										ITS				TRAFFIC SIGNALS				
CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
				0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
28001000	AGGREGATE (EROSION CONTROL)	TON	56	56														
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	637,520	637,520														
28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	15,478	15,478														
28100105	STONE RIPRAP, CLASS A3	SQ YD	399	399														
28100107	STONE RIPRAP, CLASS A4	SQ YD	294	294														
28100109	STONE RIPRAP, CLASS A5	SQ YD	386	386														
28100111	STONE RIPRAP, CLASS A6	SQ YD	409	409														
28100207	STONE RIPRAP, CLASS A4	TON	114	114														
28200200	FILTER FABRIC	SQ YD	3,868	3,868														
28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	679	679														
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	11,505	11,505														
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	234,759	234,759														
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	200							200								
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	~~48,579~~ 11,557	~~48,579~~ 11,557														
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	38,957	38,957														
31102100	SUBBASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	75,904	75,904														
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	147,898	147,898														

1

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

1 REVISED SHEET 9/11/2023

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816\R2R29-SHT-SOQ-03.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 SUMMARY OF QUANTITIES
	DRAWN - CMA	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	7
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

										ITS				TRAFFIC SIGNALS				
CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
				0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
44000100	PAVEMENT REMOVAL	SQ YD	~~149,648~~ 151,583	~~149,648~~ 151,583	1													
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	21,884	21,884														
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	769	769														
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,193	1,193														
44001980	CONCRETE BARRIER REMOVAL	FOOT	783	783														
44004000	PAVED DITCH REMOVAL	FOOT	871	871														
44004250	PAVED SHOULDER REMOVAL	SQ YD	53,885	53,885														
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	674	674														
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	943	943														
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	1,078	1,078														
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	1,957	1,957														
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	11,331	11,331														
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1,458	1,458														
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	231	231														
48300505	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"	SQ YD	7,285	7,285														
48300800	PORTLAND CEMENT CONCRETE SHOULDERS 13"	SQ YD	70,865	70,865														

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

1 REVISED SHEET 9/11/2023

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816\62R29-SHT-SOQ-05.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	9
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

										ITS				TRAFFIC SIGNALS				
CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
				0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
50102400	CONCRETE REMOVAL	CU YD	22.1		22.1													
50104400	CONCRETE HEADWALL REMOVAL	EACH	27	27														
50104650	SLOPE WALL REMOVAL	SQ YD	171		171													
50105220	PIPE CULVERT REMOVAL	FOOT	1,497	1,497														
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	11	11														
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	157				96	61										
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	64,890				44,960	19,930										
50800515	BAR SPLICERS	EACH	240				144	96	1									
51100100	SLOPE WALL 4 INCH	SQ YD	304		304													
51500100	NAME PLATES	EACH	4						4									
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2,224				1,380	844										
54003000	CONCRETE BOX CULVERTS	CU YD	265.1				180.9	84.2										
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1														
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	20	20														
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	3	3														
54213666	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 21"	EACH	1	1														

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

1 REVISED SHEET 9/12/2023

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 SUMMARY OF QUANTITIES
	DRAWN - CMA	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -		
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -		SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	10
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

REV-SEP

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816\62R29-SHT-SQQ-06.DGN

										ITS					TRAFFIC SIGNALS				
CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
				0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
70301100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY	SQ FT	983	983														
70301120	TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY	FOOT	464,581	464,581														
70301125	TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY	FOOT	52,659	52,659														
70301130	TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY	FOOT	8,084	8,084														
70301140	TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY	FOOT	45,898	45,898														
70301160	TEMPORARY PAVEMENT MARKING - LINE 12"- EPOXY	FOOT	13,456	13,456														
70301210	TEMPORARY PAVEMENT MARKING - LINE 24"- EPOXY	FOOT	1,616	1,616														
70400100	TEMPORARY CONCRETE BARRIER	FOOT	47,100 ~~46,600~~	47,100 ~~46,600~~														
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	8,475 ~~7,284~~	8,475 ~~7,284~~					1									
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	102,175 ~~101,437~~	102,175 ~~101,437~~														
70600275	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 2	EACH	28	28														
70600280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	14	14														
70600290	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,WIDE), TEST LEVEL 3	EACH	4	4														
70600355	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2	EACH	18	18														
70600370	IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3	EACH	24	24														
* 72000100	SIGN PANEL - TYPE 1	SQ FT	298	268										15	15			

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

1 REVISED SHEET 9/11/2023

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-010MS078162R29-SHT-SQQ-015.DGN

exp.

USER NAME = AVILAC	DESIGNED - CCM	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	19
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

REV-SEP

					ITS				TRAFFIC SIGNALS				
CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
				0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	35,456	35,456														
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	2,091	2,091														
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	19,968	19,968														
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	5,711	5,711														
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	79	79														
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73														
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	806	806														
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	235	235														
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	85	85														
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	26,365	26,365														
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	6,681	6,681														
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	131	131														
* 78100300	REPLACEMENT REFLECTOR	EACH	262	262														
* 78112000	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	47	47														
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	82	82														
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	12,012 ~~11,886~~	12,012 ~~11,886~~														

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

1 REVISED SHEET 9/11/2023

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011OMS078166R29-SHT-SOQ-018.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	22
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

											ITS					TRAFFIC SIGNALS				
	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
					0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
*	~~83050715~~	~~LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 6 FT. DAVIT ARM~~	~~EACH~~	~~2~~										~~2~~					
	83050710	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 6 FT. MAST ARM	EACH	2										2	(1)				
*	83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	52										52					
*	83050860	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 2-6 FT. MAST ARMS	EACH	61										61					
*	83600365	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 10" X 8'	EACH	52										52					
*	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	52										52					
*	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	2										2					
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	9							9								
*	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1							1								
*	86300300	CONTROLLER CABINET TYPE III	EACH	1							1								
*	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3,027															3,027
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	503														503	
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4,254											2,299	1,955			
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,355											607	748			
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8,099											5,249	2,850			
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	357											226	131			
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2,645											1,321	1,324			

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

(1) REVISED SHEET 9/11/2023

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS0781606R29-SHT-SOQ-021.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	25
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

											ITS				TRAFFIC SIGNALS				
	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY RURAL	BRIDGE REHAB SN 099-8307	BRIDGE REHAB SN 099-0199	CULVERT SN 099-1000	CULVERT SN 099-1001	NOISE ABATEMENT WALLS (1)	I-80	I-80 3RD PARTY	WILL COUNTY CONNECTION	HIGHWAY LIGHTING	BRIGGS ST / EB RAMPS	BRIGGS ST / WB RAMPS	BRIGGS ST / NEW LENOX	BRIGGS ST EVP	INTER-CONNECT
					0003	0013	0013	0008	0008	0020	0021	0021	0021	0021	0021	0021	0021	0021	0021
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	90% FED 10% WILL COUNTY	90% FED 10% STATE	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% STATE 5% WILL COUNTY	90% FED 5% JOLIET TOWNSHIP 5% WILL COUNTY	100% JOLIET FIRE PROTECTION DISTRICT	90% FED 5% STATE 5% WILL COUNTY
*	Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	181										181					
*	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	24										24					
*	Z0033052	COMMUNICATIONS VAULT	EACH	34							21	12	1						
*	Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1 ~~3~~ △1															3
	Z0054400	ROCK FILL	CU YD	157				96	61										
	Z0056631	STORM SEWER (WATER MAIN REQUIREMENTS) EQUIVALENT ROUND-SIZE 24 INCH	FOOT	53	53														
	Z0062456	TEMPORARY PAVEMENT	SQ YD	50,514 ~~48,579~~ △1	50,514 ~~48,579~~														
*	Z0064600	SELECTIVE CLEARING	ACRE	0.50	0.50														
	Z0073345	SLEEPER SLAB	FOOT	530	530														
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	4											2	1	1		
Ø	Z0076600	TRAINEES	HOUR	2500	2500														
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2500	2500														
	X0325280	EXPRESSWAY SWEEPING CYCLES	EACH	14	14														

* SPECIALTY ITEM

(1) SN 099N1005
SN 099N1006
SN 099N1007
SN 099N1008

△1 REVISED SHEET 9/11/2023

Ø 0042

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816\62R29-SHT-SOQ-029.DGN

exp.

USER NAME = AVILAC	DESIGNED - CMA	REVISED -	
	DRAWN - CMA	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - BRH	REVISED -	
PLOT DATE = 8/11/2023	DATE - 6/29/2023	REVISED -	

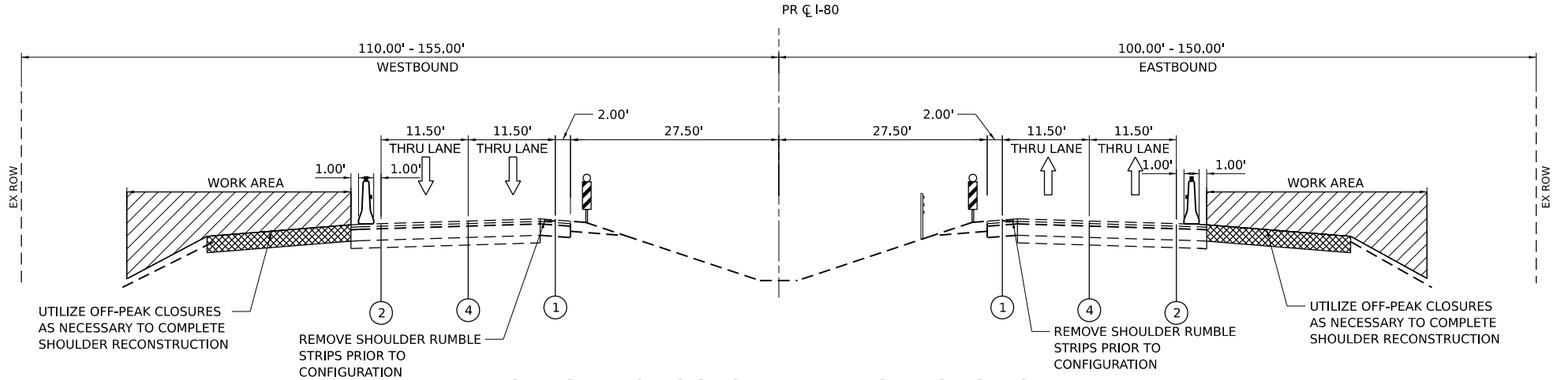
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	33
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

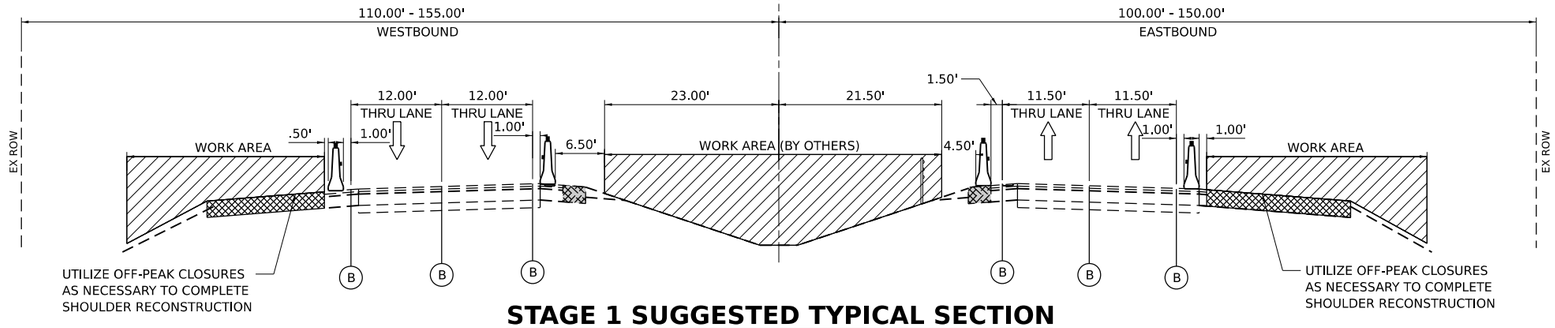
REV-SEP



STAGE 1 SUGGESTED TYPICAL SECTION

STA. 781+95 TO STA. 812+35

1



STAGE 1 SUGGESTED TYPICAL SECTION

STA. 812+00 TO STA. 814+82
BRIGGS STREET BRIDGE

1 REVISED SHEET 9/11/2023

STAGING LEGEND

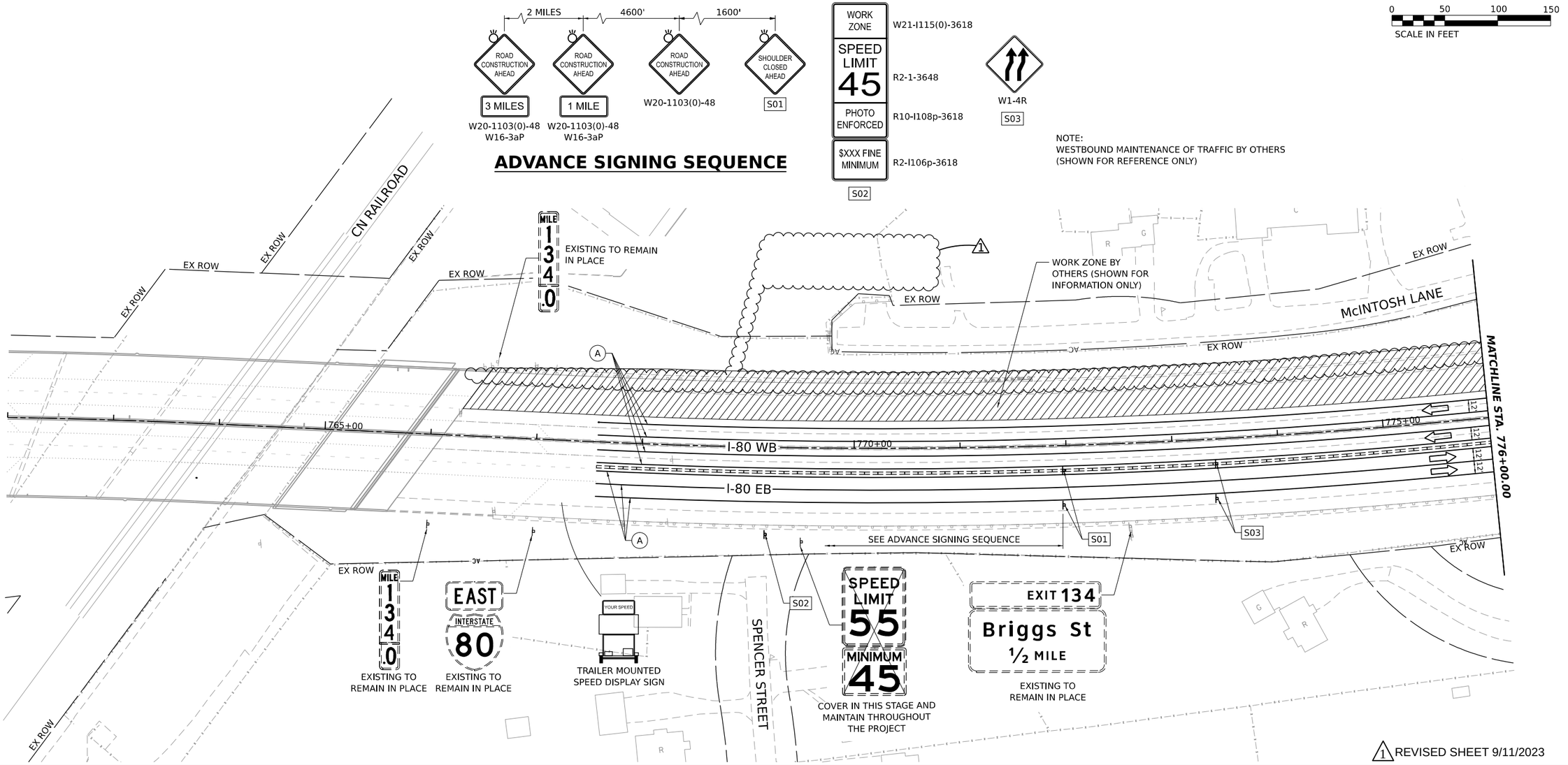
- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY CONSTRUCTED)
- DIRECTION OF TRAFFIC
- EXISTING GUARDRAIL
- TRAFFIC DRUM WITH LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED
- MODULAR GLARE SCREEN SYSTEM, TEMPORARY (63800920)
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD 704001 AND 782006
- VERTICAL PANELS WITH LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
(8) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE DIAGONAL @ 75' C-C) (70301160)
(9) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE CHEVRON @ 30' C-C) (70301160)
(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-031\STEVEN.JOHNSON\D0M507816\62R29-SHT-STAGING-TYPICAL-02.DGN

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 SUGGESTED STAGING AND TRAFFIC CONTROL – TYPICAL SECTIONS
	DRAWN - SVJ	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	113
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



ADVANCE SIGNING SEQUENCE

STAGING LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY COMPLETED)
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN
- TEMPORARY PLASTIC DRUMS
- VERTICAL PANELS

I-80 SPACING:
100' C-C, 25' ON CURVES, 20' ON TAPERS

BRIGGS ST SPACING:
50' C-C, 10' ON CURVES, 20' ON TAPERS

LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
(8) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE DIAGONAL @ 75' C-C) (70301160)
(9) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE CHEVRON @ 30' C-C) (70301160)
(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	
	DRAWN - SVJ	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -	
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUGGESTED STAGING AND TRAFFIC CONTROL – PRE-STAGE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	127
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR_I80 - PR I80_ML-1
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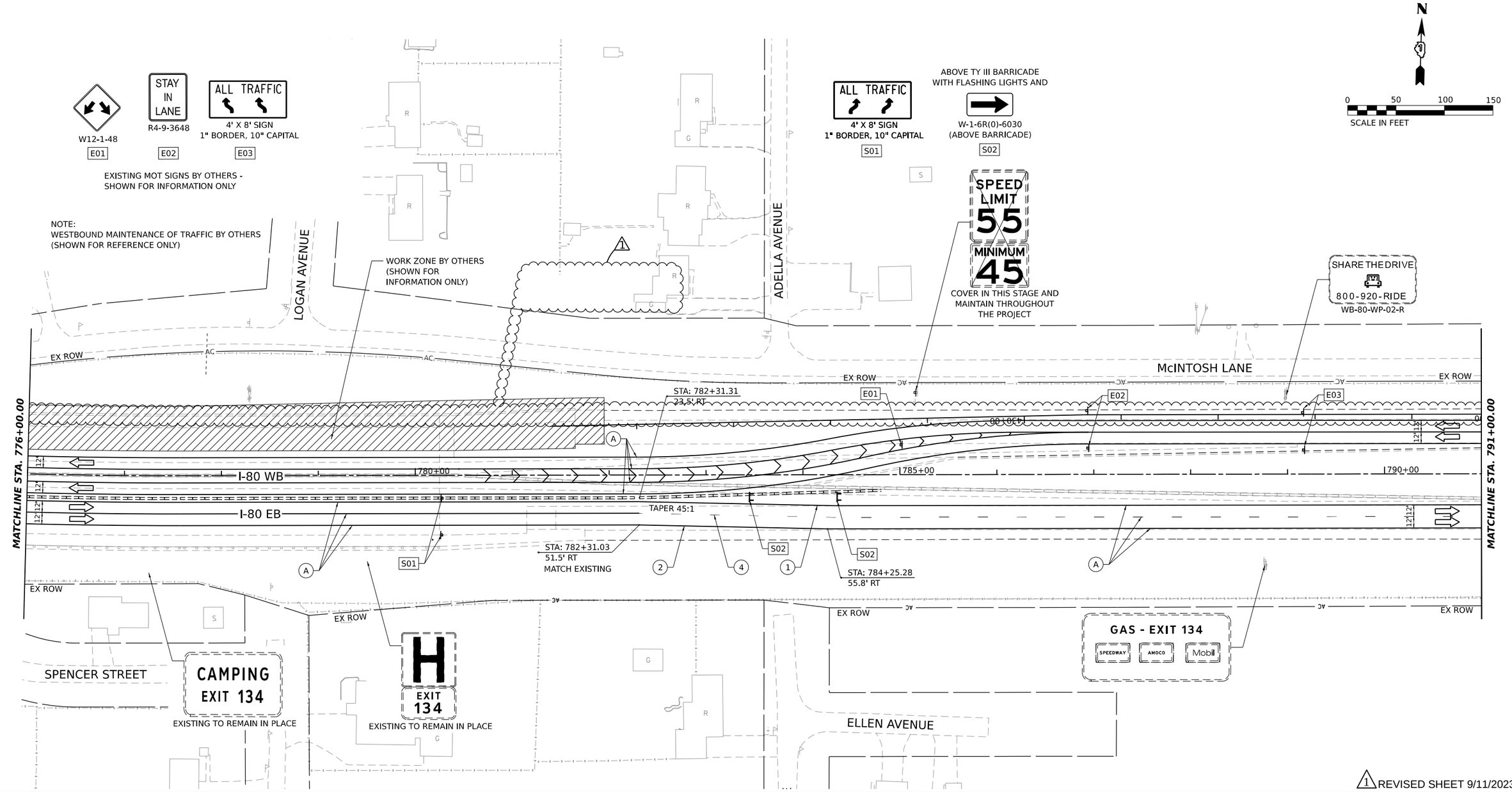

1 REVISED SHEET 9/11/2023

STAGING LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY COMPLETED)
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN
- TEMPORARY PLASTIC DRUMS
- VERTICAL PANELS

I-80 SPACING:
100' C-C, 25' ON CURVES, 20' ON TAPERS

BRIGGS ST SPACING:
50' C-C, 10' ON CURVES, 20' ON TAPERS

LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
(8) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE DIAGONAL @ 75' C-C) (70301160)
(9) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE CHEVRON @ 30' C-C) (70301160)
(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	
	DRAWN - SVJ	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -	
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUGGESTED STAGING AND TRAFFIC CONTROL – PRE-STAGE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	128
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR_I80 - PR I80_ML-2
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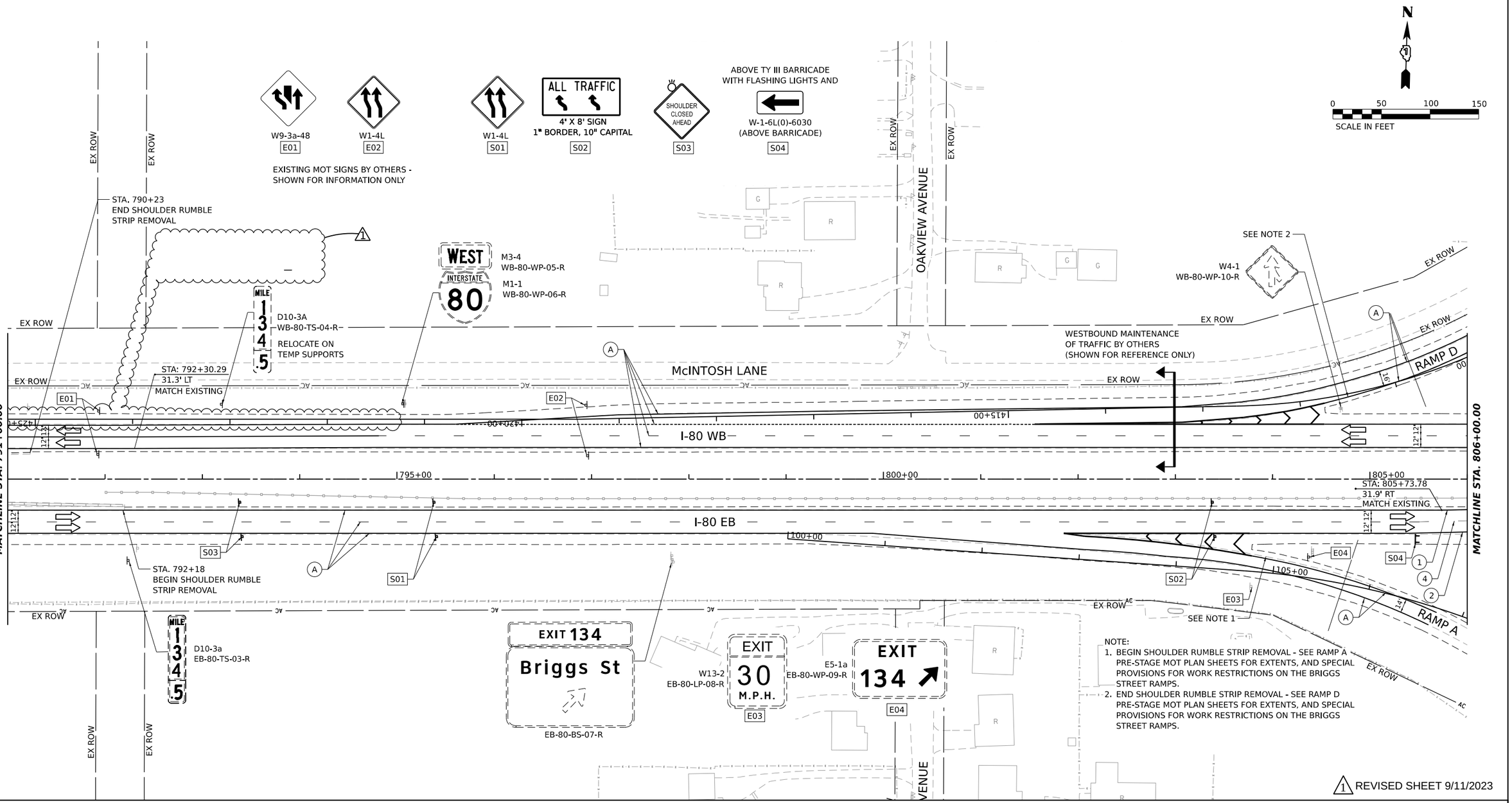

NOTE:
1. BEGIN SHOULDER RUMBLE STRIP REMOVAL - SEE RAMP A PRE-STAGE MOT PLAN SHEETS FOR EXTENTS, AND SPECIAL PROVISIONS FOR WORK RESTRICTIONS ON THE BRIGGS STREET RAMPS.
2. END SHOULDER RUMBLE STRIP REMOVAL - SEE RAMP D PRE-STAGE MOT PLAN SHEETS FOR EXTENTS, AND SPECIAL PROVISIONS FOR WORK RESTRICTIONS ON THE BRIGGS STREET RAMPS.

1 REVISED SHEET 9/11/2023

STAGING LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY COMPLETED)
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN
- TEMPORARY PLASTIC DRUMS
- VERTICAL PANELS

I-80 SPACING:
100' C-C, 25' ON CURVES, 20' ON TAPERS

BRIGGS ST SPACING:
50' C-C, 10' ON CURVES, 20' ON TAPERS

LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
(8) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE DIAGONAL @ 75' C-C) (70301160)
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(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 SUGGESTED STAGING AND TRAFFIC CONTROL – PRE-STAGE
	DRAWN - SVJ	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -		
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	129
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR_I80 - PR I80_ML-3
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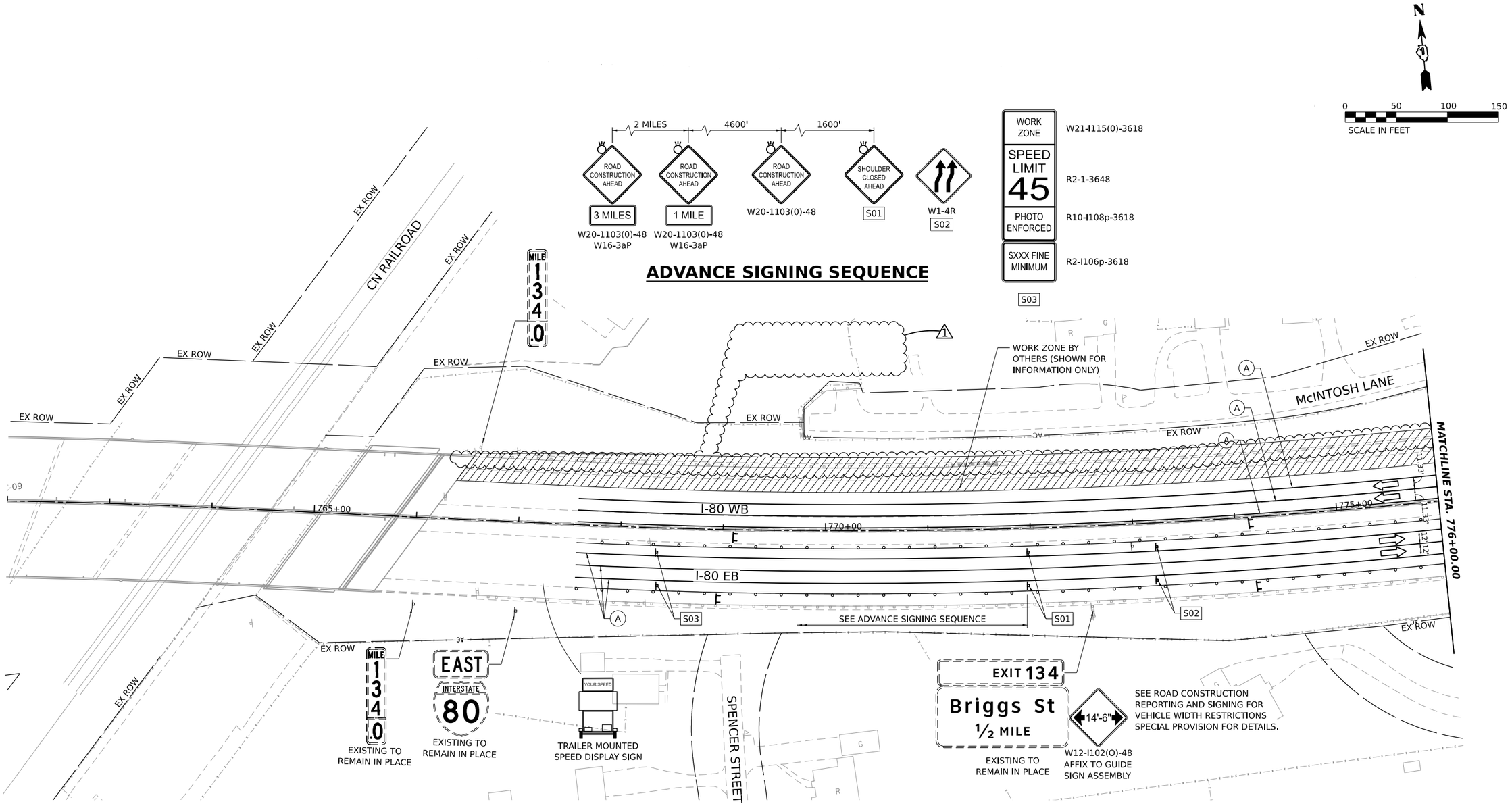

1 REVISED SHEET 9/11/2023

STAGING LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY COMPLETED)
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN
- TEMPORARY PLASTIC DRUMS
- VERTICAL PANELS

I-80 SPACING:
100' C-C, 25' ON CURVES, 20' ON TAPERS

BRIGGS ST SPACING:
50' C-C, 10' ON CURVES, 20' ON TAPERS

LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
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(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	
	DRAWN - SVJ	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -	
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUGGESTED STAGING AND TRAFFIC CONTROL – STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	139
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

MODEL: PLI80 - PRIBD_ML-3
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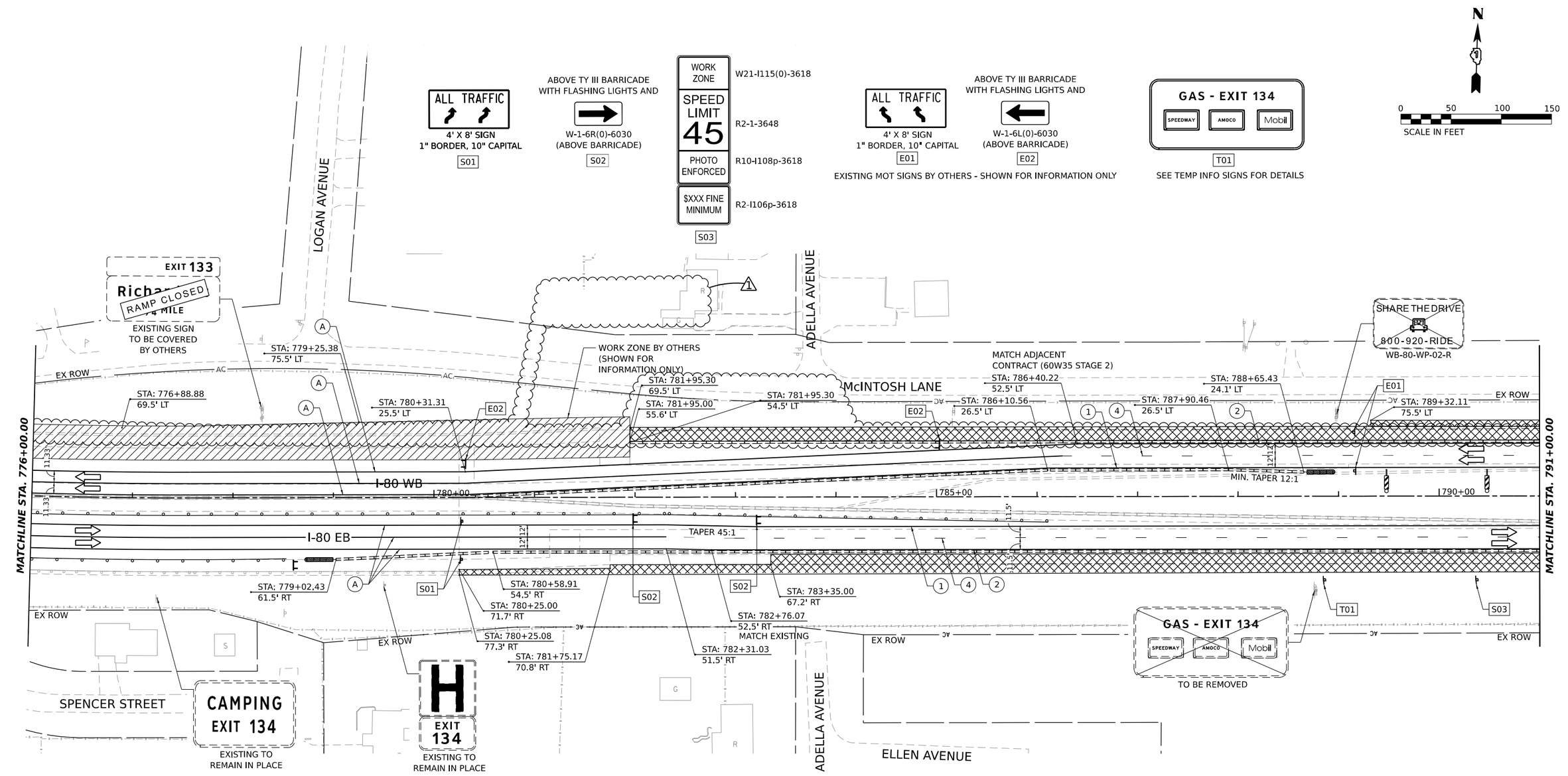

1 REVISED SHEET 9/11/2023

STAGING LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY COMPLETED)
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN
- TEMPORARY PLASTIC DRUMS
- VERTICAL PANELS

I-80 SPACING:
100' C-C, 25' ON CURVES, 20' ON TAPERS

BRIGGS ST SPACING:
50' C-C, 10' ON CURVES, 20' ON TAPERS

LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
(8) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE DIAGONAL @ 75' C-C) (70301160)
(9) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE CHEVRON @ 30' C-C) (70301160)
(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 SUGGESTED STAGING AND TRAFFIC CONTROL – STAGE 1	
	DRAWN - SVJ	REVISED -			
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	140
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR_I80 - PR I80_ML-2
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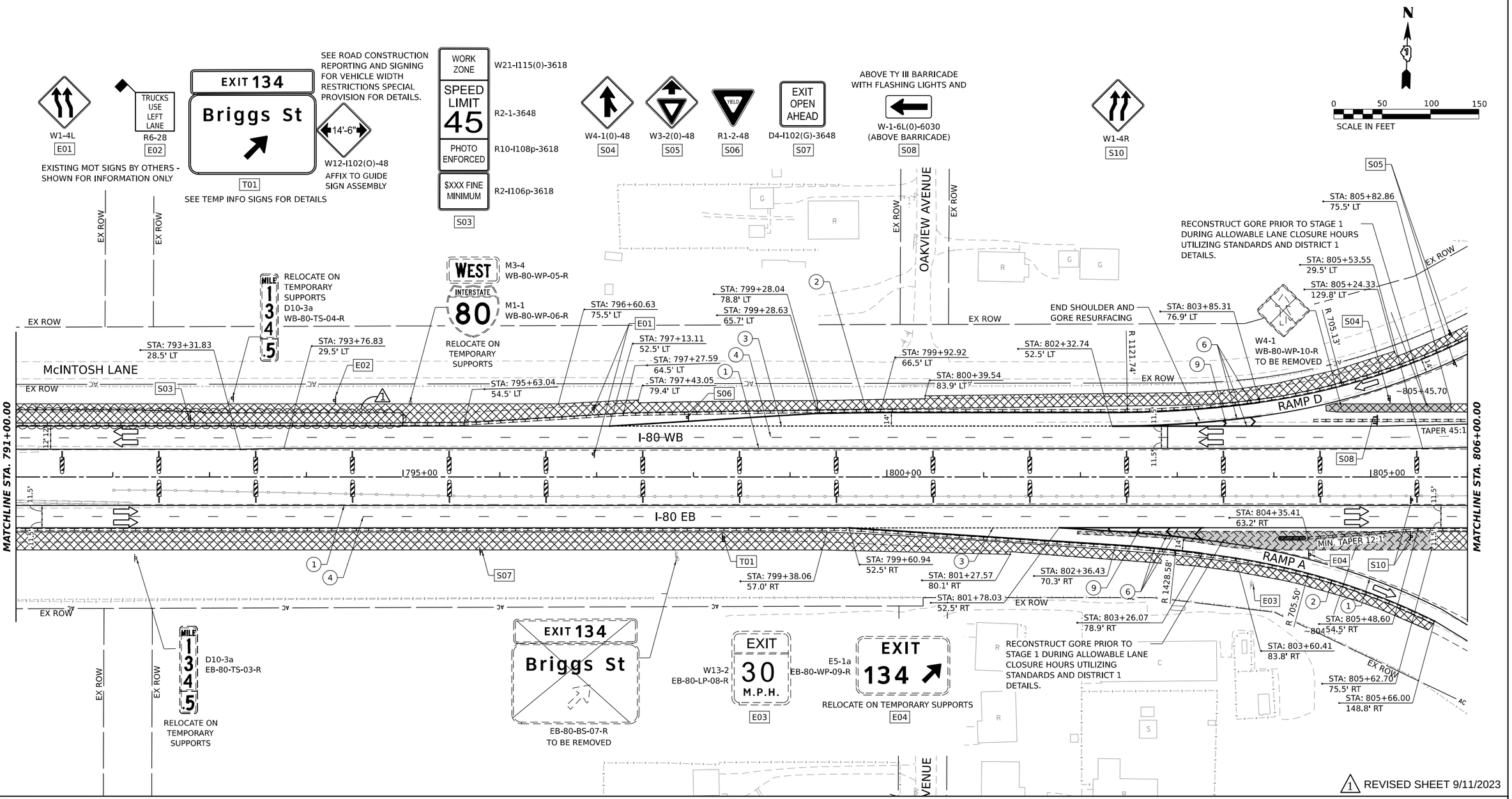

