANS AND EROSION AND SEDIMENT CONTROL PLANS FOR CONSTRUCTION STAGING AND TIMING OF INSTALLATION OF PROPOSED DRAINAGE ELEMENTS.
2. TOPSOIL, EXISTING PAVEMENT, AND TEMPORARY PAVEMENT SHOWN BELOW PROPOSED EMBANKMENT SHALL BE REMOVED PRIOR TO PLACING THE EMBANKMENT.

STA 62+00.00

MODEL: E-S3-WB - A 62+00.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -
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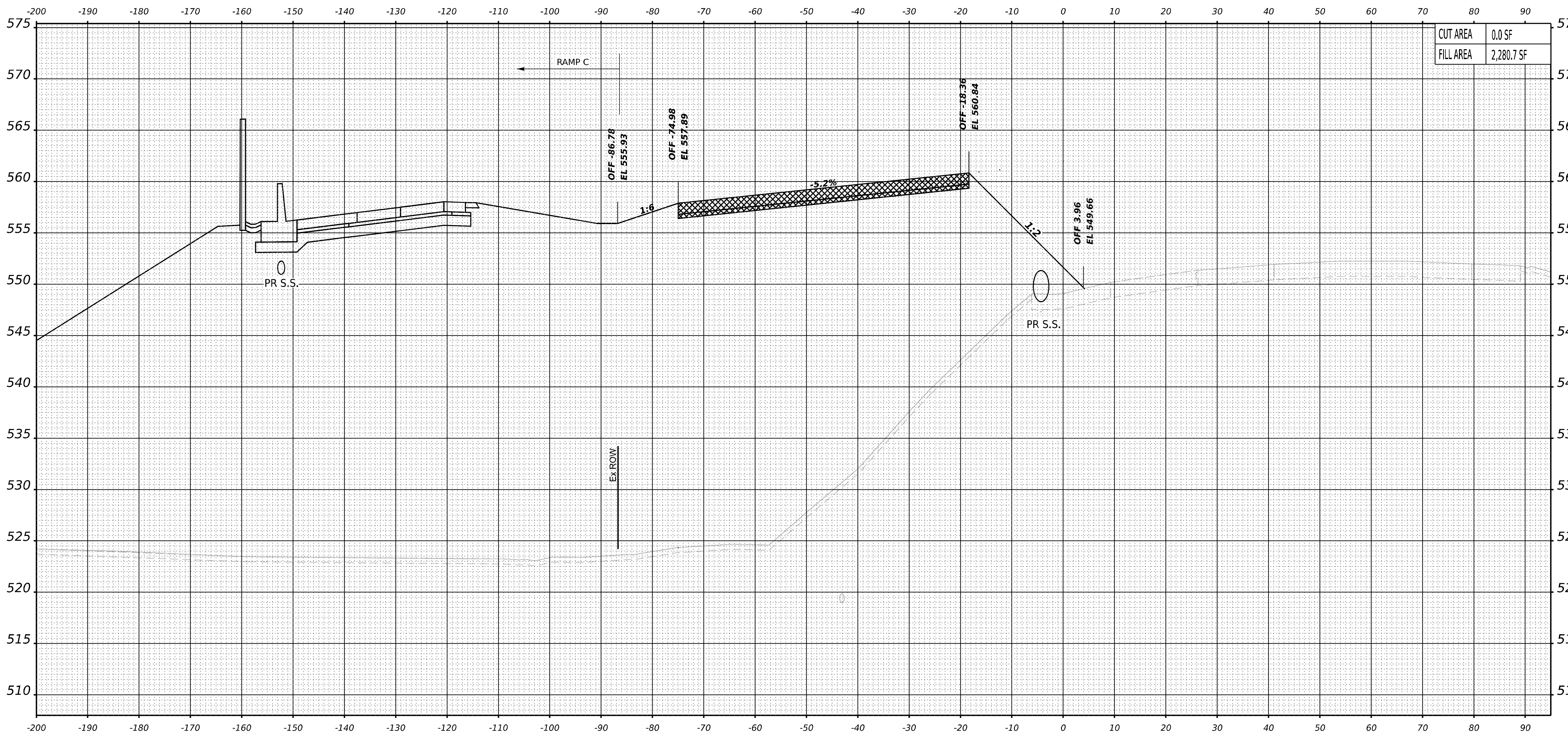
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 4 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1094
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