STAGING LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (PREVIOUSLY COMPLETED)
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC SIGN
- TEMPORARY PLASTIC DRUMS
- VERTICAL PANELS

I-80 SPACING:
100' C-C, 25' ON CURVES, 20' ON TAPERS

BRIGGS ST SPACING:
50' C-C, 10' ON CURVES, 20' ON TAPERS

LIGHTS ACCORDING TO ART. 701.16 UNLESS OTHERWISE INDICATED

- ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE
- TYPE III BARRICADE WITH FLASHING MONODIRECTIONAL LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2 OR 3. SEE SCHEDULE FOR DETAILS

(A) EXISTING PAVEMENT MARKING
(B) PAVEMENT MARKING PREVIOUSLY PLACED
(C) PROPOSED PAVEMENT MARKING
(1) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID YELLOW) (70301120)
(2) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (SOLID WHITE) (70301120)
(3) TEMPORARY PAVEMENT MARKING - LINE 4" - EPOXY (WHITE, 2' DASH, 6' SKIP) (70301120)
(4) TEMPORARY PAVEMENT MARKING - LINE 5" - EPOXY (WHITE, 10' DASH - 30' SKIP) (70301125)
(5) TEMPORARY PAVEMENT MARKING - LINE 6" - EPOXY (SOLID WHITE) (70301130)
(6) TEMPORARY PAVEMENT MARKING - LINE 8" - EPOXY (WHITE GORE LINE) (70301140)
(7) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (YELLOW DIAGONAL @ 75' C-C) (70301160)
(8) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE DIAGONAL @ 75' C-C) (70301160)
(9) TEMPORARY PAVEMENT MARKING - LINE 12" - EPOXY (WHITE CHEVRON @ 30' C-C) (70301160)
(10) TEMPORARY PAVEMENT MARKING - LINE 24" - EPOXY (SOLID WHITE) (70301210)
(11) TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - EPOXY (70301100)

USER NAME = SJOHNSON	DESIGNED - SYC	REVISED - 1 9/12/2023	
	DRAWN - SVJ	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -	
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
SUGGESTED STAGING AND TRAFFIC CONTROL – STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	141
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

MODEL: PR_I80 - PR I80_ML-3
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\STEVEN.JOHNSON\D0MS507816\62R29-SHT-STAGING-01-PLAN-03.DGN

70400100
TEMPORARY CONCRETE BARRIER

STAGE	FROM STA	FROM OFFSET	TO STA	TO OFFSET	LENGTH (FOOT)	PINNED TRAFFIC/ BOTH	PINNED PINS (EA)	REFLECTORS TYPE C (EA)	NOTES
I-80 PRE-STAGE	807+17	RT	814+83	RT	775		-	62	
	814+83	RT	821+28	RT	650	TRAFFIC	156	52	
	38+47	RT	50+68	RT	1225	TRAFFIC	294	98	EX RAMP B
	832+09	RT	853+81	RT	2175	TRAFFIC	522	174	
	853+81	RT	873+40	RT	1962.5		-	158	
	873+40	RT	929+04	RT	5587.5	TRAFFIC	1341	448	
	811+81	LT	822+41	LT	1062.5		255	86	
	40+00	LT	48+31	LT	837.5	TRAFFIC	201	68	EX RAMP C
	829+23	LT	883+80	LT	5462.5		-	438	
	883+80	LT	928+58	LT	4475		-	358	
I-80 STAGE 1	781+95	LT	786+85	LT	500	TRAFFIC	45	40	PIN @ STA.785+00
	811+00	RT	826+60	RT	1562.5		-	126	
	825+81	LT	843+99	LT	1825		-	146	
	843+99	LT	850+00	LT	712.5	TRAFFIC	171	58	
	850+00	LT	872+75	LT	2287.5		-	184	
	872+75	LT	873+97	LT	125	TRAFFIC	30	10	
	873+97	LT	892+40	LT	1850		-	148	
	892+40	LT	928+69	LT	3625		-	290	
	892+72	LT	894+85	LT	225		-	18	
	913+15	RT	914+05	RT	100		0	8	
	914+05	RT	918+30	RT	425	TRAFFIC	102	34	
	918+30	RT	927+75	RT	950		0	76	
I-80 STAGE 1B	784+90	LT	790+70	LT	587.5		-	48	
BRIGGS PRE-STAGE	21+27	LT	22+50	LT	125	TRAFFIC	30	10	
	22+50	RT	26+16	LT	375		-	30	EX RAMP A
	27+23	RT	31+00	LT	387.5	TRAFFIC	93	32	
	36+55	RT	39+22	LT	275		-	22	EX RAMP B
	41+26	RT	46+05	RT	487.5		-	40	
	5+68	RT	9+48	LT	387.5	TRAFFIC	93	32	EX RAMP D
	12+16	LT	17+17	LT	512.5		-	42	
BRIGGS STAGE 1	53+65	RT	58+24	LT	462.5	TRAFFIC	111	38	
	54+89	RT	58+77	RT	400	TRAFFIC	96	32	BRIGGS ST
	62+53	LT	67+10	LT	462.5	TRAFFIC	111	38	
	35+45	LT	38+55	LT	312.5		-	26	EX RAMP B
	40+73	RT	42+00	RT	137.5		-	12	
	42+00	RT	44+75	RT	275	TRAFFIC	66	22	
	44+75	RT	47+00	RT	225		-	18	
	55+30	RT	56+00	RT	75	TRAFFIC	18	6	EX RAMP C
	40+73	LT	44+83	LT	412.5		-	34	
	44+83	LT	47+25	LT	250	TRAFFIC	60	20	
	47+25	LT	54+90	LT	775		-	62	
	0+88	LT	2+50	LT	162.5		-	14	
	2+50	LT	6+00	LT	350	TRAFFIC	84	28	EX RAMP D
	6+00	LT	8+31	LT	237.5		-	20	
BRIGGS STAGE 2A	205+91	LT	210+25	LT	937.5	TRAFFIC	225	76	RAMP B
	405+44	LT	405+56	LT	12.5	TRAFFIC	3	2	RAMP D
BRIGGS - STAGE 2B	51+45	LT	52+20	LT	75	TRAFFIC	18	6	BRIGGS ST
				TOTAL	47,100.0		4,125	3,790	

(1)

70600275
IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 2

STAGE	STA	OFFSET	NOTES	QTY (EA)
I-80 PRE-STAGE	38+47	RT	EX RAMP B	1
I-80 STAGE 1	8+98	RT	EX RAMP D	1
I-80 STAGE 1C	9+98	RT		1
BRIGGS PRE-STAGE	27+23	RT	EX RAMP A	1
	36+55	RT	EX RAMP B	1
	41+26	LT		1
	46+58	RT	EX RAMP C	1
	5+68	RT	EX RAMP D	1
	12+16	LT		1
BRIGGS STAGE 1	53+65	RT	SB BRIGGS ST	1
	54+89	RT	NB BRIGGS ST	1
	58+24	LT	SB BRIGGS ST	1
	62+53	LT		1
	67+10	LT		1
BRIGGS - STAGE 1A	42+06	LT	EX RAMP C	1
BRIGGS STAGE 2	48+41	LT	SB BRIGGS ST	1
	50+15	LT		1
	51+24	LT		1
	51+93	LT		1
	51+52	RT	NB BRIGGS ST	1
	52+45	RT		1
	53+90	RT		1
	57+51	LT		1
BRIGGS STAGE 2A	204+24	RT	RAMP B	1
	405+44	LT	RAMP D	1
BRIGGS STAGE 2B	51+45	LT	SB BRIGGS ST	1
	53+80	LT		1
	64+30	LT		1
			TOTAL	28

70400200
RELOCATE TEMPORARY CONCRETE BARRIER

STAGE	FROM STA	FROM OFFSET	TO STA	TO OFFSET	LENGTH (FOOT)	PINNED TRAFFIC/ BOTH	PINNED PINS (EA)	REFLECTORS TYPE C (EA)	NOTES
I-80 PRE-STAGE	2 EPO RELOCATION @ APPROX 987.5' EACH				1975	TRAFFIC	474	158	EPO
I-80 STAGE 1	2 EPO RELOCATION @ APPROX 987.5' EACH				1975	TRAFFIC	474	158	EPO
	779+02	RT	783+35	RT	437.5		-	36	
	783+35	RT	797+75	RT	1450	TRAFFIC	348	116	
	20+00	RT	28+01	RT	812.5	TRAFFIC	195	66	EX RAMP A
	804+35	RT	807+62	RT	337.50	TRAFFIC	81	28	
	826+60	RT	858+10	RT	3162.5		-	254	
	858+00	RT	882+00	RT	2400		-	192	
	882+00	RT	911+00	RT	2900		-	232	
	911+00	RT	927+51	RT	1675		-	134	
	861+83	RT	866+15	RT	437.5		-	36	
	780+32	LT	788+65	LT	837.5		-	68	
	786+85	LT	795+05	LT	825	TRAFFIC	198	66	
	8+98	RT	21+41	RT	1250	TRAFFIC	300	100	EX RAMP D
	804+41	LT	811+81	LT	750		-	60	
	815+11	LT	816+49	LT	150		-	12	
	806+84	LT	825+81	LT	1900		-	152	
	829+23	LT	829+48	LT	25		-	2	
	40+00	RT	56+79	RT	1650		-	132	EX RAMP C
	860+00	LT	865+83	LT	587.5	TRAFFIC	141	48	
	865+83	LT	874+01	LT	825		-	66	
	918+46	LT	926+65	LT	812.5			66	
I-80 STAGE 1A	779+80	RT	823+74	RT	4400		-	352	
	812+45	RT	814+24	RT	187.5		-	16	
	786+11	LT	809+00	LT	2300		-	184	
	809+00	LT	823+41	LT	1450		-	116	
I-80 STAGE 1B	813+49	LT	814+85	LT	137.5		-	12	
	776+45	RT	782+31	RT	587.5		-	48	
	780+25	LT	784+90	LT	475		-	38	
	780+25	LT	782+63	LT	250		-	20	
	789+71	LT	809+00	LT	1837.5		-	148	
I-80 STAGE 1C	842+99	LT	846+65	LT	375		-	30	
	858+10	RT	871+19	RT	1312.5		-	106	
	882+00	RT	892+40	RT	1050		-	84	
	882+00	LT	892+40	LT	1050		-	84	
	909+88	RT	924+91	RT	1512.5		-	122	
	910+95	RT	924+91	RT	1412.5		-	114	
	911+17	LT	917+08	LT	600		-	48	
	911+17	LT	917+08	LT	600		-	48	
	861+16	LT	863+47	LT	237.5		-	20	
	861+16	LT	873+97	LT	1287.5		-	104	
I-80 STAGE 2	2 EPO RELOCATION @ APPROX 987.5' EACH				1975	TRAFFIC	474	158	EPO
	776+59	LT	790+64	LT	1412.5		-	114	
	777+14	RT	798+44	RT	2137.50		-	172	
	798+17	RT	799+03	RT	87.5		-	8	
	798+17	RT	842+89	RT	4475		-	358	
	827+47	RT	829+90	RT	250		-	20	
	851+60	RT	872+55	RT	2100		-	168	
	872+55	RT	924+91	RT	5250		-	420	
	795+42	LT	799+28	LT	387.5		-	32	
	795+48	LT	843+36	LT	4800		-	384	
	828+49	LT	829+09	LT	62.5		-	6	
	828+50	LT	831+00	LT	250		-	20	
	842+76	LT	843+36	LT	62.5		-	6	
	850+43	LT	881+50	LT	3112.5		-	250	
	881+50	LT	918+36	LT	3687.151		-	296	

70400200
RELOCATE TEMPORARY CONCRETE BARRIER

STAGE	FROM STA	FROM OFFSET	TO STA	TO OFFSET	LENGTH (FOOT)	PINNED TRAFFIC/ BOTH	PINNED PINS (EA)	REFLECTORS TYPE C (EA)	NOTES
I-80 STAGE 2A	791+59	RT	804+04	RT	1250.00		-	100	
	804+81	RT	805+67	RT	87.5		-	8	
	827+47	RT	855+32	RT	2787.5		-	224	
	782+75	LT	804+30	LT	2162.5		-	174	
	819+85	LT	820+91	LT	112.5		-	10	
	822+43	LT	825+89	LT	350		-	28	
	842+39	LT	850+43	LT	812.5		-	66	
BRIGGS PRE-STAGE	46+58	RT	54+88	RT	837.5		-	68	EX RAMP C
	54+88	LT	56+79	LT	200	TRAFFIC	48	16	
BRIGGS STAGE 1	21+27	LT	22+50	LT	125	TRAFFIC	30	10	EX RAMP A
	22+50	RT	30+63	LT	375	TRAFFIC	90	30	
	38+55	LT	42+50	LT	412.50		-	34	EX RAMP B
	47+00	RT	51+75	RT	475	TRAFFIC	114	38	EX RAMP C
	51+75	RT	52+75	RT	100		-	8	
	52+75	RT	55+30	RT	262.5	TRAFFIC	63	22	
	8+31	LT	13+25	LT	487.5		-	40	EX RAMP D
BRIGGS STAGE 1A	67+71	LT	68+62	LT	100	TRAFFIC	24	8	BRIGGS ST
	42+06	LT	44+83	LT	287.5		-	24	EX RAMP C
	0+87	LT	2+50	LT	187.5		-	16	EX RAMP D
BRIGGS STAGE 2	48+41	LT	50+15	LT	187.5	TRAFFIC	45	16	BRIGGS ST
	51+24	LT	51+93	LT	75	TRAFFIC	18	6	
	51+54	RT	52+45	RT	100	TRAFFIC	24	8	
	53+90	RT	57+52	CL	362.5	TRAFFIC	87	30	
	64+31	CL	67+00	CL	275		-	22	
BRIGGS STAGE 2A	67+50	CL	68+85	CL	150	TRAFFIC	36	12	
	105+00	RT	107+51	RT	262.5		63	22	RAMP A
	205+49	LT	209+70	LT	437.5	TRAFFIC	105	36	RAMP B
	204+24	RT	205+91	LT	187.5		-	16	
	210+25	LT	215+00	LT	487.5		-	40	
	306+39	LT	311+25	LT	525	TRAFFIC	126	42	RAMP C
	311+25	LT	312+90	LT	175		-	14	
	312+90	LT	315+44	LT	237.5	TRAFFIC	57	20	
	306+00	LT	317+24	LT	1137.5		-	92	
	405+56	LT	410+77	LT	550	TRAFFIC	132	44	RAMP D
	401+12	RT	412+00	LT	1100		264	88	
BRIGGS STAGE 2B	52+20	LT	53+80	LT	237.5	TRAFFIC	57	20	BRIGGS ST
	64+30	LT	66+55	LT	237.5	TRAFFIC	57	20	
	306+39	LT	311+25	LT	525	TRAFFIC	126	42	RAMP C
	306+00	LT	311+26	LT	550		-	44	
BRIGGS STAGE 3	51+52	LT	53+35	LT	187.5	TRAFFIC	45	16	BRIGGS ST
	53+35	LT	54+22	LT	100		-	8	
	102+75	LT	108+63	LT	600		-	48	PR RAMP A
	801+78	RT	805+83	RT	412.5		-	34	
	204+65	LT	206+90	LT	225	TRAFFIC	54	18	PR RAMP B
	820+15	RT	822+65	RT	250		-	20	
	303+71	LT	316+43	LT	1275		-	102	PR RAMP C
	824+78	LT	821+84	LT	300		-	24	
	401+06	LT	411+52	LT	1050		-	84	PR RAMP D
	807+51	LT	804+79	LT	275		-	22	
				TOTAL	102,174.7		4,350	8,222	

(1)

70600280
IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3

STAGE	STA	OFFSET	NOTES	QTY (EA)
I-80 PRE-STAGE	807+17	RT		1
	822+41	LT		1
	928+55	LT		1
I-80 STAGE 1	779+02	RT		1
	804+35	RT		1
	861+83	RT		1
	913+15	RT		1
	788+65	LT		1
	816+46	LT		1
	829+48	LT		1
	874+01	LT		1
I-80 STAGE 1B	776+45	RT		1
BRIGGS STAGE 3	820+15.38	RT	I-80/RAMP B	1
	807+50.75	LT	I-80/RAMP D	1
			TOTAL	14

70600290
IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,WIDE), TEST LEVEL 3

STAGE	STA	OFFSET	NOTES	QTY (EA)
I-80 STAGE 2	798+17	RT	RAMP A	1
	843+36	LT	RAMP C	1
BRIGGS STAGE 3	102+75	LT	I-80/RAMP A	1
	303+71	LT	I-80/RAMP C	1
			TOTAL	4

(1) REVISED SHEET 9/11/2023

70600355 IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2				
STAGE	STA	OFFSET	NOTES	QTY (EA)
BRIGGS STAGE 1	35+45.22	LT	EX RAMP B	1
	0+87.58	LT	EX RAMP D	1
BRIGGS STAGE 1A	67+71.22	LT	SB BRIGGS ST	1
	68+61.73	LT	SB BRIGGS ST	1
	400+79.06	LT	RAMP D	1
BRIGGS STAGE 2	64+31.40	CL	NB BRIGGS ST	1
	66+99.59	RT	NB BRIGGS ST	1
	401+23.06	RT	RAMP D	1
BRIGGS STAGE 2A	68+84.95	RT	NB BRIGGS ST	1
	205+48.61	LT	RAMP B	1
	306+39.20	LT	RAMP C	1
BRIGGS - STAGE 2A	401+12.43	RT	RAMP D	1
BRIGGS - STAGE 2B	66+55.07	LT	SB BRIGGS ST	1
BRIGGS STAGE 3	51+52.41	LT	SB BRIGGS ST	1
	54+21.83	LT	SB BRIGGS/RAMP A	1
	204+65.32	LT	PR RAMP B	1
	316+45.57	LT	PR RAMP C	1
	401+05.61	LT	PR RAMP D	1
			TOTAL	18

70600370 IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3				
STAGE	STA	OFFSET	NOTES	QTY (EA)
I-80 PRE-STAGE	811+00	RT		1
	816+52	LT		1
I-80 STAGE 1	894+85	LT		1
	926+66	LT		1
	928+69	LT		1
I-80 STAGE 1A	779+80	RT		1
	812+45	RT		1
	814+85	LT		1
I-80 STAGE 1B	782+62	LT		1
I-80 STAGE 1C	850+03	RT		1
	857+26	RT		1
	909+88	RT		1
	788+65	LT		1
	843+85	LT		1
	873+08	LT		1
	917+08	LT		1
	917+08	LT		1
I-80 STAGE 2	777+14	RT		1
	851+60	RT		1
	787+87	LT		1
	831+00	LT		1
	916+85	LT		1
I-80 STAGE 2A	804+81	RT		1
	820+86	LT		1
			TOTAL	24

Z0030850 TEMPORARY INFORMATION SIGNING							
STAGE	ALIGNMENT	NAME	STATION	OFFSET	WIDTH (FT)	HEIGHT (FT)	AREA (SF)
I-80 STAGE 1	I-80	GAS-EXIT 134	788+75	RT	13	6.5	84.5
I-80 STAGE 1	I-80	EXIT 134 BRIGGS ST RT DIAGONAL ARROW	798+25	RT	9.5	7	66.5
I-80 STAGE 1	I-80	EXIT 134 BRIGGS ST 1/2 MILE	846+10	LT	9.5	7	66.5
I-80 STAGE 1	I-80	EXIT 134 BRIGGS ST 1 MILE	876+75	LT	9.5	7	66.5
I-80 STAGE 1	I-80	FOOD-EXIT 137	882+75	RT	15	10.5	157.5
I-80 STAGE 1	I-80	GAS-EXIT 134	886+30	LT	13	6.5	84.5
I-80 STAGE 1	I-80	GAS-EXIT 137	892+25	RT	13	6.5	84.5
I-80 STAGE 1	I-80	EXIT 137 US 30 MAPLE ST 1 MILE	900+70	RT	11	12	132
I-80 STAGE 1	I-80	EXIT 137 US 30 MAPLE ST 1/2 MILE	917+30	RT	11	12	132
BRIGGS - PRE-STAGE	EX RAMP C	GAS LT AND RT ARROWS, AUGMENTED	55+00	RT	10	8	80
BRIGGS - STAGE 1	PR BRIGGS ST	EAST I-80 GARY INDIANA LT ARROW	54+00	LT	9	6	54
BRIGGS STAGE 1	PR BRIGGS ST	GARY INDIANA UP ARROW, MOLINE ROCK ISLAND RT ARROW	70+00	LT	10	6	60
BRIGGS - STAGE 2	PR BRIGGS ST	EAST I-80 GARY INDIANA RT ARROW	52+25	RT	9	6	54
BRIGGS - STAGE 2	PR BRIGGS ST	WEST I-80 MOLINE ROCK ISLAND LT ARROW	66+40	RT	8.5	7	59.5
BRIGGS - STAGE 2A	RAMP A	GAS LT AND RT ARROWS	107+30	RT	11.5	6	69
						TOTAL	1,251

63800920 MODULAR GLARE SCREEN, TEMPORARY						
STAGE	FROM		TO		LENGTH (FT)	NOTES
	STA	OFFSET	STA	OFFSET		
I-80 STAGE 1C	843+00	CL	933+00	CL	9,000	
I-80 STAGE 2	767+00	CL	843+00	CL	7,600	
				TOTAL	16,600	

Z0062456 & 44000100 TEMPORARY PAVEMENT & PAVEMENT REMOVAL								
STAGE	FROM		TO		NOTES	AREA (SQ FT)	QTY (SQ YD)	TEMPORARY PAV'T TYPE
	STA	OFFSET	STA	OFFSET				
I-80 PRE-STAGE	801+97	RT	805+63	RT	I-80/RAMP A GORE AREA	5086.34	565.15	MAINLINE
	804+54	LT	805+83	LT	I-80/RAMP D GORE AREA	1071.92	119.10	
	821+28	RT	824+20	RT	I-80/RAMP B GORE AREA	3606.33	400.70	
	873+40	RT	881+19	RT	NB I-80 EMERGENCY PULL OUT	7356.75	817.42	
	821+40	LT	822+78	LT	I-80/RAMP C GORE AREA	1125.02	125.00	
	875+80	LT	883+80	LT	SB I-80 EMERGENCY PULL OUT	7301.29	811.25	
	814+83	RT	821+28	RT		12274.82	1363.87	
	820+82	RT	821+90	RT	RAMP B	1542.29	171.37	RAMP
	821+90	RT	873+40	RT	EB I-80	74496.91	8277.43	MAINLINE
	881+19	RT	918+30	RT		34066.53	3785.17	
	814+84	LT	821+40	LT		5863.09	651.45	
	821+44	LT	822+27	LT	RAMP C	1238.12	137.57	RAMP
	822+27	LT	865+93	LT	WB I-80	40281.07	4475.67	MAINLINE
	866+08	LT	875+80	LT		6630.46	736.72	
	883+80	LT	916+33	LT		23113.77	2568.20	
I-80 STAGE 1	780+25	RT	804+73	RT	EB I-80	38467.44	4274.16	
	804+73	RT	805+66	RT	RAMP A	847.016	94.11	RAMP
	805+63	RT	814+83	RT		18014.45	2001.61	MAINLINE
	842+50	RT	854+96	RT		6228.56	692.06	
	872+55	RT	881+50	RT		3580	397.78	
	781+95	LT	805+46	LT	WB I-80	25944.07	2882.67	
	805+46	LT	806+88	LT	RAMP D	1383.14	153.68	RAMP
	805+83	LT	815+18	LT		8646.12	960.68	MAINLINE
	842+99	LT	850+00	LT		4207.58	467.51	
	872+75	LT	881+50	LT		3500	388.89	
I-80 STAGE 1A	792+00	RT	798+85	RT		3425	380.56	
	776+61	LT	789+32	LT		9609.25	1067.69	
I-80 STAGE 1B	780+25	LT	793+69	LT		6718.19	746.47	
BRIGGS PRE-STAGE	51+74	RT	52+73	RT		466.02	51.78	BRIGGS
	53+63	RT	58+77	RT	NB BRIGGS ST	8423.99	936.00	
	64+37	RT	67+32	RT		2538.72	282.08	
	27+99	RT	31+00	RT	EX RAMP A	2440.59	271.18	RAMP
	36+93	RT	39+22	RT	EX RAMP B	1942.7	215.86	
	47+94	RT	57+66	RT	EX RAMP C	15632.83	1736.98	
	57+66	RT	58+00	RT	NB BRIGGS ST	2640.49	293.39	BRIGGS
	6+15	RT	9+45	RT	EX RAMP D	2823.22	313.69	RAMP
BRIGGS STAGE 1	48+07	LT	50+18	LT		4511.85	501.32	BRIGGS
	50+80	LT	52+33	LT	SB BRIGGS ST	1901.67	211.30	
	65+01	LT	66+89	LT		2675.22	297.25	
	105+09	LT	108+62	LT	RAMP A	9816.61	1090.73	RAMP
	203+90	RT	204+54	RT	RAMP B ATTENUATOR PAD	520.7	57.86	
	204+94	LT	210+25	LT	RAMP B	11169.4	1241.04	
	305+79	LT	311+26	LT	RAMP C	13282.03	1475.78	
	311+75	LT	312+35	LT	RAMP C CIS ISLAND	480	53.33	
	400+62	RT	401+50	RT	RAMP D CONNECTOR	1355.76	150.64	
	400+83	LT	411+53	LT	RAMP D	9060.36	1006.71	
BRIGGS - STAGE 1A	400+28	RT	400+83	RT	Ramp D CONNECTOR	950.48	105.61	
BRIGGS STAGE 2	64+04	RT	66+80	RT	NB BRIGGS ST	2675.22	297.25	BRIGGS
	312+89	LT	316+86	LT	RAMP C	3695.21	410.58	RAMP
						TOTAL	50,514.29	

NOTE: SEE I-80 SCHEDULE OF QUANTITIES FOR ADDITIONAL PAVEMENT REMOVAL QUANITITY.

1 REVISED SHEET 9/11/2023

MODEL: 2D SHEET H
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\STEVEN.JOHNSON\D0MS07816\62R29-SHT-STAGING-SOQ-02.DGN

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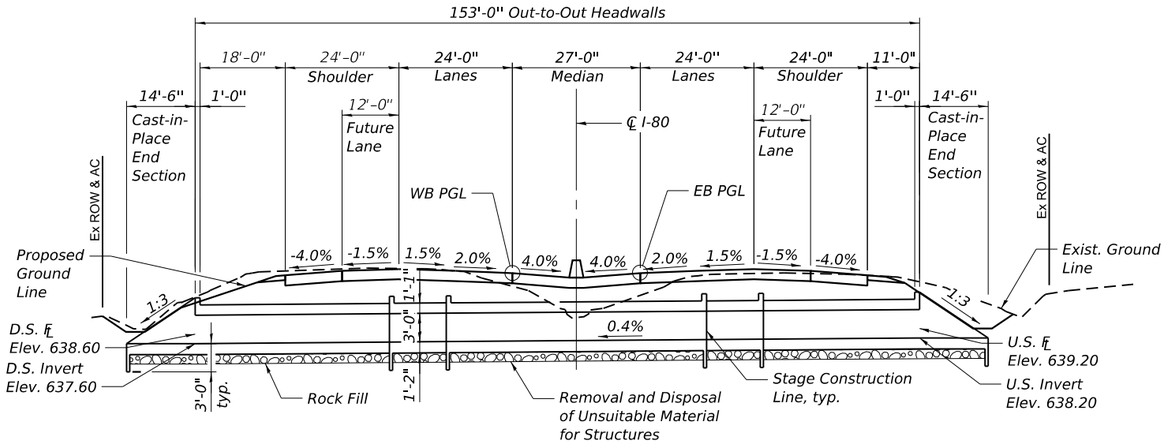
	DRAWN - SVJ	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - DPJ	REVISED -	
PLOT DATE = 9/7/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80, BRIGGS STREET, AND RAMPS
SUGGESTED STAGING AND TRAFFIC CONT. – SCHEDULE OF QUANTITIES

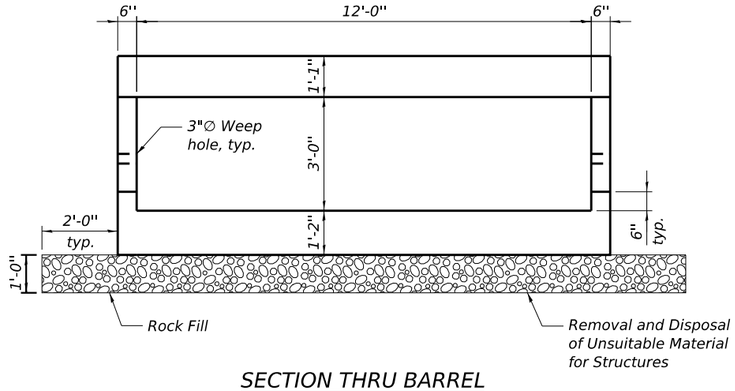
SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	241
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



LONGITUDINAL SECTION

(Looking East)



SECTION THRU BARREL

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

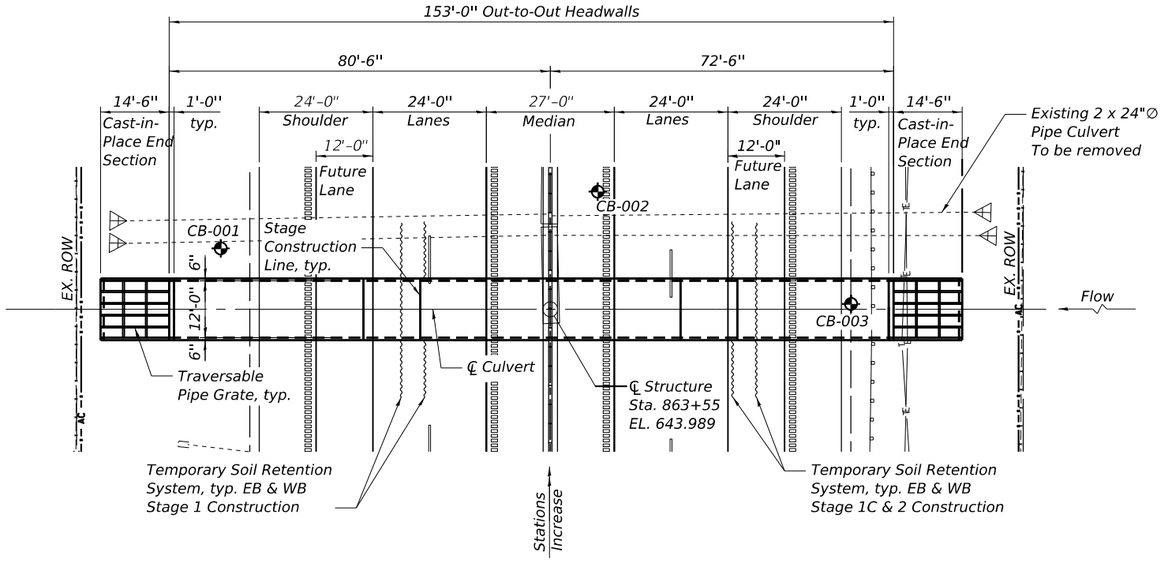
DESIGN STRESSES

FIELD UNITS

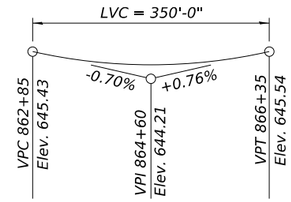
f'c = 3500 psi

fy = 60000 psi (Reinforcement)

N



PLAN



PROPOSED PROFILE GRADE

(Along I-80 EB & WB PGL)

STATE OF ILLINOIS
LUKE C MARTIN
081-007429
YORKVILLE, IL
LICENSED STRUCTURAL ENGINEER

Signed: Luke Martin
Date: 8/16/2023
Exp: 11/30/2024
Sheets: S-1 thru S-8

1

GENERAL PLAN AND ELEVATION
F.A.I ROUTE 80
WILL COUNTY
STATION 863+55
STRUCTURE NO. 099-1000

1 REVISED SHEET 9/11/2023

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\DMS08069\62R29-CULVERT-863_55-SHT-GPE.DGN
8/16/2023

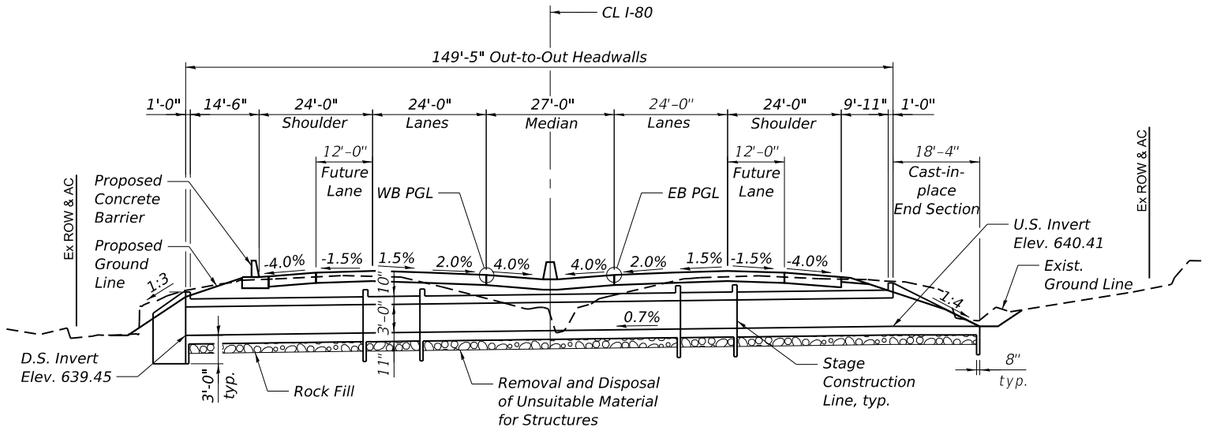
GARZA KARHOFF ENGINEERING, LLC

USER NAME =	DESIGNED - UT	REVISED - 1 9/12/2023 LM	
	CHECKED - LM	REVISED -	
PLOT SCALE =	DRAWN - UT	REVISED -	
PLOT DATE =	CHECKED - LM	REVISED -	

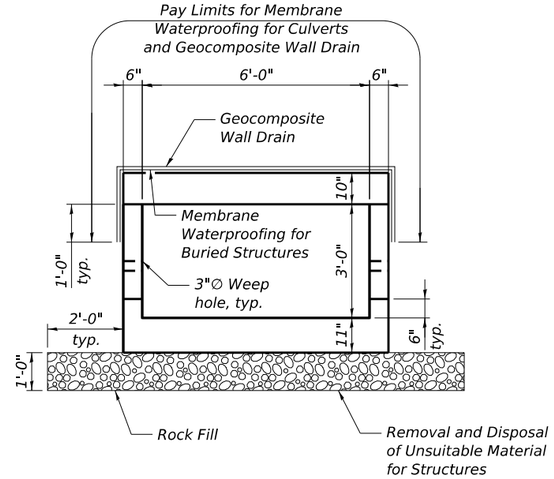
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-1000
SHEET S-1 OF S-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	315
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	



LONGITUDINAL SECTION
(Looking East)



SECTION THRU BARREL

LOADING HL-93

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

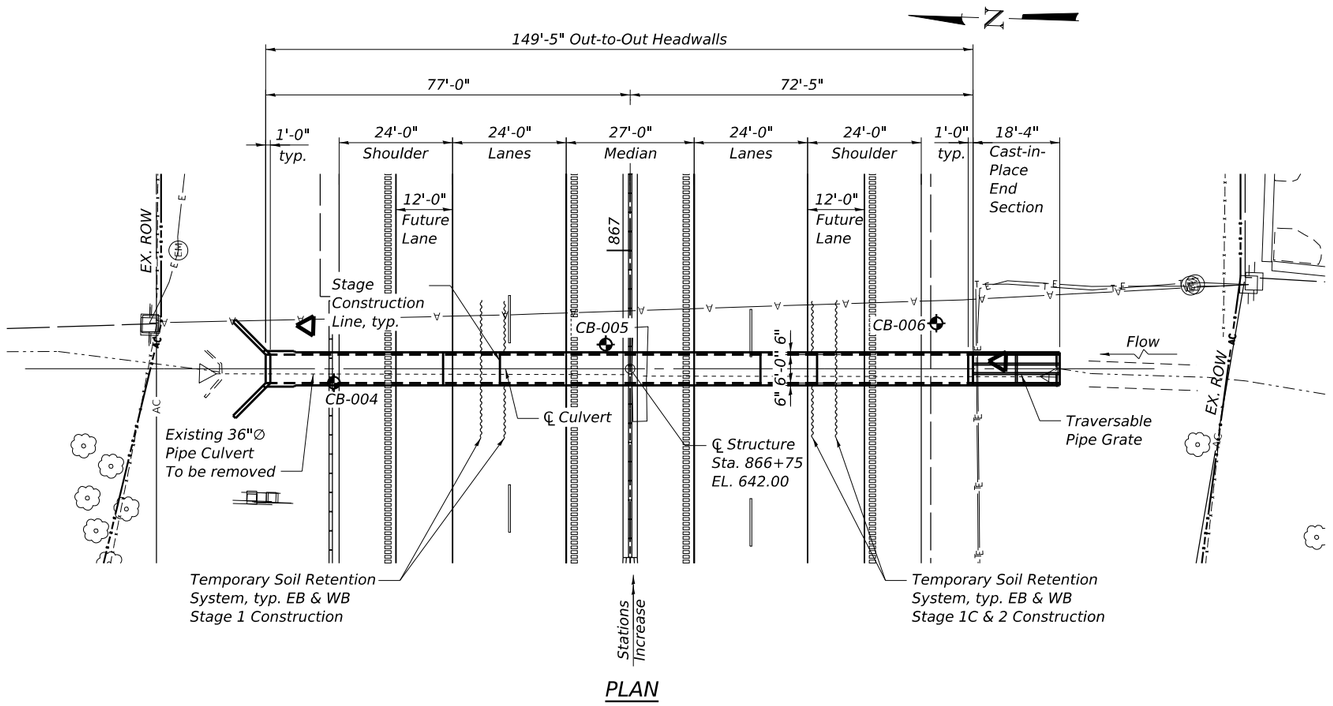
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

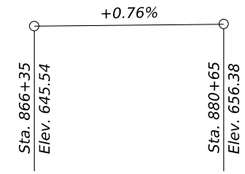
DESIGN STRESSES

FIELD UNITS

$f'c$ = 3500 psi
f_y = 60000 psi (Reinforcement)



PLAN



PROPOSED PROFILE GRADE
(Along ℄ I-80 & PGL)

STATE OF ILLINOIS
LUKE C MARTIN
081-007429
YORKVILLE, IL
LICENSED STRUCTURAL ENGINEER

Signed: Luke Martin
Date: 8/16/2023
Exp: 11/30/2024
Sheets: S-1 thru S-8

1

GENERAL PLAN AND ELEVATION
F.A.I ROUTE 80
WILL COUNTY
STA. 866+75
STRUCTURE NO. 099-1001

1 REVISED SHEET 9/11/2023

MODEL: DEFAULT
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8/16/2023

GARZA KARHOFF ENGINEERING, LLC	USER NAME =	DESIGNED - UT	REVISED - 1 9/12/2023 LM
		CHECKED - LM	REVISED -
	PLOT SCALE =	DRAWN - UT	REVISED -
	PLOT DATE =	CHECKED - LM	REVISED -

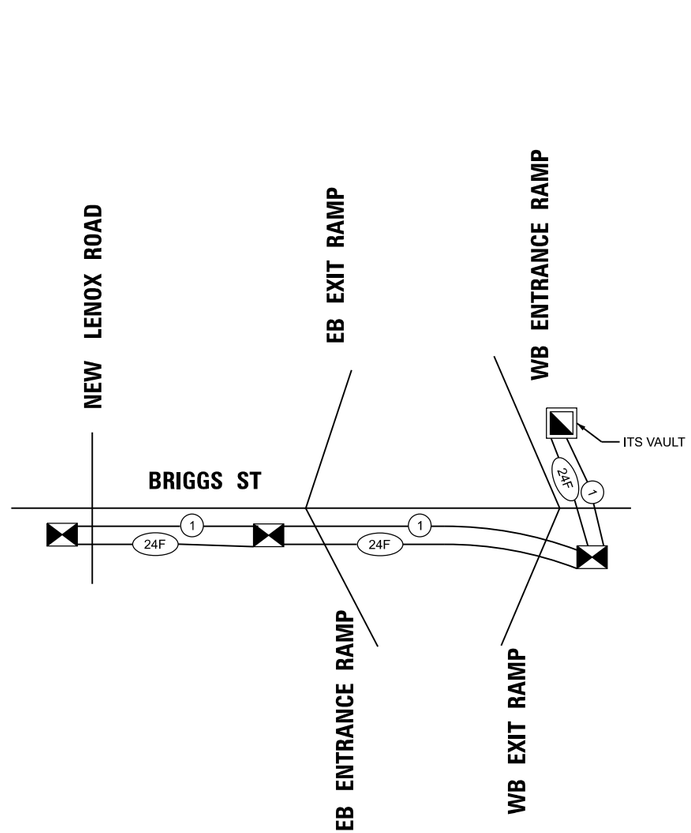
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-1001
SHEET S-1 OF S-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	323
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. THE CONSULTANT WILL DETERMINE THE LOCATION OF THE SYSTEM DETECTORS.



SCHEDULE OF QUANTITIES

	ITEM DESCRIPTION	UNITS	TOTAL QTY
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	510
	FIBER OPTIC INNERDUCT 1 1/4" DIA.	FOOT	954
	DRILL EXISTING HANDHOLE	EACH	2
	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3027
	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4,400
	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
*	ROD AND CLEAN EXISTING CONDUIT	FOOT	100
	FFIBER OPTIC CABLE 24 FIBERS, SINGLE MODE	FOOT	3027
	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1 (1)
	LAYER II (DATALINK) SWITCH	EACH	3
	TERMINATE FIBER IN CABINET	EACH	24
	SPLICE FIBER IN CABINET	EACH	24
	FIBER OPTIC INTERCONNECT CENTER, 24 PORT	EACH	3
**	CENTRACS LICENSE EXPANSION	EACH	3

* NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER

** CENTRACS LICENSE EXPANSION WILL BE PROVIDED BY IDOT TRAFFIC

(1) REVISED SHEET 9/11/2023

FORMER ECON 134
IDOT CENTRACS

TS SHT NO.35

MODEL: PR_BRIGGS_RAMP_A - PLAN 1
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TranSmart
100 S. Wacker Drive Suite 400
Chicago, Illinois 60606

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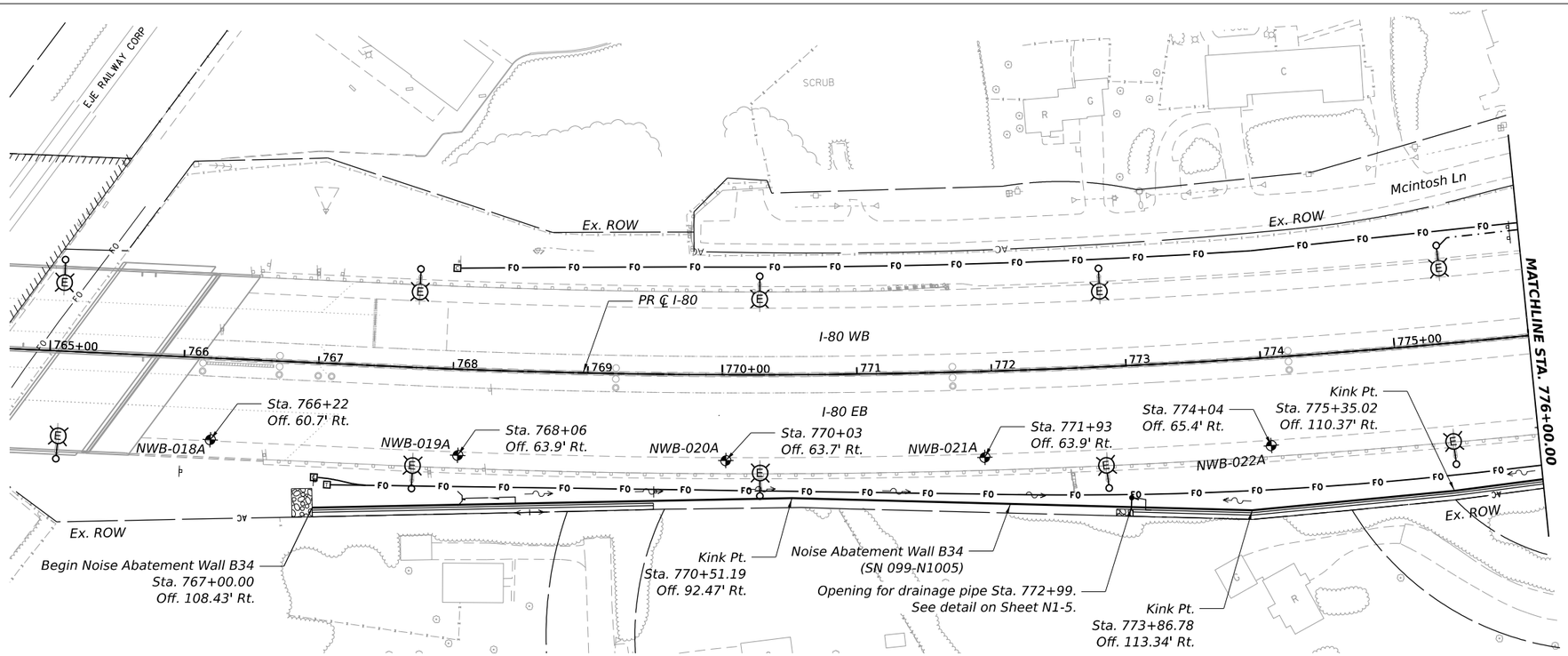
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - TS	REVISED -	
PLOT DATE = 9/5/2023	DATE - 6/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

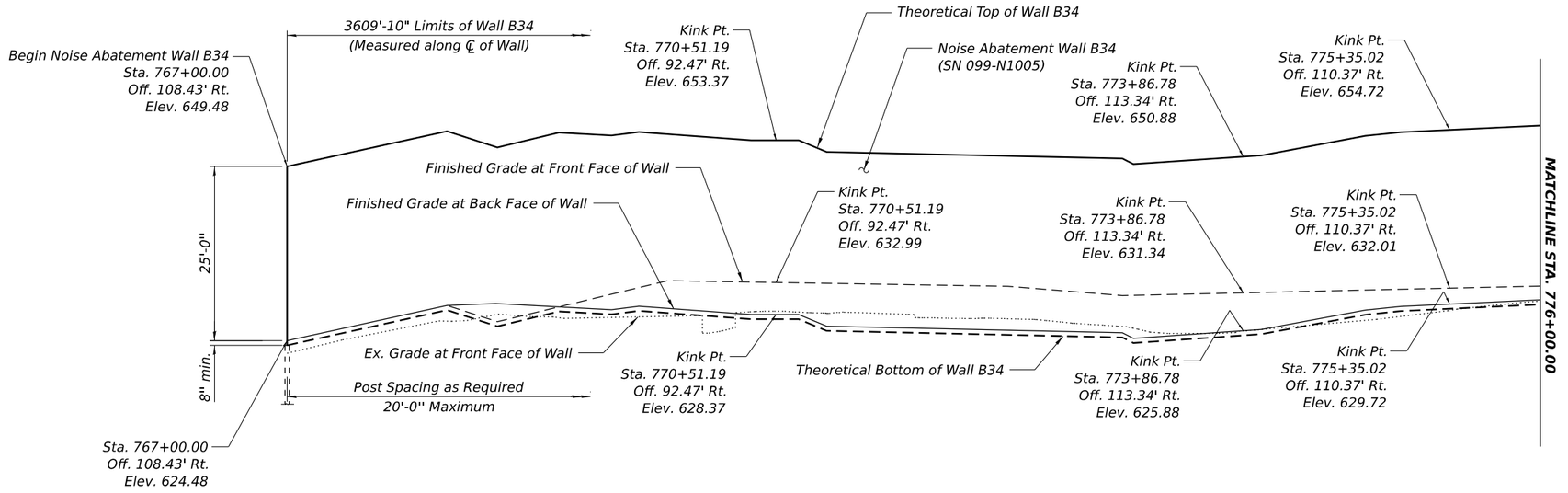
PROPOSED INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
I–80 WB EXIT/ENTRANCE RAMP TO NEW LENOX ROAD

SCALE: 1"=50' | SHEET OF 14 SHEETS | STA. | TO STA.

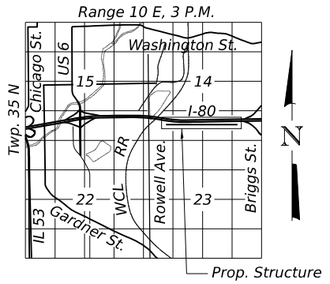
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	604
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



PLAN



ELEVATION
(Looking North)



LOCATION SKETCH

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N1-4.

2. For additional notes and legend, see Sheet N1-4.

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-80
F.A.I RTE. I-80 SEC. FAI 80 21 STRUCTURE 8
WILL COUNTY
STA. 767+00.00 TO STA. 802+75.87
STRUCTURE NO. 099-N1005 (NOISE WALL B34)

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

MODEL: PR I-80 - PLAN ML NOISE WALL
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816\099N1005-62R29-001-GPE01.DGN

9/7/2023

exp.

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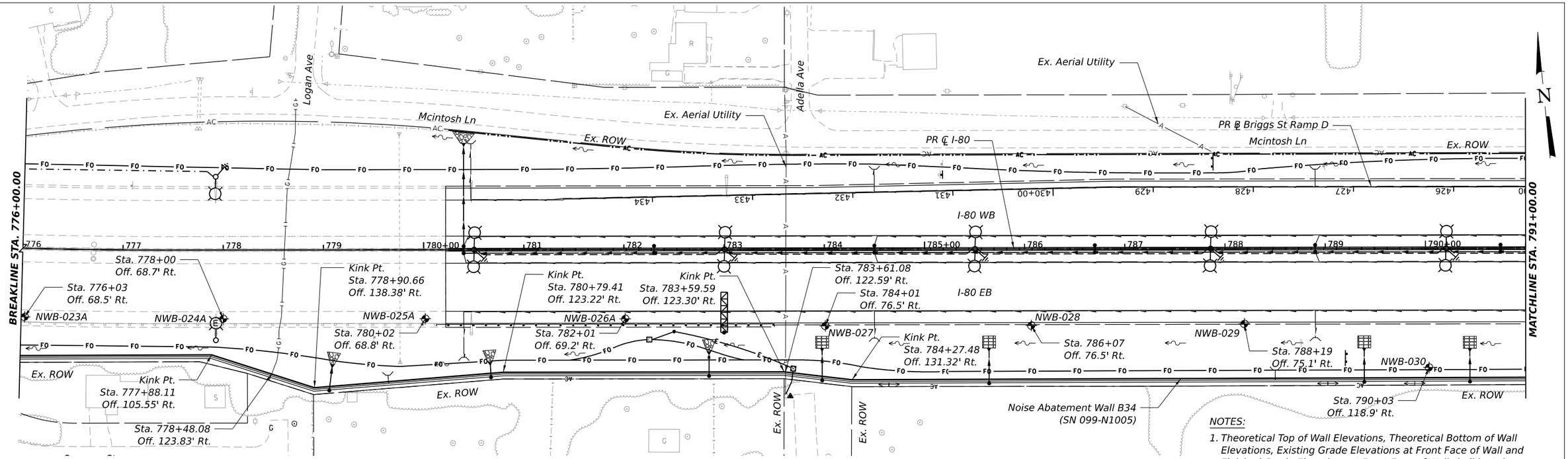
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099-N1005)
GENERAL PLAN AND ELEVATION
SHEET N1-1 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	607
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

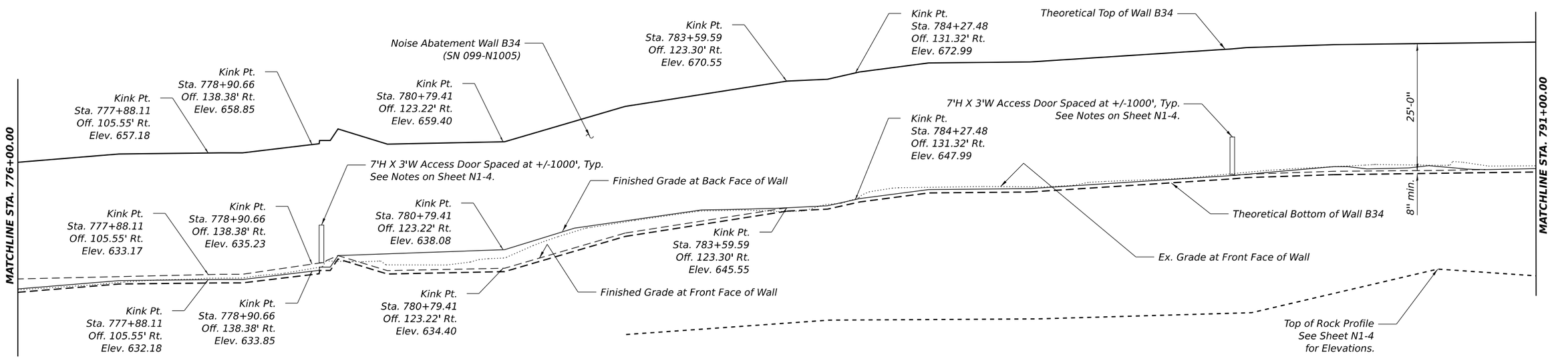


PLAN

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N1-4.

2. For additional notes and legend, see Sheet N1-4.



ELEVATION
(Looking North)

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B34 (SN 099-N1005) GENERAL PLAN AND ELEVATION
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N1-2 OF N1-13 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	608
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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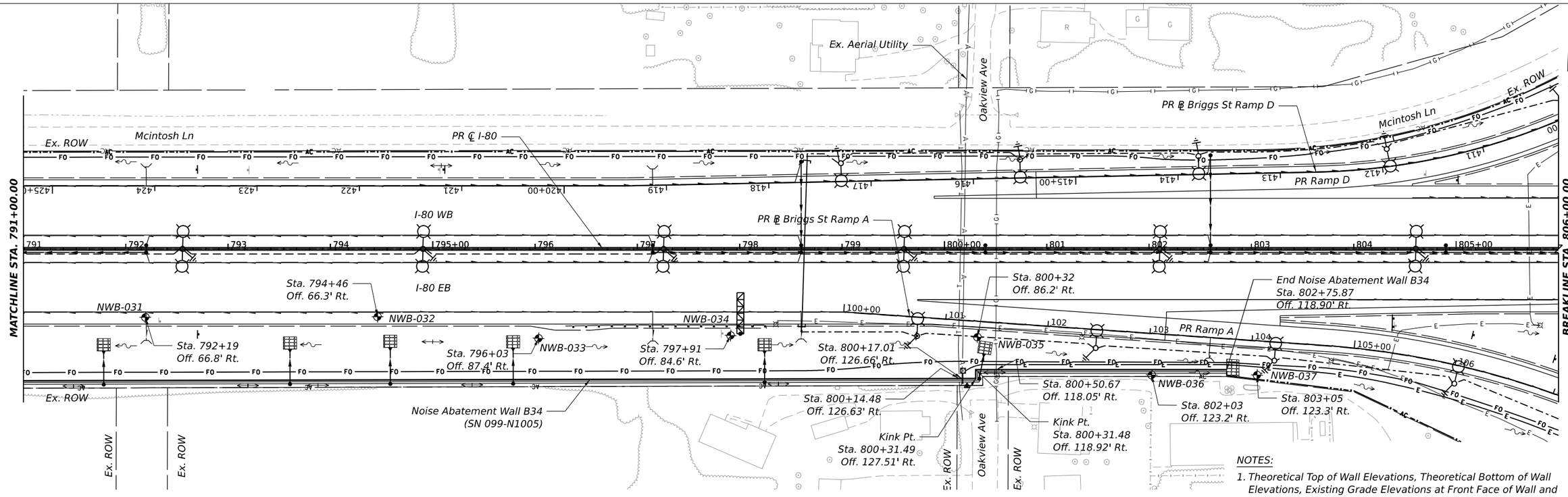
9/7/2023

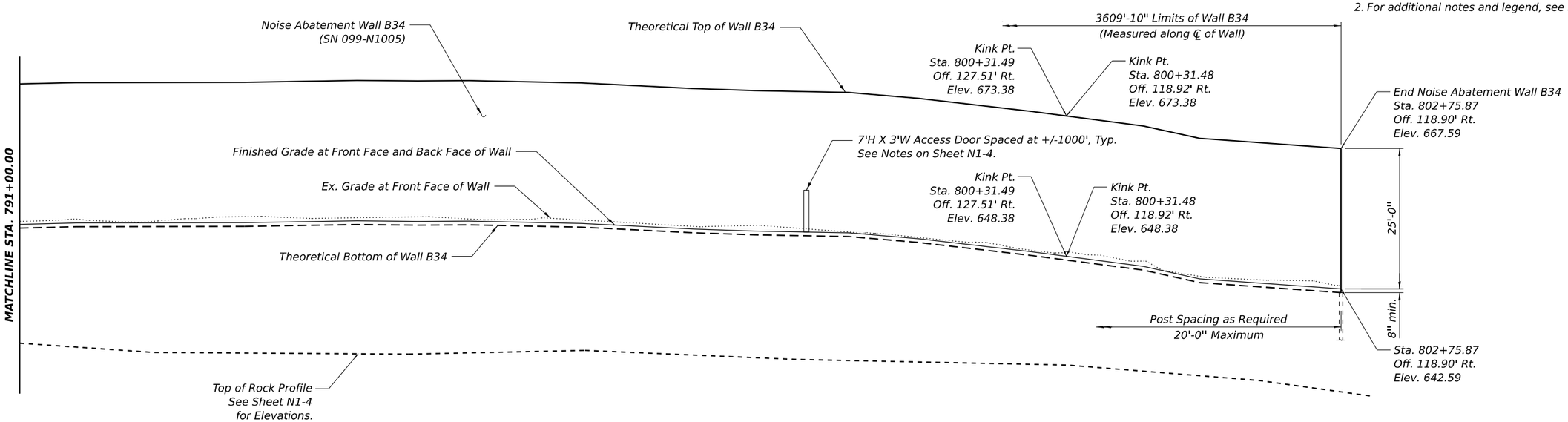


PLAN

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N1-4.

2. For additional notes and legend, see Sheet N1-4.



ELEVATION
(Looking North)

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B34 (SN 099-N1005)
GENERAL PLAN AND ELEVATION
SHEET N1-3 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	609
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR I-80 - PLAN ML NOISE WALL-3
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMSO7816\099N1005-62R29-003-GPE03.DGN

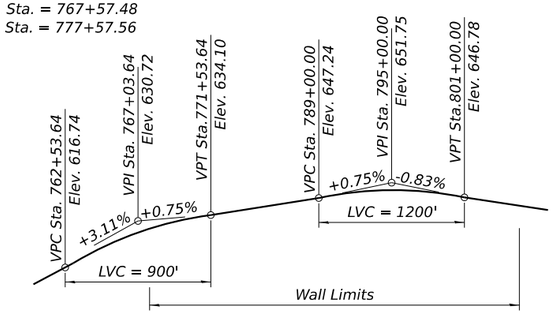
9/7/2023

GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.
2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
3. Wall stations and offsets are measured relative to ℄ I-80 and are measured to the centerline of wall.
4. For top of wall, bottom of wall and ground elevations, see Sheets N1-1 to N1-3.
5. The maximum center-to-center post spacing shall be 20 feet.
6. The finish shall consist of a rolled Ashlar Stone finish and shall have a minimum 0.75 in impression.
7. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.
8. Theoretical top of wall elevations, theoretical bottom of wall elevations, existing grade elevations at front face of wall and finished grade elevations at front face of wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table.
9. Provide access doors every 1000' spaced evenly along length of wall. Access door location shown in the plans is approximate. Only locate doors where the grade at both faces of noise wall is even.
10. The design and construction of noise wall shall center the Nicor underground gas line between Sta. 800+00 and Sta. 801+00 between two posts and utilize the maximum post spacing to maximize the horizontal clearance between the posts and the utility.

CURVE DATA

P.I. Sta. = 772+58.80
Δ = 10° 00' 50.4" (RT)
D = 1° 00' 03.6"
R = 5,722.00'
T = 501.31'
L = 1,000.07'
E = 21.92'
e = 3.3%
T.R. = 90'
S.E. Run = 248'
P.C. Sta. = 767+57.48
P.T. Sta. = 777+57.56



I-80 PROFILE GRADE

(Along I-80 Inside Edge of Pavement)

INDEX OF SHEETS

LEGEND

- Exist. Underground Telephone
- Exist. Underground Electric
- Exist. Underground Gas
- Exist. Underground Fiber Optic
- Exist. Underground Cable TV
- Exist. Underground Water
- Exist. Underground Oil
- Exist. Access Control and ROW
- Exist. Aerial Line
- Exist. Guardrail
- Exist. Storm Sewer
- Exist. Lighting
- Prop. Access Control and ROW Fence
- Prop. Guardrail
- Prop. Storm Sewer
- Prop. Underdrain
- Prop. Drainage
- Prop. Drainage Flow
- Prop. Lighting
- Soil Boring

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	92,653
Geocomposite Wall Drain	Sq. Yd.	725
Pipe Underdrains for Structures	Foot	1,781

TOP OF ROCK ELEVATIONS

Boring No.	Sta.	T/Rock Elev.
NWB-026A	782+01	621.34
NWB-027	784+01	624.17
NWB-028	786+07	624.42
NWB-029	788+19	625.65
NWB-030	790+03	634.25
NWB-031	792+19	631.30
NWB-032	794+46	631.00
NWB-033	796+03	631.64
NWB-034	797+91	630.05
NWB-035	800+32	629.05
NWB-036	802+03	626.30
NWB-037	803+05	623.46

Note: See boring logs for additional information.

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf
*Max. Factored Service I active earth pressure: 350 psf (based on equivalent fluid pressure of 55 psf)
*Factored Service I live load surcharge load: 110 psf

*Load applied only where noise wall acts as a retaining wall.

NOISE WALL DATA TABLE

Station	Offset (Rt.) to ℄ of Wall (ft.)	Theoretical Top of Wall Elev.	Ex. Grade Elev. at Front Face of Wall	Finished Grade Elev. at Front Face of Wall	Finished Grade Elev. at Back Face of Wall	Theoretical Bottom of Wall Elev.
797+00.00	128.29	678.24	653.73	653.24	653.24	652.57
797+54.02	128.17	677.89	653.88	652.89	652.89	652.23
798+00.00	128.06	677.72	653.27	652.72	652.72	652.05
798+37.83	127.97	677.57	652.73	652.57	652.57	651.90
799+00.00	127.82	676.51	651.75	651.51	651.51	650.85
800+00.00	127.58	674.21	649.48	649.21	649.21	648.54
800+31.48	118.92	673.38	649.25	648.38	648.38	647.72
800+31.49	127.51	673.38	649.25	648.38	648.38	647.72
801+00.00	118.92	671.60	647.54	646.60	646.60	645.93
801+50.00	118.91	669.38	644.83	644.38	644.38	643.71
802+00.00	118.90	668.72	644.23	643.72	643.72	643.05
802+75.87	118.90	667.59	643.10	642.59	642.59	641.92

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B34	099-N1005	I-80 face	767+00.00	802+75.87	Reflective	-
		residential face			Reflective	-

NOISE WALL DATA TABLE

Station	Offset (Rt.) to ℄ of Wall (ft.)	Theoretical Top of Wall Elev.	Ex. Grade Elev. at Front Face of Wall	Finished Grade Elev. at Front Face of Wall	Finished Grade Elev. at Back Face of Wall	Theoretical Bottom of Wall Elev.
767+00.00	108.43	649.48	622.68	624.48	624.48	623.81
768+00.00	101.91	653.86	626.95	628.86	628.86	628.20
768+15.00	101.03	654.52	627.27	629.52	629.52	628.86
768+50.00	99.13	652.27	628.21	627.27	629.82	626.60
768+51.01	99.08	652.20	628.25	627.20	629.81	626.53
768+95.17	97.01	654.33	627.77	629.33	629.33	628.66
769+00.00	96.80	654.28	627.66	629.56	629.28	628.61
769+33.01	95.51	653.92	627.79	631.15	628.92	628.25
769+52.80	94.83	654.43	627.86	632.10	629.43	628.76
769+73.26	94.20	654.12	627.94	633.09	629.12	628.46
770+00.00	93.48	653.72	625.55	633.00	628.72	628.05
770+33.27	92.77	653.22	628.62	632.89	628.22	627.56
770+51.19	92.47	653.22	628.70	632.84	628.22	627.56
770+67.56	93.02	653.22	628.58	632.78	628.22	627.56
770+87.57	93.76	651.56	628.41	632.72	626.56	625.89
771+00.00	94.25	651.50	628.57	632.68	626.50	625.83
772+00.00	99.23	651.06	627.70	632.35	626.06	625.39
772+17.73	100.30	650.98	627.60	632.29	625.98	625.32
773+00.00	106.01	650.62	626.53	630.95	625.62	624.95
773+07.92	106.62	649.81	626.26	630.99	624.81	624.14
773+86.78	113.34	650.89	625.86	631.34	625.89	625.23
774+00.00	112.92	651.08	626.08	631.40	626.08	625.41
774+74.44	111.11	653.86	627.39	631.74	628.86	628.19
775+00.00	110.72	654.40	627.97	631.86	629.40	628.73
775+35.02	110.37	654.72	628.82	632.01	629.72	629.06
776+00.00	108.07	655.33	630.13	632.31	630.33	629.67
777+00.00	105.99	656.99	631.64	632.76	631.99	631.32
777+88.11	105.55	657.17	632.46	633.16	632.17	631.50
778+00.00	109.36	657.19	632.47	633.21	632.19	631.53
778+21.76	115.51	657.19	632.48	633.21	632.19	631.53
778+22.05	115.59	657.19	632.49	633.22	632.19	631.53
778+90.67	138.38	658.85	634.37	635.22	633.85	633.18
778+97.66	136.97	659.02	634.61	635.43	634.02	633.35
778+98.12	137.10	659.65	634.62	635.44	634.65	633.98
779+00.00	137.63	659.65	634.69	635.50	634.65	633.98
779+08.62	136.94	659.65	635.86	636.25	634.65	633.98
779+16.39	136.31	661.93	635.81	636.93	636.93	636.26
779+65.07	132.40	658.94	635.09	633.94	637.27	633.27
780+00.00	129.60	659.08	635.08	634.08	637.52	633.41
780+79.41	123.22	659.40	636.41	634.40	638.09	633.73
780+81.01	124.44	659.41	636.48	634.41	638.10	633.74
781+00.00	123.23	660.52	638.10	635.52	639.28	634.85
781+50.00	123.24	663.44	641.65	638.44	642.35	637.78
782+00.00	123.25	666.37	643.57	641.37	643.78	640.70
782+75.27	123.27	668.68	645.70	643.68	645.93	643.01
783+00.00	123.28	669.44	645.83	644.44	646.01	643.77
783+50.00	123.30	671.04	645.62	646.04	646.27	645.38
783+59.59	123.30	671.35	645.66	646.35	646.36	645.69
783+60.00	124.25	671.37	645.66	646.37	646.37	645.70
784+00.00	128.07	671.75	647.05	646.75	646.75	646.08
784+27.48	131.32	672.99	648.11	647.99	647.99	647.33
784+31.78	129.05	673.19	648.48	648.19	648.19	647.52
785+00.00	131.14	674.96	650.40	649.96	649.96	649.29
786+00.00	130.91	675.16	650.49	650.16	650.16	649.49
787+00.00	130.67	676.52	651.76	651.52	651.52	650.85
788+00.00	130.43	677.74	653.09	652.74	652.74	652.07
788+14.00	130.40	677.99	653.35	652.99	652.99	652.32
789+00.00	130.19	678.56	654.48	653.56	654.49	652.89
789+14.46	130.16	678.59	654.63	653.59	654.49	652.92
789+33.09	130.11	678.62	654.82	653.62	654.03	652.95
789+74.46	130.02	678.69	654.81	653.69	654.22	653.02
789+94.01	129.97	678.72	654.76	653.72	654.69	653.06
790+00.00	129.96	678.73	654.74	653.73	654.58	653.07
790+34.01	129.88	678.85	655.17	653.85	653.99	653.18
790+50.00	129.84	678.91	654.69	653.91	653.91	653.24
791+00.00	129.72	679.08	654.64	654.08	654.08	653.42
791+50.00	129.60	679.32	655.02	654.32	654.32	653.65
792+00.00	129.48	679.29	654.47	654.29	654.29	653.63
793+00.00	129.24	679.37	655.46	654.37	654.37	653.70
794+00.00	129.01	679.71	655.25	654.71	654.71	654.04
794+54.01	128.88	679.61	655.42	654.61	654.61	653.94
795+00.00	128.77	679.66	655.03	654.66	654.66	653.99
796+00.00	128.53	679.24	654.85	654.24	654.24	653.58

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

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9/7/2023

exp.