STA 62+50.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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MODEL: E-53-WB - A 62+50.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

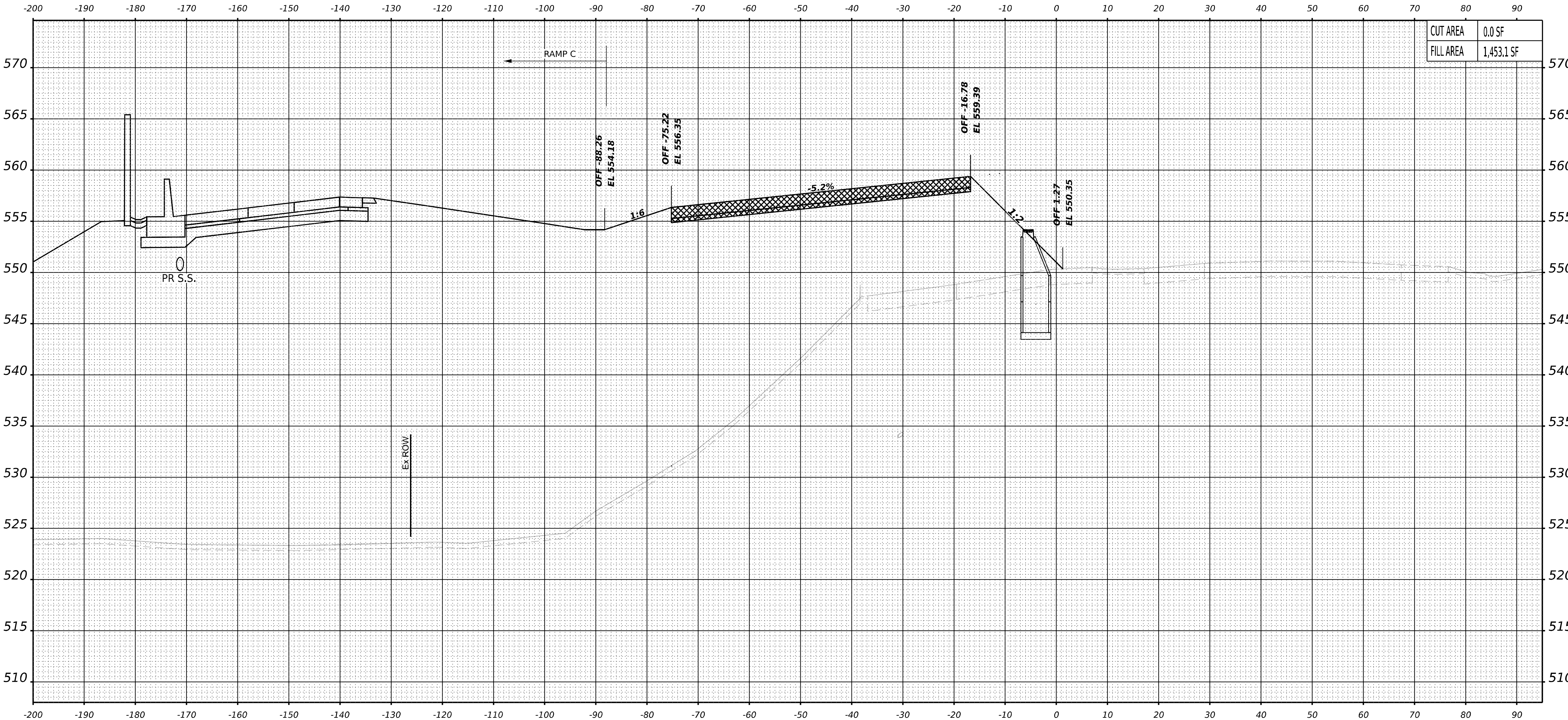
CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 5 OF 13 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1095