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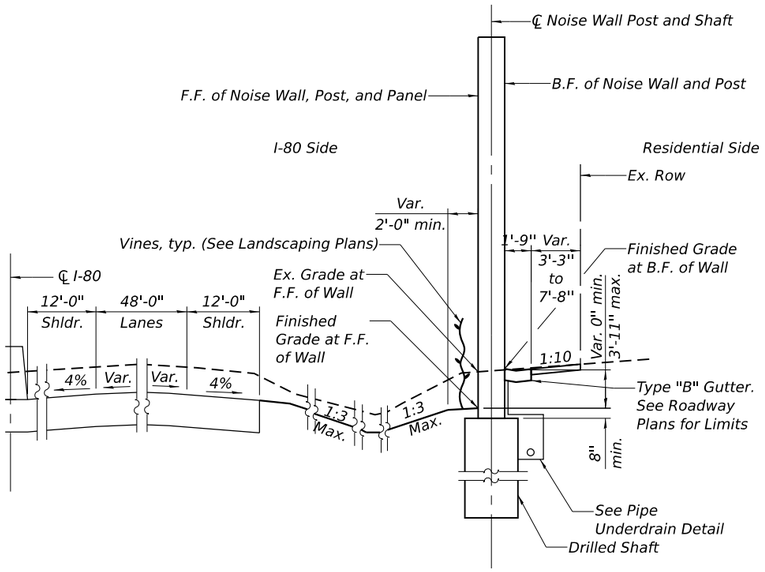
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

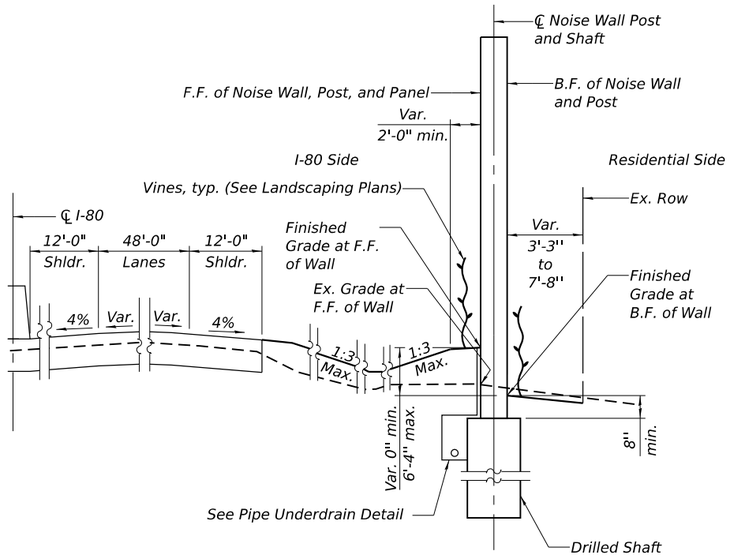
NOISE WALL B34 (SN 099-N1005)
NOISE WALL DETAILS 1
SHEET N1-4 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	610
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



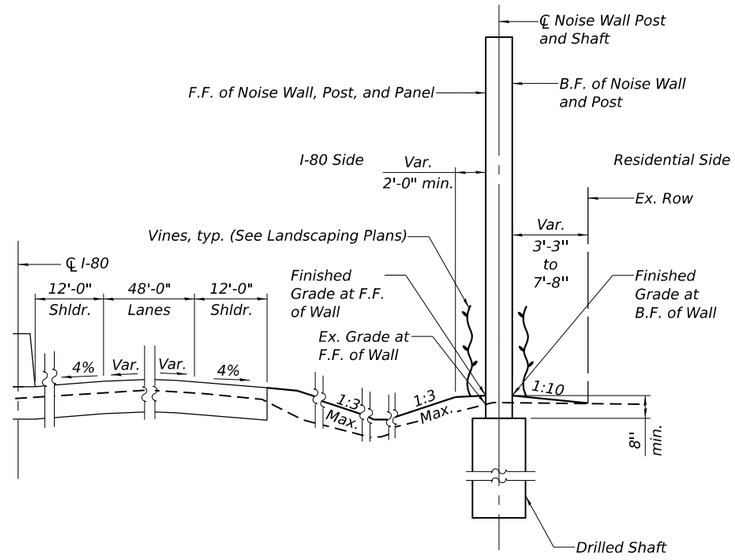
TYPICAL SECTION
RETAINED EARTH AT BACK FACE

Sta. 768+15.00 to Sta. 768+95.17
Sta. 779+16.39 to Sta. 783+60.00
Sta. 788+14.00 to Sta. 790+50.00



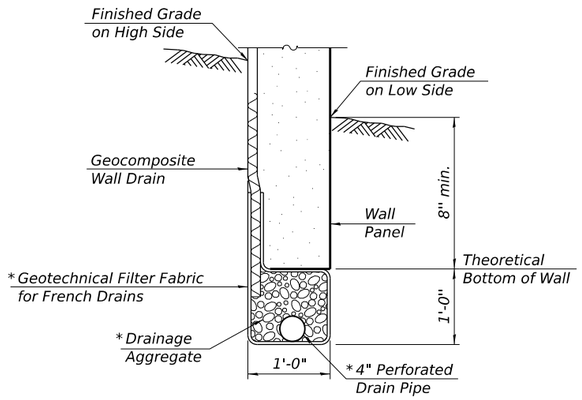
TYPICAL SECTION
RETAINED EARTH AT FRONT FACE

Sta. 768+95.17 to Sta. 779+16.39

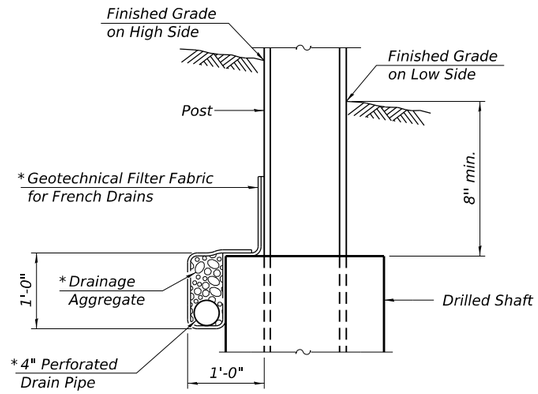


TYPICAL SECTION

Sta. 767+00.00 to Sta. 768+15.00
Sta. 783+60.00 to Sta. 788+14.00
Sta. 790+50.00 to Sta. 802+75.87

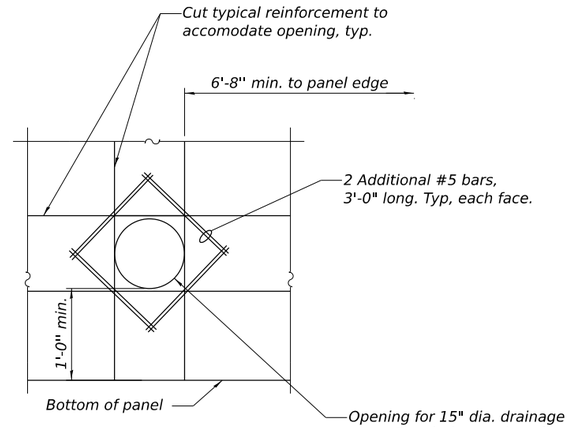


PIPE UNDERDRAIN DETAIL
BETWEEN DRILLED SHAFTS



PIPE UNDERDRAIN DETAIL
AT DRILLED SHAFTS

**Included in the cost of Pipe Underdrains for Structures 4"*



OPENING FOR DRAINAGE PIPE
(at Sta. 772+99)

NOTE:

1. F.F. denotes Front Face
   B.F. denotes Back Face

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
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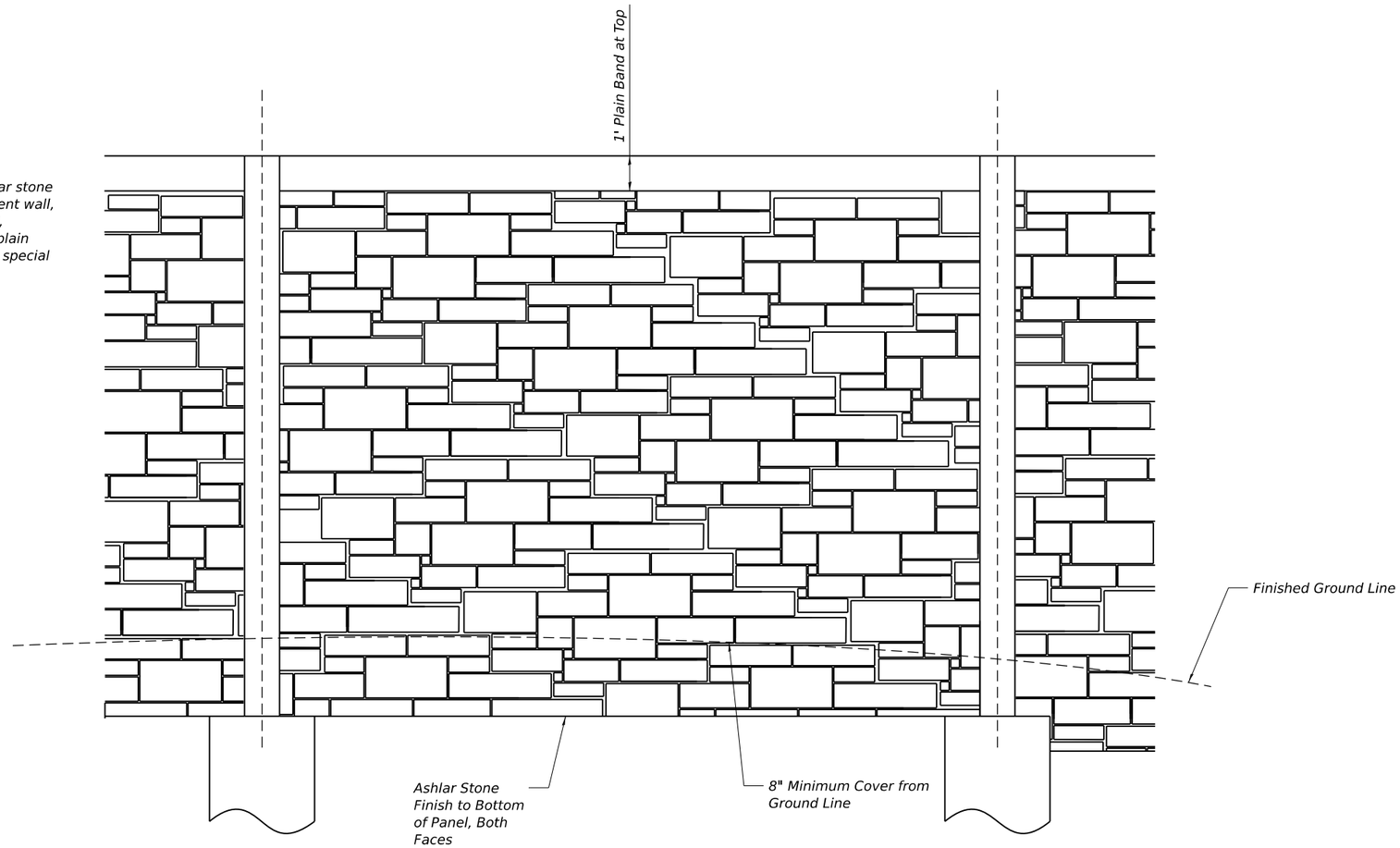
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

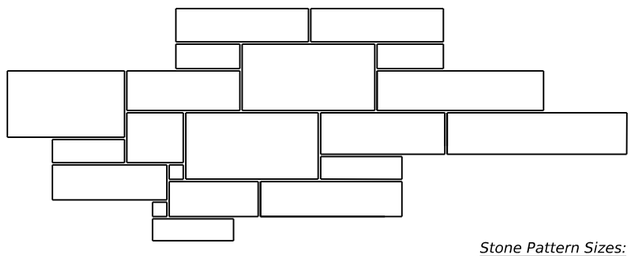
NOISE WALL B34 (SN 099-N1005)
NOISE WALL DETAILS 2
SHEET N1-5 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	611
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816099N1005-62R29-005-DET02.DGN
9/7/2023

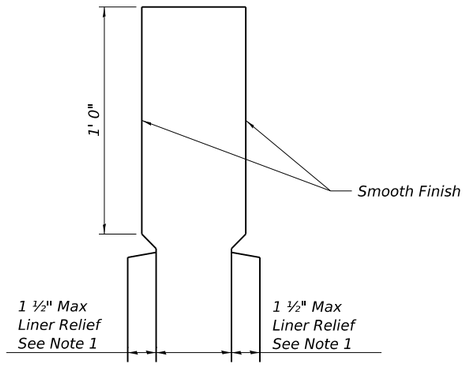
NOTES:
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. the finish shall have a 1 ½" relief for noise abatement wall, ground mounted and a ¾" relief for noise abatement wall, structure mounted. the color of both sides of the panels, plain band, posts and all other visible elements shall follow the special provisions.



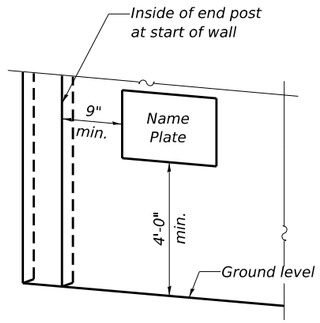


Stone Pattern Sizes:
3" X 3" - 14" X 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL



NAME PLATE LOCATION

NOISE ABATEMENT WALL
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 80
SEC. FAI 80 21 STRUCTURE 8
FROM STA. 767+00.00 TO STA. 802+75.87
STRUCTURE NO. 099-N1005

NAME PLATE
See Std. 515001

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B34 (SN 099-N1005)
NOISE WALL DETAILS 3
SHEET N1-6 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	612
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	

MODEL: DEFAULT
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9/7/2023

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

SOIL BORING LOG

Page 1 of 1

Date 3/24/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** MB

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765217.686, **Easting** 1059094.5

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-018A
Station 766+22
Offset 60.7 ft Right
Ground Surface Elev. 624.64 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 619.636 ft
Upon Completion n/a ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
623.80			
10.0" ASPHALT			
CRUSHED STONE-loose	6		
	6		5
	3		
621.64			
CLAY LOAM-brown, gray & black-stiff to very stiff (Fill)	3		
	4	1.20	23
-5 ▼	3	B	
	3		
	10	3.75	23
	10	P	
	4		
-10	4	1.50	26
	7	P	
	3		
	2	1.30	22
	2	B	
	3		
-15	9	3.80	24
	9	B	
	3		
	6	2.00	19
	7	P	
	4		
-20	6	1.50	19
	9	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown, gray & black-stiff to very stiff (Fill) *(continued)*	12		
	10	2.10	21
	12	B	
	6		
	8	2.20	22
599.64 -25	10	B	
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

Page 1 of 1

Date 3/24/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** MB

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765188.349, **Easting** 1059276.34

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-019A
Station 768+06
Offset 63.9 ft Right
Ground Surface Elev. 628.55 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion n/a ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
627.55			
12.0" ASPHALT			
CLAY LOAM-brown-very dense (Possible Fill)	12		
	8	3.50	18
	4	P	
	6		
	7	3.50	17
-5	6	B	
	6		
	8	3.30	16
	8	B	
	7		
-10	9	3.40	16
	13	B	
	6		
	9	2.90	15
	11	B	
	5		
-15	9	2.20	15
	8	B	
	7		
	4	3.00	15
	9	P	
	6		
-20	11	2.50	17
	13	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
608.05			
SAND-brown-medium dense	7		
	4		9
	6		
	6		
	6		9
603.55 -25	7		
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

becoming gray @ -10.5'

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 3/25/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** MB

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765165.183, **Easting** 1059474.248

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-020A
Station 770+03
Offset 63.7 ft Right
Ground Surface Elev. 631.64 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
631.14			
6.0" ASPHALT			
CLAY LOAM-brown & gray-stiff to hard	4		
	9	4.50	12
	9	P	
608.64			
SAND-brown-medium dense	2		
	3	1.20	19
-5	2	B	
	5		
	8	2.50	19
	9	B	
	4		
-10	7	1.80	18
	5	B	
	4		
	6	2.20	21
	8	B	
	5		
-15	8	2.80	18
	11	B	
	5		
	8	3.00	16
	9	P	
	4		
-20	5	2.50	17
	10	P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
611.14			
SANDY LOAM-brown-medium dense	12		
	8		16
	12		
608.64			
SAND-brown-medium dense	5		
	4		7
606.64 -25	6		
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

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9/7/2023

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	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 1
SHEET N1-7 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	613
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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

SOIL BORING LOG

Date 3/28/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY MB

SECTION 14 LOCATION SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765148.842, **Easting** 1059666.081

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-021A
Station 771+93
Offset 63.9 ft Right
Ground Surface Elev. 633.85 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion n/a ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" ASPHALT 632.85			
CLAY LOAM-brown-very stiff to hard	9		
	8 8	5.90 B	16
	5		
	4 7	2.70 B	19
	6		
	5 5	3.00 B	22
	4		
-10	4 6	3.10 B	22
	2		
	4 4	3.60 B	24
	6		
-15	9 9	5.30 B	17
	4		
	8 10	2.75 P	18
	4		
-20	7 8	4.90 B	20
CLAY LOAM-brown-very stiff to hard *(continued)*	3		
	5 6	2.50 B	17
	6		
608.85 -25	10 7	3.10 B	18
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

SOIL BORING LOG

Date 3/28/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY MB

SECTION 14 LOCATION SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765136.923, **Easting** 1059878.746

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-022A
Station 774+04
Offset 65.4 ft Right
Ground Surface Elev. 635.57 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 614.574 ft
Upon Completion - ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" ASPHALT 634.57			
CLAY LOAM-brown, gray & spotted black-very stiff to hard (Fill)	4		
	4 5	4.20 B	18
	3		
-5	3 4	3.30 B	20
627.57			
CLAY LOAM-brown-very stiff	4		
	6 9	3.50 B	24
	6		
-10	7 9	3.70 B	18
	4		
	6 9	3.70 B	18
	5		
-15	7 8	4.80 B	19
	4		
	5 5	2.30 B	20
	5		
-20	4 5	3.00 B	20
615.07			
SANDY LOAM-dark brown-loose ▼	2		
	3 2		23
612.57			
CLAY LOAM-brown-very stiff	5		
	7 9	2.70 B	21
610.57 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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(630) 355-2838

SOIL BORING LOG

Date 3/28/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 14 LOCATION SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765131.191, **Easting** 1060080.639

COUNTY Will DRILLING METHOD Hand Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-023A
Station 776+03
Offset 68.5 ft Right
Ground Surface Elev. 637.13 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion n/a ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" ASPHALT 636.13			
CLAY LOAM with STONE-brown-hard (Fill)	22		
	8 8	4.00 P	14
634.13			
CLAY LOAM-brown & gray-very stiff to hard	4		
	6 8	5.40 B	17
-5			
	3		
	5 6	2.00 P	24
	4		
-10	4 4	1.20 B	25
	4		
	8 9	3.75 P	23
	7		
-15	12 12	5.60 B	17
	7		
	8 13	3.20 B	17
	4		
-20	5 9	2.00 P	18
CLAY LOAM-brown & gray-very stiff to hard *(continued)*	5		
	6		
	10 12	4.60 B	21
612.13 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\0099N1005-62R29-008-SOIL02.DGN

9/7/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 2
SHEET N1-8 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	614
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 3/28/22

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1060278.846, **Easting** 176135.13

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. _____ **Station** _____

BORING NO. NWB-024A **Station** 778+00 **Offset** 68.7 ft Right **Ground Surface Elev.** 638.69 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 623.692 ft ▼ **Upon Completion** Dry ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
11.0" ASPHALT 637.78			
CLAY LOAM with STONE-brown & black-very stiff (Fill)	35		
	11 8	2.50 P	14
635.69			
CLAY LOAM-brown-stiff to very stiff (Fill)	4		
	3 7	1.90 B	22
-5			
	3		
	4 5	2.20 B	19
	3		
-10	3 5	1.50 P	20
	3		
	3 5	1.90 B	22
625.69			
SILTY CLAY-dark brown & gray-very stiff	3		
-15 ▼	5 7	2.00 P	27
623.19			
CLAY LOAM-brown-stiff to very stiff	5		
	7 8	2.20 B	20
	4		
-20	8 8	1.50 P	18

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-stiff to very stiff *(continued)*	6		
	8 9	2.30 B	24
	6		
	9 9	2.10 B	25
613.69 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** MB **Date** 3/18/22

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765141.253, **Easting** 1060480.479

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-025A **Station** 780+02 **Offset** 68.8 ft Right **Ground Surface Elev.** 640.34 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** Dry ft **Upon Completion** Dry ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT 639.34			
CLAY LOAM-brown & gray-very stiff to stiff (Apparent Fill)	4		
	4 4	3.80 B	18
	2		
	3 5	1.70 B	24
-5			
	4		
	5 5	1.70 B	18
	3		
-10	4 7	2.80 B	22
	2		
	3 4	3.00 B	19
	2		
	2 3	2.25 P	20
624.84			
SILTY CLAY LOAM-brown & gray-stiff	7		
	12 10	1.25 P	18
	2		
-20	4 7	1.75 P	20

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
619.84			
CLAY LOAM-gray-very stiff to hard	6		
	9 13	3.90 B	20
	5		
	25 50/2"	4.60 B	22
615.34 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** MB **Date** 3/17/22

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765147.173, **Easting** 1060679.935

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-026A **Station** 782+01 **Offset** 69.2 ft Right **Ground Surface Elev.** 641.84 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 625.84 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" ASPHALT 641.34			
CLAY LOAM-brown & gray spotted black-stiff to hard (Fill)	3		
	6 4	3.40 B	12
	6		
	6 6	6.10 B	18
-5			
	2		
	5 5	1.50 B	25
	2		
-10	3 3	1.40 B	20
	2		
	4 3	1.00 P	27
	3		
	3 2	1.00 P	28
626.34			
CLAY LOAM-brown-very stiff to hard ▼	5		
	7 11	5.90 B	19
	7		
-20	10 12	3.70 B	19

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
621.34			
SILTY SAND, GRAVEL & FRACTURED ROCK-brown-very dense	25		
	50/2"		15
	50/2"		
			14
616.84 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 *Entire sheet revised*

1 REVISED SHEET 9/11/2023

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9/7/2023

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USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 3
SHEET N1-9 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	615
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

Date 2/15/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765125.06, **Easting** 1060880.564

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-027
Station 784+01
Offset 76.5 ft Right
Ground Surface Elev. 643.17 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
642.67				6.0" CLAYEY TOPSOIL-brown & black
			45	
	4			CLAY LOAM-brown & gray-very stiff
	5 5	3.00 P	18	
	5			
	8 11	3.10 B	16	
-5				
	6			
	7 10	2.00 P	16	
	8			becoming gray @ -8.0'
	10 12	3.50 B	22	
-10				
	5			
	6 6	2.75 P	18	
	5			
	2 9	2.00 P	17	
-15				
	6			
625.17	10 12	3.10 B	20	
624.17	50/1"		12	SILTY LOAM-brown-very dense
-20				Auger Refusal @ -19.0'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.
-25				
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/15/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 14 **LOCATION** SW 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765152.567, **Easting** 1061085.365

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-028
Station 786+07
Offset 76.5 ft Right
Ground Surface Elev. 643.92 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 632.923 ft▼
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
643.42				6.0" TOPSOIL-black
	3		44	CLAY LOAM-brown & gray-very stiff
	4 5	3.50 P	18	
	7			
	4 5	3.40 B	16	
-5				
	6			
	12 12	3.00 P	17	
	6			becoming gray @ -8.0'
	6 11	2.75 P	23	
-10				
	8			
	8 10	2.75 P	19	
	4			
	6 7	2.00 P	19	
-15				
	4			
625.92	6 9	2.00 P	22	
624.42	50/4"	2.00 P	18	SILTY CLAY LOAM-brown & gray-very stiff
-20				Auger Refusal @ -19.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.
-25				
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/15/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 14 **LOCATION** SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765160.651, **Easting** 1061297.814

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-029
Station 788+19
Offset 75.1 ft Right
Ground Surface Elev. 645.65 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
645.15				6.0" CLAYEY TOPSOIL-brown & black
			33	
	4			CLAY LOAM-brown & gray-stiff to very stiff
	4 8	3.00 P	22	
	3			
	3 5	2.50 P	18	
-5				
	4			
	7 12	2.50 B	23	
	4			
	7 7	1.75 P	31	
-10				
	4			
	8 10	3.40 B	25	
632.65				SILTY LOAM-brown-loose
	3			
	3 5		22	
-15				
630.15	7			CLAY LOAM-gray-very stiff
	9 9	3.50 P	15	
627.65	5			CLAYEY GRAVEL-brown-dense
	12 27		7	
625.65				Auger Refusal @ -20.0'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.
-20				
-25				
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\0099N1005-62R29-010-SOIL04.DGN

9/7/2023

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

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USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 4
SHEET N1-10 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	616
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/15/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765122.567, **Easting** 1061483.393

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-030
Station 790+03
Offset 118.9 ft Right
Ground Surface Elev. 653.25 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" TOPSOIL-black 652.75			
CLAY LOAM with Stone-brown-very stiff (Fill)	4		28
	5 6	2.20 B	14
650.25			
CLAY LOAM-brown & gray-very stiff to hard	4		
	5 7	2.60 B	17
-5			
	5		
	5 7	4.40 B	25
	5		
-10	7 9	4.20 B	25
	5		
	6 9	3.50 P	15
640.25			
SILTY CLAY LOAM-brown-very stiff	6		
-15	6 6	2.50 P	16
637.75			
CLAY LOAM-brown-very stiff	5		
	7 11	3.40 B	17
634.25	50/1"		NR
Auger Refusal @ -19.0'. Possible Bedrock. End Of Boring. Boring -20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
backfilled with cuttings.			
-25			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/14/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 14 **LOCATION** SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765181.4, **Easting** 1061697.3

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-031
Station 792+19
Offset 66.8 ft Right
Ground Surface Elev. 649.30 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" CLAYEY TOPSOIL-dark brown & black 648.80			38
SILTY CLAY-brown-hard	3		
	5 6	4.00 P	22
646.30			
CLAY LOAM-brown-very stiff	5		
	5 7	2.20 B	17
-5			
becoming gray @ -5.5'	5		
	8 8	2.70 B	19
	4		
-10	5 8	3.00 P	19
	4		
	5 8	2.20 B	22
	5		
-15	8 12	3.00 P	16
	4		
	5 8	3.50 P	14
631.30			
FRACTURED ROCK-brown-very dense	15		
-20	23 50/2"		6

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
628.80			
Auger Refusal @ -20.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.			
-25			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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805 Amherst Court, Suite 204
Naperville, Illinois 60565
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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/14/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 14 **LOCATION** SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765189, **Easting** 1061924.2

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-032
Station 794+46
Offset 66.3 ft Right
Ground Surface Elev. 649.50 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" TOPSOIL-black 649.00			
CLAY LOAM-brown & gray-very stiff	5		55
	5 6	3.00 P	18
	5		
	5 5	2.20 B	21
-5			
	5		
	8 11	3.00 P	21
becoming gray @ -8.0'	4		
-10	4 4	2.00 P	20
639.00			
SILTY CLAY-gray-medium stiff	2		
	3 3	0.50 P	15
636.50			
CLAY LOAM-gray-very stiff	3		
-15	5 7	2.50 B	16
	5		
	15 50/1"	2.50 P	16
631.00			
Auger Refusal @ -19.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings. -20	50/1"		NR

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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9/7/2023

1 *Entire sheet revised*

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 5
SHEET N1-11 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	617
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 2/14/22

SECTION 14 **LOCATION** SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765172.834, **Easting** 1062082.047

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-033
Station 796+03
Offset 87.4 ft Right
Ground Surface Elev. 647.14 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM with Stone-brown (Fill)	646.14			14
ORGANIC SILTY CLAY-black-medium dense		5 9 10		50
SILTY CLAY-dark brown & gray-very stiff (Fill)	644.14	7		
	-5	28 13	2.70 B	25
CLAY LOAM-gray-very stiff (Fill)	641.64	5		
		10 4		NR
SILTY CLAY LOAM-brown & gray-stiff to very stiff (Fill)	639.14	6		
	-10	5 7	2.20 B	20
		6		
		5 8	1.50 P	13
		7		
	-15	8 13	3.00 P	18
FRACTURED ROCK-brown-very dense	631.64			
Auger Refusal @ -16.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.	630.64	50/1"		5
	-20			

SOIL BORING 2001Z_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 2/15/22

SECTION 14 **LOCATION** SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765181.517, **Easting** 1062269.559

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-034
Station 797+91
Offset 84.6 ft Right
Ground Surface Elev. 646.05 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" TOPSOIL-black	645.55			
CLAY LOAM-brown-very stiff to hard		4		26
		5 7	4.00 B	23
becoming gray @ -3.0'		3		
	-5	4 5	3.00 P	17
		6		
		6 6	3.00 P	17
		4		
	-10	5 10	2.20 B	21
SILTY CLAY LOAM-brown & gray-very stiff to hard	635.55	5		
		6 7		15
		6		
	-15	6 29	4.50 P	17
Auger Refusal @ -16.0'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.	630.05	50/1"		NR
	-20			

SOIL BORING 2001Z_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ **Date** 2/21/22

SECTION 14 **LOCATION** SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765187.481, **Easting** 1062510.657

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-035
Station 800+32
Offset 86.2 ft Right
Ground Surface Elev. 644.55 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" TOPSOIL-black	644.05			
CLAY LOAM-brown & gray-stiff		3		35
		4 6	1.80 B	22
SILTY CLAY LOAM-brown & gray-stiff	641.55	3		
	-5	5 5	1.75 P	26
CLAY LOAM-brown & gray-very stiff	639.05	4		
		5 7	3.50 P	22
		6		
	-10	6 9	3.00 P	21
		4		
		5 7	3.00 P	23
CLAY LOAM with Gravel-brown & gray-very stiff	631.55	4		
	-15	8 8	2.00 P	18
SILTY SAND & FRACTURED ROCK-very dense	629.05			
Auger Refusal @ -16.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.	628.05	50/1"		16
	-20			

SOIL BORING 2001Z_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

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9/7/2023

1 *Entire sheet revised*

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 6
SHEET N1-12 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	618
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

Date 2/21/22

ROUTE FAI Route 80 from Chicago Street to US Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 14 LOCATION SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765155.812, **Easting** 1062682

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-036
Station 802+03
Offset 123.2 ft Right
Ground Surface Elev. 644.30 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
643.97				4.0" TOPSOIL-black
			31	SILTY CLAY-dark brown-stiff
	3			
	3 4	1.00 P	27	
641.30				
				CLAY LOAM-brown-stiff to very stiff
	5			
	8 11	3.50 P	21	
-5				
	5			
	6 8	3.00 P	21	
	3			
	3 7	3.50 P	22	
-10				
	5			
	7 9	2.40 B	21	
				becoming gray @ -13.0'
	3			
	4 6	2.50 P	16	
-15				
	4			
	6 8	3.00 P	17	
626.30				
	50/1"			FRACTURED ROCK-very dense
624.80			9	
-20				Auger Refusal @ -19.5'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.
-25				
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/21/22

ROUTE FAI Route 80 from Chicago Street to US Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 14 LOCATION SE 1/4, **SEC.** 14, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765157.331, **Easting** 1062784.69

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-037
Station 803+05
Offset 123.3 ft Right
Ground Surface Elev. 642.46 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
641.96				6.0" TOPSOIL-black
			27	CLAY LOAM-brown-stiff to very stiff
	3			
	4 7	2.50 P	20	
	5			
	8 9	2.70 B	20	
-5				
	4			
	4 5	1.50 P	20	
	3			
	3 5	1.50 P	25	
-10				
	5			
	5 7	3.00 P	26	
	5			
	3 4	1.00 P	25	
-15				
	4			
	6 10	2.00 P	17	
623.46				
-20	50/3"	2.20 B	24	Auger Refusal @ -19.0'. Possible Bedrock. End Of Boring. Boring backfilled with cuttings.
-25				
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B34 (SN 099-N1005)
SOIL BORING LOGS 7
SHEET N1-13 OF N1-13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	619
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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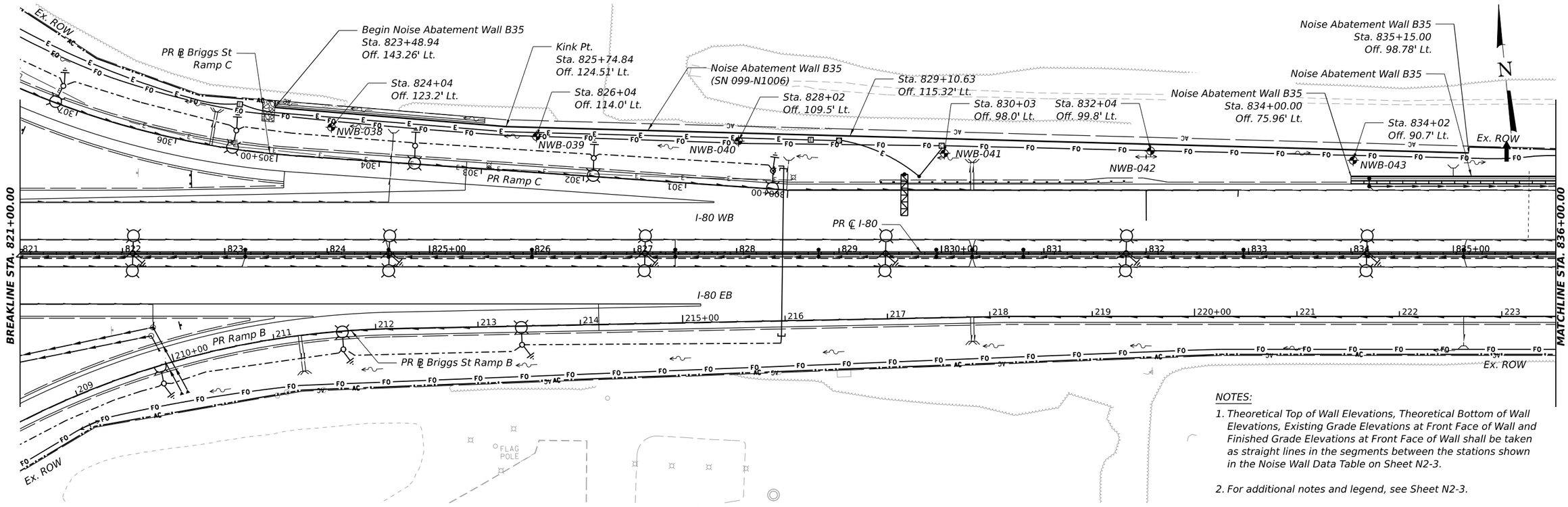
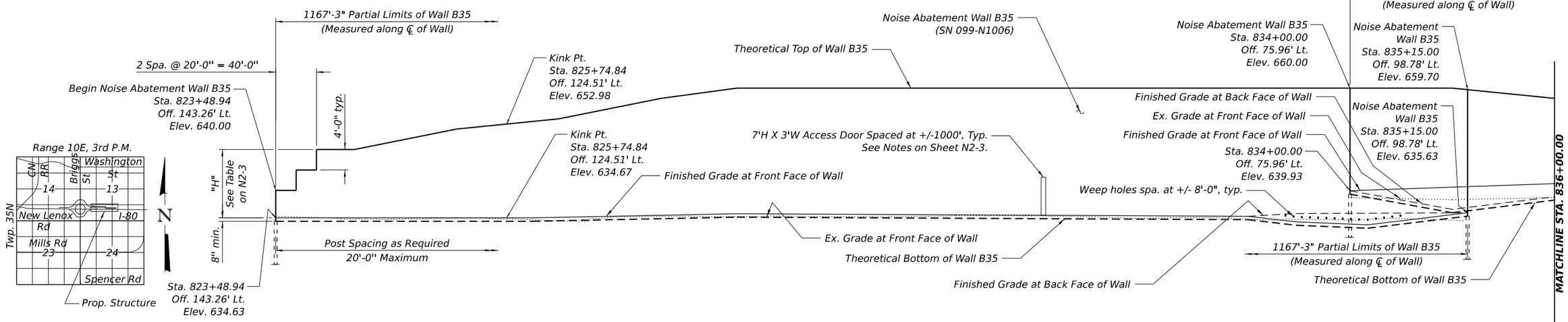
9/7/2023



PLAN



LOCATION SKETCH

ELEVATION
(Looking North)

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N2-3.

2. For additional notes and legend, see Sheet N2-3.

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-80
F.A.I RTE. I-80 SEC. FAI 80 21 STRUCTURE 8
WILL COUNTY
STA. 823+48.94 TO STA. 839+18.00
STRUCTURE NO. 099-N1006 (NOISE WALL B35)

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B35 (SN 099-N1006) GENERAL PLAN AND ELEVATION
		CHECKED - BAR	REVISED -		SHEET N2-1 OF N2-8 SHEETS
	PLOT SCALE =	DRAWN - CS	REVISED -		
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	620
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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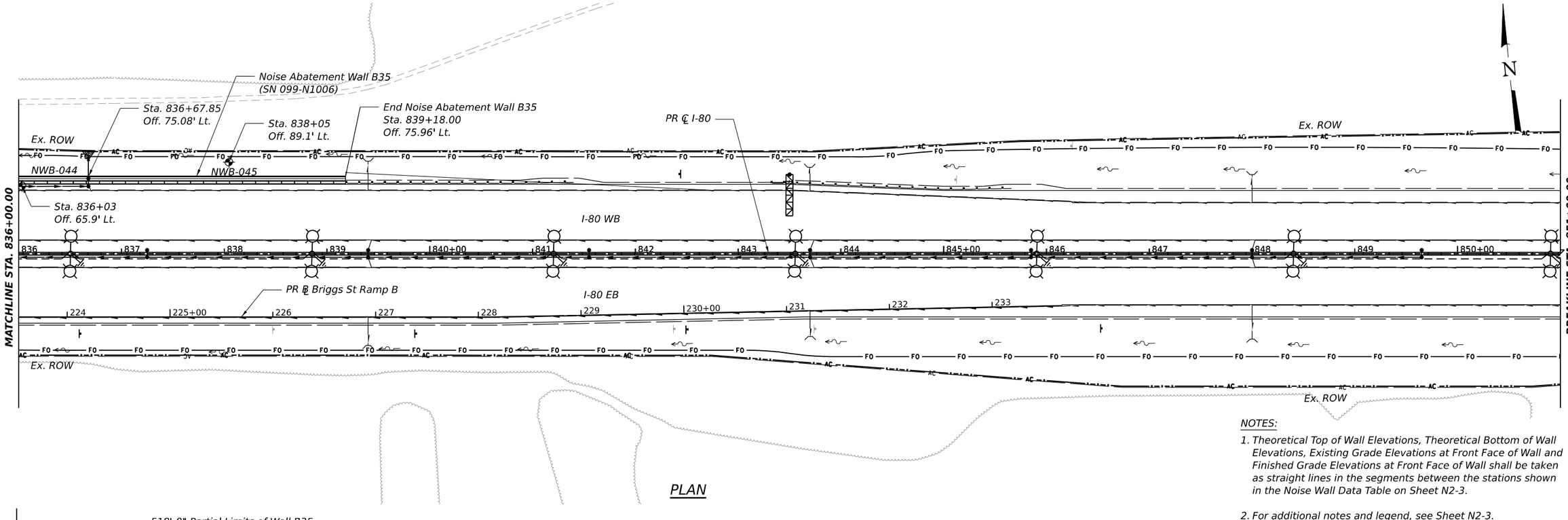
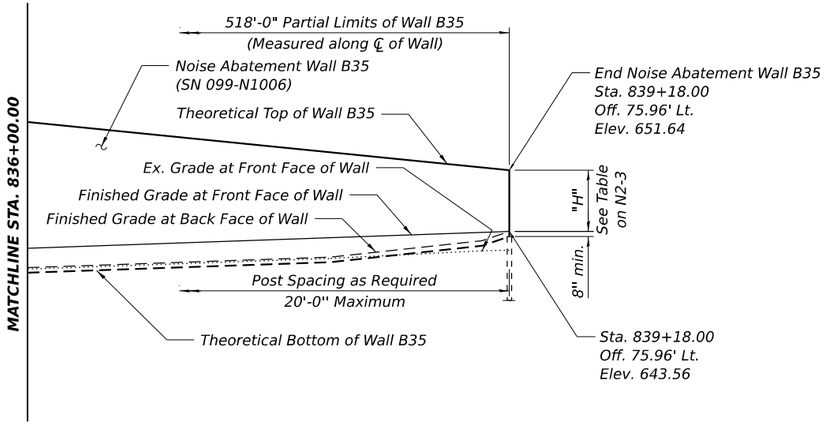
9/7/2023



PLAN



ELEVATION
(Looking North)

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N2-3.

2. For additional notes and legend, see Sheet N2-3.

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

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9/7/2023

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PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B35 (SN 099-N1006)
GENERAL PLAN AND ELEVATION
SHEET N2-2 OF N2-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	621
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			

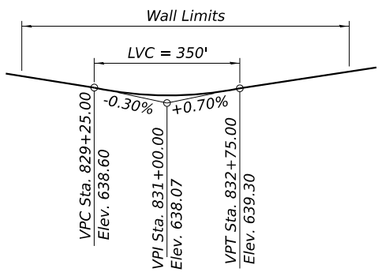
GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.
2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
3. Wall stations and offsets are measured relative to ℄ I-80 and are measured to the centerline of wall.
4. For top of wall, bottom of wall and ground elevations, see Sheets N2-1 to N2-2.
5. The maximum center-to-center post spacing shall be 20 feet.
6. The finish shall consist of a rolled Ashlar Stone finish and shall have a minimum 0.75 in impression.
7. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.
8. Theoretical top of wall elevations, theoretical bottom of wall elevations, existing grade elevations at front face of wall and finished grade elevations at front face of wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table.
9. Provide access doors every 1000' spaced evenly along length of wall. Access door location shown in the plans is approximate. Only locate doors where the grade at both faces of noise wall is even.

CURVE DATA

PR ℄ BRIGGS ST RAMP C

P.I. Sta. = 306+72.89 (PR ℄ Briggs St Ramp C)
= 821+78.75 (℄ I-80)
Δ = 26° 03' 20" (RT)
D = 06° 51' 42"
R = 835.00'
T = 193.20'
L = 379.72'
E = 22.06'
e = 6.0%
T.R. = N/A
S.E. Run = 190'
P.C. Sta. = 304+79.69 (PR ℄ Briggs St Ramp C)
= 823+71.48 (℄ I-80)
P.T. Sta. = 308+59.41 (PR ℄ Briggs St Ramp C)
= 820+11.52 (℄ I-80)



I-80 PROFILE GRADE

(Along I-80 Inside Edge of Pavement)

INDEX OF SHEETS

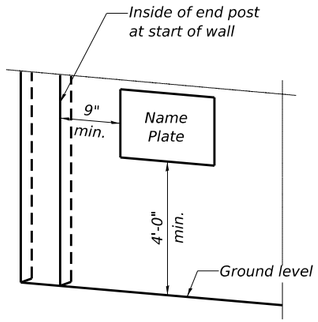
LEGEND

- Exist. Underground Telephone
- Exist. Underground Electric
- Exist. Underground Gas
- Exist. Underground Fiber Optic
- Exist. Underground Cable TV
- Exist. Underground Water
- Exist. Underground Oil
- Exist. Access Control and ROW
- Exist. Aerial Line
- Exist. Guardrail
- Exist. Storm Sewer
- Exist. Lighting
- Prop. Access Control and ROW Fence
- Prop. Guardrail
- Prop. Storm Sewer
- Prop. Underdrain
- Prop. Drainage
- Prop. Drainage Flow
- Prop. Lighting
- Soil Boring

NOISE ABATEMENT WALL
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 80
SEC. FAI 80 21 STRUCTURE 8
FROM STA. 823+48.94 TO STA. 839+18.00
STRUCTURE NO. 099-N1006

NAME PLATE

See Std. 515001



NAME PLATE LOCATION

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf
*Max. Factored Service I active earth pressure: 240 psf (based on equivalent fluid pressure of 55 psf)
*Factored Service I live load surcharge load: 110 psf

*Load applied only where noise wall acts as a retaining wall.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	34,662
Geocomposite Wall Drain	Sq. Yd.	207
Pipe Underdrains for Structures	Foot	518

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B35	099-N1006	I-80 face	823+48.94	839+18.00	Reflective	-
		residential face			Reflective	-

NOISE WALL DATA TABLE

Station	Offset (Lt.) to ℄ of Wall (ft.)	Theoretical Top of Wall Elev.	Ex. Grade Elev. at Front Face of Wall	Finished Grade Elev. at Front Face of Wall	Finished Grade Elev. at Back Face of Wall	Theoretical Bottom of Wall Elev.	Wall Height above Low Finished Grade "H" (ft.)
823+48.94	143.26	640.00	634.83	634.63	634.63	633.96	5.37
824+00.00	139.03	640.00	634.62	634.63	634.63	633.97	5.37
824+25.83	136.88	648.00	634.43	634.63	634.63	633.97	13.37
825+00.00	130.73	650.97	634.49	634.64	634.64	633.97	16.33
825+25.83	128.58	652.00	634.57	634.64	634.64	633.98	17.36
825+74.84	124.51	652.98	634.45	634.65	634.65	633.98	18.33
826+00.00	123.83	653.48	634.27	634.65	634.65	633.98	18.84
826+25.83	123.12	654.00	634.07	634.75	634.75	634.09	19.25
827+00.00	121.09	656.97	634.91	635.05	635.05	634.38	21.92
827+25.83	120.38	658.00	634.95	635.15	635.15	634.49	22.85
828+00.00	118.35	660.00	634.90	635.45	635.45	634.78	24.55
829+00.00	115.61	660.00	634.92	635.35	635.35	634.68	24.65
830+00.00	112.88	660.00	635.00	635.25	635.25	634.58	24.76
831+00.00	110.14	660.00	635.01	635.14	635.14	634.48	24.86
832+00.00	107.40	660.00	634.55	635.04	635.04	634.37	24.96
833+00.00	104.67	660.00	634.39	634.94	634.94	634.27	25.06
833+45.00	103.43	660.00	634.36	633.90	635.46	633.23	26.10
833+47.20	103.37	660.00	634.35	633.85	635.46	633.18	26.16
834+00.00	101.93	660.00	634.21	633.42	635.51	632.76	26.58
834+17.25	101.46	660.00	634.33	633.28	635.53	632.62	26.72
835+00.00	99.19	660.00	634.17	635.27	635.61	634.60	24.73
835+15.00	98.78	659.70	634.06	634.52	634.52	633.85	25.18

NOISE WALL DATA TABLE

Station	Offset (Lt.) to ℄ of Wall (ft.)	Theoretical Top of Wall Elev.	Ex. Grade Elev. at Front Face of Wall	Finished Grade Elev. at Front Face of Wall	Finished Grade Elev. at Back Face of Wall	Theoretical Bottom of Wall Elev.	Wall Height above Low Finished Grade "H" (ft.)
834+00.00	75.96	660.00	638.58	639.93	639.93	639.26	20.07
835+00.00	75.96	660.00	638.18	640.63	636.30	635.63	23.71
836+00.00	75.96	658.00	638.60	641.33	638.78	638.11	19.23
837+00.00	75.96	656.00	639.30	642.03	639.48	638.81	16.53
838+00.00	75.96	654.00	640.00	642.73	640.18	639.51	13.83
839+00.00	75.96	652.00	641.00	643.43	642.34	641.67	9.66
839+18.00	75.96	651.64	641.09	643.56	643.56	642.89	8.08

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

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9/7/2023

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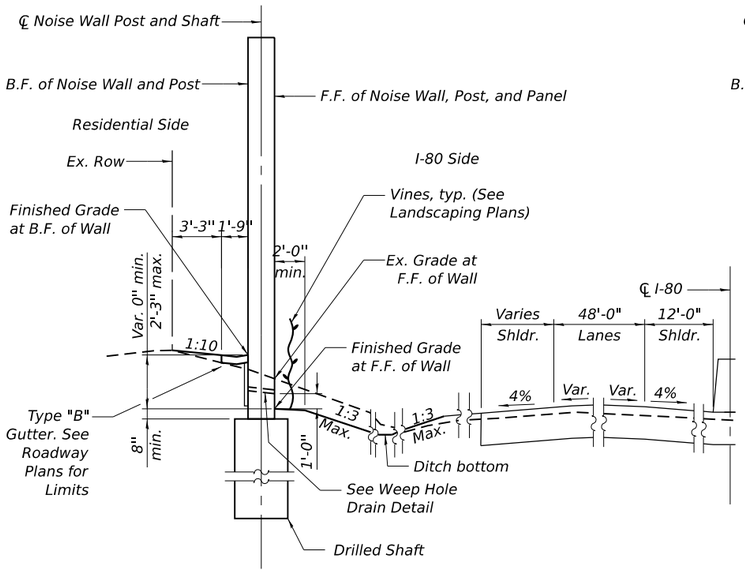
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B35 (SN 099-N1006)
NOISE WALL DETAILS 1
SHEET N2-3 OF N2-8 SHEETS

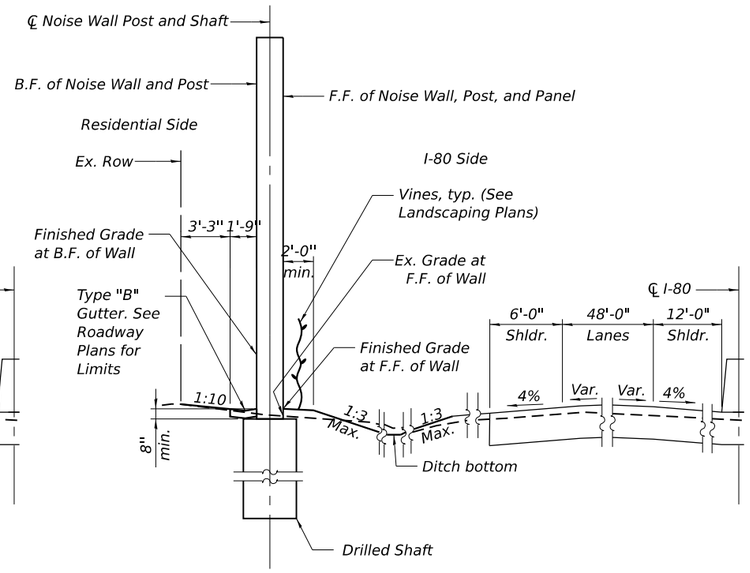
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	622
		CONTRACT NO. 62R29		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION

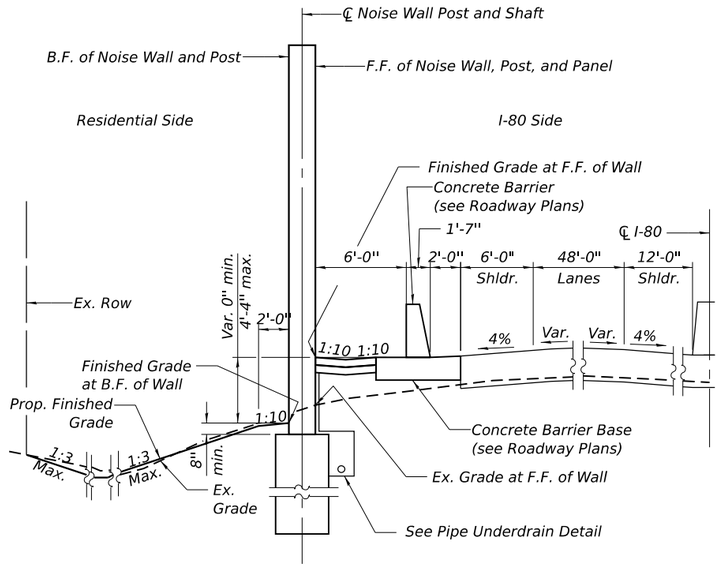
RETAINED EARTH AT BACK FACE

(Sta. 833+00.00 to Sta. 835+15.00)



TYPICAL SECTION

(Sta. 823+48.94 to Sta. 833+00.00)

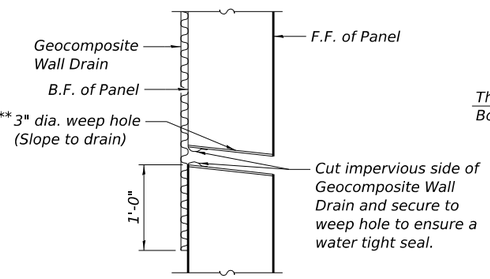


TYPICAL SECTION

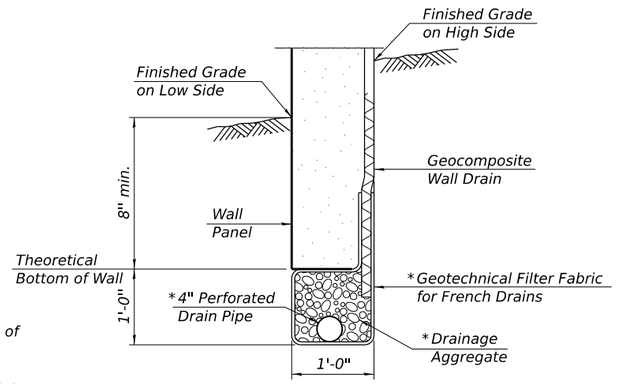
RETAINED EARTH AT FRONT FACE

Sta. 834+00.00 to Sta. 839+18.00

** Cost of the weep hole drain and connection to the Geocomposite Wall Drain are included in the cost of Noise Abatement Wall, Ground Mounted.

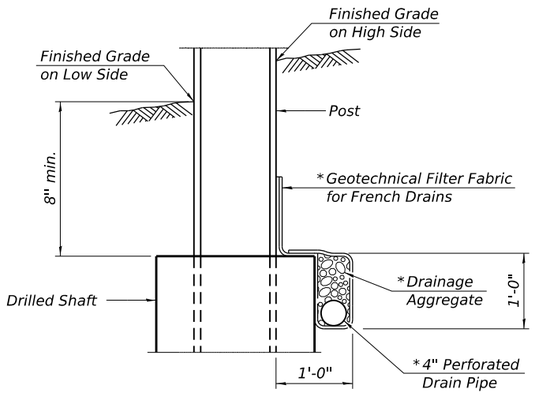


WEEP HOLE DRAIN DETAIL



PIPE UNDERDRAIN DETAIL

BETWEEN DRILLED SHAFTS



PIPE UNDERDRAIN DETAIL

AT DRILLED SHAFTS

*Included in the cost of Pipe Underdrains for Structures 4"

NOTE:

1. F.F. denotes Front Face
   B.F. denotes Back Face

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B35 (SN 099-N1006) NOISE WALL DETAILS 2
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N2-4 OF N2-8 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	623
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: DEFAULT
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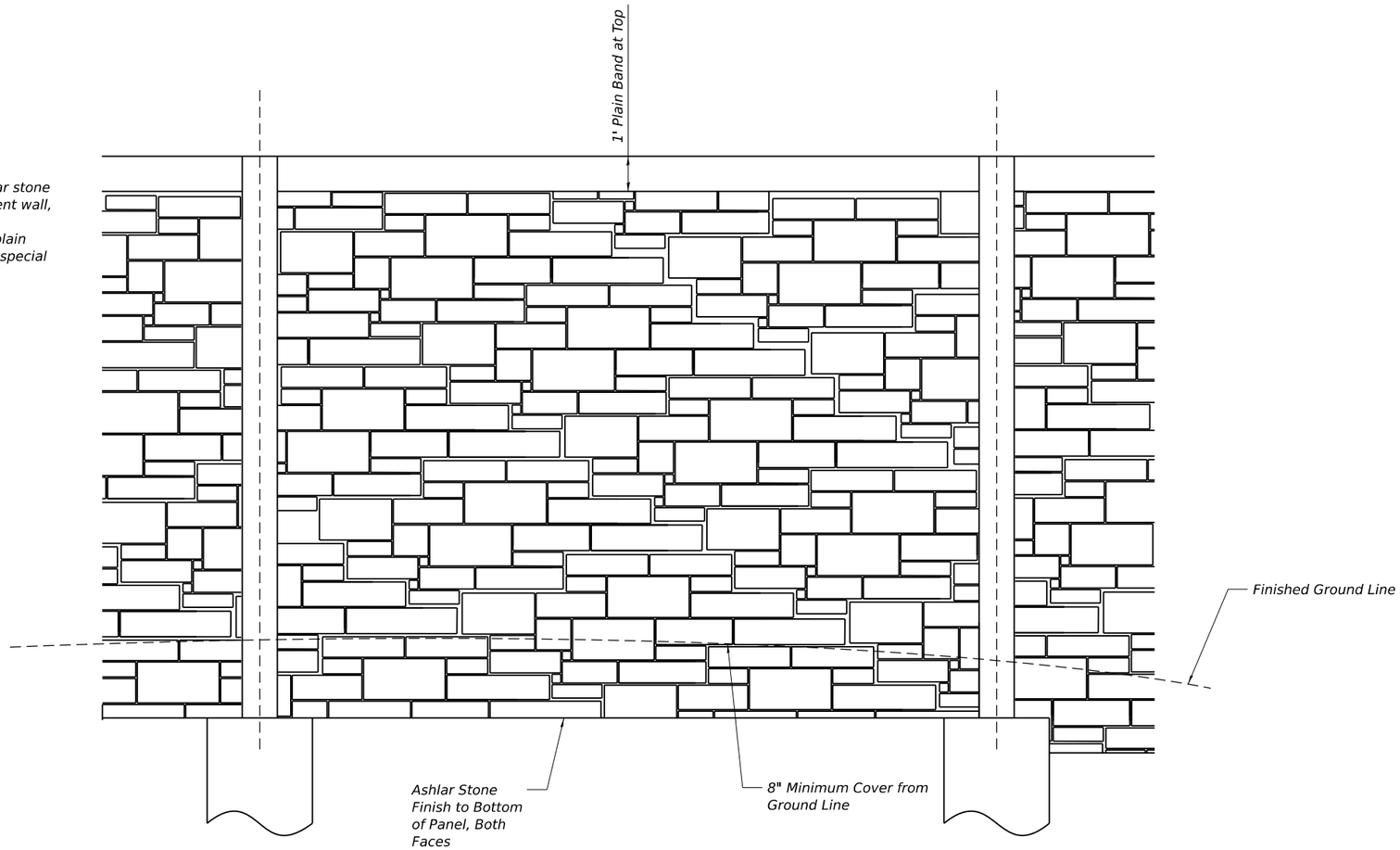
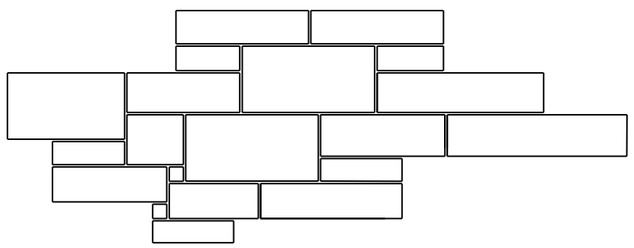
9/7/2023

NOTES:

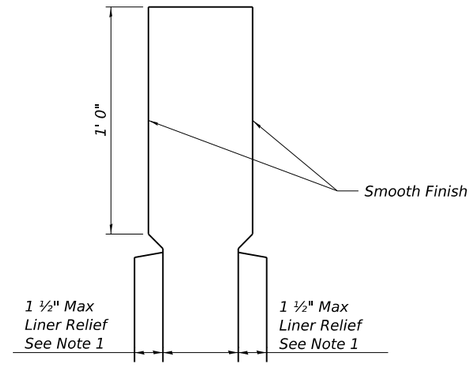
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. the finish shall have a 1 ½" relief for noise abatement wall, ground mounted and a ¾" relief for noise abatement wall, structure mounted. the color of both sides of the panels, plain band, posts and all other visible elements shall follow the special provisions.





Stone Pattern Sizes:
3" X 3" - 14" X 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B35 (SN 099-N1006)
NOISE WALL DETAILS 3
SHEET N2-5 OF N2-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	624
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	

MODEL: DEFAULT
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Naperville, Illinois 60565
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SOIL BORING LOG

Page 1 of 1

Date 2/15/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R30E, 3rd **PM**, **Northing** 1765471.035, **Easting** 1064874.901

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-038 **Station** 824+04 **Offset** 123.2 ft Left **Ground Surface Elev.** 634.76 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 627.757 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black 633.76			37
SILTY CLAY-brown & gray-stiff	3		
	4 6	1.20 B	25
631.76			
LOAM-brown & gray-very loose to loose	1		
	2 2		23
-5 becoming gray @ -5.5'	4		
▼	3 3		27
626.76			
SILTY CLAY-gray-stiff	3		
-10	3 3	1.25 P	24
624.26			
SILTY SAND with Gravel-gray-loose	2		
	3 2		28
	4		
-15	3 3		22
	3		
	3 4		15
616.76			
SILT-gray-loose	3		
-20	4 3		24

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
614.26			
SILTY CLAY-gray-stiff			
	3		
	4 5	1.50 P	21
611.76			
SILTY LOAM-gray-medium dense	4		
	6		17
-25 609.76	5		
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/15/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R30E, 3rd **PM**, **Northing** 1765426.658, **Easting** 1065074.12

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-039 **Station** 826+04 **Offset** 114 ft Left **Ground Surface Elev.** 639.41 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 630.909 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black 638.41			29
CLAY LOAM-brown & gray-stiff	3		
	3 3	1.10 B	21
636.41			
SANDY CLAY LOAM-brown & gray-medium stiff	1		
	2 2	0.50 P	23
-5 633.91			
SANDY LOAM-brown-loose	3		
	2 3		26
▼	3		
	2 33		24
-10 628.91			
SILTY SAND with Gravel-brown-very loose to loose	2		
	2 2		25
	1		
-15	2 2		20
623.91			
SAND-brown-loose	2		
	3 2		33
621.41			
CLAY LOAM-gray-stiff	3		
-20	3 6	1.50 P	17

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
618.91			
SAND-brown-medium dense			
	5		
	10 10		25
	6		
	3 10		17
-25 614.41			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

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SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/15/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 13 **LOCATION** SE 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765469.864, **Easting** 1065272.768

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-040 **Station** 828+02 **Offset** 109.5 ft Left **Ground Surface Elev.** 634.46 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 627.459 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black 633.46			43
SILTY CLAY-brown & gray-stiff	3		
	3 3	1.75 P	23
631.46			
SANDY LOAM-brown & gray-very loose	1		
	2 2		18
-5 628.96			
SILTY CLAY-gray-medium stiff	3		
▼	2 3	0.80 B	27
626.46			
CLAY LOAM-gray-stiff to very stiff	3		
-10	4 4	1.30 B	25
	3		
	4 7	2.50 P	24
621.46			
SAND-gray-loose	2		
-15	3 5		23
618.96			
CLAY LOAM-gray-very stiff	3		
	5 11	2.10 B	20
	4		
-20	5 9	3.25 P	27

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
613.96			
SAND-gray-medium dense			
	4		
	7 11		16
	3		
	7 9		22
-25 609.46			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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1 *Entire sheet revised*

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9/7/2023

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PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B35 (SN 099-N1006)
SOIL BORING LOGS 1

SHEET N2-6 OF N2-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	625
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ
FAI Route 80 from Chicago Street to US

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765464.134, **Easting** 1065474.058

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-041
Station 830+03
Offset 98 ft Left
Ground Surface Elev. 633.61 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 624.607 ft ▼
Upon Completion ft
After - **Hrs.** - ft

Date 2/15/22

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				12.0" TOPSOIL-black
632.61				
	2		35	CLAY LOAM-brown & gray-stiff
	3	1.00	27	
	3	P		
	2			
	2	1.00	29	
-5	2	B		
	4			
	5	1.30	23	
625.61	6	B		
	3			SAND-brown- loose
	3		23	
-10	3			
623.11				
	4			CLAY-gray-very stiff
	5	2.40	20	
	10	B		
	3			
	4	2.50	20	
-15	6	P		
	3			
	5	2.00	28	
615.61	6	P		
	4			SAND-gray-medium dense
	7		17	
-20	10			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				SAND-gray-medium dense *(continued)*
	5			
	6		17	
	7			
	4			
	5		NR	
608.61 -25	6			
				End Of Boring @ -25.0'. Boring backfilled with cuttings.
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

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(630) 355-2838

SOIL BORING LOG

Page 1 of 1

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ
FAI Route 80 from Chicago Street to US

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765472.738, **Easting** 1065675.383

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-042
Station 832+04
Offset 99.8 ft Left
Ground Surface Elev. 633.84 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 626.343 ft ▼
Upon Completion ft
After - **Hrs.** - ft

Date 2/14/22

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				12.0" TOPSOIL-black
632.84			6	
	3			CLAY LOAM-brown & gray-stiff to very stiff
	4	1.50	24	
	6	P		
	3			
	5	2.70	23	
-5	6	B		
▼	3			
	5	2.20	24	
625.84	5	B		
	3			CLAYEY SAND-brown-loose to medium dense
	3		26	
-10	3			
	4			
	5		22	
620.84	6			
	2			SILTY SAND-brown-loose to medium dense
	3		27	
-15	4			
	3			
	4		22	
	5			
	3			
	5		26	
-20	6			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
613.34				SAND-gray-medium dense
	4			
	5		25	
	6			
610.84				CLAY-gray-stiff
	3			
	4	1.00	26	
608.84 -25	6	P		
				End Of Boring @ -25.0'. Boring backfilled with cuttings.
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

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805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

Page 1 of 1

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ
FAI Route 80 from Chicago Street to US

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**,
Northing 1765469.851, **Easting** 1065873.35

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-043
Station 834+02
Offset 90.7 ft Left
Ground Surface Elev. 633.86 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 627.361 ft ▼
Upon Completion ft
After - **Hrs.** - ft

Date 2/14/22

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
				12.0" TOPSOIL-black
632.86			44	
	3			SILTY CLAY-brown & gray-stiff
	2	1.25	27	
	3	P		
	2			
	3	1.50	26	
-5	3	P		
628.36				
▼	1			SILTY SAND & gravel-brown-very loose
	1		28	
	1			
625.86				
	2			SANDY LOAM-brown-very loose to loose
	2		30	
-10	2			
	3			
	5		23	
620.86	4			
	3			SILTY SAND with GRAVEL-brown-loose
	4		16	
-15	5			
	3			
	3		24	
615.86	6			
	12			SAND-brown & gray-dense
	14		28	
-20	16			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Stratum
613.36				CLAYEY SAND & GRAVEL-brown-medium dense
	9			
	11		16	
	10			
610.86				SAND with Gravel-gray-loose
	3			
	4		21	
608.86 -25	5			
				End Of Boring @ -25.0'. Boring backfilled with cuttings.
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 2012_LOG.GPJ IL_DOT.GDT 1/3/23

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9/7/2023

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
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PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B35 (SN 099-N1006)
SOIL BORING LOGS 2
SHEET N2-7 OF N2-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	626
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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

SOIL BORING LOG

Page 1 of 1

Date 2/14/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765451.294, **Easting** 1066075.183

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-044
Station 836+03
Offset 65.9 ft Left
Ground Surface Elev. 639.61 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 633.108 ft ▼
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black 638.61			71	CLAY LOAM-gray-stiff to very stiff 619.11	3		
SILTY CLAY-dark brown, gray & black-stiff	4 5	1.20 B	28		5 5	1.75 P	14
	2				3		
	3 4	1.75 P	23	614.61 -25	4 6	2.00 P	13
634.11				End Of Boring @ -25.0'. Boring backfilled with cuttings.			
SILTY CLAY LOAM-brown & gray-very loose ▼	1						
	1 1		25				
631.61							
SANDY CLAY LOAM-gray-loose	1						
	3 3		25				
629.11							
CLAY LOAM-gray-very stiff	3						
	6 7	2.70 B	21				
	3						
	6 9	2.20 B	22				
	3						
	5 7	2.75 P	24				
621.61							
SILTY LOAM-gray-medium dense	2						
	4 6		21				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/14/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 13 **LOCATION** SW 1/4, **SEC.** 13, **TWP.** T35N, **RNG.** R10E, 3rd **PM**, **Northing** 1765480.818, **Easting** 1066275.651

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-045
Station 838+05
Offset 89.1 ft Left
Ground Surface Elev. 635.14 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 628.641 ft ▼
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black 634.14			72	614.64			
SILTY CLAY-brown & gray-medium stiff to stiff	3 4	0.50 P	24	SILTY SAND & GRAVEL-gray-medium dense	4		
	2				5 9		18
	2 3	1.00 P	26	612.14			
629.64				SILTY CLAY LOAM-gray-stiff	4		
SANDY LOAM-brown-loose to medium dense ▼	2				5 6	1.50 P	14
	4 6		21	610.14 -25			
	4			End Of Boring @ -25.0'. Boring backfilled with cuttings.			
	5 6		17				
624.64							
CLAY LOAM-gray-stiff to very stiff	3						
	4 6	2.50 P	20				
	3						
	5 7	1.80 B	19				
619.64							
SILT-gray-loose to medium dense	5						
	7 4		19				
	2						
	2 4		1				

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 *Entire sheet revised*

1 REVISED SHEET 9/11/2023

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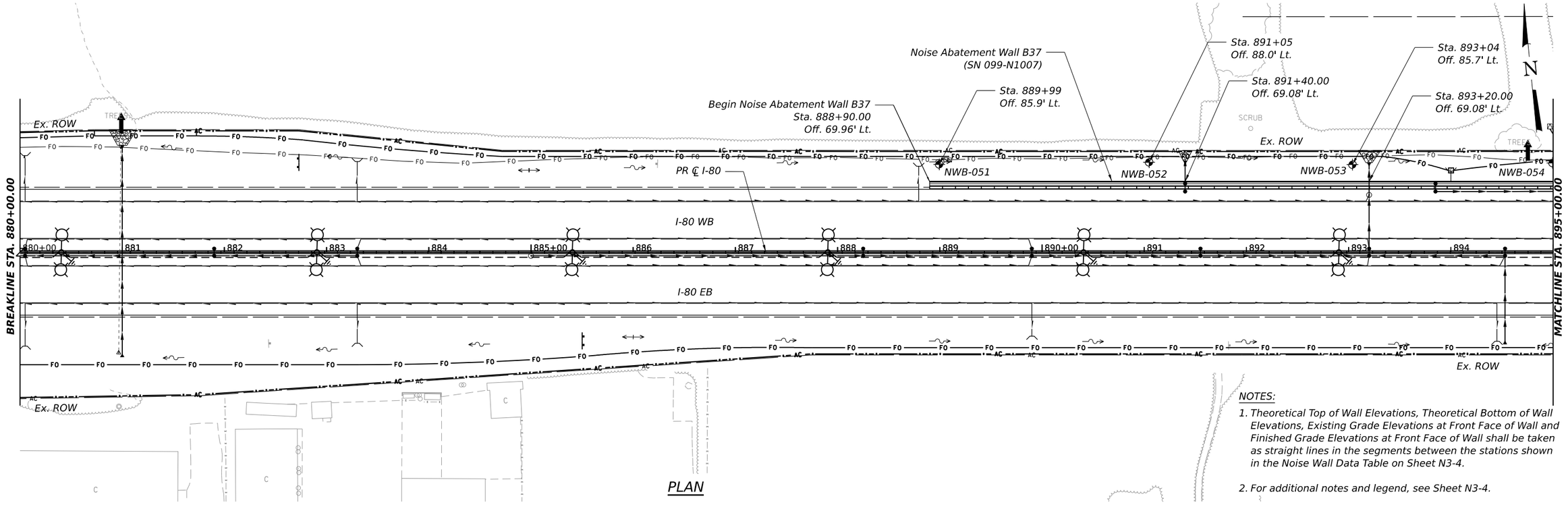
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B35 (SN 099-N1006)
SOIL BORING LOGS 3
SHEET N2-8 OF N2-8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	627
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

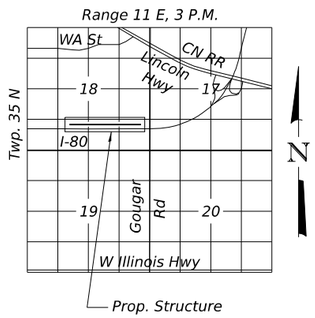


PLAN

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N3-4.

2. For additional notes and legend, see Sheet N3-4.



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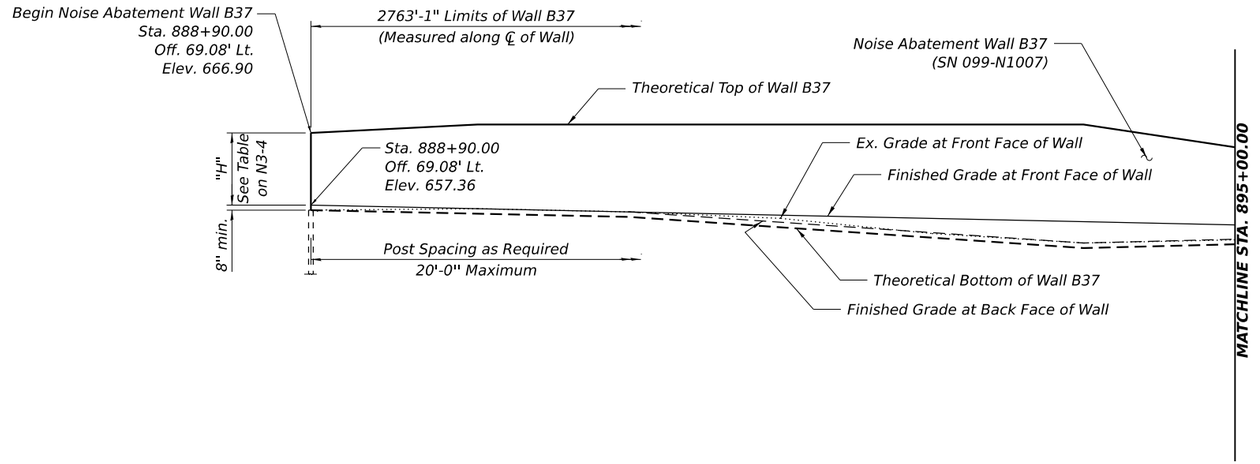

ELEVATION
(Looking North)

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-80
F.A.I RTE. I-80 SEC. FAI 80 21 STRUCTURE 8
WILL COUNTY
STA. 888+90.00 TO STA. 916+53.00
STRUCTURE NO. 099-N1007 (NOISE WALL B37)

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

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PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B37 (SN 099-N1007)
GENERAL PLAN AND ELEVATION
SHEET N3-1 OF N3-11 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	628
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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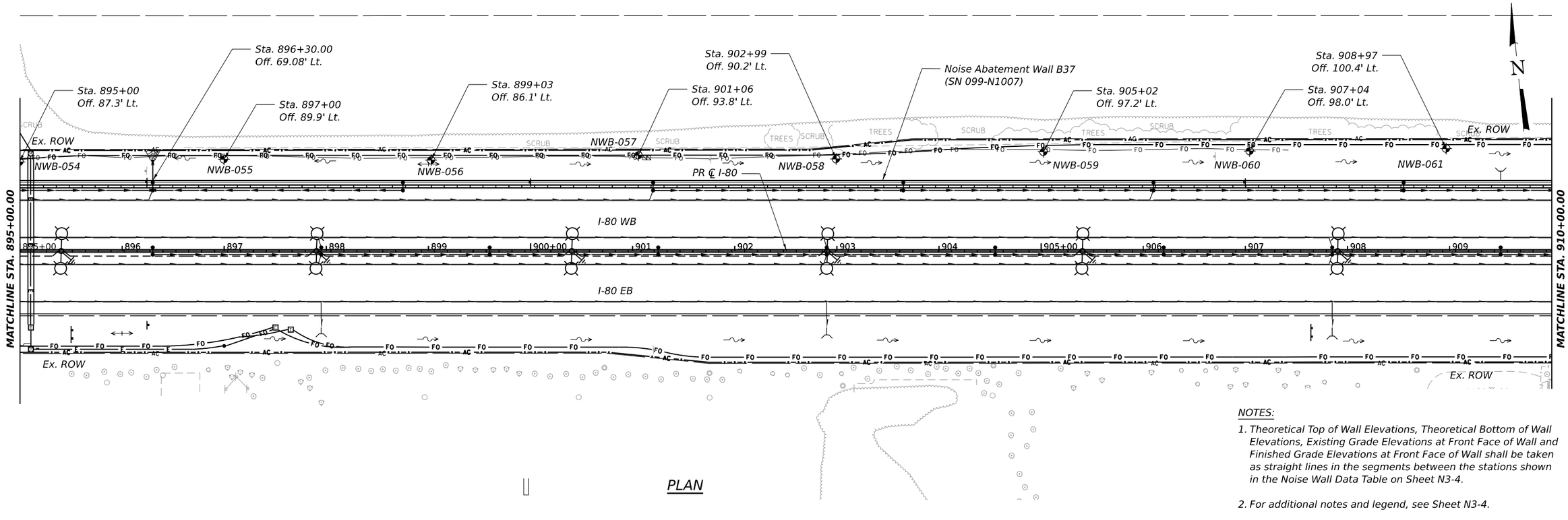
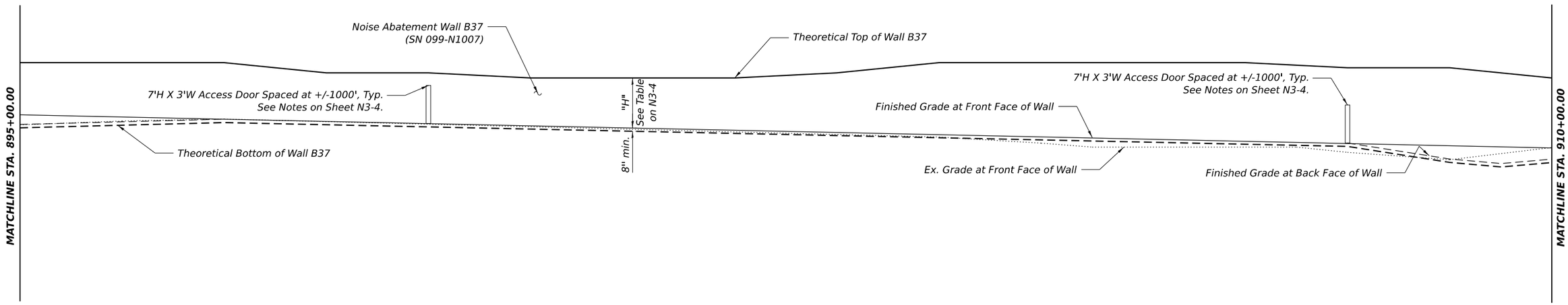


PLAN

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N3-4.