CONTRACT NO. 62R23

ILLINOIS | FED. AID PROJECT



STA 63+00.00

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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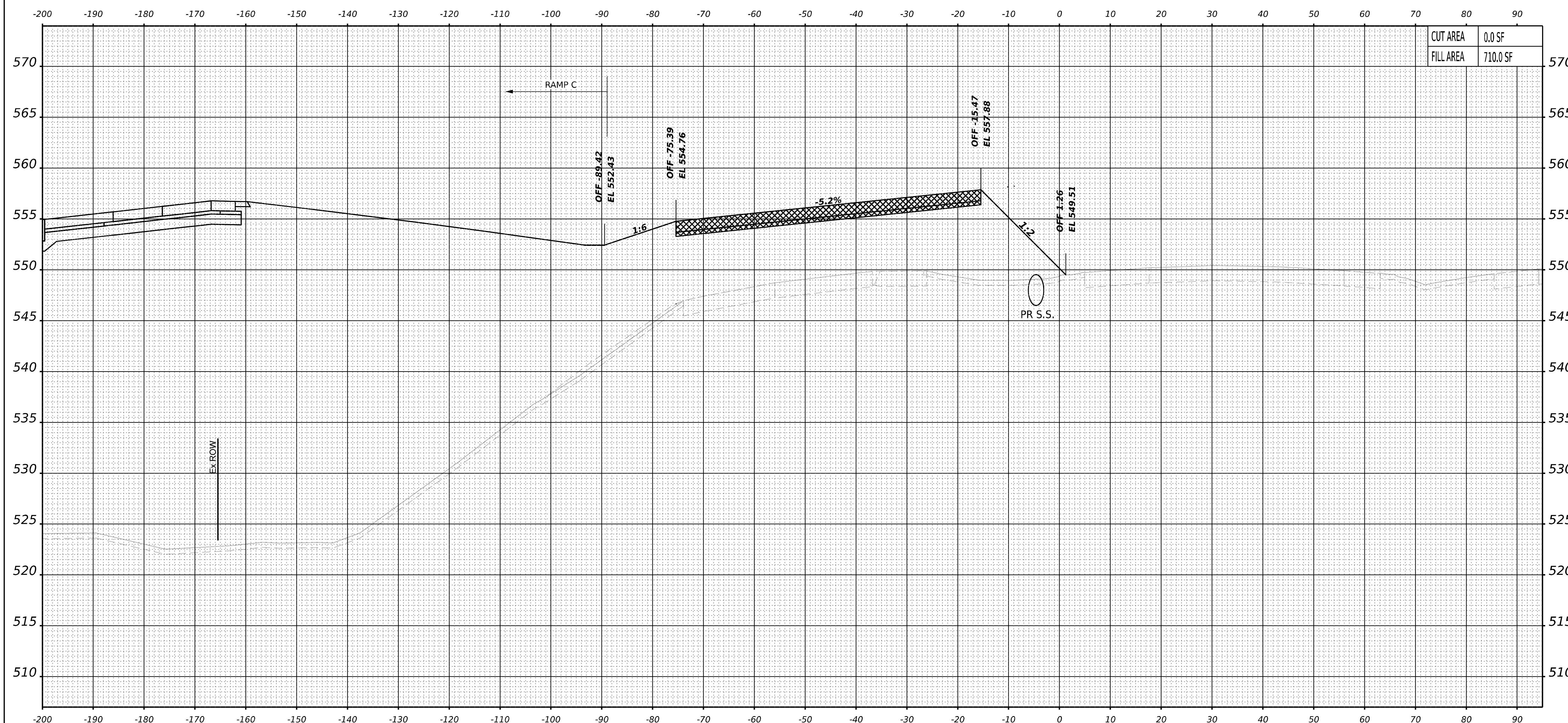
BURNS McDONNELL	USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS – STAGE 3 I–80 MAINLINE	F.A.I. RTE. 80	SECTION FAI 80 21 STRUCTURE 2	COUNTY WILL
		DRAWN - TG	REVISED -					TOTAL SHEETS 1230
	PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -					SHEET NO. 1096
	PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -		SCALE: 10:H 5:V SHEET 6 OF 18 SHEETS STA. TO STA.	CONTRACT NO. 62R23	ILLINOIS FED. AID PROJECT	

MODEL: E-53-WB - A 63+00.00 [Sheet]



PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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MODEL: E-53-WB - A 63+50.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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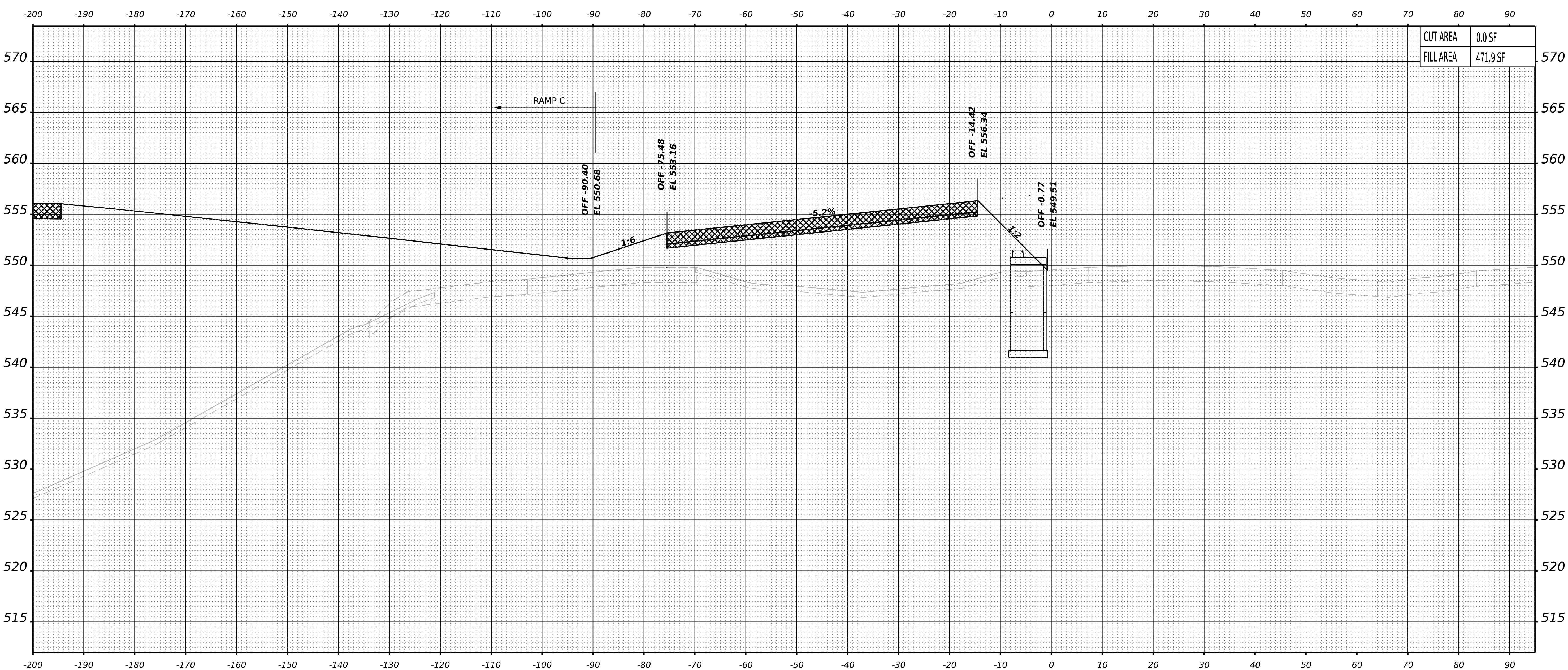
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 7 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1097
		CONTRACT NO. 62R23		
	ILLINOIS	FED. AID PROJECT		