2. For additional notes and legend, see Sheet N3-4.



ELEVATION
(Looking North)

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B37 (SN 099-N1007) GENERAL PLAN AND ELEVATION	
	CHECKED - BAR	REVISED -			
PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N3-2 OF N3-11 SHEETS	
PLOT DATE =	CHECKED - BAR	REVISED -			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	629
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	

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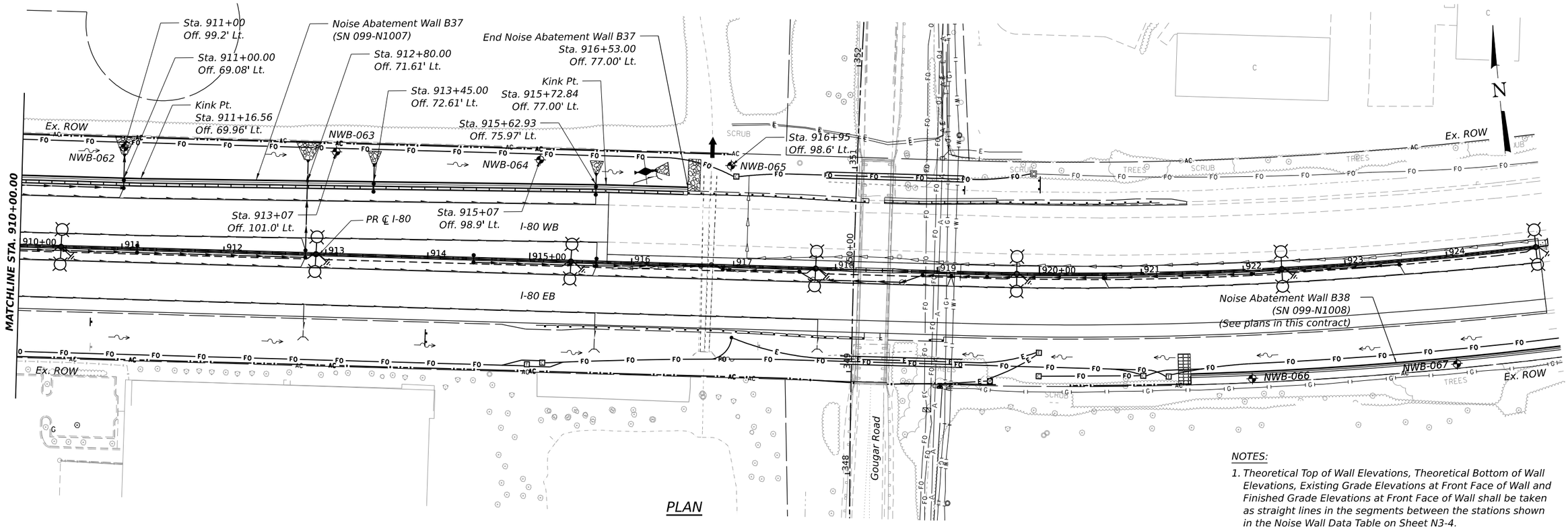
9/7/2023

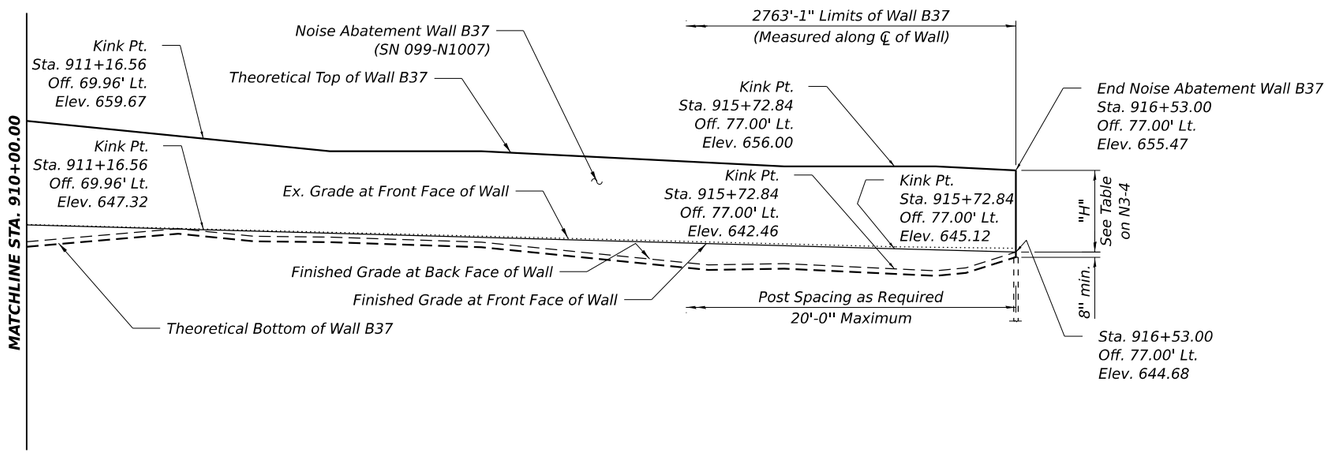


PLAN

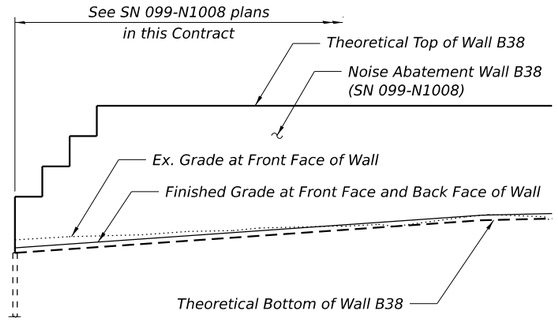
NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N3-4.

2. For additional notes and legend, see Sheet N3-4.



ELEVATION
(Looking North)



1 Entire sheet revised

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B37 (SN 099-N1007) GENERAL PLAN AND ELEVATION
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N3-3 OF N3-11 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	630
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR I-80 - PLAN ML NOISE WALL-11
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9/7/2023

GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.
2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.
3. Wall stations and offsets are measured relative to ℄ I-80 and are measured to the centerline of wall.
4. For top of wall, bottom of wall and ground elevations, see Sheets N3-1 to N3-3.
5. The maximum center-to-center post spacing shall be 20 feet.
6. The finish shall consist of a rolled Ashlar Stone finish and shall have a minimum 0.75 in impression.
7. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.
8. Theoretical top of wall elevations, theoretical bottom of wall elevations, existing grade elevations at front face of wall and finished grade elevations at front face of wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table.
9. Provide access doors every 1000' spaced evenly along length of wall. Access door location shown in the plans is approximate. Only locate doors where the grade at both faces of noise wall is even.

INDEX OF SHEETS

LEGEND

- Exist. Underground Telephone
- Exist. Underground Electric
- Exist. Underground Gas
- Exist. Underground Fiber Optic
- Exist. Underground Cable TV
- Exist. Underground Water
- Exist. Underground Oil
- Exist. Access Control and ROW
- Exist. Aerial Line
- Exist. Guardrail
- Exist. Storm Sewer
- Exist. Lighting
- Prop. Access Control and ROW Fence
- Prop. Guardrail
- Prop. Storm Sewer
- Prop. Underdrain
- Prop. Drainage
- Prop. Drainage Flow
- Prop. Lighting
- Soil Boring

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

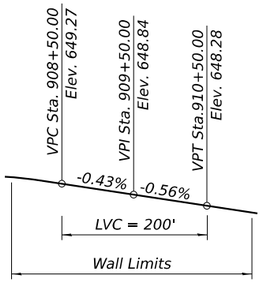
DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf
*Max. Factored Service I active earth pressure: 190 psf (based on equivalent fluid pressure of 55 psf)
*Factored Service I live load surcharge load: 110 psf

*Load applied only where noise wall acts as a retaining wall.



I-80 PROFILE GRADE

(Along I-80 Inside Edge of Pavement)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	37,099
Geocomposite Wall Drain	Sq. Yd.	315
Pipe Underdrains for Structures	Foot	1,453

NOISE WALL DATA TABLE

Station	Offset (Lt.) to ℄ of Wall (ft.)	Theoretical Top of Wall Elev.	Ex. Grade Elev. at Front Face of Wall	Finished Grade Elev. at Front Face of Wall	Finished Grade Elev. at Back Face of Wall	Theoretical Bottom of Wall Elev.	Wall Height above Low Finished Grade "H" (ft.)
888+90.00	69.96	666.90	656.44	657.36	657.36	656.69	9.54
889+00.00	69.96	667.00	656.74	657.32	657.32	656.65	9.68
890+00.00	69.96	668.00	656.89	656.89	656.89	656.23	11.11
891+00.00	69.96	668.00	656.47	656.47	656.47	655.80	11.53
892+00.00	69.96	668.00	655.63	656.04	655.10	654.43	12.90
893+00.00	69.96	668.00	653.62	655.62	653.73	653.06	14.27
894+00.00	69.96	668.00	652.36	655.19	652.36	651.69	15.64
895+00.00	69.96	665.00	652.78	654.76	652.88	652.21	12.12
896+00.00	69.96	665.00	653.55	654.34	653.40	652.73	11.60
897+00.00	69.96	665.00	653.92	653.91	653.91	653.25	11.09
898+00.00	69.96	663.00	653.41	653.49	653.49	652.82	9.51
899+00.00	69.96	663.00	652.91	653.06	653.06	652.40	9.94
900+00.00	69.96	662.00	652.41	652.64	652.64	651.97	9.36
901+00.00	69.96	662.00	651.91	652.21	652.21	651.54	9.79
902+00.00	69.96	662.00	651.41	651.79	651.79	651.12	10.21
903+00.00	69.96	663.00	650.90	651.36	651.36	650.69	11.64
904+00.00	69.96	665.00	650.40	650.93	650.93	650.27	14.07
905+00.00	69.96	665.00	649.20	650.51	650.51	649.84	14.49
906+00.00	69.96	665.00	648.42	650.08	650.08	649.42	14.92
907+00.00	69.96	665.00	648.42	649.66	649.66	648.99	15.34
908+00.00	69.96	664.00	647.40	649.23	649.23	648.57	14.77
908+50.00	69.96	664.00	646.68	649.02	647.67	647.00	16.33
909+00.00	69.96	664.00	645.96	648.77	646.10	645.43	17.90
909+50.51	69.96	662.99	647.16	648.51	645.21	644.54	17.78
910+00.00	69.96	662.00	648.34	648.27	646.06	645.39	15.94
911+00.00	69.96	660.00	647.83	647.77	647.77	647.10	12.24
911+16.56	69.96	659.67	647.74	647.67	647.43	646.77	12.23
911+50.00	70.47	659.00	647.57	647.49	646.77	646.10	12.23
912+00.00	71.25	658.00	647.32	647.21	646.65	645.98	11.35
913+00.00	72.79	658.00	646.80	646.65	646.00	645.33	12.00
914+00.00	74.33	657.00	646.28	646.09	644.00	643.34	13.00
914+50.00	75.11	656.50	646.02	645.81	643.00	642.34	13.50
915+00.00	75.88	656.00	645.77	645.53	643.15	642.48	12.85
915+72.84	77.00	656.00	645.39	645.12	642.46	641.79	13.54
916+00.00	77.00	656.00	645.31	644.97	642.20	641.53	13.80
916+20.00	77.00	655.80	645.26	644.86	642.60	641.93	13.20
916+53.00	77.00	655.47	645.18	644.68	644.68	644.01	10.79

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B37	099-N1007	I-80 face	888+90.00	916+53.00	Reflective	-
		residential face			Reflective	-

1 Entire sheet revised

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9/7/2023

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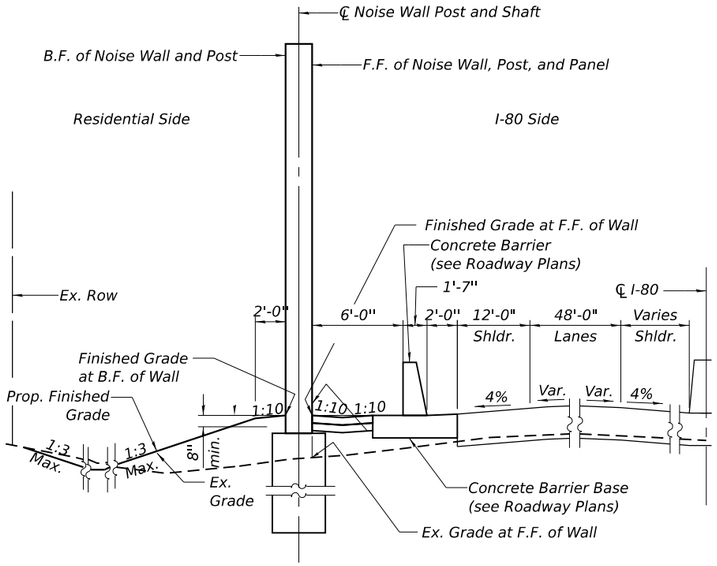
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

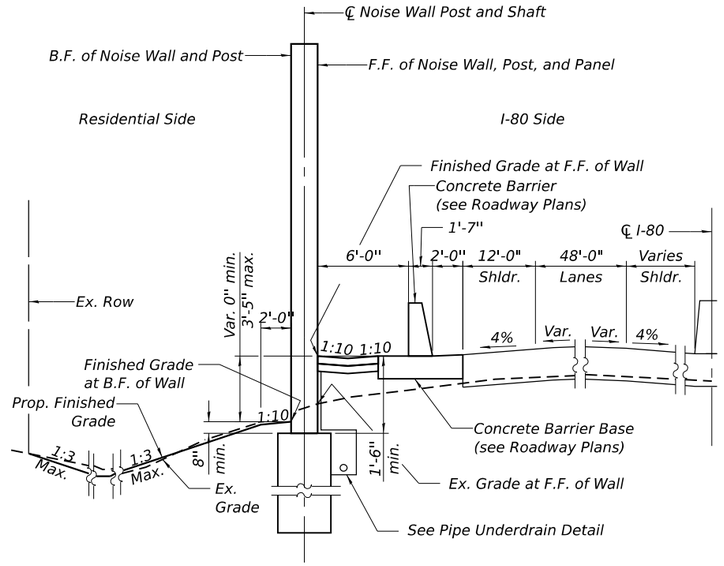
NOISE WALL B37 (SN 099-N1007)
NOISE WALL DETAILS 1
SHEET N3-4 OF N3-11 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	631
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



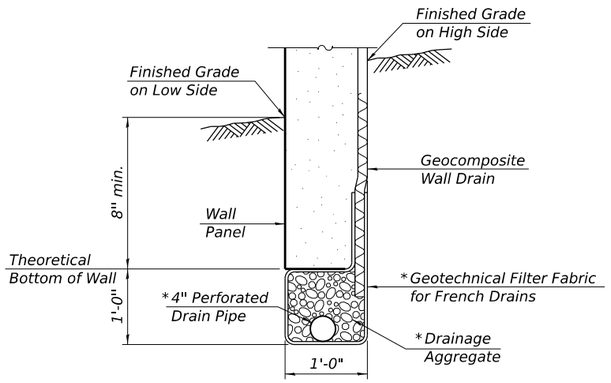
TYPICAL SECTION

(Sta. 888+90.00 to Sta. 891+00.00
Sta. 897+00.00 to Sta. 908+00.00)

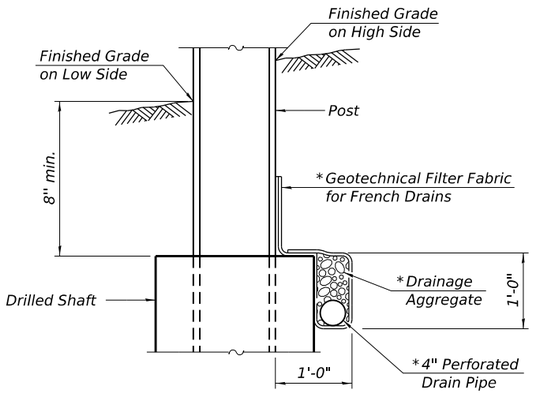


TYPICAL SECTION
RETAINED EARTH AT FRONT FACE

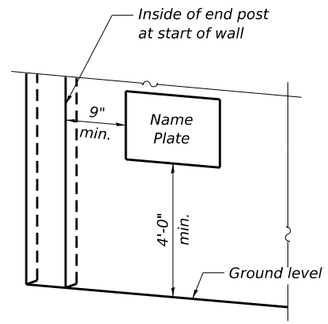
(Sta. 891+00.00 to Sta. 897+00.00
Sta. 908+00.00 to Sta. 911+00.00
Sta. 911+00.00 to Sta. 916+53.00)



PIPE UNDERDRAIN DETAIL
BETWEEN DRILLED SHAFTS



PIPE UNDERDRAIN DETAIL
AT DRILLED SHAFTS



NAME PLATE LOCATION

*Included in the cost of Pipe Underdrains
for Structures 4"

NOISE ABATEMENT WALL
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 80
SEC. FAI 80 21 STRUCTURE 8
FROM STA. 888+90.00 TO STA. 916+53.00
STRUCTURE NO. 099-N1007

NAME PLATE
See Std. 515001

NOTE:

1. F.F. denotes Front Face
   B.F. denotes Back Face

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B37 (SN 099-N1007)
NOISE WALL DETAILS 2
SHEET N3-5 OF N3-11 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	632
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: DEFAULT
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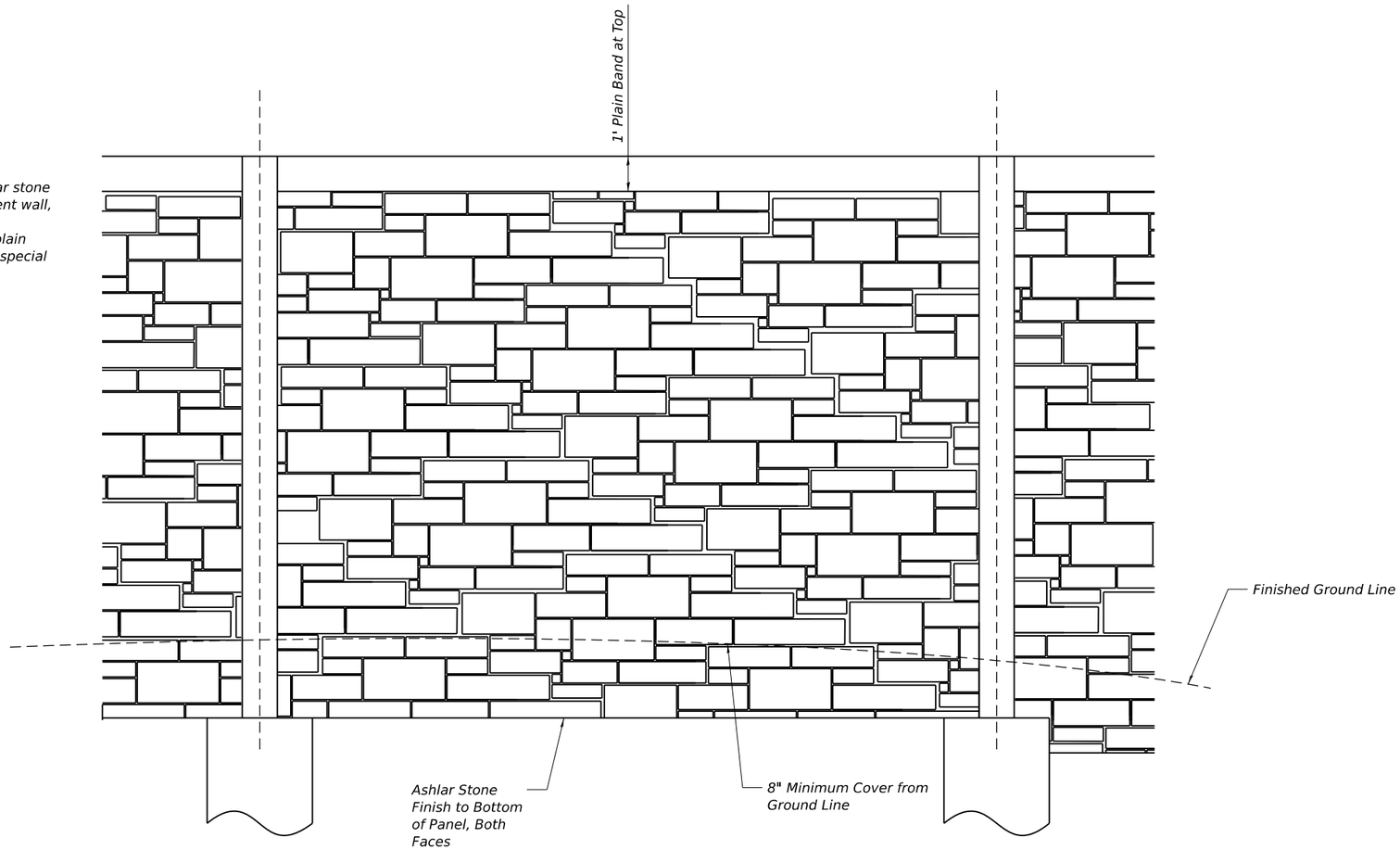
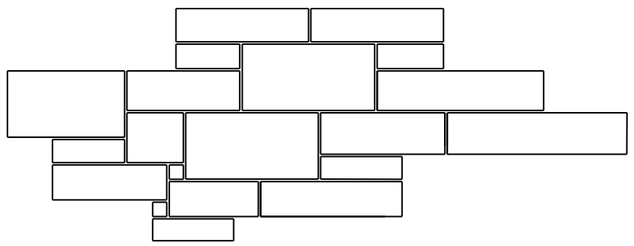
9/7/2023

NOTES:

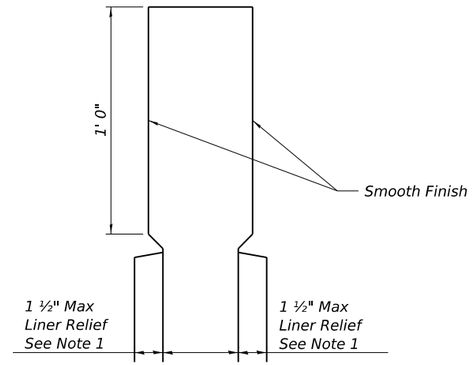
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. the finish shall have a 1 ½" relief for noise abatement wall, ground mounted and a ¾" relief for noise abatement wall, structure mounted. the color of both sides of the panels, plain band, posts and all other visible elements shall follow the special provisions.





Stone Pattern Sizes:
3" X 3" - 14" X 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B37 (SN 099-N1007) NOISE WALL DETAILS 3
	CHECKED - BAR	REVISED -		
PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N3-6 OF N3-11 SHEETS
PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	633
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816(099N1007-62R29-006-DET03.DGN

9/7/2023

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Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

Date 2/20/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 18 LOCATION SW 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765637.174, **Easting** 1071368.147

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-051
Station 889+99
Offset 85.9 ft Left
Ground Surface Elev. 654.02 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 653.02			52
CLAY LOAM-brown-stiff to very stiff	3		
	4 6	1.80 B	21
	3		
-5	5 6	1.50 P	19
	3		
	4 6	2.50 P	22
	4		
-10	6 8	3.50 P	20
643.52 SILT-gray-medium dense	2		
	4 6		21
641.02 CLAY LOAM-gray-very stiff	3		
-15	5 8	3.00 P	18
	3		
	5 7	2.50 P	19
	2		
-20	4 6	2.50 P	19

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-gray-very stiff *(continued)*	4		
	5 8	2.50 P	19
629.02 -25	6 7	2.50 P	18
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Date 2/20/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 18 LOCATION SW 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765645.679, **Easting** 1071573.275

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-052
Station 891+05
Offset 88 ft Left
Ground Surface Elev. 652.34 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 645.344 ft ▼
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 651.34			35
CLAY LOAM-brown-stiff to very stiff	3		
	4 5	2.00 P	26
	4		
-5	5 6	3.50 P	19
	5		
▼	4 4	1.00 P	19
	3		
-10	4 6	2.50 P	23
becoming gray @ -10.5'	4		
	6 8	2.50 P	21
	4		
-15	6 9	3.00 P	21
	4		
	6 10	3.50 P	20
	4		
-20	6 8	3.50 P	19

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-stiff to very stiff *(continued)*	4		
	7 6	3.50 P	18
627.34 -25	6 7	3.50 P	18
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

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SOIL BORING LOG

Date 2/20/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 18 LOCATION SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765649.616, **Easting** 1071772.238

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-053
Station 893+04
Offset 85.7 ft Left
Ground Surface Elev. 650.77 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 649.77			60
CLAY LOAM-brown-stiff to very stiff	4		
	4 4	1.50 P	20
	4		
-5	7 7	2.40 B	19
	3		
	5 7	1.20 B	19
	4		
-10	6 8	2.50 P	20
becoming gray @ -10.5'	3		
	5 8	3.00 P	22
	2		
-15	4 6	2.00 P	22
	3		
	4 6	2.50 P	18
	4		
-20	4 6	2.00 P	14

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-stiff to very stiff *(continued)*	3		
	5 7	2.50 P	19
625.77 -25	4 6	1.75 P	19
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

MODEL: DEFAULT
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9/7/2023

exp.

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B37 (SN 099-N1007)
SOIL BORING LOGS 1
SHEET N3-7 OF N3-11 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	634
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

Date 2/20/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765657.34, **Easting** 1071967.827

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-054 **Station** 895+00 **Offset** 87.3 ft Left **Ground Surface Elev.** 649.62 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** Dry ft **Upon Completion** Dry ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black			
648.62			
	4		
CLAY LOAM-brown-stiff to very stiff	5 6	2.00 P	30
	3		
	4 6	1.75 P	25
-5			
	4		
	6 8	1.80 B	20
becoming gray @ -8.0'			
	3		
-10	4 5	2.75 P	17
	3		
	4 6	3.00 P	20
	3		
-15	4 5	2.50 P	20
	3		
	5 7	1.80 B	19
	4		
-20	6 7	2.50 P	19

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-stiff to very stiff *(continued)*	3		
	5 6	2.50 P	18
	3		
624.62 -25	4 7	2.50 P	18
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 2/9/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, **Northing** 1765666.196, **Easting** 1072167.916

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-055 **Station** 897+00 **Offset** 89.9 ft Left **Ground Surface Elev.** 649.05 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 628.05 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black			
648.05			
	2		
CLAY LOAM-brown & gray-stiff to very stiff	2 3	1.00 P	22
	5		
-5	7 10	3.10 B	14
	5		
	6 7	1.80 B	22
	11		
-10	8 6	1.50 P	17
638.05			
COBBLES & BOULDERS-very dense	50/5"		2
636.55			
CLAY LOAM-gray-very stiff			
	3		
-15	5 6	2.25 P	19
	3		
	5 7	2.25 P	22
	3		
-20	4 7	2.75 P	21

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
628.55			
SILT-gray-medium dense ▼	3		
	4 6		21
626.05			
SILTY CLAY LOAM-gray-stiff	4		
624.05 -25	6 7	1.50 P	17
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 2/9/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765671.745, **Easting** 1072370.697

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-056 **Station** 899+03 **Offset** 86.1 ft Left **Ground Surface Elev.** 649.34 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** Dry ft **Upon Completion** Dry ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black			
648.34			43
	2		
SILTY CLAY-dark brown & gray-stiff	3 4	1.40 B	29
646.34			
CLAY LOAM-brown-very stiff	3		
	4 6	3.50 B	16
-5			
	4		
	5 7	2.50 P	18
	5		
-10	6 9	2.20 B	18
	5		
becoming gray @ -10.5'			
	6 7	2.50 P	17
	5		
-15	6 8	3.10 B	16
	3		
	4 6	2.50 P	22
	3		
-20	5 7	2.25 P	20

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff *(continued)*			
	3		
	5 6	3.10 B	17
	5		
624.34 -25	8	2.20 B	18
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

BBS, form 137 (Rev. 8-99)

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\099N1007-62R29-008-SOIL02.DGN

9/7/2023

1 *Entire sheet revised*

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B37 (SN 099-N1007)
SOIL BORING LOGS 2
SHEET N3-8 OF N3-11 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	635
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/9/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765682.871, **Easting** 1072573.396

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-057
Station 901+06
Offset 93.8 ft Left
Ground Surface Elev. 649.44 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 648.44			33
SILTY CLAY-black-stiff (Fill)	3		
	3 5	1.20 B	28
646.44			
CLAY LOAM-brown & gray-stiff (Fill)	3		
	3 4	1.20 B	18
643.94			
SILTY CLAY-dark brown & gray-medium stiff	2		
	2 3	0.50 P	35
641.44			
CLAY LOAM-brown & gray-stiff to very stiff	2		
	3 4	2.60 B	19
becoming gray @ -10.5'	3		
	5 7	2.10 B	19
	3		
	4 7	3.75 P	21
	3		
	5 5	1.75 P	22
	3		
	3 5	1.50 P	13
CLAY LOAM-brown & gray-stiff to very stiff *(continued)*			
	4		
	5 6	2.00 P	14
	3		
	4 6	1.30 B	18
624.44			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/9/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765685.279, **Easting** 1072767.109

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-058
Station 902+99
Offset 90.2 ft Left
Ground Surface Elev. 649.45 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 649.452 ft
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 648.45			65
CLAY LOAM-brown-very stiff	3		
	6 9	3.10 B	18
	4		
	7 10	3.10 B	17
	3		
	7 10	2.70 B	19
becoming gray @ -8.0	4		
	7 9	2.70 B	19
	3		
	4 6	2.50 P	22
	2		
	4 6	2.50 P	22
	5		
	6 10	3.00 P	18
	3		
	5 6	2.00 P	12
628.95			
CLAY LOAM with Gravel-gray-very dense			
626.45			
CLAY LOAM-gray-very stiff	3		
	5 6	2.00 P	18
624.45			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/8/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765698.661, **Easting** 1072969.909

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. -
Station -

BORING NO. NWB-059
Station 905+02
Offset 97.2 ft Left
Ground Surface Elev. 650.32 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft

Groundwater Elev.:
First Encounter 643.32 ft
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 649.32			84
CLAY LOAM-brown & gray-stiff to very stiff	3		
	3 5	3.40 B	17
	2		
	4 5	1.50 P	22
	4		
	6 7	3.10 B	21
becoming gray @ -8.0	4		
	6 8	2.20 B	19
	3		
	6 8	2.25 P	21
	3		
	4 6	2.25 P	20
	3		
	4 5	2.00 P	22
	4		
	4 7	2.00 P	22
CLAY LOAM-brown & gray-stiff to very stiff *(continued)*			
	3		
	5 8	2.75 P	21
	4		
	5 7	2.00 P	23
625.32			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			

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

BBS, form 137 (Rev. 8-99)

1 *Entire sheet revised*

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**NOISE WALL B37 (SN 099-N1007) SOIL BORING LOGS 3**
		CHECKED - BAR	REVISED -		SHEET N3-9 OF N3-11 SHEETS
	PLOT SCALE =	DRAWN - CS	REVISED -		
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	636
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\0099N1007-62R29-009-SOIL03.DGN

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/8/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765705.786, **Easting** 1073171.598

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-060 **Station** 907+04 **Offset** 98 ft Left **Ground Surface Elev.** 649.86 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 637.862 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SAND & GRAVEL-dark brown 648.86			
	4		21
CLAY LOAM-brown & gray-very stiff	4 5	2.50 P	18
	4		
	6 7	3.50 B	18
	4		
	5 6	3.50 B	16
	3		
-10	4 5	3.25 P	18
becoming gray @ -10.5	4		
▼	4 5	2.75 P	19
	4		
-15	4 5	2.00 P	22
	2		
	4 5	2.00 B	22
	3		
-20	4 6	2.50 P	22

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY LOAM-gray-very stiff 629.36			
	3		
	5 5	2.00 P	14
626.86			
CLAY LOAM-gray-very stiff	4		
624.86 -25	6 9	3.40 B	17
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/8/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765714.187, **Easting** 1073363.838

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-061 **Station** 908+97 **Offset** 100.4 ft Left **Ground Surface Elev.** 648.63 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 631.131 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY TOPSOIL-dark brown & black 647.63			
	3		23
CLAY LOAM-brown & gray-stiff to very stiff	5 5	2.50 B	17
	3		
-5	4 4	2.50 B	18
	3		
	5 8	2.70 B	20
	4		
-10	8 12	3.40 B	19
becoming gray @ -10.5	4		
	7 8	2.50 B	22
	3		
-15	4 5	1.50 P	23
	4		
▼	5 50/1"	1.80 B	18
	3		
-20	5 7	1.75 P	17

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown & gray-stiff to very stiff *(continued)*			
	5		
	6 7	1.80 B	17
	4		
	5 6	2.00 P	20
623.63 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/8/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** DJ

SECTION 18 **LOCATION** SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765719.404, **Easting** 1073566.818

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-062 **Station** 911+00 **Offset** 99.2 ft Left **Ground Surface Elev.** 643.93 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 633.925 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 642.93			31
CLAY LOAM-dark brown & gray spotted black-stiff (Fill)	3		
	4 4	1.50 P	31
	3		
	16 6	1.00 P	18
-5			
638.43			
CLAY LOAM-brown-stiff to very stiff	2		
	3 4	1.00 P	20
	3		
▼ -10	5 7	3.75 P	20
becoming gray @ -10.5	4		
	6 7	2.20 B	16
	3		
-15	3 6	1.80 B	16
	3		
	5 7	2.50 B	17
	3		
-20	6 9	2.20 B	18

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-stiff to very stiff *(continued)*			
	3		
	5 8	2.20 B	18
	4		
	6 7	2.10 B	18
618.93 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 Entire sheet revised

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9/7/2023

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	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B37 (SN 099-N1007)
SOIL BORING LOGS 4
SHEET N3-10 OF N3-11 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	637
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

Date 2/7/22

FAI Route 80 from Chicago Street to US

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 18 LOCATION SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765727.676, **Easting** 1073774.496

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-063 **Station** 913+07 **Offset** 101 ft Left **Ground Surface Elev.** 642.69 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 631.692 ft▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 641.69			37
SILTY CLAY-dark brown & gray-stiff	3		
	3 4	1.80 B	30
639.69			
CLAY LOAM-brown-very stiff to hard	3		
	3 3	2.10 B	17
-5			
	3		
	4 5	2.00 P	18
	3		
-10	5 12	5.70 B	18
becoming gray @ -10.5 ▼	4		
	5 7	4.20 B	19
	3		
-15	5 6	3.00 B	21
	2		
	4 5	2.80 B	19
	3		
-20	3 3	2.20 B	14
CLAY LOAM-brown-very stiff to hard *(continued)*			
	4		
	4 5	2.00 B	19
	4		
617.69 -25	5 7	2.00 P	14
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Date 2/7/22

FAI Route 80 from Chicago Street to US

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 18 LOCATION SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765731.808, **Easting** 1073974.385

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-064 **Station** 915+07 **Offset** 98.9 ft Left **Ground Surface Elev.** 641.30 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 630.296 ft▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 640.30			31
SILTY CLAY-black-stiff	3		
	4 5	1.20 B	29
	2		
-5	2 2	1.60 B	28
635.80			
CLAY LOAM-brown & gray-very stiff to hard	1		
	2 3	2.60 B	24
	3		
-10	6 8	6.40 B	22
becoming gray @ -13.0 ▼	3		
	6 7	5.30 B	22
	3		
-15	4 7	3.70 B	20
	2		
	3 4	3.40 B	14
	3		
-20	3 4	3.60 B	13
CLAY LOAM-brown & gray-very stiff to hard *(continued)*			
	3		
	5 7	2.80 B	18
	3		
616.30 -25	5 5	2.50 B	21
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Date 2/7/22

FAI Route 80 from Chicago Street to US

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY DJ

SECTION 18 LOCATION SE 1/4, **SEC.** 18, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765737.367, **Easting** 1074161.745

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-065 **Station** 916+95 **Offset** 98.6 ft Left **Ground Surface Elev.** 639.97 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 626.469 ft▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black 638.97			31
CLAY LOAM with Stone-brown-very stiff (Fill)	2		
	3 6	2.90 B	17
636.97			
ORGANIC SILTY CLAY-black-medium stiff	3		
	4 7	0.70 B	37
-5 634.47			
CLAY LOAM-brown & gray-stiff to hard	2		
	2 4	1.90 B	23
	3		
-10	4 6	4.00 B	18
becoming gray @ -13.0 ▼	3		
	6 9	3.90 B	22
	4		
-15	6 8	3.60 B	20
	4		
	6 9	3.50 B	18
	3		
-20	4 6	4.40 B	18
CLAY LOAM-brown & gray-stiff to hard *(continued)*			
	3		
	4 4	1.10 B	20
614.97 -25	3 4	1.10 B	20
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 Entire sheet revised

MODEL: DEFAULT
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9/7/2023

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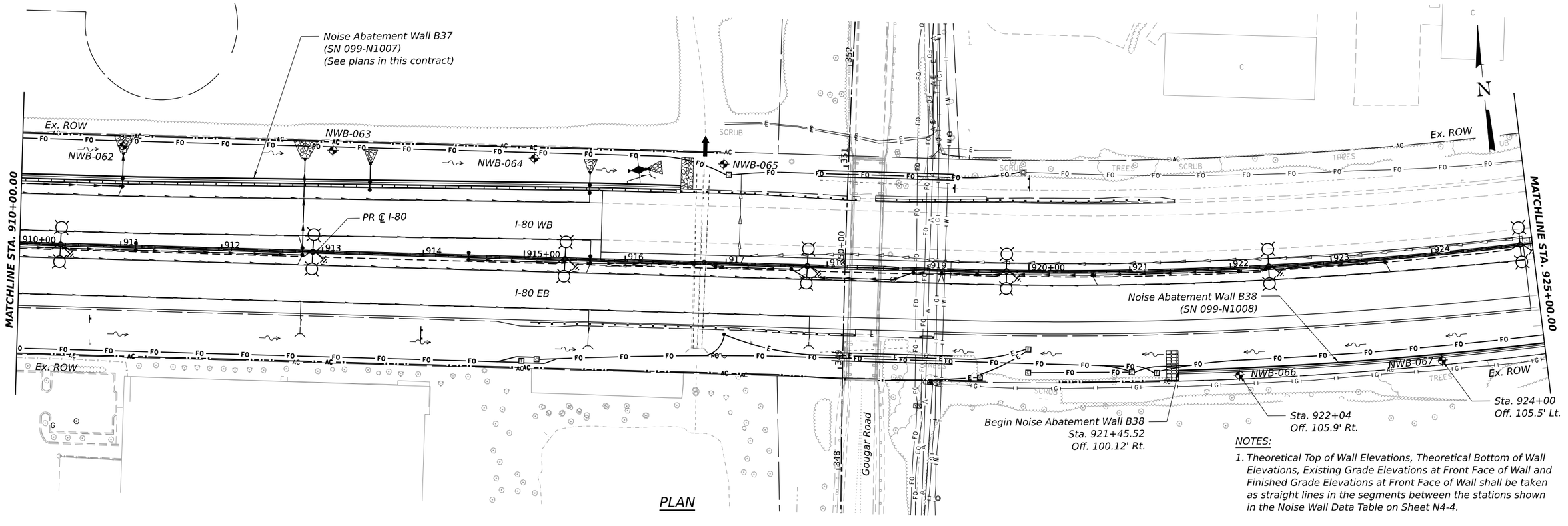
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B37 (SN 099-N1007)
SOIL BORING LOGS 5
SHEET N3-11 OF N3-11 SHEETS

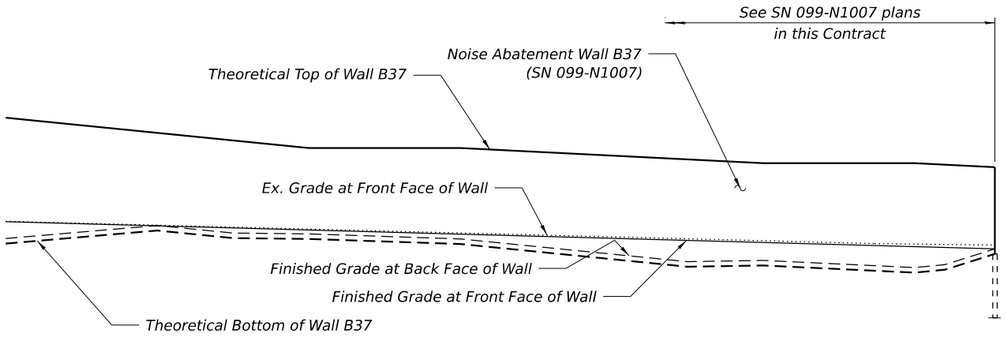
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	638
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		



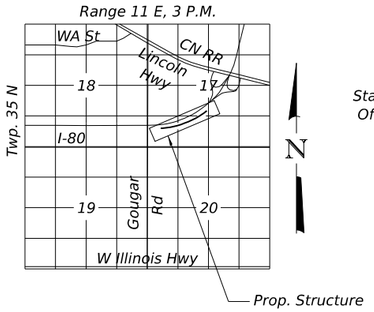
NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N4-4.

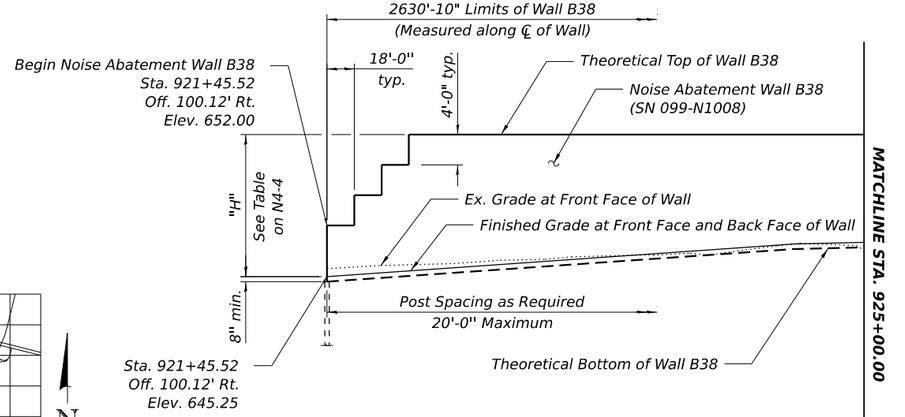
2. For additional notes and legend, see Sheet N4-4.



ELEVATION
(Looking North)



LOCATION SKETCH



GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL ALONG I-80
F.A.I RTE. I-80 SEC. FAI 80 21 STRUCTURE 8
WILL COUNTY
STA. 921+45.52 TO STA. 946+91.00
STRUCTURE NO. 099-N1008 (NOISE WALL B38)

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B38 (SN 099-N1008)
GENERAL PLAN AND ELEVATION
SHEET N4-1 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	639
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR I-80 - PLAN ML NOISE WALL-11
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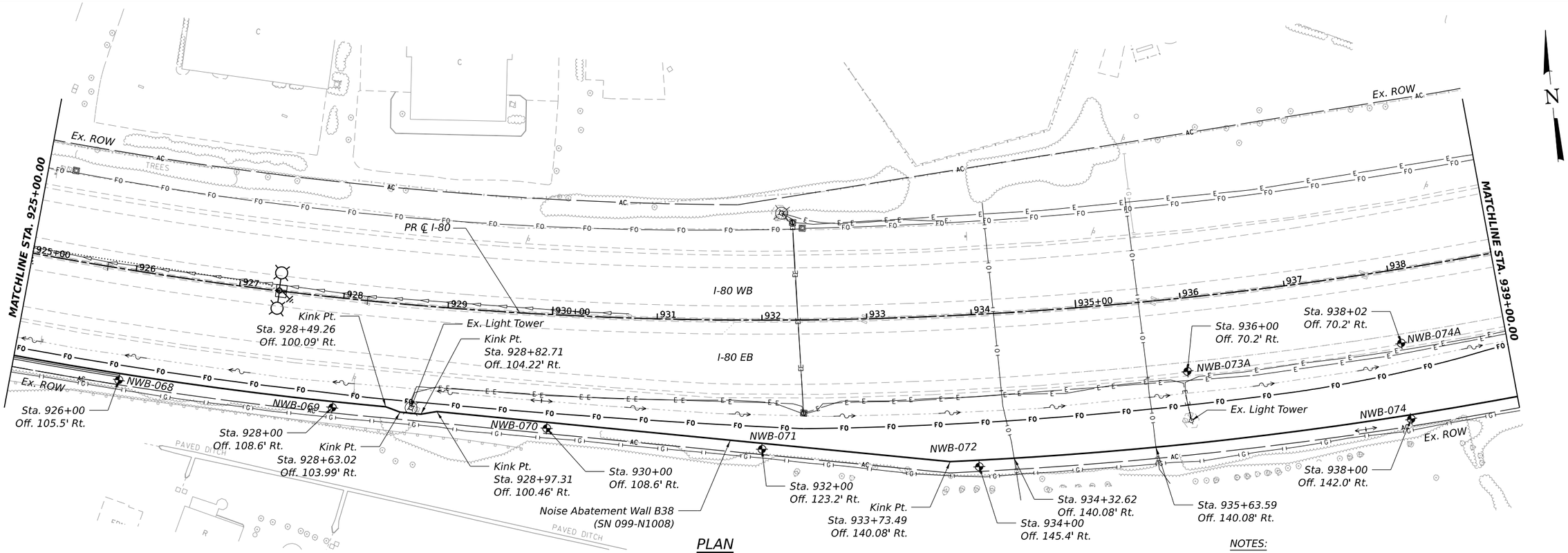
9/7/2023

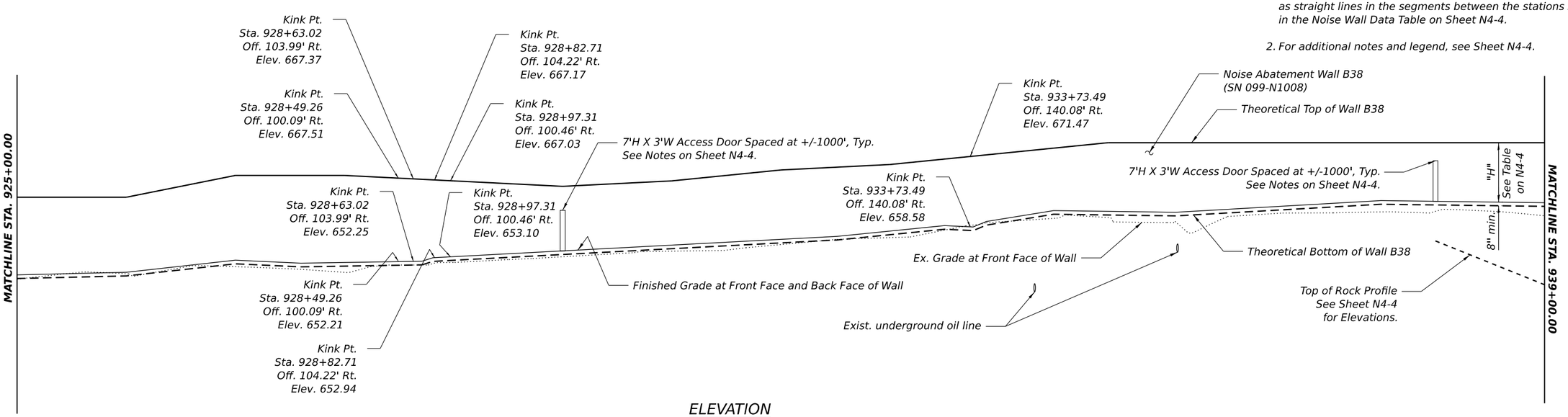


PLAN

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N4-4.

2. For additional notes and legend, see Sheet N4-4.



ELEVATION
(Looking North)

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B38 (SN 099-N1008) GENERAL PLAN AND ELEVATION	
	CHECKED - BAR	REVISED -			
PLOT SCALE =	DRAWN - CS	REVISED -			
PLOT DATE =	CHECKED - BAR	REVISED -		SHEET N4-2 OF N4-15 SHEETS	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	640
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: PR I-80 - PLAN ML NOISE WALL-12
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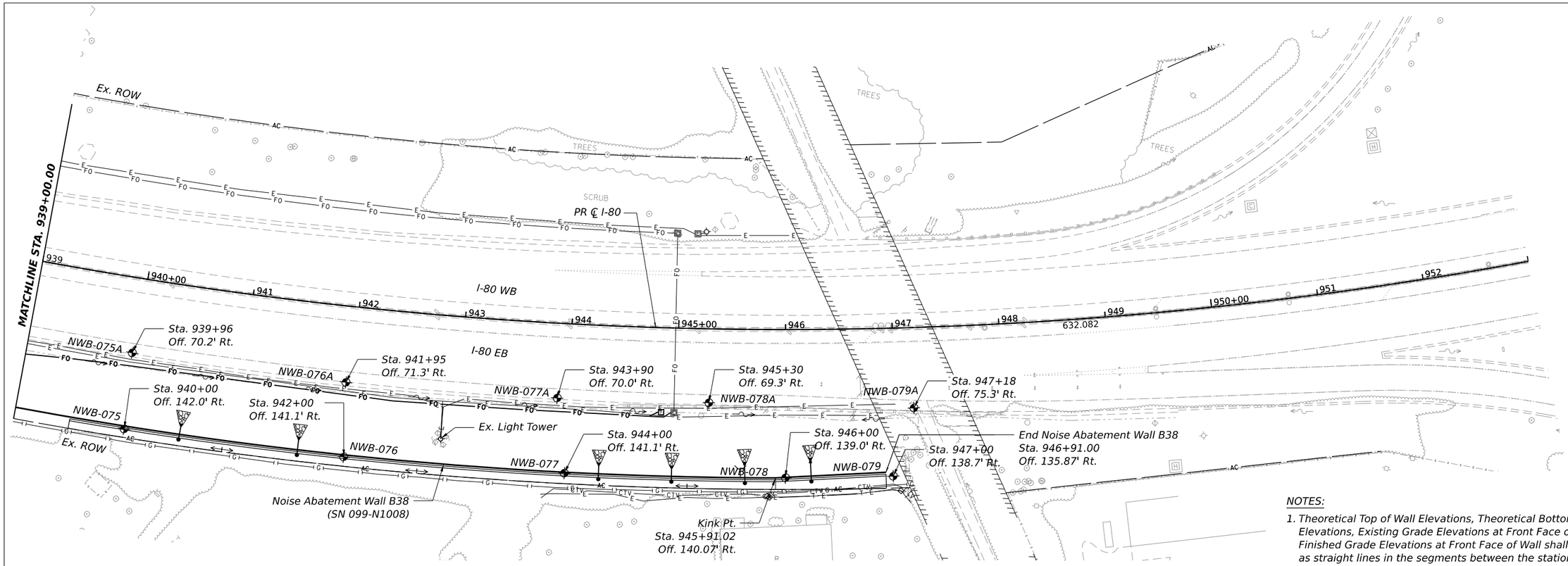
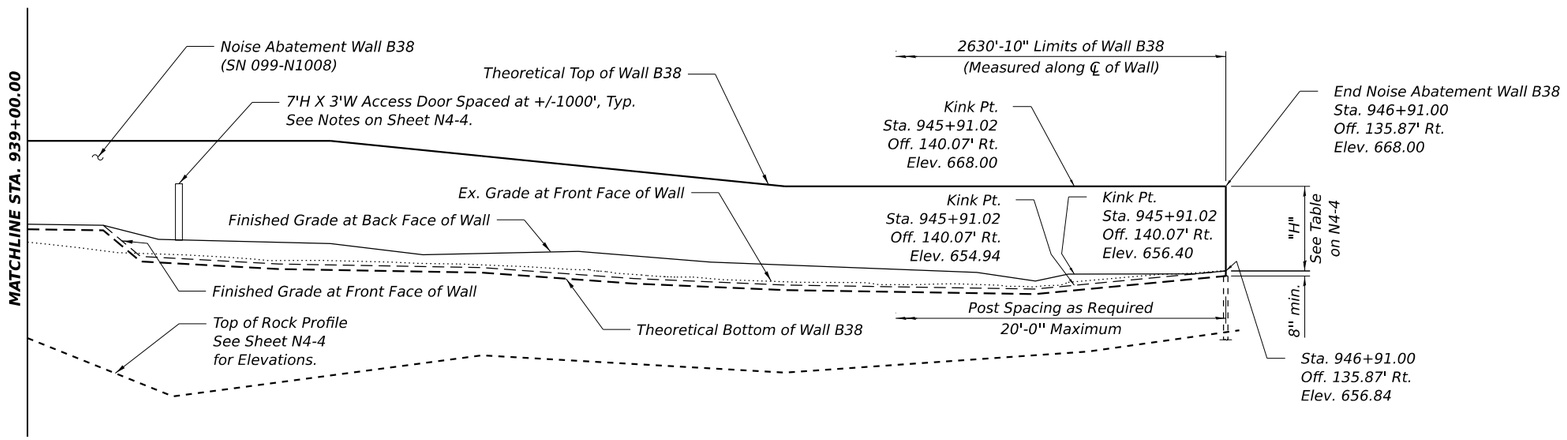
9/7/2023



PLAN



ELEVATION
(Looking North)

NOTES:

1. Theoretical Top of Wall Elevations, Theoretical Bottom of Wall Elevations, Existing Grade Elevations at Front Face of Wall and Finished Grade Elevations at Front Face of Wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table on Sheet N4-4.

2. For additional notes and legend, see Sheet N4-4.

1 Entire sheet revised

MODEL: PR I-80 - PLAN ML NOISE WALL-13
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011DMS07816\099N1008-62R29-003-GPE03.DGN

9/7/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B38 (SN 099-N1008)
GENERAL PLAN AND ELEVATION

SHEET N4-3 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	641
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.

2. Contractor shall verify location of existing utilities prior to construction. Contractor shall locate drilled shafts to provide at least 5 feet clearance to existing and proposed underground utilities. Damage to any utilities shall be repaired by the Contractor at no additional cost to the Department.

3. Wall stations and offsets are measured relative to ℄ I-80 and are measured to the centerline of wall.

4. For top of wall, bottom of wall and ground elevations, see Sheets N4-1 to N4-3.

5. The maximum center-to-center post spacing shall be 20 feet.

6. The finish shall consist of a rolled Ashlar Stone finish and shall have a minimum 0.75 in impression.

7. Any rock excavation required for noise wall construction will not be paid for separately and will be included with Noise Abatement Wall, Ground Mounted. Based on the estimated top of rock elevations in the soil boring logs, rock excavation will only be required for construction of the drilled shafts.

8. Theoretical top of wall elevations, theoretical bottom of wall elevations, existing grade elevations at front face of wall and finished grade elevations at front face of wall shall be taken as straight lines in the segments between the stations shown in the Noise Wall Data Table.

9. Provide access doors every 1000' spaced evenly along length of wall. Access door location shown in the plans is approximate. Only locate doors where the grade at both faces of noise wall is even.

10. The design and construction of noise wall shall center each Oil Line between two posts and utilize the maximum post spacing to maximize the horizontal clearance between the posts and each utility. Drilled shafts adjacent to oil lines shall be constructed using hydro excavation.

INDEX OF SHEETS

LEGEND

Exist. Underground Telephone
Exist. Underground Electric
Exist. Underground Gas
Exist. Underground Fiber Optic
Exist. Underground Cable TV
Exist. Underground Water
Exist. Underground Oil
Exist. Access Control and ROW
Exist. Aerial Line
Exist. Guardrail
Exist. Storm Sewer
Exist. Lighting
Prop. Access Control and ROW Fence
Prop. Guardrail
Prop. Storm Sewer
Prop. Underdrain
Prop. Drainage
Prop. Drainage Flow
Prop. Lighting
Soil Boring

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	36,338
Geocomposite Wall Drain	Sq. Yd.	234
Pipe Underdrains for Structures	Foot	799

TOP OF ROCK ELEVATIONS

Boring No.	Sta.	T/Rock Elev.
NWB-074	938+00	656.00
NWB-075A	939+96	640.27
NWB-076	942+00	645.70
NWB-077	944+00	643.40
NWB-078	946+00	646.20
NWB-079	947+00	649.00

Note: There are exposed rock layers in this area. Top of rock elevations shown are based on the higher of hand auger refusal elevation and machine-drilled rock observation elevation. See boring logs for additional information.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN LOADS

Factored Strength III or V Wind: 35 psf
Factored Service I Wind: 15 psf
*Max. Factored Service I active earth pressure: 170 psf (based on equivalent fluid pressure of 55 psf)
*Factored Service I live load surcharge load: 110 psf

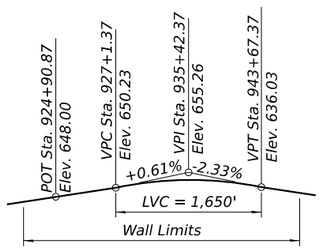
*Load applied only where noise wall acts as a retaining wall.

NOISE WALL DATA TABLE

Station	Offset (Lt.) to ℄ of Wall (ft.)	Theoretical Top of Wall Elev.	Ex. Grade Elev. at Front Face of Wall	Finished Grade Elev. at Front Face of Wall	Finished Grade Elev. at Back Face of Wall	Theoretical Bottom of Wall Elev.	Wall Height above Low Finished Grade "H" (ft.)
921+45.52	100.12	652.00	646.30	645.25	645.25	644.58	6.75
922+00.00	100.11	652.00	646.81	646.01	646.01	645.34	5.99
923+00.00	100.11	664.00	647.72	647.40	647.40	646.74	16.60
924+00.00	100.11	664.00	648.17	648.80	648.80	648.13	15.20
924+53.45	100.10	664.00	649.54	649.54	649.54	648.88	14.46
925+00.00	100.10	664.00	649.01	649.77	649.77	649.10	14.23
926+00.00	100.10	664.00	650.01	650.26	650.26	649.59	13.74
927+00.00	100.10	668.00	651.29	652.47	652.47	651.80	15.53
927+60.00	100.09	668.00	650.79	651.92	651.92	651.25	16.08
928+00.00	100.09	668.00	650.24	652.07	652.07	651.41	15.93
928+49.26	100.09	667.51	651.59	652.21	652.21	651.54	15.30
928+63.02	103.99	667.37	651.59	652.25	652.25	651.58	15.12
928+71.00	104.07	667.29	651.59	652.27	652.27	651.60	15.02
928+81.00	104.20	667.19	651.85	652.93	652.93	652.26	14.27
928+82.71	104.22	667.17	651.95	652.94	652.94	652.28	14.23
928+97.31	100.46	667.03	652.05	653.10	653.10	652.43	13.93
929+00.00	100.51	667.00	652.05	653.13	653.13	652.46	13.87
930+00.00	103.78	666.00	653.10	654.19	654.19	653.52	11.81
931+00.00	109.76	667.00	654.13	655.25	655.25	654.58	11.75
932+00.00	118.45	669.00	655.34	656.31	656.31	655.64	12.69
932+50.00	123.28	669.50	656.25	656.84	656.84	656.17	12.66
932+51.59	124.01	669.52	656.28	656.85	656.85	656.19	12.66
933+00.00	129.89	670.00	656.61	657.81	657.81	657.15	12.19
933+50.00	136.66	671.00	657.97	658.81	658.81	658.14	12.19
933+73.49	140.08	671.52	658.90	658.56	658.56	657.89	12.97
933+76.24	140.08	671.52	658.90	658.56	658.56	657.89	12.97
933+88.26	140.08	671.77	659.35	659.55	659.55	658.89	12.21
934+00.00	140.08	672.00	659.50	659.94	659.94	659.27	12.06
934+50.00	140.08	673.00	660.14	661.56	661.56	660.90	11.44
935+00.00	140.08	674.00	660.29	661.43	661.43	660.76	12.57
935+61.79	140.08	674.00	659.49	661.26	661.26	660.60	12.74
936+00.00	140.08	674.00	659.65	661.69	661.69	661.03	12.31
937+00.00	140.07	674.00	661.16	662.83	662.83	662.16	11.17
937+50.00	140.07	674.00	661.33	663.39	663.39	662.73	10.61
938+00.00	140.07	674.00	661.43	663.26	663.26	662.59	10.74
939+00.00	140.07	674.00	660.62	662.99	662.99	662.33	11.01
939+50.00	140.07	674.00	659.49	662.86	662.86	662.19	11.14
939+74.66	140.07	674.00	659.14	658.74	661.60	658.08	15.26
939+86.51	140.07	674.00	659.05	658.61	660.99	657.95	15.39
940+00.00	140.07	674.00	658.96	658.46	660.93	657.80	15.54
940+65.80	140.07	674.00	658.21	657.74	660.61	657.07	16.26
941+00.00	140.07	674.00	658.19	657.62	660.44	656.96	16.38
941+61.01	140.07	672.78	657.82	657.41	658.98	656.74	15.37
942+00.00	140.07	672.00	657.62	657.28	659.14	656.61	14.73
942+63.64	140.07	670.73	657.01	656.36	659.42	655.69	14.37
943+00.00	140.07	670.00	656.38	655.84	658.83	655.17	14.17
943+51.01	140.07	668.98	655.81	655.39	658.01	654.72	13.59
944+00.00	140.07	668.00	655.41	654.96	657.62	654.29	13.04
945+00.00	140.07	668.00	655.09	654.65	656.83	653.98	13.35
945+26.77	140.07	668.00	655.03	654.56	656.62	653.90	13.44
945+65.00	140.07	668.00	654.74	654.45	655.51	653.78	13.55
945+65.37	140.07	668.00	654.75	654.45	655.50	653.79	13.55
945+86.97	140.07	668.00	655.33	654.86	656.40	654.20	13.14
945+91.02	140.07	668.00	655.40	654.94	656.40	654.27	13.06
946+00.00	139.58	668.00	655.56	655.11	656.41	654.44	12.89
946+70.00	136.53	668.00	656.56	656.44	656.44	655.77	11.56
946+91.00	135.88	668.00	656.84	656.84	656.84	656.17	11.16

CURVE DATA

P.I. Sta. = 949+14.51
Δ = 76° 06' 03.0" (RT)
D = 1° 30' 00"
R = 3,819.51'
T = 2,989.55'
L = 5,073.12'
E = 1030.86'
e = 3.7%
T.R. = 90'
S.E. Run = 203'
P.C. Sta. = 919+24.96
P.T. Sta. = 969+98.08



I-80 PROFILE GRADE

(Along I-80 Inside Edge of Pavement)

NOISE REDUCTION DATA

Noise Wall	Noise Wall Str. No.	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
B38	099-N1008	I-80 face	921+45.52	946+91.00	Reflective	-
		residential face			Reflective	-

1 Entire sheet revised

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9/7/2023

exp.

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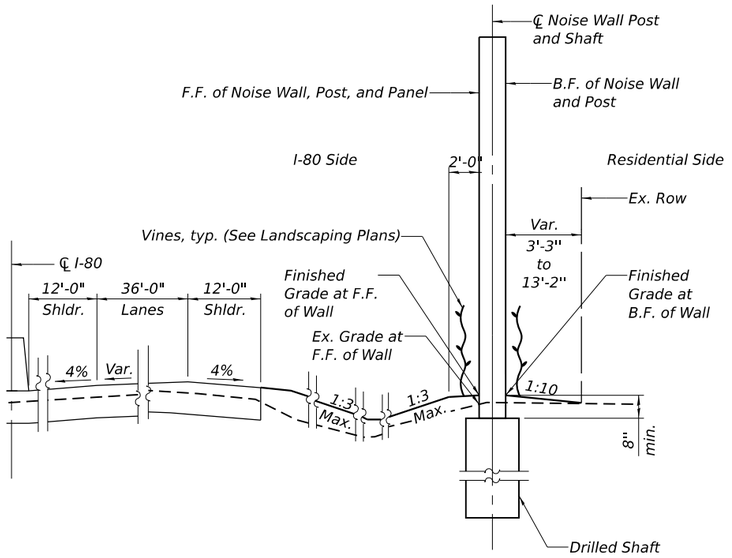
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

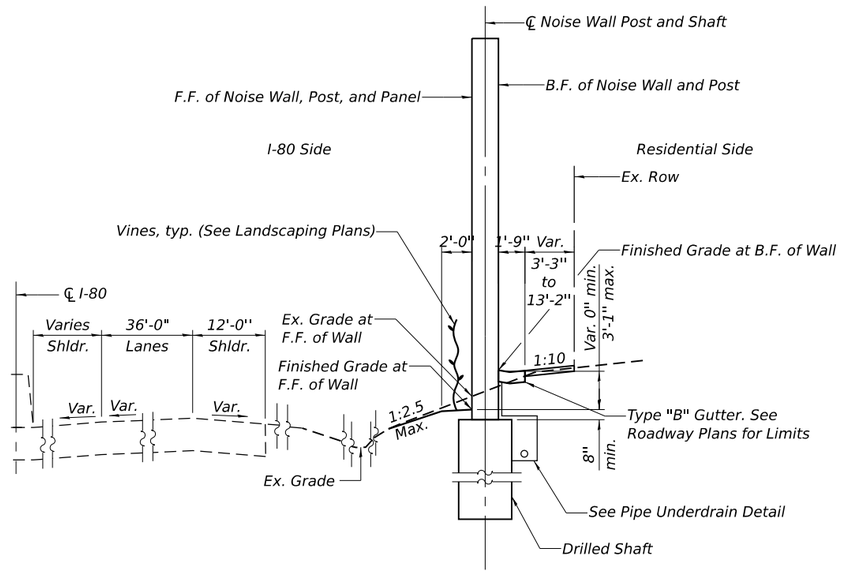
NOISE WALL B38 (SN 099-N1008)
NOISE WALL DETAILS 1
SHEET N4-4 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	642
		CONTRACT NO. 62R29		
		ILLINOIS	FED. AID PROJECT	



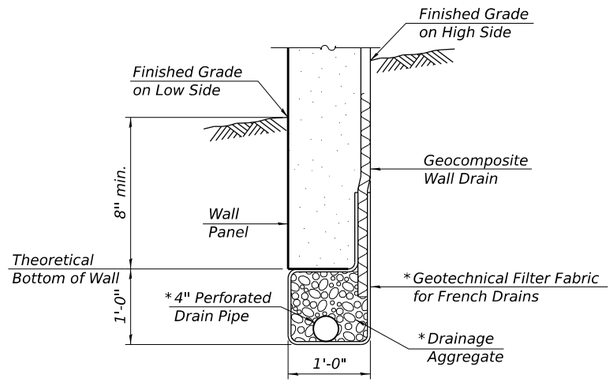
TYPICAL SECTION

(Sta. 921+45.52 to Sta. 939+50.00)
(Sta. 946+70.00 to Sta. 946+91.00)

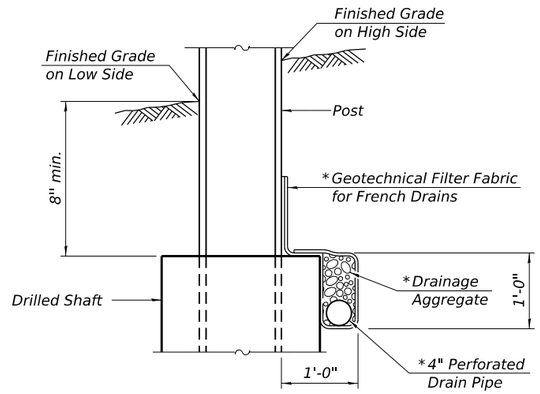


TYPICAL SECTION
RETAINED EARTH AT BACK FACE

(Sta. 939+50.00 to Sta. 946+70.00)

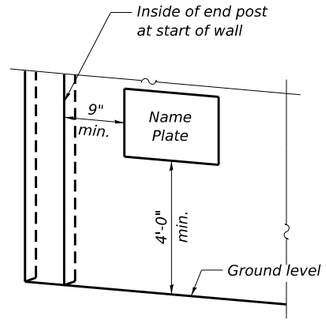


PIPE UNDERDRAIN DETAIL
BETWEEN DRILLED SHAFTS



PIPE UNDERDRAIN DETAIL
AT DRILLED SHAFTS

*Included in the cost of Pipe Underdrains for Structures 4"



NAME PLATE LOCATION

NOISE ABATEMENT WALL
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 80
SEC. FAI 80 21 STRUCTURE 8
FROM STA. 921+45.52 TO STA. 946+91.00
STRUCTURE NO. 099-N1008

NAME PLATE

See Std. 515001

NOTE:

1. F.F. denotes Front Face
   B.F. denotes Back Face

1 Entire sheet revised

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	CHECKED - BAR	REVISED -	
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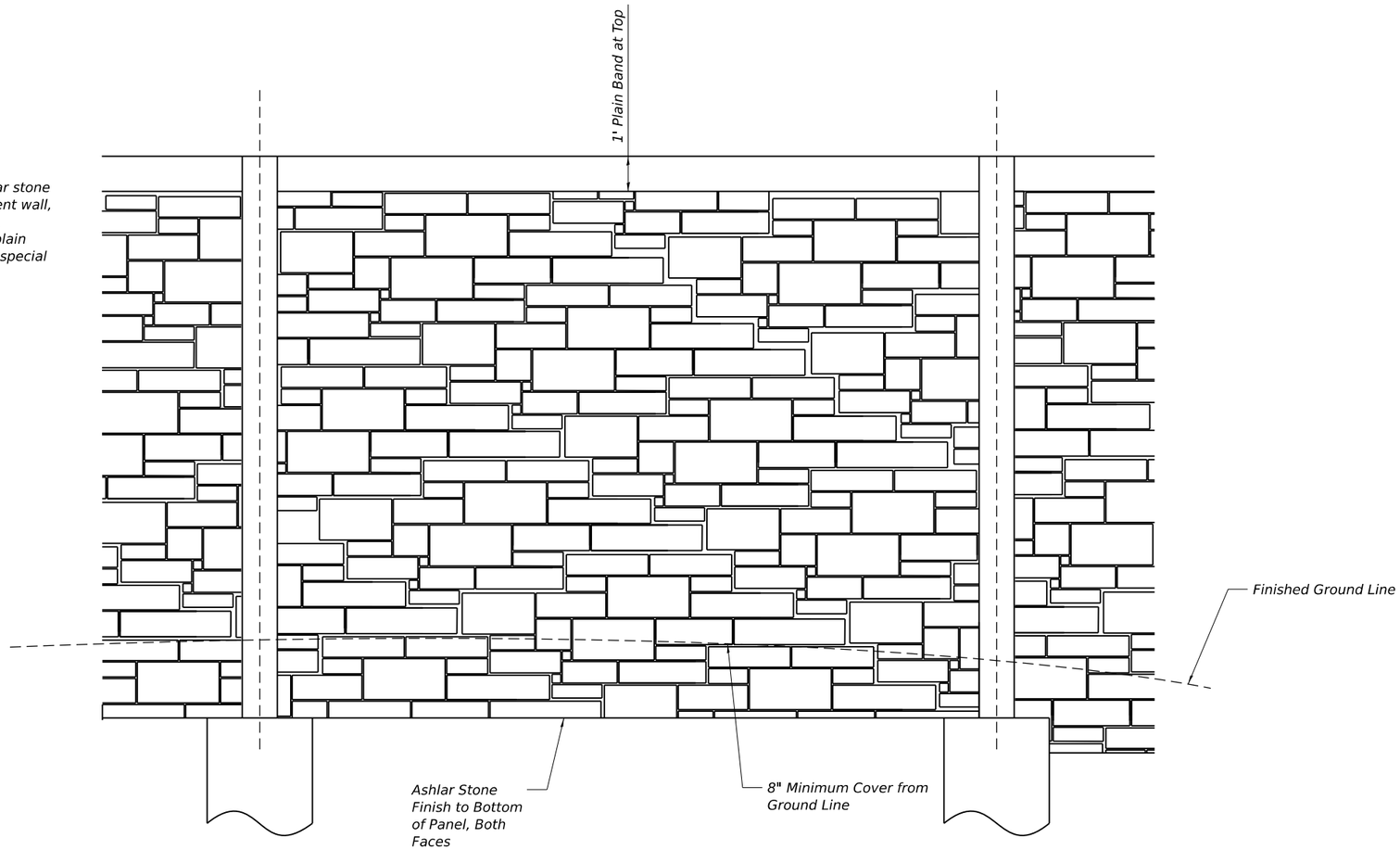
PLOT DATE =	CHECKED - BAR	REVISED -	

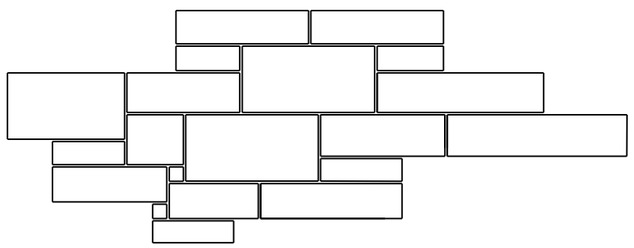
NOISE WALL B38 (SN 099-N1008)
NOISE WALL DETAILS 2
SHEET N4-5 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	643
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

NOTES:

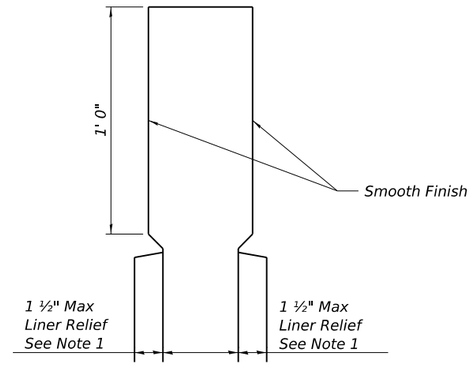
1. Each side of the noise wall panels shall have a rolled ashlar stone finish. the finish shall have a 1 ½" relief for noise abatement wall, ground mounted and a ¾" relief for noise abatement wall, structure mounted. the color of both sides of the panels, plain band, posts and all other visible elements shall follow the special provisions.