CUT AREA	0.0 SF
FILL AREA	471.9 SF

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT

TEMPORARY PAVEMENT TO BE REMOVED IN A LATER STAGE OR CONTRACT

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STA 64+00.00

MODEL: E-S3-WB - A 64+00.00 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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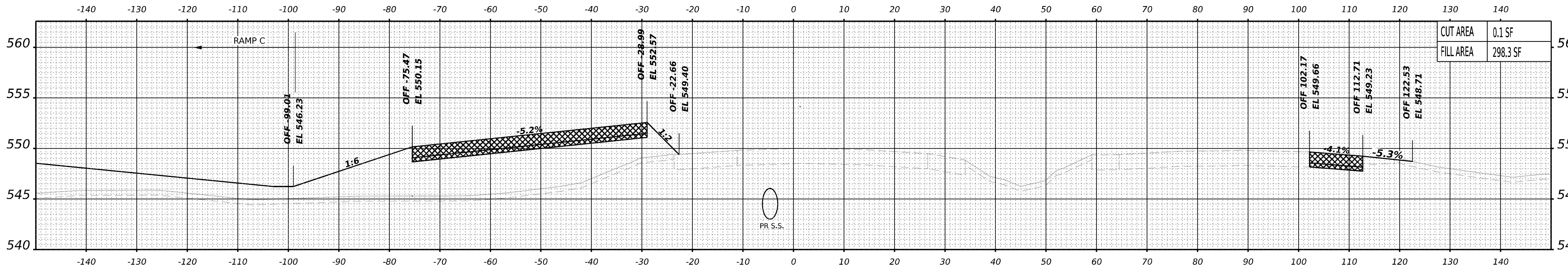
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

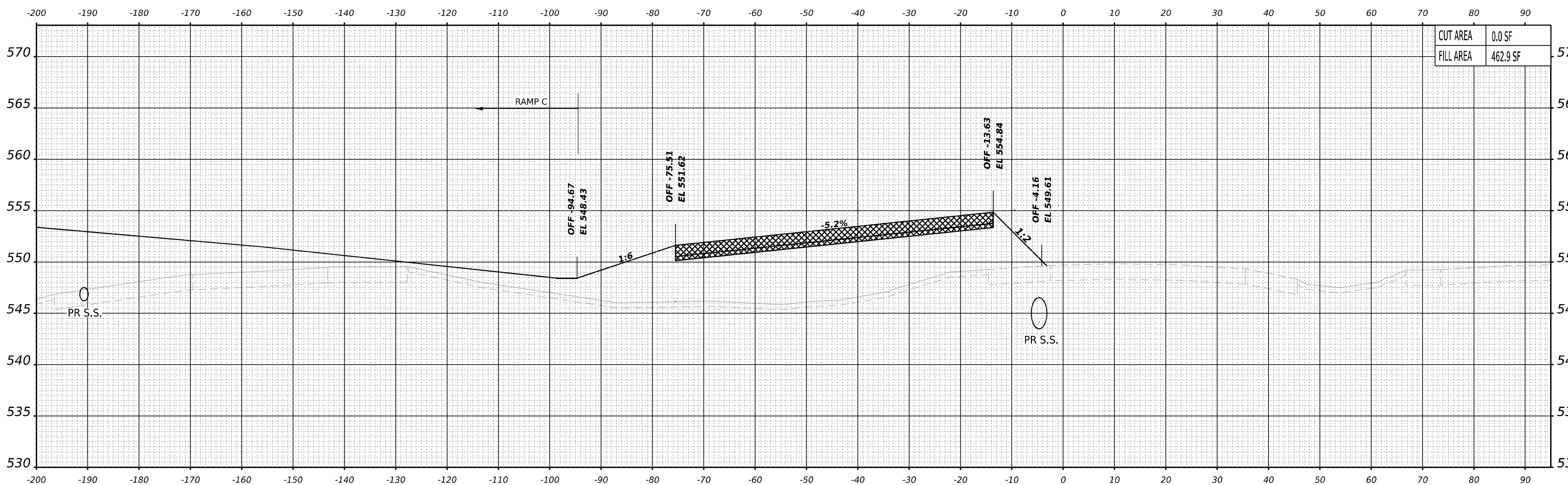
CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 8 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1098
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	



STA 65+00.00



STA 64+50.00

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	PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -

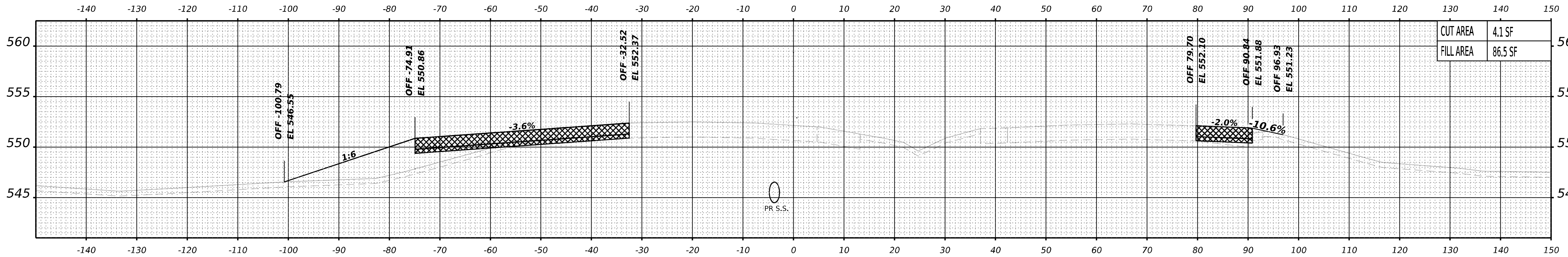
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