Stone Pattern Sizes:
3" X 3" - 14" X 28"

ENLARGED PATTERN DETAIL



ENLARGED CAP DETAIL

1 Entire sheet revised

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	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N4-6 OF N4-15 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	644
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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9/7/2023

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

SOIL BORING LOG

Date 2/24/22

FAI Route 80 from Chicago Street to US Route 30 | DESCRIPTION I-80 Phase II | LOGGED BY TC

SECTION 17 | LOCATION SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765562.819, **Easting** 1074689.564

COUNTY Will | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE CME Automatic

STRUCT. NO. - | **Station** -

BORING NO. NWB-066 | **Station** 922+04 | **Offset** 105.9 ft Right | **Ground Surface Elev.** 647.29 ft

Surface Water Elev. n/a ft | **Stream Bed Elev.** n/a ft

Groundwater Elev.: | **First Encounter** Dry ft | **Upon Completion** Dry ft | **After** - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY TOPSOIL dark brown & black 646.29				27
SILTY SAND & GRAVEL-brown-medium dense (Fill) 644.29		3		
		4		16
		6		
CLAY LOAM-brown-very stiff to hard		3		
		4	3.50	17
	-5	5	P	
		6		
		9	4.50	19
		9	P	
becoming gray @ -10.5		6		
	-10	7	4.00	18
		9	P	
		4		
		5	2.00	21
		5	P	
		4		
		6	2.00	23
	-15	6	P	
		2		
		4	2.50	24
		4	P	
		3		
	-20	3	2.20	22
		5	B	
CLAY LOAM-brown-very stiff to hard *(continued)*				
		6		
		9	2.70	16
		13	B	
		5		
		8	4.00	13
622.29	-25	13	P	
End Of Boring @ -25.0'. Boring backfilled with cuttings.				
	-30			
	-35			
	-40			

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

BBS, form 137 (Rev. 8-99)

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

SOIL BORING LOG

Date 2/24/22

FAI Route 80 from Chicago Street to US Route 30 | DESCRIPTION I-80 Phase II | LOGGED BY TC

SECTION 17 | LOCATION SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765584.393, **Easting** 1074880.87

COUNTY Will | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE CME Automatic

STRUCT. NO. - | **Station** -

BORING NO. NWB-067 | **Station** 924+00 | **Offset** 105.5 ft Right | **Ground Surface Elev.** 651.08 ft

Surface Water Elev. n/a ft | **Stream Bed Elev.** n/a ft

Groundwater Elev.: | **First Encounter** Dry ft | **Upon Completion** Dry ft | **After** - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3.0" TOPSOIL-black 650.83				
SANDY CLAY LOAM-dark brown-stiff (Fill)		3		41
648.08		3	1.00	21
		3	P	
SILTY CLAY LOAM-dark brown & gray-stiff (Fill)		3		
		1	1.00	32
645.58	-5	2	P	
SILTY SAND & GRAVEL-brown-very loose to loose		1		
		2		22
		1		
		2		
		2		25
640.58	-10	2		
CLAY LOAM-gray-stiff to very stiff		3		
		4	1.50	20
		5	P	
		4		
		6	2.50	19
	-15	8	P	
		7		
		7	2.50	21
		9	P	
		5		
	-20	5	3.50	19
		6	P	
CLAY LOAM-gray-stiff to very stiff *(continued)*				
		4		
		5	1.00	16
		6	P	
		4		
		5	2.00	17
626.08	-25	6	P	
End Of Boring @ -25.0'. Boring backfilled with cuttings.				
	-30			
	-35			
	-40			

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

BBS, form 137 (Rev. 8-99)

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

SOIL BORING LOG

Date 2/24/22

FAI Route 80 from Chicago Street to US Route 30 | DESCRIPTION I-80 Phase II | LOGGED BY TC

SECTION 17 | LOCATION SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765621.413, **Easting** 1075085.689

COUNTY Will | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE CME Automatic

STRUCT. NO. - | **Station** -

BORING NO. NWB-068 | **Station** 926+00 | **Offset** 105.5 ft Right | **Ground Surface Elev.** 651.60 ft

Surface Water Elev. n/a ft | **Stream Bed Elev.** n/a ft

Groundwater Elev.: | **First Encounter** Dry ft | **Upon Completion** Dry ft | **After** - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
5.0" TOPSOIL-black 651.18				
CLAY LOAM-brown-very stiff		4		34
648.60		4	2.50	24
		4	P	
SILTY SAND & GRAVEL-brown-very loose to loose		2		
		3		23
	-5	2		
		2		
		0		
	-10	0		24
641.10		1		
CLAY LOAM-gray-very stiff		4		
		5	3.50	20
638.60		8	P	
CLAYEY SAND & GRAVEL-gray-medium dense		5		
	-15	11		6
636.10		11		
CLAY LOAM-gray-very stiff		4		
		6	3.50	16
		9	P	
		5		
	-20	7	3.00	20
		12	P	
631.10				
SILT-gray-loose		3		
		3		19
628.60				
CLAY LOAM-gray-stiff		3		
		4	1.00	17
626.60	-25	4	P	
End Of Boring @ -25.0'. Boring backfilled with cuttings.				
	-30			
	-35			
	-40			

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

BBS, form 137 (Rev. 8-99)

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B38 (SN 099-N1008) SOIL BORING LOGS 1
	CHECKED - BAR	REVISED -		
PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N4-7 OF N4-15 SHEETS
PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	645
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\0099N1008-62R29-007-SOIL01.DGN

9/7/2023

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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

SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/24/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765670.783, **Easting** 1075287.966

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-069 **Station** 928+00 **Offset** 108.6 ft Right **Ground Surface Elev.** 651.29 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** Dry ft **Upon Completion** Dry ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
650.79 6.0" TOPSOIL-black			
SILTY CLAY LOAM-dark brown, gray & black-stiff	3		59
	3 4	1.20 B	30
648.29 CLAY LOAM-brown & gray-stiff	4		
	4 5	1.50 P	18
645.79 SILTY GRAVEL-brown-dense	3		
	5 29		7
643.29 SILTY CLAY LOAM-gray-stiff	3		
-10	3 4	1.00 P	20
640.79 CLAY LOAM-gray-stiff	2		
	5 5	1.00 P	21
	4		
-15	4 6	2.00 P	23
	3		
	4 7	1.80 B	22
633.29 SILT-gray-very loose	1		
-20	1 1		19

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
630.79 CLAY LOAM-gray-very stiff	6		
	8 12	2.50 P	19
	4		
626.29 -25	5 6	2.00 P	13
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/28/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765727.109, **Easting** 1075485.234

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-070 **Station** 930+00 **Offset** 108.6 ft Right **Ground Surface Elev.** 653.53 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 635.032 ft ▼ **Upon Completion** 635.532 ft ▽ **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
653.03 6.0" TOPSOIL-black			
GRAVEL & STONE-brown & black-loose (Fill)	4		34
	3 4		24
650.53 CLAY LOAM-brown-very stiff	4		
-5	5 6	2.00 P	30
	3		
	3 5	2.50 P	6
	5		
-10	6 7	2.10 B	16
becoming gray @ -8.0'	3		
	3 6	2.00 P	15
	3		
-15	4 6	2.00 P	19
	4		
	5 7	2.00 P	19
▽ ▼	3		
-20	4 5	2.00 P	17

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff *(continued)*	3		
	5 7	2.50 P	19
	3		
628.53 -25	5 6	2.50 P	18
End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

FAI Route 80 from Chicago Street to US Route 30

Date 2/28/22

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765780.838, **Easting** 1075683.535

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-071 **Station** 932+00 **Offset** 123.2 ft Right **Ground Surface Elev.** 655.52 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 634.523 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
655.02 6.0" TOPSOIL-black			
CLAY LOAM-dark brown & gray spotted-very stiff (Fill)	3		32
	3 4	2.00 P	29
652.52 CLAY LOAM-brown & gray-stiff to very stiff	2		
	2 3	1.50 P	19
-5			
	4		
	4 9	3.50 P	18
	4		
-10	5 7	3.50 P	16
becoming gray @ -10.5'	5		
	9 14	2.50 P	19
	4		
-15	5 10	3.50 P	17
	3		
	4 8	2.00 P	21
	3		
-20	6 7	3.00 P	18

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown & gray-stiff to very stiff *(continued)* 634.52 ▼			
SILTY SAND & GRAVEL-gray-medium dense	4		
	6 13		12
632.52 CLAY LOAM-gray-very stiff	6		
	6 5	2.00 P	17
630.52 -25 End Of Boring @ -25.0'. Boring backfilled with cuttings.			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\0099N1008-62R29-008-SOIL02.DGN

1 Entire sheet revised

exp.

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B38 (SN 099-N1008)
SOIL BORING LOGS 2
SHEET N4-8 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	646
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

9/7/2023

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SOIL BORING LOG

Page 1 of 1

Date 2/28/22

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765838.698, **Easting** 1075883.259

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

FAI Route 80 from Chicago Street to US

STRUCT. NO. -
Station -
BORING NO. NWB-072
Station 934+00
Offset 145.4 ft Right
Ground Surface Elev. 659.61 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter 651.112 ft
Upon Completion ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" TOPSOIL-black 659.11			
SILTY CLAY-dark brown-stiff	3		35
	4 5	1.50 P	28
	7		
	10 8	1.50 P	24
654.11			
CLAY LOAM-brown-very stiff to hard	4		
	7 7	3.00 P	16
▼	4		
-10	5 7	4.00 P	18
	5		
	7 13	2.00 B	19
becoming gray @ -13.0'	5		
-15	6 9	2.00 P	18
	8		
	7 8	2.50 P	18
	4		
-20	6 6	2.00 P	22

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff to hard *(continued)*	8		
	9 10	3.50 P	15
	9		
	11 14	3.00 P	17
634.61 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 2/28/22

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1765995.4, **Easting** 1076036.1

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

FAI Route 80 from Chicago Street to US

STRUCT. NO. -
Station -
BORING NO. NWB-073A
Station 936+00
Offset 70.2 ft Right
Ground Surface Elev. 649.40 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8.0" TOPSOIL-black 648.73			
CLAY LOAM-brown-very stiff	3		25
	3 5	2.50 P	24
	5		
-5	6 7	2.50 P	21
	4		
	6 8	2.50 P	17
	5		
-10	6 9	3.00 P	18
	5		
	7 10	2.20 B	16
becoming gray @ -13.0'	5		
-15	5 12	2.00 B	18
	4		
	4 9	2.00 P	17
	5		
-20	5 8	2.00 P	18

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM-brown-very stiff *(continued)*	3		
	4 6	3.00 P	14
	3		
	5 6	2.50 P	15
624.40 -25			
End Of Boring @ -25.0'. Boring backfilled with cuttings.			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

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SOIL BORING LOG

Page 1 of 1

Date 3/9/22

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1766029.1, **Easting** 1076251.9

COUNTY Will DRILLING METHOD Hand Auger HAMMER TYPE Manual

FAI Route 80 from Chicago Street to US

STRUCT. NO. -
Station -
BORING NO. NWB-074
Station 938+00
Offset 142 ft Right
Ground Surface Elev. 662.00 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY-dark brown & black-very stiff	HA		
		2.00 P	28
660.00			
CLAY LOAM-brown & gray-very stiff	HA		
		3.00 P	20
	HA		
-5		3.50 P	18
656.00			
Auger Refusal @ -6.0'. End Of Boring. Boring backfilled with cuttings.			
-10			
-15			
-20			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 10/23

1 Entire sheet revised

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS07816\0099N1008-62R29-009-SOIL03.DGN

9/7/2023

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B38 (SN 099-N1008) SOIL BORING LOGS 3
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N4-9 OF N4-15 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	647
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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SOIL BORING LOG

FAI Route 80 from Chicago Street to US

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 3/1/22

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1766093.455, **Easting** 1076217.16

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-074A **Station** 938+02 **Offset** 70.2 ft Right **Ground Surface Elev.** 647.07 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** Dry ft **Upon Completion** Dry ft **After** - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
13.0" CONCRETE				
645.99				
CRUSHED STONE-dense		21		
		25		7
		4		
644.07				
CLAY LOAM-brown-very stiff (Fill)		6		
		6	3.10 B	15
	-5	6		
becoming gray @ -5.5'		4		
		7	2.75 P	18
		7		
		3		
		3	2.00 P	14
	-10	4		
636.57				
CRUSHED STONE-brown & gray-very dense		14		
		26		7
		50/2"		
		17		
		50/5"		8
	-15			
631.57				
SILTY CLAY-dark gray to gray-medium stiff to stiff		3		
		4	1.50 P	26
		5		
		3		
		2	1.00 P	38
	-20	2		
SILTY CLAY-dark gray to gray-medium stiff to stiff *(continued)*		2		
		1	0.50 P	36
624.07		2		
SILTY CLAY LOAM-gray-very stiff		5		
		5	2.00 P	24
622.07	-25	6		
End Of Boring @ -25.0'. Boring backfilled with cuttings.				
	-30			
	-35			
	-40			

SOIL BORING 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

FAI Route 80 from Chicago Street to US

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 3/9/22

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1766138.4, **Easting** 1076251.9

COUNTY Will **DRILLING METHOD** Hand Auger **HAMMER TYPE** Manual

STRUCT. NO. - **Station** -

BORING NO. NWB-075 **Station** 940+00 **Offset** 70.2 ft Right **Ground Surface Elev.** 660.20 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 654.2 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
9.0" TOPSOIL-black		HA		
659.45				20
CLAY LOAM-brown & gray-stiff to very stiff (Fill)		HA		
			1.00 P	22
		HA		
			2.00 P	28
655.70				
SILTY CLAY-brown & gray-stiff	-5	HA		
			1.00 P	21
654.20 ▼				
CLAY LOAM-brown-stiff		HA		
			1.50 P	24
		HA		
			1.50 P	23
650.20	-10			
End Of Boring @ -10.0'. Boring backfilled with cuttings.				
	-15			
	-20			

SOIL BORING 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

FAI Route 80 from Chicago Street to US

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC **Date** 3/1/22

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**, **Northing** 1766196.618, **Easting** 1076386.226

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Station** -

BORING NO. NWB-075A **Station** 939+96 **Offset** 70.2 ft Right **Ground Surface Elev.** 644.27 ft

Surface Water Elev. n/a ft **Stream Bed Elev.** n/a ft

Groundwater Elev.: **First Encounter** 633.269 ft ▼ **Upon Completion** ft **After** - **Hrs.** - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
14.0" CONCRETE				
643.10				
		32		
CRUSHED ASPHALT & STONE-dense		27		5
		27		
640.77				
CLAY LOAM-brown-hard (Fill)		9	4.50	11
640.27		50/11"	P	
Borehole continued with rock coring.	-5			
	-10			
	-15			
	-20			

SOIL BORING 20912_LOG.GPJ IL_DOT.GDT 1/3/23

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

BBS, form 137 (Rev. 8-99)

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-011\DMS07816\099N1008-62R29-010-SOIL04.DGN

9/7/2023

1 Entire sheet revised

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B38 (SN 099-N1008) SOIL BORING LOGS 4
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		
	PLOT DATE =	CHECKED - BAR	REVISED -		SHEET N4-10 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	648
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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ROCK CORE LOG

Page 1 of 1

Date 3/1/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM,
Northing 1766196.618, Easting 1076386.226

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. - CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
Station -
Core Diameter 2 in
BORING NO. NWB-075A Top of Rock Elev. 640.27 ft
Station 939+96 Begin Core Elev. 640.27 ft
Offset 70.2 ft Right
Ground Surface Elev. 644.27 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-4.0' to -14.0')	640.27					
SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray to gray & porous with horizontal to wavy bedding. Weathered with rust staining to -5.0'. Highly fractured throughout.	-5	1	100	4		320.00
	-10					
	630.27					
End Of Boring @ -14.0'. Boring backfilled with cuttings. End of Boring	-15					
	-20					

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

BBS, form 138 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/14/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM,
Northing 1766256.3, Easting 1076598.9

COUNTY Will DRILLING METHOD Hand Auger HAMMER TYPE CME Automatic

STRUCT. NO. - Surface Water Elev. n/a ft
Station - Stream Bed Elev. n/a ft
BORING NO. NWB-076 Groundwater Elev.:
Station 942+00 First Encounter Dry ft
Offset 141.1 ft Right Upon Completion ft
Ground Surface Elev. 655.70 ft After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black	654.70	HA		38
CLAY LOAM-brown & gray spotted black-very stiff (Fill)	653.70	HA	3.00	16
SILTY SAND & GRAVEL-brown (Fill)	651.70	HA	P	9
CLAY LOAM-brown spotted black-stiff (Fill)	649.70	HA	1.00 P	6
CLAY LOAM-brown-hard		HA	4.50 P	20
		HA	4.50 P	17
Auger Refusal @ -10.0'. End Of Boring.	645.70			

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

BBS, form 137 (Rev. 8-99)

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(630) 355-2838

SOIL BORING LOG

Page 1 of 1

Date 3/1/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM,
Northing 1766309.787, Easting 1076553.735

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. - Surface Water Elev. n/a ft
Station - Stream Bed Elev. n/a ft
BORING NO. NWB-076A Groundwater Elev.:
Station 941+95 First Encounter Dry ft
Offset 71.3 ft Right Upon Completion Dry ft
Ground Surface Elev. 640.57 ft After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
14.0" CONCRETE	639.40			
CRUSHED ASPHALT & STONE-dense	637.57	36 23 23		5
FRACTURED ROCK-brown-very dense	636.57	21		
Drillers Observation: Apparent Bedrock	635.57	35 50/2"		5
Borehole continued with rock coring.	-10			
	-15			
	-20			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
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9/7/2023

1 Entire sheet revised

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B38 (SN 099-N1008)
SOIL BORING LOGS 5
SHEET N4-11 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	649
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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ROCK CORE LOG

Page 1 of 1

Date 3/1/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM,
Northing 1766309.787, Easting 1076553.735

COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. - CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
Station -
Core Diameter 2 in
BORING NO. NWB-076A Top of Rock Elev. 636.57 ft
Station 941+95 Begin Core Elev. 635.57 ft
Offset 71.3 ft Right
Ground Surface Elev. 640.57 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-5.0' to -15.0') 635.57 SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray to gray & porous with horizontal to wavy bedding. Highly weathered to -10.4 with rust staining to -9.6'.	-10	1	84	33		543.00
625.57	-15					
End Of Boring @ -15.0'. Boring backfilled with cuttings. End of Boring	-20					
	-25					

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

BBS, form 138 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/14/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM,
Northing 1766383.2, Easting 1076762.9

COUNTY Will DRILLING METHOD Hand Auger HAMMER TYPE CME Automatic

STRUCT. NO. - Surface Water Elev. n/a ft
Station - Stream Bed Elev. n/a ft
BORING NO. NWB-077 Groundwater Elev.:
Station 944+00 First Encounter Dry ft
Offset 141.1 ft Right Upon Completion ft
Ground Surface Elev. 651.90 ft After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8.0" TOPSOIL-black 651.23		HA		
CLAY LOAM-brown-stiff to very stiff		HA		40
			1.75 P	19
		HA		
			2.50 P	17
		HA		
	-5		2.50 P	22
		HA		
			1.75 P	14
643.40				
Auger Refusal @ -8.5'. End Of Boring.	-10			
	-15			
	-20			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/2/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 DESCRIPTION I-80 Phase II LOGGED BY TC

SECTION 17 LOCATION SW 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM,
Northing 1766431.141, Easting 1076710.879

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. - Surface Water Elev. n/a ft
Station - Stream Bed Elev. n/a ft
BORING NO. NWB-077A Groundwater Elev.:
Station 943+90 First Encounter Dry ft
Offset 70 ft Right Upon Completion Dry ft
Ground Surface Elev. 636.25 ft After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
14.0" CONCRETE				
635.08				
CRUSHED ASPHALT & STONE-dense		28		
		28		8
		15		
632.75				
Drillers Observation: Apparent Bedrock 632.25		50/0"		NR
Borehole continued with rock coring.	-5			
	-10			
	-15			
	-20			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

MODEL: DEFAULT
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9/7/2023

1 Entire sheet revised

1 REVISED SHEET 9/11/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B38 (SN 099-N1008)
SOIL BORING LOGS 6
SHEET N4-12 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	650
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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ROCK CORE LOG

Page 1 of 1

Date 3/2/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SW 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**,
Northing 1766431.141, **Easting** 1076710.879

COUNTY Will **CORING METHOD** Rotary Wash

STRUCT. NO. - **CORING BARREL TYPE & SIZE** NX Double Swivel-10 ft
Station -
Core Diameter 2 in
BORING NO. NWB-077A **Top of Rock Elev.** 632.75 ft
Station 943+90 **Begin Core Elev.** 632.25 ft
Offset 70 ft Right
Ground Surface Elev. 636.25 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
632.25					
RUN 1 (-4.0' to -14.0')	1	100	94		418.00
SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE					
Light gray & porous with horizontal bedding. Some vugs & rust staining with few horizontal fractures.					
-5					
-10					
622.25					
End Of Boring @ -14.0'. Boring backfilled with cuttings.					
End of Boring					
-15					
-20					

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

BBS, form 138 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/14/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SE 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**,
Northing 1766518.382, **Easting** 1076919.99

COUNTY Will **DRILLING METHOD** Hand Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Surface Water Elev.** n/a ft
Station - **Stream Bed Elev.** n/a ft
BORING NO. NWB-078 **Groundwater Elev.:**
Station 946+00 **First Encounter** Dry ft
Offset 139 ft Right **Upon Completion** ft
Ground Surface Elev. 656.20 ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.0" TOPSOIL-black 655.70	HA		31
CLAY LOAM-brown-stiff to hard	HA		
		2.00 P	19
	HA		
		2.50 P	19
	HA		
-5		4.50 P	20
	HA		
		1.50 P	13
	HA		
		3.00 P	14
646.20 -10			
Auger Refusal @ -10.0'. End Of Boring.			
-15			
-20			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/3/22

FAI Route 80 from Chicago Street to US Route 30

ROUTE Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SE 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**,
Northing 1766522.793, **Easting** 1076819.589

COUNTY Will **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. - **Surface Water Elev.** n/a ft
Station - **Stream Bed Elev.** n/a ft
BORING NO. NWB-078A **Groundwater Elev.:**
Station 945+30 **First Encounter** Dry ft
Offset 69.3 ft Right **Upon Completion** Dry ft
Ground Surface Elev. 633.98 ft **After** - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
16.0" CONCRETE			
632.65	16		
CRUSHED STONE-loose to dense	25		4
	16		
	6		
	4		5
-5	4		
627.48	10		
Borehole continued with rock coring.	50/3"		
-10			
-15			
-20			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20912_LOG.GPJ IL_DOT.GDT 1/3/23

SOIL BORING 20912_LOG.GPJ IL_DOT.GDT 1/3/23

1 Entire sheet revised

exp.	USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NOISE WALL B38 (SN 099-N1008) SOIL BORING LOGS 7
		CHECKED - BAR	REVISED -		
	PLOT SCALE =	DRAWN - CS	REVISED -		SHEET N4-13 OF N4-15 SHEETS
	PLOT DATE =	CHECKED - BAR	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	651
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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9/7/2023

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ROCK CORE LOG

Page 1 of 1

Date 3/3/22

FAI Route 80 from Chicago Street to US Route 30 | DESCRIPTION I-80 Phase II | LOGGED BY TC

SECTION 17 | LOCATION SE 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM, Northing 1766522.793, Easting 1076819.589

COUNTY Will | CORING METHOD Rotary Wash

STRUCT. NO. - | CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Station - | Core Diameter 2 in

BORING NO. NWB-078A | Top of Rock Elev. 627.48 ft

Station 945+30 | Begin Core Elev. 640.58 ft

Offset 69.3 ft Right

Ground Surface Elev. 633.98 ft

		DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-6.0' to -16.5')	627.48		1	99	81		569.00
SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray & porous with horizontal bedding. Some vugs horizontal fractures throughout.							
		-10					
		-15					
	617.48						
End Of Boring @ -16.5'. Boring backfilled with cuttings. End of Boring		-20					
		-25					

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

BBS, form 138 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/14/22

FAI Route 80 from Chicago Street to US Route 30 | DESCRIPTION I-80 Phase II | LOGGED BY TC

SECTION 17 | LOCATION SE 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM, Northing 1766587.1, Easting 1076994.2

COUNTY Will | DRILLING METHOD Hand Auger | HAMMER TYPE CME Automatic

STRUCT. NO. - | Surface Water Elev. n/a ft

Station - | Stream Bed Elev. n/a ft

BORING NO. NWB-079 | Groundwater Elev.:

Station 947+00 | First Encounter Dry ft

Offset 138.7 ft Right | Upon Completion ft

Ground Surface Elev. 657.00 ft | After - Hrs. - ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black	656.00		HA		30
CLAY LOAM-dark brown to brown-very stiff (Fill)			HA	2.75 P	11
			HA	3.00 P	16
		-5	HA	3.25 P	20
			HA	2.00 P	23
	649.00				
Auger Refusal @ -8.0'. End Of Boring.		-10			
		-15			
		-20			

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

BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Page 1 of 1

Date 3/3/22

FAI Route 80 from Chicago Street to US Route 30 | DESCRIPTION I-80 Phase II | LOGGED BY TC

SECTION 17 | LOCATION SE 1/4, SEC. 17, TWP. T35N, RNG. R11E, 3rd PM, Northing 1766647.529, Easting 1076965.806

COUNTY Will | DRILLING METHOD Hollow Stem Auger | HAMMER TYPE CME Automatic

STRUCT. NO. - | Surface Water Elev. n/a ft

Station - | Stream Bed Elev. n/a ft

BORING NO. NWB-079A | Groundwater Elev.:

Station 947+18 | First Encounter Dry ft

Offset 75.3 ft Right | Upon Completion Dry ft

Ground Surface Elev. 633.33 ft | After - Hrs. - ft

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
15.0" CONCRETE	632.08				
CRUSHED STONE-dense			14		
			16		6
			17		
	629.33		10		
Borehole continued with rock coring.		-5	50/2"		
		-10			
		-15			
		-20			

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

BBS, form 137 (Rev. 8-99)

SOIL BORING 20012_LOG.GPJ IL_DOT.GDT 1/3/23

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9/7/2023

1 Entire sheet revised

USER NAME -	DESIGNED - CS	REVISED -	1 9/12/2023 BAR
	CHECKED - BAR	REVISED -	
PLOT SCALE -	DRAWN - CS	REVISED -	
PLOT DATE -	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE WALL B38 (SN 099-N1008)
SOIL BORING LOGS 8

SHEET N4-14 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	652
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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

ROCK CORE LOG

Date 3/3/22

ROUTE FAI Route 80 from Chicago Street to US Route 30 **DESCRIPTION** I-80 Phase II **LOGGED BY** TC

SECTION 17 **LOCATION** SE 1/4, **SEC.** 17, **TWP.** T35N, **RNG.** R11E, 3rd **PM**,
Northing 1766647.529, **Easting** 1076965.806

COUNTY Will **CORING METHOD** Rotary Wash

STRUCT. NO. - **CORING BARREL TYPE & SIZE** NX Double Swivel-10 ft
Station -

BORING NO. NWB-079A
Station 947+18
Offset 75.3 ft Right
Ground Surface Elev. 633.33 ft

Core Diameter 2 in
Top of Rock Elev. 628.68 ft
Begin Core Elev. 629.33 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
RUN 1 (-4.0' to -14.0')	629.33					
(-4.0' to -4.65') Concrete		1	100	59		598.00
(-4.65' to -14.0') SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE Light gray & porous with horizontal bedding. Weathered with rust staining below -8.0'. Some horizontal fractures throughout.	-5					
	-10					
	619.33					
End Of Boring @ -14.0'. Boring backfilled with cuttings. End of Boring	-15					
	-20					

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

BBS, form 138 (Rev. 8-99)

1 *Entire sheet revised*

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

NOISE WALL B38 (SN 099-N1008)
SOIL BORING LOGS 9
SHEET N4-15 OF N4-15 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	653
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

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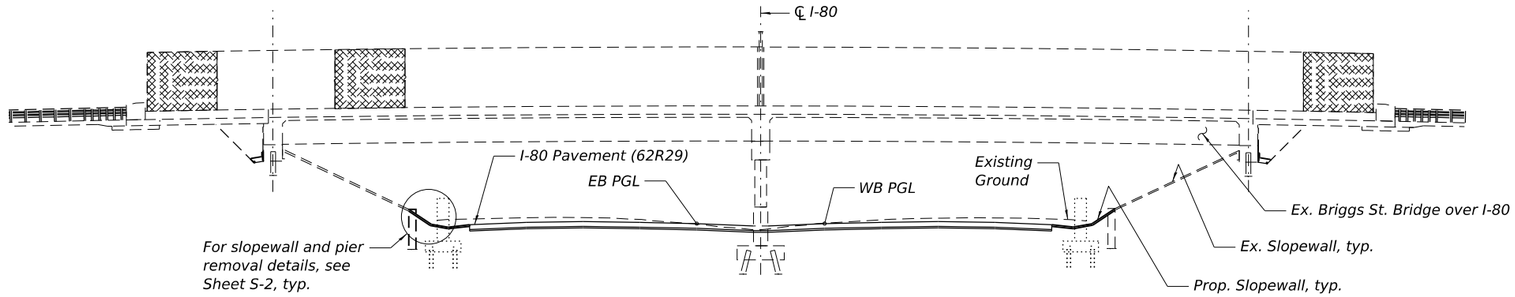
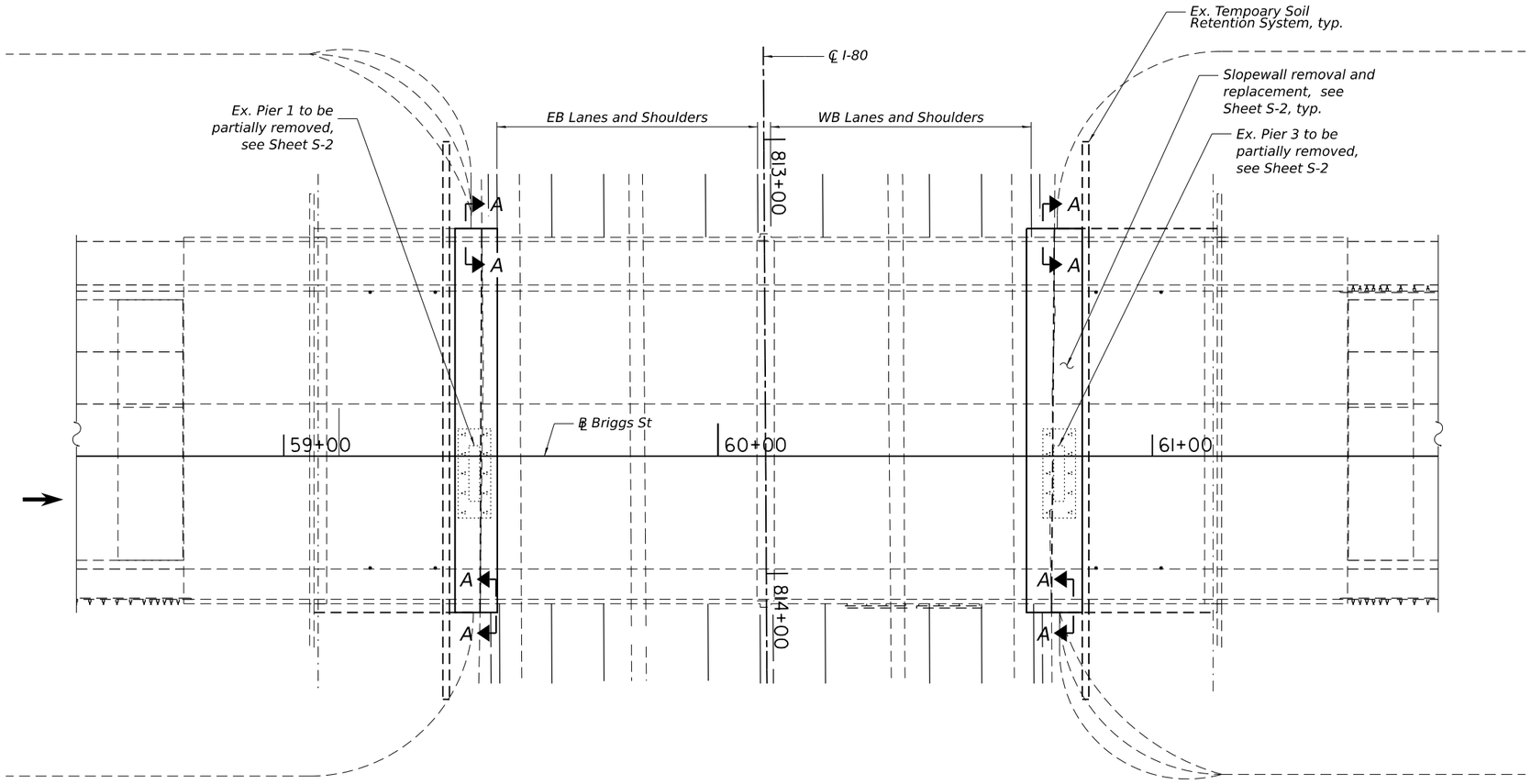
9/7/2023



ELEVATION



Note: for Section A-A, see Sheet S-2.

PLAN

STATE OF ILLINOIS
VINOD C. PATEL
081-004528
CHICAGO, IL
LICENSED STRUCTURAL ENGINEER

Signed:
Date: 8/16/23
Exp: 11/30/2024
Sheets: S-1 thru S-2

1 REVISED SHEET 9/11/2023

GENERAL PLAN & ELEVATION
BRIGGS ST. OVER I-80
F.A.U. ROUTE 363
WILL COUNTY
STA. 60+10.96
STRUCTURE NO. 099-8307

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\TRANSYSTEMS-PW-01\DMS08069\0998307-62R29-001-GPEL.DGN
9/7/2023

USER NAME =	DESIGNED - CS	REVISED - 1 9/12/2023 BAR	
	CHECKED - BAR	REVISED -	
PLOT SCALE =	DRAWN - CS	REVISED -	
PLOT DATE =	CHECKED - BAR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-8307
SHEET S-1 OF S-2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	654
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: Spike Nail in power pole at S.E. Corner of Cherry Hill Rd. & New Lennox Rd. U.S.G.S. Elev.=664.17

Existing Structure: S.N. 099-0199, four span continuous reinforced concrete haunch girder bridge on double hammerhead [piers and spill through abutments. Built in 1965 by IDOT as Proj. I-80-4 (42) 137 Sec. 99-4-1HB-1 in Will County. The superstructure was removed and replaced into a four span, wide flange steel beam concrete deck structure in 2000 and the substructure rehabilitated. There was also approach roadway related work.

INDEX OF SHEETS

SCOPE OF WORK:

1. Repair cracks in slope walls.
2. Fill voids in slope walls.
3. Repair piers

DESIGN SPECIFICATIONS

EXISTING CONSTRUCTION
1996 AASHTO with 1997 & 1998 Interims

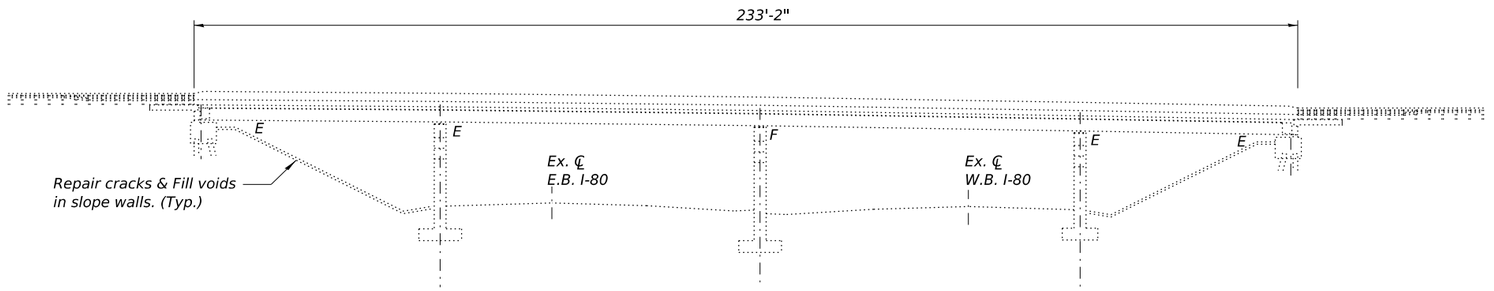
REPAIR CONSTRUCTION
2002 AASHTO Standard Specification for Highway Bridges
17th Edition with Interims

DESIGN STRESSES

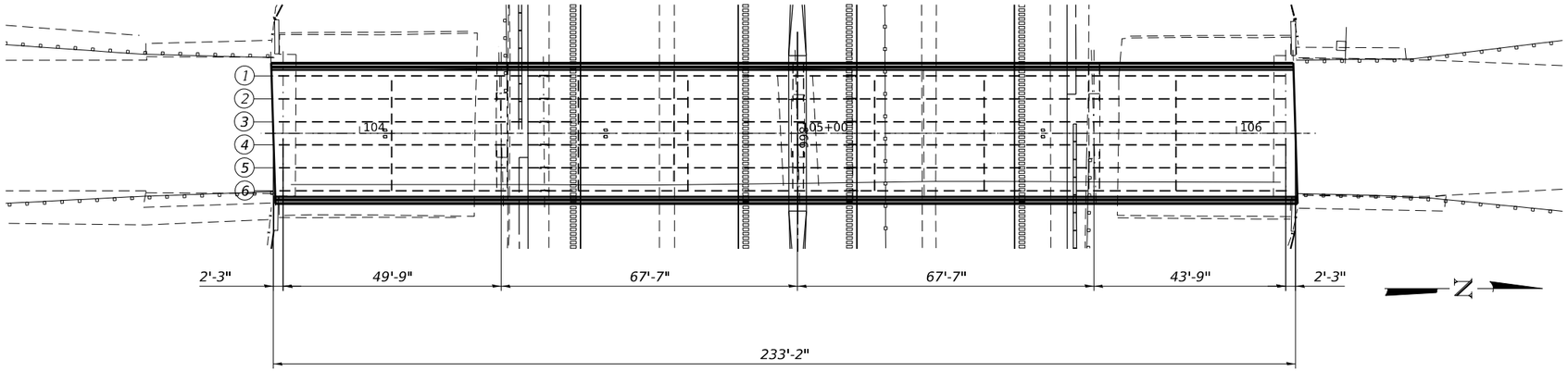
EXISTING	PROPOSED
f'c = 3,500 psi	f'c = 3,500 psi
fy = 60,000 psi (Reinf.)	Low Strength Concrete
fy = 50,000 psi (M270 Grade 50)	

LOADING HS20-44

Original Loading



ELEVATION



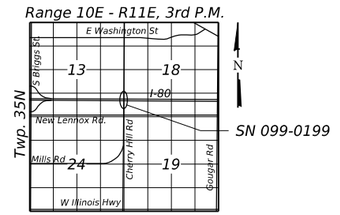
PLAN

GENERAL NOTES:

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work. However, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Epoxy Crack Injection	Foot		265	265
Controlled Low-Strength Material	Cu Yd		20	20
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq Ft		25	25



LOCATION SKETCH

STATE OF ILLINOIS
LUKE C MARTIN
081-007429
YORKVILLE, IL
LICENSED STRUCTURAL ENGINEER

Signed: Luke Martin
Date: 8/16/2023
Exp: 11/30/2024
Sheets: S-1 thru S-3

1

1 REVISED SHEET 9/11/2023

GENERAL PLAN & ELEVATION
CHERRY HILL ROAD
OVER FAI-80 FAI ROUTE 80
STA. 577+26.34
SECTION 99-4-IHB-1 BR
WILL COUNTY
STRUCTURE NO. 099-0199

MODEL: DEFAULT
FILE NAME: C:\TRANSYSTEMS\PW_LOCAL\DMS08069\0990199-194099-GPE.DGN
8/16/2023

GARZA KARHOFF ENGINEERING, LLC

USER NAME =	DESIGNED - RO	REVISED - 1 9/12/2023 LM	
	CHECKED - LM	REVISED -	
PLOT SCALE =	DRAWN - EG	REVISED -	
PLOT DATE =	CHECKED - LM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 099-0199
SHEET S-1 OF S-3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 8	WILL	883	656
		CONTRACT NO. 62R29		
	ILLINOIS	FED. AID PROJECT		