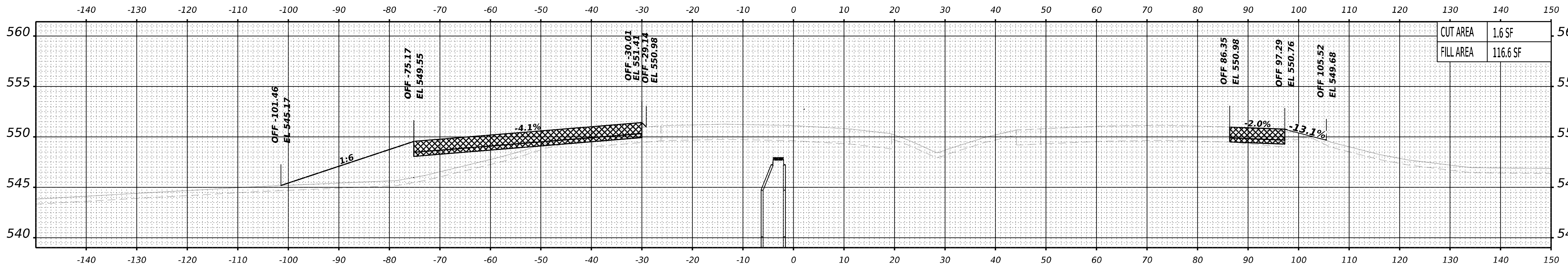
SCALE: 10:H 5:V | SHEET 9 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1099
		CONTRACT NO. 62R23		
		ILLINOIS	FED. AID PROJECT	

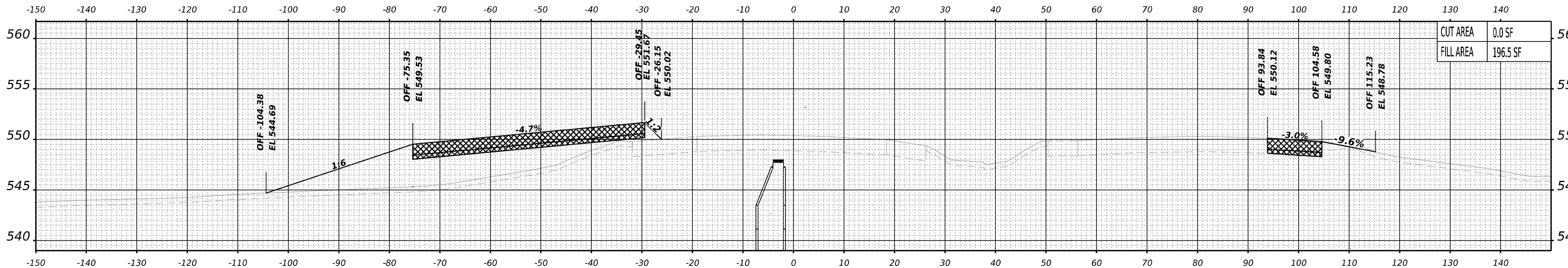
MODEL: E-53-WB - A 64+50.00 [Sheet]



STA 66+50.00



STA 66+00.00



STA 65+50.00

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MODEL: E-53-WB - A 65+50.00-1 [Sheet]

BURNS McDONNELL

USER NAME = USGP718052	DESIGNED - TG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - TG	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - JIR	REVISED -	
PLOT DATE = 11/5/2025	DATE - 11/7/2025	REVISED -	

CROSS SECTIONS – STAGE 3
I–80 MAINLINE

SCALE: 10:H 5:V | SHEET 10 OF 18 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1100
		CONTRACT NO. 62R23		
		ILLINOIS FED. AID PROJECT		